

Date APR 5 1985

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Stephen C. Austin
Contractor
Signature
Title
Susan C. Campbell
Transportation Secretary's Signature

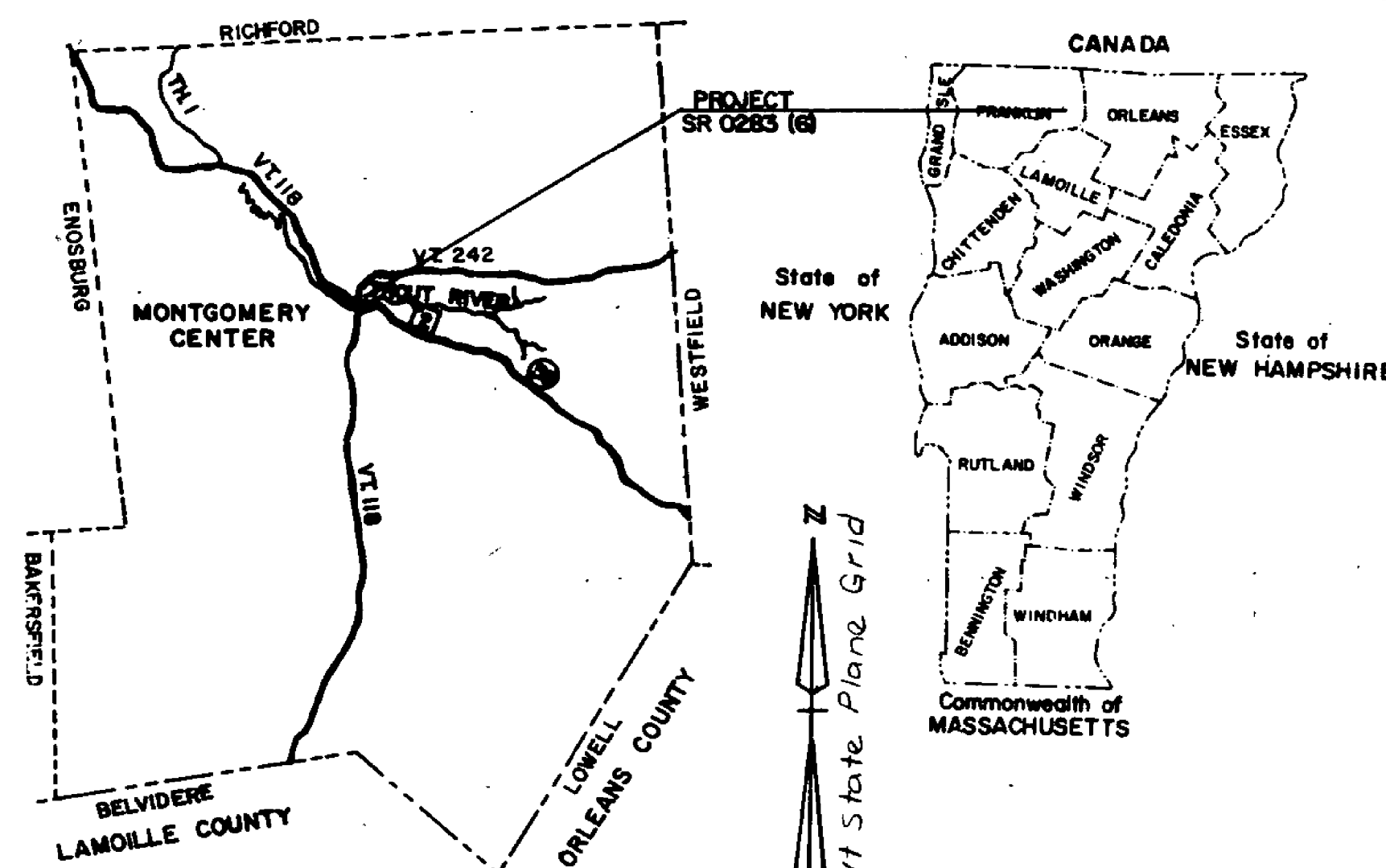
STATE OF VERMONT AGENCY OF TRANSPORTATION



PROPOSED IMPROVEMENT TOWN OF MONTGOMERY COUNTY OF FRANKLIN VT. ROUTE 118 BRIDGE NO. 15

Project Location: Beginning at a point approximately 0.031 miles southerly of the intersection of Vt. Rte. 118 and Vt. Rte. 242 and extending northerly 0.032 miles.

Project Description: Remove existing concrete deck, add new cover plates to existing beams, add new concrete deck, cap existing abutments and wingwalls, and related work.



STANDARD DRAWINGS

31. STD. DWG.	C-1	12/16/80 R
32. STD. DWG.	C-2A	12/14/81
33. STD. DWG.	E-3	12/15/78 R
34. STD. DWG.	E-6	4/1/89 R
35. STD. DWG.	E-7	2/12/82 R
36A. STD. DWG.	E-7A	6/8/77 R
37. STD. DWG.	E-9	12/16/80 R
38. STD. DWG.	SCB-D1-75	9/14/81 R
39. STD. DWG.	SCB-D4-76	9/14/81 R
40. STD. DWG.	SCB-D6-73	1/3/79
41. STD. DWG.	SCB-D7-71	12/15/76 R
42. STD. DWG.	SCB-D8-71	6/1/77 R
43. STD. DWG.	SCB-D9-71	1/27/75 R
44. STD. DWG.	SCB-R1-71	7/1/77 R (1 of 2)
45. STD. DWG.	SCB-R1-71	7/1/77 R (2 of 2)
46. STD. DWG.	SB-R5-76	6/18/82

35C	STD. DWG.	E-15	7/29/81
35C	STD. DWG.	E-19B	10/30/79 R
35C	STD. DWG.	E-29	8/25/81 R
35C	STD. DWG.	E-34	3/22/83 R
35C	STD. DWG.	E-36	8/23/82 R

GENERAL NOTES

1. THE GENERAL NOTE PERTAINING TO SPECIFICATIONS, MATERIALS, AND CONSTRUCTION IS SHOWN ON STANDARD DRAWING SCB-D1-75. OTHER GENERAL NOTES ON THE STANDARD NOT OTHERWISE SHOWN OR MODIFIED ON THESE PLANS, ARE NOTES 1, 3, 4, 5, 6, 7, 8, 9, 11, 14, AND 16.
2. THE STRUCTURE IS DESIGNED FOR AN HS-20-44 LIVE LOAD WITH NO FUTURE PAVEMENT ALLOWANCE.
3. FLEMING BRACKETS OR SIMILAR FALSEWORK SHALL BE SPACED AT A MAXIMUM OF FOUR (4) FEET.
4. THE EXISTING CONCRETE DECK, CURTAINWALL, AND EXISTING BRIDGE PAVEMENT SHALL BE REMOVED UNDER THE ITEM "PARTIAL REMOVAL OF STRUCTURE". PARTS OF THE EXISTING RETAINING WALLS AND ABUTMENTS, AS DETAILED ON THE PLANS, SHALL BE REMOVED UNDER THE ITEM "REMOVAL OF CONCRETE OR MASONRY". CARE SHALL BE TAKEN NOT TO DAMAGE THE EXISTING BEAMS WHICH SHALL BE REPOSITIONED AND REUSED.
5. THE CUT LINES ON THE ABUTMENTS AND WINGWALLS SHALL FIRST BE SCORED WITH A 1" DEEP SAW CUT SO AS TO CREATE A SMOOTH JOINT.
6. ALL EXISTING STRUCTURE DIMENSIONS, STATIONS, AND ELEVATIONS SHALL BE FIELD CHECKED PRIOR TO COMMENCEMENT OF CONSTRUCTION.
7. THE DRILLING AND GROUTING OF BARS INTO EXISTING CONCRETE SHALL BE CONSIDERED SUBSIDIARY TO THE ITEM "REINFORCING STEEL".
8. WATER REPELLENT SHALL BE APPLIED TO ALL EXPOSED CONCRETE ON BOTH SUB-STRUCTURE AND SUPERSTRUCTURE, EXCEPT THE UNDERSIDE OF THE SLAB BETWEEN DRIP BEADS.
9. EXTREME CAUTION SHALL BE TAKEN TO AVOID DISTURBING THE BUILDING'S FOUNDATION IN THE VICINITY OF THE END OF WINGWALL 3.
10. OVERHAUL SHALL BE CONSIDERED SUBSIDIARY TO ALL OTHER ITEMS IN THE CONTRACT.

(General Notes Continue on Sheet 10 of 46.)

CONVENTIONAL SIGNS

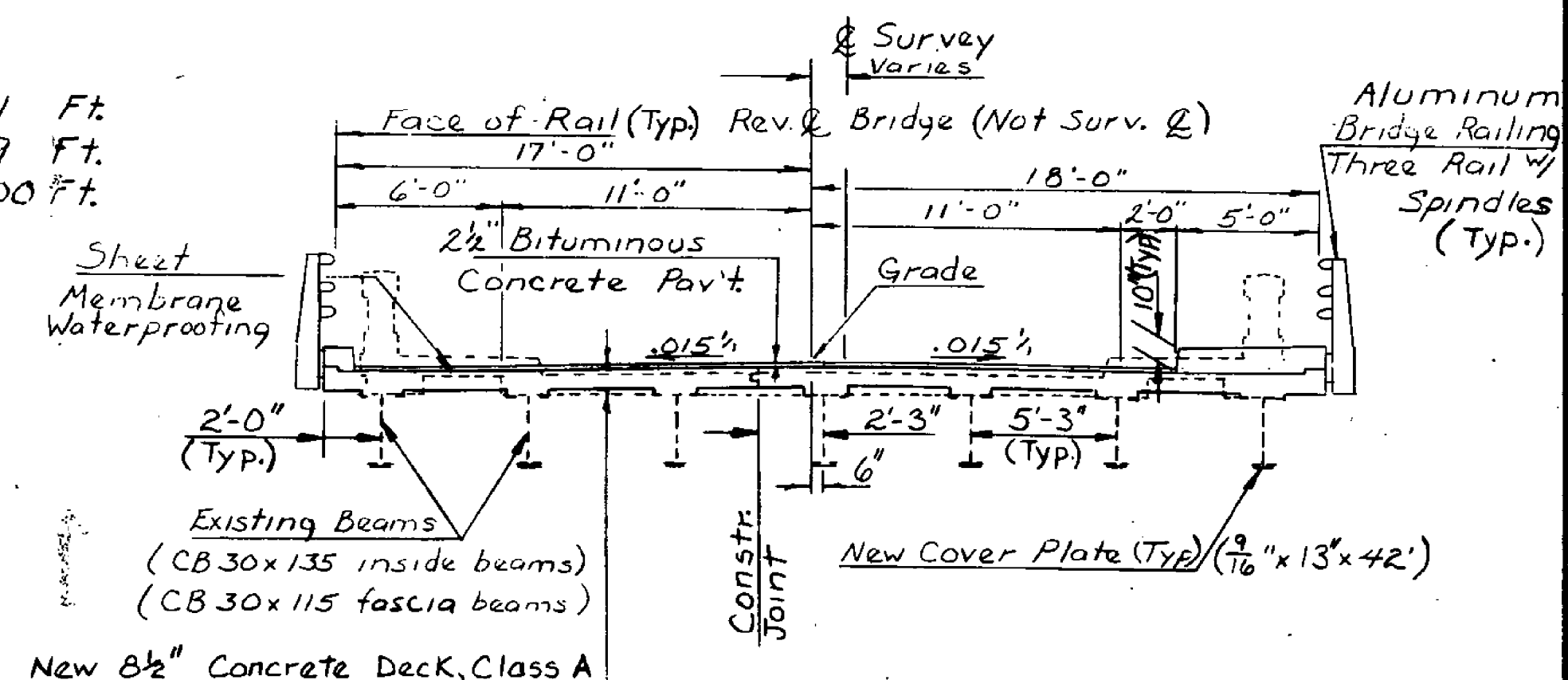
- COUNTY LINE
- TOWN LINE
- LIMITS OF ACCESS
- POINT OF ACCESS
- FENCE LINE
- STONE WALL
- TRAVELED WAY
- GUARD RAIL
- RAILROAD
- SURVEY LINE
- CULVERT
- POWER POLE
- TELEPHONE POLE
- TREES
- CONTROL OF ACCESS
- PROPERTY LINE
- R.O.W. TAKING LINE
- SLOPE RIGHTS
- TOE OF CUT
- TOE OF SLOPE

DATUM
VERTICAL NGVD 1929
HORIZONTAL N/A

STRESS LEVELS	LOAD RATING (TONS)					
	H	HS	352	6 AXLE	3A, 31R	4A, 3TR
INVENTORY	40	51				
POSTED	56	102		61	63	84
OPERATING		122	125			

CONTRACT PLANS
THESE PLANS DO NOT REFLECT
CHANGES MADE ON THE PROJECT.

Length of Structure = 54.1 Ft.
Length of Roadway = 115.9 Ft.
Length of Project = 170.00 Ft.



TYPICAL BRIDGE SECTION
Scale 1" = 5'

HYDRAULIC DATA

DRAINAGE AREA = 23.4 SQ. MI.
Q₁₀ = 2250 CFS ; HW ELEV. = 522.7
Q₂₅ = 3000 CFS ; HW ELEV. = 524.1
Q₅₀ = 3600 CFS ; HW ELEV. = 525.1
Q₁₀₀ = 4500 CFS ; HW ELEV. = 526.5
TAILWATER ELEVATION @ Q₅₀ = 521.6
VELOCITY THROUGH BRIDGE @ Q₅₀ = 9.0 FPS

These plans are subject to such engineering changes as may be required by the Federal Highway Administration or the Director of Engineering and Construction.

Construction is to be carried on in accordance with these plans and the Standard Specifications for Highway and Bridge Construction dated March, 1976, as approved by the Federal Highway Administration on October 27, 1976 for use on this project, including all subsequent revisions and such revised specifications and special provisions as are incorporated in these plans.

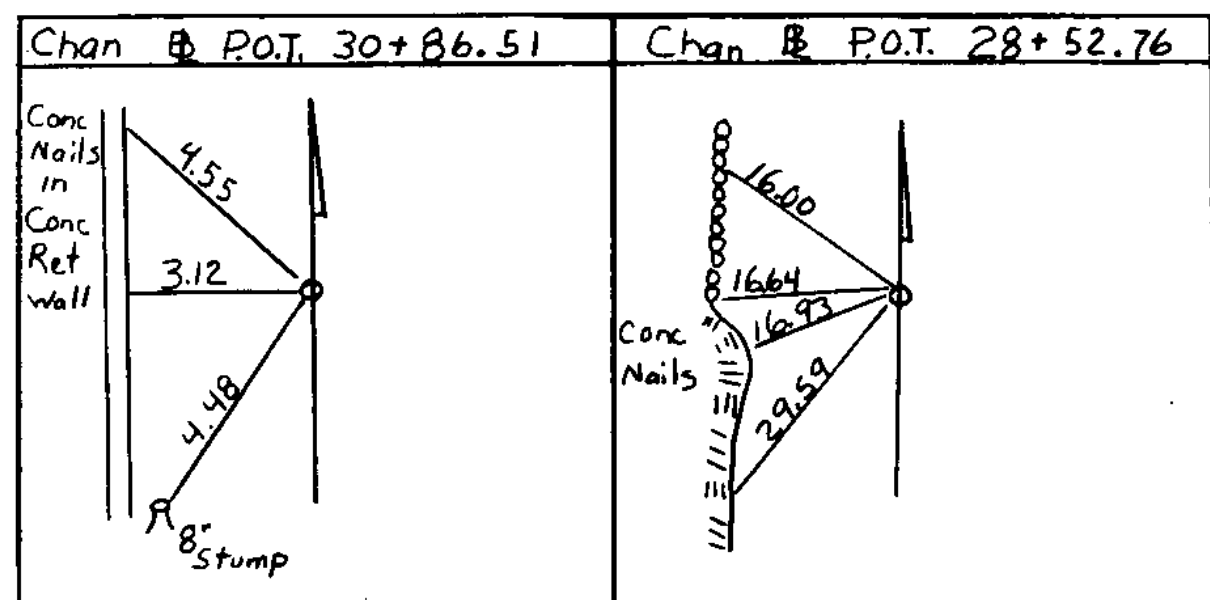
SUBMITTED BY ORDER OF THE STATE TRANSPORTATION BOARD
APPROVED S. J. [Signature] DATE 6-4-85
DIRECTOR OF ENGINEERING AND CONSTRUCTION

PROJECT MONTGOMERY
BHS 0283(6)S
SHEET 1 OF 46 SHEETS

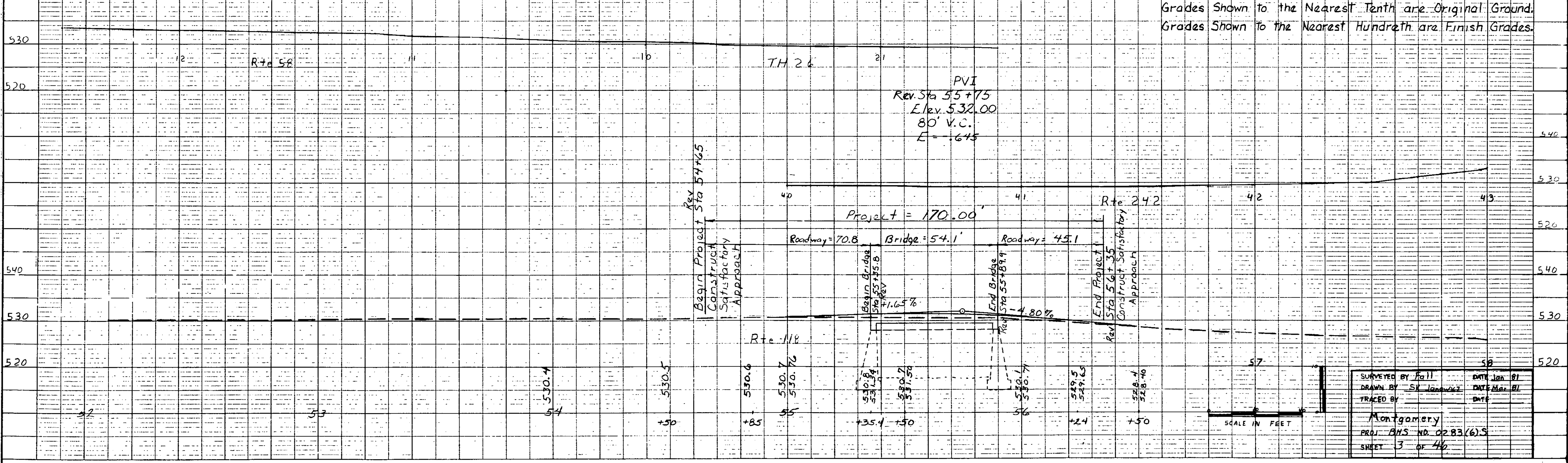
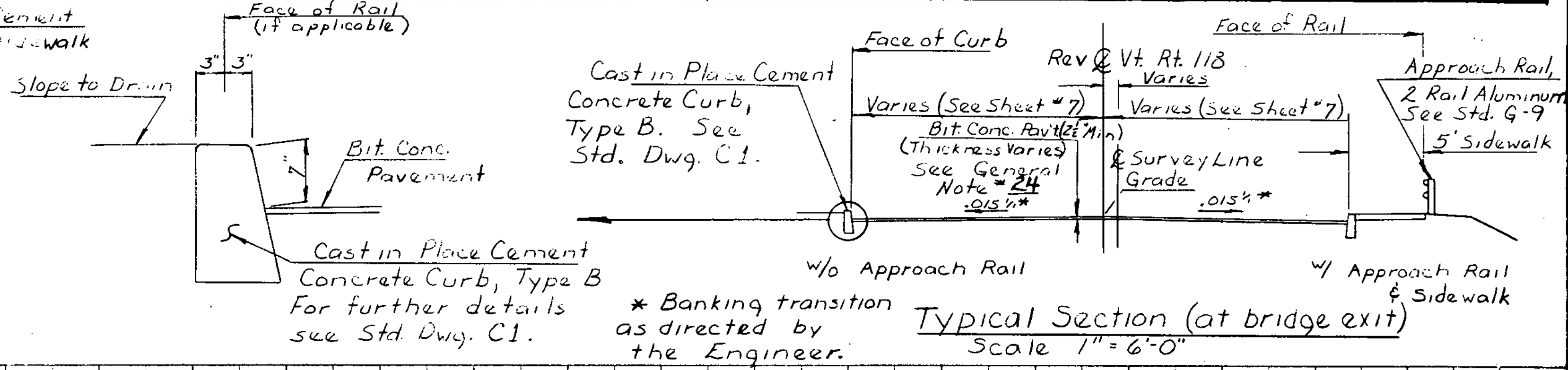
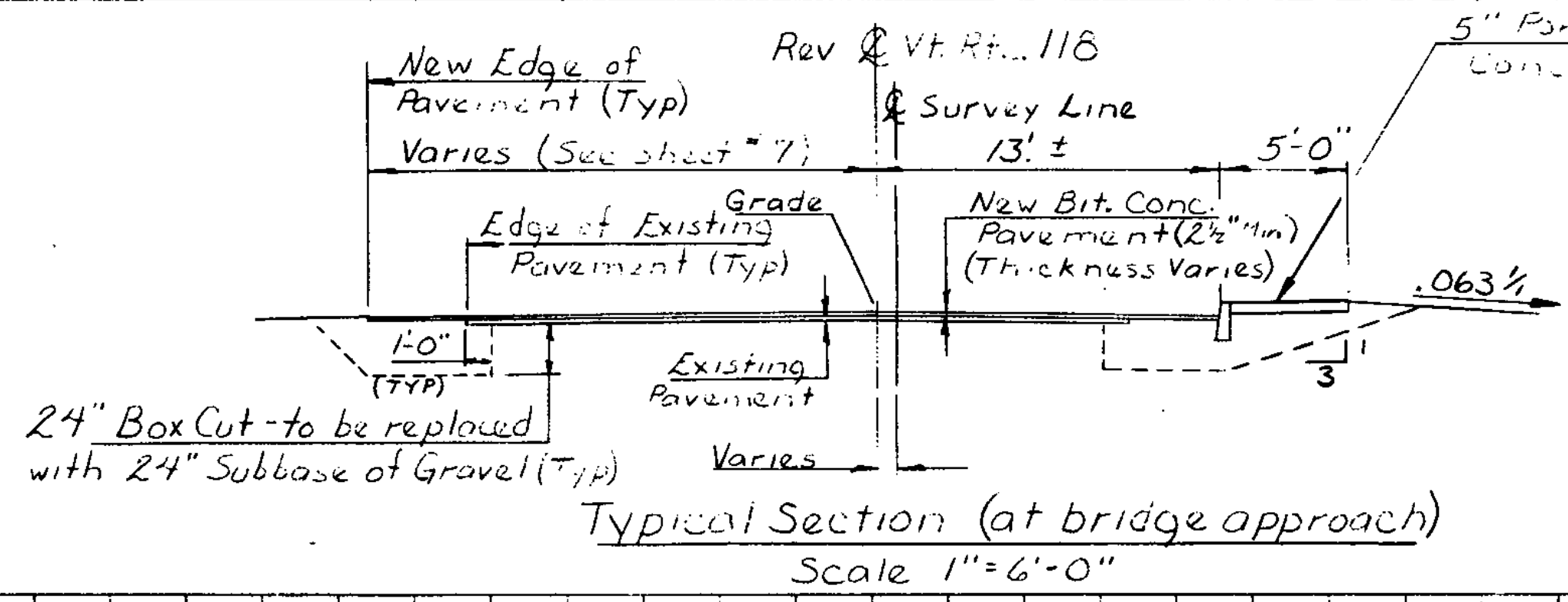
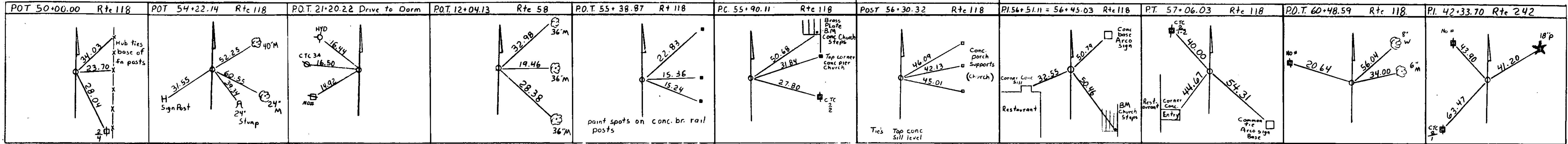
D-10 SRS. 12/17/70

NOTE BOOK
No. 1
DATE
DRAWN BY
CHECKED BY
DATE

NOTE BOOK
No. 2
DATE
DRAWN BY
CHECKED BY
DATE



Survey Ties
NTS



SURVEYED BY Fall DATE Jan 81
DRAWN BY SK Jan 81 DATE Mar 81
TRACED BY DATE
Montgomery
PROJ. BNS NO. 0283(6)S
SHEET 3 of 46

STATE OF VERMONT
AGENCY OF TRANSPORTATION
RIGHT-OF-WAY PLANS
DETAIL SHEET

TABLE OF PROJECT PROPERTY ACQUISITION

PARCEL NO.	GRANTOR	SHEET NO.	BEGINNING STATION	ENDING STATION	TAKING	REM.	RIGHTS	TITLE TAKEN	DATE	TOWN OR CITY RECORDED	BK.	PG.	REMARKS
1A	QUINTIN, THEODORE J. & LINDA M.	3	REV. 55+02 RT.	REV. 55+31 RT.	0.01 A±			WDOE		MONTGOMERY			390 S.F.±
1B			REV. 55+96 LT.	REV. 56+10 LT.			SLOPE (T) (40 S.F.±) CONST. EASE. (T) (75 S.F.±)						
2	ABELL, ELAINE	3	REV. 55+33 LT.	REV. 55+55 LT.			CONST. EASE. (T) (310 S.F.±) SLOPE (T) (10 S.F.±)	AGREE.					
3	FIRST BAPTIST CHURCH & SOCIETY	3	REV. 55+73 RT.	REV. 56+19 RT.			CONST. EASE. (T) (0.01A±) SLOPE (T) (150 S.F.±) CONST. EASE. (T) (100 S.F.±) EASE. TO CONST. (T)	AGREE.					CONCRETE WALK
4	CONTINENTAL TELEPHONE OF VERMONT												UTILITY
5	CITIZENS UTILITIES COMPANY												UTILITY
6	MONTGOMERY CENTER WATER CONSUMERS												UTILITY

TABLE OF REVISIONS

REVISION NO.	SHEET NO.	DESCRIPTION OF REVISION	DATE	MADE BY	APPROVED BY
1	2,3	Parcel #1A Quintin, Removed const. Easement (T) from Rev. 54+90 R.C. to Rev. 55+25 R.C. Per. C.O. # 5198	2-4-82	NWT	T.P.M.
2	3	Parcel #1A Quintin, Revised Slope Line at Sta. 55+00 RT Per. C.O. # 5685 Mylars to Structures 9-5-84	1-12-83	DEM	C.H.

LEGEND

----- CONST. EASE. ----- CONST. EASEMENT
----- SR ----- SLOPE RIGHTS
----- P ----- PROPERTY LINE
----- Δ ----- TOP OF CUT
----- ○ ----- TOE OF SLOPE

----- PRESENT R.O.W.
---//--- TAKING WITHOUT ACCESS
---//--- P ---//--- TAKING WITHOUT ACCESS ALONG PROPERTY LINES
----- TAKING WITH ACCESS
(P) PERMANENT EASEMENT
(T) TEMPORARY EASEMENT

DR. RT. - DRAINAGE RIGHT
DIT. RT. - DITCHING RIGHT
CH. RT. - CHANNEL RIGHT
DRIVE RT. - DRIVE RIGHT
CUL. RT. - CULVERT RIGHT
(D) - DEMOLITION OR REMOVAL
(W) - WATER SOURCES

APPROVED Thomas P. Mayo DATE 11-27-81
CHIEF OF PLANS & FILES

PROJECT MONTGOMERY
NO. BHS 0283 (6) S
SHEET 4 OF 46

Trout River
Junction Vt Rt. 113 & Rt. 26
58 S TH 26

Note: This Sheet is for Right-of-Way Information Only. See Other Plan Sheets for Construction Details.

Rev Curve Data
 $\Delta = 43^\circ 43' 23''$
 $L = 35$
 $R = 15$
 $T = 40.61$
 $L = 115.25$
 $E = 11.73$

Note: See Sheet 3 for
Plan of Right-of-Way

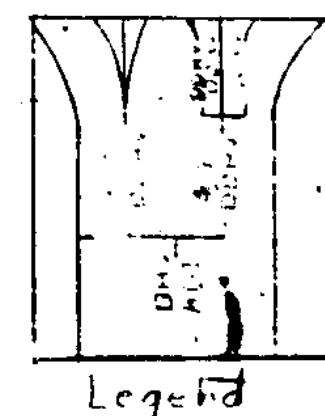
BEGIN R.O.W. PROJECT
BHS 0283(6)S REV. STA. 54+65 C

Align. 1991
L+ 55+19 ~ 55+41
R+ 55+04 ~ 55+31
55+45 ~ 56+18
55+25 ~ 56+06

Align. 1991
L+ 55+11 ~ 55+75
R+ 55+31 ~ 55+85

Portland Cement Concrete Sidewalk, 5'
Sta. 56+25 RT.

