

BEGIN MAINT. AGREEMENT ZONE #1

TH #75 3+004.226 CL
LENGTH 6.293M (21')

END MAINT. AGREEMENT ZONE #1

TH #75 3+010.519 CL

ADRIAN W. &
ELIZABETH L.
FRARY

ADRIAN W. &
ELIZABETH L.
FRARY

REINFORCED CONCRETE RETAINING WALL
ML 5+200 LT. - ML 5+220 LT.
ML 5+205 LT. - ML 5+220 LT.

CONSTRUCT DRIVES
ML 5+070 RT. - 6.7 M WIDE, GRAVEL
ML 5+080 RT. - 3.4 M WIDE, GRAVEL
TH #1 0+010 RT. - 4.0 M WIDE, PAVED
TH #1 0+015 RT. - 11.0 M WIDE, PAVED
TH #75 3+011 RT. - 4.8 M WIDE, GRAVEL

BEGIN ROW PROJECT

BRS 0169(6)
STA 5+030.000
7.544M (24.75') LT.

HARLEY & JOYCE E. TOMLINSON

5+041.000
7.600M (24.93') LT.

5+082.863
18.043 (59.20') LT.

5+148.119
12.568M (41.23') LT.

5+196.950
8.918M (29.26') LT.
5+189.501
10.931M (35.86') LT.

5+200.580
9.049M (29.69') LT.

R.O.W. TO
SINKLER
ELEANOR C.
SINKLER

5+218.000
9.049M (29.69') LT.

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9.049M (29.69') LT.

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9.049M (29.69') LT.

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5+218.000
9.049M (29.69') LT.

5+218.000
9.049M (29.69') LT.

5+218.000
9.049M (29.69') LT.

GARY H. & KIMIKO-KAWAKAMI SCHALL &
SUSAN E. & FRANKLIN M. SCHALL

CORA VAIL BROOKS

DAVID J. & JERILYN Z. MULVEY

5+094.390
11.373M (37.31') RT.

TH #1 0+032.659
7.537M (24.73') RT.

END MAINT. AGREEMENT ZONE #2

TH #1 0+046.200 CL

BEGIN MAINT. AGREEMENT ZONE #2

TH #1 0+005.000 CL
LENGTH 41.2M (135')

FOR EROSION CONTROL DETAILS
AND NEW DRAINAGE NOTES
SEE R.O.W. SHEET 10 OF 17

Lines shown on this plan as existing
property lines (P/L) are believed to
be accurate but should not be relied
upon for purposes unrelated to the
state of Vermont's acquisition of land
and rights for this project.

0 10 20 30
SCALE IN METERS

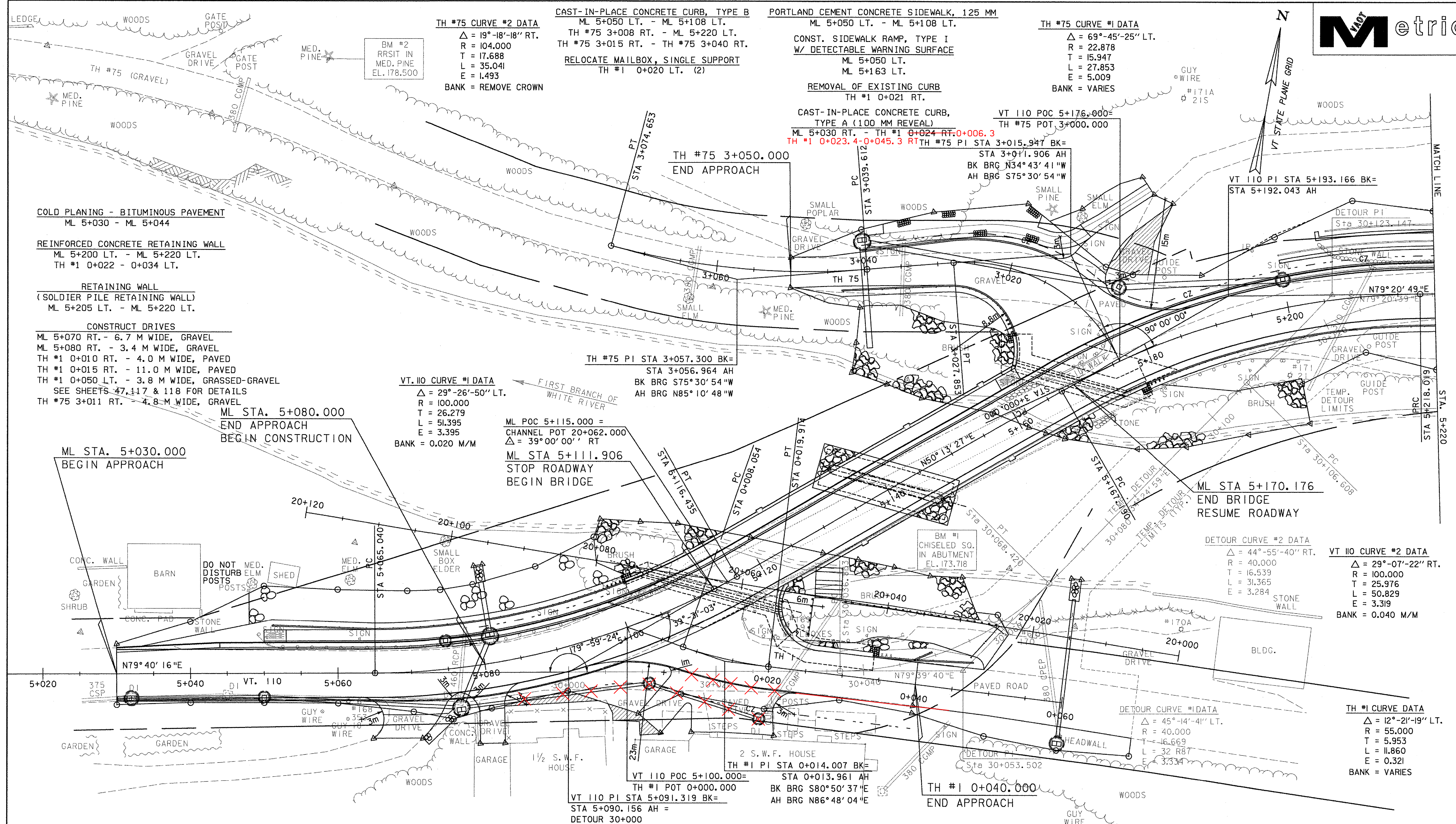
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PROJECT NAME: TUNBRIDGE
PROJECT NUMBER: BRS 0169(6)

FILE NAME: /84e063/str/se063bdr.dgn
PROJECT LEADER: PORTALUPI
DESIGNED BY:
R.O.W. SHEET 15 OF 17 SHEETS

PLOT DATE: 30-MAR-2005
DRAWN BY: L. BULLOCK
CHECKED BY:
SHEET 23 OF 128

BOUNDS
SET



COLD PLANING - BITUMINOUS PAVEMENT
ML 5+030 - ML 5+044

REINFORCED CONCRETE RETAINING WALL
ML 5+200 LT. - ML 5+220 LT.
TH #1 0+022 - 0+034 LT.

RETAINING WALL
(SOLDIER PILE RETAINING WALL)
ML 5+205 LT. - ML 5+220 LT.

CONSTRUCT DRIVES
ML 5+070 RT. - 6.7 M WIDE, GRAVEL
ML 5+080 RT. - 3.4 M WIDE, GRAVEL
TH #1 0+010 RT. - 4.0 M WIDE, PAVED
TH #1 0+015 RT. - 11.0 M WIDE, PAVED
TH #1 0+050 LT. - 3.8 M WIDE, GRASS-GRAVEL
SEE SHEETS 47, 117 & 118 FOR DETAILS
TH #75 3+011 RT. - 4.8 M WIDE, GRAVEL

ML STA. 5+080.000
END APPROACH
BEGIN CONSTRUCTION

ML STA. 5+030.000
BEGIN APPROACH

VT. #10 CURVE #1 DATA
 $\Delta = 29^\circ-26'-50''$ LT.
R = 100.000
T = 26.279
L = 51.395
E = 3.395
BANK = 0.020 M/M

ML POC 5+115.000 =
CHANNEL POT 20+062.000
 $\Delta = 39^\circ-00'-00''$ RT
ML STA 5+111.906
STOP ROADWAY
BEGIN BRIDGE

TH #75 PI STA 3+057.300 BK=
STA 3+056.964 AH
BK BRG $57^\circ-30'-54''$ W
AH BRG $85^\circ-10'-48''$ W

PORTLAND CEMENT CONCRETE SIDEWALK, 125 MM
ML 5+050 LT. - ML 5+108 LT.

CONST. SIDEWALK RAMP, TYPE I
W/ DETECTABLE WARNING SURFACE
ML 5+050 LT.
ML 5+163 LT.

REMOVAL OF EXISTING CURB
TH #1 0+021 RT.

CAST-IN-PLACE CONCRETE CURB,
TYPE A (100 MM REVEAL)
ML 5+030 RT. - TH #1 0+024 RT. 0+006.3
TH #1 0+023.4-0+045.3 RT

VT #10 POC 5+176.000=
TH #75 POT 3+000.000

TH #75 PI STA 3+015.947 BK=
STA 3+011.906 AH
BK BRG $34^\circ-43'-41''$ W
AH BRG $57^\circ-30'-54''$ W

VT #10 PI STA 5+193.166 BK=
STA 5+192.043 AH

DETOUR CURVE #2 DATA
 $\Delta = 44^\circ-55'-40''$ RT.
R = 40.000
T = 16.539
L = 31.365
E = 3.284

VT #10 CURVE #2 DATA
 $\Delta = 29^\circ-07'-22''$ RT.
R = 100.000
T = 25.976
L = 50.829
E = 3.319
BANK = 0.040 M/M

DETOUR CURVE #1 DATA
 $\Delta = 45^\circ-14'-41''$ LT.
R = 40.000
T = 16.669
L = 32.887
E = 3.334

TH #1 CURVE DATA
 $\Delta = 12^\circ-21'-19''$ LT.
R = 55.000
T = 5.953
L = 11.860
E = 0.321
BANK = VARIES

STONE FILL, TYPE I
TH #75 3+013 RT. - TH #75 3+040 RT.

STONE FILL, TYPE II
ML 5+048 LT. - ML 5+102 LT.
TH #1 0+024 LT. - TH #1 0+045 LT.

STONE FILL, TYPE IV
CHANNEL 20+028 RT. - 20+081 RT.
ML 5+131 LT. - ML 5+149 RT.
ML 5+142 LT. - ML 5+200 RT.

DRY RUBBLE MASONRY
(FIRE DEPARTMENT ACCESS TO RIVER)
SEE SHEET 125 FOR DETAILS
CHANNEL 20+046 RT. - 20+050 RT.

REMOVAL OF SURFACES AND
PAVEMENTS (PLACE 100MM
TOPSOIL, SEED, FERTILIZER,
LIMESTONE AND HAY MULCH)

ML 5+082 RT. - TH #1 0+009 RT.
ML 5+180 LT. - ML 5+190 LT.

SNOW FENCE (MOD.)
DETOUR 30+010 RT. - DETOUR 30+040 RT.
PLACEMENT TO BE COORDINATED WITH
ABUTTING PROPERTY OWNER.

GUARDRAIL APPROACH SECTION, NETC 2 RAIL (MOD.)
ML 5+091 LT. - ML 5+102 LT.
ML 5+178 RT. - ML 5+189 RT.
TH #1 0+034 LT. - TH #1 0+040 LT.
(INCL FLARED BACK SECTION)
TH #75 3+015 LT. - TH #75 3+026 LT.

REMOVAL AND DISPOSAL OF GUARDRAIL
ML 5+049 LT. - ML 5+107 LT.
ML 5+167 LT. - TH #75 3+008 RT.
ML 5+177 RT. - ML 5+202 RT.
TH #1 0+014 LT. - TH #1 0+038 LT.

GATE FOR CHAIN-LINK FENCE, 1.2 M
TH #1 0+047 - TH #1 0+050 LT.
6.1 M OPENING - DOUBLE GATE

CAST IN PLACE CONCRETE BRIDGE RAIL
ML 5+102 LT. - TH #75 3+015 LT.
TH #1 0+022 LT. - ML 5+178 RT.

BOX BEAM GUARDRAIL (MOD.)
ML 5+051 LT. - ML 5+091 LT.
TH #1 0+040 LT. - TH #1 0+048 LT.
TH #75 3+026 LT. - TH #75 3+043 LT.
ML 5+189 RT. - ML 5+220 RT.

PLANK RAIL
CHANNEL 20+025 LT. - 20+046 LT.
CHANNEL 20+050 LT.

REMOVAL AND DISPOSAL OF GUIDE POSTS
TH #1 0+022 RT.
ML 5+185 LT.
ML 5+210 RT.

BRIDGE RAIL - GALV. BOX BEAM/PEDESTRIAN (MOD.)
TH #1 0+022 LT. - 0+034 LT.

BRIDGE RAIL - 1 RAIL GALV. BOX BEAM (MOD. - HAND RAIL)
ML 5+106 - 5+163 LT.
ML 5+119.22 - 5+174 RT.

CEDAR LOG RAIL (MOD.)
ML 5+200 - 5+220 LT. (ABOVE LOWER WALL)
ML 5+205 - 5+220 LT. (ABOVE UPPER WALL)

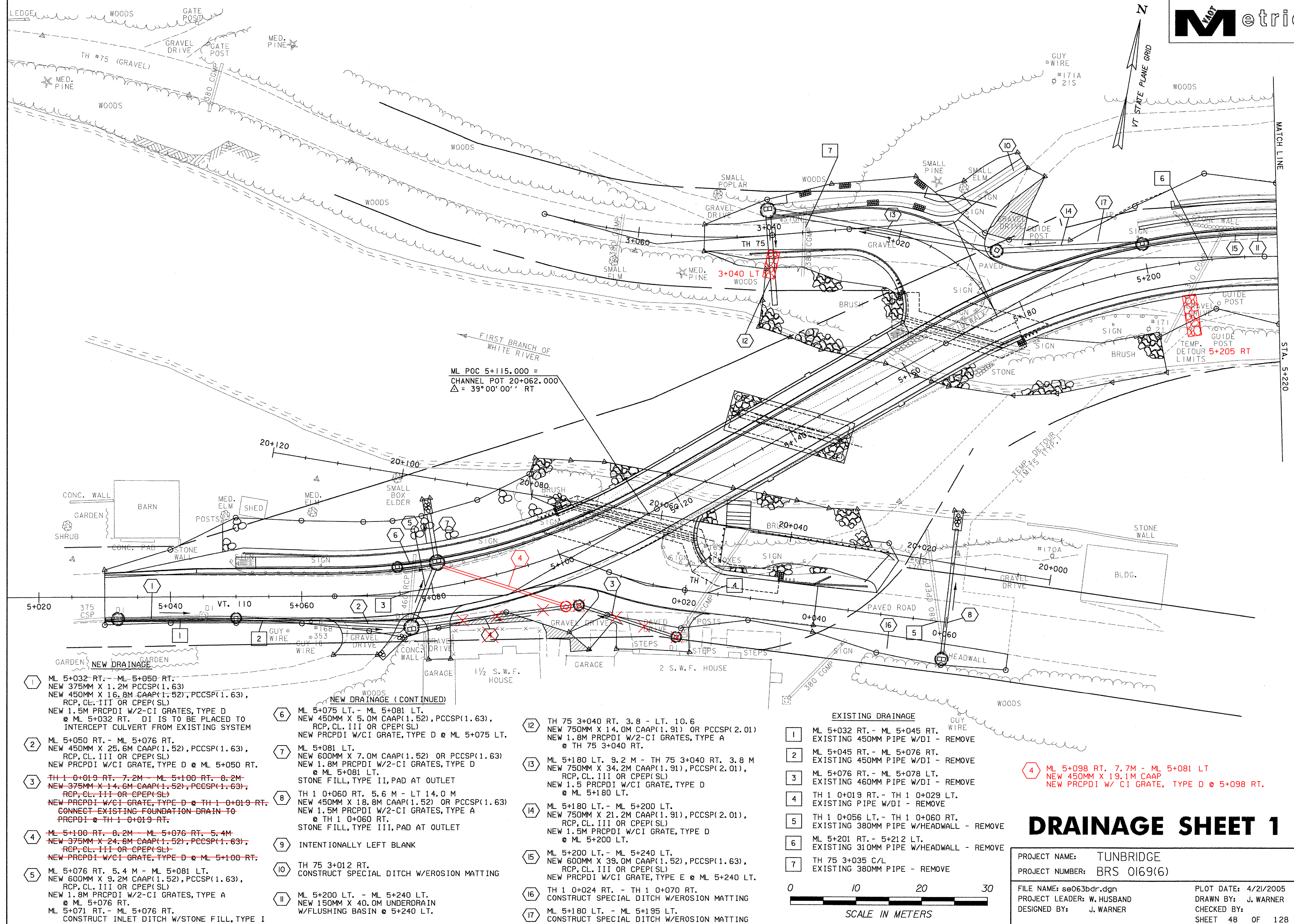
NOTE: SEE DRAINAGE
SHEET 48

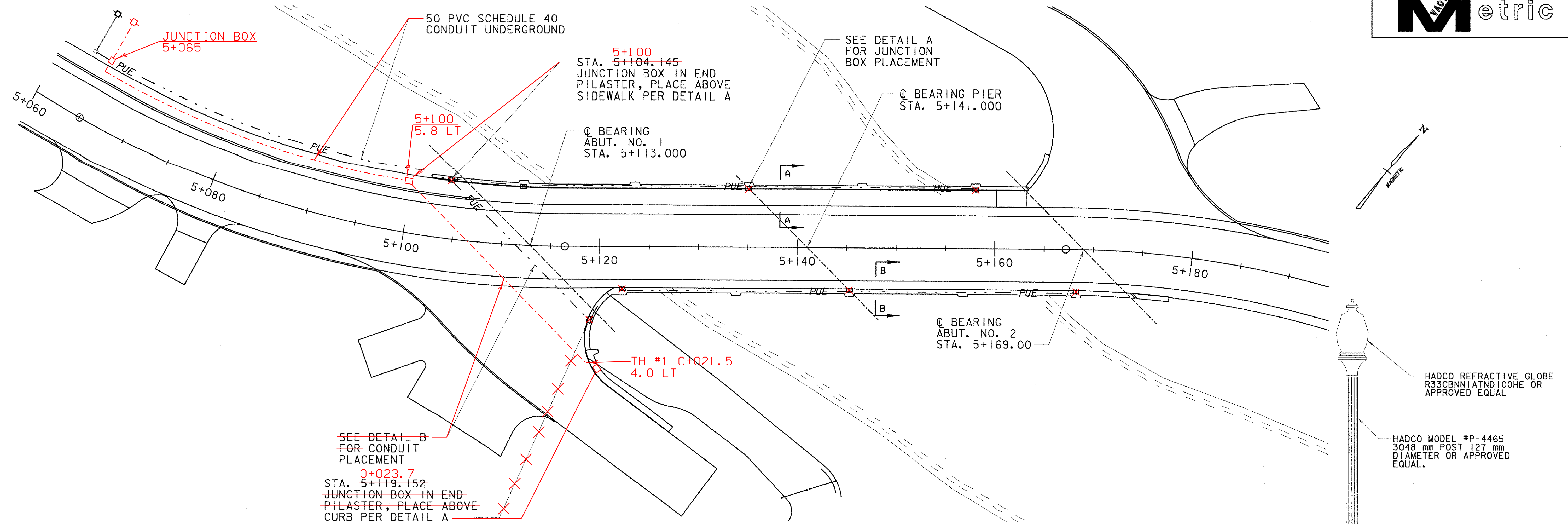
0 10 20 30
SCALE IN METERS

PROJECT NAME: TUNBRIDGE
PROJECT NUMBER: BRS 0169(6)

