

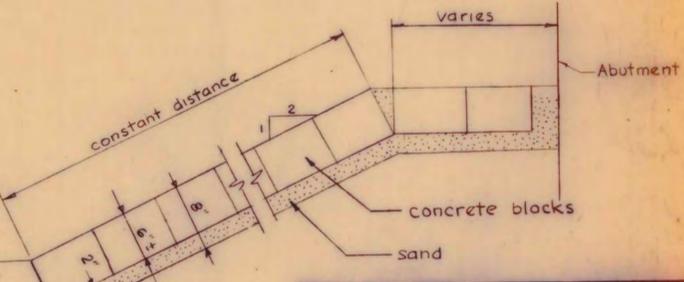
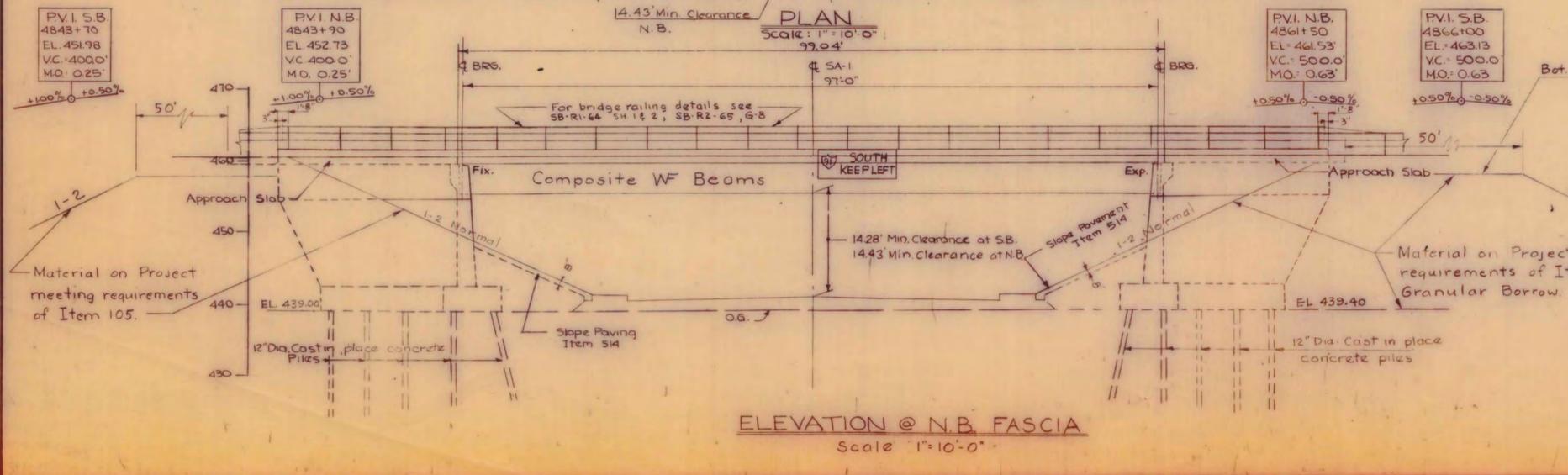
- NOTES**
1. For General Notes see SCB-D1-G7.
 2. For location of Bridge Marker and Bench Mark see SCB-D1-G7.
 3. For plan of reinforcement layout at Abutments see SCB-D4-G7.
 4. Cross slope of approach to conform to cross slope of bridge.
 5. For elevation views, shear connector details, and beam haunch detail see SCB-D2-G7.
 6. For curb details see SCB-D6-G7.
 7. For structural steel details see SCB-D7-G7.
 8. For Bearing Details see SCB-D8-G7.
 9. For curtain wall at bearing devices see SCB-D9-G7.
 10. For Typical Section, parabolic crown, reinforcing steel and other data and details see SCB-38-G7T.
 11. For Details of cast in place concrete piles see SB-PI-66.
 12. For structural steel beam data, cover plates, shear connectors, and dead load deflection see BR-202 of 210.
 13. The cost of furnishing and erection of the 6WF15.5 sign supports with the necessary bars, bolts, nuts, and washers as shown in the details on this sheet shall be paid for under the unit price bid for Item 404-A, Structural Steel.

LIST OF STANDARD SHEETS

SCB-D1-G7	1/24/68
SCB-D2-G7	1/24/68
SCB-D4-G7	12/17/68 R
SCB-D6-G7	5/23/69 R
SCB-D7-G7	1/24/68
SCB-D8-G7	1/24/68
SCB-D9-G7	1/24/68
SCB-38-G7T	11/28/67
SB-R1-G4 Sheet 1 of 2	12/16/68 R
SB-R1-G4 Sheet 2 of 2	11/8/68 R
SB-R2-G5	11/8/68 R
SB-PI-66	11/8/68
G-8	2/13/68 R
G-9	3/21/68 R

LIST OF BRIDGE SHEETS

BR-200	General Plan, Elevation, & Framing Plan.
BR-201	Bridge Quantity Sheet
BR-202	Preliminary Information Sheet
BR-203	Boring Logs
BR-204	Abutment Plan
BR-205	Abutment Details
BR-206	Approach Slab #1
BR-207	Approach Slab #2
BR-208	Approach Slab #3
BR-209	Approach Slab #4
BR-210	Reinforcing Schedule



TYPICAL SECTION FOR ITEM 514
N.T.S.

14. For Details of Bridge Approach Railing, See Std. Sht. G-8 and G-9.

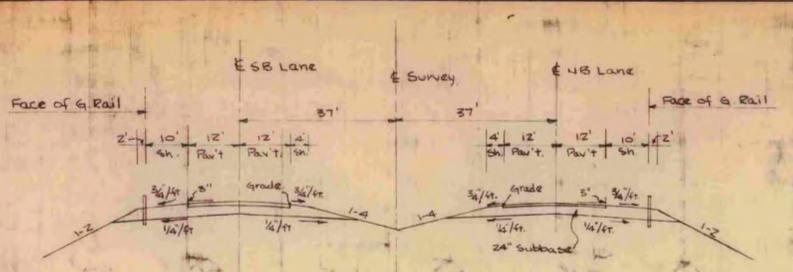
STATE OF VERMONT
DEPARTMENT OF HIGHWAYS

TOWN OF FAIRLEE
ROUTE NO. I-91 LOG STA.
I-91 OVER SA-1
GENERAL PLAN & ELEVATION

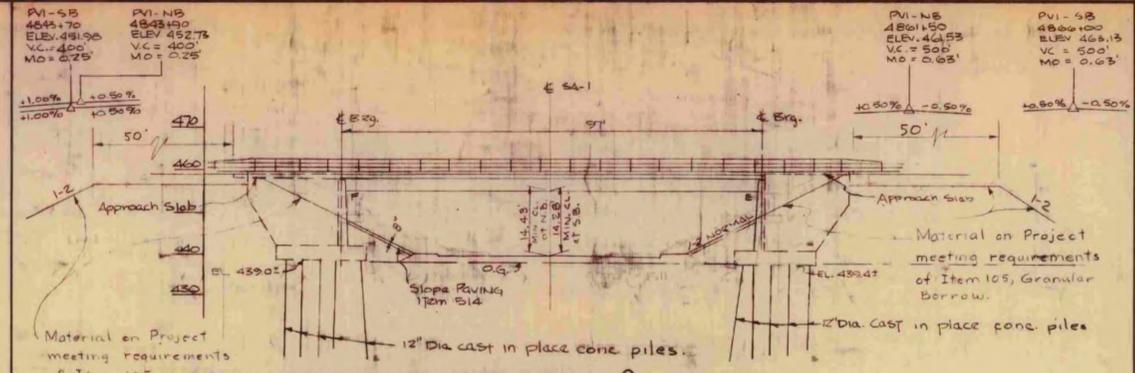
BOSWELL ENGINEERING CO.
RIDGEFIELD PARK NEW JERSEY
SURVEYED BY A.R. SCALE AS NOTED
DRAWN BY J.M. CHECKED BY A.J.I.
PROJECT NO. I91-2(9)
SHEET 197 OF 689

BR 200 OF 210

Revised to 8" slab & brush curb
March 1968 by DER, MWR, FAGC.



NEW HIGHWAY SECT. STA. 4853+50 TO STA. 4854+50
SCALE: 1" = 20'



NEW HIGHWAY PROFILES ALONG E NB & SB
SCALE 1" = 20'

HIGHWAY NO. I-91 NAME OF HIGHWAY INTERSTATE
STRUCTURE NO. SG-B10 COUNTY ORANGE TOWN FAIRLEE
PROJECT NO. I-91-2(9) LOCATION I-91 OVER FAIRLEE SA-1

- EXISTING STRUCTURE - N.A.**
- 1 RATED LOADING OF EXISTING STRUCTURE
 - 2 TYPE OF EXISTING STRUCTURE NONE
 - 3 UNDERCLEARANCE ELEVATION OF EXISTING STRUCTURE
 - 4 WHAT DISPOSITION SHOULD BE MADE OF EXISTING STRUCTURE? COST OF REMOVAL
 - 5 SHOULD EXISTING STRUCTURE BE USED TO MAINTAIN TRAFFIC DURING CONSTRUCTION OF NEW STRUCTURE?
 - 6 SHOULD NEW TEMPORARY STRUCTURE BE BUILT?
 - 7 ORDINARY HIGH WATER SURFACE ELEV. AT EXISTING STRUCTURE WATERWAY TO ORDINARY H.W.
 - 8 EXTREME HIGH WATER AT EXISTING STRUCTURE
 - 9 SPAN OF EXISTING BRIDGE UPSTREAM WATERWAY TO EXTREME H.W.
 - 10 SPAN OF EXISTING BRIDGE DOWNSTREAM WATERWAY TO EXTREME H.W.
 - 11 TYPE OF FOUNDATION UNDER EXISTING ABUTMENTS
 - 12 DOES ALL WATER AT FLOOD ELEVATION PASS THROUGH EXISTING STRUCTURE?
 - 13 IF NOT AT WHAT ELEVATION IS RELIEF AFFORDED?
 - 14 ADDITIONAL WATERWAY AREA PROVIDED

NOTE:
HAUNCH DETAIL ON SCB-D2-67 IS TO BE MODIFIED TO SHOW 1/2" MINIMUM.

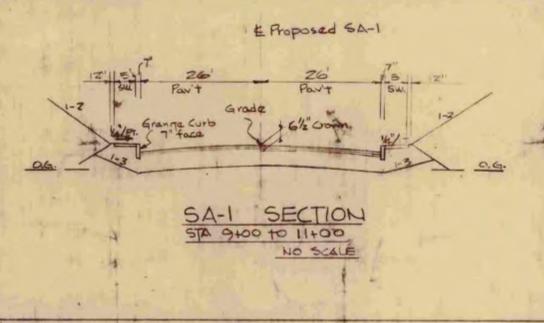
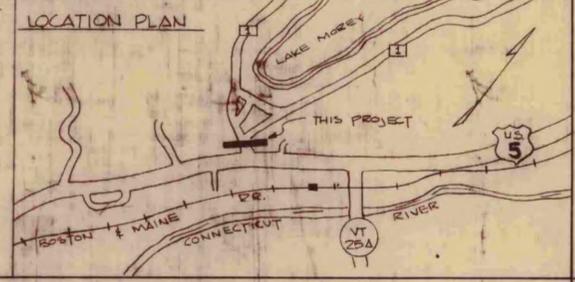
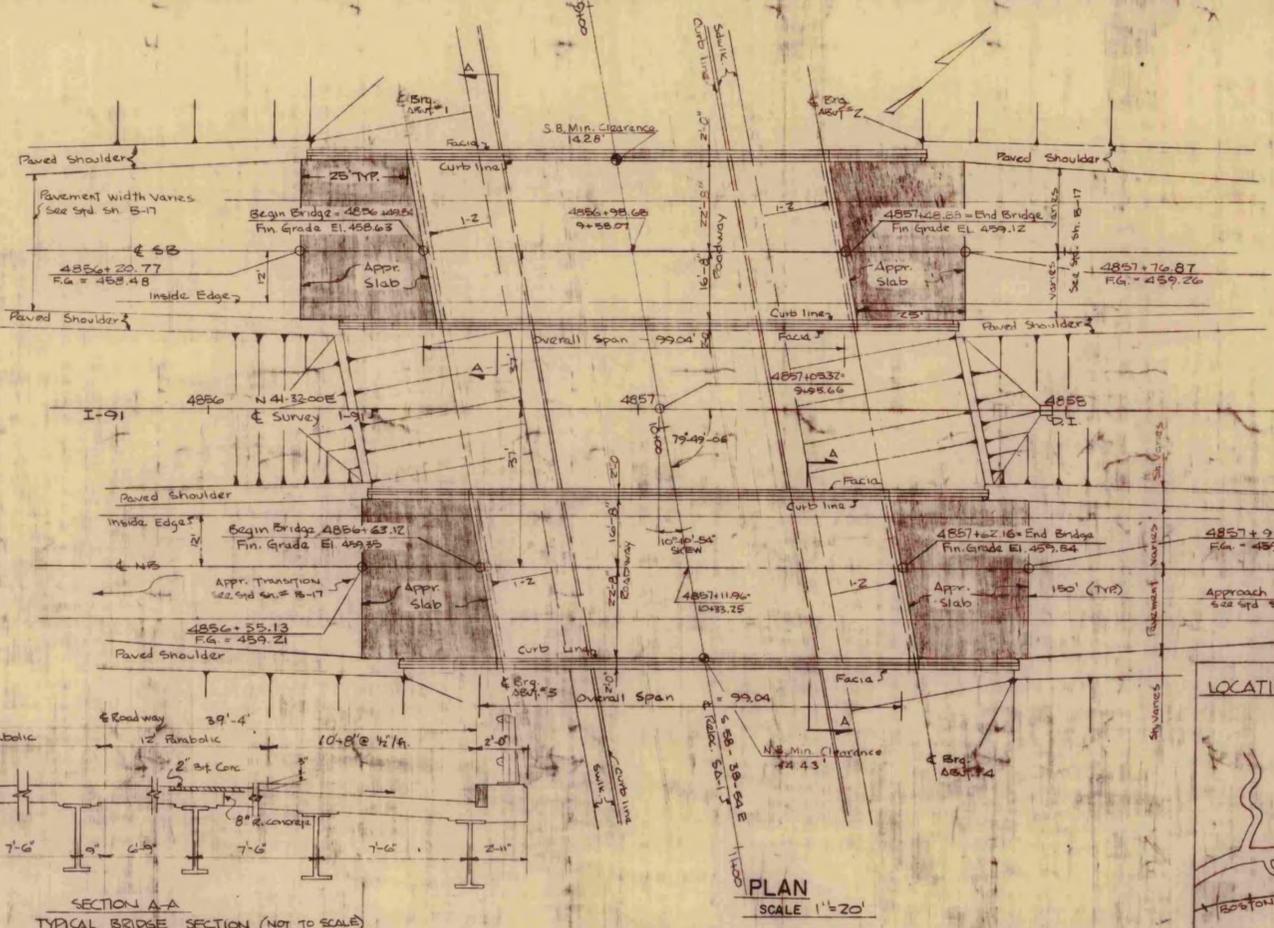
STRUCTURAL STEEL BEAM DATA

SPAN C. TO C. BEARINGS 97'-0"
LENGTH OF BEAMS 98'-0"
SIZE OF WF BEAMS 36WF280

LENGTH & SIZE OF BOTTOM COVER PLATE 15' x 24" x 62'-0"
CAMBER 4 5/8"
DEAD LOAD DEFLECTION 3 3/8"
LIVE LOAD DEFLECTION 1"

STUD SHEAR CONNECTORS
TWO ROWS 7" x 7"
EXTERIOR 1/2 SPAN 13" SPACING
INTERIOR 1/2 SPAN 17" SPACING

- NEW STRUCTURE**
- 1 RECOMMENDED TYPE OF STRUCTURE 11-SIMPLE SPAN COMPOSITE W.F. BEAMS
 - 2 RECOMMENDED CLEAR SPAN 94.96'
MEASURED PARALLEL TO E NEW HIGHWAY 94.96'
MEASURED AT RIGHT ANGLES TO E Hwy 93.46'
 - 3 ARE THERE OBJECTIONS TO A PIER IN THE STREAM? ANSWER YES OR NO NA
 - 4 ORDINARY HIGH WATER ELEVATION AT NEW STRUCTURE NA
 - 5 EXTREME HIGH WATER ELEVATION AT NEW STRUCTURE NA SOURCE OF INFORMATION
 - 6 IS ALL WATER INTENDED TO PASS THROUGH NEW STRUCTURE? NA
 - 7 DOES STREAM REACH ITS MAXIMUM HIGH WATER ELEVATION RAPIDLY? NA IS ORDINARY RISE RAPID? NA
 - 8 LOW WATER ELEVATION AT NEW STRUCTURE NA
 - 9 DRAINAGE AREA IN ACRES ABOVE STRUCTURE NA CHARACTER OF TERRAIN NA
 - 10 IS STREAM EVER DRY? NA
 - 11 VELOCITY OF STREAM AT HIGH WATER STAGE NA ESTIMATED DISCHARGE NA
 - 12 AREA FULL OPENING NA AREA BELOW ORDINARY H.W. NA
 - 13 CHARACTER OF SCOUR NA DRIFT NA ICE NA
 - 14 ESTIMATED DRAINAGE AREA ABOVE NATURAL OR ARTIFICIAL STORAGE NA
 - 15 VERTICAL CLEARANCE ABOVE FLOOD ELEVATION NA
 - 16 ARE SIDEWALKS REQUIRED? IF SO ON WHAT SIDE? NO BOTH SIDES
 - 17 RECOMMENDED TYPE OF PAVEMENT 8\"/>
 - 18 TRAFFIC TO BE MAINTAINED UNDER ITEM NO. NA ONE OR TWO WAYS NA PROBABLE COST NA
 - 19 PROBABLE COST OF CLEARING AND GRUBBING STREAM CHANNEL AT STRUCTURE SITE NA
 - 20 SHOULD PROVISIONS BE MADE FOR PUBLIC UTILITIES? NO
 - 21 ESTIMATED ALLOWABLE LOAD ON FOUNDATIONS NA PILES SHOULD PILES BE USED? YES EST. LOTH. PILES



FOUNDATION INFORMATION

OBTAINED FOR DESIGN PURPOSES ONLY, AND THE STATE ASSUMES NO RESPONSIBILITY WHATSOEVER FOR THE SUFFICIENCY OR ACCURACY OF THE INFORMATION SHOWN. BOULDERS MAY BE ENCOUNTERED AT ANY PIER OR ABUTMENT LOCATION.

