PROJECT: CORINTH BRO 1447(29)
CONSTRUCTION SUBMITTAL: TEMPORARY BRIDGE
SUBMITTAL DATE: DECEMBER 3, 2014
STANTEC REVIEW NOTES:
1. Design and details for the anchor bolts for the bridge bearings were not included in the submittal and should be provided.

#

JOB # 195310795

Stantec

REVIEWED ☑
REVIEWED AS MODIFIED ☐
REVISE AND RE-SUBMIT ☐
NOT REVIEWED ☐

This review by Stantec Consulting Services, Inc. is for the sole purpose of ascertaining conformance with the general design concept. This review shall not mean that Stantec Consulting Services, Inc approves the detail design inherent in the shop drawings. responsibility for with shall remain with the Contractor submitting same, and such review shall not relieve the Contractor of his responsibility for errors or omissions in the shop drawing or of his responsibility for meeting all requirements of the Contract documents. The Contractor is responsible for dimensions to be confirmed and correlated at the job site, for information that pertains solely to fabrication processes or to techniques of construction and installation and for coordination of the work of all subtrades.

Stantec Consulting Services Inc.

By: Michael Chiarello Date: 12/5/14

MABEY Inc.

6770 DORSEY ROAD
BALTIMORE MD 21075
tel: (410) 379 2800
fax: (410) 379 2801

Austin Construction	ref: P0072039
96 ft span MU 15.8 ft rw SSHRH+	sheet:

Prepared by: DJS Date: 13-Nov-14 Checked by: CRC Date: 13-Nov-14

BRIDGING PROOF CALCULATIONS

Mabey ref: **P0072039**

CUSTOMER: **Austin Construction**

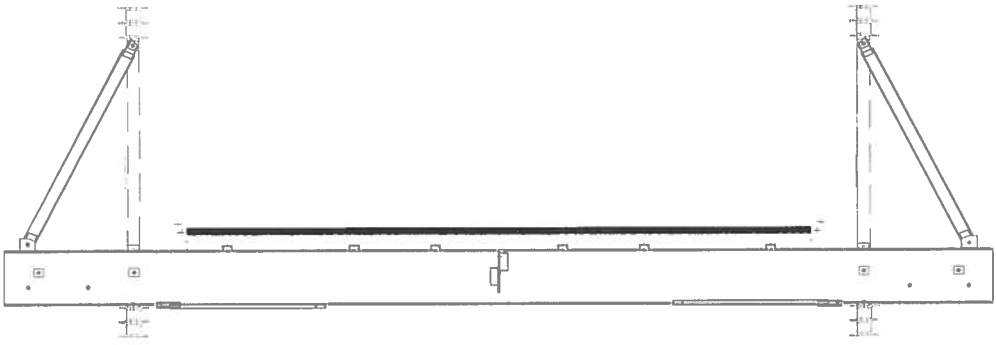
LOCATION: **TH #16 (Chicken Farm Road)**
Corinth, VT

STATE OF VERMONT
ROBERT C SMITH
8746
STRUCTURAL I
LICENSED
PROFESSIONAL ENGINEER
11/14/2014

Bridge Details

BRIDGE TYPE =	MU	
SPAN =	96	feet nominal
No. BAYS =	6.5	
WIDTH =	15.8	feet
CONSTRUCTION =	SSHRH	+
No. LANES =	1	
ASPHALT =	2.0	inches
AASHTO HS LOADING =	20	
OTHER LOADS =	50	plf (guardrail assumed)

Section through bridge

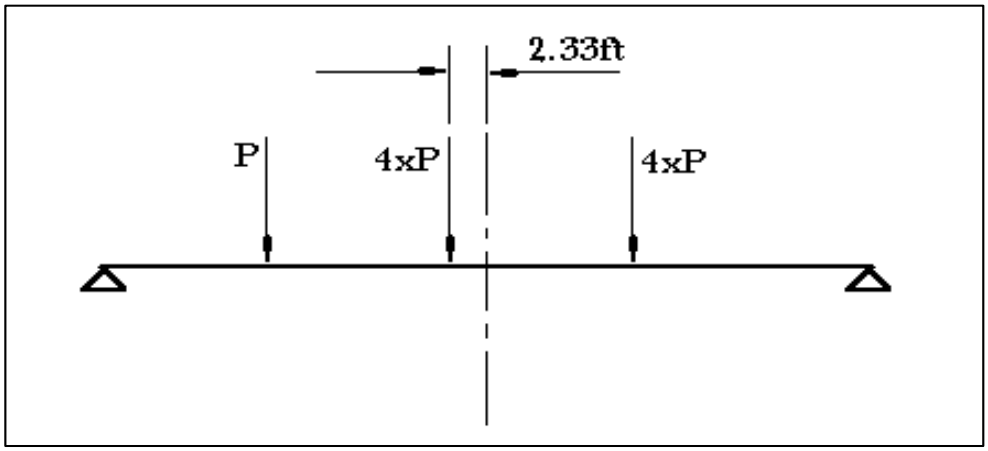


The calculations will show that the bridge will carry the given loads
Applied loads will be compared with allowable loads published by Mabey
Stresses in the principal members will be compared with AASHTO allowable

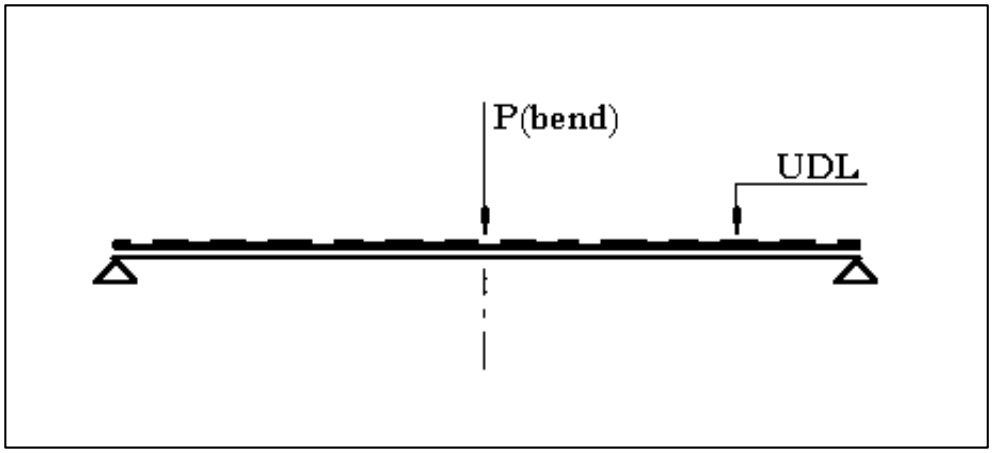
Application of AASHTO "HS" loads

to give maximum Bending Moment in Trusses

Truck Loads



Lane Loads



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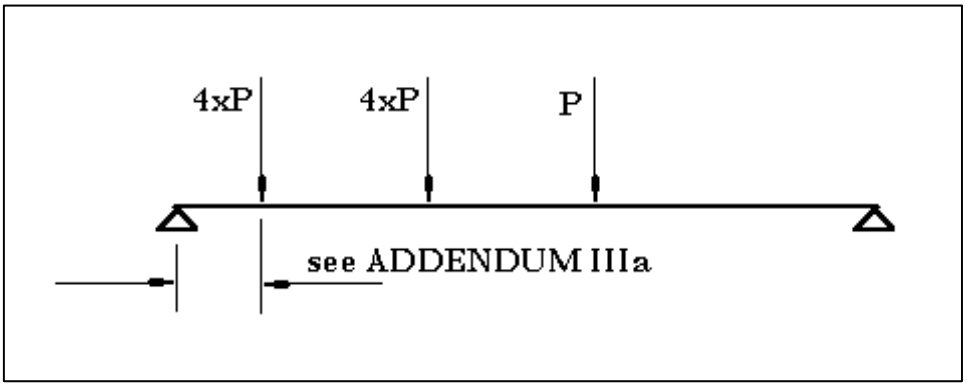
96 ft span MU 15.8 ft rw SSHRH+	sheet:

Prepared by: DJS Date: 13-Nov-14 Checked by: CRC Date: 13-Nov-14

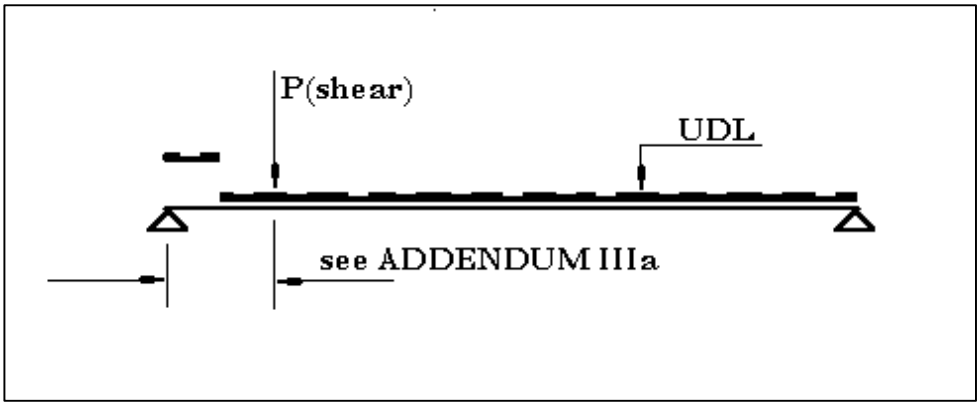
Application of AASHTO "HS" loads

to give maximum Shear Force in Trusses

Truck Loads



Lane Loads



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96 ft span MU 15.8 ft rw SSHRH+

ref: P0072039

sheet:

