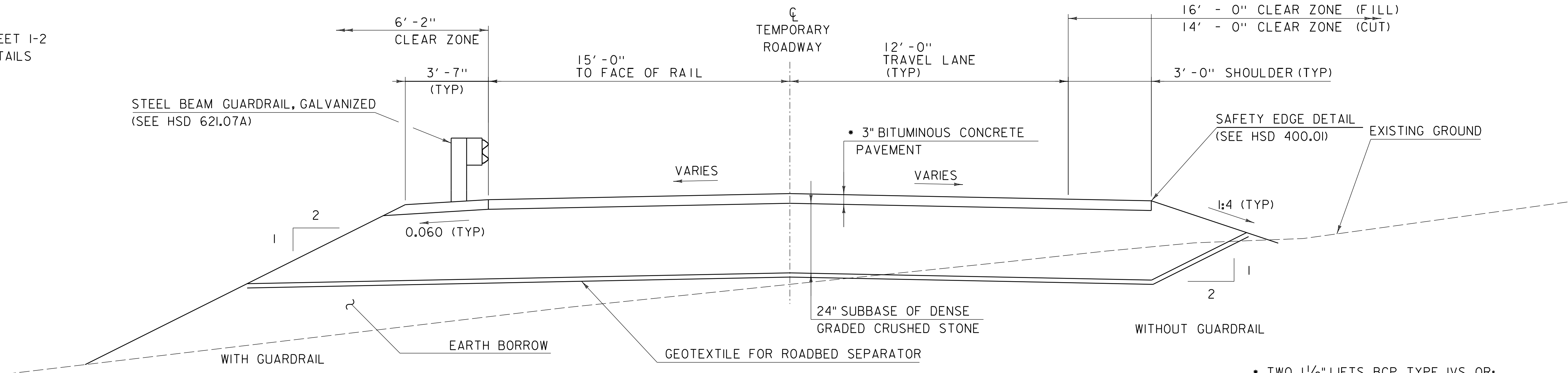


SHEET INDEX

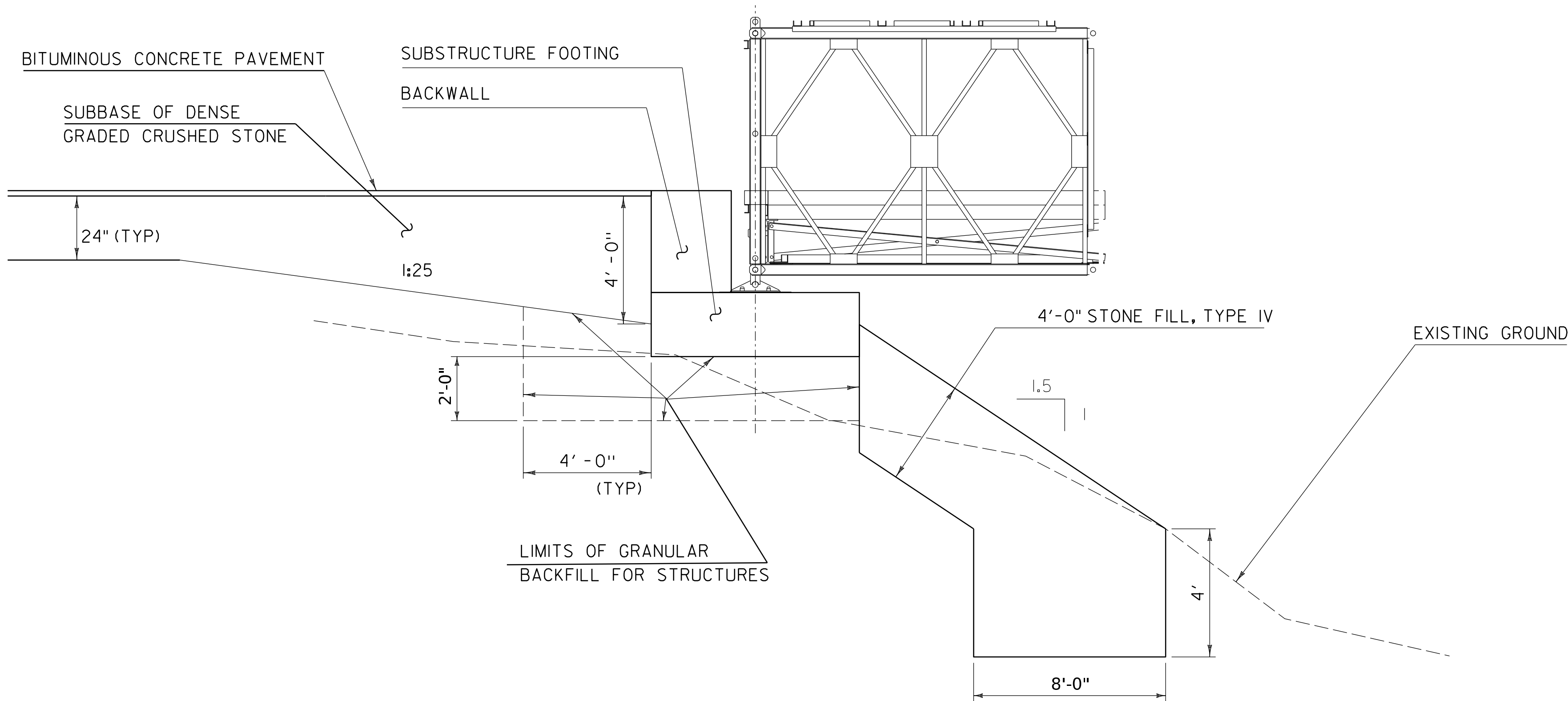
SHEET	TITLE
1	TYPICAL SECTIONS
2-4	TEMP LAYOUT 1-3
5	TEMPORARY BRIDGE PROFILES
6	TEMPORARY BRIDGE LAYOUT
7-9	UTILITY LAYOUT SHEET 1-3
10	TRAFFIC CONTROL SIGNS
11-15	CROSS SECTIONS 1-5
16	MABEY BRIDGE DETAILS
17-18	MABEY FOUNDATION DETAIL SHEET 1-2
19	HSD 400.01 - SAFETY EDGE DETAILS
20-24	HSD 621.07A-E - MGS DETAILS



* TWO 1 1/2" LIFTS BCP, TYPE IVS, OR;
ONE 1 1/4" LIFT BCP, TYPE IVS OVER
ONE 1 3/4" LIFT BCP, TYPE IIIS

TEMPORARY ROADWAY TYPICAL

NOT TO SCALE



TEMPORARY BRIDGE ABUTMENT TYPICAL

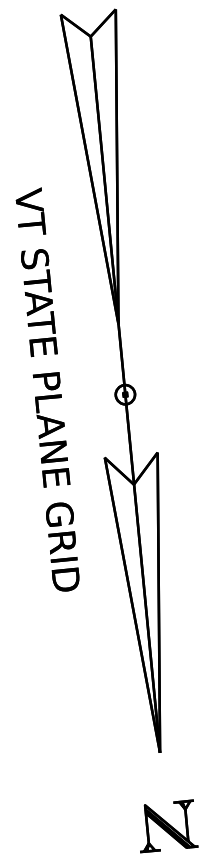
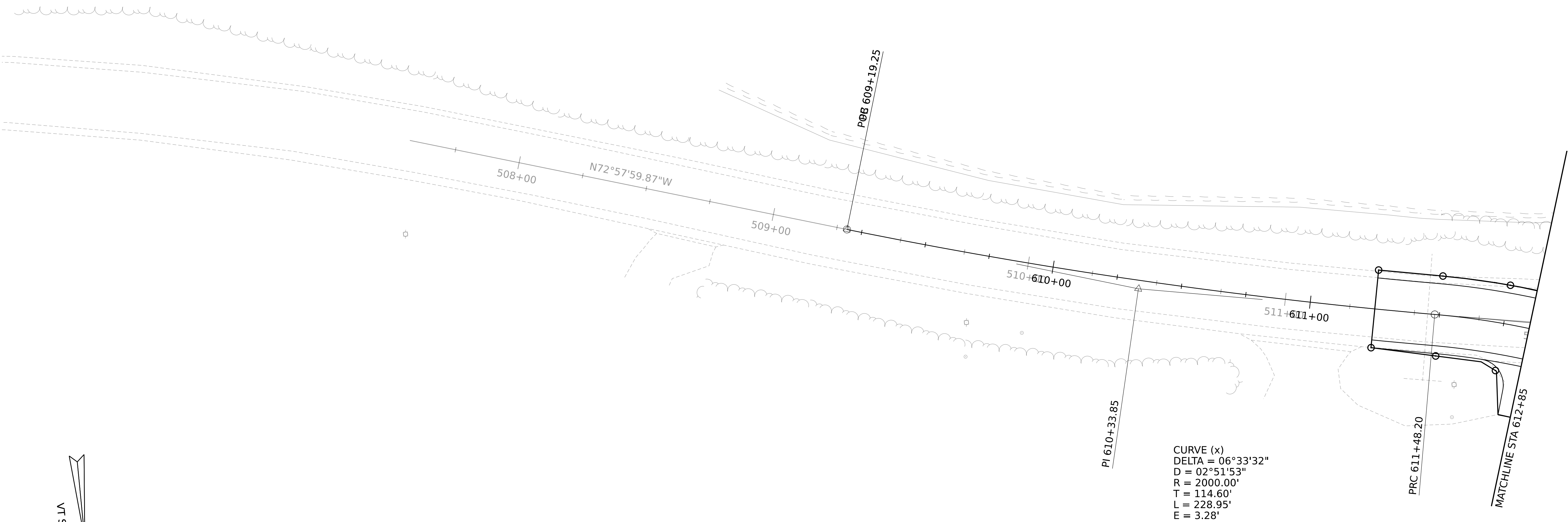
NOT TO SCALE

PROJECT NAME:	JAMAICA	PLOT DATE:	8/2/2023
PROJECT NUMBER:	VT 30 BRIDGE 42	DRAWN BY:	M. LONGSTREET
FILE NAME:	VT110B12typ.dgn	CHECKED BY:	C. BURRALL
PROJECT LEADER:	A. GOUDREAU	SHEET	1 OF 15
DESIGNED BY:	C. BURRALL		
TYPICAL SECTIONS			

CONSTRUC GRAVEL DRIVE
STA 611+75.0 - 612+85.0 RT

4 INCH WHITE LINE
STA 610+00.0 - 612+85.0 LT
STA 610+00.0 - 612+85.0 RT

4 INCH YELLOW LINE (DOUBLE)
STA 610+00.0 - 612+85.0 CL

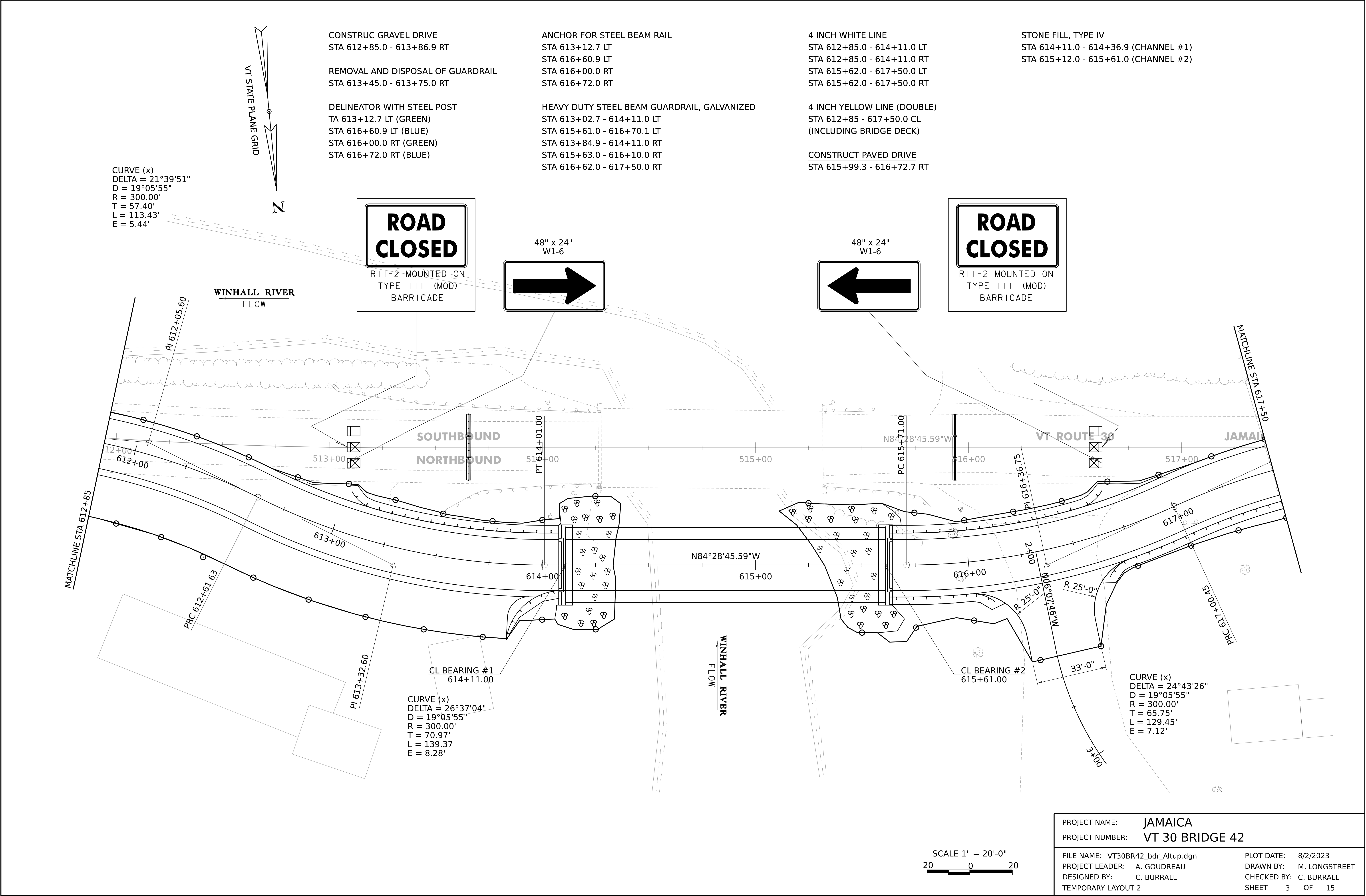


SCALE 1" = 20'-0"
20 0 20

PROJECT NAME: JAMAICA
PROJECT NUMBER: VT 30 BRIDGE 42

FILE NAME: VT30BR42_bdr_Altup.dgn
PROJECT LEADER: A. GOUDREAU
DESIGNED BY: C. BURRALL
TEMPORARY LAYOUT 1

PLOT DATE: 8/2/2023
DRAWN BY: M. LONGSTREET
CHECKED BY: C. BURRALL
SHEET 2 OF 15



DELINEATOR WITH STEEL POST
STA 618+22.1 LT (BLUE)

ANCHOR FOR STEEL BEAM RAIL
618+22.1 RT

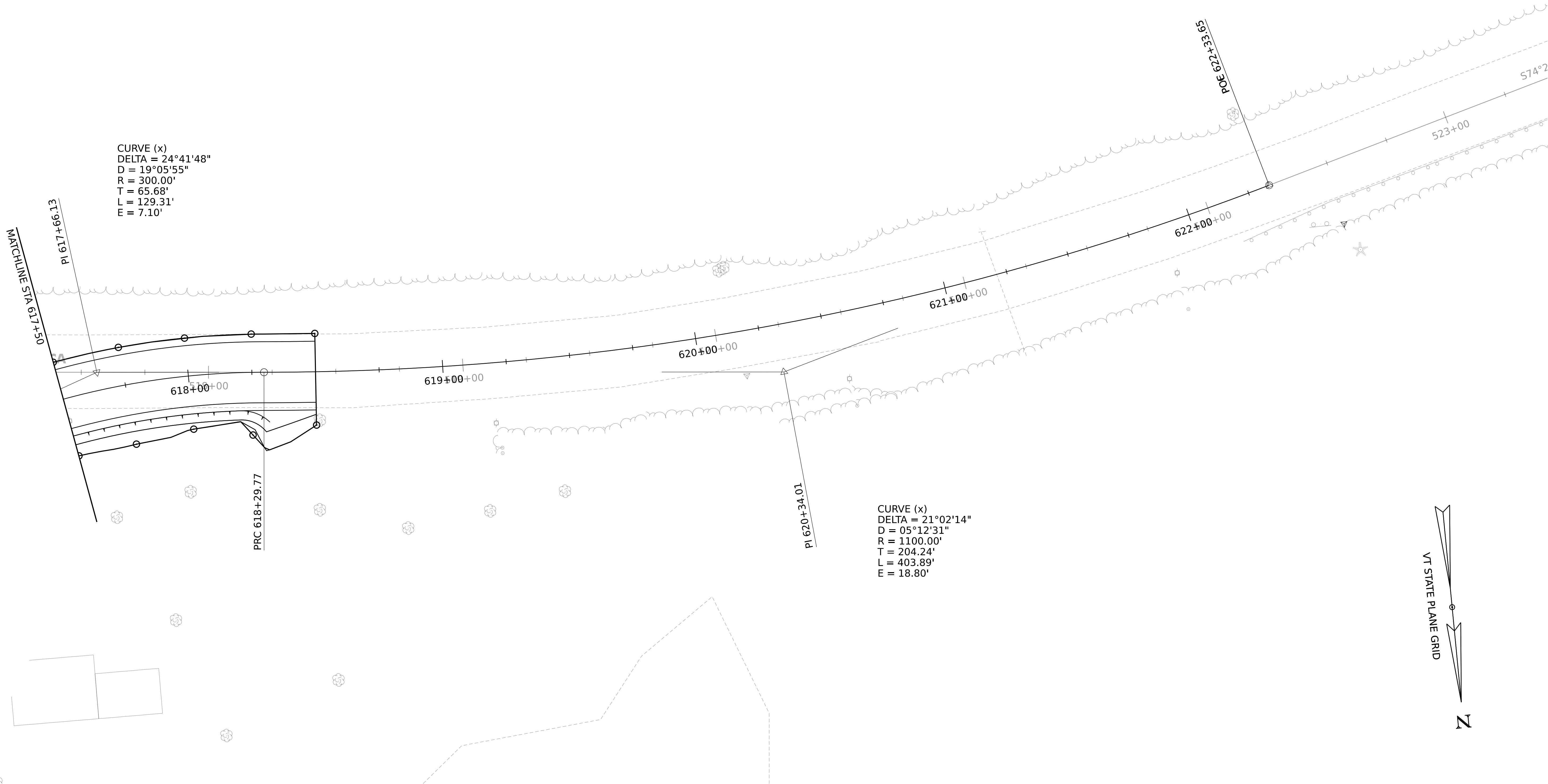
HEAVY DUTY STEEL BEAM GUARDRAIL, GALVANIZED
STA 617+50.0 - 618+32.1 RT

4 INCH WHITE LINE
STA 617+50.0 - 620+00.0 LT
STA 617+50.0 - 620+00.0 RT

4 INCH YELLOW LINE (DOUBLE)
STA 617+50 - 620+00.0 CL

CURVE (x)
DELTA = 24°41'48"
D = 19°05'55"
R = 300.00'
T = 65.68'
L = 129.31'
E = 7.10'

CURVE (x)
DELTA = 21°02'14"
D = 05°12'31"
R = 1100.00'
T = 204.24'
L = 403.89'
E = 18.80'

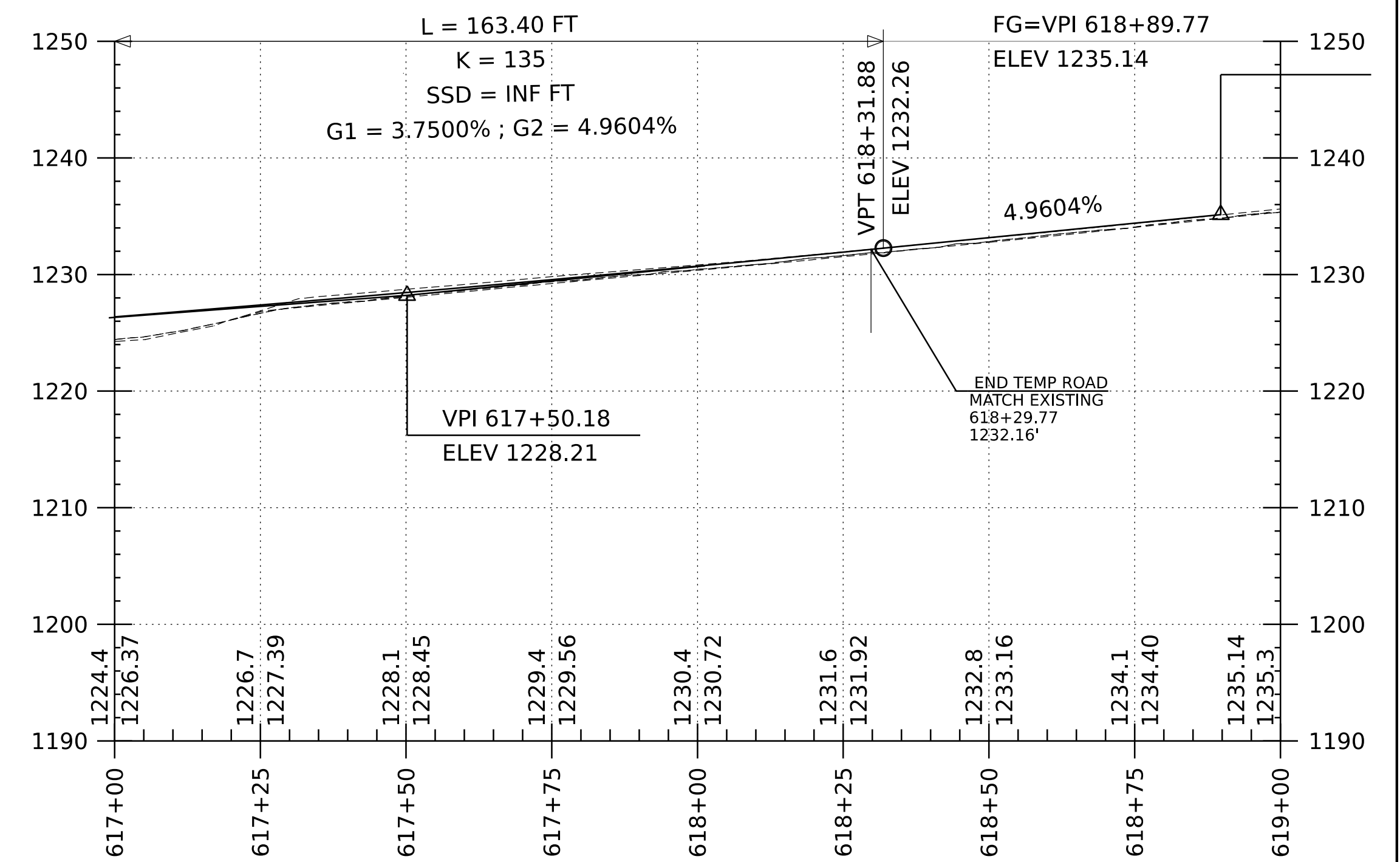
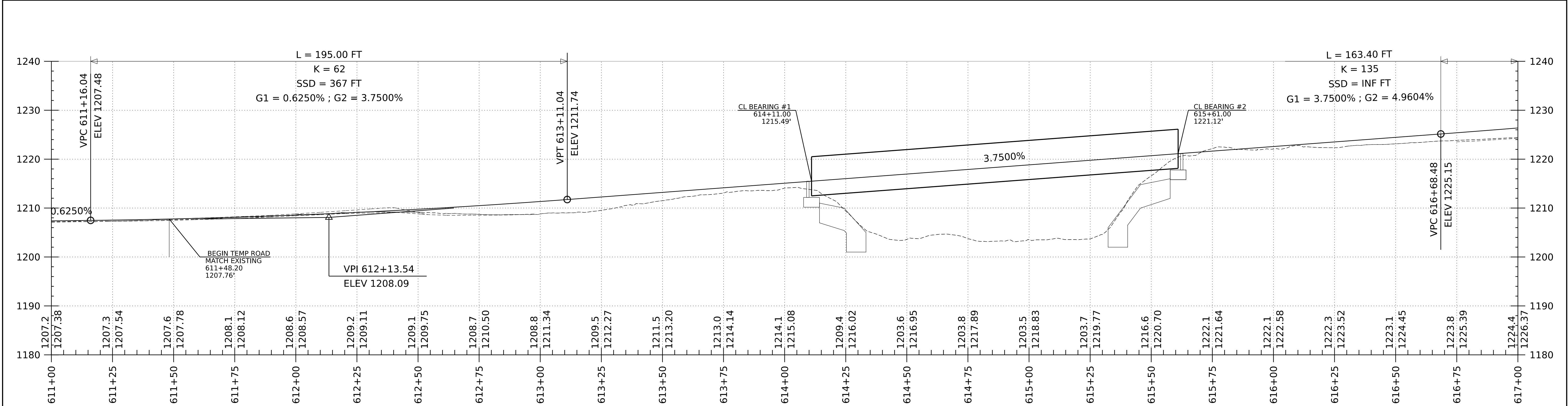


SCALE 1" = 20'-0"

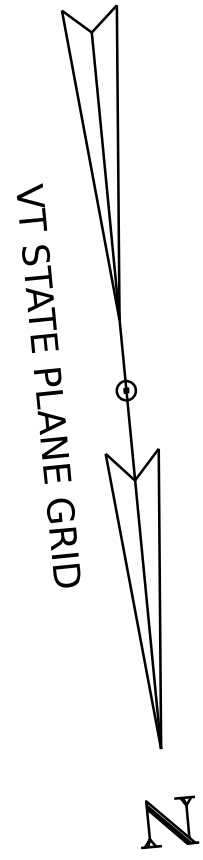
PROJECT NAME: JAMAICA
PROJECT NUMBER: VT 30 BRIDGE 42

FILE NAME: VT30BR42_bdr_Altup.dgn
PROJECT LEADER: A. GOUDREAU
DESIGNED BY: C. BURRALL
TEMPORARY LAYOUT 3

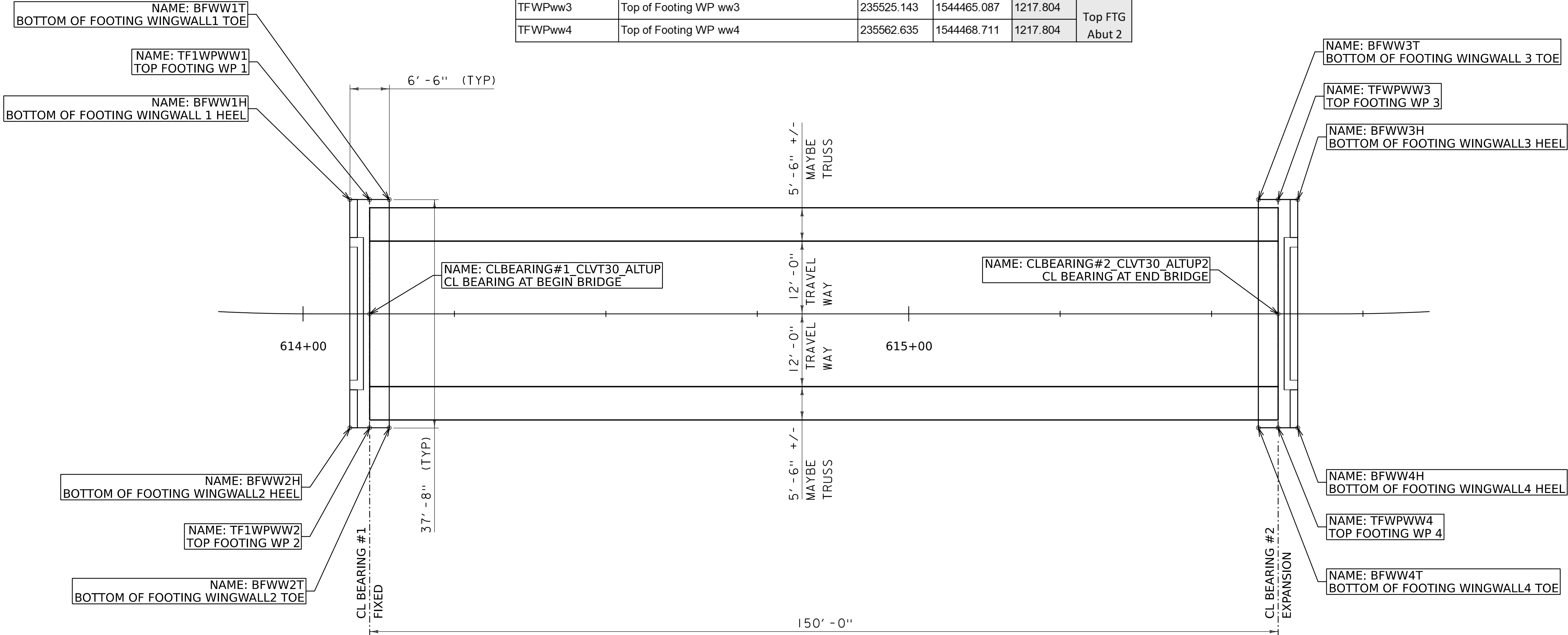
PLOT DATE: 8/2/2023
DRAWN BY: M. LONGSTREET
CHECKED BY: C. BURRALL
SHEET 4 OF 15



PROJECT NAME: JAMAICA	
PROJECT NUMBER: VT 30 BRIDGE 42	
FILE NAME: VT30BR42_TempProfile_Alt	PLOT DATE: 8/2/2023
PROJECT LEADER: A. GOUDREAU	DRAWN BY: M. LONGSTREET
DESIGNED BY: C. BURRALL	CHECKED BY: C. BURRALL
VT 30 TEMPORARY BRIDGE PROFILE	
SHEET 5 OF 15	



Temporary Bridge Abutment Elevations based on 3'-3 3/4" back wall					
Point	Description	Northing	Easting	Elevation	
BFww1H	Bottom of Footing wingwall 1 Heel	235510.400	1544617.626	1210.179	Bottom of Abut 1 Footing
BFww1T	Bottom of Footing wingwall 1 Toe	235511.025	1544611.156	1210.179	
BFww2H	Bottom of Footing wingwall 2 Heel	235547.892	1544621.250	1210.179	
BFww2T	Bottom of Footing wingwall 2 Toe	235548.517	1544614.780	1210.179	
BFww3H	Bottom of Footing wingwall 3 Heel	235525.456	1544461.852	1215.804	Bottom of Abut 2 Footing
BFww3T	Bottom of Footing wingwall 3 Toe	235524.830	1544468.322	1215.804	
BFww4H	Bottom of Footing wingwall 4 Heel	235562.948	1544465.476	1215.804	
BFww4T	Bottom of Footing wingwall 4 Toe	235562.322	1544471.946	1215.804	
TF1WPww1	Top of Footing WP ww1	235510.712	1544614.391	1212.179	Top FTG Abut 1
TF1WPww2	Top of Footing WP ww2	235548.204	1544618.015	1212.179	
TFWPww3	Top of Footing WP ww3	235525.143	1544465.087	1217.804	Top FTG Abut 2
TFWPww4	Top of Footing WP ww4	235562.635	1544468.711	1217.804	

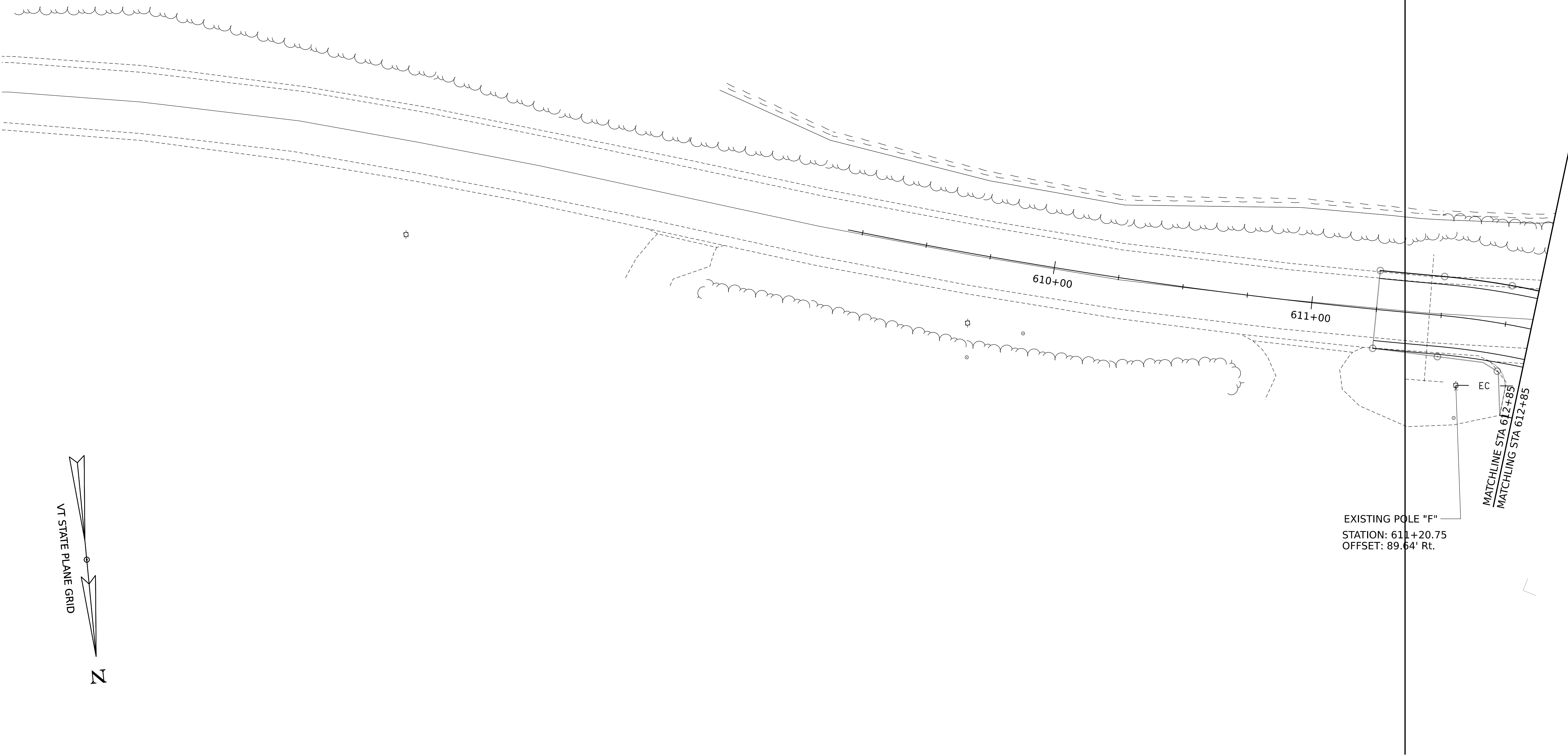


PROJECT NAME:	JAMAICA	PLOT DATE:	8/2/2023
PROJECT NUMBER:	VT 30 BRIDGE 42	DRAWN BY:	M. LONGSTREET
FILE NAME:	VT30BR42tempBridgeLayout	CHECKED BY:	C. BURRALL
PROJECT LEADER:	A. GOUDREAU	SHEET	6 OF 15
DESIGNED BY:	C.. BURRALL		
TEOMORARY BRIDGE LAYOUT			

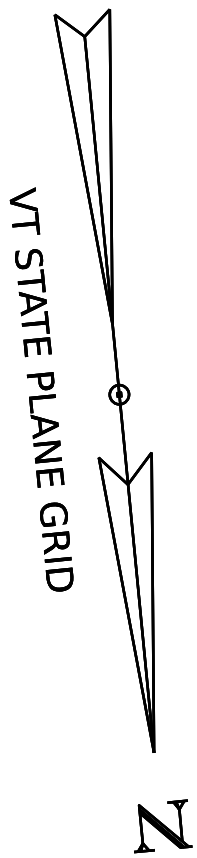
CONSTRUC GRAVEL DRIVE
STA 611+75.0 - 612+85.0 RT

4 INCH WHITE LINE
STA 610+00.0 - 612+85.0 LT
STA 610+00.0 - 612+85.0 RT

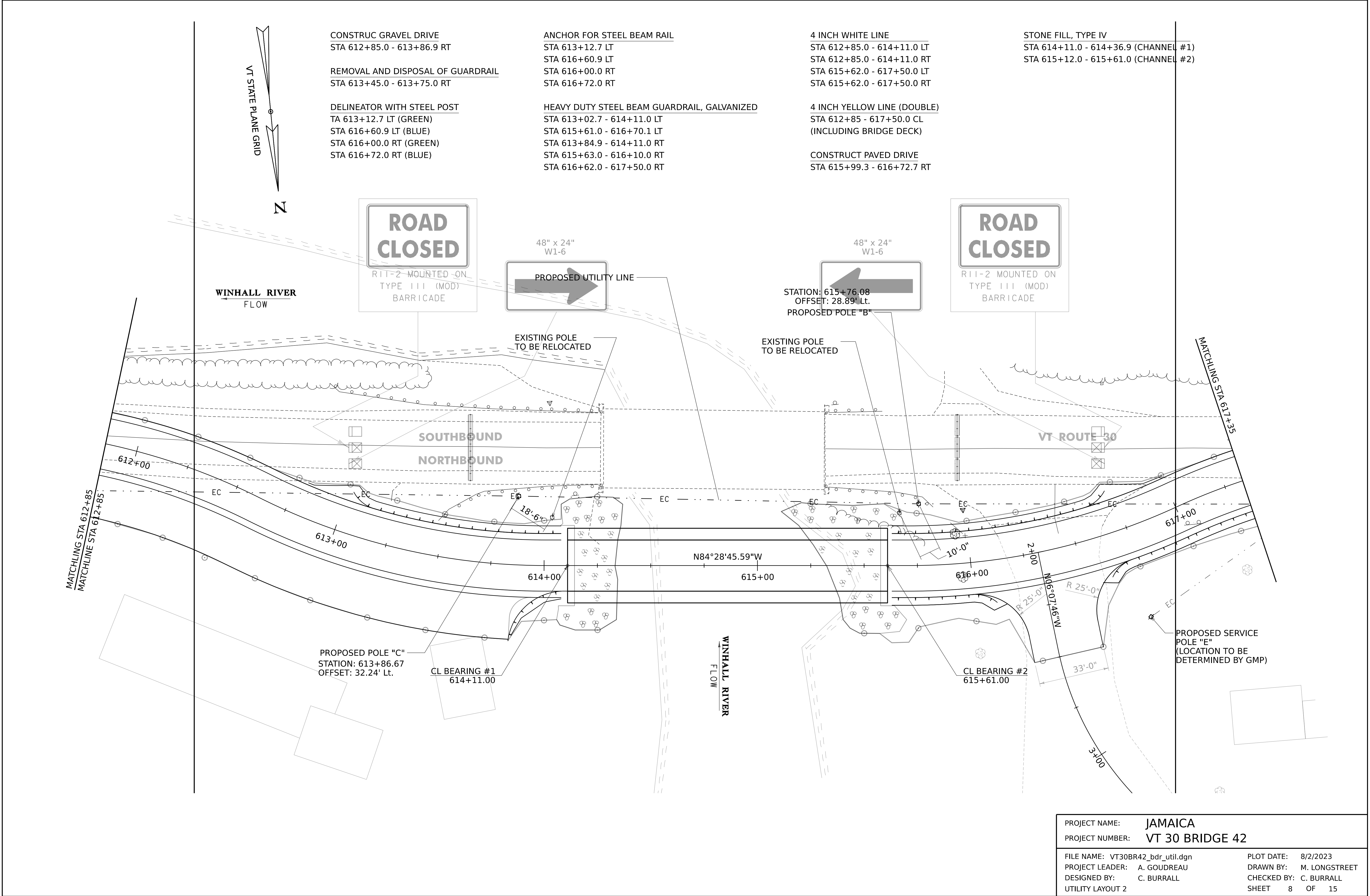
4 INCH YELLOW LINE (DOUBLE)
STA 610+00.0 - 612+85.0 CL



EXISTING POLE "F"
STATION: 611+20.75
OFFSET: 89.64' Rt.

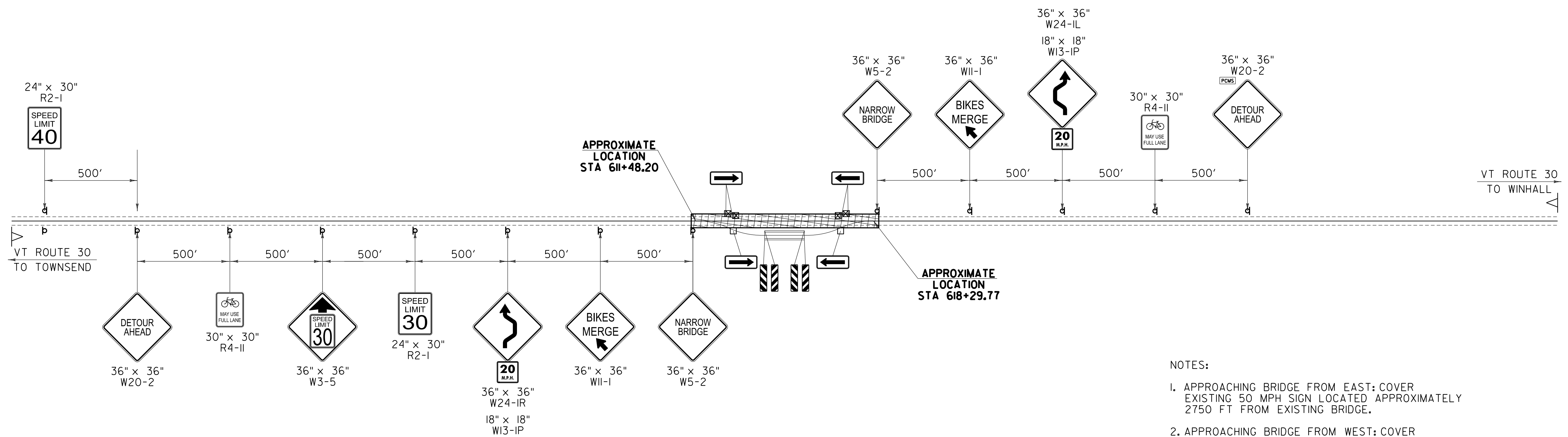
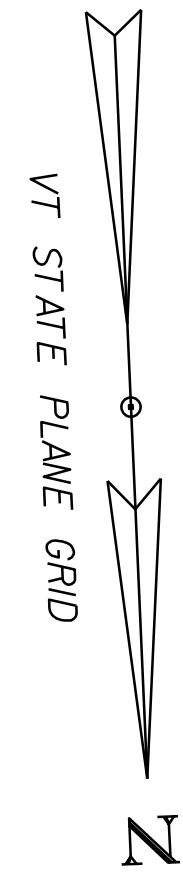


PROJECT NAME:	JAMAICA	FILE NAME:	VT30BR42_bdr_util.dgn	PLOT DATE:	8/2/2023
PROJECT NUMBER:	VT 30 BRIDGE 42	PROJECT LEADER:	A. GOUDREAU	DRAWN BY:	M. LONGSTREET
		DESIGNED BY:	C. BURRALL	CHECKED BY:	C. BURRALL
		UTILITY LAYOUT 1		SHEET	7 OF 15



PROJECT NAME:	JAMAICA
PROJECT NUMBER:	VT 30 BRIDGE 42
FILE NAME:	VT30BR42_bdr_util.dgn
PROJECT LEADER:	A. GOUDREAU
DESIGNED BY:	C. BURRALL
UTILITY LAYOUT 2	
PLOT DATE:	8/2/2023
DRAWN BY:	M. LONGSTREET
CHECKED BY:	C. BURRALL
SHEET	8 OF 15

PROJECT NAME: JAMAICA	
PROJECT NUMBER: VT 30 BRIDGE 42	
FILE NAME: VT30BR42_bdr_util.dgn	PLOT DATE: 8/2/2023
PROJECT LEADER: A. GOUDREAU	DRAWN BY: M. LONGSTREET
DESIGNED BY: C. BURRALL	CHECKED BY: C. BURRALL
UTILITY LAYOUT 3	SHEET 9 OF 15

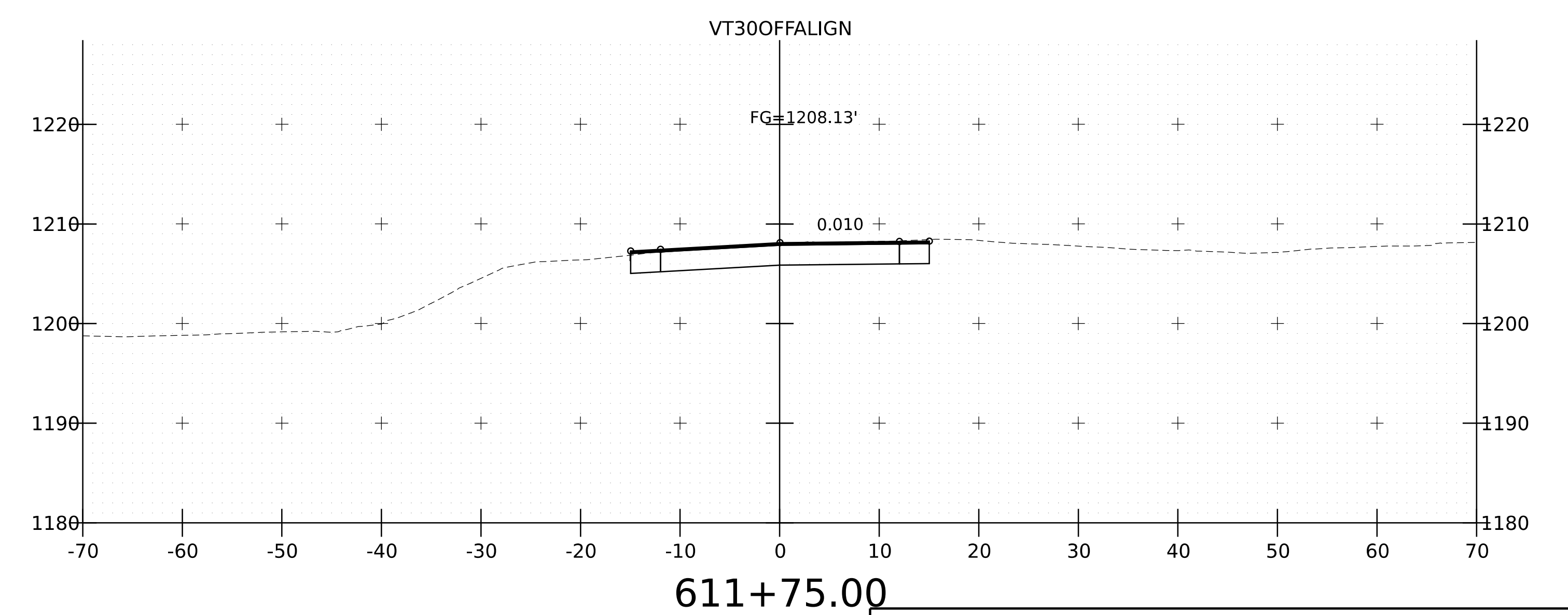
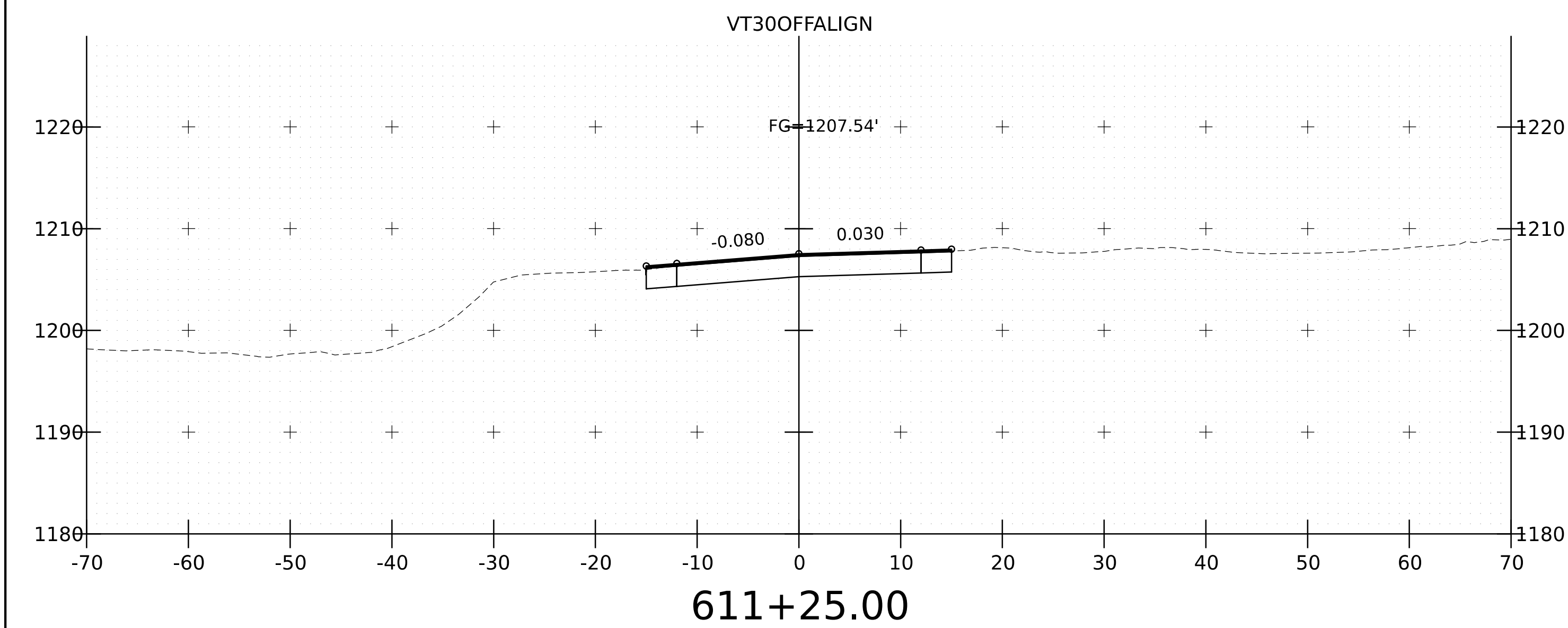
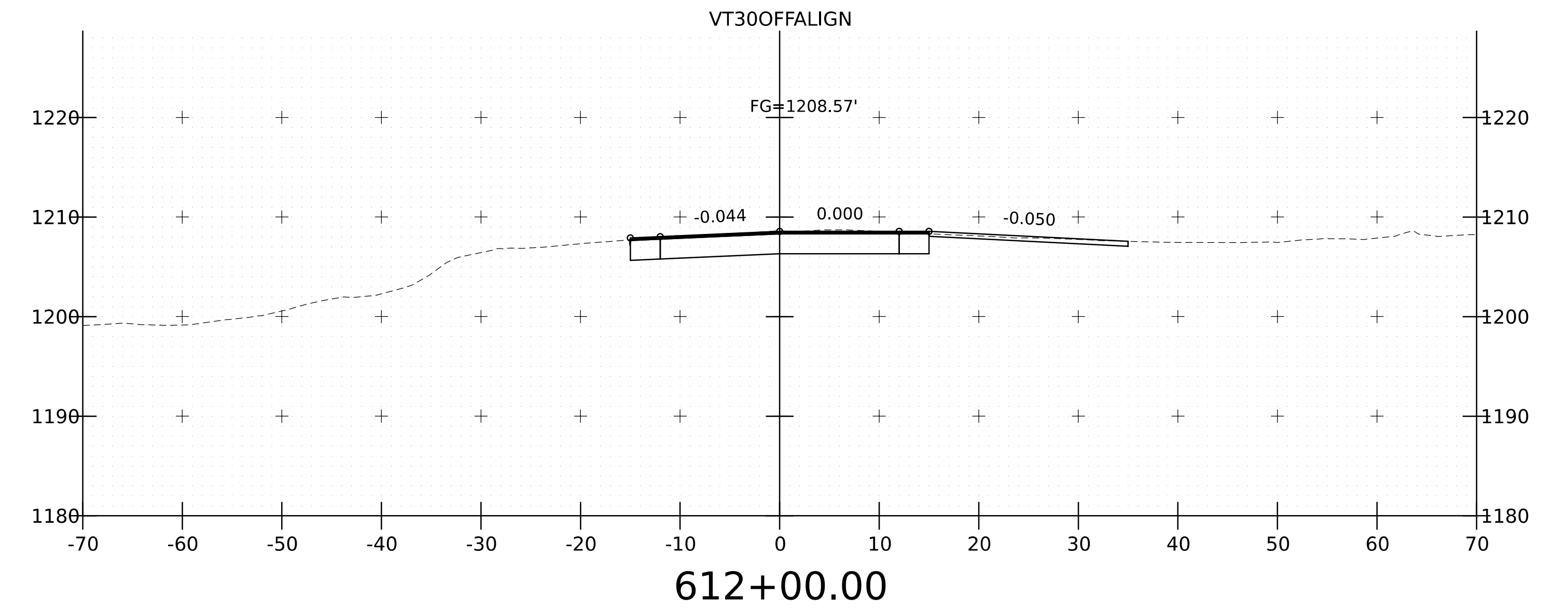
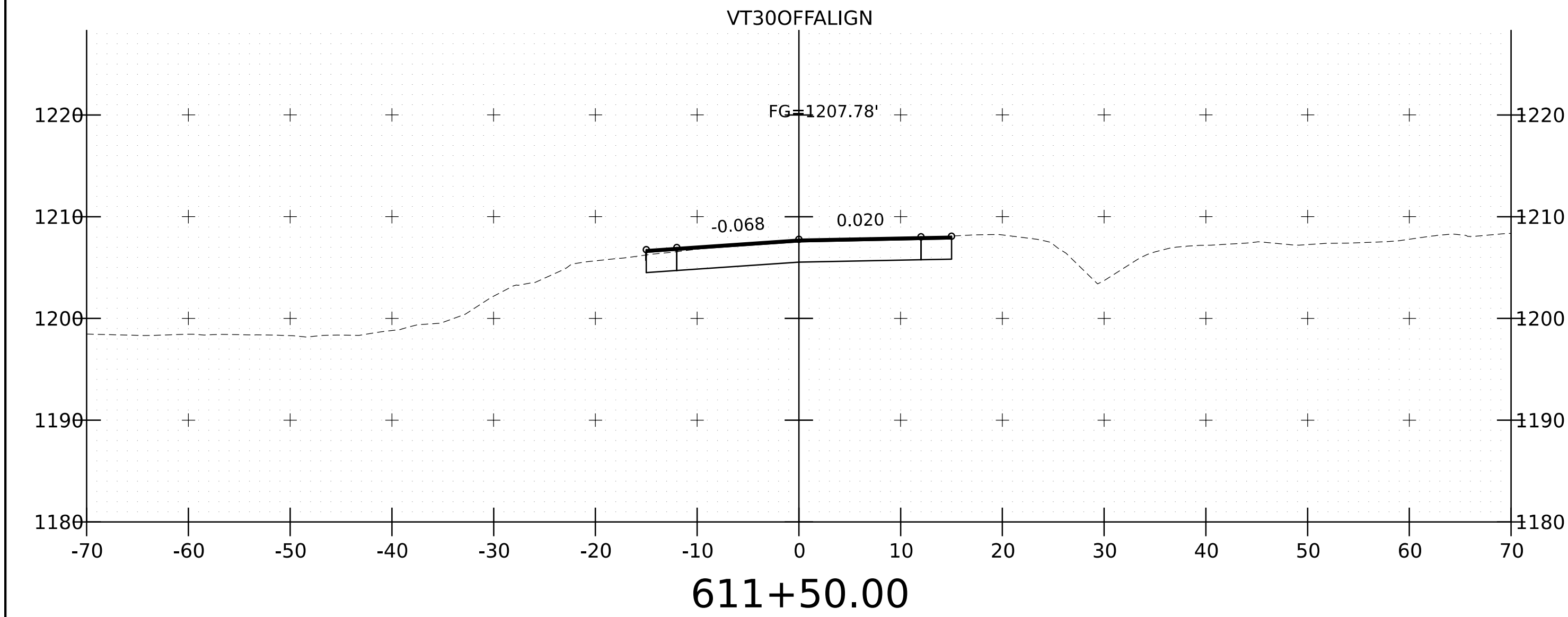


