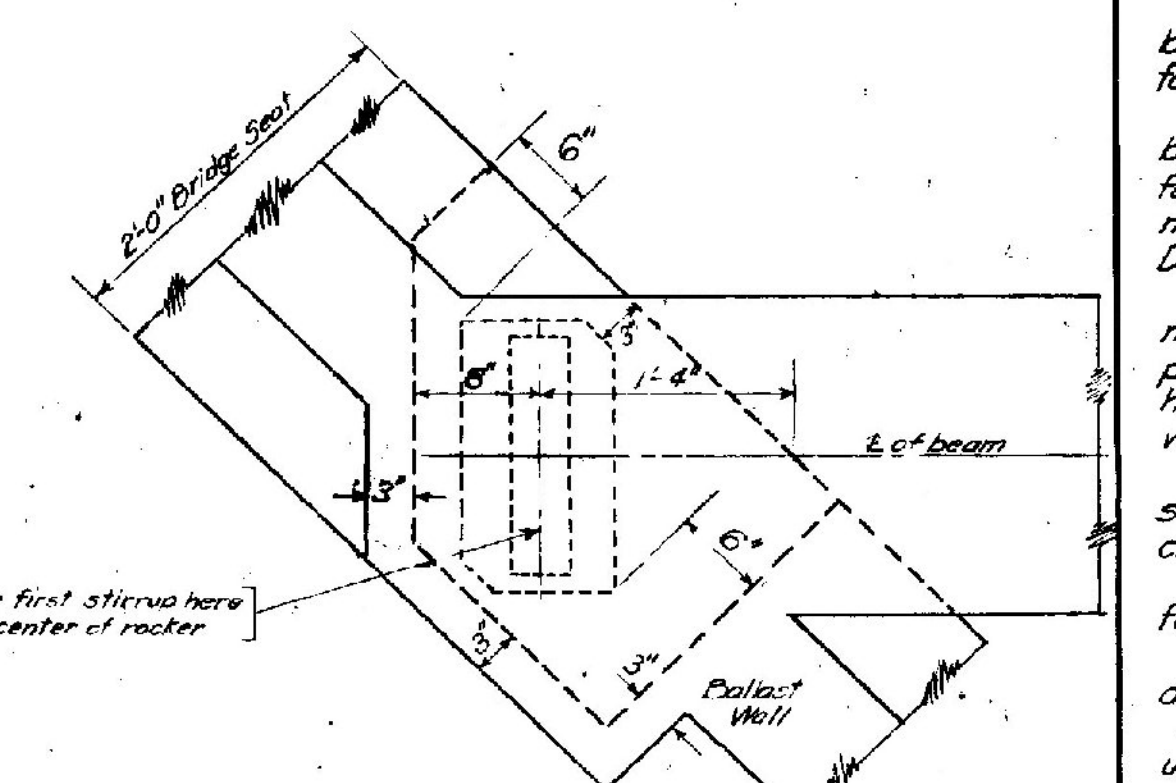


QUANTITIES TO BE ADDED PER SIDEWALK TO ROADWAY QUANTITIES

Span	Conc. Class	Rein. Steel	Steel
25	4.2	46.0	16.00
30	5.4	59.0	20.50
35	6.7	80.0	26.60
40	8.3	100.0	33.90
45	10.0	129.0	42.00
50	12.0	162.0	51.90
55	14.3	200.0	63.60
60	17.0	243.0	77.00

