

INDEX OF SHEETS

SEE SHEET 2

RECORD PLANS

CONTRACTOR: J.P. SICARD, INC. - BARTON, VT
 RESIDENT ENGINEER: JAY STRONG
 CONSTRUCTION BEGAN: JULY 11, 2011
 CONSTRUCTION COMPLETE: OCTOBER 23, 2012
 RECORD PLANS BY: JAY STRONG & CRAIG PIERCE
 I HEREBY CERTIFY THAT ALL THE CONSTRUCTION REQUIRED BY THIS SET OF DRAWINGS HAS BEEN ACCOMPLISHED AS INDICATED HEREIN.
 BY JAY STRONG RESIDENT ENGINEER
 DATE Apr 8th 2013

NOTE: Any further information concerning final quantities, amounts or other details relative to this project may be found at Central Files in the electronic archives.

STATE OF VERMONT AGENCY OF TRANSPORTATION



PROPOSED IMPROVEMENT BRIDGE PROJECT

TOWNS OF LYNDON, SHEFFIELD, BARTON, AND IRASBURG COUNTIES OF CALEDONIA AND ORLEANS BRIDGE NOS. 95S, 96S, 99S, 100N, 102S, 105N&S, & 107S ON INTERSTATE 91

PROJECT LOCATIONS: BRIDGE 95S IS LOCATED ON I-91 (M.M. 138.7) OVER T.H. NO. 9 (COLLEGE RD.) IN THE TOWN OF LYNDON.
 BRIDGE 96S IS LOCATED ON I-91 (M.M. 139.9) OVER VT. ROUTE 122 & MILLER RUN IN THE TOWN OF LYNDON.
 BRIDGE 99S IS LOCATED ON I-91 (M.M. 145.6) OVER T.H. NO. 1 (BERRY HILL RD.) IN THE TOWN OF SHEFFIELD.
 BRIDGE 100N IS LOCATED ON I-91 (M.M. 145.6) OVER T.H. NO. 1 (BERRY HILL RD.) IN THE TOWN OF SHEFFIELD.
 BRIDGE 102S IS LOCATED ON I-91 (M.M. 156.0) OVER VT. ROUTE 16 IN THE TOWN OF BARTON.
 BRIDGES 105N&S ARE LOCATED ON I-91 (M.M. 160.0) OVER T.H. NO. 6 (LAKE REGION RD.) IN THE TOWN OF BARTON.
 BRIDGE 107S IS LOCATED ON I-91 (M.M. 163.1) OVER BARTON RIVER, CONN. R.I. LINE R.R., AND T.H. NO. 3 (MAPLE ST.) IN THE TOWN OF IRASBURG.

LENGTH OF BRIDGES:	95S	150.18'
	96S	246.17'
	99S	136.98'
	100N	144.98'
	102S	180.29'
	105N	89.00'
	105S	89.00'
	107S	447.43'

TOTAL LENGTH OF BRIDGES: 1484.03'

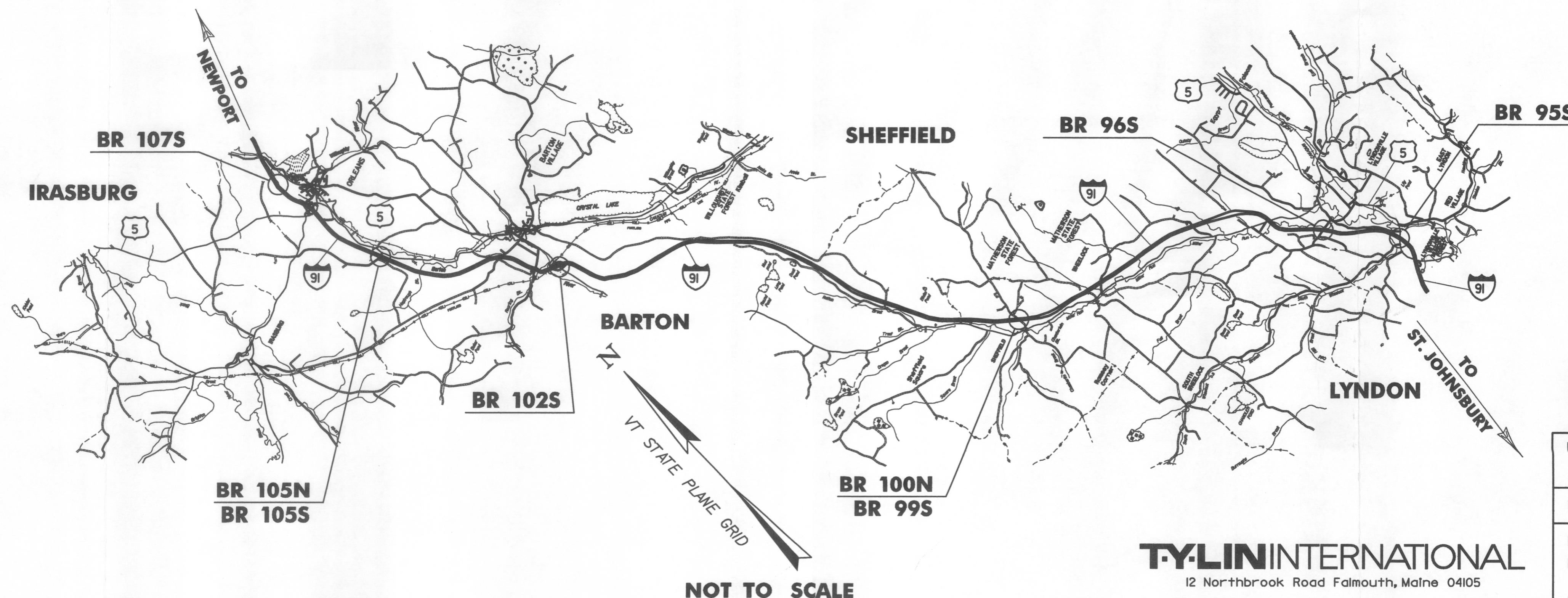
TOTAL LENGTH OF PROJECT: 1484 FEET

PROJECT DESCRIPTION: REMOVAL AND REPLACEMENT OF BITUMINOUS CONCRETE WEARING SURFACE AND MEMBRANE ON BRIDGES AND APPROACHES WITH ASSOCIATED MINOR WORK.

QUALITY ASSURANCE PROGRAM: LEVEL 1

CONVENTIONAL SYMBOLS

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	



TYLIN INTERNATIONAL
12 Northbrook Road Falmouth, Maine 04105

THESE PLANS ARE SUBJECT TO SUCH ENGINEERING CHANGES AS MAY BE REQUIRED BY THE FEDERAL HIGHWAY ADMINISTRATION OR THE DIRECTOR OF PROGRAM DEVELOPMENT.
 CONSTRUCTION IS TO BE CARRIED ON IN ACCORDANCE WITH THESE PLANS AND THE STANDARD SPECIFICATIONS FOR CONSTRUCTION DATED 2006, AS APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION ON JUNE 15, 2006 FOR USE ON THIS PROJECT, INCLUDING ALL SUBSEQUENT REVISIONS AND SUCH REVISED SPECIFICATIONS AND SPECIAL PROVISIONS AS ARE INCORPORATED IN THESE PLANS.

DIRECTOR OF PROGRAM DEVELOPMENT
 APPROVED [Signature] DATE 4/4/11
 PROJECT MANAGER: SHERWARD G. FARNSWORTH
 PROJECT NAME: LYNDON - IRASBURG
 PROJECT NUMBER: IM MEMB (29)
 SHEET 1 OF 55 SHEETS

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PROJECT NOTES

GENERAL

- ALL MATERIALS AND CONSTRUCTION SHALL CONFORM TO STATE OF VERMONT, AGENCY OF TRANSPORTATION, 2006 STANDARD SPECIFICATIONS FOR CONSTRUCTION, AND ITS LATEST REVISIONS, AND THE AASHTO LRFD BRIDGE CONSTRUCTION SPECIFICATIONS, 3RD EDITION AND ITS LATEST REVISIONS.
- WATER REPELLENT, SILANE SHALL BE APPLIED TO ALL EXPOSED CONCRETE SURFACES EXCEPT THE PIERS AND THE UNDERSIDE OF THE DECK. WATER REPELLENT SHALL NOT BE APPLIED TO THE PAINTED SURFACES OF THE ABUTMENTS AND WING WALLS 2 AND 4 OF BRIDGES 105N AND 105S. WATER REPELLENT SHALL BE APPLIED TO WING WALLS 1AND 3 AND THE CURBS ON THE BRIDGE AND ALL WINGWALLS AT BRIDGES 105N AND 105S. SEE SHEET 7 FOR NUMBERED WING WALL LOCATIONS. THIS WORK WILL BE PAID FOR UNDER ITEM 514.10, "WATER REPELLENT, SILANE".
- ALL WORK AND ANY ASSOCIATED ACTIVITY ON THIS PROJECT SHALL BE PERFORMED WITHIN THE EXISTING RIGHT-OF-WAY LIMITS.
- FOLLOWING THE COMPLETION OF ALL OTHER CONSTRUCTION ACTIVITIES, ALL FABRIC DRAIN TROUGHS, DOWNSPOUTS AND SCUPPERS WITHIN THE LIMITS OF CONSTRUCTION AS SHOWN ON THE BITUMINOUS CONCRETE REMOVAL PLAN, SHALL BE THOROUGHLY FLUSHED BY THE CONTRACTOR. COST FOR FLUSHING THE FABRIC DRAIN TROUGHS, DOWNSPOUTS AND SCUPPERS WILL BE INCIDENTAL TO ALL OTHER ITEMS IN THE CONTRACT.
- ALL COSTS ASSOCIATED WITH PROTECTION OF TRAFFIC DURING REMOVAL OF THE BRIDGE PAVEMENT WILL BE INCIDENTAL TO ITEM 641.10, "TRAFFIC CONTROL".

- THE CONTRACTOR MUST KEEP ALL EQUIPMENT OVER 25 FEET HORIZONTALLY AWAY FROM THE CENTERLINE OF THE RAILROAD TRACKS, EXCEPT FOR EQUIPMENT THAT IS TRAVELING ON THE BRIDGE DECK. THE CONTRACTOR MUST COORDINATE WITH THE RAILROAD WHEN WASHING AND/OR APPLYING WATER REPELLENT, SILANE, ON THE CURBS FOR ANY SPAN OVER THE RAILROAD TRACKS. ALL COST ASSOCIATED WITH COORDINATING WITH THE RAILROAD SHALL BE INCIDENTAL TO ITEM 514.10 "WATER REPELLENT, SILANE."

TRAFFIC CONTROL

- UNLESS COVERED UNDER INDIVIDUAL PAY ITEMS OR NOTED OTHERWISE, ALL COSTS FOR WORK SHOWN ON THE TRAFFIC CONTROL SHEETS AND FOR TEMPORARY TRAFFIC CONTROL DEVICES INCLUDING RETROREFLECTIVE DRUMS, SIGNS, AND SIGN POSTS WILL BE CONSIDERED TO BE INCLUDED IN THE CONTRACT LUMP SUM PRICE FOR TRAFFIC CONTROL, ITEM 641.10.
- TRAFFIC WILL BE ALLOWED TO DRIVE ON THE BARE CONCRETE BRIDGE DECK AFTER THE REMOVAL OF THE BARRIER MEMBRANE, BUT PRIOR TO THE DECK BEING CLEANED AND PREPARED FOR THE NEW SHEET MEMBRANE. ONCE THE CONCRETE BRIDGE DECK IS PREPARED FOR THE NEW SHEET MEMBRANE, NO TRAFFIC WILL BE ALLOWED ON THE DECK UNTIL BOTH LIFTS OF BITUMINOUS CONCRETE PAVEMENT ARE IN PLACE OVER THE ENTIRE LENGTH OF THE BRIDGE.

PAVEMENT REMOVAL NOTES

- THE FINAL ONE HALF INCH OF PAVEMENT ON THE CONCRETE BRIDGE DECK AND APPROACH SLABS SHALL BE REMOVED BY LOADER, GRADER OR EQUIPMENT APPROVED BY THE ENGINEER. COLD PLANING TO REMOVE BRIDGE PAVEMENT WILL BE INCIDENTAL TO ITEM 529.10, "REMOVAL OF BRIDGE PAVEMENT".
- DURING BRIDGE AND APPROACH SLAB PAVEMENT REMOVAL, THE CONTRACTOR SHALL EXERCISE CARE TO INSURE THAT NO DAMAGE OCCURS TO THE EXISTING CONCRETE BRIDGE DECK AND THE EXISTING APPROACH SLABS. ANY DAMAGE TO THE CONCRETE BRIDGE DECK OR APPROACH SLABS SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE. REPAIRS SHALL BE MADE IN ACCORDANCE WITH SECTION 580.
- CARE SHALL BE TAKEN TO PROTECT ANY SCUPPERS OR DROP INLETS AT ALL STAGES OF CONSTRUCTION. ANY DAMAGE TO THESE STRUCTURES SHALL BE REPAIRED TO THE SATISFACTION OF THE ENGINEER AND AT THE CONTRACTOR'S EXPENSE.
- AFTER THE REMOVAL OF THE BRIDGE PAVEMENT, THE BARRIER MEMBRANE SHALL BE REMOVED AND THE CONCRETE BRIDGE DECK SHALL BE CLEANED IN ACCORDANCE WITH SUBSECTION 580.04 AND TO THE SATISFACTION OF THE ENGINEER. REMOVAL OF THE BARRIER MEMBRANE AND THE CLEANING OF THE CONCRETE BRIDGE DECK WILL BE PAID FOR UNDER ITEM 580.16, "SURFACE PREPARATION FOR MEMBRANE".

- ONCE THE BARRIER MEMBRANE IS REMOVED, ANY AREAS ON THE CONCRETE BRIDGE DECK THAT ARE FOUND TO BE UNSOUND SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER. THE ENGINEER SHALL MAKE A DETERMINATION AS TO HOW TO REPAIR THE DETERIORATED PORTION OF THE CONCRETE BRIDGE DECK AND THE LIMITS OF THE REPAIR. PAYMENT FOR REPAIR OF CONCRETE SUPERSTRUCTURE SURFACE SHALL BE UNDER ITEMS 580.10, 580.11 AND 580.12. QUANTITIES FOR ITEMS 580.10, 580.11 AND 580.12 AS SHOWN ON THE QUANTITY SHEET ARE ESTIMATED.
- UPON THE ENGINEER'S APPROVAL OF THE CONCRETE BRIDGE DECK'S CONDITION, ITEM 519.20, "SHEET MEMBRANE WATERPROOFING, TORCH APPLIED" SHALL BE INSTALLED IN ACCORDANCE WITH SECTION 519. SHEET MEMBRANE WATERPROOFING SHALL NOT BE APPLIED WHEN THE DECK CONCRETE AND/OR DECK PATCH AREA'S MOISTURE CONTENT IS ABOVE THE SECTION 519 SPECIFICATIONS OR THE MANUFACTURER'S SPECIFICATIONS, WHICHEVER IS LESS.
- DRAINAGE SCUPPERS ON BRIDGE NO. 96S (12 TOTAL) SHALL BE CUT OR GROUND FLUSH WITH CONCRETE DECK SURFACE, GROUND SMOOTH, AND PLUGGED WITH CONCRETE. DOWNSPOUTS SHALL BE REMOVED BY OTHERS (PAINTING PROJECT). PAYMENT FOR CUTTING, GRINDING, AND PLUGGING THE DRAINAGE SCUPPERS SHALL BE MADE UNDER ITEM 580.12, "REPAIR OF CONCRETE SUPERSTRUCTURE SURFACE, CLASS III".

PAVEMENT NOTES

- FOLLOWING THE INSTALLATION OF THE NEW SHEET MEMBRANE WATERPROOFING ON THE CONCRETE BRIDGE DECK, THE CONCRETE BRIDGE DECK AND THE AT-GRADE APPROACH SLABS SHALL BE PAVED WITH ITEM 406.27, "MEDIUM DUTY BITUMINOUS CONCRETE PAVEMENT" IN TWO 1/4" LIFTS (SEE TYPICAL APPROACH SECTION ON BITUMINOUS CONCRETE DETAILS). THE PAVEMENT SHALL BE TYPE IV FOR BOTH LIFTS, NO EXCEPTIONS. TOLERANCE FOR TOTAL PAVEMENT THICKNESS = (+) 1/4".
- EMULSIFIED ASPHALT SHALL BE APPLIED TO THE COLD PLANED BITUMINOUS CONCRETE PAVEMENT SURFACE AT THE RATE OF 0.015 GAL/S.Y. OR AS DIRECTED BY THE ENGINEER. EMULSIFIED ASPHALT SHALL ALSO BE APPLIED BETWEEN ALL LIFTS OF PAVEMENT. THE COST SHALL BE PAID UNDER ITEM 404.65, "EMULSIFIED ASPHALT".
- CARE SHALL BE EXERCISED TO SMOOTHLY TRANSITION THE NEW BRIDGE PAVEMENT INTO THE EXISTING PAVEMENT. ANY COLD PLANING NECESSARY FOR SHAPING BRIDGE APPROACHES SHALL BE PAID FOR UNDER ITEM 210.10, "COLD PLANING, BITUMINOUS PAVEMENT".
- TESTING FOR PAVEMENT DENSITY WILL REQUIRE CORES OF THE PAVEMENT ON THE BRIDGE. THE COST FOR THIS WORK WILL BE INCIDENTAL TO ITEM 406.27, "MEDIUM DUTY BITUMINOUS CONCRETE PAVEMENT". ANY DAMAGE TO THE NEW SHEET MEMBRANE CAUSED BY CORING THE PAVEMENT SHALL BE REPAIRED TO THE SATISFACTION OF THE ENGINEER AND AT THE CONTRACTOR'S EXPENSE.
- IF COLD PLANING OF THE RIGHT ROADWAY SHOULDERS ALONG BRIDGE APPROACHES EXPOSES GRAVEL SUBBASE, 2" BASE PAVEMENT SHALL BE PLACED ALONG THE SHOULDERS IN ADDITION TO THE 2 1/2' PAVEMENT TO BE PLACED IN ALL OTHER LOCATIONS.
- THE CONTRACTOR SHALL INSTALL TEMPORARY PAVEMENT MARKINGS ON ALL PAVED SURFACES THAT WILL NOT HAVE THE PERMANENT MARKINGS APPLIED WITHIN 14 CALENDAR DAYS OF THE FINAL PAVING OPERATIONS AS DIRECTED BY THE RESIDENT ENGINEER.
- FOR PG BINDER GRADE, SEE SECTION 406 OF THE GENERAL SPECIAL PROVISIONS AND SPECIAL PROVISIONS.

PROJECT NAME: LYNDON - IRASBURG

PROJECT NUMBER: IM MEMB(29)

FILE NAME: z10a354 notes.dgn	PLOT DATE: 5/6/2011
PROJECT LEADER: R. Hebert	DRAWN BY: S. A. Morgan
DESIGNED BY: J. OLUND	CHECKED BY: J. OLUND
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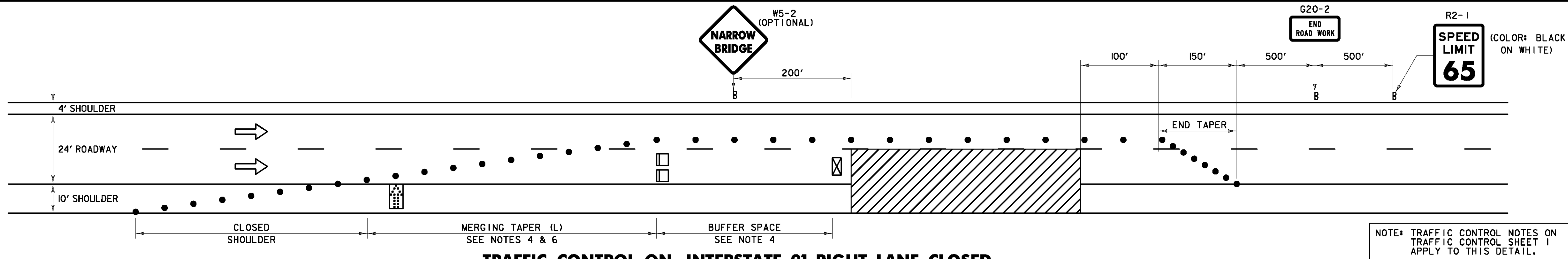
STATE OF VERMONT AGENCY OF TRANSPORTATION										QUANTITY SHEET											
SUMMARY OF ESTIMATED QUANTITIES											TOTALS		DESCRIPTIONS					DETAILED SUMMARY OF QUANTITIES			
ROADWAY	BRIDGE NO. 95S	BRIDGE NO. 96S	BRIDGE NO. 99S	BRIDGE NO. 100N	BRIDGE NO. 102S	BRIDGE NO. 105N	BRIDGE NO. 105S	BRIDGE NO. 107S	FULL CE	GRAND TOTAL	FINAL	UNIT	ITEMS	ITEM NUMBER	ROUND	QUANTITIES	UNIT	ITEMS			
	300									300		LF	SHOULDER BERM REMOVAL	203.40							
		100								100		CY	TRENCH EXCAVATION OF EARTH	204.20							
1										1		CY	TRENCH EXCAVATION OF EARTH, EXPLORATORY (N.A.B.I.)	204.22							
	640	640	680	680	630	630	630	670		5200		SY	COLD PLANING, BITUMINOUS PAVEMENT	210.10							
	3.2	4.3	3.2	3.3	3.5	2.5	2.5	6.6		29.1		CWT	EMULSIFIED ASPHALT	404.65							
	235	310	230	235	255	185	185	475		2110		T	MEDIUM DUTY BITUMINOUS CONCRETE PAVEMENT	406.27							
	1	1	1	1	1	1	1	1		8		LU	MAT DENSITY PAY ADJUSTMENT (N.A.B.I.)	406.29							
1										1		LU	PRICE ADJUSTMENT, ASPHALT CEMENT (N.A.B.I.)	406.50							
	17	17	15	15	15	12	12	30		133		GAL	WATER REPELLENT, SILANE	514.10							
	86	88	118	118	41	84	84	108		727		LF	BRIDGE EXPANSION JOINT, ASPHALTIC PLUG	516.10							
	657	1076	599	634	788	389	389	1956		6488		SY	SHEET MEMBRANE WATERPROOFING, TORCH APPLIED	519.20							
	80	80	118	118	80	80	80	80		716		LF	JOINT SEALER, HOT POURED	524.11							
	660	1080	600	640	790	390	390	1960		6510		SY	REMOVAL OF BRIDGE PAVEMENT	529.10							
	35	55	30	35	40	20	20	100		335		SY	REPAIR OF CONCRETE SUPERSTRUCTURE SURFACE, CLASS I	580.10	EST						
	70	110	60	100	120	60	60	295		875		SY	REPAIR OF CONCRETE SUPERSTRUCTURE SURFACE, CLASS II	580.11	EST						
	13	8	5	5	6	13	13	24		87		CY	REPAIR OF CONCRETE SUPERSTRUCTURE SURFACE, CLASS III	580.12	EST						
	5910	9690	5390	5710	7100	3510	3510	17600		58420		SF	SURFACE PREPARATION FOR MEMBRANE	580.16							
	20	30	20	20	20	10	10	50		180		CF	RAPID SETTING CONCRETE REPAIR MATERIAL WITH COARSE AGGREGATE	580.20	EST						
													BEGIN OPTION AA								
		55								55		LF	18" CAAP .060 (2-2/3 X 1/2)	601.0215							
		55								55		LF	18" PCCSP .064 (2-2/3 X 1/2)	601.0415							
		55								55		LF	18" CPEP(SL)	601.2615							
													END OPTION AA								
		1								1		EACH	PRECAST REINFORCED CONCRETE CATCH BASIN WITH CAST IRON GRATE	604.20							
	10	10	10	10	10	10	10	10		80		HR	ALL PURPOSE EXCAVATOR RENTAL, TYPE I	608.25	EST						
	10	10	10	10	10	10	10	10		80		HR	TRUCK RENTAL	608.37	EST						
	240	240	240	240	240	240	240	240		1920		HR	TRUCK-MOUNTED ATTENUATOR	608.45	EST						
	30	63								93		LF	TREATED TIMBER CURB	616.35							
	2	1	1	1	1	1	1	1		9		EACH	ENERGY ABSORPTION ATTENUATOR	621.56							
	660	750	640	650	690	600	600	950		5540		LF	TEMPORARY TRAFFIC BARRIER	621.90							
	660	750	640	650	690	600	600	950		5540		LF	REMOVE AND RESET TEMPORARY TRAFFIC BARRIER	621.95							
	400	400	400	400	400	400	400	400		3200		HR	UNIFORMED TRAFFIC OFFICERS	630.10	EST						
									1	1		LS	FIELD OFFICE, ENGINEERS	631.10							
									1	1		LS	TESTING EQUIPMENT, CONCRETE	631.16							
									1	1		LS	TESTING EQUIPMENT, BITUMINOUS	631.17							
									3000	3000		DL	FIELD OFFICE TELEPHONE (N.A.B.I.)	631.26							
1										1		LS	MOBILIZATION/DEMOBILIZATION	635.11							
				1						1		LS	TRAFFIC CONTROL (I-91 - BRIDGE NO. 100N)	641.10							
					1					1		LS	TRAFFIC CONTROL (I-91 - BRIDGE NO. 102S)	641.10							
						1				1		LS	TRAFFIC CONTROL (I-91 - BRIDGE NO. 105N)	641.10							
																PROJECT NAME: LYNDON-IRASBURG					
																PROJECT NUMBER: IM MEMB(29)					
																FILE NAME: z10a354_QTY.dgn					
																PLOT DATE: 03/28/2011					
																PROJECT MANAGER: R. HEBERT					
																DRAWN BY: S. MORGAN					
																DESIGNED BY: J. OLUND					
																CHECKED BY: R. HEBERT					
																QUANTITY SHEET #1					
																SHEET 3 OF 55					

STATE OF VERMONT
AGENCY OF TRANSPORTATION

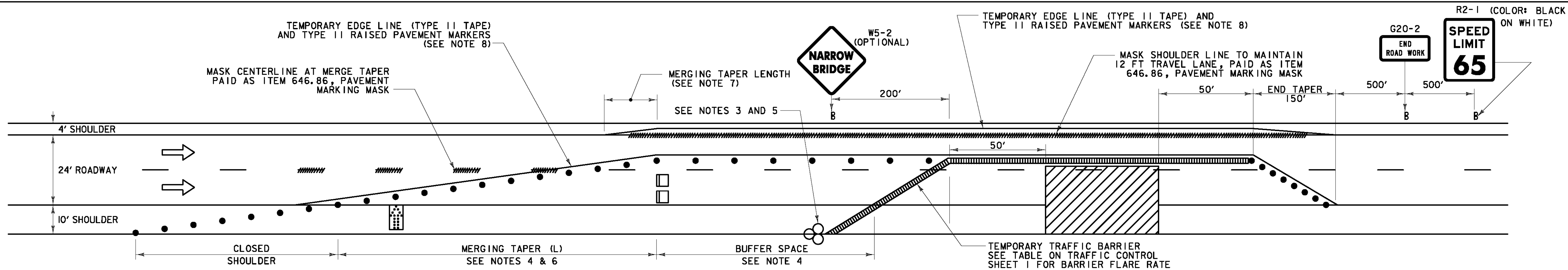
QUANTITY SHEET

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*SEE NOTE 21



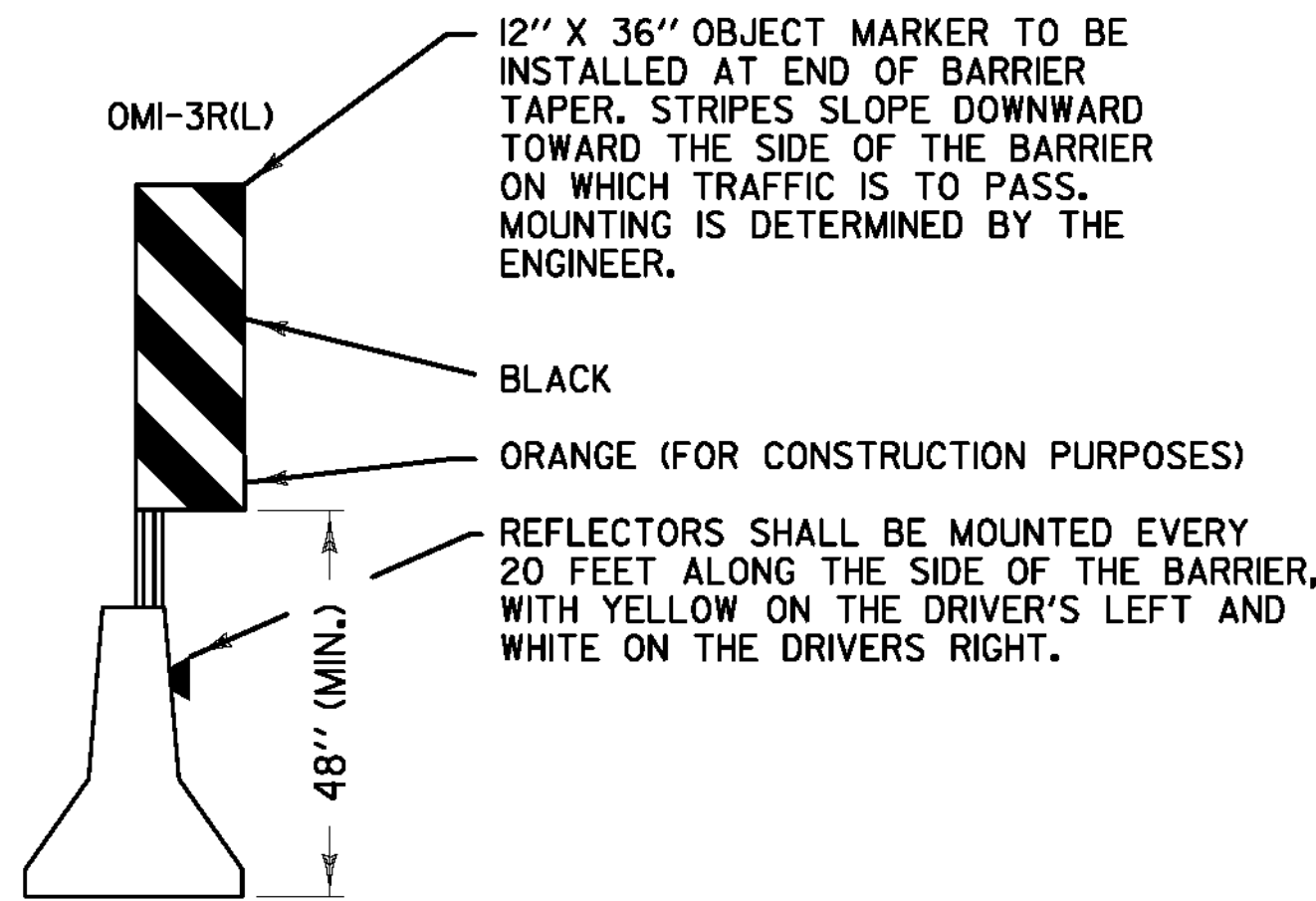
TRAFFIC CONTROL ON INTERSTATE 91 RIGHT LANE CLOSED



TRAFFIC CONTROL ON INTERSTATE 91 RIGHT LANE CLOSED WITH TEMPORARY BARRIER PROTECTION (SEE NOTE 2)
(LEFT LANE CLOSED SIMILAR)

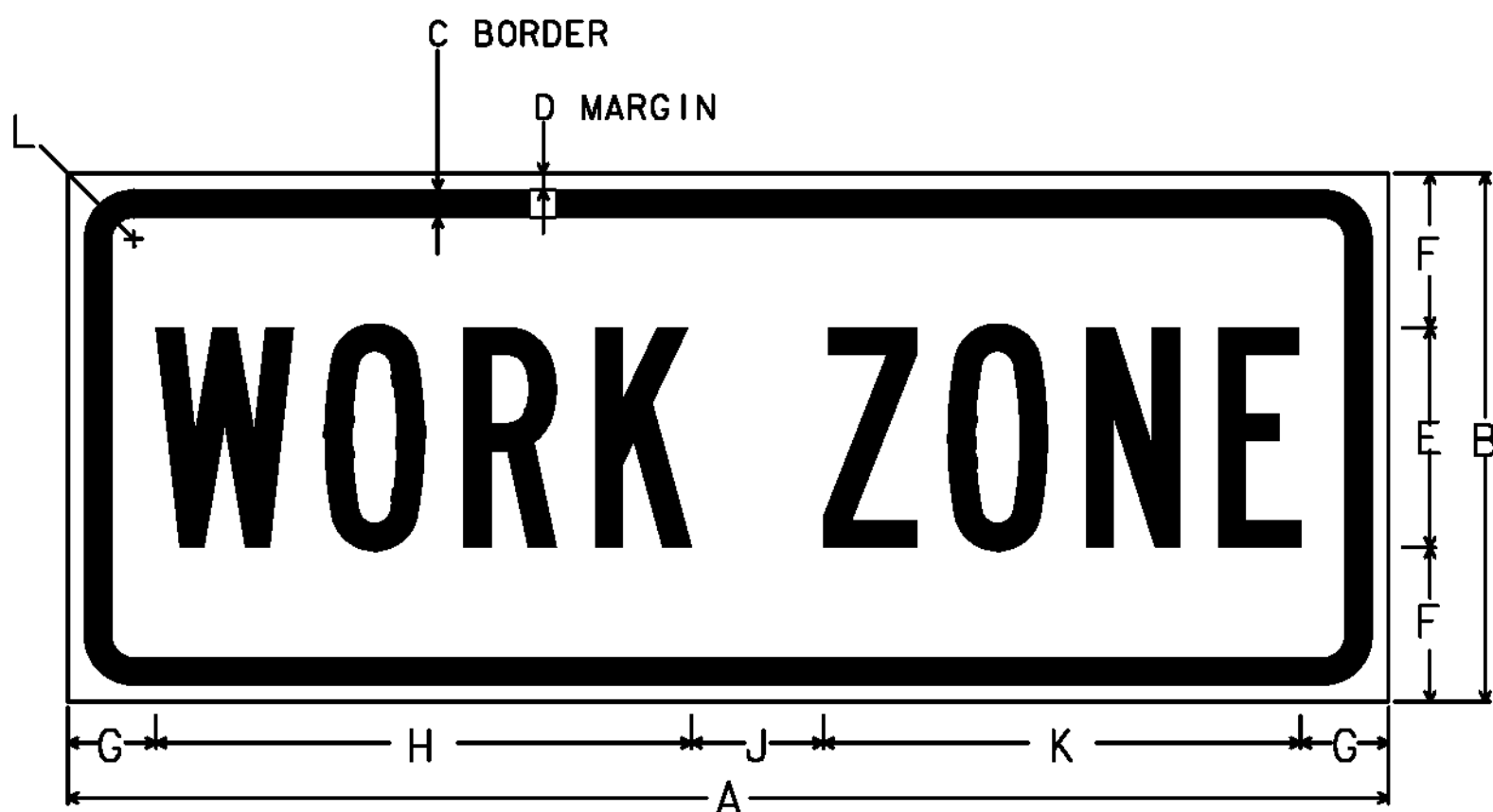
TRAFFIC CONTROL NOTES:

- SEE TRAFFIC CONTROL SHEET 1 FOR ADDITIONAL NOTES AND APPROACH SIGNING NOT SHOWN.
- IF THE LANE CLOSURE IS TO LAST LONGER THAN 3 DAYS, THE CONTRACTOR SHALL USE TEMPORARY TRAFFIC BARRIER AS SHOWN ON THIS SHEET AND PAID AS 621.90, "TEMPORARY TRAFFIC BARRIER". TEMPORARY TRAFFIC BARRIER SHALL BE A CONCRETE MEDIAN BARRIER (CMB) TYPE. STEEL BEAM GUARDRAIL WILL NOT BE ALLOWED FOR USE AS A TEMPORARY TRAFFIC BARRIER. WHEN ONE SIDE OF THE BRIDGE IS COMPLETE, MOVING THE BARRIER TO CLOSE THE OTHER SIDE TO TRAFFIC WILL BE PAID AS 621.95, "REMOVE AND RESET TEMPORARY TRAFFIC BARRIER".
- AN ENERGY ABSORPTION ATTENUATOR PAID AS ITEM 621.56, "ENERGY ABSORPTION ATTENUATOR", SHALL BE LOCATED AT THE END OF THE BARRIER.
- AT THE DISCRETION OF THE ENGINEER, MERGING TAPER AND BUFFER SPACE LENGTHS MAY BE EXTENDED BEYOND MINIMUM VALUES, ESPECIALLY IN CLOSE PROXIMITY TO INTERCHANGE RAMP, CURVES OR OTHER INFLUENCING FACTORS.
- QUANTITIES INCLUDE ONE ENERGY ABSORPTION ATTENUATOR PER BRIDGE AND ONE BACKUP ATTENUATOR FOR THE PROJECT (INCLUDED IN QUANTITY FOR BR (95S) TO BE USED IN THE EVENT AN IN-SERVICE ATTENUATOR IS DAMAGED AND NEEDS TO BE REPLACED. COST TO MOVE ATTENUATORS FOR SHIFTING LANE CLOSURES TO BE INCLUDED IN ITEM 621.56 ENERGY ABSORPTION ATTENUATOR.
- EXTEND MERGING TAPER LENGTH TO ACCOUNT FOR REQUIRED LANE SHIFT OFFSET.
- PROVIDE MERGING TAPER LENGTH AS REQUIRED FOR LANE SHIFT.
- THE RAISED PAVEMENT MARKERS, TYPE II SHALL BE PLACED TO THE OUTSIDE OF THE TEMPORARY TAPE PAVEMENT MARKINGS. THE RAISED PAVEMENT MARKERS, TYPE II SHALL BE SPACED AT 20FT.



LEGEND

- FLOW OF TRAFFIC
- RETROREFLECTIVE PLASTIC DRUM
- PORTABLE ARROW BOARD
- TYPE III BARRICADE
- WORK AREA
- ENERGY ABSORPTION ATTENUATOR
- TRUCK-MOUNTED ATTENUATOR
- PORTABLE CHANGEABLE MESSAGE SIGN (SEE NOTE 16 ON TRAFFIC CONTROL SHEET 1)



WORK ZONE SIGN DETAIL

NOT TO SCALE

DIMENSIONS (INCHES)											
	A	B	C	D	E	F	G	H	J	K	L
MIN.	24	8	0.375	0.375	4B	2	2	9.5	2	8.5	1.5
SPEC.	30	12	0.375	0.625	5B	3.5	2	12.2	3	8.5	1.5
EXPWY.	36	12	0.50	0.75	6B	3	2.5	14.8	3	8.5	1.875
FWY.	48	18	0.625	0.875	8B	4	3.5	19.1	4	8.5	2.25

NOTE: THE SIGN IS TO HAVE A BLACK LEGEND ON AN ORANGE RETROREFLECTIVE BACKGROUND THAT IS ASTM TYPE VII MINIMUM.

TYLIN INTERNATIONAL

PROJECT NAME: LYNDON - IRASBURG

PROJECT NUMBER: IM MEMB(29)

FILE NAME: z10a354TraContr2 .dgn

PROJECT LEADER: R. Hebert

DESIGNED BY: J. OLUND

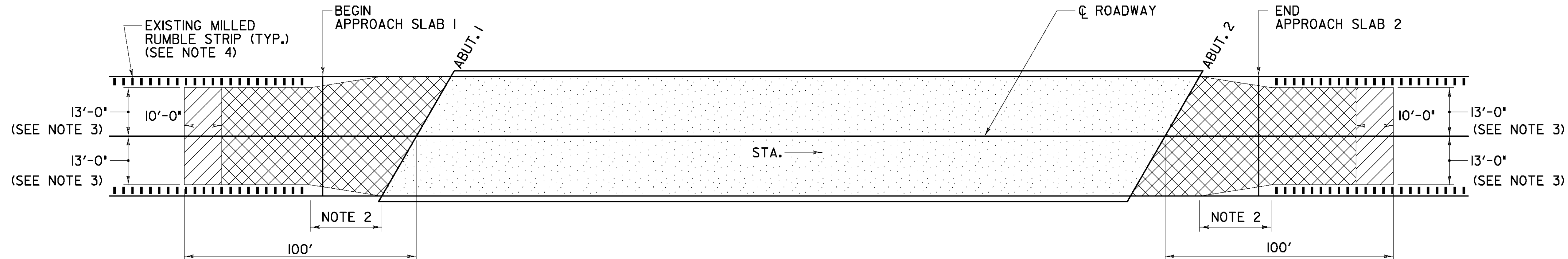
TRAFFIC CONTROL SHEET 2

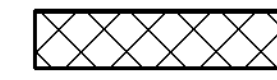
PLOT DATE: 3/28/2011

DRAWN BY: S. A. Morgan

CHECKED BY: J. OLUND

SHEET 6 OF 55



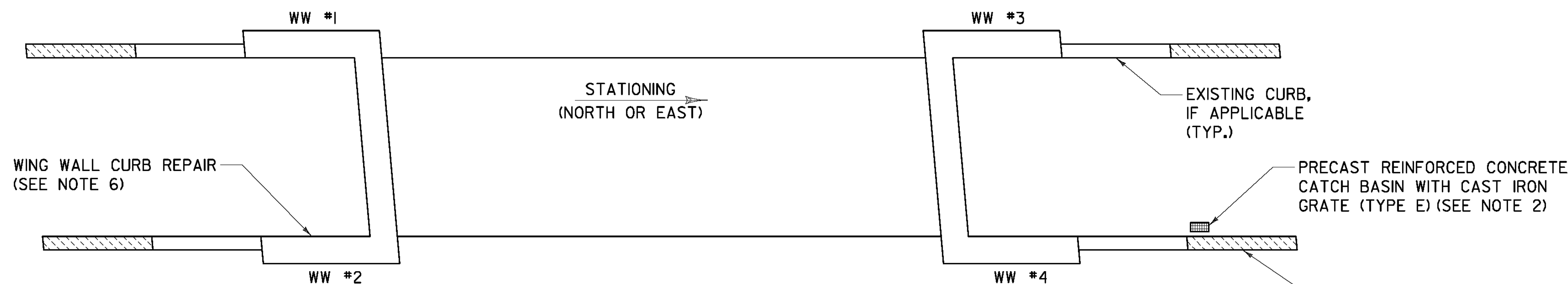
-  COLD PLANE - 1 1/4"
-  COLD PLANE - 2 1/2" - REMOVE THE PAVEMENT TO THE TOP OF CONCRETE APPROACH SLAB OR 2 1/2", - WHICHEVER IS LESS (PAID UNDER ITEM 210.10)
- REMOVE BARRIER MEMBRANE ON THE APPROACH SLAB IF THE MEMBRANE HAS BEEN EXPOSED.
-  PAVEMENT REMOVAL - REMOVE THE PAVEMENT TO THE TOP OF CONCRETE BRIDGE DECK AND REMOVE THE BARRIER MEMBRANE
REMOVAL OF THE BIT. CONC. PAV'T. WILL BE PAID FOR UNDER ITEM 529.10.
REMOVAL OF THE BARRIER MEMBRANE WILL BE PAID UNDER ITEM 580.16.

BITUMINOUS CONCRETE REMOVAL PLAN

NOT TO SCALE

NOTES:

1. ON SOME BRIDGES THE APPROACH SLAB SLOPES DOWN FROM THE ABUTMENTS. IN THE EVENT THIS OCCURS, ONLY REMOVE THE TOP 2 1/2" OF PAVEMENT.
2. ADJUST LENGTH OF TAPER AS NECESSARY TO AVOID REMOVING THE MILLED RUMBLE STRIPS.
3. REDUCE DIMENSION TO 12'-6" AS NECESSARY TO AVOID REMOVING THE MILLED RUMBLE STRIP.
4. WHERE EXISTING MILLED RUMBLE STRIPS EXTEND INTO THE TEMPORARY TRAVEL LANES, FILL GROOVES WITH TEMPORARY MEDIUM DUTY BITUMINOUS CONCRETE PAVEMENT FLUSH WITH EXISTING PAVEMENT. TEMPORARY PAVEMENT SHALL BE REMOVED AS DIRECTED BY THE RESIDENT ENGINEER IN COORDINATION WITH THE TRAFFIC CONTROL SHIFT. PAYMENT FOR PLACEMENT AND REMOVAL OF TEMPORARY PAVEMENT OVER EXISTING MILLED RUMBLE STRIPS SHALL BE INCIDENTAL TO ITEM 641.10, "TRAFFIC CONTROL".



CURB REPAIR, TREATED TIMBER CURB EXTENSION, AND DROP INLET PLAN

NOT TO SCALE

NOTES:

1. TREATED TIMBER CURB SHALL BE INSTALLED/EXTENDED AT LOCATIONS SHOWN IN THE TABLE AND IN ACCORDANCE WITH SECTION 616 OR AS DIRECTED BY THE RESIDENT ENGINEER.
2. A PRECAST REINFORCED CONCRETE CATCH BASIN WITH TYPE 'E' CAST IRON GRATE SHALL BE INSTALLED IN THE MEDIAN SHOULDER, APPROXIMATELY 30FT NORTH OF THE END OF THE NORTH ABUTMENT (BEYOND THE APPROACH SLAB) FOR BRIDGE 96S. THE EXACT LOCATION SHALL BE DETERMINED BY THE RESIDENT ENGINEER. INSTALLATION SHALL BE IN ACCORDANCE WITH SECTION 604.
3. AN 18 INCH DIAMETER PIPE SHALL BE INSTALLED EXTENDING FROM THE CATCH BASIN AND SHALL DAYLIGHT IN THE MEDIAN.
4. THE DISTURBED GROUND SURFACE SHALL BE SEEDED AND FERTILIZED AND RECEIVE AN APPLICATION OF LIME AND MULCH AS DIRECTED BY THE RESIDENT ENGINEER. PAYMENT FOR ANTICIPATED SMALL QUANTITY OF DISTURBED GROUND SURFACE AREA, INCLUDING SEED, FERTILIZER, LIME, AND MULCH, SHALL BE INCIDENTAL TO ITEM 204.20, "TRENCH EXCAVATION OF EARTH".
5. TEMPORARILY REMOVE GUARDRAIL AS NEEDED TO INSTALL PRECAST CATCH BASIN AND OUTLET DRAINAGE PIPE, AS DIRECTED BY THE RESIDENT ENGINEER. TEMPORARY REMOVAL AND RESETTING OF GUARDRAIL SHALL BE DONE IN ACCORDANCE WITH SECTION 621. PAYMENT FOR ANTICIPATED SMALL QUANTITY OF GUARDRAIL REMOVAL AND RESETTING SHALL BE INCIDENTAL TO ITEM 204.20, "TRENCH EXCAVATION OF EARTH". MATERIALS FOR TURF ESTABLISHMENT AND THEIR PLACEMENT SHALL MEET THE REQUIREMENTS OF SECTION 651.
6. UNDERMINED CURBS ALONG WINGWALLS # 1 & 2 OF BR 105S SHALL BE REPAIRED. PAYMENT WILL BE MADE UNDER ITEM 900.625, SPECIAL PROVISION (REPOINTING GRANITE CURB).

TREATED TIMBER CURB EXTENSIONS				
	WW #1	WW #2	WW #3	WW #4
BR 95S	30 FT.	-	-	-
BR 96S	-	30 FT.	-	33 FT.
BR 99S	-	-	-	-
BR 100N	-	-	-	-
BR 102S	-	-	-	-
BR 105N	-	-	-	-
BR 105S	-	-	-	-
BR 107S	-	-	-	-

TYLIN INTERNATIONAL

PROJECT NAME: LYNDON - IRASBURG

PROJECT NUMBER: IM MEMB(29)

FILE NAME: z10a354ConcRem.dgn

PROJECT LEADER: R. Hebert

DESIGNED BY: J. OLUND

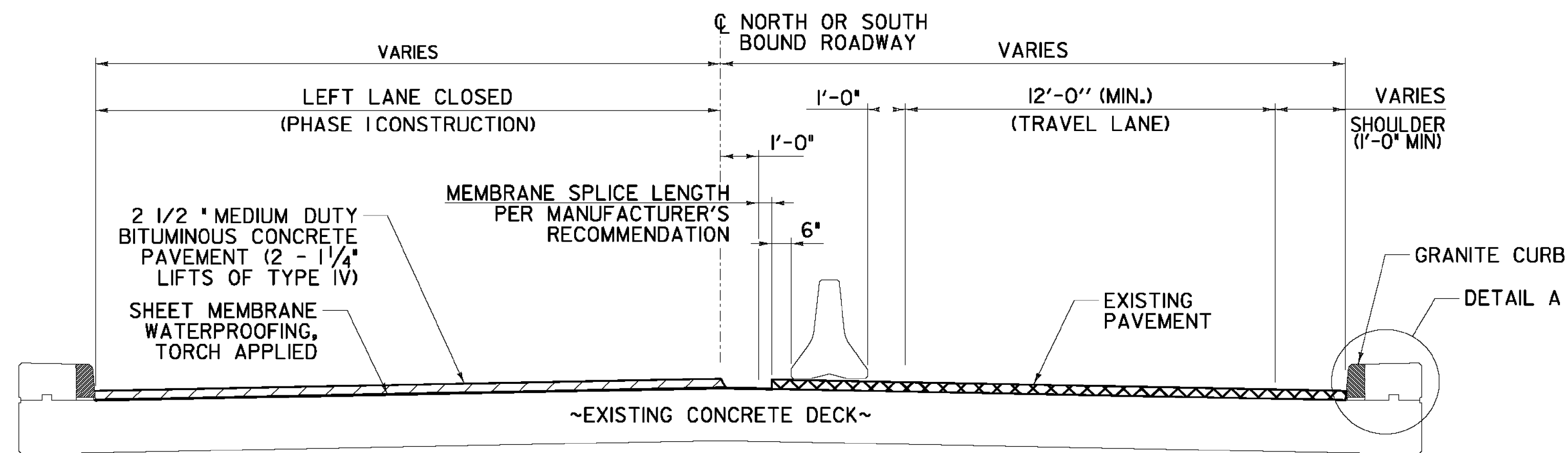
BITUMINOUS CONCRETE REMOVAL PLAN

PLOT DATE: 3/28/2011

DRAWN BY: S. A. Morgan

CHECKED BY: J. OLUND

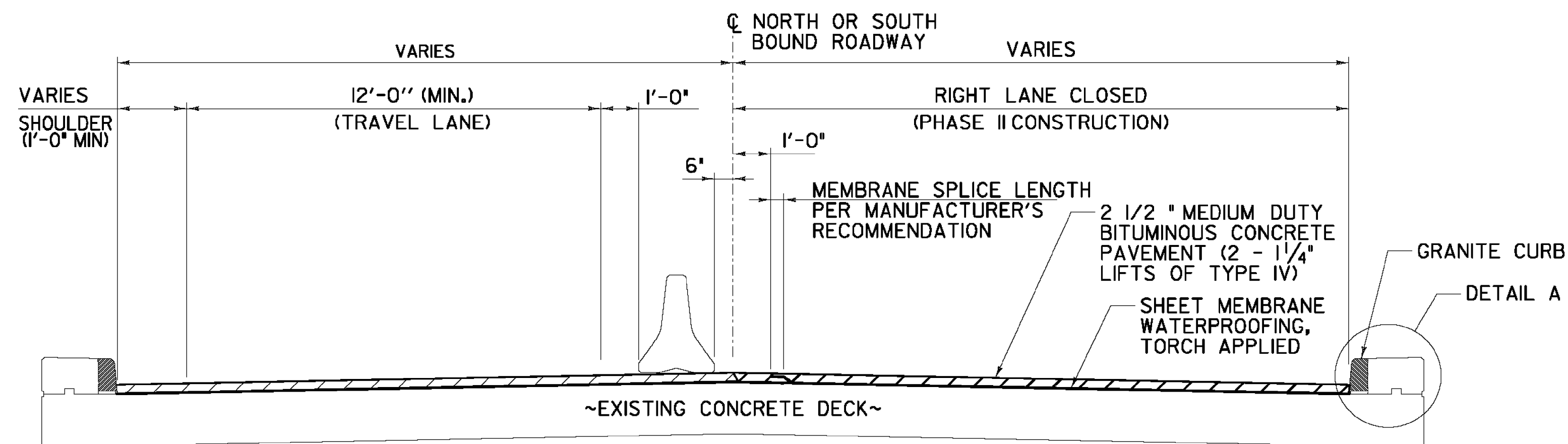
SHEET 7 OF 55



TYPICAL SECTION - PHASE I CONSTRUCTION

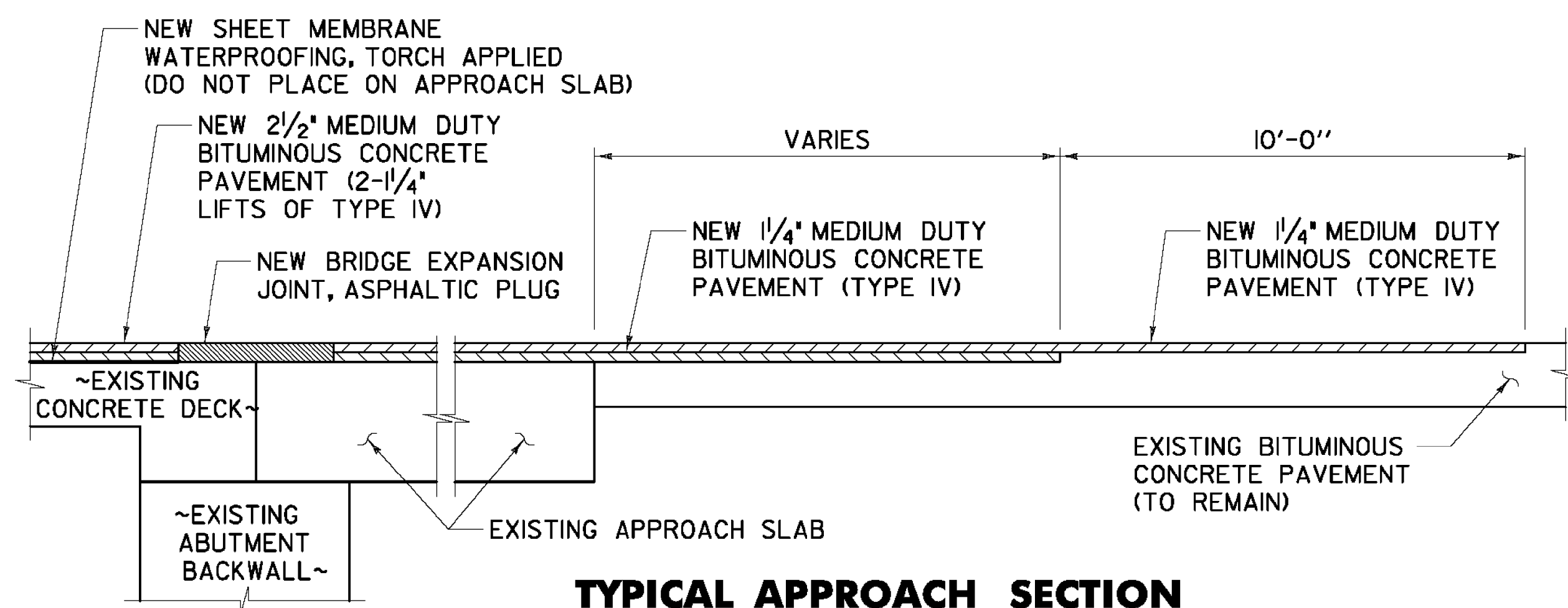
NOT TO SCALE

BUILT AS DESIGNED



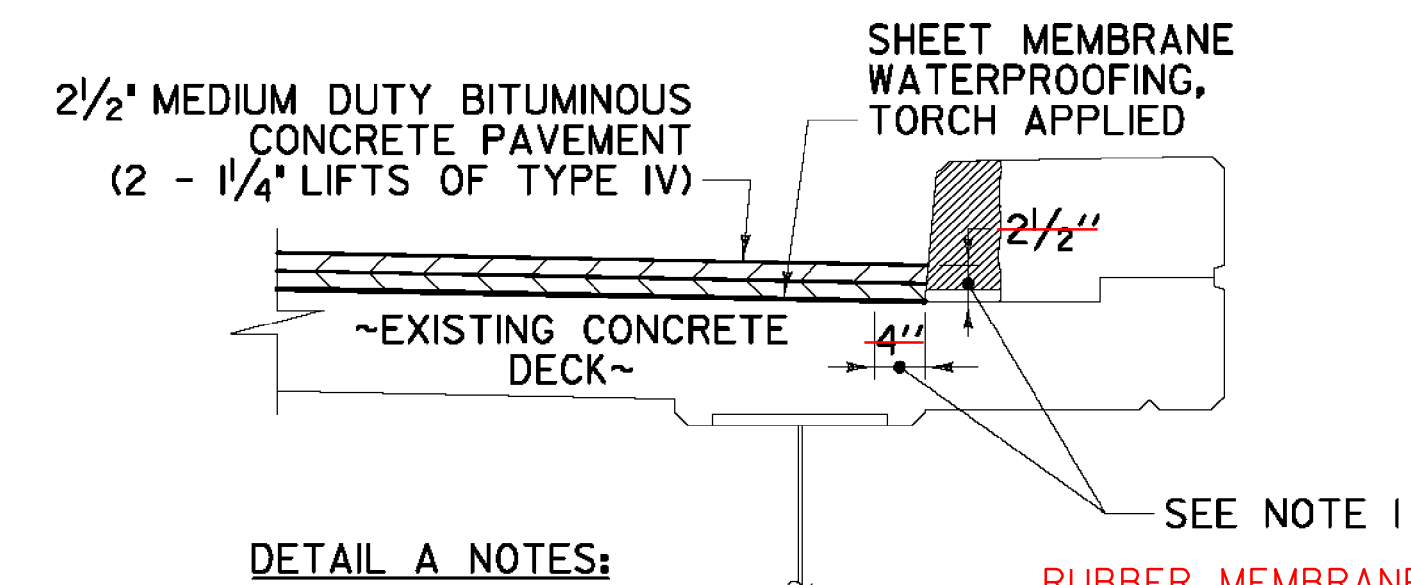
TYPICAL SECTION - PHASE II CONSTRUCTION

NOT TO SCALE



TYPICAL APPROACH SECTION

NOT TO SCALE



DETAIL A NOTES:

- INDICATES AREA ALONG DECK AND/UP FACE OF CURB FOR PLACEMENT OF TWO COATS OF POLYURETHANE MEMBRANE.
- POLYURETHANE MEMBRANE AND BLAST CLEANING SHALL BE INCLUDED IN THE UNIT PRICE BID FOR SHEET MEMBRANE WATERPROOFING, TORCH APPLIED.
- SHEET MEMBRANE WATERPROOFING SHALL EXTEND TO FACE OF CURB AS SHOWN.
- IN ADDITION TO THE REQUIREMENTS OF SUBSECTION 519.04, BLAST CLEAN 2 1/2" UP THE FACE OF CURB PRIOR TO PLACING THE MEMBRANE.

DETAIL A

NOT TO SCALE

BRIDGE LENGTH AND WIDTH (CURB TO CURB)

BRIDGE NO.	WIDTH (CURB TO CURB) (FEET)	LENGTH (FEET)
95S	39.33	150.18
96S	39.33	246.17
99S	39.33	136.98
100N	39.33	144.98
102S	39.33	180.29
105N	39.33	89.0
105S	39.33	89.0
107S	39.33	447.43

ASPHALTIC PLUG JOINT REPLACEMENT SCHEDULE

BRIDGE NO.	ABUT. 1	ABUT. 2
95S	43 LF	43 LF
96S	44 LF	44 LF
99S	59 LF	59 LF
100N	59 LF	59 LF
102S	-	41 LF
105N	42 LF	42 LF
105S	42 LF	42 LF
107S	54 LF	54 LF

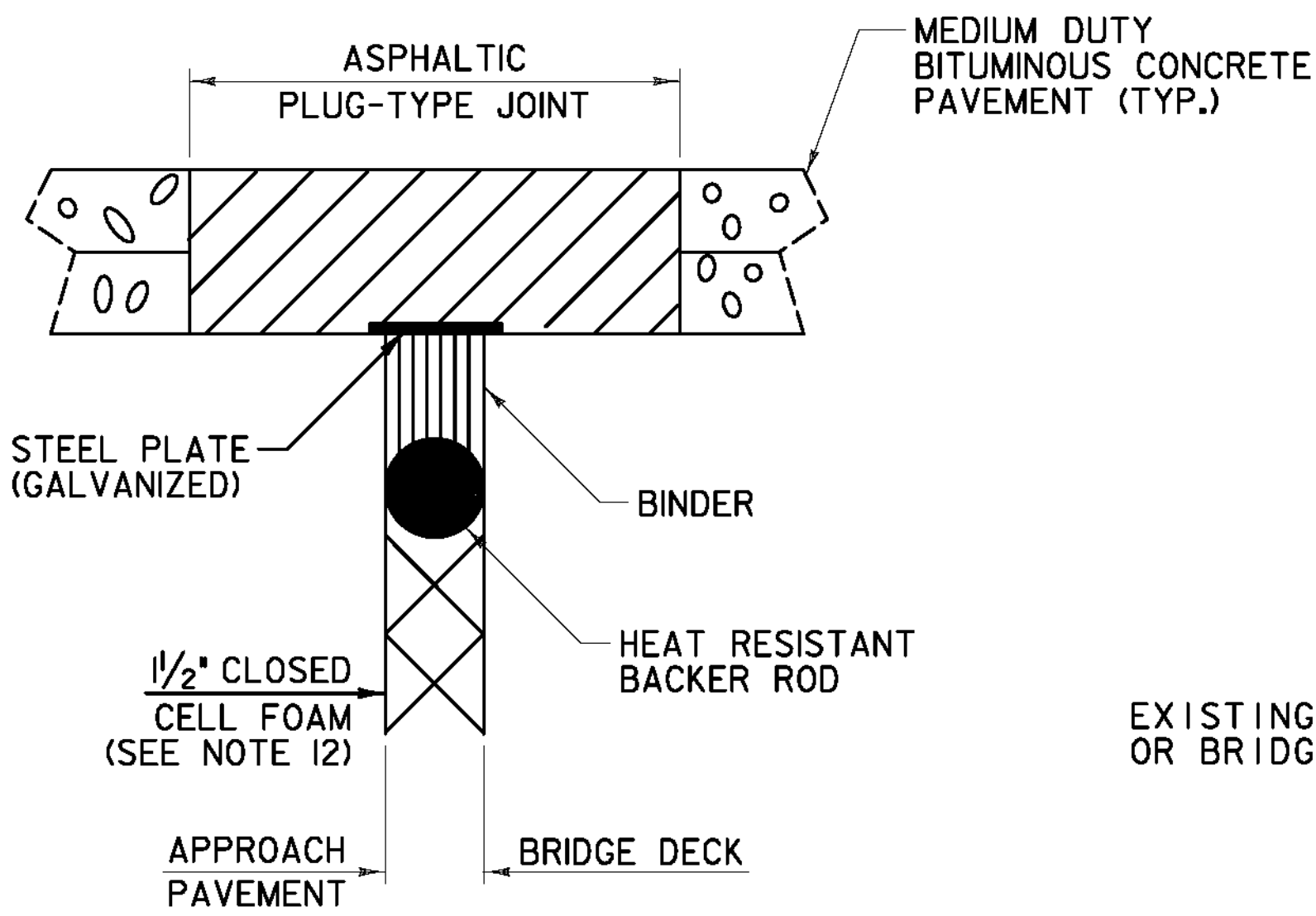
PROJECT NAME: LYNDON - IRASBURG

PROJECT NUMBER: IM MEMB(29)

FILE NAME: z10a354B1+ConcDets.dgn
PROJECT LEADER: R. Hebert
DESIGNED BY: J. OLUND
BITUMINOUS CONCRETE DETAILS

PLOT DATE: 3/28/2011
DRAWN BY: S. A. Morgan
CHECKED BY: J. OLUND
SHEET 8 OF 55

TYLIN INTERNATIONAL



ASPHALTIC PLUG-TYPE JOINT DETAIL

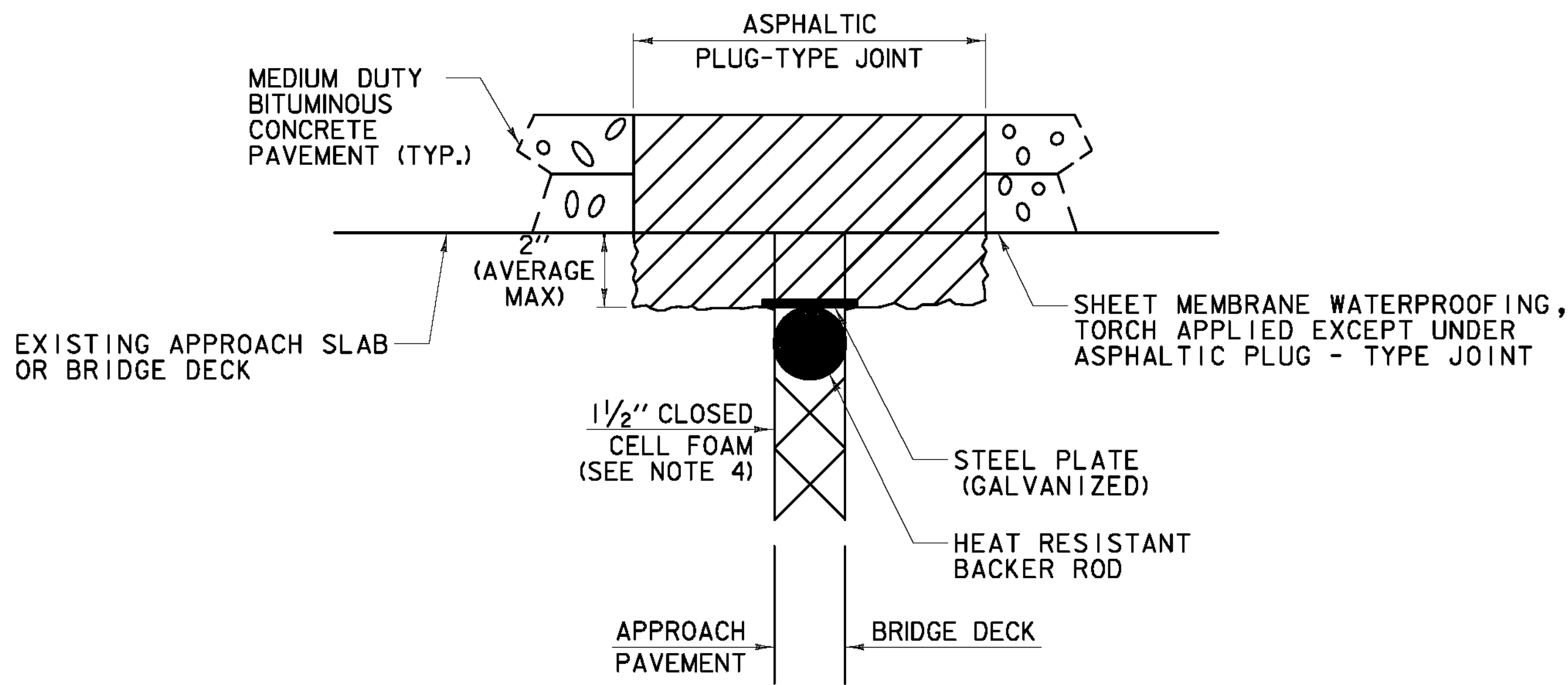
NOTES:

1. THE JOINT SHALL BE LOCATED CENTRALLY OVER THE DECK EXPANSION GAP OR FIXED JOINT MARKED OUT TO THE MANUFACTURER'S RECOMMENDED WIDTH.
2. THE JOINT SHALL BE EXCAVATED AS SHOWN ON THE PLANS BY USE OF SAWS AND PNEUMATIC HAMMER OR A HAMMER AND CHISEL.
3. THE JOINT AREA SHALL BE BLAST CLEANED OF DEBRIS AND ASPHALT. THE JOINT AREA SHALL BE THOROUGHLY DRIED USING HOT COMPRESSED AIR PRIOR TO APPLYING BINDER MATERIAL.
4. SPALLED AND DEFECTIVE CONCRETE SHALL BE REPAIRED WITH AN APPROVED MATERIAL AS AGREED UPON BY THE RESIDENT ENGINEER.
5. PROPERLY SIZED HEAT RESISTANT BACKER ROD SHALL BE PLACED IN THE MOVEMENT GAP ALLOWING FOR 1 INCH +/- OF BINDER ABOVE THE ROD.
6. THE BINDER MATERIAL SHALL BE HEATED AND PLACED AS RECOMMENDED BY THE MANUFACTURER.
7. PLACE 1/4 INCH THICK BY 8 INCH WIDE SECTIONS OF STEEL PLATE OVER THE CENTER OF THE MOVEMENT GAP. SECURE PLATES FROM MOVING BY INSERTING LOCATING PINS THROUGH THE PRESTAMPED HOLES INTO BACKER ROD AND COVER WITH HOT BINDER.
 - A. THE STEEL PLATES MAY BE OMITTED WHERE THE APPROACH SLAB IS COVERED WITH A STONE BASE OR BITUMINOUS PAVEMENT AND VERTICAL MOVEMENT OF THE PLATES MIGHT OCCUR.
8. THE BINDER MATERIAL AND AGGREGATE SHALL BE HEATED AND MIXED AS RECOMMENDED BY THE MANUFACTURER.
9. THE INSTALLATION OF MATERIAL, COMPACTION, AND TOPCOATING SHALL BE AS RECOMMENDED BY THE MANUFACTURER.
10. IMMEDIATELY AFTER TOPCOATING, AN ANTI-SKID MATERIAL SHALL BE CAST OVER THE JOINT TO REDUCE THE RISK OF TRACKING.
11. JOINT SHALL BE PROTECTED FROM TRAFFIC UNTIL THE MATERIAL HAS COOLED TO 125°F±.
12. IF 1/2" CLOSED CELL FOAM IS PRESENT, IT SHALL BE CUT DOWN TO INSTALL THE JOINT AS SHOWN. NEW CLOSED CELL FOAM SHALL NOT BE INSTALLED.

WEATHER LIMITATIONS

BINDER MATERIAL SHALL BE APPLIED ONLY WHEN THE FOLLOWING CONDITIONS PREVAIL:

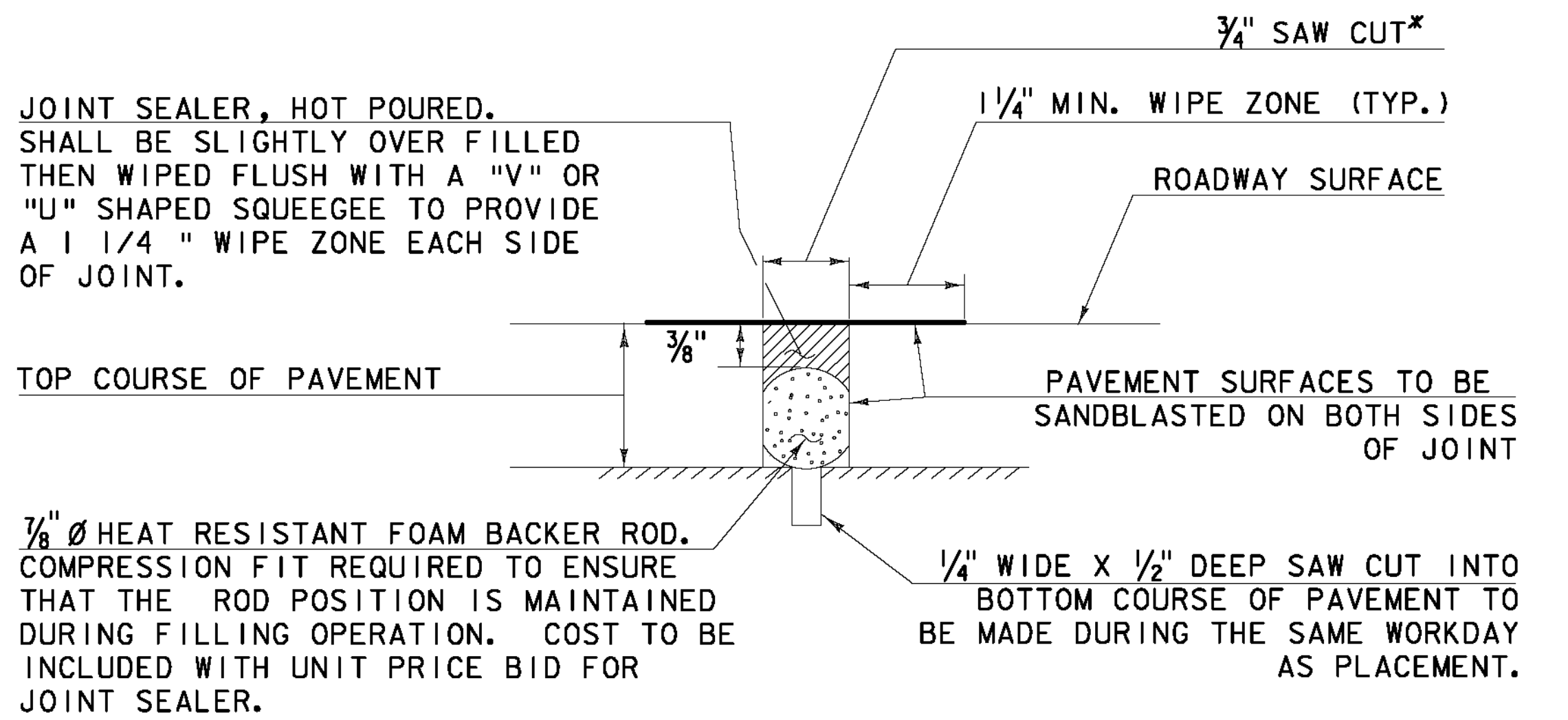
- A. THE AMBIENT AIR TEMPERATURE IS AT LEAST 50° F AND RISING.
- B. THE ROAD SURFACE IS SUFFICIENTLY DRY.
- C. WEATHER CONDITIONS OR OTHER CONDITIONS ARE FAVORABLE AND ARE EXPECTED TO REMAIN SO FOR THE PERFORMANCE OF SATISFACTORY WORK.



ASPHALTIC PLUG-TYPE JOINT DETAIL REMOVAL OF UP TO 2" DETERIORATED CONCRETE

NOTES:

1. UPON ENCOUNTERING UP TO 2" AVERAGE OF DETERIORATED CONCRETE, THE CONTRACTOR SHALL REMOVE THE DETERIORATED MATERIAL AND REPLACE IT WITH THE ASPHALTIC PLUG JOINT MATERIAL AS DIRECTED BY THE RESIDENT ENGINEER.
2. REMOVAL OF THE DETERIORATED CONCRETE WILL NOT BE PAID SEPARATELY BUT WILL BE CONSIDERED INCIDENTAL TO THE UNIT BID PRICE FOR ITEM 516.10, "BRIDGE EXPANSION JOINT, ASPHALTIC PLUG". THE ADDITIONAL PLUG JOINT MATERIAL BELOW THE DESIGN DEPTH REQUIRED TO REPLACE THE DETERIORATED CONCRETE WILL BE CONSIDERED INCIDENTAL TO THE UNIT BID PRICE FOR THE ITEM 516.10, "BRIDGE EXPANSION JOINT, ASPHALTIC PLUG".
3. THE STEEL PLATE IN THE ASPHALTIC PLUG JOINT MAY BE OMITTED ONLY IF THE REPAIRED SURFACE IS SO IRREGULAR IT WILL CAUSE VERTICAL MOVEMENT AND OMISSION IS APPROVED BY THE RESIDENT ENGINEER.
4. IF 1/2" CLOSED CELL FOAM IS PRESENT, IT SHALL BE CUT DOWN TO INSTALL THE JOINT AS SHOWN. NEW CLOSED CELL FOAM SHALL NOT BE INSTALLED.

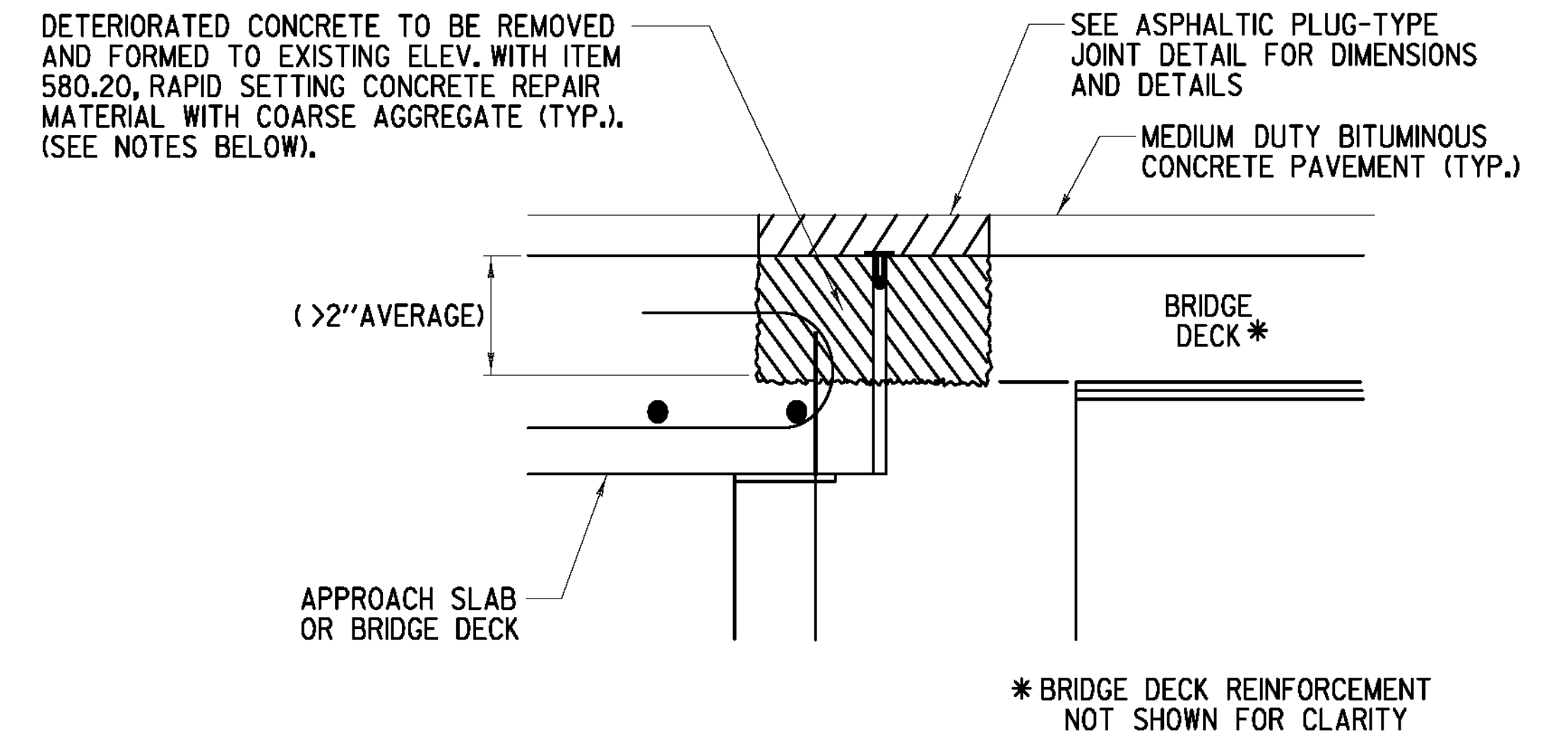


NOTE: PLACE JOINT SEALER, HOT POURED AT THE BEGINNING OF APPROACH SLABS FOR ALL BRIDGES.

SAWED PAVEMENT JOINT DETAIL

N. T. S.

*JOINT IS TO BE LOCATED ACCURATELY BY STRING LINING, OR OTHER MEANS, PRIOR TO PAVING, SO THAT THE SAW CUTS WILL BE MADE DIRECTLY OVER THE END OF ALL CONCRETE APPROACH SLAB. JOINT SHALL BE CUT DRY IN A SINGLE PASS AND BE SEALED WITHIN 24 HOURS OR PRIOR TO EXPOSURE TO TRAFFIC. JOINT SHALL BE CLEANED PRIOR TO APPLYING THE JOINT SEALER.



ASPHALTIC PLUG-TYPE JOINT DETAIL REMOVAL OF >2" DETERIORATED CONCRETE

NOTES:

1. UPON ENCOUNTERING GREATER THAN 2" AVERAGE OF DETERIORATED CONCRETE, THE CONTRACTOR SHALL REMOVE THE DETERIORATED MATERIAL AND REPLACE IT WITH RAPID SETTING CONCRETE REPAIR MATERIAL WITH COARSE AGGREGATE.
2. REMOVAL OF THE DETERIORATED CONCRETE WILL BE INCLUDED IN THE UNIT BID PRICE FOR ITEM 580.20 "RAPID SETTING CONCRETE REPAIR MATERIAL WITH COARSE AGGREGATE".
3. THE STEEL PLATE IN THE ASPHALTIC PLUG JOINT MAY BE OMITTED ONLY IF THE REPAIRED SURFACE IS SO IRREGULAR IT WILL CAUSE VERTICAL MOVEMENT AND OMISSION IS APPROVED BY THE RESIDENT ENGINEER.

PROJECT NAME: LYNDON - IRASBURG

PROJECT NUMBER: IM MEMB(29)

FILE NAME: z10a354Pvm+Jt.dgn

PROJECT LEADER: R. Hebert

DESIGNED BY: J. OLUND

PAVEMENT JOINT DETAILS

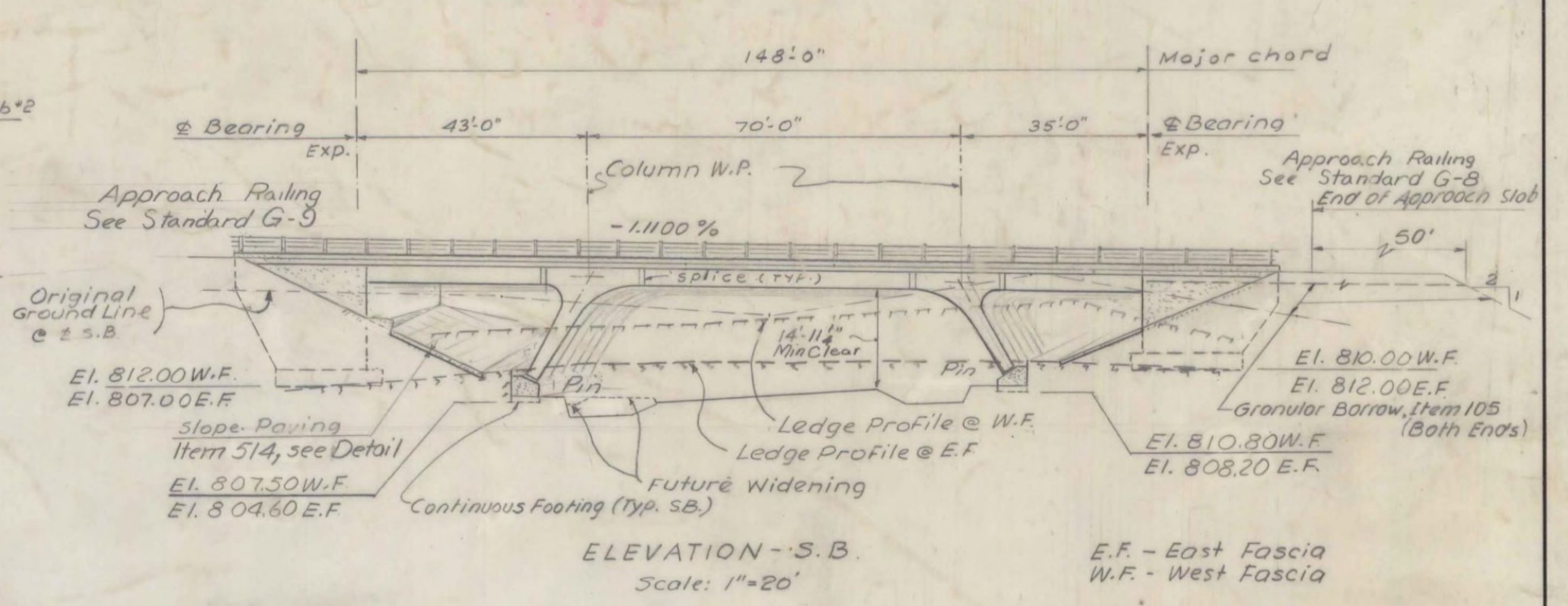
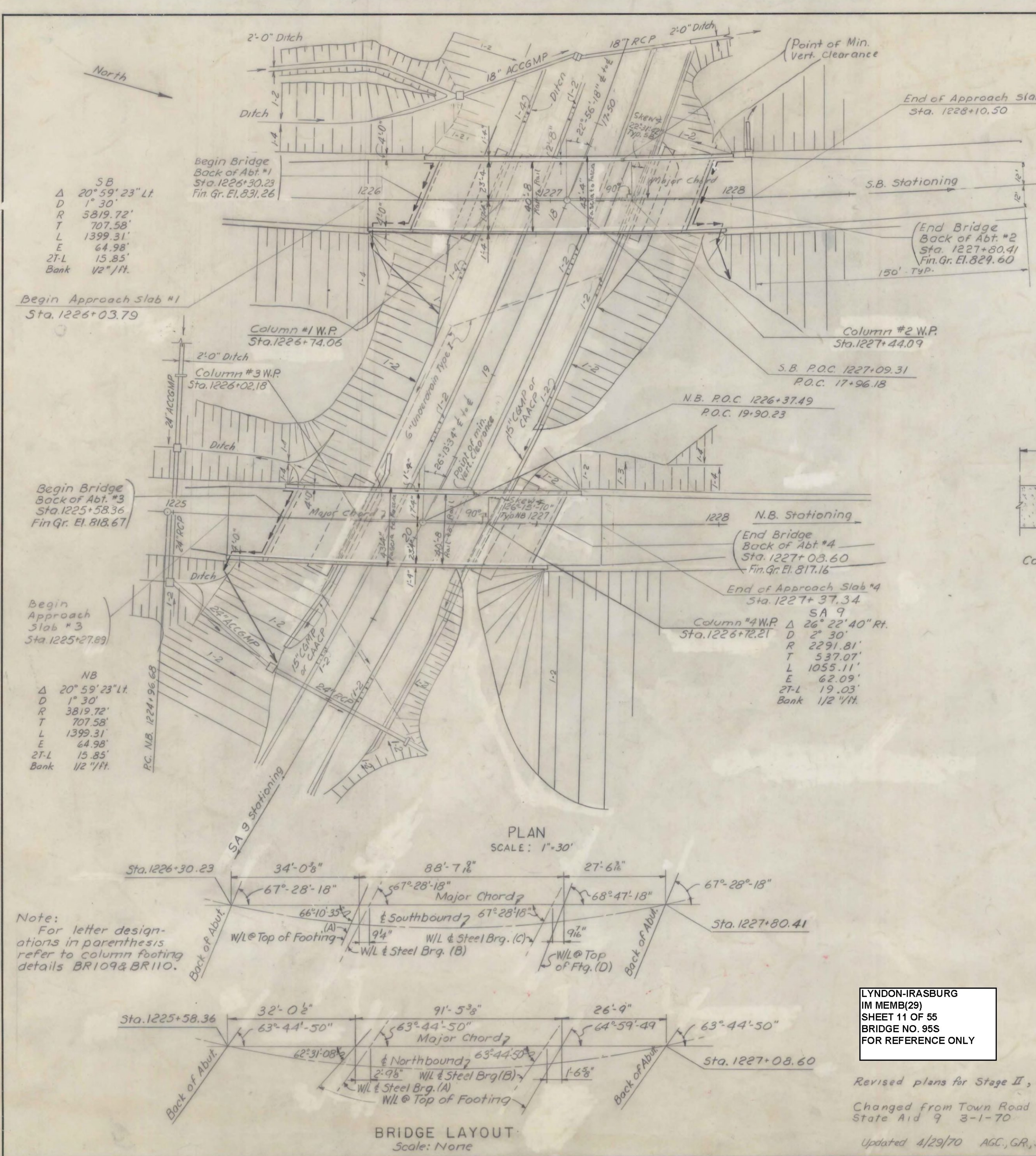
PLOT DATE: 3/28/2011

DRAWN BY: S. A. Morgan

CHECKED BY: J. OLUND

SHEET 9 OF 55

TYLIN INTERNATIONAL

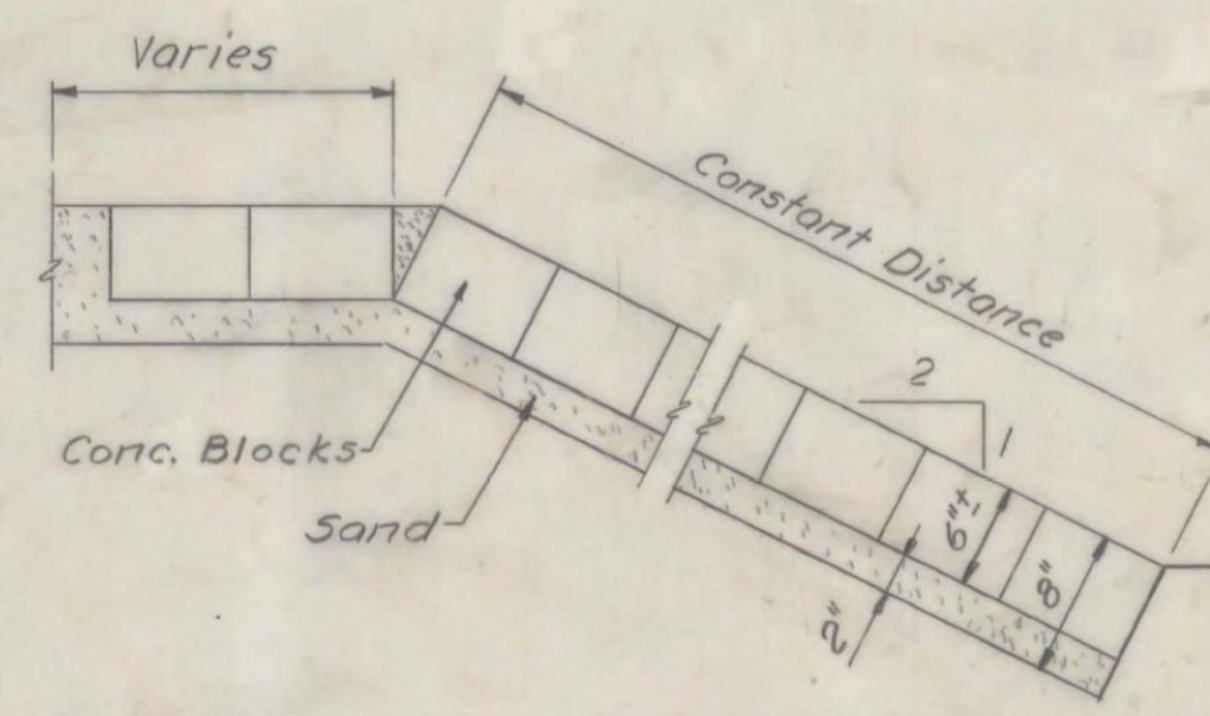


NOTES:
All Substructure units founded on Rock
For N.B. Elevation see Dwg. No. BR 102

NOTE:
ALL MATERIALS FOR STAGE II CONSTRUCTION SHALL CONFORM TO
STATE OF VERMONT, DEPARTMENT OF HIGHWAYS, STANDARD
SPECIFICATION FOR HIGHWAY AND BRIDGE CONSTRUCTION,
DATED JAN. 1972.

