INDEX OF SHEETS

1. TITLE SHEET
2. INDEX OF SHEETS & STANDARDS

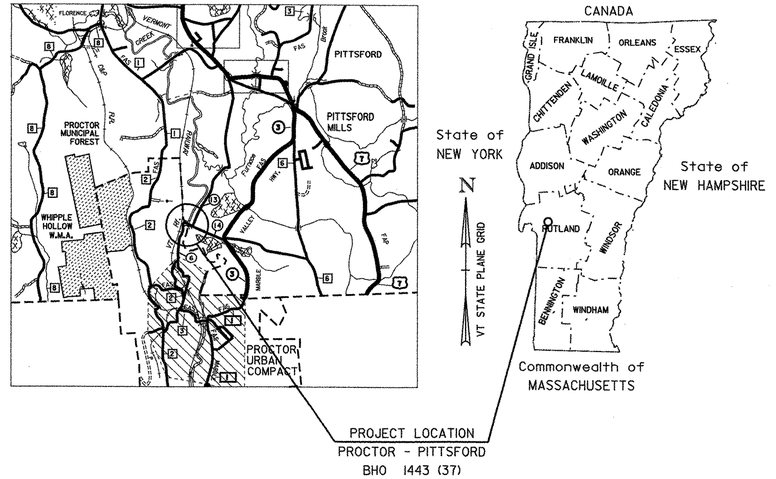
STATE OF VERMONT
AGENCY OF TRANSPORTATION



PROPOSED IMPROVEMENT
BRIDGE PROJECT

TOWN OF PROCTOR - PITTSFORD
COUNTY OF RUTLAND

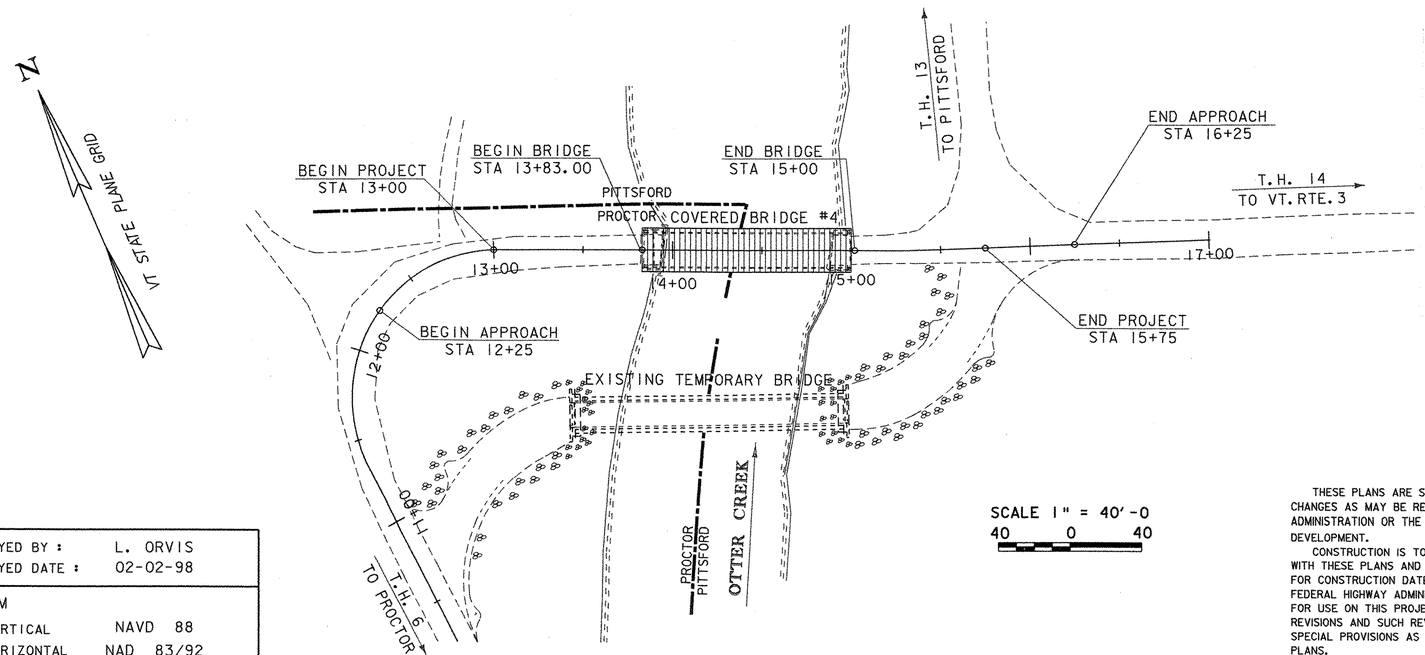
ROUTE NO : 6 BRIDGE NO : 4



PROJECT LOCATION : LOCATED IN THE COUNTY OF RUTLAND , TOWNS OF PROCTOR AND PITTFORD, ON TOWN HIGHWAY 6 , BRIDGE 4 AT THE INTERSECTION OF TOWN HIGHWAY 6 (IN PROCTOR) AND TOWN HIGHWAY 14 (IN PITTSFORD).

PROJECT DESCRIPTION : THE PROJECT SHALL CONSIST OF THE REHABILITATION OF BRIDGE #4 (GORHAM COVERED BRIDGE), WITH NEW ABUTMENTS AND RELATED APPROACH AND CHANNEL WORK

LENGTH OF STRUCTURE :	117.00	FEET.
LENGTH OF ROADWAY :	158.00	FEET.
LENGTH OF PROJECT :	275.00	FEET.



RECORD PLANS

CONTRACTOR: CONTRACTOR CRANE SERVICE – MORRISVILLE, VT

RESIDENT ENGINEER: TONY COURSE

CONSTRUCTION BEGAN: APRIL 7, 2003

CONSTRUCTION COMPLETE: OCTOBER 14, 2004

RECORD PLANS BY: TONY COARSE, N. GARBACIK

I HEREBY CERTIFY THAT ALL THE CONSTUCTION REQUIRED BY THIS SET OF DRAWINGS HAS BEEN ACCOMPLISHED AS INDICATED HEREIN.

BY Mark H. Mackintosh For the RESIDENT ENGINEER

DATE Jan 29, 2008

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.

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 (SR SR SR)
TOP OF CUT
TOE OF SLOPE

SURVEYED BY :	L. ORVIS
SURVEYED DATE :	02-02-98

DATUM

VERTICAL	NAVD 88
HORIZONTAL	NAD 83/92

THESE PLANS ARE SUBJECT TO SUCH ENGINEERING CHANGES AS MAY BE REQUIRED BY THE FEDERAL HIGHWAY ADMINISTRATION OR THE DIRECTOR OF PROJECT DEVELOPMENT.

CONSTRUCTION IS TO BE CARRIED ON IN ACCORDANCE WITH THESE PLANS AND THE STANDARD SPECIFICATIONS FOR CONSTRUCTION DATED 2001, AS APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION ON JANUARY 4, 2001 FOR USE ON THIS PROJECT, INCLUDING ALL SUBSEQUENT REVISIONS AND SUCH REVISED SPECIFICATIONS AND SPECIAL PROVISIONS AS ARE INCORPORATED IN THESE PLANS.

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATOR
APPROVED Mark D. Richter DATE 1-10-2003

DIRECTOR OF PROJECT DEVELOPMENT
APPROVED [signature] DATE 10/25/02

PROJECT MANAGER : C.P. WILLIAMS

PROJECT NAME : PROCTOR - PITTSFORD
PROJECT NUMBER : BHO 1443 (37)

SHEET 1 OF 60 SHEETS

STATE OF VERMONT
AGENCY OF TRANSPORTATION

PRELIMINARY INFORMATION SHEET

INDEX OF SHEETS

INDEX OF SHEETS

1.	TITLE SHEET
2.	PRELIMINARY INFORMATION
3.	PROJECT TYPICAL SECTIONS
4. - 5.	QUANTITY SHEETS
6.	TIE SHEET
7.	LAYOUT
8.	PROFILE SHEET
9.	TRAFFIC SIGN LAYOUT
10.	TRAFFIC SIGN SUMMARY
11.	BORING INFORMATION SHEET
12.	BORING PROFILE SHEET1
13.	BORING PROFILE SHEET2
14.	PLAN & ELEVATION
15.	EROSION CONTROL
16.	GENERAL NOTES
17.	TYPICAL BRIDGE SECTION
18.	TRUSS ELEVATION
19.	LOWER BOTTOM CHORD DETAILS
20.	UPPER BOTTOM CHORD DETAILS
21.	UPPER AND LOWER TOP CHORD DETAILS
22.	FLOOR SYSTEM FRAMING PLAN
23.	FLOOR BEAM DETAILS
24.	DECK FRAMING PLAN
25.	MISCELLANEOUS FLOOR SYSTEM DETAILS
26.	ROOF SYSTEM FRAMING PLAN
27.	ROOF SYSTEM DETAILS
28.	SIDING DETAILS
29.	END OF BRIDGE DETAILS
30.	ABUTMENT NO. 1 DETAILS
31.	ABUTMENT NO. 2 DETAILS
32.	PILE LAYOUT AND FOOTING PLAN
33.	WINGWALL #1 AND WINGWALL #2 DETAILS
34.	WINGWALL #3 AND WINGWALL #4 DETAILS
35.	MISCELLANEOUS WINGWALL DETAILS
36.	CONCRETE FORM LINER DETAILS
37.	MISCELLANEOUS PROJECT DETAILS
38.	RAILING DETAILS
39.	REINFORCING STEEL SCHEDULE
40. - 47.	ROADWAY CROSS SECTIONS
48. - 60.	CHANNEL CROSS SECTIONS

INDEX OF STANDARDS

B-5	6/1/94
E-100	1/6/97
E-100A	1/6/97
E-101	3/10/97
E-102	8/8/95
E-102A	8/8/95
E-107	8/8/95
E-107A	8/8/95
E-136C	8/8/95
E-141	9/20/95
E-160	5/20/99
G-1	1/3/00
G-1D	1/3/00
T-1	6/1/94
T-2	6/1/94

FINAL HYDRAULIC REPORT

HYDROLOGIC DATA

Date: June 21, 2002

DRAINAGE AREA : 363.0 sq. mi. *
CHARACTER OF TERRAIN : Hilly uplands to wide flat valley at the site.
STREAM CHARACTERISTICS : Incised, sinuous, not braided or anabranched, wide floodplain.
NATURE OF STREAMBED : Mostly silt, clay and sand

PEAK FLOW DATA

Q 2.33 =	5,200 cfs **	Q 50 =	18,040 cfs *
Q 10 =	11,370 cfs *	Q 100 =	21,530 cfs *
Q 25 =	15,100 cfs **	Q 500 =	31,320 cfs *

DATE OF FLOOD OF RECORD : November 1927
ESTIMATED DISCHARGE: Not Available (NA)
WATER SURFACE ELEV.: 370.4' (from Pittsford 1988 Flood Insurance Study)
NATURAL STREAM VELOCITY : @ Q?? = NA
ICE CONDITIONS : Moderate
DEBRIS: Moderate
DOES THE STREAM REACH MAXIMUM HIGHWATER ELEV. RAPIDLY? No
IS ORDINARY RISE RAPID? No
IS STAGE AFFECTED BY UPSTREAM OR DOWNSTREAM CONDITIONS? Yes
IF YES, DESCRIBE: The flat channel grade and natural and manmade features downstream control watersurface elevations at this site.

WATERSHED STORAGE: 1%
HEADWATERS:
UNIFORM: X
IMMEDIATELY ABOVE SITE:

EXISTING STRUCTURE INFORMATION

STRUCTURE TYPE: Covered Bridge
YEAR BUILT: 1841
CLEAR SPAN(NORMAL TO STREAM): 91'
VERTICAL CLEARANCE ABOVE STREAMBED: 26' (Bottom of chord elev. 364.3')
WATERWAY OF FULL OPENING: 2,200 sq. ft.
DISPOSITION OF STRUCTURE: Rehabilitate superstructure. New abutments.
TYPE OF MATERIAL UNDER SUBSTRUCTURE: Silt and sand

WATER SURFACE ELEVATIONS AT:

Q2.33 =	NA	VELOCITY =	NA
Q10 =	363.8' *	"	NA
Q25 =	365.1 **	"	NA
Q50 =	366.0' *	"	NA
Q100 =	368.0' *	"	3.4 fps *

LONG TERM STREAMBED CHANGES: There is about 5' of scour through the bridge area. No other long term changes noted in the bridge area.

IS THE ROADWAY OVERTOPPED BELOW Q100: Yes
FREQUENCY: Below Q10
RELIEF ELEVATION: 359.2' within the limits of the project survey.
DISCHARGE OVER ROAD @Q100: NA

UPSTREAM STRUCTURE

TOWN: Proctor
HIGHWAY # : T.H. 3
CLEAR SPAN: 121'
YEAR BUILT: 1918
STRUCTURE TYPE: 3 span concrete arch with marble facing
DISTANCE: 11,700'
STRUCTURE #: 2
CLEAR HEIGHT: 23'
FULL WATERWAY: 2,260 sq. ft.

DOWNSTREAM STRUCTURE

TOWN: Pittsford
HIGHWAY # : Railway
CLEAR SPAN: NA
YEAR BUILT: NA
STRUCTURE TYPE: NA
DISTANCE: 11,000'
STRUCTURE #: NA
CLEAR HEIGHT: NA
FULL WATERWAY: NA

ASD LOAD RATING (TONS)

LOADING LEVELS	TRUCK						
	H	HS	3S2	6 AXLE	3A. STR.	4A. STR.	5A. SEMI
INVENTORY	14						
POSTED	18						
OPERATING	20						

COMMENTS: NEW FLOOR BEAMS CONTROL LOAD RATING

TRAFFIC DATA

YEAR	ADT	DHV	% D	% T	ADTT
2002	550	80	58	2	20
2022	740	105	58	2	30

20 year ESAL for flexible pavement 2002 to 2022 : 395,000
40 year ESAL for flexible pavement 2002 to 2042 : 937,000
Design Speed : 20 mph

PROPOSED STRUCTURE

STRUCTURE TYPE: Rehabilitated covered bridge.

CLEAR SPAN(NORMAL TO STREAM): 99'
VERTICAL CLEARANCE ABOVE STREAMBED: 26' (Min. streambed elev. 338'+-)
WATERWAY OF FULL OPENING: 2,250 sq. ft.

WATER SURFACE ELEVATIONS AT:

Q2.33 =	NA	VELOCITY=	NA
Q10 =	363.8' *	"	NA
Q25 =	365.1 **	"	NA
Q50 =	366.0' *	"	NA
Q100 =	368.0' *	"	3.4 fps *

IS THE ROADWAY OVERTOPPED BELOW Q100: Yes
FREQUENCY: Below Q10
RELIEF ELEVATION: 359.2' within the limits of the project survey.
DISCHARGE OVER ROAD @Q100: NA

AVERAGE LOW ELEVATION OF SUPERSTRUCTURE: 364.3'
VERTICAL CLEARANCE: @ Q25 = Water is up to the bridge below the design Q25.

SCOUR: 3.3' of contraction scour calculated at Q100 for the existing bridge, by the USGS in 1998. The proposed bridge scour will be the same or slightly less due to the longer span.
REQUIRED CHANNEL PROTECTION: Stone Fill, Type IV

PERMIT INFORMATION

AVERAGE DAILY FLOW:	760 cfs	
ORDINARY LOW WATER:	330 cfs	DEPTH OR ELEVATION: Elev. 349.0' (estimated)
ORDINARY HIGH WATER:	2,230 cfs	Elev. 356.0'

TEMPORARY BRIDGE REQUIREMENTS

STRUCTURE TYPE: Traffic will be maintained on the existing temporary bridge.
CLEAR SPAN (NORMAL TO STREAM):
VERTICAL CLEARANCE ABOVE STREAMBED:
WATERWAY AREA OF FULL OPENING:

ADDITIONAL INFORMATION

* Hydrologic and hydraulic information from the 1978 Proctor Flood Insurance Study.
** Determined graphically based on information in the 1978 Proctor Flood Insurance Study.
This project will not cause any significant changes hydraulically. Therefore no new hydraulic study was done as results would be similar to the flood insurance study.

DESIGN CRITERIA

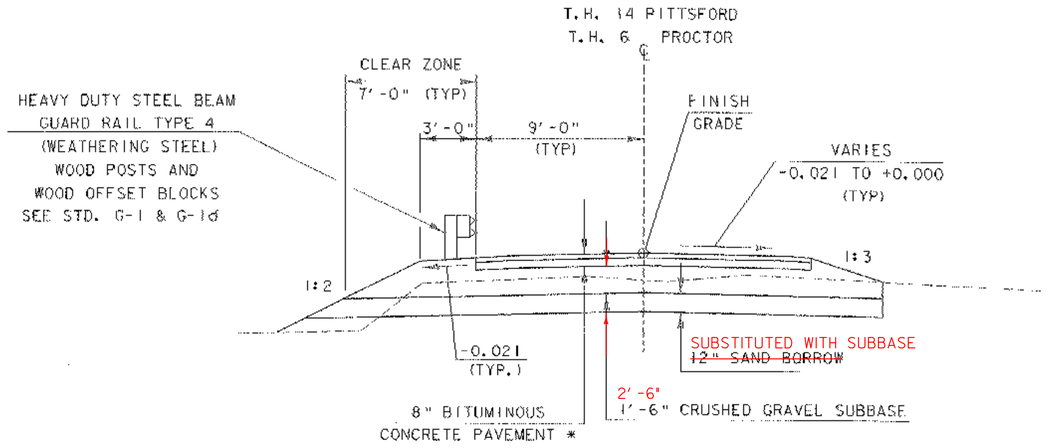
1. DESIGN LIVE LOAD AASHTO H - 20 (OPERATING LEVEL)
2. DESIGN SPAN 114' - 6"
3. ALLOWABLE LOAD FOR SPREAD FOOTINGS ON SOIL N / A
   ON LEDGE N / A
4. ALLOWABLE LOAD FOR PILING 192 KIPS
   TYPE HP 14X73 - ASTM A572/A572M GRADE 50
   ESTIMATED LENGTH 41' @ ABUTMENT #1 ; 75' @ ABUTMENT #2
5. STRUCTURAL STEEL AASHTO GRADE N / A
6. REINFORCING STEEL GRADE 60
7. CONCRETE CLASS A (HPC-A) f'c : NOT USED
   CONCRETE CLASS B (HPC-B) f'c : 3500 psi
   SILICA - FUME CONCRETE f'c : NOT USED
8. SOIL UNIT WEIGHT 140 pcf
9. DESIGN LOAD FOR SPREAD FOOTINGS ON SOIL N / A

TRAFFIC MAINTENANCE

1. IS TRAFFIC TO BE MAINTAINED? YES
   IF YES, ON EXISTING STRUCTURE OR ON TEMPORARY BRIDGE ON EXISTING TEMPORARY BRIDGE
2. TEMPORARY BRIDGE REQUIREMENTS: ONE OF TWO WAY ONE WAY
   TRAFFIC CONTROL SIGNALS REQUIRED N /A
   MINIMUM CLEAR SPAN (NORMAL TO STREAM): N /A
   WATERWAY OF FULL OPENING: N /A
   VERTICAL CLEARANCE ABOVE STREAMBED: N /A
   ARE SIDEWALKS REQUIRED? N / A
   IF SO, ON WHAT SIDE? N / A
   STRUCTURE TYPE: MABEY BRIDGE

PROJECT NAME: **PROCTOR - PITTSFORD**
PROJECT NUMBER: **BHO 1443 (37)**

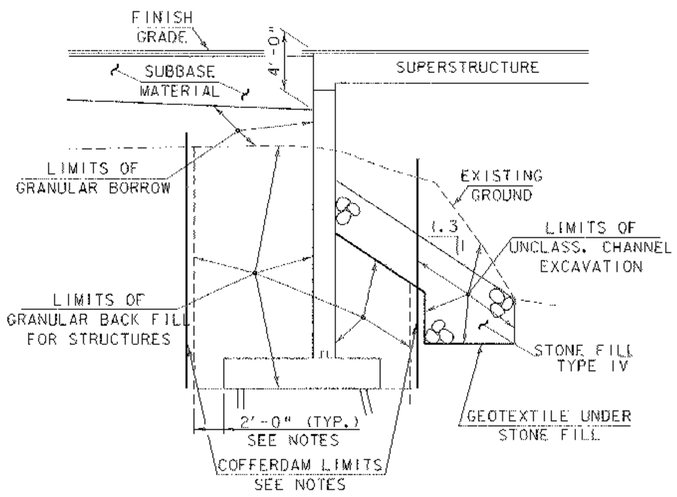
FILE NAME: **s96j242epi.xls**
PROJECT LEADER: **C. P. WILLIAMS**
DESIGNED BY: **W. B. SYMONDS**
PRELIMINARY INFORMATION SHEET
PLOT DATE: **8/12/02**
DRAWN BY: **T. ANDERSON**
CHECKED BY: **W. B. SYMONDS**
SHEET **2** OF **60**



* 1½" TYPE III OR IV OVER
1½" TYPE III OR IV OVER
2½" TYPE I OR II OVER
2½" TYPE I OR II

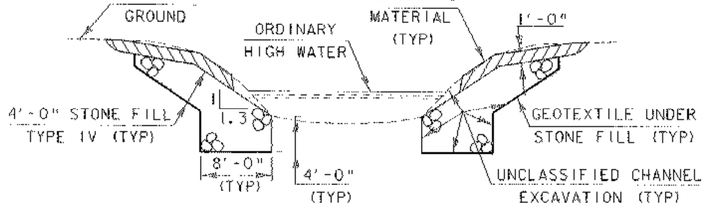
TYPICAL ROADWAY SECTION

SCALE ¼" = 1'-0



TYPICAL ABUTMENT SECTION

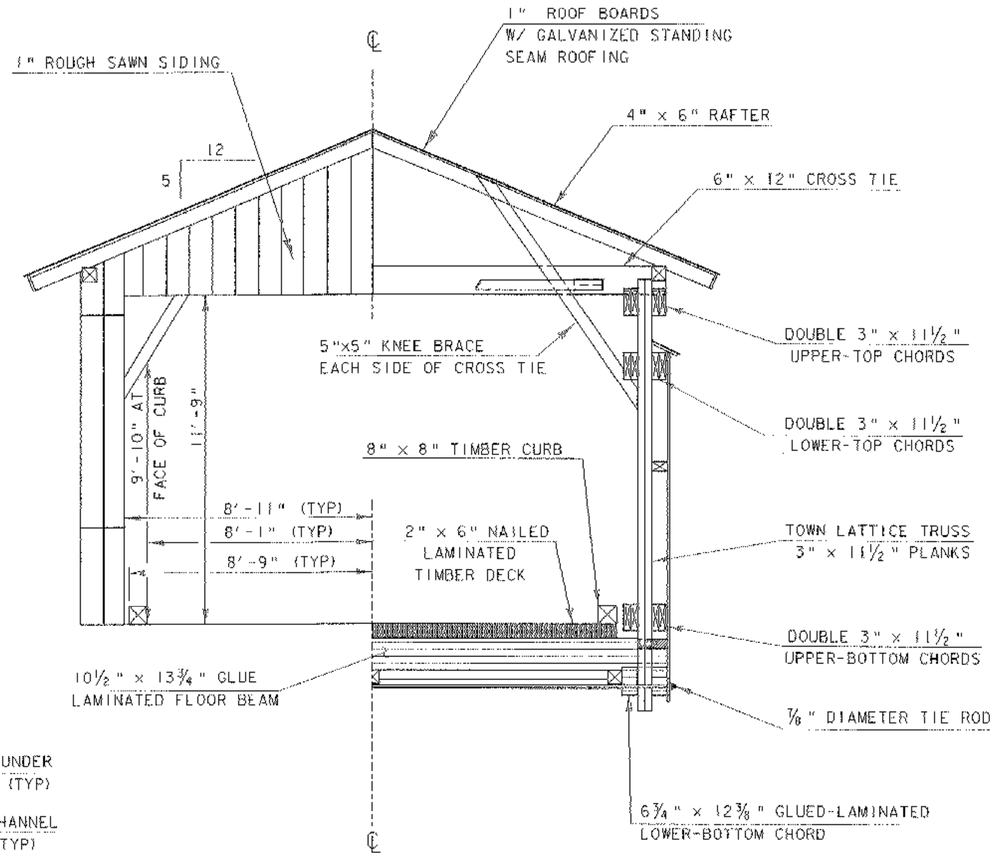
(NOT TO SCALE)



TYPICAL CHANNEL SECTION

(NOT TO SCALE)

* GRUBBING MATERIAL SHALL NOT BE PLACED ON THE STONE FILL IN THE AREA UNDER THE BRIDGE.



NEW TYPICAL BRIDGE SECTION

SCALE ⅜" = 1'-0

NOTE: SEE SHEET 17 FOR A MORE DETAILED PROJECT TYPICAL SECTION, WHICH SHOWS MEMBERS TO BE RETAINED AND REPLACED.

TYPICAL ABUTMENT SECTION NOTES

1. COFFERDAM LIMITS TO BE DETERMINED BY THE CONTRACTOR.
2. FOR PURPOSES OF ESTIMATING EARTHWORK QUANTITIES, THE LIMITS OF COFFERDAM HAVE BEEN ASSUMED TO BE 2'-0" OUTSIDE THE PERIMETER OF THE FOOTING.
3. IF A COFFERDAM IS CONSTRUCTED WHICH IS MORE THAN THE ASSUMED 2'-0" DISTANCE OUTSIDE THE FOOTING LIMITS, PAYMENT FOR ALL UNCLASSIFIED CHANNEL EXCAVATION INCLUDING THAT PORTION WHICH IS INSIDE THE COFFERDAM BUT OUTSIDE THE MINIMUM COFFERDAM LIMITS SHOWN WILL BE MADE AT THE CONTRACT UNIT PRICE FOR UNCLASSIFIED CHANNEL EXCAVATION.
4. IF A FOUNDATION SEAL IS REQUIRED AND ORDERED BY THE RESIDENT ENGINEER, THE LOWER LIMIT OF EXCAVATION SHALL BE THE TOP OF THE FOUNDATION SEAL ELEVATION. SEE SPECIAL PROVISIONS.

SCALE ⅜" = 1'-0
1 0 1 2 3 4

SCALE ¼" = 1'-0
1 0 2 4 6

MATERIAL ITEM	TOLERANCE
PAVEMENT	±¼" TOTAL THICKNESS
SUBBASE	± 1"
SAND BORROW	± 1"

PROJECT: PROCTOR - PITTSFORD
PROJECT NO.: BHO 1443 (37)
DESIGN FILE NAME: 96j242\Structures\sj242etyp.dgn
IPARM FILE NAME: sj242etyp2.i
PLOT DATE: 10-JAN-2003
DESIGNED BY: W.B. SYMONDS
DRAWN BY: T. ANDERSON
SQUAD LEADER: C.P. WILLIAMS
CHECKED BY: W.B. SYMONDS
TYPICAL CROSS SECTIONS
SHEET: 3 OF 60

STATE OF VERMONT
AGENCY OF TRANSPORTATION

QUANTITY SHEET

SUMMARY OF ESTIMATED QUANTITIES																TOTALS			DESCRIPTIONS			DETAILED SUMMARY OF QUANTITIES		
													EMPLOYEE TRAINERSHIP	ROADWAY	EROSION CONTROL	FULL E&C	BRIDGE QUANTITY	ROUND	GRAND TOTAL	FINAL	UNIT	ITEMS	ITEM NUMBER	QUANTITIES	UNIT	ITEMS
														1					1		LS	CLEARING AND GRUBBING (INCLUDING INDIVIDUAL TREES AND STUMPS)	201.10			
														1480					1480		CY	COMMON EXCAVATION	203.15			
																	430		430		CY	UNCLASSIFIED CHANNEL EXCAVATION	203.27			
														370					370		CY	SAND BORROW	203.31			
															5				5		CY	TRENCH EXCAVATION OF EARTH	204.20			
																	700		700		CY	GRANULAR BACKFILL FOR STRUCTURES	204.30			
																	1210		1210		CY	COFFERDAM EXCAVATION, EARTH	208.30			
																	130		130		CY	COFFERDAM EXCAVATION, ROCK	208.35			
																	1		1		LS	COFFERDAM (STA. 13+83)	208.40			
																	1		1		LS	COFFERDAM (STA. 15+00)	208.40			
														1250					1250		CY	SUBBASE OF CRUSHED GRAVEL (COARSE GRADED)	301.25			
														2					2		CWT	EMULSIFIED ASPHALT	404.65			
														305 Δ1					305 Δ1		TON	MEDIUM DUTY BITUMINOUS CONCRETE PAVEMENT (PG 58-28)	406.27			
																	293		293		CY	CONCRETE, HIGH PERFORMANCE CLASS B	501.34			
																	1		1		LS	SHORING SUPERSTRUCTURE (MOD.)	502.10			
																	1		1		LS	FURNISHING EQUIPMENT FOR DRIVING PILING	504.10			
																	1624		1624		LF	STEEL PILING (HP 14 X 73)	505.17			
																	600		600		LB	STRUCTURAL STEEL	506.60			
																	44940		44940		LB	REINFORCING STEEL	507.15			
																	1		1		LS	STRUCTURAL PAINTING,FIELD APPLIED (MOD.)	513.30			
																	1		1		LS	CONTAINMENT & ENVIRON. PROTECTION,FIELD (MOD.)	513.36			
																	30		30		GAL	WATER REPELLENT	514.10			
																	9		9		MFBM	STRUCTURAL LUMBER AND TIMBER - UNTREATED	522.20			
																	20.5		20.5		MFBM	STRUCTURAL LUMBER AND TIMBER - TREATED	522.25			
																	8.5		8.5		MFBM	NON - STRUCTURAL LUMBER-UNTREATED	522.30			
																	1		1		LS	STRUCTURAL GLUED LAMINATED TIMBER (BOTTOM CHORD)	522.40			
																	1		1		LS	STRUCTURAL GLUED LAMINATED TIMBER (FLOOR BEAM)	522.40			
																	1		1		LS	MAINTENANCE OF TRAFFIC FOR BRIDGE PROJECTS	527.10			
																	1		1		EACH	REMOVAL OF STRUCTURE (MOD. 1)	529.15			
																	1		1		EACH	REMOVAL OF STRUCTURE (MOD. 2)	529.15			
																	1		1		EACH	PARTIAL REMOVAL OF STRUCTURE	529.20			
																	2		2		EACH	BEARING DEVICE ASSEMBLY (MOD.)	531.10			
																	177		177		SY	STONE MASONRY FACING (MOD.)	602.25			
															1				1		HR	ALL PURPOSE EXCAVATOR RENTAL, TYPE I	608.25			
														0.5					0.5		TON	DUST & ICE CONTROL WITH CALCIUM CHLORIDE	609.15			
															3				3		CY	STONE FILL, TYPE I	613.10			
																	460		460		CY	STONE FILL, TYPE IV	613.13			
														65					65		LF	REMOVING AND RESETTING FENCE	620.50			
														273					273		LF	HVY DUTY STEEL BEAM GUARD RAIL	621.21			
														4					4		EACH	ANCHOR FOR STEEL BEAM RAIL	621.60			

Δ1 ADDENDUM #1

PROJECT NAME:	PROCTOR-PITTSFORD
PROJECT NUMBER:	BHO 1443 (37)
FILE NAME:	96j242.xls
PROJECT LEADER:	C.P.WILLIAMS
DESIGNED BY:	W.B.SYMONDS
QUANTITY SHEET #1	
PLOT DATE:	10/21/2002
DRAWN BY:	str4
CHECKED BY:	W.B.SYMONDS
SHEET	4 OF 60

STATE OF VERMONT
AGENCY OF TRANSPORTATION

QUANTITY SHEET

SUMMARY OF ESTIMATED QUANTITIES																	TOTALS			DESCRIPTIONS			
													EMPLOYEE TRAINERSHIP	ROADWAY	EROSION CONTROL	FULL E&C	BRIDGE QUANTITY	ROUND	GRAND TOTAL	FINAL	UNIT	ITEMS	ITEM NUMBER
														104					104		LF	REMOVL AND DISP OF GUARD RAIL	621.80
														300					300		HR	FLAGGERS	630.15
																1			1		LS	FIELD OFFICE-ENGINEERS	631.10
																1			1		LS	TESTING EQUIPMENT - CONCRETE	631.16
																1			1		LS	TESTING EQUIPMENT - BITUMINOUS	631.17
																1			1		LU	FIELD OFFICE - TELEPHONE (NABI)	631.25
													520						520		HR	EMPLOYEE TRAINERSHIP	634.10
														1					1		LS	MOBILIZATION	635.10
															260				260		SY	GEOTEXTILE UNDER STONE FILL	649.31
															650				650		SY	GEOTEXTILE FOR SILT FENCE	649.51
															165				165		SY	GEOTEXTILE FOR FILTER CURTAIN	649.61
															10				10		LB	SEED	651.15
															1				1		LB	SEED-WINTER RYE	651.17
															79				79		LB	FERTILIZER	651.18
															1				1		TON	AGRICULTURAL LIMESTONE	651.20
															1				1		TON	HAY MULCH	651.25
															25				25		EACH	HAY BALES FOR EROSION CONTROL	651.26
														190					190		CY	TOPSOIL	651.35
																	170		170		SY	GRUBBING MATERIAL	651.40
															10				10		SY	EROSION MATTING	654.10
																	3750		3750		SF	METAL ROOFING	665.18
														42					42		SF	TRAFFIC SIGNS, TYPE A	675.20
														70					70		LF	FLANGED CHANNEL SIGN POST	675.301
														14					14		EACH	REMOVING SIGNS	675.50
														7					7		EACH	ERECTING SALVAGED SIGNS	675.60
														7					7		EACH	SETTING SALVAGED POSTS	675.61

DETAILED SUMMARY OF QUANTITIES		
QUANTITIES	UNIT	ITEMS

PROJECT NAME: **PROCTOR-PITTSFORD**
PROJECT NUMBER: **BHO 1443 (37)**

FILE NAME: **96j242.xls**
PROJECT LEADER: **C.P.WILLIAMS**
DESIGNED BY: **W.B.SYMONDS**
QUANTITY SHEET #2

PLOT DATE: **10/16/2002**
DRAWN BY: **str4**
CHECKED BY: **W.B.SYMONDS**
SHEET **5** OF **60**

GPS CONTROL POINTS

HVCTRL # 1

STANDARD DISK STAMPED

Godette

N = 427684.05
E = 1501972.95
ELEV. = 380.70

DESCRIBED BY VERMONT GEODETIC SURVEY 1997 (AGM)
GENERAL LOCATION, PITTSFORD, VT. TO REACH FROM THE INTERSECTION OF U.S. ROUTE 7 AND VT ROUTE 3 AT THE SOUTH END OF PITTSFORD VILLAGE GO SOUTH ALONG VT ROUTE 3 FOR 2.0 MI (3.2 KM) TO THE INTERSECTION OF GORHAM BRIDGE ROAD RIGHT. CONTINUE STRAIGHT AHEAD AND GO SOUTH ALONG VT ROUTE 3 FOR 0.4 MI (0.6 KM) TO THE SITE OF MARK ON THE LEFT. THE MARK IS SET 3 CM BELOW GROUND SURFACE IN THE TOP OF A 30 CM DIAMETER CONCRETE MONUMENT. IT IS 7.0 M (23.0 FT) SOUTHEAST OF THE CENTERLINE OF VT ROUTE 3, 9.3 M (30.5 FT) NORTHWEST OF THE CENTERLINE OF A GRAVEL DRIVE, 1.6 M (5.2 FT) SOUTHWEST OF A WOOD RAIL FENCE, AND 13.7 M (44.9 FT) EAST OF POLE NO. 355A/75 AND A FIBERGLASS WITNESS POST.

HVCTRL # 2

STANDARD DISK STAMPED

Godette Az Mk

N = 429620.22
E = 1500602.678
ELEV. = 380.70

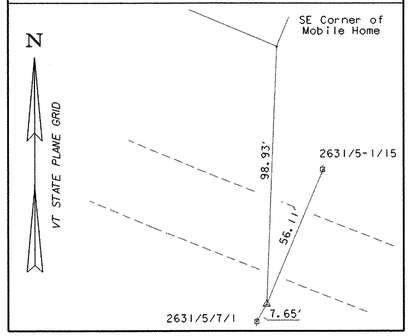
DESCRIBED BY VERMONT GEODETIC SURVEY 1997 (AGM)
GENERAL LOCATION, PITTSFORD, VT. TO REACH FROM THE INTERSECTION OF U.S. ROUTE 7 AND VT ROUTE 3 AT THE SOUTH END OF PITTSFORD VILLAGE GO SOUTH ALONG VT ROUTE 3 FOR 2.0 MI (3.2 KM) TO THE INTERSECTION OF GORHAM BRIDGE ROAD RIGHT AND THE MARK ON THE RIGHT IN THE SOUTHWEST QUADRANT OF THE INTERSECTION. THE MARK IS SET 3 CM BELOW GROUND SURFACE IN THE TOP OF A 30 CM DIAMETER CONCRETE MONUMENT. IT IS 17.9 M (58.7 FT) WEST OF THE CENTERLINE OF VT ROUTE 3, 7.0 M (23.0 FT) SOUTH OF THE CENTERLINE OF GORHAM BRIDGE ROAD, 5.6 M (18.4 FT) NORTH OF THE CENTERLINE OF A PAVED DRIVE, 15.6 M (51.2 FT) NORTH OF THE NORTHEAST CORNER OF A HOUSE, AND 7.5 M (24.6 FT) EAST OF POLE NO. 2631/1/25T/7-1/59 AND A FIBERGLASS WITNESS POST.

*TO ALLOW THE STATE PLANE COORDINATES TO FIT THE AGENCY DESIGN PLANE, SUBTRACT 400,000 FROM THE NORTHING AND SUBTRACT 1,400,000 FROM THE EASTING.
* DESCRIPTION PROVIDED BY VERMONT AGENCY OF TRANSPORTATION GEODETIC SURVEY UNIT

TRAVERSE TIES

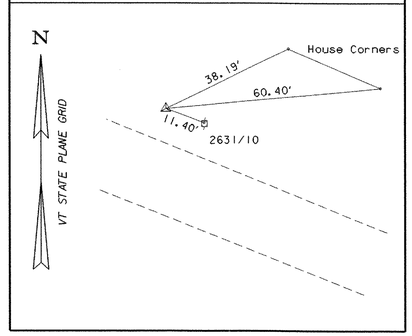
Hvctrl #3

NORTH = 29903.33
EAST = 99761.20
ELEV. = 375.91



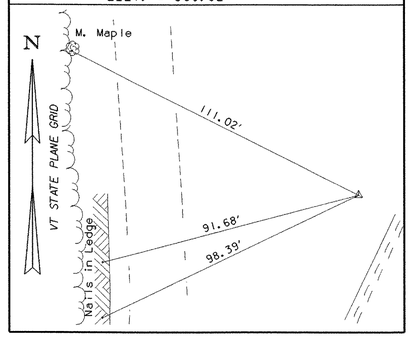
Hvctrl #4

NORTH = 30272.07
EAST = 98952.20
ELEV. = 368.98



Hvctrl #5

NORTH = 30409.44
EAST = 98053.77
ELEV. = 360.92



NORTH =
EAST =
ELEV. =

* MAIN TRAVERSE COMPLETED 01/21/98 by L. Orvis P.C. & R. Bullock in metric and converted to feet on 10/15/01 by R. Bullock

ALIGNMENT TIES

NORTH =	NORTH =	NORTH =	NORTH =	NORTH =
EAST =	EAST =	EAST =	EAST =	EAST =

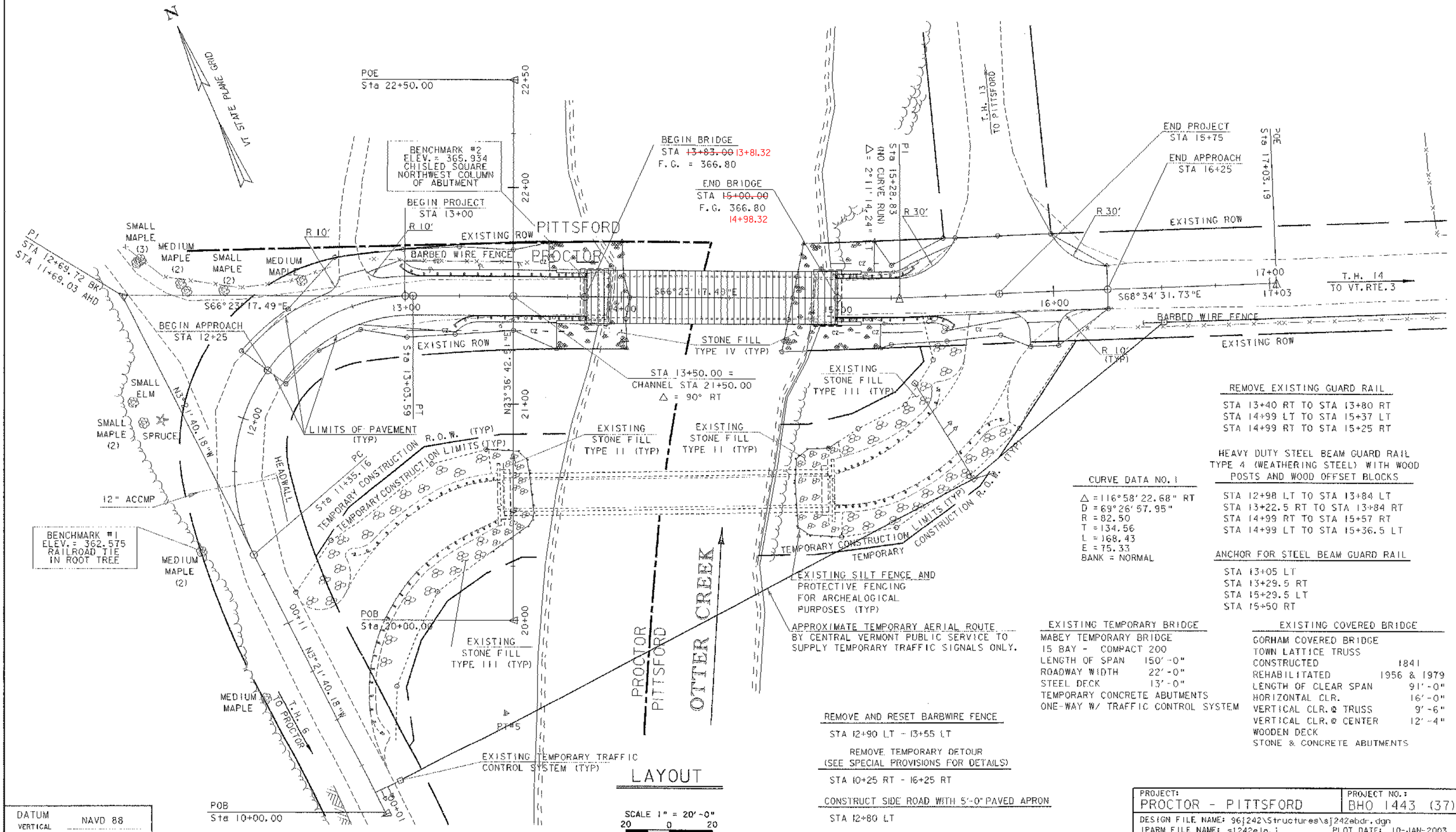
DATUM

VERTICAL NAVD 88
HORIZONTAL NAD 83/92
ADJUSTMENT Least Sq.

PROJECT NAME: Proctor - Pittsford
PROJECT NUMBER: BHF 1443 (37)

FILE NAME: 96J242/survey/xJ242eti.dgn
PROJECT LEADER: C.P. WILLIAMS
DESIGNED BY: W.B. SYMONDS
SURVEY TIE SHEET

PLOT DATE: 10-JAN-2003
DRAWN BY: R. Bullock
CHECKED BY: W.B. SYMONDS
SHEET 6 OF 60



REMOVE EXISTING GUARD RAIL

STA 13+40 RT TO STA 13+80 RT
STA 14+99 LT TO STA 15+37 LT
STA 14+99 RT TO STA 15+25 RT

HEAVY DUTY STEEL BEAM GUARD RAIL
TYPE 4 (WEATHERING STEEL) WITH WOOD
POSTS AND WOOD OFFSET BLOCKS

STA 12+98 LT TO STA 13+84 LT
STA 13+22.5 RT TO STA 13+84 RT
STA 14+99 RT TO STA 15+57 RT
STA 14+99 LT TO STA 15+36.5 LT

ANCHOR FOR STEEL BEAM GUARD RAIL

STA 13+05 LT
STA 13+29.5 RT
STA 15+29.5 LT
STA 15+50 RT

CURVE DATA NO. 1

Δ = 116°58'22.68" RT
D = 69°26'57.95"
R = 82.50
T = 134.56
L = 168.43
E = 75.33
BANK = NORMAL

EXISTING TEMPORARY BRIDGE

MABEY TEMPORARY BRIDGE
15 BAY - COMPACT 200
LENGTH OF SPAN 150'-0"
ROADWAY WIDTH 22'-0"
STEEL DECK 13'-0"
TEMPORARY CONCRETE ABUTMENTS
ONE-WAY W/ TRAFFIC CONTROL SYSTEM

EXISTING COVERED BRIDGE

GORHAM COVERED BRIDGE
TOWN LATTICE TRUSS
CONSTRUCTED 1841
REHABILITATED 1956 & 1979
LENGTH OF CLEAR SPAN 91'-0"
HORIZONTAL CLR. 16'-0"
VERTICAL CLR. @ TRUSS 9'-6"
VERTICAL CLR. @ CENTER 12'-4"
WOODEN DECK
STONE & CONCRETE ABUTMENTS

REMOVE AND RESET BARBWIRE FENCE

STA 12+90 LT - 13+55 LT

REMOVE TEMPORARY DETOUR
(SEE SPECIAL PROVISIONS FOR DETAILS)

STA 10+25 RT - 16+25 RT

CONSTRUCT SIDE ROAD WITH 5'-0" PAVED APRON

STA 12+80 LT

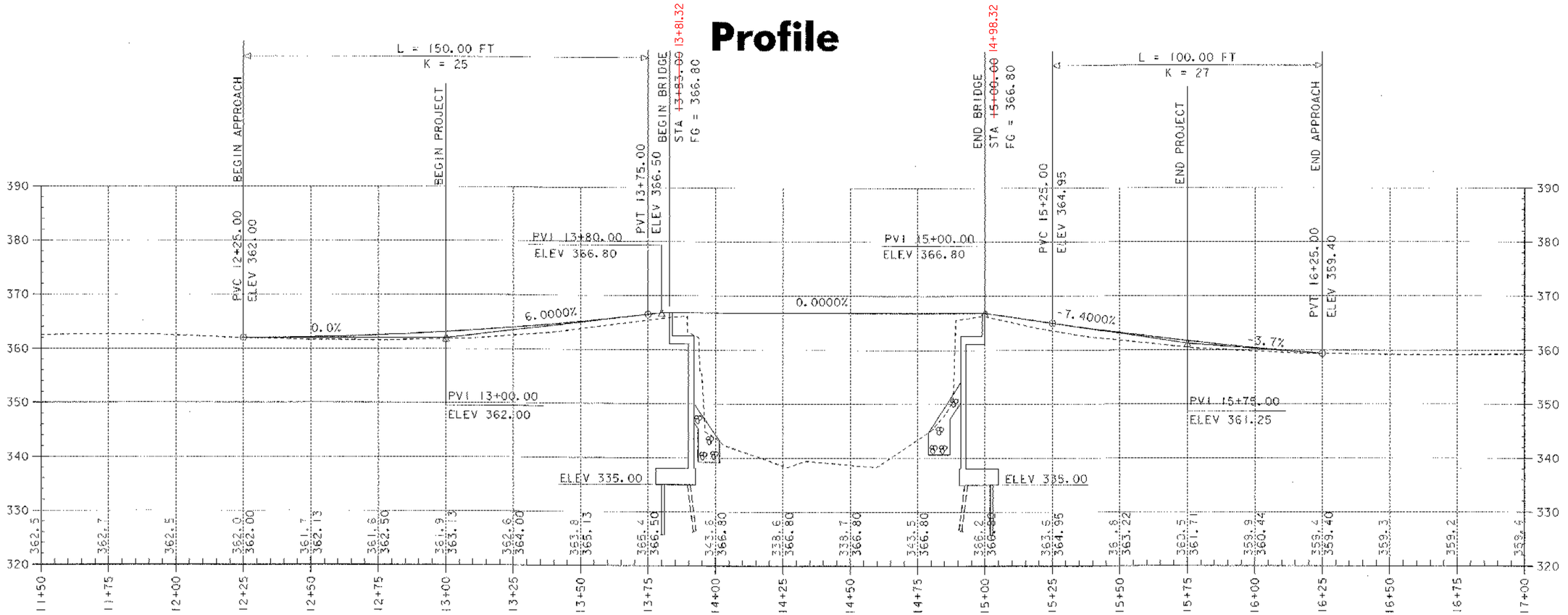
CONSTRUCT FIELD DRIVE WITH 5'-0" PAVED APRON

STA 15+95 RT

DATUM
VERTICAL NAVD 88
HORIZONTAL NAD 83/92

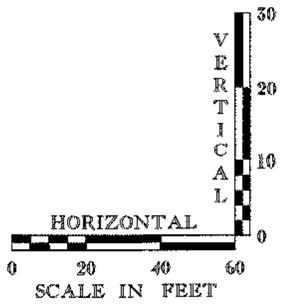
PROJECT: PROCTOR - PITTSFORD
PROJECT NO.: BHO 1443 (37)
DESIGN FILE NAME: 96\242\Structures\sj242ebdr.dgn
IPARM FILE NAME: sj242ela.i
SURVEYED BY: L. ORVIS
SQUAD LEADER: C.R. WILLIAMS
LAYOUT SHEET
PLOT DATE: 10-JAN-2003
SURVEY DATE: 02-02-98
DRAWN BY: T. ANDERSON
SHEET: 7 OF 60

Profile



EXISTING ELEVATIONS ----------
ELEVATIONS SHOWN TO THE NEAREST TENTH

PROPOSED ELEVATIONS ——————
ELEVATIONS SHOWN TO THE NEAREST HUNDRETH



DATUM
VERTICAL NAVD 88
HORIZONTAL NDA 83/92

PROJECT: PROCTOR - PITTSFORD
PROJECT NO.: BHO 1443 (37)
DESIGN FILE NAME: 98\242\Structures\sj242epro.dgn
IPARM FILE NAME: sj242epro.i
PLOT DATE: 10-JAN-2003
SURVEYED BY: L. ORVIS
SURVEY DATE: 02-02-98
SQUAD LEADER: C.P. WILLIAMS
DRAWN BY: W.B. SYMONDS
PROFILE SHEET
SHEET: 8 OF 60

N

VT STATE PLANE GRID

ONE LANE BRIDGE
STA 11+50 RT

BEGIN PROJECT
STA 13+00

R 10'

YIELD
STA 12+58 RT

11' 9"
LEGAL LOAD LIMIT 16,000 POUNDS
STA 12+95 RT

R 10'

STA 13+70 LT

STA 13+70 RT

STA 15+11 RT

STA 15+11 LT

11' 9"
LEGAL LOAD LIMIT 16,000 POUNDS
STA 15+37 LT

ONE LANE BRIDGE
STA 15+58 LT

R 30'

T.H. 13
TO PITTSFORD

SPEED LIMIT 35
STA 15+87 LT

STOP
RET
STA 15+51 LT

ONE LANE BRIDGE
STA 16+27 LT

END APPROACH
STA 16+25

R 30'

STOP
RET
STA 16+36 LT

LEGAL LOAD LIMIT 3 TON *
R
STA 17+51 LT

T.H. 14
TO VT. RTE. 3

13+00

14+00

15+00

16+00

17+00

R 10'
(TYP)

END PROJECT
STA 15+75

CENTER LANE
11' 9"
BRIDGE WEIGHT LIMIT 3 TONS
R

STA. 13+80 ℄ (2)
(ON BRIDGE)

CENTER LANE
11' 9"
BRIDGE WEIGHT LIMIT 3 TONS
R

STA. 15+00 ℄ (2)
(ON BRIDGE)

R&S
STA 11+20 RT

R&S
STA 15+02 RT

BEGIN APPROACH
STA 12+25

SPEED LIMIT 25
STA 11+74 LT

12+00

TEMPORARY CONSTRUCTION R.O.W.

TEMPORARY CONSTRUCTION LIMITS (TYP)

ONE LANE BRIDGE
R&S
STA 15+54 RT

STOP HERE ON RED
R
STA. 15+65 RT.

EXISTING TEMPORARY TRAFFIC CONTROL SYSTEM (TYP)

TEMPORARY CONSTRUCTION LIMITS (TYP)

TEMPORARY CONSTRUCTION R.O.W.

R&S
STA 10+97 RT

R&S
STA 15+05 RT

YIELD
R&S
STA 15+10 RT

ONE LANE BRIDGE
R&S
STA 10+29 RT

PT#5

T.H. 6
TO PROCTOR

STOP HERE TO GET GREEN
R
STA. 9+60 RT.

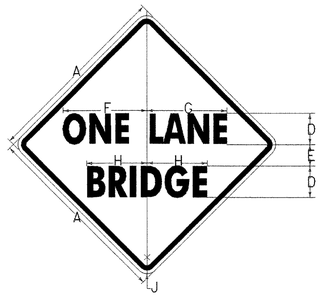
10+00

40'

EXISTING STOP BAR (TYP.)

REMOVING SIGNS

STA. 9+60 RT.	STA. 15+05 RT.
STA. 10+29 RT.	STA. 15+10 RT.
STA. 10+97 RT.	STA. 15+54 RT.
STA. 11+20 RT.	STA. 15+65 RT.
STA. 13+80 ℄ (2)	STA. 17+51 LT.
STA. 15+00 ℄ (2)	
STA. 15+02 RT.	



W5-3

SEE SHEET 10 FOR SIGN SUMMARY
* SIGN REMAINS PROPERTY OF TOWN OF PITTSFORD
** SIGN REMAINS PROPERTY OF STATE OF VERMONT

SIGN	DIMENSIONS (INCHES)								
	A	B	C	D	E	F	G	H	J
MIN.	30	1/2	3/4	5C	3 1/4	13 5/16	12 11/16	9 1/8	1 1/8
STD.	36	5/8	7/8	6C	4	16	15 1/4	11 1/2	2 1/4
SPECIAL	48	3/4	1 1/4	8C	5	21 1/4	20 1/4	15 3/8	3

COLORS
LEGEND - BLACK (NON-REFL.)
BACKGROUND - YELLOW (REFL.)

TRAFFIC SIGN LAYOUT

SCALE 1" = 20'-0"
20 0 20

LEGEND
ALL SIGNS AND POSTS WILL BE NEW UNLESS OTHERWISE NOTED:

R - REMOVE
R&S - REMOVE & SALVAGE
S - SALVAGE
RET - RETAIN

NOTE: THE EXISTING TEMPORARY TRAFFIC CONTROL SYSTEM IS OWNED BY THE STATE OF VERMONT. THE SIGNAL SHALL BE REMOVED BY STATE OF VERMONT FORCES PRIOR TO THE REMOVAL OF THE TEMPORARY DETOUR. ALL NECESSARY MAINTENANCE OF THE TRAFFIC CONTROL SYSTEM SHALL BE DONE BY THE STATE OF VERMONT FORCES. SEE SPECIAL PROVISIONS FOR MORE INFORMATION.

DATUM
VERTICAL NAVD 88
HORIZONTAL NAD 83/92

PROJECT: PROCTOR - PITTSFORD
PROJECT NO.: BHO 1443 (37)

DESIGN FILE NAME: 96j242\structures\sj242etrf.dgn
IPARM FILE NAME: sj242etrf.i
SURVEYED BY: L. ORVIS
SQUAD LEADER: C.P. WILLIAMS
TRAFFIC SIGN LAYOUT

PLOT DATE: 10-JAN-2003
SURVEY DATE: 02-02-98
DRAWN BY: T. ANDERSON
SHEET: 9 OF 60

STATE OF VERMONT
AGENCY OF TRANSPORTATION

TRAFFIC SIGN SUMMARY SHEET

MILEMARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	NEW & SALVAGED SIGNS: SIGN DIMENSIONS EA	WIDTH (in)	HEIGHT (in)	"A"	"B"	SALV SIGN	SALV TIS	EXIST POST: RETAIN	SALVAGE	NO. OF POSTS	NEW SIGN POSTS: FLANGED CHANNEL lb/ft 1.12	2.0	3.0	SQUARE STEEL (in) lb/ft 1.75 1.88	2.0 2.16	2.5 3.35	ANCHOR	SLEEVE	TUBULAR ALUMINUM Ø (in) lb/ft 3.0 1.3	4.0 1.7	4.0 MOD 1.7	FOUNDATION	TUBULAR STEEL Ø (in) lb/ft 3.0 7.6	3.5 9.0	4.0 10.8	5.0 14.6	W-SHAPE STEEL FTG. SIZE 24"	30"	WEIGHT	POST SIZE	SIGN REMOVED	REMARKS	SIGN DETAIL ON SHEET NUMBER
												OPTION ITEMS																						
11+50 RT	ONE LANE BRIDGE	1					1			×																							ERECT SALVAGED SIGN AND POST 10+30 RT	
11+50 RT		1	21	15	2.19									×																			M6 - 3	
12+58 RT	YIELD	1					1			×																							ERECT SALVAGED SIGN AND POST 15+10 RT	
12+95 RT	11' 9"	1	30	30	6.25																												W12 - 2	
12+95 RT	LEGAL LOAD LIMIT 16,000 POUNDS	1	24	30	5.0									×																			VR - 017	
13+70 LT		1					1			×																							ERECT SALVAGED SIGN AND POST 11+20 RT	
13+70 RT		1					1			×																							ERECT SALVAGED SIGN AND POST 10+97 RT	
15+11 LT		1					1			×																							ERECT SALVAGED SIGN AND POST 15+02 RT	
15+11 RT		1					1			×																							ERECT SALVAGED SIGN AND POST 15+05 RT	
15+37 LT	11' 9"	1	30	30	6.25																												W12 - 2	
15+37 LT	LEGAL LOAD LIMIT 16,000 POUNDS	1	24	30	5.0									×																			VR - 017	
15+58 LT	ONE LANE BRIDGE	1	30	30	6.25																												W5 - 3	9
15+58 LT		1	21	15	2.19									×																			M5 - 1	
16+27 LT	ONE LANE BRIDGE	1					1			×																							ERECT SALVAGED SIGN AND POST 15+58 RT	
16+27 LT		1	21	15	2.19									×																			M6 - 3	
												FT	FT	FT 69.5	FT	FT	FT		EA	LB	LB	LB		LB	LB	LB	LB							
TOTALS					SF 35.32	SF	EA. 7	SF				FT 69.5			FT					LB			EA.	LB				EA.	EA.	LB				

FINAL POST LENGTHS ARE TO BE DETERMINED IN THE FIELD. POST SIZES ARE COMPUTED BASED ON INFORMATION FURNISHED ON THE STANDARD SHEETS AND THE TRAFFIC & SAFETY DIVISION'S "SIGN POST DESIGN GUIDELINE."

