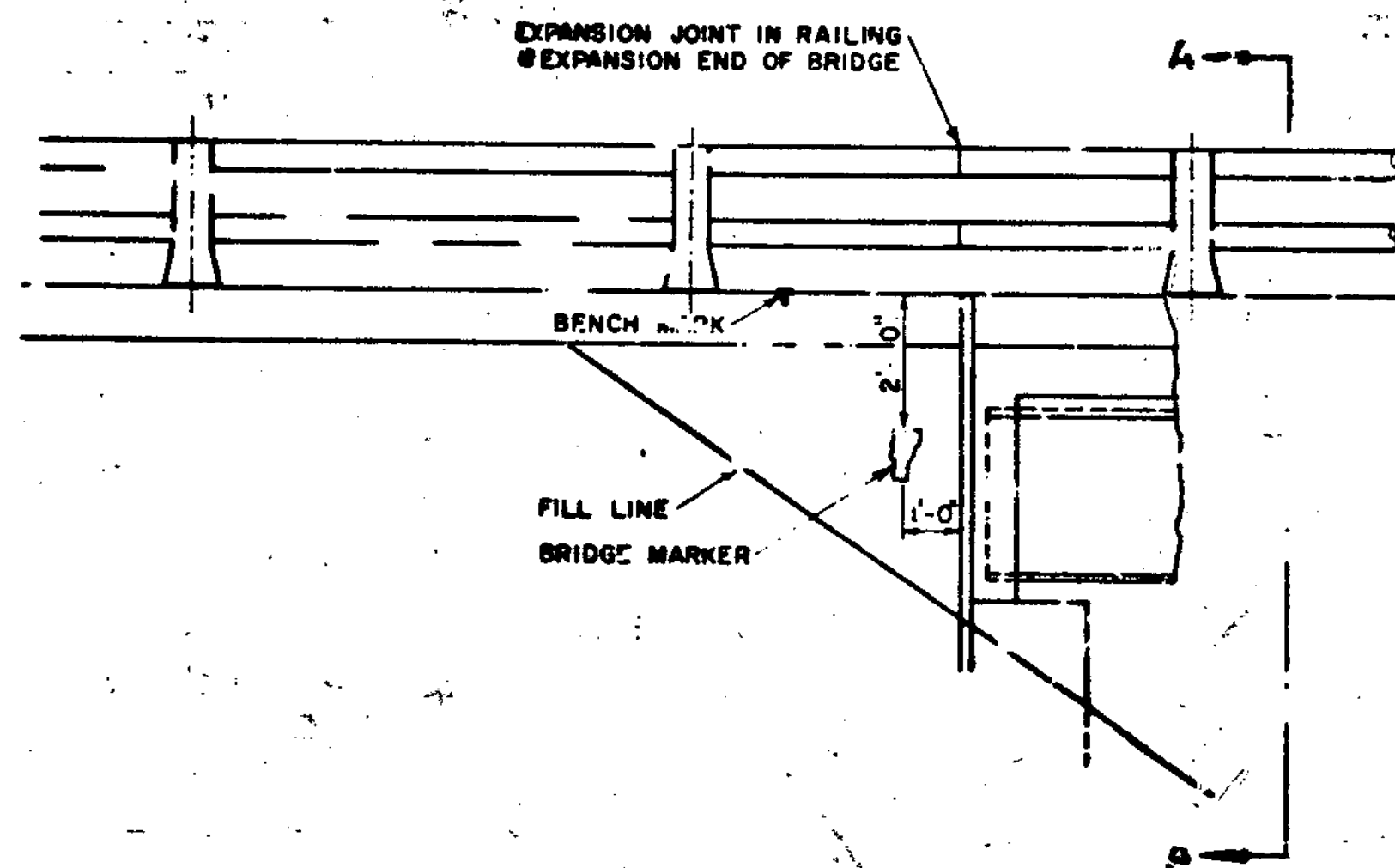
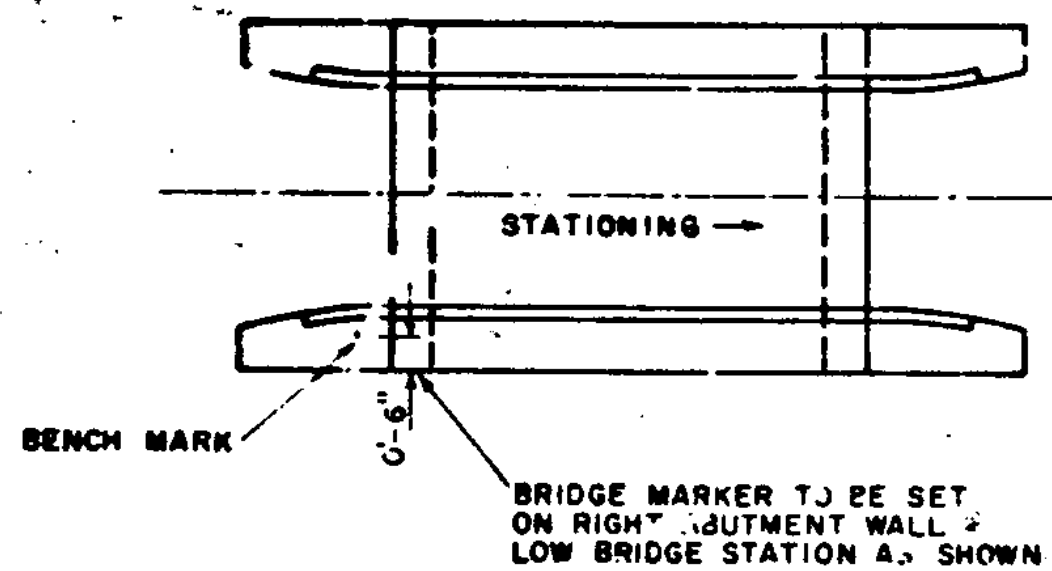
