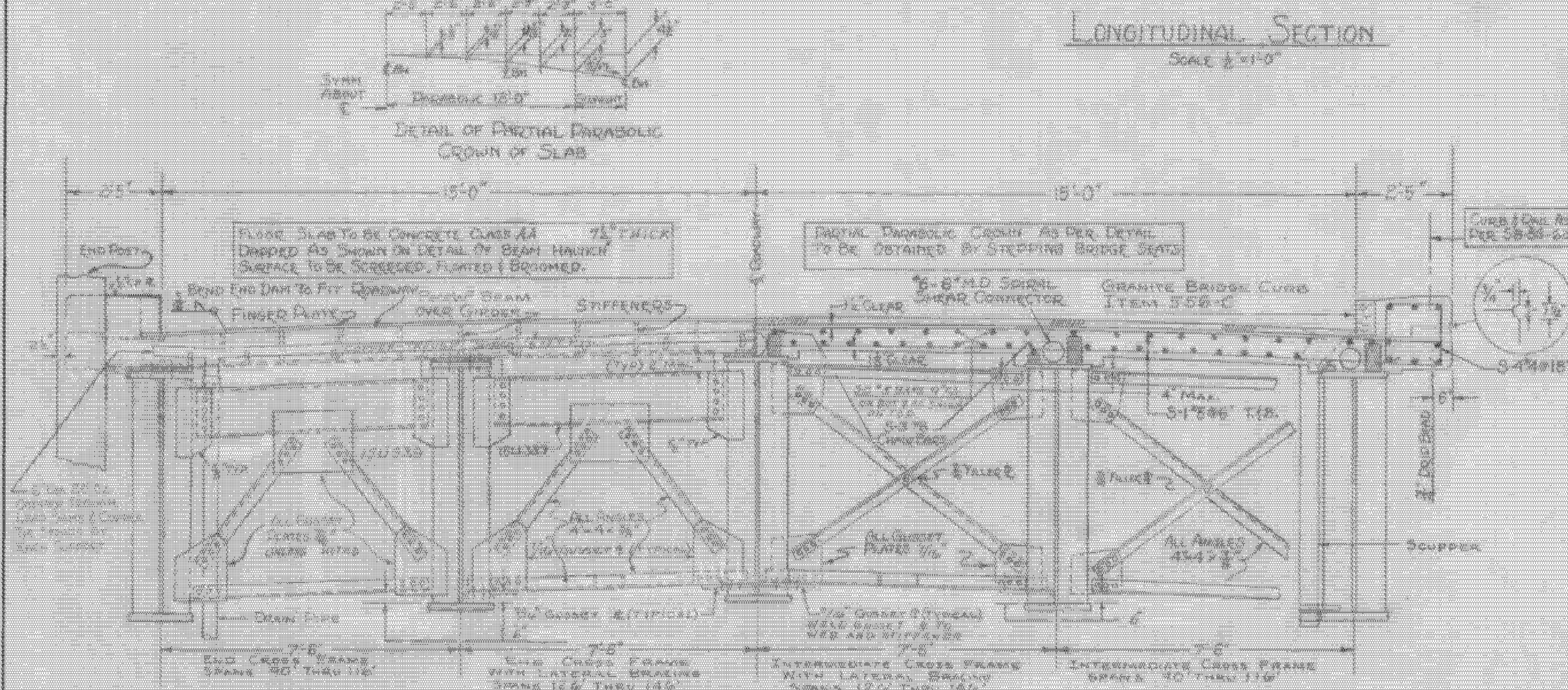
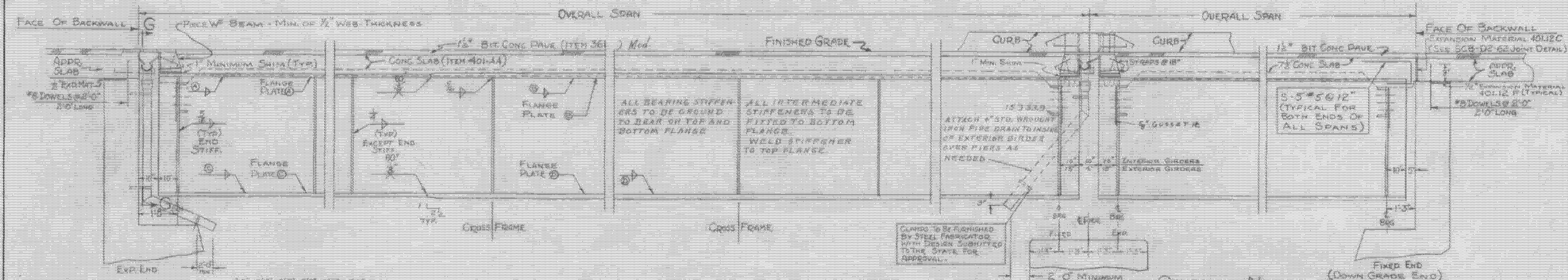




