

GIRDER ELEVATION  
N.T.S.

NOTE:  
\* CHARPY V-NOTCH TEST REQUIRED

GIRDER	POINT OF DEAD LOAD CONTRAFLEXURE (m)							
	Y (1)	Y (2)	Y (3)	Y (4)	Y (5)	Y (6)	Y (7)	Y (8)
G1	12.975	11.660	13.430	13.810	13.142	13.200	13.997	12.900
G2	12.953	11.660	13.420	13.810	13.130	13.190	14.000	12.890
G3	12.932	11.660	13.400	13.810	13.110	13.190	13.970	12.890
G4	12.950	11.650	13.410	13.800	13.130	13.190	14.000	12.890
G5	12.980	11.690	13.410	13.780	13.120	13.190	14.000	12.880
G6	12.920	11.640	13.380	13.790	13.100	13.180	14.000	12.880
G7	12.930	11.630	13.410	13.780	13.100	13.180	14.000	12.680
G8	13.160	11.820	13.390	13.740	13.100	13.180	14.100	12.670

GIRDER	GIRDER SPUCE LOCATION SCHEDULE (m)							
	Z (1)	Z (2)	Z (3)	Z (4)	Z (5)	Z (6)	Z (7)	Z (8)
G1	13.520	11.660	13.976	13.968	13.970	13.965	13.997	13.338
G2	12.953	11.660	13.420	13.342	13.130	13.190	14.000	12.852
G3	13.390	11.660	13.472	13.810	13.198	12.846	13.970	12.354
G4	12.950	12.007	13.217	13.800	12.807	13.289	14.406	12.926
G5	12.980	11.690	13.410	13.780	13.120	13.190	13.422	12.880
G6	12.920	12.365	13.151	13.790	12.470	13.730	14.000	13.500
G7	12.450	11.630	13.787	14.466	13.100	13.180	14.000	12.680
G8	13.308	11.820	13.390	13.746	12.571	12.662	13.827	12.559

GIRDER	GIRDER SHEAR STUD SPACING TABLE					TOTAL SHEAR STUDS
	SPAN 1 (m)	SPAN 2 (m)	SPAN 3 (m)	SPAN 4 (m)	SPAN 5 (m)	
G1	78 SP @ 0.506	95 SP @ 0.595	95 SP @ 0.594	95 SP @ 0.600	79 SP @ 0.598	1341
G2	97 SP @ 0.407	100 SP @ 0.565	100 SP @ 0.565	100 SP @ 0.564	87 SP @ 0.543	1467
G3	97 SP @ 0.407	100 SP @ 0.564	100 SP @ 0.564	100 SP @ 0.564	87 SP @ 0.543	1467
G4	97 SP @ 0.406	100 SP @ 0.564	100 SP @ 0.564	100 SP @ 0.564	87 SP @ 0.543	1467
G5	97 PS @ 0.406	100 PS @ 0.564	100 PS @ 0.564	100 PS @ 0.564	87 PS @ 0.543	1467
G6	97 SP @ 0.406	100 SP @ 0.564	100 SP @ 0.564	100 SP @ 0.564	87 SP @ 0.543	1467
G7	96 SP @ 0.410	100 SP @ 0.563	100 SP @ 0.564	103 SP @ 0.547	99 SP @ 0.479	1509
G8	78 SP @ 0.504	94 SP @ 0.599	94 SP @ 0.599	94 SP @ 0.599	84 SP @ 0.566	1347

- NOTES:
- ALL STRUCTURAL STEEL SHALL BE AASTHO M270M GR 345W UNLESS OTHERWISE NOTED.
  - ALL BEARING STIFFENER PLATES SHALL BE VERTICAL IN THEIR FINAL ERECTED POSITION.
  - ENDS OF GIRDERS SHALL BE FABRICATED SO THAT THE ENDS WILL BE VERTICAL UNDER FULL DEAD LOAD.
  - IN AREAS OF UNPAINTED STEEL CONTACT SURFACES OF BOLTED CONNECTIONS SHALL BE BLAST CLEANED IF RUSTED BEFORE CONNECTION IS MADE. IN AREAS OF PAINTED STEEL, PRIMER SHALL REMAIN ON THE SURFACES OF STEEL CONNECTION CONTACTS.
  - TOP OF STUDS SHALL EXTEND ABOVE BOTTOM LAYER OF DECK REINFORCEMENT.
  - FOR CROSSFRAME DETAILS, SEE SHEET BR724.
  - BUTT WELDED FLANGE PLATES SHALL BE OFFSET 1600 mm FROM BUTT WELDED WEB PLATES.
  - ALL MEMBERS OR PLATES (AND ONLY THOSE MEMBERS OR PLATES) IDENTIFIED WITH THE CVN DESIGNATION MUST MEET THE CHARPY V-NOTCH REQUIREMENTS FOR MAIN MEMBERS AS INDICATED IN SECTION 714 OF THE STANDARD SPECIFICATIONS.
  - THE GIRDERS AND ALL OTHER STEEL COMPONENTS, INCLUDING CROSSFRAMES AND CONNECTION PLATES, THAT ARE A DISTANCE OF 260 m FROM THE END OF THE GIRDER AT ABUTMENT 1 AND ABUTMENT 2 SHALL BE COATED WITH A PROTECTIVE SYSTEM ACCORDING TO SECTION 513 OF THE STANDARD SPECIFICATIONS.
  - TOTAL GIRDER LENGTHS INCLUDE ENDS OF GIRDERS BEYOND CENTERLINE BEARING AT ABUTMENTS.

