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PROJECT NAME & NUMBER	TYPE PAVEMENT	AREA
BARTON ST 41 L	BIT. CONC.	3500 SQ. Y.
RECORD PLANS		
MATERIALS		
SUB-BASE OF GRAVEL - KINSLEY EST. PIT, BARTON, VT.		
CRUSHED GRAVEL PLANT MIX COURSE - L.M. PIKE & SONS, COVENTRY, VT.		
GRAVEL SHOULDERS - CALKINS SAND & GRAVEL, COVENTRY, VT.		
TAR EMULSION - HARRIS & SONS, INC., HYDE PARK, MASS.		
BITUMINOUS CONC. PAVEMENT - L.M. PIKE & SONS, COVENTRY, VT.		
CONCRETE CLASS AA & B - CALKINS READY-MIX, COVENTRY, VT.		
REINFORCING STEEL - REPUBLIC STEEL CORP., YOUNGSTOWN, OHIO.		
STRUCTURAL STEEL - VERMONT STRUCT. STEEL CO., BURLINGTON, VT.		
ASPHALT ASBESTOS COATING - HARRIS & SONS, HYDE PARK, MASS.		
ASPH. COAT. CORR. GALV. MET. PIPE - NEW ENGLAND METAL CULVERT CO., WHITE RIVER JCT., VT.		
BRIDGE PAINT - RUSTOLEUM, GOLDBERGS, INC., ST. JOHNSBURY, VT.		
PROC. DROP INLET & GRATE - S.T. GRISWOLD, ESSEX JCT., VT.		
THREE CABLE GUARD RAIL - S.T. GRISWOLD, ESSEX JCT., VT.		
BITUMINOUS CONCRETE CURB - L.M. PIKE & SONS, WATERFORD, VT.		
GRANITE BRIDGE CURB - E.L. SMITH QUARRY, DIV. OF ROCK OF AGES, BARRA, VT.		
BRIDGE RAILING - VERMONT STRUCT. STEEL CO., BURLINGTON, VT.		
DELINEATORS - S.T. GRISWOLD CO., ESSEX JCT., VT.		

STATE OF VERMONT
DEPARTMENT OF HIGHWAYS
PROPOSED IMPROVEMENT
STATE PROJECT
TOWN OF BARTON
COUNTY OF ORLEANS
U.S. ROUTE 5
BARTON-NEWPORT ROAD