PROJECT NAME: PROCTOR - PITTSFORD
PROJECT NUMBER: BHO 1443 (37)

FILE NAME: sj242etrf.dgn
PROJECT LEADER: C.P. WILLIAMS
DESIGNED BY: W.B. SYMONDS
TRAFFIC SIGN SUMMARY

PLOT DATE: 10-JAN
DRAWN BY: N.J. WA
CHECKED BY: W.B. SY
SHEET 10 OF 6(

SOIL CLASSIFICATION

AASHTO

A1	Gravel and Sand
A3	Fine Sand
A2	Silty or Clayey Gravel and Sand
A4	Silty Soil - Low Compressibility
A5	Silty Soil - Highly Compressible
A6	Clayey Soil - Low Compressibility
A7	Clayey Soil - Highly Compressible

ROCK QUALITY DESIGNATION

R.Q.D. (%)	ROCK DESCRIPTION
<25	Very Poor
25 to 50	Poor
51 to 75	Fair
76 to 90	Good
>90	Excellent

SHEAR STRENGTH

UNDRAINED SHEAR STRENGTH IN P.S.F.	CONSISTENCY
<250	Very Soft
250-500	Soft
500-1000	Med. Stiff
1000-2000	Stiff
2000-4000	Very Stiff
>4000	Hard

CORRELATION GUIDE OF "N" TO DENSITY/CONSISTENCY

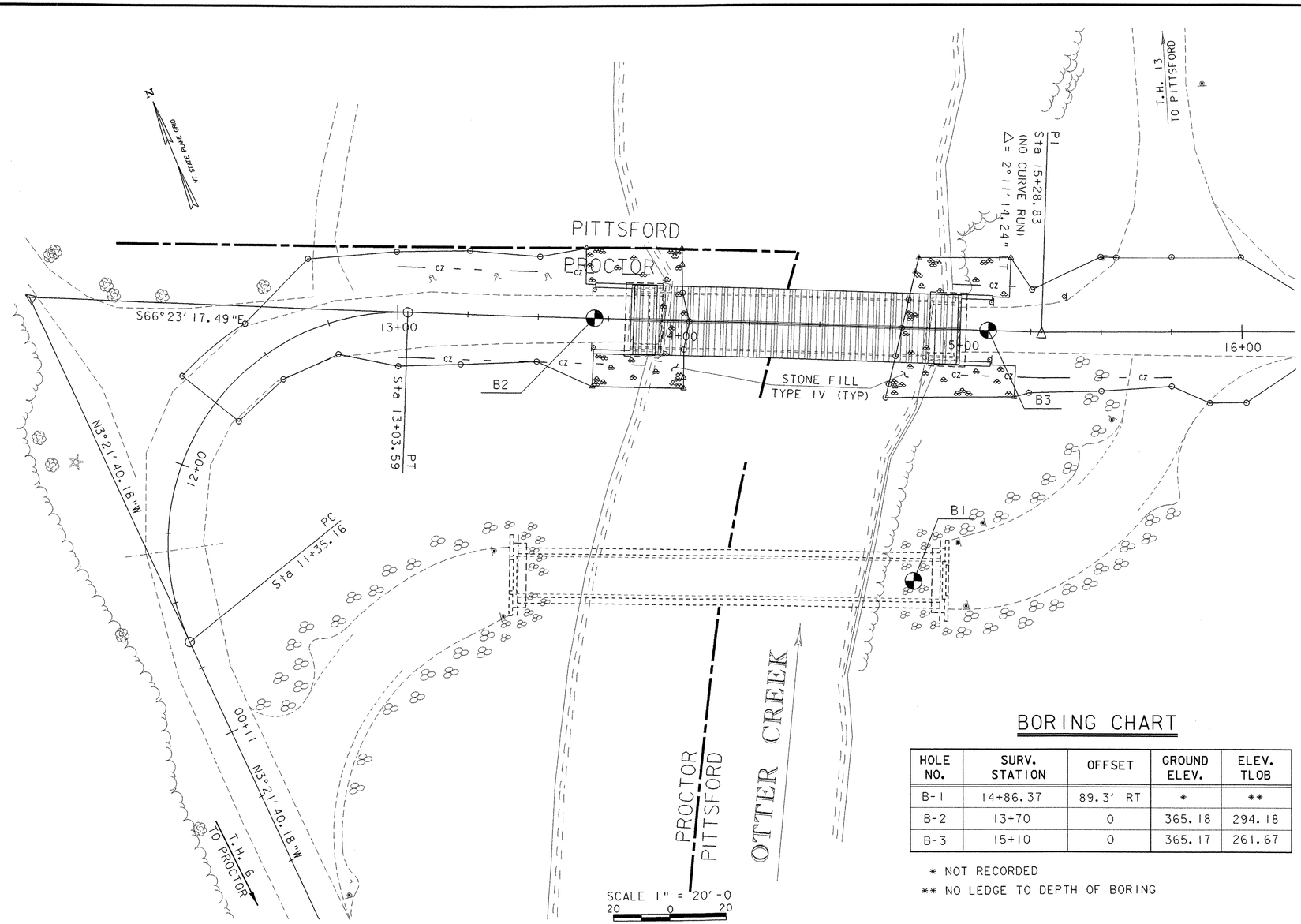
DENSITY (GRANULAR SOILS) N	DENSITY (GRANULAR SOILS) DESCRIPTIVE TERM	CONSISTENCY (COHESIVE SOILS) N	CONSISTENCY (COHESIVE SOILS) DESCRIPTIVE TERM
<5	Very Loose	<2	Very Soft
5-10	Loose	2-4	Soft
11-24	Med. Dense	5-8	Med. Stiff
25-50	Dense	9-15	Stiff
>50	Very Dense	16-30	Very Stiff
		31-60	Hard
		>60	Very Hard

COMMONLY USED SYMBOLS

▼	Water Elevation
⊕	Standard Penetration Boring
⊕	Auger Boring
○	Rod Sounding
S	Sample
N	Standard Penetration Test Blow Count Per Foot For: 2" O. D. Sampler 1 3/8" I. D. Sampler Hammer Weight Of 140 Lbs. Hammer Fall Of 30"
VS	Field Vane Shear Test
US	Undisturbed Soil Sample
B	Blast
DC	Diamond Core
MD	Mud Drill
WA	Wash Ahead
HSA	Hollow Stem Auger
AX	Core Size 1 1/8"
BX	Core Size 1 5/8"
NX	Core Size 2 1/8"
M	Double Tube Core Barrel Used
LL	Liquid Limit
PL	Plastic Limit
PI	Plasticity Index
NP	Non Plastic
w	Moisture Content (Dry Wgt. Basis)
D	Dry
M	Moist
MTW	Moist To Wet
W	Wet
Sat	Saturated
Bo	Boulder
Gr	Gravel
Sa	Sand
Si	Silt
Cl	Clay
HP	Hardpan
Le	Ledge
NLTD	No Ledge To Depth
CNPF	Can Not Penetrate Further
TLOB	To Ledge Or Boulder
NR	No Recovery
Rec.	Recovery
%Rec.	Percent Recovery
ROD	Rock Quality Designation
CBR	California Bearing Ratio
<	Less Than
>	Greater Than
R	Refusal (N > 100)

COLOR

blk	Black	pnk	Pink
bl	Blue	pu	Purple
brn	Brown	rd	Red
dk	Dark	tn	Tan
gry	Gray	wh	White
gn	Green	yel	Yellow
lt	Light	mltc	Multicolored
or	Orange		



BORING CHART

HOLE NO.	SURV. STATION	OFFSET	GROUND ELEV.	ELEV. TLOB
B-1	14+86.37	89.3' RT	*	**
B-2	13+70	0	365.18	294.18
B-3	15+10	0	365.17	261.67

* NOT RECORDED

** NO LEDGE TO DEPTH OF BORING

DEFINITIONS (AASHTO)

BEDROCK (LEDGE) - Rock in its native location of indefinite thickness.

BOULDER - A rock fragment with an average dimension > 12 inches.

COBBLE - Rock fragments with an average dimension between 3 and 12 inches.

GRAVEL - Rounded particles of rock < 3" and > 0.0787" (#10 sieve).

SAND - Particles of rock < 0.0787" (#10 sieve) and > 0.0029" (#200 sieve).

SILT - Soil < 0.0029" (#200 sieve), non or slightly plastic and exhibits no strength when air-dried.

CLAY - Fine grained soil, exhibits plasticity when moist and considerable strength when air-dried.

VARVED - Alternate layers of silt and clay.

HARDPAN - Extremely dense soil, cemented layer, not softened when wet.

MUCK - Soft organic soil (containing > 10% organic material.

MOISTURE CONTENT - Weight of water divided by dry weight of soil.

FLOWING SAND - Granular soil so saturated (loose) that it flows into drill casing during extraction of wash rod.

STRIKE - Angle from magnetic north to line of intersection of bed with a horizontal plane.

DIP - Inclination of bed with a horizontal plane.

GENERAL NOTES

1. The subsurface explorations shown herein were made between 11/08/00 and 04/02/02 by the Agency.
2. Soil and rock classifications, properties and descriptions are based on engineering interpretation from available subsurface information by the Agency and may not necessarily reflect actual variations in subsurface conditions that may be encountered between individual boring or sample locations.
3. Observed water levels and/or conditions indicated are as recorded at the time of exploration and may vary according to the prevailing rainfall, methods of exploration and other factors.
4. Engineering judgement was exercised in preparing the subsurface information presented herein. Analysis and interpretation of subsurface data was performed and interpreted for Agency design and estimating purposes. Presentation of the information in the Contract is intended to provide the Contractor access to the same data available to the Agency. The subsurface information is presented in good faith and is not intended as a substitute for personal investigation, independent interpretation, independent analysis or judgement by the Contractor.
5. Pictorial structure details shown on the boring plan layout or soils profile are for illustrative purposes only and may not accurately portray final contract details.
6. Terminology used on boring logs to describe the hardness, degree of weathering, and spacing of fractures, joints and other discontinuities in the bedrock is defined in the AASHTO Manual on Subsurface Investigations, 1988.

STATE OF VERMONT
AGENCY OF TRANSPORTATION

Town Of PROCTOR - PITTSFORD	Bridge No.
Highway No. T. H. 14	Log Sta.
	Surv. Sta.

BORING INFORMATION SHEET

Designed By W. SYMONDS	Drawn By N. WARK
Checked By W. B. SYMONDS Date 7/02	Bridge Design Supervisor C.P. WILLIAMS Date
PROJECT PROCTOR - PITTSFORD	PROJECT NO. BHO 1443 (37)
I.G.C. Info.	
Bridge Sheet No.	Sheet 11 of 60

STATE OF VERMONT
AGENCY OF TRANSPORTATION
MATERIALS & RESEARCH DIVISION
SUBSURFACE INFORMATION

HOLE NO.: B-1
SHEET 1 OF 1
DATE STARTED: 11/8/00
DATE COMPLETED: 11/8/00

PROJECT NAME: PROCTOR-PITTSFORD
SITE NAME: Gorham Br.Rd.
STATION: 14+86.37
GROUND EL.:

PROJECT NUMBER: BHO 1443 (37)
SITE NO.: TH 6
OFFSET: 89.3
G.W. DEPTH:

BORING CREW
CREW CHIEF: HOLT
DRILLER: HOLT
LOGGER: RUSSELL
ADDITIONAL CREW:

BORING RIG: TRUCK
BORING TYPE: WASH BORE
SAMPLE TYPE: SPLIT BARREL

DEPTH	SYMBOL	CLASSIFICATION OF MATERIALS (Description)	BLOWS PER FOOT	M.C. %	GRAVEL %	SAND %	FINES %	LL	PI
		A-4, SaSi, brn, MTW, Rec. = 0.56'	3	23.6	1.4	47.2	51.4		
		A-2-4, SaSiGr, brn, MTW, Rec. = 0.23' (see note)	R	21.8	34.8	31.1	34.1		
5		A-4, SaSi, brn, MTW, Rec. = 0.79'	6	36.6	2.3	30.4	67.3		
		A-4, SaSi, brn, MTW, Rec. = 0.26'	7	30.6	3.3	37.1	59.6		
		A-4, SaSi, brn, MTW, Rec. = 0.52'	6	32.2	1.2	43.7	55.1		
10		A-4, SiSa, brn, MTW, Rec. = 1.25'	5	33.4		57.5	42.5		
		A-2-4, SiSa, brn, MTW, Rec. = 1.15'	6	31		65.4	34.6		
15		A-2-4, SiSa, Lt/gry, MTW, Rec. = 0.95'	5	31.4		73.8	26.2		
20		A-3, Sa, gry, MTW, Rec. = 0.89'	7	26	0.2	91.9	7.9		
25		A-2-4, Sa, Lt/gry, MTW, Rec. = 1.51'	18	26.4		83.6	16.4		
30		A-2-4, Sa, gry, MTW, Rec. = 0.98'	8	34	0.4	80.1	19.5		
35		A-4, SaSi, gry, MTW, Rec. = 1.48'	6	42.9		44.4	55.6		
40		A-4, SiSa, gry, MTW, Rec. = 1.31'	9	34.7		56.8	43.2		
		Hole stopped @ 41.34'							
45									

Drillers Notes:
1.97'-2.46' contained silt and stone chips. Refusal due to compacted layer of marble stone chips.
2.46'-3.94' there appeared to be a layer of marble stone chips.

ELEVATION 335.00
BOTTOM OF FOOTING
ABUTMENT #1

STATE OF VERMONT
AGENCY OF TRANSPORTATION
MATERIALS & RESEARCH DIVISION
SUBSURFACE INFORMATION

HOLE NO.: B-2
SHEET 1 OF 2
DATE STARTED: 3/20/02
DATE COMPLETED: 3/22/02

PROJECT NAME: PROCTOR-PITTSFORD
SITE NAME: Gorham Br.Rd.
STATION: 13+70.00
GROUND EL.: 365.18

PROJECT NUMBER: BHO 1443(37)
SITE NO.: TH 6
OFFSET: 0.00
G.W. DEPTH: See Driller's Notes

BORING CREW
CREW CHIEF: RUSSELL
DRILLER: RUSSELL
LOGGER: HOLT

BORING RIG: TRUCK
BORING TYPE: WASH BORE
SAMPLE TYPE: SPLIT BARREL

DEPTH	SYMBOL	CLASSIFICATION OF MATERIALS (Description)	BLOWS PER FOOT	M.C. %	GRAVEL %	SAND %	FINES %	LL	PI
		A-2-4, GrSiSa, brn, Moist, Rec. = 1.1'	8	16	**24.7**	42	33.3		
5		A-2-4, GrSiSa, brn, Moist, Rec. = 1.1'	8	16	23.5	43.6	32.9		
		A-2-4, SiSa, brn, Moist, Rec. = 0.9'	6	24.1	8.6	69.1	22.3		
		A-1-b, SaGr, brn, Moist, Rec. = 0.5'	15	14.1	58.6	23.8	17.6		
10		A-2-4, SiSaGr, brn, Moist, Rec. = 0.6'	7	19.8	36.8	33.9	29.3		
		A-4, SaSi, brn, Wet, Rec. = 0.5'	7	27.6	7.9	40.4	51.7		
15		A-4, SaSi, brn, Wet, Rec. = 0.4'	8	32.6	11.9	36.1	52		
		A-4, SaSi, brn, Wet, Rec. = 1.4'	7	34.7	4.8	38	57.2		
		A-4, SaSi, brn, Wet, Rec. = 1.1'	6	32.4	0.1	49.9	50		
20		A-2-4, Sa & Wood, Lt/gry, Wet, Rec. = 0.9'	7	41.4	0.1	88.6	11.3		
		A-2-4, Sa, gry-brn, Wet, Rec. = 1.1'	8	38.1	0.6	80.2	19.2		
25		A-2-4, Sa, gry-brn, Wet, Rec. = 0.6'	9	24.2	0.4	87	12.6		
		A-4, SaSi, gry, Moist, Rec. = 1.3'	10	29.2		29.1	70.9		
		A-4, SaSi, gry, Moist, Rec. = 1.2'	11	30.8	0.2	29.5	70.3		
30		A-4, SaSi, gry, Moist, Rec. = 1.4'	8	29.4		26.8	73.2		
35		A-4, SaSi, gry, Wet, Rec. = 2.0'	4	34.6		28.2	71.8		
40		A-4, SaSi, gry, Wet, Rec. = 2.0'	8	34.2		37.8	62.2		
45		A-2-4, SiSa, gry, Moist, Rec. = 1.2'	11	21	14.7	62.3	23		

ESTIMATED PILE LENGTH
41 FT.

STATE OF VERMONT
AGENCY OF TRANSPORTATION
MATERIALS & RESEARCH DIVISION
SUBSURFACE INFORMATION

HOLE NO.: B-2
SHEET 2 OF 2
DATE STARTED: 3/20/02
DATE COMPLETED: 3/22/02

PROJECT NAME: PROCTOR-PITTSFORD
SITE NAME: Gorham Br.Rd.
STATION: 13+70.00
GROUND EL.: 365.18

PROJECT NUMBER: BHO 1443(37)
SITE NO.: TH 6
OFFSET: 0.00
G.W. DEPTH: See Driller's Notes

BORING CREW
CREW CHIEF: RUSSELL
DRILLER: RUSSELL
LOGGER: HOLT

BORING RIG: TRUCK
BORING TYPE: WASH BORE
SAMPLE TYPE: SPLIT BARREL

DEPTH	SYMBOL	CLASSIFICATION OF MATERIALS (Description)	BLOWS PER FOOT	M.C. %	GRAVEL %	SAND %	FINES %	LL	PI
		A-4, Si, gry, Moist, Rec. = 1.4'	13	27.7	0.5	18.7	80.8		
55		A-2-4, SiSa, brn, Moist, Rec. = 0.6'	13	26.5	1	64.3	34.7		
60		A-6, SiCl, Lt/gry, Moist, Rec. = 1.5'	7	41.4		1.2	98.8	34	12
65		A-4, ClSi, Lt/gry, Moist, Rec. = 1.6'	2	36.5		1.2	98.8	29	9
70		A-2-4, SaSiGr, Lt/gry, Moist, Rec. = 0.6'	R	9.9	40.4	28.8	30.8		
			Top of bedrock @ 71.0'						
		Run#1: BXMDC, 71.0'-76.0' Rec. = 4.6', See Geologist's Report.	RUN	REC%	RQD%	Dip°			
			1	92	65	60			
75		Run#2: BXMDC, 76.0'-81.0' Rec. = 3.4', See Geologist's Report.	2	68	40	60			
80									
		Hole stopped @ 81.0'							
85									
90									
95									

DRILLER'S NOTES:

Ground water appears to fluctuate with river level.
Water @ 13.7' below ground surface on 03/22/02.
Water @ 11.2' below ground surface on 03/28/02.
Water @ 11.8' below ground surface on 03/29/02.

Rock was brownish in color and drilled very fast from 78.5' - 81.0'.

GEOLOGIST' REPORT:

Run#1: Light gray dolomite with thin arkosic quartzite beds throught and thin phyllite beds in bottom of run, Moderately hard to medium hard, Unweathered, Competent

Run#2: Same as Run#1, but with fewer phyllite beds, Competent

PROJECT: PROCTOR - PITTSFORD	PROJECT NO.: BHO 1443 (37)
DESIGN FILE NAME: 96j242\Structures\sj242ebor.dgn	
IPARM FILE NAME: sj242ebor1.i	PLOT DATE: 10-JAN-2C
SURVEYED BY: L. ORVIS	SURVEY DATE: 02-02-
SQUAD LEADER: C.C. BENDA	DRAWN BY: J. TOUCHET
DATE: 11/00	SHEET: 12 OF 60

STATE OF VERMONT
AGENCY OF TRANSPORTATION
MATERIALS & RESEARCH DIVISION
SUBSURFACE INFORMATION

HOLE NO.: B-3
SHEET 1 OF 3
DATE STARTED: 3/28/02
DATE COMPLETED: 4/2/02

PROJECT NAME: PROCTOR-PITTSFORD
SITE NAME: Gorham Br.Rd.
STATION: 15+10.00
GROUND EL.: 365.17

PROJECT NUMBER: BHO 1443(37)
SITE NO.: TH 6
OFFSET: 0.00
G.W. DEPTH: See Driller's Notes

BORING CREW
CREW CHIEF: RUSSELL
DRILLER: RUSSELL
LOGGER: HOLT

BORING RIG: TRUCK
BORING TYPE: WASH BORE
SAMPLE TYPE: SPLIT BARREL

DEPTH	SYMBOL	CLASSIFICATION OF MATERIALS (Description)	BLOWS PER FOOT	M.C. %	GRAVEL %	SAND %	FINES %	LL	PI
		A-2-4, SaSiGr, brn, Moist, Rec. = 0.6'	24	12.4	35.8	31.2	33		
5		A-4, SaSi, brn, Moist, Rec. = 1.2'	20	20.9	2.8	41.6	55.6		
		A-4, SaSi, brn, Moist, Rec. = 1.2'	10	23.9	0.7	37.2	62.1		
		A-4, SaSi, brn, Moist, Rec. = 0.9'	15	25.8	3	38.7	58.3		
10		A-4, SaSi, brn, Moist, Rec. = 0.3'	R	29.7	2.8	31.8	65.4		
		BXDC, 10.4'-11.2', Cobbles							
		BXDC, 11.8'-13.6', Boulder							
15	OR	Visual Class: A-2-4, SiGr & Trace of Organics (4.0%), brn, Wet, Rec. = 0.6'	10	25.3					
		A-2-4, SiSa, brn, Wet, Rec. = 1.2'	2	31.6	0.8	68	31.2		
		A-2-4, SiSa, brn, Wet, Rec. = 0.6'	6	40.4	0.5	74.2	25.3		
20		A-2-4, SiSa, brn, Wet, Rec. = 1.1'	7	31.6	1.2	73.8	25		
		A-2-4, SiSa, gry-brn, Moist, Rec. = 1.0'	8	25.9	1	77.3	21.7		
25		A-4, SaSi, gry, Moist, Rec. = 1.3'	4	32.6		42.1	57.9		
		A-4, SaSi, gry, Moist, Rec. = 1.2'	5	37.2		47.6	52.4		
		A-4, SiSa, gry, Moist, Rec. = 1.2'	3	37.3		58.8	41.2		
30		A-4, SiSa, gry, Wet, Rec. = 1.7'	3	32.3	0.1	60.8	39.1		
35		A-4, SiSa, gry, Moist, Rec. = 2.0'	6	39.9		53.5	46.5		
40		A-4, SiSa, gry, Moist, Rec. = 2.0'	9	35.7		56.3	43.7		
45		A-2-4, Sa, gry, Moist, Rec. = 0.6'	14	23	0.6	85.8	13.6		

ELEVATION 335.00
BOTTOM OF FOOTING
ABUTMENT #2

STATE OF VERMONT
AGENCY OF TRANSPORTATION
MATERIALS & RESEARCH DIVISION
SUBSURFACE INFORMATION

HOLE NO.: B-3
SHEET 2 OF 3
DATE STARTED: 3/28/02
DATE COMPLETED: 4/2/02

PROJECT NAME: PROCTOR-PITTSFORD
SITE NAME: Gorham Br.Rd.
STATION: 15+10.00
GROUND EL.: 365.17

PROJECT NUMBER: BHO 1443(37)
SITE NO.: TH 6
OFFSET: 0.00
G.W. DEPTH: See Driller's Notes

BORING CREW
CREW CHIEF: RUSSELL
DRILLER: RUSSELL
LOGGER: HOLT

BORING RIG: TRUCK
BORING TYPE: WASH BORE
SAMPLE TYPE: SPLIT BARREL

DEPTH	SYMBOL	CLASSIFICATION OF MATERIALS (Description)	BLOWS PER FOOT	M.C. %	GRAVEL %	SAND %	FINES %	LL	PI
		A-2-4, SiSa, Lt/gry, Moist, Rec. = 0.7'	46	15.2	0.7	77.5	21.8		
		A-2-4, SiSa, Dk/gry, Moist, Rec. = 0.7'		11	0.7	67.7	31.6		
55		A-4, Si, Lt/gry, Moist, Rec. = 1.0'	2	30.9		14.1	85.9	23	4
	A-7-6	A-7-6, Cl, gry, Moist, Rec. = 1.0'		53.1		2.5	97.5	56	33
60	A-7-6	Visual Class: A-7-6, Cl, gry, Moist, Rec. = 1.3'	2	36.6					
65		A-4, ClSi, gry, Moist, Rec. = 1.9'	6	30.9		22.9	77.1	23	7
70		A-4, Si, gry, Wet, Rec. = 2.0'	WH	36.2		4.9	95.1		
75		A-6, SiCl, gry, Wet, Rec. = 2.0'	WH	39.2	4.7	8.3	87.1	35	15
80		Visual Class: A-6, SiCl, gry, Wet, Rec. = 1.3'	WH	44.1					
85		A-4, ClSi, gry, Wet, Rec. = 1.2'	WH	38.5		1.1	98.9	30	7
90		Visual Class: A-4, ClSi, gry, Moist, Rec. = 1.2'	1	40.8					
95		Visual Class: A-6, SiCl, gry, Moist, Rec. = 1.3'	4	34.9					

ESTIMATED PILE LENGTH
APPROXIMATELY 75 FT.

STATE OF VERMONT
AGENCY OF TRANSPORTATION
MATERIALS & RESEARCH DIVISION
SUBSURFACE INFORMATION

HOLE NO.: B-3
SHEET 3 OF 3
DATE STARTED: 3/28/02
DATE COMPLETED: 4/2/02

PROJECT NAME: PROCTOR-PITTSFORD
SITE NAME: Gorham Br.Rd.
STATION: 15+10.00
GROUND EL.: 365.17

PROJECT NUMBER: BHO 1443(37)
SITE NO.: TH 6
OFFSET: 0.00
G.W. DEPTH: See Driller's Notes

BORING CREW
CREW CHIEF: RUSSELL
DRILLER: RUSSELL
LOGGER: HOLT

BORING RIG: TRUCK
BORING TYPE: WASH BORE
SAMPLE TYPE: SPLIT BARREL

DEPTH	SYMBOL	CLASSIFICATION OF MATERIALS (Description)	BLOWS PER FOOT	M.C. %	GRAVEL %	SAND %	FINES %	LL	PI
		A-6, SiCl, gry, Moist, Rec. = 1.1'	4	36.7		1.3	98.7	33	12
		Top of bedrock @ 103.5'							
105		Run#1: BXMDC, 103.5'-108.5' Rec. = 4.7' See Geologist's Report.	RUN	REC%	RQD%	Dip°			
			1	94	82	—			
110		Run#2: BXMDC, 108.5'-113.5' Rec. = 4.7' See Geologist's Report.	2	94	46	60			
		Hole stopped @ 113.5'							
115									
120									
125									
130									
135									
140									
145									

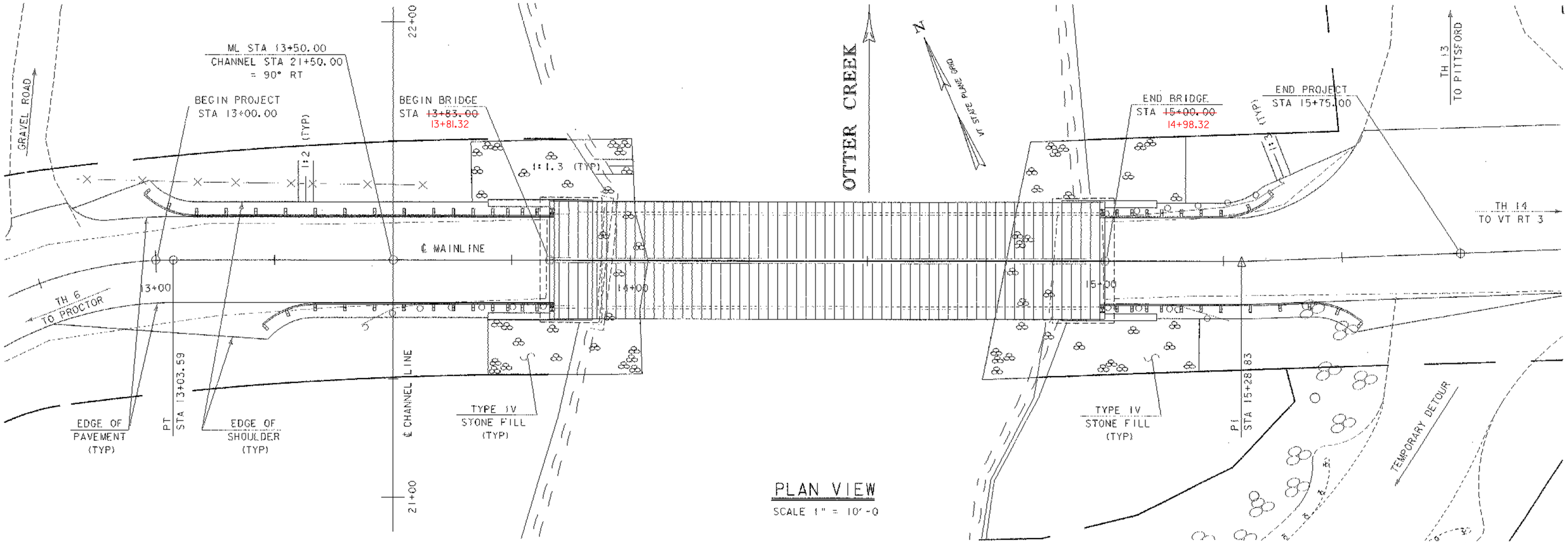
DRILLER'S NOTES:
Ground water appears to fluctuate with river level.
Water at 8.9' below surface 04/02/02.

GEOLOGIST'S REPORT:

Run#1: Buff massive dolomite, Hard to moderately hard, Unweathered, Competent.

Run#2: Same as Run#1, but with thin phyllitic beds from 110.7'-112.7', Competent.

PROJECT NO.: PROCTOR - PITTSFORD	PROJECT NO.: BHO 1443 (37)
DESIGN FILE NAME: 96j242\Structures\sj242ebor.dgn	
IPARM FILE NAME: sj242ebor2.I	PLOT DATE: 10-JAN-2C
SURVEYED BY: L. ORVIS	SURVEY DATE: 02-02-
SQUAD LEADER: C.C. BENDA	DRAWN BY: J. TOUCHET
DATE: 11/00	SHEET: 13 OF 60



BRIDGE APPROACH RAILING SCHEDULE

POST NO.	SPACING	PAYMENT FACTOR
1		
2	3'-1½"	1.4 X 12'-6"
3	3'-1½"	
4	3'-1½"	
5	3'-1½"	
6	4'-2"	1.2 X 12'-6"
7	4'-2"	
8	4'-2"	
9	6'-3" (TYP.)	1.0 (TYP.)
10		

SCALE 1" = 10'-0
10 0 10

DATUM
VERTICAL NAVD 88
HORIZONTAL NAD 83/92

PROJECT: PROCTOR - PITTSFORD
PROJECT NO.: BHO 1443 (37)
DESIGN FILE NAME: 96J242\Structures\sJ242epe.dgn
IPARM FILE NAME: sJ242epe.i
SURVEYED BY: L. ORVIS
SQUAD LEADER: C.P. WILLIAMS
PLAN AND ELEVATION
PLOT DATE: 10-JAN-2003
SURVEY DATE: 02-02-98
DRAWN BY: T. ANDERSON
SHEET: 14 OF 60

N

VT STATE PLANE GRID

POE
Sta 22+50.00

22+50

22+00

BENCHMARK #2
ELEV. = 365.934
CHISLED SQUARE
NORTHWEST COLUMN
OF ABUTMENT

BEGIN PROJECT
STA 13+00

R 10'

R 10'

PI
STA 12+69.72 BK
STA 11+69.03 AHD

S66° 23' 17.49"E

13+00

BEGIN APPROACH
STA 12+25

Sta 13+03.59 PT

N23° 36' 42.51"W

21+00

12+00

SILT FENCE
(TYP)

LIMITS OF PAVEMENT
(TYP)

R.O.W. (TYP)

TEMPORARY CONSTRUCTION LIMITS (TYP)

PC
Sta 11+35.16

N3°21'40.18"W

00+11

BENCHMARK #1
ELEV. = 362.575
RAILROAD TIE
IN ROOT TREE

POB
Sta 20+00.00

20+00

EXISTING
STONE FILL
TYPE III (TYP)

PT#5

T.H. 6
TO PROCTOR

POB
Sta 10+00.00

00+01

FILTER
CURTAIN
(TYP)

BEGIN BRIDGE
STA ~~13+83.00~~ 13+81.32
F.G. = 366.80

END BRIDGE
14+98.32 STA ~~15+00.00~~
F.G. 366.80

STA 13+50.00 =
CHANNEL STA 21+50.00
Δ = 90° RT

EXISTING
STONE FILL
TYPE II (TYP)

EXISTING
STONE FILL
TYPE II (TYP)

OTTER CREEK

STONE FILL
TYPE II (TYP)

FILTER
CURTAIN
(TYP)

PI
Sta 15+28.83
(NO CURVE RUN)
Δ = 2° 11' 14.24"

R 30'

S66° 23' 17.49"E

15+00

EXISTING
STONE FILL
TYPE III (TYP)

EXISTING SILT FENCE AND
PROTECTIVE FENCING
FOR ARCHEALOGICAL
PURPOSES (TYP)

T.H. 13
TO PITTSFORD

END PROJECT
STA 15+75

END APPROACH
STA 16+25

R 30'

16+00

S68° 34' 31.73"E

17+00

17+03

POE
Sta 17+03.19

T.H. 14
TO VT. RTE. 3

R 10'
(TYP)

SILT FENCE
(TYP)

TEMPORARY CONSTRUCTION R.O.W.

TEMPORARY CONSTRUCTION LIMITS (TYP)

EROSION CONTROL

SCALE 1" = 20'-0"
20 0 20

LEGEND
- SILT FENCE
- FILTER CURTAIN
- HAY BALES

NOTES:

1. THE CONTRACTOR SHALL PREPARE FOR THE PRECONSTRUCTION MEETING A SITE SPECIFIC EROSION CONTROL PLAN FOR THIS PROJECT. THE EROSION CONTROL PLAN SHALL BE APPROVED BY THE RESIDENT ENGINEER AND THE STREAM ALTERATION ENGINEER.
2. THE EROSION CONTROL PLAN SHALL DESCRIBE THE ACTUAL LOCATION AND TYPES OF CONTROLS THAT ARE TO BE IMPLEMENTED DURING CONSTRUCTION. THE CONTROLS SHOULD ADDRESS EROSION FROM THE INITIAL CLEARING STAGE TO THE FINAL STABILIZATION OF THE SITE. THE PLAN SHOULD REFERENCE STANDARDS T-1 AND T-2 WHEN APPROPRIATE. SPECIAL RESOURCES SUCH AS WETLANDS, AND SURFACE WATERS SHALL BE CLEARLY SHOWN ALONG WITH PROTECTION MEASURES. THE PLANS SHALL INCLUDE BASIC DRAINAGE INFORMATION SUCH AS DRAINAGE PATTERNS, DRAINAGE AREAS, AND THE SIZE AND LOCATION OF DRAINAGE STRUCTURES.
3. SEDIMENT TRAPPING MEASURES MAY BE REQUIRED FOR CLARIFICATION OF WATER DRAINING FROM THE PROJECT. ALL SEDIMENT THAT IS TRAPPED SHALL BE REMOVED FROM THE PROJECT AND THE GROUND RESTORED TO ITS ORIGINAL SLOPES OR GRADED AS SHOWN ON THE CONSTRUCTION DRAWINGS.
4. THE CONTRACTOR SHALL USE TEMPORARY OR PERMANENT EROSION CONTROL MEASURES AS NECESSITATED BY THE SEQUENCE OF CONSTRUCTION OR AS ORDERED BY THE RESIDENT ENGINEER. SEE SECTION 105.23 OF THE VERMONT AGENCY OF TRANSPORTATION STANDARD SPECIFICATIONS FOR CONSTRUCTION DATED 2001.

DATUM
VERTICAL NAVD 88
HORIZONTAL NAD 83/92

PROJECT: PROCTOR - PITTSFORD
PROJECT NO.: BHO 1443 (37)

DESIGN FILE NAME: 96J242\Structures\sJ242eero.dgn
IPARM FILE NAME: sJ242eero.i
SURVEYED BY: L. ORVIS
SQUAD LEADER: C.P. WILLIAMS
EROSION CONTROL SHEET

PLOT DATE: 10-JAN-2003
SURVEY DATE: 02-02-98
DRAWN BY: T. ANDERSON
SHEET: 15 OF 60

GENERAL NOTES

GENERAL

1) ALL MATERIALS AND CONSTRUCTION SHALL CONFORM TO STATE OF VERMONT, AGENCY OF TRANSPORTATION STANDARD SPECIFICATIONS FOR CONSTRUCTION, DATED 2001, AND ITS LATEST REVISIONS, AND THE AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES, 16TH EDITION DATED 1996, AND ITS LATEST REVISIONS.

2) DESIGN OF THE REHABILITATED STRUCTURE IS FOR H20-44 LIVE LOADING. SEE SHEET 2 FOR MORE INFORMATION.

3) BRIDGE 4 WILL BE CLOSED TO ALL PEDESTRIAN AND VEHICULAR TRAFFIC DURING CONSTRUCTION. TRAFFIC SHALL BE MAINTAINED ON THE EXISTING TEMPORARY BRIDGE.

4) ALTHOUGH THIS PROJECT INVOLVES MAJOR REHABILITATION OF THE EXISTING COVERED BRIDGE, INCLUDING REPLACEMENT OF MANY MEMBERS, THE INTENT OF THE PROJECT IS TO MAINTAIN THE DIMENSIONAL GEOMETRY OF THE BRIDGE ALONG WITH MOST OF THE CONNECTION TYPES AND DETAILS. ALL EXISTING DIMENSIONS, SHOWN ON THE PLANS SHALL BE CHECKED IN THE FIELD PRIOR TO COMMENCING THE WORK. ACTUAL WORK WILL MATCH FIELD CONDITIONS. SIDING AND ROOF PITCH SHALL MATCH EXISTING CONDITIONS.

5) ALL ON-PROJECT CONSTRUCTION SIGNS AND BARRICADES AS REQUIRED BY THE RESIDENT ENGINEER WILL BE THE RESPONSIBILITY OF THE CONTRACTOR AND SHALL BE INCLUDED IN THE ITEM 527.10 "MAINTENANCE OF TRAFFIC FOR BRIDGE PROJECTS". ALL OFF-PROJECT SIGNING SHALL BE THE RESPONSIBILITY OF THE TOWN.

6) ALL DIMENSIONS ARE HORIZONTAL OR VERTICAL AND ARE GIVEN AT 68 DEGREES F OR AS NOTED OTHERWISE.

7) THIS DESIGN HAS BEEN PREPARED ASSUMING THAT THE BRIDGE WILL BE DISASSEMBLED INTO MAJOR COMPONENTS AND MOVED TO A STAGING AREA AND THEN THE REHABILITATED BRIDGE MOVED BACK ONTO NEW ABUTMENTS. ALL COSTS ASSOCIATED WITH MOVING THE BRIDGE AND OR COMPONENTS OF THE BRIDGE TO AND FROM THE STAGING AREA AND SETTING THE REASSEMBLED BRIDGE ONTO THE NEW ABUTMENTS SHALL BE PAID UNDER THE ITEM 502.10 "SHORING SUPERSTRUCTURE (MOD)". THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING THE STAGING AREA INCLUDING ALL NECESSARY PERMITS AND CLEARANCES. THE WEST APPROACH AREA INSIDE OF THE ROW LIMITS MAY BE USED AS A STAGING AREA WITHOUT ADDITIONAL PERMITS OR CLEARANCES.

8) THE CONTRACTOR MAY PROPOSE TO THE PROJECT MANAGER, A METHOD OF SUPPORTING THE BRIDGE IN THE CURRENT LOCATION THAT WILL ALLOW ALL NECESSARY SUPERSTRUCTURE AND SUBSTRUCTURE WORK TO BE COMPLETED AS REQUIRED IN THE CONTRACT OR ORDERED BY THE RESIDENT ENGINEER. REGARDLESS OF WHETHER THE BRIDGE IS SUPPORTED IN PLACE OR MOVED TO A STAGING AREA, ALL COSTS ASSOCIATED WITH MOVING AND OR SUPPORTING THE STRUCTURE WHILE IT IS REHABILITATED WILL BE PAID AT THE LUMP SUM BID PRICE FOR THE ITEM 502.10 "SHORING SUPERSTRUCTURE (MOD)".

9) THE CONTRACTOR SHALL SUBMIT TO THE PROJECT MANAGER FOR APPROVAL CONSTRUCTION DRAWINGS PER SECTION 105.03 OF THE VAOT STANDARD SPECIFICATIONS FOR CONSTRUCTION FOR ALL NECESSARY MOVING, JACKING, LIFTING AND SHORING OF THE BRIDGE BEFORE AND AFTER REHABILITATION. THE CONSTRUCTION DRAWINGS SHALL COVER ALL PHASES OF THE PROJECT. THE CONSTRUCTION DRAWINGS SHALL BE STAMPED BY A PROFESSIONAL ENGINEER REGISTERED IN THE STATE OF VERMONT AND NO WORK SHALL COMMENCE UNTIL THE DRAWINGS HAVE BEEN APPROVED.

TEMPORARY BRIDGE

10) THE TEMPORARY BRIDGE AND APPROACH FILLS SHALL BE REMOVED UNDER THE ITEMS 529.15 "REMOVAL OF STRUCTURE (MOD 1)" AND 529.15 "REMOVAL OF STRUCTURE (MOD 2)". SEE THE SPECIAL PROVISIONS FOR THE MODIFICATION INFORMATION FOR THE ITEMS 529.15 "REMOVAL OF STRUCTURE (MOD 1)" AND 529.15 "REMOVAL OF STRUCTURE (MOD 2)".

11) THE ENTIRE AREA UNDER THE EXISTING TEMPORARY BRIDGE APPROACH FILLS SHALL BE REGRADED WITH 6" OF WEED FREE, SCREENED TOPSOIL AFTER THE FILL HAS BEEN REMOVED. THE TOPSOIL WILL BE PAID UNDER THE ITEM 651.35 "TOPSOIL".

SUPERSTRUCTURE

12) ITEM 529.20 "PARTIAL REMOVAL OF STRUCTURE" SHALL INCLUDE BUT NOT BE LIMITED TO:
- REMOVAL OF PORTIONS OF THE EXISTING SUBSTRUCTURE NOT REMOVED UNDER ITEMS 208.30 "COFFERDAM EXCAVATION, EARTH", 208.35 "COFFERDAM EXCAVATION, ROCK", OR ITEM 203.27, "UNCLASSIFIED CHANNEL EXCAVATION".
- DISMANTLING OF EXISTING SUPERSTRUCTURE AS NECESSARY TO EFFECT REPAIRS AND DISPOSAL OF ALL MATERIAL NOT REUSED OR RETAINED BY THE TOWNS OR STATE OF VERMONT.
- SALVAGE AND REUSE OF ALL BRIDGE COMPONENTS THAT WILL BE REINSTALLED.
- REMOVAL AND DISPOSAL OF THE EXISTING ROOFING
- STOCKPILING ON THE PROJECT ANY MATERIAL RETAINED BY THE TOWNS OR THE STATE OF VERMONT

13) THE CONTRACTOR SHALL AVOID UNNECESSARY DISASSEMBLY OF THE TOWN LATTICE TRUSSES. ONLY THE JOINTS THAT MUST BE DISASSEMBLED TO EFFECT REPAIRS TO THE TRUSSES SHALL BE DISASSEMBLED. AT NO POINT IN THE CONSTRUCTION SEQUENCE SHALL THE TRUSSES BE DISASSEMBLED TO THE EXTENT THAT THE EXISTING GEOMETRY AND MEMBER LOCATION IS LOST.

14) THE CONTRACTOR IS RESPONSIBLE FOR VERIFYING ALL DIMENSIONS GIVEN IN THESE PLANS WITH ACTUAL FIELD CONDITIONS. ACTUAL FIELD CONDITIONS WILL GOVERN WITH THE EXCEPTION THAT THE NEW BOTTOM CHORDS SHALL BE THE LENGTH GIVEN IN THE PLANS. ANY TIMBER LENGTHS FOR NEW MEMBERS OR REPAIRS NOT DETAILED IN THE PLANS SHALL BE DETERMINED BY THE CONTRACTOR.

15) EXTREME CARE SHALL BE TAKEN TO ENSURE THAT ANY EXISTING HOLES IN MEMBERS TO BE RETAINED SHALL NOT BE ENLONGATED OR ENLARGED. THIS INCLUDES BUT IS NOT LIMITED TO BOLT HOLES, TRUNNEL HOLES, AND SPLIT RING GROOVES. THE CONTRACTOR SHALL DEMONSTRATE HIS/HER METHOD OF INSTALLING THE NEW MEMBERS WHILE MAINTAINING THE EXISTING HOLE PATTERN IN ADJACENT RETAINED MEMBERS TO THE RESIDENT ENGINEER FOR APPROVAL.

16) ALL EXISTING WOOD TRUNNELS THAT ARE REMOVED IN THE REHABILITATION PROCESS, ARE TO BE REPLACED WITH NEW WOOD TRUNNELS. EXISTING TRUNNELS THAT ARE NOT REMOVED BUT HAVE DAMAGE OR DECAY WILL ALSO BE REPLACED WITH NEW WOOD TRUNNELS AS DEEMED NECESSARY BY THE RESIDENT ENGINEER. ANY TRUNNELS MISSING IN EXISTING JOINTS SHALL BE REPLACED WITH NEW TRUNNELS.

17) ALL NEW WOOD TRUNNELS SHALL BE UNTREATED, DRIED (MAXIMUM MOISTURE CONTENT OF 16%), WHITE OAK, AND SHALL BE DRIVEN IN A MANNER WHICH AVOIDS SPLITTING OF THE TRUNNELS OR THE PIECES CONNECTED BY THEM. TRUNNELS MAY BE DIPPED IN BOILED LINSEED OIL PRIOR TO DRIVING.

18) AS DEEMED NECESSARY, TRUNNEL HOLES IN EXISTING MEMBERS THAT ARE TO BE RETAINED WHICH ARE OVERSIZED DUE TO WEAR OR WHICH WILL NOT ACHIEVE SATISFACTORY ALIGNMENT SHALL BE PLUGGED WITH A COMPATIBLE WOODEN FILLER AS DEEMED NECESSARY BY THE RESIDENT ENGINEER, AND RE DRILLED PER PROCEDURES AND MATERIALS APPROVED BY THE RESIDENT ENGINEER.

19) MATERIAL AND INSTALLATION COSTS OF ALL TRUNNELS AND WOODEN FILLER PLUGS SHALL BE SUBSIDIARY TO THE ITEMS 522.20 "STRUCTURAL LUMBER AND TIMBER - UNTREATED", 522.25 "STRUCTURAL LUMBER AND TIMBER - TREATED", 522.40 "STRUCTURAL GLUED LAMINATED TIMBER" AND 522.30 "NON-STRUCTURAL LUMBER - UNTREATED"

20) ALL HOLES THAT ARE DRILLED IN STRUCTURAL LUMBER OR TIMBER AND GLUED LAMINATED TIMBER SHALL BE TREATED WITH A COPPER NAPTHINATE SOLUTION PER SECTION 726.04 OF THE SPECIAL PROVISIONS.

21) THE GLUED LAMINATED TIMBER SHALL BE FURNISHED IN AN ARCHITECTURAL APPEARANCE GRADE AS DEFINED BY AITC 110.84. PRIOR TO FABRICATION OF THE GLUED LAMINATED MEMBERS, THE FABRICATOR SHALL SUBMIT FABRICATION DRAWINGS PER SECTION 105.03 OF THE VAOT STANDARD SPECIFICATIONS FOR HIGHWAY PROJECTS TO THE PROJECT MANAGER FOR APPROVAL.

22) THE CAMBER OF THE TRUSSES BEFORE THE APPLICATION OF ANY DEAD LOAD SHALL BE 10 INCHES AT MIDSPAN. THE CAMBER SHALL BE MEASURED FROM ONE END OF THE BRIDGE TO THE OTHER AND SHALL BE A CONTINUOUS SMOOTH CURVE. THE BRIDGE SHALL BE STRAIGHT ALONG A HORIZONTAL LINE BETWEEN THE ABUTMENTS AND NOT BE RACKED WHEN COMPLETED.

23) ALL SIDING AND NAILERS SHALL BE FASTENED WITH NO.8 GALVANIZED SCREWS, COST INCIDENTAL TO SIDING.

24) THE EXISTING FLOOR BEAMS AND THE LONGITUDINAL DISTRIBUTION STRINGERS SHALL REMAIN THE PROPERTY OF THE TOWNS OF PROCTOR AND PITTSFORD. THEY SHALL BE CAREFULLY REMOVED AND STOCKPILED ON THE PROJECT FOR REMOVAL BY THE TOWNS.

25) SIX OF THE EXISTING LATTICE MEMBERS THAT ARE TO BE REPLACED AS DETAILED IN THE CONTRACT SHALL BECOME THE PROPERTY OF THE STATE OF VERMONT. THESE SHALL BE CHOSEN BY THE PROJECT MANAGER PRIOR TO THE REMOVAL OF ANY LATTICE MEMBERS. THEY SHALL BE STOCKPILED ON THE PROJECT FOR REMOVAL BY THE STATE OF VERMONT.

26) ALL OTHER MATERIAL NOT REUSED SHALL BECOME THE PROPERTY OF THE CONTRACTOR. THIS MATERIAL SHALL BE DISPOSED OF PROPERLY OR RETAINED FOR FUTURE USE.

27) PAYMENT FOR THE TIE RODS BETWEEN TRUSSES AND CORRESPONDING, TURNBUCKLES, NUTS AND OGEE WASHERS SHALL BE MADE UNDER THE ITEM 506.60 "STRUCTURAL STEEL". TIE RODS SHALL MEET ASTM A 307 AND BE GALVANIZED IN ACCORDANCE WITH AASHTO M 232M/M 232.

28) ALL NEW BOLTS, LAG SCREWS, SPLIT RING CONNECTORS, NUTS AND WASHERS SHALL BE ASTM A 307 AND SHALL BE GALVANIZED IN ACCORDANCE WITH AASHTO SPECIFICATION M 232. MATERIAL AND INSTALLATION COSTS OF BOLTS, LAG SCREWS, AND SPLIT RING CONNECTORS SHALL BE SUBSIDIARY TO THE ITEMS 522.20 "STRUCTURAL LUMBER AND TIMBER - UNTREATED", 522.25 "STRUCTURAL LUMBER AND TIMBER - TREATED" AND 522.40 "STRUCTURAL GLUED LAMINATED TIMBER".

29) AFTER THE BRIDGE IS COMPLETE AND ALL TIMBER HAS BEEN INSTALLED THE BRIDGE SHALL BE COATED WITH A FIRE RETARDANT SPRAY. THE FIRE RETARDANT SPRAY WILL BE PAID UNDER THE ITEM 513.30. SEE SPECIAL PROVISIONS FOR MORE DETAIL.

SUBSTRUCTURE

30) THE HP 14X73 PILES SHALL BE DRIVEN TO LEDGE AND SHALL ATTAIN AN ULTIMATE BEARING CAPACITY OF 529 KIPS.

31) THE PILES WILL REQUIRE PILE SHOES. THE PILE SHOES SHALL BE CAST STEEL AND SHALL CONFORM TO VAOT STANDARD SPECIFICATIONS FOR CONSTRUCTION SECTION 505.04(E).

CONCRETE AND REINFORCING STEEL

32) THE KEY IN CONCRETE CONSTRUCTION JOINTS SHALL BE MONOLITHIC AND CONTINUOUS FOR THE FULL LENGTH OF THE JOINT. UPWARD KEYS SHALL BE PLACED INTEGRALLY WITH THE CONCRETE BELOW THE JOINT.

33) JOINTS IN THE CONCRETE SHALL BE CONSTRUCTED AS INDICATED ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

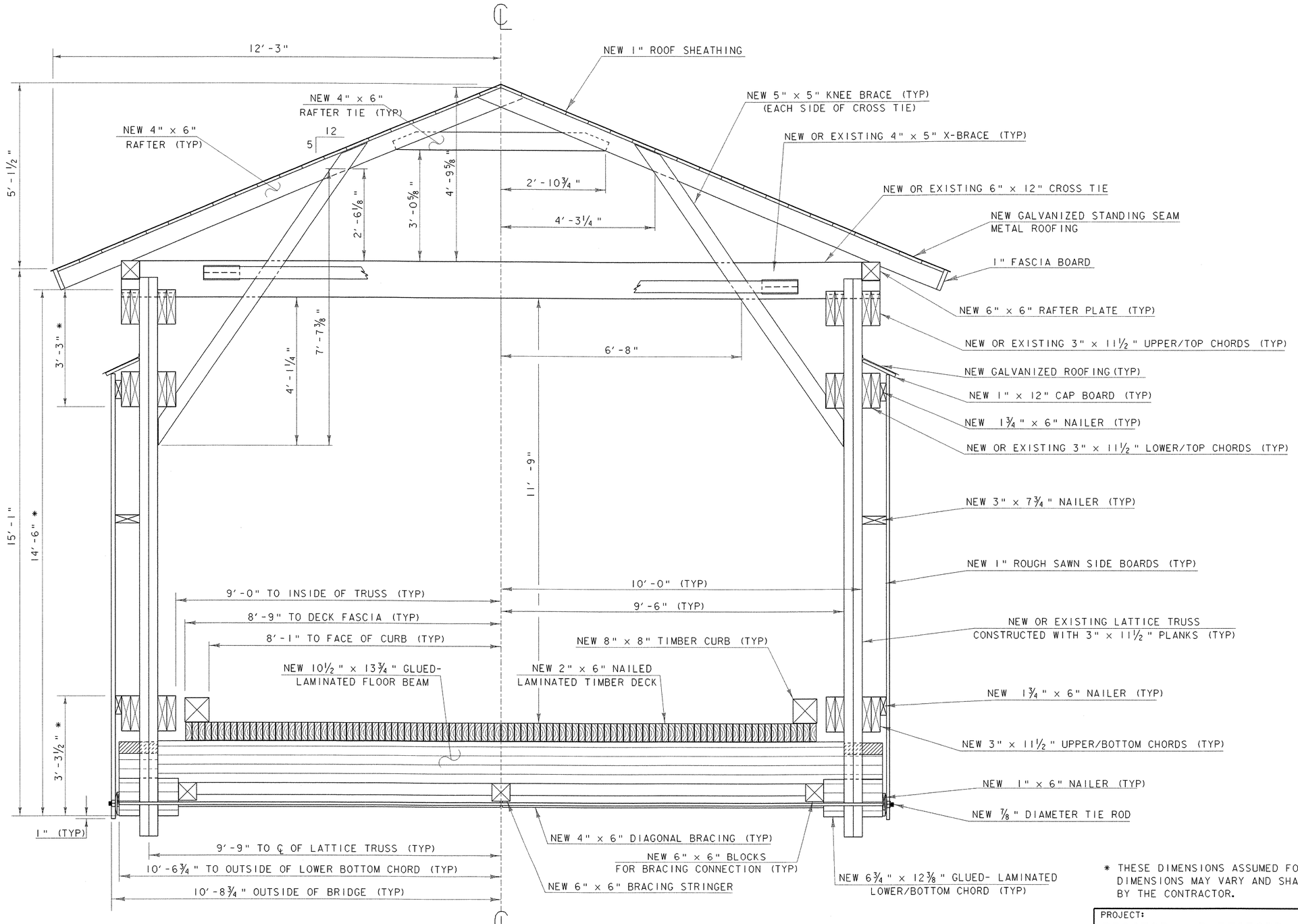
34) ALL EXPOSED EDGES OF PLAIN CONCRETE SHALL BE CHAMFERED 1" X 1". EXPOSED EDGES OF CONCRETE IN AREAS THAT ARE TO RECEIVE THE FORM LINER FINISH SHALL BE PER APPROVED WORKING DRAWINGS.

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

36) REINFORCING STEEL PLACEMENT TOLERANCES SHALL BE AS FOLLOWS:

SPACING	+/- 1"
CLEARANCE	+/-1/4"

PROJECT: PROCTOR - PITTSFORD	PROJECT NO.: BHO 1443 (37)
DESIGN FILE NAME: 96j242\structures\sj242enote.dgn	
IPARM FILE NAME: sj242enote.i	PLOT DATE: 10-JAN-2003
DESIGNED BY: W.B. SYMONDS	DRAWN BY: T. ANDERSON
SQUAD LEADER: C.P. WILLIAMS	CHECKED BY: W.B. SYMONDS
GENERAL NOTE SHEET	SHEET: 16 OF 60



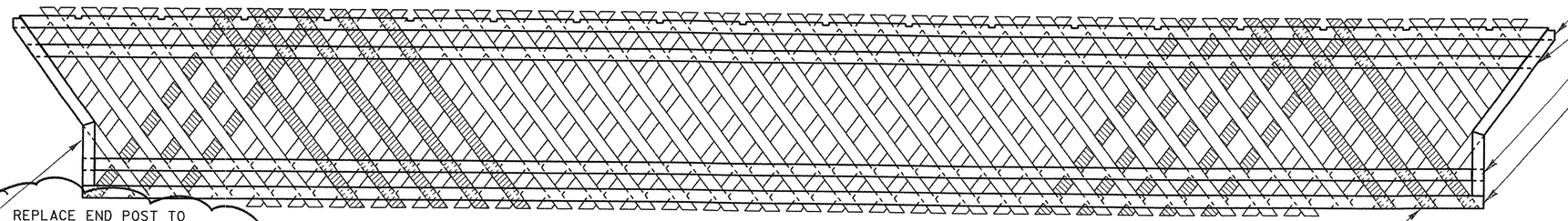
REHABILITATED TYPICAL BRIDGE SECTION

SCALE ¾" = 1'-0

SCALE ¾" = 1'-0
1 0 1 2

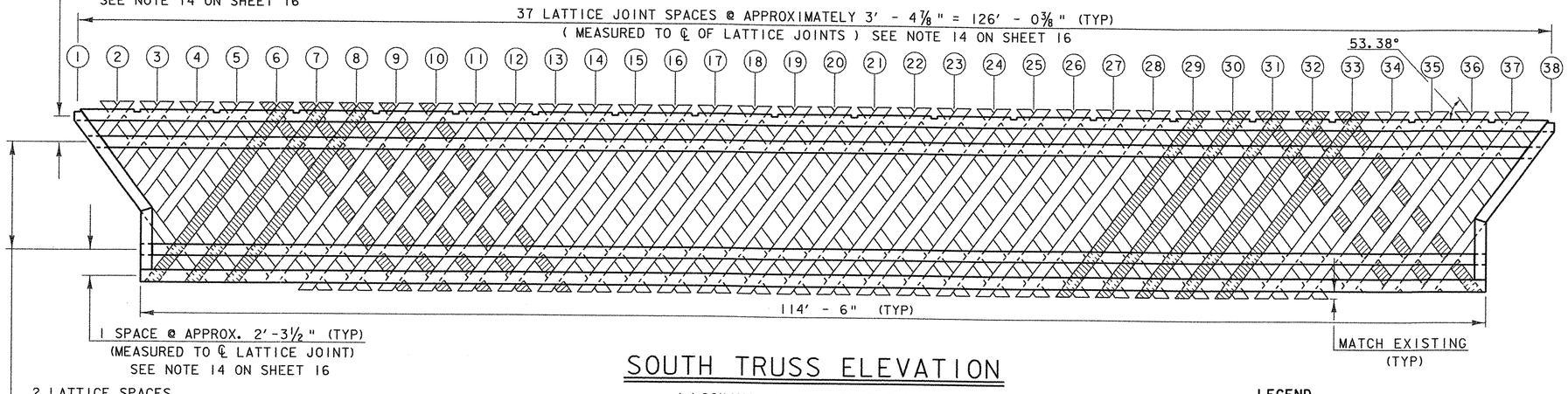
* THESE DIMENSIONS ASSUMED FOR DESIGN. THESE DIMENSIONS MAY VARY AND SHALL BE VERIFIED BY THE CONTRACTOR.

PROJECT:	PROJECT NO.:
PROCTOR - PITTSFORD	BHO 1443 (37)
DESIGN FILE NAME: 96j242\Structures\sj242ebrtyp.dgn	
IPARM FILE NAME: sj242ebrtyp.i	PLOT DATE: 10-JAN-2003
DESIGNED BY: W.B. SYMONDS	DRAWN BY: T. ANDERSON
SQUAD LEADER: C.P. WILLIAMS	CHECKED BY: W.B. SYMONDS
TYPICAL BRIDGE SECTION	SHEET: 17 OF 60



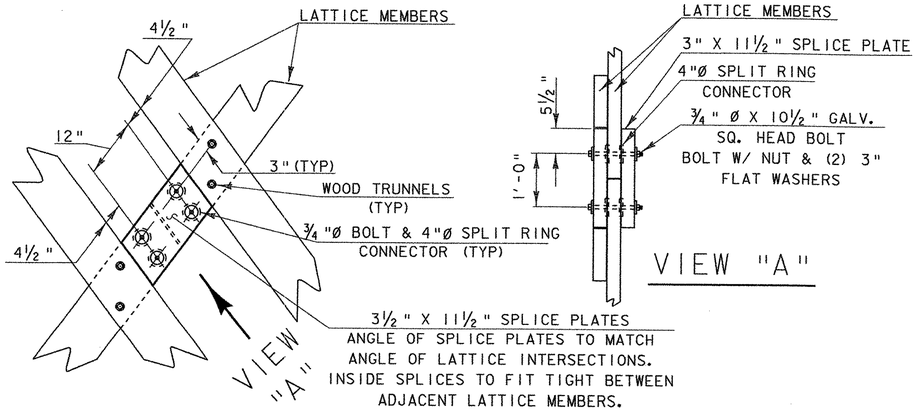
NORTH TRUSS ELEVATION

(LOOKING NORTH FROM THE DECK)
SCALE: 3/16" = 1'-0"



SOUTH TRUSS ELEVATION

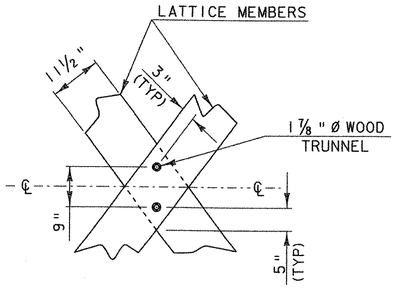
(LOOKING SOUTH FROM THE DECK)
SCALE: 3/16" = 1'-0"



TYPICAL LATTICE SPLICE DETAIL

SCALE: 3/4" = 1'-0"

VIEW "A"



LATTICE JOINT

2 TRUNNEL CONNECTION
SCALE: 3/4" = 1'-0"

LEGEND

NEW 3" X 11 1/2" LATTICE MEMBERS

EXISTING 3" X 11 1/2" LATTICE MEMBERS (TO BE RETAINED)

NOTES (FOR LATTICE MEMBERS)

1. THE LATTICE MEMBERS HATCHED AND MARKED AS NEW SHALL BE REPLACED REGARDLESS OF THE CURRENT CONDITION. THE LATTICE MEMBERS MARKED AS NEW SHALL BE A SINGLE PIECE OF 3" X 11 1/2" ROUGH LUMBER, SAWN TO FULL DIMENSIONS INDICATED. LATTICE MEMBERS SHALL BE SOUTHERN YELLOW PINE DENSE STRUCTURAL 65 GRADE LUMBER. THESE MEMBERS SHALL BE PRESSURE TREATED. WITH A TYPE III (PENTACHLOROPHENAL w/ LIGHT OIL) PRESERVATIVE PER SECTION 726 OF THE SPECIAL PROVISIONS. THESE LATTICE MEMBERS SHALL BE PAID UNDER THE ITEM 522.25 "STRUCTURAL LUMBER AND TIMBER-TREATED".

2. ALL OTHER EXISTING LATTICE MEMBERS SHALL BE INSPECTED FOR DECAY AND CONDITION. ANY ADDITIONAL LATTICE MEMBERS THAT APPEAR TO HAVE CONDITION PROBLEMS SHALL BE BROUGHT TO THE ATTENTION OF THE RESIDENT ENGINEER. THE RESIDENT ENGINEER IN CONSULTATION WITH THE PROJECT MANAGER SHALL MAKE THE DETERMINATION ABOUT WHETHER ANY ADDITIONAL LATTICE MEMBERS WILL BE REPLACED. CONSIDERATION WILL BE GIVEN TO ANTICIPATED STRESS IN THE INDIVIDUAL LATTICE MEMBERS IN QUESTION.

3. IF IT IS DEEMED NECESSARY TO REPLACE ANY ADDITIONAL LATTICE MEMBERS THEY SHALL BE REPLACED WITH A 3" x 11 1/2" ROUGH LUMBER, SAWN TO FULL DIMENSIONS INDICATED. ADDITIONAL LATTICE SHALL BE SPRUCE NO. 1 STRUCTURAL LUMBER. THESE MEMBERS SHALL NOT BE PRESSURE TREATED.

4. MANY OF THE EXISTING LATTICE MEMBERS HAVE PREVIOUSLY BEEN SPLICED. THE INTENTION OF THIS PROJECT IS TO REPLACE IN KIND ANY LATTICE MEMBERS DEEMED NECESSARY. THEREFORE, IF ANY EXISTING LATTICE MEMBER, IDENTIFIED AS BEING RETAINED, IS SPLICED ONLY THE DAMAGED PORTION WILL BE REPLACED. IF AN EXISTING LATTICE MEMBER THAT IS NOT SPLICED MUST BE REPLACED IT WILL BE REPLACED IN ITS ENTIRETY.

5. IF AN EXISTING LATTICE SPLICE MUST BE DISASSEMBLED TO INSTALL NEW LATTICE COMPONENTS THEN THE SPLICE PLATES WILL BE NEW TIMBER. ALSO NEW BOLTS, WASHERS, AND SPLIT RING CONNECTORS WILL BE USED TO RECONNECT THE SPLICE. THE NEW SPLICE PLATES SHALL BE 3" X 11 1/2" ROUGH LUMBER, SAWN TO FULL DIMENSIONS INDICATED. SPLICE PLATES SHALL BE SPRUCE NO. 1 GRADE STRUCTURAL LUMBER. THESE SPLICE PLATES SHALL NOT BE PRESSURE TREATED.