GIRDER	SPAN LENGTHS					TOTAL GIRDER LENGTH (m) *
	SPAN 1 (m)	SPAN 2 (m)	SPAN 3 (m)	SPAN 4 (m)	SPAN 5 (m)	
G1	40.075	57.089	57.072	57.057	47.888	259.841
G2	40.053	57.064	57.051	57.040	47.877	259.745
G3	40.032	57.038	57.031	57.024	47.866	259.651
G4	40.010	57.013	57.010	57.008	47.856	259.557
G5	39.989	56.987	56.990	56.992	47.845	259.463
G6	39.969	56.962	56.970	56.976	47.835	259.372
G7	39.948	56.938	56.950	56.960	47.997	259.453
G8	39.927	56.913	56.930	56.950	48.162	259.542

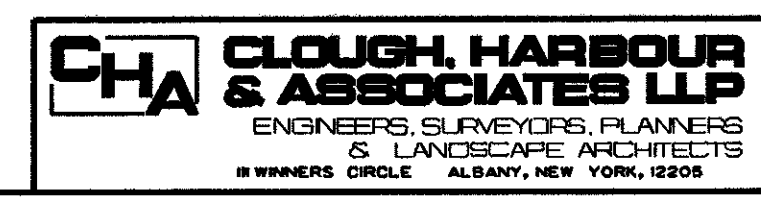
\* SEE NOTE 10

GIRDER	GIRDER SCHEDULE - TOP FLANGE (m)																	
	A	B (1)	B (2)	C	D (1)	D (2)	E	F (1)	F (2)	G	H (1)	H (2)	I					
G1	35.415	5.000	6.000	45.089	6.000	6.000	45.072	6.000	6.000	45.057	6.000	5.000	43.208					
G2	35.393	5.000	6.000	45.064	6.000	6.000	45.051	6.000	6.000	45.040	6.000	5.000	43.197					
G3	35.372	5.000	6.000	45.038	6.000	6.000	45.031	6.000	6.000	45.024	6.000	5.000	43.186					
G4	35.350	5.000	6.000	45.013	6.000	6.000	45.010	6.000	6.000	45.008	6.000	5.000	43.176					
G5	35.329	5.000	6.000	44.987	6.000	6.000	44.990	6.000	6.000	44.992	6.000	5.000	43.165					
G6	35.309	5.000	6.000	44.962	6.000	6.000	44.970	6.000	6.000	44.976	6.000	5.000	43.155					
G7	35.288	5.000	6.000	44.938	6.000	6.000	44.950	6.000	6.000	44.960	6.000	5.000	43.17					
G8	35.267	5.000	6.000	44.913	6.000	6.000	44.930	6.000	6.000	44.950	6.000	5.000	43.482					

GIRDER	GIRDER SCHEDULE - BOTTOM FLANGE (m)																		
	J	K (1)	K (2)	L	M	N	O (1)	O (2)	P	Q	R	S (1)	S (2)	T	U	V	W (1)	W (2)	X
G1	35.415	5.000	6.000	12.544	20.0	12.545	6.000	6.000	12.536	20.0	12.536	6.000	6.000	12.528	20.0	12.529	6.000	5.000	43.208
G2	35.393	5.000	6.000	12.532	20.0	12.532	6.000	6.000	12.525	20.0	12.525	6.000	6.000	12.520	20.0	12.520	6.000	5.000	43.197
G3	35.372	5.000	6.000	12.519	20.0	12.519	6.000	6.000	12.515	20.0	12.515	6.000	6.000	12.512	20.0	12.512	6.000	5.000	43.186
G4	35.350	5.000	6.000	12.506	20.0	12.507	6.000	6.000	12.505	20.0	12.505	6.000	6.000	12.504	20.0	12.504	6.000	5.000	43.176
G5	35.329	5.000	6.000	12.494	20.0	12.493	6.000	6.000	12.495	20.0	12.495	6.000	6.000	12.496	20.0	12.496	6.000	5.000	43.165
G6	35.309	5.000	6.000	12.481	20.0	12.481	6.000	6.000	12.485	20.0	12.485	6.000	6.000	12.488	20.0	12.488	6.000	5.000	43.155
G7	35.288	5.000	6.000	12.469	20.0	12.469	6.000	6.000	12.475	20.0	12.480	6.000	6.000	12.480	20.0	12.480	6.000	5.000	43.17
G8	35.267	5.000	6.000	12.456	20.0	12.457	6.000	6.000	12.465	20.0	12.465	6.000	6.000	12.475	20.0	12.475	6.000	5.000	43.482

**STATE OF VERMONT**  
**AGENCY OF TRANSPORTATION**

Town Of	BENNINGTON	Bridge No.	BR700
Highway No.	VT. RTE. 9	Log Sta.	
		Surv. Sta.	16+800
VT. RTE. 9 OVER SILK ROAD AND WALLOOMSAC RIVER			
GIRDER ELEVATION			
Designed By	D. VIENI	Drawn by	B. WEATHERBY
Checked By	M. SCARDINO 11/99	Bridge Design Supervisor	M.W. OLSTAD Date 9/00
PROJECT	BENNINGTON-HOOSICK	PROJECT NO.	D.P.I. 0146(i) C/4
I.G.C. Info.			
Bridge Sheet No.	BR725	Sheet	208 OF 385



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