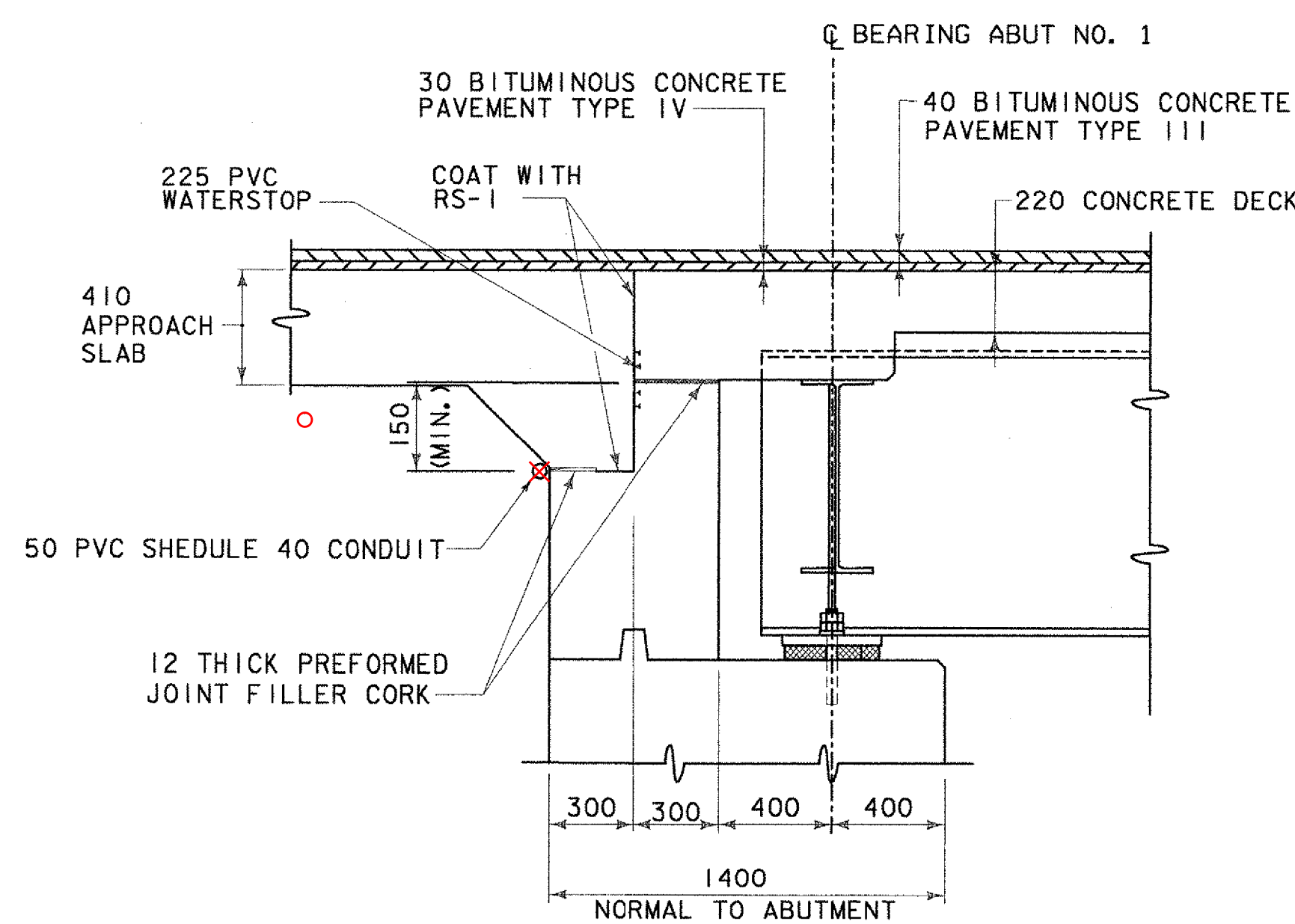
FILE NAME: se063bdr.dgn
PROJECT LEADER: W. HUSBAND
DESIGNED BY: VTRANS / CLD

