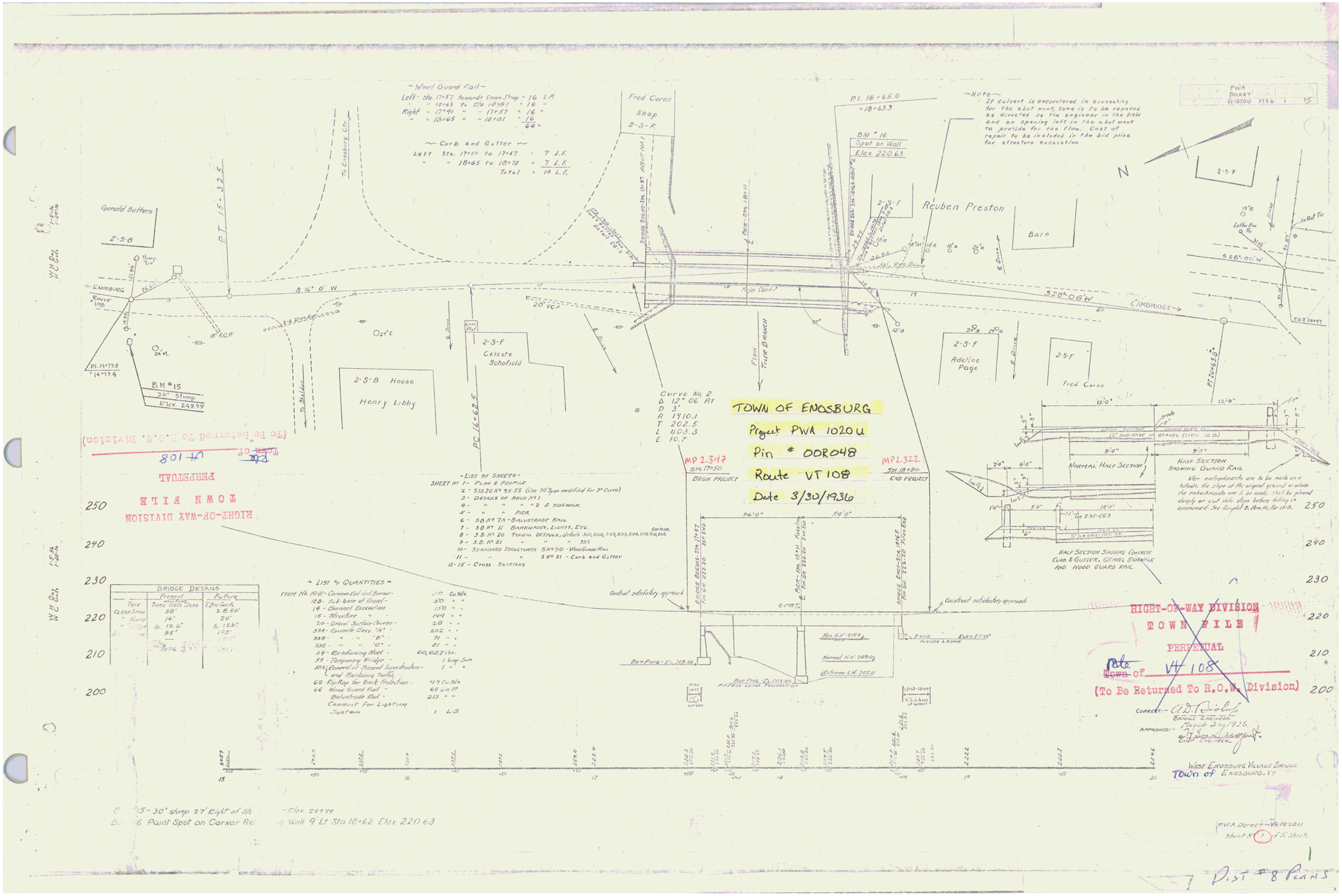
~ Ward Guard Rail ~
Left - Sta. 17+57 towards Coron Shop = 16 L.F.
" " 18+65 to Sta. 18+81 = 16 "
Right " 17+91 " " 17+57 = 16 "
" " 18+65 " " 18+01 = 16
64"
~ Curb and Gutter ~
Left Sta. 17+50 to 17+57 = 7 L.F.
" " 18+65 to 18+72 = 7 L.F.
Total = 14 L.F.
Fred Coron Shop 2-S-F
P.I. 18+65.0
=18+63.3
BM #16
Spot on Wall
Elev 220.63
~Note~
If culvert is encountered in excavating for the abut ment, same is to be repaired as directed by the engineer in the field and an opening left in the abut ment to provide for the flow. Cost of repair to be included in the bid price for structure excavation.
