

INDEX OF SHEETS

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STANDARDS

| | | | |
|---------|---------|--------|---------|
| A-78M | 8/1/96 | E-150M | 6/13/97 |
| D-5M | 1/3/00 | E-152M | 6/13/97 |
| D-2M | 6/13/97 | E-154M | 6/13/97 |
| D-3M | 6/13/97 | E-160M | 6/13/97 |
| E-100M | 6/13/97 | E-193M | 6/13/97 |
| E-100AM | 2/2/98 | F-1M | 1/3/00 |
| E-106M | 6/13/97 | F-2M | 1/3/00 |
| E-107AM | 6/13/97 | G-4M | 6/13/97 |
| E-121M | 6/13/97 | T-1M | 6/13/97 |
| E-143M | 6/13/97 | T-2M | 6/13/97 |

RECORD PLANS

CONTRACTOR: CONTRACTOR'S CRANE SERVICE, MORRISVILLE, VT.
 RESIDENT ENGINEER: D. WARNER
 CONSTRUCTION BEGAN: MAY 13, 2002
 CONSTRUCTION COMPLETE: OCTOBER 18, 2002
 RECORD PLANS BY: R. RICHERT

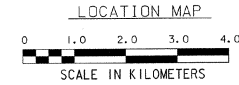
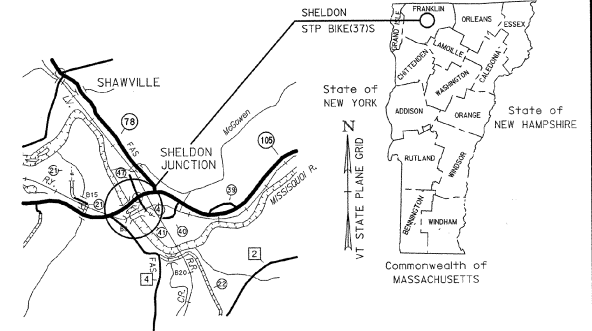
I HEREBY CERTIFY THAT ALL THE CONSTRUCTION REQUIRED BY THIS SET OF DRAWINGS HAS BEEN ACCOMPLISHED AS INDICATED HEREIN.
 BY [Signature] RESIDENT ENGINEER
 DATE 07/18/03

NOTE: Any further information concerning final quantities, amounts or other details relative to this project may be found on microfilm in Central Files.

STATE OF VERMONT
 AGENCY OF TRANSPORTATION



PROPOSED IMPROVEMENT
 TRANSPORTATION PATH
 TOWN OF SHELDON
 COUNTY OF FRANKLIN



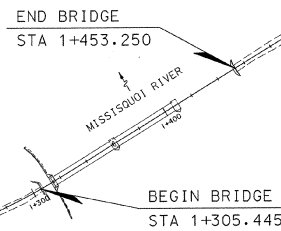
PROJECT LOCATION: BEGINNING AT THE INTERSECTION OF VT 105 AND THE RAILROAD BED EAST OF THE VT 105 AND TH 4 INTERSECTION AND EXTENDING NORTHEASTERLY 0.5 KM ALONG THE RAILROAD BED TO THE INTERSECTION OF THE RAILROAD BED AND TH 47.

PROJECT DESCRIPTION: REMOVAL OF EXISTING BRIDGE TIMBERS, INSTALLATION OF TIMBER DECK, BRIDGE RAIL AND PREFABRICATED STEEL TRUSS BRIDGE, CUTTING BRUSH, IMPROVING DRAINAGE, CONSTRUCTION OF CATTLE CROSSING, REGRADING RAILROAD BED, INSTALLATION AND REMOVAL OF SIGNS, AND PLACING CRUSHED LIMESTONE SURFACE.

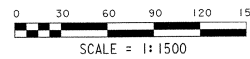
LENGTH OF STRUCTURE: 147.805 m
 LENGTH OF ROADWAY: 415.595 m
 LENGTH OF PROJECT: 563.400 m

BEGIN PROJECT
 STA 1+000.000

END PROJECT
 STA 1+563.400



PLAN



CONVENTIONAL SYMBOLS

| | |
|--------------------|---------------|
| COUNTY LINE | — — — — — |
| TOWN LINE | — — — — — |
| LIMITS OF ACCESS | — — — — — |
| POINT OF ACCESS | X |
| FENCE LINE | X — — — — — X |
| STONE WALL | — — — — — |
| TRAVELED WAY | — — — — — |
| GUARD RAIL | — — — — — |
| RAILROAD | — — — — — |
| SURVEY LINE | — — — — — |
| CULVERT | — — — — — |
| POWER POLE | □ |
| TELEPHONE POLE | ○ |
| TREES | ⊗ |
| CONTROL OF ACCESS | — — — — — |
| PROPERTY LINE | — — — — — |
| R.O.W. TAKING LINE | — — — — — |
| SLOPE RIGHTS | — — — — — |
| TOP OF CUT | — — — — — |
| TOE OF SLOPE | — — — — — |

SURVEYED BY : VERMONT SURVEY
 SURVEYED DATE : JULY 2000

DATUM
 VERTICAL NAVD88
 HORIZONTAL NAD83 (1996)

THESE PLANS ARE SUBJECT TO SUCH ENGINEERING CHANGES AS MAY BE REQUIRED BY THE FEDERAL HIGHWAY ADMINISTRATION OR THE DIRECTOR OF PROJECT DEVELOPMENT.

CONSTRUCTION IS TO BE CARRIED ON IN ACCORDANCE WITH THESE PLANS AND THE STANDARD SPECIFICATIONS FOR CONSTRUCTION DATED 2001, AS APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION ON JANUARY 4, 2001 FOR USE ON THIS PROJECT, INCLUDING ALL SUBSEQUENT REVISIONS AND SUCH REVISED SPECIFICATIONS AND SPECIAL PROVISIONS AS ARE INCORPORATED IN THESE PLANS.

VANASSE HANGEN BRUSTLIN, INC.

Metric

UNLESS NOTED OTHERWISE
 STATIONS ARE IN KILOMETERS
 ELEVATIONS ARE IN METERS
 DIMENSIONS ARE IN MILLIMETERS

DIRECTOR OF PROJECT DEVELOPMENT
 APPROVED: [Signature] DATE: 7/16/02
 PROJECT MANAGER: DANIEL S. PETERSON
 PROJECT NAME: SHELDON TRANSPORTATION PATH
 PROJECT NUMBER: STP BIKE (37) S
 SHEET 1 OF 15 SHEETS

QUANTITY SHEET



SUMMARY OF ESTIMATED QUANTITIES

SUMMARY OF ESTIMATED QUANTITIES

| BRIDGE | BKE PATH | EROSION CONTROL | FULL E & C | QUANTITIES GRAND TOTAL | UNIT | ITEMS | ITEM NUMBER | RND | BRIDGE | BKE PATH | EROSION CONTROL | FULL E & C | QUANTITIES GRAND TOTAL | UNIT | ITEMS | ITEM NUMBER | RND |
|--------|----------|-----------------|------------|------------------------|------|--|-------------|-----|--------|----------|-----------------|------------|------------------------|------|---|-------------|-----|
| | 1 | | | 1 | LS | CLEARING AND GRUBBING (INCL. INDIV. TREES & SHRUBS) | 201.10 | | | 10 | | | 10 | EA | YIELDING MARKER POSTS | 619.17 | |
| | 800 | | | 800 | CM | COMMON EXCAVATION | 203.15 | | 296 | | | | 296 | M | CHAIN LINK FENCE, 1.2 M (MOD 1) (BRIDGE RAILING) | 620.11 | |
| | 1 | | | 1 | CM | SOLID ROCK EXCAVATION | 203.16 | | 30 | | | | 30 | M | CHAIN LINK FENCE, 1.2 M (MOD 11) (BRIDGE APPROACH RAIL) | 620.11 | |
| | 10 | | | 10 | CM | EARTH BORROW | 203.30 | | 4 | | | | 4 | EA | DRIVE GATE FOR WOVEN WIRE FENCE (MOD) (CATTLE GATE) | 620.30 | |
| 70 | | | | 70 | CM | EXCAVATION OF CONTAMINATED SOILS CLASS III (MOD) (TIMBERS) | 215.22 | | 25 | | | | 25 | M | REMOVING AND RESETTING FENCE | 620.50 | |
| | 800 | | | 800 | CM | SUBBASE OF DENSE GRADED CRUSHED STONE | 301.35 | | 65 | | | | 65 | M | RESIDENTIAL FENCING | 620.80 | |
| | 300 | | | 300 | CM | AGGREGATE SURFACE COURSE (MOD) (LIMESTONE) | 401.10 | | 36 | | | | 36 | M | SLEEVES FOR UTILITIES | 625.10 | |
| | 25 | | | 25 | T | BITUMINOUS CONCRETE PAVEMENT (TYPE III) (PG 58-28) | 406.25 | | 100 | | | | 100 | HR | FLAGGERS | 630.15 | |
| 90 | | | | 90 | KG | REINFORCING STEEL | 507.15 | | | | | | 1 | LS | FIELD OFFICE-ENGINEERS | 631.10 | |
| 20 | | | | 20 | M | DRILLING AND GROUTING DOWELS | 507.16 | | | | | | 1 | LS | TESTING EQUIPMENT-CONCRETE | 631.16 | |
| 19 | | | | 19 | M | BRIDGE EXPANSION JOINT (MOD) (CHECKERED PLATE) | 516.10 | | | | | | 1 | LU | FIELD OFFICE-TELEPHONE (N.A.B.1.) | 631.25 | |
| 85 | | | | 85 | CM | STRUCTURAL LUMBER AND TIMBER-TREATED | 522.25 | | | | | | 1 | LS | MOBILIZATION | 635.10 | |
| 28 | | | | 28 | CM | NON-STRUCTURAL LUMBER - TREATED | 522.35 | | | | | | 1 | LS | TRAFFIC CONTROL | 641.10 | |
| 1 | | | | 1 | LS | PREFABRICATED MULTI-MODAL BRIDGE | 545.20 | | 5 | | | | 5 | M | 300 MM WHITE LINE | 646.24 | |
| 5 | | | | 5 | CM | REPAIR OF CONCRETE SUBSTRUCTURE SURFACE CLASS III | 580.15 | | 2200 | | | | 2200 | SM | GEOTEXTILE FOR ROADBED SUBGRADE SEPARATOR | 649.11 | |
| | | | | | | ** BEGIN PIPE OPTION ** | | | 250 | | | | 250 | SM | GEOTEXTILE UNDER STONE FILL | 649.31 | |
| | 50 | | | 50 | M | 375 MM CSP 2.01 MM (68 MM X 12MM) | 601.0011 | | 20 | | | | 20 | SM | GEOTEXTILE FOR UNDERDRAIN TRENCH LINING | 649.41 | |
| | 50 | | | 50 | M | 375 MM RCP CLASS III | 601.0810 | | | | 1100 | | 1100 | SM | GEOTEXTILE FOR SILT FENCE | 649.51 | |
| | 50 | | | 50 | M | 375 MM CPEP | 601.0910 | | | | | | 20 | KG | SEED | 651.15 | |
| | | | | | | ** END PIPE OPTION ** | | | | | 140 | | 140 | KG | FERTILIZER | 651.18 | |
| | 100 | | | 100 | M | 150 MM UNDERDRAIN | 605.10 | | | | | | 1 | T | AGRICULTURAL LIMESTONE | 651.20 | |
| | 15 | | | 15 | M | 150 MM UNDERDRAIN CARRIER PIPE | 605.20 | | | | | | 1 | T | HAY MULCH | 651.25 | |
| | 2 | | | 2 | EA | UNDERDRAIN RISER | 605.90 | | | | 50 | | 50 | EA | HAY BALES FOR EROSION CONTROL | 651.26 | |
| | 2 | | | 2 | EA | UNDERDRAIN FLUSHING BASINS | 605.95 | | | | 130 | | 130 | CM | TOPSOIL | 651.35 | |
| | 50 | | | 50 | HR | POWER GRADER RENTAL | 608.15 | | 750 | | | | 750 | SM | EROSION MATTING | 654.10 | |
| | 80 | | | 80 | HR | ALL PURPOSE EXCAVATOR RENTAL, TYPE I | 608.25 | | 12 | | | | 12 | SM | TRAFFIC SIGNS, TYPE A | 675.20 | |
| | 100 | | | 100 | HR | TRUCK RENTAL | 608.37 | | 110 | | | | 110 | M | FLANGED CHANNEL SIGN POST | 675.301 | |
| | 8 | | | 8 | CM | DUST CONTROL WITH WATER | 609.10 | | 25 | | | | 25 | EA | REMOVING SIGNS | 675.50 | |
| | 50 | | | 50 | CM | STONE FILL, TYPE I | 613.10 | | 2 | | | | 2 | EA | ERECTING SALVAGED SIGNS | 675.60 | |
| | 4 | | | 4 | EA | WOOD MARKER POSTS (MOD 1) (FIXED TIMBER BOLLARDS) | 619.15 | | | | | | | | | | |
| | 2 | | | 2 | EA | WOOD MARKER POSTS (MOD 11) (REMOVABLE TIMBER BOLLARDS) | 619.15 | | | | | | | | | | |