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LIVE LOADS

Span	96	feet			
Trusses	SSHRH	+	Transoms @	7.38	feet c/c
Roadway Width	15.8	feet			
No. Lanes	1				
Live Load factor	100%	AASHTO 3.12			
Live Load	**HS20**	Truck =	72	kips	
		Lane UDL =	0.64	klf	
		Lane KEL =	18	kips (Bending)	
			26	kips (Shear Force)	

HS20 Live Load

Bending	Truck	1452.3	k-ft	single lane only
	Lane	1169.3	k-ft	
Shear Force	Truck	59.5	kips	
(see ADDENDUM IIIa)	Lane	52.4	kips	

Impact	22.6%	AASHTO 3.8.2
Eccentricity	31.4%	(see ADDENDUM IIIb)

Live Bending 2340 k-ft

Live Shear Force 96 kips

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sheet:

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DEAD LOADS

Self weight	14.36	kips per bay (see ADDENDUM I)		
x	6.5	bays	93.3	kips
Surfacing	2.0	in thk		
tot weight	37.9	kips		
Guard Rail	50	plf		
tot weight	4.8	kips		
TOT WEIGHT			136	kips
Dead Bending			1633	k-ft
Dead Shear Force			68	kips

Total Loads

Live + Dead

TOTAL BENDING MOMENT	3973	k-ft
TOTAL SHEAR FORCE	164	kips

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CHECK PUBLISHED FIGURES

Mabey Inc. Published Truss Capacities
(See ADDENDUM II)

Truss Construction: SSHRH +

Allowable BM	7155	k-ft	
Allowable SF	223	kips	High Shear Panels

The above figures include a 1.7 Factor of Safety against failure

Applied BM	3973	k-ft	→	56%	of allowable
Applied SF	164	kips	→	74%	of allowable

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CHECK AASHTO STRESSES

Check stresses in main truss members (Chords and Diagonals)
Compare with figures from AASHTO table 10.32.1A

Applied BM 3973 k-ft

Applied SF 164 kips

Truss Construction SSHRH +

Bending Moment

No. Panel Lines 1 per truss
No. Compression Chords 1 per truss

Lever Arm to chords 98 inches

Area of Panel Chord 14.6 square inches

Compression Stress in each Chord **16.66** ksi
cf allowable stress given in ADDENDUM IVa **29.02** ksi

Shear Force

No. Panel Lines 1 per truss
Effective No. Diagonals 2 per truss
Included Angle 45 degrees
Area of Diagonal 2.6 square inches (High Shear Panels)

Compression Stress in Diagonal **22.30** ksi
cf allowable stress given in ADDENDUM IVb **24.79** ksi

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sheet:

Prepared by: DJS Date: 13-Nov-14 Checked by: CRC Date: 13-Nov-14

CHECK SHEAR FORCE IN BAY 2 - THE FIRST BAY OF STANDARD SHEAR PANELS

2nd bay transom @ 22.14 feet c/c
Trusses SSHRH +

HS20 Live Load

Shear Force bay 2 (see ADDENDUM IIIa)	Truck	48.4	kips	} single lane only
	Lane	40.1	kips	
	Impact	22.6%	AASHTO 3.8.2	
	Eccentricity	31.4%	(see ADDENDUM IIIb)	
	No. Lanes	1		
	Live Load factor	100%		

Live Shear Force Bay 2 78 kips

Dead Loads

Weight per bay 20.9 kips 6.5 bays

Dead Shear Force Bay 2 47.1 kips

Total Shear Loads in Bay 2

Live + Dead

TOTAL SHEAR FORCE BAY 2 125 kips

Allowable SF 156 kips → 80% of allowable
(See ADDENDUM II)

Shear Force

No. Panel Lines	1	per truss
Effective No. Diagonals	2	per truss
Included Angle	45	degrees
Area of Diagonal	2.06	square inches (Std Panels)

Compression Stress in Diagonal **21.47** ksi
cf allowable stress given in ADDENDUM IVc **24.81** ksi

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ref: P0072039

sheet:

Prepared by: DJS Date: 13-Nov-14 Checked by: CRC Date: 13-Nov-14

CORNER REACTIONS AT ABUTMENTS

Dead Loads

Total Weight of Bridge & Surfacing: 136.1 kips (see pg 5)

Reaction at each Corner: 34.0 kips say 35 kips

Live Loads

Reaction	Truck	65.0	kips	single lane only
	Lane	56.7	kips	
	Impact	22.6%	AASHTO 3.8.2	
	Eccentricity	31.4%	(see ADDENDUM IIIb)	
	No. Lanes	1		
	Live Load factor	100%		

MAX Reaction at Corner: 52.4 kips say 55 kips

MIN Reaction at Corner: 27.3 kips say 30 kips

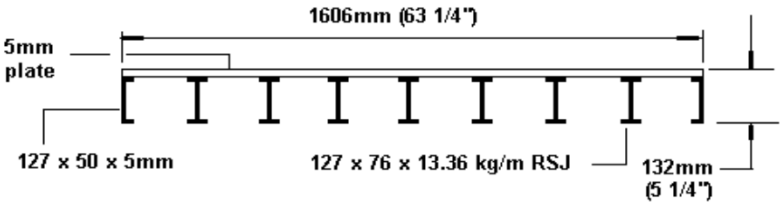
Corner Reactions

	MAX	MIN
DEAD	35	35
LIVE + IM	55	30
TOTAL	90	65

Note:
All reactions are in kips (1 kip = 1000lbs)
Live Reactions (max. and min.) are concurrent. Difference is due to eccentricity of loading.

1606 Deck Units
Mabey Universal Bridging 2.25m (7.4ft)

ref #:	P0072039
sheet #:	
Prepared By:	DJS
Date:	11/13/2014
Checked By:	CRC
Date:	11/13/2014



Ybar =	3.45	in
I_{xx} =	145.60	in^4
S_x (top) =	80.76	in^3
S_x (bot) =	42.24	in^3

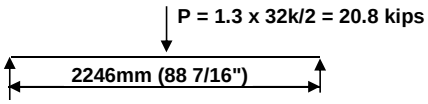
Top Section

Fy =	50	ksi
FoS =	1.82	(.55 Fy)
BM Capacity =	2219	k-in

Bottom Section

Fy =	50	ksi
FoS =	1.82	(.55 Fy)
BM Capacity =	1160	k-in

Bottom Section governs



P allow = 52.5 kips > 20.8 kips OK

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96 ft span MU 15.8 ft rw SSHRH+

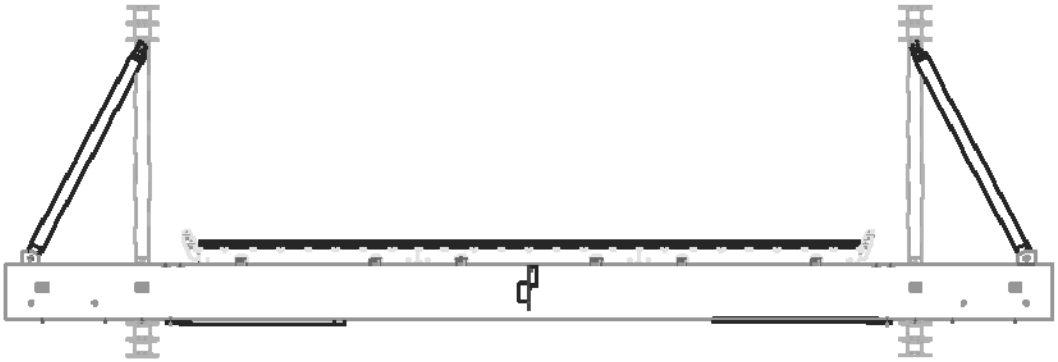
ref: **P0072039**

sheet:

Prepared by: **DJS** Date: **11/13/2014** Checked by: CRC Date: 11/13/2014

Transom Loads

Section:



Determine Dead Loading: Transom spacing = 7.38 ft

Asphalt: 2ins x 15.8ft x 7.38ft x 150pcf = 2.916 kips

Decking: 1050 MU deck = 0.9766 kips

0.9766 kips x 3 units wide = 2.9298 kips

Kerbs: Kerb unit = 0.060 kips

0.06 kips x 2 units = 0.120 kips

Total = 5.966 kips

Transom is a W18x50 USU 96-07 Length = 25ft

Transom Self Wt = 1.250 kips

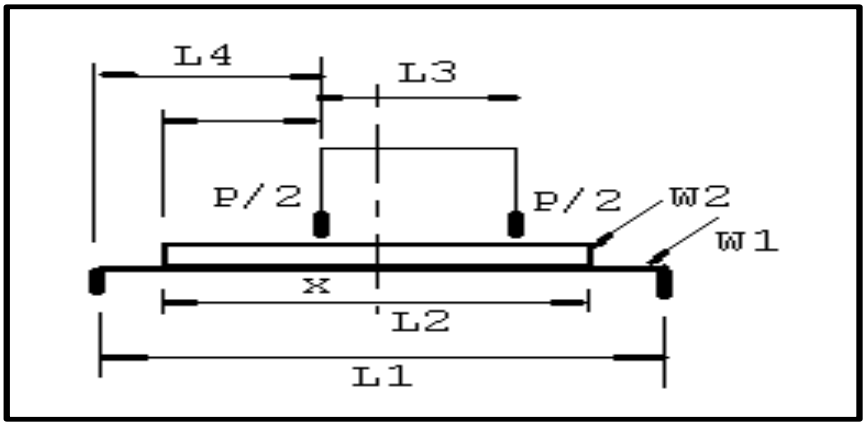
TRANSOM DESIGN (BENDING ONLY)
POINT LOADS (AXLES) ON SIMPLY SUPPORTED BEAM
TRANSOM & DECKING MUST BE SYMMETRICAL

ref #:	**P0072039**
sheet #:	
Prepared By:	**DJS**
Date:	**11/13/2014**
Checked By:	CRC
Date:	11/13/2014

