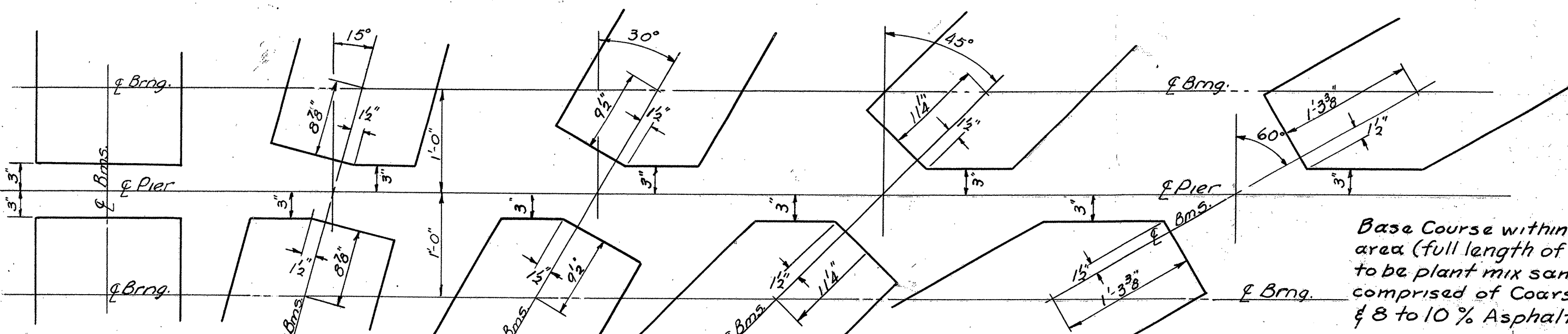


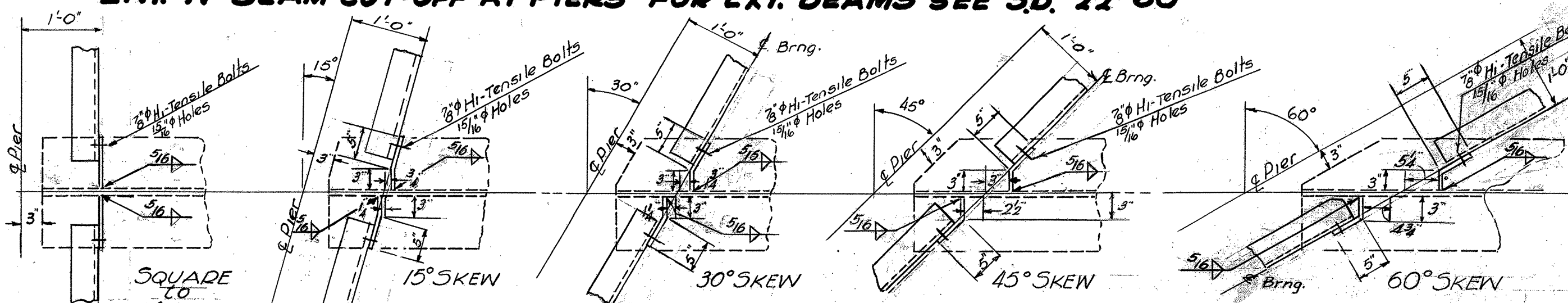
[illegible]

