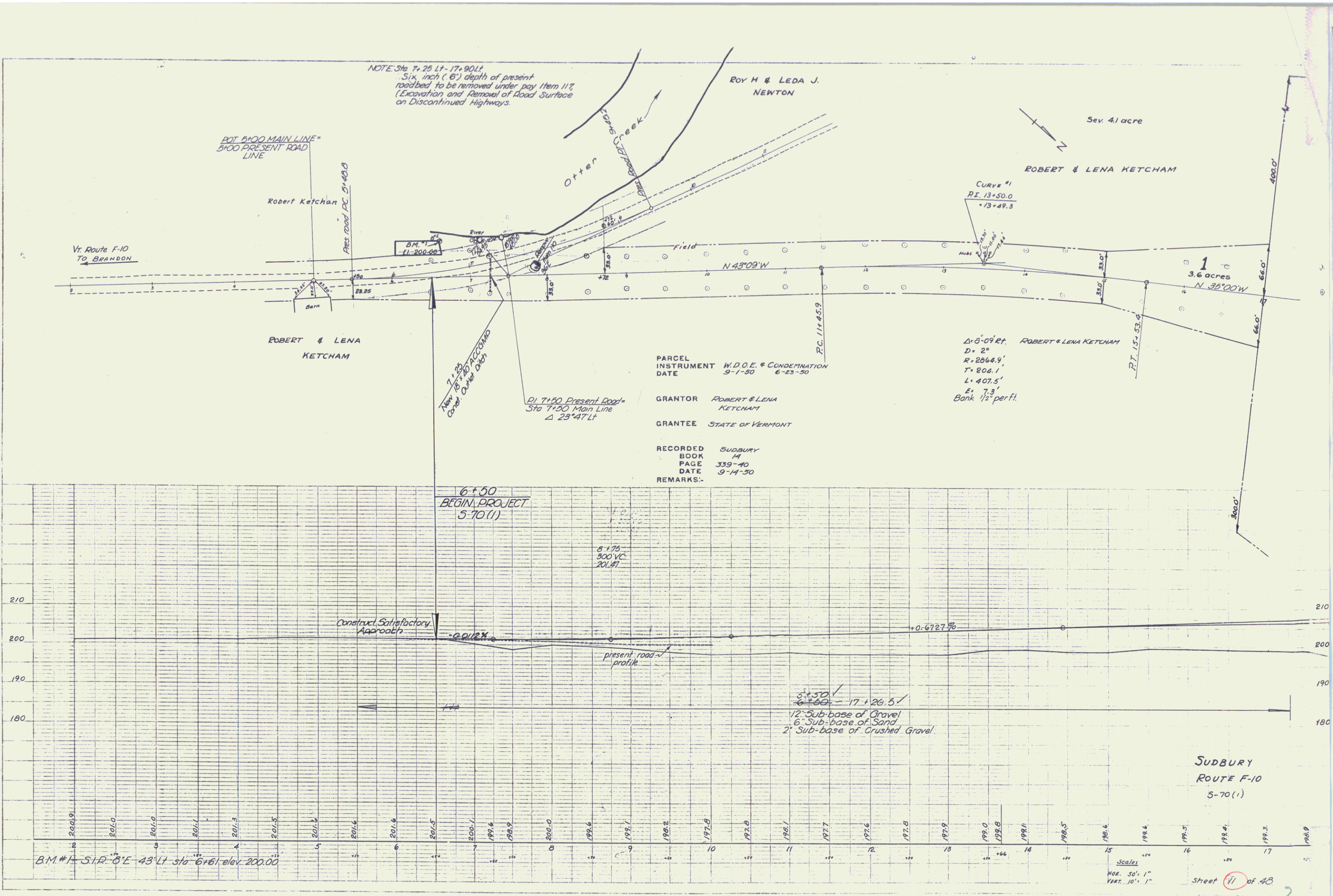


FILE NO. 100-100-100
 DATE 10-1-80
 DRAWN BY J. H. HARRIS
 CHECKED BY J. H. HARRIS
 TITLE BRIDGE PARCELS CHANGED
 PROJECT NO. 100-100-100

FILE NO. 100-100-100
 DATE 10-1-80
 DRAWN BY J. H. HARRIS
 CHECKED BY J. H. HARRIS
 TITLE BRIDGE PARCELS CHANGED
 PROJECT NO. 100-100-100



NOTE: Sta 7+25 LT - 17+90 LT
 Six inch (6") depth of present
 roadbed to be removed under pay item 117
 (Excavation and Removal of Road Surface
 on Discontinued Highways.