(1) Bridge Design H20-44 as modified for National System of Interstate Highways
(2) Design Stresses

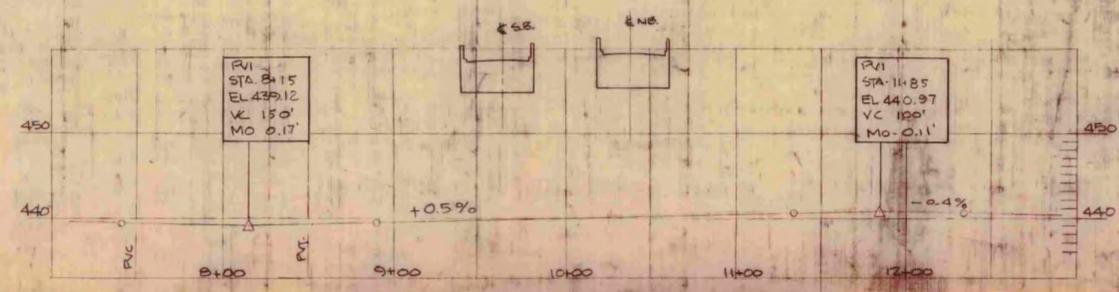
CONCRETE
F'c = 3000 P.S.F.
F'c = 1,200 P.S.F.
STRUCTURAL STEEL
F's = 20,000 P.S.I. (A36)
OTHER STEELS AS PER AASHTO SPECS.
REINFORCING STEEL
F's = 20,000 P.S.I. TENSION
F's = 16,000 P.S.I. COMPRESSION

DESIGN SPECIFICATIONS
THE AASHTO STANDARD SPECIFICATION FOR HIGHWAY BRIDGES 965, STATE OF VERMONT, DEPARTMENT OF HIGHWAYS, STANDARD SPECIFICATIONS FOR HIGHWAY AND BRIDGE CONSTRUCTION APRIL 1964 AND AASHTO INTERIM SPECIFICATIONS 1966-1967.

NOTE FOR DETAILS SEE SCB-B3-G7 T

SECTION A-A
TYPICAL BRIDGE SECTION (NOT TO SCALE)

PLAN
SCALE 1" = 20'



PROFILE OF PROPOSED SA-1
SCALE

LOCATION	EST. PILE LENGTH
SB A-1	85 FT.
SB A-2	85 FT.
NB A-3	80 FT.
NB A-4	80 FT.

RECOMMENDED FOR APPROVAL [Signature] 4/30/69 DATE
CONSTRUCTION ENGINEER

RECOMMENDED FOR APPROVAL [Signature] 4/24/69 DATE
BRIDGE ENGINEER

RECOMMENDED FOR APPROVAL [Signature] 4/21/69 DATE
ASST. CHIEF ENGINEER

APPROVED BY: [Signature] 4/25/69 DATE
CHIEF ENGINEER

STATE OF VERMONT
DEPARTMENT OF HIGHWAYS

INTERSTATE 91 IN THE TOWNS OF
THEPORD AND FAIRLEE

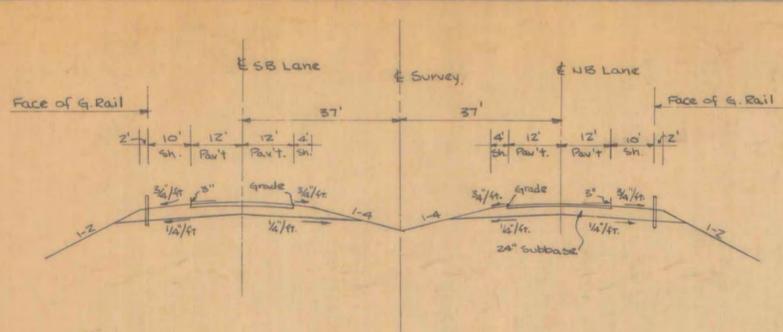
ROUTE NO. I-91 LOG STA. OVERPASS AT FAIRLEE SA-1

BOSWELL ENGINEERING CO.
RIDGEFIELD PARK NEW JERSEY

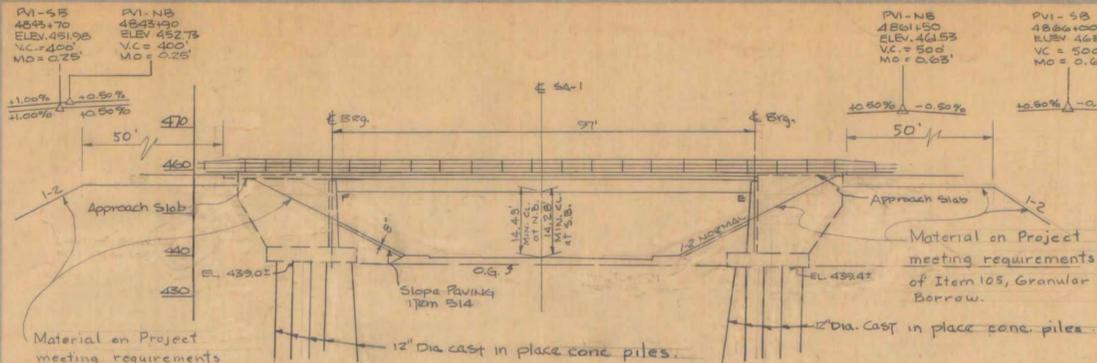
SURVEYED BY AL CHECKED BY AL SCALE AS SHOWN
DRAWN BY SL IN CHARGE AL DATE 4/25/69

PROJECT NO. I-91-2(9) SHEET 222 OF 252

REVISED FOR NOTICING OF SA-1 11/3/65 BR 202 OF BR 210



NEW HIGHWAY SECT. STA. 4853+50 TO STA. 4854+50
SCALE: 1" = 20'



NEW HIGHWAY PROFILES ALONG & NB & SB
SCALE: 1" = 20'

NOTE:
HAUNCH DETAIL ON SCB-D2-67 IS TO BE MODIFIED TO SHOW 1/2" MINIMUM.

STRUCTURAL STEEL BEAM DATA	
SPAN C. TO C. BEARINGS	97'-0"
LENGTH OF BEAMS	98'-0"
SIZE OF W F BEAMS	36W F 280
LENGTH & SIZE OF BOTTOM COVER PLATE	15" x 24" x 62'-0"
CAMBER	4 5/8"
DEAD LOAD DEFLECTION	3 3/8"
LIVE LOAD DEFLECTION	1"
STUD SHEAR CONNECTORS	
Two Rows 7/8" x 7"	
EXTERIOR 1/2 SPAN 13" SPACING	
INTERIOR 1/2 SPAN 17" SPACING	

HIGHWAY NO. I-91 NAME OF HIGHWAY INTERSTATE
STRUCTURE NO. S6-B10 COUNTY ORANGE TOWN FAIRLEE
PROJECT NO. I-91-2(9) LOCATION I-91 OVER FAIRLEE SA-1

- EXISTING STRUCTURE - N.A.**
- 1 RATED LOADING OF EXISTING STRUCTURE
 - 2 TYPE OF EXISTING STRUCTURE NONE
 - 3 UNDERCLEARANCE ELEVATION OF EXISTING STRUCTURE
 - 4 WHAT DISPOSITION SHOULD BE MADE OF EXISTING STRUCTURE? COST OF REMOVAL
 - 5 SHOULD EXISTING STRUCTURE BE USED TO MAINTAIN TRAFFIC DURING CONSTRUCTION OF NEW STRUCTURE?
 - 6 SHOULD NEW TEMPORARY STRUCTURE BE BUILT?
 - 7 ORDINARY HIGH WATER SURFACE ELEV. AT EXISTING STRUCTURE WATERWAY TO ORDINARY H.W.
 - 8 EXTREME HIGH WATER AT EXISTING STRUCTURE
 - 9 SPAN OF EXISTING BRIDGE UPSTREAM WATERWAY TO EXTREME H.W.
 - 10 SPAN OF EXISTING BRIDGE DOWNSTREAM WATERWAY TO EXTREME H.W.
 - 11 TYPE OF FOUNDATION UNDER EXISTING ABUTMENTS
 - 12 DOES ALL WATER AT FLOOD ELEVATION PASS THROUGH EXISTING STRUCTURE?
 - 13 IF NOT AT WHAT ELEVATION IS RELIEF AFFORDED?
 - 14 ADDITIONAL WATERWAY AREA PROVIDED

- NEW STRUCTURE**
- 1 RECOMMENDED TYPE OF STRUCTURE 1-SIMPLE SPAN COMPOSITE W.F. BEAMS
 - 2 RECOMMENDED CLEAR SPAN 94.96'
 - MEASURED PARALLEL TO & NEW HIGHWAY 94.96'
 - MEASURED AT RIGHT ANGLES TO & HWY 93.46'
 - 3 ARE THERE OBJECTIONS TO A PIER IN THE STREAM? ANSWER YES OR NO. NA
 - 4 ORDINARY-HIGH WATER ELEVATION AT NEW STRUCTURE NA
 - 5 EXTREME HIGH WATER ELEVATION AT NEW STRUCTURE NA SOURCE OF INFORMATION
 - 6 IS ALL WATER INTENDED TO PASS THROUGH NEW STRUCTURE? NA
 - 7 DOES STREAM REACH ITS MAXIMUM HIGH WATER ELEVATION RAPIDLY? NA IS ORDINARY RISE RAPID? NA
 - 8 LOW WATER ELEVATION AT NEW STRUCTURE NA
 - 9 DRAINAGE AREA IN ACRES ABOVE STRUCTURE NA CHARACTER OF TERRAIN NA
 - 10 IS STREAM EVER DRY? NA
 - 11 VELOCITY OF STREAM AT HIGH WATER STAGE NA ESTIMATED DISCHARGE NA
 - 12 AREA FULL OPENING NA AREA BELOW ORDINARY H.W. NA
 - 13 CHARACTER OF SCOUR NA DRIFT NA ICE NA
 - 14 ESTIMATED CLEARANCE AREA ABOVE NATURAL OR ARTIFICIAL STORAGE NA
 - 15 VERTICAL CLEARANCE ABOVE FLOOD ELEVATION NA
 - 16 ARE SIDEWALKS REQUIRED? IF SO ON WHAT SIDE? NO BOTH SIDES
 - 17 RECOMMENDED TYPE OF PAVEMENT 8" Reinf. Concr., 2" Bit Concr.
 - 18 TRAFFIC TO BE MAINTAINED UNDER ITEM NO. NA ONE OR TWO WAYS NA PROBABLE COST NA
 - 19 PROBABLE COST OF CLEARING AND GRUBBING STREAM CHANNEL AT STRUCTURE SITE NA
 - 20 SHOULD PROVISIONS BE MADE FOR PUBLIC UTILITIES? NO
 - 21 ESTIMATED ALLOWABLE LOAD ON FOUNDATIONS NO SHOULD PILES BE USED? NO EST. LGTH. NA

