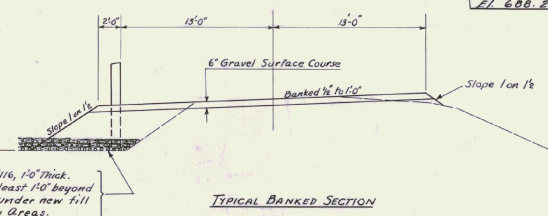
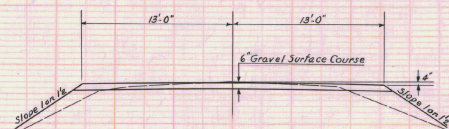


Brush Mat Item #116, 1'-0" Thick.
To extend out at least 1'-0" beyond
Toe of Fill. Use under new fill
over all Marshy Areas.



TYPICAL BANKED SECTION



TYPICAL NORMAL SECTION

BRIDGE DATA		
Type	Present	Proposed
General Span along Road	Timber on Piles	2 Spans 11 ft Clear
Adapt Width, facing to Road	11' 0" x 11' 0"	28' 4" x 28' 0"
Clear Span, facing to Road	16' 0" x	26' 0"
Clear Span Normal to Stream	93' 0" x	28' 6" x 28' 0"
Clear Height to Low or Dr. Seat	9' ave	9' ave
Max. High Water Year	6' 6" x	9' 6" x
Normal Highwater Year	6' 0" x	6' 0" x
Water over Bridge	33' 0" x	28' 0" x
Water over Normal to Stream	11' 6" x	11' 0" x
Stream Velocity	10' 3" x	10' 5" x
Drift	None	None

CABLE GUARD RAIL			
	RAIL	ANCHORS	BELT
RT. STA.	4+75.10	5	1
LT. "	4+00.10	4	1
RT. "	5+11.70	6	1
LT. "	4+05.06	3	1
RT. "	6+57.7	1	1
LT. "	6+33.8	1	1
	34.8	4	29.6

TOTALS } 64.4 LF CABLE GUARD RAIL
 & 4 ANCHORS FOR CABLE GUARD RAIL

LIST OF SHEETS

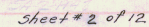
X	1-2	PLAN & PROFILE
X	3	DETAILS OF ABUTMENT #1
X	4	" " " #2
X	5	" " " PIER
X	6	SUPERSTRUCTURE, DWG. 518-2B, 2 SPANS @ 74'-0" MODIFIED TO 74'-0" SKIN CURVE, 12' CROWN ON SHEET #12
X	7	DWG. 518-5C-1 CURVE & RAIL DETAILS
X	8	DWG. 518-20 - STANDARD DETAILS C, H, I, & J.
X	9	DWG. 530 - CABLE GUNDED RAIL & PANCHORS.
X	10	DWG. 531-1 - FARGLE LIGHTS & SIGNS
X	11-12	CROSS SECTIONS.

