

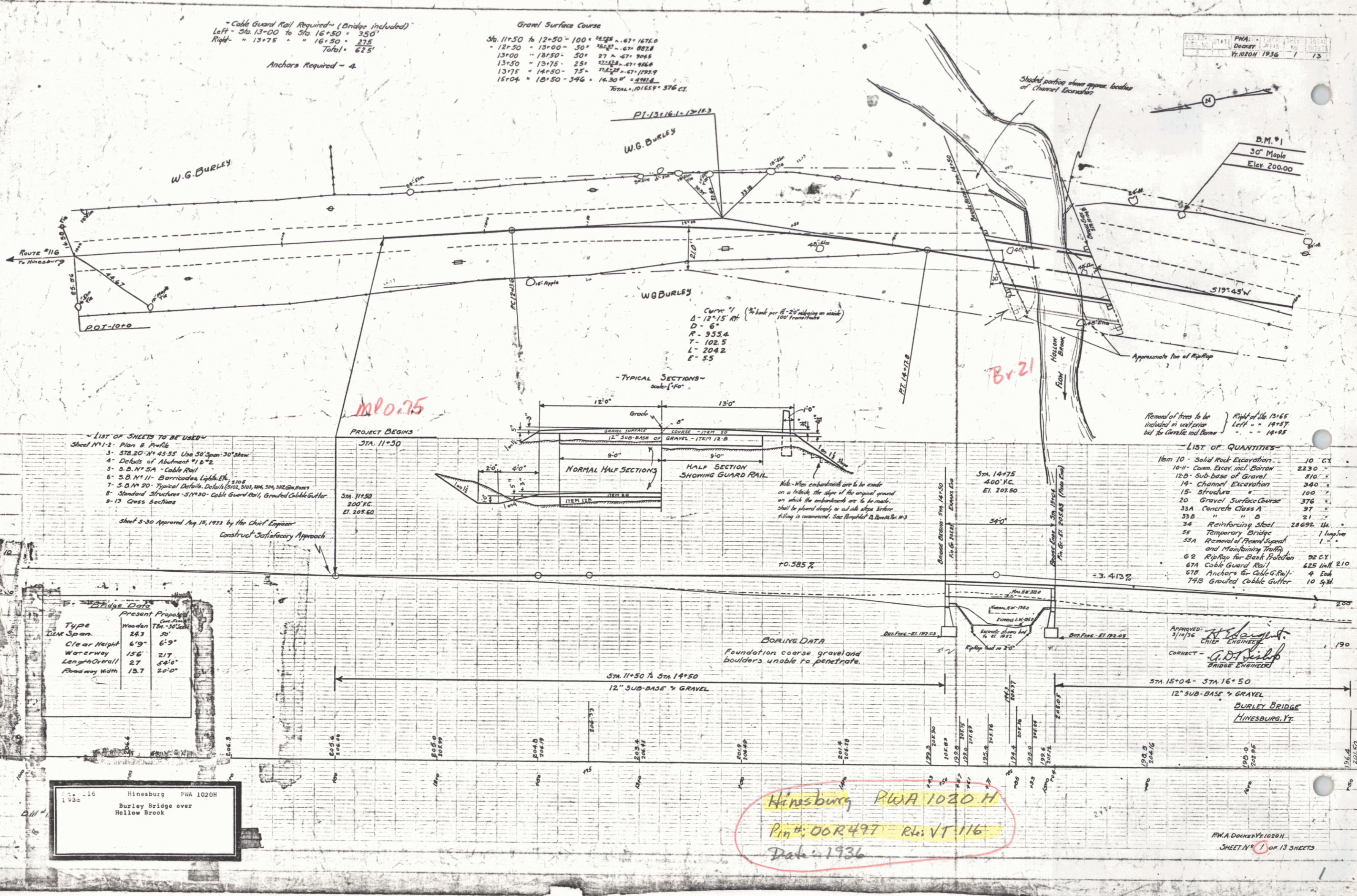
Cable Guard Rail Required - (Bridge included)
 Left - Sta. 13+00 to Sta. 16+50 = 350'
 Right = 13+75 " " 16+50 = 275'
 Total = 625'

Anchors Required - 4

Gravel Surface Course
 Sta. 11+50 to 12+50 - 100' 14.25% = 1425.0
 " 12+50 " 13+00 - 50' 14.25% = 712.5
 13+00 " 13+50 - 50' 27.1% = 1355.0
 13+50 " 13+75 - 25' 22.25% = 556.25
 13+75 " 14+50 - 75' 14.25% = 1068.75
 14+50 " 15+04 - 54' 14.30% = 774.6
 Total = 5812.1'

PWA DOCKET Vt. 1020 H
 1936

W.G. BURLEY
 W.G. BURLEY
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- LIST OF SHEETS TO BE USED
- Sheet No. 1 - Plans & Profile
 - 3 - STA. 20+00 to 25+55 Use 50' Span - 30' Abut
 - 4 - Details of Abutment #1 & #2
 - 5 - S.D. No. 5A - Cable Rail
 - 6 - S.B. No. 11 - Barricades, Lights, Etc.
 - 7 - S.D. No. 20 - Typical Details Details (Cable, 500, 1000, 500, 300, 200, 100)
 - 8 - Standard Structures - 51700 - Cable Guard Rail, Grouted Cobble Gutter
 - 9 - 13 Cross Sections
- Sheet 5-30 Approved Aug 18, 1933 by the Chief Engineer
 Construct Satisfactory Approach

Bridge Data	
Type	Present Prop.
Span	Wooden
Clear Height	28.3'
Waterway	6'9"
Length Overall	156'
Roadway Width	27'
	20'0"

Hinesburg PWA 1020 H
 Burley Bridge over
 Hollow Brook

180.75

Br 21

Hinesburg PWA 1020 H
 Pin No. 00R497 - Rts. Vt. 116
 Date: 1936

- LIST OF QUANTITIES
- 10m 10 - Solid Rock Excavation 10 CY
 - 10-11 - Comp. Excav. incl. Borrow 2230
 - 12-13 - Sub-base of Gravel 310'
 - 14 - Channel Excavation 240
 - 15 - Structure 100
 - 20 - Gravel Surface Course 376
 - 33A - Concrete Class A 37
 - 33B " " 21
 - 34 - Reinforcing Steel 2869' lbs.
 - 55 - Temporary Bridge 1 Amp/Sec
 - 55A - Removal of Road Support and Maintaining Traffic 1
 - 62 - Right-of-Way for Blank Protection 25 CY
 - 67A - Cable Guard Rail 625' incl. 210
 - 67B - Anchors for Cable Guard Rail 4 Ewh
 - 74B - Grouted Cobble Gutter 10 S.W.

BORING DATA
 Foundation coarse gravel and boulders unable to penetrate.

APPROVED: *H. H. Houghton*
 CHIEF ENGINEER
 CORRECTED: *G. D. Smith*
 BRIDGE ENGINEER

PWA DOCKET Vt. 1020 H
 SHEET NO. 1 OF 13 SHEETS

DIST # 5 PLANS