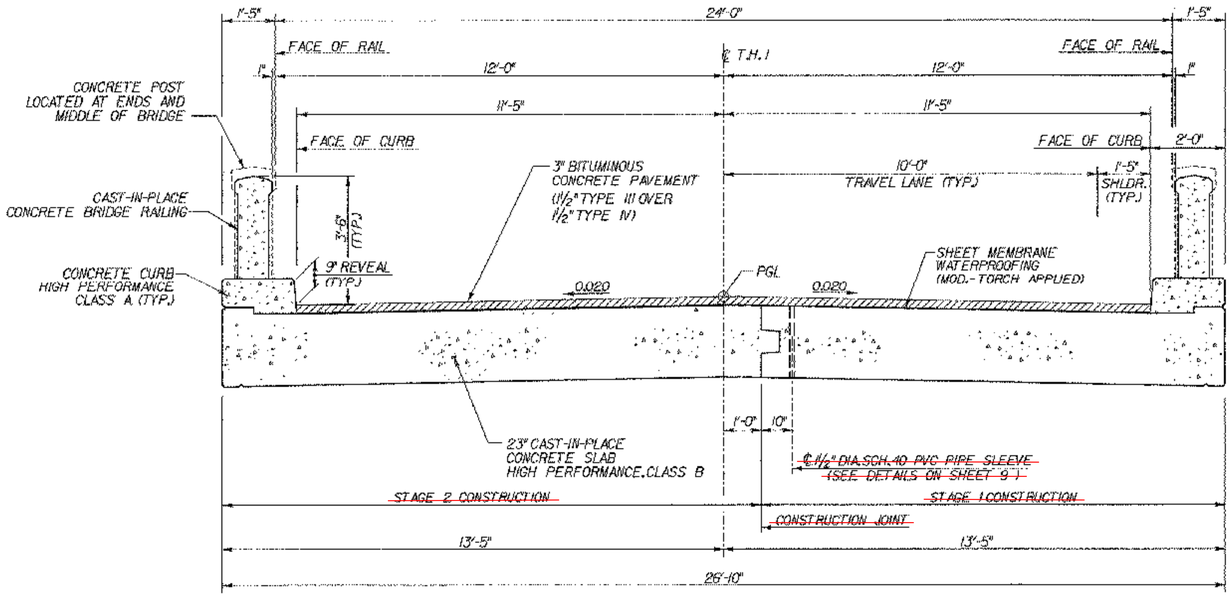
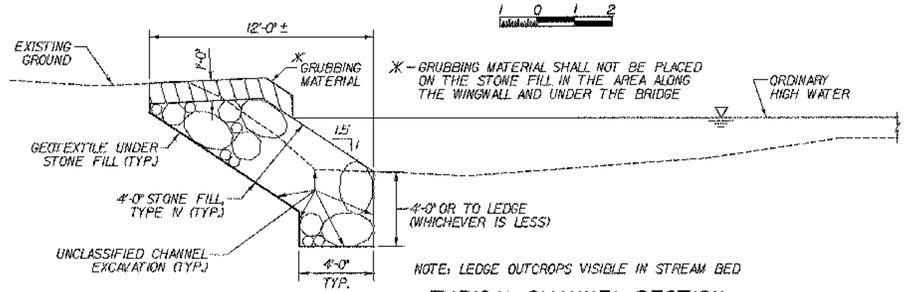


TYPICAL BRIDGE SECTION

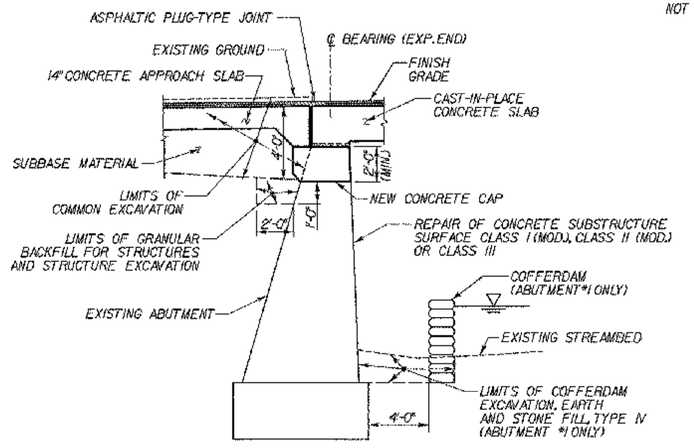
SCALE ½" = 1'-0



NOTE: LEDGE OUTCROPS VISIBLE IN STREAM BED

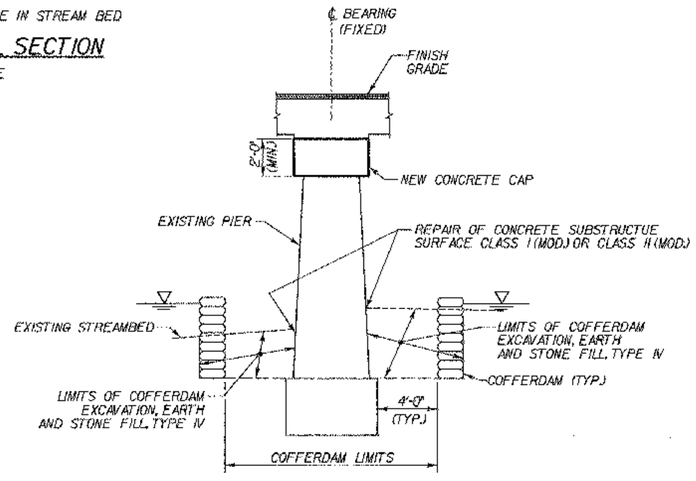
TYPICAL CHANNEL SECTION

NOT TO SCALE



ABUTMENT EARTHWORK SECTION

NOT TO SCALE



PIER EARTHWORK SECTION

NOT TO SCALE

Dufresne-Henry

FINAL HYDRAULICS REPORT

HYDROLOGIC DATA

(NO CHANGE FROM EXISTING)

DRAINAGE AREA= 50.5 square miles
CHARACTER OF TERRAIN= Mountainous, mostly forested with some flood plain relief
CHARACTER & TYPE OF STREAM= Perennial, moderate relief, sinuous
NATURE OF STREAMBED= Sand, gravel, cobble, boulders and ledge

Q2.33= 1500 cfs — Q50= 4550 cfs
Q10= 3000 cfs — Q100= 5200 cfs
Q25= 3850 cfs — Q500= 6700 cfs

DATE OF FLOOD OF RECORD= November, 1927
WATER SURFACE ELEV.= Unknown ESTIMATED DISCHARGE= Unknown
NATURAL STREAM VELOCITY @ Q25 = 9.3 fps
ICE CONDITIONS= Moderate DEBRIS= Moderate
DOES THE STREAM REACH MAXIMUM HIGHWATER ELEVATION RAPIDLY? Yes
IS ORDINARY RISE RAPID? Yes
IS STAGE AFFECTED BY UPSTREAM OR DOWNSTREAM CONDITIONS? Yes
IF YES, DESCRIBE: Confluence with Tabor Branch 70 feet downstream of Bridge #10 C
WATERSHED STORAGE 0.5% HEADWATERS ___ UNIFORM THROUGHOUT WATERSHED X IMMEDIATELY ABOVE SITE ___

EXISTING STRUCTURE

STRUCTURE TYPE: Two-span Concrete T beam bridge YEAR BUILT? 1925
CLEAR SPAN (NORMAL TO STREAM)= 64 feet
VERTICAL CLEARANCE ABOVE STREAMBED= 10.5 feet
WATERWAY OF FULL OPENING= 600 square feet
DISPOSITION OF STRUCTURE= Rehabilitate
TYPE OF MATERIAL UNDER SUBSTRUCTURE= Unknown

WATER SURFACE ELEV. @ Q2.33= 658.6 ft VELOCITY= 6.5 fps
Q10= 659.9 ft " 9.8 fps
Q25= 661.2 ft " 11.4 fps
Q50= 662.1 ft " 12.9 fps
Q100= 664.4 ft " 7.2 fps

LONG TERM STREAM BED CHANGES: Approximately 2 feet of local scour along the northern abutment
IS THE ROADWAY OVERTOPPED BELOW THE Q100? Yes FREQUENCY= 85 Year
RELIEF ELEVATION= 663.6 ft DISCHARGE OVER ROAD @ Q100= 450 cfs

UPSTREAM STRUCTURE: TOWN= Corinth DISTANCE= 2.5 miles
HIGHWAY NO.= VT 25 STRUCTURE NO.= 12
STRUCTURE TYPE= Concrete T-beam bridge
CLEAR SPAN= 38 feet CLEAR HEIGHT= 10 feet
YEAR BUILT= 1940 FULL WATERWAY= Unknown

DOWNSTREAM STRUCTURE: TOWN= Bradford DISTANCE= 2.0 miles
HIGHWAY NO.= VT 25 STRUCTURE NO.= 9
STRUCTURE TYPE= Concrete T-beam bridge
CLEAR SPAN= 113 feet CLEAR HEIGHT= 14 feet
YEAR BUILT= 1983 FULL WATERWAY= Unknown

PROPOSED STRUCTURE

STRUCTURE TYPE: N/A - Existing structure will be rehabilitated
CLEAR SPAN (NORMAL TO STREAM)=
VERTICAL CLEARANCE ABOVE STREAMBED=
WATERWAY OF FULL OPENING=

WATER SURFACE ELEV. @ Q2.33= VELOCITY=
Q10= "
Q25= "
Q50= "
Q100= "

IS THE ROADWAY OVERTOPPED BELOW THE Q100? FREQUENCY=
RELIEF ELEVATION= DISCHARGE OVER ROAD @ Q100=

AVERAGE LOW ELEVATION OF SUPERSTRUCTURE= 663.1 feet
VERTICAL CLEARANCE= @ Q25= 1.9 feet

SCOUR: 5.5 feet maximum pier and contraction scour at Q50. The presence of ledge may limit scour.
REQUIRED CHANNEL PROTECTION: Type IV, Stone Fill

PERMIT INFORMATION

AVERAGE DAILY FLOW 100 cfs
ORDINARY LOW WATER: 50 cfs DEPTH: 0.5 feet
ORDINARY HIGH WATER: 650 cfs DEPTH: 3.0 feet

DESIGN CRITERIA:
1. DESIGN LIVE LOAD AASHTO HS-25
2. DESIGN SPAN 36'+36'=72'
3. ALLOWABLE LOAD FOR SPREAD FOOTINGS ON SOIL ___ ON LEDGE N/A
4. ALLOWABLE LOAD FOR PILING N/A TYPE N/A ESTIMATED LENGTH N/A
5. STRUCTURAL STEEL AASHTO GRADE N/A
6. REINFORCING STEEL GRADE 60
7. CONCRETE, HIGH PERFORMANCE CLASS A f'_c = 4000 PSI f_c=1600 psi
   CONCRETE, HIGH PERFORMANCE CLASS B f'_c = 3500 PSI f_c=1400 psi

TRAFFIC MAINTENANCE:
1. IS TRAFFIC TO BE MAINTAINED? YES IF YES, ON EXISTING STRUCTURE YES OR ON TEMPORARY BRIDGE NO
2. TEMPORARY BRIDGE REQUIREMENTS: ONE OR TWO WAY N/A TRAFFIC CONTROL SIGNALS REQUIRED N/A
   MINIMUM CLEAR SPAN (NORMAL TO STREAM) N/A MINIMUM CLEAR HEIGHT N/A
   MINIMUM WATERWAY AREA N/A
   ARE SIDEWALKS REQUIRED? N/A IF SO, ON WHAT SIDE?
   STRUCTURE TYPE N/A

LOAD FACTOR LOAD RATING (TONS)

LOADING LEVELS (LOAD FACTOR)	TRUCK						
	H	HS	3S2	6 AXLE	3A. STR.	4A. STR.	5A. SEMI
INVENTORY A=2.17	31	47					
POSTED A=1.55	43	66	77		51	53	87
OPERATING A=1.30		78	91	98	61	64	

STRENGTH RF = $\frac{\phi M_N - 1.3\,M_{DL}}{A \times M_{LL+I}}$

TRAFFIC DATA

YEAR	ADT	DHV	% D	% T	ADTT
2003	1700	240	61	4	120
2023	2200	310	61	3	110

18 kip ESAL for flexible pavement from 2003 to 2023 = 1,163,000
18 kip ESAL for flexible pavement from 2003 to 2043 = 2,801,000
Design speed: 35

STATE OF VERMONT
AGENCY OF TRANSPORTATION

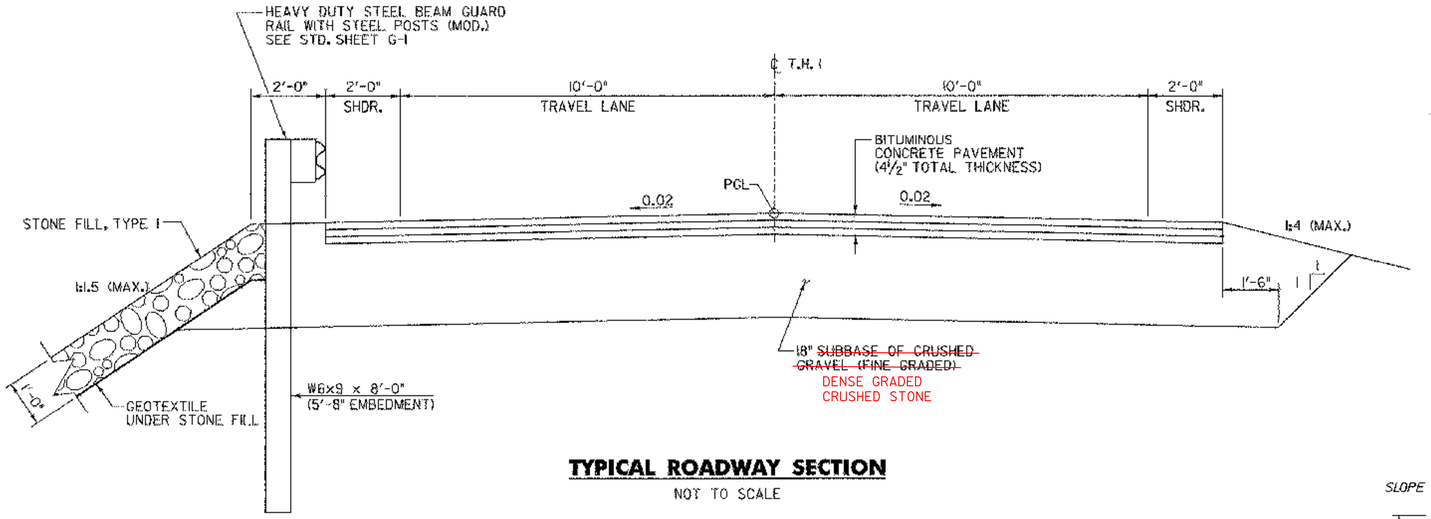
Town Of CORINTH	Bridge No. 10C
Highway No. T.H. 1	Log Sta. / Surv. Sta.

TOWN HIGHWAY NO. 1 OVER WAITS RIVER

PRELIMINARY INFORMATION SHEET

Designed By S. BURBANK	Drawn By A. THIBAULT
Checked By M. CHENETTE Date 05/03	Bridge Design Supervisor M. CHENETTE Date 05/03
PROJECT CORINTH	PROJECT NO. TH2-9352

DH CAD Drawing Name: ...\Cor-Prelf.dgn Plot Date: 05/07/2003
Bridge Sheet No. Sheet 2 of 28

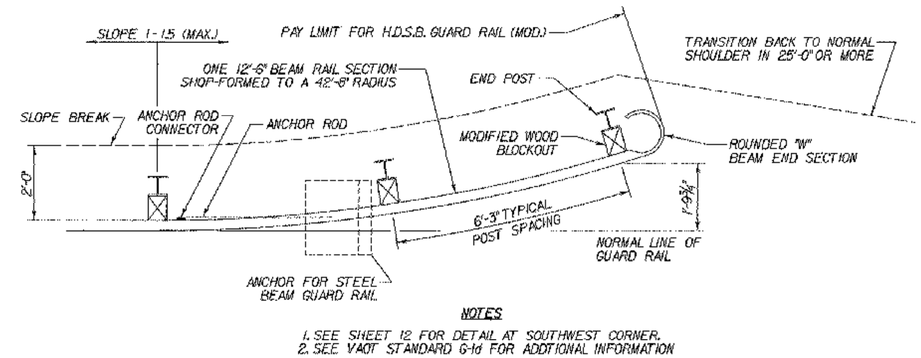


TYPICAL ROADWAY SECTION

NOT TO SCALE

BITUMINOUS CONCRETE PAVEMENT:
1½" TYPE III (1 LIFT)
1½" TYPE IV (1 LIFT)
1½" BASE COURSE, BITUMINOUS CONCRETE PAVEMENT, TYPE III (1 LIFT)
18" ~~SUBBASE OF CRUSHED GRAVEL (FINE GRADED)~~
DENSE GRADED CRUSHED STONE

MATERIAL ITEM	TOLERANCE
PAVEMENT	+/- ¼" TOTAL THICKNESS
SUBBASE	+/- 1"

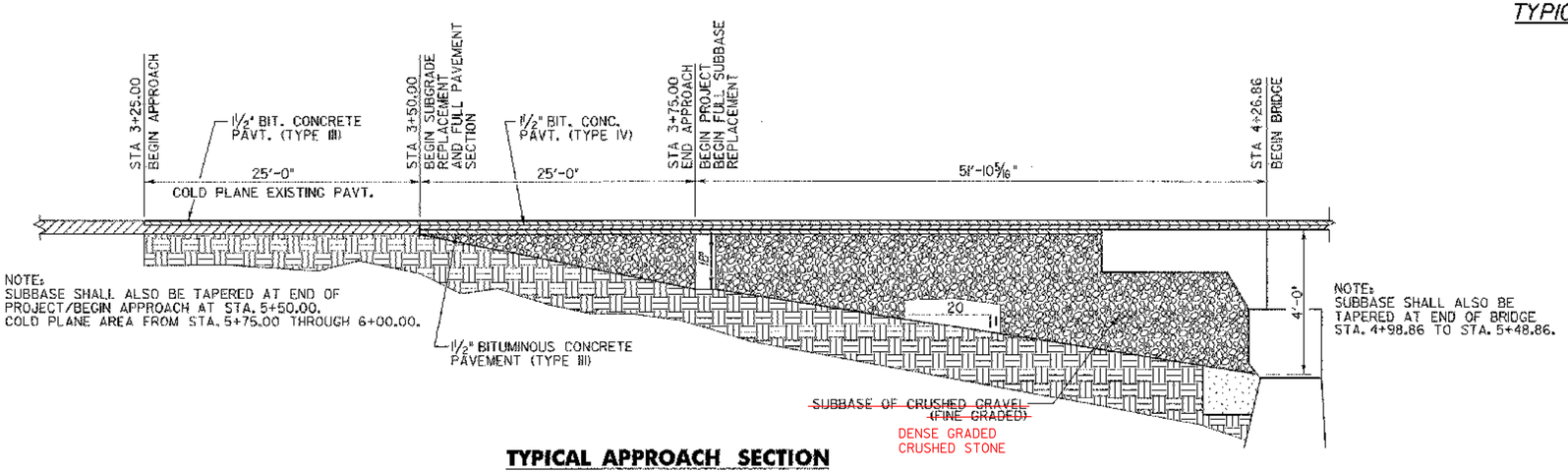


NOTES

1. SEE SHEET 12 FOR DETAIL AT SOUTHWEST CORNER.
2. SEE VAOT STANDARD G-1d FOR ADDITIONAL INFORMATION

TYPICAL APPROACH END DETAIL FOR H.D.S.B. GUARD RAIL (MOD.)

SCALE ½" = 1'-0
1 0 1 2



NOTE:
SUBBASE SHALL ALSO BE TAPERED AT END OF PROJECT/BEGIN APPROACH AT STA. 5+50.00.
COLD PLANE AREA FROM STA. 5+75.00 THROUGH 6+00.00.

NOTE:
SUBBASE SHALL ALSO BE TAPERED AT END OF BRIDGE STA. 4+98.86 TO STA. 5+48.86.

