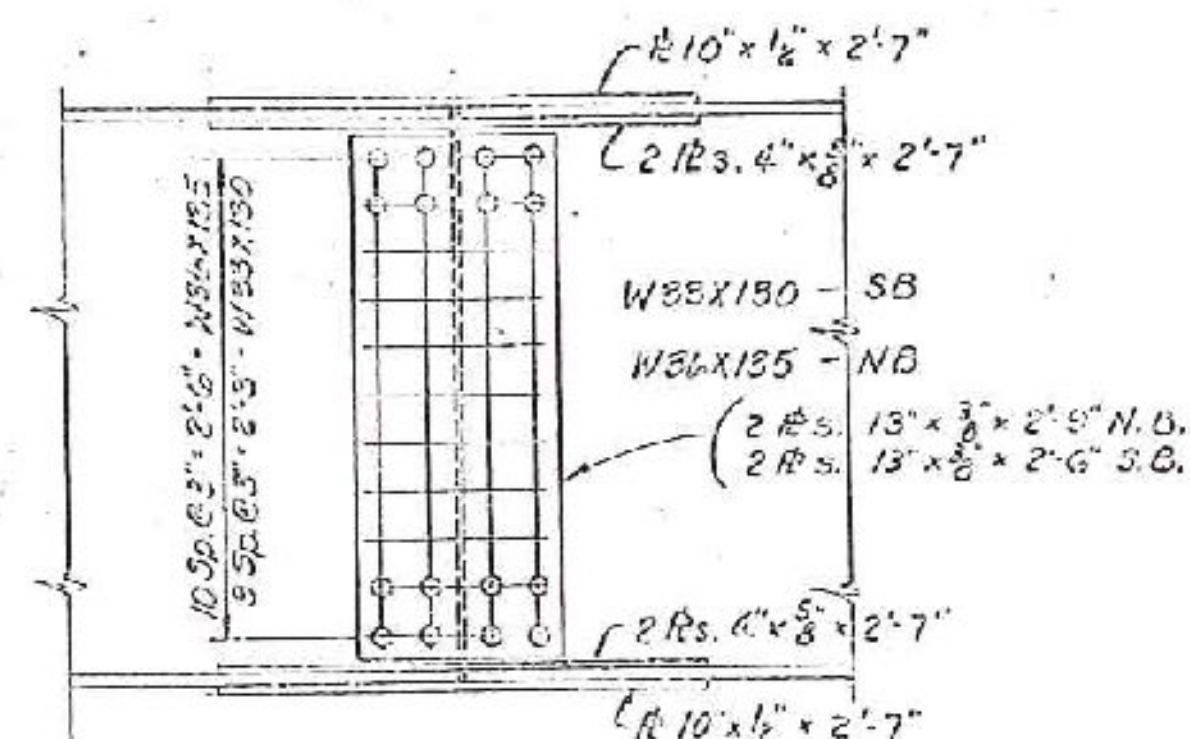
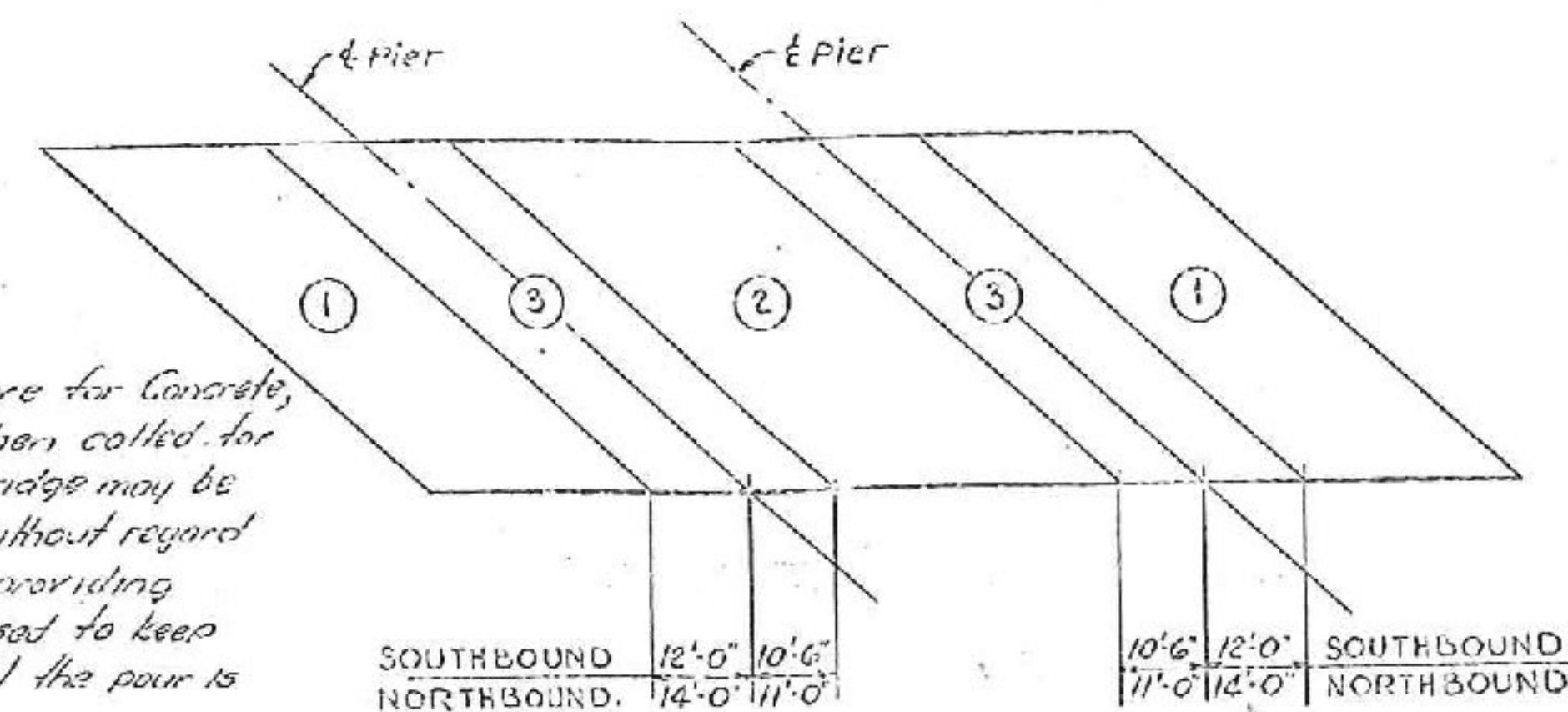
