

**CONSTRUCTION NOTES**

**REMOVAL AND DISPOSAL OF GUARD RAIL**  
 STA. 10+087.9, LT 3.2 - 10+088.2, RT 23.1

**REMOVE AND RESET MAILBOX**  
 STA. 20+013.0, RT

**HEAVY DUTY STEEL BEAM GUARD RAIL**  
 STA. 20+009.2, LT - 20+035.6, LT  
 STA. 10+085.2, RT - 10+088.1, RT  
 STA. 10+084.4, LT - 10+084.2, LT

**GUARD RAIL APPROACH SECTION, NETC 2 RAIL**

STA. 10+032.9 - 10+040.5, LT  
 STA. 10+078.2 - 10+084.4, RT  
 STA. 20+009.2 - 10+040.5, RT  
 STA. 10+078.2 - 10+085.2, RT

**BRIDGE RAILING - NETC 2 RAIL**

STA. 10+040.5 - 10+078.2, LT  
 STA. 10+040.5 - 10+078.2, RT

**ANCHOR FOR STEEL BEAM RAIL**

STA. 10+034.8, LT  
 STA. 20+033.7, LT  
 STA. 10+086.2, RT  
 STA. 10+082.3, LT

**TYPE I STONE FILL LINED DITCH**

STA. 10+010.0, LT - 10+041.0, LT  
 STA. 20+008.0, RT - 20+030.0, RT  
 STA. 20+033.0, RT - 20+038.0, RT  
 STA. 40+050.0, LT - 40+085.0, LT

**YIELDING MARKER POSTS**

STA. 20+028, RT  
 STA. 20+037, LT & RT  
 STA. 40+075, LT, LT

**CURVE 1 INFO**

$\Delta = 4^{\circ}-39'-19''$   
 $R = 640.000$  m  
 $T = 28.014$  m  
 $L = 52.000$  m  
 $E = 0.528$  m  
 NO BANKING

STA. 10+000.000  
 BEGIN APPROACH PAVEMENT

**BEGIN APPROACH**  
 STA. 9+990.000  
 MATCH EXISTING

**DRAINAGE NOTES**

- ① STA. 10+083.5, RT 2.2 - VT 131 REMOVE EXISTING 300x15 M CMP
- ② STA. 40+075.0, LT INSTALL NEW 450x17.0 M PCCSP OR CAAP OR RCP OR CPEP. INSTALL NEW CSPES OR CAAPES OR RCPES OR CPEPES END SECTION AT STA 40+075, LT 27.2 m
- ③ STA. 20+028.0, RT INSTALL RCOTI WITH GRATE TYPE A
- ④ STA. 20+028.0, RT-20+037.0, RT INSTALL NEW 450x9 M PCCSP OR CAAP OR CPEP OR RCP
- ⑤ STA. 20+036.0, RT- LT REMOVE EXISTING 300x8 M CMP
- ⑥ STA. 20+037.0, RT INSTALL RCOTI WITH GRATE TYPE A
- ⑦ STA. 20+037.0, RT-LT INSTALL NEW 450x10.8 M PCCSP OR CAAP OR CPEP OR RCP. STONE FILL PAD 1800x900x300 DEEP AT OUTLET

**CURVE 2 INFO**

$\Delta = 36^{\circ}-33'-18''$   
 $R = 50.000$  m  
 $T = 16.514$  m  
 $L = 31.900$  m  
 $E = 2.657$  m  
 NO BANKING

TO BE REMOVED BY OTHERS (TYP.)

NEW POLE, GUY AND OHW BY OTHERS (TYP.)

M.L. P.O.S.T.  
 STA. 10+032.000  
 STA. 20+000.000  
 $\Delta = 86^{\circ}-35'-00''$  RT.