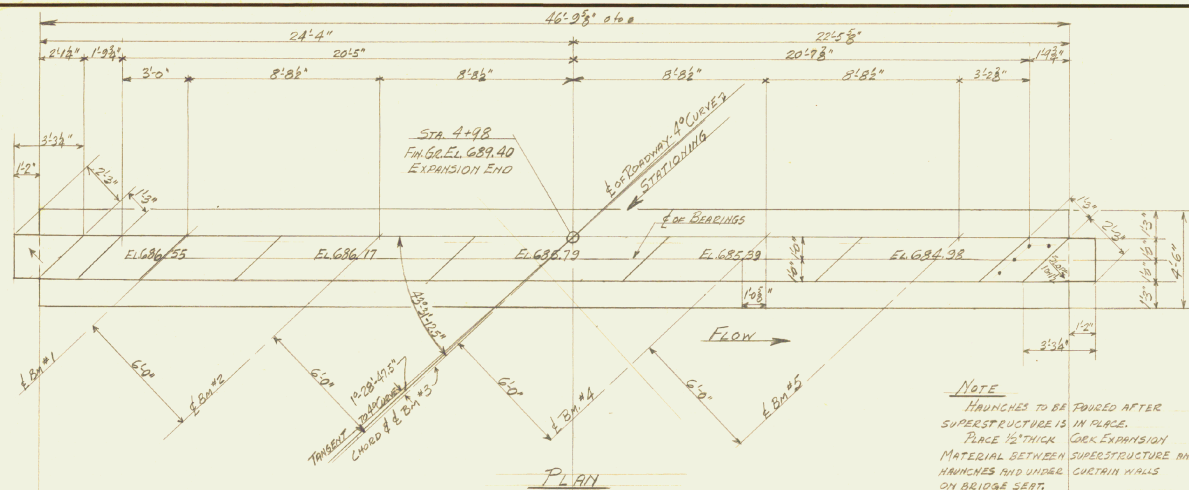
ESTIMATE OF QUANTITIES			
Item No.	10-11	Common Excavation Incl. Boron	1700 cu
	15	Channel Excavation	65 cu
	16	Surface Excavation	79 cu
	10D	Temporary Bridge & Maintenance of Traffic	1 LS.
	22	Gravel Surface Course	530 cu
	41A	Concrete Class "A"	115 cu
	41B	Concrete Class "B"	18 LS.
	42	Reinforcing Steel (16636)	3090 LBS.
	43D	Steel Superstructure (Existing & Painting only)	1 LS.
	51	Removal of Present Superstructure	1 LS.
	52	Timber	2400 LBS.
	68A	Rip Rap for Bank Protection (N.T.)	180 cu
	69A	Heavy Stone Pile	310 cu
	60A	Cable Guard Rail	644 LF.
	80B	Anchor for Cable Guard Rail	78 LF.
	116	Crush Mat	780 sq

Approved _____ 1948
District Highway Commissioner
Correct JULY-9-1948
A. D. T. Suley
Bridge Engineer
Approved JULY-9-1948
H. E. Sargent
Commissioner of Highways

B.M. #1 - TOP of Bridge curb - 11' RT Sta. 0+00 Elev. 688.23

4th COVENTRY
AIR PORT ROAD BRIDGE
SA-2-1948

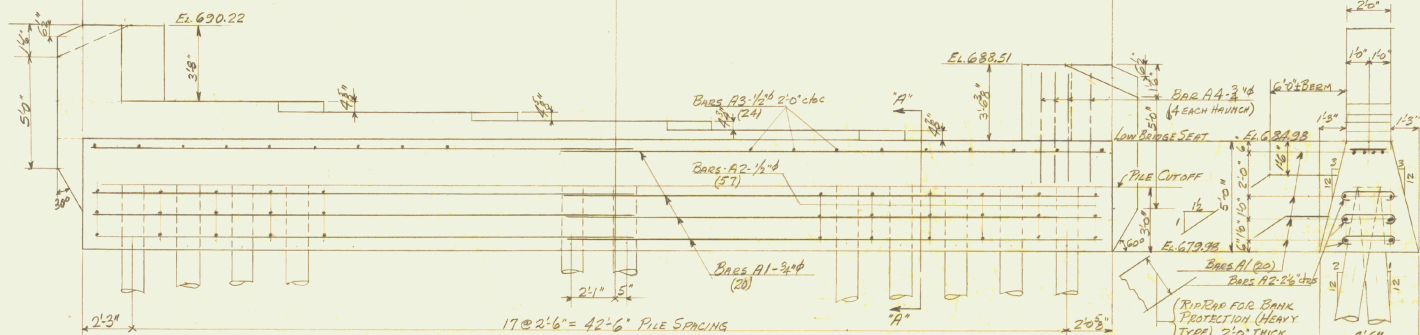




REINFORCING STEEL				
BAR	No	SIZE	LEN	DETAIL
A1	20	3/4"	24'-6"	STRAIGHT
A2	57	1/2"	38'-6"	
A3	24	1/2"	1'-9"	STRAIGHT
A4	8	3/4"	5'-0"	"

NOTE
HAUNCHES TO BE PAIRED AFTER SUPERSTRUCTURE IS IN PLACE.
PLACE 1/2" THICK GASK EXPANSION MATERIAL BETWEEN SUPERSTRUCTURE AND HAUNCHES AND UNDER CURTAIN WALLS ON BRIDGE SEAT.