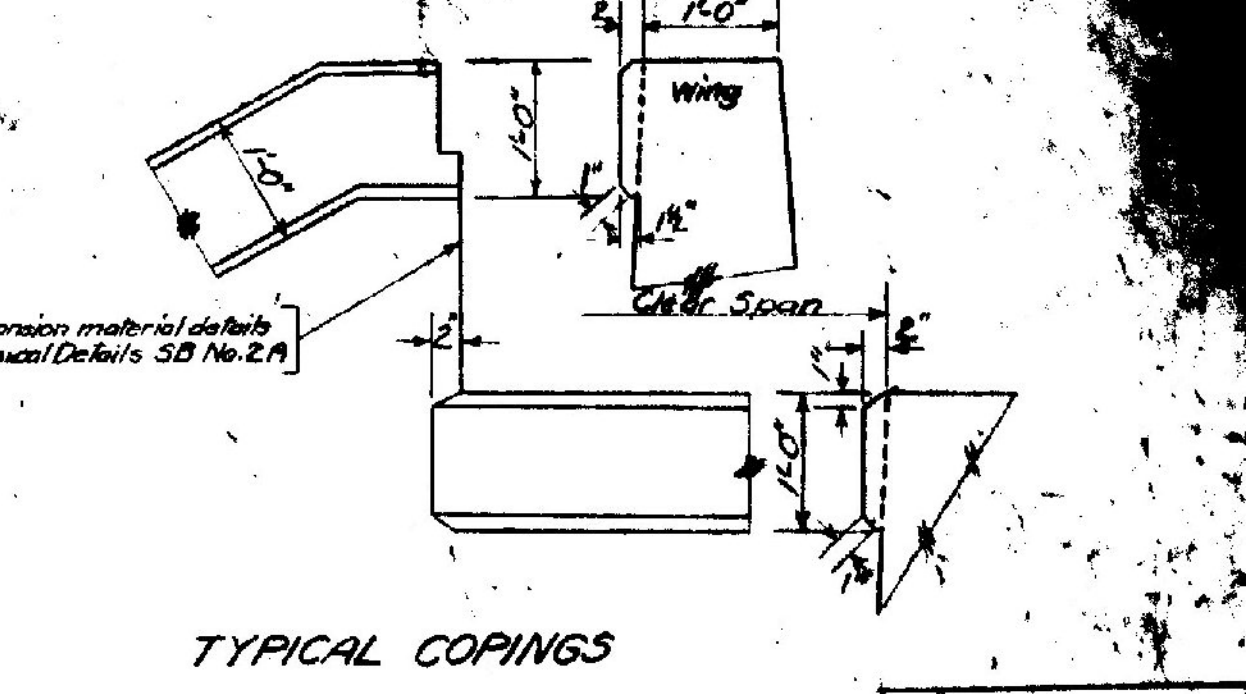
STANDARD DETAIL-5213



REINFORCING STEEL IN BEAMS

Span	No. of Beams	No. of Bars		No. of Beams	No. of Bars	No. of Beams	No. of Bars	Concrete	Steel			
		W	H							W	H	W
25	2	No. 1	11' 2'-4"	6'-6"	4	2	2	1	23	2.8	6.3	38.4
30	2	No. 1	11' 2'-7"	7'-0"	4	2	2	2	25	3.3	7.8	42.5
35	3	No. 1	11' 2'-7"	7'-0"	4	2	2	3	27	3.8	9.0	47.4
40	3	No. 1	11' 2'-4"	7'-6"	4	2	2	4	29	4.3	10.7	52.2
45	4	No. 1	11' 2'-7"	8'-3"	5	3	2	4	35	4.9	12.5	62.1
50	4	No. 1	11' 2'-8"	9'-0"	5	3	2	5	37	5.4	13.8	67.1
55	4	No. 1	11' 2'-8"	10'-3"	5	4	2	5	41	5.9	15.3	72.9

STANDARD DETAIL-5212



GENERAL NOTES

The following notes shall govern the structures and details to which they apply. All work and materials shall conform to the Standard Road and Bridge Specifications of the Vermont Highway Department, 1928.

Any suitable structure excavation used by the contractor for any purpose other than for backfill or approach fill shall be replaced by an equivalent quantity of borrow by the contractor at his expense unless same is ordered washed by the Engineer.

Piles shall be provided where foundation cannot be obtained with a reasonable depth. They shall be spaced not closer than 2'-6" except as noted on plans or as directed by the Engineer. Where jacking is necessary, use Standard Detail 5206.

Foundations on ledge should preferably be sloped toward the back of the footing about 1" per foot and footings shown on plans for other conditions may be revised at the direction of the Engineer.

All concrete for piers and gravity abutments shall be class B (1-2-4) concrete unless otherwise noted or directed.

All concrete for reinforced abutments shall be class C (1-2-4) concrete unless otherwise noted or directed.

All concrete for Tee, I beam and Slab bridges, curbs and rails shall be class A (1-2-4) concrete and shall be paid for at the unit price for class A concrete.

All reinforcing steel for bridges and abutments shall be determined bars, except as noted, and shall conform to the Standard Specification for Billet Steel Concrete Reinforcing Bars, Structural or Intermediate Grade, of the American Society for Testing Materials, Specification A15-14.

Weep holes shall be provided in main abutment and wings spaced not further apart than 10'-0" symmetrically about the foot of abutment, pitched 1" per foot upward from front to back. The lower end of the weep hole shall be 2'-6" above footing. The cost of work and materials for weep holes shall be included in the unit price bid for concrete.

The pre-moulded bituminous expansion material between superstructure and substructure of expansion and fixed ends shall be included and paid for in price bid for class A (1-2-4) concrete.

All work and materials for expansion device to be included in and paid for at the unit price bid for reinforcing steel for Tee beam bridges.

Concrete chairs for supporting reinforcing steel shall be made to the dimensions shown on the Standard Chair steel.

Structural steel for I beam bridges shall be painted as specified under Item 36 A-B, Pamphlet I of the Specifications unless otherwise directed.

All exposed edges shall be chamfered. The face dimension of chamfer to be 1".

Where pipes, existing or required, pass through abutments, they shall be of the materials and in the locations as directed by the Engineer. The cost of all work and materials for such work shall be included in and paid for under the unit bid for abutment concrete. Where pipes are to be carried by the superstructure, they shall be supported as directed by the Engineer and the cost of all work and materials shall be paid for at the unit price for superstructure reinforcing steel.

In case lighting is required for superstructure, special details will be furnished. Cost of work and materials for such lighting shall be paid for under a separate lump sum bid, unless otherwise provided.

TYPICAL DETAILS TEE AND I BEAM BRIDGES AND ABUTMENTS STATE OF VERMONT DEPARTMENT OF HIGHWAYS

CORRECTED: A. D. Bishop, BRIDGE ENGINEER

Corrected to March 1, 1929.

Checked by: M. W. Bishop, S. B. No. 2