ELEVATION

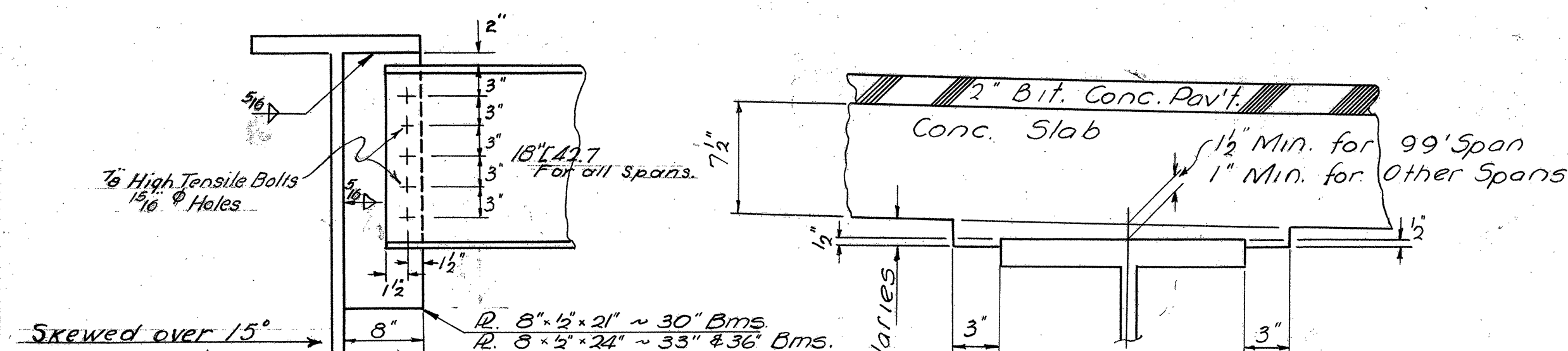


SQUARE 15° SKEW 30° SKEW 45° SKEW 60° SKEW

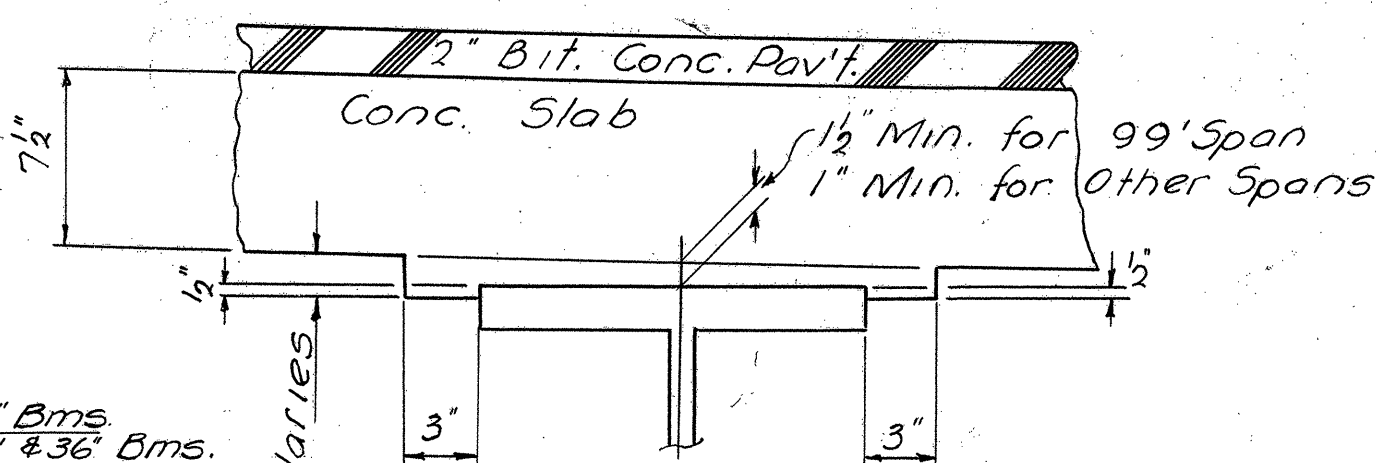
INT. WF BEAM CUT-OFF AT PIERS - FOR EXT. BEAMS SEE SB-22-60



