	0'	19.6'	39.2'	58.8'	78.4'	98.0'	117.6'	137.2'	156.8'	176.4'	196.0'	215.6'	235.2'	254.8'	274.4'	294.0'	313.6'	333.2'	352.8'	372.4'	392.0'
GIRDER 1	0	2 1/2"	4 9/16"	5 7/8"	6 1/4"	5 3/4"	4 9/16"	3"	1 1/2"	3/8"	0	3/8"	1 1/2"	3"	4 9/16"	5 3/4"	6 1/4"	5 7/8"	4 9/16"	2 1/2"	0
GIRDER 2	0	2 1/2"	4 9/16"	5 7/8"	6 1/4"	5 3/4"	4 9/16"	3"	1 1/2"	3/8"	0	3/8"	1 1/2"	3"	4 9/16"	5 3/4"	6 1/4"	5 7/8"	4 9/16"	2 1/2"	0
GIRDER 3	0	2 1/2"	4 9/16"	5 7/8"	6 1/4"	5 3/4"	4 9/16"	3"	1 1/2"	3/8"	0	3/8"	1 1/2"	3"	4 9/16"	5 3/4"	6 1/4"	5 7/8"	4 9/16"	2 1/2"	0
GIRDER 4	0	2 1/2"	4 9/16"	5 7/8"	6 1/4"	5 3/4"	4 9/16"	3"	1 1/2"	3/8"	0	3/8"	1 1/2"	3"	4 9/16"	5 3/4"	6 1/4"	5 7/8"	4 9/16"	2 1/2"	0
GIRDER 5	0	2 3/16"	3 15/16"	5 1/16"	5 7/16"	5"	3 15/16"	2 5/8"	1 5/16"	5/16"	0	5/16"	1 5/16"	2 5/8"	3 15/16"	5"	5 7/16"	5 1/16"	3 15/16"	2 3/16"	0

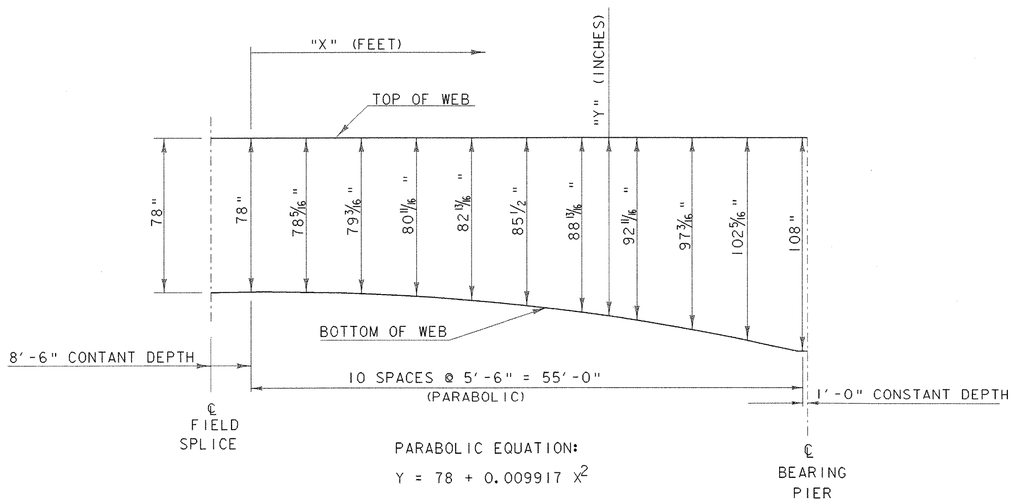
DEAD LOAD DEFLECTION TABLE

DEAD LOAD DEFLECTION VALUES INCLUDE DEFLECTION DUE TO GIRDER SELF WEIGHT.
THE MAGNITUDE OF DEFLECTION IS MEASURED FROM THE MINOR CHORD.