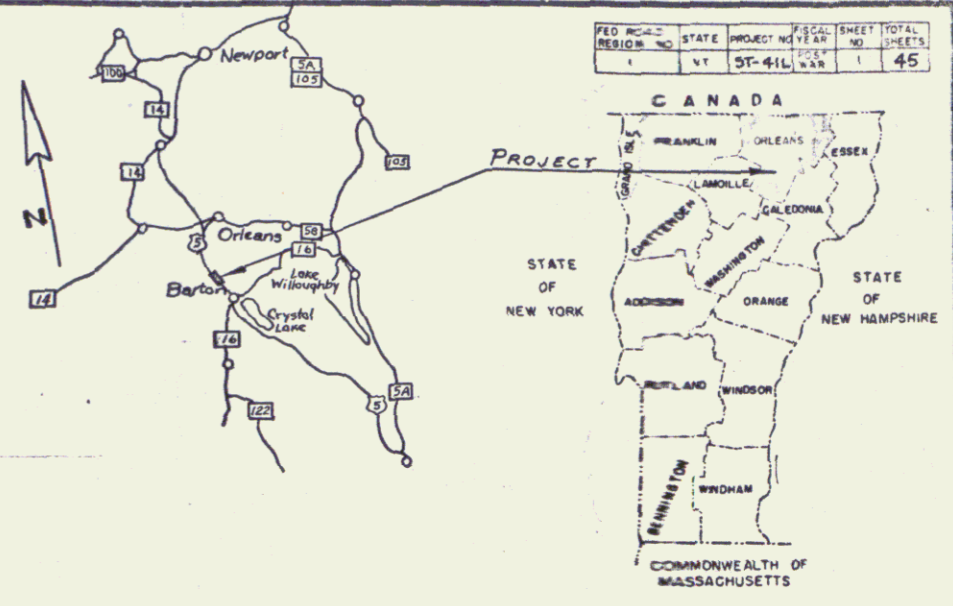
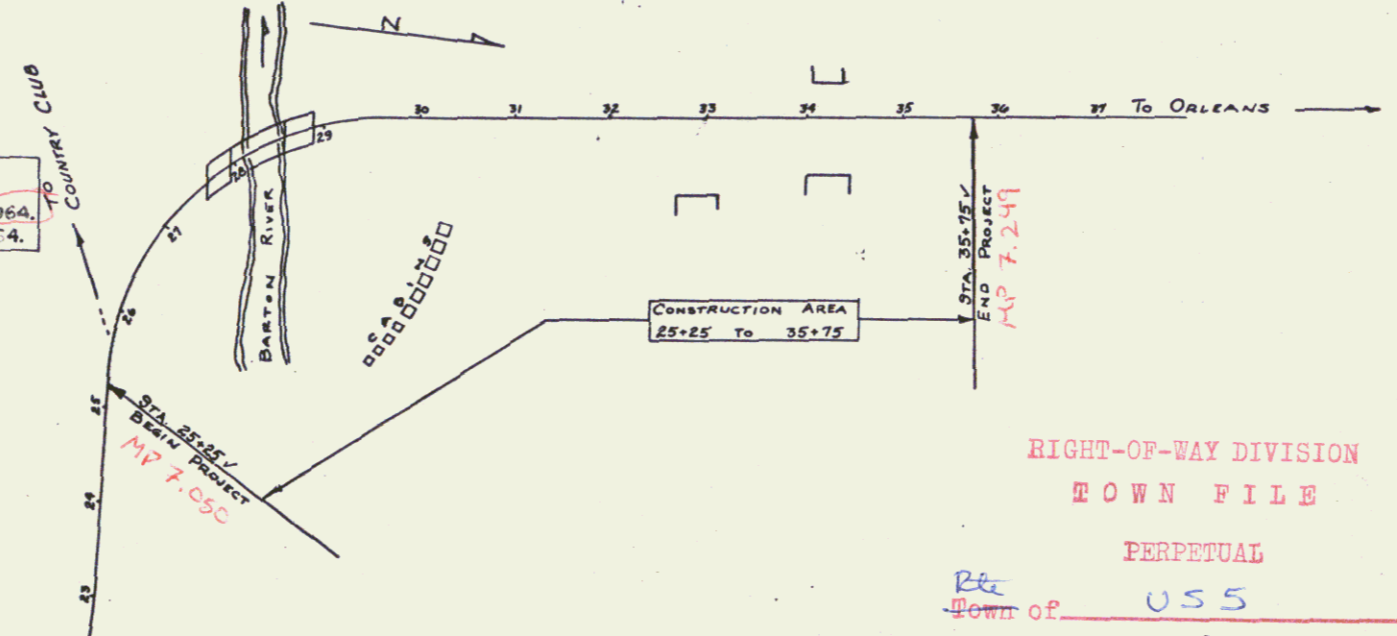
BEGINNING AT POINT APPROXIMATELY 3.3 MILES SOUTHERLY OF THE BARTON-IRASBURG TOWN LINE AND EXTENDING NORTHERLY 0.199 MI., INCLUDING THE REPAIRING AND WIDENING OF ONE BRIDGE.

LENGTH OF ROADWAY 920.1 FT. = 0.174 MI. ✓
LENGTH OF BRIDGE 129.9 FT. = 0.025 MI. ✓
LENGTH OF PROJECT 1,050.0 FT. = 0.199 MI. ✓

Pin # 99R301

RESIDENT ENGINEER: DAN BRODIEV
RECORD PLANS: D. BRODIEV
CONTRACTOR: BRIDGES, INC., MONTPELIER, VT.

CONTRACT DATED: SEPT. 30, 1963.
STARTED: OCT. 15, 1963.
COMPLETED: SEPT. 24, 1964.
ACCEPTED: SEPT. 24, 1964.