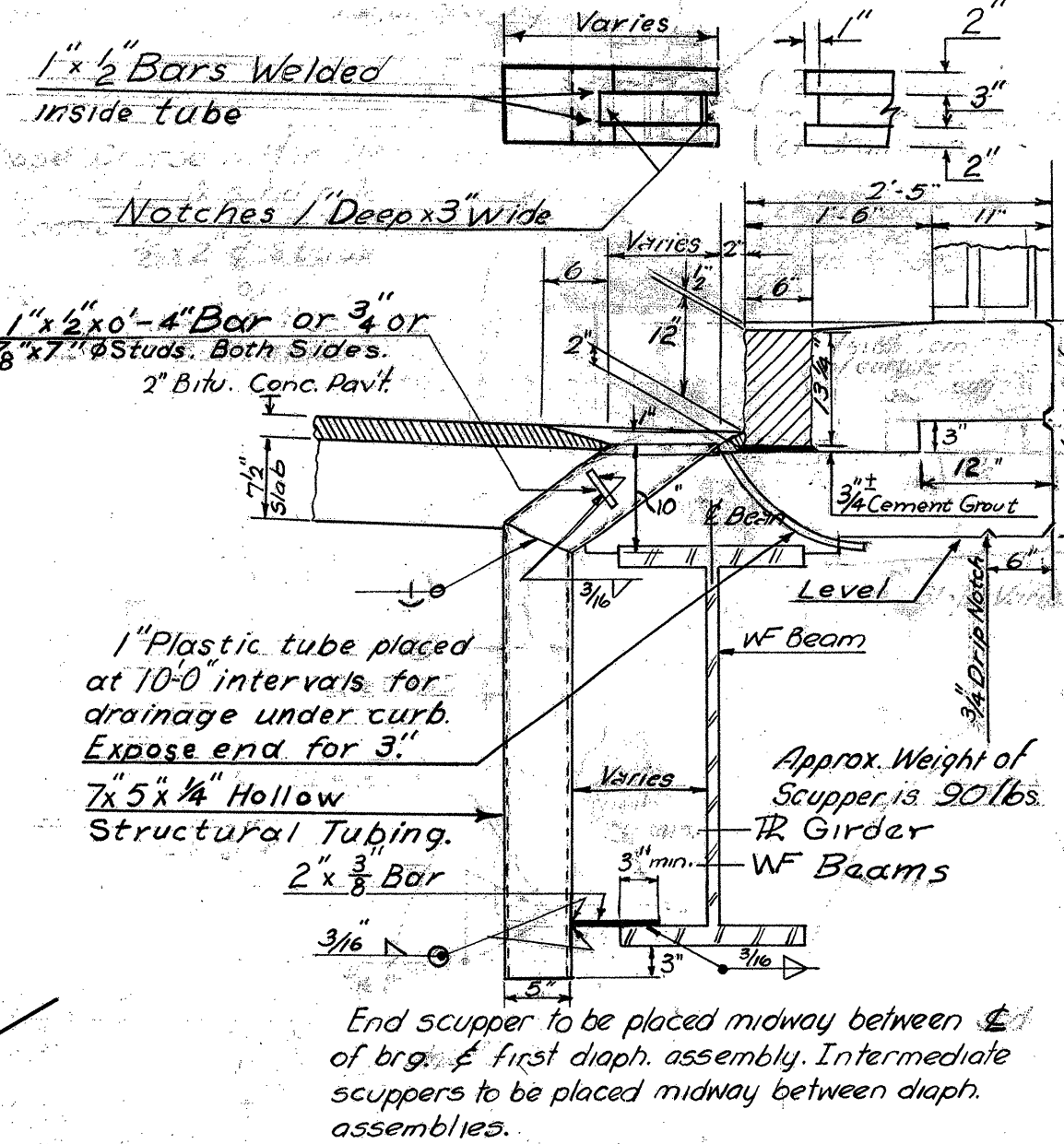
DETAIL OF PIER DIAPHRAGM CONNECTIONS



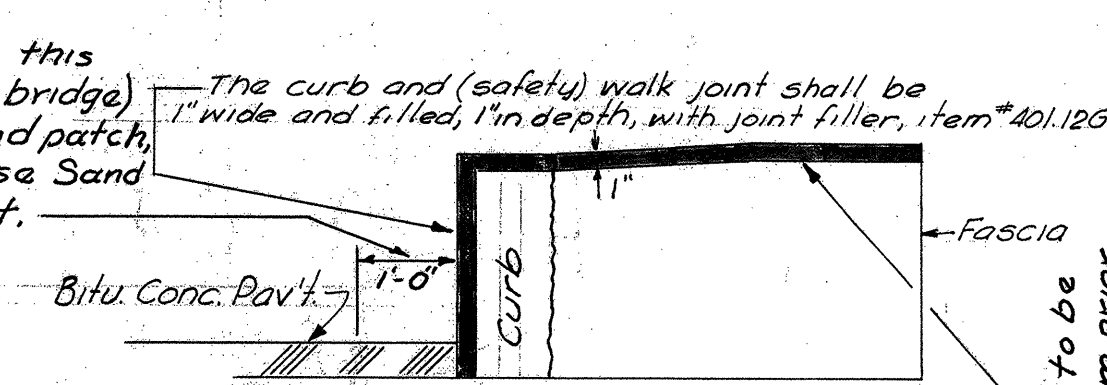
DETAIL OF DIAPHRAGM ASSEMBLY AT PIERS



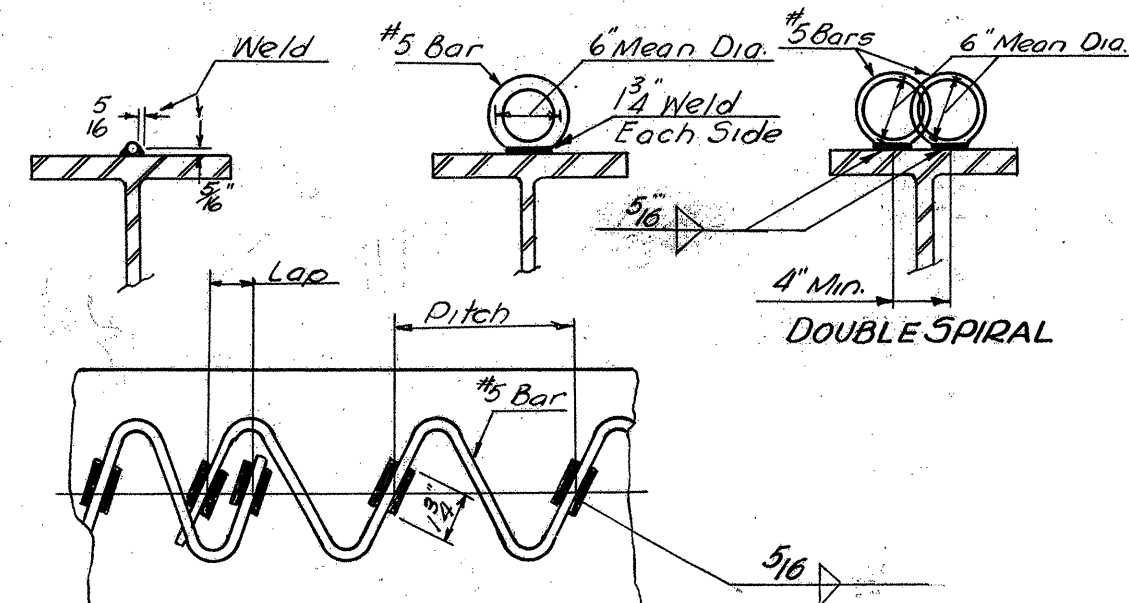
DETAIL OF BEAM HAUNCH



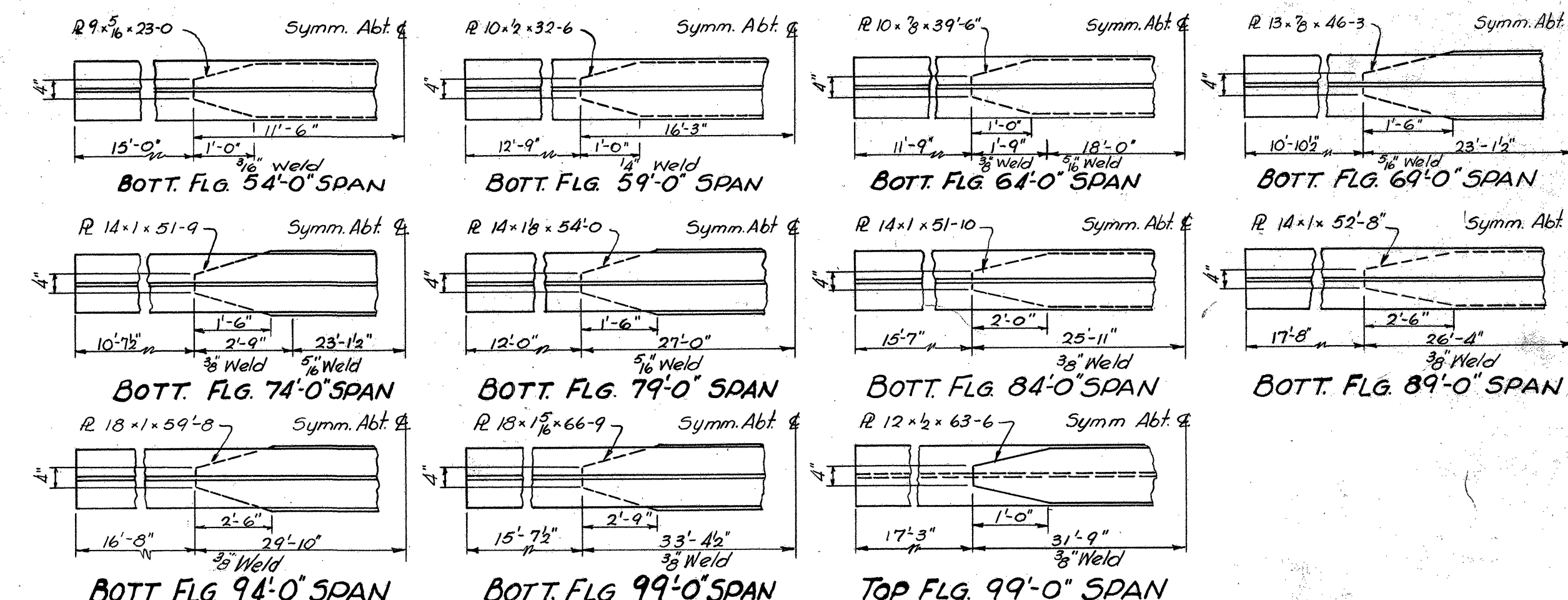
SCUPPER DETAIL



JOINT DETAIL



SPIRAL WELDING DETAIL



GENERAL NOTES

The final coat of field paint shall be green, unless otherwise directed by the Engineer. Quantities given in accompanying standards are for a single span, square bridge. These are net quantities.

For skewed bridges:- transverse bars shall be furnished as for square spans; bars shall be cut in the field to fit skewed ends and cut-off bars used at opposite end of span; the 35 bars shall be lengthened on this number of 36A and 37 bars increased; bars shall be used in the beams the beam length is indicated on this sheet and S.B. 22-60; for variation in treatment of cut-off for interior and exterior beams see details on this sheet and standard S.B. 22-60.

All materials and construction shall conform to the State of Vermont, Department of Highways, Standard Specifications for Highway & Bridge Construction, dated January 1956, and the A.A.S.H.O. specifications date 1967. Design is for H20-S16-44 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.