6. THE TIMBER FOR THE ADDITIONAL LATTICE SPLICES AND SPLICE PLATES SHALL BE PAID UNDER THE ITEM 522.20 "STRUCTURAL LUMBER AND TIMBER". FOR ESTIMATION PURPOSES, THE EQUIVALENT OF TWENTY FULL LENGTH LATTICE MEMBERS HAVE BEEN INCLUDED IN THIS ITEM.

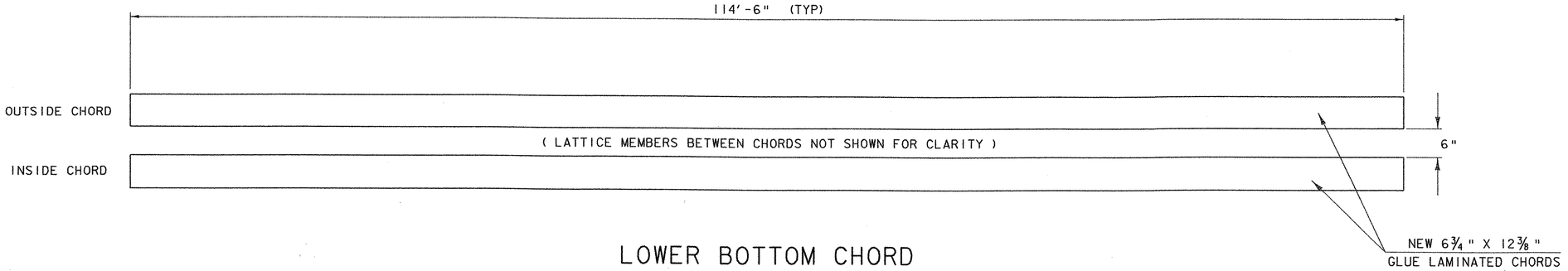
7. THE TYPICAL OR MOST COMMON LATTICE JOINT CONNECTION IS WITH THE (2) 1 7/8" Ø TRUNNELS AS DETAILED ON THIS SHEET. HOWEVER, SOME ARE MADE WITH 2 SPLIT RING CONNECTORS AND 3/4" Ø BOLTS. WHERE POSSIBLE THE TRUNNEL CONNECTION SHALL BE USED. SPLIT RING CONNECTIONS SHALL NOT BE REMOVED FOR THE SOLE PURPOSE OF REPLACING WITH TRUNNELS. ANY TRUNNELS REMOVED SHALL NOT BE REUSED. 1

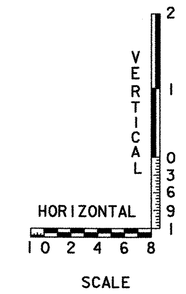
SCALE 3/16" = 1'-0
1 0 2 4 6 8

SCALE 3/4" = 1'-0
1 0 1 2

1 ADDENDUM #1

PROJECT: PROCTOR - PITTSFORD	PROJECT NO.: BHO 1443(37)
DESIGN FILE NAME: 96j242\Structures\sj242etrussdet.dgn	
IPARM FILE NAME: sj242etruselv.i	PLOT DATE: 03-FEB-2003
DESIGNED BY: W. B. SYMONDS	DRAWN BY: T. ANDERSON
SQUAD LEADER: C. P. WILLIAMS	CHECKED BY: W. B. SYMONDS
TRUSS ELEVATION SHEET	SHEET: 18 OF 60

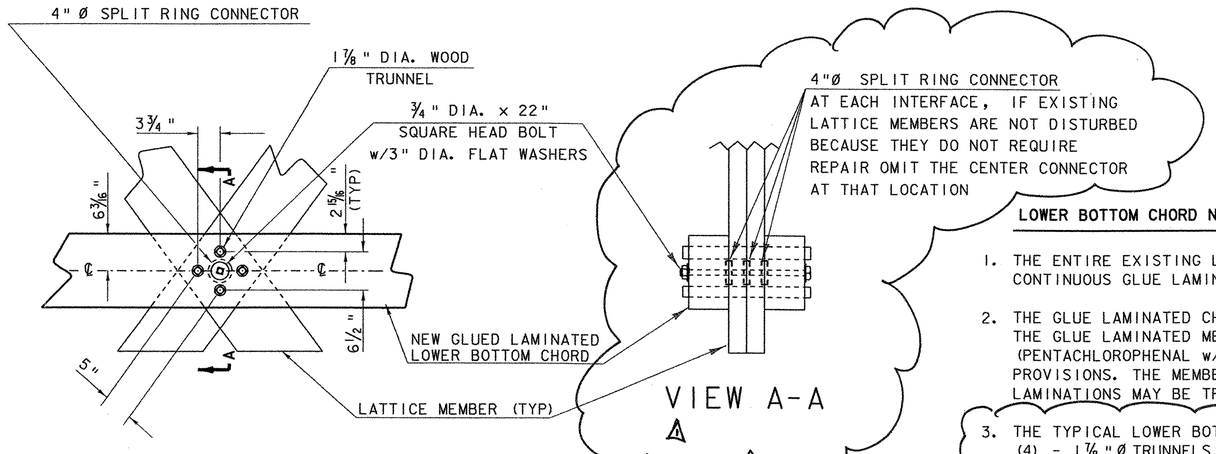




LOWER BOTTOM CHORD

(PLAN VIEW)

(TYPICAL BOTH SIDES OF THE BRIDGE)
SCALE: 3/16" = 1'-0" (HORIZONTAL)
SCALE: 1" = 1'-0 (VERTICAL)



TYPICAL LATTICE CONNECTION

(LOWER BOTTOM CHORD -- 4 TRUNNEL CONNECTION w/ BOLT)

SCALE: 1" = 1'-0"

LOWER BOTTOM CHORD NOTES

1. THE ENTIRE EXISTING LOWER CHORD ON BOTH TRUSSES SHALL BE REPLACED WITH CONTINUOUS GLUE LAMINATED CHORDS.

2. THE GLUE LAMINATED CHORDS SHALL BE SOUTHERN YELLOW PINE COMBINATION 48. THE GLUE LAMINATED MEMBERS SHALL BE PRESSURE TREATED WITH A TYPE III (PENTACHLOROPHENAL w/ LIGHT OIL) PRESERVATIVE PER SECTION 726 OF THE SPECIAL PROVISIONS. THE MEMBERS MAY BE TREATED AFTER FABRICATION OR INDIVIDUAL LAMINATIONS MAY BE TREATED PRIOR TO FABRICATION.

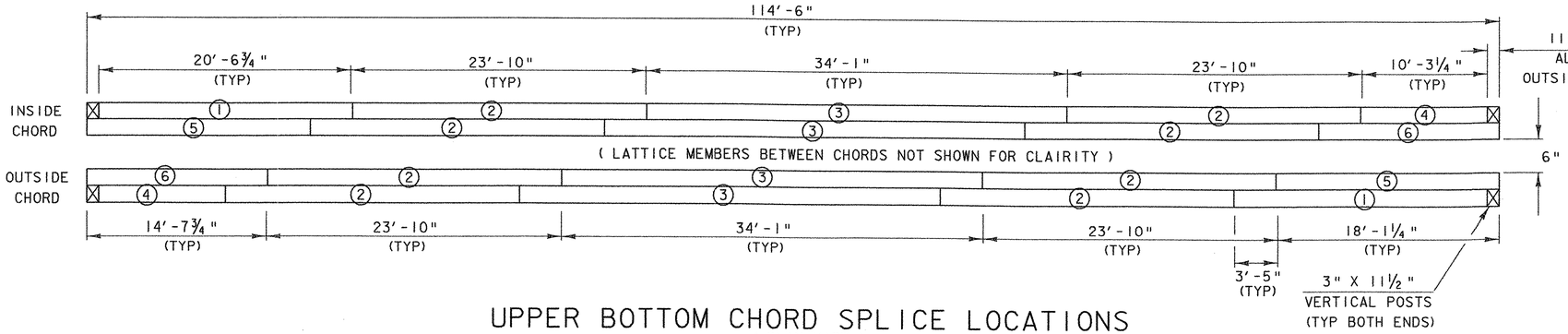
3. THE TYPICAL LOWER BOTTOM CHORD CONNECTION WITH THE LATTICE MEMBERS IS WITH (4) - 1⅞"Ø TRUNNELS AND 4"Ø SPLIT RING CONNECTORS WITH A ¾"Ø BOLT. CONNECTIONS TO THE NEW CHORD SHALL BE CONSISTENT WITH THE EXISTING CONFIGURATION. 1

4. TIMBER FOR THE NEW LOWER BOTTOM CHORD SHALL BE PAID FOR UNDER THE ITEM 522.40 "STRUCTURAL GLUE LAMINATED TIMBER (BOTTOM CHORD)".

SCALE 1" = 1'-0
1 9 6 3 0 1 2

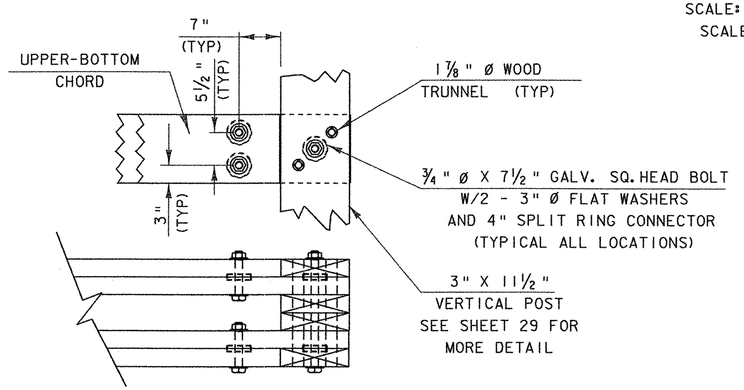
1 ADDENDUM #1

PROJECT:	PROJECT NO.:
PROCTOR - PITTSFORD	BHO 1443 (37)
DESIGN FILE NAME: 96j242\Structures\sj242etrussdet.dgn	
IPARM FILE NAME: sj242ecordet3.i	PLOT DATE: 03-FEB-2003
DESIGNED BY: W.B. SYMONDS	DRAWN BY: T. ANDERSON
SQUAD LEADER: C.P. WILLIAMS	CHECKED BY: W.B. SYMONDS
LOWER BOTTOM CHORD SHEET	SHEET: 19 OF 60

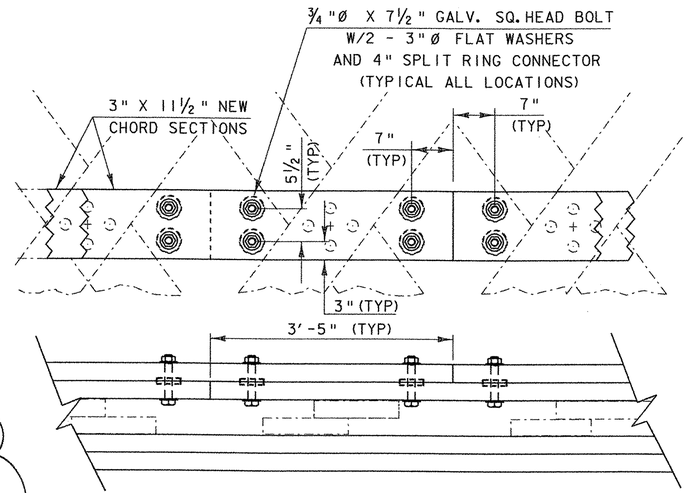


UPPER BOTTOM CHORD SPLICE LOCATIONS
(PLAN VIEW)

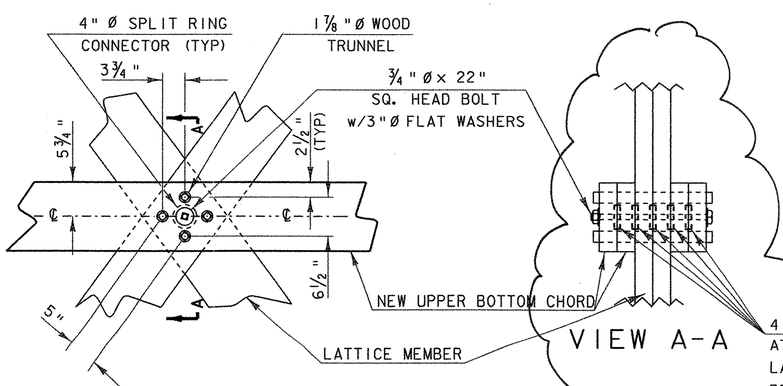
(TYPICAL BOTH SIDES OF THE BRIDGE)
SCALE: 3/16" = 1'-0" (HORIZONTAL)
SCALE: 1" = 1'-0 (VERTICAL)



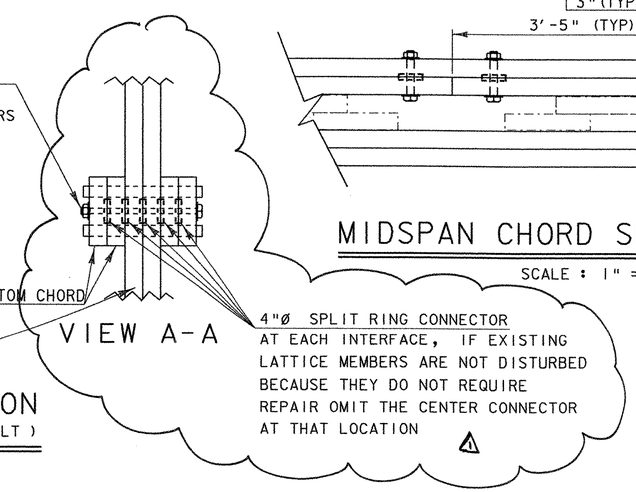
END SPLICE CONNECTION DETAIL
SCALE : 1" = 1'-0"



MIDSPAN CHORD SPLICE DETAIL
SCALE : 1" = 1'-0"

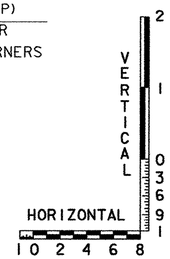


TYPICAL LATTICE CONNECTION
(UPPER BOTTOM CHORD -- 4 TRUNNEL CONNECTION w/BOLT)
SCALE: 1" = 1'-0"



4" Ø SPLIT RING CONNECTOR AT EACH INTERFACE, IF EXISTING LATTICE MEMBERS ARE NOT DISTURBED BECAUSE THEY DO NOT REQUIRE REPAIR OMIT THE CENTER CONNECTOR AT THAT LOCATION ⚠1

SCALE 1" = 1'-0
1 9 6 3 0 1 2



SCALE

LEGEND

①	3" X 11½" X 20'-6¾"	(4 REQD.)
②	3" X 11½" X 23'-10"	(16 REQD.)
③	3" X 11½" X 34"-1"	(8 REQD.)
④	3" X 11½" X 10'-3¼"	(4 REQD.)
⑤	3" X 11½" X 18'-1¼"	(4 REQD.)
⑥	3" X 11½" X 14'-7¾"	(4 REQD.)

UPPER BOTTOM CHORD NOTES

1. THE ENTIRE EXISTING UPPER BOTTOM CHORD ON BOTH TRUSSES SHALL BE REPLACED. THE CHORDS SHALL BE REPLACED WITH 3" X 11½" ROUGH LUMBER, SAWN TO FULL DIMENSIONS INDICATED. CHORD MEMBERS SHALL BE SOUTHERN YELLOW PINE NO. 1 (OR BETTER) GRADE STRUCTURAL LUMBER.

2. THE TIMBER FOR THE UPPER BOTTOM CHORD SHALL BE PRESSURE TREATED WITH A TYPE III (PENATCHLOROPHENOL w/ LIGHT OIL) PRESERVATIVE PER SECTION 726 OF THE SPECIAL PROVISIONS.

3. THE TYPICAL UPPER BOTTOM CHORD IS CONNECTED WITH (4) 1⅞" Ø TRUNNELS AND ONE ¾" Ø BOLT WITH 4" Ø SPLIT RING CONNECTORS. CONNECTIONS WITH THE NEW CHORD SHALL BE CONSISTENT WITH THE EXISTING ⚠1 CONFIGURATION.

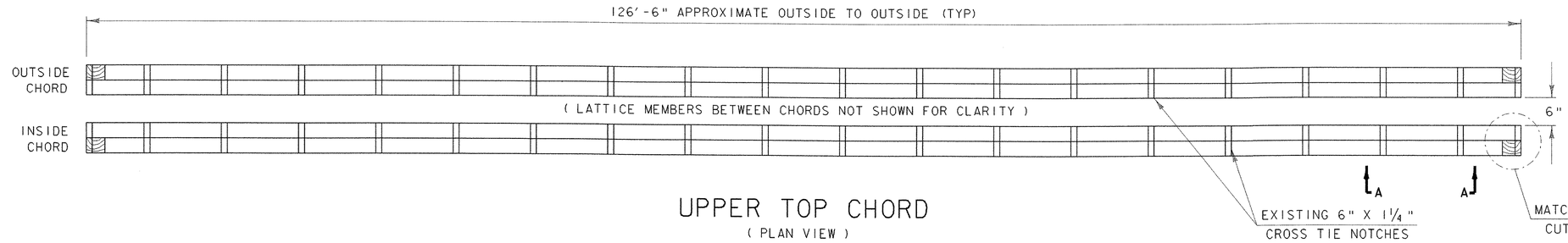
4. THE LENGTH OF INDIVIDUAL PIECES OF THE UPPER BOTTOM CHORD SHALL BE AS DETAILED ON THIS SHEET. NO DEVIATION WILL BE ALLOWED WITHOUT WRITTEN PERMISSION FROM THE PROJECT MANAGER, EXCEPT MINOR ADJUSTMENTS AS NOTED ABOVE.

5. TIMBER FOR THE NEW UPPER BOTTOM CHORD SHALL BE PAID UNDER THE ITEM 522.25 "STRUCTURAL LUMBER AND TIMBER - TREATED"

6. THE INTENT OF THE DESIGN IS FOR ALL OF THE SPLICE LOCATIONS TO BE LOCATED APPROXIMATELY IN THE CENTER OF THE LATTICE OPENING. THE CONTRACTOR SHALL VERIFY THESE DIMENSIONS AND MAY ALTER THEM SLIGHTLY TO ACHIEVE THE REQUIRED CLEARANCES.

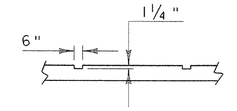
⚠1 ADDENDUM #1

PROJECT:	PROJECT NO.:
PROCTOR - PITTSFORD	BHO 1443 (37)
DESIGN FILE NAME: 96j242\Structures\sj242etrussdet.dgn	
IPARM FILE NAME: sj242ecordeti.i	PLOT DATE: 03-FEB-2003
DESIGNED BY: W.B. SYMONDS	DRAWN BY: T. ANDERSON
SQUAD LEADER: C.P. WILLIAMS	CHECKED BY: W.B. SYMONDS
UPPER BOTTOM CHORD SHEET	SHEET: 20 OF 60

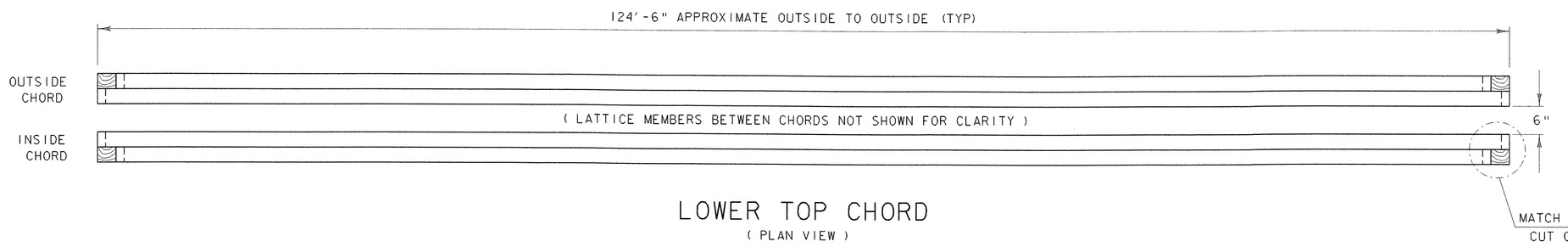


UPPER TOP CHORD
(PLAN VIEW)

(TYPICAL BOTH SIDES OF THE BRIDGE)
SCALE: 3/16" = 1'-0" (HORIZONTAL)
SCALE: 1" = 1'-0 (VERTICAL)

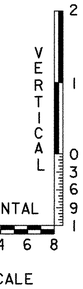


VIEW A-A
NOT TO SCALE
TYPICAL TOP CHORD NOTCH
SEE DETAIL D SHEET 27 FOR TYPICAL CROSS TIE NOTCH

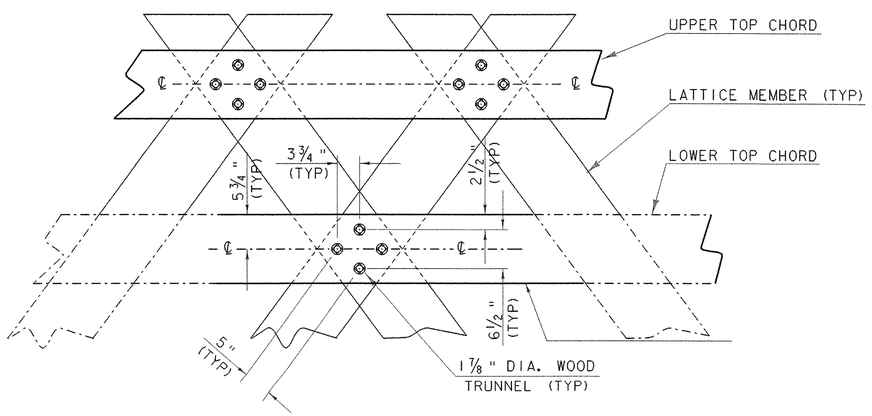


LOWER TOP CHORD
(PLAN VIEW)

(TYPICAL BOTH SIDES OF THE BRIDGE)
SCALE: 3/16" = 1'-0" (HORIZONTAL)
SCALE: 1" = 1'-0 (VERTICAL)



SCALE



TYPICAL LATTICE CONNECTION
(UPPER & LOWER TOP CHORDS -- 4 TRUNNEL CONNECTION)

SCALE: 1" = 1'-0"

UPPER AND LOWER TOP CHORD NOTES

1. THE INTENT OF THIS PROJECT TO RETAIN AS MUCH OF THE UPPER TOP CHORDS AND LOWER TOP CHORDS AS POSSIBLE. HOWEVER, IT IS ANTICIPATED THAT SOME PORTIONS WILL HAVE TO BE REPLACED.

2. AFTER RELOCATION / SHORING OF THE TRUSS, THE TOP CHORDS WILL BE INSPECTED THOROUGHLY FOR DECAY AND CONDITION. ANY PORTIONS OF THE TOP CHORDS THAT APPEAR TO HAVE CONDITION PROBLEMS SHALL BE BROUGHT TO THE ATTENTION OF THE RESIDENT ENGINEER. THE RESIDENT ENGINEER IN CONSULTATION WITH THE PROJECT MANAGER SHALL MAKE THE DETERMINATION ABOUT WHICH PORTIONS OF THE CHORDS WILL BE REPLACED. CONSIDERATION WILL BE GIVEN TO THE ANTICIPATED STRESS IN THE CHORD MEMBERS IN QUESTION.

3. CHORD MEMBERS SHALL BE REPLACED WITH 3" X 11½" ROUGH LUMBER, SAWN TO FULL DIMENSIONS INDICATED. CHORD MEMBERS SHALL BE SPRUCE NO. 1 GRADE STRUCTURAL LUMBER MEMBERS SHALL NOT BE PRESSURE TREATED.

4. THE LENGTHS OF THE EXISTING SECTIONS OF THE TOP CHORDS ARE NOT DETAILED. REPLACEMENT SECTIONS OF THE TOP CHORDS SHALL RETAIN THE EXISTING LENGTH AND SPLICE PATTERN. IF A SECTION IS DEEMED NECESSARY TO BE REPLACED THE ENTIRE SECTION WILL BE REMOVED AND REPLACED, SHORTER SECTIONS WILL NOT BE ALLOWED TO REPLACE SMALL AREAS OF DAMAGE.

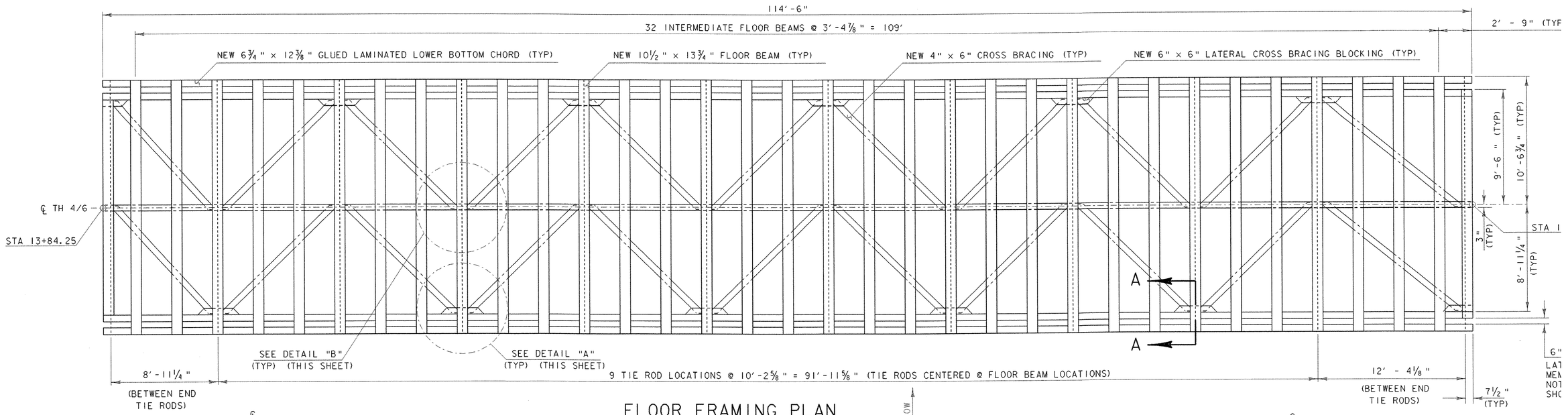
5. THE ENTIRE OUTER LAMINATION OF THE UPPER TOP CHORD ON THE SOUTHERN TRUSS SHALL BE REPLACED. FOR ESTIMATION PURPOSES, AN ADDITIONAL 250 LINEAR FEET OF 3" X 11½" CHORD MEMBERS HAVE BEEN INCLUDED IN THE ITEM 522.20 "STRUCTURAL LUMBER AND TIMBER - UNTREATED".

6. TIMBER FOR THE NEW TOP CHORDS SHALL BE PAID UNDER THE ITEM 522.20 "STRUCTURAL LUMBER AND TIMBER - UNTREATED".

SCALE 1" = 1'-0
1 9 6 3 0 1 2

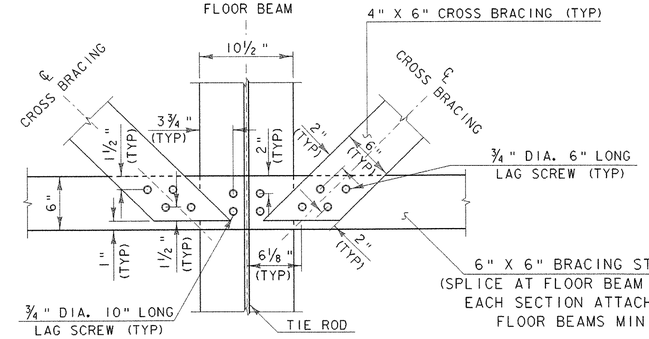
PROJECT:	PROJECT NO.:
PROCTOR - PITTSFORD	BHO 1443 (37)

DESIGN FILE NAME: 96j242\Structures\sj242etrussdet.dgn
IPARM FILE NAME: sj242ecordet2.i
PLOT DATE: 10-JAN-2003
DESIGNED BY: W.B.SYMONDS
DRAWN BY: T.ANDERSON
SQUAD LEADER: C.P.WILLIAMS
CHECKED BY: W.B.SYMONDS
TOP CHORD SHEET
SHEET: 21 OF 60



FLOOR FRAMING PLAN

SCALE 1/4" = 1'-0

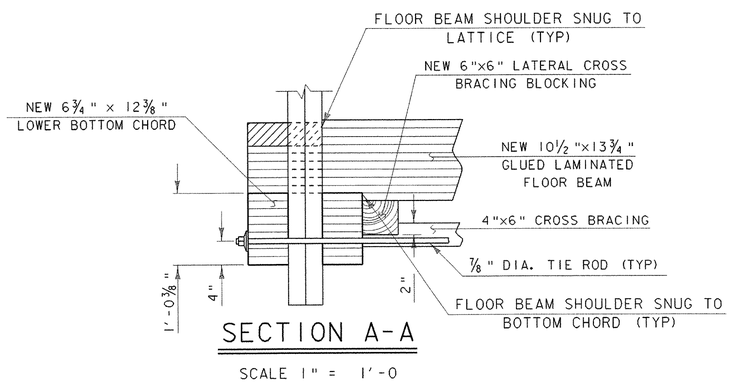


DETAIL B

(VIEW FROM UNDER BRIDGE)

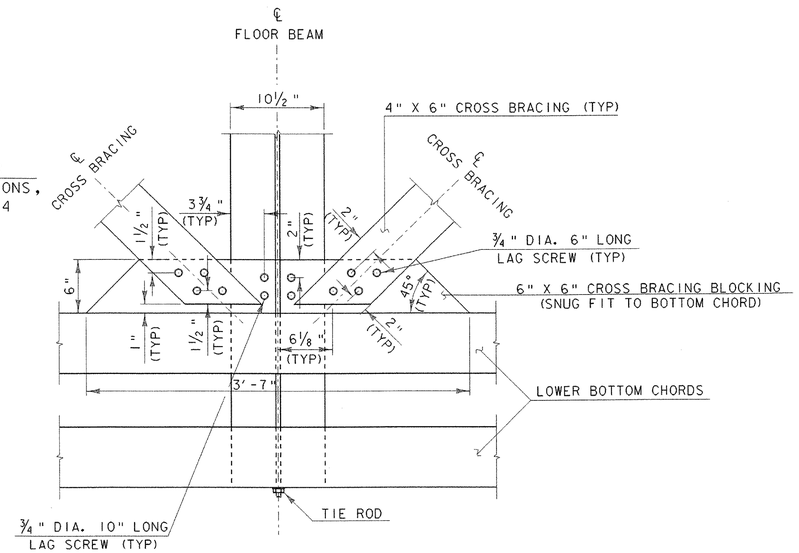
SCALE 1 1/2" = 1'-0

NOTE: THE LAG SCREW PATTERN AND NOTCHING REQUIREMENTS ARE THE SAME AT ALL FLOORBEAMS.



SECTION A-A

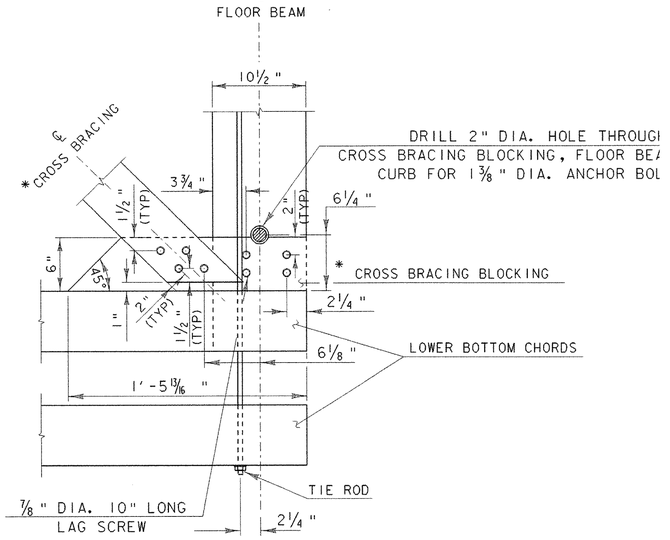
SCALE 1" = 1'-0



DETAIL A

(VIEW FROM UNDER BRIDGE)

SCALE 1 1/2" = 1'-0



END OF BRIDGE CORNER DETAIL

(VIEW FROM UNDER BRIDGE)

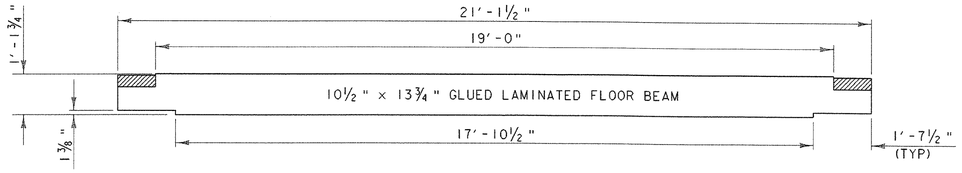
SCALE 1 1/2" = 1'-0

* OMIT CROSS BRACING AND CROSS BRACING BLOCKING WHERE APPROPR

SCALE 1" = 1'-0

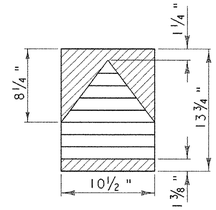
SCALE 1 1/2" = 1'-0

PROJECT: PROCTOR - PITTSFORD	PROJECT NO.: BHO 1443
DESIGN FILE NAME: 96j242\structures\sj242efframep1.dgr	
IPARM FILE NAME: sj242effp.i	PLOT DATE: 10-JAN-
DESIGNED BY: W. SYMONDS	DRAWN BY: N.J. WAF
SQUAD LEADER: C.P. WILLIAMS	CHECKED BY: W.B.SY
FLOOR FRAMING PLAN	SHEET: 22 OF 6(



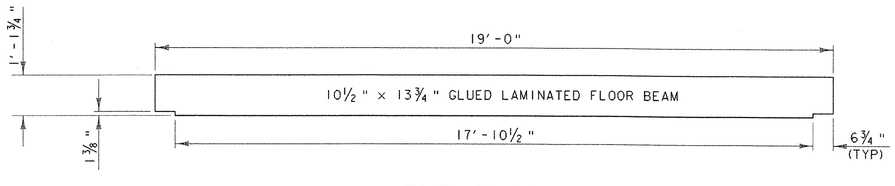
INTERMEDIATE FLOOR BEAM

SCALE ½" = 1′-0



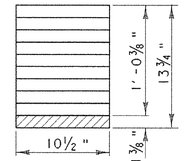
INTERMEDIATE FLOOR BEAM END SECTION

SCALE 1½" = 1′-0



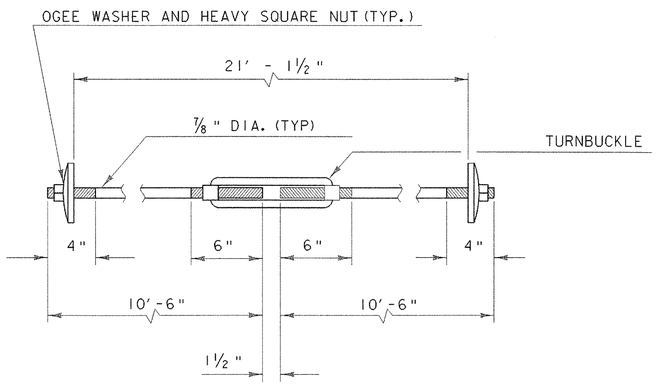
END FLOOR BEAM

SCALE ½" = 1′-0



END FLOOR BEAM END SECTION

SCALE 1½" = 1′-0



TIE ROD ASSEMBLY

(GALVANIZED - 12 REQUIRED)

NOT TO SCALE

FLOOR SYSTEM NOTES

1) THE FLOOR BEAMS SHALL BE SHOP CUT AND NOTCHED TO THE DIMENSIONS SHOWN ON THESE PLANS OR AS REQUIRED BY THE CONTRACTOR TO FIT BETWEEN THE LATTICE MEMBERS.

2) THE FLOOR BEAMS SHALL NOT BE "OVER NOTCHED" TO ALLOW THEM TO BE INSTALLED BY SLIDING THEM THROUGH ONE TRUSS DROPPING DOWN AND BACK INTO THE SECOND TRUSS.

3) THE FLOOR BEAMS SHALL BE GLUED-LAMINATED SOUTHERN YELLOW PINE COMBINATION SYMBOL 26F-V4. THE FLOOR BEAMS SHALL BE PRESSURE TREATED WITH A TYPE III (PENTACHLOROPHENOL W/ LIGHT OIL) PRESERVATIVE PER SECTION 726 OF THE SPECIAL PROVISIONS. THESE MEMBERS MAY BE TREATED WHOLE AFTER THE REQUIRED CUTTING AND NOTCHING OR THE INDIVIDUAL LAMINATION MAY BE TREATED PRIOR TO LAMINATION.

4) THE FLOOR BEAMS AND CROSS BRACING MUST BE INSTALLED PRIOR TO MOVING THE REASSEMBLED BRIDGE.

5) THE CROSS BRACING, BRACING STRINGER, AND BRACING BLOCKING SHALL BE ROUGH LUMBER, FULL SAWN SPRUCE NO. 1 GRADE STRUCTURAL LUMBER. THESE MEMBERS SHALL NOT BE PRESSURE TREATED.

6) TIMBER FOR THE FLOOR BEAMS SHALL BE PAID FOR UNDER THE ITEM 522.40 "STRUCTURAL GLUED LAMINATED TIMBER (FLOOR BEAMS)".

7) TIMBER FOR THE DIAGONAL BRACING, BRACING STRINGER, AND BRACING BLOCKING SHALL BE PAID UNDER THE ITEM 522.20 "STRUCTURAL LUMBER AND TIMBER - UNTREATED".

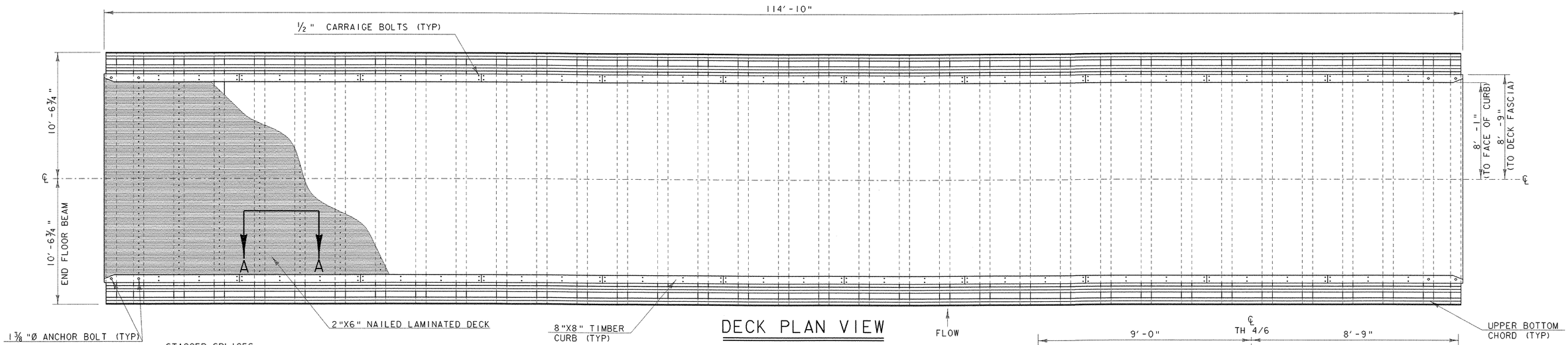
8) THE TIE RODS SHALL BE INSTALLED AND TENSIONED PRIOR TO MOVING THE REASSEMBLED BRIDGE. THE TIE RODS SHALL BE TENSIONED TO FULLY ENGAGE THE LOWER BOTTOM CHORD WITH THE BOTTOM NOTCH ON THE FLOOR BEAMS.

SCALE ½" = 1′-0
1 0 1 2

SCALE 1 ½" = 1′-0
1 9 6 3 0 1

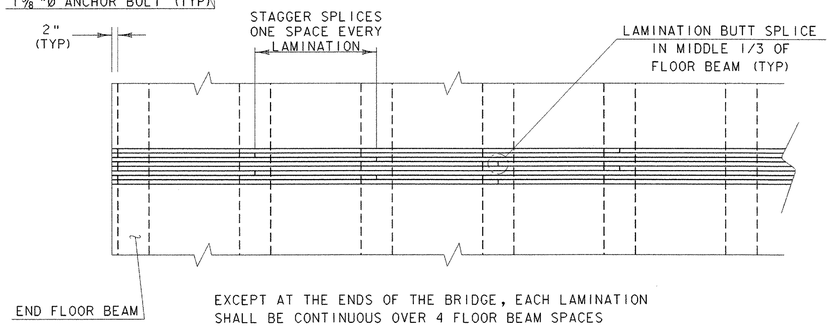
PROJECT:	PROJECT NO.:
PROCTOR - PITTSFORD	BHO 1443 (37)

DESIGN FILE NAME: 96j242\structures\sj242eframep1.dgn
IPARM FILE NAME: sj242effp2.i — PLOT DATE: 10-JAN-2003
DESIGNED BY: W. SYMONDS — DRAWN BY: N.J. WARK
SQUAD LEADER: C.P. WILLIAMS — CHECKED BY: W.B. SYMONDS
FLOOR BEAM SHEET — SHEET: 23 OF 60



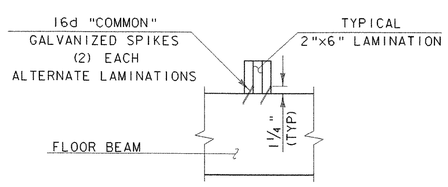
DECK PLAN VIEW

SCALE 1/4" = 1'-0



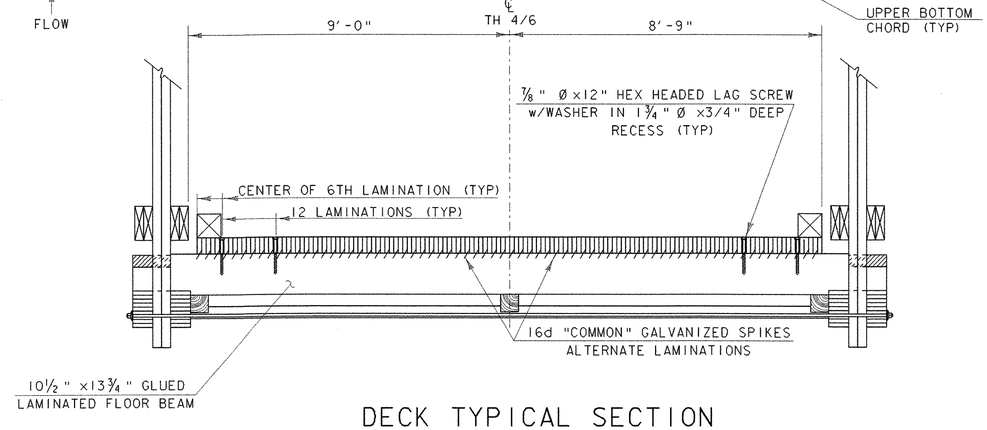
DECK SPLICES

SCALE 1/2" = 1'-0



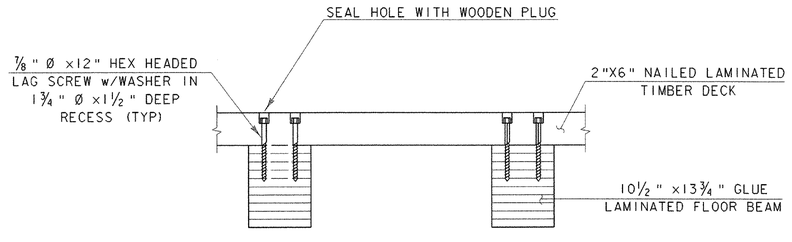
TOE-NAIL CONNECTION

SCALE 1" = 1'-0



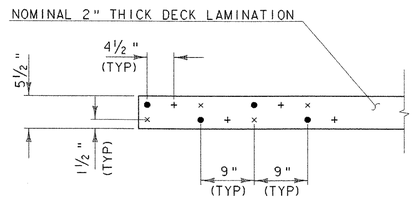
DECK TYPICAL SECTION

SCALE 1/2" = 1'-0



SECTION A-A
(THIS SHEET)

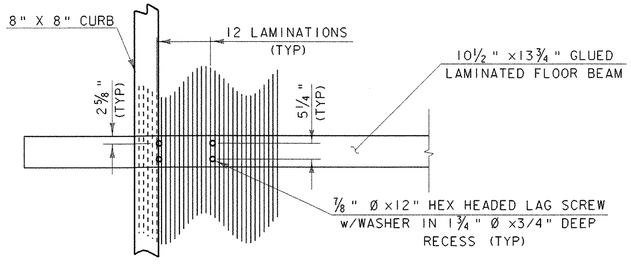
SCALE 1" = 1'-0



16d "COMMON" GALVANIZED SPIKES
• INDICATES NAILS IN FIRST LAMINATION
× INDICATES NAILS IN SECOND LAMINATION
+ INDICATES NAILS IN THIRD LAMINATION

NAILING PATTERN
FOR NAILED LAMINATED DECK

SCALE 1" = 1'-0



LAG BOLT LOCATION DETAIL

SCALE 1/2" = 1'-0

NOTES

1. NAILS SHALL BE GALVANIZED
2. NAIL LAMINATIONS TO AVOID NAILING IN LAG SCREW LOCATIONS
3. PILOT HOLE FOR THREADED PORTION SHALL BE 9/16" Ø
4. PILOT HOLE FOR UNTHREADED SHANK SHALL EQUAL THE SHANK DIAMETER

SCALE 1/2" = 1'-0

SCALE 1" = 1'-0

PROJECT:	PROJECT NO.:
PROCTOR - PITTSFORD	BHO 1443 (37)
DESIGN FILE NAME: 96j242\structures\sj242eframep1.dgn	
IPARM FILE NAME: sj242edfp.i	PLOT DATE: 10-JAN-2003
DESIGNED BY: W. SYMONDS	DRAWN BY: N.J. WARK
SQUAD LEADER: C.P. WILLIAMS	CHECKED BY: W.B.SYMONDS
DECK FRAMING PLAN	SHEET: 24 OF 60

DECK AND CURB NOTES

1) THE TIMBER FOR THE NAILED-LAMINATED DECK SHALL BE DRESSED SOUTHERN YELLOW PINE THE PLANKS SHALL BE NO. 1 (OR BETTER) GRADE. THE DECK PLANKS SHALL BE 2" X 6" NOMINAL SIZE. THE DECK PLANKS SHALL BE PRESSURE TREATED WITH A TYPE IV (CHROMATED COPPER ARSENATE) OR TYPE V (ALKALINE COPPER QUAT) PRESERVATIVE PER SECTION 726 OF THE SPECIAL PROVISIONS.

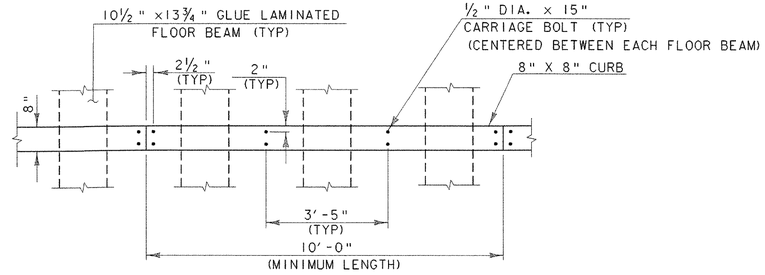
2) THE TIMBER FOR THE CURB SHALL BE 8" X 8" ROUGH LUMBER, FULL SAWN SOUTHERN YELLOW PINE NO. 1 (OR BETTER) GRADE STRUCTURAL LUMBER. THE TIMBER SHALL BE PRESSURE TREATED WITH A TYPE IV (CHROMATED COPPER ARSENATE) OR TYPE V (ALKALINE COPPER QUAT) PRESERVATIVE PER SECTION 726 OF THE SPECIAL PROVISIONS.

3) THE LAMINATIONS OF THE DECK SHALL RUN STRAIGHT WITH NO BENDS OR DEVIATIONS.

4) LUMBER FOR THE DECK AND CURBS SHALL BE PAID UNDER THE ITEM 522.25 "STRUCTURAL LUMBER AND TIMBER - TREATED".

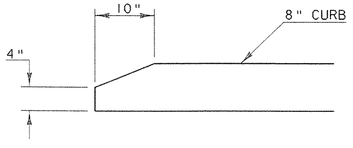
5) THE WOODEN HOLE PLUGS FOR THE DECK SHALL BE CUT FROM THE DECKING MATERIAL. THEY SHALL BE SNUG FIT AND GLUED IN PLACE WITH POLYURETHANE WOOD GLUE. THE WOODEN PLUGS SHALL BE SUBSIDIARY TO THE ITME 522.25 "STRUCTURAL LUMBER AND TIMBER - TREATED".

6) THE CURBS SHALL BE LAID OUT TO MINIMIZE THE END CUTS TO PRESERVE THE PRESSURE TREATMENT ENVELOPE. ANY END CUTS OF THE CURBS SHALL BE TREATED WITH TWO APPLICATIONS OF A COPPER NAPTHINATE SOLUTION.



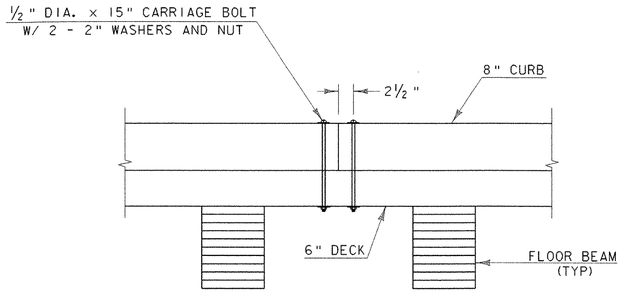
CURB SPLICE PLAN DETAIL

SCALE ½" = 1'-0



CURB END TAPER DETAIL

SCALE 1" = 1'-0



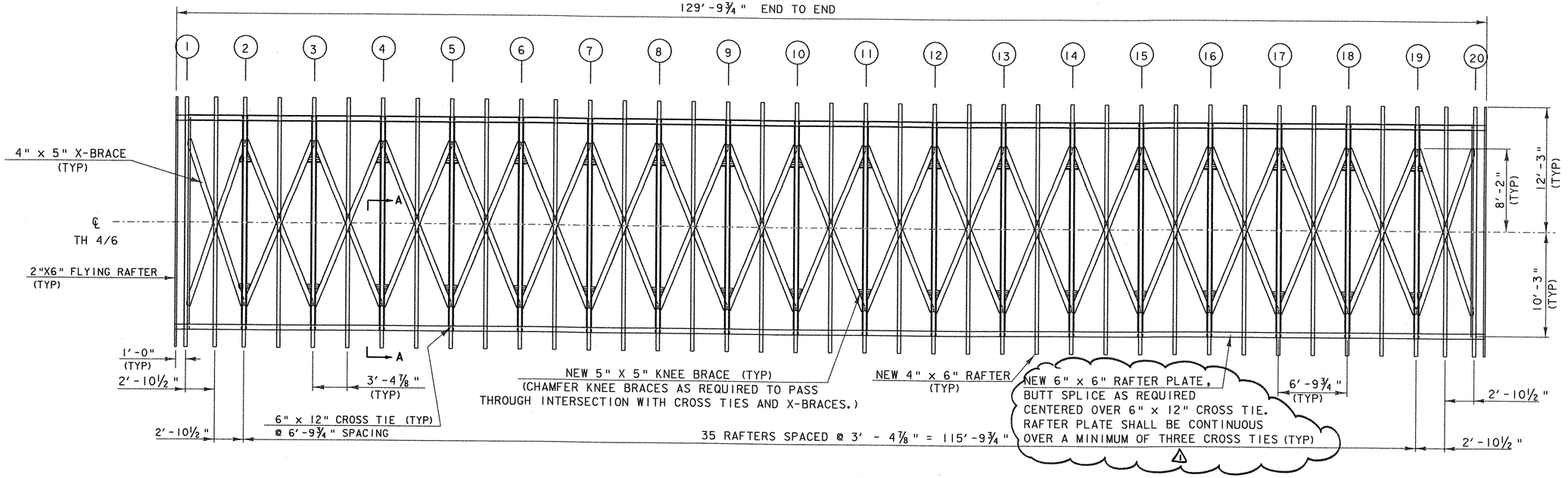
CURB SPLICE

SCALE 1" = 1'-0

SCALE ½" = 1'-0
1 0 1 2

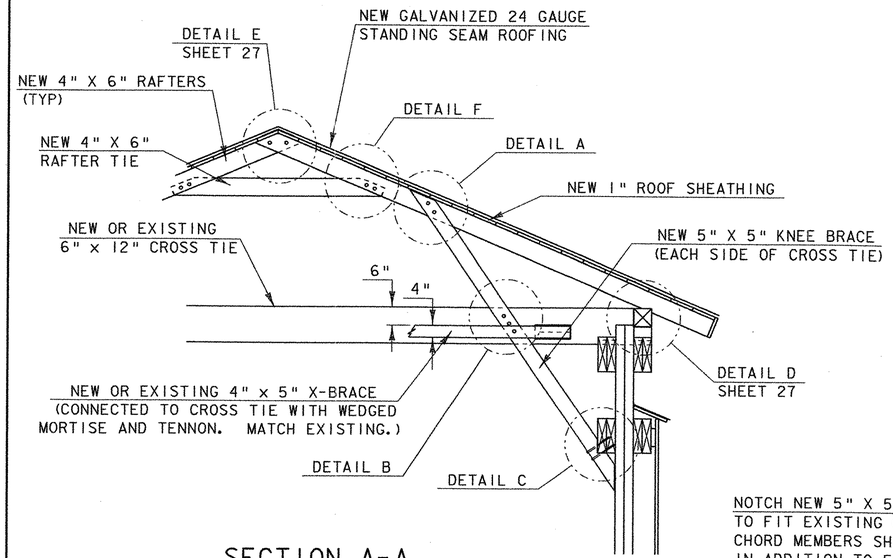
SCALE 1" = 1'-0
1 9 6 3 0 1 2

PROJECT: PROCTOR - PITTSFORD	PROJECT NO.: BHO 1443
DESIGN FILE NAME: 96j242\structures\sj242eframep1.dgr	
IPARM FILE NAME: sj242emfd.i	PLOT DATE: 10-JAN-
DESIGNED BY: W. SYMONDS	DRAWN BY: N.J. WAF
SQUAD LEADER: C.P. WILLIAMS	CHECKED BY: W.B. SY
MISCELANEOUS FLOOR SYSTEM DETAILS	SHEET: 25 OF 6C



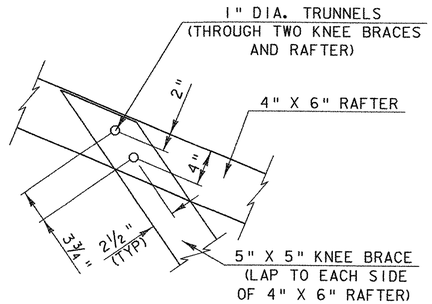
RAFTER PLAN

SCALE 3/16" = 1'-0"



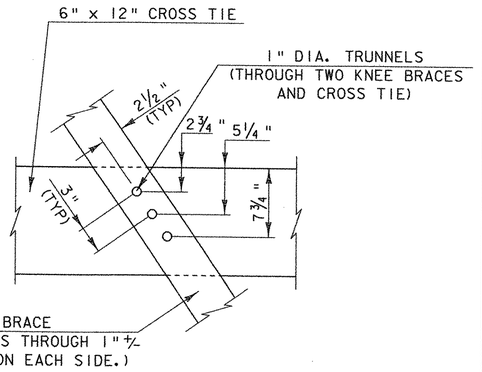
SECTION A-A

SCALE ½" = 1'-0"



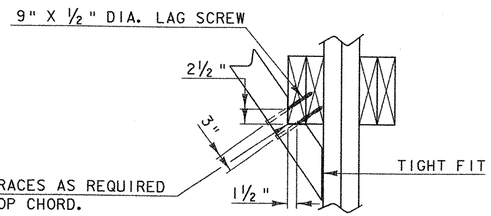
DETAIL A

SCALE 1½" = 1'-0"



DETAIL B

SCALE 1½" = 1'-0"



NOTCH NEW 5" X 5" KNEE BRACES AS REQUIRED TO FIT EXISTING OR NEW TOP CHORD. CHORD MEMBERS SHALL NOT BE NOTCHED IN ADDITION TO EXISTING CONDITION. POSTITION LAG SCREWS TO MISS TRUNNELS

DETAIL C

SCALE 1" = 1'-0"

SCALE 3/16" = 1'-0" 0 2 4 6 8

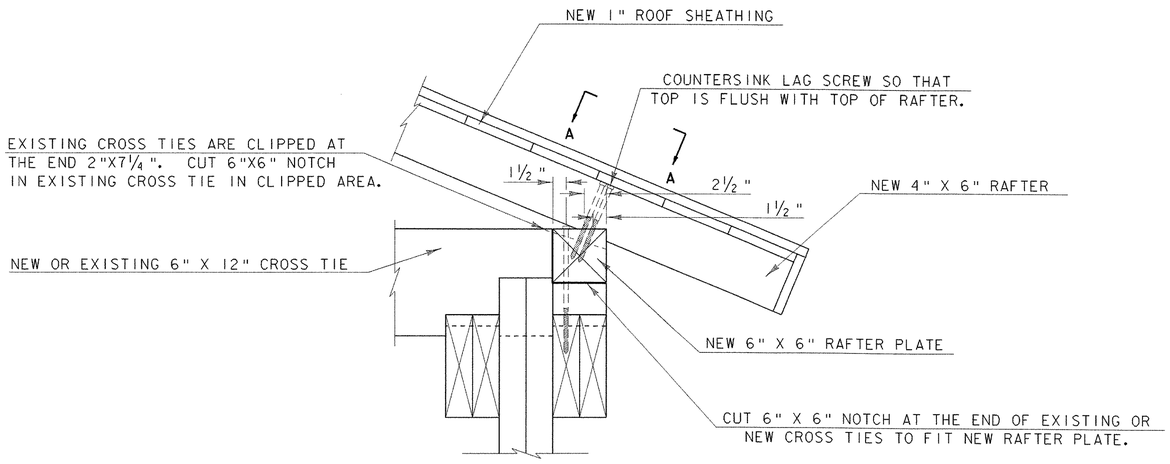
SCALE 1" = 1'-0" 9 6 3 0 2

SCALE ½" = 1'-0" 0 1 2

SCALE 1 ½" = 1'-0" 9 6 3 0

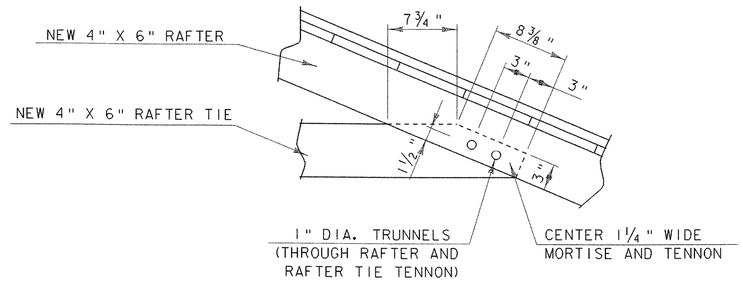
⚠1 ADDENDUM #1

PROJECT: PROCTOR - PITTSFORD	PROJECT NO.: BHO 1443 (37)
DESIGN FILE NAME: 96j242\structures\sj242eroof.dgn	
IPARM FILE NAME: sj242eroof.i	PLOT DATE: 03-FEB-2003
DESIGNED BY: W.B. SYMONDS	DRAWN BY: R.S. YOUNG
SQUAD LEADER: C.P. WILLIAMS	CHECKED BY: W.B. SYMONDS
ROOF SYSTEM FRAMING PLAN	SHEET: 26 OF 60



DETAIL D

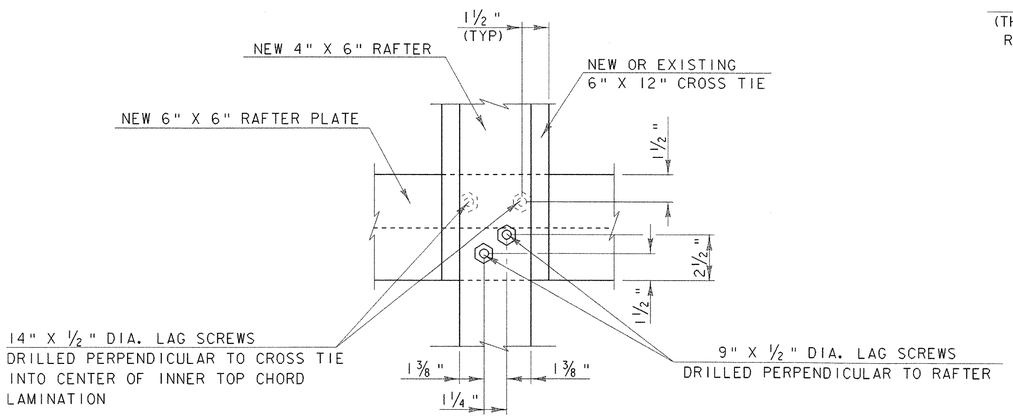
SCALE 1½" = 1'-0"



DETAIL F

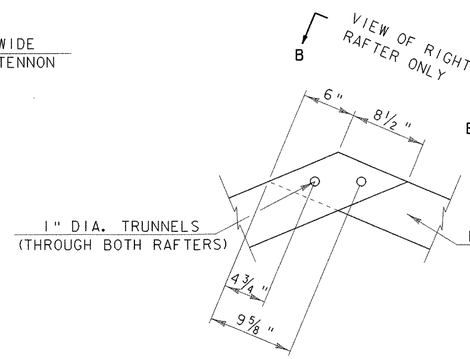
(MORTISE AND TENNON JOINT)

SCALE 1½" = 1'-0"



VIEW A-A

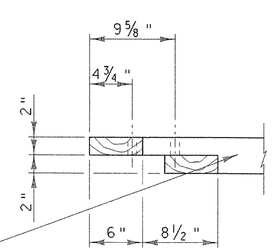
SCALE 3" = 1'-0"



DETAIL E

(HALF LAP JOINT AT RAFTER PEAK)

SCALE 1½" = 1'-0"



VIEW B-B

(VIEW OF RIGHT RAFTER ONLY LEFT RAFTER SIMILAR BUT OPPOSITE HAND)

SCALE 1½" = 1'-0"

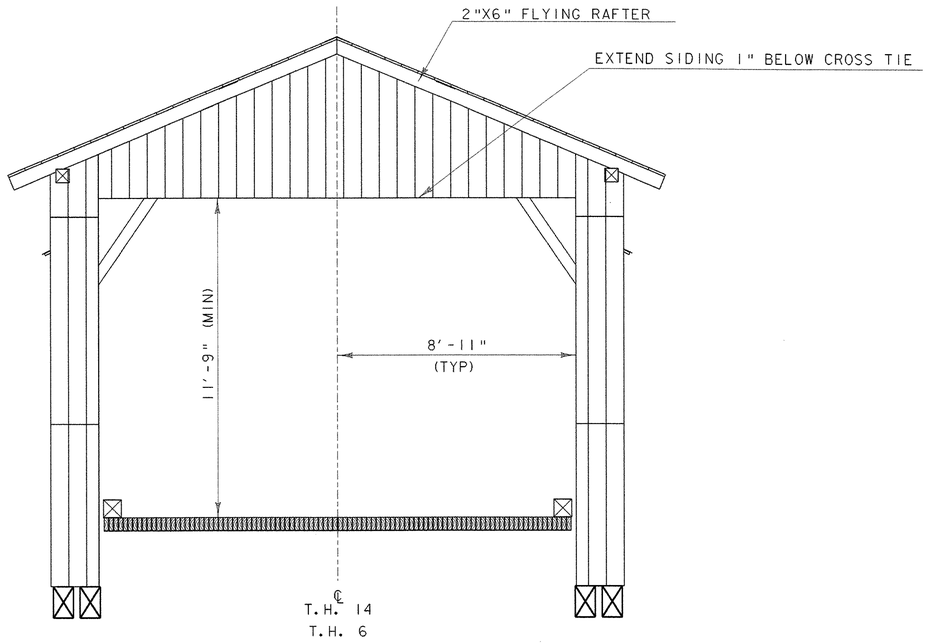
NOTES

1. REPLACE CROSS TIES AT LOCATIONS 3,6,8,11, AND 16. ANY ADDITIONAL CROSS TIES THAT APPEAR TO HAVE CONDITION PROBLEMS SHALL BE BROUGHT TO THE ATTENTION OF THE RESIDENT ENGINEER. THE RESIDENT ENGINEER IN CONSULTATION WITH THE PROJECT MANAGER SHALL MAKE THE DETERMINATION ABOUT WHETHER THE ADDITIONAL CROSS TIES SHALL BE REPLACED. FOR ESTIMATION PURPOSES, THREE ADDTIONAL CROSS TIES HAVE BEEN INCLUDED IN THE ITEM 522.20 "STRUCTURAL LUMBER AND TIMBER - UNTREATED".
2. INDIVIDUAL X-BRACING MEMBERS SHALL BE RETAINED WHERE THEY ARE IN GOOD CONDITION WITH TIGHT JOINTING. DAMAGED X-BRACING MAY BE REPLACED AS ORDERED BY THE RESIDENT ENGINEER. FOR ESTIMATION PURPOSES, TEN NEW X-BRACING MEMBERS HAVE BEEN INCLUDED IN THE ITEM 522.20 "STRUCTURAL LUMBER AND TIMBER - UNTREATED"
3. STRUCTURAL ROOF SYSTEM MEMBERS SHALL BE FULL SIZE, ROUGH SAWN SPRUCE, NO. 1 GRADE. THE ROOF SYSTEM LUMBER SHALL NOT BE PRESSURE TREATED. THE ROOF SYSTEM SHALL BE PAID UNDER THE ITEM 522.20 "STRUCTURAL LUMBER AND TIMBER - UNTREATED".
4. THE ROOF SHEATHING SHALL BE 1" THICK, ROUGH SAWN SPUCE, NO. 1 GRADE, OR HEMLOCK, NO. 1 GRADE. THE ROOF SHEATHING SHALL BE PAID UNDER THE ITEM 522.30 "NON-STRUCTURAL LUMBER - UNTREATED."
5. REMOVE ALL EXISTING STEEL ANGLES
6. THE NOTCHES, MORTICES, AND TENNONS IN THE ROOF SYSTEM SHALL BE CUT TO PROVIDE TIGHT JOINTING. ANY DEVIATION FROM THE EXISTING JOINTING TECHNIQUES SHALL BE APPROVED BY THE RESIDENT ENGINEER.