1 LANE			
L1 =	18.48	feet	truss c/c
L2 =	15.80	feet	deck width
L3 =	8.50	feet	wheel c/c
L4 =	7.11	feet	
L5 =	5.78	feet	
W1 =	1.25	kips	weight of Transom
W2 =	5.97	kips	weight of decking + surfacing
P =	41.60	kips	axle load (incl IM)
BMx(W1) =	2.73	kips.ft	
BMx(W2) =	14.93	kips.ft	
BMx(P) =	113.95	kips.ft	
BM(tot) =	131.61	kips.ft	
Gr. steel =	50	ksi	
% of yield =	55	%	
f(b) =	27.50	ksi	

Section Modulus required
Sx = 57.4 cu.ins

Section Modulus Provided = 88.9 cu.ins
Therefore OK



15.8ft RW Addendum I

CONTRACT: P0072039

TRUSS: SSHRH

FULL BAYS: 6

HS BAYS: 2

HALF BAYS: 1

BRG FR Y/N: n

BRIDGE wt.	93305	lbs
L & E wt.	12	lbs
No. TRUCKS	2.2	
Wt. Per Bay	14355	lbs
DATE :	13-Nov-14	

MARK No.	DESCRIPTION	BRIDGE Qty	L & E Qty	UNIT wt
MU570	BOLT-BRACING-SHORT	156	**0**	0.6
MU571	BOLT-TRANSOM	116	**0**	0.9
MU572	BOLT-CHORD	72	**0**	7.6
MU577	NUT-M24	272	**0**	0.3
MU578	NUT-M36	72	**0**	1.3
MU65	SCREW-DECK-CLAMP	156	**0**	0.5
MU66	NUT-DECK-CLAMP-M20	156	**0**	0.4
MU64	PIN-PANEL	42	**0**	9.7
MU64A	CLIP-PANEL-PIN	84	**0**	0.03
MU76	BOLT-SPACER-FE-ASSY	2	**0**	5.7
MU78	BEARING-SLIDING		**0**	146
MU85	SEAT-TRANSOM-FE	2	**0**	12.8
MU121	PANEL-SUPER	8	**0**	1508.2
MU123	PANEL-SUPER-HALF	2	**0**	826.8
MU125	PANEL-SUPER-H.S.	4	**0**	1745.5
USU01-31	RAKER - 457	24	**0**	61
MU173	KERB	26	**0**	59.7
MU256	REINF-CHORD-HEAVY	16	**0**	487
MU258	REINF-CHD-1/2-HVY	4	**0**	274.9
USU96-07	TRANSOM - 16ft RW	14	**0**	1250
USU96-08	SWAYBRACE - 16ft RW	26	**0**	100
MU436	BRACE-VERTICAL	26	**0**	28.2
MU441	DECK-1606	33	**0**	959
MU443	DECK-1606-EOB	6	**0**	1004
DECKHOOK	DECK HOOKS	0	**4**	3
USU95-27	BASEPLATE - FIXED - USA	2	**0**	89
USU95-28	BASEPLATE - SLIDE - USA	2	**0**	89
USU95-29	BEARING - TRUSS - USA	4	**0**	63
USU95-30	BEARING BLOCK - USA	4	**0**	19
USU95-31	BASEPLATE-FIXED-DOUBLE-USA	0	**0**	160
USU95-32	BASEPLATE-SLIDE-DOUBLE-USA	0	**0**	160

Checkers' initials	CRC	
Date Checked	11/13/2014	

Notes

1 Preliminary parts list, actual parts may vary.
2 Prepared by DJS
3

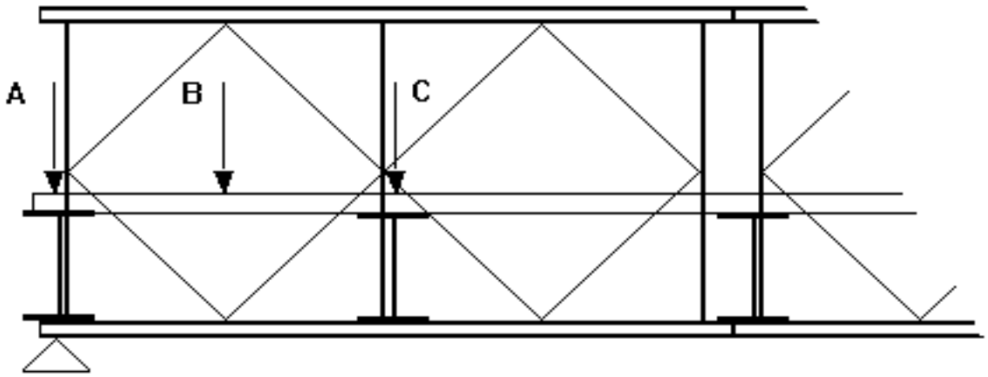
MABEY UNIVERSAL BRIDGING
MAXIMUM ALLOWABLE LOADS IN TRUSSES

Truss Construction	Bending Moment Kip-ft	Shear Force (Standard Panels) Kips	Shear Force (H.S. Panels) Kips
SSH	3,615	156	223
SSHR	6,491	156	223
SSHRH	7,155	156	223
DSH	7,873	282	403
DSHR1	11,380	211	302
DSHR1H	12,233	211	302
DSHR2	14,899	282	403
DSHR2H	16,594	282	403
TSH	11,322	422	604
TSHR2	18,043	353	504
TSHR2H	19,671	353	504
TSHR3	21,420	422	604
TSHR3H	23,849	422	604
DDH	14,458	524	564
DDHR1	20,233	393	422
DDHR1H	21,570	379	408
DDHR2	26,029	524	564
DDHR2H	28,712	524	564
TDH	21,680	786	846
TDHR2	33,258	654	706
TDHR2H	35,911	654	706
TDHR3	39,061	786	846
TDHR3H	43,045	786	846

NOTES

1. The Moment and Shear properties tabulated are consistent with a minimum factor of safety of 1.7.
2. The Shear properties tabulated take account of any maldistribution of load between the panel lines due to differential stiffnesses within the trusses (DSHR1, TSHR2H, etc.).
3. These properties are calculated for worst case situations. In certain circumstances increases in these properties may be possible but only on the express written approval of Mabey engineers.
4. All double story constructions must have end posts at abutments.

For maximum shear force, the position of the load for maximum effect is not at the end of the span (i.e. directly over the end transom) but rather at the second transom position, as explained below:



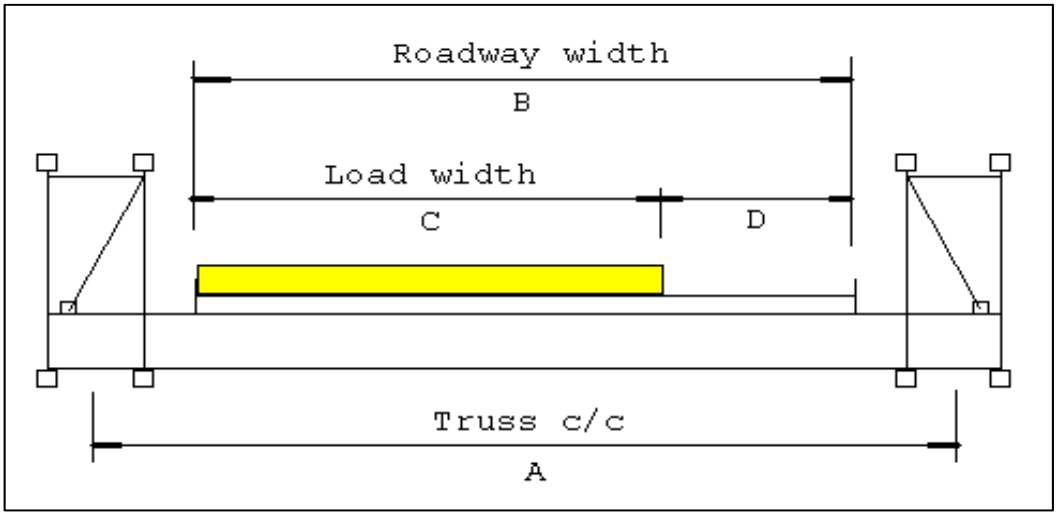
With the load at position A (directly over the end transom - position for maximum end reaction), all of the load is transferred directly to the bearing through the transom.

With the load at position B (between the end and the second transom), part of the load is transferred directly to the bearing through the end transom and part to the truss through the second transom.

With the load at position C (directly over the second transom - 7.4ft from the end in standard configuration), all of the load is transferred through the truss, and this is therefore the position for maximum shear force.