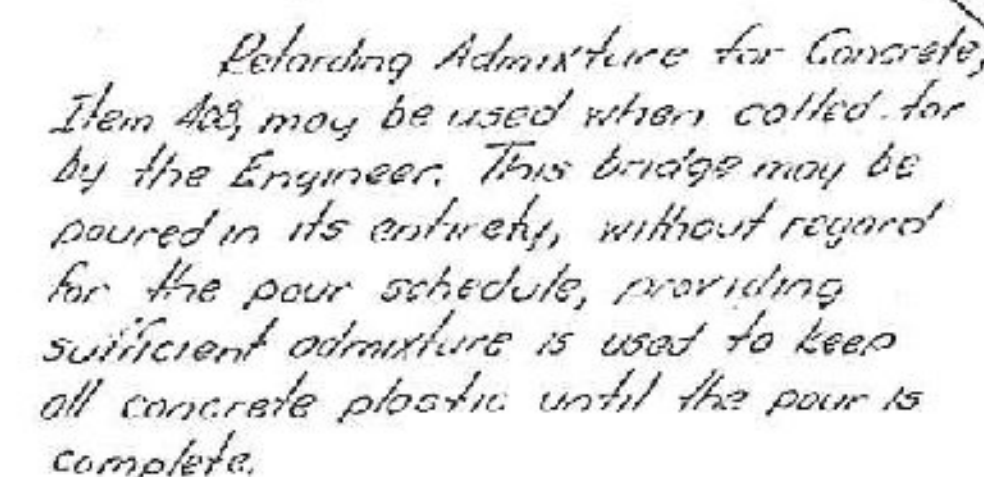
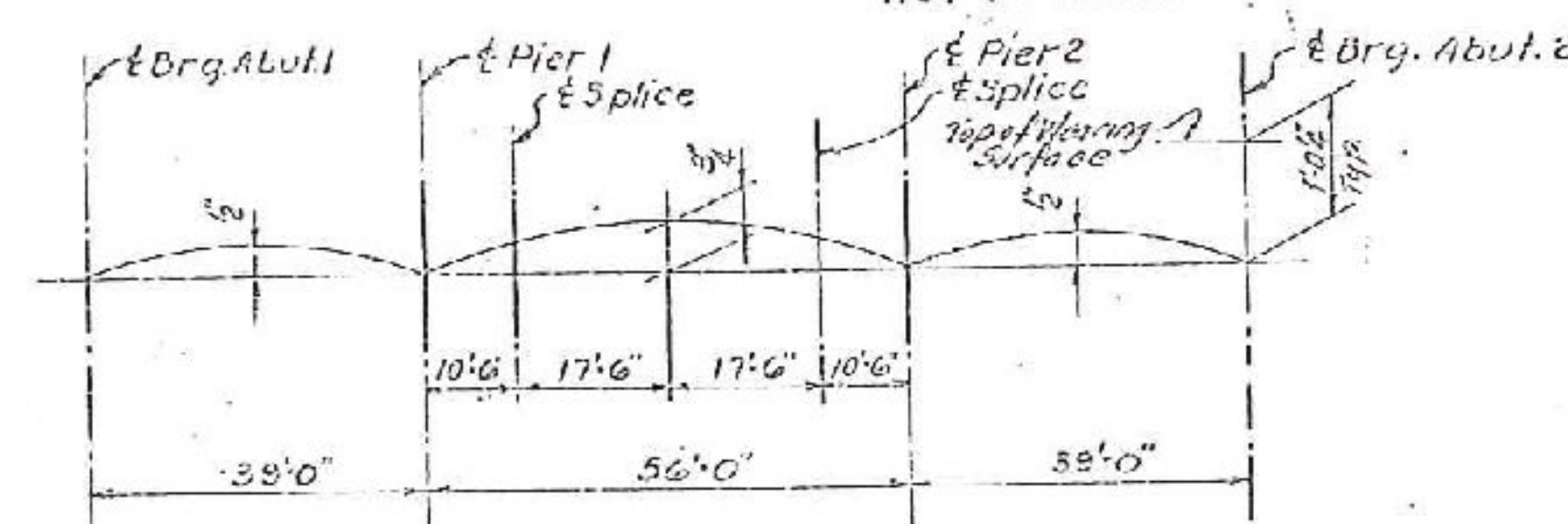