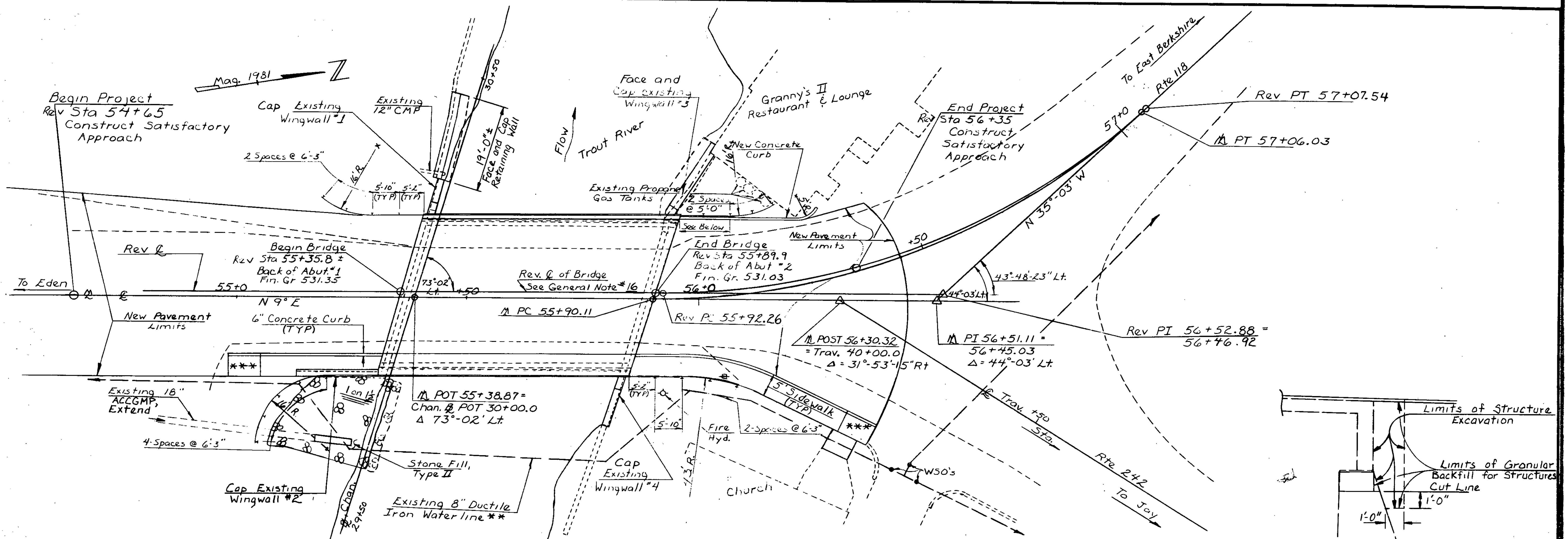
END R.O.W. PROJECT
BHS 0283(6)S REV. STA. 56+35 C



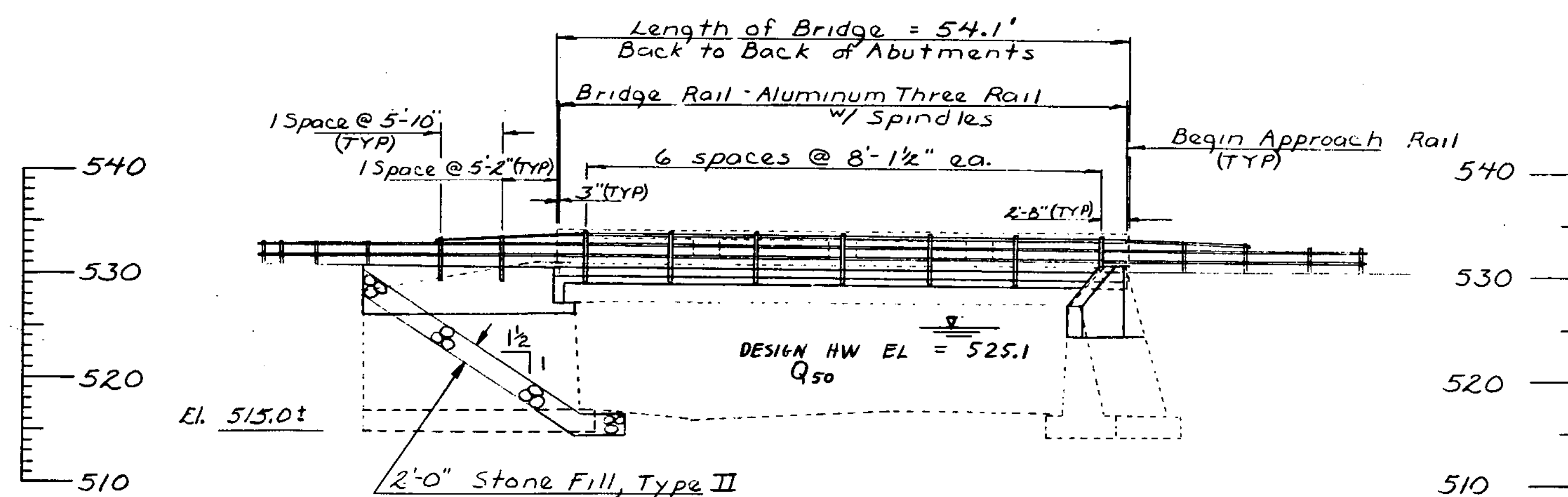
SURVEYED BY: J. H. DATE: 1/11
DRAWN BY: DATE: 1/11
TRACED BY: DATE: 1/11
MONTGOMERY
PROJ. BHS NO. 0283 (6) S
SHEET 5 OF 46

**STATE OF VERMONT
AGENCY OF TRANSPORTATION
STRUCTURES DIVISION**

NO.	ITEM	UNIT	QUANTITY BREAKDOWN										TOTAL	FINAL
			Super- structure		Abutment No 1		Abutment No 2		Roadway		Channel			
202.30	Partial Removal of Structure	Ea.	1										1	
202.35	Removal of Existing Concrete or Masonry	C.Y.			10		19						29	
203.15	Common Excavation	C.Y.						90					90	
203.27	Unclassified Channel Excavation	C.Y.								20			20	
203.30	Earth Borrow *	C.Y.						50					50	
204.25	Structure Excavation	C.Y.			30		30						60	
204.30	Granular Backfill for Structures	C.Y.			30		30						60	
301.15	Subbase of Gravel	C.Y.						110					110	
404.66	EMULSIFIED ASPHALT	Gal											7	
406.25	Bituminous Concrete Pavement	Tons						104					129	
501.20	Concrete, Class A	C.Y.	72										72	
501.25	Concrete, Class B	C.Y.			21		25						46	
502.10	Shoring Superstructure	L.S.	1										1	
506.93	Structural Steel (A36 Painted)	Lbs.	9,980										9,980	
506.99	Bearing Device Assembly	Ea.	14										14	
507.15	Reinforcing Steel	Lbs.	17,100		1,980		2,370						21,450	
508.15	Shear Connectors (756 - 1/4" x 7")	L.S.	1										1	
513.35	Painting, Blast Cleaning (25 Tons)	L.S.	1										1	
514.10	Water Repellent	Gal.	5		7		7		4				23	
519.20	Sheet Membrane Waterproofing	S.Y.	178										178	
601.1552	18"ACCGMP (1.064) (2 3/4" x 1/2" Corrugations)	L.F.						7					7	
613.11	Stone Fill, Type II	C.Y.								40			40	
614.10	Joint Sealer, Hot Poured	Gal.	2										2	
614.25	Joint Sealer, Polyurethane	Gal.	1										1	
616.26	Cast-in-Place Cement Concrete Curb, Type B	L.F.						121					121	
617.25	Bridge Railing-Aluminum Spindle	L.F.	108										108	
617.45	Approach Railing-2 Rail Aluminum	L.F.						105					105	
618.10	Portland Cement Concrete Sidewalk, 5"	S.Y.						42					42	
608.25	All Purpose Excavator Rental, Type I	Hr.						10					10	
608.37	Truck Rental	Hr.						10					10	
635.10	Mobilization	L.S.						1					1	
637.10	Maintenance of Traffic for Bridge Projects	L.S.						1					1	
653.10	Topsoil	C.Y.						10					10	
678.15	Traffic Control Signals	Ea.						1					1	
*Note: A Total of 50 C.Y. of Earth Borrow has been included, to be Used as Deemed Necessary by the Engineer.														
BRIDGE (S) AT STATION (S) <u>Rev. 55 + 62.85</u>			Prepared By <u>K.R. Sikora</u>			Checked By: <u>E. Blodgett 9/84</u>			<u>Montgomery</u>			PROJECT NO. <u>BHS 0283(6)S</u>		
LOCATION (S) <u>Vt. Rte. 118 over the Trout River</u>			SUPERVISOR: <u>F.W. Bolcum</u>			BR <u>OF</u>			SHEET NO. <u>6</u> OF <u>46</u>					



Plan
Scale 1"=10'

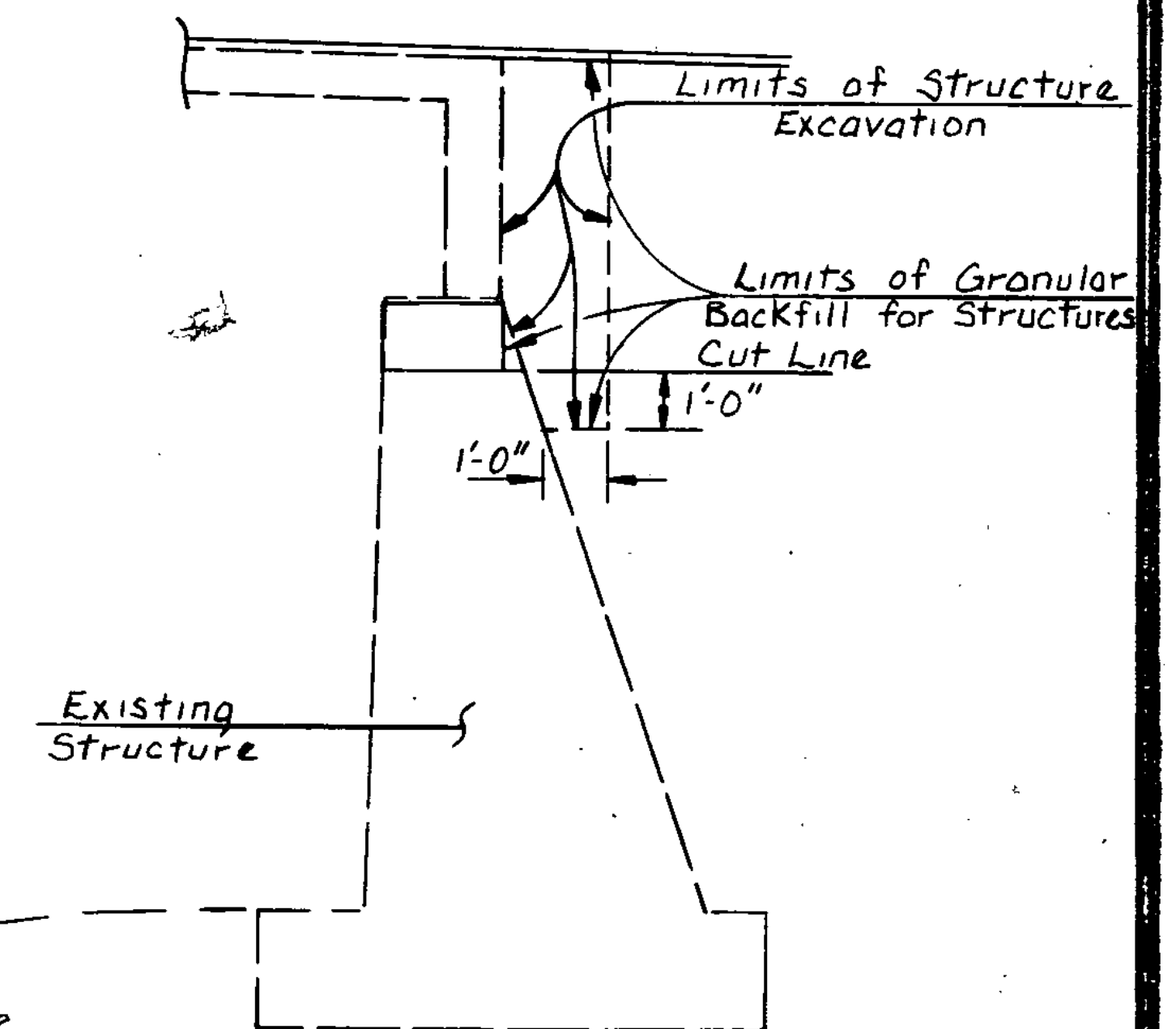


Elevation (@ Upstream Fascia)
Scale 1"=10'

Note: For additional details on Aluminum Bridge Rail and Approach Rail refer to the following Standards:
G-9
SB-R1-71 (2 sheets)
SB-R5-76

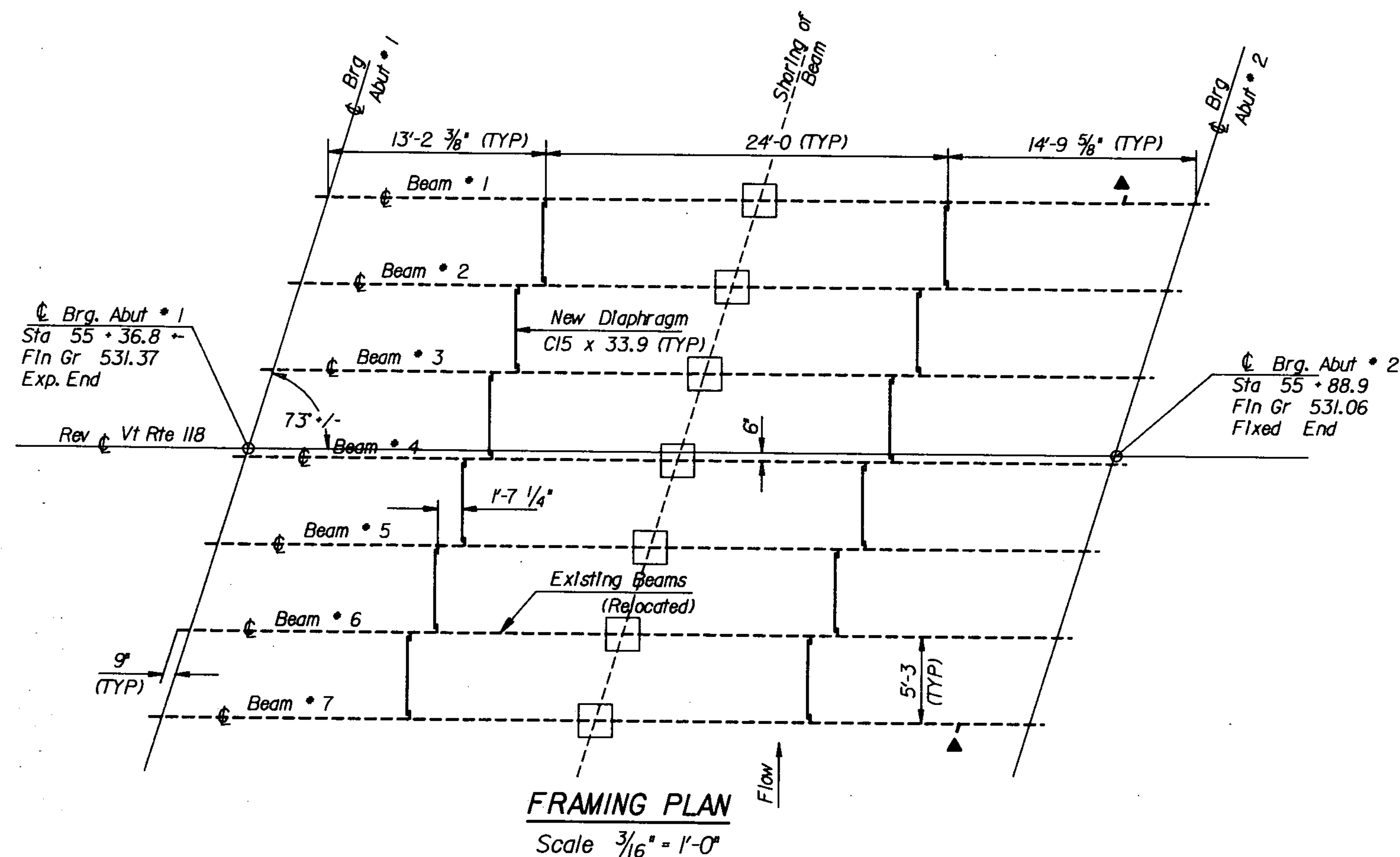
** The location of the existing 8" Ductile Iron Waterline is from other plans and not from actual field survey notes.

*** See General Note #27.

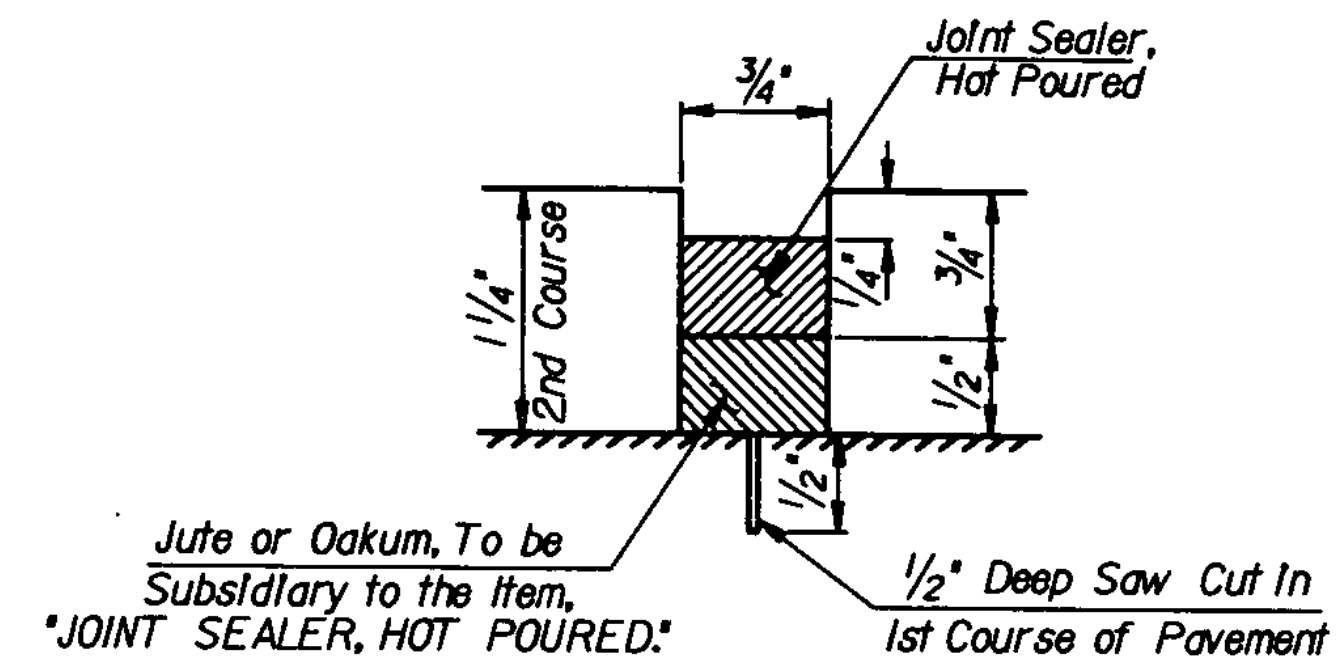
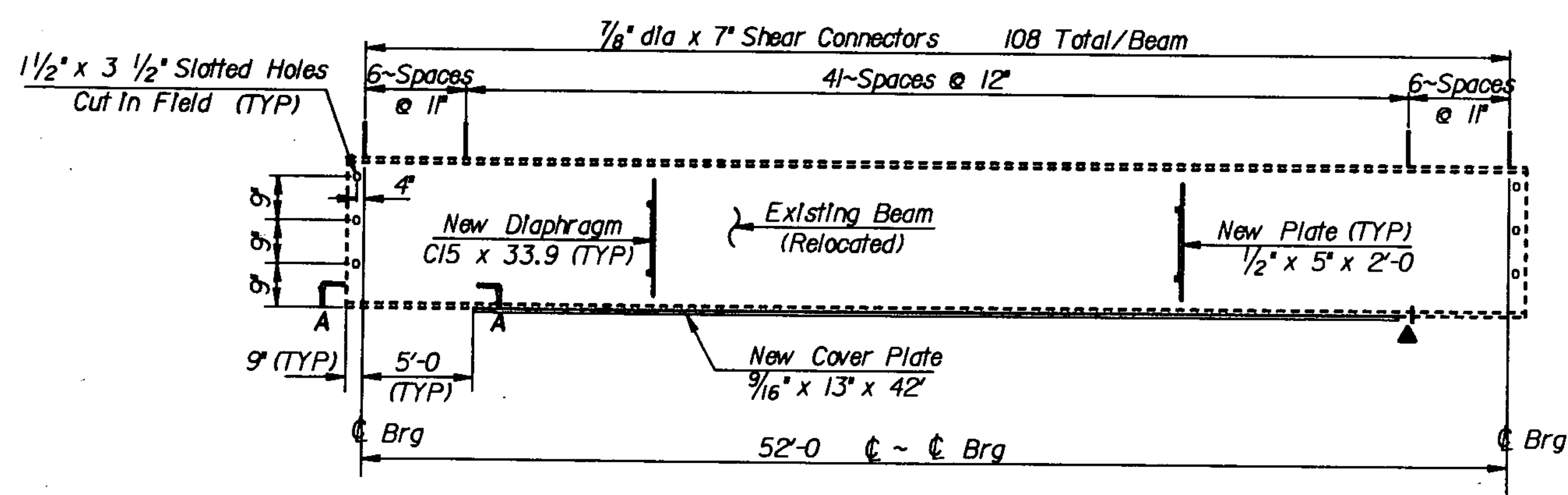


Limits of Fill and Excavation
Scale: 3/8"=1'-0"

STATE OF VERMONT AGENCY OF TRANSPORTATION			
TOWN OF	Montgomery	Bridge No.	15
HIGHWAY NO.	Vt Rte 118	Log Sta.	296+30
		Surv. Sta.	Rev 55+62.85
Vt. Rte. 118 over Trout River			
Plan & Elevation			
Designed by	T. Page	Drawn by	E. Blodgett
Checked by	T. Page	Bridge Design Supervisor	
PROJECT	Montgomery	PROJECT NO.	BHS 0283(6)S
Bridge Sheet No.	7	Sheet	7 of 46

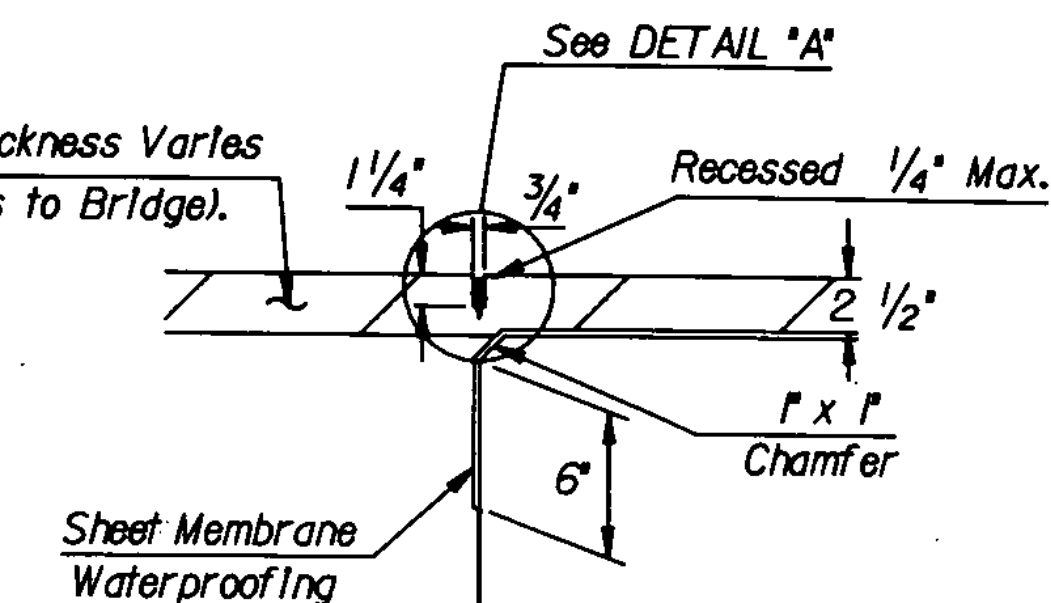


▲ Drip Plate on Beam's 1 & 7.
See Detail C on Std. Dwg. SCB-D7-71

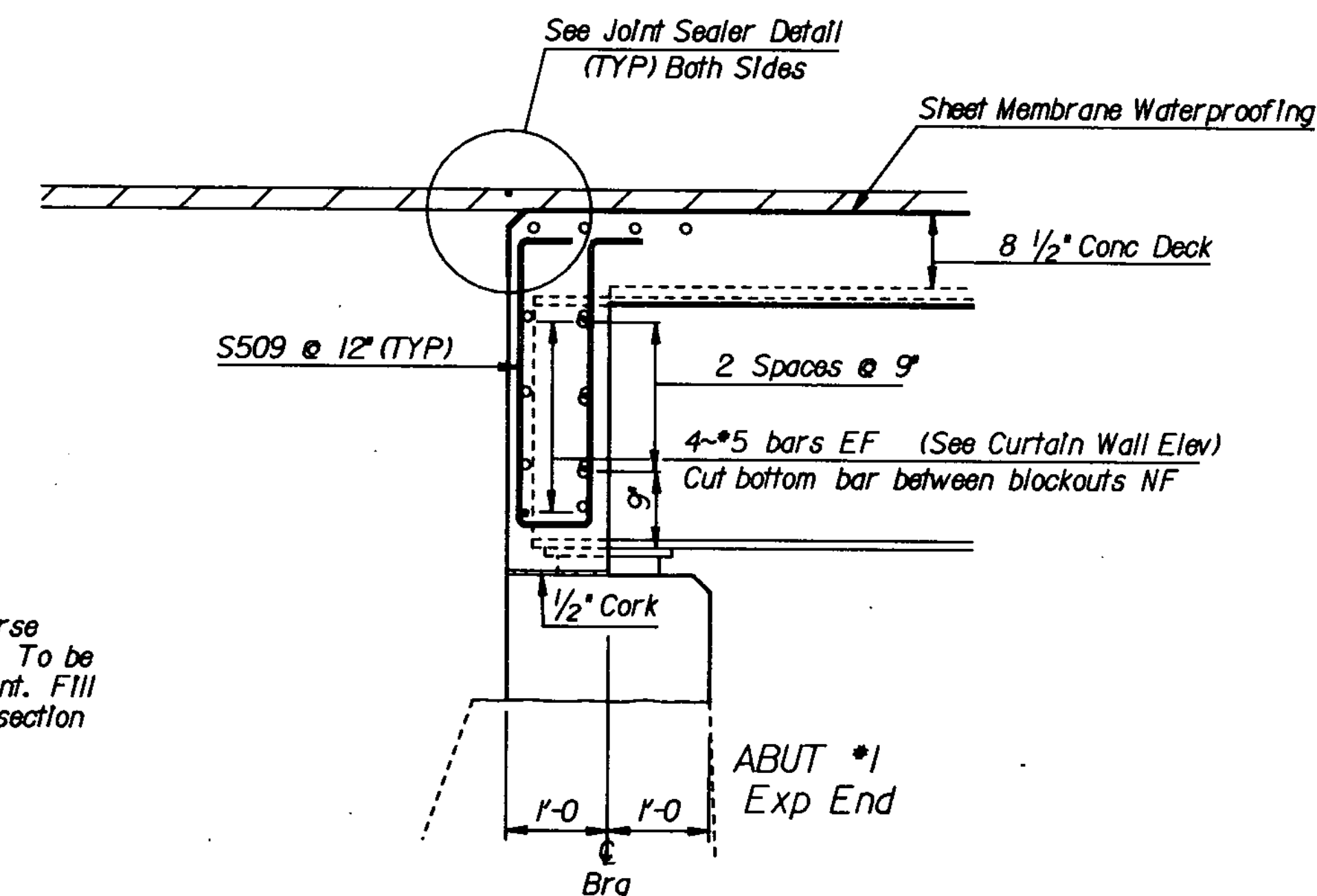


DETAIL 'A'
Scale 1" = 1'

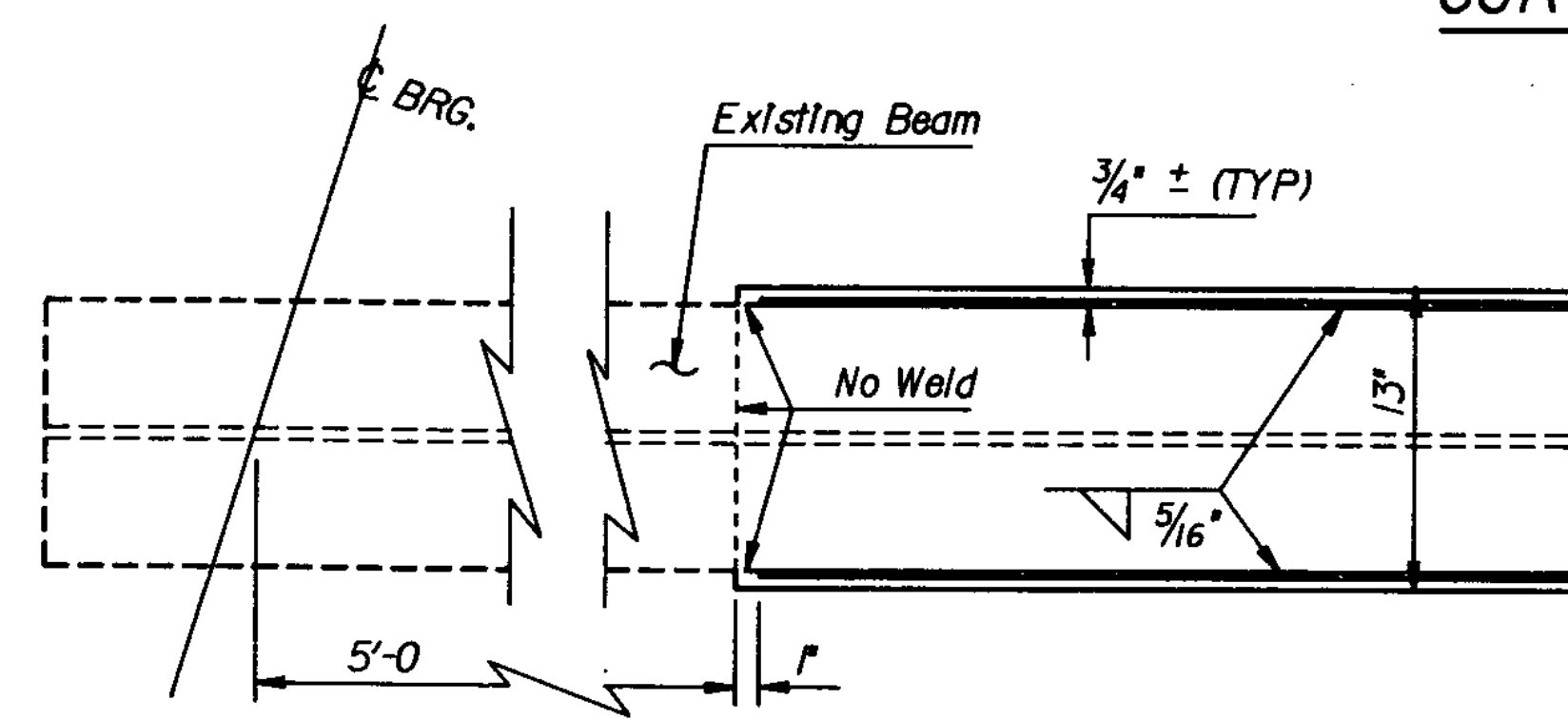
NOTE: See STD DWG SCB - D9 - 71, Detail B, for additional details, except as noted.



JOINT SEALER DETAIL
Scale 1 1/2" = 1'-0"



1 1/4" x 3/4" saw cut in second course of Bituminous Concrete Pavement. To be made within 24 hours of placement. Fill with Joint Sealer, Hot Poured, Subsection 614.06.