NOTES
ALL DIMENSIONS GIVEN TO CENTERLINE OF STEEL.
REINFORCING STEEL TO BE OF INTERMEDIATE GRADE.
PILES TO BE DRIVEN TO MINIMUM CAPACITY OF 18 TONS EACH, AND WITH INDICATED BATTERS ON ALTERNATE PILES.
FOR ESTIMATING PURPOSES, THE LENGTH OF PILES IS ASSUMED AT 45'.
FACES OF BRIDGE SEATS AND HAUNCHES TO BE VERTICAL ABOVE THE LOW BRIDGE SEAT.
ALL EXPOSED EDGES TO HAVE A 1" CHAMFER.



FRONT ELEVATION

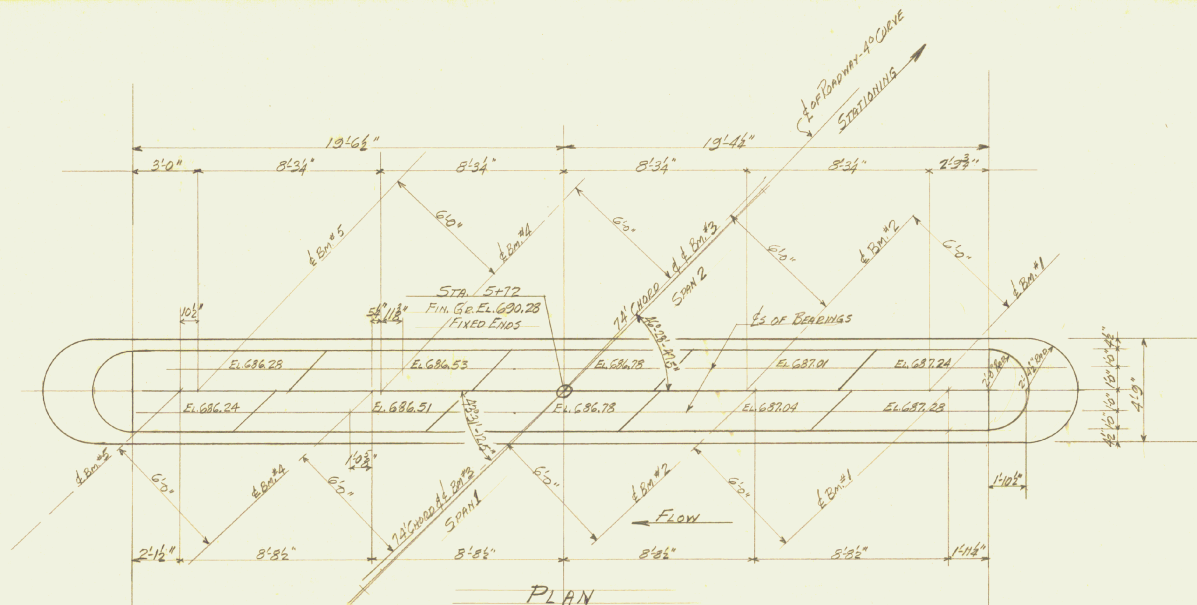
SECTION 'A-A'

