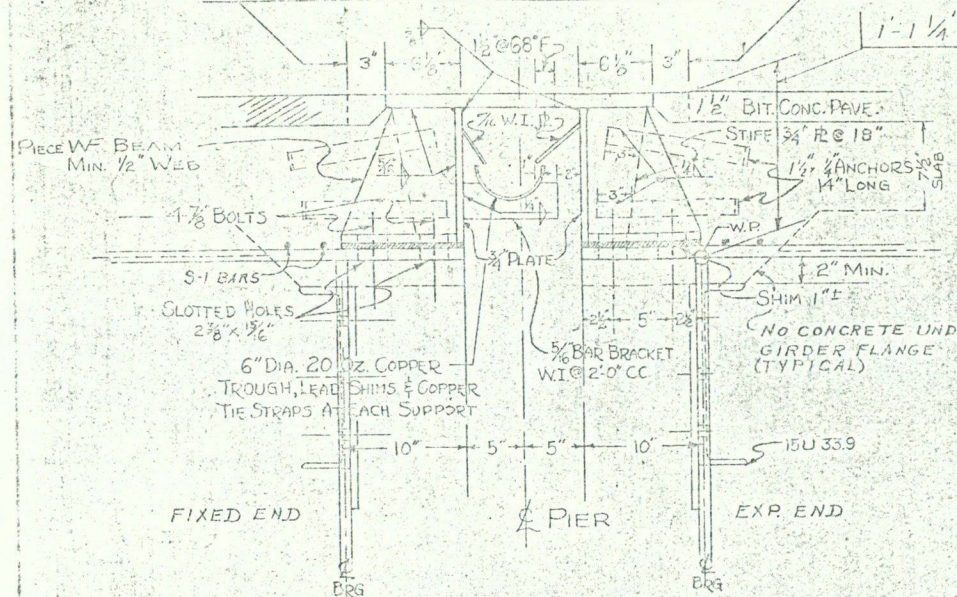
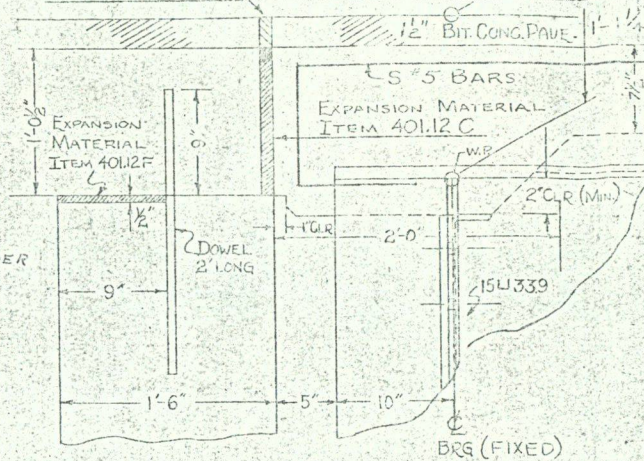


POUR TEMPORARY 3" WIDE SECTION OF CONCRETE TO TOP OF PLATE.
PACK CONCRETE UNDER PLATE. CHIP OUT CONCRETE AFTER SET AS
SHOWN WITHIN 24 HOURS. PAVE TO EDGE OF PLATE



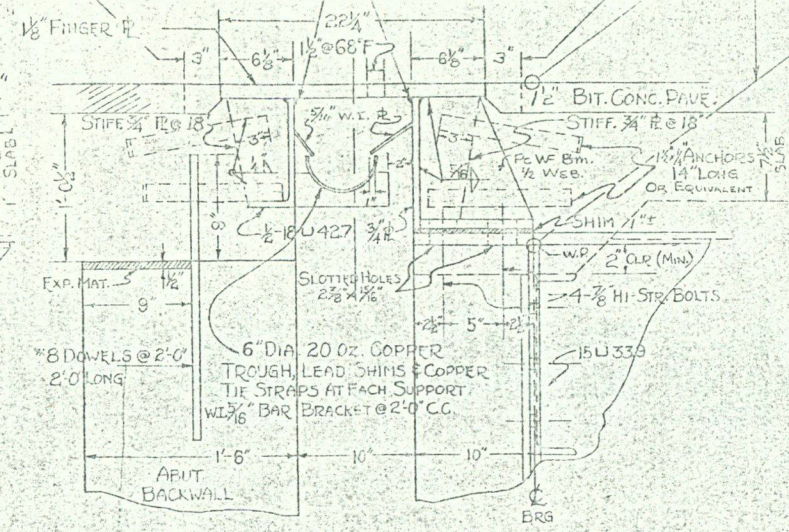
Exp. Jt. At Pier
SCALE 1/2" = 1'-0"

SEE SCB-D2-62 FOR JOINT DETAILS



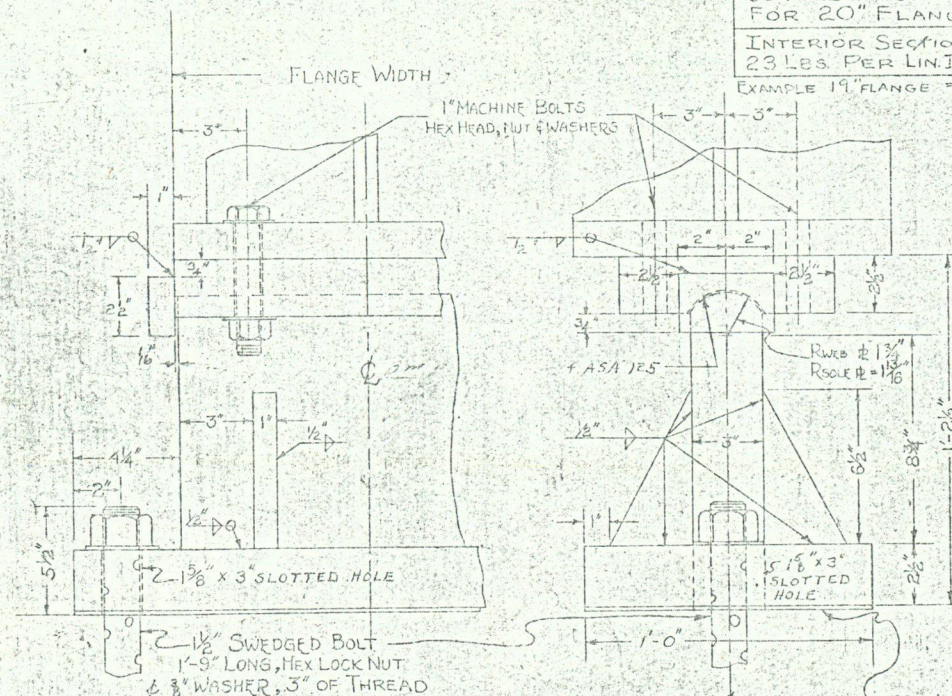
At Abutment
Fixed End
SCALE 1/2" = 1'-0"

POUR TEMPORARY 3" WIDE SECTION OF CONCRETE TO TOP OF PLATE. PACK CONCRETE UNDER PLATE. CHIP OUT CONCRETE
AFTER SET AS SHOWN WITHIN 24 HOURS. PAVE TO EDGE OF PLATE.

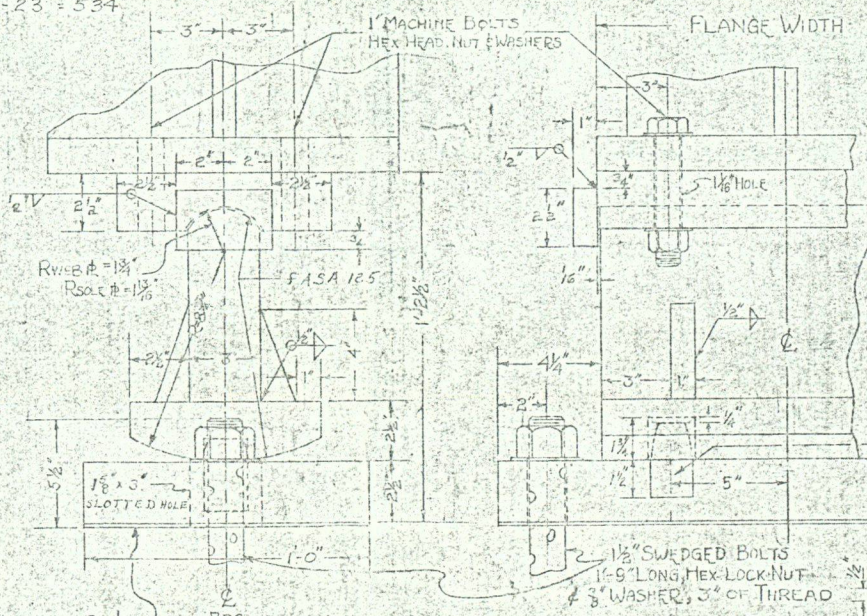


Exp. Jt. At Abut.
SCALE 1/2" = 1'-0"