TYPICAL APPROACH SECTION

NOT TO SCALE

Dufresne-Henry

PROJECT NAME: CORINTH
PROJECT NUMBER: TH2-9352

FILE NAME: ...\Cor-rdwysect.dgn
PROJECT LEADER: MJC
DESIGNED BY: SEB
TYPICAL ROADWAY SECTIONS

PLOT DATE: 05/07/2003
DRAWN BY: SEB
CHECKED BY: MJC
SHEET 3 OF 28

STATE OF VERMONT
AGENCY OF TRANSPORTATION

QUANTITY SHEET

SUMMARY OF ESTIMATED QUANTITIES

FULL C.E. ITEMS	ROADWAY	EROSION CONTROL	CHANNEL	ABUTMENT No. 1	PIER	ABUTMENT No. 2	APPROACH SLAB No. 1	APPROACH SLAB No. 2	SLAB	BRIDGE QUANTITY	ROUND	GRAND TOTAL	FINAL	UNIT	ITEMS	ITEM NUMBER
	1											1		LS	CLEARING AND GRUBBING	201.10
	340											340		CY	COMMON EXCAVATION	203.15
			125							125		125		CY	UNCLASSIFIED CHANNEL EXCAVATION	203.27
				6		5				11		11		CY	STRUCTURE EXCAVATION	204.25
				6		5				11		11		CY	GRANULAR BACKFILL FOR STRUCTURES	204.30
				1						1		1		LS	COFFERDAM (STA. 4+27.86)	208.40
					1					1		1		LS	COFFERDAM (STA. 4+62.86)	208.40
				28	40					68		88		CY	COFFERDAM EXCAVATION, EARTH	208.30
	117											117		SY	COLD PLANING-BITUMINOUS PAVEMENT	210.10
	306											306		CY	SUBBASE OF CRUSHED GRAVEL (FINE GRADED)	301.26
	1											1		CWT	EMULSIFIED ASPHALT	404.65
	88						7	7	31	45		133		TON	MEDIUM DUTY BITUMINOUS CONCRETE PAVEMENT (PG 58-34)	406.27
									11	11		11		CY	CONCRETE, HIGH PERFORMANCE CLASS A	501.33
				14	8	12	17	17	141	209		209		CY	CONCRETE, HIGH PERFORMANCE CLASS B	501.34
	1050											~~1050~~		~~SF~~	~~TEMPORARY STEEL SHEET PILING~~	~~505.36~~
				1137	672	1045				2854		2854		LB	REINFORCING STEEL	507.15
				71	48	66				185		185		LF	DRILLING AND GROUTING DOWELS	507.16
				206	100	204	1554	1567	26093	29724		29724		LB	EPOXY COATED REINFORCING STEEL	507.17
				~~8~~	~~8~~	~~8~~	~~17~~	~~17~~	~~146~~	~~205~~		~~205~~		~~EACH~~	~~MECHANICAL BAR CONNECTOR (#5)~~	~~507.19~~
				4	4	4			14	26		26		GAL	WATER REPELLENT	514.10
									48	48		48		LF	BRIDGE EXPANSION JOINT (ASPHALTIC PLUG TYPE)	516.10
							43	43	183	269		269		SY	SHEET MEMBRANE WATERPROOFING (MOD. TORCH APPLIED)	519.20
									144	144		144		LF	CAST-IN-PLACE CONCRETE BRIDGE RAIL	525.50
	1											1		LS	MAINTENANCE OF TRAFFIC FOR BRIDGE PROJECTS	527.10
									160	160		160		SY	REMOVAL OF BRIDGE PAVEMENT	529.10
									1	1		1		EACH	PARTIAL REMOVAL OF STRUCTURE	529.20
				10	12	10				32		32		CY	REMOVAL OF CONCRETE OR MASONRY	529.25
				4	4	2				10		10		SY	REPAIR OF CONCRETE SUBSTRUCTURE SURFACE CLASS I (MOD.)	580.13
				5	5					10		10		SY	REPAIR OF CONCRETE SUBSTRUCTURE SURFACE CLASS II (MOD.)	580.14
				2						2		2		CY	REPAIR OF CONCRETE SUBSTRUCTURE SURFACE CLASS III	580.15
	42	1										43		CY	STONE FILL, TYPE I	613.10
			202	8	22					232		232		CY	STONE FILL, TYPE IV	613.13
	260											260	280	LF	SNOW FENCE	620.70
	226											226		LF	HEAVY DUTY STEEL BEAM GUARD RAIL (MOD.)	621.21
	4											4		EACH	TERMINAL CONNECTOR FOR STEEL BEAM GUARD RAIL	621.53
	3											3		EACH	ANCHOR FOR STEEL BEAM RAIL	621.60
	5											5	6	EACH	REMOVAL AND DISPOSAL OF GUIDE POSTS	621.81
	50											50		LF	TEMPORARY TRAFFIC BARRIER (CONCRETE BARRIER)	621.90
	416											~~416~~		~~LF~~	~~TEMPORARY TRAFFIC BARRIER (HDSB GUARD RAIL) (MOD.)~~	~~621.90~~
	400											400		HR	FLAGGERS	630.15

TOTALS

DESCRIPTIONS

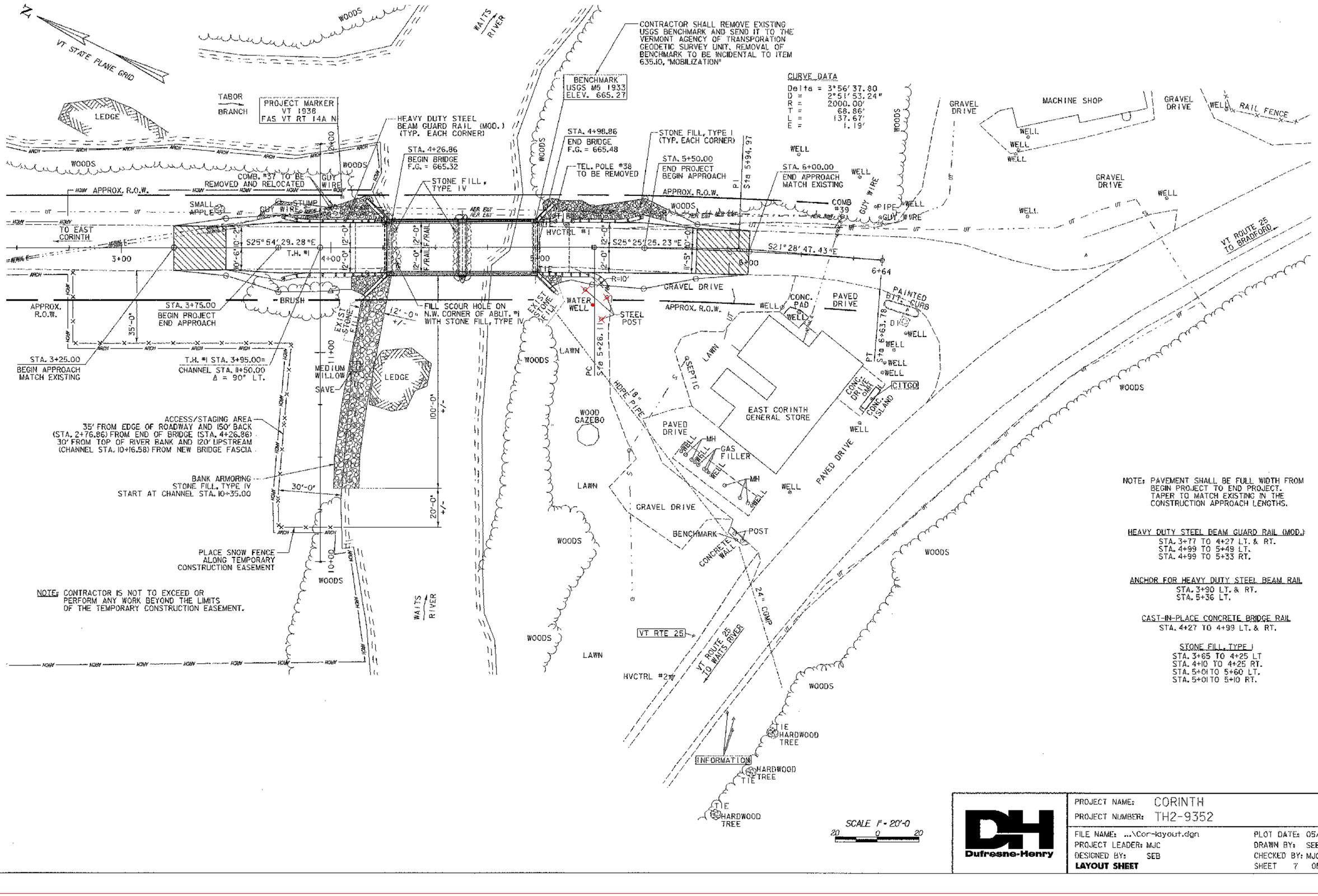
DETAILED SUMMARY OF QUANTITIES

QUANTITIES	UNIT	ITEMS

PROJECT NAME: CORINTH
PROJECT NUMBER: TH2-9352

FILE NAME: Cor-quant.xls
PROJECT LEADER: MJC
DESIGNED BY: SEB
QUANTITY SHEET #1

PLOT DATE: 5/7/2003
DRAWN BY: AET
CHECKED BY: MJC
SHEET 4 OF 28



NOTE: PAVEMENT SHALL BE FULL WIDTH FROM BEGIN PROJECT TO END PROJECT. TAPER TO MATCH EXISTING IN THE CONSTRUCTION APPROACH LENGTHS.

HEAVY DUTY STEEL BEAM GUARD RAIL (MOD.)
STA. 3+77 TO 4+27 LT. & RT.
STA. 4+99 TO 5+49 LT.
STA. 4+99 TO 5+33 RT.

ANCHOR FOR HEAVY DUTY STEEL BEAM RAIL
STA. 3+90 LT. & RT.
STA. 5+36 LT.

CAST-IN-PLACE CONCRETE BRIDGE RAIL
STA. 4+27 TO 4+99 LT. & RT.

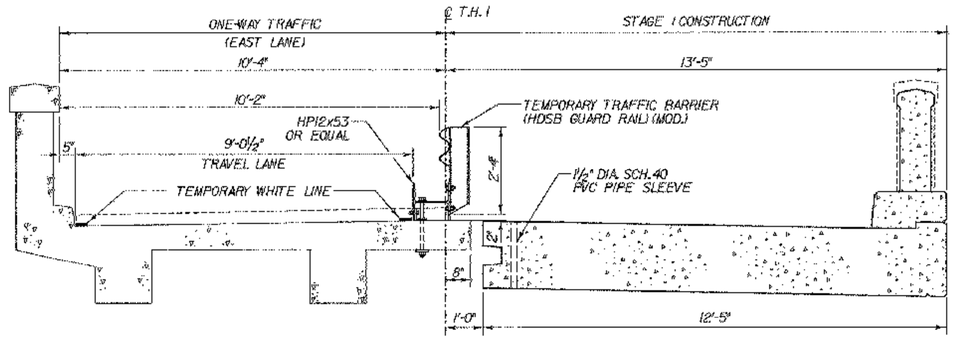
STONE FILL, TYPE I
STA. 3+65 TO 4+25 LT
STA. 4+10 TO 4+25 RT.
STA. 5+01 TO 5+60 LT.
STA. 5+01 TO 5+10 RT.

Dufresne-Henry

PROJECT NAME: CORINTH
PROJECT NUMBER: TH2-9352

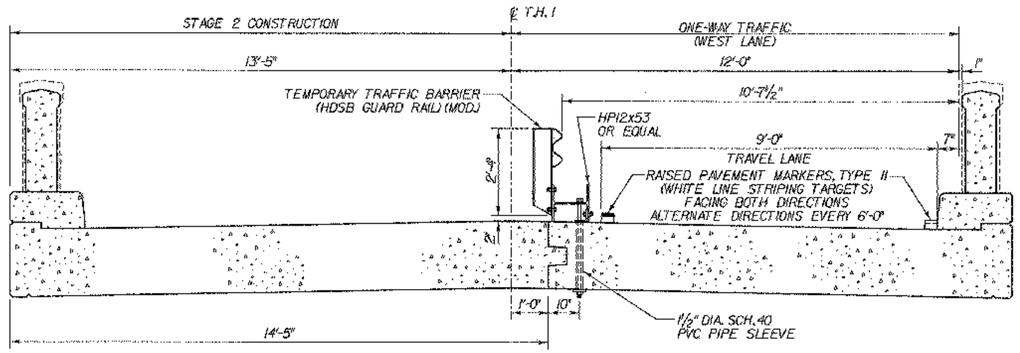
FILE NAME: ...\Cor-layout.dgn
PROJECT LEADER: MJC
DESIGNED BY: SEB
LAYOUT SHEET

PLOT DATE: 05/07/2003
DRAWN BY: SEB
CHECKED BY: MJC
SHEET 7 OF 28



STAGE 1 CONSTRUCTION

SCALE ½" = 1'-0



STAGE 2 CONSTRUCTION

SCALE ½" = 1'-0

VOID

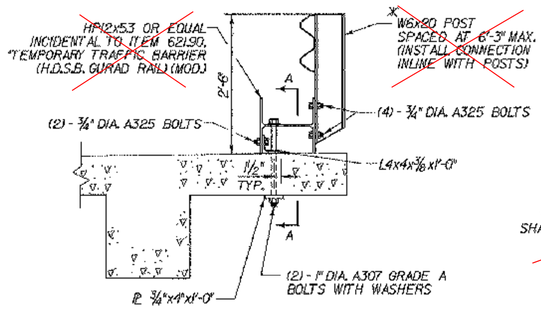
STAGE CONSTRUCTION NOT USED
A TEMPORARY BRIDGE (ONE-WAY) WAS USED

- REMOVE ALL BRIDGE PAVEMENT USING FLAGGERS.
- ANY PATCHING OF THE BARE CONCRETE DECK AFTER REMOVAL OF THE PAVEMENT SHALL BE INCIDENTAL TO ITEM 527.10, "MAINTENANCE OF TRAFFIC FOR BRIDGE PROJECTS."
- SET UP TEMPORARY ONE-WAY TRAFFIC SIGNAGE AND PAVEMENT MARKINGS.
- ERECT TEMPORARY TRAFFIC BARRIER ON BRIDGE AND APPROACHES.
- MAINTAIN ONE-WAY (NORTH-SOUTH) TRAFFIC IN EAST LANE.
- REMOVE PORTION OF EXISTING BRIDGE AS SHOWN ABOVE.
- REHABILITATE WESTERN PORTION OF; ABUTMENT ONE, THE PIER, AND ABUTMENT TWO.
- CONSTRUCT WESTERN PORTION OF CONCRETE BRIDGE.
- CONSTRUCT APPROACH WORK IN WESTERN PORTION OF ROADWAY FROM END OF BRIDGE TO END OF TEMPORARY SHEET PILING. INCLUDING INSTALLATION OF GUARD RAIL.

- TRANSFER THE TEMPORARY BARRIER RAIL TO THE NEW SLAB PLACED IN STAGE 1
- MAINTAIN ONE-WAY (NORTH-SOUTH) TRAFFIC IN WEST LANE.
- REMOVE REMAINING PORTION OF EXISTING BRIDGE.
- REHABILITATE EASTERN PORTION OF; ABUTMENT ONE, THE PIER, AND ABUTMENT TWO.
- CONSTRUCT EASTERN PORTION OF CONCRETE BRIDGE.
- CONSTRUCT APPROACH WORK IN EASTERN PORTION OF ROADWAY FROM END OF BRIDGE TO END OF TEMPORARY SHEET PILING. INCLUDING INSTALLATION OF GUARD RAIL.
- REMOVE TEMPORARY TRAFFIC BARRIER AND COVER SIGNAGE FOR ONE-WAY TRAFFIC.
- FINISH APPROACH WORK ON THE NORTH AND SOUTH SIDES OF THE BRIDGE AND THE EASTERN AND WESTERN SIDES OF THE ROADWAY USING FLAGGERS AND/OR TEMPORARY ONE-WAY TRAFFIC WITH CHANNELING DEVICES. SEE VAOT STANDARD E-108.

- UPON REMOVAL OF THE TEMPORARY TRAFFIC BARRIER THE BRIDGE IS TO REMAIN OPEN TO TWO-WAY TRAFFIC DURING NON-CONSTRUCTION HOURS.
- PAVE ALL APPROACHES WITH 1½" OF TYPE III BITUMINOUS CONCRETE.
- PLACE SHEET MEMBRANE WATERPROOFING ON THE BRIDGE AND PAVE THE APPROACHES AND BRIDGE WITH 1½" OF TYPE IV BITUMINOUS CONCRETE.
- PAVE APPROACHES AND BRIDGE WITH 1½" OF TYPE III BITUMINOUS PAVEMENT.
- REMOVE TEMPORARY ONE-WAY TRAFFIC SIGNAGE.
- INSTALL FINAL PAVEMENT MARKINGS.

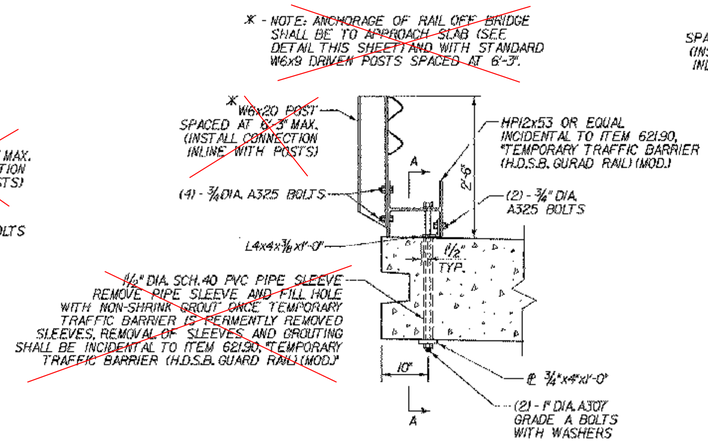
* - NOTE: ANCHORAGE OF RAIL OFF BRIDGE SHALL BE TO TEMPORARY STEEL SHEET PILING AT A 6'-3" SPACING AND WITH STANDARD W6x9 DRIVEN POSTS SPACED AT 6'-3"



TEMPORARY TRAFFIC BARRIER (HDSB GUARD RAIL) (MOD.) FOR STAGE 1 CONSTRUCTION

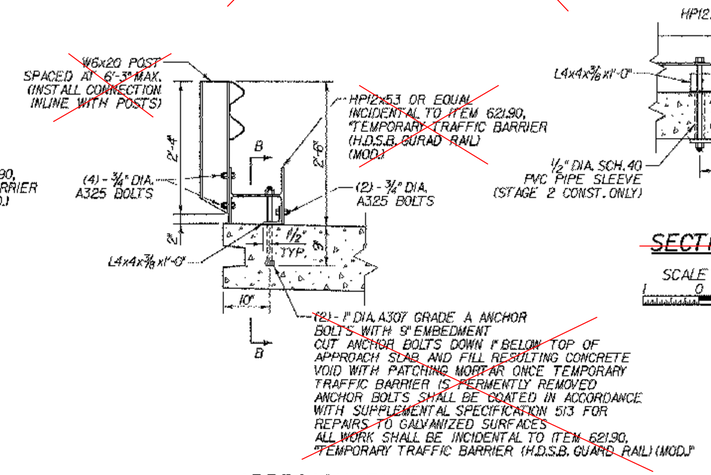
SCALE ¾" = 1'-0

* - NOTE: ANCHORAGE OF RAIL OFF BRIDGE SHALL BE TO APPROACH SLAB (SEE DETAIL THIS SHEET) AND WITH STANDARD W6x9 DRIVEN POSTS SPACED AT 6'-3".