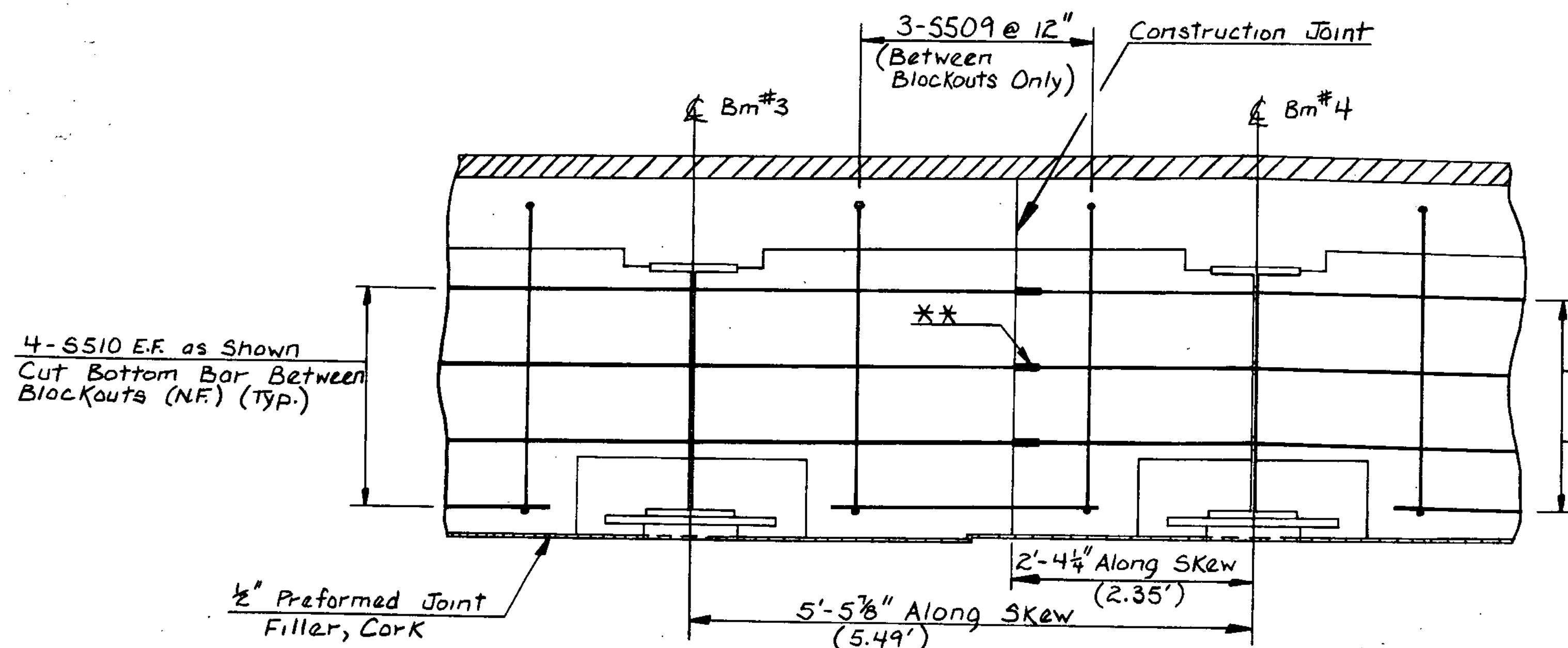


SECTION A-A
Scale 1 1/2" = 1'-0"

STATE OF VERMONT AGENCY OF TRANSPORTATION			
Town of	MONTGOMERY	Bridge No.	15
Highway No.	Vt Rte 118	Log Sta.	296 + 30
		Surv. Sta.	Rev 55 + 62.85
Vt Rte 118 over Trout River			
Framing Plan & Joint Sealer Detail			
Designed By	K. R. Shara	Drawn By	E. L. Blodgett
Checked By	K. R. Shara	Date	8/84
		Bridge Design Supervisor	F. W. Bolcum Date 12/84
PROJECT	MONTGOMERY	PROJECT NO.	BHS 0283(6)S
LG.C. Info.	054h (30.237)02/13/SUP.DWG		
Bridge Sheet No.	Sheet 9 of 46		

GENERAL NOTES (Continued From Sheet 1)

11. CONCRETE MEDIAN BARRIER MB5 (NEW JERSEY CONCRETE MEDIAN BARRIER) SHALL BE USED AS TEMPORARY BARRIER RAIL ACROSS THE BRIDGE AND AT THE APPROACHES TO THE BRIDGE. COST TO BE SUBSIDIARY TO THE ITEM "MAINTENANCE OF TRAFFIC FOR BRIDGE PROJECTS". SEE GENERAL SPECIAL PROVISIONS, SECTION 621.02(b).
12. THE TEMPORARY CONCRETE MEDIAN BARRIER SHALL BE IN PLACE BEFORE REMOVAL OF THE EXISTING DECK.
13. IN ALL HORIZONTAL CONSTRUCTION JOINTS, SHEAR KEYS SHALL BE FORMED AS DETAILED ON STANDARD DRAWING SCB-D6-73, DETAIL "B", AND THEY SHALL BE CONTINUOUS FOR THE FULL LENGTH OF THE JOINT. ANY UPWARD KEY SHALL BE PLACED INTEGRALLY WITH THE CONCRETE BELOW THE JOINT.
14. THE PREFORMED JOINT FILLER, CLOSED CELL FOAM, SHALL MEET THE REQUIREMENTS OF SUBSECTION 707.23. SEE GENERAL SPECIAL PROVISIONS FOR THIS PROJECT. PAYMENT SHALL BE INCLUDED IN THE UNIT BID PRICE FOR "CONCRETE, CLASS A".
15. SEE ADDITIONAL NOTES PERTAINING TO BEARINGS AND BRIDGE SEATS ON SHEET 11 OF 30.
16. THE FINAL POSITION OF BEAM # 4 SHALL BE THE SAME AS ITS EXISTING POSITION. THE REVISED CENTERLINE ACROSS THE BRIDGE SHALL BE LOCATED 6" TO THE LEFT (TOWARD BEAM # 3) OF BEAM # 4. THE EXACT TRANSITION FROM THE SURVEY CENTERLINE TO THE REVISED CENTERLINE BEFORE THE BRIDGE SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.
17. THE BRIDGE SEATS SHALL BE SLOPED 1/2" PER FOOT EXCEPT UNDER BEARINGS WHERE THE SURFACES SHALL BE LEVEL. THE BRIDGE SEATS SHALL BE SLOPED EACH WAY FROM THE CENTERLINE OF BEARINGS. THE ENTIRE BRIDGE SEAT SURFACE SHALL BE SMOOTH STEEL TROWEL FINISHED.
18. COUPLERS FOR REINFORCING STEEL SHALL PROVIDE A MINIMUM YIELD STRENGTH EQUAL TO 125% OF THAT OF THE REINFORCING STEEL. COST OF THE COUPLERS AND THEIR INSTALLATION SHALL BE SUBSIDIARY TO THE ITEM "REINFORCING STEEL".
19. ALL SURFACES OF EXISTING STEEL BEAMS AND DIAPHRAGMS SHALL BE BLAST CLEANED AS SPECIFIED UNDER SECTION 506.47(b)(1). PAINTING OF EXISTING STRUCTURAL STEEL WILL BE PAID FOR UNDER THE ITEM "PAINTING, BLAST CLEANING". THE PAINTING OF NEW STRUCTURAL STEEL SHALL BE UNDER THE SAME ITEM. SEE NOTE NUMBER 20 FOR PAINTING OPTION. FINAL COAT SHALL BE GREEN.
20. THE CONTRACTOR HAS THE OPTION OF USING A RUST-OLEUM PAINT SYSTEM. THE SURFACE PREPARATION SHALL BE THE SAME AS SPECIFIED IN SECTION 513 OF THE STANDARD SPECIFICATIONS. THE COATING SYSTEM SHALL INCLUDE THREE COATS AS FOLLOWS:
 FIRST COAT - RUST-OLEUM #1069 HEAVY DUTY RED PRIMER - 3 MILS DRY FILM THICKNESS.
 SECOND COAT - RUST-OLEUM #1060 HEAVY DUTY RUST INHIBITIVE PRIMER, 3 MILS MINIMUM DRY FILM THICKNESS.
 FINAL COAT - RUST-OLEUM #1282, GREEN, 2 MILS MINIMUM DRY FILM.
21. THE ITEM "TOPSOIL" IS TO BE USED ON THIS PROJECT AS DETAILED ON THE ROADWAY TYPICAL. THE ITEMS "SEED", "HAY MULCH", "FERTILIZER", AND "AGRICULTURAL LIMESTONE" SHALL BE CONSIDERED SUBSIDIARY TO THE ITEM "TOPSOIL" FOR THIS PROJECT.
22. IN-STREAM CONSTRUCTION SHALL BE RESTRICTED TO JUNE 1 THROUGH OCTOBER 1, UNLESS THE CONTRACTOR OBTAINS PERMISSION FROM THE AGENCY OF ENVIRONMENTAL CONSERVATION TO DO WORK OUTSIDE THAT TIME FRAME.
23. THE EXISTING 8" DUCTILE IRON WATERLINE SHOWN WAS TAKEN FROM OTHER PLANS AND MAY NOT ACCURATELY REPRESENT ITS TRUE LOCATION. EXTREME CAUTION SHALL BE TAKEN TO AVOID DISTURBING THE WATERLINE, BOTH WHERE IT IS UNPROTECTED AND ALSO WHERE IT IS ENCASED IN CONCRETE BENEATH THE STREAM. SEE UTILITY SPECIAL PROVISIONS.
24. BRIDGE APPROACH PAVEMENT THICKNESS SHALL NOT EXCEED 4". WHERE NECESSARY, EXISTING PAVEMENT SHALL BE SCARIFIED AND SHIPPED TO WITHIN 24" OF FINAL GRADE WITH GRAVEL. COST TO BE PAID FOR UNDER THE ITEM "SUB-BASE OF GRAVEL".
25. THE CONTRACTOR SHALL BE REQUIRED TO SHORE UP THE EXISTING DECK UNDER EXISTING BEAM: NUMBERS 4, 5, 6 & 7 (SEE SHEET 9) DURING STEP 1 WHILE TRAFFIC IS BEING MAINTAINED. IN ADDITION, THE CONTRACTOR SHALL BE REQUIRED TO SHORE UP BEAMS BEFORE THE PLACEMENT OF CONCRETE DECK. SHORING SHALL BE MAINTAINED UNDER BEAM: NUMBERS 1, 2 & 3 DURING THE POUR OF STEP 1 AND NOT REMOVED UNTIL 21 DAYS AFTER THE POURING OF STEP 2. AT THIS TIME, SHORING CAN BE REMOVED UNDER ALL BEAMS. ALL SHORING WILL BE PAID UNDER THE ITEM "SHORING SUPERSTRUCTURE".
26. TRAFFIC SHALL NOT BE ALLOWED ON THE NEW DECK UNTIL 30 DAYS AFTER IT IS POURED AND AFTER THE TEST CYLINDERS ARE BROKEN AND HAVE BEEN EVALUATED.
27. THE SIDEWALK AND CONCRETE CURB SHALL BE RAMPED UP OVER A DISTANCE OF SEVEN (7) FEET.
28. A MINIMUM OF ONE-WAY TRAFFIC SHALL BE MAINTAINED AT ALL TIMES AT THIS CROSSING. COST OF MAINTAINING TRAFFIC SHALL BE PAID FOR UNDER THE ITEMS "MAINTENANCE OF TRAFFIC FOR BRIDGE PROJECTS" AND "TRAFFIC CONTROL SIGNALS".
29. THE CONTRACTOR SHALL INSTALL AND MAINTAIN TEMPORARY EROSION CONTROL FEATURES AS DIRECTED BY THE ENGINEER. COST OF ITEMS FOR THIS PURPOSE SHALL BE SUBSIDIARY TO ALL OTHER CONTRACT ITEMS.
30. EXISTING ROAD SIGNS WILL BE REMOVED AND RESET UNDER THE DIRECTION OF THE RESIDENT ENGINEER. THE COST OF REMOVING AND RESETTING EXISTING ROAD SIGNS, BOTH TEMPORARILY AND PERMANENTLY, WILL BE SUBSIDIARY TO THE ITEM "MAINTENANCE OF TRAFFIC FOR BRIDGE PROJECTS".



Curtain Wall Elevation
Scale: 1"=1'-0"

* - Near Face and Far Face for these Bars as if Looking at back of Abut.#1.

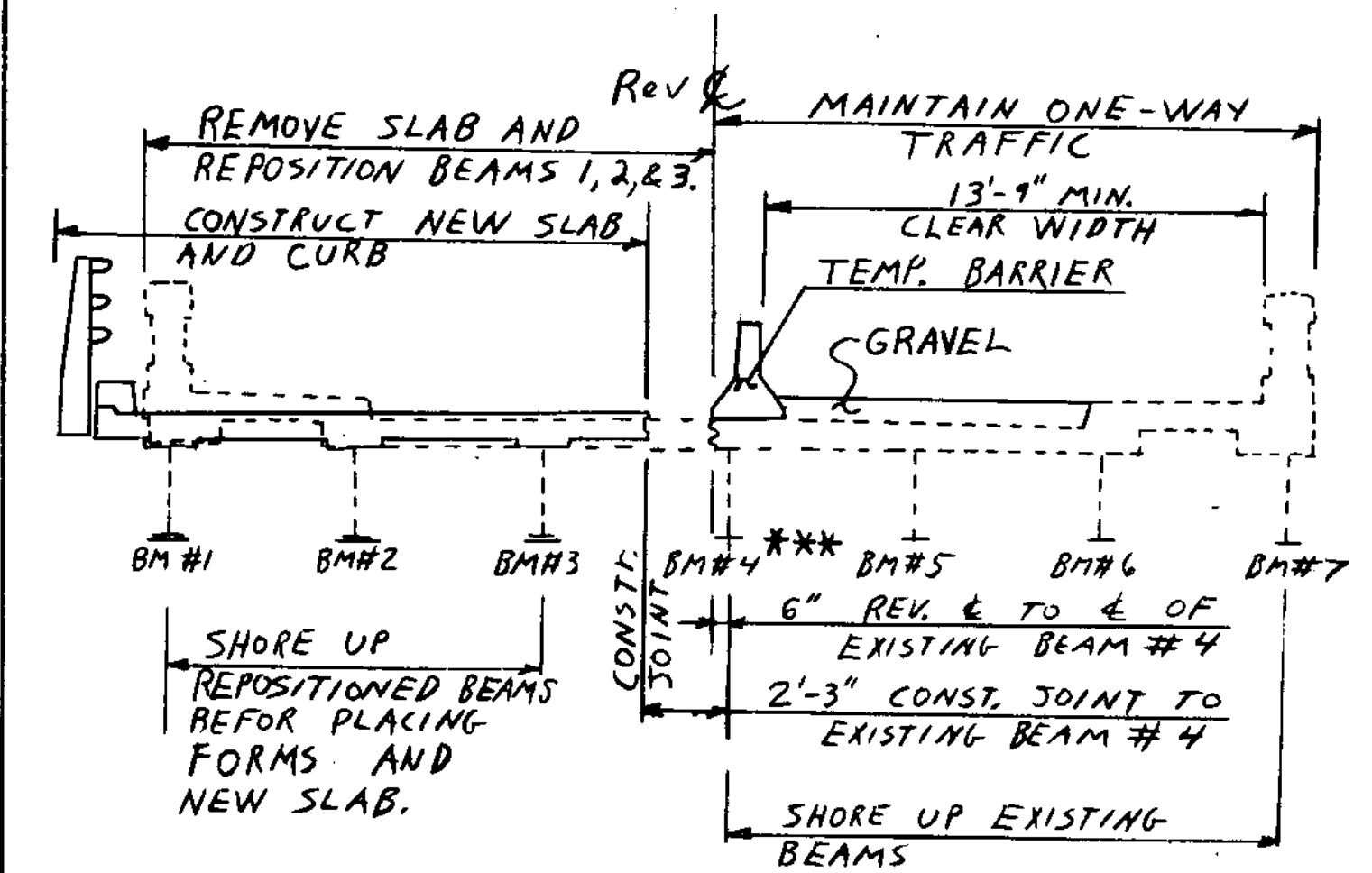
** - Reinforcing Steel Couplers. Cost to be Subsidiary to the Item "Reinforcing Steel."

TEMPORARY TRAFFIC SIGNAL NOTES

1. THE CONTRACTOR SHALL SUBMIT THE POLE LAYOUT AND DETOUR DESIGN FOR REVIEW PRIOR TO CONSTRUCTION. THE SUBMITTAL SHALL INCLUDE SIGNAL TIMING SEQUENCES AND PHASING. ALLOW TWO WEEKS FOR REVIEW.
2. THE CONTRACTOR SHALL INSURE THAT THE SIGNAL INSTALLATION CONFORMS TO THE MANUAL OF TRAFFIC CONTROL DEVICES WITH THE SUPPORTING STRUCTURES AS PER AASHTO'S STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNAL, LUMINAIRES AND TRAFFIC SIGNALS.
3. SIGNAL TIMING/TIMING ADJUSTMENTS REQUESTED BY THE RESIDENT ENGINEER SHALL BE ACCOMPLISHED WITHIN A 48 HOUR PERIOD AND PAYMENT SHALL BE SUBSIDIARY TO THE TRAFFIC SIGNAL ITEM. THE ALL-RED CLEARANCE INTERVAL IS BASED ON AN ASSUMED SPEED OF 25 MPH. THE RESIDENT ENGINEER SHALL MAKE SEVERAL TRIAL RUNS TO DETERMINE THE PROPER ALL-RED CLEARANCE INTERVAL.
4. SIGNAL FACES SHALL CONSIST OF 12" LENSES. (RED, YELLOW & GREEN)
5. THE BOTTOM OF THE HOUSING OF A SIGNAL FACE SUSPENDED OVER A ROADWAY SHALL BE NOT LESS THAN 164 FEET NOR MORE THAN 19 FEET ABOVE THE PAVEMENT GRADE AT THE CENTER OF THE ROADWAY. THE BOTTOM OF A SIGNAL FACE, NOT MOUNTED OVER A ROADWAY, SHALL NOT BE LESS THAN 8 FEET NOR MORE THAN 15 FEET ABOVE THE SIDEWALK, OR, IF NONE, ABOVE THE PAVEMENT GRADE AT THE CENTER OF THE HIGHWAY. CAUTION SHOULD BE USED TO INSURE COMPLIANCE WITH THE HEIGHT REQUIREMENTS IN THE EVENT THE NEW APPROACH GRADES DIFFER SIGNIFICANTLY FROM THE OLD ROAD GRADE.
6. SIGNAL FACES FOR ANY ONE APPROACH SHALL BE NOT LESS THAN 8 FEET APART MEASURED HORIZONTALLY BETWEEN CENTER OF FACES.
7. A "SIGNAL AHEAD" SIGN MAY BE PLACED AT LEAST 750' FROM THE SIGNAL OR AT A POSITION TO BE DETERMINED BY THE ENGINEER. ALL POSTS, SIGNS, AND PAVEMENT MARKINGS SHALL BE CONSIDERED AS SUBSIDIARY TO THE TRAFFIC SIGNAL ITEM.
8. SIGNAL HEADS MAY BE HUNG ON A SPAN WIRE OR ON A CANTILEVERED MAST ARM. AT LEAST ONE SIGNAL HEAD SHALL BE UNMISTAKABLY IN LINE WITH THE CENTER OF APPROACHING TRAFFIC AT ALL TIMES. THE SECOND SIGNAL HEAD MAY BE POST MOUNTED, LOCATED AT A DISTANCE NO GREATER THAN 144' FROM THE CENTER OF THE APPROACH LANE WHEN THE STOP BAR IS 40' FROM THE SIGNAL HEAD. CONSULT THE MUTCD FOR ADDITIONAL INFORMATION CONCERNING SIGNAL PLACEMENT.
9. A 400 WATT LUMINAIRE AND MAST ARM SHALL BE PROVIDED ON A POLE ON EACH APPROACH AT A MOUNTING HEIGHT OF 30' ABOVE ROADWAY CENTERLINE. THE INTENT IS TO LIGHT UP THE AREA AROUND THE SIGNAL HEADS AND STOP BAR FOR INCREASED VISIBILITY. THE RESIDENT ENGINEER SHALL DETERMINE THE ADEQUACY OF THE LIGHTING AND DIRECT CHARGES IF THE LIGHTING IS INSUFFICIENT.
10. POLES SUPPORTING SPAN WIRES AND/OR MAST ARMS SHALL BE ADEQUATELY BRACED OR GUYED AND SHALL NOT BE PLACED SO AS TO CREATE A HAZARD TO THE TRAVELING PUBLIC.
11. PAVEMENT MARKINGS AND SIGNING IS SUBSIDIARY TO THE ITEM 678.15, "TRAFFIC CONTROL SIGNALS" (STOP BARS, 'STOP HERE ON RED', 'SIGNAL AHEAD').
12. SIGNAL HEAD PLACEMENT SHOWN IS CRITICAL. HEADS SHALL BE ADJUSTED TO REFLECT LANE LOCATION CHANGES.
13. STOP BARS SHALL BE LOCATED A MINIMUM OF 40' AND A MAXIMUM OF 120' FROM THE NEAREST SIGNAL HEAD.
14. SEE STANDARD SHEET E-15 FOR "STOP HERE ON RED" SIGN DETAILS AND STANDARD SHEET E-16 FOR "SIGNAL AHEAD" SYMBOL SIGN. THE "SIGNAL AHEAD" SIGN SHALL HAVE AN ORANGE BACKGROUND (REFLECTORIZED). SEE STANDARD E-29 FOR SIGN PLACEMENT. SEE STANDARD E-34 AND E-36 FOR ADDITIONAL INFORMATION ON SIGNALS AND DETECTORS.
15. THE SIGNAL SYSTEM SHALL CONSIST OF POLES, SIGNS AND POSTS. PAVEMENT MARKINGS AND SIGNAL EQUIPMENT TO PROVIDE FOR AN ADEQUATE DESIGN.
16. THE CONTRACTOR SHALL PROVIDE AN ACTUATED CONTROLLER. EACH APPROACH SHALL HAVE A TEMPORARY VEHICLE DETECTOR. THE TYPE OF DETECTION - SONIC, INDUCTANCE, ETC. - IS TO BE DETERMINED BY THE CONTRACTOR AND APPROVED BY THE RESIDENT ENGINEER. IF LONG LOOPS ARE USED FOR DETECTION, THEY SHALL OPERATE IN THE NON-LOCKING MODE (PRESENCE DETECTION). WITH SMALL DETECTION AREAS, LOCKING DETECTION SHALL BE USED. THE CONTROLLER, VEHICLE DETECTORS AND ALL OTHER SIGNAL EQUIPMENT SHALL MEET OR EXCEED ALL N.E.M.A. STANDARDS.
17. THE NEAR PORTION OF THE VEHICLE DETECTOR SHALL BE LOCATED ABOUT 5' BEHIND THE STOP BAR.
18. TWO-WAY TRAFFIC SHALL BE MAINTAINED WHENEVER POSSIBLE. DURING TWO-WAY TRAFFIC, THE SIGNALS SHALL BE SET ON FLASHING.
19. APPROACH WIDTHS SHALL BE AS DETAILED IN SECTION 638.04(3). TO MINIMIZE VEHICLE DELAY, SIGNAL POLES SHALL BE PLACED SO AS TO USE AS MUCH OF THE AVAILABLE APPROACH AS POSSIBLE.

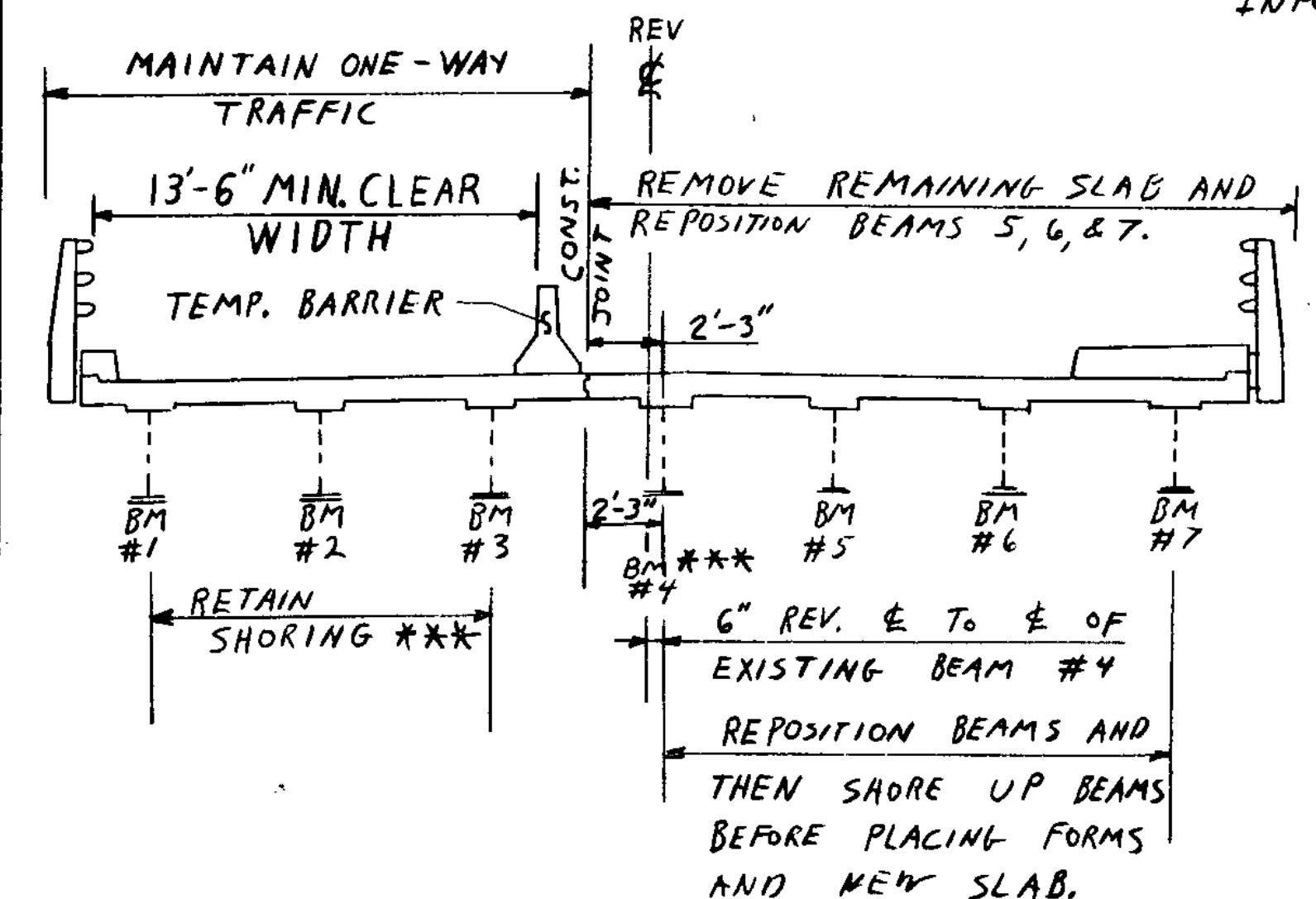
CONSTRUCTION SEQUENCE

SCALE: 1"=5'-0"



STEP #1

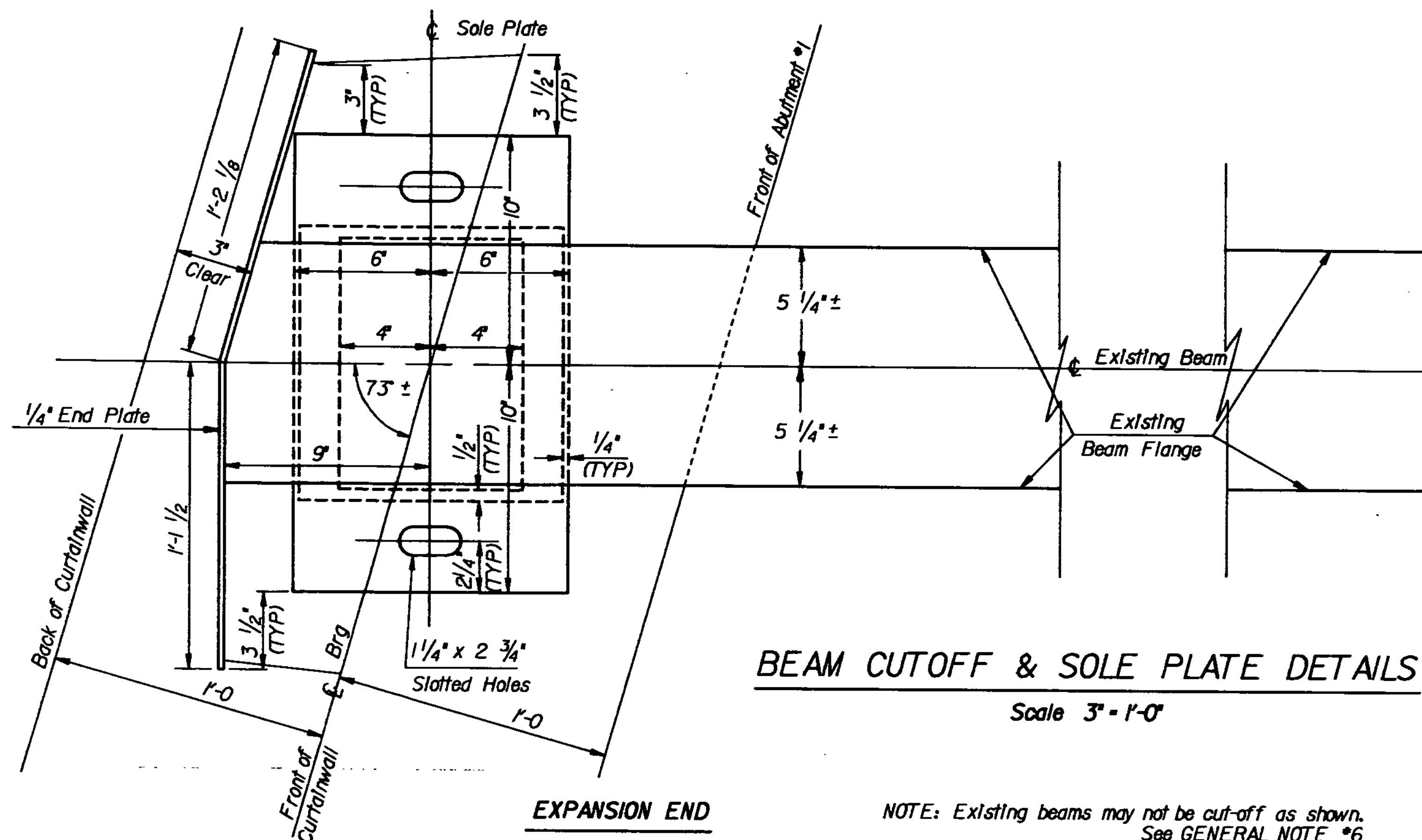
*** - SEE GENERAL NOTES # 16 & 25 FOR ADDITIONAL INFORMATION.