FOUNDATION INFORMATION

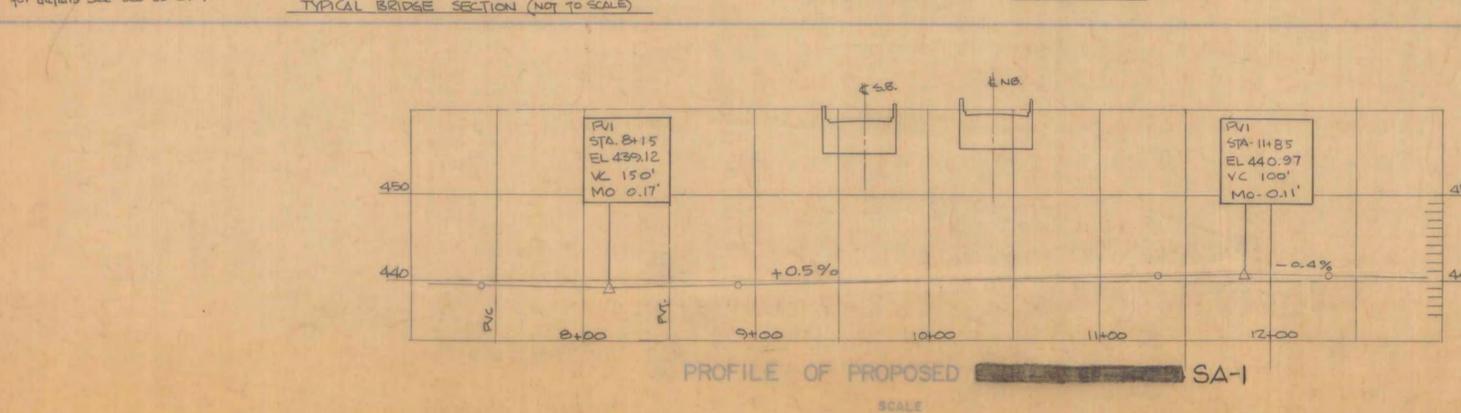
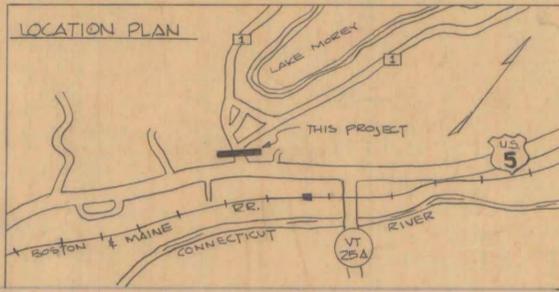
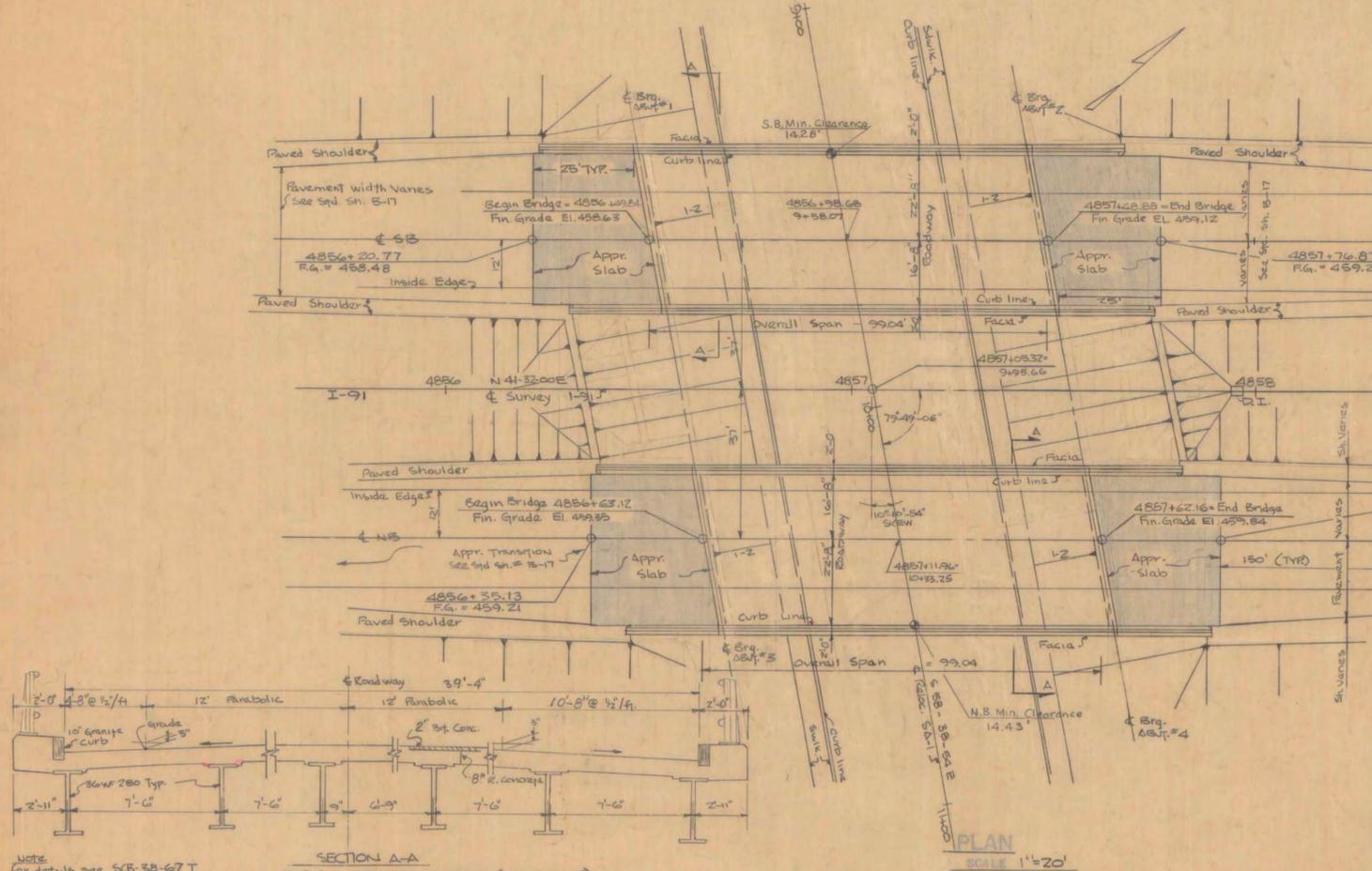
OBTAINED FOR DESIGN PURPOSES ONLY, AND THE STATE ASSUMES NO RESPONSIBILITY WHATSOEVER FOR THE SUFFICIENCY OR ACCURACY OF THE INFORMATION SHOWN. BOULDERS MAY BE ENCOUNTERED AT ANY PIER OR ABUTMENT LOCATION.

- (1) Bridge Design
- (2) Design Stresses

PROPOSED SA-1

REINFORCING STEEL
F_s = 20,000 PSI TENSION
F_c = 16,000 PSI COMPRESSION

DESIGN SPECIFICATIONS
THE AASHTO STANDARD SPECIFICATION FOR HIGHWAY BRIDGES 1965, STATE OF VERMONT, DEPARTMENT OF HIGHWAYS, STANDARD SPECIFICATIONS FOR HIGHWAY AND BRIDGE CONSTRUCTION APRIL 1964 AND AASHTO INTERIM SPECIFICATIONS 1966-1967.



LOCATION	EST. PILE LENGTH
SB A-1	85 FT.
SB A-2	85 FT.
NB A-3	80 FT.
NB A-4	80 FT.

RECOMMENDED FOR APPROVAL J.C. Sullivan 4/24/69
CONSTRUCTION ENGINEER/80 DATE

RECOMMENDED FOR APPROVAL L.M. Spin 4/24/69
BRIDGE ENGINEER DATE

RECOMMENDED FOR APPROVAL E.H. Stubbins 4/25/69
ASST. CHIEF ENGINEER DATE

APPROVED BY R.N. Curd 4/25/69
CHIEF ENGINEER DATE

STATE OF VERMONT
DEPARTMENT OF HIGHWAYS

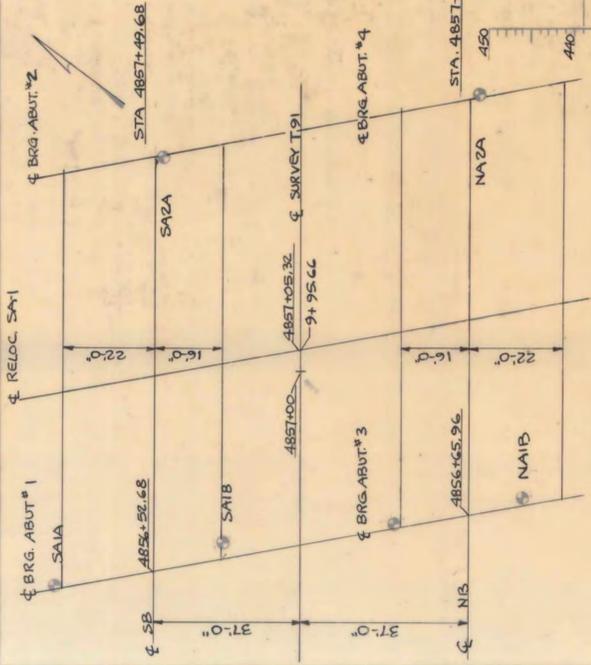
INTERSTATE 91 IN THE TOWNS OF
THETFORD AND FAIRLEE

ROUTE NO. I-91 LOG STA.
OVERPASS AT FAIRLEE SA-1

BOSWELL ENGINEERING CO.
RIDGFIELD PARK NEW JERSEY

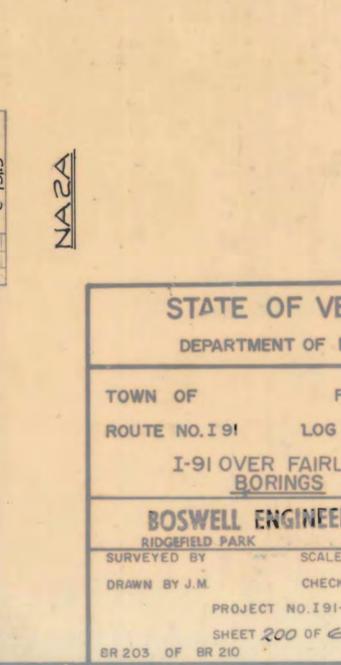
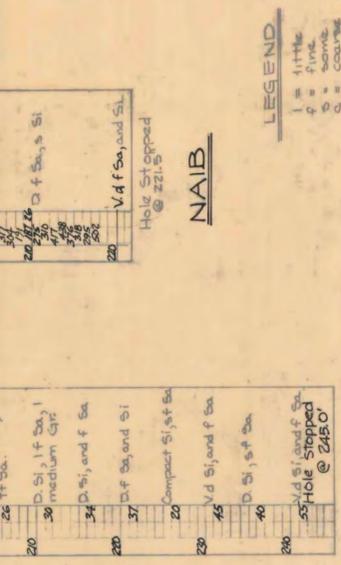
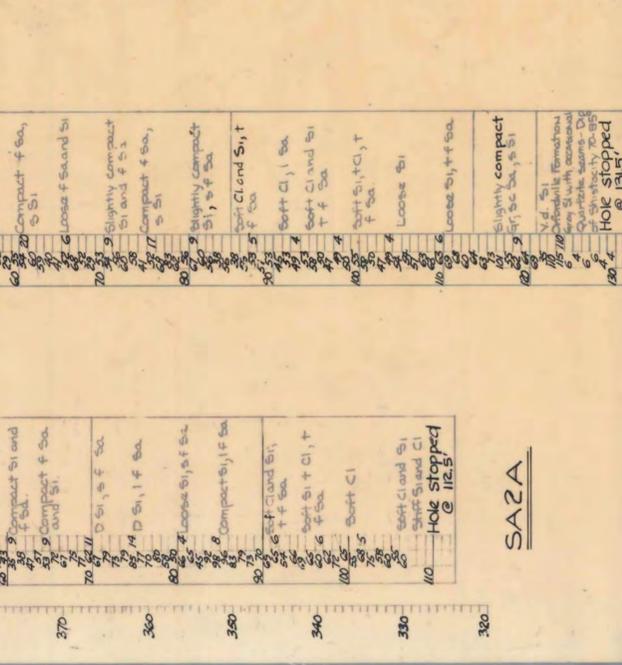
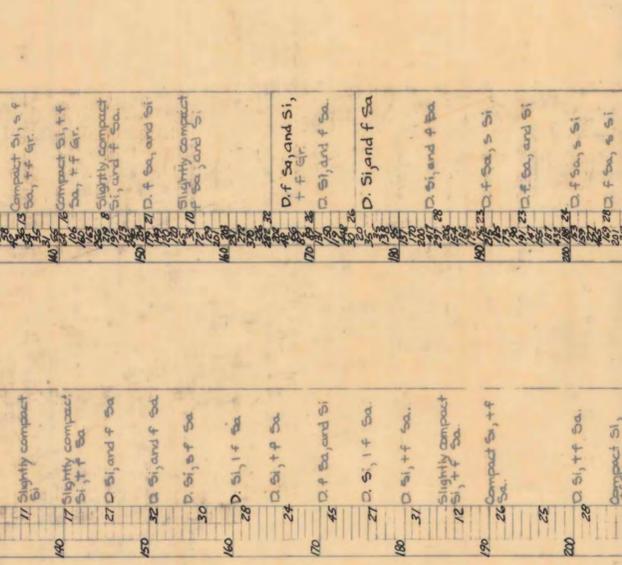
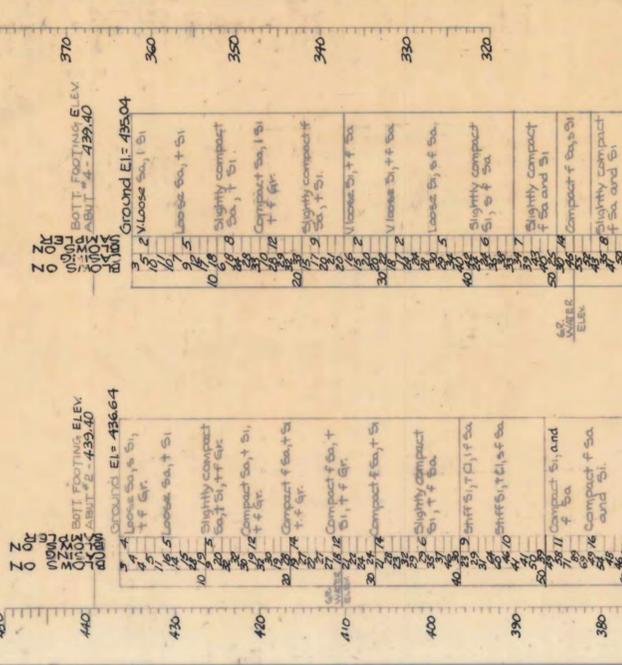
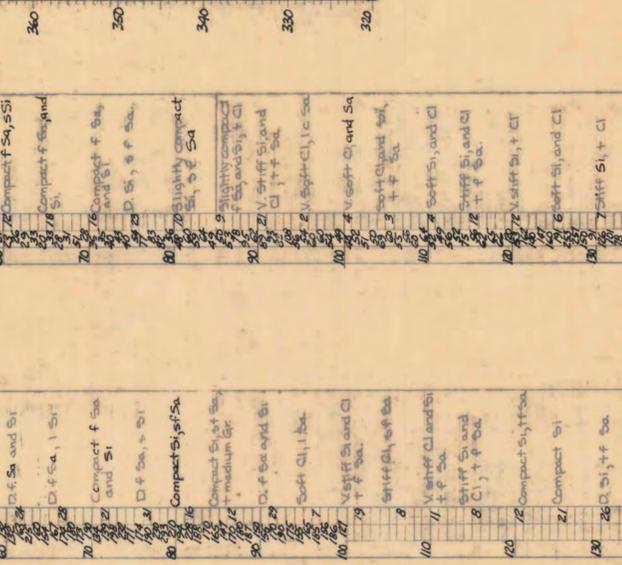
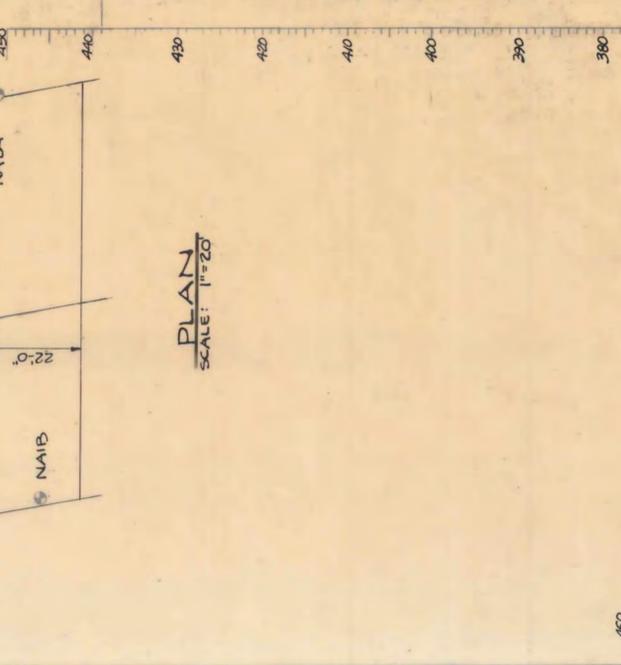
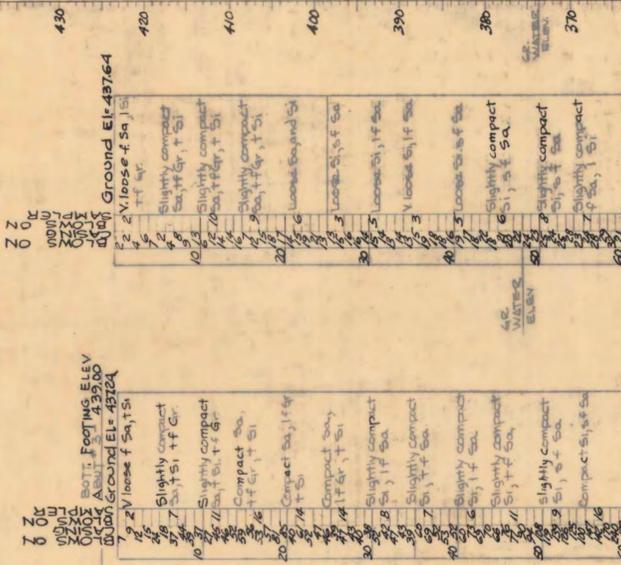
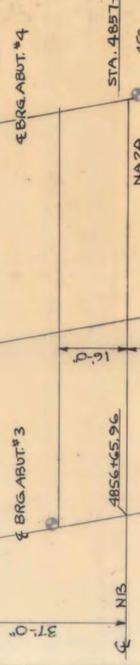
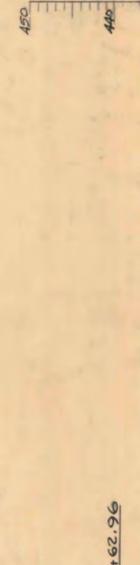
PROJECT NO. I-91-2(9) SHEET 199 OF 659

REVISOR FOR WIDENING OF SA-1 11/9/65 BR 202 OF BR 210



BORING NO	STATION	OFFSET	GROUND ELEVATION	LEGE ELEVATION
SA1A	4856+150	60' LT.	436.94	NONE FD
SA1B	4856+150	20' LT.	437.14	"
SA2A	4857+150	35' LT.	436.64	"
NA1A	4856+155	20' RT.	437.24	"
NA1B	4856+150	50' RT.	437.64	"
NA2A	4857+155	40' RT.	435.04	"