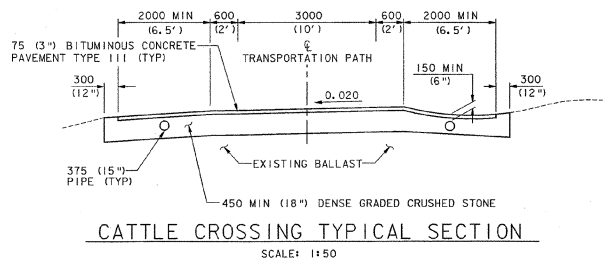
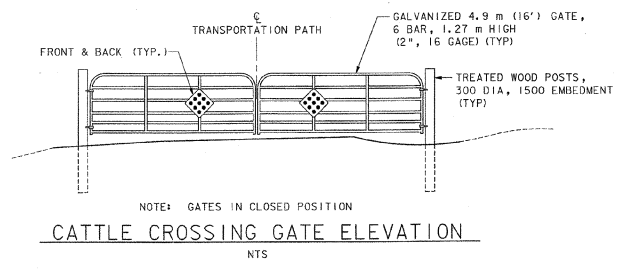
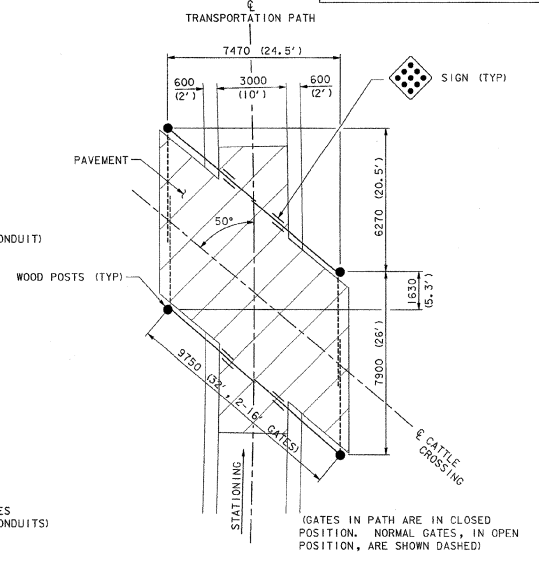
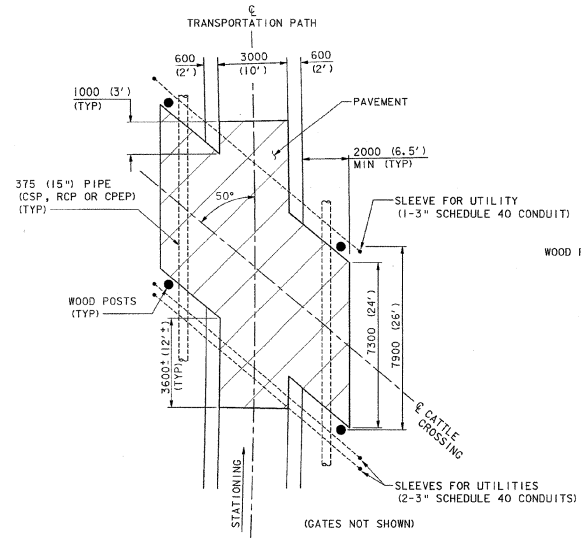
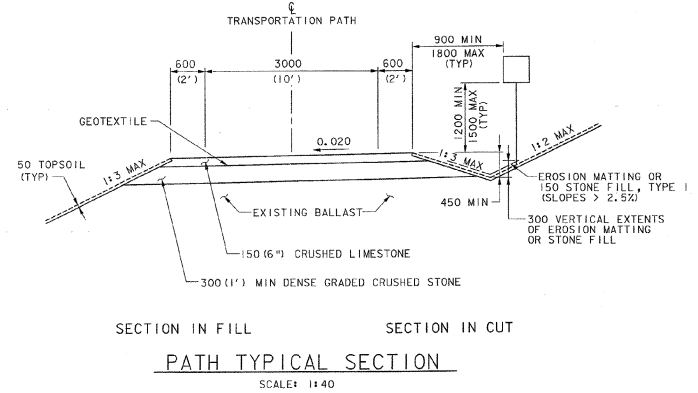
N.A.B.1. - NOT A BID ITEM

STATE OF VERMONT
AGENCY OF TRANSPORTATION

| | | | |
|-----------------------------|----------------|--------------------------|---------------|
| Town Of | SHELDON | Bridge No. | |
| Highway No. | - | Log Sta. | |
| | | Surv. Sta. | |
| SHELDON TRANSPORTATION PATH | | | |
| QUANTITY SHEET | | | |
| Designed By | A. J. CRAWFORD | Drawn By | C. L. CILLEY |
| Checked By | | Bridge Design Supervisor | |
| S.M. GUNN/M. LANIUREY | 2/02 | C.D. BAKER | Date 2/02 |
| PROJECT | SHELDON | PROJECT NO. | STP BIKE137/S |

VANASSE HANGEN BRUSTLIN, INC.

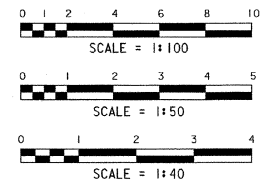
| MATERIAL ITEM | THICKNESS TOLERANCES |
|----------------------------|----------------------|
| PAVEMENT | ±5 (TOTAL DEPTH) |
| CRUSHED LIMESTONE | ±30 |
| DENSE GRADED CRUSHED STONE | ±30 |



CATTLE CROSSING GATE NOTES:

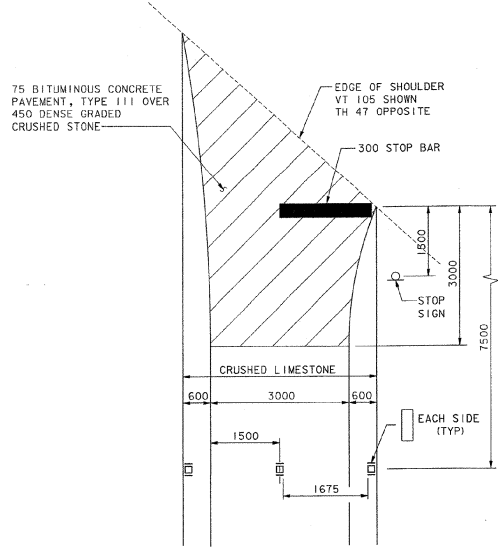
1. UNLESS OTHER LOCKING MECHANISMS ARE AN INTEGRAL PART OF THE GATE, AN APPROXIMATE 1 METER LENGTH OF GALVANIZED STEEL CHAIN AND A BRASS LOCK SHALL BE SUPPLIED WITH EACH COMPLETE GATE TO LOCK THE TWO HALVES TOGETHER.
2. THE CONTRACTOR SHALL SUBMIT DETAILS OR CATALOG CUTS OF THE PROPOSED GATES, INCLUDING THE PROPOSED LOCKING MECHANISM IF INTEGRAL TO THE GATE, TO THE RESIDENT ENGINEER FOR REVIEW PRIOR TO ORDERING THEM.
3. GATES, POSTS, HINGES, CHAINS, LOCKS, KEYS AND ALL OTHER HARDWARE REQUIRED FOR THE GATES SHALL BE SUBSIDIARY TO ITEM 620.30, DRIVE GATE FOR WOVEN WIRE FENCE (MOD.) (CATTLE GATE).

NOTE: ENGLISH UNIT DIMENSIONS ARE APPROXIMATE



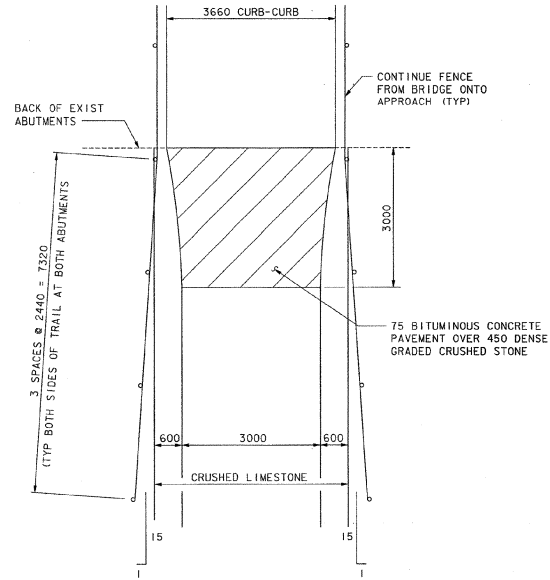
**STATE OF VERMONT
AGENCY OF TRANSPORTATION**

| | | | |
|--|---------------|--------------------------|---------------|
| Town Of | SHELDON | Bridge No. | |
| Highway No. | - | Log Sta. | |
| | | Surv. Sta. | |
| SHELDON TRANSPORTATION PATH | | | |
| PATH TYPICAL SECTIONS & DETAILS | | | |
| Designed By | S.M. GUNN | Drawn By | M.M. LANDREY |
| Checked By | A.J. CRAWFORD | Bridge Design Supervisor | C.D. BAKER |
| Date | 2/02 | Date | 2/02 |
| PROJECT | SHELDON | PROJECT NO. | STP BIKE(37)S |



PLAN OF TIMBER BOLLARDS AND PAVED APRON AT HIGHWAY CROSSINGS

SCALE: 1:50



PAVED APRON AND APPROACH RAIL AT EXISTING BRIDGE ABUTMENTS

SCALE: 1:50

SEEDING FORMULA RURAL AREAS

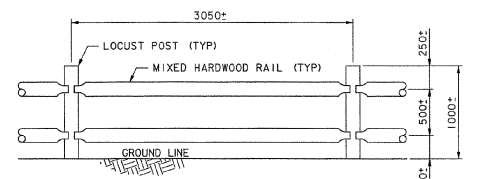
| % MASS | kg/ha | NAME | PUR % | GERM % |
|--------|-------|---------------------|-------|--------|
| 37.5 | 26.0 | CREEPING RED FESCUE | 98 | 85 |
| 37.5 | 26.0 | TALL FESCUE | 95 | 90 |
| 5.0 | 4.0 | RED TOP | 95 | 90 |
| 15.0 | 10.0 | BIRDSFOOT TREFOIL | 98 | 85 |
| 5.0 | 4.0 | ANNUAL RYE GRASS | 95 | 85 |
| 100.0 | 70.0 | | | |

GENERAL NOTES

- SEED MIXTURE: SHALL NOT HAVE A WEED CONTENT EXCEEDING 0.40% BY MASS AND SHALL BE FREE OF ALL NOXIOUS SEED.
- SEED: TO BE APPLIED PER SEEDING FORMULAS OR AS DIRECTED BY THE ENGINEER.
- FERTILIZER: FORMULA 10-20-10, TO BE USED WITH SEED, APPLIED AT THE RATE OF 560 kg/ha. (HYDRO SEEDERS MAY USE 19-19-19 FORMULA).
- AGRICULTURAL LIMESTONE: TO BE APPLIED AT THE RATE OF 4500 kg/ha, OR AS DIRECTED BY THE ENGINEER.
- HAY MULCH: TO BE PLACED ON EARTH SLOPES AT THE RATE OF 4500 kg/ha, OR AS DIRECTED BY THE ENGINEER.
- TOPSOIL: TO BE USED WITH SEED AS INDICATED ON THE PLANS, OR AS DIRECTED BY THE ENGINEER.
- MARKER POSTS: TO BE PLACED AS INDICATED OR AS DIRECTED BY THE ENGINEER.
- SLOPE ROUNDING: ALL CUT SLOPES TO BE ROUNDED IN ACCORDANCE WITH STANDARD SHEET D-5M.
- PAY LIMITS OF SAND BORROW: WHEN USED IN CONJUNCTION WITH UNDERDRAIN - SEE STANDARD SHEET D-2M.
- TACK COAT: EMULSIFIED ASPHALT IS TO BE APPLIED AT THE RATE OF 0.07 L/m² BETWEEN SUCCESSIVE COURSES OF PAVEMENT AS DIRECTED BY THE ENGINEER. PAYMENT TO BE INCLUDED WITH ITEM 406.25 - BITUMINOUS CONCRETE PAVEMENT TYPE III (PG 58-20).