POB 5+00 MAIN LINE =
 5+00 PRESENT ROAD
 LINE

Vt. Route F-10
 TO BRANDON

ROBERT & LENA
 KETCHAM

ROY H & LEDA J.
 NEWTON

ROBERT & LENA KETCHAM

PARCEL INSTRUMENT W.D.O.E. & CONDEMNATION
 DATE 9-1-80 6-23-80

GRANTOR ROBERT & LENA
 KETCHAM
 GRANTEE STATE OF VERMONT

RECORDED SUDBURY
 BOOK 14
 PAGE 339-40
 DATE 9-14-80

REMARKS:-

Δ = 0-092%
 D = 2°
 R = 2866.9'
 T = 206.1'
 L = 407.5'
 E = 7.3'
 Bank 1/2" per ft.

6+50
 BEGIN PROJECT
 5-70(1)

Construct Satisfactory
 Approach

present road
 profile

5+50
 6+50
 12" Sub-base of Gravel
 6" Sub-base of Sand
 2" Sub-base of Crushed Gravel

SUDBURY
 ROUTE F-10
 5-70(1)

B.M. #1 - S.I.R. 8'E 43' LT Sta 6+61 elev. 200.00

Scales
 HOR. 50' = 1"
 VERT. 10' = 1"

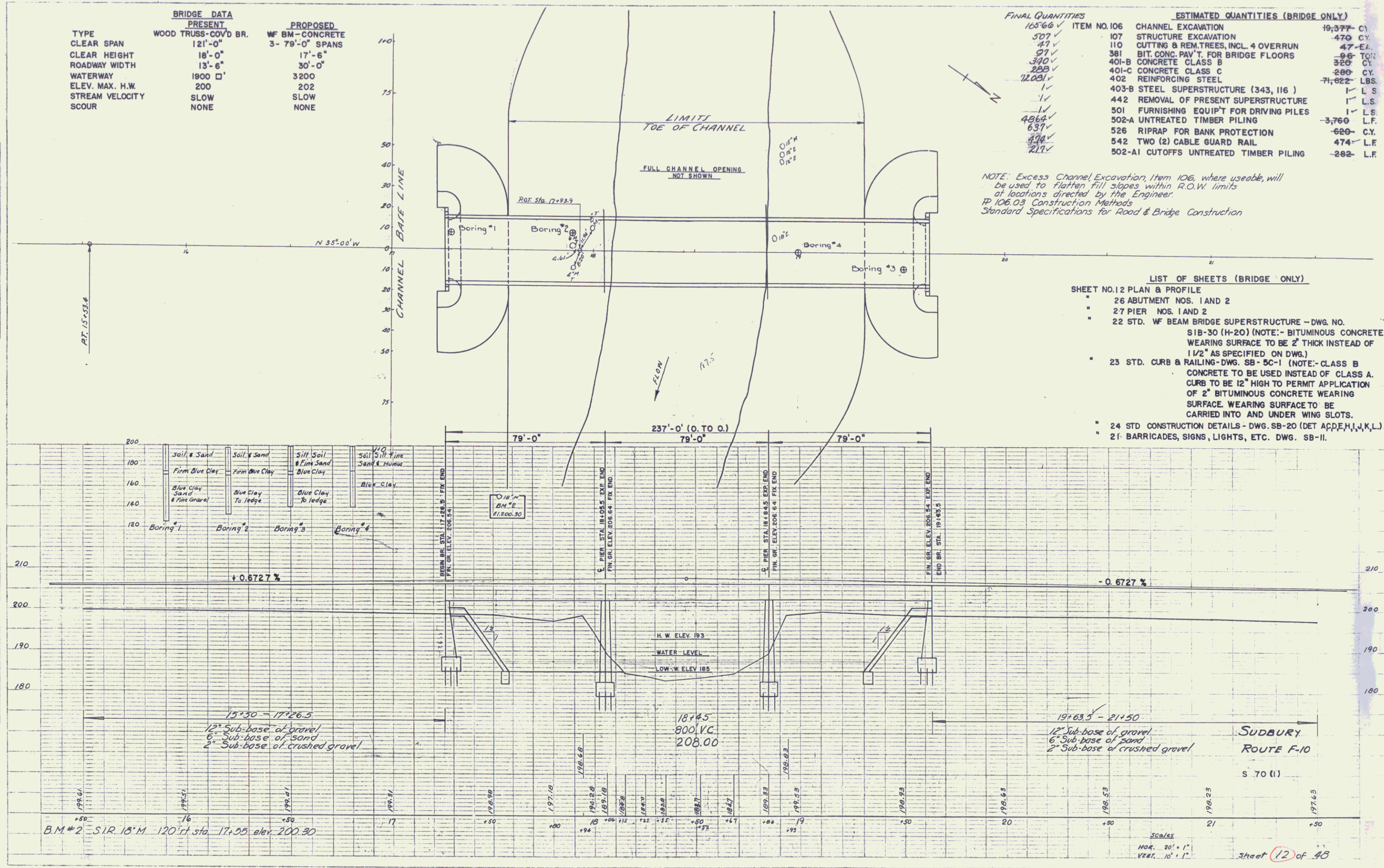
Sheet 11 of 48

BRIDGE DATA		
	PRESENT	PROPOSED
TYPE	WOOD TRUSS-COVD BR.	WF BM-CONCRETE
CLEAR SPAN	121'-0"	3- 79'-0" SPANS
CLEAR HEIGHT	18'-0"	17'-6"
ROADWAY WIDTH	13'-6"	30'-0"
WATERWAY	1900' □	3200
ELEV. MAX. H.W.	200	202