**COVENTRY
AIRPORT BRIDGE
DETAILS OF ABUTMENT #1**

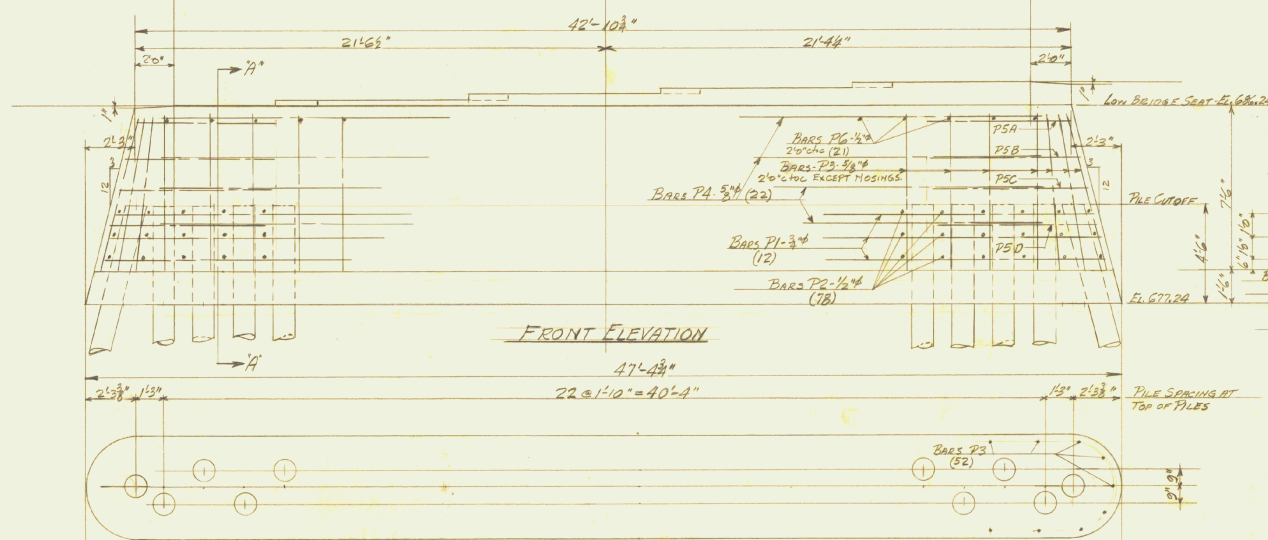
ESTIMATED QUANTITIES

CHANNEL EXCAVATION	10 CY
STRUCTURE EXCAVATION	24 CY
CONCRETE CLASS "B"	31 CY
REINFORCING STEEL	970 LBS
REINFORCE BANK PROS. (HT)	100 CY
TIMBER PILING	810 LF

Surveyed by N.S.
Designed by N.S.
Drawn by N.S.
Traced by J.L.H.
Checked by J.L.H.
Scale: 3/8" = 1'-0"
No. 2-1448
Series SA
Sheet 3 of 12

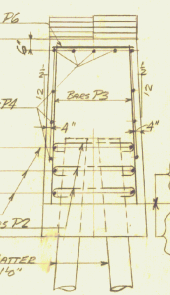


PLAN



FRONT ELEVATION

PILING PLAN



SECTION A-A

REINFORCING STEEL				
BAR	NO	SIZE	TOT. LENGTH	DETAIL
P1	12	3/4"	24'-10"	STRAIGHT
P2	78	1/2"	4'-11 1/2"	STRAIGHT
P3	52	5/8"	7'-5 1/2"	STRAIGHT
P4	22	3/8"	21'-6"	"
PSA	2	5/8"	15'-3 1/2"	1/8" ANGLE
PSB	2	"	15'-6"	1/8" PSB
PSC	2	"	15'-8"	1/8" PSC
PSD	2	"	15'-10"	1/8" PSD
PG	21	1/2"	3'-6"	STRAIGHT

NOTES:-
 FOR ESTIMATING PURPOSES THE LENGTH OF PILES IS ASSUMED TO BE 50'.
 FOR OTHER NOTES SEE "DETAILS OF ABUT." & "I."

COVENTRY
 AIRPORT BRIDGE
 DETAILS OF PIER

ESTIMATED QUANTITIES:
 CONCRETE CLASS "B" 74 CY
 REINFORCING STEEL 1770 LBS
 TIMBER PILING 1250 LF

Surveyed by HES
 Designed by HES
 Drawn by HES
 Traced by JLN
 Checked by JLN
 Series SA No. 2-1148
 Sheet 5 of 12 Sheets

