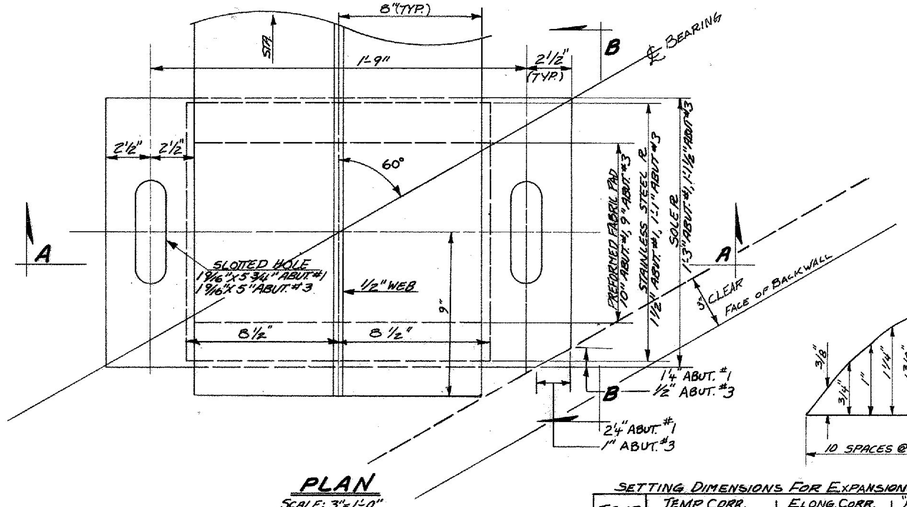
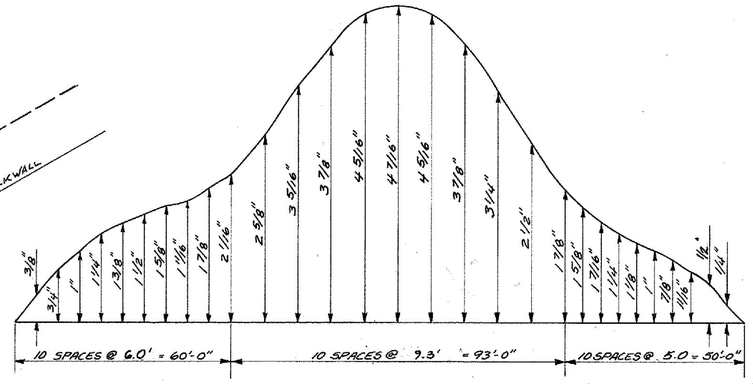


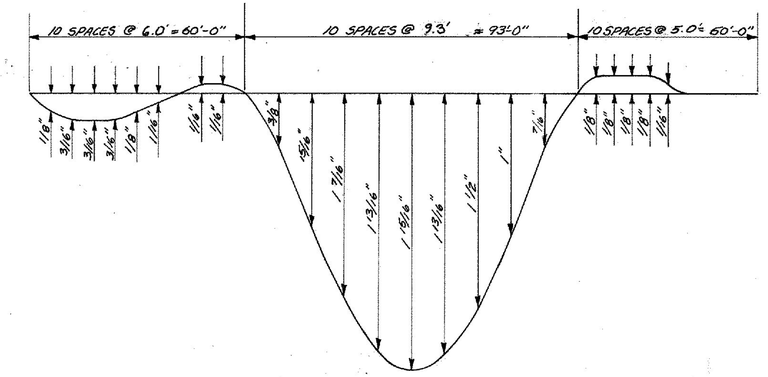
PLAN

SCALE: 3"=1'-0"



CAMBER DIAGRAM-EB

SCALE: HORZ. 1"=20', VERT. FULL

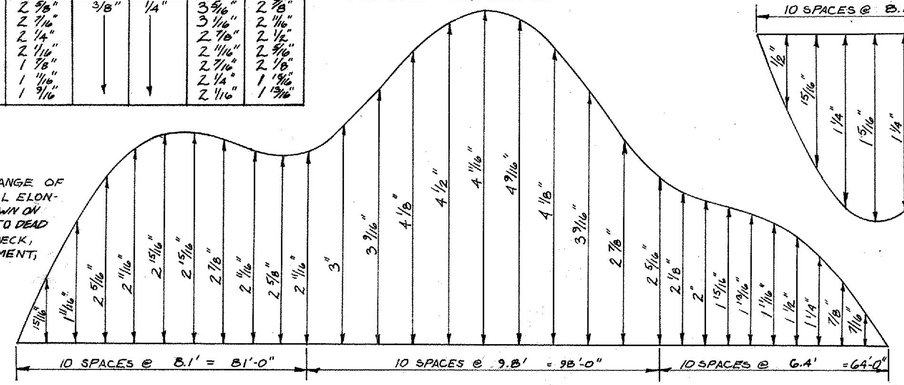


DEAD LOAD DEFLECTION DIAGRAM-EB

INCLUDES WEIGHT OF GIRDERS, DECK, DIAPHRAGMS, PAVEMENT, CURBS, AND GUARD RAILS

SCALE: HORZ. 1"=20', VERT. 1"=1½"