STANDARD PENETRATION BORINGS
 Casing outside diameter 4" SA1B & NA1A
 Casing outside diameter 2 1/2" all others
 Casing inside diameter 300 lbs.
 Weight of hammer 300 lbs.
 Hammer fall 24"
 Sampler outside diameter 2"
 Sampler inside diameter 1 1/2"
 Weight of hammer 140 lbs.
 Hammer fall 30"



LEGEND
 f = fine
 m = medium
 s = some
 c = coarse
 d = dense
 v = trace
 Sa = sand
 Ss = silt
 Cl = clay
 Sh = shale

NA1A
 Hole stopped @ 245.0'

NA1B
 Hole stopped @ 245.0'

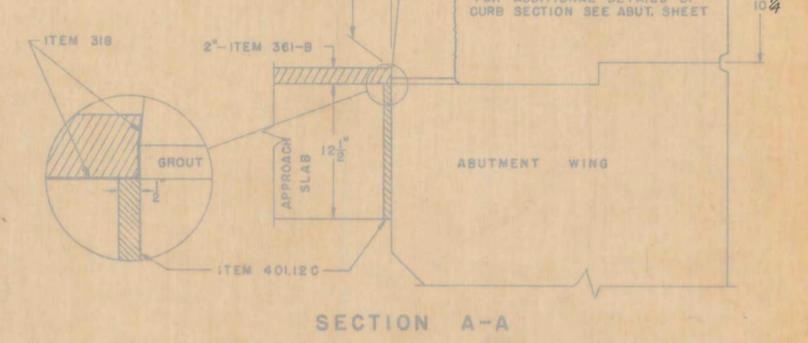
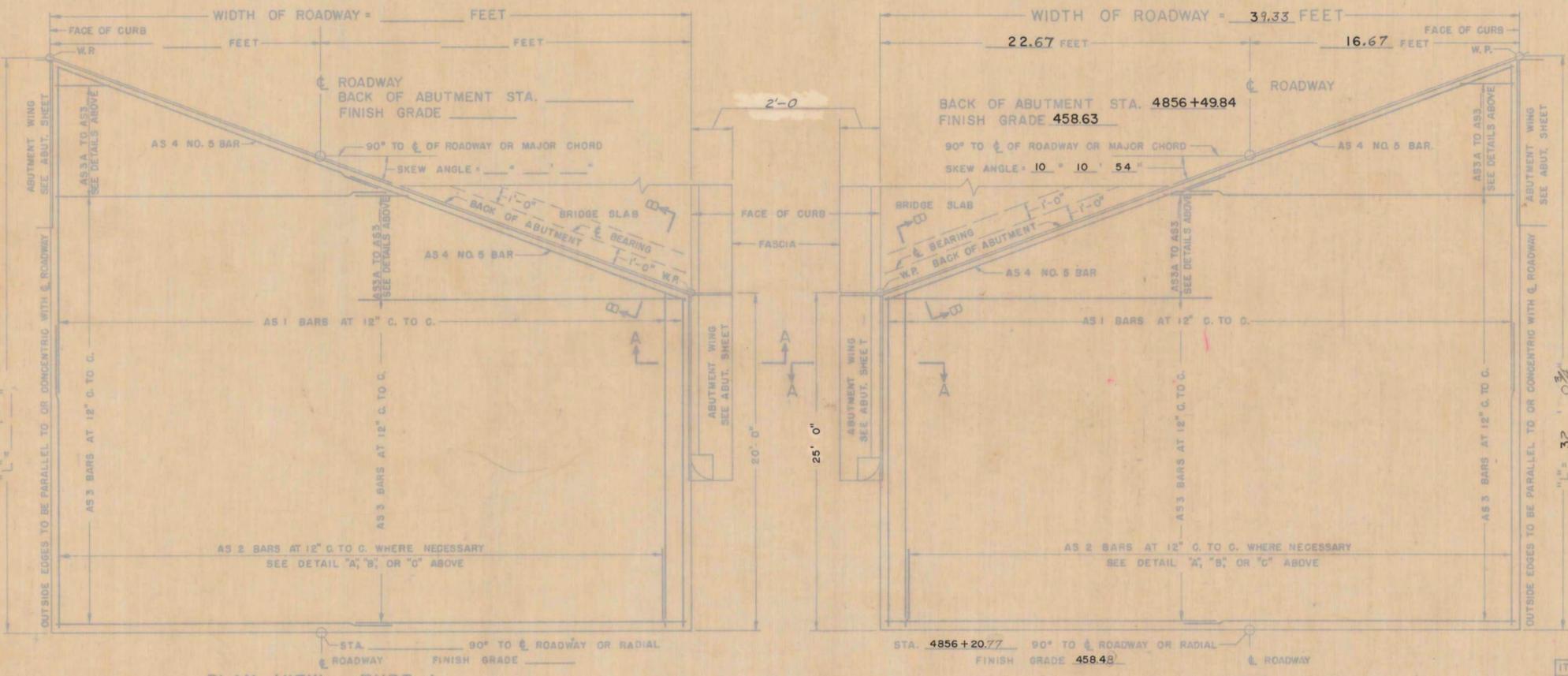
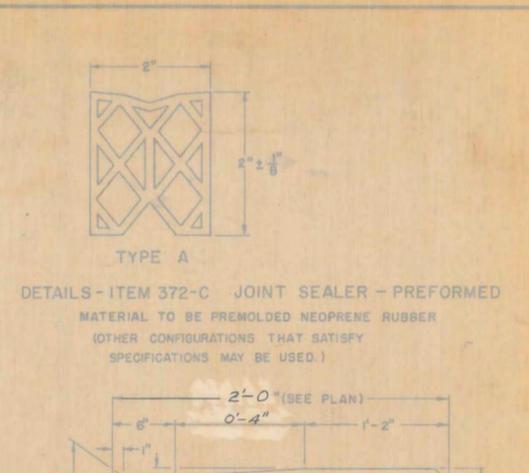
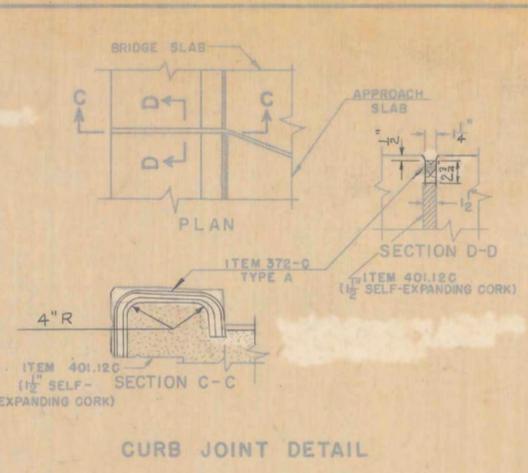
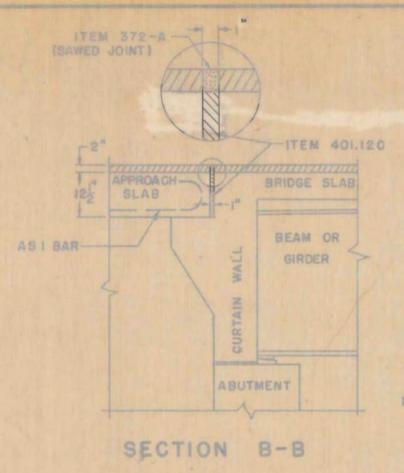
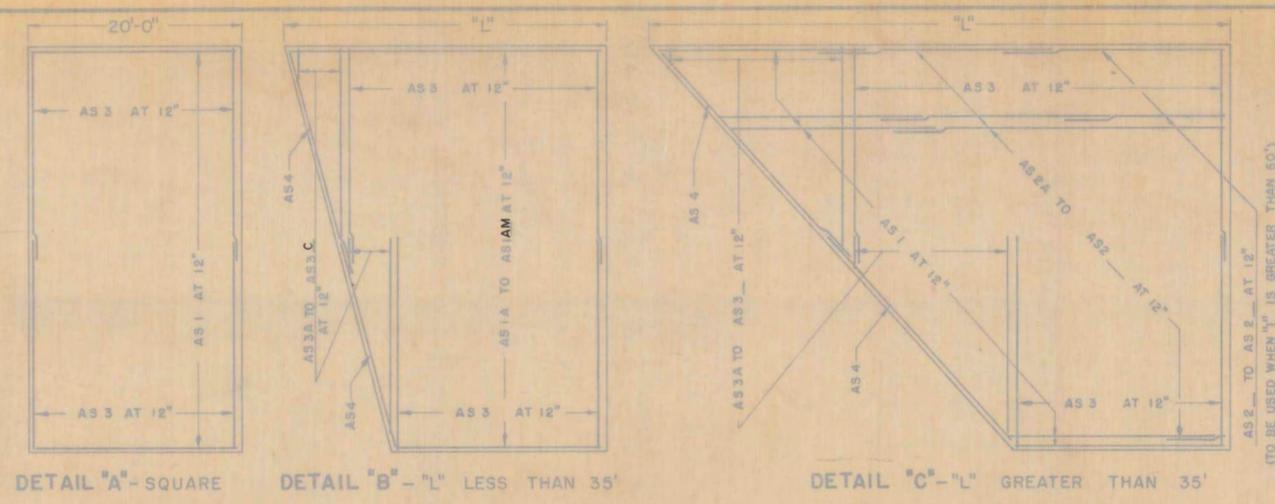
NA2A
 Hole stopped @ 115.5'

SA1A
 Hole stopped @ 260.0'

SA1B
 Hole stopped @ 260.0'

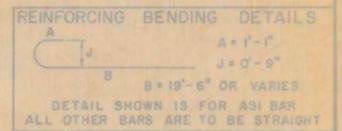
SA2A
 Hole stopped @ 115.5'

STATE OF VERMONT
 DEPARTMENT OF HIGHWAYS
 TOWN OF FAIRLEE
 ROUTE NO. 191 LOG STA.
 I-91 OVER FAIRLEE SA-1 BORINGS
BOSWELL ENGINEERING CO.
 RIDGERFIELD PARK NEW JERSEY
 SURVEYED BY SCALE AS NOTED
 DRAWN BY J.M. CHECKED BY A.J.T.
 PROJECT NO. 191-2 (9)
 SHEET 200 OF 639
 BR 203 OF BR 210



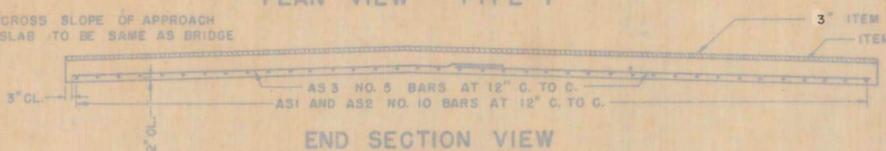
GENERAL NOTES

- ALL WORK AND MATERIALS SHALL CONFORM TO THE STATE OF VERMONT, DEPARTMENT OF HIGHWAYS, STANDARD SPECIFICATIONS FOR HIGHWAY AND BRIDGE CONSTRUCTION DATED APRIL 1964, AND THE A.A.S.H.O. SPECIFICATIONS DATED 1965, DESIGNED FOR HS 20-44 LOADING.
- ALL REINFORCING STEEL SHALL BE DETAILED ON THE REINFORCING STEEL SCHEDULE. ALL SPLICES SHALL BE A MINIMUM OF 40 BAR DIAMETERS.
- Bituminous concrete pavement depth shall be 2" at the bridge end and vary to 3" at the roadway end.



LIST OF QUANTITIES

ITEM NO.	ITEM	UNIT
318	TAR EMULSION FOR BRIDGE FLOORS	GAL.
361	BITUMINOUS CONCRETE PAVEMENT, MOD.	TONS
372-A	JOINT SEALER - HOT Poured	L.F.
372-C	JOINT SEALER - PREFORMED, TYPE A	L.F.
401-B	CONCRETE CLASS B, MODIFIED	OY.
402	REINFORCING STEEL	LB.



DETAILS OF APPROACH SLAB FOR 38' FOOT BRIDGE
 TO BE USED FOR BRIDGE AT STATION 4856 + 98.68 S.B.
 LOCATION I-91 OVER FAIRLEE SA-1

**STATE OF VERMONT
 DEPARTMENT OF HIGHWAYS
 STANDARD STRUCTURE
 SB-AS-65**

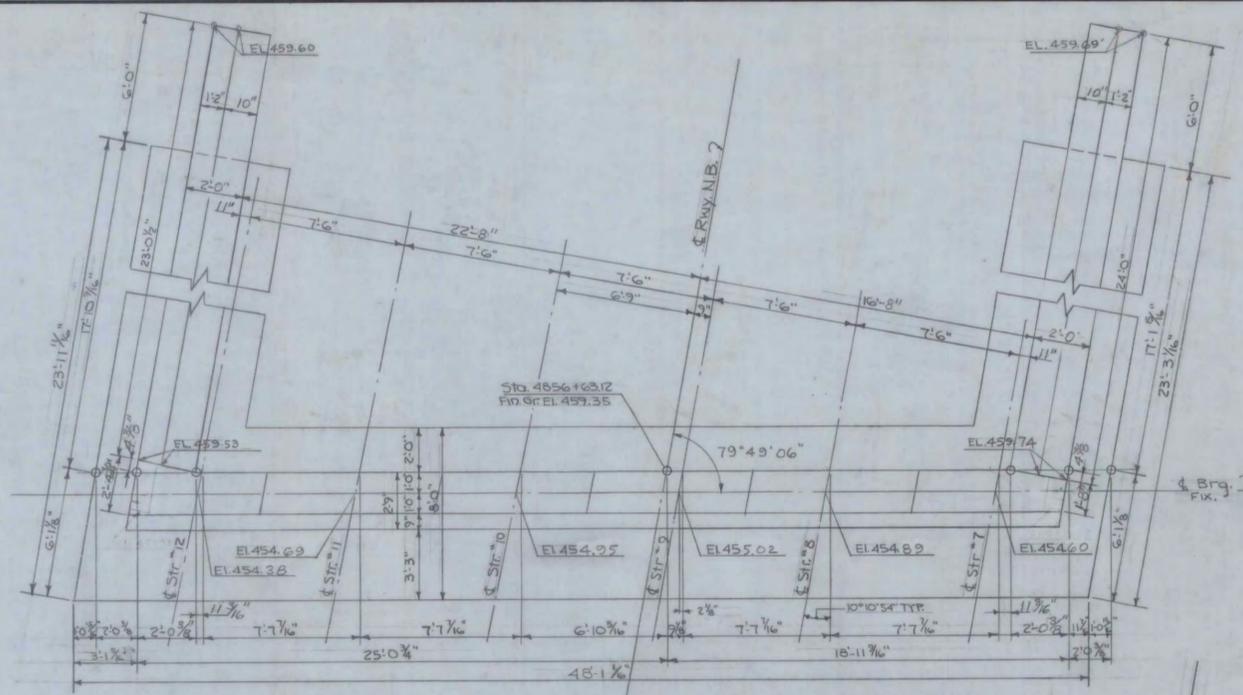
PROJECT THETFORD-FAIRLEE
 TOWN OF FAIRLEE
 ROUTE NO. I-91 STA. _____
 I-91 OVER FAIRLEE SA-1
 APPROACH SLAB NO. 1
 NOT TO SCALE
 IN CHARGE A.J.I.
 DESIGNED BY J.M. CHECKED BY A.J.I.
 PROJECT NO. I-91-2 (9)
 SHEET 203 OF 689 BR 206 OF 210