STREAM VELOCITY	SLOW	SLOW
SCOUR	NONE	NONE

FINAL QUANTITIES	ESTIMATED QUANTITIES (BRIDGE ONLY)
165'66	ITEM NO. 106 CHANNEL EXCAVATION 19,377 C.Y.
577	107 STRUCTURE EXCAVATION 470 C.Y.
97	110 CUTTING & REM. TREES, INCL. 4 OVERRUN 96 TON
370	381 BIT. CONC. PAV'T. FOR BRIDGE FLOORS 320 C.Y.
288	401-B CONCRETE CLASS B 280 C.Y.
12081	401-C CONCRETE CLASS C 71,022 LBS.
	402 REINFORCING STEEL 1 L.S.
	403-B STEEL SUPERSTRUCTURE (343, 116) 1 L.S.
	442 REMOVAL OF PRESENT SUPERSTRUCTURE 1 L.S.
4864	501 FURNISHING EQUIP'T FOR DRIVING PILES 1 L.S.
637	502-A UNTREATED TIMBER PILING -3,760 L.F.
470	526 RIPRAP FOR BANK PROTECTION -620 C.Y.
217	542 TWO (2) CABLE GUARD RAIL 474 L.F.
	502-A1 CUTOFFS UNTREATED TIMBER PILING -282 L.F.

NOTE: Excess Channel Excavation, Item 106, where useable, will be used to Flatten Fill slopes within R.O.W. limits at locations directed by the Engineer.
 IP 106.03 Construction Methods
 Standard Specifications for Road & Bridge Construction