GENERAL NOTES

- Expansion material may be AASHTO Designation M 15B Type I in lieu of Type II.
- Footings are designed to set on gravel. (Max. soil pressure = 3T/ft.²)
- Existing footing elevations are approximate and abutment no. elevs. are estimated.
- Final coat of field paint shall be green.
- Bridge railing shall conform to a smooth curve with radii to match bridge. Max. post spacing shall be that shown on plans for either type of railing.
- Where necessary, existing 13/16" holes shall be reamed or re-drilled to 15/16" to accommodate 7/8" high str. bolts.
- Approximately 16 rivets are to be replaced with high str. bolts in the top flange of girder #2 at pier #1. Outset bolts may be required to replace rivets or minor repairs made to existing steel at the discretion of the engineer.
- Clip corners of new floor beam flanges in field as necessary for installation of fascia plates.
- Existing end span stringers, with the exception of the upstream stringer in span one, are to be re-fabricated in the field.
- Existing girder expansion brgs. are to be fabricated with graphite grease.
- Items 6 thru 10 above and all incidental thereto including field drilling of holes in new or existing steel are to be paid for and included in the bid price for Item 404-B (New.)
- End span stringers are to be fabricated with mill camber up.
- Abutment and new girder bearings are to be met on brg. pads conforming to std. spec. 404.02 (T).
- Additional or different shim plates required, including those for abut. brgs. in lieu of pedestals, as may be determined by the engineer, are to be paid for at the unit bid price for Structural Steel, Item 404-A.
- Floor beams shall be erected so that their D.L. will be carried by the new girders. Beveled F.B. shim plates from existing girders will be installed finger tight only after holes are aligned and bolts snug-tight at new girders. Final tightening of cross frame bolts will be delayed until FLR. Brs are in place.
- Necessary dismantling of existing steel superstructure to be by non-destructive means and all steel not to be removed shall become the property of the State.
- Construction of satisfactory approaches subject to approval of the District Engineer.

CONVENTIONAL SIGNS

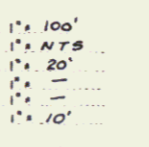
COUNTY LINE	---
TOWN LINE	---
FENCE LINE	---
STONE WALL	---
UNFENCED PROPERTY	---
GUARD RAIL	---
TRAVELED WAY	---
RAILROAD	---
RETAINING WALL	---
CENTER LINE	---
SURVEY LINE	---
CULVERT	---
DROP INLET	---
TROLLEY POLE	---
POWER POLE	---
TELEPHONE POLE	---
TREES	---
HEDGE	---

PROJECT NAME & NUMBER
BARTON ST 41 L
CONTRACTOR: BRIDGES, INC., MONTPELIER, VT.
CONSTRUCTION COMPLETED: SEPTEMBER 24, 1964.

PROJECT	BRIDGE	TYPE	LENGTH	YEAR
BARTON	ST 41 L	BITUMINOUS CONCRETE PAVEMENT	0.199 MI.	1963-64
BARTON	ST 41 L	CONCRETE BRIDGES, INC., MONTPELIER, VT.		1963-64

Location: Beginning at a point 3.3 miles southerly of the Barton-Irasburg town line and extending northerly 0.199 miles, including the repairing and widening of one bridge.

