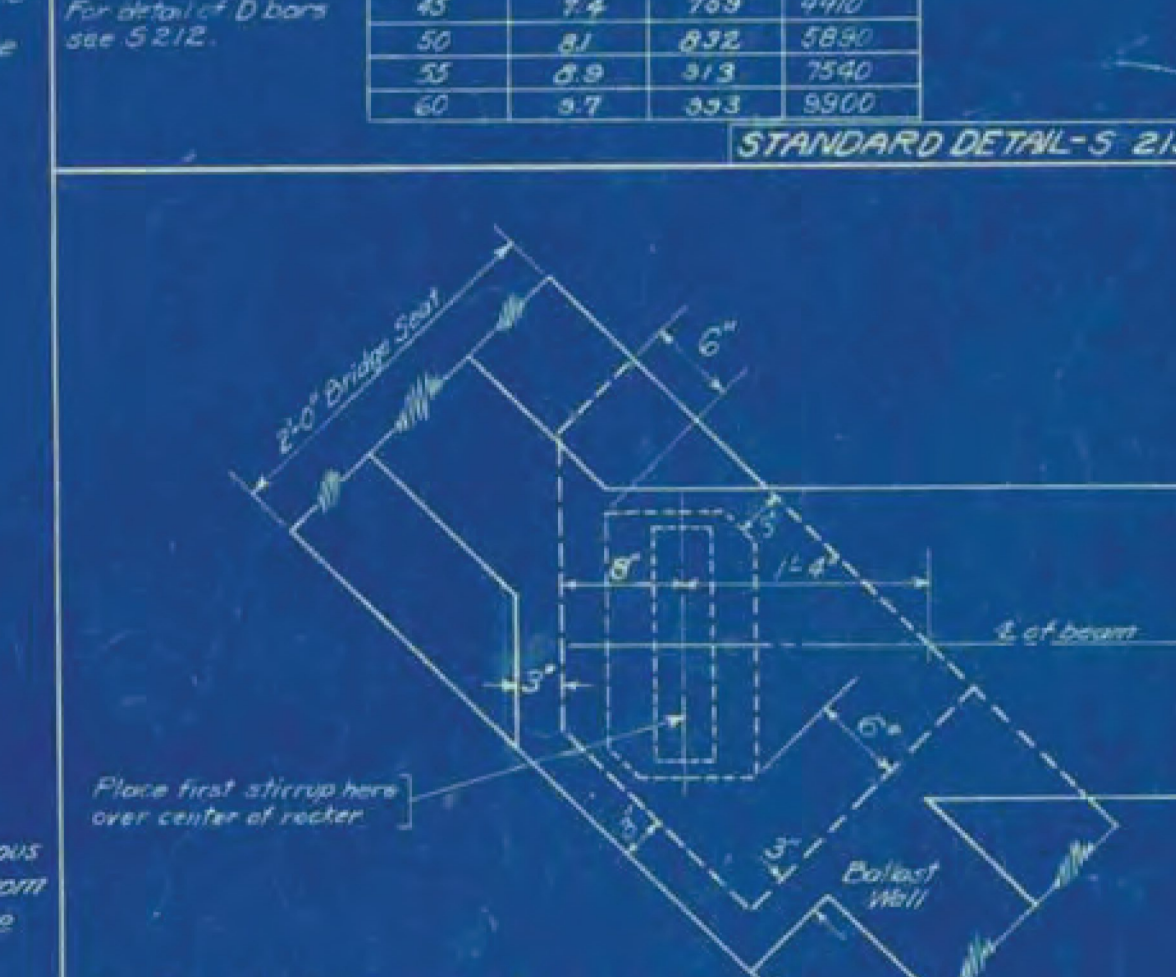
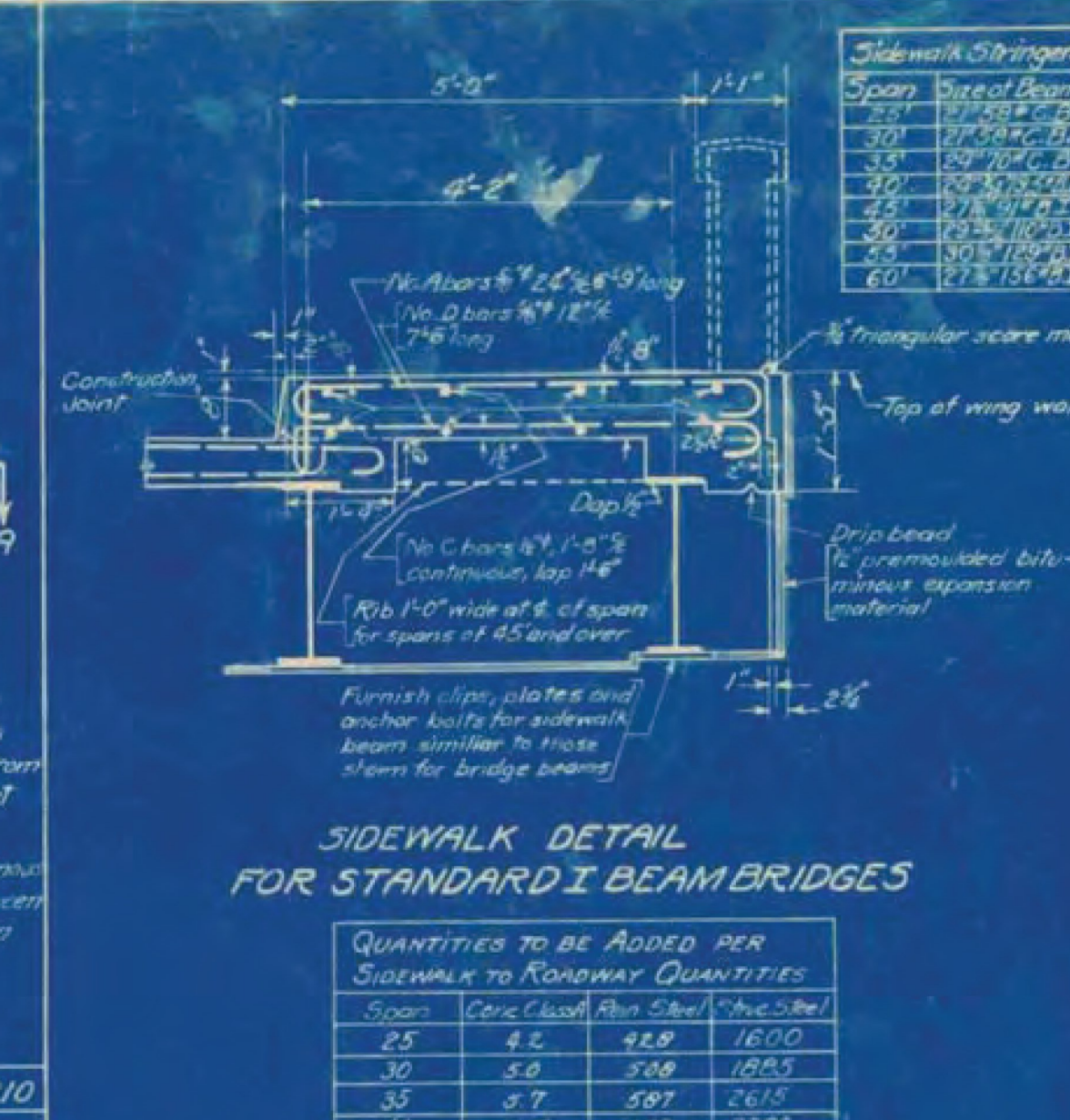