REVISIONS AND CORRECTIONS

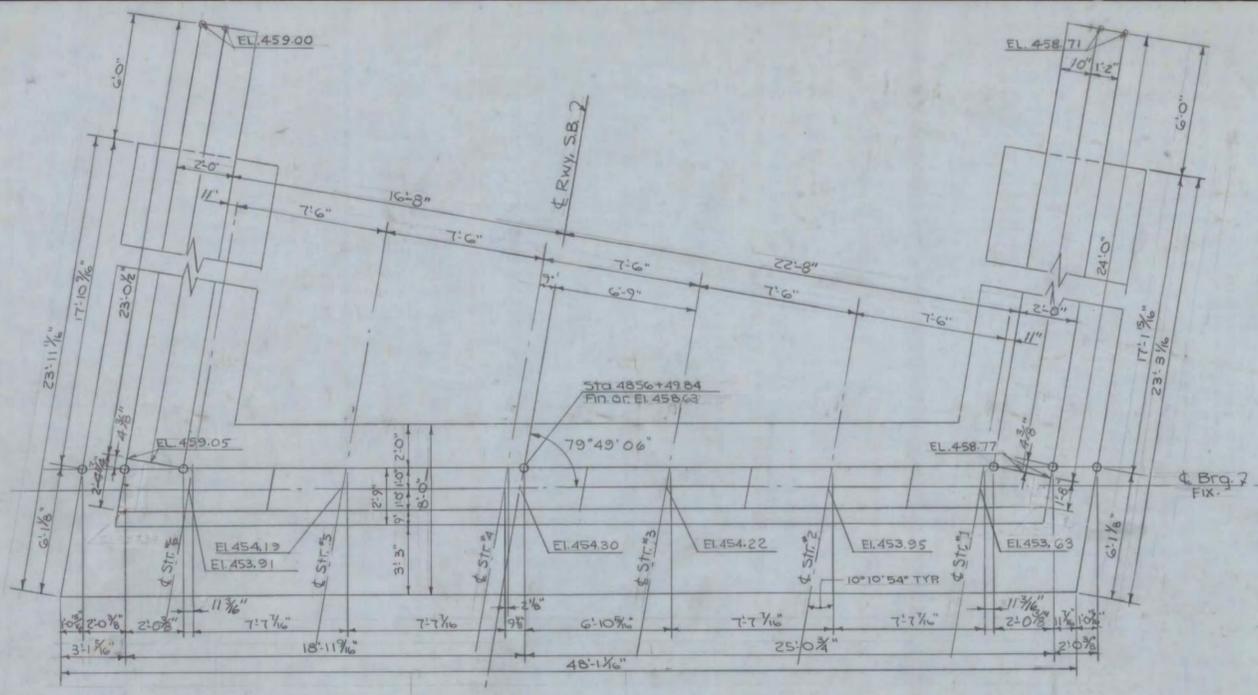
- DIMENSIONS OF JOINT FOR SEALER TYPE A REVISED, 4/15/65 W.B.T.
- DIMENSIONS OF JOINT SEALER TYPE B REVISED 6/23/65 W.B.T.
- JOINT BETWEEN CURB AND SLAB REVISED, BITUMINOUS CONCRETE REVISED TO 2", QUANTITY TOTALS REMOVED. 12/7/66, W.B.T.

DRAWN BY: W.B.T. Jan 1965
 TRACED BY: W.B.T. Jan 1965
 CHECKED BY: W.M.S. Feb. 1965

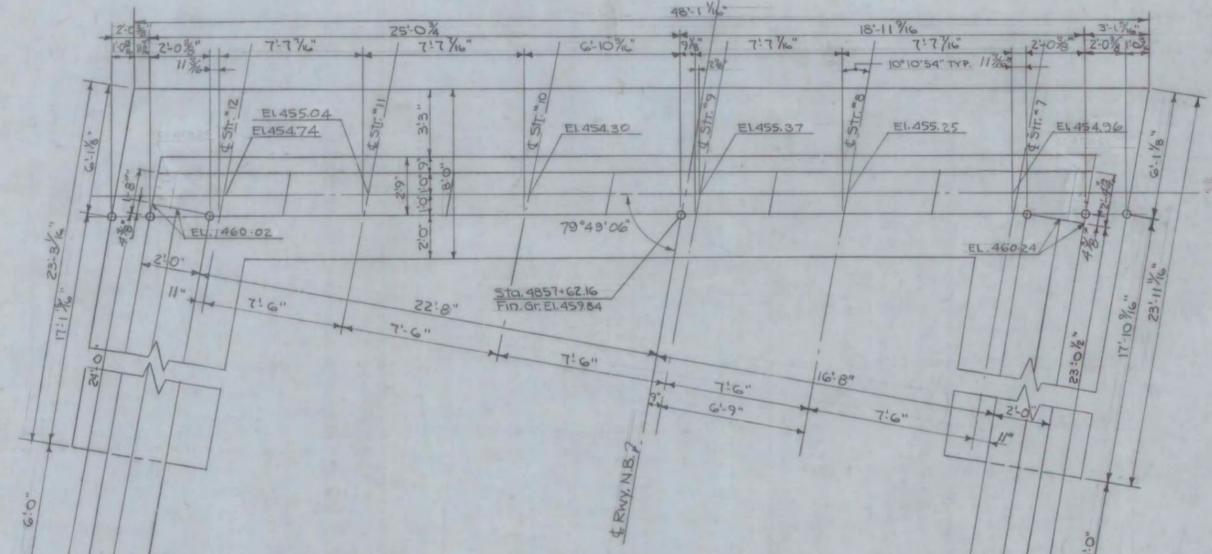
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 RECOMMENDED FOR APPROVAL: [Signature] 2/4/65
 APPROVED BY: [Signature] 2/4/65



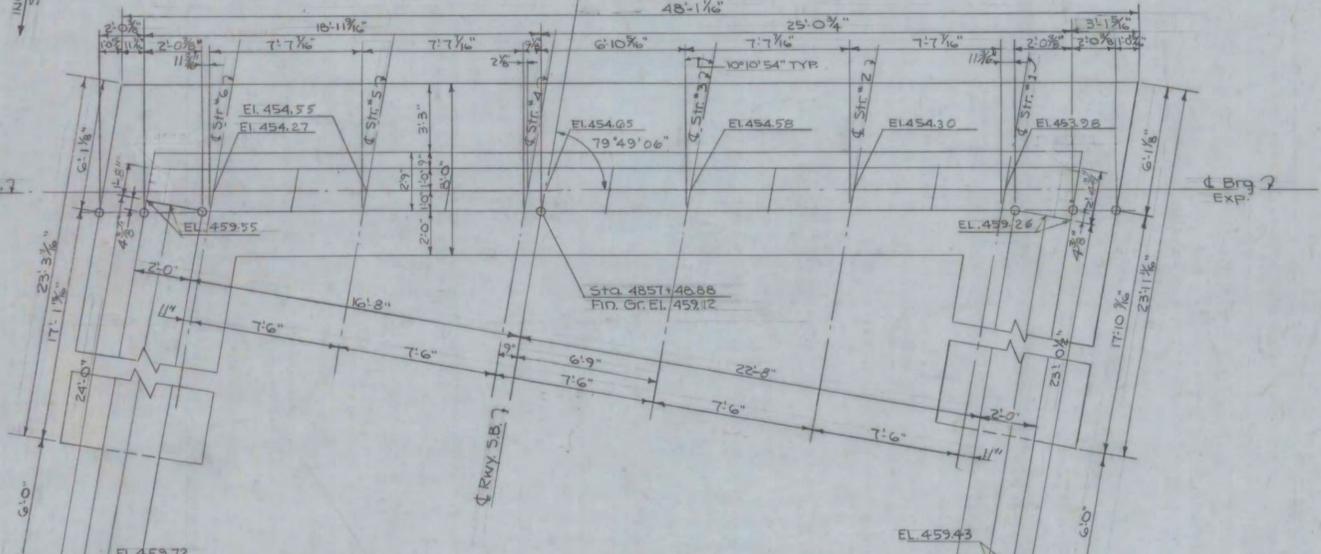
PLAN ABUT. 3
Scale: 1/4" = 1'-0"



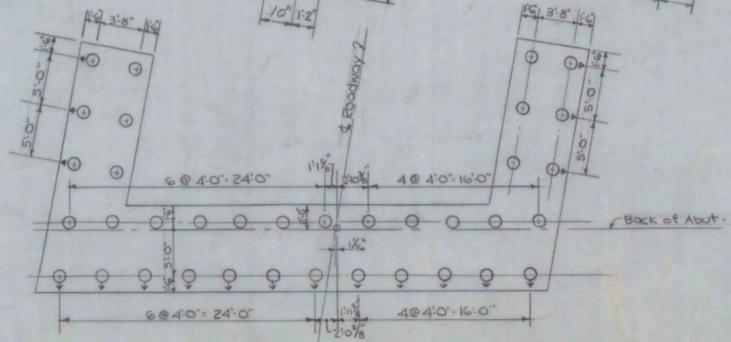
PLAN ABUT. 1
Scale: 1/4" = 1'-0"



PLAN ABUT. 4
Scale: 1/4" = 1'-0"



PLAN ABUT. 2
Scale: 1/4" = 1'-0"



PILE PLAN
Scale: 1/8" = 1'-0"

No PILES	ESTIMATED LENGTH
ABUT. 1	36 85'
ABUT. 2	36 85'
ABUT. 3	36 80'
ABUT. 4	36 80'

NOTES

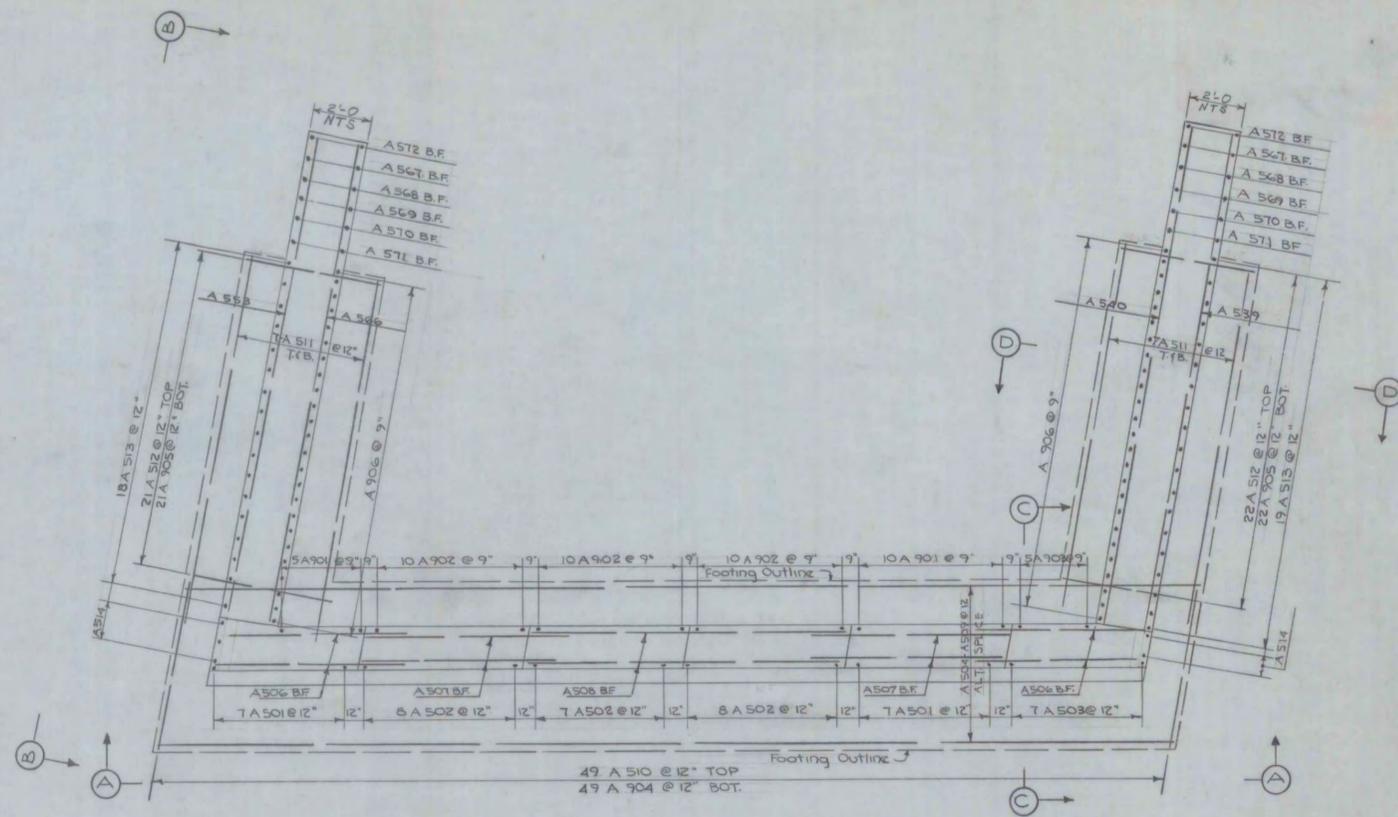
1. For general notes see 5CB-DI-67
2. For Abutment details see Br. 205 of 210.
3. For details of piles see SB-PI-66
4. For construction joint details see 5CB-D6-67
5. Construct embankment within area of abutments to elevation 0'-6" above indicated bottom of footing prior to driving piling. Excavation of this material to be paid for as structural excavation, Item # 109.
6. At least one Pile Loading Test, Item 505, shall be made. Additional tests to be made only when ordered by the engineer.
7. Symbol Q indicates pile battered 2:12 in direction of arrow.
8. All piling shall be driven to support a minimum of 40 Tons / pile.

STATE OF VERMONT
DEPARTMENT OF HIGHWAYS

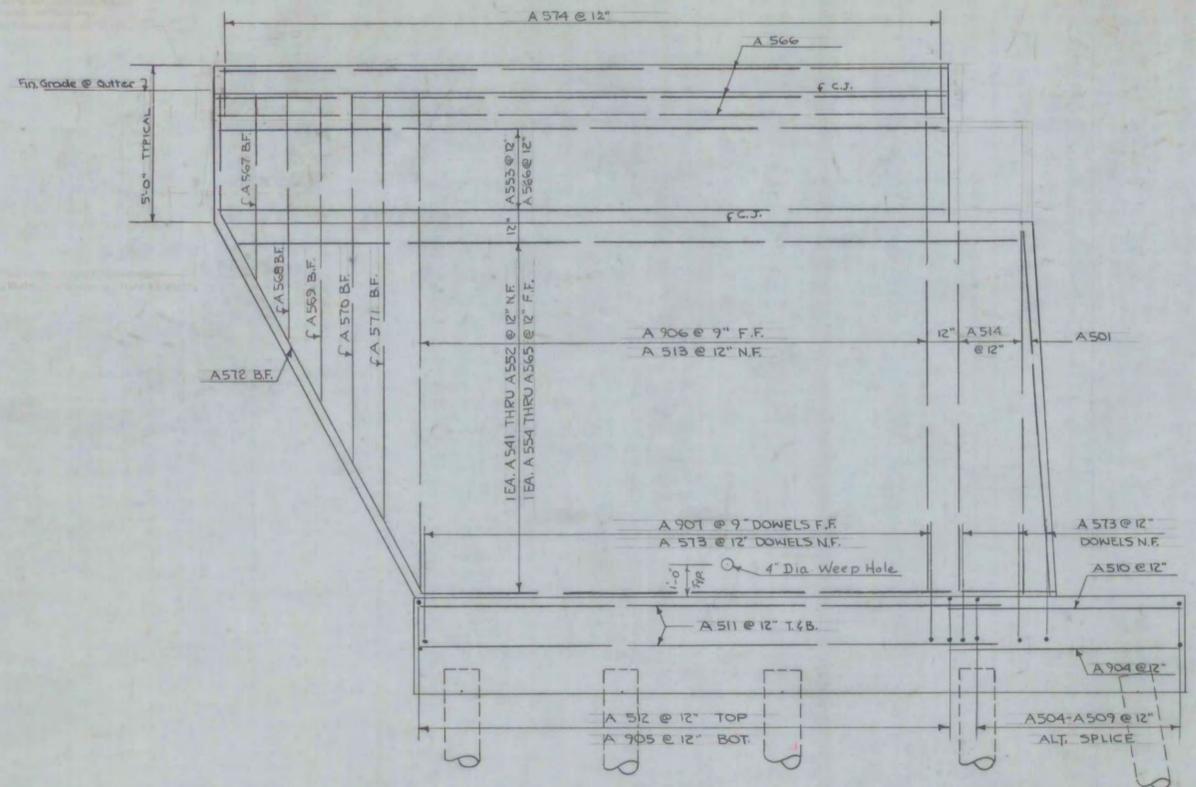
TOWN OF FAIRLEE
ROUTE NO. I-91 LOG STA.
I-91 OVER SA-1
ABUTMENT PLANS

BOSWELL ENGINEERING CO.
RIDGEFIELD PARK NEW JERSEY

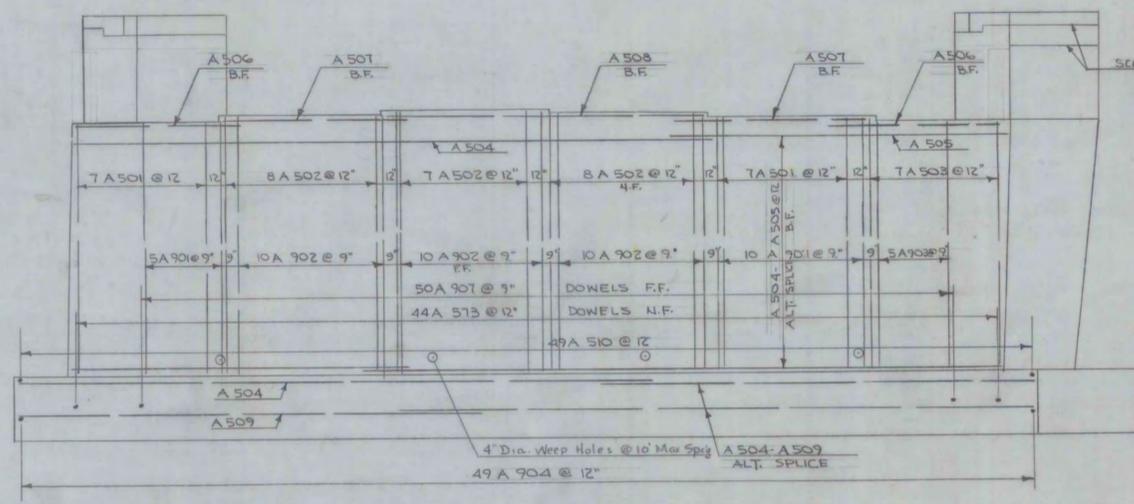
SURVEYED BY A.R. SCALE AS NOTED
DRAWN BY J.M. CHECKED BY A. J. I.
PROJECT NO. I91-2(9)
SHEET 201 OF 689
BR 204 OF 210



