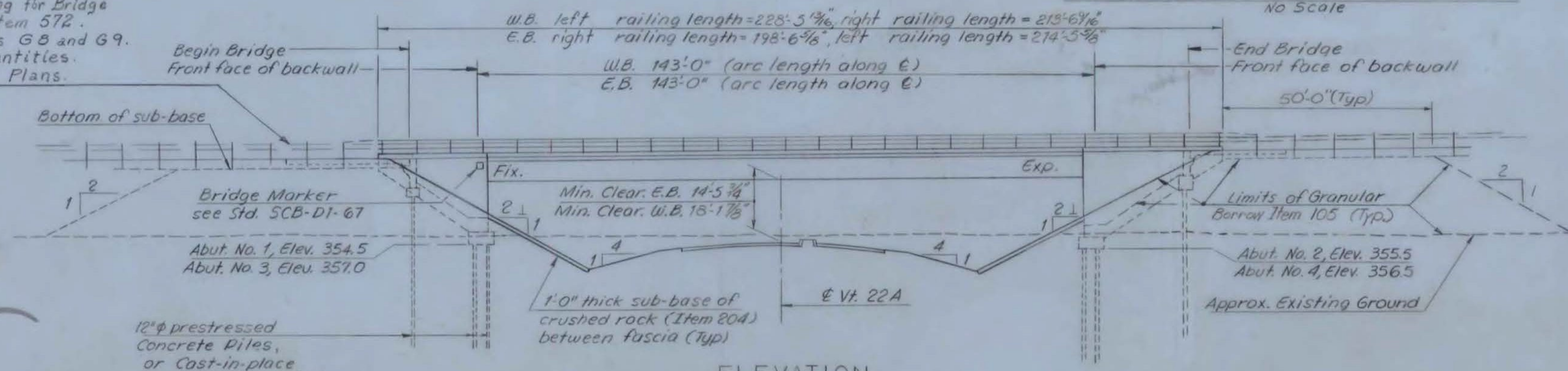
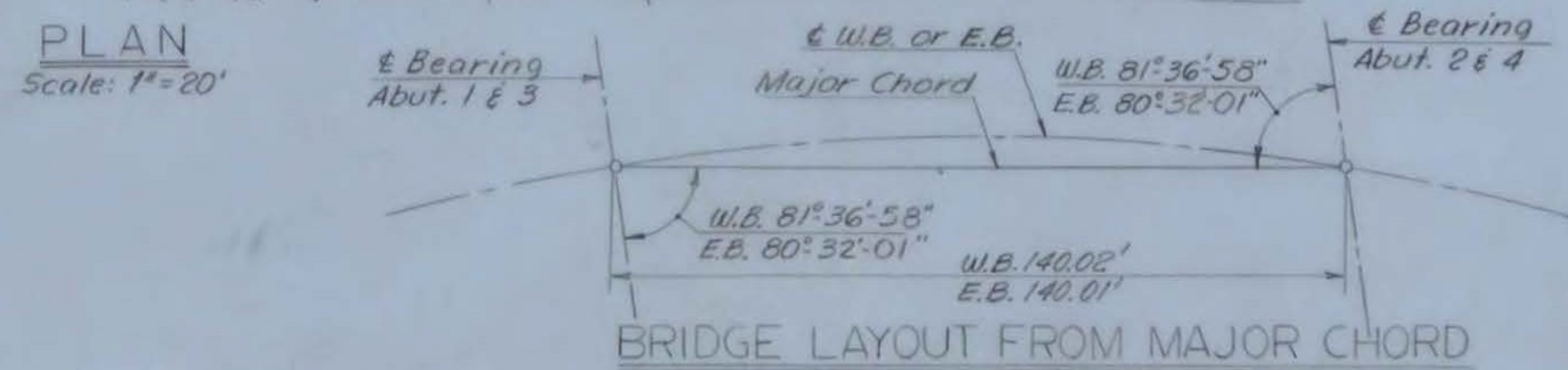


Curve Data	Curve Data	Curve Data
W.B. U.S. Ete. 4	W.B. U.S. Ete. 4	Vt. 22A
$\Delta = 74^\circ 44' 00''$ Rt.	$\Delta = 70^\circ 21' 00''$ Rt.	$\Delta = 2^\circ 19' 00''$ Lt.
$D = 3^\circ 00'$	$D = 3^\circ 00'$	$D = 0^\circ 15'$
$R = 1909.86'$	$R = 1909.86'$	$R = 22,918.32'$
$T = 1458.44'$	$T = 1346.01'$	$T = 463.40'$
$L = 2491.11'$	$L = 2345.00'$	$L = 326.67'$
$E = 493.18'$	$E = 426.66'$	$E = 4.68'$
Bank $1\frac{1}{16}$ " per ft.	Bank $1\frac{1}{16}$ " per ft.	No Bank