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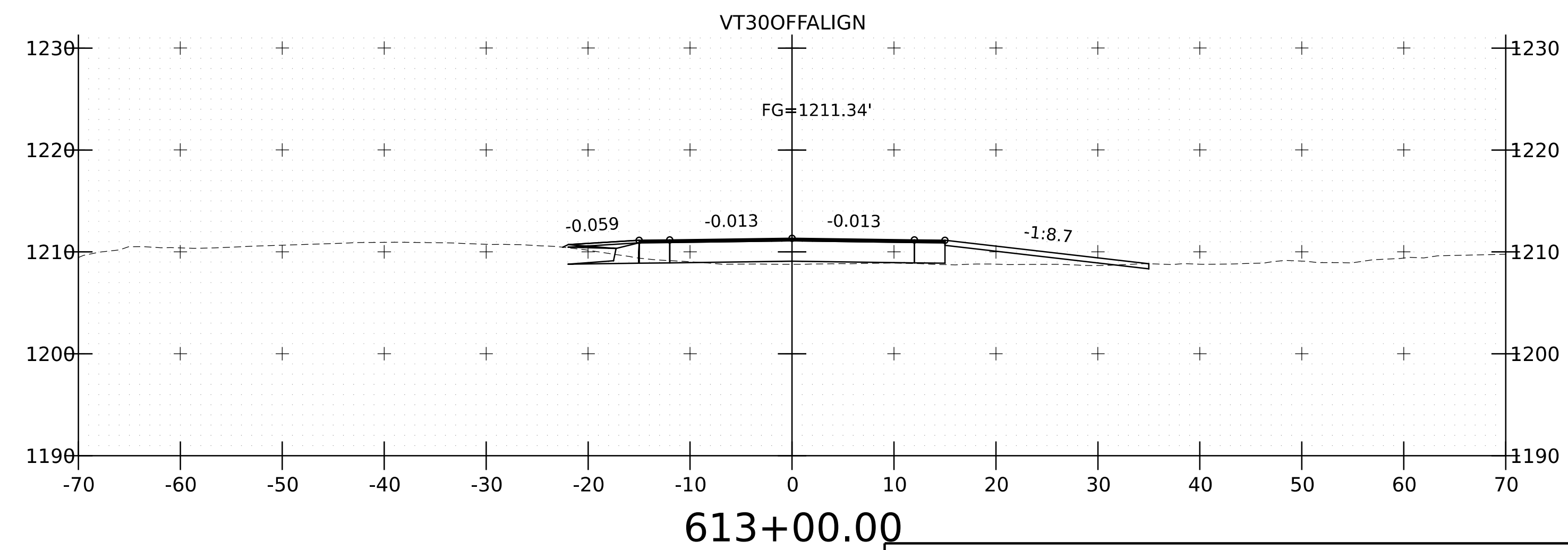
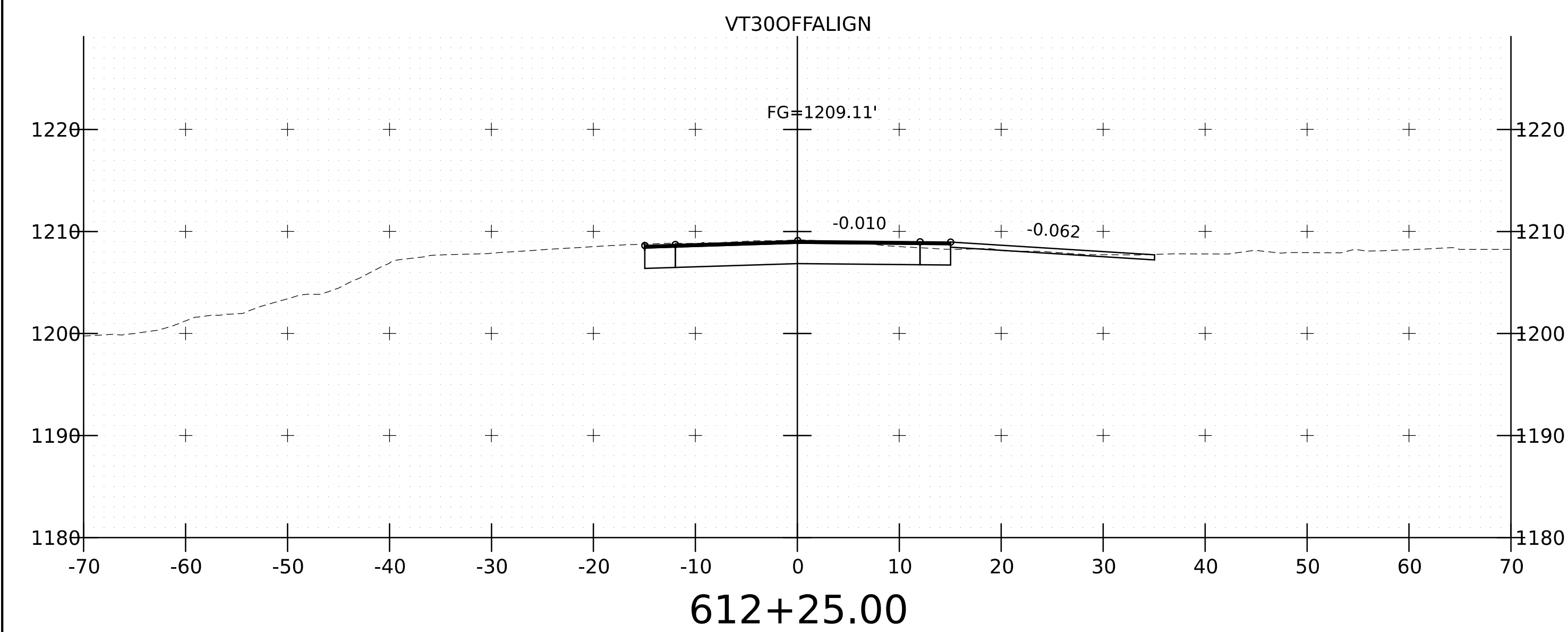
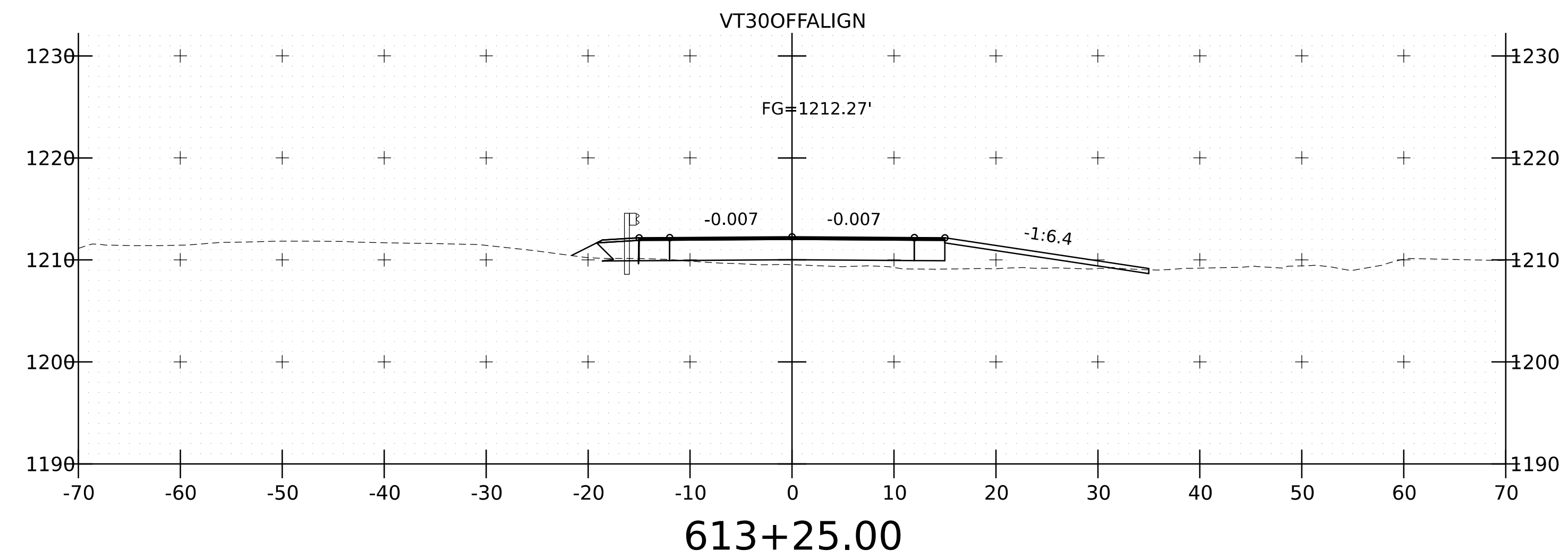
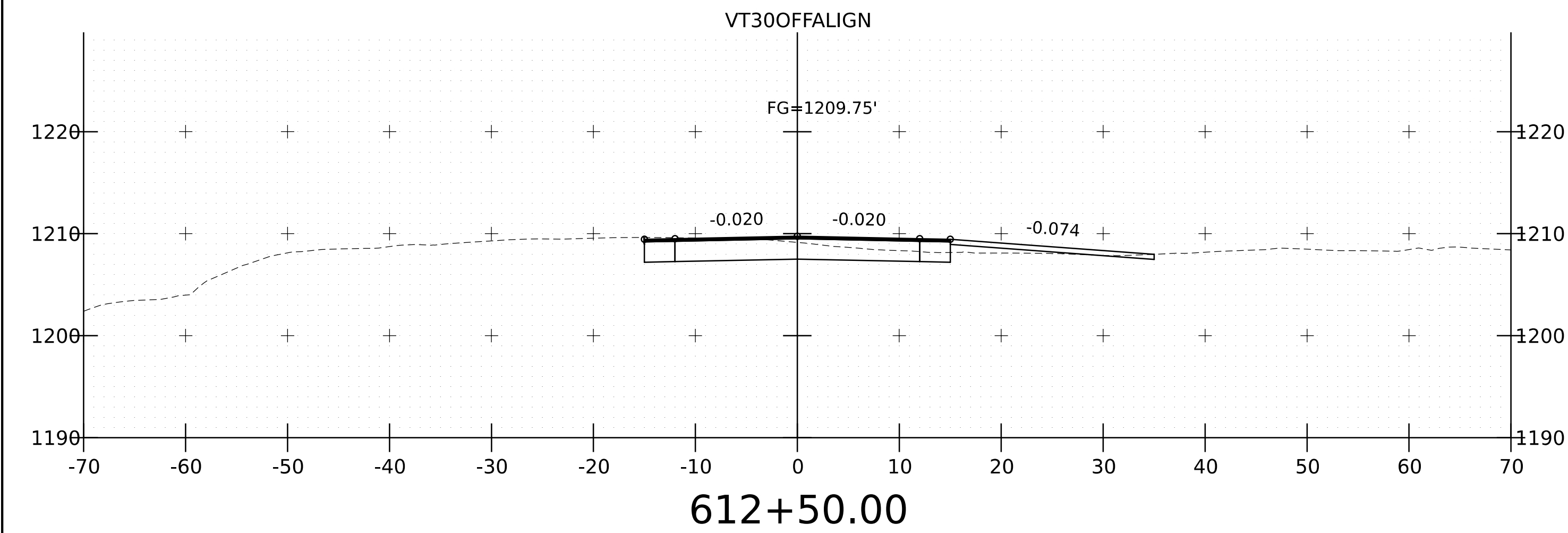
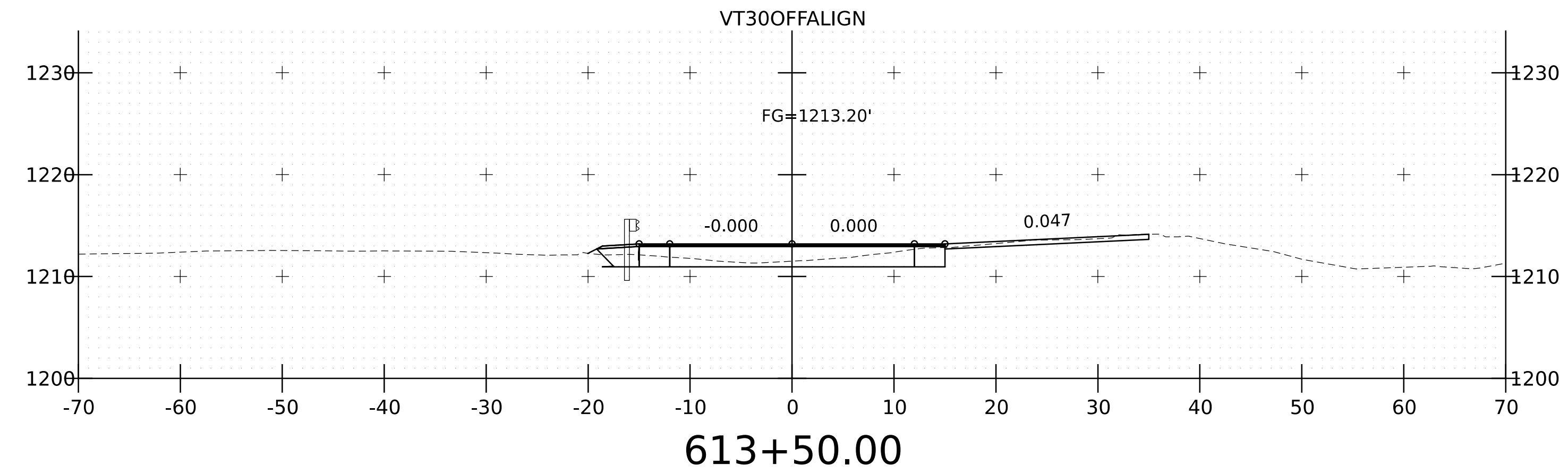
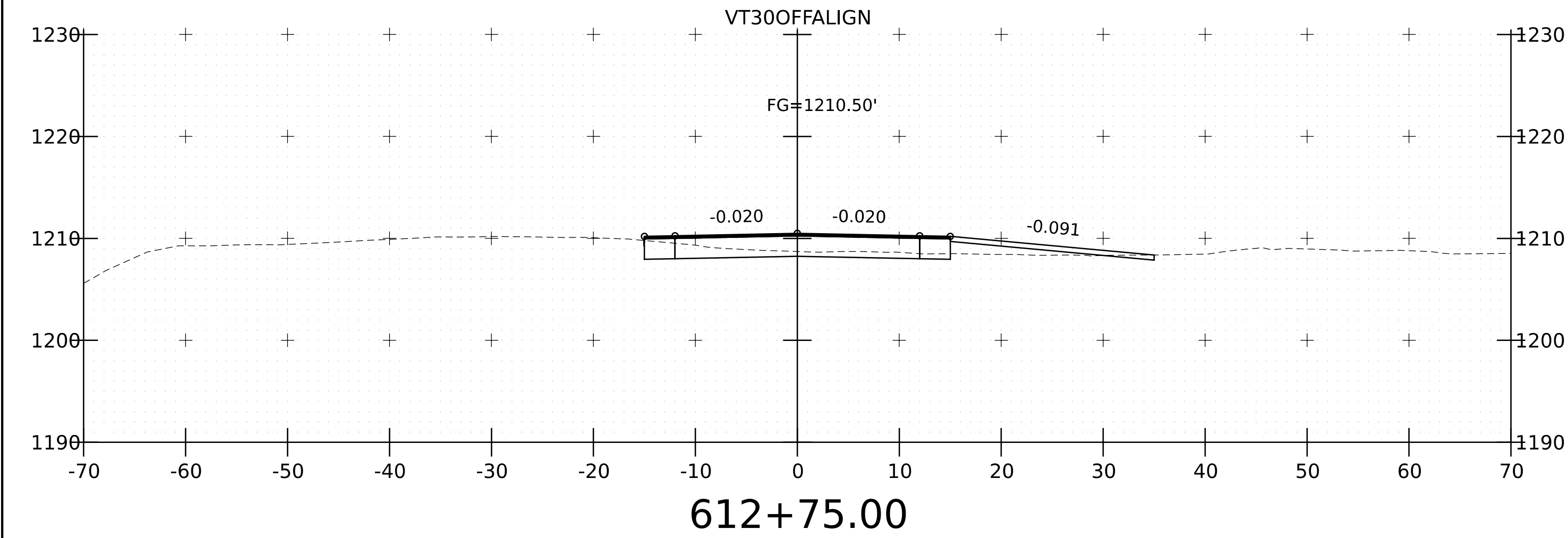
1. APPROACHING BRIDGE FROM EAST: COVER EXISTING 50 MPH SIGN LOCATED APPROXIMATELY 2750 FT FROM EXISTING BRIDGE.
2. APPROACHING BRIDGE FROM WEST: COVER EXISTING 40 MPH SIGN LOCATED APPROXIMATELY 2750 FT FROM EXISTING BRIDGE.
3. APPROACHING BRIDGE FROM WEST: COVER EXISTING 50 MPH SIGN LOCATED APPROXIMATELY 1500 FT FROM EXISTING BRIDGE.
4. DEPARTING BRIDGE HEADING WEST: COVER EXISTING 40 MPH SIGNS.

PROJECT NAME: JAMAICA
PROJECT NUMBER: VT 30 BRIDGE 42

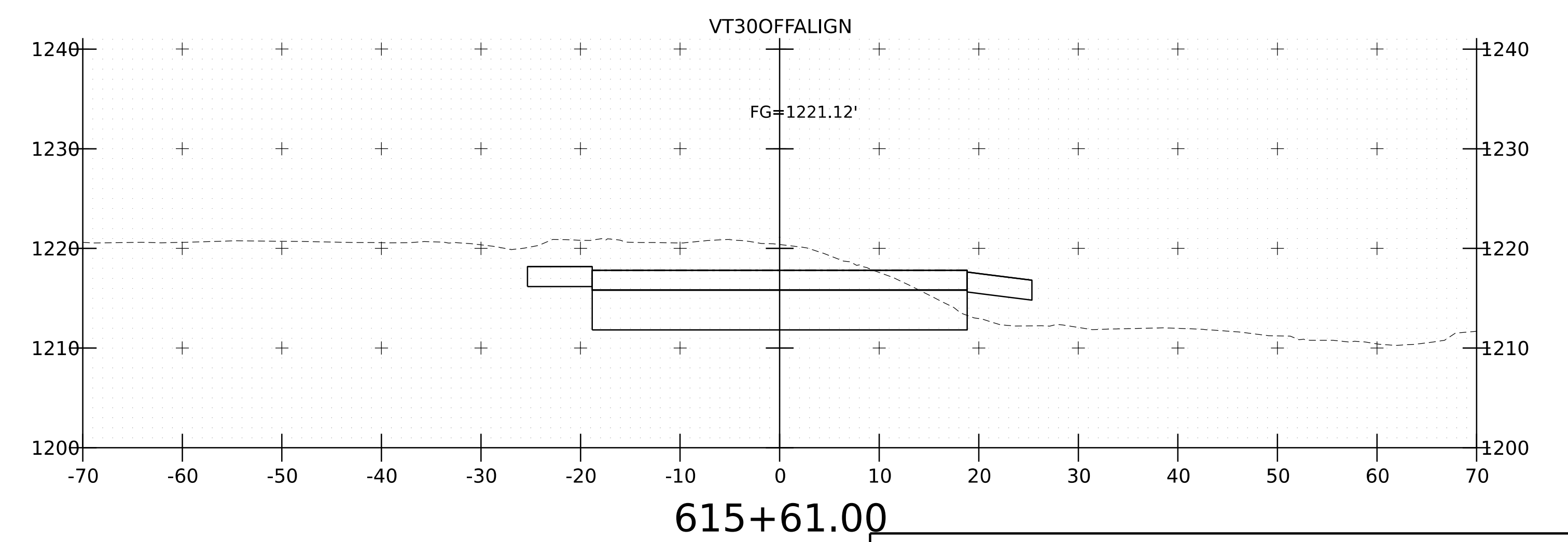
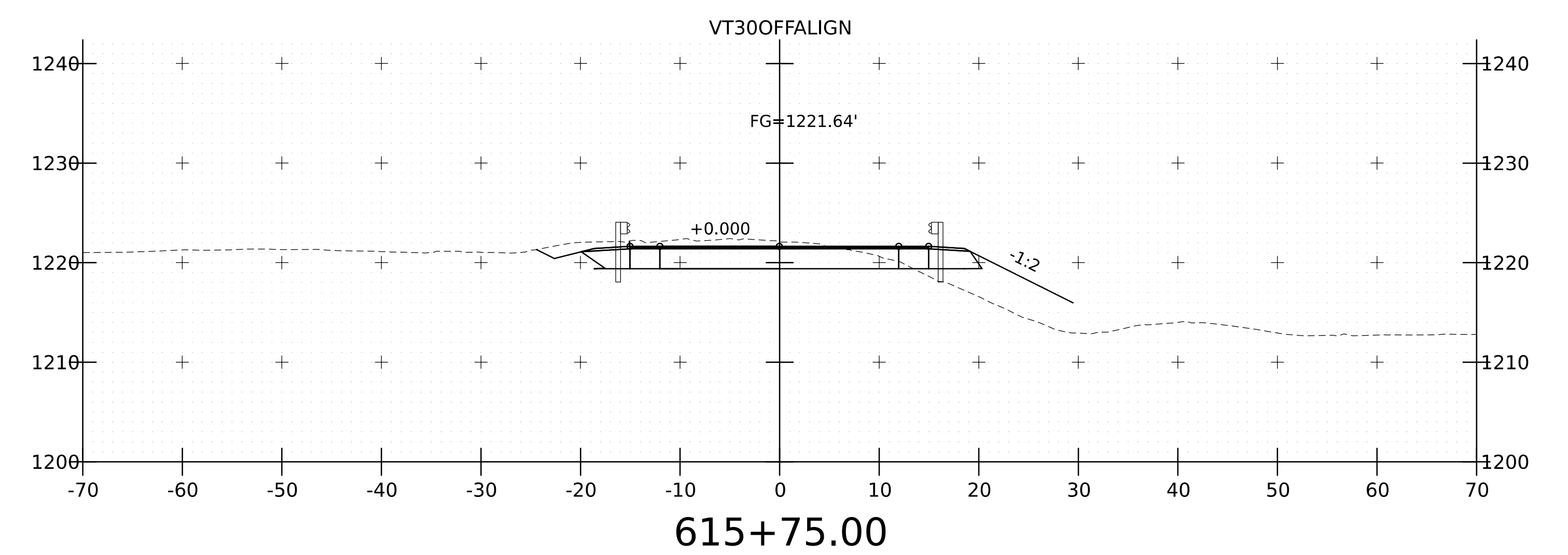
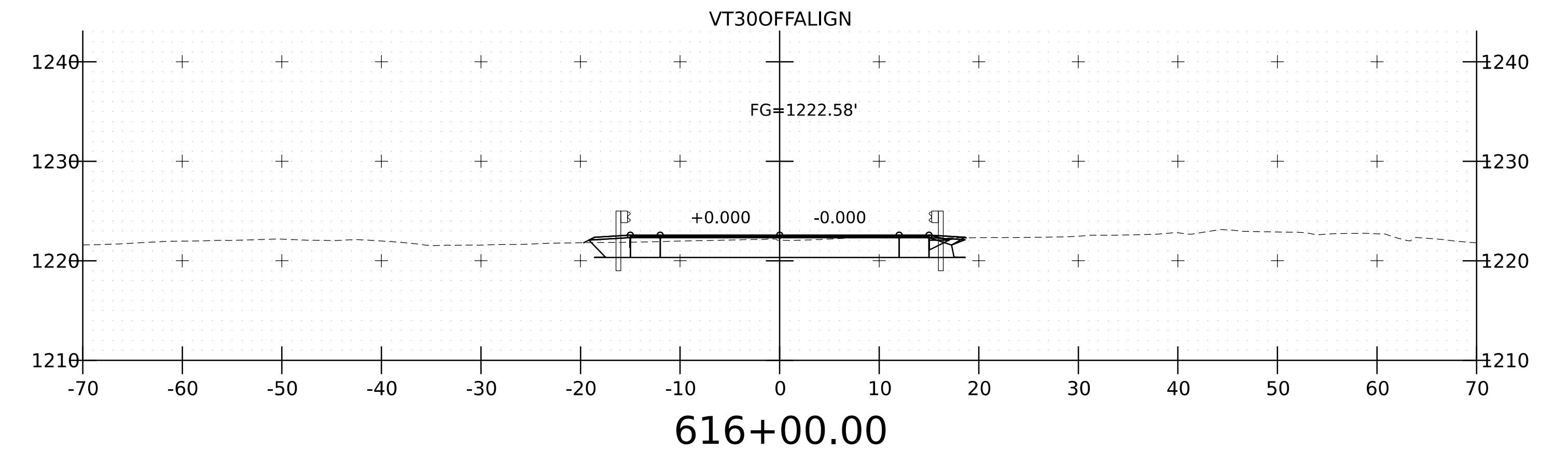
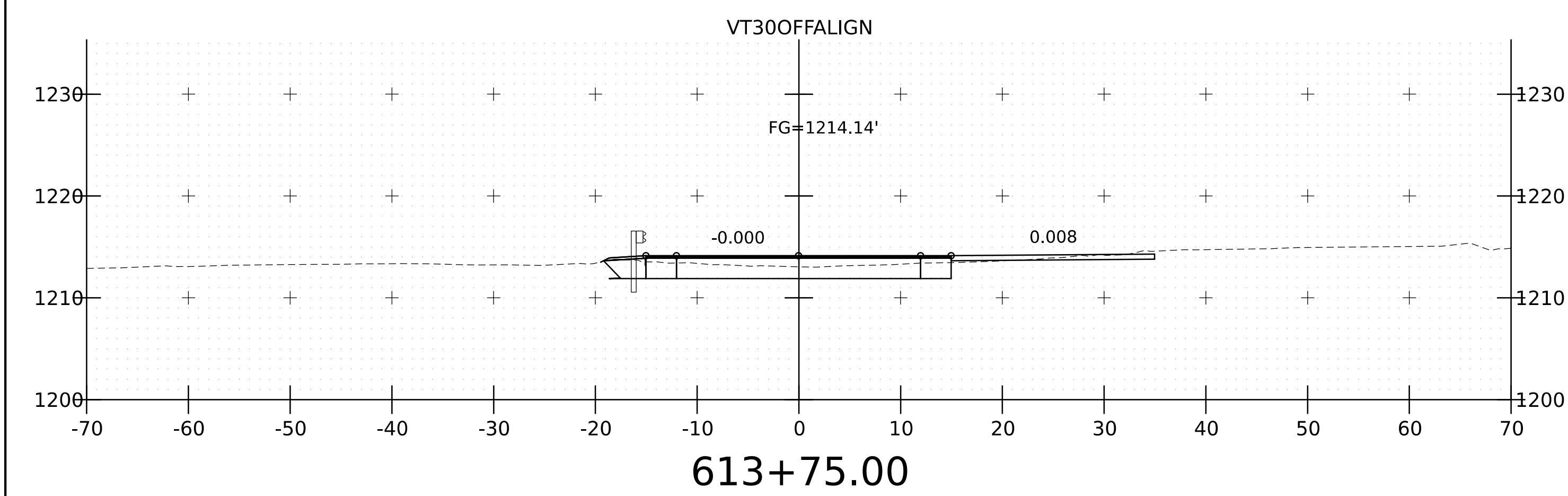
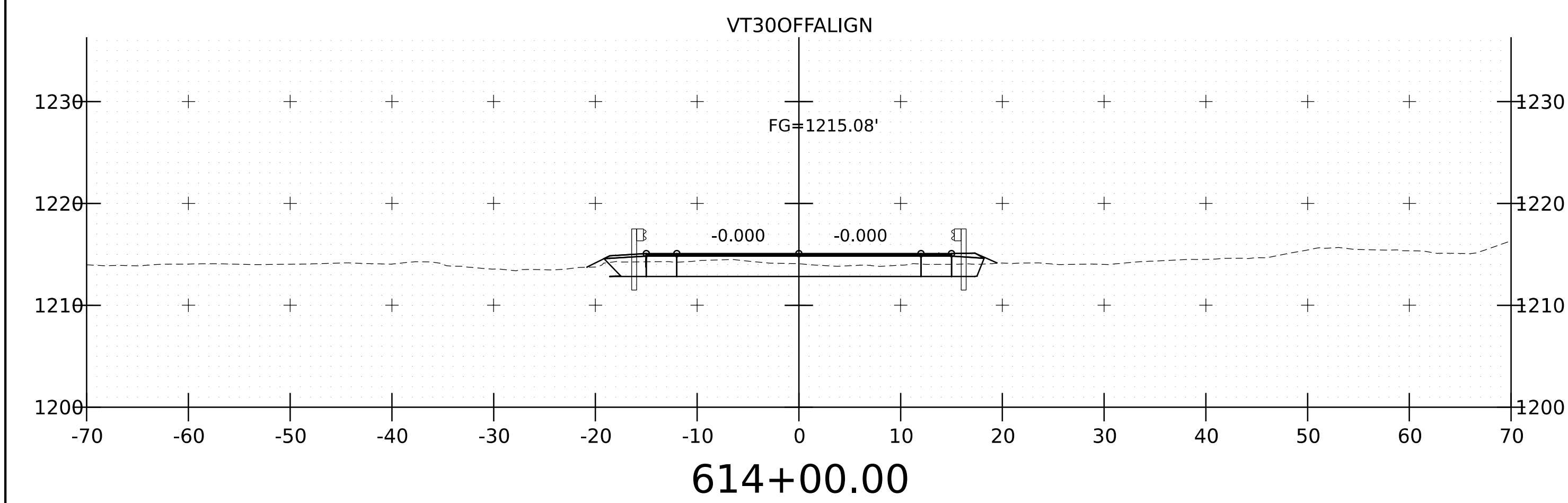
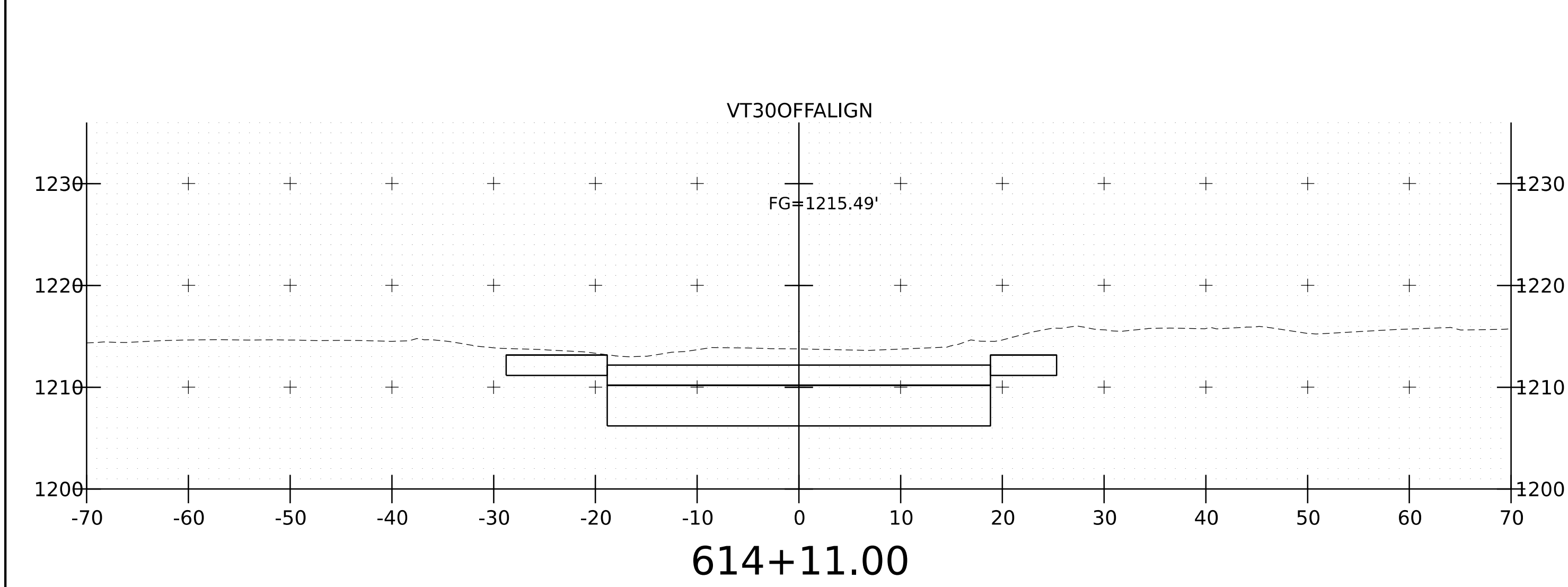
FILE NAME: VT30BR42traffic.sgn.dgn
PROJECT LEADER: A. GOUDREAU
DESIGNED BY: C. BURRALL
TRAFFIC CONTROL SIGNS
PLOT DATE: 8/2/2023
DRAWN BY: R. PELLETT
CHECKED BY: C. BURRALL
SHEET 10 OF 15



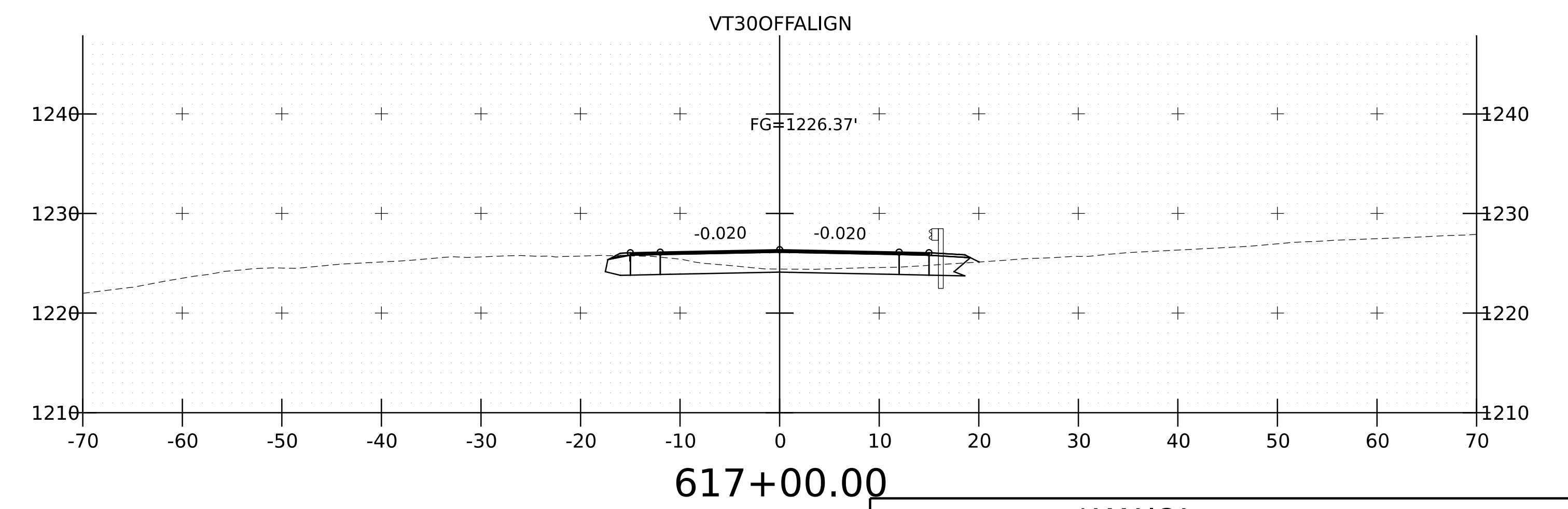
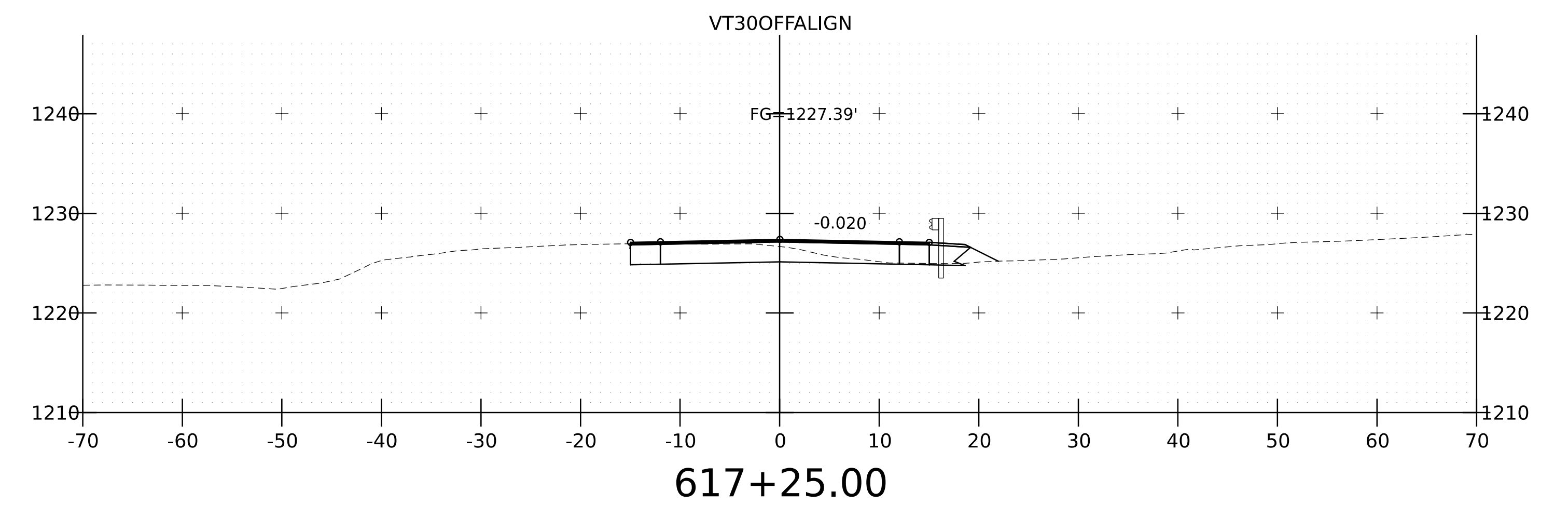
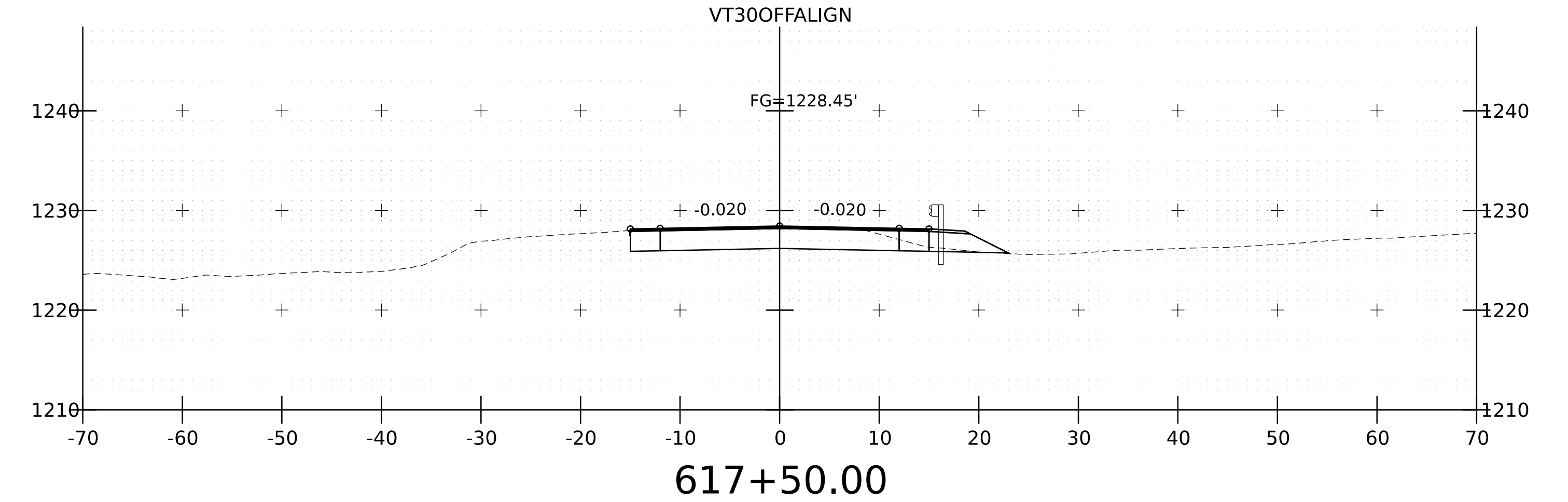
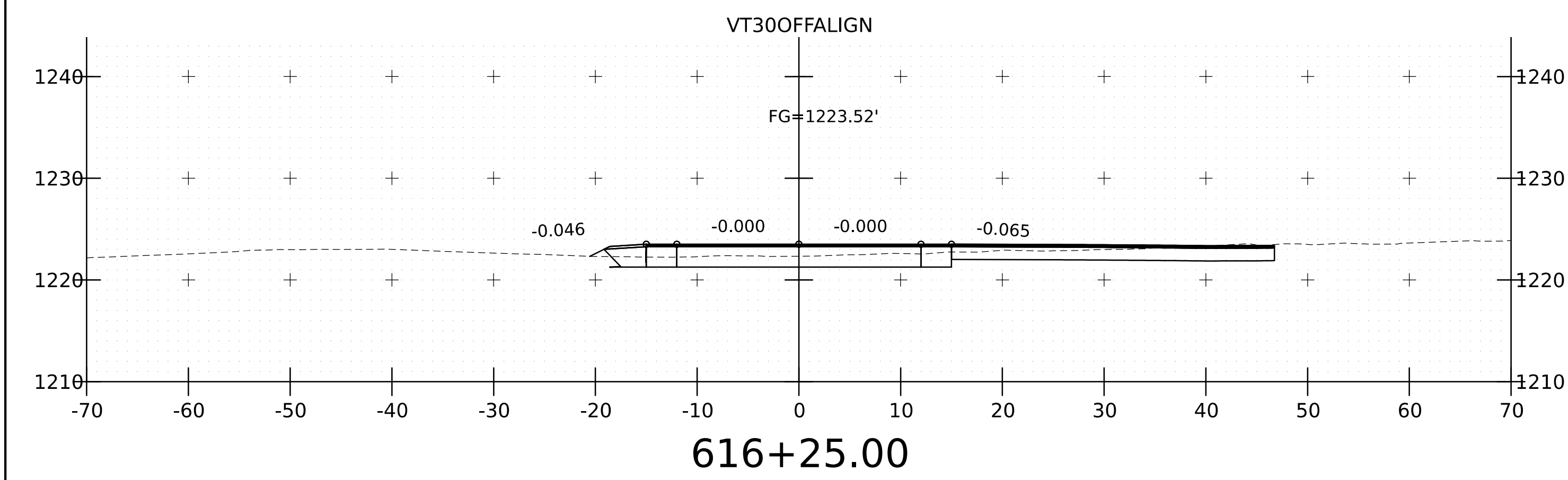
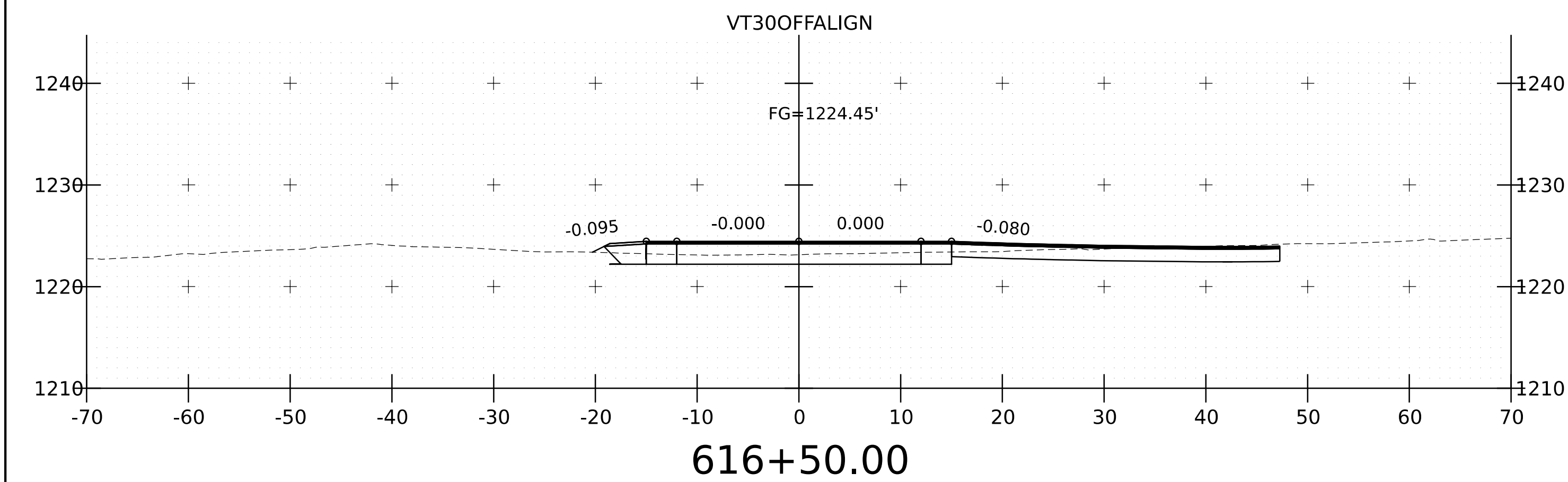
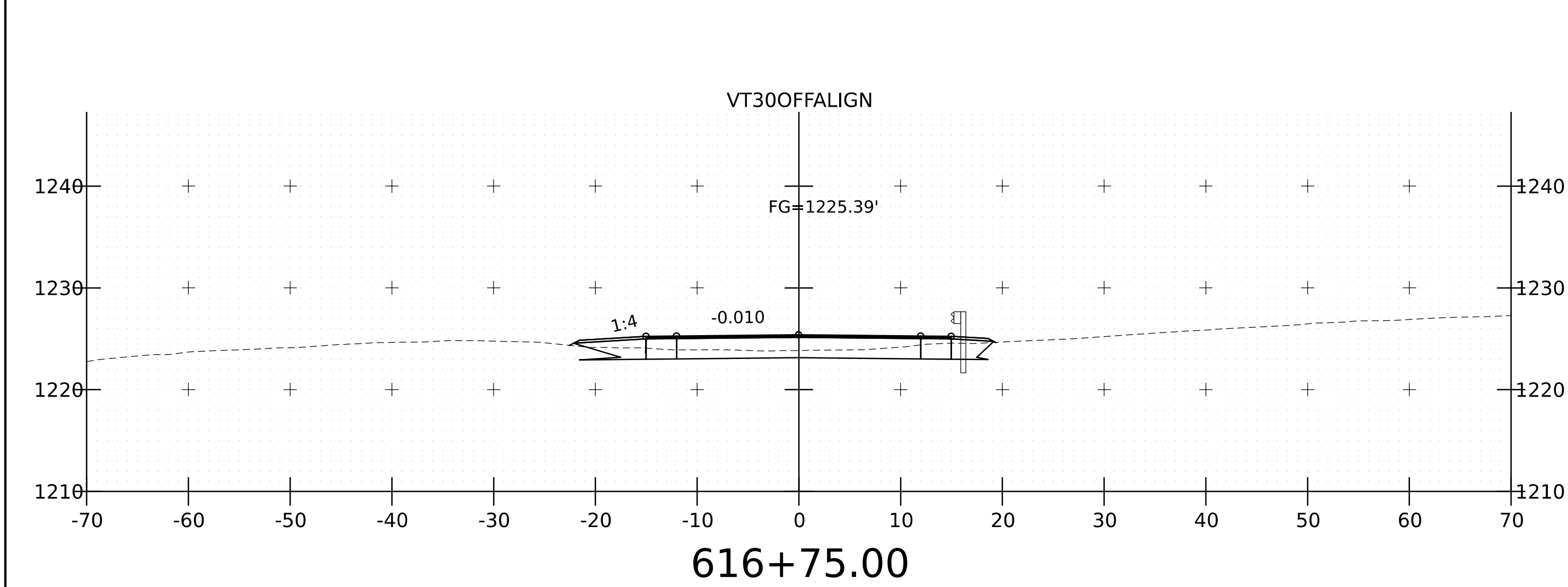
PROJECT NAME:	JAMAICA
PROJECT NUMBER:	VT 30 BRIDGE 42
FILE NAME:	VT30BR42nu2_altUp_XS
PROJECT LEADER:	A. GOUDREAU
DESIGNED BY:	C. BURRALL
VT 30 CROSS SECTIONS 1	
PLOT DATE:	8/2/2023
DRAWN BY:	M. LONGSTREET
CHECKED BY:	C. BURRALL
SHEET	11 OF 15