SETTING DIMENSIONS FOR EXPANSION BEARING						
TEMP.	TEMP. CORR. ABUT #1	TEMP. CORR. ABUT #3	ELONG. CORR. ABUT #1	ELONG. CORR. ABUT #3	"A" DISTANCE ABUT #1	"A" DISTANCE ABUT #3
15°F	2 15/16"	2 5/8"	3/8"	1/4"	3 5/16"	2 7/8"
30°F	2 11/16"	2 7/16"			3 1/16"	2 11/16"
45°F	2 1/2"	2 1/4"			2 7/8"	2 1/2"
60°F	2 5/16"	2 1/16"			2 11/16"	2 5/16"
75°F	2 1/16"	1 7/8"			2 7/16"	2 1/8"
90°F	1 7/8"	1 11/16"			2 1/4"	1 15/16"
105°F	1 11/16"	1 9/16"			2 1/16"	1 13/16"



CAMBER DIAGRAM-WB

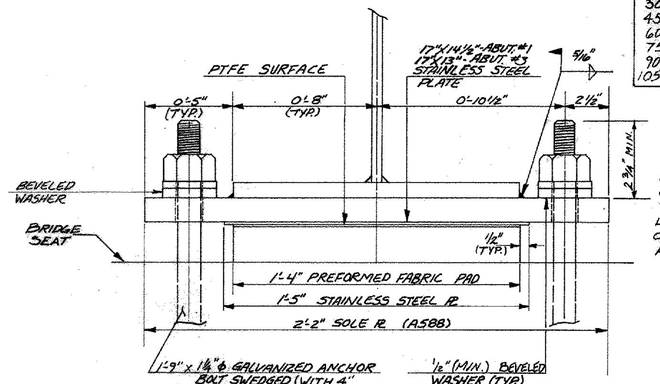
SCALE: HORIZ. 1"=20', VERT. FULL

DEAD LOAD DEFLECTION DIAGRAM-WB

INCLUDES WEIGHT OF GIRDERS, DECK, DIAPHRAGMS, PAVEMENT, CURBS, & GUARD RAILS

SCALE: HORIZ. 1"=20', VERT. 1"=1½"

	SPAN 1	SPAN 2	SPAN 3
LIVE LOAD DEFLECTION -	WB = 19/16" EB = 7/16"	WB = 1 3/16" EB = 15/16"	WB = ½" EB = 5/16"
DEAD LOAD DEFLECTION -	WB = 1 5/16" EB = 3/16"	WB = 1 11/16" EB = 1 5/16"	WB = 3/8" EB = 1/8"
RESIDUAL CAMBER @ MIDPOINT OF BRIDGE -	WB = 3"	EB = 2 1/2"	
TOTAL CAMBER @ MIDPOINT OF BRIDGE -	WB = 4 1/16"	EB = 4 7/16"	



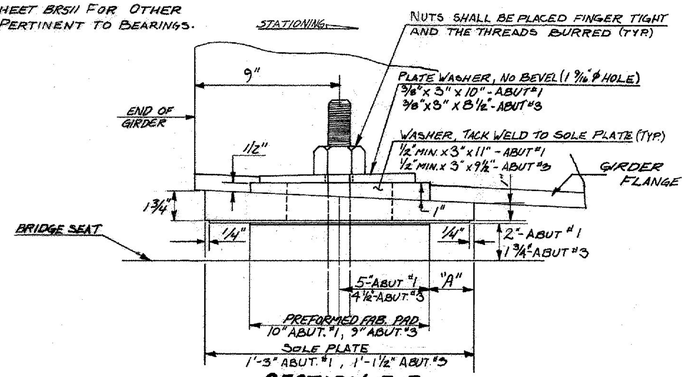
BOTTOM FLANGE OF GIRDER WILL ELONGATE AS SHOWN ON TABLE DUE TO DEAD LOADS OF DECK, CURB, PAVEMENT, AND RAIL.

NOTE: ALL STEEL PLATES AND WASHERS IN BEARINGS SHALL BE GALVANIZED OR METALIZED AND SHALL BE A36. (ABUT #1 & #3)

SEE SHEET BR5/1 FOR OTHER NOTES PERTINENT TO BEARINGS.

