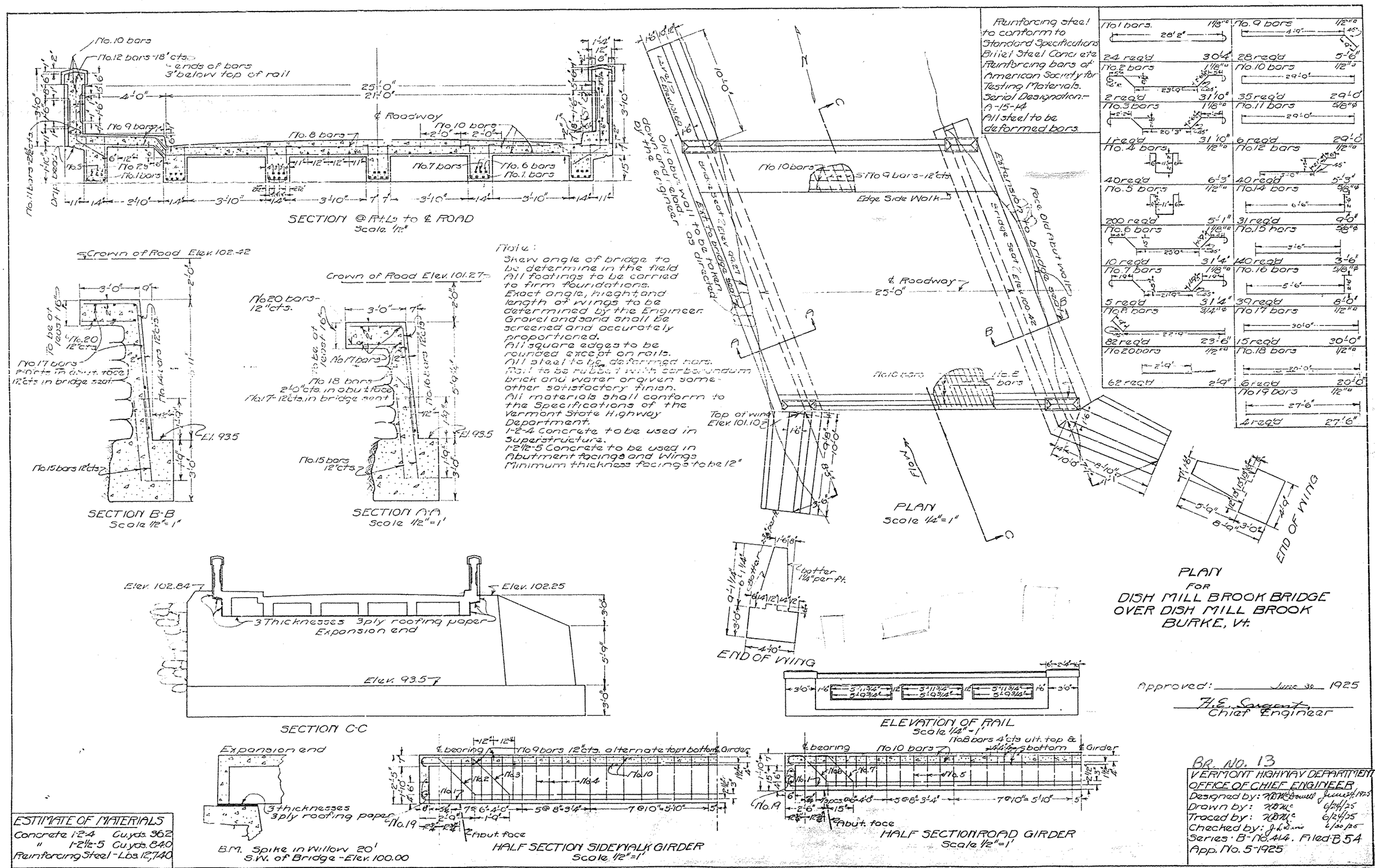
No.10 bars
No.12 bars 18" cts.
Ends of bars 3" below top of rail
25'-0"
21'-0"
4'-0"
℄ Roadway
No.9 bars
No.8 bars
No.10 bars
No.7 bars
No.6 bars
No.1 bars
No.5
No.2
No.3
No.4
No.11 bars 2½" cts.