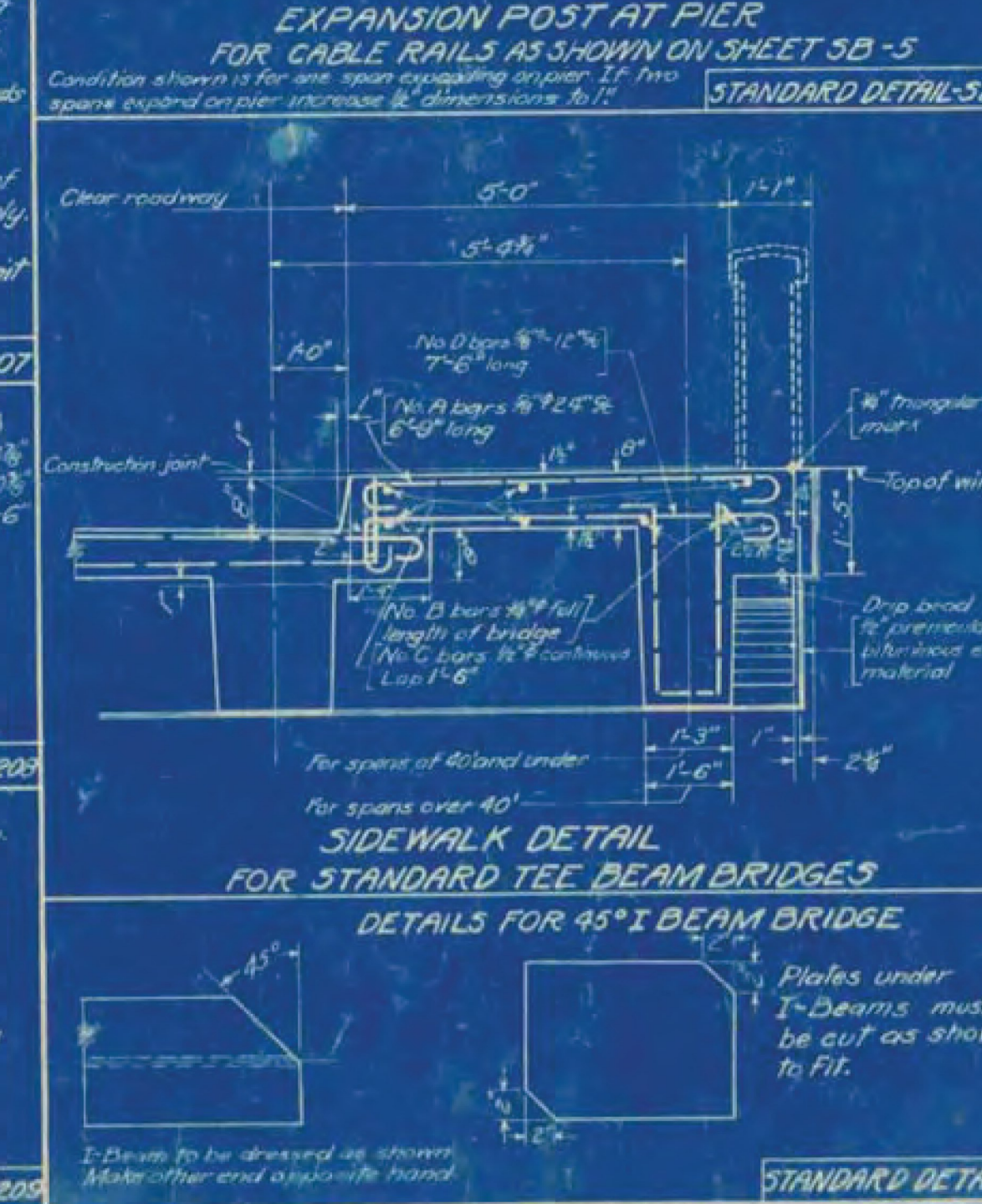
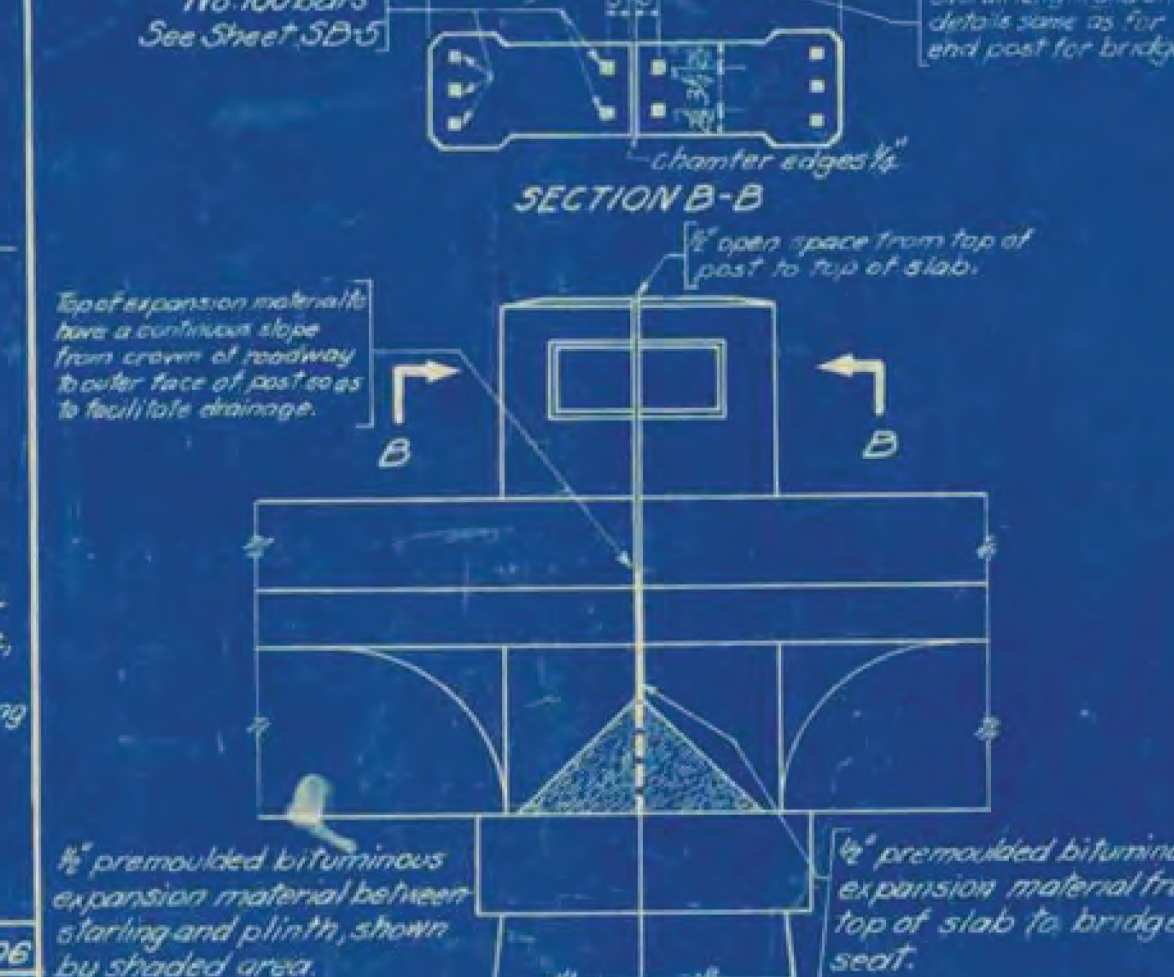