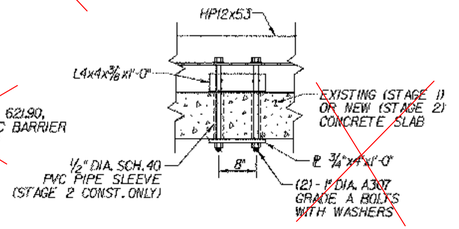
TEMPORARY TRAFFIC BARRIER (HDSB GUARD RAIL) (MOD.) FOR STAGE 2 CONSTRUCTION

SCALE ¾" = 1'-0



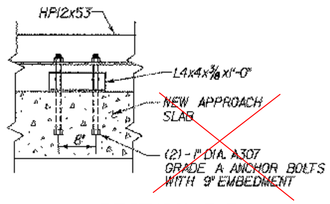
APPROACH SLAB TEMPORARY TRAFFIC BARRIER (HDSB GUARD RAIL) (MOD.) FOR STAGE 2 CONSTRUCTION

SCALE ¾" = 1'-0



SECTION A-A

SCALE ¾" = 1'-0



SECTION B-B

SCALE ¾" = 1'-0

STATE OF VERMONT
AGENCY OF TRANSPORTATION

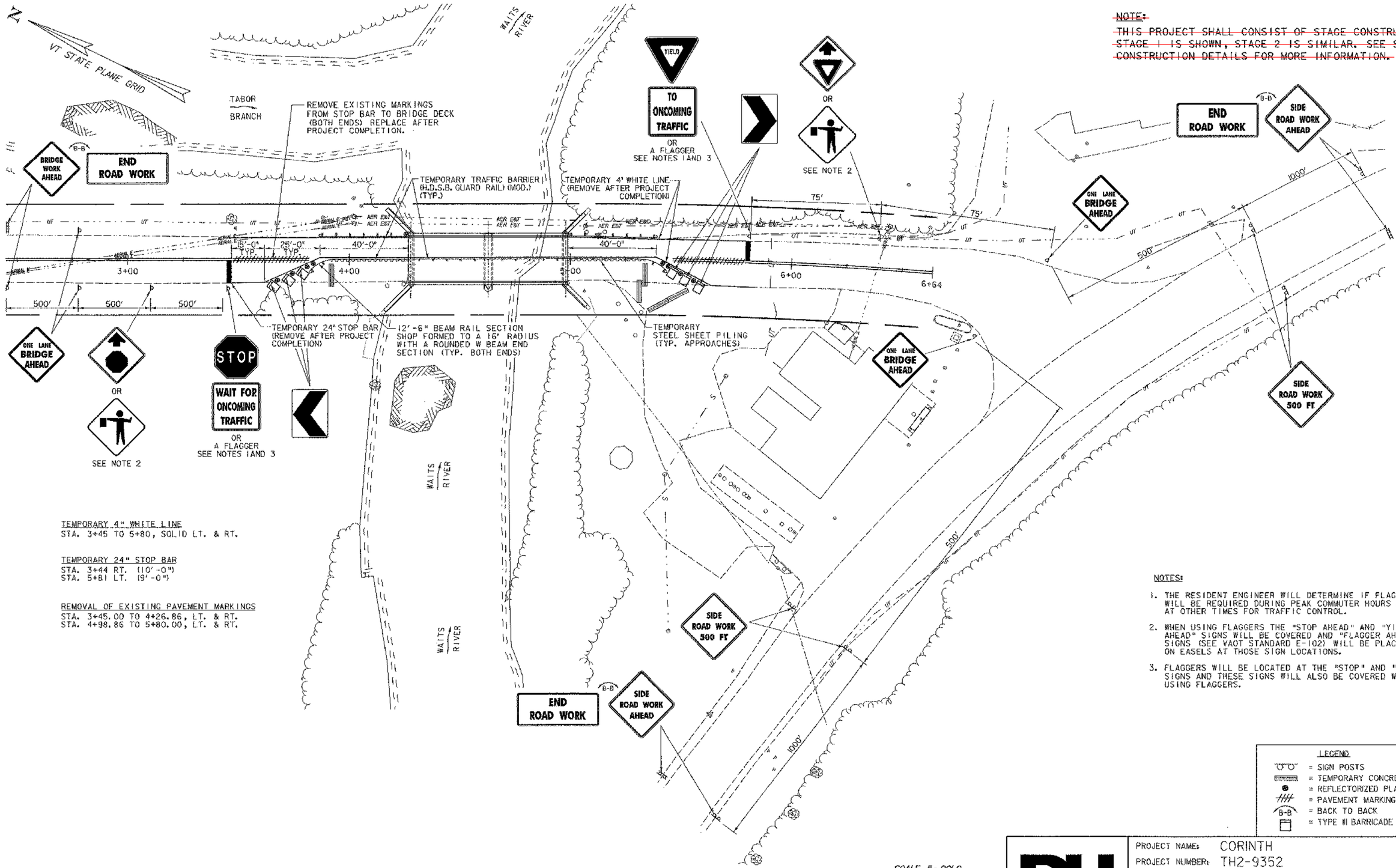
Town Of CORINTH	Bridge No. 100
Highway No. T.H. 1	Log Sta.
	Surv. Sta.

TOWN HIGHWAY NO. 1 OVER WAITS RIVER

STAGE CONSTRUCTION DETAILS

Designed By S. BURBANK	Drawn By A. THIBAULT
Checked By M. CHENETTE Date 05/03	Bridge Design Supervisor M. CHENETTE Date 05/03
PROJECT CORINTH	PROJECT NO. TH2-9352
DH CAD Filename: ...\Cor-stagedet.dgn	Plot Date: 05/07/2003
Bridge Sheet No.	Sheet 9 of 28

Dufresne-Henry



TEMPORARY 4" WHITE LINE
STA. 3+45 TO 5+80, SOLID LT. & RT.

TEMPORARY 24" STOP BAR
STA. 3+44 RT. (10'-0")
STA. 5+81 LT. (9'-0")

REMOVAL OF EXISTING PAVEMENT MARKINGS
STA. 3+45.00 TO 4+26.86, LT. & RT.
STA. 4+98.86 TO 5+80.00, LT. & RT.

~~NOTE:~~

~~THIS PROJECT SHALL CONSIST OF STAGE CONSTRUCTION. STAGE 1 IS SHOWN, STAGE 2 IS SIMILAR. SEE STAGE CONSTRUCTION DETAILS FOR MORE INFORMATION.~~

NOTES:

1. THE RESIDENT ENGINEER WILL DETERMINE IF FLAGGERS WILL BE REQUIRED DURING PEAK COMMUTER HOURS AND AT OTHER TIMES FOR TRAFFIC CONTROL.
2. WHEN USING FLAGGERS THE "STOP AHEAD" AND "YIELD AHEAD" SIGNS WILL BE COVERED AND "FLAGGER AHEAD" SIGNS (SEE VAOT STANDARD E-102) WILL BE PLACED ON EASELS AT THOSE SIGN LOCATIONS.
3. FLAGGERS WILL BE LOCATED AT THE "STOP" AND "YIELD" SIGNS AND THESE SIGNS WILL ALSO BE COVERED WHEN USING FLAGGERS.

LEGEND

- = SIGN POSTS
- = TEMPORARY CONCRETE BARRIER
- = REFLECTORIZED PLASTIC DRUM
- = PAVEMENT MARKING REMOVAL
- B-B = BACK TO BACK
- = TYPE III BARRICADE (MOD.)

SCALE 1" = 20'-0

20 0 20

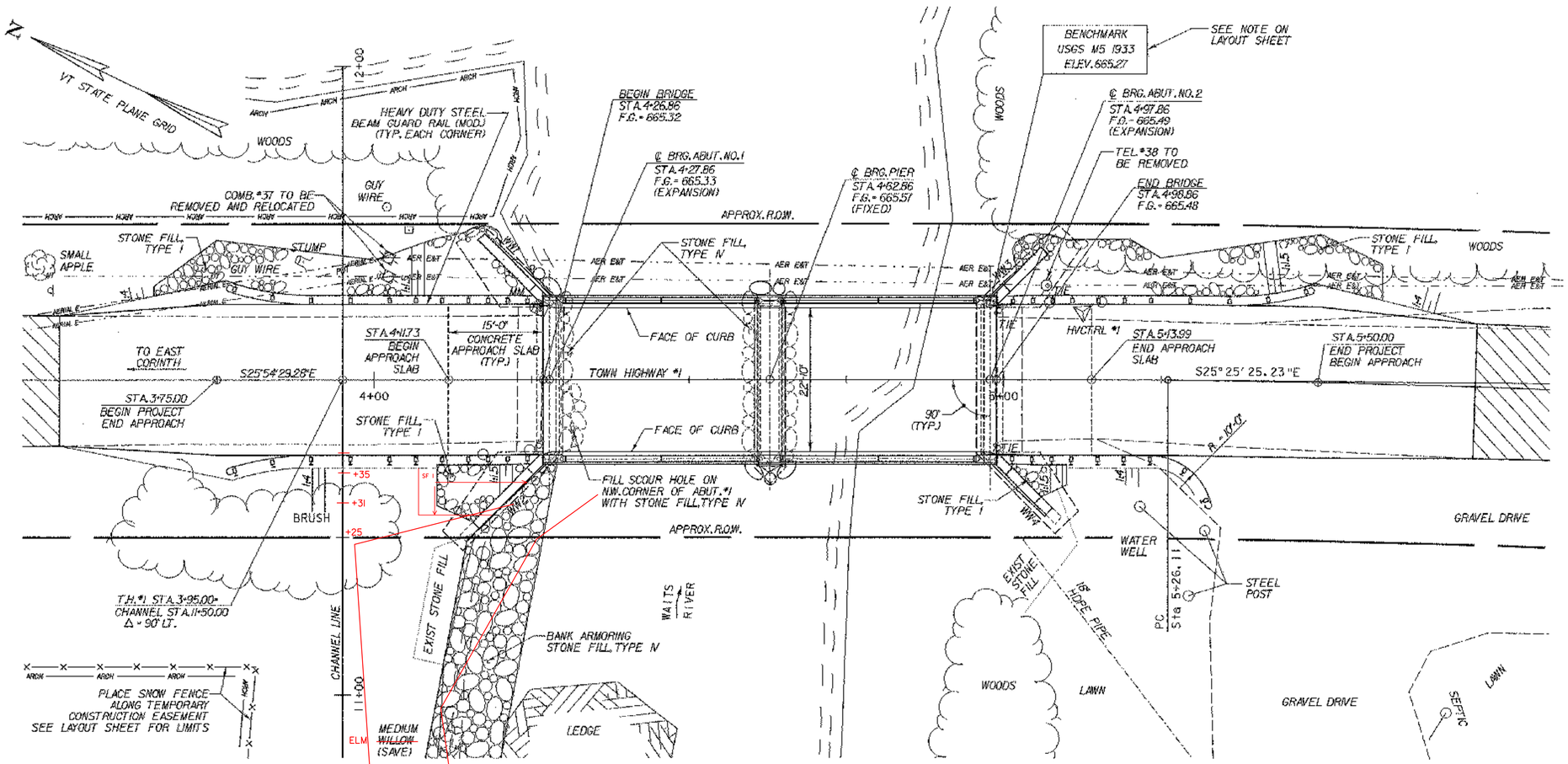
Dufresne-Henry

PROJECT NAME: CORINTH
PROJECT NUMBER: TH2-9352

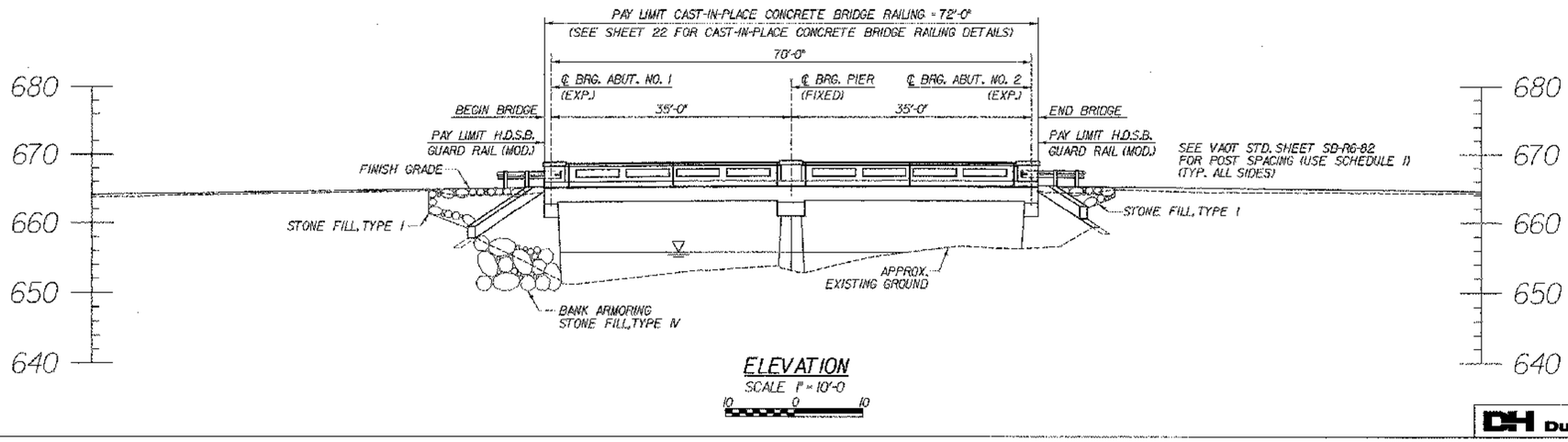
FILE NAME: ...\Cor-stagepln.dgn
PROJECT LEADER: MJC
DESIGNED BY: SEB
PLOT DATE: 05/07/2003
DRAWN BY: AET
CHECKED BY: MJC

TRAFFIC STAGING PLAN

SHEET 10 OF 28



PLAN
SCALE 1" = 10'-0



ELEVATION
SCALE 1" = 10'-0

STATE OF VERMONT
AGENCY OF TRANSPORTATION

Town Of CORINTH	Bridge No. 10C
Highway No. T.H. 1	Log Sta. / Surv. Std.

TOWN HIGHWAY NO. 1 OVER WAITS RIVER

PLAN & ELEVATION

Designed By S. BURBANK	Drawn By A. THIBAULT
Checked By M. CHENETTE Date 05/03	Bridge Design Supervisor M. CHENETTE Date 05/03
PROJECT CORINTH	PROJECT NO. TH2-9352
DH CAD Filename: ...\Cor-plan.dgn	Plot Date: 05/07/2003
Bridge Sheet No.	Sheet 12 of 28

Dufresne-Henry

PROJECT NOTES

GENERAL

1. ALL MATERIALS AND CONSTRUCTION SHALL CONFORM TO STATE OF VERMONT, AGENCY OF TRANSPORTATION, 2001 STANDARD SPECIFICATIONS FOR HIGHWAY AND BRIDGE CONSTRUCTION, AND ITS LATEST REVISIONS, AND THE AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES, DATED 1996, AND ITS LATEST REVISIONS.

2. ALL WORK ON THIS PROJECT SHALL BE PERFORMED WITHIN THE EXISTING RIGHT-OF-WAY LIMITS. NO ADDITIONAL R.O.W. RIGHTS ARE ANTICIPATED FOR THIS PROJECT, EXCEPT AS SHOWN ON THE LAYOUT SHEET.

3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL TEMPORARY PROJECT SIGNING, AND TYPE III BARRICADES. THE COSTS WILL BE INCIDENTAL TO THE ITEM 527.10, "MAINTENANCE OF TRAFFIC FOR BRIDGE PROJECTS".

4. DURING CONSTRUCTION, ONE-WAY TRAFFIC SHALL BE MAINTAINED ON THE EXISTING BRIDGE. ACCESS TO ALL EXISTING SIDE ROADS, DRIVES, AND PARKING AREAS SHALL BE MAINTAINED AT ALL TIMES DURING CONSTRUCTION. SEE TRAFFIC STAGING PLAN.

5. THE CONTRACTOR SHALL VERIFY EXISTING CONDITIONS, CONSTRUCTION DIMENSIONS AND ELEVATIONS. ANY DISCREPANCIES SHALL BE BROUGHT IMMEDIATELY TO THE ATTENTION OF THE ENGINEER.

6. ALL DIMENSIONS SHOWN IN THE PLANS ARE HORIZONTAL OR VERTICAL AT 68 DEGREES FAHRENHEIT.

EARTHWORK AND RELATED ITEMS

7. ~~THE ITEM 505.36 "TEMPORARY STEEL SHEET PILING" SHALL BE USED TO RETAIN THE ROADWAY DURING REHABILITATION OF THE EXISTING ABUTMENTS~~ AND CONSTRUCTION OF THE APPROACH SLAB. THE QUANTITY FOR EACH ABUTMENT SHALL BE PAID ONCE. NO TEMPORARY SHEET PILING WILL BE INSTALLED UNTIL THE DESIGN HAS BEEN SUBMITTED AND REVIEWED PER 505.03(d) OF THE STANDARD SPECIFICATIONS. THE TEMPORARY SHEET PILES SHALL BE LOCATED SUCH THAT THE TRAFFIC CAN BE MAINTAINED ON EACH SIDE AND THE TEMPORARY TRAFFIC BARRIER BE FASTENED TO THE TEMPORARY SHEET PILING DURING STAGE ONE CONSTRUCTION. ONLY THE PORTION OF THE SHEET PILES REQUIRED TO PROTECT THE EXCAVATION FROM ADJACENT TRAFFIC WILL BE PAID. EXTRA SHEET PILES FOR THE CONTRACTORS CONVENIENCE SHALL BE AT THEIR EXPENSE.

8. THE FOLLOWING SHALL BE PAID FOR UNDER ITEM 529.20, "PARTIAL REMOVAL OF STRUCTURE": REMOVAL AND DISPOSAL OF THE EXISTING BRIDGE DECK, CURBS, CONCRETE BRIDGE RAILS, CONCRETE T-BEAMS AND BACK WALLS. REMOVAL AND DISPOSAL OF THE BRIDGE PAVEMENT SHALL BE PAID FOR UNDER ITEM 529.10, "REMOVAL OF BRIDGE PAVEMENT". REMOVAL AND DISPOSAL OF EXISTING ABUTMENT AND PIER CONCRETE SHALL BE PAID FOR UNDER ITEM 529.25, REMOVAL OF CONCRETE OR MASONRY". ALL SALVAGEABLE MATERIALS SHALL BECOME THE PROPERTY OF THE CONTRACTOR.

9. FOR QUANTITY ESTIMATING PURPOSES, THE LIMITS OF THE COFFERDAMS HAVE BEEN ASSUMED TO BE FOUR (4) FEET OUTSIDE THE PERIMETER OF THE EXISTING FOOTINGS FOR THE ABUTMENT AND PIER. THE ACUTUAL LIMITS OF THE COFFERDAM ARE TO BE DETERMINED BY THE CONTRACTOR.

10. THE STONE FILL TYPE IV SHALL BE PLACED IN FRONT OF ABUTMENT NO.1 AND AROUND THE PIER BEFORE THE SLAB IS POURED FOR EACH STAGE OF CONSTRUCTION.

11. BACKFILLING BEHIND ABUTMENTS SHALL NOT BEGIN UNTIL THE ABUTMENT AND SLAB CONSTRUCTION IS COMPLETE. BACKFILL BEHIND ABUTMENTS SHALL BE PLACED AND COMPACTED ACCORDING TO SUBSECTION 204.12 OF THE STANDARD SPECIFICATIONS.

CONCRETE AND REINFORCING STEEL

12. CONCRETE FOR CURBS SHALL BE HIGH PERFORMANCE CLASS A AND WILL BE PAID FOR UNDER ITEM 501.33, "CONCRETE, HIGH PERFORMANCE CLASS A". BRIDGE RAIL CONCRETE SHALL BE HIGH PERFORMANCE CLASS A AND WILL BE PAID FOR UNDER ITEM 525.50, "CAST-IN-PLACE CONCRETE BRIDGE RAIL". ALL OTHER CONCRETE SHALL BE HIGH PERFORMANCE CLASS B AND WILL BE PAID FOR UNDER ITEM 501.34, "CONCRETE, HIGH PERFORMANCE CLASS B" UNLESS OTHERWISE NOTED.

13. THE DECK IS TO BE PLACED IN ONE CONTINUOUS POUR WITH A MAXIMUM DURATION OF EIGHT (8) HOURS. IF CIRCUMSTANCES BEYOND THE CONTRACTORS CONTROL PREVENT THIS FROM BEING ACCOMPLISHED, A CONSTRUCTION JOINT SHALL BE USED AS SHOWN ON THE PLANS. A NINETY-SIX (96) HOUR DELAY BETWEEN THE COMPLETION OF ONE DAY'S POUR AND THE BEGINNING OF ANY OTHER POUR SHALL BE OBSERVED.

14. WATER REPELLENT SHALL BE APPLIED TO ALL EXPOSED CONCRETE SURFACES (NEW AND EXISTING) EXCEPT THE UNDERSIDE OF DECK BETWEEN DRIP BEADS.