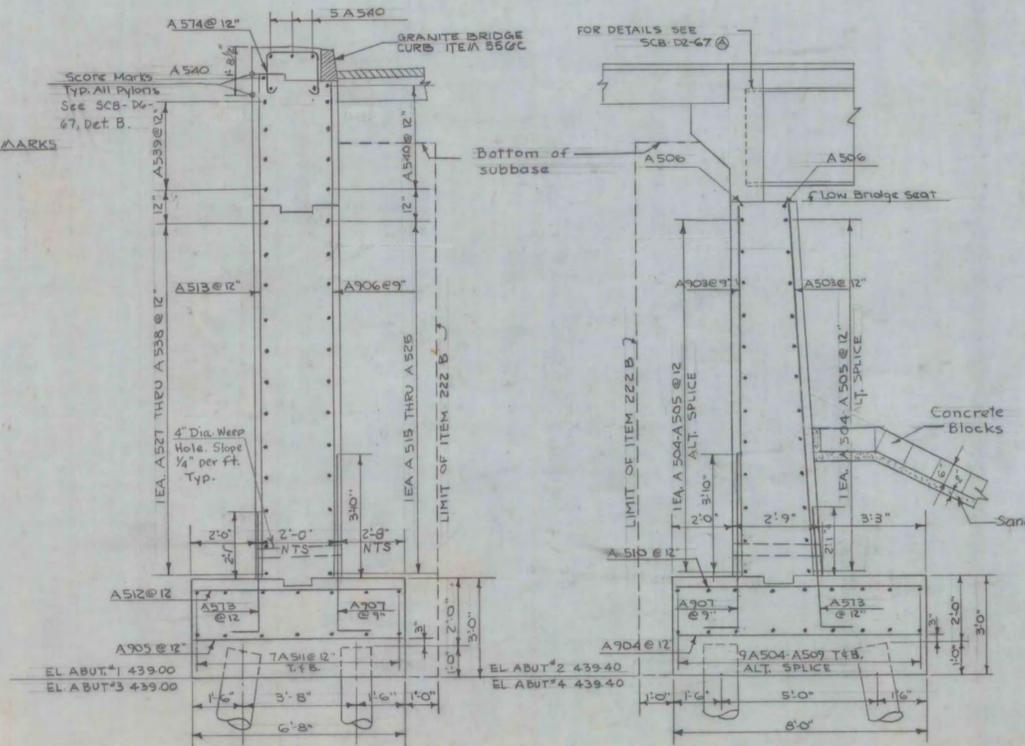
REINFORCING PLAN
Scale: 1/4" = 1'-0"

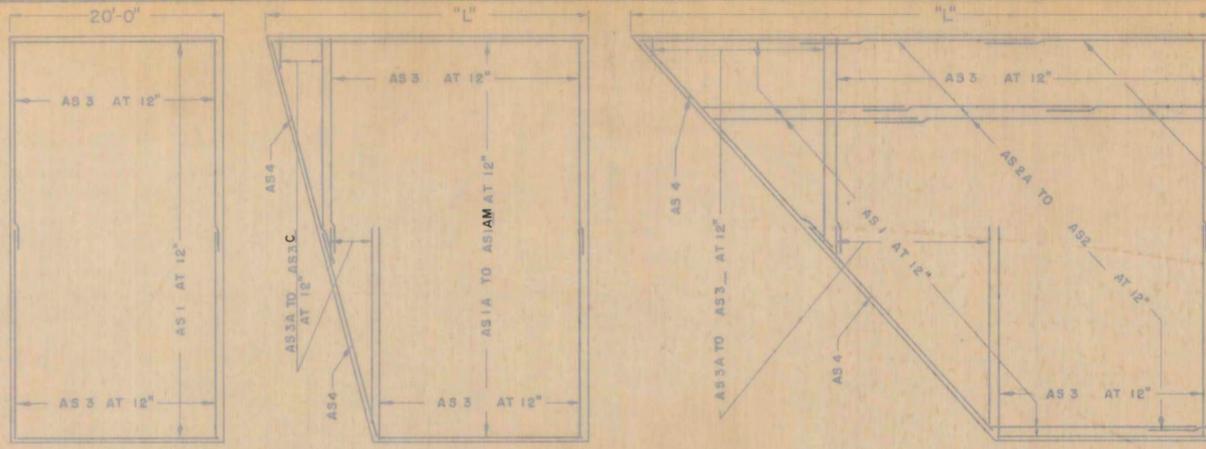


ELEVATION B-B
Scale: 3/8" = 1'-0"

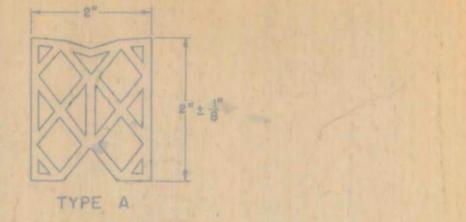
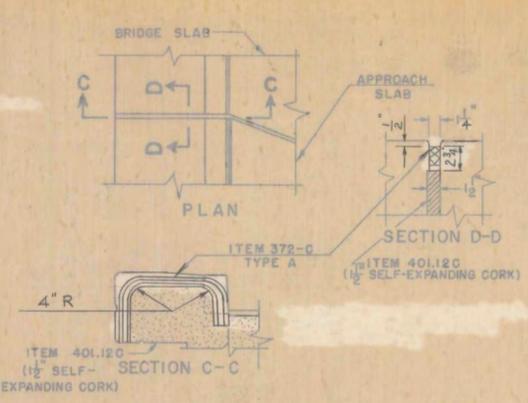
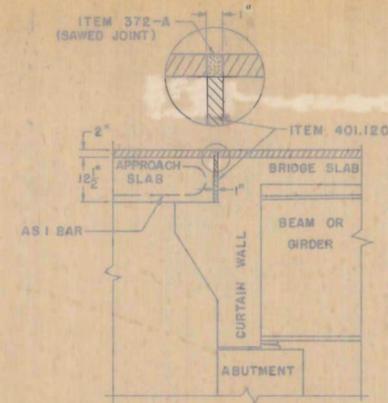


ELEVATION A-A
Scale: 1/4" = 1'-0"

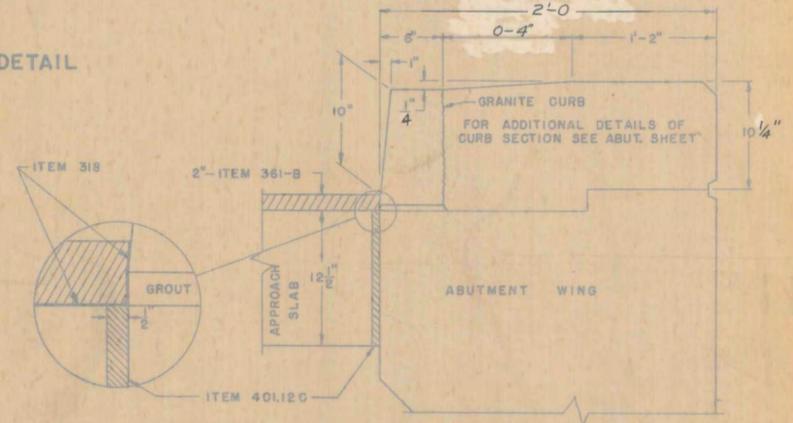
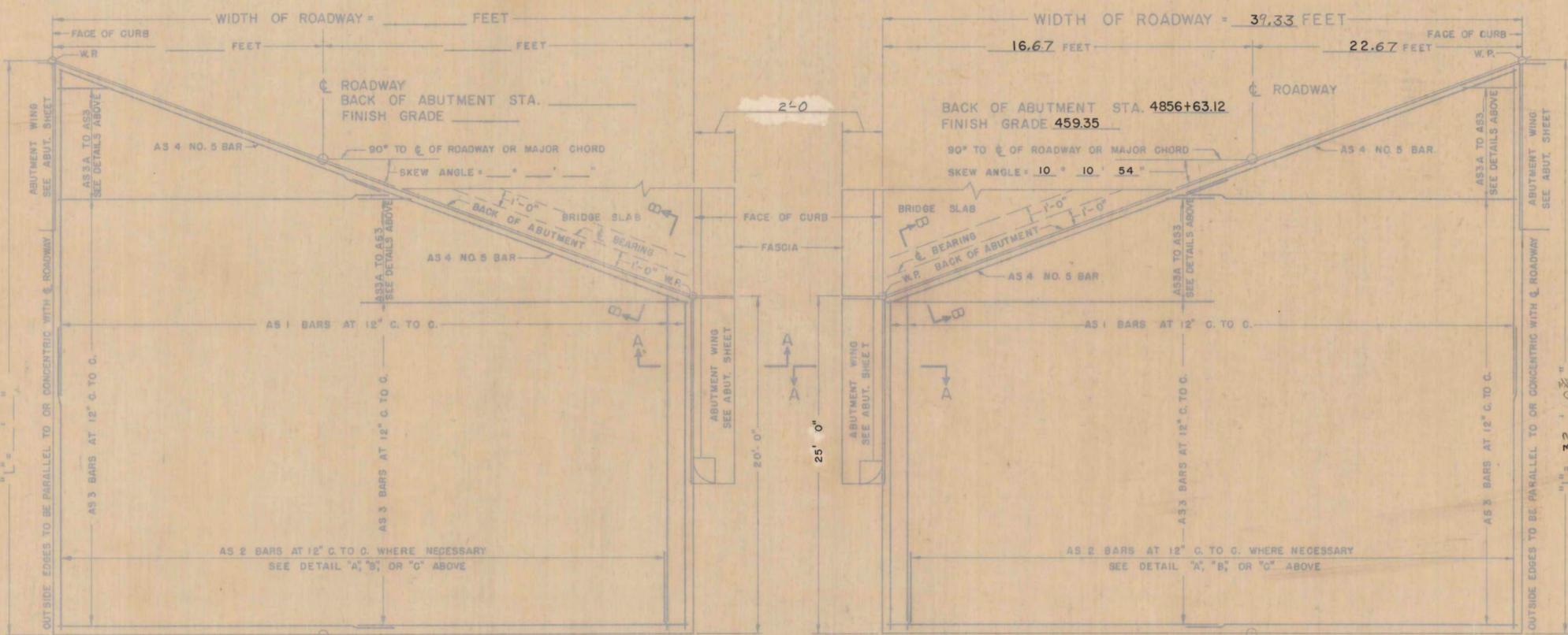




(TO BE USED WHEN "L" IS GREATER THAN 50')

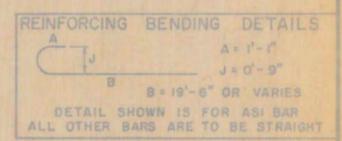


DETAILS - ITEM 372-C JOINT SEALER - PREFORMED
 MATERIAL TO BE PREFORMED NEOPRENE RUBBER
 (OTHER CONFIGURATIONS THAT SATISFY
 SPECIFICATIONS MAY BE USED.)



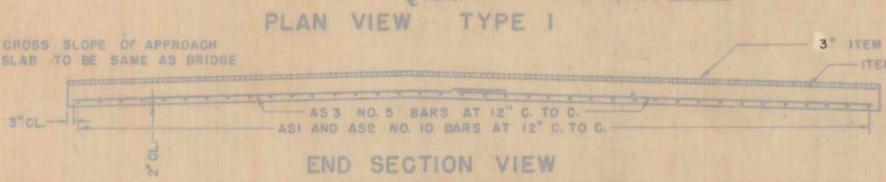
GENERAL NOTES

1. ALL WORK AND MATERIALS SHALL CONFORM TO THE STATE OF VERMONT, DEPARTMENT OF HIGHWAYS, STANDARD SPECIFICATIONS FOR HIGHWAY AND BRIDGE CONSTRUCTION DATED APRIL 1964, AND THE A.A.S.H.O. SPECIFICATIONS DATED 1965, DESIGNED FOR HS20-44 LOADING.
2. ALL REINFORCING STEEL SHALL BE DETAILED ON THE REINFORCING STEEL SCHEDULE. ALL SPLICES SHALL BE A MINIMUM OF 40 BAR DIAMETERS.
3. See Sheet BR 206 Note #3.



LIST OF QUANTITIES

ITEM NO.	ITEM	UNIT
318	TAR EMULSION FOR BRIDGE FLOORS	GAL.
361	BITUMINOUS CONCRETE PAVEMENT, MOD.	TONS
372-A	JOINT SEALER - HOT POURED	L.F.
372-C	JOINT SEALER - PREFORMED, TYPE A	L.F.
401-B	CONCRETE CLASS B, MODIFIED	CY.
402	REINFORCING STEEL	LB.



DETAILS OF APPROACH SLAB
 FOR 38 FOOT BRIDGE
 TO BE USED FOR BRIDGE AT STATION 4857 + 11.96 N.B.
 LOCATION I-91 OVER FAIRLEE SA-1

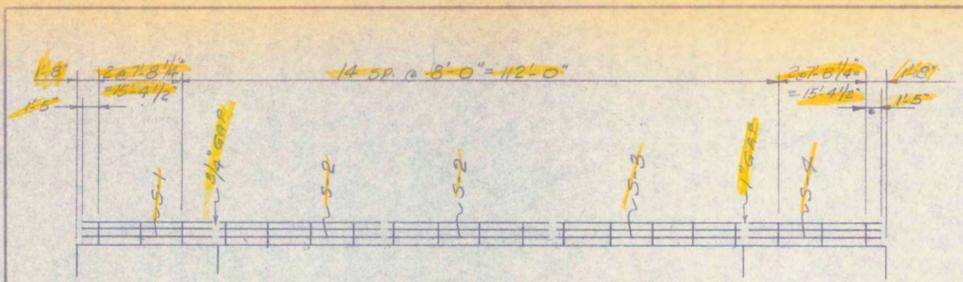
STATE OF VERMONT
 DEPARTMENT OF HIGHWAYS
 STANDARD STRUCTURE
 SB-AS-65

PROJECT THETFORD - FAIRLEE
 TOWN OF FAIRLEE
 ROUTE NO. I-91 STA.
 I-91 OVER FAIRLEE SA-1
 APPROACH SLAB NO.3
 NOT TO SCALE
 IN CHARGE A.J.I.
 DESIGNED BY J.M. CHECKED BY A.J.I.
 PROJECT NO. I-91-2 (9)
 SHEET 205 OF 689 BR 208 OF 210

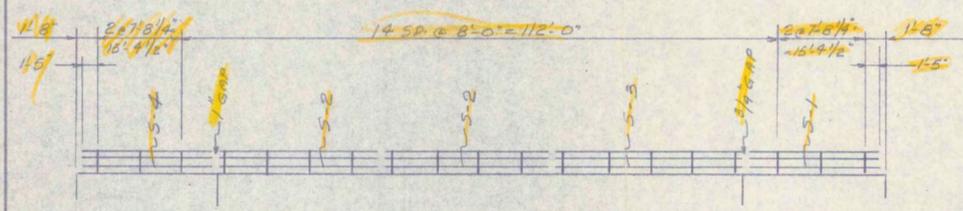
REVISIONS AND CORRECTIONS
 1. DIMENSIONS OF JOINT FOR SEALER TYPE A REVISED 4/16/65 W.B.T.
 2. DIMENSIONS OF JOINT SEALER TYPE B REVISED 6/23/65 W.B.T.
 3. JOINT BETWEEN CURB AND SLAB REVISED, BITUMINOUS CONCRETE REVISED TO 2", QUANTITY TOTALS REMOVED. 12/7/65. W.B.T.