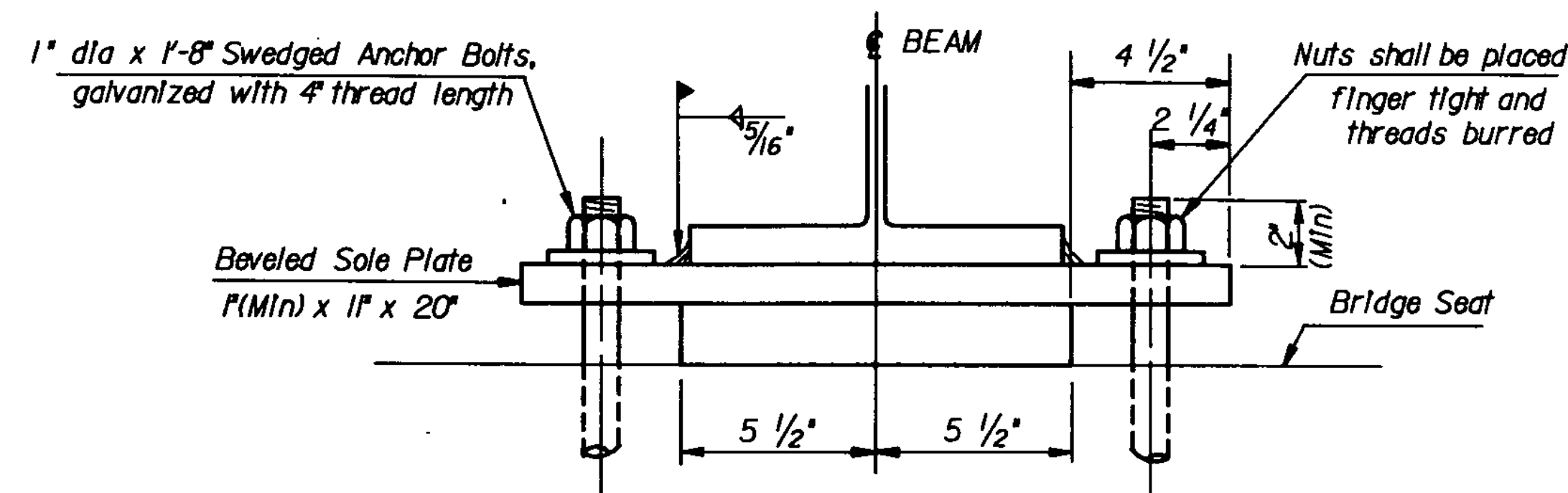
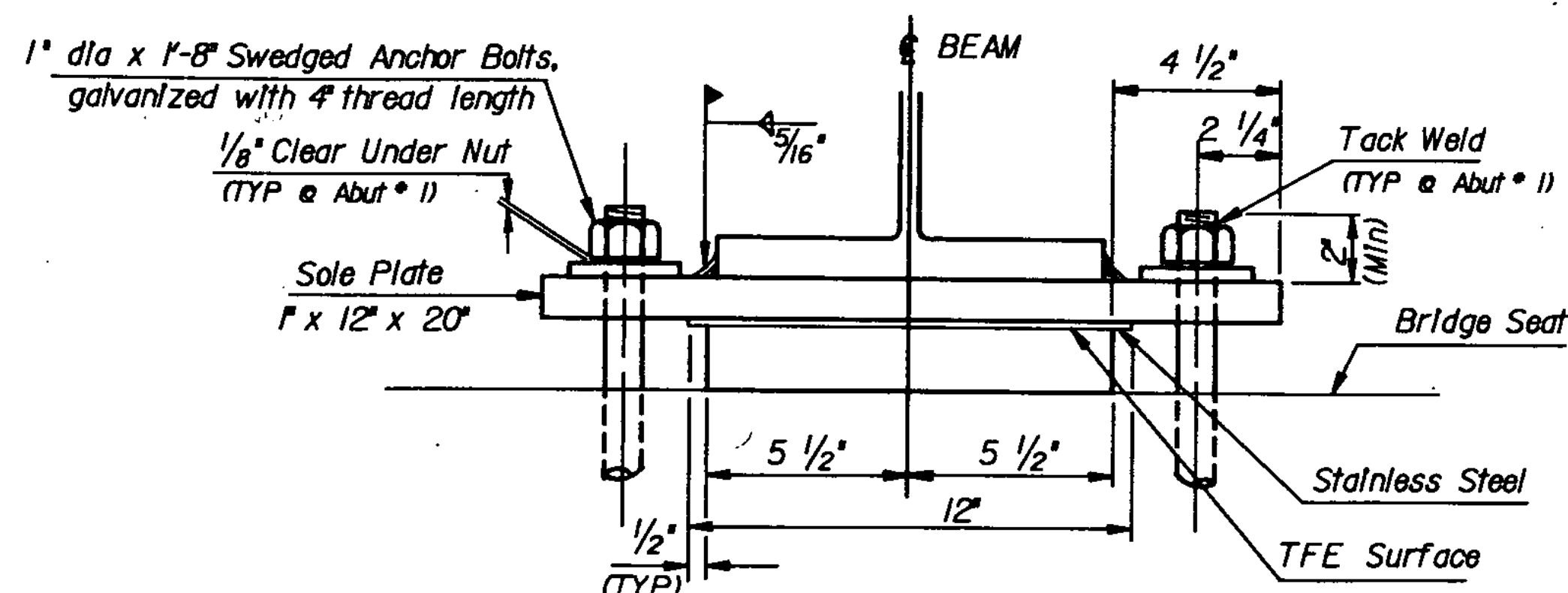
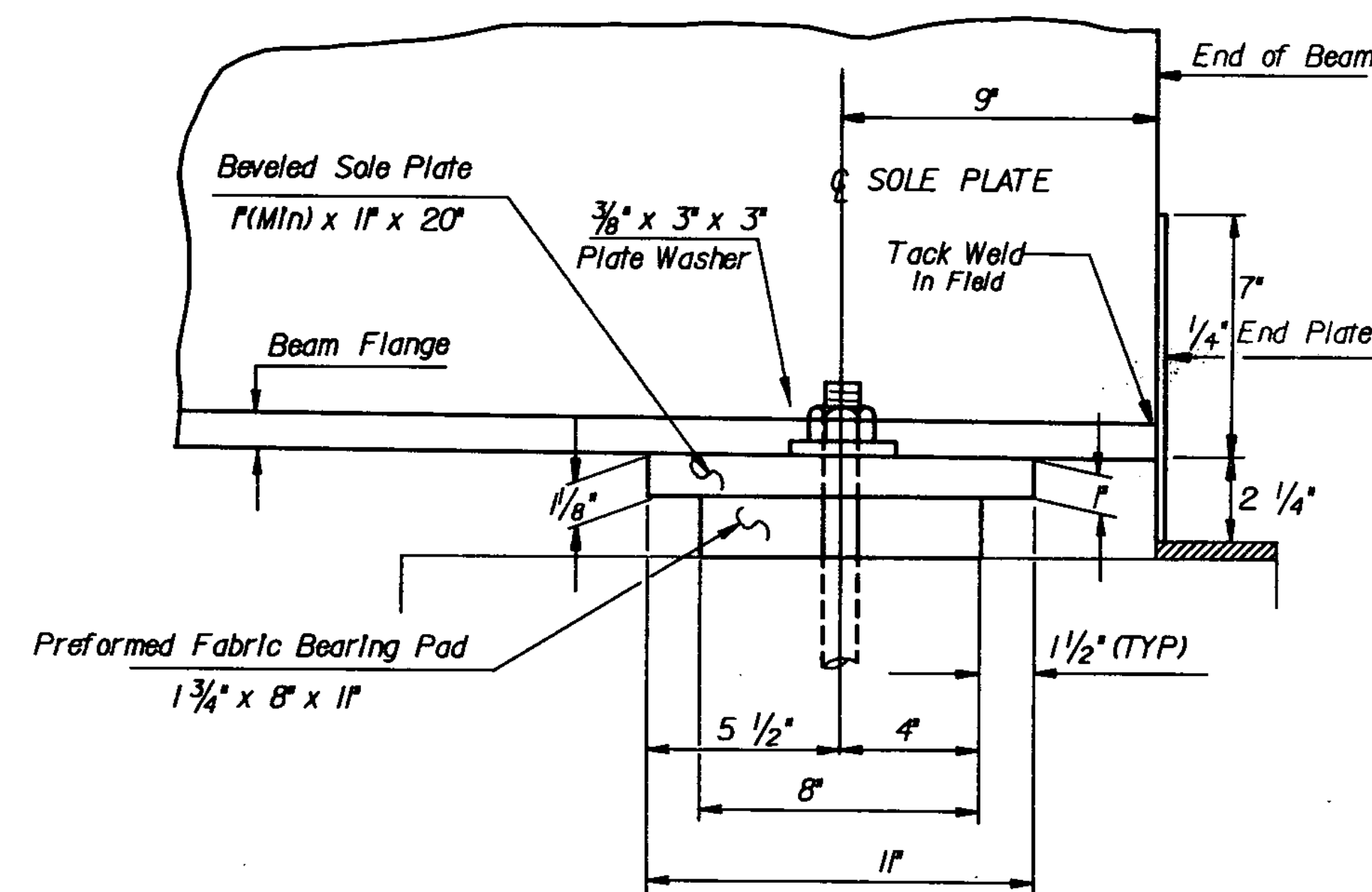
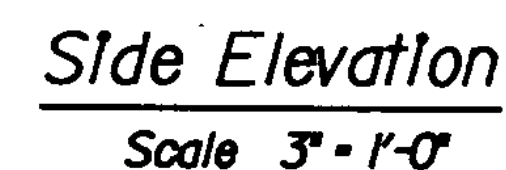
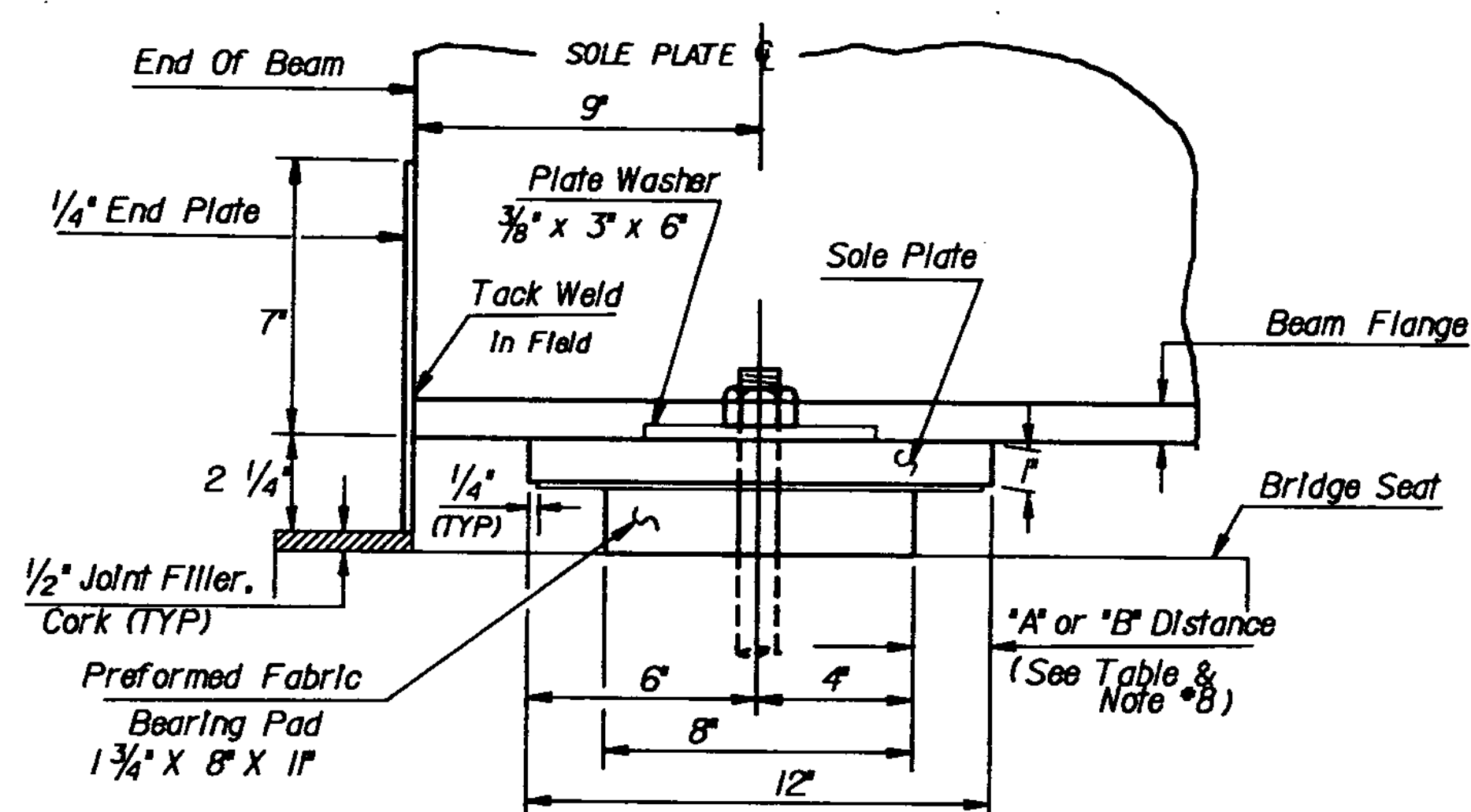
STEP #2

STATE OF VERMONT AGENCY OF TRANSPORTATION

Town Of	MONTGOMERY	Bridge No.	15
Highway No.	VT. RTE. 118	Log Sta.	269+30
		Surv. Sta.	Rev 55+62.85
VT. RTE. 118 over TROUT RIVER			
Curtain Wall and Joint Sealer Details			
Designed By	R. Sikora	Drawn By	E. Blodgett
Checked By	R. Sikora	Date	8/84
		Bridge Design Supervisor	F.W. Bolkm Date 12/84
PROJECT	MONTGOMERY	PROJECT NO.	BHS 0283 (6) S
LG.C. Info.			
Bridge Sheet No.		Sheet 10 of 46	



NOTE: Existing beams may not be cut-off as shown.
See GENERAL NOTE *6

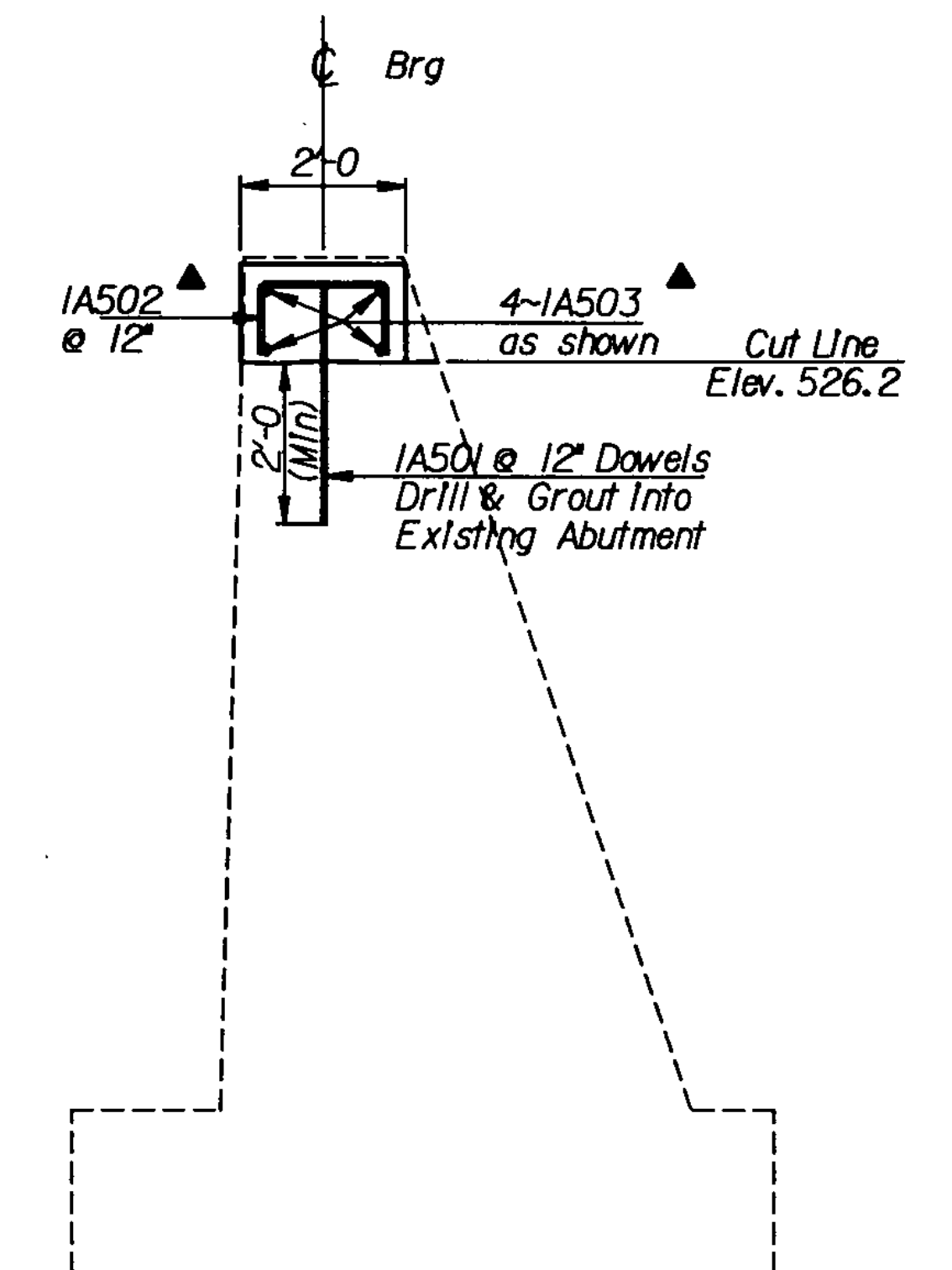
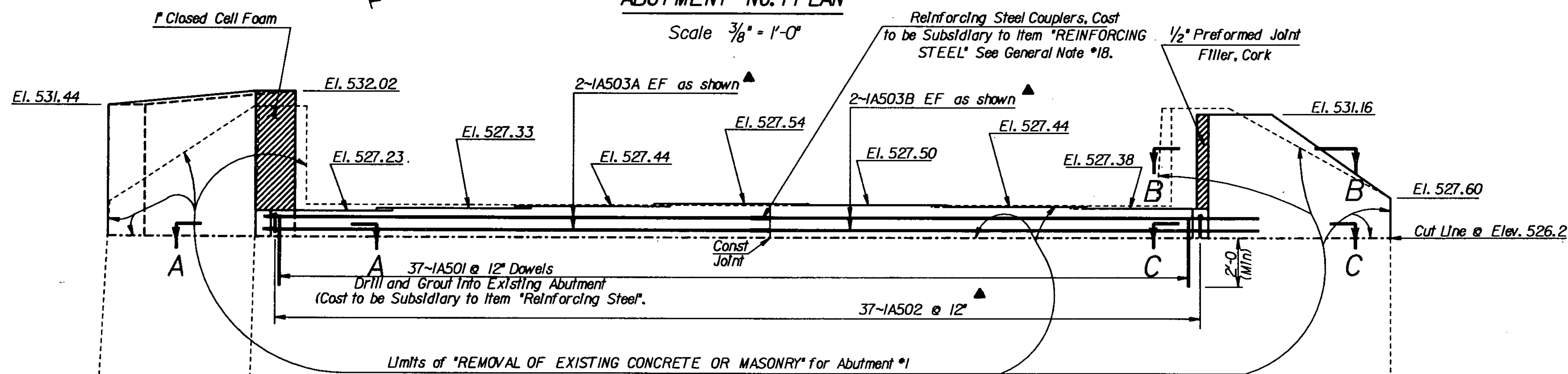
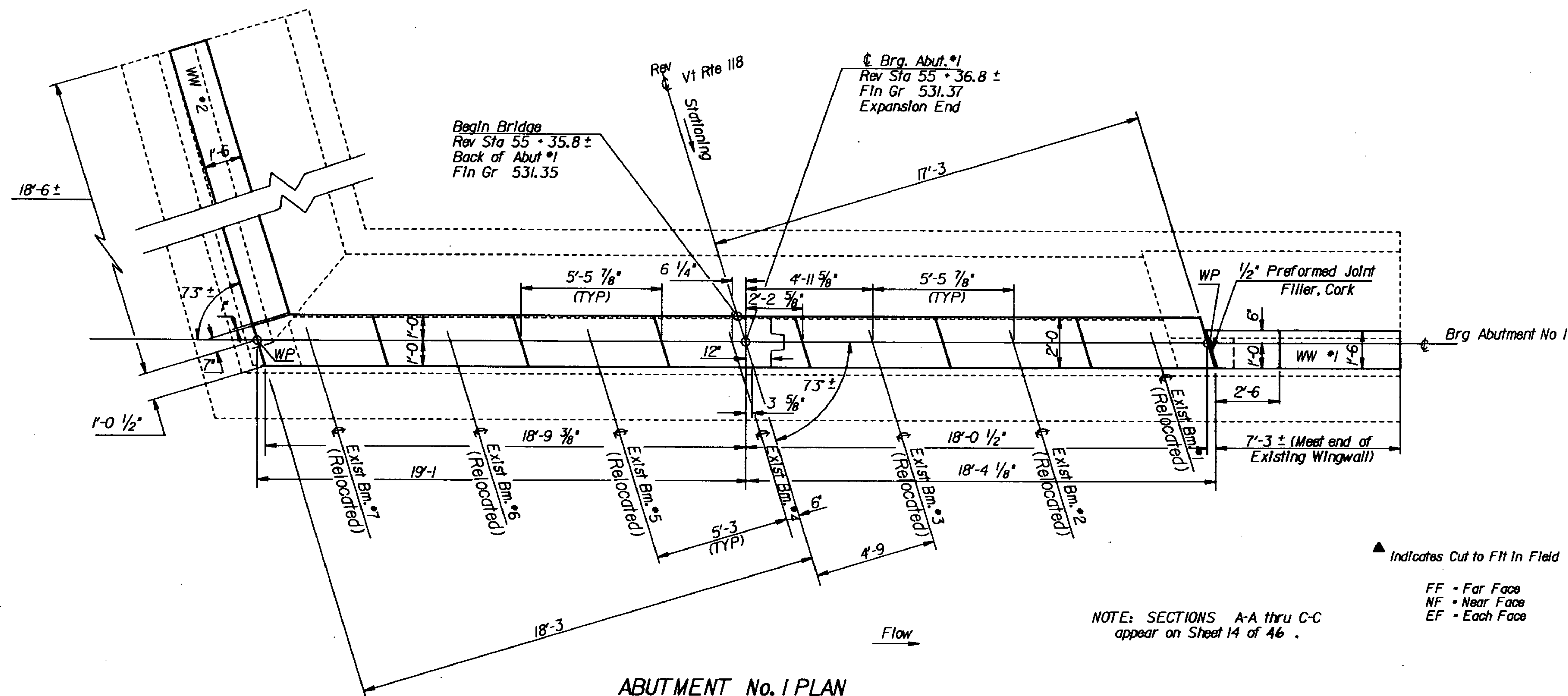


TEMP	"A" DIST	"B" DIST
0°F	2 $\frac{3}{16}$ "	2 $\frac{5}{16}$ "
15°F	2 $\frac{1}{8}$ "	2 $\frac{1}{4}$ "
30°F	2 $\frac{1}{16}$ "	2 $\frac{3}{16}$ "
45°F	2"	2 $\frac{1}{8}$ "
60°F	1 $\frac{15}{16}$ "	2 $\frac{1}{16}$ "
75°F	1 $\frac{7}{8}$ "	2"
90°F	1 $\frac{13}{16}$ "	1 $\frac{15}{16}$ "

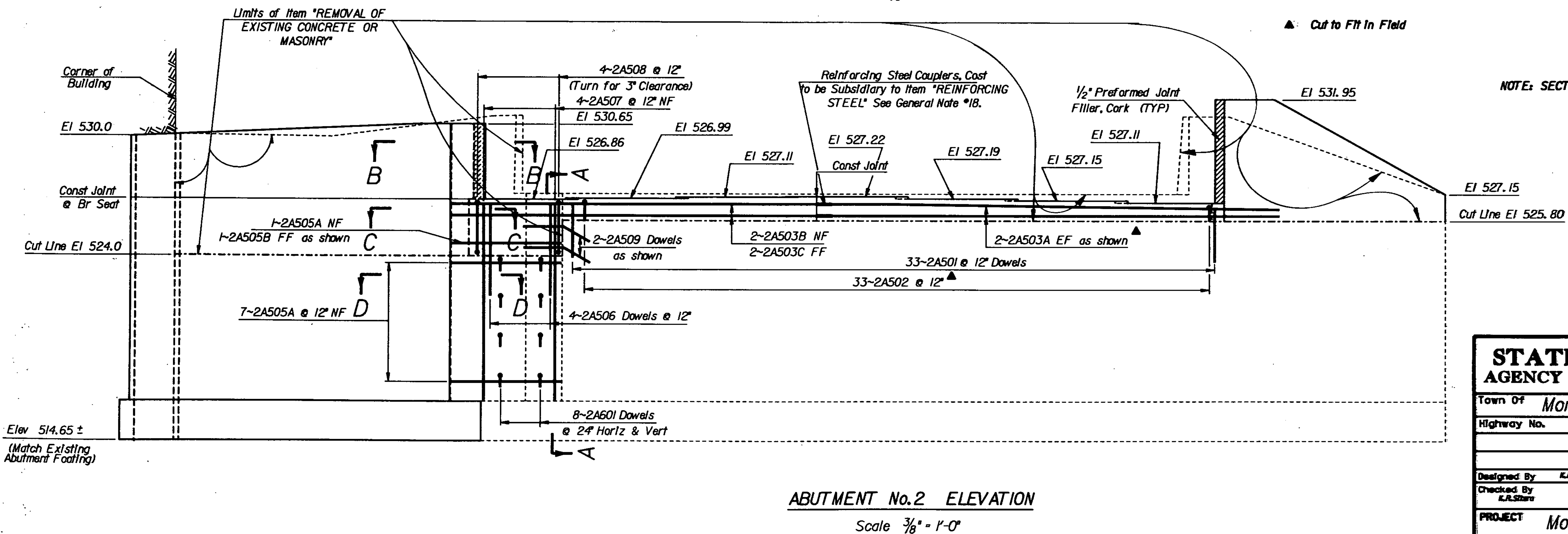
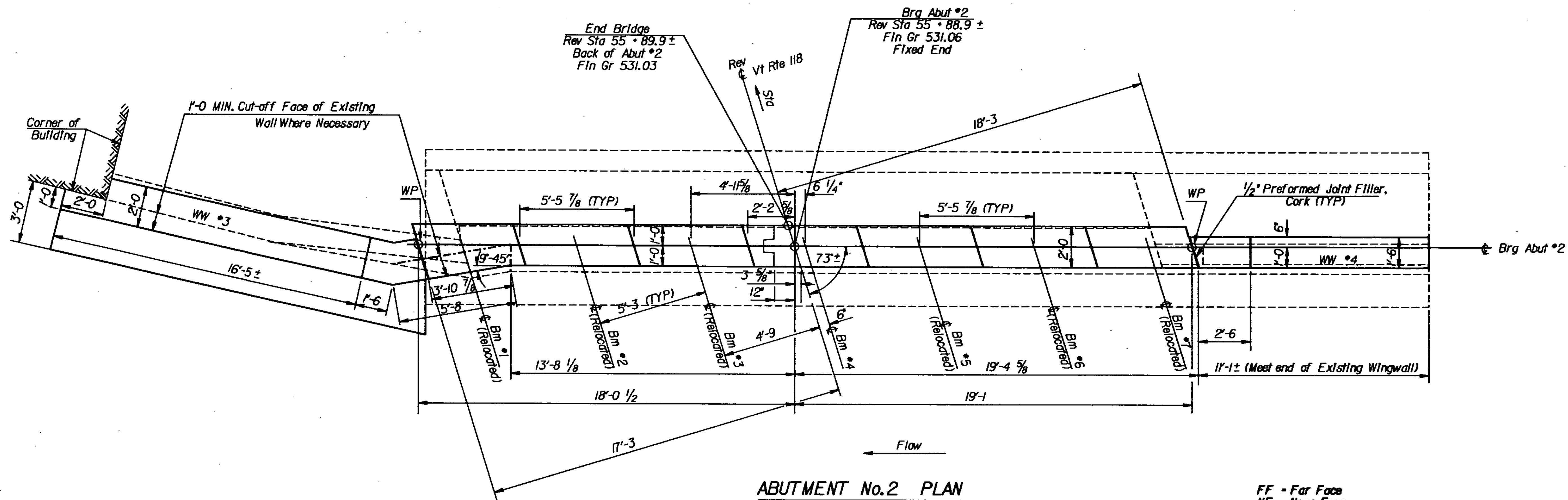
SOLE PLATE & BEARING DETAIL NOTES

1. TFE EXPANSION BEARINGS SHALL CONFORM TO SUBSECTION 731.01.
2. FIXED BEARINGS SHALL CONFORM TO ALL APPLICABLE SECTIONS OF SUBSECTION 731 (OMIT TFE & STAINLESS STEEL).
3. BEARINGS SHALL BE PAID FOR UNDER THE ITEM "BEARING DEVICE ASSEMBLY".
4. SHOP DRAWINGS CONFORMING TO SUBSECTION 506.04 MUST BE SUBMITTED, AND INCLUDE THE WELDING PROCEDURE IF THE STAINLESS STEEL PLATE IS GOING TO BE WELDED TO THE SOLE PLATE, OR THE BONDING PROCEDURE IF THE STAINLESS STEEL PLATE IS BONDED TO THE SOLE PLATE.
5. SOLE PLATES SHALL BE BEVELED AS SHOWN ON THIS SHEET. ALSO, SOLE PLATES AND WASHERS ARE TO BE GALVANIZED OR METALIZED AS PER GENERAL SPECIAL PROVISION 731.06 FOR THIS PROJECT.
6. THE CONCRETE SURFACE UNDER THE BEARINGS SHALL BE LEVEL.
7. SEE STANDARD DRAWING SCB-D9-71 DETAIL "A" FOR ADDITIONAL DETAILS FOR BLOCKING OUT THE BEARINGS IN THE CURTAIN WALLS.
8. "A" DISTANCE IS THE FINAL SETTING FOR THE BEARING PAD AFTER THE CONCRETE SLAB, CURB, AND BRIDGE RAIL ARE IN PLACE. HOWEVER, MOST CONTRACTORS LIKE TO ADJUST THE BEARING PAD AFTER THE STRUCTURAL STEEL HAS BEEN ERECTED AND BEFORE THE CONCRETE DECK IS POURED. THEREFORE, "B" DISTANCE IS LISTED FOR CONTRACTORS WHO SET BEARING PAD BEFORE POURING DECK. THE DIFFERENCE, $\frac{1}{8}$ INCH, IS THE ELONGATION IN THE BOTTOM FLANGE DUE TO DEAD LOAD DEFLECTION CAUSED BY THE CONCRETE SLAB, CURBS, PAVEMENT, AND BRIDGE RAIL. THIS DIFFERENCE IS A THEORETICAL DISTANCE AND SHOULD NOT BE CONSIDERED AS A FINAL SETTING. THE FINAL "A" DISTANCE, AS SHOWN IN THE TABLE, MUST BE REACHED WITHIN $\frac{1}{8}$ INCH $\pm$.