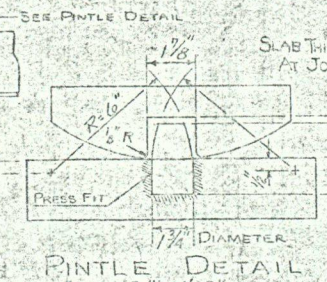
WEIGHT OF BEARING DEVICES	
FIXED END	EXPANSION END
557 LBS. TOTAL FOR 20" FLANGE	596 LBS. TOTAL FOR 20" FLANGE
INTERIOR SECTION = 23 LBS. PER LIN. INCH	INTERIOR SECTION = 27.5 LBS. PER LIN. INCH
EXAMPLE 19" FLANGE = 557 - 23 = 534	



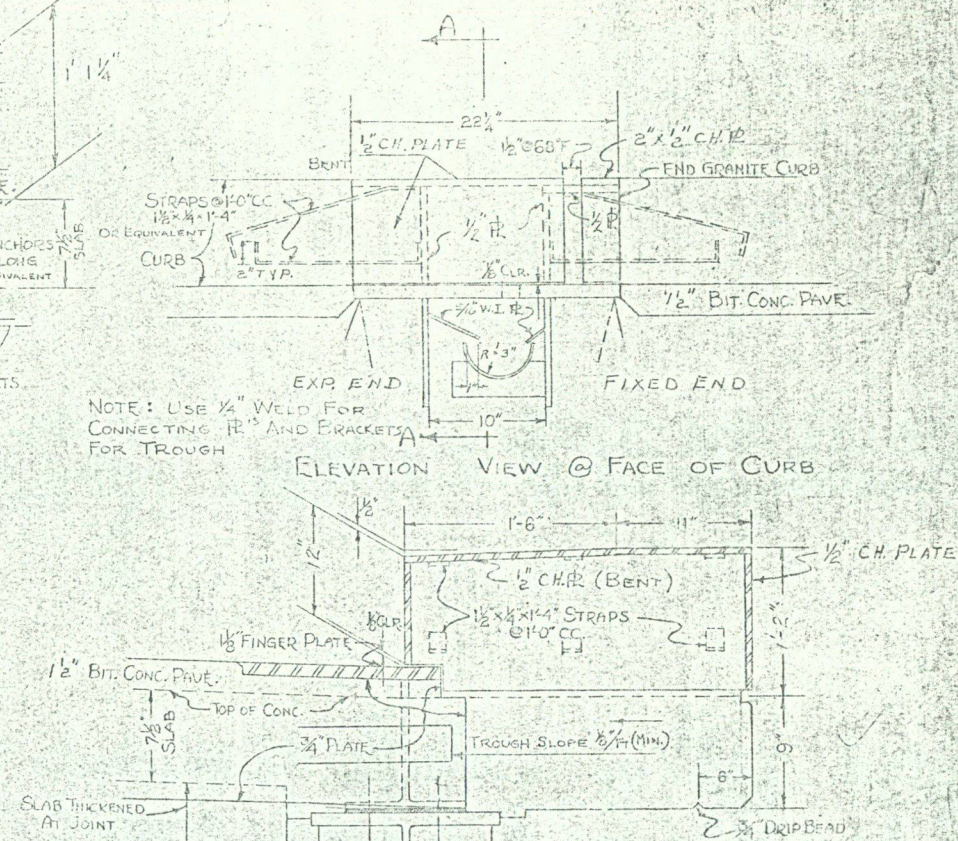
FIXED BRG
SCALE 3" = 1'-0"



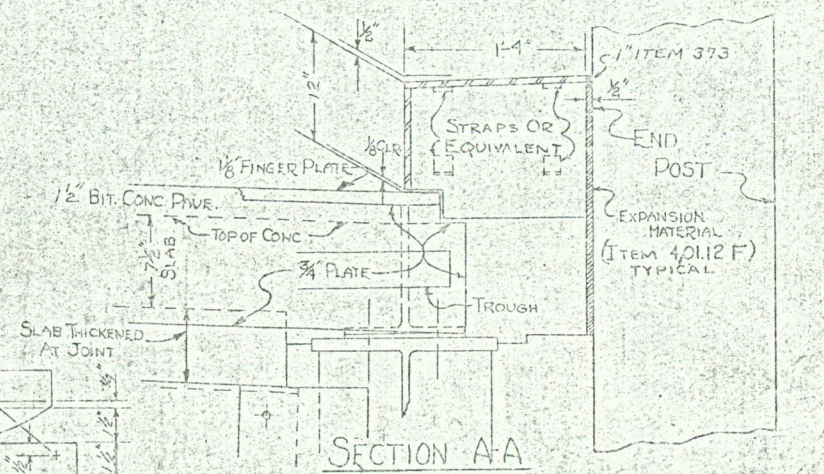
EXPANSION BRG
SCALE 3" = 1'-0"



PINTLE DETAIL
SCALE 3" = 1'-0"



SECTION A-A
CURB DETAIL AT EXP. JT. (PIER)
SCALE 1/2" = 1'-0"



SECTION A-A
CURB DETAIL AT EXP. JT. (ABUT.)
SCALE 1/2" = 1'-0"

REVISIONS & CORRECTIONS
REVISED JOINT AT EDGES OF FINGER PLATES C/WMS
REVISED TO CONFORM TO APRIL 1964 SPEC'S. 3/11/65 WMS
BEARINGS, REVISED

DRAWN BY: RND
TRACED BY: RND-WMS
CHECKED BY: WMS-JLH-EFP

CORRECT DEC 30, 1960
L. B. BROWN
BRIDGE ENGINEER
APPROVED DEC 30, 1960
J. D. WILSON
CHIEF ENGINEER

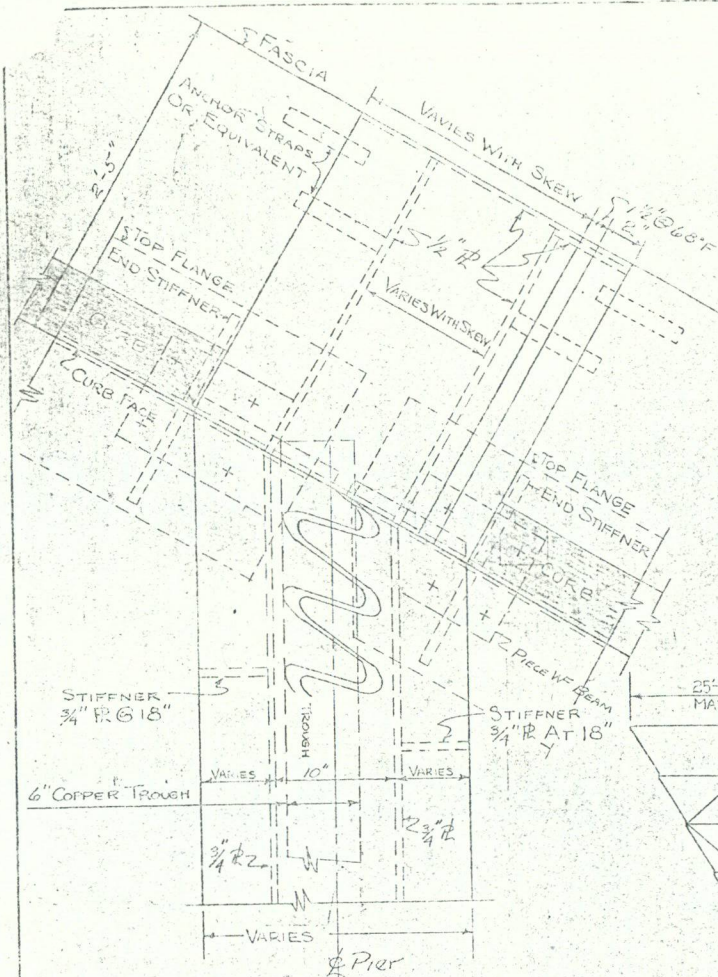
GIRDER END DETAILS-COMPOSITE WELDED PLATE GIRDER BRIDGES

DEPARTMENT OF HIGHWAYS
STANDARD STRUCTURES

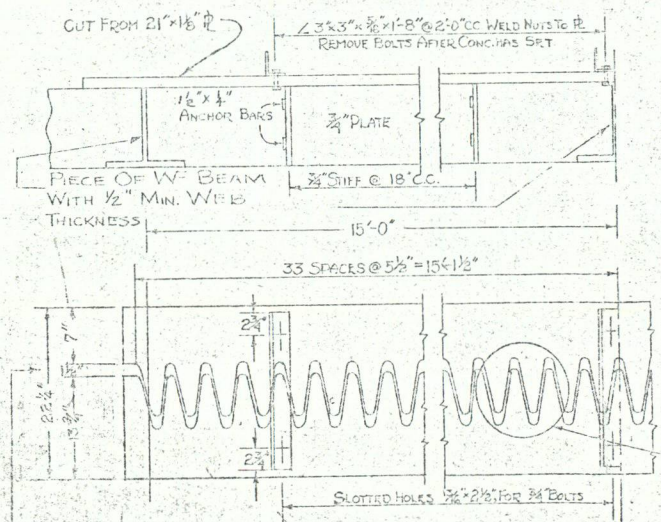
IR-DECK(19)
I-41, B26 NRS
THIS SHEET FOR
INFORMATION ONLY