PLOT DATE: 4/27/2005
DRAWN BY: J. WARNER
CHECKED BY:
SHEET 38 OF 128

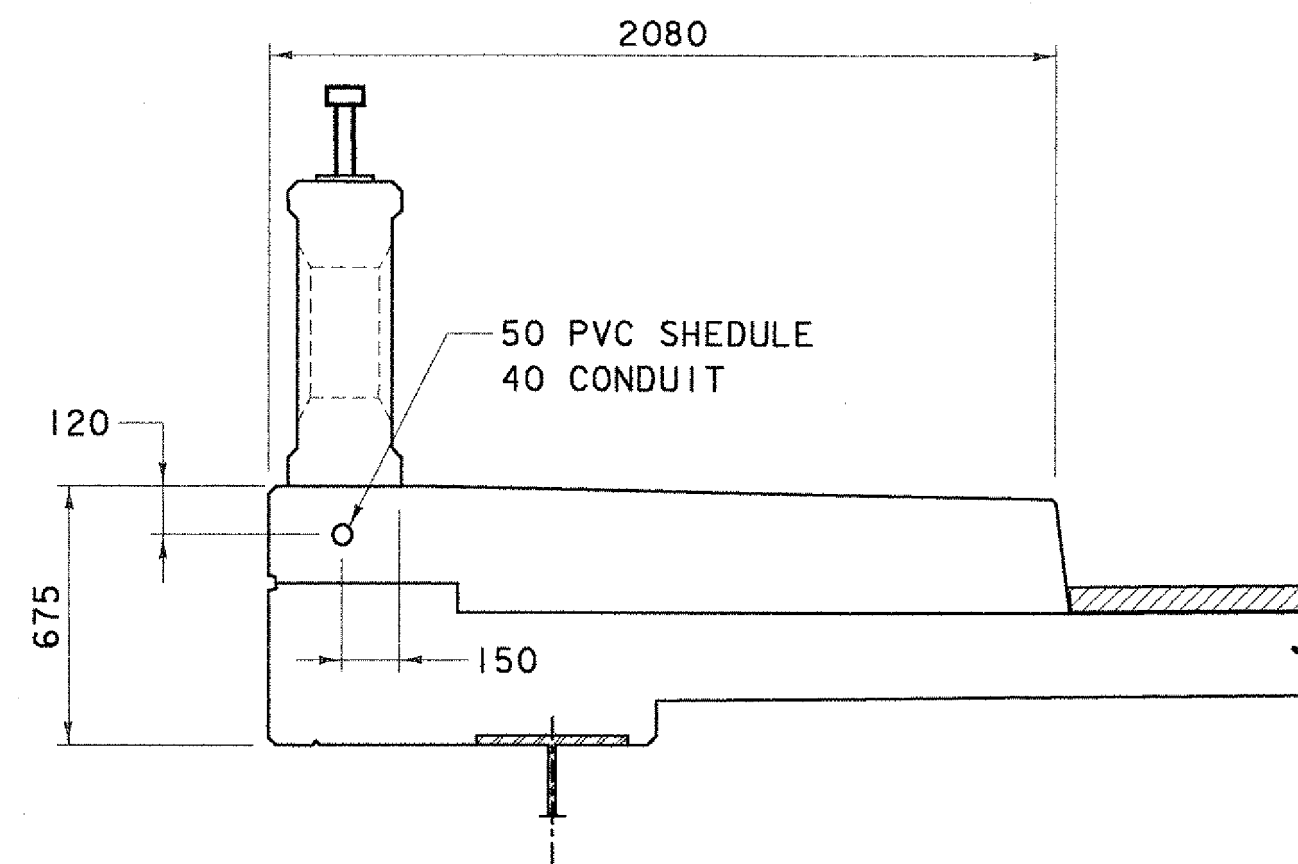




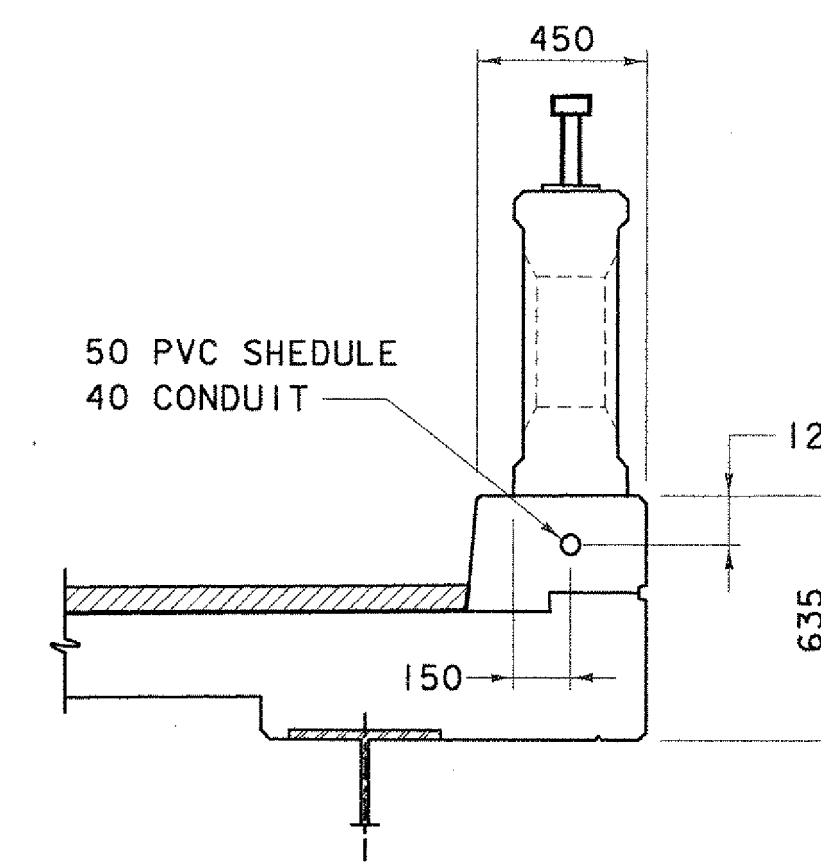
LIGHTING PLAN
SCALE 1:200



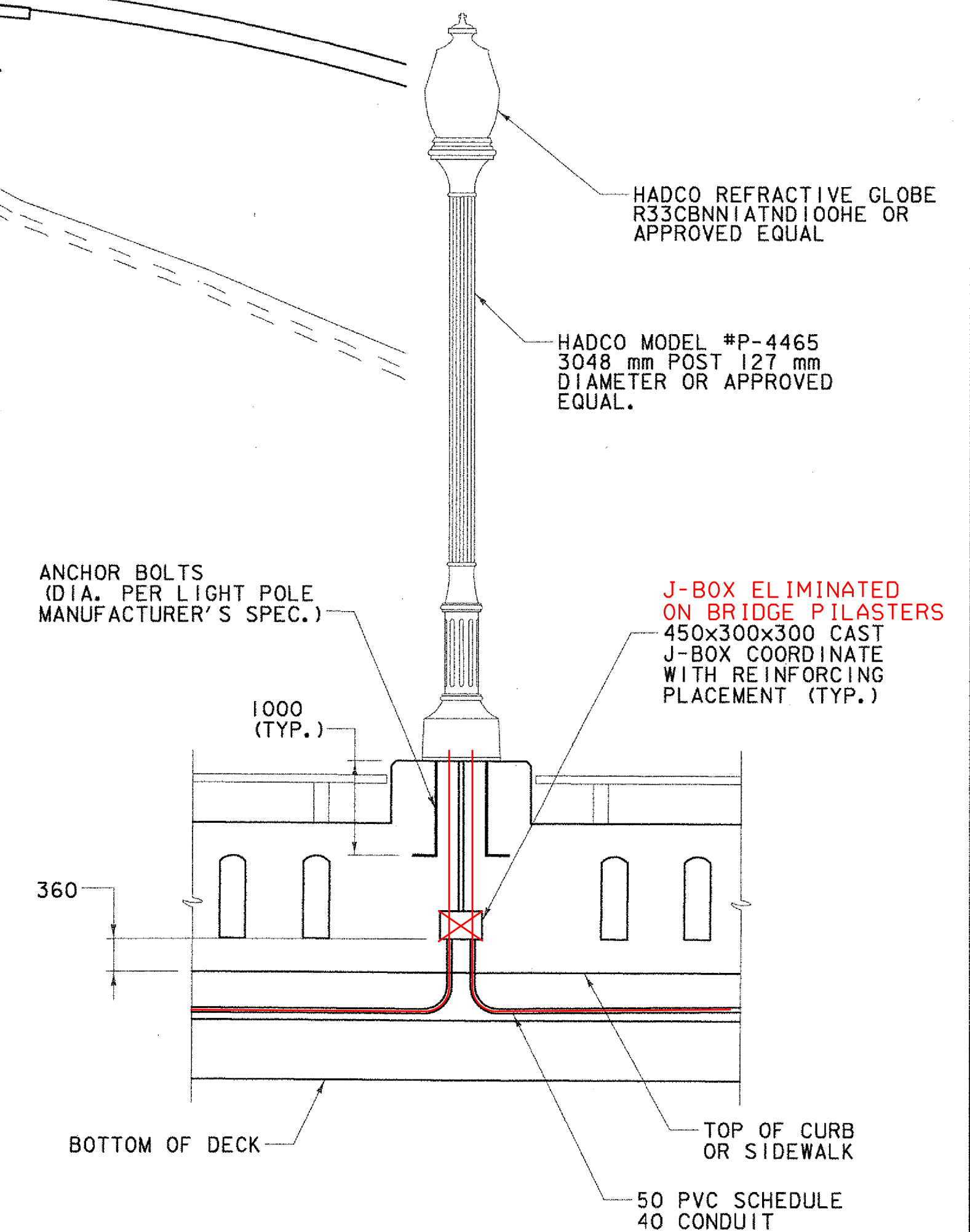
DETAIL B
SCALE 1:20



SECTION A-A
SCALE 1:20



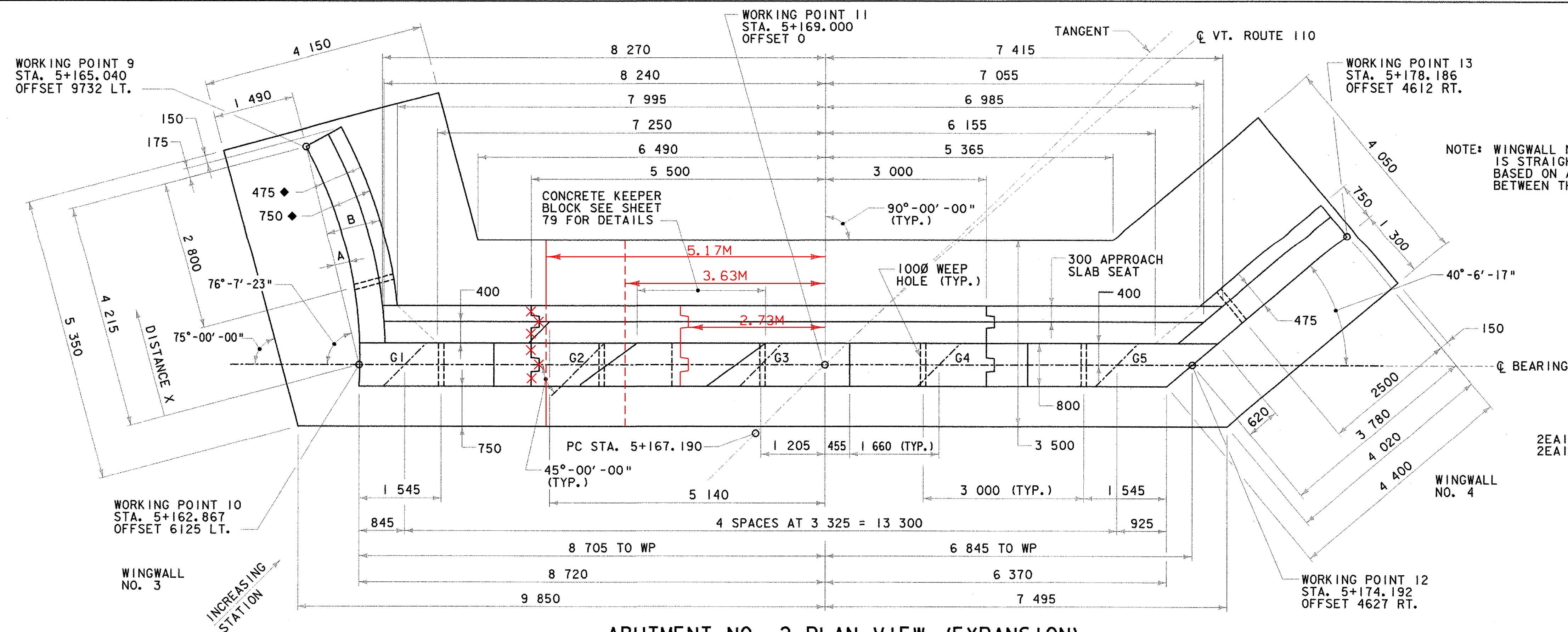
SECTION B-B
SCALE 1:20



DETAIL A
SCALE 1:50

STATE OF VERMONT
AGENCY OF TRANSPORTATION

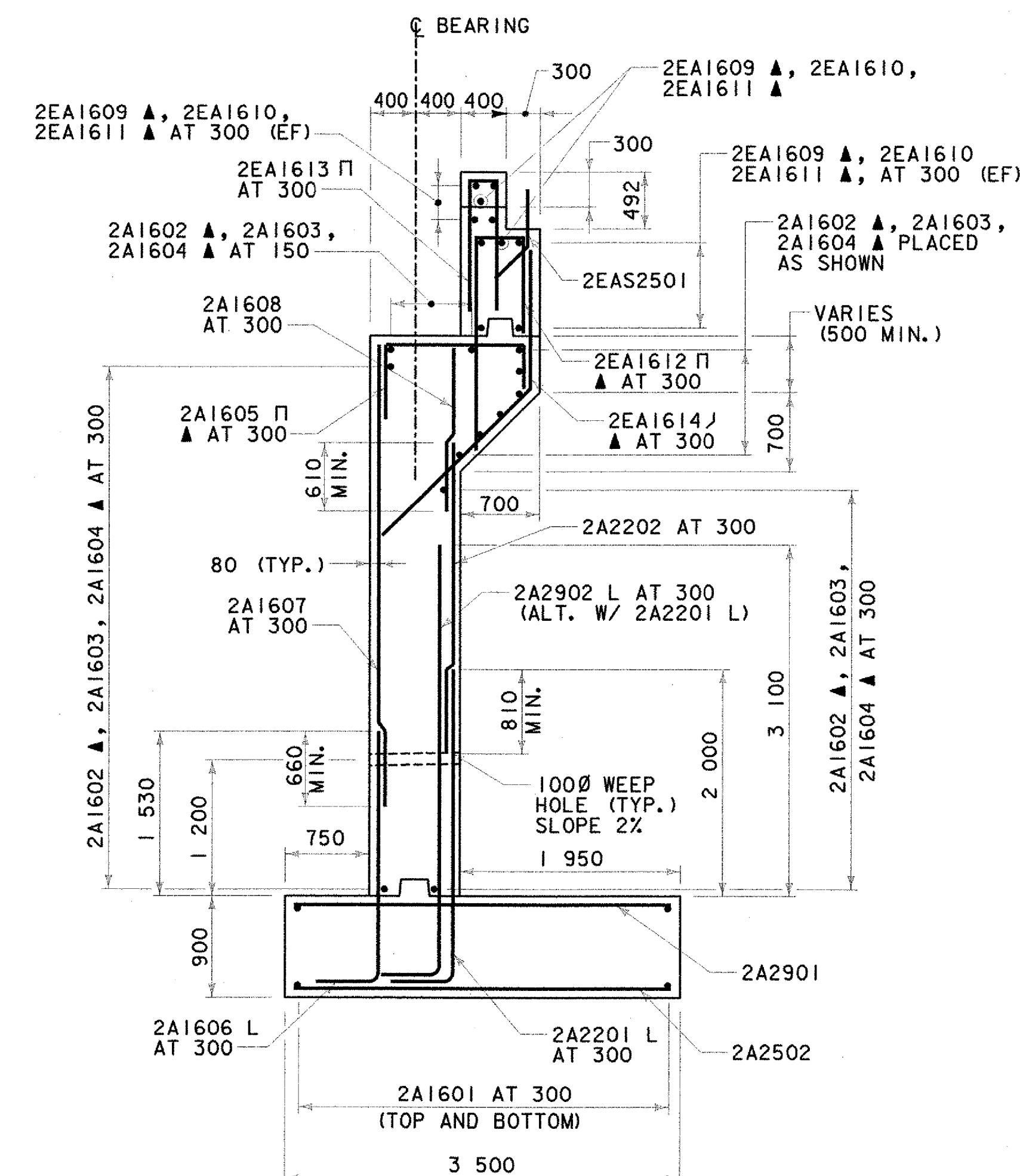
Town Of	TUNBRIDGE	Bridge No.	4
Highway No.	VT.110	Log Sta.	
		Surv. Sta.	
VT.110 OVER THE FIRST BRANCH OF WHITE RIVER			
LIGHTING PLAN AND DETAILS			
Designed By	JH	Drawn By	MWS
Checked By	RMR	Bridge Design Supervisor	LMM
	3/03	Date	3/03
PROJECT	TUNBRIDGE	PROJECT NO.	BRS 0169(6)
I.G.C. Info.			
Bridge Sheet No.	Sheet 84 of 128		



◆ RADIAL DIMENSION

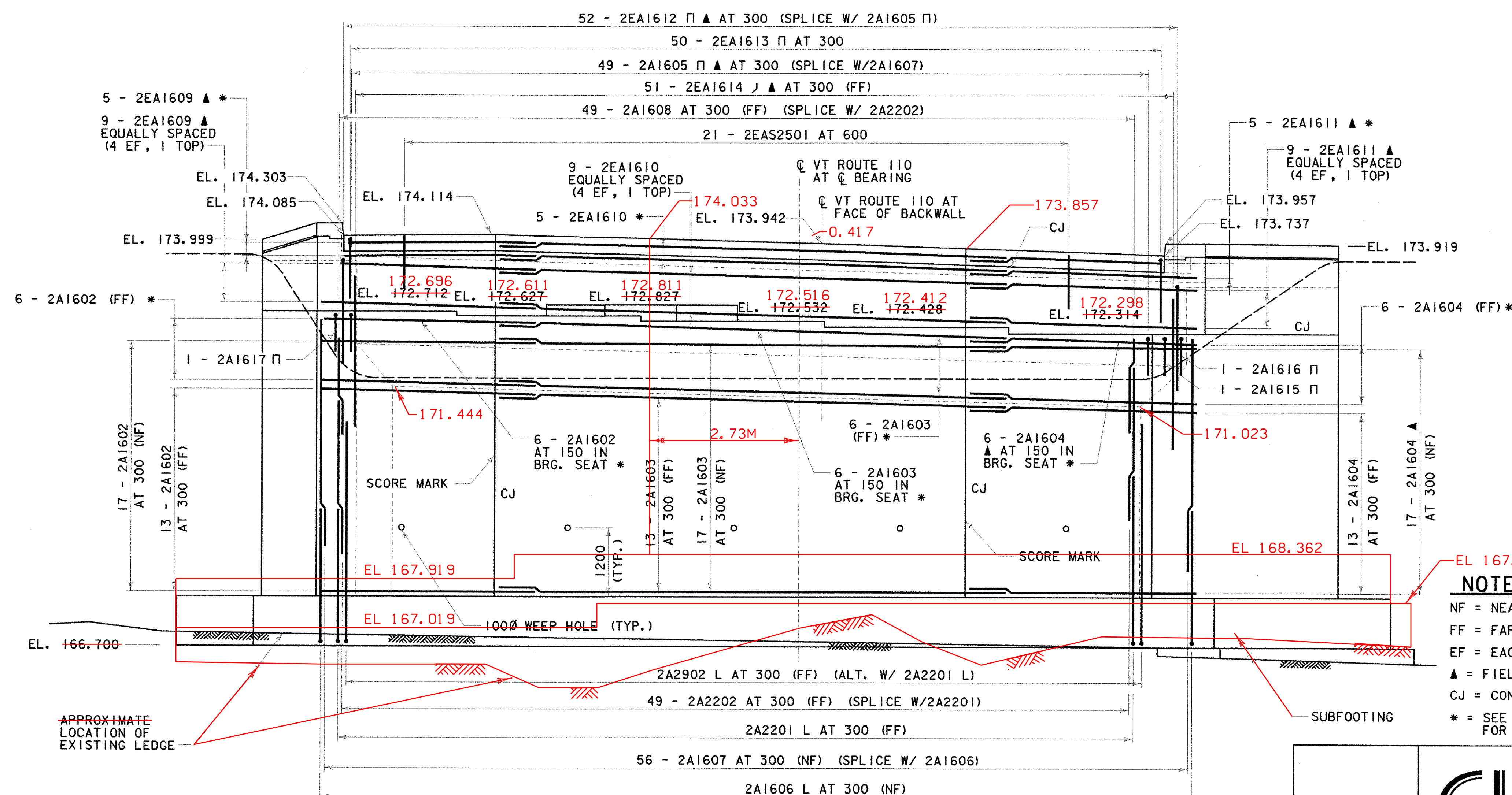
DISTANCE X	A	B
1000	197	95
1500	249	100
2000	270	102
2500	262	101
3000	223	97
3500	154	91
4000	53	82
4215	0	77

NOTE: WINGWALL NO. 4 GEOMETRY IS STRAIGHT (NOT CURVED), BASED ON A CHORD DRAWN BETWEEN THE WORKING POINTS.



ABUTMENT NO. 2 TYPICAL
SECTION (EXPANSION)

SCALE 1:40

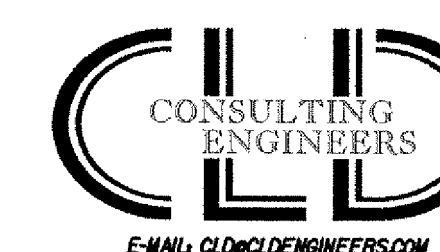


ABUTMENT NO. 2 ELEVATION (EXPANSION)

SCALE 1:50

NOTE

NF = NEAR FACE
FF = FAR FACE
EF = EACH FACE
▲ = FIELD CUT
CJ = CONSTRUCTION JOINT
* = SEE TYPICAL SECTION
FOR LAYOUT



540 Commercial Street
Manchester, NH 03101
PH: (603) 668-8223
FAX: (603) 668-8808

STATE OF VERMONT
AGENCY OF TRANSPORTATION

Town Of	TUNBRIDGE	Bridge No.	4
Highway No.	VT. 110	Log Sta.	
		Surv. Sta.	

VT.110 OVER THE FIRST BRANCH OF WHITE RIVER	VT.110	OVER THE FIRST BRANCH OF WHITE RIVER
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ABUTMENT NO. 2 DETAILS

Designed By	JH	Drawn By	MWS
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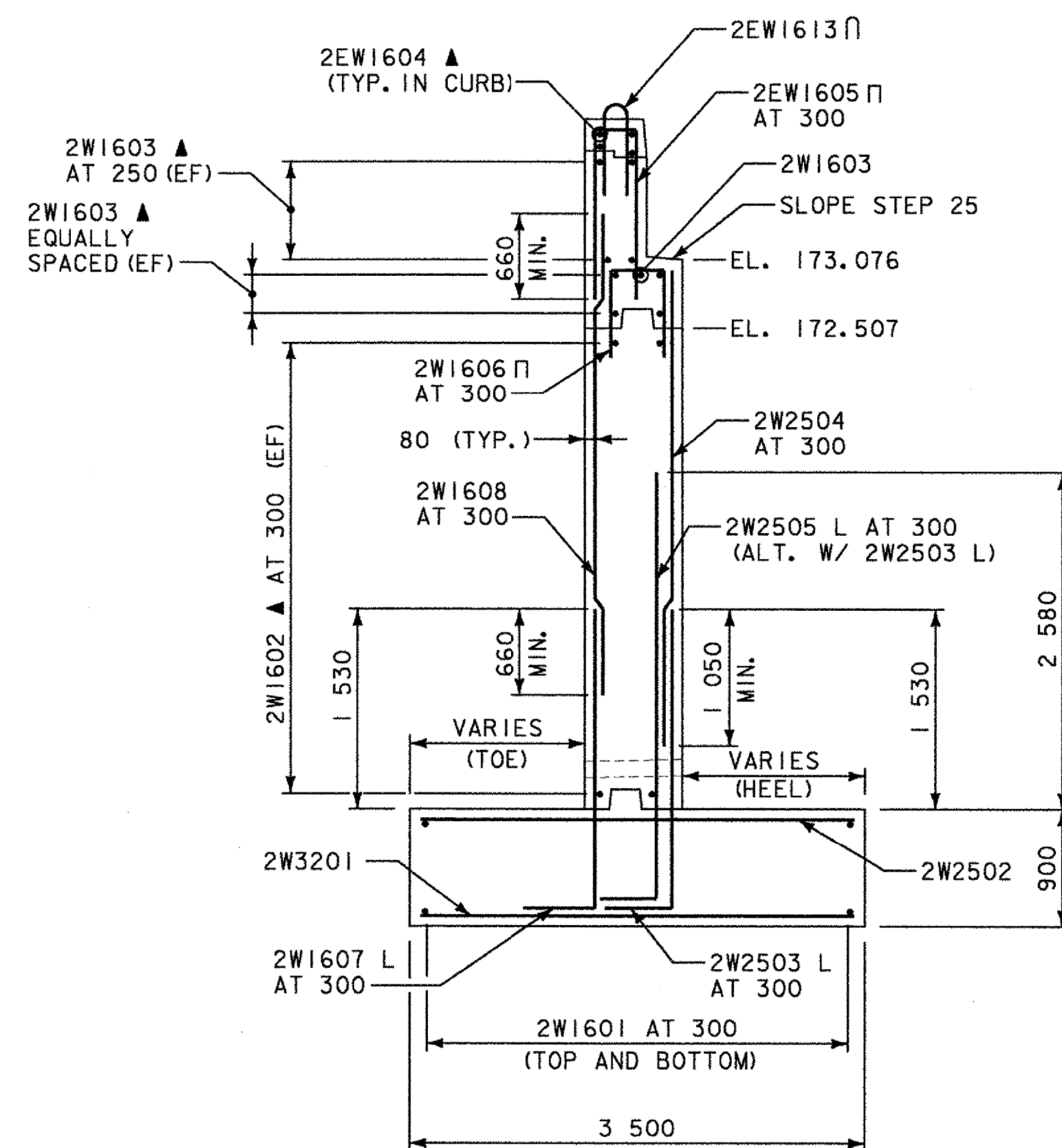
Checked By	Date	Bridge Design Supervisor
BRD	3/03	WHL 3/03

RMR 3/03		LMM Date 3/03	
PROJECT		PROJECT NO.	