15. ALL EXPOSED EDGES OF CONCRETE SHALL BE CHAMFERED 1".

16. JOINTS AND SCORE MARKS IN CONCRETE SHALL BE CONSTRUCTED AS INDICATED ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

17. ALL SUPERSTRUCTURE REINFORCING STEEL SHALL BE EPOXY COATED AND PAID FOR UNDER ITEM 507.17, "EPOXY COATED REINFORCING STEEL". ALL CONCRETE BRIDGE RAIL REINFORCING, INCLUDING THE BARS EMBEDDED IN THE SUPER-STRUCTURE, SHALL BE EPOXY COATED AND SHALL BE PAID FOR AS PART OF ITEM 525.50, "CAST-IN-PLACE CONCRETE BRIDGE RAIL". WHEN EPOXY COATED REINFORCING STEEL IS TO BE CUT, THE UNCOATED ENDS SHALL BE REPAIRED WITH MATERIALS AND PROCEDURES APPROVED BY THE COATING MANUFACTURER. FLAME CUTTING OF EPOXY COATED REINFORCING STEEL WILL NOT BE PERMITTED.

18. ALL SUBSTRUCTURE REINFORCING STEEL SHALL BE PAID FOR UNDER ITEM 507.15, "REINFORCING STEEL".

19. ALL REINFORCING STEEL SHALL BE DETAILED AND FABRICATED USING PROCEDURES AND TOLERANCES IN ACCORDANCE WITH AND APPLICABLE PUBLICATIONS OF THE "CONCRETE REINFORCING STEEL INSTITUTE."

20. MINIMUM COVER FOR REINFORCING STEEL IN THE SUBSTRUCTURES SHALL BE TWO (2) INCHES ALONG WALL FACES AGAINST EARTH, AND THREE (3) INCHES ELSEWHERE UNLESS DETAILED OTHERWISE.

21. REINFORCING PLACEMENT TOLERANCES SHALL BE:
SPACING +/- 1"
CLEARANCE +/- 1/4"

22. NO TRAFFIC SHALL BE ALLOWED ON THE NEW DECK UNTIL THE CURE PERIOD IS UP AND THE 28-DAY DESIGN STRENGTH IS ATTAINED, AS EVIDENCED BY TEST CYLINDERS CURED UNDER FIELD CONDITIONS.

EROSION CONTROL

23. APPROPRIATE EROSION CONTROL MEASURES SHALL BE UTILIZED THROUGHOUT THE DURATION OF THE CONSTRUCTION AS INDICATED ON THE PLANS AND AS DIRECTED BY THE ENGINEER.

STATE OF VERMONT
AGENCY OF TRANSPORTATION

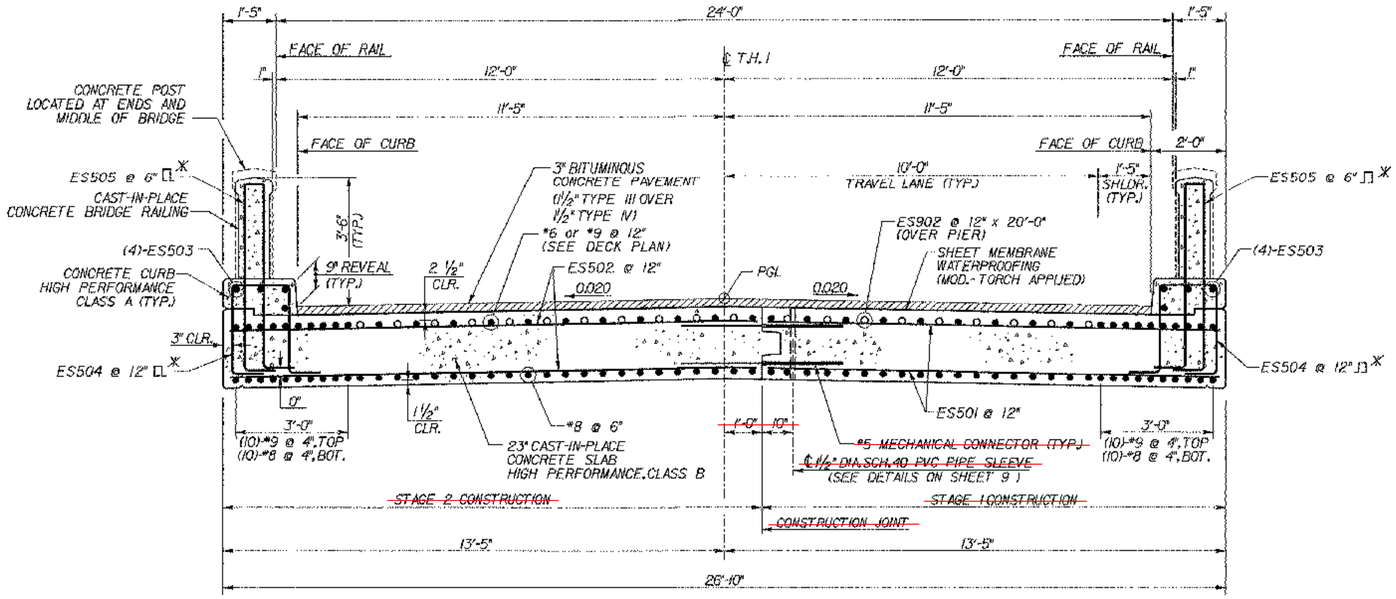
Town Of CORINTH	Bridge No. 10C
Highway No. T.H. 1	Log Sta.
	Surv. Sta.

TOWN HIGHWAY NO. 1 OVER WAITS RIVER

PROJECT NOTES

Designed By S. BURBANK	Drawn By S. BURBANK
Checked By M. CHENETTE Date 05/03	Bridge Design Supervisor M. CHENETTE Date 05/03
PROJECT CORINTH	PROJECT NO. TH2-9352
DH CAD Filename: ...\Cor-notes.dgn	Plot Date: 05/07/2003
Bridge Sheet No.	Sheet 14 of 28

DH Dufresne-Henry



TYPICAL BRIDGE SECTION

SCALE ½" = 1'-0

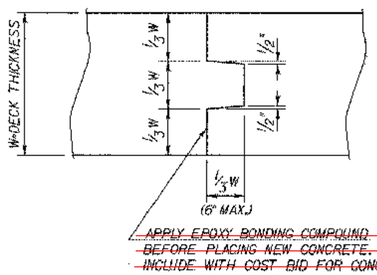
0 1 2

* ADJUST SPACING AS NECESSARY TO PROVIDE A MINIMUM OF 2" CLEARANCE FROM THE FACE OF THE CONSTRUCTION JOINTS IN THE CURB AND RAIL.

BOTTOM OF SLAB ELEVATIONS (ft.)

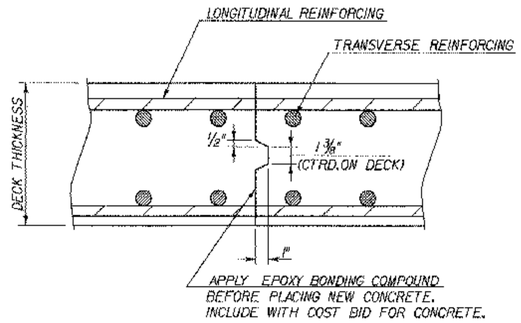
	SPAN								
LOCATION (SEE NOTE 1)	1.25'	8.75'	17.5'	26.25'	32.75'	37.25'	43.75'	52.5'	61.25'	68.25'
13.42 13'-5" LT.	662.91	662.99	663.06	663.11	663.13	663.14	663.14	663.13	663.10	663.06
~~1'-0" RT. (AT CONST. JT.)~~ AT ℄	663.18 ~~663.16~~	663.26 ~~663.24~~	663.32 ~~663.30~~	663.37 ~~663.35~~	663.40 ~~663.38~~	663.41 ~~663.39~~	663.41 ~~663.39~~	663.40 ~~663.38~~	663.37 ~~663.35~~	663.33 ~~663.31~~
13'-5" RT.	662.91	662.99	663.06	663.11	663.13	663.14	663.14	663.13	663.10	663.06

NOTES:
1. LOCATIONS INDICATED ARE THE DISTANCE FROM THE ℄ OF BEARING AT ABUTMENT #1. THE DISTANCE TO THE ℄ OF BEARING AT THE PIER IS 35.00' AND THE DISTANCE TO THE ℄ OF BEARING AT ABUTMENT #2 IS 70.00'.
2. BOTTOM OF SLAB ELEVATIONS ARE PRIOR TO PLACEMENT OF THE SLAB AND THE FORMS SHOULD BE SET TO MATCH THESE ELEVATIONS.



~~APPLY EPOXY BONDING COMPOUND BEFORE PLACING NEW CONCRETE. INCLUDE WITH COST BID FOR CONCRETE.~~

~~LONGITUDINAL CONSTRUCTION JOINT DETAIL~~



APPLY EPOXY BONDING COMPOUND BEFORE PLACING NEW CONCRETE. INCLUDE WITH COST BID FOR CONCRETE.

TRANSVERSE BRIDGE SLAB CONSTRUCTION JOINT DETAIL

NOTE: THIS JOINT TO BE USED ONLY IF CIRCUMSTANCES BEYOND THE CONTRACTOR'S CONTROL PREVENTS THE DECK FROM BEING PLACED IN ONE CONTINUOUS POUR.

STATE OF VERMONT
AGENCY OF TRANSPORTATION

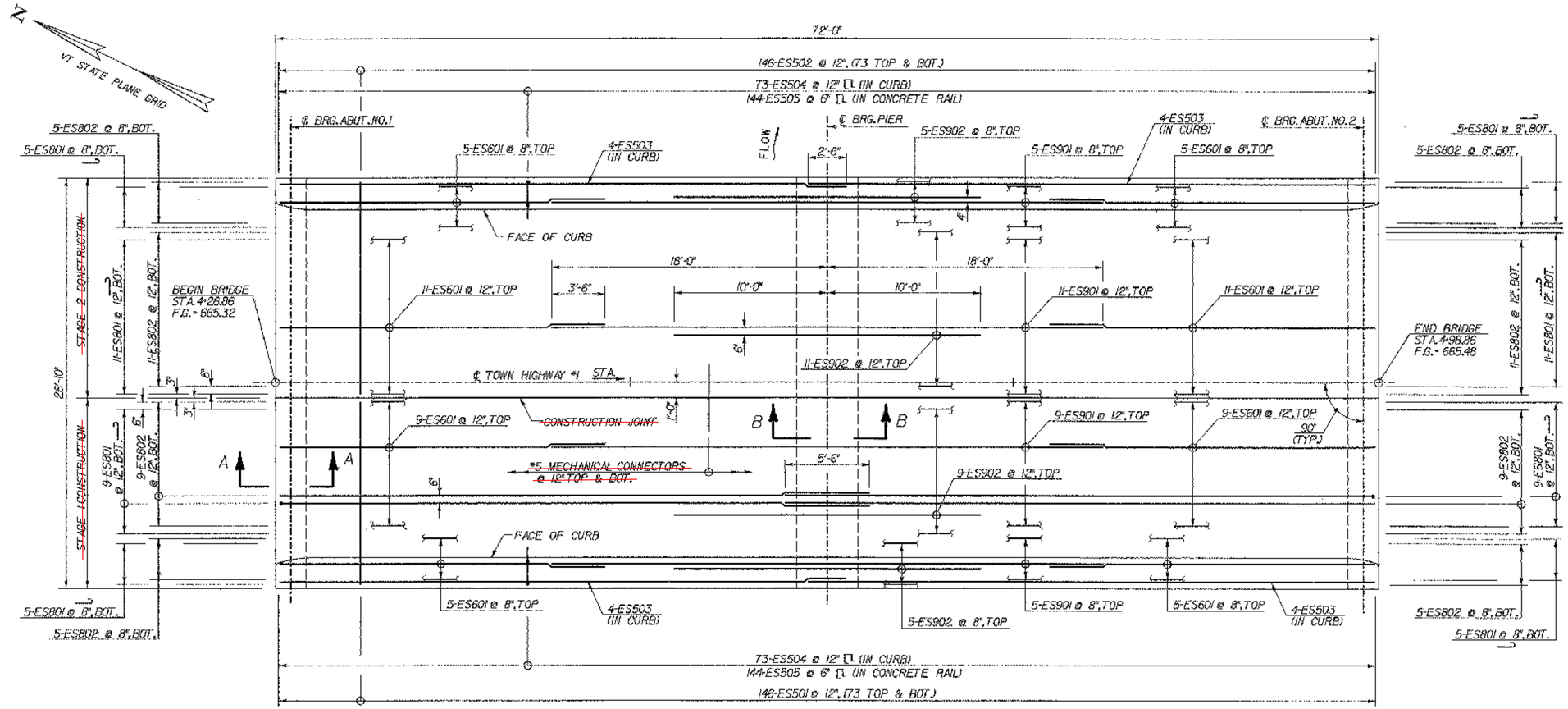
Town Of CORINTH	Bridge No. 10C
Highway No. T.H. 1	Log Sta. / Surv. Sta.

TOWN HIGHWAY NO. 1 OVER WAITS RIVER

TYPICAL BRIDGE SECTION

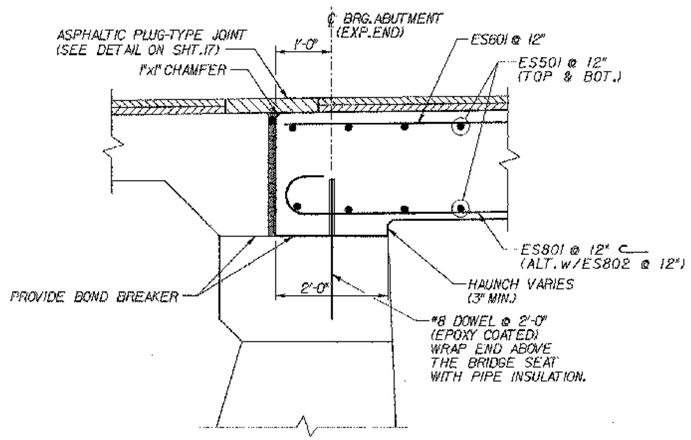
Designed By S. BURBANK	Drawn By A. THIBAULT
Checked By M. CHENETTE Date 05/03	Bridge Design Supervisor M. CHENETTE Date 05/03
PROJECT CORINTH	PROJECT NO. TH2-9352
DH CAD Filenames: ...\Cor-brsect.dgn	Plot Date: 05/07/2003
Bridge Sheet No.	Sheet 15 of 28

Dufresne-Henry



DECK REINFORCING PLAN

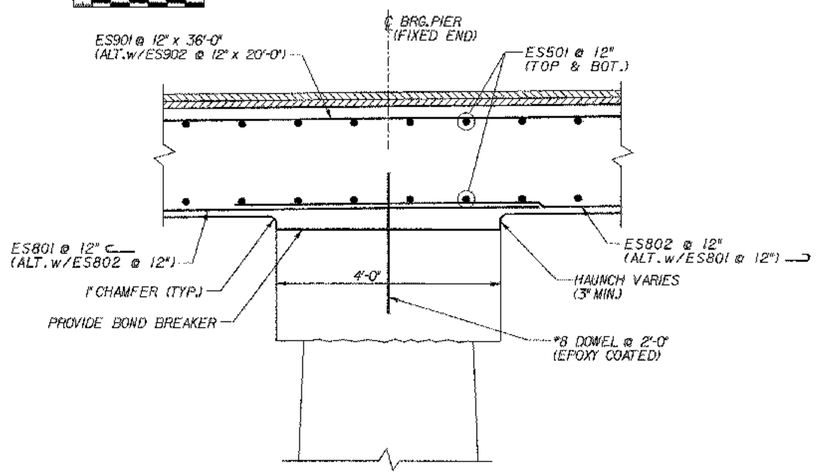
SCALE 1/4" = 1'-0



SECTION A-A

(ABUTMENT NO.2 SIMILAR)

SCALE 3/4" = 1'-0

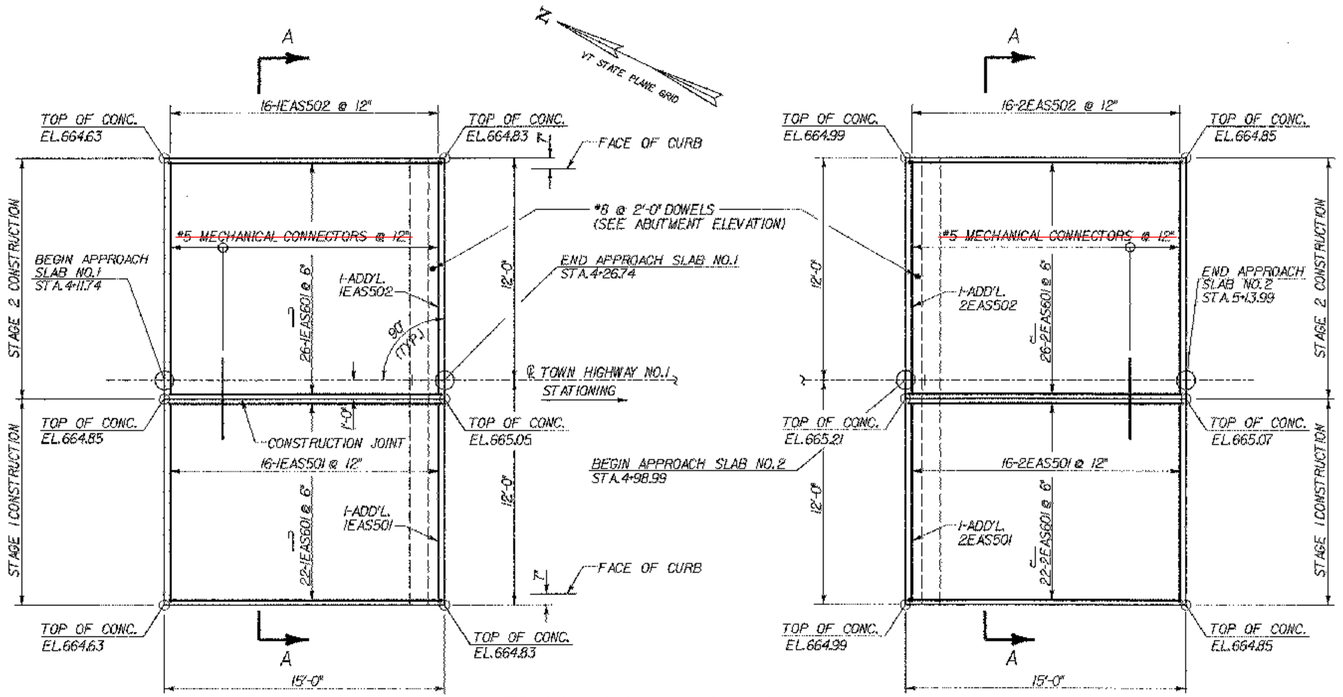


SECTION B-B

SCALE 3/4" = 1'-0

STATE OF VERMONT AGENCY OF TRANSPORTATION	
Town Of CORINTH	Bridge No. 10C
Highway No. T.H. 1	Log Sta. Surv. Sta.
TOWN HIGHWAY NO. 1 OVER WAITS RIVER	
DECK REINFORCING PLAN	
Designed By S. BURBANK	Drawn By A. THIBAULT
Checked By M. CHENETTE Date 05/03	Bridge Design Supervisor M. CHENETTE Date 05/03
PROJECT CORINTH	PROJECT NO. TH2-9352
DH CAD Filenames ...\Cor-deck.dgn	Plot Date: 05/07/2003
Bridge Sheet No.	Sheet 16 of 28

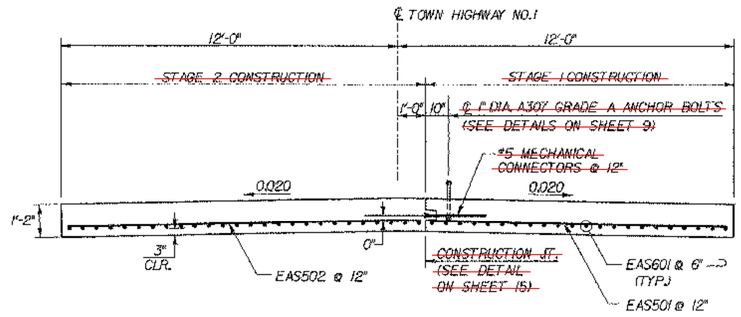
Dufresne-Henry



NOTE: FOR ANCHORING DETAIL OF TEMPORARY TRAFFIC BARRIER (NDSB GUARD RAIL)(MOD).SEE SHEET 9.