Sheet 34 of 61

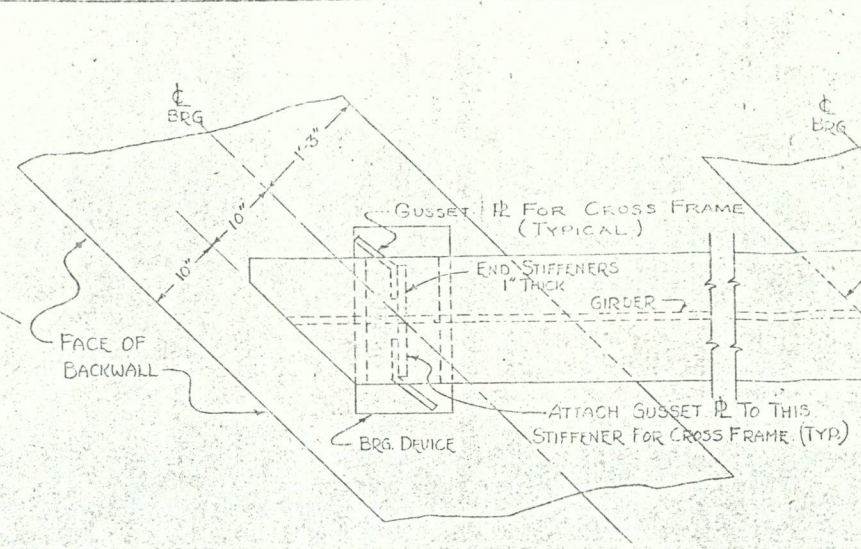
SCWPG-30-62



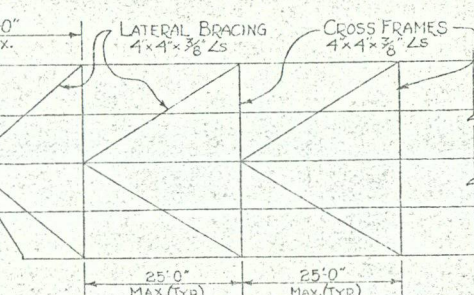
PLAN VIEW - SKEWED EXPANSION DAM
AT PIER



EXPANSION DAM
SCALE 1"=1'-0"

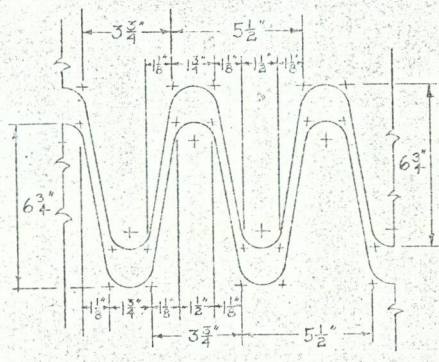


EXP BRG. AT ABUT.

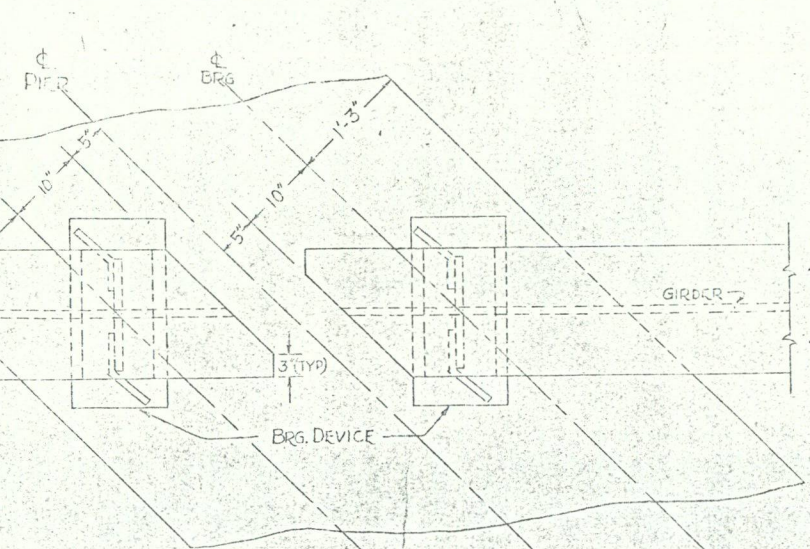


CROSS FRAMES & LATERAL BRACING

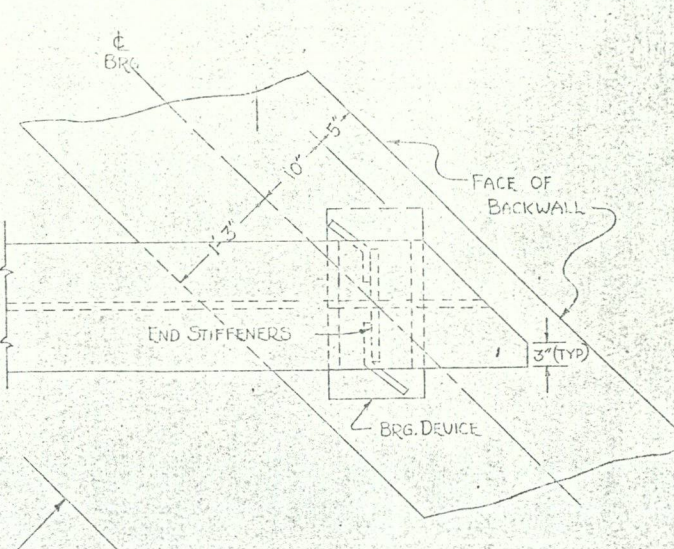
NOTE: Additional stiffeners may be used to allow for proper alignment of cross frames.



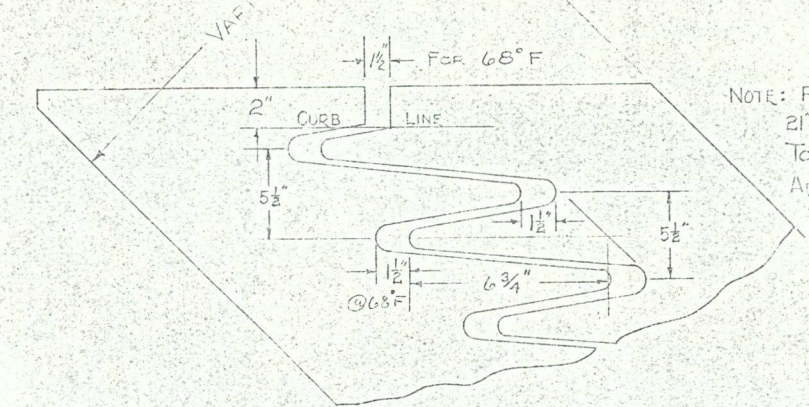
DETAIL "A"
SCALE 3"=1'-0"