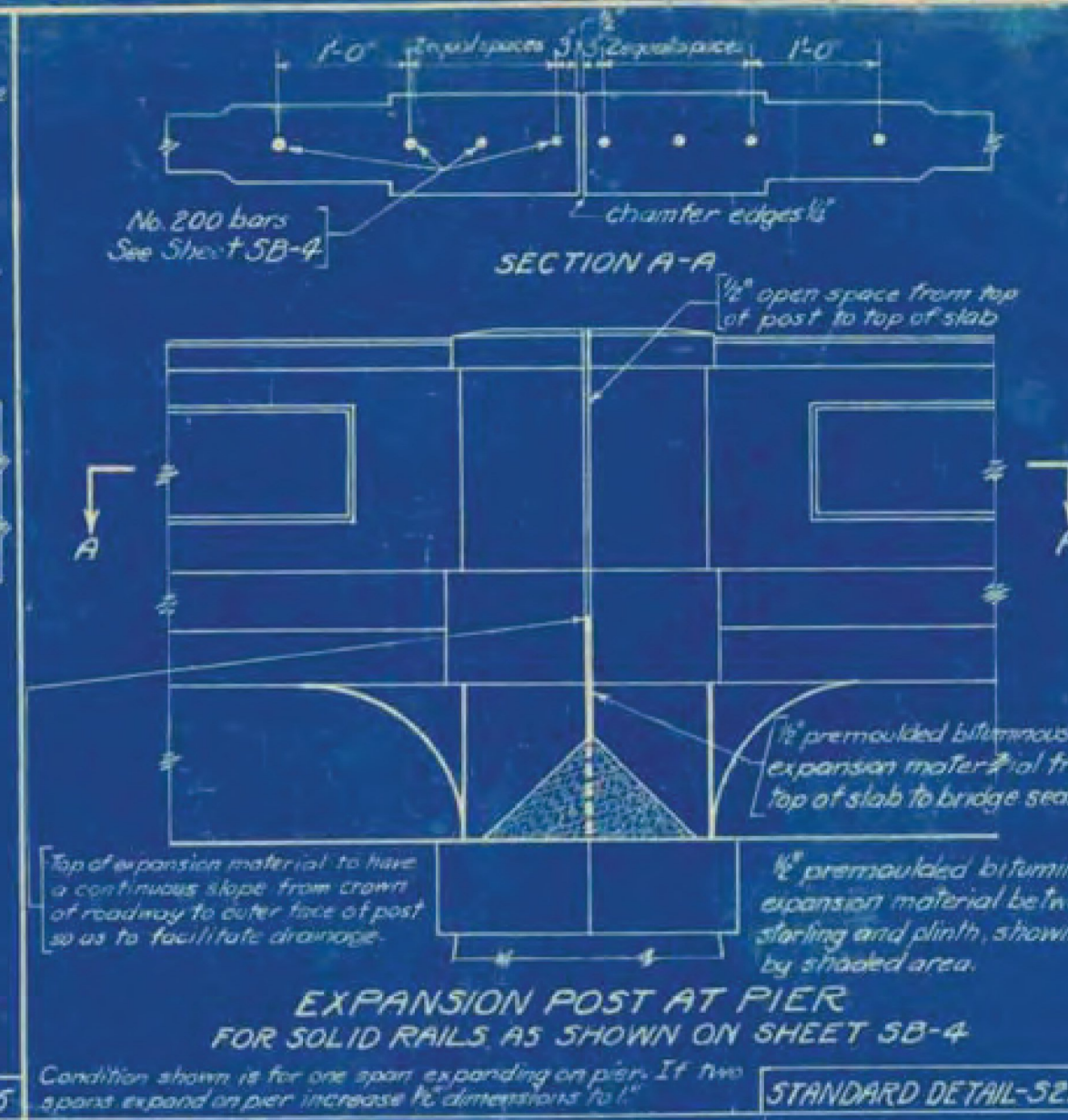
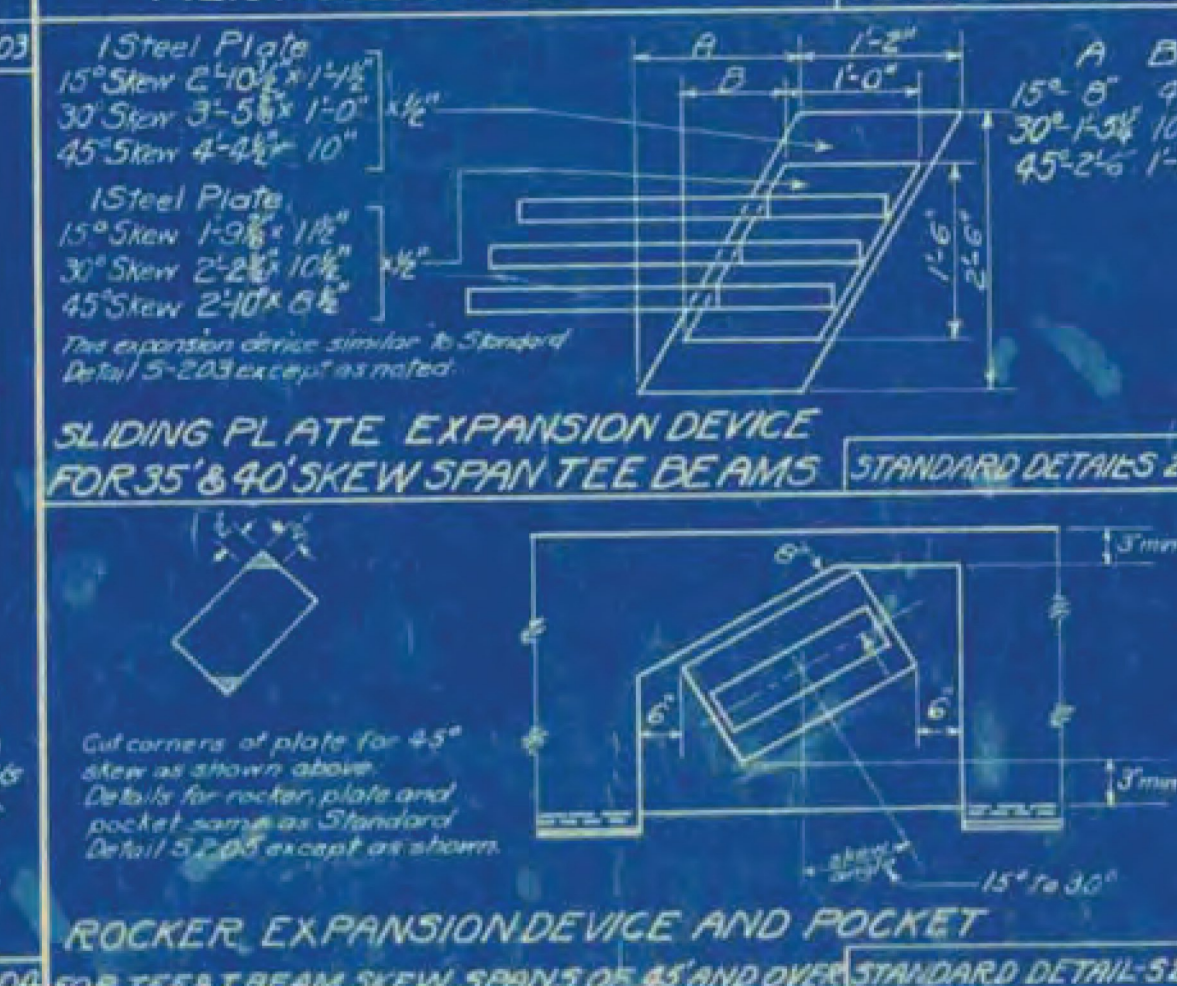