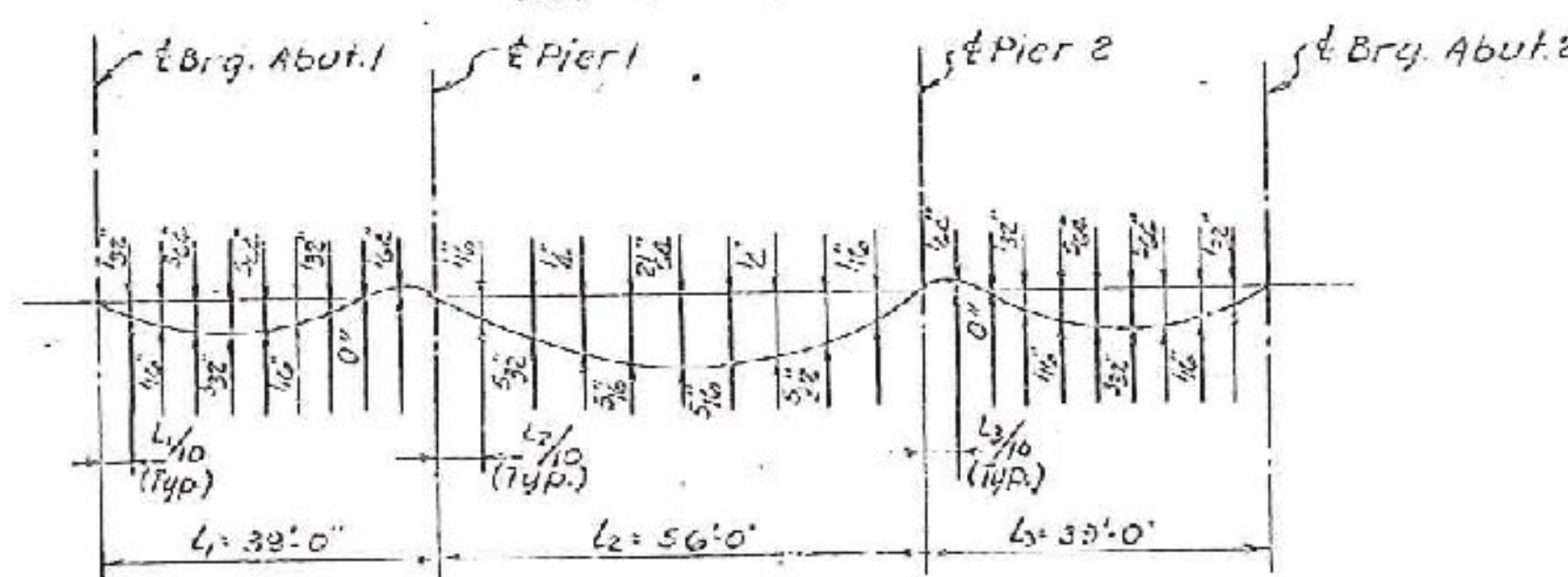
TYPICAL SPLICE DETAIL
Scale: 1"=1'-0"