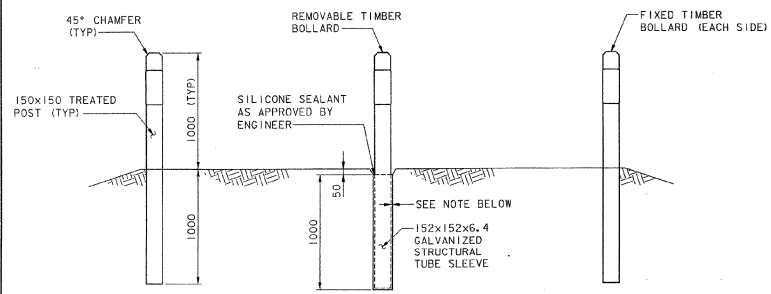
RESIDENTIAL FENCE NOTES:

- EXTERIOR CLEAR WOOD PRESERVATIVE TREATMENT SHALL BE APPLIED TO SPLIT RAIL RESIDENTIAL FENCE. PAYMENT SHALL BE SUBSIDIARY TO ITEM 620.80 RESIDENTIAL FENCING.
- SEE STANDARD F-1M FOR WOODEN POST EMBEDMENT REQUIREMENTS.



RESIDENTIAL FENCE (SPLIT RAIL)

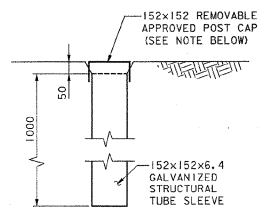
NOT TO SCALE



NOTE: CONTRACTOR SHALL ENSURE REMOVABLE BOLLARDS ARE REMOVABLE ONCE PLACED WITHIN SLEEVE BY MILLING TIMBER AS NEEDED.

TIMBER BOLLARDS DETAIL

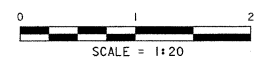
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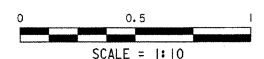
NOTE: CONTRACTOR SHALL SUPPLY RESIDENT ENGINEER WITH 4 ADDITIONAL POST CAPS TO BE RETAINED FOR FUTURE USE.

REMOVABLE TIMBER BOLLARD DETAIL

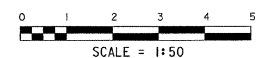
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SCALE = 1:20



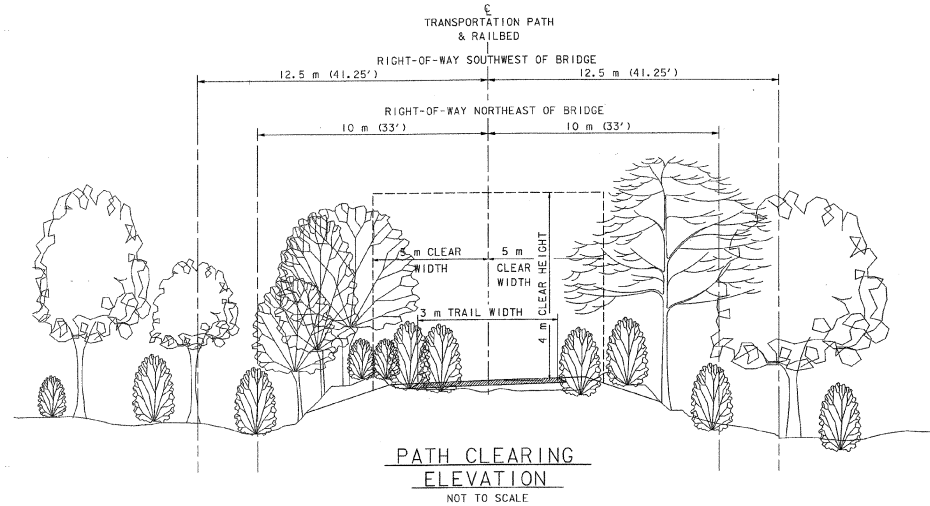
SCALE = 1:10



SCALE = 1:50

STATE OF VERMONT AGENCY OF TRANSPORTATION

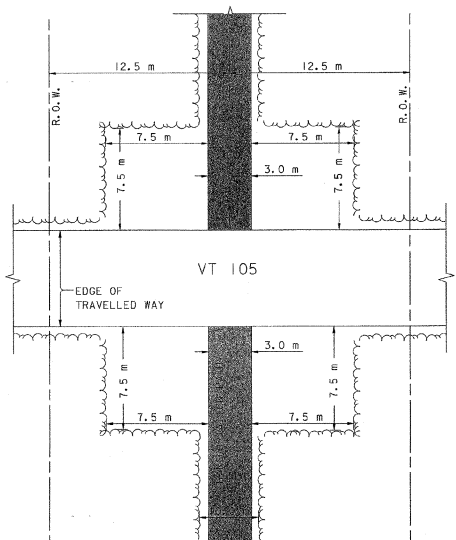
| | | | |
|--|---------------|--------------------------|---------------|
| Town Of | SHELDON | Bridge No. | |
| Highway No. | - | Log Sta. | |
| | | Surv. Sta. | |
| SHELDON TRANSPORTATION PATH | | | |
| PATH DETAILS AND NOTES (1 OF 2) | | | |
| Designed By | A.J. CRAWFORD | Drawn By | M.M. LANDREY |
| Checked By | C.D. BAKER | Bridge Design Supervisor | |
| Date | 2/02 | Date | 2/02 |
| PROJECT | SHELDON | PROJECT NO. | STP BIKE(37)S |



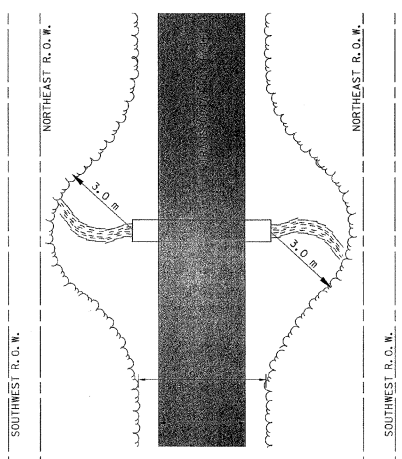
PATH CLEARING ELEVATION
NOT TO SCALE

PATH CONSTRUCTION NOTES

1. ALL MATERIALS AND CONSTRUCTION SHALL CONFORM TO THE STATE OF VERMONT AGENCY OF TRANSPORTATION STANDARD SPECIFICATIONS FOR CONSTRUCTION, DATED 2001, AND ITS LATEST REVISIONS.
2. THE CONTRACTOR SHALL CALL "DIG-SAFE" PRIOR TO PERFORMING ANY EXCAVATION, IN ACCORDANCE WITH DIG-SAFE'S RULES OF NOTIFICATION. THE COST OF COORDINATING WITH "DIG-SAFE" AND THE UTILITY COMPANIES SHALL BE SUBSIDIARY TO ITEM 635.10, MOBILIZATION.
3. THE CONTRACTOR SHALL TAKE ALL PRECAUTIONS NECESSARY TO PREVENT SILTATION AND POLLUTION INTO THE MISSISSQUOI RIVER AS DIRECTED BY THE RESIDENT ENGINEER. THE EROSION CONTROL PLAN SHALL BE SUBMITTED AS PER THE SPECIFICATIONS.
4. ANY EXISTING SIGNS NOT REUSED SHALL REMAIN THE PROPERTY OF THE STATE. THESE SIGNS SHALL BE REMOVED BY THE CONTRACTOR AND STOCKPILED AS DIRECTED BY THE RESIDENT ENGINEER FOR REMOVAL BY THE STATE AND SHALL BE PAID AS ITEM 675.50, REMOVING SIGNS.
5. THE STATE RIGHT-OF-WAY FOR THE TRANSPORTATION PATH IS 20.11M (66 FT) NORTHEAST OF THE BRIDGE AND 25.15M (82.5 FT) SOUTHWEST OF THE BRIDGE. ALL CONSTRUCTION AND ACCESS SHALL BE WITHIN THE STATE RIGHT-OF-WAY AND APPROVED BY THE RESIDENT ENGINEER. CONTRACTOR SHALL MAINTAIN PUBLIC ACCESS TO NUTRITE PLANT AND BIKE PATH TO ENOSBURG FALLS.
6. SETTING PROFILE, HORIZONTAL ALIGNMENT, DRAINAGE COURSES, EXCAVATION AND FILL LIMITS AND OTHER DETAILS THAT ARE REQUIRED AS A RESULT OF FIELD CONDITIONS SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR AND APPROVED BY THE RESIDENT ENGINEER. THE DETAILS IN THE PLANS SHALL BE MODIFIED BY THE RESIDENT ENGINEER IF NECESSARY DUE TO FIELD CONDITIONS. QUANTITIES HAVE BEEN ESTIMATED USING LIMITED SURVEY DATA.
7. THE CENTERLINE OF THE TRANSPORTATION PATH SHALL BE ESTABLISHED DURING CONSTRUCTION AS THE MEASURED MIDPOINT OF THE VISIBLE RAILBED. THE CONTRACTOR SHALL STAKE OUT THE CENTERLINE AT LEAST EVERY 50M. IRREGULARITIES IN THE CENTERLINE SHALL BE VERIFIED BY THE RESIDENT ENGINEER AND CORRECTED. THE PROFILE SHALL BE SET USING A MAXIMUM 3% GRADE WITH A MINIMUM 35M LENGTH OF VERTICAL CURVE.
8. THE RESIDENT ENGINEER SHALL DETERMINE THE DRAINAGE COURSE AND RE-ESTABLISH FLOW IN THE DITCHES USING CROSS CULVERTS AS NECESSARY. DRAINAGE WORK SHALL BE PAID AS ITEM 608.25 ALL-PURPOSE EXCAVATOR RENTAL, TYPE I AND ITEM 608.37 TRUCK RENTAL. PIPES SHALL BE PAID FOR BY THE LENGTH OF PIPE IN PLACE. UNDERDRAIN SHALL BE USED AT THE DISCRETION OF THE RESIDENT ENGINEER.
9. ALTHOUGH NO UTILITY RELOCATION IS ANTICIPATED, ANY AND ALL UTILITY RELOCATION, INCLUDING COORDINATION AND COSTS, SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR.
10. THE EXISTING BALLAST CONTAMINATED WITH ORGANIC MATTER SHALL BE REMOVED (MINIMUM 100 MM TO MAXIMUM 450 MM), GRADED AND COMPACTED AS DIRECTED BY THE RESIDENT ENGINEER UNDER ITEM 203.15 COMMON EXCAVATION OR MAY BE MOVED FROM THE PATH TO THE DITCHES AND PAID AS ITEM 608.15 POWER GRADER RENTAL. THE RESIDENT ENGINEER SHALL DETERMINE THE METHODS APPROPRIATE FOR EACH LOCATION.
11. THE BRUSH ON THE INSIDE OF THE VT 105 CURVE, WEST OF THE PROJECT, SHALL BE CLEARED TO GROUND LEVEL TO THE RIGHT-OF-WAY LINE (7.5M FROM CENTERLINE OF TRAVELWAY) TO IMPROVE SIGHT DISTANCE AND SHALL BE PAID AS CLEARING AND GRUBBING.
12. CONSTRUCTION APPROACH SIGNING SHALL BE IN ACCORDANCE WITH VT STANDARD E-100M AND E-100AM AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
13. THE EXISTING GRAVEL PATH AND TRAIL PARKING AREA ADJACENT TO THE NUTRITE SITE SHALL BE GRADED AND COMPACTED AND SHALL BE PAID AS ITEM 608.15 POWER GRADER RENTAL.
14. COORDINATE THE CATTLE CROSSING CONSTRUCTION WITH THE PROPERTY OWNER. THE CROSSING SHALL REMAIN PASSABLE BY CATTLE DURING THE SCHEDULE AGREED UPON. THE UTILITY SLEEVES SHALL BE PLACED AS DIRECTED BY THE RESIDENT ENGINEER TO ACCOMMODATE THE PROPERTY OWNER'S ELECTRIC SUPPLY FOR THE FENCES AND A WATER HOSE. PROPERTY OWNER SHALL SUPPLY AND INSTALL ELECTRIC FENCE, ELECTRIC SUPPLY AND WATER HOSE AS REQUIRED. PAYMENT FOR COORDINATION SHALL BE SUBSIDIARY TO ITEM 620.30, DRIVE GATE FOR WOVEN WIRE FENCE (MOD.) (CATTLE GATE).
15. THE SNOWMOBILE RAMP NEAR THE SOUTHWEST BRIDGE APPROACH SHALL BE CONSTRUCTED FROM EXCAVATED BALLAST. THE RESIDENT ENGINEER SHALL COORDINATE WITH THE V.A.S.T. REPRESENTATIVE, ALEXIS ENGASSER, V.A.S.T. TRAILS ADMINISTRATOR/COORDINATOR (802 229-0005), TO DETERMINE RAMP REQUIREMENTS. PAYMENT FOR THE RAMP SHALL BE PAID BY ITEM 608.15, POWER GRADER RENTAL. ALL SNOWMOBILE RAMP CONSTRUCTION SHALL BE WITHIN THE RIGHT-OF-WAY.
16. THE CONTRACTOR SHALL SHAPE THE PATH SUBGRADE AS DIRECTED BY THE RESIDENT ENGINEER. THIS WORK SHALL BE PAID AS ITEM 608.15 POWER GRADER RENTAL.
17. SEE SHEET 9 FOR BRIDGE CONSTRUCTION NOTES.