Mabey Universal Bridging
Eccentricity Factors

The loads in each truss are increased
to allow for the eccentricity of the live load in the roadway



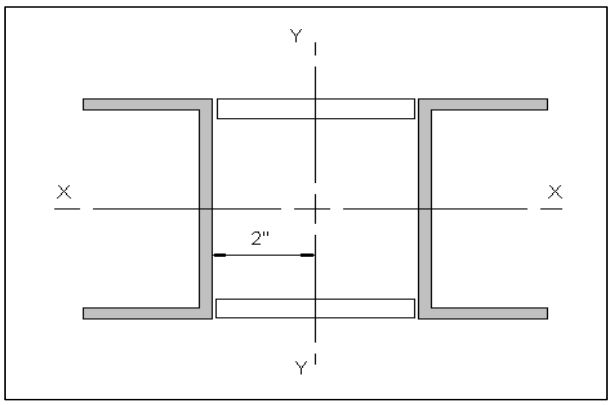
eccentricity factor (e) = $\frac{(A + B - C)}{A} \longrightarrow \frac{(A + D)}{A}$

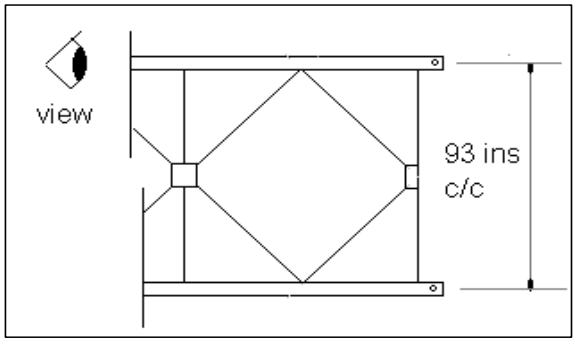
A =	**18.48**	**ft**
B =	**15.8**	**ft**
C =	**10.0**	**ft**
D =	**5.8**	**ft**

e = $\frac{(18.48 + 5.8)}{18.48}$ **= 1.314**

MABEY UNIVERSAL BRIDGING
SINGLE TRUSS - PLAIN PANEL LINE
MAXIMUM ALLOWABLE AXIAL STRESS IN CHORDS
(based upon AASHTO Table 10.32.1A)

Individual Properties	Channel Section	AREA in^2	Ix in^4	Rx in	Iy in^4	Ry in
PANEL CHORD	MC5x12.4	3.65	13.07	1.89	2.06	0.75





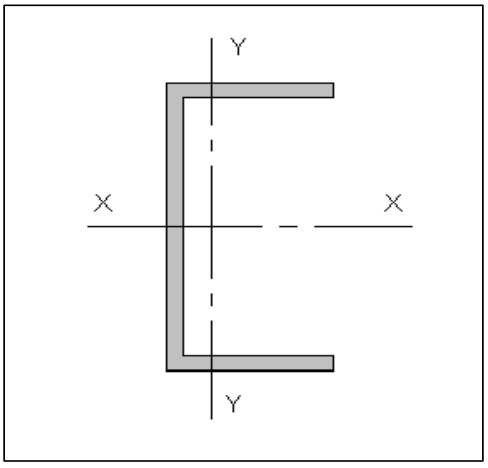
Composite Properties	AREA in^2	Ixx in^4	Rxx in	Iyy in^4	Ryy in
PANEL CHORD	7.30	26.14	1.89	60.00	2.87

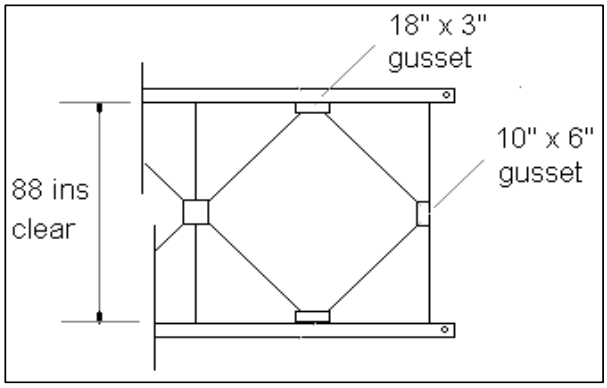
AASHTO Table 10.32.1A $Fa = (Fy / F.S.) \times \{1 - [(k \times L / R)^2] \times Fy / (4 \times (pi)^2 \times E)\}$

	X - X plane	Y - Y plane	
Fy =	65.00	65.00	ksi
F.S. =	2.12	2.12	
L =	44	88	ins (maximum unsupported length)
k =	1	1	(pinned ends)
E =	29000	29000	ksi
Fa =	**29.72**	**29.02**	**ksi**

MABEY UNIVERSAL BRIDGING
SUPER HIGH SHEAR END PANEL
MAXIMUM ALLOWABLE AXIAL STRESS IN DIAGONAL
(based upon AASHTO Table 10.32.1A)

Individual Properties	Channel Section	AREA in^2	Ix in^4	Rx in	Iy in^4	Ry in
DIAGONAL	MC4x8.8	2.60	5.57	1.46	0.75	0.54





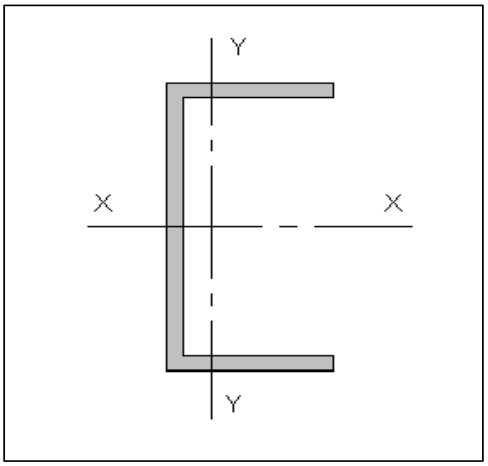
Final Properties	AREA in^2	Ixx in^4	Rxx in	Iyy in^4	Ryy in
DIAGONAL	2.60	5.57	1.46	0.75	0.54

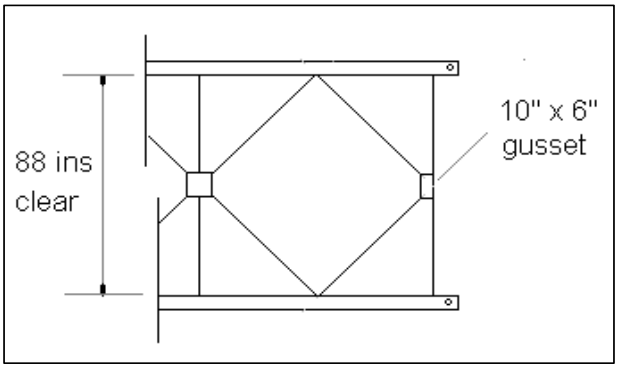
AASHTO Table 10.32.1A $Fa = (Fy / F.S.)(1 - (kL/R)^2 Fy / (4(\pi)^2 E))$

	X - X plane	Y - Y plane	
Fy =	65.00	65.00	ksi
F.S. =	2.12	2.12	
L =	48	48	in (maximum unsupported length between gussets)
k =	0.65	0.65	(fully fixed ends)
E =	29000	29000	ksi
Fa =	**29.87**	**24.79**	**ksi**

MABEY UNIVERSAL BRIDGING
SUPER/STANDARD PANEL
MAXIMUM ALLOWABLE AXIAL STRESS IN DIAGONAL
(based upon AASHTO Table 10.32.1A)

Individual Properties	Channel Section	AREA in^2	Ix in^4	Rx in	Iy in^4	Ry in
DIAGONAL	MC4x7	2.06	5.00	1.56	0.70	0.58

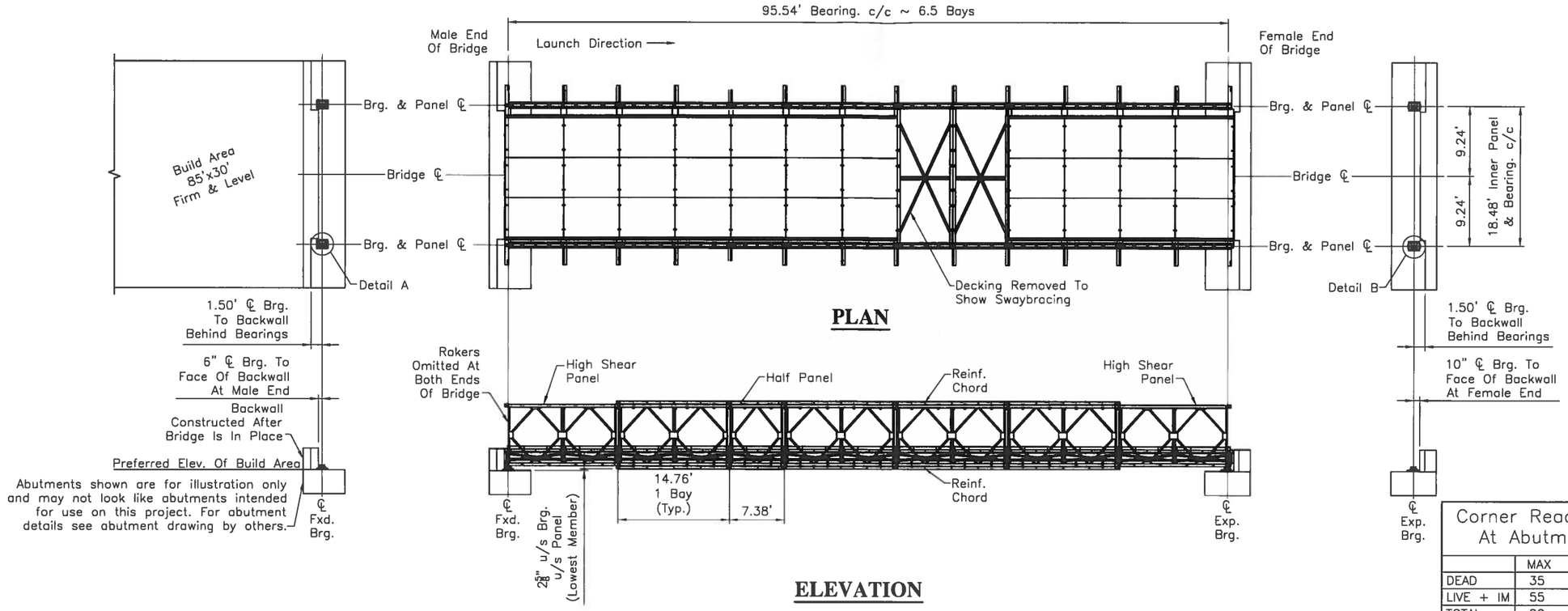




Final Properties	AREA in^2	Ixx in^4	Rxx in	Iyy in^4	Ryy in
DIAGONAL	2.06	5.00	1.56	0.70	0.58