SCALE 1 ½" = 1'-0
1 9 6 3 0

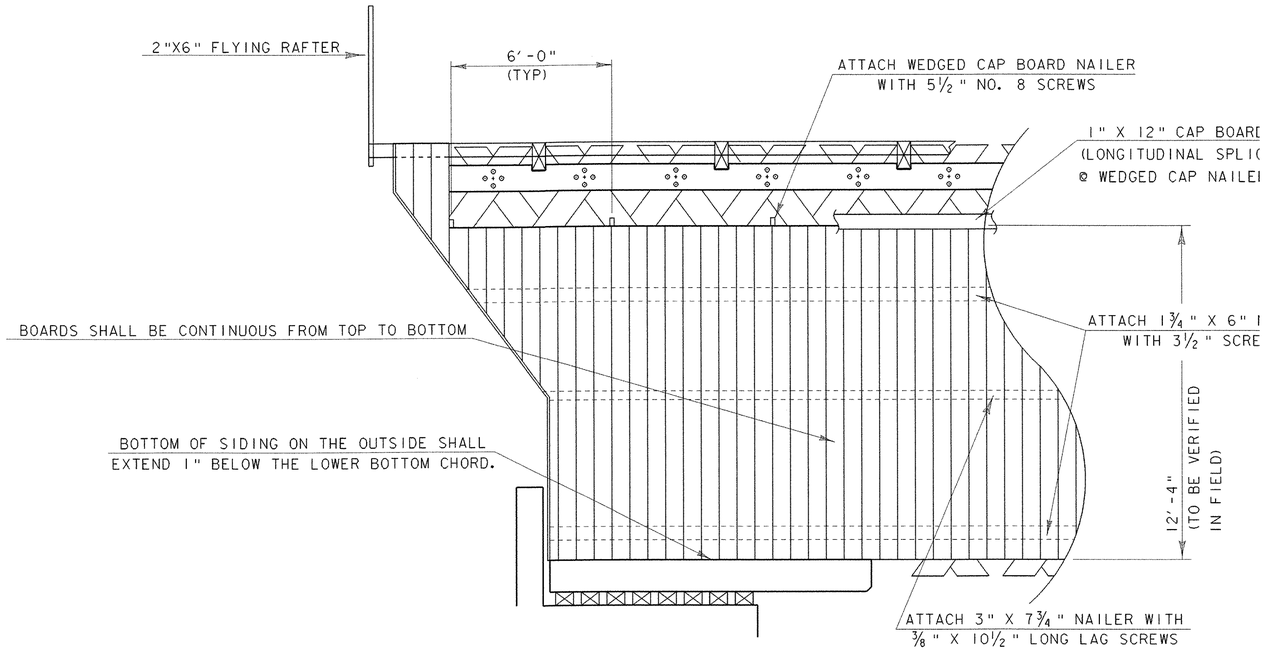
SCALE 3" = 1'-0
9 6 3 0

PROJECT:	PROJECT NO.:
PROCTOR - PITTSFORD	BHO 1443 (37)
DESIGN FILE NAME: 96j242\structures\sj242eroof.dgn	
IPARM FILE NAME: sj242erfdet.i	PLOT DATE: 10-JAN-2003
DESIGNED BY: W.B. SYMONDS	DRAWN BY: R.S. YOUNG
SQUAD LEADER: C.P. WILLIAMS	CHECKED BY: W.B. SYMONDS
ROOF SYSTEM DETAILS	SHEET: 27 OF 60



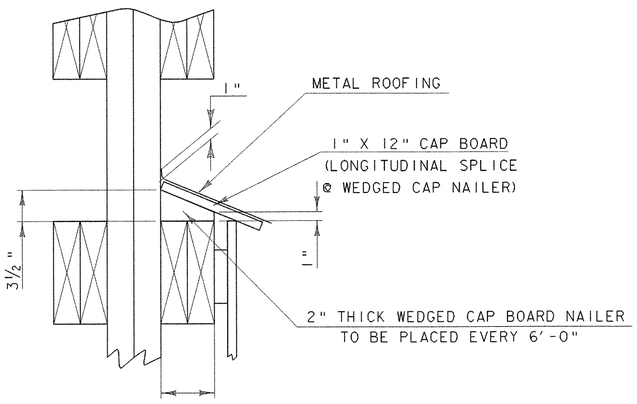
END ELEVATION VIEW OF SIDING (TYP)

SCALE 3/8" = 1'-0"



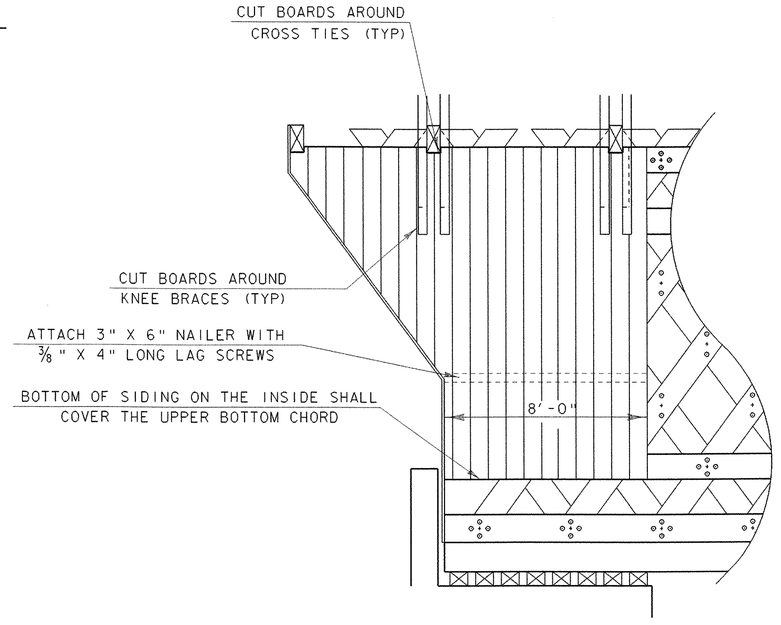
OUTSIDE ELEVATION VIEW OF SIDING (TYP)

SCALE 3/8" = 1'-0"



CAP BOARD DETAIL

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



INSIDE ELEVATION VIEW OF SIDING (TYP)

SCALE 3/8" = 1'-0"

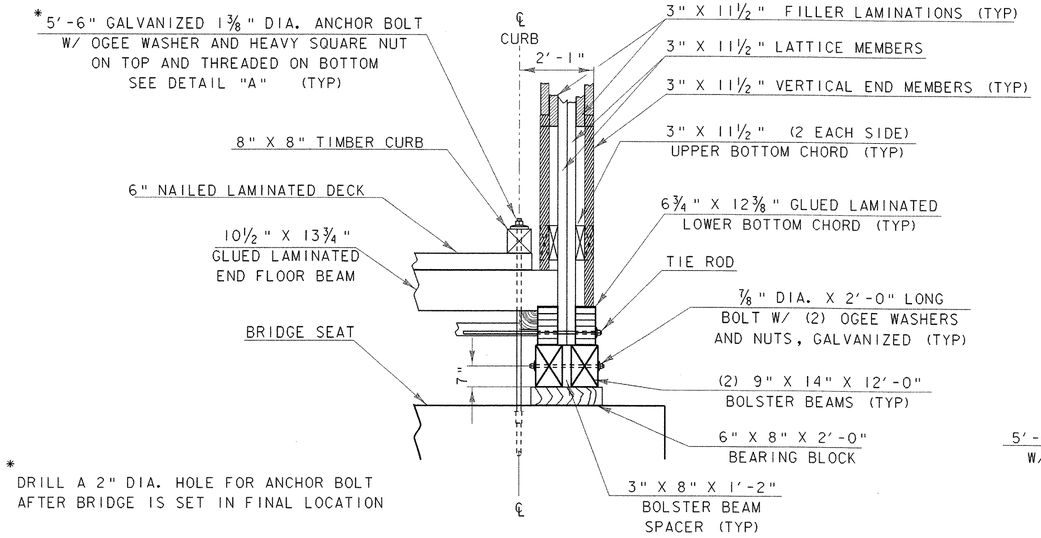
NOTES

1. SIDING AND CAP BOARDS SHALL BE 1" THICK ROUGH, FULL-SAWN HEMLOCK NO. 1 GRADE RANG FROM 8" TO 12" WIDE, AND FASTENED WITH 2 1/2" LONG NO. 8 SCREWS. THE SIDING SHALL BE PRESSURE TREATED. PAYMENT FOR THE SIDING SHALL BE UNDER THE ITEM 522.30 "NON-STRUCTURAL LUMBER-UNTREATED".
2. ALL SCREWS SHALL BE GALVANIZED.
3. THE METAL ROOFING ON THE CAP BOARD SHALL BE UNDER THE ITEM 665.18 "METAL ROOFING THE METAL ROOFING ON THE CAP BOARD SHALL BE THE SAME MATERIAL AS THE MAIN ROOF. THE CONTRACTOR SHALL PROPOSE A DETAIL FOR THE SEAMS AND CONECTION FOR THIS SECTI OF ROOF. THE DISTANCE BETWEEN SEAMS SHALL NOT EXCEED 12'-0". ALL CONNECTION HARDWARE FOR THIS SECTION OF ROOF SHALL BE MADE BELOW THE EXPOSED FACE.
4. THE NAILERS AND WEDGE CAP NAILERS SHALL BE ROUGH, FULL SAWN SPRUCE NO. 1 GRADE. THE NAILERS SHALL NOT BE PRESSURE TREATED. PAYMENT FOR THE NAILERS SHALL BE MADE UNDER THE ITEM 522.30 "NON-STRUCTURAL LUMBER-UNTREATED".

SCALE 3/8" = 1'-0
1 0 1 2 3 4

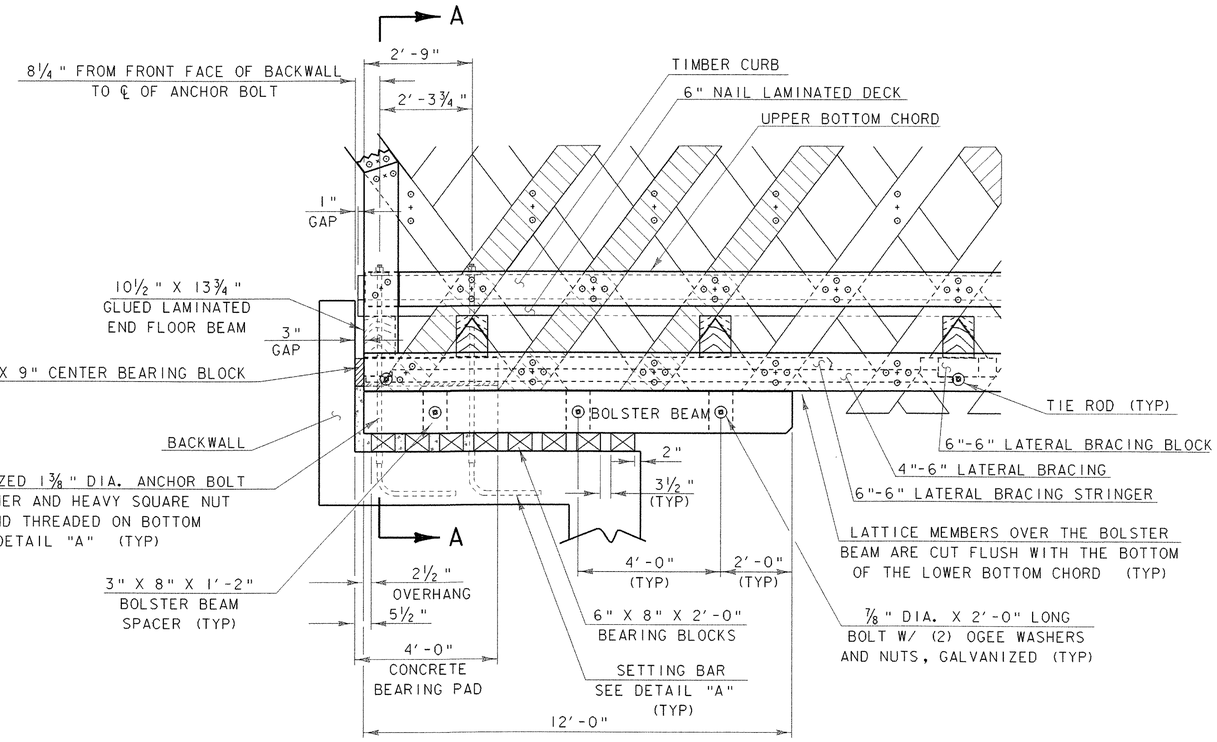
SCALE 1 1/2" = 1'-0
1 9 6 3 0 1

PROJECT:	PROJECT NO.:
PROCTOR - PITTSFORD	BHO 1443
DESIGN FILE NAME: 96j242\Structures\sj242ebrtyp.dgn	
IPARM FILE NAME: sj242esiding.i	PLOT DATE: 10-JAN-
DESIGNED BY: W.B.SYMONDS	DRAWN BY: R.S. YOU
SQUAD LEADER: C.P.WILLIAMS	CHECKED BY: W.B.SY
SIDING DETAILS	SHEET: 28 OF 60



SECTION A-A
AT RIGHT SIDE OF BRIDGE

SCALE 1/2" = 1'-0



END BRIDGE DETAIL

SCALE 1/2" = 1'-0

BEARING NOTES

1. THE BEARING BLOCK SIZES GIVEN ARE APPROXIMATE AND SHALL BE PROVIDED SUCH THAT THE FINISHED GRADE CAN BE ACHIEVED. THE BEARING BLOCKS MAY HAVE TO BE SLIGHTLY THICKER, THINNER, OR TAPERED TO FIT THE FINAL SUPERSTRUCTURE DEPTH AND CAMBER. THE BOLSTER BEAM SHALL FOLLOW THE CAMBER OF AND FIT TIGHT TO THE LOWER BOTTOM CHORD. THE CENTER BEARING BLOCK SHALL FIT TIGHT TO THE FLOOR BEAMS IT SUPPORTS.

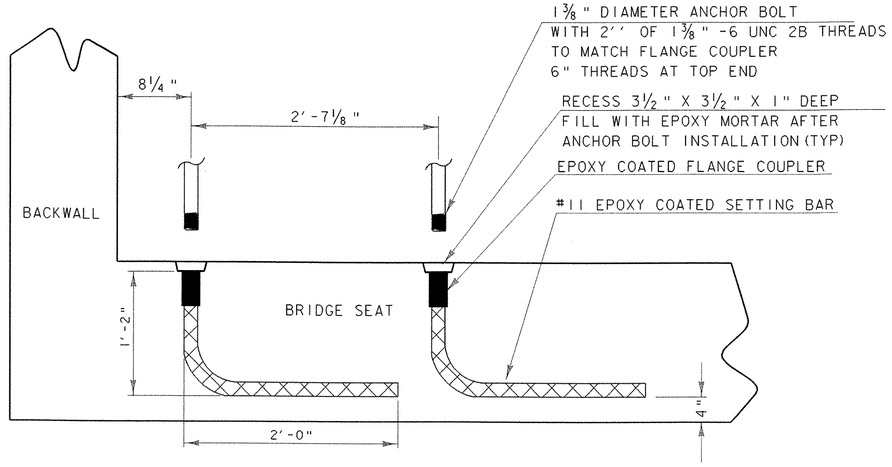
2. THE BOLSTER BEAM SHALL BE ROUGH, FULL-SAWN SOUTHERN YELLOW PINE NO. 1 GRADE. THESE MEMBERS SHALL BE PRESSURE TREATED WITH A TYPE III (PENTACHLOROPHENOL W/ LIGHT OIL) PRESERVATIVE PER SECTION 726 OF THE SPECIAL PROVISIONS.

3. THE BEARING BLOCKS SHALL BE ROUGH, FULL-SAWN SOUTHERN YELLOW PINE NO. 1 GRADE. THESE MEMBERS SHALL BE PRESSURE TREATED WITH A TYPE III (PENTACHLOROPHENOL W/ LIGHT OIL) PRESERVATIVE PER SECTION 726 OF THE SPECIAL PROVISIONS.

4. THE BOLSTER BEAM, BEARING BLOCKS, ANCHOR BOLTS, SETTING BARS, FLANGE COUPLERS AND ALL OTHER RELATED HARDWARE SHALL BE PAID UNDER THE ITEM 531.10 "BEARING DEVICE ASSEMBLY (MOD)". THIS ITEM SHALL BE FULL COMPENSATION FOR FURNISHING AND INSTALLING THE BEARING BLOCKS, BOLSTER BEAMS AND ANCHOR BOLTS AT EACH END OF THE BRIDGE.

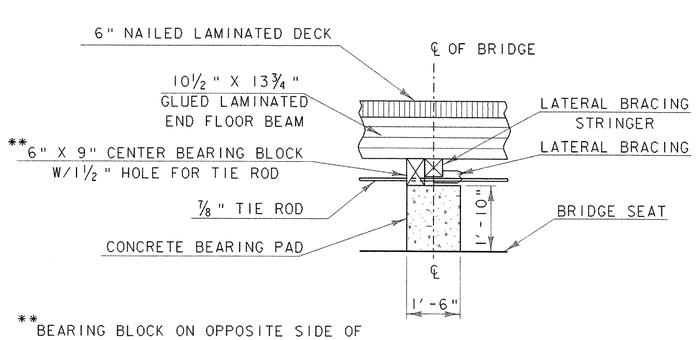
5. THE ANCHOR BOLT SHALL BE INSTALLED INTO THE FLANGE COUPLER AFTER THE BRIDGE HAS BEEN SET AT THE FINAL LOCATION. THE RECESS ABOVE THE FLANGE COUPLER SHALL BE FILLED WITH EPOXY MORTAR. THE CONTRACTOR SHALL PROVIDE THE RESIDENT ENGINEER WITH A COPY OF THE TECHNICAL DATA SHEET FOR THE EPOXY MORTAR, WHICH DETAILS THE PRODUCT SPECIFICATIONS AND MANUFACTURERS APPLICATION INSTRUCTIONS. THE COST OF THE EPOXY MORTAR SHALL BE SUBSIDIARY TO THE ITEM 531.10 "BEARING DEVICE ASSEMBLY (MOD)". THE EPOXY MORTAR SHALL MEET THE REQUIREMENTS OF SECTION 719.01 OF THE VAOT STANDARD SPECIFICATIONS FOR CONSTRUCTION.

6. THE ANCHOR BOLTS SHALL BE GALVANIZED PER AASHTO M 232M/M 232 AND SHALL BE PROVIDED PER SECTION 714.08 OF THE VAOT STANDARD SPECIFICATIONS FOR CONSTRUCTION EXCEPT THE ANCHOR BOLTS SHALL MEET THE REQUIREMENTS OF A 307 GR. C.



DETAIL "A"
SETTING BAR DETAIL

SCALE 1 1/2" = 1'-0



** BEARING BLOCK ON OPPOSITE SIDE OF BRACING STRINGER AT OTHER END OF BRIDGE

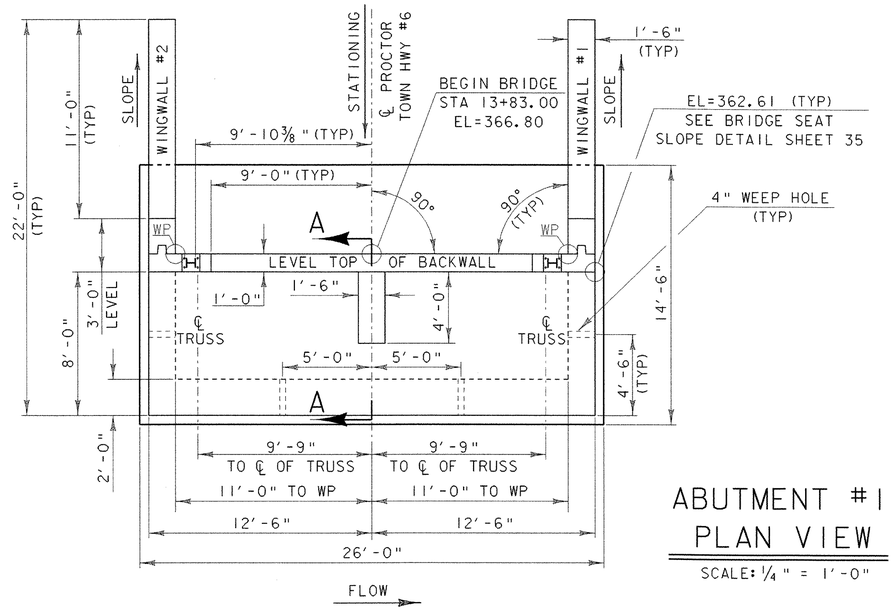
SECTION A-A
AT CENTER OF BRIDGE

SCALE 1/2" = 1'-0

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

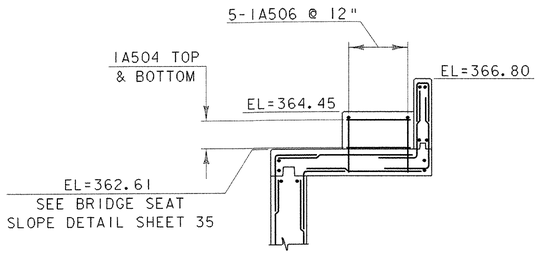
SCALE 1 1/2" = 1'-0
1 9 6 3 0 1

PROJECT: PROCTOR - PITTSFORD	PROJECT NO.: BHO 1443 (37)
DESIGN FILE NAME: 96J242\Structures\sj242enddetail.dgn	
IPARM FILE NAME: sj242enddet.i	PLOT DATE: 10-JAN-2003
DESIGNED BY: W.B. SYMONDS	DRAWN BY: T. ANDERSON
SQUAD LEADER: C.P. WILLIAMS	CHECKED BY: W.B. SYMONDS
END OF BRIDGE DETAIL	SHEET: 29 OF 60



ABUTMENT #1 PLAN VIEW

SCALE: ¼" = 1'-0"



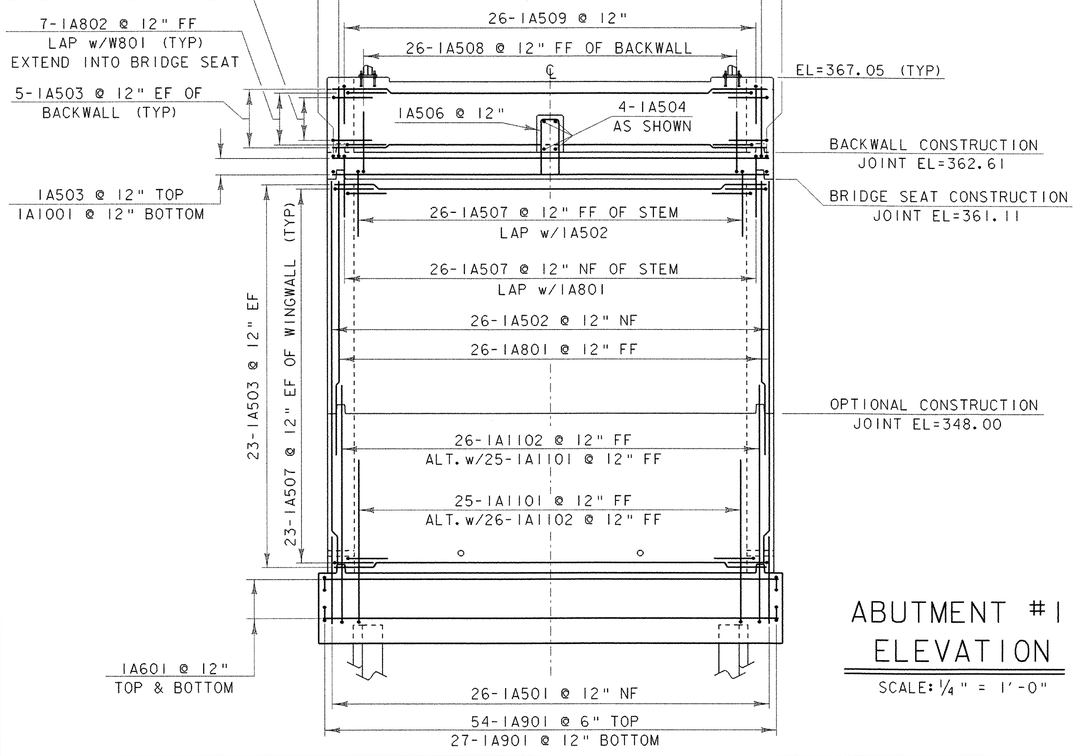
SECTION A - A

(THIS SHEET)

SCALE: ¼" = 1'-0"

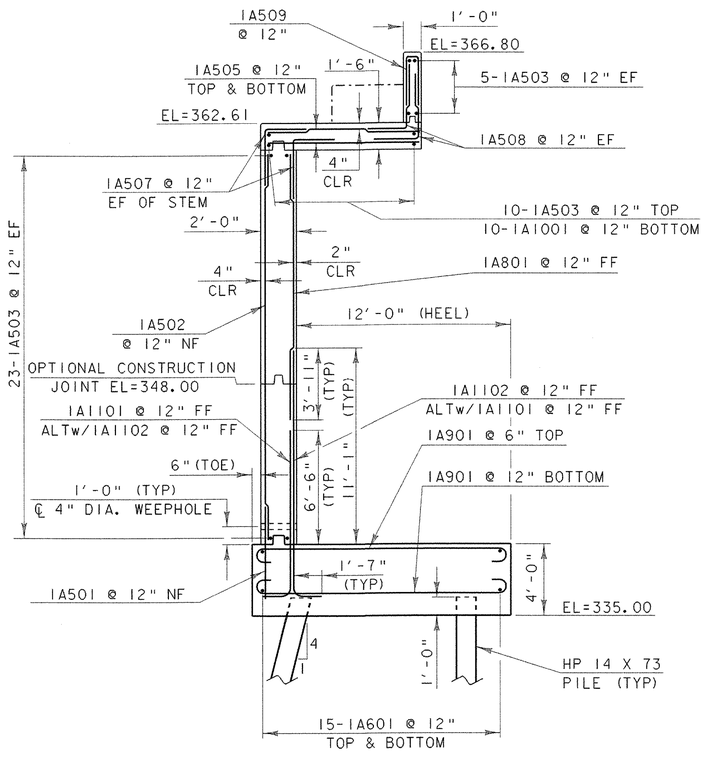
ABUTMENT NOTES

1. WINGWALL BARS AND BRIDGE SETT BARS NOT SHOWN FOR CLAIRTY.
2. SEE SHEET 35 FOR TYPICAL CORNER DETAILS.
3. SEE SHEET 36 AND 37 FOR FORM AND COLORED CONCRETE REQUIREM
4. SEE SHEET 38 FOR RAILING POST ANCHORING.



ABUTMENT #1 ELEVATION

SCALE: ¼" = 1'-0"



ABUTMENT #1 TYPICAL SECTION

SCALE: ¼" = 1'-0"

SCALE ¼" = 1'-0
1 0 2 4 6

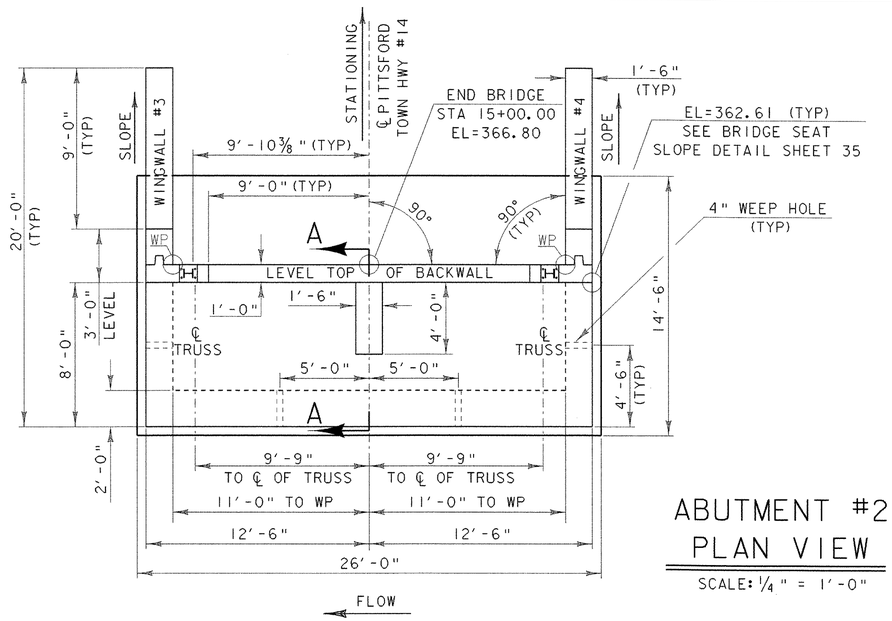
NOTE:

NF = NEAR FACE
FF = FAR FACE
EF = EACH FACE
▲ = CUT TO FIT IN FIELD

3" CLR. UNLESS OTHERWISE SPECIFIED ON THE PLANS

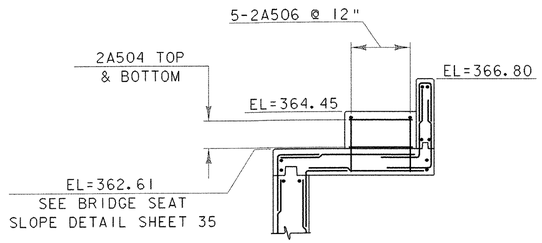
ALL LAPS SHALL BE 2'-2" UNLESS OTHERWISE DETAILED

PROJECT:	PROJECT NO.:
PROCTOR - PITTSFORD	BHO 1443
DESIGN FILE NAME: 96J242\Structures\sj242esub.dgn	
IPARM FILE NAME: sj242eabut1.i	PLOT DATE: 10-JAN-
DESIGNED BY: W.B.SYMONDS	DRAWN BY: T.ANDERS
SQUAD LEADER: C.P.WILLIAMS	CHECKED BY: W.B.SY
ABUTMENT #1 DETAILS	SHEET: 30 OF 6C



ABUTMENT #2 PLAN VIEW

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



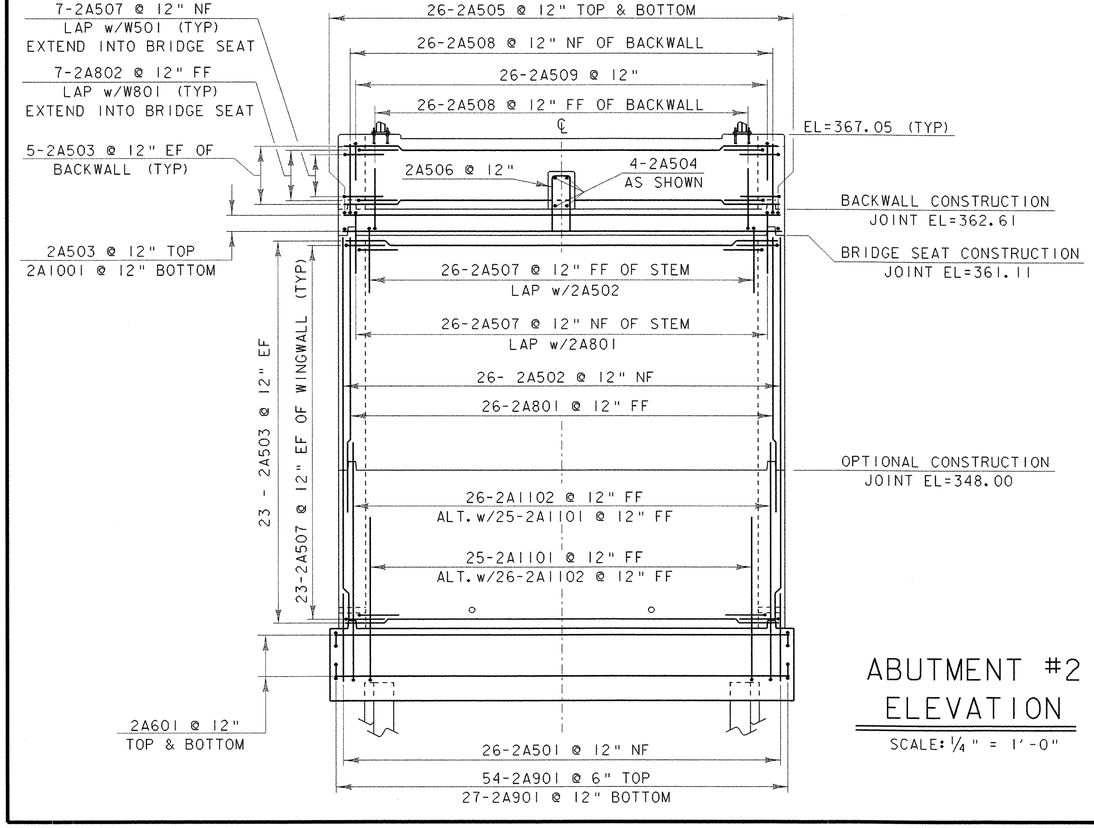
SECTION A - A

(THIS SHEET)

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

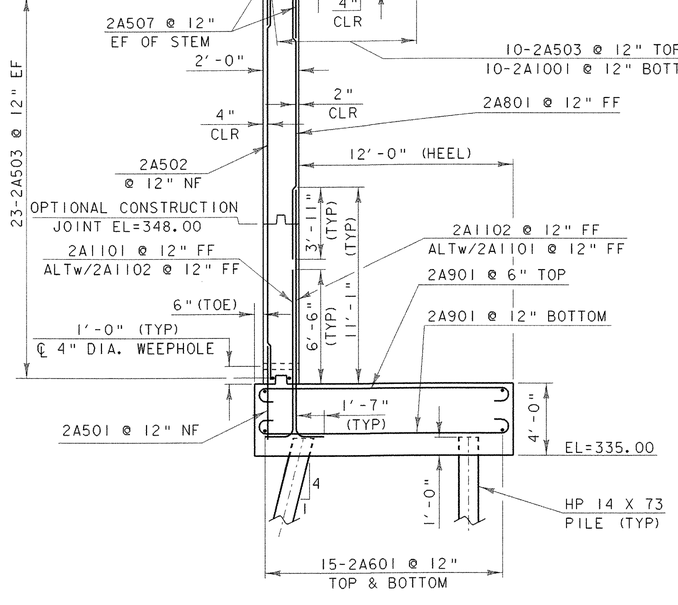
ABUTMENT NOTES

1. WINGWALL BARS AND BRIDGE SETTING BARS NOT SHOWN FOR CLAIRTY.
2. SEE SHEET 35 FOR TYPICAL CORNER DETAILS.
3. SEE SHEET 36 AND 37 FOR FORM LINER AND COLORED CONCRETE REQUIREMENTS.
4. SEE SHEET 38 FOR RAILING POST ANCHORING.



ABUTMENT #2 ELEVATION

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



ABUTMENT #2 TYPICAL SECTION

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

NOTE:

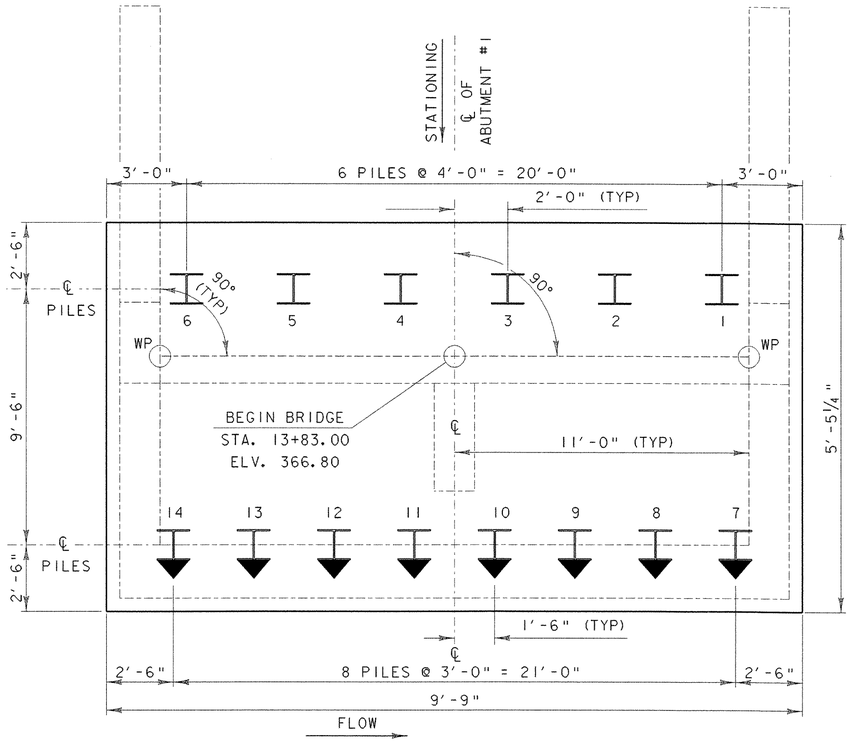
NF = NEAR FACE
FF = FAR FACE
EF = EACH FACE
▲ = CUT TO FIT IN FIELD

3" CLR. UNLESS OTHERWISE SPECIFIED ON THE PLANS

ALL LAPS SHALL BE 2'-2" UNLESS OTHERWISE DETAILED

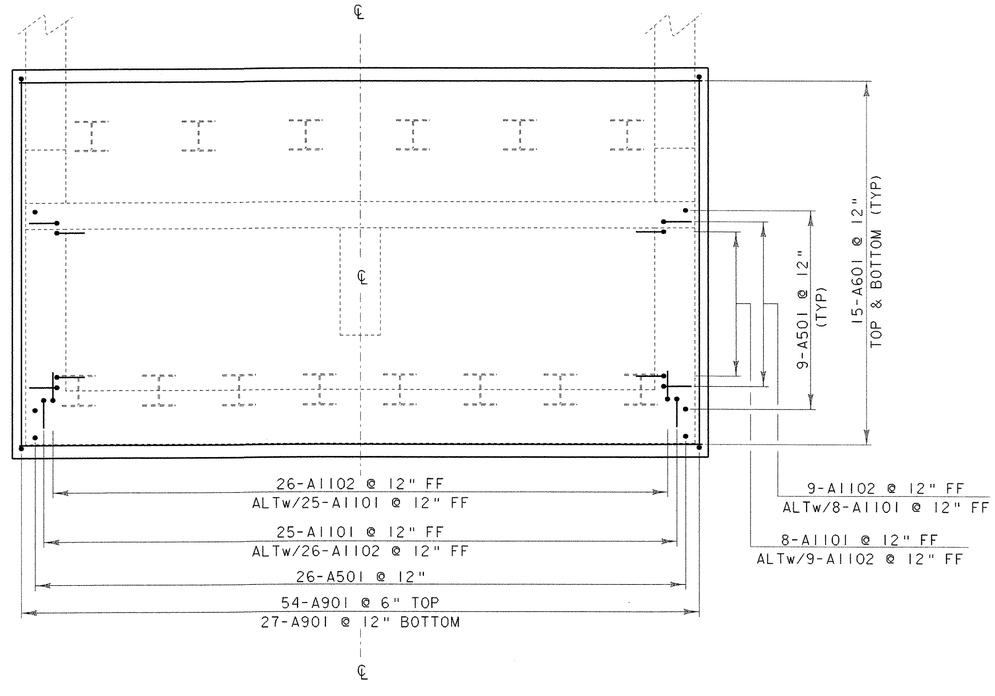
SCALE 1/4" = 1'-0
1 0 2 4 6

PROJECT: PROCTOR - PITTSFORD	PROJECT NO.: BHO 1443 (37)
DESIGN FILE NAME: 96J242\Structures\sj242esub.dgn	
IPARM FILE NAME: sj242eabut2.i	PLOT DATE: 10-JAN-2003
DESIGNED BY: W.B.SYMONDS	DRAWN BY: T.ANDERSON
SQUAD LEADER: C.P.WILLIAMS	CHECKED BY: W.B.SYMONDS
ABUTMENT #2 DETAILS	SHEET: 31 OF 60



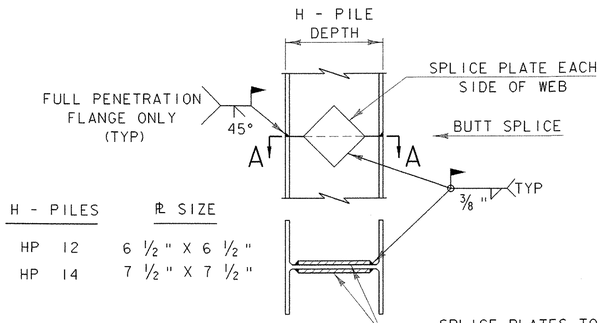
ABUTMENT NO. 1
PILE LAYOUT

SCALE: ⅜" = 1'-0"



TYPICAL FOOTING PLAN

SCALE: ¼" = 1'-0"



H - PILES	℞ SIZE
HP 12	6 ½" X 6 ½"
HP 14	7 ½" X 7 ½"

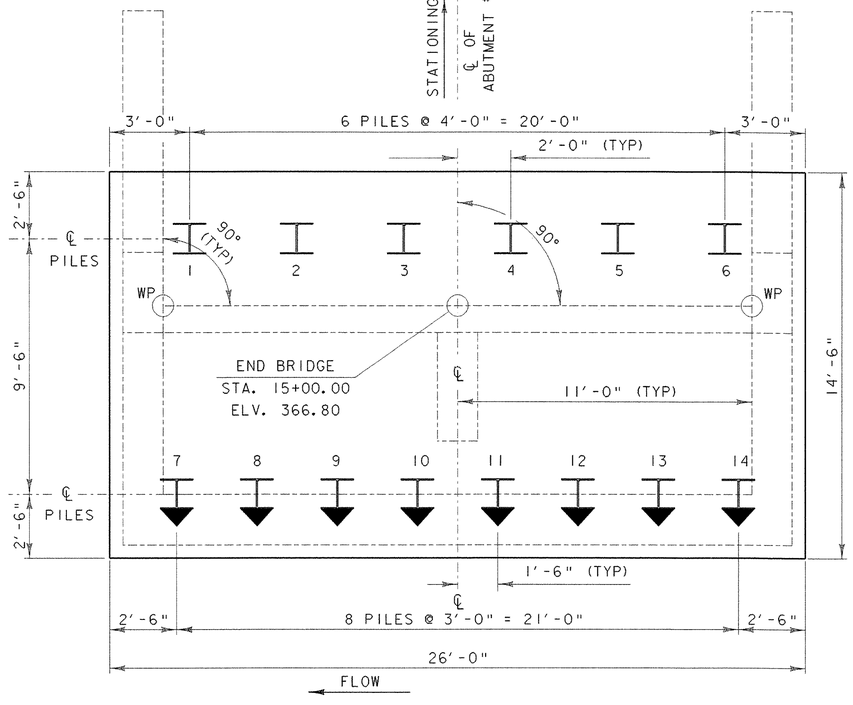
NOTE

PREFABRICATED PILE SPLICE MAY BE USED WITH THE APPROVAL OF THE ENGINEER

DETAIL OF PILE SPLICE

NOT TO SCALE

NOTE: IF A FOUNDATION SEAL IS REQUIRED AND ORDERED BY THE RESIDENT ENGINEER IT SHALL BE CONSTRUCTED PER SPECIAL PROVISIONS SECTION 208 AND 501. IN ADDITION THE FOUNDATION SEAL DESIGN SHALL BE SUBMITTED TO THE PROJECT MANAGER SUCH THAT THE PILE DESIGN MAY BE VERIFIED TO BE ADAQUATE WITH THE ADDITIONAL LOADS FROM THE FOUNDATION SEAL. THE PROJECT MANAGER MAY ORDER ADDITIONAL PILES TO BE INSTALLED PRIOR TO THE FOUNDATION SEAL CONSTRUCTION.



ABUTMENT NO. 2
PILE LAYOUT

SCALE: ⅜" = 1'-0"

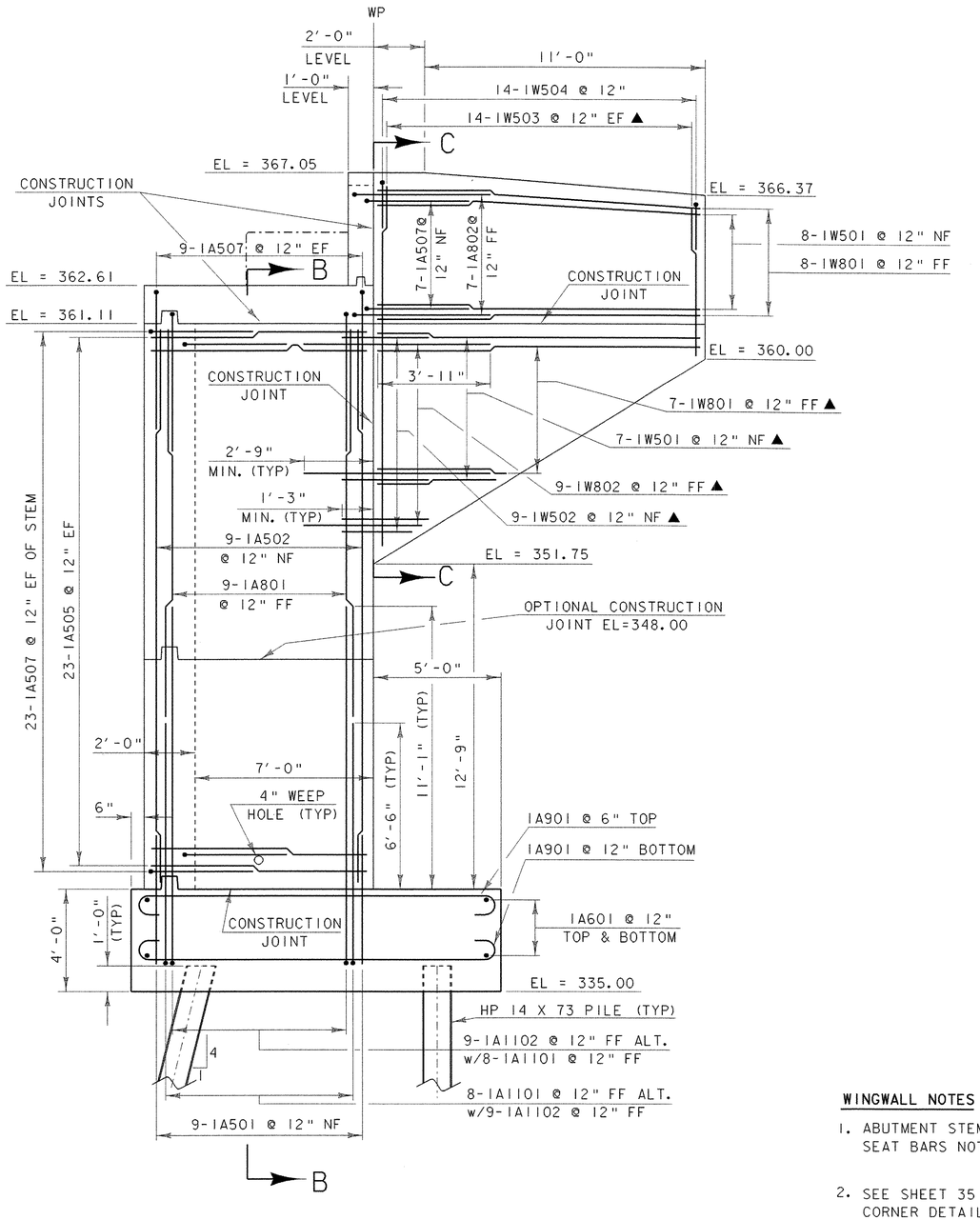
I = VERTICAL HP 14 X 73 PILE

I = 1 ON 4 BATTERED HP 14 X 73 PILE

SCALE ¼" = 1'-0
1 0 2 4 6

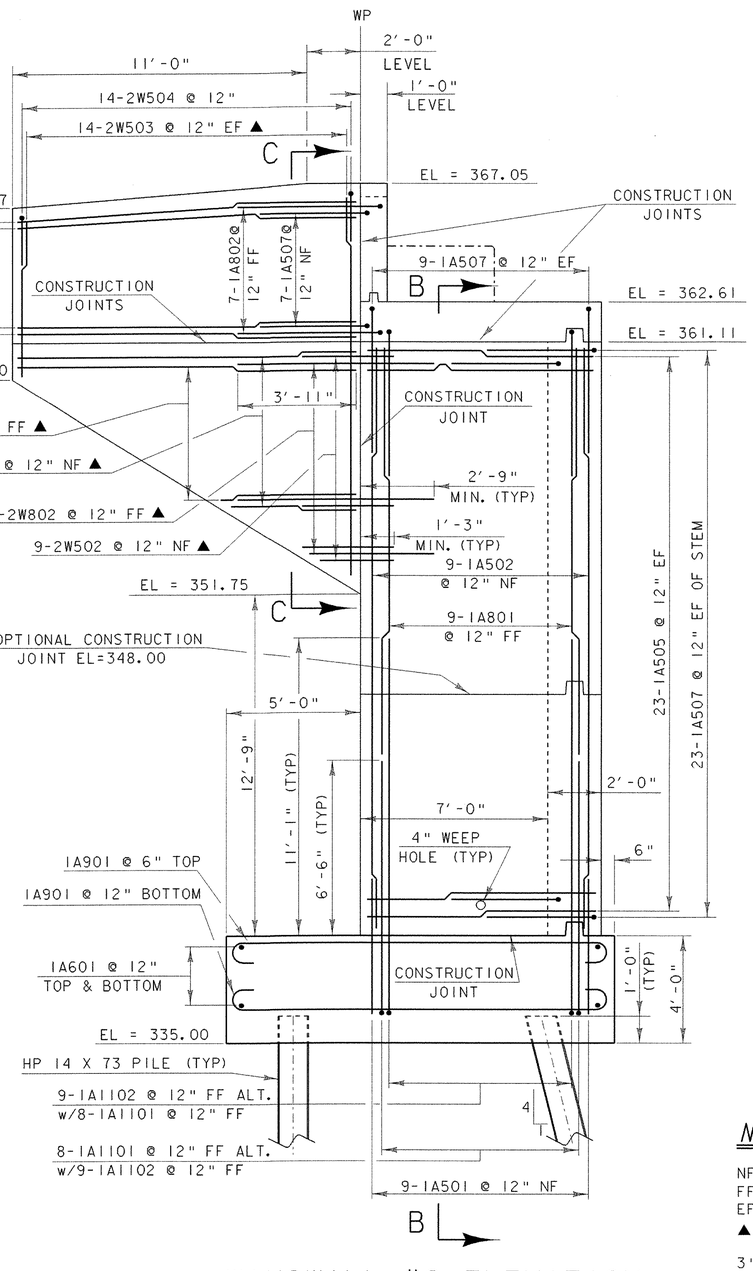
SCALE ⅜" = 1'-0
1 0 1 2 3 4

PROJECT:	PROJECT NO.:
PROCTOR - PITTSFORD	BHO 1443 (37)
DESIGN FILE NAME: 96J242\Structures\sj242esub.dgn	
IPARM FILE NAME: sj242epilela.i	PLOT DATE: 10-JAN-2003
DESIGNED BY: W.B. SYMONDS	DRAWN BY: T. ANDERSON
SQUAD LEADER: C.P. WILLIAMS	CHECKED BY: W.B. SYMONDS
PILE LAYOUT & FOOTING PLAN	SHEET: 32 OF 60



WINGWALL #1 ELEVATION

SCALE: 3/8" = 1'-0"



WINGWALL #2 ELEVATION

SCALE: 3/8" = 1'-0"

WINGWALL NOTES

1. ABUTMENT STEM BARS AND BRIDGE SEAT BARS NOT SHOWN FOR CLAIRTY
2. SEE SHEET 35 FOR TYPICAL CORNER DETAILS AND SECTIONS B-B AND C-C
3. SEE SHEET 36 AND 37 FOR FORM LINER AND COLORED CONCRETE REQUIREMENTS.

NOTE:

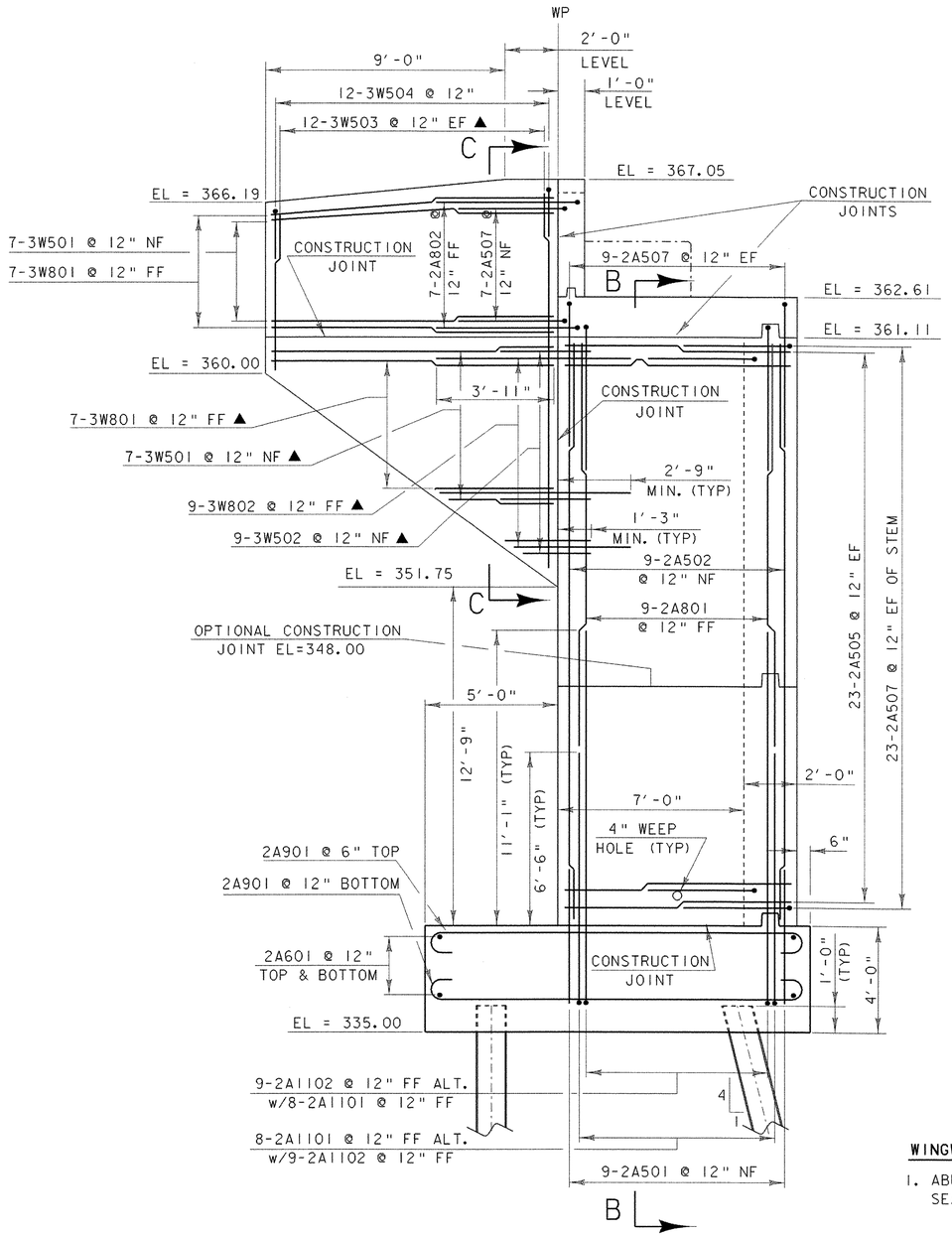
NF = NEAR FACE
FF = FAR FACE
EF = EACH FACE
▲ = CUT TO FIT IN FIELD

3" CLR. UNLESS OTHERWISE SPECIFIED ON THE PLANS

ALL LAPS SHALL BE 2'-2" UNLESS OTHERWISE DETAILED

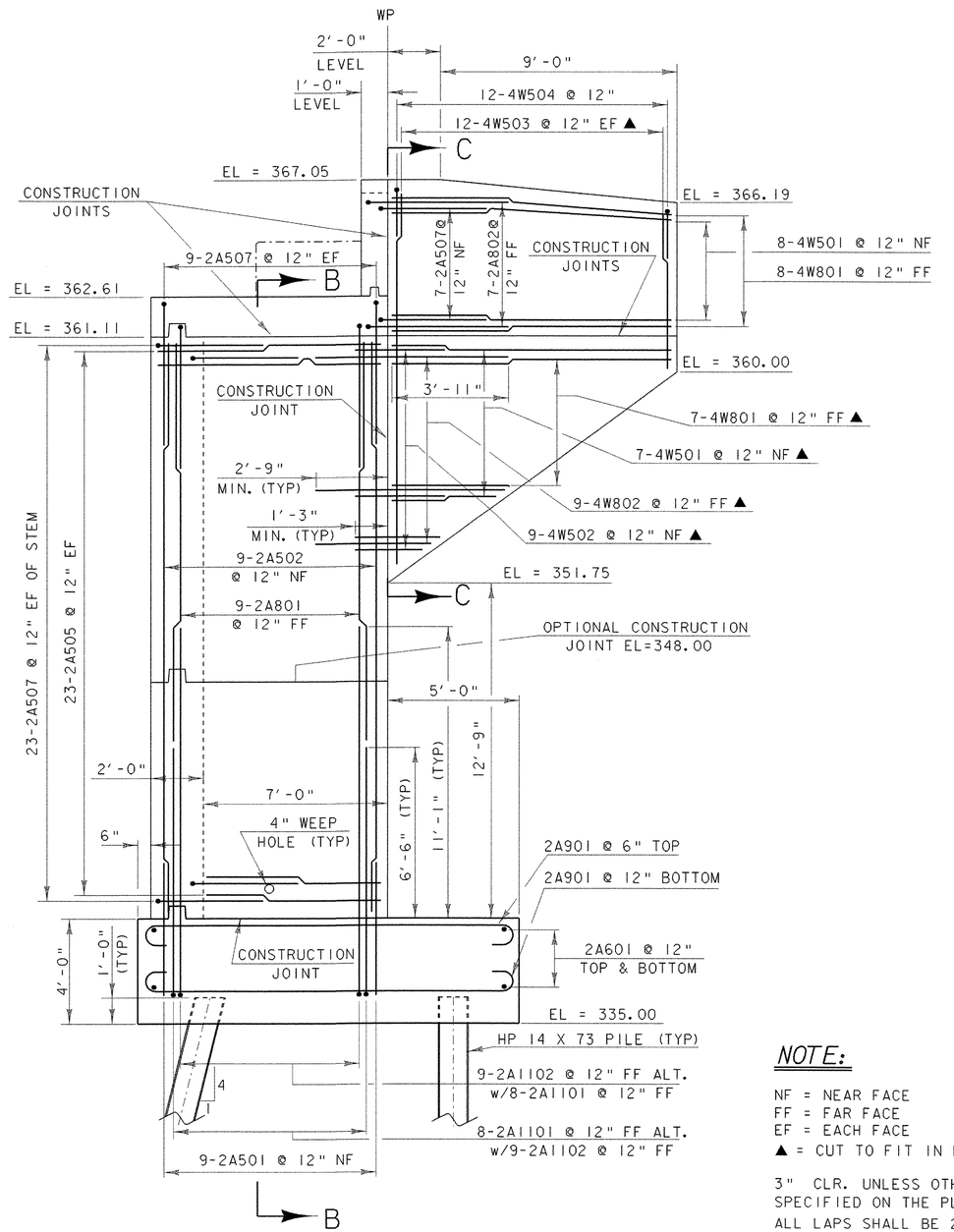
SCALE 3/8" = 1'-0"
1 0 1 2 3 4

PROJECT: PROCTOR - PITTSFORD	PROJECT NO.: BHO 1443 (37)
DESIGN FILE NAME: 96J242\Structures\sj242esub.dgn	
IPARM FILE NAME: sj242ewwelvl	PLOT DATE: 10-JAN-2003
DESIGNED BY: W.B. SYMONDS	DRAWN BY: T. ANDERSON
SQUAD LEADER: C.P. WILLIAMS	CHECKED BY: W.B. WILLIAMS
WINGWALL 1 & 2 ELEVATIONS	SHEET: 33 OF 60



WINGWALL #3 ELEVATION

SCALE: 3/8" = 1'-0"



WINGWALL #4 ELEVATION

SCALE: 3/8" = 1'-0"

WINGWALL NOTES

1. ABUTMENT STEM BARS AND BRIDGE SEAT BARS NOT SHOWN FOR CLAIRTY
2. SEE SHEET 35 FOR TYPICAL CORNER DETAILS AND SECTIONS B-B AND C-C
3. SEE SHEET 36 AND 37 FOR FORM LINER AND COLORED CONCRETE REQUIREMENTS.