LIST OF BRIDGE SHEETS

- **BR 100 GENERAL PLAN
- **BR 101 BRIDGE QUANTITY SHEET
- **BR 102 PRELIMINARY INFORMATION SHEET
- BR 103 BORING LAYOUT SHEET & BORING LOGS
- BR 104 BORING LOGS
- BR 105 BORING LOGS
- BR 106 STEEL DETAILS
- **BR 107 TYPICAL SECTION & DETAILS
- **BR 108 MISCELLANEOUS DETAILS
- BR 109 COLUMN FOOTING - SOUTHBOUND
- BR 110 COLUMN FOOTING - NORTHBOUND
- BR 111 ABUTMENT#1
- BR 112 ABUTMENT#2
- BR 113 ABUTMENT#1 DETAILS
- BR 114 ABUTMENT#3
- BR 115 ABUTMENT#4
- BR 116 ABUTMENT#3 DETAILS
- **BR 117 APPROACH SLAB NO. 1
- **BR 118 APPROACH SLAB NO. 2
- **BR 119 APPROACH SLAB NO. 3
- **BR 120 APPROACH SLAB NO. 4
- BR 121 REINFORCING STEEL DETAILS
- BR 122 REINFORCING STEEL DETAILS
- BR 123 REINFORCING STEEL DETAILS



STANDARD SHEETS REQUIRED

SCB-D1-67 (1226+00 to 1230+00), S.B. Sta. 1220+00 to 1230+00.
SCB-D2-67 (1230+00 to 1234+00), S.B. Sta. 1230+00 to 1234+00.
SCB-D4-67 (1234+00 to 1238+00), S.B. Sta. 1234+00 to 1238+00.
SCB-D7-67 (1238+00 to 1242+00), S.B. Sta. 1238+00 to 1242+00.

REFERENCE SHEETS

Plan: NB. Sta. 1220+00 to 1230+00, S.B. Sta. 1220+00 to 1230+00.
Profile: NB. & S.B. Sta. 1220+00 to 1230+00. Profile: State Aid 9.
Cross-Section: NB-1224+50 to 1228+00, S.B.-1224+50 to 1228+00, SA 9 - 10+00 to 27+00.

** Sheets for Stage II construction.

For General Notes, see Standard Sheet SCB-D1-67.
For exception to General Note #8, see Sheet BR109 & BR110.
Major Chord will be the chord connecting the intersections of the Roadway and the back of the abutments.
Item 440, Water Repellent shall consist of furnishing and applying water repellent on the exterior concrete surfaces including safety walks, fascia, and back to the fascia beams under the slab, and exposed areas of the abutments and column footings not otherwise treated.

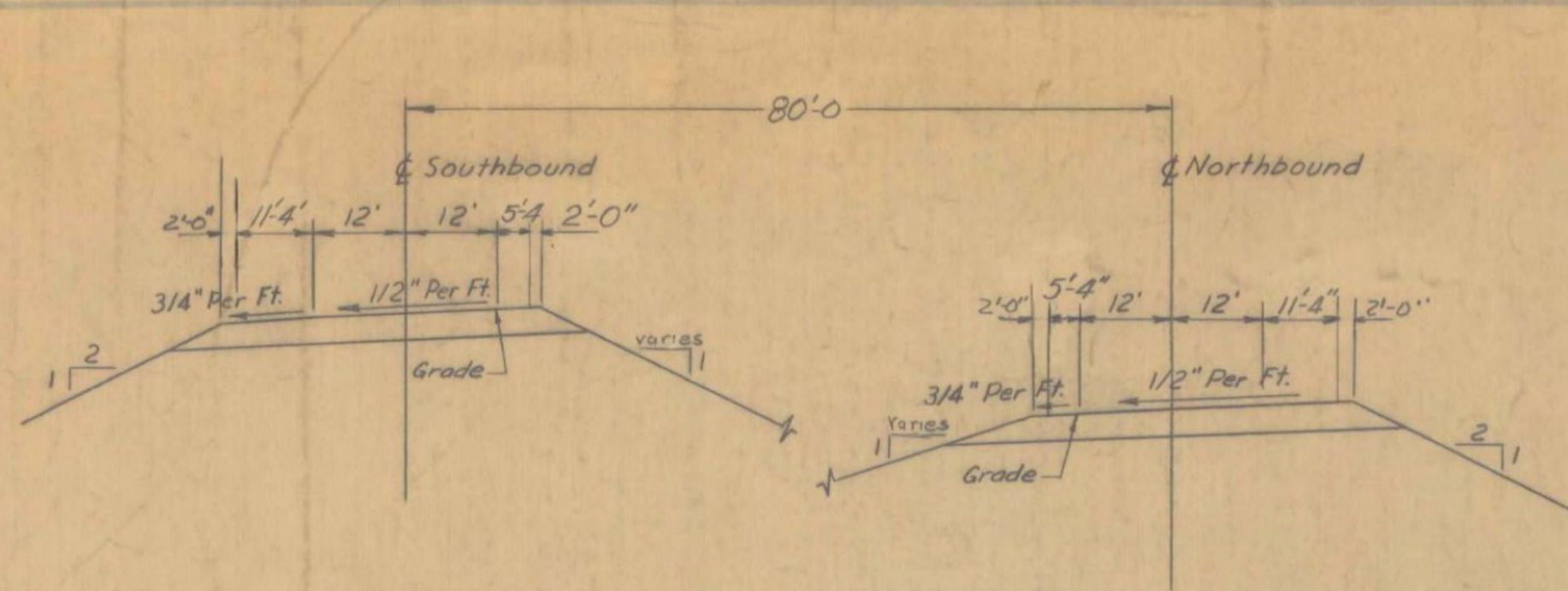
LYNDON-IRASBURG
IM MEMB(29)
SHEET 11 OF 55
BRIDGE NO. 955
FOR REFERENCE ONLY

Revised plans for Stage II, R. Gendron 8-30-72
Changed from Town Road 34 to State Aid 9 3-1-70
Updated 4/29/70 AGC, GR, JLA.

Stage 2 Construction

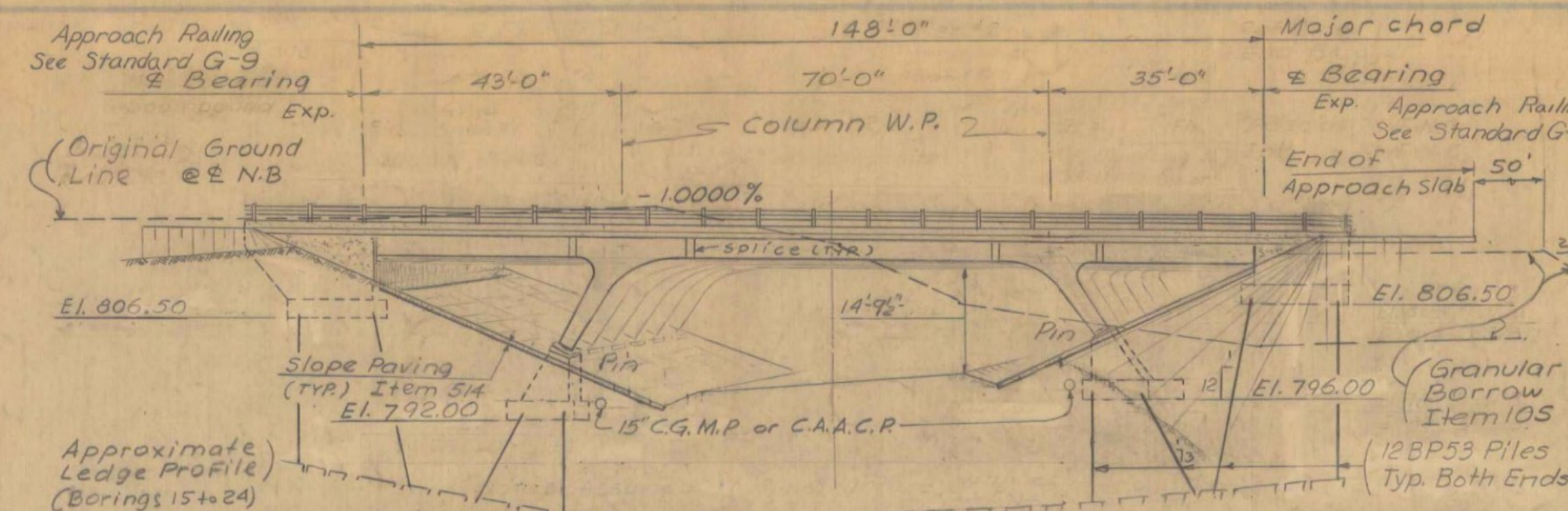
STATE OF VERMONT
DEPARTMENT OF HIGHWAYS

PROJECT LYNDON-BARTON
TOWN OF LYNDON **BR 95**
ROUTE NO. I-91 LOG STA. 1227
STATE AID 9
I-91 OVER TOWN ROAD #34
PLAN AND ELEVATION
SCALE AS NOTED
IN CHARGE H.C. MARGOLIS
DRAWN BY J. HENRY CHECKED BY A. PENNICK
PROJECT NO. I-91-3 (10)
SHEET 145 OF 455 BR 100
359 389



NEW HIGHWAY SECT. I-91 AT BRIDGE ENDS

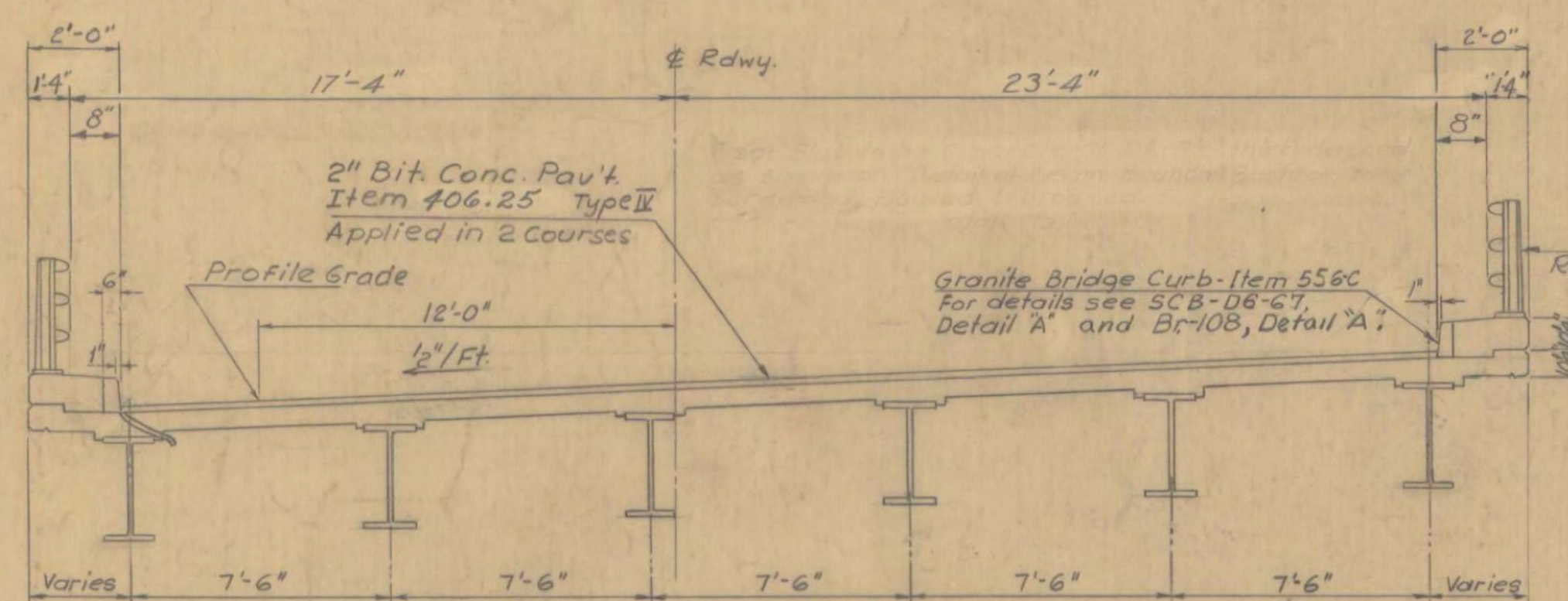
SCALE 1" = 20'



NEW HIGHWAY PROFILE ALONG C - N.B

SCALE: 1" = 20'

NOTE: Northbound Elevation shown. For Southbound Elevation see Dwg. No. BR100



Typical Section

Northbound shown Southbound similar

Scale: N.T.S.

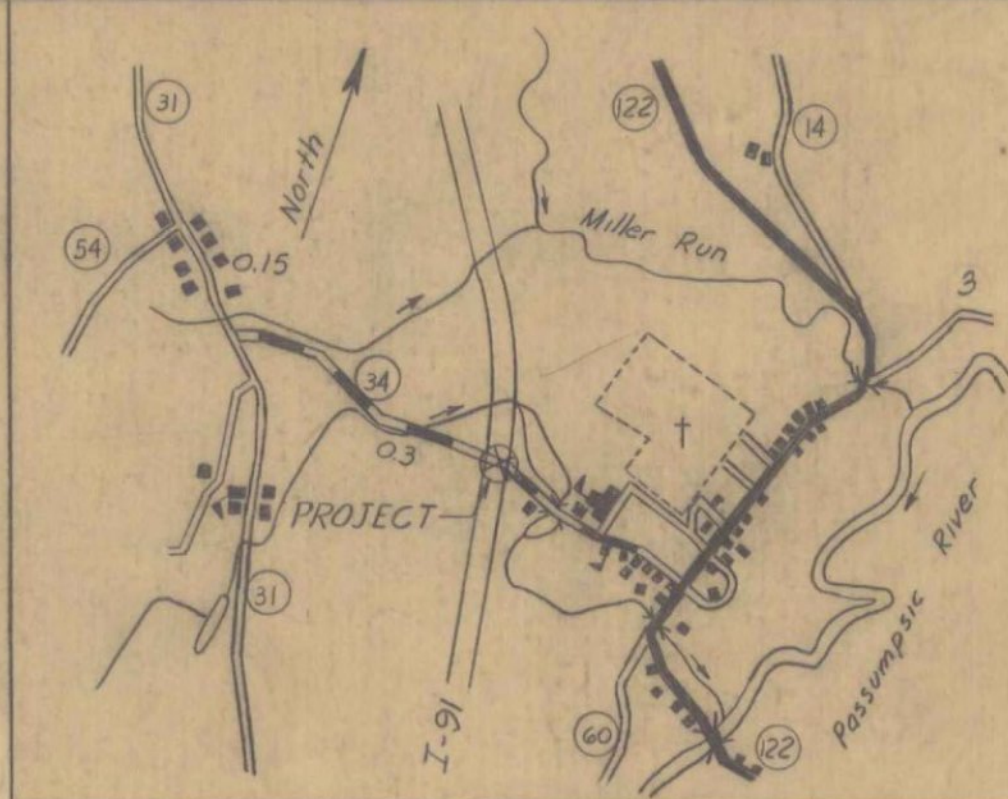


TABLE OF ESTIMATED PILE LENGTHS-N.B

LOCATION	EST. LENGTH
Abut #3	30'
Column #3	25'
Column #4	25'
Abut #4	35'

SPECIFICATIONS: All materials and construction shall conform to the State of Vermont, Department of Highways, Standard Specifications for Highway and Bridge Construction dated April 1964 and the A.A.S.H.O. Standard Specifications for Highway Bridges dated 1969.

DESIGN LOADINGS: HS 20-44 as modified for National System of Interstate Highways.

DESIGN STRESSES: A36 Structural Steel - $f_s = 20,000$ p.s.i.
Reinforcing Steel - $f_s = 20,000$ p.s.i., Concrete - $f'_c = 3000$ p.s.i.
 $n = 10$, $f_c = 1200$ p.s.i.

SCALE

HIGHWAY NO. I-91 NAME OF HIGHWAY INTERSTATE
STRUCTURE NO. 1 COUNTY CALEDONIA TOWN LYNDON
PROJECT NO. I-91-310(10) LOCATION TOWN ROAD #34 STATE AID 9
LYNDON - BARTON

EXISTING STRUCTURE - None

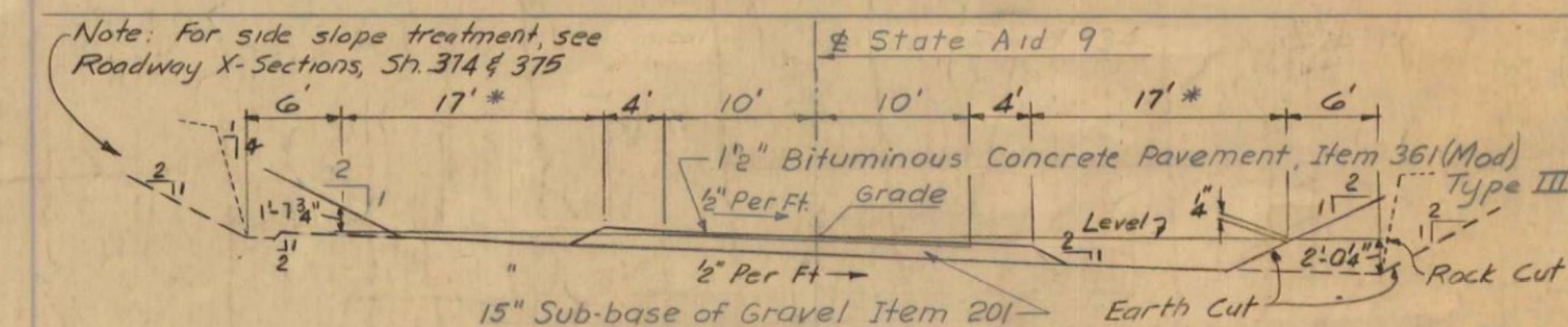
1. TYPE OF EXISTING STRUCTURE
2. UNDERCLEARANCE ELEVATION OF EXISTING STRUCTURE
3. WHAT DISPOSITION SHOULD BE MADE OF EXISTING STRUCTURE? COST OF REMOVAL
4. SHOULD EXISTING STRUCTURE BE USED TO MAINTAIN TRAFFIC DURING CONSTRUCTION OF NEW STRUCTURE?
5. SHOULD NEW TEMPORARY STRUCTURE BE BUILT?
6. ORDINARY HIGH WATER SURFACE ELEV. AT EXISTING STRUCTURE WATERWAY TO ORDINARY H.W.
7. EXTREME HIGH WATER AT EXISTING STRUCTURE
8. SPAN OF EXISTING BRIDGE UPSTREAM WATERWAY TO EXTREME H.W.
9. SPAN OF EXISTING BRIDGE DOWNSTREAM WATERWAY TO EXTREME H.W.
10. TYPE OF FOUNDATION UNDER EXISTING ABUTMENTS
11. DOES ALL WATER AT FLOOD ELEVATION PASS THROUGH EXISTING STRUCTURE?
12. IF NOT, WHAT ELEVATION IS RELIEF AFFORDED?
13. ADDITIONAL WATERWAY AREA PROVIDED

NEW STRUCTURE

1. RECOMMENDED TYPE OF STRUCTURE 40'-8" Rail to Rail, 3 Span Steel Rigid Frame (Non-Comp.)
2. RECOMMENDED CLEAR SPAN OR SPANS 43'-0" - 70'-0" - 35'-0"
3. MEASURED PARALLEL TO NEW HIGHWAY 43'-0" - 70'-0" - 35'-0"
4. MEASURED AT RIGHT ANGLES TO
5. ARE THERE OBJECTIONS TO A PIER IN THE STREAM? ANSWER YES OR NO
6. ORDINARY HIGH WATER ELEVATION AT NEW STRUCTURE
7. EXTREME HIGH WATER ELEVATION AT NEW STRUCTURE SOURCE OF INFORMATION
8. IS ALL WATER INTENDED TO PASS THROUGH NEW STRUCTURE?
9. DOES STREAM REACH ITS MAXIMUM HIGH WATER ELEVATION RAPIDLY? IS ORDINARY RISE RAPID?
10. LOW WATER ELEVATION AT NEW STRUCTURE
11. DRAINAGE AREA IN ACRES ABOVE STRUCTURE CHARACTER OF TERRAIN
12. IS STREAM EVER DRY?
13. VELOCITY OF STREAM AT HIGH WATER STAGE ESTIMATED DISCHARGE
14. AREA FULL OPENING AREA BELOW ORDINARY H.W.
15. CHARACTER OF SOIL DRIFT ICE
16. ESTIMATED DRAINAGE AREA ABOVE NATURAL OR ARTIFICIAL STORAGE
17. VERTICAL CLEARANCE ABOVE FLOOD ELEVATION
18. ARE SIDEWALKS REQUIRED? IF SO ON WHAT SIDE? No BOTH SIDES No
19. RECOMMENDED TYPE OF PAVEMENT 2" Bituminous Concrete, 8" Concrete Slab.
20. TRAFFIC TO BE MAINTAINED UNDER ITEM NO. ONE OR TWO WAYS PROBABLE COST
21. PROBABLE COST OF CLEARING AND GRUBBING STREAM CHANNEL AT STRUCTURE SITE
22. SHOULD PROVISIONS BE MADE FOR PUBLIC UTILITIES? No
23. ESTIMATED ALLOWABLE LOAD ON FOUNDATIONS 6 T/sq. ft. SHOULD PILES BE USED? Yes** See Table

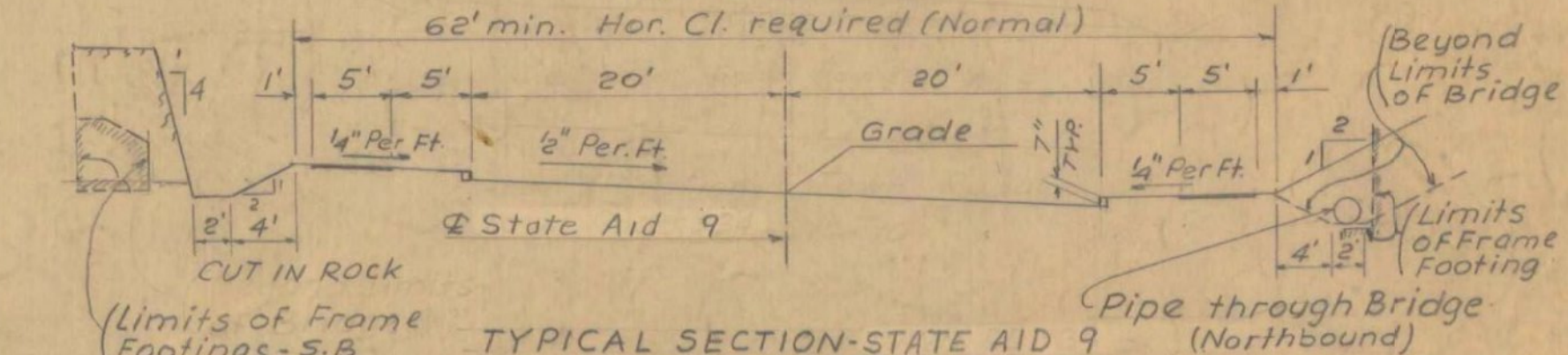
FOUNDATION INFORMATION

OBTAINED FOR DESIGN PURPOSES ONLY, AND THE STATE ASSUMES NO RESPONSIBILITY WHATSOEVER FOR THE SUFFICIENCY OR ACCURACY OF THE INFORMATION SHOWN. BOULDERS MAY BE ENCOUNTERED AT ANY PIER OR ABUTMENT LOCATION.
N.B. - All Substructure Units Founded on Point-Bearing Steel H-Piles (12BP53-50"/pile)
S.B. - All Substructure Units Founded on Ledge



TYPICAL SECTION - STATE AID 9 (STA 16+50 TO 21+00)

INITIAL CONSTRUCTION

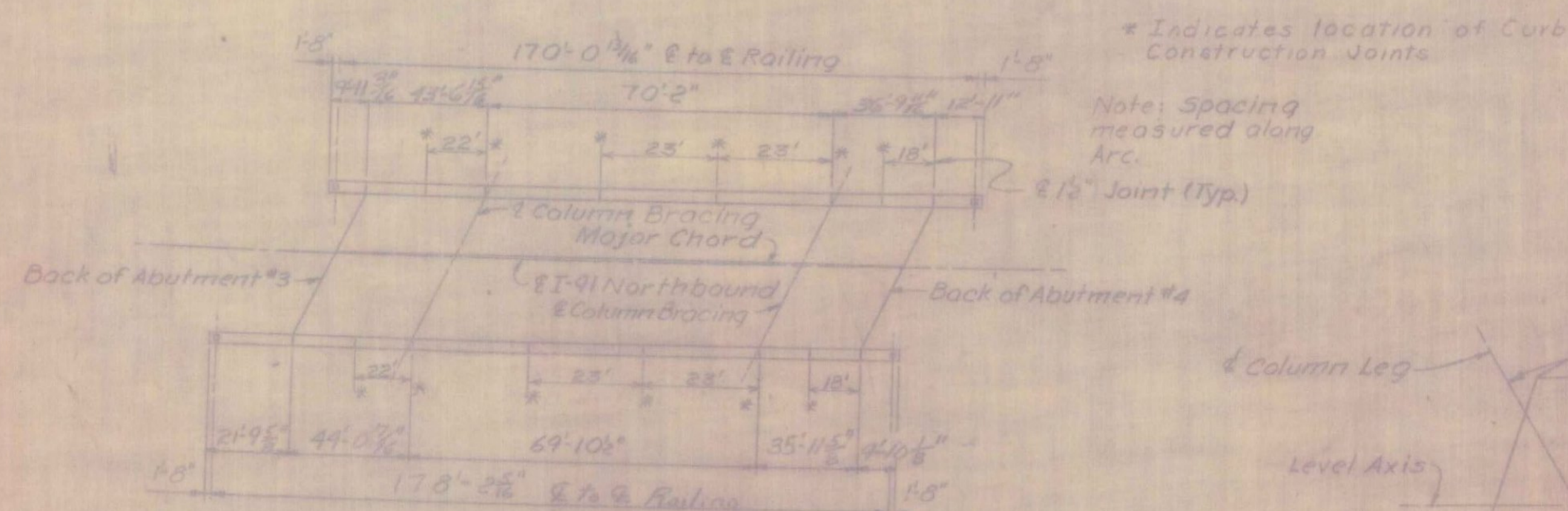
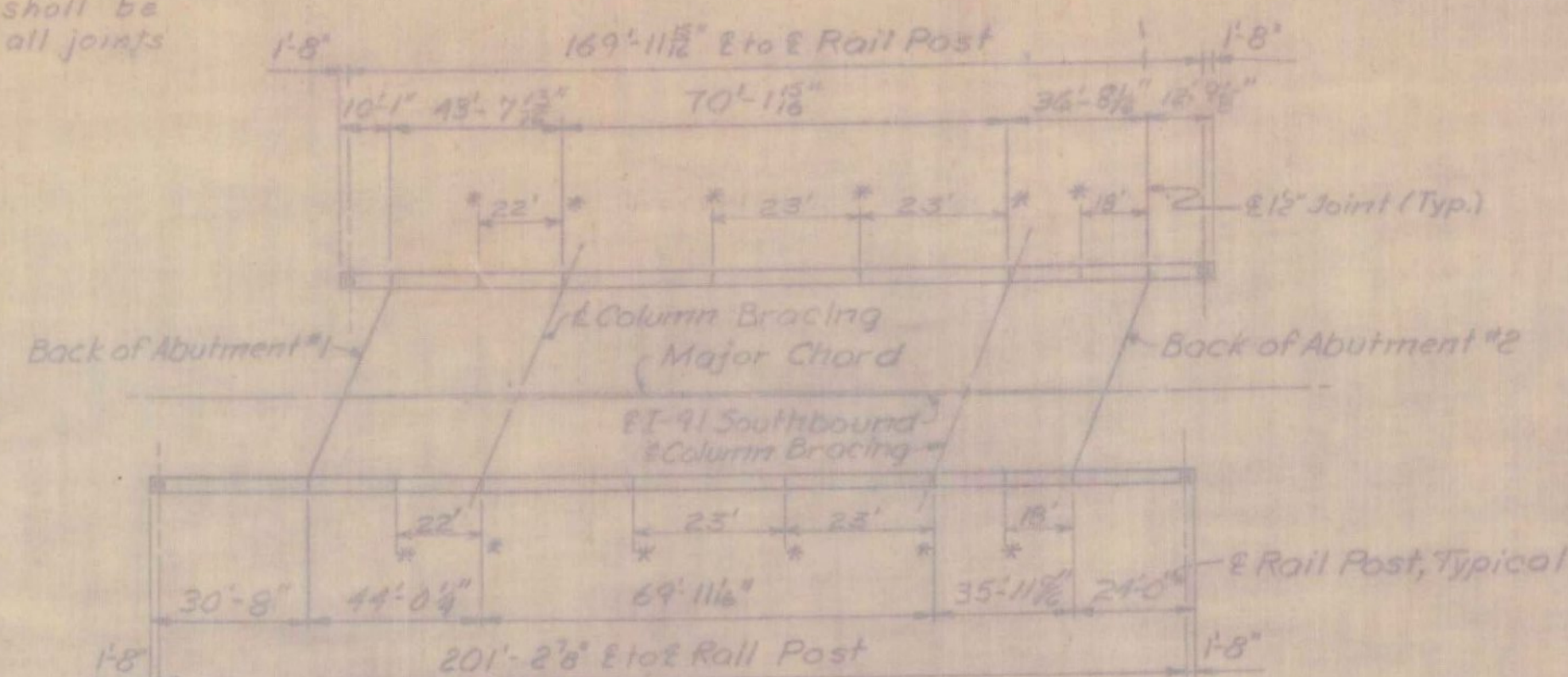


TYPICAL SECTION - STATE AID 9 (Northbound)

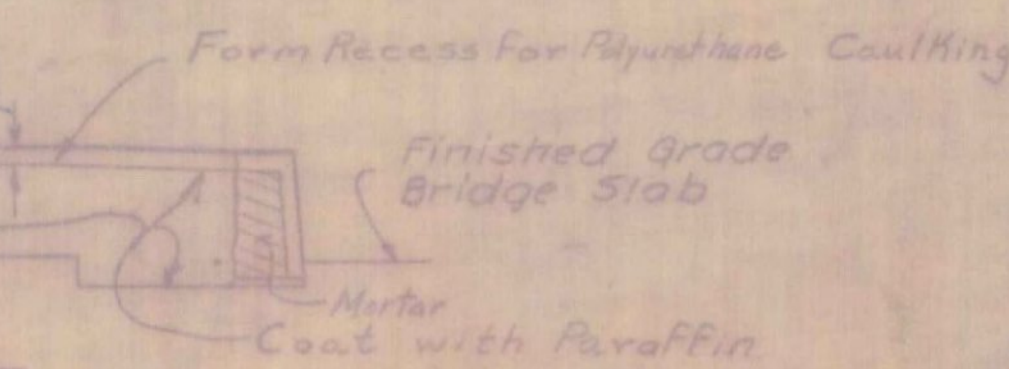
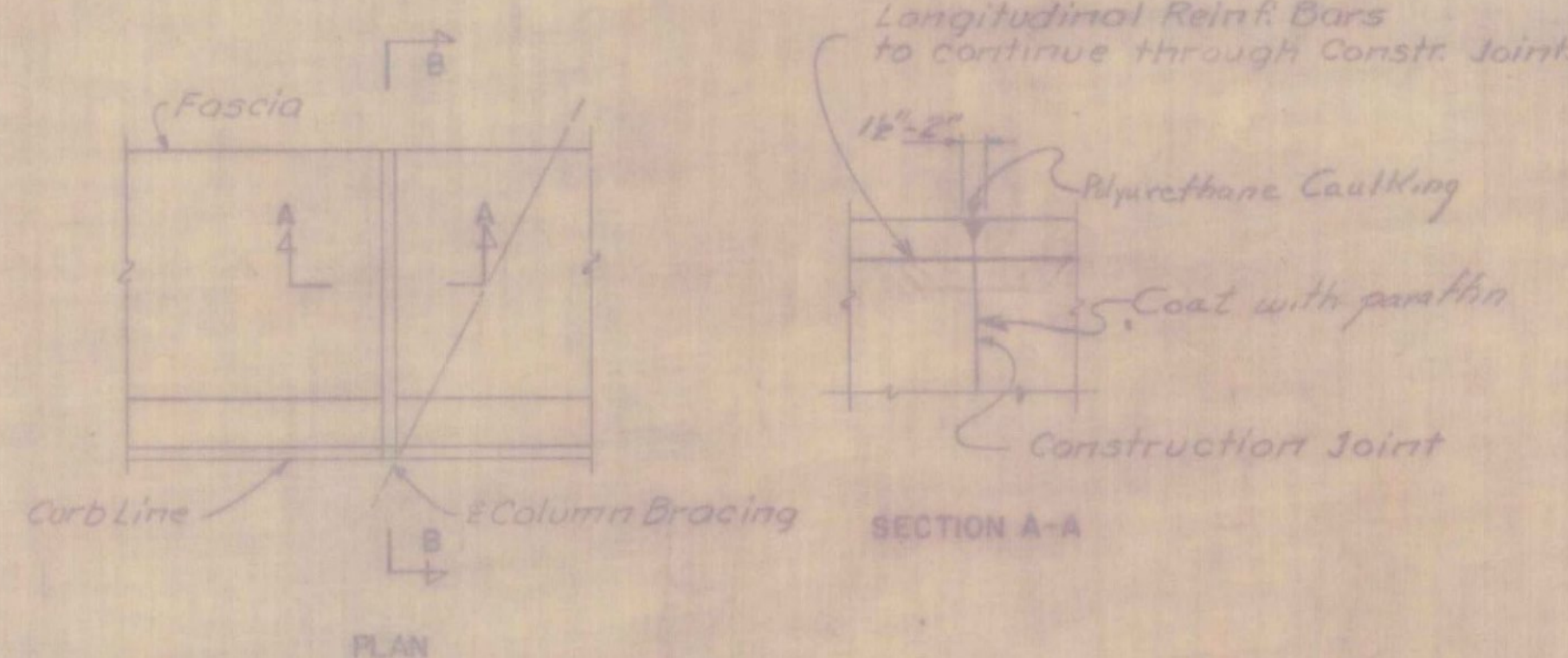
* FUTURE CONSTRUCTION

STATE OF VERMONT DEPARTMENT OF HIGHWAYS		BR 97	
INTERSTATE		IN THE TOWNS OF	
LYNDON		PROJECT: LYNDON-BARTON	
ROUTE NO. I-91		STATE AID 9	
I-91 OVER STATE AID 9		Stage 2 Construction	
DESIGNED BY J. Henry		CHECKED BY J. Henry	
DATE 12/30/66		DATE 12/30/66	
CONSTRUCTION ENGINEER		DATE 12/30/66	
BRIDGE ENGINEER		DATE 12/30/66	
CHIEF ENGINEER		DATE 12/30/66	
Updated 4/29/70 AGC, GR, JLA		STAGE 1 CONSTRUCTION	
PROJECT NO. I-91-310(10)		SHEET 12 OF 55	
BRIDGE NO. 955		FOR REFERENCE ONLY	
CONTRACT NO. (10)		361 389	
BR 102			

NOTE: Item 556 C shall be sawed square for all joints at the abutments



CURB & RAILING PLAN
Scale: None

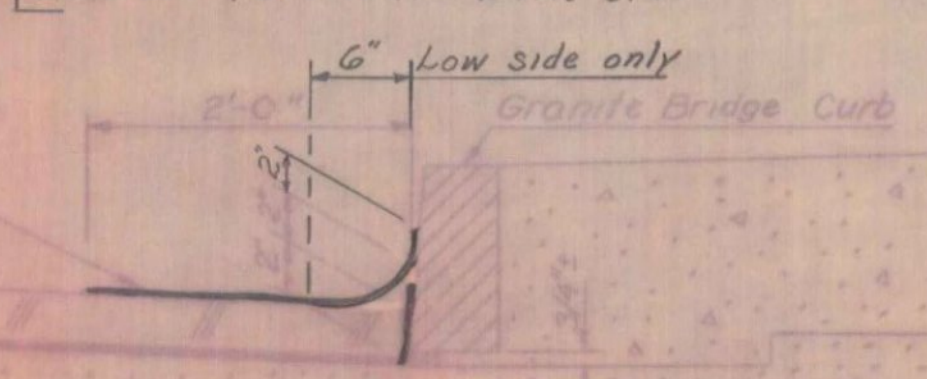


CURB CONSTRUCTION JOINT
Scale: None

- Item 406.25 Bituminous Concrete Pavement
- Item 517.23 Membrane Waterproofing, Type 3, NB
- Item 615.40 Epoxy Membrane Sealer, (Rembond 620), SB

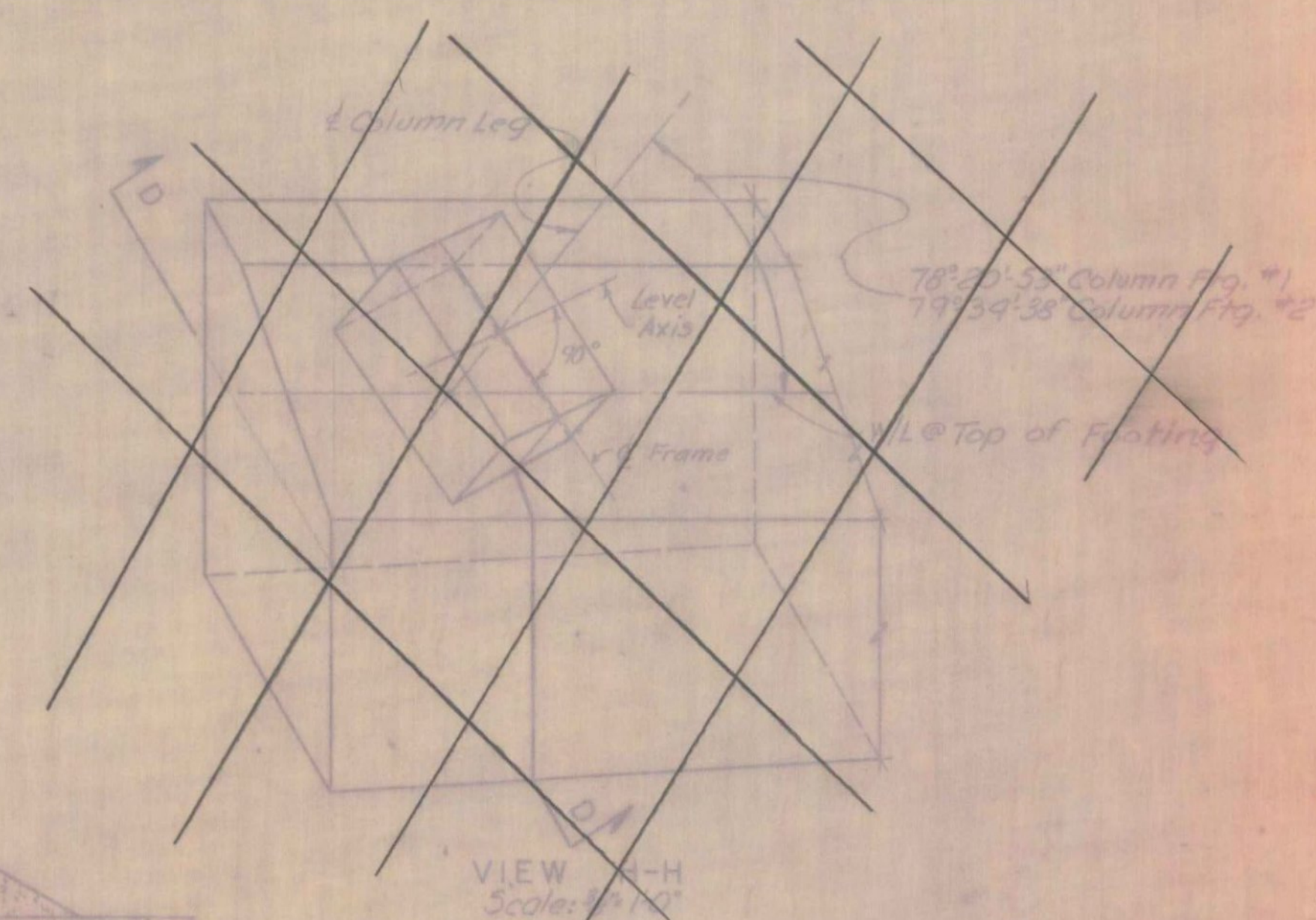
Note: Polyurethane caulking at curbs over columns shall meet requirements & specifications for Item 378, but shall be paid for under Item 301-A

Tar Emulsion, meeting requirements of Item 702.05. Cost to be included under Item 406.25, Bituminous Concrete Pavement. Both sides

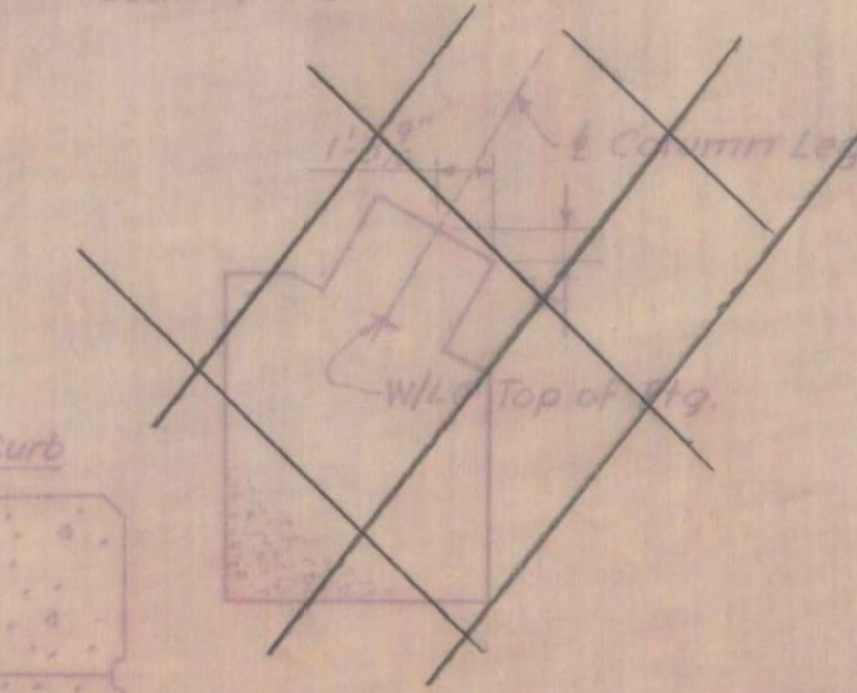


DETAIL A' (From Br-107)
No Scale

SOUTHBOUND						NORTHBOUND								
Abutment #1 Brgs.			Abutment #2 Brgs.			Abutment #3 Brgs.			Abutment #4 Brgs.					
FRAME	COORDINATES		FRAME	COORDINATES		FRAME	COORDINATES		FRAME	COORDINATES				
	North	East		North	East		North	East		North	East			
F1S	743315.015	625172.295	F1S	743455.680	625126.282	F1N	743291.218	625368.904	F1N	743438.037	625358.746			
F2S	743314.940	625180.391	F2S	743455.055	625134.376	F2N	743289.809	625371.146	F2N	743431.575	625354.989			
F3S	743313.765	625188.486	F3S	743454.430	625142.473	F3N	743288.400	625385.390	F3N	743430.243	625353.232			
F4S	743313.140	625196.582	F4S	743453.805	625150.569	F4N	743286.940	625393.633	F4N	743428.697	625351.475			
F5S	743312.515	625204.677	F5S	743453.180	625158.664	F5N	743285.581	625401.876	F5N	743427.049	625349.718			
F6S	743311.890	625212.773	F6S	743452.555	625166.760	F6N	743284.171	625410.119	F6N	743426.098	625347.961			
Station		North	East		Station		North	East		Station		North	East	
PC	1224+64.262	743152.474	625240.737		PC	1224+96.680	743227.670	625402.049		Ctr	742271.433	621703.960		
PT	1238+63.571BK.	744413.672	624652.826		PT	1238+95.989	744488.868	624814.138						
1239+28.405AH														



SECTION C-C
Scale: 1/4"=1'-0"



Updated 5/1/70
Updated by JLA 11/9/71 removed view 445'-D-D

Notes:
For location of View D-D, see BR-110.
For location of View H-H, see BR-109.

STATE OF VERMONT
DEPARTMENT OF HIGHWAYS

PROJECT LYNDON-BARTON
TOWN OF LYNDON

ROUTE No. 1-91 LOG STA. 1227
STATE AID

1-91 OVER TOWN ROAD

MISCELLANEOUS DETAILS

SCALE AS SHOWN

IN CHARGE OF ENGINEER

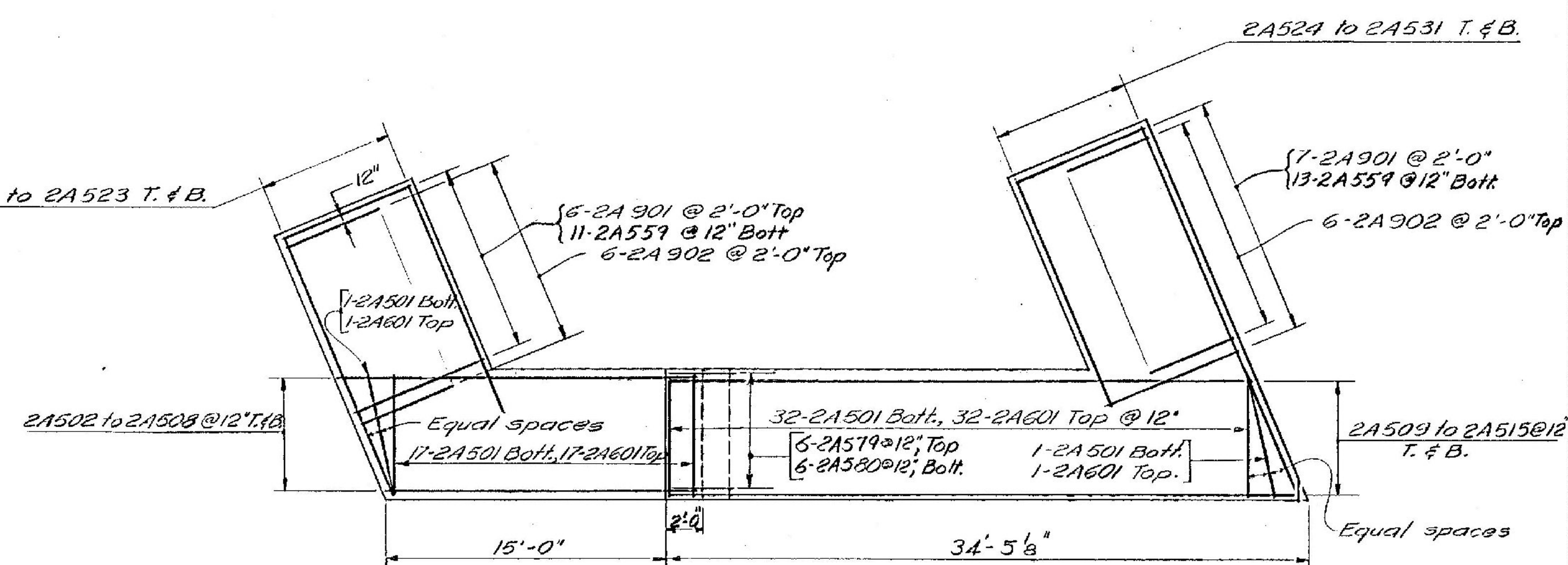
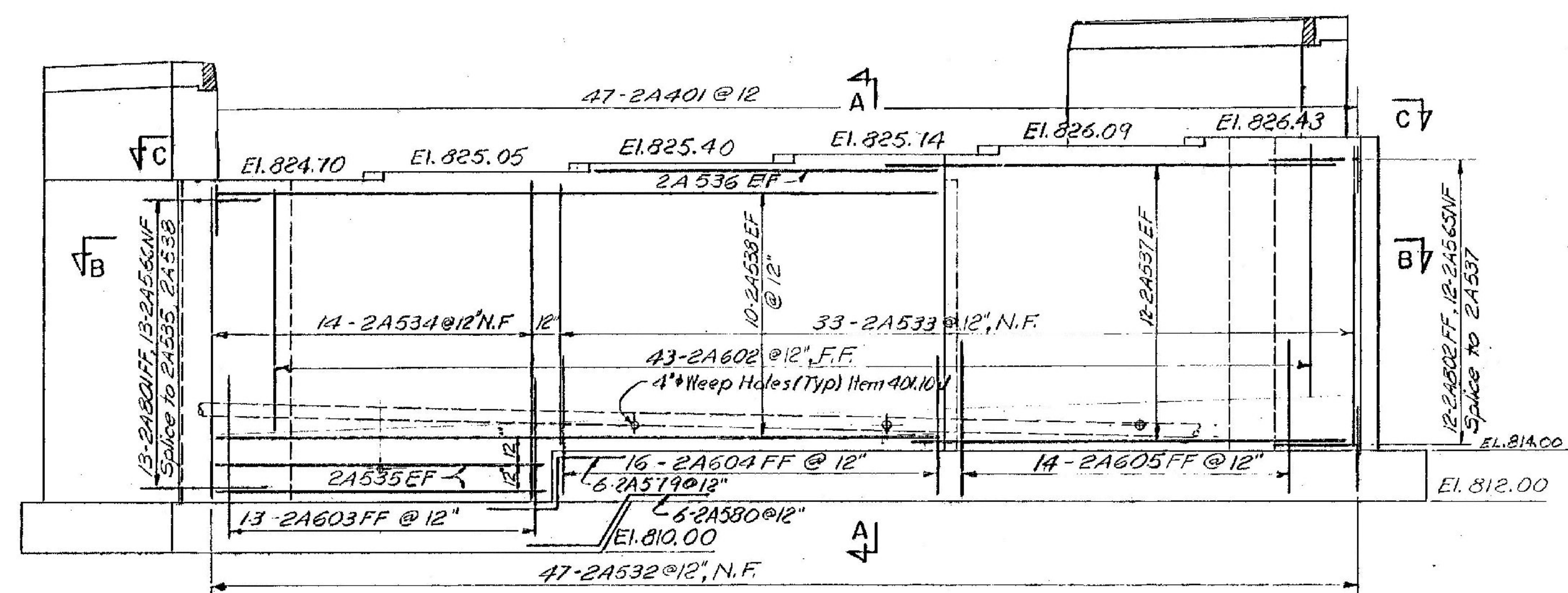
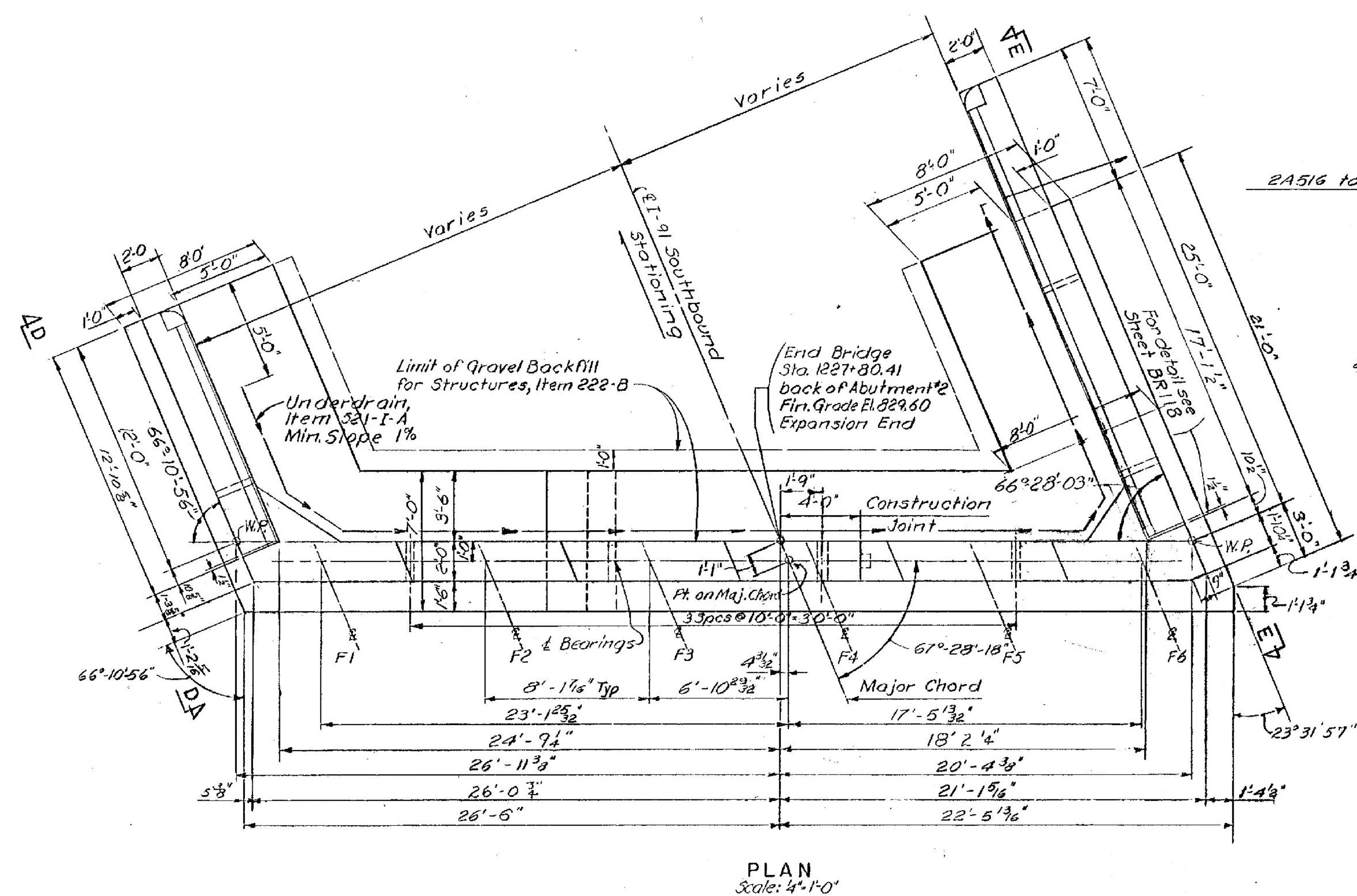
DRAWN BY JDD CHECKED BY JES

PROJECT No. 1-91 (16)

SHEET 13 OF 39

363 369

LYNDON-IRASBURG
IM MEMB(29)
SHEET 14 OF 55
BRIDGE NO. 955
FOR REFERENCE ONLY



NOTES:
For Sections A-A, B-B & C-C, see sheet BR111.
For Elevations D-D & E-E, see sheet BR113.
For Notes, see BR111.

CONTRACT 1
STAGE 1 CONSTRUCTION

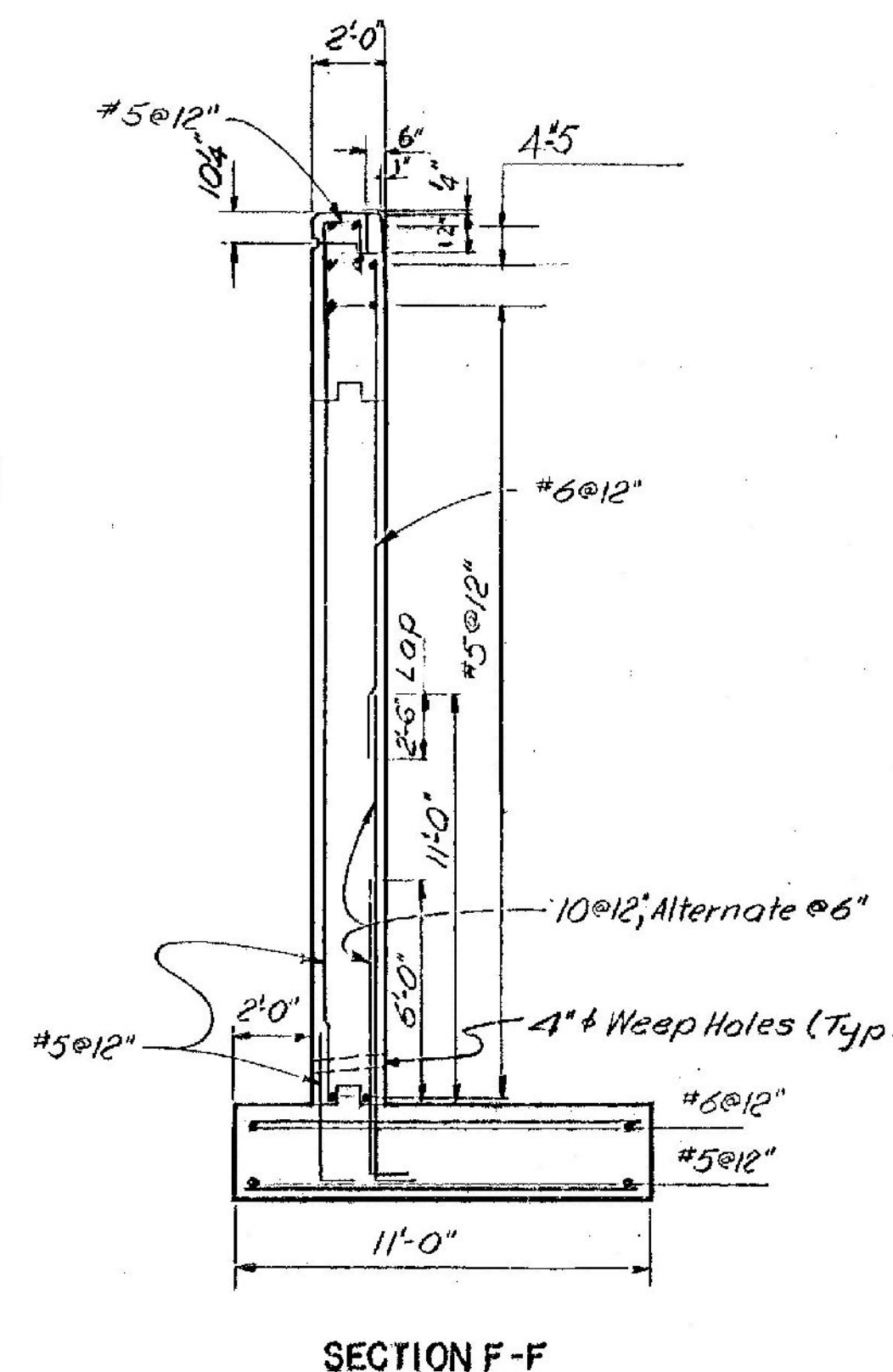
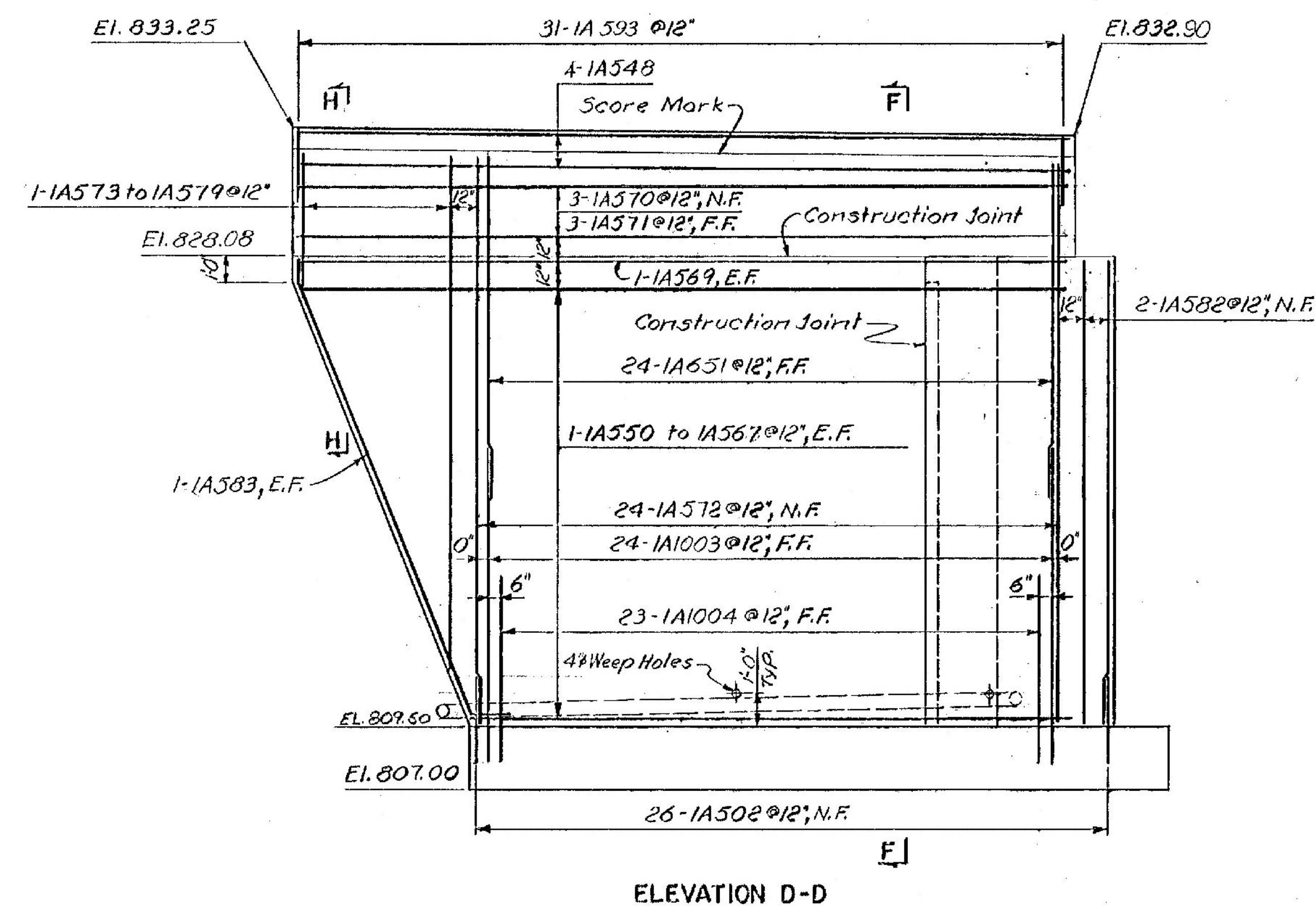
STATE OF VERMONT
DEPARTMENT OF HIGHWAYS

PROJECT LYNDON - BARTON
TOWN OF LYNDON
ROUTE NO. 1-91 LOG STA. 1227
STATE AID # 9
1-91 OVER TOWN ROAD # 34
ABUTMENT NO. 2
SCALE AS SHOWN
IN CHARGE OF H.C. MARGOLIS
DRAWN BY YDD CHECKED BY LBR & CFP
PROJECT NO. 1-91-3(0)
SHEET 152 OF 155 BR112

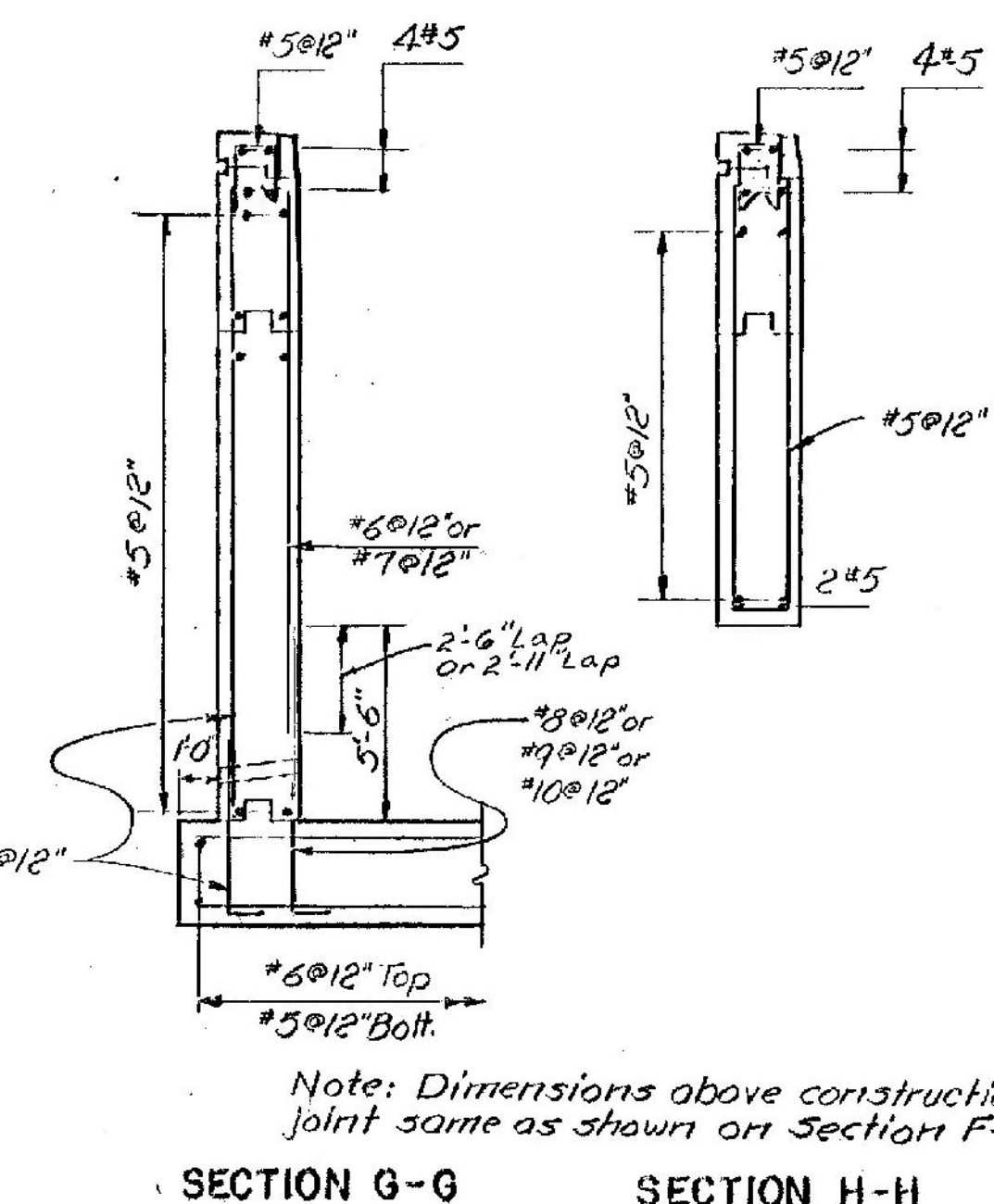
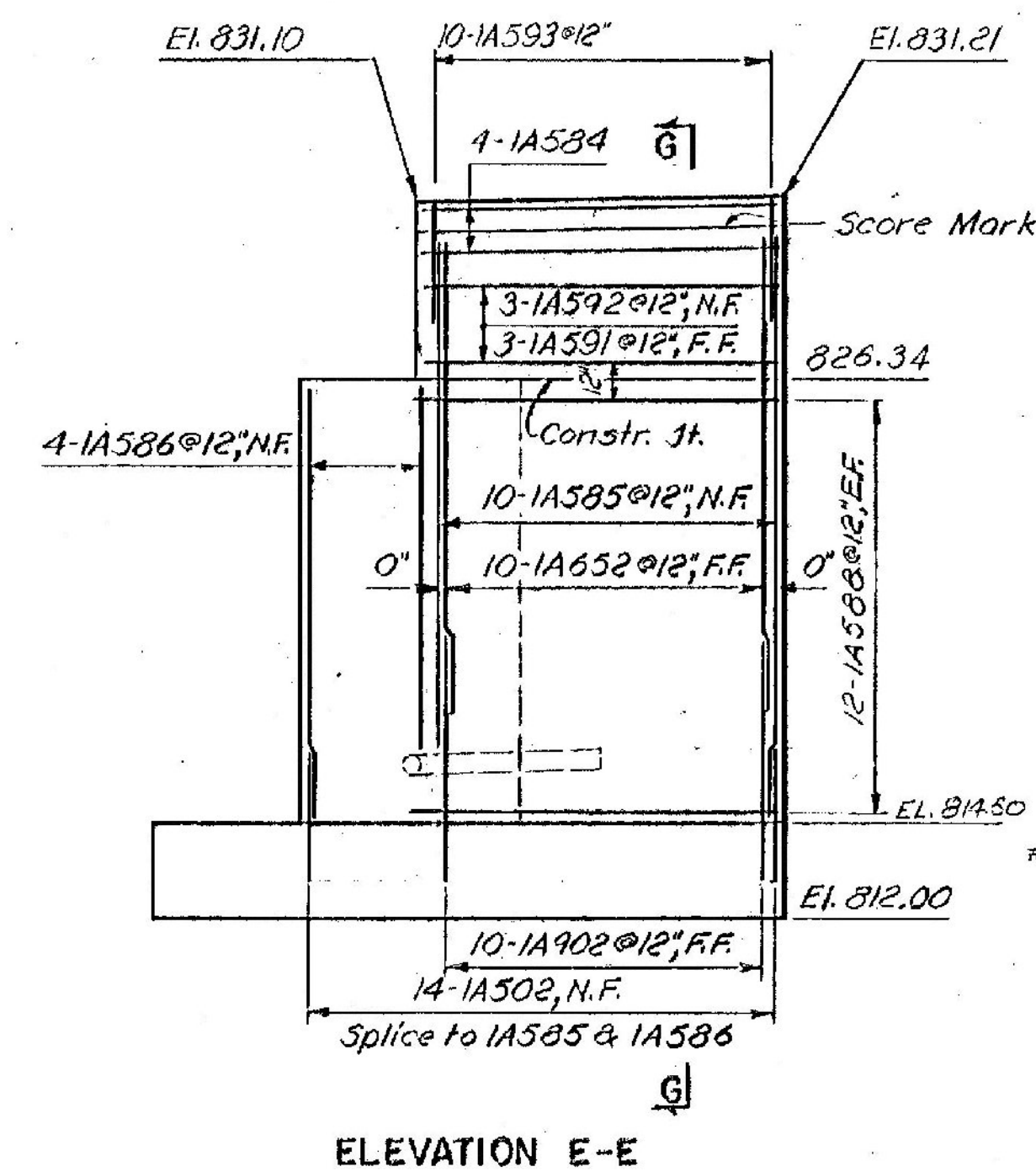
LYNDON-IRASBURG
IM MEMB(29)
SHEET 16 OF 55
BRIDGE NO. 95S
FOR REFERENCE ONLY

DESIGNED BY
GLAUVEL ENGINEERING CO
CONSULTING ENGINEERS
ORLEANS, VERMONT

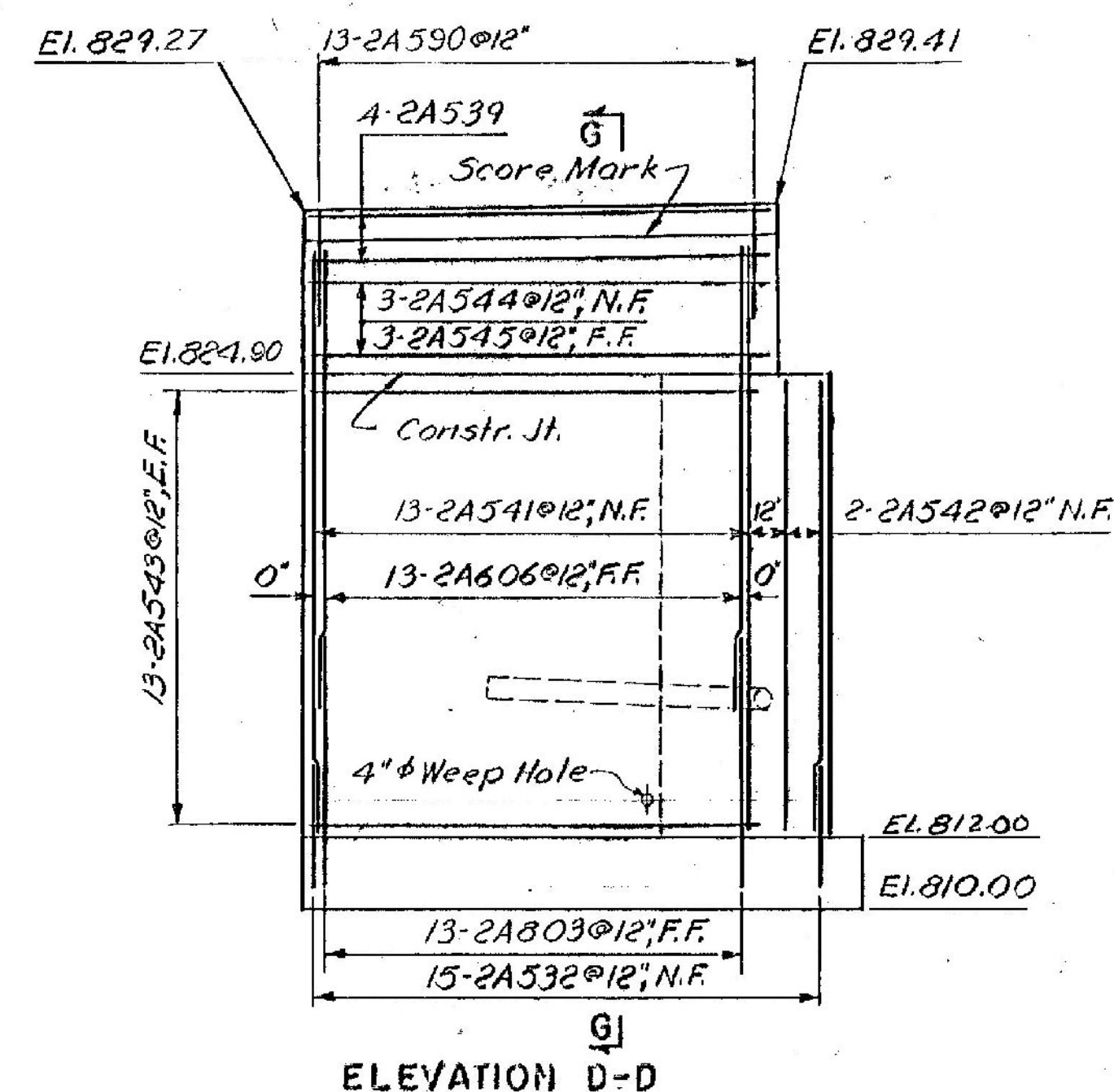
Updated 5/6/70 GSR, AGC, JLA



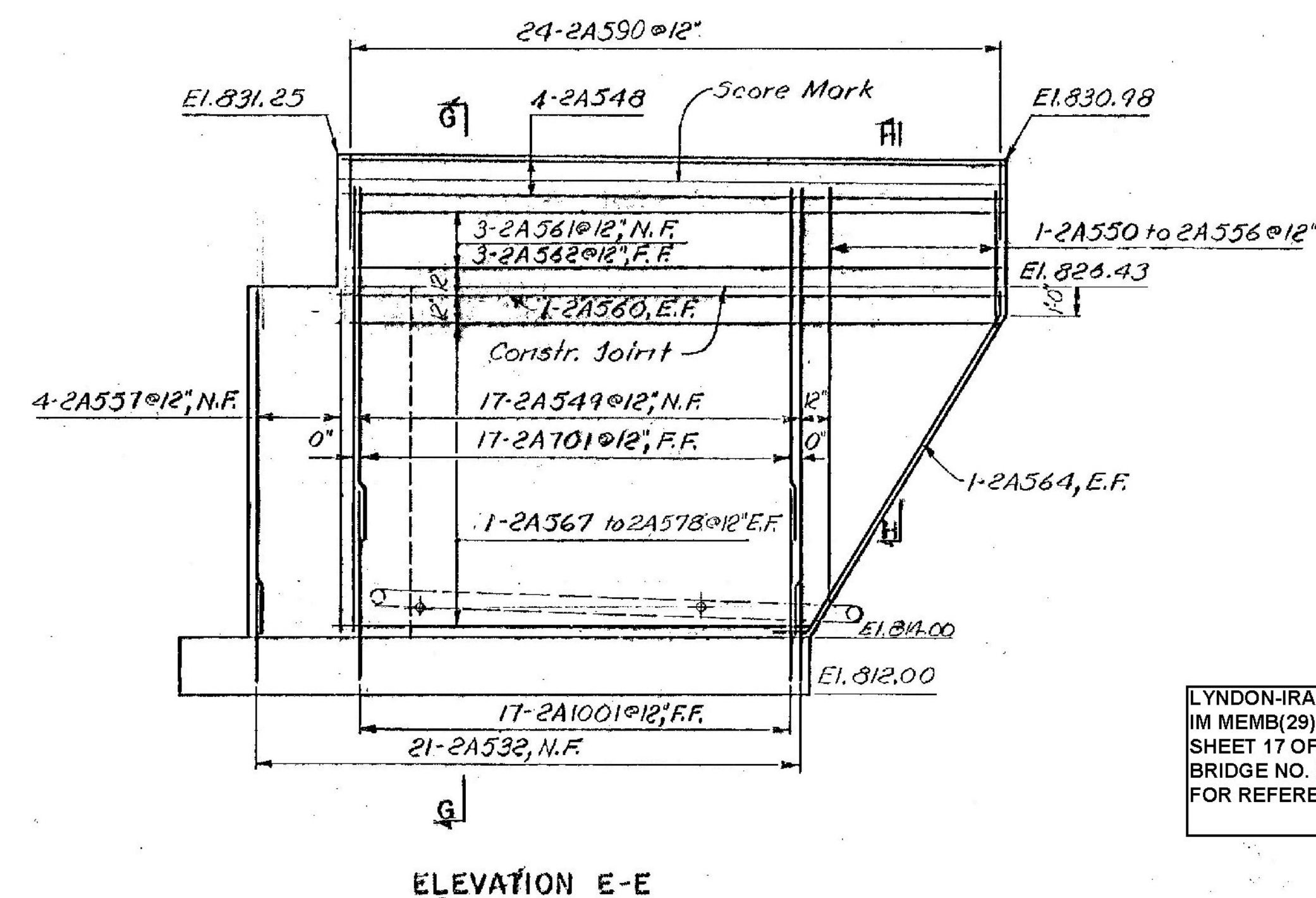
ABUTMENT NO.1



Note: Dimensions above construction joint same as shown on Section F-F



ABUTMENT NO.2



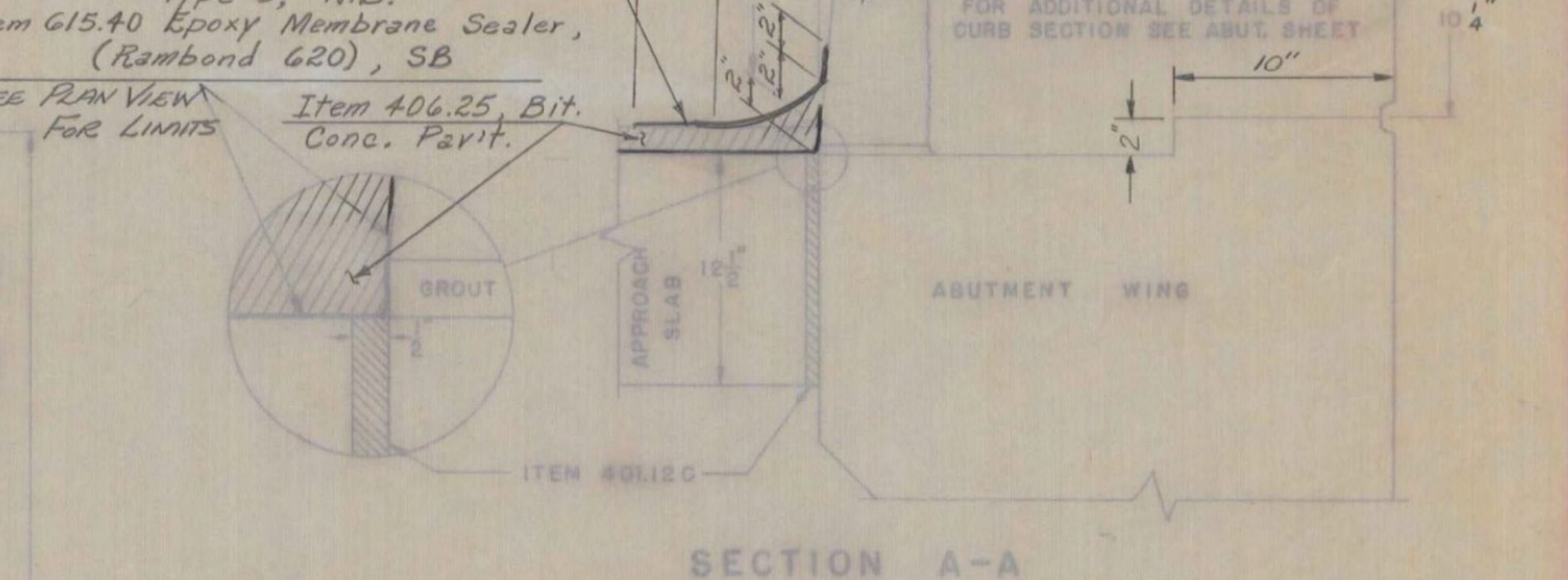
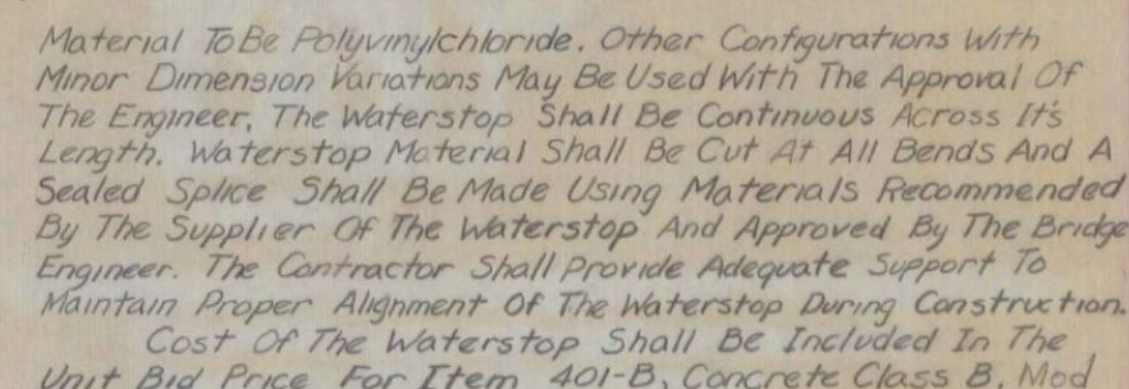
Notes:
For Notes, see Sheet BR111.
For location of Elevations, see Sheets BR111 & BR112.

LYNDON-IRASBURG
IM MEMB(29)
SHEET 17 OF 55
BRIDGE NO. 96S
FOR REFERENCE ONLY

PREPARED BY
BLAUVELT ENGINEERING CO.
CONSULTING ENGINEERS
ORLEANS, VERMONT

Updated 5/7/70 AGC, GSR, JLA

CONTRACT 1 STAGE 1 CONSTRUCTION	
STATE OF VERMONT DEPARTMENT OF HIGHWAYS	
PROJECT	LYNDON - BARTON
TOWN OF	LYNDON
ROUTE NO. 1-91	LOG STA. 1227
STATE AID # 9	
1-91 OVER TOWN ROAD # 34	
ABUTMENT #1 & #2 DETAILS	
SCALE 1/4" = 1'-0"	
IN CHARGE OF H.C. MARGOLIS	
DRAWN BY YDD CHECKED BY CFP	
PROJECT NO. 1-91-3(10)	
SHEET 158 OF 463 BR113	



GENERAL NOTES

1. ALL WORK AND MATERIALS, SHALL CONFORM TO THE STATE OF VERMONT, DEPARTMENT OF HIGHWAYS, STANDARD SPECIFICATIONS FOR HIGHWAY AND BRIDGE CONSTRUCTION DATED APRIL 1969, AND THE A.A.S.H.O. SPECIFICATIONS DATED 1969, DESIGNED FOR HS20-44 LOADING.
2. ALL REINFORCING STEEL SHALL BE DETAILED ON THE REINFORCING STEEL SCHEDULE. ALL SPLICES SHALL BE A MINIMUM OF 40 BAR DIAMETERS.
3. For Curtain Wall and Approach Slab Bracket details see STD SCB-D2-67A
4. Bituminous concrete pavement depth shall be 2" at the Bridge end and vary to 3" at the roadway end.