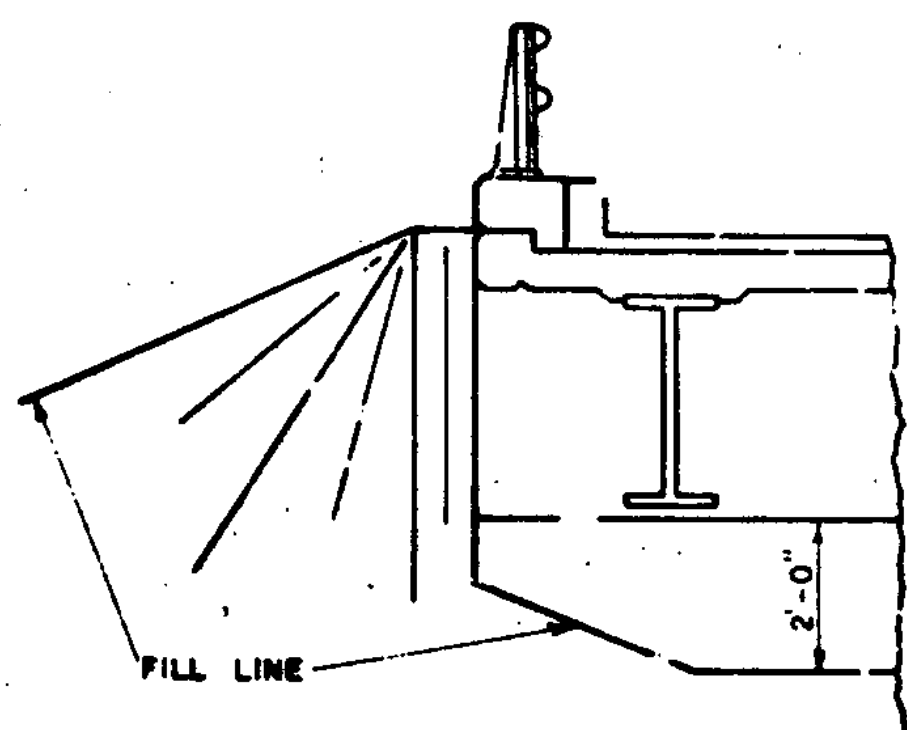


