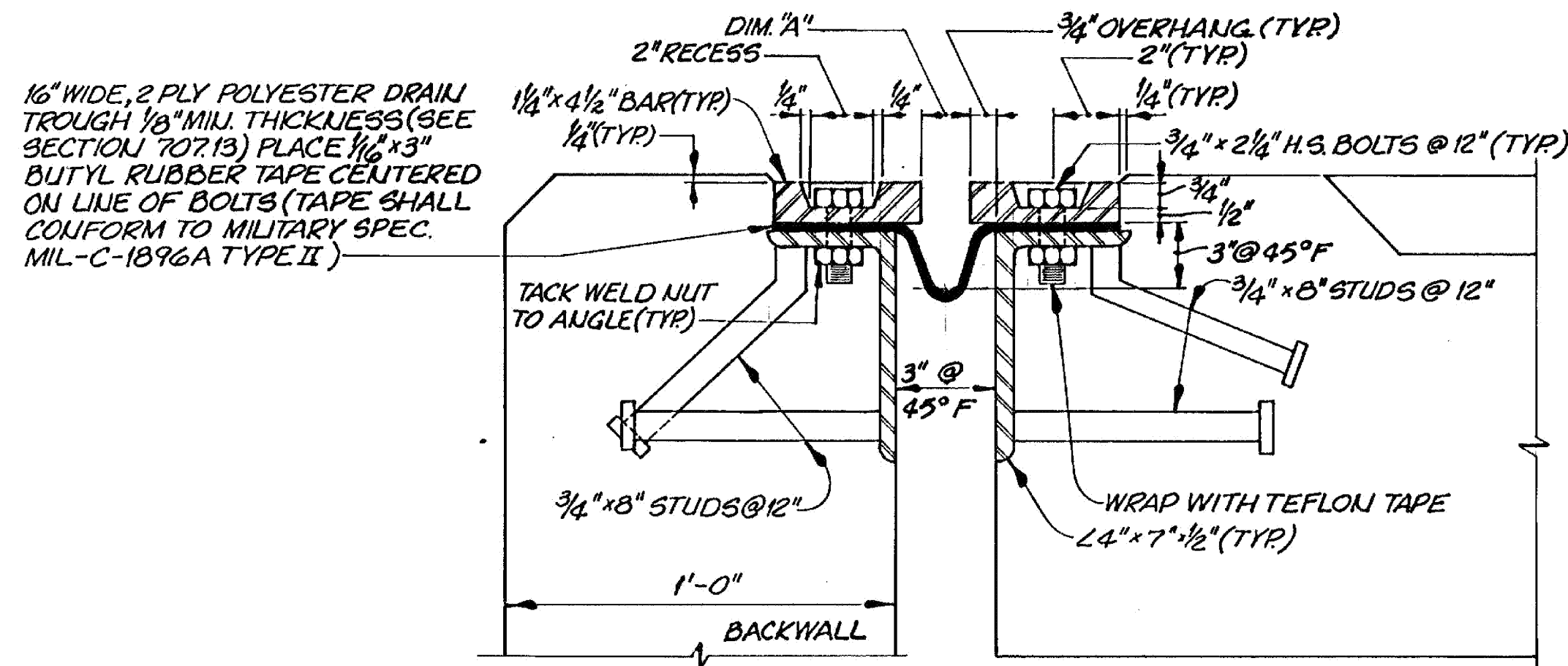