TYPICAL CLEARING DETAIL AT VT 105
NOT TO SCALE

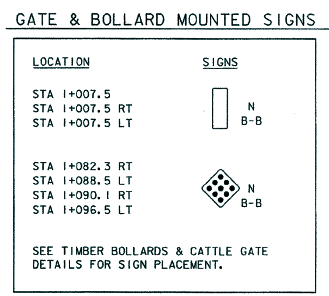
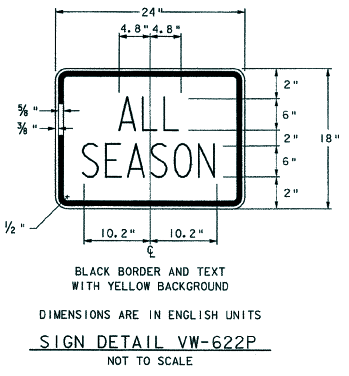
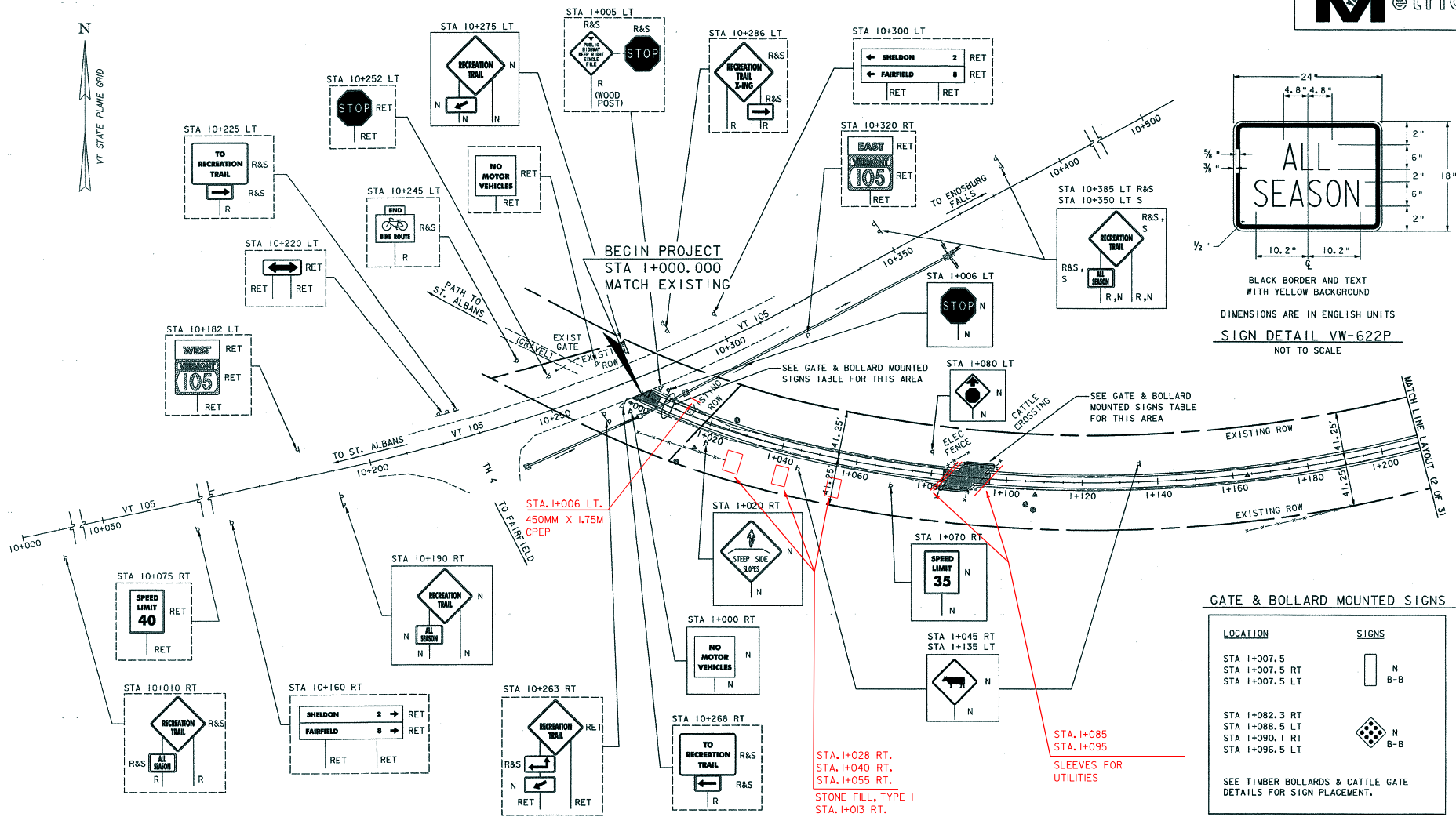


TYPICAL CLEARING DETAIL AT ALL CULVERTS
NOT TO SCALE

TRIM VEGETATION IN A 3 m RADIUS AROUND ALL CULVERT INLETS AND OUTLETS

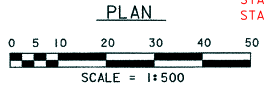
STATE OF VERMONT AGENCY OF TRANSPORTATION

| | | | |
|--|-----------|--------------------------|---------------|
| Town Of | SHELDON | Bridge No. | |
| Highway No. | - | Log Sta. | |
| | | Surv. Sta. | |
| SHELDON TRANSPORTATION PATH | | | |
| PATH DETAILS & NOTES (2 OF 2) | | | |
| Designed By | S.M. GUNN | Drawn By | M.M. LANDREY |
| Checked By | Date | Bridge Design Supervisor | |
| A.J. CRAWFORD | 2/02 | C.D. BAKER | Date 2/02 |
| PROJECT | SHELDON | PROJECT NO. | STP BIKE(37)S |
| I.G.C. Info. | | | |
| Bridge Sheet No. | LF022DETI | Sheet | 5 of 15 |



- CONSTRUCTION NOTES**
- 300 mm STOP BAR
 - STA 1+002 LT
 - CONSTRUCT PAVED APRON
 - STA 1+003
 - INSTALL GATES
 - STA 1+082.3 RT
 - STA 1+088.5 LT
 - STA 1+090.1 RT
 - STA 1+096.5 LT
 - CONSTRUCT CATTLE CROSSING
 - STA 1+089
 - INSTALL 375 PIPE, CSP, RCP OR CPEP
 - STA 1+089 LT & RT

- CONSTRUCT TIMBER BOLLARDS**
- STA 1+007.5
 - STA 1+007.5 RT
 - STA 1+007.5 LT
- INSTALL SCH. 40 UTILITY CONDUIT**
- STA 1+084
 - STA 1+085
 - STA 1+094

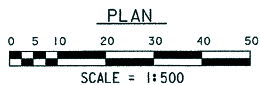
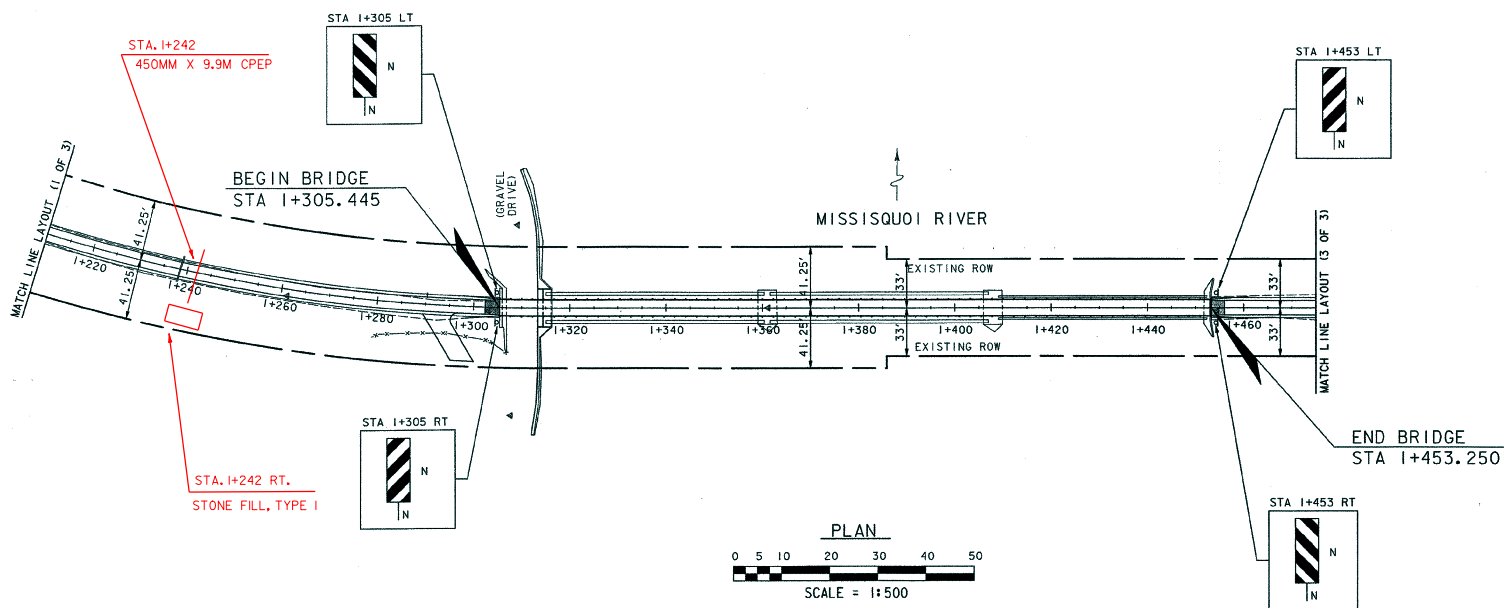
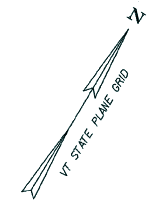


- STA. 1+028 RT.
- STA. 1+040 RT.
- STA. 1+055 RT.
- STONE FILL, TYPE I
- STA. 1+013 RT.
- STA. 1+036 RT. TO STA. 1+042 RT.
- STA. 1+036 RT. TO STA. 1+046 RT.
- STA. 1+056 RT. TO STA. 1+060 RT.
- STA. 1+056 RT. TO STA. 1+060 RT.
- STA. 1+057 RT.
- 1+189 RT. TO 1+197 RT.
- 1+208 RT.

