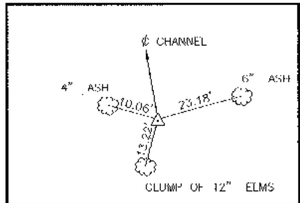
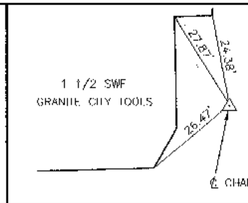


CHANNEL P.O.T. 28+85.45



CHANNEL P.O.T. 31+50.21

REMOVING AND RESETTING FENCE
STA. 43+20 TO STA. 43+45 LT
(SEE NOTE 3)

REMOVING PIPE RAIL
STA. 43+43 TO STA. 43+48 LT.
(SEE NOTE 3)

CAST-IN-PLACE CONCRETE RETAINING WALL
STA. 44+28 TO STA. 44+52 LT. 18.04'

6' UNDERDRAIN 605.10
44+28 ~ 44+52 LT
ALONG RETAINING WALL
OUTLET TO DI: 27 LF

VERTICAL GRANITE CURB
69 STA. ~~42+50~~ TO STA. 43+27 RT 36
40 STA. ~~43+42~~ TO STA. 43+47 RT
~~STA. 43+15 TO STA. 43+36 LT (R=25')~~
27 STA. ~~43+36~~ TO STA. 43+47 LT
STA. 44+28 TO STA. ~~44+60~~ RT 58
STA. 44+28 TO STA. ~~44+56~~, LT 15' 57
57 STA. ~~44+56~~, LT 15' TO STA. ~~44+56~~, LT 19' (R=2') 57
~~STA. 44+28 TO STA. 44+56, LT 19'~~

CONSTRUCT BEAM GUARD RAIL
~~STA. 43+40 LT 24' To 43+50 LT 48'~~
STA. 43 + 45, LT 25' TO STA. 43+47, LT 40'

CHANGING ELEV. OF MANHOLE
~~STA. 42+65 RT~~
STA. 42+87 LT
~~STA. 44+60 RT~~

PORTLAND CEMENT SIDEWALK
43+40 STA. ~~42+50~~ TO STA. 43+47 RT – 5' WIDE
STA. 44+28 TO STA. ~~44+78~~ RT – VARIES 60
(SEE SHT. 11 OF 46) → STA 42+64 ~ 43+36 RT
STA 44+28 ~ 44+57 LT

PORTLAND CEMENT CONCRETE ISLAND
STA. 44+28 TO STA. 44+58 LT – 4' WIDE
(SEE SHT. 9 OF 44)

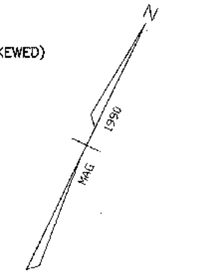
ALUMINUM APPROACH RAILING
INSTALL STANDARD END CAPS
WHERE APPROPRIATE
STA. 43+17 TO STA. 43+48 LT
STA. 43+42 TO STA. 43+48 RT
STA. 44+28 TO STA. 44+57 LT

CONSTRUCT CONCRETE WALK
STA. 43+09 TO STA. 43+14 RT.

CONSTRUCT DRIVE
STA. 43+10 LT – 17' PAVED
STA. 43+35 RT – 11' GRAVEL (SKEWED)
STA. 44+67 LT – 22' PAVED
STA. 44+67 RT – 12' GRAVEL

WOOD MARKER POST
STA. 43+50 LT AT PIPE OUTLET

PIPE REMOVAL
STA. 43+17 To 43+50,LT
PATIAL REMOVAL OF PIPE DUE TO TELEPHONE POLE PLACEMENT



CHANNEL LINE P.O.T. STA. 31+50.81

RAILROAD P.O.T. STA. 385+00.00

1 1/2 SWF
GRANITE CITY TOOLS

STA. 43+00
END APPROACH
BEGIN PROJECT
BRM 6000 (13)

STA. 42+50
BEGIN APPROACH
(MATCH EXISTING)