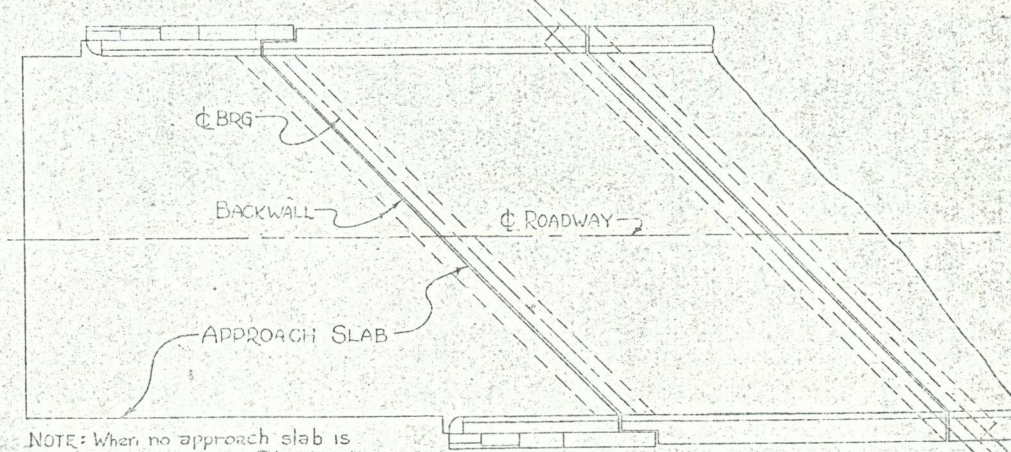
FIXED & EXP. BRG. AT PIER



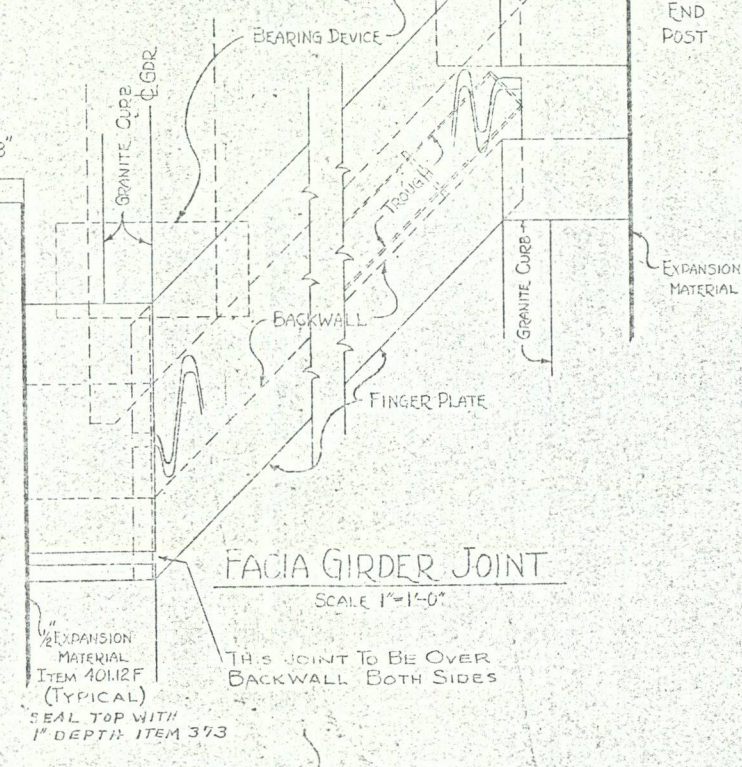
FIXED BRG. AT ABUT.



SKEWED FINGER PLATE
NO SCALE



PLAN VIEW
SCALE 1/8"=1'-0"



FACIA GIRDER JOINT
SCALE 1"=1'-0"

THIS JOINT TO BE OVER BACKWALL BOTH SIDES

REVISIONS & CORRECTIONS

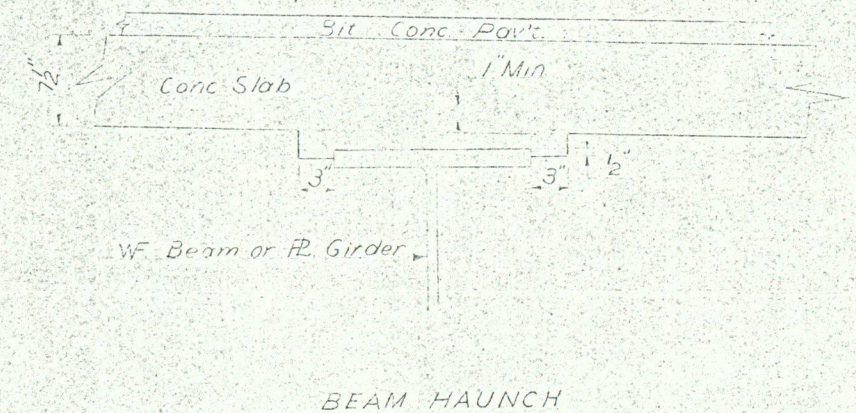
DRAWN BY: RND - WMS
TRACED BY: RND
CHECKED BY: WMS - JLH - EEP
CORRECT DEC 30, 1960
BRIDGE ENGINEER
APPROVED DEC 30, 1960
CHIEF ENGINEER

SKEW DETAILS AND EXPANSION DEVICE -
COMPOSITE WELDED PLATE GIRDER
BRIDGES

IR-DECK (19)
I 91, B 26 N 8 S
THIS SHEET FOR
INFORMATION ONLY Sheet 35 of 61

DEPARTMENT OF HIGHWAYS
STANDARD STRUCTURES

SCWPG-30-62



REVISIONS & CORRECTIONS

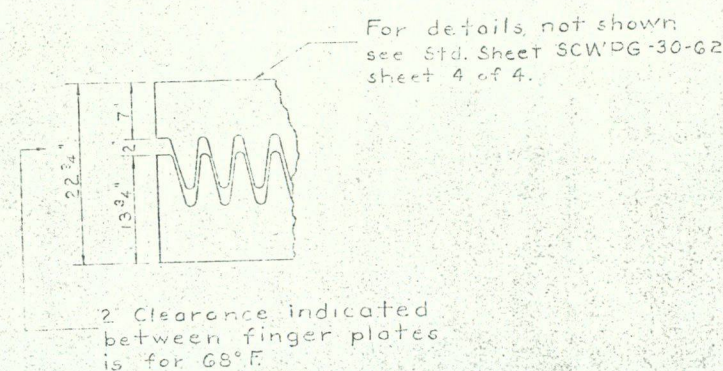
DETAILS OF WF BEAM BRIDGES

- (A) ELEVATION VIEWS
 (B) SHEAR CONNECTOR DETAILS
 (C) BEAM HAUNCH DETAIL

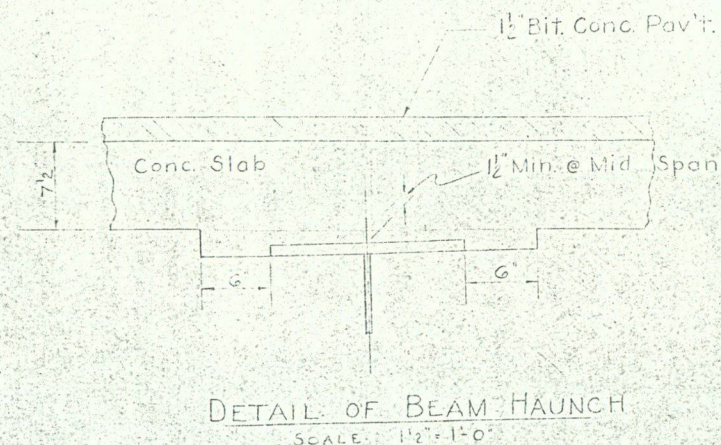
VERMONT
DEPARTMENT OF HIGHWAYS
STRUCTURE STANDARDS

SCB-D2-62

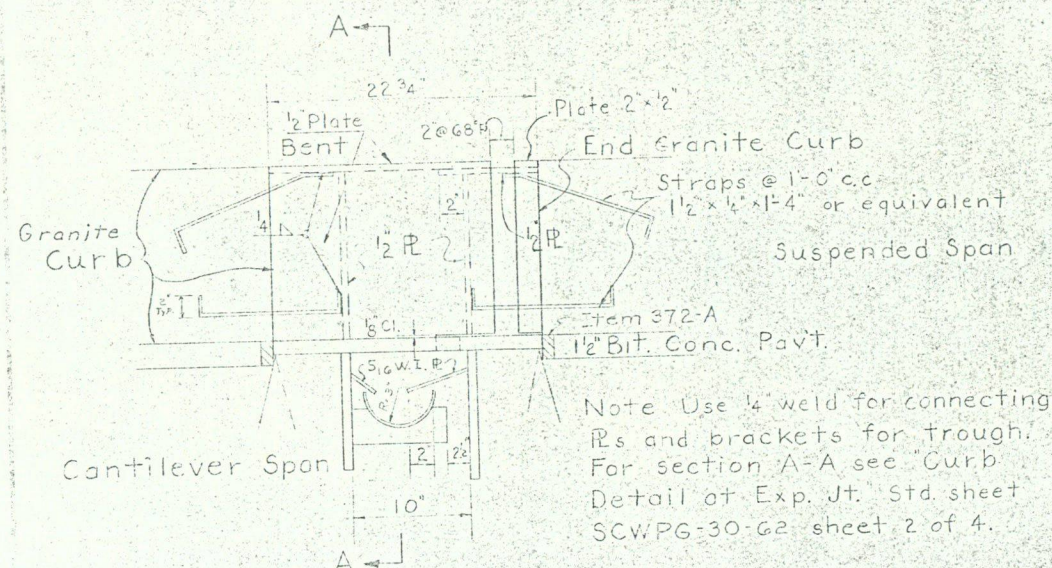
IR-DECK (19)
I-91, BR 26 N45
THIS SHEET FOR
INFORMATION ONLY
Sheet 36 of 61



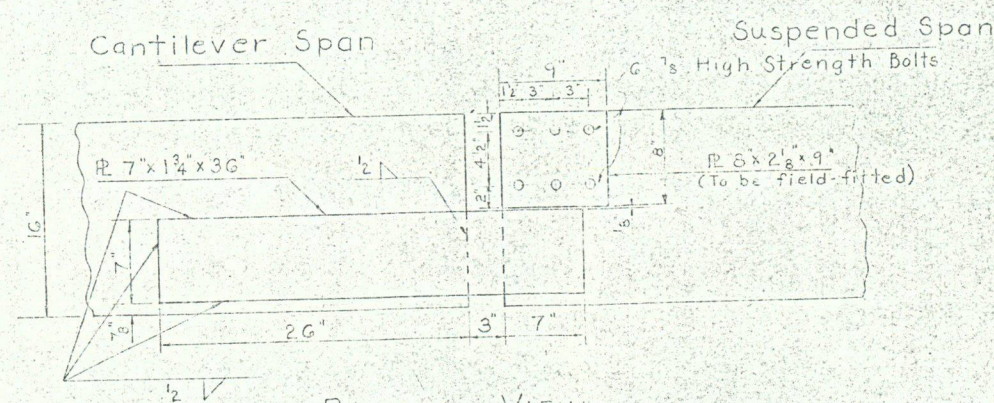
PARTIAL PLAN OF EXP. DAM
SCALE 1" = 1'-0"