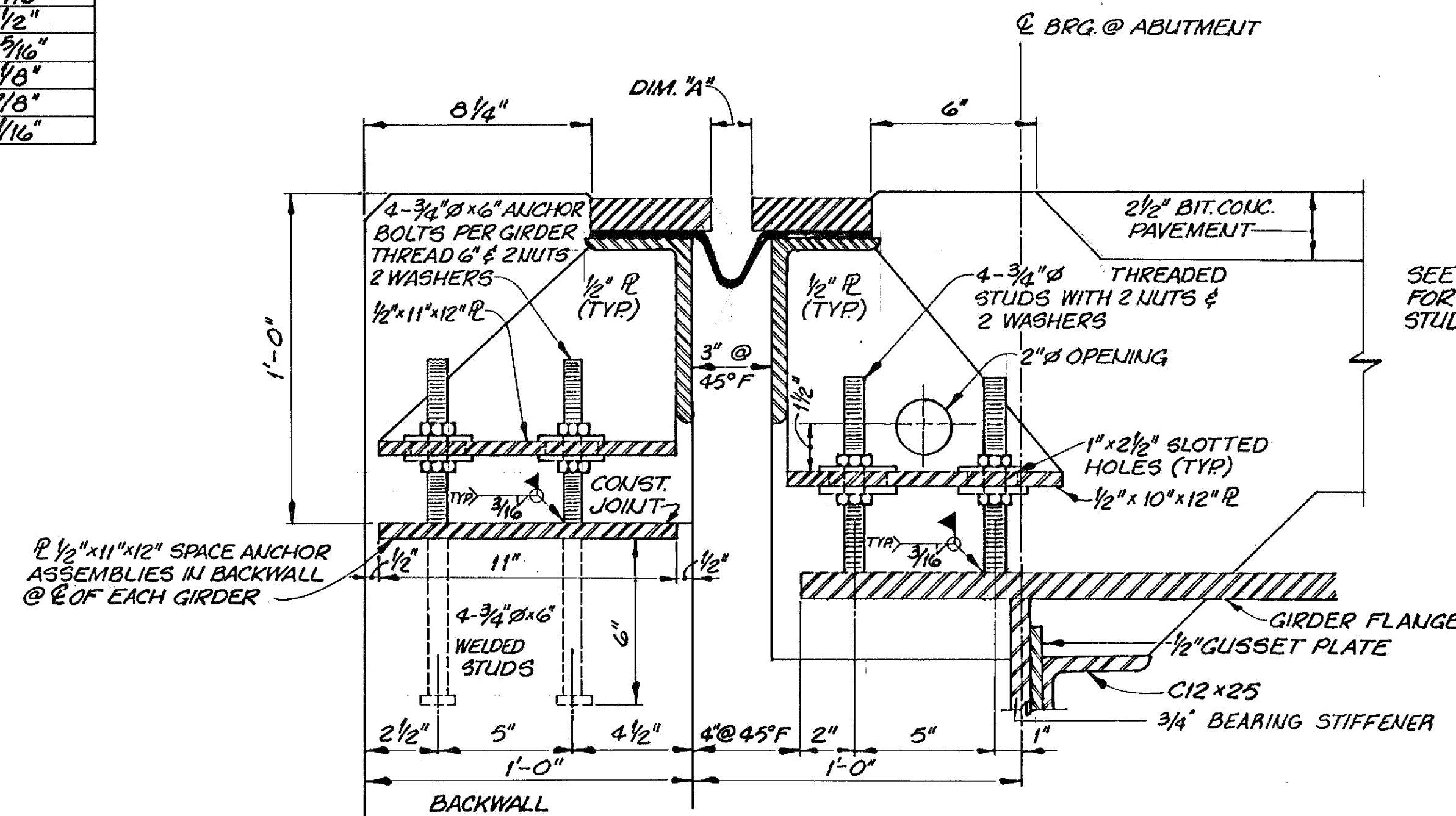