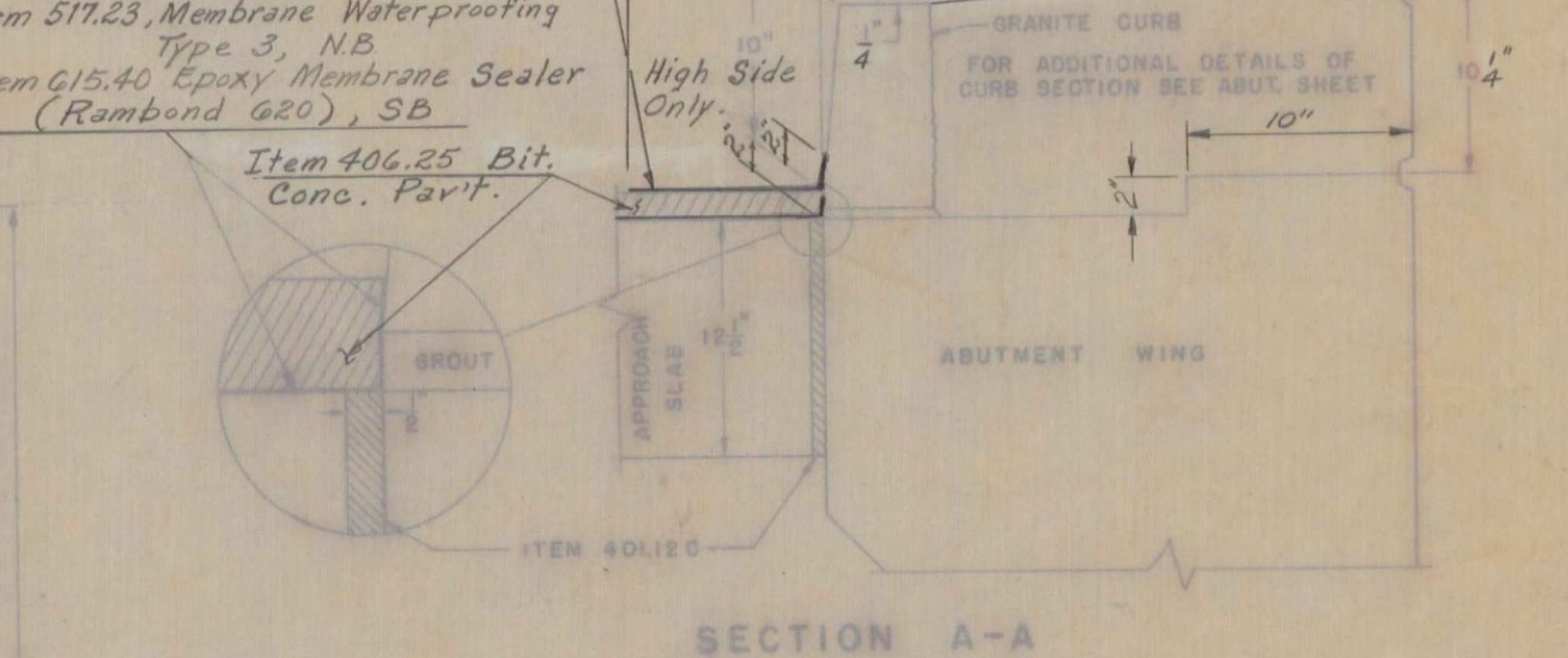
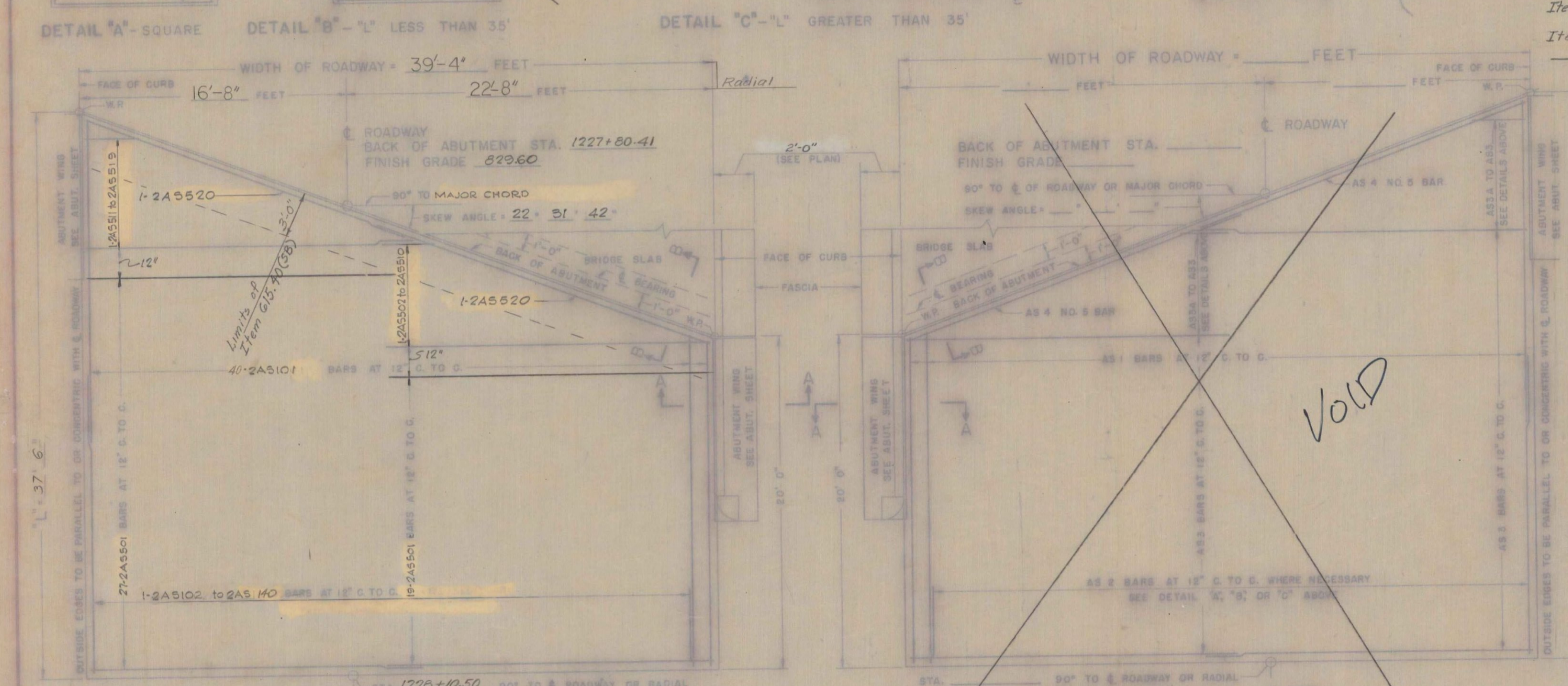
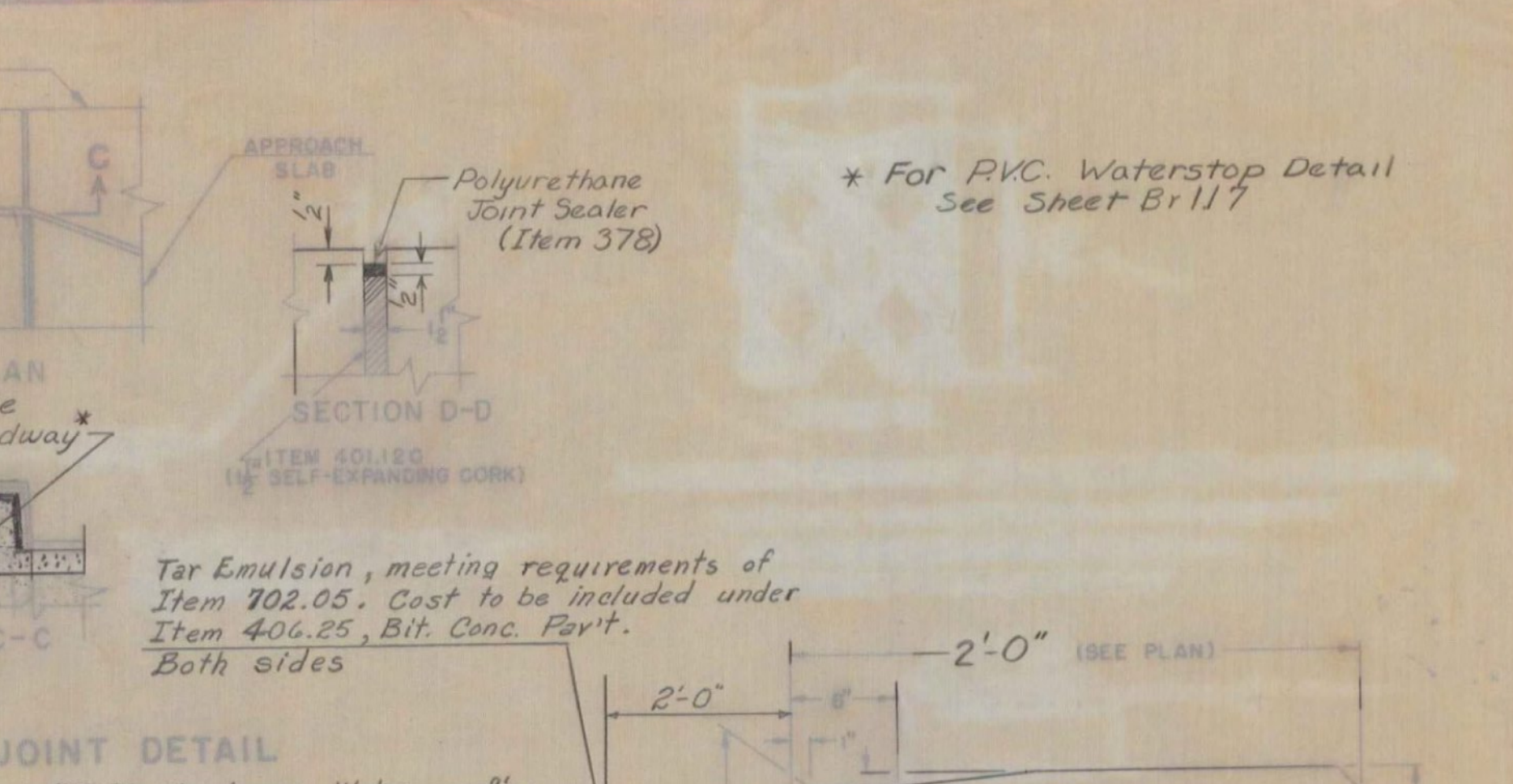
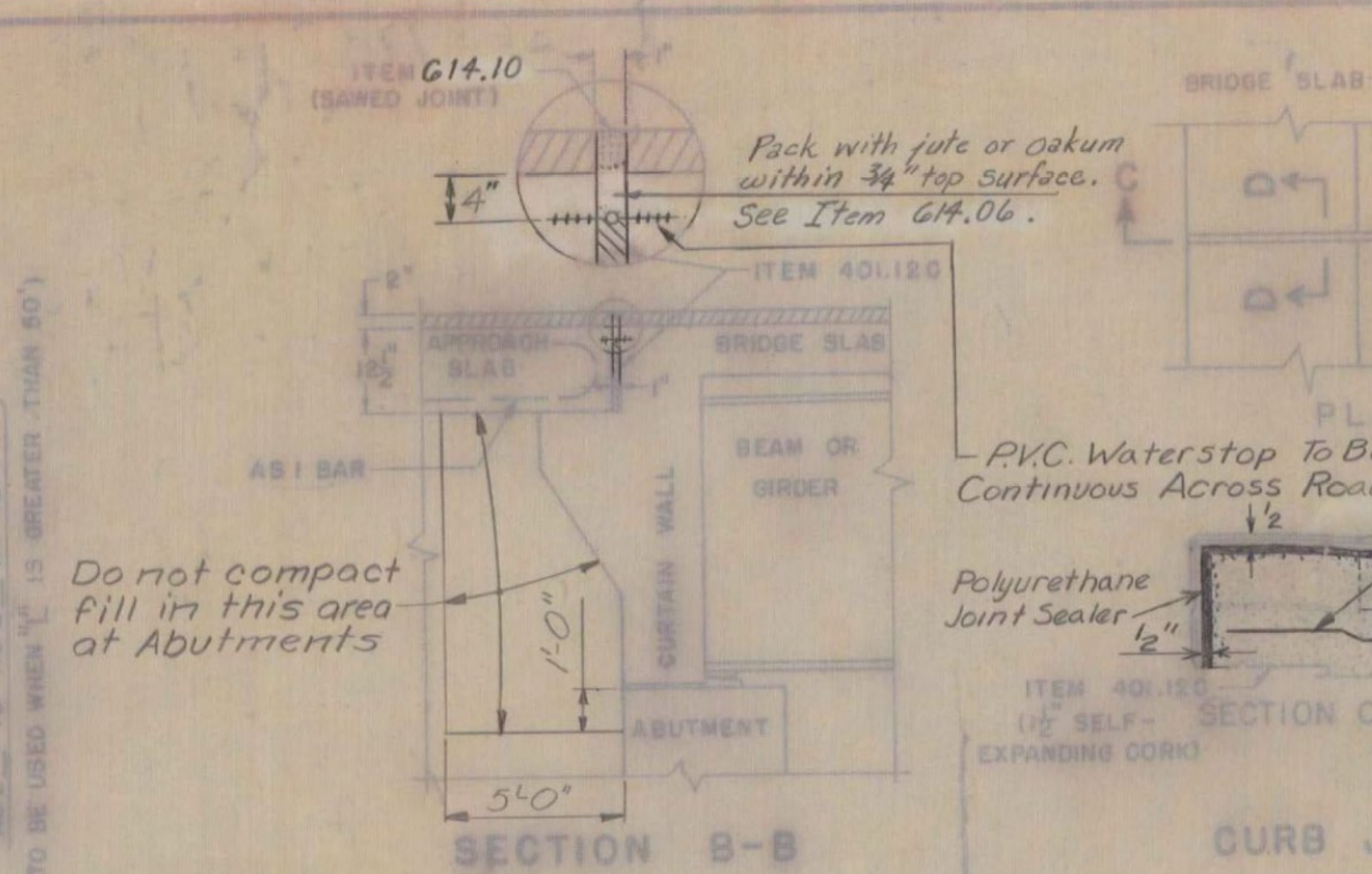
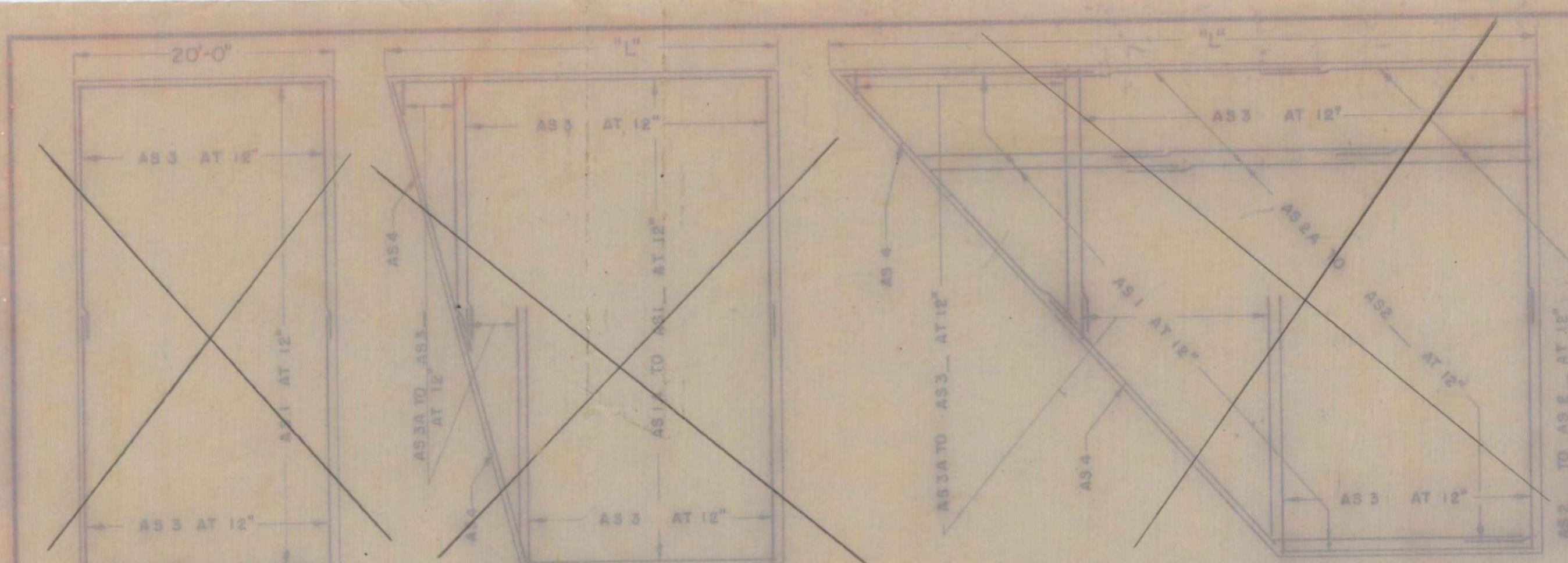
LYNDON-IRASBURG
IM MEMB(29)
SHEET 18 OF 55
BRIDGE NO. 95S
FOR REFERENCE ONLY

LIST OF QUANTITIES		
ITEM NO.	ITEM	UNIT
318	PRIMER ENULSION FOR BRIDGE FLOORS	GAL.
361-B	BITUMINOUS CONCRETE PAVEMENT	TONS
372-A	JOINT SEALER - HOT POURING	L.F.
372-C	JOINT SEALER - PREFORMED, TYPE A	L.F.
401-B	CONCRETE CLASS B	CY.
402	REINFORCING STEEL	L.B.

Stage 2 Construction

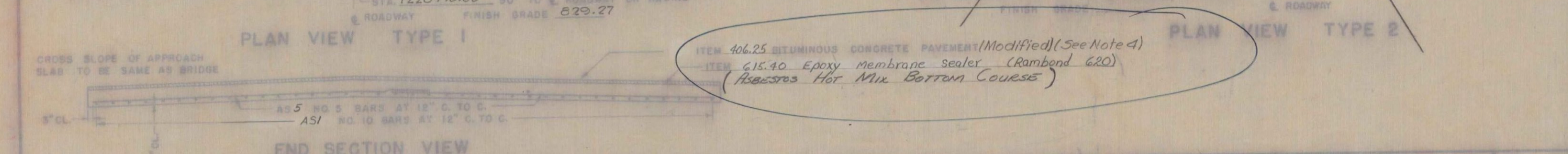
PROJECT LYNDON - BARTON
TOWN OF LYNDON
ROUTE NO. 1-91 STA. 1227
STATE AID # 9
1-91 OVER TOWN ROAD # 34
APPROACH SLAB NO. 1
NOT TO SCALE
IN CHARGE OF H.C. MARGOLIS
DESIGNED BY LBR CHECKED BY CFP
PROJECT NO. 1-91-3 (15)
SHEET 162 OF 364
364 369 BR 117

406.25 BITUMINOUS CONCRETE PAVEMENT (Modified) (See Note 4) 
615.40 Epoxy Membrane sealer (Rambond G20)
ASBESTOS HOT NAIL BOTTOM COURSE



GENERAL NOTES

- ALL WORK AND MATERIALS SHALL CONFORM TO THE STATE OF VERMONT, DEPARTMENT OF HIGHWAYS, STANDARD SPECIFICATIONS FOR HIGHWAY AND BRIDGE CONSTRUCTION DATED APRIL 1964, AND THE A.A.S.H.O. SPECIFICATIONS DATED 1969, DESIGNED FOR HS20-44 LOADINGS.
- ALL REINFORCING STEEL SHALL BE DETAILED ON THE REINFORCING STEEL SCHEDULE. ALL SPLICES SHALL BE A MINIMUM OF 40 BAR DIAMETERS.
- For Curtain Wall and Approach Slab Bracket details see STD 5CB-D2-67A
- Bituminous concrete pmt depth shall be 2" at the Bridge end and vary to 3" at the roadway end.



LIST OF QUANTITIES

ITEM NO.	ITEM	UNIT
318	TAR EMULSION FOR BRIDGE FLOORS	GAL.
361-B	BITUMINOUS CONCRETE PAVEMENT	TONS
372-A	JOINT SEALER - HOT POUR	L.F.
372-C	JOINT SEALER - PREPARED, TYPE A	L.F.
401-B	CONCRETE CLASS B	CY.
402	REINFORCING STEEL	LB.

LYNDON-IRASBURG
(M MEMB(29)
SHEET 19 OF 55
BRIDGE NO. 955
FOR REFERENCE ONLY

REVISIONS AND CORRECTIONS

- DIMENSIONS OF JOINT FOR SEALER TYPE A REVISED. 4/15/65 WBT.
- DIMENSIONS OF JOINT SEALER TYPE B REVISED. 6/29/65 WBT.
- JOINT BETWEEN CURB AND SLAB REVISED, BITUMINOUS CONCRETE REVISED TO 2". QUANTITY TOTALS REMOVED. 12/7/65 WBT.

DRAWN BY: W.B.T. Jan 1965
TRACED BY: W.B.T. Jan 1965
CHECKED BY: W.M.S. Feb 1965

RECOMMENDED FOR APPROVAL: [Signature] DATE 2/11/65
RECOMMENDED FOR APPROVAL: [Signature] DATE 2/11/65
APPROVED BY: [Signature] DATE 2/11/65

DETAILS OF APPROACH SLAB FOR 39'-4" (WIDTH)

TO BE USED FOR BRIDGE AT STATION SB 1227+09.31

LOCATION I-91 SB OVER TOWN ROAD No. 34

Updated 5/8/70 AGC, CSR, JLA.

**STATE OF VERMONT
DEPARTMENT OF HIGHWAYS
STANDARD STRUCTURE
SB-AS-65**

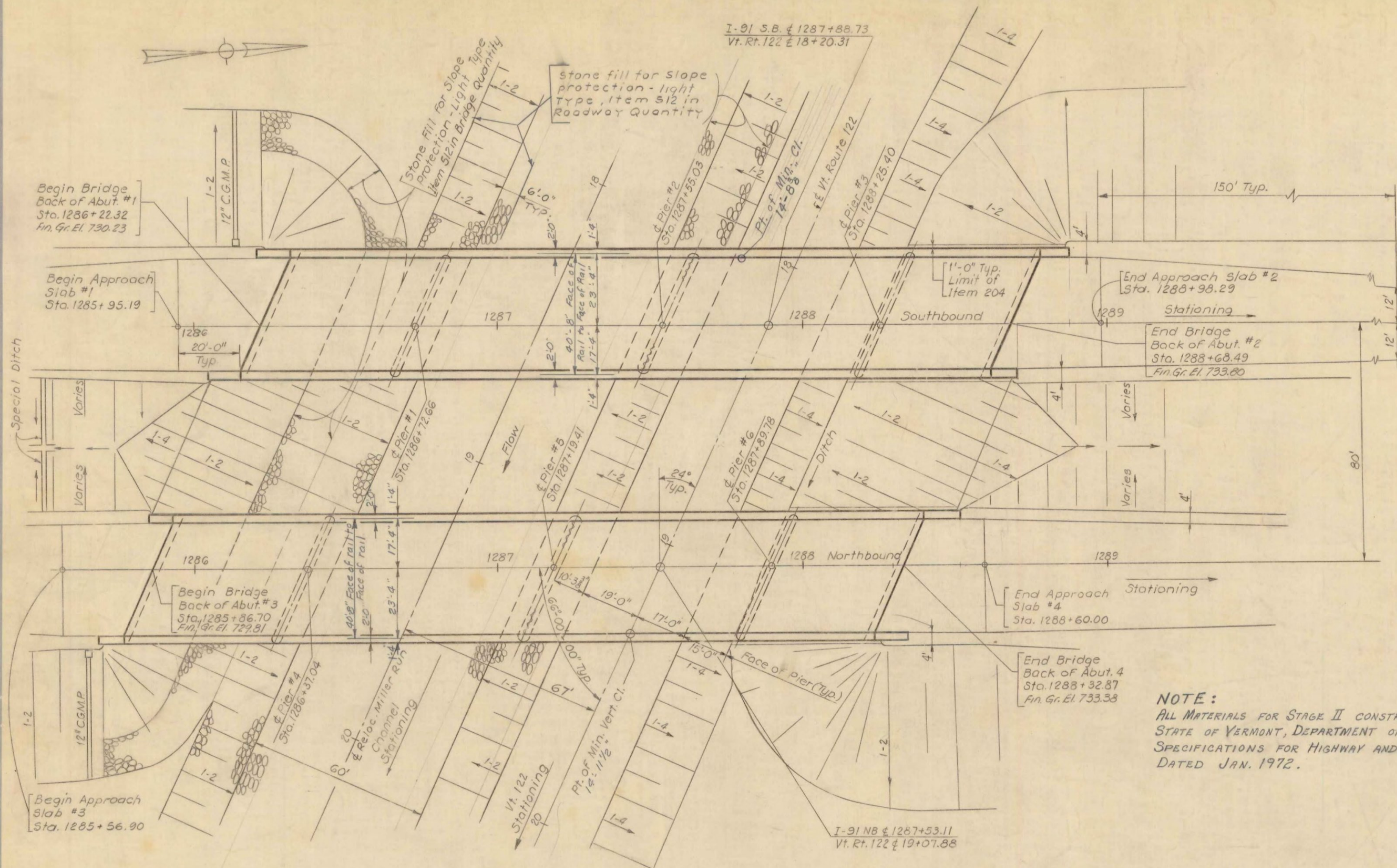
Stage 2 Construction

**CONTRACT 1
STAGE 1 CONSTRUCTION**

PROJECT LYNDON - BARTON
TOWN OF LYNDON
ROUTE NO. 1-91 STA. 1227
1-91 OVER TOWN ROAD No. 34
APPROACH SLAB NO. 2

NOT TO SCALE

IN CHARGE OF H.C. MARGOLIS
DESIGNED BY LBR CHECKED BY CFP
PROJECT NO. 1-91-3 (18)
SHEET 163 OF 365
365



LIST OF BRIDGE SHEETS

**BR 200	GENERAL PLAN
**BR 201	BRIDGE QUANTITY SHEET
**BR 202	PRELIMINARY INFORMATION SHEET
BR 203	BORING LAYOUT SHEET & BORING LOGS
BR 204	BORING LOGS
BR 205	BORING LOGS
BR 206	BORING LOGS
**BR 207	FRAMING PLAN
**BR 208	STRUCTURAL STEEL DETAILS
BR 209	EXPANSION DAM DETAILS
BR 210	EXPANSION DAM DETAILS
BR 211	ROCKER BEARINGS
BR 212	ABUTMENT #1
BR 213	ABUTMENT #2
BR 214	ABUTMENT #3
BR 215	ABUTMENT #4
BR 216	PIERS #1 & #4
BR 217	PIERS #2 & #5
BR 218	PIERS #3 & #6
BR 219	PIER DETAILS
**BR 220	APPROACH SLABS #1 & #4
**BR 221	APPROACH SLABS #2 & #3
BR 222	REINFORCING STEEL DETAILS
BR 223	REINFORCING STEEL DETAILS
BR 224	REINFORCING STEEL DETAILS
BR 225	REINFORCING STEEL DETAILS

STANDARD SHEETS REQUIRED

SCB-D1-67	4-28-70 R.	SCB-D8-67	1-24-68
SCB-D2-67	1-24-68	SCB-D9-67	4-28-70 R.
SCB-D4-67	12-17-68 R.	SB-R1-69	SHEET #1 4-28-70 R.
SCB-D6-67	4-28-70 R.		SHEET #2 4-28-70 R.
SCB-D7-67	1-24-68	SB-P1-66	11-8-66
**SCB-D9-71	12-14-71 A	G-9	9-27-67

REFERENCE SHEETS

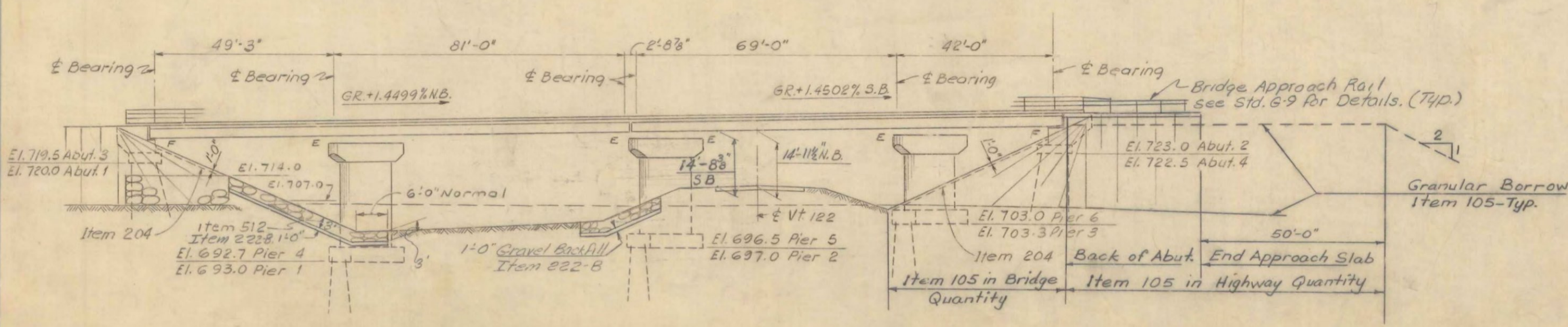
PLAN	SB & NB STA. 1285+00 TO STA. 1293+00
PROFILE	SB & NB STA. 1285+00 TO STA. 1293+00
	VT.122 STA. 9+00 TO STA. 25+00
CROSS SECTIONS	SB & NB STA. 1284+50 TO STA. 1292+00
	VT.122 STA. 15+50 TO STA. 22+50

NOTE:
ALL MATERIALS FOR STAGE II CONSTRUCTION SHALL CONFORM TO STATE OF VERMONT, DEPARTMENT OF HIGHWAYS, STANDARD SPECIFICATIONS FOR HIGHWAY AND BRIDGE CONSTRUCTION DATED JAN. 1972.

** Sheets for Stage II Construction.

NOTES

- For General Notes see Std. SCB-D1-67.
- Item 440, Water Repellent, shall consist of furnishing and applying water repellent on exterior concrete surfaces including top of safety walks, fascia and back to the fascia beam under the slab and exposed areas of abutments and piers not otherwise treated.



ELEVATION
EAST FASCIA OF NORTHBOUND ROADWAY SHOWN

LYNDON-IRASBURG
IM MEMB(29)
SHEET 20 OF 55
BRIDGE NO. 965
FOR REFERENCE ONLY

Stage 2 Construction

Revised Stage II Plans, R. Gendron 8-30-72

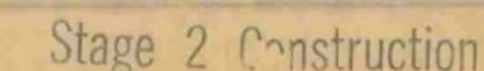
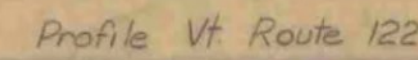
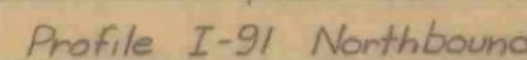
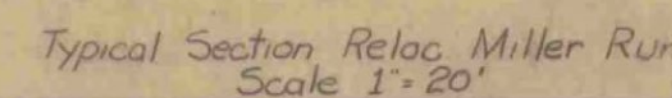
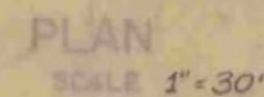
REVISED CURBS TO 24"
HELD FASCIA, 8-70
CRO. F. A.G.C.

CONTRACT
STAGE I CONSTRUCTION

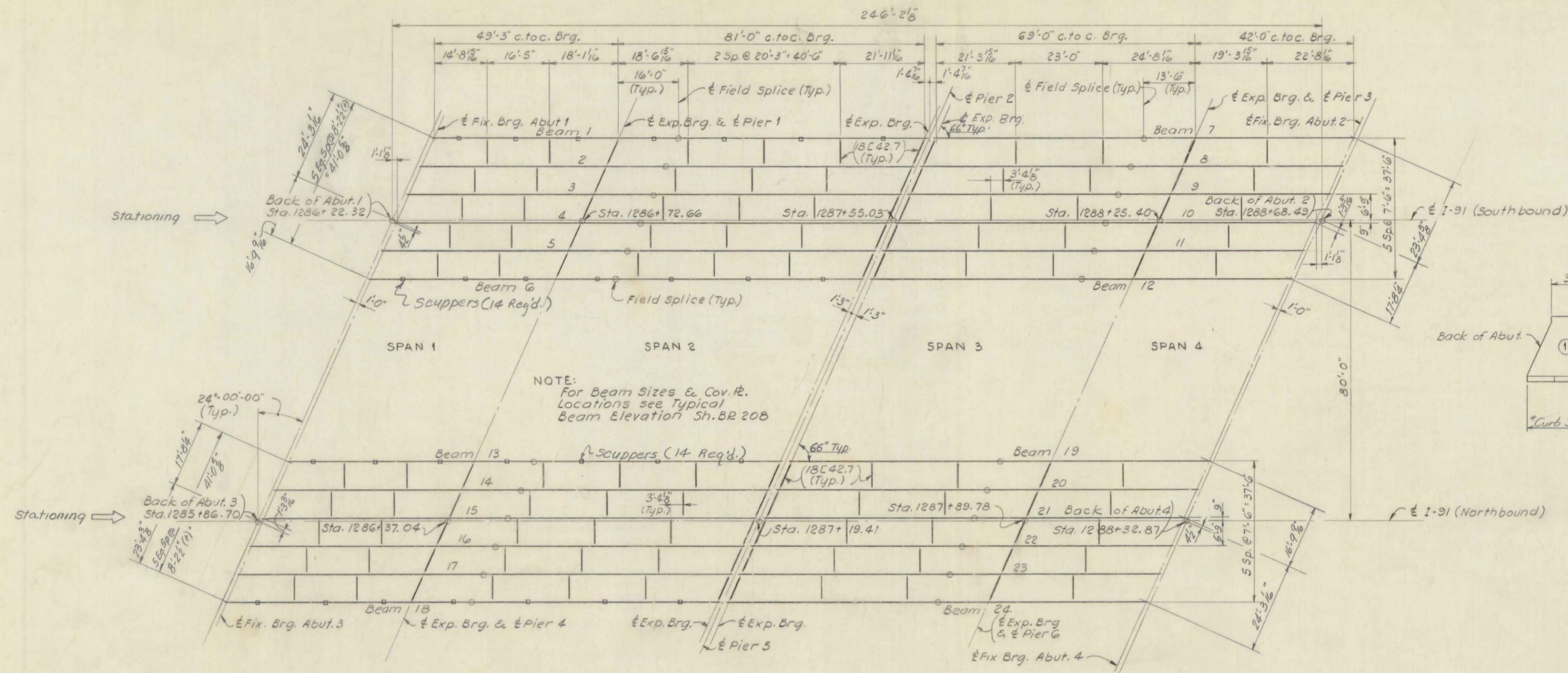
PREPARED BY
BLAUVELT ENGINEERING CO.
CONSULTING ENGINEERS
WILKES, VERMONT

STATE OF VERMONT DEPARTMENT OF HIGHWAYS

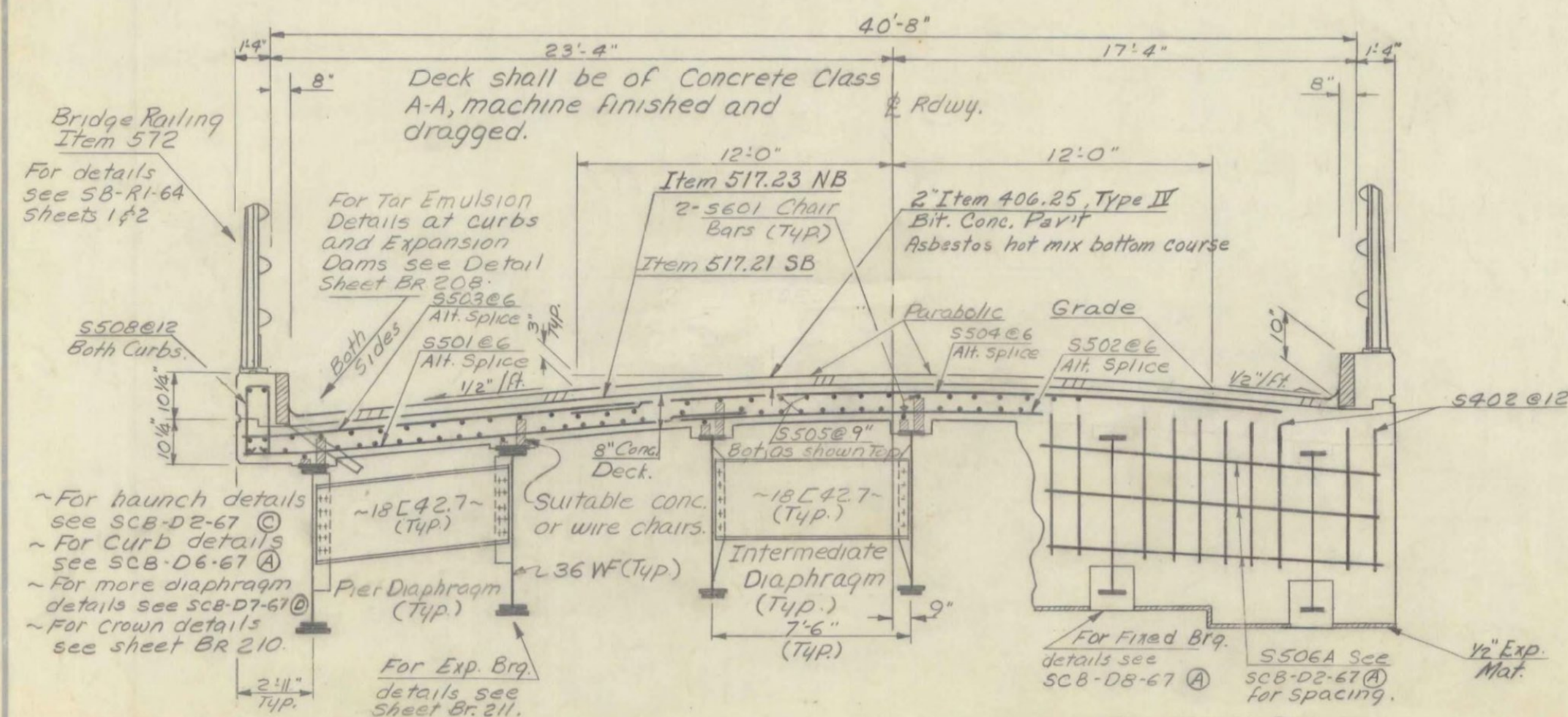
PROJECT LYNDON - BARTON
TOWN OF LYNDON **BR 96**
ROUTE No. 1-91 LOG STA. 1287
I-91 OVER VT 122 & RELOC MILLER RUN
GENERAL PLAN
SCALE 1" = 20'
IN CHARGE H.C. MARGOLIS
DRAWN BY V. VERLATA CHECKED BY F. McELROY
PROJECT No. 1-91-3 (18)
SHEET 20 OF 55
BR 200



Stage 2 Construction

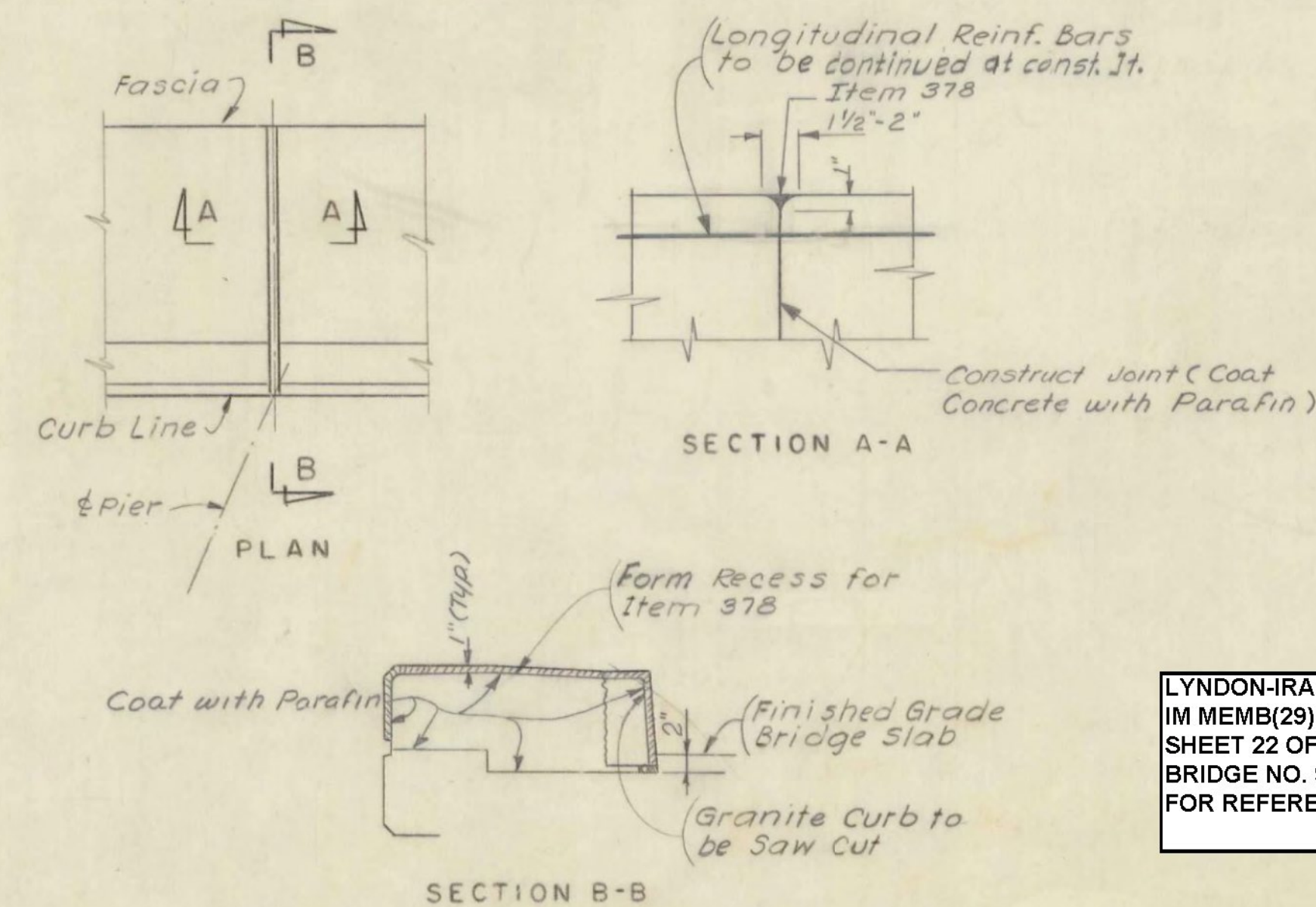


FRAMING PLAN
Scale: 1/16" = 1'-0"



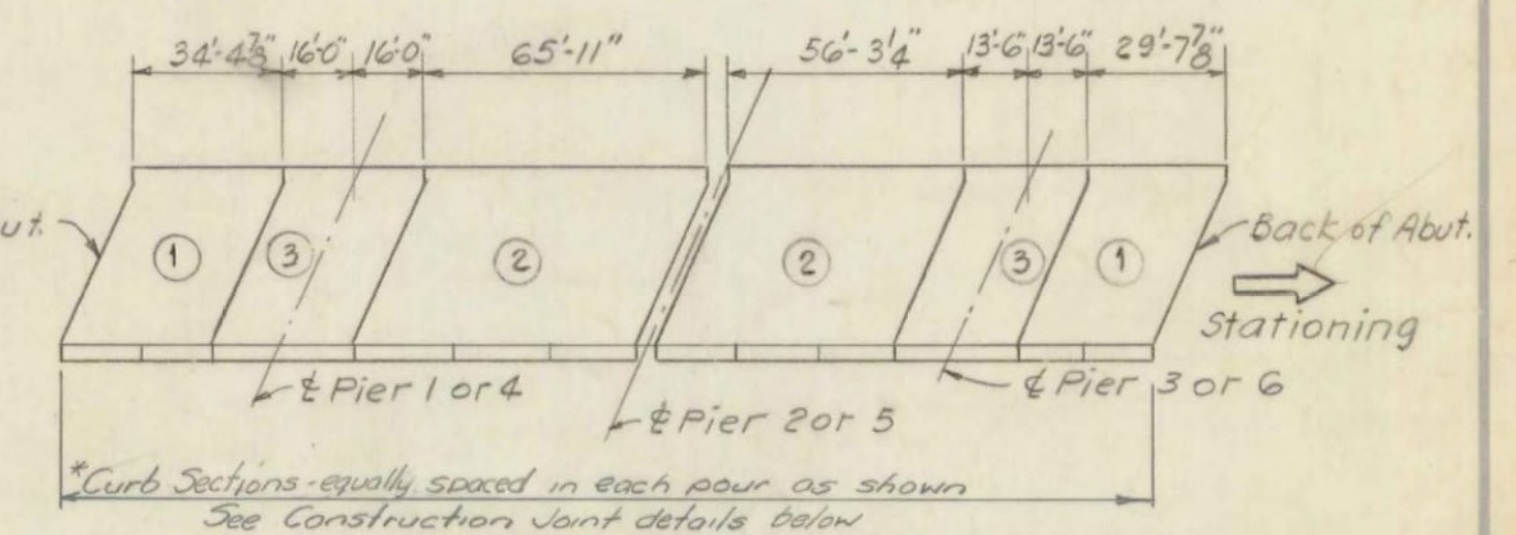
TYPICAL SECTION
Scale = Vert. 1/2" = 1'-0"
Hory. 1/4" = 1'-0"

Southbound shown - Northbound Similar



CONSTRUCTION JOINT
(In Curb and Safety Walk at E of Piers 1, 3, 4 & 6
and as shown in Pouring Schedule above)

REVISION-TYPICAL SECT ADDED
CONST. JT. CHANGED 8-70
CRA & AGC



POURING SCHEDULE
For Southbound & Northbound
Not To Scale

If approved by the Engineer all sections may be placed in the same day providing that the indicated placing sequence is followed and retarder is used in all sections.

* Concrete Safety Walks shall be placed in alternate sections, allowing a minimum of 48 hours between placing adjacent sections.

- NOTES:
1. For General Notes see Std. SCB-D1-67.
 2. For Curtain Wall Details see Std. SCB-D2-67A.
 3. All Diaphragms to be 18" x 27", see Std. SCB-D7-67 and BR 209 for Details.
 4. For End of Beam Details see Std. SCB-D8-67 & SCB-D9-67.
 5. For Fixed Bearing Detail see Std. SCB-D8-67 and Note Sheet BR 215.
 6. For Expansion Bearing see Sh. BR 211.
 7. All straight sections of Granite Curb shall be furnished in random lengths, from 4 to 10 feet.
 8. Detailed drawings for the layout of the Granite Bridge Curb, Item 556-C, shall be submitted in triplicate to the State for approval prior to fabrication or shipment.
 9. For Stud Shear Connector Details, see Sheet BR 208.
 10. For Railing Plan see BR 208.
 11. For scupper details see SCB-D6-67.

LYNDON-IRASBURG
IM MEMB(29)
SHEET 22 OF 55
BRIDGE NO. 965
FOR REFERENCE ONLY

Stage 2 Construction

CONTRACT 1
STAGE 1 CONSTRUCTION

PREPARED BY
BLAUVELT ENGINEERING CO.
CONSULTING ENGINEERS
ORLEANS, VERMONT

STATE OF VERMONT
DEPARTMENT OF HIGHWAYS

PROJECT LYNDON - BARTON
TOWN OF LYNDON
ROUTE NO. 1-91 LOG STA. 1297
1-91 OVER VT. 122 & RELOC. MILLER RUN

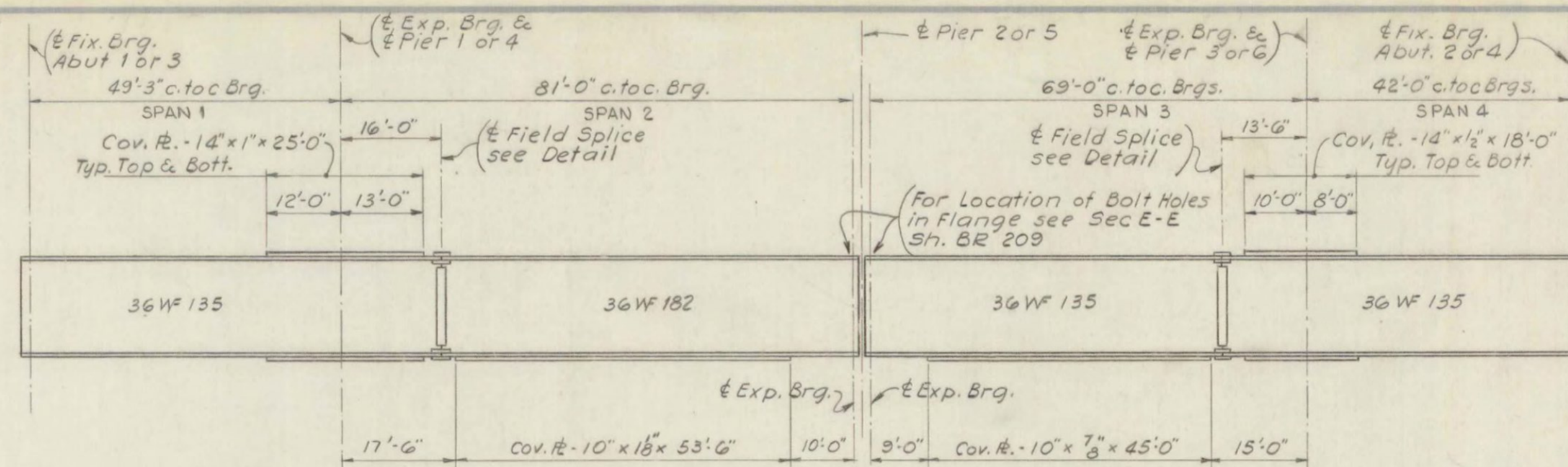
FRAMING PLAN

SCALE AS SHOWN
IN CHARGE H.C. MARGOLIS

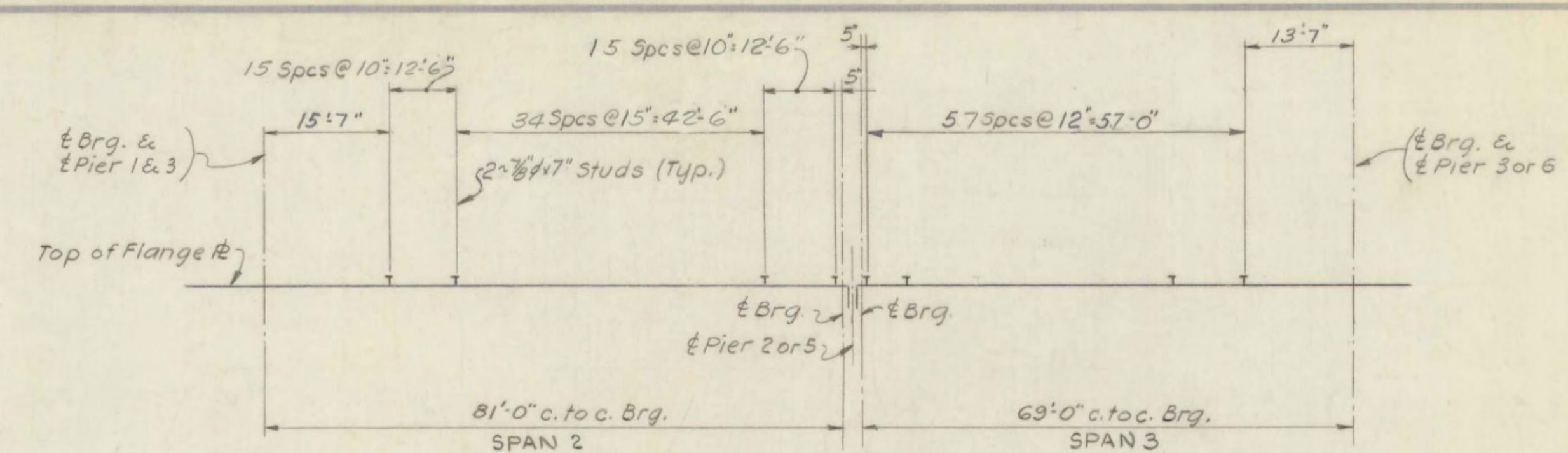
DRAWN BY F.M. CLEGG CHECKED BY J. MATZERATH

PROJECT NO. 1-91-310 (10)

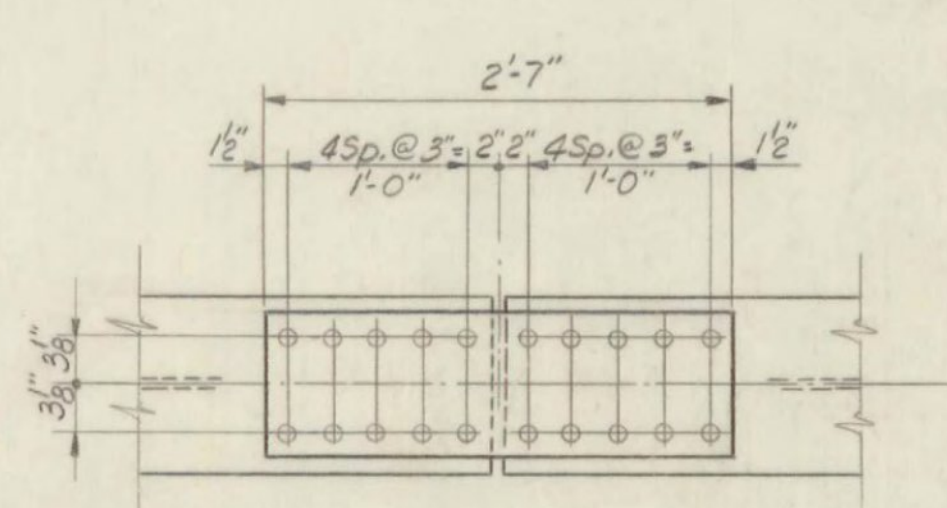
SHEET 176 OF 220 BR 207



TYPICAL BEAM ELEVATION
Not To Scale

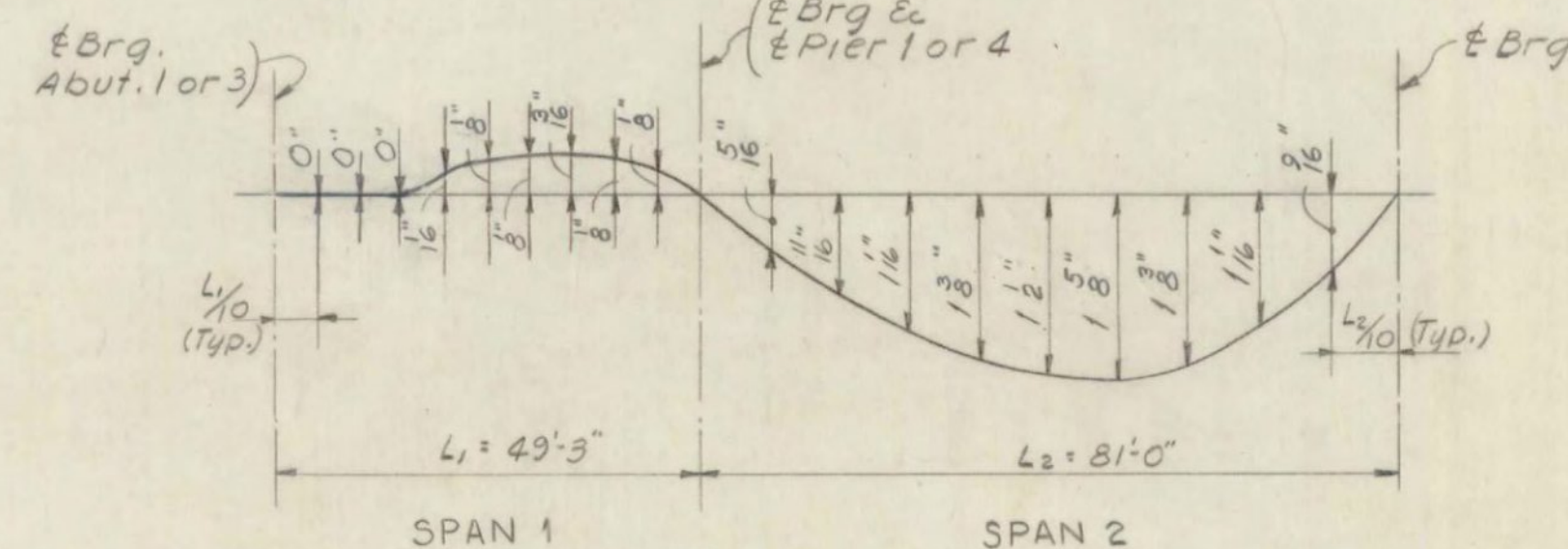


SHEAR CONNECTORS
Not Required for Spans 1 & 4
Not To Scale
Number of Studs Required = 2,856
Omit studs over splice.

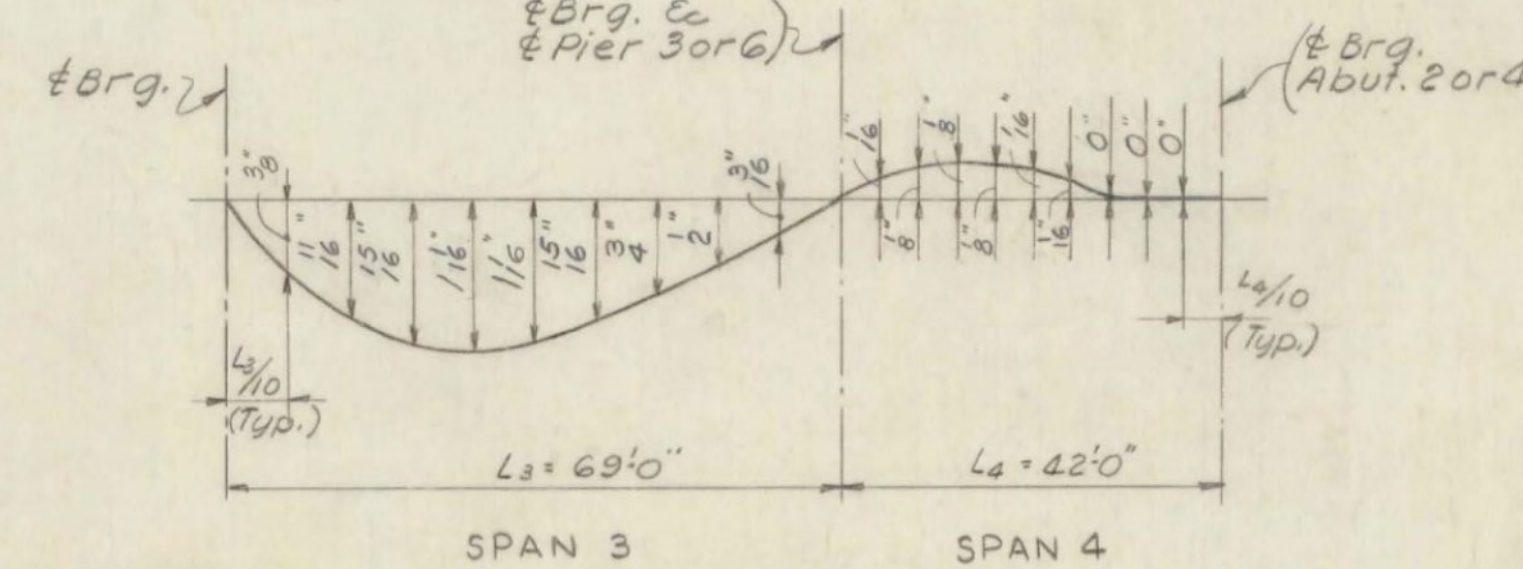


TYPICAL SPLICE DETAIL

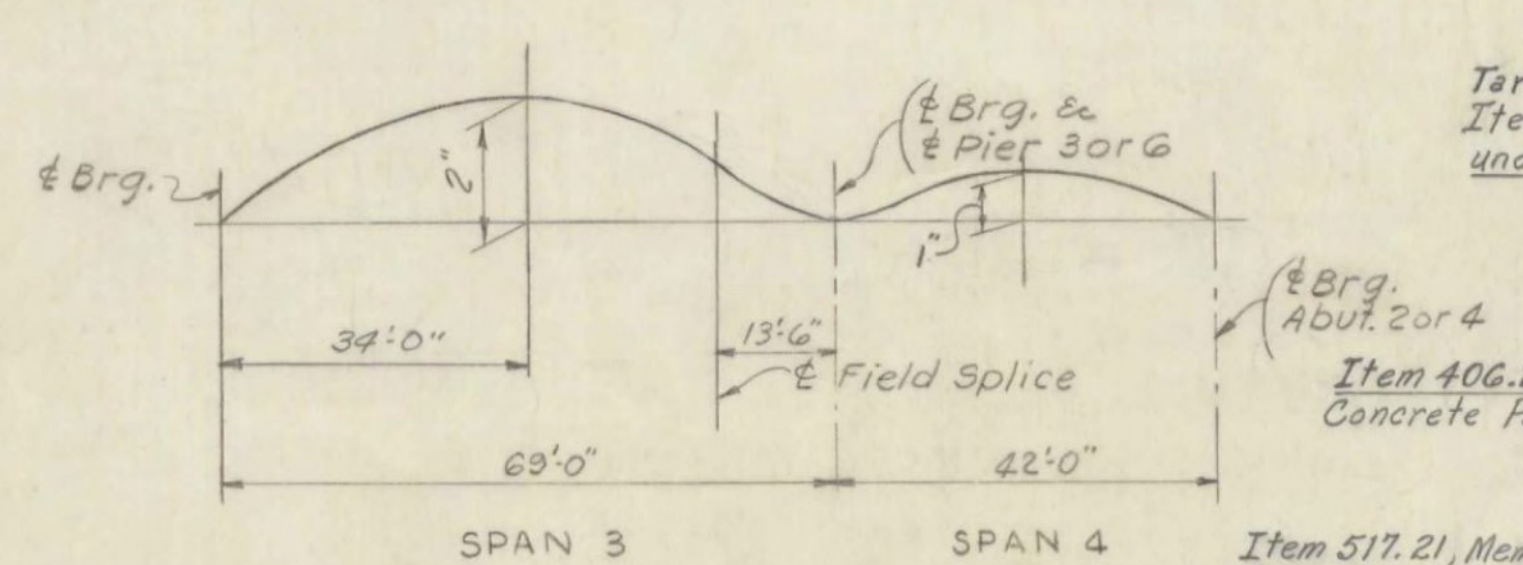
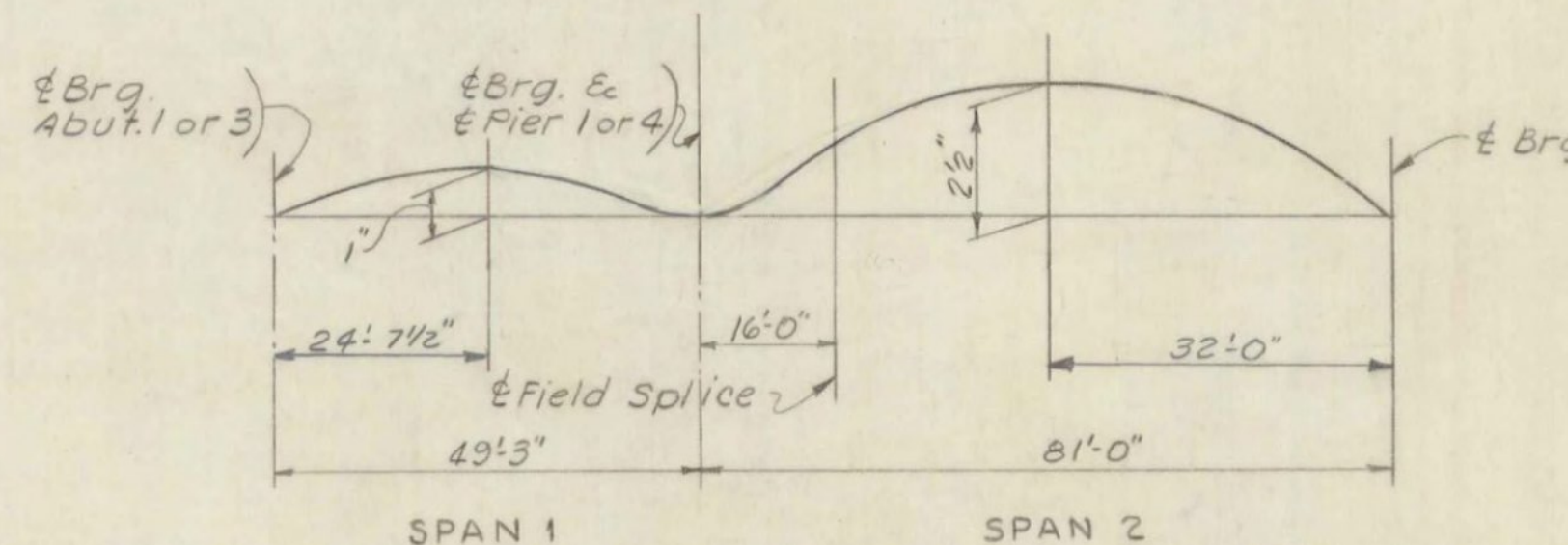
Splice Detail for Span 2 as shown
Splice Detail at Span 3 similar except that Fill R's are not required
Scale: 1" = 1'-0"



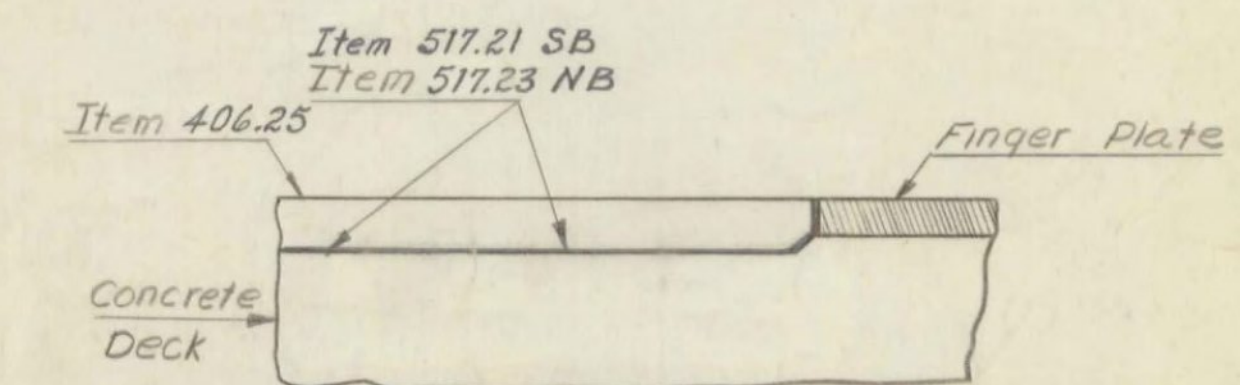
DEAD LOAD DEFLECTION
Not To Scale



CAMBER DIAGRAM
Not To Scale

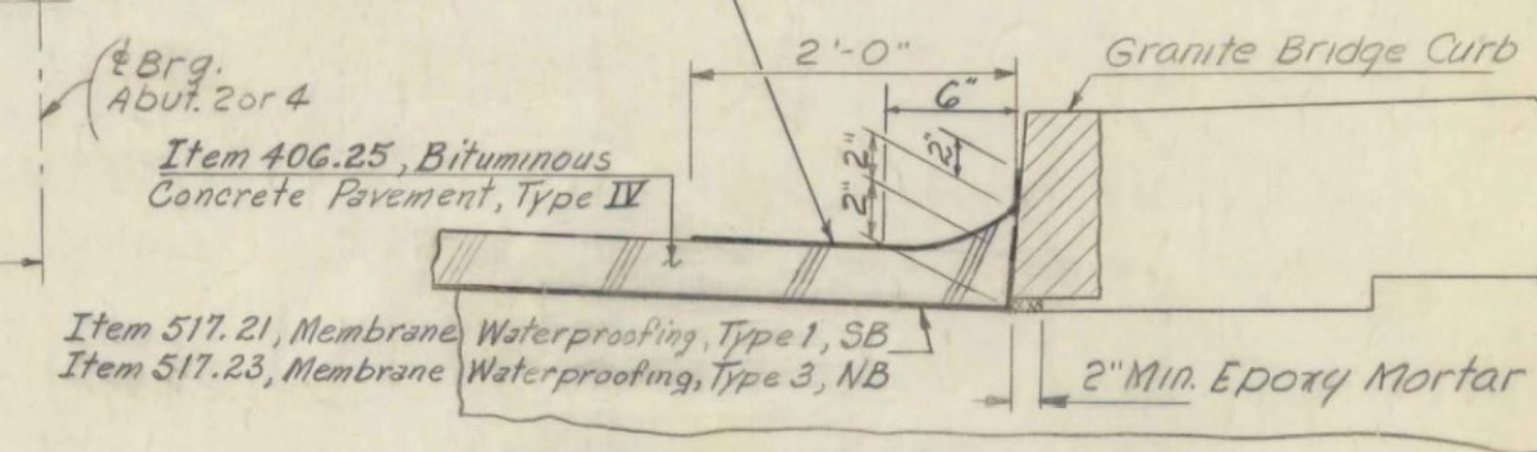


Note:
Maximum Live Load Deflection Northbound Roadway & Southbound Roadway:
Span 2 - 0.79"
Span 3 - 0.64"



SECTION NORMAL TO
EXPANSION DAM

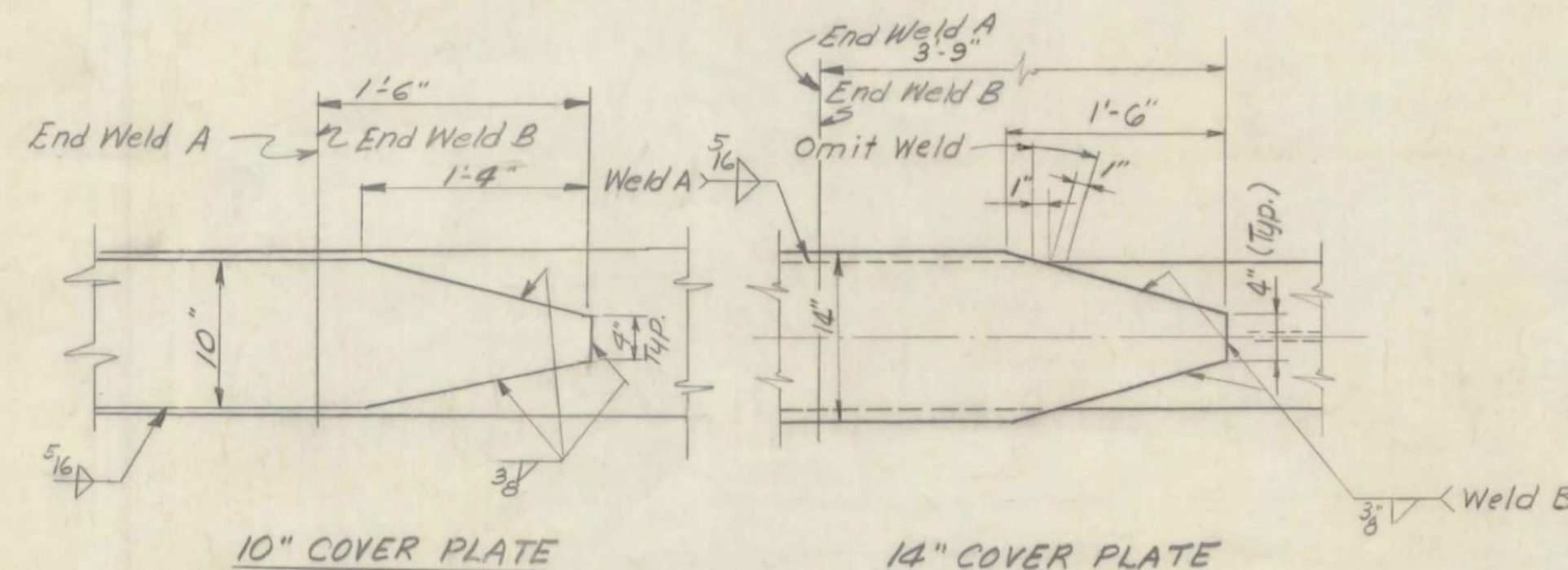
Tar Emulsion, meeting requirements of Item 702.05. Cost to be included under Item 406.25.



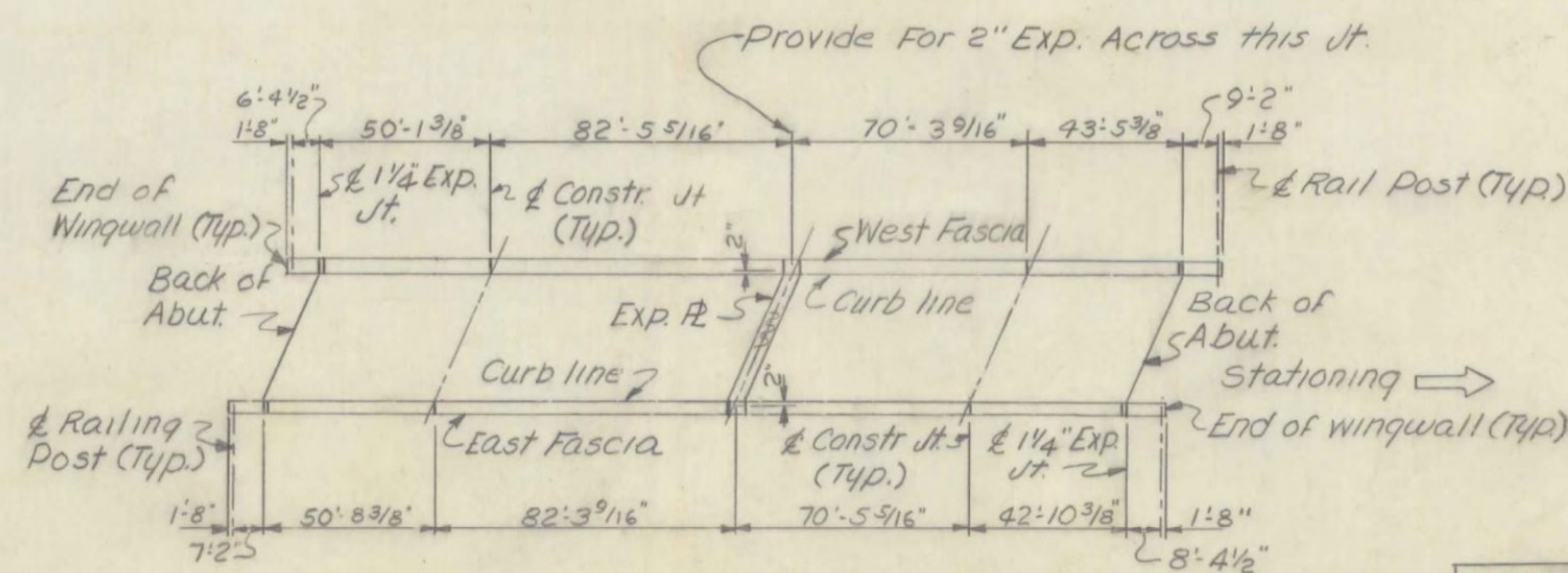
Use this treatment at both curbs and each side of the expansion dam.

SECTION AT CURB

TAR EMULSION DETAILS
N.T.S.



COVER PLATE DETAILS
N.T.S.