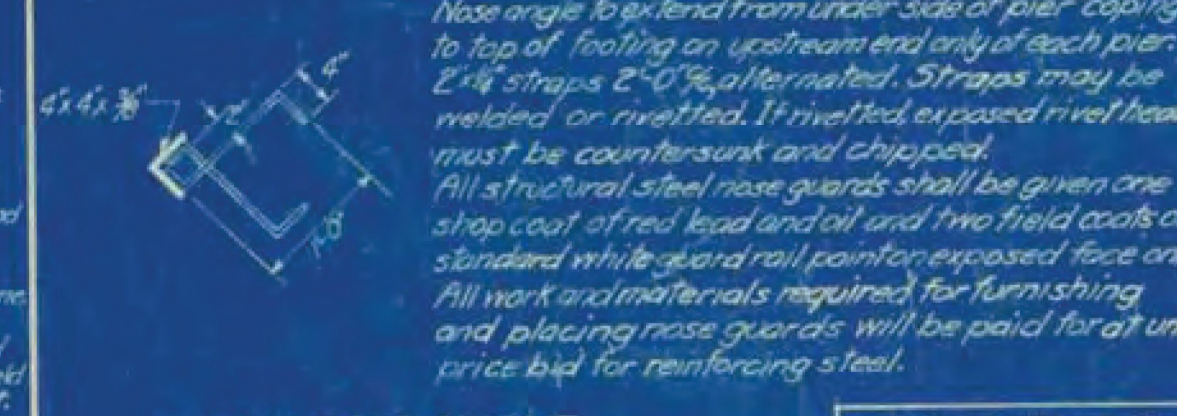
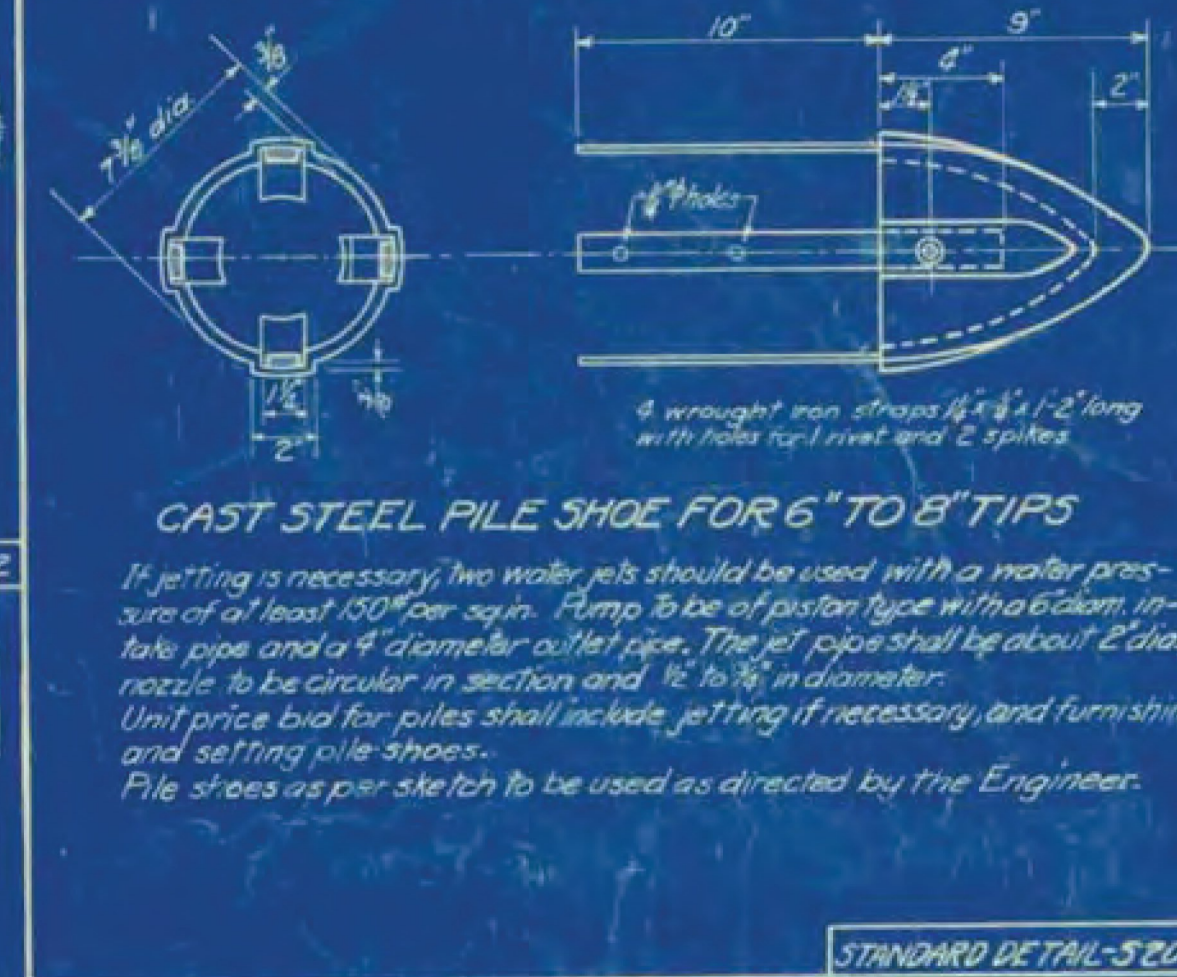