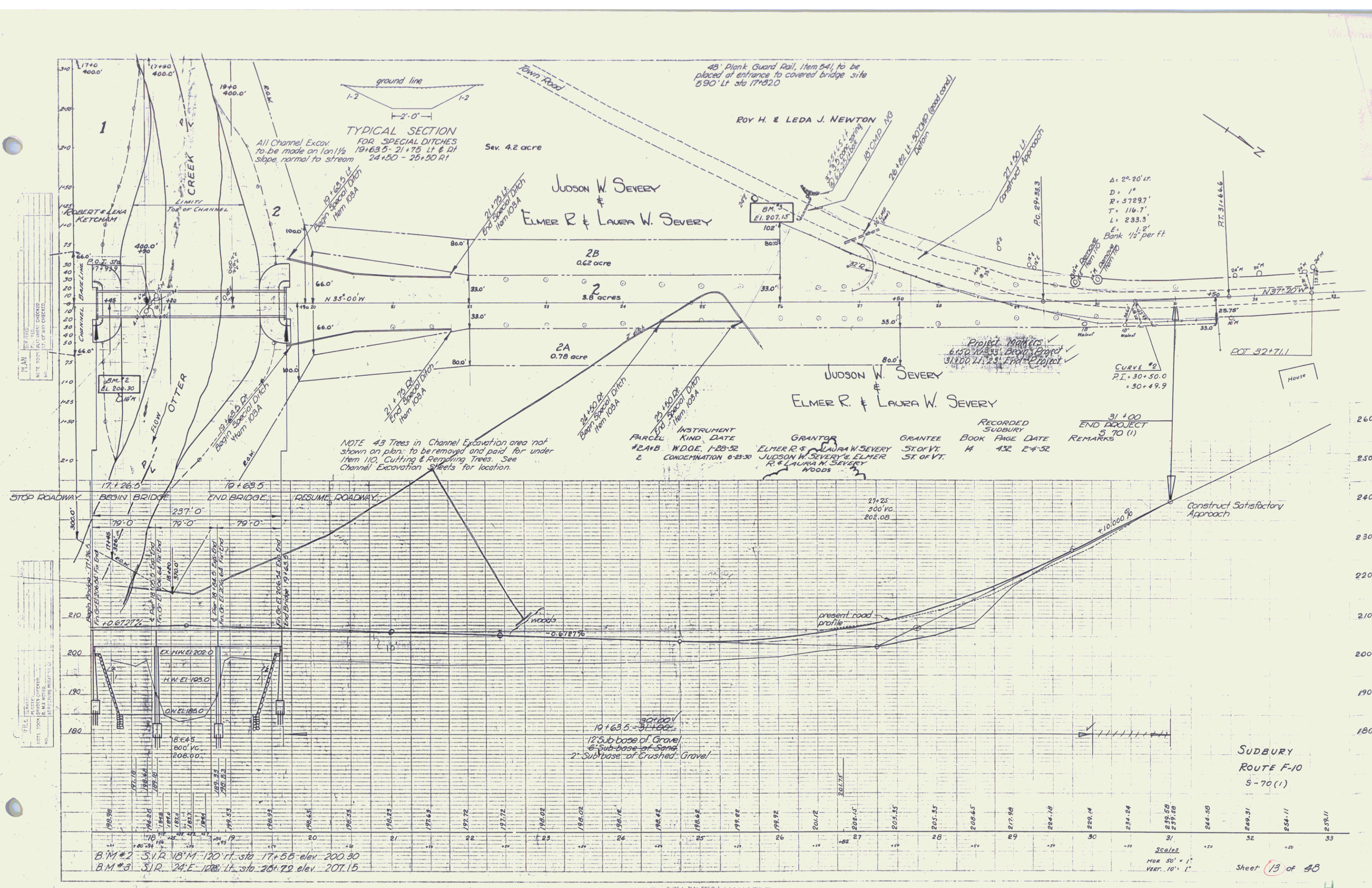
- LIST OF SHEETS (BRIDGE ONLY)
- SHEET NO. 12 PLAN & PROFILE
 - 26 ABUTMENT NOS. 1 AND 2
 - 27 PIER NOS. 1 AND 2
 - 22 STD. WF BEAM BRIDGE SUPERSTRUCTURE - DWG. NO. S1B-30 (H-20) (NOTE: - BITUMINOUS CONCRETE WEARING SURFACE TO BE 2" THICK INSTEAD OF 1 1/2" AS SPECIFIED ON DWG.)
 - 23 STD. CURB & RAILING - DWG. SB-5C-1 (NOTE: - CLASS B CONCRETE TO BE USED INSTEAD OF CLASS A. CURB TO BE 12" HIGH TO PERMIT APPLICATION OF 2" BITUMINOUS CONCRETE WEARING SURFACE. WEARING SURFACE TO BE CARRIED INTO AND UNDER WING SLOTS.
 - 24 STD CONSTRUCTION DETAILS - DWG. SB-20 (DET. A, D, E, H, J, K, L)
 - 21 BARRICADES, SIGNS, LIGHTS, ETC. DWG. SB-11.