	0'	19.6'	39.2'	58.8'	78.4'	98.0'	117.6'	137.2'	156.8'	176.4'	196.0'	215.6'	235.2'	254.8'	274.4'	294.0'	313.6'	333.2'	352.8'	372.4'	392.0'
GIRDER 1	0	5 1/4"	9 3/4"	13 1/2"	16 3/16"	16 13/16"	15 11/16"	13"	9 5/16"	5"	0	3 3/4"	7 1/8"	9 5/8"	11 3/16"	11 1/4"	9 7/16"	6 7/16"	2 3/4"	3/16"	0
GIRDER 2	0	5 1/16"	9 9/16"	13 3/16"	15 7/8"	16 9/16"	15 1/2"	12 7/8"	9 1/4"	4 7/8"	0	3 7/8"	7 1/4"	9 7/8"	11 9/16"	11 5/8"	9 15/16"	6 15/16"	3 1/8"	3/8"	0
GIRDER 3	0	4 7/8"	9 1/4"	12 15/16"	15 9/16"	16 5/16"	15 5/16"	12 5/8"	9 1/8"	4 13/16"	0	3 7/8"	7 3/8"	10 1/16"	11 1/8"	12"	10 3/8"	7 7/16"	3 9/16"	5/8"	0
GIRDER 4	0	4 11/16"	9 1/16"	12 5/8"	15 5/16"	16 1/16"	15 1/8"	12 5/8"	9"	4 13/16"	0	4 1/8"	7 9/16"	10 3/8"	12 3/16"	12 7/16"	10 7/8"	7 7/8"	4"	3/4"	0
GIRDER 5	0	4 1/16"	8 1/8"	11 9/16"	14 1/8"	15 1/16"	14 1/4"	11 15/16"	8 3/4"	4 5/8"	0	4 1/16"	7 1/2"	10 1/4"	11 13/16"	12 1/16"	10 1/2"	7 9/16"	3 7/8"	13/16"	0

CAMBER TABLE

CAMBER VALUES IN CAMBER TABLE INCLUDE THE DEAD LOAD DEFLECTION DUE TO GIRDER SELFWEIGHT.
THE MAGNITUDE OF THE CAMBER IS MEASURED FROM THE MINOR CHORD.



PARABOLIC GIRDER HAUNCH DETAIL

NTS

STRUCTURAL STEEL NOTES:

1. ALL STRUCTURAL STEEL INCLUDING BUT NOT LIMITED TO GIRDERS, CROSS FRAMES, CONNECTION PLATES, DIAPHRAGMS, AND SIDEWALK BRACKETS SHALL CONFORM TO AASHTO M 270/M 270M GRADE 50W. ALL STRUCTURAL STEEL SHALL BE PAID UNDER THE ITEM 506.55 "STRUCTURAL STEEL (PLATE GIRDER)".

2. ALL FIELD CONNECTIONS IN UNPAINTED AREAS SHALL BE MADE USING 7/8" DIAMETER TYPE III BOLTS MEETING THE AASHTO M 164/M 164M, TYPE III SPECIFICATION. IN PAINTED AREAS ALL FIELD CONNECTIONS SHALL BE MADE USING 7/8" DIAMETER TYPE I BOLTS MEETING THE AASHTO M 164/M 164M SPECIFICATION. ANY CONNECTIONS NOT DESIGNATED SHALL BE DETAILED BY THE FABRICATOR AND SUBMITTED TO THE PROJECT MANAGER FOR APPROVAL.

3. ANY HOLES IN THE FASCIA BEAMS NOT OTHERWISE FILLED SHALL BE FITTED WITH BOLTS CONFORMING TO AASHTO M 164/M 164M, TYPE III.

4. THE FAYING SURFACES ON GUSSET PLATES, CONNECTION PLATES, SIDEWALK BRACKETS, AND SPLICE PLATES SHALL BE PREPARED AS CLASS "C". THESE SURFACES SHALL BE PROTECTED FROM DAMAGE AND CORROSION PRIOR TO THE CONNECTION.