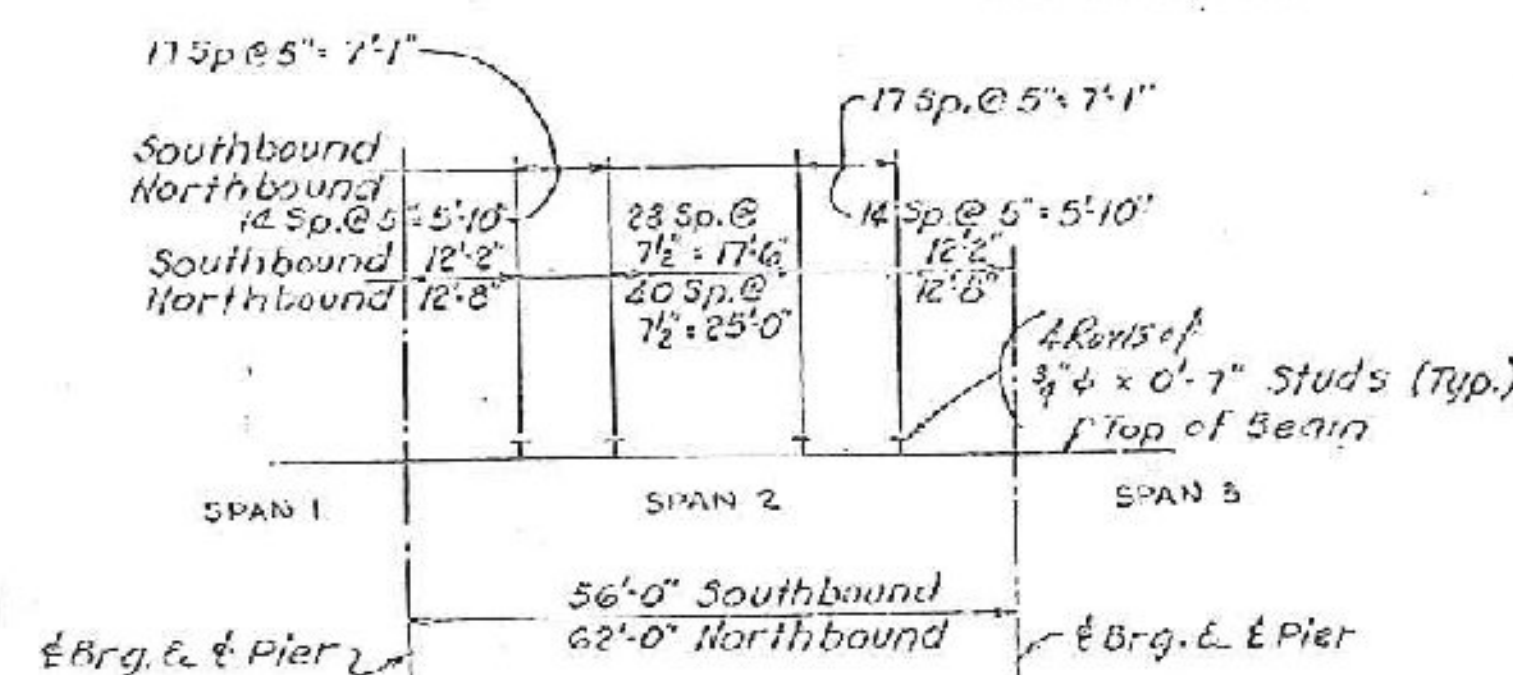
POURING SCHEDULE
Not to Scale



FINAL CAMBER AFTER D.L. DEFLECTION - S.B.
Not to Scale

