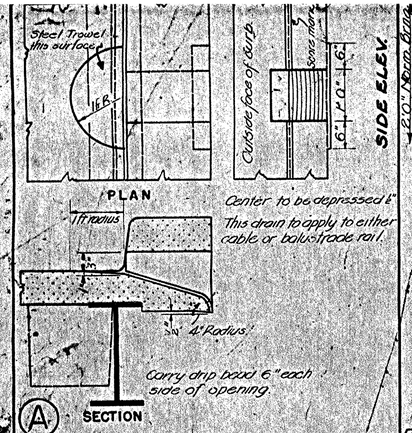
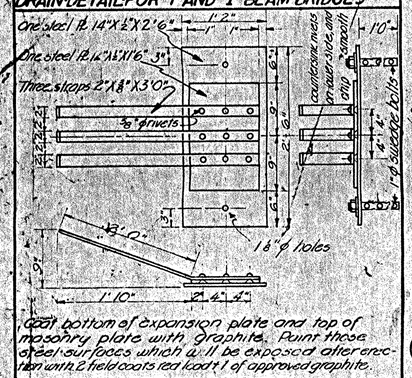
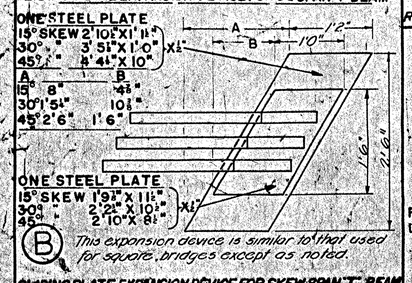


(A) DRAIN DETAIL FOR 'T' AND 'I' BEAM BRIDGES

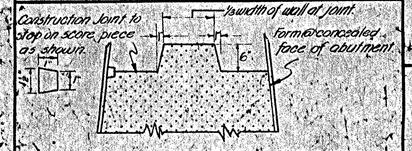


SLIDING PLATE EXPANSION DEVICE FOR SQ. SPAN 'T' BEAM



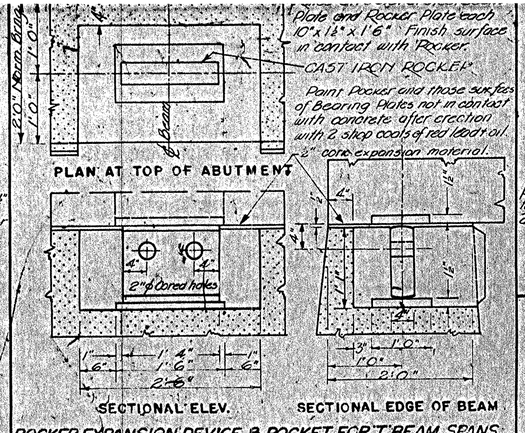
(B) This expansion device is similar to that used for square bridges except as noted.

SLIDING PLATE EXPANSION DEVICE FOR SKEW SPAN 'T' BEAM

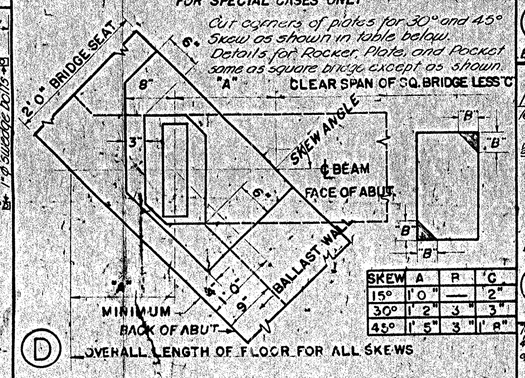


Unless otherwise directed by the engineer, score pieces shall be equally spaced vertically on about 1'-9" for abutments up to 20 ft. in height, and 2'-6" for abutments above 20 ft. height. They shall stop at underside of copings, and shall be carried around ends of walls or piers where they might be exposed to view. Score marks shall line horizontally and shall be at same level in all piers & abutments on the job. Construction joint may be made at any score mark.

(C) SCORE MARK & CONST. JNT. FOR PIER & ABUT.