APPROACH SLAB PLAN

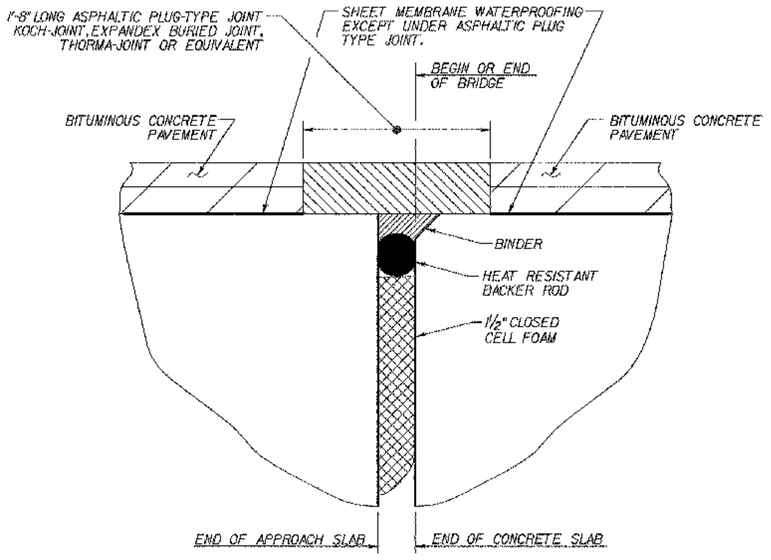
SCALE 1/4" = 1'-0



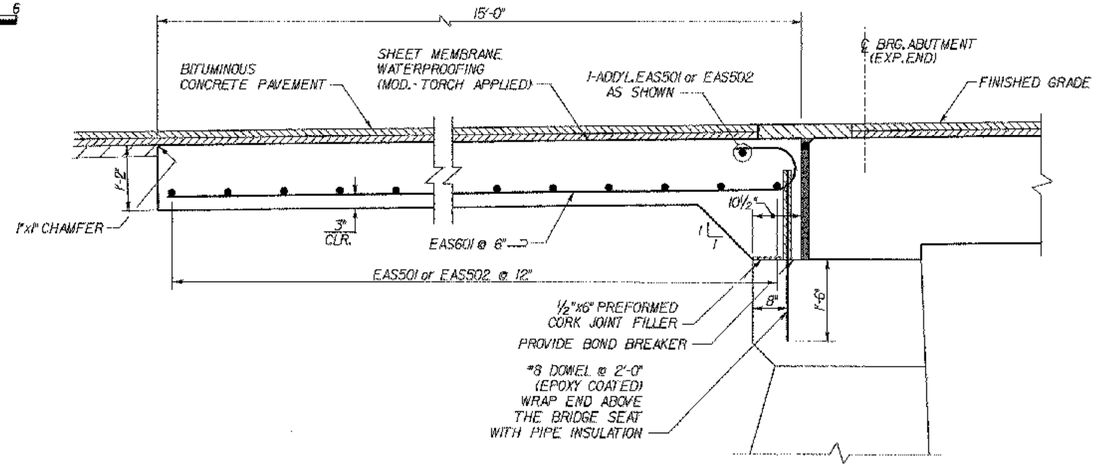
SECTION A-A

SCALE 3/8" = 1'-0

1 0 1 2 3 4



DETAIL FOR JOINT IN PAVEMENT AND SHEET MEMBRANE AT EXPANSION ENDS OF BRIDGE



APPROACH SLAB SECTION

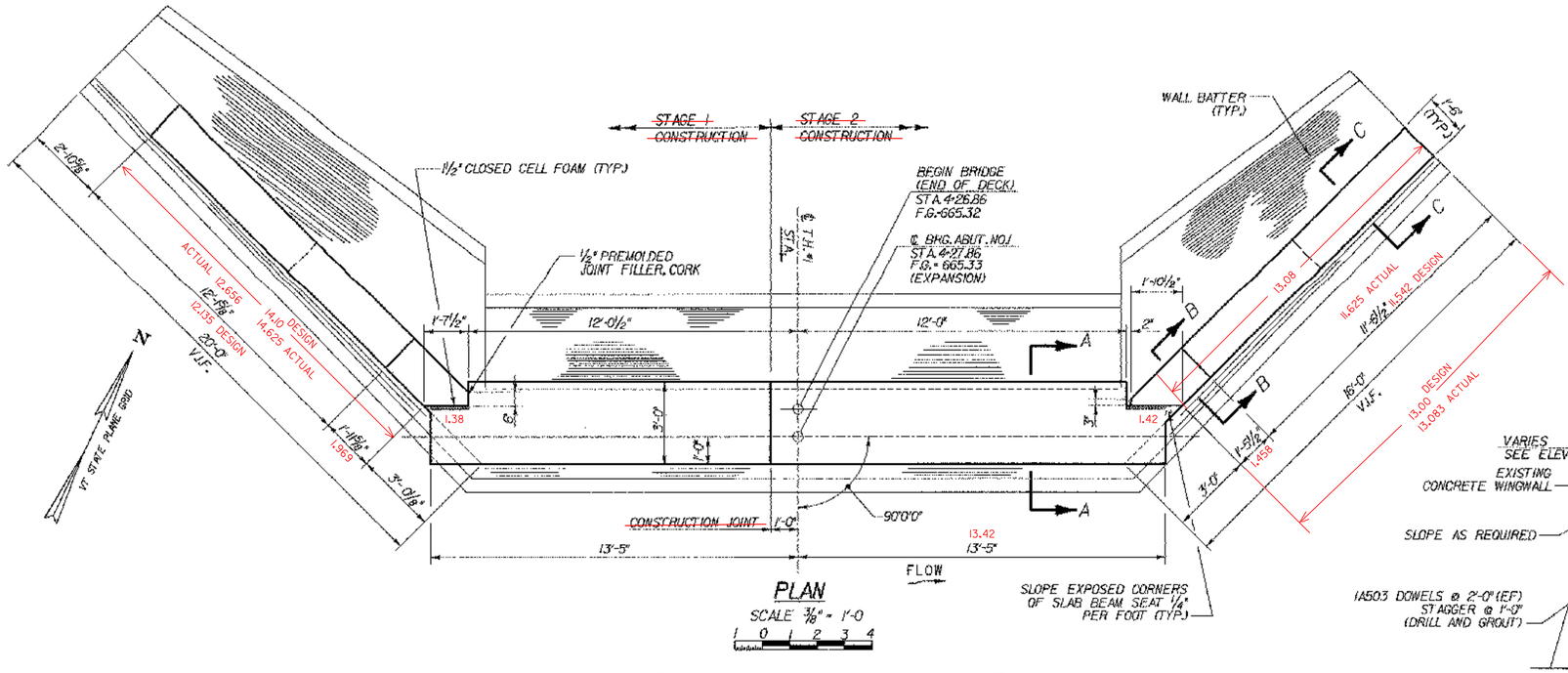
SCALE 3/4" = 1'-0

0 1 2

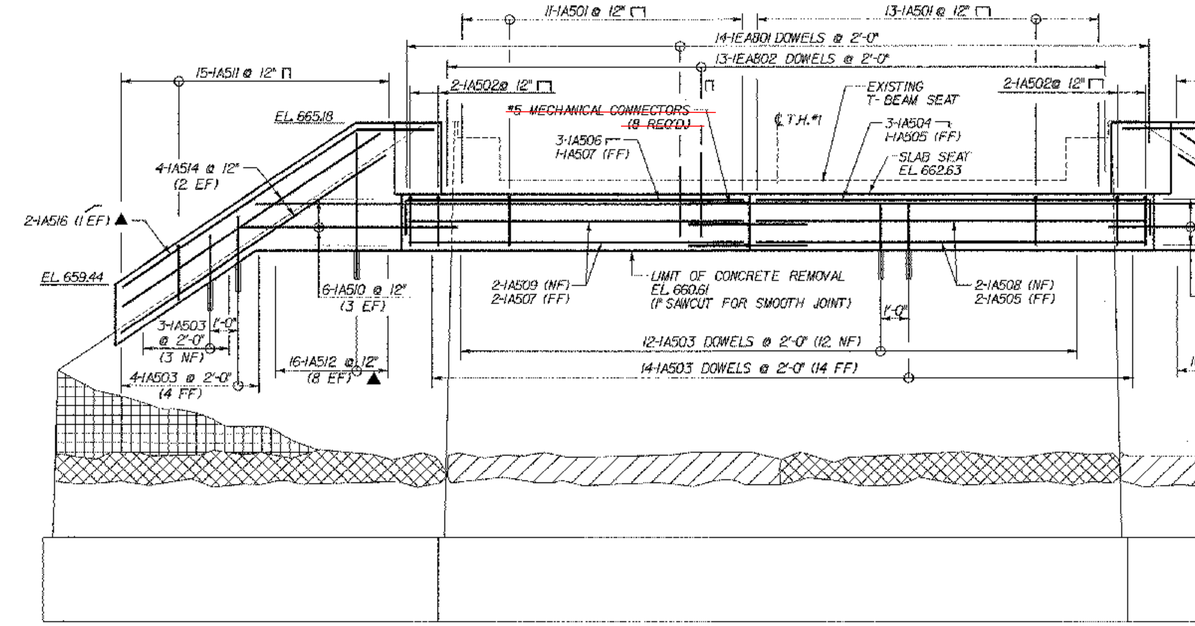
STATE OF VERMONT
AGENCY OF TRANSPORTATION

Town Of CORINTH	Bridge No. 10C
Highway No. T.H. 1	Log Sta. / Surv. Sta.
TOWN HIGHWAY NO. 1 OVER WAITS RIVER	
APPROACH SLAB DETAILS	
Designed By S. BURBANK	Drawn By A. THIBAULT
Checked By M. CHENETTE Date 05/03	Bridge Design Supervisor M. CHENETTE Date 05/03
PROJECT CORINTH	PROJECT NO. TH2-9352
DH CAD Filename: ...\Cor-apprslab.dgn	Plot Date: 05/07/2003
Bridge Sheet No.	Sheet 17 of 28

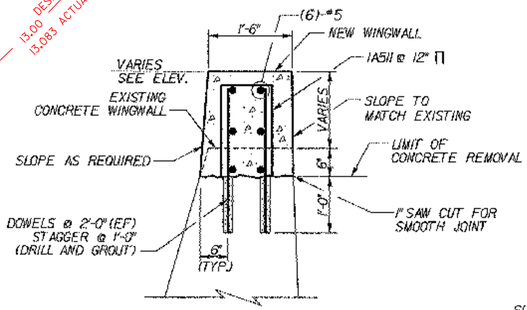
Dufresne-Henry



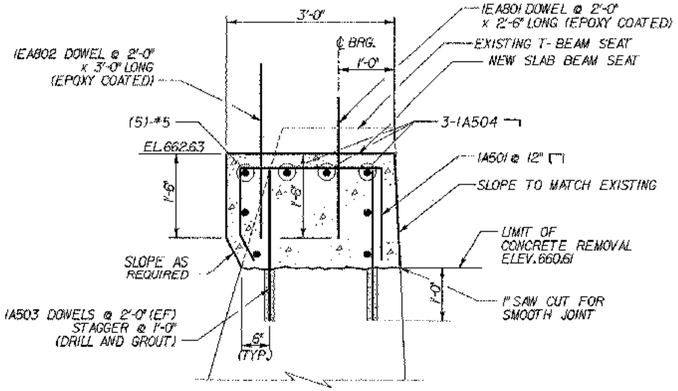
PLAN
SCALE 3/8" = 1'-0



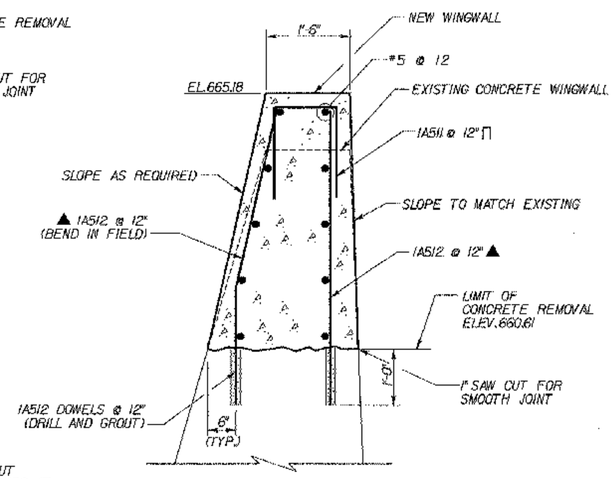
ELEVATION
SCALE 3/8" = 1'-0



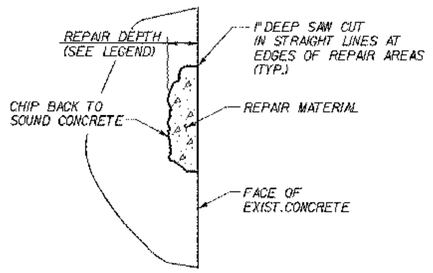
SECTION C-C
SCALE 3/4" = 1'-0



SECTION A-A
SCALE 3/4" = 1'-0



SECTION B-B
SCALE 3/4" = 1'-0



REFER TO SUPPLEMENTAL SPECIFICATION SECTION 580 "STRUCTURAL CONCRETE REPAIR" FOR SURFACE PREPARATION AND REPAIR MATERIAL REQUIREMENTS.

DETAIL CONCRETE REPAIR
NTS

LEGEND FOR CONCRETE REPAIR

- ▨ - APPROXIMATE LIMITS OF ITEM 580J3, REPAIR OF CONCRETE SUBSTRUCTURE SURFACE, CLASS I (MOD.) (MAX. REPAIR DEPTH OF 3")
- ▩ - APPROXIMATE LIMITS OF ITEM 580J4, REPAIR OF CONCRETE SUBSTRUCTURE SURFACE, CLASS II (MOD.) (REPAIR DEPTH GREATER THAN 3", MAX. OF 6")
- ▦ - APPROXIMATE LIMITS OF ITEM 580J5, REPAIR OF CONCRETE SUBSTRUCTURE SURFACE, CLASS III (REPAIR DEPTH GREATER THAN 6")

NOTES:

1. AREAS OF CONCRETE SURFACE REPAIR ON EXISTING ABUTMENTS AND PIER TO BE DETERMINED IN THE FIELD BY THE ENGINEER. AREAS SHOWN ARE SCHEMATIC ONLY AND ARE NOT INTENDED TO SHOW ACTUAL LIMITS OR CLASS.
2. ~~#5 REINFORCING STEEL MECHANICAL CONNECTORS SHALL BE USED~~ AS DETAILED. ~~THEY SHALL~~ HAVE A MINIMUM TENSILE CAPACITY OF 150% Fy OF THE BARS TO ~~BE SPLICED.~~ MECHANICAL CONNECTORS IN ABUTMENTS AND PIER ~~SHALL BE~~ PAID FOR ~~UNDER~~ THE ITEM 507.19 "#5 MECHANICAL BAR CONNECTOR". HARDWARE, INCLUDING ~~THE 2'-2"~~ LAP ~~BAR SHALL~~ BE INCIDENTAL.

NOTE:

NF = NEAR FACE
FF = FAR FACE
EF = EACH FACE
▲ = CUT TO FIT IN FIELD
3" CLR. UNLESS OTHERWISE SPECIFIED ON THE PLANS.

DH Dufresne-Henry

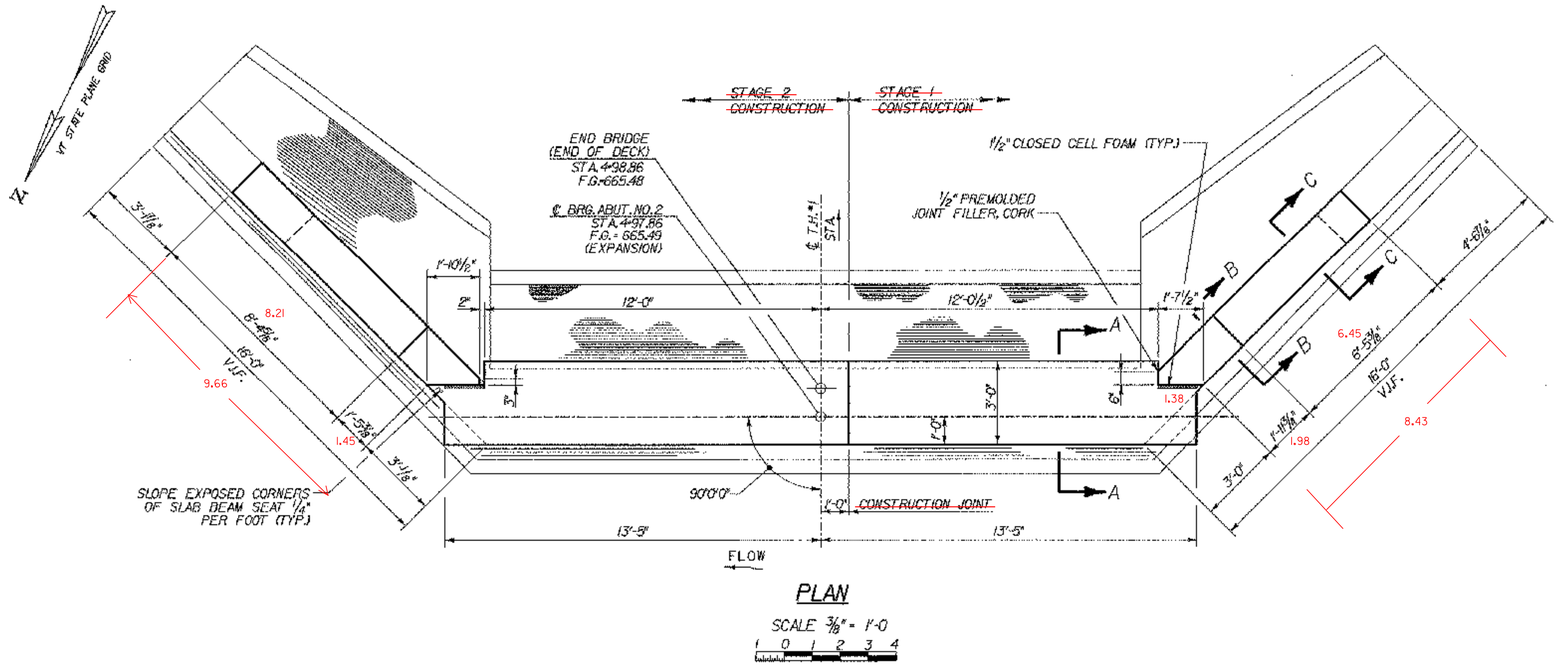
STATE OF VERMONT
AGENCY OF TRANSPORTATION

Town Of CORINTH	Bridge No. 10C
Highway No. T.H. 1	Log Sta.
	Surv. Sta.