AASHTO Table 10.32.1A $Fa = (Fy / F.S.)(1 - (kL/R)^2 Fy / (4(\pi)^2 E))$

	X - X plane	Y - Y plane	
Fy =	65.00	65.00	ksi
F.S. =	2.12	2.12	
L =	52	52	in (maximum unsupported length between gussets)
k =	0.65	0.65	(fully fixed ends)
E =	29000	29000	ksi
Fa =	**29.84**	**24.81**	**ksi**



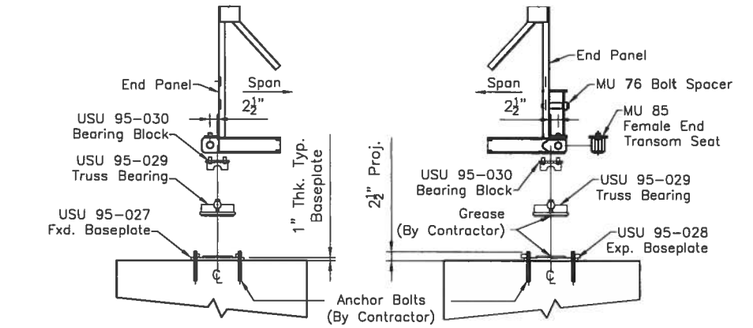
Corner Reactions At Abutment		
	MAX	MIN
DEAD	35	35
LIVE + IM	55	30
TOTAL	90	65

Reactions in Kips. 1 Kip = 1000 lbs.
Live Reactions (max. and Min.) are concurrent.
Difference is due to eccentricity of loading.
Exposed area of bridge (for calculating wind load) is 3.66 sq. ft. per ft.

Anchor bolt details not included

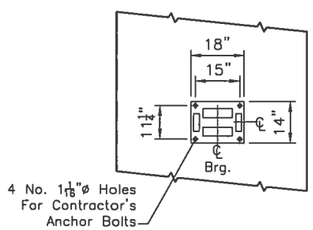
NOTES:

1. Live Load is HS20.
2. Abutments and anchor bolts by contractor.
3. Due to the nature of modular bridging, dimensional tolerances can accumulate. Mabey Bridge recommends the following:
   a.)Construct backwalls after bridge is in place.
   b.)Cast 3" dia. voids at anchor bolt locations. Grout in anchor bolts after bridge is in position.
4. No drilling, welding, or alterations of any kind to Mabey-supplied equipment without written permission of Mabey, Inc. Engineering Dept. Equipment must be used in the manner intended, according to the supplied drawing(s) and calculations.
5. All expansion bearings shall be greased at installation.
6. All nuts shall be snug tight.



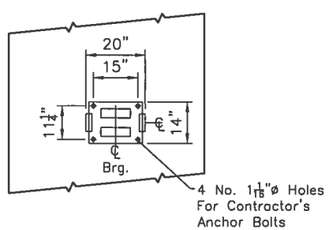
ELEVATION

ELEVATION



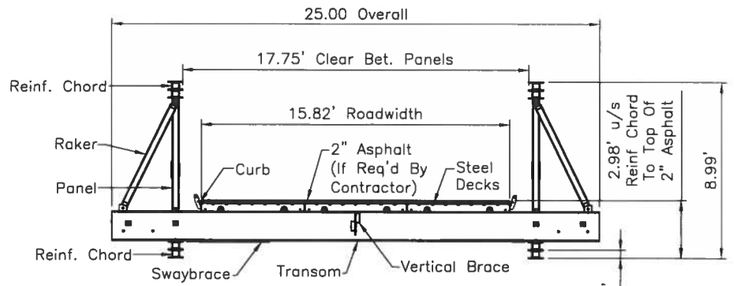
PLAN

DETAIL A (FXD. BRG.)

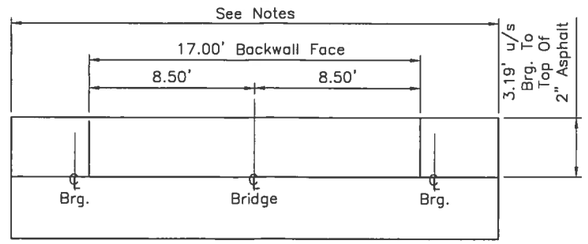


PLAN

DETAIL B (EXP. BRG.)



TYPICAL SECTION



ABUTMENT ELEVATION

STATE OF VERMONT
ROBERT C. SMITH
8746
STRUCTURAL I
LICENSED
PROFESSIONAL ENGINEER
11/14/2014

General Arrangement and Geometric Abutment Layout for 6.5 Bay ~ Mabey Universal 15.80' Roadwidth HS20 Live Loading SSHRH+ Trusses

Client: Austin Construction			
Job Name: ---		Location: Corinth, Vt	
Drawn By: O.P.	Date: 11/07/14	Dwg. No.: P0072039SUB01	
Checked By: C.C.	Date: 11/07/14	Order no.	
Revision		Sheet: 1 of 3	Scale: Do Not Scale

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6770 DORSEY RD. ELKRIDGE, MD. 21075
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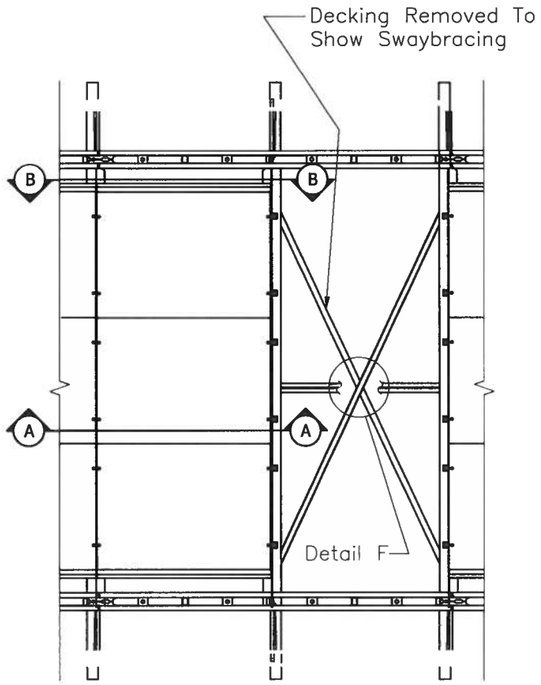
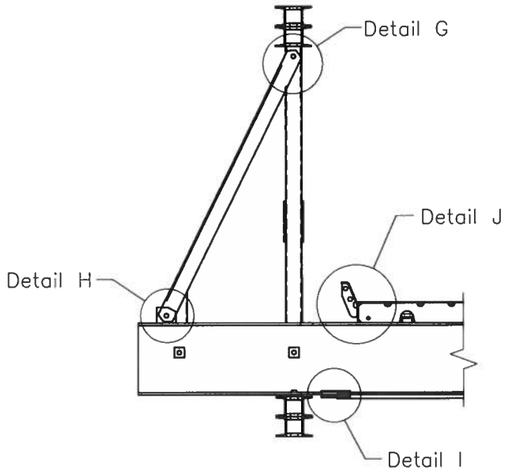
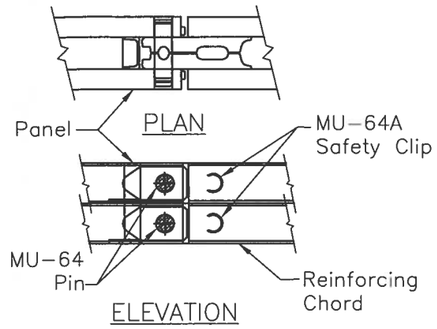
FAX : 410 379 2801
MABEY INC TEL 410-379-2800 FAX 410-379-2801



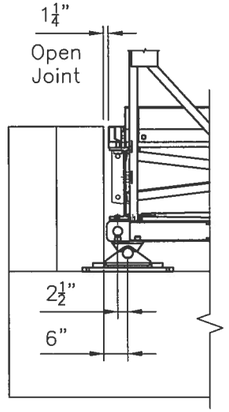
PLAN
(PLAN BRACING)



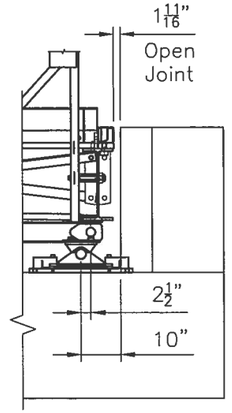
SECTION VIEW



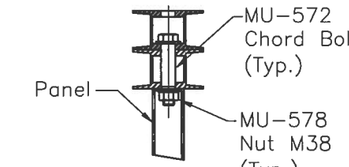
DETAIL E
PANEL TO PANEL
REINFORCING CHORD TO
REINFORCING CHORD CONNECTION



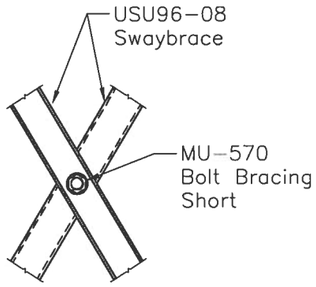
ELEVATION VIEW
(MALE END OF BRIDGE)



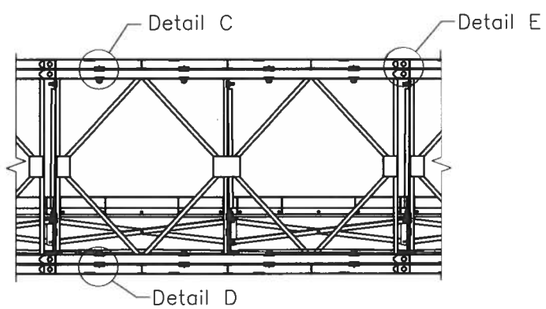
ELEVATION VIEW
(FEMALE END OF BRIDGE)