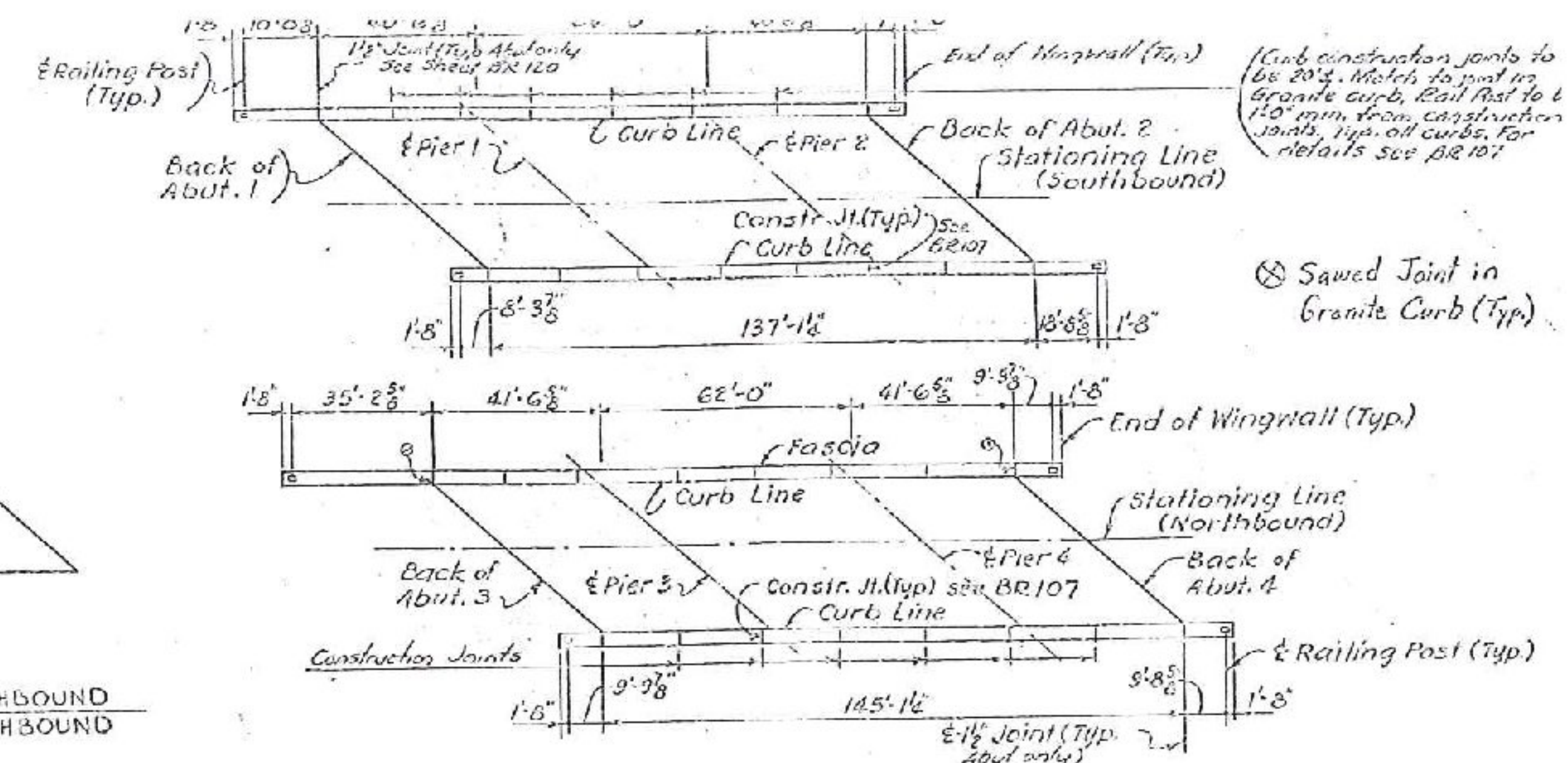


DEAD LOAD DEFLECTION - SOUTHBOUND
Not to Scale

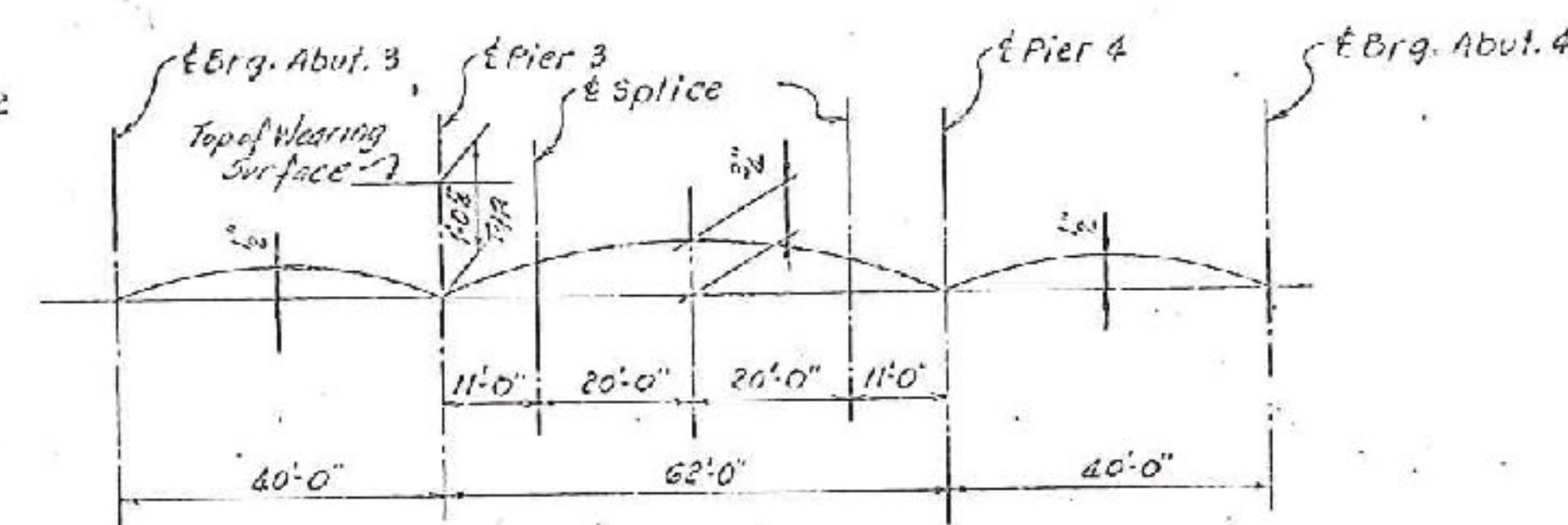