PROJECT	TUNBRIDGE	PROJECT NO.	BRS 016906
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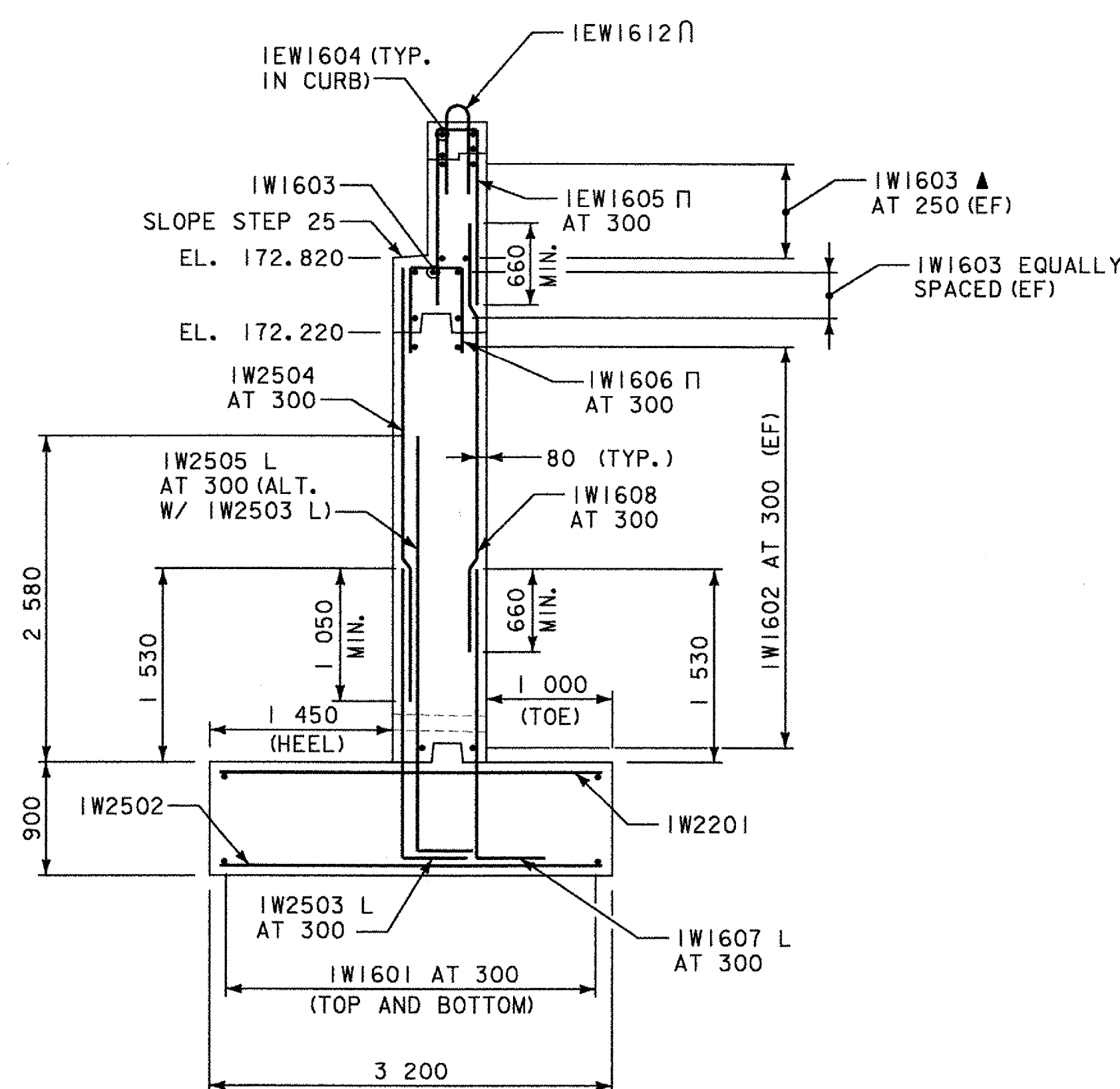
I.G.C. Info.	
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Bridge Sheet No.	Sheet 94 of 128
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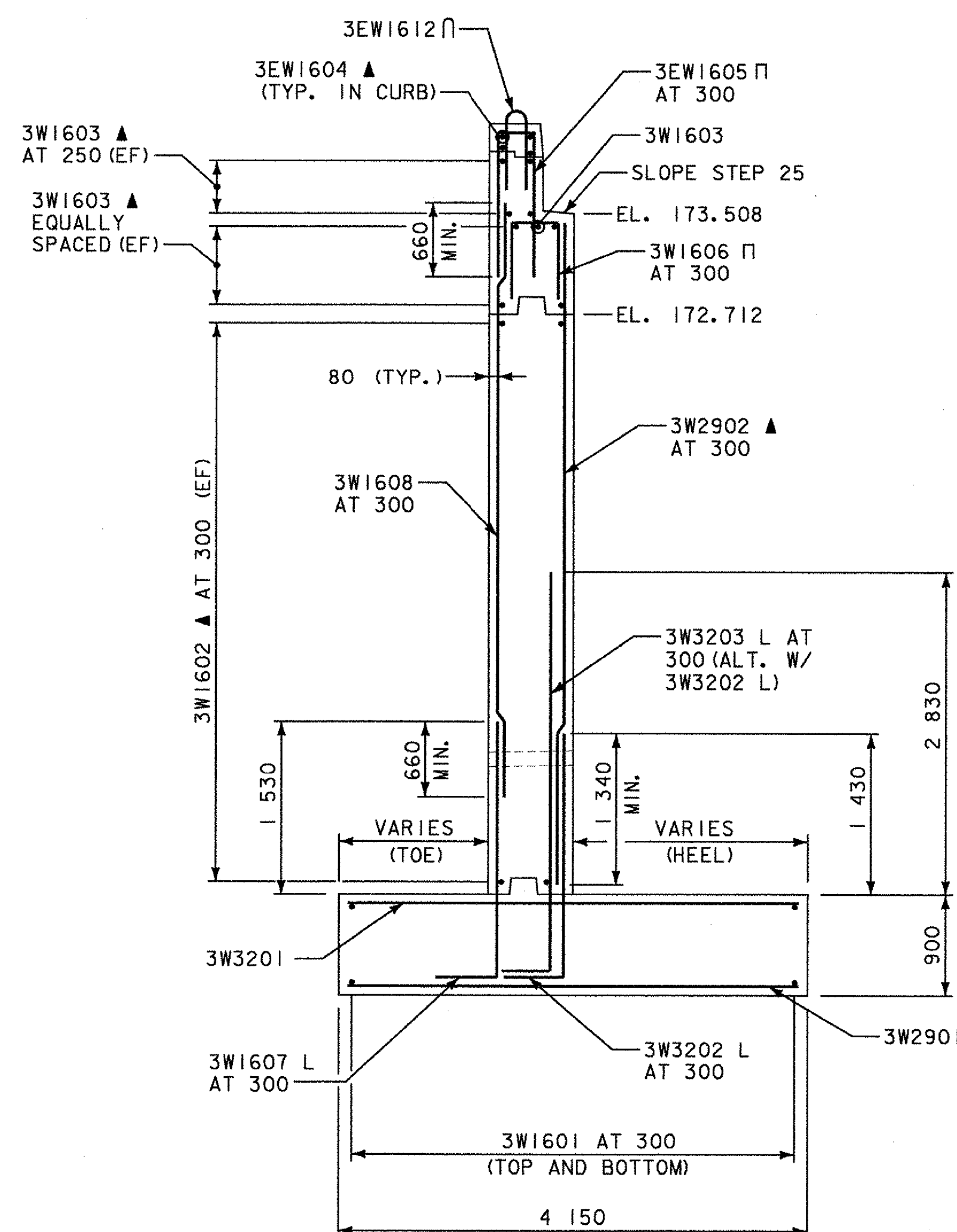
WINGWALL 2 SECTION

SCALE 1:40



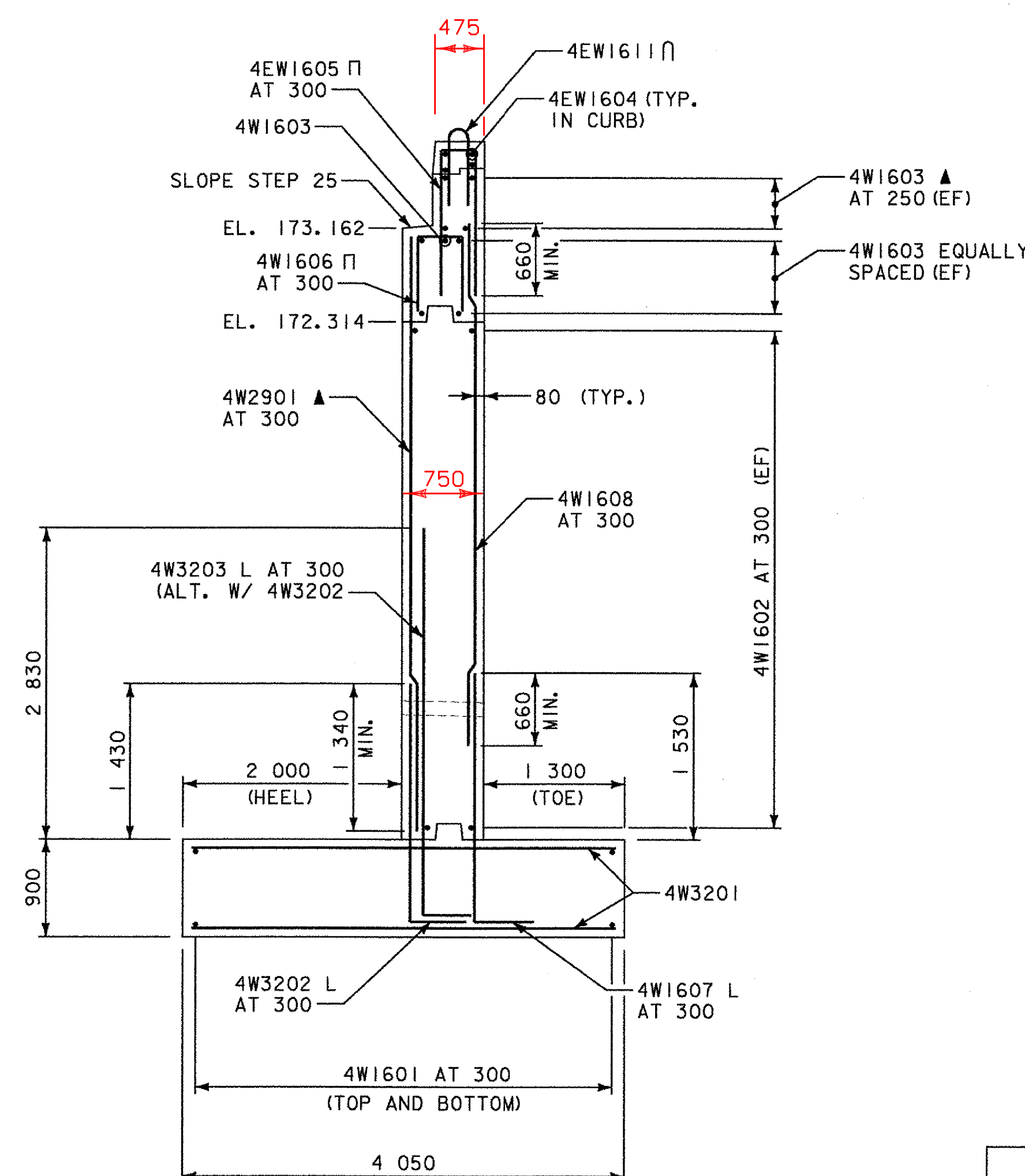
WINGWALL 1 SECTION

SCALE 1:40



WINGWALL 3 SECTION

SCALE 1:40



WINGWALL 4 SECTION

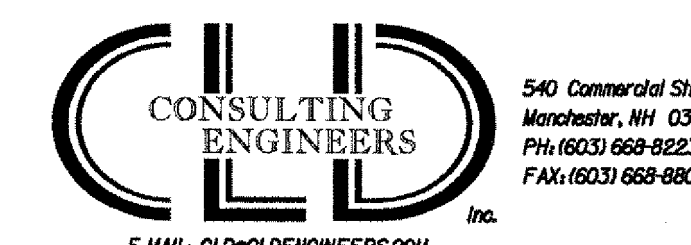
SCALE 1:40

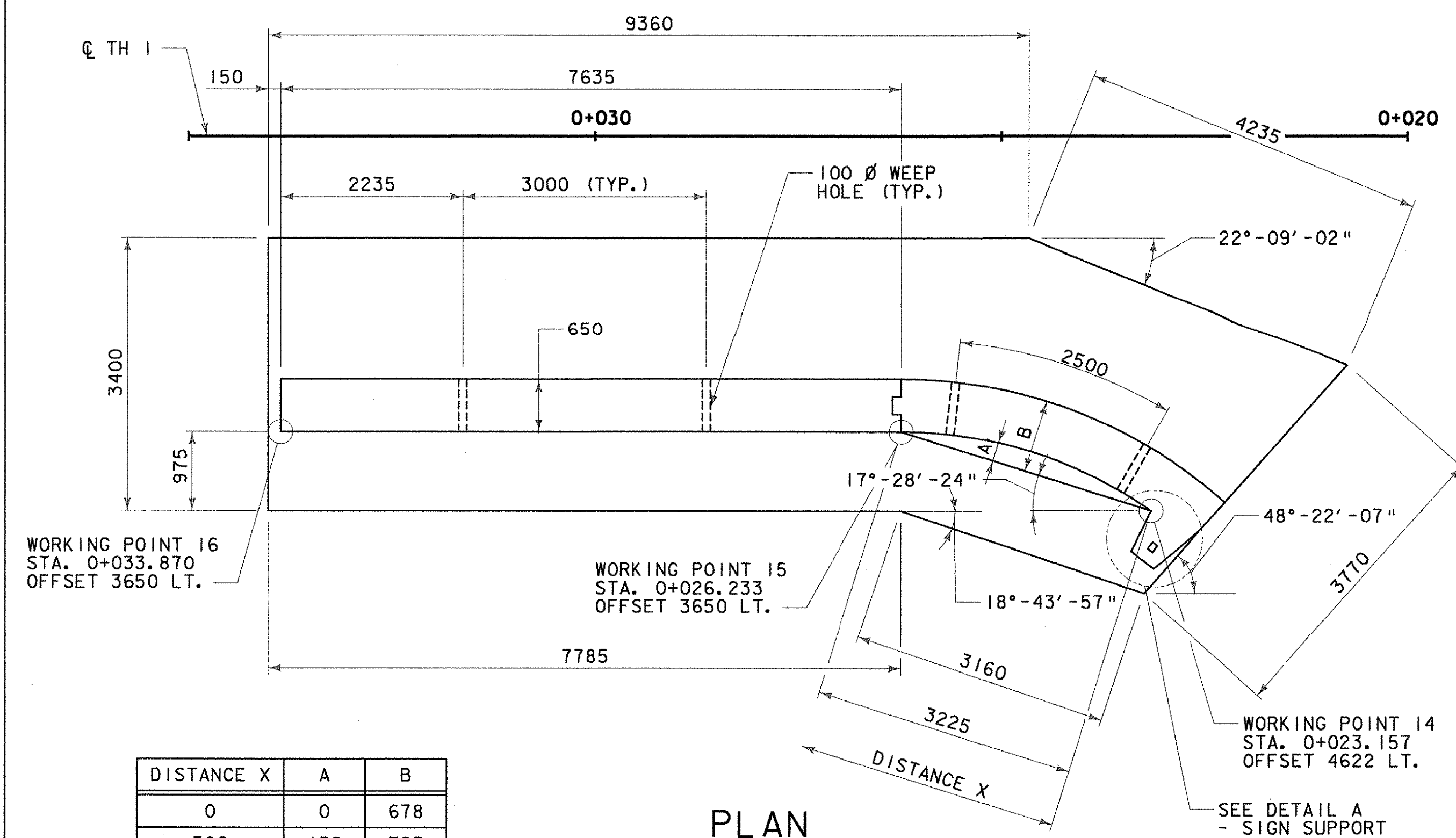
NOTE

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EF = EACH FACE
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CJ = CONSTRUCTION JOINT

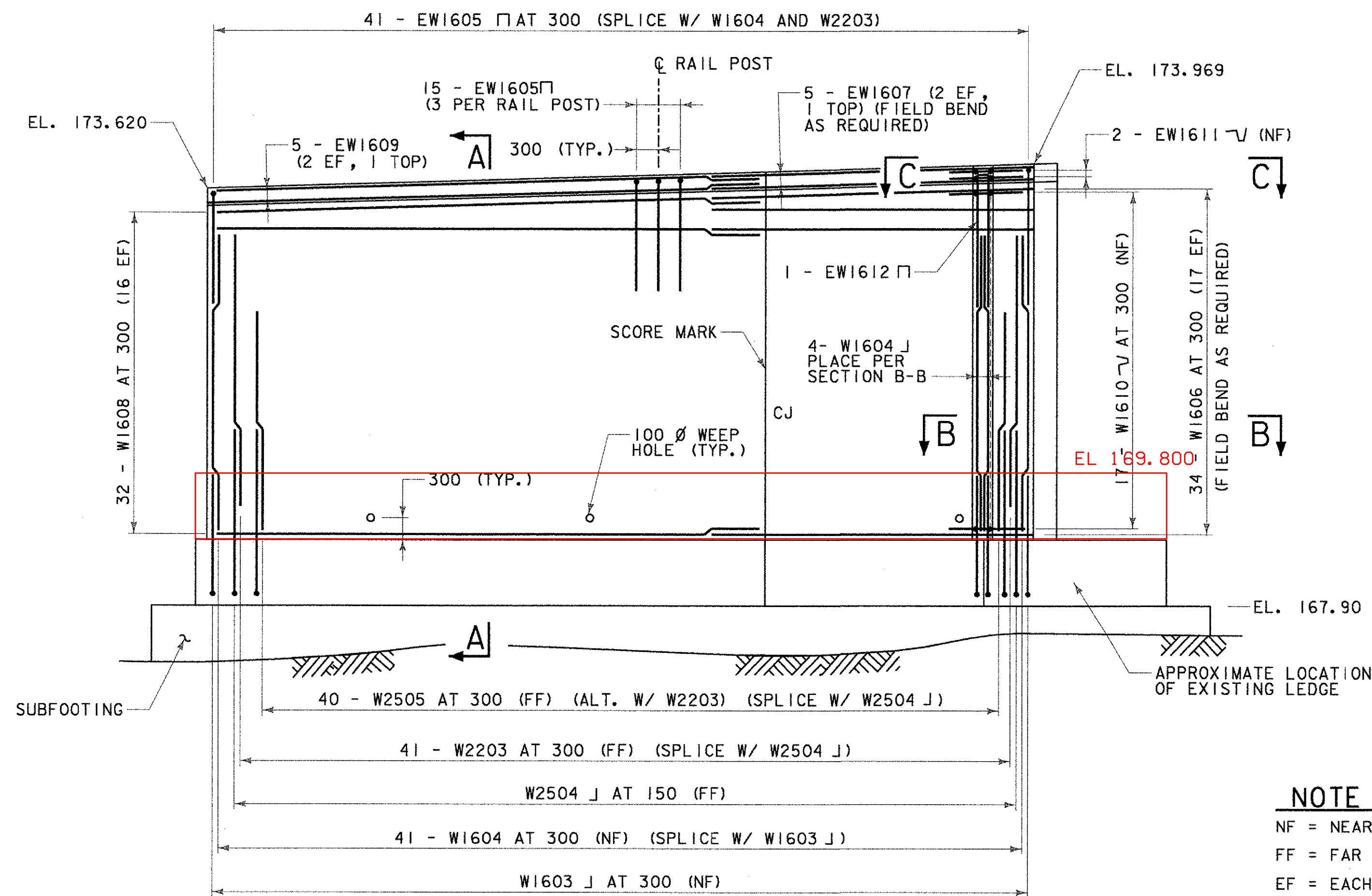
STATE OF VERMONT
AGENCY OF TRANSPORTATION

Town Of	TUNBRIDGE	Bridge No.	4
Highway No.	VT.110	Log Sta.	
		Surv. Sta.	
VT.110 OVER THE FIRST BRANCH OF WHITE RIVER			
WINGWALL SECTIONS			
Designed By	JH	Drawn By	MWS
Checked By	RMR	Bridge Design Supervisor	LMM
	Date 3/03		Date 3/03
PROJECT	TUNBRIDGE	PROJECT NO.	BRS 0169(6)
I.G.C. Info.			
Bridge Sheet No.	Sheet 96 of 128		