- LEGEND**
- RET = RETAIN
 - R&S = REMOVE & SALVAGE
 - R = REMOVE
 - N = NEW
 - S = SALVAGED SIGN
 - B-B = BACK TO BACK

**STATE OF VERMONT
AGENCY OF TRANSPORTATION**

| | | | |
|---|---------------|--------------------------|---------------|
| Town Of | SHELDON | Bridge No. | |
| Highway No. | - | Log Sta. | |
| | | Surv. Sta. | |
| SHELDON TRANSPORTATION PATH | | | |
| PROJECT & SIGN LAYOUT (1 OF 3) | | | |
| Designed By | A.S. ROBINSON | Drawn By | M.M. LANDREY |
| Checked By | A.J. CRAWFORD | Date | 2/02 |
| | | Bridge Design Supervisor | C.D. BAKER |
| | | Date | 2/02 |
| PROJECT | SHELDON | PROJECT NO. | STP BIKE(37)S |



CONSTRUCTION NOTES

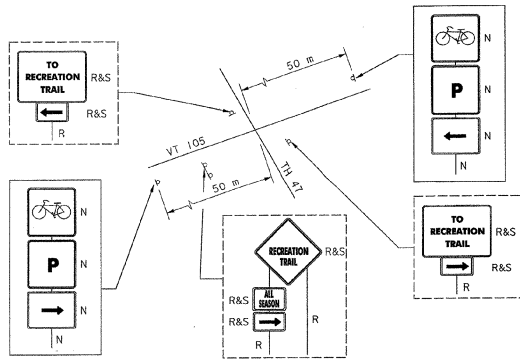
- CONSTRUCT PAVED APRON
STA 1+304
STA 1+455
- REPLACE 375 PIPE, CSP, RCP OR CPEP
STA 1+238
- REMOVE & RESET FENCE
STA 1+280 RT - STA 1+305.4 RT
- CONSTRUCT 4 m SNOWMOBILE RAMP
STA 1+292 RT
- INSTALL APPROACH RAIL
STA 1+298.1 - STA 1+305.4 RT & LT
STA 1+453.3 - STA 1+460.6 RT & LT

LEGEND

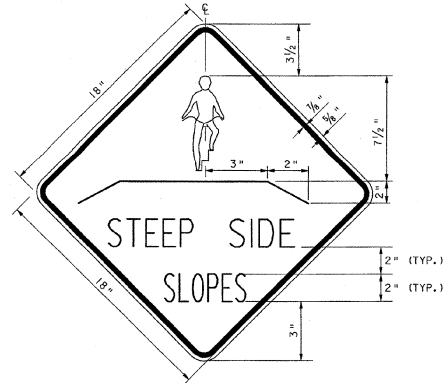
- RET = RETAIN
- R&S = REMOVE & SALVAGE
- R = REMOVE
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**STATE OF VERMONT
AGENCY OF TRANSPORTATION**

| | | | |
|---|---------------|--------------------------|---------------|
| Town Of | SHELDON | Bridge No. | |
| Highway No. | - | Log Sta. | |
| | | Surv. Sta. | |
| SHELDON TRANSPORTATION PATH | | | |
| PROJECT & SIGN LAYOUT (2 OF 3) | | | |
| Designed By | A.S. ROBINSON | Drawn By | M.M. LANDREY |
| Checked By | A.J. CRAWFORD | Bridge Design Supervisor | C.D. BAKER |
| Date | 2/02 | Date | 2/02 |
| PROJECT | SHELDON | PROJECT NO. | STP BIKE(37)S |



INTERSECTION DETAIL FOR SIGN LOCATION
NOT TO SCALE

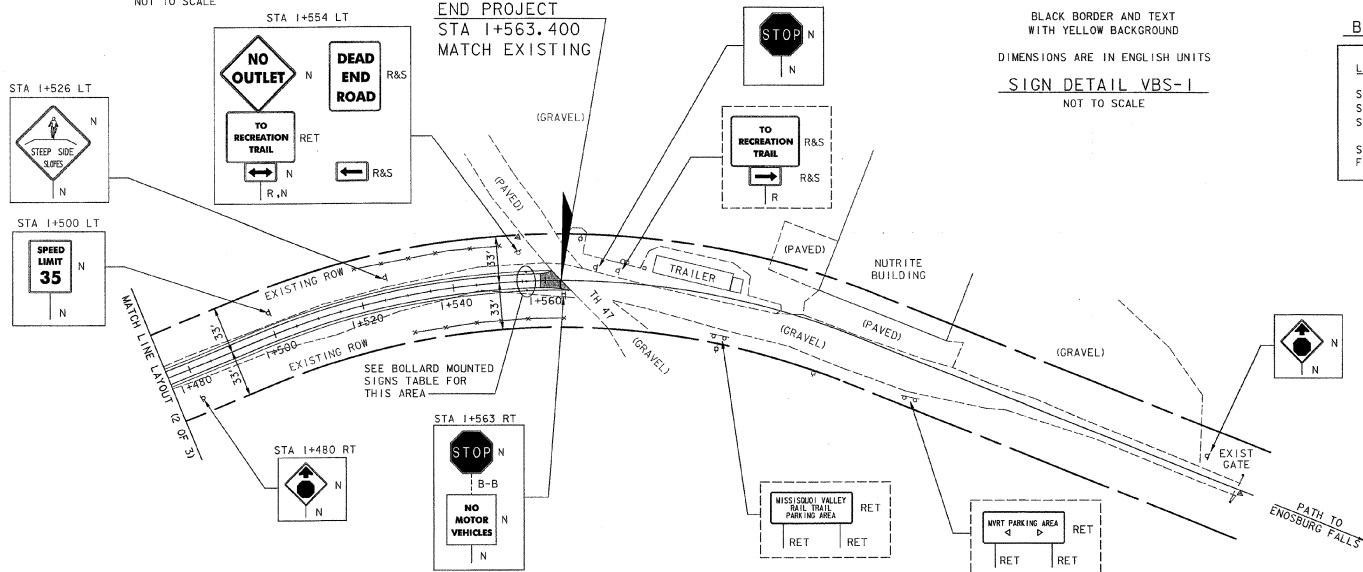


BLACK BORDER AND TEXT WITH YELLOW BACKGROUND
DIMENSIONS ARE IN ENGLISH UNITS
SIGN DETAIL VBS-1
NOT TO SCALE

BOLLARD MOUNTED SIGNS

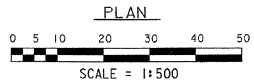
| LOCATION | SIGNS |
|--------------|-------|
| STA 1+556 | N |
| STA 1+556 LT | N |
| STA 1+556 RT | B-B |

SEE TIMBER BOLLARDS DETAIL FOR SIGN PLACEMENT.



CONSTRUCTION NOTES

- 300 mm STOP BAR
- STA 1+563 RT
- CONSTRUCT PAVED APRON
- STA 1+561
- CONSTRUCT TIMBER BOLLARDS
- STA 1+556
- STA 1+556 RT
- STA 1+556 LT
- INSTALL RESIDENTIAL FENCE (SPLIT RAIL)
- STA 1+520 - STA 1+551, LT 5.1 m
- STA 1+530 - STA 1+564, RT 5.1 m



LEGEND

- RET = RETAIN
- R&S = REMOVE & SALVAGE
- R = REMOVE
- N = NEW
- S = SALVAGED SIGN
- B-B = BACK TO BACK

STATE OF VERMONT AGENCY OF TRANSPORTATION

| | | | |
|---|---------------|--------------------------|--------------|
| Town Of | SHELDON | Bridge No. | |
| Highway No. | - | Log Sta. | |
| | | Surv. Sta. | |
| SHELDON TRANSPORTATION PATH | | | |
| PROJECT & SIGN LAYOUT (3 OF 3) | | | |
| Designed By | A.S. ROBINSON | Drawn By | M.M. LANDREY |
| Checked By | A.J. CRAWFORD | Bridge Design Supervisor | C.D. BAKER |
| Date | 2/02 | Date | 2/02 |
| PROJECT | SHELDON | PROJECT NO. | STP BIKE3735 |

BRIDGE CONSTRUCTION NOTES

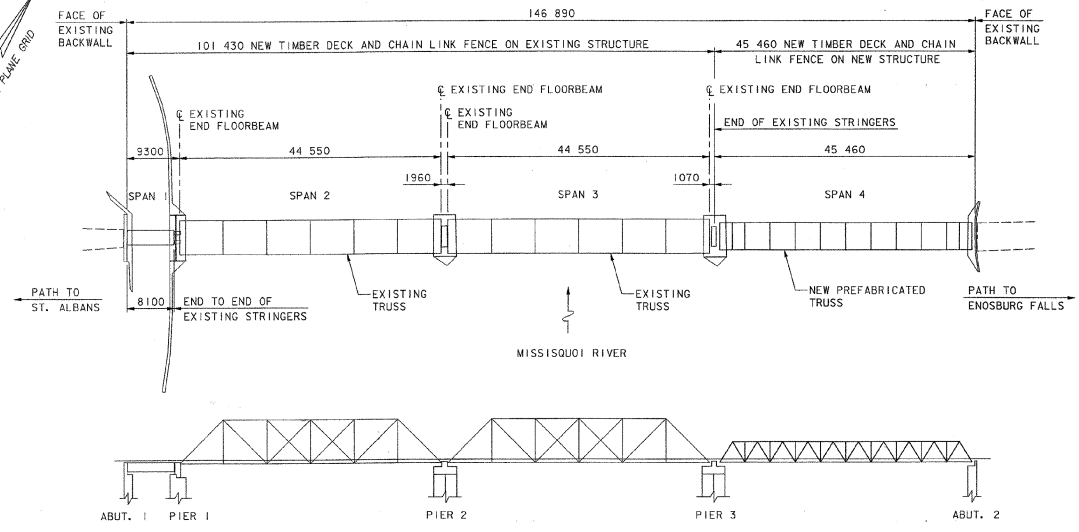
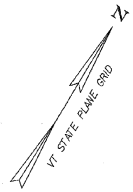