STATE OF VERMONT AGENCY OF TRANSPORTATION	
Town Of <i>Montgomery</i>	Bridge No. <i>15</i>
Highway No. <i>Vt Rte 118</i>	Log Sta. <i>296 + 30</i> Surv. Sta. <i>Rev 55 + 62.85</i>
<i>Vt Rte 118 over the Trout River</i>	
<i>Safe Plate & Bearing Details</i>	
Designed By <i>R. Sikora</i>	Drawn By <i>E. Blodgett</i>
Checked By <i>R. Sikora</i>	Date <i>7/84</i>
	Bridge Design Supervisor <i>F. W. Bolkom</i>
	Date <i>12/84</i>
PROJECT <i>Montgomery</i>	PROJECT NO. <i>BHS 0283161S</i>
L.C.C. Info. <i>USA# 302378E151BRGDGH</i>	
Bridge Sheet No. <i>1</i>	Sheet <i>11</i> of <i>46</i>

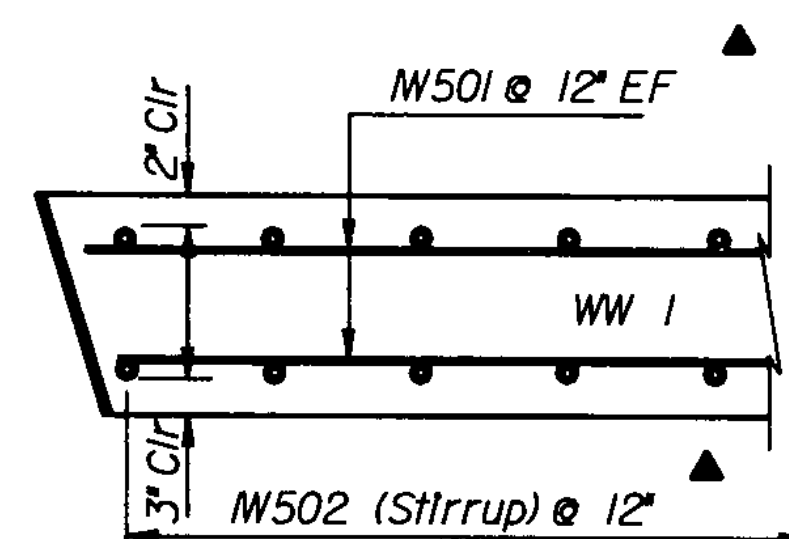


STATE OF VERMONT	
AGENCY OF TRANSPORTATION	
Town Of MONTGOMERY	Bridge No. 15
	Log Sta. 296 + 30
Highway No. Vt Rte 118	Surv. Sta. Rev 55 + 62.85
Vt Rte 118 over the Trout River	
Abutment No. 1 Details	
Designed By R. Sikora	Drawn By E. Blodgett
Checked By R. Sikora	Date 9/84
	Bridge Design Supervisor F. W. Bolkom Date 12/84
PROJECT	PROJECT NO.
MONTGOMERY	BHS 0283(6)S
L.G.C. Info. QSA#30,23,78E151ABLDGN	
Bridge Sheet No.	Sheet 12 of 46

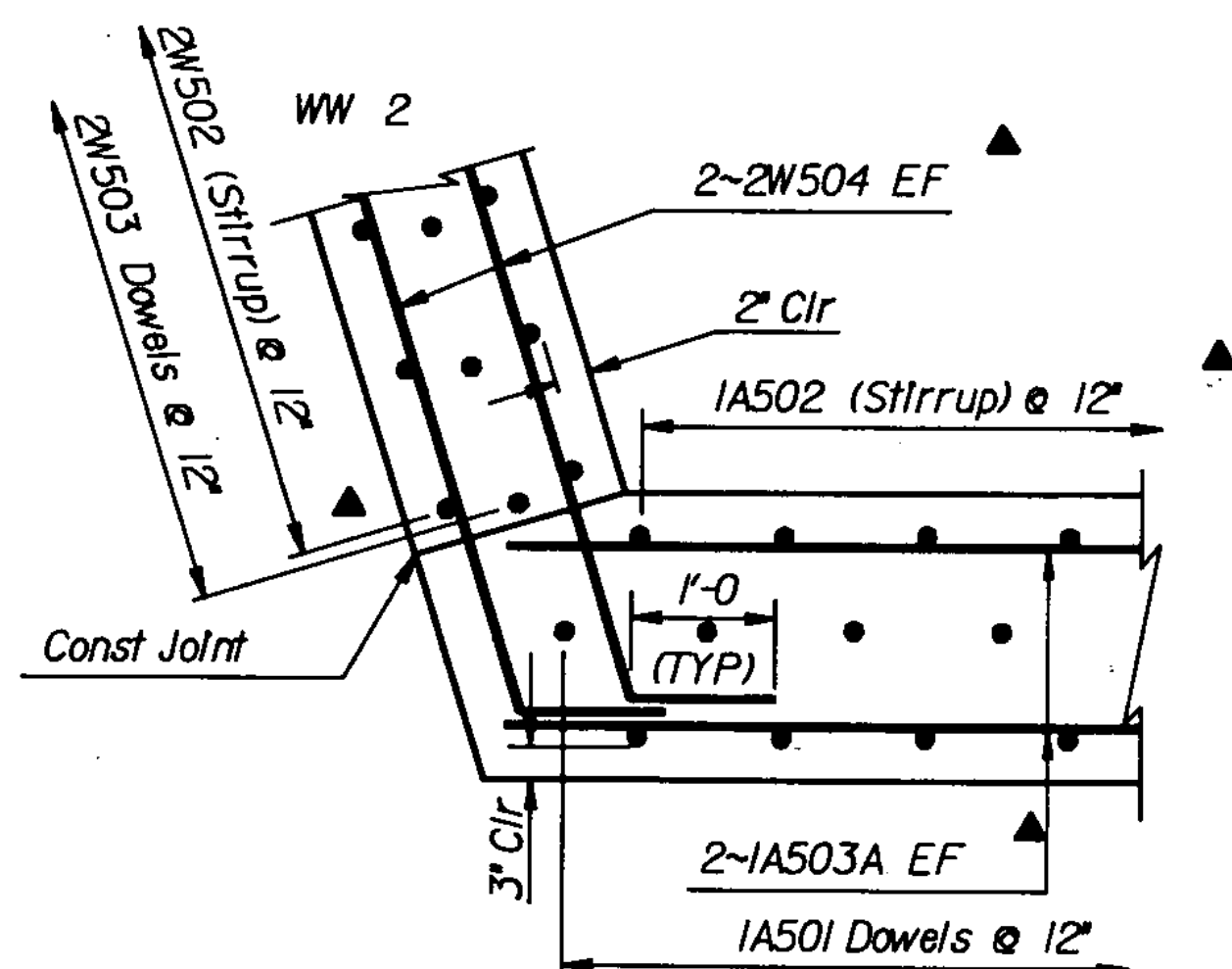


STATE OF VERMONT AGENCY OF TRANSPORTATION			
Town Of	Montgomery	Bridge No.	15
Highway No.	Vt Rte 118	Log Sta.	256+30
		Surv. Sta.	Rev 55+62.85
Vt Rte 118 over the Trout River			
Abutment No.2 Details			
Designed By	K.R.Shaw	Drawn By	E. Budge
Checked By	K.R.Shaw	Bridge Design Supervisor	F.W. Bollkum Date 12/84
PROJECT	Montgomery	PROJECT NO.	BHS 0283161S
LG.C. Info.	0546130257REB14R2.DWG		
Bridge Sheet No.	Sheet 15 of 46		

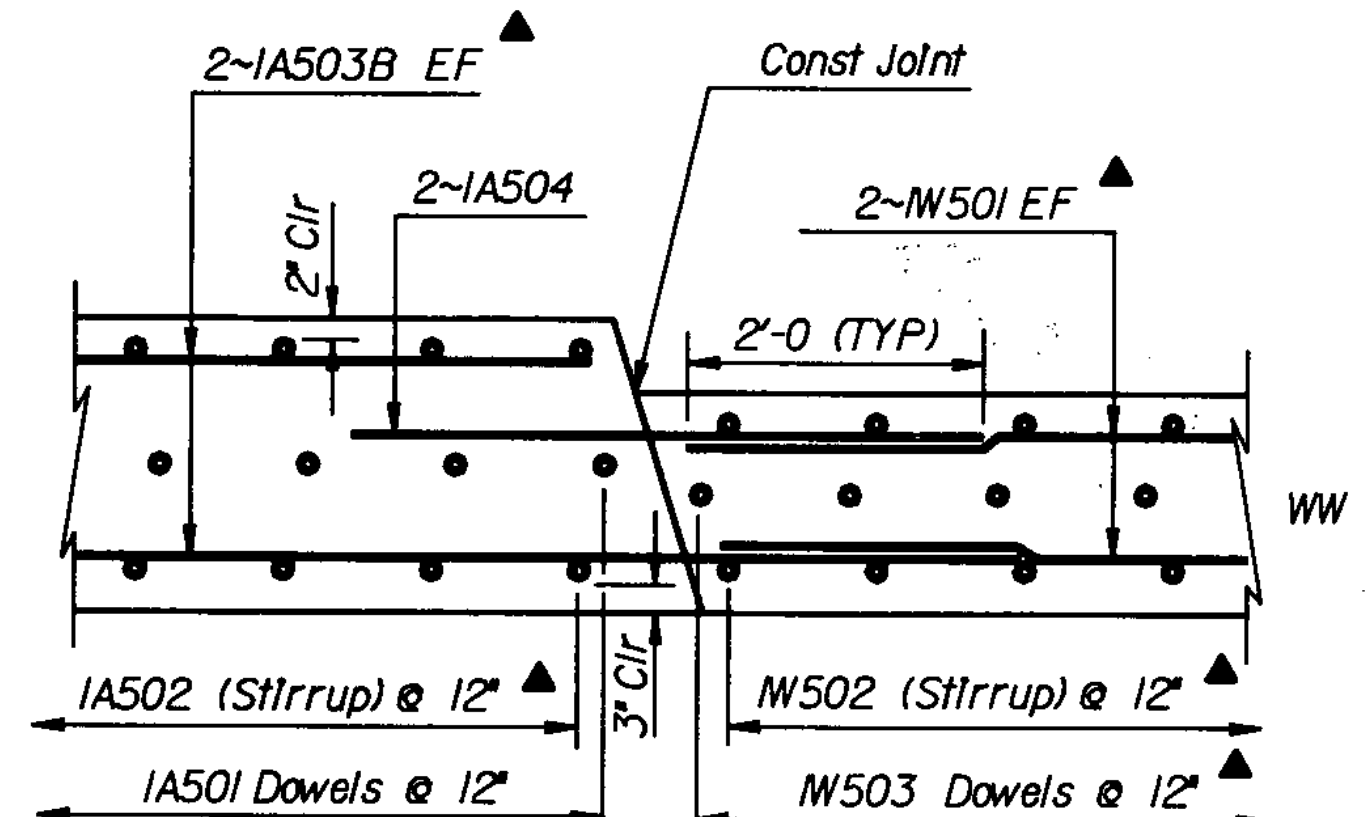
- ▲ Indicates Cut to Fit In Field
- Indicates Bend to Fit In Field



SECTION B-B
Scale $\frac{3}{4}'' = 1'-0''$



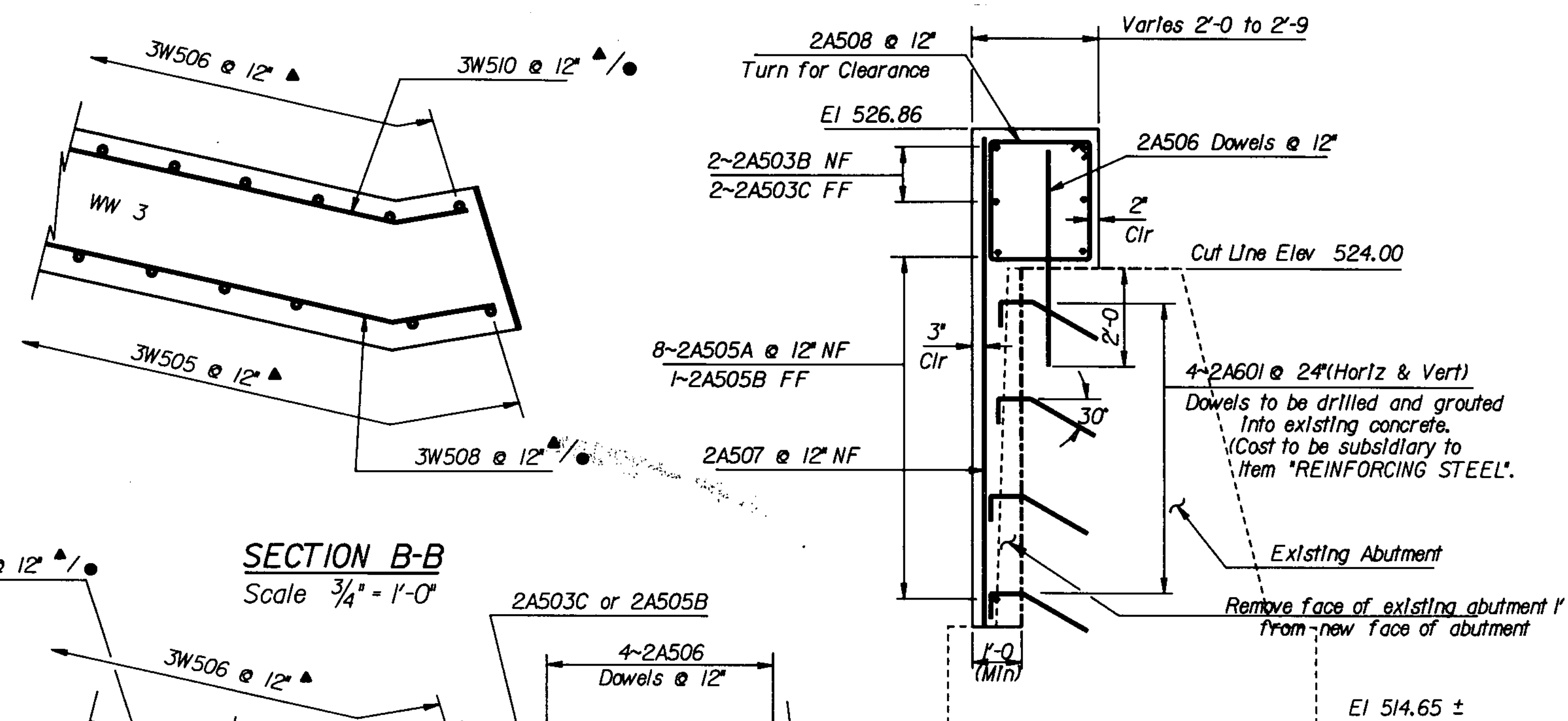
SECTION A-A
Scale $\frac{3}{4}'' = 1'-0''$



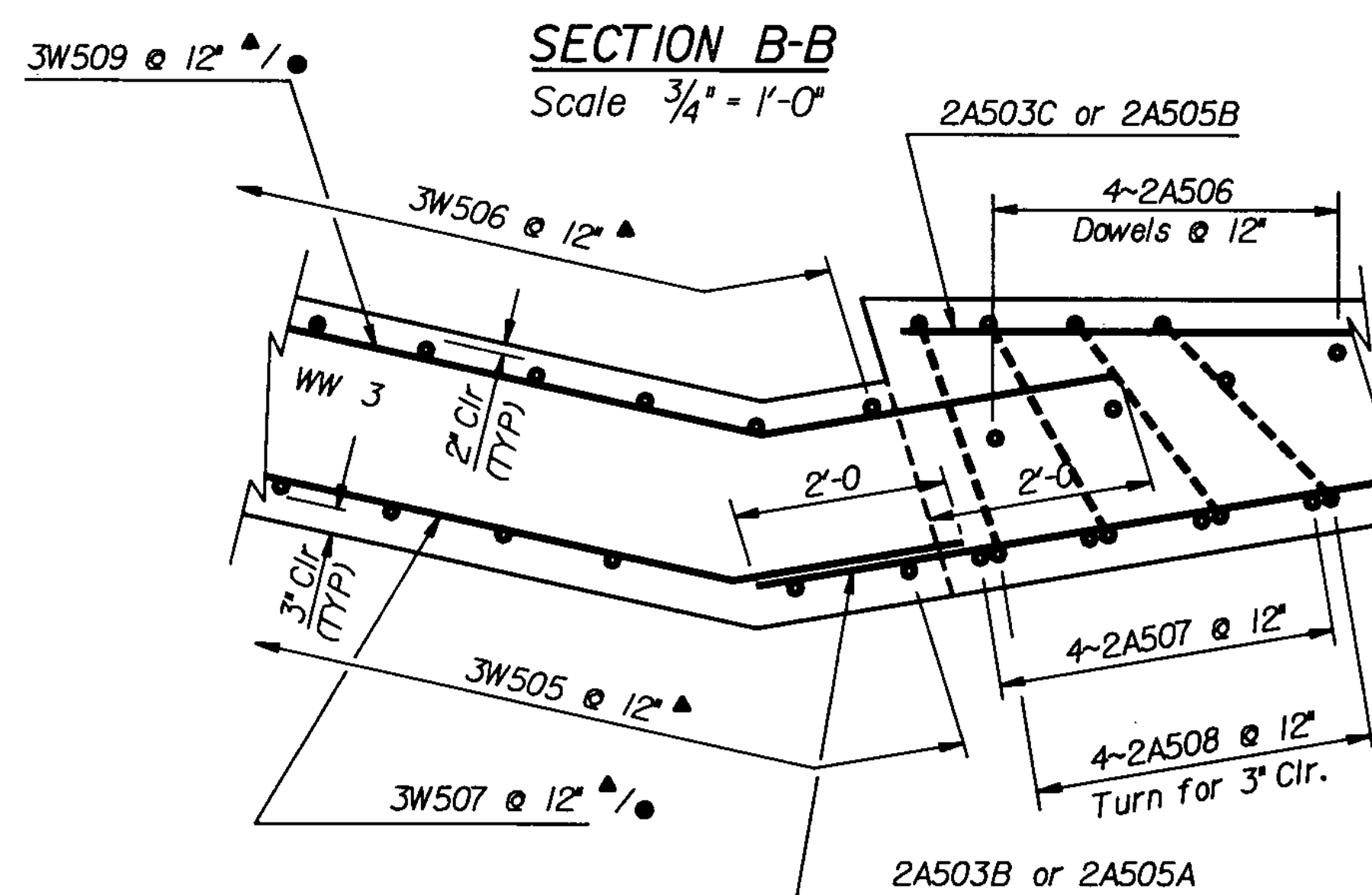
SECTION C-C
Scale $\frac{3}{4}'' = 1'-0''$

ABUTMENT No. 1 SECTIONS

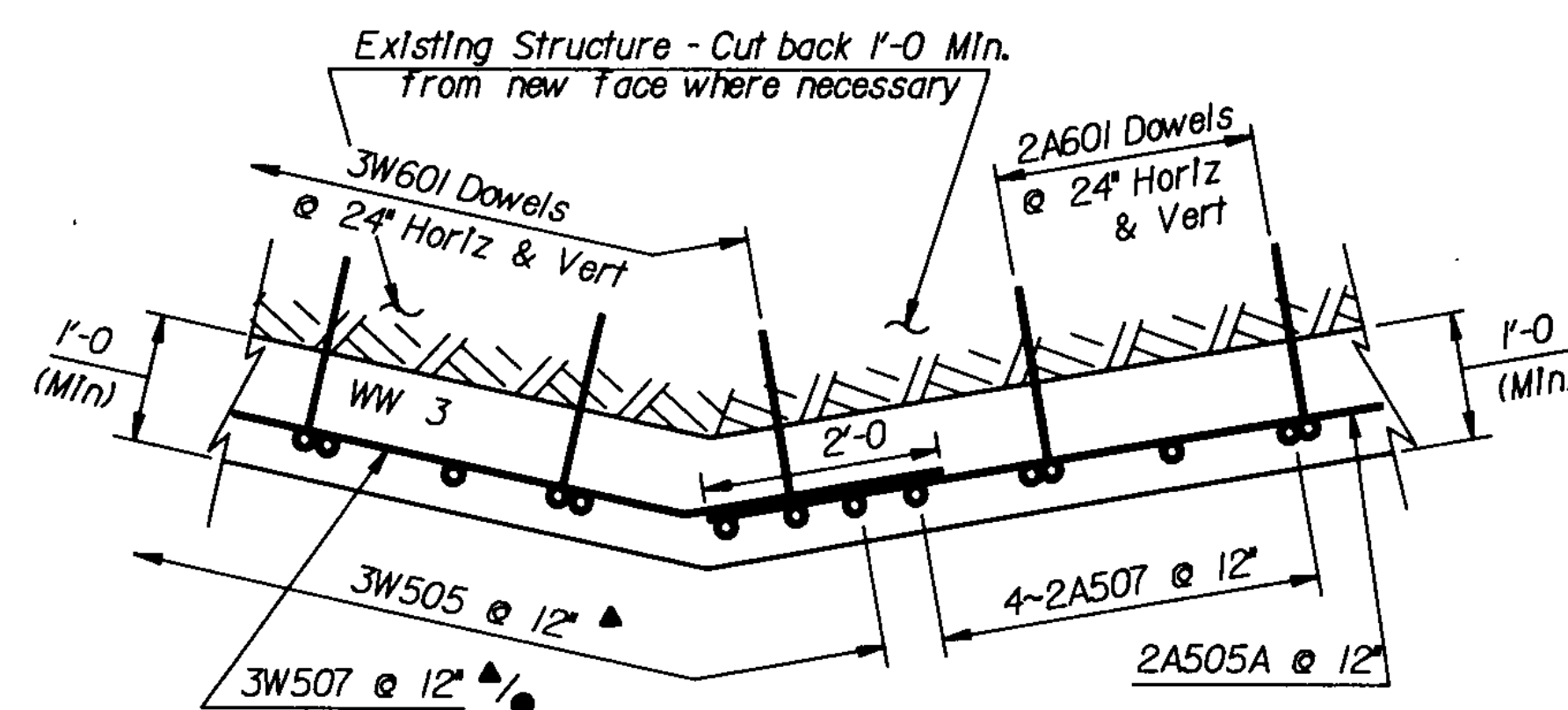
Note: Abutment No. 2 Similar to SECTION B-B & C-C @ Wingwall No. 4



SECTION A-A
Scale $\frac{1}{2}'' = 1'-0''$



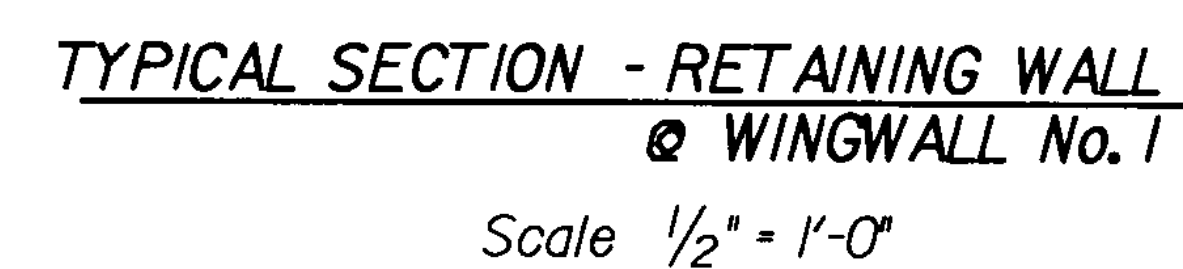
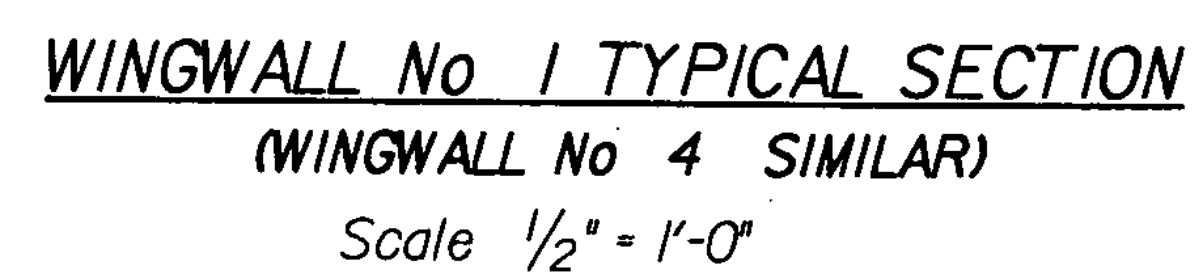
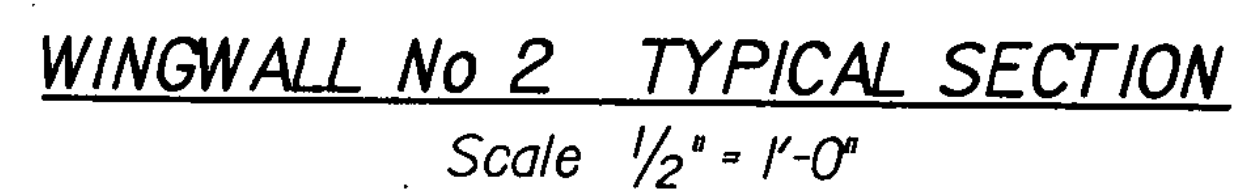
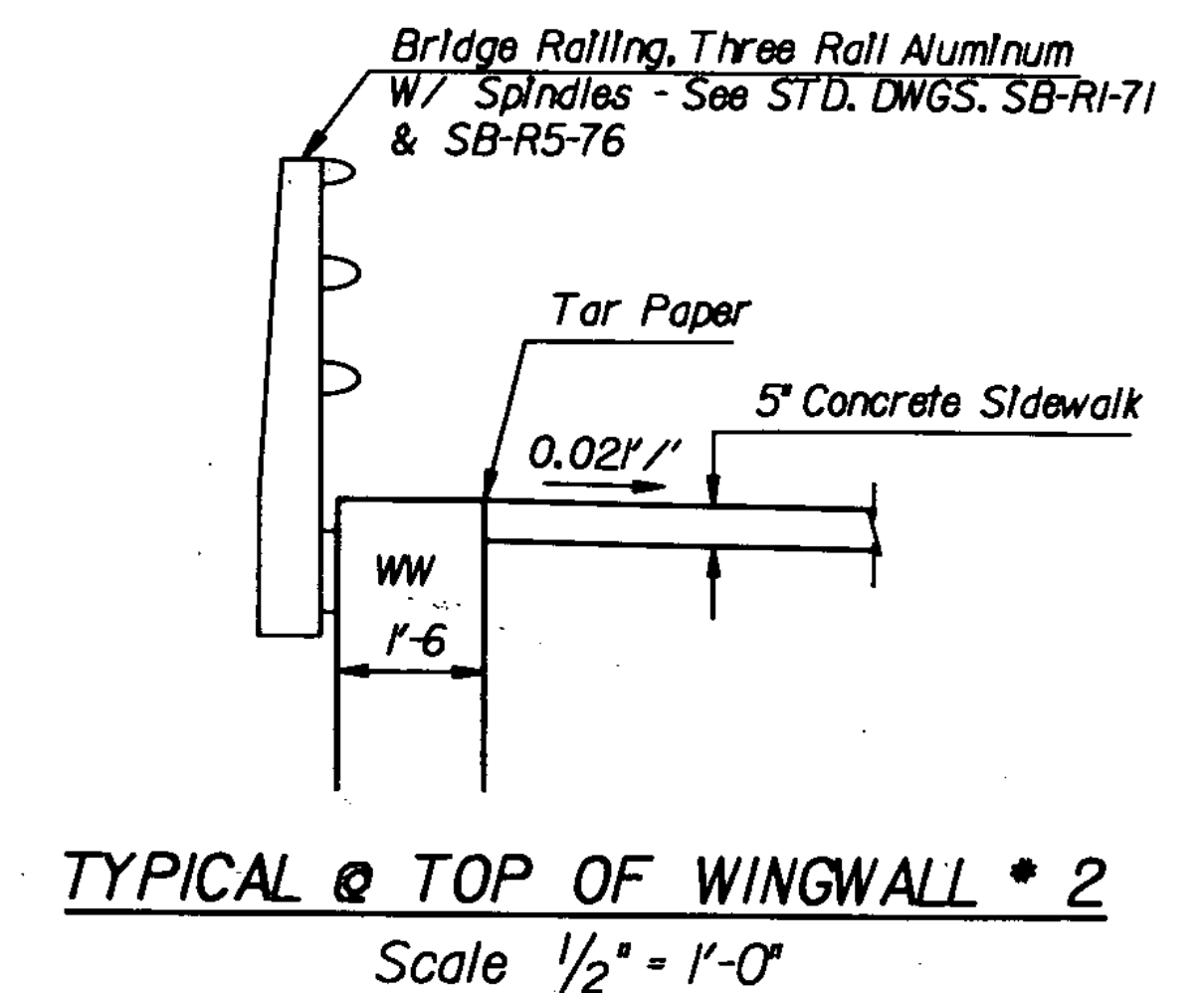
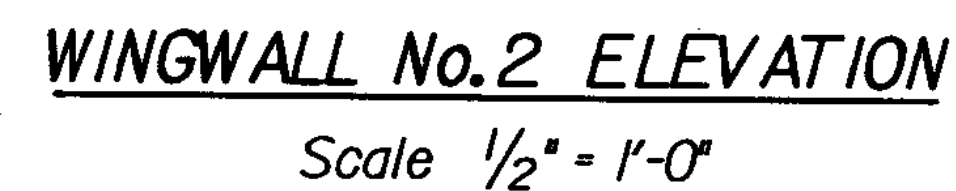
SECTION C-C
Scale $\frac{3}{4}'' = 1'-0''$