Drip board
SECTION @ R.L. to ℄ ROAD
Scale 1/2"
Crown of Road Elev. 102.42
No.17 bars 12" cts. in bridge seat
No.14 bars 12" cts.
No.15 bars 12" cts.
El. 93.5
SECTION B-B
Scale 1/2"=1'
Crown of Road Elev. 101.27
No.20 bars 12" cts.
No.17 bars
No.18 bars 2'-0" cts. in abut. face
No.17 12" cts. in bridge seat
No.16 bars 12" cts.
No.15 bars 12" cts.
SECTION A-A
Scale 1/2"=1'
Note:
Skew angle of bridge to be determine in the field
All footings to be carried to firm foundations.
Exact angle, height and length of wings to be determined by the Engineer.
Gravel and sand shall be screened and accurately proportioned.
All square edges to be rounded except on rails.
All steel to be deformed bars.
Rail to be rubbed with carborundum brick and water or given some other satisfactory finish.
All materials shall conform to the Specifications of the Vermont State Highway Department.
1-2-4 Concrete to be used in Superstructure.
1-2½-5 Concrete to be used in Abutment facings and Wings
Minimum thickness facings to be 12"
Reinforcing steel to conform to Standard Specifications Billet Steel Concrete Reinforcing bars of American Society for Testing Materials. Serial Designation:- A-15-14
All steel to be deformed bars
No.1 bars 28'2" 24 req'd 30'-4"
No.2 bars 29'-0" 2 req'd 31'10"
No.3 bars 20'3" 1 req'd 31'10"
No.4 bars 40 req'd 6'-3"
No.5 bars 200 req'd 5'-1"
No.6 bars 25'0" 10 req'd 31'4"
No.7 bars 5 req'd 31'4"
No.8 bars 22'-9" 82 req'd 23'-6"
No.20 bars 62 req'd 2'-9"
No.9 bars 4'-9" 28 req'd 5'-6"
No.10 bars 29'-0" 35 req'd 29'-0"
No.11 bars 29'-0" 6 req'd 29'-0"
No.12 bars 40 req'd 5'-3"
No.14 bars 6'-6" 31 req'd 9'-0"
No.15 bars 3'-6" 140 req'd 3'-6"
No.16 bars 5'-6" 39 req'd 8'-0"
No.17 bars 30'-0" 15 req'd 30'-0"
No.18 bars 20'-0" 6 req'd 20'-0"
No.19 bars 27'-6" 4 req'd 27'-6"
Existing Bridge Seat Elev. 101.27
Bridge Seat to be taken down as directed
Old Abutment wall to be removed as directed
Existing Bridge Seat Elev. 100.42
Face Old Abut. wall
No.10 bars
No.9 bars 12" cts.
Edge Side Walk
℄ Roadway
25'-0"
No.10 bars
No.8 bars
Top of wing Elev. 101.10
Flow
PLAN
Scale 1/4"=1'
END OF WING
Elev. 102.84
Elev. 102.25
3 Thicknesses 3 ply roofing paper
Expansion end
Elev. 93.5
SECTION C-C
END OF WING
PLAN
FOR
DISH MILL BROOK BRIDGE
OVER DISH MILL BROOK
BURKE, Vt.
Approved: June 30 1925
F.E. Sargent
Chief Engineer
ELEVATION OF RAIL
Scale 1/4"=1'
No.8 bars 4" cts. alt. top & bottom
Expansion end
3 thicknesses 3 ply roofing paper
B.M. Spike in Willow 20' S.W. of Bridge - Elev. 100.00
℄ bearing
No.9 bars 12" cts. alternate top & bottom
℄ Girder
No.19
Abut. face
HALF SECTION SIDEWALK GIRDER
Scale 1/2"=1'
No.10 bars
No.8 bars 4" cts. alt. top & bottom
HALF SECTION ROAD GIRDER
Scale 1/2"=1'
ESTIMATE OF MATERIALS
Concrete 1-2-4 Cu. yds. 362
" 1-2½-5 Cu. yds. 840
Reinforcing Steel - Lbs. 12,740
BR. No. 13
VERMONT HIGHWAY DEPARTMENT
OFFICE OF CHIEF ENGINEER
Designed by: June 24, 1925
Drawn by: 6/24/25
Traced by: 6/24/25
Checked by: 6/30/25
Series B-No. 414. Filed B 54
App. No. 5-1925