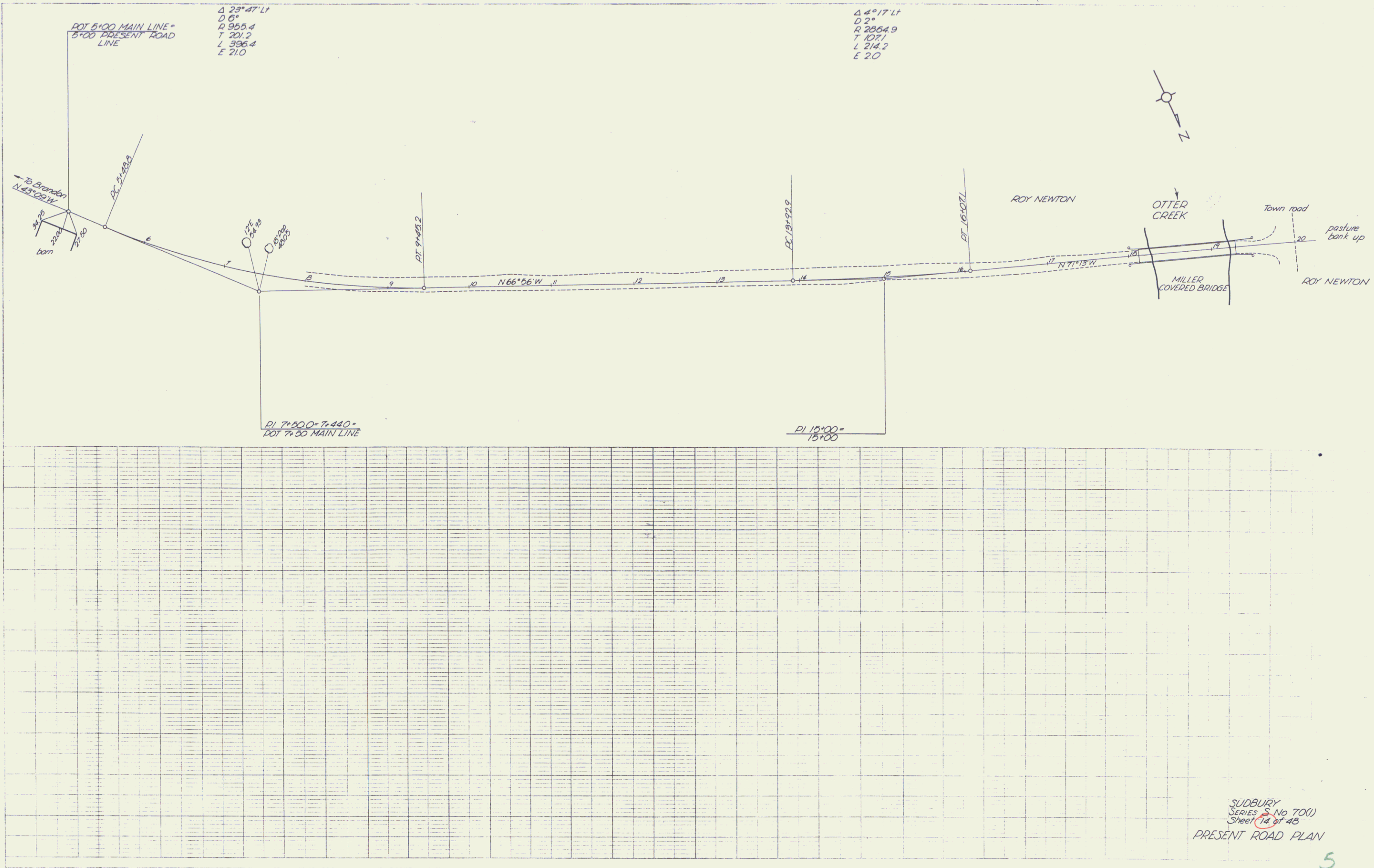


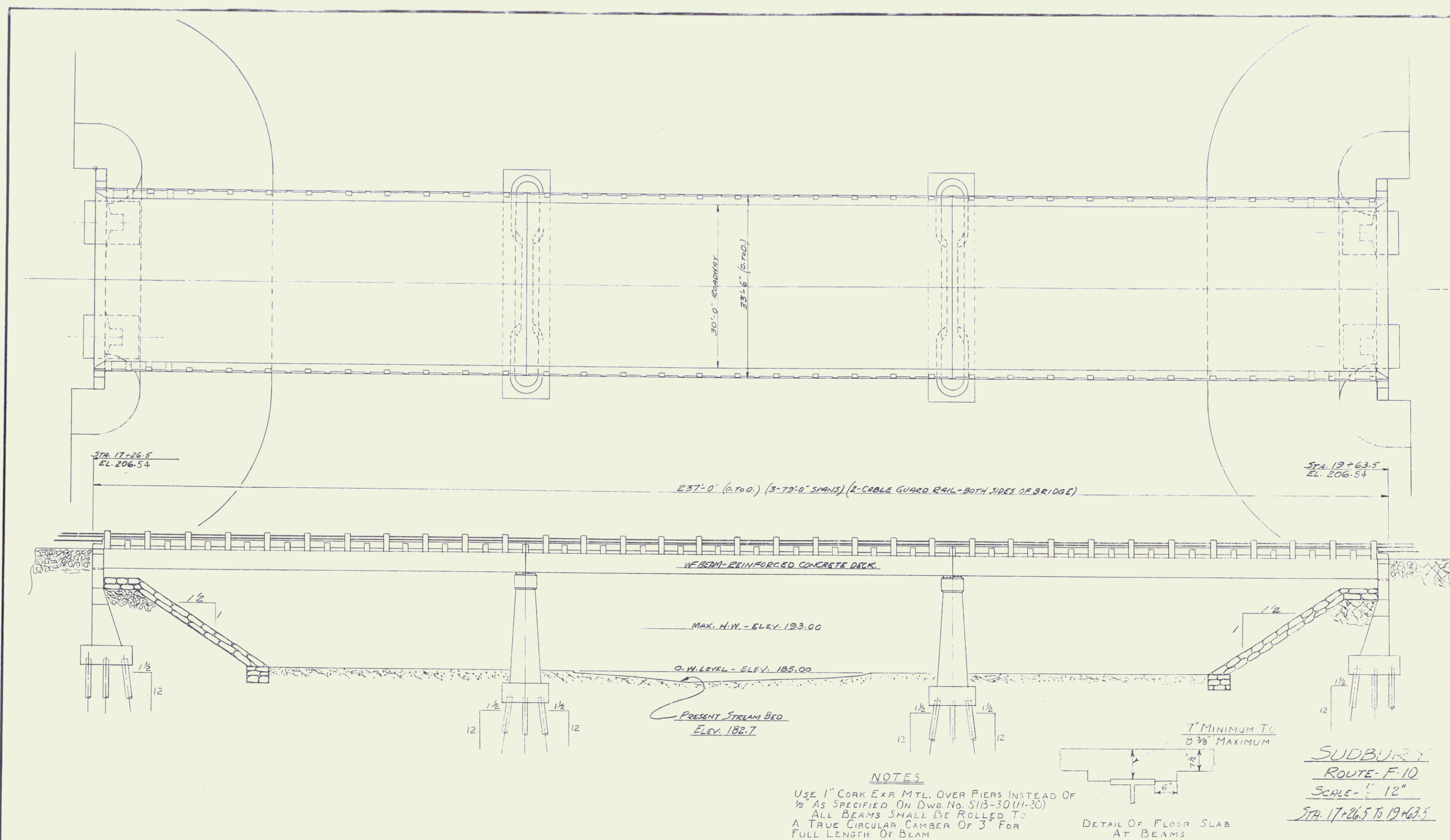
PLAN
 DATE: 10/1/54
 DRAWN BY: J. J. HARRIS
 CHECKED BY: J. J. HARRIS
 IN CHARGE: J. J. HARRIS