SECTION A-A

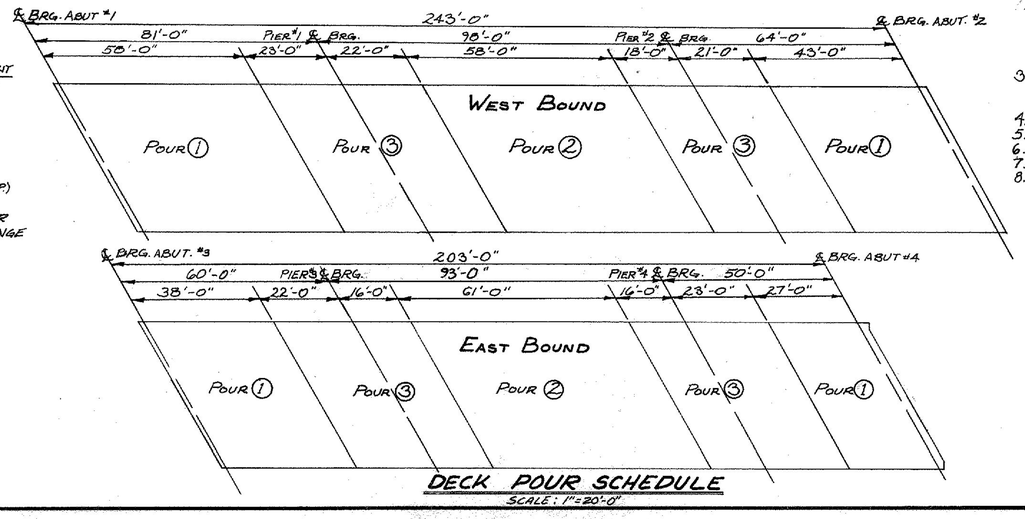
SCALE 3"=1'-0"



SECTION B-B

SCALE: 3"=1'-0"

ABUTMENT #1 & #3



DECK POUR SCHEDULE

SCALE: 1"=20'-0"

NOTES

1. ①, ②, ③ INDICATE THE SEQUENCE IN WHICH THE SECTIONS ARE TO BE POURED. A MINIMUM OF 96 HOURS BETWEEN POURS IS REQUIRED SEE NOTE 15, SCB-DI-75.
2. IF APPROVED BY THE ENGINEER, ALL SECTIONS MAY BE POURED THE SAME DAY, PROVIDED THAT THE MAXIMUM TIME SPAN OF THE POUR IS 6 HOURS AND THAT THE INDICATED POURING SEQUENCE IS FOLLOWED AND THAT A RETARDING ADMIXTURE IS USED SO THAT THE DECK CONCRETE WILL NOT SET UP UNTIL ALL THE DECK CONCRETE HAS BEEN PLACED. THE RETARDING ADMIXTURE SHALL BE SUBSIDIARY TO CONCRETE, CLASS A.
3. IF ALL SECTIONS ARE NOT POURED IN THE SAME DAY, USE BRIDGE SLAB CONSTRUCTION JOINTS BETWEEN POURS. SEE STD. DVG. SCB-DG-73, DET. D. JOINTS SHALL BE PARALLEL TO THE ℄ BEARING.
4. P.T.F.E. EXPANSION BEARINGS SHALL CONFORM TO SUBSECTION 751.
5. BEARINGS SHALL BE PAID FOR AS BEARING DEVICE ASSEMBLY.
6. SOLE PLATES SHALL BE BEVELED AS SHOWN.
7. CONCRETE SURFACES UNDER BEARINGS SHALL BE LEVEL TO WITHIN 1/16" / FT.
8. IN LIEU OF BEVELED WASHERS, THE FABRICATOR HAS THE OPTION OF MILLING THE SOLE PLATES SUCH THAT THEY ARE BEVELED FOR WIDTH OF FLANGE + 1" EACH SIDE WITH THE REMAINDER BEING FULL THICKNESS UNDER FLAT WASHERS & NUTS.

STATE OF VERMONT
AGENCY OF TRANSPORTATION

TOWN OF RUTLAND	Bridge No. 5
	Log Sta. ~
HIGHWAY NO. U.S. RTE. #4	Surv. Sta. EB 331+36 WB 330+81

U.S. RTE. #4 OVER DORR DRIVE

BEARINGS, CAMBER DIAGRAMS, POUR SEQUENCES

Designed by J.B. McCARTHY	Drawn by L.C. GATES
Checked by G.S. ROGERS date 8/83	Bridge Design Supervisor F.W. Bolkum date 12/83
PROJECT WEST RUTLAND-RUTLAND	PROJECT NO. F-EGC-F-020-1(10)
Bridge Sheet No. BR 5/2	Sheet 102 of 459

BRUNING 44-131-58384

BR-6-'83