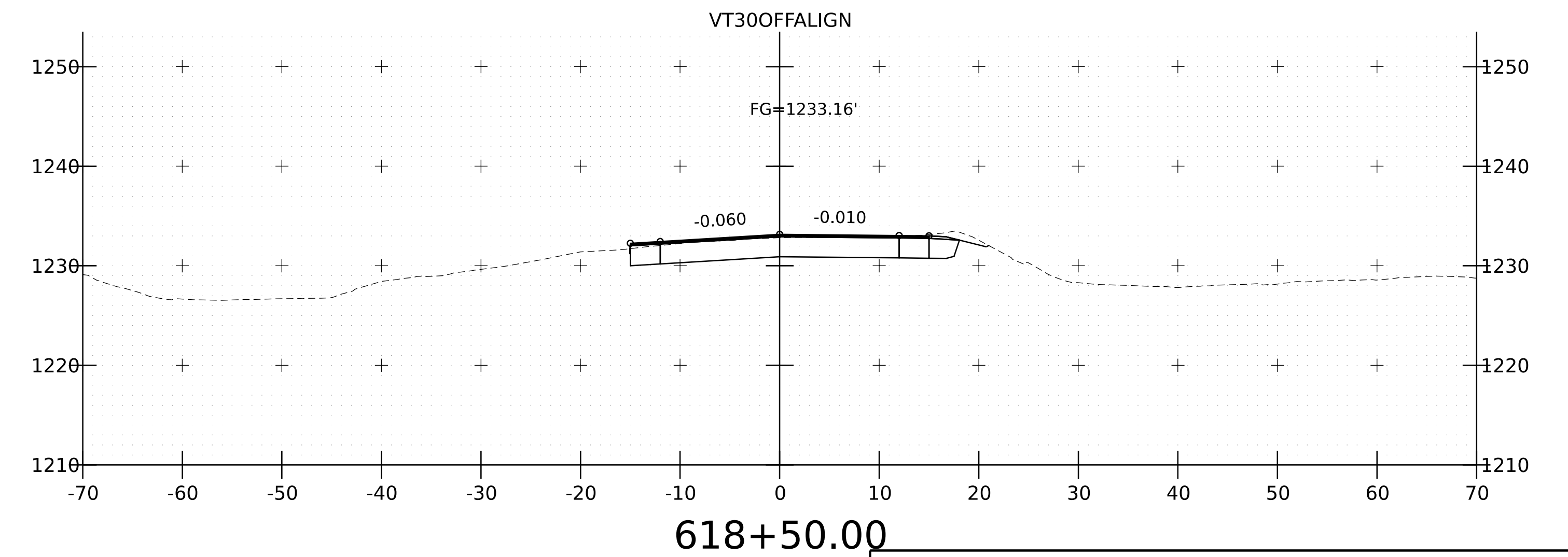
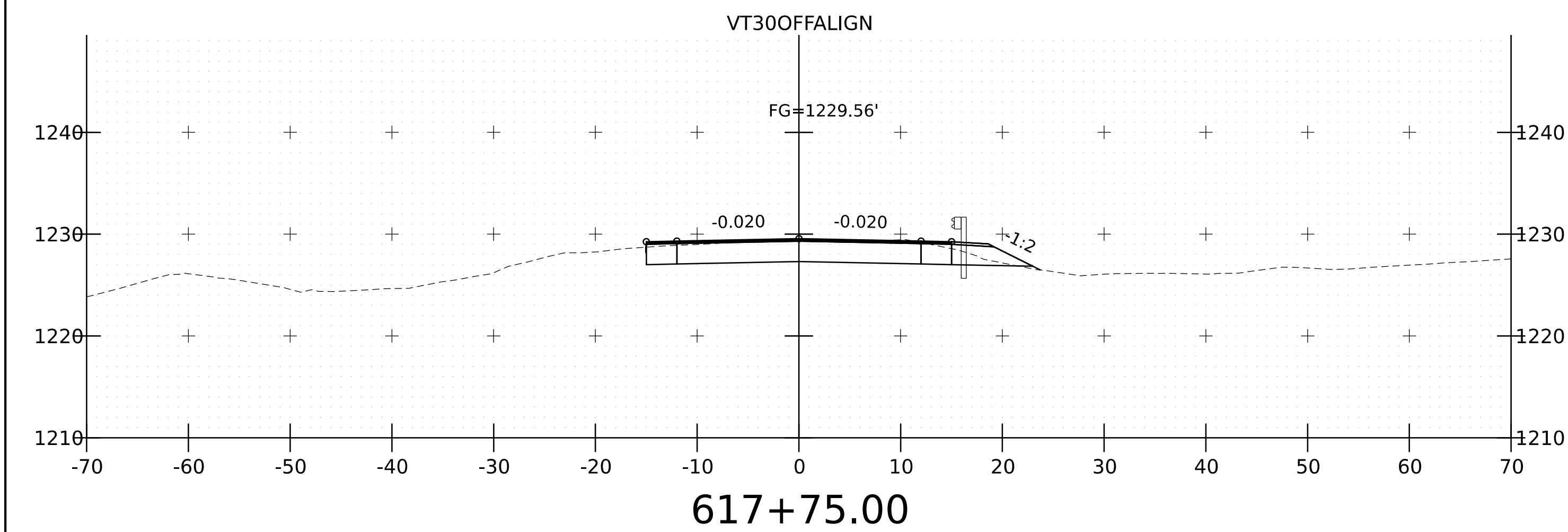
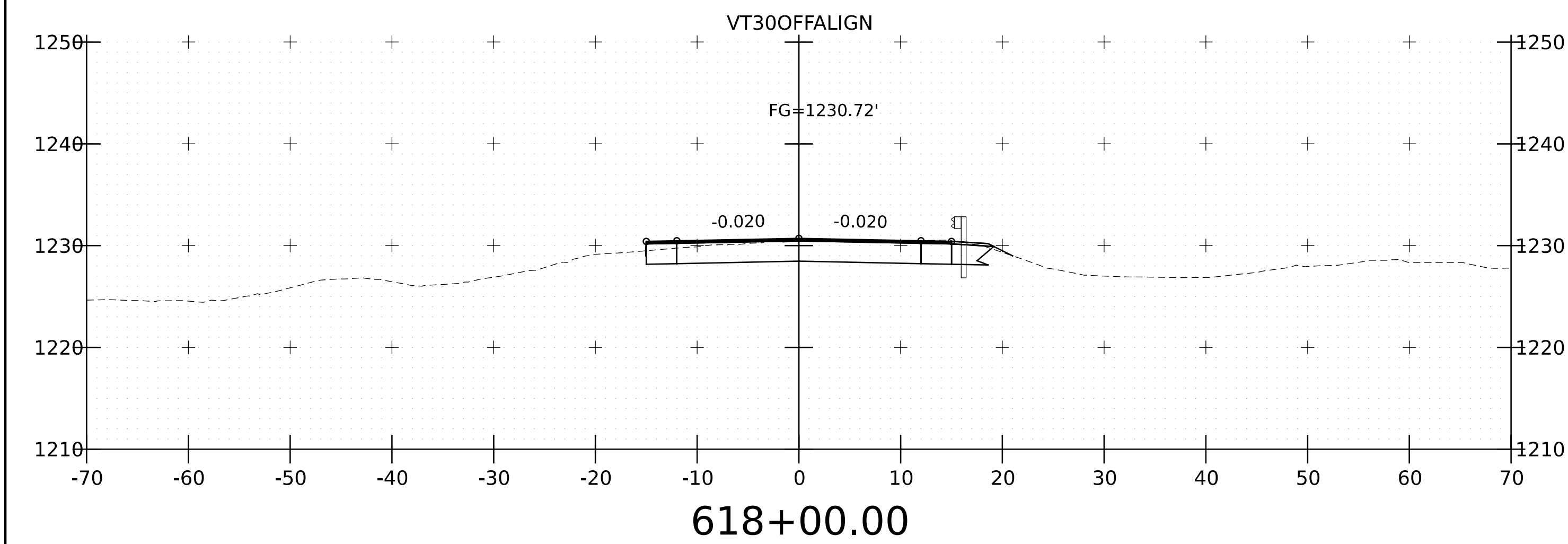
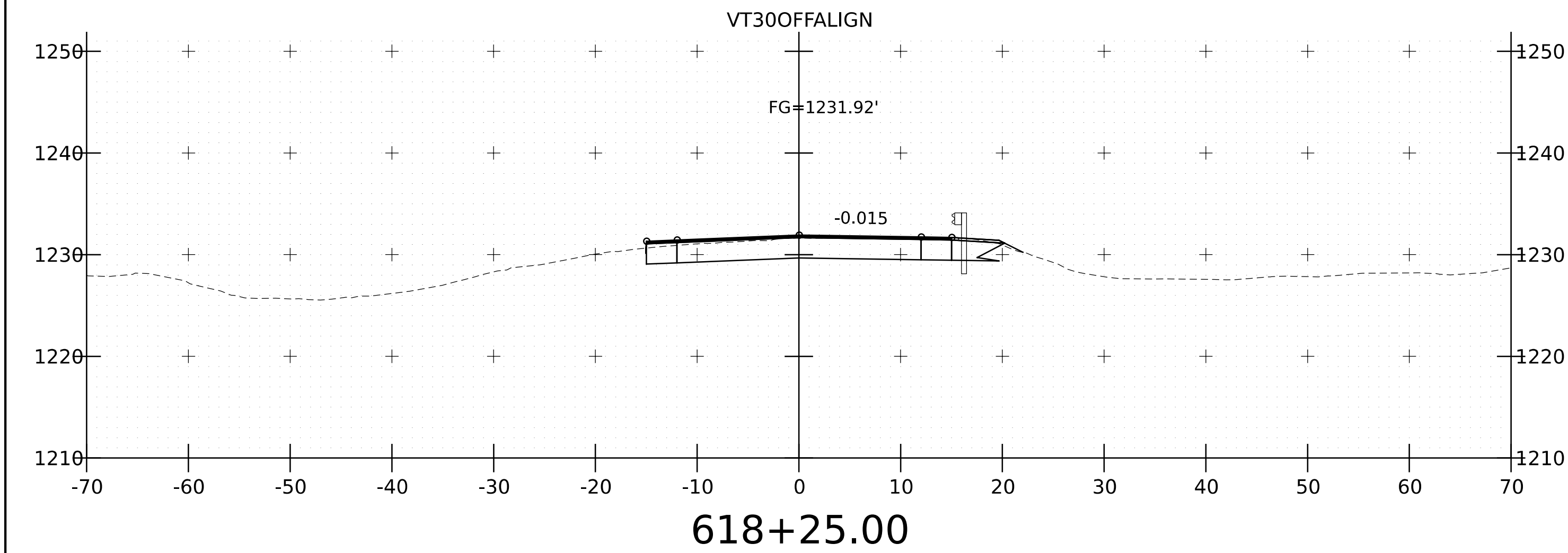
PROJECT NAME:	JAMAICA
PROJECT NUMBER:	VT 30 BRIDGE 42
FILE NAME:	VT30BR42nu2_altUp_XS
PROJECT LEADER:	A. GOUDREAU
DESIGNED BY:	C. BURRALL
VT 30 CROSS SECTIONS 2	
PLOT DATE:	8/2/2023
DRAWN BY:	M. LONGSTREET
CHECKED BY:	C. BURRALL
SHEET	12 OF 15



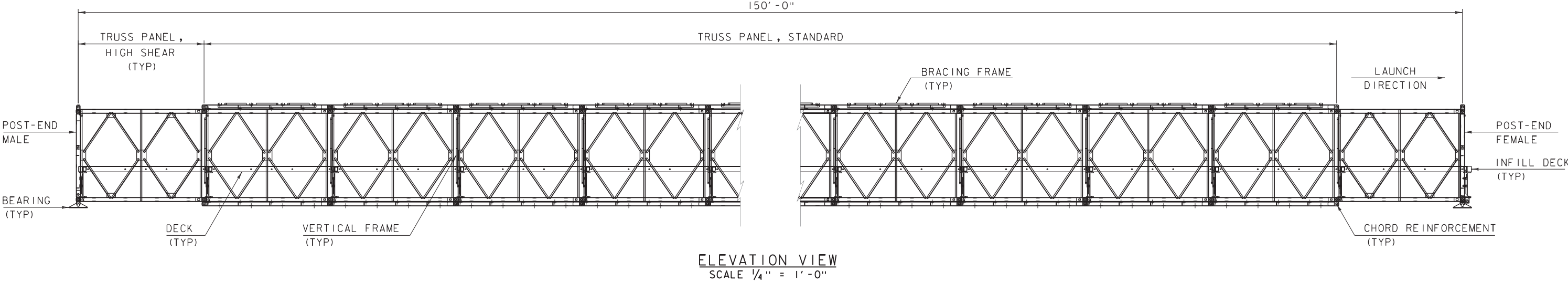
PROJECT NAME:	JAMAICA
PROJECT NUMBER:	VT 30 BRIDGE 42
FILE NAME:	VT30BR42nu2_altUp_XS
PROJECT LEADER:	A. GOUDREAU
DESIGNED BY:	C. BURRALL
VT 30 CROSS SECTIONS 3	
PLOT DATE:	8/2/2023
DRAWN BY:	M. LONGSTREET
CHECKED BY:	C. BURRALL
SHEET	13 OF 15



PROJECT NAME:	JAMAICA
PROJECT NUMBER:	VT 30 BRIDGE 42
FILE NAME:	VT30BR42nu2_altUp_XS
PROJECT LEADER:	A. GOUDREAU
DESIGNED BY:	C. BURRALL
VT 30 CROSS SECTIONS 4	
PLOT DATE:	8/2/2023
DRAWN BY:	M. LONGSTREET
CHECKED BY:	C. BURRALL
SHEET	14 OF 15

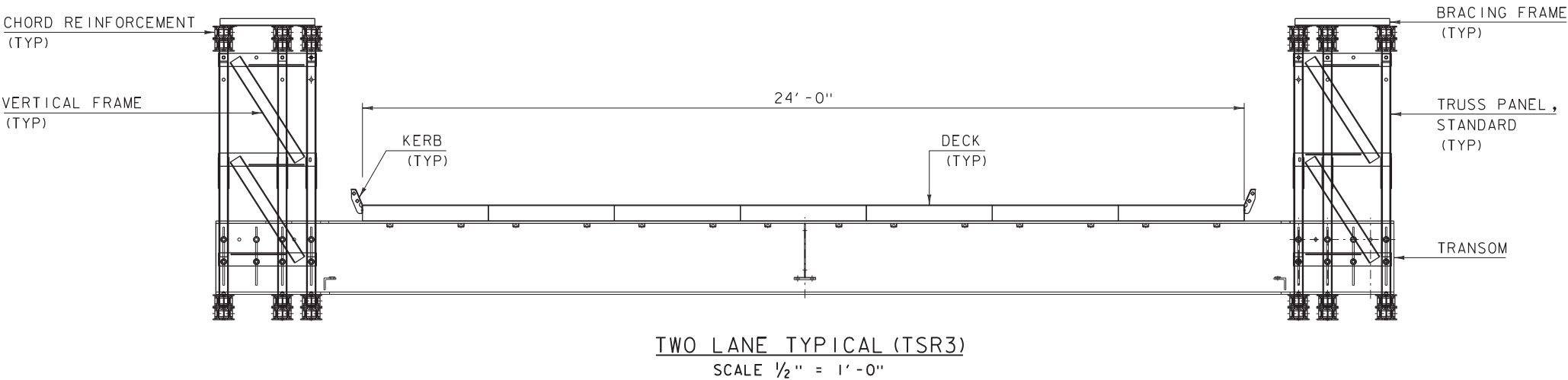


PROJECT NAME:	JAMAICA	PLOT DATE:	8/2/2023
PROJECT NUMBER:	VT 30 BRIDGE 42	DRAWN BY:	M. LONGSTREET
FILE NAME:	VT30BR42nu2_altUp_XS	CHECKED BY:	C. BURRALL
PROJECT LEADER:	A. GOUDREAU	SHEET	15 OF 15
DESIGNED BY:	C. BURRALL		
VT 30 CROSS SECTIONS 5			



PARTS LIST

PART NO.	DESCRIPTION	QUANTITY NEEDED	PART WIEGHT (LBS)	TOTAL WEIGHT (LBS)
MC 19	BEARING-SINGLE	12	38.96	467.52
MC 200	PANEL-200-STD	78	628.00	48984.00
MC 201	PANEL-200-HIGH SHEAR	12	738.00	8856.00
MC 222	BRACE-VERTICAL	30	36.14	1084.20
MC 236	PLATE-BEARING	12	22.50	270.00
MC 300	KERB	30	78.80	2364.00
MC 302	CHORD REINFORCEMENT-STD-3 m	0	178.00	0.00
MC 304	CHORD REINFORCEMENT-HVY-3 m	156	200.00	31200.00
MC 307	PIN-PANEL	336	5.58	1874.88
MC 307A	CLIP-PANEL PIN	672	0.22	147.84
MC 317	POST-END MALE 200	6	161.00	966.00
MC 318	POST-END FEMALE 200	6	185.00	1110.00
MC 331	SWAYBRACE-EW	60	82.90	4974.00
MC 366	INFILL DECK -EOB-7.35	2	260.00	520.00
MC 359	BRACING FRAME-730	26	136.90	3559.40
MC 360	DECK 1050 mm	105	674.00	70770.00
MC 378	SCREW DECK CLAMP	448	0.35	156.80
MC 379	NUT DECK CLAMP -M20	448	0.48	215.04
MC 418	VERTICAL FRAME-730	28	136.30	3816.40
MC 419	TIE BEAM-730	4	19.30	77.20
MC 430	BOLT-BRACING SHORT	497	0.96	477.12
MC 431	BOLT-TRANSOM	268	1.60	428.80
MC 433	BOLT-CHORD SHORT	624	2.00	1248.00
MC 436	NUT-FLANGED	1389	0.31	430.59
MC 457	TRANSOM-7.35-SDK-MS250-AR	16	2856.00	45696.00
TOTAL WEIGHT OF BRIDGE				229693.79
WEIGHT WITHOUT DECK				155667.95



STATE OF VERMONT
AGENCY OF TRANSPORTATION



MABEY BRIDGE DETAIL
TWO LANE TYPICAL
150 FOOT SPAN
HS25 LOADING

FOUNDATION NOTES:

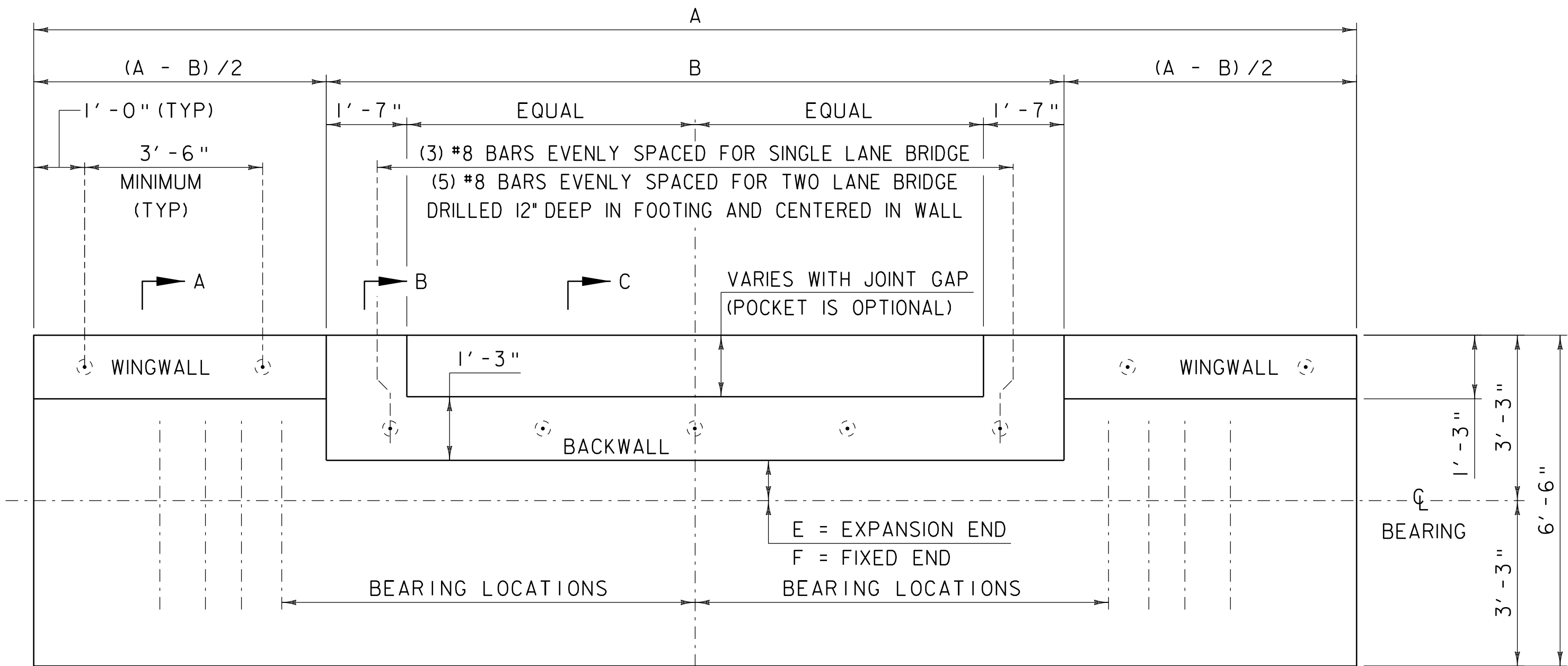
1. THE TYPICAL FOUNDATION LAYOUTS REQUIRED TO DIMENSIONALLY FACILITATE THE INSTALLATION OF MABEY COMPACT 200 BRIDGES ARE SHOWN.
2. THE BRIDGE FOUNDATION FOOTING MUST BE PLACED ON SUITABLE MATERIAL. IF THE FOUNDATION MATERIAL IS UNSUITABLE, THE FOOTING SHOULD BE UNDERCUT 2'-0" AND REPLACED WITH GRANULAR BACKFILL FOR STRUCTURES.
3. THE ABUTMENT BALLAST WALLS SHOULD NOT BE CONSTRUCTED UNTIL THE BRIDGE HAS BEEN LAUNCHED AND JACKED DOWN INTO POSITION ON ITS BEARINGS.
4. IT IS ESSENTIAL THAT ALL OF THE BEARINGS ON AN ABUTMENT ARE SET AT THE SAME LEVEL, TO AVOID MALDISTRIBUTION OF STRESSES IN THE BRIDGE.
5. DIMENSIONS MARKED ANNOTATED WITH LETTER VALUES ARE LOCATED IN THE "BRIDGE FOUNDATION DIMENSION TABLE". DIMENSION "E" WILL ACCOUNT FOR BRIDGE EXPANSION DUE TO TEMPERATURE AND THE VALUE SHOWN IS TO BE ADDED TO THE VALUES SHOWN IN THE "EXPANSION GAP TEMPERATURE ADJUSTMENT" TABLE.
6. THE BRIDGE AND WALLS MAY BE PLACED ON THE FOOTING AFTER IT ACHIEVES A COMPRESSIVE STRENGTH OF 2000 PSI. THE LENGTH OF THE CURE CAN BE VERIFIED BY THE MIX DESIGN STRENGTHS OR CYLINDER BREAKS.

MABEY UNIVERSAL® DIMENSIONS		
DIMENSIONS	ROADWAY WIDTHS	
	13.8 FT	24.1 FT
A	26'-3"	37'-8"
B	14'-6"	24'-6"
C	2'-10 1/4"	3'-6"
E	(8 5/8" + H)	(8 13/16" + H)
F	5 3/4"	6 1/8"

MABYE COMPACT 200® DIMENSIONS				
DIMENSIONS	SINGLE LANE WIDTH		TWO LANE WIDTH	
	11 FT	14 FT	24 FT	24FT
	STANDARD	EXTRA WIDE	HS20	HA/MS250
A	23'-0"	26'-3"	37'-8"	37'-8"
B	11'-2"	14'-5"	25'-3"	25'-3"
C	2'-7 1/2"	2'-7 3/4"	3'-3 1/2"	3'-3 3/4"
E	(8 1/2" + H)	(8 1/2" + H)	(9" + H)	(9" + H)
F	3/8"	3/8"	5/8"	5/8"

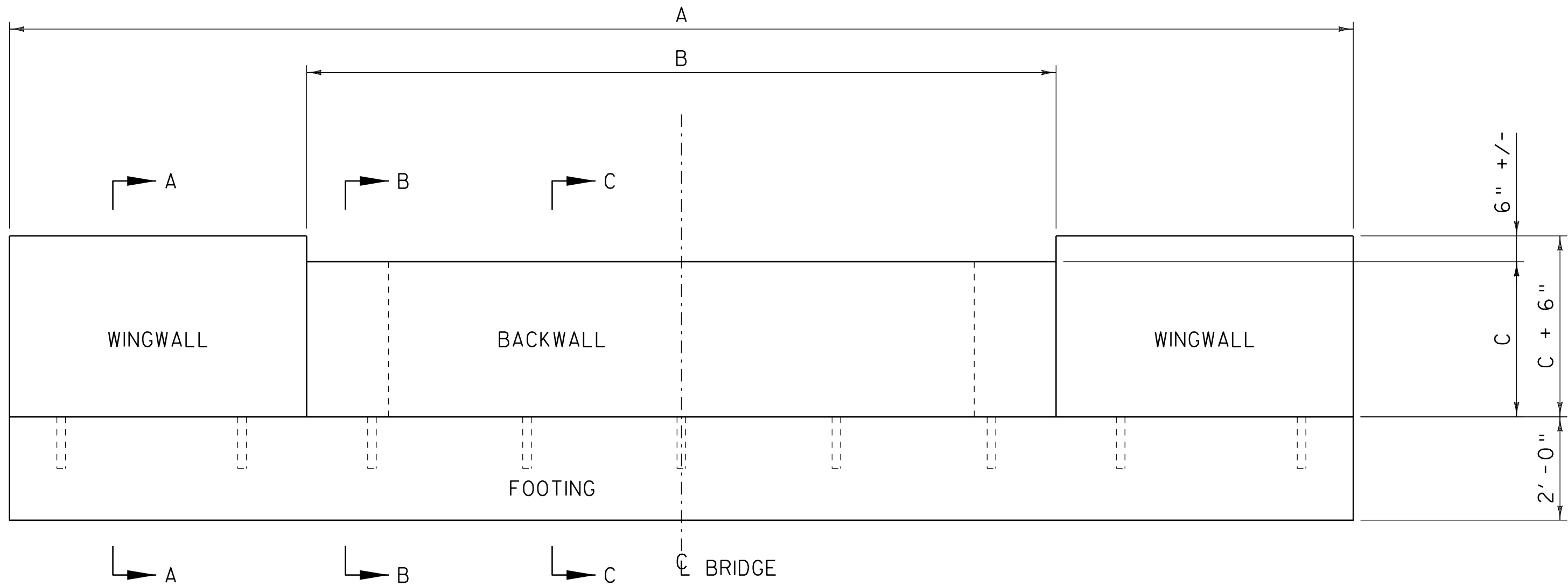
EXPANSION GAP TEMPERATURE ADJUSTMENT					
" H " Distance (in)					
Temp (°F)	Expansion Length (ft)				
	100 - 120	>120 - 140	>140 - 160	>160 - 180	>180 - 200
0	1 5/8	1 5/16	1 1/2	1 11/16	1 7/8
15	1 1/2	1 1/8	1 5/16	1 1/2	1 5/8
30	1 5/16	1	1 1/8	1 1/4	1 3/8
45	1 3/16	13/16	15/16	1 1/16	1 3/16
60	1 1/16	5/8	3/4	13/16	15/16
75	15/16	1/2	9/16	5/8	11/16
90	3/4	5/16	3/8	7/16	7/16
105	5/8	3/16	3/16	3/16	1/4

- 1) Expansion Length: Length of span, from Expansion Joint to nearest Fixed Bearing.
- 2) Temp: Approximate temperature of steel during joint placement.



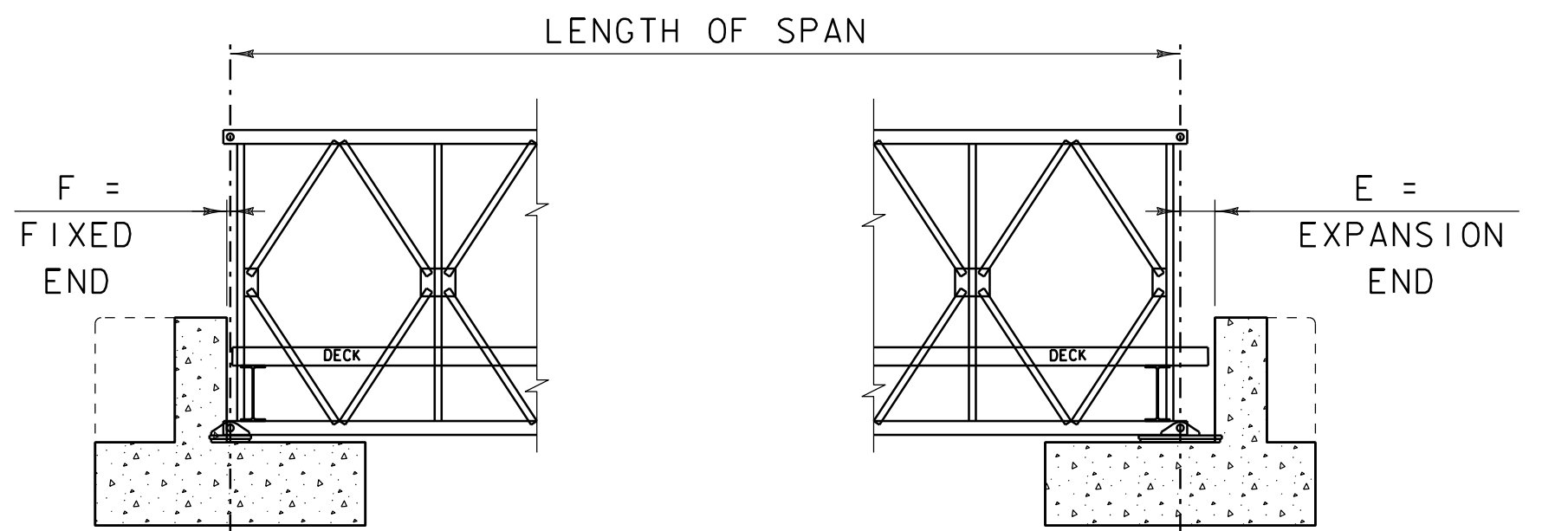
CAST-IN-PLACE FOUNDATION PLAN

SCALE = 1/2" = 1'-0"



CAST-IN-PLACE FOUNDATION ELEVATION

SCALE = 1/2" = 1'-0"

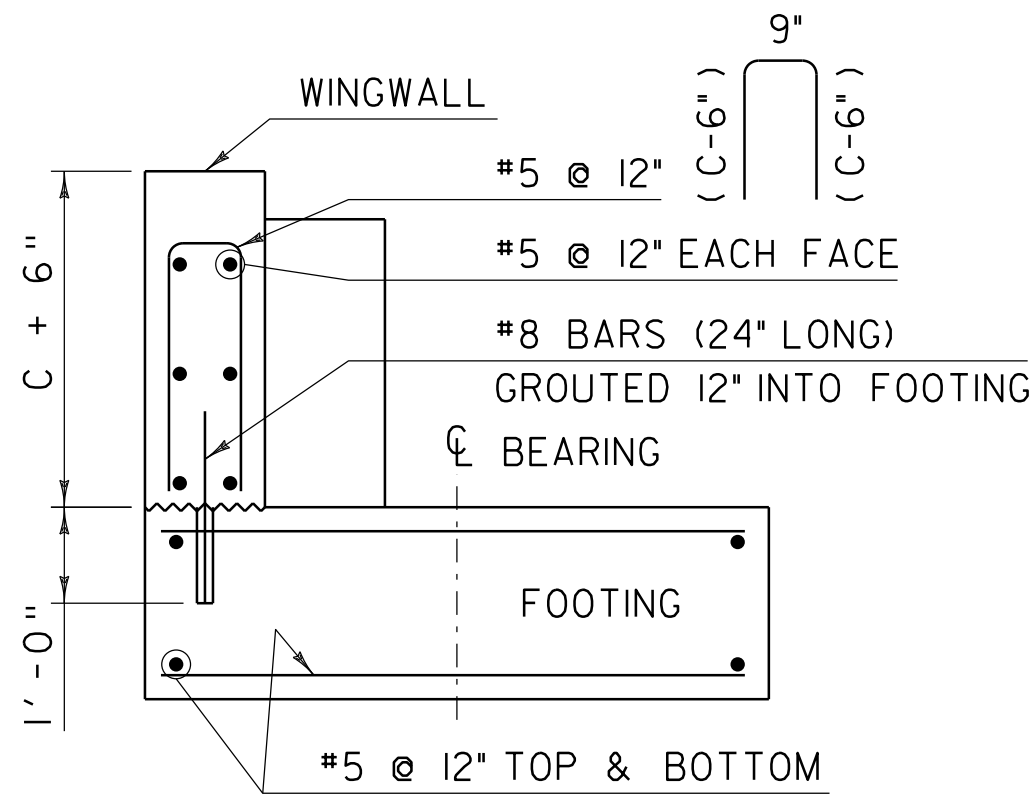


FOUNDATION PROFILE

SCALE = 1/4" = 1'-0"

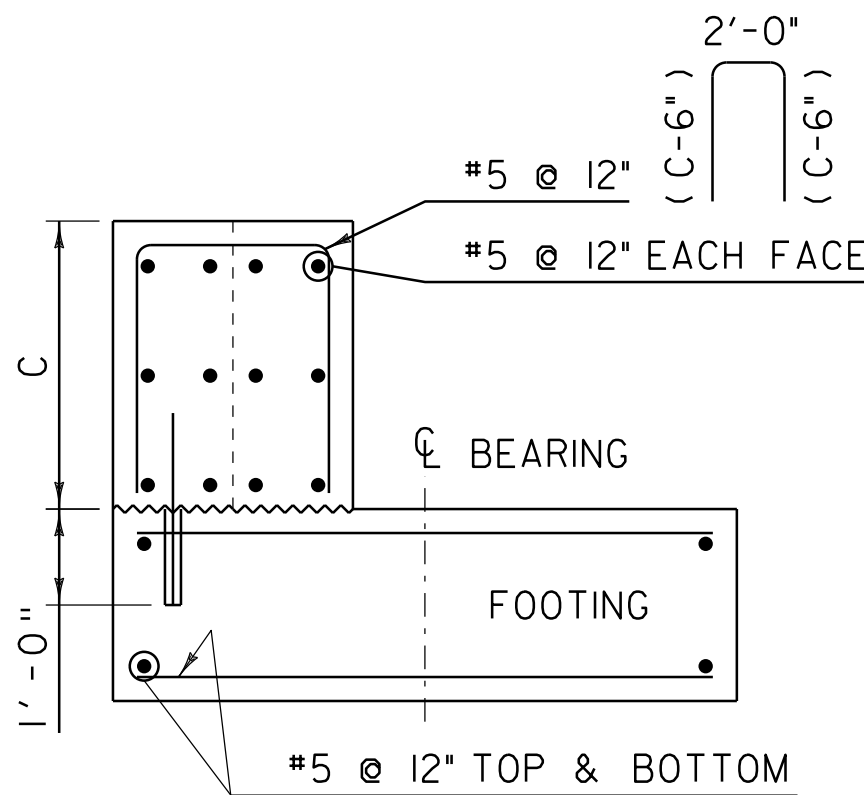
REBAR NOTE:

3" CLEAR, UNLESS OTHERWISE SPECIFIED ON THE PLANS.
2'-2" BAR LAP UNLESS OTHERWISE SPECIFIED ON THE PLANS.



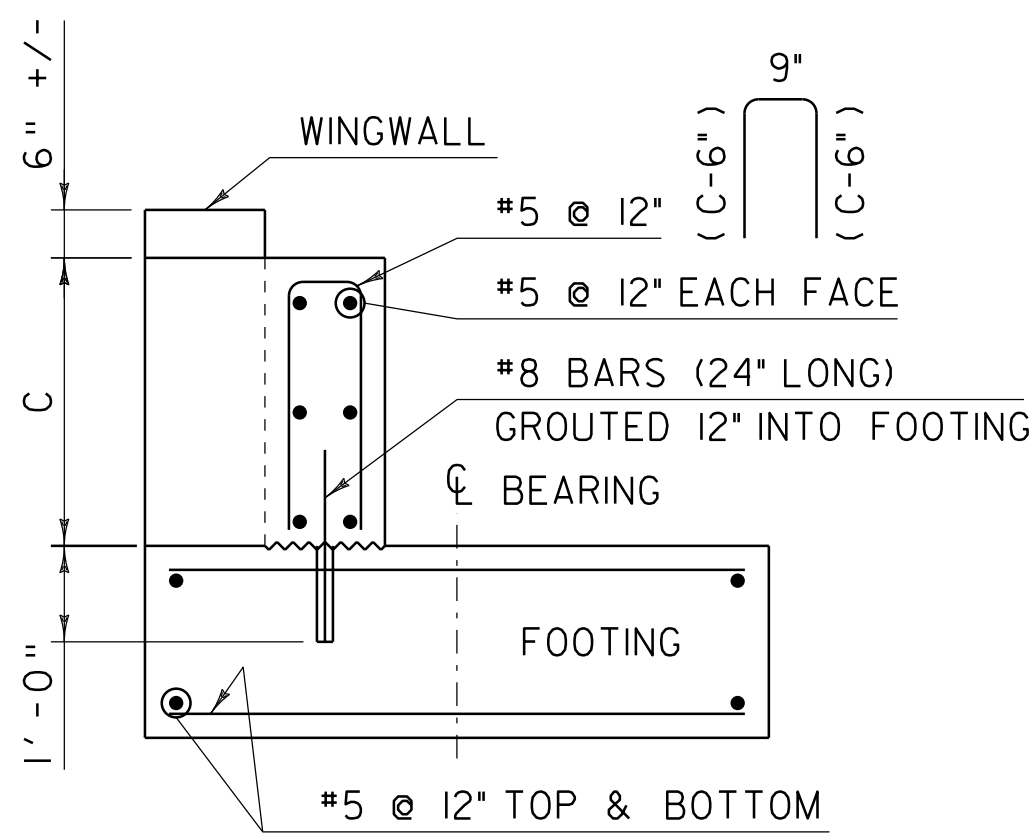
SECTION A-A CAST-IN-PLACE

SCALE = 1/2" = 1'-0"



SECTION B-B CAST-IN-PLACE

SCALE = 1/2" = 1'-0"



SECTION C-C CAST-IN-PLACE

SCALE = 1/2" = 1'-0"

PROJECT NAME: MABEY BRIDGE FOUNDATION

PROJECT NUMBER:

FILE NAME: MaybeyDetails.dgn

PROJECT LEADER: VAOT

DESIGNED BY: VAOT

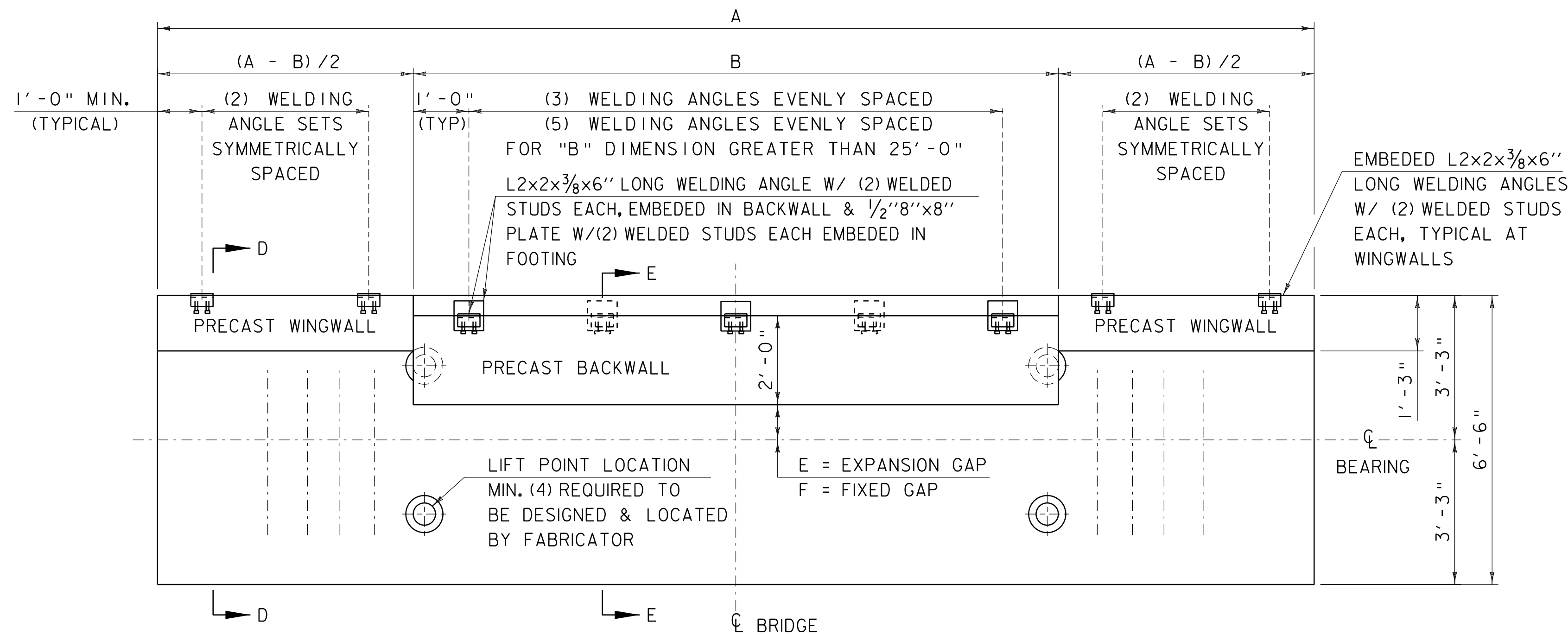
MABEY FOUNDATION DETAIL SHEET I

PLOT DATE: 08-SEP-2011

DRAWN BY: MCL

CHECKED BY: VAOT

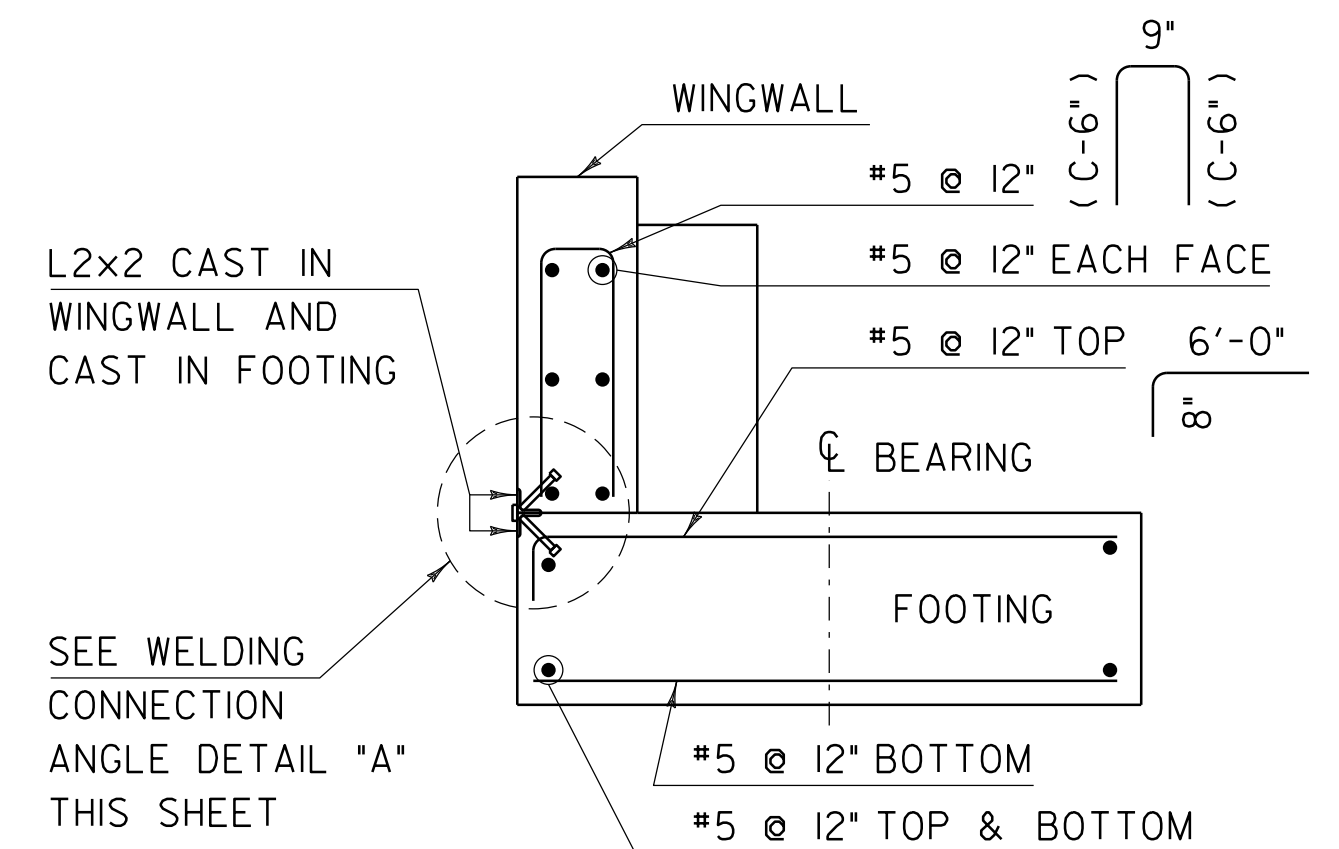
SHEET I OF 2



PRECAST FOUNDATION PLAN

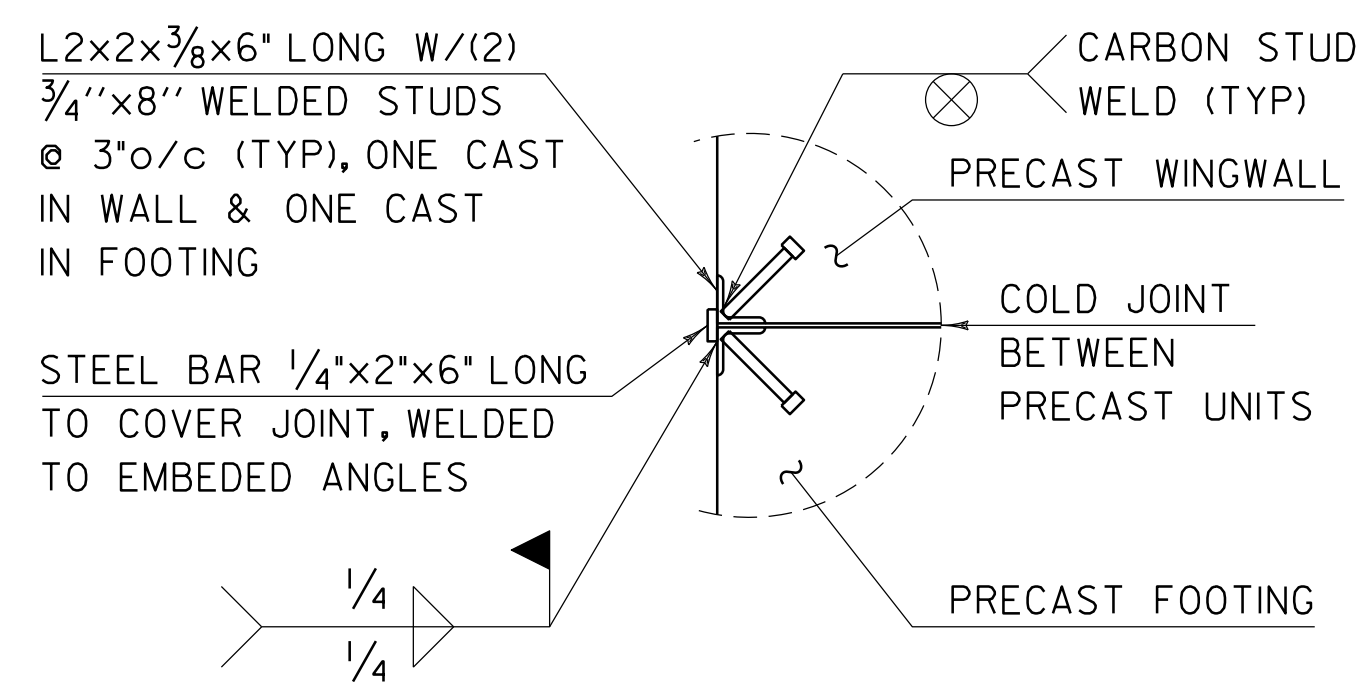
SCALE = $\frac{1}{2}" = 1'-0"$

1.) FOUNDATION COMPONENTS MAY BE PRECAST AND ASSEMBLED AS SHOWN IN THESE DETAILS. DIMENSION AND DETAILS FOR THIS OPTION ARE SIMILAR TO THE CAST-IN-PLACE DETAILS. SEE SHEET 1, FOR NOTES AND DIMENSION TABLES.



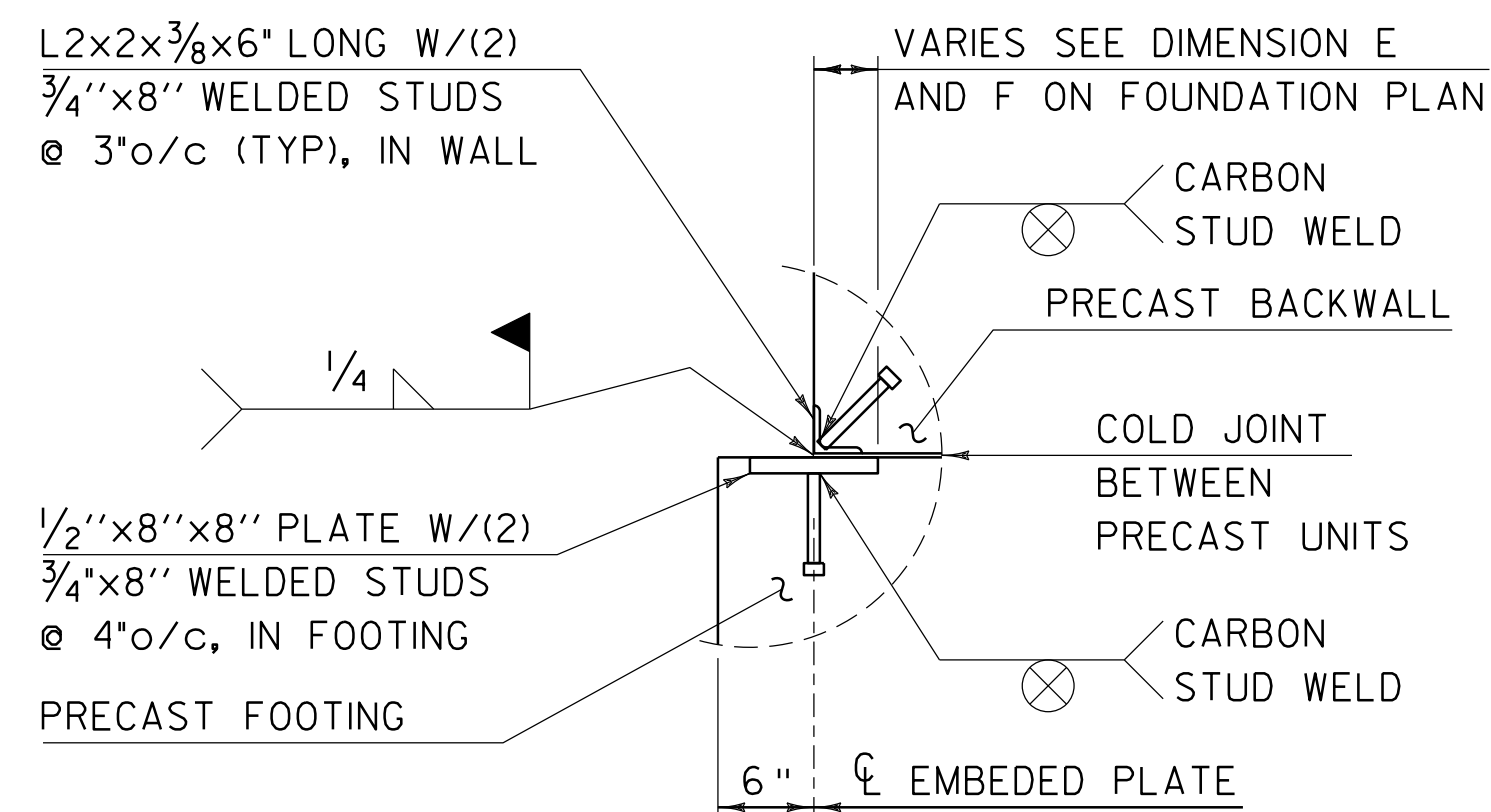
SECTION D-D PRECAST

SCALE = $\frac{1}{2}" = 1'-0"$



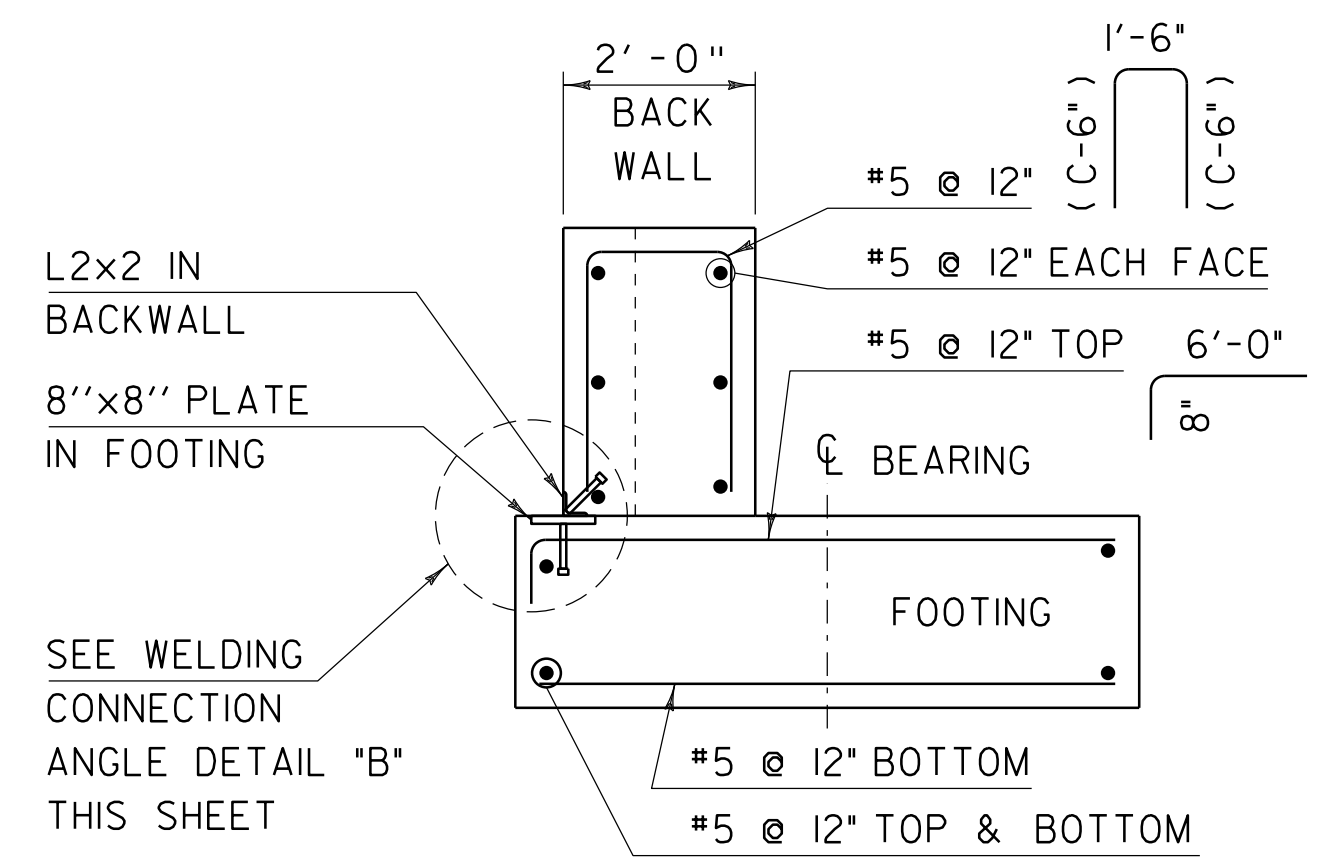
WELDING CONNECTION ANGLE DETAIL "A"

SCALE = $1" = 1'-0"$



WELDING CONNECTION ANGLE DETAIL "B"

SCALE = $1" = 1'-0"$



SECTION E-E PRECAST

SCALE = $\frac{1}{2}" = 1'-0"$

REBAR NOTE:

3" CLEAR, UNLESS OTHERWISE SPECIFIED ON THE PLANS.
2'-2" BAR LAP UNLESS OTHERWISE SPECIFIED ON THE PLANS.