RAILING PLAN
For Southbound & Northbound
Not to Scale

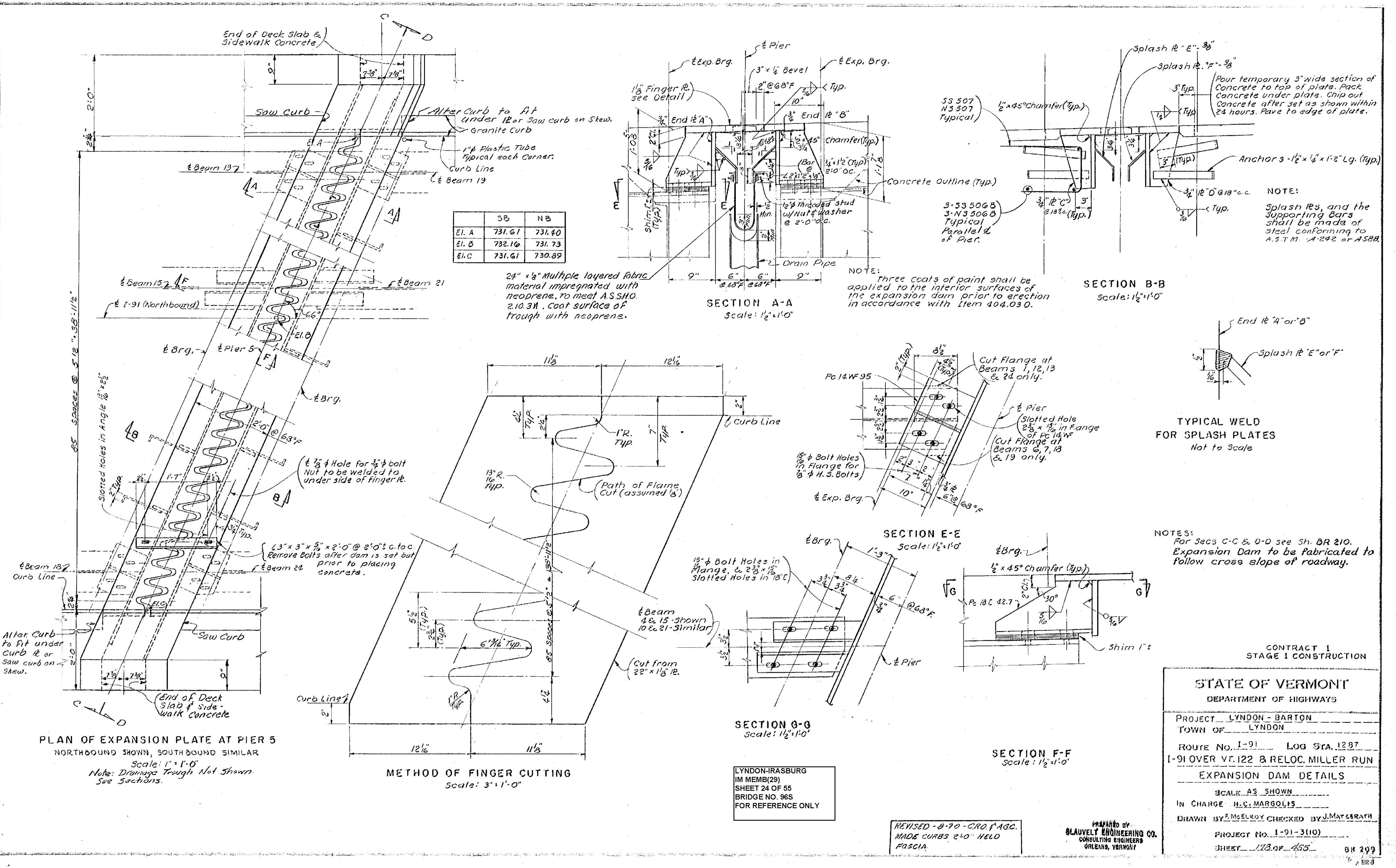
REVISED - 870 - CROF AGC.
TAR EMULSION DETAILS ADDED
CHANGED TO 2" CURB, FASCIA HELD

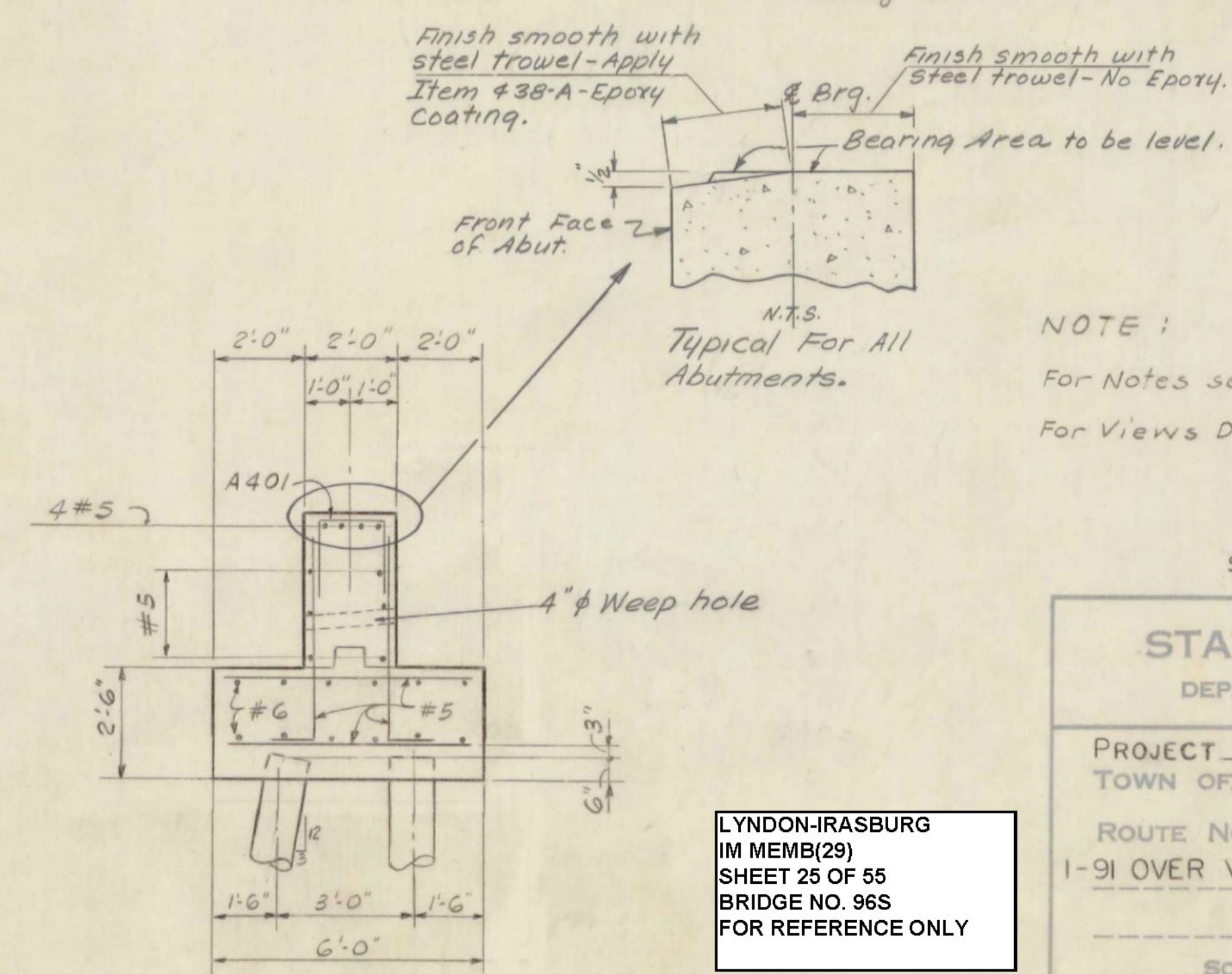
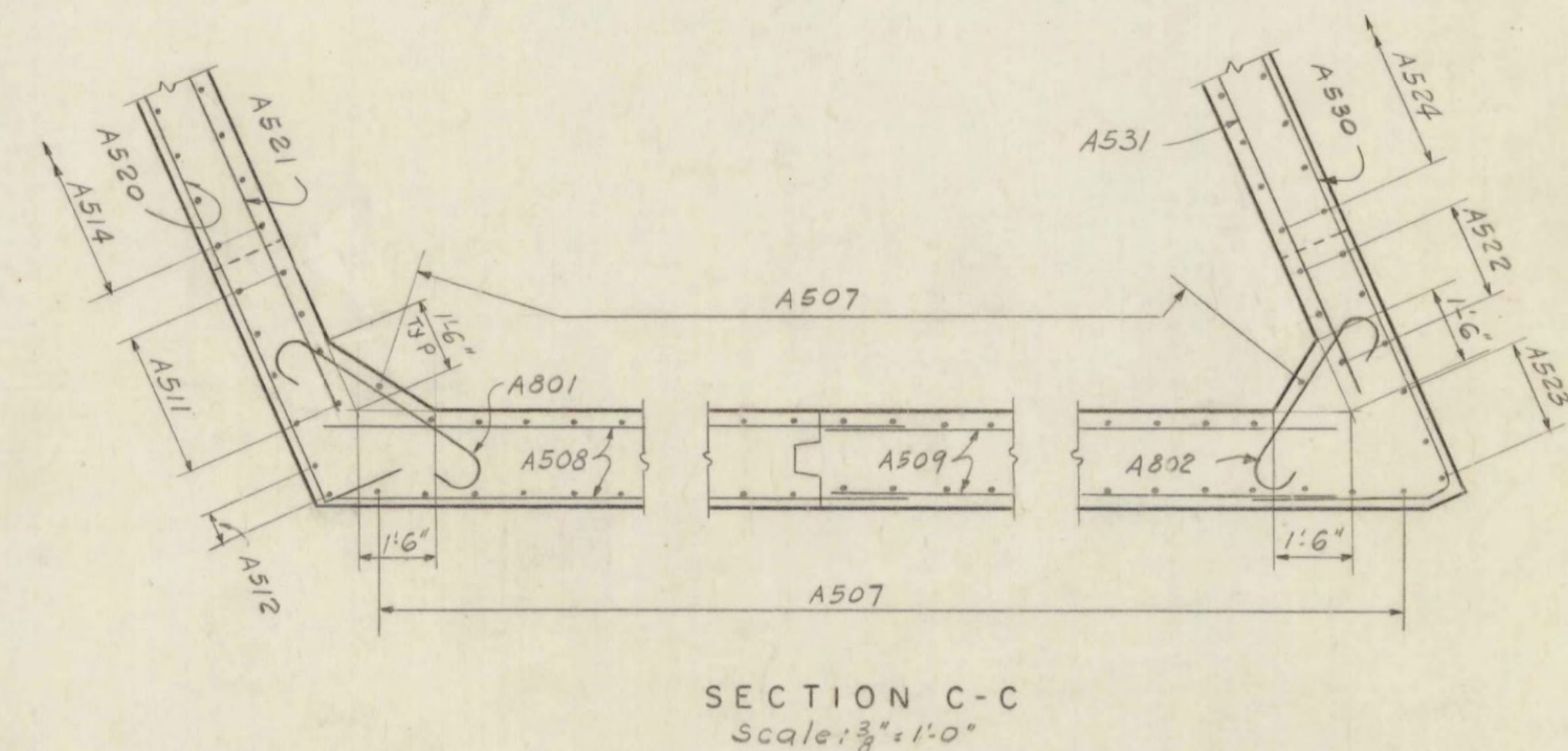
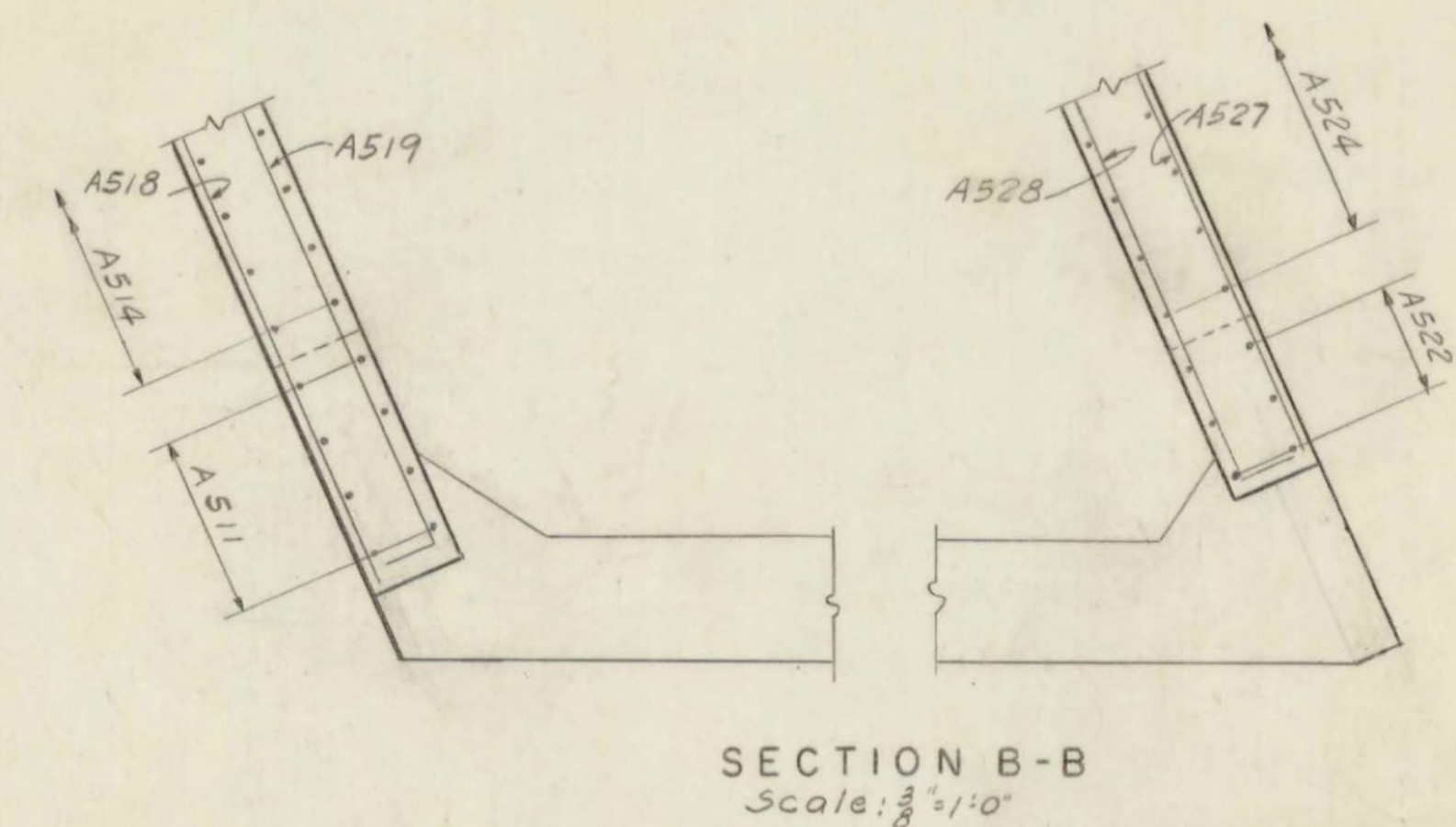
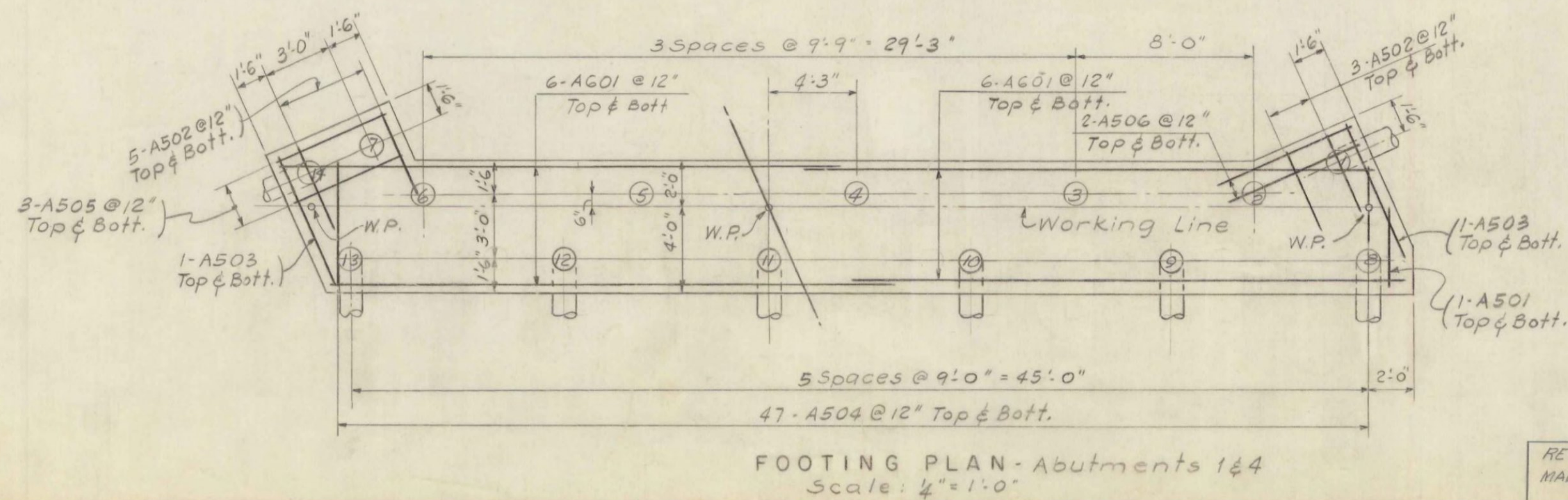
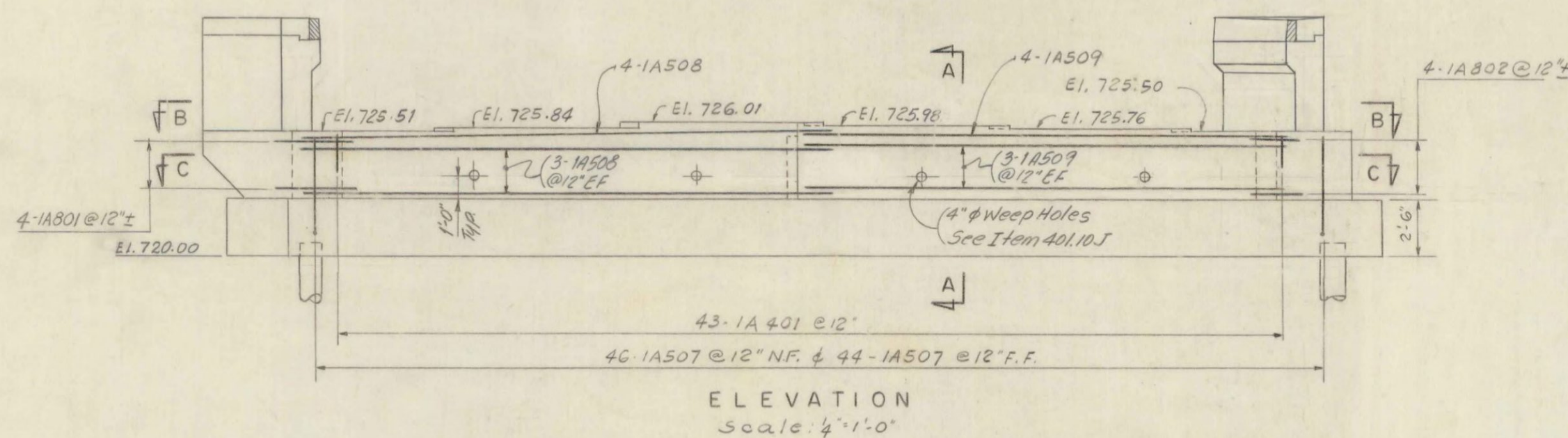
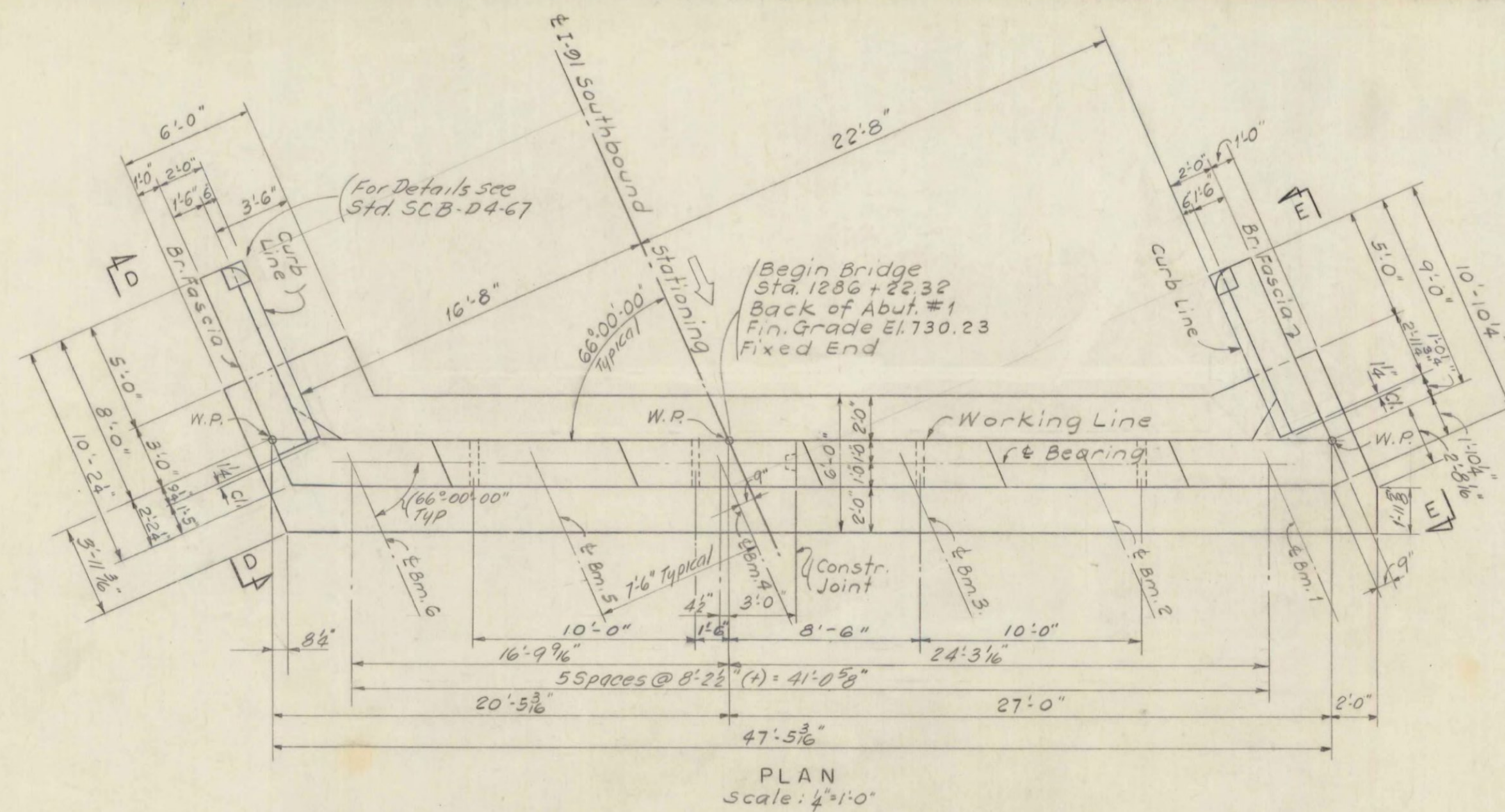
LYNDON-IRASBURG
IM MEMB(29)
SHEET 23 OF 55
BRIDGE NO. 965
FOR REFERENCE ONLY

Stage 2 Construction

PREPARED BY
BLAUVELT ENGINEERING CO.
CONSULTING ENGINEERS
ORLEANS, VERMONT

STATE OF VERMONT DEPARTMENT OF HIGHWAYS	
PROJECT - LYNDON - BARTON TOWN OF LYNDON	
ROUTE No. 1-91 LOG STA. 1287 1-91 OVER VT. 122 & RELOC. MILLER RUN	
STRUCTURAL STEEL DETAILS	
SCALE - AS SHOWN	
IN CHARGE H.C. MARGOLIS	
DRAWN BY F. McELROY CHECKED BY J. MATEGRATH	
PROJECT NO. 1-91-3 (10)	
SHEET 27 OF 55	
372	369





NOTE :
For Notes see sheet BR 215
For Views D-D & E-E see Sheet BR 214

CONTRACT 1
STAGE 1 CONSTRUCTION

STATE OF VERMONT
DEPARTMENT OF HIGHWAYS

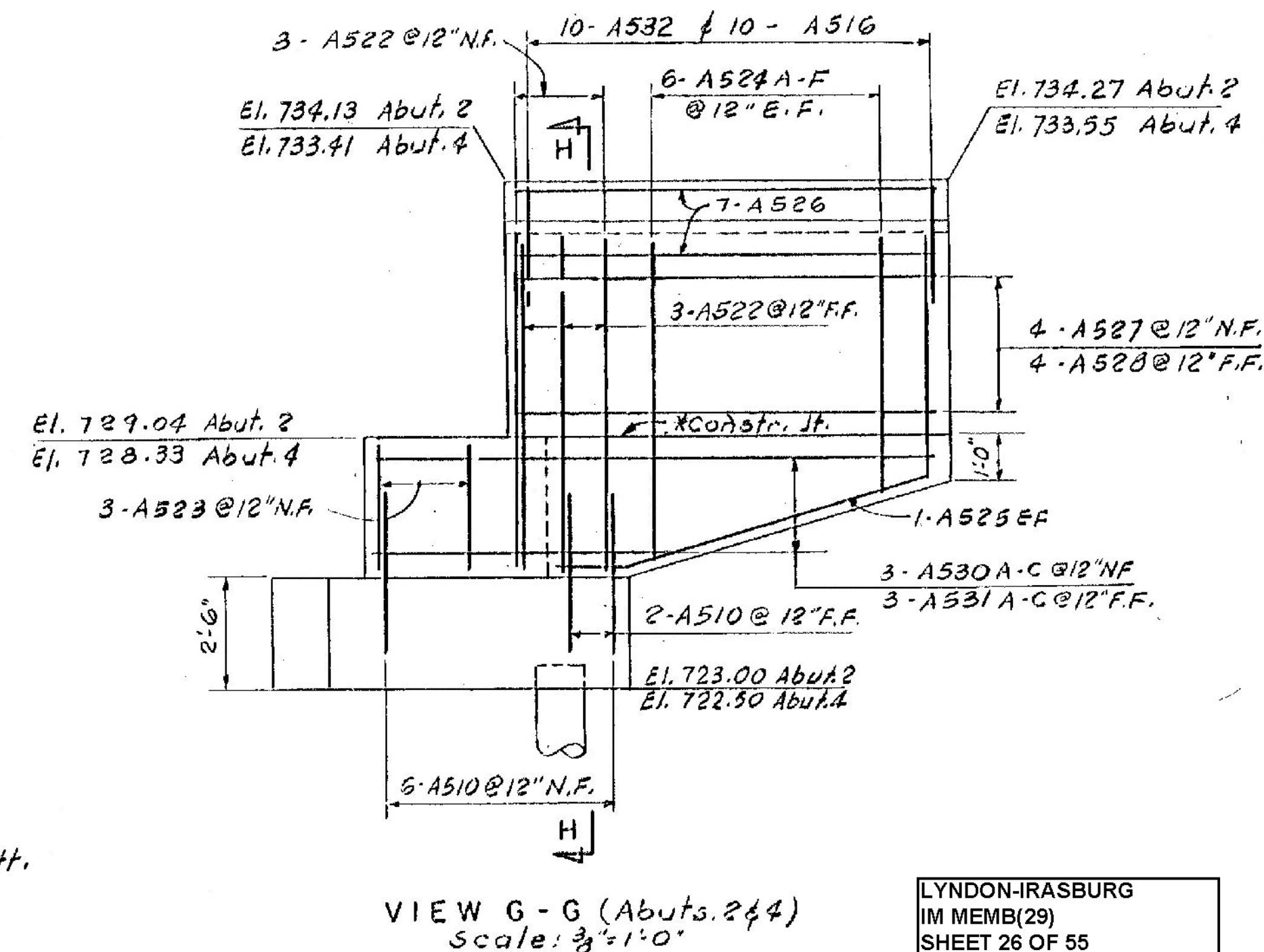
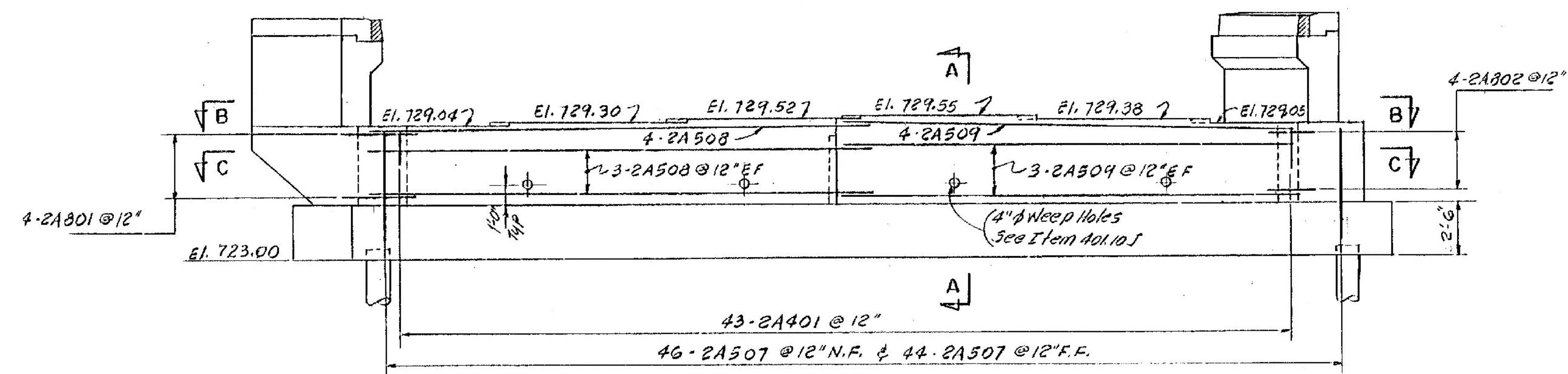
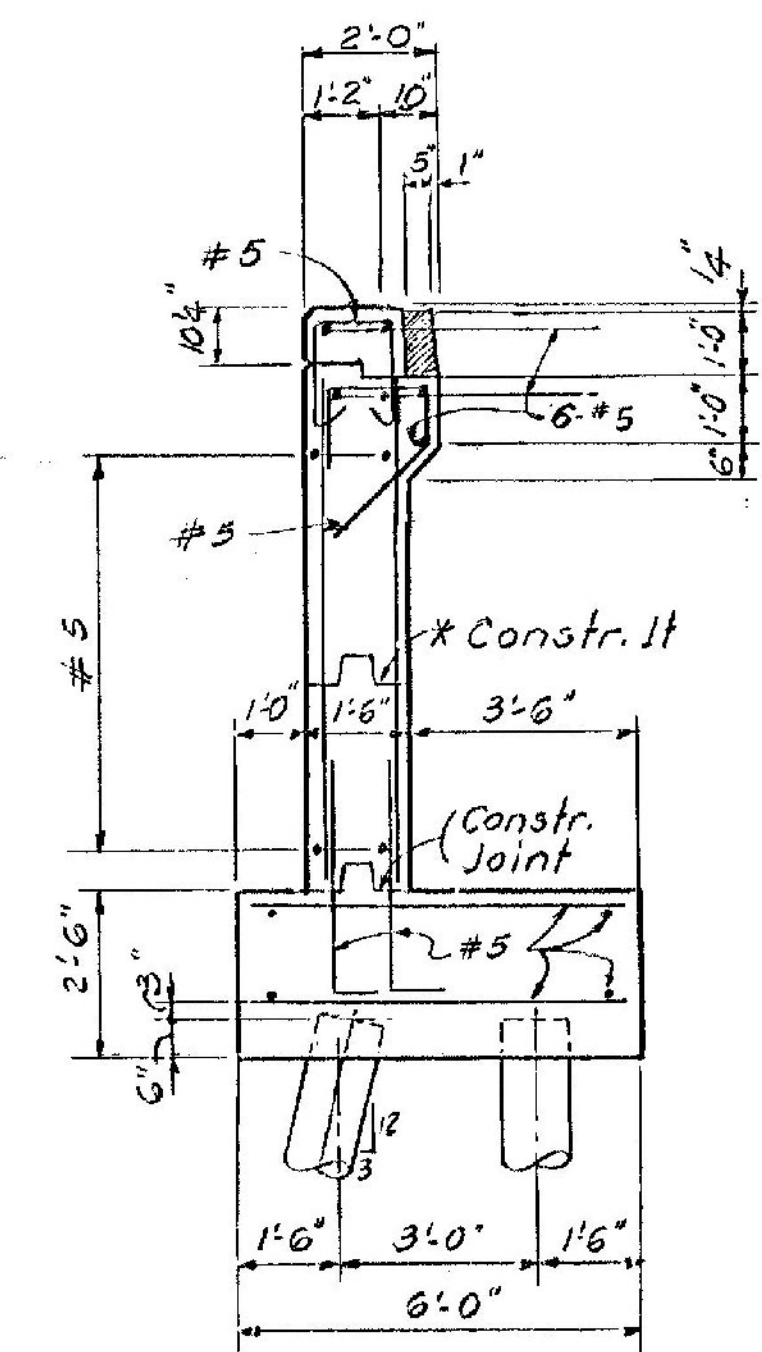
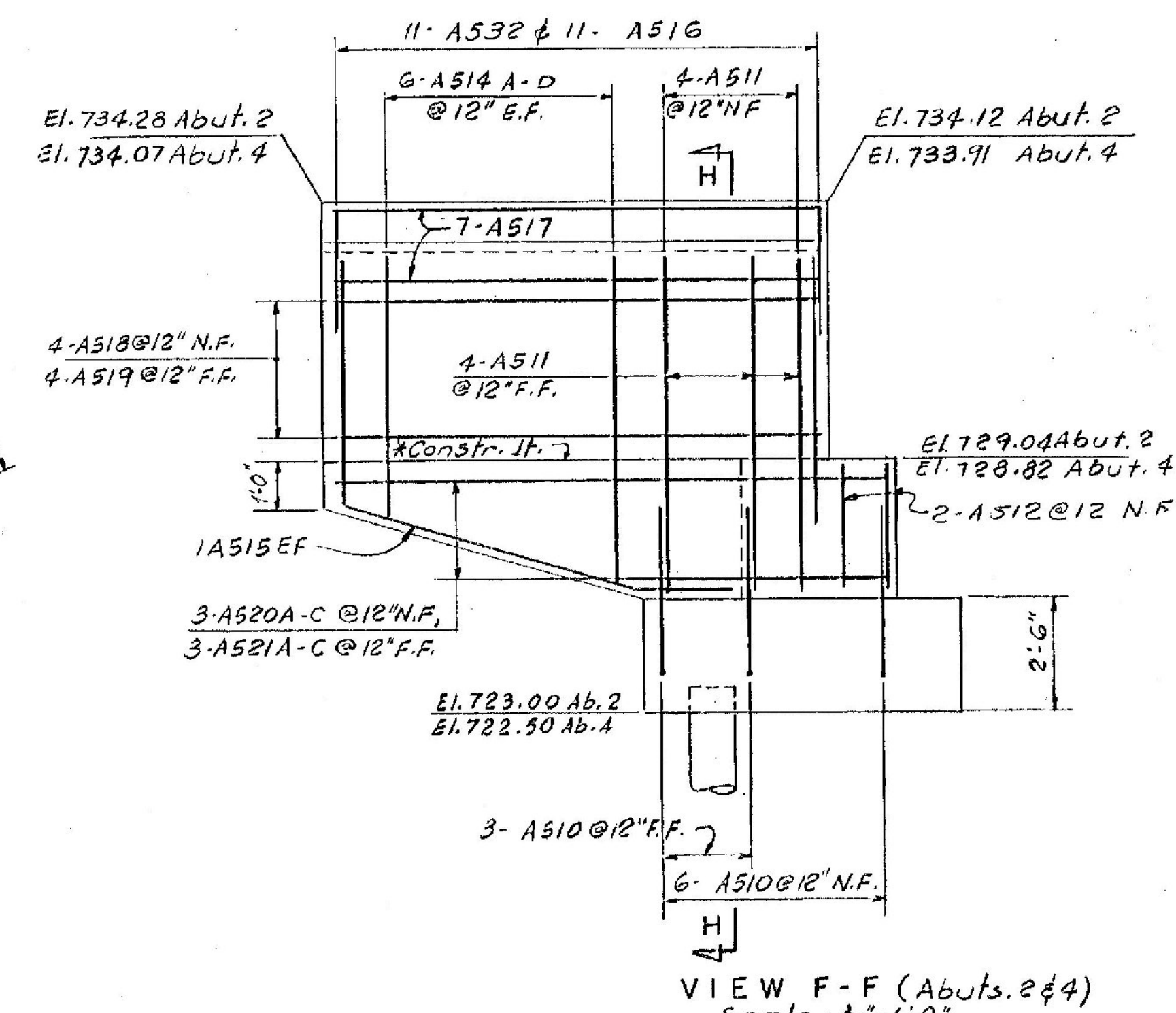
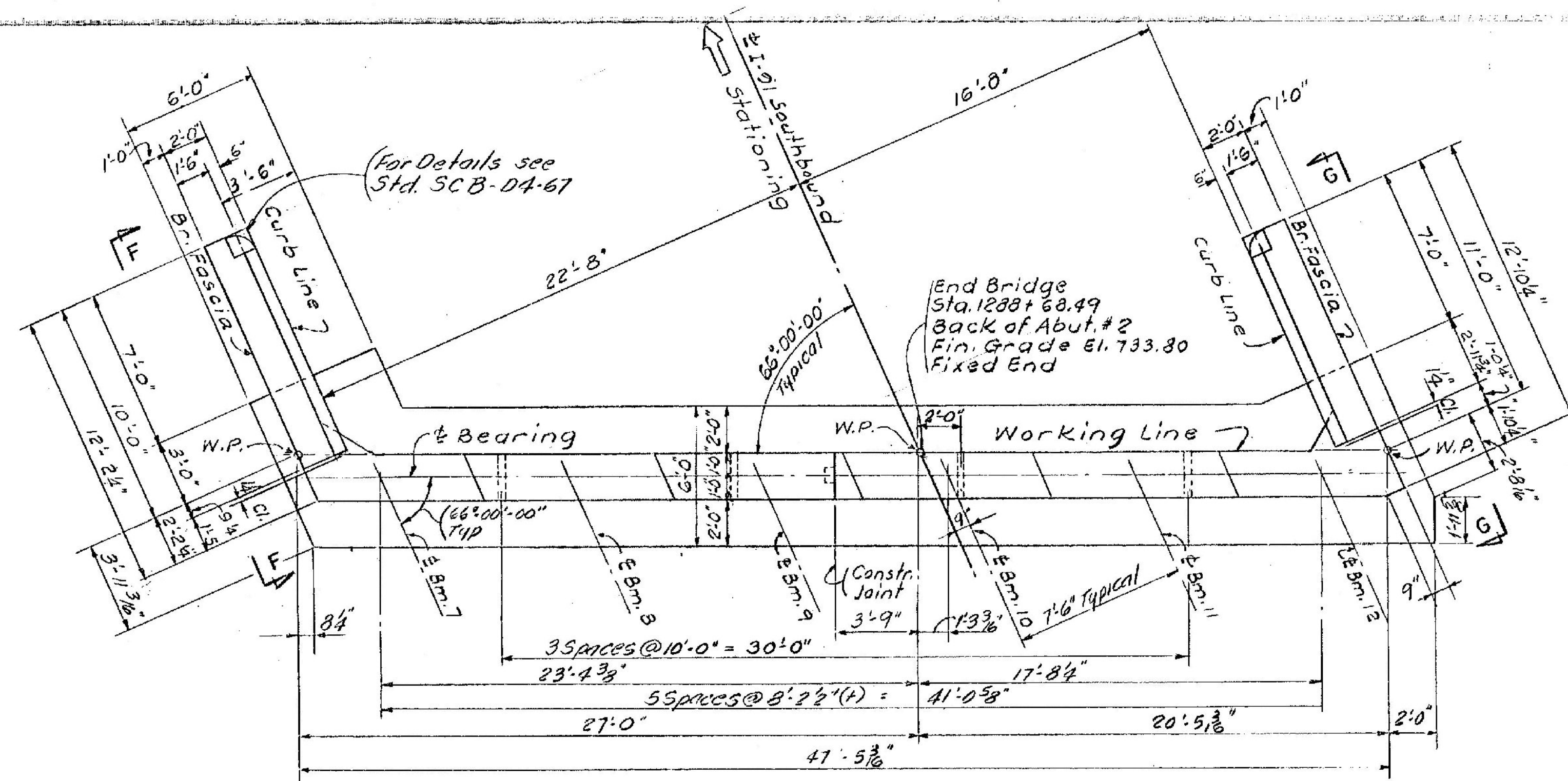
PROJECT LYNDON - BARTON
TOWN OF LYNDON BR 96
ROUTE NO. I-91 LOG STA. 1287
I-91 OVER VT.122 & RELOC MILLER RUN
ABUTMENT #1

SCALE AS SHOWN
IN CHARGE H.C. MARGOLIS
DRAWN BY A. PENIONCHIC CHECKED BY J. HENRY
PROJECT NO. 1-91-3(10)
SHEET 181 OF 455

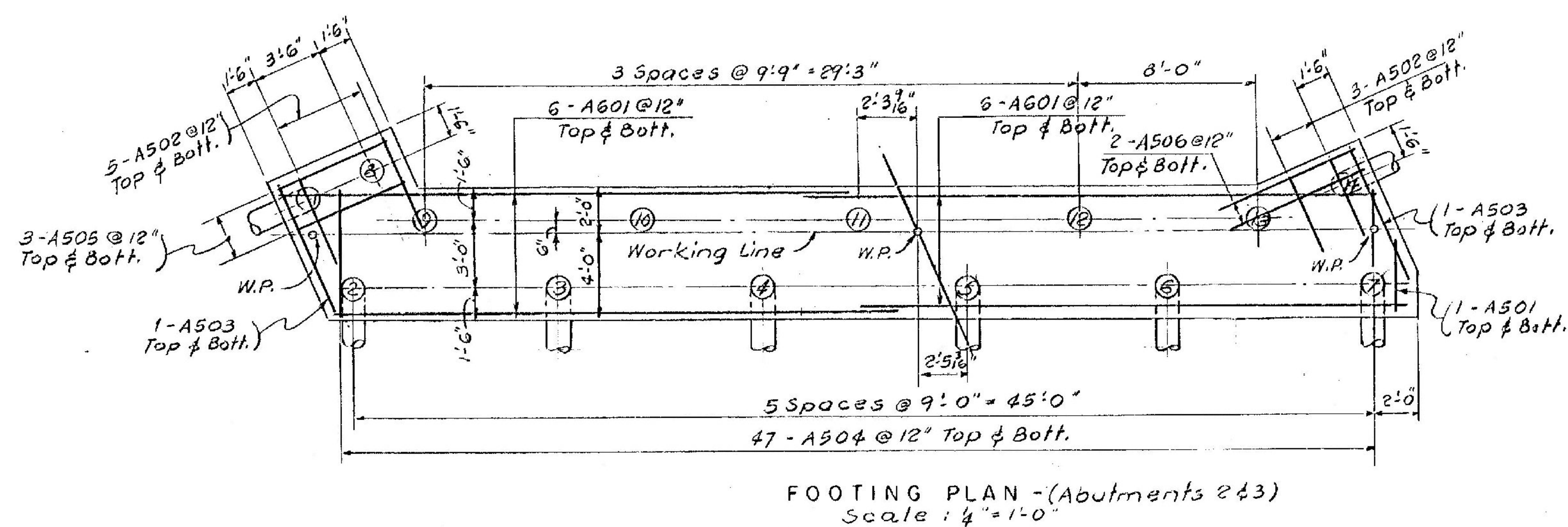
LYNDON-IRASBURG
IM MEMB(29)
SHEET 25 OF 55
BRIDGE NO. 96S
FOR REFERENCE ONLY

REVISED - 8-70 - CRO & A.G.C.
MADE CURBS 2'-0" HELD FASCIA

PREPARED BY
BLAUVELT ENGINEERING CO.
CONSULTING ENGINEERS
ORLEANS, VERMONT



Note:
* Do not construct above this joint until beams have been set and finish grade confirmed by the Engineer.
For Notes see Sheet BR 215
For Sections A-A, B-B & C-C see Sh. BR 212



REVISED - 8-70 - CRO & AGC
MADE CURBS 2'0", HELD FASCIA

PREPARED BY
BLAUVELT ENGINEERING CO.
CONSULTING ENGINEERS
ORLEANS, VERMONT

CONTRACT 1
STAGE 1 CONSTRUCTION

STATE OF VERMONT
DEPARTMENT OF HIGHWAYS

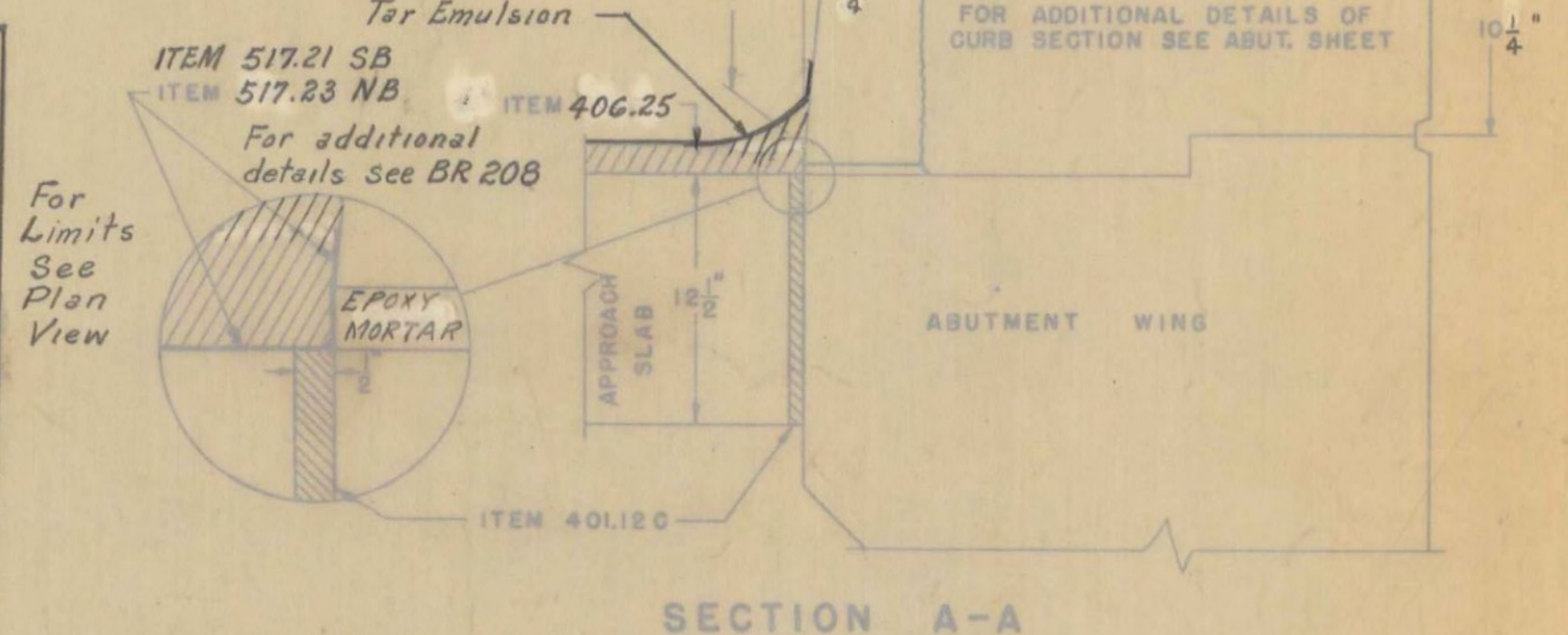
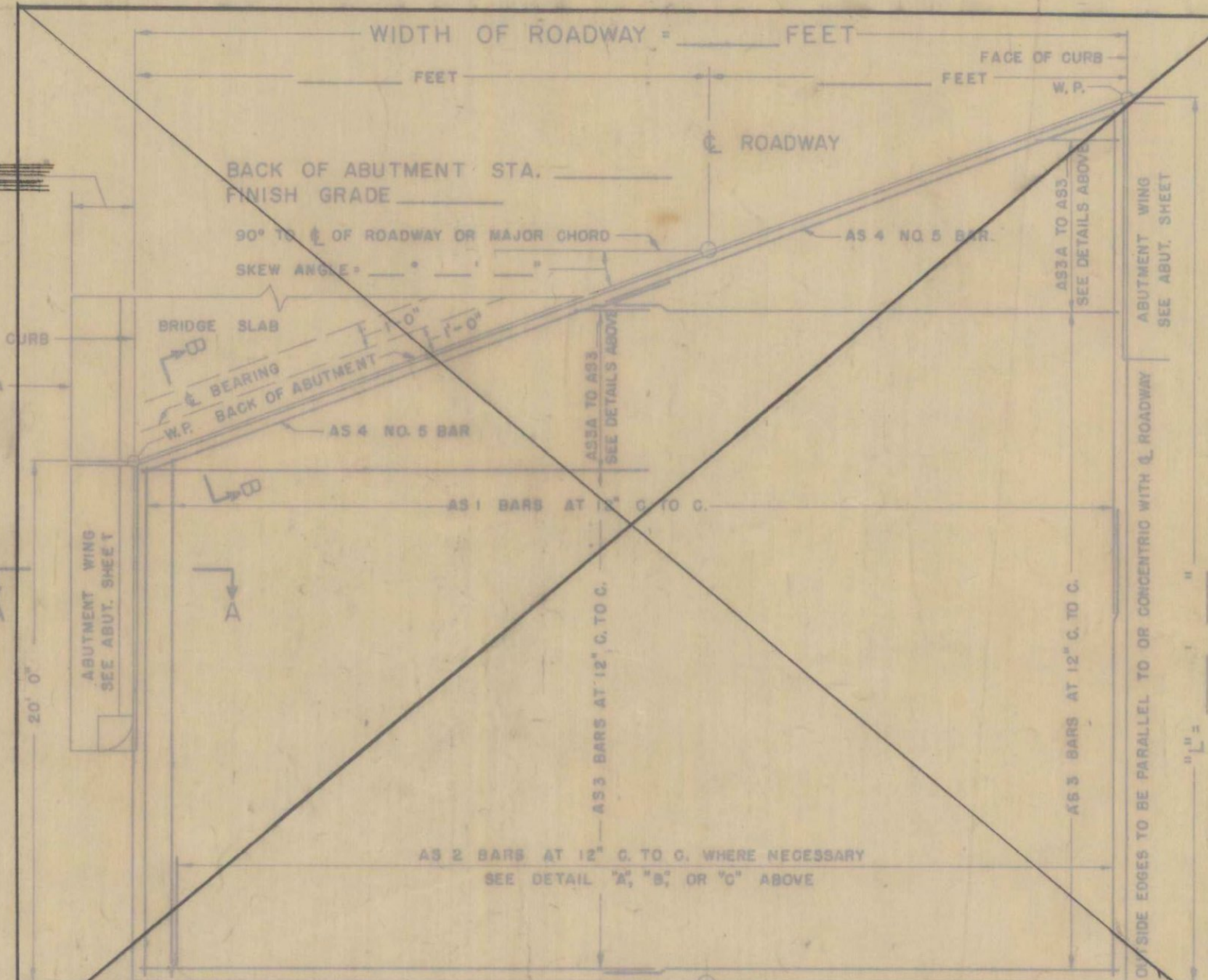
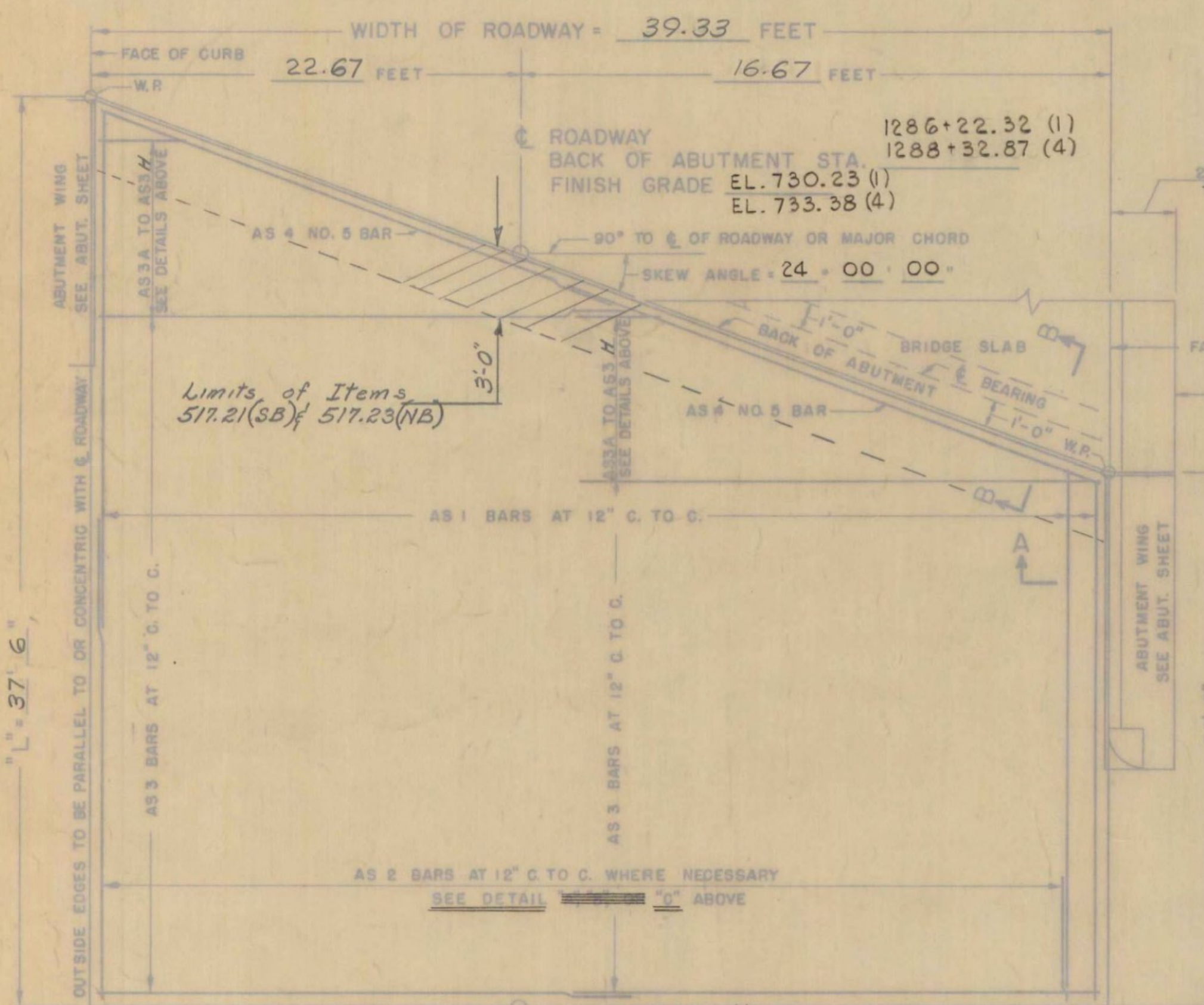
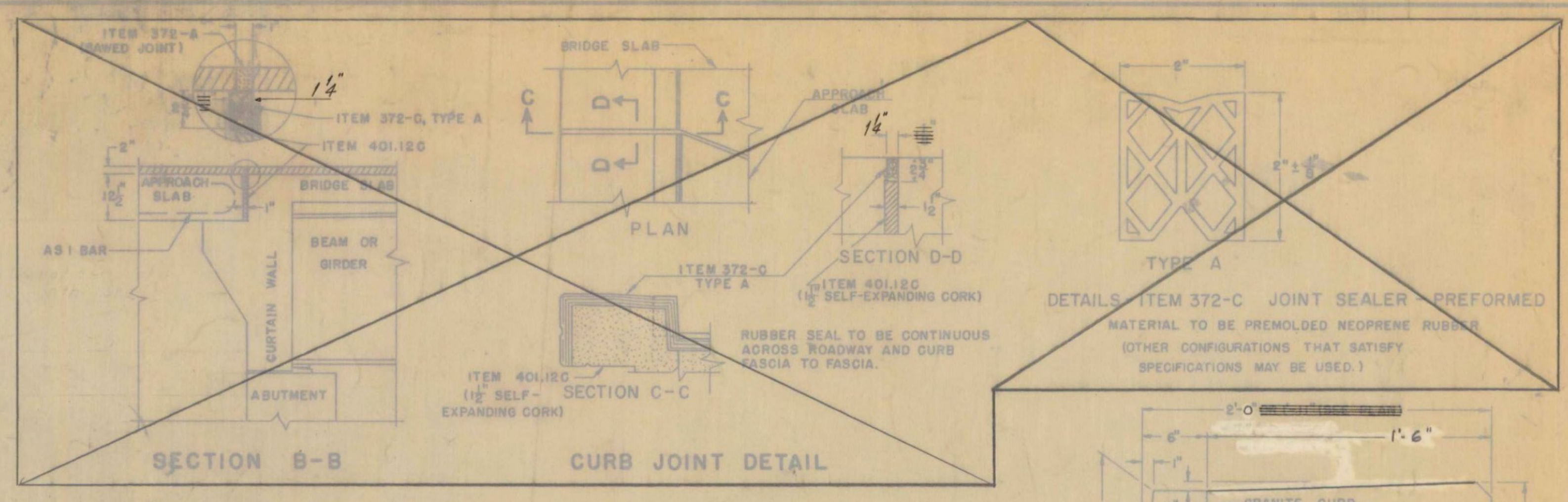
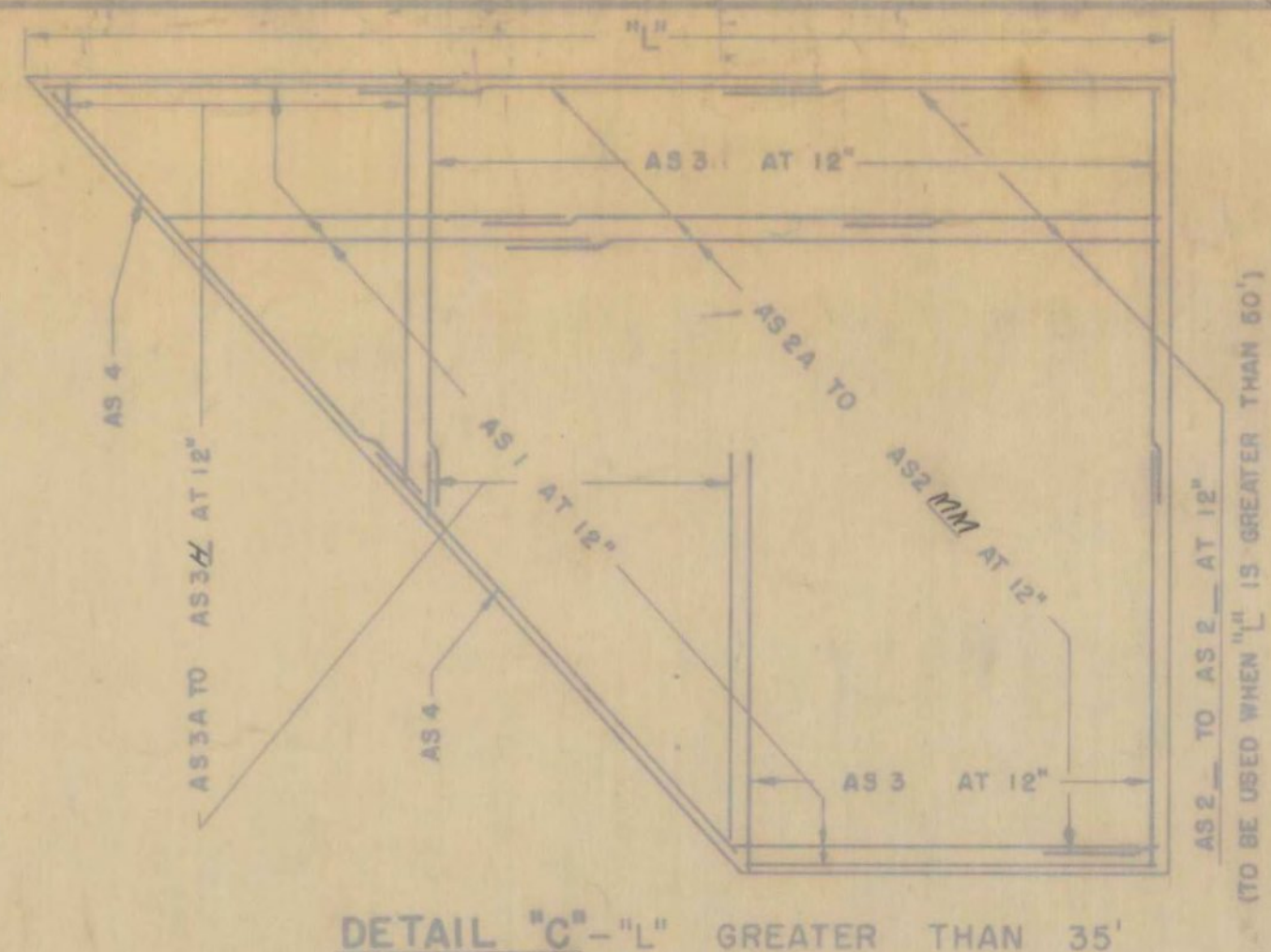
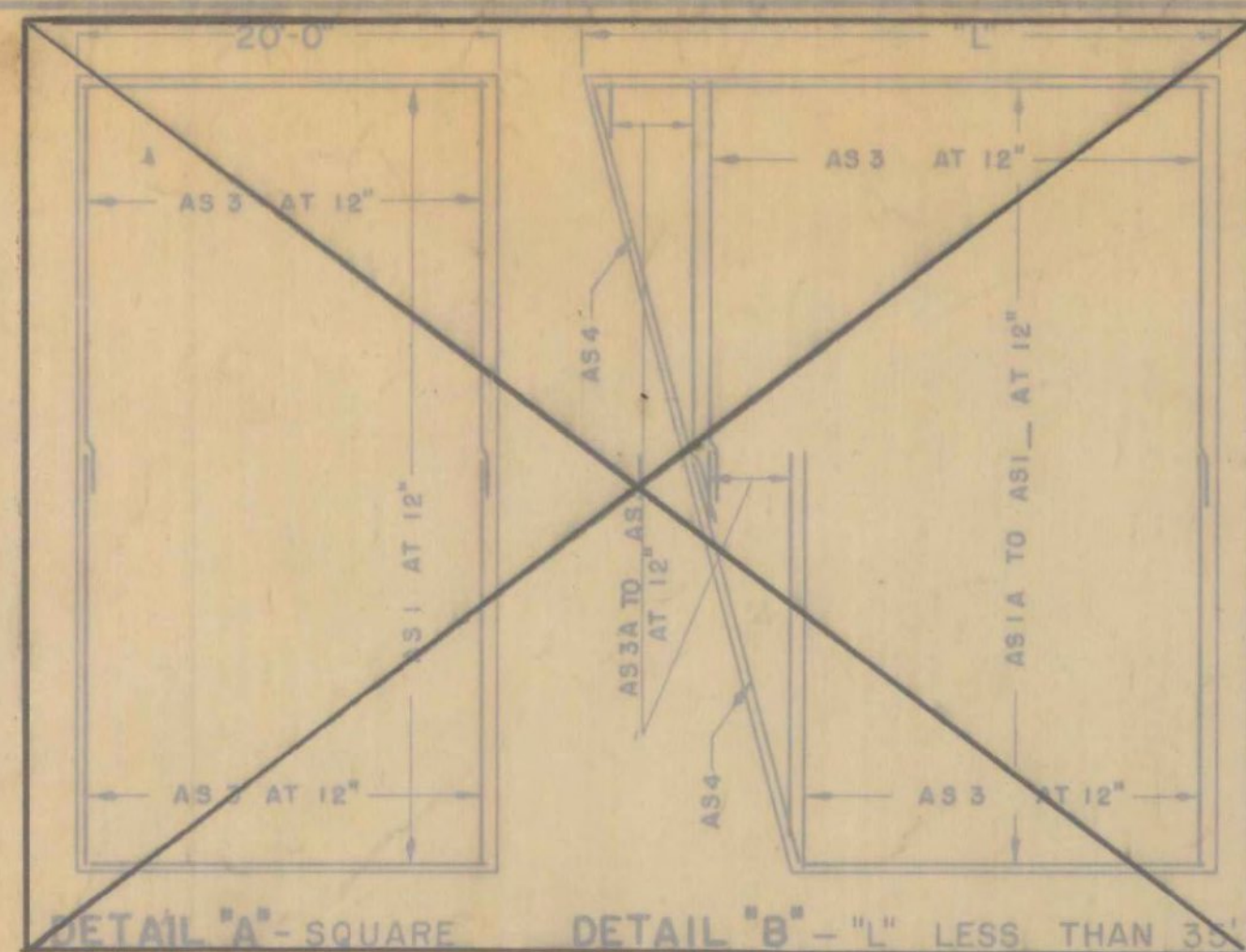
PROJECT LYNDON - BARTON
TOWN OF LYNDON

ROUTE NO. I-91 LOG STA. 1287
I-91 OVER VT. 122 & RELOC. MILLER RUN
ABUTMENT #2

SCALE AS SHOWN
IN CHARGE H.C. MARGOLIS
DRAWN BY A. PENROCHE CHECKED BY J. HENRY

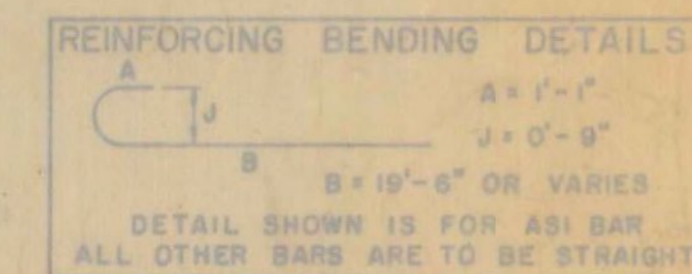
PROJECT NO. I-91-1(10)
SHEET 182 OF 155

BR 213



- GENERAL NOTES
1. ALL WORK AND MATERIALS SHALL CONFORM TO THE STATE OF VERMONT, DEPARTMENT OF HIGHWAYS, STANDARD SPECIFICATIONS FOR HIGHWAY AND BRIDGE CONSTRUCTION DATED APRIL 1964, AND THE A.S.H.O. SPECIFICATIONS DATED 1969, DESIGNED FOR HS 20-44 LOADING.
 2. ALL REINFORCING STEEL SHALL BE DETAILED ON THE REINFORCING STEEL SCHEDULE. ALL SPLICES SHALL BE A MINIMUM OF 40 BAR DIAMETERS.
 3. FOR CURTAIN WALL AND APPROACH BRACKET DETAILS SEE SCB-D2-67
 4. Bituminous Concrete Pavement depth shall be 2" at the bridge end and vary to 3" at the roadway end.
 5. See Standard SCB-D9-71 for fixed end joint details.

LYNDON-IRASBURG
IM MEMB(29)
SHEET 27 OF 55
BRIDGE NO. 965
FOR REFERENCE ONLY



LIST OF QUANTITIES

ITEM NO.	ITEM	UNIT
318	TAR EMULSION FOR BRIDGE FLOORS	SAL.
361	BITUMINOUS CONCRETE PAVEMENT MODIFIED	YD
372-A	JOINT SEALER - PREFORMED, TYPE A	L.F.
372-C	JOINT SEALER - PREFORMED, TYPE A	L.F.
401-B	CONCRETE CLASS B	CY.
402	REINFORCING STEEL	LB.

Stage 2 Construction
CONTRACT 1
STAGE 1 CONSTRUCTION

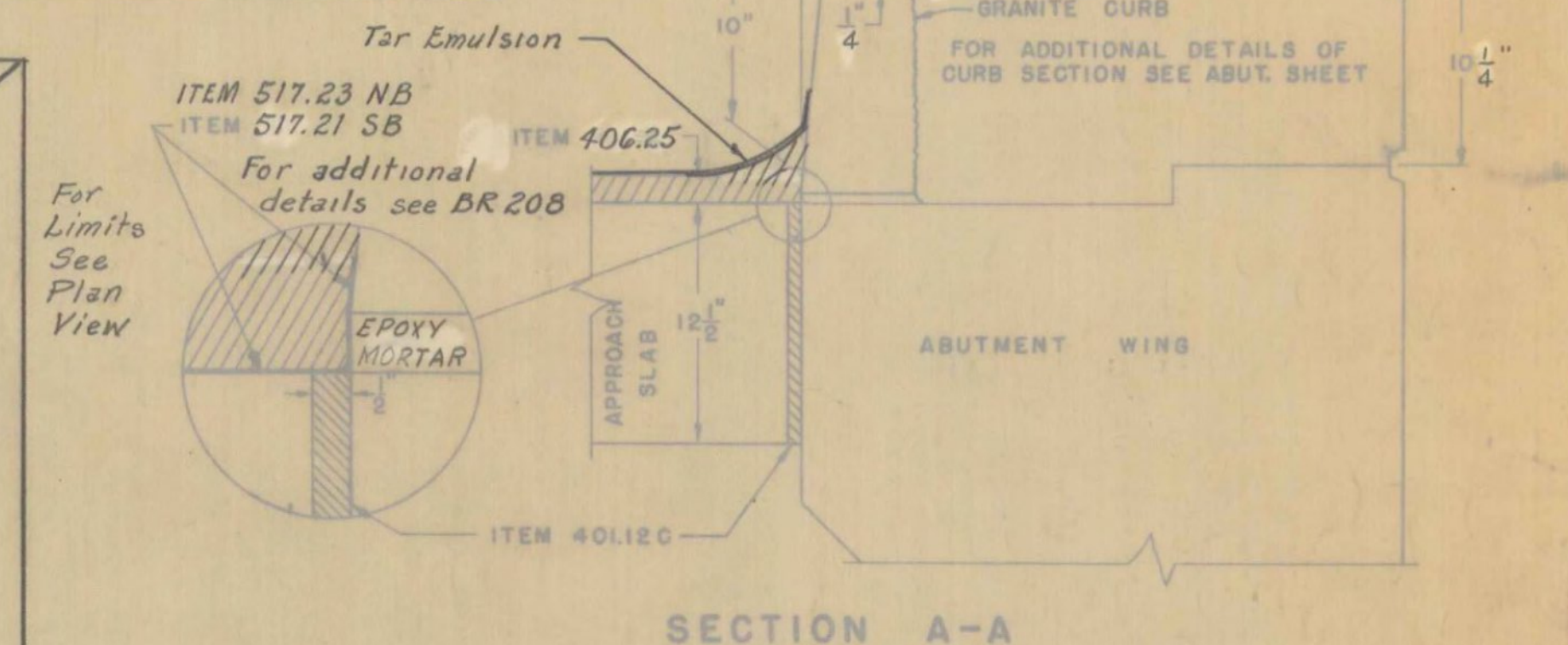
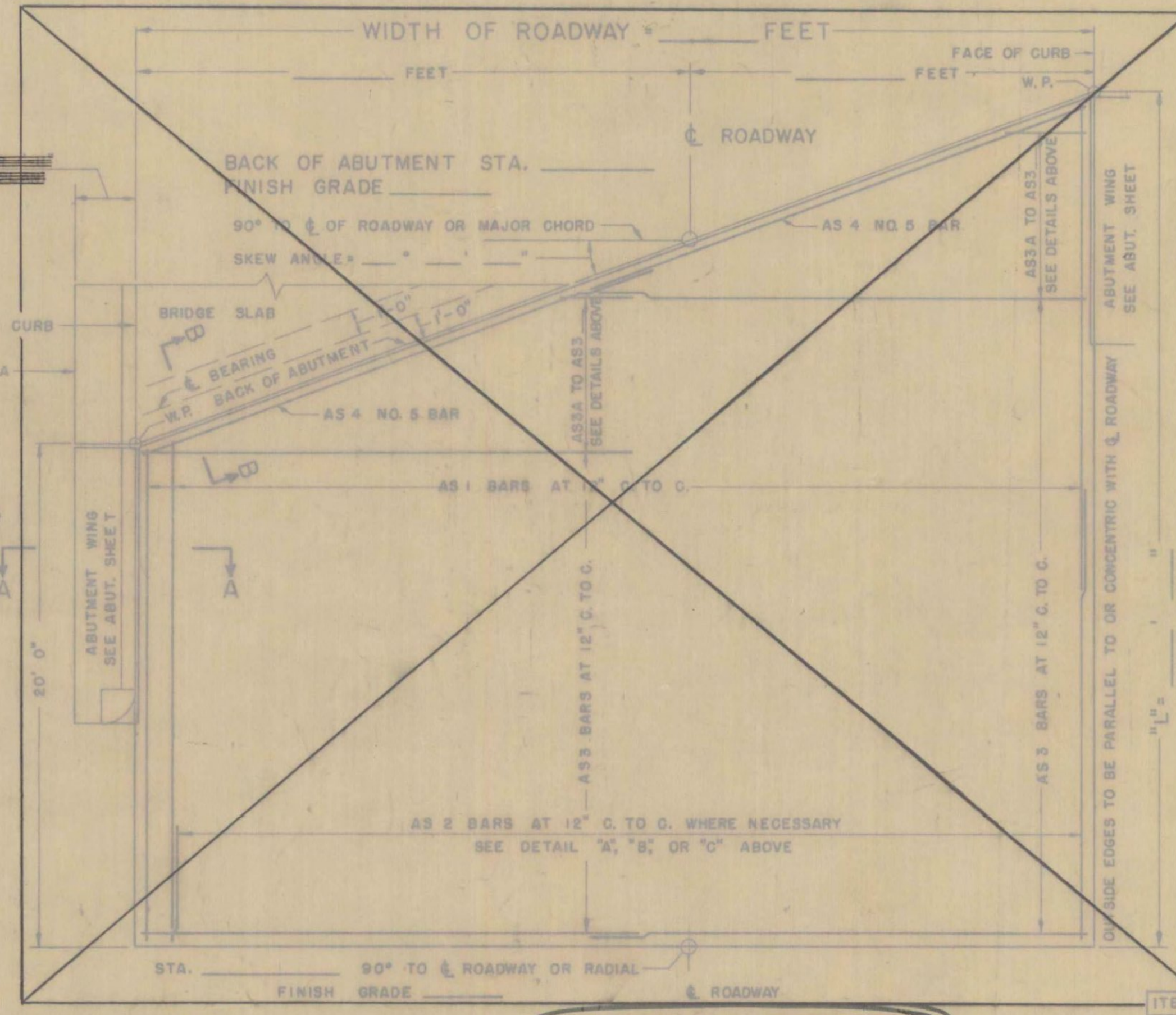
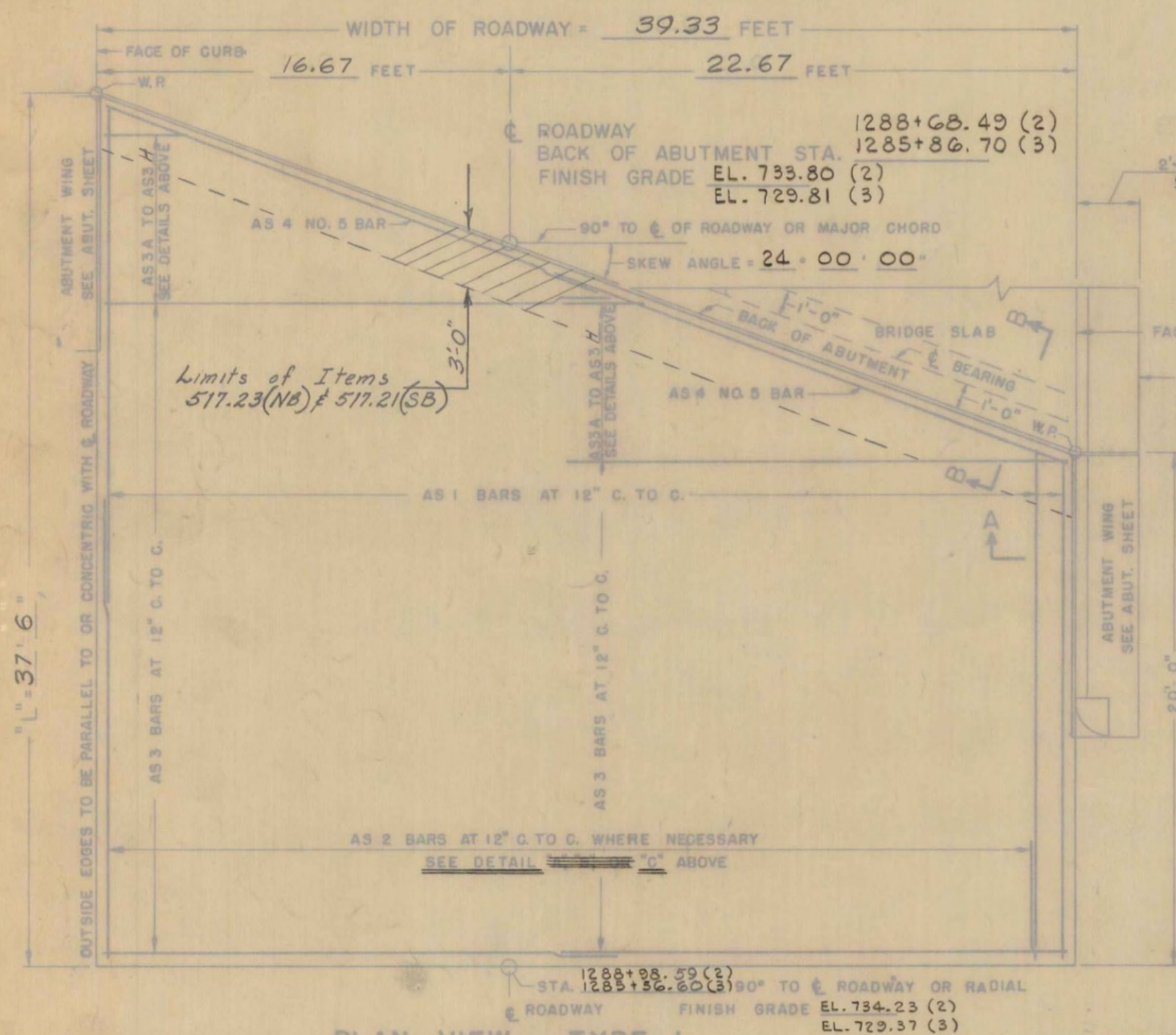
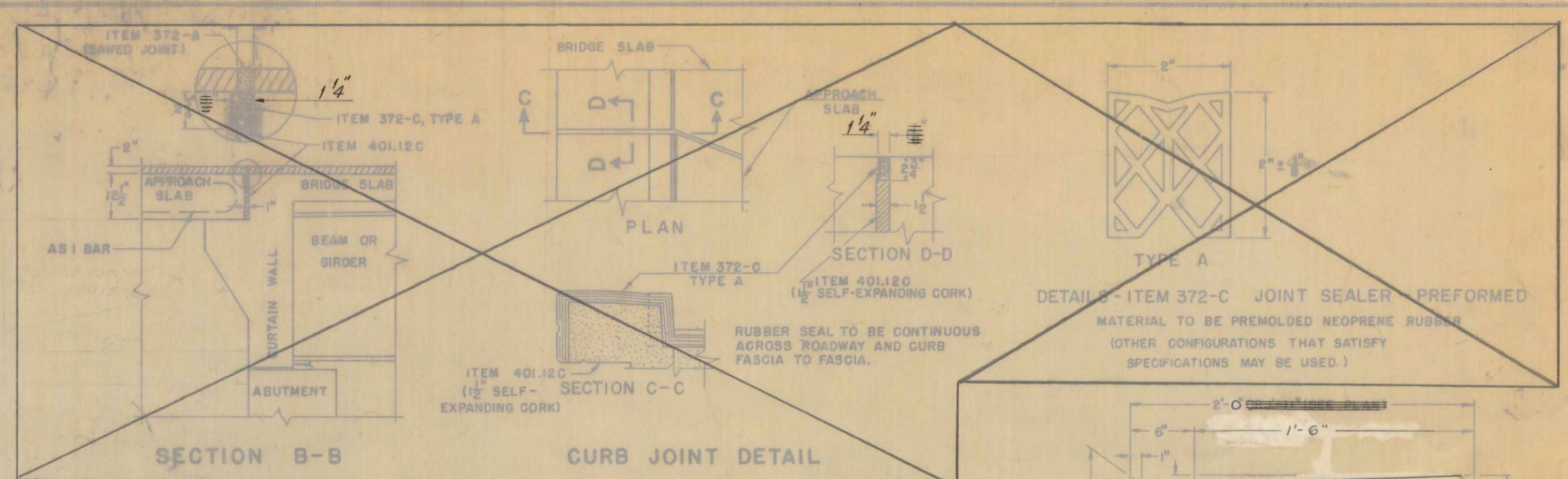
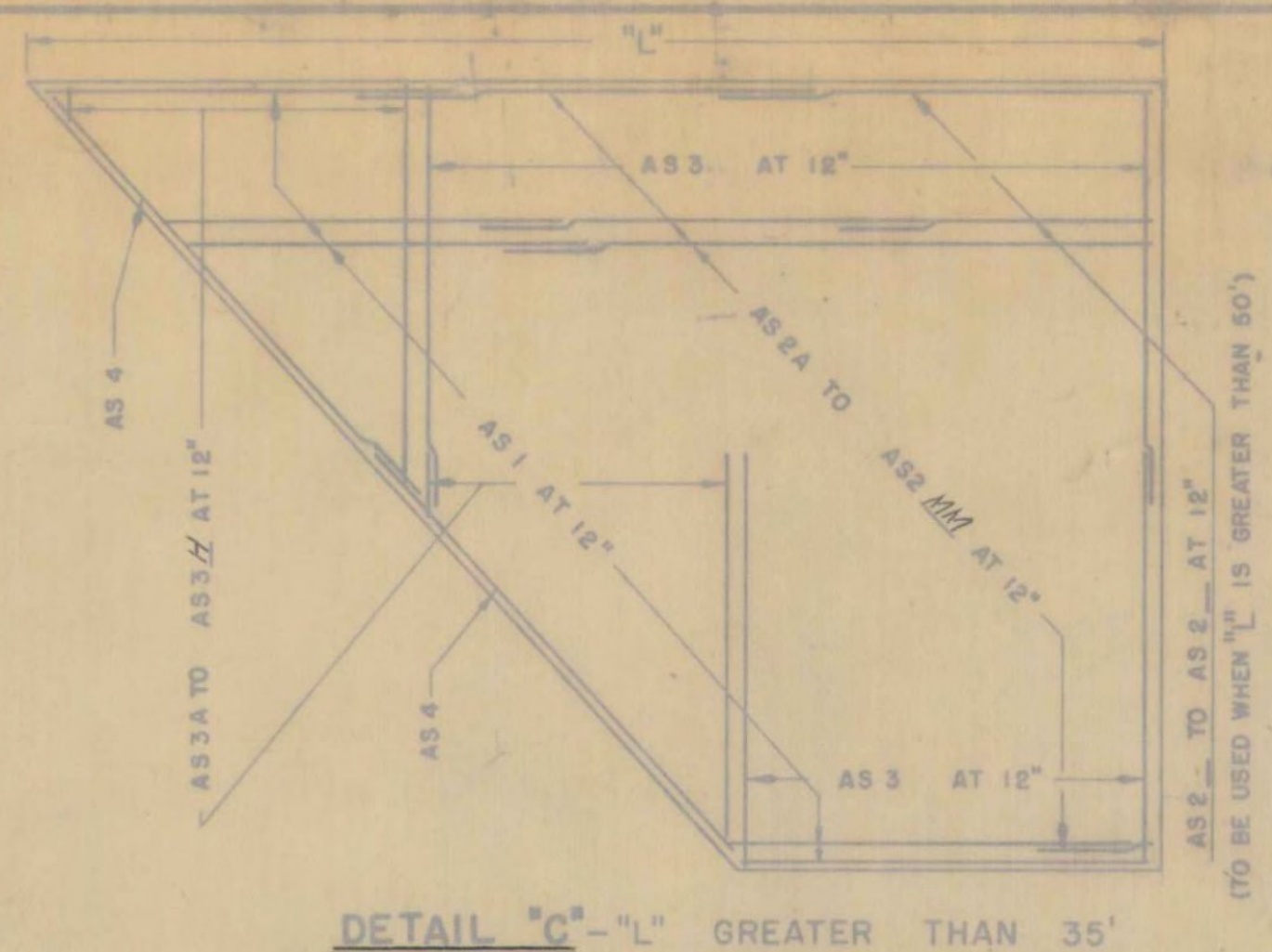
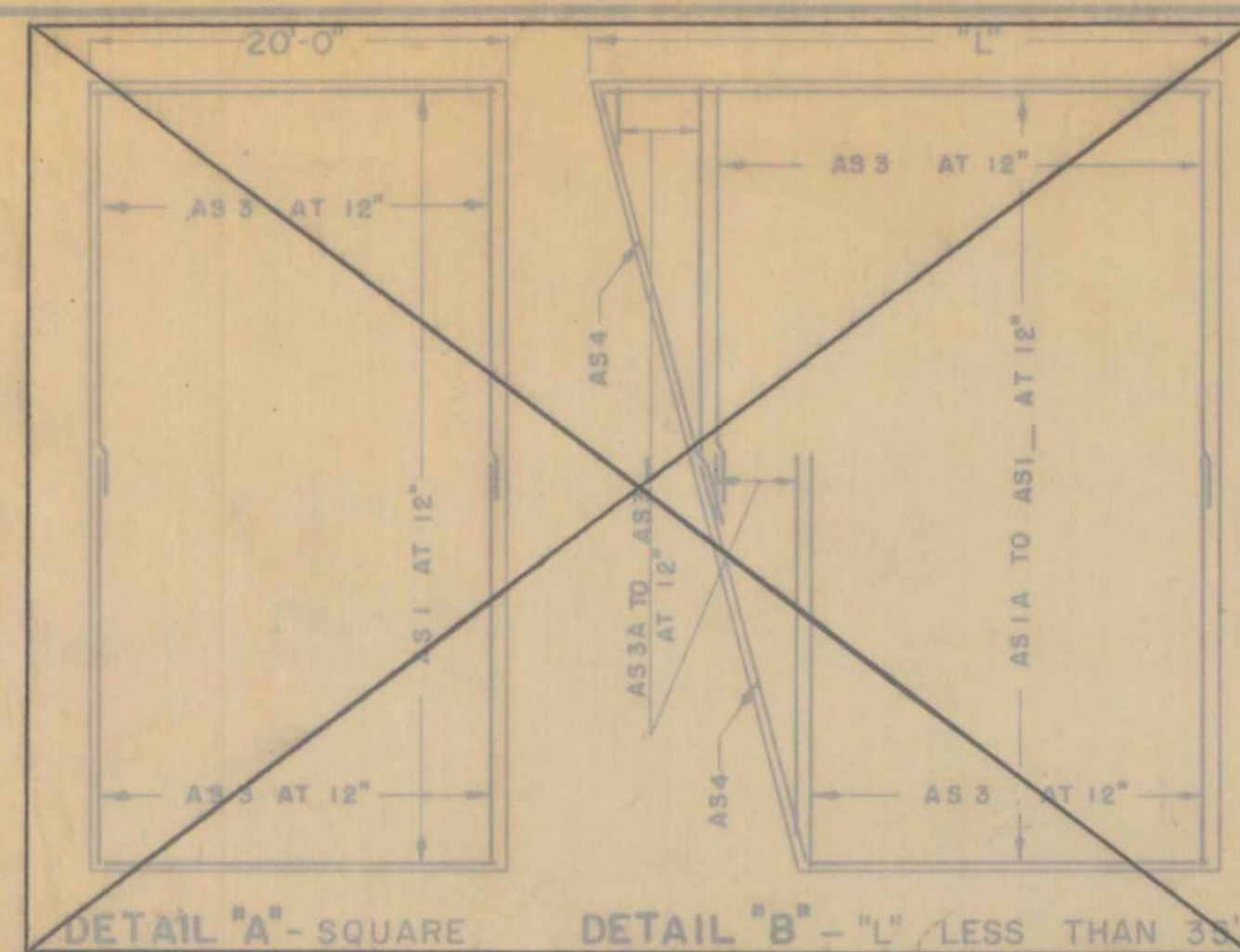
PROJECT LYNDON-BARTON
TOWN OF LYNDON
ROUTE NO. 1-91 STA. 1287
1-91 OVER VT. 122 & RELOC. MILLER RUN
APPROACH SLAB 1 & 4
NOT TO SCALE
IN CHARGE H.C. MARGOLIS
DESIGNED BY F. McELROY CHECKED BY J. HENRY
PROJECT NO. 1-91-3001 (18)
SHEET 189 OF 220
573 589

DETAILS OF APPROACH SLAB
FOR 39.33' FOOT BRIDGE
TO BE USED FOR BRIDGE AT STATION 1287+0
LOCATION I-91 Over Vt. Rte. 122 And Miller Run Relocated
REVISED - 8-70 - CRA & AGC.
MADE CURBS 2'-0", HELD FASCIA

STATE OF VERMONT
DEPARTMENT OF HIGHWAYS
STANDARD STRUCTURE
SB-AS-65

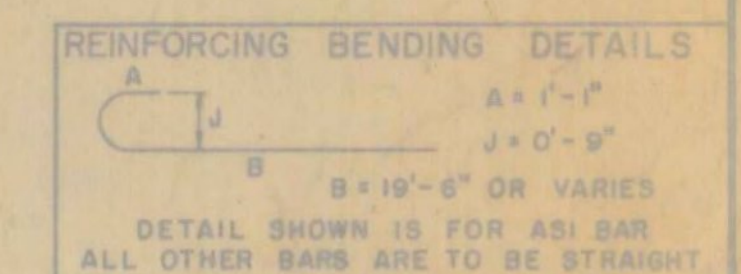
REVISIONS AND CORRECTIONS
1. DIMENSIONS OF JOINT FOR SEALER TYPE A REVISED 4/15/65 W.B.T.
2. DIMENSIONS OF JOINT SEALER TYPE B REVISED 6/23/65 W.B.T.
3. JOINT BETWEEN CURB AND SLAB REVISED, BITUMINOUS CONCRETE REVISED TO 2". QUANTITY TOTALS REMOVED. 12/7/65 W.B.T.

DRAWN BY: W.B.T. Jan 1965
TRACED BY: W.B.T. Jan 1965
CHECKED BY: W.M.S. Feb 1965
RECOMMENDED FOR APPROVAL: [Signature] 3/4/65
RECOMMENDED FOR APPROVAL: [Signature] 2/18/65
APPROVED BY: [Signature] 2/18/65



1. ALL WORK AND MATERIALS SHALL CONFORM TO THE STATE OF VERMONT, DEPARTMENT OF HIGHWAYS, STANDARD SPECIFICATIONS FOR HIGHWAY AND BRIDGE CONSTRUCTION DATED APRIL 1964, AND THE A.A.S.H.O. SPECIFICATIONS DATED 1969, DESIGNED FOR HS20-44 LOADING.
2. ALL REINFORCING STEEL SHALL BE DETAILED ON THE REINFORCING STEEL SCHEDULE. ALL SPLICES SHALL BE A MINIMUM OF 40 BAR DIAMETERS.
3. FOR CURTAIN WALL AND APPROACH SLAB BRACKET DETAILS SEE SCB-D2-67
4. Bituminous Concrete Pavement depth shall be 2" at the bridge end and vary to 3" at the Roadway end.
5. See Standard SCB-D9-71 @ For fixed end joint details.

LYNDON-IRASBURG
IM MEMB(29)
SHEET 28 OF 55
BRIDGE NO. 965
FOR REFERENCE ONLY



LIST OF QUANTITIES

ITEM NO.	ITEM	UNIT
372-A	TAR EMULSION FOR BRIDGE FLOORS	GAL.
372-B	BITUMINOUS CONCRETE PAVEMENT MODIFIED	TONS
372-C	JOINT SEALER - HOT Poured	L.F.
372-D	JOINT SEALER - PREFORMED, TYPE A	L.F.
401-B	CONCRETE CLASS B	CY.
402	REINFORCING STEEL	LB.

Stage 2 Construction

CONTRACT 1
STAGE 1 CONSTRUCTION

PROJECT LYNDON - BARTON
TOWN OF LYNDON
ROUTE NO. 1-91 STA. 1287
1-91 OVER VT. 122 & RELOC. MILLER RUN
APPROACH SLAB 2 & 3
NOT TO SCALE
IN CHARGE H.C. MARGOLIS
DESIGNED BY F. McELROY CHECKED BY J. HENRY
PROJECT NO. 1-91-3100 (18)
SHEET 190 OF 200
374 389

DETAILS OF APPROACH SLAB FOR 39.33' FOOT BRIDGE

TO BE USED FOR BRIDGE AT STATION 1287+0
LOCATION I-91 Over Vt. Rte. #122 And Miller Run Relocated

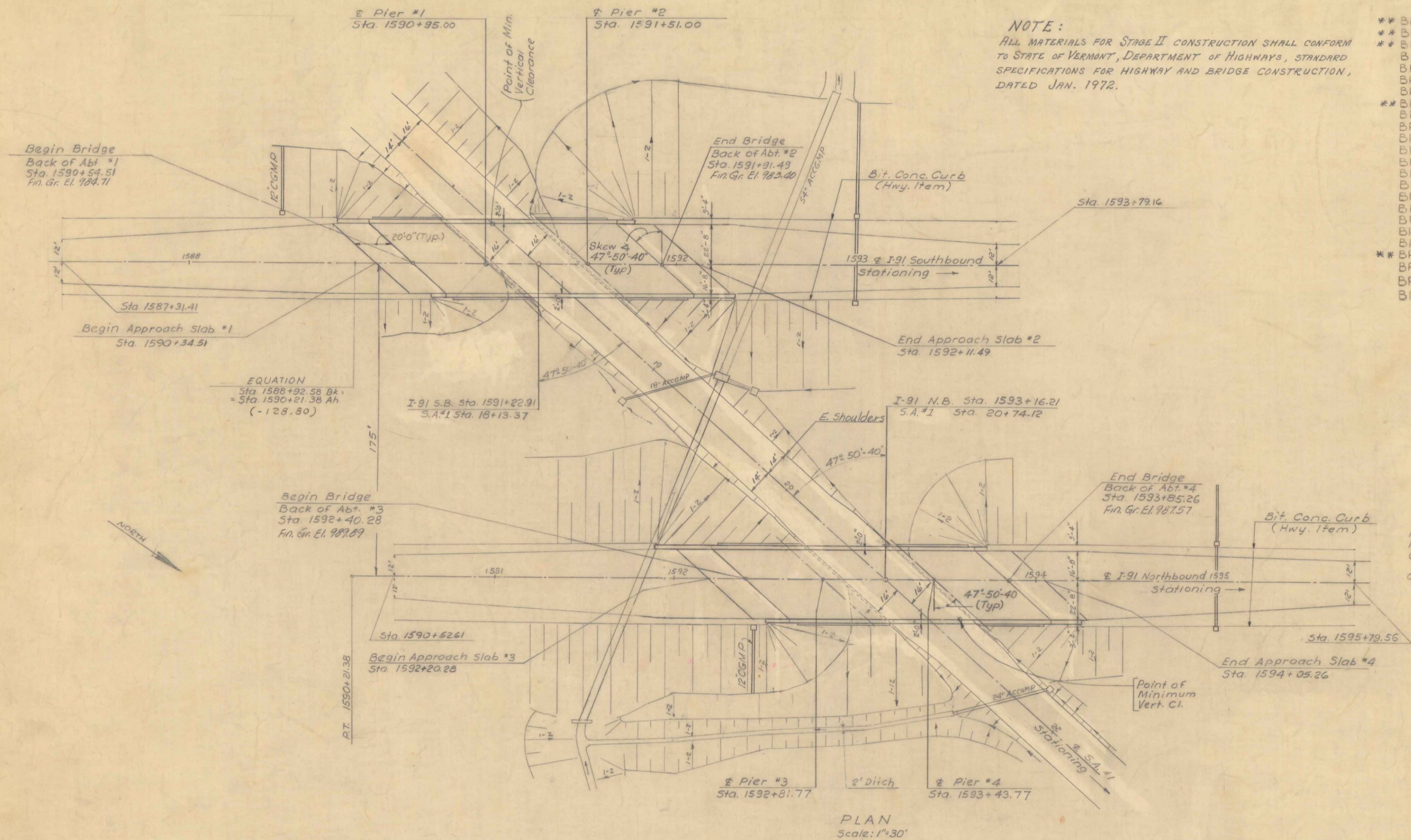
REVISED - B-70 - CRO & AGG.
MADE CURBS 2'-0" HELD FASCIA

STATE OF VERMONT
DEPARTMENT OF HIGHWAYS
STANDARD STRUCTURE
SB-AS-65

- REVISIONS AND CORRECTIONS
1. DIMENSIONS OF JOINT FOR SEALER TYPE A REVISED 4/15/65 W.B.T.
 2. DIMENSIONS OF JOINT SEALER TYPE B REVISED 6/23/65 W.B.T.
 3. JOINT BETWEEN CURB AND SLAB REVISED, BITUMINOUS CONCRETE REVISED TO 2" QUANTITY TOTALS REMOVED. 12/7/65 W.B.T.

DRAWN BY: W.B.T. Jan 1963
TRADED BY: W.B.T. Jan 1963
CHECKED BY: W.M.S. Feb 1965

RECOMMENDED FOR APPROVAL: *[Signature]* 2/4/65
DATE
RECOMMENDED FOR APPROVAL: *[Signature]* 2/4/65
DATE
APPROVED BY: *[Signature]* 2/4/65
DATE



NOTE:

ALL MATERIALS FOR STAGE II CONSTRUCTION SHALL CONFORM TO STATE OF VERMONT, DEPARTMENT OF HIGHWAYS, STANDARD SPECIFICATIONS FOR HIGHWAY AND BRIDGE CONSTRUCTION, DATED JAN. 1972.

LIST OF BRIDGE SHEETS

** BR 100	GENERAL PLAN
** BR 101	BRIDGE QUANTITY SHEET
** BR 102	PRELIMINARY INFORMATION SHEET
BR 103	BORING LAYOUT SHEET & BORING LOGS
BR 104	BORING LOGS
BR 105	BORING LOGS
BR 106	BORING LOGS
** BR 107	FRAMING PLAN AND TYPICAL SECTION
BR 108	SUPERSTRUCTURE DETAILS
BR 109	ABUTMENT NO. 1
BR 110	ABUTMENT NO. 2
BR 111	ABUTMENT NO. 3
BR 112	ABUTMENT NO. 4
BR 113	ABUTMENT DETAILS
BR 114	ABUTMENT DETAILS
BR 115	PIER NO. 1 AND NO. 2
BR 116	PIER NO. 1 AND NO. 2 REINFORCING
BR 117	PIER NO. 2 REINFORCING AND DETAILS
BR 118	PIER NO. 3 AND NO. 4
BR 119	PIER NO. 3 AND NO. 4 REINFORCING
** BR 120	APPROACH SLAB
BR 121	REINFORCING STEEL DETAILS
BR 122	REINFORCING STEEL DETAILS
BR 123	REINFORCING STEEL DETAILS

STANDARD SHEETS

SCB-DI-67	4-28-70R
SCB-D2-67(A), (B), (C)	1-24-68
SCB-D4-67	12-17-68R
SCB-D6-67(A), (B), (C), (D)	4-28-70R
SCB-D8-67(A), (B)	1-24-68
SCB-D9-67(A)	12-11-70R
SB-R1-64	SHS. 1 & 2 4-28-70R

REFERENCE SHEETS

PLAN - I-91 STA. 1581 TO STA. 1596 NB & STA. 1580 TO STA. 1596 SB
 PROFILE - I-91 NB & SB, PROFILE - S.A. #1
 CROSS SECS - I-91 STA. 1586 TO STA. 1587+50 SB, STA. 1588 TO STA. 1590+21 Fwd. SB
 NB & SB STA. 1590+50 TO STA. 1596+50
 CROSS SECS. SAI - STA. 14+50 TO STA. 24+00.54

NOTES

1. For General Notes see Std SCB-DI-67.
2. For Typical Section of Superstructure see BR 107.
3. Steel Piling (18" x 53") shall be driven to point bearing on ledge.
4. Estimated allowable design load is 58T/pile.
5. Item 440, Water Repellent, shall consist of furnishing and applying water repellent on exterior concrete surfaces including top of safety walks, fascia and back to the fascia beam under the slab and exposed areas of abutments and piers not otherwise treated.