PROFILE
 DATE: 10/1/54
 DRAWN BY: J. J. HARRIS
 CHECKED BY: J. J. HARRIS
 IN CHARGE: J. J. HARRIS

PLATE 1 - PLAN - PROFILE







237'-0" (2 x 118'-6") (30'-0" SPANS) (2-CABLE GUARD RAIL - BOTH SIDES OF BRIDGE)

W-BEAM-REINFORCED CONCRETE DECK

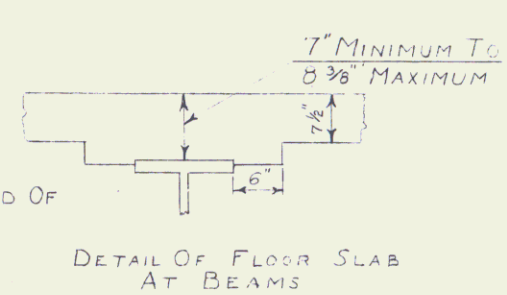
MAX. H.W. - ELEV. 193.00

O.W. LEVEL - ELEV. 185.00

PRESENT STREAM BED
ELEV. 182.7

NOTES

USE 1" CORK EXP. MTL. OVER PIERS INSTEAD OF
1/2" AS SPECIFIED ON DWG. No. 513-30 (H-20)
ALL BEAMS SHALL BE ROLLED TO
A TRUE CIRCULAR CAMBER OF 3" FOR
FULL LENGTH OF BEAM