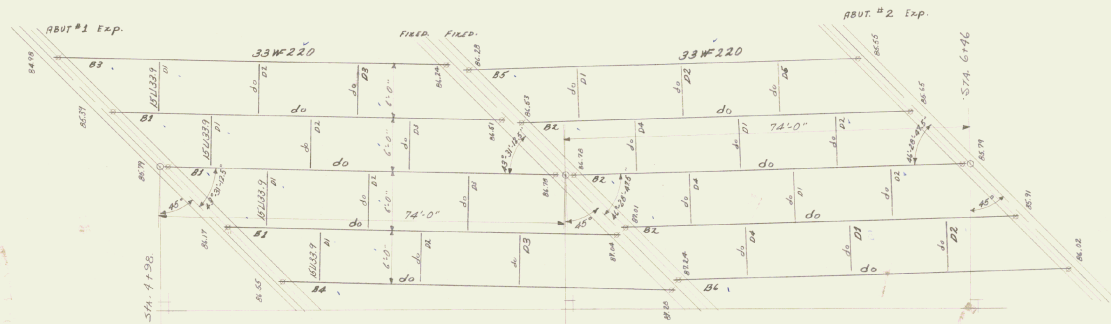
6/48

Department of Highways
BY [REDACTED] No. SA-2-1948

EARTHWORK SHEET NO.

GRAVEL SURFACE
COURSE

[illegible]



~ PLAN ~

6+46
4+98
148

COVENTRY
County St. Hwy. B1 over Black River

SA-2-1940 650315(1)

VERMONT STRUCTURAL STEEL CORPORATION BURLINGTON, VT.	
REVISIONS	BLDG. AIRPORT ROAD BRIDGE
	CONTR. COVENTRY, VERMONT
	CONTR. TOWN OF COVENTRY
	HOLES MADE BY
	RIVETS CHECKED BY
	PAINT, ALUMINUM, SPEC. DATE
JOB No. 789	SHEET No. 1



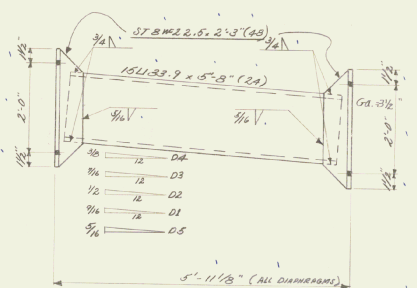
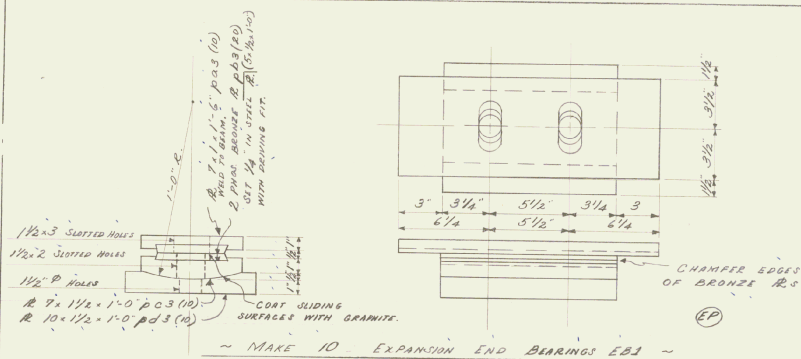
NOTE:
 EBI IS SOLD R OF EXPANSION END
 BEARING, FURNISHED BY EAST, AND
 WELDED TO STRINGERS BY B. CO.

5A-2-1948

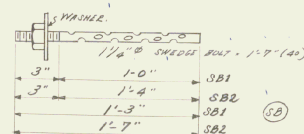
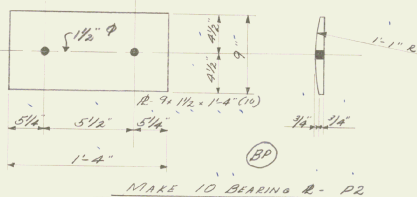
VERMONT STRUCTURAL STEEL CORPORATION
 BURLINGTON, VT.