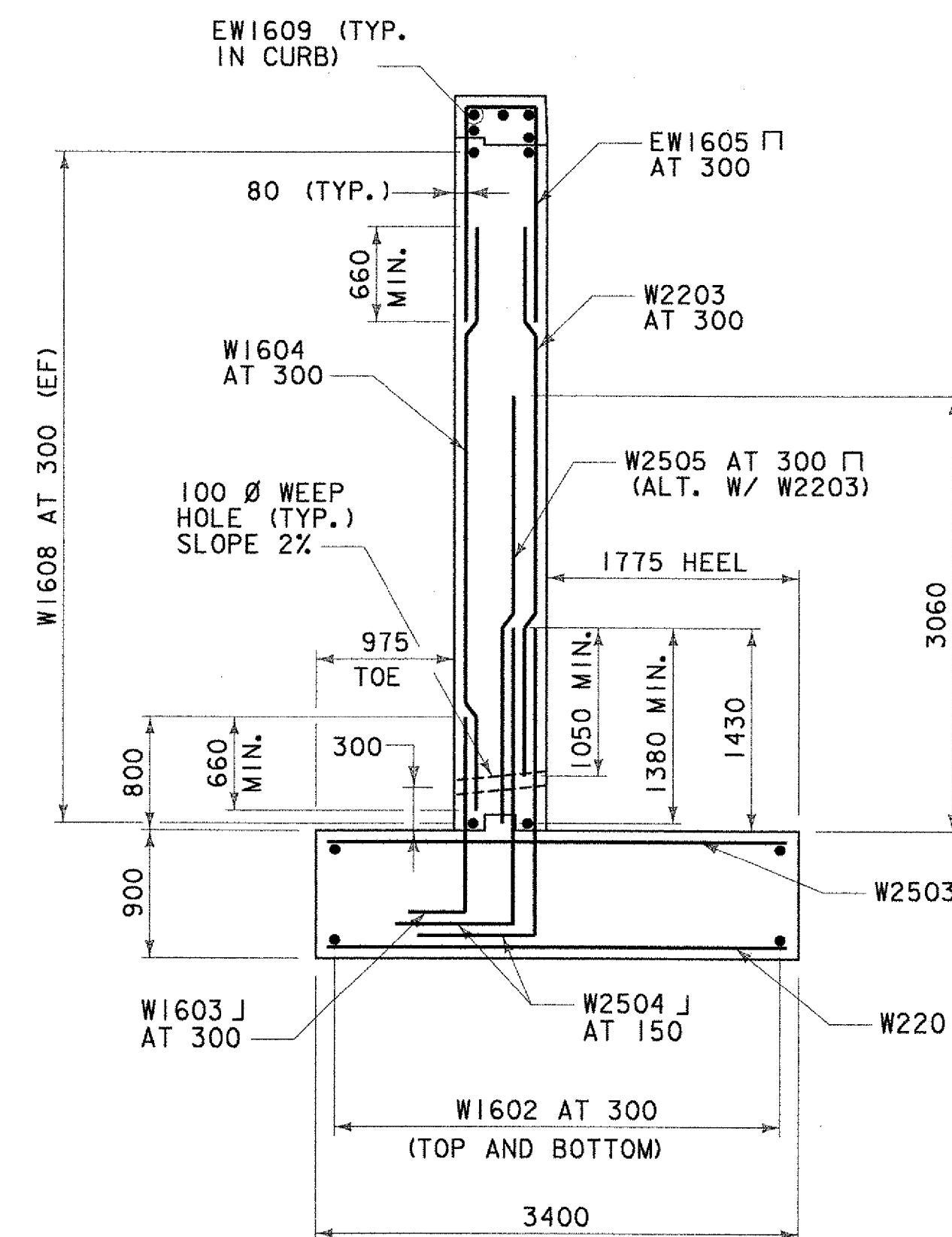
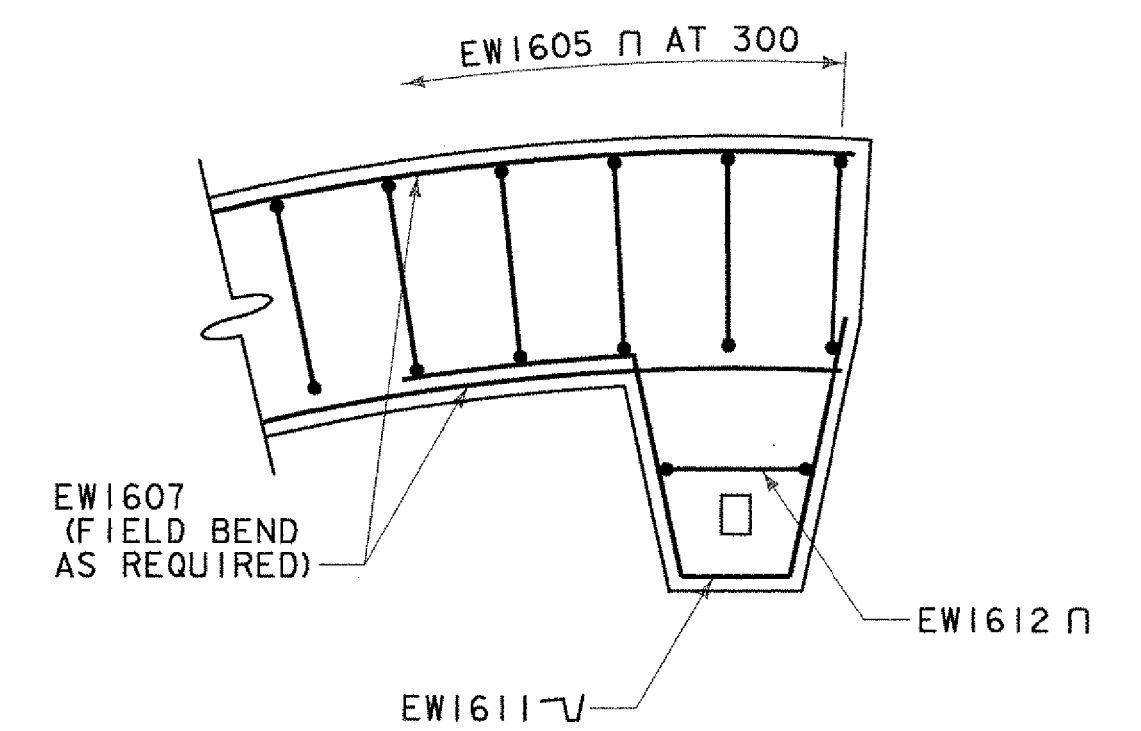
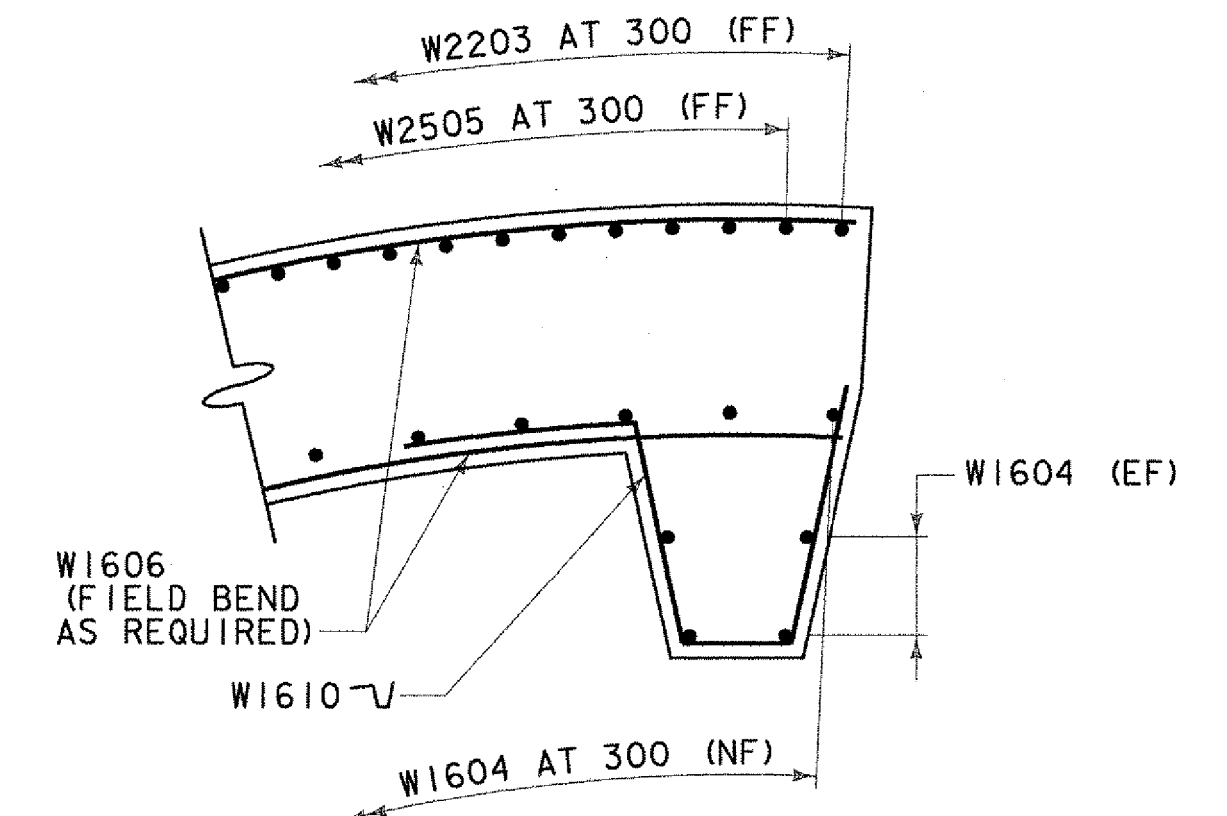
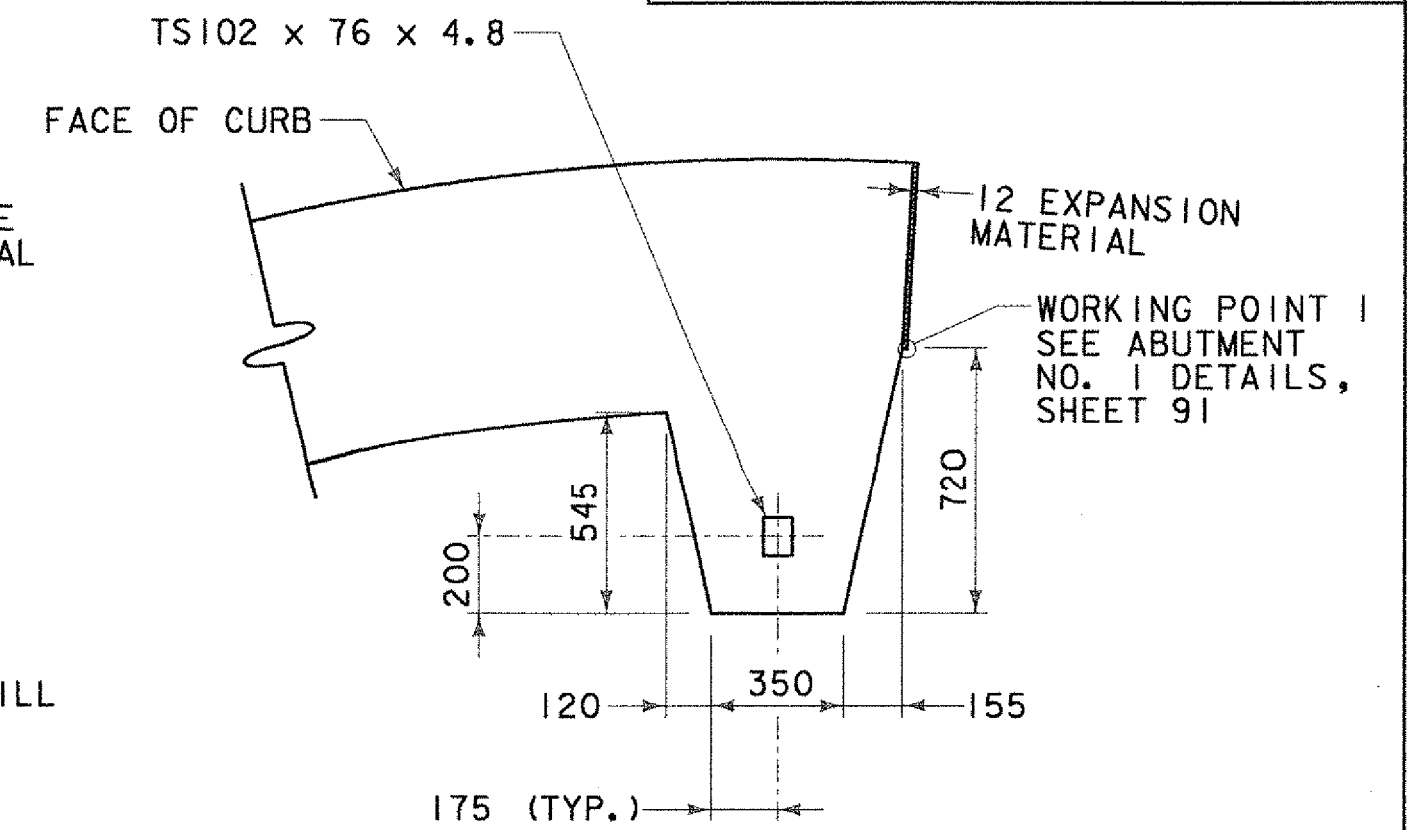
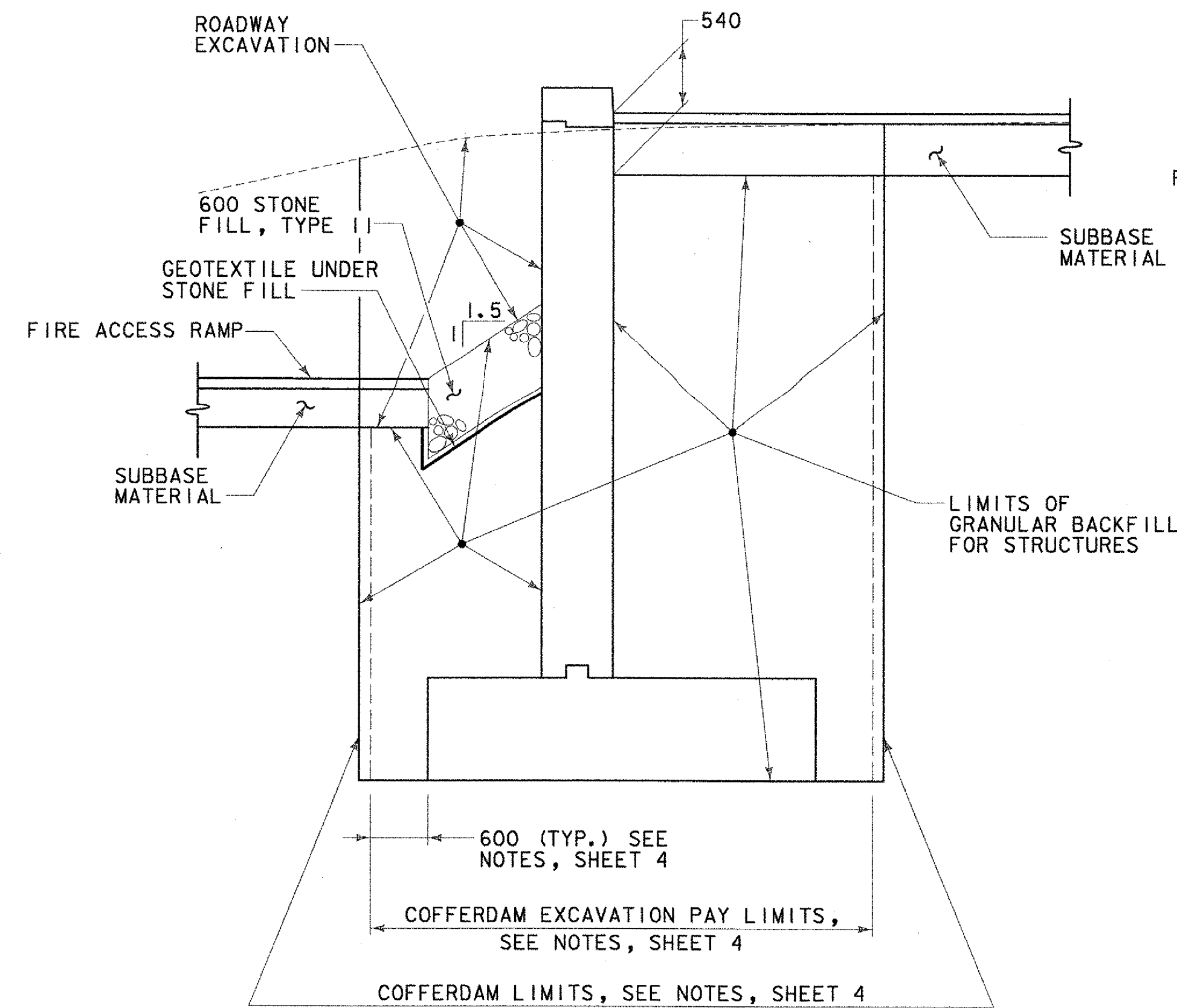