NOTE:

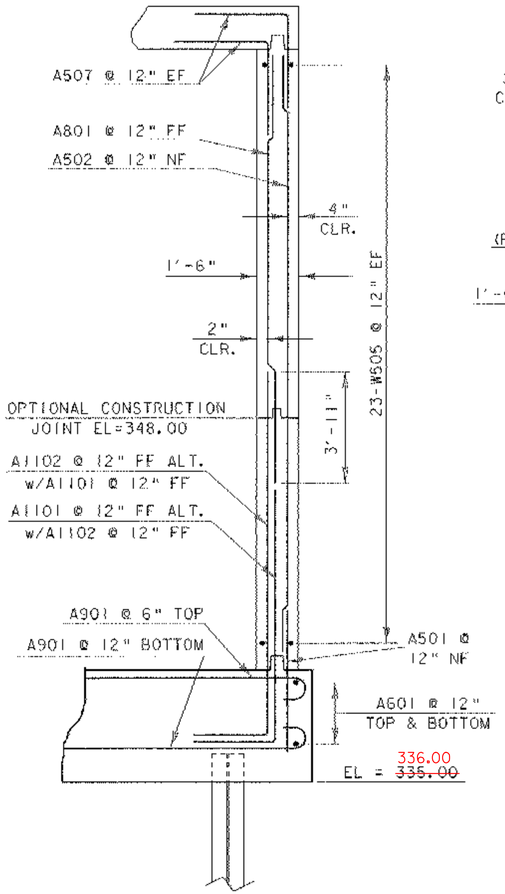
NF = NEAR FACE
FF = FAR FACE
EF = EACH FACE
▲ = CUT TO FIT IN FIELD

3" CLR. UNLESS OTHERWISE SPECIFIED ON THE PLANS

ALL LAPS SHALL BE 2'-2" UNLESS OTHERWISE DETAILED

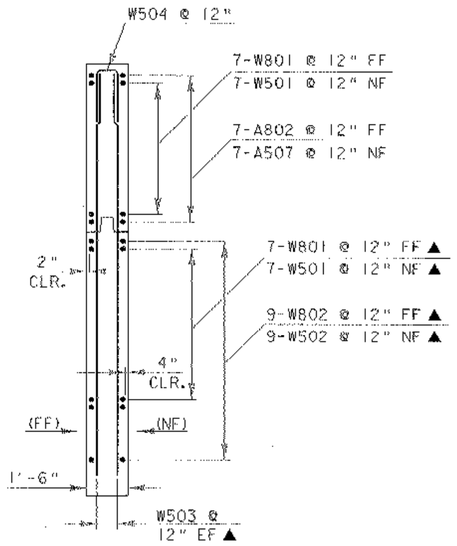
SCALE 3/8" = 1'-0
1 0 1 2 3 4

PROJECT: PROCTOR - PITTSFORD	PROJECT NO.: BHO 1443 (37)
DESIGN FILE NAME: 96J242\Structures\sj242esub.dgn	
IPARM FILE NAME: sj242ewwelv2	PLOT DATE: 10-JAN-2003
DESIGNED BY: W.B.SYMONDS	DRAWN BY: T.ANDERSON
SQUAD LEADER: C.P.WILLIAMS	CHECKED BY: W.B.SYMONDS
WINGWALL 3 & 4 ELEVATIONS	SHEET: 34 OF 60



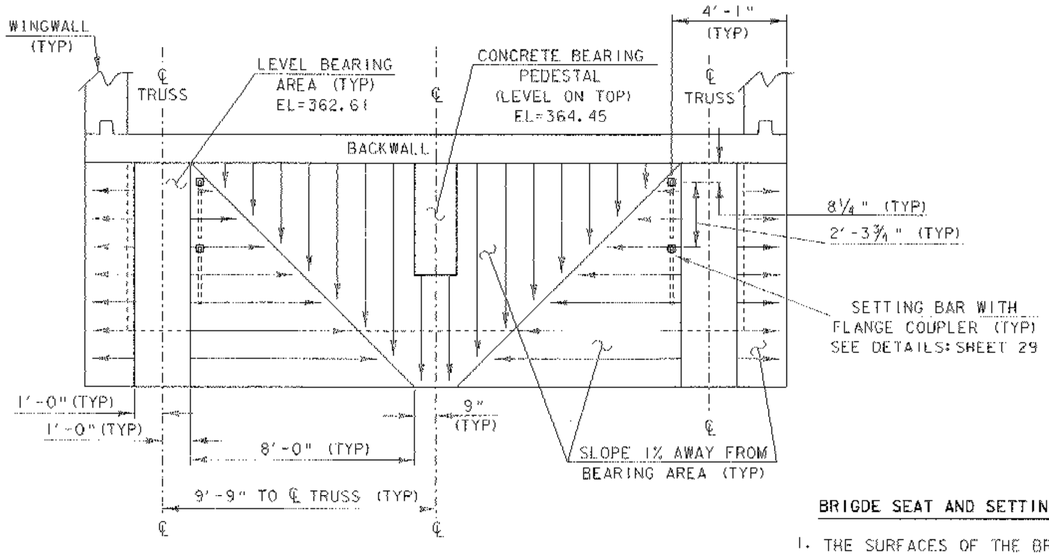
WINGWALL SECTION B - B

TYPICAL FOR ALL WW'S
(SEE SHEETS 33 & 34)
SCALE: 3/8" = 1'-0"



WINGWALL SECTION C - C

TYPICAL FOR ALL WW'S
(SEE SHEETS 33 & 34)
SCALE: 3/8" = 1'-0"

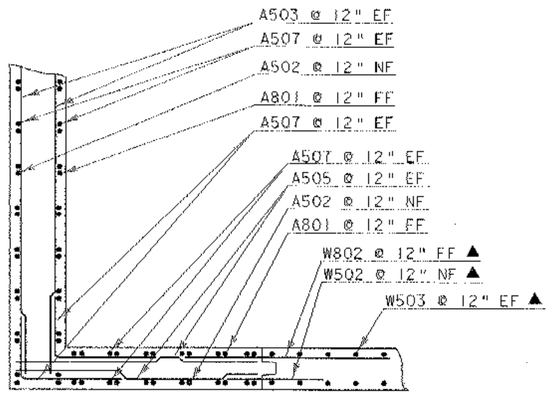


BRIDGE SEAT SLOPE DETAIL

SCALE: 3/8" = 1'-0"

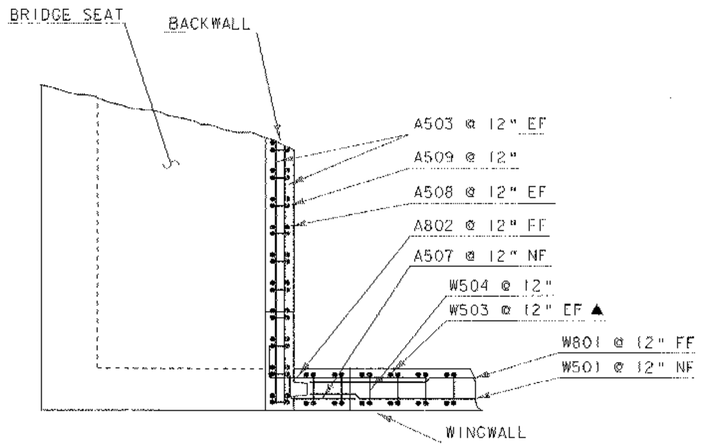
BRIGDE SEAT AND SETTING BAR NOTES

1. THE SURFACES OF THE BRIDGE SEAT UNDER BEARING BLOCKS SHALL BE LEVEL. ALL OF THE OTHER AREAS OF THE BRIDGE SEATS SHALL BE SLOPED AT 1% AWAY FROM BEARING BLOCKS OR TOWARD MID SPAN. THE ENTIRE BRIDGE SEAT SHALL BE GIVEN A MAGNESIUM FLOAT FINISH.
2. THE TYPICAL ABUTMENT SECTIONS SPECIFY A 4" MINIMUM CLEAR TO THE TOP MAT OF REINFORCING STEEL IN THE BRIDGE SEAT. THIS CLEAR SHALL BE MEASURED FROM THE LEVEL BEARING AREAS. IN ALL OTHER SLOPING LOCATIONS CLEARANCES SHALL NOT BE LESS THAN 3".



TYPICAL CORNER DETAIL TOP OF STEM

SCALE: 3/8" = 1'-0"



TYPICAL CORNER DETAIL TOP OF BACKWALL

SCALE: 3/8" = 1'-0"

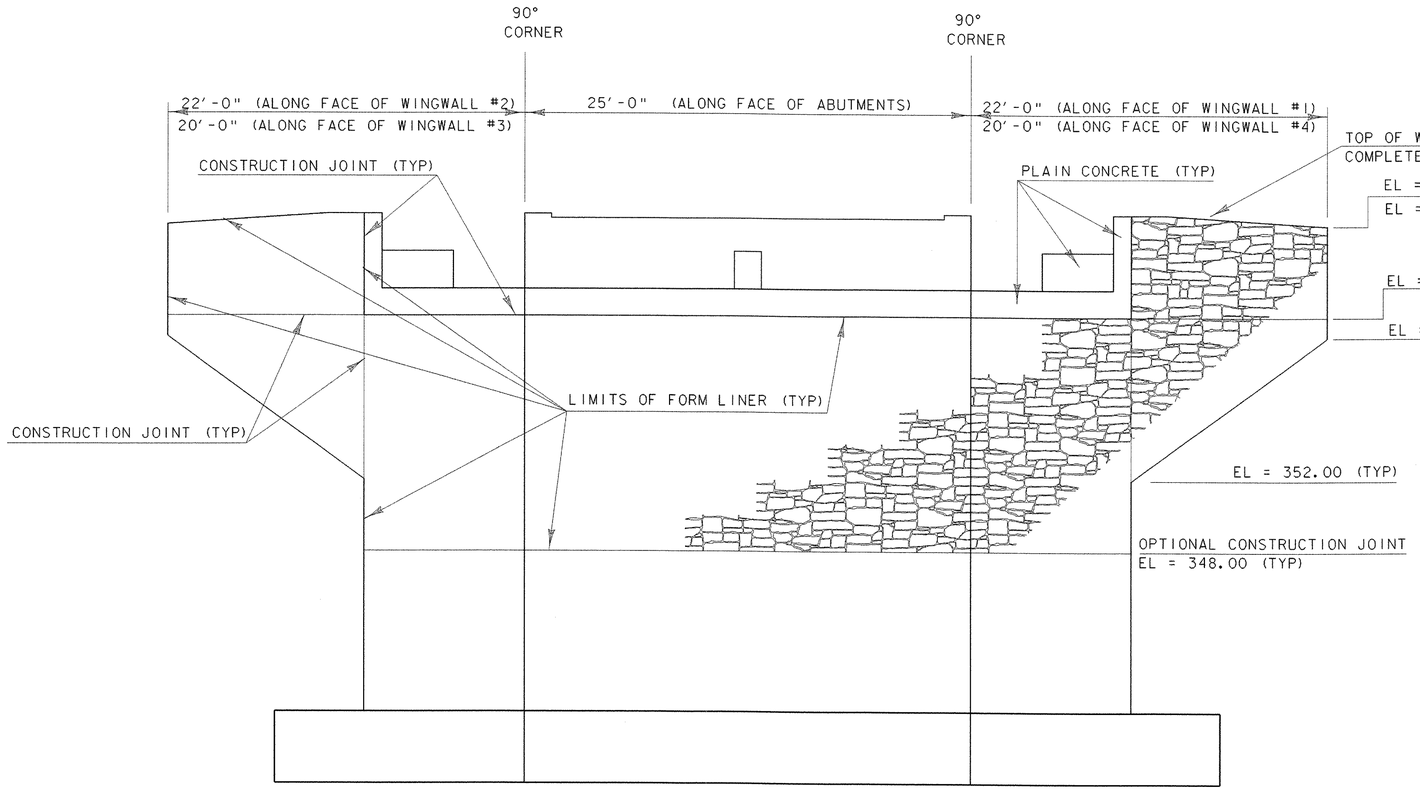
NOTE:

NF = NEAR FACE
FF = FAR FACE
EF = EACH FACE
▲ = CUT TO FIT IN FIELD

ALL LAPS SHALL BE 2'-2" UNLESS OTHERWISE DETAILED

SCALE 3/8" = 1'-0
1 0 1 2 3 4

PROJECT: PROCTOR - PITTSFORD	PROJECT NO.: BHO 1443 (37)
DESIGN FILE NAME: 96J242\Structures\sj242esub.dgn	
IPARM FILE NAME: sj242ewwmisc.i	PLOT DATE: 10-JAN-2003
DESIGNED BY: W.B. SYMONDS	DRAWN BY: T. ANDERSON
SQUAD LEADER: C.P. WILLIAMS	CHECKED BY: W.B. SYMONDS
MISCELLANEOUS WINGWALL DETAILS	SHEET: 35 OF 60



CONCRETE FORM LINER EXPANDED ELEVATION

NOT TO SCALE

NOTE: SEE ADDITIONAL FORM LINER DETAILS SHEET 37

FORM LINER NOTES

1) THE FORM LINERS FOR THIS PROJECT SHALL BE "NEW ENGLAND DRY STACK" PATTERN FROM CUSTOM ROCK OR APPROVED EQUIVALENT. ANY SUBSTITUTION FOR "NEW ENGLAND DRY STACK" SHALL HAVE SIMILAR AESTHETIC AND RELIEF QUALITIES AND MUST BE APPROVED BY THE VAOT HISTORIAN AND THE PROJECT MANAGER.

2) THE FORM LINER PATTERN SHALL BE CONTINUOUS THROUGH AND ACROSS ALL CONSTRUCTION JOINTS. THE FORM LINER PATTERN SHALL CARRY AROUND CORNERS IN A SEAMLESS MANNER.

3) THE CONTRACTOR SHALL SCULPT AN APPROPRIATE ROCK PATTERN ON THE TOPS OF THE WINGWALLS WHILE THE CONCRETE IS STILL PLASTIC. THE SCULPTED PATTERN SHALL HAVE SIMILAR RELIEF AND RUSTICATION JOINTS SHALL ALIGN WITH THE FORM LINER PATTERN.

4) PRIOR TO INSTALLING ANY FORM LINERS THE CONTRACTOR SHALL CONSTRUCT A TEST PANEL UTILIZING THE FORM LINER SYSTEM. THE TEST PANEL SHALL INCLUDE ONE 90° CORNER AND A TOP OF WALL SCULPTED SECTION. THE SIZE OF THE TEST PANEL WILL BE AS ORDERED BY THE RESIDENT ENGINEER. THE COST OF THE TEST PANEL WILL BE PAID UNDER THE ITEMS 606.25 "STONE MASONRY FACING (MOD)" AND 501.34 "CONCRETE HIGH PERFOMANCE CLASS B". THE SIZE OF THE TEST PANEL SHALL BE 2'-0" HIGH, 4'-0" LONG AND 1'-6" THICK.

5) THE CONTRACTOR SHALL SUBMIT WORKING DRAWINGS PER SECTION 105.03 OF VAOT STANDARD SPECIFICATIONS FOR CONSTRUCTION FOR THE FORM LINERS. THESE DRAWINGS SHALL BE PREPARED BY THE SUPPLIER OF THE SYSTEM TO SHOW FORM LINER PLACEMENT, ORIENTATION, CORNER DETAIL, AND JOINT DETAILS. THE DRAWINGS SHALL BE SUBMITTED TO THE PROJECT MANAGER FOR APPROVAL PRIOR TO INSTALLING THE FORM LINERS.

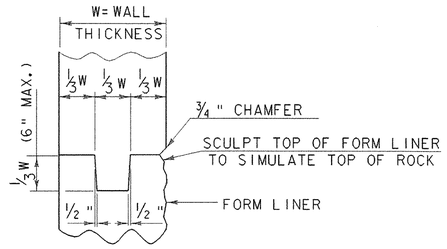
6) THE COST OF PROVIDING AND INSTALLING THE FORM LINERS SHALL BE PAID UNDER THE ITEM 602.25 "STONE MASONRY FACING (MOD)". THE UNIT BID PRICE FOR THIS ITEM SHALL INCLUDE ALL COSTS ASSOCIATED WITH FORMING THE CONCRETE WITH FORM LINERS. THE QUANTITY SHALL BE MEASURED TO THE LIMITS SHOWN ABOVE. THE TOPS OF THE WALLS TO BE SCULPTED SHALL ALSO BE MEASURED FOR PAYMENT IN THE ITEM 602.25. ANY PATTERN OUTSIDE OF THESE LIMITS WILL NOT BE MEASURED.

7) ALL CONCRETE IN THE FORM LINER AREA SHALL BE COLORED. THE COLOR SHALL BE INTEGRAL WITH THE CONCRETE. THE COLOR SHALL MATCH THE EXISTING STONE ABUTMENTS. THE CONTRACTOR SHALL DEMONSTRATE THE COLOR IN THE TEST PANEL FOR APPROVAL OF THE RESIDENT ENGINEER. THE COLOR IN ALL CONCRETE PLACEMENTS SHALL BE CONSISTANT WITH THE APPROVED COLOR. CONCRETE BELOW THE OPTIONAL CONSTRUCTION JOINT AT ELEVATION 348.00 MAY BE UNCOLORED. THE FORMS ABOVE THE CONSTRUCTION JOINT SHALL BE CLEAN OF ANY RESIDUAL UNCOLORED CONCRETE OR SPLATTER THAT WILL AFFECT THE APPEARANCE OF THE COLORED CONCRETE.

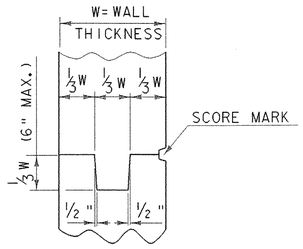
8) ALL COSTS ASSOCIATED WITH THE INTEGRAL COLOR IN THE CONCRETE SHALL BE SUBSIDIARY TO THE ITEM 501.34 "CONCRETE HIGH PERFORMANCE CLASS B". THE QUANTITY OF CONCRETE HIGH PERFORMANCE CLASS B SHALL BE MEASURED TO THE VERTICAL FACE OF WALL AS IF NO FORM LINER IS PRESENT.

PROJECT:	PROJECT NO.:
PROCTOR - PITTSFORD	BHO 1443 (37)

DESIGN FILE NAME: 96J242\Structures\sj242eformline.dgn
IPARM FILE NAME: sj242efline.i — PLOT DATE: 10-JAN-2003
DESIGNED BY: W.B.SYMONDS — DRAWN BY: W.B. SYMONDS
SQUAD LEADER: C.P.WILLIAMS — CHECKED BY: R. YOUNG
CONCRETE FORM LINER DETAILS — SHEET: 36 OF 60



TYPICAL CONSTRUCTION JOINT BETWEEN FORM LINER AND PLAIN CONCRETE



TYPICAL CONCRETE CONSTRUCTION JOINT

SEEDING FORMULA
RURAL AREAS

% WT.	LBS./A.	NAME	PUR %	GERM %
37.5	22.5	CREEPING RED FESCUE	98	85
37.5	22.5	TALL FESCUE	95	90
5.0	3.0	RED TOP	95	90
15.0	9.0	BIRDSFOOT TREFOIL	98	85
5.0	3.0	ANNUAL RYEGRASS	95	85
100.0	60.0			

GENERAL NOTES

SEED MIXTURE: SHALL NOT HAVE A WEED CONTENT EXCEEDING 0.40% BY WEIGHT AND SHALL BE FREE OF ALL NOXIOUS SEED.

SEED: TO BE APPLIED PER SEEDING FORMULAS OR AS DIRECTED BY THE ENGINEER.

FERTILIZER: FORMULA 10-20-10, TO BE USED WITH SEED, APPLIED AT THE RATE OF 500 LBS./ACRE. (HYDRO SEEDERS MAY USE 19-19-19 FORMULA).

AGRICULTURAL LIMESTONE: TO BE APPLIED AT THE RATE OF 2 TONS/ACRE, OR AS DIRECTED BY THE ENGINEER.

HAY MULCH: TO BE PLACED ON EARTH SLOPES AT THE RATE OF 2 TONS/ACRE, OR AS DIRECTED BY THE ENGINEER.

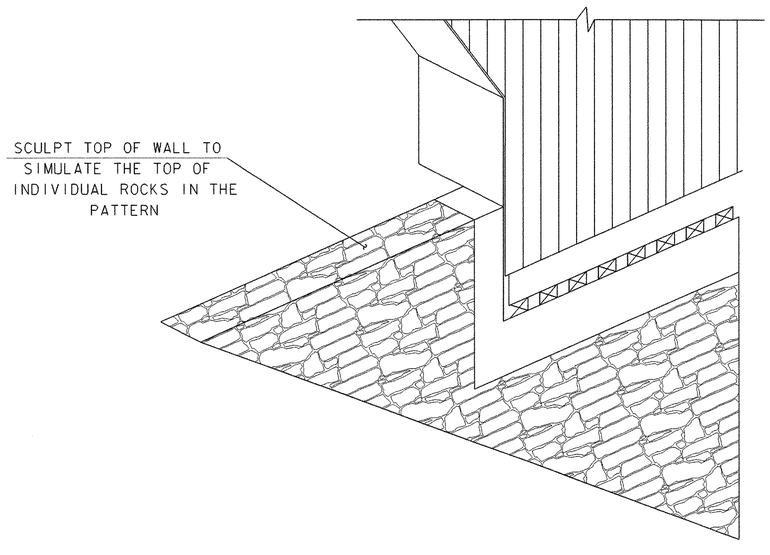
TOPSOIL: TO BE USED WITH SEED AS INDICATED ON THE PLANS, OR AS DIRECTED BY THE ENGINEER.

MARKER POSTS: TO BE PLACED AS INDICATED OR AS DIRECTED BY THE ENGINEER.

SLOPE ROUNDING: ALL CUT SLOPES TO BE ROUNDED IN ACCORDANCE WITH STANDARD SHEET B - 5.

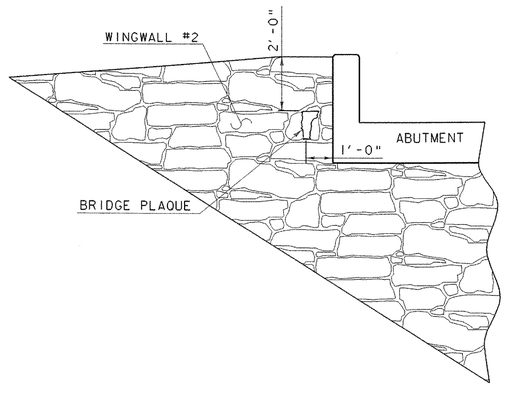
PAY LIMITS OF SAND BORROW: WHEN USED IN CONJUNCTION WITH UNDERDRAIN - SEE STANDARD SHEET D - 2.

TACK COAT: EMULSIFIED ASPHALT IS TO BE APPLIED AT THE RATE OF 0.015 GAL/SY BETWEEN SUCCESSIVE COURSES OF PAVEMENT AS DIRECTED BY THE ENGINEER.



DETAIL OF FORM LINER FINISH FOR TOP OF WINGWALLS

NOT TO SCALE

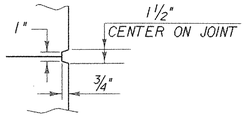


BRIDGE PLAQUE DETAIL

NOT TO SCALE

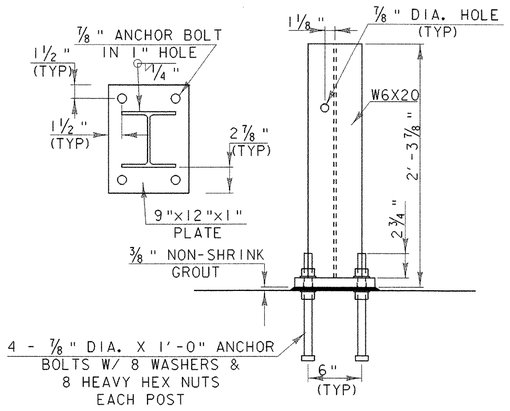
THE BENCH MARK AND BRIDGE PLAQUE WILL BE SUPPLIED BY THE AGENCY OF TRANSPORTATION AND SHALL BE INSTALLED BY THE CONTRACTOR AS SHOWN OR AS DIRECTED BY THE ENGINEER.

* NOTE: THESE DIMENSIONS MAY BE ADJUSTED SLIGHTLY TO POSITION PLAQUE IN THE FORM LINER PATTERN. THE FORM LINER WORKING DRAWINGS SHALL PROPOSE A DETAIL TO THE PROJECT MANAGER FOR PLACEMENT THAT CONSIDERS AESTHETICS AND POSITIONS THE PLAQUE ENTIRELY ON ONE "STONE" IN THE PATTERN.



SCORE MARK DETAIL

PROJECT: PROCTOR - PITTSFORD	PROJECT NO.: BHO 1443 (37)
DESIGN FILE NAME: 96j242\Structures\sj242ebrtyp.dgn	
IPARM FILE NAME: sj242empd.i	PLOT DATE: 10-JAN-2003
DESIGNED BY: W.B.SYMONDS	DRAWN BY: L. BULLOCK
SQUAD LEADER: C.P.WILLIAMS	CHECKED BY: W.B.SYMONDS
MISCELLANEOUS PROJECT DETAILS	SHEET: 37 OF 60

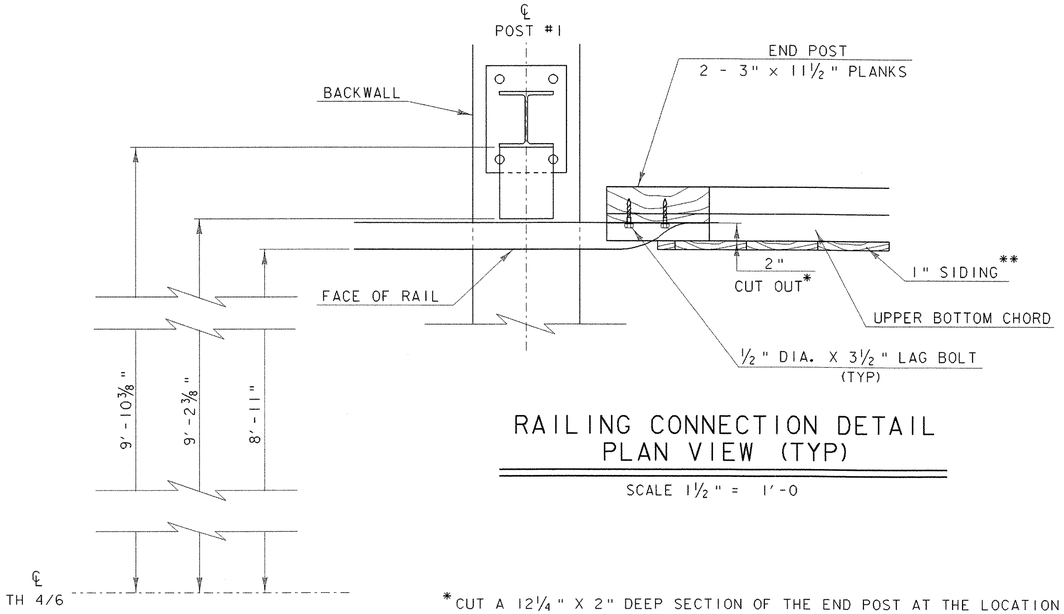


POST #1 DETAILS

SCALE 1 1/2 " = 1'-0

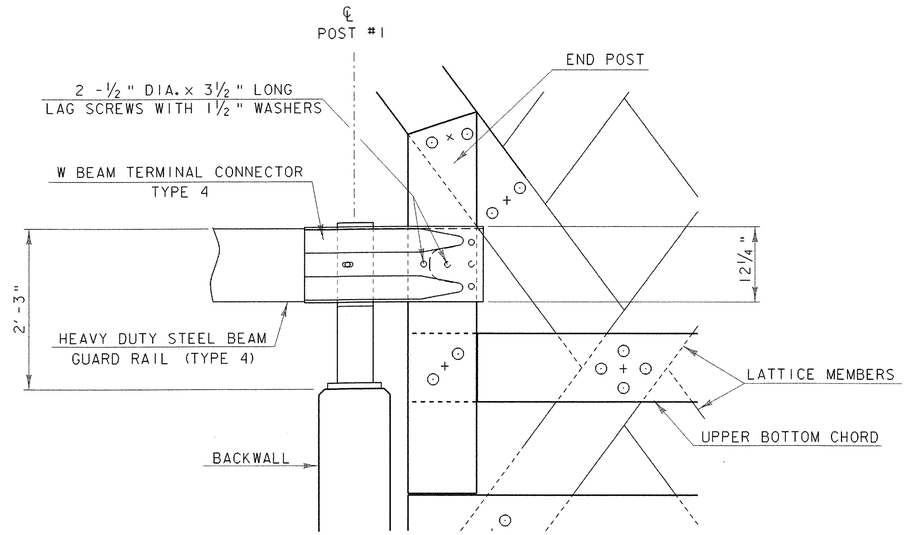
RAILING NOTES

1. ANCHOR BOLTS, NUTS, & WASHERS SHALL BE GALVANIZED PER AASHTO M232M/M232 AND SHALL CONFORM TO VAOT STANDARD SPECIFICATIONS SECTION 714.07.
2. THE FABRICATOR SHALL SUBMIT SHOP DRAWINGS, INCLUDING WELDING PROCEDURES, TO THE STRUCTURES SECTION FOR APPROVAL IN ACCORDANCE WITH THE PROVISIONS OF SECTION 506.04-SHOP DRAWINGS. ALL WELDING SHALL CONFORM WITH SECTION 506.10.
3. ALL POSTS SHALL BE SET NORMAL TO GRADE. NUTS PLACED IN CONCRETE ARE TO BE ROTATED WITHIN 24 HOURS AFTER CONCRETE IS PLACED TO BREAK BOND BETWEEN NUT AND CONCRETE. NUTS SHALL THEN BE USED TO ALIGN THE POSTS BOTH HORIZONTALLY AND VERTICALLY. AFTER FINAL POSITION HAS BEEN APPROVED ALL VOIDS BETWEEN THE BASE PLATE AND CONCRETE SURFACE SHALL BE GROUTED WITH NON-SHRINK GROUT CONFORMING WITH SECTION 707.03, MORTAR, TYPE IV.
4. ALL COMPONENTS OF POST #1 SHALL BE AASHTO M222/M222M STEEL GRADE 50.
5. OFFSET BLOCK SHALL BE WOOD 6"x8"x1'-2". SEE STANDARD G-1.
6. PAYMENT FOR POST #1 WILL BE INCLUDED IN THE PER FOOT UNIT BID PRICE FOR 621.21 "HEAVY DUTY STEEL BEAM GUARD RAIL"



RAILING CONNECTION DETAIL PLAN VIEW (TYP)

SCALE 1 1/2 " = 1'-0



RAILING CONNECTION DETAIL ELEVATION VIEW (TYP)

SCALE 1" = 1'-0

*CUT A 12 1/4 " X 2" DEEP SECTION OF THE END POST AT THE LOCATION SHOWN

**COPE SIDING AROUND TERMINAL CONNECTOR AT END OF BRIDGE

SCALE 1" = 1'-0
1 9 6 3 0 2

SCALE 1 1/2" = 1'-0
1 9 6 3 0 1

PROJECT:	PROJECT NO.:
PROCTOR - PITTSFORD	BHO 1443 (37)
DESIGN FILE NAME: 96j242\structures\sj242erail.dgn	
IPARM FILE NAME: sj242erail.i	PLOT DATE: 10-JAN-2003
DESIGNED BY: W.B. SYMONDS	DRAWN BY: R.S. YOUNG
SQUAD LEADER: C.P. WILLIAMS	CHECKED BY: W.B. SYMONDS
RAILING DETAIL SHEET	SHEET: 38 OF 60

STATE OF VERMONT
AGENCY OF TRANSPORTATION

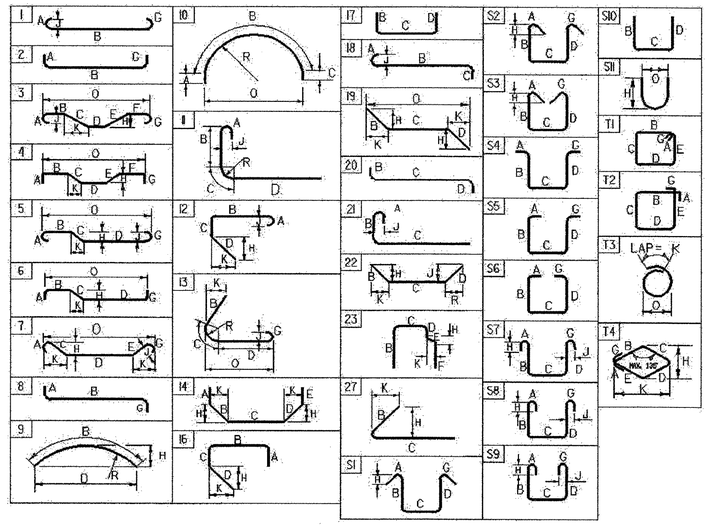
REINFORCING STEEL SCHEDULE

	EACH	SIZE	LENGTH	MARK	TYPE	A	B	C	D	E	F	G	H	J	K	R	O
ABUTMENT #1																	
●	45	5	5'- 2"	1A501	STR												
	44	5	21'- 10"	1A502	STR												
	66	5	24'- 6"	1A503	STR												
	4	5	3'- 6"	1A504	STR												
●	145	5	8'- 6"	1A505	STR												
	4	5	6'- 8"	1A506	17		2'- 10"	1'- 0"	2'- 10"								
	194	5	5'- 7"	1A507	17		2'- 2"	3'- 5"	---								
	52	5	6'- 4"	1A508	17		2'- 2"	4'- 2"	---								
	26	5	7'- 5"	1A509	17		3'- 5"	0'- 7"	3'- 5"								
	30	6	25'- 6"	1A601	STR												
	44	8	14'- 8"	1A801	STR												
	14	8	5'- 7"	1A802	17		1'- 0"	4'- 7"	---								
●	82	9	17'- 2"	1A901	1	1'- 3"	14'- 0"					1'- 3"			0'- 11"		
●	43	11	11'- 1"	1A1101	17		1'- 7"	9'- 6"	---								
	44	11	15'- 8"	1A1102	17		1'- 7"	14'- 1"	---								
WINGWALL #1																	
▲	15	5	12'- 6"	1W501	STR												
▲	9	5	3'- 5"	1W502	STR												
▲	28	5	14'- 9"	1W503	STR												
	14	5	5'- 5"	1W504	17		2'- 2"	1'- 1"	2'- 2"								
▲	15	8	12'- 6"	1W801	STR												
▲	9	8	6'- 8"	1W802	STR												
WINGWALL #2																	
▲	15	5	12'- 6"	2W501	STR												
▲	9	5	3'- 5"	2W502	STR												
▲	28	5	14'- 9"	2W503	STR												
	14	5	5'- 5"	2W504	17		2'- 2"	1'- 1"	2'- 2"								
▲	15	8	12'- 6"	2W801	STR												
▲	9	8	6'- 8"	2W802	STR												
ABUTMENT #2																	
	44	5	5'- 2"	2A501	STR												
	44	5	21'- 10"	2A502	STR												
	66	5	24'- 6"	2A503	STR												
	4	5	3'- 6"	2A504	STR												
	144	5	8'- 6"	2A505	STR												
	4	5	6'- 8"	2A506	17		2'- 10"	1'- 0"	2'- 10"								
	194	5	5'- 7"	2A507	17		2'- 2"	3'- 5"	---								
	52	5	6'- 4"	2A508	17		2'- 2"	4'- 2"	---								
	26	5	7'- 5"	2A509	17		3'- 5"	0'- 7"	3'- 5"								
●	31	6	25'- 6"	2A601	STR												
●	45	8	14'- 8"	2A801	STR												
	14	8	5'- 7"	2A802	17		1'- 0"	4'- 7"	---								
	81	9	16'- 6"	2A901	1	1'- 3"	14'- 0"					1'- 3"			0'- 11"		
	42	11	11'- 1"	2A1101	17		1'- 7"	9'- 6"									
	44	11	15'- 8"	2A1102	17		1'- 7"	14'- 1"									
WINGWALL #3																	
▲	15	5	10'- 6"	3W501	STR												
▲	9	5	3'- 5"	3W502	STR												
▲	28	5	14'- 9"	3W503	STR												
	14	5	5'- 5"	3W504	17		2'- 2"	1'- 1"	2'- 2"								
▲	15	8	10'- 6"	3W801	STR												
▲	9	8	6'- 8"	3W802	STR												
WINGWALL #4																	
▲	15	5	10'- 6"	4W501	STR												
▲	9	5	3'- 5"	4W502	STR												
▲	28	5	14'- 9"	4W503	STR												
	14	5	5'- 5"	4W504	17		2'- 2"	1'- 1"	2'- 2"								
▲	15	8	10'- 6"	4W801	STR												
▲	9	8	6'- 8"	4W802	STR												

ITEM	EACH	SIZE	LENGTH	MARK	TYPE	A	B	C	D	E	F	G	H	J	K	R	O

~ 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.

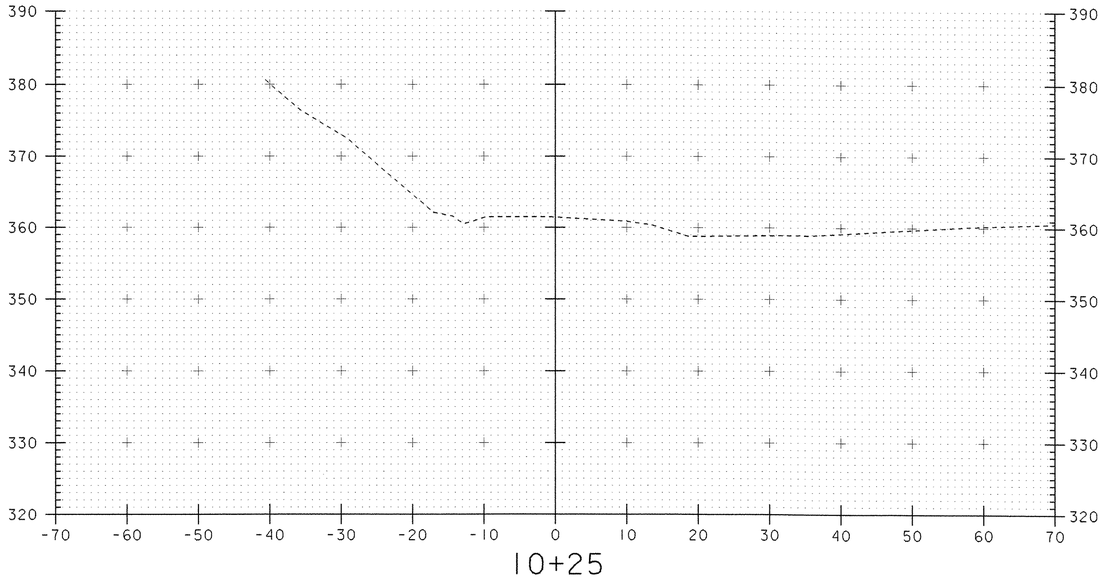


ASTM STANDARD REINFORCING BARS

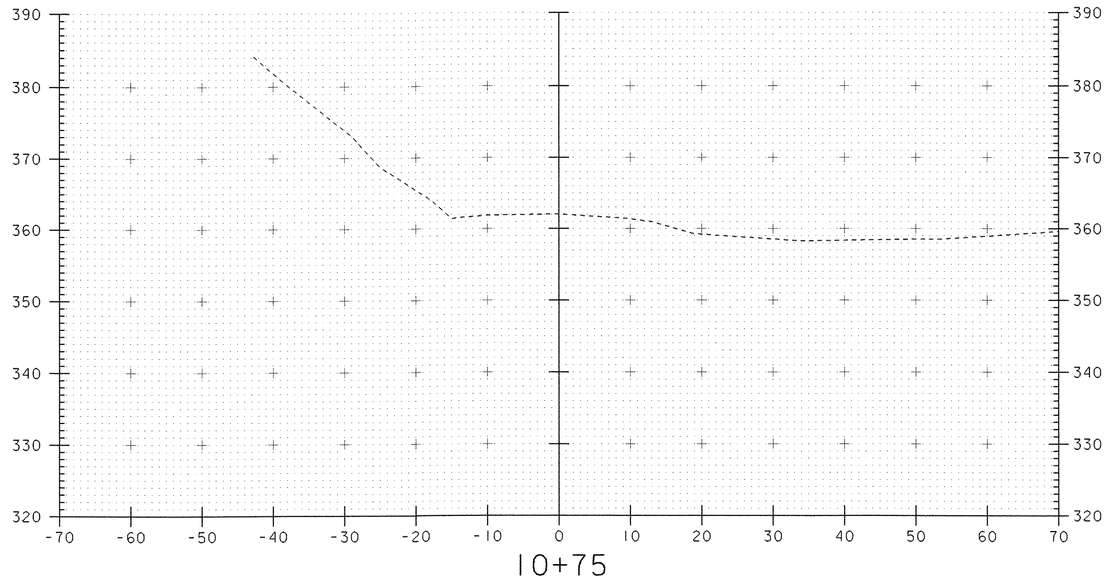
BAR SIZE DESIGNATION	WEIGHT POUNDS PER FOOT	NOMINAL DIMENSIONS ROUND SECTION		
		DIAMETER INCHES	AREA INCHES^2	PERIMETER INCHES
#3	0.376	0.375	0.11	1.178
#4	0.668	0.500	0.20	1.571
#5	1.043	0.625	0.31	1.963
#6	1.502	0.750	0.44	2.356
#7	2.044	0.875	0.60	2.749
#8	2.670	1.000	0.79	3.142
#9	3.400	1.128	1.00	3.544
#10	4.303	1.270	1.27	3.990
#11	5.313	1.410	1.56	4.430
#14	7.65	1.693	2.25	5.32
#18	13.60	2.257	4.00	7.09

PROJECT NAME: **PROCTOR - PITTSFORD**
PROJECT NUMBER: **BHO 1443 (37)**

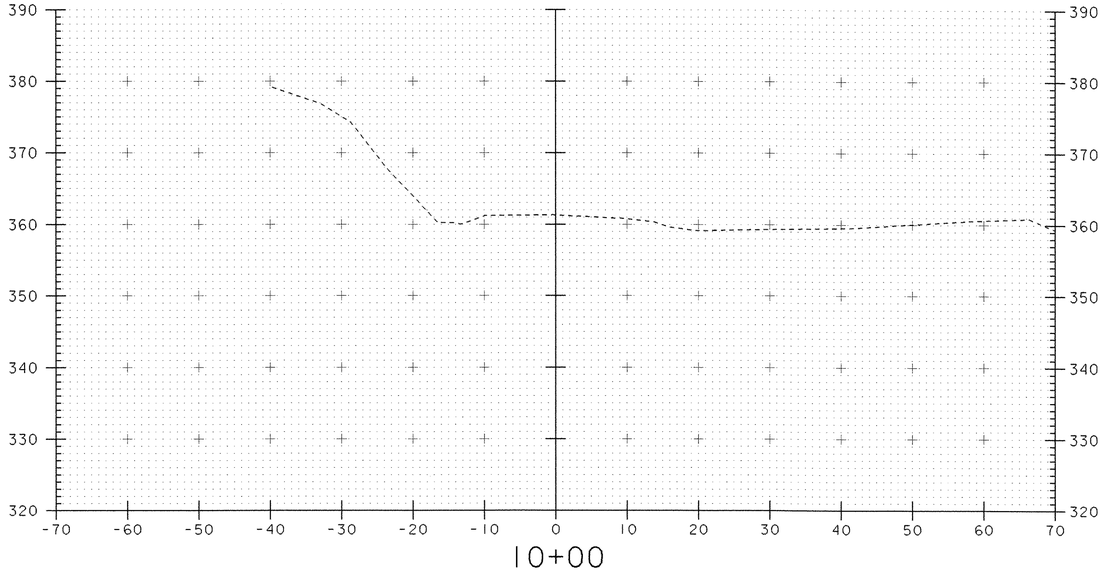
FILE NAME:	sj242erss.xls	PLOT DATE:	9/10/02
PROJECT LEADER:	C.P.WILLIAMS	DRAWN BY:	T. ANDERSON
DESIGNED BY:	W.B.SYMONDS	CHECKED BY:	R.S.YOUNG
REINFORCING STEEL SCHEDULE		SHEET	39 OF 60



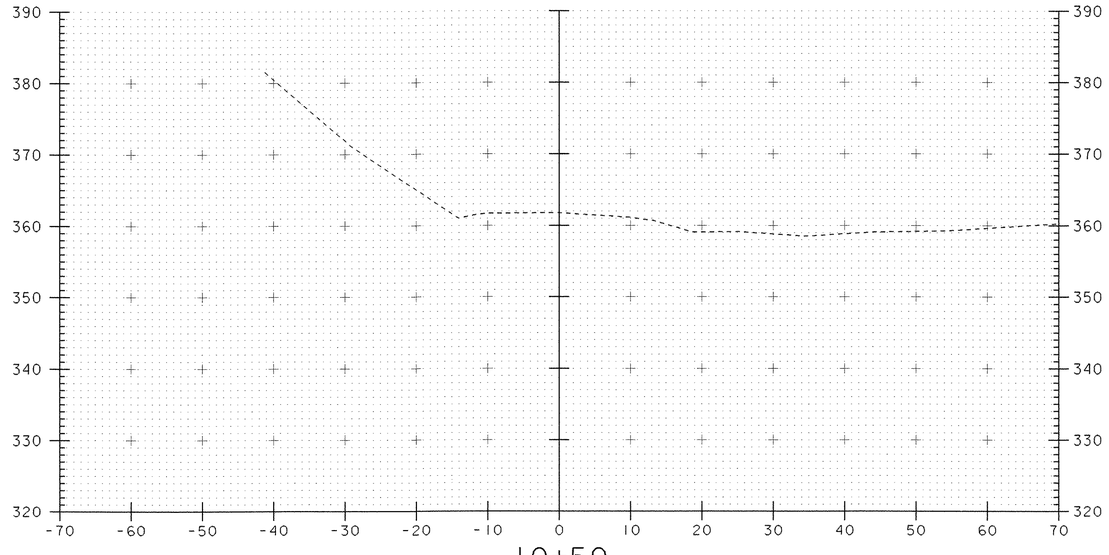
10+25



10+75



10+00



10+50

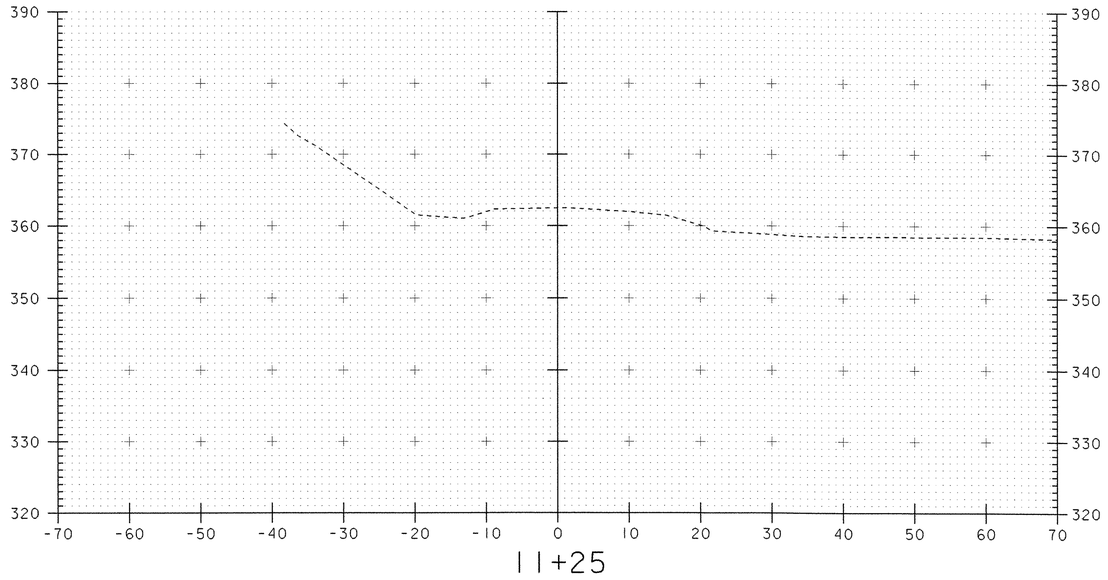
SCALE 1" = 10'-0
10 0 10

DATUM
VERTICAL NAVD 88
HORIZONTAL NAD 83/92

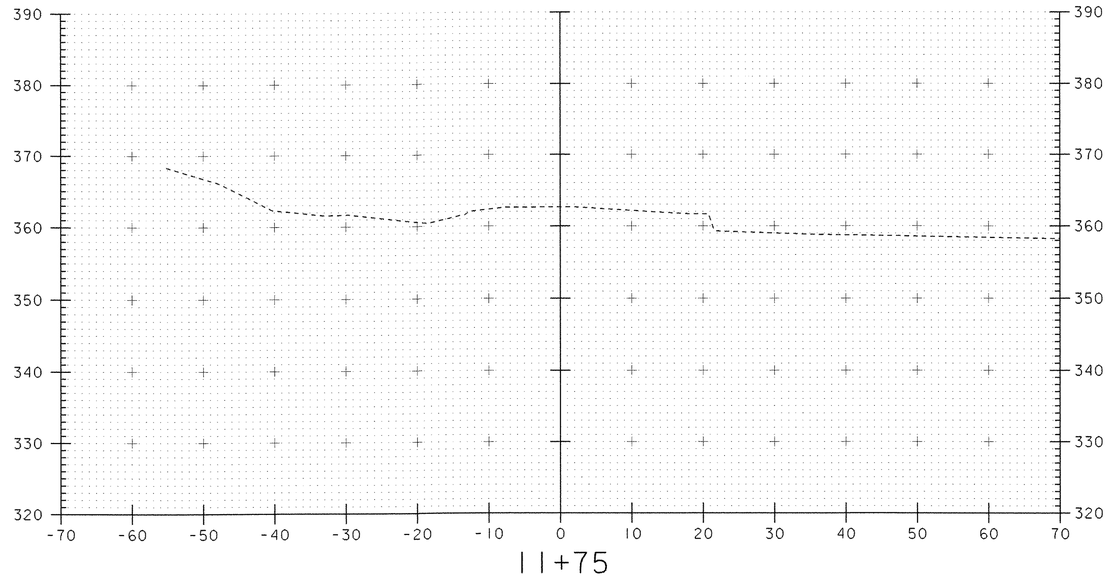
PROJECT: PROCTOR - PITTSFORD
PROJECT NO.: BHO 1443(37)

DESIGN FILE NAME: 96J242\Structures\sj242esec.dgn
IPARM FILE NAME: sj242m11.i
SURVEYED BY: L. ORVIS
SQUAD LEADER: C.P. WILLIAMS
TH 6/14 CROSS SECTIONS

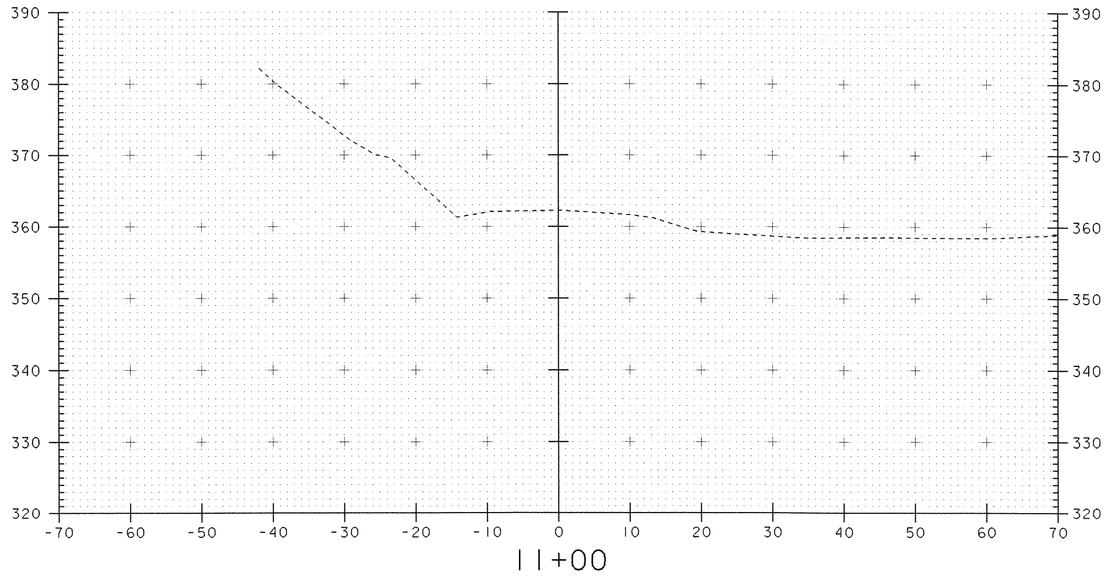
PLOT DATE: 10-JAN-2003
SURVEY DATE: 02-02-98
DRAWN BY: T. ANDERSON
SHEET: 40 OF 60



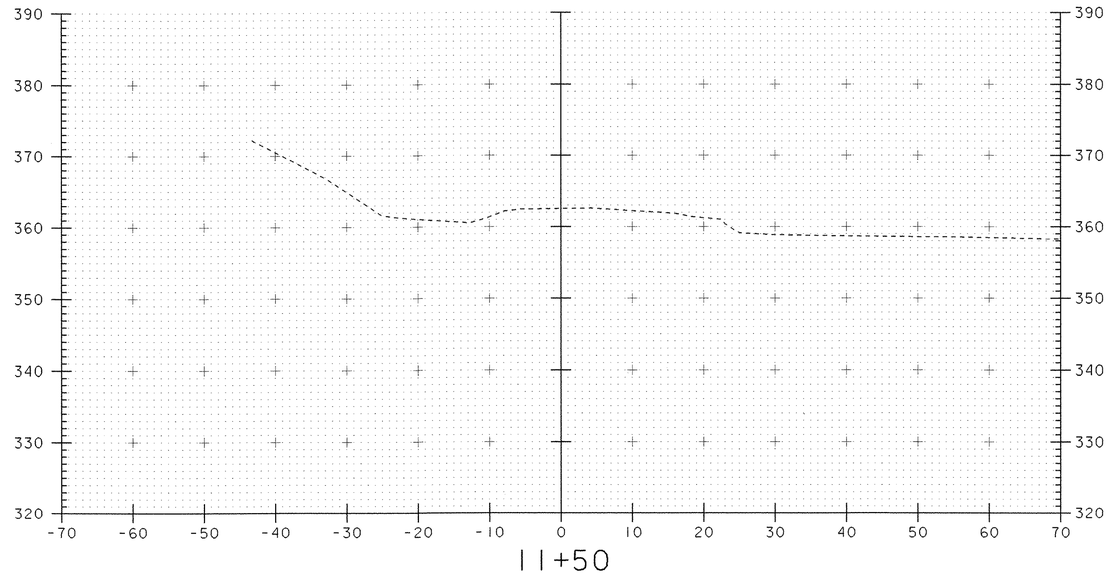
11+25



11+75



11+00



11+50

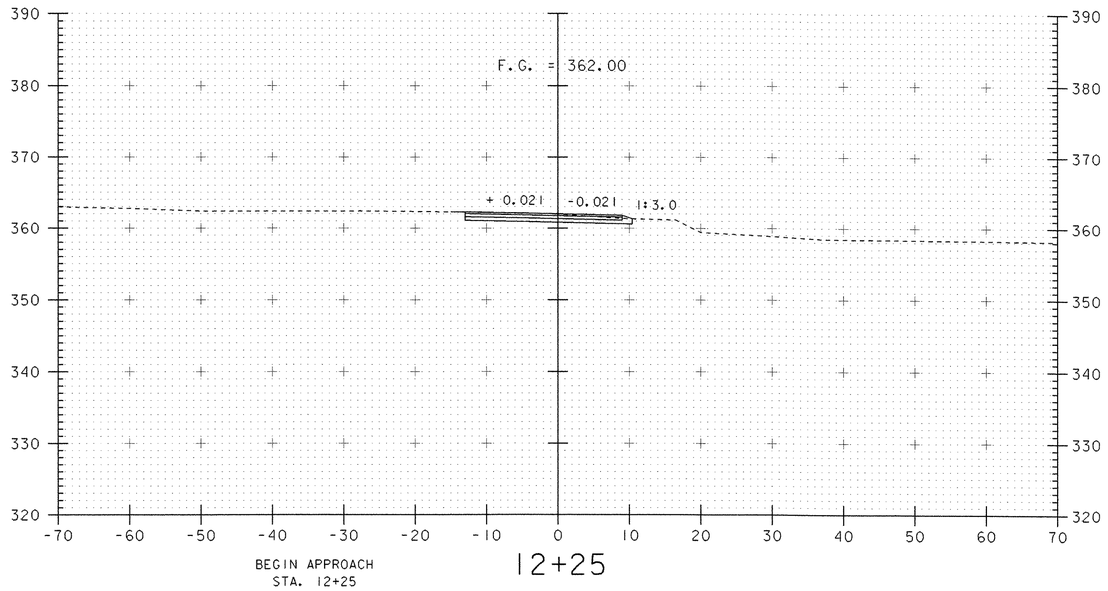
SCALE 1" = 10'-0
10 0 10

DATUM
VERTICAL NAVD 88
HORIZONTAL NAD 83/92

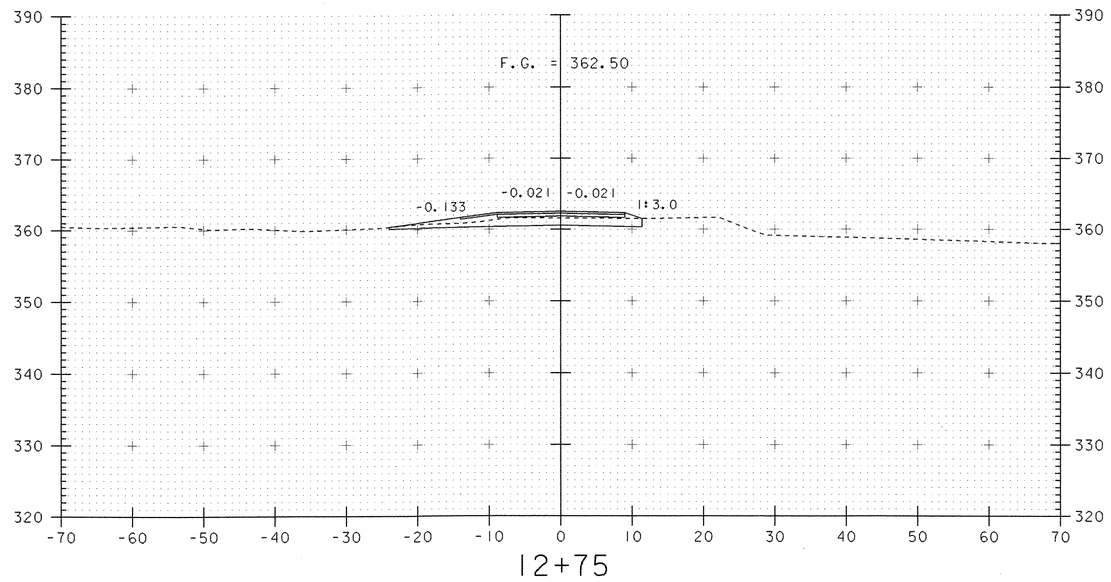
PROJECT: PROCTOR - PITTSFORD
PROJECT NO.: BHO 1443(37)

DESIGN FILE NAME: 96J242\Structures\sj242esec.dgn
IPARM FILE NAME: sj242m12.i
SURVEYED BY: L. ORVIS
SQUAD LEADER: C.P. WILLIAMS
TH 6/14 CROSS SECTIONS

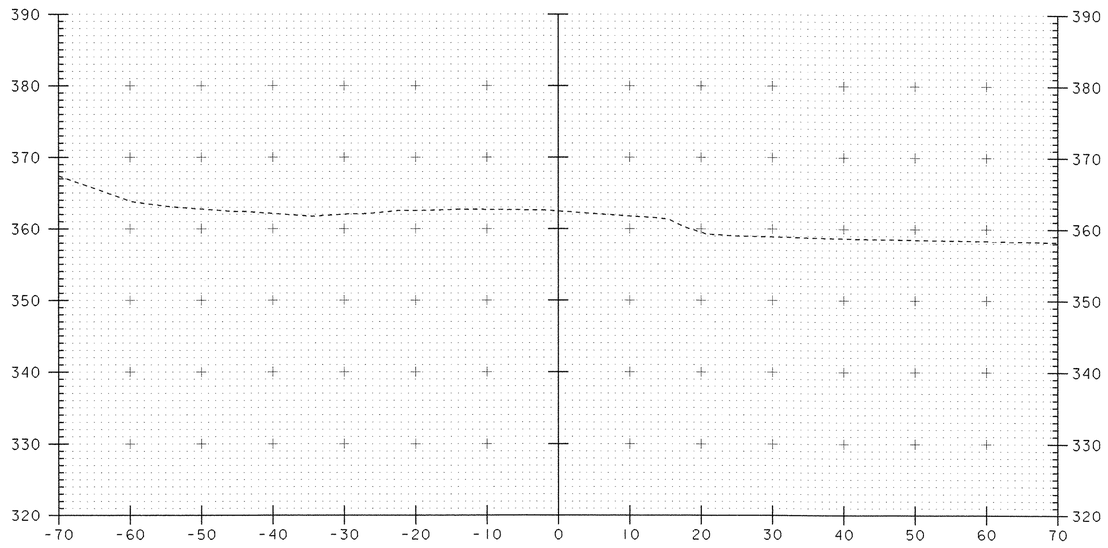
PLOT DATE: 10-JAN-2003
SURVEY DATE: 02-02-98
DRAWN BY: T. ANDERSON
SHEET: 41 OF 60