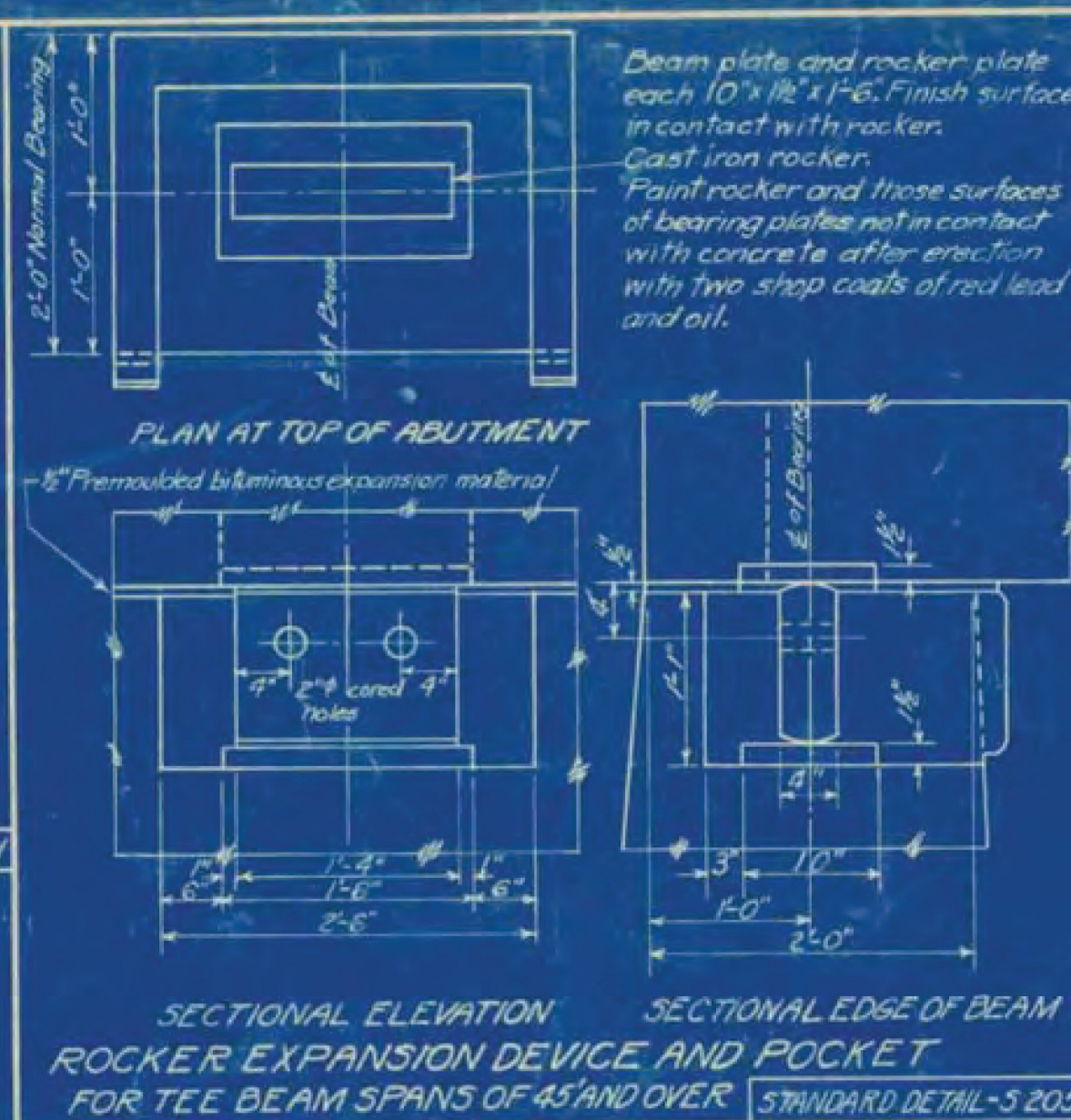
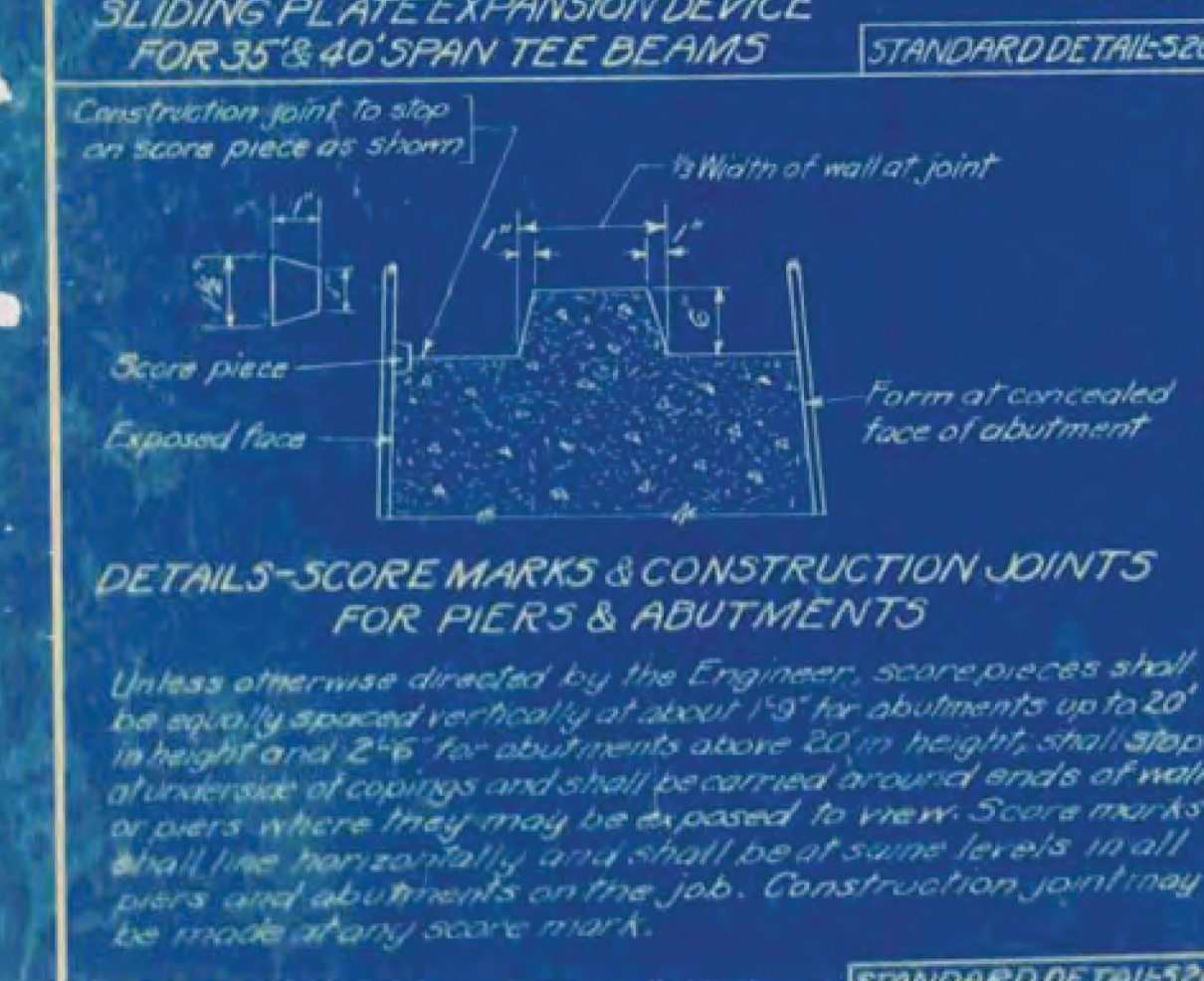