1. THE GENERAL SCOPE OF THE BRIDGE WORK INCLUDES:
 - REMOVAL OF ALL EXISTING BRIDGE TIMBERS FROM SPANS 1, 2, AND 3
 - INSTALLATION OF TIMBER FLOORBEAMS AND STRUCTURAL TIMBER DECK ON SPANS 1, 2, AND 3
 - CONCRETE REPAIRS AT PIER 3
 - CONSTRUCTION OF A PREFABRICATED MULTI-MODAL BRIDGE WITH STRUCTURAL DECK IN SPAN 4
 - INSTALLATION OF TIMBER PLANK WEARING SURFACE AND TIMBER CURB ON ALL 4 SPANS
 - INSTALLATION OF CHAIN-LINK FENCE ON ALL 4 SPANS, AND AT BOTH APPROACHES
2. THERE ARE NO PLANS AVAILABLE FOR THE EXISTING BRIDGE.
3. DIMENSIONS, ANGLES, BEARINGS, AND ELEVATIONS SHOWN ON THESE CONTRACT PLANS HAVE BEEN OBTAINED FROM LIMITED FIELD INVESTIGATION AND FIELD SURVEY, AND MAY NOT ACCURATELY REFLECT ACTUAL FIELD CONDITIONS. ACCORDINGLY, THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAKING FIELD MEASUREMENTS OF ALL EXISTING CONDITIONS AFFECTING OR IMPACTED BY THE NEW WORK TO ENSURE CONSISTENCY WITH THE PROPOSED CONSTRUCTION. ANY DISCREPANCIES IN DIMENSIONS, CHARACTER OR EXTENT OF THE EXISTING FEATURES SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER BEFORE ADVANCING THE WORK.
4. DESIGN SPECIFICATIONS:
 - STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES, 16TH EDITION, INCLUDING INTERIMS, BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS (AASHTO).
5. DESIGN LIVE LOAD FOR NEW DECK ON EXISTING SPANS AND NEW PREFABRICATED MULTI-MODAL BRIDGE:
 - 4070 P_o FOR PEDESTRIAN AND/OR BICYCLE TRAFFIC
 - AASHTO M_o TRUCK LIVE LOAD (NOT APPLIED SIMULTANEOUSLY WITH PEDESTRIAN/BICYCLE LIVE LOAD)
6. THE CONTRACTOR SHALL TAKE PRECAUTIONS TO PREVENT DEBRIS FROM FALLING INTO THE MISSISSOQUI RIVER DURING CONSTRUCTION.
7. REMOVAL AND DISPOSAL OF ALL THE EXISTING BRIDGE TIMBERS AND THE SPACERS FROM SPANS 1, 2, AND 3 SHALL BE PAID UNDER ITEM 215.22, EXCAVATION OF CONTAMINATED SOILS CLASS III (MOD.). REMOVAL OF THE EXISTING TIMBER BACKWALL EXTENSION AT ABUTMENT 1 SHALL ALSO BE PAID UNDER ITEM 215.22.
8. DETERIORATED CONCRETE ON THE NORTH END OF THE PIER 3 CAP SHALL BE REPAIRED AS DIRECTED BY THE ENGINEER. THIS WORK, AND ANY OTHER SUBSTRUCTURE CONCRETE REPAIR WORK IDENTIFIED BY THE ENGINEER, SHALL BE PAID UNDER ITEM 550.15, REPAIR OF CONCRETE SUBSTRUCTURE SURFACE CLASS III, ITEM 507.15, REINFORCING STEEL, AND ITEM 507.16, DRILLING AND GROUTING DOWELS.
9. THE CONCRETE BACKWALL AT EACH ABUTMENT SHALL BE EXTENDED AS SHOWN IN ABUTMENT I DECK END DETAIL. THE CONTRACTOR SHALL DETERMINE THE EXACT CONFIGURATION OF THE EXTENSION AT BOTH ABUTMENTS. THE GALVANIZED THREADED ROD DRILLED AND GROUTED INTO THE BACKWALL SHALL BE ASTM A307 STEEL. COSTS FOR THE THREADED ROD SHALL BE INCLUDED IN ITEM 522.25. THE DRILLING AND GROUTING OF THE ROD SHALL BE PAID UNDER ITEM 507.16, DRILLING AND GROUTING DOWELS.
10. LUMBER AND TIMBER:
 - A) ALL LUMBER AND TIMBER SHALL BE SOUTHERN PINE, COASTAL DOUGLAS FIR, WESTERN HEMLOCK, OR OTHER EASTERN (LOCAL) MATERIAL OF NO. 1 GRADE OR BETTER. THE MINIMUM FIBER STRESS CAPACITY IN BENDING ABOUT EITHER AXIS SHALL BE 8.27 MPa FOR ALL LUMBER AND TIMBER, EXCEPT FOR THE WEARING SURFACE PLANKS.
 - B) UNLESS OTHERWISE NOTED, ALL LUMBER AND TIMBER SHALL BE FULL SIZE TO THE DIMENSIONS SHOWN IN THE PLANS.
 - C) ALL LUMBER AND TIMBER SHALL BE PRESERVATIVE TREATED IN ACCORDANCE WITH SUBSECTION 709.01 AND 726.01.
 - D) THE TRANSVERSE WEARING SURFACE DECK PLANKS IN SPANS 1-4 SHALL BE PAID UNDER ITEM 522.35, NON-STRUCTURAL LUMBER - TREATED. ALL OTHER LUMBER AND TIMBER SHALL BE PAID UNDER ITEM 522.25, STRUCTURAL LUMBER AND TIMBER - TREATED, INCLUDING TIMBER BACKWALL EXTENSIONS AT ABUTMENTS 1 AND 2, TIMBER FLOORBEAMS AND LONGITUDINAL DECK PLANKS IN SPANS 1-3, AND CURB SPACERS AND CURBS IN SPANS 1-4. THE STRUCTURAL DECK IN SPAN 4 SHALL BE INCLUDED IN ITEM 545.20, PREFABRICATED MULTIMODAL BRIDGE.
 - E) ALL LUMBER AND TIMBER FASTENERS SHALL BE GALVANIZED STEEL UNLESS OTHERWISE NOTED. MALLEABLE IRON WASHERS OR OGE^e WASHERS SHALL BE USED WHERE HEADS AND NUTS OF BOLTS BEAR DIRECTLY ON TIMBER. ALL COSTS FOR LUMBER AND TIMBER FASTENERS, INCLUDING SPIKES, HOOK BOLTS, AND CURB BOLTS, SHALL BE INCLUDED IN ITEM 522.25 AND ITEM 522.35.
 - F) THE LAYOUT OF THE NEW TIMBER FLOORBEAMS IN A TYPICAL BAY OF THE EXISTING TRUSS IS SHOWN IN THE PLANS. THE CONTRACTOR SHALL DETERMINE THE LAYOUT OF THE NEW TIMBER FLOORBEAMS IN ALL OTHER LOCATIONS ON THE EXISTING STRUCTURE INCLUDING ON THE STRINGERS IN SPAN 1; ON THE CONCRETE PEDESTALS AND STRINGERS AT PIER 1 BETWEEN END OF SPAN 1 STRINGERS AND SPAN 2 TRUSS END FLOORBEAM; ON THE STRINGERS AT PIER 2 BETWEEN SPAN 2 AND SPAN 3 TRUSS END FLOORBEAMS; AND ON THE STRINGERS AT PIER 3 BETWEEN SPAN 3 END FLOORBEAM AND NEW SPAN 4 STRUCTURE. MAXIMUM SPACING CENTER TO CENTER OF NEW TIMBER FLOORBEAMS IN THESE LOCATIONS SHALL BE 610 MILLIMETERS.
 - G) TIMBER FLOORBEAMS SHALL BE CONNECTED TO THE TOP FLANGE OF EXISTING STEEL STRINGERS IN SPANS 1-3 USING ONE OF THE FOLLOWING SYSTEMS, OR AN APPROVED EQUAL:
 - 19 MILLIMETER DIAMETER GALVANIZED STEEL SEALTITE HOOK BOLTS WITH SEALTITE SPRING LOCKS AND MALLEABLE IRON WASHERS, BY LEWIS BOLT & NUT COMPANY, 800-328-4800.
 - HCP BRIDGE TIE ANCHORS BY RAILS COMPANY, 201-763-4320, AND 19 MILLIMETER DIAMETER GALVANIZED STEEL ASTM A307 HEX-HEAD BOLTS WITH MALLEABLE IRON WASHERS.
 BOLTS SHALL NOT EXTEND ABOVE THE TOP OF THE LONGITUDINAL DECK PLANKS.
 - H) HOLES IN STRUCTURAL DECK PLANKS AT HOOK BOLT LOCATIONS AND IN TOPS OF CURBS AT CURB BOLT LOCATIONS, SHALL BE A MAXIMUM OF 9 MILLIMETERS LARGER THAN THE DIAMETER OF THE MALLEABLE IRON WASHER. AFTER NUTS ARE TIGHTENED AND INSPECTED, THE HOLES IN THE PLANKS AND CURBS SHALL BE FILLED WITH AN APPROVED SEALANT, SUCH AS POURED JOINT SEALANT TO SEAL OUT WATER. COST FOR THE SEALANT SHALL BE INCLUDED IN ITEM 522.25.
 - I) AT THE CONTRACTOR'S OPTION, 75x205 PLANKS MAY BE FASTENED TO EACH FLOORBEAM USING 10R GALV. LAG SCREWS AT LEAST 150 MM LONG, IN LIEU OF 16R GALV. HEAVILY THREADED SPIKES. LAG SCREWS SHALL BE COUNTERSUNK AND HOLES SHALL BE FILLED WITH APPROVED SEALANT.
 - USED 5"x5" ALUM. COVER PLATES
 - USED SPIKES
 - J) LONGITUDINAL TIMBER DECK PLANKS SHALL BE A MINIMUM OF 2440 MILLIMETERS LONG. JOINTS BETWEEN ENDS OF LONGITUDINAL PLANKS SHALL BE CENTERED OVER THE SUPPORTING TIMBER FLOORBEAMS. ADJACENT PLANKS SHALL NOT HAVE JOINTS OVER THE SAME FLOORBEAM.
 - K) AT THE CONTRACTOR'S OPTION, THE WEARING SURFACE DECK PLANKS MAY BE 50x205 NOMINAL INSTEAD OF THE 50x150 NOMINAL SHOWN.
 - L) CURB TIMBERS SHALL BE A MINIMUM OF 2440 LONG. EACH SECTION OF TIMBER CURB SHALL BE ATTACHED TO THE DECK WITH AT LEAST TWO CURB BOLTS.
11. CHAIN-LINK FENCE:
 - A) CHAIN LINK FENCE ON ALL SPANS OF THE BRIDGE SHALL BE PAID UNDER ITEM 620.11, CHAIN-LINK FENCE, 1.2M (MOD. 1) (BRIDGE RAILING). CHAIN-LINK FENCE ON BOTH APPROACHES SHALL BE PAID UNDER ITEM 620.11, CHAIN-LINK FENCE, 1.2 m (MOD. 1) (BRIDGE APPROACH RAILING). ALL COMPONENTS OF THE FENCE SHALL BE BLACK VINYL-COATED INCLUDING FABRIC, POSTS, RAILS, BRACES, AND ALL CONNECTION HARDWARE, EXCEPT FOR THE UPPER AND LOWER POST BRACKETS THAT ATTACH THE FENCE POSTS TO THE TIMBER CURB AND DECK.
 - B) THE UPPER AND LOWER POST BRACKETS THAT ATTACH THE FENCE POSTS TO THE TIMBER CURB AND DECK SHALL BE AASHTO M270/M270M GRADE 250 STEEL, GALVANIZED. THE BOLTS FASTENING THE POST CONNECTORS TO THE TIMBER CURB AND DECK, AND BOLT THROUGH THE POST AT EACH LOWER POST CONNECTOR, SHALL BE ASTM A307 GALVANIZED STEEL. THE LAG SCREWS SHALL BE GALVANIZED STEEL AND CONFORM TO ANSI/ASME STANDARD B18.2.1-1981. THE UPPER AND LOWER POST BRACKETS AND THE BOLTS AND LAG SCREWS SHALL BE PAID UNDER ITEM 620.11.
 - C) IF THE STRUCTURAL DECK ON THE NEW TRUSS SPAN DOES NOT ALLOW CONNECTION OF THE LOWER POST BRACKET AS SHOWN IN THE PLANS, THE CONTRACTOR SHALL DEVELOP A NEW CONNECTION DETAIL AND SUBMIT IT TO THE ENGINEER FOR APPROVAL.

