ALIGNMENT DATA

CONSTRUCTION CENTERLINE	SURVEY BASELINE STATION	SURVEY BASELINE OFFSET	NORTHING	EASTING
BEGIN PROJECT STA 2+020.000	1+042.887	6116 LT	4829.0966	9993.6156
PI CURVE 1 STA 2+043.636 BK. = STA 2+042.676 AH.	1+066.399	8537 LT	4851.1937	9985.2230
PI CURVE 2 STA 2+126.878 BK. = STA 2+126.856 AH.	1+148.680	1487 LT	4935.0177	9993.2034
PI CURVE 3 STA 2+163.053 BK. = STA 2+162.343 AH.	1+184.783	3941 LT	4971.2112	9993.6961
END PROJECT STA 2+150.000	1+171.764	2990 LT	4958.1589	9993.5841

CURVE 1	CURVE 2	CURVE 3
Δ = 26°03'45"	Δ = 04°39'30"	Δ = 29°36'45"
R = 120.000	R = 500.000	R = 60.000
T = 27.773	T = 20.337	T = 15.860
L = 54.586	L = 40.652	L = 31.010
E = 3.172	E = 0.413	E = 2.061

COORDINATES

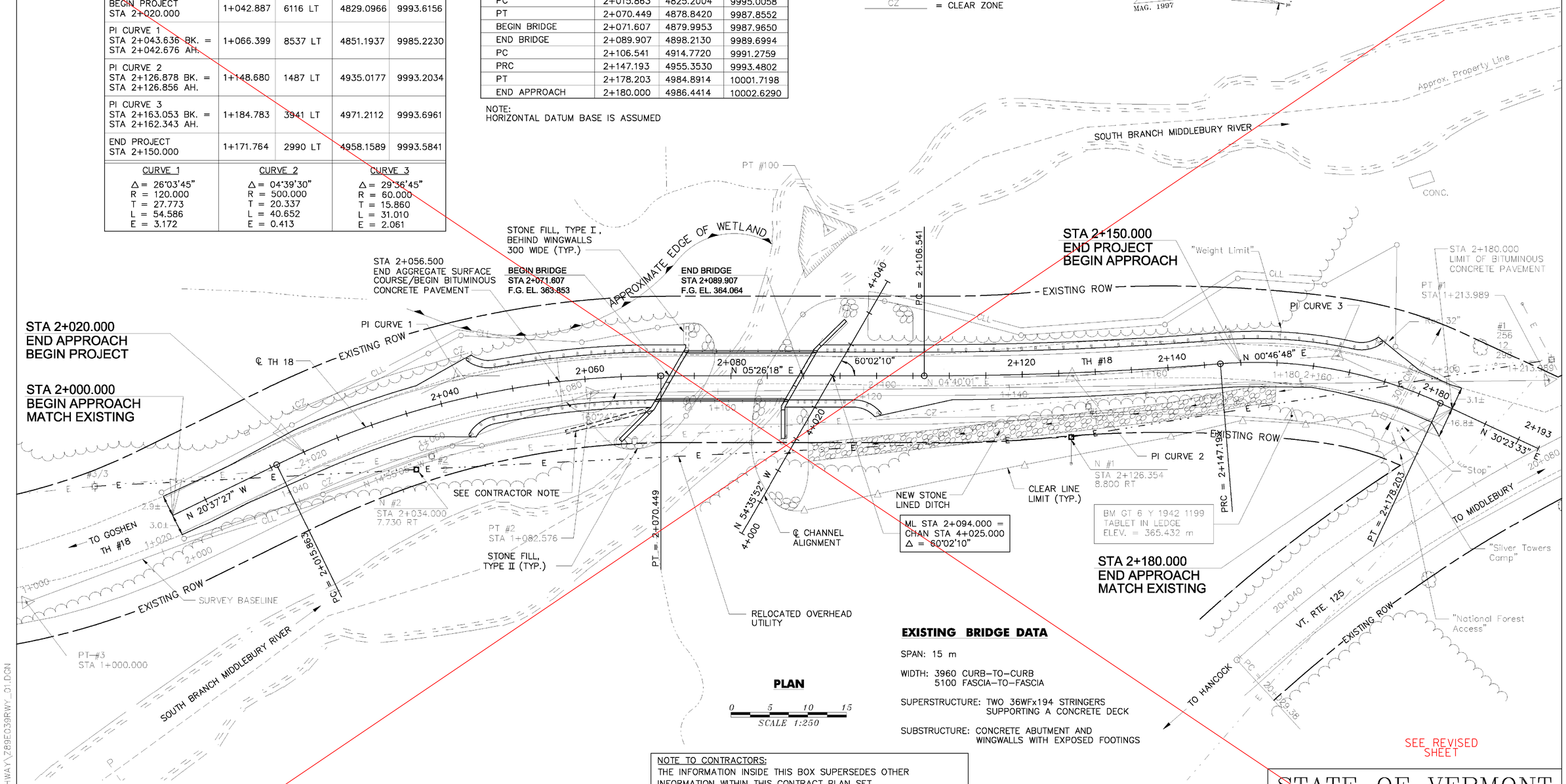
POINT	STATION	NORTHING	EASTING
BEGIN APPROACH	2+000.000	4810.3540	10000.5934
PC	2+015.863	4825.2004	9995.0058
PT	2+070.449	4878.8420	9987.8552
BEGIN BRIDGE	2+071.607	4879.9953	9987.9650
END BRIDGE	2+089.907	4898.2130	9989.6994
PC	2+106.541	4914.7720	9991.2759
PRC	2+147.193	4955.3530	9993.4802
PT	2+178.203	4984.8914	10001.7198
END APPROACH	2+180.000	4986.4414	10002.6290