TOWN HIGHWAY NO. 1 OVER WAITS RIVER

ABUTMENT #1 DETAILS

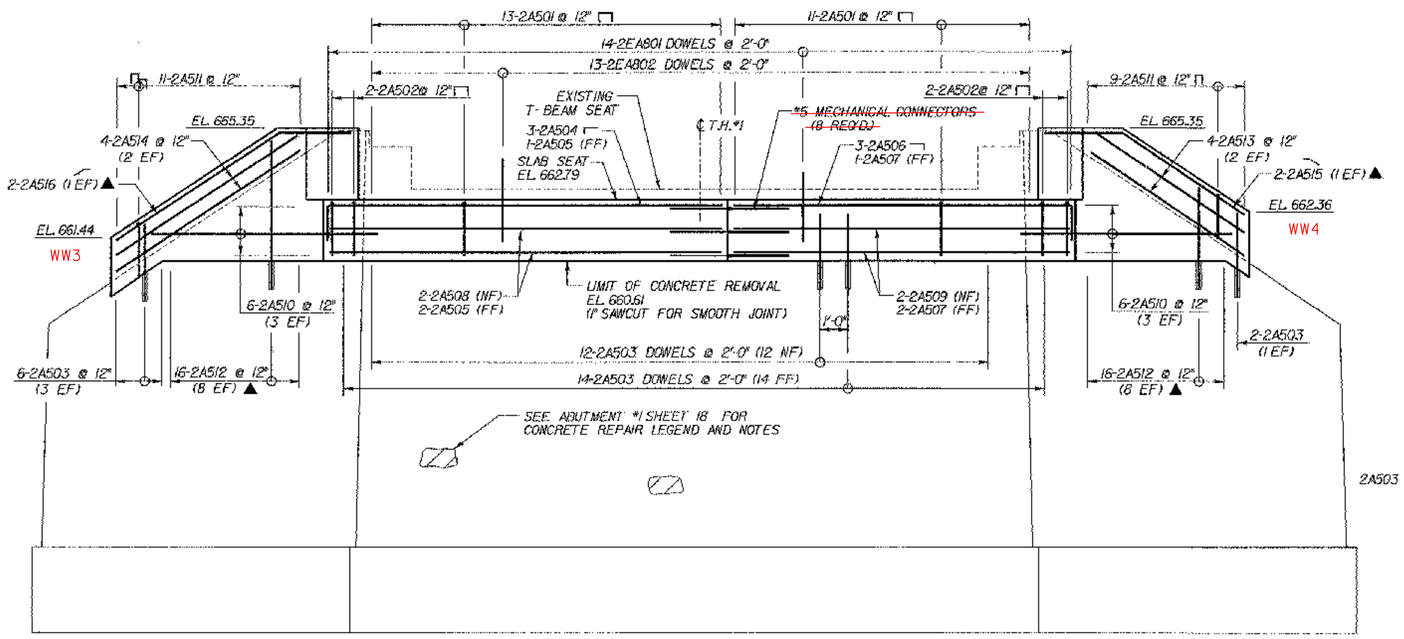
Designed By S. BURBANK	Drawn By M. MEILLEUR
Checked By M. CHENETTE Date 05/03	Bridge Design Supervisor M. CHENETTE Date 05/03
PROJECT CORINTH	PROJECT NO. TH2-9352
DH CAD Filename: ...\Cor-abut1.dgn	Plot Date: 05/07/2003
Bridge Sheet No.	Sheet 18 of 28



PLAN

SCALE ⅜" = 1'-0

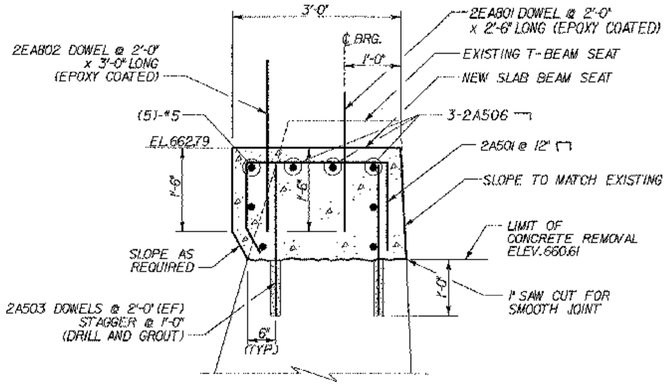
0 1 2 3 4



ELEVATION

SCALE ⅜" = 1'-0

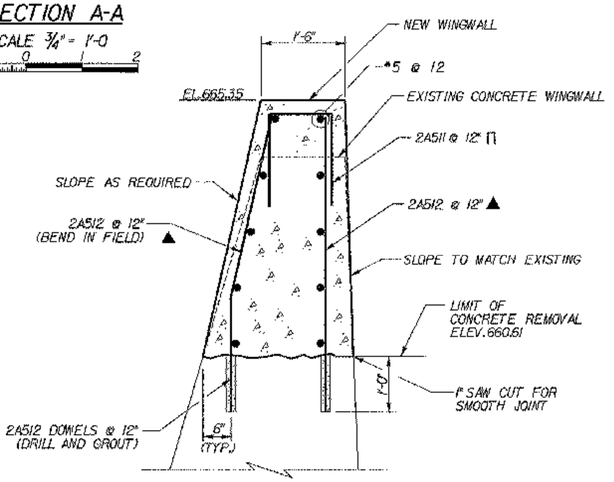
0 1 2 3 4



SECTION A-A

SCALE ¾" = 1'-0

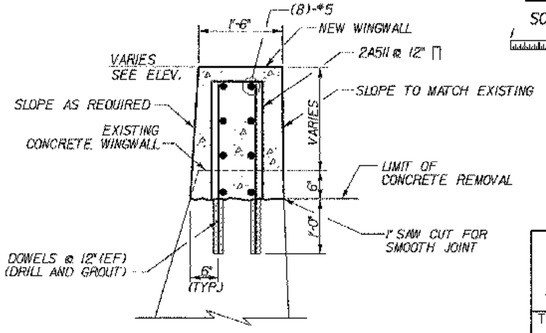
0 2



SECTION B-B

SCALE ¾" = 1'-0

0 2



SECTION C-C

SCALE ¾" = 1'-0

0 2

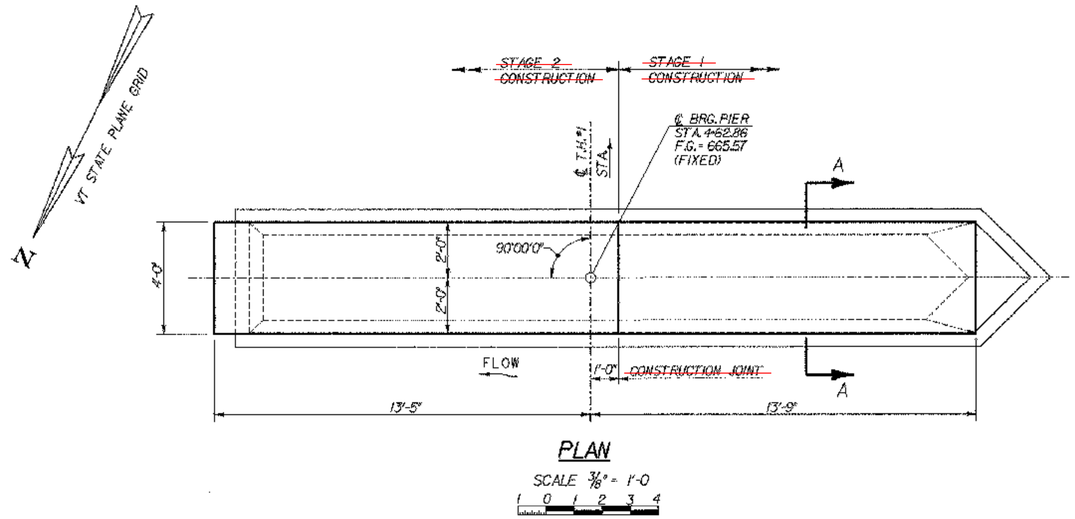
NOTE:

NF = NEAR FACE
FF = FAR FACE
EF = EACH FACE
▲ = CUT TO FIT IN FIELD
3" CLR. UNLESS OTHERWISE SPECIFIED ON THE PLANS.

STATE OF VERMONT
AGENCY OF TRANSPORTATION

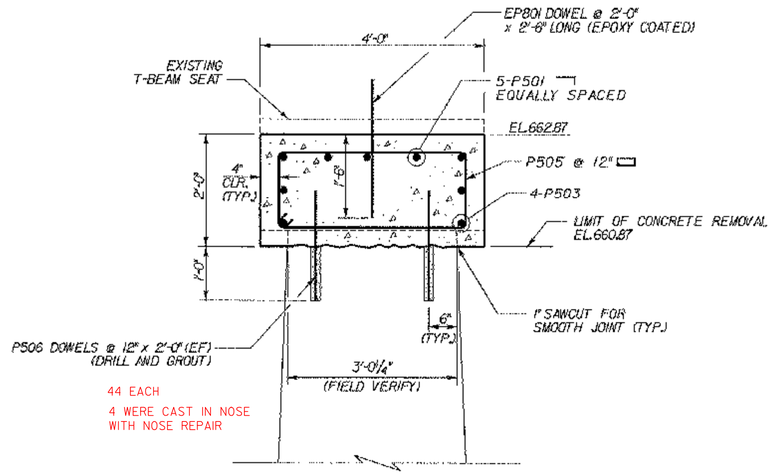
Town Of CORINTH	Bridge No. 10C
Highway No. T.H. 1	Log Sta. / Surv. Sta.
TOWN HIGHWAY NO. 1 OVER WAITS RIVER	
ABUTMENT #2 DETAILS	
Designed By S. BURBANK	Drawn By M. MEILLEUR
Checked By M. CHENETTE Date 05/03	Bridge Design Supervisor M. CHENETTE Date 05/03
PROJECT CORINTH	PROJECT NO. TH2-9352
DH CAD Filename: ...\Cor-abut2.dgn	Plot Date: 05/07/2003
Bridge Sheet No.	Sheet 19 of 28

Dufresne-Henry



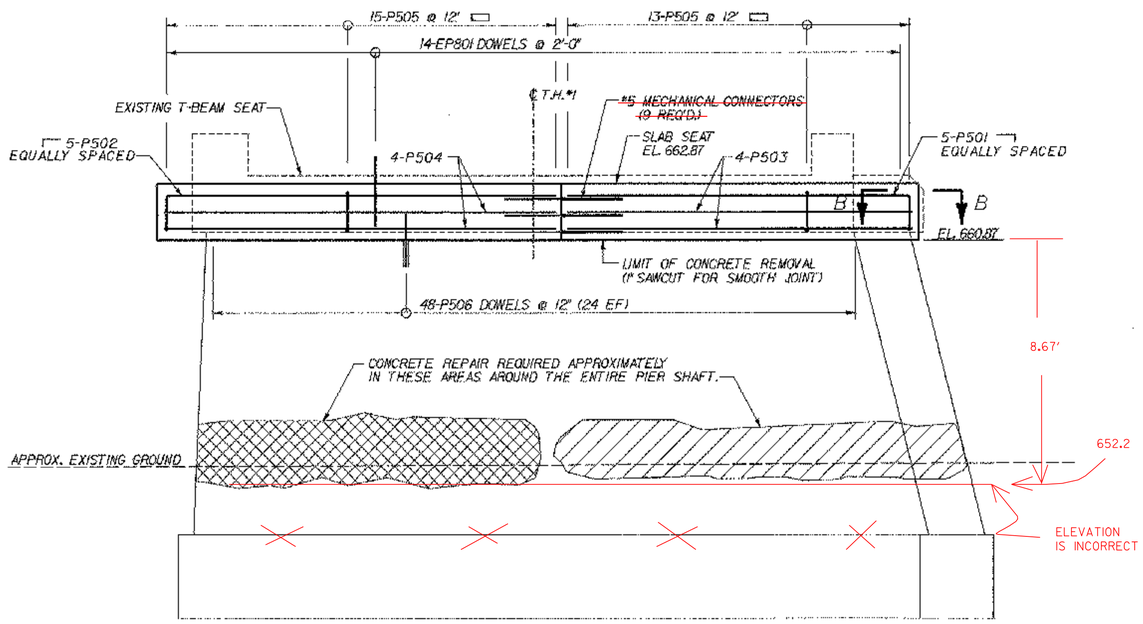
PLAN

SCALE 3/8" = 1'-0



SECTION A-A

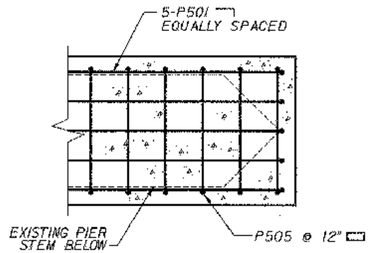
SCALE 3/4" = 1'-0



SEE SHEET 18 FOR CONCRETE REPAIR LEGEND AND NOTES.

ELEVATION

SCALE 3/8" = 1'-0



(DOWELS NOT SHOWN)

SECTION B-B

SCALE 1/2" = 1'-0

STATE OF VERMONT
AGENCY OF TRANSPORTATION

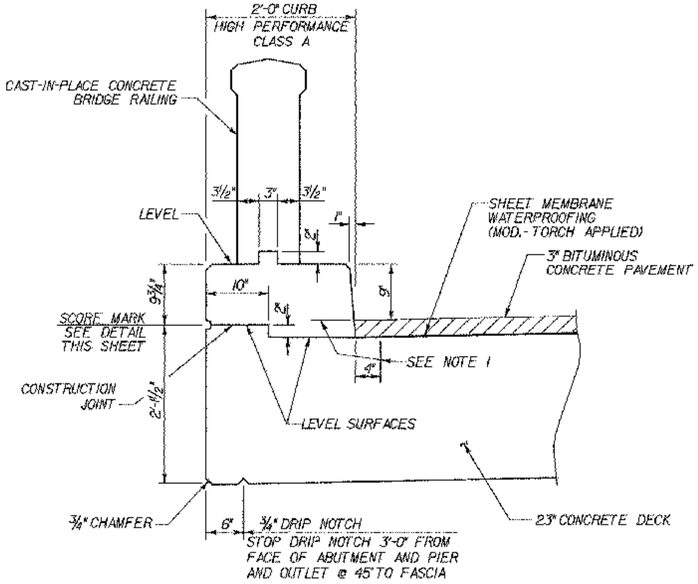
Town Of CORINTH	Bridge No. 10C
Highway No. T.H. 1	Log Sta. / Surv. Sta.

TOWN HIGHWAY NO. 1 OVER WAITS RIVER

PIER DETAILS

Designed By S. BURBANK	Drawn By A. THIBAULT
Checked By M. CHENETTE Date 05/03	Bridge Design Supervisor M. CHENETTE Date 05/03
PROJECT CORINTH	PROJECT NO. TH2-9352
DH CAD Filename: ...\Cor-pier.dgn	Plot Date: 05/07/2003
Bridge Sheet No.	Sheet 20 of 28

Dufresne-Henry

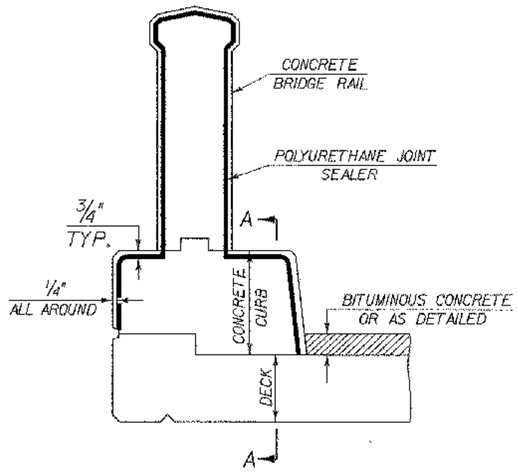


NOTES

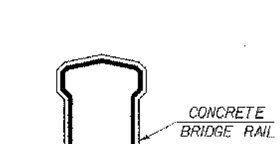
1. INDICATES AREA ALONG DECK AND UP FACE OF CURB FOR PLACEMENT OF 2 COATS OF POLYURETHANE MEMBRANE.
2. POLYURETHANE MEMBRANE AND BLAST CLEANING SHALL BE INCLUDED IN THE UNIT PRICE BID FOR SHEET MEMBRANE WATERPROOFING.
3. SHEET MEMBRANE WATERPROOFING SHALL EXTEND TO FACE OF CURB AS SHOWN ABOVE.
4. BLAST CLEAN 3'-0" FROM FACE OF CURB AND 3" UP CURB FACE PRIOR TO PLACING MEMBRANE.
4. ALL CONCRETE IN CURB AND RAIL SHALL BE HIGH PERFORMANCE, CLASS A CONCRETE.

CONCRETE CURB AND RAIL DETAIL

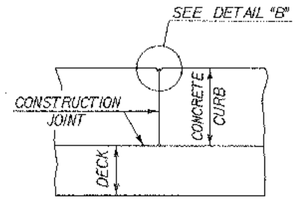
SCALE 1" = 1'-0



TYPICAL SECTION THROUGH CONCRETE CURB AND BRIDGE RAIL CONSTRUCTION JOINT

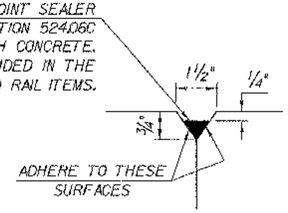


SCORE MARK DETAIL



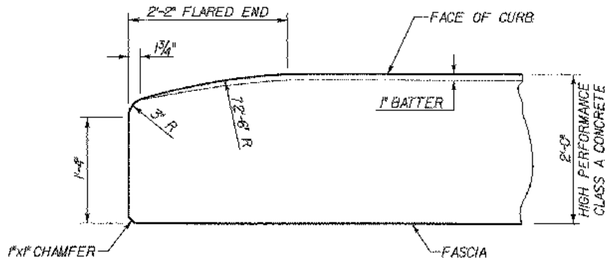
SECTION A - A

POLYURETHANE JOINT SEALER PER SUBSECTION 524.06C COLOR TO MATCH CONCRETE. COST TO BE INCLUDED IN THE CONCRETE CURB AND RAIL ITEMS.



DETAIL "B"

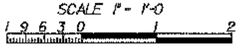
NOTES:
1. THE CONSTRUCTION JOINTS THROUGH THE CONCRETE CURBS SHALL MATCH THE CONSTRUCTION JOINTS FOR THE CONCRETE BRIDGE RAIL. CONCRETE FOR THE CURB AND FOR THE BRIDGE RAIL SHALL BE PLACED IN ALTERNATING SECTIONS WITH A MINIMUM OF 48 HOURS DELAY BETWEEN ADJACENT POURS.
2. LONGITUDINAL REINFORCING SHALL PASS THROUGH CONCRETE CURB CONSTRUCTION JOINTS.



NOTE: CURB REINFORCING STIRRUP BARS SHALL BE TURNED OR CUT AS REQUIRED TO FIT FLARED ENDS.

FLARED END CURB DETAIL

SCALE 1" = 1'-0



BUILT AS DESIGNED

STATE OF VERMONT
AGENCY OF TRANSPORTATION

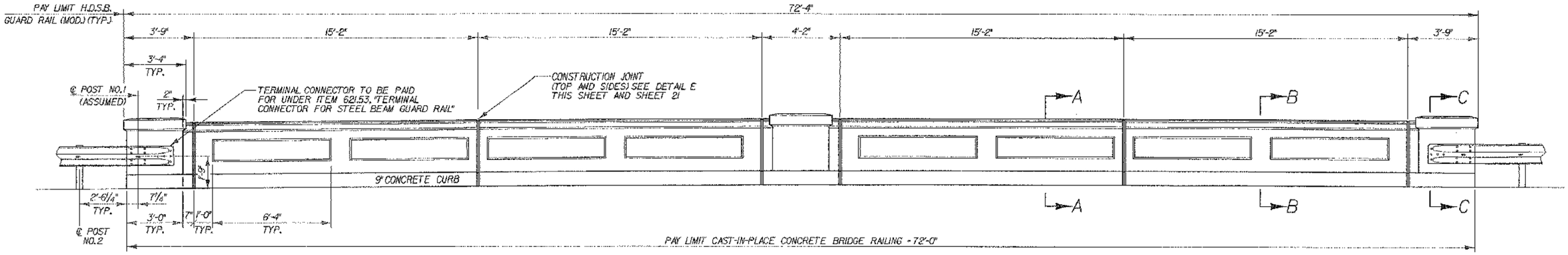
Town Of CORINTH	Bridge No. 10C
Highway No. T.H. 1	Log Sta.
	Surv. Sta.