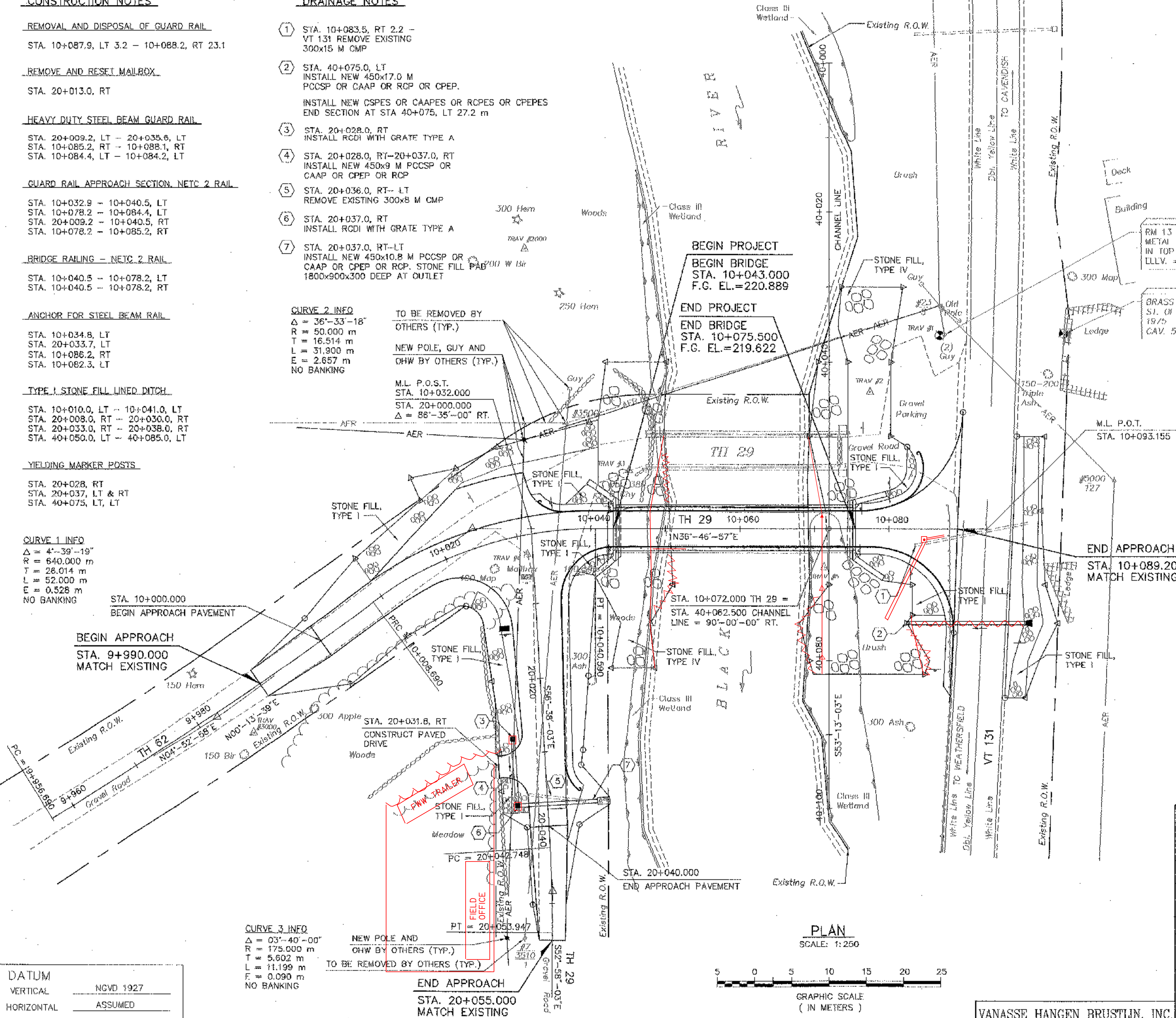
**CURVE 3 INFO**

$\Delta = 03^{\circ}-40'-00''$   
 $R = 175.000$  m  
 $T = 5.602$  m  
 $L = 11.199$  m  
 $E = 0.090$  m  
 NO BANKING

NEW POLE AND OHW BY OTHERS (TYP.)

TO BE REMOVED BY OTHERS (TYP.)

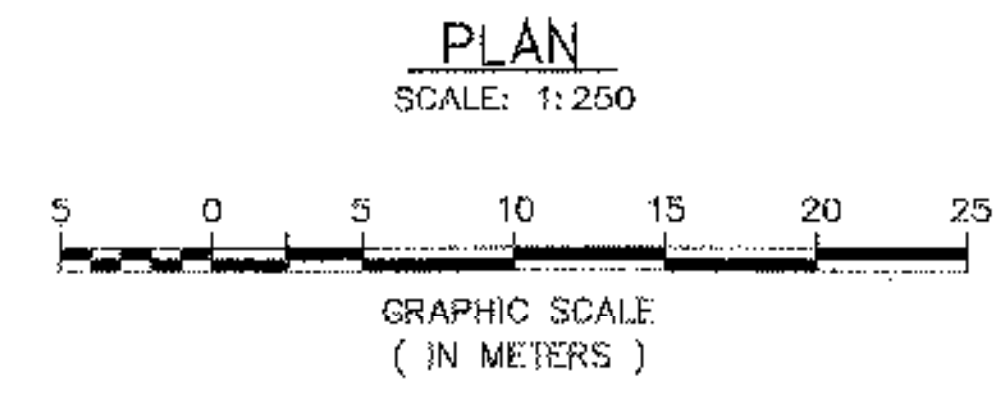
**END APPROACH**  
 STA. 20+055.000  
 MATCH EXISTING



**EXISTING BRIDGE DATA**  
 PRATT THROUGH TRUSS  
 DECK - WOOD PLANKS WITH RUNNERS  
 DRY STONE ABUTMENTS  
 BUILT 1890  
 CLEAR SPAN 26.4 m  
 WIDTH 3660 CLEAR

- NOTES:**
1. SIGNING, STRIPING AND ROADWAY WIDTH TRANSITIONS AND RADII SHOWN ON SHEET 12 OF 41.
  2. CONNECTION OF THE NEW HEAVY DUTY STEEL BEAM GUARD RAIL AT STA 10+088.1, RT 23.1 m SHALL BE AT THE DIRECTION OF THE RESIDENT ENGINEER.
  3. LARGE HEMLOCKS AT CHANNEL STA. 40+040±, RT SHALL NOT BE DISTURBED.

<b>DATUM</b>	
VERTICAL	NGVD 1927
HORIZONTAL	ASSUMED



**STATE OF VERMONT  
 AGENCY OF TRANSPORTATION**

Town Of	CAVENDISH	Bridge No.	45
Highway No.	TH 29	Log Sta.	
		Surv. Sta.	
<b>PLAN</b>			
Designed By	C. L. GILLEY	Drawn By	C. L. GILLEY
Checked By	Date	Bridge Design Supervisor	
S.M. GUNN	5/06	C.D. BAKER	Date 5/06
PROJECT	CAVENDISH	PROJECT NO.	BRO 1442(23)
I.G.C. Info.		Bridge Sheet No. 50499PLN	
		Sheet 10 of 47	