Box 198 3361



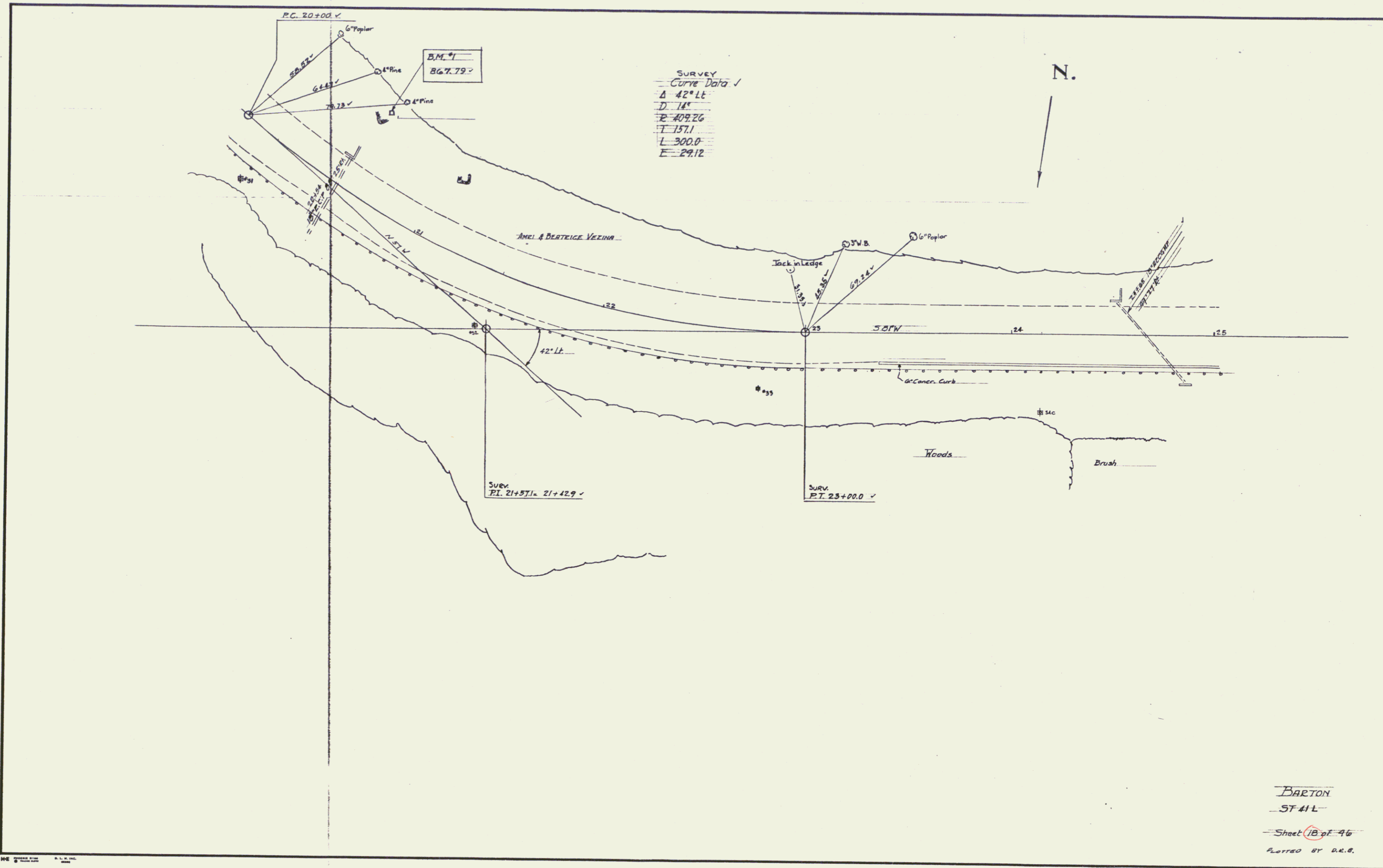
NOTE: ANY FURTHER REVISIONS TO THESE PLANS SHALL BE MADE BY THE ENGINEER. FINAL QUANTITIES SHALL BE BASED ON THE ESTIMATE. REVISIONS TO THIS PROJECT MAY BE MADE IN THE FIELD UNDER THE ESTIMATE.

THESE PLANS ARE SUBJECT TO SUCH REVISIONS AS MAY BE REQUIRED BY THE COMMISSIONER OF HIGHWAYS.