TOWN HIGHWAY NO. 1 OVER WAITS RIVER

MISCELLANEOUS DETAILS

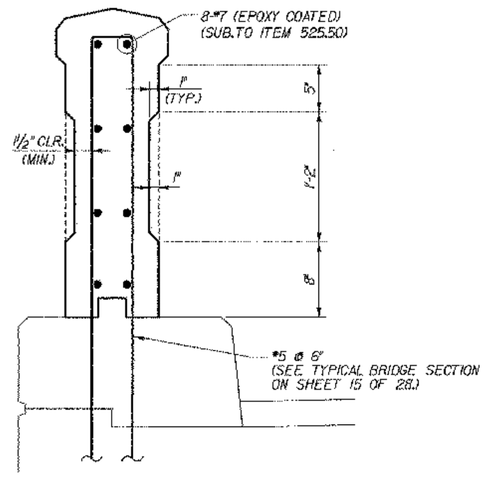
Designed By S. BURBANK	Drawn By A. THIBAULT
Checked By M. CHENETTE Date 05/03	Bridge Design Supervisor M. CHENETTE Date 05/03
PROJECT CORINTH	PROJECT NO. TH2-9352
DH CAD Filename: ...\Cor-miscdetls.dgn	Plot Date: 05/07/2003
Bridge Sheet No.	Sheet 21 of 28

Dufresne-Henry



CAST-IN-PLACE CONCRETE BRIDGE RAIL ELEVATION

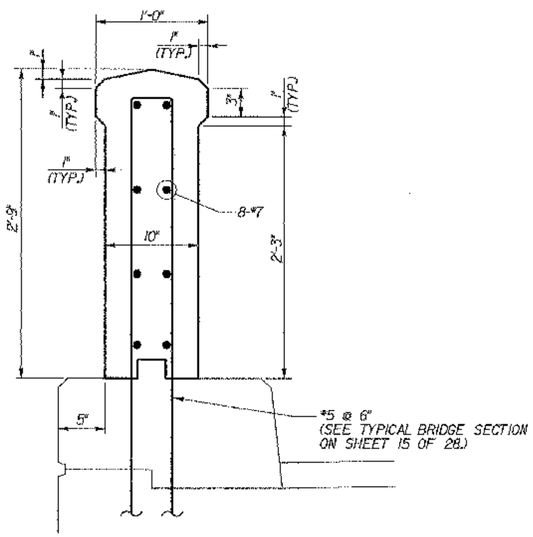
SCALE 3/8" = 1'-0



SECTION A-A

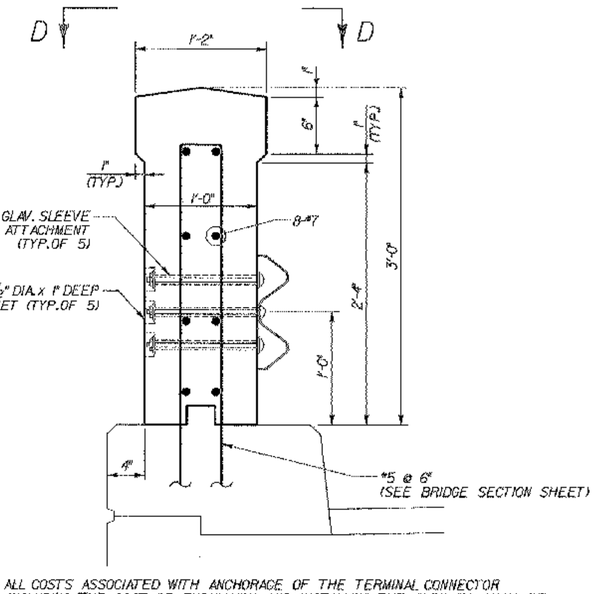
SCALE 1 1/2" = 1'-0

NOTE: SEE SECTION B-B FOR DIMENSIONS NOT SHOWN



SECTION B-B

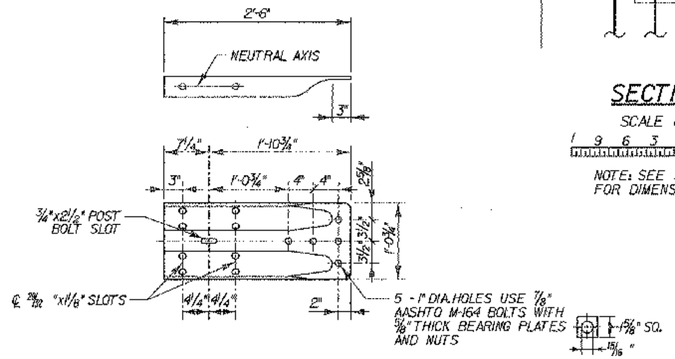
SCALE 1 1/2" = 1'-0



NOTE: ALL COSTS ASSOCIATED WITH ANCHORAGE OF THE TERMINAL CONNECTOR INCLUDING THE COST OF FURNISHING AND INSTALLING THE SLEEVES SHALL BE INCIDENTAL TO ITEM 621.53, "TERMINAL CONNECTOR FOR STEEL BEAM GUARD RAIL".

SECTION C-C

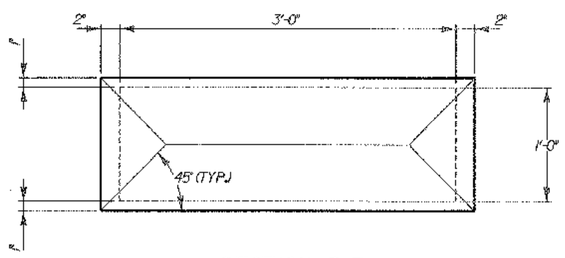
SCALE 1 1/2" = 1'-0



NOTE: TERMINATOR CONNECTOR SHALL RECEIVE THE SAME PROTECTIVE COATING AS THE ATTACHED METAL BEAM GUARD RAIL.

TERMINAL CONNECTOR DETAIL

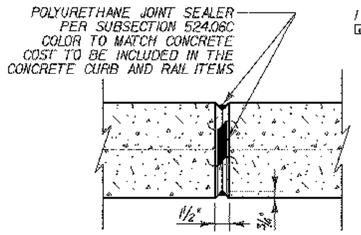
SCALE 1" = 1'-0



SECTION D-D

SCALE 1 1/2" = 1'-0

BUILT AS DESIGNED



DETAIL E

SCALE 1 1/2" = 1'-0

STATE OF VERMONT
AGENCY OF TRANSPORTATION

Town Of CORINTH	Bridge No. 10C
Highway No. T.H. 1	Log Sta. / Surv. Sta.

TOWN HIGHWAY NO. 1 OVER WAITS RIVER

CONCRETE RAIL DETAILS

Designed By S. BURBANK	Drawn By S. BURBANK
Checked By M. CHENETTE Date 05/03	Bridge Design Supervisor M. CHENETTE Date 05/03
PROJECT CORINTH	PROJECT NO. TH2-9352
DH CAD Filename: ...\Cor-concrail.dgn	Plot Date: 05/07/2003
Bridge Sheet No.	Sheet 22 of 28

Dufresne-Henry

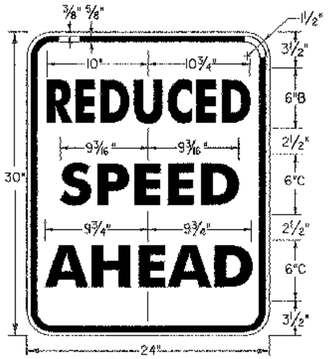
VT STATE PLANE GRID

TABOR BRANCH

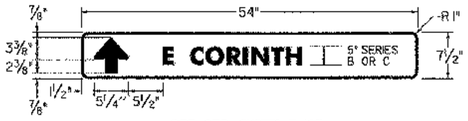
WAITS RIVER

DURABLE 4" YELLOW LINE
STA. 3+25.00 TO 6+00.00, SOLID LT & RT

STA. 3+49, LT — REDUCED SPEED AHEAD (N)
STA. 3+49, LT — REDUCED SPEED AHEAD (R)
STA. 4+26, LT (R*)
STA. 4+99, LT (R*)
STA. 5+80, LT (N E. CORINTH, N E. TOPSHAM)
STA. 4+26, RT (R*)
STA. 4+99, RT (R*)
STA. 5+06, RT (R E. CORINTH, R E. TOPSHAM)
VILLAGE RD RET.
STOP RET.
T.H. 1
VT ROUTE 25
3+00
4+00
5+00
6+00
6+64



R2-5A
SEE STD. SHEET E-142



SEE STD. SHEET E-123

SEE STD. SHEET E-123

BUILT AS DESIGNED

SIGN LEGEND

N	= NEW
R	= REMOVE
R&S	= REMOVE & SALVAGE
S	= SALVAGE SIGN
RET	= RETAIN
B-B	= BACK TO BACK
*	= RETURN TO TOWN OF CORINTH

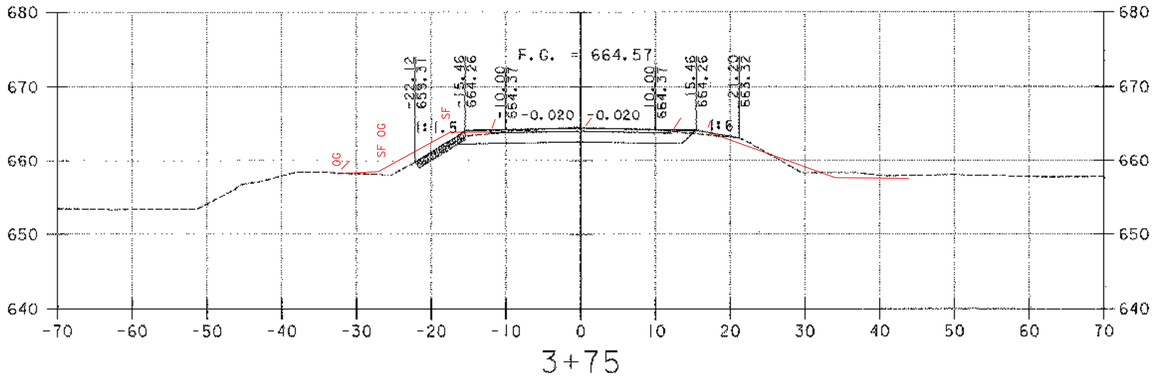
SCALE 1" = 20'-0
20 0 20

Dufresne-Henry

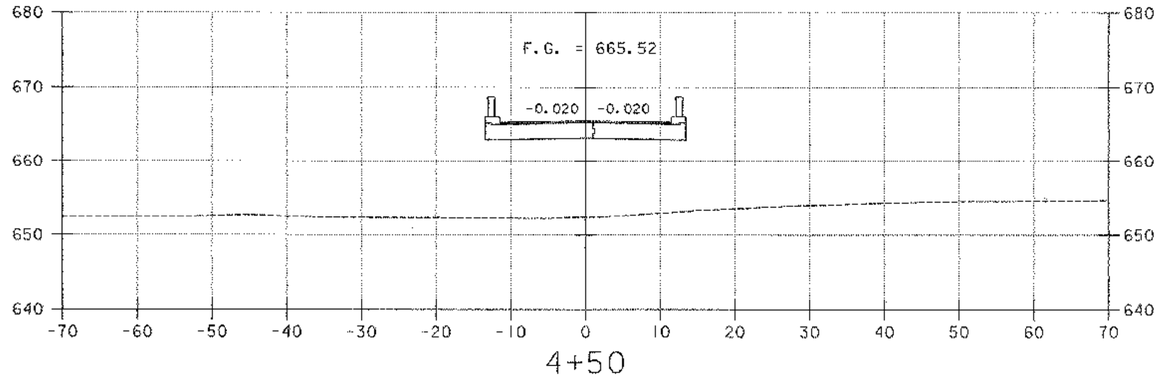
PROJECT NAME: CORINTH
PROJECT NUMBER: TH2-9352

FILE NAME: ...\Cor-pavemrk.dgn
PROJECT LEADER: MJC
DESIGNED BY: SEB
PLOT DATE: 05/07/2003
DRAWN BY: SEB
CHECKED BY: MJC

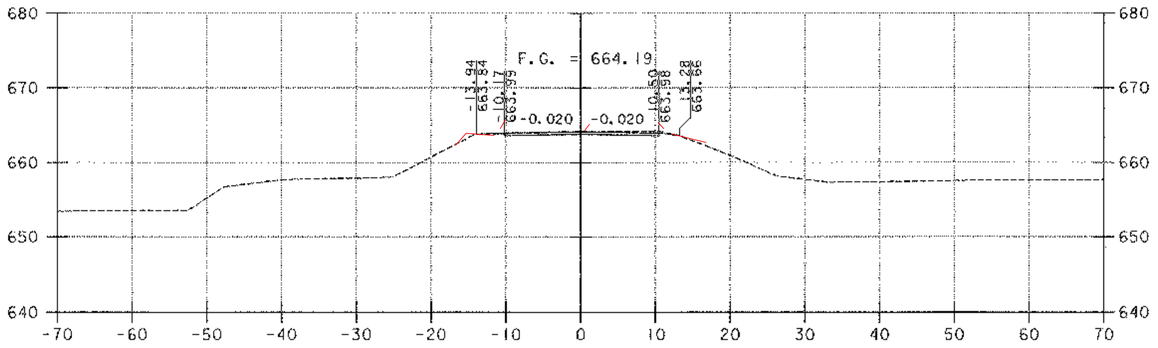
SIGN & PAVEMENT MARKING PLAN
SHEET 23 OF 28



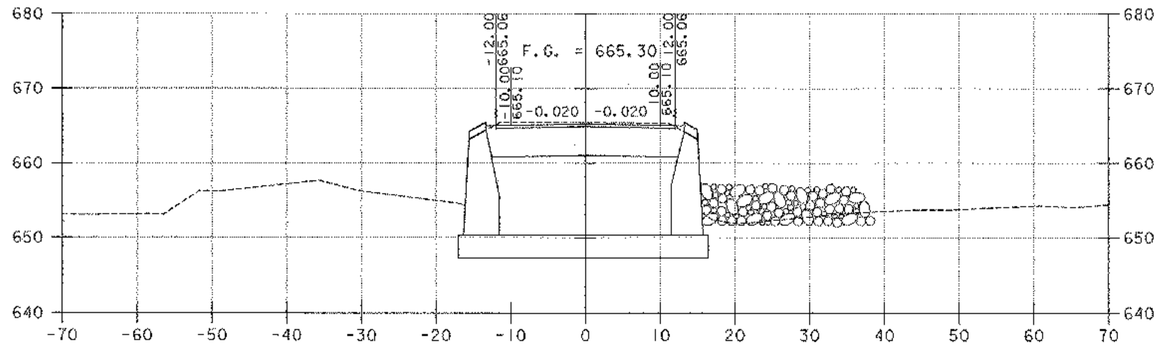
3+75



4+50



3+50



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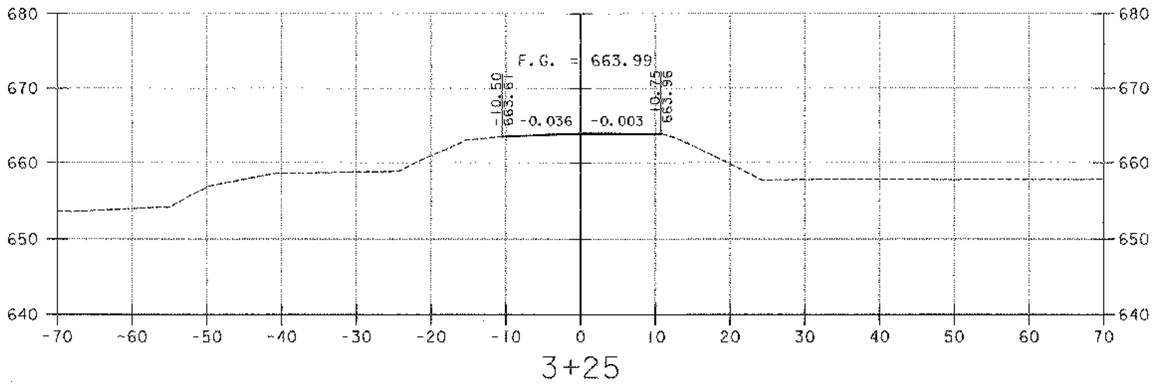
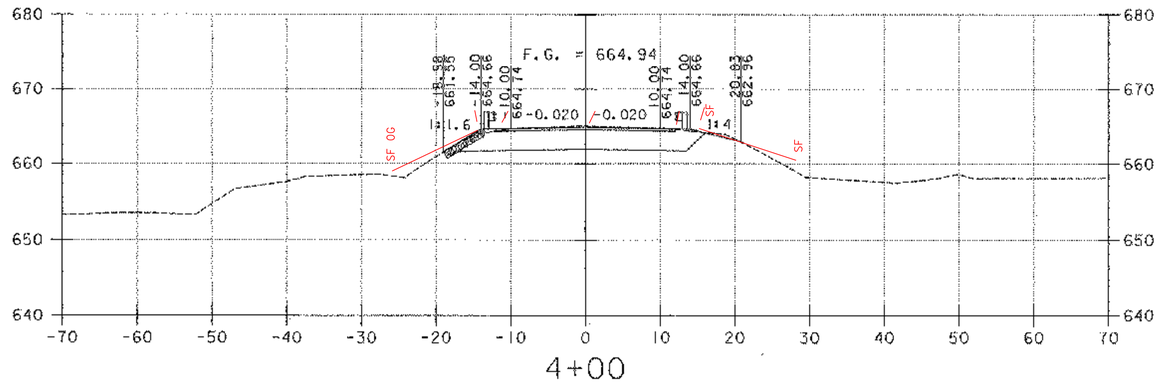


3+25

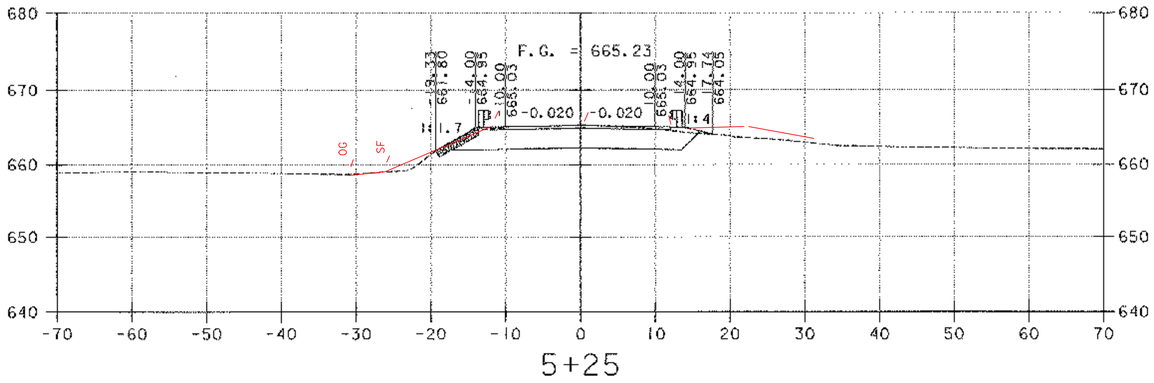


4+00

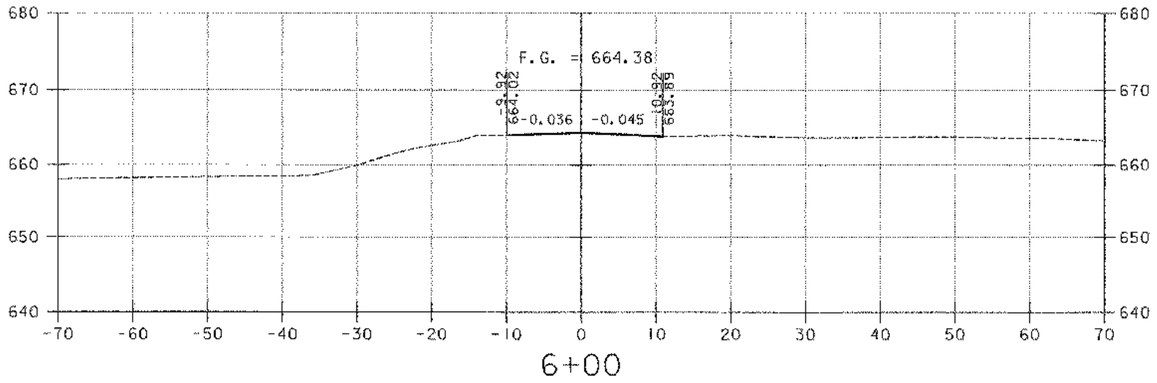
SCALE 1" = 10'-0

PROJECT NAME:	CORINTH
PROJECT NUMBER:	TH2-9352
FILE NAME:	...\Cor-xs.dgn
PROJECT LEADER:	MJC
DESIGNED BY:	SEB
	ROADWAY CROSS SECTIONS
PLOT DATE:	05/07/2003
DRAWN BY:	SEB
CHECKED BY:	MJC
SHEET	25 OF 28