EXPANSION DAM SECTION

SCALE: 3" = 1'-0"

TEMP.	DIM. "A"
0°F	2 1/16"
15°F	1 7/8"
30°F	1 11/16"
45°F	1 1/2"
60°F	1 9/16"
75°F	1 1/8"
90°F	7/8"
105°F	11/16"



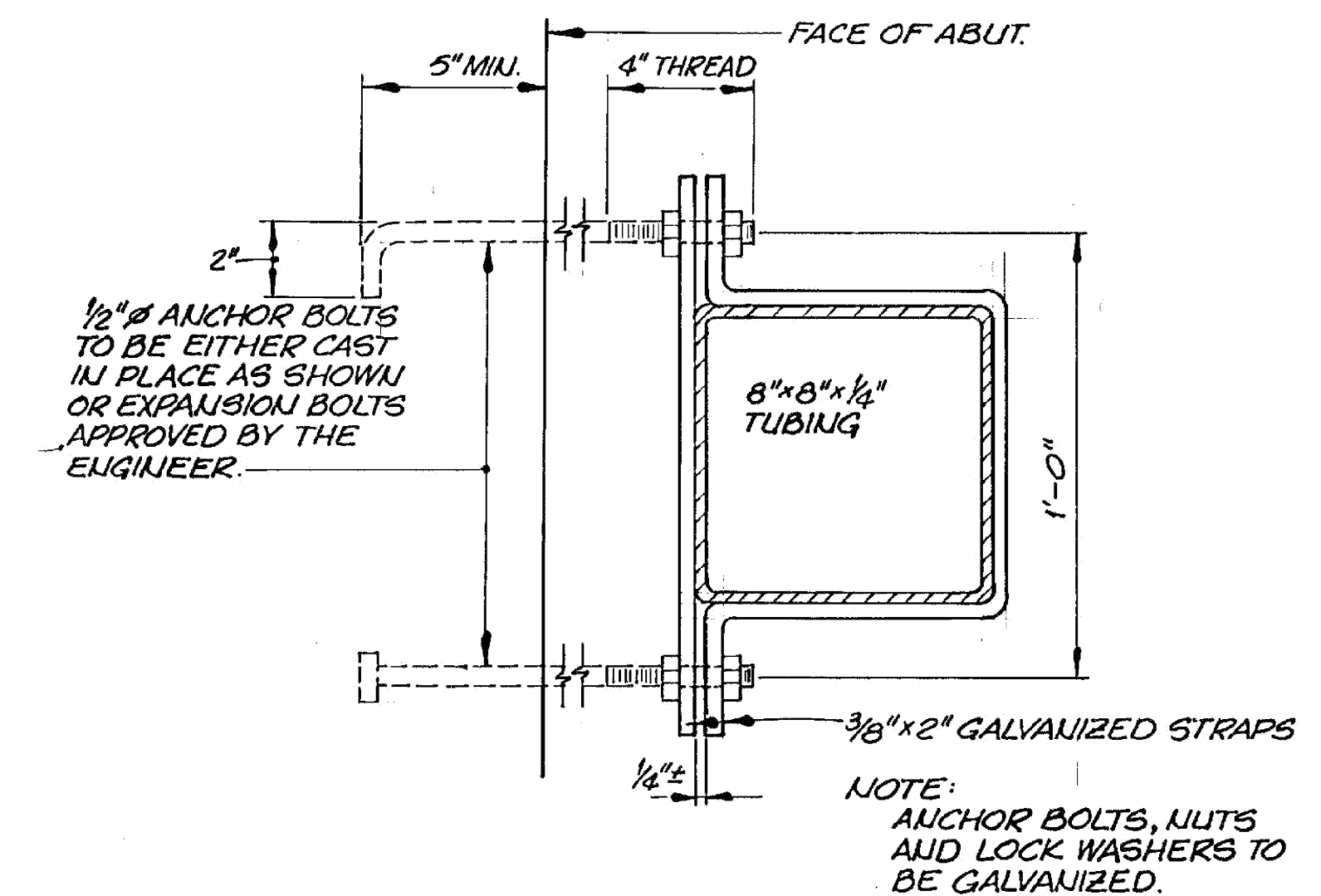
EXPANSION DAM SUPPORT

SCALE: 3" = 1'-0"

NOTES:

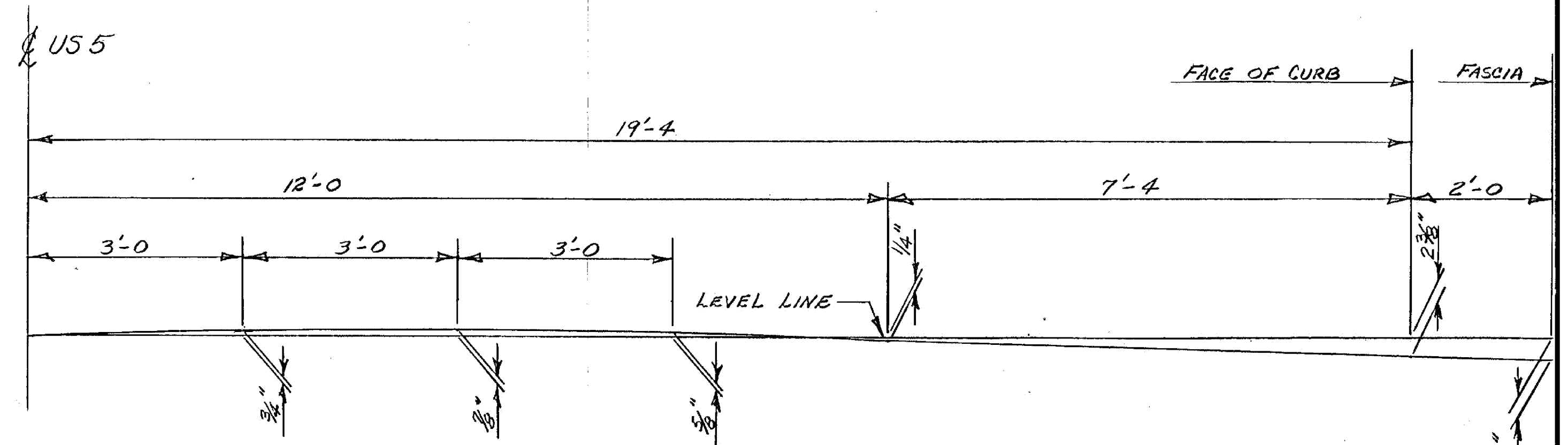
EXPANSION DAM (3" MOVEMENT)