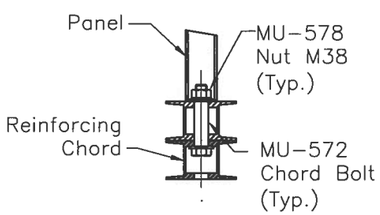
DETAIL C
PANEL TO REINF. CHORD
TOP CONNECTION



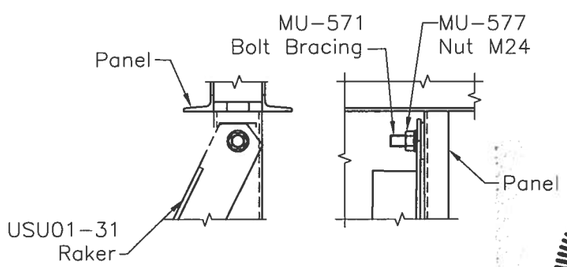
DETAIL F
SWAYBRACE T0
SWAYBRACE CONNECTION



ELEVATION VIEW
(PANEL TO PANEL ASSEMBLY)



DETAIL D
PANEL TO REINF. CHORD
BOTTOM CONNECTION



DETAIL G
PANEL TO RAKER
CONNECTION

STATE OF VERMONT
ROBERT C. SMITH
8746
STRUCTURAL I
LICENSED
PROFESSIONAL ENGINEER
11/14/2014

Connection Details for
6.5 Bay
Mabey Universal
15.80' Roadwidth
HS20 Live Loading
SSHRH+ Trusses

Client: Austin Construction			
Job Name: ---		Location: Corinth, Vt	
Drawn By: D.P.	Date: 11/07/14		Dwg. No.: P0072039SUB01
Checked By: C.C.	Date: 11/07/14		Order no.
Revision		Sheet: 2 of 3	Scale: Do Not Scale

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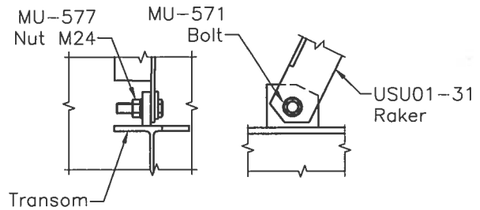
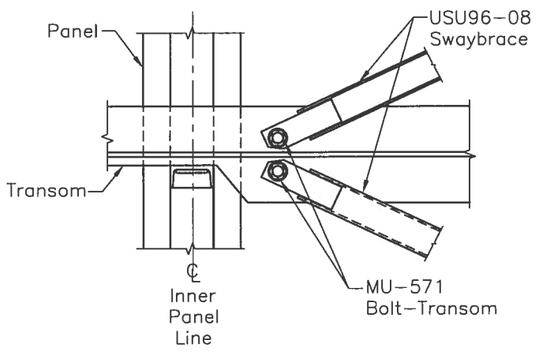


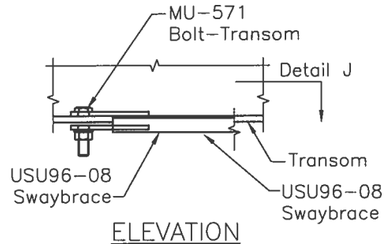
ELEVATION

DETAIL H
RAKER TO TRANSOM CONNECTION



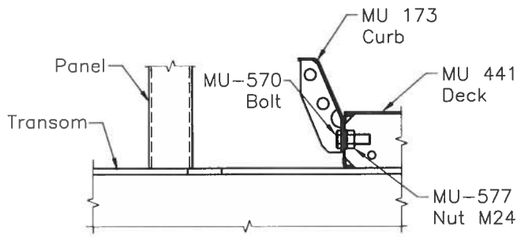
PLAN

DETAIL I
SWAYBRACE TO TRANSOM CONNECTION



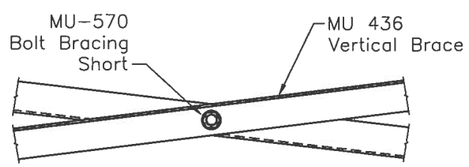
ELEVATION

DETAIL I
SWAYBRACE TO TRANSOM CONNECTION



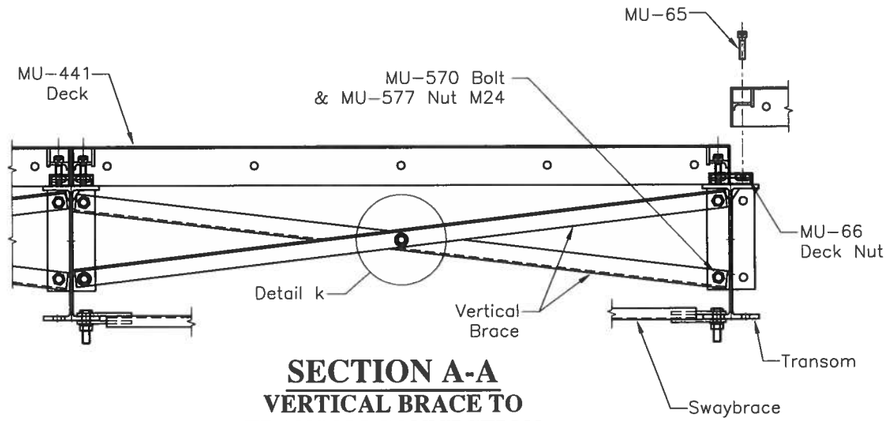
ELEVATION

DETAIL J
CURB TO DECK CONNECTION

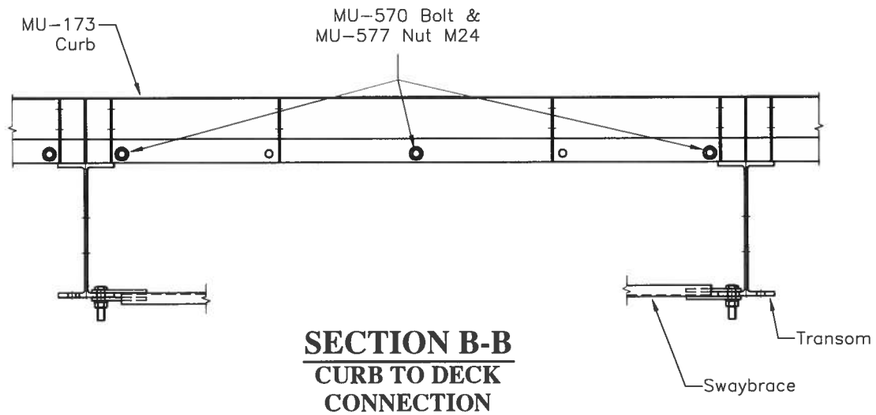


ELEVATION

DETAIL K
VERTICAL BRACE TO VERTICAL BRACE CONNECTION



SECTION A-A
VERTICAL BRACE TO TRANSOM CONNECTION



SECTION B-B
CURB TO DECK CONNECTION

STATE OF VERMONT
ROBERT C SMITH
8746
STRUCTURAL
LICENSED
PROFESSIONAL ENGINEER
11/14/2014

Connection Details for
6.5 Bay
Mabey Universal
15.80' Roadwidth
HS20 Live Loading
SSHRH+ Trusses

Client: Austin Construction			
Job Name: ---		Location: Corinth, Vt	
Drawn By: O.P.		Date: 11/07/14	Dwg. No.: P0072039SUB01
Checked By: C.C.		Date: 11/07/14	Order no.
Revision		Sheet: 3 of 3	Scale: Do Not Scale

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4580 MEMORIAL DRIVE,
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RUGGLES ENGINEERING SERVICES INC.

CRITICAL DESIGN CALCULATIONS
TEMPORARY BRIDGE ABUTMENTS

December 2, 2014

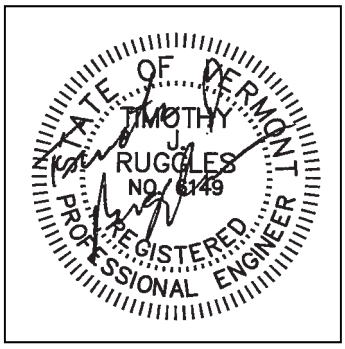
CORINTH
BRO 1447(29)

THESE ABUTMENTS ARE FOR A MABEY TEMPORARY BRIDGE. DESIGN OF THE MABEY BRIDGE IS PROVIDED BY MABEY, INC.

PREPARED FOR:

AUSTIN CONSTRUCTION, INC.
1149 MAIN STREET
CONCORD, VT 05428

TABLE OF CONTENTS:



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RUGGLES ENGINEERING SERVICES INC.

Analysis Sheet

Date: 12-1-14
By: TJR
Project: AUSTIN CONSTRUCTION-CORINTH Sheet 1 of 5

DESIGN FOOTINGS/ABUTMENTS FOR MABEY TEMPORARY BRIDGE

-USE ACI DESIGN HAND BOOK ACI 340.1 R-91

A) GIVEN:

- DESIGN LOADS (FROM MABEY BRIDGE)
  - CORNER REACTIONS = 90 KIPS (MAX)
- CONTRACTOR HAS PRECAST SLABS THAT ARE 4'X10'X12" THICK; CONCRETE CLASS B WITH 2 MATS OF #5 REBAR @ 12" O.C. E.W. (2" CLEAR) (GRADE 60)
- ASSUMED SOIL BEARING CAPACITY = 4 K/FT² (GOOD FILL)
- CONTRACTOR HAS 3'X6'X18" THICK WASTE CONCRETE BLOCKS TO STACK AND USE FOR BACK WALLS. (UNREINFORCED)

B) CHECK FOOTINGS:

-SOIL BEARING:

90K ÷ 4'X10' = 2.25 K/FT²

2.25 < 4 K/FT² ∴ SOIL BEARING OK

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RUGGLES ENGINEERING SERVICES INC.

