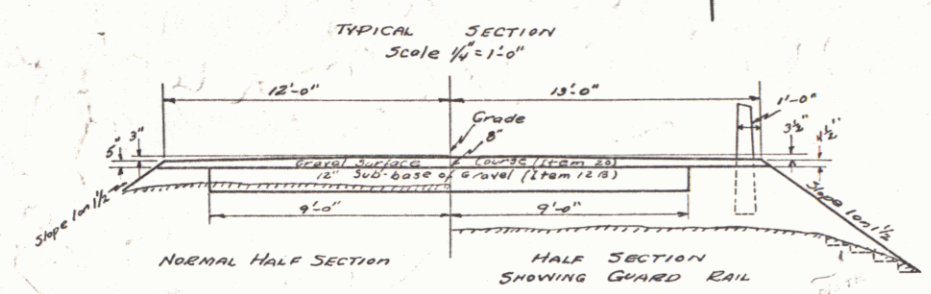
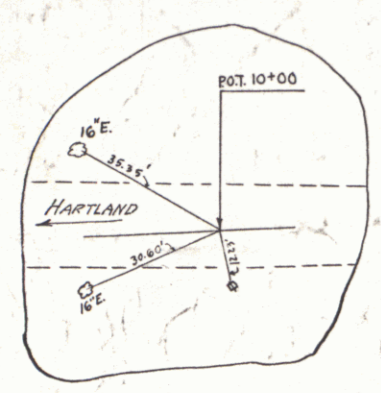


CABLE GUARD RAIL
 STA 14+89 TO 15+05 RT. 4 LT. = 32 L.F.
 GARAGE = 138 "
 STA 15+24 TO 15+98 RT. 4 LT. = 48 "
 TOTAL 218 L.F.
 ANCHORS FOR GUARD RAIL = 4

P.M.A.
 PROJECT
 1020E 1936 7 10



TYPE	PRESENT BRIDGE	NEW BRIDGE
TYPE	Iron Truss - How Four	I Be. Conc. Elev. 15' SEEN
CLEAR SPAN	23.5'	65'
" ROADWAY	15.6'	20'
" HEIGHT	11.5'	9.5'
LETH OVERALL	34.5'	69'
WAYWAY	293	487

REVISED CURVE
 $\Delta = 23^\circ - 40' - 40''$
 $D = 7'$
 $R = 819.0$
 $T = 171.6$
 $L = 338.1$
 $E = 17.8$