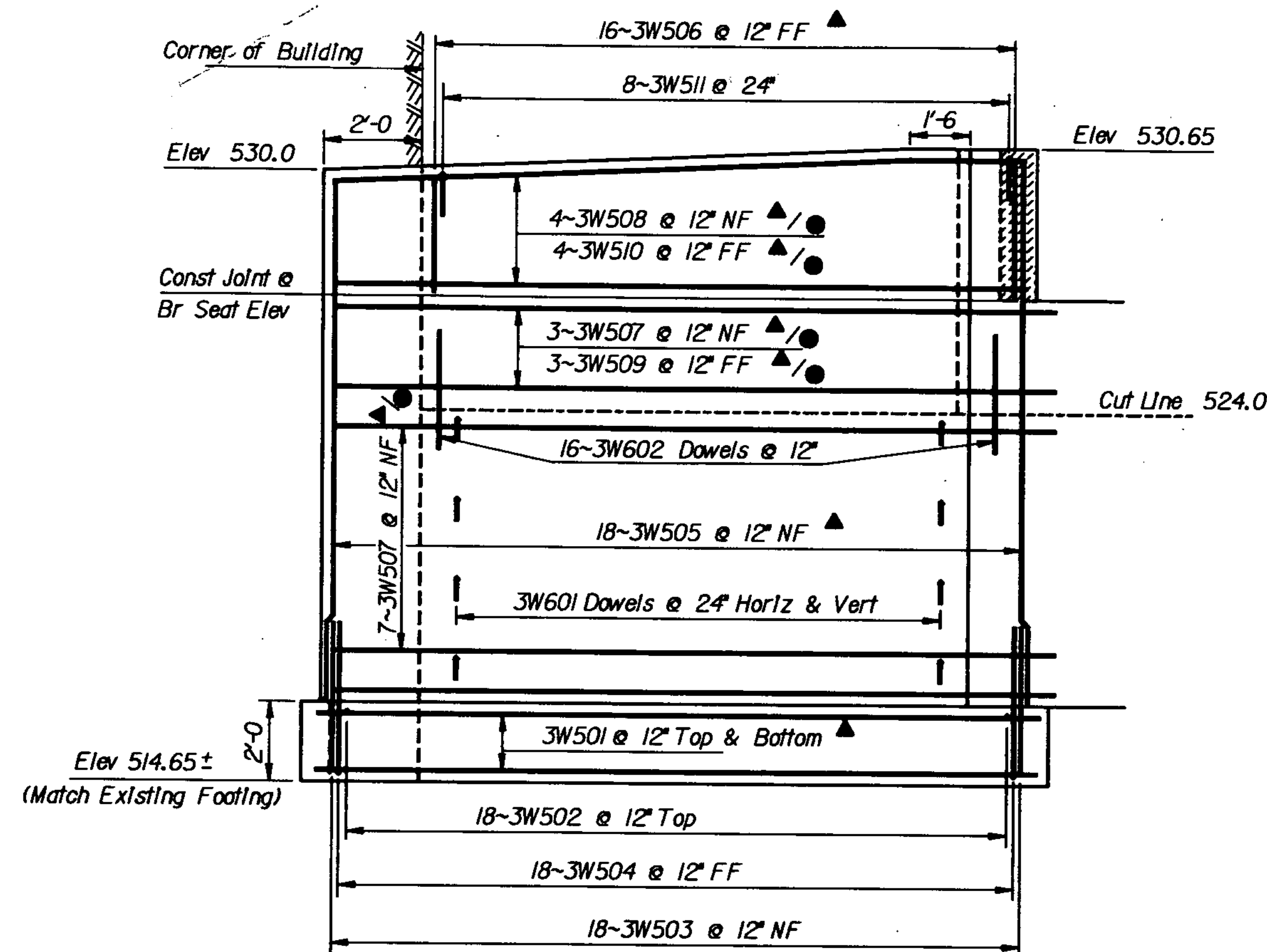
SECTION D-D
Scale $\frac{3}{4}'' = 1'-0''$

ABUTMENT No. 2 SECTIONS

STATE OF VERMONT AGENCY OF TRANSPORTATION			
Town Of	Montgomery	Bridge No.	15
Highway No.	Vt Rte 118	Log Sta.	296 + 30
		Surv. Sta.	Rev 55 + 62.85
Vt Rte 118 over the Trout River			
Abutment No's 1 & 2 Sections			
Designed By	K.R. Shere	Drawn By	E. Blodgett
Checked By	K.R. Shere	Bridge Design Supervisor	F.W. Bolkom
		Date	12/84
PROJECT	Montgomery	PROJECT NO.	BHS 0283161S
L.G.C. Info.	05/11/2017/05/11/2017/05/11/2017		
Bridge Sheet No.	Sheet 14 of 46		



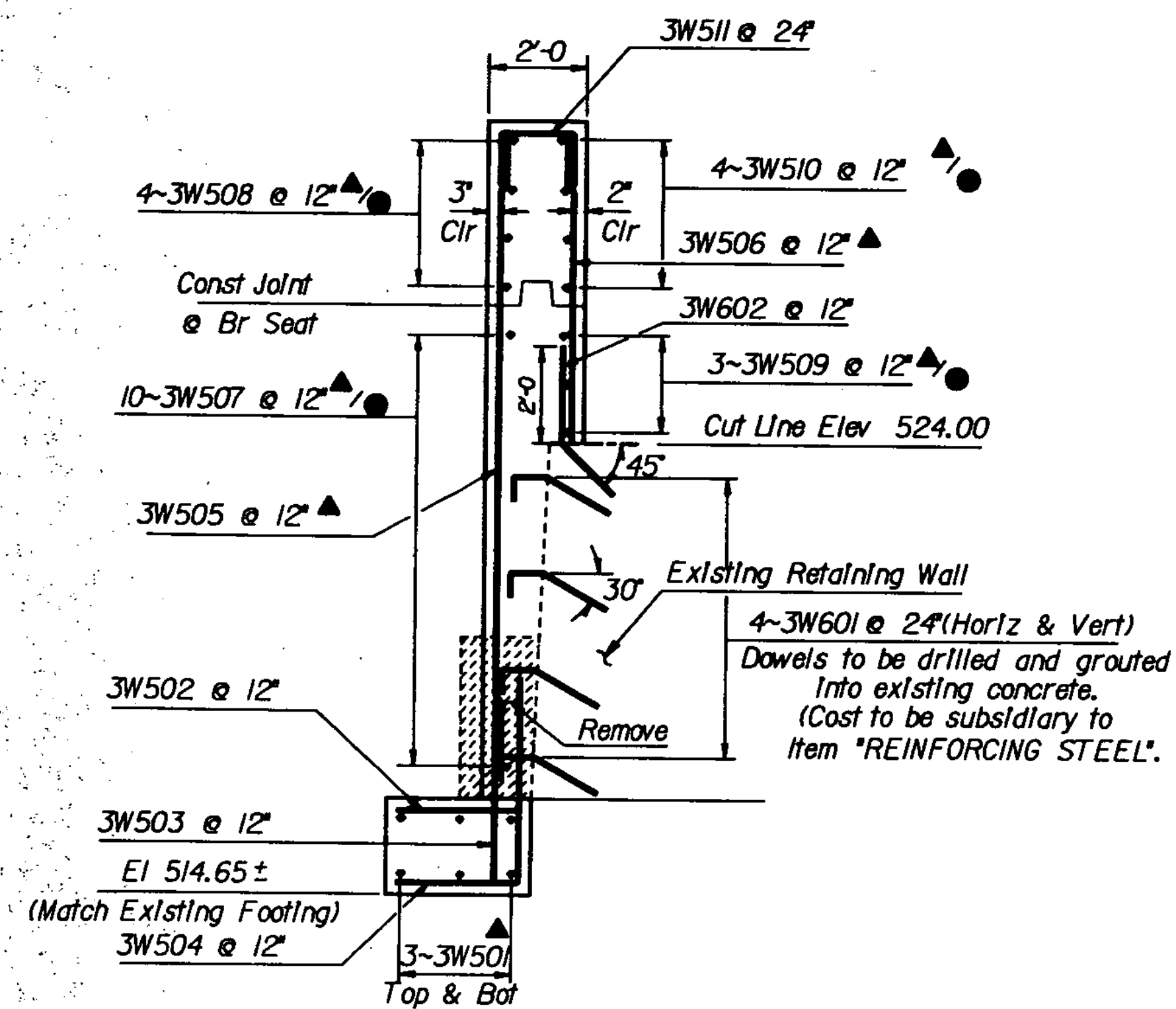
STATE OF VERMONT	
AGENCY OF TRANSPORTATION	
Town Of MONTGOMERY	Bridge No. 15
	Log Sta. 296 + 30
Highway No. Vt Rte 118	Surv. Sta. REV 55 - 62.85
Vt Rte 118 over the Trout River	
Wingwall No.1 & 2 Details	
Designed By R. Sikora	Drawn By E. Blodgett
Checked By R. Sikora Date 8/84	Bridge Design Supervisor E.W. Bolkom Date 12/34
PROJECT MONTGOMERY	PROJECT NO. BHS 0283(6)S
U.S.A.# 30.2378E151AB1DGN	
LG.C. Info.	
Bridge Sheet No.	Sheet 15 of 46



WINGWALL No. 3 ELEVATION

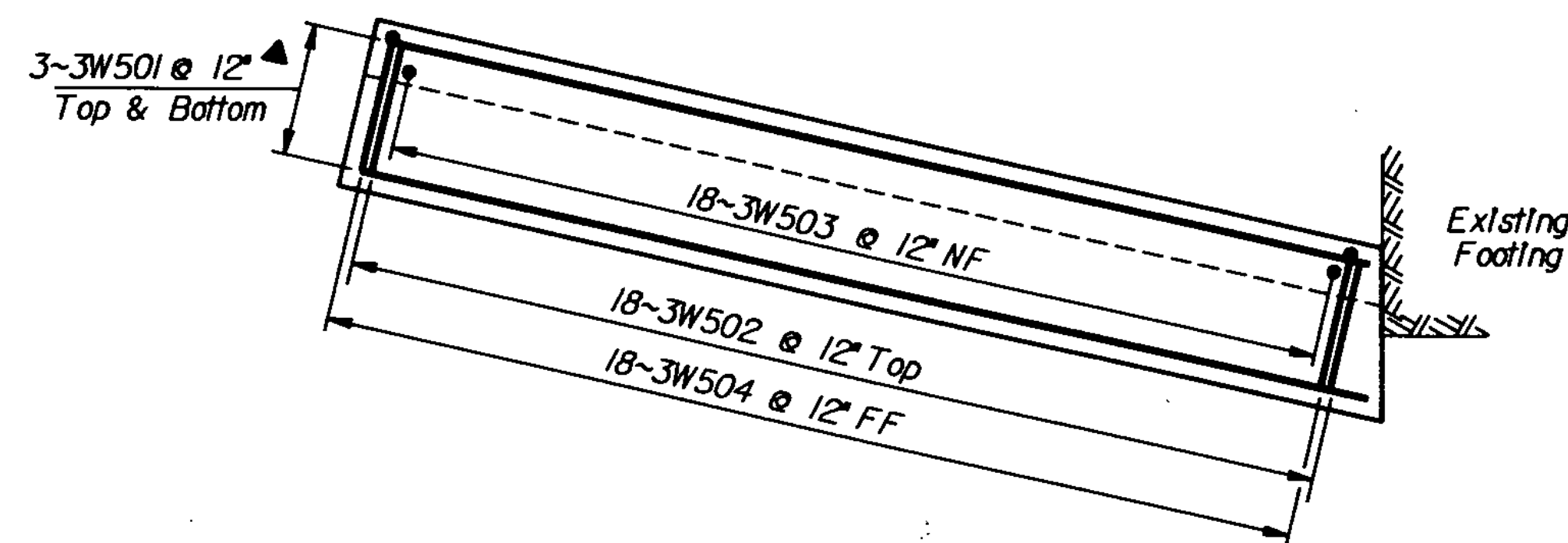
Scale $\frac{3}{8}" = 1'-0"$

- ▲ Cut to Fit In Field
- Bend to Fit In Field



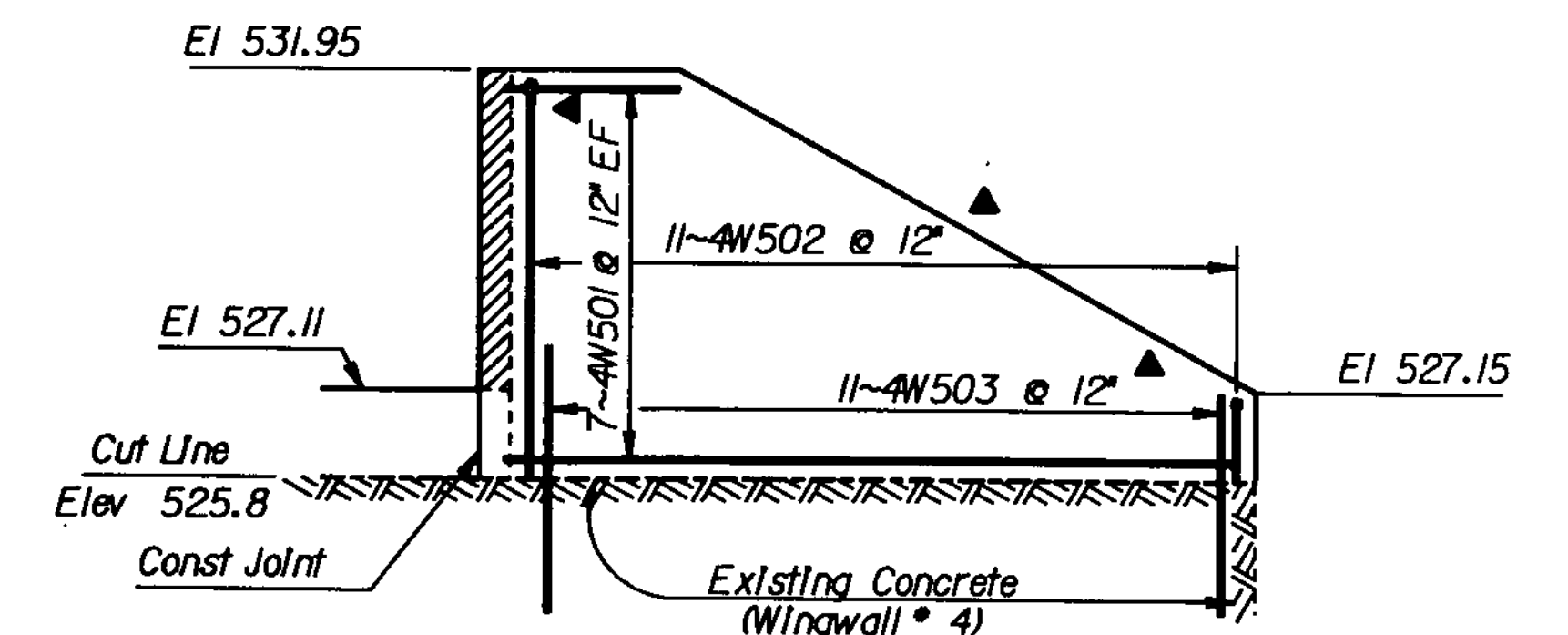
WINGWALL No. 3 TYPICAL SECTION

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WINGWALL No. 3 FOOTING REINFORCING PLAN

Scale $\frac{3}{8}" = 1'-0"$



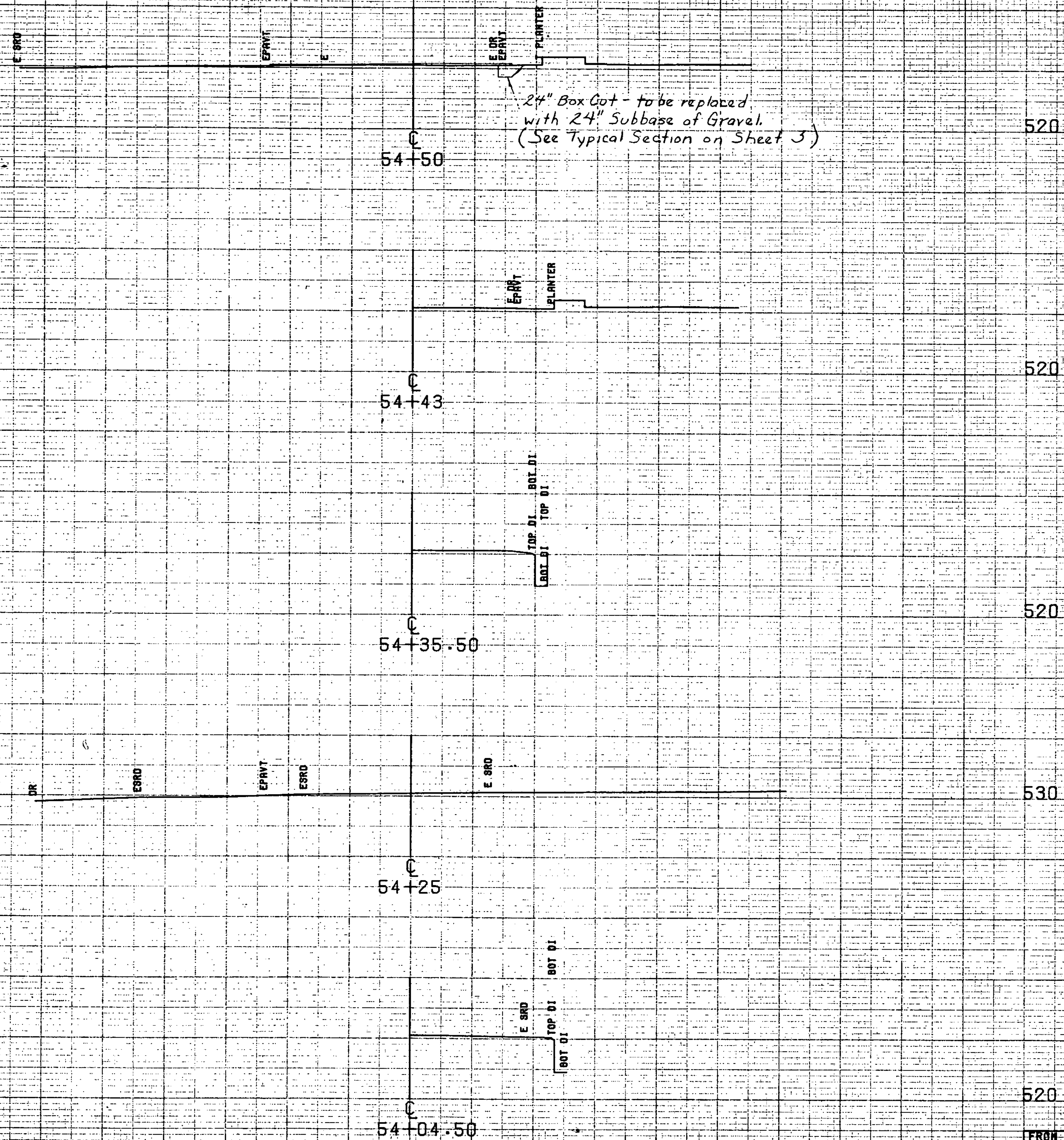
WINGWALL No. 4 ELEVATION

Scale $\frac{3}{8}" = 1'-0"$

**STATE OF VERMONT
AGENCY OF TRANSPORTATION**

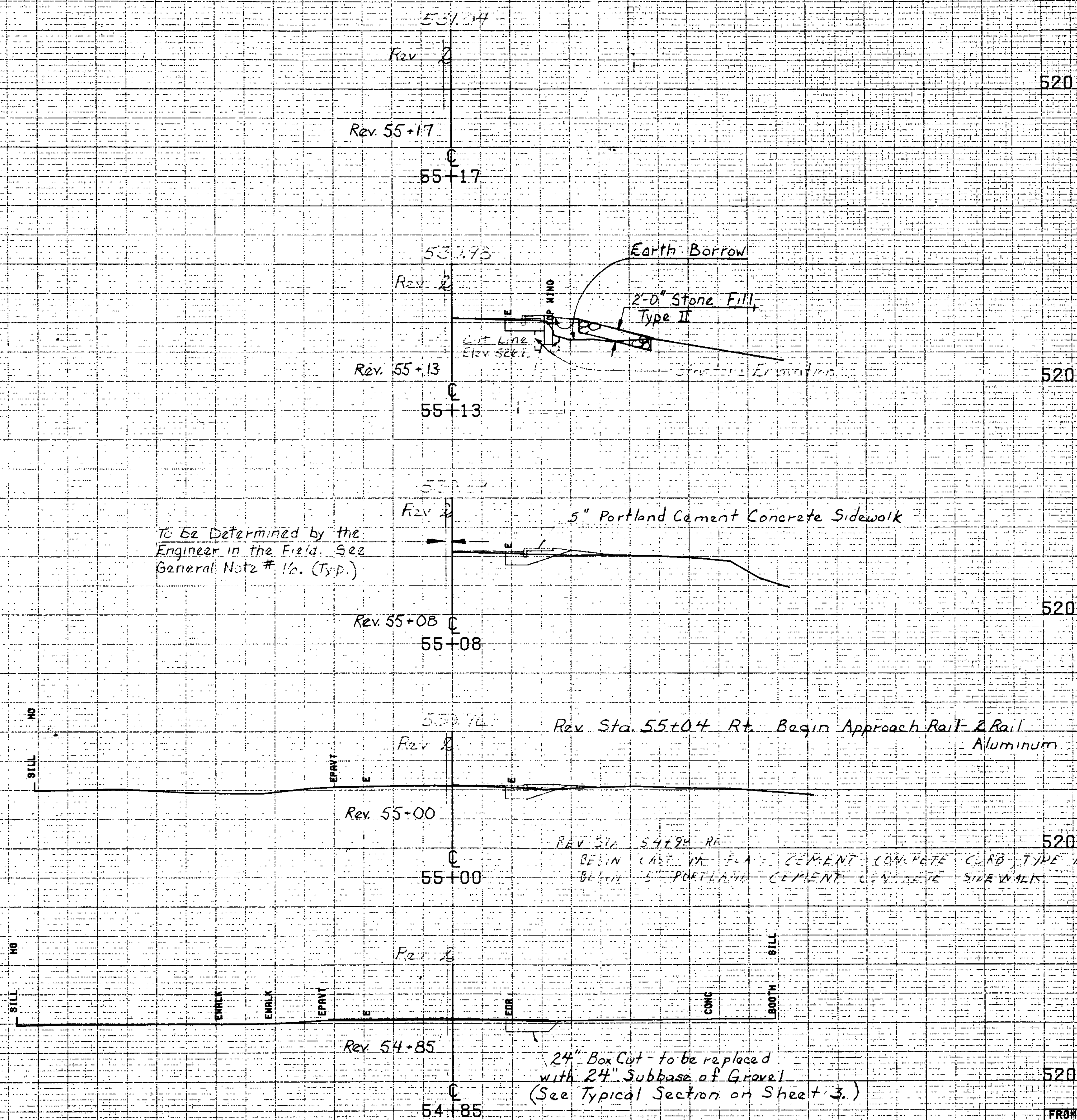
Town Of	MONTGOMERY	Bridge No.	15
Highway No.	Vt Rte 118	Log Sta.	296 + 30
		Surv. Sta.	Rev 55 + 62.85
Vt Rte 118 over the Trout River			
Wingwall No 3 & 4 Details			
Designed By	K. R. Sikora	Drawn By	E. Blodgett
Checked By	K. R. Sikora	Bridge Design Supervisor	F. W. Bolcum
Date	8/84	Date	12/84
PROJECT	MONTGOMERY	PROJECT NO.	BHS 0283(6)S
L.C. Info.	QSAH (30, 23) 78E151AB2.DGN		
Bridge Sheet No.	Sheet 16 of 46		

Rev Sta 54+65 Begin Project
Construct Satisfactory Approach



FROM STA. 54+04.50 TO STA. 54+65
PROJECT NAME: MONTGOMERY HAIN
NO. 246-0283(6)S
SURVEYED BY: FALL
SHEET 15 OF 26 SHEETS
PLOTTED 03/08/81
12-80/1-81

SCALE: 1" = 40'



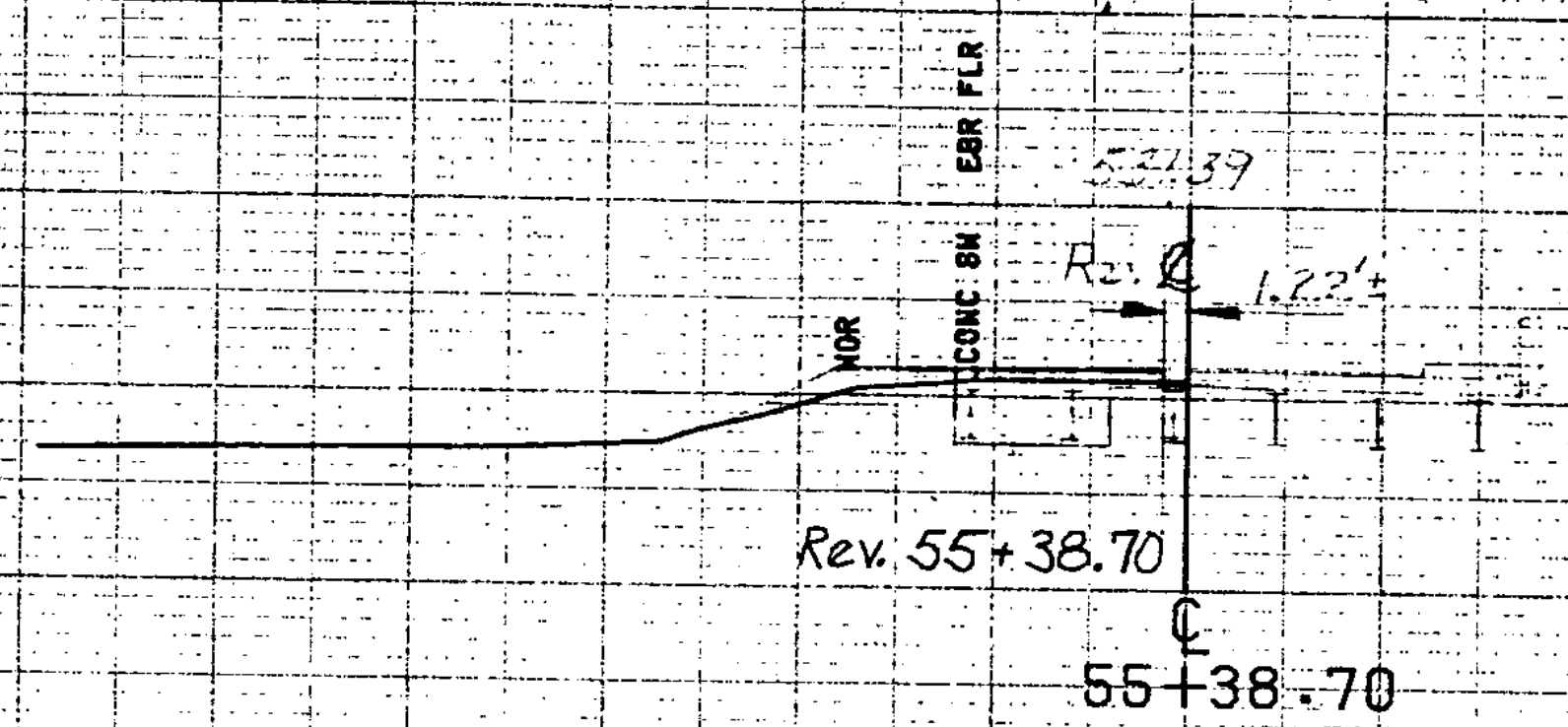
To Be Determined by the
Engineer in the Field. See
General Note # 16. (Typ.)

REV STA 54+94 RM
BEGIN LAST 1/4 5\"/>

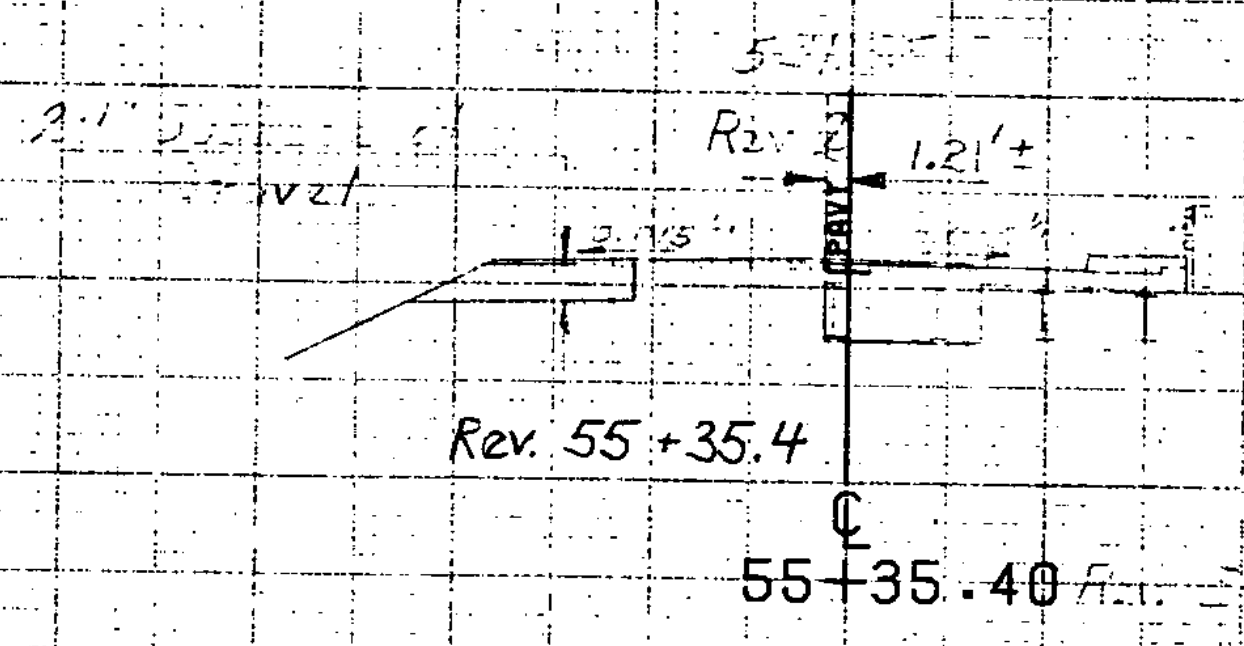
24" Box Cut - to be replaced
with 24" Subbase of Gravel
(See Typical Section on Sheet 3.)