PROJECT NAME: MABEY BRIDGE FOUNDATION

PROJECT NUMBER:

FILE NAME: MaybeyDetails.dgn

PROJECT LEADER: VAOT

DESIGNED BY: VAOT

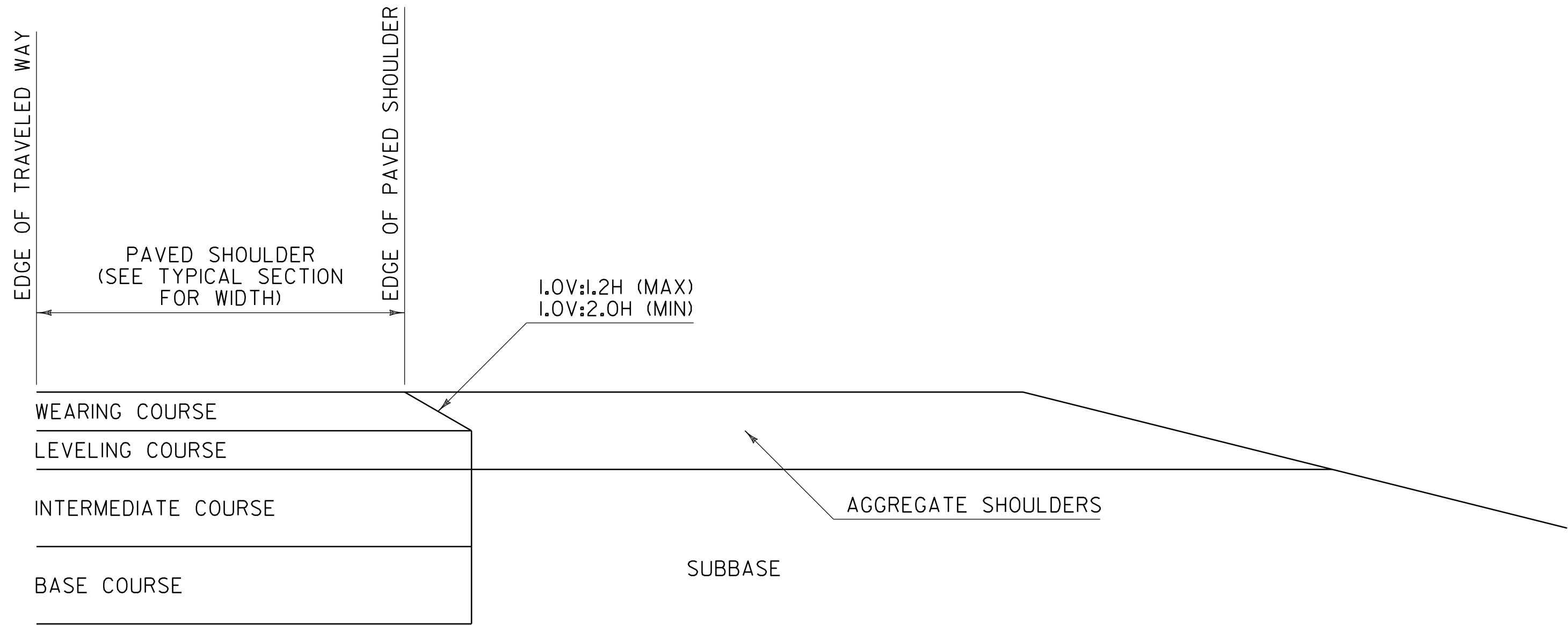
MABEY FOUNDATION DETAIL SHEET 2

PLOT DATE: 08-SEP-2011

DRAWN BY: MCL

CHECKED BY: VAOT

SHEET 2 OF 2

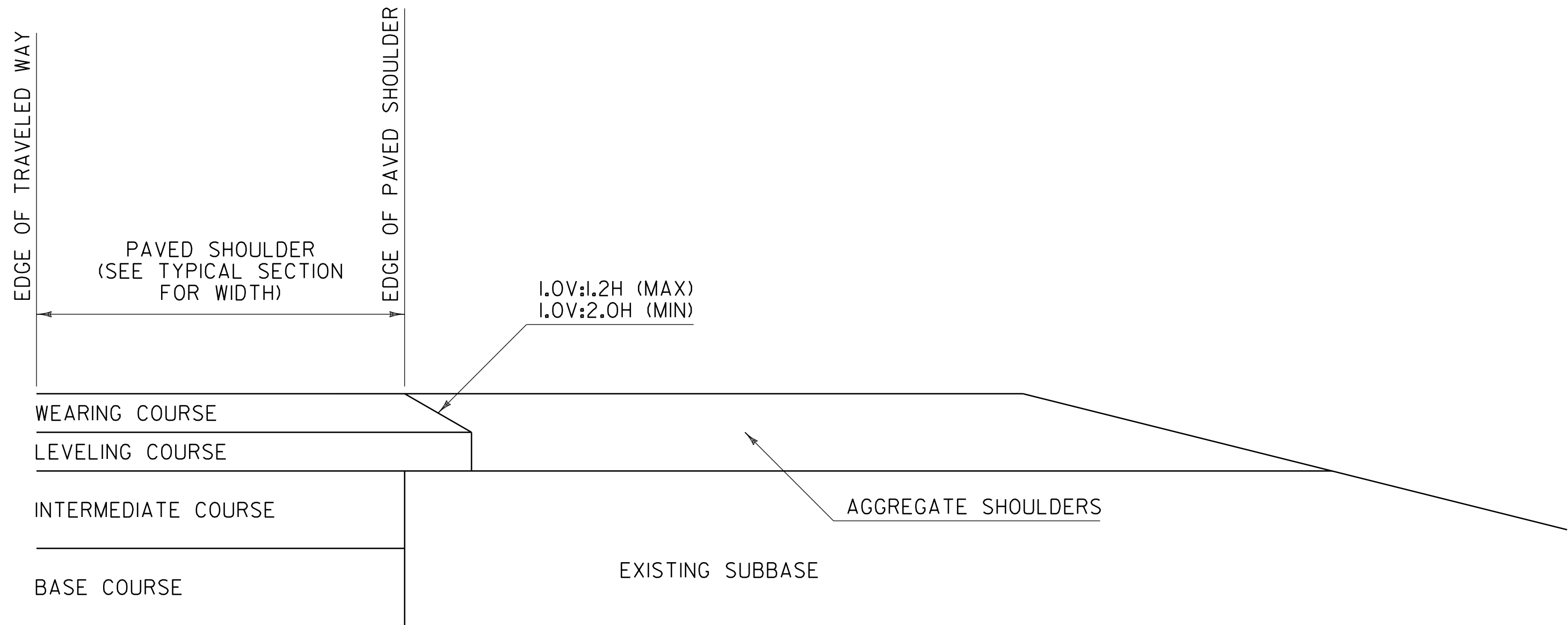


NOTES:

SAFETY EDGE DETAIL
FOR PAVING BELOW WEARING COURSE

- 1. THIS DETAIL IS INTENDED FOR WHEN PAVING EXTENDS BELOW THE WEARING COURSE.
- 2. PRIOR TO PLACEMENT OF THE LEVELING AND/OR WEARING COURSE, THE SUBBASE LOCATED BENEATH THE AGGREGATE SHOULDERS SHALL BE PREPARED FLUSH WITH THE BOTTOM OF THE LEVELING COURSE.
- 3. BASE COURSE LIMITS MAY VARY, SEE TYPICAL SECTIONS FOR WIDTH.

SAFETY EDGE WIDTH BASED ON WEARING COURSE THICKNESS AND A 1V:1.6H SLOPE	
WEARING COURSE THICKNESS (INCHES)	NOMINAL SAFETY EDGE WIDTH (INCHES)
1.25	2.000
1.50	2.375
1.75	2.750
2.00	3.125
2.25	3.500
2.50	4.000



SAFETY EDGE DETAIL
FOR PAVING WEARING COURSE ONLY

NOTES:

- 1. THIS DETAIL IS INTENDED FOR WHEN ONLY THE LEVELING AND/OR WEARING COURSE IS TO BE PLACED.
- 2. PAVEMENT COURSES MAY VARY, SEE TYPICAL SECTIONS FOR ACTUAL PAVEMENT COURSES REQUIRED.

GENERAL NOTES:

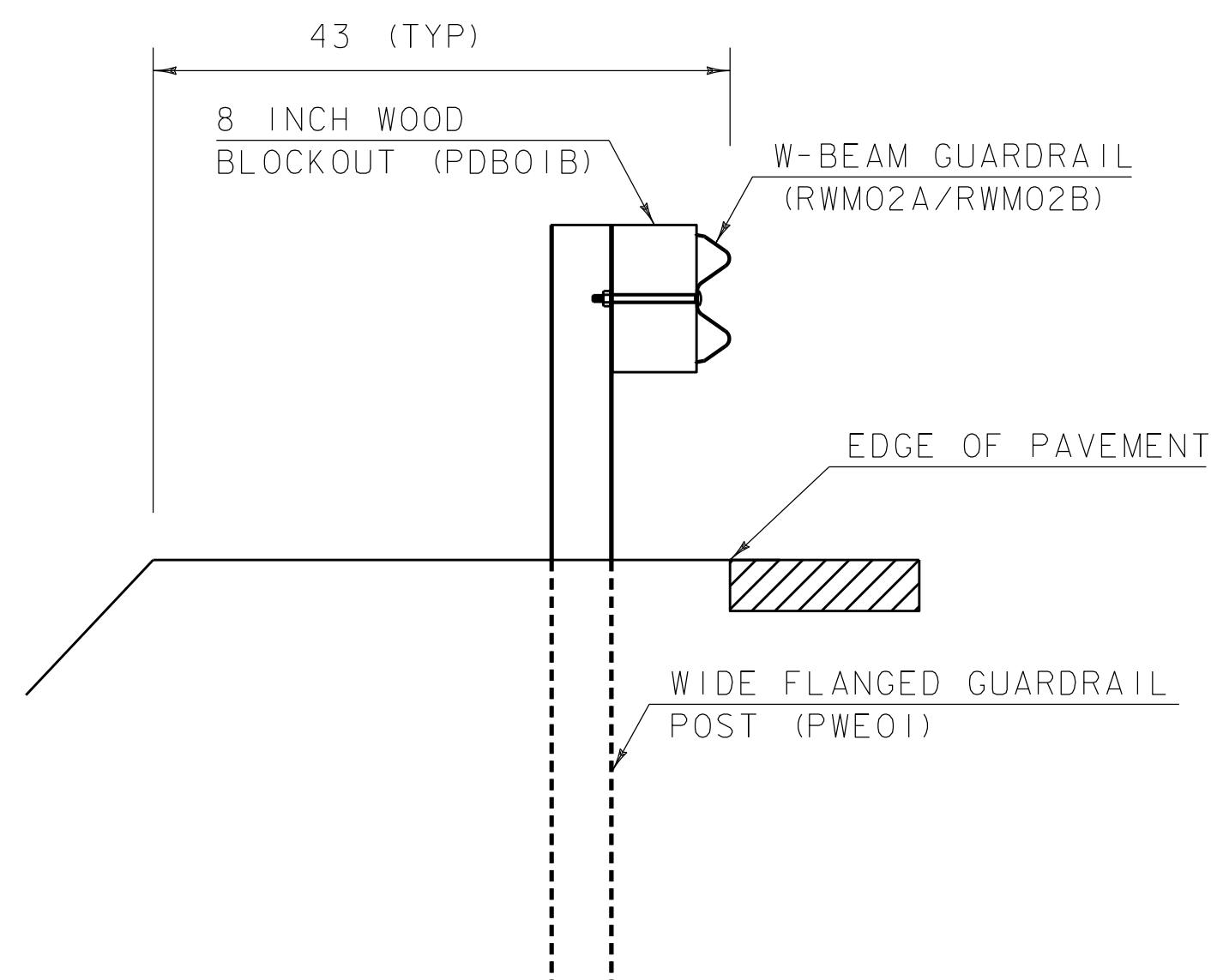
- 1. PLACEMENT OF THE WEARING COURSE SHALL INCLUDE THE SAFETY EDGE, UNLESS THE FOLLOWING APPLIES:
 - A. THE ADJACENT SLOPE IS STEEPER THAN THE SAFETY EDGE.
 - B. THE EDGE OF PAVEMENT BEING PLACED ABUTS BOUND MATERIAL.
 - C. VEHICLES ARE RESTRICTED FROM LEAVING THE PAVED SURFACE (EXAMPLE: GUARDRAIL).
- 2. THE SAFETY EDGE SHALL BE FORMED IN SUCH A WAY THAT THE BITUMINOUS CONCRETE PAVEMENT IS EXTRUDED OR COMPRESSED TO FORM THE SLOPE. DEVICES THAT SIMPLY STRIKE-OFF THE MIX WITHOUT PROVIDING ANY COMPACTIVE EFFORT WILL NOT BE ALLOWED.
- 3. THE SAFETY EDGE SHALL NOT BE CONSIDERED PART OF THE PAVED SHOULDER.
- 4. THIS WORK SHALL BE INCIDENTAL TO THE RESPECTIVE BITUMINOUS CONCRETE PAVEMENT ITEM.

REV.	DATE	DESCRIPTION
0	MAR. 29, 2016	ORIGINAL APPROVAL
1	JAN. 5, 2018	ANNOTATION CORRECTIONS
OTHER DETAILS REQUIRED: NONE		
DETAILS APPROVED FOR USE BY HIGHWAY SAFETY & DESIGN		

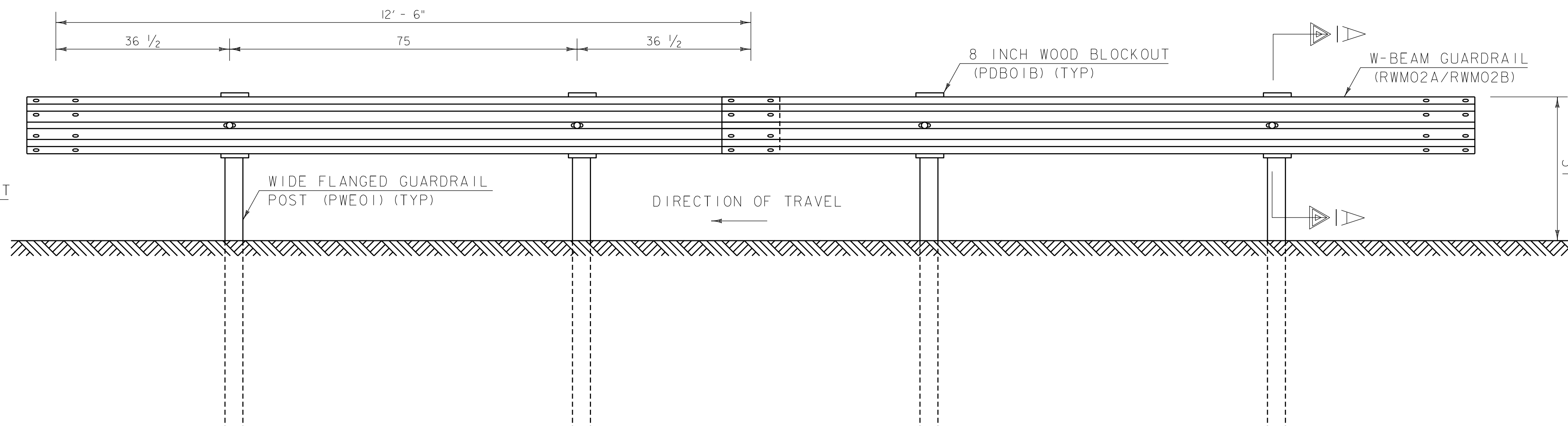
SAFETY EDGE DETAILS



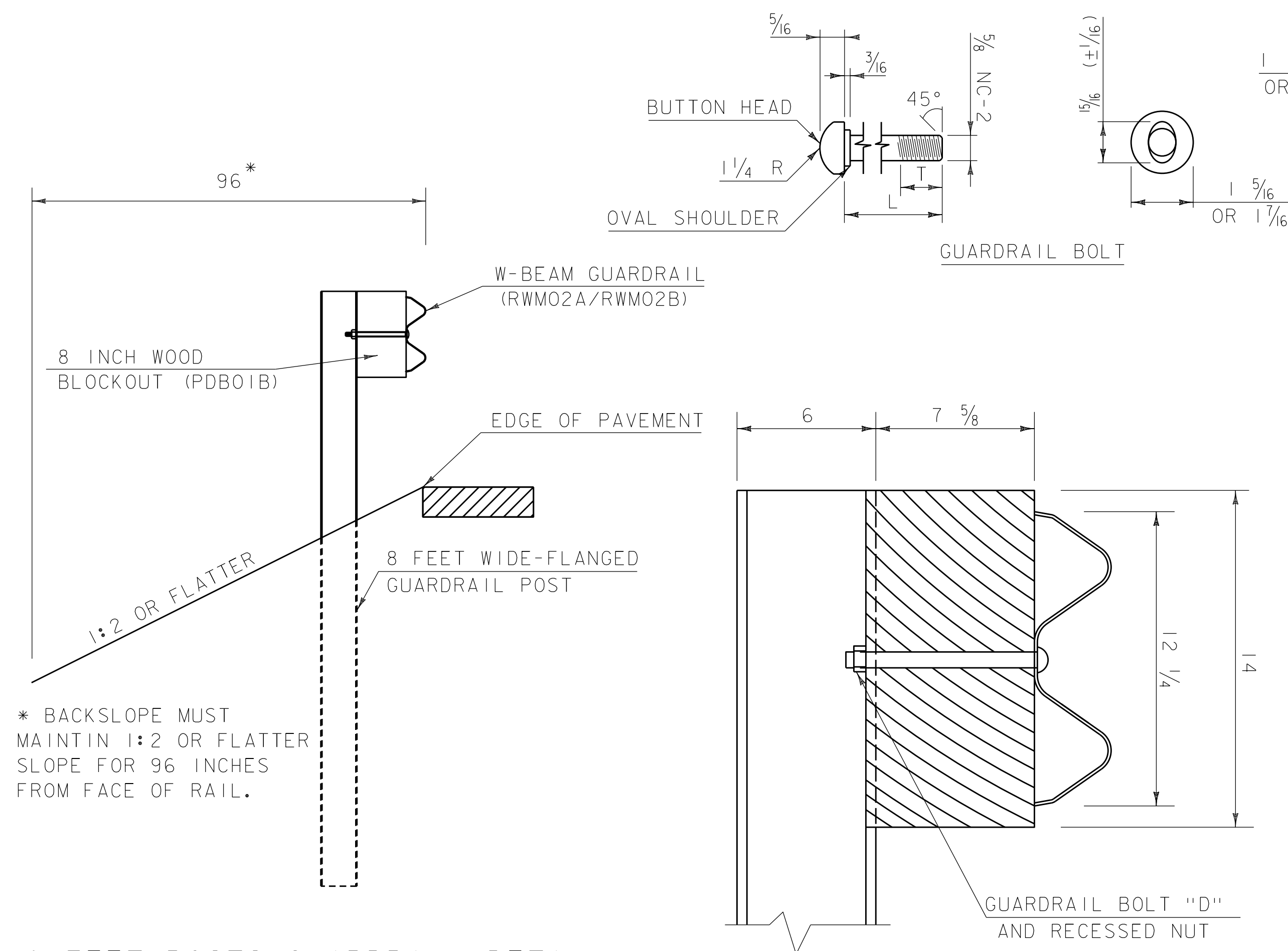
HIGHWAY SAFETY
& DESIGN DETAIL
HSD-400.01



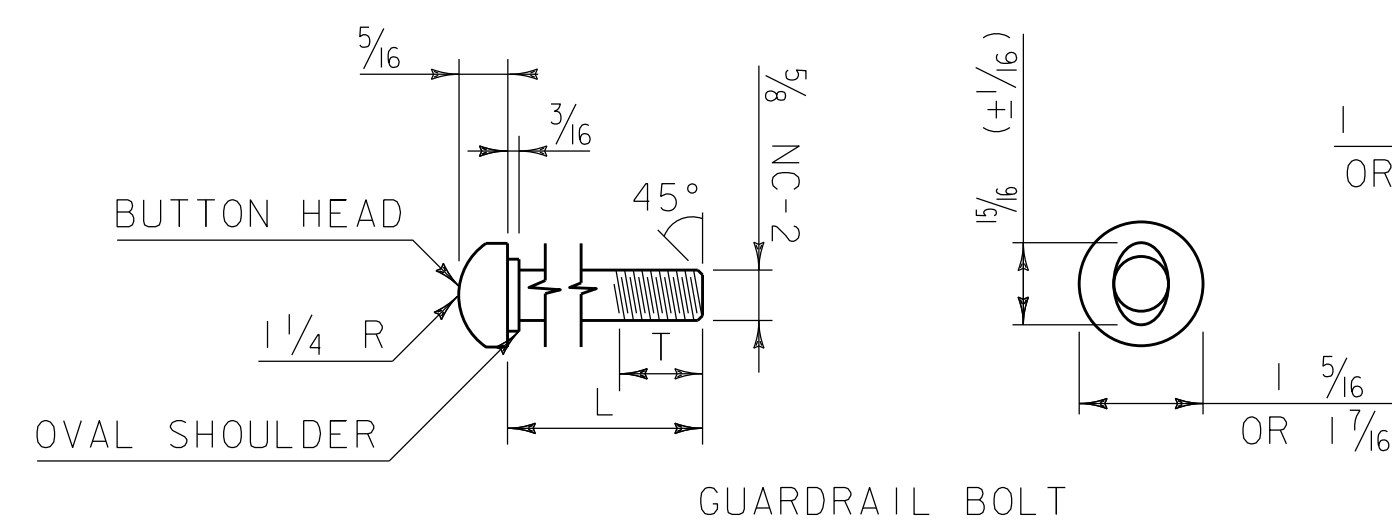
TYPICAL GUARDRAIL DETAIL
SECTION A-A



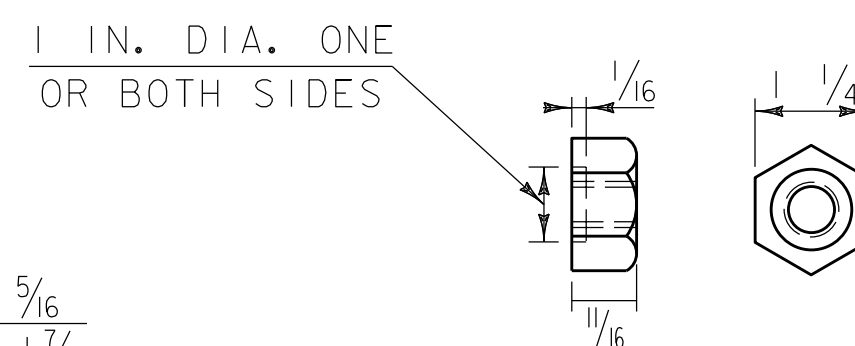
GUARDRAIL ELEVATION



8 FEET POSTS GUARDRAIL DETAIL
SECTION A-A

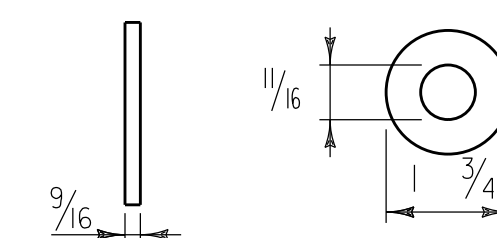


GUARDRAIL BOLT



RECESSED NUT FOR GUARDRAIL BOLT

NOTE: WASHER IS USED UNDER RECESSED NUT WHERE GUARDRAIL BOLT IS USED WITH WOOD POSTS.

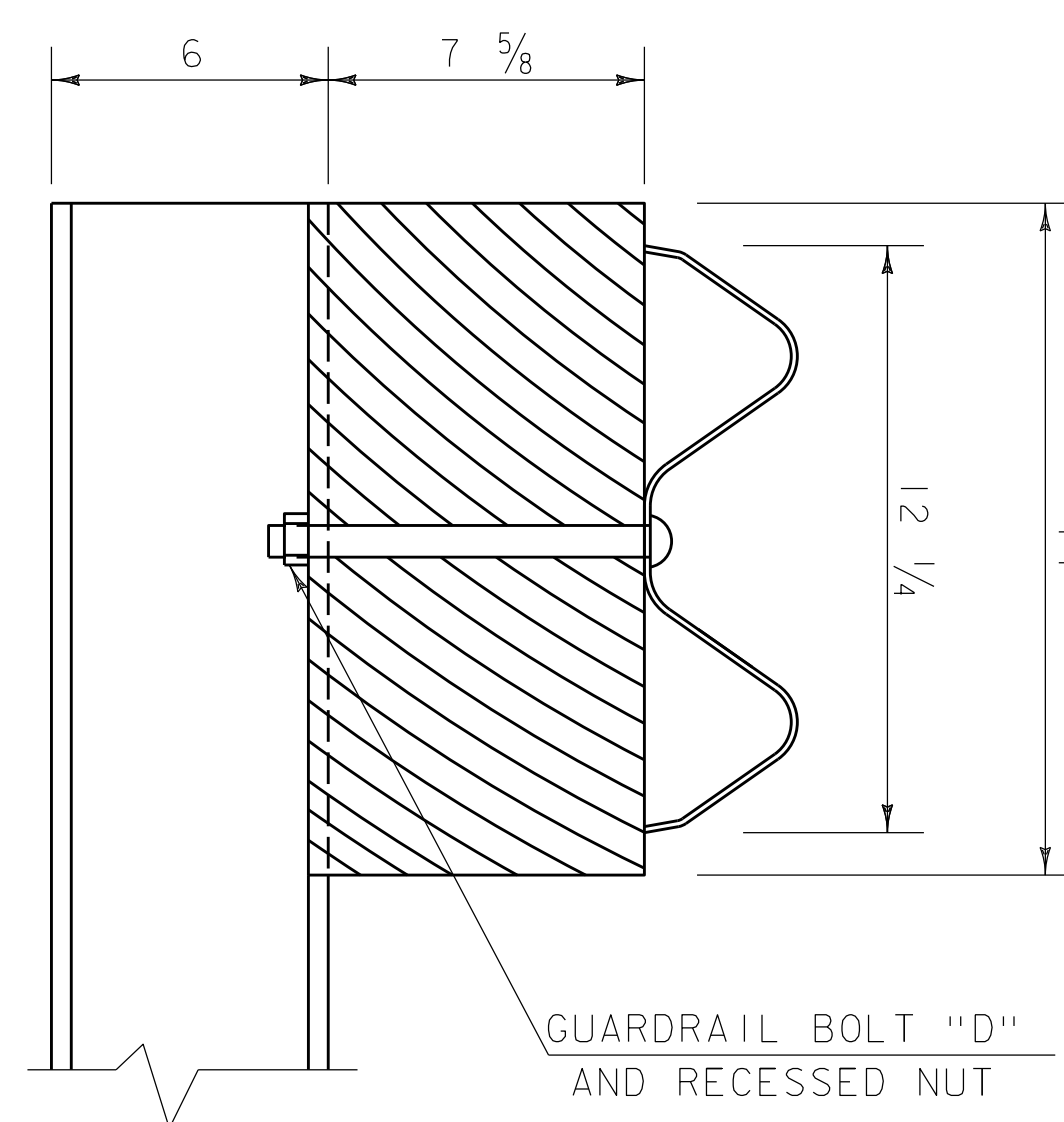


WASHER FOR 5/8" BOLTS
ARTBA F-13-73

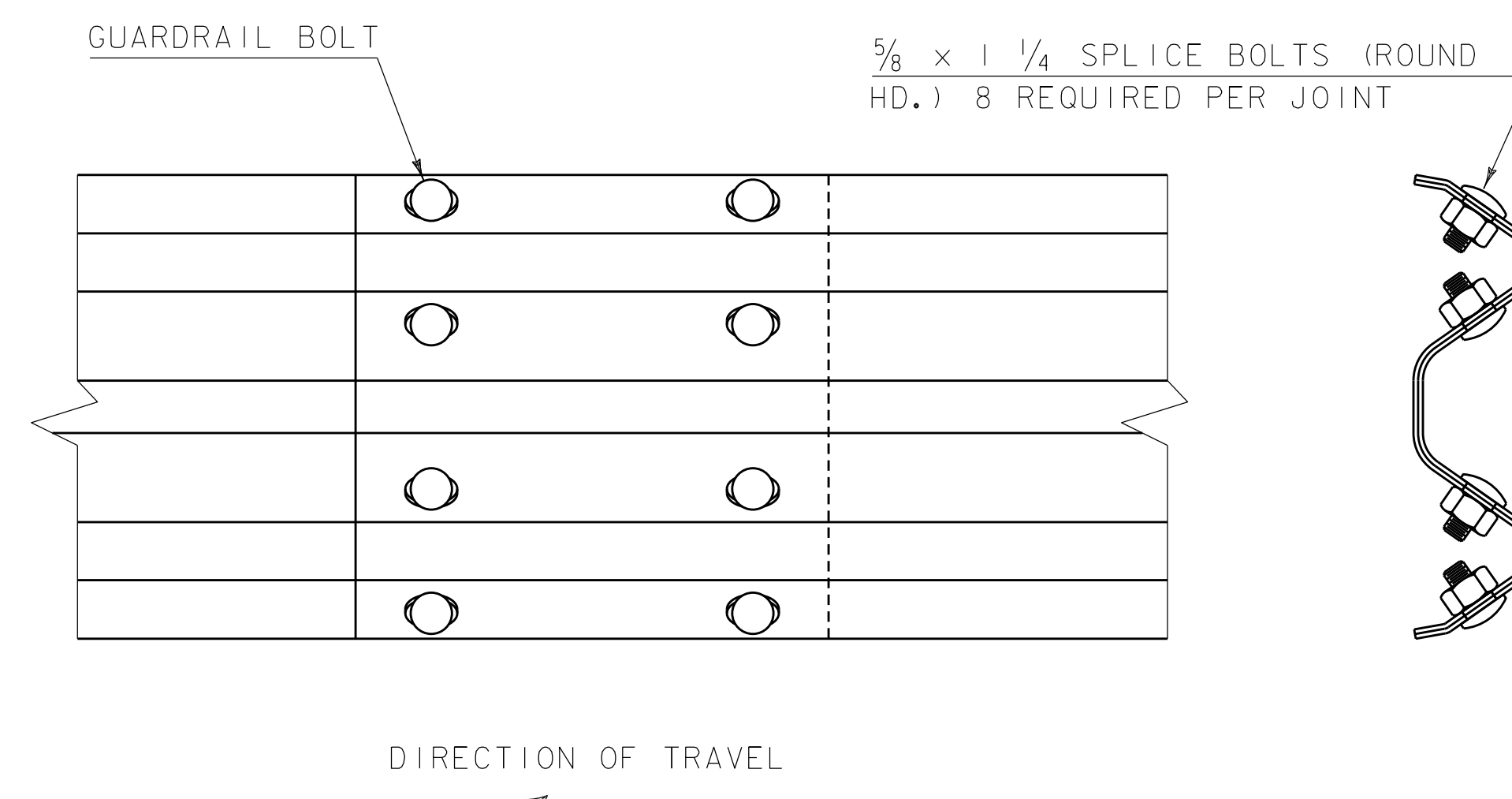
GUARDRAIL BOLTS				FASTENER USED IN	
BOLT DES.	ARTBA REF. NO.	L	T (MIN.)	STEEL POSTS	WOOD POSTS
"A"	F-3[1 1/4]-76	1 1/4"	1"	X	X
"C"	F-3[9 1/2]-76	9 1/2"	1 3/4"	X	
"D"	F-3[18]-76	18"	2 1/2"		X
"F"	F-3[25]-76	25"	2"		X

GENERAL NOTES

- DESIGNATIONS ARE AS IDENTIFIED IN "A GUIDE TO STANDARDIZED HIGHWAY BARRIER HARDWARE" AS PUBLISHED BY THE "AMERICAN ASSOCIATION OF STATE AND HIGHWAY TRANSPORTATION OFFICIALS" (AASHTO), "ASSOCIATED GENERAL CONTRACTORS OF AMERICA" (AGC) AND THE "AMERICAN ROAD AND TRANSPORTATION BUILDERS ASSOCIATION" (ARTBA).
- MATERIALS SHALL BE IN ACCORDANCE WITH SECTION 728 OF THE CURRENT STANDARD SPECIFICATIONS FOR CONSTRUCTION, AND ITS LATEST REVISIONS, AS APPLICABLE.
- WHEN W-BEAM GUARDRAIL, 8 FEET POSTS IS SPECIFIED ON THE PLANS, WIDE FLANGED GUARDRAIL POST (PWE01) SHALL BE INCREASED FROM 72 INCHES TO 96 INCHES, SEE DETAIL HSD-621.07B.
- THE DYNAMIC DEFLECTION DISTANCE OF 57 INCHES FOR W BEAM GUARDRAIL SHALL BE MAINTAINED CLEAR OF OBSTACLES, TO BE MEASURED FROM THE BACK OF POST.
- FOR TEST LEVEL 3 APPLICATIONS, AS APPROVED IN THE FEDERAL HIGHWAY ADMINISTRATION'S ELIGIBILITY LETTER, HSST/B-240, DATED NOVEMBER 8, 2012.
- ALL DIMENSION IN INCHES, UNLESS OTHERWISE NOTED.



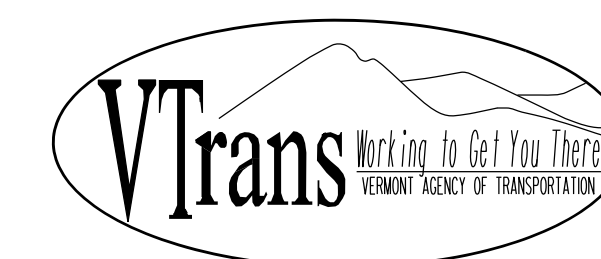
POST ATTACHMENT DETAIL



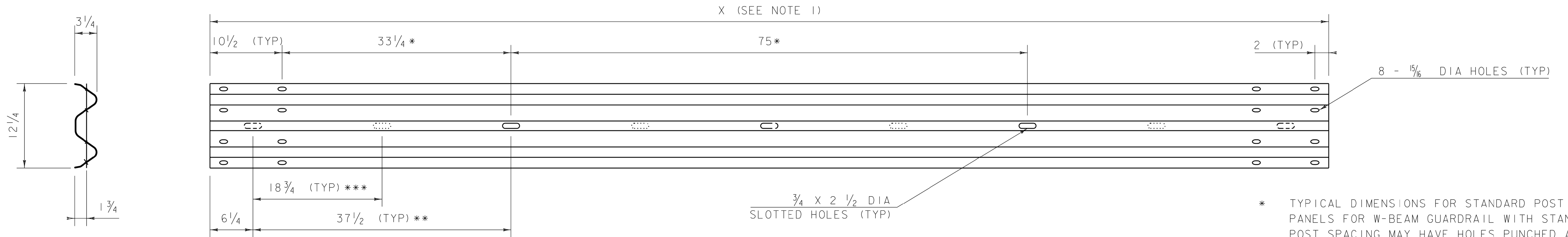
SPLICE DETAIL

REV.	DATE	DESCRIPTION
--	APR. 17, 2019	ORIGINAL APPROVAL
I	JAN. 4, 2021	CORRECTED REFERENCE IN NOTE 3
OTHER DETAILS REQUIRED: 621.07B		
DETAILS APPROVED FOR USE BY HIGHWAY SAFETY & DESIGN		

MIDWEST GUARDRAIL SYSTEM (MGS)



HIGHWAY SAFETY
& DESIGN DETAIL
HSD-621.07A

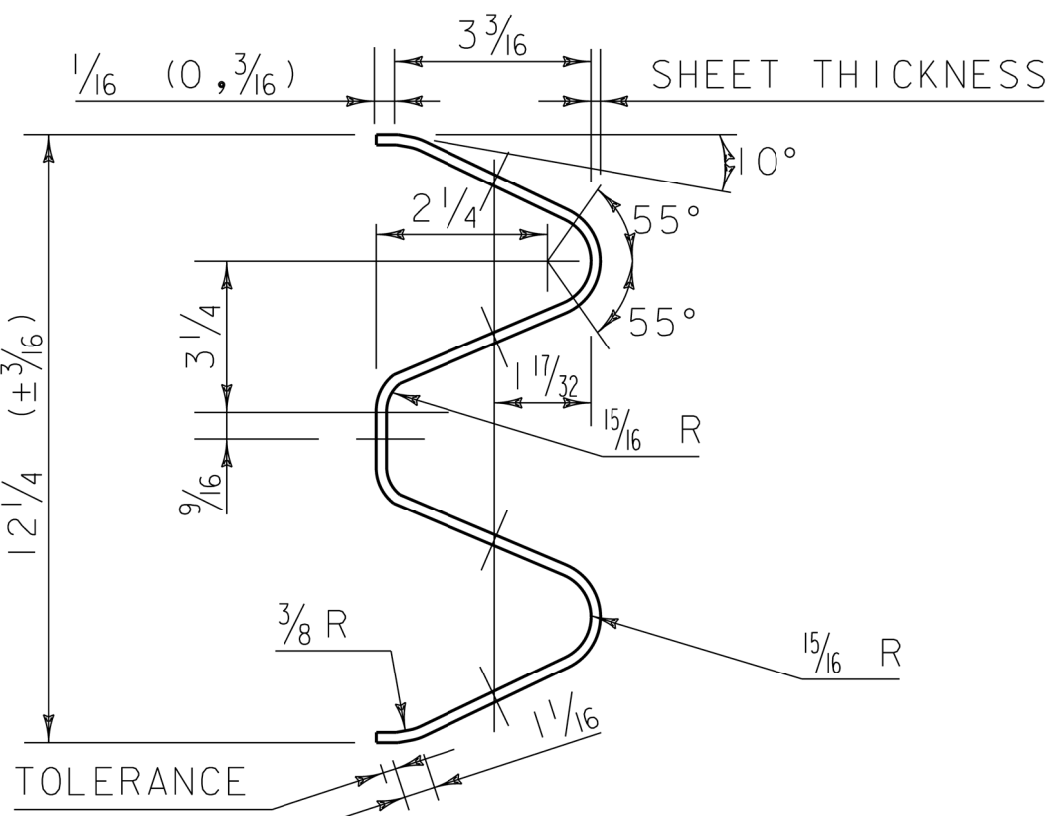


W-BEAM GUARDRAIL
(RWM02A/ RWM02B)

1. TANGENT W-BEAM RAIL LENGTHS SHALL BE 13'-6 1/2" OR 26'-1/2", UNLESS OTHERWISE SPECIFIED.
2. W-BEAM THICKNESS SHALL BE 1/8" FOR STANDARD W-BEAM GUARDRAIL (RWM02A) AND 3/4" FOR HEAVY DUTY GUARDRAIL (RWM02B).

NOTES:

1. BLOCKS SHALL BE MADE OF TIMBER WITH A STRESS GRADE OF 1200 PSI OR MORE. TESTING SHALL BE IN ACCORDANCE WITH WEST COAST LUMBER INSPECTION BUREAU, SOUTHERN PINE INSPECTION BUREAU OR OTHER APPROPRIATE ASSOCIATION. TIMBER FOR BLOCKS SHALL BE ROUGH SAWN (UNPLANED) WITH DIMENSIONS INDICATED. THE SIZE TOLERANCE OF ROUGH SAWN BLOCKS IN THE DIRECTION OF THE BOLT HOLES SHALL BE NOT MORE THAN +/- 1/4".
2. SUPPLY WOOD BLOCKS PER AASHTO M 168.
3. TREAT WITH PRESERVATIVE PER AASHTO M 133.
4. BLOCKOUTS MAY ALSO BE MADE OF APPROVED ALTERNATIVE MATERIAL.



ARTBA RE-3 (2Ø6'-3"=12'-6" CLASS A, TYPE 1) - 73

TYPICAL GUARDRAIL SECTION

GENERAL NOTES

1. DESIGNATIONS ARE AS IDENTIFIED IN "A GUIDE TO STANDARDIZED HIGHWAY BARRIER HARDWARE" AS PUBLISHED BY THE "AMERICAN ASSOCIATION OF STATE AND HIGHWAY TRANSPORTATION OFFICIALS" (AASHTO), "ASSOCIATED GENERAL CONTRACTORS OF AMERICA" (AGC) AND THE "AMERICAN ROAD AND TRANSPORTATION BUILDERS ASSOCIATION" (ARTBA).
2. MATERIALS SHALL BE IN ACCORDANCE WITH SECTION 728 OF THE CURRENT STANDARD SPECIFICATIONS FOR CONSTRUCTION, AND ITS LATEST REVISIONS, AS APPLICABLE.
3. ALL DIMENSION IN INCHES, UNLESS OTHERWISE NOTED.

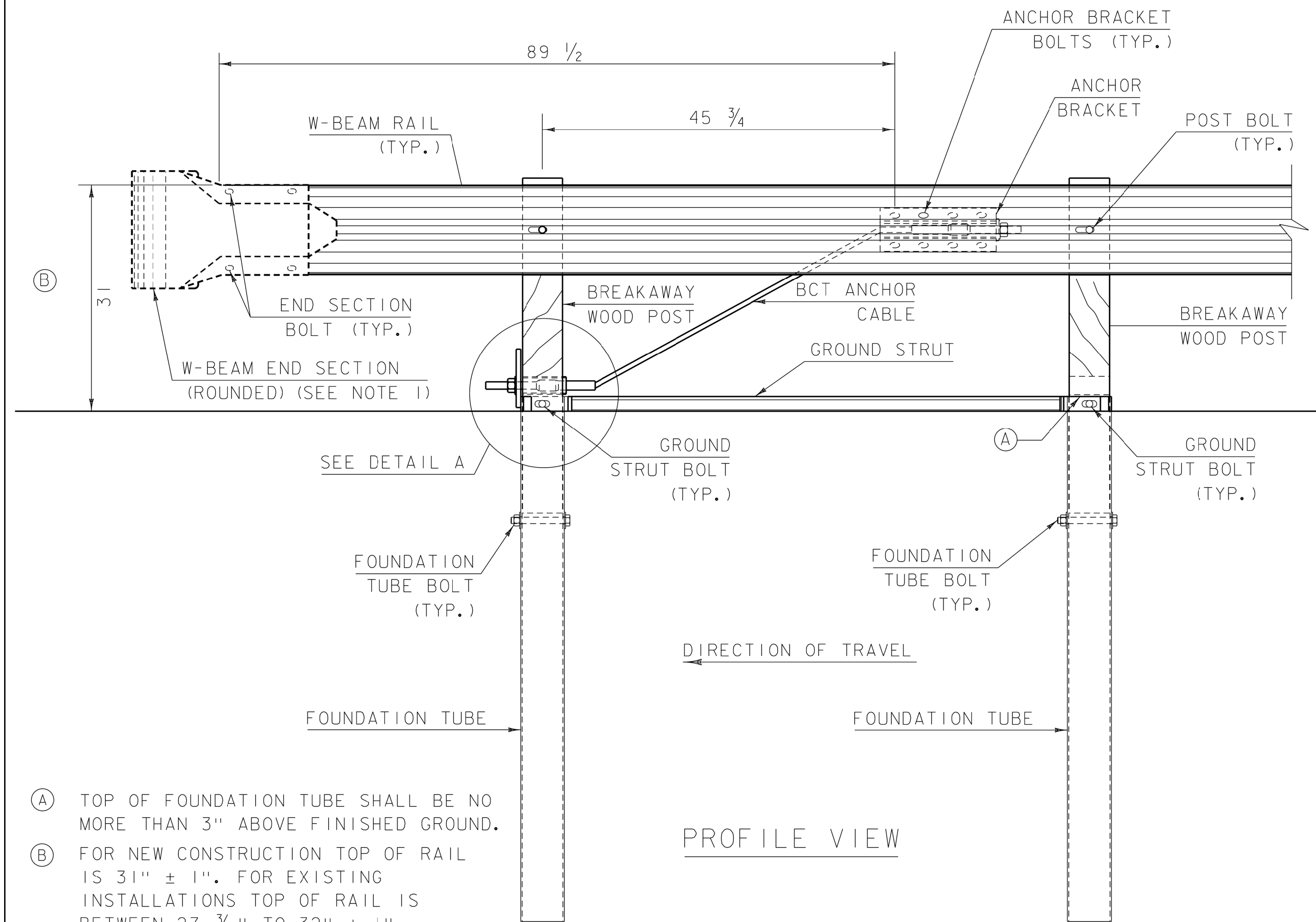
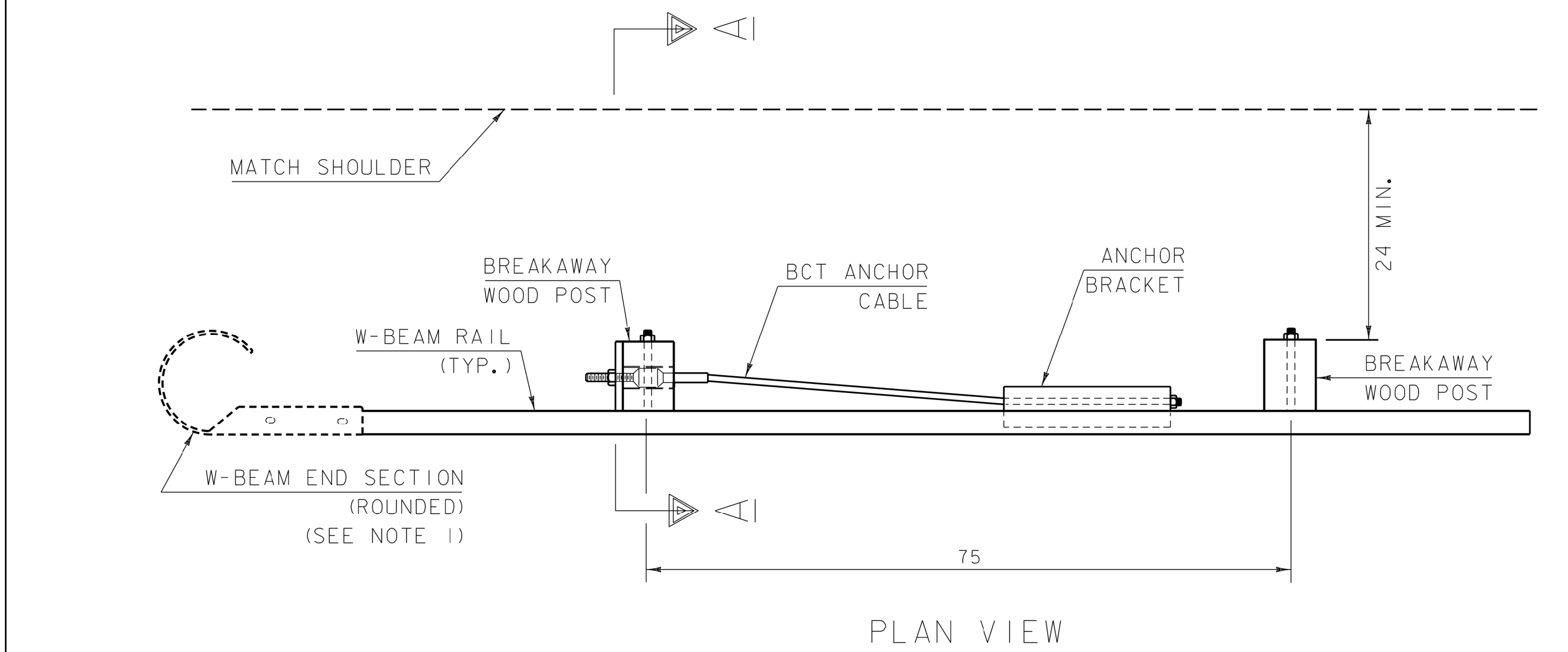
* POST LENGTH SHALL BE INCREASED TO 96 INCHES WHEN W BEAM GUARDRAIL, 8 FEET POSTS IS SPECIFIED.

REV.	DATE	DESCRIPTION
--	APR. 17, 2019	ORIGINAL APPROVAL
OTHER DETAILS REQUIRED:		NONE
DETAILS APPROVED FOR USE BY HIGHWAY SAFETY & DESIGN		

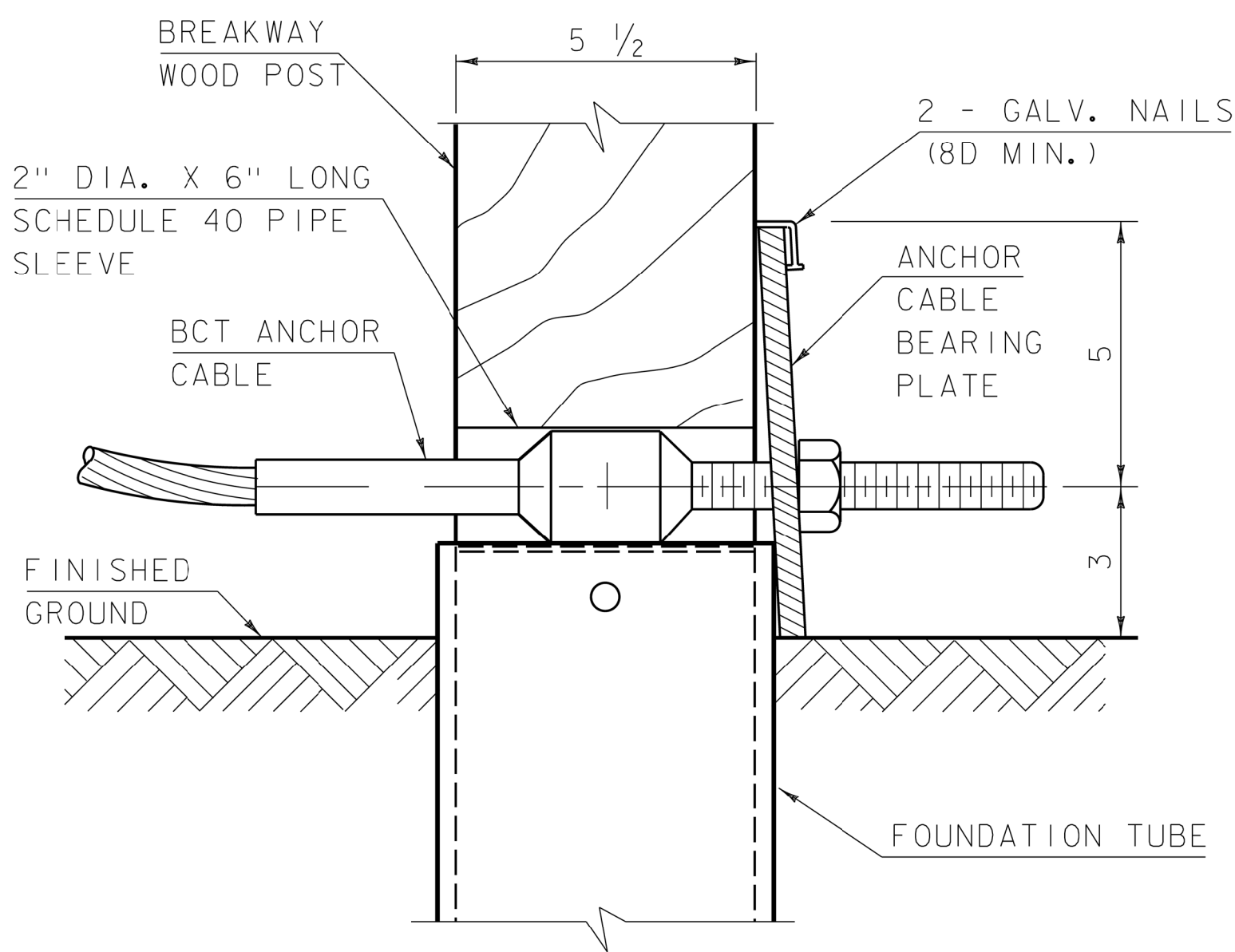
W-BEAM GUARDRAIL COMPONENTS



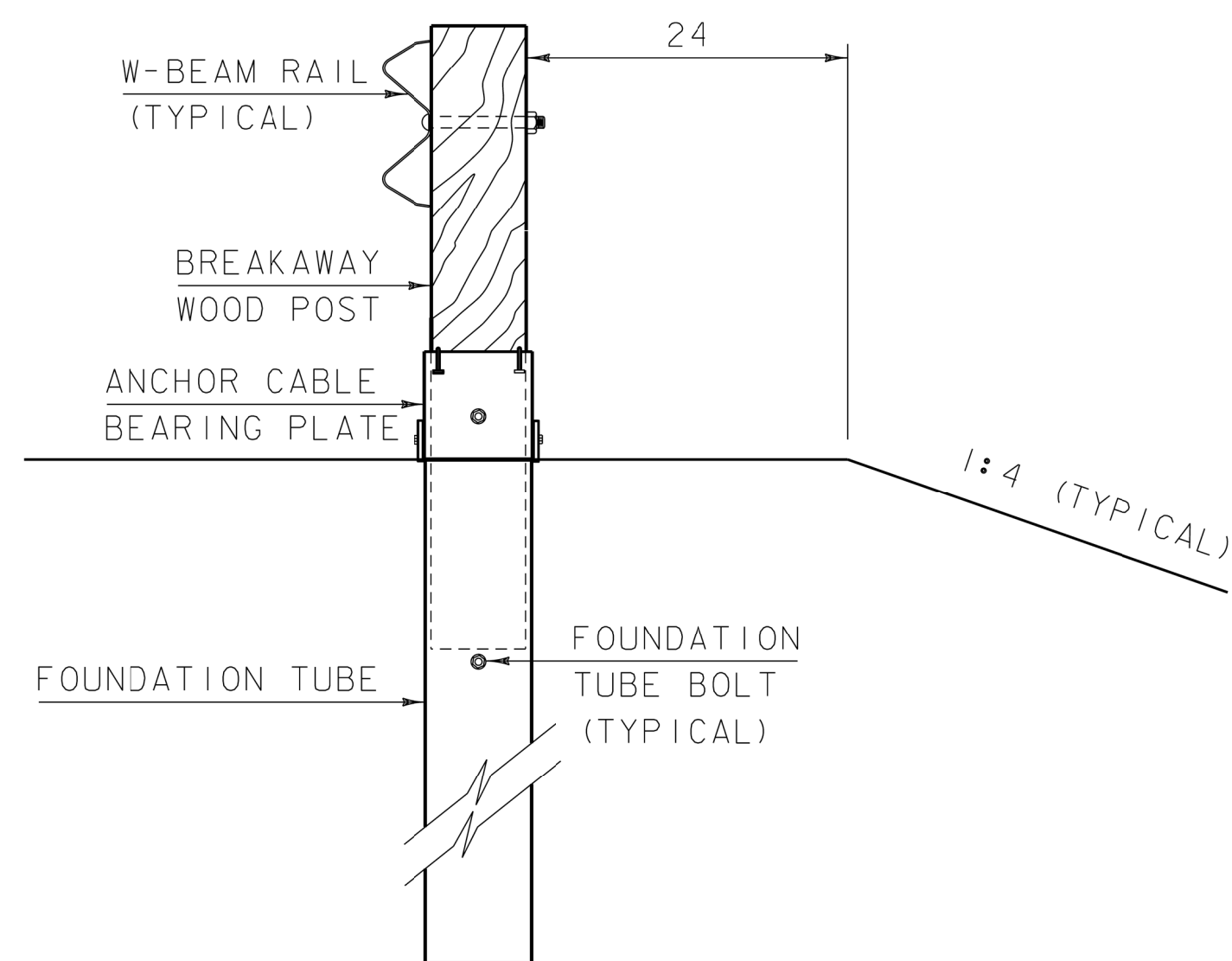
HIGHWAY SAFETY
& DESIGN DETAIL
HSD-621.07B



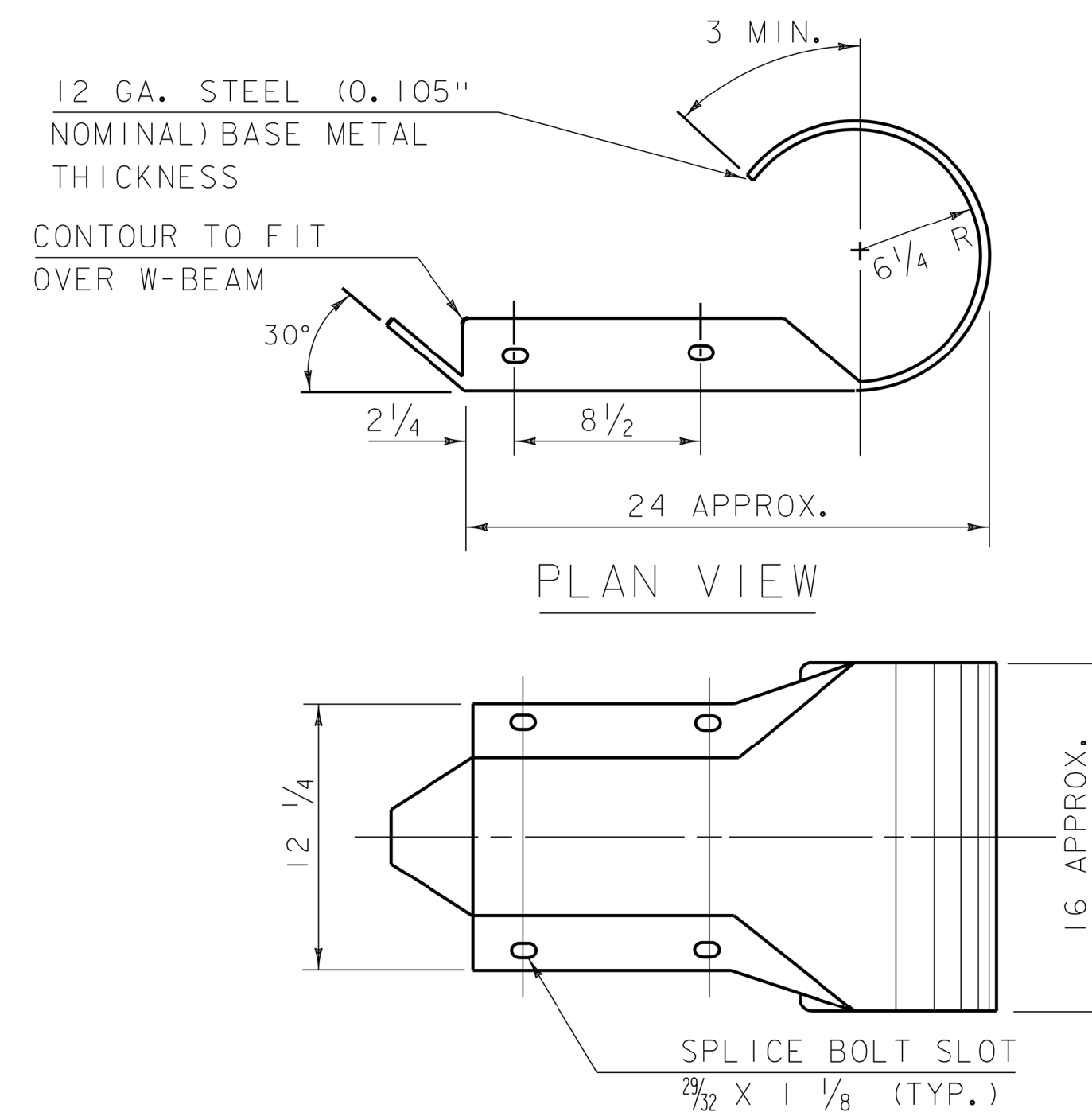
- (A) TOP OF FOUNDATION TUBE SHALL BE NO MORE THAN 3" ABOVE FINISHED GROUND.
- (B) FOR NEW CONSTRUCTION TOP OF RAIL IS 31" $\pm$ 1". FOR EXISTING INSTALLATIONS TOP OF RAIL IS BETWEEN 27 $\frac{3}{4}$ " TO 32" $\pm$ 1".