PLAN AT ABUTMENT



ELEVATION AT ABUTMENT



SECTION A-A

GENERAL NOTES

ALL MATERIALS AND CONSTRUCTION SHALL CONFORM TO STATE OF VERMONT DEPARTMENT OF HIGHWAYS STANDARD SPECIFICATIONS FOR HIGHWAY AND BRIDGE CONSTRUCTION, DATED MARCH 1, 76, AND ITS LATEST REVISIONS AND THE AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES, DATED 1977 AND ITS LATEST REVISIONS. DESIGN IS FOR HS-20-44 LOADING MODIFIED FOR THE NATIONAL SYSTEM OF INTERSTATE HIGHWAYS, APPLIED IN ACCORDANCE WITH THE PROVISIONS OF AASHTO STANDARD SPECIFICATIONS.

THE FOLLOWING NOTES SHALL APPLY UNLESS OTHERWISE NOTED ON THE PLANS.

- ALL STRUCTURAL STEEL SHALL CONFORM TO ASTM DESIGNATION A-571 (UNPAINTED). ALL FIELD CONNECTIONS SHALL BE MADE WITH 7/8" Ø ASTM A-325 TYPE III BOLTS IN 15/16" Ø HOLES. WHERE CONNECTIONS ARE NOT DETAILED ON THE PLANS THEY SHALL BE DETAILED BY THE FABRICATOR AND SUBMITTED TO THE STATE FOR APPROVAL.
- WHEN NOT DETAILED ON THE PLANS, SIMPLE SPAN BEAMS SHALL BE CAMBERED FOR THE DEAD LOAD DEFLECTION PLUS ONE EIGHTH (1/8) INCH FOR EACH TEN FEET OF SPAN OR FRACTION THEREOF. THE CAMBER SHALL APPROXIMATE A SIMILE CIRCULAR CURVE FROM END TO END OF BEAM. TOLERANCES FOR CAMBERS SHALL BE AS INDICATED IN THE AISC HANDBOOK FOR ROLLED BEAMS AND AS INDICATED IN THE AISC SPECIFICATION FOR WELDED GIRDERS.
- ALL WELDING AND DIMENSIONAL TOLERANCES OF WELDED MEMBERS SHALL CONFORM TO AWS D1.1-80 STRUCTURAL WELDING CODE AND ITS LATEST REVISIONS EXCEPT AS MODIFIED BY THE AASHTO STANDARD SPECIFICATIONS FOR WELDING OF STRUCTURAL STEEL HIGHWAY BRIDGES, DATED 1981 AND ITS LATEST REVISIONS.
- ALLOWABLE DESIGN STRESSES:
 