DISTANCE X	A	B
0	0	678
500	132	795
1000	214	867
1500	248	898
2000	235	886
2500	175	833
3000	66	736
3225	0	678



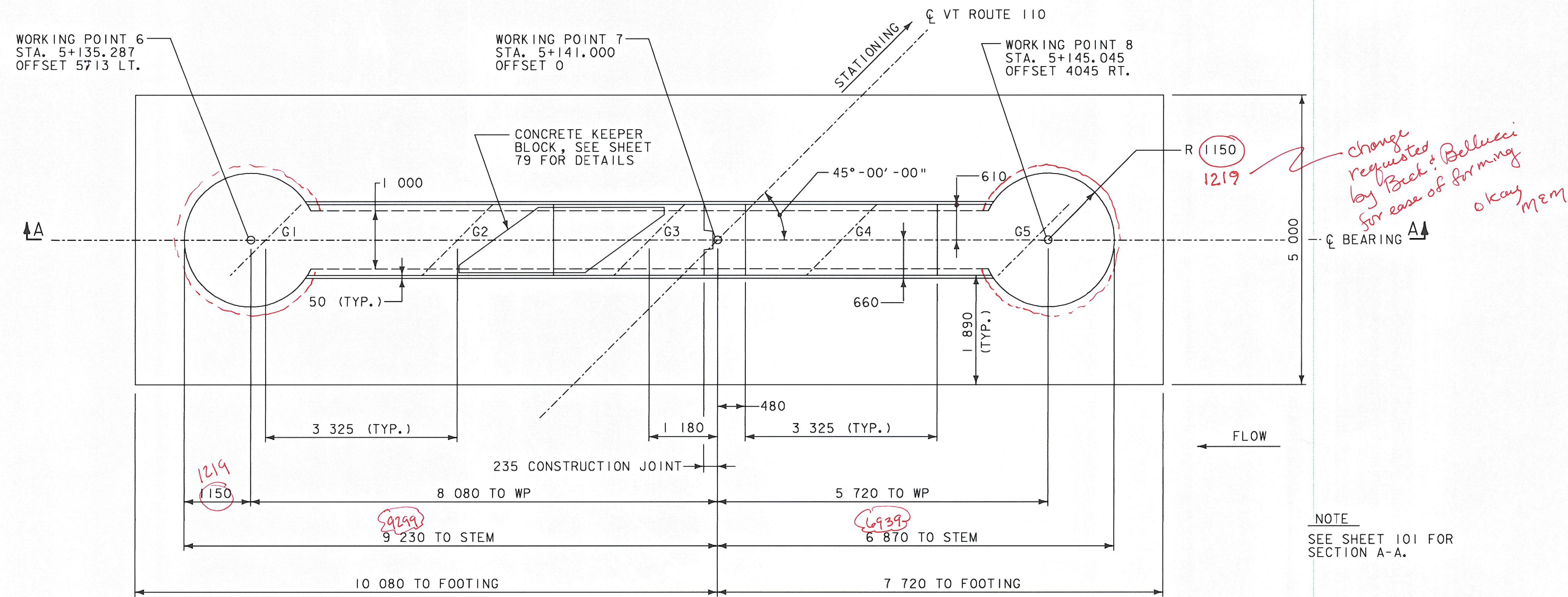
NOTE

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EF = EACH FACE
▲ = FIELD CUT
CJ = CONSTRUCTION JOINT
* = SEE TYPICAL SECTION FOR LAYOUT

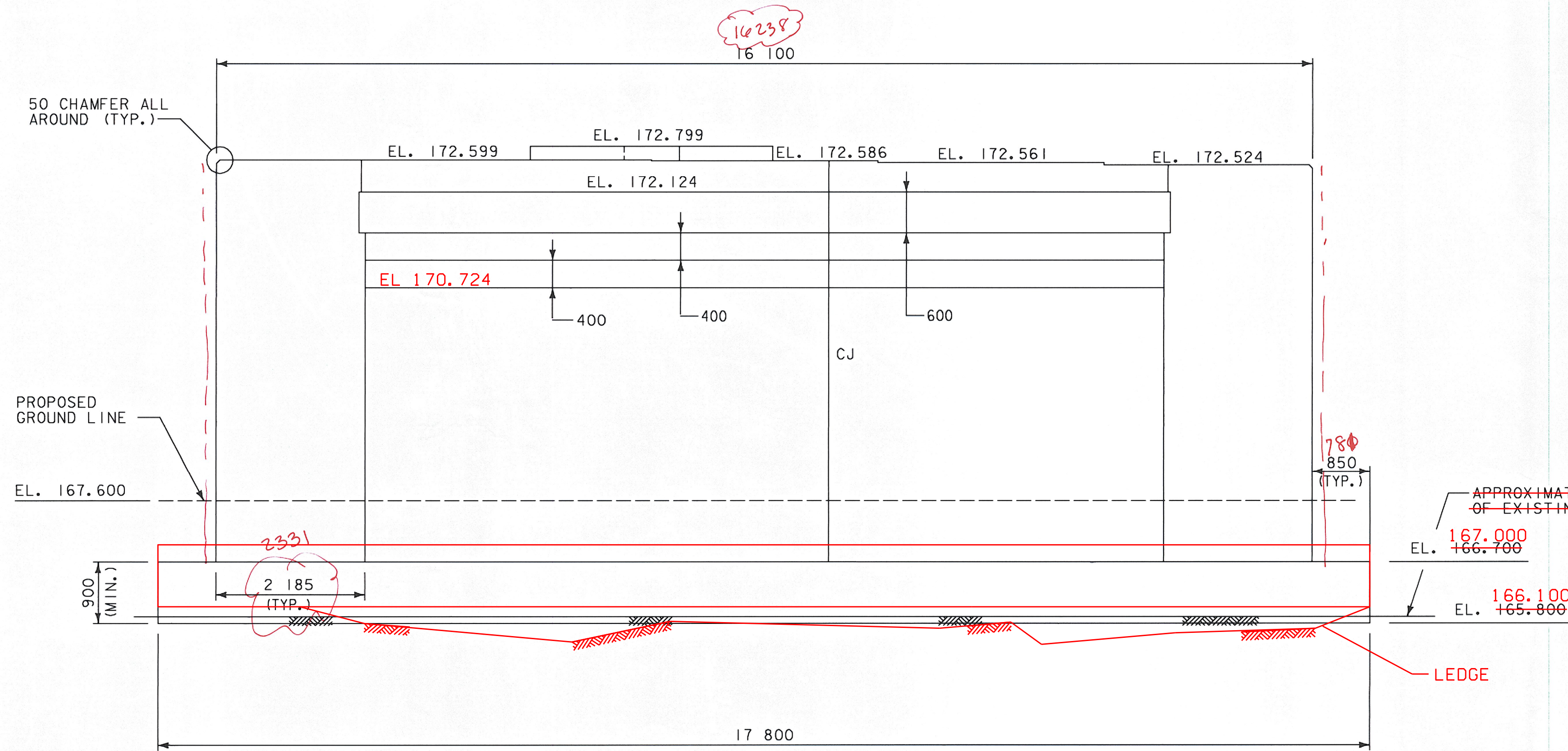


**STATE OF VERMONT
AGENCY OF TRANSPORTATION**

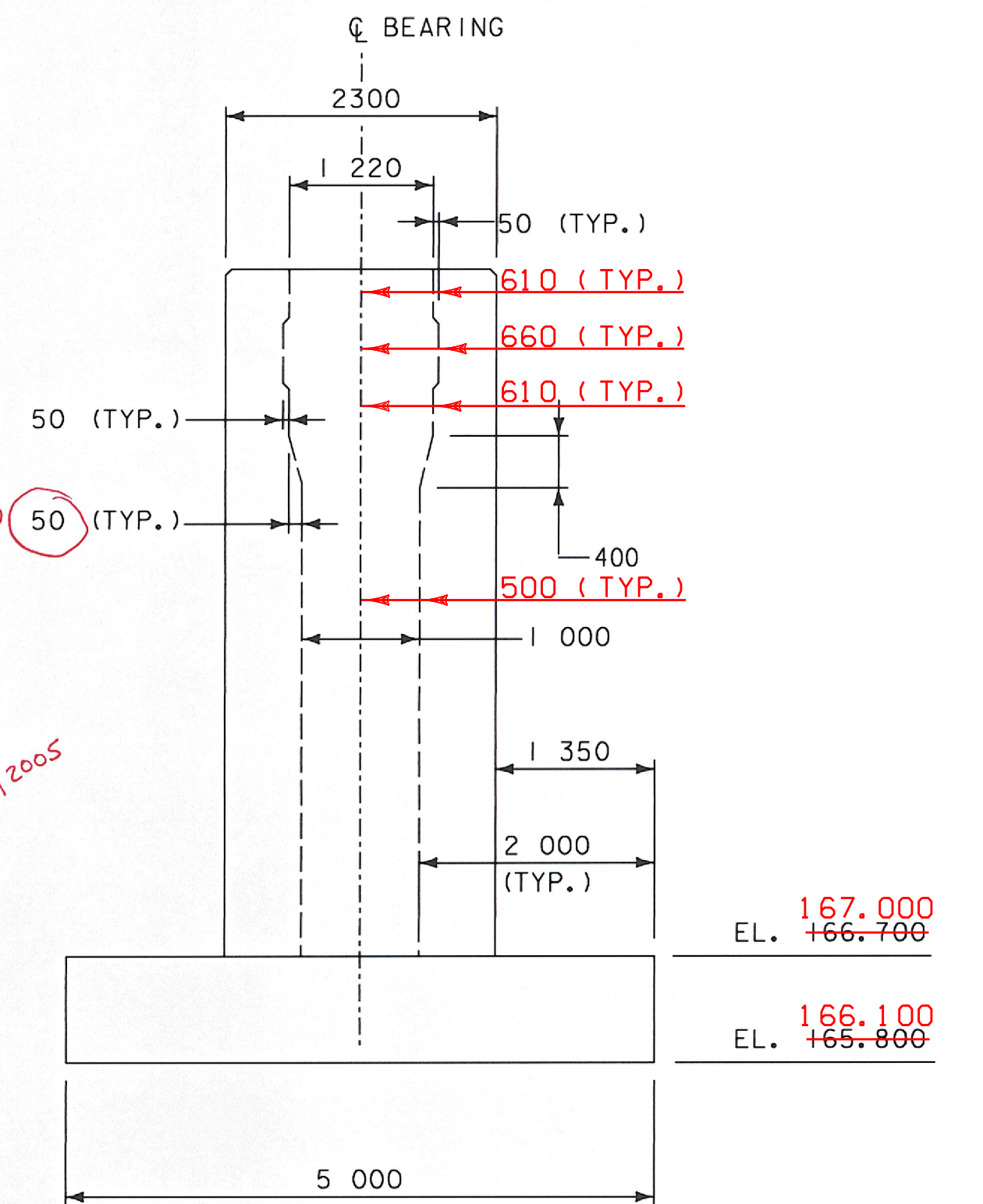
Town Of	TUNBRIDGE	Bridge No.	4
Highway No.	VT.110	Log Sta.	
		Surv. Sta.	
VT.110 OVER THE FIRST BRANCH OF WHITE RIVER			
TH 1 RETAINING WALL DETAILS			
Designed By	JH	Drawn By	MWS
Checked By	RMR	Date	3/03
		Bridge Design Supervisor	LMM
		Date	3/03
PROJECT	TUNBRIDGE	PROJECT NO.	BRS 0169(6)
I.G.C. Info.			
Bridge Sheet No.		Sheet	99 of 128



PIER PLAN
SCALE 1:50



PIER ELEVATION
SCALE 1:50



PIER SIDE VIEW
SCALE 1:50

**STATE OF VERMONT
AGENCY OF TRANSPORTATION**

Town Of TUNBRIDGE	Bridge No. 4
Highway No. VT.110	Log Sta. VT.110 OVER THE FIRST BRANCH OF WHITE RIVER
PIER PLAN AND ELEVATION	
Designed By JH	Drawn By MWS
Checked By BTW	Bridge Design Supervisor LMM
Date 3/03	Date 3/03
PROJECT TUNBRIDGE	PROJECT NO. BRS 0169(6)
I.G.C. Info.	
Bridge Sheet No.	Sheet 100 of 128

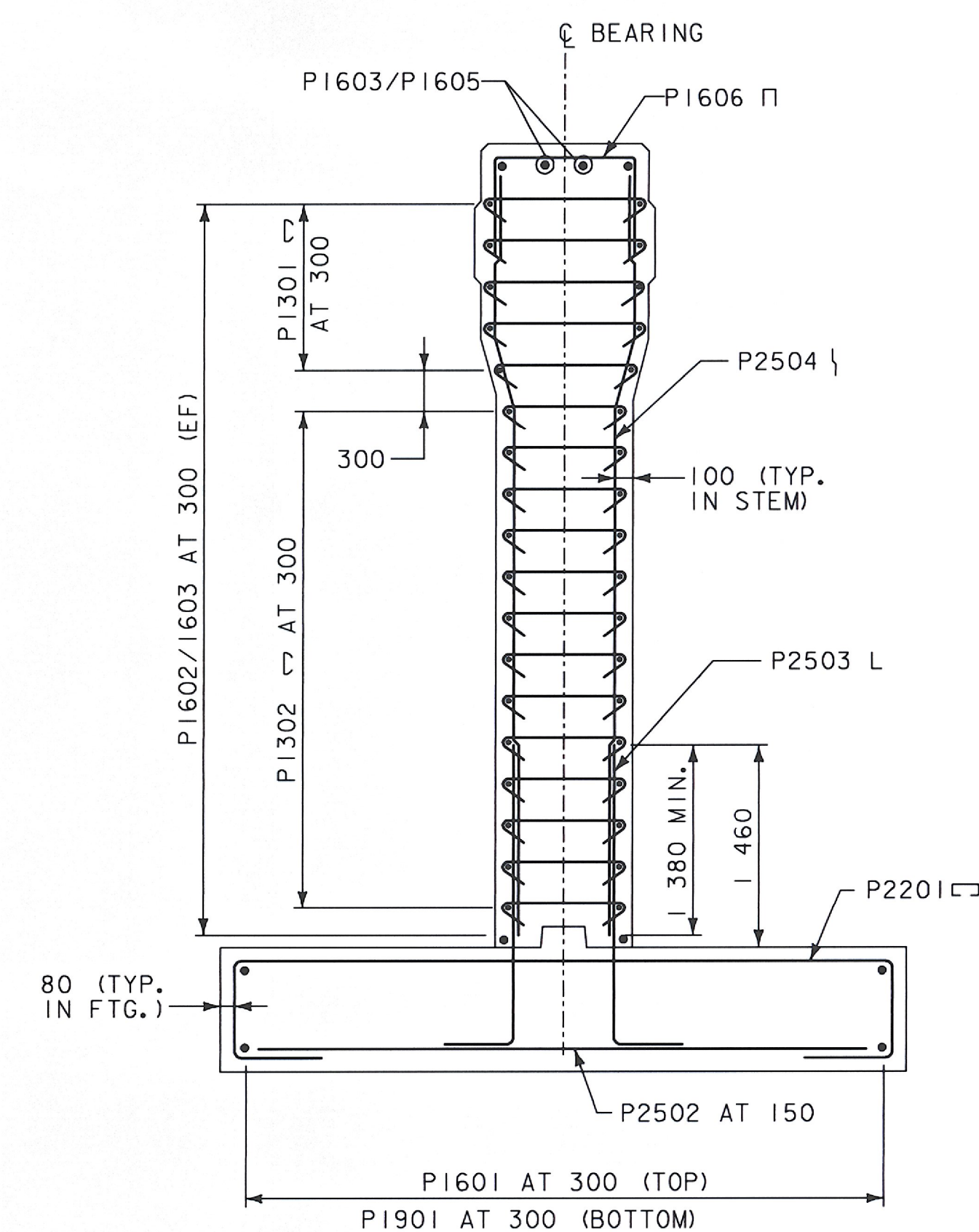


Diagram illustrating a bent tie in a field. The diagram shows a vertical bar and a horizontal bar intersecting at a 90-degree angle. A #13 tie bar is shown bending at the intersection. The tie bar is labeled "BEND TIES IN FIELD AS SHOWN". The horizontal bar is labeled "HORIZONTAL BAR" and the vertical bar is labeled "VERTICAL BAR". The tie bar is labeled "#13 TIE BAR". The tie bar is shown bending at a 45-degree angle, with a dimension of 125' indicated for the horizontal distance from the intersection to the bend. The angle is labeled "45° - 00' - 00\"".

NOTE

NF = NEAR FACE
FF = FAR FACE
EF = EACH FACE
CJ = CONSTRUCTION JOINT
▲ = FIELD CUT
⊗ = LATERAL TIE
⊗ = LATERAL TIE

Town Of	<i>TUNBRIDGE</i>	Bridge No.	<i>4</i>
Highway No.	<i>VT.110</i>	Log Sta.	
		Surv. Sta.	
<i>VT.110 OVER THE FIRST BRANCH OF WHITE RIVER</i>			

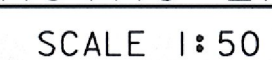
Designed By	<i>JH</i>	Drawn By	<i>MWS</i>
Checked By	Date <i>BTW 3/03</i>	Bridge Design Supervisor	<i>LMM</i> Date <i>3/03</i>

CLD
CONSULTING
ENGINEERS
Inc.