NOTE:
HORIZONTAL DATUM BASE IS ASSUMED

LEGEND

CLL = CLEAR LINE LIMIT
CZ = CLEAR ZONE

MAG. 1997



PLAN

0 5 10 15
SCALE 1:250

EXISTING BRIDGE DATA

SPAN: 15 m

WIDTH: 3960 CURB–TO–CURB
5100 FASCIA–TO–FASCIA

SUPERSTRUCTURE: TWO 36WFx194 STRINGERS SUPPORTING A CONCRETE DECK

SUBSTRUCTURE: CONCRETE ABUTMENT AND WINGWALLS WITH EXPOSED FOOTINGS

CONSTRUCTION NOTES

REMOVING SIGNS
SETTING SALVAGED POSTS
ERECTING SALVAGED SIGN
STA 2+167.4, 5.3 LT REMOVE AND RESET
STA 2+168.5, 5.5 LT REMOVE AND RESET
STA 2+155.0, 3.9 LT REMOVE AND RESET
REMOVING SIGNS PAID UNDER ITEM 675.50
SETTING SALVAGED POSTS PAID UNDER ITEM 675.61
ERECTING SALVAGED SIGNS PAID UNDER ITEM 675.60

SPECIAL PROVISION (BRIDGE RAILING, WEATHERING HD STEEL BEAM/FASCIA MOUNTED)
STA 2+072.299, 3.300 LT – STA 2+093.252, 3.300 LT
STA 2+068.200, 3.300 RT – STA 2+089.217, 3.300 RT
(PAID UNDER 900.640)

SPECIAL PROVISION (HD STEEL GUARDRAIL, WEATHERING) (WOOD POSTS)
STA 2+044.098, 4.800 LT – STA 2+072.299, 3.300 LT
STA 2+093.252, 3.300 LT – STA 2+168.075, 4.800 LT
STA 2+042.943, 4.800 RT – STA 2+068.200, 3.300 RT
STA 2+089.217, 3.300 RT – STA 2+100.393, 4.800 RT
(PAID UNDER ITEM 900.640)

ANCHOR FOR STEEL BEAM RAIL
STA 2+046.400, 3.400 LT
STA 2+166.700, 3.400 LT
STA 2+044.800, 3.400 RT
STA 2+098.600, 3.400 RT
(PAID UNDER ITEM 621.60)

NOTE: CONSTRUCTION NOTE OFFSETS ARE IN METERS.

NOTE TO CONTRACTORS:
THE INFORMATION INSIDE THIS BOX SUPERSEDES OTHER INFORMATION WITHIN THIS CONTRACT PLAN SET.

1. WINGWALL #2, STAT. 2+065 RT. (UPSTREAM RIGHT SIDE) IS GOING TO BE LENGTHENED (APPROX. 6m) ONCE ADDITIONAL SURVEY IS TAKEN. YOU SHALL ASSUME THAT THE BOTTOM OF FOOTING ELEVATION WILL STAY THE SAME. SEE ESTIMATED LOCATION ON THIS SHEET. ESTIMATED QUANTITIES HAVE ALREADY BEEN ADDED TO THE QUANTITY SHEET AND ESTIMATE TO REFLECT THIS.
2. WE ANTICIPATE ADDITIONAL STONE FILL TYPE II FOR 30m ALONG THE SLOPE WILL BE USED. ADDITIONAL QUANTITIES OF UNCLASSIFIED CHANNEL, STONE FILL, TYPE II AND GEOTEXTILE UNDER STONE FILL HAVE ALREADY BENN ADDED TO THE QUANTITY SHEET AND ESTIMATE.
3. THE TEMPORARY PEDESTRIAN BRIDGE WILL NOW BE LOCATED ON THE DOWN STREAM SIDE, INSIDE THE EXISTING ROW, AND SPANNING BEHIND THE EXISTING WINGWALLS WITHOUT IMPACTING WETLANDS NEAR WINGWALL #1.

McFarland Johnson

STATE OF VERMONT
AGENCY OF TRANSPORTATION

Town Of RIPTON	Bridge No. BRIDGE #17
Highway No. TH 18	Log Sta. / Surv. Sta.
TH 18 OVER SOUTH BRANCH MIDDLEBURY RIVER	
ROADWAY PLAN	
Designed By B P GUZAS	Drawn By W J GAYNOR
Checked By W R MERWARTH Date 8/09	Bridge Design Supervisor R L JOY Date 10/09
PROJECT RIPTON	PROJECT NO. FH 010–1(2)
I.G.C. Info.	
Bridge Sheet No.	Sheet 9 of 26

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