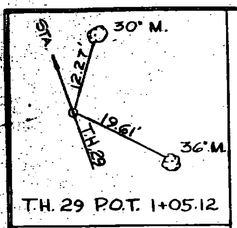
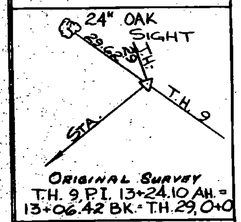
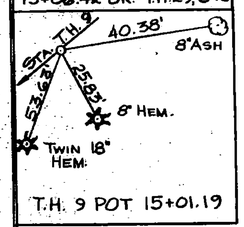


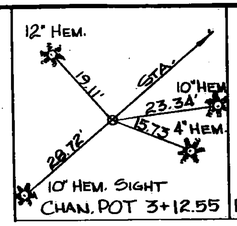
T.H. 29 P.O.T. 1+05.12



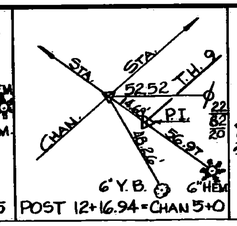
ORIGINAL SURVEY
T.H. 9 P.I. 13+24.10 AH. =
13+06.42 BK. = T.H. 29, 0+0



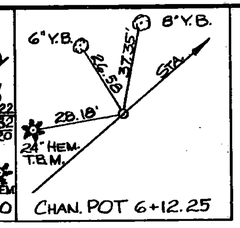
T.H. 9 POT 15+01.19



CHAN. POT 3+12.55



POST 12+16.94 = CHAN 5+0



CHAN. POT 6+12.25

MAG. 1983

CEMETERY RD. - T.H. #29

SUR. P.O.T. 1+05.12

BARN

30" M.

36" M.

SUR. CURVE # 2
Δ = 41°-56' LT.
D = 47°
R = 121.91
T = 46.71
E = 8.64
L = 89.22
BANK = 0.042 FT/FT.

ORIGINAL SURVEY CURVE NO. 2
Δ = 75° 15' 30" LT.
D = 74° 00'
R = 77.43
T = 59.69
E = 20.34
L = 101.70

℄ BRGS ABUT #2
SUR. P.O.S.T 12+91.

T.B.M.
S.I.T. 24" HEM.
ELEV. 947.72

TEMPORARY CULVERT

℄ TEMPORARY DETOUR

SUR. P.C. 12+90.97

50' R (TYP.)

℄ℓ POT 6+12.25

TEMPORARY CONST. LIMITS

50'-0" MIN.

FLOW

END BRIDGE
12+92.77

ORIGINAL SUR.
T.H. 9 P.I. 13+24.10 BK. = 13+06.42 AH. =
T.H. 29 0+00 ; Δ = 75° 15' 30" LT.

NTS

SUR. P.I. 13+37.68 BK. =
13+33.48 AH.
Δ = 41°-56' LT.

SUR. STA 13+75 90°
NEW 18" x 42' CSP WITH
REINFORCED HEADWALL AT INLET

13+95 SUR.
EXIST. 15" CGMP
REMOVE

SUR. P.T. 13+80.19 =
SUR. POT 13+99.57

END PROJECT
15+00

SUR. POT. 15+00

EXISTING R.O.W.

T.H. #9

8" ASH

8" HEM.

TWIN 18" HEM.

TO LUDLOW

WILLIAMS RIVER

DRIVE

T.H. #14

℄ POT 3+12.55

10" HEM.

"A"
#8A
154-1

SUR. P.O.T. 1+80.13

18" HEM.

SCALE: 1" = 20'
0 10 20 40

5" M.

5" HEM.

EXISTING R.O.W.

TO VT. RT. 103

S 7° 15' E

SUR. P.O.T. 10+00

10+50
BEGIN PROJECT

8" Y.B.

CHAN-STA.

SUR. P.C. SUR 11+20.09

SUR. P.I. SUR 11+70.28 BK. =
REV 11+65.11 AH.
Δ = 44°-45' RT.

SUR. STA 11+56 90°
NEW 18" x 48' CSP WITH L-TYPE
REINFORCED CONCRETE HEADWALL
AT INLET

SUR. 11+81 RT ~ 11+85 LT.
EXIST. 15" CGMP
REMOVE

ORIGINAL SUR.
T.H. 9 P.I. 12+21.28 BK. = 12+02.26 AH. =
T.H. 14 0+00 ; Δ = 78° 04' 30" RT.