REVISIONS	DATE	BY	REASON
1	7-7-48	P	CHANGED BY 248

BLDG. AIRPORT ROAD BRIDGE
 COUNTY VERMONT
 CONTR. Town of Goreham
 MOLES 1/16" P
 MADE BY P
 RIVETS ONE COAT RED LEAD CHECKED BY 248
 PAINT ALKALINE XT. SPEC. DATE 7-7-48
 JOB No. 747 SHEET No. 2



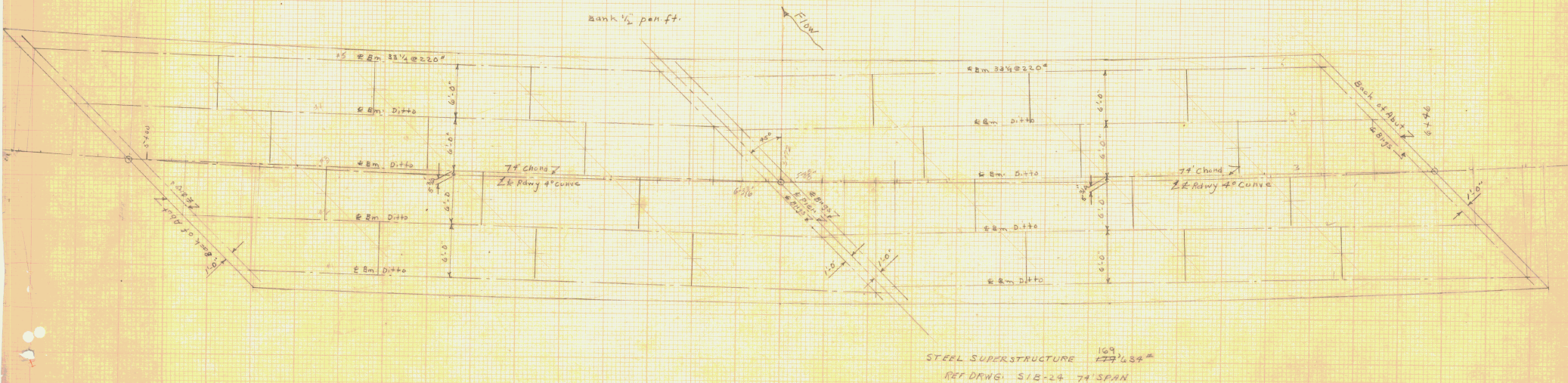
MAKE 8 DIAPHRAGMS D1
MAKE 8 DIAPHRAGMS D2
MAKE 4 DIAPHRAGMS D3
MAKE 3 DIAPHRAGMS D4
MAKE ONE DIAPHRAGM D5



MAKE 20 SWEDGE BOLTS SB1
MAKE 20 SWEDGE BOLTS SB2

SB-2-1948

VERMONT STRUCTURAL STEEL CORPORATION BURLINGTON, VT.	
REVISIONS	
BLDG.	AIRPORT ROAD BRIDGE
	CAVENTRY, VERMONT
CONTR.	TOWN OF CAVENTRY
HOLES	1/4" P MADE BY VP
RIVETS	CHECKED BY
PAINTESS	DATE 7-7-48
JOB No. 747	SHEET No. 3



COVENTRY
AIR PORT ROAD BRIDGE
SCALE 1" = 5'

Burn Bank Capacity S.d. 2-48

St. Dist. Elev.		
0+00	10	551
0+25	25	582
0+50	50	582
1+00	100	582
1+25	125	582
1+50	150	582
1+75	175	582
2+00	200	582
2+25	225	582
2+50	250	582
2+75	275	582
3+00	300	582
3+25	325	582
3+50	350	582
3+75	375	582
4+00	400	582
4+25	425	582
4+50	450	582
4+75	475	582
5+00	500	582
5+25	525	582
5+50	550	582
5+75	575	582
6+00	600	582
6+25	625	582
6+50	650	582
6+75	675	582
7+00	700	582
7+25	725	582
7+50	750	582
7+75	775	582
8+00	800	582
8+25	825	582
8+50	850	582
8+75	875	582
9+00	900	582
9+25	925	582
9+50	950	582
9+75	975	582
10+00	1000	582
10+25	1025	582
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21+50	2150	582
21+75	2175	582
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22+75	2275	582
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91+25	9125	582
91+50	9150	582
91+75	9175	582
92+00	9200	582
92+25	9225	582
92+50	9250	582
92+75	9275	582
93+00	9300	582
93+25	9325	582
93+50	9350	582
93+75	9375	