DRAWN BY: W.B.T. Jan 1964
 TRACED BY: W.B.T. Jan 1965
 CHECKED BY: W.M.S. Feb 1965

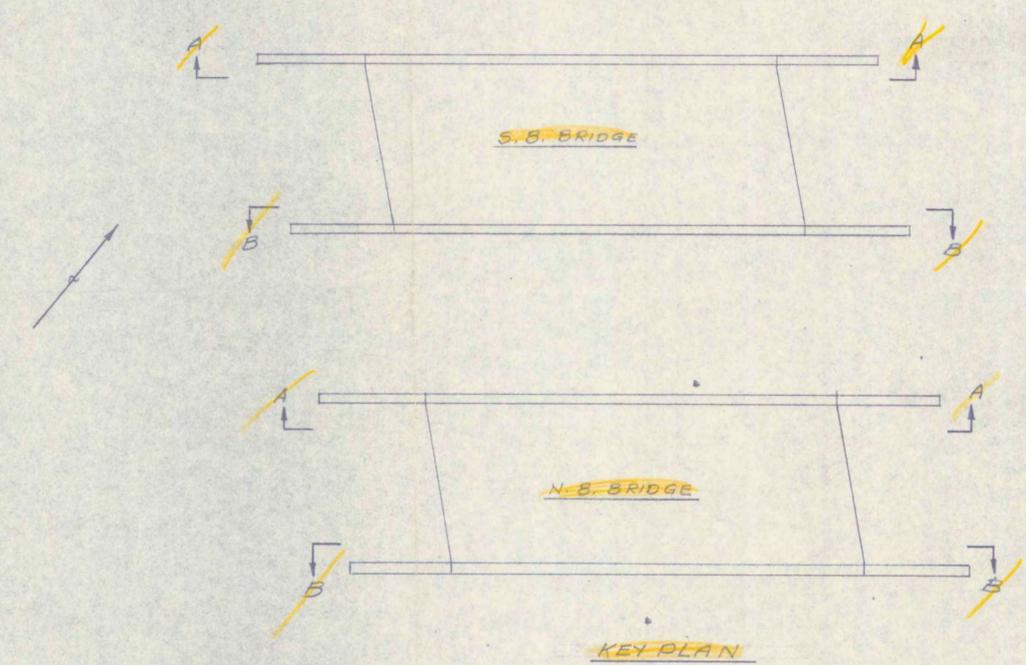
RECOMMENDED FOR APPROVAL: [Signature] 2/4/65
 BRIDGE ENGINEER DATE
 RECOMMENDED FOR APPROVAL: [Signature] 2/4/65
 ASSISTANT CHIEF ENGINEER DATE
 APPROVED BY: [Signature] 2/4/65
 CHIEF ENGINEER DATE



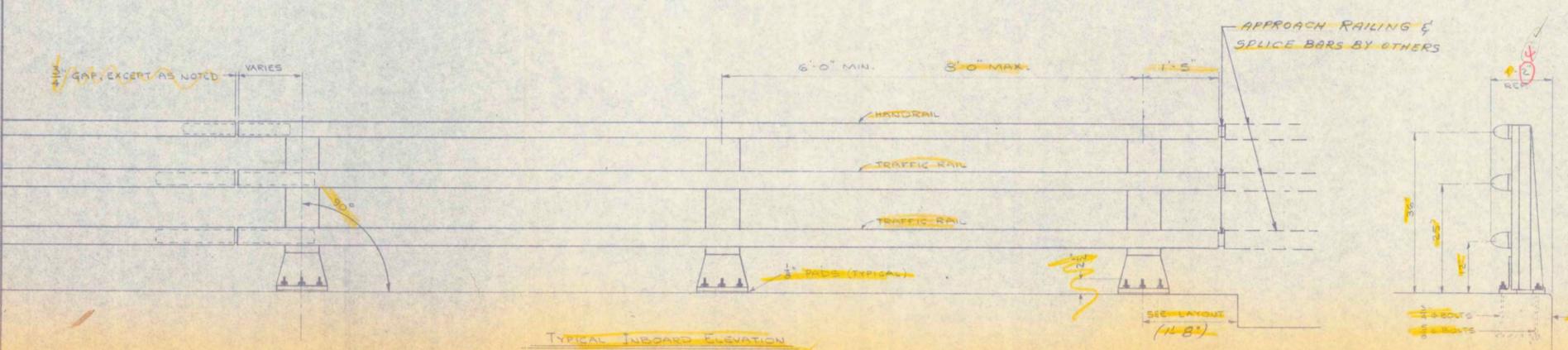
ELEVATION A-A



ELEVATION B-B



KEY PLAN



TYPICAL INBOARD ELEVATION

Bill of Material

QTY	DESCRIPTION	UNIT	LENGTH
76	POST #VT-3		
76	POST PAD SQTS		
76	ANCHORAGE HOSS		
16		54 # 9	22' 0 1/2"
32		5-2 # 10	31' 11 1/2"
		5-3 # 8	31' 0 1/2"
		5-4 # 8	31' 5 1/2"

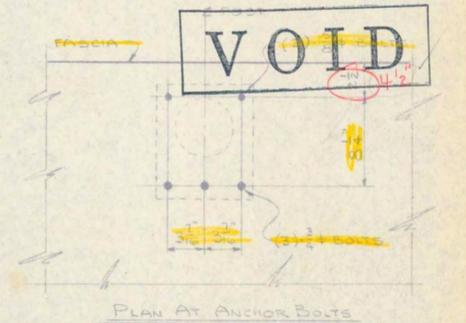
OFFICE COPY

STATE COPY

JAN 28 1970

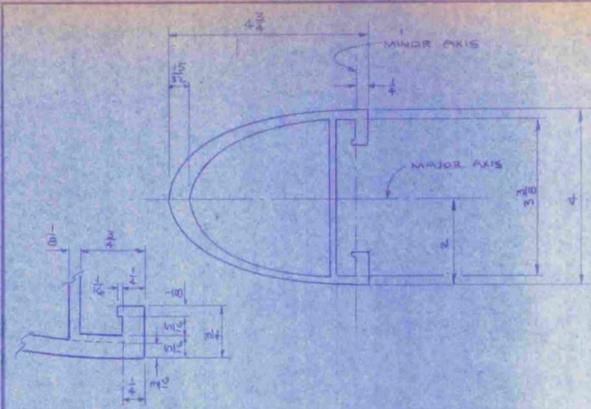
RECEIVED
 CK'D BY EOB OK'D BY Steb
 RESUBMIT APPROVED
 BY W. Combs DATE 2/3/70

VOID

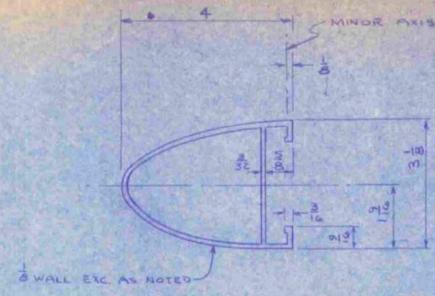


PLAN AT ANCHOR BOLTS

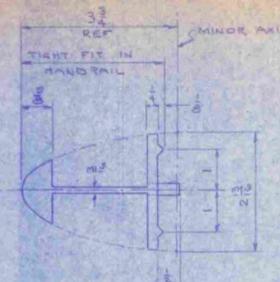
WARD WELLER CO., INC.		215 OAK STREET		NATICK, MASSACHUSETTS	
VERMONT DEPT. OF HIGHWAYS					
PROJECT #1-91-2(9)					
TOWNS THETFORD AND FAIRLEE					
I-91 OVER FAIRLEE SA-1					
N.B. & S.B. BRIDGES					
ALUMINUM BRIDGE RAILING					
CUSTOMER: W.W. WYMAN					
1	1-28-70	FOR APPROVAL	BY <u>HR</u>	SCALE	<u>BR-535</u>
ISSUE	DATE	DESCRIPTION	BY	SCALE	W.W. 1002



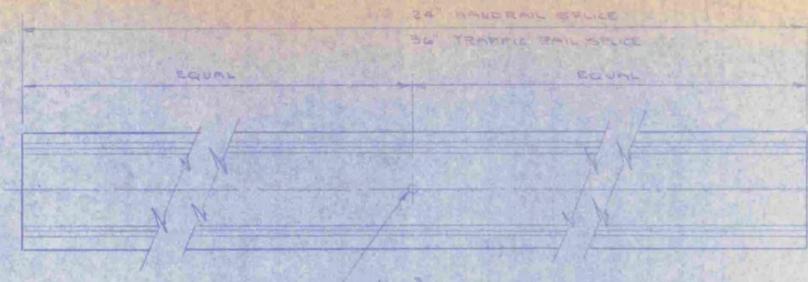
TRAFFIC RAIL SECTION



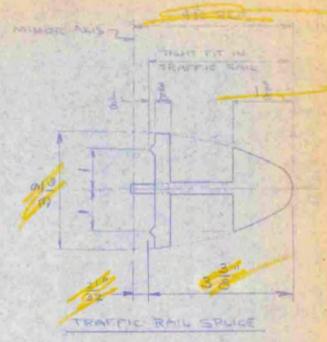
HANDRAIL SECTION



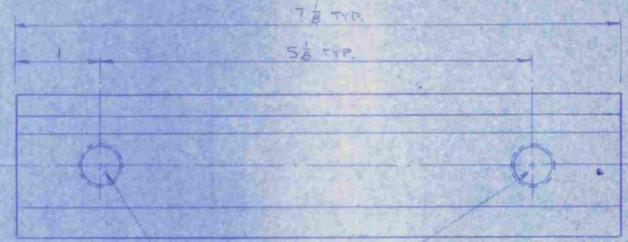
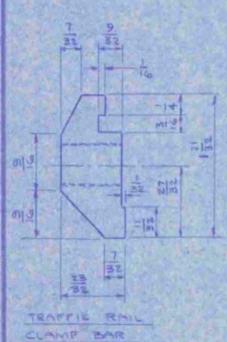
HANDRAIL SPICE



SPICE INSERT

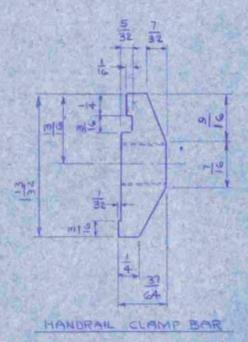


TRAFFIC RAIL SPICE

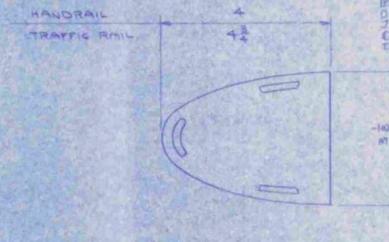


D ET 2-13NC (2 HOLES)
 (2) 1/2" x 1 1/2" 5/8" HEX HD BOLTS
 (2) 1/8" OD x 3/16" ID x 1/2" THK AL WASHERS (2024-T3)

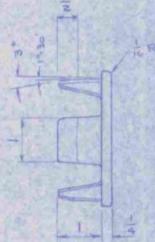
CLAMP BARS



HANDRAIL CLAMP BAR

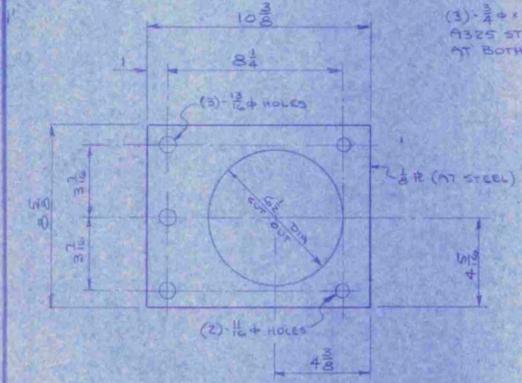


RAIL CAPS
 AL. ALLOY 356-T6

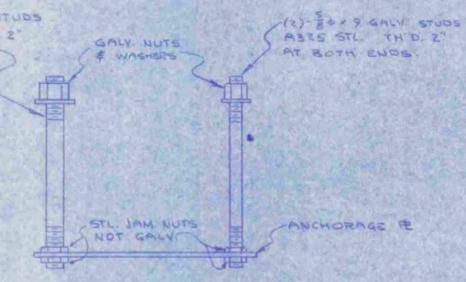


GENERAL NOTES

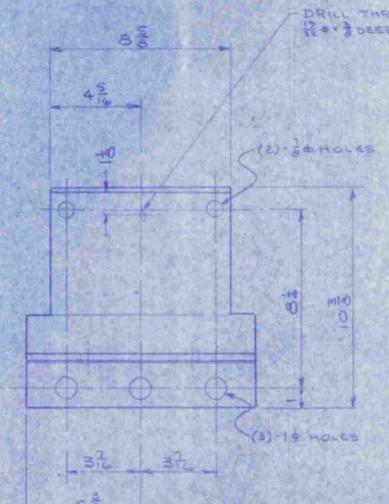
1. ANCHOR BOLTS SHALL BE SET BY MEANS OF TEMPLATES.
2. POST RIVETS SHALL CONFORM TO ASTM B-316, ALLOY 3041-T9. RIVETS SHALL BE BUTT HEAD & CONE POINT. RIVETS SHALL BE DRIVEN COLD.
3. WELDING SHALL BE PERFORMED BY "MIC" PROCESS. FILLER WIRE SHALL CONFORM TO ASTM B-285, ALLOY ER 335G.
4. ALL EXTRUSIONS SHALL BE AL. ALLOY 3001-T6.
5. MATERIAL FOR SET SCREWS & CAP SCREWS SHALL BE STAINLESS STEEL ASTM A276.



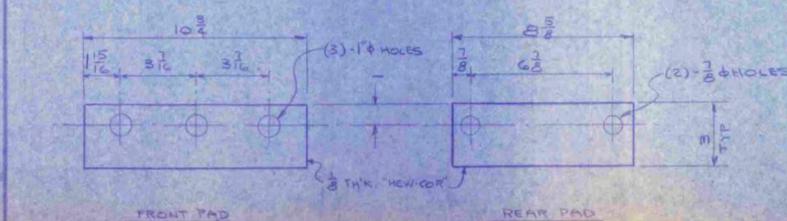
ANCHORAGE ASSEMBLY
 (NO PAINT OR GALV.)