DETAIL A
POST NO. 1
GROUND STRUT NOT SHOWN FOR CLARITY.



SECTION A-A



PROFILE VIEW
W-BEAM END SECTION (ROUNDED)

GENERAL NOTES

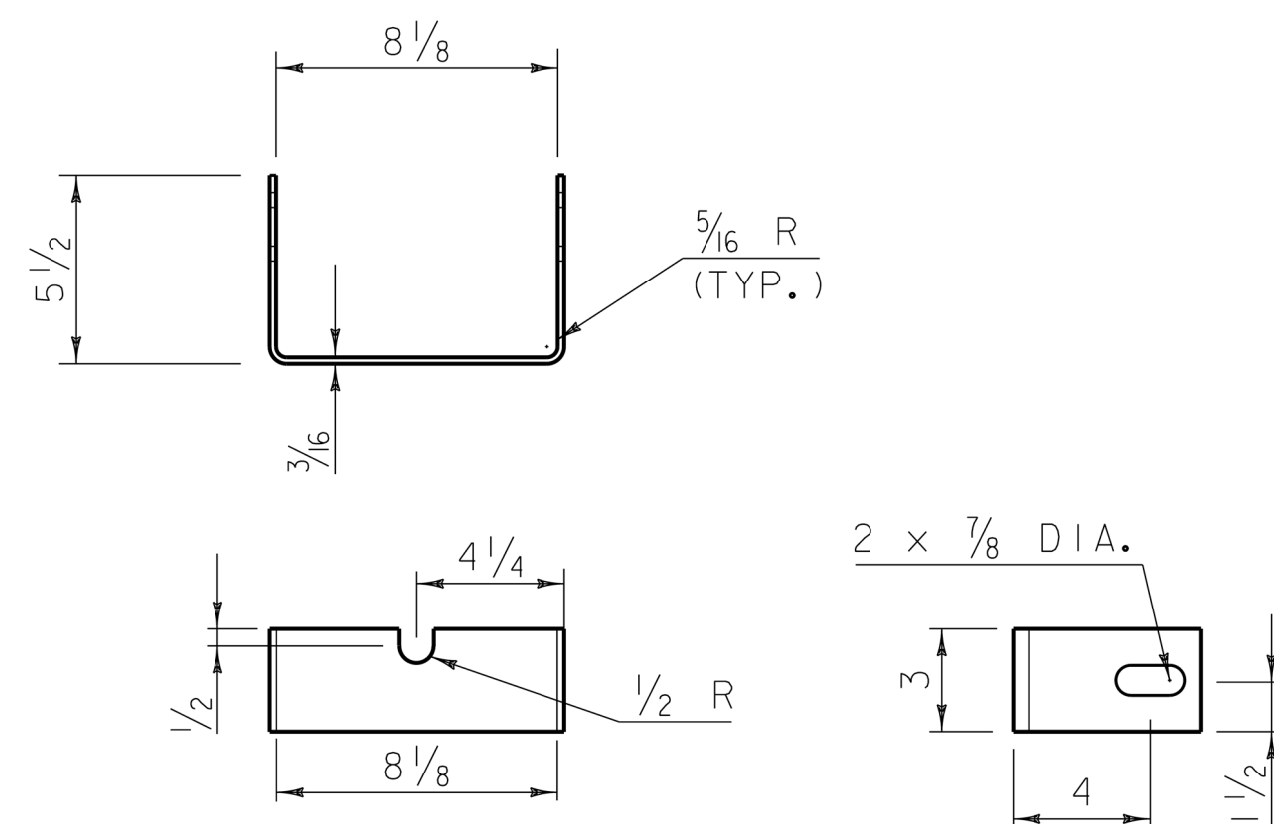
1. WHEN AN ANCHOR IS USED IN THE MIDDLE OF A GUARDRAIL RUN A STANDARD W-BEAM MID-SPLICE CONNECTION SHALL BE UTILIZED.
2. END SECTION SHALL ONLY BE INSTALLED AS TRAILING END ON ONE-WAY TRAFFIC ROADS.
3. W-BEAM END SECTION ROUNDED HAS THE SAME MATERIAL PROPERTIES AS STANDARD STEEL RAIL.
4. END SECTION BOLTS AND NUTS HAVE THE SAME MATERIAL REQUIREMENTS AS SPLICE BOLTS.
5. FOUNDATION TUBE BOLTS ARE $\frac{7}{8}$ " DIAMETER ASTM A307 HEX HEAD BOLT. FOUNDATION TUBE BOLTS REQUIRE ASTM A563 A NUT AND TWO ASTM F844 $\frac{7}{8}$ " DIAMETER FLAT WASHERS. INSTALL ONE WASHER UNDER BOLT HEAD AND ONE WASHER UNDER NUT.
6. ANCHOR BRACKET AND GROUND STRUT BOLTS ARE A $\frac{5}{8}$ " DIAMETER ASTM A307 HEX HEAD BOLT. ANCHOR BRACKET BOLTS REQUIRE ASTM A563 A NUT AND TWO ASTM F844 $\frac{5}{8}$ " DIAMETER FLAT WASHERS. INSTALL ONE WASHER UNDER BOLT HEAD AND ONE WASHER UNDER NUT.
7. W-BEAM END SECTION (ROUNDED) AND W-BEAM RAIL SHALL BE PAID FOR UNDER ITEM 621.20 STEEL BEAM GUARDRAIL GALVANIZED. ALL OTHER COMPONENTS SHALL BE PAID FOR UNDER ITEM 621.60 ANCHOR FOR STEEL BEAM RAIL.
8. ALL MEASUREMENTS ARE IN INCHES UNLESS OTHERWISE SPECIFIED.

REV.	DATE	DESCRIPTION
--	APR. 17, 2019	ORIGINAL APPROVAL
OTHER DETAILS REQUIRED: HSD-621.07D, HSD-621.07E		
DETAILS APPROVED FOR USE BY HIGHWAY SAFETY & DESIGN		

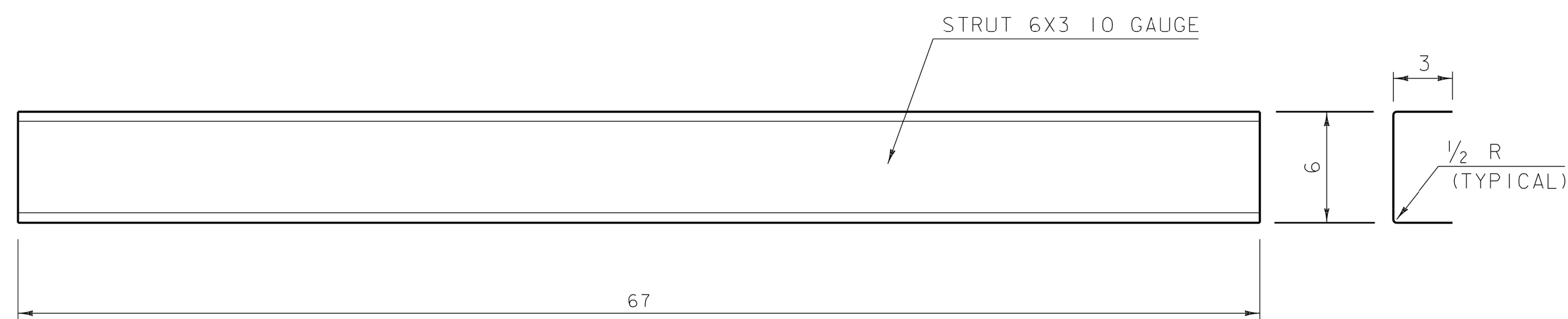
MIDWEST GUARDRAIL SYSTEM (MGS) ANCHOR



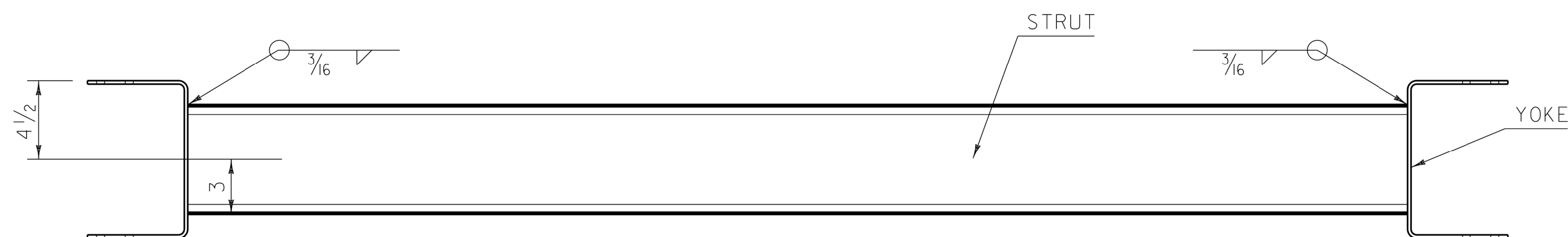
HIGHWAY SAFETY
& DESIGN DETAIL
HSD-621.07C



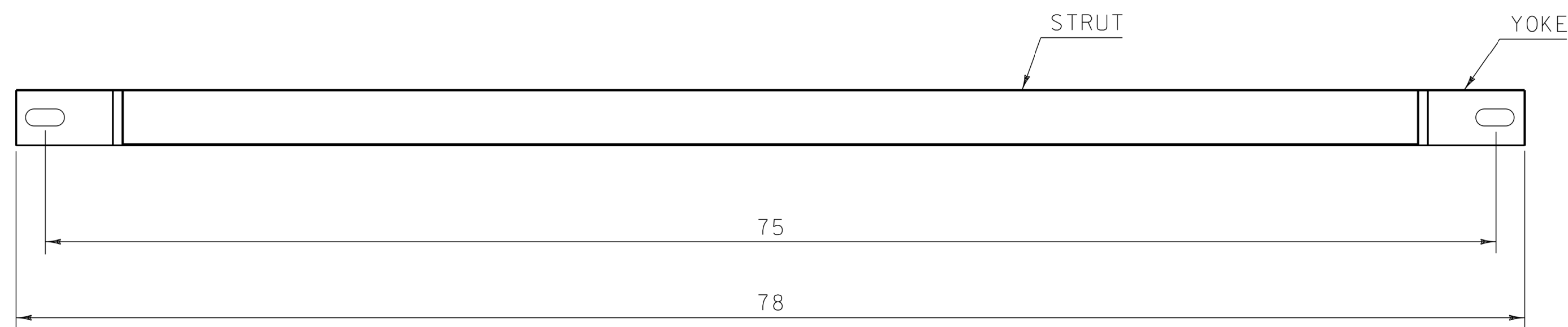
YOKE DETAIL



STRUT DETAIL

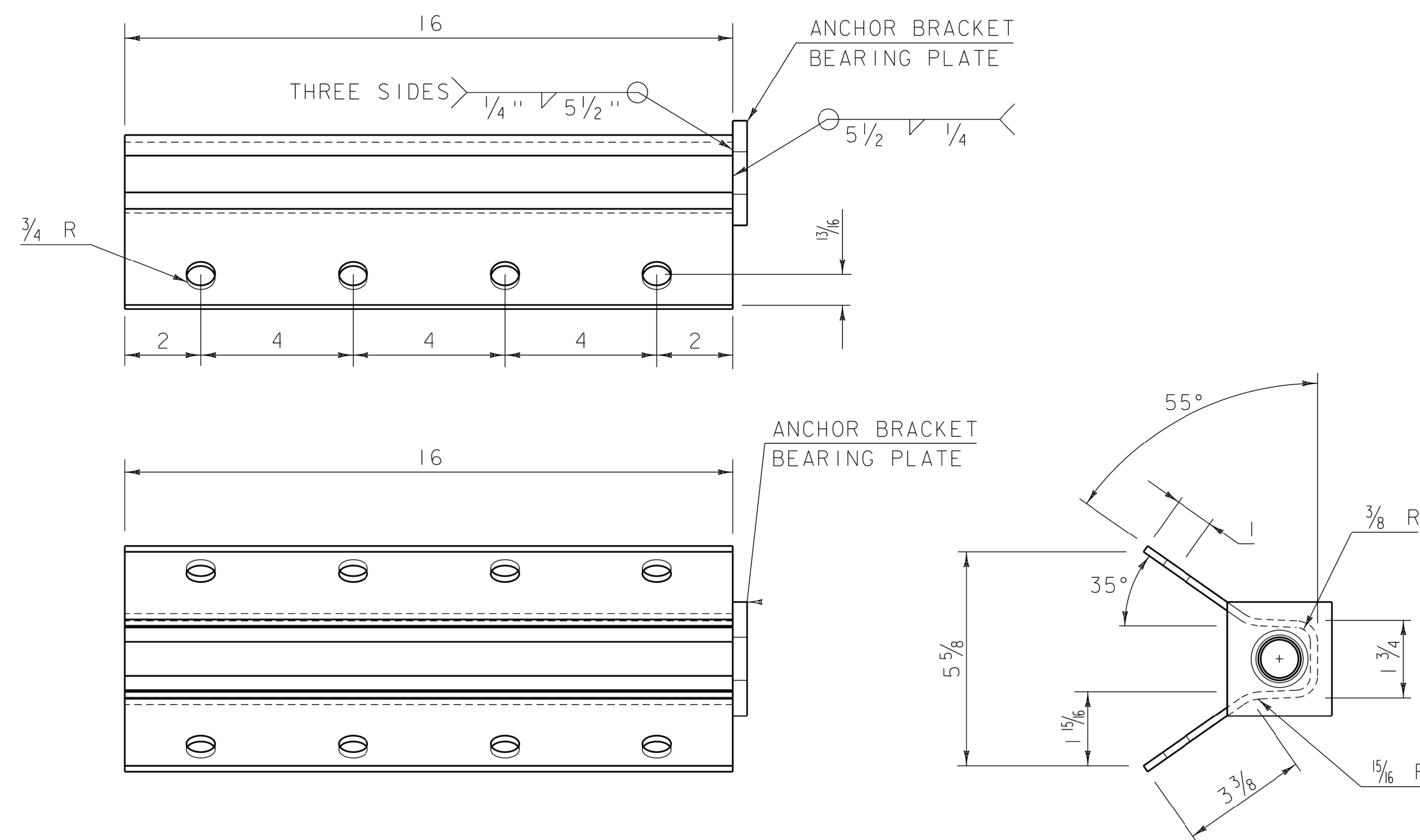


PLAN VIEW

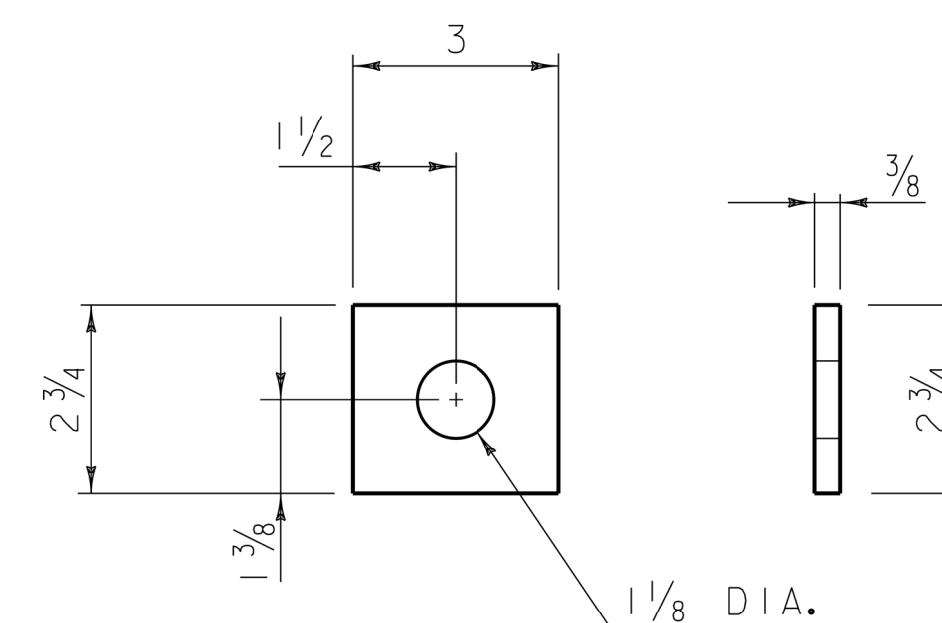


PROFILE VIEW

GROUND STRUT DETAIL



ANCHOR BRACKET



ANCHOR BRACKET
BEARING PLATE

GENERAL NOTES

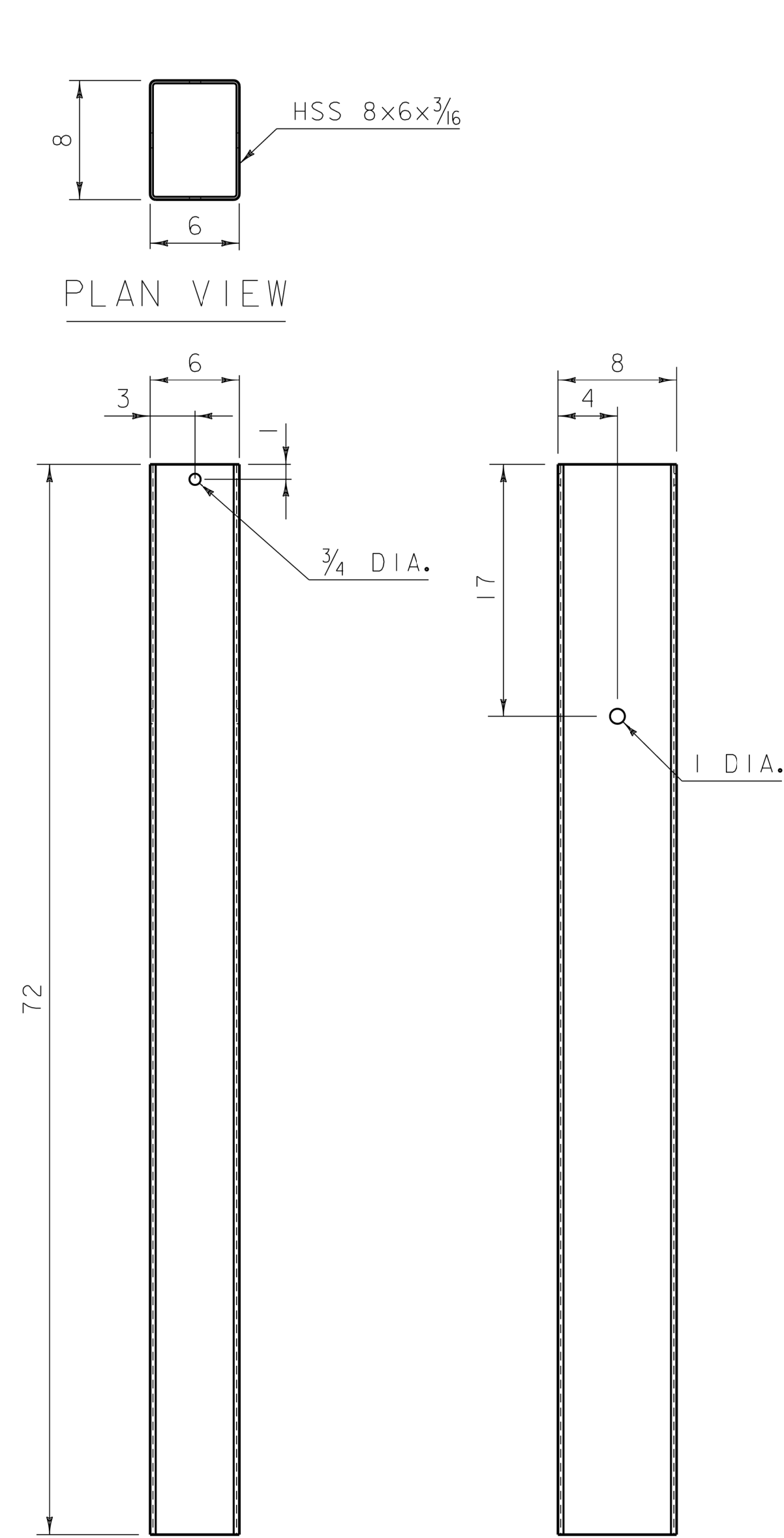
1. ALL MEASUREMENTS ARE IN INCHES UNLESS OTHERWISE SPECIFIED.

REV.	DATE	DESCRIPTION
--	APR. 17, 2019	ORIGINAL APPROVAL
OTHER DETAILS REQUIRED: HSD-621.07C, HSD-621.07E		
DETAILS APPROVED FOR USE BY HIGHWAY SAFETY & DESIGN		

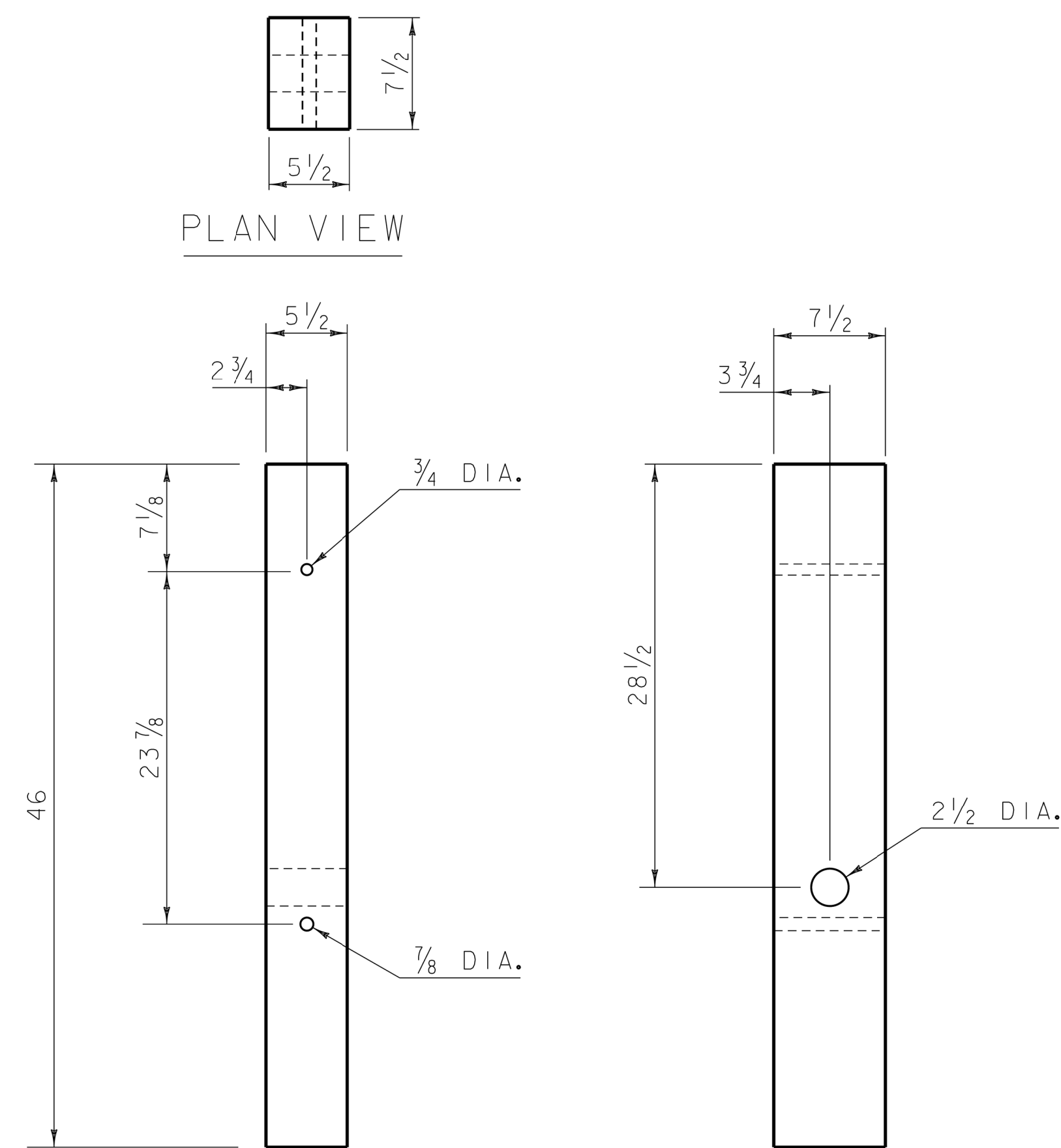
MIDWEST GUARDRAIL SYSTEM (MGS) ANCHOR COMPONENTS



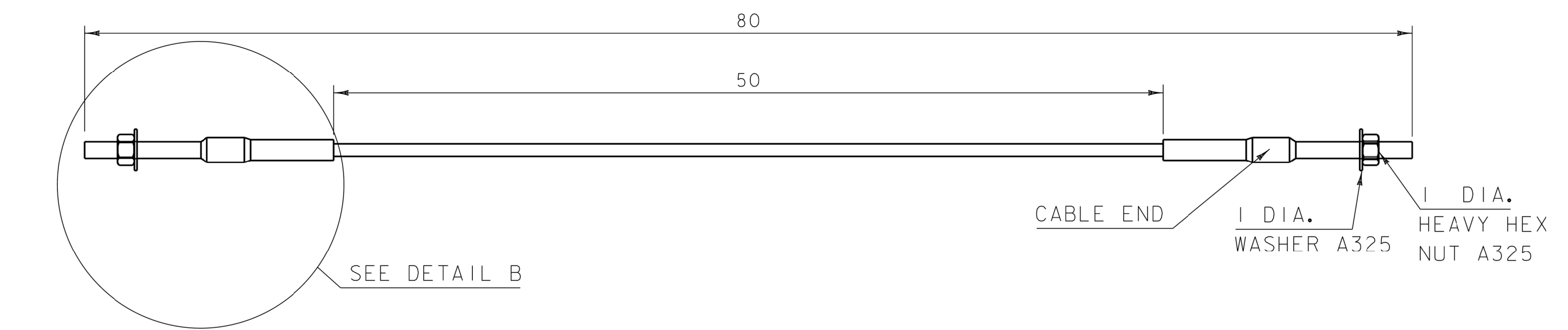
HIGHWAY SAFETY
& DESIGN DETAIL
HSD-621.07D



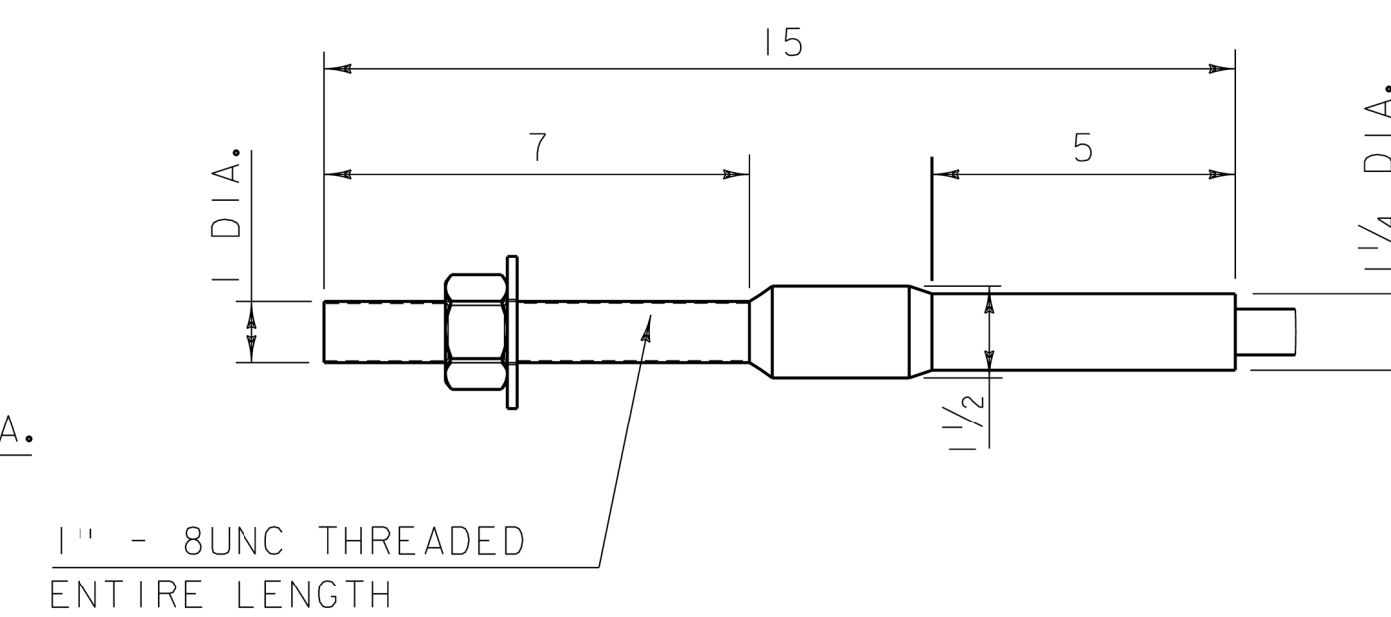
FRONT VIEW
SIDE VIEW
FOUNDATION TUBE



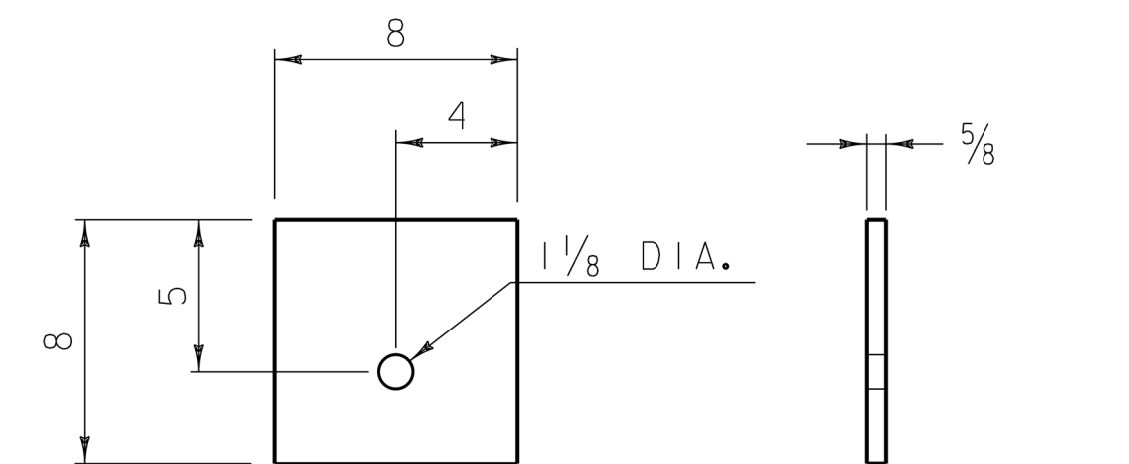
FRONT VIEW
SIDE VIEW
BREAKAWAY WOOD POST



BCT ANCHOR CABLE



DETAIL B



SIDE VIEW
FRONT VIEW
ANCHOR CABLE
BEARING PLATE

GENERAL NOTES

1. BCT ANCHOR CABLE IS A 3/4" DIAMETER 6X19 IWRC IPS GALVANIZED WIRE ROPE. THE SWAGED FITTINGS AND STUD ARE REQUIRED.
2. END FITTING SHALL BE MACHINED FROM HOT-ROLLED CARBON STEEL CONFORMING TO ASTM A576 GRADE 1035 AND GALVANIZED ACCORDING TO ASTM A123.
3. TREADED STUD SHALL CONFORM TO ASTM A325 OR SAE GRADE 5.
4. MINIMUM BREAKING STRENGTH OF WIRE ROPE IS 43,000 LB.
5. WIRE ROPE IS TO BE TAUT.
6. ALL MEASUREMENTS ARE IN INCHES UNLESS OTHERWISE SPECIFIED.

REV.	DATE	DESCRIPTION
--	APR. 17, 2019	ORIGINAL APPROVAL
OTHER DETAILS REQUIRED: HSD-621.07C, HSD-621.07D		
DETAILS APPROVED FOR USE BY HIGHWAY SAFETY & DESIGN		

MIDWEST GUARDRAIL SYSTEM (MGS) ANCHOR COMPONENTS



HIGHWAY SAFETY
& DESIGN DETAIL
HSD-621.07E

- INDEX OF SHEETS
1 TITLE SHEET
2 PLAN & PROFILE SHEET
3 RIGHT OF WAY DETAIL SHEET
4 QUANTITY SHEET
5 PLAN & ELEVATION
6 APPROACH RAIL PLAN
7 SUPERSTRUCTURE DETAILS
8 EXPANSION JOINT DETAILS
9 ABUTMENT DETAILS
10 PIER DETAILS
11 REINFORCING STEEL SCHEDULE
12-13 ROADWAY SECTIONS
14-19 CHANNEL SECTIONS

STANDARD SHEETS

20	E-3	DEC. 15, 1978 (R)
21	E-6	DEC. 15, 1978 (R)
22	E-7	SEPT. 5, 1978 (R)
23	E-7a	JUNE 8, 1977 (R)
24	G-1	JUNE 1, 1978 (R)
25	G-1a	SEPT. 12, 1977 (R)
26	G-14	APR. 21, 1977 (R)
27	SCB-RG-76	JAN. 8, 1976
28	SCB-DI-75	APR. 3, 1978 (R)
29	SCB-D6-73	APR. 3, 1978 (R)
30	SCB-D7-71	DEC. 15, 1976 (R)
31	SCB-D8-71	JUNE 1, 1977 (R)
32	SCB-D9-71	JAN. 27, 1975 (R)

GENERAL NOTES:

- GENERAL NOTES PERTAINING TO SPECIFICATIONS AND CONSTRUCTION NOT SHOWN ON THESE PLANS ARE ON STANDARD DRAWING SCB-DI-75. NOTES ON THE STD. DWG. WHICH APPLY ARE NOTES #2, 3, 4, 5, 7, 8, 9, 10, 11, 14, AND 15. NEW BEAM DESIGN IS FOR A.A.S.H.T.O. #20-44 LIVE LOAD, ALL NEW STRUCT. STEEL IS GRADE A-36 (ALLOW. DESIGN STRESS = 20,000 PSI).
- FOR SPECIFICATIONS REGARDING MOVEMENT OF TRAFFIC OVER THE BRIDGE SEE THE ITEM: MAINTENANCE OF TRAFFIC FOR BRIDGE PROJECTS. ONE WAY TRAFFIC SHALL BE MAINTAINED WITH A CLEAR WIDTH OF AT LEAST 13'-9" BETWEEN TEMPORARY CURBS. SEE NOTE 20.
- DETOUR TRAFFIC WILL BE CONTROLLED BY TRAFFIC CONTROL SIGNALS. TRAFFIC CONTROL SIGNALS, INCLUDING RELATED HARDWARE, EQUIPMENT, AND INCIDENTALS, WILL BE FURNISHED, INSTALLED, AND MAINTAINED BY STATE FORCES. SEE SPECIAL PROVISIONS.
- REMOVAL OF EXISTING APPROACH RAILING AND REMOVAL OF THE EXISTING SUPERSTRUCTURE TO THE LIMITS SHOWN ON THE PLANS, INCLUDING DECK CONCRETE, CURB, AND RAILING SHALL BE PAID FOR UNDER THE ITEM PARTIAL REMOVAL OF STRUCTURE.
- THE ITEM PAINTING, NEW STRUCTURE, SHALL INCLUDE THE PAINTING OF THE NEW BEAMS, DIAPHRAGMS CONNECTIONS, AND BEARING DEVICE ASSEMBLIES.
- PAINTING BLAST CLEANING SHALL INCLUDE THE CLEANING AND FIELD PAINTING OF THE EXISTING STEEL BEAMS, DIAPHRAGMS, PLATES, AND BEARING ASSEMBLIES. ESTIMATED WEIGHT OF EXISTING STRUCTURAL STEEL IS 73,500 LBS.
- WHERE REMOVAL OF EXISTING ROADWAY APPROACH PAVEMENT IS NECESSARY, IT SHALL BE PAID FOR AT THE PRICE BID FOR COMMON EXCAV.
- ALL DIMENSIONS AND ELEVATIONS SHALL BE VERIFIED BY FIELD MEASUREMENTS PRIOR TO THE COMMENCEMENT OF CONSTRUCTION.
- ALL CRACKS AND SPALLED AREAS OF THE EXISTING PIERS & ABUTMENTS SHALL BE PATCHED WITH MORTAR. IF SPALLED AREAS OF LESS THAN 1 1/4" DEPTH ARE FOUND IN THE EXISTING CONCRETE THAT IS TO REMAIN, FILL WITH MORTAR. IF THE DEPTH IS GREATER THAN 1 1/4" INCH, FILL WITH CONCRETE CLASS A. WHEN CONCRETE IS USED FOR PATCHING, CUT EDGES TO PROVIDE A MINIMUM DEPTH OF 1 1/4" INCH.

COUNTY LINE	---
TOWN LINE	---
LIMITS OF ACCESS	---
POINT OF ACCESS	X
FENCE LINE	---
STONE WALL	---
TRAVELED WAY	---
GUARD RAIL	---
RAILROAD	---
SURVEY LINE	---
CULVERT	---
POWER POLE	○
TELEPHONE POLE	○
TREES	△
F.A. CONST. IDENTIFICATION SIGNS	△
PROPERTY LINE	---
R.O.W. TAKING LINE	---
SLOPE RIGHTS	SR
TOP OF CUT	△
TOE OF SLOPE	○

TRAFFIC DATA

1977 ADT	= 1900
1977 DHV	= 280
1977 ADT	= 2720
1977 DHV	= 380
D	= 55 %
T	= 7 %
V	= 50 MPH

NOTE: ANY FURTHER INFORMATION CONCERNING FINAL QUANTITIES, AMOUNTS OR OTHER DETAILS RELATIVE TO THIS PROJECT MAY BE FOUND IN EITHER THE FIELD BOOKS OR THE ESTIMATE FILE.

STATE OF VERMONT
DEPARTMENT OF HIGHWAYS



PROPOSED IMPROVEMENT
BRIDGE PROJECT

TOWN OF JAMAICA
COUNTY OF WINDHAM

ROUTE NO: VT. RTE. 30 BRIDGE NO: 42

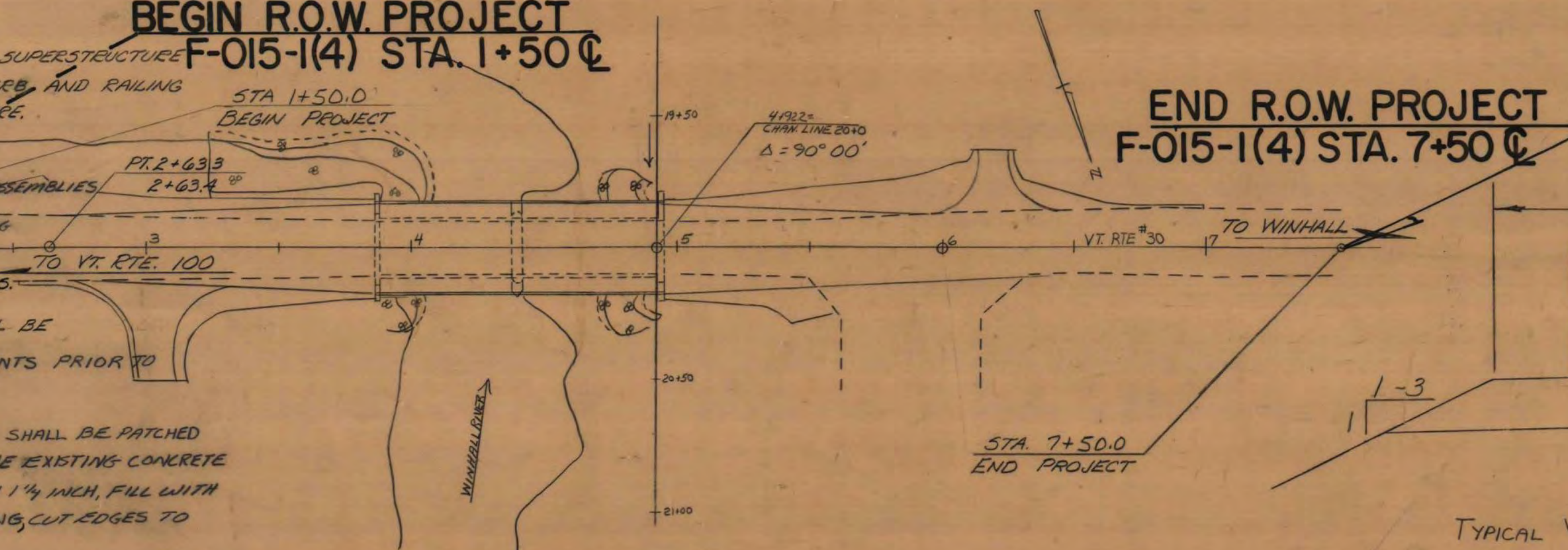
PROJECT LOCATION: BEGINNING AT A POINT ON VT. RTE. #30 APPROXIMATELY 0.88 MILES WEST OF THE INTERSECTION OF VT. RTE. #30 AND VT. RTE. #100, AND EXTENDING 0.114 MILES WESTERLY.

PROJECT DESCRIPTION: PROJECT SHALL CONSIST OF WIDENING EXISTING SUPERSTRUCTURE, PIERS AND ABUTMENTS, CLEANING AND PAINTING OF STRUCTURAL STEEL, WITH RELATED ROADWAY AND CHANNEL WORK.

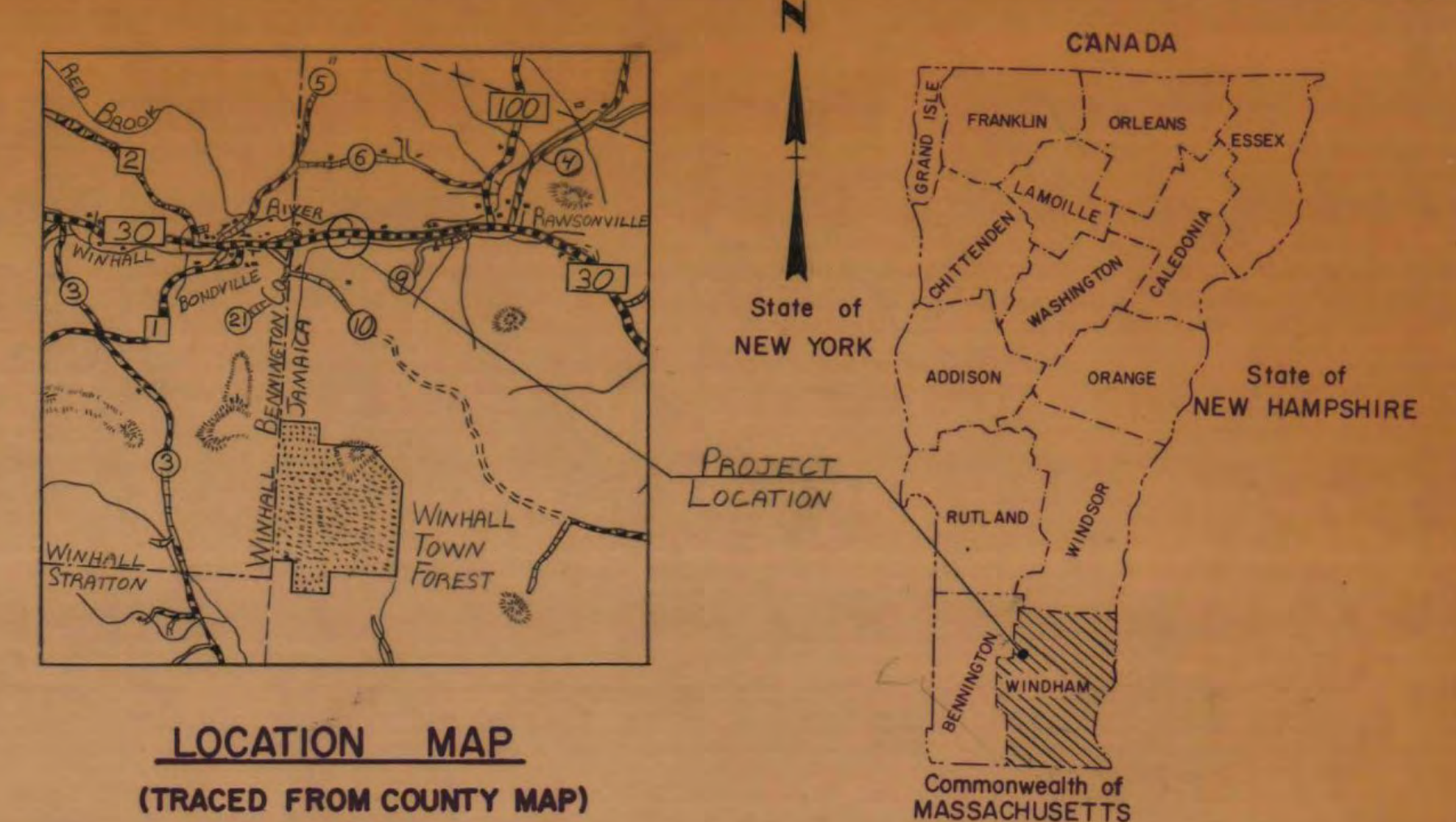
LENGTH OF STRUCTURE:	108.0 FEET
LENGTH OF PARTICIPATION ROADWAY:	492.0 FEET
LENGTH OF NON-PARTICIPATION ROADWAY:	— FEET
LENGTH OF PROJECT	600.00 FEET
LENGTH OF R.O.W. PROJECT	600.00 FEET

BEGIN R.O.W. PROJECT
F-015-1(4) STA. 1+50.0

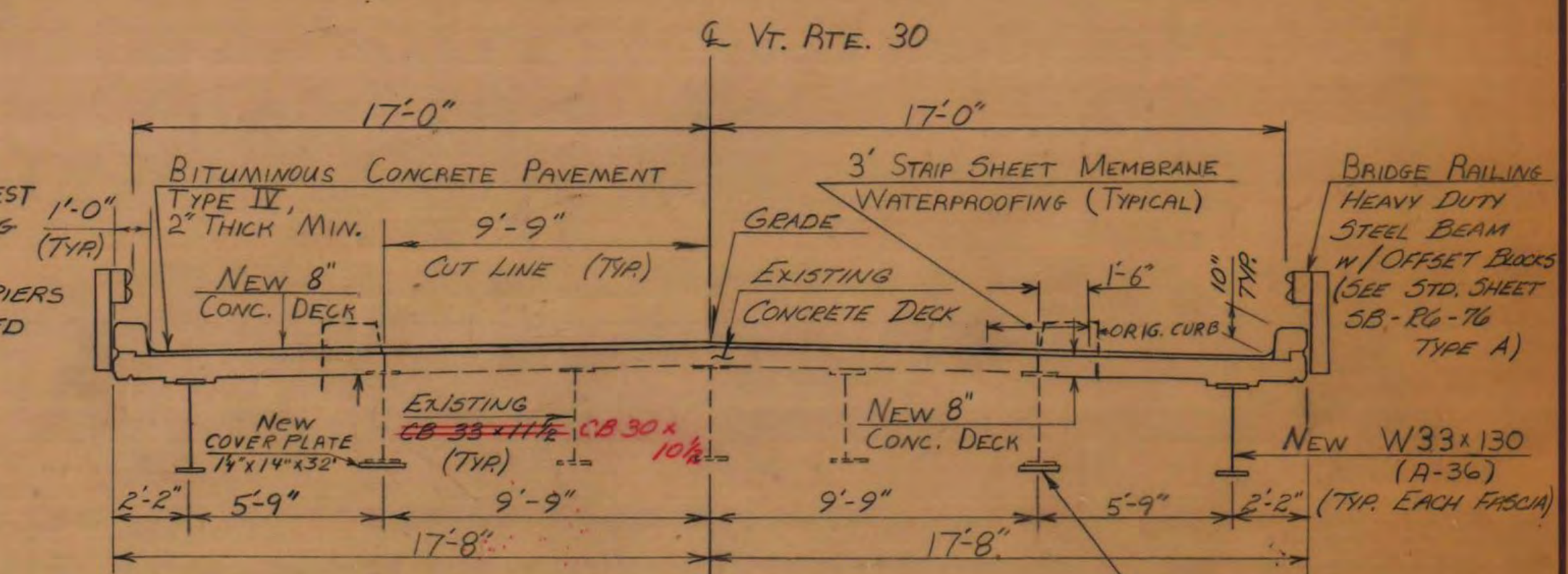
END R.O.W. PROJECT
F-015-1(4) STA. 7+50.0



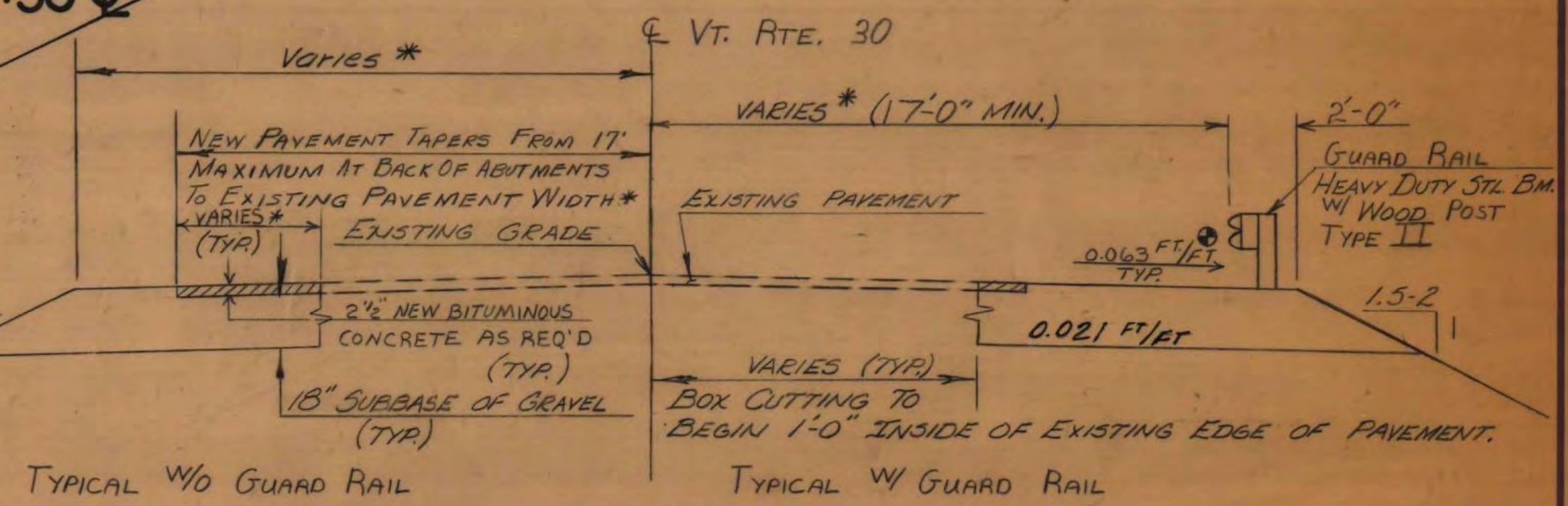
PLAN
SCALE: 1" = 40'



LOCATION MAP
(TRACED FROM COUNTY MAP)
SCALE 1" = 1 MI.



TYPICAL BRIDGE SECTION
SCALE 1/4" = 1'-0"



TYPICAL ROADWAY SECTION
SCALE 1/4" = 1'-0"

BUILT AS DESIGNED

HYDRAULIC DATA

DRAINAGE AREA	29.8 SQ. MI.
Q10 = 4400 CFS.	H.W. ELEV. 1209.7
Q25 = 6000 CFS.	H.W. ELEV. 1211.0
Q50 = 7900 CFS.	H.W. ELEV. 1212.0
Q100 = 9500 CFS.	H.W. ELEV. 1213.0
Q4HM = 90 CFS.	DEPTH OF FLOW = 1.5'
Q4LM = 30 CFS.	DEPTH OF FLOW = 1.0'

OUTLET VELOCITY @ Q50 = 13.8 FPS.
TAILWATER @ Q50 = 1211.0

STONE FILL TYPE III

REVISION 5-5-80
EXISTING BEAM SIZE REVISED PER
FIELD MEASUREMENT.
By: M. GARCIA
Checked: M. R.D.