**GENERAL NOTES**

- SPECIFICATIONS:**  
All materials and construction shall conform to the State of Vermont, Department of Highways, Standard Specifications for Highway and Bridge Construction dated April, 1964, and the A.A.S.H.O. Standard Specifications dated 1965, as modified by current Interim Specifications.
- LIVE LOAD:**  
Structure designed for HS-20-44 Loading modified for National System of Interstate Highways applied in accordance with the provisions of the A.A.S.H.O. Standard Specifications, Article 1.2.8.
- CONCRETE:**  
All exposed edges of concrete shall be chamfered 1" x 1" unless otherwise noted. All construction joints to be made as shown on SCB-D6-67, details B and C, unless otherwise noted.
- REINFORCEMENT:**  
All reinforcement to have a clear cover of 2", unless otherwise noted.
- DIMENSIONS:**  
All dimensions given are measured horizontally or vertically unless otherwise noted. Dimensions given are for 48" F., unless otherwise noted. Elevation datum, sea level, based on nearest U.S. Government Vertical control.
- STRUCTURAL STEEL:**  
Item 404-A shall include all structural steel, copper, wrought iron, and any other materials indicated or required in the completed structure which are not otherwise classified. All structural steel shall be structural carbon steel conforming to the requirements of the specifications for steel bridges and buildings A.S.T.M. Designation A-36-62T, except as otherwise noted. The contractor shall submit complete details of the structural steel to the State of Vermont, Department of Highways, and receive their written approval prior to the start of fabrication. The steel details shall include provisions for cambering of beams for dead load deflection as well as erection diagrams and falsework details. The final coat of field paint shall be green.
- WATER REPELLENT:**  
The top surfaces of safety walks, fascia and back to the fascia beam under the slab, and on exposed areas of abutments not otherwise treated shall be covered with water repellent, (Item 440).
- FIELD BOLTING:**  
Field bolted connections shall be made with  $\frac{3}{8}$ " # A325 High Strength bolts. A490 bolts are not allowed.
- ABUTMENTS:**  
The top surfaces of all abutments shall be sloped  $\frac{1}{4}$ " per foot from the front edge of abutment curtain walls, except for bearing pads projecting 1" or more above the general area, which surfaces shall be level. Elevation of bridge seats given are for centerline of bearings. The entire exposed top surface of abutments shall be coated with Asphaltic-Asbestos Coating,  $\frac{1}{2}$ " thick, as per Item 407 of the specifications. The application of this item shall be after all painting and incidental items are completed. Fill inside the abutments shall be graded to 3' above the bottom of the exterior concrete girders of the abutment section and shall meet the requirements of Item 105.
- PILES:**  
Cast-in-Place Piling or Prestressed Concrete Piling Type will be chosen by alternate bids. Vertical Design Load = 40 tons/pile; Horizontal Design Load = 1 ton/pile. All piling shall be driven to the lengths indicated on the plans unless otherwise directed in writing by the Engineer.
- GENERAL:**  
Cross slopes of the approach slabs to conform to the cross slope of the bridge. All expansion material shall be premoiled cork containing no bitumen or asphalt.
- BITUMINOUS CONCRETE PAVEMENT:**  
Bituminous concrete pavement, Item 361 Modified, Type II, shall be applied in two courses.

**INDEX OF DRAWINGS**

- BR 501 PLAN AND ELEVATION
- BR 502 QUANTITY SHEET
- BR 503 PRELIMINARY INFORMATION SHEET
- BR 504 BORING LOG
- BR 505 BORING LOG
- BR 506 BORING LOG
- BR 507 SUPERSTRUCTURE DETAILS
- BR 508 SUPERSTRUCTURE DETAILS
- BR 509 SUPERSTRUCTURE DETAILS
- BR 510 JOINT DETAILS
- BR 511 ABUTMENT No. 1 DETAILS
- BR 512 ABUTMENT No. 2 DETAILS
- BR 513 ABUTMENT No. 3 DETAILS
- BR 514 ABUTMENT No. 4 DETAILS
- BR 515 FOOTING DETAILS & TYPICAL SECTIONS
- BR 516 FOOTING DETAILS & TYPICAL SECTIONS
- BR 517 APPROACH SLAB No. 1
- BR 518 APPROACH SLAB No. 2
- BR 519 APPROACH SLAB No. 3
- BR 520 APPROACH SLAB No. 4
- BR 521 REINFORCING STEEL DETAILS
- BR 522 REINFORCING STEEL DETAILS
- BR 523 REINFORCING STEEL DETAILS
- BR 524 REINFORCING STEEL DETAILS
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**STANDARD DRAWINGS**

- SCB-D6-67 FILE SPLICE DETAILS CONSTRUCTION JOINT DETAILS
- SCB-D4-67 DECK REINFORCING LAYOUT AT ABUTMENT
- SCB-D2-67 BEAM HAUNCH
- SCB-D1-67 BENCH MARK & BRIDGE MARKER DETAILS AND GENERAL NOTES
- SB-R2-65 STEEL RAILING DETAILS
- SB-R1-64 (SHEETS 1 AND 2) ALUMINUM RAILING DETAILS
- PRESTRESSED CONCRETE PILES - JOINT COMMITTEE, AASHTO COMMITTEE ON BRIDGES & STRUCTURES AND

**FAIR HAVEN - WEST RUTLAND  
BF MEMB (35)  
SHEET 13 OF 44  
BRIDGE NOS. 5E AND 5W  
FOR REFERENCE ONLY**

**DESIGN STRESSES**

- Concrete —  $f'_c = 3,000$  p.s.i.  
                   $f_c = 1,200$  p.s.i.
- Structural Steel —  $f_s = 20,000$  p.s.i.  
                          (A-36, other steels as per AASHTO specs.)
- Reinforcing Steel —  $f_s = 20,000$  p.s.i. (tension)  
                           $f_s = 16,000$  p.s.i. (compression)



U.S. RTE. 4 RELOCATION  
OVER VT. 22A RELOC.

**PLAN AND ELEVATION**

MCFARLAND-JOHNSON  
CONSULTING ENGINEERS  
BINGHAMTON, NEW YORK

DESIGNED <b>BEK</b>	CHECKED <b>REC</b>	DATE <b>5-23-68</b>
DRAWN <b>EMG</b>	IN CHARGE <b>HGC</b>	SCALE <b>As shown</b>

PROJECT NO. F020 - 104(8)SH/80 JF532

CONTRACT NO. BR 501 180 255

Addition: Bridge Railing for Bridge Approaches 8-25-69 R.P.G.