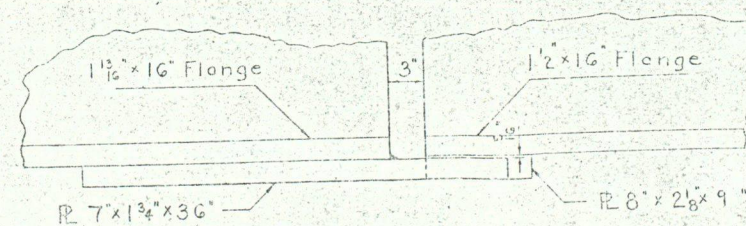
DETAIL OF BEAM HAUNCH
SCALE 1 1/2" = 1'-0"



ELEVATION VIEW @ FACE of Curb @ Exp. Jt.
SCALE 1 1/2" = 1'-0"



BOTTOM VIEW
Note: See Framing Plan for location



ELEVATION
DETAILS OF WIND SHOES
SCALE 1 1/2" = 1'-0"

GENERAL NOTES

1. All materials and construction shall conform to the State of Vermont, Department of Highways, Standard Specifications for Road and Bridge Construction, dated Jan. 1956 and the AASHTO Standard Specs. dated 1961. Designed for H20-S16-44 loading modified for National System of Interstate Highways applied in accordance with the provision of the AASHTO Standard Specifications, article 1.2.8.

2. Where rock is encountered, no footings shall be poured until all blasting in an area 200 ft from the structure has been completed.

3. Final coat of field paint shall be green unless otherwise directed by the Engineer.

4. All dimensions given are measured horizontally or vertically unless otherwise noted.

5. All dimensions given at 68°F.

6. All reinf. to have a cover of 3" unless otherwise noted.

7. All exposed edges of concrete shall be chamfered 1" x 1" unless otherwise noted.

8. Borings indicated on the drawings have been made for design purposes only and are not warranted to show actual subsurface conditions.

9. El. datum sea level based on nearest U.S. Government vertical control.

10. Steel bearing piles shall be driven to ledge rock unless otherwise approved by the Engineer. When piles are driven in fill, the material should be such as to have no stones large enough to interfere with the driving of piles.

11. Cross slope of approach slab to conform with the cross slope of bridge.

12. The top surfaces of all piers and abutments shall be sloped 1/4 per foot from the front edge of abutment, curtain wall or centerlines of piers, except for the areas shown on abut. and pier drawings, under bearing plates, which surfaces shall be level. Elevation of bridge seats given are for centerline bearings. The entire exposed top surface of abutments and piers shall be coated with Asphaltic Asbestos Coating 1/2" thick as per Item 407 of the Specs. The application of this item shall be after all painting and incidental items are completed.

13. All expansion material shall be pre-moulded cork containing no tar or asphalt.

14. All girders shall be cambered as specified on Bridge Sheet BR-37; Max. Shear, Mom., Deflection and Camber per Girder.

15. The 90' suspended span is composite and the two 110' sections are non-composite.

16. For details of shear connectors see Std. Sh. SCWPG-30-G2, sheet #3.

17. All plate girders shall be completely fabricated in the shop. No field splices will be allowed.

18. All welds are to be continuous shopwelds.

19. The ends of the granite curb shall be sawed square where they butt against the metal expansion joints.

20. Railing post and pylon lines to be normal to grade and top of pylon to be parallel to grade.

21. For General Notes not covered here see Std. Sh. SCWPG-30-G2, sheet #1.

22. After the superstructure steel has been erected, profiles of the top of girders shall be taken under the direction of the Engineer to determine the final grade.

23. The exp. brg. rockers and the link at the hinge are to be vertical at 45°F. For temperatures other than 45°F the link and the rockers are to be set out of plumb position according to whether the girder is expanded or contracted. The link is to be set out of plumb 0.00215 feet per degree change from 45°F. After the link has been adjusted, the rockers are to be set out of plumb 0.00585 feet per degree change from 45°F.

24. All field connections to be high strength bolts.

IR-DECK (19), I-91, BR.#'S 26N&S
THIS SHEET FOR INFORMATION ONLY

ITEM NO.	ITEM	UNIT	NET	OVERRUN	TOTAL	FINAL
106-A	CHAN. EXCAV. OF EARTH	C.Y.				
106-B	CHAN. EXCAV. OF ROCK	C.Y.				
106-C	UNCLASS. CHAN. EXCAV.	C.Y.				
107	STRUCT. EXCAV.	C.Y.				
401-B	CONC. CLASS B (MOD.)	C.Y.				
402	REIN. STEEL	LBS.				
407	ASPHALTIC-ASB. COATING	S.Y.				
502-B	TREATED TIMBER PILING	L.F.				
503	SPLICERS FOR STEEL PILING	EA.				
504	STEEL PILING	L.F.				
502-A	UNTREATED TIMBER PILING	L.F.				