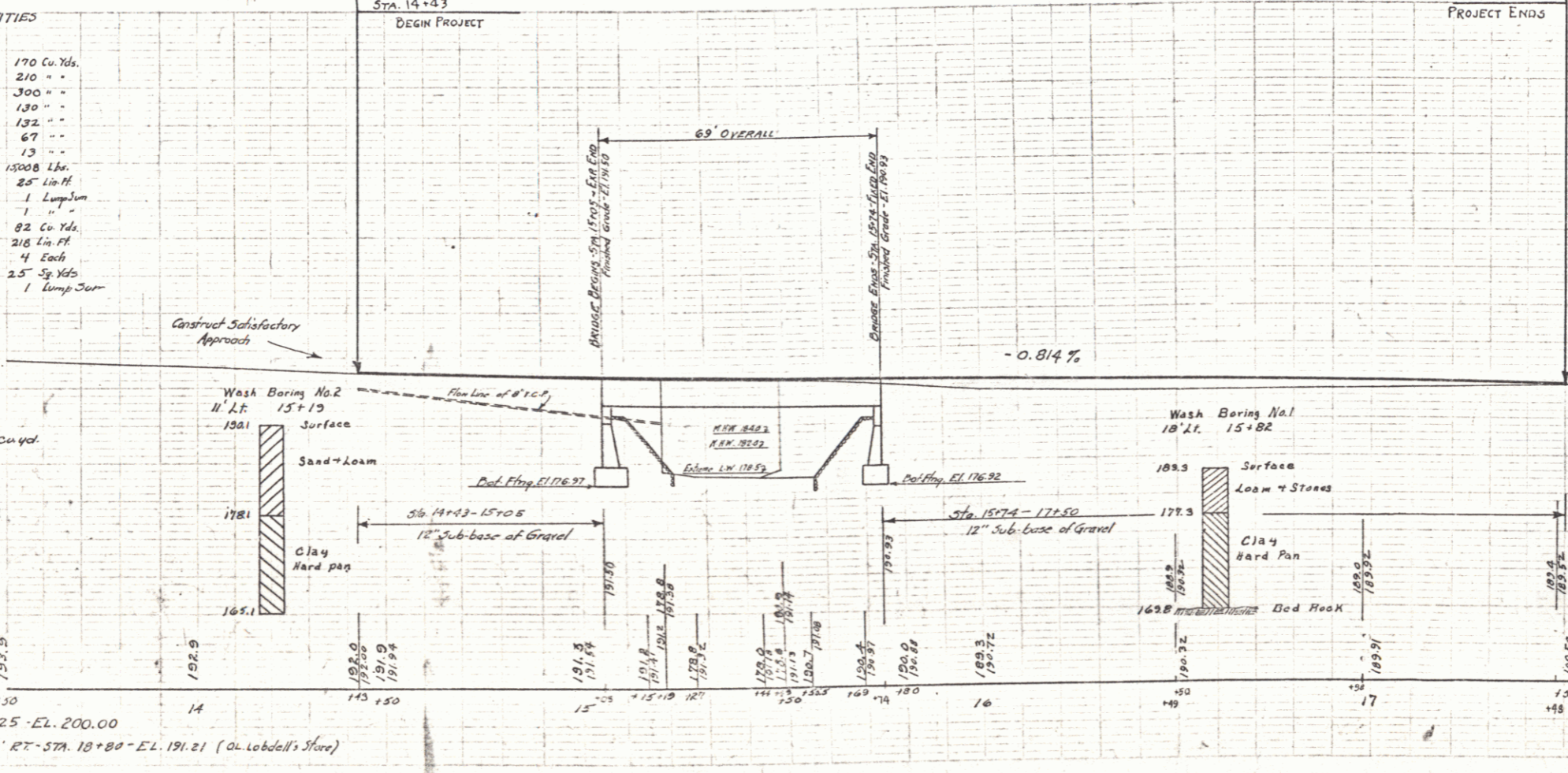
SUMMARY OF QUANTITIES

No	ITEMS	QUANTITY
18-11	Common Excav. Incl. Burrow	170 Cu. Yds.
18-13	Sub-base of Gravel	210 "
19	Channel Excav.	300 "
17	Street Excav.	130 "
20	Gravel Surf. Course	132 "
33-A	Conc. Class 78"	67 "
33-B	Conc. Class 78"	13 "
34	Reinf. Steel	13000 Lbs.
51	Relaying Pipe Culverts	25 L.F.
55	Temporary Bridge	1 Lump Sum
55-A	Removal Temporary Br. Etc.	1 "
63	Exc. Work for Bank Prot.	82 Cu. Yds.
64	Cable Guard Rail	316 L.F.
65	Anchor	4 Each
74	Grouted Curb Gutter	25" Sp. Yds.
36	Steel Superstructure (67,417')	1 Lump Sum

SURFACE COURSE

14+43	TO 14+89 = 46'14.3" = 65' 00"
14+89	TO 15+05 = 16'18.11" = 28' 07"
15+05	TO 15+24 = 19'09.00" = 34' 00"
15+24	TO 15+98 = 24'18.11" = 43' 04"
15+98	TO 17+50 = 152'14.30" = 217' 00"
	335'3.81" = 132 Cu. Yds.

B.M. 1 - SHIP IN ROOT - 36" MAPLE - 16' RT. STA. 9+25 - EL. 200.00
 B.M. 2 - TOP CONCRETE FOUNDATION OF SHIP - 70' RT. STA. 18+89 - EL. 191.81 (O.L. Lobdell's Store)



INDEX OF SHEETS

SHEET	LIST
71	PLAN & PROFILE
72	31E 20+125-20 USE 65' STANDARD FOR 12" SPAN
3	DETAILS ON ABUT. "1" & "2"
4	S.B. NO. 5-A, CABLE RAIL
5	S.B. NO. 11, OVERHEADS, LIGHTS, ETC.
6	S.B. NO. 20, TYPICAL DETAILS - DETAILS
5-113, 5-105, 5-111, 5-112	GEN. NOTES
4	STANDARD STRUCTURES 5-NB-30 - CABLE RAIL, GRADED CABLE CUTTER
8, 9, 11	CROSS SECTIONS

HARTLAND & COE BRIDGE
 HARTLAND, VERMONT
 CORRECTED BY
 A. D. Sargent
 BRIDGE ENGINEER
 APPROVED
 FEB 24, 1936
 H. Sargent
 CHIEF ENGINEER
 P.M.A. & DICKEL - 1020E
 SHEET NO. 7 OF 10 SHEETS