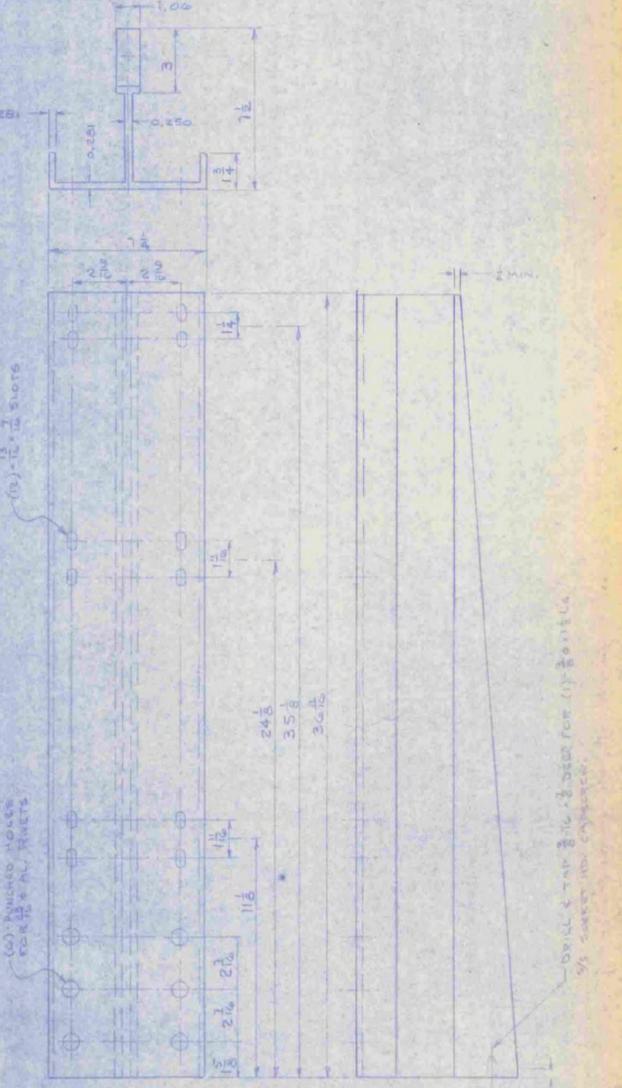
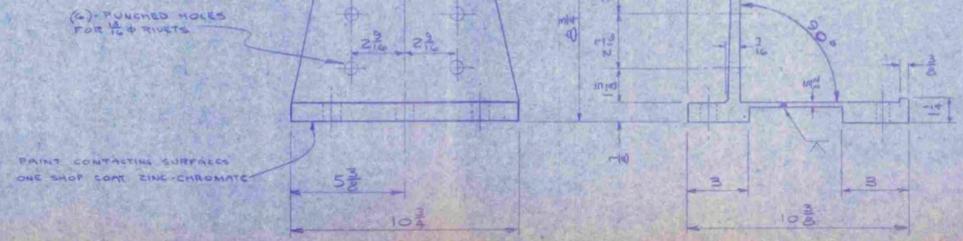
ANCHORAGE ASSEMBLY



POST BASE



POST PAD SETS

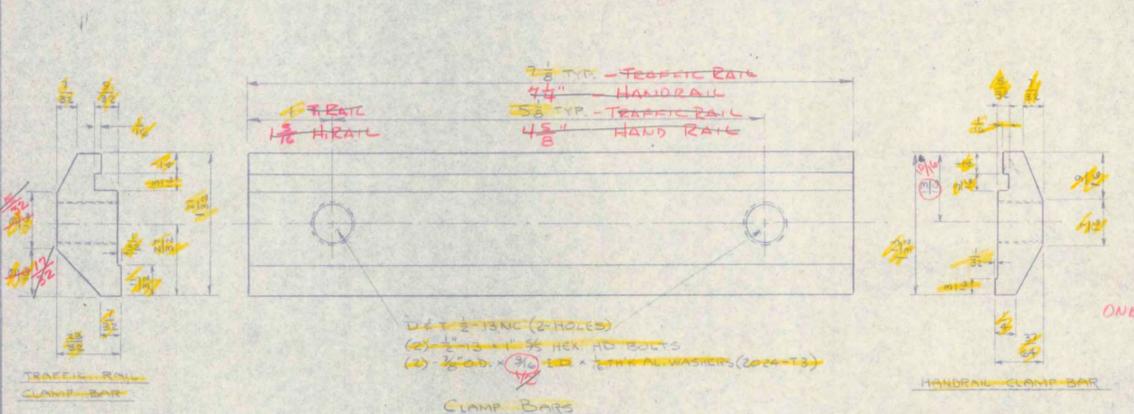
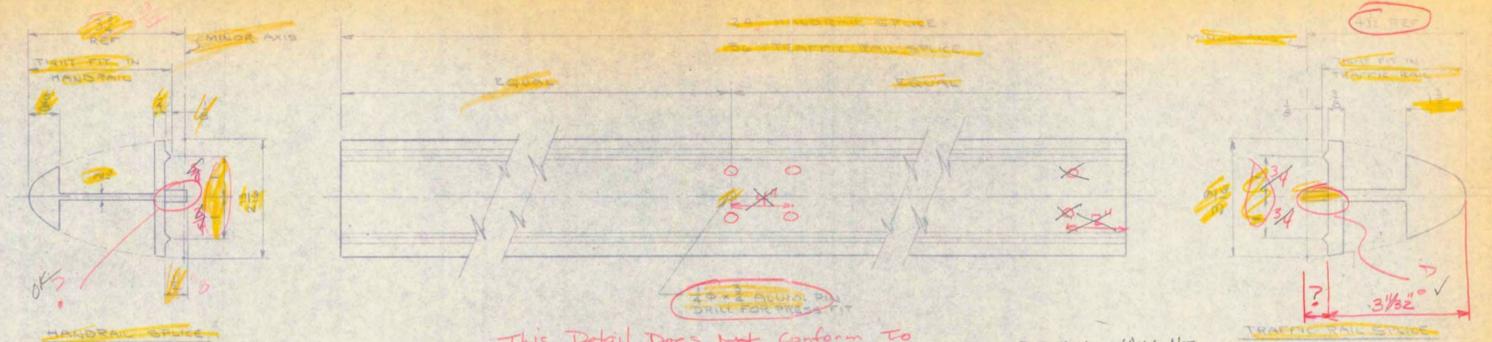
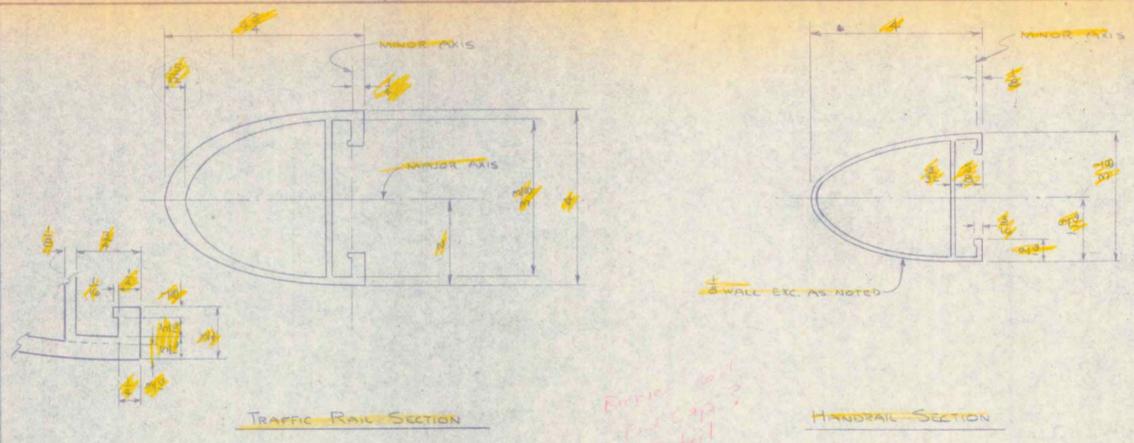


STATE COPY

RECEIVED FEB 13 1970
 CK'D BY EOB OK'D BY WUB
 RESUBMIT APPROVED
 BY WUB DATE 2/16/70

WARD WELER CO., INC.
 213 OAK STREET
 EAST NATICK, MASS. 01742
 VERMONT DEPT. OF HIGHWAYS
 PROJECT # I-91-2(9)
 TOWNS OF THETFORD AND FAIRLEE
 I-91 OVER FAIRLEE SA-1

2	2/11/70	FOR APPROVAL	B	ALUMINUM BRIDGE RAILING
1	1/28/70	FOR APPROVAL	B	DR - W/1
DATE		DESCRIPTION		



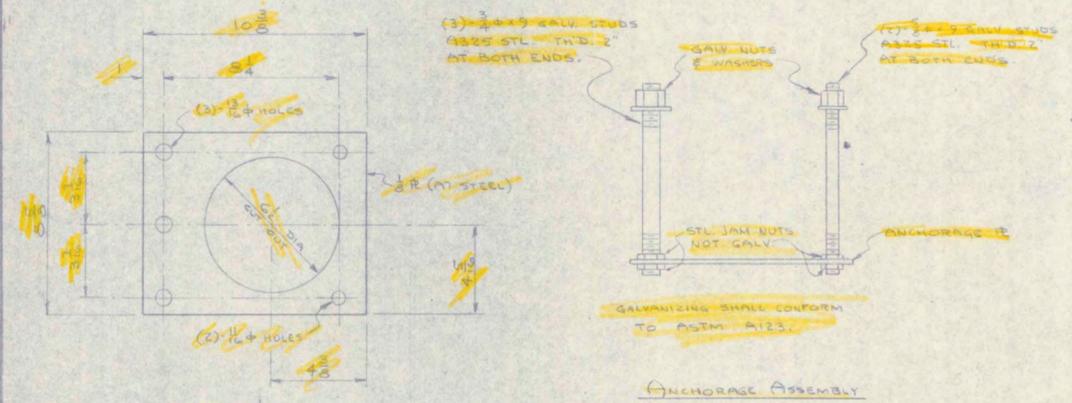
DETAIL FOR HANDRAIL CLAMP BAR DIFFERENT THAN ONE IN THE TRAFFIC CLAMP BAR.

OK - To Contractor's advantage to use one clamp bar.

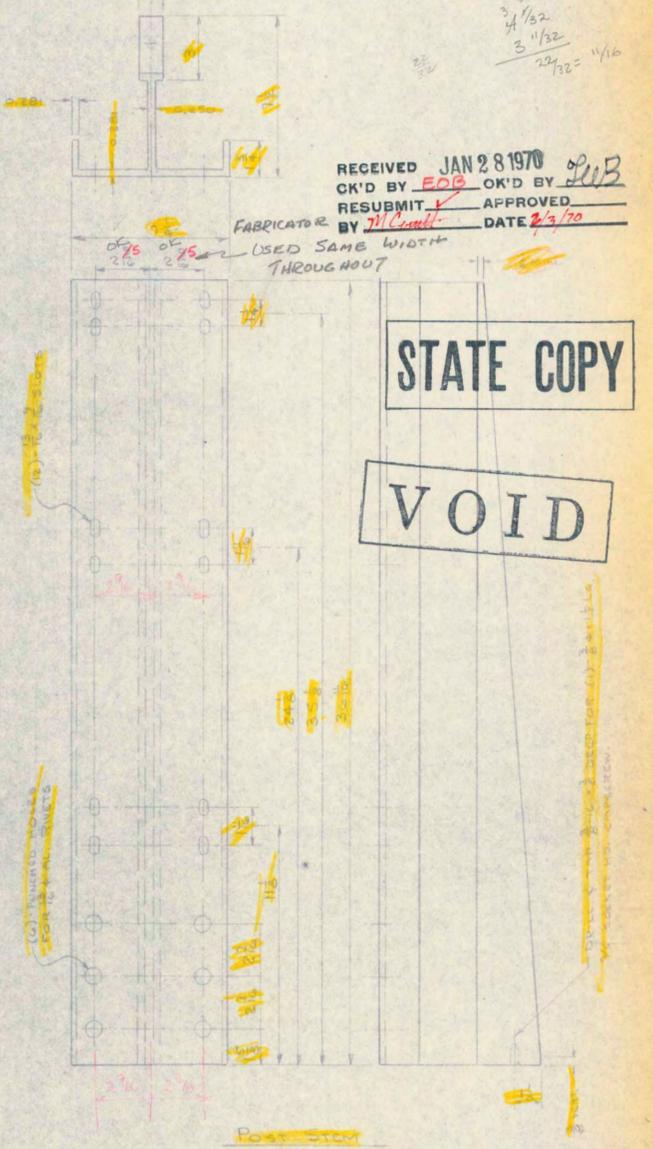
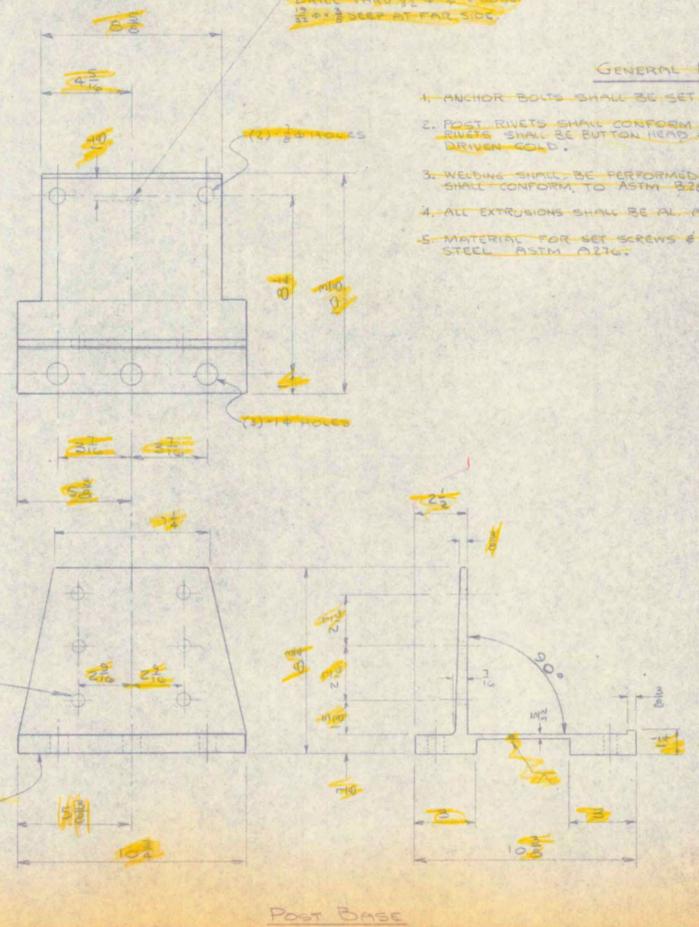
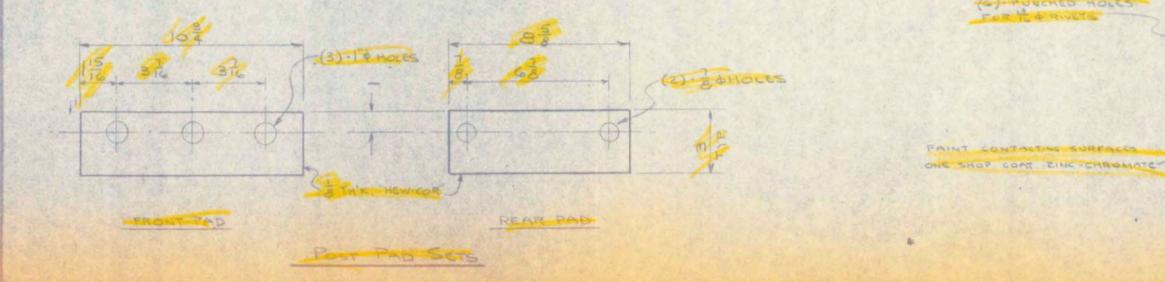
AL ALLOY 356-T6

OK SINCE END CAPS WILL NOT BE USED ON EITHER PROJECT.

Apparently does not conform to note 6, SB-21-64.



- GENERAL NOTES**
- ANCHOR BOLTS SHALL BE SET BY MEANS OF TEMPLATE.
 - POST BOLTS SHALL CONFORM TO ASTM A307, ALLOY 304-T6. NUTS SHALL BE BUTT HEAD & CONE POINT. WELDS SHALL BE DRIVEN GOLD.
 - WELDING SHALL BE PERFORMED BY MIG PROCESS - FILLER WIRE SHALL CONFORM TO ASTM A308, ALLOY ER 309.
 - ALL EXTRUSIONS SHALL BE AL ALLOY 304-T6, ASTM B221.
 - MATERIAL FOR SET SCREWS & CAP SCREWS SHALL BE STAINLESS STEEL ASTM A276.



WARD WELER CO., INC. 215 OAK STREET EAST NATICK, MASS. 01762	
VERMONT DEPT. OF HIGHWAYS PROJECT # I-91-2(9) TOWNS OF THETFORD AND FAIRLEE I-91 OVER FAIRLEE SA-1	
1 1-28-70 FOR APPROVAL	3 01-11-70 REAR NOSE
DESCRIPTION	DESCRIPTION
BR-535	BR-535
VT-3 763	SHEET 2 OF 2