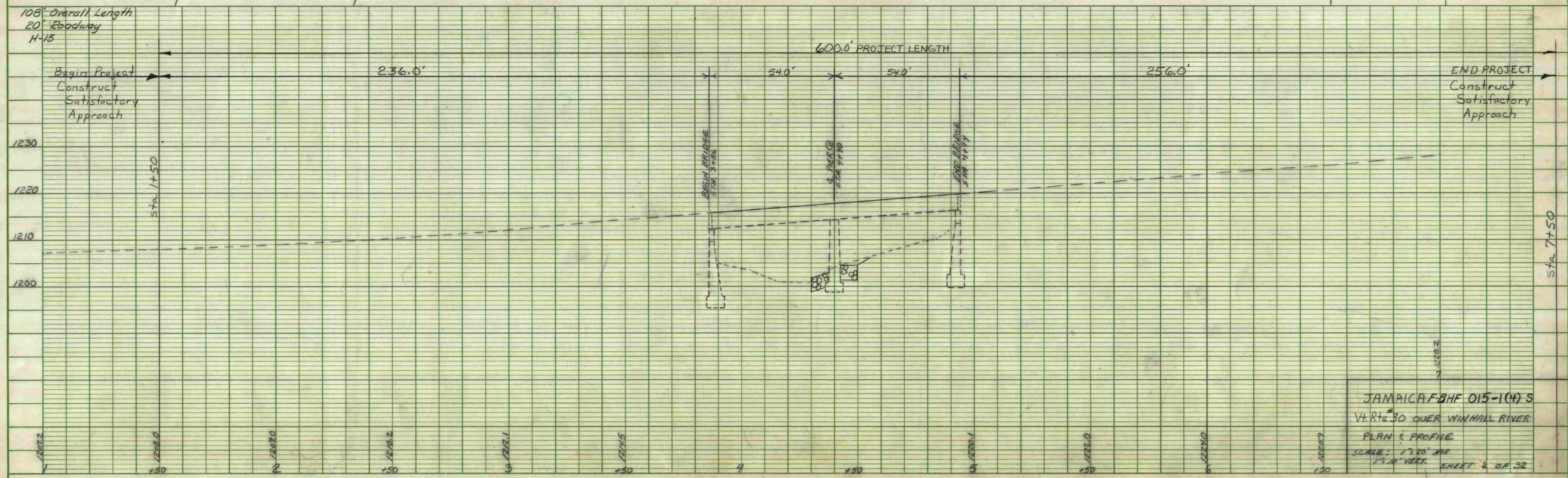
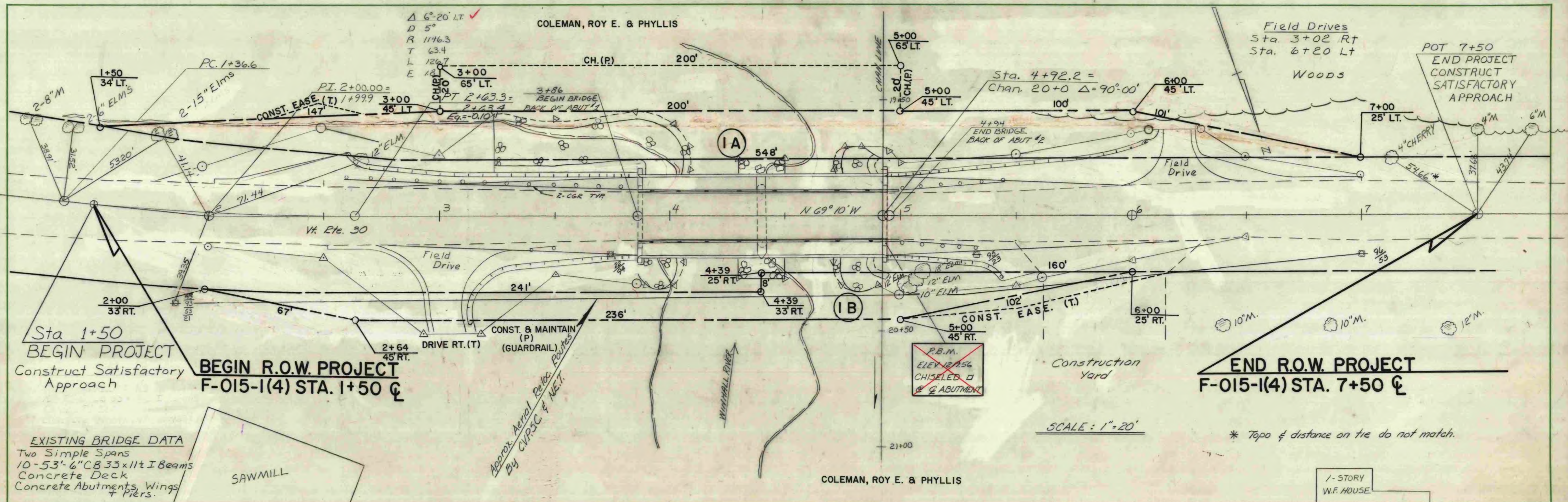
* SEE APPROACH RAIL PLANS, SHEETS

THIS SLOPE IS TO BE TRANSITIONED
A MINIMUM DISTANCE OF 100 FT.
AT EACH END OF BRIDGE.

SUBMITTED BY ORDER OF THE STATE HIGHWAY BOARD
APPROVED: *[Signature]* DATE 11/27/78
CHIEF ENGINEER

APPROVED: *[Signature]*
CHIEF PROPERTY ADMINISTRATION
DATE 11-27-78

PROJECT NO. JAMAICA F-BHF-015-1(4) S
SHEET 1 OF 32 SHEETS



STATE OF VERMONT
DEPARTMENT OF HIGHWAYS
RIGHT-OF-WAY PLANS
DETAIL SHEET

TABLE OF PROJECT PROPERTY ACQUISITION

PARCEL NO.	GRANTOR	SHEET NO.	BEGINNING STATION	ENDING STATION	TAKING	REM.	RIGHTS	TITLE TAKEN	DATE	TOWN OR CITY RECORDED	BK.	PG.	REMARKS
1A	COLEMAN, ROY E. & PHYLLIS	3	1+50 LT. 2+25 LT. 3+00 LT.	7+00 LT. 2+70 LT. 5+00 LT.	0.18 A±		CONST. EASE. (T) (130 S.F.±) CHANNEL (P) (0.09 A±)	OPTION WD	6-14-79 7-10-79	JAMAICA JAMAICA	46 46	486/8 526-7	(4000 S.F.±)
1B		3	2+00 RT. 3+02 RT. 3+13 RT. 5+00 RT.	6+00 RT. 6+20 RT. TOTAL	0.11 A± 0.29 A±		DRIVE (T) CONSTRUCT & MAINTAIN (P) CONST. EASE. (T) (0.02 A±)						GUARDRAIL (720 S.F.±)
2	CENTRAL VERMONT PUBLIC SERVICE CORP.												UTILITY
3	NEW ENGLAND TELEPHONE & TELEGRAPH CO.												UTILITY

TABLE OF REVISIONS

REVISION NO.	SHEET NO.	DESCRIPTION OF REVISION	DATE	MADE BY	APPROVED BY
1	2 & 3	PARCEL #1 - COLEMAN. DELETED CONST. EASEMENTS (T) AT 1+85 RT. - 2+80 RT. & 5+90 LT. - 7+00 LT. ADDED DRIVE RT. (T) AT 3+02 RT. & RIGHT TO CONST. & MAINTAIN GUARDRAIL (P). PER REVISED DESIGN & C.O. # 4133	1-2-78	P.J.H.	T.P.M.

MADE BY: P.J.H. DATE 11-27-78
CHECKED BY: W.E.B. DATE 11-27-78

DR. RT. — DRAINAGE RIGHT
DIT. RT. — DITCHING RIGHT
CH. RT. — CHANNEL RIGHT
DRIVE RT. — DRIVE RIGHT
CUL. RT. — CULVERT RIGHT
D — DEMOLITION OR REMOVAL
W — WATER SOURCES

————— PRESENT R.O.W.
/// — — — — — TAKING WITHOUT ACCESS
/// P — — — — — TAKING WITHOUT ACCESS ALONG PROPERTY LINES
————— TAKING WITH ACCESS
(P) PERMANENT EASEMENT
(T) TEMPORARY EASEMENT

LEGEND

————— CONST. EASE. ———— CONST. EASEMENT
——— SR ——— SR ——— SLOPE RIGHTS
P ——— P ——— PROPERTY LINE
— Δ — Δ — Δ — TOP OF CUT
— ○ — ○ — ○ — TOE OF SLOPE

APPROVED Thomas C. Magee DATE 11-27-78
CHIEF OF PLANS & TITLES

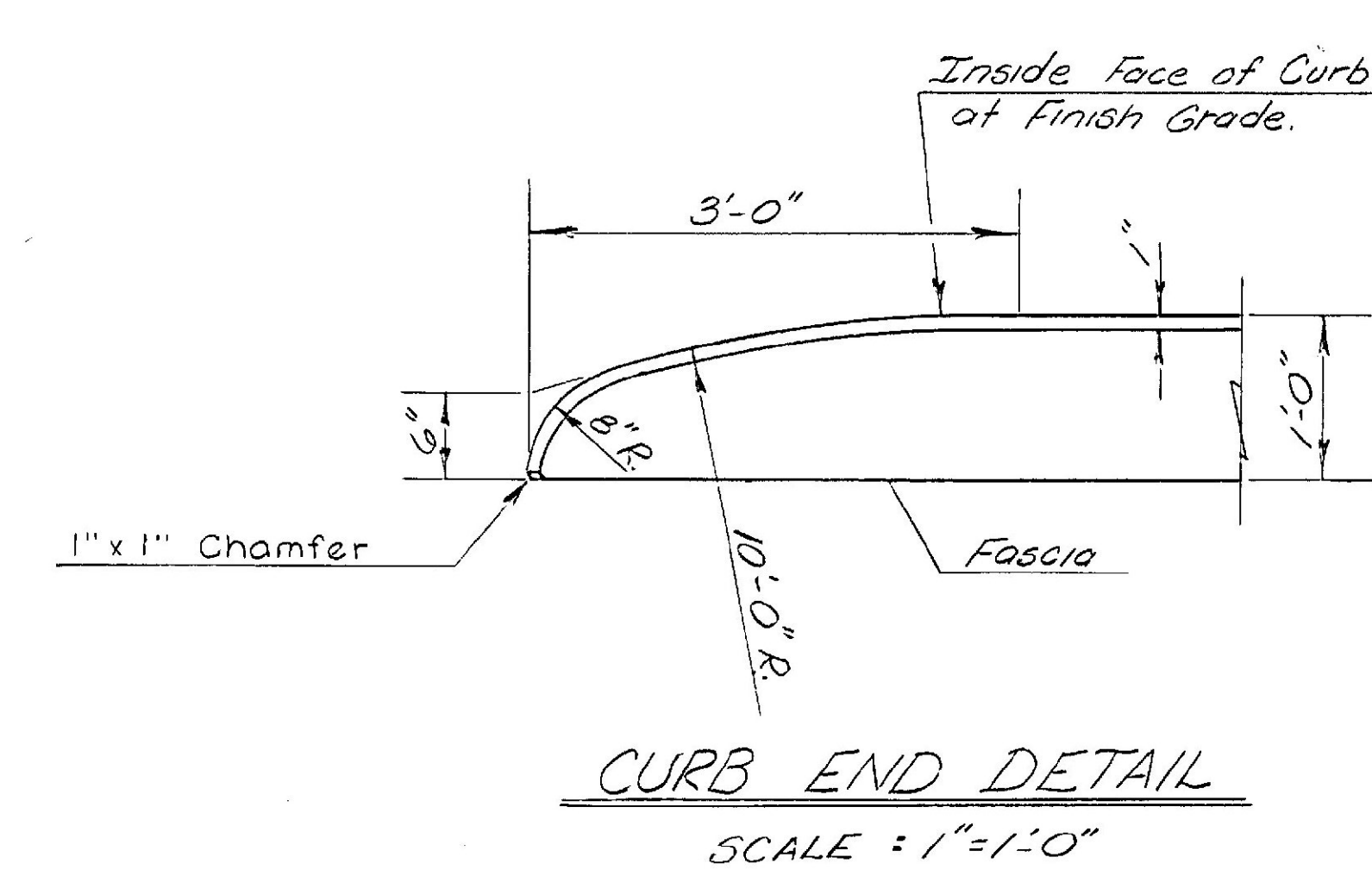
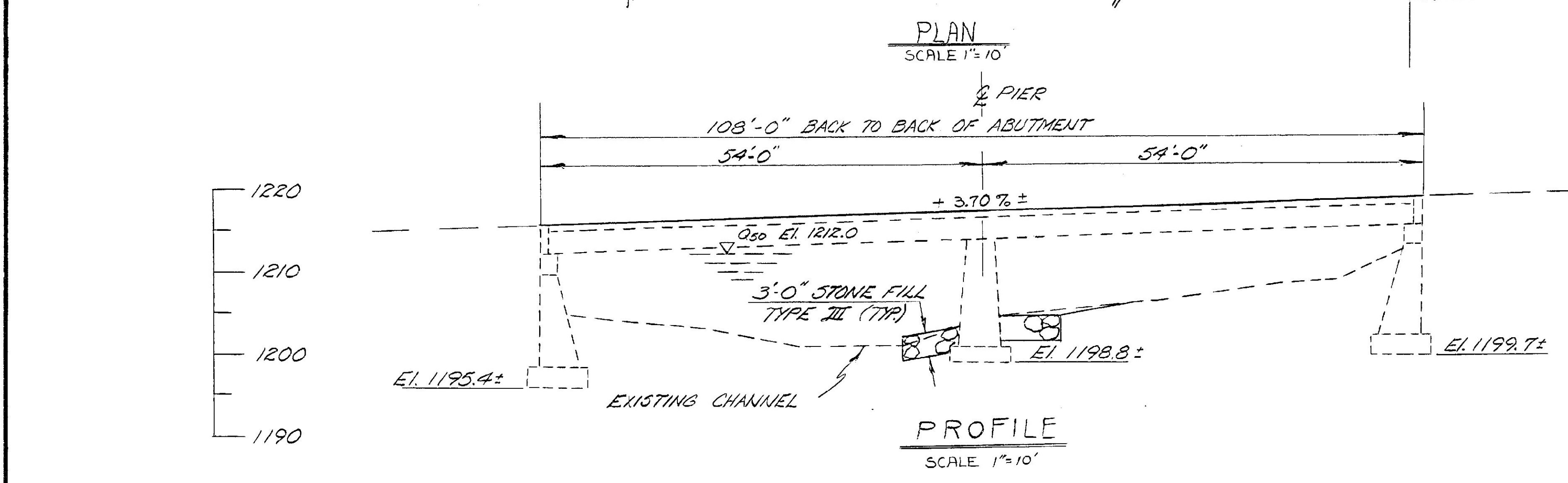
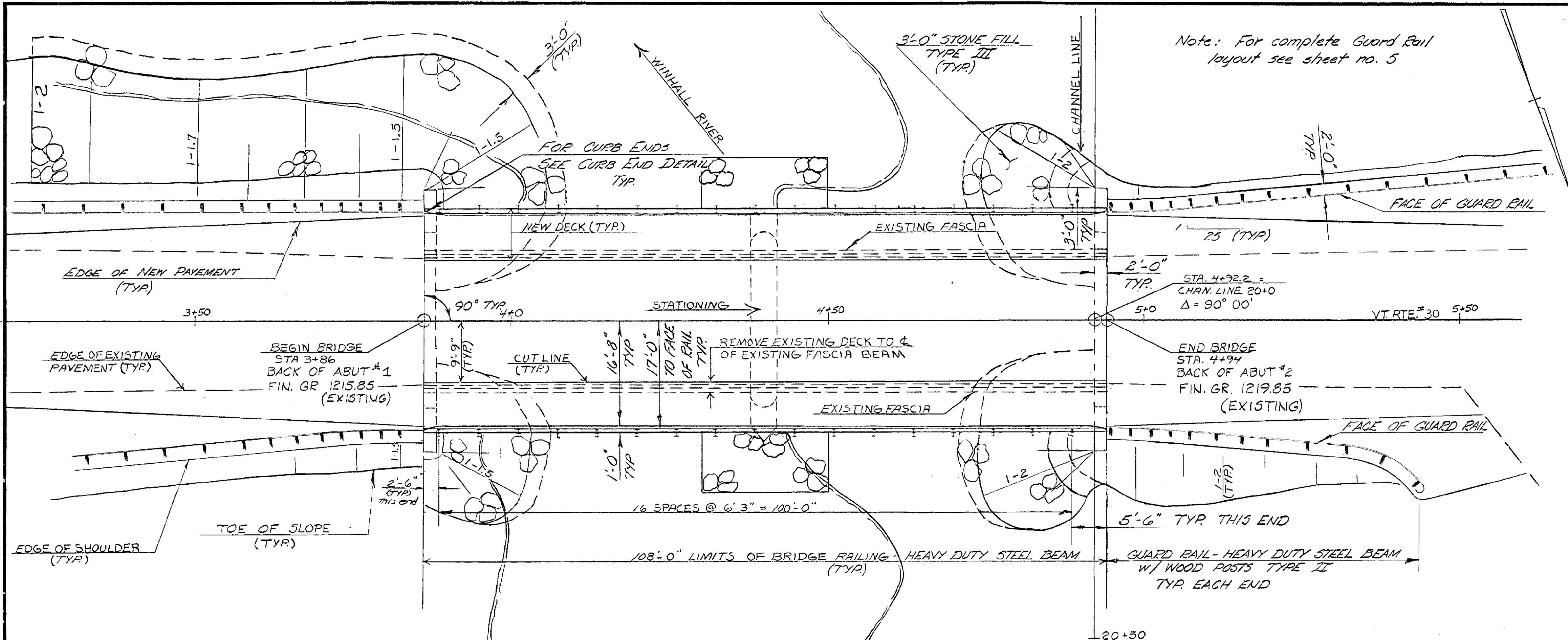
PROJECT JAMAICA
NO. F-BHF 015-1(4)5
SHEET 3 OF 32

BRIDGE QUANTITY SHEET

BRIDGE DIVISION

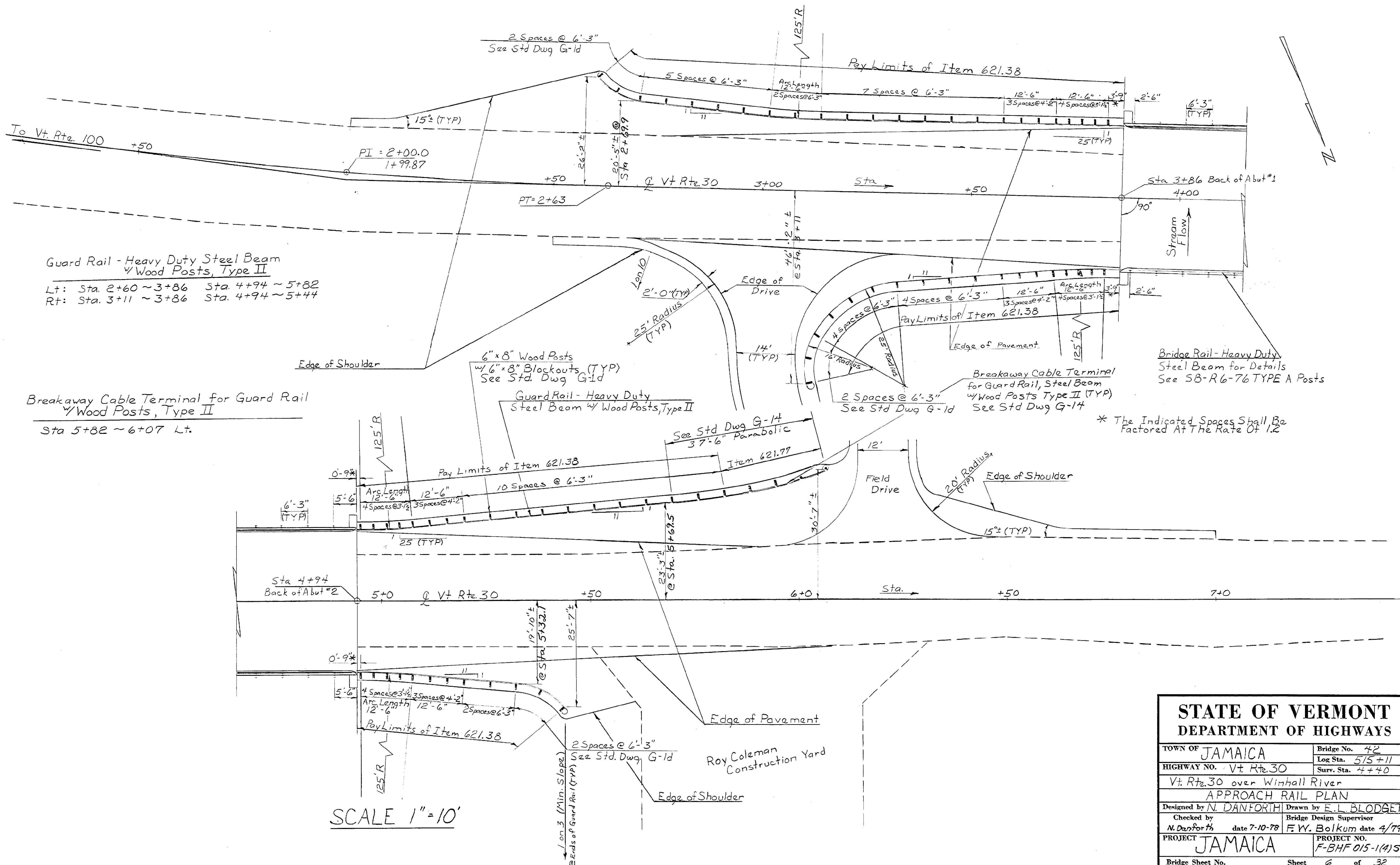
NO.	ITEM	UNIT	QUANTITY BREAKDOWN											TOTAL	FINAL
			SUPER- STRUCTURE	ABUT #1	ABUT #2	PIER	ROADWAY	CHANNEL							
202.16	REMOVAL OF BRIDGE PAVEMENT	SY	240									240	240		
202.30	PARTIAL REMOVAL OF STRUCTURE	EQ.	1									1	1		
202.35	REMOVAL OF EXISTING CONCRETE OR MASONRY	CY	2	4	4	3						13	10.52		
203.15	COMMON EXCAVATION	CY						300				300	341		
203.27	UNCLASSIFIED CHANNEL EXCAVATION	CY								340		340	220		
204.25	STRUCTURE EXCAVATION	CY		80	90	20						190	204		
204.30	GRAVELL BACKFILL FOR STRUCTURES	CY		10	10							20	34		
301.15	SUBBASE OF GRAVEL	CY						430				430	227		
404.45	TAR EMULSION	Gal.	131									131	60		
406.25	BITUMINOUS CONCRETE PAVEMENT	Ton	46					30				76	156.16		
501.20	CONCRETE CLASS "A"	CY	55									55	62		
501.25	CONCRETE CLASS "B"	CY		19	19	24						62	63.22		
506.90	STRUCTURAL STEEL (Rolled beam) (A-36)	Lb.	38780									38780	38921		
507.15	REINFORCING STEEL (Grade 60)	Lb.	15160	1380	1300	1280						19120	19387		
513.20	PAINTING NEW STRUCTURE (38,780 LBS)	LS.	1									1	1		
513.35	PAINTING, BLAST CLEANING (73,434 LBS)	LS.	1									1	1		
514.10	WATER REPELLENT	Gal.	4	2	2	3						11	20		
516.32	ELASTOMERIC EXPANSION JRM (2" MOVEMENT)	LF	39									39	39		
613.12	STONE FILL, TYPE III	CY								550		550	693		
617.35	BRIDGE RAILING, HEAVY DUTY STEEL BEAM	LF	216									216	216		
621.35	GUARD RAIL, HEAVY DUTY STEEL BEAM WITH WOOD POSTS, TYPE II	LF						467				467	467		
621.56	TEMPORARY BARRIER RAIL	LF						516				516	516		
621.77	BREAKAWAY CABLE TERMINAL FOR GUARD RAIL WITH WOOD POSTS, TYPE II	EQ.						1				1	1		
637.10	MAINTENANCE OF TRAFFIC FOR BRIDGE PROJECTS	LS.						1				1	1		
502.10	SHORING SUPERSTRUCTURE	LS.	1									1	1		
519.20	SHEET MEMBRANE WATERPROOFING	SY	73									73	96		
621.70	ANCHOR FOR STEEL BEAM GUARD RAIL W/ STEEL OR WOOD POSTS AT OPENINGS	L.A.						3				3	3		
630.10	UNIFORMED TRAFFIC OFFICERS	HR.						20				20	0		
630.15	FLAGPERSONS	HR.						50				50	67		

Prepared by: <u>R. Lami</u>	Checked by: <u>T. Garcia</u>	JAMAICA	PROJECT NO. <u>F-BHF015-1(4)5</u>
SUPERVISOR: <u>E. V. Balkum</u>	BR <u> </u> OF <u> </u>		SHEET NO. <u>4</u> OF <u>32</u>



10. REMOVAL OF ALL DISINTEGRATED, SPALLED, AND UNSOUND CONCRETE FOUND IN THE AREAS INDICATED IN NOTE 9, AND ANY NECESSARY REMOVAL OF EXISTING CONCRETE BEYOND THE CUT LINES INDICATED ON THE PLANS SHALL BE PAID FOR AS REMOVAL OF EXISTING CONCRETE OR MASONRY, AN ADDITIONAL QUANTITY OF 2 CUBIC YARDS HAS BEEN ADDED TO THE SUPERSTRUCTURE QUANTITY FOR THIS PURPOSE.
11. WHERE NEW DECK CONCRETE IS TO BE PLACED AGAINST EXISTING DECK CONCRETE, EPOXY BONDING COMPOUND SHALL BE USED TO COAT THE EXISTING CONCRETE SURFACES. PREPARATION AND APPLICATION SHALL CONFORM TO SUB-SECTIONS 615.06 AND 615.07 (c) RESPECTFULLY. MATERIALS SHALL CONFORM TO SUB-SECTION 719.03. PAYMENT FOR THIS SHALL BE SUBSIDIARY TO THE ITEM CONCRETE CLASS A.
12. ALL EXPANSION MATERIAL SHALL CONFORM TO SUBSECTION 707.21, PREFORMED JOINT FILLERS CORK, AND SHALL BE SUBSIDIARY TO CONCRETE CLASS B.
13. WATER REPELLENT SHALL BE APPLIED TO THE CURB, FASCIA, AND SOFFIT BACK TO THE DRIP NOTCH ON THE NEW PORTION OF THE SUPERSTRUCTURE, AND TO ALL EXPOSED AREAS OF THE NEW AND EXISTING ABUTMENTS & PIERS.
14. DELETED.
15. REINFORCING STEEL SHALL HAVE A CLEAR COVER OF 3" EXCEPT WHERE NOTED.
16. WHERE NEW CONCRETE IS TO BE PLACED AGAINST EXISTING CONCRETE ON THE ABUTMENTS AND PIER IT SHALL BE PLACED IN ACCORDANCE WITH SUB-SECTION 501.12 (b). MORTAR OR NEAT CEMENT GROUT SHALL BE USED TO COAT THE EXISTING CONCRETE SURFACES.
17. PROFILES SHALL BE TAKEN AT THE TOP OF THE EXISTING CONCRETE DECK ALONG THE & OF THE EXISTING FASCIA BEAMS, AT CENTERLINE ROADWAY ALSO ALONG THE NEW FASCIA BEAMS, TO BE SENT TO THE BRIDGE DIVISION OFFICE TO DETERMINE THE REQUIRED SCREED ELEVATION FOR THE NEW DECK.
18. THE EXISTING FASCIA BEAMS SHALL BE JACKED WITH A FORCE OF 6000 LBS AT THE QUARTER POINTS AND 4900 LBS AT THE MIDPOINT, TO RELEASE DEAD LOAD STRESSES, BEFORE THE COVER PLATES ARE WELDED ON. THE JACKS SHALL BE MONITORED AND THESE FORCES MAINTAINED DURING THE COVER PLATE WELDING PROCESS. THE JACKS AND/OR SHORING SHALL BE LEFT IN PLACE FOR THE FIRST 72 HRS. (MIN) AFTER THE NEW DECK IS POURED TO PREVENT LIVE LOAD VIBRATION IN THE FRESH CONCRETE. JACKING AND SHORING WORK TO PAID FOR UNDER THE ITEM SHORING SUPERSTRUCTURE.
19. PLACE 6 ROCKS (APPROX. 1 CU. YD. EACH) IN THE DISTURBED STREAM CHANNEL TO IMPROVE FISH HABITAT AS DIRECTED BY THE ENGINEER. PLACE IN TWO TRIANGULAR GROUPS OF THREE TO MAXIMIZE THEIR EFFECT. COST TO BE PAID FOR AT THE UNIT PRICE BID FOR STONE FILL TYPE III.
20. THE CONTRACTOR SHALL CONSTRUCT AND MAINTAIN TEMPORARY BARRIER RAIL AS SPECIFIED IN SECTION 621 ACROSS THE STRUCTURE AND FOR A MINIMUM LENGTH OF 75 FEET ON EACH APPROACH. THE RAIL SHALL BE TRANSITIONED TO CHANNELIZE APPROACHING TRAFFIC AS DIRECTED BY THE ENGINEER.
21. THE NEW COVER PLATES SHALL BE PAID FOR AS STRUCTURAL STEEL (ROLLED BEAM); THE COST OF FIELD WELDING IS SUBSIDIARY TO THIS ITEM.

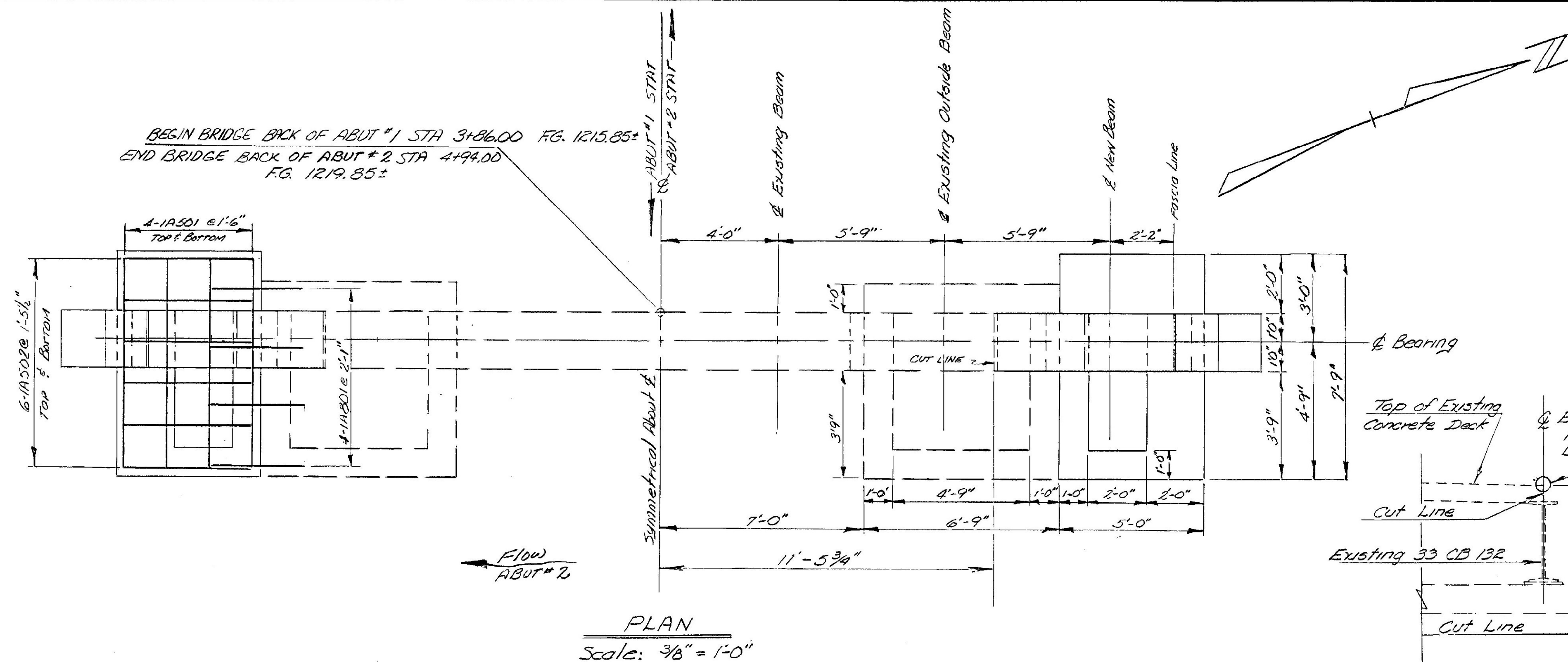
STATE OF VERMONT DEPARTMENT OF HIGHWAYS			
TOWN OF	JAMAICA	Bridge No.	42
HIGHWAY NO.	VT. RTE # 30	Log Sta.	5/5+11
		Surv. Sta.	4+40
VT. RTE. 30 OVER WINHALL RIVER			
PLAN AND ELEVATION			
Designed by	N. DANFORTH	Drawn by	B. HALE
Checked by	M. GARCIA	Bridge Design Supervisor	
	date 1/79	F.V. Bolcum	date 4/79
PROJECT	JAMAICA	PROJECT NO.	F-BHF 015-1(4)5
Bridge Sheet No.		Sheet	5 of 32



STATE OF VERMONT DEPARTMENT OF HIGHWAYS

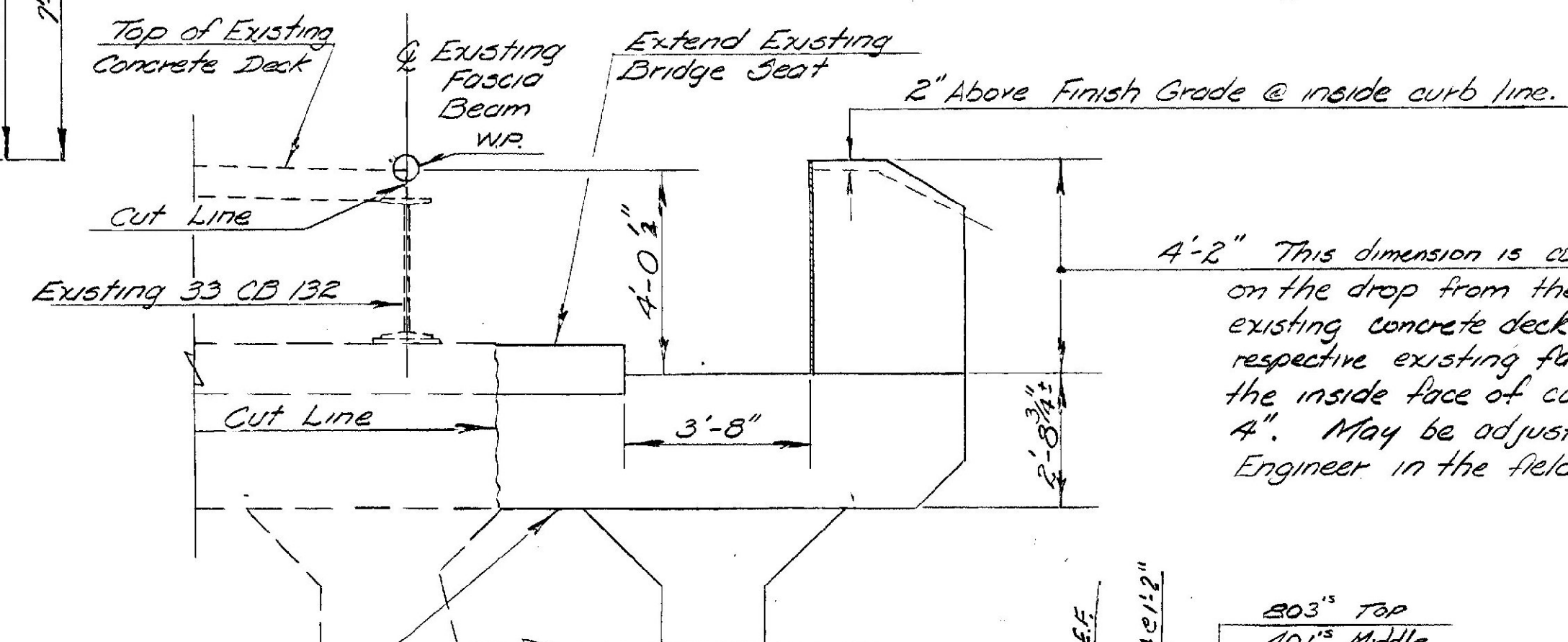
TOWN OF JAMAICA	Bridge No. 42
HIGHWAY NO. VT. Rt. 30	Log Sta. 515+11
VT. Rt. 30 over Winhall River	Surv. Sta. 4+40
APPROACH RAIL PLAN	
Designed by N. DANFORTH	Drawn by E. L. BLODGETT
Checked by N. Danforth	Bridge Design Supervisor
date 7-10-78	F. W. Bolcum date 4/79
PROJECT JAMAICA	PROJECT NO. F-BHF 015-1(A)5
Bridge Sheet No.	Sheet 6 of 32

BEGIN BRIDGE BACK OF ABUT #1 STA 3+86.00 FG. 1215.85±
END BRIDGE BACK OF ABUT #2 STA 4+94.00
FG. 1219.85±

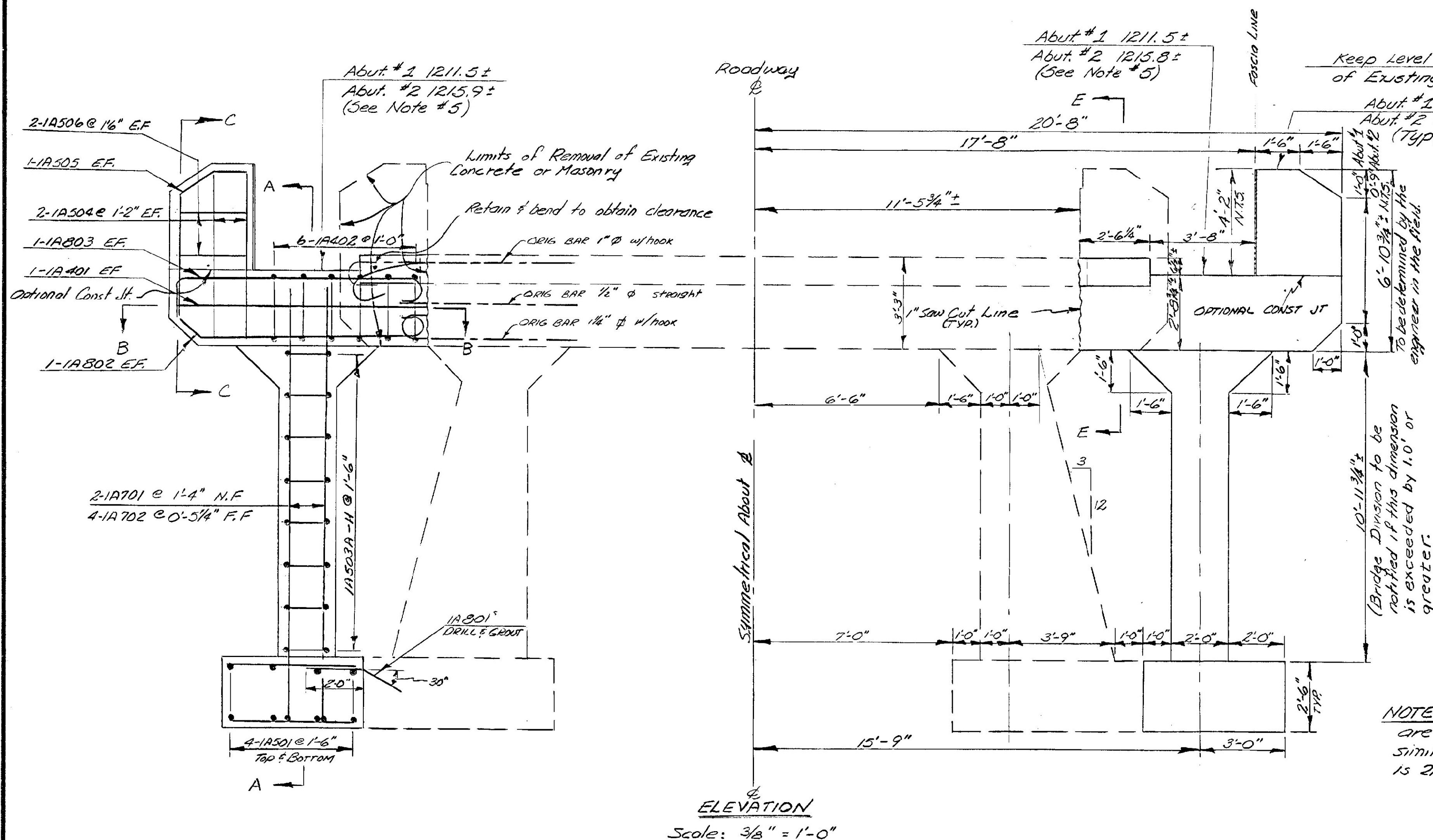


Substructure Notes

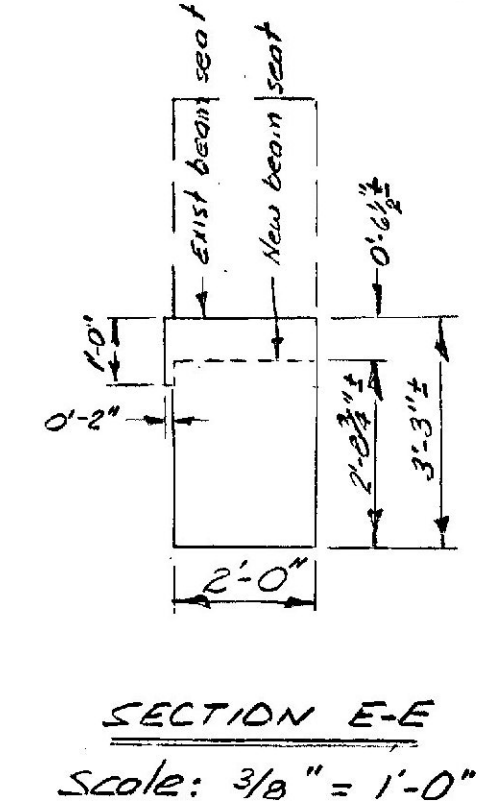
1. Abut & Pier concrete to be Concrete Class "B".
2. Cost of drilling and grouting of dowels to be included in the unit price bid for reinforcing steel.
3. Reinforcing steel to have 3" clear cover, except where noted.
4. The new abutment extensions cap and footings shall be matched flush with the existing abutment cap and footings with the exception of the back face of the footing heel.
5. The elevations computed for the new bridge seats at Abut #1, Abut #2 and the Pier, are approximate. Only the computed dimension 4'-0 1/2" as shown in "BRIDGE SEAT DETAIL" from the working point should be used to construct the new bridge seats.



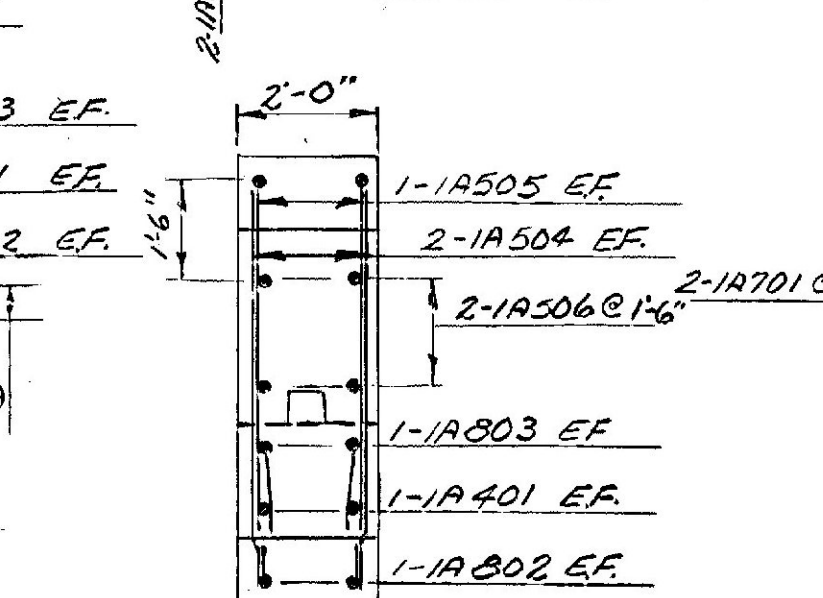
4'-2" This dimension is computed based on the drop from the top of the existing concrete deck @ & of each respective existing fascia beam, to the inside face of curb @ 90° plus 4". May be adjusted by the Engineer in the field if necessary.



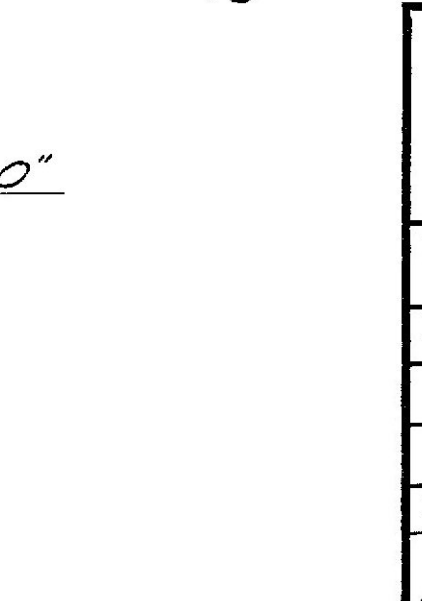
BRIDGE SEAT DETAIL



SECTION B-B



SECTION C-C



STATE OF VERMONT DEPARTMENT OF HIGHWAYS			
TOWN OF JAMAICA		Bridge No.	42
HIGHWAY NO. VT. Route #30		Log Sta.	515+11
Vermont Route #30 over Winhall River		Surv. Sta.	4+40
ABUTMENT #1 & 2 DETAILS			
Designed by N. DANFORTH		Drawn by R. COMI	
Checked by J. Couture		Bridge Design Supervisor	
E. M. Garcia date 4/78		F.W. Bolkom date 4/79	
PROJECT JAMAICA		PROJECT NO. F-BHF 015-1(4)3	
Bridge Sheet No.		Sheet	9 of 32

NOTE: Bar marks shown are for Abut #1, Abut #2 similar except that prefix is 2A instead of 1A.

ASTM STANDARD REINFORCING BARS				
BAR SIZE DESIG- NATION	WEIGHT POUNDS PER FOOT	NOMINAL DIMENSIONS ROUND SECTION		
		DIAMETER INCHES	CROSS SEC- TIONAL AREA SQ. INCHES	PERIMETER INCHES
#3	.376	.375	.11	1.178
#4	.668	.500	.20	1.571
#5	1.043	.625	.31	1.963
#6	1.502	.750	.44	2.356
#7	2.044	.875	.60	2.749
#8	2.670	1.000	.79	3.142
#9	3.400	1.128	1.00	3.544
#10	4.303	1.270	1.27	3.990
#11	5.313	1.410	1.56	4.430
#14	7.65	1.693	2.25	5.32
#18	13.60	2.257	4.00	7.09

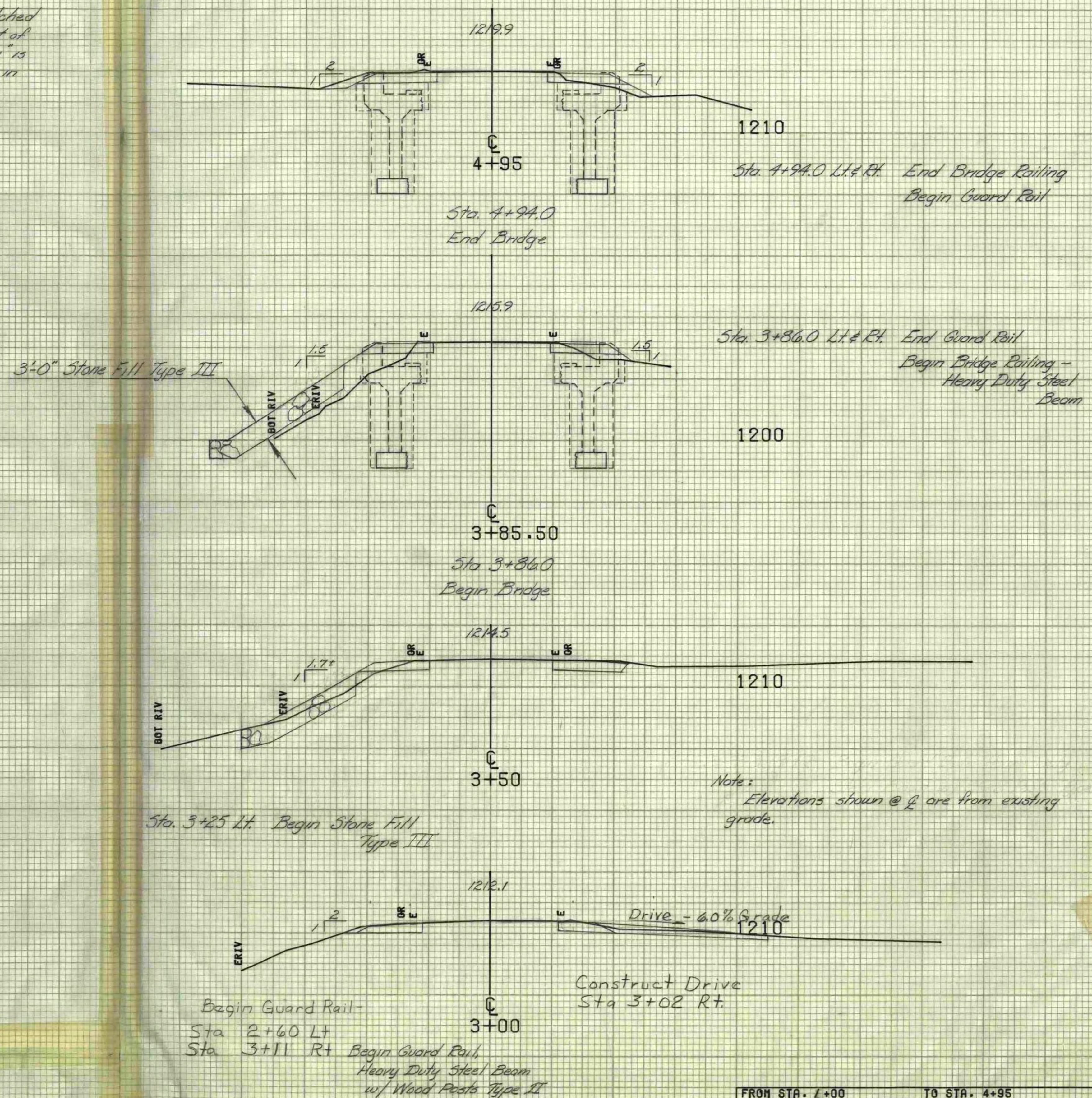
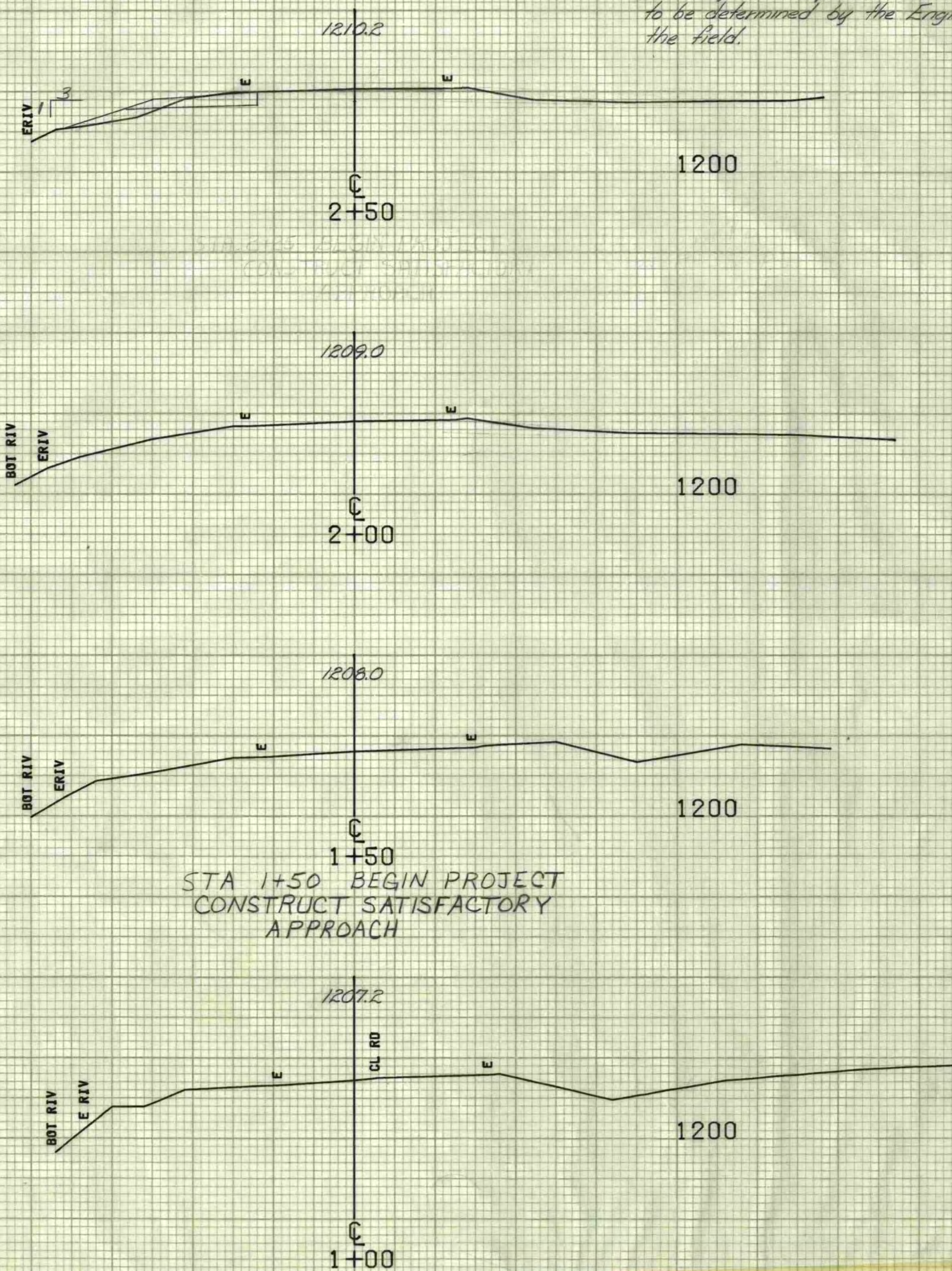
1. UNLESS OTHERWISE DESIGNATED, ALL BAR REINFORCEMENT FOR CONCRETE IN SIZES UP TO AND INCLUDING NO. 18 SHALL CONFORM TO THE REQUIREMENTS OF THE "SPECIFICATIONS FOR DEFORMED BILLET-STEEL BARS FOR CONCRETE REINFORCEMENT," AASHTO M 31 (ASTM A 615), GRADE 60.
2. FOR TYPICAL BENDING DETAILS, RECOMMENDED PIN DIAMETER "D" OF BENDS AND HOOKS AND OTHER STANDARD PRACTICE SEE CURRENT CONCRETE REINFORCING STEEL INSTITUTE "MANUAL OF STANDARD PRACTICE."
3. BARS WHICH REQUIRE MORE ACCURATE BENDING THAN STANDARD PRACTICES SHOULD HAVE LIMITS INDICATED.
4. ALL DIMENSIONS ARE TO OUT TO OUT OF BAR EXCEPT "A" AND "G" ON STANDARD 180° AND 135° HOOKS.
5. "J" DIMENSION ON 180° HOOKS TO BE SHOWN ONLY WHERE NECESSARY TO RESTRICT HOOK SIZE, OTHERWISE STANDARD HOOKS ARE TO BE USED.
6. "H" DIMENSION ON STIRRUPS TO BE SHOWN ONLY WHEN NECESSARY TO MAINTAIN CLEARANCES.
7. WHERE SLOPE DIFFERS FROM 45° DIMENSIONS "H" AND "K" MUST BE SHOWN

* DENOTES ONE EXTRA BAR ADDED FOR TESTING PURPOSES.