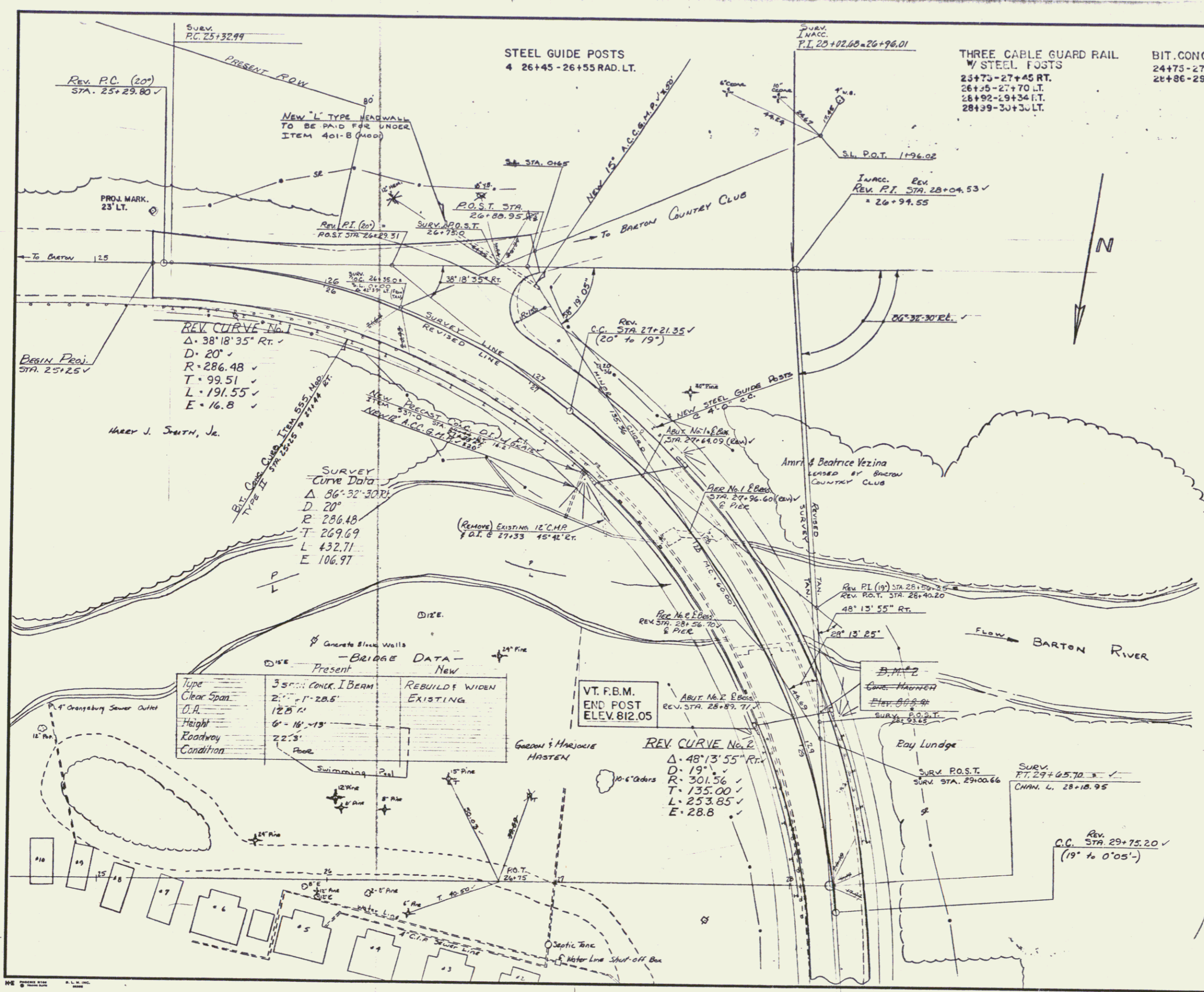
CONSTRUCTION IS TO BE CARRIED ON IN ACCORDANCE WITH THE PLANS AND THE STANDARD SPECIFICATIONS FOR HIGHWAY AND BRIDGE CONSTRUCTION OF JANUARY 1956 SUBMITTED TO THE BUREAU OF PUBLIC ROADS AS APPROVED JULY 5, 1956, INCLUDING ALL SUBSEQUENT APPROVED REVISIONS AND SUCH REVISED SPECIFICATIONS AND SPECIAL PROVISIONS AS ARE SUBMITTED WITH THE PLANS.

APPROVED: <i>R.H. Wood</i> DIST. CHIEF ENGINEER DATE: 7/31/63	APPROVED: <i>E.W. Deane</i> CONSTRUCTION ENGINEER DATE: 8/5/63	APPROVED: <i>AmBrow</i> SCALE CHECKER DATE: 5/20/63	APPROVED: <i>H. Reed</i> DISTRICT ENGINEER DATE: 5/22/63	APPROVED: <i>W. Lane</i> HIGHWAY ENGINEER DATE: 8/5/63	APPROVED: <i>A.S. DeWolf</i> CHIEF ENGINEER DATE: 8/5/63
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APPROVED	DATE
DIVISION ENGINEER	DATE
PROJECT ST. NO. 41 L	
SHEET 71 OF 46 SHEETS	BR-1



BARTON
SF 41
Sheet 18 of 46
Plotted by D.R.S.



NOTE:
 UTILITY WIRES EXISTING BETWEEN POLE NO. 20/36, APPROXIMATELY 23' LT. STA. 27+20 (REV.), AND POLE NO. 37-C, APPROXIMATELY 20' LT. STA. 30+43 (REV.) MUST BE RELOCATED BY THE OWNER (S) TO POSITIONS SATISFACTORY TO THE ENGINEER, NOT IN CONFLICT WITH BRIDGE CONSTRUCTION EQUIPMENT OR THE INSTALLATION OF MATERIALS.
 ELSEWHERE ON THE PROJECT UTILITY POLES IN CONFLICT WITH THE PROPOSED CONSTRUCTION MUST BE RELOCATED BY THE OWNERS TO POSITIONS SATISFACTORY TO THE ENGINEER, BUT UTILITY WIRES MAY OVERLAP THE CONSTRUCTION AREA AT HEIGHTS SATISFACTORY TO THE ENGINEER.