FROM STA. 54+85	TO STA. 55+17
PROJECT NAME	MONTGOMERY MAIN
NO. 015-0283(6)S	ALLOTTED 08/08/81
SURVEYED BY FALL	12-80/1-B1
SHEET 19 OF 26 SHEETS	

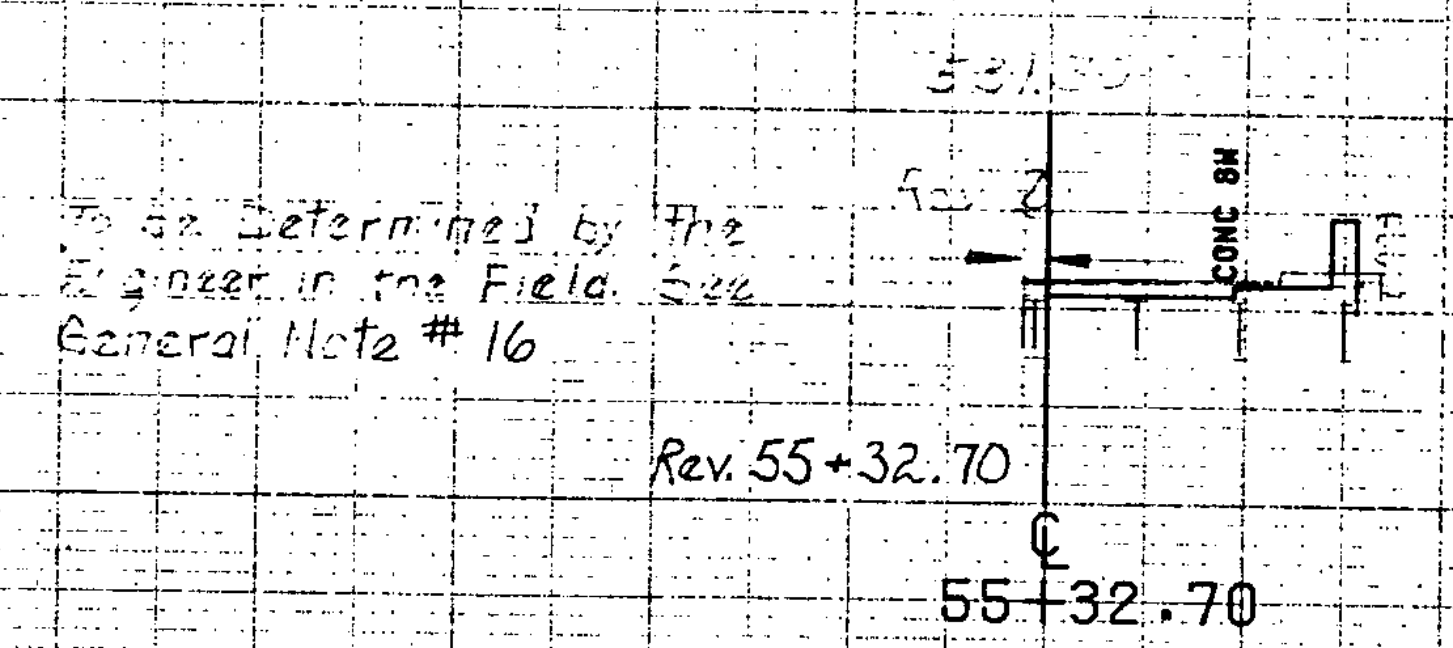
SCALE 1" = 40' HORIZ



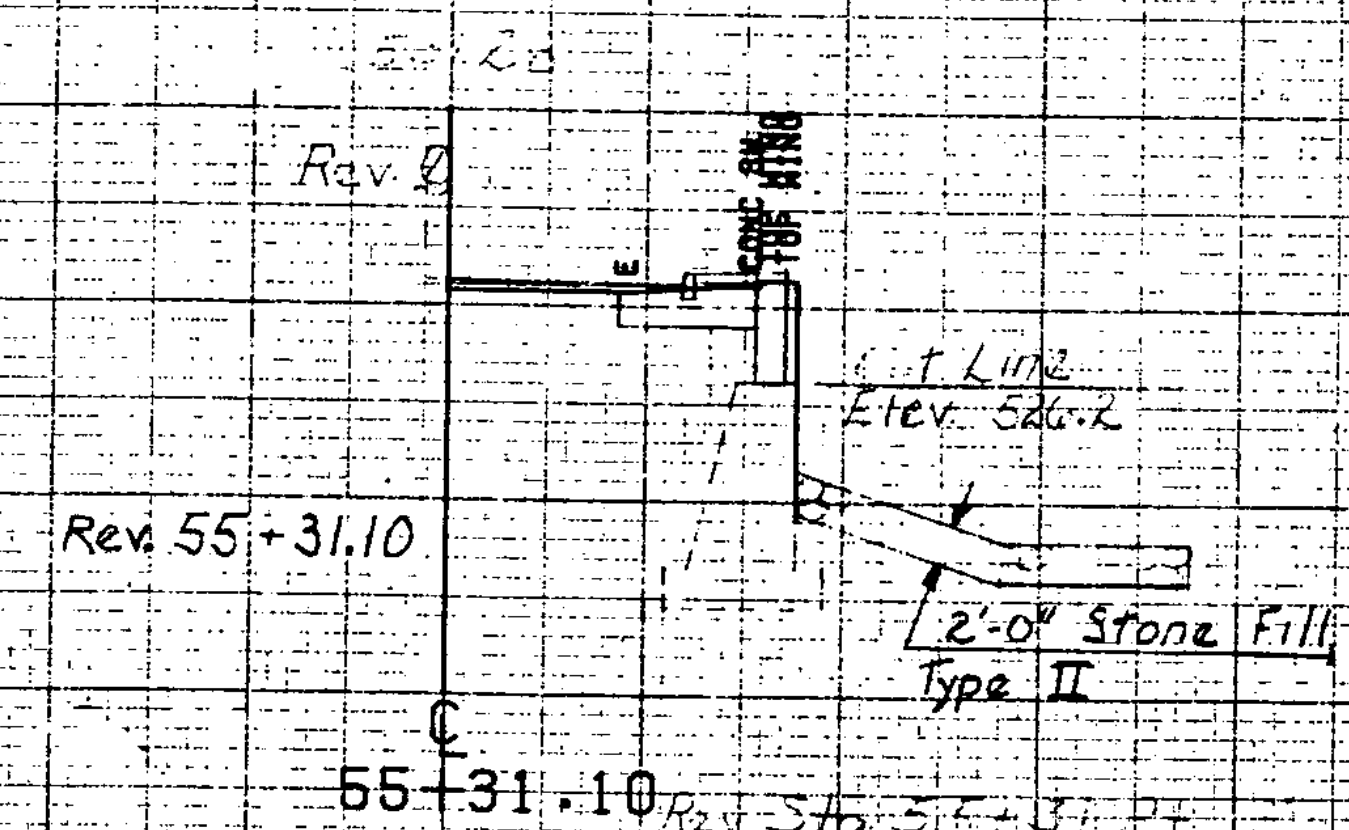
520



520



530

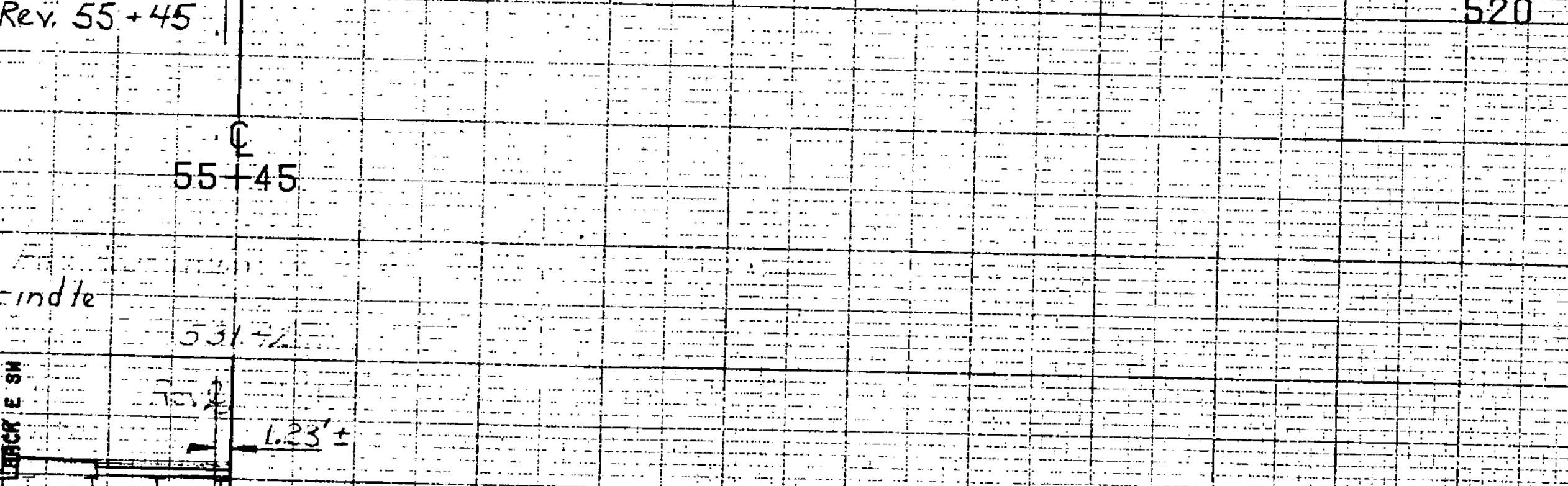
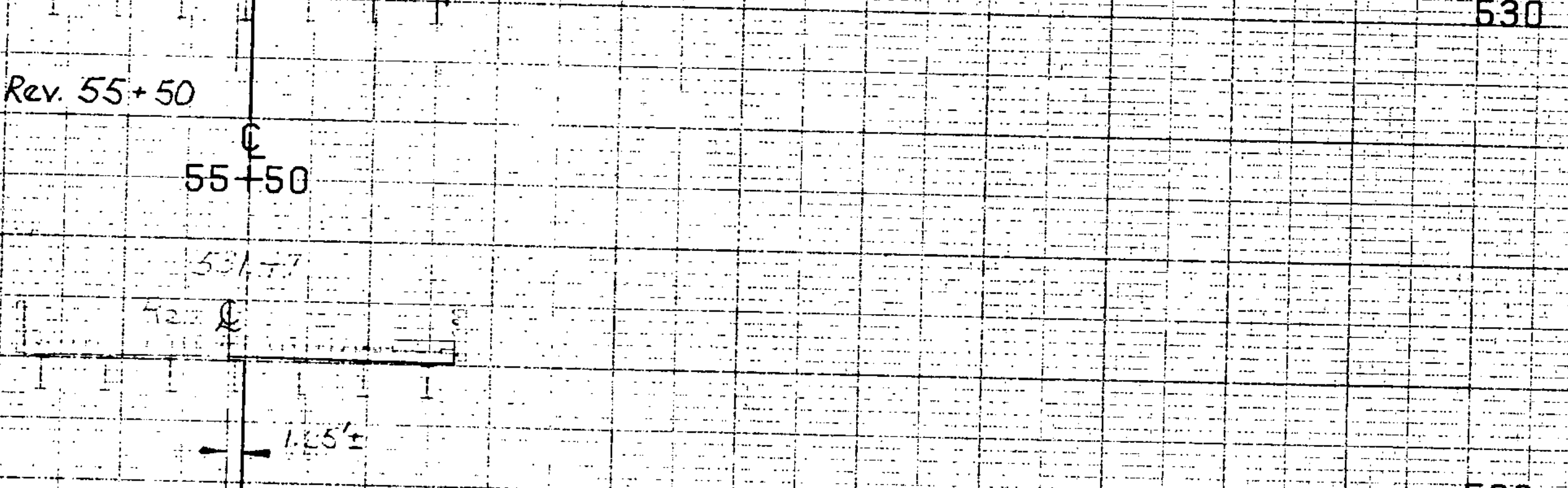
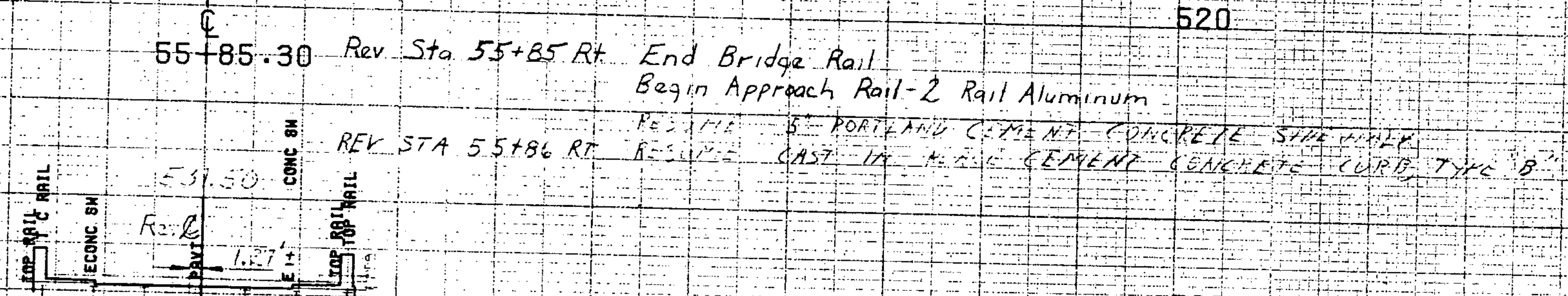
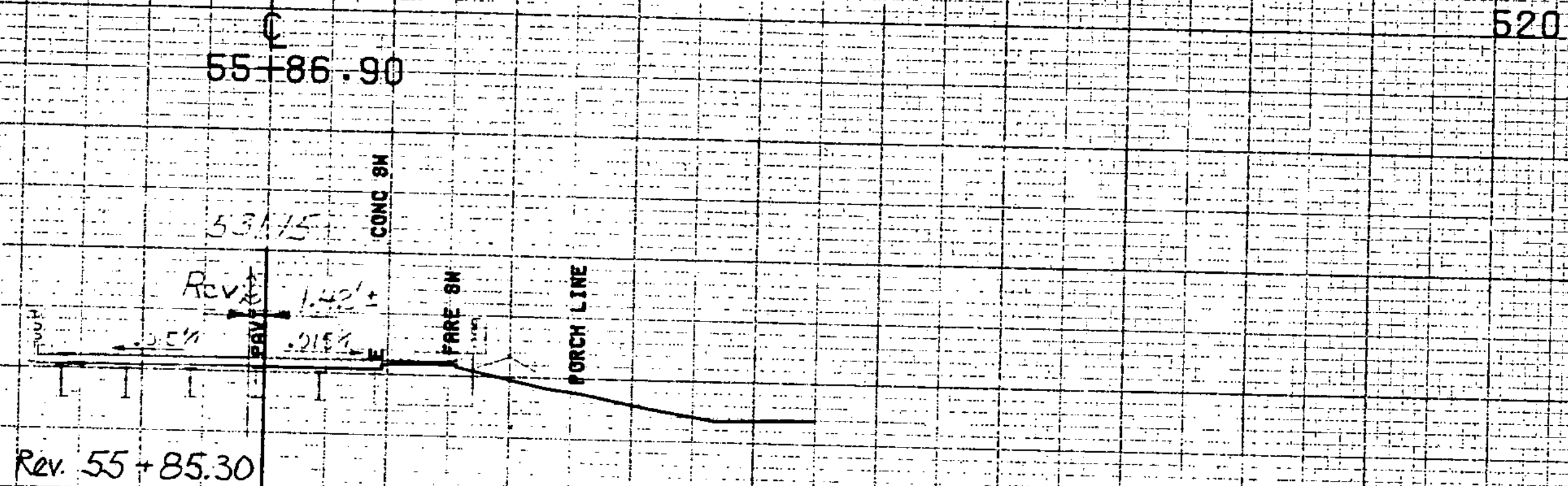
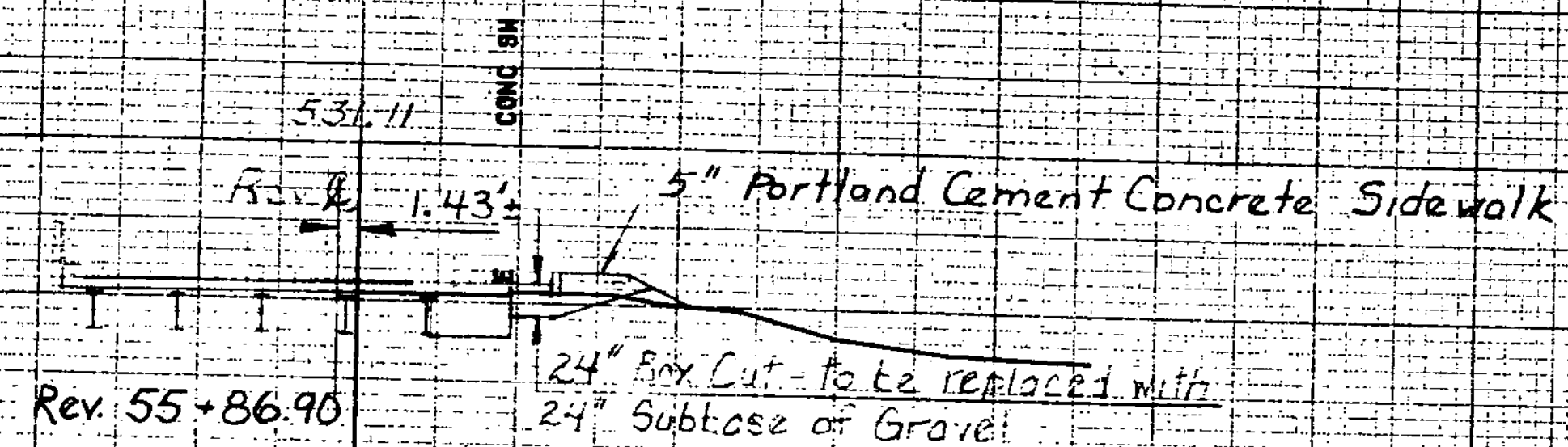


520

Rev Sta 55+19 1/2 - Right Approach Rail
2 RAIL ALUMINUM

Rev Sta 55+31.01 - Right Approach Rail
Aluminum 1/2\"/>

FROM STA. 55+31.10	TO STA. 55+39.70
PROJECT NAME	MONTGOMERY MAIN
NO.	015-0288(6)S
SURVEYED BY	FALL
SHEET 20 OF 42 SHEETS	12-00/1-81



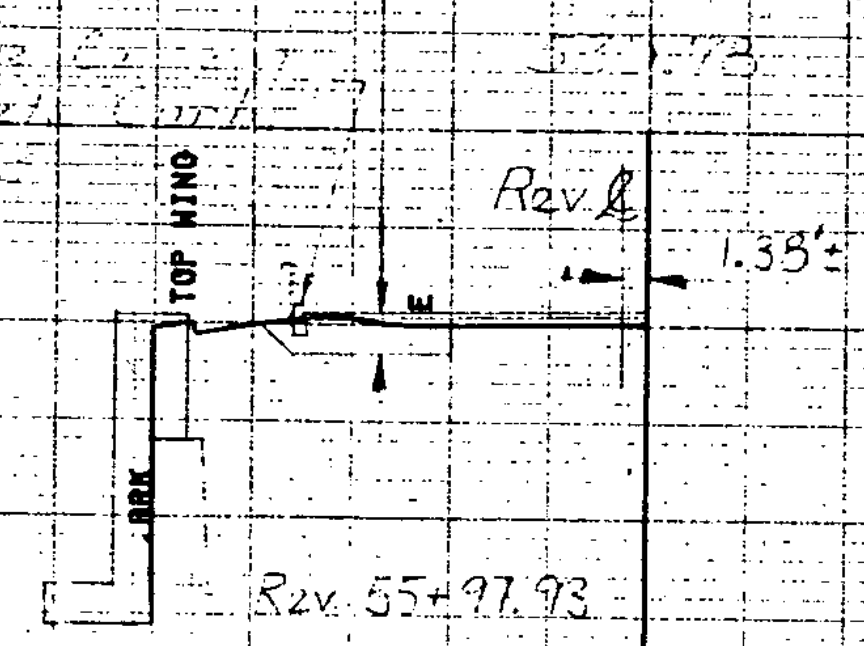
FROM STA. 55+40.70 TO STA. 55+86.90
 PROJECT NAME MANTOONERY
 NO. 0283(5) S
 SURVEYED BY FALL
 SHEET 21 OF 76 SHEETS

PLOTTED 03/09/81
 12-80/1-81

SCALE 1" = 10 FEET

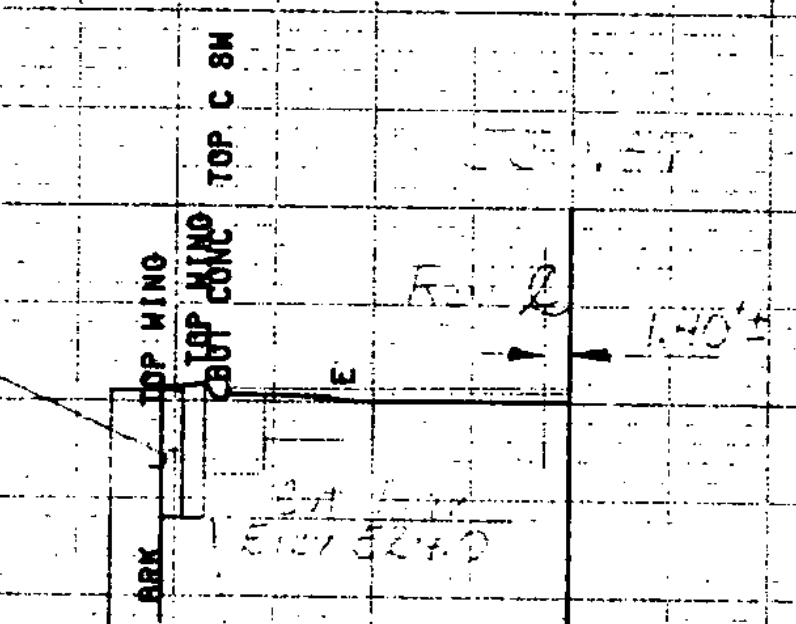
4" Ex. 2.1 - To be replaced
with 4" Subbase of Gravel

Cast in Place
Concrete



520

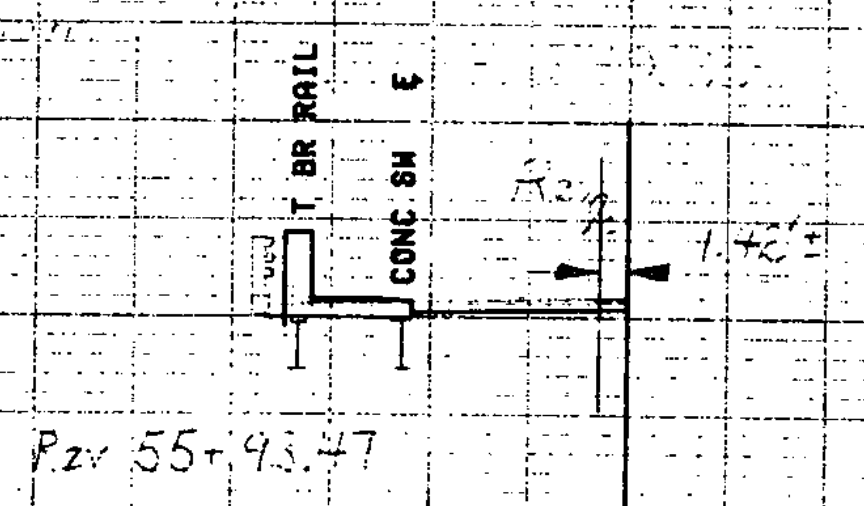
Cap and Face
Existing



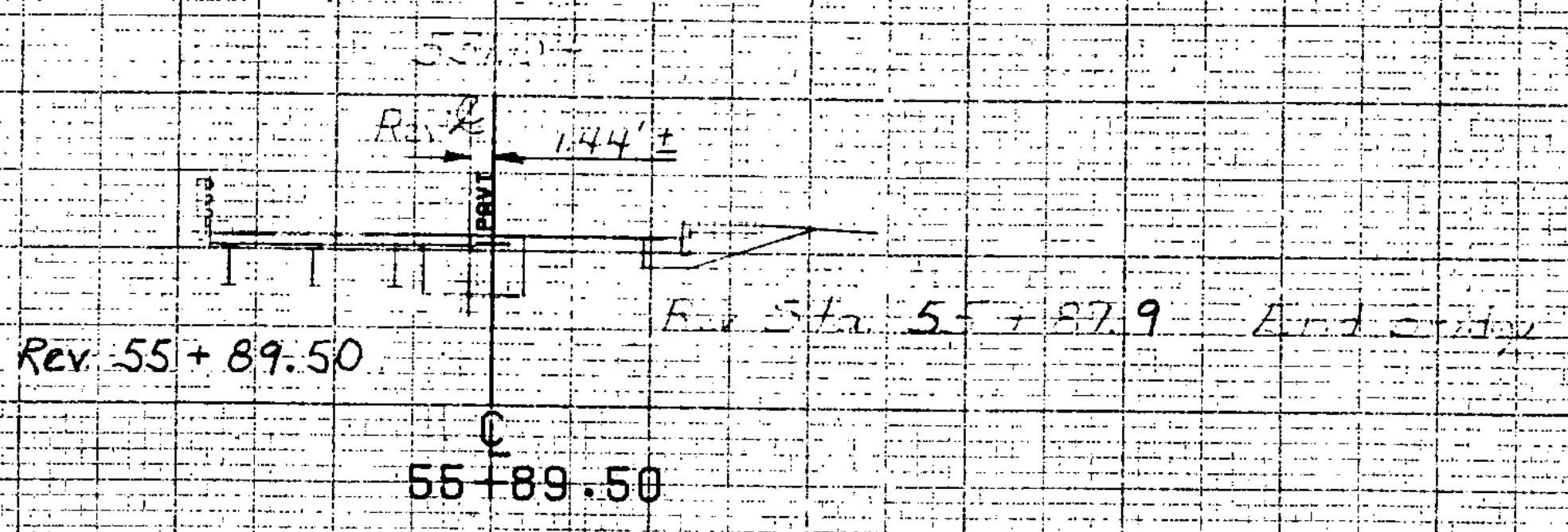
520

REV STA 55+96.11, BEGIN CAST IN PLACE
CEMENT CONCRETE CURB, 14" x 5"

Rev Sta 55+95.71 End Existing
Bent 14" x 5" R2
2 Rail Attachment



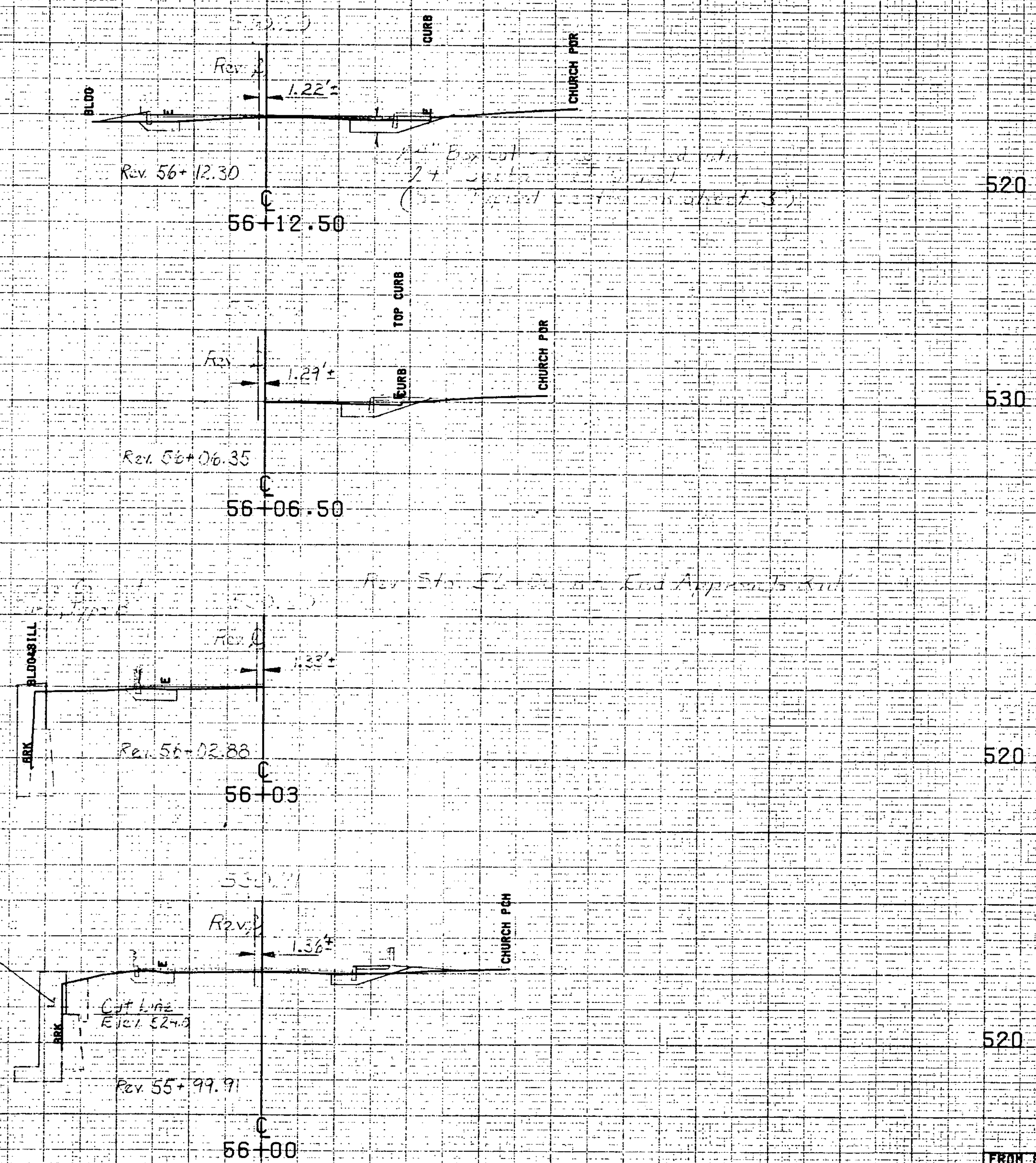
530



520

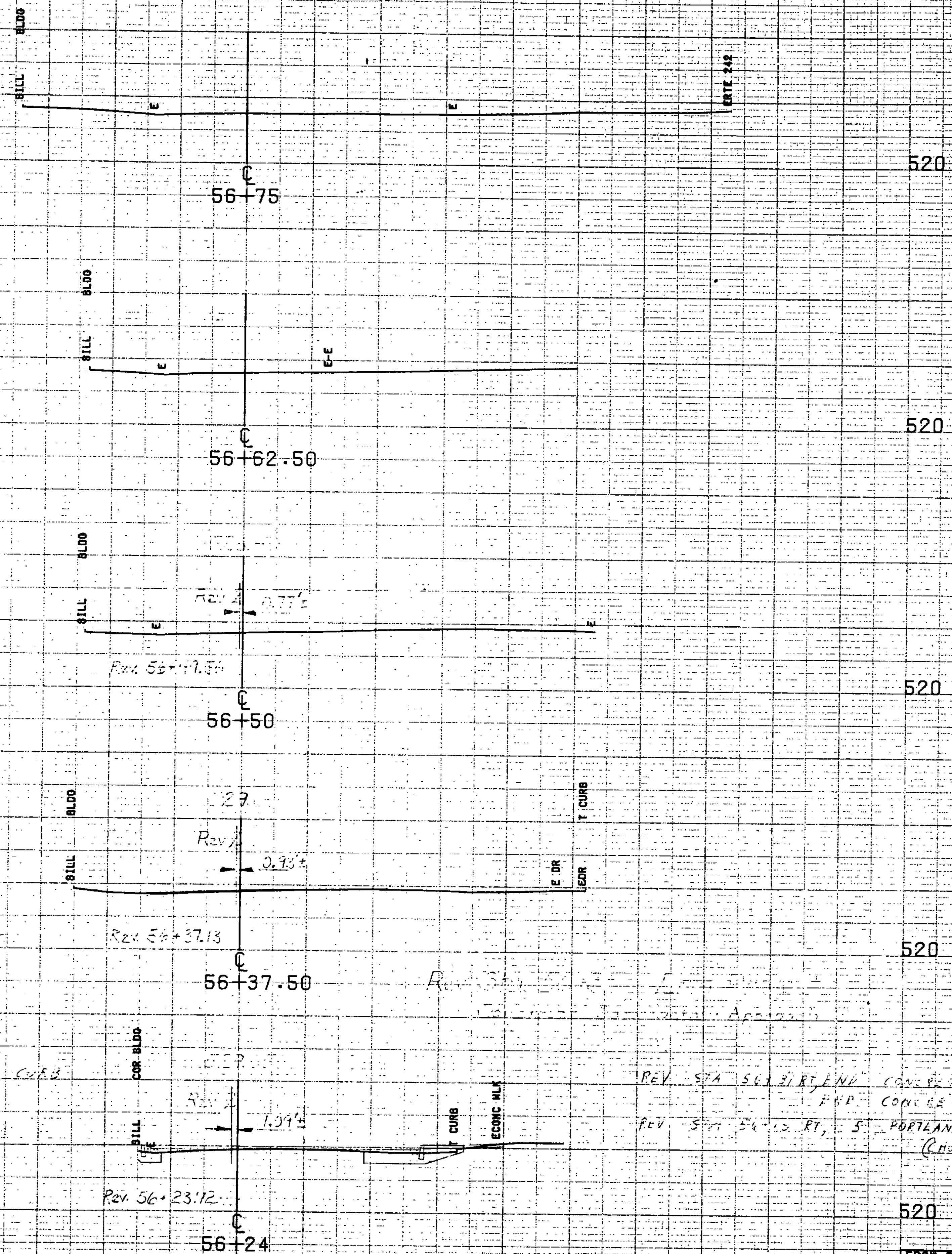
FROM STA. 55+88.50 TO STA. 55+98
PROJECT NAME MONTGOMERY MAIN
NO. 874-0288(5)S PLOTTED 08/05/81
SURVEYED BY FALL 12-80/1-81
SHEET 22 OF 30 SHEETS