For location of fixed and expansion bearings, see the Contract Plans. In general the fixed end bearing device is on the down grade end of the span. For details of bearing devices, see standard 5.B-20-60, detail C.

The welding of cover plates shall be done in such a manner that no internal stresses are introduced into the beam flanges. When a cover plate is wider than a beam flange, the weld is to be omitted one inch (1") either side of the intersection of the cover plate and the edge of the beam flange. All welds on cover plates shall be continuous fillets of size noted.

Scuppers are to be omitted over roadways and sidewalks under a bridge; place the scuppers a minimum of 2'-0" outside of shoulder or back of sidewalk, but not within 4'-0" of face of Abutment or Pier. On Super-elevated bridges, scuppers are placed on the low side only. Payment for scuppers shall be under item "404 - Steel".

All exposed edges of concrete shall be chamfered 1" unless otherwise indicated on the plans.

Details of shear connectors shall be submitted to the State for approval. Either channel or stud connectors may be substituted for the designed spiral steel. The studs shall be substituted on the basis of two (2) $\frac{3}{4}$ studs for each pitch of a $\frac{3}{4}$ spiral, or on the basis of two (2) $\frac{3}{4}$ studs to $1\frac{1}{2}$ times the pitch of a $\frac{3}{4}$ spiral.

Abutments (fixed end) use 5 expansion material. Abutments (expansion end) & piers, for temperatures less than 60°F, use 1" thick expansion material, & for temperatures over 60°F, use 1/2" thick expansion material. Expansion material to be as noted on this sheet or as indicated on SR-20-60.

After the superstructure steel has been erected, beam profiles shall be taken under the direction of the engineer to determine the final grade.

Unless otherwise called for, beams shall be cambered to the minimum camber likely to remain permanent as indicated in the AISC Handbook. The camber shall approximate a simple regular curve from end to end of beam. Tolerances in camber shall be as indicated in the AISC Handbook.

All Structural Steel shall meet ASTM Designation: A36-60 T unless specified otherwise.

Drawn By: H.W.S. June 1960
Traced By: H.W.S. June 1960
Checked By: R.T.B. & R.S.H. June 1960
Correct: 13 July 1960
Sinkov
Bridge Engineer
Approved: 13 July 1960
A. D. Smith
Chief Engineer

DEPARTMENT OF HIGHWAYS
STANDARD STRUCTURES

SCB - D - 60

SOUTH BURLINGTON IM DECK(36)
FOR REFERENCE ONLY - BRIDGE 6
SHEET 71 OF 75

OK PSH July 1968 241