SHEAR CONNECTORS

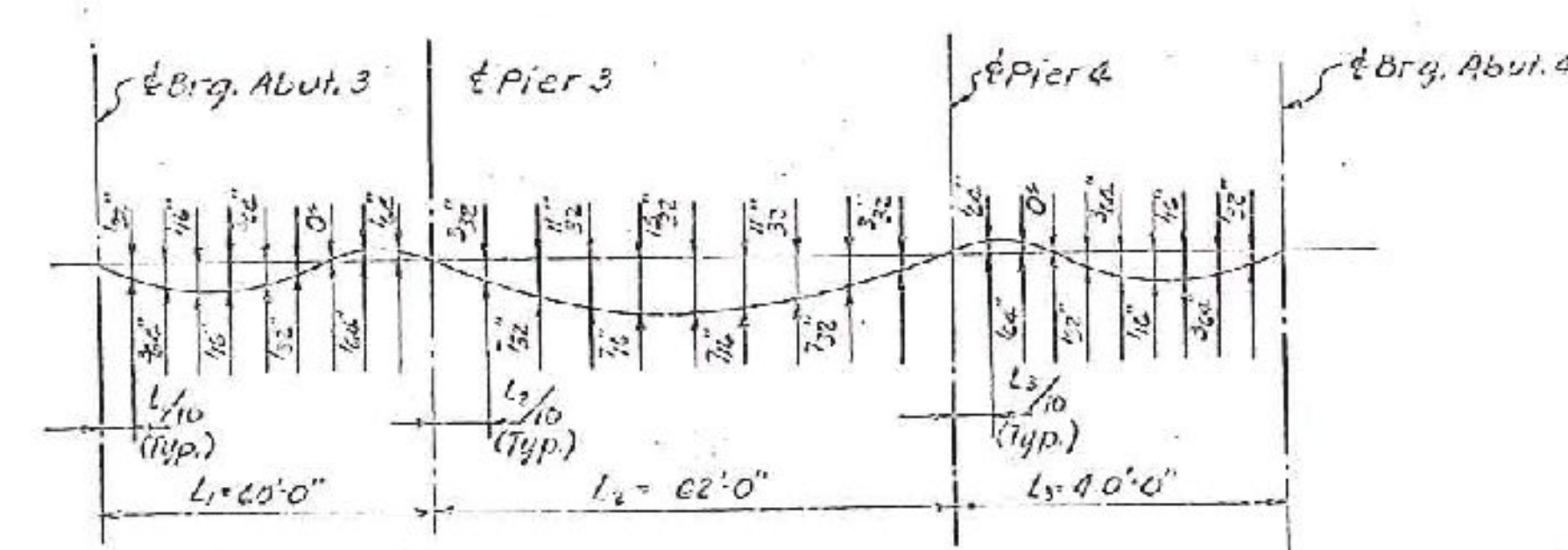
Spans 1 & 3 (SB & NB) are Non-Composite
Not To Scale