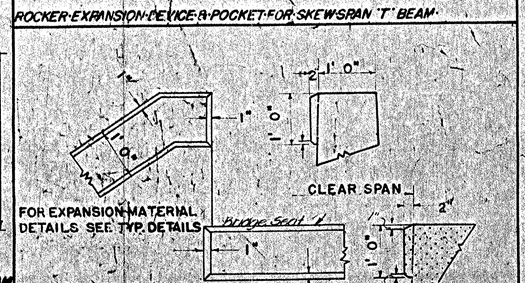


ROCKER EXPANSION DEVICE & POCKET FOR 'T' BEAM SPANS FOR SPECIAL CASES ONLY

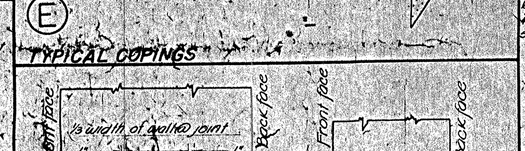


SKEW	A	B	'C'
15°	1'-0"	—	2"
30°	1'-2"	3"	3"
45°	1'-5"	3"	1'-8"

(D) ROCKER EXPANSION DEVICE & POCKET FOR SKEW SPAN 'T' BEAM

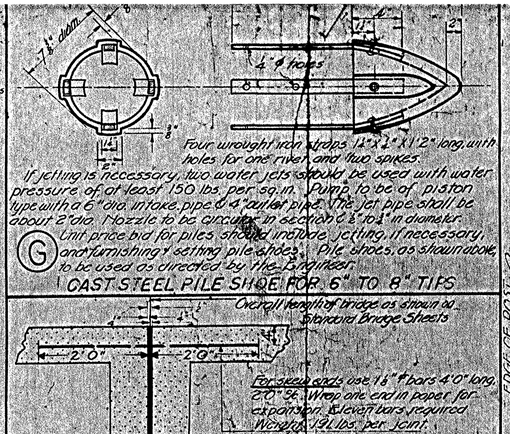


(E) TYPICAL COPINGS

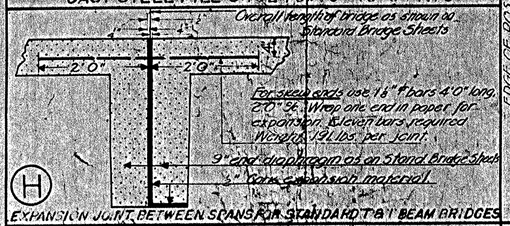


Detail No. 1 to apply from bottom of footing to a point 3'-0" down from top of wing. Detail No. 2 to be used from this point to top of wing.