REV. NO.	MADE BY	DATE	DESCRIPTION
1	J. WOOD	8/11/75	A.A.S.H.O. CHANGED TO A.A.S.H.T.O. AND GRADE 40 CHANGED TO GRADE 60.

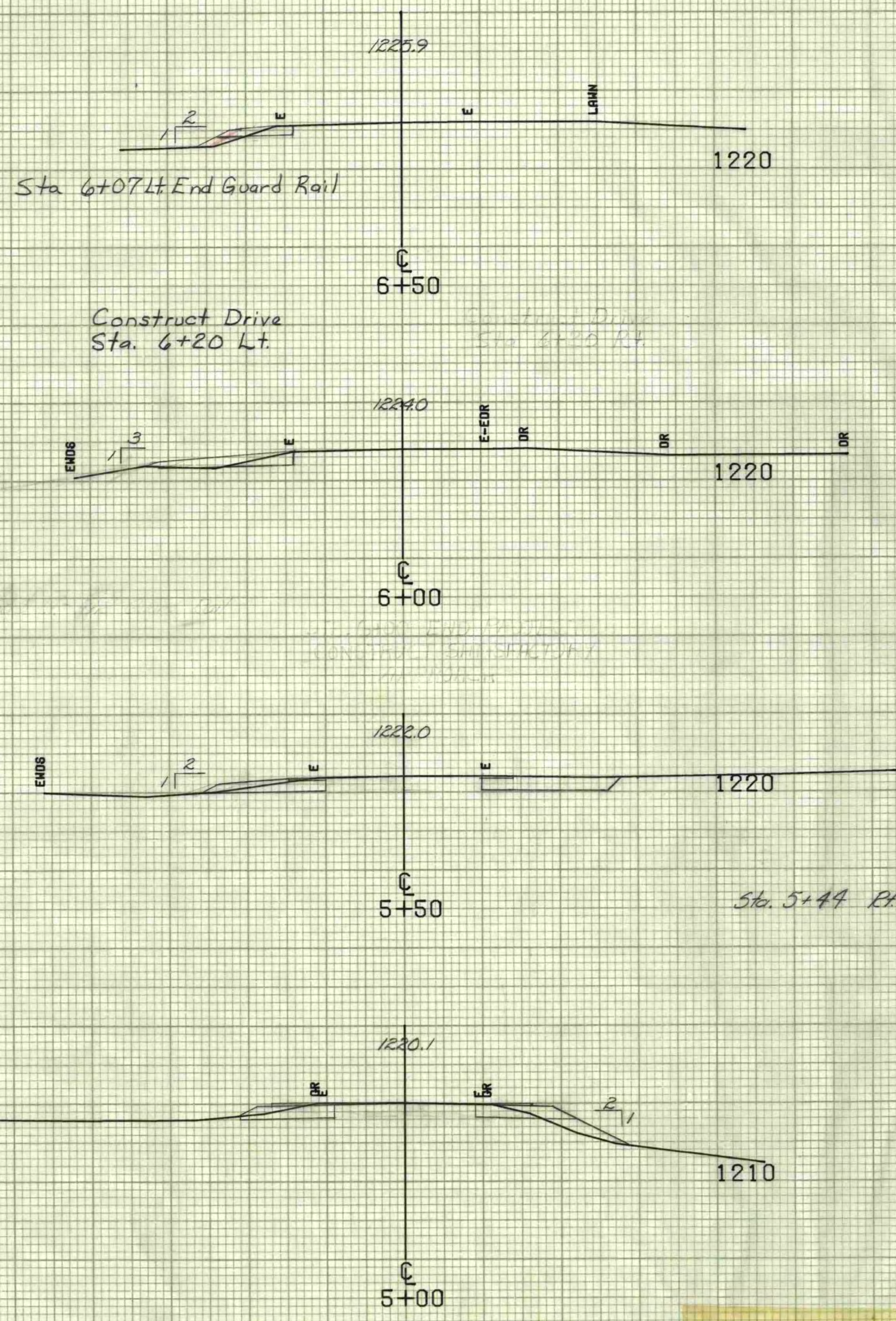
STATE OF VERMONT DEPARTMENT OF HIGHWAYS	
TOWN OF	JAMAICA
HIGHWAY NO.	VT. RTE. 30
	VT. RTE. 30 OVER WINHALL RIVER
REINFORCING STEEL SCHEDULE	
DESIGNED BY N. DANFORTH	DRAWN BY R. COMI & M. GARCIA
CHECKED BY M. GARCIA	BRIDGE DESIGN SUPERVISOR
N. DANFORTH DATE 4/78	F. WY. Bolcum DATE 4/79
PROJECT	PROJECT NO.
JAMAICA	F-BHF 015-1(4) S
BRIDGE SHEET NO.	SHEET 11 OF 32

Note: Roadway Construction is to be matched to existing g. grade. The extent of roadway that requires "box cutting" is to be determined by the Engineer in the field.

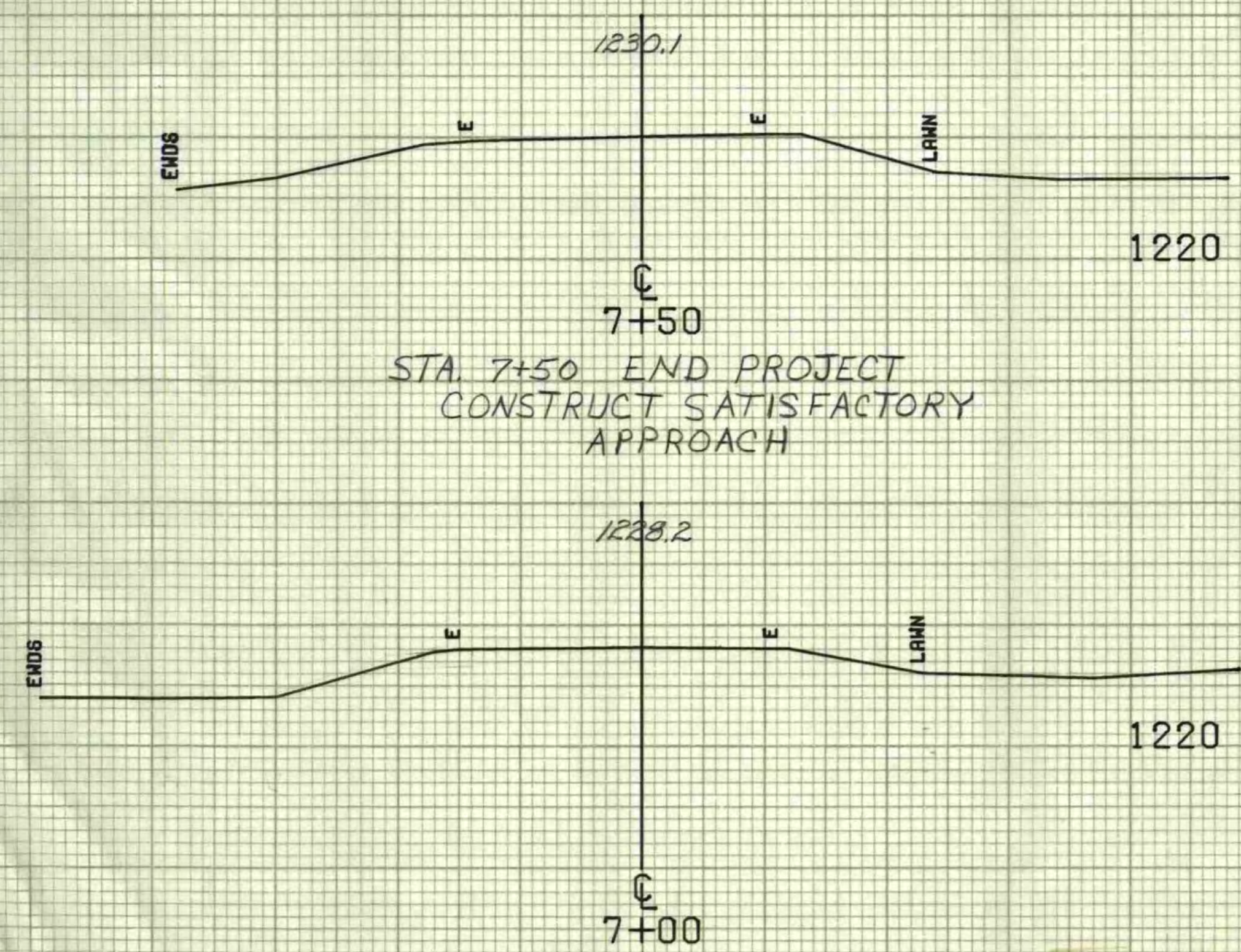


FROM STA. 1+00 TO STA. 4+95
PROJECT NAME JAMAICA VT. RTE. 30
NO. F-BHF015-1(4)S PLOTTED 02/17/79
SURVEYED BY N. MURRAY FEB. 1978
SHEET 12 OF 32 SHEETS

SCALE 1" = 10 FEET



SCALE 10 FEET

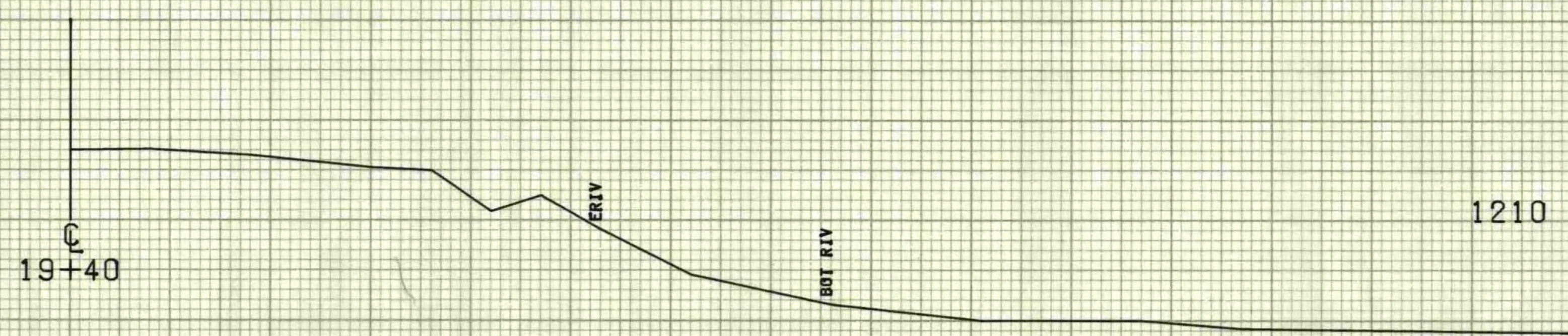
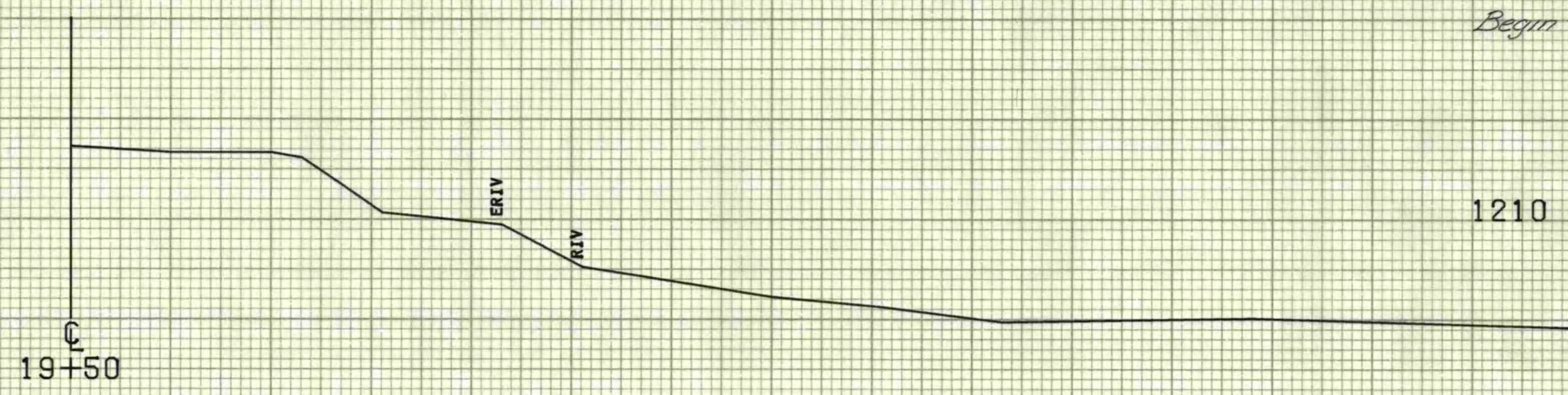


SCALE 10 FEET

FROM STA. 5+00	TO STA. 7+50
PROJECT NAME JAMAICA VT. RTE. 30	
NO. F-BMF015-1(4)S	PLOTTED 02/17/78
SURVEYED BY N. MURRAY	FEB. 1978
SHEET 13 OF 32 SHEETS	

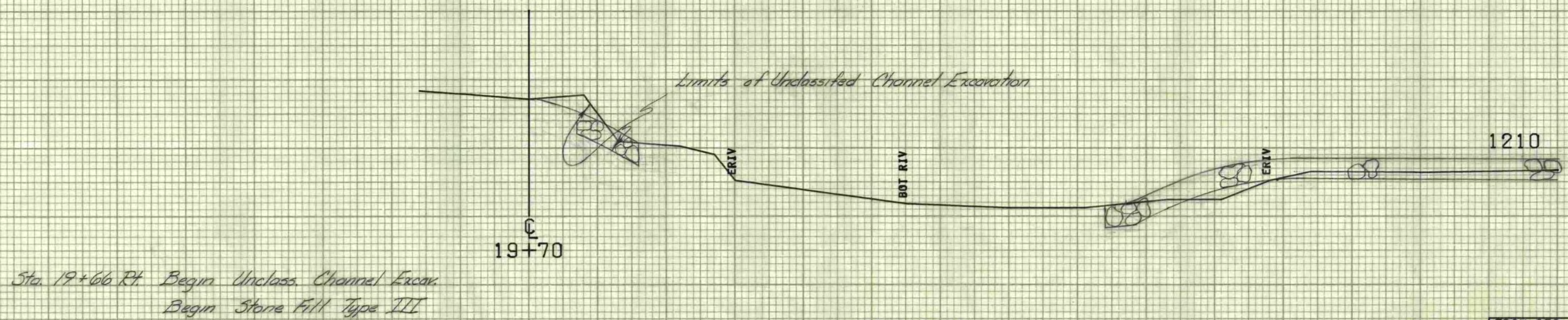
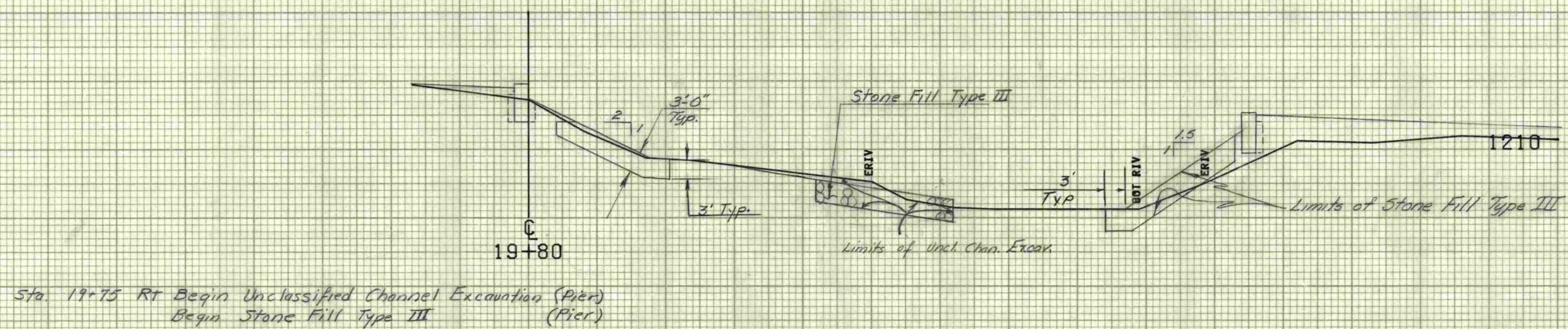
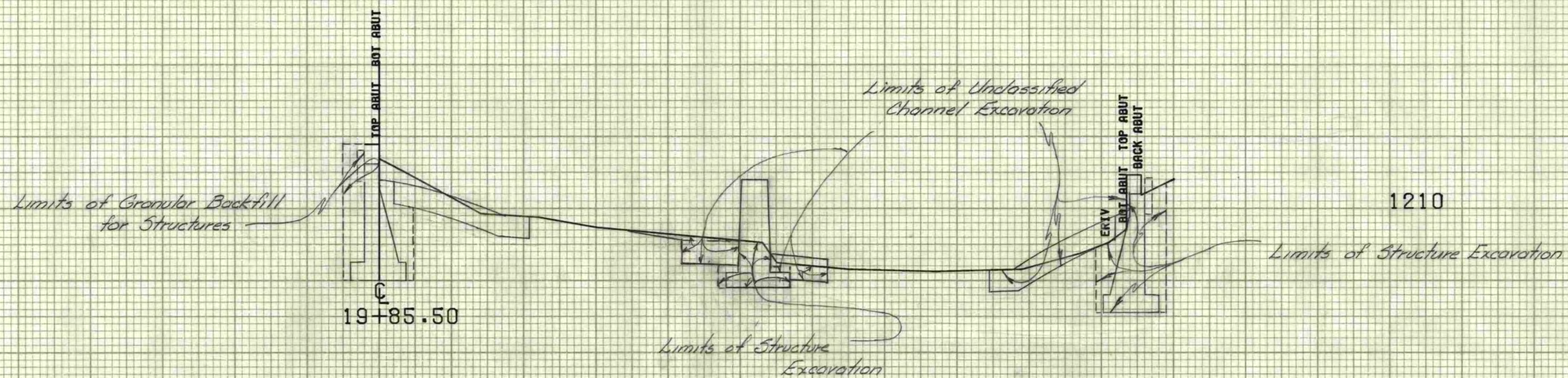


Sta. 19+54 Rt. Begin Unclassified Channel
Excavation
Begin Stone Fill Type III



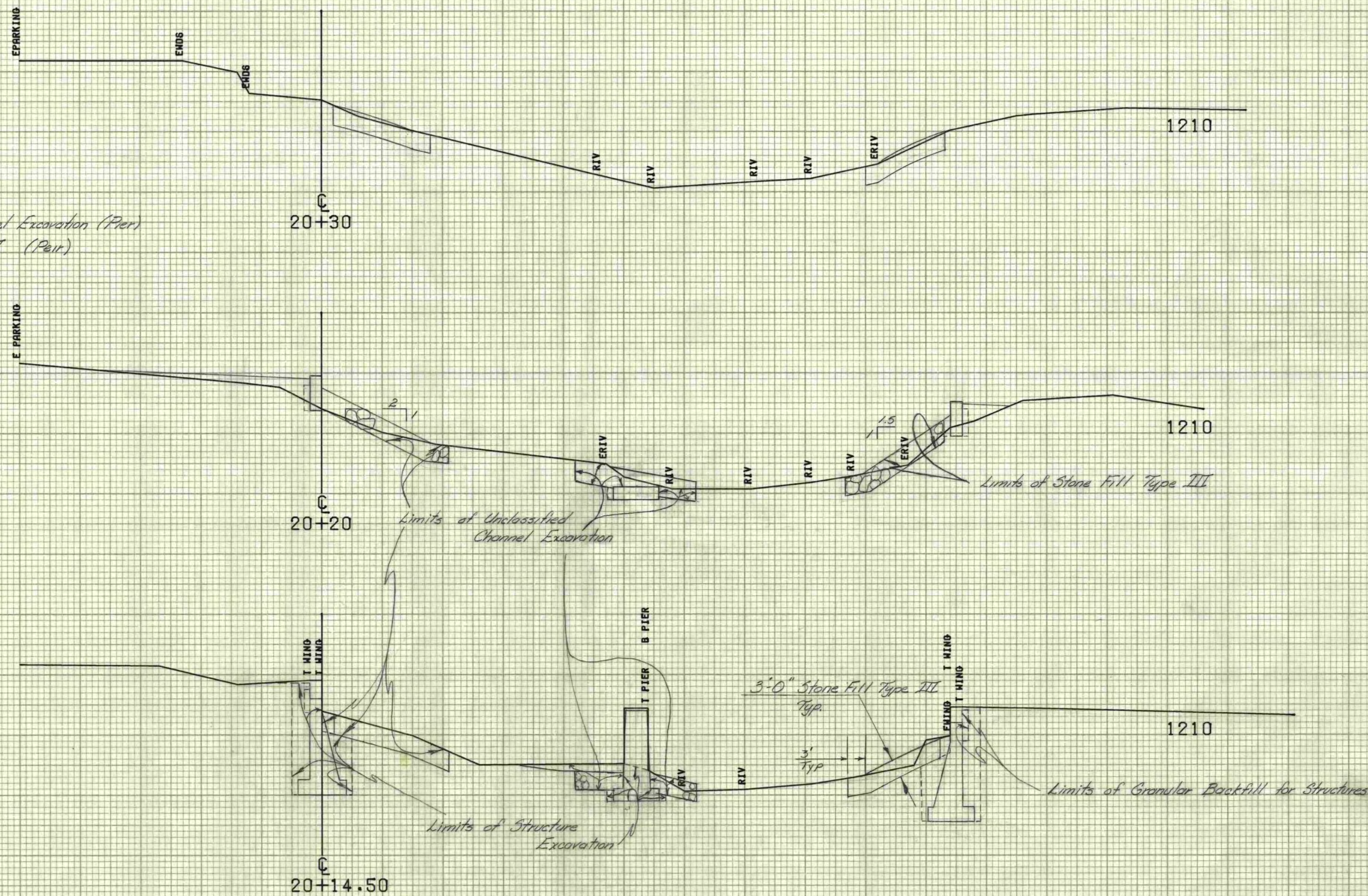
SCALE 10 FEET

FROM STA. 19+25	TO STA. 19+60
PROJECT NAME JAMAICA	CHANNEL LINE
NO. FBHF015-1(4)S	PLOTTED 02/17/78
SURVEYED BY N. MURRAY	FEB. 1978
SHEET 14 OF 32 SHEETS	



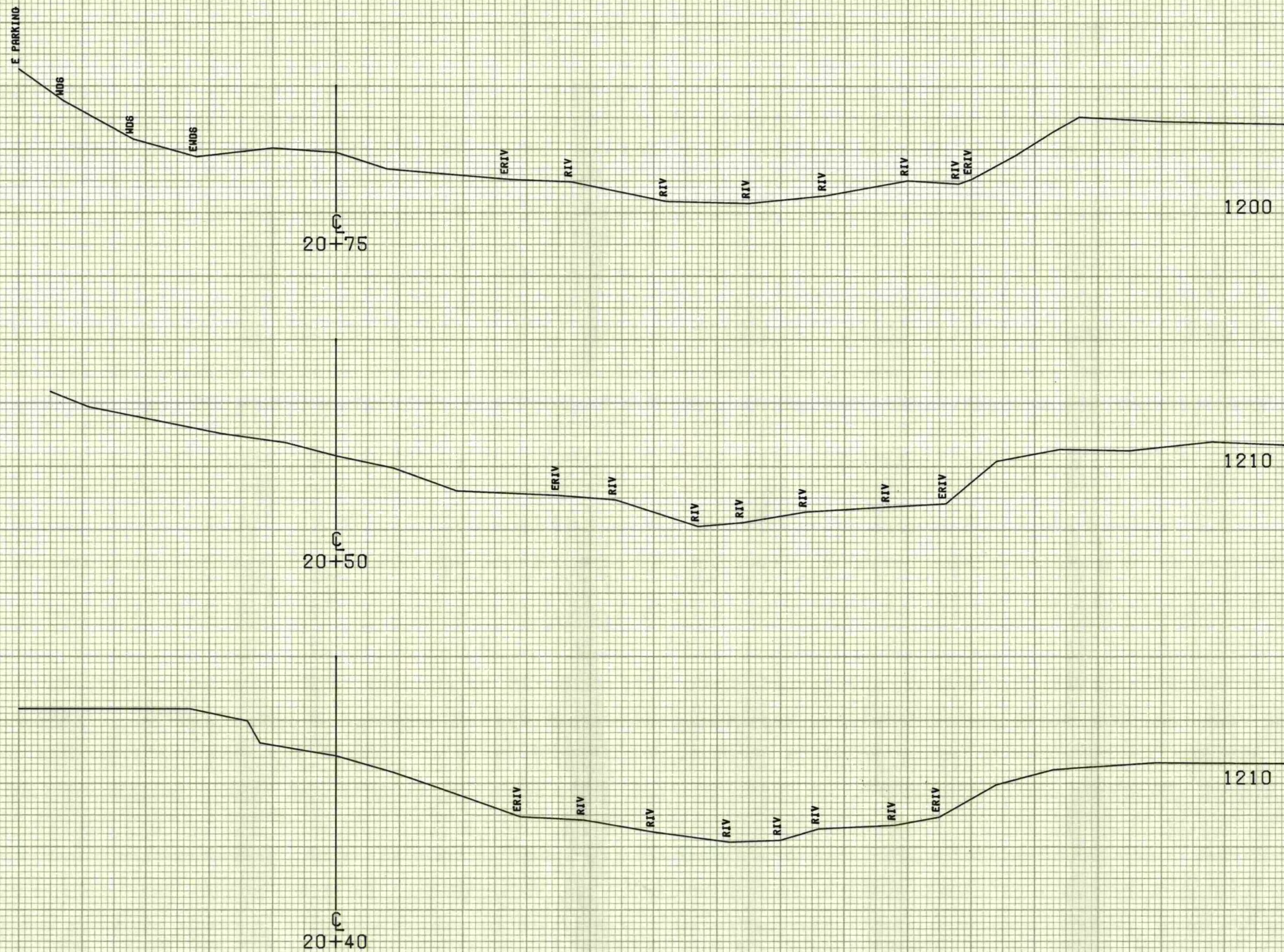
Sta. 20+34 R/L End Unclassified Channel Excavation
End Stone Fill Type III

Sta. 20+24 R/L End Unclassified Channel Excavation (Pier)
End Stone Fill Type III (Pier)



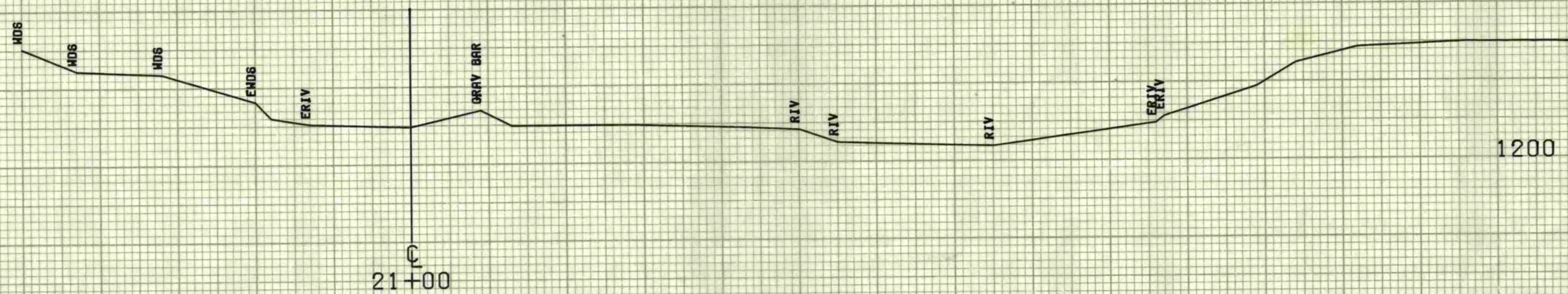
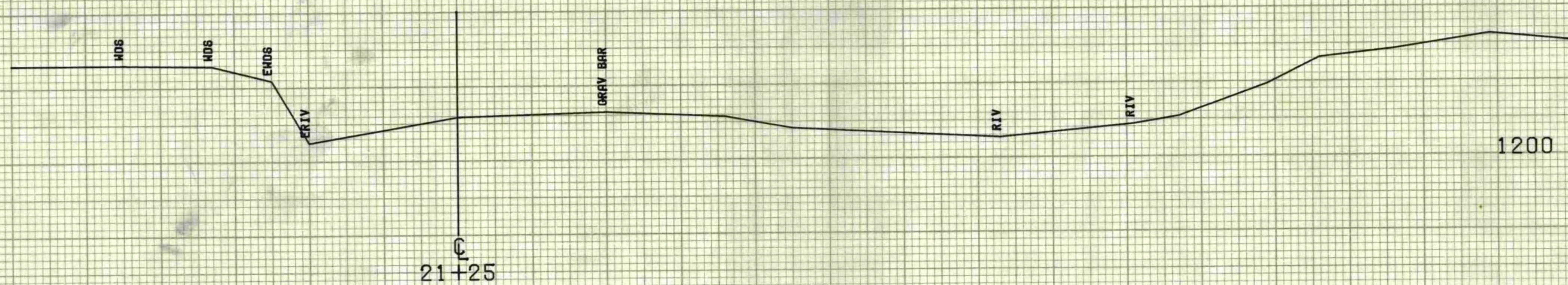
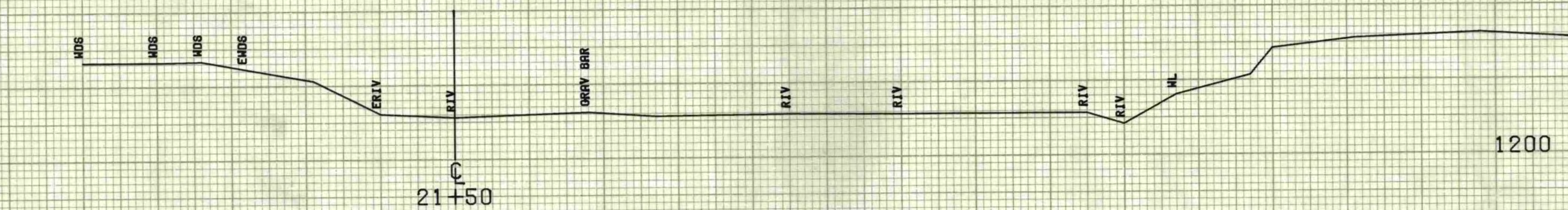
FROM STA. 20+14.50 TO STA. 20+30
PROJECT NAME JAMAICA CHANNEL LINE
NO. F-8HF015-1(4)S PLOTTED 02/17/78
SURVEYED BY N. MURRAY FEB. 1978
SHEET 17 OF 32 SHEETS

SCALE 1" = 10 FEET



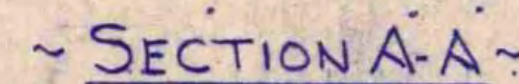
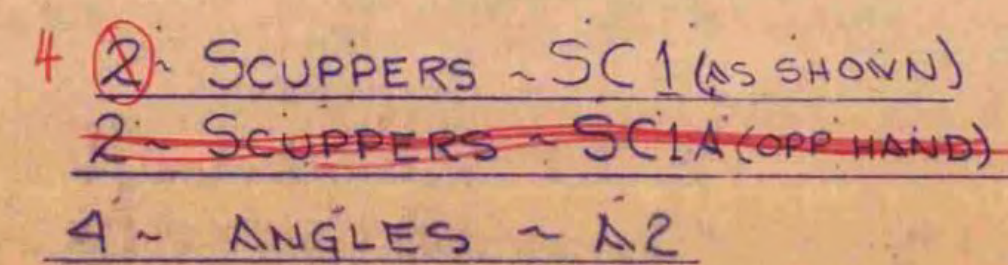
FROM STA. 20+40 TO STA. 20+75
 PROJECT NAME JAMAICA CHANNEL LINE
 NO. F-6HF015-1(4)S PLOTTED 02/17/78
 SURVEYED BY N. MURRAY FEB. 1978
 SHEET 18 OF 32 SHEETS

SCALE 1" = 10 FEET



SCALE 1" = 10 FEET

FROM STA. 21+00	TO STA. 21+50
PROJECT NAME	JAMAICA CHANNEL LINE
NO. F-BHF016-1(4)S	PLOTTED 02/17/78
SURVEYED BY N. MURRAY	FEB. 1978
SHEET 18 OF 32 SHEETS	



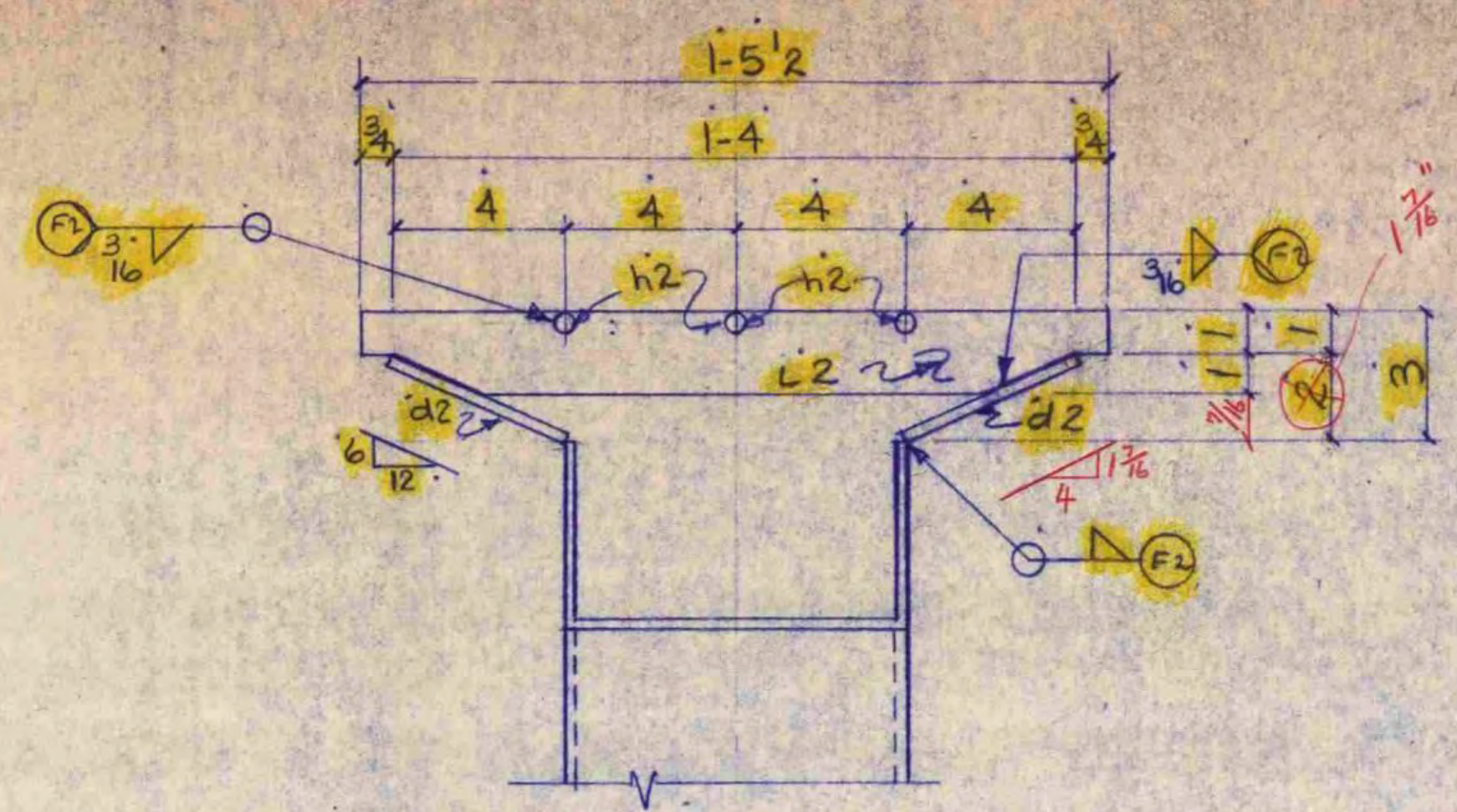
Green me
on this

~ SHOP NOTE ~

GALVANIZE ALL MATERIAL
AFTER FABRICATION

[illegible]

$$\text{grade} = \frac{3.698 \text{ ft}}{100 \text{ ft}} = .03698 \text{ ft/ft}$$

$$1.33(.03698) = .59 \approx .6 = \frac{3}{5} \approx \frac{9}{16}$$


~ SECTION A-A ~

067 18 490
1979

RECEIVED
CK'D BY IBM
RESUBMIT ☒
BY M. S. J.

10-30-79

OK'D BY MRD
APPROVED _____
DATE _____

10/30/79
Luz

JOB NO.

SHEET NO.

A-36 STEEL

BILL OF MATERIAL

NO. PIECES	NAME	DESCRIPTION	LENGTH		WEIGHT
			FT.	IN.	
		<u>-4 SCUPPERS-SC1-</u>			
4	a2	T.S. 8" x 4" x 4"	3	10 3/4	FG. S & D 11 200 AM 5TH 1840'
4	b2	BAR 3" x 4"	1	4	STK
4	c2	R 4" x 3' 4"	1	4	STK
8	d2	BAR 5" x 4"	0	11 1/2	STK
8	e2	R 4" x 4 1/2"	-1	3 1/2	STK
4	f2	R 4" x 1' 2"	1	0 1/4	STK
4	g2	do	0	4 1/2	
12	h2	1 1/2" Ø BAR	0	11 1/2	STK
20	LR	BAR 2" x 2"	1	5 1/2	STK

PLAIN MATERIAL

4	A2	L2 x 2 x 8	1	1	STK
---	----	------------	---	---	-----

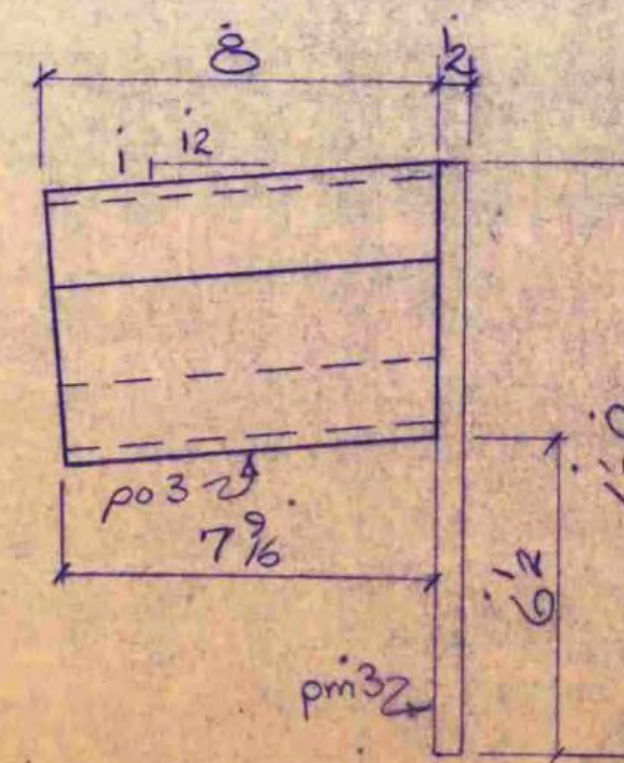
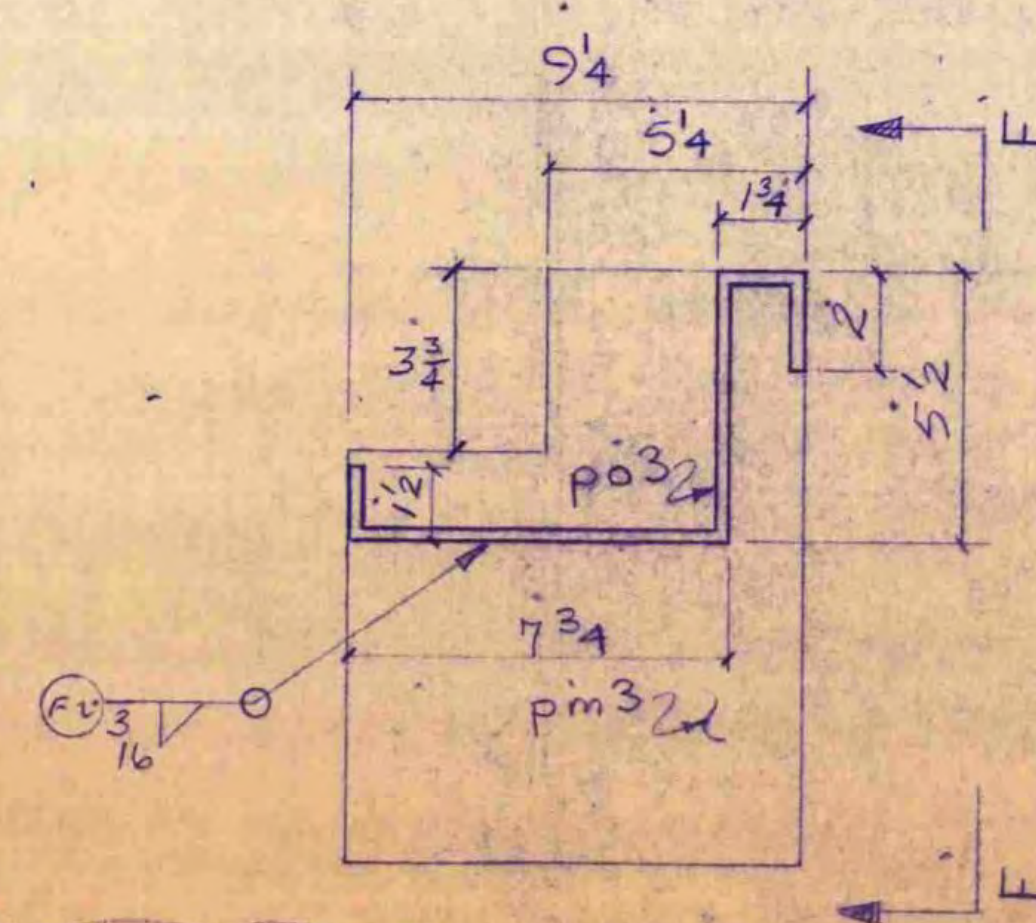
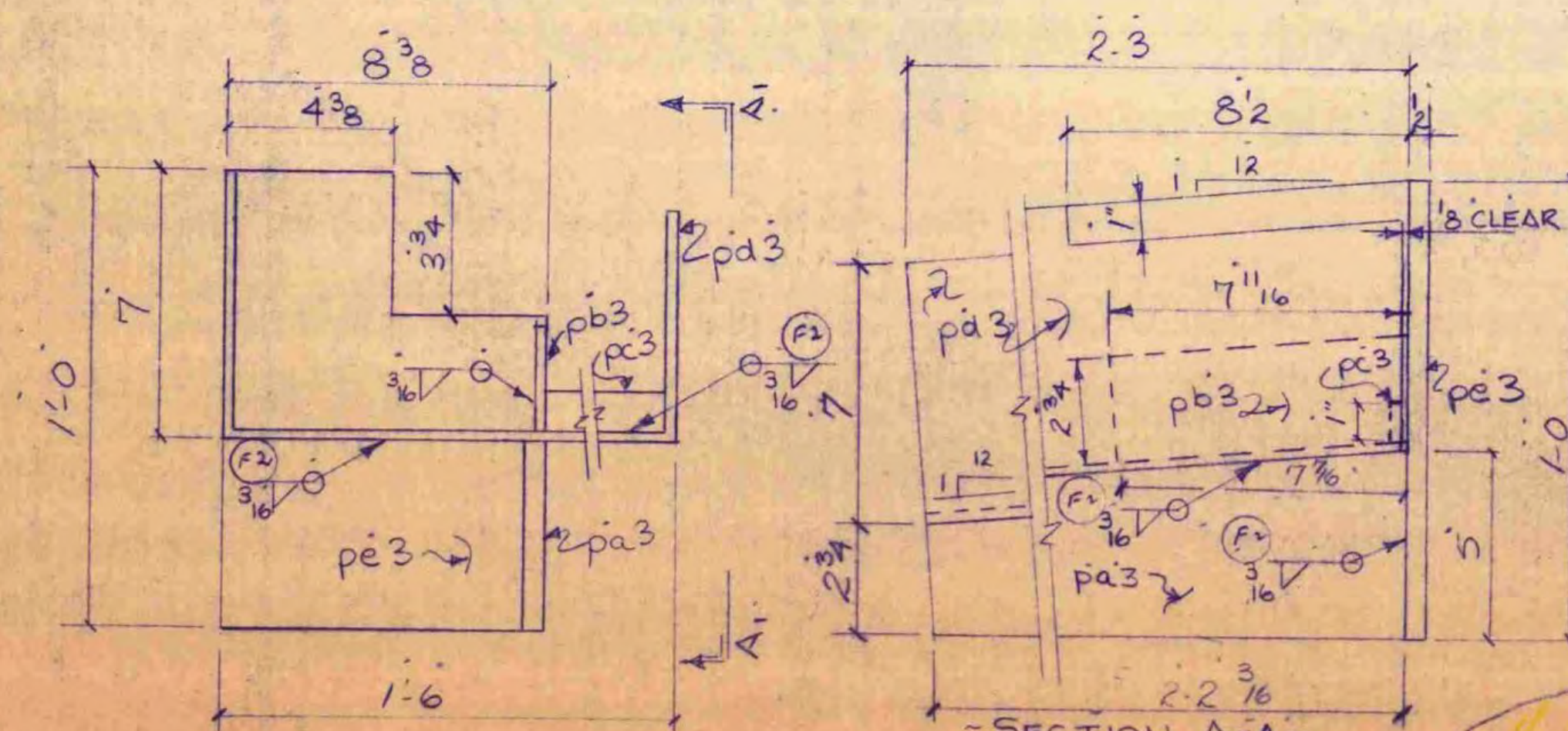
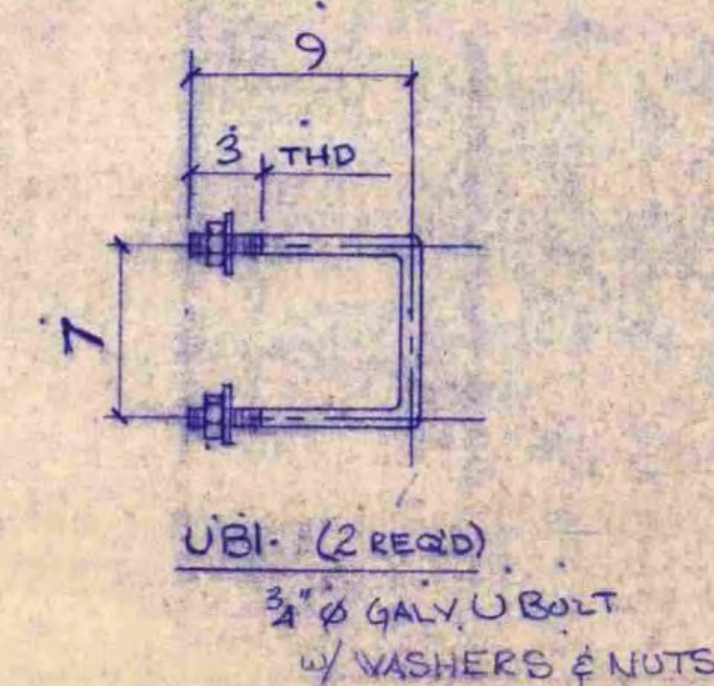
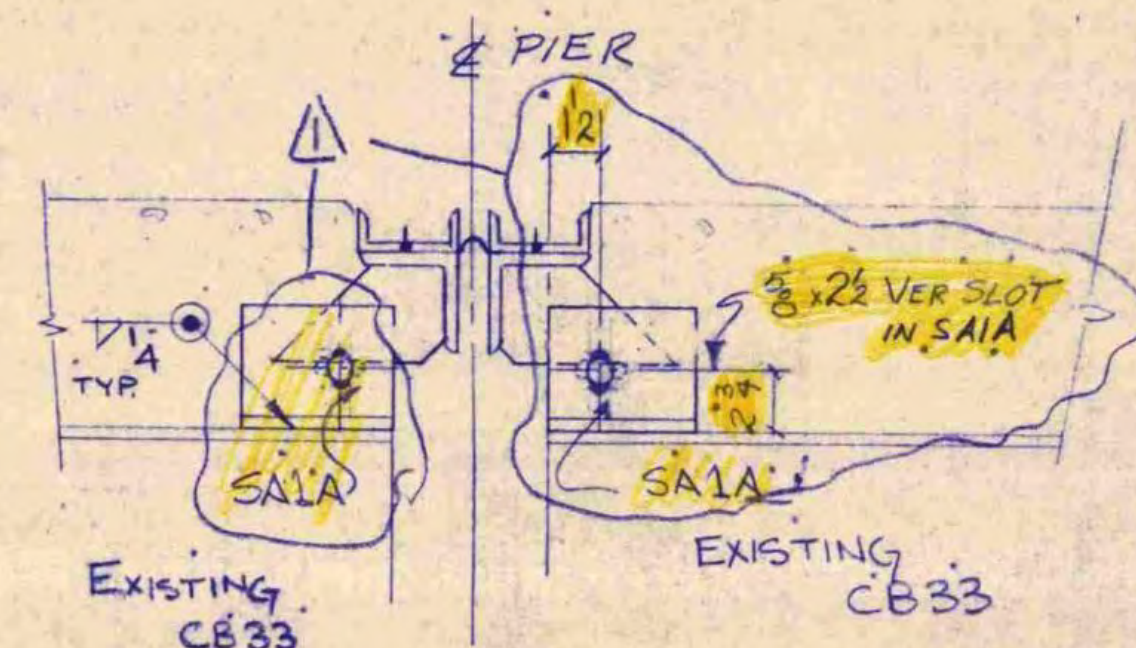
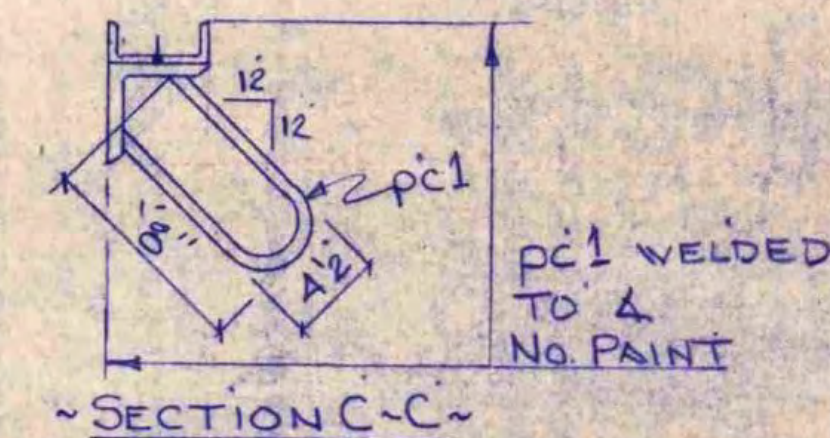
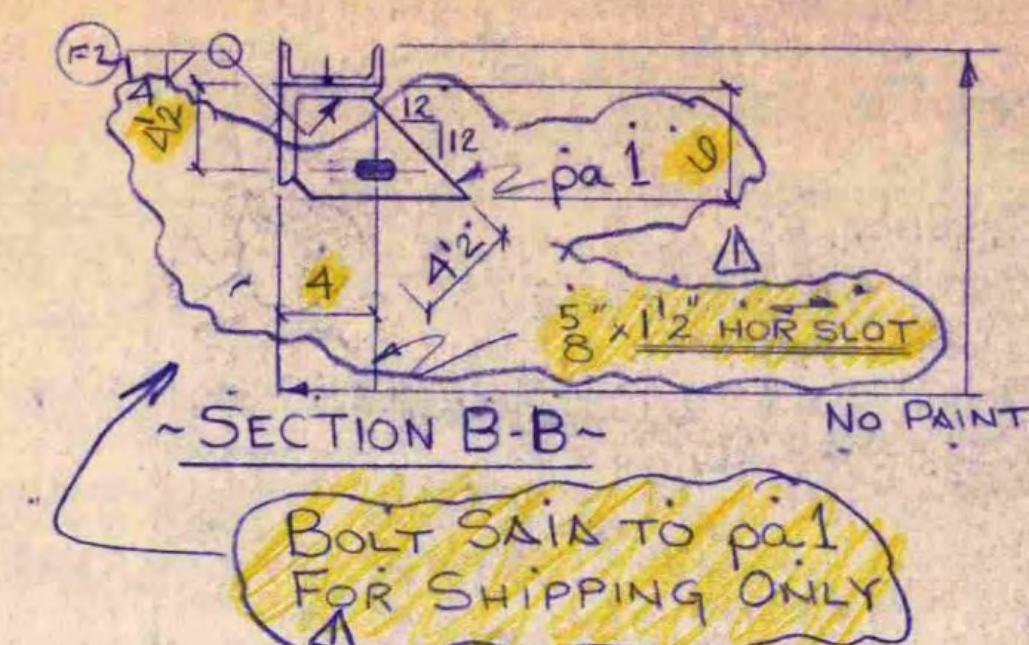
REVISION RECORD			
DATE	REV. #	BY	REVISION

~ SHOP NOTE ~
GALVANIZE ALL MATERIAL
AFTER FABRICATION

4 ~ SCUPPERS ~ SC1
4 ~ ANGLES ~ A2
(Looking forward stationing)

2010

VERMONT STRUCTURAL STEEL CORPORATION				BURLINGTON, VERMONT		Proj # F-BHF 015-1(4)5	
DATE		PROJECT		PRINT RECORD			
DRAWN BY <u>WCB</u> <u>9/24/79</u>		LOCATION <u>JAMAICA, VT</u>		NO.		FOR	
C'D BY <u>AJT</u> <u>10/16</u>		CUSTOMER <u>VALLIN CORPORATION</u>		5		APP <u>10-77</u>	
HOLES <u>-</u>		ARCHITECT <u>-</u>					
BOLTS <u>-</u>		JOB NO. <u>79-3385</u>					
PART <u>GALV</u>		SHEET NO. <u>2</u>					