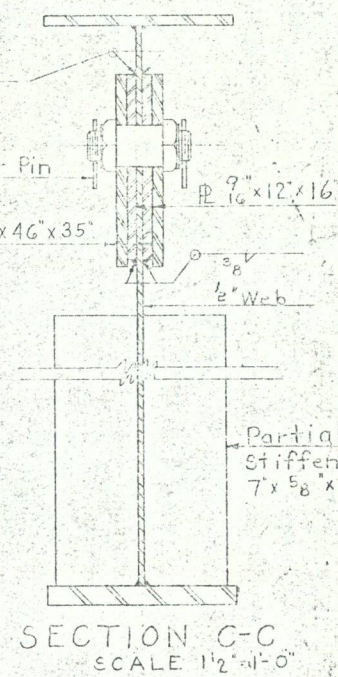
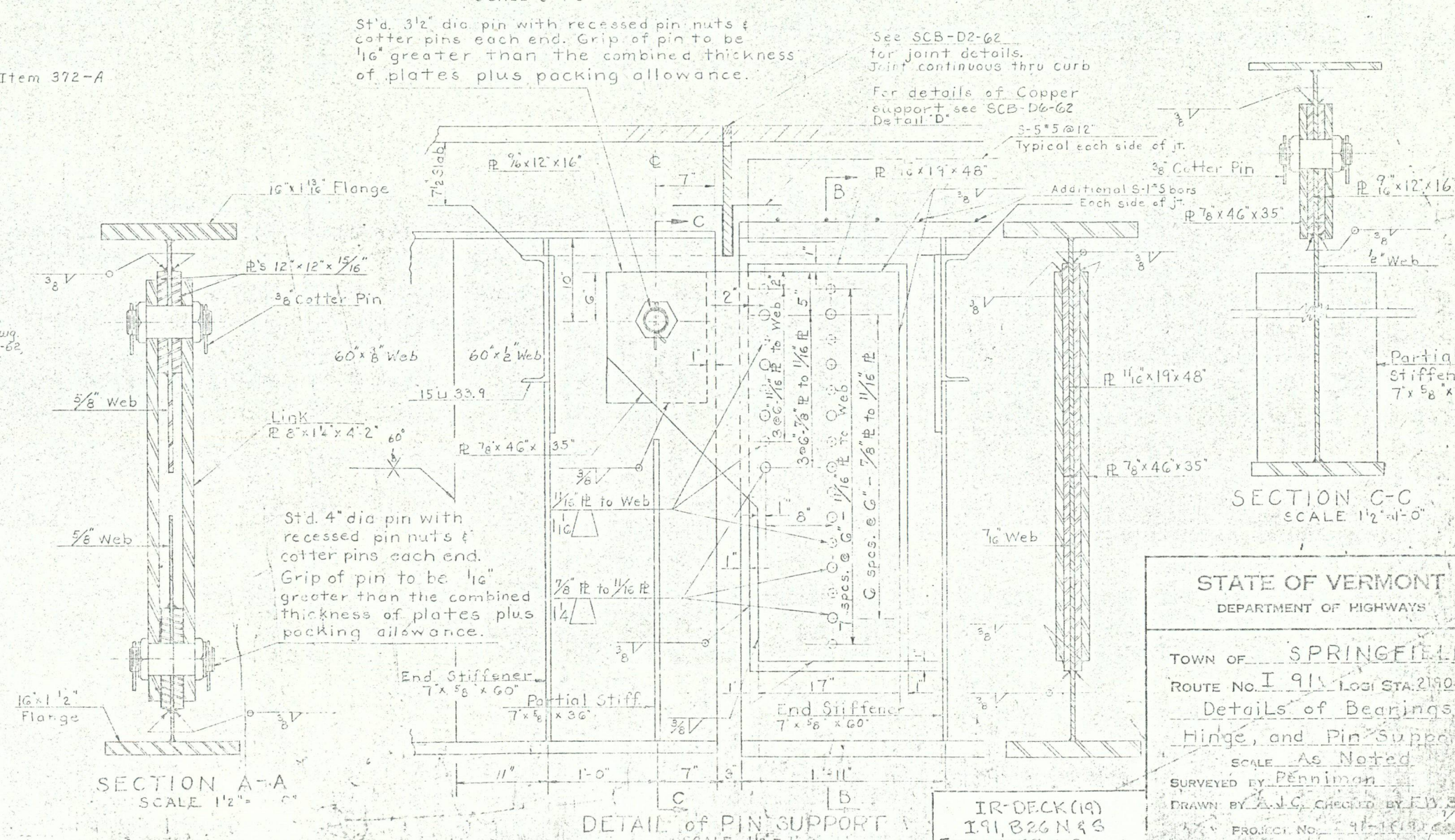
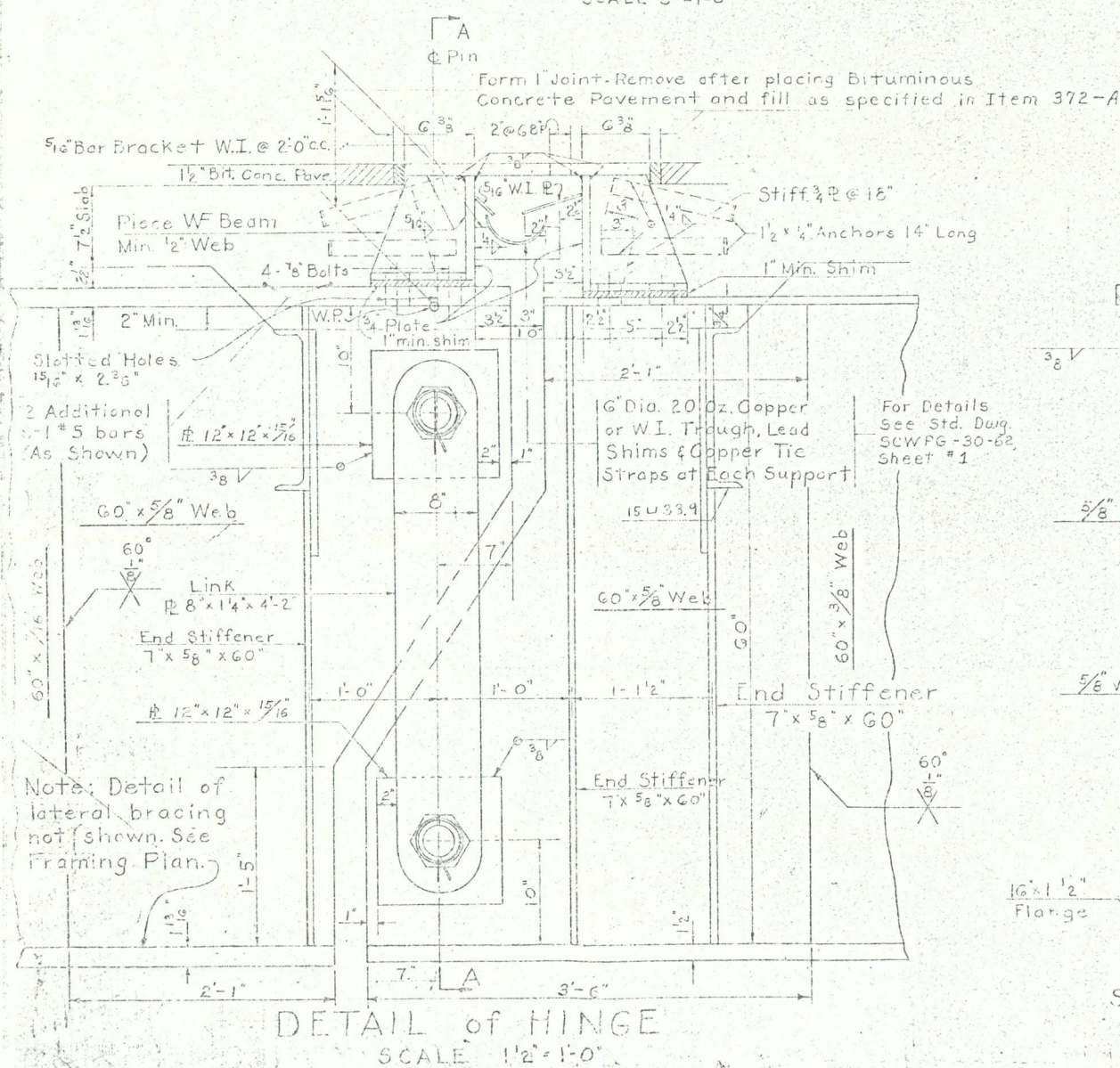
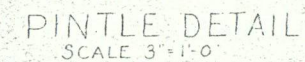
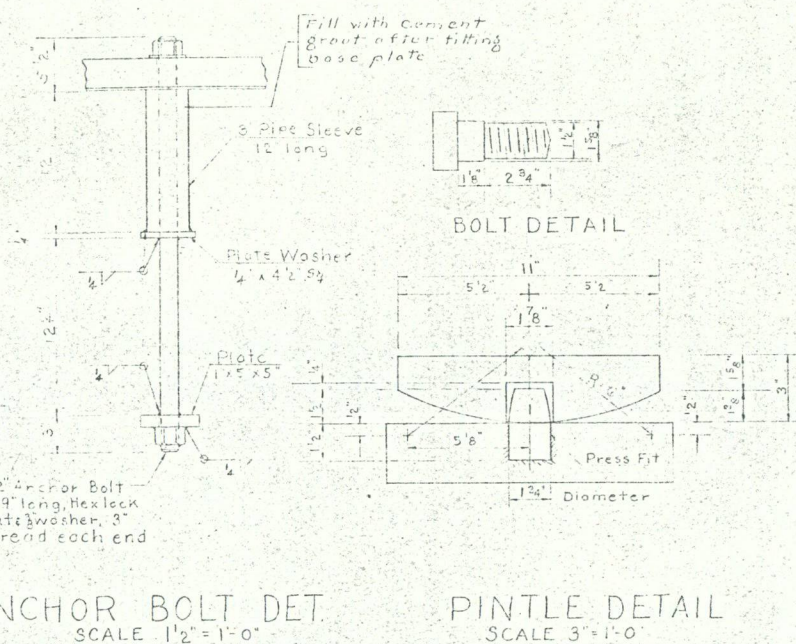
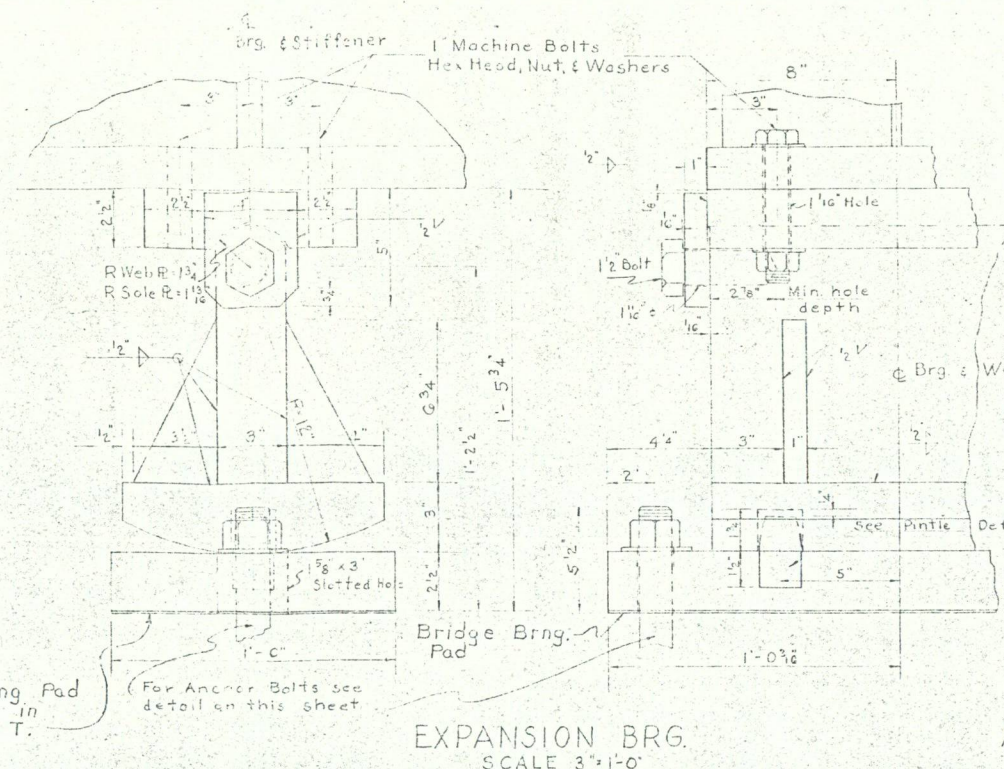
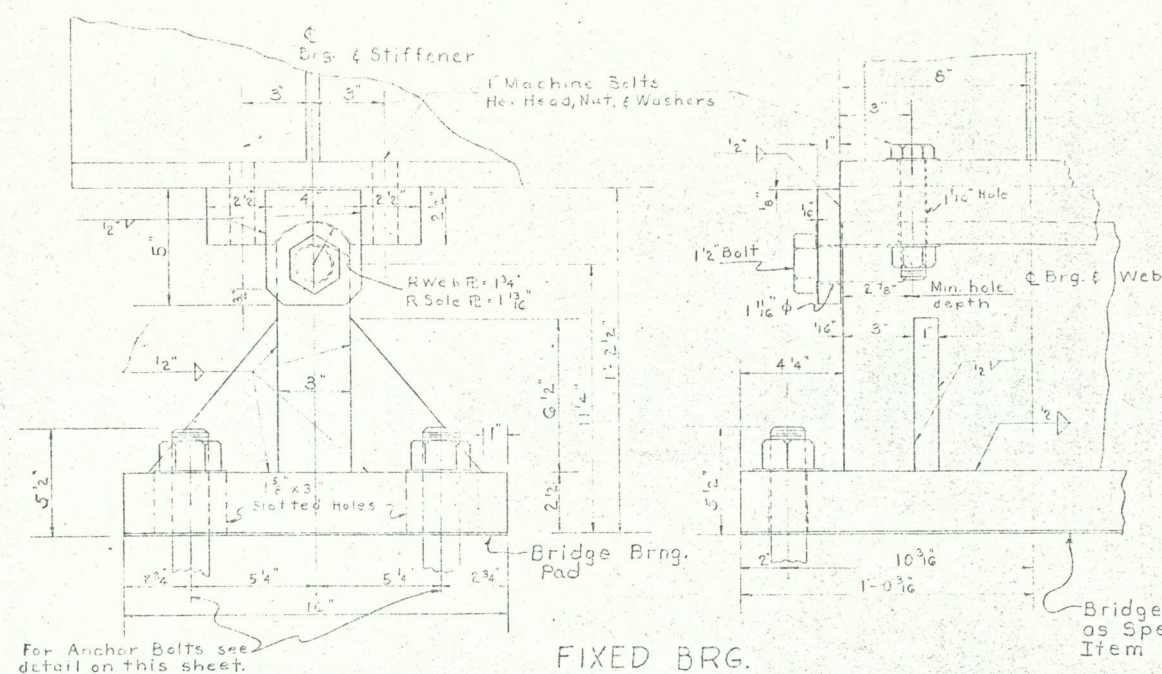
25. Where granular material is indicated around bridge abutments rock fill, if available, shall be substituted except in the area where piles are to be driven. Wherever materials from excavation are used in embankments requiring granular material they shall be paid for as indicated under Item 101, Excavation.