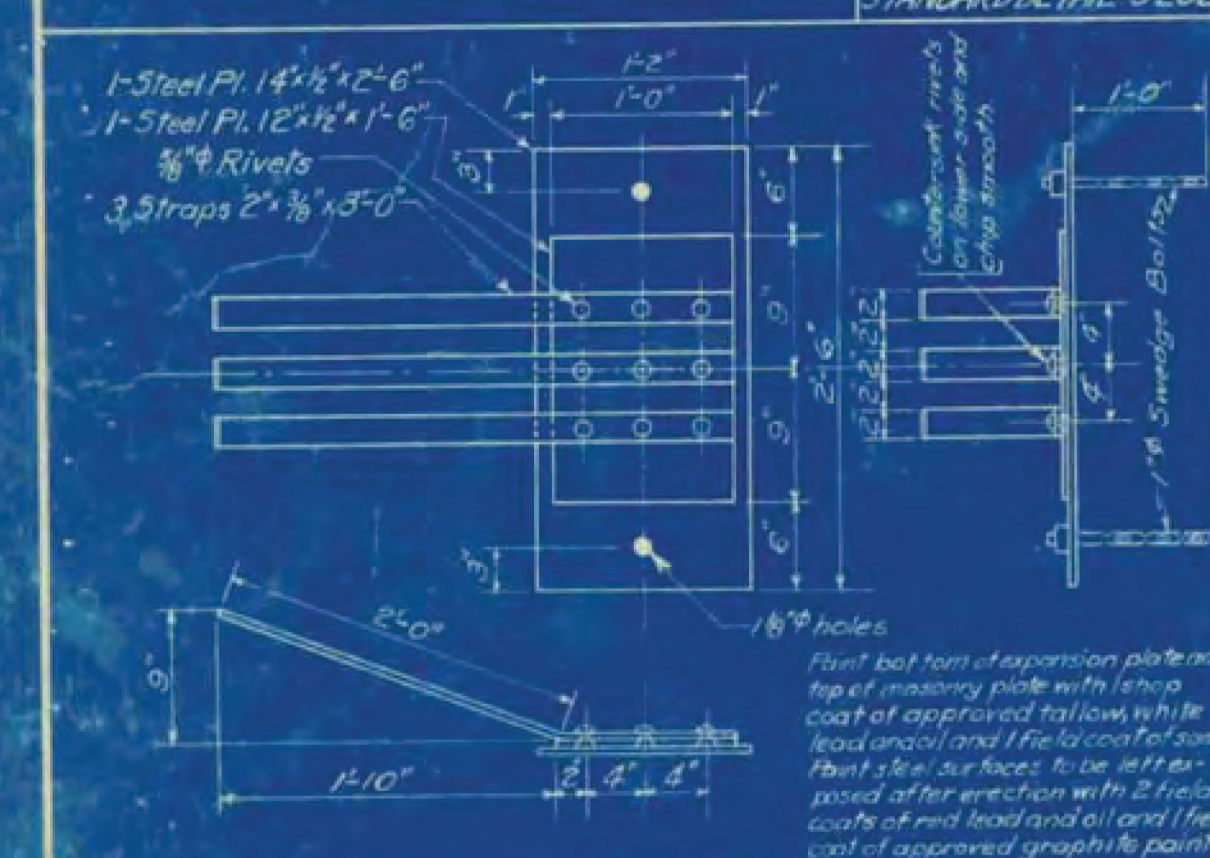
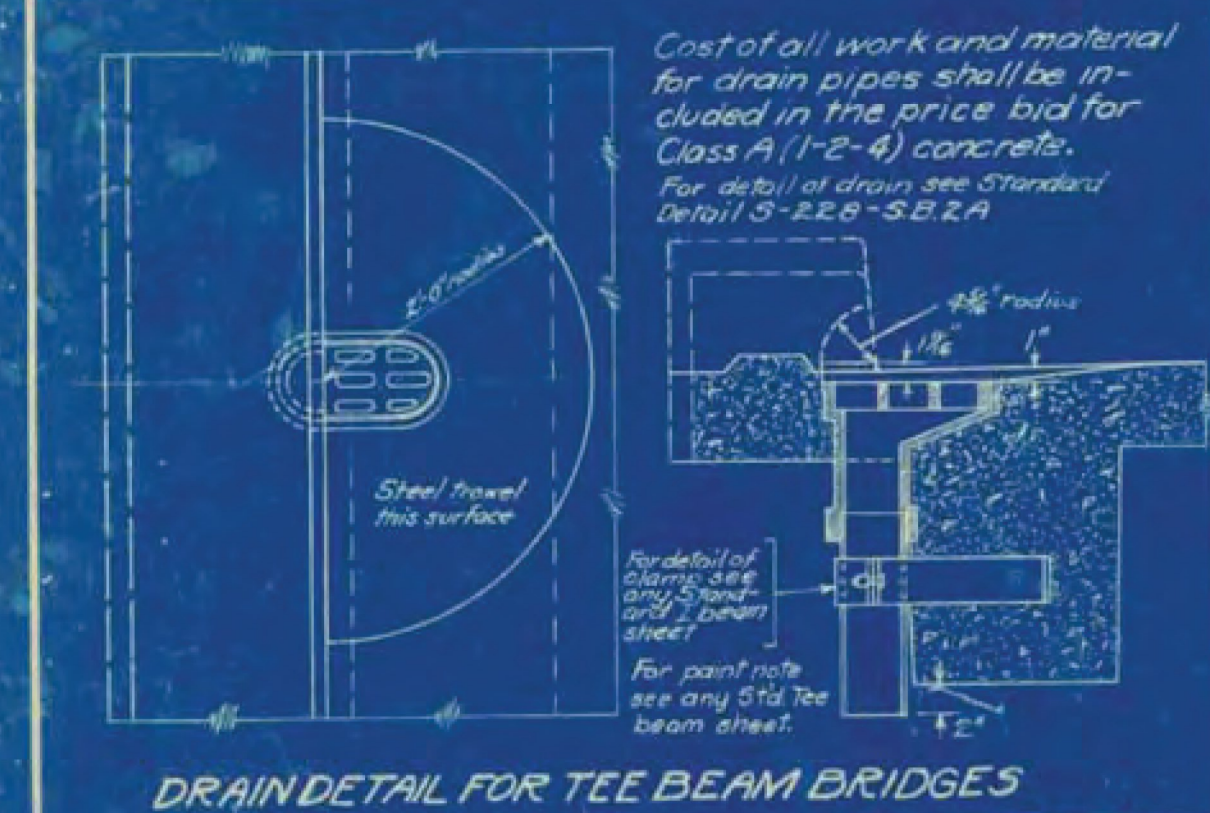