** Sheets for Stage II Construction

BR 100 N.B.
 BR 99 S.B.

LYNDON-IRASBURG
 IM MEMB(29)
 SHEET 29 OF 55
 BRIDGE NO. 99S & 100N
 FOR REFERENCE ONLY

Revised TH #13 to S.A. #1
 Revised S.A. #1 Typical
 V.H.O. JAE 10/20/70

Revised Curb to 2'-0"
 retained fascias.
 V.H.O. JAE 6/17/70

Stage 2 Construction

CONTRACT 3
 STAGE 1 CONSTRUCTION

PREPARED BY
 BLAUVELT ENGINEERING CO.
 CONSULTING ENGINEERS
 WILKES BARRE, VERMONT

STATE OF VERMONT
 DEPARTMENT OF HIGHWAYS

PROJECT LYNDON-BARTON
 TOWN OF SHEFFIELD

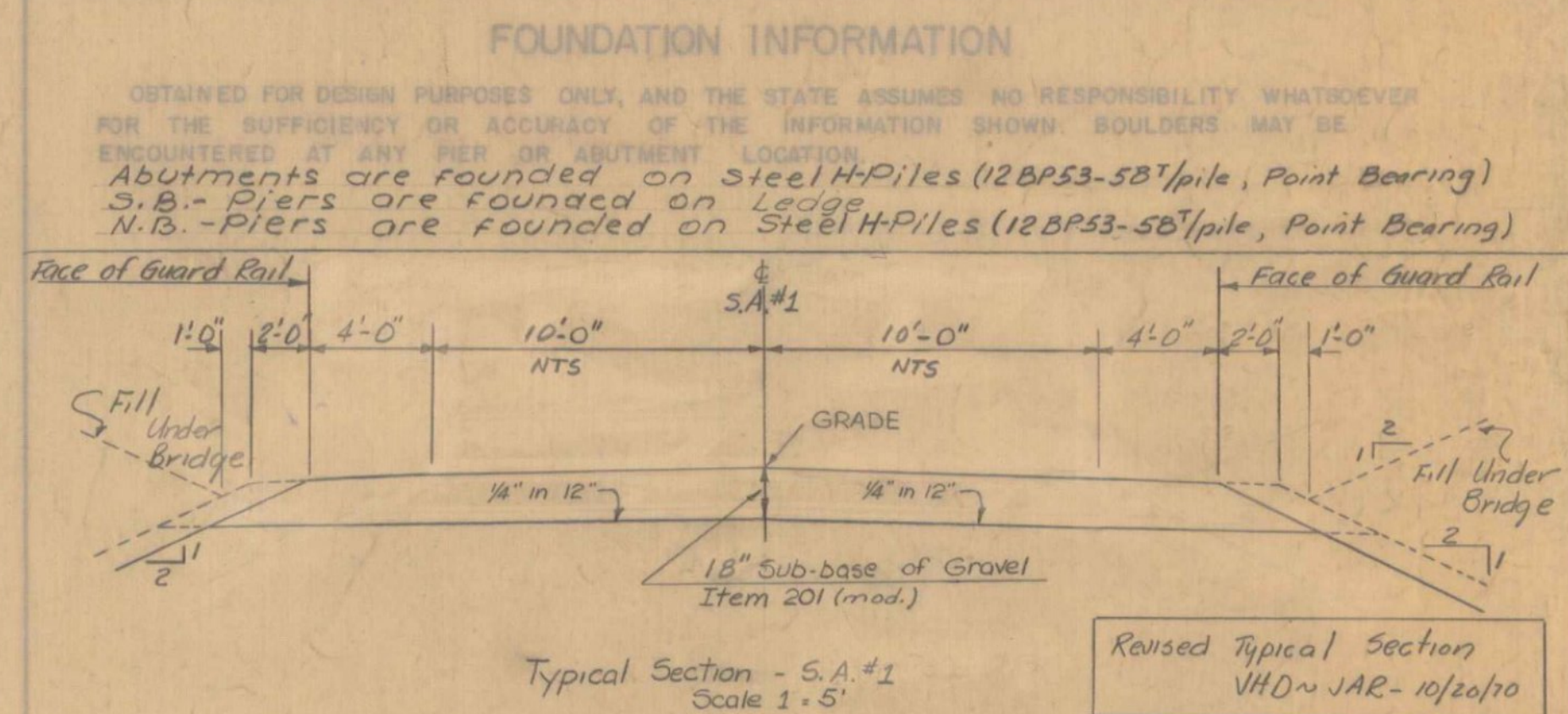
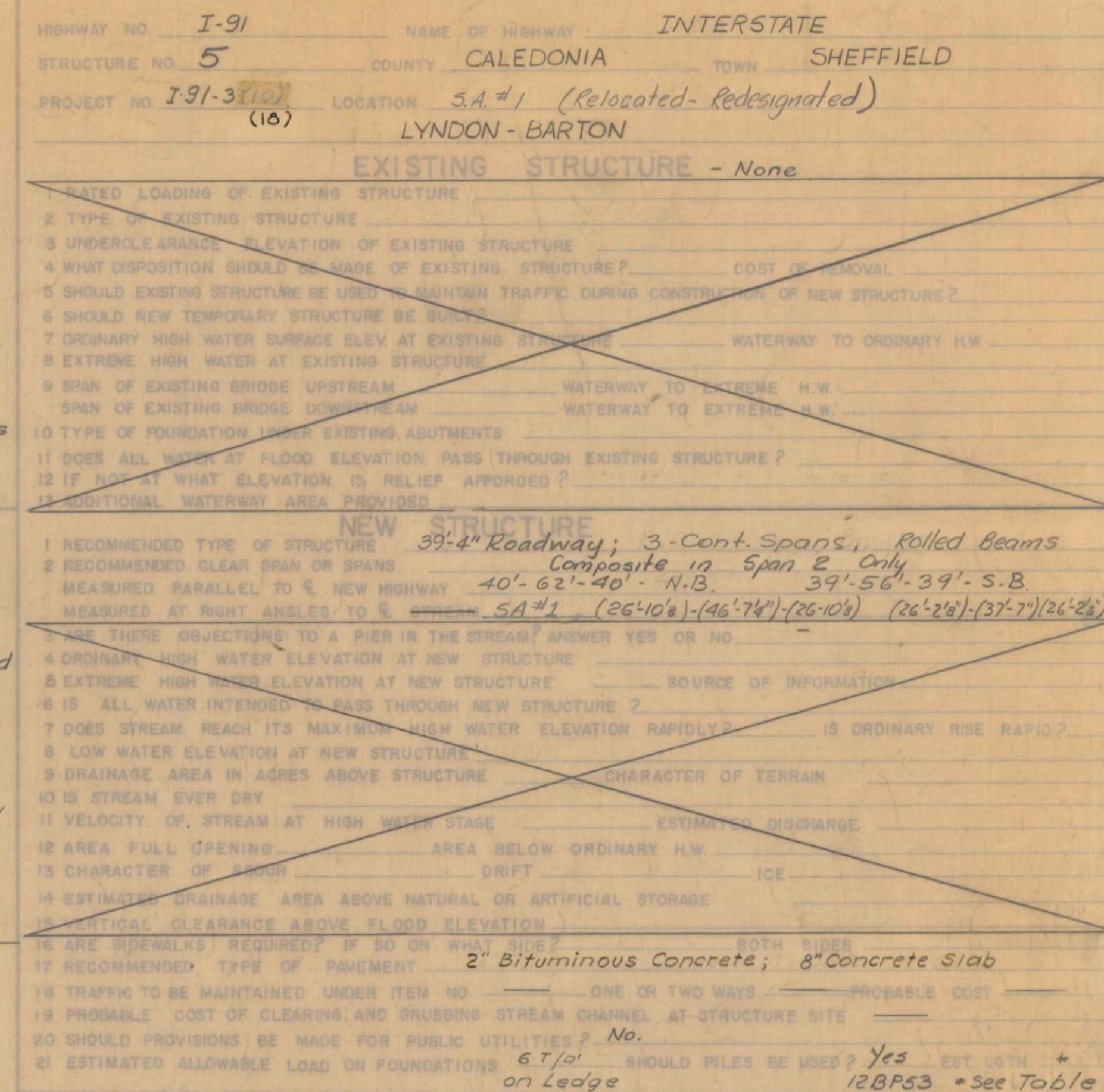
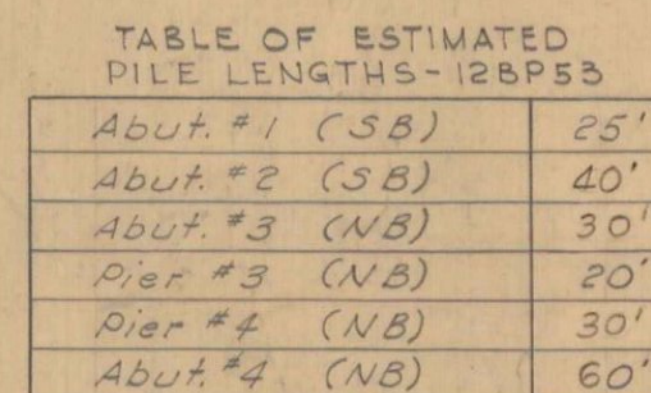
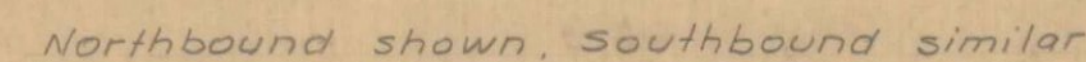
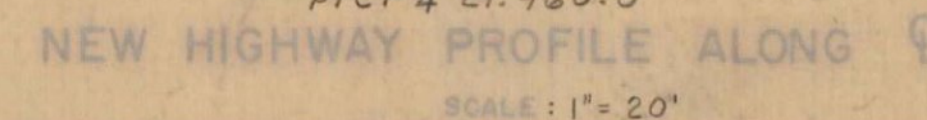
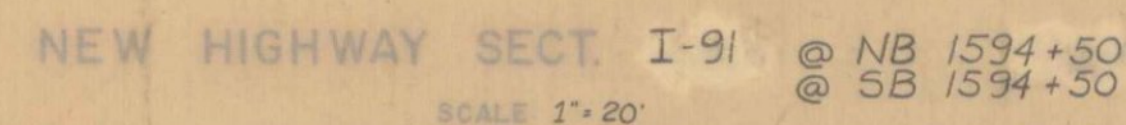
ROUTE No I-91 LOG STA. 1592

I-91 OVER STATE AID #1
 GENERAL PLAN

SCALE AS NOTED
 IN CHARGE H.C. MARGOLIS

DRAWN BY L. HENRY CHECKED BY L. KOSHAR

PROJECT No. I-91-3
 SHEET 29 OF 55 (15) BR 100



SPECIFICATIONS: All materials and construction shall conform to the State of Vermont, Department of Highways, Standard Specifications, for Highway and Bridge construction dated April 1964 and the A.A.S.H.O. Standard Specifications for Highway Bridges dated 1969.

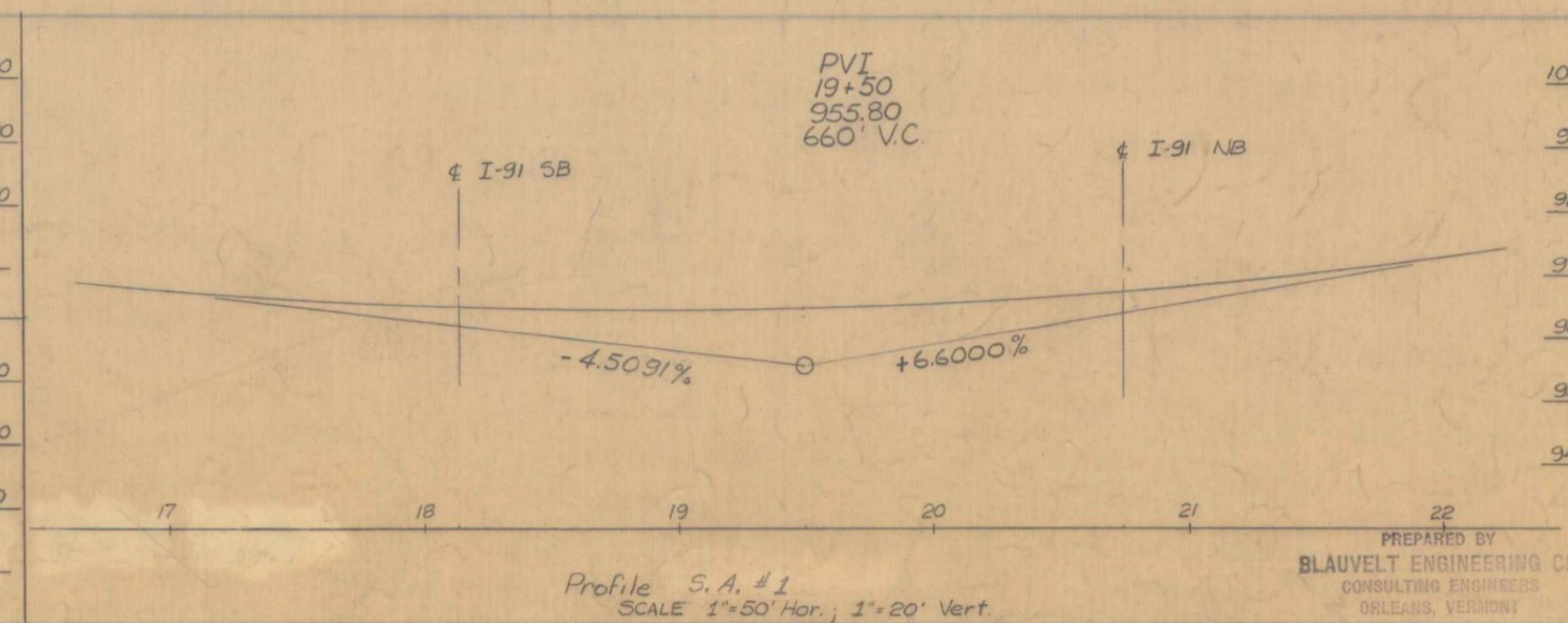
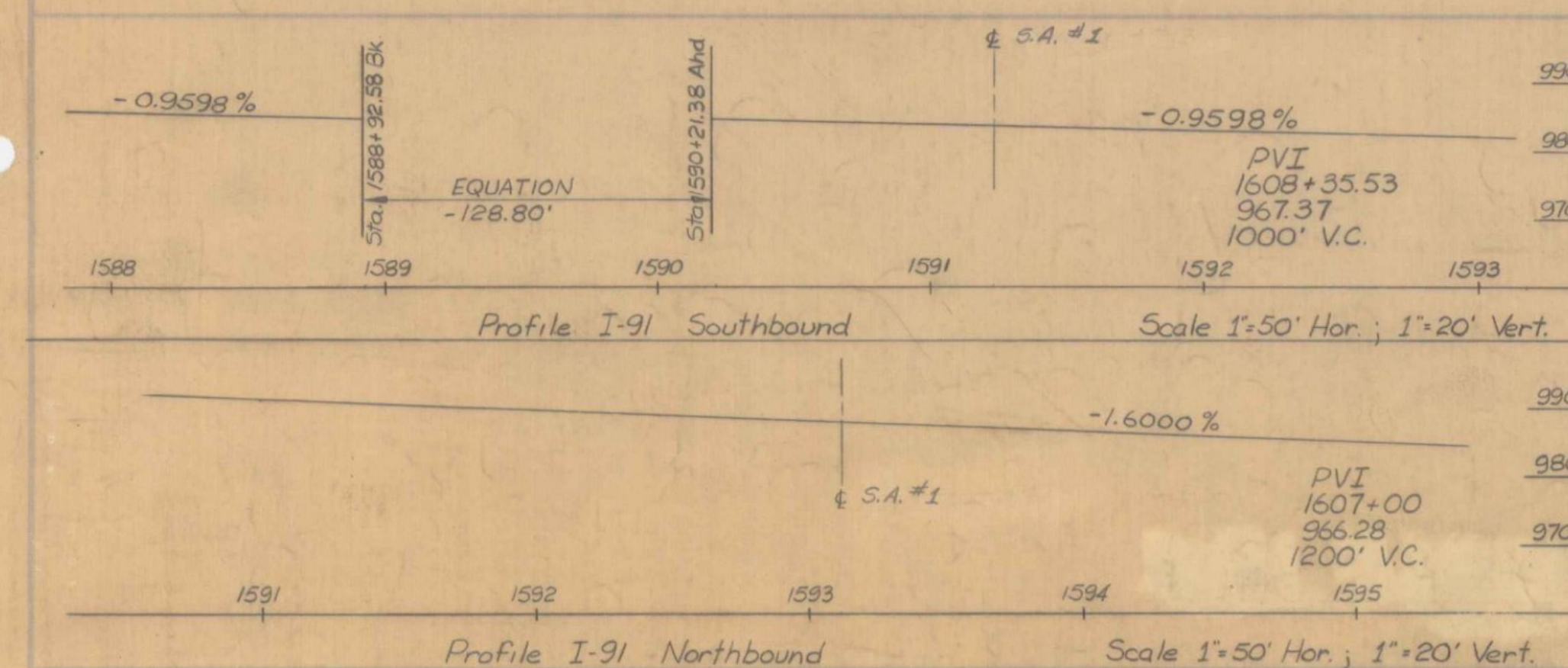
DESIGN LOADING: HS 20-44 as modified for National System of Interstate Highways
DESIGN STRESSES: Reinforcing Steel - $f_s = 20,000$ p.s.i., Concrete - $f'_c = 3000$ p.s.i., $n = 10$, $f_r = 1200$ p.s.i.

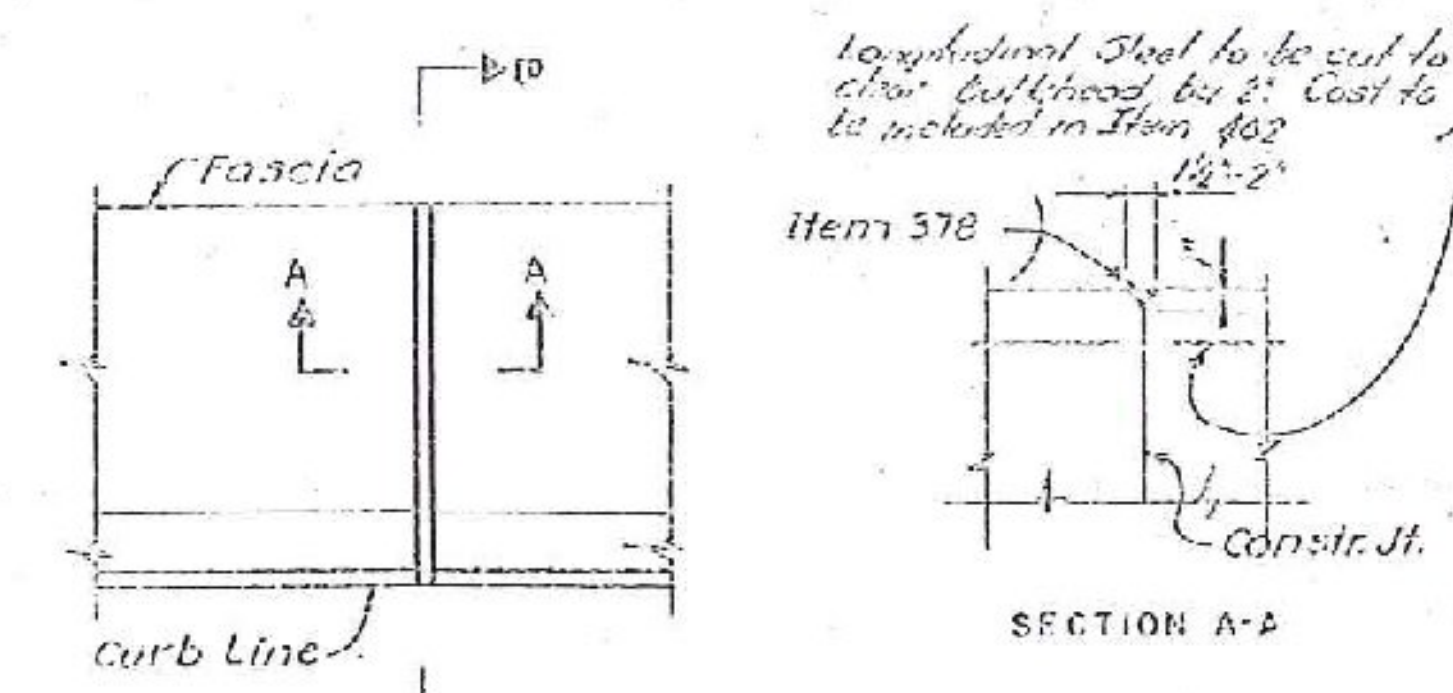
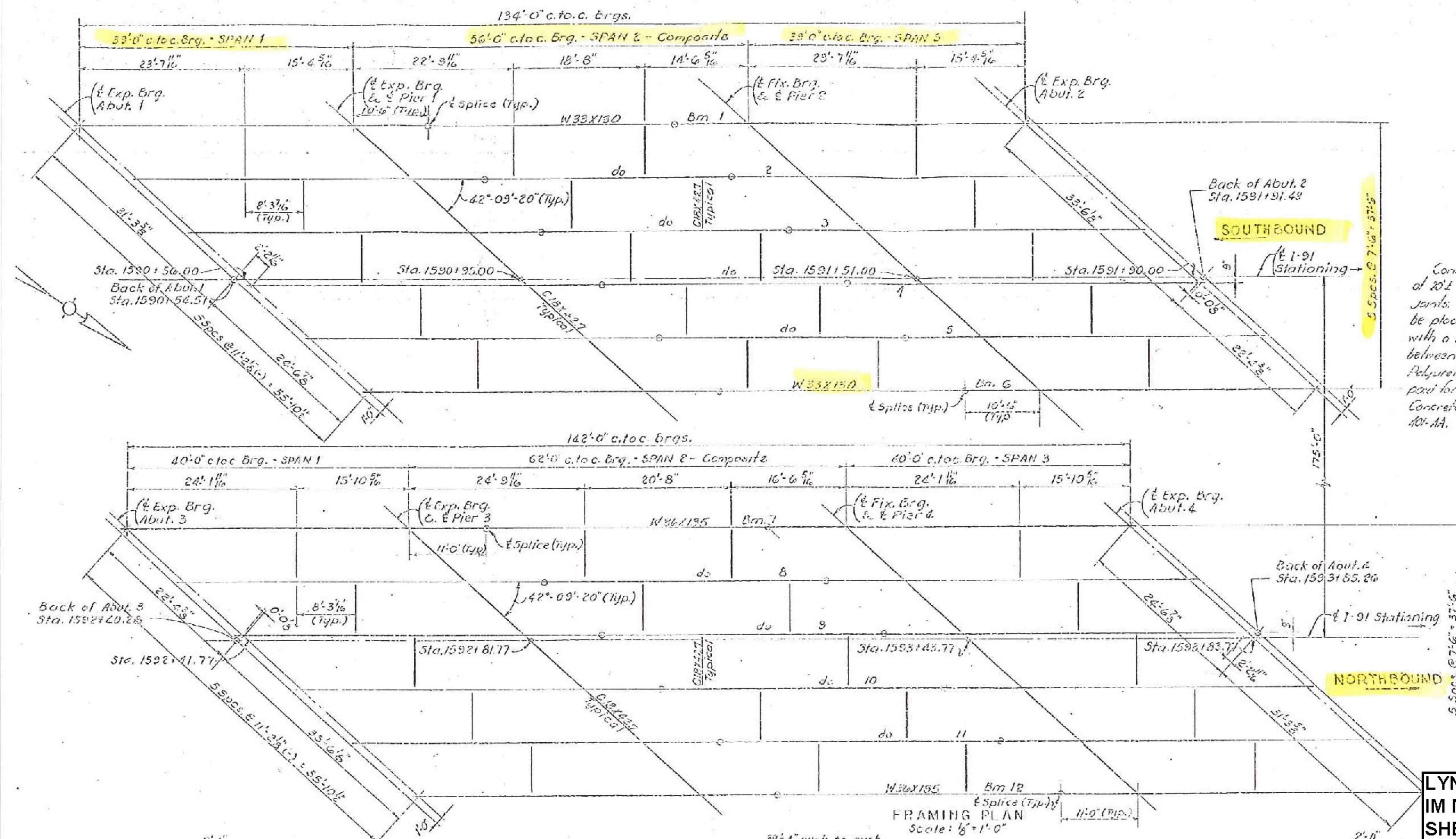
RECOMMENDED FOR APPROVAL	<i>[Signature]</i>	12/30/66
CONSTRUCTION ENGINEER		DATE
RECOMMENDED FOR APPROVAL	<i>[Signature]</i>	12/30/66
BRIDGE ENGINEER		
RECOMMENDED FOR APPROVAL	<i>[Signature]</i>	
ASST. CHIEF		
APPROVED BY	<i>[Signature]</i>	CHIEF

LYNDON-IRASBURG
 (IM MEMB (29)
 SHEET 30 OF 55
 BRIDGE NO. 99S & 100N
 FOR REFERENCE ONLY

STATE OF VERMONT
 DEPARTMENT OF HIGHWAYS
 INTERSTATE _____ IN THE TOWNS OF
 SHEFFIELD _____
 PROJECT - LYNDON BARTON _____
 ROUTE NO. I-91 LOG STA. **BR 99-5**
 I-91 over S.A. 1
 Stage 2 Construction
 DESIGNED BY *[Signature]* CHECKED BY *[Signature]* DATE 7/29/66
 DRAWN BY *[Signature]* IN CHARGE *[Signature]*
 PROJECT NO. F91-30 SHEET NO. **100-1** OF **3** BR 102
 (18) 332 569
 CONTRACT NO. _____
 SCALE CONSTRUCTION

Revised typical to 2'-0" brush curb,
 changed curb reinforcing ~ VHD ~ JAREKWN 6-19-70





Construction joints to be at 20' and shall occur at curb joints. Concrete safety walks to be placed in alternate sections with a minimum of 48 hours between pours. Paraffin and Polyurethane sealer to be paid for under the item of Concrete, Class AA, Item 401-AA.

Longitudinal Slab to be cut to show full depth by 2' East to be included in Item 402.

Item 578

Constr. Jt.

SECTION A-A

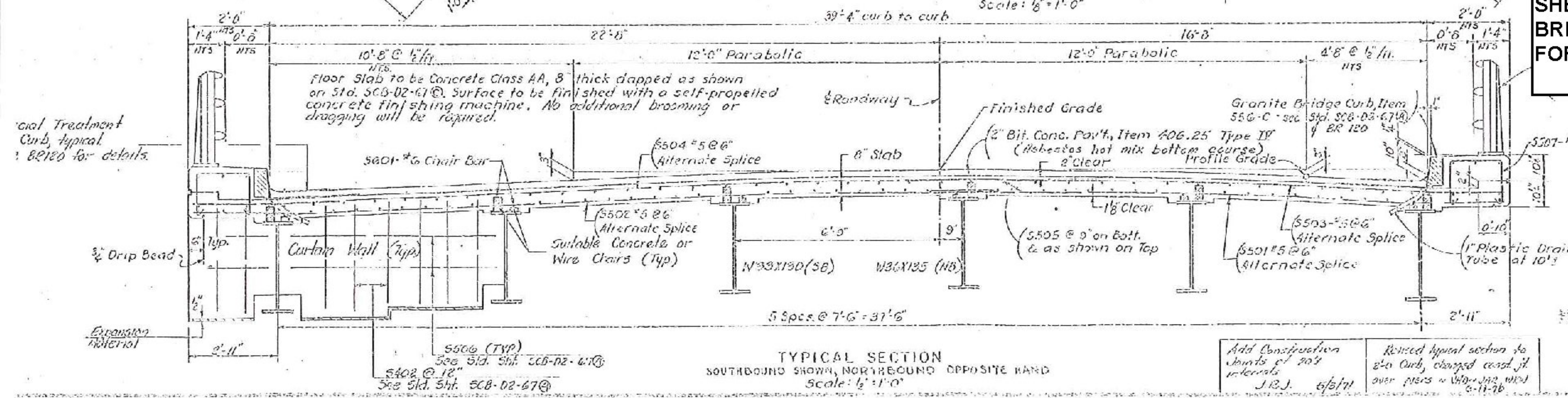
SECTION B-B

CONSTRUCTION JOINT (In Curb and Safety Walk at 20' ±) Not To Scale

- NOTE 5:
1. For General Notes see Std. SCB-D1-67.
 2. For Curb and Wall Details see Std. SCB-D2-67.
 3. All Diaphragms to be C12X40.7 see Details Sh. 62-103.
 4. For End of Beam Details see Std. SCB-D3-67.
 5. For Fixed Bearing Detail see Std. SCB-D4-67, except B to be 8' x 12' x 1'-6".
 6. For Expansion Bearing Detail at Abutments #1 & #3 see Std. SCB-D5-67.
 7. For Expansion Bearing Detail at Abutments #2 & #4 see Std. SCB-D6-67.
 8. For Expansion Bearing Detail at Piers 1 & 3, see Std. SCB-D6-67, except B to be 10' x 12' x 1'-3".
 9. Anchor bolts for Fixed Bearings shall be 12" set 15" in concrete.
 10. For Shear Connector Details (Span 2 only) see BR 103 and Std. Sh. SCB-D2-67.

LYNDON-IRASBURG
IM MEMB(29)
SHEET 31 OF 55
BRIDGE NO. 99S & 100N
FOR REFERENCE ONLY

Page 2 Construction

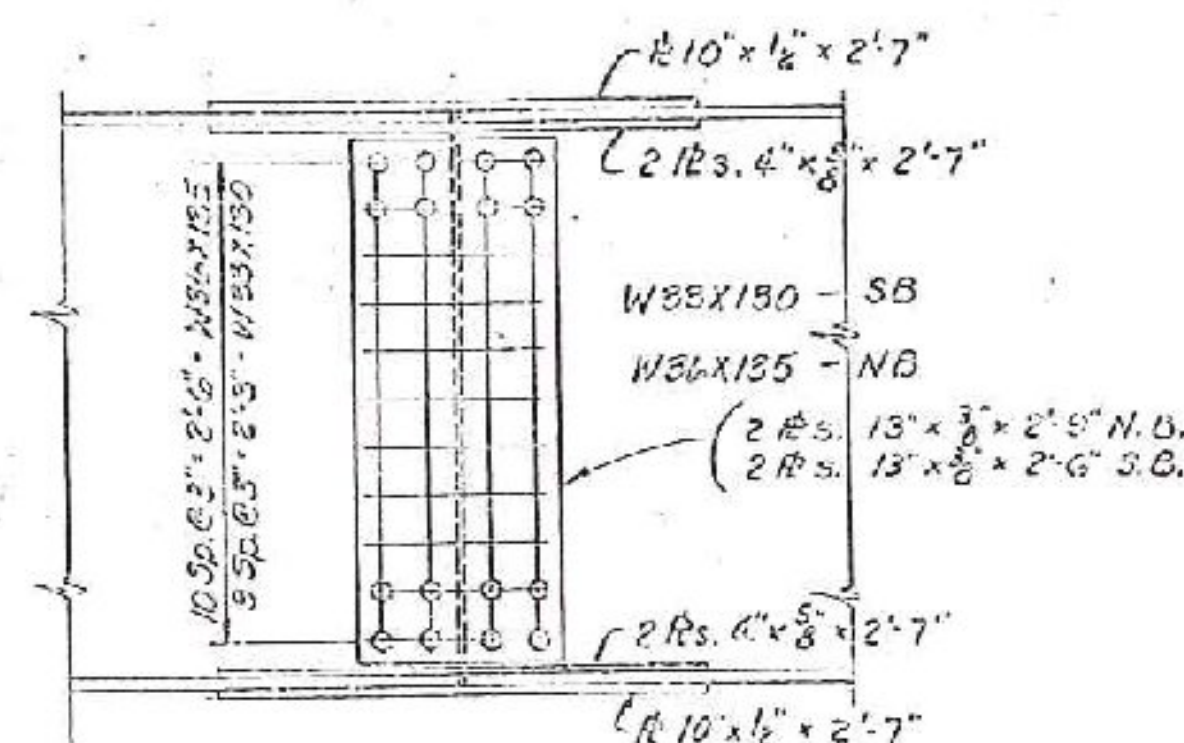


STATE OF VERMONT	
DEPARTMENT OF HIGHWAYS	
PROJECT	LYNDON BARTON
TOWN OF	SHEFFIELD
ROUTE No	I-91 LOG STA 1592
	I-91 OVER S.A.#1
FRAMING PLAN & TYPICAL SECTION	
SCALE	AS NOTED
IN CHARGE OF	H.C. MARSHALL
DESIGNED BY	VERMONT DEPT. OF HIGHWAYS
PROJECT NO.	I-91-500-1(16)
SHEET NO.	105 OF 228
DATE	8-11-78

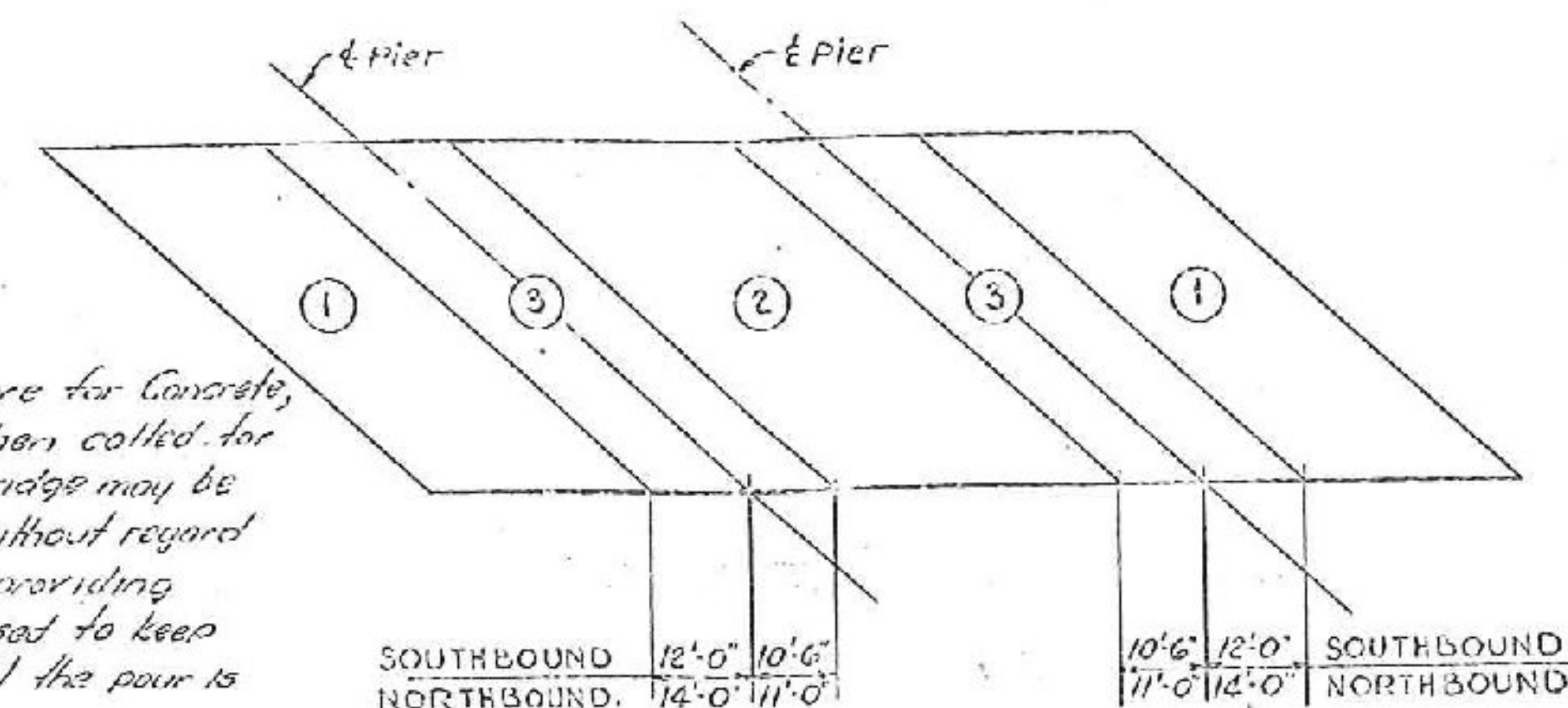
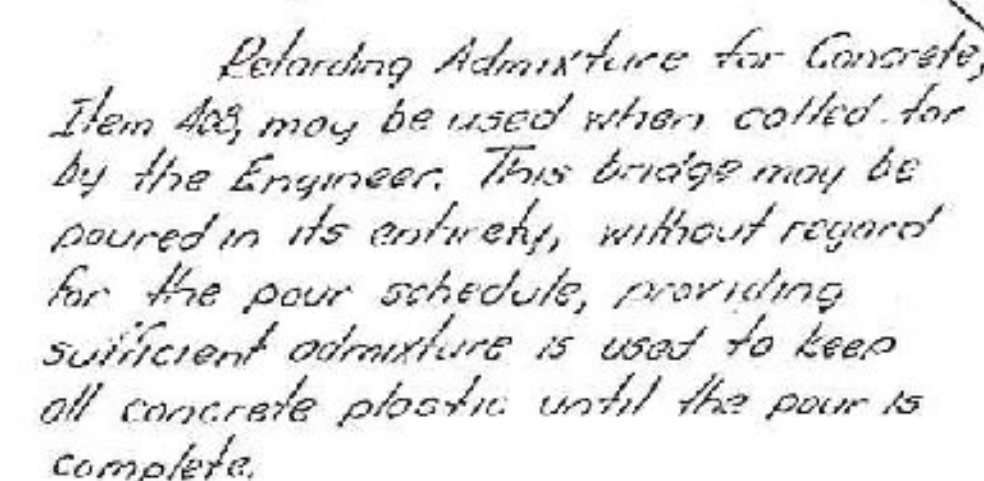
Add Construction Joints at 20' intervals
J.R.J. 6/5/77

Revised typical section to show Curb changed east of over piers in 100N-100S and 100S-100N

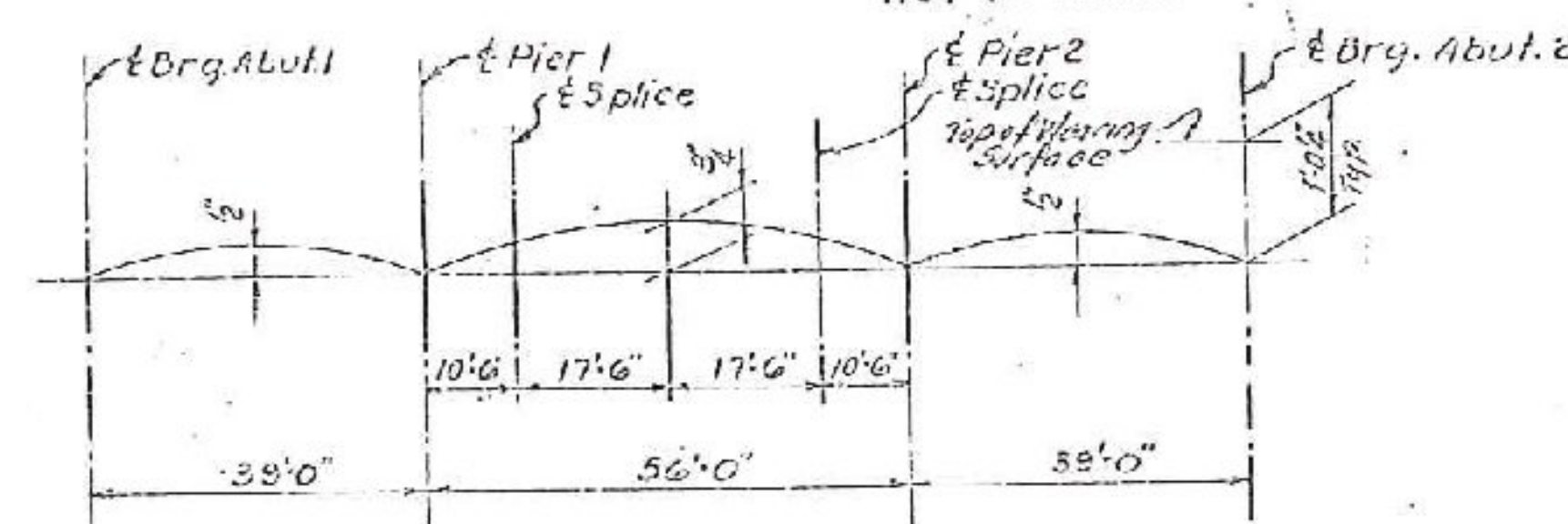
PREPARED BY
BLAUVELT ENGINEERING CO.
CONSULTING ENGINEERS
ORLEANS, VERMONT



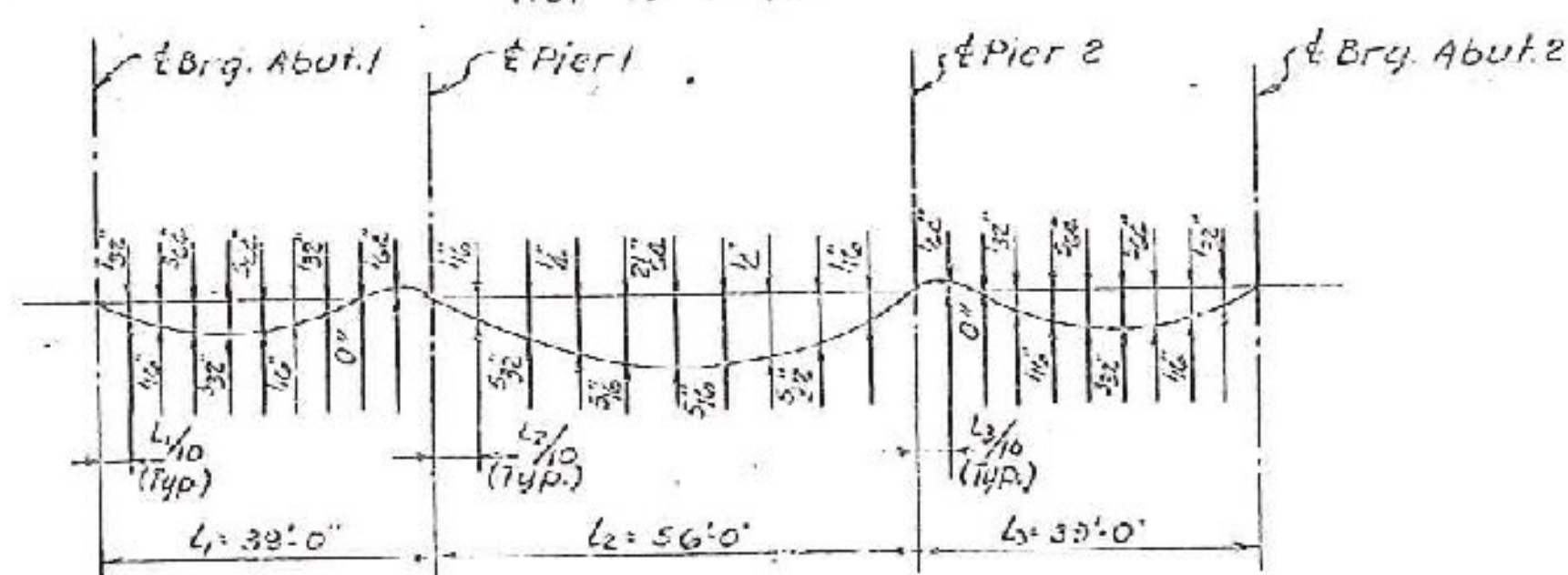
TYPICAL SPLICE DETAIL
Scale: 1"=1'-0"



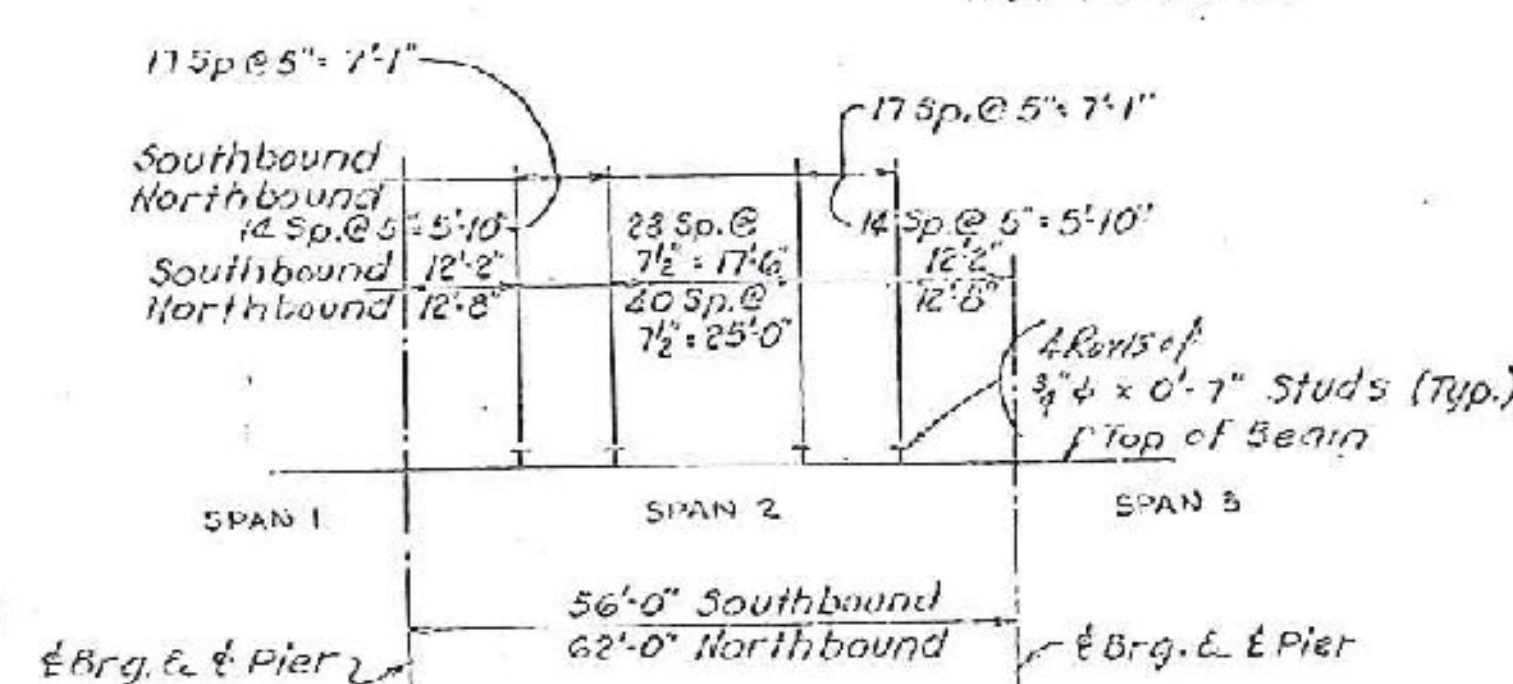
POURING SCHEDULE
Not to Scale



FINAL CAMBER AFTER D.L. DEFLECTION - S.B.
Not to Scale

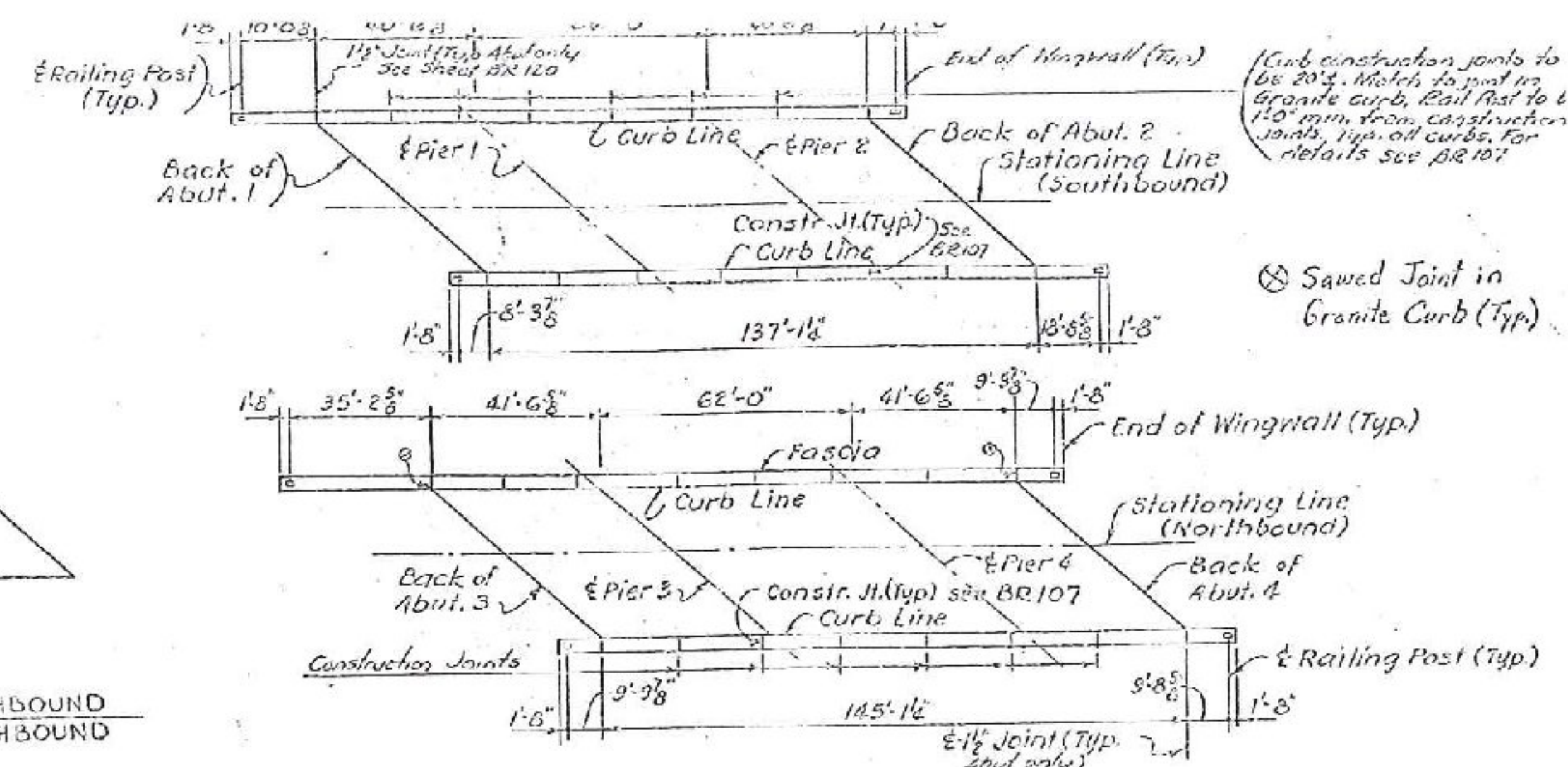


DEAD LOAD DEFLECTION - SOUTHBOUND
Not to Scale

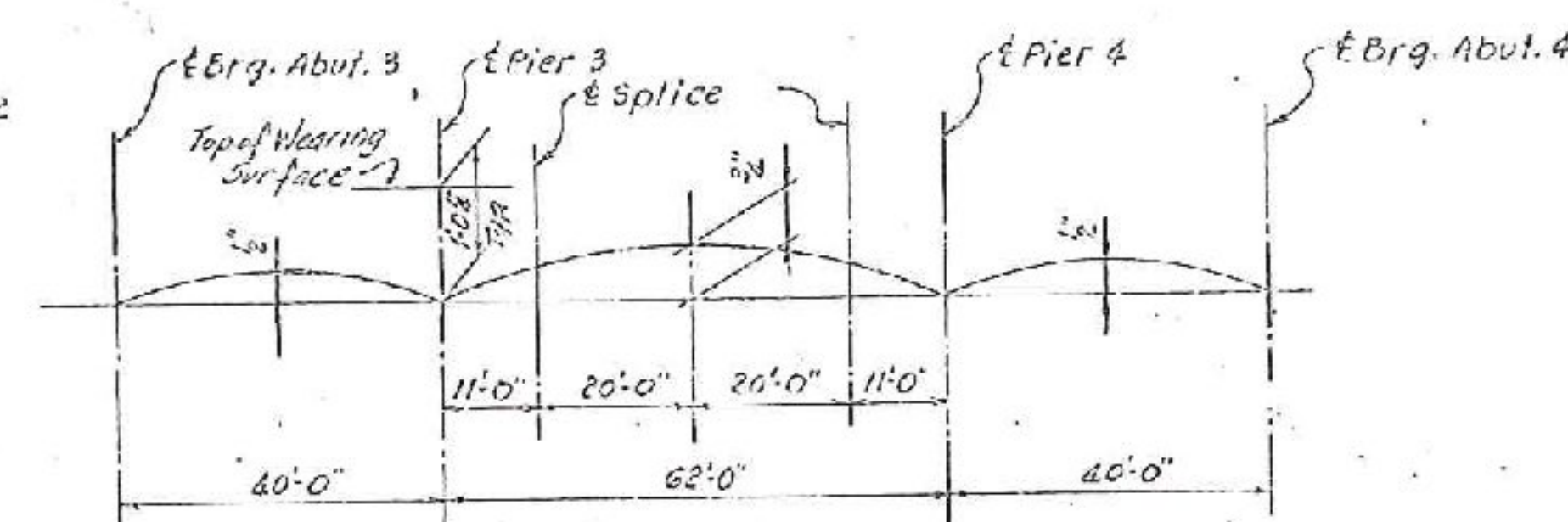


SHEAR CONNECTORS

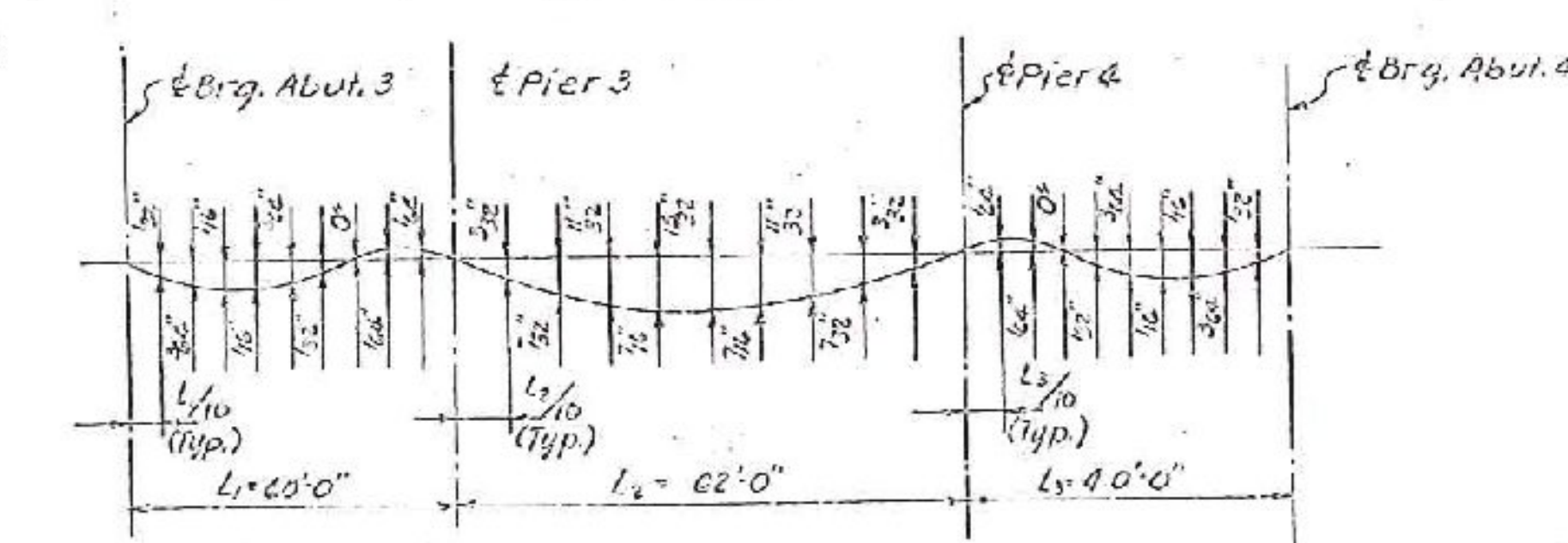
Spans 1 & 3 (SB & NB) are Non-Composite
Not To Scale



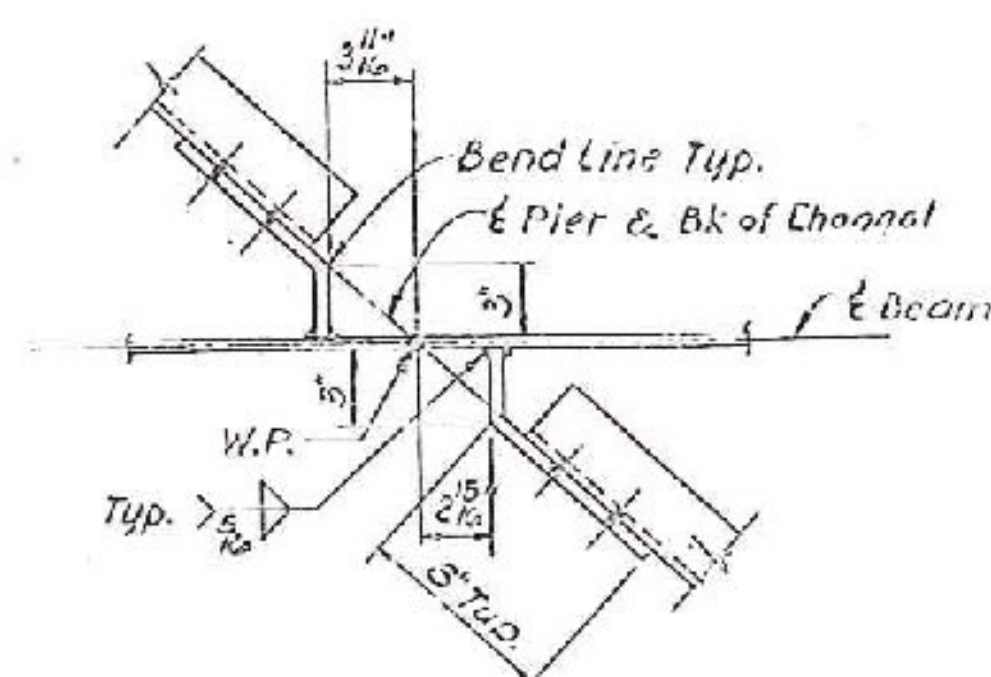
RAILING PLAN
Not to Scale



FINAL CAMBER AFTER D.L. DEFLECTION - N.B.
Not to Scale



DEAD LOAD DEFLECTION - NORTHBOUND
Not to Scale



DETAILS AT PIER DIAPHRAGM CONNECTION
Scale: 1/2" = 1'-0"

LIVE LOAD DEFLECTION		
RDWY.	SPAN	DEFLECTION
S.S.	18.3	0.35"
	2	0.45"
N.B.	18.3	0.58"
	2	0.52"

LYNDON-IRASBURG
IM MEMB(29)
SHEET 32 OF 55
BRIDGE NO. 99S & 100N
FOR REFERENCE ONLY

Made continuous pour
of deck optional.
J.R.J. 5/3/71

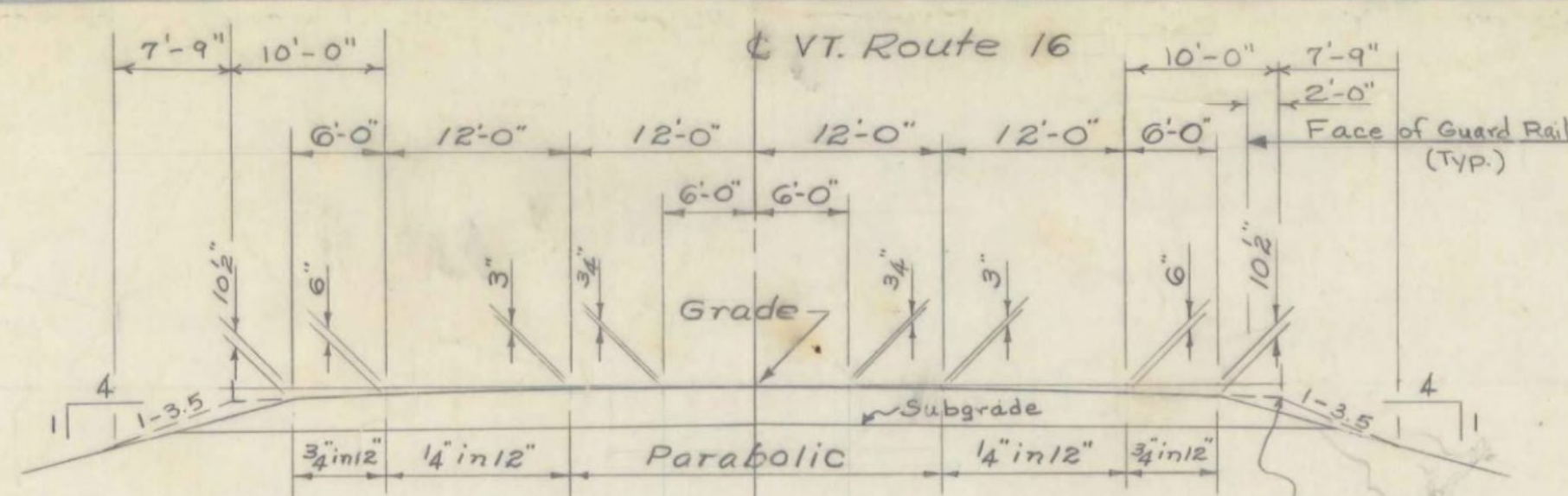
CONTRACT 3
STAGE 1 CONSTRUCTION

PREPARED BY
CLAUSELT ENGINEERING CO
CONSULTING ENGINEERS
ORLANDO, FLORIDA

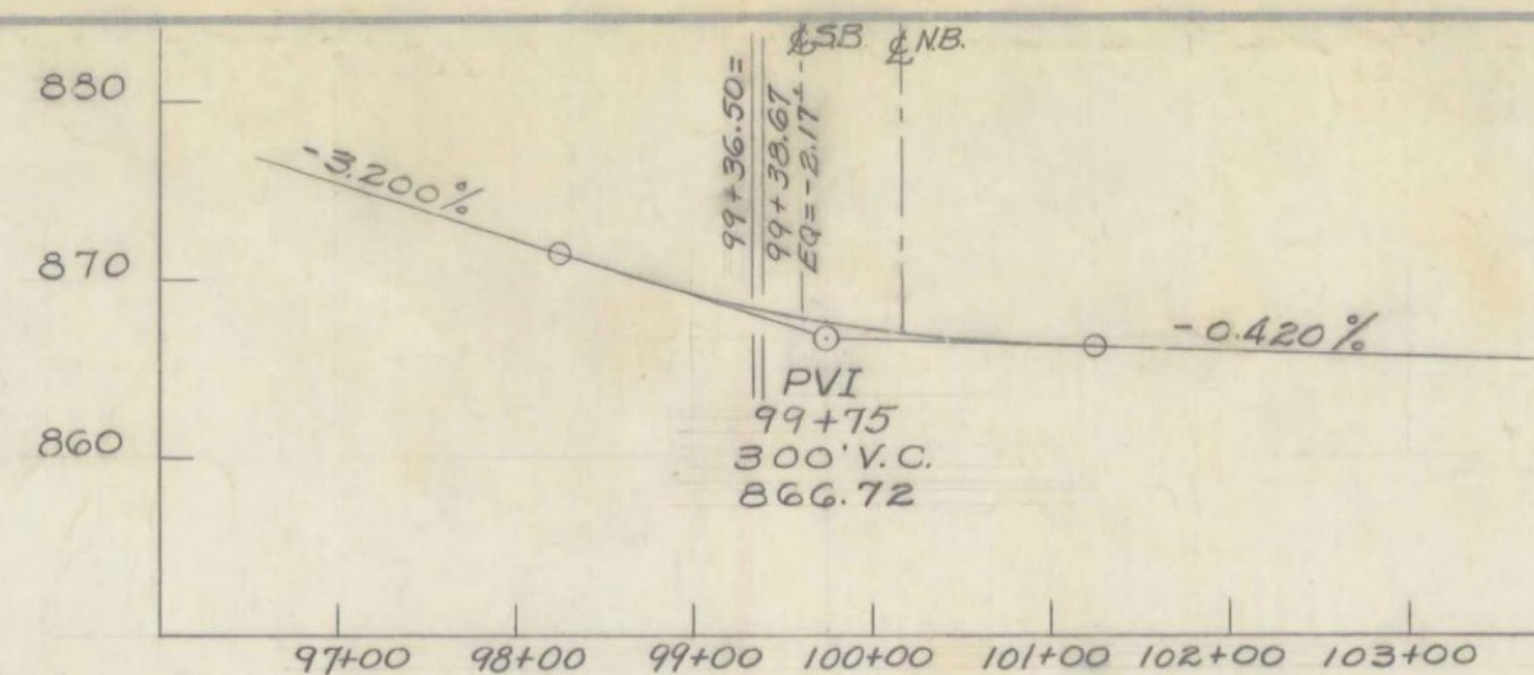
STATE OF VERMONT
DEPARTMENT OF HIGHWAYS

PROJECT _____ LYNDON PARTON _____
TOWN OF _____ SHEFFIELD _____
ROUTE No. 1-91 _____ LOG STA. 1532 _____
1-91 OVER S.A. #1 _____
SUPERSTRUCTURE DETAILS _____

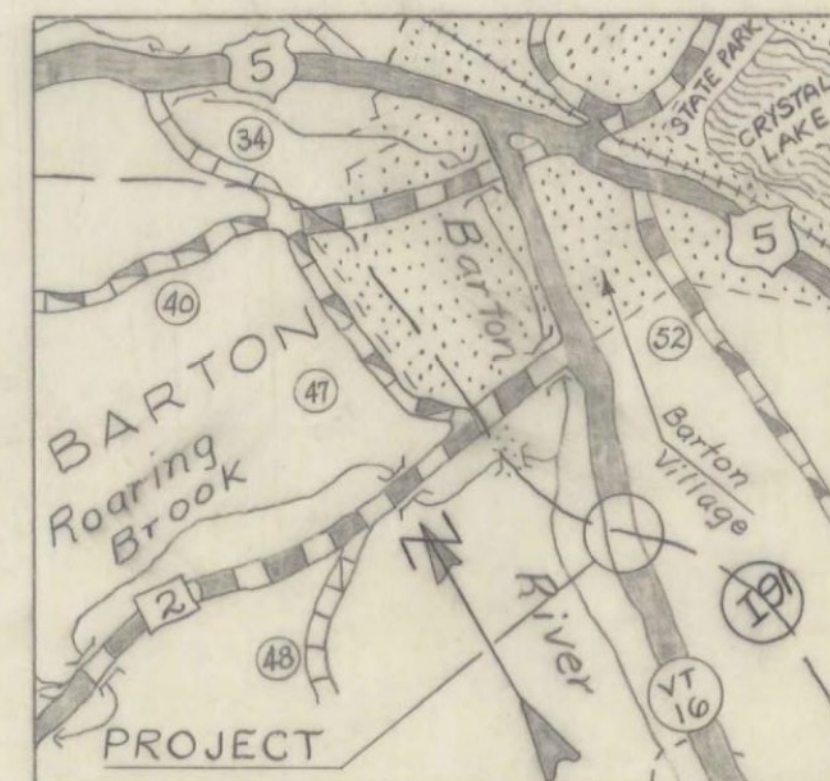
SCALE AS NOTED
IN CHARGE OF R. Margolis
DRAWN BY EmCloy CHECKED BY HAIRMAN
PROJECT NO. 1-91-3(10)
SHEET 106 OF 379 BR 10



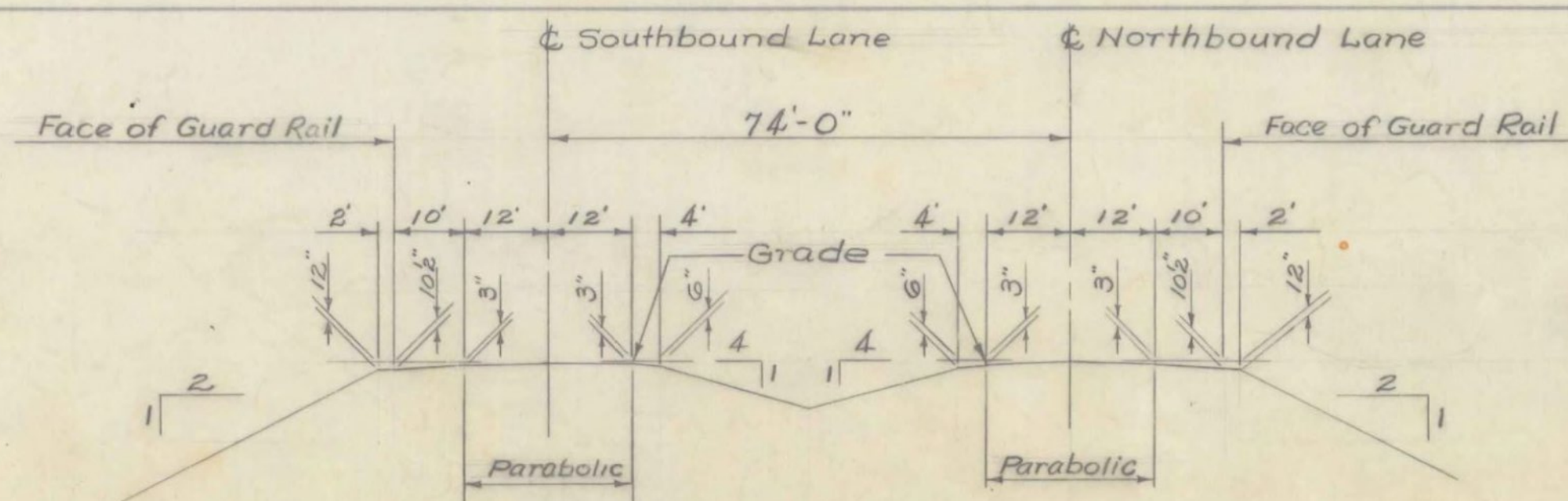
Normal Section Vt. Route 16
For Channelized Area
Scale: 1"=10'-0"



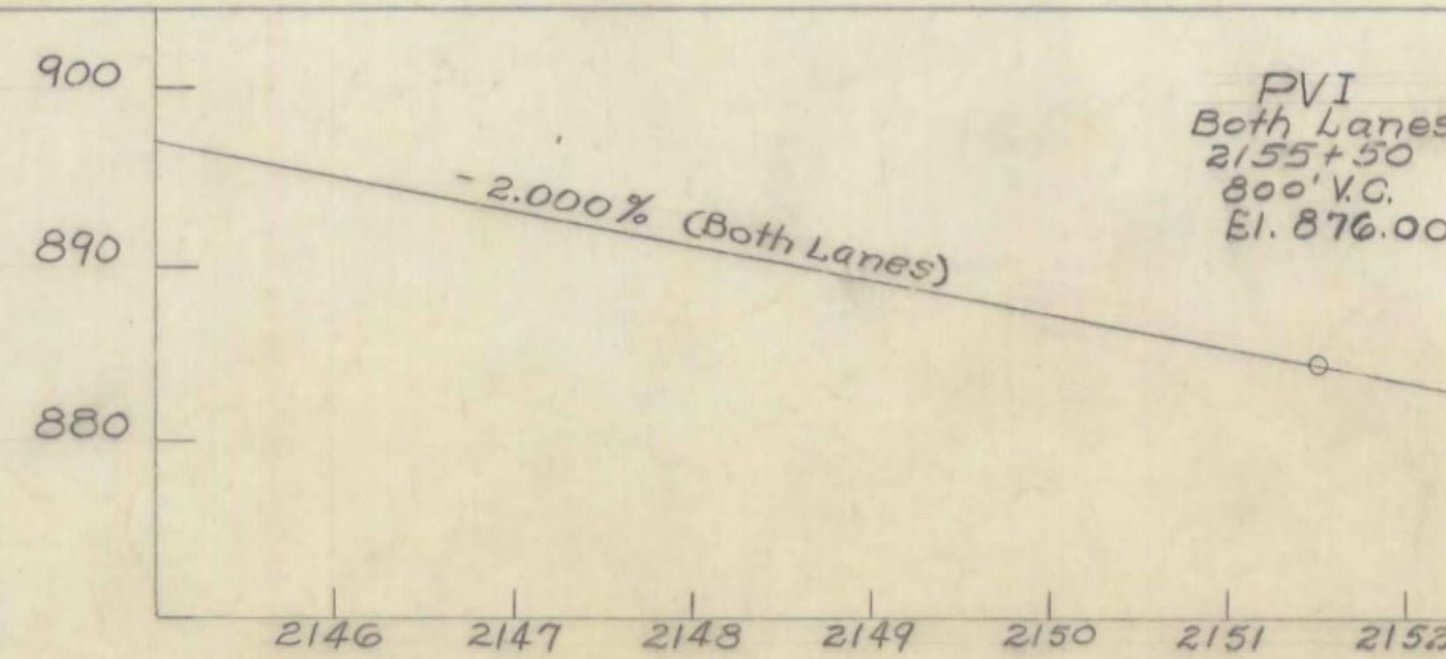
Profile of Vt. Route 16
Scale: 1"=100' Horiz. - 1"=10' Vert.



LYNDON-IRASBURG
IM MEMB(29)
SHEET 33 OF 55
BRIDGE NO. 102S
FOR REFERENCE ONLY



Typical Interstate Section
Scale: 1"=20'-0"



Interstate Profile
Scale: 1"=100' Horiz. - 1"=10' Vert.

HIGHWAY NO. 191 NAME OF HIGHWAY INTERSTATE
STRUCTURE NO. S4-B1 COUNTY ORLEANS TOWN BARTON
PROJECT NO. I91-3(18) LOCATION BARTON
I 91 OVER VT. ROUTE #16
EXISTING STRUCTURE

- 1 RATED LOADING OF EXISTING STRUCTURE NONE
- 2 TYPE OF EXISTING STRUCTURE NONE
- 3 UNDERCLEARANCE ELEVATION OF EXISTING STRUCTURE NONE
- 4 WHAT DISPOSITION SHOULD BE MADE OF EXISTING STRUCTURE? COST OF REMOVAL
- 5 SHOULD EXISTING STRUCTURE BE USED TO MAINTAIN TRAFFIC DURING CONSTRUCTION OF NEW STRUCTURE? NO
- 6 SHOULD NEW TEMPORARY STRUCTURE BE BUILT? NO
- 7 ORDINARY HIGH WATER SURFACE ELEV. AT EXISTING STRUCTURE WATERWAY TO ORDINARY H.W.
- 8 EXTREME HIGH WATER AT EXISTING STRUCTURE WATERWAY TO EXTREME H.W.
- 9 SPAN OF EXISTING BRIDGE UPSTREAM WATERWAY TO EXTREME H.W.
- 10 TYPE OF FOUNDATION UNDER EXISTING ABUTMENTS WATERWAY TO EXTREME H.W.
- 11 DOES ALL WATER AT FLOOD ELEVATION PASS THROUGH EXISTING STRUCTURE? NO
- 12 IF NOT AT WHAT ELEVATION IS RELIEF AFFORDED? NO
- 13 ADDITIONAL WATERWAY AREA PROVIDED NO

- NEW STRUCTURE Three Span Continuous Composite W Beam
- 1 RECOMMENDED TYPE OF STRUCTURE Three Span Continuous Composite W Beam
 - 2 RECOMMENDED Overall Bridge Lengths Southbound 130.29' Northbound 100.25'
Span Lengths Center to Center of Brgs. Southbound 51'-77'-48" Northbound 51'-77'-48"
Clear Span Lengths Normal to Roadway N/A
 - 3 ARE THERE OBJECTIONS TO A PIER IN THE STREAM? ANSWER YES OR NO NO
 - 4 ORDINARY HIGH WATER ELEVATION AT NEW STRUCTURE SOURCE OF INFORMATION
 - 5 EXTREME HIGH WATER ELEVATION AT NEW STRUCTURE 2
 - 6 IS ALL WATER INTENDED TO PASS THROUGH NEW STRUCTURE? 2
 - 7 DOES STREAM REACH ITS MAXIMUM HIGH WATER ELEVATION RAPIDLY? IS ORDINARY RISE RAPID?
 - 8 LOW WATER ELEVATION AT NEW STRUCTURE 2
 - 9 DRAINAGE AREA IN ACRES ABOVE STRUCTURE CHARACTER OF TERRAIN
 - 10 IS STREAM EVER DRY ESTIMATED DISCHARGE
 - 11 VELOCITY OF STREAM AT HIGH WATER STAGE AREA BELOW ORDINARY H.W.
 - 12 AREA FULL OPENING AREA BELOW ORDINARY H.W.
 - 13 CHARACTER OF SCOUR DRIFT ICE
 - 14 ESTIMATED DRAINAGE AREA ABOVE NATURAL OR ARTIFICIAL STORAGE NO
 - 15 VERTICAL CLEARANCE ABOVE STREAM ELEVATION NONE BOTH SIDES
 - 16 ARE SIDEWALKS REQUIRED? IF SO ON WHAT SIDE? 2" Bituminous Concrete Pavement
 - 17 RECOMMENDED TYPE OF PAVEMENT 2" Bituminous Concrete Pavement
 - 18 TRAFFIC TO BE MAINTAINED UNDER ITEM NO. ONE OR TWO WAYS PROBABLE COST
 - 19 PROBABLE COST OF CLEARING AND GRUBBING STREAM CHANNEL AT STRUCTURE SITE NO
 - 20 SHOULD PROVISIONS BE MADE FOR PUBLIC UTILITIES? NO
 - 21 ESTIMATED ALLOWABLE LOAD ON FOUNDATIONS 58 Tons SHOULD PILES BE USED? Yes EST. LGTH. See Table
per pile (Steel Piles 12BP53)

FOUNDATION INFORMATION

OBTAINED FOR DESIGN PURPOSES ONLY, AND THE STATE ASSUMES NO RESPONSIBILITY WHATSOEVER FOR THE SUFFICIENCY OR ACCURACY OF THE INFORMATION SHOWN. BOULDERS MAY BE ENCOUNTERED AT ANY PIER OR ABUTMENT LOCATION.

FOR BORING LOGS SEE SHEET BR-103 #104

TABLE OF ESTIMATED PILE LENGTHS

LOCATION	FOOTING ELEV.	PILE LENGTH
Abutment No. 1	878.00	45'
Abutment No. 2	877.00	50'
Abutment No. 3	879.00	60'
Abutment No. 4	876.00	60'
Pier No. 1	858.50	30'
Pier No. 2	861.00	35'
Pier No. 3	858.00	35'
Pier No. 4	858.00	35'

PROJECT: BARTON Stage 2 Construction

STATE OF VERMONT
DEPARTMENT OF HIGHWAYS

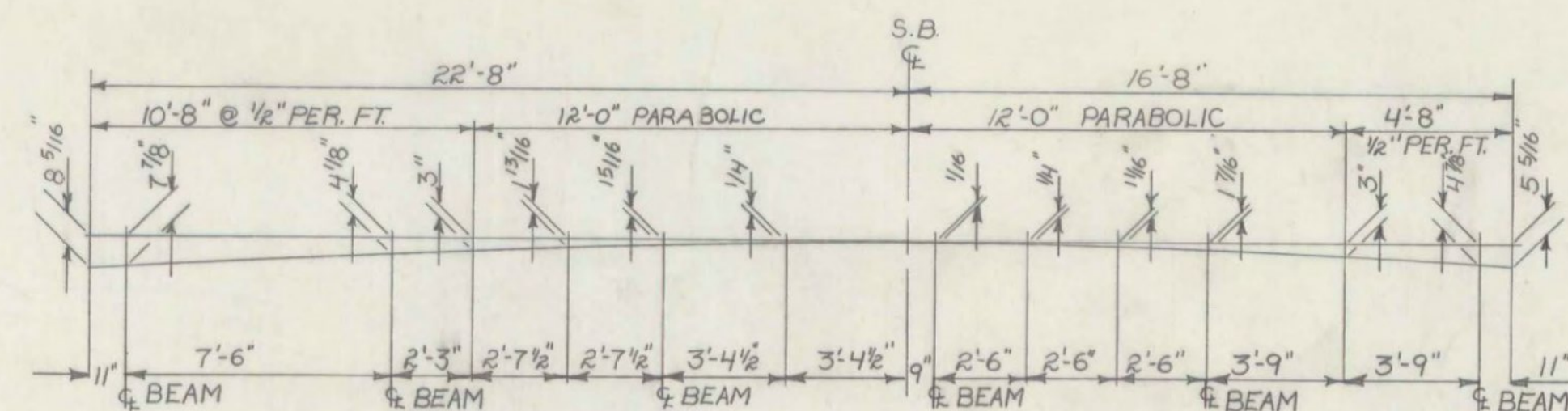
INTERSTATE IN THE TOWN OF
BARTON BR 102
ROUTE NO I91 STA. 2148+97
I91 OVER VT. ROUTE 16

PRELIMINARY INFORMATION

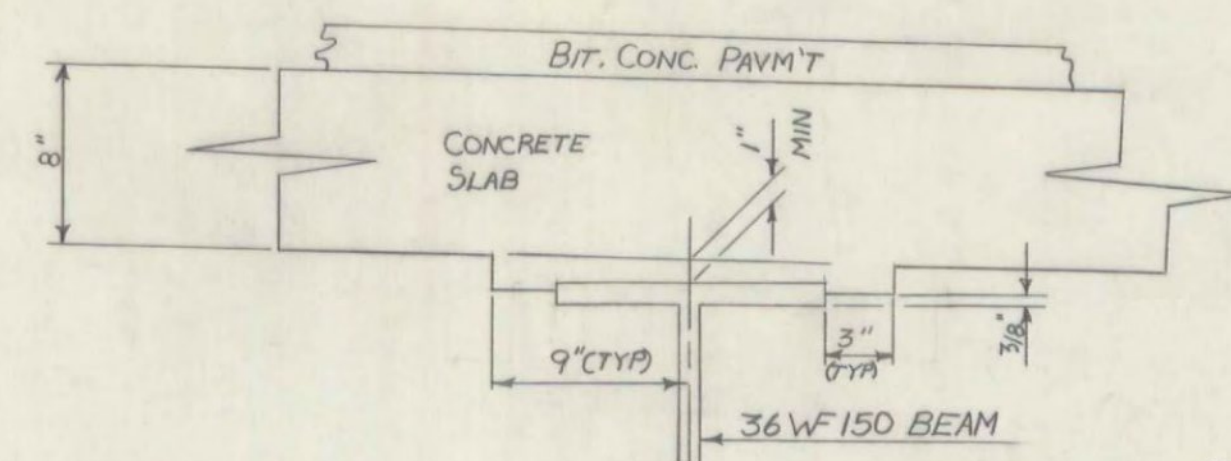
SURVEYED BY SPRULING CHECKED BY CONNELLY IN CHARGE F.W. Baikum DATE 11/21/66

PROJECT NO. I91-3(18) SHEET 112 OF 112

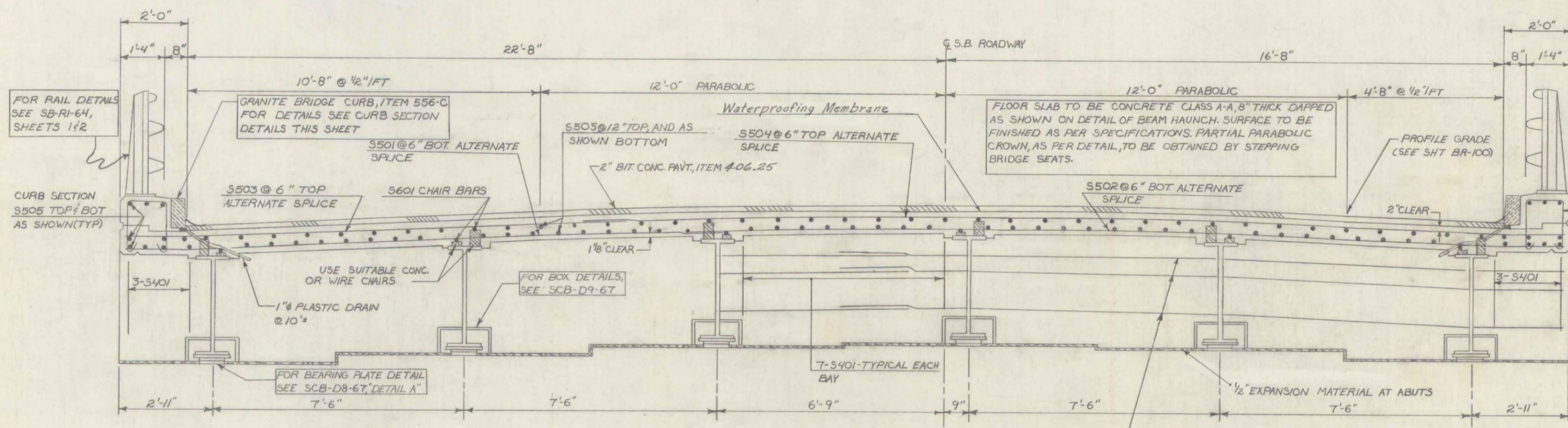
(18) 385 389
BR-100



DETAIL OF PARTIAL PARABOLIC CROWN OF SLAB
SCALE: 1/4" = 1'-0"

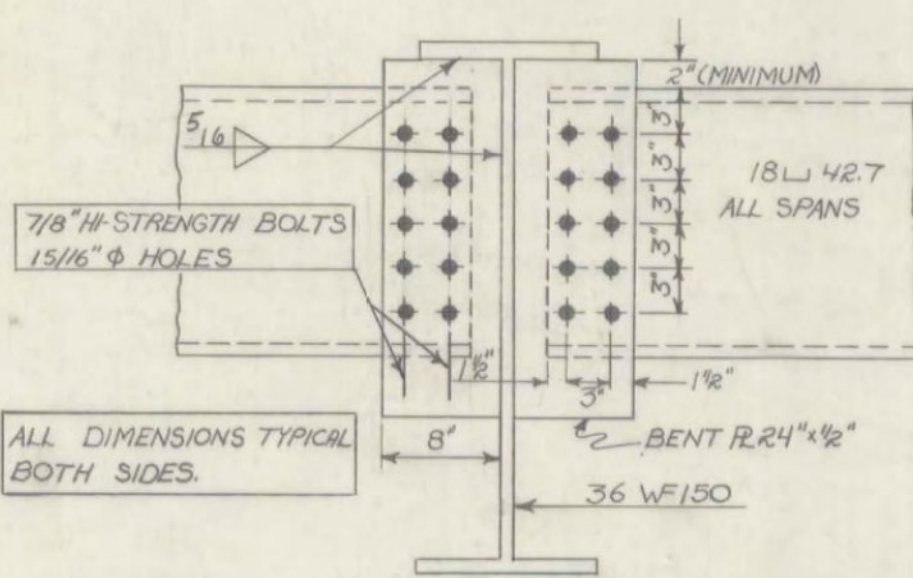


BEAM HAUNCH DETAIL
SCALE: 1/8" = 1'-0"

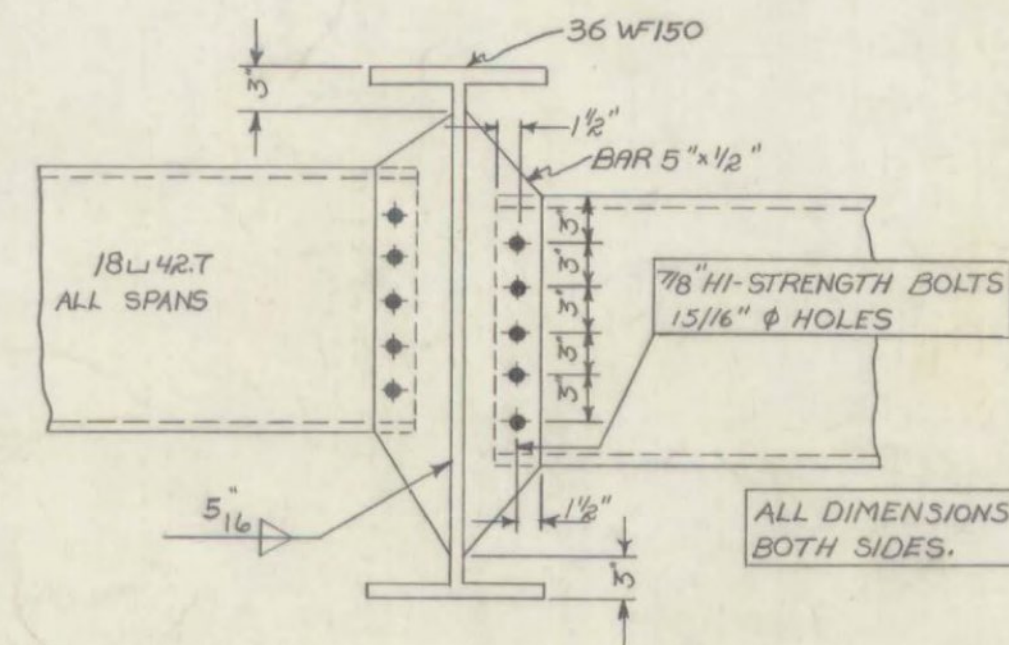


TYPICAL SECTION
SCALE: 1/8" = 1'-0"

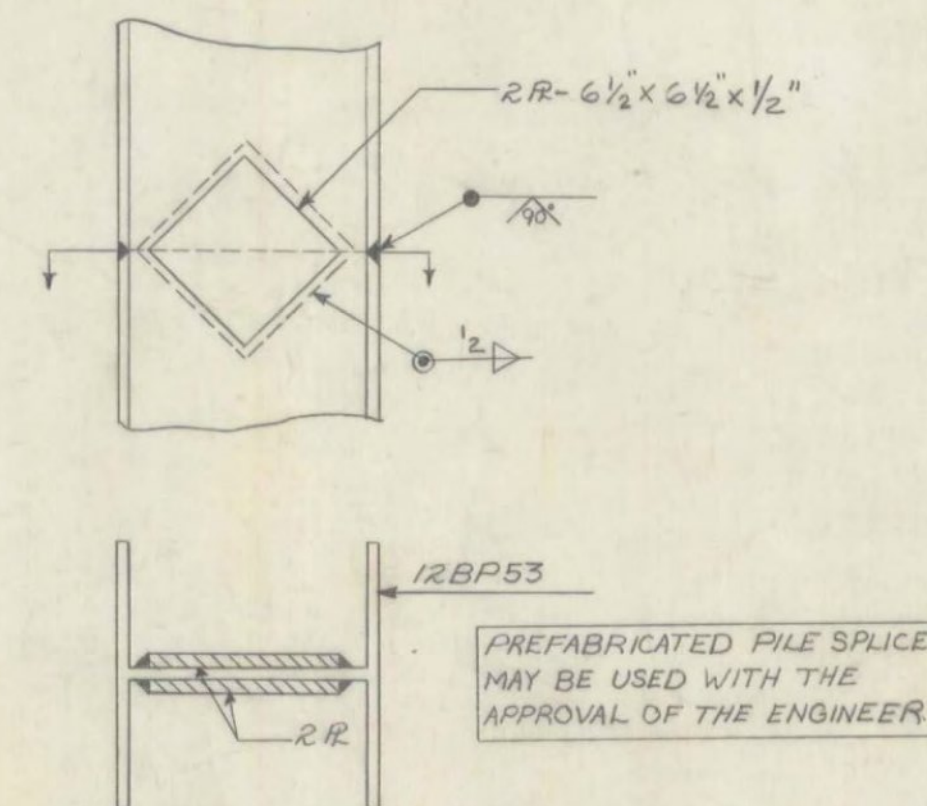
NORTHBOUND TYPICAL BRIDGE SECTION IS SIMILAR TO THE SOUTHBOUND.