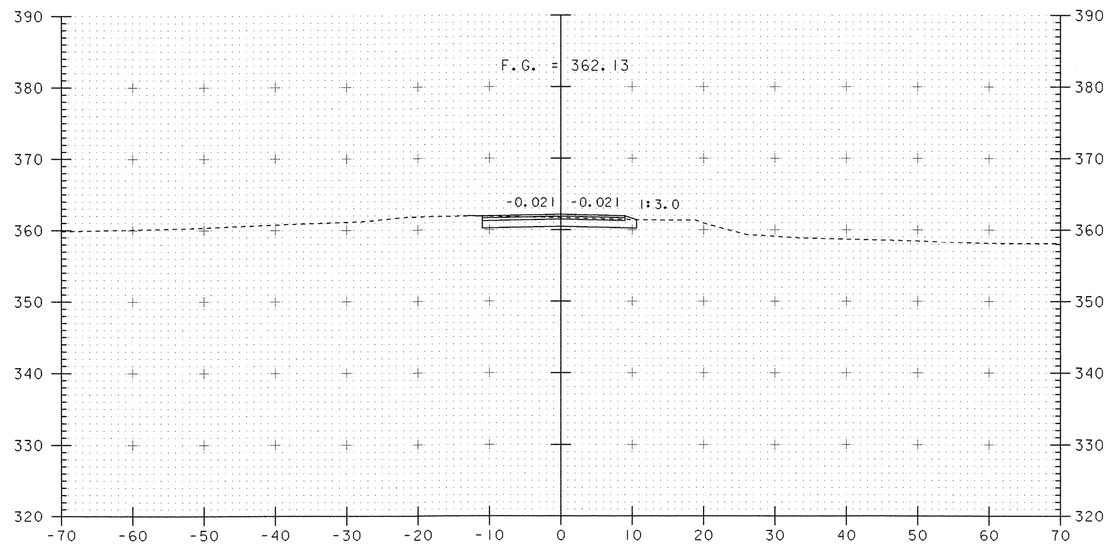
12+25



12+75



12+00



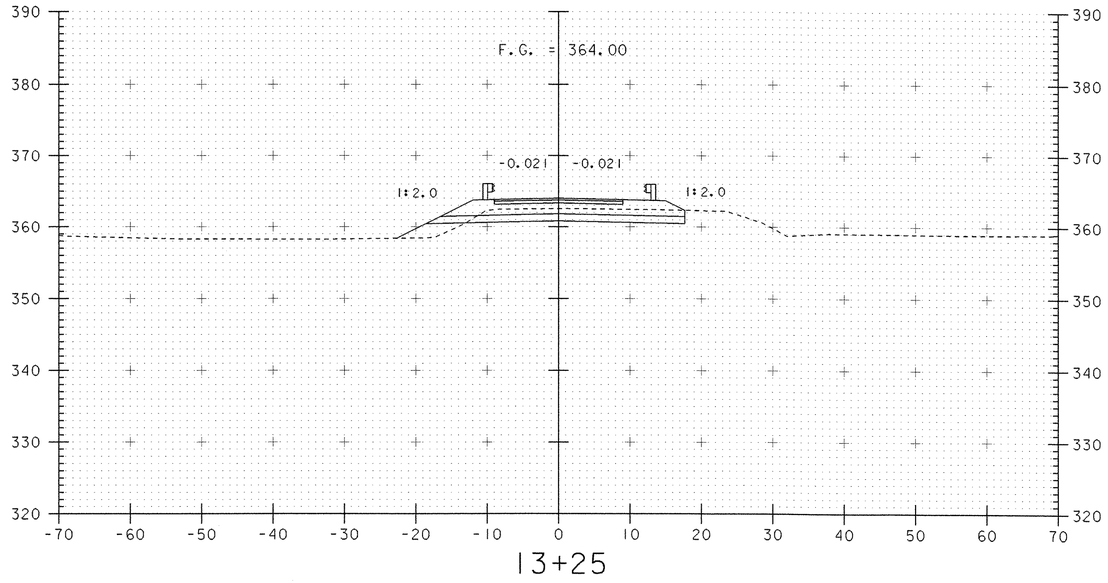
12+50

SCALE 1" = 10'-0
10 0 10

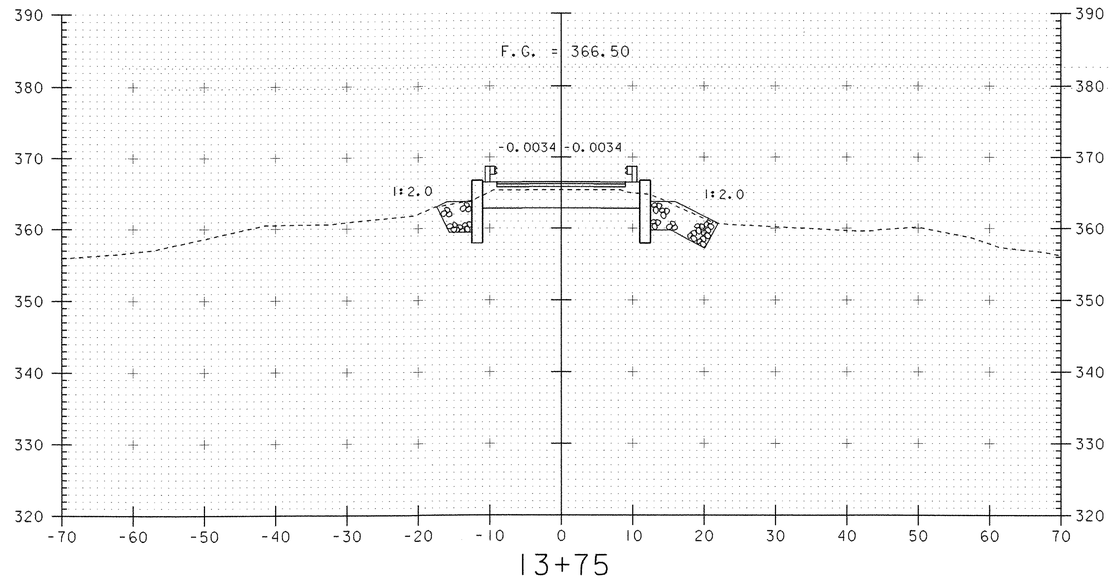
DATUM	
VERTICAL	NAVD 88
HORIZONTAL	NAD 83/92

PROJECT:	PROJECT NO.:
PROCTOR - PITTSFORD	BHO 1443 (3

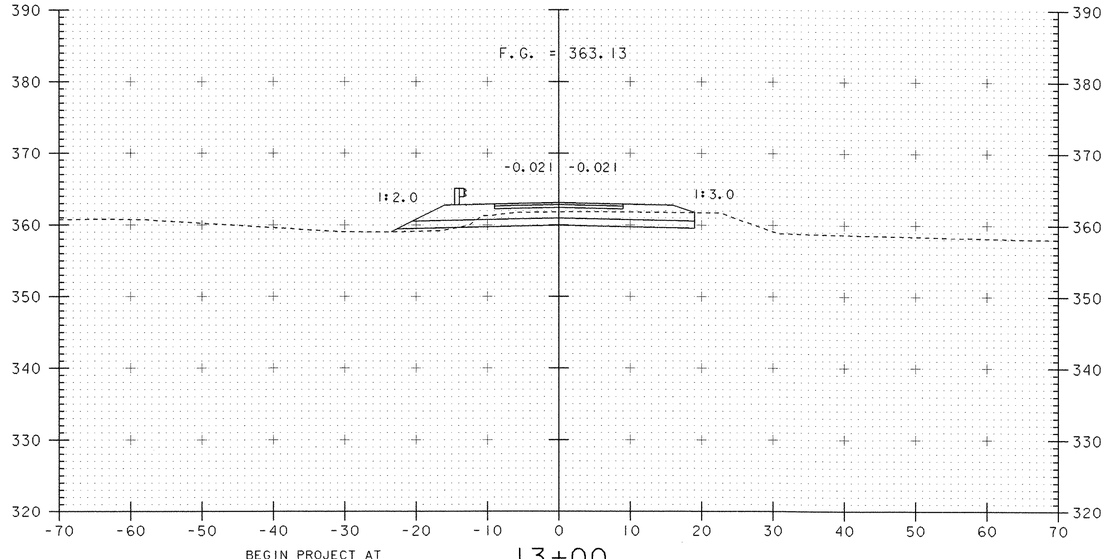
DESIGN FILE NAME: 96J242\Structures\sj242esec.dgn
IPARM FILE NAME: sj242m13.i — PLOT DATE: 10-JAN-2
SURVEYED BY: L. ORVIS — SURVEY DATE: 02-02-9
SQUAD LEADER: C.P. WILLIAMS — DRAWN BY: T. ANDERSC
TH 6/14 CROSS SECTIONS — SHEET: 42 OF 60



13+25

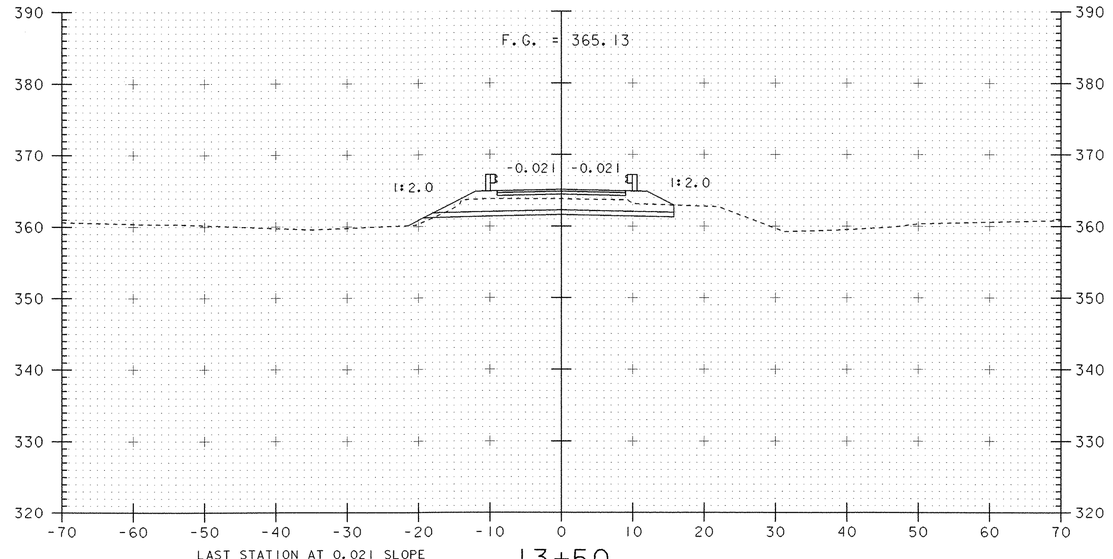


13+75



BEGIN PROJECT AT
STATION 13+00.00

13+00



LAST STATION AT 0.021 SLOPE
TRANSITION TO 0.00 SLOPE AT
BEGIN BRIDGE STATION 13+83.00

13+50

SCALE 1" = 10'-0

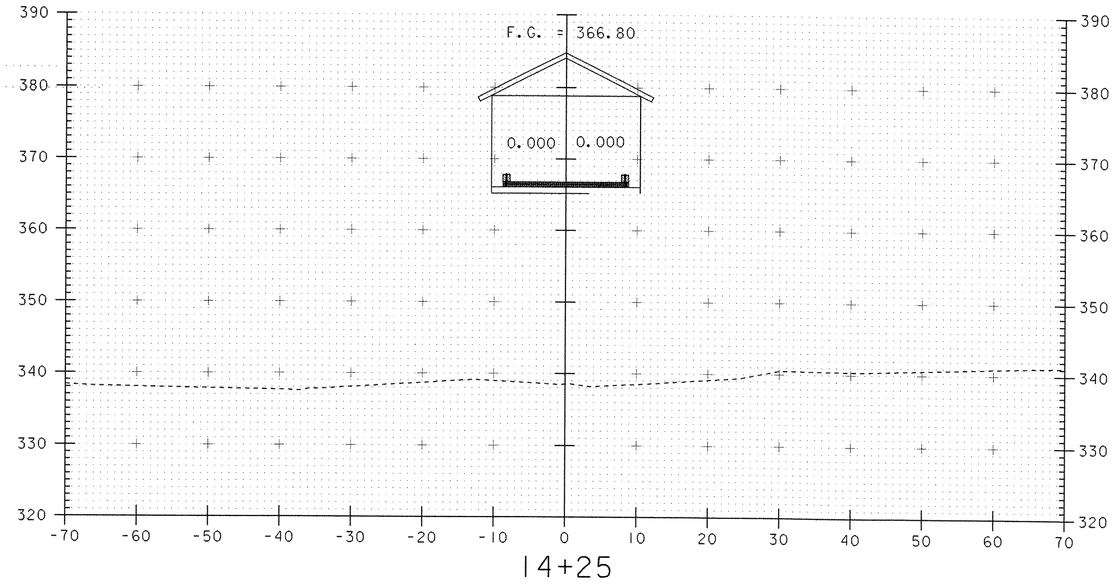
10 0 10

DATUM	
VERTICAL	NAVD 88
HORIZONTAL	NAD 83/92

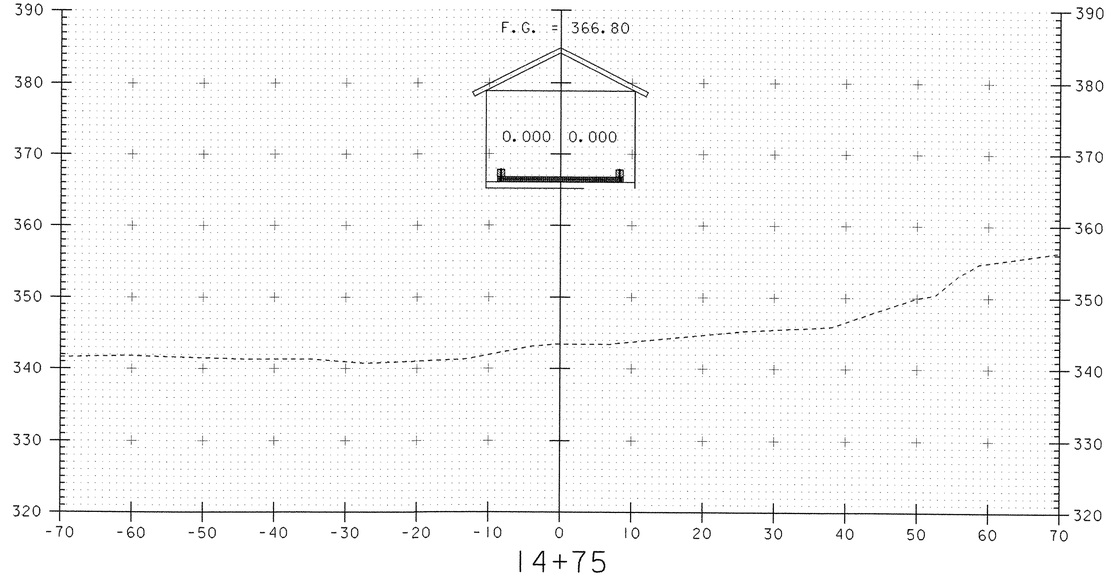
PROJECT:	PROJECT NO.:
PROCTOR - PITTSFORD	BHO 1443 (37)

DESIGN FILE NAME: 96J242\Structures\sj242esec.dgn
IPARM FILE NAME: sj242m14.i
SURVEYED BY: L. ORVIS
SQUAD LEADER: C.P. WILLIAMS
TH 6/14 CROSS SECTIONS

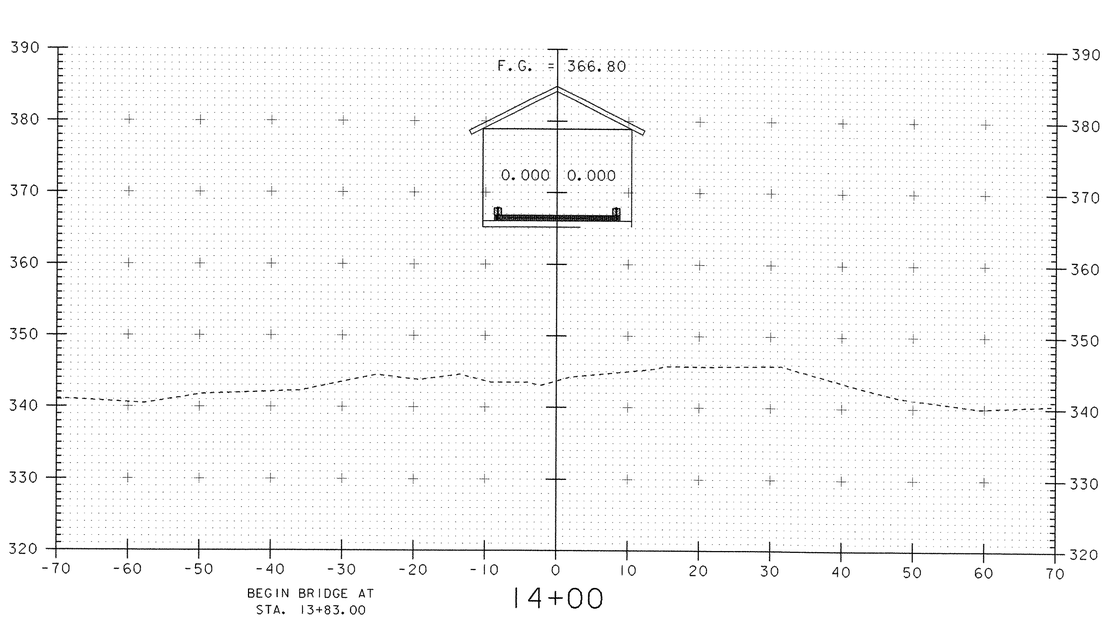
PLOT DATE: 10-JAN-2003
SURVEY DATE: 02-02-98
DRAWN BY: T. ANDERSON
SHEET: 43 OF 60



14+25

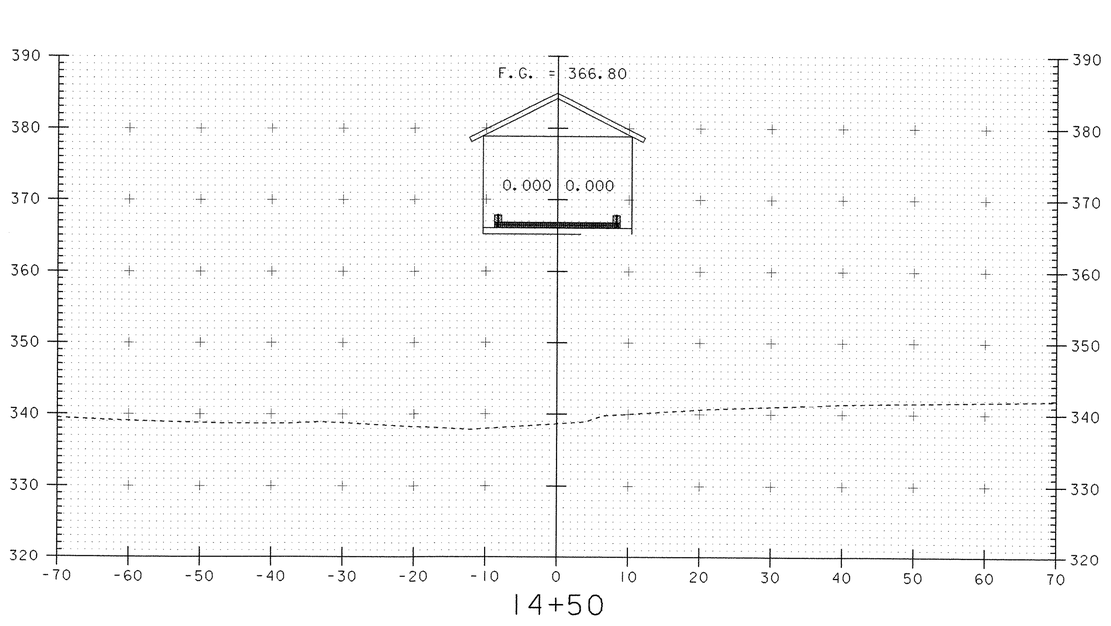


14+75



BEGIN BRIDGE AT
STA. 13+83.00

14+00



14+50

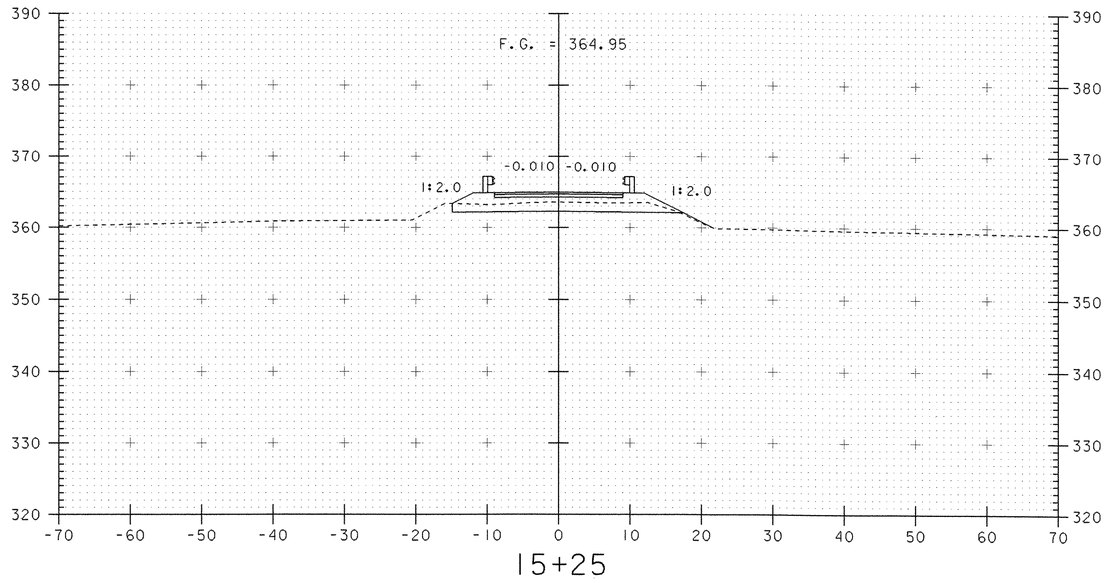
SCALE 1" = 10'-0
10 0 10

DATUM	
VERTICAL	NAVD 88
HORIZONTAL	NAD 83/92

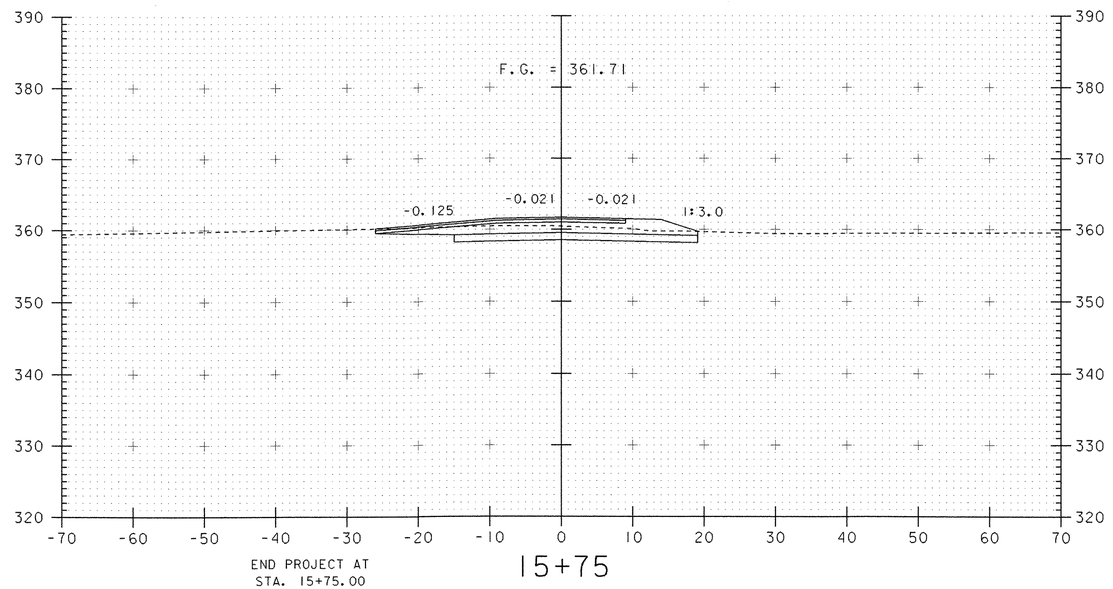
PROJECT:	PROJECT NO.:
PROCTOR - PITTSFORD	BHO 1443 (3

DESIGN FILE NAME: 96J242\Structures\sj242esec.dgn
IPARM FILE NAME: sj242m15.i
SURVEYED BY: L. ORVIS
SQUAD LEADER: C.P. WILLIAMS
TH 6/14 CROSS SECTIONS

PLOT DATE: 10-JAN-2
SURVEY DATE: 02-02-9
DRAWN BY: T. ANDERSC
SHEET: 44 OF 60

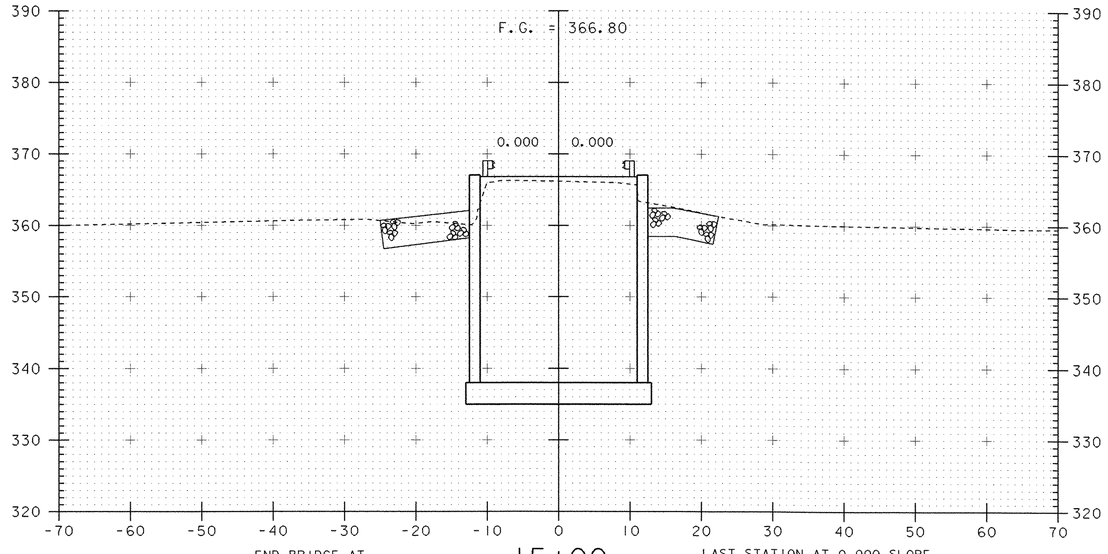


15+25



END PROJECT AT
STA. 15+75.00

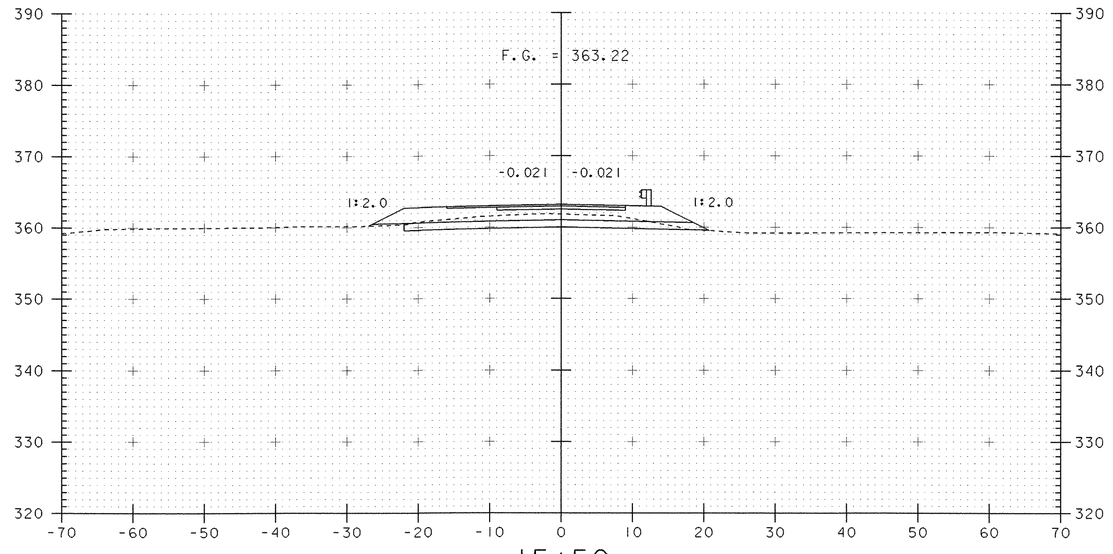
15+75



END BRIDGE AT
STA. 15+00.00

15+00

LAST STATION AT 0.000 SLOPE
TRANSITION TO 0.021 SLOPE AT
STATION 15+50.00



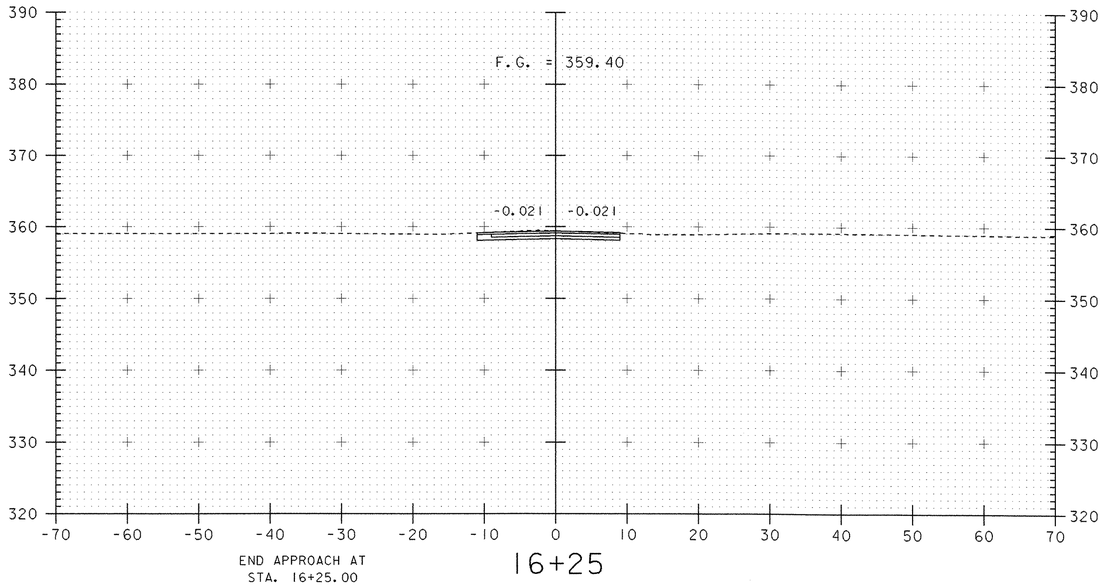
15+50

SCALE 1" = 10'-0
10 0 10

DATUM	
VERTICAL	NAVD 88
HORIZONTAL	NAD 83/92

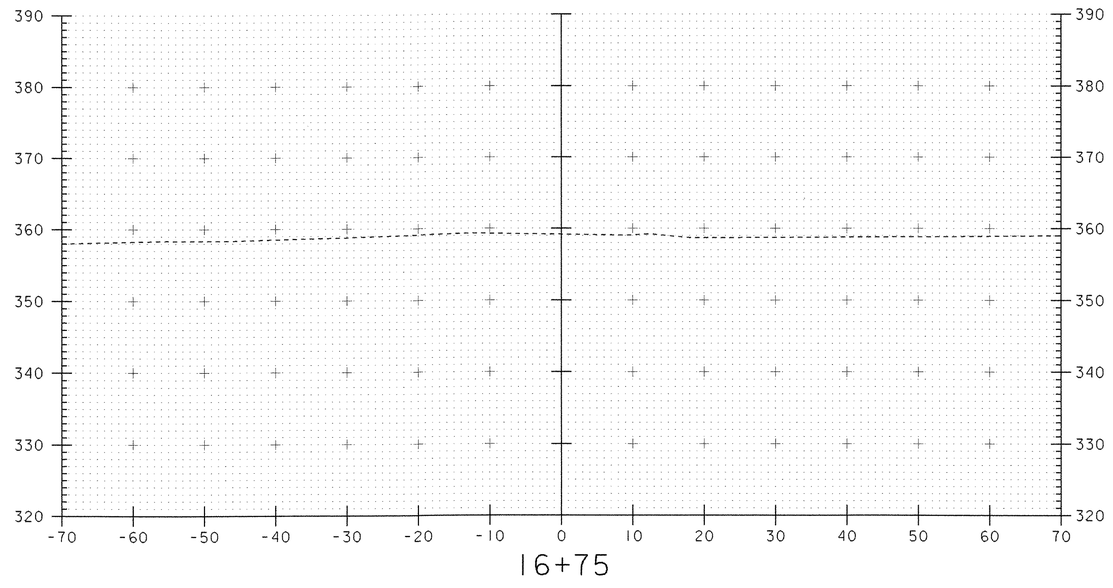
PROJECT:	PROJECT NO.:
PROCTOR - PITTSFORD	BHO 1443 (37)

DESIGN FILE NAME: 96J242\Structures\sj242esec.dgn
IPARM FILE NAME: sj242m16.i — PLOT DATE: 10-JAN-2003
SURVEYED BY: L. ORVIS — SURVEY DATE: 02-02-98
SQUAD LEADER: C.P. WILLIAMS — DRAWN BY: T. ANDERSON
TH 6/14 CROSS SECTIONS — SHEET: 45 OF 60

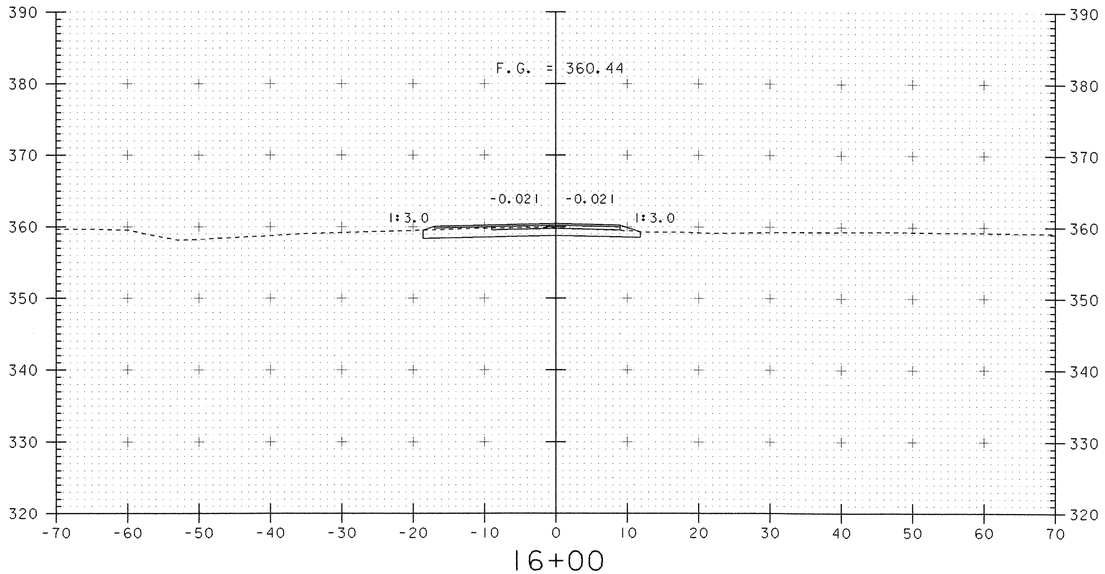


END APPROACH AT
STA. 16+25.00

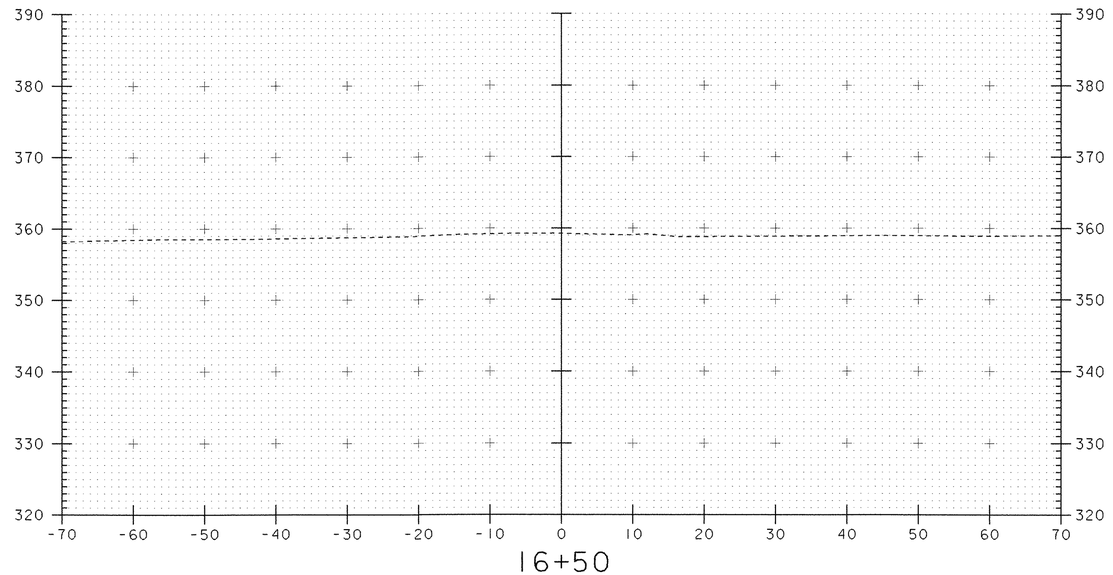
16+25



16+75



16+00



16+50

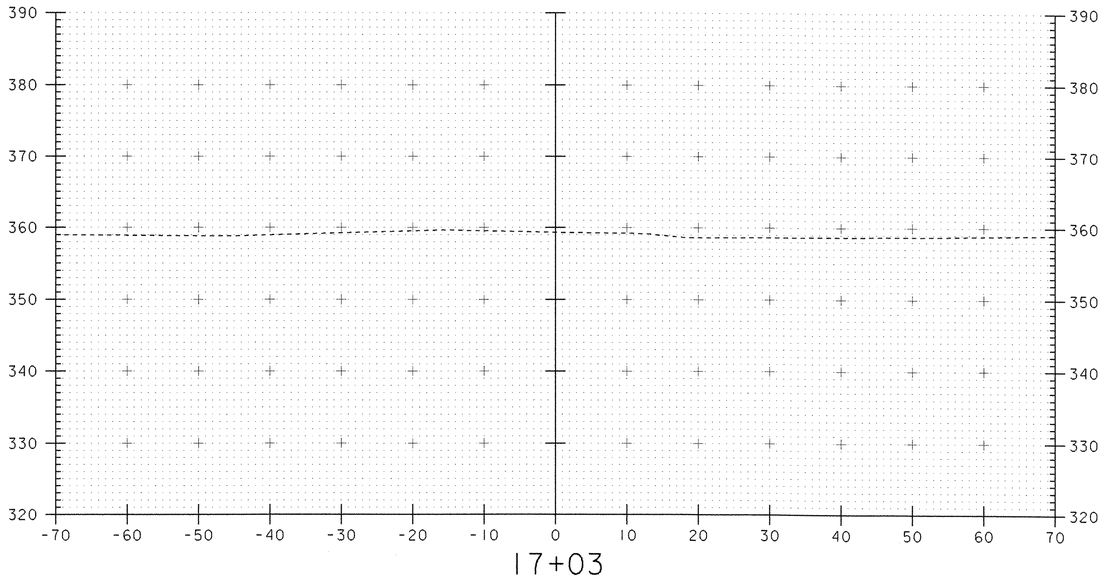
SCALE 1" = 10'-0
10 0 10

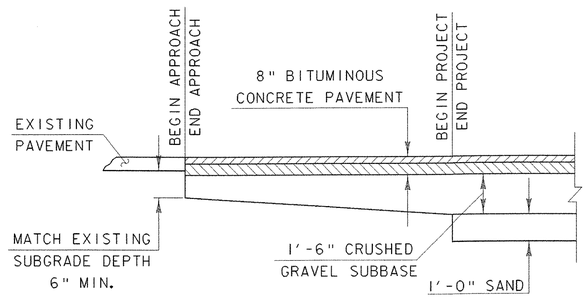
DATUM
VERTICAL NAVD 88
HORIZONTAL NAD 83/92

PROJECT: PROCTOR - PITTSFORD
PROJECT NO.: BHO 1443 (3

DESIGN FILE NAME: 96J242\Structures\sj242esec.dgn
IPARM FILE NAME: sj242m17.i
SURVEYED BY: L. ORVIS
SQUAD LEADER: C.P. WILLIAMS
TH 6/14 CROSS SECTIONS

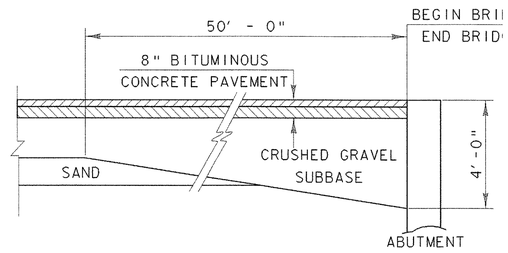
PLOT DATE: 10-JAN-2
SURVEY DATE: 02-02-
DRAWN BY: T. ANDERSC
SHEET: 46 OF 60





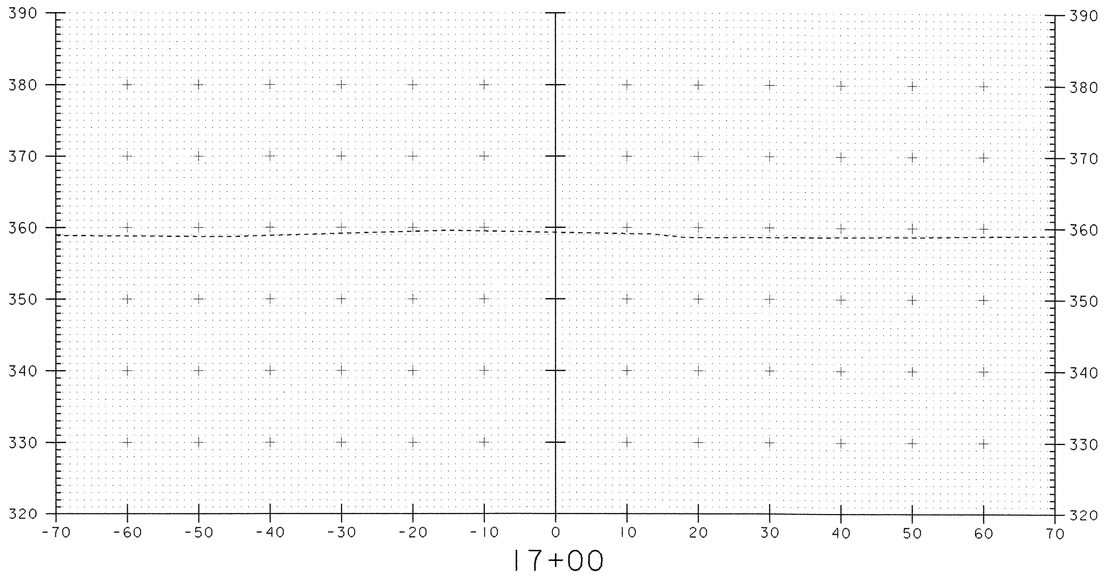
MATERIAL TAPER @
BEGIN / END APPROACH

(NOT TO SCALE)



MATERIAL TAPER
@ ABUTMENTS

(NOT TO SCALE)



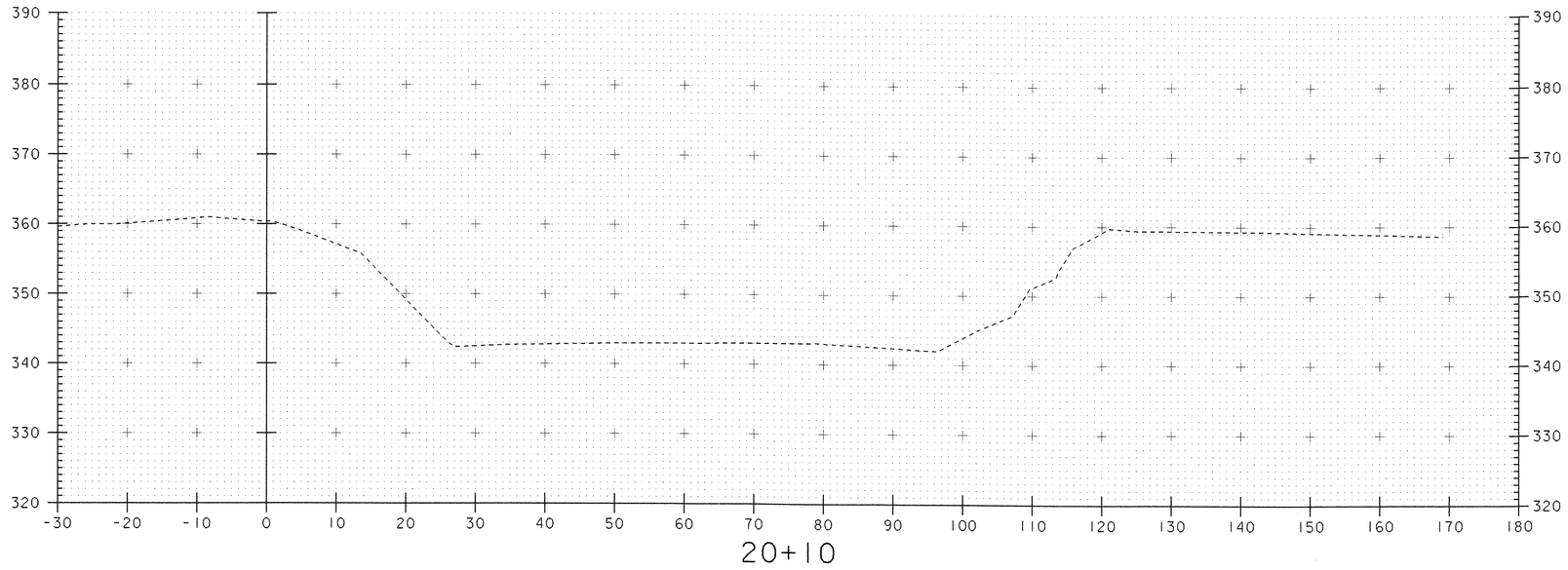
SCALE 1" = 10'-0

10 0 10

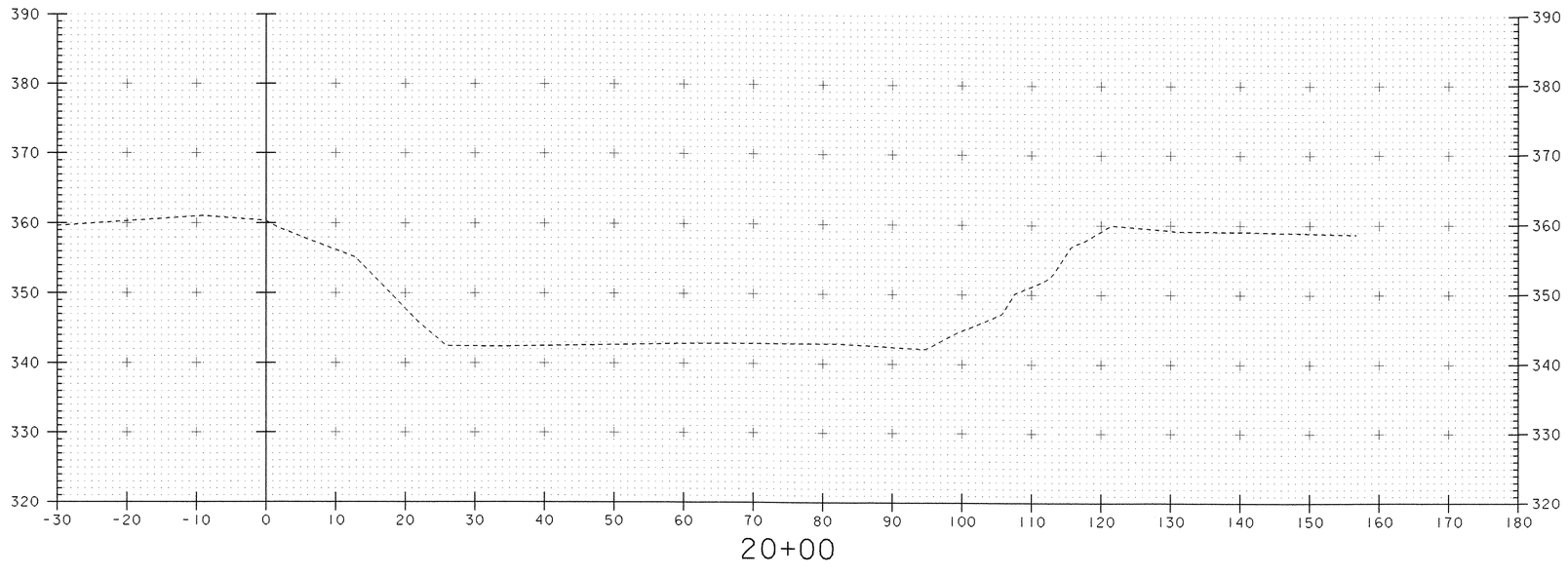
DATUM
VERTICAL NAVD 88
HORIZONTAL NAD 83/92

PROJECT: PROCTOR - PITTSFORD
PROJECT NO.: BHO 1443 (3

DESIGN FILE NAME: 96J242\Structures\sj242esec.dgn
IPARM FILE NAME: sj242mi8.i
PLOT DATE: 10-JAN-2
SURVEYED BY: L. ORVIS
SURVEY DATE: 02-02-9
SQUAD LEADER: C.P. WILLIAMS
DRAWN BY: T. ANDERSC
TH 6/14 CROSS SECTIONS
SHEET: 47 OF 60



20+10

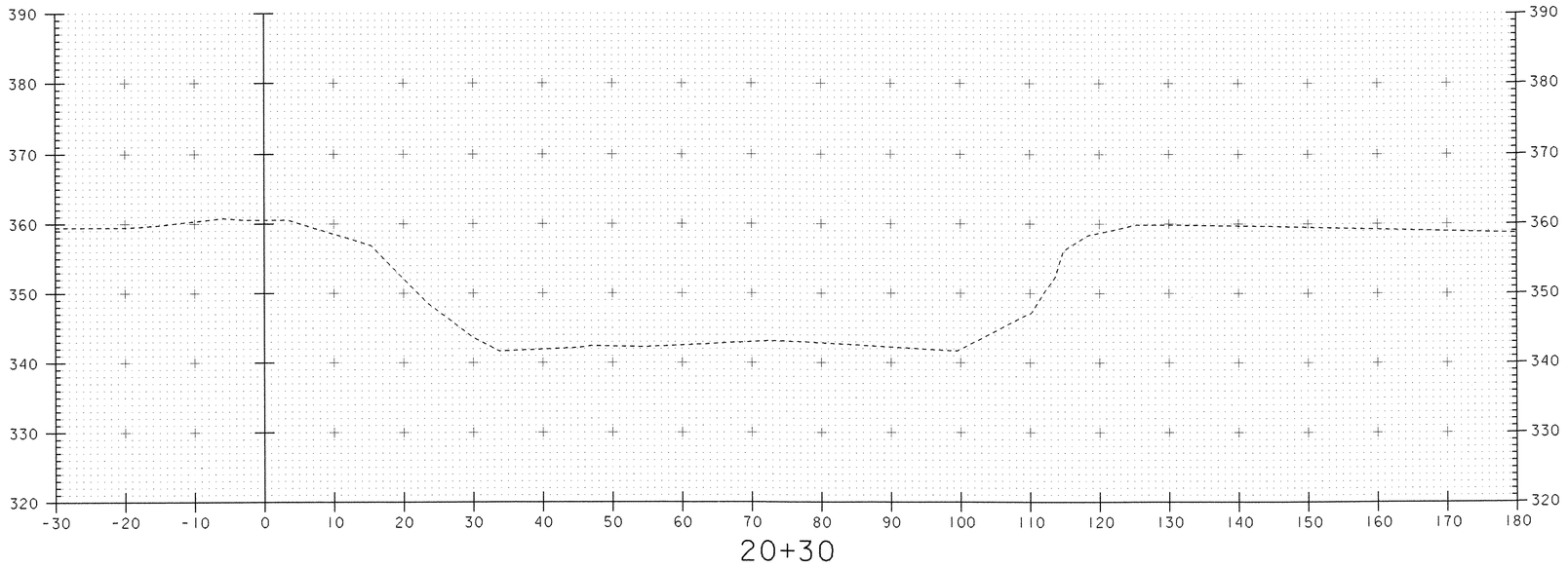


20+00

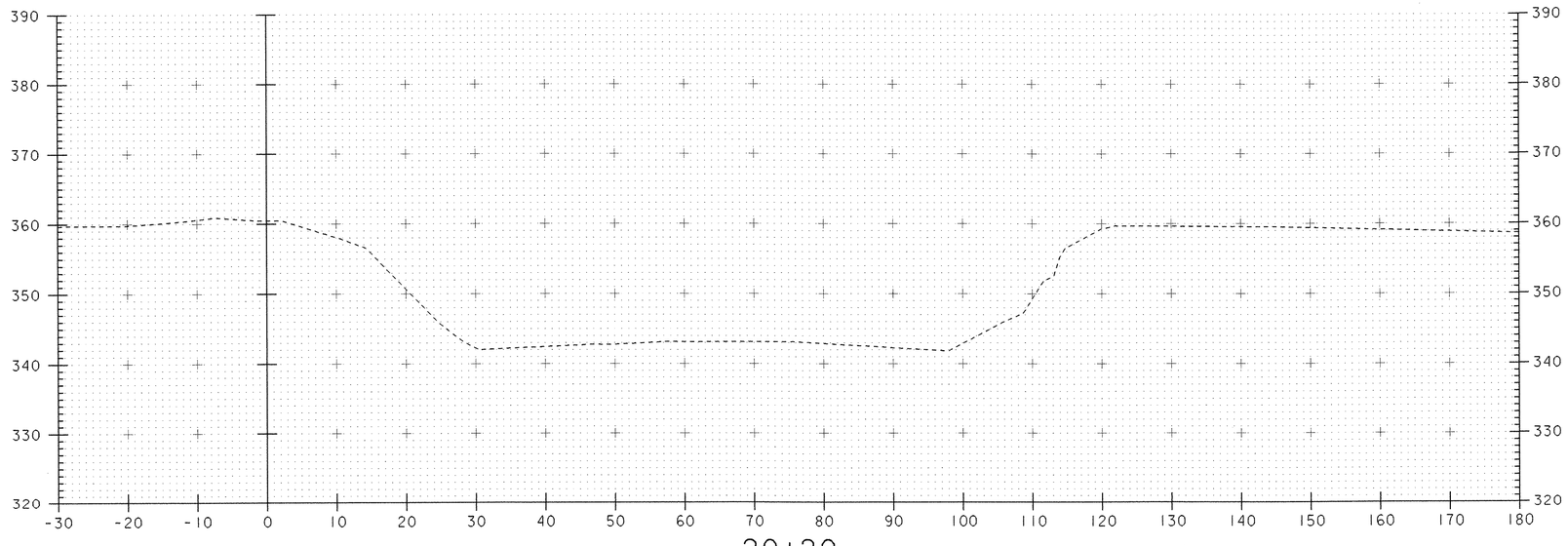
SCALE 1" = 10'-0
10 0 10

DATUM
VERTICAL NAVD 88
HORIZONTAL NAD 83/92

PROJECT: PROCTOR - PITTSFORD	PROJECT NO.: BHO 1443(37)
DESIGN FILE NAME: 96J242\Structures\sj242esec.dgn	
IPARM FILE NAME: sj242chl.i	PLOT DATE: 10-JAN-2003
SURVEYED BY: L. ORVIS	SURVEY DATE: 02-02-98
SQUAD LEADER: C.P. WILLIAMS	DRAWN BY: T. ANDERSON
CHANNEL CROSS SECTIONS	SHEET: 48 OF 60



20+30

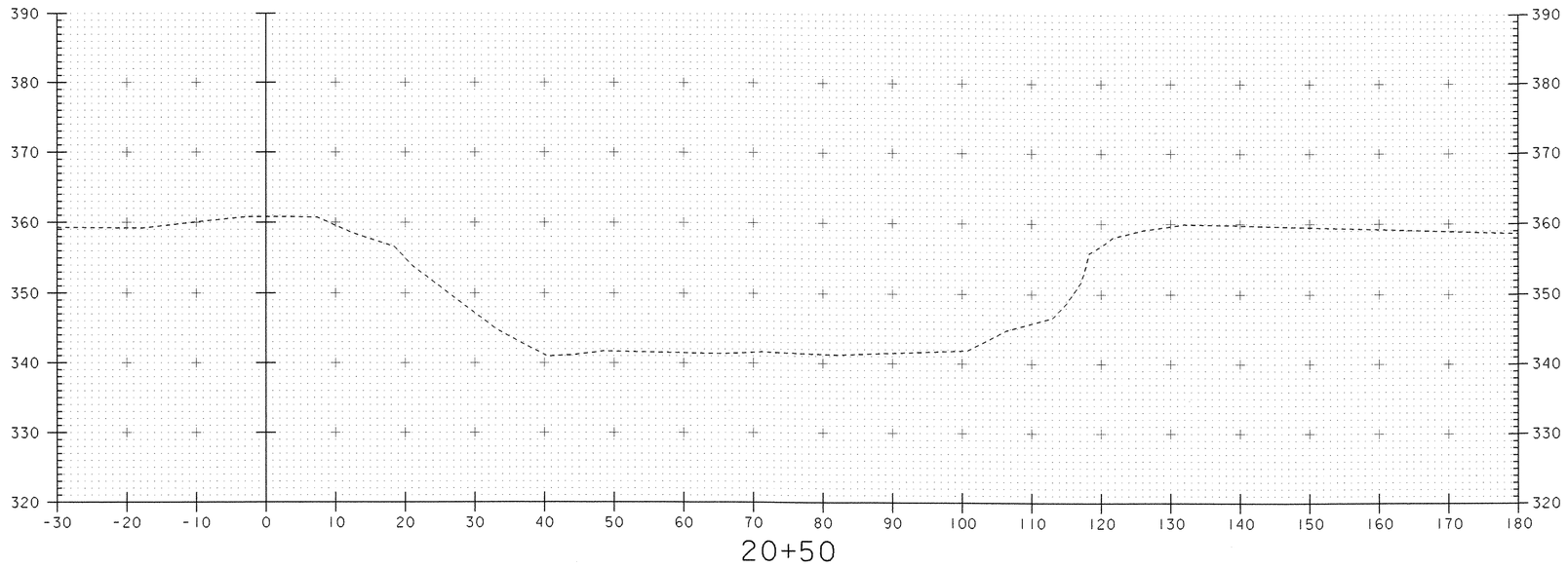


20+20

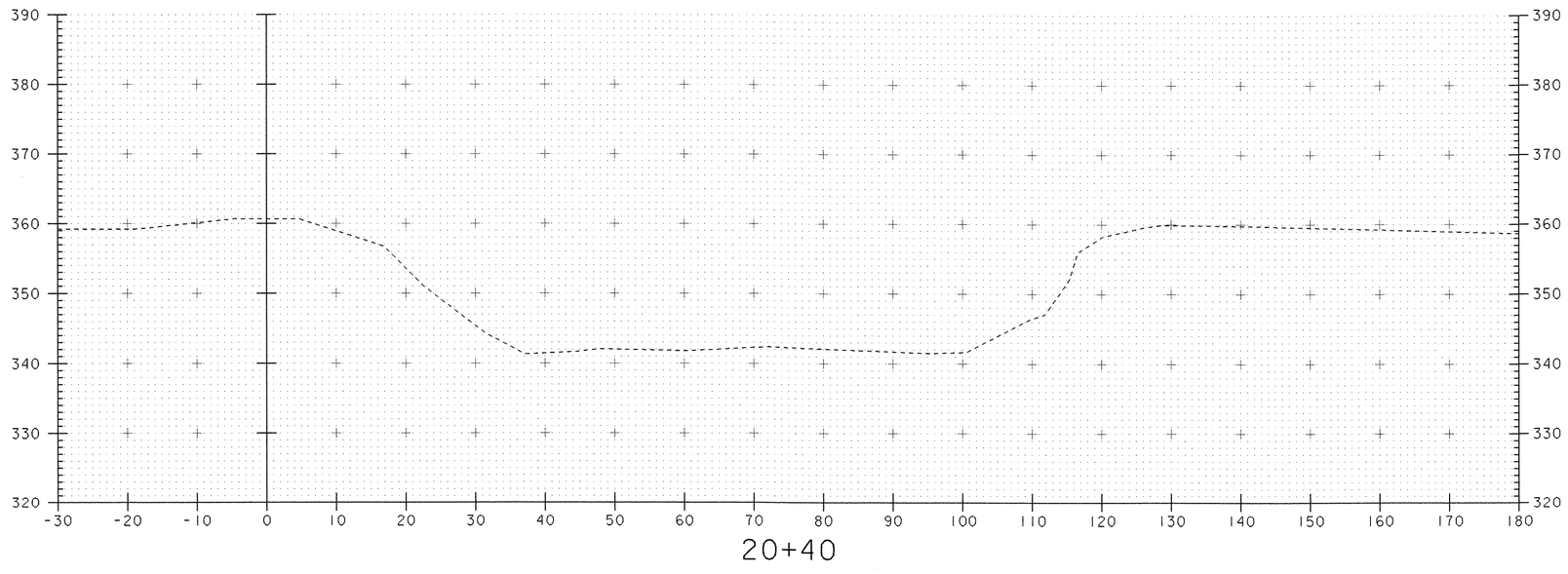
SCALE 1" = 10'-0
10 0 10

DATUM	
VERTICAL	NAVD 88
HORIZONTAL	NAD 83/92

PROJECT:	PROJECT NO.:
PROCTOR - PITTSFORD	BHO 1443 (3
DESIGN FILE NAME: 96J242\Structures\sj242esec.dgn	
IPARM FILE NAME: sj242ch2.i	PLOT DATE: 10-JAN-2
SURVEYED BY: L. ORVIS	SURVEY DATE: 02-02-
SQUAD LEADER: C.P. WILLIAMS	DRAWN BY: T. ANDERS(
CHANNEL CROSS SECTIONS	SHEET: 49 OF 60