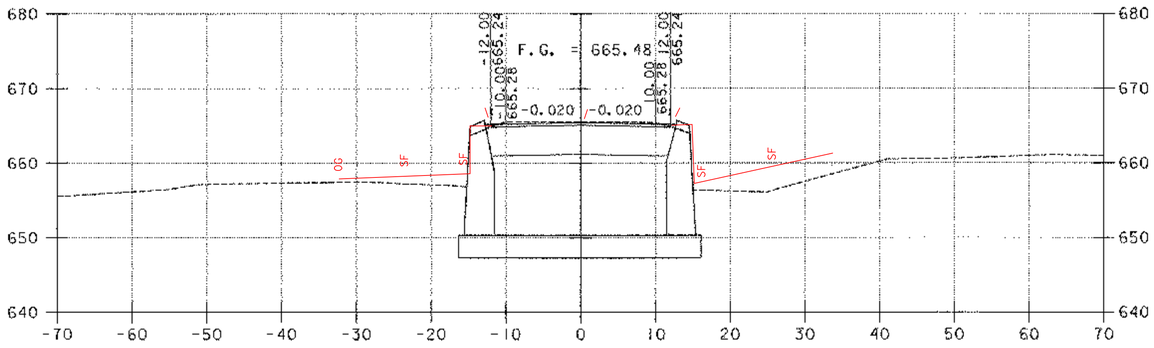
Dufresne-Henry



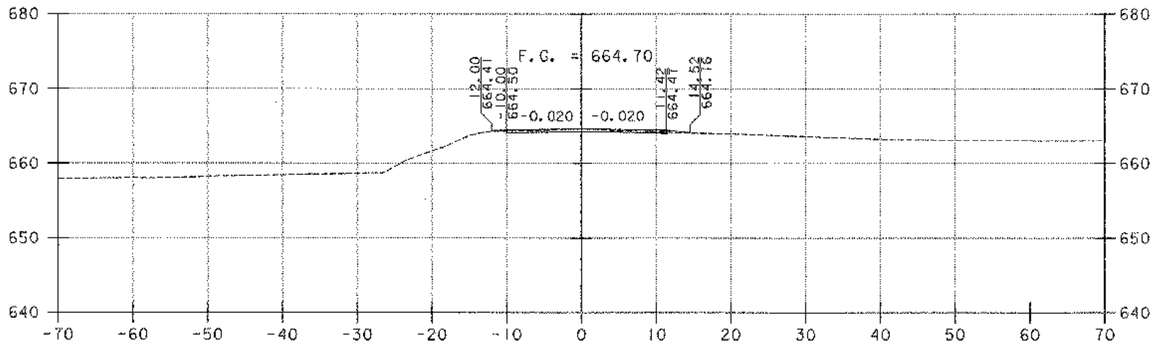
5+25



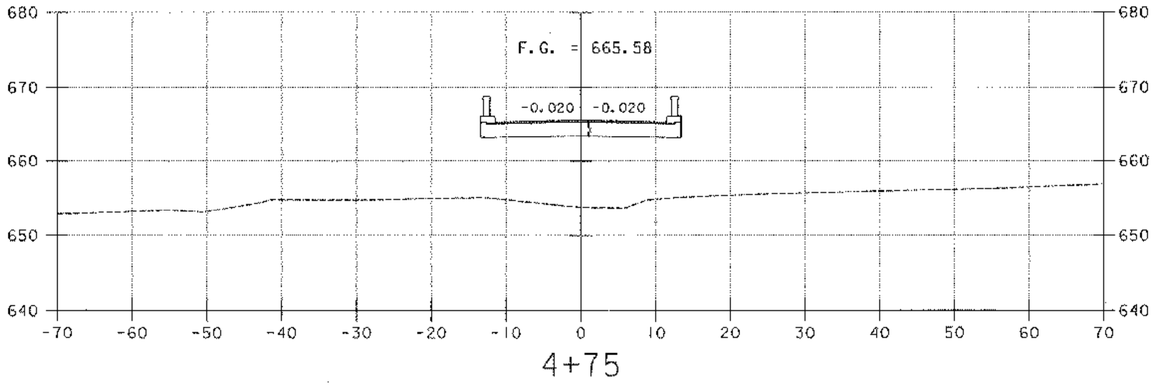
6+00



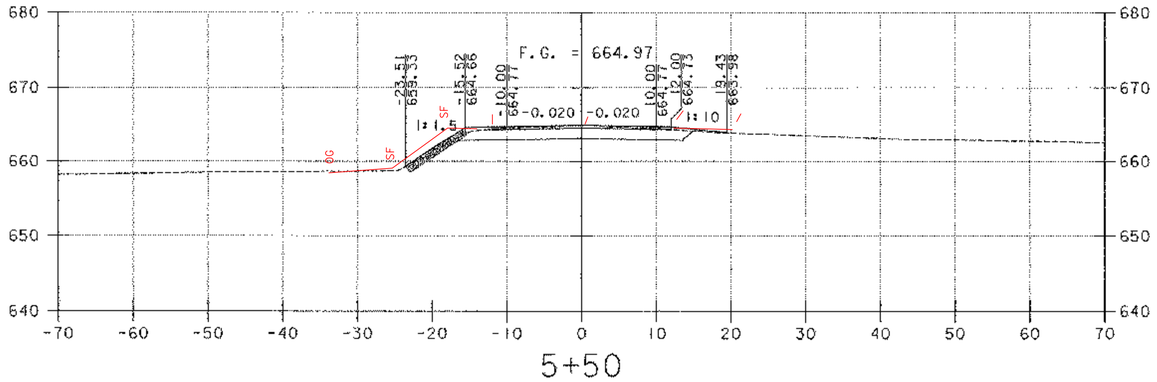
5+00



5+75



4+75



5+50

SCALE 1" = 10'-0

10 0 10

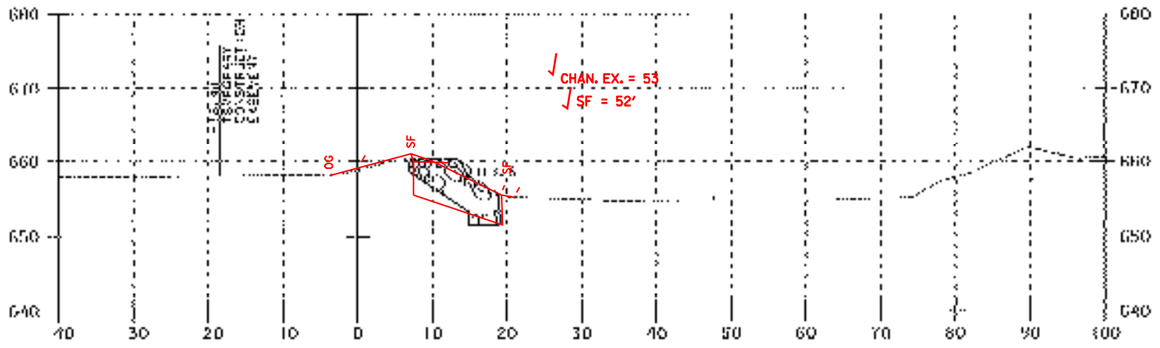
Dufresne-Henry

PROJECT NAME: CORINTH
PROJECT NUMBER: TH2-9352

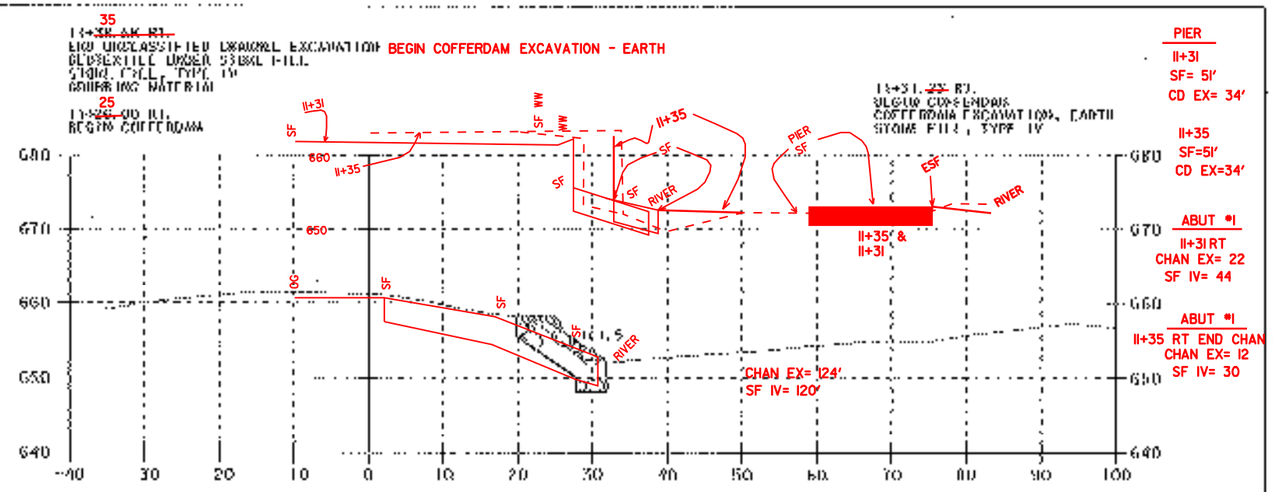
FILE NAME: ...\Cor-xs.dgn
PROJECT LEADER: MJC
DESIGNED BY: SEB
ROADWAY CROSS SECTIONS

PLOT DATE: 05/07/2003
DRAWN BY: SEB
CHECKED BY: MJC
SHEET 26 OF 28

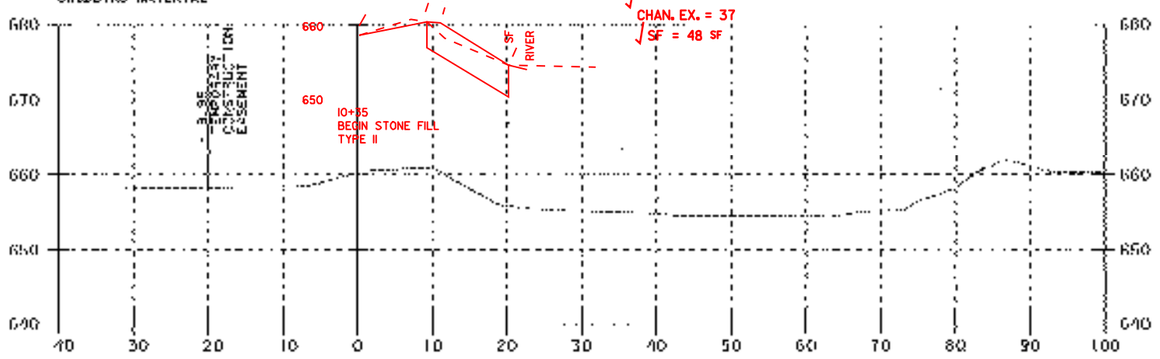
D. LUND 03/07/05



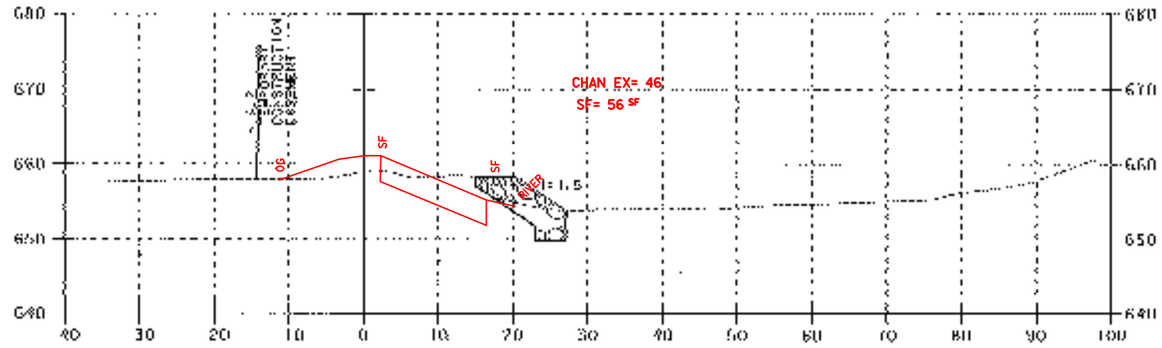
10+50



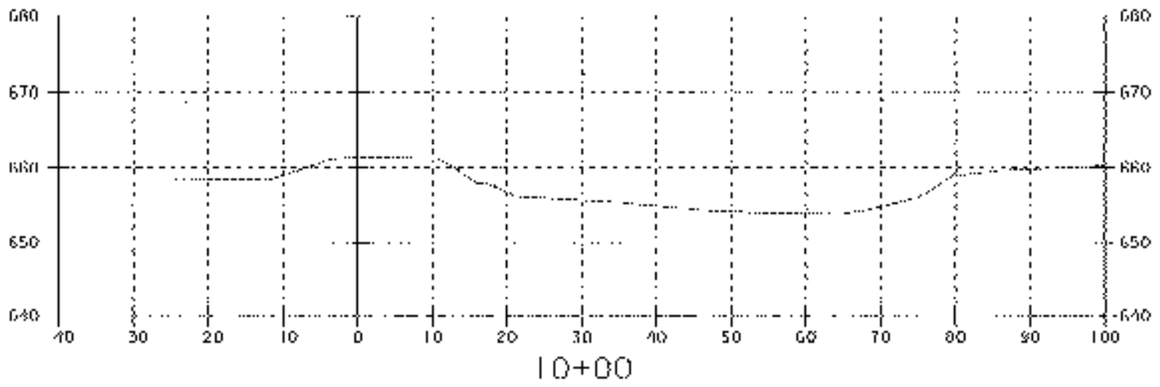
11+25



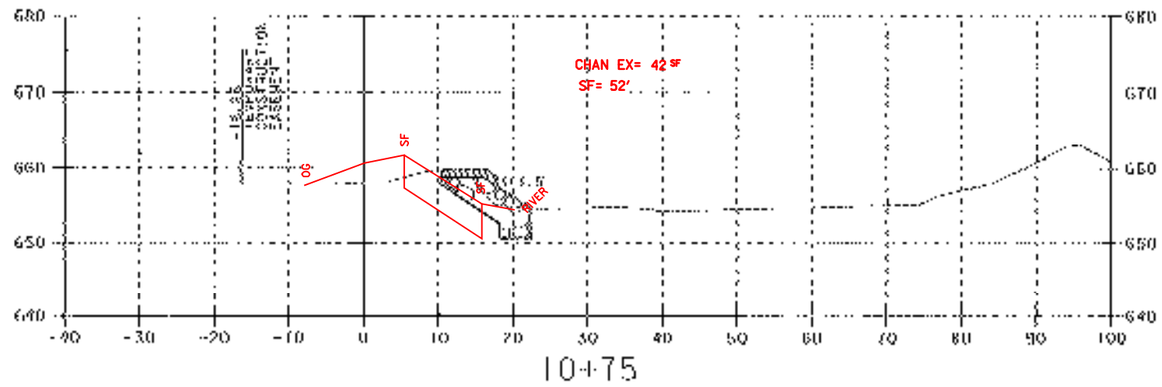
10+25



11+00



10+00

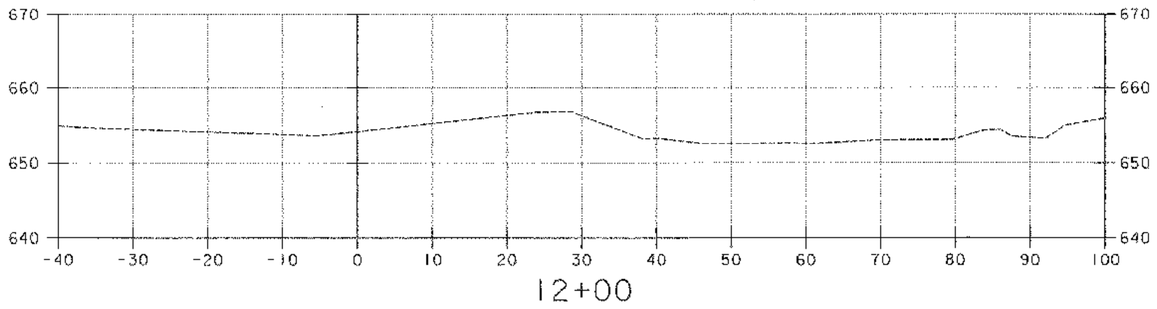


10+75

SCALE 1"=10'-0"

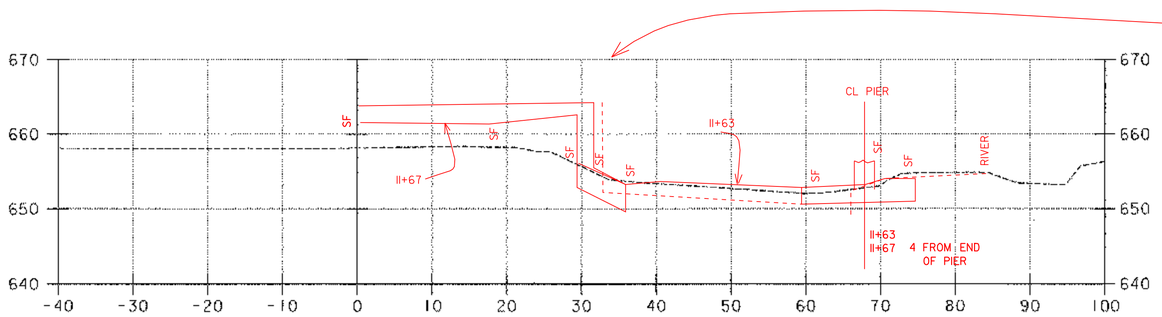
Dufresne-Henry

PROJECT NAME: CORINTH
PROJECT NUMBER: 112 93552
PROJECT LEADER: MJC
DESIGNED BY: SCB
DRAWN BY: SCB
CHECKED BY: MJC
CHANNEL CROSS SECTIONS
PLOT DATE: 05/01/2003
SHEET PT OF 28



12+00

03/07/05 D. LUND



11+75

11+66.00, RT.
END COFFERDAM

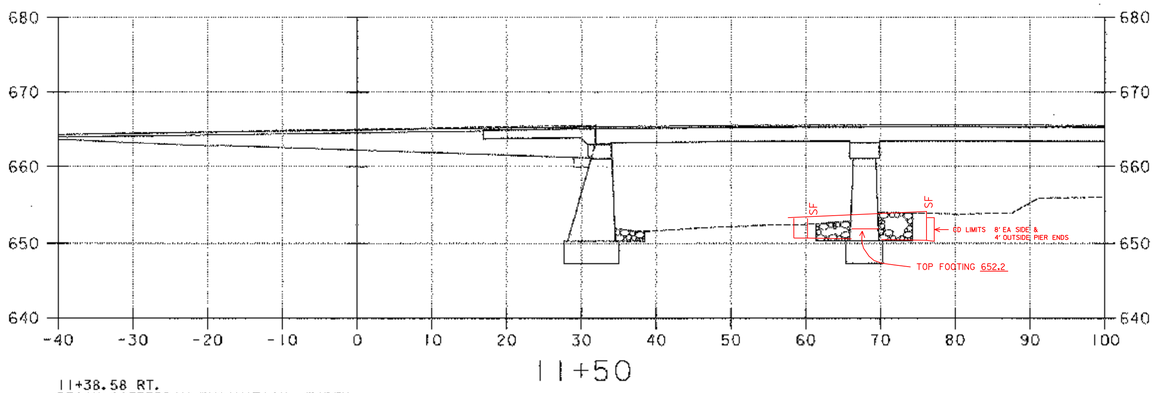
11+62.17 RT.
COFFERDAM EXCAVATION, EARTH
STONE FILL, TYPE IV

11+67 RT
SF IV= 28'
CD EX= 23'

PIER 11+67 END SF IV
SF IV= 46'
CD EX= 33

PIER
11+63
SF IV= 46'
CD EX= 33

~~11+67~~
~~11+66.17~~ RT.
END COFFERDAM
COFFERDAM EXCAVATION, EARTH
STONE FILL, TYPE IV



11+50

SF= 50'
CD EX= 34

11+38.58 RT.
BEGIN COFFERDAM EXCAVATION, EARTH
STONE FILL, TYPE IV

SCALE 1" = 10'-0
10 0 10

Dufresne-Henry

PROJECT NAME: CORINTH
PROJECT NUMBER: TH2-9352

FILE NAME: ...\Cor-xs.dgn
PROJECT LEADER: MJC
DESIGNED BY: SEB
CHANNEL CROSS SECTIONS

PLOT DATE: 05/07/2003
DRAWN BY: SEB
CHECKED BY: MJC
SHEET 28 OF 28