SUR. P.O.S.T. 12+16.94 • CHAN.
LINE 5+00 ; Δ = 77° 31' 45" LT.

4" Y.B.

6" HEM.

BEGIN BRIDGE
12+19.23

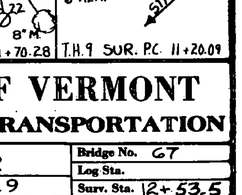
SUR. P.T. 12+15.30

℄ BRGS ABUT. #1
SUR. P.O.T. 12+16.

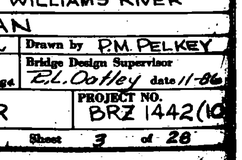
ORIGINAL SURVEY CURVE NO. 1
Δ = 78° 04' 30" RT.
D = 78° 00'
R = 73.46
T = 59.56
E = 21.11
L = 100.10

SUR. CURVE #1
Δ = 44°-45' RT.
D = 47°
R = 121.91
T = 50.19
E = 9.93
L = 95.21
BANK = 0.042 FT/FT

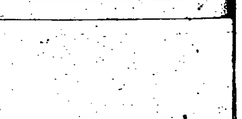
NOTE: ORIGINAL SURVEY BY TESSIER IN FEB 1983 FROM STA. 10+00 TO 15+00
REVISED LINE SURVEYED BY FANTONI IN MAY 1984 STA. 11+20 TO 13+80



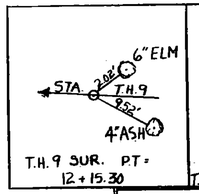
P.O.T. 10+00



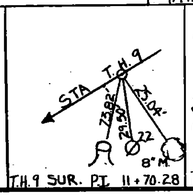
ORIGINAL SURVEY
T.H. 9 P.I. 12+21.28 AH. =
12+02.26 BK. = T.H. 14 0+0



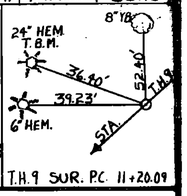
T.H. 14 P.O.T. 1+80.13



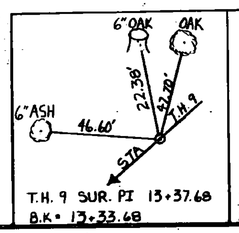
T.H. 9 SUR. P.T. = 12+15.30



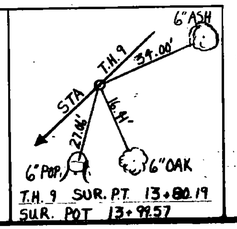
T.H. 9 SUR. P.I. 11+70.28



T.H. 9 SUR. P.C. 11+20.09



T.H. 9 SUR. P.I. 13+37.68
B.K. = 13+33.48



T.H. 9 SUR. P.T. 13+80.19
SUR. POT 13+99.57

GUARD RAIL, HEAVY DUTY STEEL BEAM W/WOOD POSTS, TYPE II.
Rt. T.H. 9 Sta 10+50 to Bridge 143.75
Rt. Bridge to T.H. 29 Sta 0+05, 16' Rad. 36.25
Lt. T.H. 14 Sta. 0+26 to Bridge, 16' Rad. 48.75
Lt. Bridge to T.H. 9 Sta. 15+00 168.75

ANCHORS FOR STEEL BEAM RAIL W/WOOD POSTS @ OPENINGS.
T.H. 9 Sta. 10+50 Rt.
T.H. 29 Sta. 0+05 Rt.
T.H. 14 Sta. 0+26 Rt.
T.H. 9 Sta. 15+00 Lt.

BRIDGE RAILING - HEAVY DUTY STEEL BEAM.
Length Rt. 82.50 FT
Length Lt. 82.50 FT

STATE OF VERMONT
AGENCY OF TRANSPORTATION

TOWN OF CHESTER	Bridge No. 67
HIGHWAY NO. T.H. No. 9	Log Sta.
	Surv. Sta. 12+53.5

T.H. No. 9 OVER WILLIAMS RIVER

PLAN

Designed by R.P. GENDRON	Drawn by P.M. PELKEY
Checked by R.P. Gendron date 5-31-84	Bridge Design Supervisor P.L. Oatley date 11-86
PROJECT CHESTER	PROJECT NO. BRZ 1442(10
Bridge Sheet No.	Sheet 3 of 28