NOTES:
See SCB-DE-62, SCB-DE-63 FOR DETAIL OF BEAM HAUNCH JOINT DETAIL, SCUPPER DETAIL, ADJACENT CROSS FRAMES MAY BE SLOPED EQUALLY OR PLACED HORIZONTAL TO FACILITATE FABRICATION. ALL END CONNECTIONS OF ANGLES SHALL BE MADE WITH 3 (THREE) RIVETS OR 3 HIGH STRENGTH BOLTS (MINIMUM).

ALLOWABLE DESIGN STRESSES:
Concrete 10 - 1000 PSI, 20 - 1500 PSI.
Structural steel 15 - 40,000 PSI (A 36)
Other steel as per AASHTO specifications
Reinforcing steel 15 - 20,000 PSI Tension
15 - 10,000 PSI Compression

GENERAL NOTES

SPECIFICATIONS: All materials and construction shall conform to the State of Vermont, Dept. of Highways Standard Specifications for Road and Bridge Construction, dated April 1954, and the AASHTO Specifications dated 1961. Designed for HS 20-44 loading modified for National System of Interstate Highways, applied in accordance with the provisions of the AASHTO Standard Specifications, Art. 1.2.8.

STRUCTURAL STEEL: The steel shall conform to ASTM A 36-62T. Field splices will only be permitted provided that the length of girder is too excessive for shipment. Field splices are to be made with High Strength Bolts and details are to be submitted to the State for approval. Girders shall be cambered for dead load deflection plus 2" plus allowance for effect of vertical curvature. Loss of camber due to shrinkage shall be compensated for by additional camber to be determined by the fabricator.

The maximum allowable stiffener spacing is given in the accompanying table. Spacing shall be modified on skewed spans to match lateral bracing and or cross frames.

Unless otherwise noted: open holes are 5/16", all bolts are 3/8".

For location of fixed and expansion bearings see contract plans.

Expansion bearing rockers are to be plumb at 45°.

One Scupper is to be placed midway between each cross frame @ both curbs except as follows: Scuppers are to be omitted over roadways or sidewalks under a bridge and placed at least 2'-0" outside of shoulder point or edge of sidewalk, but not within 4'-0" of face of abutment or pier. On a skewed bridge, scuppers are to be placed on the lower side only.

Details of shear connectors shall be submitted to the State for approval. Either channel or stud shear connectors may be substituted for the designed spiral connectors.

WELDING: The metal arc process shall be used for shop and field fabrication. Fillet welds unless otherwise noted, it is the intent that there shall be no field welding. Field welding of a minor nature will be permitted only with written permission of the Field Engineer.

PAINT: The final coat of field paint shall be green, unless otherwise directed by the Engineer.

CONCRETE: All concrete in slab to be Concrete Class AA. Exposed edges of concrete to be chamfered 1". All construction joints to be made as on Standard Structures Drawing SCB-DE-62 details (a) & (c) unless otherwise noted.

REINFORCING STEEL: When bridge is on a skew, transverse bars shall be furnished as for a square span. Bars shall be cut in field to fit skew and end cut offs shall be used on opposite skew end.

QUANTITIES: Quantities given in the accompanying table are for a square single span bridge.

REVISIONS & CORRECTIONS Specifications changed to April 1964 version. Loading designated as HS 20-44 plus 10% Allowable Design Stresses Added. WMS	DRAWN BY: RND-WMS TRACED BY: RSH-BND CHECKED BY: WMS-JUL-EP CORRECT <i>[Signature]</i> BRIDGE ENGINEER APPROVED <i>[Signature]</i> CHIEF ENGINEER	DETAILS OF 30 FT. ROADWAY-COMPOSITE WELDED PLATE GIRDER BRIDGES	DEPARTMENT OF HIGHWAYS STANDARD STRUCTURES WESTMINSTER-NORWICH IM BPNT (8) SHEET 55 OF 58 FOR REFERENCE ONLY SCWPG-30-62 210
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