26. All structural steel to be A.S.T.M. A30-62T. This supersedes A.S.T.M. A373 as specified on SCWPG-30-G2.

27. Design Stresses
Structural Steel $f_s = 18,000$ psi
Reinforcing Steel $f_s = 20,000$ psi
Concrete $f_c = 1200$ psi for $f_c = 3000$ psi

STATE OF VERMONT
DEPARTMENT OF HIGHWAYS

TOWN OF SPRINGFIELD
ROUTE No. 191 LOG STA. 2190+98.00
Interstate over Black River
Girder Details & General Notes
SCALE As Noted
SURVEYED BY Penniman
DRAWN BY A.C. CHECKED BY E.W.B.
PROJECT NO. 191-1(19)CON
SHEET 12 OF 367
E-26 Sheet 29 of 61



STATE OF VERMONT
DEPARTMENT OF HIGHWAYS

TOWN OF SPRINGFIELD

ROUTE NO. I 91 LOG STA. 2190

Details of Bearings

Hinge, and Pin Support

SCALE As Noted

SURVEYED BY: Penniman

DRAWN BY A. J. C. CHECKED BY F. B. S.
1/12/

PROJECT NO. 41-161916

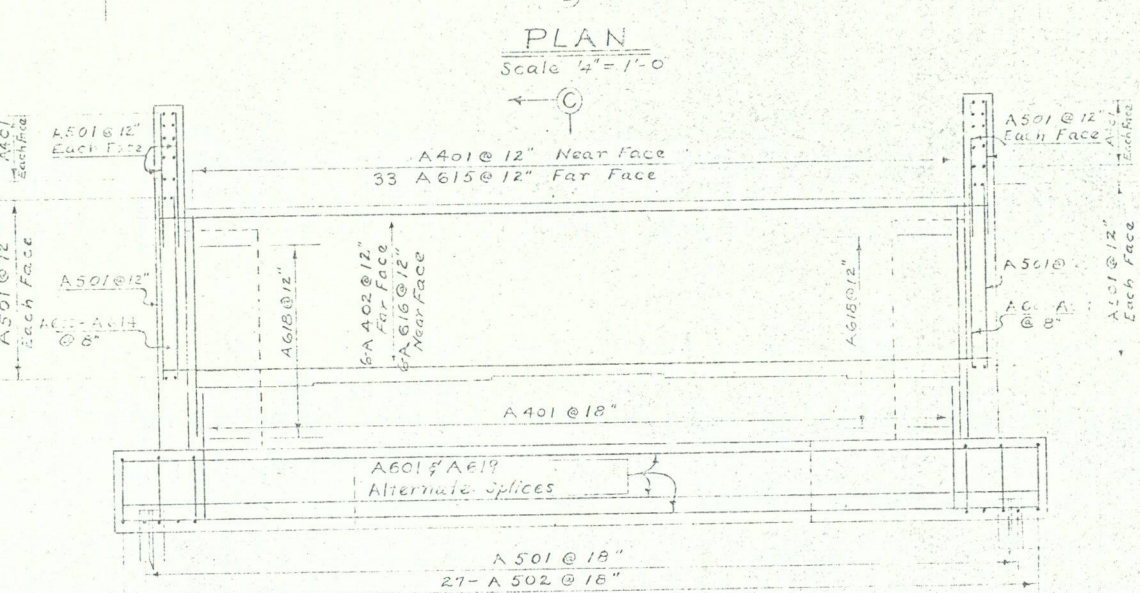
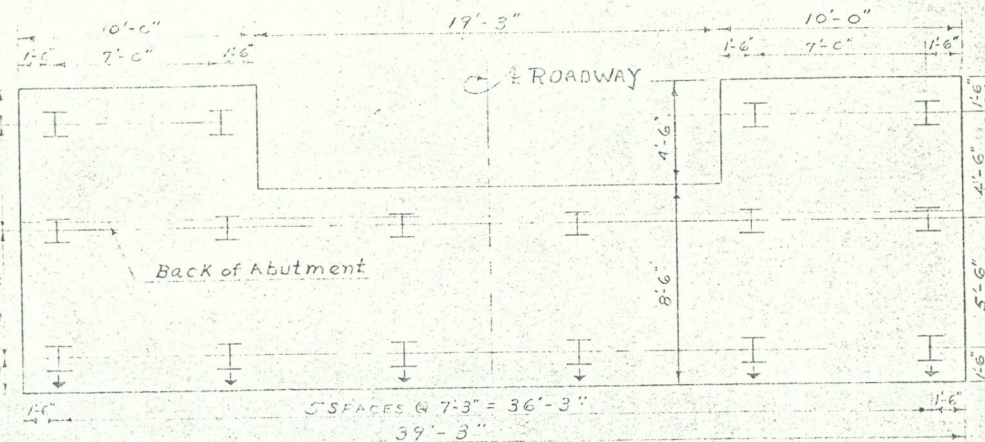
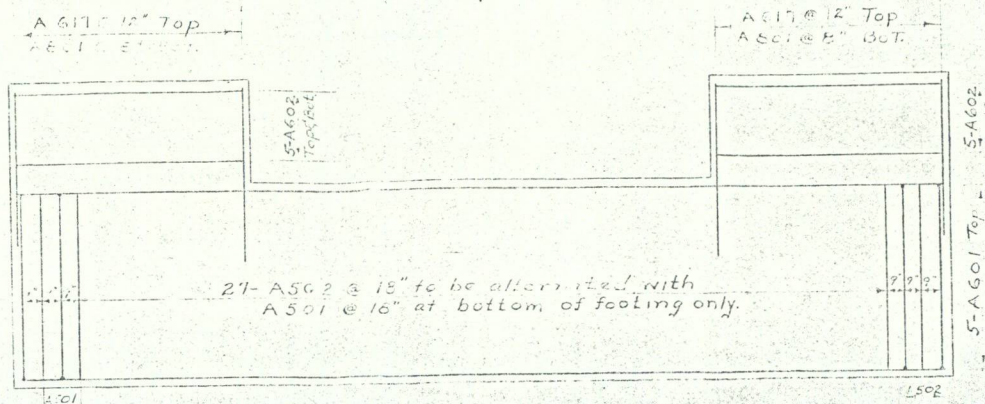
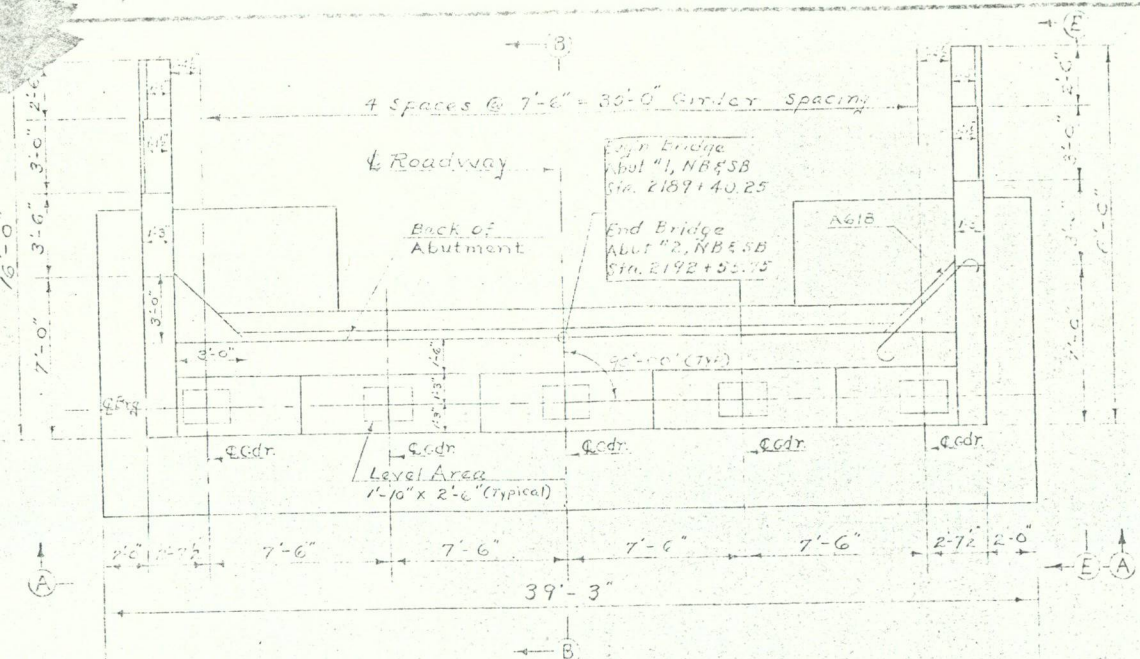
1947-1948

