STATE OF VERMONT
AGENCY OF TRANSPORTATION

PROPOSED IMPROVEMENT BRIDGE PROJECT

TOWN OF GRANVILLE
COUNTY OF ADDISON

ROUTE NO: TH 26, CL III BRIDGE NO: 23

PROJECT LOCATION: BEGINNING AT A POINT ON TH 26, APPROXIMATELY 0.038 MILES FROM THE INTERSECTION OF TH 26, TH 4 & VT. RTE 100 AND EXTENDING NORTHEASTERLY ALONG TH 26 FOR 0.038 MILES. THIS BRIDGE REPLACES BR 21 ON TH25

PROJECT DESCRIPTION: CONSTRUCTION OF A NEW, SINGLE SPAN, COMPOSITE ROLLED BEAM BRIDGE AND CONCRETE ABUTMENTS, ROADWAY APPROACHES AND RELATED CHANNEL WORK.

LENGTH OF STRUCTURE:	60.00 FEET
LENGTH OF PARTICIPATION ROADWAY:	140.00 FEET
LENGTH OF NON-PARTICIPATION ROADWAY:	——.— FEET
LENGTH OF PROJECT:	200.00 FEET

CONTRACT PLANS

THESE PLANS DO NOT REFLECT CHANGES MADE ON THE PROJECT.

INDEX OF SHEETS

LIST OF SHEETS

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, 2, 3, 4, 5, 6, 7, 8, 10, 11, 13, 14, AND 16.
2. THE STRUCTURE IS DESIGNED FOR AN HS-20-44 LIVE LOAD WITH 1" FUTURE PAVEMENT ALLOWANCE.
3. FLEMING BRACKETS OR SIMILAR FALSEWORK SHALL BE SPACED AT A MAXIMUM OF FOUR (4) FEET.
4. TURF ESTABLISHMENT SHALL BE CONSIDERED SUBSIDIARY TO ALL OTHER ITEMS IN THE CONTRACT. SEE SPECIAL PROVISIONS FOR THIS PROJECT.
5. WATER REPELLENT SHALL BE APPLIED TO ALL EXPOSED CONCRETE ON BOTH THE SUBSTRUCTURE AND SUPERSTRUCTURE, EXCEPT THE DECK SOFFIT BETWEEN DRIP BEADS.
6. DRIP PLATES ON BEAMS 1 & 4 ARE TO BE PLACED ACCORDING TO DETAIL "C" ON STANDARD SHEET SCB-D7-71.
7. 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.
8. 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.
9. THE ABUTMENTS ARE DESIGNED FOR A MAXIMUM FOOTING PRESSURE OF 5.2 KSF.
10. THE ABUTMENT FOOTINGS SHALL BE UNDERCUT 1'-0" IF DEEMED NECESSARY BY THE ENGINEER TO OBTAIN A GOOD BED FOR THE FOOTINGS. EXCAVATION SHALL BE PAID AS "STRUCTURE EXCAVATION". THIS 1'-0" UNDERCUT SHALL BE BACKFILLED WITH "GRANULAR BACKFILL FOR STRUCTURES".
11. ALL IN-STREAM CONSTRUCTION SHALL BE ACCOMPLISHED DURING THE PERIOD JUNE 15 THRU OCTOBER 1.

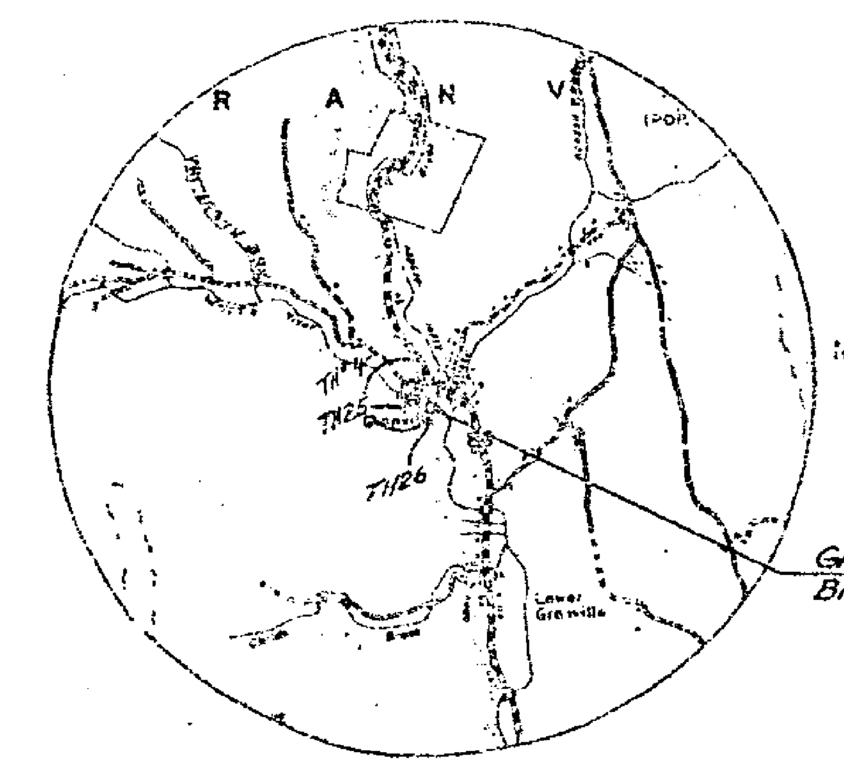
(GENERAL NOTES CON'T ON SHEET 4)