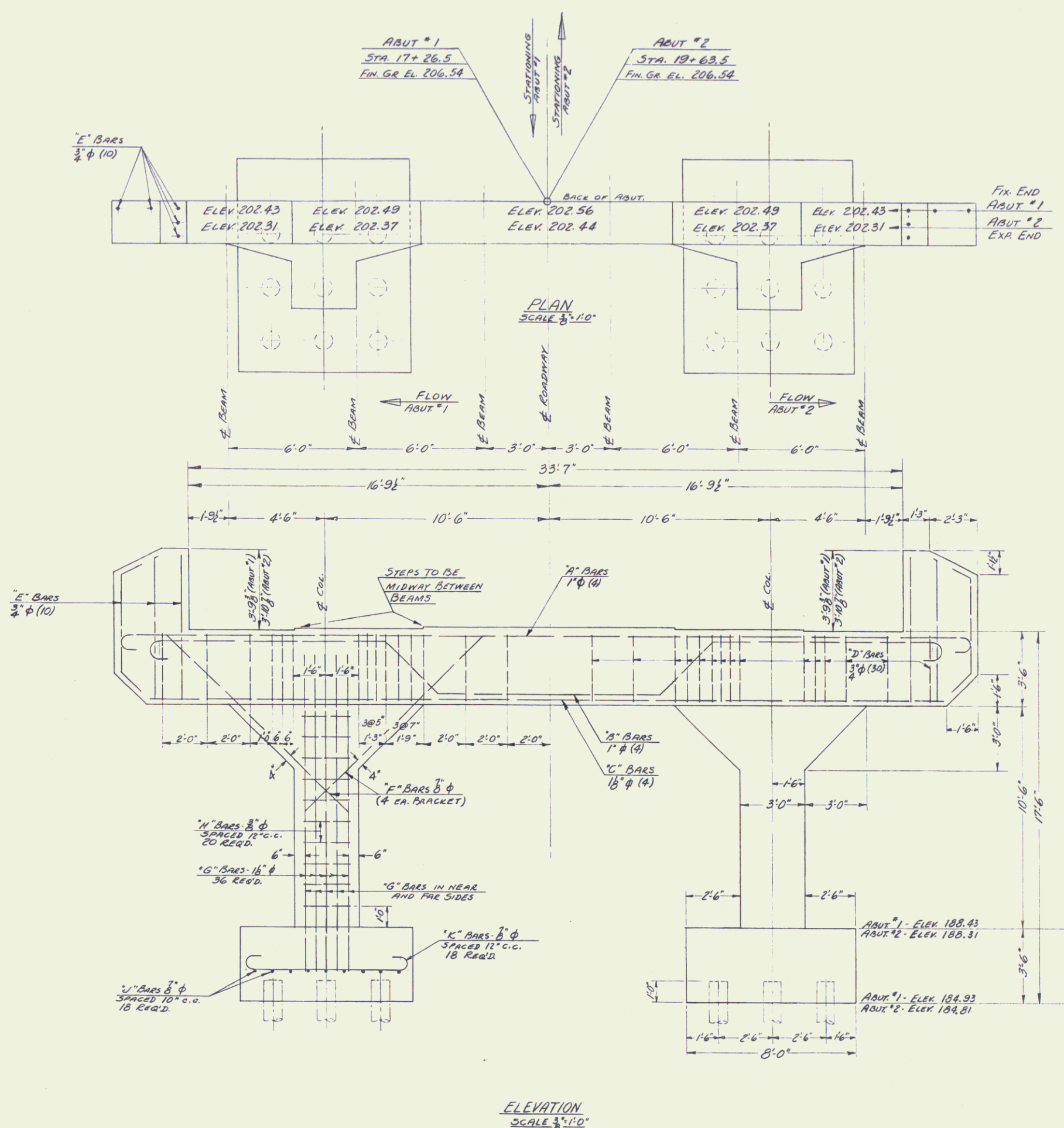


DETAIL OF FLOOR SLAB
AT BEAMS

SUDBURY
ROUTE - F-10
SCALE - 1" = 12"
STA. 17+26.5 TO 19+63.5

Surveyed by		Filed	
Designed by	H.R. 1/23		
Drawn by	1/23		
Traced by			
Checked by			
Series 5	No. 70(1)	Sheet 25	of 48 Sheets

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NOTES

ALL REINFORCING STEEL TO BE INTERMEDIATE GRADE. DIMENSIONED TO E. OF BARS.
 EXPOSED EDGES OF CONCRETE TO BE CHAMFERED 3/4" @ 45°. BRANCHES TO BE ROUNDED AFTER SUPER-STRUCTURE IS IN PLACE.
 ALL CONCRETE TO BE CLASS B.
 TIMBER PILES TO BE DRIVEN TO 20 TON CAPACITY. ESTIMATED LENGTH TO BE 10'-0".
 BRIDGE SEAT ELEV. GIVEN INCLUDE 2" DIA. CONCRETE SURFACE TO FINISHED GRADE.
 Cut offs Untreated Timber Piling Item 502 A-1 Estimated 3' per pile.

REINFORCING STEEL				
BAR	SIZE	NO. REQ'D	TOTAL LGTH.	DETAIL
A	1" φ	4	42'-0"	
B	1" φ	4	41'-10 1/2"	
C	1 1/8" φ	4	37'-2"	STRAIGHT
D	3/4" φ	30	9'-9"	
E	3/4" φ	10	6'-10"	STRAIGHT - BEND TO SUIT
F	7/8" φ	16	11'-9"	STRAIGHT
G	1 1/8" φ	36	16'-3"	
H	3/8" φ	20	MIN. 8'-2" MAX. 13'-6" AVE. 10'-11"	STRAIGHT - BEND TO SUIT
J	7/8" φ	18	11'-7"	
K	7/8" φ	18	9'-7"	

ABUT. #1	ESTIMATED QUANTITIES	ABUT. #2
139 C.Y.	STRUCTURE EXCAVATION	133 C.Y.
43 C.Y.	CONCRETE - CLASS B	43 C.Y.
5965 LB.	REINFORCING STEEL	5965 LB.
720 L.F.	TIMBER PILING	720 L.F.
310 C.Y.	RIPPRAP FOR BANK PROTECTION	310 C.Y.
54 LF.	Cut-offs Untreated Timber Piling	54 LF.

Designed by L.M.B.
 Drawn by R.T.B.
 Traced by
 Checked by P.R.B.
 Series No. 70(1) Filed
 Sheet 26 of 48 Sheets

File Spacing Revised 5/1/50
 S.M.B.