PIER DIAPHRAGMS
SCALE: 1" = 1'-0"



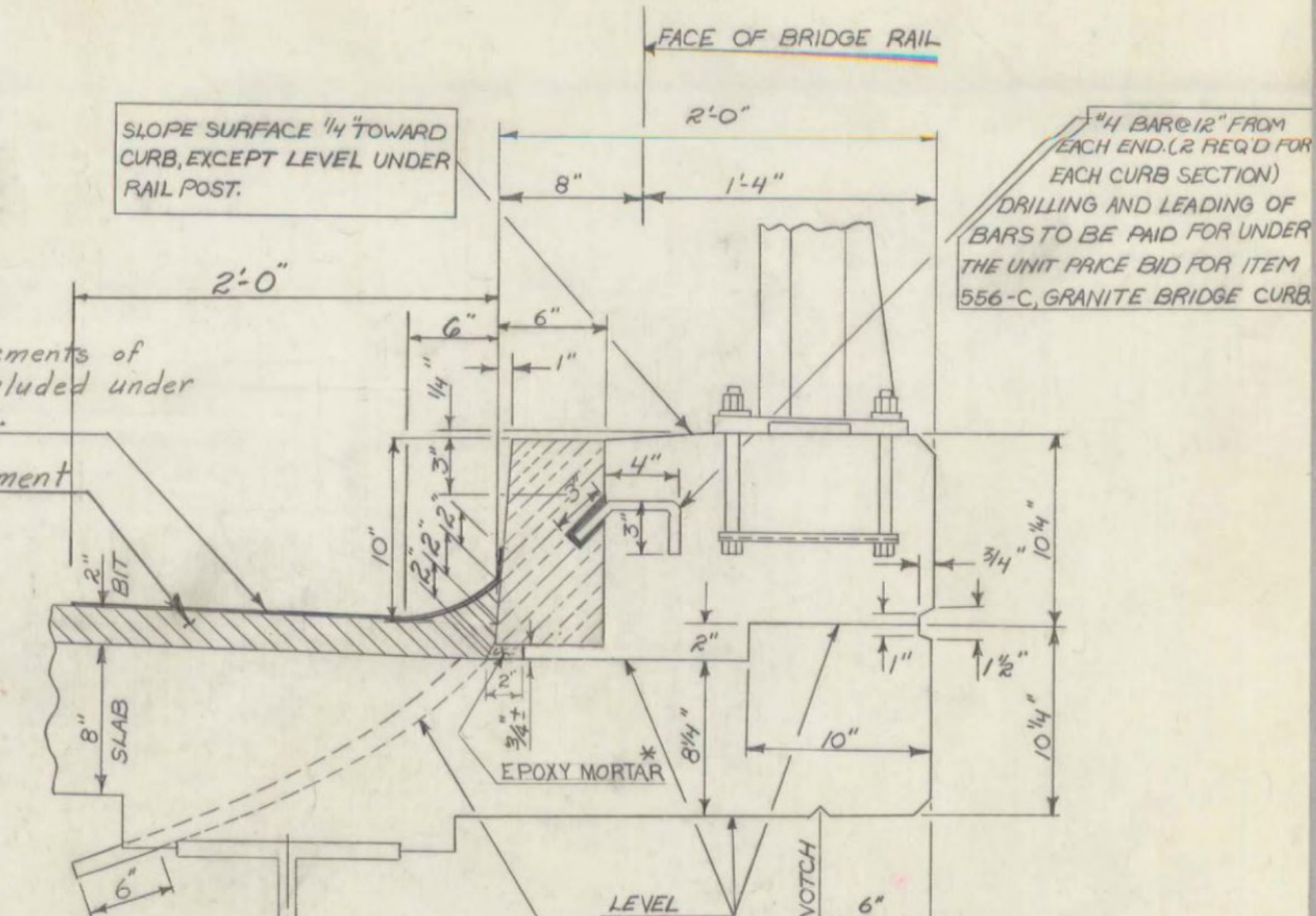
INTERMEDIATE DIAPHRAGMS
SCALE: 1" = 1'-0"



DETAIL OF PILE SPICE
SCALE: 1/8" = 1'-0"

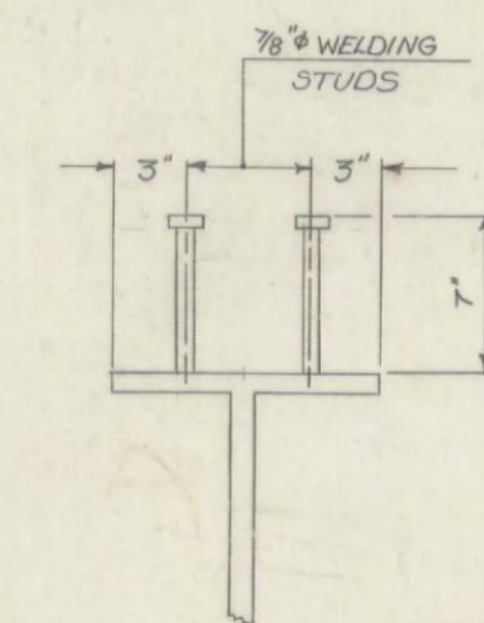
Tar Emulsion, meeting requirements of Item 702.05. Cost to be included under Item 406.25, Bit. Conc. Pav't.

Item 406.25 Bituminous Concrete Pavement

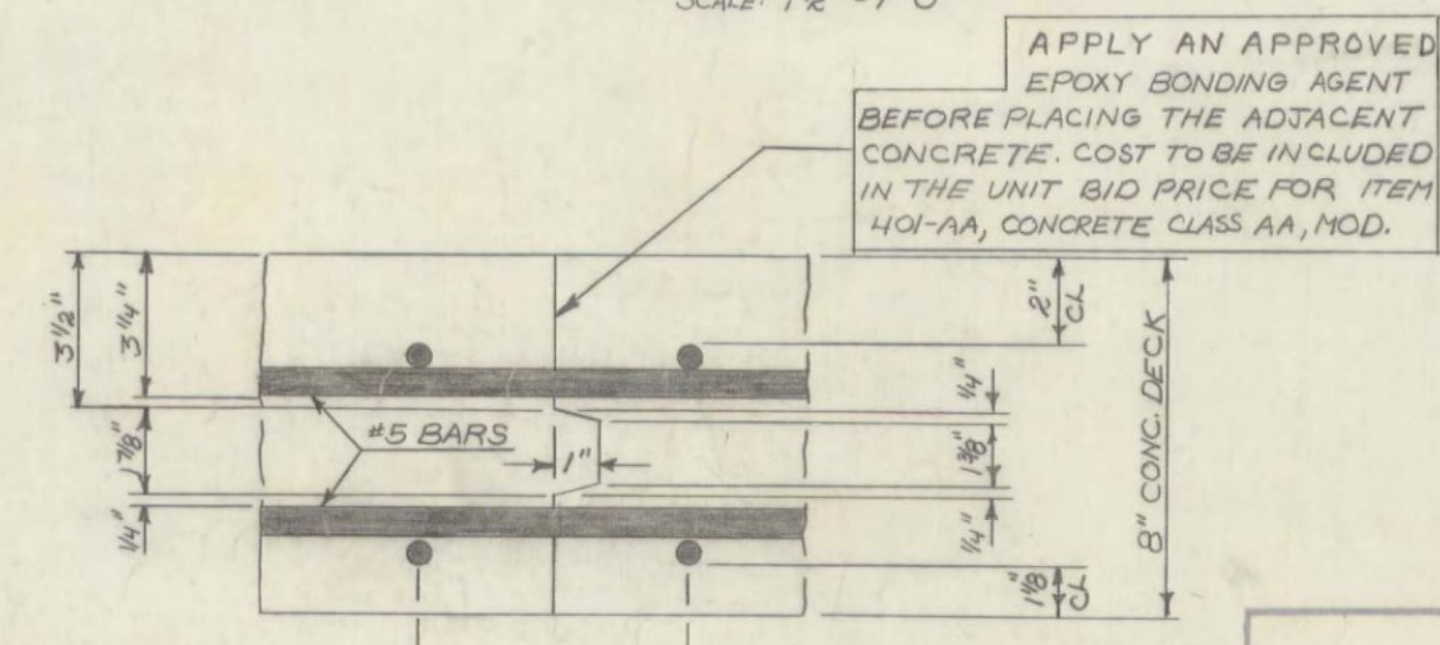


CURB SECTION DETAILS
SCALE: 1/2" = 1'-0"

* REFER TO SPECIAL PROVISIONS UNDER ITEM 556-C.02 MATERIALS SUBARTICLE B - MORTAR.



SHEAR CONNECTOR DETAILS
SCALE: 1/2" = 1'-0"



TRANSVERSE DECK CONSTRUCTION JOINT
SCALE: 3" = 1'-0"
(SEE BR 105 FOR CONCRETE SLAB POUR SEQUENCE)

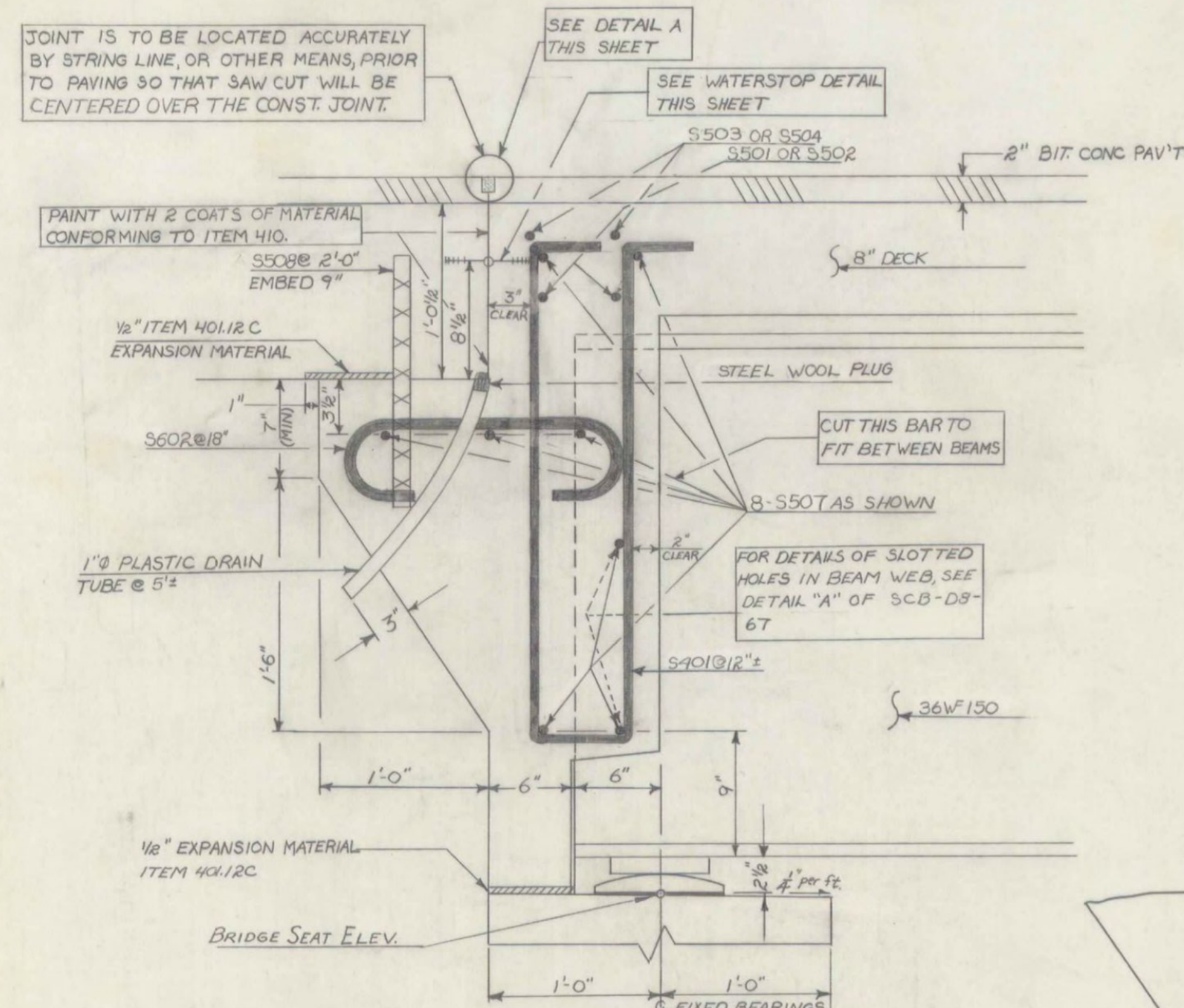
LYNDON-IRASBURG
IM MEMB(29)
SHEET 35 OF 55
BRIDGE NO. 1025
FOR REFERENCE ONLY

Stage 1 Construction

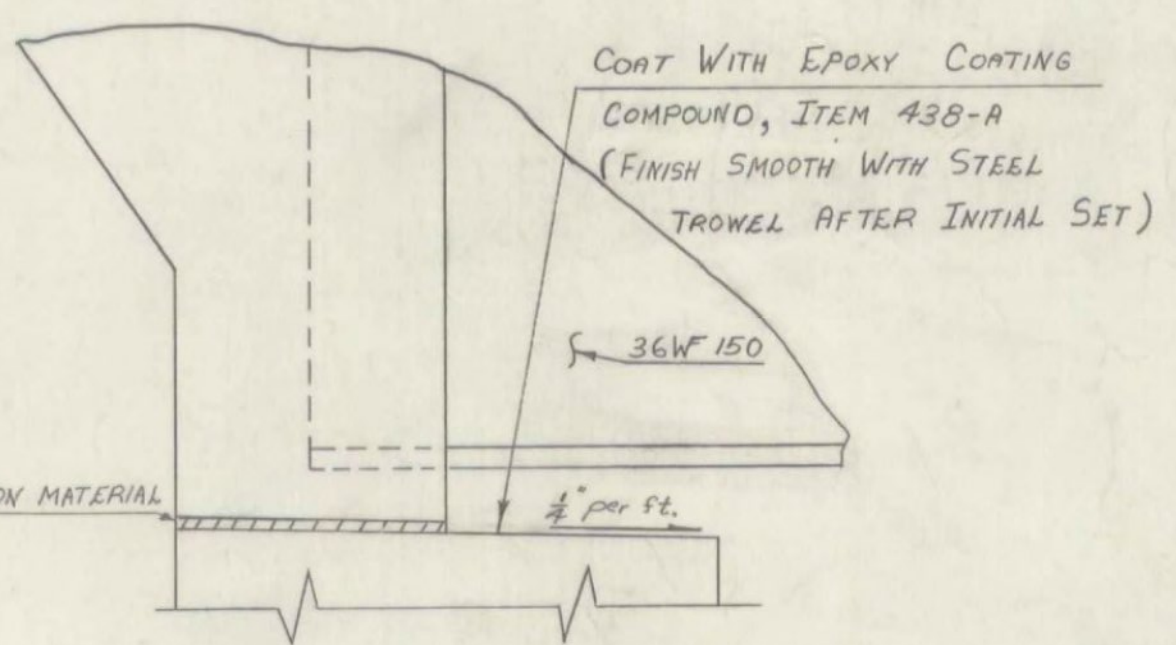
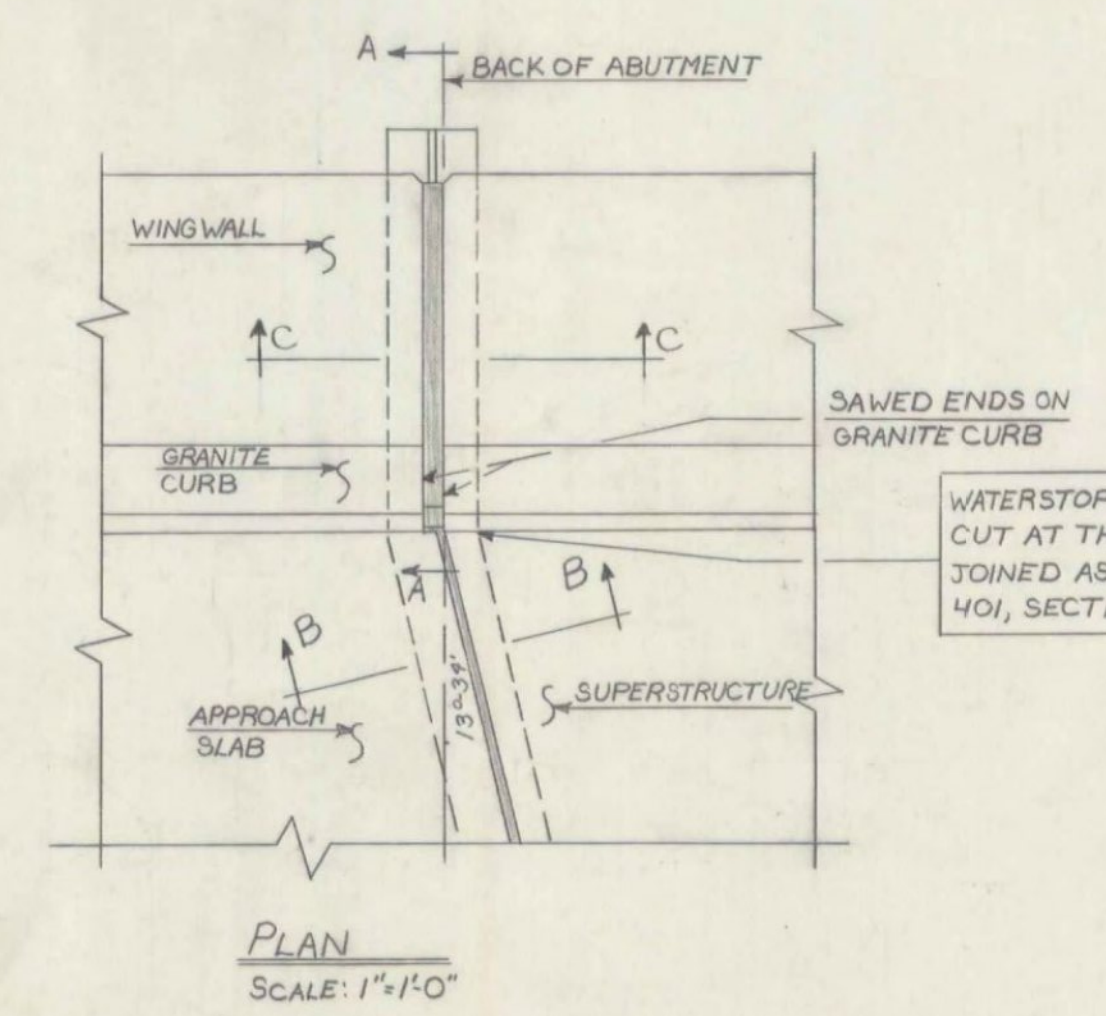
STATE OF VERMONT
DEPARTMENT OF HIGHWAYS

PROJECT: BARTON TOWN OF BARTON
ROUTE No. 191
INTERSTATE 91 OVER VT-16
SUPERSTRUCTURE DETAILS
SCALE AS SHOWN
SECTION SUPERVISOR: F.W. Balkum - 9/70
DRAWN BY: HOSKING CHECKED BY: OUELLETTE
PROJECT No. I 91-3 (18)
SHEET 118 OF 120 BR106

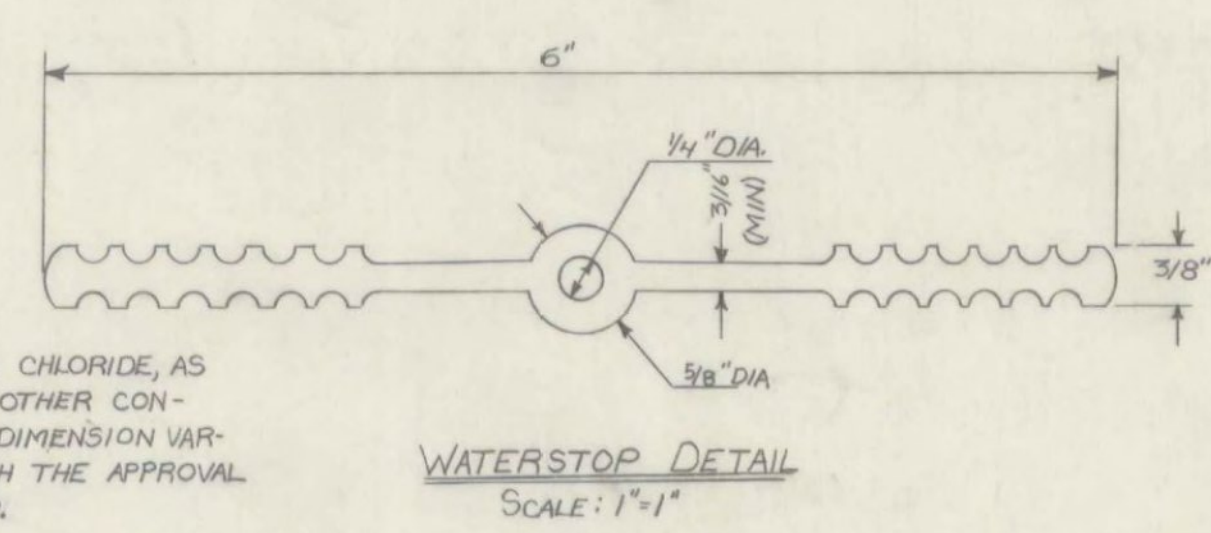
Stage 2 Construction



CURTAIN WALL DETAILS (SECTION B-B)
SCALE: 1 1/2" = 1'-0"

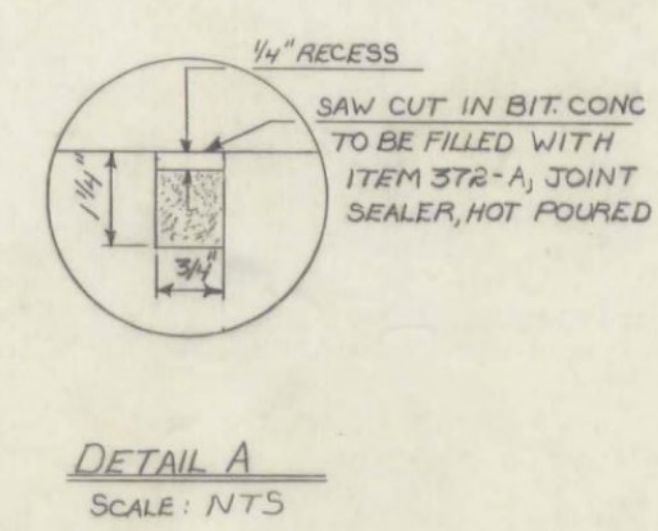


-DETAIL OF BRIDGE SEAT TREATMENT -
FIXED ABUTMENTS
(REFER TO NOTE 14 ON STD. SH. SCB-DI-67 FOR
SPECIFICATIONS REGARDING SLOPING OF BRIDGE SEATS)
SCALE: 1 1/2" = 1'-0"

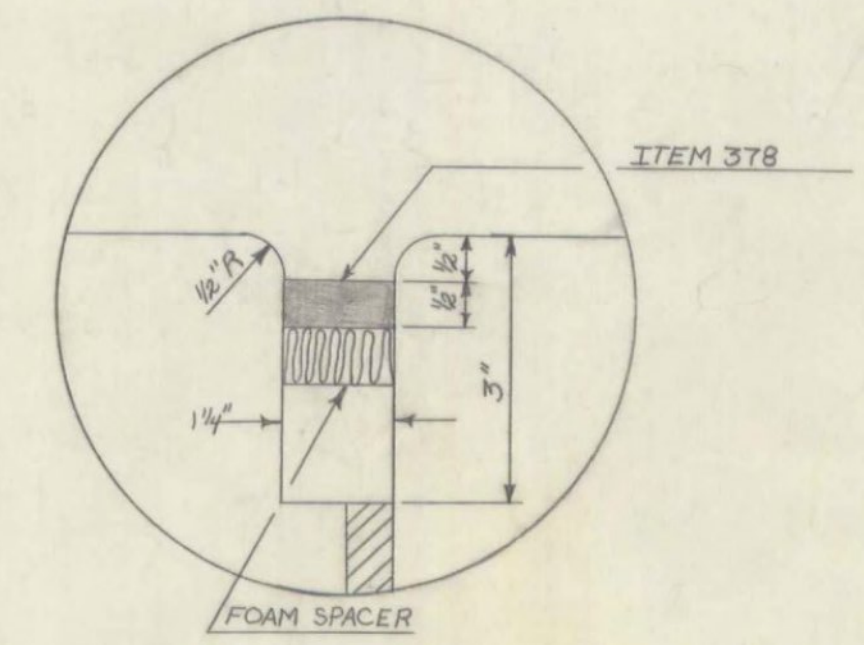


WATERSTOP DETAIL
SCALE: 1" = 1'

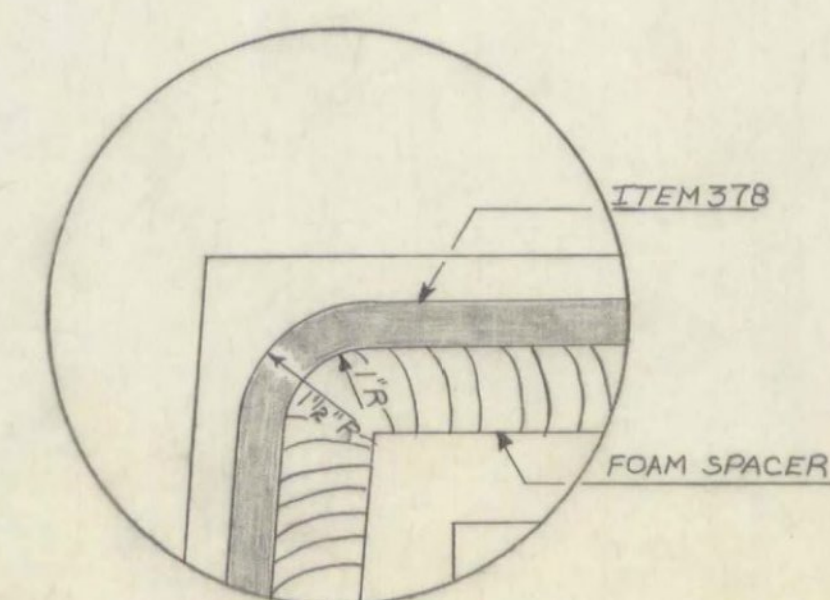
- NOTES
- 1) MATERIAL TO BE POLYVINYL CHLORIDE, AS SPECIFIED IN ITEM 401.2H. OTHER CONFIGURATIONS, WITH MINOR DIMENSION VARIATIONS, MAY BE USED WITH THE APPROVAL OF THE BRIDGE ENGINEER.
 - 2) COST OF THE WATERSTOP AND PAINT WATERPROOFING SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 401, CONCRETE CLASS A-A, MOD. THE PAINT WATERPROOFING SHALL CONFORM TO THE SPECIFICATIONS FOR ITEM 410.
 - 3) THE CONTRACTOR SHALL PROVIDE ADEQUATE SUPPORT TO MAINTAIN ALIGNMENT OF WATERSTOP DURING CONSTRUCTION.



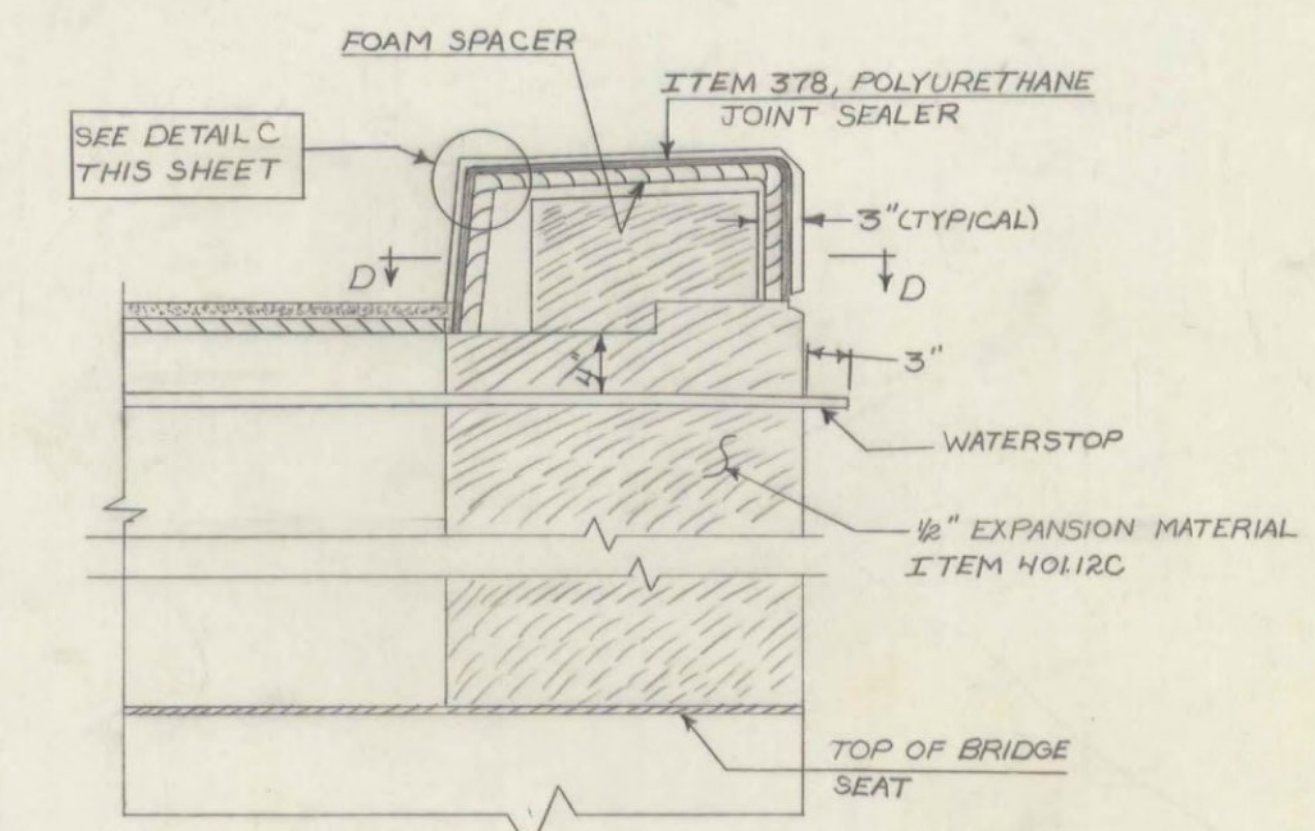
DETAIL A
SCALE: N.T.S.



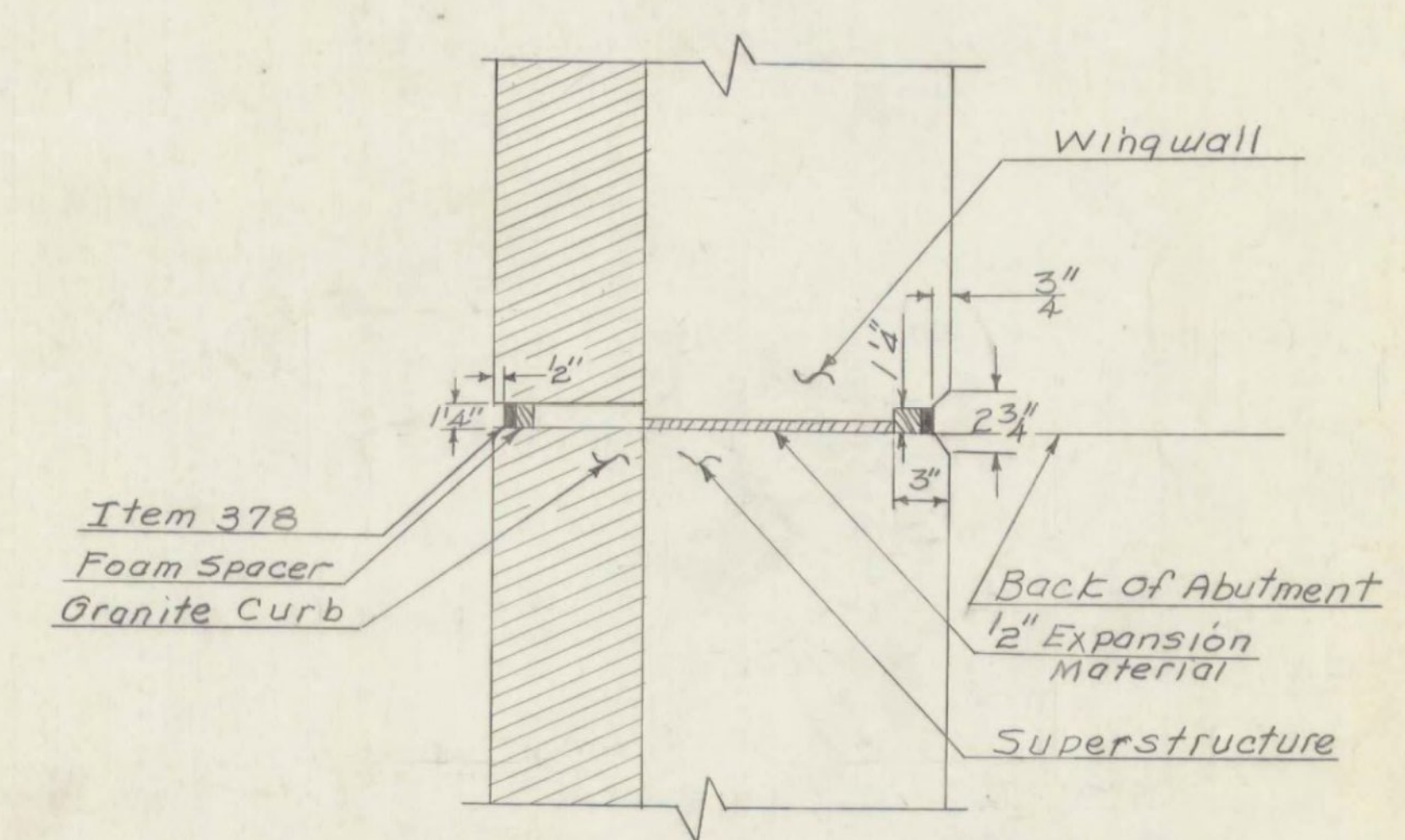
DETAIL B
SCALE: 1" = 2"



DETAIL C
SCALE: 1" = 2"



SECTION A-A
SCALE: 1" = 1'-0"



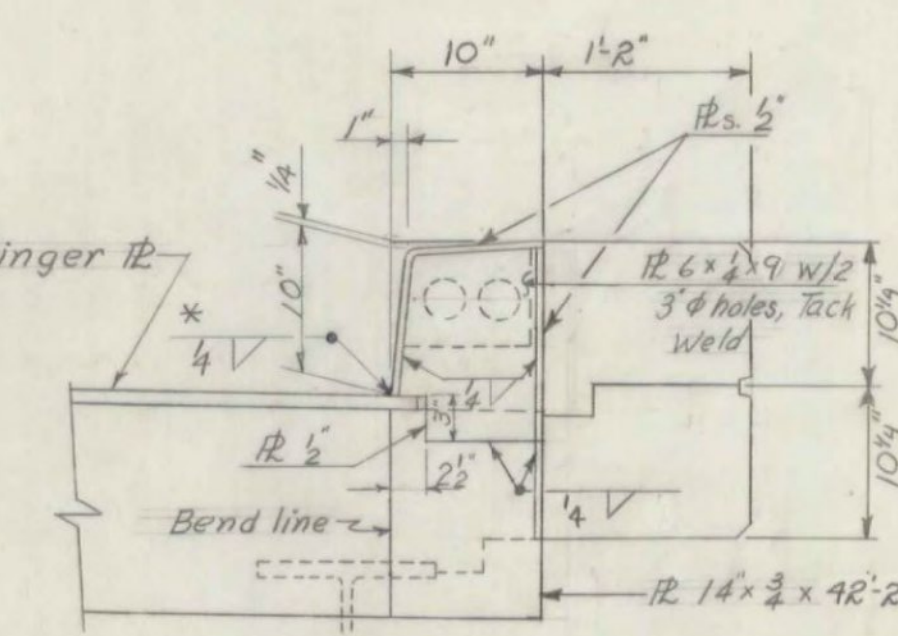
SECTION D-D
SCALE: 1 1/2" = 1'-0"

LYNDON-IRASBURG
IM MEMB(29)
SHEET 36 OF 55
BRIDGE NO. 102S
FOR REFERENCE ONLY

Stage 1 Construction

STATE OF VERMONT
DEPARTMENT OF HIGHWAYS

PROJECT: BARTON TOWN OF BARTON **BR 102**
ROUTE NO. 191 STATION 214B+97
INTERSTATE 91 OVER VT 16
FIXED END DETAILS
SCALE AS SHOWN
SECTION SUPERVISOR: F. W. Balkum - 4/70
DRAWN BY: HOSKING CHECKED BY: QUELLETTE 4/70
PROJECT NO. 191-3C(1)
SHEET 119 OF 670 BR 107



SECTION D-D
Scale: 1" = 1'-0"

[illegible]

SECTION B-B
Scale: 1" = 1'-0"

NOTES

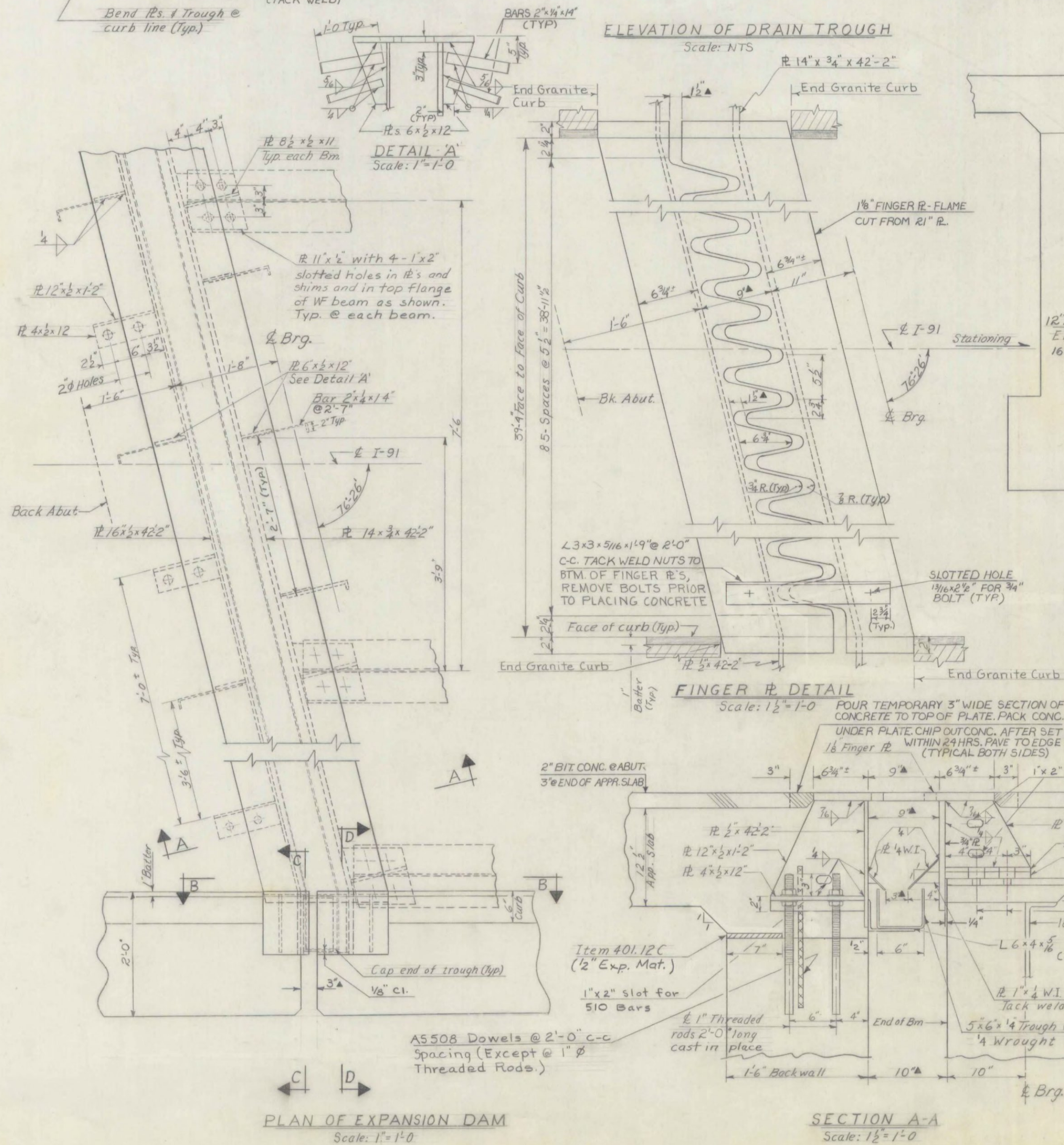
- ① FOR GENERAL NOTES, SEE SHEET BR101, PLAN & ELEVATION.
* STD. DWG. 5CB-D1-67
- ② CLEAR DIMENSIONS INDICATED ▲ ARE FOR 45°F.
- ③ ALL STEEL COMPLETELY EMBEDDED IN CONCRETE MAY BE ASTM
A-36, EXCEPT AS OTHERWISE NOTED. ALL OTHER STEEL SHALL
BE ASTM A-242 WITH A COMPOSITION SUITABLE FOR USE
AS A CORROSION-RESISTANT METAL.
- ④ FOR DETAILS OF THE STANDARD 12" ACCOMP ELBOWS, 16
GAUGE, SEE STD DWG-D-4.
- ⑤ EXCAVATION FOR THE 12" ACCOMP DRAINAGE SYSTEM IS TO
BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 106-A,
TRENCH EXCAVATION OF EARTH.
- ⑥ FOR CURB DETAILS NOT SHOWN SEE SHEETS BR 106,
BR 107 AND BR 109.

Stage 1 Construction

STATE OF VERMONT
DEPARTMENT OF HIGHWAYS

PROJECT: BARTON
TOWN OF BARTON **BR 102**
ROUTE NO. I-91 **\$** STA. 2148+97
INTERSTATE 91 OVER VT #16
EXPANSION DAM DETAILS

SCALE As Noted
SECTION SUPERVISOR: F.W. Bolcum - 4/70
DRAWN BY Wailancourt CHECKED BY OUELLETTE
Hosking 3/70
PROJECT NO. I-91-3 (11)
SHEET 120 OF 670 BR 108



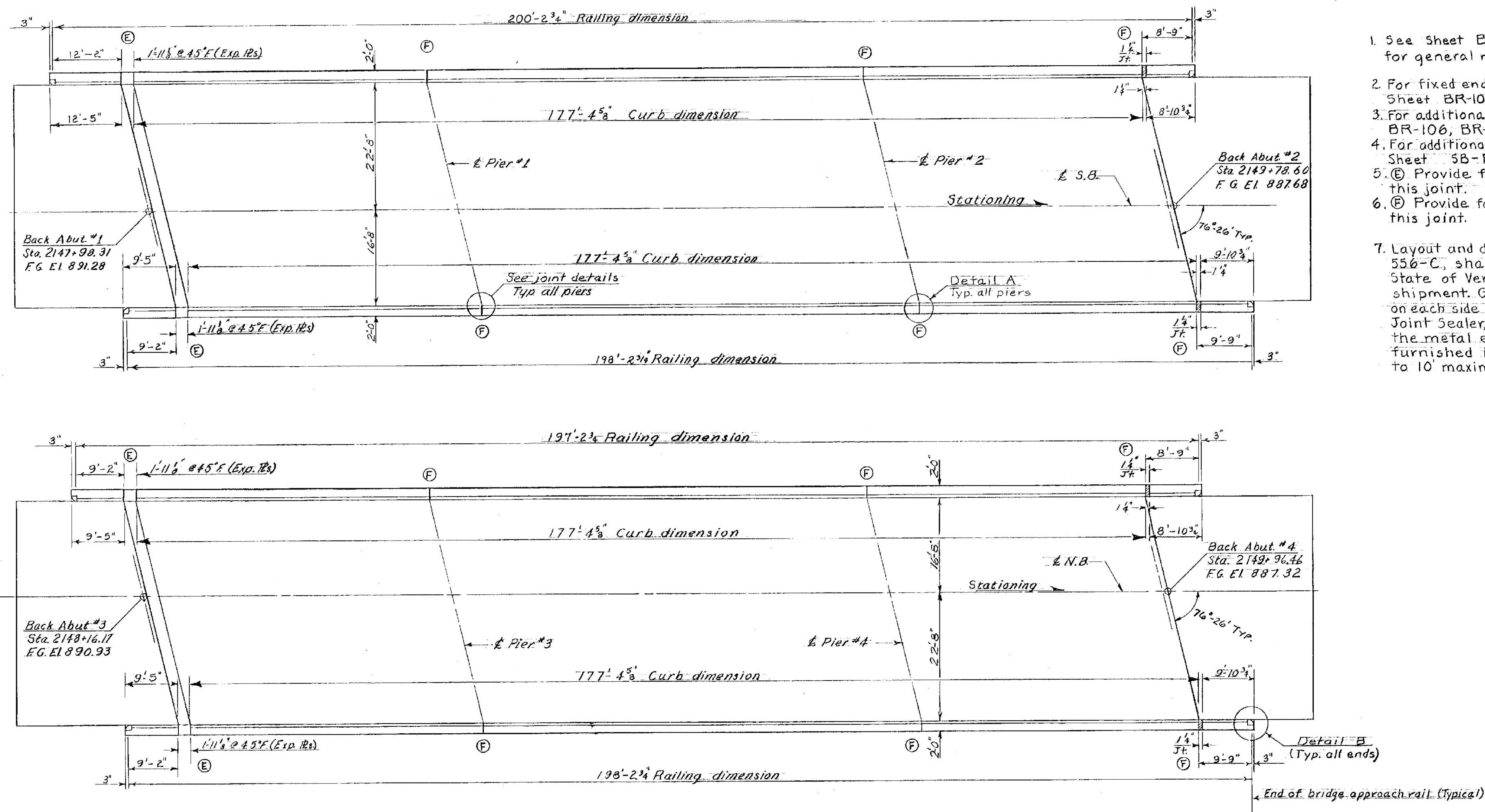
PLAN OF EXPANSION DAM
Scale: 1" = 1'-0"

SECTION A-A
Scale: $1\frac{1}{2}'' = 1'-0$

CLAMP DETAIL
Scale: 3"=1'-0"

HOPPER DETAIL
Scale: $1\frac{1}{2}" = 1'-0"$

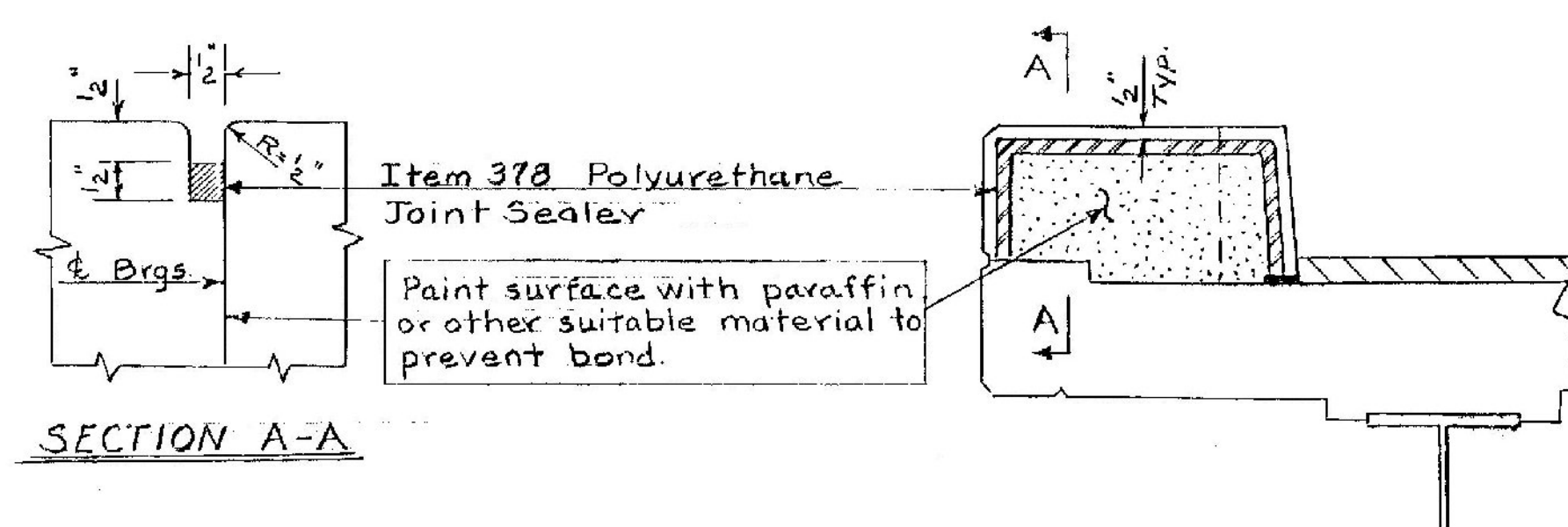
LYNDON-IRASBURG
IM MEMB(29)
SHEET 37 OF 55
BRIDGE NO. 102S
FOR REFERENCE ONLY



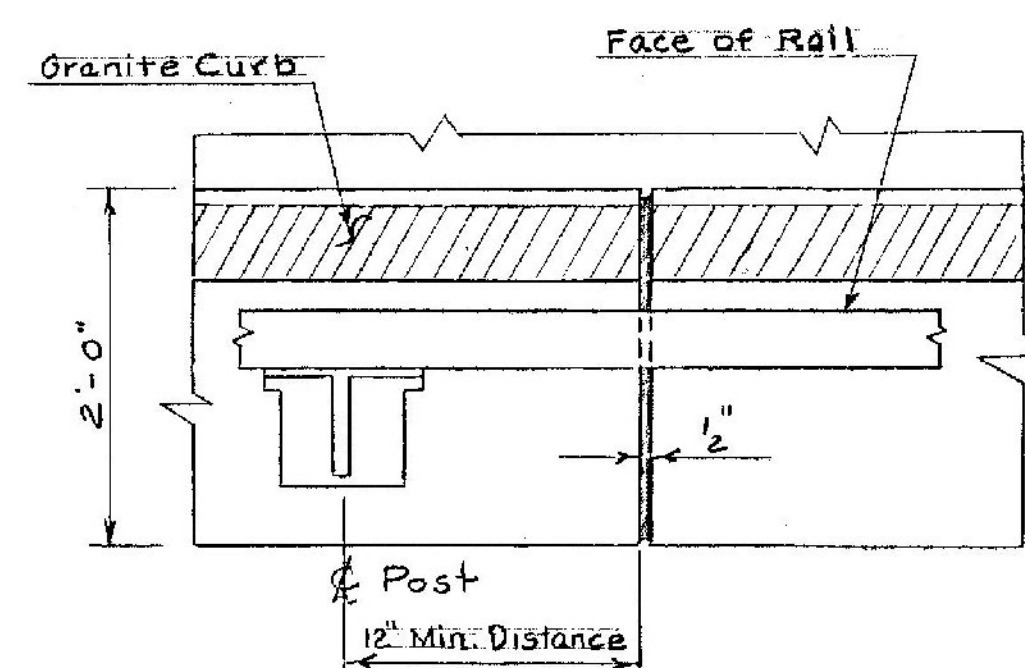
NOTES

1. See Sheet BR-101 and SCB-D1-67, where applicable; for general notes.
2. For fixed end joint details at Abutment #2 & #4 see Sheet BR-107.
3. For additional details of Granite Bridge Curb see Sheet BR-106, BR-107 and BR-108.
4. For additional details of Bridge Railing see Standard Sheet SB-R1-64 sheets 1 & 2.
5. (E) Provide for 3" expansion in Bridge Railing across this joint.
6. (F) Provide for 3/4" expansion in Bridge Railing across this joint.
7. Layout and detail drawings for Granite Bridge Curb, Item 556-C, shall be submitted in triplicate to the State of Vermont for approval prior to fabrication and shipment. Granite Curb ends shall be sawed square on each side of all joints where Item 378, Polyurethane Joint Sealer, is used or where the curb butts against the metal expansion plates. Granite Curb shall be furnished in random lengths ranging from 4' minimum to 10' maximum.

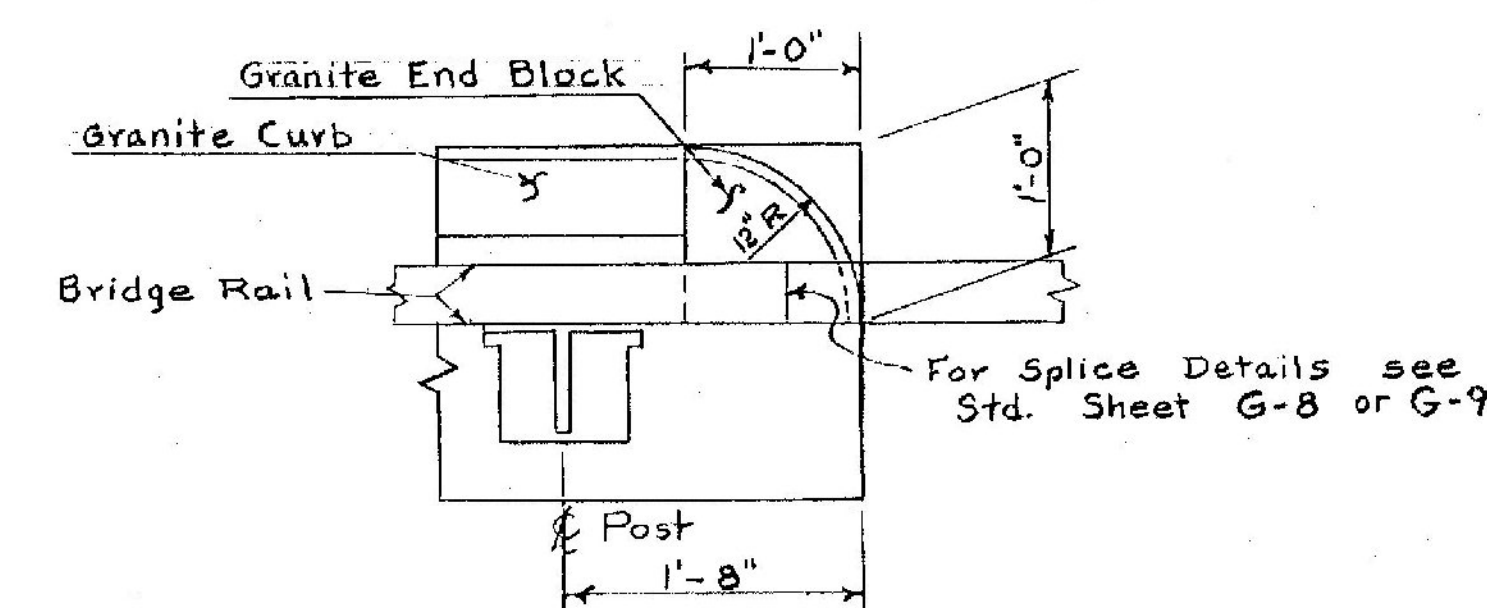
LYNDON-IRASBURG
IM MEMB(29)
SHEET 38 OF 55
BRIDGE NO. 1025
FOR REFERENCE ONLY



TYPICAL PIER JOINT DETAILS
N.T.S.



DETAIL A
N.T.S.



DETAIL B
Scale: 1"=1'-0"

Stage 1 Construction

STATE OF VERMONT
DEPARTMENT OF HIGHWAYS

PROJECT: BARTON
TOWN OF BARTON
ROUTE NO. 1-91
INTERSTATE 91 OVER VT. #16
CURB & RAIL PLAN
SCALE 1"=10'
SECTION SUPERVISOR: E.W. Balkum - 4/70
DRAWN BY: [Signature] CHECKED BY: [Signature]
PROJECT NO. 1-91-3(1)
SHEET 121 OF 670 BR-109

PLAN
Scale: $\frac{1}{4}'' = 1'-0''$

Do not construct above this joint until structural steel is in place and final grade is determined. (Typ both wings)

ELEVATION
Scale: $\frac{1}{4}'' = 1'-0$

FOOTING PLAN
Scale: $\frac{1}{4}'' = 1'-0''$

Estimated length of 12 BP 53 H-Pile is 45'.
▼ Denotes 2 in 12 Pile batter direction.

SECTION F-F
Scale: $\frac{3}{8}" = 1'-0"$

SECTION E-E
Scale: $\frac{1}{8}'' = 1'-0''$

SECTION C-C
Scale: $\frac{3}{8}'' = 1'-0''$

SECTION D-D
Scale: $\frac{3}{8}'' = 1'-0''$

ELEVATION B-B
Scale: $\frac{3}{8}'' = 1'-0''$

SECTION G-G
Scale: $\frac{3}{8}'' = 1'-0''$

NOTES

1. For general notes see Sheet BR 101, Plan and Elevation.
2. For details of surface treatment on Expans. Abut. bridge seats and backwalls see sheet BR 112.
3. For details of Expansion Dam at Abutment #1 and #3 see Sheet BR 108, Expansion Dam Details.
4. All concrete in the abutments shall be Concrete Class B, Mod.
5. For curb details and horizontal score mark details see Sheet BR 106, Superstructure Details.
6. N.F. denotes Near Face.
F.F. denotes Far Face.
E.F. denotes Each Face
N.T.S. denotes Not to Scale.
7. The maximum steel pile (2BP53) design load under the abutment footings is computed to be 58 tons per pile.

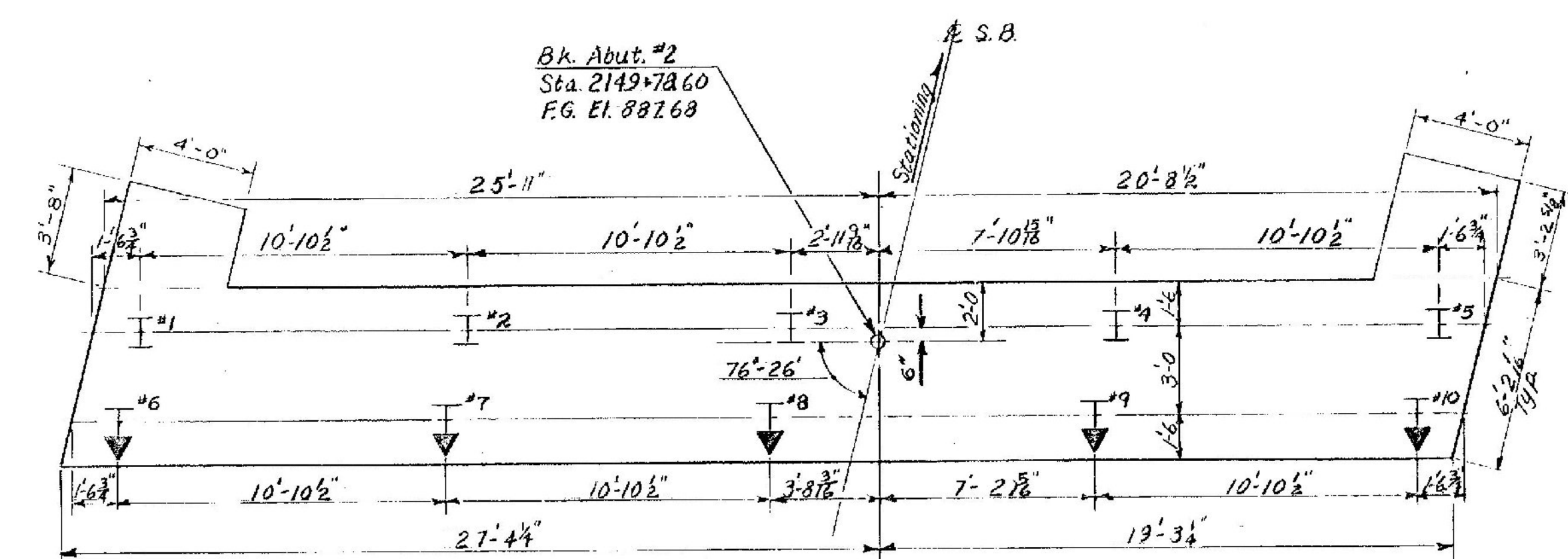
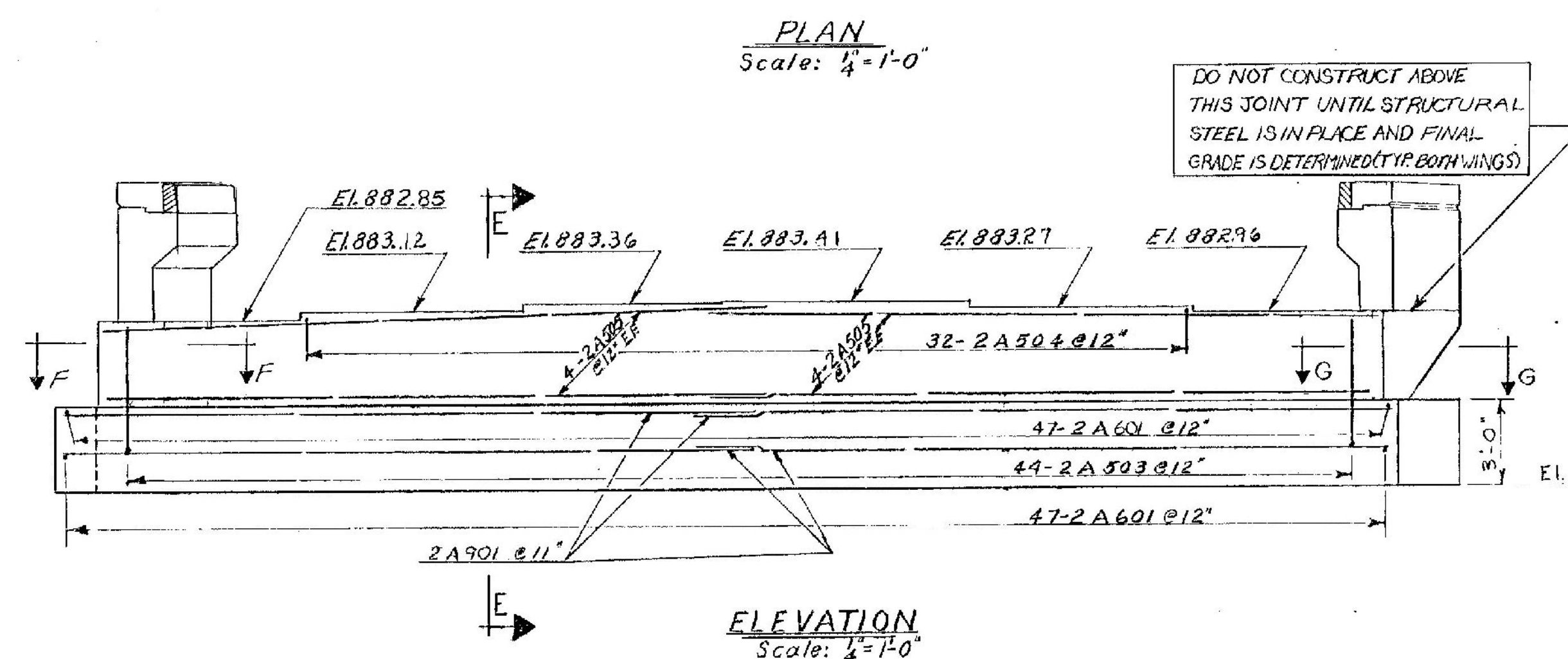
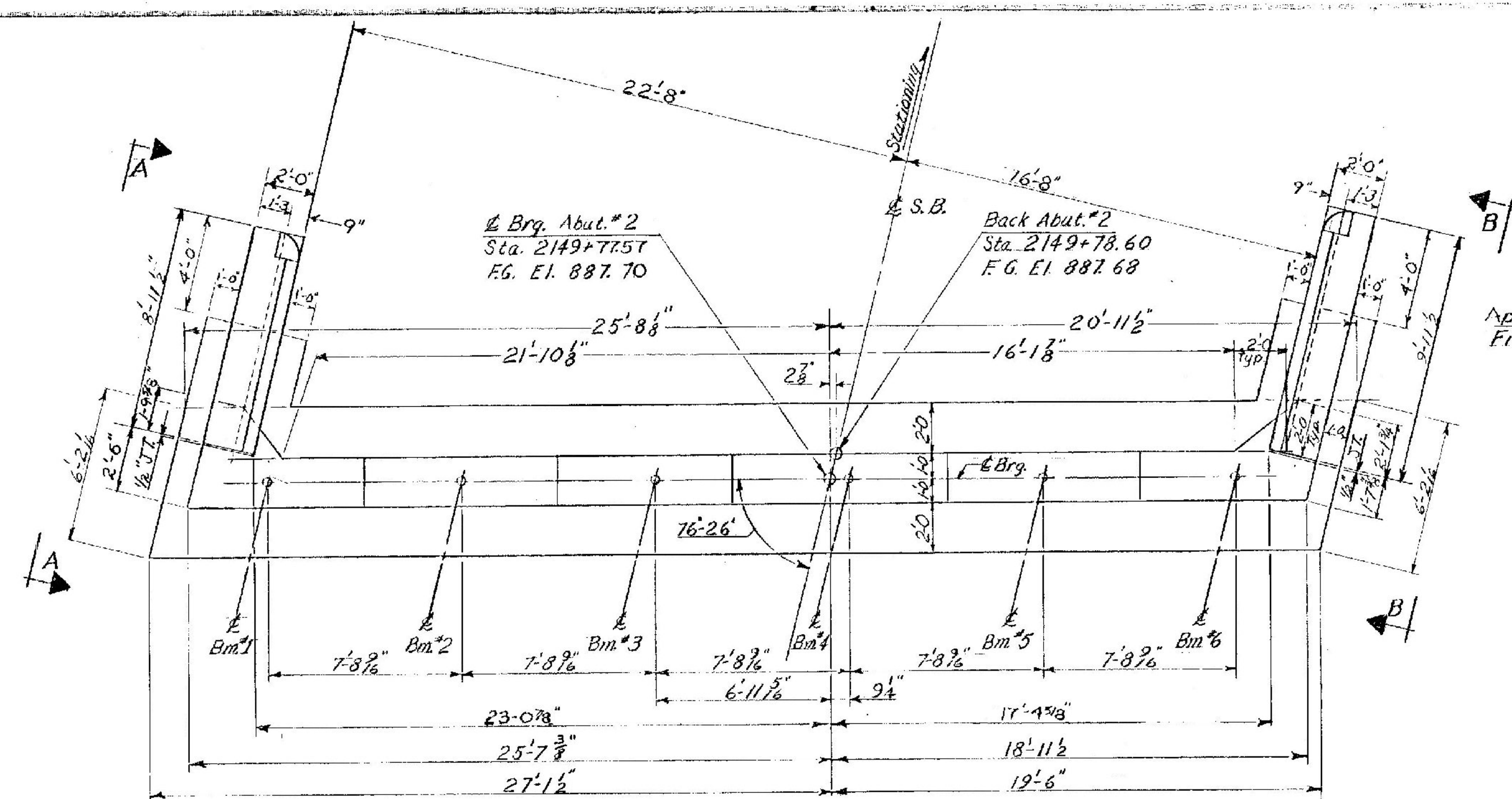
Location	Number of Piles	Size	Est. Length of Piles	Splices allowed for piles not exceeding plan length. (to be paid for only if used)	Splices estimated for piles exceeding plan length. (to be paid for only if used)
Abut. #1	10	12BP53	45'	0	2
Abut. #2	10	12BP53	50	0	2
Abut. #3	10	12BP53	60	0	2
Abut. #4	10	12BP53	60	0	2
Pier #1	4	12BP53	30	0	1
Pier #2	4	12BP53	35	0	1
Pier #3	4	12BP53	35	0	1
Pier #4	4	12BP53	35	0	1

8. Details of the cast-in-place, 1" $\varnothing$ threaded rods in the expansion joint assembly and the A5508 dowels cast-in-place in the backwall are shown on Sheet BR-108, Expansion Dam Details.

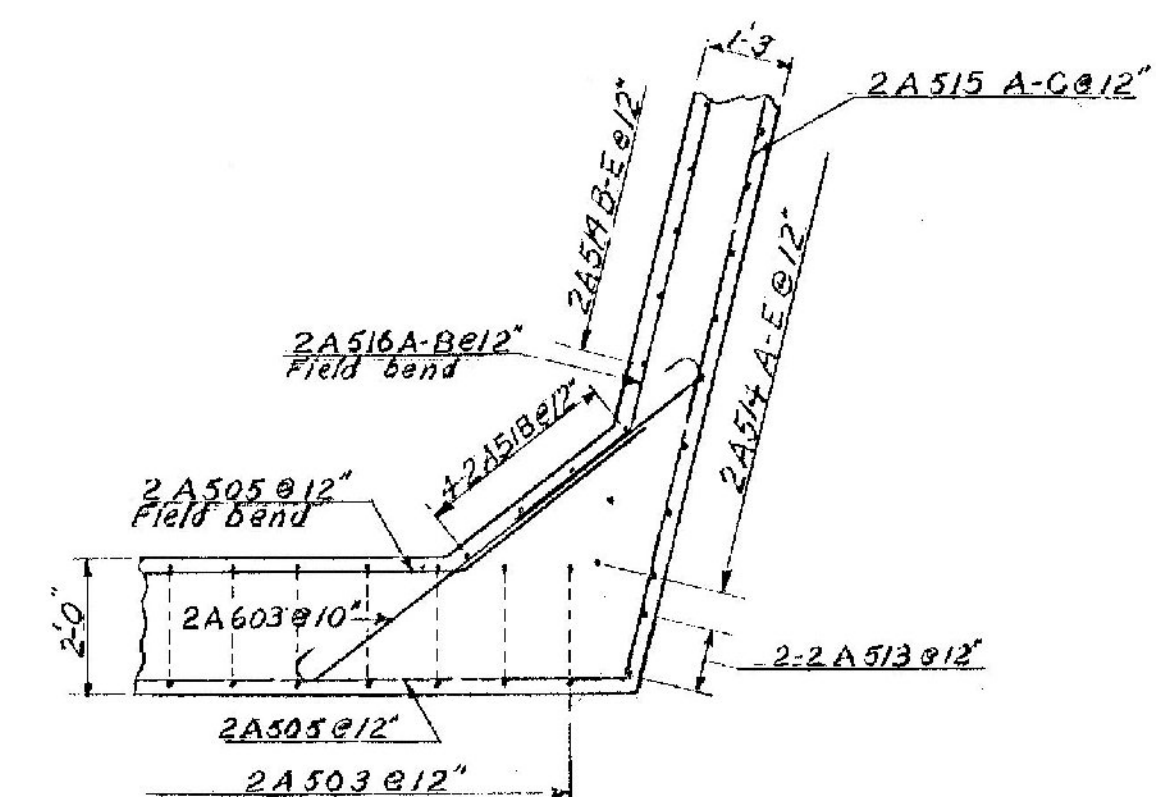
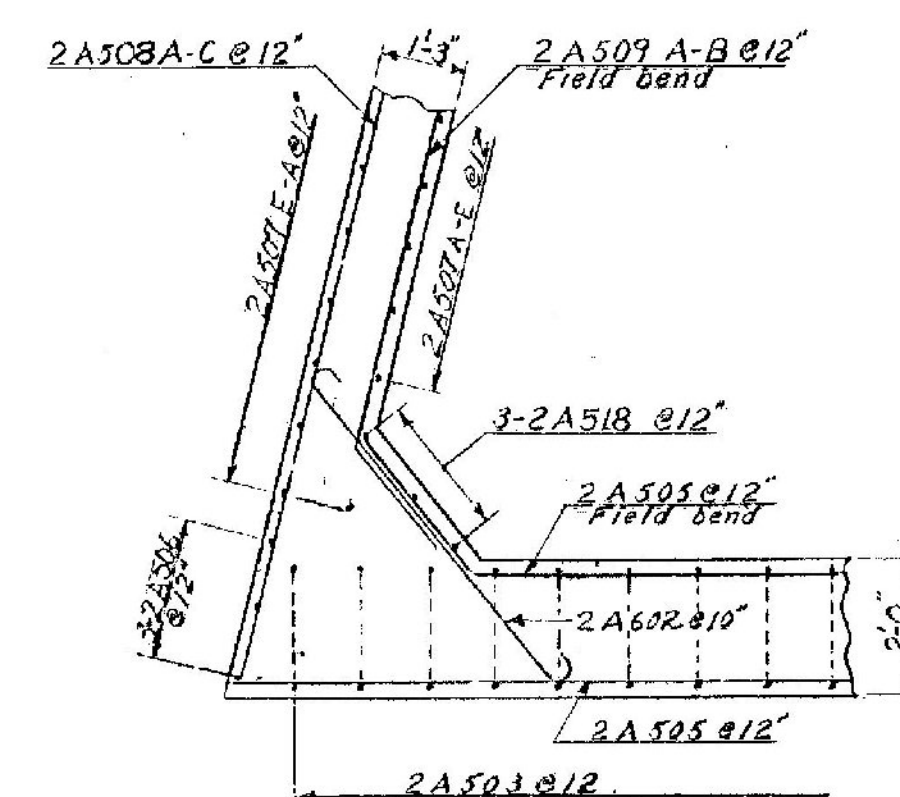
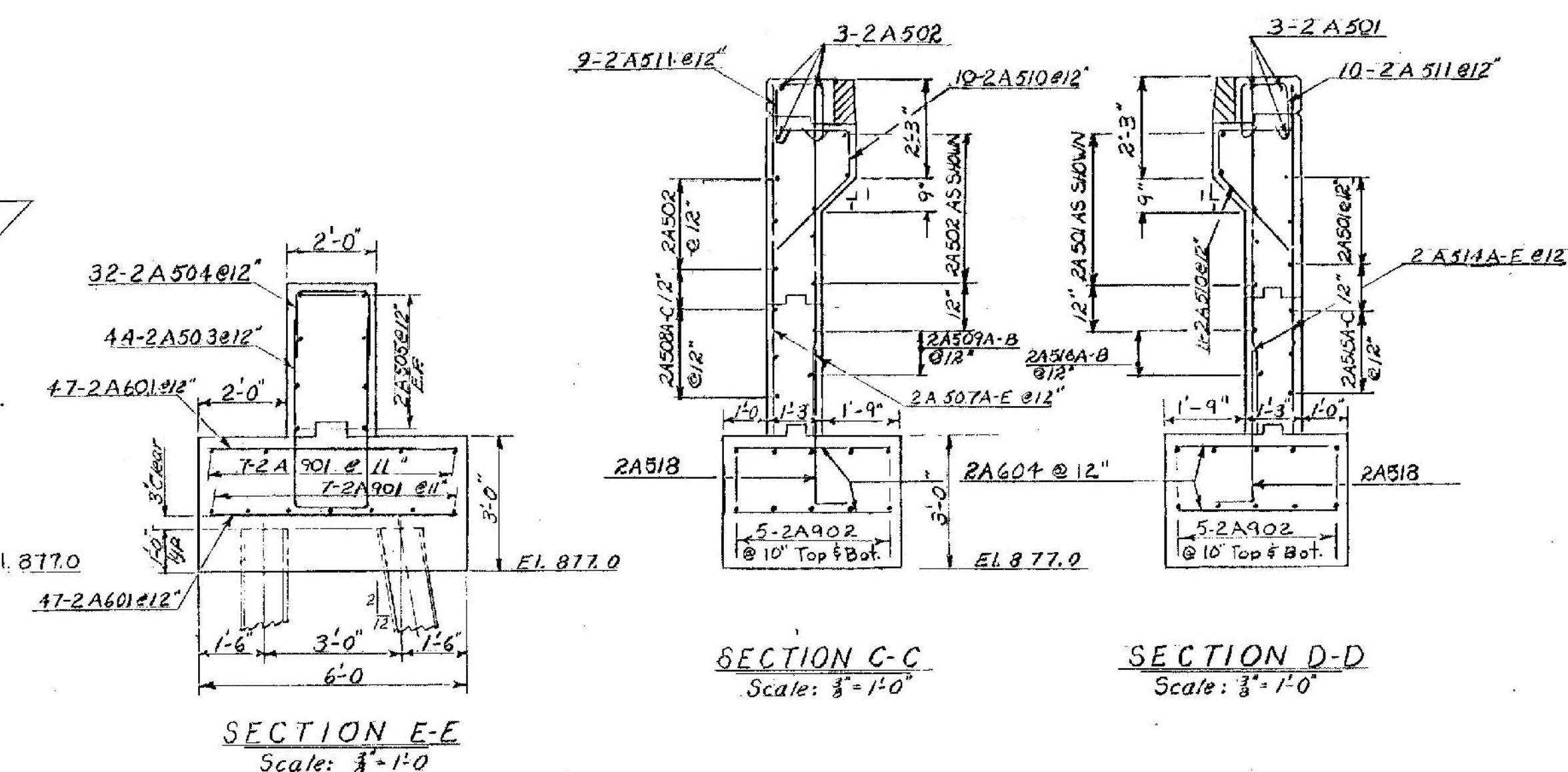
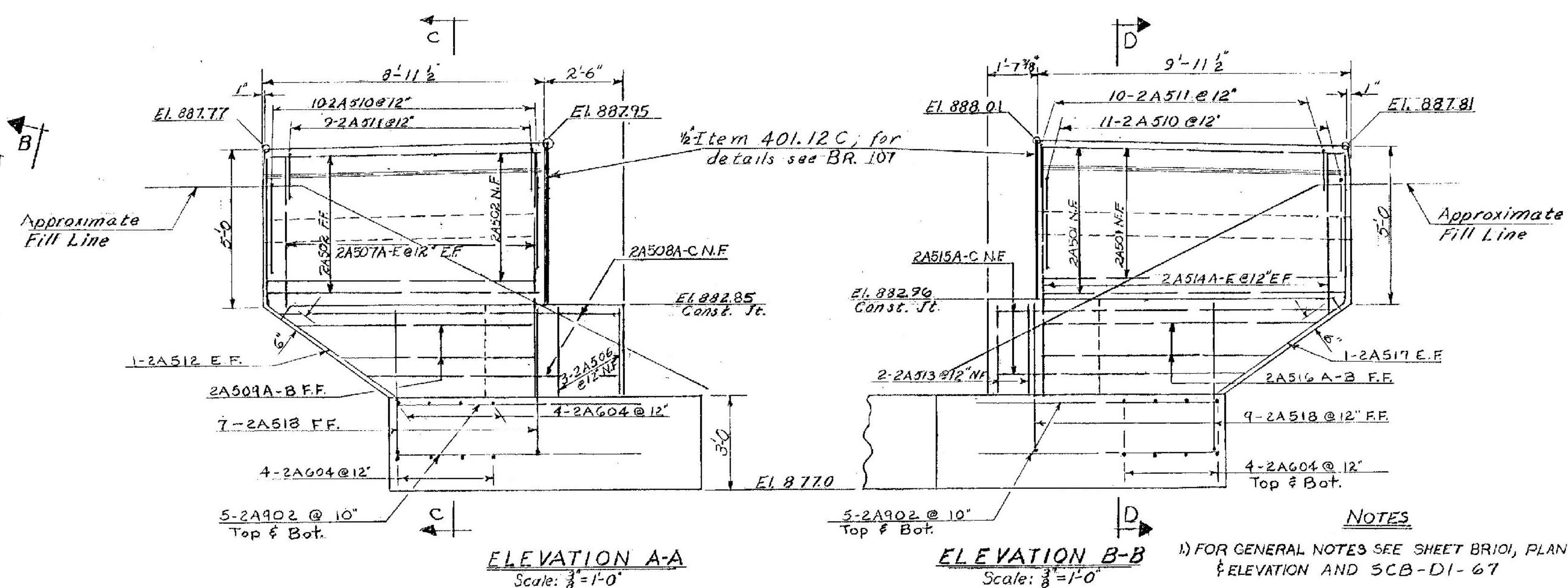
LYNDON-IRASBURG
IM MEMB(29)
SHEET 39 OF 55
BRIDGE NO. 102S
FOR REFERENCE ONLY

STATE OF VERMONT
DEPARTMENT OF HIGHWAYS

PROJECT: BARTON BR 102
TOWN OF BARTON
ROUTE NO. I-91 & STA. 214A+77
INTERSTATE 91 OVER VI # 16
ABUTMENT No. 1 DETAILS (EXP)
SCALE As Noted
SECTION SUPER/ISOR: F.W.V. Balkum - 4/70
DRAWN BY: William C. HOSKINS CHECKED BY: HOSKINS 3/70
OUELLETTE
PROJECT NO. I-21-3(11)
SHEET 122 OF 670 BR 110



▼ Denotes 2 in 12 Pile Batter direction.
Estimated length of 12 BP 53
Steel H Pile is 50 ft.



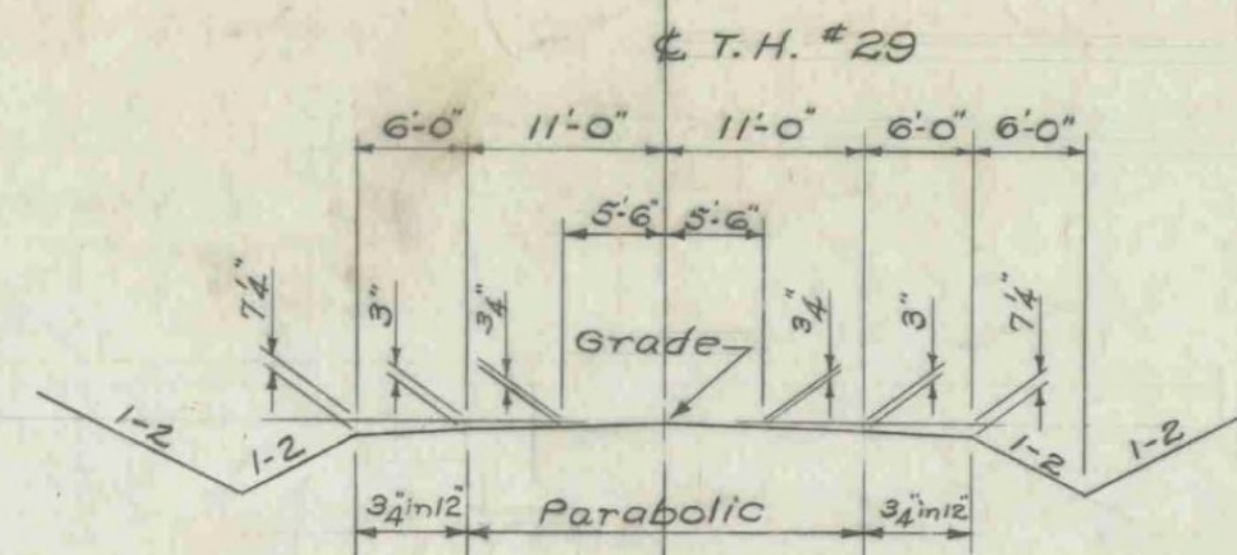
- NOTES
- 1) FOR GENERAL NOTES SEE SHEET BR101, PLAN & ELEVATION AND 5CB-D1-67
 - 2) FOR ADDITIONAL ABUTMENT NOTES SEE BR10, ABUTMENT NO.1 DETAILS.
 - 3) FOR PILING TABLE SEE SHEET BR-110.
 - 4) FOR DETAILS OF SURFACE TREATMENT ON FIXED ABUT. BRIDGE SEATS SEE SH. BR 107.