Type	Present	New
Clear Span	3 SPAN CONCR. I BEAM	REBUILD WIDEN EXISTING
O.A.	21'-1"-20.5'	
Height	12.5'	
Roadway	6'-10"-15'	
Condition	22.5'	

REV. CURVE No. 1
 Δ 38° 18' 35" Rt.
 D. 20'
 R. 286.48
 T. 99.51
 L. 191.55
 E. 16.8

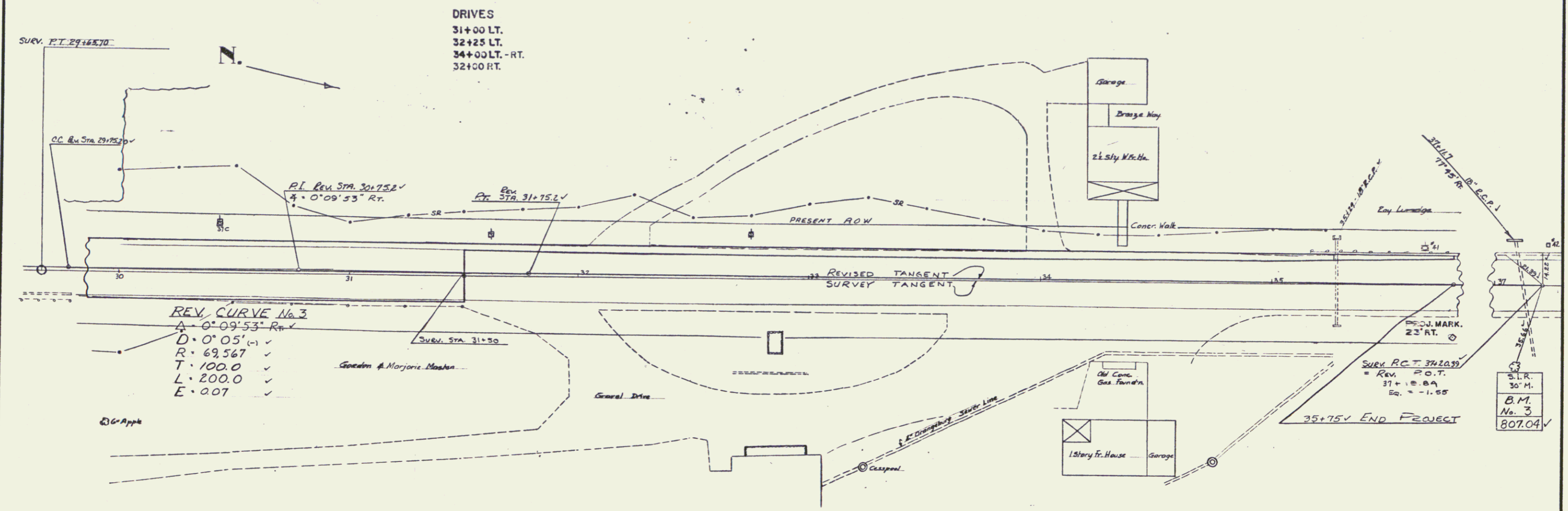
SURVEY CURVE DATA
 Δ 86° 32' 30"
 D. 20'
 R. 286.48
 T. 269.69
 L. 432.71
 E. 106.97

VT. F.B.M.
 END POST
 ELEV. 812.05

REV. CURVE No. 2
 Δ 48° 13' 55" Rt.
 D. 19'
 R. 301.56
 T. 135.00
 L. 253.85
 E. 28.8

REV. STA. 29+75.20
 (19' to 0'05")

BARTON
 STEEL
 U.S. 25
 Sheet 19 of 46
 PLOTTED BY: D.E.B. J.A.B.
 CHECKED BY: R.P.A.



DRIVES
 31+00 LT.
 32+25 LT.
 34+00 LT.-RT.
 32+00 RT.

REV. CURVE No. 3
 A - 0° 09' 53" R
 D - 0' 05" (-)
 R - 69.567
 T - 100.0
 L - 200.0
 E - 0.07

S.I.R.
 30' M.
 B.M.
 No. 3
 807.04

BARTON
 -5741L
 Sheet 20 of 46
 PLOTTED BY: D.R.B. / JAG
 CHECKED BY: R.P.G.