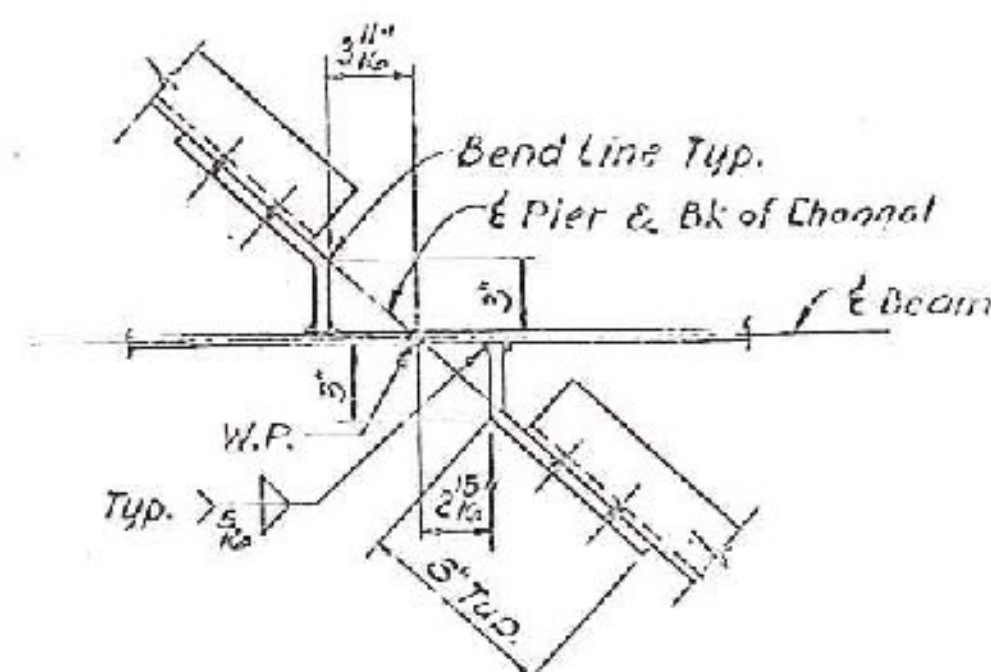
RAILING PLAN
Not to Scale



FINAL CAMBER AFTER D.L. DEFLECTION - N.B.
Not to Scale



DEAD LOAD DEFLECTION - NORTHBOUND
Not to Scale



DETAILS AT PIER DIAPHRAGM CONNECTION
Scale: 1/2" = 1'-0"

LIVE LOAD DEFLECTION		
RDWY.	SPAN	DEFLECTION
S.S	18.3	0.35"
	2	0.45"
N.B.	18.3	0.58"
	2	0.52"

LYNDON-IRASBURG
IM MEMB(29)
SHEET 32 OF 55
BRIDGE NO. 99S & 100N
FOR REFERENCE ONLY

Made continuous pour
of deck optional.
J.R.J. 5/3/71

CONTRACT 3
STAGE 1 CONSTRUCTION

PREPARED BY
CLAUSELT ENGINEERING CO
CONSULTING ENGINEERS
ORLANDO, FLORIDA

STATE OF VERMONT

DEPARTMENT OF HIGHWAYS

PROJECT _____ LYNDON-BARTON
TOWN OF _____ SHEFFIELD

ROUTE No. 1-91 LOG STA. 1592
1-91 OVER S.A. #1

SUPERSTRUCTURE DETAILS

SCALE... AS NOTED
IN CHARGE OF H. Margolis

DRAWN BY F. McElroy, CHECKED BY J. H. STEARNS

Project No. 1-91-3(10)

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