Analysis Sheet

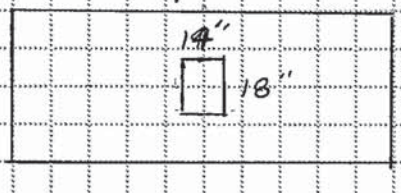
Date: 12-1-14
By: TJR
Project: AUSTIN CONSTRUCTION - CORINTH Sheet 2 of 5

c) CHECK CONCRETE (CHECK THICKNESS): (ACI)

1) $q_s = 2.25\ K/ft^2$

2) COMPUTE MIN. DEPTH FOR ONE-WAY (BEAM SHEAR)

a) FIND LARGER OVERHANG DISTANCE
- BASE PLATE @ 18" x 14" (SMALLEST FOOTPRINT)



$a_{f_1} = [(10' \times 12) - 14]/2 = 53"$

$a_{f_2} = [(4' \times 12) - 18]/2 = 15"$

b) FIND K_{v_1} FOR $f'_c = 3000$ PSI & $q_s = 2.25$ KSF
(FROM FOOTINGS 1) $K_{v_1} = 0.14$

CALCULATE $d = 0.14 \times 53" = 7.42"$

THICKNESS $= 7.42 + 2.31$ (REBAR + COVER) $= 9.73" < 12"$ ∴ OK

3) CHECK MINIMUM DEPTH FOR TWO-WAY (PERIMETER SHEAR) ACTION:

a) ADJUST q_s FOR COLUMN ASPECT RATIO

FOR $\beta_c = \frac{18}{14} = 1.29$, READ K_{v_6} FROM FOOTINGS 2

$K_{v_6} = 1.0$ SO USE $q_s = 2.25$

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RUGGLES ENGINEERING SERVICES INC.

Analysis Sheet

Date: 12-1-14
By: TR
Project: AUSTIN CONSTRUCTION - CORINTH Sheet 3 of 5

b) COMPUTE A_F/A_C; FIND d/h_c

$A_F/A_C = (10' \times 4')/(1.5' \times (.17')) = 31.2$

FROM FOOTINGS 2-1 $d/h_c \geq 0.4$

c) COMPUTE h_c $h_c \geq \sqrt{A_c}$

$h_c = \sqrt{18" \times 12"} = 14.70$

d COMPUTE $d = (d/h_c) \times h_c = 0.4 \times 14.70$

$d = 5.88"$

$+ \quad 2 + .31$ (COVER + REBAR)

$= 8.19" < 12" \therefore$ O/C ✓

FOR 2-WAY SLABS

D) CHECK REBAR IN FOOTING (#5 @ 12" O.C EACH WAY)

$d = 10"$

$d_{f_1} = 53"$

$F_y = 60$ KSI

FROM FOOTINGS 3-2, $A_{s_{REQ'D}} \geq 0.20 \text{ IN}^2/\text{FT}$

#5 @ 12" O.C. $= 0.31 \text{ IN}^2/\text{FT} > 0.20 \text{ IN}^2$

SO EXISTING REINFORCING IS O.K. ✓

E) EXISTING SLABS ARE O.K. FOR THIS APPLICATION ✓

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RUGGLES ENGINEERING SERVICES INC.

Analysis Sheet

Date: 12-1-14
By: T-12
Project: AUSTIN CONSTRUCTION - CORINTH Sheet 4 of 5

F) CHECK USE OF STACKED WASTE BLOCKS FOR BACKWALL:

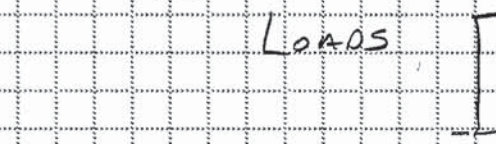
$\gamma = 140\ lb/ft^3$
$\phi = 35° \therefore K_a = 0.271$

$R_{SOIL} = (\gamma h^2/2) \times K_a = \frac{140 \times 3^2}{2} \times .271$

$= 170\ lb/FT = 0.170\ K/ft$

$R_{SURCHARGE} = 200 \times 3' \times 0.271 = 162.6\ lb/ft$

SO LOADS



CHECK FOR SLIDING:

BLOCKS ARE $1' \times 3' \times 3' \times 150\ lb/ft^3 = 1350\ lb = N$

USE FRICTION FACTOR $= 0.4 = \mu$

SO $F = \mu \times N = 0.4 \times 1350 = 540\ lb$

$FS_{SLIDING} = \frac{F}{(R_{SOIL} + R_{SURCH})} = \frac{540}{(170+163)} = 1.62$ ✓

BLOCKS OK FOR SLIDING ✓

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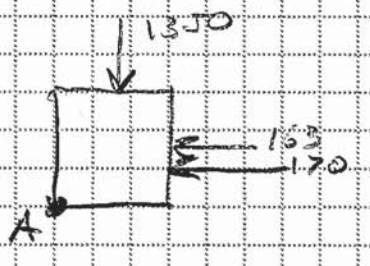
RUGGLES ENGINEERING SERVICES INC.

Analysis Sheet

Date: 12-1-14
By: T.R
Project: AUSTIN CONSTRUCTION - COLONY Sheet 5 of 5

CHECK BLOCKS FOR ROTATION =



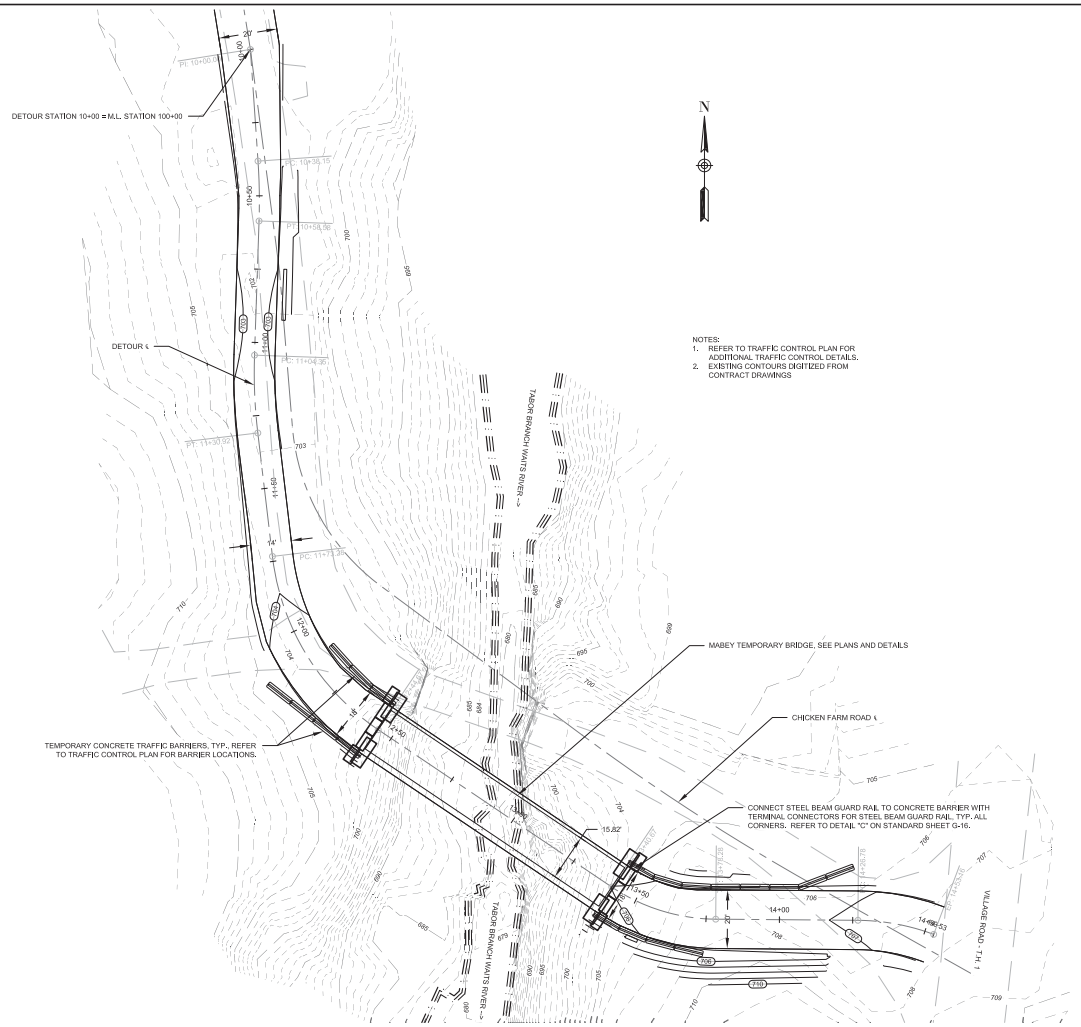
$\sum$ MOMENTS @ A

$$F.S._{ROTATION} = \frac{(1350 \times 1.5)}{(170 \times 1) + (163 \times 1.5)} = \frac{2025}{(170 + 245)}$$

$$F.S._{ROTATION} = 4.88 \checkmark$$

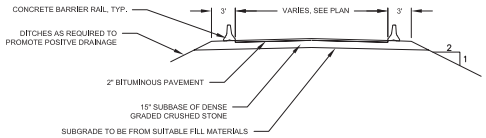
BLOCKS ARE O.K. FOR ROTATION.