20+50

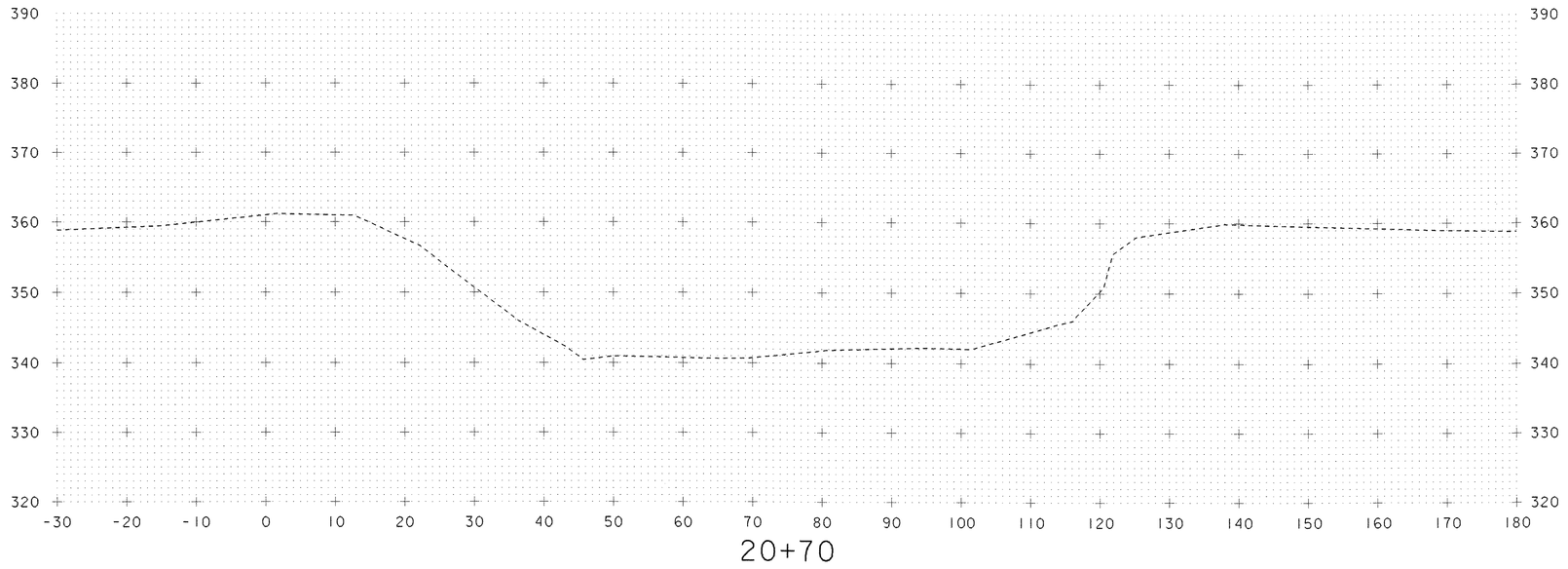


20+40

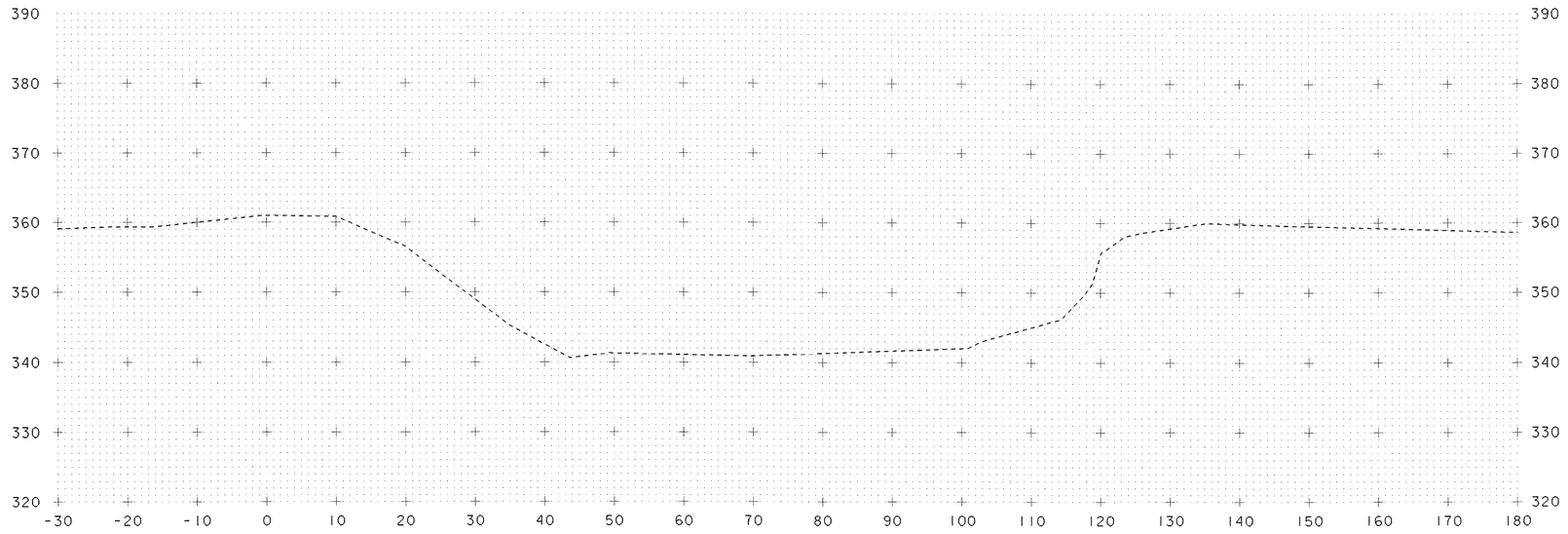
SCALE 1" = 10'-0
10 0 10

DATUM	
VERTICAL	NAVD 88
HORIZONTAL	NAD 83/92

PROJECT:	PROJECT NO.:
PROCTOR - PITTSFORD	BHO 1443 (3
DESIGN FILE NAME: 96J242\Structures\sj242esec.dgn	
IPARM FILE NAME: sj242ch3.i	PLOT DATE: 10-JAN-2
SURVEYED BY: L. ORVIS	SURVEY DATE: 02-02-(
SQUAD LEADER: C.P. WILLIAMS	DRAWN BY: T. ANDERSC
CHANNEL CROSS SECTIONS	SHEET: 50 OF 60



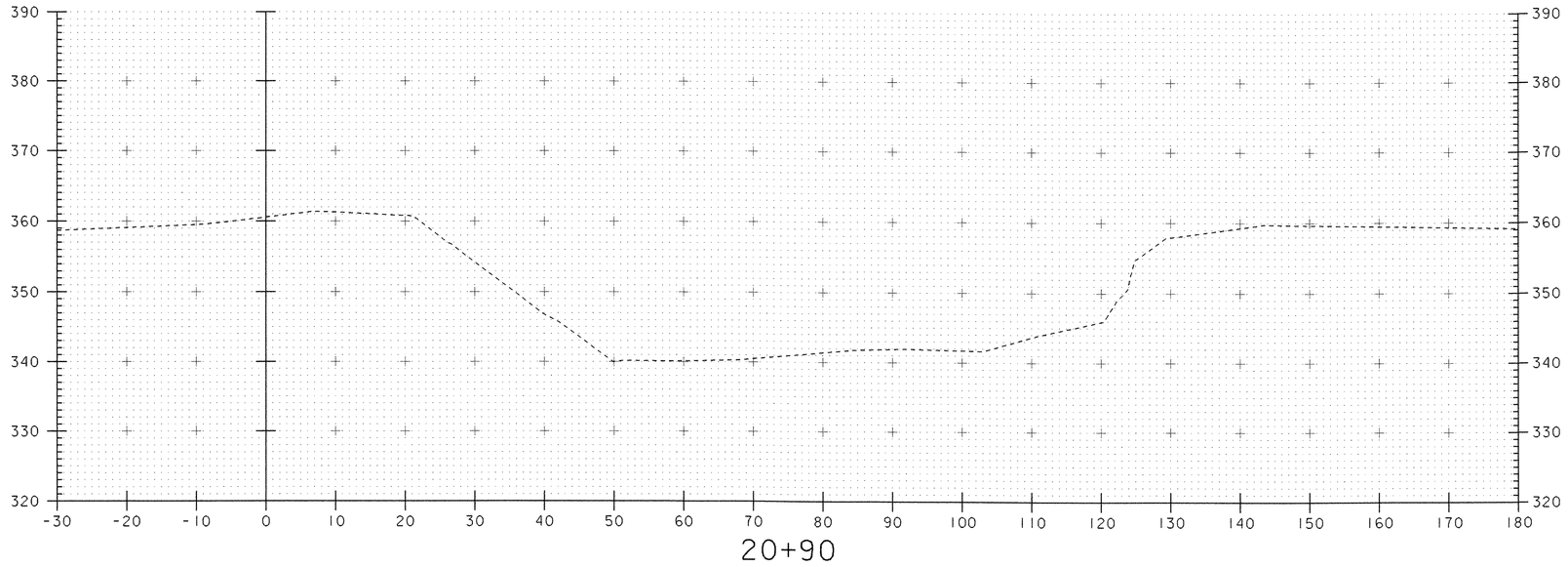
20+70



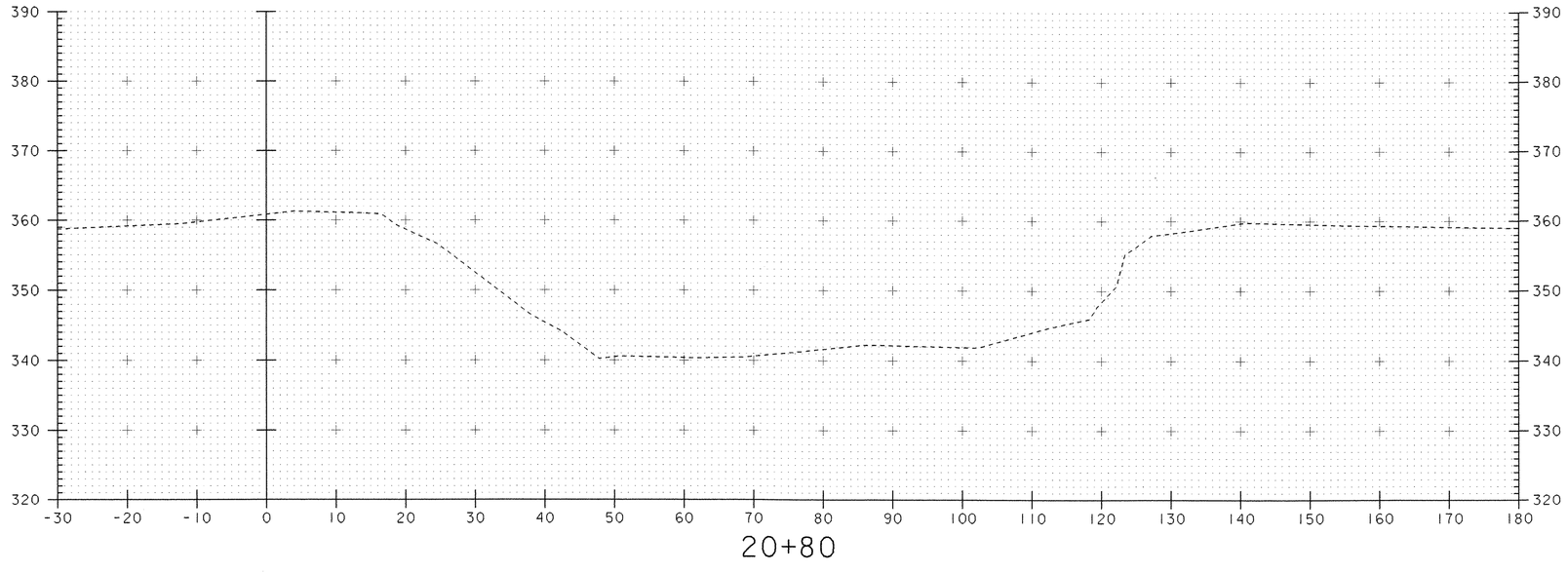
20+60

DATUM	
VERTICAL	NAVD 88
HORIZONTAL	NAD 83/92

PROJECT:	PROJECT NO.:
PROCTOR - PITTSFORD	BHO 1443(37)
DESIGN FILE NAME: 96J242\Structures\sj242esec.dgn	
IPARM FILE NAME: sj242ch4.i	PLOT DATE: 10-JAN-2003
SURVEYED BY: L. ORVIS	SURVEY DATE: 02-02-98
SQUAD LEADER: C.P. WILLIAMS	DRAWN BY: T. ANDERSON
CHANNEL CROSS SECTIONS	SHEET: 51 OF 60



20+90

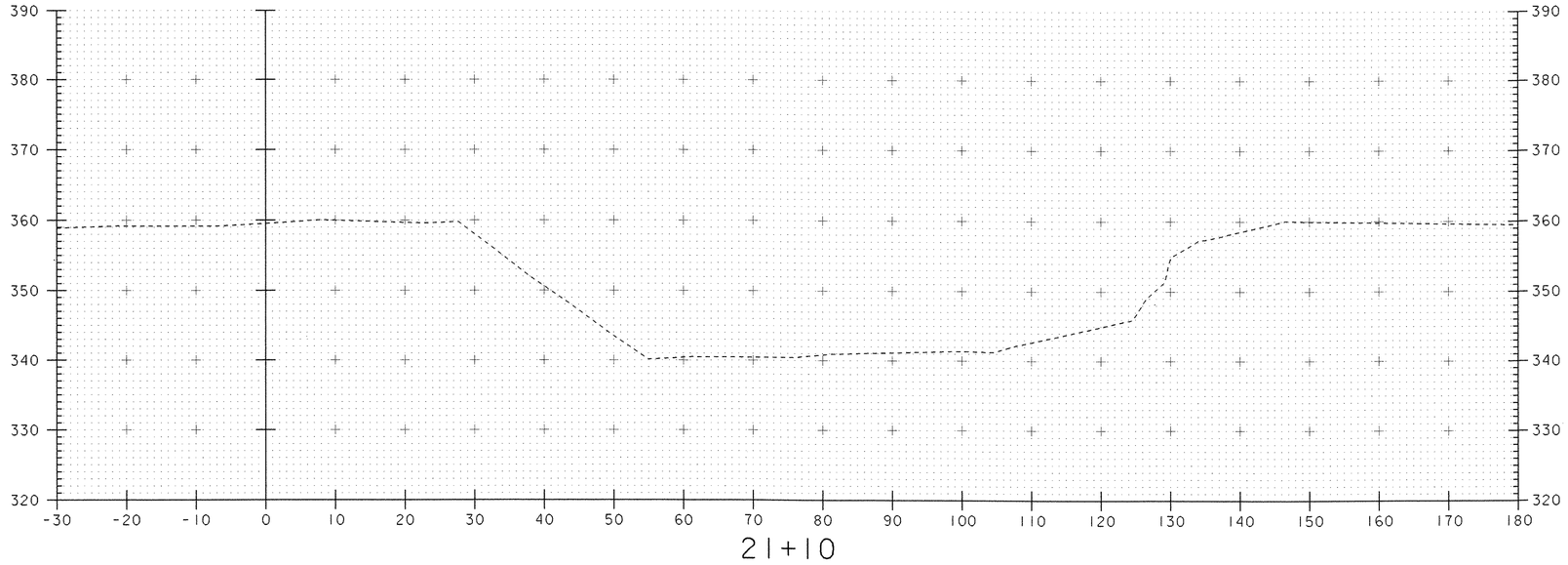


20+80

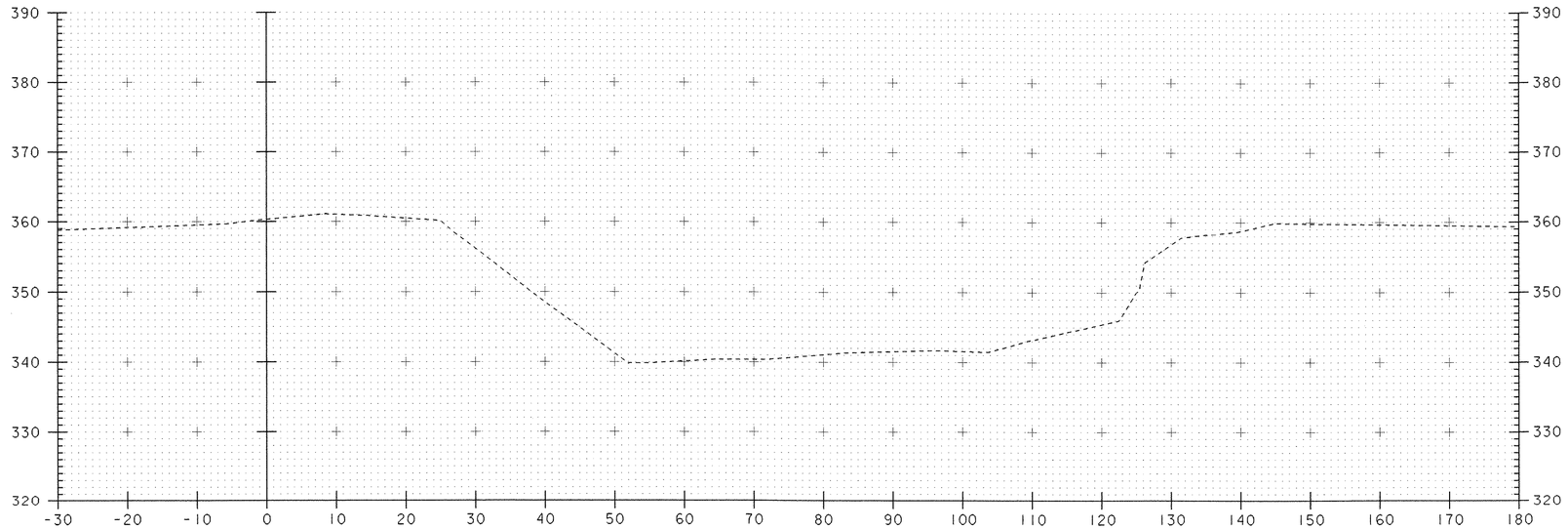
SCALE 1" = 10'-0
10 0 10

DATUM
VERTICAL NAVD 88
HORIZONTAL NAD 83/92

PROJECT: PROCTOR - PITTSFORD	PROJECT NO.: BHO 1443 (3
DESIGN FILE NAME: 96J242\Structures\sj242esec.dgn	
IPARM FILE NAME: sj242ch5.i	PLOT DATE: 10-JAN-2
SURVEYED BY: L. ORVIS	SURVEY DATE: 02-02-9
SQUAD LEADER: C.P. WILLIAMS	DRAWN BY: T. ANDERSC
CHANNEL CROSS SECTIONS	SHEET: 52 OF 60



21+10

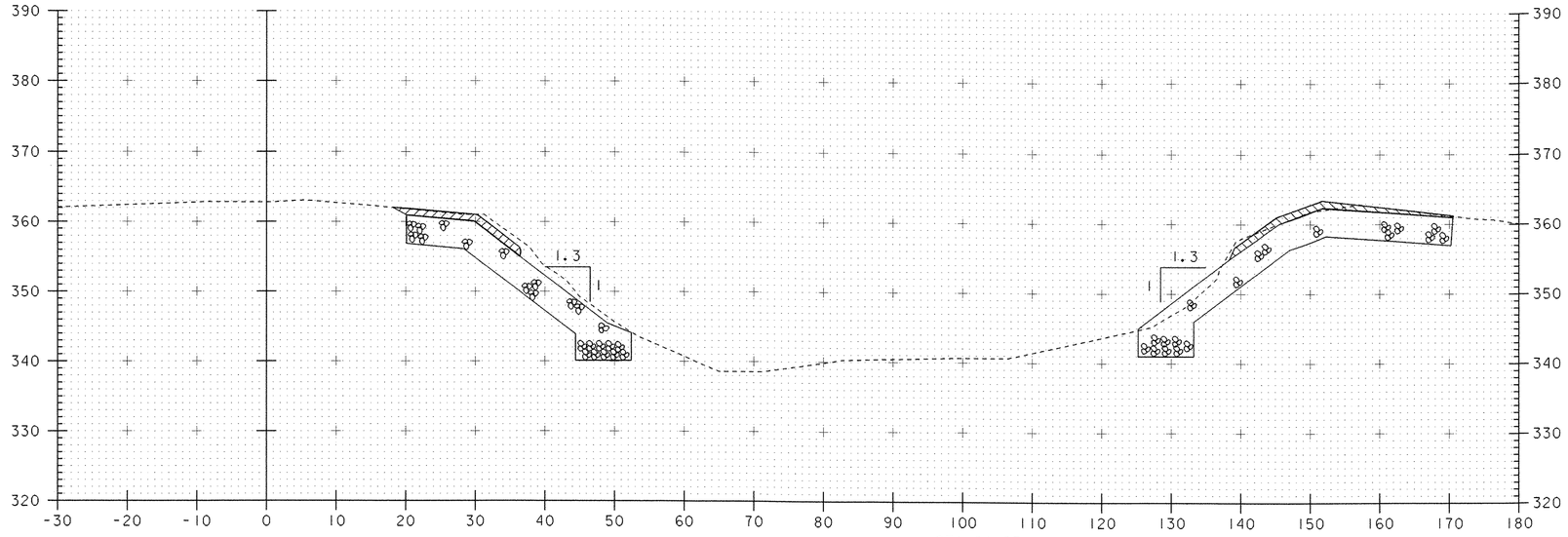


21+00

SCALE 1" = 10'-0
10 0 10

DATUM	
VERTICAL	NAVD 88
HORIZONTAL	NAD 83/92

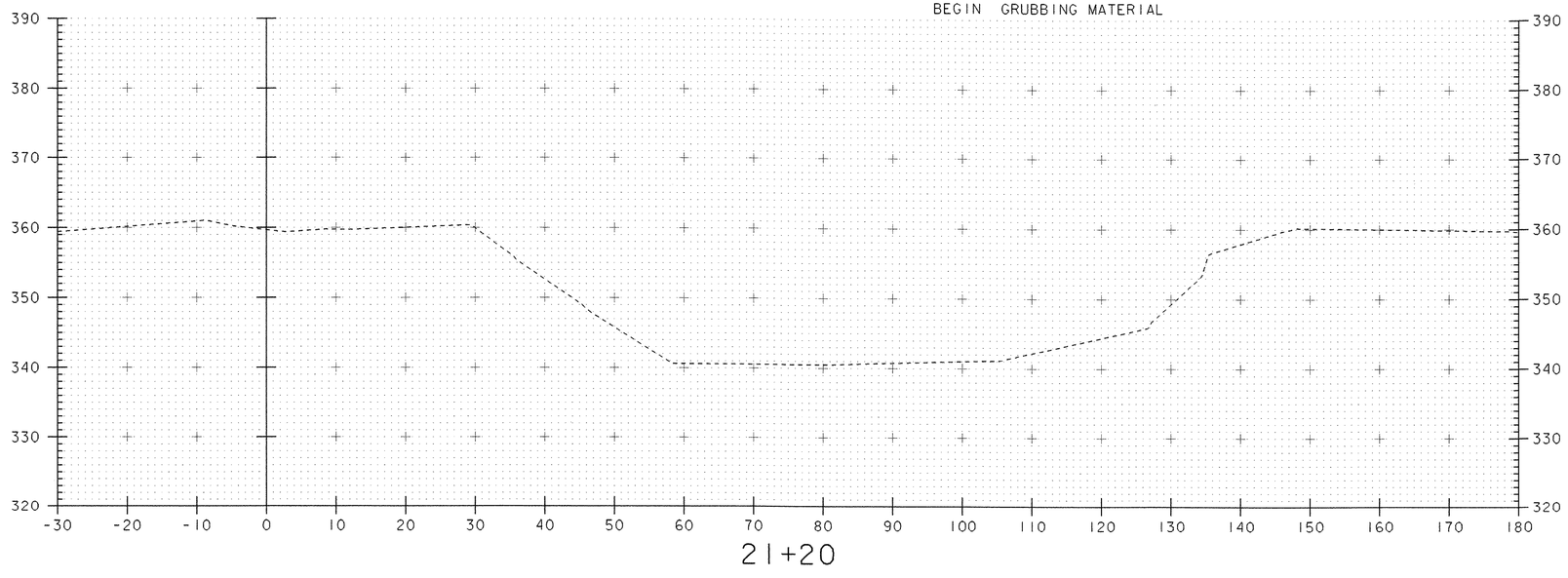
PROJECT:	PROJECT NO.:
PROCTOR - PITTSFORD	BHO 1443 (3
DESIGN FILE NAME: 96J242\Structures\sj242esec.dgn	
IPARM FILE NAME: sj242ch6.i	PLOT DATE: 10-JAN-2
SURVEYED BY: L. ORVIS	SURVEY DATE: 02-02-'
SQUAD LEADER: C.P. WILLIAMS	DRAWN BY: T. ANDERSC
CHANNEL CROSS SECTIONS	SHEET: 53 OF 60



21+30

STA 21+25

BEGIN STONE FILL TYPE IV
BEGIN UNCLASSIFIED CHANNEL EXCAVATION
BEGIN GEOTEXTILE UNDER STONE FILL
BEGIN GRUBBING MATERIAL

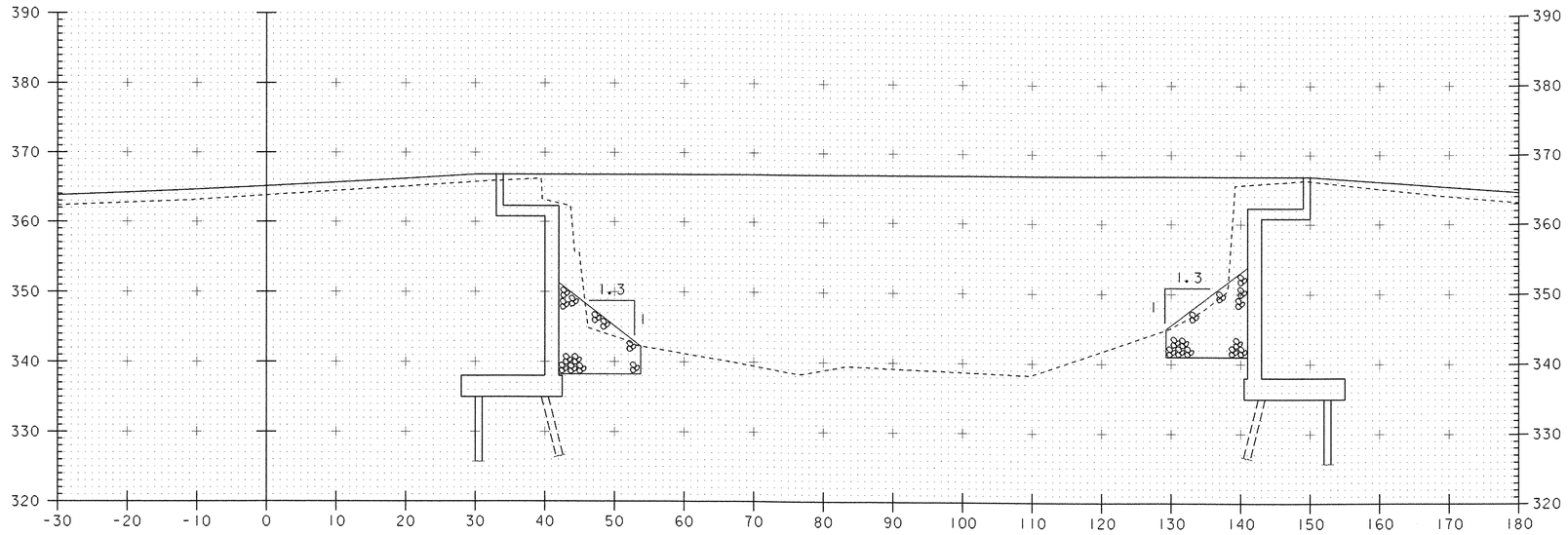


21+20

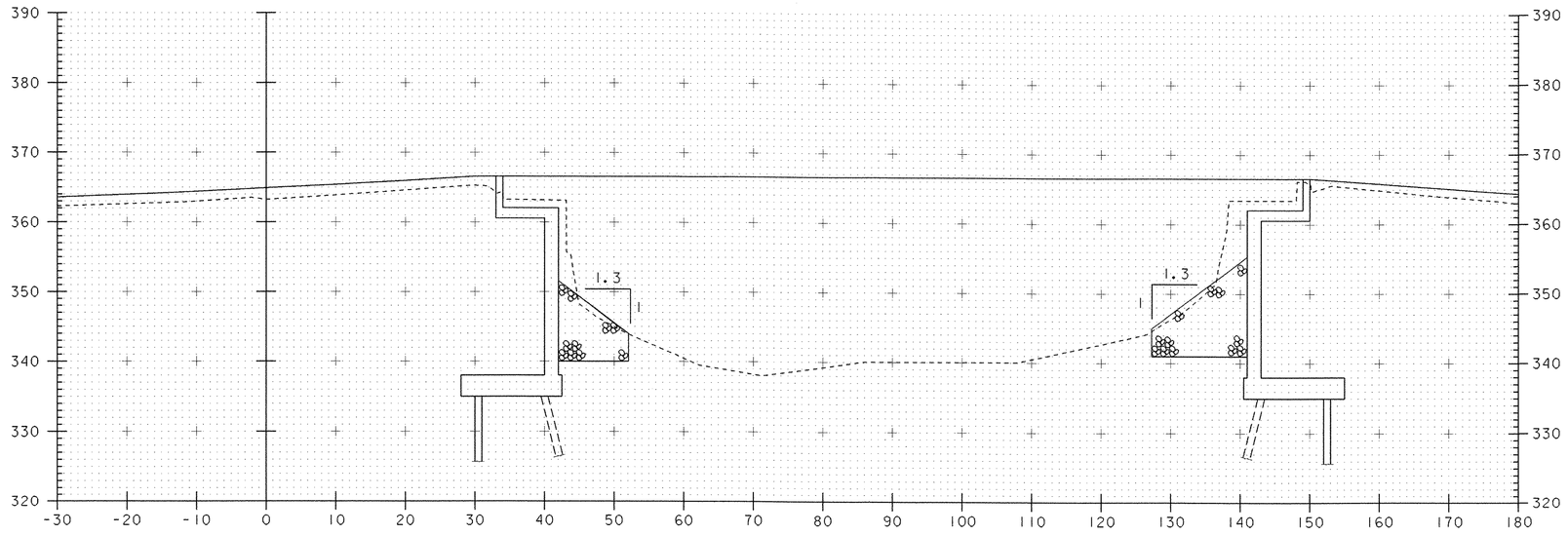
SCALE 1" = 10'-0
10 0 10

DATUM	
VERTICAL	NAVD 88
HORIZONTAL	NAD 83/92

PROJECT:	PROJECT NO.:
PROCTOR - PITTSFORD	BHO 1443(37)
DESIGN FILE NAME: 96J242\Structures\sj242esec.dgn	
IPARM FILE NAME: sj242ch7.i	PLOT DATE: 10-JAN-2003
SURVEYED BY: L. ORVIS	SURVEY DATE: 02-02-98
SQUAD LEADER: C.P. WILLIAMS	DRAWN BY: T. ANDERSON
CHANNEL CROSS SECTIONS	SHEET: 54 OF 60



21+50

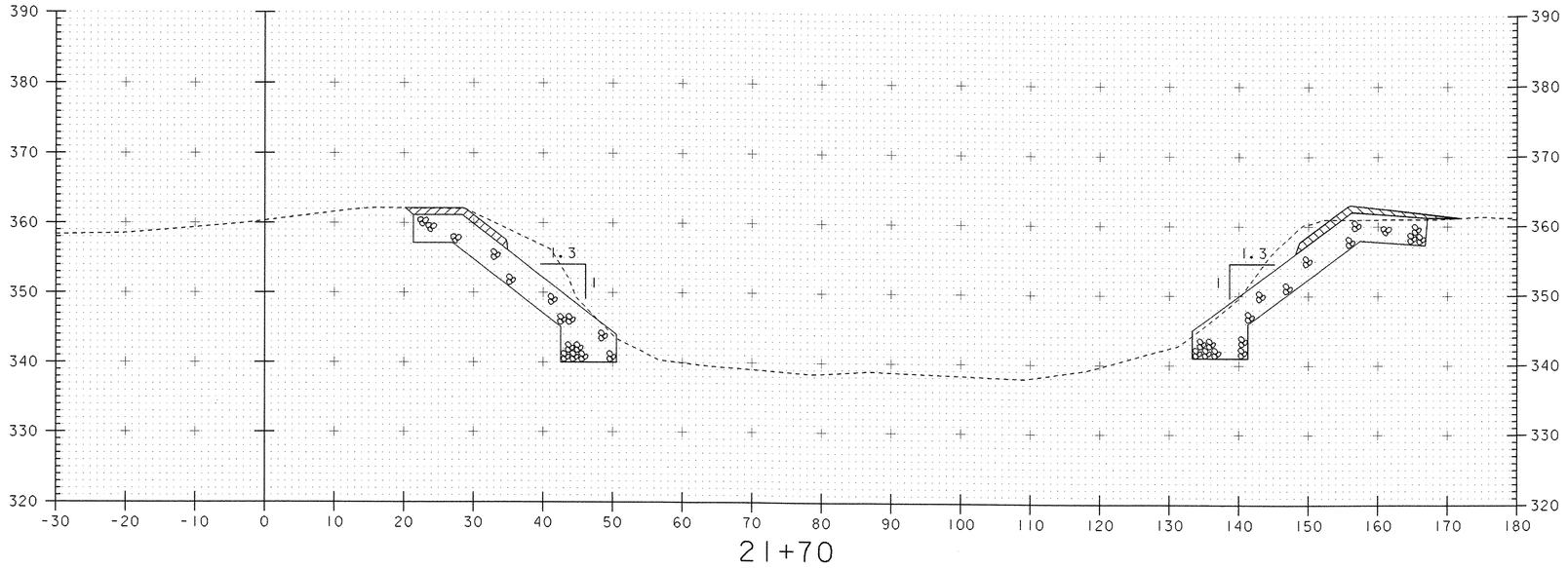


21+40

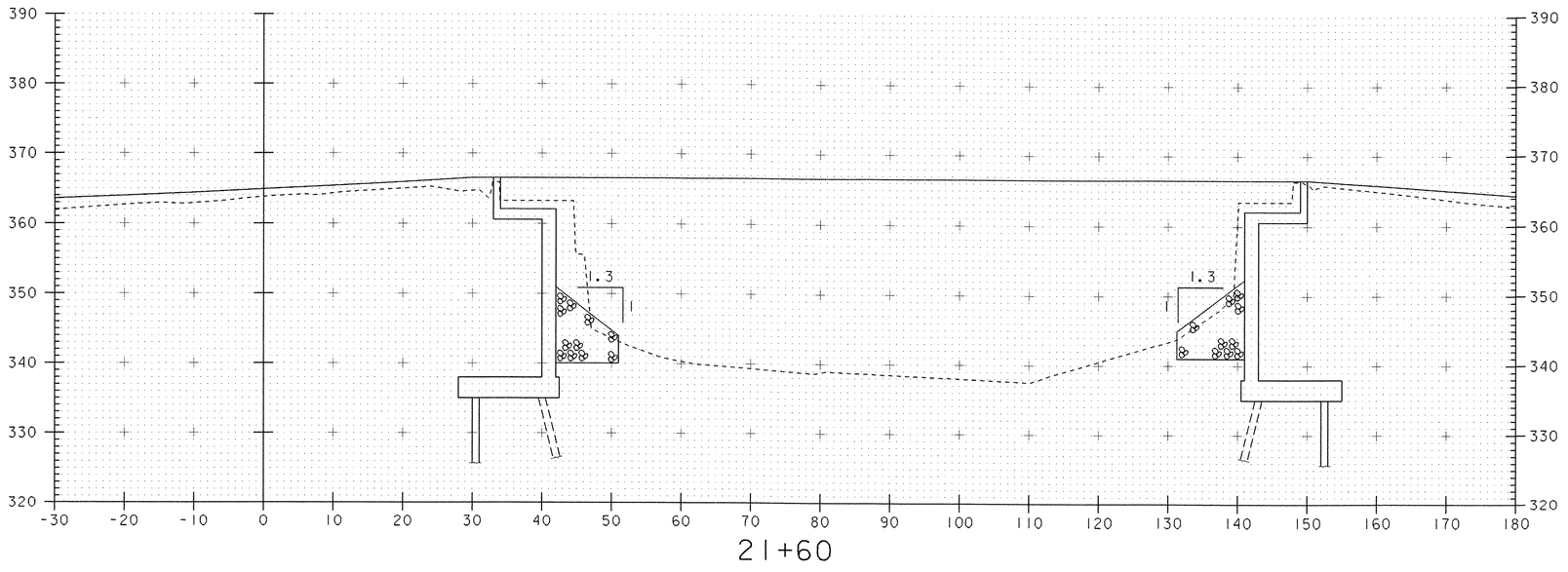
SCALE 1" = 10'-0
10 0 10

DATUM	
VERTICAL	NAVD 88
HORIZONTAL	NAD 83/92

PROJECT:	PROJECT NO.:
PROCTOR - PITTSFORD	BHO 1443 (37)
DESIGN FILE NAME: 96J242\Structures\sj242esec.dgn	
IPARM FILE NAME: sj242ch8.i	PLOT DATE: 10-JAN-2003
SURVEYED BY: L. ORVIS	SURVEY DATE: 02-02-98
SQUAD LEADER: C.P. WILLIAMS	DRAWN BY: T. ANDERSON
CHANNEL CROSS SECTIONS	SHEET: 55 OF 60



21+70

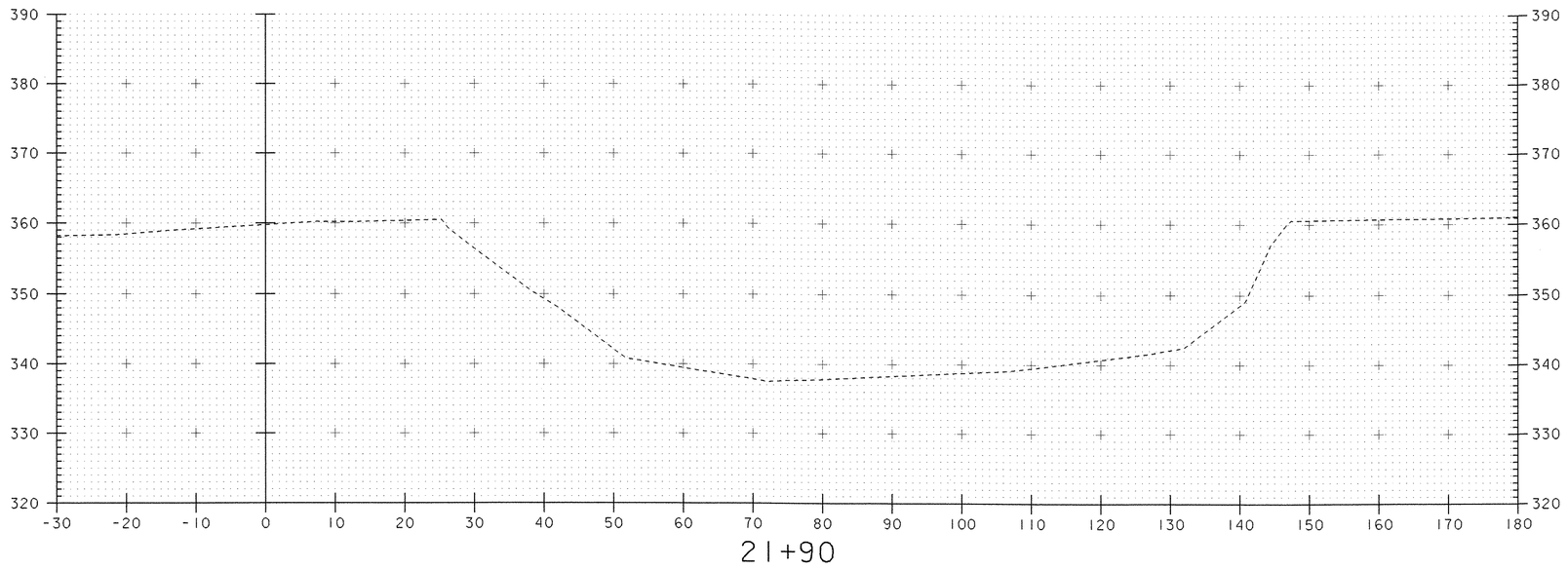


21+60

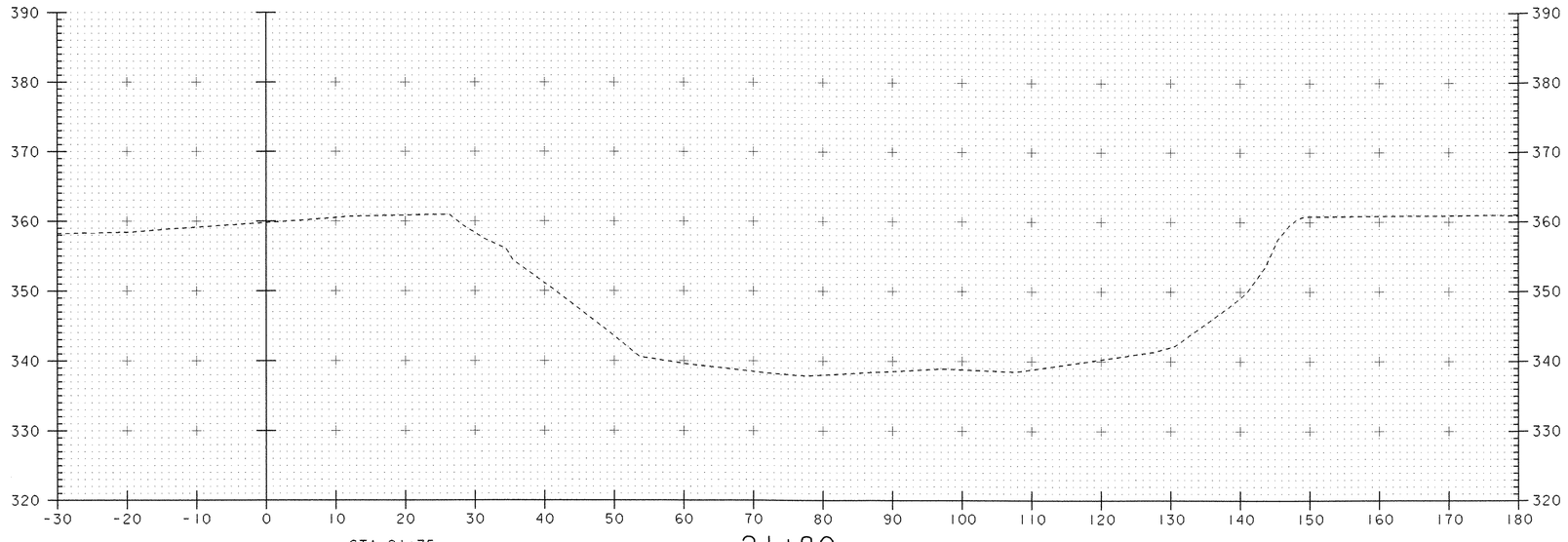
SCALE 1" = 10'-0
10 0 10

DATUM
VERTICAL NAVD 88
HORIZONTAL NAD 83/92

PROJECT: PROCTOR - PITTSFORD
PROJECT NO.: BHO 1443 (37)
DESIGN FILE NAME: 96J242\Structures\sj242esec.dgn
IPARM FILE NAME: sj242ch9.i
PLOT DATE: 10-JAN-2003
SURVEYED BY: L. ORVIS
SURVEY DATE: 02-02-98
SQUAD LEADER: C.P. WILLIAMS
DRAWN BY: T. ANDERSON
CHANNEL CROSS SECTIONS
SHEET: 56 OF 60



21+90



STA 21+75

21+80

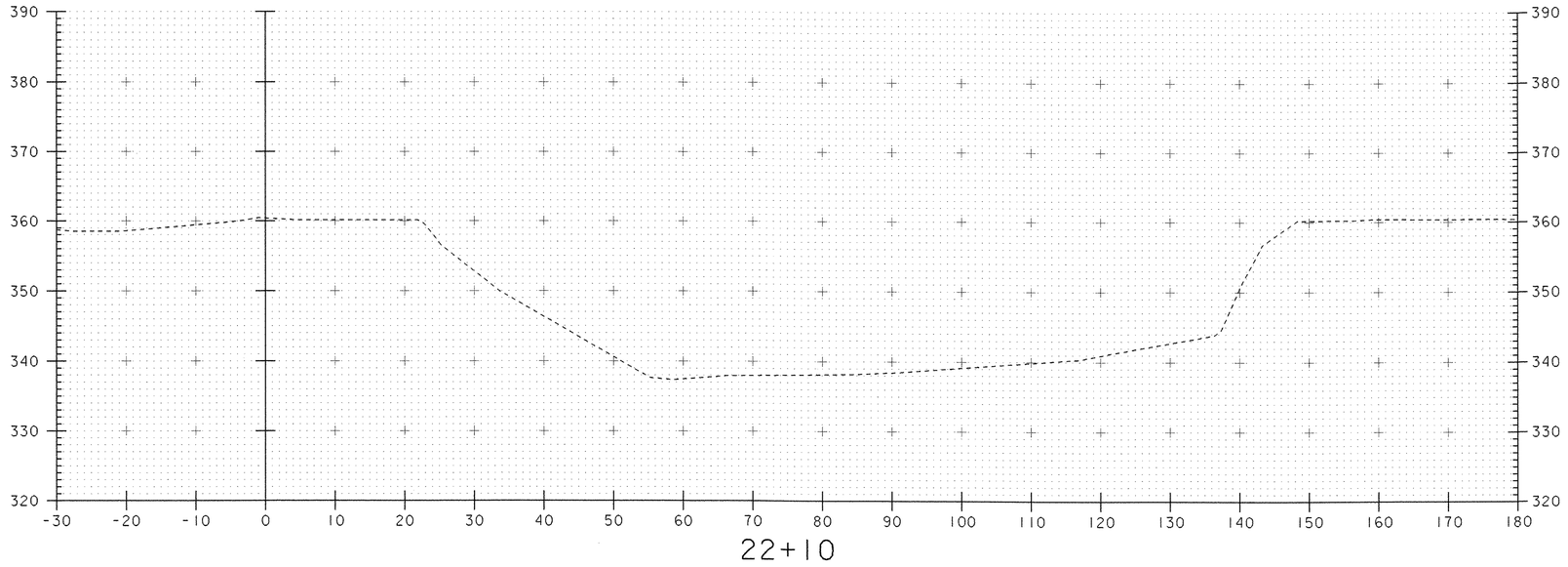
END STONE FILL TYPE IV
END UNCLASSIFIED CHANNEL EXCAVATION
END GEOTEXTILE UNDER STONE FILL
END GRUBBING MATERIAL

SCALE 1" = 10'-0
10 0 10

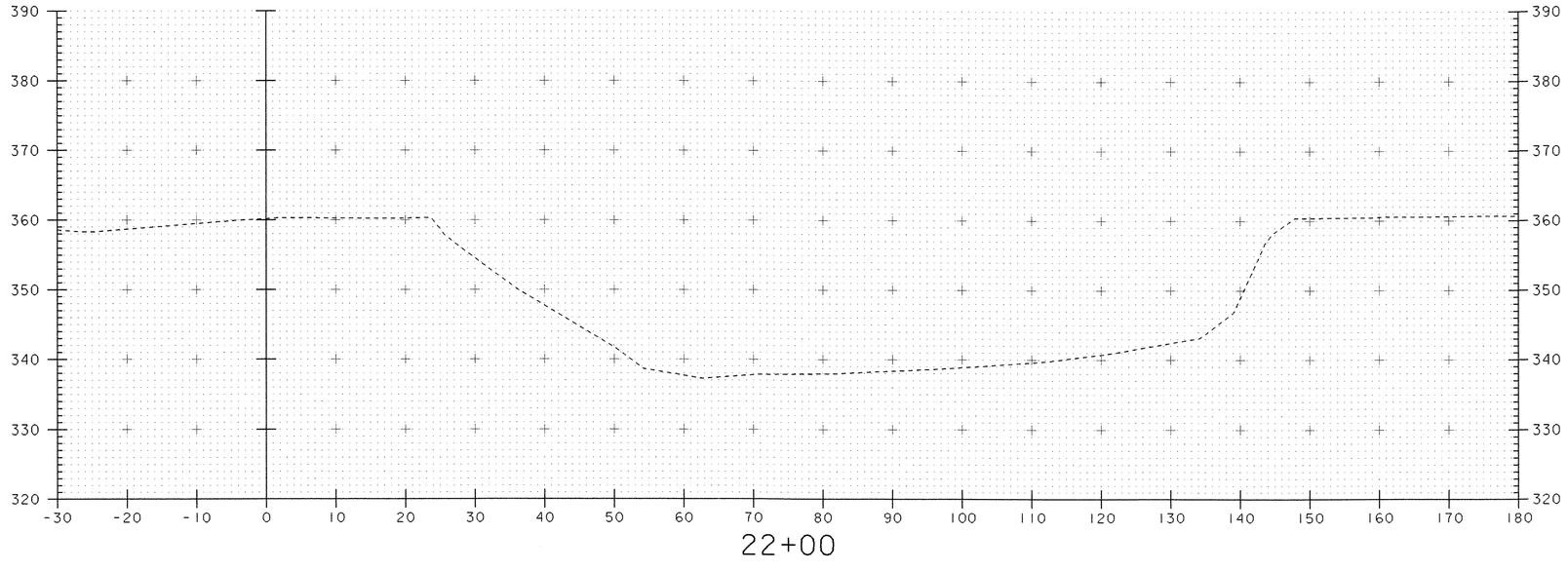
DATUM	
VERTICAL	NAVD 88
HORIZONTAL	NAD 83/92

PROJECT:	PROJECT NO.:
PROCTOR - PITTSFORD	BHO 1443 (37)

DESIGN FILE NAME: 96J242\Structures\sj242esec.dgn
IPARM FILE NAME: sj242ch10.i — PLOT DATE: 10-JAN-2003
SURVEYED BY: L. ORVIS — SURVEY DATE: 02-02-98
SQUAD LEADER: C.P. WILLIAMS — DRAWN BY: T. ANDERSON
CHANNEL CROSS SECTIONS — SHEET: 57 OF 60



22+10



22+00

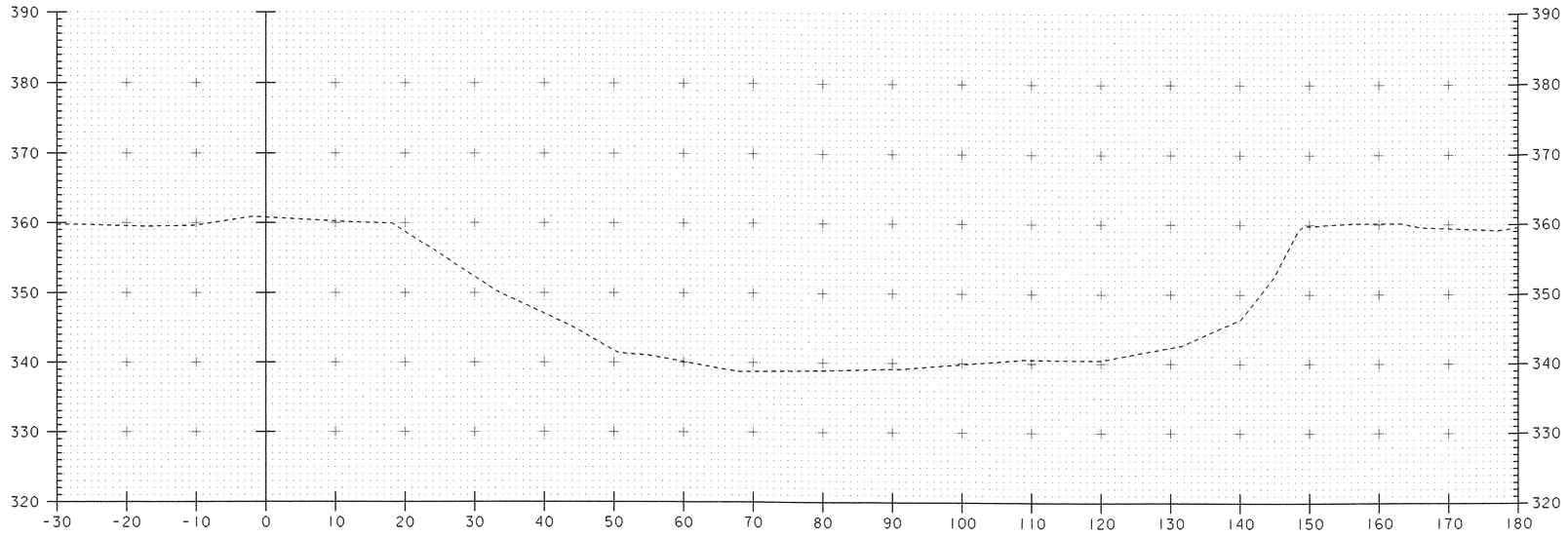
SCALE 1" = 10'-0
10 0 10

DATUM
VERTICAL NAVD 88
HORIZONTAL NAD 83/92

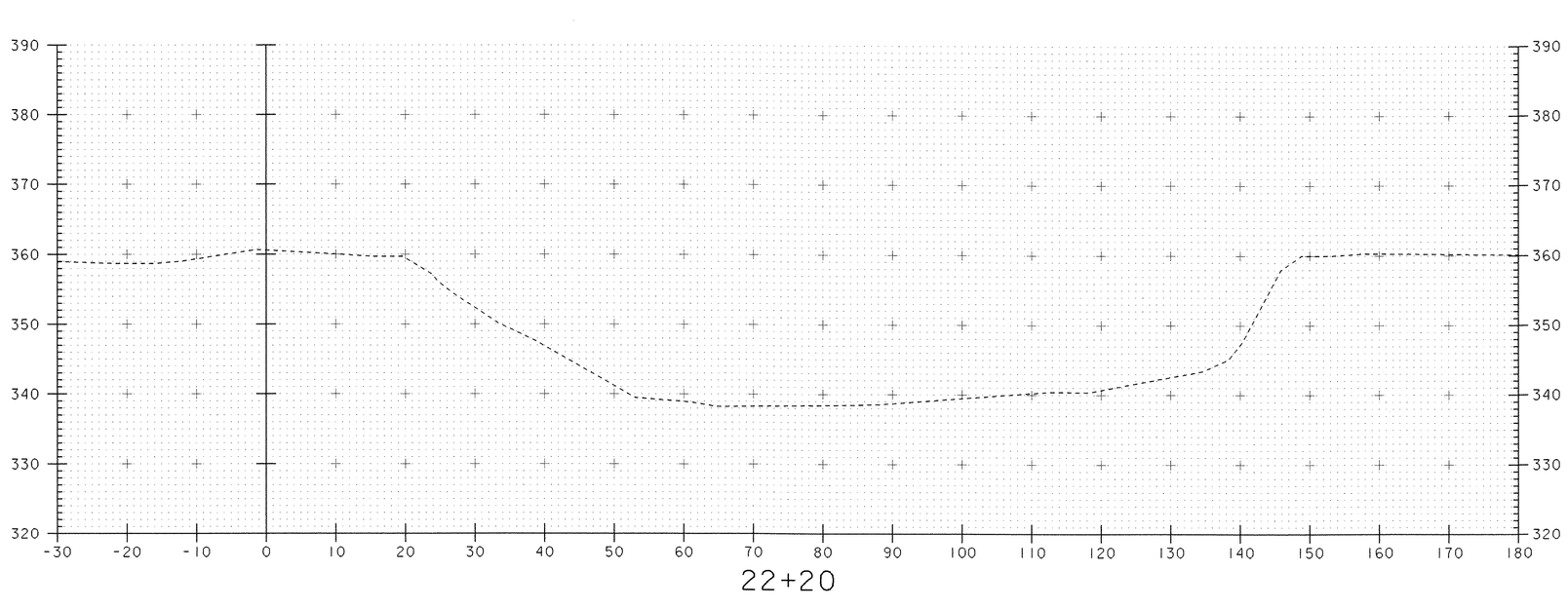
PROJECT: PROCTOR - PITTSFORD
PROJECT NO.: BHO 1443 (3

DESIGN FILE NAME: 96J242\Structures\sj242esec.dgn
IPARM FILE NAME: sj242ch11.i
SURVEYED BY: L. ORVIS
SQUAD LEADER: C.P. WILLIAMS
CHANNEL CROSS SECTIONS

PLOT DATE: 10-JAN-2
SURVEY DATE: 02-02-
DRAWN BY: T. ANDERSC
SHEET: 58 OF 60



22+30



22+20

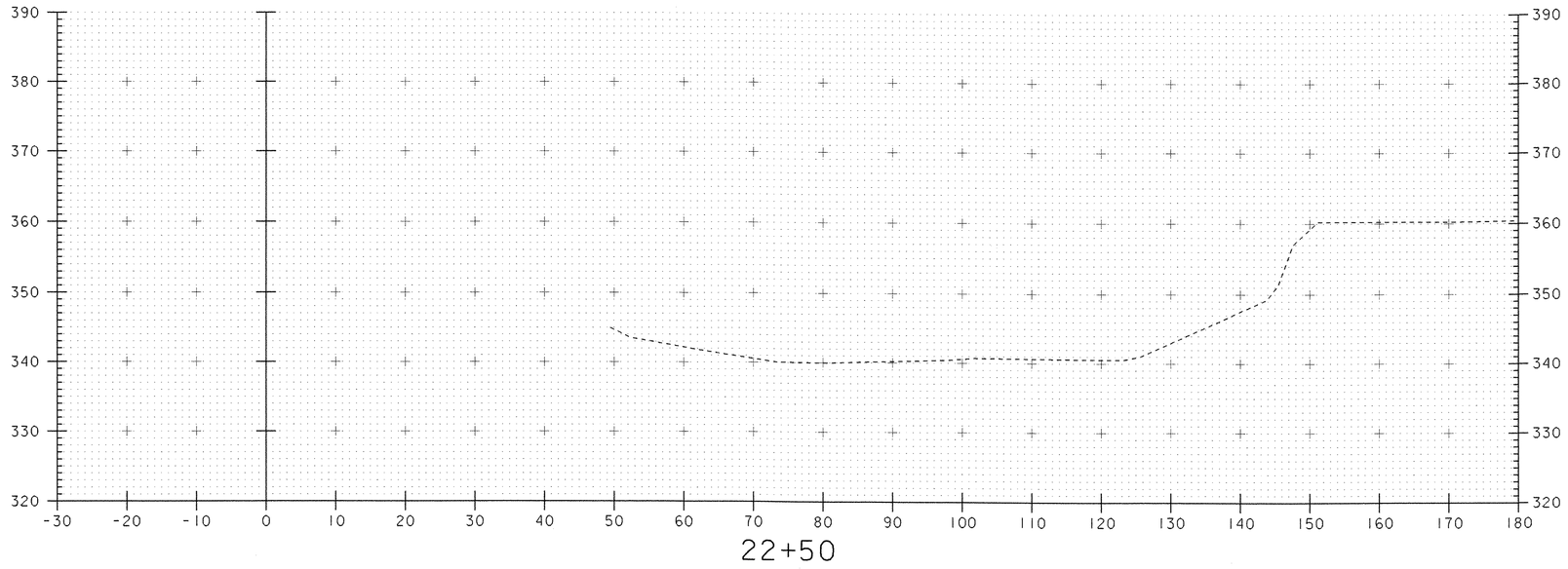
SCALE 1" = 10'-0
10 0 10

DATUM	
VERTICAL	NAVD 88
HORIZONTAL	NAD 83/92

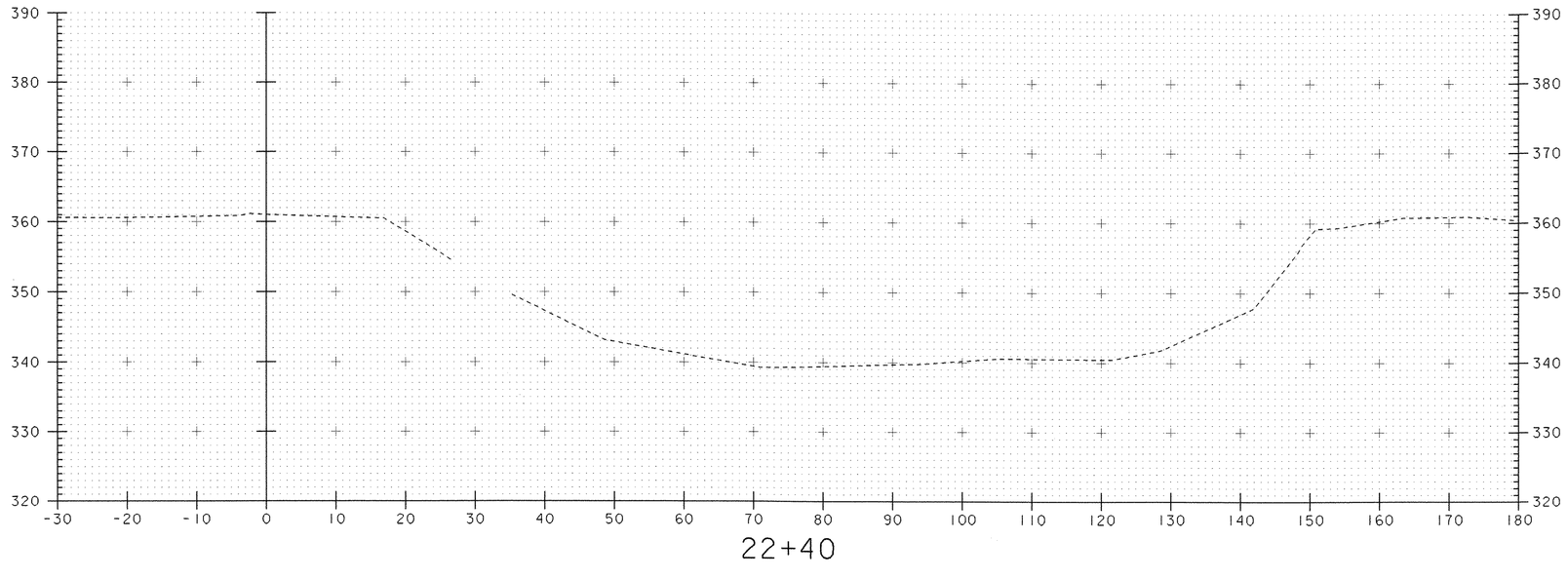
PROJECT:	PROJECT NO.:
PROCTOR - PITTSFORD	BHO 1443(37)

DESIGN FILE NAME: 96J242\Structures\sj242esec.dgn
IPARM FILE NAME: sj242ch12.i
SURVEYED BY: L. ORVIS
SQUAD LEADER: C.P. WILLIAMS
CHANNEL CROSS SECTIONS

PLOT DATE: 10-JAN-2003
SURVEY DATE: 02-02-98
DRAWN BY: T. ANDERSON
SHEET: 59 OF 60



22+50

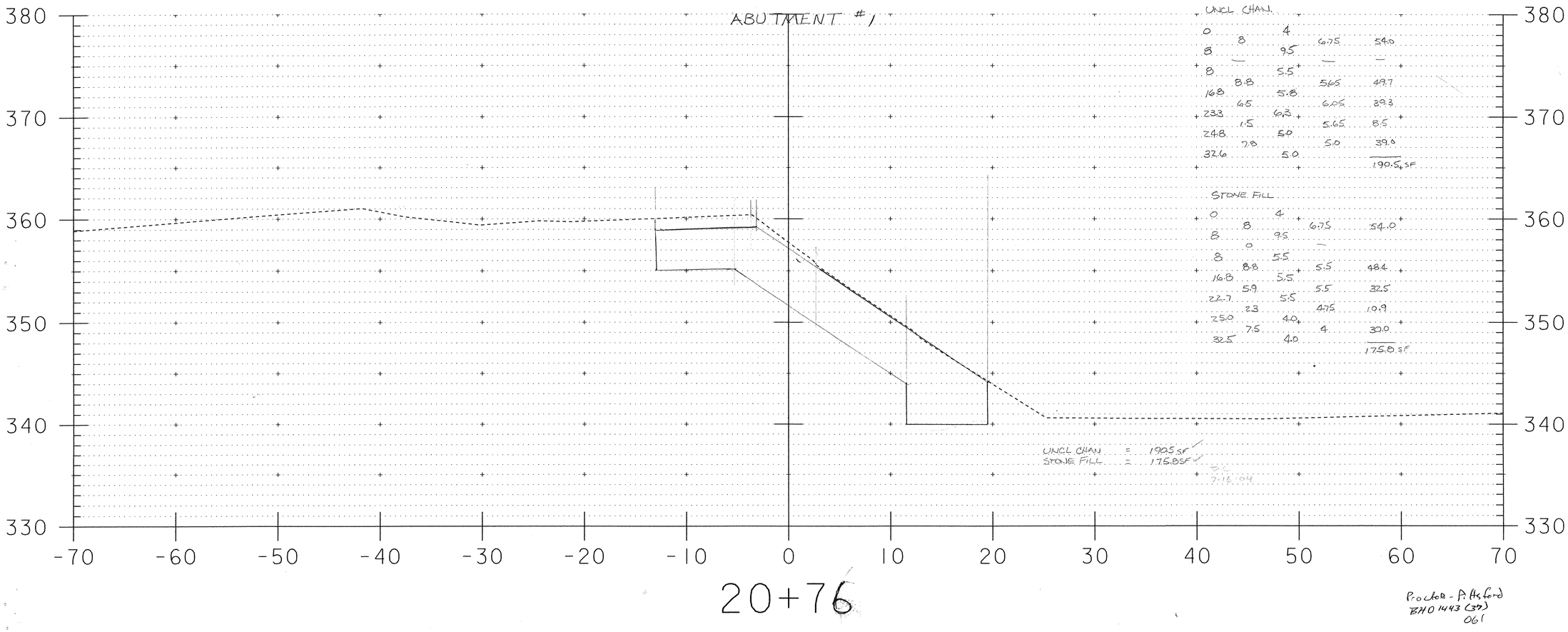


22+40

SCALE 1" = 10'-0
10 0 10

DATUM
VERTICAL NAVD 88
HORIZONTAL NAD 83/92

PROJECT: PROCTOR - PITTSFORD	PROJECT NO.: BHO 1443 (37)
DESIGN FILE NAME: 96J242\Structures\sj242esec.dgn	
IPARM FILE NAME: sj242ch13.i	PLOT DATE: 10-JAN-2003
SURVEYED BY: L. ORVIS	SURVEY DATE: 02-02-98
SQUAD LEADER: C.P. WILLIAMS	DRAWN BY: T. ANDERSON
CHANNEL CROSS SECTIONS	SHEET: 60 OF 60



UNCL CHAN.