LYNDON-IRASBURG
IM MEMB(29)
SHEET 40 OF 55
BRIDGE NO. 102S
FOR REFERENCE ONLY

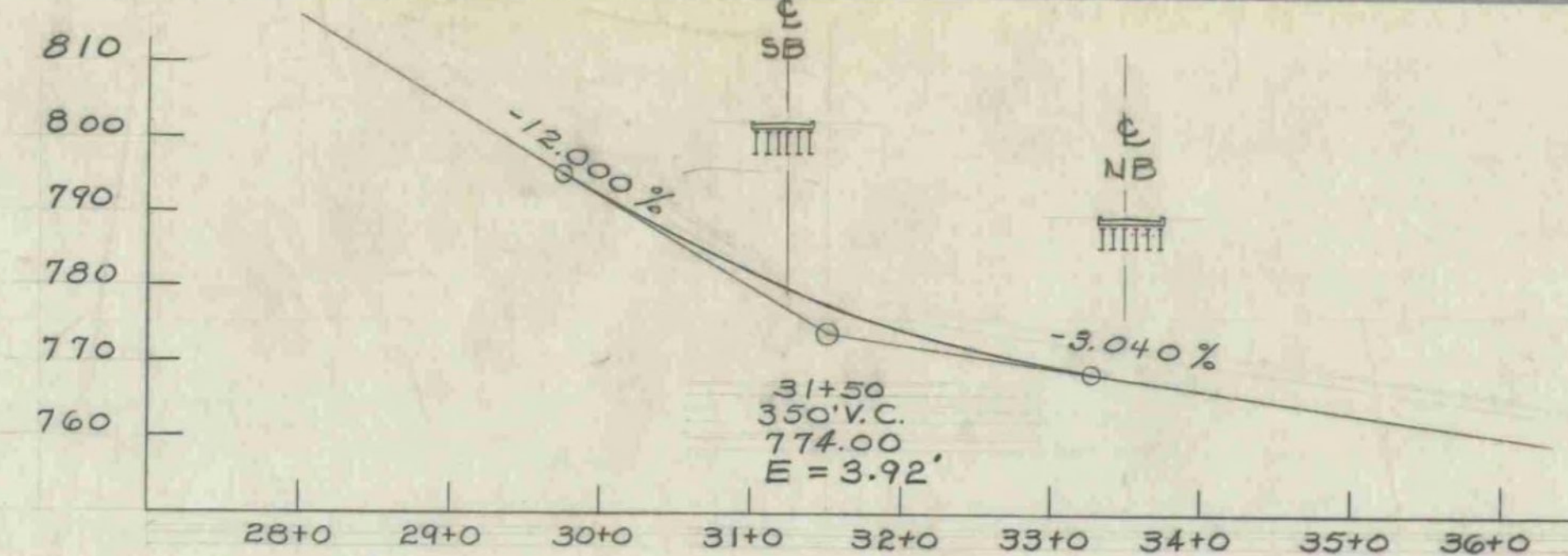
Stage 1 Construction

STATE OF VERMONT
DEPARTMENT OF HIGHWAYS

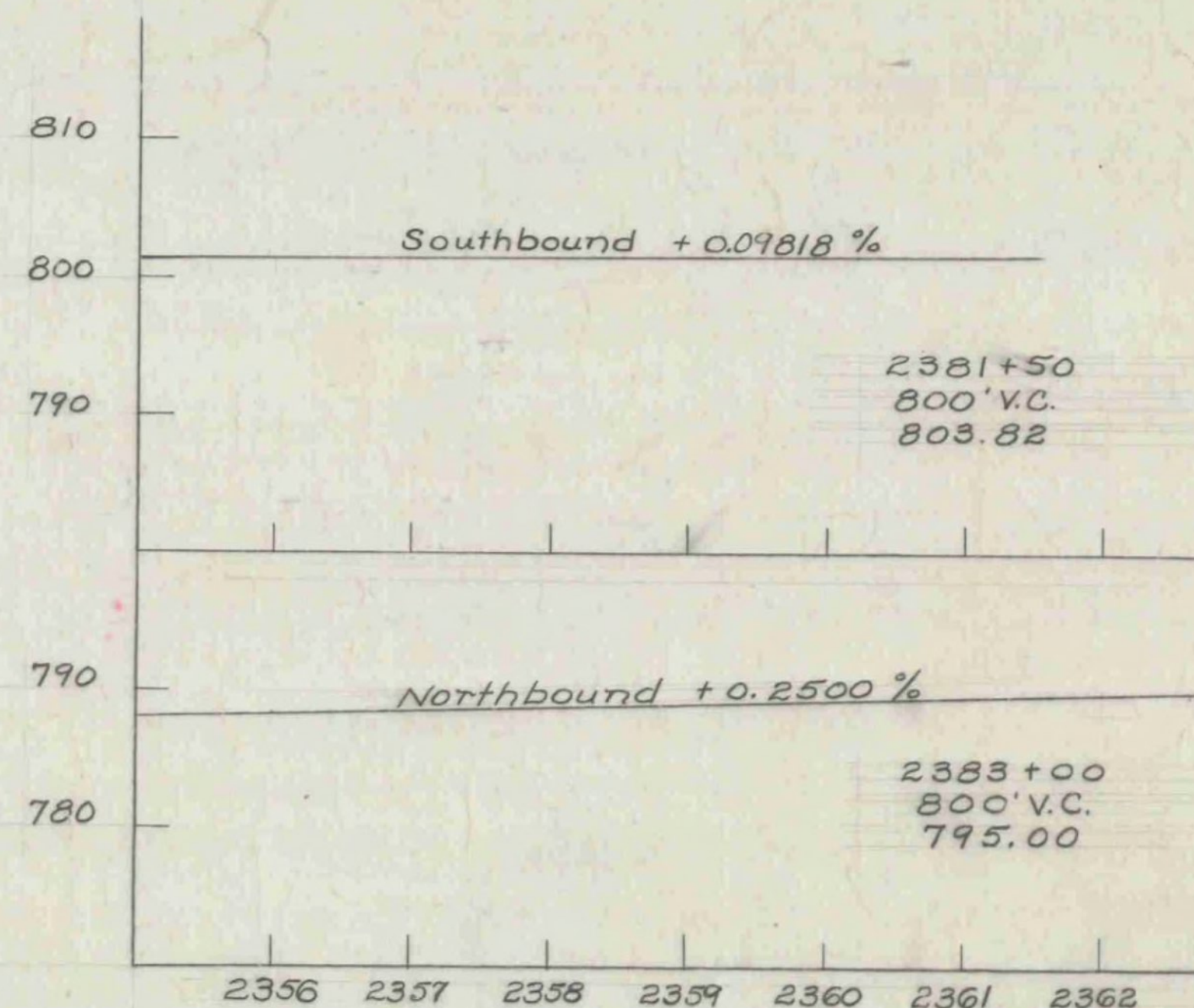
PROJECT BARTON BA 102
TOWN OF BARTON
ROUTE No. I-91 Sta. 218+9
INTERSTATE 91 OVER VI #16
ABUTMENT NO. 2 DETAILS (FIXED)
SCALE As Noted
SECTION SUPERVISOR E. W. Balkum 4/70
DRAWN BY W. J. Adams CHECKED BY OUFLETTER
1/16/80 3/70
PROJECT NO. I-91-3(1)
SHEET 123 OF 670 BR. III



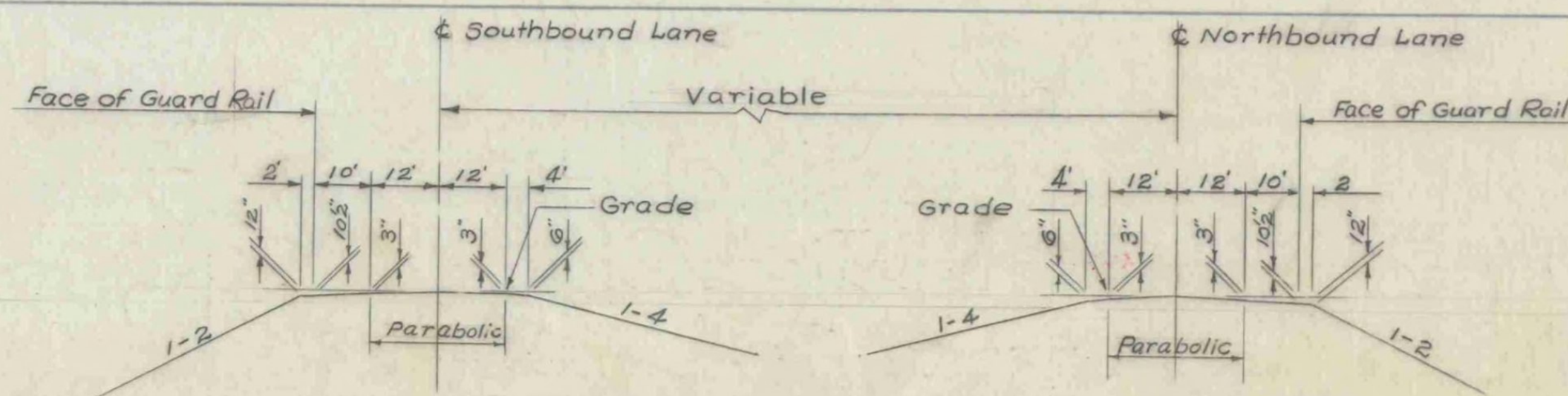
Normal Section T.H. #29
Scale: 1" = 10'-0"



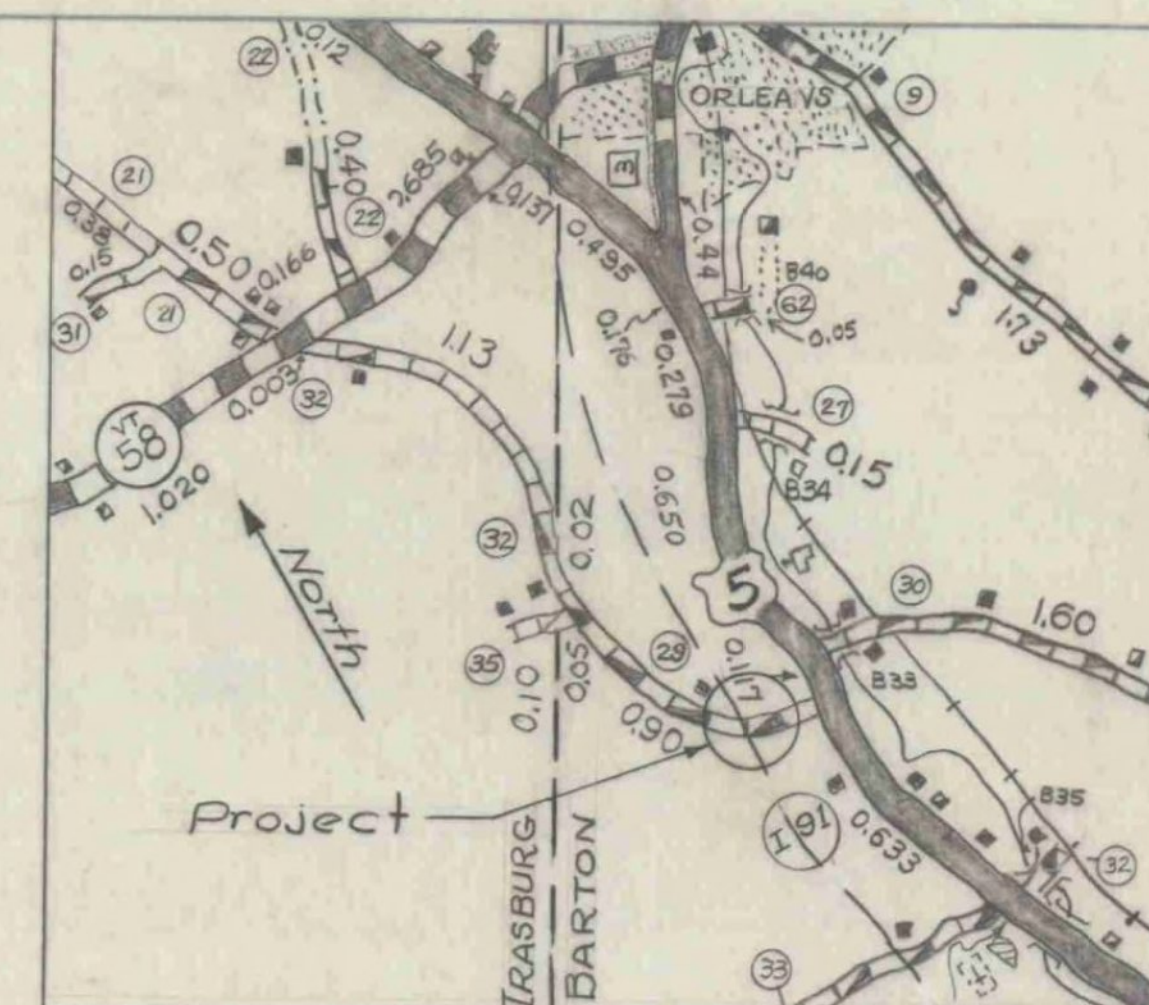
Profile of T.H. #29
Scale: 1" = 100' Horiz. - 1" = 20' Vert.



Interstate Profile
Scale: 1" = 100' Horiz. - 1" = 10' Vert.



Typical Interstate Section
Scale: 1" = 20'-0"



BARTON

Allowable Design Stresses:
Concrete: $f'_c = 3000$ psi $f'_t = 1200$ psi $n = 10$
Structural Steel: A36 $f_y = 20,000$ psi
Reinforcing Steel: $f_y = 20,000$ psi tension
Design Loading: HS 20-44

HIGHWAY NO. I91 NAME OF HIGHWAY INTERSTATE
STRUCTURE NO. 54-B6 COUNTY ORLEANS TOWN BARTON
PROJECT NO. I91-3(II) LOCATION BARTON
I91 OVER T.H. #29
EXISTING STRUCTURE

1. RATED LOADING OF EXISTING STRUCTURE
2. TYPE OF EXISTING STRUCTURE NONE
3. UNDERCLEARANCE ELEVATION OF EXISTING STRUCTURE
4. WHAT DISPOSITION SHOULD BE MADE OF EXISTING STRUCTURE? COST OF REMOVAL
5. SHOULD EXISTING STRUCTURE BE USED TO MAINTAIN TRAFFIC DURING CONSTRUCTION OF NEW STRUCTURE?
6. SHOULD NEW TEMPORARY STRUCTURE BE BUILT?
7. ORDINARY HIGH WATER SURFACE ELEV. AT EXISTING STRUCTURE WATERWAY TO ORDINARY H.W.
8. EXTREME HIGH WATER AT EXISTING STRUCTURE WATERWAY TO EXTREME H.W.
9. SPAN OF EXISTING BRIDGE UPSTREAM WATERWAY TO EXTREME H.W.
10. TYPE OF FOUNDATION UNDER EXISTING ABUTMENTS
11. DOES ALL WATER AT FLOOD ELEVATION PASS THROUGH EXISTING STRUCTURE?
12. IF NOT AT WHAT ELEVATION IS RELIEF AFFORDED?
13. ADDITIONAL WATERWAY AREA PROVIDED

NEW STRUCTURE

1. RECOMMENDED TYPE OF STRUCTURE single span - composite - W-Beam
2. RECOMMENDED Overall Bridge Lengths Southbound 89'-0" Northbound 89'-0"
Span Lengths center to center of spans Southbound 86'-10" Northbound 86'-10"
Clear Span Lengths normal to Roadway Southbound 78.37' Northbound 79.06'
3. ARE THERE OBJECTIONS TO A PIER IN THE STREAM? ANSWER YES OR NO.
4. ORDINARY HIGH WATER ELEVATION AT NEW STRUCTURE
5. EXTREME HIGH WATER ELEVATION AT NEW STRUCTURE SOURCE OF INFORMATION
6. IS ALL WATER INTENDED TO PASS THROUGH NEW STRUCTURE?
7. DOES STREAM REACH ITS MAXIMUM HIGH WATER ELEVATION RAPIDLY? IS ORDINARY RISE RAPID?
8. LOW WATER ELEVATION AT NEW STRUCTURE
9. DRAINAGE AREA IN ACRES ABOVE STRUCTURE CHARACTER OF TERRAIN
10. IS STREAM EVER DRY
11. VELOCITY OF STREAM AT HIGH WATER STAGE ESTIMATED DISCHARGE
12. AREA FULL OPENING AREA BELOW ORDINARY H.W.
13. CHARACTER OF SCOUR DRIFT ICE
14. ESTIMATED DRAINAGE AREA ABOVE NATURAL OR ARTIFICIAL STORAGE
15. VERTICAL CLEARANCE ABOVE STREAM ELEVATION
16. ARE SIDEWALKS REQUIRED? IF SO ON WHAT SIDE? NONE BOTH SIDES
17. RECOMMENDED TYPE OF PAVEMENT 2" Bituminous Concrete Pavement
18. TRAFFIC TO BE MAINTAINED UNDER ITEM NO. ONE OR TWO WAYS PROBABLE COST
19. PROBABLE COST OF CLEARING AND GRUBBING STREAM CHANNEL AT STRUCTURE SITE
20. SHOULD PROVISIONS BE MADE FOR PUBLIC UTILITIES? No
21. ESTIMATED ALLOWABLE LOAD ON FOUNDATIONS 58 Tons SHOULD PILES BE USED? Yes EST. LGTH. 590 Table
per pile

FOUNDATION INFORMATION

OBTAINED FOR DESIGN PURPOSES ONLY, AND THE STATE ASSUMES NO RESPONSIBILITY WHATSOEVER FOR THE SUFFICIENCY OR ACCURACY OF THE INFORMATION SHOWN. BOULDERS MAY BE ENCOUNTERED AT ANY PIER OR ABUTMENT LOCATION.

For Boring Logs See Sheets BR-603 and BR-604.

TABLE OF ESTIMATED PILE LENGTHS

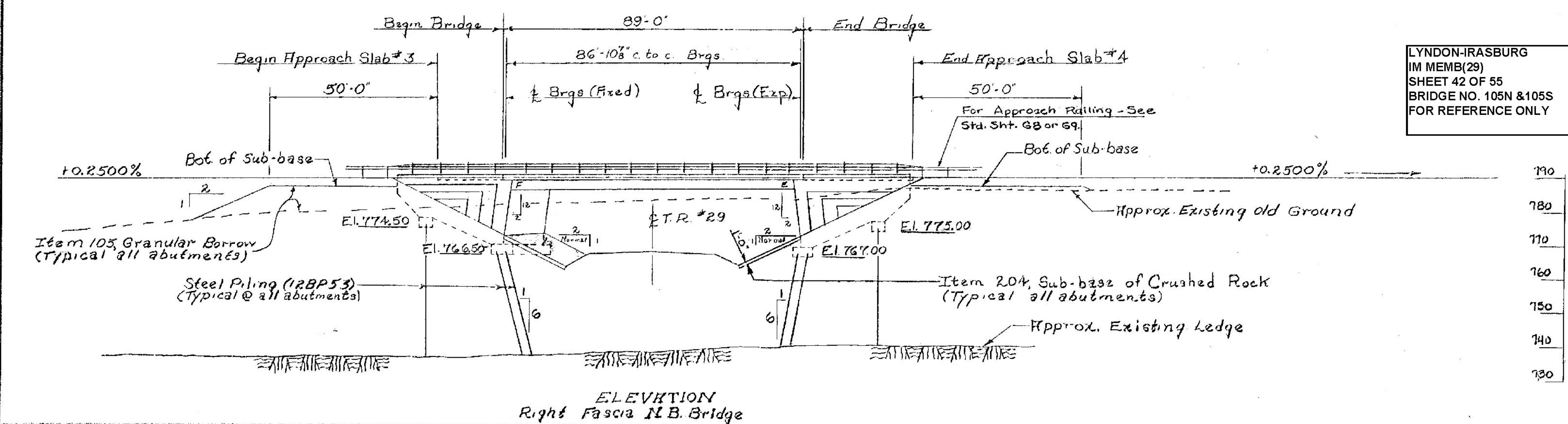
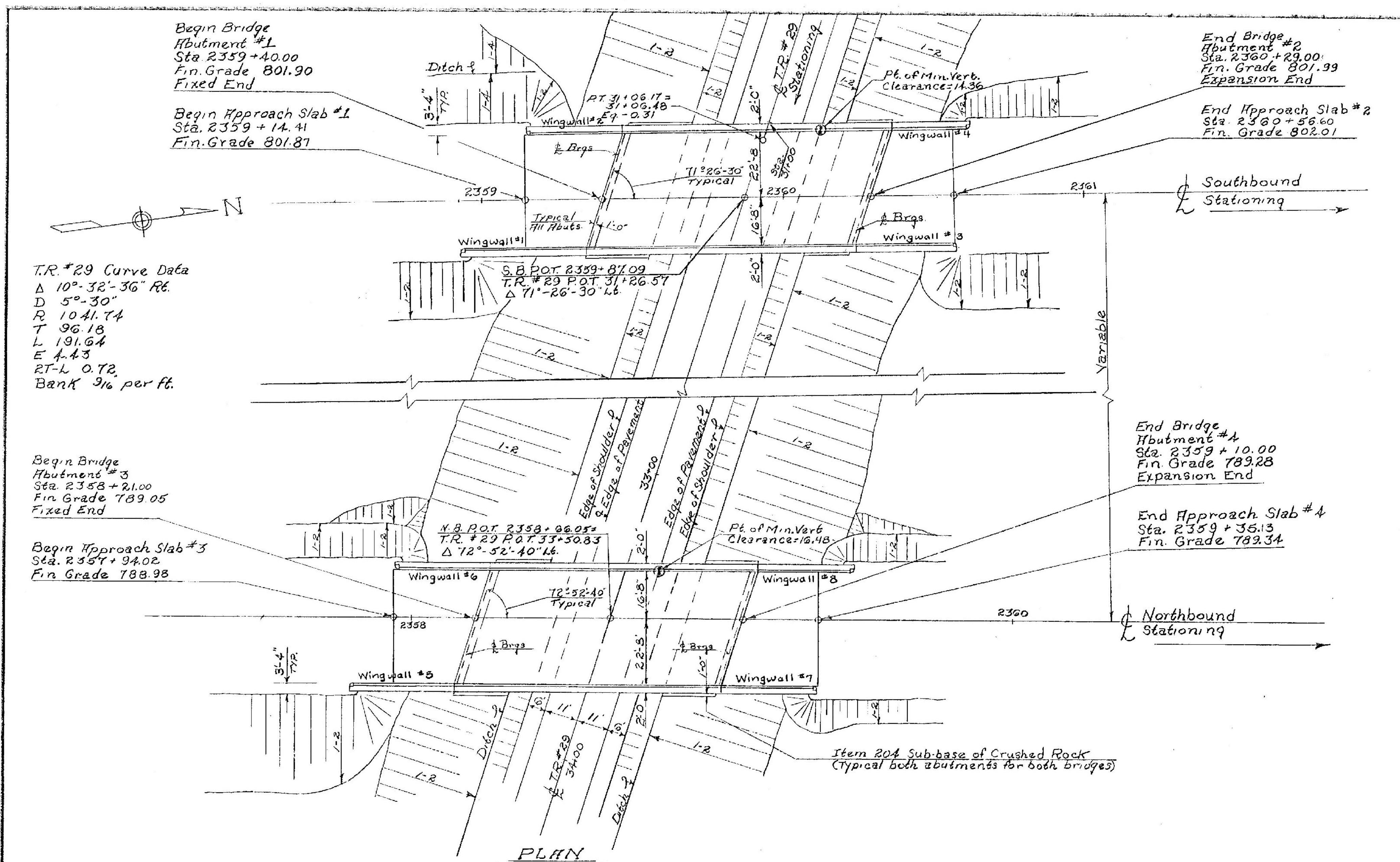
LOCATION	FOOTING ELEV.	PILE LENGTH
Abutment No. 1	Rear 786.00 Main 777.50	Rear 40' Main 30'
Abutment No. 2	787.00 778.50	25' 20'
Abutment No. 3	774.50 766.50	45' 35'
Abutment No. 4	775.00 767.00	40' 40'

LYNDON-IRASBURG
IM MEMB(29)
SHEET 41 OF 55
BRIDGE NO. 105N & 105S
FOR REFERENCE ONLY

RECOMMENDED FOR APPROVAL R. L. Lusk 11/18/66
CONSTRUCTION ENGINEER DATE
RECOMMENDED FOR APPROVAL Anderson 11/18/66
BRIDGE ENGINEER DATE
RECOMMENDED FOR APPROVAL E. W. Stebbins 11/21/66
ASST. CHIEF ENGINEER DATE
APPROVED BY R. L. Lusk 11/21/66
CHIEF ENGINEER DATE

PROJECT: BARTON Stage 2 Construction

STATE OF VERMONT
DEPARTMENT OF HIGHWAYS
INTERSTATE I91 IN THE TOWN OF BARTON BR 105
ROUTE NO. I91 STA. 2359+25
I91 OVER T.H. #29 Class 2nd
PRELIMINARY INFORMATION
SURVEYED BY SHAW CHECKED BY CUMMINGS SCALE AS NOTED
DRAWN BY SHAW IN CHARGE E. W. Stebbins DATE 11/17/66
PROJECT NO. I91-3(II) SHEET 41 OF 55
EXP I91-3(II) BR-600 75 114



LIST OF BRIDGE SHEETS

- BR-600 PRELIMINARY INFORMATION
- BR-601 GENERAL PLAN AND ELEVATION
- BR-602 BRIDGE QUANTITY SHEET
- BR-603 BORING LOGS, SHEET 1
- BR-604 BORING LOGS, SHEET 2
- BR-605 FRAMING PLAN N.B. & S.B.
- BR-606 SUPERSTRUCTURE DETAILS
- BR-607 CURB AND RAIL PLAN
- BR-608 ABUTMENT #1 S.B.
- BR-609 ABUTMENT #2 S.B.
- BR-610 ABUTMENT #3 N.B.
- BR-611 ABUTMENT #4 N.B.
- BR-612 ABUTMENT DETAILS
- BR-613 APPROACH SLAB DETAILS
- BR-614 REINFORCING SCHEDULE, SHEET 1
- BR-615 REINFORCING SCHEDULE, SHEET 2
- BR-616 REINFORCING SCHEDULE, SHEET 3

BRIDGE STANDARDS

- SCB-DI-67 (REV. 4/28/70)
- SCB-D8-67 DETAILS A+B (APPR. 1/24/68)
- SCB-D9-67 DETAIL A (REV. 4/28/70)
- SB-R1-64 (SH.#1 OF 2) (REV. 4/28/70)
- SB-R1-64 (SH.#2 OF 2) (REV. 4/28/70)
- G8 (REV. 4/27/70)
- G9 (REV. 8/21/68)

REFERENCE SHEETS

- INTERSTATE PLAN (1"=50') - 2 SHEETS @ STA 2343-2375
- INTERSTATE PROFILE - 2 SHEETS @ STA 2343-2375
- INTERSTATE SECTIONS
- TR#29 PLAN AND PROFILE @ STA 22-37
- TR#29 SECTIONS

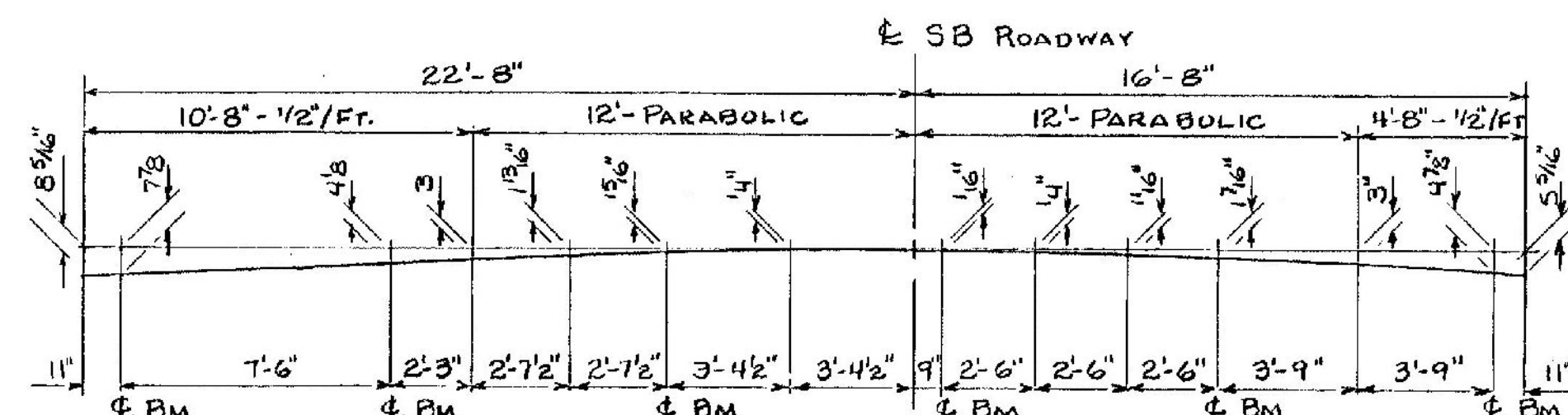
GENERAL NOTES

1. THE GENERAL NOTE PERTAINING TO SPECIFICATIONS, MATERIALS, AND CONSTRUCTION IS SHOWN ON STANDARD DWG. SCB-DI-67.
2. THE SUPERSTRUCTURE IS A SINGLE SPAN, COMPOSITE, ROLLED BEAM WITH COVER PLATE, DESIGNED FOR HS20-44 LIVE LOADING.

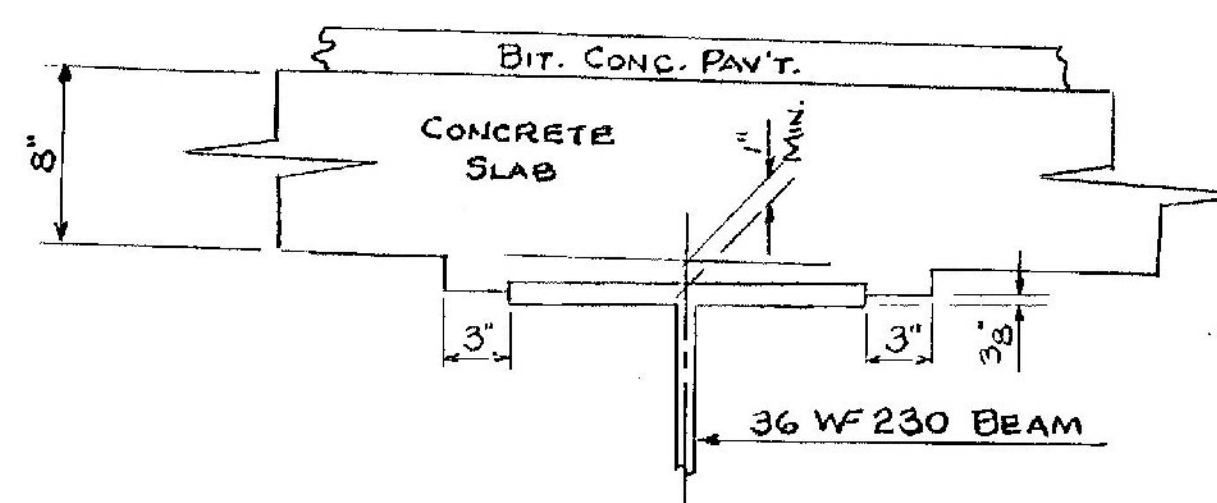
Stage 2 Construction

3. THE MAXIMUM STEEL PILE (12BP53) DESIGN LOAD UNDER THE ABUTMENT FOOTINGS IS COMPUTED TO BE 56 TONS PER PILE.
4. GENERAL NOTES SHOWN ON STD. DWG. SCB-DI-67 THAT APPLY TO THESE TWO STRUCTURES ARE: #1, 2, 4, 6, 7, 8, 14, 15, 16, 17, 18, 19, 20.

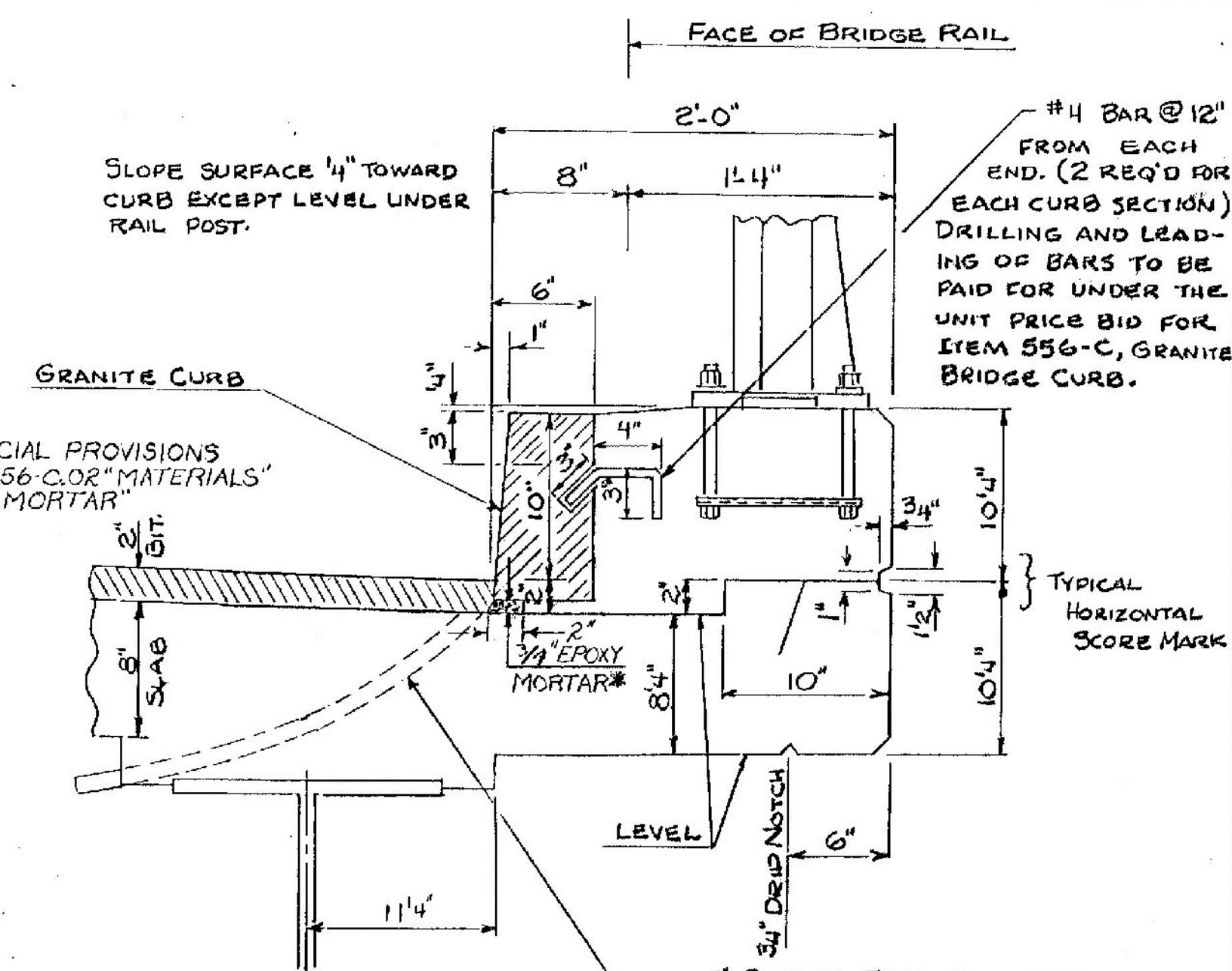
STATE OF VERMONT	
DEPARTMENT OF HIGHWAYS	
PROJECT: BARTON	BRIDGE 105
TOWN OF BARTON	CLASS 2 #6
ROUTE NO. 191 I91 STA. 2359+28	
INTERSTATE OVER T.H. 29	
GENERAL PLAN & ELEVATION	
SCALE 1" = 20'-0"	
SECTION SUPERVISOR: F.W. Bolcum - 4/70	
DRAWN BY: E. Simon, CHECKED BY: A. Cunningham	
PROJECT NO. 1167 SMP 191-3 (19)	
54-86 SHEET 42 OF 55	BR-601



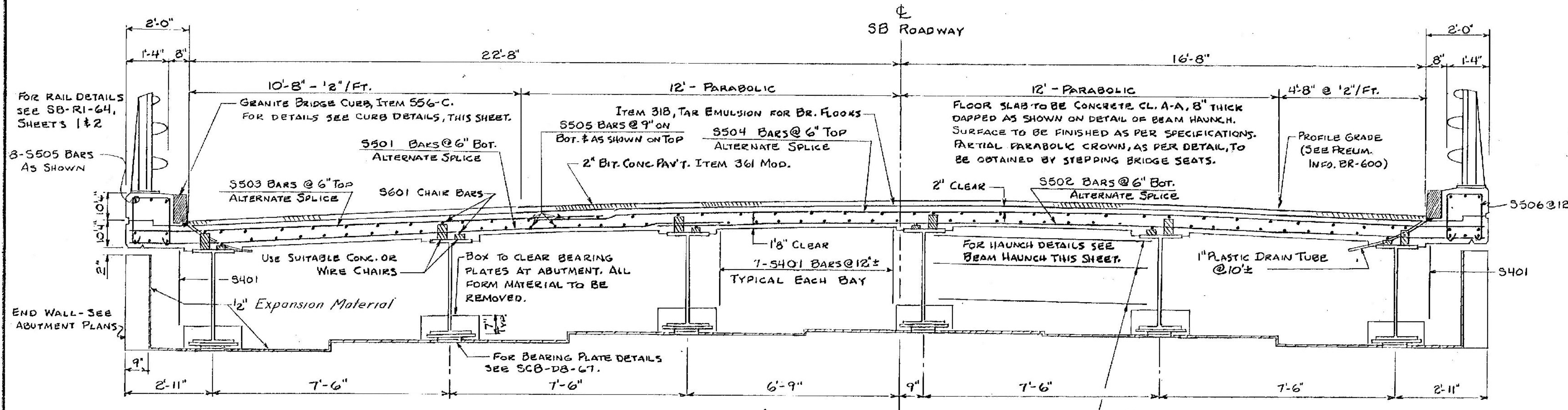
DETAIL OF PARTIAL PARABOLIC CROWN OF SLAB
SCALE: 1/4" = 1'-0"



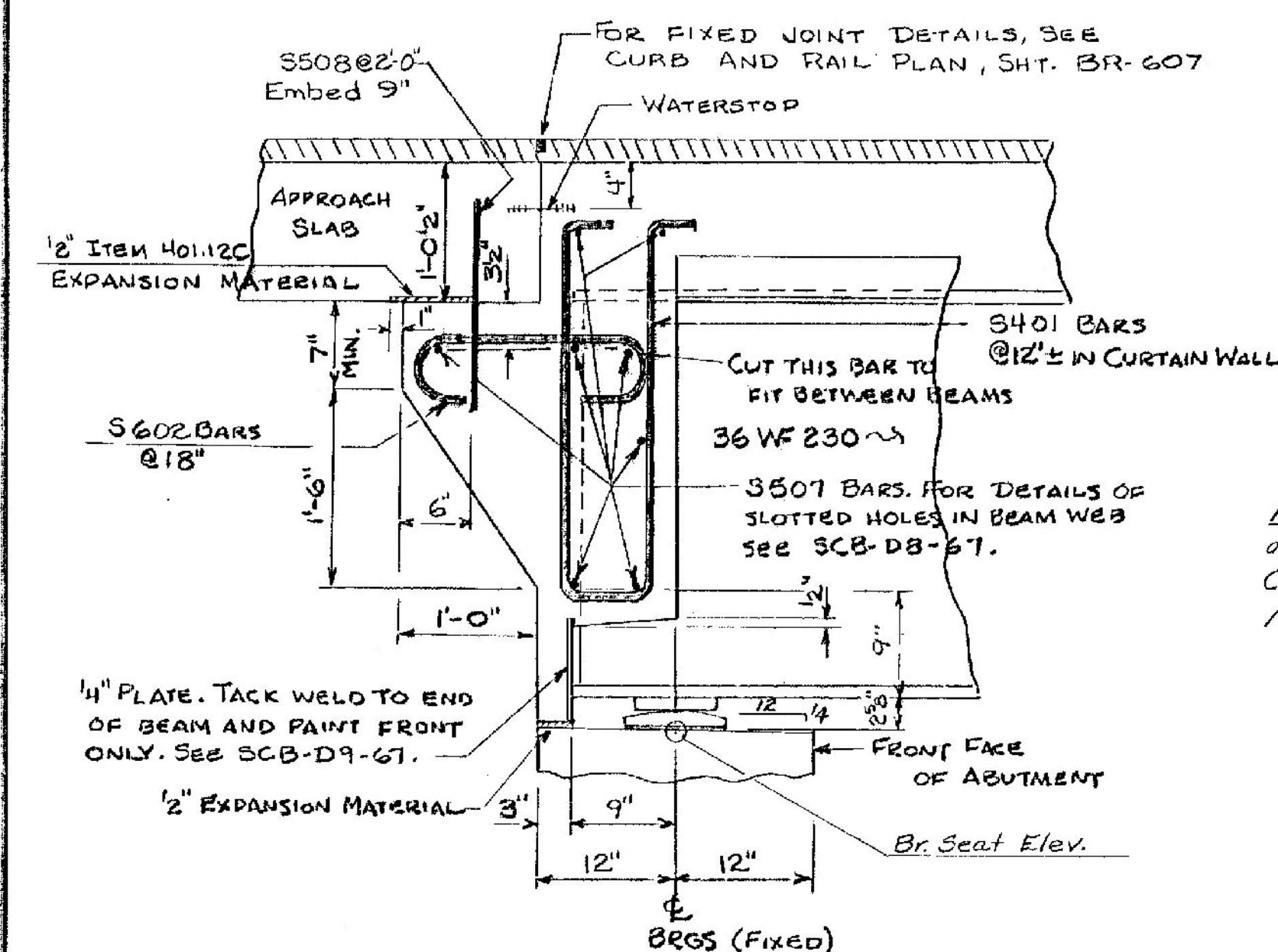
BEAM HAUNCH
SCALE: 1/2" = 1'-0"



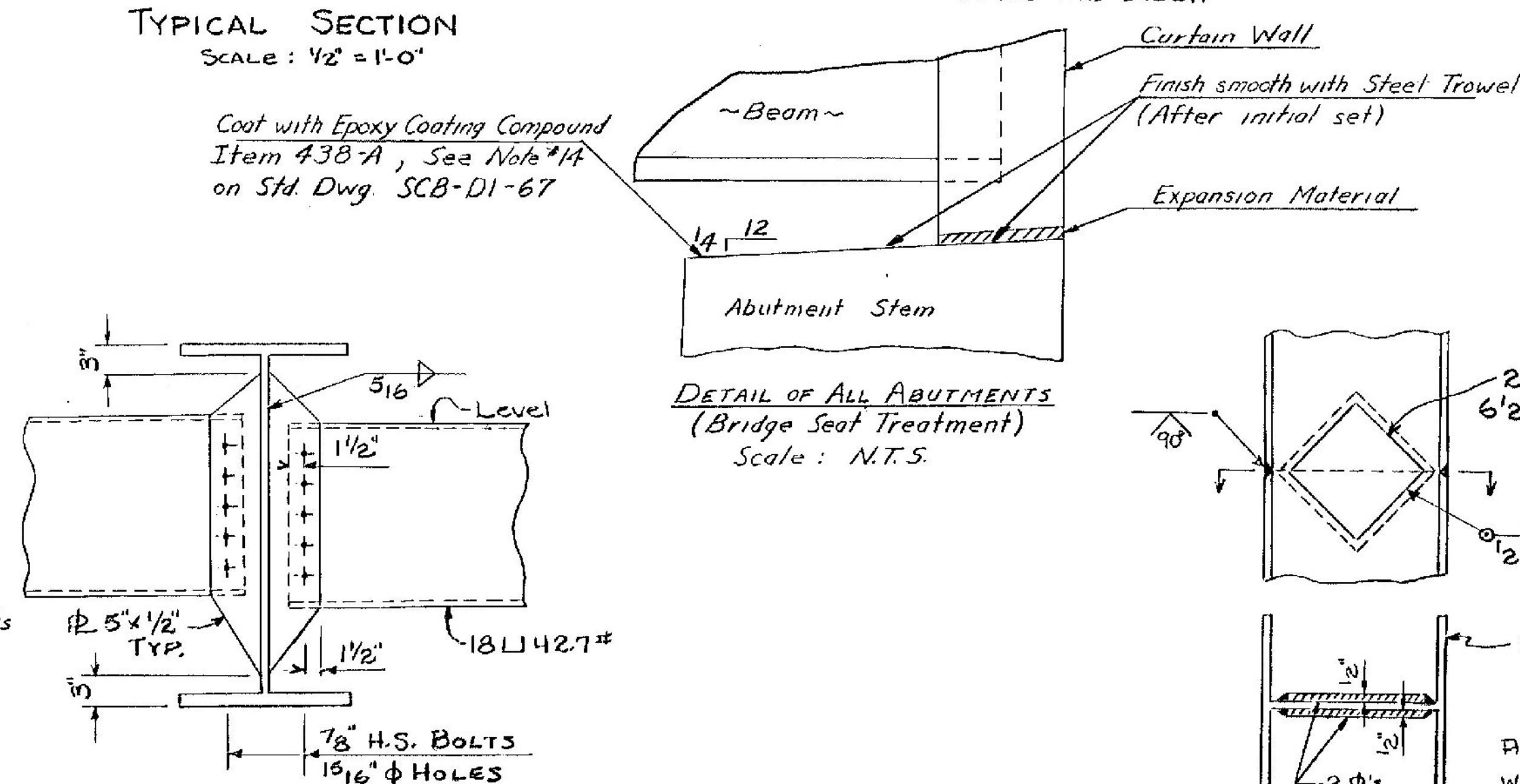
CURB DETAILS
SCALE: 1/2" = 1'-0"



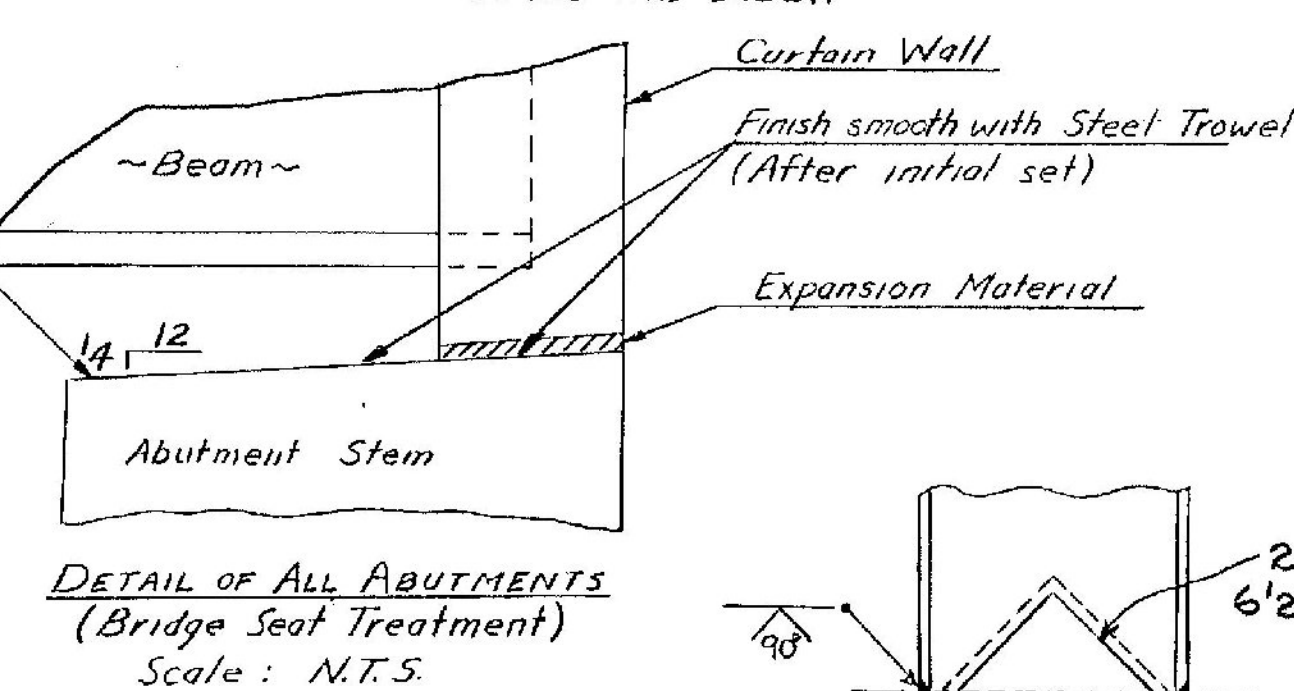
TYPICAL SECTION
SCALE: 1/2" = 1'-0"



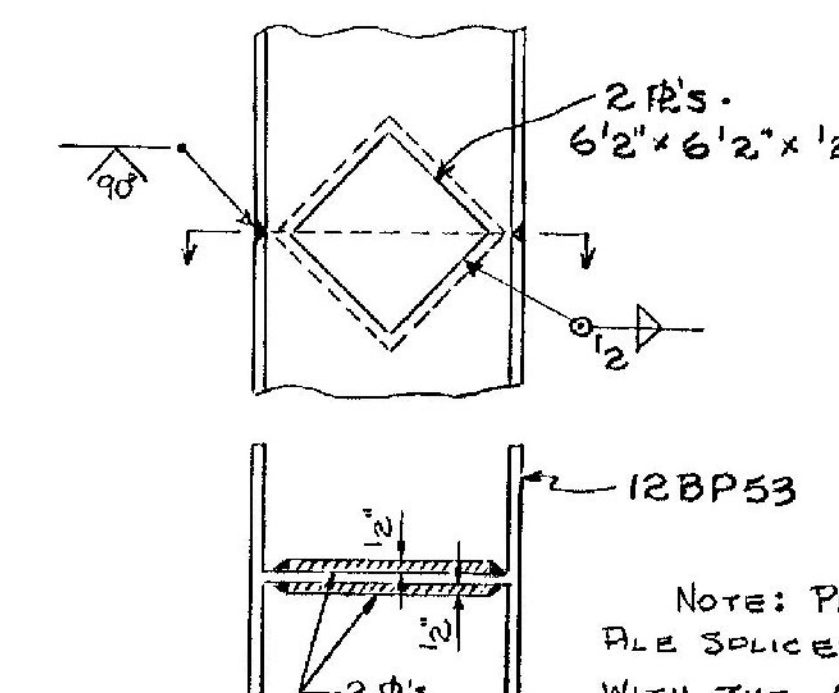
CURTAIN WALL DETAILS (ABUT. #1)
(ABUT. #3 SIMILAR) SCALE: 1" = 1'-0"



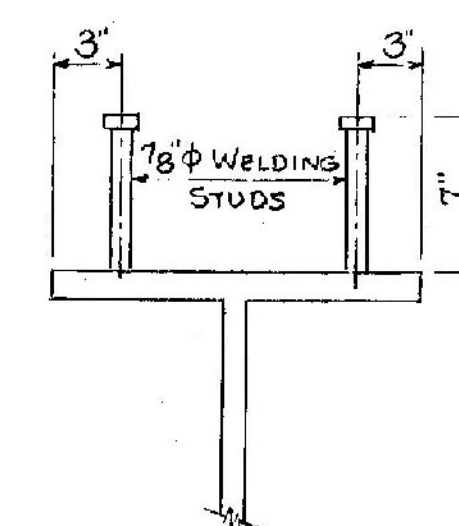
INTERMEDIATE DIAPHRAGM
SCALE: 1" = 1'-0"



DETAIL OF ALL ABUTMENTS
(Bridge Seat Treatment)
Scale: N.T.S.



DETAIL OF PILE SPlice
SCALE: 1/2" = 1'-0"



SHEAR CONNECTOR
DETAILS
SCALE: 1/2" = 1'-0"

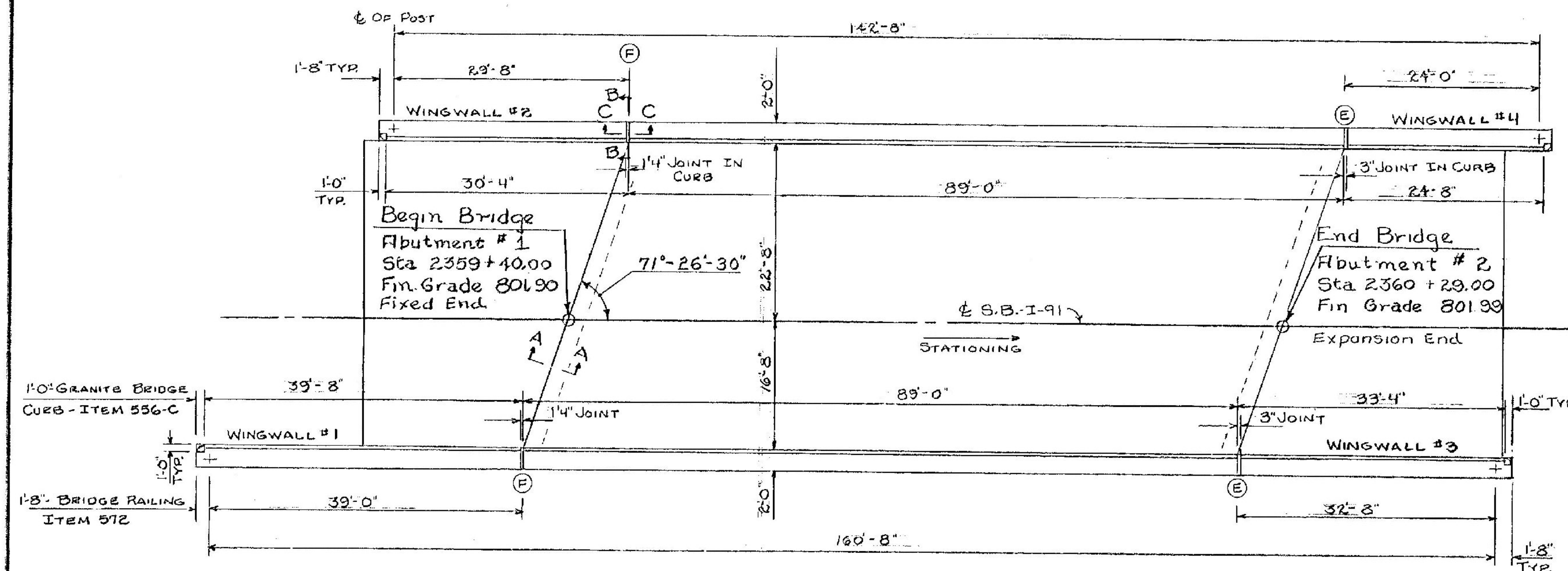
- NOTES:
1. GRANITE BRIDGE CURBS SHALL BE ALIGNED HORIZONTALLY AND VERTICALLY.
 2. LAYOUT AND DETAIL DRAWINGS FOR GRANITE BRIDGE CURB, ITEM 556-C, SHALL BE SUBMITTED IN TRIPLICATE TO THE STATE OF VERMONT FOR APPROVAL PRIOR TO FABRICATION AND SHIPMENT. GRANITE CURB ENDS SHALL BE SAWED SQUARE AT THE ABUTMENT CURB JOINTS. GRANITE CURB SHALL BE FURNISHED IN RANDOM LENGTHS RANGING FROM 4' MINIMUM TO 10' MAXIMUM.

LYNDON-IRASBURG
IM MEMB(29)
SHEET 43 OF 55
BRIDGE NO. 105N & 105S
FOR REFERENCE ONLY

Stage 1 Construction

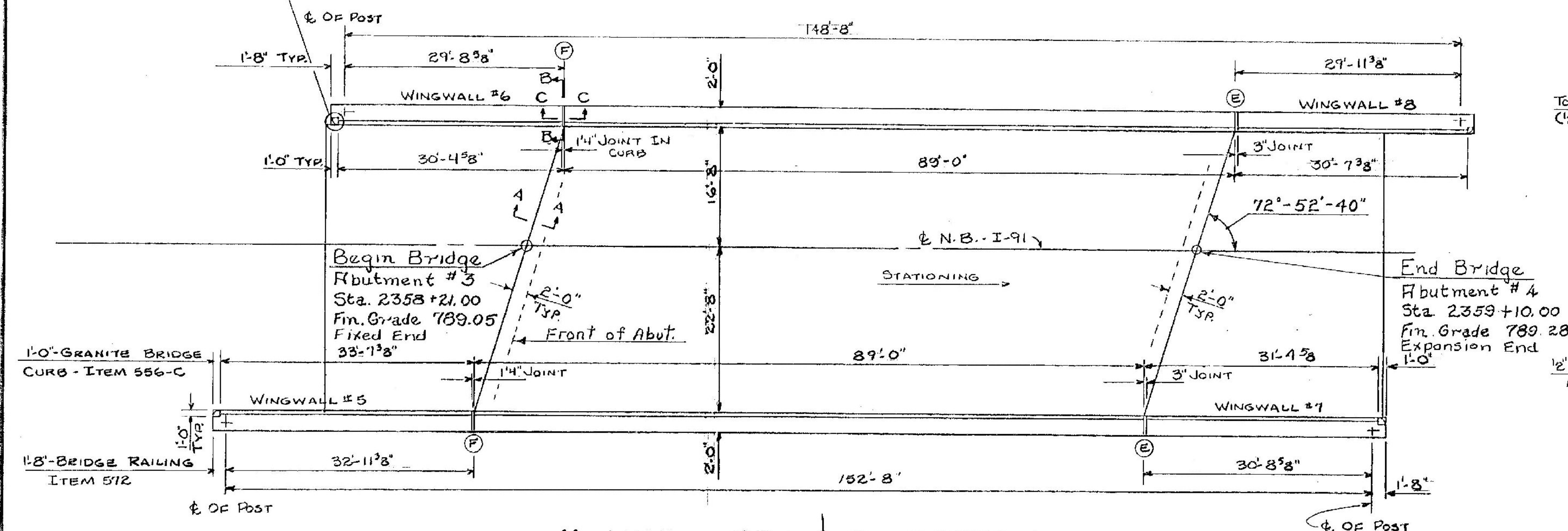
STATE OF VERMONT
DEPARTMENT OF HIGHWAYS

PROJECT: BARTON
TOWN OF BARTON BRIDGE 105
ROUTE NO. 191 191 STA 2357+25
INTERSTATE OVER I.H. #29
SUPERSTRUCTURE DETAILS
SCALE: AS NOTED
SECTION SUPERVISOR: E.W. Bolcum-4/70
DRAWN BY: BETA CHECKED BY: LABO
PROJECT NO. 191-2011
SHEET 120 OF 222 BR-606

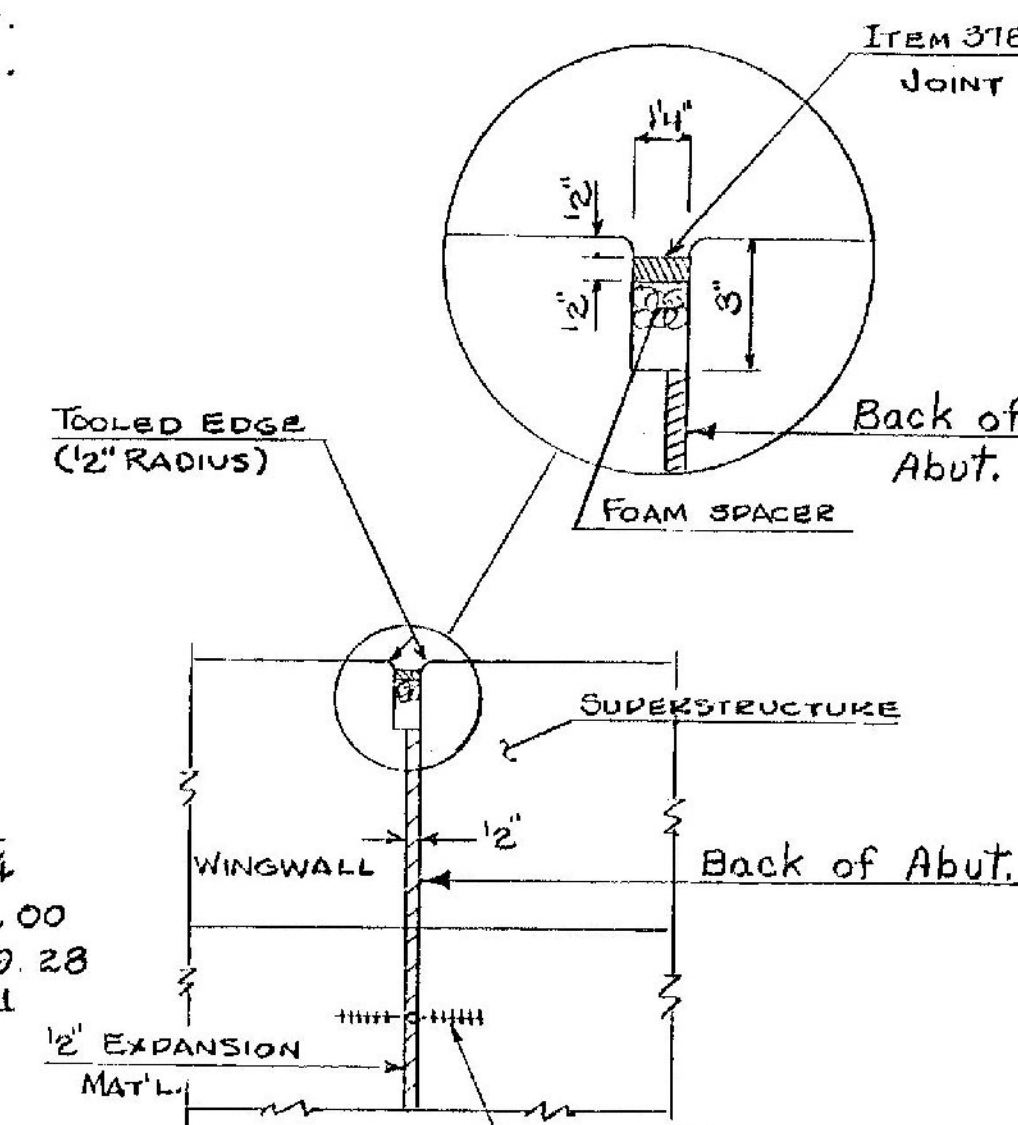
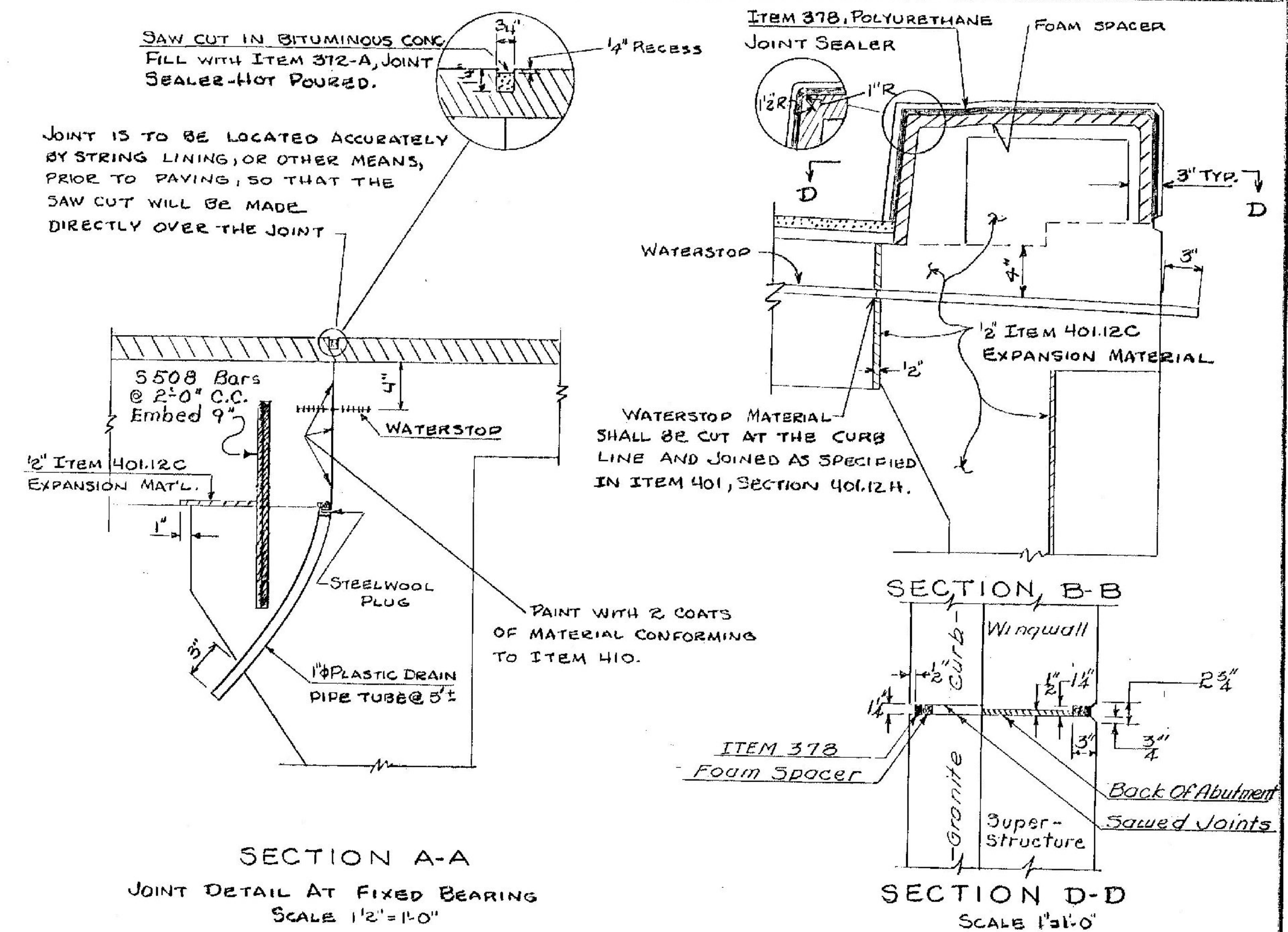


SOUTHBOUND CURB & RAILING PLAN
NOT TO SCALE

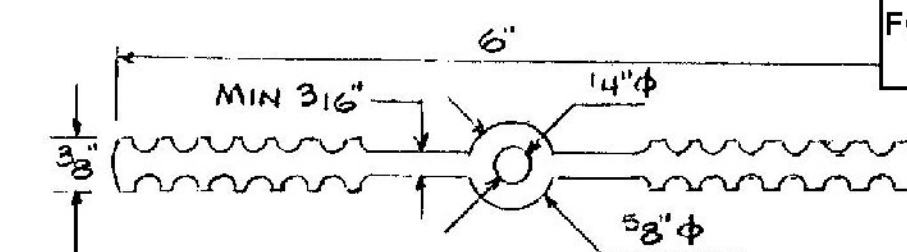
- BRIDGE RAILING JOINTS
- (E) PROVIDE 1/2" EXPANSION IN RAILING ACROSS THIS JOINT.
 - (F) PROVIDE 3/4" EXPANSION IN RAILING ACROSS THIS JOINT.



NORTHBOUND CURB & RAILING PLAN
NOT TO SCALE



SECTION C-C
CURB JOINT DETAIL AT FIXED BEARING



WATERSTOP DETAIL
NTS

- NOTES
1. FOR BRIDGE RAILING DETAILS SEE STANDARD SHEET SB-R1-64, SHEETS 1 & 2.
 2. SEE STANDARD SHEETS GB AND G9 FOR APPROACH RAILING DETAILS.
 3. EXPANSION JOINT DETAILS IN THE CURB SECTIONS ARE SHOWN ON SHEETS BR-613.
 4. THE GRANITE CURB SHALL BE SAWED AT THE FIXED AND EXPANSION JOINTS.
 5. THE WATERSTOP SHALL BE POLYVINYL CHLORIDE AS SPECIFIED IN ITEM 401.12H. OTHER CONFIGURATIONS, WITH MINOR VARIATIONS, MAY BE USED WITH THE APPROVAL OF THE BRIDGE ENGINEER. (Refer to Special Provisions @ 401.12 H)
 6. COST OF THE WATERSTOP AND PAINT WATER-PROOFING SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 401-A, CONCRETE CL. A-A. THE PAINT WATERPROOFING SHALL CONFORM TO THE SPECIFICATIONS FOR ITEM 410.
 7. THE CONTRACTOR SHALL PROVIDE ADEQUATE SUPPORT TO MAINTAIN PROPER ALIGNMENT OF THE WATERSTOP DURING CONSTRUCTION.

STATE OF VERMONT
DEPARTMENT OF HIGHWAYS

PROJECT: BARTON
TOWN OF BARTON BR 105
ROUTE NO. 101 STA. 2359+25
INTERSTATE OVER T.H. #29
CURB & RAIL PLAN
SCALE: NOT TO SCALE
SECTION SUPERVISOR: E.W. Bolcum-4/90
DRAWN BY: J. H. [illegible] CHECKED BY: L. [illegible] 4/90
PROJECT NO. 191-3(11)
SHEET 121 OF 620 BR-607

Stage 1 Construction

SPECIAL NOTE
 CARE SHALL BE TAKEN AT THIS JOINT SEGMENT TO MINIMIZE THE DEVELOPMENT OF AIR VOIDS AND STONE POCKETS AND TO MAKE IT AS UNNOTICEABLE AS POSSIBLE. IMMEDIATELY PRIOR TO THE PLACEMENT OF NEW CONCRETE, THE CLEANED SURFACE OF THE PREVIOUS LIFT SHOULD HAVE SCRUBBED INTO IT A LAYER OF MORTAR ABOUT ONE-HALF (1/2) INCH THICK. USE THE SAME TYPE CEMENT AND THE SAME CEMENT-SAND RATIO AS USED IN THE REGULAR CONCRETE MIX.

TIE BEAM
 STA 2339+16.00
 ELEV. OF BOTTOM OF TIE BEAM 192.00

BEGIN BRIDGE
 ABUTMENT #1
 STA 2359+40.00
 ELEV. 801.90
 FIXED END

NOTE
 STEP BRIDGE SEATS
 MIDWAY BETWEEN BEAMS.

DO NOT CONSTRUCT ABOVE THIS JOINT UNTIL FINAL FINISH GRADE IS DETERMINED (TYPICAL)

PLAN
 SCALE 1/4"=1'-0"

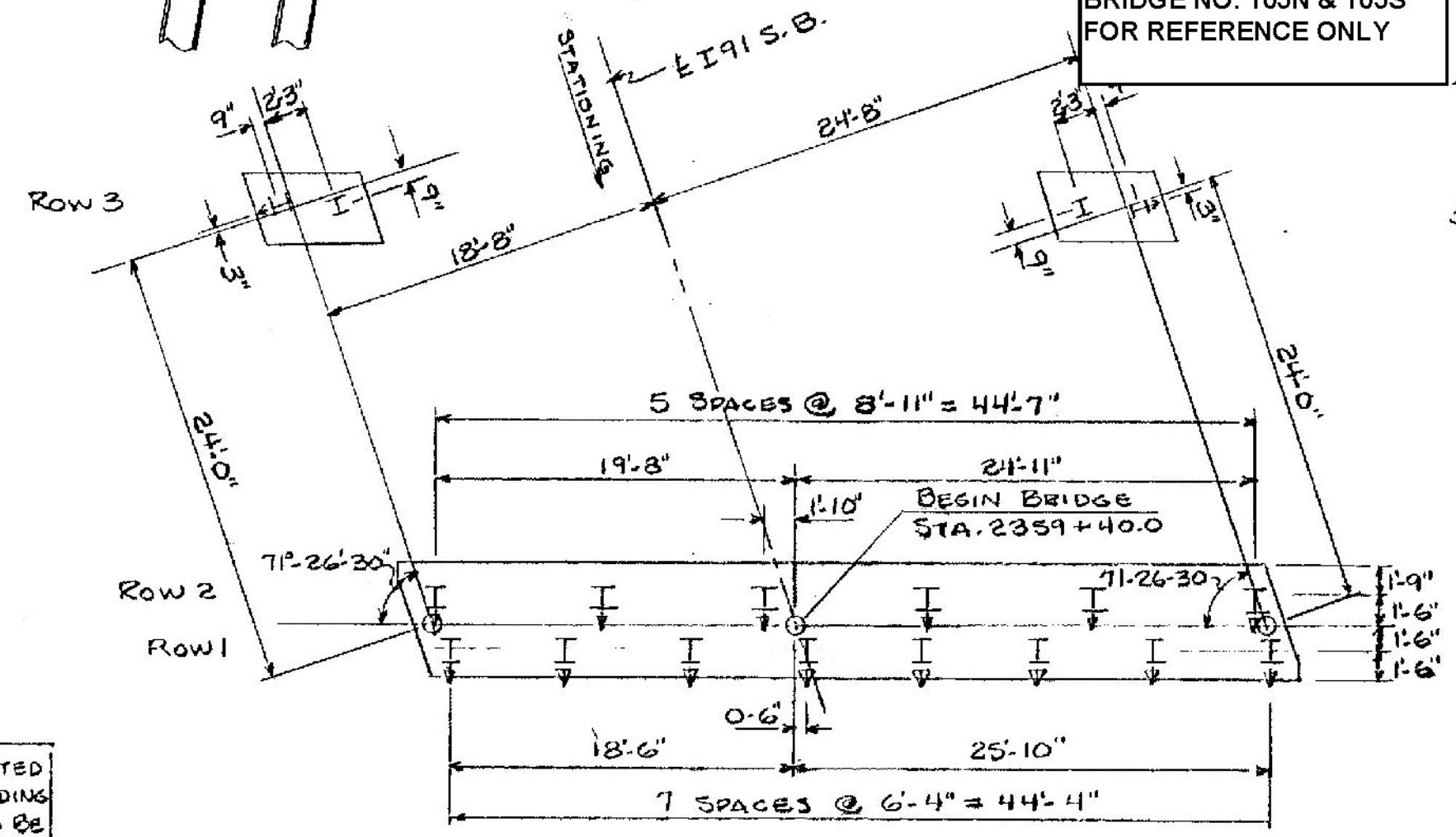
ELEVATION
 SCALE 1/4"=1'-0"

ROW	NUMBER OF PILES	SIZE	EST. LENGTH OF PILES	SPLICING ALLOWED FOR PILES NOT EXCEEDING PLAN LENGTH. (TO BE PAID FOR ONLY IF USED)	SPLICING ESTIMATED FOR PILES EXCEEDING PLAN LENGTH. (TO BE PAID FOR ONLY IF USED)
142	14	120P53	30'	NONE	3
3	4	120P53	40'	NONE	1

WINGWALL #1 ELEVATION
 SCALE 1/4"=1'-0"

WINGWALL #2 ELEVATION
 SCALE 1/4"=1'-0"

LYNDON-IRASBURG
 IM MEMB(29)
 SHEET 45 OF 55
 BRIDGE NO. 105N & 105S
 FOR REFERENCE ONLY



PIILING LAYOUT
 SCALE 1/8"=1'-0"

Stage 1 Construction

SECTION C-C
 SCALE 3/8"=1'-0"

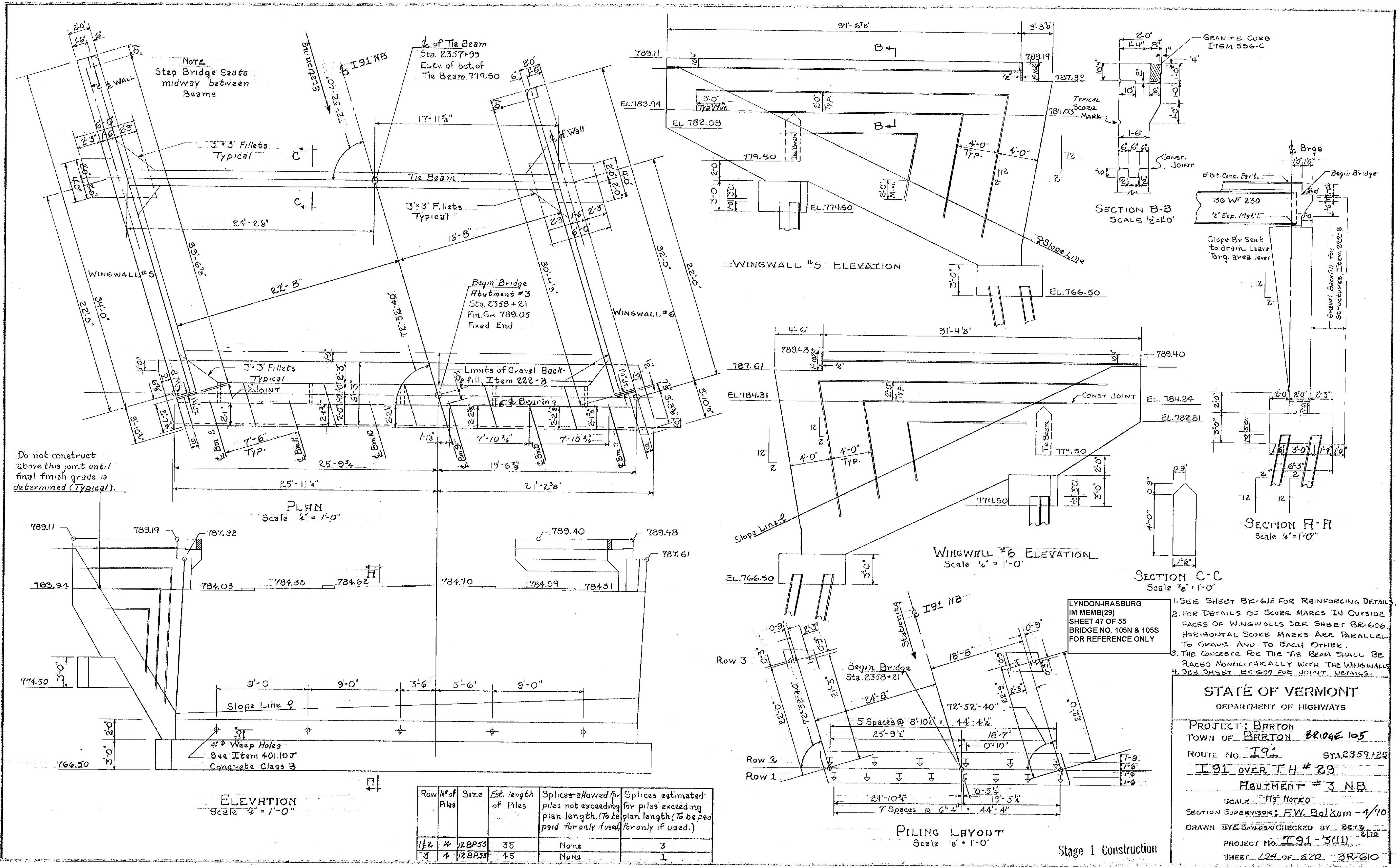
SECTION B-B
 SCALE 1/2"=1'-0"

SECTION A-A
 SCALE 1/4"=1'-0"

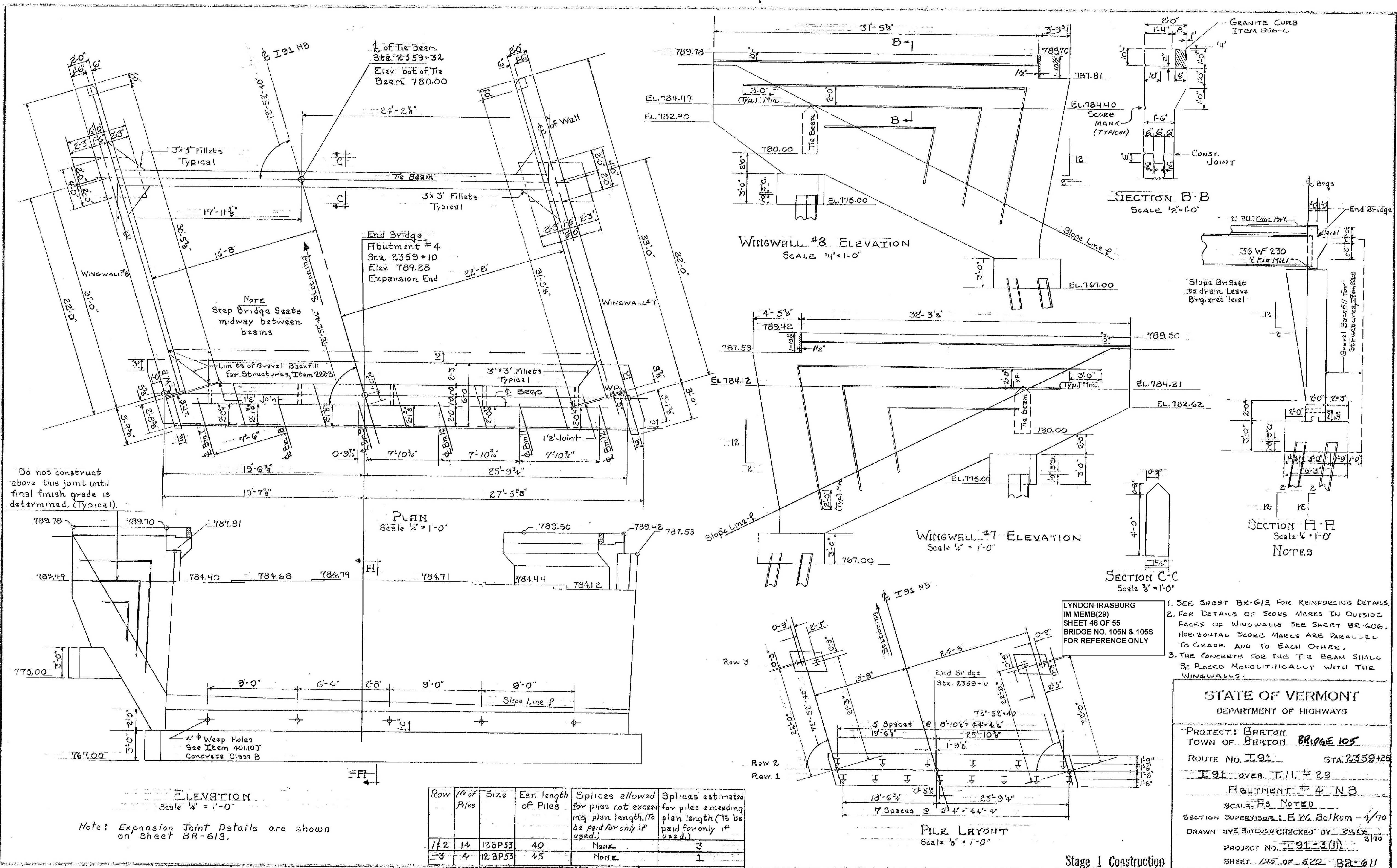
1. FOR BRIDGE SEAT TREATMENT, SEE DETAIL ON SHEET BR-606
2. SEE SHEET BR-612 FOR REINFORCING DETAILS.
3. FOR DETAILS OF SCORE MARKS IN OUTSIDE FACES OF WINGWALLS SEE SHEET BR-606. HORIZONTAL SCORE MARKS ARE PARALLEL TO GRADE AND TO EACH OTHER.
4. THE CONCRETE FOR THE TIE BEAM SHALL BE PLACED MONOLITHICALLY WITH THE WINGWALLS.
5. SEE SHEET BR-607 FOR JOINT DETAILS.

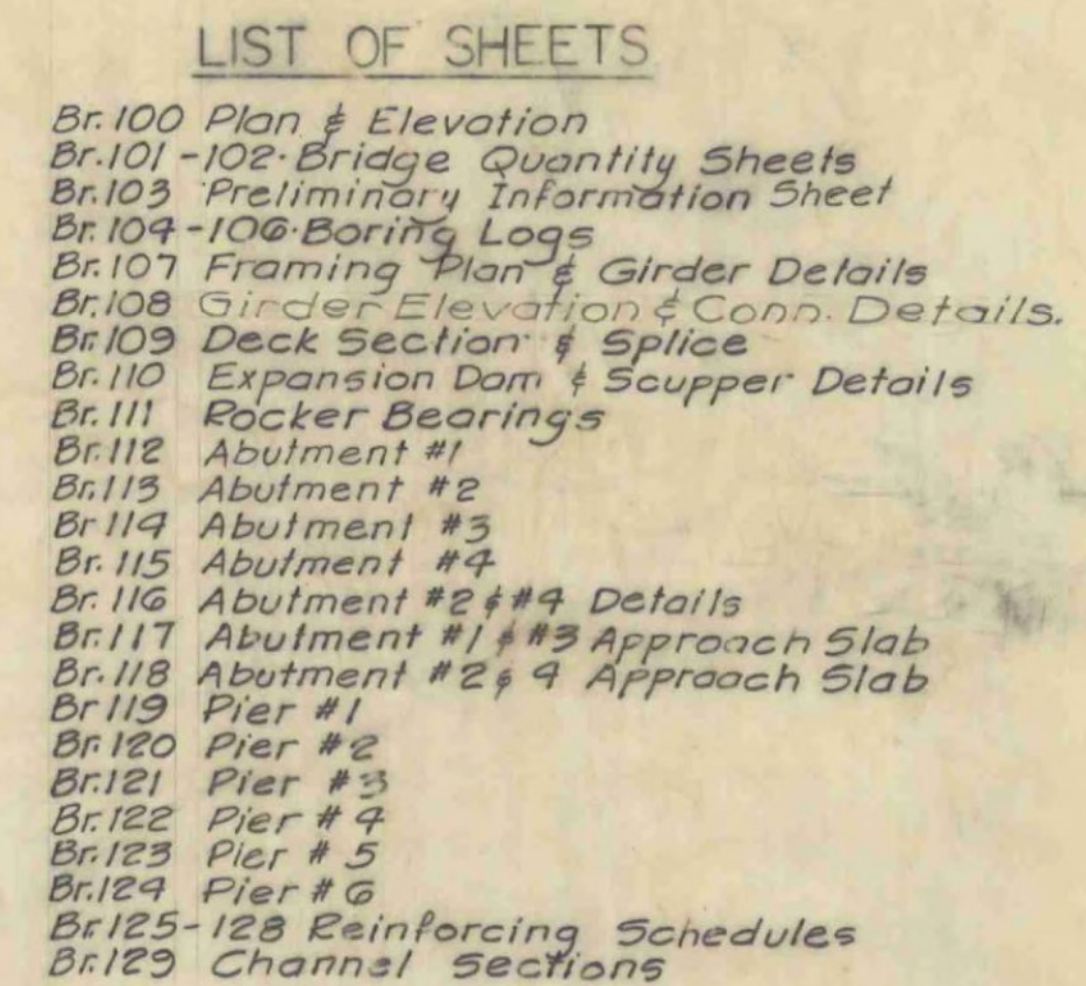
STATE OF VERMONT
 DEPARTMENT OF HIGHWAYS

PROJECT BARTON
 TOWN OF BARTON
 ROUTE NO. 1-91 STA. 2359+25
 I-91 OVER J.H.#29
 ABUTMENT #1 S.B.
 SCALE AS NOTED
 SECTION SUPERVISOR E.W. Bolcum - 4/70
 DRAWN BY B.E. CHECKED BY E.A.S.
 PROJECT NO. I-91-3011
 SHEET 122 OF 620 BR-608



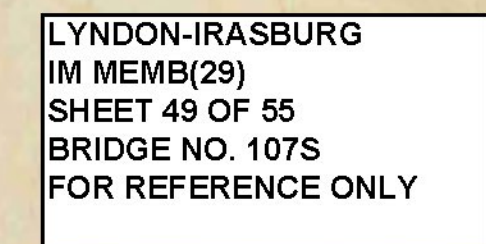
Row	N° of Piles	Size	Est. length of Piles	Splices allowed for piles not exceeding plan length. (To be paid for only if used)	Splices estimated for piles exceeding plan length. (To be paid for only if used.)
1 & 2	4	12BP53	35	None	3
3	4	12BP53	45	None	1





SCB D1 67 General Notes & Information Jan 24, '68
SCB D2 67 Detail A & B & C Jan 24, '68
SCB D3 67 Drain Trough Details Jan 24, '68
SCB D4 67 Reinforcing at Abutments Dec 17, '68 R
SCB D6 67 Detail A & B May 23, 1969 R
SCB D7 67 Intermediate Diaphragm Jan 24, '68
SCB D8 67 Bearing Devices Jan 24, '68
SCB D9 67 Detail A Jan 24, '68
SB R1 67 Aluminum Paving (2 Sheets)
SB R2 65 Steel 1st 2 Dec 16, 1968 R 2 of 2 Nov 8, 66 R
SB R2 65 Steel Bridge Paving Nov 8, 66 R

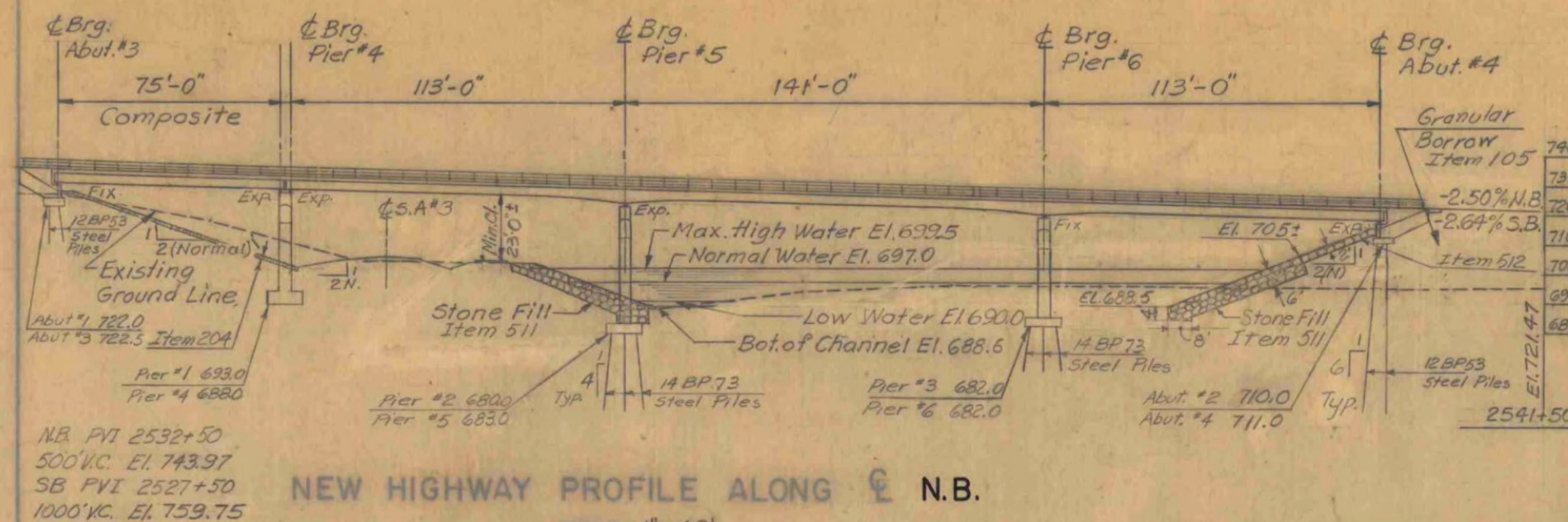
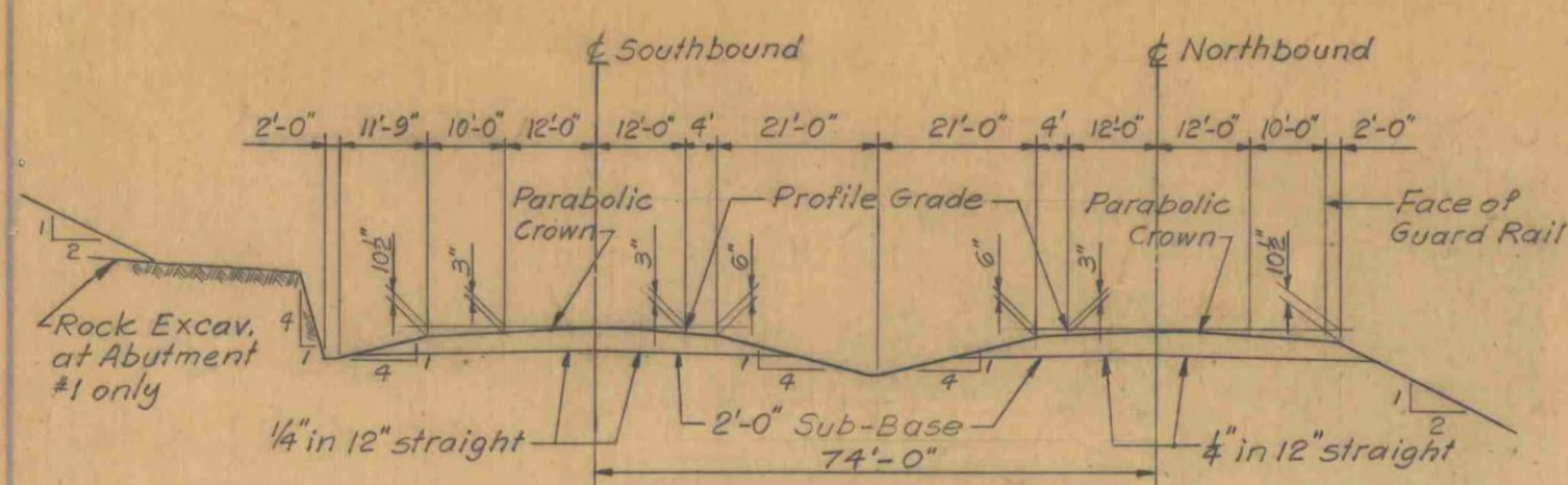
The channel excavation and stone fill shall be done between July 1 and October 1 so as not to interfere with the Rainbow Trout runs. Precautions shall be taken during construction to prevent siltation or pollution of the river.