PIPE ABANDONED INPLACE

STA. 43+47
STOP ROADWAY
BEGIN BRIDGE

STA. 43+17 – 43+50 LT
NEW 24" X 32" OPTION PIPE

STA. 44+41 – 44+25 LT
NEW 18" X 14" OPTION PIPE

STA. 44+54 – 44+41 LT
NEW 18" X 12" OPTION PIPE

STA. 44+28
END BRIDGE
RESUME ROADWAY

STA. 44+80
END PROJECT
BRM 6000(13)
(MATCH EXISTING)

STA. 45+50.00 CONST. ℄ =
STA. 15+50.00, LT. 2.08' SURVEY ℘

STA. 42+00.00 CONST. ℄ =
STA. 12+00.00, LT. 2.08' SURVEY ℘

℘ P.O.T. STA. 15+90.19

AHERN STREET
BLACKWELL STREET
GUNNER BROOK
WINOOSKI RIVER
OF THE STEVENS BRANCH
ROUTE 302
MAIN ST. NO.

2SW
MEMORIAL SAND BLAST

2SW BRICK

POLE #2/3 REMOVE
PROPOSED POLE RELOCATION #2/3

UTILITY POLE #1/2 REMOVE AND RESET (BY OTHERS)

REMOVE EXISTING 6" GAS MAIN (SEE NOTE 8)

1 STORY METAL GARAGE GREEN MOUNTAIN POWER
PROPOSED GUY LOCATION

6" GAS MAIN–CAPPED DEFUNCT

OH TEL. ONLY

OH TEL. & SECONDARY

PROPOSED RELOCATION POLE #1/2

EXISTING R.R. R.O.W.

CONSTRUCTION ℄

CROWN LINE

N 64° 09' 50.5" E

EXISTING 15" C.G.M.P.

EXISTING R.O.W.

2' PAVED APRON

CONC. WALK

2' PAVED APRON

2SWF
L & R FINISHING
DUBOIS GRANITE

STONE FILL TYPE II (TYP.)

(REMOVE)

SEWER CLEAN-OUT (REMOVE)

DARWIN'S SEWING MACHINES (SAVE)

2SWF
ALICE FISH/BOLDUC

WASHINGTON COUNTY RAILROAD

STA. 43+00 RT – 43+12 LT
NEW 18" x 36" OPTION PIPE CPEP

STA. 44+28 – 44+52 LT
NEW 6" x 28" UNDERDRAIN

STA. 44+54 – 44+54 LT
NEW 18" x 8" OPTION PIPE CPEP

STA. 44+52 RT – 44+54 LT
NEW 18" x 28" OPTION PIPE CPEP

1 – 1 1/2 SWF
BREER BROS.

℘ P.O.T. STA. 13+44.63 =
CHANNEL LINE P.O.T. STA 30+00.00
ANGLE TO TANGENT 80° 09' 12" RT

℘ P.O.T. 14+84.52 =
RAILROAD P.O.T. 386+00.81

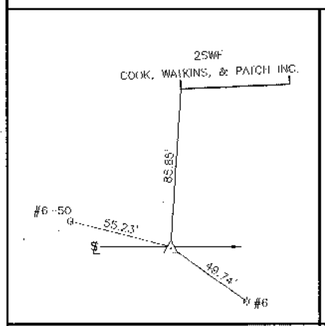
RAILROAD P.O.T. STA. 387+00.00

CHANNEL LINE P.O.T. STA. 28+85.45

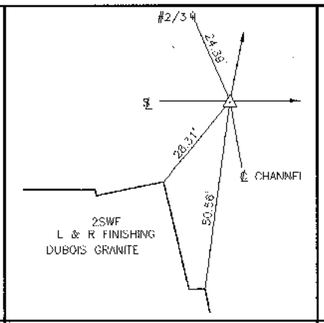
BENCHMARK
VT. SURVEY MARKER
RMT-13 1971
DISK ON BRIDGE
ELEVATION 596.695

NOTES:

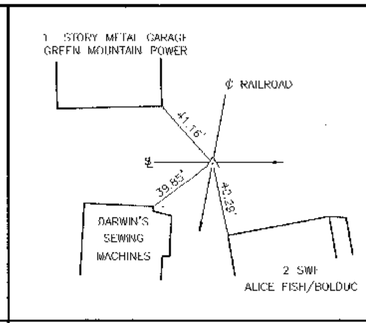
1. CONSTRUCTION OF DRIVES ALONG RAILROAD TRACKS MUST MAINTAIN A MINIMUM CLEARANCE OF 8'-6" BETWEEN NEW CONSTRUCTION AND ℄ OF RAILS.
2. GRADE CROSS SLOPE OF DRIVE AT STA. 43+28 RT. TO DRAIN TOWARDS RIVER.
3. REMOVING AND RESETTING CHAIN LINK FENCE (STA. 43+20 TO STA. 43+45 LT.) AND REMOVING PIPE RAIL (STA. 43+43 TO STA. 43+48 LT.) SUBSIDIARY TO ITEM 204.20, TRENCH EXCAVATION.
4. CONCRETE WALK AND CONCRETE ISLAND TO BE PAID FOR UNDER ITEM 618.10, PORTLAND CEMENT SIDEWALK.
5. THE INTENT FOR THE DROP INLET AT STA. 43+17 LT. IS TO CONNECT THE EXISTING SYSTEM FROM THE MANHOLE AT STA. 42+92 LT. AND REMOVE THE EXISTING PIPE FROM STA. 43+17 LT. TO THE OUTLET. REMOVAL OF THIS PORTION OF PIPE SHALL BE SUBSIDIARY TO THE INSTALLATION OF THE NEW 24" PCCSP.
6. UPON COMPLETION OF THE DRAINAGE SYSTEM INSTALLATION BETWEEN STATIONS 43+00 AND 43+50, THE CONTRACTOR SHALL CLEAN CULVERT IN PLACE (ITEM 601.995) FROM MANHOLE AT STA. 42+92 LT. 19' TO SYSTEM OUTLET AT STA. 43+50 LT. 26'.
7. TWO INCH THICK RIGID INSULATION SHALL BE PLACED OVER AND DOWN THE SIDES OF BOTH THE 6" AND 16" DIAMETER WATERLINES AT ALL LOCATIONS WHERE THESE PIPES HAVE LESS THAN 6 FEET OF COVER (ITEM 622.10).
8. THE COST OF REMOVING AND DISPOSING OF THE EXISTING GAS MAIN AND ALL APPURTENANCES SHALL BE SUBSIDIARY TO ITEM 529.15, REMOVAL OF STRUCTURE.



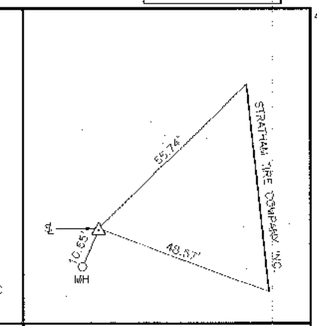
℘ P.O.T. 10+00.00



℘ P.O.T. 13+44.63 =
CHANNEL P.O.T. 30+00.00



℘ P.O.T. 14+84.52 =
RAILROAD P.O.T. 386+00.81



℘ P.O.T. 15+90.19

0 20 40
SCALE IN FEET

BETTIGOLE ANDREWS & CLARK, INC.
Consulting Engineers

STATE OF VERMONT
AGENCY OF TRANSPORTATION

CITY OF BARRE	BRIDGE NO. B-10
	LOG STA.
STREET NAME BLACKWELL STREET	SURV. STA.

BLACKWELL STREET BRIDGE OVER STEVENS BRANCH

PLAN

DESIGNED BY S. Bekier	DRAWN BY S. Belanger
CHECKED BY D. Kidder DATE 12/95	BRIDGE DESIGN SUPERVISOR J. Patusky DATE 12/98
PROJECT BARRE CITY	PROJECT NO. BRM 6000(13)
B&C DRAWING NO. 92038B82/20	DATE 12/98
BRIDGE SHEET NO.	SHEET 8 OF 46