540 Commercial Street
Manchester, NH 03103
Ph: (603) 668-8223
Fax: (603) 668-8802

E-Mail: CLD@CLDENGINEERS.COM

Bridge Sheet No.	Sheet 101 of 128
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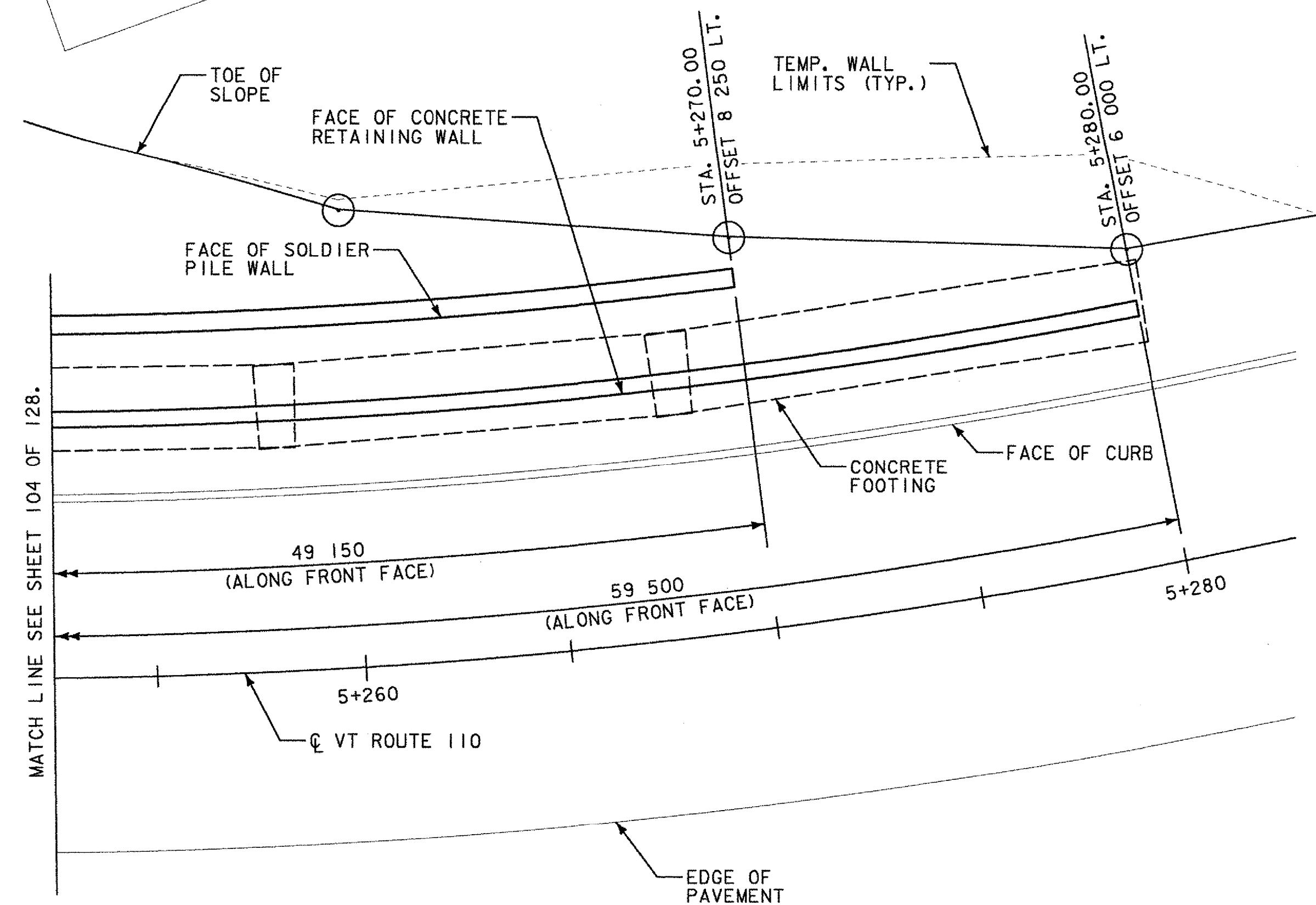


**CONSULTING
ENGINEERS**

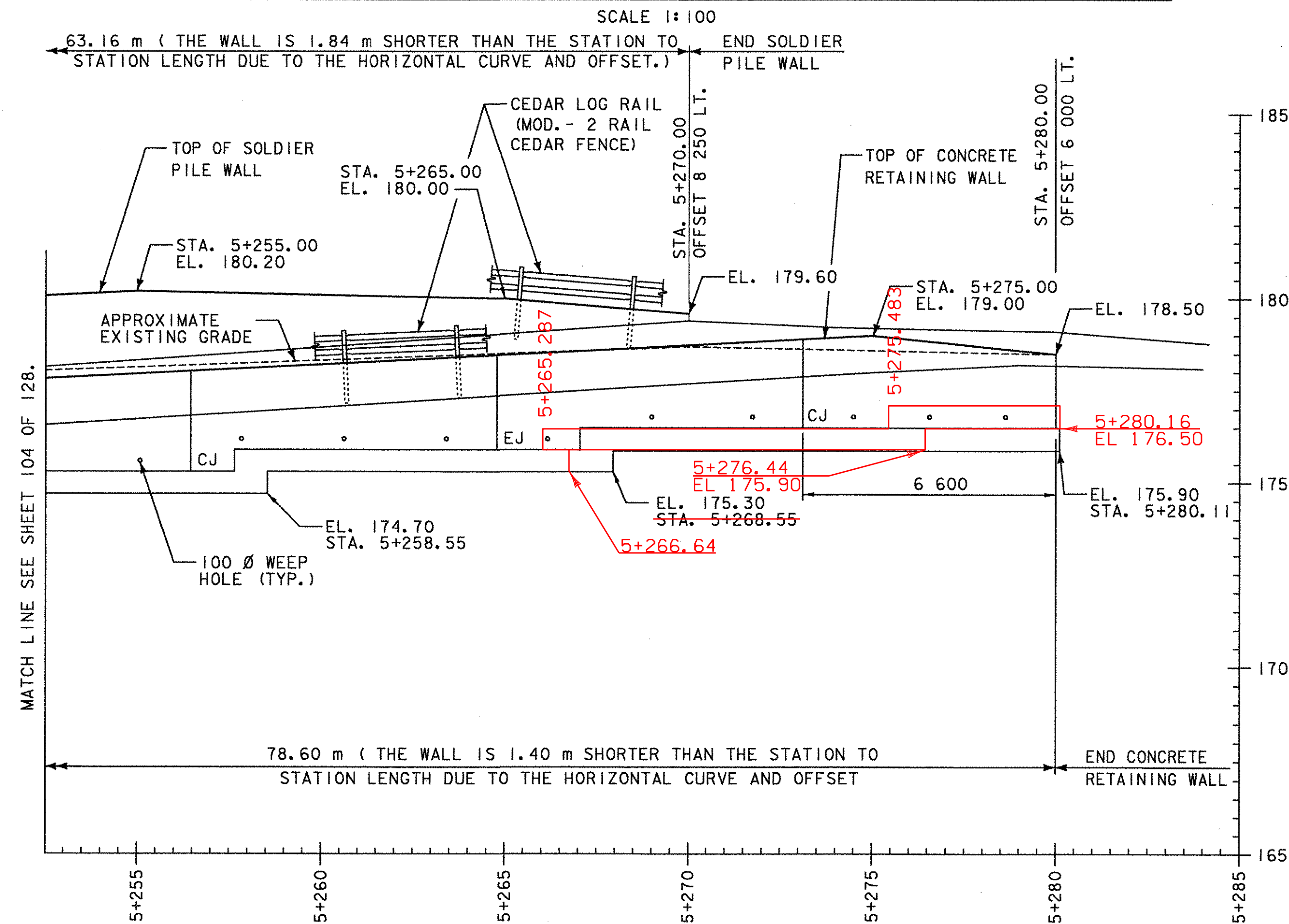
540 Commercial Street
Manchester, NH 03101
PH: (603) 668-8223
FAX: (603) 668-8802

Inc.

E-MAIL: CLD@CLDENGINEERS.COM

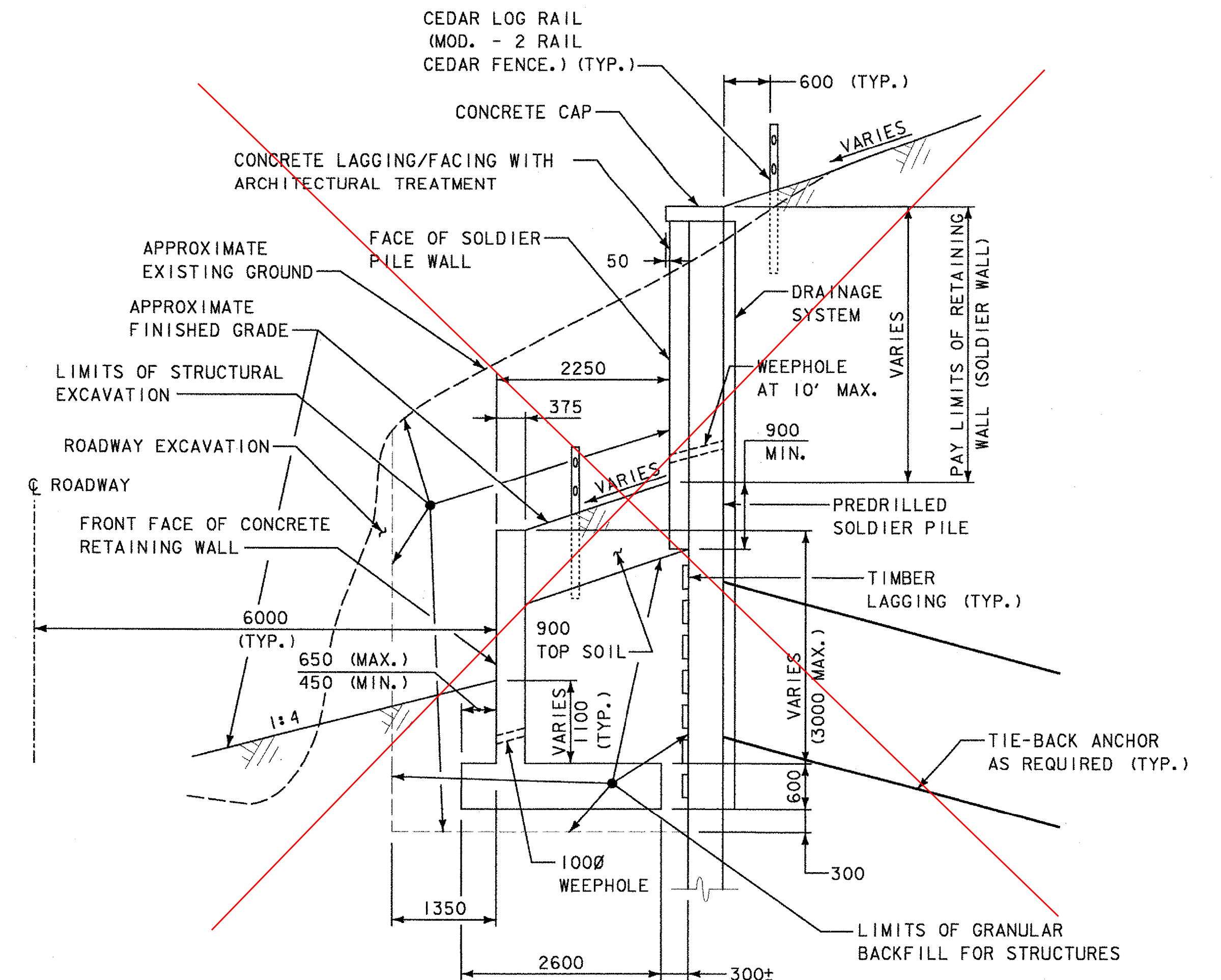


PLAN - CONCRETE RETAINING WALL AND SOLDIER PILE WALL



ELEVATION - CONCRETE RETAINING WALL AND SOLDIER PILE WALL

SCALE 1:100



TYPICAL SECTION - CONCRETE/SOLDIER PILE RETAINING WALL

SCALE 1:50

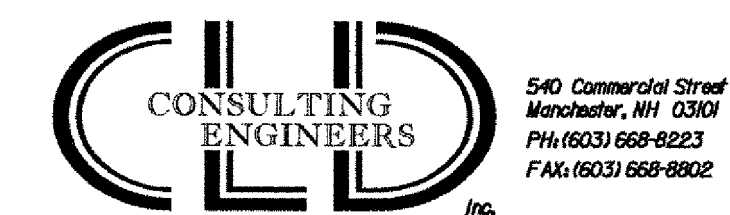
NOTE: THE CONCRETE RETAINING WALL FACE SHALL HAVE THE SAME ARCHITECTURAL TREATMENT AS THE SOLDIER PILE WALL.

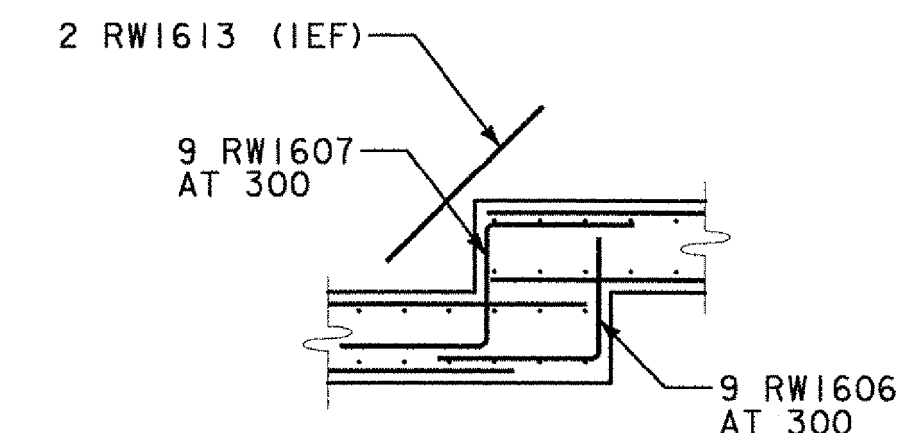
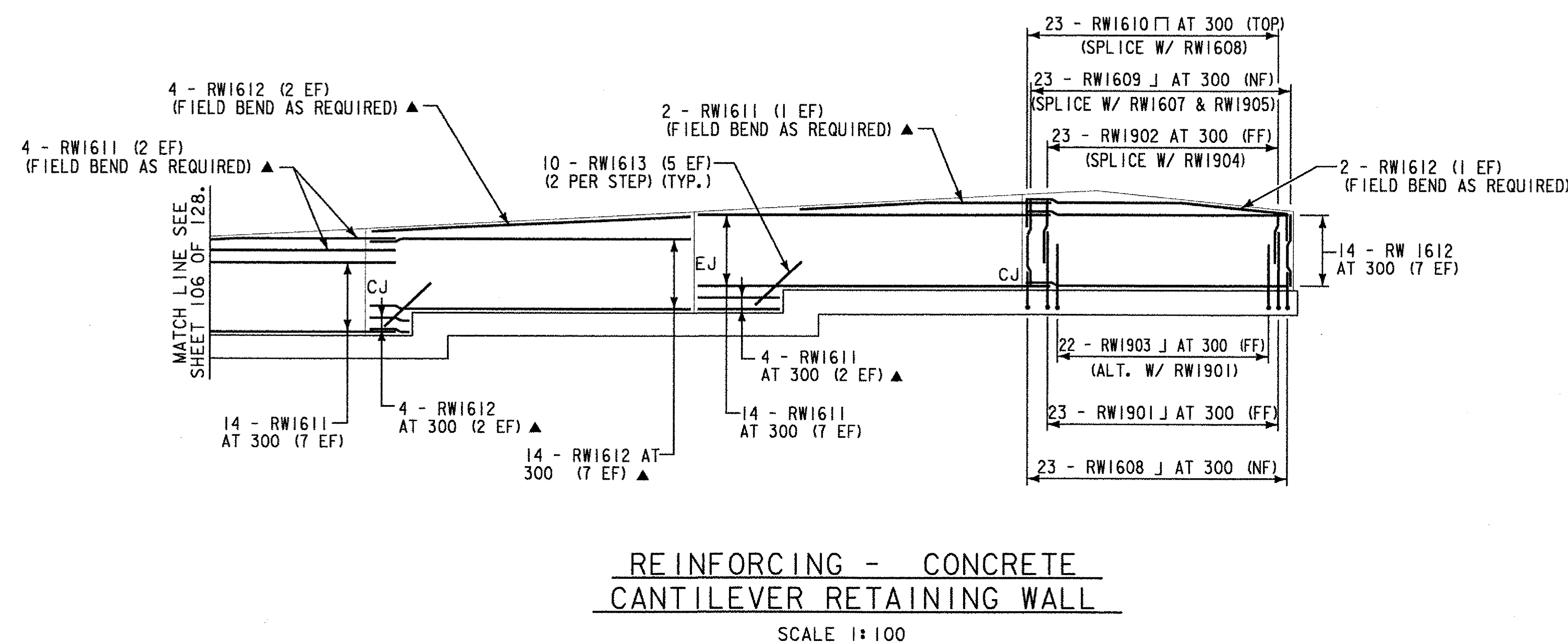
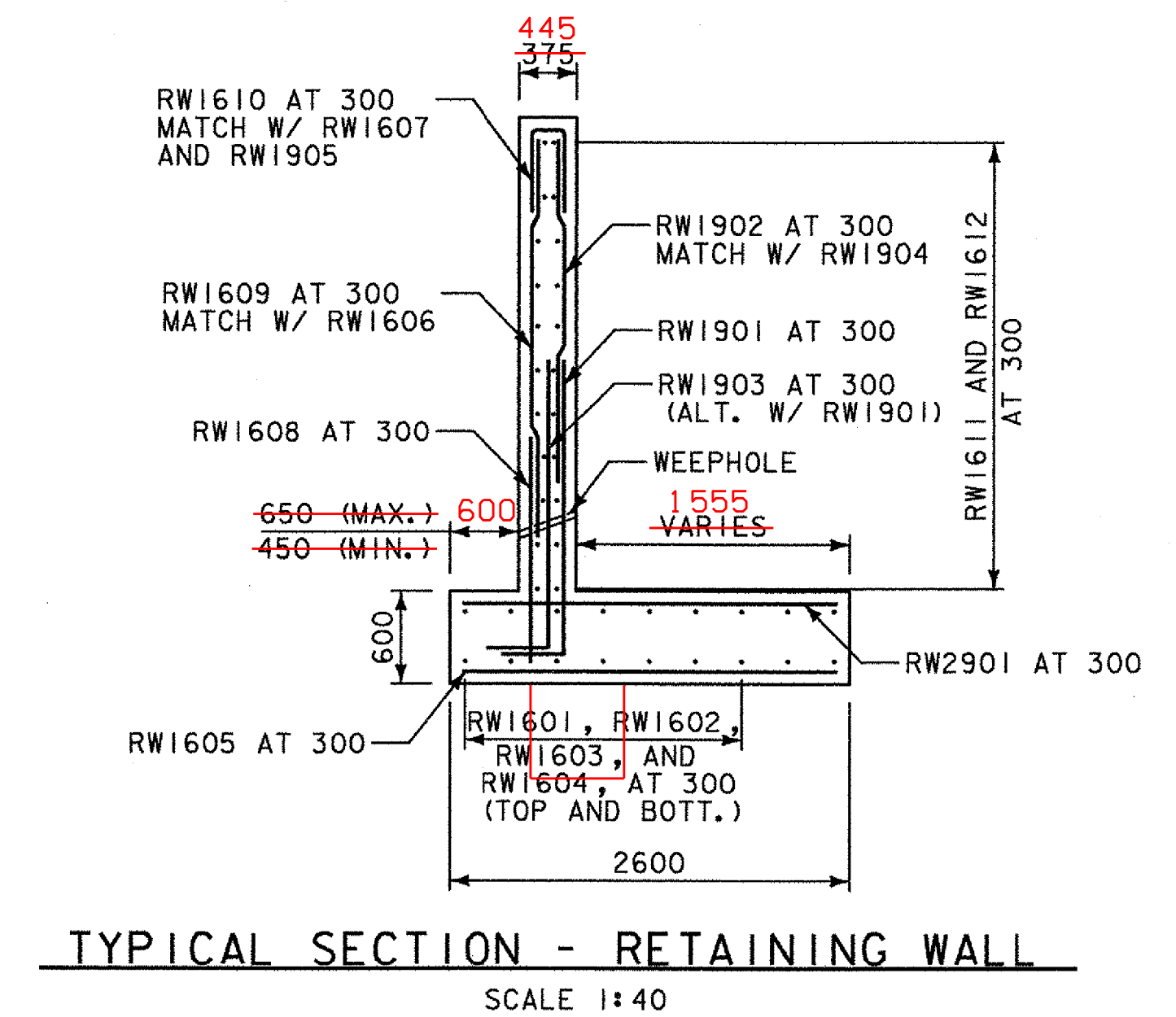
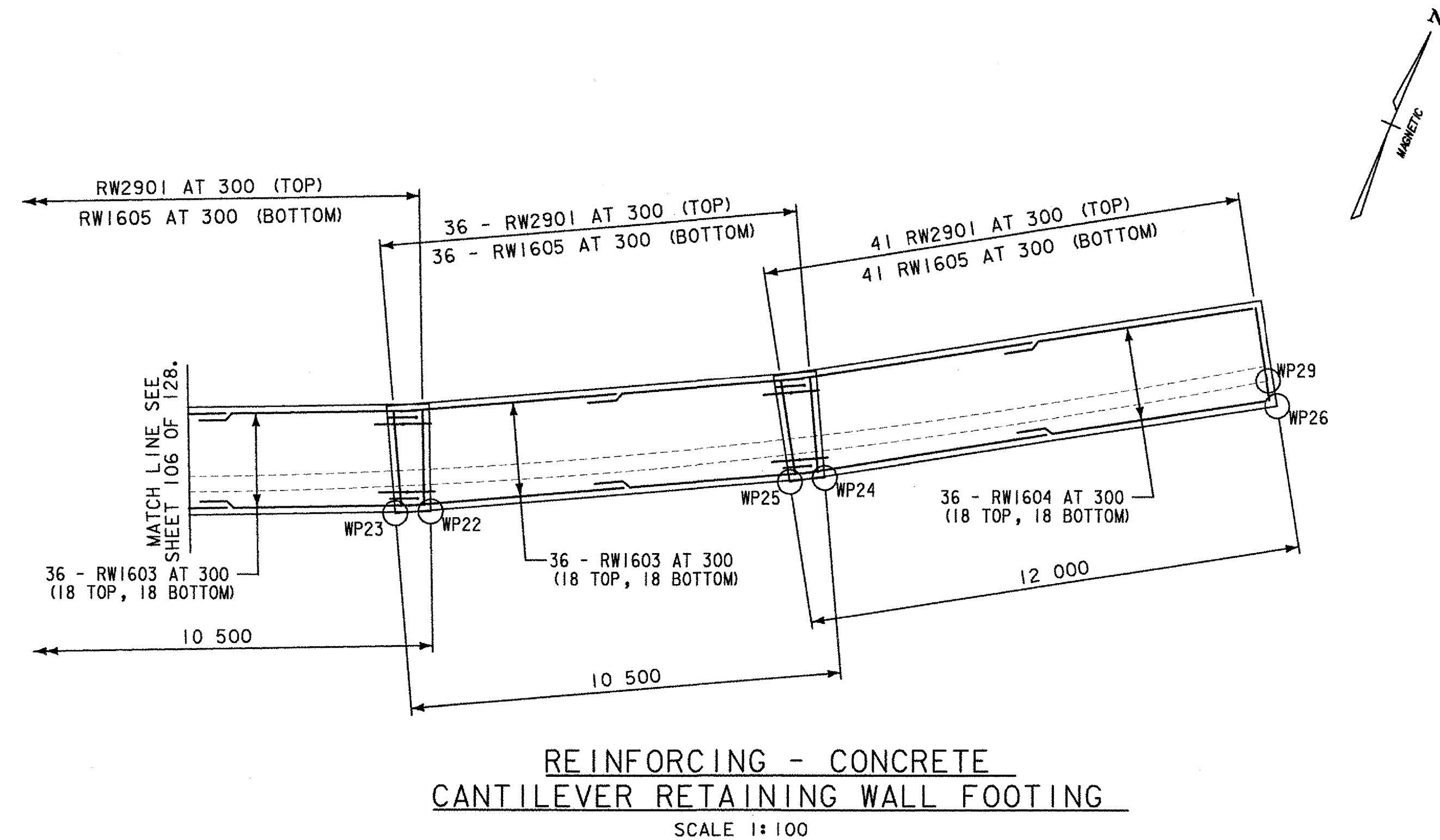
SEE SHEET 7 OF 128 FOR DETAIL OF CEDAR LOG RAIL (MOD. - 2 RAIL CEDAR FENCE).