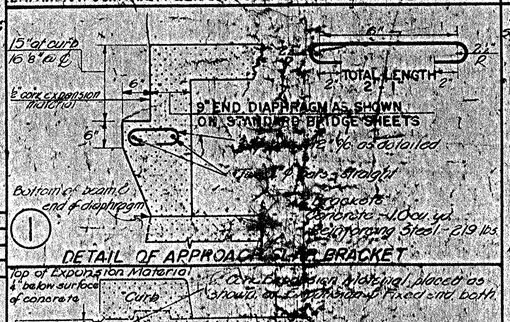
(F) DETAIL OF VERTICAL EXPANSION JOINT



(G) CAST STEEL PILE SHOE FOR 6" TO 8" TIPS

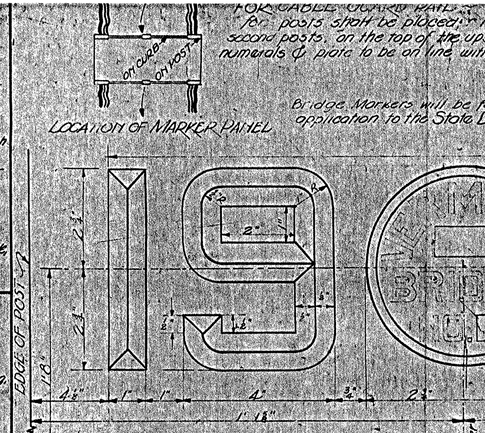


(H) EXPANSION JOINT BETWEEN SPANS FOR STANDARD 'T' & 'I' BEAM BRIDGES

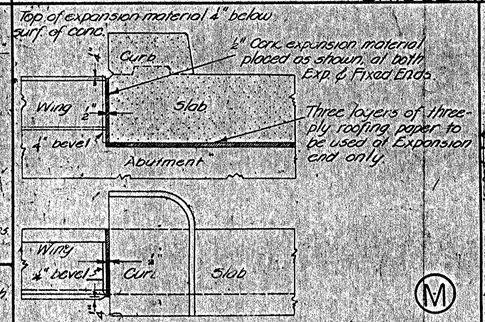


(I) DETAIL OF APPROACH SLAB BRACKET

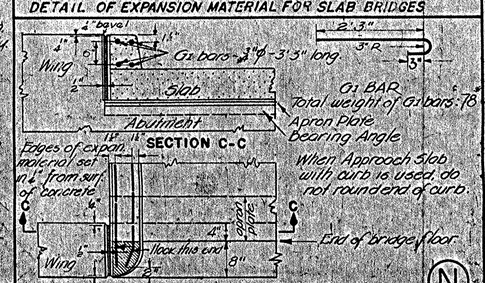
(J) DETAIL OF EXPANSION MATERIAL FOR 'I' BEAM BRIDGES



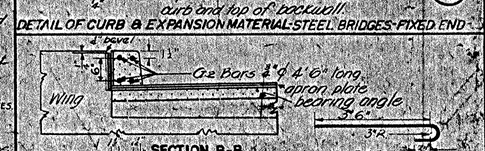
BRIDGE MARKER



(M) DETAIL OF EXPANSION MATERIAL FOR SLAB BRIDGES



(N) DETAIL OF CURB & EXPANSION MATERIAL - STEEL BRIDGES - FIXED END



(O) CURB & EXPANSION MATERIAL FOR STEEL BRIDGES - EXPANSION END

GENERAL NOTES

• The following notes shall govern the structures and details to which they apply. • All work and material shall conform to the Standard Road and Bridge Specifications of the Vermont Department of Highways. • Any suitable structure excavation used by the Contractor for any purpose other than Backfill or Approach fill shall be replaced by an equivalent quantity of Borrow by the Contractor at his expense unless so ordered wasted by the Engineer. • Piles shall be provided where suitable foundation can not be obtained within a reasonable depth. They shall be spaced not closer than 2'-6" ϕ, excepting as noted on plans or as directed by the Engineer. Where necessary use double shoes. • Foundations on ledge should be sloped toward the back of wing about 1" per foot. Footings shown on plans for small bridges may be revised at the direction of the Engineer. • All concrete piers and gravity abutments shall be "Concrete Class C" unless otherwise noted or directed. • All concrete for reinforced concrete shall be "Concrete Class B" unless otherwise noted or directed. • Concrete for T beam, I beam, and Slab bridges, and for curbs and wings shall be "Concrete Class A", and shall be paid for at the unit price bid for "Concrete Class A". • All reinforcing steel for bridges and buildings shall be deformed bars, excepting as noted, and shall meet the standard specifications for new billet steel concrete bars, Structural or Intermediate grade, of the American Society for Testing Materials, Serial designation A15-33. • 4" weep holes shall be provided in main abutment and wings. Ties shall be provided about ℄ of abutment at maximum spacing of 15 ft. Slope shall be 1" per foot - upward, from front to back; the outer end of tie shall be 2'-6" above the footing. The cost of work and material for weep holes shall be included in the unit price bid for concrete. • Cork expansion material between superstructure and substructure, both at fixed and shall be included and paid for in the unit price bid for "Concrete Class A". • All work and material for concrete shall be included in and paid for as the unit price bid for Reinforced T Beam Bridge. • All exposed edges shall be finished with a 1/2" chamfer to be 1". • Where pipes (existing or required) are to be placed in abutments they shall be of materials and in locations directed by the Engineer. • Cost of work & materials for such work to be included in the unit price bid for Abutment concrete. Where pipes are carried by superstructure they shall be paid for as directed by the Engineer. The cost of all work and material for, at the unit price, bid for Superstructure Reinforced concrete.

STATE OF VERMONT

DEPARTMENT OF HIGHWAYS

TYPICAL DETAILS

CORRECT [illegible] BRIDGE ENGINEER

DESIGNED DRAWN D.W.R. 1934

RETRACED R.E.O. OCT. 1935 CHECKED W.G.B. JAN. 1937

SERIES SB NO. 28 SHEET [illegible] OF [illegible] SHEETS