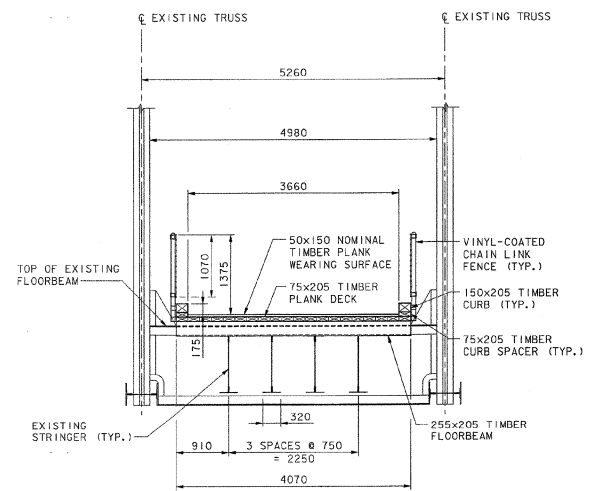
- D) THE LAYOUT OF THE CHAIN-LINK FENCE POSTS IN A TYPICAL BAY OF THE EXISTING TRUSS, AND ON A TYPICAL APPROACH, IS SHOWN IN THE PLANS. THE CONTRACTOR SHALL DETERMINE THE LAYOUT OF THE FENCE POSTS IN ALL OTHER LOCATIONS. MAXIMUM POST SPACING SHALL BE 2440 MILLIMETERS UNLESS OTHERWISE NOTED.
 - E) COUPLINGS SHALL BE PROVIDED IN HORIZONTAL RAILS AT EACH PIER AND ABUTMENT TO ALLOW FOR AT LEAST 25 mm EXPANSION AND 25 mm CONTRACTION FROM 7° CELSIUS.
 - F) CHAIN-LINK FENCE POSTS, BRACES AND RAILS SHALL BE TYPE 11 ROUND, POST (STEEL PIPE) CONFORMING TO ASTM F1043, GROUP 1C, INDUSTRIAL FENCE, HAVING A MINIMUM YIELD STRENGTH OF 345 MPa.
 - G) REFERENCE STANDARD SHEET F-2M FOR ADDITIONAL CHAIN-LINK FENCE DETAILS AND NOTES.
 - H) THE TOP RAIL AND TOP OF CHAIN-LINK FENCE FABRIC SHALL BE THE SAME HEIGHT ON THE APPROACHES AND THE ADJACENT ENDS OF THE BRIDGE.
12. NEW PREFABRICATED MULTI-MODAL BRIDGE:
 - A) THE CONTRACTOR SHALL PROVIDE A NEW PREFABRICATED MULTI-MODAL BRIDGE TO REPLACE THE MISSING SUPERSTRUCTURE IN SPAN 4 OF THE EXISTING BRIDGE. THE NEW BRIDGE SHALL BE A SINGLE SPAN STEEL TRUSS MEETING THE FOLLOWING GEOMETRIC CRITERIA:
 - MUST BE A PONY TYPE TRUSS, I.E. NO CONNECTION BETWEEN THE TOP CHORDS OF THE TWO TRUSSES
 - END POSTS MUST SLOPE AT AN ANGLE APPROXIMATELY EQUAL TO THAT OF THE END POSTS ON THE ADJACENT EXISTING TRUSS IN SPAN 3
 - TOP AND BOTTOM CHORDS MUST BE STRAIGHT AND PARALLEL TO EACH OTHER
 - FLOOR SYSTEM MAY NOT EXTEND BELOW THE BOTTOM CHORD
 - NO PORTION OF NEW TRUSS MAY EXTEND MORE THAN 305 MILLIMETERS BELOW THE BOTTOM CHORD OF THE ADJACENT EXISTING TRUSS IN SPAN 3
 - THE NEW TIMBER PLANK WEARING SURFACE, TIMBER CURB AND CURB SPACERS, AND CHAIN-LINK FENCE ON SPANS 1-3 SHALL BE CONTINUED ACROSS SPAN 4. THE NEW TRUSS SHALL BE WIDE ENOUGH TO ACCOMMODATE THIS DETAIL WITHIN THE TRUSS.
 - B) THE PREFABRICATED STEEL TRUSS BRIDGE SHALL BE DESIGNED, DETAILED, FABRICATED, TRANSPORTED TO THE SITE, AND ERECTED BY THE MANUFACTURER/CONTRACTOR. THE NEW TRUSS BRIDGE MAY BE PRODUCED BY ANY OF THE FOLLOWING MANUFACTURERS OR AN APPROVED EQUAL:

| | | |
|--|---|--|
| U.S. BRIDGE 4009 & DORP ASSOCIATES, INC. 84 FERRY STREET HUDSON, NH 03051 (603) 566-3677 | STEADFAST BRIDGES 119 40TH ST N.E. FORT PAYNE, AL 35967 (800) 749-7515 | CONTINENTAL BRIDGE 8301 STATE HIGHWAY 29N ALEXANDRIA, MN 56308 (800) 328-2047 |
|--|---|--|
 - C) ALL STEEL IN THE NEW TRUSS SHALL BE UNPAINTED STRUCTURAL STEEL CONFORMING TO AASHTO M270/M270M GRADE 345R, OR FOR STEEL TUBING, ASTM A847.
 - D) THE CONTRACTOR SHALL SELECT AND DESIGN THE TYPE OF STRUCTURAL DECK FOR THE NEW TRUSS. THE NEW DECK MUST ACCOMMODATE THE TIMBER PLANK WEARING SURFACE, TIMBER CURB AND CURB SPACERS, AND CHAIN-LINK FENCE. IF THE TYPE OF DECK SELECTED WILL NOT ALLOW THE WEARING SURFACE, CURB, AND FENCE TO BE FASTENED AS SHOWN IN THE PLANS, THE CONTRACTOR SHALL DEVELOP NEW ATTACHMENT DETAILS FOR APPROVAL BY THE RESIDENT ENGINEER.
 - E) THE DECK OF THE NEW TRUSS SHALL EXTEND TO THE END OF THE EXISTING STRINGERS AT PIER 3. STRUCTURAL SUPPORT OF THIS SECTION OF THE DECK SHALL BE INCLUDED IN THE DESIGN OF THE NEW TRUSS.
 - F) THE NEW TRUSS WILL BE SUPPORTED BY THE EXISTING PIER 3 AND ABUTMENT 2. THE CONTRACTOR SHALL DESIGN AND CONSTRUCT ALL MODIFICATIONS TO PIER 3 AND ABUTMENT 2 NECESSARY TO SUPPORT THE NEW SUPERSTRUCTURE AT THE REQUIRED ELEVATION. PLANS OF PROPOSED MODIFICATIONS TO PIER 3 AND ABUTMENT 2 SHALL BE SUBMITTED TO THE ENGINEER FOR REVIEW AT THE SAME TIME PREFABRICATED BRIDGE DRAWINGS ARE SUBMITTED. CAST-IN-PLACE CONCRETE USED IN SUBSTRUCTURE MODIFICATIONS SHALL MEET THE REQUIREMENTS OF ITEM 501.25, CONCRETE, CLASS B, BUT ALL COSTS SHALL BE INCLUDED IN ITEM 545.20.
 - G) THE TRUSS SHALL BE SET SO THAT THE FINISHED GRADE OF THE TIMBER WEARING SURFACE AT THE PIER 3 END OF SPAN 4 MATCHES THE NEW FINISHED GRADE ELEVATION AT THE PIER 3 END OF SPAN 3.
 - H) THE BEARINGS FOR THE NEW TRUSS SHALL BE SELECTED, DESIGNED, AND INSTALLED BY THE CONTRACTOR. BEARING DEVICES SHALL CONFORM TO THE APPLICABLE SUBSECTIONS OF SECTIONS 531 AND 731. EXPANSION BEARINGS SHALL BE ADJUSTED FOR TEMPERATURE AND THE EFFECT OF TOTAL DEAD LOAD DEFLECTION.
 - I) ANY STEEL COMPONENTS OF BEARINGS, INCLUDING PLATES, ANCHOR BOLTS, NUTS AND WASHERS SHALL BE GALVANIZED OR METALIZED PER SECTION 531.04 (b). AREAS OF GALVANIZING OR METALIZING DAMAGED BY WELDING AND/OR HANDLING SHALL BE REPAIRED PER ASTM A760/A760M. ANY PLATES USED IN THE BEARINGS SHALL BE A MINIMUM OF 25 MILLIMETERS IN THICKNESS.
 - J) ITEM 545.20, PREFABRICATED MULTI-MODAL BRIDGE, SHALL INCLUDE ALL LABOR, MATERIALS, AND EQUIPMENT TO COMPLETE THE DESIGN AND CONSTRUCTION OF THE PROPOSED PREFABRICATED TRUSS, INCLUDING, BUT NOT LIMITED TO, THE STRUCTURAL DECK, BEARINGS AND ANCHOR BOLTS, AND MODIFICATIONS TO SUBSTRUCTURES.
 - K) THE SUPPLIER SHALL ASSIST AND ADVISE THE CONTRACTOR IN UNLOADING AND ERECTING THE TRUSS SUPERSTRUCTURE. ALL INSTRUCTIONS REGARDING ERECTION AND FIELD CONNECTIONS PROVIDED BY THE MANUFACTURER SHALL BE ADHERED TO BY THE CONTRACTOR.
 - L) THE TRUSS SHALL BE CONSTRUCTED AND ERECTED WITHIN THE EXISTING RIGHT-OF-WAY, INCLUDING ANY BRIDGE ELEMENTS SWUNG BY CRANE. SELECTIVE TREE AND BRUSH CUTTING MAY BE DONE TO ALLOW PLACEMENT BY CRANE. CUTTING MUST BE APPROVED BY THE RESIDENT ENGINEER. CLEAR CUTTING SHALL NOT BE PERMITTED.
 - M) THE CONTRACTOR MAY USE TEMPORARY STEEL BENTS IN THE RIVER FOR TRUSS ERECTION. CONSTRUCTION AND ACCESS FOR BENT SHALL BE WITHIN THE RIGHT-OF-WAY. SEE STREAM ALTERATION PERMIT FOR BENT REQUIREMENTS.
 13. EXPANSION JOINTS
 - A) EXPANSION JOINTS SHALL BE PROVIDED AT EACH PIER AND ABUTMENT TO ALLOW FOR THERMAL EXPANSION AND CONTRACTION OF THE STEEL SUPERSTRUCTURES.
 - B) THE EXPANSION JOINTS IN THE DECK SHALL BE SIMILAR TO THE JOINT AT ABUTMENT 1 SHOWN IN THE PLANS. THE CONTRACTOR SHALL DEVELOP DETAILS OF ALL THE PROPOSED JOINTS, INCLUDING WIDTH OF THE STEEL CHECKERED PLATE, TEMPERATURE ADJUSTMENT TABLE FOR SETTING JOINT, AND LOCATION OF FASTENERS, AND SUBMIT THEM TO THE ENGINEER FOR REVIEW. THE MAXIMUM SPAN LENGTH OF THE 13 MILLIMETER THICK STEEL CHECKERED PLATE IS 150 MILLIMETERS. DECK EXPANSION JOINT DETAILS SHALL BE BASED ON THE TIMBER FLOORBEAM LAYOUT AND NEW TRUSS SPAN DECK CONFIGURATION DETERMINED BY THE CONTRACTOR. ALL COSTS FOR DECK EXPANSION JOINTS SHALL BE PAID UNDER ITEM 516.10, BRIDGE EXPANSION JOINT (MOD) (CHECKERED PLATE).
 - C) EXPANSION JOINTS IN TIMBER CURBS SHALL CONSIST OF OPEN GAPS IN THE CURBS. THE GAPS SHALL BE 25 MILLIMETERS AT 7° CELSIUS. FOR INSTALLATION, FOR EVERY 2 DEGREE INCREMENT ABOVE 7 DEGREES, DECREASE THE GAP BY 5 MILLIMETERS. FOR EVERY 2 DEGREE INCREMENT BELOW 7 DEGREES, INCREASE THE GAP BY 5 MILLIMETERS.
 - D) STEEL CHECKERED PLATE SHALL BE GALVANIZED AASHTO M270/M270M GRADE 250.