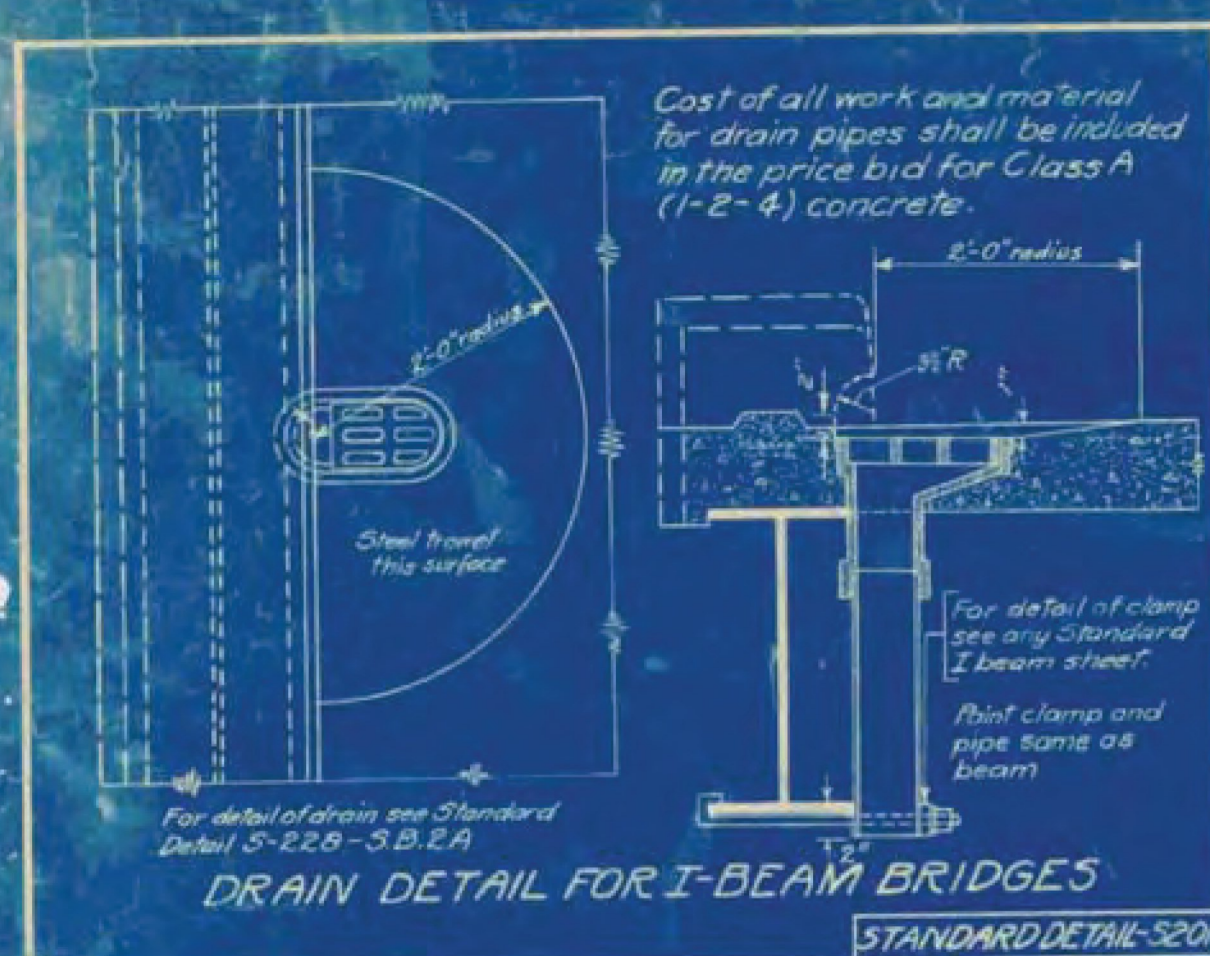
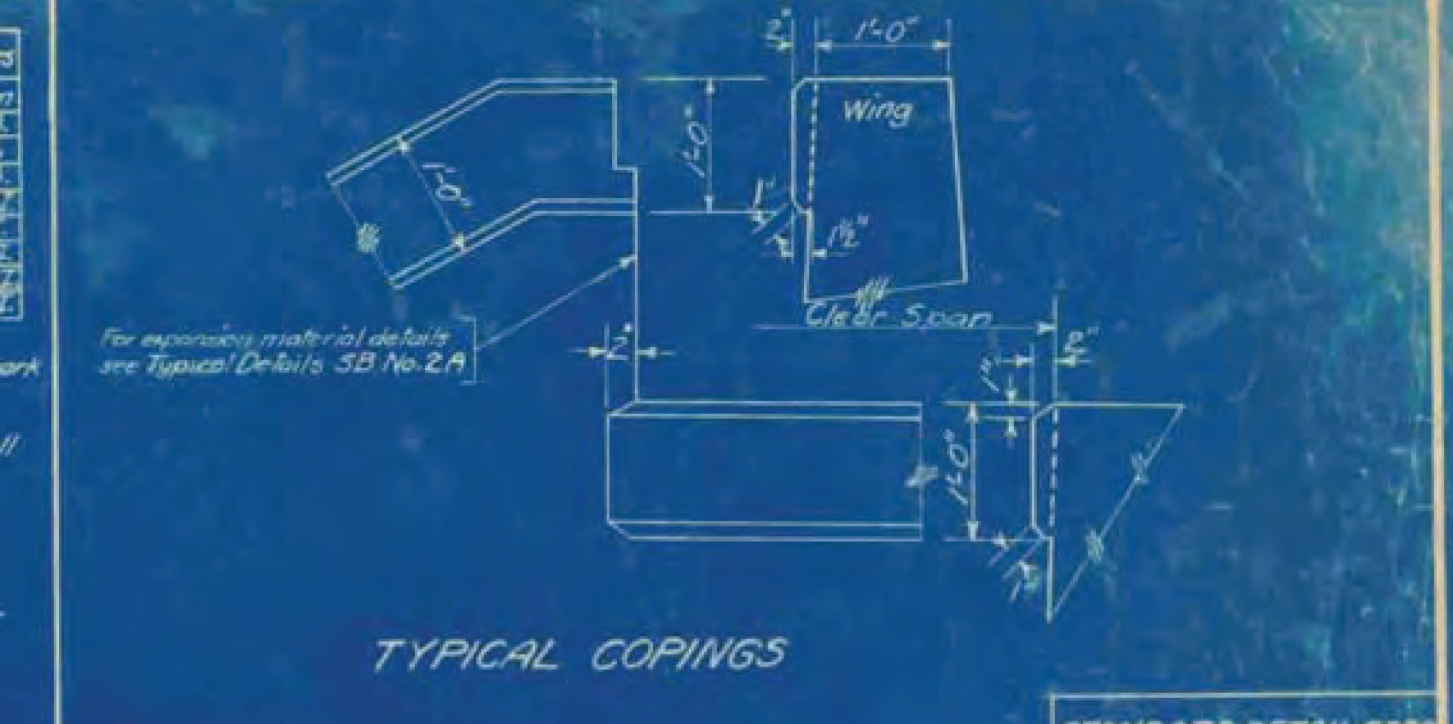