NO PIECES		MARK	DESCRIPTION	LENGTH FT. IN.		WEIGHT
PLAIN MATERIAL						
4	SA1	L5x5x1/2	0	6		
12	SA1A	L5x5x1/2	0	6	OLD AM. STL. S&H 10 B0	
2	UB1	3/4" Ø GALV U BOLT 1/2 NUTS & WASHER EA	2	1	JORDAN BOLT S4B15 10 B0	
ONE		ELASTOMERIC PAD 8" x 11"	37	0	OLD FABRERA P0. S4B13	
16. 1/2" Ø A325 BOLT 0 2 1/2 16. 1/2" HEX NUTS 32. 1/2" WASHERS						

NOV 21 1979

RECEIVED 11-26-79

CK'D BY JBM OK'D BY *[Signature]*

RESUBMIT APPROVED *[Signature]*

BY W. Pigg DATE 11/30

A36 STEEL			BILL OF MATERIAL				
	NO PIECES	MARK	DESCRIPTION	LENGTH		WEIGHT	
				FT.	IN.		
	ONE	ED1	L'4"x4"x1/2"	18	5	} 2nd EDGE 5931/2 3090	
	ONE	ED1A	do	18	5		
	ONE	ED2	C'4"x5.4"	18	5		STK
	ONE	ED2A	R'2"x4 1/2"	0	7 3/4		STK
	4	c1	do	0	10	STK	
	12	pa1	#5 REBAR @ 1'	1	8 1/2	STK	
	4	pb1	1/2" x 6 THD STUD	0	14	STK	
GR60	56	pc1	1/2" x 6 THD STUD	0	14	STK	
	72		WHOLESALE PLANT			STK	
			ONE ~ TROUGH-TA				
	ONE	pa3	BAR 5x2	2	2 1/4	STK	
	ONE	pb3	R'4"x29 1/4"	0	7 1/4	} STK	
	ONE	pc3	BAR 1' x 4	0	9 3/8		
	ONE	pd3	R'4"x27"	2	7		
	ONE	pe3	R'2"x8 3/8"	1	0		
			ONE ~ TROUGH-TB				
	ONE	pm3	R'2"x9 1/4"	1	0	STK	
	ONE	po3	R'4"x8"	1	6 1/2	STK	

REVISION RECORD			
DATE	REV. #	BY	REVISION
11-13-79	1	MCB	AS PER APPL

VERMONT STRUCTURAL STEEL CORPORATION				BURLINGTON, VERMONT		PROJ # FBHF 015-1(4)S	
DATE		PROJECT		PRINT RECORD			
DRAWN BY MCB 9/25/79		VT RTE 30 OVER WINHALL RIVER					
CRE'D BY AT 10/16		JAMAICA, VT					
		CUSTOMER WALLIN CORPORATION					
				NO.	TOR	DATE	
				5	11-17	10-17	
				5	11-20	11-20	
HOBES AS NOTED							
BOOTS NOTED		ARCHITECT					
PART SEE NOTE @ LEFT		JOB NO. 19-3385-50		SHEET NO. 150 of 160			

~ SHOP NOTE ~
HOLES IN CHANNEL ONLY

9. PAIN T ALL AROUND (TYP)

CUT EDGES
TO BE GRIND
SMOOTH

2 BOLTED FOR SHIPPING

SECTION A-A

NO PAINT

BOLT SA1 TO P
FOR SHIPPING
ONLY

ONE ~ ED1
ONE ~ ED1A (AS SHOWN)

ONE ~ ED2
ONE ~ ED2A (OPP HAND)

- SECTION D-D -
(TAKEN ON SHT 1)

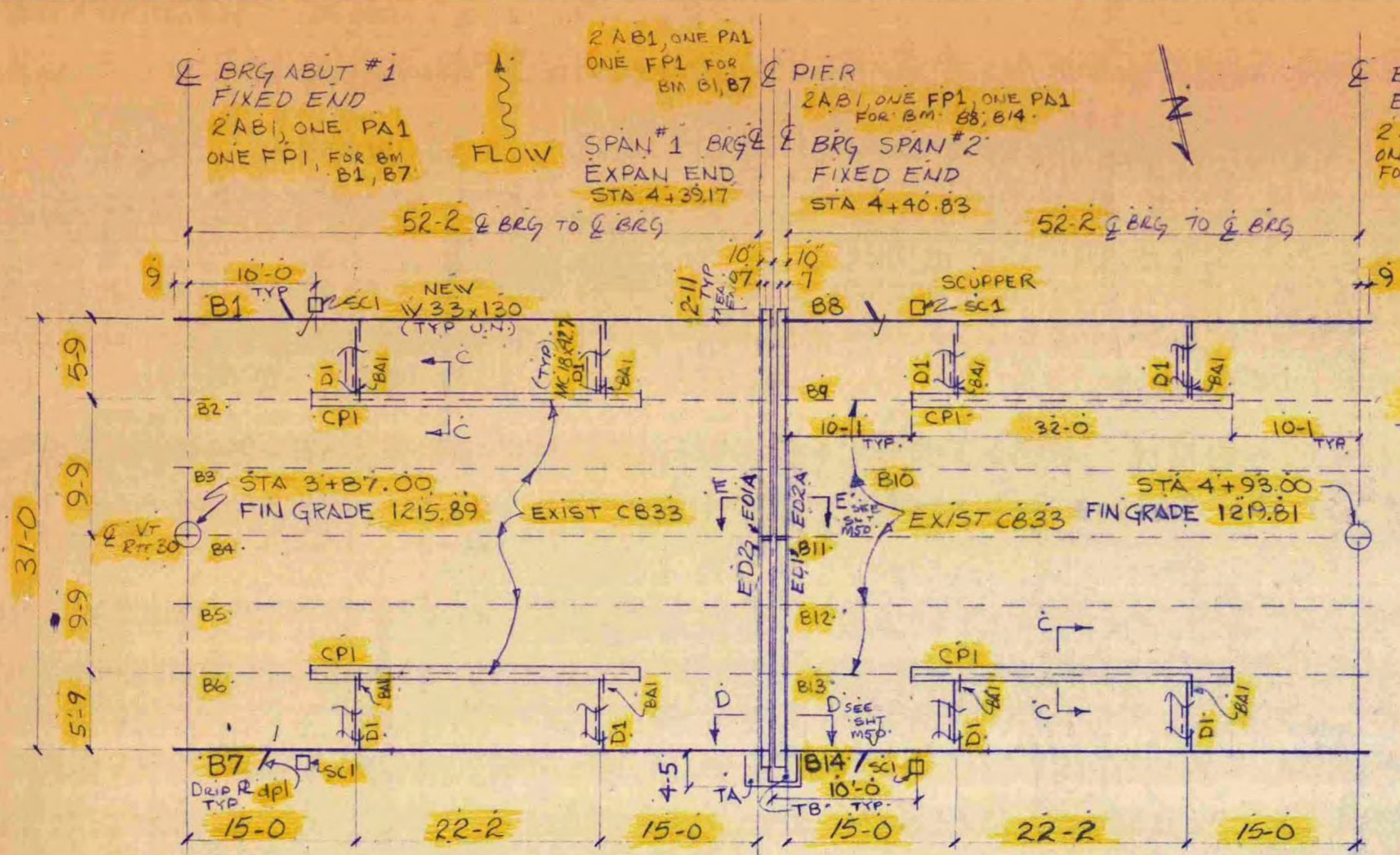
" NOTE "
NO PAINT SAI, & SAIA

~SECTION E~E~
(TAKEN ON SHT. 1)

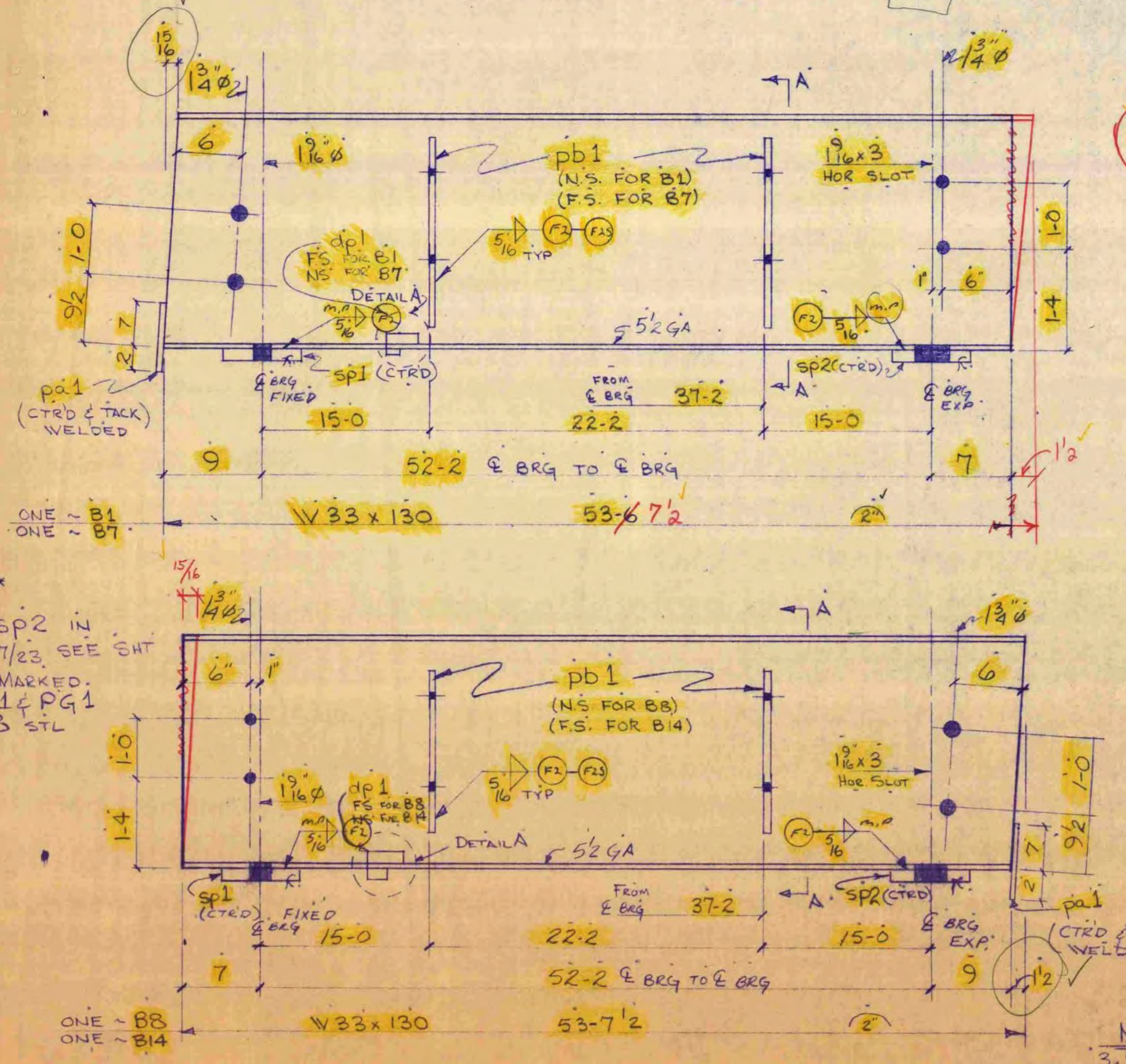
~ TROUGH-TA ~ (ONE REQ'D)
POINT ENTIRE TROUGH

~ PAINT NOTE ~
PAINT WITH TWO SHOP COATS OF EPOXY COATING COMPOUND. APPLICATION OF EPOXY COATING COMPOUND SHALL BE DONE IN ACCORDANCE WITH APPLICABLE PROVISIONS OF SECTION 615 - EPOXY RESIN COMPOUND

TROUGH - TB (ONE REQ'D)
PAINT ENTIRE TROUGH



~ STEEL FRAMING PLAN ~



SECTION A-A

SECTION B-B

DETAIL A

SECTION C-C

SECTION D-D

SECTION E-E

SECTION F-F

SECTION G-G

SECTION H-H

SECTION I-I

SECTION J-J

SECTION K-K

SECTION L-L

SECTION M-M

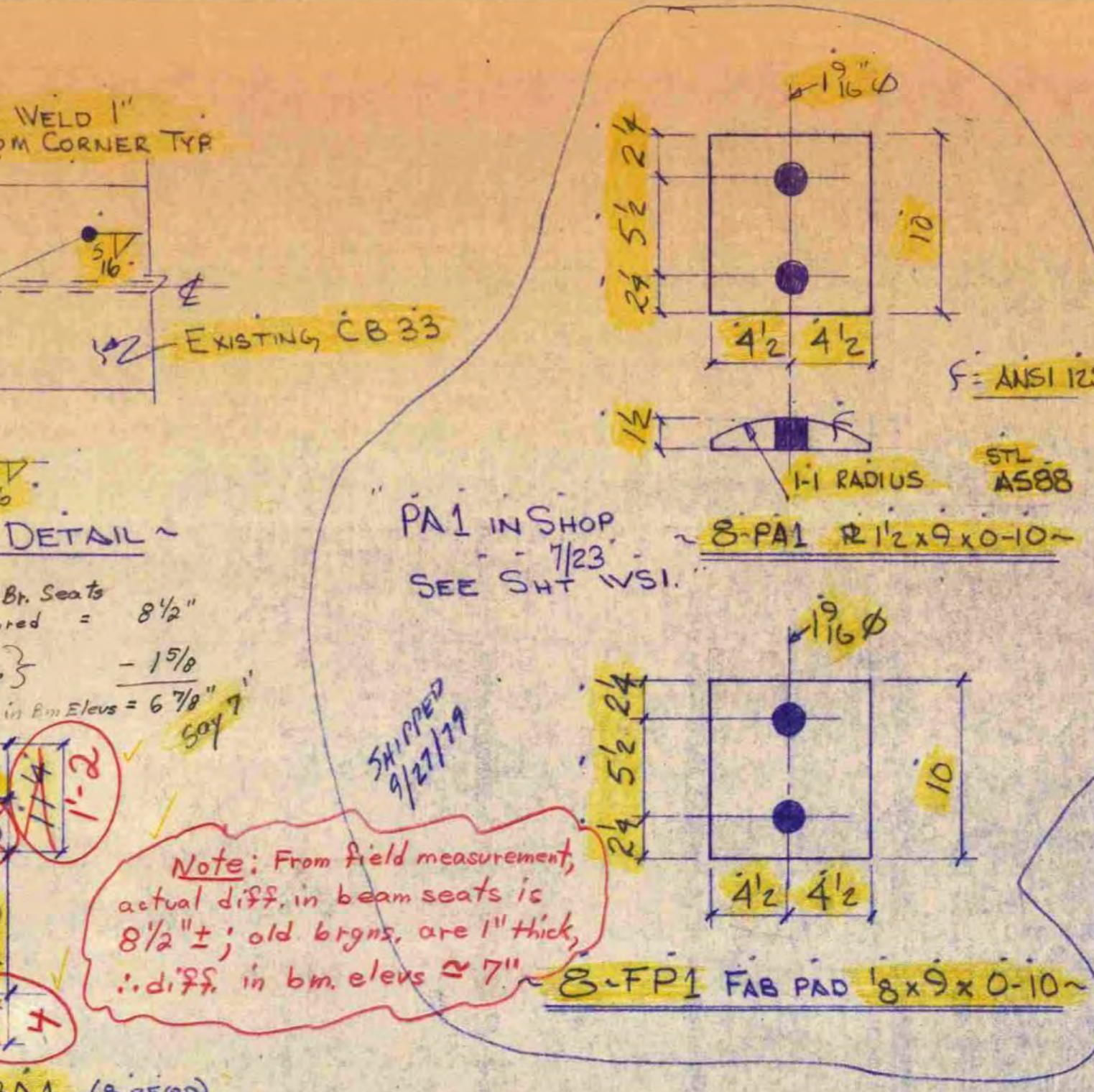
SECTION N-N

SECTION O-O

SECTION P-P

SECTION Q-Q

SECTION R-R



DETAIL A

DETAIL B

DETAIL C

DETAIL D

DETAIL E

DETAIL F

DETAIL G

DETAIL H

DETAIL I

DETAIL J

DETAIL K

DETAIL L

DETAIL M

DETAIL N

DETAIL O

DETAIL P

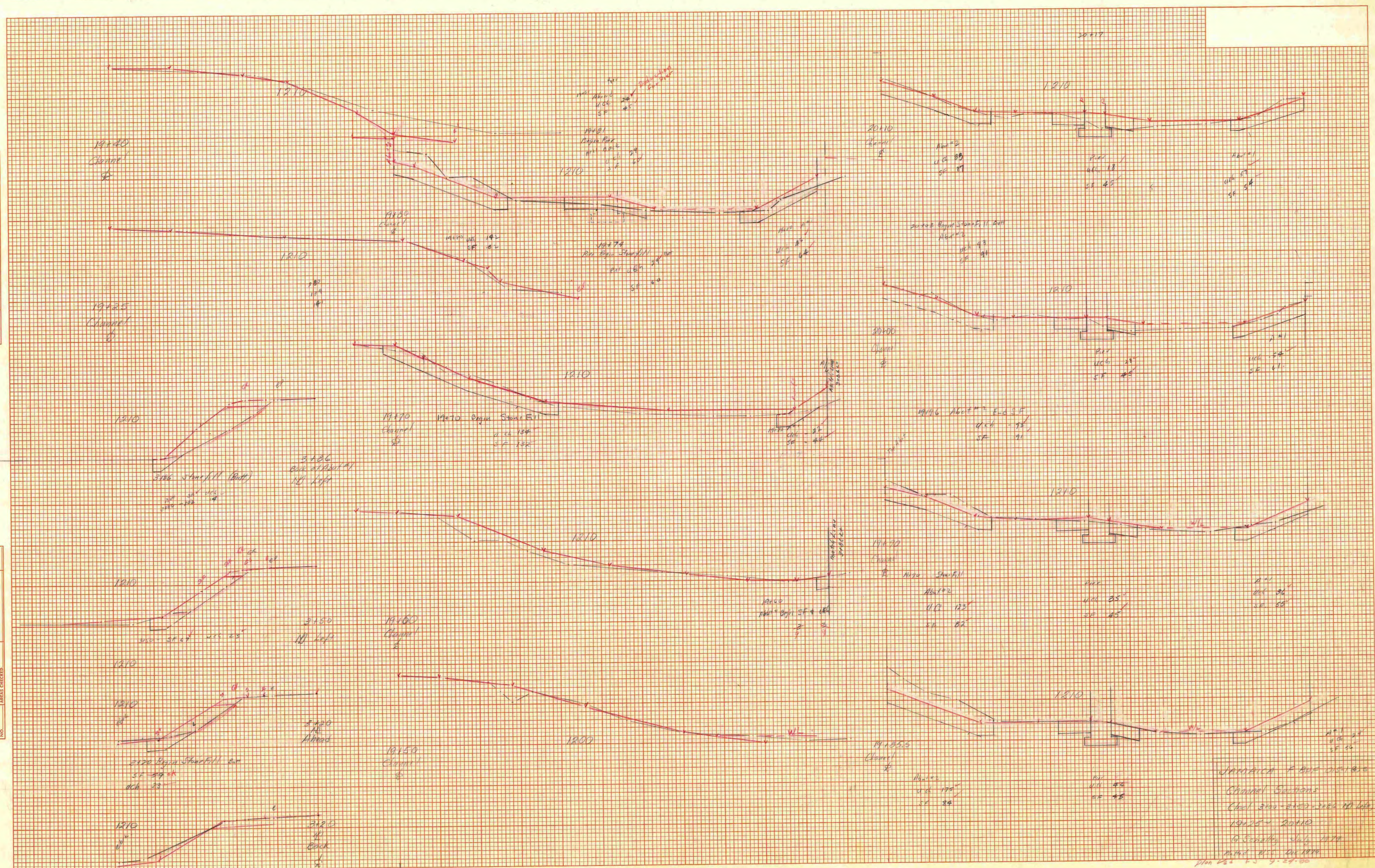
DETAIL Q

DETAIL R

DETAIL S

DETAIL T

BILL OF MATERIAL									
	NO. PIECES	MARK	DESCRIPTION	LENGTH		WEIGHT			
				FT.	IN.				
	8	DI	MC18x42.7	5	4 3/4	ORD DETN 59809			
"1588"	8	PA1	R 12x9	0	10	FAB STD SEE SMT SHIPD 9/27/79			
	16	AB1	1 1/2" GALV SW BOLT	1	6 1/2				
	16		1 1/2" GALV HEX NUT						
	16		3/8" GALV R 3	0	3				
OCT 18 1979 10-22-79									
RECEIVED									
CK'D BY JBM OK'D BY MKB									
RESUBMIT ☒ APPROVED									
BY W. J. xxx DATE 10/30/79									
w/ JAB									
FIELD MATERIAL									
	84		7/8" A325 BOLTS	0	2 1/2	STK			
w/ NUTS & WASH									
JOB NO. 79-3385 SHEET NO. 1 of 1									
ASTM A-36 BILL OF MATERIAL * INDICATES CHARPY V-NOTCH AASHTO M183									
	NO. PIECES	MARK	DESCRIPTION	LENGTH		WEIGHT			
				FT.	IN.				
*	ONE	B1	V33x130	53	6 1/2	ORD DETN 59809			
*	ONE	B7	do	53	6 1/2	59809-1/2			
	4	pb1	BAR 5x12	2	3	STK			
ASBB	2	sp1	R 1x7	1	1	FABRICATED			
ASBB	2	sp2	do	1	1	SEE SMT			
	2	pa1	R 4x9	1	6 1/2	STK			
	2	dpl	R 4x2 1/8"	0	8 1/2	STK			
*	ONE	B8	V33x130	53	7 1/2	ORD DETN 59809			
*	ONE	B14	do	53	7 1/2	59809-1/2			
	4	pb1	BAR 5x12	2	3	STK			
ASBB	2	sp1	R 1x7	1	1	FABRICATED			
ASBB	2	sp2	do	1	1	SEE SMT			
	2	pa1	R 4x9	1	6 1/2	STK			
	2	dpl	R 4x2 1/8"			STK			
*	4	CPI	R 14x14	32	0	ORD DETN 59809			
	8	BM	BAR 5x12	2	3	STK			
	8	FPI	FAB PAD 8x9	0	10	SHIPPED 9/27/79			
REVISION RECORD									
DATE	REV. #	BY	REVISION						
OFFICE COPY									
VERMONT STRUCTURAL STEEL CORPORATION									
BURLINGTON, VERMONT (PROJ. F-BHF 015-1(4)S)									
VT RTE 30 OVER VINHALL RIVER									
DRAWN BY MCB 9/21/79									
LOCATION JAMAICA, VT									
CK'D BY A.T. 10/1/79									
CUSTOMER VALLIN CORPORATION									
HOLES 1 1/2" O U.N.									
BOLTS 7/8" O U.N.									
ARCHITECT									
PAIN BASIC LEAD									
JOB NO. 79-3385									
SHEET NO. 1 of 1									
PAINT SILICO CHROMATE									
(CUT SPEC)									

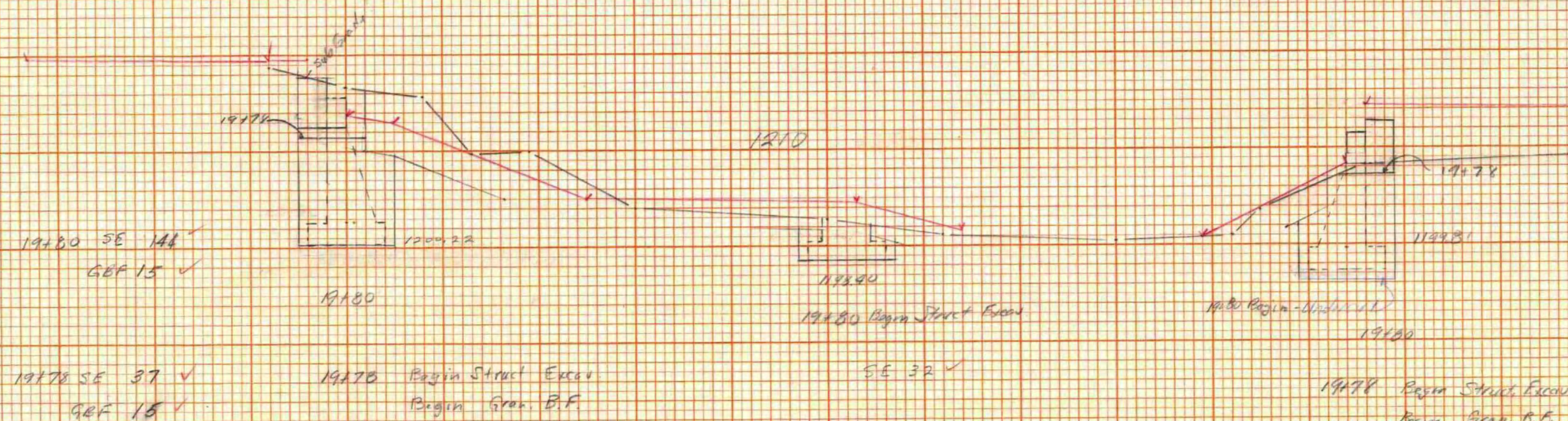
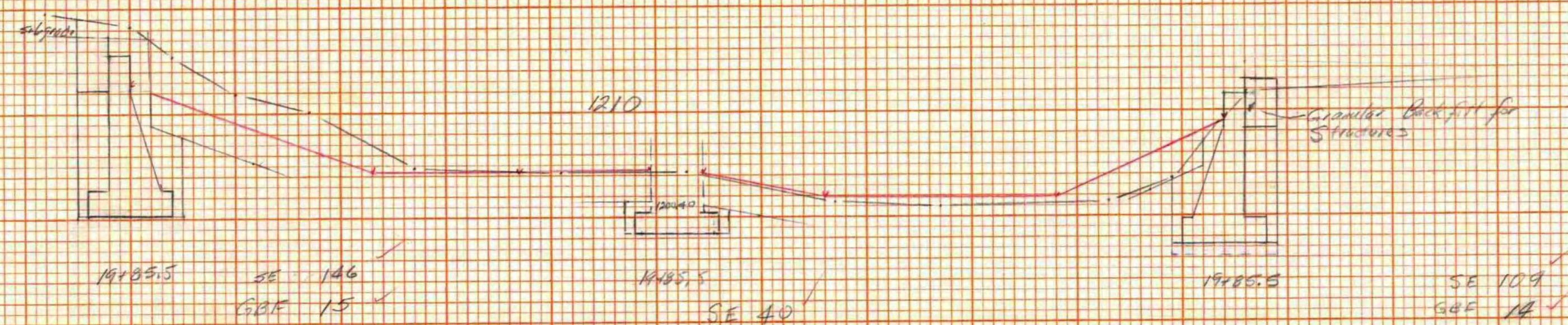
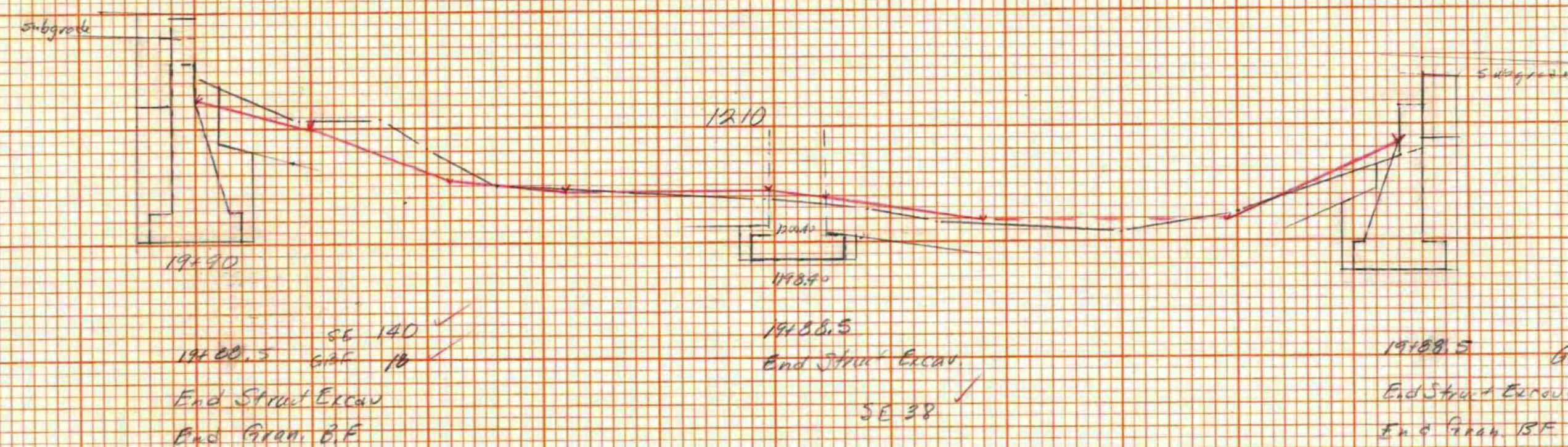
[illegible]

ORIGINAL	BY	DATE
SURVEYED		
PLOTTED		
TEMPLATE		
NOTE BOOK		
AREAS		
AREAS CHECKED		
NO		



DATE	BY
SURVEYED PLOTTER AREAS CHECKED	
FINAL SURVEY NOTE BOOK	

DATE	BY
SURVEYED PLOTTER AREAS CHECKED	
ORIGINAL SURVEY NOTE BOOK	



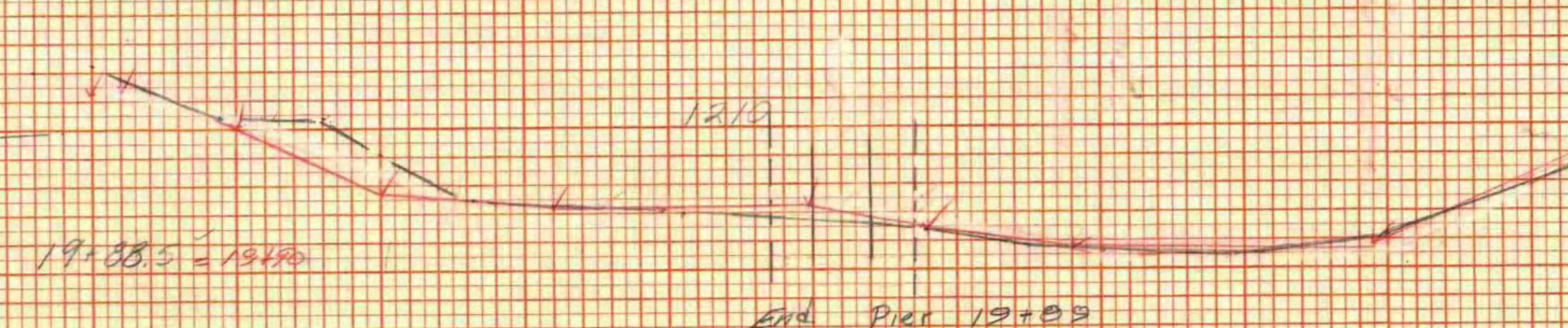
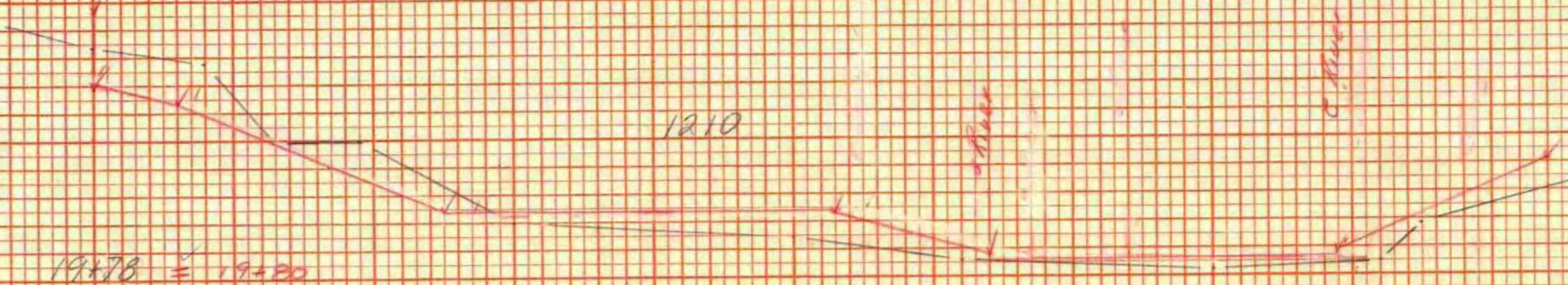
		STRUCTURE		G B F		UNDERCUT			
STA	Dist	Area	Vol	Dist	Area	Vol	Dist	Area	Vol
19+78	2	8	3		16	4		10	2
19+80	5.5	86	20	7.5	14	5.5	10	2	2
19+85.5	3	109	12	3	2	2	10	1	1
19+87.5	3	113	Butt		16	Butt		10	Butt
19+90									
20+11.5		115	Butt		15	Butt			
20+12.5	8.5	36	8.5		8.4	7.5	10	Butt	10
20+20	3	116	5	2	10	1	10	Butt	10
20+22		23	Butt		12	Butt			
Abutment #1 Totals		76	15		6				6
19+70	2	37	Butt		15	Butt			
19+80	5.5	144	30	7.5	4				
19+85.5	3	146	16	3	2				
19+87.5	3	140	Butt		18	Butt			
20+11.5		130	Butt		16	Butt			
20+12.5	8.5	41	8.5		5	7.5	10	Butt	10
20+20	2	129	6	2	15	1	10	Butt	10
20+22		21	Butt		12	Butt			
Abutment #2 Totals		100	12		3				3
19+80	5.5	32	Butt						
19+85.5	3	40	4						
19+87.5		38	Butt						
20+11.5		27	Butt						
20+12.5	8.5	23	9						
20+20	2	23	2						
20+22		23	Butt						
Abutment #2 Totals		22							
Project Totals		190	23		27		9		9

see BK #3, P. 35

Red totals, volumes 7ED 10-7-20

Jamaica F.R.F. 1915-1945
Structure Gen. Borrow
19280-19450
G. Smith July 1945
D. Norton Sept 1950
Plot 103114 Sept 1950

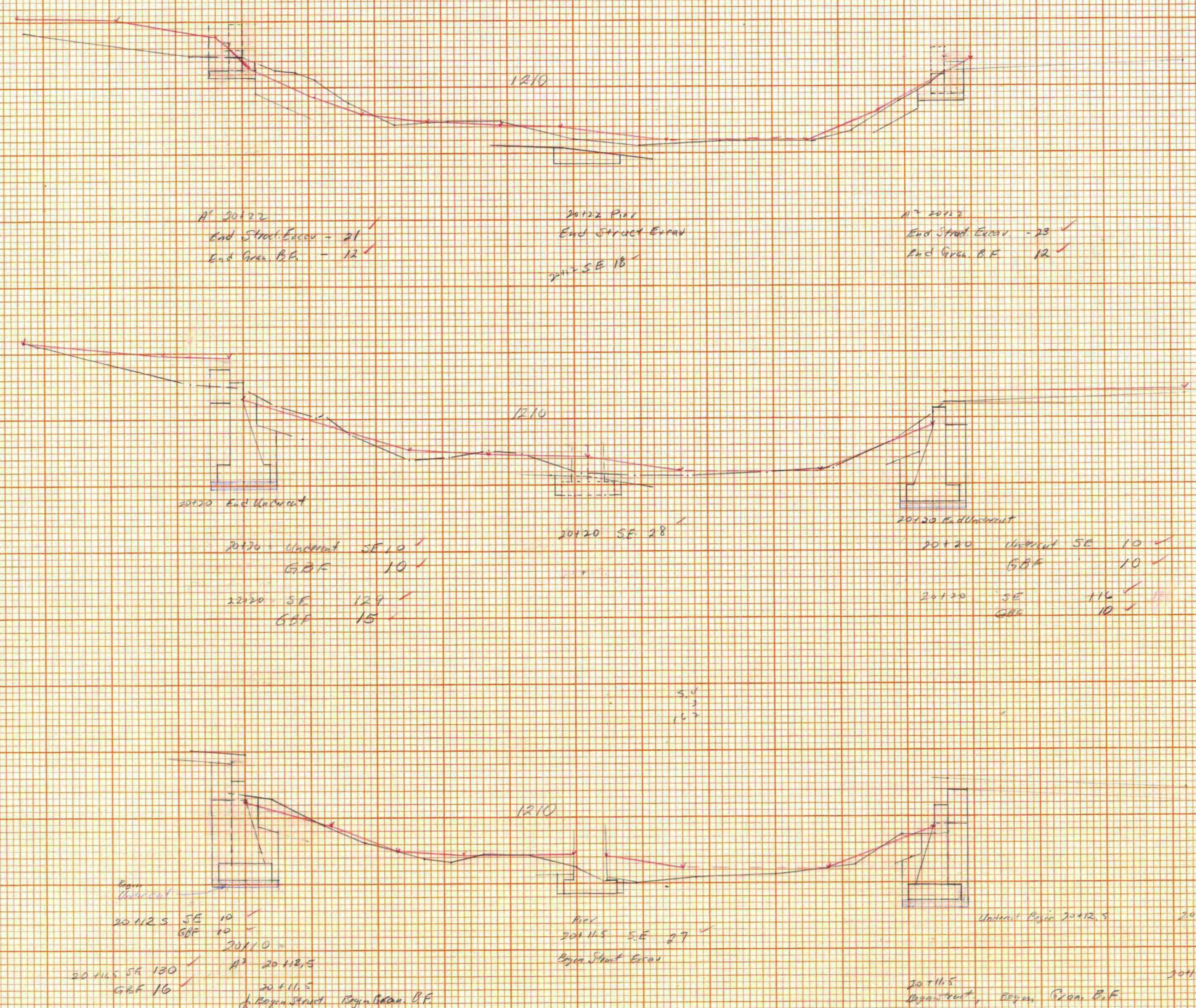
ORIGINAL	BY	DATE
SURVEYED		
PLOTTED		
TEMPLATE		
NOTE BOOK		
AREAS		



Final Plots 9-17-80

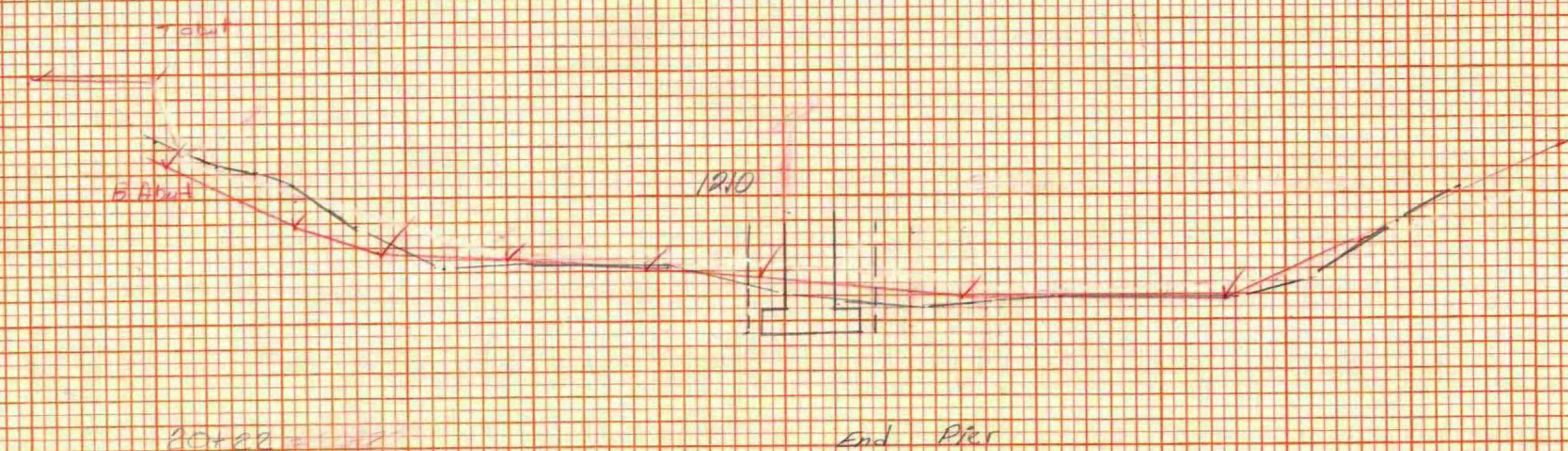
FINAL SURVEY NOTE BOOK	DATE	
	BY	
	SURVEYED TEMPLATE	
	AREAS CHECKED	

ORIGINAL SURVEY NOTE BOOK	DATE	
	BY	
	SURVEYED TEMPLATE	
	AREAS CHECKED	



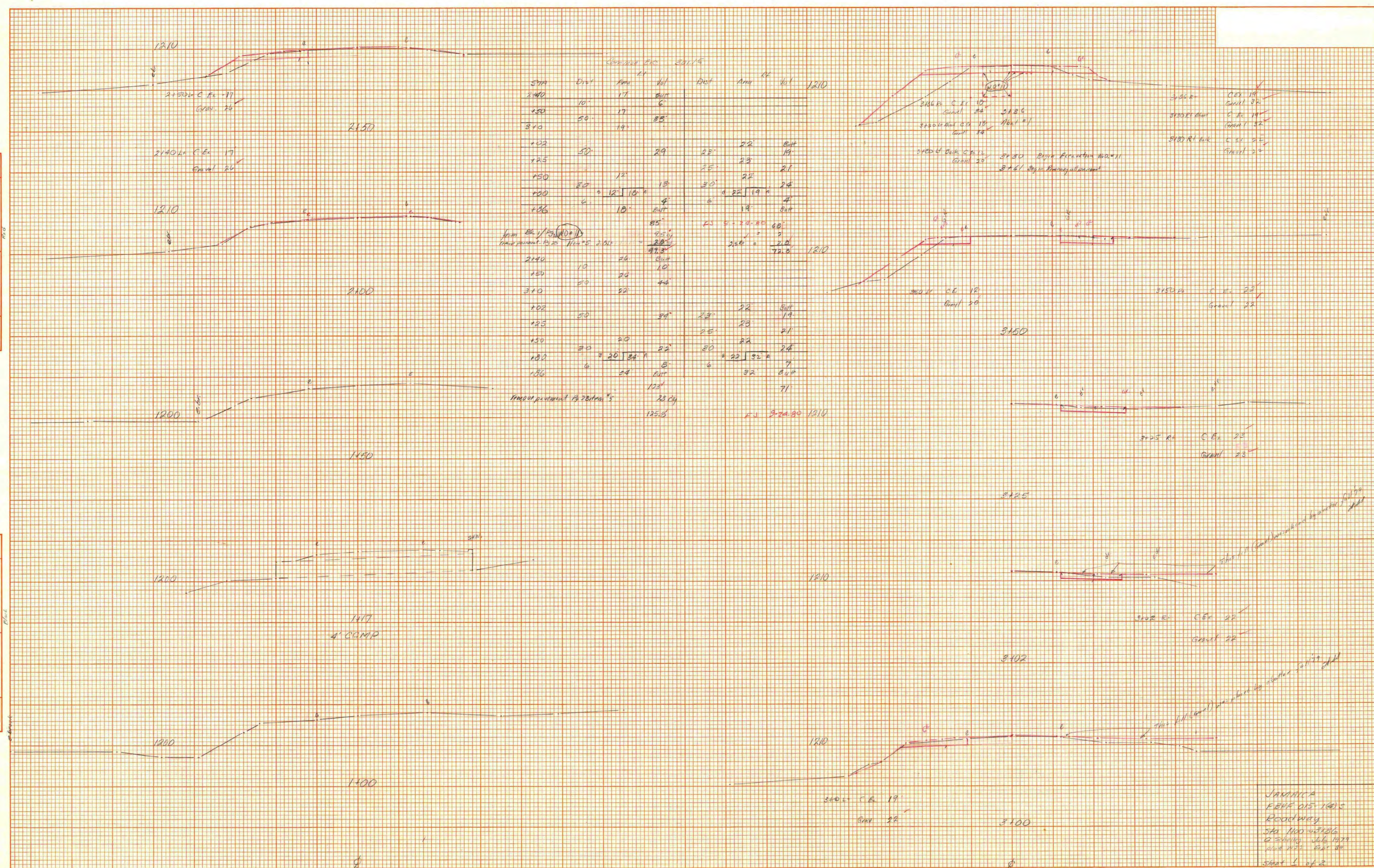
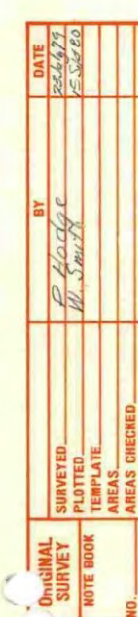
Jamaica F.B.H.E.O.S. 11-11-15
Structure Granular Borrow
20+10 - 20+22
G. Schell, July 1914
D. Norton, Jan 1930
Plot by Smith, Sept 1960

ORIGINAL SURVEY		BY	DATE
NOTED			
PLOTTED			
TEMPLATE			
AREAS			



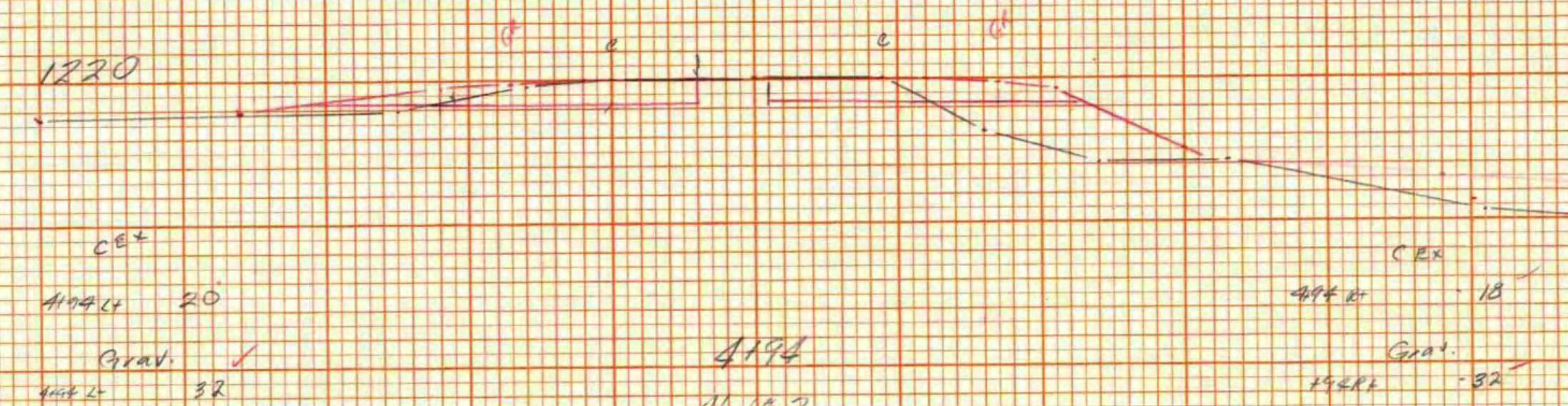
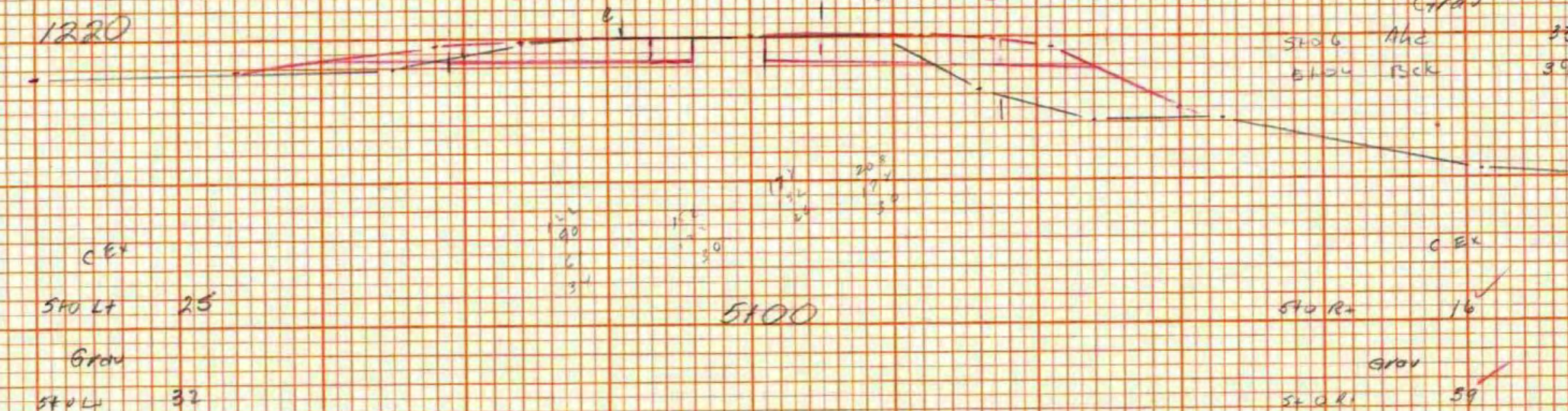
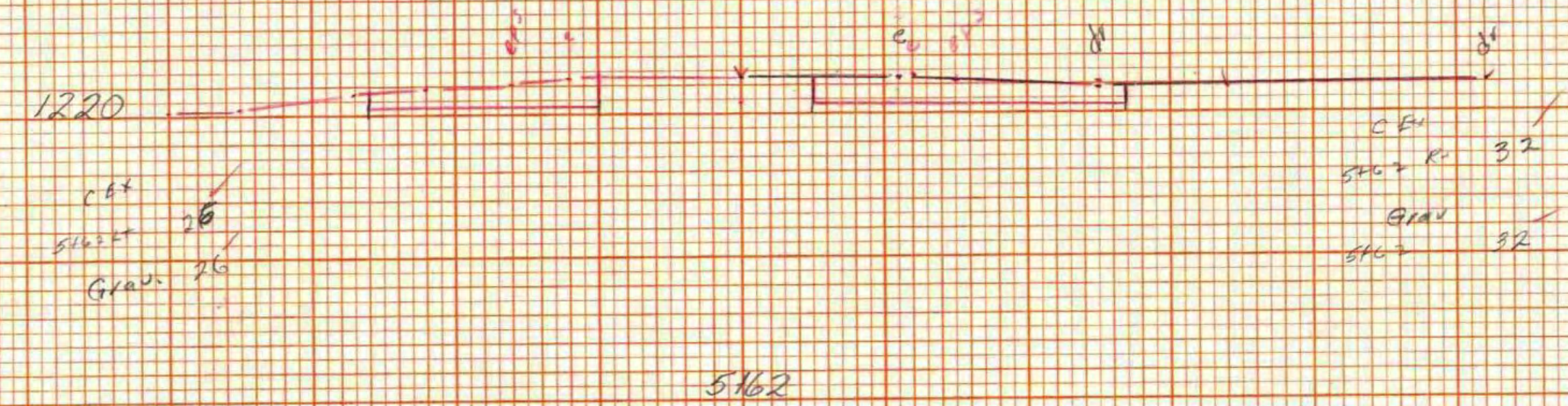
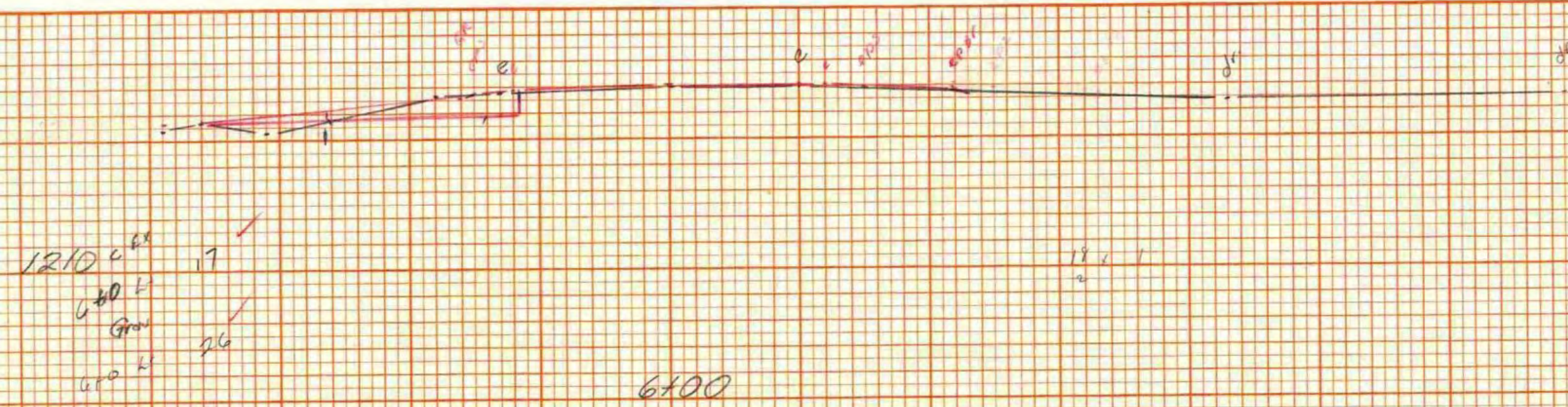
About #1			About #2			Pier		
D	A	V	D	A	V	D	A	V
19+73								
19+80	T	147						
19+81								
19+87			50.8					
19+87.5	b A							
19+88.5								
19+89.5	-	140						
20+00								
20+105	T	130						
20+125								
20+13			46.1					
20+13.5	b A							
20+14.5								
20+20	Y	132						
20+21								
20+22								

JAMAICA F.B.H.F.OIS-625
Structure Sections
2011/5 ~ 2012
G. Smiley July 79
plotted W.L.S. Dec 79
Blue lines to 4000



DATE	BY
QUANTITIES PLOTTED	
TEMPLATE	
AREAS CHECKED	
FINAL SURVEY NOTE BOOK	
NO.	

DATE	BY
SURVEYED PLOTTED	
NOTE BOOK	
AREAS CHECKED	
ORIGINAL SURVEY NOTE BOOK	
NO.	



1220

1220

1220

1220

Gravel 30.15						
STA	Dist	Area	Vol	Dist	Area	Vol
4+14	6	32	7	6	32	8
5+0	2	32	2	6	32	9
102	11	32	11	6	32	9
106	11	32	11	6	32	9
113	27	32	30	44	32	53
150	12	26	12	12	32	16
162	38	26	37	32	32	16
6+0	25	26	18	14	32	16
125	25	13	14	14	32	16
150	25	17	14	14	32	16

7+00

Common Excavation 20.15						
STA	Dist	Area	Vol	Dist	Area	Vol
4+14	6	20	5	6	18	4
5+0	2	25	2	6	16	4
5+04	11	25	29	6	16	4
5+13	37	20	29	44	32	37
5+50	12	21	14	12	35	15
5+62	38	26	30	32	32	16
6+0	25	17	14	14	32	16
125	25	13	14	14	32	16
150	25	17	14	14	32	16

6+25

6+20

JANUARY
FEBRUARY 1945
RECORDING
ST. 4124
BY SCHWARTZ JULY 1949
110+100 50+00
STATION 2 613

DATE	REVISION	BY	CHK

DATE	REVISION	BY	CHK

K&E
 DATE 3, CROSS SECTION
 48 7082 MADE IN U.S.A.