5. ALL MEMBERS AND OR PLATES MARKED (CVN) AND ONLY THOSE MEMBERS MUST MEET THE CHARPY V-NOTCH REQUIREMENTS FOR MAIN MEMBERS AS INDICATED IN SECTION 714 OF THE VERMONT AGENCY OF TRANSPORTATION SPECIFICATIONS FOR CONSTRUCTION.

6. UTILITIES WILL BE SUPPORTED BY THE UTILITY DIAPHRAGMS AS WELL AS THE CROSS FRAMES. SEE SHEET 80 FOR THE UTILITY CONNECTION DETAIL.

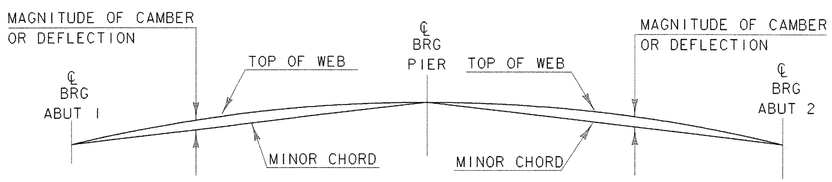
7. THE ENDS OF THE GIRDERS SHALL BE GIVEN A SHOP APPLIED PAINT SYSTEM AND GREASED AFTER INSTALLATION FOR A DISTANCE EQUAL TO THE DEPTH OF THE GIRDER PER SUPPLEMENTAL SPECIFICATION 513. THE ABUTMENT CROSSFRAMES SHALL ALSO BE PAINTED AND GREASED. THE UTILITY SUPPORTS IN THIS AREA DO NOT REQUIRE PAINTING. THE PAINT SHALL BE BROWN COLOR CHIP #20059.

8. THE UTILITY DIAPRAGMS WILL BE PAID FOR UNDER THE ITEM 506.55 "STRUCTURAL STEEL (PLATE GIRDER)". ALL HARDWARE NECESSARY TO CONNECT THE UTILITIES TO THE DIAPRAGMS, INCLUDING STEEL ANGLES, PLATES, BOLTS, HANGING BRACKETS, AND WELDS, SHALL BE CONSIDERED SUBSIDIARY TO THE RESPECTIVE ITEMS 629.60 "WATERMAIN ON BRIDGE-12"(MOD)" AND 625.16 "DUCTS ON BRIDGE".

SIDEWALK BRACKET

9. THE SIDEWALK BRACKETS MAY BE USED TO SUPPORT THE FORMWORK FOR THE SIDEWALK OVERHANG. HOWEVER, A MINIMUM OF TWO EQUALLY SPACED INTERMEDIATE FLEMMING BRACKETS SHALL BE PLACED TO ADDITIONALLY SUPPORT THE FORMWORK.

10. THE REQUIRED FLEMMING BRACKETS AND THE ENTIRE FORM SYSTEM FOR THE SIDEWALK OVERHANG SHALL BE DESIGNED BY A REGISTERED PROFESSIONAL ENGINEER. THE DESIGN AND DETAILS FOR THE FORM SYSTEM SHALL BE SUBMITTED TO THE PROJECT MANAGER FOR REVIEW A MINIMUM OF 14 DAYS PRIOR TO FORMING. THE COST OF THE FORM SYSTEM DESIGN SHALL BE SUBSIDIARY TO THE COST OF THE ITEM 501.221 CONCRETE, CLASS A QC/QA (MOD).



CHORD DIAGRAM

NTS

PROJECT NAME:
PROJECT NUMBER: ROYALTON BRZ 1444(22)

FILE NAME: 89j099/structures/sj099ssd.dgn
IPARM NAME: sj099camber.i
PROJECT LEADER: C.P. WILLIAMS
DESIGNED BY: W.B. SYMONDS
CAMBER AND DEFLECTION TABLES

PLOT DATE: 25-SEP-2000
DRAWN BY: D.G. BASSETT
CHECKED BY: W.B. SYMONDS
SHEET 34 OF 118