IR-DECK(19)
I 91, B26 N 4 S
THIS SHEET FOR
INFORMATION ONLY
Sheet 36 of 61

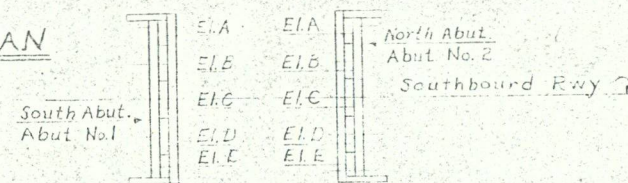
NOTES

1. For General Notes see Sh. BR 36 Std. Drawing SCWPG-30-62
2. For additional details see Std. Sh. SCB-D6-62
3. 12BP53 Steel Piles designed for 45 tons bearing load.

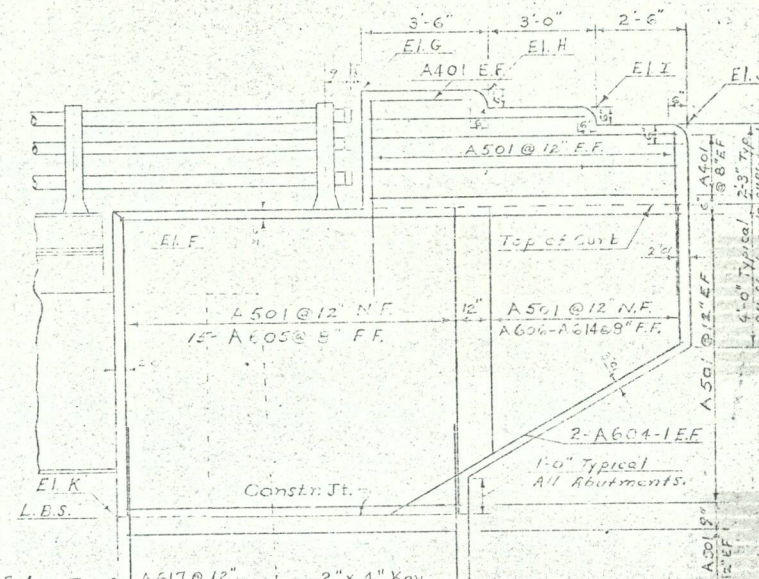
ESTIMATED AVERAGE PILE LENGTH:
 Abut. No.1(SB) 43'-0" Abut. No.2(SB) 50'-0" Abut. No.1(NB) 34'-6" Abut. No.2(NB) 61'-6"



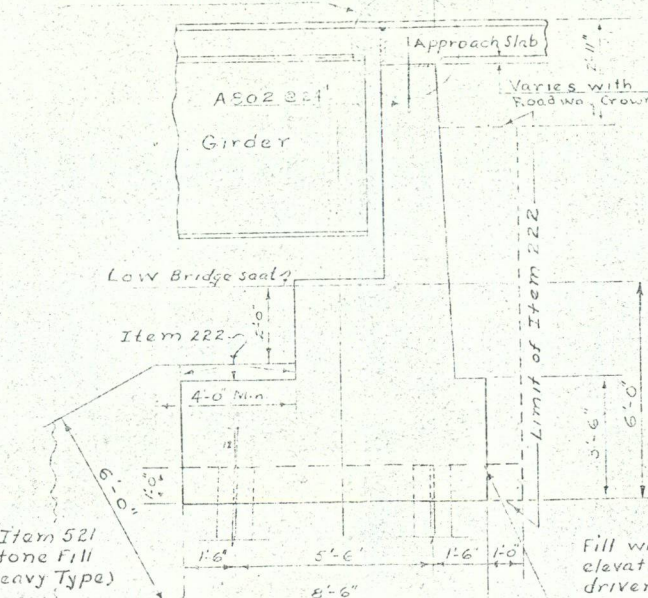
BOTTOM REINFORCING PLAN Scale 1/4"=1'-0"



PILE PLAN Scale 1/4"=1'-0"



See Standard Drawing SCWPG-30-62 For Joint and Back wall details.



BEARING ELEVATIONS N.T.S.

Anchor Bolts to be Cast in Concrete-See Anchor Bolt Detail.

A501 @ 18" to be alternated with A502 @ 18" at bottom of footing only.

Fill will be brought to this elevation before piles are driven. After piles are driven excavate to the bottom of footing elevation.

SECTION B-B Scale 3/8"=1'-0"

SECTION C-C Scale 3/8"=1'-0"

SECTION E-E Scale 3/8"=1'-0"

TOP REINFORCING PLAN Scale 1/4"=1'-0"

BEARING ELEVATIONS			
ELEV.	NORTHBOUND	SOUTHBOUND	
A	315.67	317.22	315.67
B	315.94	317.50	315.94
C	316.04	317.60	316.04
D	315.94	317.50	315.94
E	315.67	317.22	315.67

ESTIMATED QUANTITIES			
		NORTHBOUND	SOUTHBOUND
		NORTH ABUT.	SOUTH ABUT.
ITEM #	ITEM	NET	NET
107	STRUCTURE EXCAVATION	20	20
222	GRAVEL BACKFILL	25	25
404A	CONCRETE CLASS AA (MOD)	96	96
402	REINFORCING STEEL	15	15
407	ASPHALTIC-BESTOS COATING	9	9
501	FURNISHING EQUIP. FOR DRIVING PILES	1	1
501A	PREPARING SUBSURFACE FOR DRIVING PILES	1	1
503	SPICES FOR STEEL PILING	19	3
504	STEEL PILING (12 BP53)	984	552

ESTIMATED QUANTITIES See Bridge Quantity Sheet

		NORTHBOUND	SOUTHBOUND
		NORTH ABUT.	SOUTH ABUT.
ITEM #	ITEM	NET	NET
107	STRUCTURE EXCAVATION	20	20
222	GRAVEL BACKFILL	25	25
404A	CONCRETE CLASS AA (MOD)	96	96
402	REINFORCING STEEL	15	15
407	ASPHALTIC-BESTOS COATING	9	9
501	FURNISHING EQUIP. FOR DRIVING PILES	1	1
501A	PREPARING SUBSURFACE FOR DRIVING PILES	1	1
503	SPICES FOR STEEL PILING	19	3
504	STEEL PILING (12 BP53)	984	552

STATE OF VERMONT DEPARTMENT OF HIGHWAYS

TOWN OF SPRINGFIELD
 ROUTE NO. I-91 Log Sta. 2190+78
 DETAIL OF ABUTMENTS
 INTERSTATE OVER BLACK RIVER

SCALE AS NOTED
 SURVEYED BY FENNIMAN
 DRAWN BY J.J.C. CHECKED BY A.J.C.
 PROJECT NO. 1-91-119
 SHEET 16 OF 357

IR-DECK(19)
 I91,B26 N&S
 THIS SHEET FOR
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BR-40