Span	Clear Roadway	Width	Height	No. of Bars	Spacing from end of beam	No. of Bars	Spacing from end of beam	Estimated quantities for one sidewalk and one beam	Estimated quantities for one sidewalk and one beam
25	11' 0"	11' 0"	6' 6"	2	2	2	2	23	2.8
30	11' 0"	11' 0"	7' 0"	2	2	2	2	25	3.3
35	11' 0"	11' 0"	7' 6"	2	2	2	2	27	3.9
40	11' 0"	11' 0"	8' 0"	2	2	2	2	29	4.5
45	11' 0"	11' 0"	8' 6"	2	2	2	2	31	5.1
50	11' 0"	11' 0"	9' 0"	2	2	2	2	33	5.7
55	11' 0"	11' 0"	9' 6"	2	2	2	2	35	6.3
60	11' 0"	11' 0"	10' 0"	2	2	2	2	37	6.9



GENERAL NOTES

The following notes shall govern the structures and details to which they apply. All work and materials shall conform to the Standard Road and Bridge Specifications of the Vermont Highway Department, 1929.

Any suitable structure excavation used by the contractor for any purpose other than for backfill or approach fill shall be replaced by an equivalent quantity of borrow by the contractor as his expense unless same is ordered washed by the Engineer.

Piles shall be provided where foundation cannot be obtained within a reasonable depth. They shall be spaced not closer than 2' 6" except as noted on plans or as directed by the Engineer. Where jacking is necessary, use Standard Detail 5206.

Foundations on ledge should preferably be sloped toward the back of the footing about 1" per foot and footings shown on plans for other conditions may be revised at the direction of the Engineer.

All concrete for piers and gravity abutments shall be class B (1-2-5) concrete unless otherwise noted or directed.

All concrete for reinforced abutments shall be class C (1-2-4) concrete unless otherwise noted or directed.

All concrete for T-beam and Slab bridges, curbs and rails shall be class A (1-2-4) concrete and shall be paid for at the unit price for class A concrete.

All reinforcing steel for bridges and abutments shall be deformed bars except as noted, and shall conform to the Standard Specifications for Billet Steel Concrete Reinforcement Bars, Structural or Intermediate Grade, of the American Society for Testing Materials, Serial Designation A15-14.

Weep holes shall be provided in main abutment and wings spaced not further apart than 10' 0" symmetrically about the E of abutment, pitched 1" per foot upward from front to back. The lower end of the weep hole shall be 2' 6" above footing. The cost of work and materials for weep holes shall be included in the unit price bid for concrete.

The pre-molded bituminous expansion material between superstructure and substructure at expansion and fixed end shall be included and paid for in price bid for class A (1-2-4) concrete.

All work and materials for expansion device to be included in and paid for at the unit price bid for reinforcing steel for T-beam bridges.

Concrete chairs for support of reinforcing steel shall be made to the dimensions shown on the Standard Chair sheet.

Structural steel for I-beam bridges shall be painted as specified under Item 36 A-B, Pamphlet I of the Specifications unless otherwise directed.

All exposed edges shall be chamfered. The face dimension of chamfer to be 1".

Where pipes, existing or required, pass through abutments, they shall be of the materials and in the locations as directed by the Engineer. The cost of work and materials for such pipes shall be included in and paid for under the unit bid for abutment concrete. Where pipes are to be carried through the bridge, they shall be supported as and where directed by the Engineer and the cost of all work and materials shall be paid for under the unit bid for superstructure reinforcing steel.

In case lighting is required for superstructure, special details will be furnished by the Engineer. Materials for such lighting shall be paid for under a separate lump sum bid, unless otherwise provided for.

**TYPICAL DETAILS
TEE AND I BEAM BRIDGES AND ABUTMENTS
STATE OF VERMONT
DEPARTMENT OF HIGHWAYS**

CORRECT: A. D. Sisak Corrected to March 1, 1929

BRIDGE ENGINEER

Designed by: M. W. R. T. W. K.
Drawn by: C. L. A.
Checked by: Series S.B. No. 2