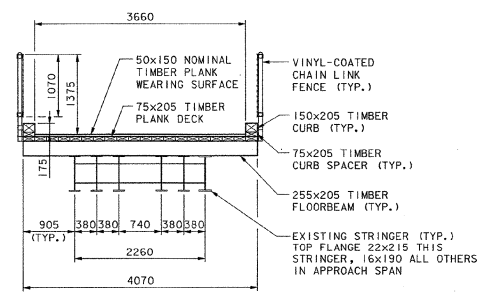
| STATE OF VERMONT AGENCY OF TRANSPORTATION | | | |
|--|-------------|--------------------------|---------------|
| Town Of | SHELDON | Bridge No. | |
| Highway No. | - | Log Sta. | |
| | | Surv. Sta. | |
| SHELDON TRANSPORTATION PATH | | | |
| BRIDGE CONSTRUCTION NOTES | | | |
| Designed By | T.S. BRYANT | Drawn By | C.L. CILLEY |
| Checked By | Date | Bridge Design Supervisor | |
| A.J. CRAWFORD | 2/02 | C.D. BAKER | Date 2/02 |
| PROJECT | SHELDON | PROJECT NO. | STP BIKE(37)S |
| I.G.C. Info. | | | |
| Bridge Sheet No. | LF022GNT | Sheet | 9 of 15 |
| VANASSE HANGEN BRUSTLIN, INC. | | | |
| WB NO. 9837 plot date: 2/7/2002 | | | |



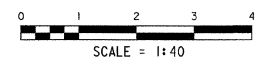
KEY PLAN & ELEVATION
NOT TO SCALE



EXISTING TRUSS SPANS 2 & 3
TYPICAL BRIDGE SECTION
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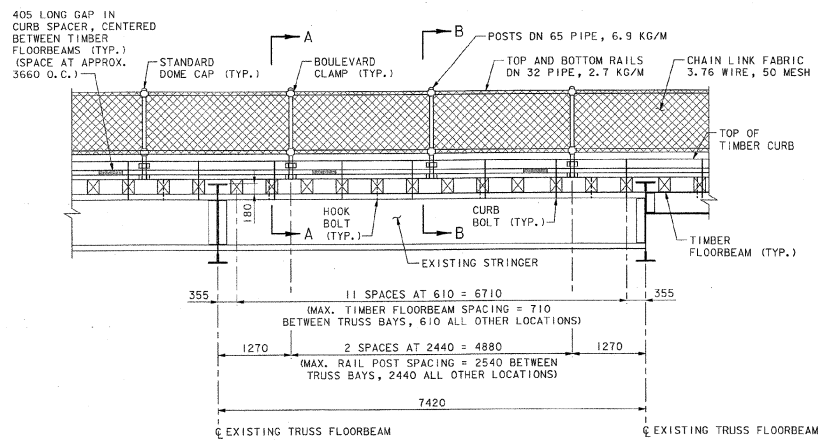


EXISTING APPROACH SPAN 1
TYPICAL BRIDGE SECTION
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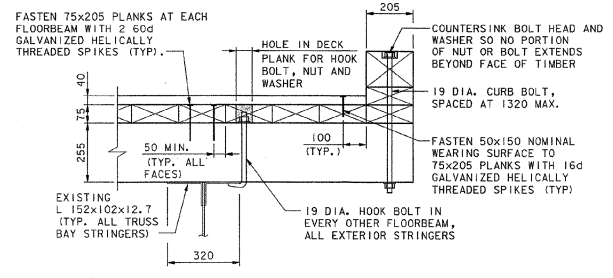


STATE OF VERMONT
AGENCY OF TRANSPORTATION

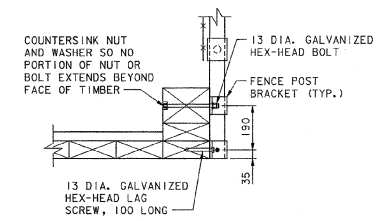
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|---|-------------|--------------------------|---------------|
| Town Of | SHELDON | Bridge No. | |
| Highway No. | - | Log Sta. | |
| | | Surv. Sta. | |
| SHELDON TRANSPORTATION PATH | | | |
| BRIDGE TYPICAL SECTIONS & PLAN | | | |
| Designed By | T.S. BRYANT | Drawn By | C.L. CILLEY |
| Checked By | Date | Bridge Design Supervisor | Date |
| A.J. CRAWFORD | 2/02 | C.D. BAKER | 2/02 |
| PROJECT | SHELDON | PROJECT NO. | STP BIKE(37)S |



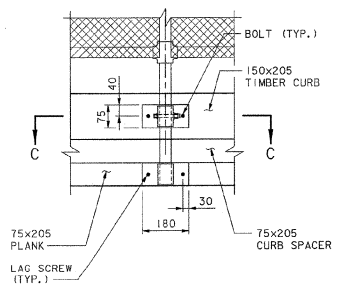
EXISTING TRUSS SPAN TYPICAL BAY ELEVATION
SCALE: 1:40



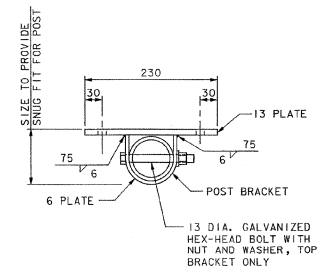
SECTION A-A
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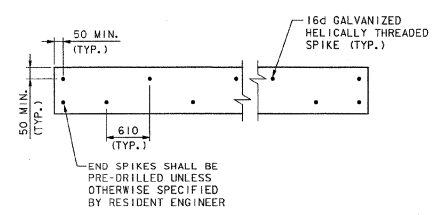
SECTION B-B
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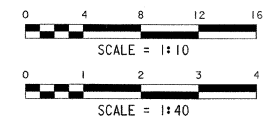
TYPICAL FENCE POST CONNECTION DETAIL
NOT TO SCALE



SECTION C-C
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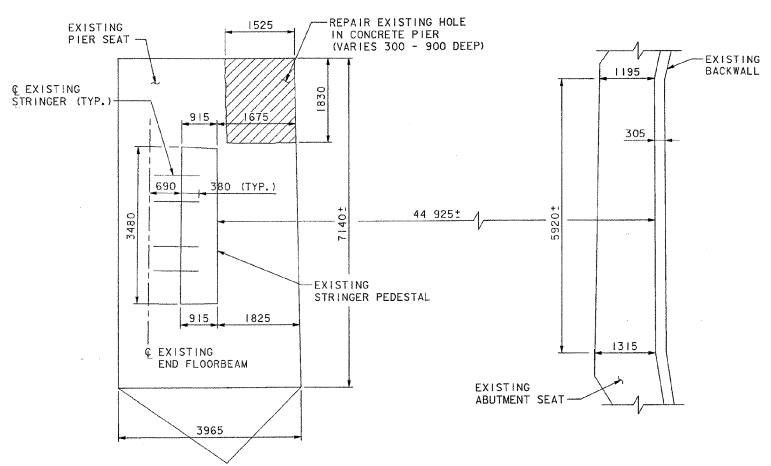


WEARING SURFACE PLANK ATTACHMENT PLAN
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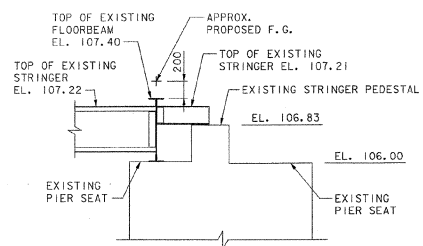


STATE OF VERMONT AGENCY OF TRANSPORTATION

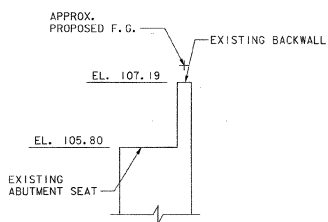
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|--------------------------------------|---------------|--------------------------|---------------|
| Town Of | SHELDON | Bridge No. | |
| Highway No. | - | Log Sta. | |
| SHELDON TRANSPORTATION PATH | | | |
| BRIDGE DETAILS (SHEET 1 OF 2) | | | |
| Designed By | T.S. BRYANT | Drawn By | C.L. CILLEY |
| Checked By | A.J. CRAWFORD | Bridge Design Supervisor | C.D. BAKER |
| PROJECT | SHELDON | Date | 2/02 |
| | | Date | 2/02 |
| | | PROJECT NO. | STP BIKE(37)S |
| L.G.C. Info. | | | |
| Bridge Sheet No. | LFO22TSC | Sheet | 11 of 15 |



PLAN



PIER 3

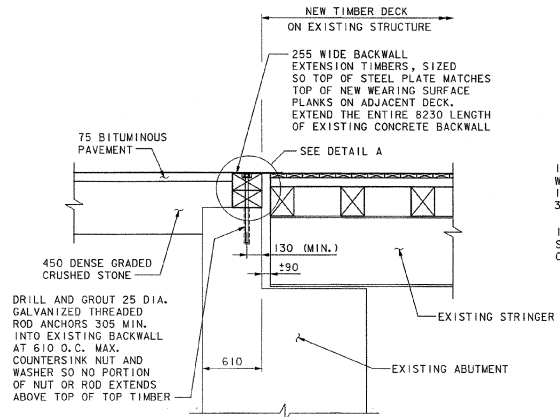


ABUTMENT 2

SPAN 4 EXISTING MASONRY

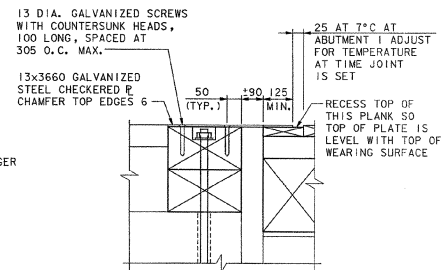
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LONGITUDINAL SECTION



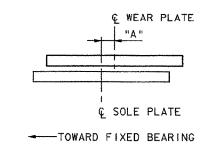
ABUTMENT 1 DECK END DETAIL

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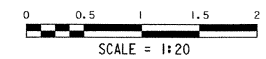


DETAIL A

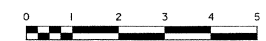
NOT TO SCALE



| TEMPERATURE ADJUSTMENT TABLE | |
|------------------------------|----------|
| TEMPERATURE | "A" (mm) |
| -18° C | -14 |
| -9° C | -9 |
| -1° C | -5 |
| 7° C | 0 |
| 16° C | 5 |
| 24° C | 9 |
| 32° C | 14 |
| 41° C | 19 |



SCALE = 1:20



SCALE = 1:50

STATE OF VERMONT
AGENCY OF TRANSPORTATION

| | | | |
|--------------------------------------|---------------|--------------------------|---------------|
| Town of | SHELDON | Bridge No. | |
| Highway No. | | Log Sta. | |
| | | Surv. Sta. | |
| SHELDON TRANSPORTATION PATH | | | |
| BRIDGE DETAILS (SHEET 2 OF 2) | | | |
| Designed By | T.S. BRYANT | Drawn By | C.L. CILLEY |
| Checked By | A.J. CRAWFORD | Bridge Design Supervisor | C.D. BAKER |
| Date | 2/02 | Date | 2/02 |
| PROJECT | SHELDON | PROJECT NO. | STP BIKE(37)S |