CONCRETE CLASS A	f <sub>c</sub> 3,700 psi	f <sub>c</sub> 1400 psi
CLASS B	f <sub>c</sub> 3,200 psi	f <sub>c</sub> 1400 psi
STRUCTURAL STEEL	A-588 MAX. DESIGN STRESS 27,000 psi (or as per AASHTO Specs)	
REINFORCING STEEL	GRADE 40	GRADE 60
DESIGN STRESS (TENSION)	20,000 psi	24,000 psi
DESIGN STRESS (COMPRESSION)	16,000 psi	20,000 psi
- AFTER SUPERSTRUCTURE STEEL HAS BEEN ERECTED, ELEVATIONS ALONG THE TOP OF ERECTED BEAMS SHALL BE TAKEN UNDER THE DIRECTION OF THE ENGINEER FOR USE IN DETERMINING THE FINAL GRADE.
- MINIMUM COVER FOR REINFORCING STEEL (EXCEPT IN DECK) SHALL BE 2" IN BACK FACES OF WALLS AGAINST EARTH AND 3" ELSEWHERE.
- ALL EXPOSED EDGES OF CONCRETE IN THE SUBSTRUCTURE AND SUPERSTRUCTURE SHALL BE CHAMFERED 1" X 1".
- DECK CONCRETE SHALL BE CONCRETE CLASS A. ALL OTHER CONCRETE SHALL BE CONCRETE CLASS B.
- BRIDGE SEATS OF ALL PIERS AND ABUTMENTS SHALL BE SLOPED 1/2" PER FOOT EXCEPT UNDER BEARING PLATES WHERE THE SURFACES SHALL BE LEVEL. ABUTMENTS SHALL BE SLOPED FULL WIDTH. PIERS SHALL BE SLOPED EACH WAY FROM CENTER. THE ENTIRE BRIDGE SEAT SURFACE SHALL BE SMOOTH STEEL TROWEL FINISHED.
- ABUTMENT CONCRETE ABOVE THE ADJACENT BRIDGE SEAT ELEVATIONS SHALL PREFERABLY NOT BE PLACED UNTIL FINAL FINISHED GRADE OF DECK IS ESTABLISHED BY THE ENGINEER.
- ANY FORM BRACKET HOLES IN FASCIA BEAMS OR GIRDER WEBS SHALL BE FILLED WITH BUTT-HEAD OR HEX-HEAD BOLTS (TYPE III ON A-588 STEEL).
- GRANULAR BORROW USED IN AREAS THROUGH WHICH PILES ARE TO BE DRIVEN SHALL HAVE A MAXIMUM STONE SIZE OF NINE INCHES.
- BORINGS INDICATED ON THE DRAWINGS HAVE BEEN MADE FOR DESIGN PURPOSES ONLY AND DO NOT WARRANT ACTUAL SUB-SURFACE CONDITIONS.
- ALL DIMENSIONS ARE HORIZONTAL OR VERTICAL, UNLESS OTHERWISE NOTED.

\*NOTE: SPECIFICATIONS CALL FOR A CLASS A CONCRETE WHICH WILL PRODUCE 4000 PSI AT 28 DAYS. HOWEVER, SUPERSTRUCTURE CONCRETE IS DESIGNED ON THE BASIS OF f<sub>c</sub> = 3500 THUS PROVIDING AN ADDITIONAL FACTOR OF SAFETY IN BRIDGE SLABS.

15. IF ALL DECK CONCRETE IS NOT PLACED IN ONE WORKING DAY, A MINIMUM DELAY PERIOD OF 96 HOURS (FOLLOWING END OF PLACEMENT OF THE PREVIOUS CONCRETE) WILL BE REQUIRED BEFORE PLACING ADDITIONAL CONCRETE. THE MINIMUM DELAY PERIOD SHALL BE INCREASED WHEN SO ORDERED BY THE ENGINEER. IN ALL CASES THE PLACEMENT SEQUENCE INDICATED ON THE PLANS SHALL BE FOLLOWED.

16. REINFORCING PLACEMENT TOLERANCES SHALL BE AS FOLLOWS:  
 SPACING TOLERANCE ± 1"  
 CLEARANCE TOLERANCE ± 1/4"

- REVISIONS AND CORRECTIONS
- Added word seat in line 3 of Note #9 J. WOOD 4-23-75
  - CHANGED VERMONT SPEC. DATE, GEN. NOTE, AND ADDED NOTE NO. 15, W. TRIPP 4-26-76
  - REVISED NOTES, W. TRIPP, 11-13-76
  - REVISED DATES, NOTE NO. 3, W. TRIPP 4-25-77
  - REVISED NOTES W. TRIPP 11-13-79
  - REVISED NOTE NO. 3, DATES W. TRIPP 9-14-81

APPROVED: \_\_\_\_\_ DATE \_\_\_\_\_

\_\_\_\_\_  
 CHIEF ENGINEER

\_\_\_\_\_  
 ASST. CHIEF ENGINEER

\_\_\_\_\_  
 BRIDGE ENGINEER

DETAILS OF W BEAM BRIDGES  
 GENERAL INFORMATION  
 AND  
 GENERAL NOTES

VERMONT  
 DEPARTMENT  
 OF HIGHWAYS  
 STANDARD

SCB-DI-75