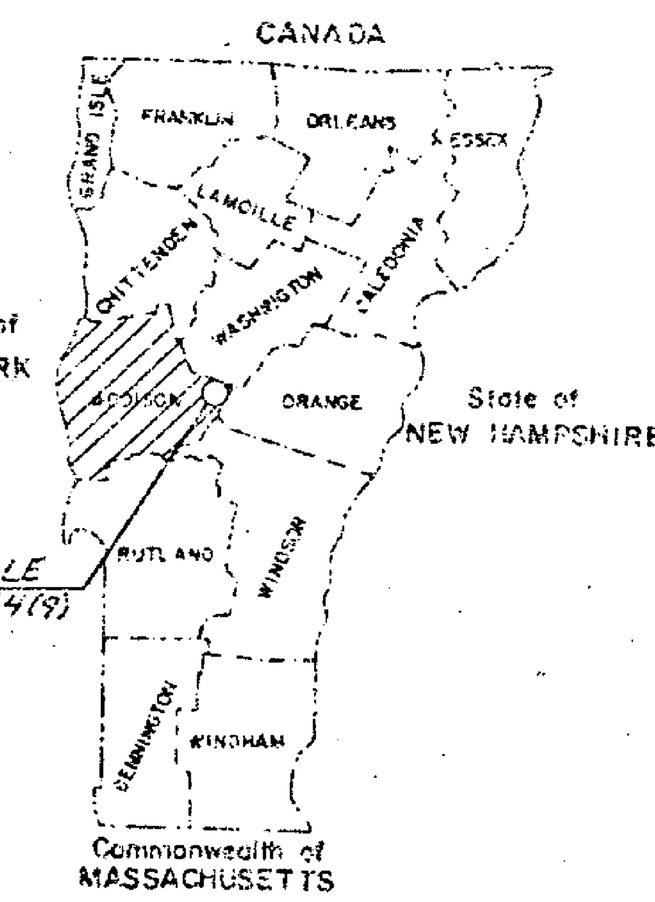
CONVENTIONAL SIGNS

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
TOP OF CUT
TOE OF SLOPE

DATUM	
VERTICAL	NGVD 1929
HORIZONTAL	N/A

VERMONT STATE PLANE GRID

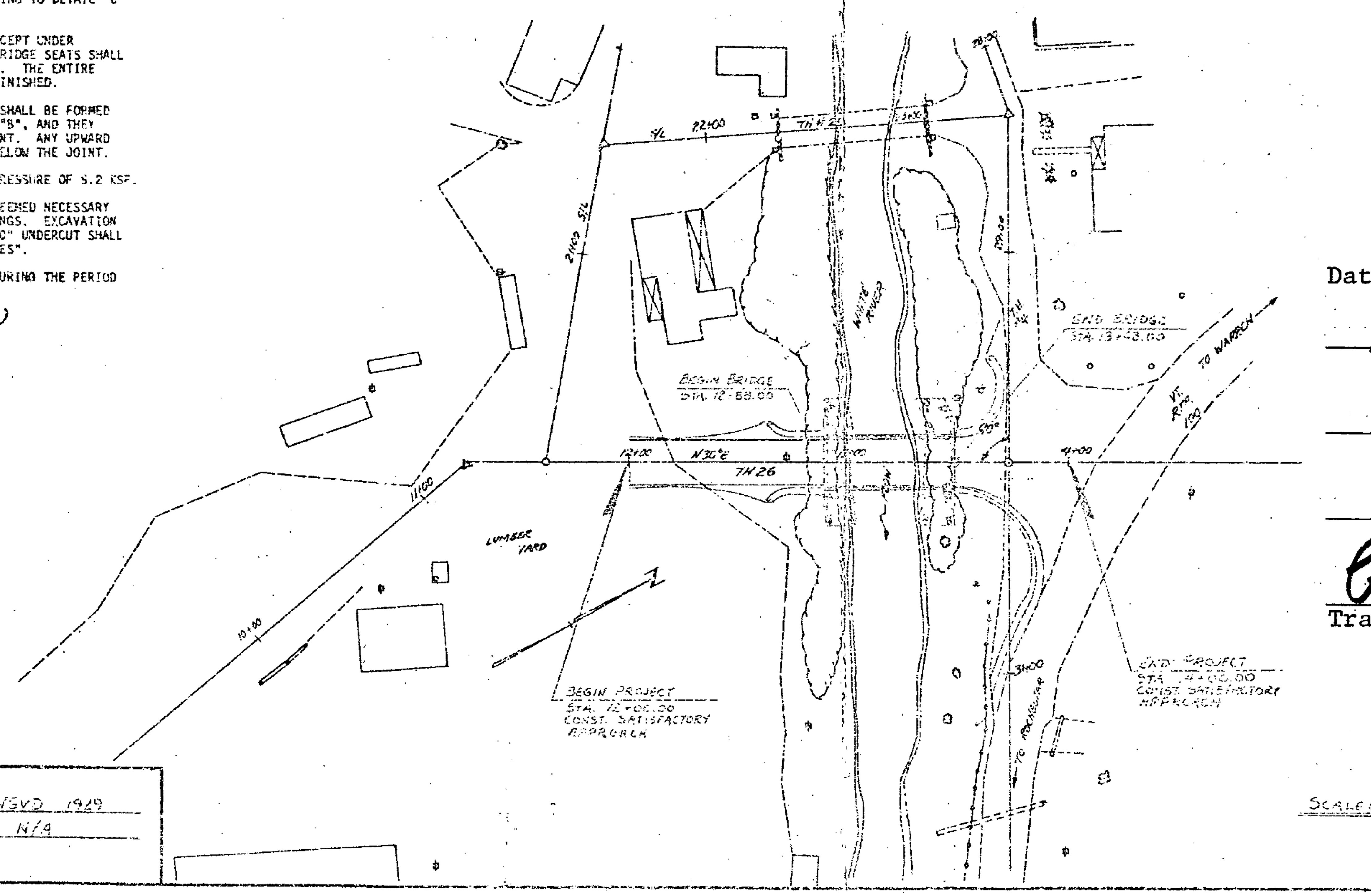




LOCATION MAP

(TRACED FROM COUNTY MAP)
SCALE: 1" = 1 MILE

LOAD RATING (TONS)							
STRESS LEVELS	TRUCK						
	HS	H	3S2	6 AXLE	3A STR	4A STR	5A SEMI
INVENTORY 0.55Yp = 27.0 K.S.I.	42	34					
POSTED 0.67Yp = 33.5 K.S.I.		49	83		54	55	71
OPERATING 0.75Yp = 37.5 K.S.I.			100	110			



TRAFFIC DATA

1984 ADT	=	105
1994 ADT	=	125
1994 DHV	=	20
D	=	87%
T (% DHV)	=	0%
T (% ADT)	=	5%

DESIGN SPEED - 20 MPH

HYDRAULIC DATA

DRAINAGE AREA - 11.2 SQ. MI.

$Q_{2.33}$ = 500 CFS	HW ELEV = 1004.3
Q_{10} = 1100 CFS	HW ELEV = 1005.5
Q_{25} = 1650 CFS	HW ELEV = 1006.2
Q_{50} = 2100 CFS	HW ELEV = 1006.8
Q_{100} = 2500 CFS	HW ELEV = 1007.3

OLW = 10 CFS HW = 1.0'
OHW = 35 CFS HW = 1.5'
VELOCITY @ Q_{25} = 10.2 FPS
TYPE II STONE FILL

Dated JUL 31 1984

Blow & Cote Inc
Contractor

Denis Cote
Signature

president
Title

[signature]
Transportation Secretary's Signature

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. Gage P.E. DATE 4-17-84
DIRECTOR OF ENGINEERING AND CONSTRUCTION

PROJECT	PROJECT NO.
GRANVILLE	BRZ 1444 (9)

SHEET 1 OF 41 SHEETS

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