SCALE 1" = 10' HORIZ



SCALE 1" = 40 FEET

FROM STA. 56+00	TO STA. 56+12.50
PROJECT NAME	MONTGOMERY MAIN
NO.	8115 0283(6)S
SURVEYED BY	FALL
SHEET 23 OF 46 SHEETS	PLOTTED 03/09/81 12-80/1-81



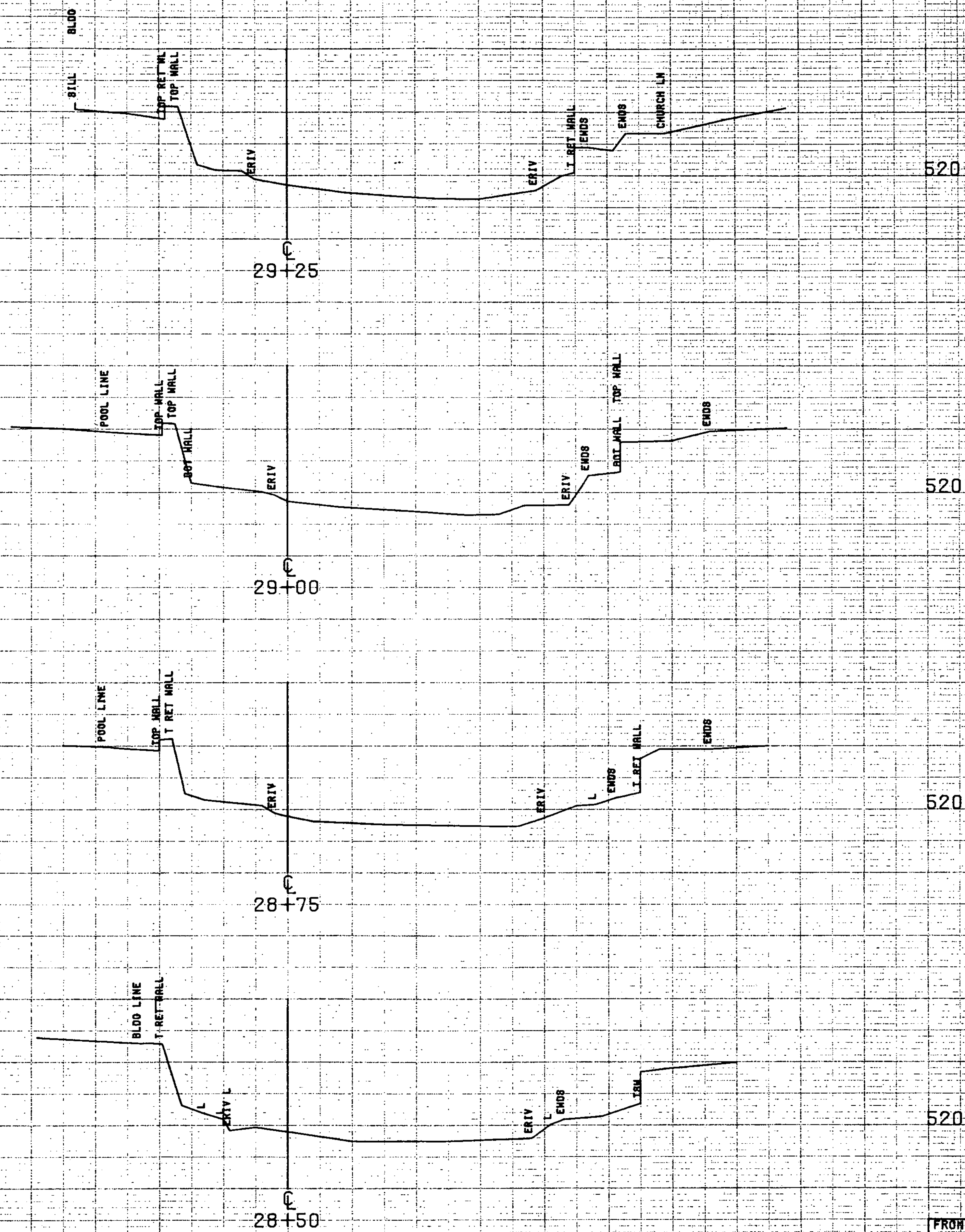
REV STA 56+23.12 END CONCRETE CURB

Rev Sta 56+15 Lt. End Church Rail

REV STA 56+31 RT END CONCRETE SIDEWALK
END CONCRETE CURB
REV STA 56+15 RT, S PORTLAND CEMENT CONCRETE SIDEWALK
(CHURCH WALK)

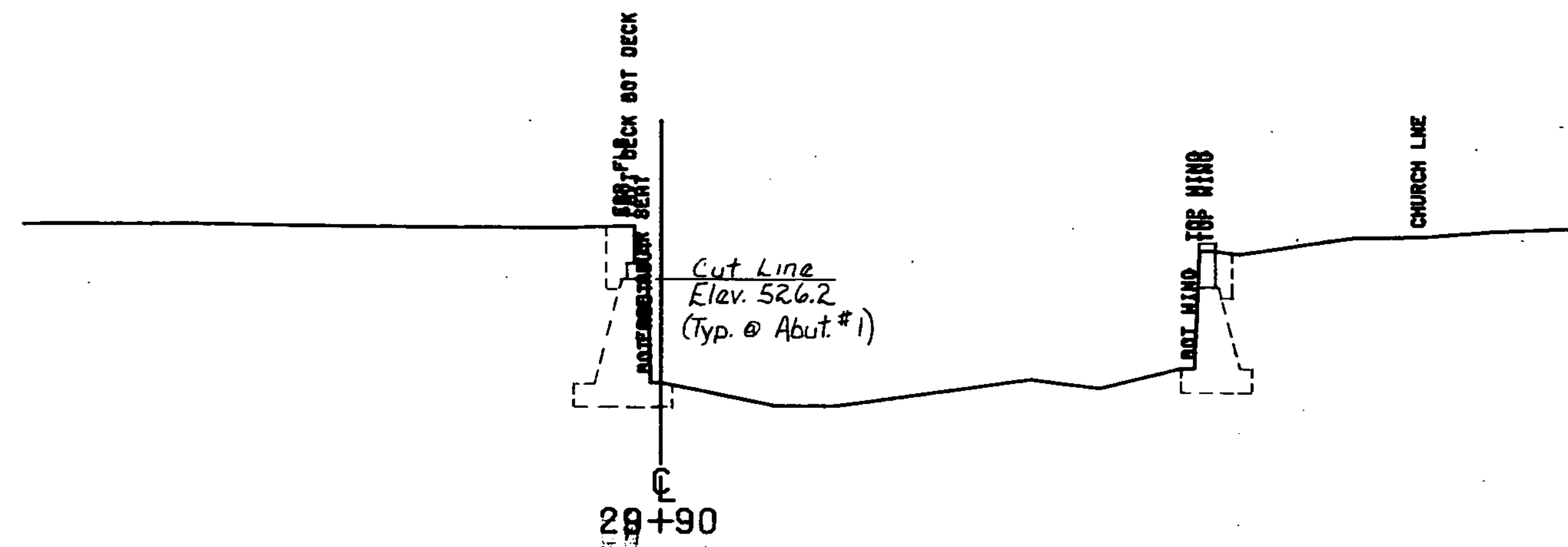
SCALE 1" = 40 FEET

FROM STA. 56+24	TO STA. 56+75
PROJECT NAME MONTGOMERY HIGHWAY	
NO. 24 0283(5)3	
SURVEYED BY FALL 12-20/1981	
SHEET 24 OF 142 SHEETS	

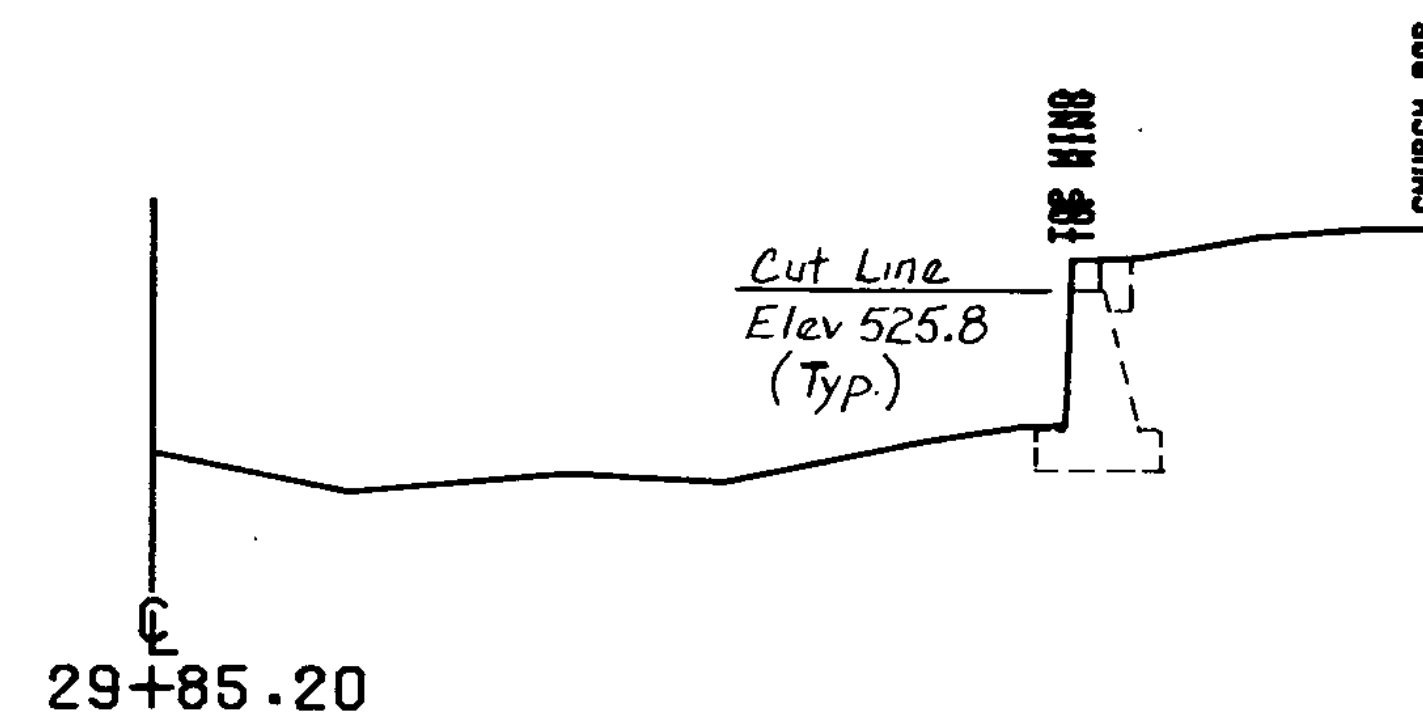


FROM STA. 28+50 TO STA. 29+25
PROJECT NAME MONTGOMERY CHAN
NO. 0283(6)S
SURVEYED BY FALL
SHEET 25 OF 40 SHEETS
PLOTTED 08/08/81
12-80/1-81

SCALE 1" = 10 FEET

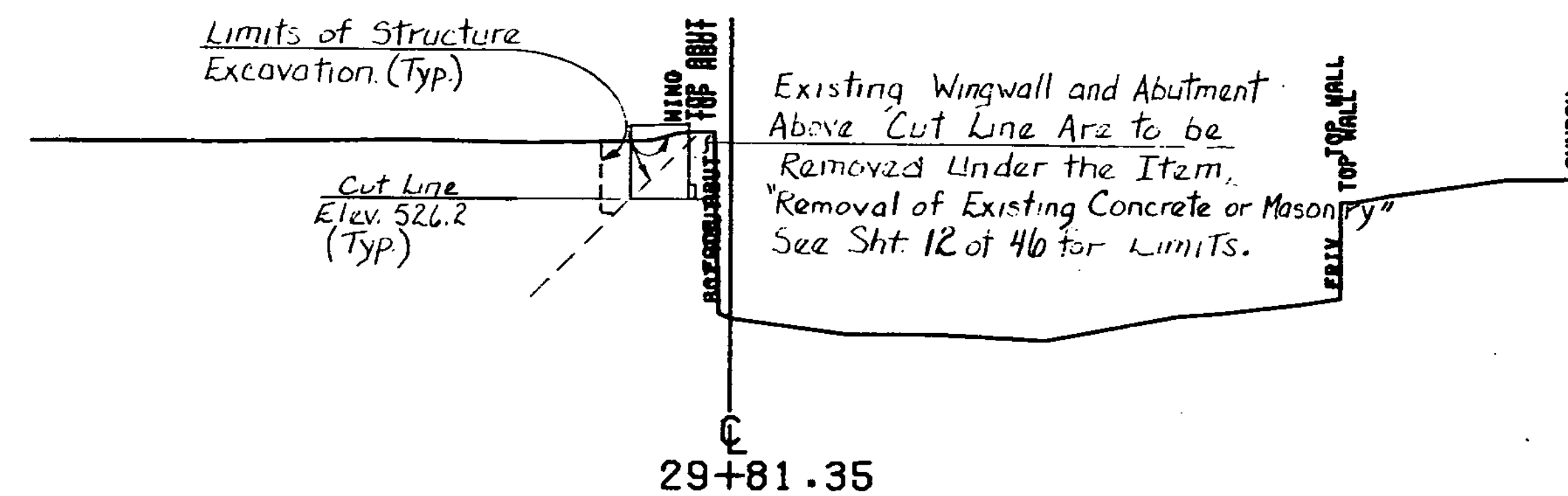


520



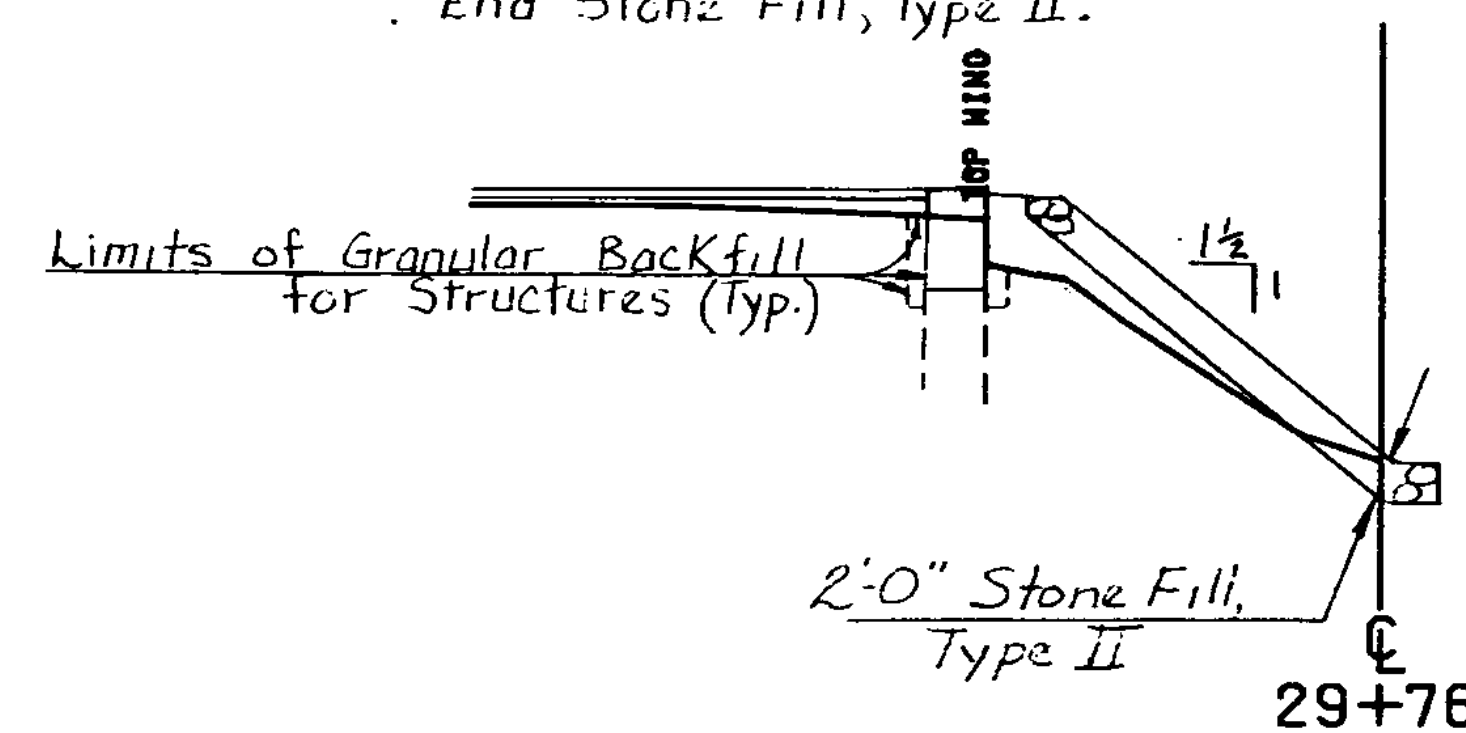
Sta. 29+85 Rt. Begin Structure Excavation

510



520

Sta 29+81 Lt. End Unclassified Channel Excavation.
End Stone Fill, Type II.

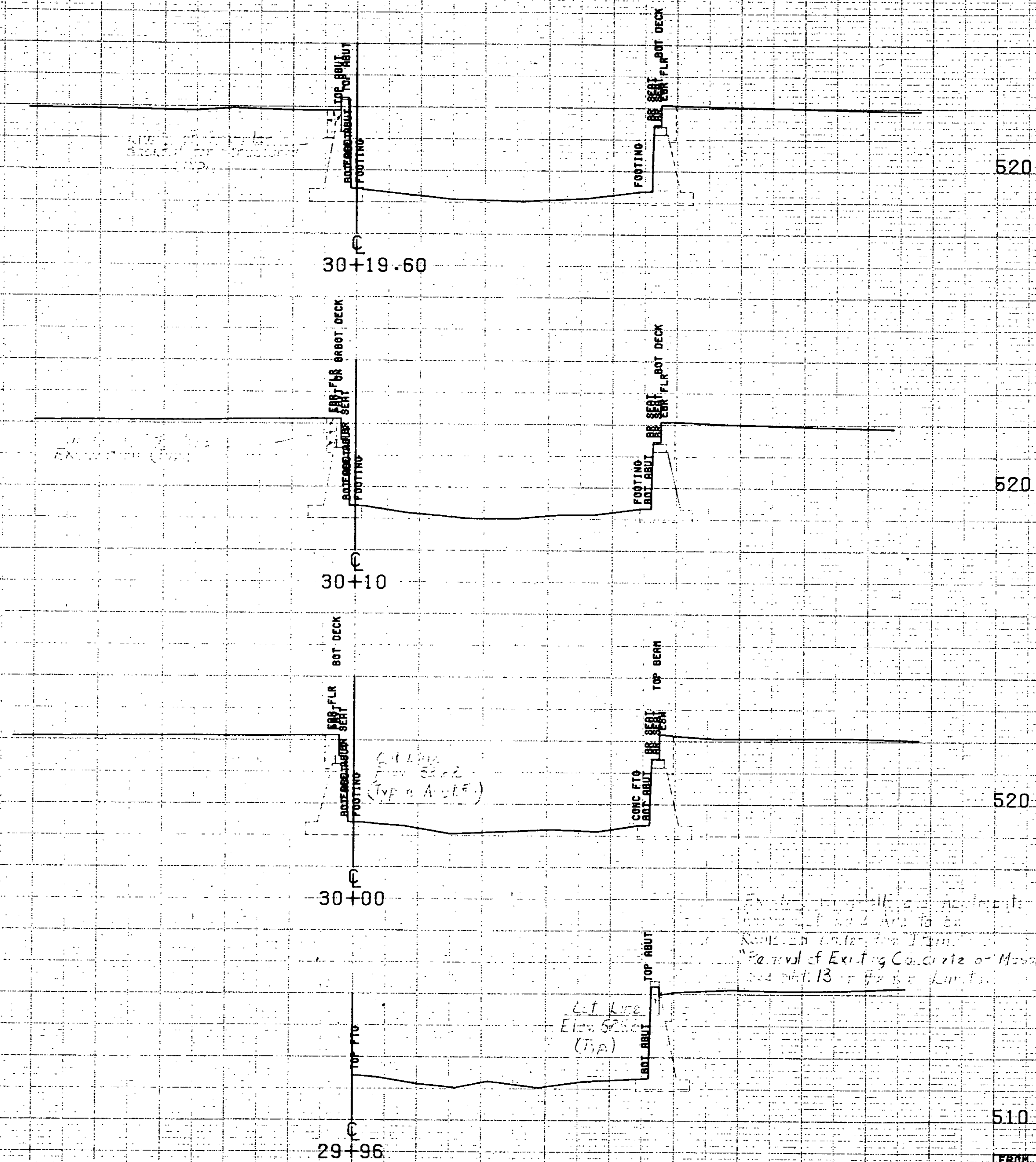


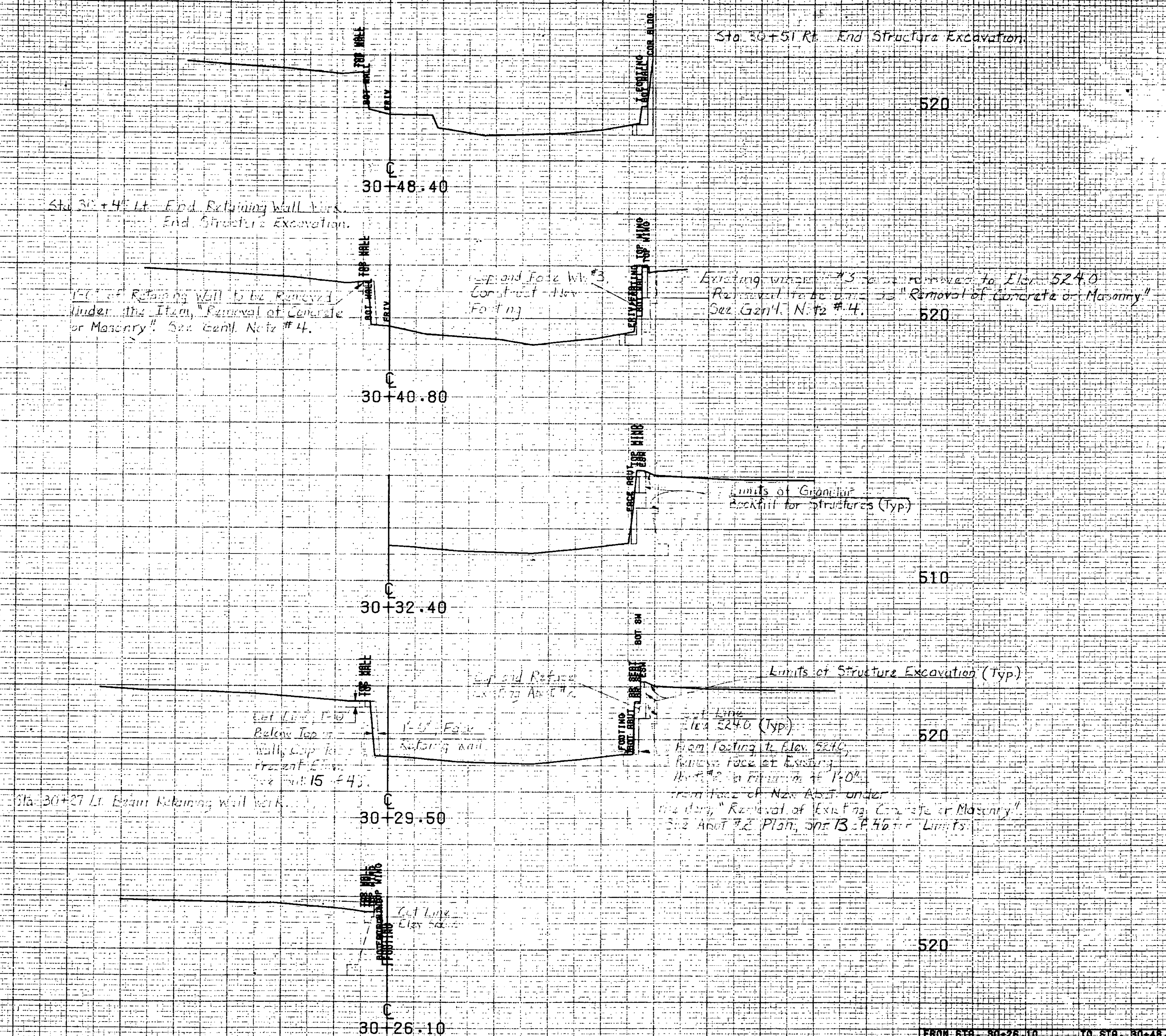
Sta 29+75 Lt. Begin Structure Excavation

520

FROM STA. 29+76	TO STA. 29+80
PROJECT NAME	MONTGOMERY CHAN
NO. BMS-0289(6)S	PLOTTED 03/09/81
SURVEYED BY	FALL 12-80/1-81
SHEET 27 OF 46 SHEETS	

SCALE 1" = 50 FEET





520

30+48.40

Sta. 30 + 45 Lt.	End Retaining Wall Vars.
Sta. 30 + 45	End Structure Excavation

15' of Retaining Wall to be Removed
Under the Item, "Removal of Concrete
or Masonry". See Gen'l. Note #4.

Deep and Folds Wt. #3
 Cor. at East - Alex
 Forting

Existing with #3 removed to Elev. 524.0
Removal to Elev. 520 "Removal of Concrete & Masonry"
See Gen'l. N. to #4. 520

520

$$30 + 40 = 80$$

Limits of Granular Backfill for Structures (Typ.)

510

$$30+32+40$$

Limits of Structure Excavation (Typ.)

520

Gla 30+27 Lt. Exam Reclaiming Wild Work

$$30 + 29.50$$

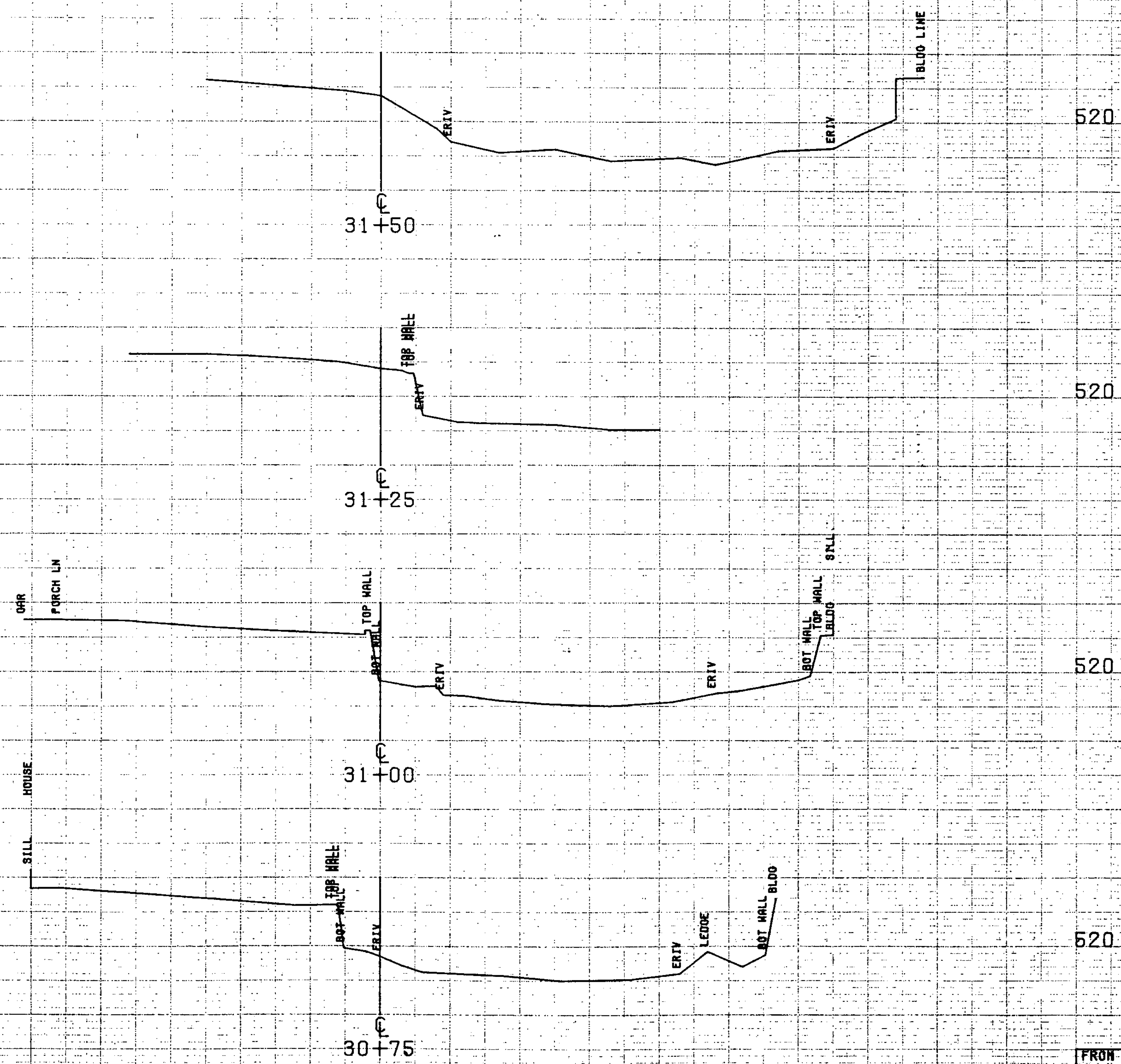
104 5240 (Typ) 520
From Footing to Elev 5240,
Facing Face of Existing
Abutment #2 in direction of 1'-0"
from base of New Abutment
and along "Removal of Existing Concrete Massing".
See Abutment Plan, and B.P. 45 for Limits.

520

$$30 + 26.10$$

FROM STA. 30+26.10	TO STA. 30+48.40
PROJECT NAME	MONTGOMERY CHAN
AS. ONE	02531615
SURVEYED BY	FALL
SHEET 29 OF 46 SHEETS	12-80/1-81

SCALE 1" = 10' FEET



520

520

520

520

SCALE 1" = 10' HORIZ

FROM STA. 30+75 TO STA. 31+50
PROJECT NAME MONTGOMERY CHAN
NO. 0283(6)S
SURVEYED BY FALL
SHEET 30 OF 40 SHEETS
PLOTTED 03/09/81
12-80/1-81