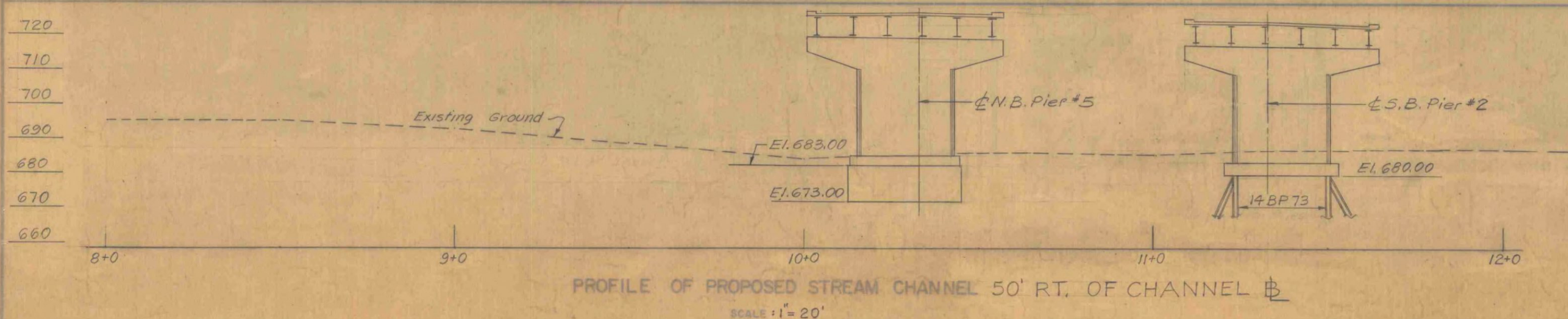
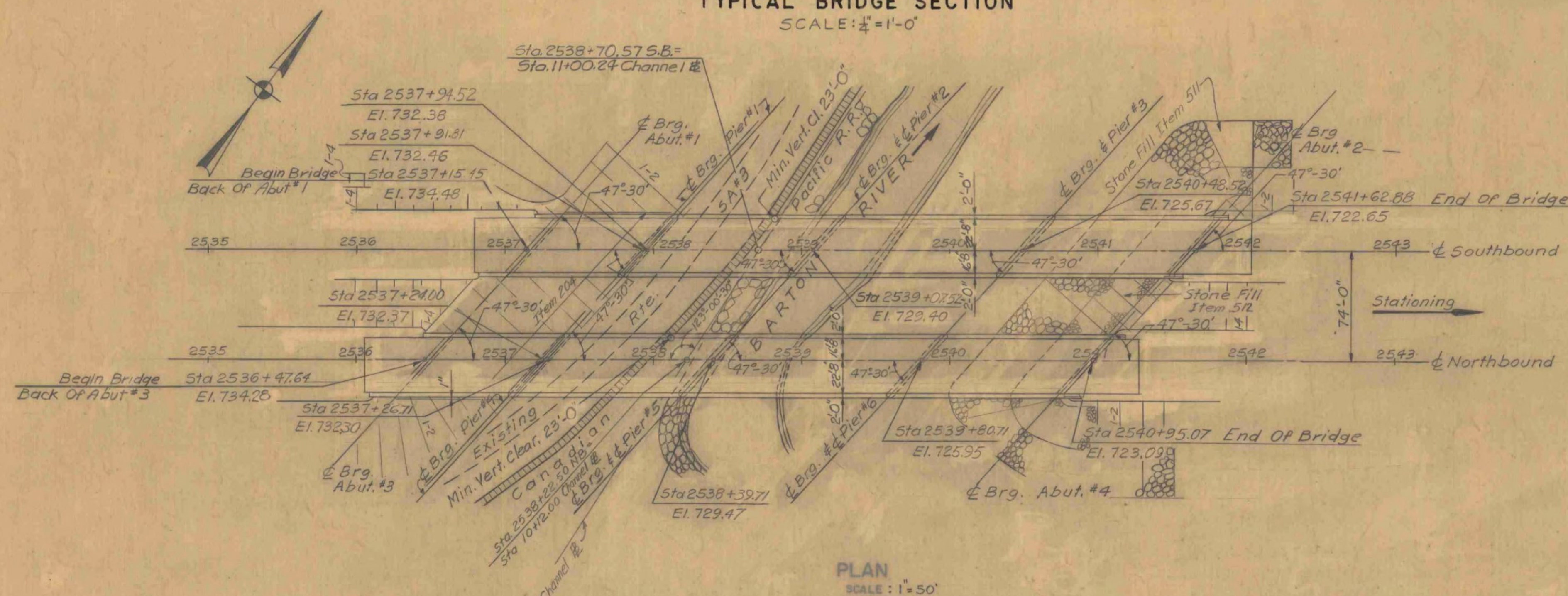
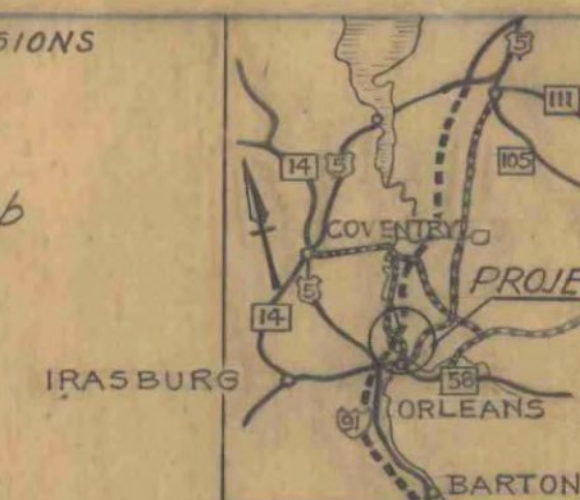
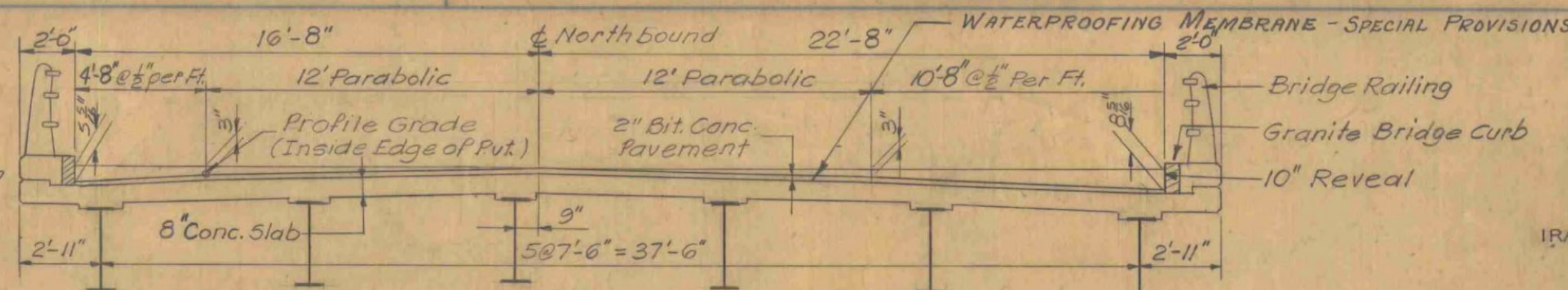
1. Changed roadway width from 38'0" to 39'4"; curb
width from 2'6" to 2'0". Upgraded Std. Sheets
TS. TS=14 3/169

STATE OF VERMONT
DEPARTMENT OF HIGHWAYS

PROJECT IRASBURG - DEREY
TOWN OF IRASBURG BR# 107
ROUTE No. I-91 STA. 2539+
I-91 OVER BARTON RIVER AND SA# 3
PLAN AND ELEVATION
SCALE 1" = 40'
IN CHARGE C. TERENZIO
DRAWN BY JMB CHECKED BY A. CENTORE
PROJECT No. I 91-3(8) 9-67
SHEET 169 OF 605 BR 100



Note: For Details of Deck Construction see BR 109
For Railing Details see SB-R1-64 and SB-R2-65
For Curb Details see SCB-D6-67



HIGHWAY NO. I-91 NAME OF HIGHWAY INTERSTATE
STRUCTURE NO. COUNTY ORLEANS TOWN IRASBURG
PROJECT NO. I-91-3(8) LOCATION I91 over BARTON RIVER, C.P.R.R and Irasburg SA #3

EXISTING STRUCTURE

- 1 RATED LOADINGS OF EXISTING STRUCTURE N.A.
- 2 TYPE OF EXISTING STRUCTURE N.A.
- 3 UNDERCLEARANCE ELEVATION OF EXISTING STRUCTURE N.A.
- 4 WHAT DISPOSITION SHOULD BE MADE OF EXISTING STRUCTURE? N.A. COST OF REMOVAL N.A.
- 5 SHOULD EXISTING STRUCTURE BE USED TO MAINTAIN TRAFFIC DURING CONSTRUCTION OF NEW STRUCTURE? N.A.
- 6 SHOULD NEW TEMPORARY STRUCTURE BE BUILT? N.A.
- 7 ORDINARY HIGH WATER SURFACE ELEV. AT EXISTING STRUCTURE N.A. WATERWAY TO ORDINARY H.W. N.A.
- 8 EXTREME HIGH WATER AT EXISTING STRUCTURE N.A.
- 9 SPAN OF EXISTING BRIDGE UPSTREAM N.A. WATERWAY TO EXTREME H.W. N.A.
- 10 SPAN OF EXISTING BRIDGE DOWNSTREAM 2 Structures Total 1000 SF. WATERWAY TO EXTREME H.W. 2 Structures
- 11 TYPE OF FOUNDATION UNDER EXISTING ABUTMENTS N.A.
- 12 DOES ALL WATER AT FLOOD ELEVATION PASS THROUGH EXISTING STRUCTURE? N.A.
- 13 IF NOT AT WHAT ELEVATION IS RELIEF AFFORDED? N.A.
- 14 ADDITIONAL WATERWAY AREA PROVIDED N.A.

NEW STRUCTURE

- 1 RECOMMENDED TYPE OF STRUCTURE ONE SIMPLE SPAN (COMP) 3 SPAN WELDED # GIRDER (CONTINUOUS-COMP)
- 2 RECOMMENDED CLEAR SPAN OR SPANS 75.0-113.0-141.0-113.0
- 3 MEASURED PARALLEL TO NEW HIGHWAY 75.0-113.0-141.0-113
- 4 MEASURED AT RIGHT ANGLES TO STREAM 55.0-84.0-104.0-84.0
- 5 ARE THERE OBJECTIONS TO A PIER IN THE STREAM? ANSWER YES OR NO No
- 6 ORDINARY HIGH WATER ELEVATION AT NEW STRUCTURE 697.0
- 7 EXTREME HIGH WATER ELEVATION AT NEW STRUCTURE 697.5 SOURCE OF INFORMATION COMPUTED
- 8 IS ALL WATER INTENDED TO PASS THROUGH NEW STRUCTURE? Yes
- 9 DOES STREAM REACH ITS MAXIMUM HIGH WATER ELEVATION RAPIDLY? No IS ORDINARY RISE RAPID? No
- 10 LOW WATER ELEVATION AT NEW STRUCTURE 690.0
- 11 DRAINAGE AREA IN ACRES ABOVE STRUCTURE 93.3/2 CHARACTER OF TERRAIN ROLLING
- 12 IS STREAM EVER DRY No
- 13 VELOCITY OF STREAM AT HIGH WATER STAGE 6.9 F.P.S. ESTIMATED DISCHARGE 7000 C.F.S.
- 14 AREA FULL OPENING 1280 S.F. AREA BELOW ORDINARY H.W. 1000 S.F.
- 15 CHARACTER OF SCOUR NONE DRIFT NONE ICE MEDIUM
- 16 ESTIMATED DRAINAGE AREA ABOVE NATURAL OR ARTIFICIAL STORAGE 135.8 SQ. MI.
- 17 VERTICAL CLEARANCE ABOVE FLOOD ELEVATION 18 FT.
- 18 ARE SIDEWALKS REQUIRED? IF SO ON WHAT SIDE? No BOTH SIDES
- 19 RECOMMENDED TYPE OF PAVEMENT 2" BITUMINOUS CONCRETE, 8" CONCRETE
- 20 TRAFFIC TO BE MAINTAINED UNDER ITEM NO. N.A. ONE OR TWO WAYS PROBABLE COST
- 21 PROBABLE COST OF CLEARING AND GRUBBING STREAM CHANNEL AT STRUCTURE SITE \$1000.
- 22 SHOULD PROVISIONS BE MADE FOR PUBLIC UTILITIES? No
- 23 ESTIMATED ALLOWABLE LOAD ON FOUNDATIONS * SHOULD PILES BE USED? * EST. L.B.T. *

FOUNDATION INFORMATION

OBTAINED FOR DESIGN PURPOSES ONLY, AND THE STATE ASSUMES NO RESPONSIBILITY WHATSOEVER FOR THE SUFFICIENCY OR ACCURACY OF THE INFORMATION SHOWN. BOULDERS MAY BE ENCOUNTERED AT ANY PIER OR ABUTMENT LOCATION.

Pier No. 4 & 5 - 5 Tons / S.F.
Abutment No. 2 - 12 BP 53 110' Long
Abutment No. 3 - 12 BP 53 20' Long } 58 Tons / Pile Max.
Abutment No. 4 - 12 BP 53 100' Long
Pier No. 1 - 14 BP 73 20' Long
Pier No. 2 - 14 BP 73 30' Long
Pier No. 3 - 14 BP 73 55' Long } 80 Tons / Pile Max.
Pier No. 6 - 14 BP 73 45' Long

Design Stresses:

Concrete $f_c = 3000$ p.s.i. $f_t = 1200$ p.s.i.
Structural Steel $f_s = 20,000$ p.s.i. (A-36) others per AASHTO Specs
Reinforcing Steel $f_s = 20,000$ p.s.i. Tension
 $f_s = 16,000$ p.s.i. Compression
Welding per A.W.S. Specs.

Design Loading: HS 20-44

LYNDON-IRASBURG
IM MEMB(29)
SHEET 50 OF 55
BRIDGE NO. 1075
FOR REFERENCE ONLY

Stage 2 Construction

Br. 103 OF 129

STATE OF VERMONT
DEPARTMENT OF HIGHWAYS

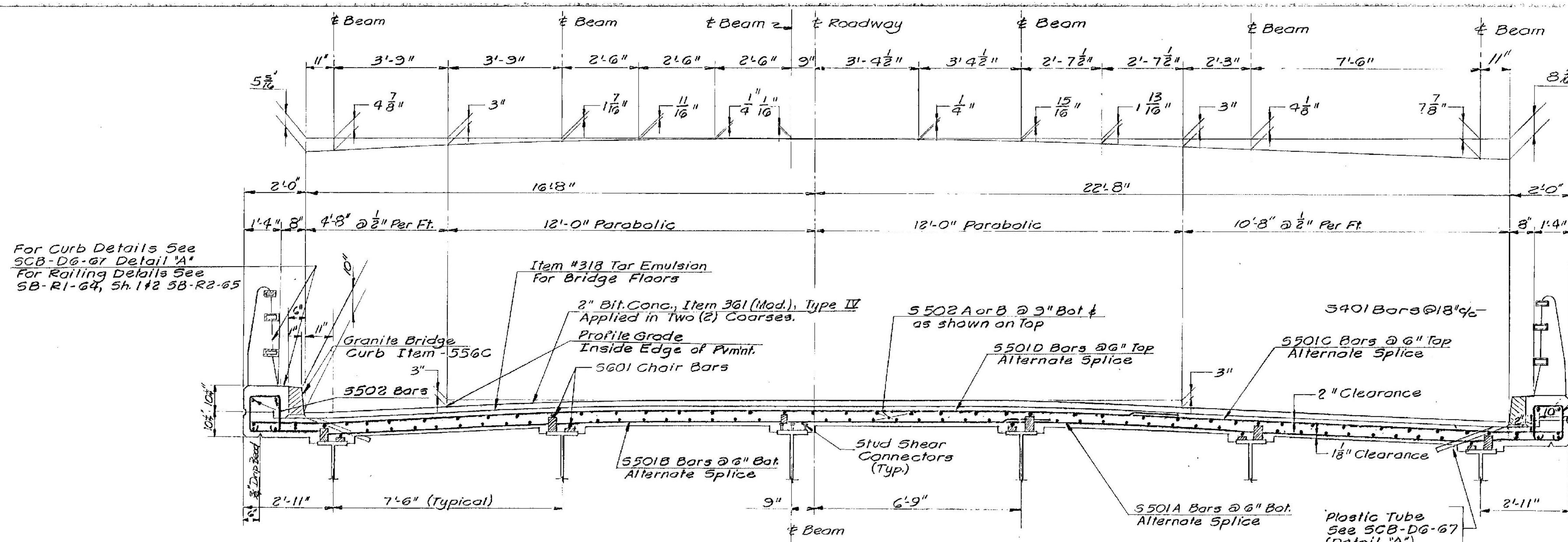
I-91 PROJECT BARTON - DERBY
ROUTE NO. I-91 STA. 2539
I91 OVER BARTON RIVER, C.P.R.R. & IRASBURG SA #3

PRELIMINARY INFORMATION SHEET

PROJECT EMPI 91-3(20) SHEET 118 OF 175

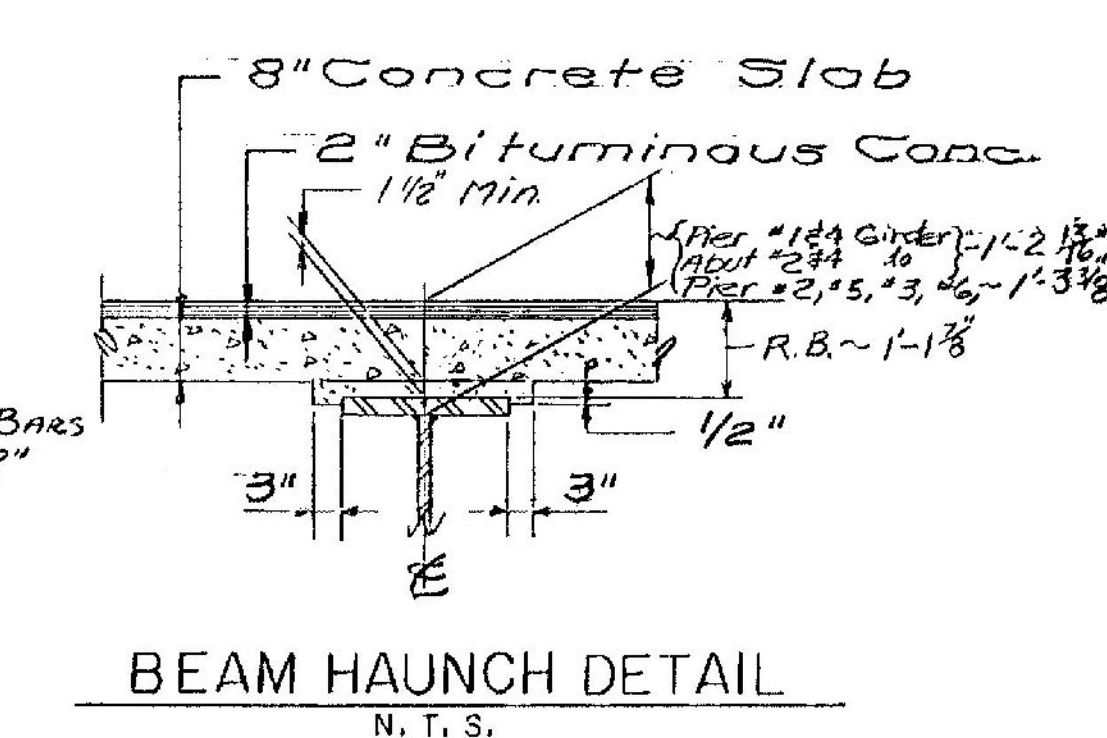
RECOMMENDED FOR APPROVAL 20.00000000 9-15-69 DATE
CONSTRUCTION ENGINEER
RECOMMENDED FOR APPROVAL 9-15-69 DATE
BRIDGE ENGINEER
RECOMMENDED FOR APPROVAL 9-15-69 DATE
ASSIST. CHIEF ENGINEER
APPROVED BY: R.H. Cunniff DATE 9/15/69
CHIEF ENGINEER

Changed Roadway width from 38'0" to 39'4"
Changed Curb width from 2'8" to 2'0"
R. Testa 4/22/69



Floor Slab to be concrete, class AA 8' thick, dapped as shown at Beam Haunch, Surface to be finished with a self-propelled concrete finishing machine. Partial parabolic crown, as per detail, to be obtained by stepping bridge seats. Cut 5501 Transverse Bars at skew end and use cut off on opposite end.

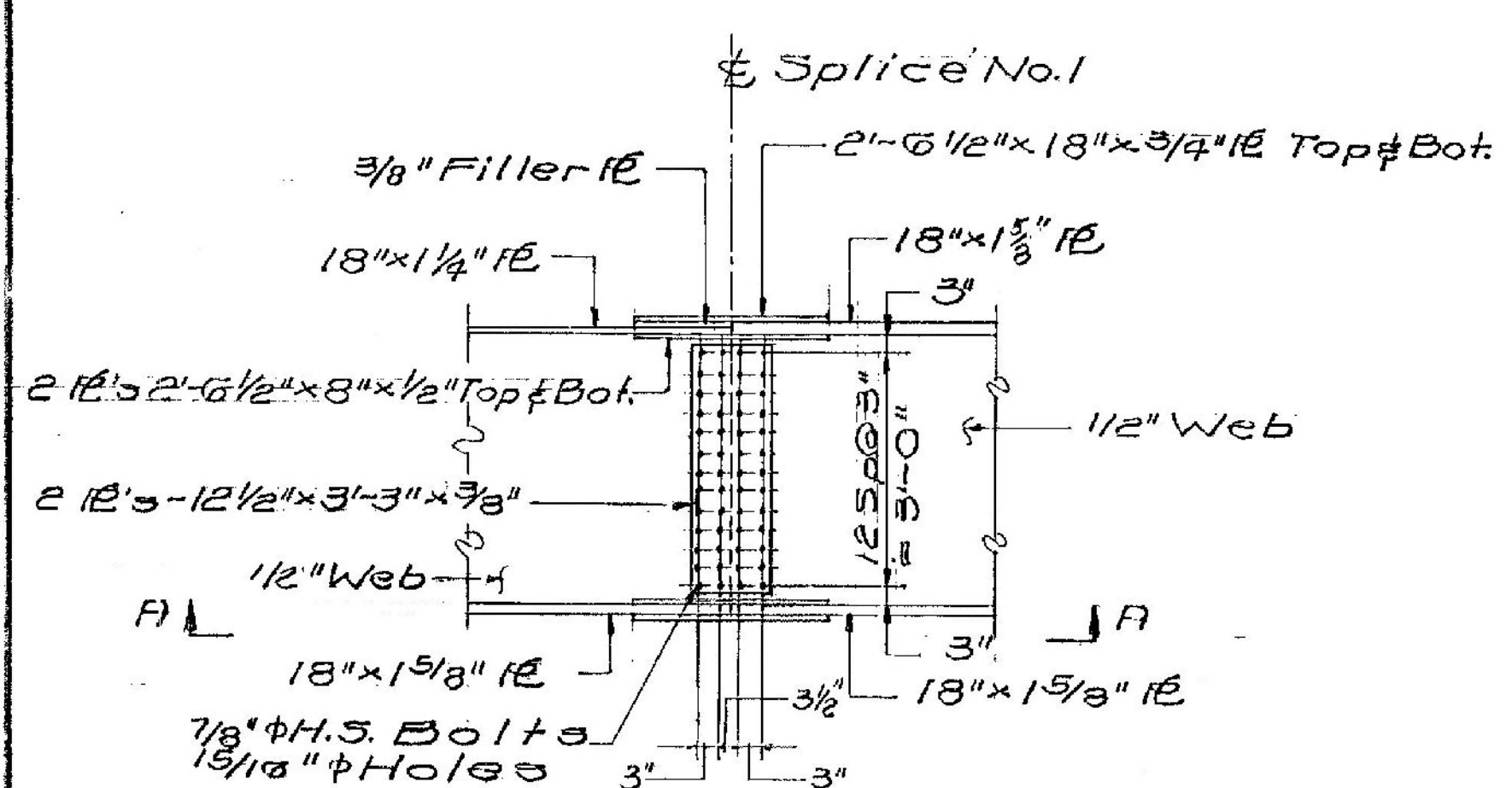
Note: Water Repellent, Item 990 Shall Be Used on Top of Safety-Walk And on The Fascia And Back To The Fascia Beam Under The Slab.



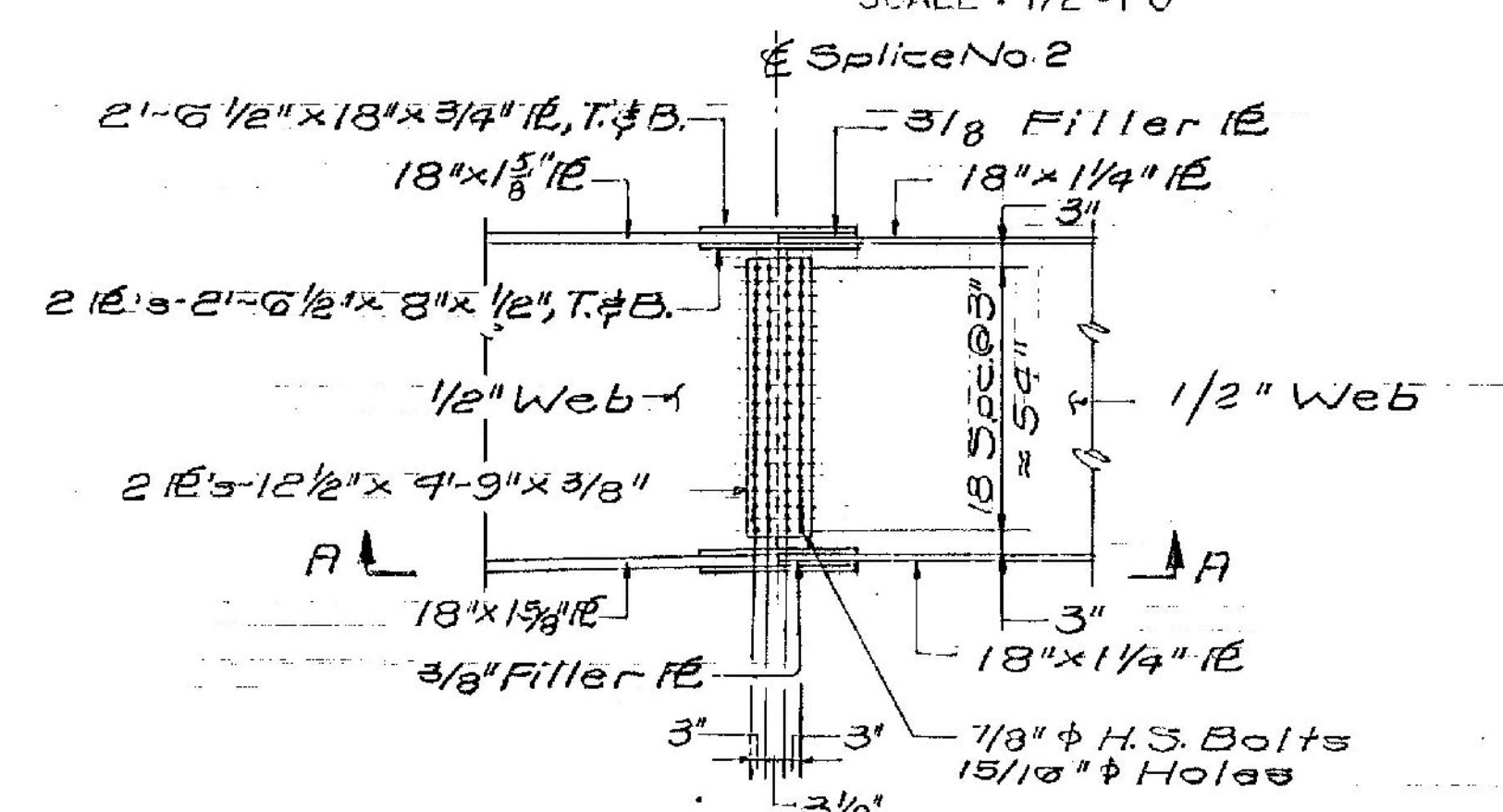
TYPICAL DECK SECTION (NORTHBOUND SHOWN) SCALE: 1/2"=1'-0"

SUPERSTRUCTURE NOTES:

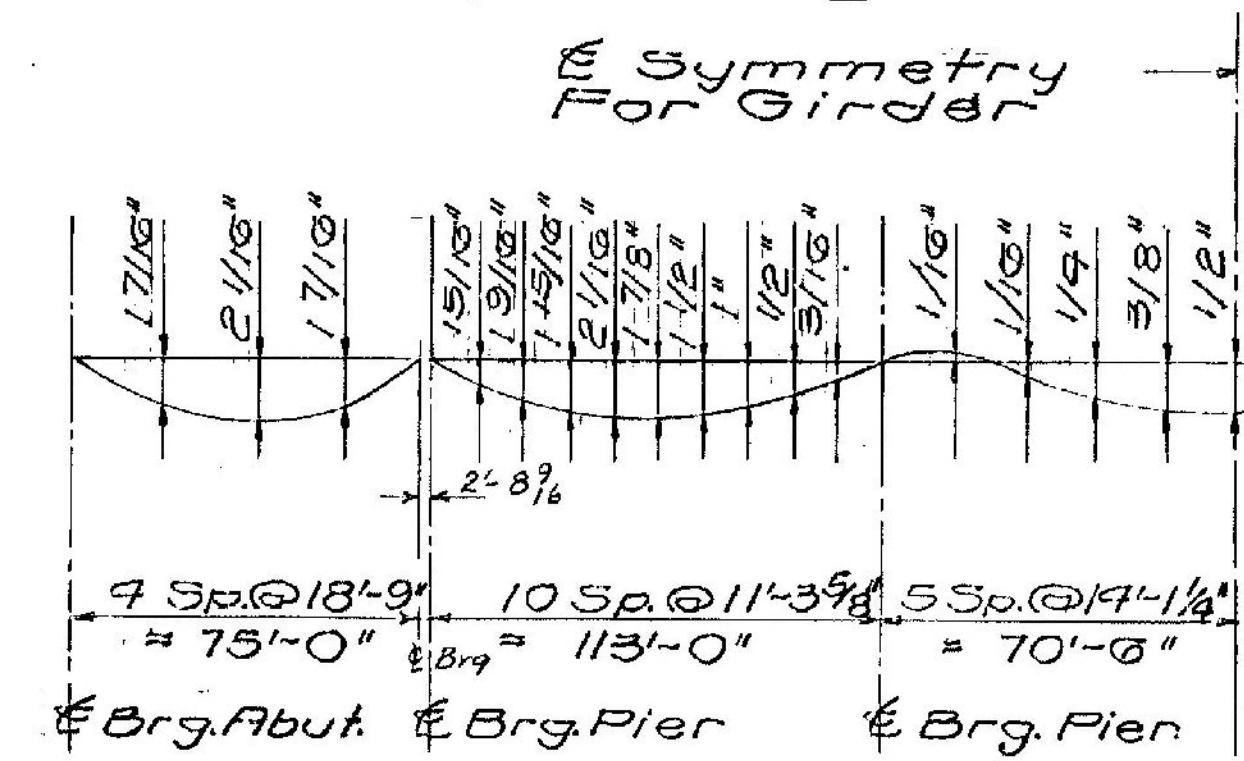
- For general notes and design stresses see std. sh. SCB-D1-67
- For details of shear connectors see std. sh. SCB-D2-67
- For bearing details at abutments see std. sh. SCB-D3-67 & Br. 111 & Br. 158
- All cover plate welds to be 3/8" fillet continuous shop welds.
- All field connections to be made with 3/4" High Strength Bolts with 1/2" Holes.
- Structural Steel shall be ASTM A-36-62T unless otherwise noted.
- Scuppers to be placed @ 50' (±) except as noted. Do not place above SA-3 or Railroad.
- For curtain wall details, Approach Slab bracket details, See SCB-D2-67, Detail A.



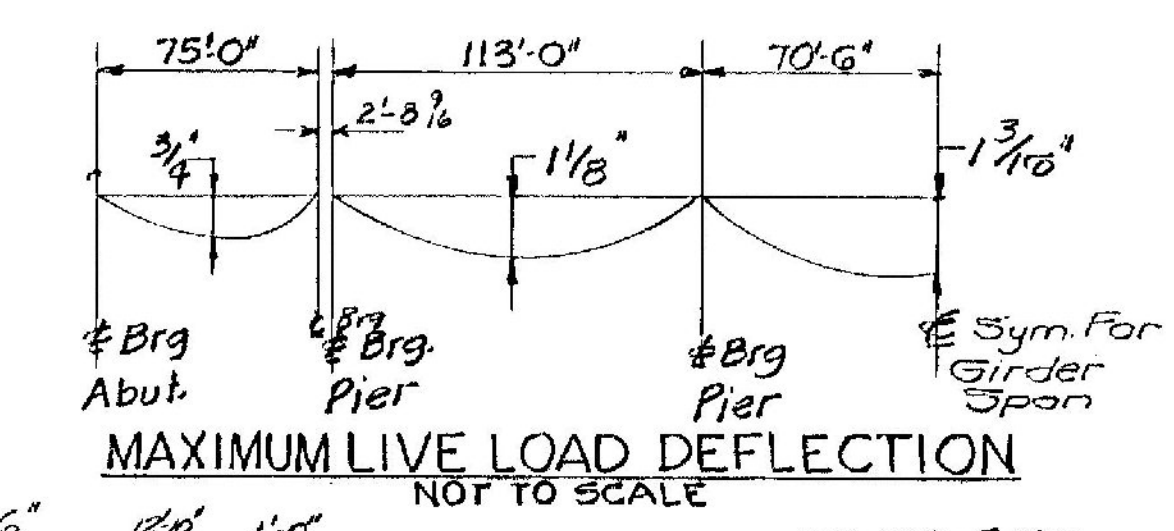
SPlice No. 1 SCALE: 1/2"=1'-0"



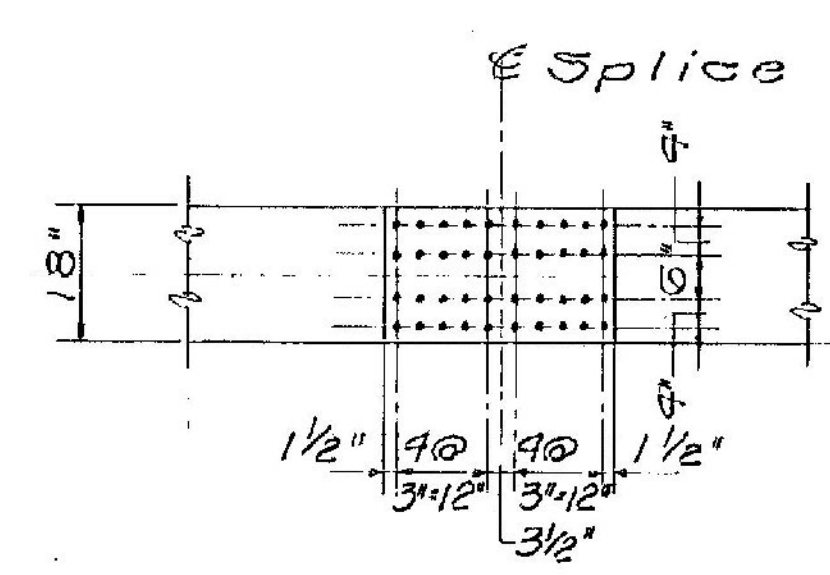
SPlice No. 2 SCALE: 3/8"=1'-0"



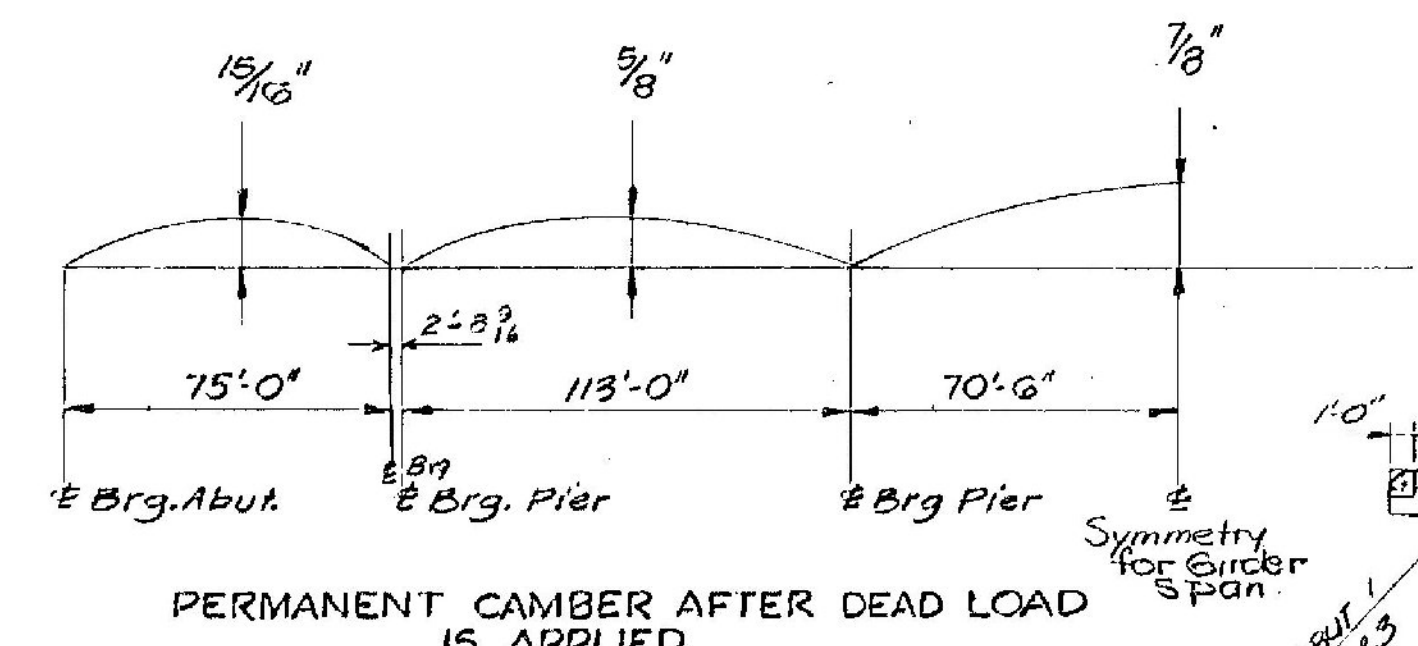
TOTAL DEAD LOAD DEFLECTIONS N.T.S.



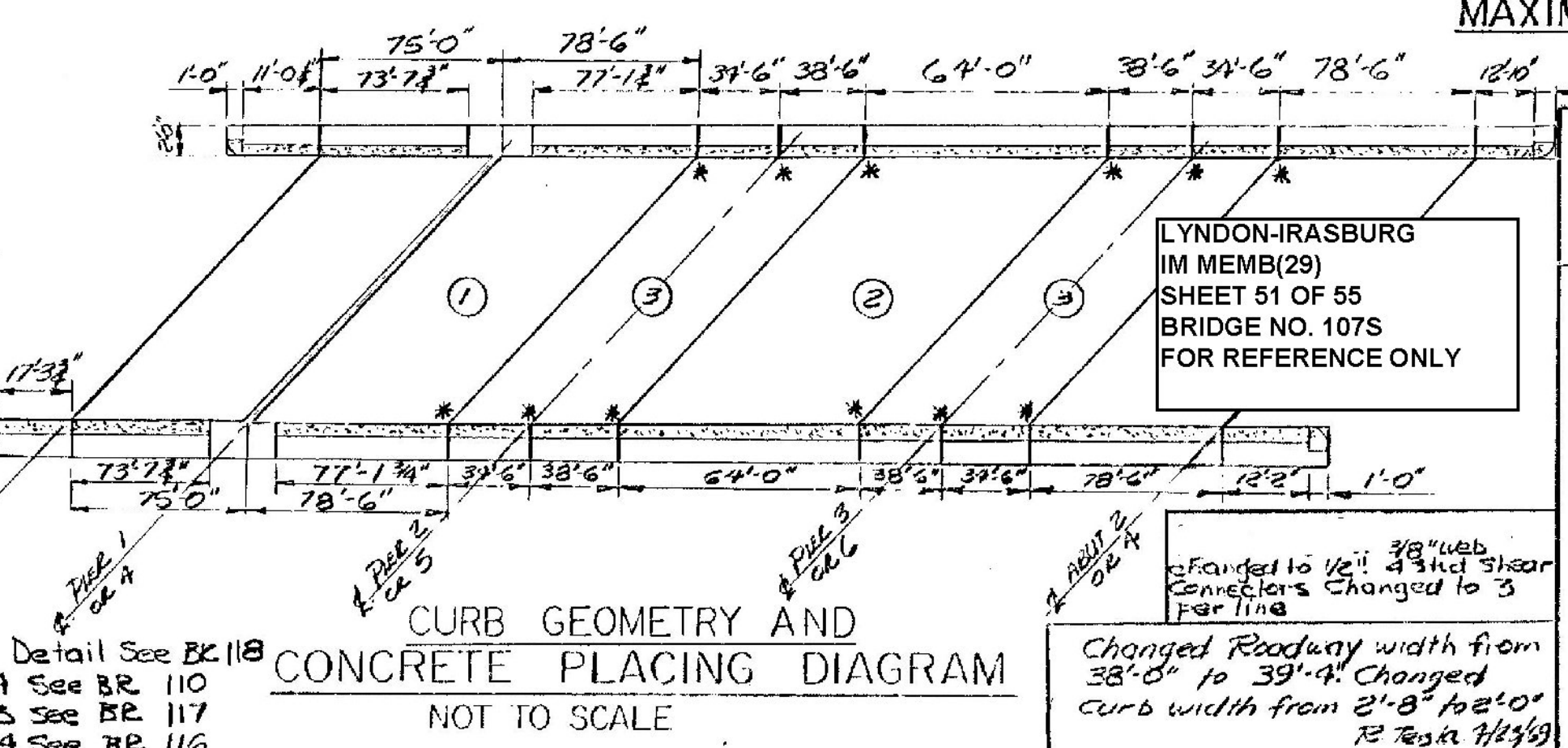
MAXIMUM LIVE LOAD DEFLECTION NOT TO SCALE



VIEW A-A SCALE: 1/2"=1'-0"



CAMBER DIAGRAM NOT TO SCALE



CURB GEOMETRY AND CONCRETE PLACING DIAGRAM NOT TO SCALE

STATE OF VERMONT
DEPARTMENT OF HIGHWAYS

PROJECT IRASBURG-DERBY
TOWN OF IRASBURG

ROUTE No. 191 STA. 2539

191 OVER BARTON RIVER AND SA 3

DECK SECTION AND SPLICE
SCALE AS NOTED
IN CHARGE C. TERENZIO
DRAWN BY JMB CHECKED BY A. CENTORE

PROJECT No. 191-3(8) 9-67
SHEET 178 OF 605 BR. 109

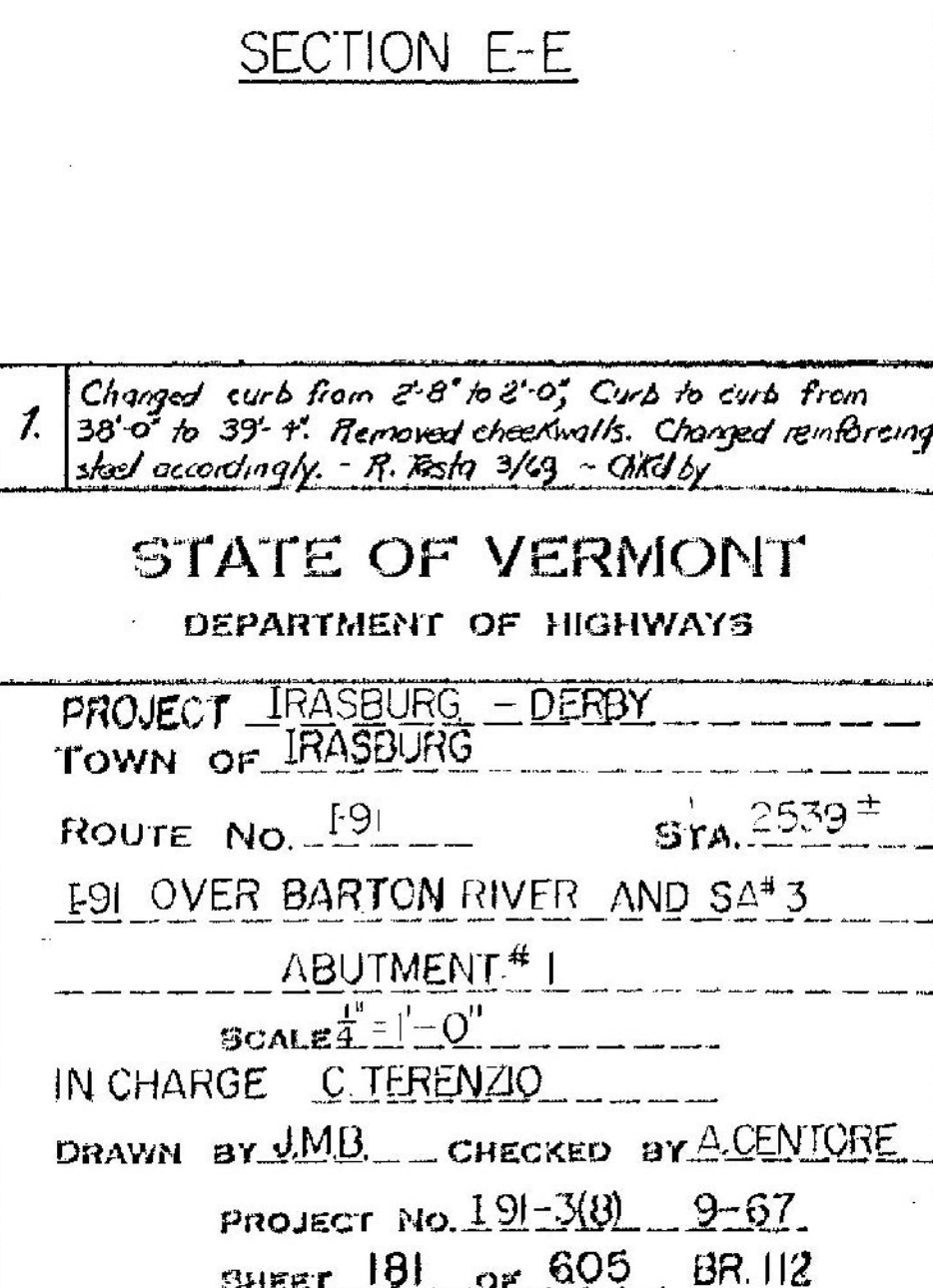
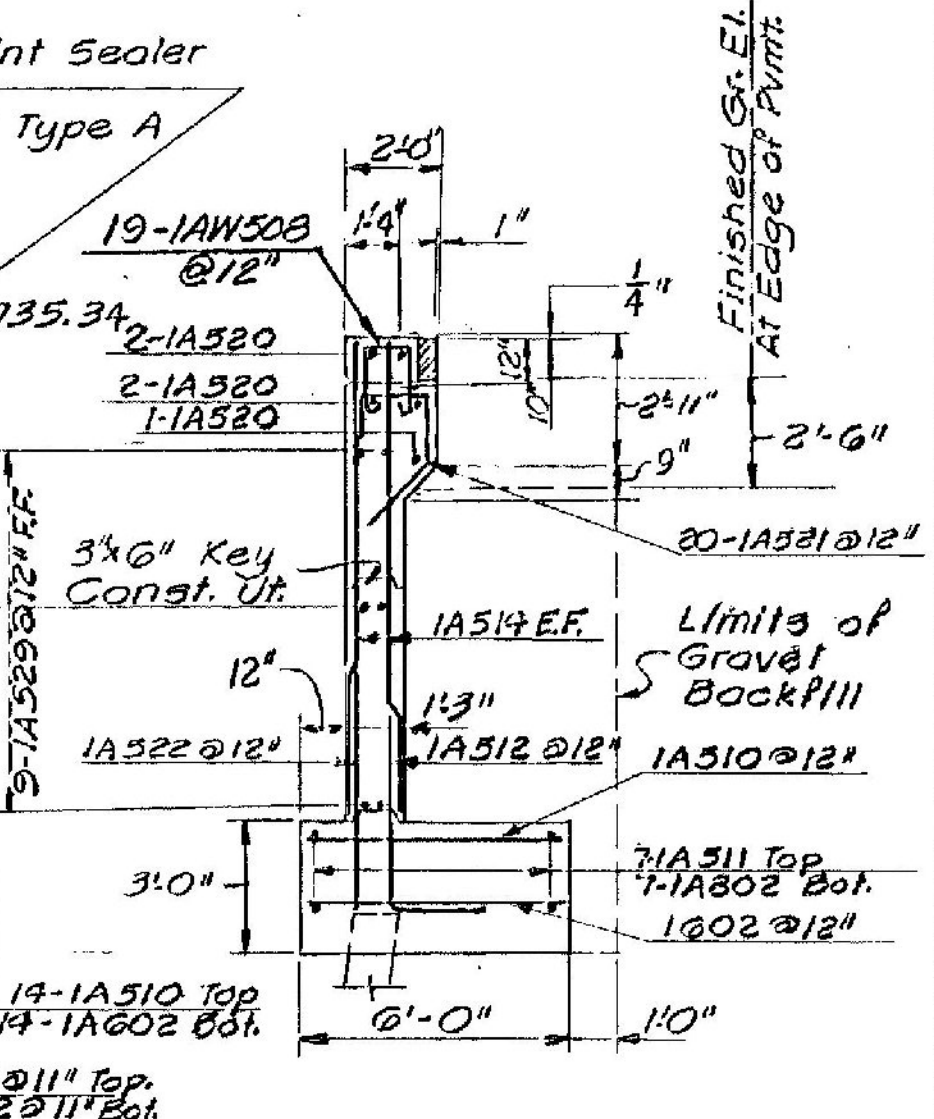
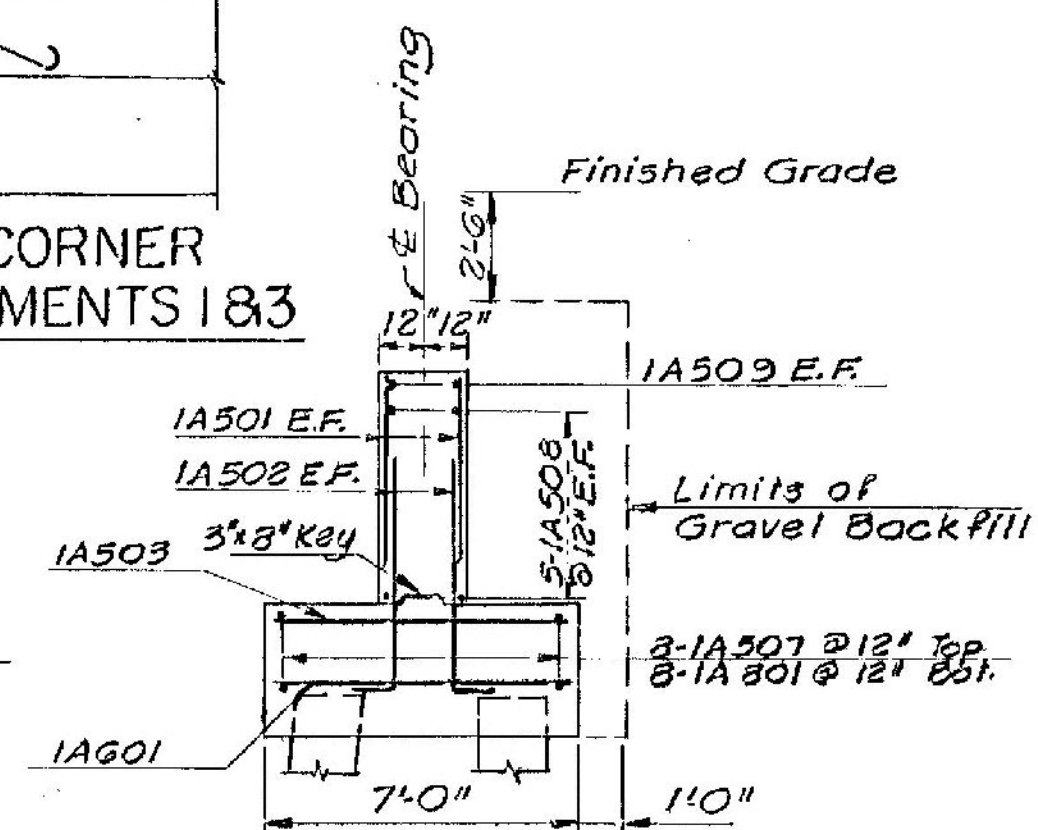
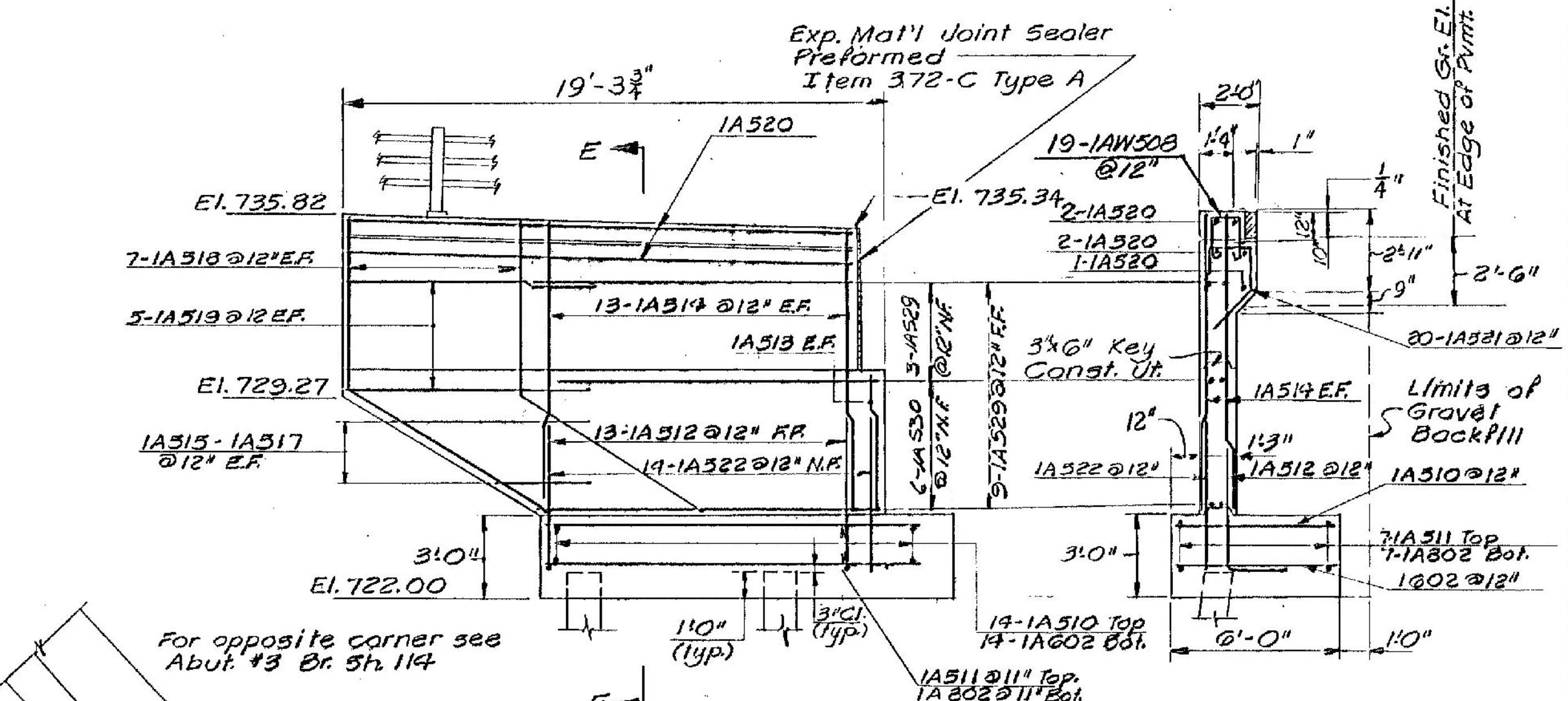
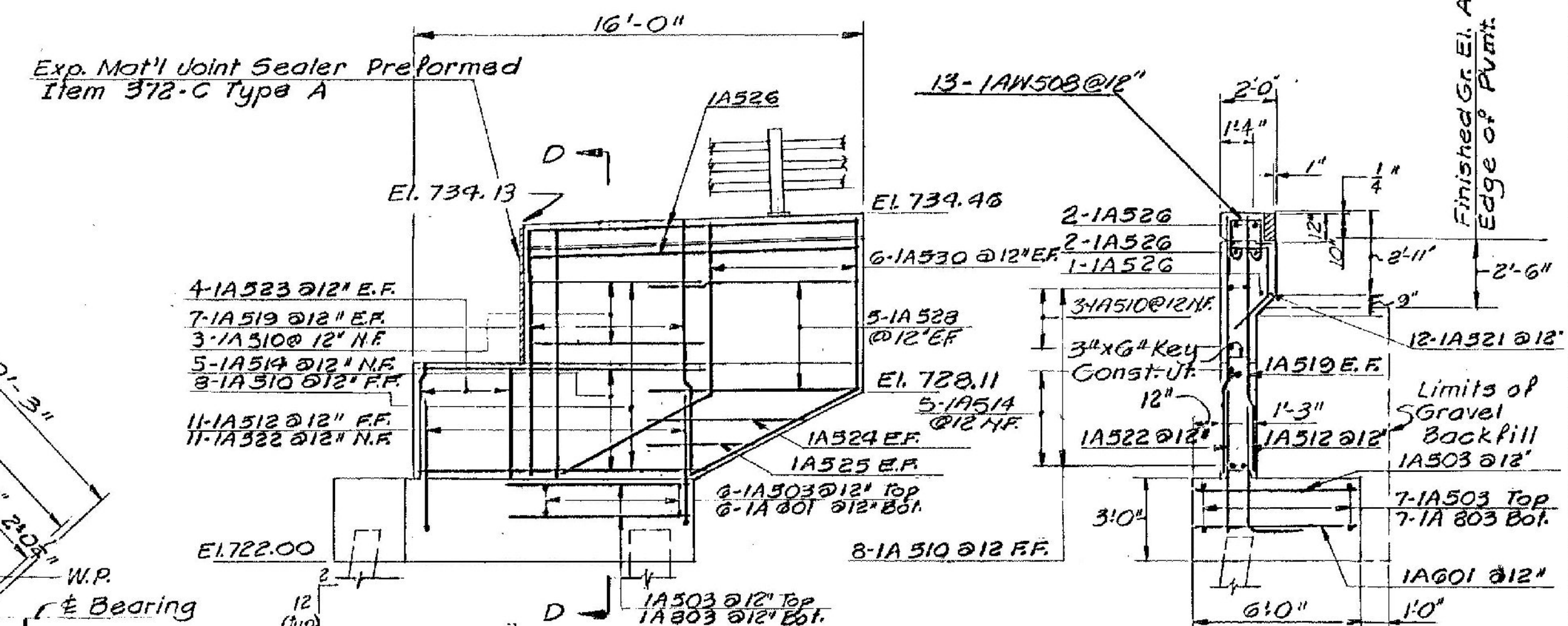
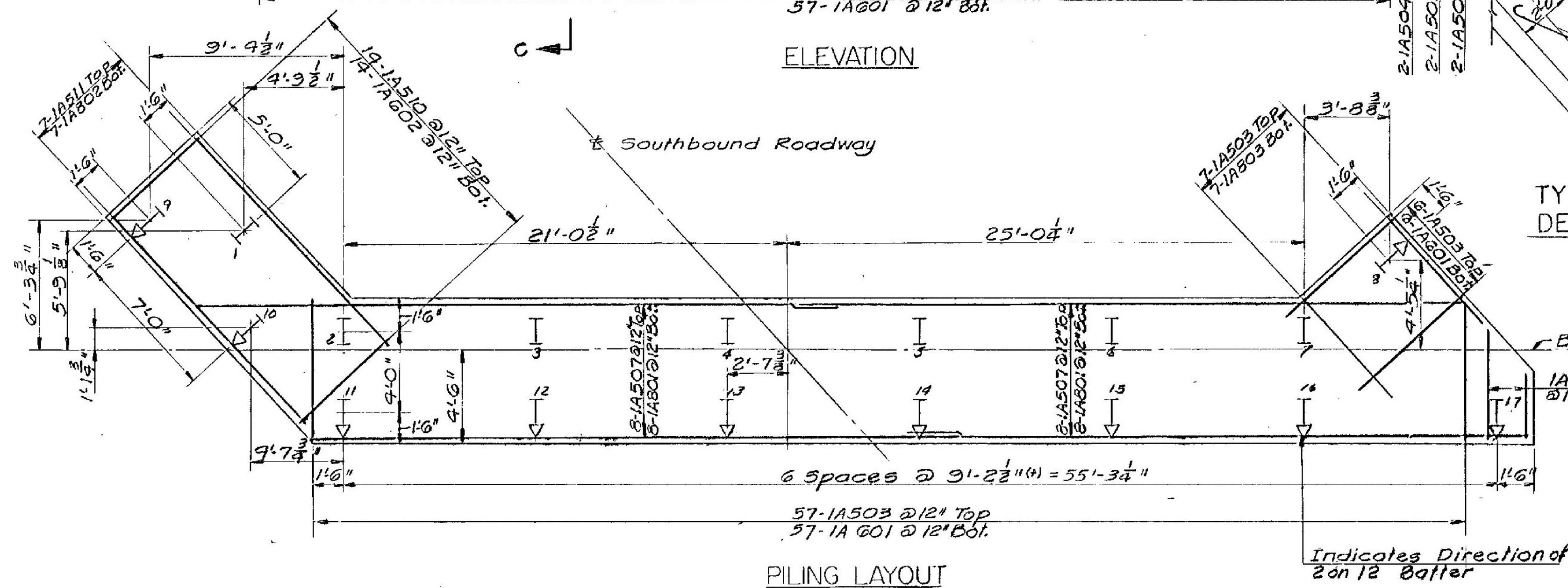
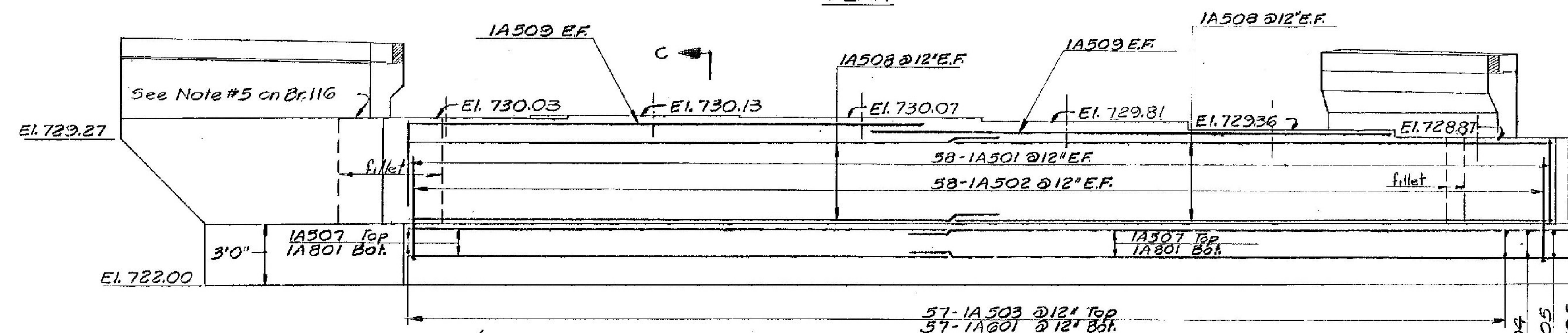
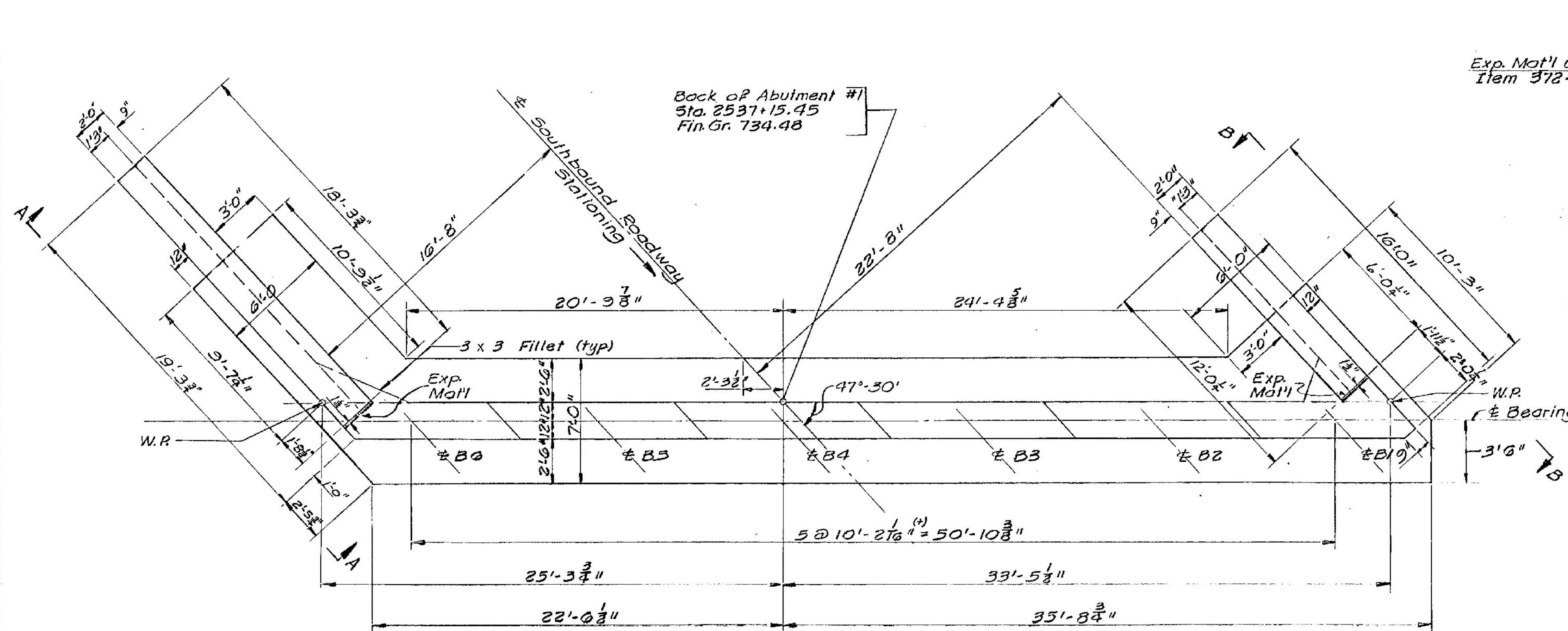
* - For Curb Joint Detail See BR 118
For Detail at Pier 14 4 See BR 110
For Detail at Abut 13 3 See BR 117
For Detail at Abut 24 4 See BR 116

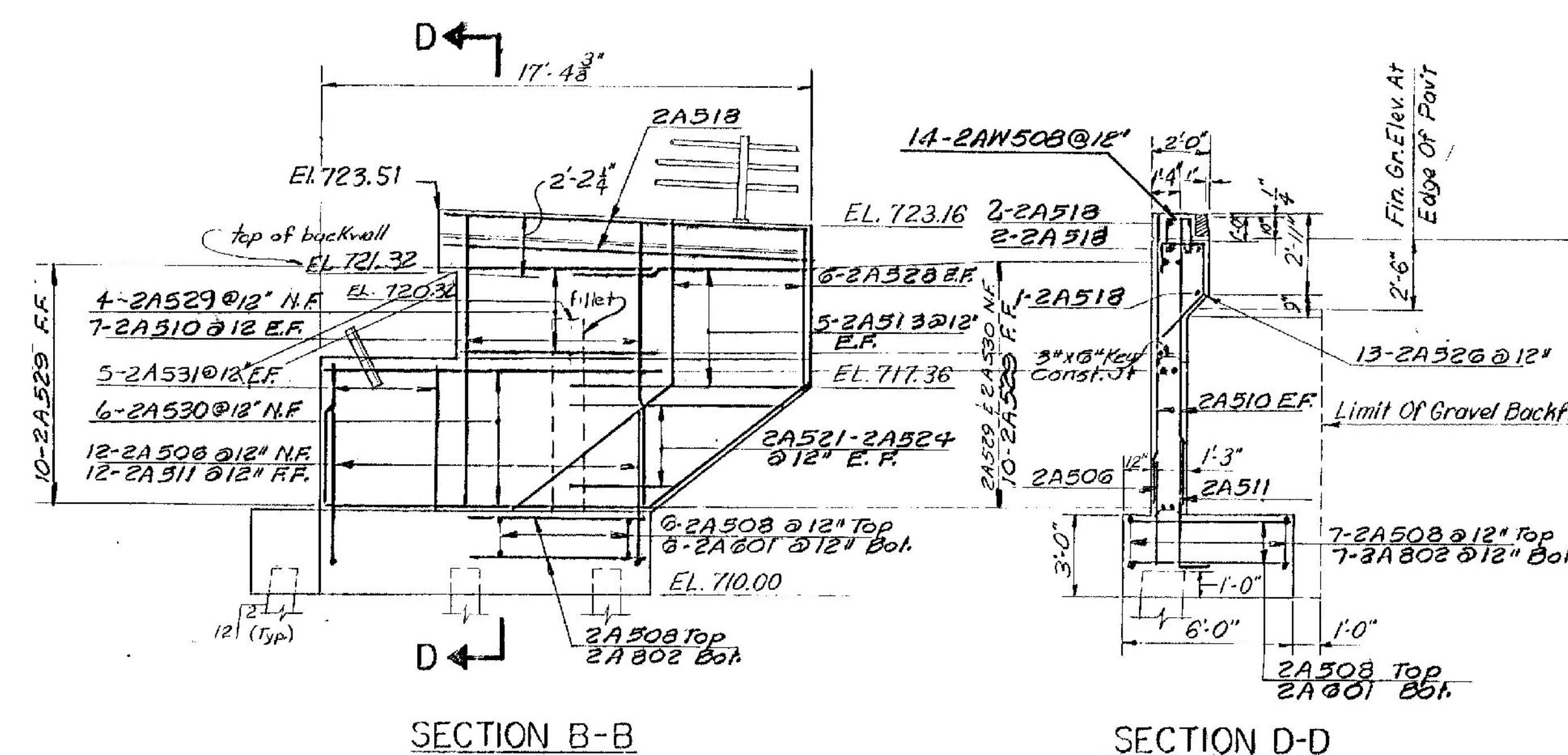
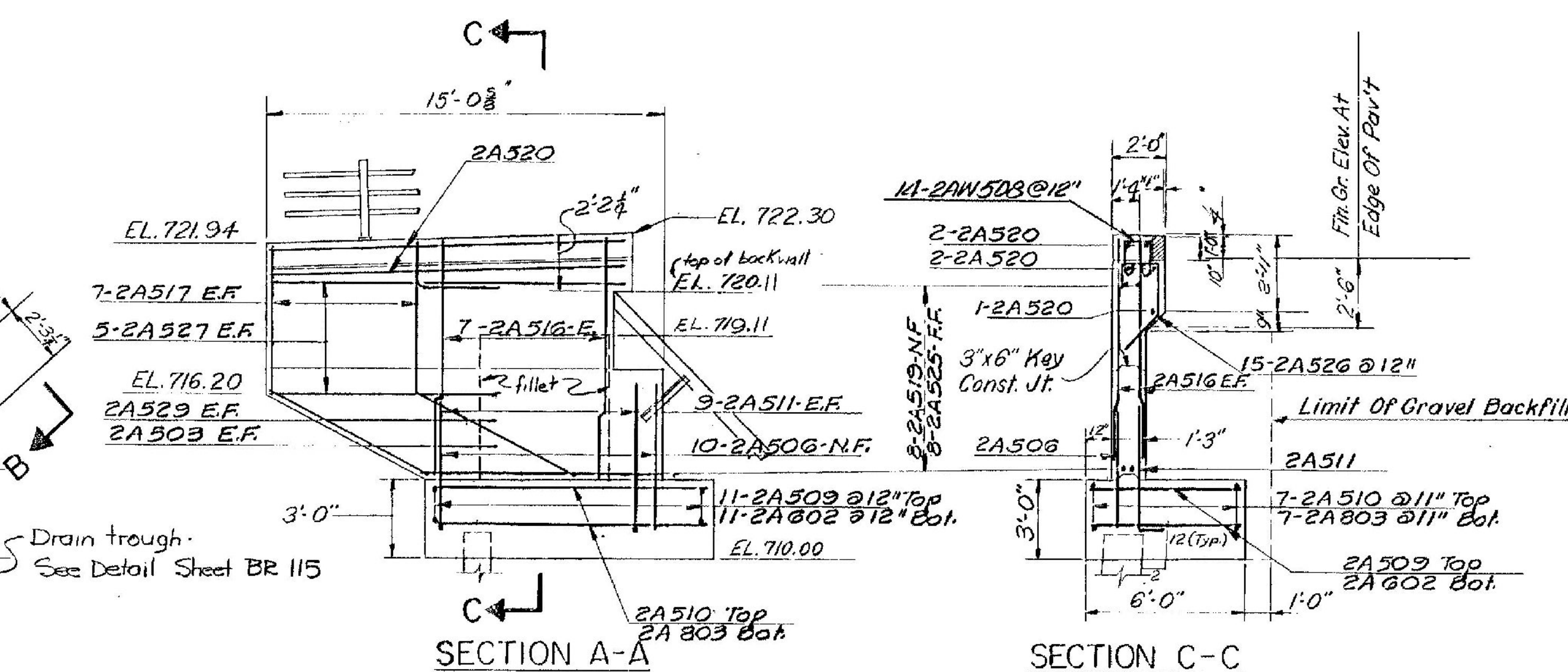
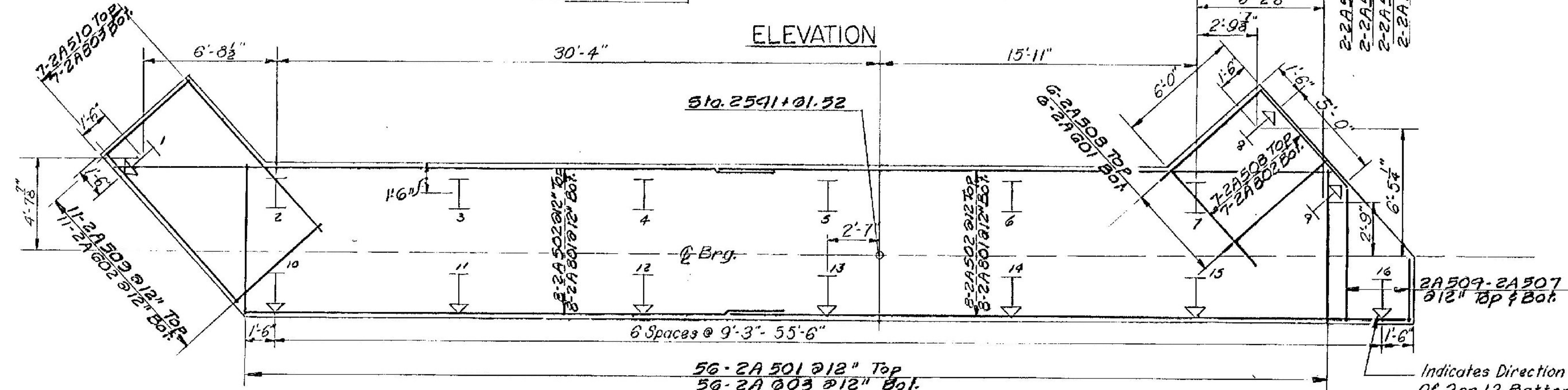
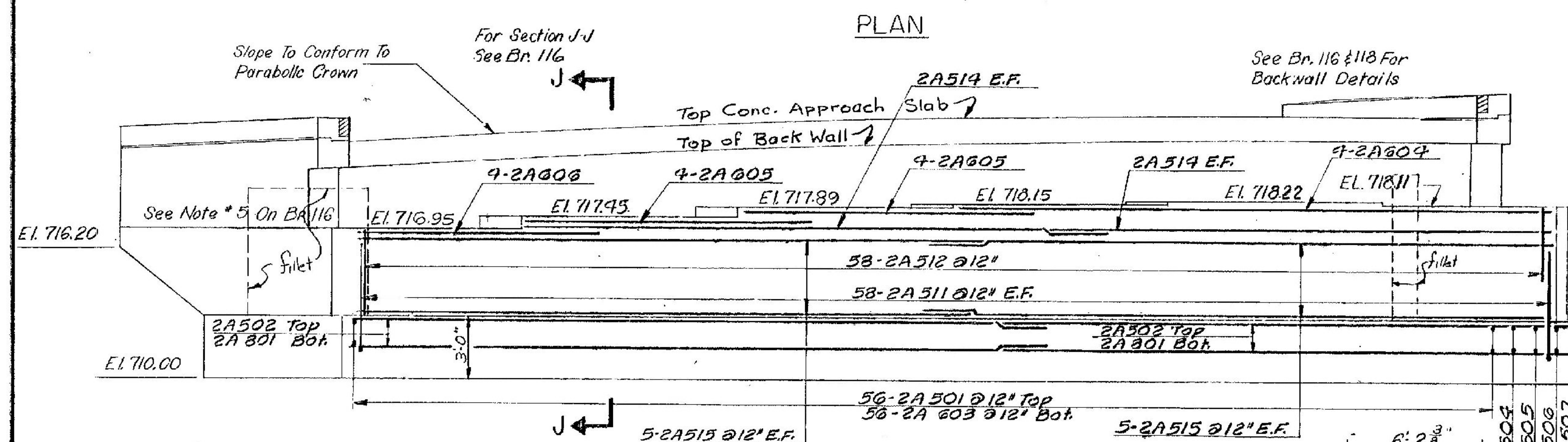
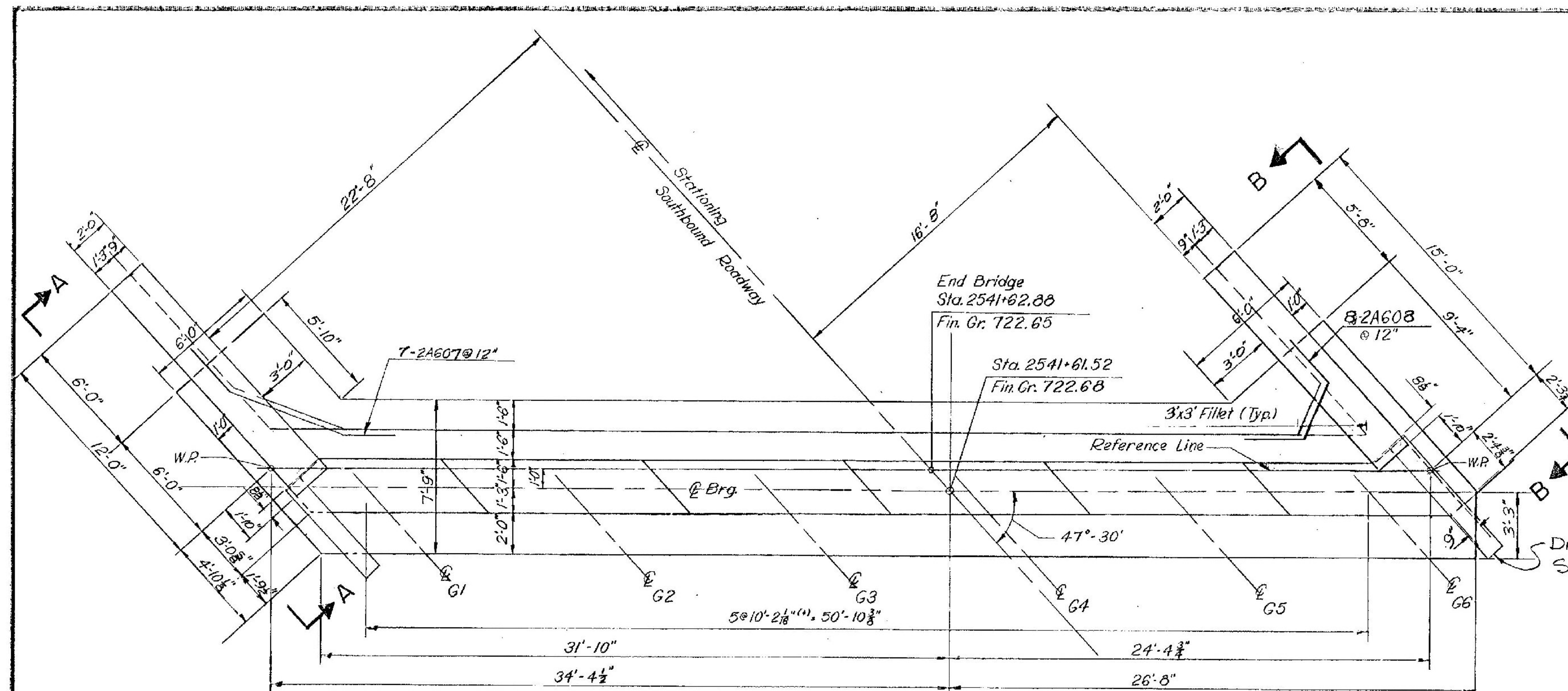
LYNDON-IRASBURG
IM MEMB(29)
SHEET 51 OF 55
BRIDGE NO. 107S
FOR REFERENCE ONLY

Changed Roadway width from 38'-0" to 39'-4" Changed curb width from 2'-8" to 2'-0" 12' 10" 14' 10"

STATE OF VERMONT
DEPARTMENT OF HIGHWAYS

PROJECT IRASBURG - DERBY
TOWN OF IRASBURG
ROUTE NO. I-91 STA. 2539⁺
I-91 OVER BARTON ROAD AND S.A. #3
EXPANSION DAM
SCALE AS SHOWN
IN CHARGE EDWARDS & KELCEY
DRAWN BY DIPERRO CHECKED BY A. CENTORE
Bx 110 of PROJECT NO. I-91 - 3(8) 9-67
129 SHEET 179 OF 605 BR 110





NOTE:
For Drain Trough Detail See BR 115

LYNDON-IRASBURG
IM MEMB(29)
SHEET 54 OF 55
BRIDGE NO. 107S
FOR REFERENCE ONLY

1. Changed curb from 2'-8" to 2'-0", Curb to curb distance from 38'-0" to 39'-4". Removed checkwalls. Extended undercut full width of wing. Changed reinforcing steel accordingly. R. Teso 3/69 Chkd by.

STATE OF VERMONT
DEPARTMENT OF HIGHWAYS

PROJECT IRASBURG-DERBY
TOWN OF IRASBURG

Point: 1.91

ROUTE NO. 1-91 STA. 2539[±]

F-91 OVER BARTON RIVER AND SA#3

ABUTMENT #2

SCALE $\frac{1}{4}'' = 1'-0''$

IN CHARGE C. TERENZIO

DRAWN BY D.L. CHECKED BY A.CENTORE

PROJECT NO. 19-3(8) 9-67

PROJECT NO. 151-501-2-01
शुद्ध 182 of 605 BR. 113