PWA DOCKET
Vt.1020U 1936 1 15
N
Gerald Betters
2-S-B
P.T. 15+32.5
To Enosburg Ctr.
Stump Tie
ENOSBURG
ROUTE 108
S 16° 0' W
18" RCP
24" M.
P.I. 14+73.8
=14+73.4
B.M. #15
30" Stump
Elev. 249.99
2-S-B House
Henry Libby
To Stables
20" VCP
2-S-F
Celeste Schofield
PC 16+62.5
Major Chord
Flow
Tyler Branch
Curve No. 2
Δ 12° 06' Rt
D 3°
R 1910.1
T 202.5
L 403.3
E 10.7
MP 2.347
STA. 17+50
BEGIN PROJECT
MP 2.322
STA. 18+80
END PROJECT
Reuben Preston
Barn
2-S-F
Adeline Page
2-S-F
Fred Coron
S 28° 06' W
CAMBRIDGE
P.O.T. 24+47
PT 20+65.0
Letter Box
Ballast Tie
TOWN OF ENOSBURG
Project PWA 1020U
Pin # 00R048
Route VT 108
Date 3/30/1936
~LIST OF SHEETS~
SHEET No 1 - PLAN & PROFILE
2 - STD 20 No 45-55 (Use 50' Span modified for 3° Curve)
3 - DETAILS OF ABUT. No 1
4 - " " " " 2 & SIDEWALK
5 - " " PIER
6 - S.B. No 7A - BALUSTRADE RAIL
7 - S.B. No 11 BARRICADES, LIGHTS, ETC.
8 - S.B. No 20 TYPICAL DETAILS, details S101, S102, S103, S105, S108, S109, S110, S112.
9 - S.B. No 21 " " " " S113
10 - STANDARD STRUCTURES S No 30 - Wood Guard Rail
11 - " " S No 31 - Curb and Gutter
12-15 - Cross Sections
~LIST OF QUANTITIES~
ITEM No 10-11 - Common Excl. incl Borrow - 30 Cu Yds.
12B - Sub-base of Gravel - 50 " "
14 - Channel Excavation - 150 " "
15 - Structure " - 144 " "
20 - Gravel Surface Course - 20 " "
33A - Concrete Class "A" - 202 " "
33B - " " "B" - 71 " "
33C - " " "C" - 21 " "
34 - Reinforcing Steel - 60,627 Lbs.
55 - Temporary Bridge - 1 Lump Sum
58A - Removal of Present Superstructure and Maintaining Traffic - 1 " "
62 Riprap for Bank Protection - 47 Cu Yds
66 Wood Guard Rail - 64 Lin Ft
Balustrade Rail - 213 " "
Conduit For Lighting System - 1 L.S.
BRIDGE DETAILS
Present: Type - Thru Plate Girder; Clear Span - 28'; Roadway - 14'; Width - Av. 12.6'; Length - 95'
Future: Type - T.Bm. Concrete; Clear Span - 28.5'; Roadway - 20'; Width - Av. 12.6'; Length - 105'
Construct satisfactory approach
Bridge Ends - Sta. 17+57 Fin. Gr. 222.20 Bot. End
Pier - Sta. 18+11 Fin. Gr. 222.20 Top End
Bridge Ends - Sta. 18+65 Fin. Gr. 222.20 Top End
0.778%
Max. H.W. 215.0
Normal H.W. 209.0
Extreme L.W. 205.0
Bot. Ftng. - El. 208.00
Bot. Ftng. - El. 203.00 Affect Loose Foundation
Ftng. Bottom Loose Rock
Elev. 217.00
Normal Half Section
Half Section Showing Guard Rail
When embankments are to be made on a hillside, the slope of the original ground on which the embankments are to be made, shall be plowed deeply or cut into steps before filling is commenced. See Templet B, Item 10, Par 103.
Half Section Showing Concrete Curb & Gutter, Gravel Sidewalk and Wood Guard Rail.
RIGHT-OF-WAY DIVISION
TOWN FILE
PERPETUAL
Town of VT 108
(To Be Returned To R.O.W. Division)
Correct:- A.D. Dickey
Bridge Engineer
March 30, 1936.
Approved:-
State Bridge Engineer.
West Enosburg Village Bridge
Town of Enosburg, Vt.
PWA Docket - Vt 1020U
Sheet No 1 of 15 Sheets
Dist #8 Plans