CONCRETE/SOLDIER PILE RETAINING WALL ELIMINATED AND REPLACED WITH CANTILEVERED RETAINING WALL. VALUE ENGINEERING CHANGE OF DESIGN/SUPPLEMENTAL AGREEMENT #4 DATED 05/24/06.

**STATE OF VERMONT
AGENCY OF TRANSPORTATION**

Town Of	TUNBRIDGE		Bridge No.	4
Highway No.	VT.110		Log Sta.	
			Surv. Sta.	
VT.110 OVER THE FIRST BRANCH OF WHITE RIVER				
RETAINING WALL PLAN AND ELEVATION (2 OF 2)				
Designed By	SRP	Drawn By	MWS	
Checked By	Date	Bridge Design Supervisor		
	BTW	3/03	LMM	Date 3/03
PROJECT			PROJECT NO.	
TUNBRIDGE			BRS 0169(6)	
I.G.C. Info.				
Bridge Sheet No.			Sheet 105 of 128	



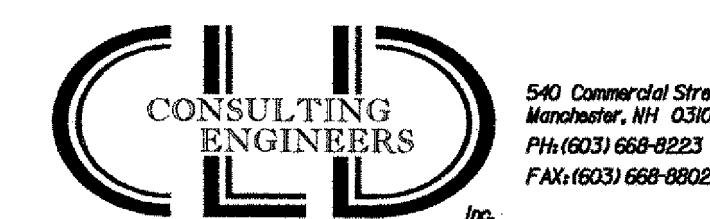


NOTE

NF = NEAR FACE
FF = FAR FACE
EF = EACH FACE
▲ = FIELD CUT
CJ = CONSTRUCTION JOINT
EJ = EXPANSION JOINT

**STATE OF VERMONT
AGENCY OF TRANSPORTATION**

Town Of	<i>TUNBRIDGE</i>	Bridge No.	<i>4</i>
Highway No.	<i>VT.110</i>	Log Sta.	
		Surv. Sta.	
<i>VT.110 OVER THE FIRST BRANCH OF WHITE RIVER</i>			
RETAINING WALL REINFORCING DETAILS (2 OF 2)			
Designed By	<i>SRP</i>	Drawn By	<i>MWS</i>
Checked By	<i>BTW</i>	Bridge Design Supervisor	<i>LMM</i>
	<i>3/03</i>		<i>3/03</i>
PROJECT	<i>TUNBRIDGE</i>	PROJECT NO.	<i>BRS 0169(6)</i>
I.G.C. Info.			
Bridge Sheet No.		Sheet	<i>107 of 128</i>



ITEM	NO. PIECES	SIZE	LENGTH	MARK	TYPE	A	B	C	D	E	F	G	H	J	K	R	O	ITEM	NO. PIECES	SIZE	LENGTH	MARK	TYPE	A	B	C	D	E	F	G	H	J	K	R	O
1				DECK														101				WINGWALL NO. 1													
2																		102																	
3																		103																	
4																		104																	
5	618	16	10100	ES1601	-													105	22	16	3725	1W1601	-												
6	909	16	10725	ES1602	-	▲	*											106	24	16	3625	1W1602	-												
7	12	16	10125	ES1603	-	▲												107	15	16	2950	1W1603	-	▲											
8	8	16	8175	ES1604	-	▲												108	4	16	2450	1EW1604	-												
9	12	16	3900	ES1605	-													109	9	16	3075	1EW1605	17		1380	315	1380								
10	15	16	3200	ES1606	-													110	10	16	1950	1W1606	17		680	590	680								
11	188	16	1575	ES1607	S5	250	425	300	350									111	11	16	2900	1W1607	17		550	2350	0								
12	10	16	1525	ES1608	S5	250	425	250	350									112	11	16	3450	1W1608	-												
13	177	16	3175	ES1609	S5	250	425	1900	350									113	3	16	1750	1W1609	23		660	430	660								
14	6	16	1950	ES1610	17		250	425	1275	▲								114	30	16	3000	1W1610	19		1500	1500	0						2686		
15	6	16	1875	ES1611	8	1275	350	▲										115	12	16	1325	1W1611	19		660	665	0						1187		
16	1	16	2725	ES1612	S5	250	400	1500	325									116	14	16	1525	1EW1612	S11										225		
17	1	16	2675	ES1613	S5	250	375	1500	300									117	15	22	3025	1W2201	-	*											
18	1	16	2625	ES1614	S5	250	350	1500	275									118	1	25	9000	1W2501	-	▲											
19	1	16	2575	ES1615	S5	250	325	1500	250									119	14	25	3025	1W2502	-												
20	1	16	2525	ES1616	S5	250	300	1500	225									120	11	25	2900	1W2503	17		550	2350	0								
21	1	16	2475	ES1617	S5	250	275	1500	200									121	11	25	3475	1W2504	-												
22	1	16	2425	ES1618	S5	250	250	1500	175									122	11	25	3950	1W2505	17		550	3400	0								
23	20	16	2500	ES1619	4	0	610	270	740	270	610	0	250				2160	123																	
24	30	16	2000	ES1620	S5	150	425	550	425									124																	
25	32	16	2650	ES1621	S5	650	285	780	285									125																	
26	32	16	1900	ES1622	S5	1005	285	355	255									126																	
27	703	16	1825	ES1623	S5	0	625	175	625									127																	
28	40	16	2100	ES1624	S5	0	625	450	625									128																	
29	97	19	7100	ES1901	-	*												129																	
30	29	22	3825	ES2201	-													130	24	16	4450	2W1601	-												
31	24	22	4125	ES2202	-	*												131	26	16	4900	2W1602	-	▲											
32																		132	15	16	4075	2W1603	-	▲											
33																		133	4	16	3475	2EW1604	-												
34																		134	13	16	2900	2EW1605	17		1305	290	1305								
35				APPROACH SLAB NO. 1														135	13	16	1950	2W1606	17		680	590	680								
36																		136	14	16	2900	2W1607	17		550	2350	0								
37																		137	14	16	3725	2W1608	-												
38																		138	9	16	4825	2W1609	14	0	665	3500	660	0							
39	53	16	6950	1EAS1601	-	*												139	13	16	1325	2W1610	19		660	665	0								
40	21	25	900	1EAS2501	19		400	500	0									140	3	16	1725	2W1611	23		660	405	660						853		
41	59	29	8075	1EAS2901	1	400	7675	▲				0	212	250				141	3	16	4650	2W1612	17	▲	550	4100	0								
42																		142	19	16	1525	2EW1613	S11												
43																		143	1	25	9000	2W2501	-	▲											
44																		144	14	25	3600	2W2502	-												
45				APPROACH SLAB NO. 2														145	14	25	2900	2W2503	17		550	2350	0								
46																		146	14	25	3725	2W2504	-												
47																		147	13	25	3950	2W2505	17		550	3400	0								
48																		148	15	32	3600	2W3201	-	*											
49	53	16	6825	2EAS1601	-	*												149																	
50	21	25	900	2EAS2501	19		400	500	0									150																	
51	57	29	7925	2EAS2901	1	400	7525	▲				0	212	250				151																	
52																		152																	
53																		153																	
54																		154																	
55				ABUTMENT NO. 1														155																	
56																		156	48	16	8925	2A1601	-												
57																		157	42	16	3875	2A1602	-												
58																		158	42	16	9175	2A1603	-												
59	40	16	10125	1A1601	-													159	42	16	4100	2A1604	-	▲											
60	66	16	2625	1A1602	-	*												160	49	16	2650	2A1605	17	▲	660	1340	650								
61	33	16	5550	1A1603	-	▲												161	56	16	2900	2A1606	17		550	2350	0								
62	33	16	9275	1A1604	-													162	56	16	4175	2A1607	-												
63	33	16	5850	1A1605	-	▲												163	49	16	1700	2A1608	-												
64	61	16	2475	1A1606	17	▲	660	1240	575	*								164	14	16	3875	2EA1609	-	▲											
65	66	16	2900	1A1607	17	▲	550	2350	0									165	14	16	9175	2EA1610	-												
66	66	16	2750	1A1608	-													166	14	16	4100	2EA1611													

~ NOTES ~

1. UNLESS OTHERWISE DESIGNATED, ALL BAR REINFORCEMENT FOR CONCRETE IN SIZES UP TO AND INCLUDING NO. 18 SHALL CONFORM TO THE REQUIREMENTS OF THE "SPECIFICATIONS FOR DEFORMED BILLET-STEEL BARS FOR CONCRETE REINFORCEMENT", AASHTO M 31 (ASTM A 615-SI). ALL BARS SHALL BE GRADE 60, UNLESS OTHERWISE DESIGNATED.
2. FOR TYPICAL BENDING DETAILS, RECOMMENDED PIN DIAMETER "D" OF BENDS AND HOOKS, AND OTHER STANDARD PRACTICE, SEE CURRENT CONCRETE REINFORCING STEEL INSTITUTE "MANUAL OF STANDARD PRACTICE".
3. BARS WHICH REQUIRE MORE ACCURATE BENDING THAN STANDARD PRACTICES SHOULD HAVE LIMITS INDICATED.
4. ALL DIMENSIONS ARE OUT TO OUT OF BAR EXCEPT "A" AND "G" ON STANDARD 180 DEGREE AND 135 DEGREE HOOKS.
5. "J" DIMENSION ON 180 DEGREE HOOKS TO BE SHOWN ONLY WHERE NECESSARY TO RESTRICT HOOK SIZE. OTHERWISE, STANDARD HOOKS ARE TO BE USED.
6. "H" DIMENSION ON STIRRUPS TO BE SHOWN ONLY WHEN NECESSARY TO MAINTAIN CLEARANCES.
7. WHERE SLOPE DIFFERS FROM 45 DEGREES, DIMENSIONS "H" AND "K" MUST BE SHOWN.
8. ▲ DENOTES BARS TO BE CUT IN FIELD.
9. * DENOTES ONE EXTRA BAR ADDED FOR TESTING PURPOSES.
10. △ DENOTES TWO EXTRA BARS ADDED FOR TESTING PURPOSES.
11. "E" IN PREFIX DENOTES EPOXY COATED REINFORCING STEEL.

ASTM STANDARD
REINFORCING BARS

BAR SIZE DESIG- NATION	NOMINAL (kg./m.)	NOMINAL DIMENSIONS ROUND SECTION		
		DIAMETER (MM)	CROSS SEC- TIONAL AREA (MM ²)	PERIMETER (MM)
#10	0.560	9.5	71	29.84
#13	.0994	12.7	129	39.90
#16	1.552	15.9	199	49.95
#19	2.235	19.1	284	60.00
#22	3.042	22.2	387	69.74
#25	3.973	25.4	510	79.80
#29	5.060	28.7	645	90.16
#32	6.404	32.3	819	101.47
#36	7.907	35.8	1006	112.47
#43	11.380	43.0	1452	135.09

STATE OF VERMONT AGENCY OF TRANSPORTATION

Town Of	TUNBRIDGE	Bridge No.	4
Highway No.	VT.101	Log Sta.	
		Surv. Sta.	
VT.110 OVER THE FIRST BRANCH OF WHITE RIVER REINFORCING SCHEDULE (2 OF 2)			

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STATE OF VERMONT	
AGENCY OF TRANSPORTATION	
Town Of <i>TUNBRIDGE</i>	Bridge No. <i>4</i>
Highway No. <i>VT.101</i>	Log Sta.
<i>VT.110 OVER THE FIRST BRANCH OF WHITE RIVER</i>	Surv. Sta.
<i>REINFORCING SCHEDULE (2 OF 2)</i>	
Designed By <i>JH</i>	Drawn By <i>MWS</i>
Checked By <i>RMR</i> Date <i>3/03</i>	Bridge Design Supervisor <i>LMM</i> Date <i>3/03</i>
PROJECT	PROJECT NO.
I.G.C. Info.	
Bridge Sheet No.	Sheet <i>109</i> of <i>128</i>