1. THE EXPANSION DAM SHALL BE CONSTRUCTED IN 2 STAGES SIMILAR TO EXPANSION JOINT SHOWN ON SHEETS BR110 & BR111
2. EXPANSION DAM SHALL BE PLACED AT BOTH ABUTMENTS WITH STRUCTURAL DOWNSPOUTS AT EACH END OF FABRIC TROUGH.
3. THE FINAL FINISH OF THE EXPANSION DAM SHALL BE COVERED DURING THE PLACING OF THE BRIDGE DECK CONCRETE.
4. ALL STEEL COMPONENTS SHALL BE A.S.T.M. A-36 GALVANIZED OR METALIZED AS PER SECTION 731.06, UNLESS OTHERWISE NOTED.
5. ALL SIDEWALK PLATES SHALL BE A.S.T.M. A-36 STEEL AND GALVANIZED. SIDEWALK PLATES AND WELDED STUDS SHALL BE INCLUDED IN THE COST PER LINEAR FOOT BID FOR ITEM 516.21, "ELASTOMERIC EXPANSION JOINT (SINGLE SEAL)". THE PLATES SHALL BE GALVANIZED AND PAINTED GRAY IN COLOR (FEDERAL COLOR NO. 26493) IN ACCORDANCE WITH THE SPECIAL PROVISION 708.09, "PAINTING HOT DIP GALVANIZED STEEL".
6. THE 1/4" x 4 1/2" PLATES SHALL BE CONSTRUCTED IN 4 EQUAL LENGTHS FOR STAGE I CONSTRUCTION AND 3 EQUAL LENGTHS FOR STAGE II CONSTRUCTION. THE 7" x 4 1/2" ANGLES SHALL BE CONTINUOUS FOR EACH STAGE OF CONSTRUCTION AND WELDED TOGETHER. THE FABRIC TROUGH SHALL BE CONTINUOUS PREFORMED FABRIC MATERIAL CONFORMING TO SECTION 707.13.
7. FOR 1/2" TO 3/4" PLATES, USE 1/4" FILLET WELD. FOR 3/4" TO 1 1/2" PLATES, USE 5/16" FILLET WELD. GROOVE WELDS SHALL BE FOR 1/2" DEPTH OF PLATE. ALL PLATES SHALL BE WELDED BOTH SIDES.
8. COAT CONCRETE CONTACT SURFACES WITH AN EPOXY BONDING COMPOUND MEETING THE REQUIREMENTS OF SUBSECTION 719.03. PAYMENT TO BE INCLUDED UNDER THE UNIT PRICE BID FOR ITEM 516.21, "ELASTOMERIC EXPANSION JOINT (SINGLE SEAL)".



DOWNSPOUT CLAMP DETAIL

SCALE: 3" = 1'-0"



HALF DECK SECTION
AT ABUTMENT NO. 1

NOTE: The above section is detailed to indicate the deck shape at Abutment No. 1 where the right side of the highway is in transition from full bank to normal section on the structure. The shape of the above section is the same as that of a normal section on the structure except that it has been rotated upward about 1/4" in order to comply with the banking diagram on sheet 21 of the roadway cross sections. The reasoning for maintaining this shape is so that no adjustments will be necessary in the deck finishing machine as it travels through the transition from the abutment to the normal section on the structure. This shape will be the same for the top of backwall and the expansion device at abutment No. 1 on the right side.

STATEWIDE - SOUTHEAST
REGION
BHF MEMB(21)

SHEET 34 OF 34
BRIDGE 8
FOR REFERENCE ONLY

BARNES & JARNIS, INC.
CONSULTING ENGINEERS
BOSTON, MASS. 02116

STATE OF VERMONT
AGENCY OF TRANSPORTATION

TOWN OF	BRATTLEBORO	Bridge No.	8
Log Sta.		Log Sta.	
HIGHWAY NO.	U.S. RTE. 5	Surv. Sta.	171+54
U.S. RTE. 5 OVER WEST RIVER DECK EXPANSION DAM-OPTION			
Designed by	J. J. WALSH	Drawn by	E. D. LEVECKIS
Checked by	J. J. WALSH	Bridge Design Supervisor	
date	7-8-4	Charles W. Torenza	date 1/85
PROJECT	BRATTLEBORO	PROJECT NO.	BRM2000(9)
Bridge Sheet No.	BR112	Sheet	45 of 124