- OK TO USE STACKED BLOCKS FOR BACK WALL

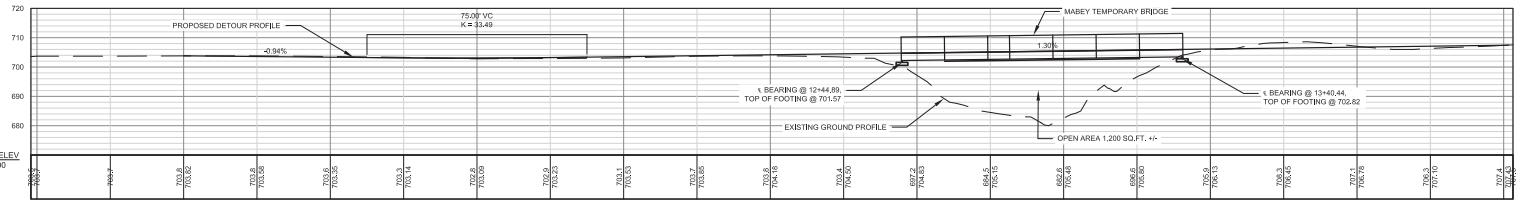


NOTES:
1. REFER TO TRAFFIC CONTROL PLAN FOR ADDITIONAL TRAFFIC CONTROL DETAILS.
2. EXISTING CONTOURS DIGITIZED FROM CONTRACT DRAWINGS

DETOUR PLAN
1" = 20'



DETOUR TYPICAL SECTION
N.T.S.



DETOUR PROFILE
1" = 20'

RUGGLES ENGINEERING SERVICES, INC.
450 MEMORIAL DRIVE, ST. JOHNSBURY, VT 05819
Civil Engineering-Site Development
Septic System Design-Soils Analysis
802-748-5808
JOB No. 14064

STATE OF VERMONT
MATTHEW J. RUGGLES
No. 4346
REGISTERED PROFESSIONAL ENGINEER

PREPARED FOR:
AUSTIN CONSTRUCTION
1149 MAIN STREET, CONCORD, VT
Address

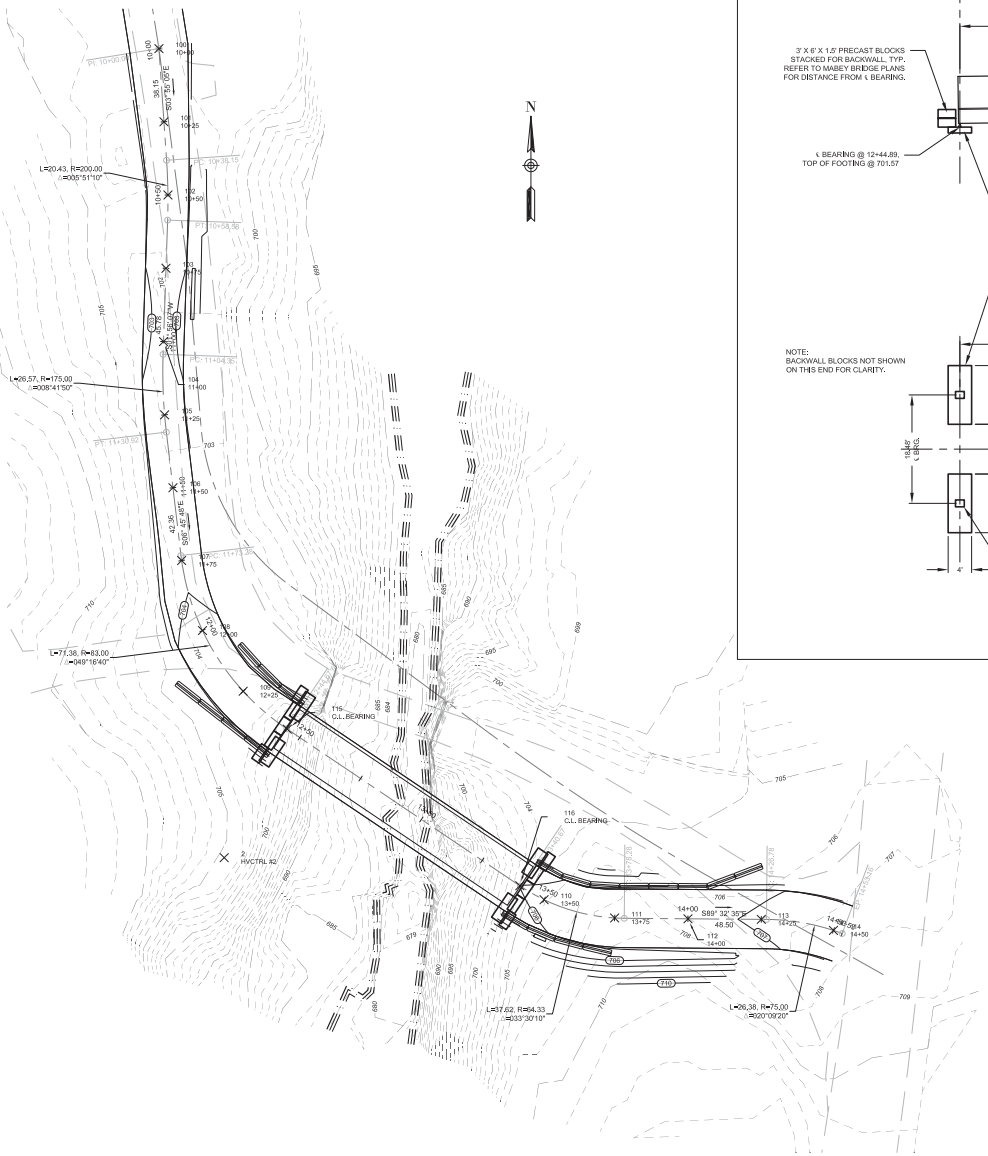
DETOUR PLAN AND PROFILE
CORINTH BRO 1447(29)

REVISIONS

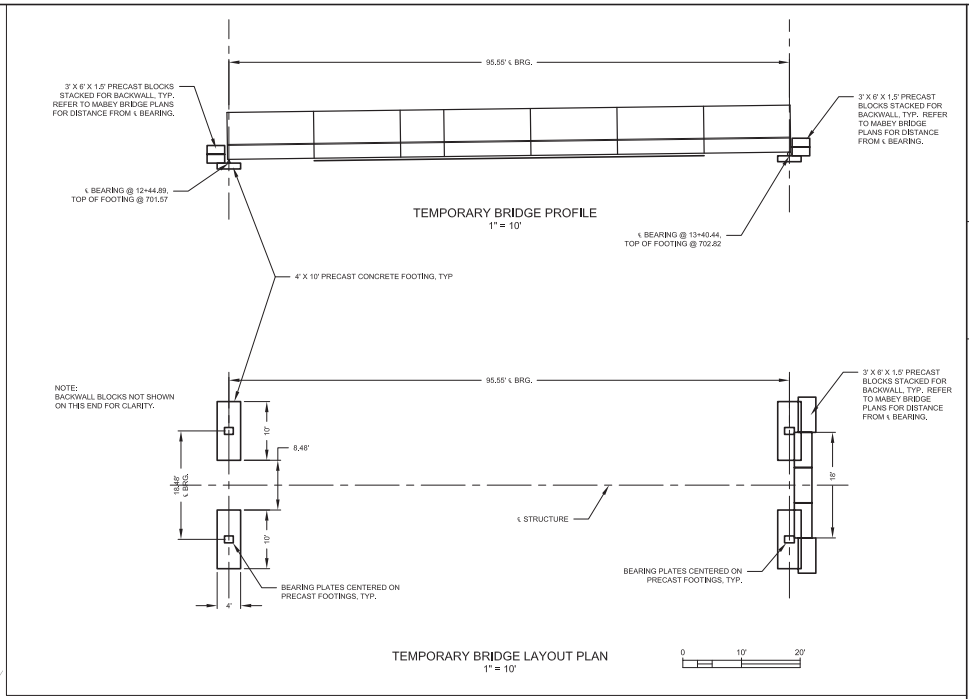
No.	Description	Date
-	-	-
-	-	-
-	-	-
-	-	-

Designed: T.R.
Drawn: -
Checked: -
DATE: 12/02/14

Sheet 1 of 2



DETOUR LAYOUT PLAN
1" = 20'



TEMPORARY BRIDGE PROFILE
1" = 10'

TEMPORARY BRIDGE LAYOUT PLAN
1" = 10'

Point Table				
Point #	Description	Elevation	Northing	Easting
1	HVCTRL #1	711.400	570700.9600	1713106.1000
2	HVCTRL #2	704.660	570210.1300	1713235.1500
100	10+00	703.820	570485.9460	1713212.8995
101	10+25	703.585	570461.0045	1713214.6078
102	10+50	703.350	570436.0458	1713215.9651
103	10+75	703.138	570411.0565	1713215.3047
104	11+00	703.090	570386.0708	1713214.4605
105	11+25	703.228	570361.0918	1713214.8338
106	11+50	703.530	570336.2551	1713217.6784
107	11+75	703.855	570311.4313	1713220.6402
108	12+00	704.180	570287.5608	1713227.7457
109	12+25	704.504	570266.8730	1713241.6131
110	13+50	706.129	570195.8038	1713344.1941
111	13+75	706.454	570189.5777	1713368.2442
112	14+00	706.779	570189.2946	1713393.2414
113	14+25	707.104	570189.0952	1713418.2406
114	14+50	707.429	570185.3329	1713442.8421
115	C.L. BEARING	700.570	570253.9406	1713256.6635
116	C.L. BEARING	701.820	570200.5647	1713335.9151

RUGGLES ENGINEERING SERVICES, INC.
450 MEADOW DRIVE, ST. JOHNSBURY, VT 05819
Civil Engineering-Site Development
Septic System Design-Soils Analysis
802-748-5898
JOB No. 14064

STATE OF VERMONT
TIMOTHY R. RUGGLES
No. 6645
REGISTERED PROFESSIONAL ENGINEER

PREPARED FOR:
AUSTIN CONSTRUCTION
1149 MAIN STREET, CONCORD, VT
Address

DETOUR AND ABUTMENT LAYOUT PLANS
CORINTH BRO 1447(29)

REVISIONS

No.	Description	Date
-	-	-
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Designed: T.R.
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2
Sheet of 2