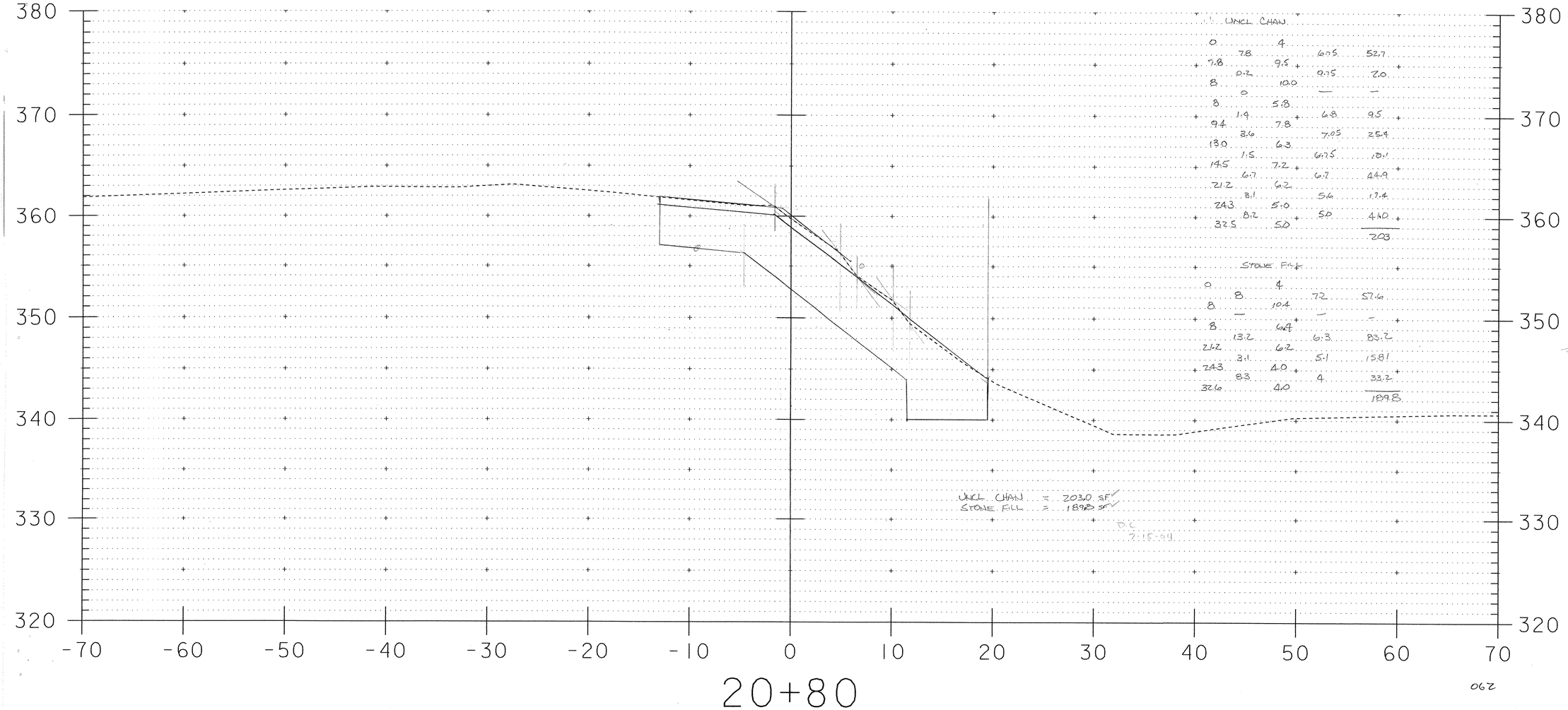
0		4		
	8		6.75	54.0
8		9.5		
	—		—	—
8		5.5		
	8.8		5.65	49.7
16.8		5.8		
	6.5		6.05	39.3
23.3		6.3		
	1.5		5.65	8.5
24.8		5.0		
	7.8		5.0	39.0
32.6		5.0		
				190.5 SF

STONE FILL

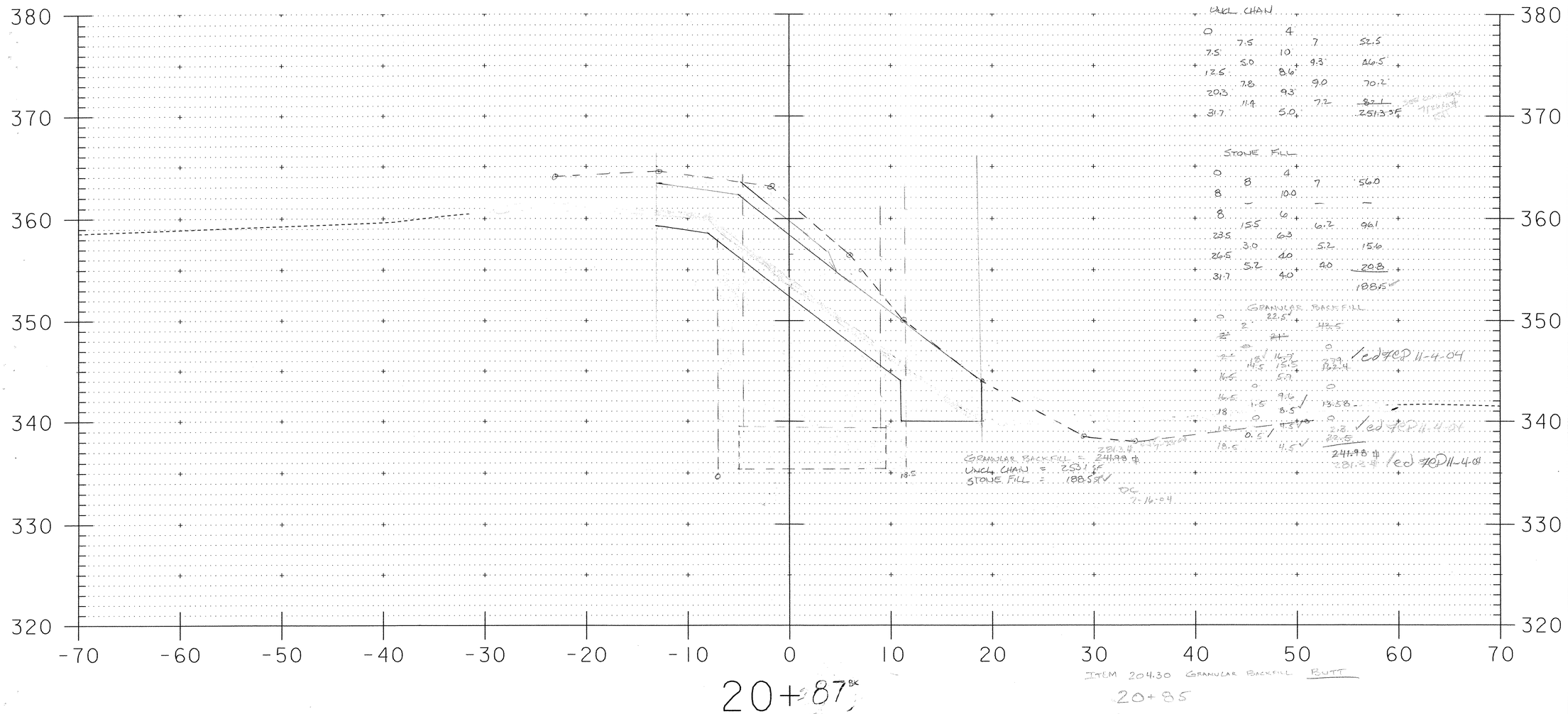
0		4		
	8		6.75	54.0
8		9.5		
	0		—	
8		5.5		
	8.8		5.5	48.4
16.8		5.5		
	5.9		5.5	32.5
22.7		5.5		
	2.3		4.75	10.9
25.0		4.0		
	7.5		4	30.0
32.5		4.0		
				175.0 SF

UNCL CHAN = 190.5 SF ✓
STONE FILL = 175.0 SF ✓
7-16-04

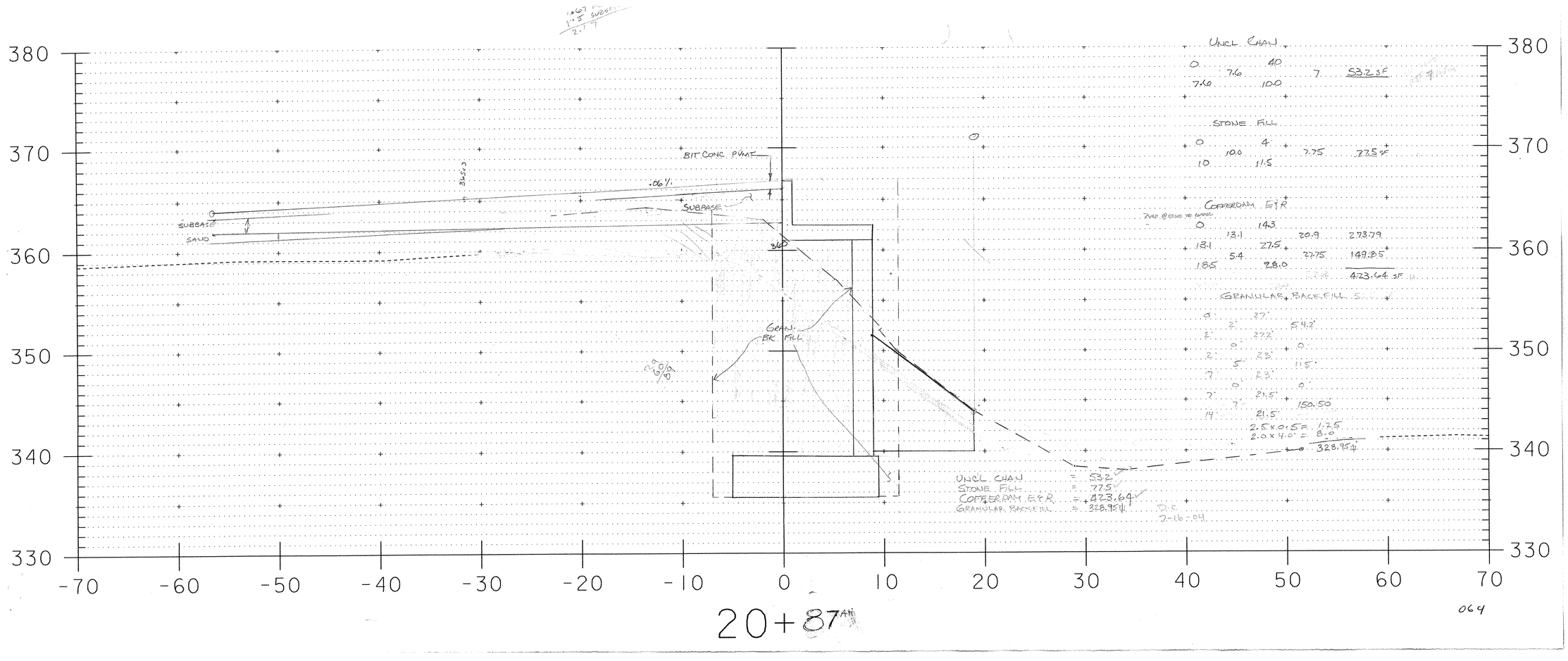
Parker - Ashford
BHO 1443 (37)
061

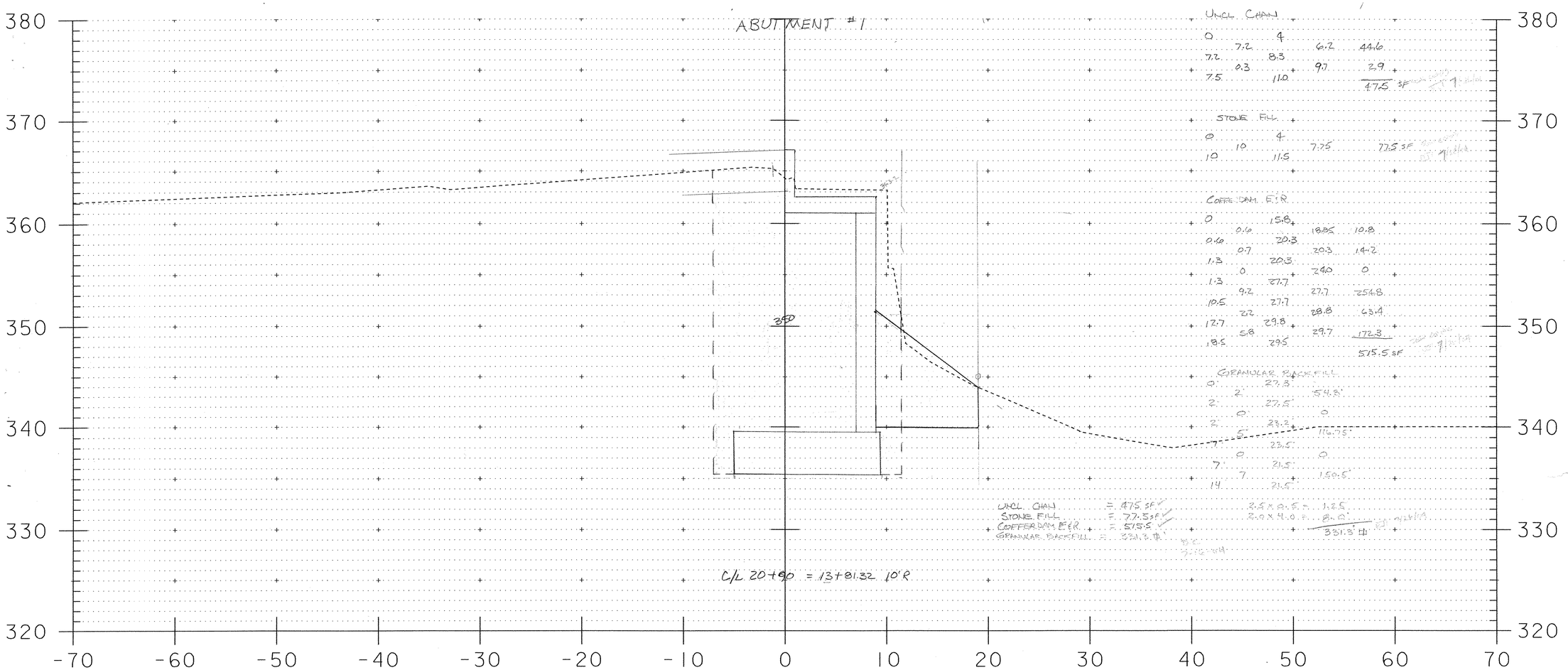

380
370
360
350
340
330
320
-70
-60
-50
-40
-30
-20
-10
0
10
20
30
40
50
60
70
20+80
UNCL. CHAN.
0 4
7.8 9.5 6.75 52.7
8 0.2 10.0 9.75 2.0
8 0 — —
8 5.8
9.4 1.4 7.8 6.8 9.5
13.0 3.6 6.3 7.05 25.4
14.5 1.5 7.2 6.75 10.1
21.2 6.7 6.2 6.7 44.9
24.3 3.1 5.0 5.6 17.4
32.5 8.2 5.0 5.0 41.0
203
STONE FILL
0 8 4 7.2 57.6
8 — 10.4 — —
8 6.4
13.2 6.3 83.2
21.2 6.2
24.3 3.1 4.0 5.1 15.8
32.6 8.3 4.0 4 33.2
189.8
UNCL. CHAN. = 203.0 SF
STONE FILL = 189.8 SF
D.C
7-15-94

062

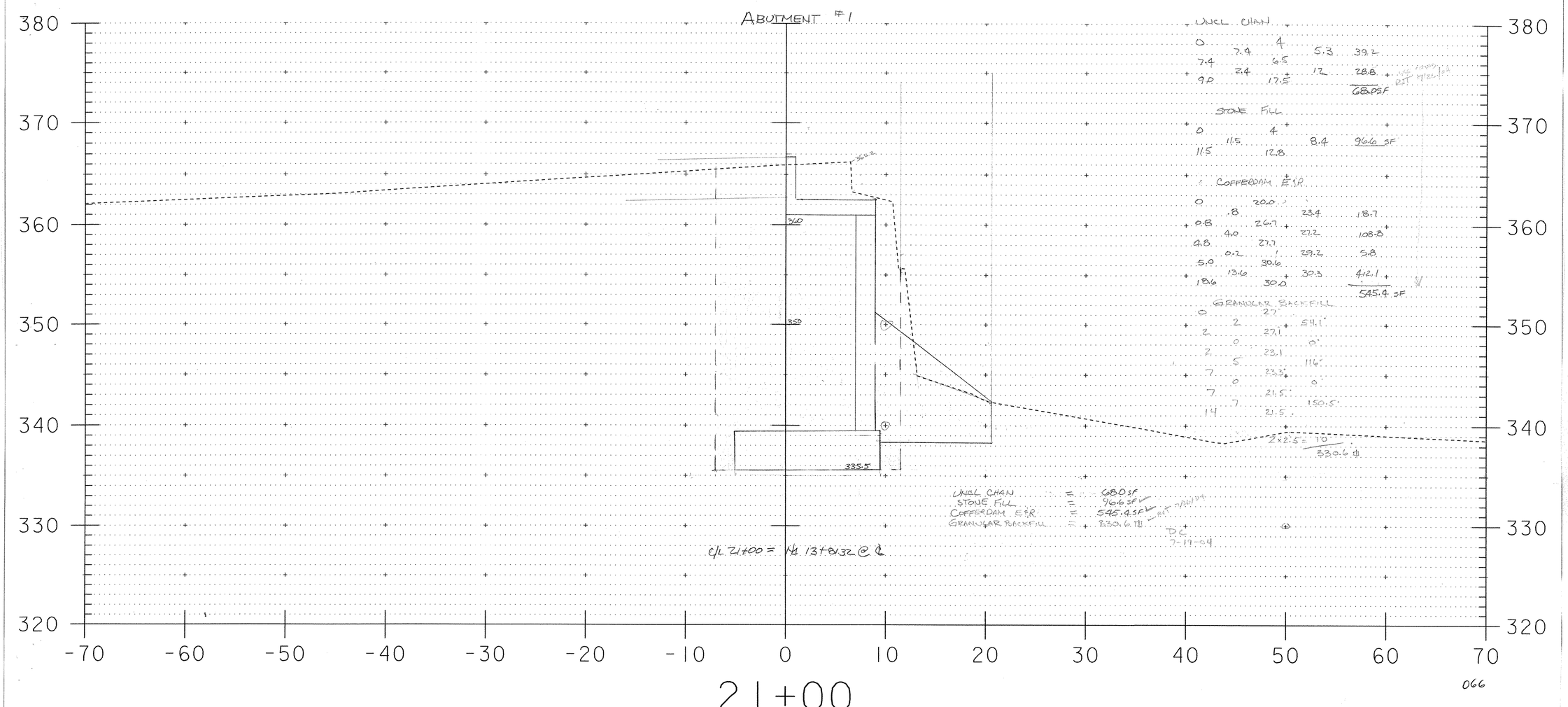

380
370
360
350
340
330
320
-70
-60
-50
-40
-30
-20
-10
0
10
20
30
40
50
60
70
UNCL CHAN
0 4
7.5 7 52.5
7.5 10
12.5 9.3 46.5
12.5 8.6
20.3 9.0 70.2
20.3 9.3
31.7 7.2 82.1
31.7 5.0 251.3 SF
STONE FILL
0 8 4 7 56.0
8 — 10.0 — —
8 6
23.5 6.3 6.2 96.1
23.5 3.0
26.5 4.0 5.2 15.6
26.5 5.2
31.7 4.0 4.0 20.8
188.5 CY
GRANULAR BACKFILL
0 22.5
2 42.5
2 21
18 14.7
14.5 12.5 379 162.4
16.5 5.7
16.5 1.5 9.6 8.5
18 13.58
18 0.5 4.5
18.5 241.98 T
281.2 T
GRANULAR BACKFILL = 241.98 T
UNCL CHAN = 253 SF
STONE FILL = 188.5 CY
DC 7-16-04
Ed 7CD 11-4-04
Ed 7CD 11-4-04
Ed 7CD 11-4-04
0
18.5
20+87 BK
ITEM 204.30 GRANULAR BACKFILL BUTT
20+85

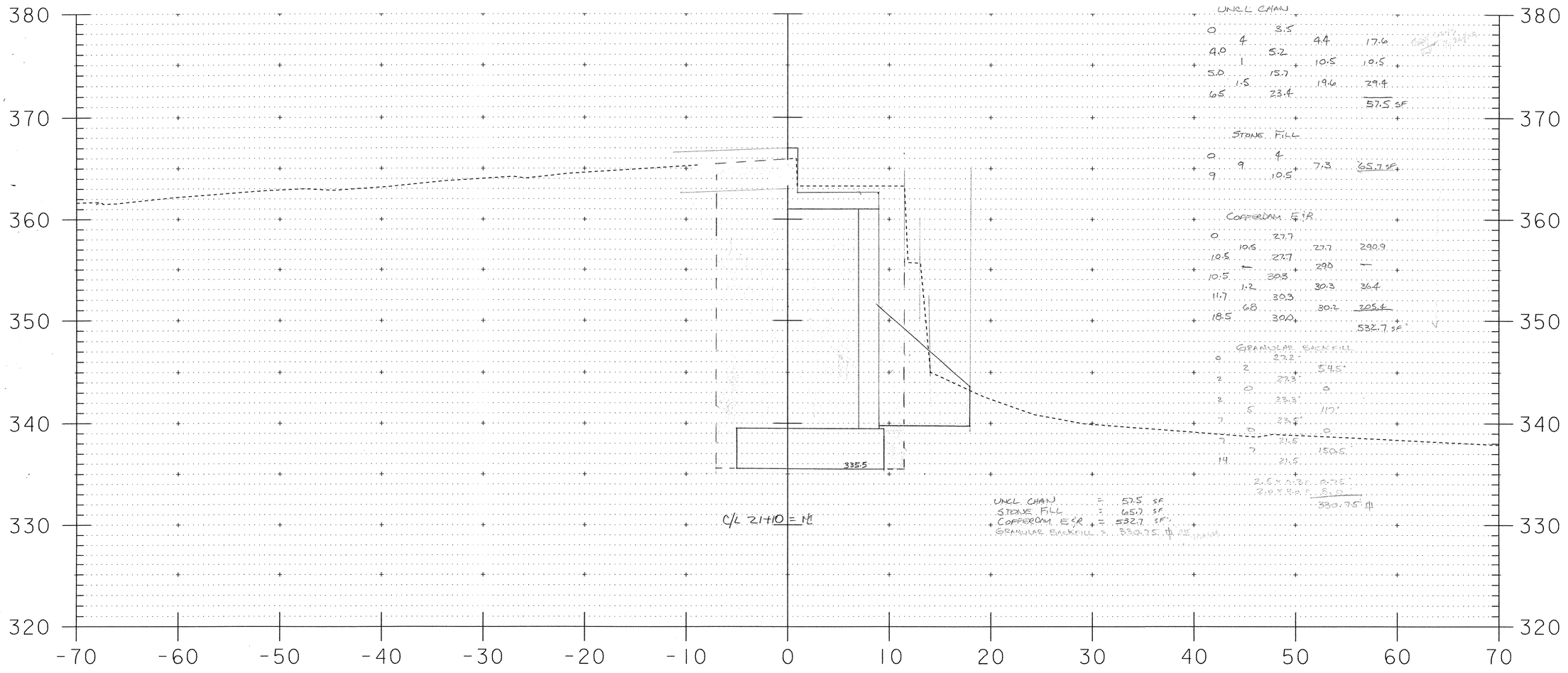
063


380
370
360
350
340
330
-70
-60
-50
-40
-30
-20
-10
0
10
20
30
40
50
60
70
BIT CONC PVMT
SUBBASE
SAND
SUBBASE
GRAN. BK FILL
UNCL CHAN
0 7.6 40 7 532 SF
7.6 10.0
STONE FILL
0 10.0 4 7.75 77.5 SF
10 11.5
COFFERDAM E&R
0 14.3
13.1 20.9 273.79
18.1 27.5 27.5 149.25
18.5 5.4 28.0
423.64 SF
GRANULAR BACKFILL
0 27 54.2
2 27.2
2 0 0
2 5 23 11.5
7 23 0
7 21.5 150.50
14 21.5
2.5x0.5 = 1.25
2.0x4.0 = 8.0
328.95 SF
UNCL CHAN = 532
STONE FILL = 77.5
COFFERDAM E&R = 423.64
GRANULAR BACKFILL = 328.95
7-16-04
20+87
064

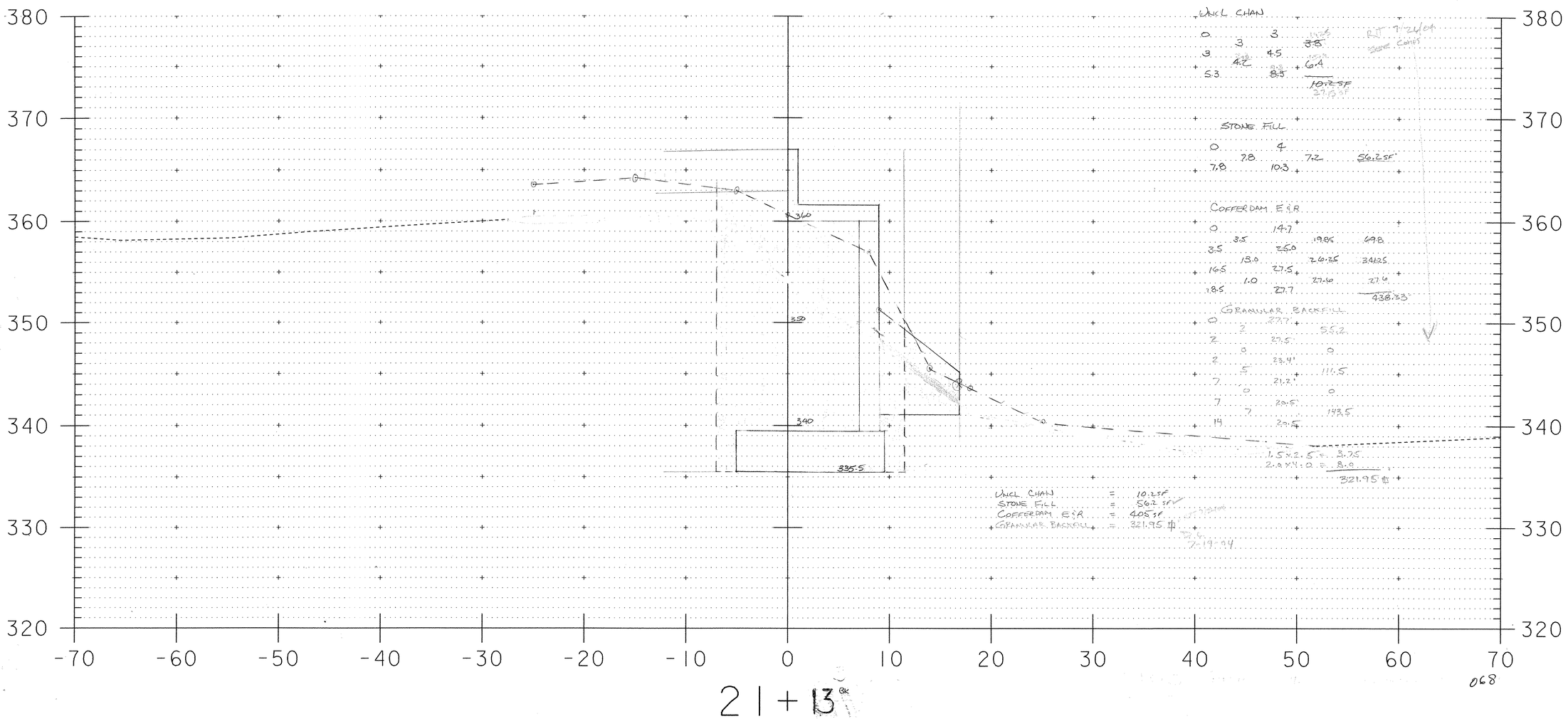

ABUTMENT #1
380
370
360
350
340
330
320
-70
-60
-50
-40
-30
-20
-10
0
10
20
30
40
50
60
70
C/L 20+90 = 13+81.32 10°R
20+90
UNCL CHAN
0 4
7.2 7.2 8.3 6.2 44.6
7.5 0.3 9.7 2.9
11.0 47.5 SF
STONE FILL
0 4
10 10 11.5 7.75 77.5 SF
COFFERDAM E&R
0 15.8
0.6 0.6 20.3 18.25 10.8
1.3 0.7 20.3 20.3 14.2
1.3 0 27.7 24.0 0
10.5 9.2 27.7 27.7 254.8
12.7 2.2 29.8 28.8 63.4
18.5 5.8 29.5 29.7 172.3
515.5 SF
GRANULAR BACKFILL
0 27.3
2 2 27.5 54.8
2 0 23.2 0
5 23.5 116.75
7 0 21.5 0
14 7 21.5 150.5
2.5 x 2.5 = 1.25
2.0 x 4.0 = 8.0
331.3 SF
UNCL CHAN = 47.5 SF
STONE FILL = 77.5 SF
COFFERDAM E&R = 515.5
GRANULAR BACKFILL = 331.3

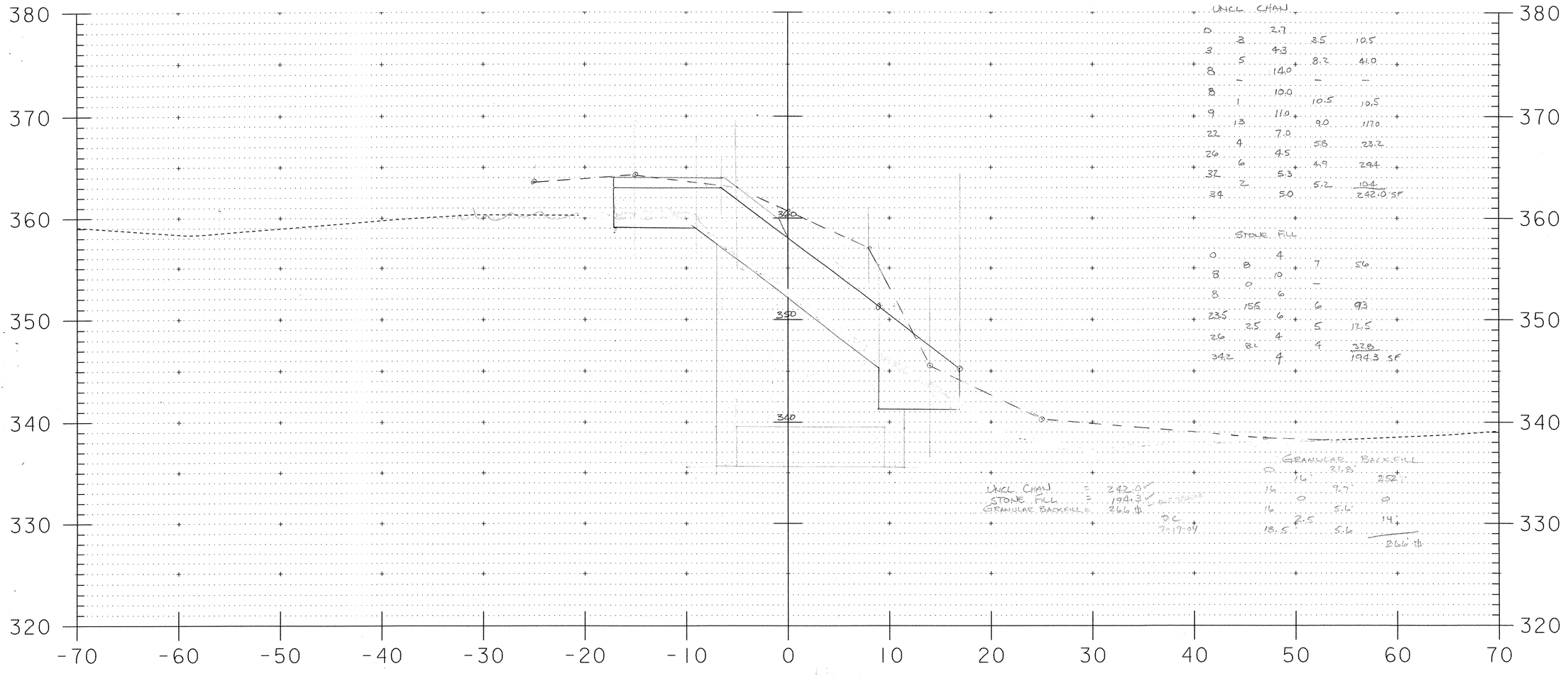
065


ABUTMENT #1
380
370
360
350
340
330
320
-70
-60
-50
-40
-30
-20
-10
0
10
20
30
40
50
60
70
21+00
360
350
335.5
UNCL CHAN
0 7.4 4 5.3 39.2
7.4 2.4 6.5 12 28.8
9.0 17.5 68 PSF
STONE FILL
0 4
11.5 11.5 8.4 96.6 SF
12.8
COFFERDAM E&R
0 20.0
.8 23.4 18.7
0.8 26.7
4.0 27.2 108.8
4.8 27.7
0.2 29.2 5.8
5.0 30.6
13.6 30.3 412.1
18.6 30.0
545.4 SF
GRANULAR BACKFILL
0 27
2 2 54.1
2 27.1
2 0 0
2 .5 23.1 11.6
7 23.2
7 0 0
7 21.5
7 7 150.5
14 21.5
2x2.5= 10
330.6 ft
UNCL CHAN = 68.0 SF
STONE FILL = 96.6 SF
COFFERDAM E&R = 545.4 SF
GRANULAR BACKFILL = 330.6 ft
D.C. 7-19-04
℄L 21+00 = N4 137+82.32 @ ℄
066


380
370
360
350
340
330
320
-70
-60
-50
-40
-30
-20
-10
0
10
20
30
40
50
60
70
335.5
C/L 21+10 = ℄
21+10
UNCL CHAN
0 4 3.5 4.4 17.6
4.0 1 5.2 10.5 10.5
5.0 1.5 15.7 19.6 29.4
6.5 23.4 57.5 SF
STONE FILL
0 4
0 9 7.3 65.7 SF
9 10.5
COFFERDAM E&R
0 27.7
10.5 10.6 27.7 290.9
10.5 — 27.7 290 —
10.5 30.3
11.7 1.2 30.3 30.3 36.4
18.5 6.8 30.2 305.4
532.7 SF
GRANULAR BACKFILL
0 27.2
2 2 27.3 54.5
2 0 27.3 0
2 5 23.3 117
7 5 23.5 0
7 7 21.5 150.5
14 21.5
2.5 x 0.3 = 0.75
2.0 x 4.0 = 8.0
330.75 ℄
UNCL CHAN = 57.5 SF
STONE FILL = 65.7 SF
COFFERDAM E&R = 532.7 SF
GRANULAR BACKFILL = 330.75 ℄

067


380
370
360
350
340
330
320
-70
-60
-50
-40
-30
-20
-10
0
10
20
30
40
50
60
70
360
350
340
335.5
21+13
UNCL CHAN
0 3 3 3.5
3 4.2 4.5 6.4
5.3 8.5 10.25F
27.15 SF
STONE FILL
0 4
7.8 7.8 10.3 7.2 56.25F
COFFERDAM E&R
0 14.7
3.5 3.5 25.0 19.85 69.8
16.5 13.0 27.5 26.25 34.125
18.5 1.0 27.7 27.60 27.6
438.33
GRANULAR BACKFILL
0 2 27.7 55.2
2 0 27.5 0
2 .5 23.4' 11.5
7 0 21.2' 0
7 7 20.5 143.5
14 7 20.5
1.5x2.5 = 3.75
2.0x4.0 = 8.0
321.95#
UNCL CHAN = 10.25F
STONE FILL = 56.2 SF
COFFERDAM E&R = 405.1F
GRANULAR BACKFILL = 321.95 #
7-19-94
068



UNCL	CHAN			
0		2.7		
3	3	4.3	3.5	10.5
8	5	14.0+	8.2	41.0
8	–	10.0	–	–
9	1	11.0+	10.5	10.5
22	13	7.0	9.0	117.0
26	4	4.5	5.8	23.2
32	6	5.3+	4.9	29.4
34	2	5.0	5.2	10.4
				242.0 SF

STONE FILL

0	8	4		
8	0	10	–	
8		6		
23.5	15.5	6	6	93
26	2.5	6	5	12.5
34.2	8.2	4	4	32.8
		4		194.3 SF

GRANULAR BACKFILL

0	21.8		
16		25.2	
16	9.7		
16	0	0	
16	5.6		
18.5	2.5	14	
	5.6		
		266 #	

UNCL CHAN = 242.0 SF
STONE FILL = 194.3 SF
GRANULAR BACKFILL = 266 #

D.C. 7-17-04

21+13 AHD

21+15 BUTT

GRANULAR BACKFILL ITEM 204.30

069

380
370
360
350
340
330
320
-70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70

21+20

UNCL CHAN

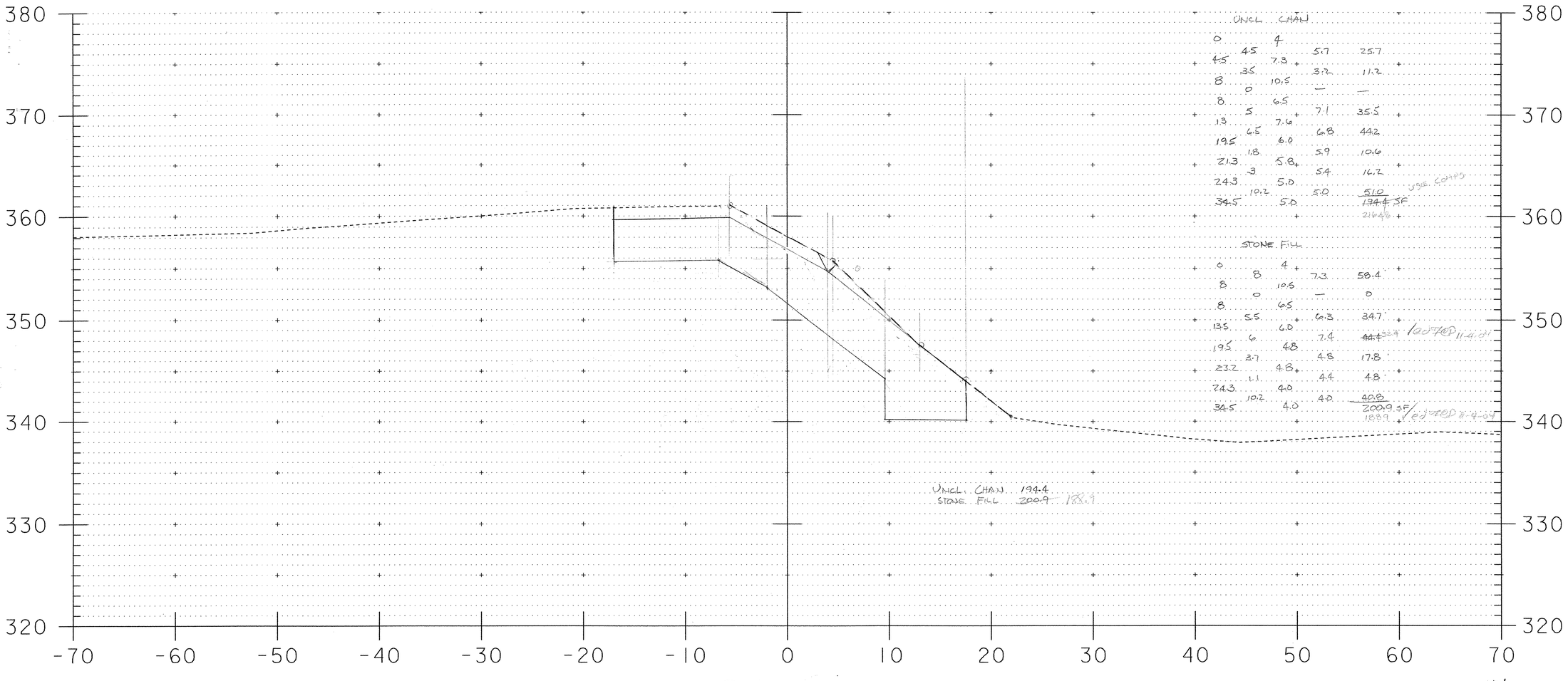
0		4		
6.3	6.3	9.8	6.9	43.5
8	1.7	13.7	11.8	20.0
8	0	10.8	—	
10.0	2	11.2	10.6	21.2
22	12	6.5	8.9	106.8
24	2	5.0	5.8	11.6
35	11	5.0	5.0	55
				258.1 SF

STONE FILL

0		4		
8	8	10.7	7.4	59.2
8	0	6.7	—	
20.6	12.6	6.7	6.7	84.4
24	3.4	4	5.4	18.4
35	11	4	4	44
				206 SF

UNCL CHAN ... = 258.1 SF ✓
STONE FILL ... = 206 SF ✓

070


380
370
360
350
340
330
320
-70
-60
-50
-40
-30
-20
-10
0
10
20
30
40
50
60
70
UNCL CHAN
0 4
4.5 4.5 7.3 5.7 25.7
8 3.5 10.5 3.2 11.2
8 0 6.5 — —
13 5 7.6 7.1 35.5
19.5 6.5 6.0 6.8 44.2
21.3 1.8 5.8 5.9 10.6
24.3 3 5.0 5.4 16.2
34.5 10.2 5.0 5.0 51.0
194.4 SF
STONE FILL
0 4
8 8 7.3 58.4
8 0 10.5 — 0
13.5 5.5 6.5 6.3 34.7
19.5 6 6.0 7.4 44.4
23.2 3.7 4.8 4.8 17.8
24.3 1.1 4.8 4.4 4.8
34.5 10.2 4.0 4.0 40.8
200.9 SF
UNCL. CHAN. 194.4
STONE FILL 200.9
21 + 25.5
071

UNCL. CHAN.

DIST.	DEPTH	AVE DEP	AREA
0	4		
2.5	5	4.5	11.25
5.5	10	7.5	41.25
8.0	5	7.5	0
8.0	5.5	5.25	13.13
10.5	7.9	6.7	6.7
11.5	5.0	6.5	90.3
17.7	5.0	5.0	31.5
24.0	5.0	5.0	110
46.0			254.13

STONE FILL

DIST.	D.	DAVE.	AREA
0	4		
8	10	7	56
8	4.8	—	0
15.5	5	4.9	36.75
17.5	4.2	4.6	9.2
24.3	4	4.1	27.9
46.0	4	40	86.8
			216.65

ABUTMENT #2

UNCL. CHAN. = 254.13 SF

STONE FILL = 216.6 SF

380 370 360 350 340 330

-70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70

072

26+76

UNCL CHAN

DIST	DIST	DEPTH	AVG DEP	AREA
0	2.5	4.8	4.15	10.4
2.5	4.8	4.3	5.75	26.7
7.3	6.7	8.0	8.0	5.6
8.0	0	8.0	6.0	0
8.0	3.3	4.0	4.5	14.9
11.3	3.2	4.8	7.0	22.4
14.5	10.5	8.8	7.65	80.3
25.0	7.5	6.3	5.4	40.5
32.5	12.5	4.5	4.25	53.1
46.0		4.0		253.9 SF ✓

STONE FILL

0	8.0	4	6.5	52
8	0	9	—	—
8	16.5	4.8	4.8	79.2
24.5	2.2	4.0	4.6	10.1
26.7	6.3	4.3	4.2	26.5
33	12	4	4	48
45		4		215.8 SF ✓

UNCL. CHAN 253.9 SF ✓
STONE FILL 215.8 SF ✓

380 370 360 350 340 330 320

-70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70

26+80

50 Horiz
50 Vert

073

UNCL. CHAN.

0	8	4	6.5	52
8	0	9	6.5	0
8	4.5	4	6.25	28.1
12.5	9.0	8.5	7.0	63.0
21.5	8.3	5.5	5.25	43.5
29.8	11.7	5.0	5	58.5
41.5		5.0		245.1

STONE FILL

0	8	4	7	57
8	0	10	—	—
8	12.3	5	5	65
20.3	1.7	5	4.5	7.7
22	8	4	4	32
30	11.5	4	4	46
41.5		4		204.2

GRANULAR BACKFILL ITEM 204.30

UNCL. CHAN. = 295.1 SF
STONE FILL = 204.2 SF

GRANULAR BACKFILL

12	12.2'	20.4.18'	
12.2'	6.3'	21.8'	141.12'
18.5'		22'	347.3 ⊕

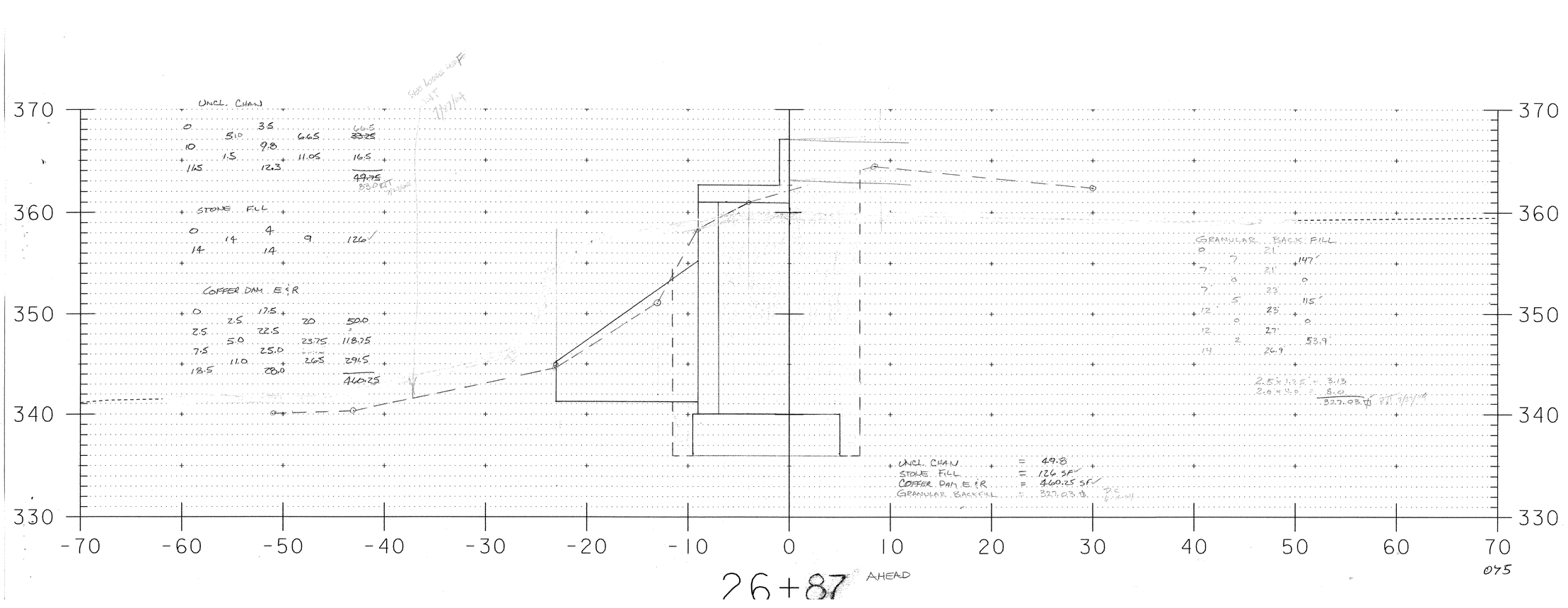
9/7/04

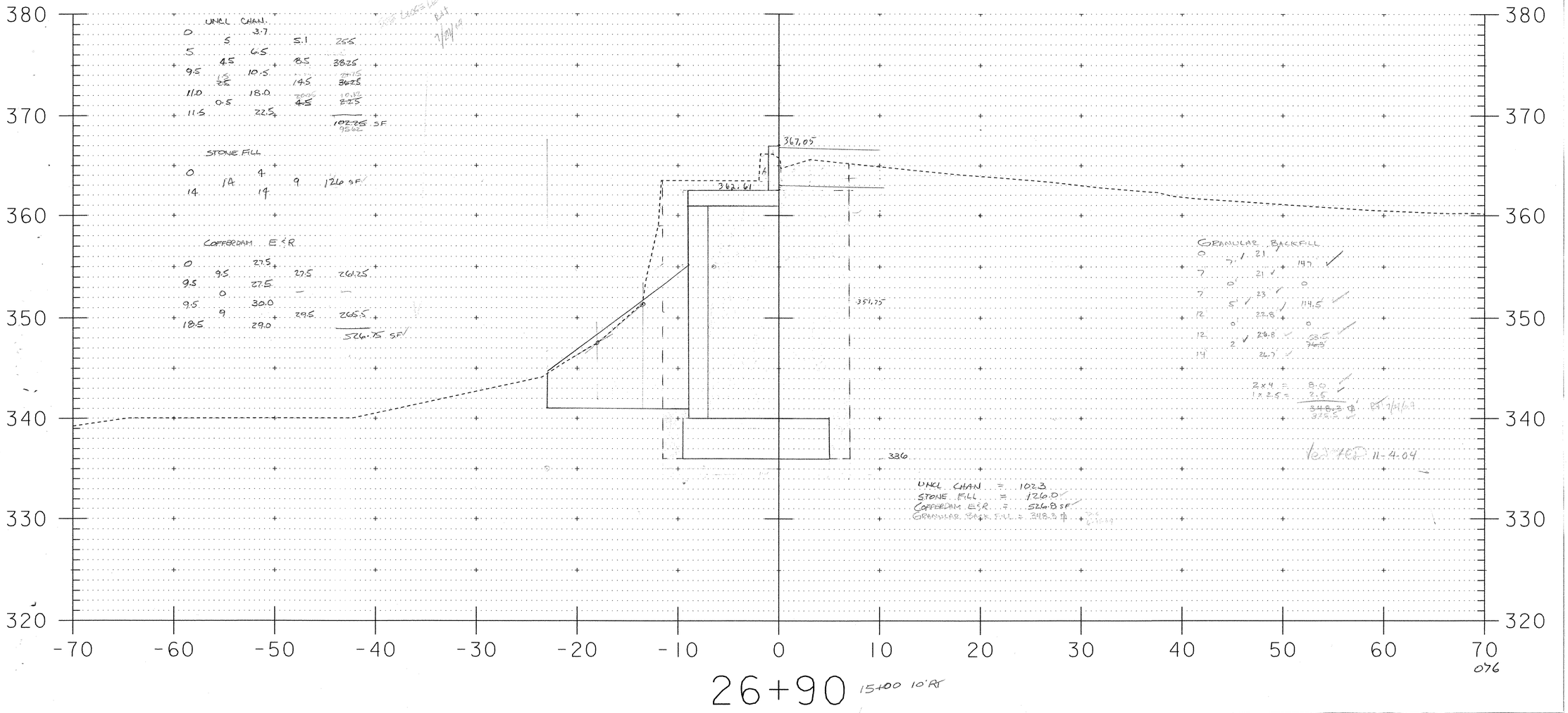
380 370 360 350 340 330

-70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70

26+87 BACK

26+85 GRANULAR BACKFILL ITEM 204.30 074
BUTT


UNCL. CHAN
0 5.0 3.5 6.65 33.25
10 1.5 9.8 11.05 16.5
11.5 12.3 49.75
STONE FILL
0 1.4 4 9 126
1.4 14
COFFER DAM E & R
0 2.5 17.5 20 50.0
2.5 22.5 23.75 118.75
7.5 5.0 25.0 26.5 291.5
18.5 11.0 28.0 460.25
GRANULAR BACK FILL
0 7 21 147
7 0 21 0
7 5 23 115
12 0 23 0
12 2 27 53.9
14 26.9
2.5 x 1.25 = 3.13
2.0 x 4.0 = 8.0
327.03 #
UNCL. CHAN = 49.8
STONE FILL = 126 SF
COFFER DAM E & R = 460.25 SF
GRANULAR BACKFILL = 327.03 #
370
360
350
340
330
-70
-60
-50
-40
-30
-20
-10
0
10
20
30
40
50
60
70
26+87 AHEAD
075


380
370
360
350
340
330
320
-70
-60
-50
-40
-30
-20
-10
0
10
20
30
40
50
60
70
UNCL CHAN.
0 5 3.7
5 6.5 5.1 25.5
4.5 8.5 38.25
9.5 10.5 14.5 38.25
11.0 0.5 18.0 4.5 2.25
11.5 22.5
102.75 SF
STONE FILL
0 14 4 14 9 126 SF
COFFERDAM E&R
0 9.5 27.5 27.5 261.25
9.5 27.5
9.5 0 30.0
18.5 9 29.0 29.5 265.5
526.75 SF
367.05
362.61
351.75
336
GRANULAR BACKFILL
0 7 21 147
7 21 0
7 5 23 114.5
12 0 23.8 0
12 2 23.8 47.6
14 24.7
2x4 = 8.0
1x2.5 = 2.5
348.3 #
11-4-04
UNCL CHAN = 102.3
STONE FILL = 126.0
COFFERDAM E&R = 526.8 SF
GRANULAR BACK FILL = 348.3 #
26+90
15400 10'RT
076

UNCL. CHAN

0	9.5	3	4.25	59.37 SF
9.5	9.5			

STONE FILL

0	12	9	8.75	105 SF
12	13.5			

COFFERDAM E&R

0	0.8	18	23.75	19 SF
0.8	10.2	29.5	29.9	305.0
11.0	7.5	30.3	29.9	224.3
18.5		29.5		548.3 SF

GRANULAR BACKFILL

0	21	14.7	
7	21	0	
7	23	113.75	
12	22.5		
12	26.7	0	
19	26.3	53.2	

1.8 x 2.5 = 4.5
8.0 x 4.0 = 8.0
326.45 SF

UNCL. CHAN = 59.4 SF
STONE FILL = 105.0 SF
COFFERDAM E&R = 548.3 SF
GRANULAR BACK FILL = 326.45 SF

USE LOSS LOF
PAT 7/27/04

380
370
360
350
340
330
320

-70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70

27+00 = 1540 ℄

075

UNCL CHAN.

0	6.2	3.3	5.4	33.5
6.2	1.3	7.5	8	10.4
7.5		8.5		43.9

STONE FILL

0	10	4	8
10		12	80 SF

COFFERDAM E & R

0	0.9	13	5.4	4.7
0.9	0.6	9.5	18.5	11.1
1.5	7.9	27.5	27.5	21.25
9.4	0	27.5	—	—
9.4	9.1	30.4	29.9	27.6
18.5		29.3		504.7

336

GRANULAR BACK FILL

0	7	21	147
7	0	21	0
7	5	23.8	118.25
12	0	23.5	0
12	2	24.8	52.3
14		24.5	

23.5 x 2.5 x .5 = 1.25
21.8 x 4 x .5 = 8.9
322.8 ft

UNCL CHAN = 43.9
STONE FILL = 80
COFFERDAM E & R = 504.7
GRANULAR BACK FILL = 322.8 ft

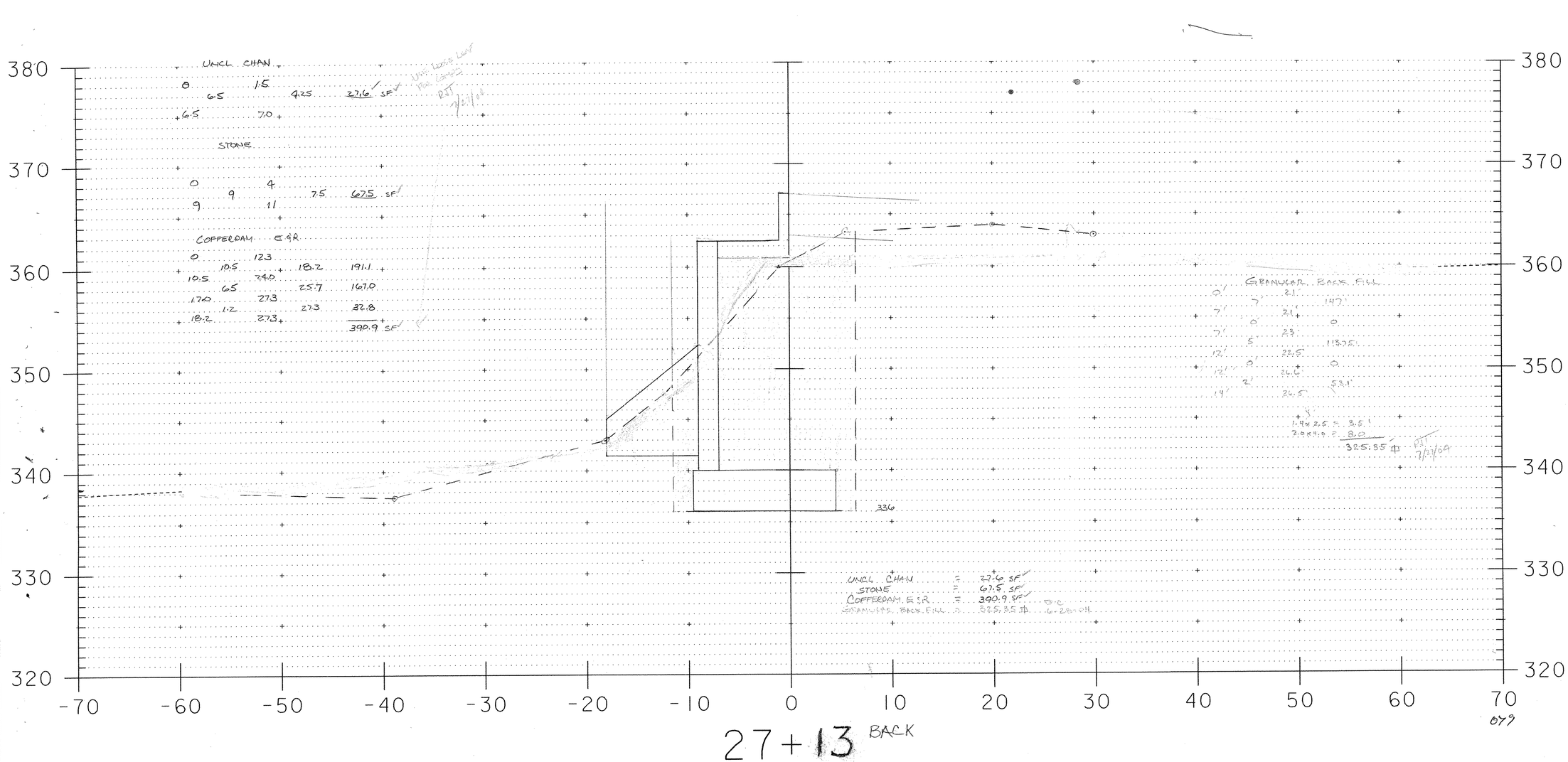
DC 6-28-04

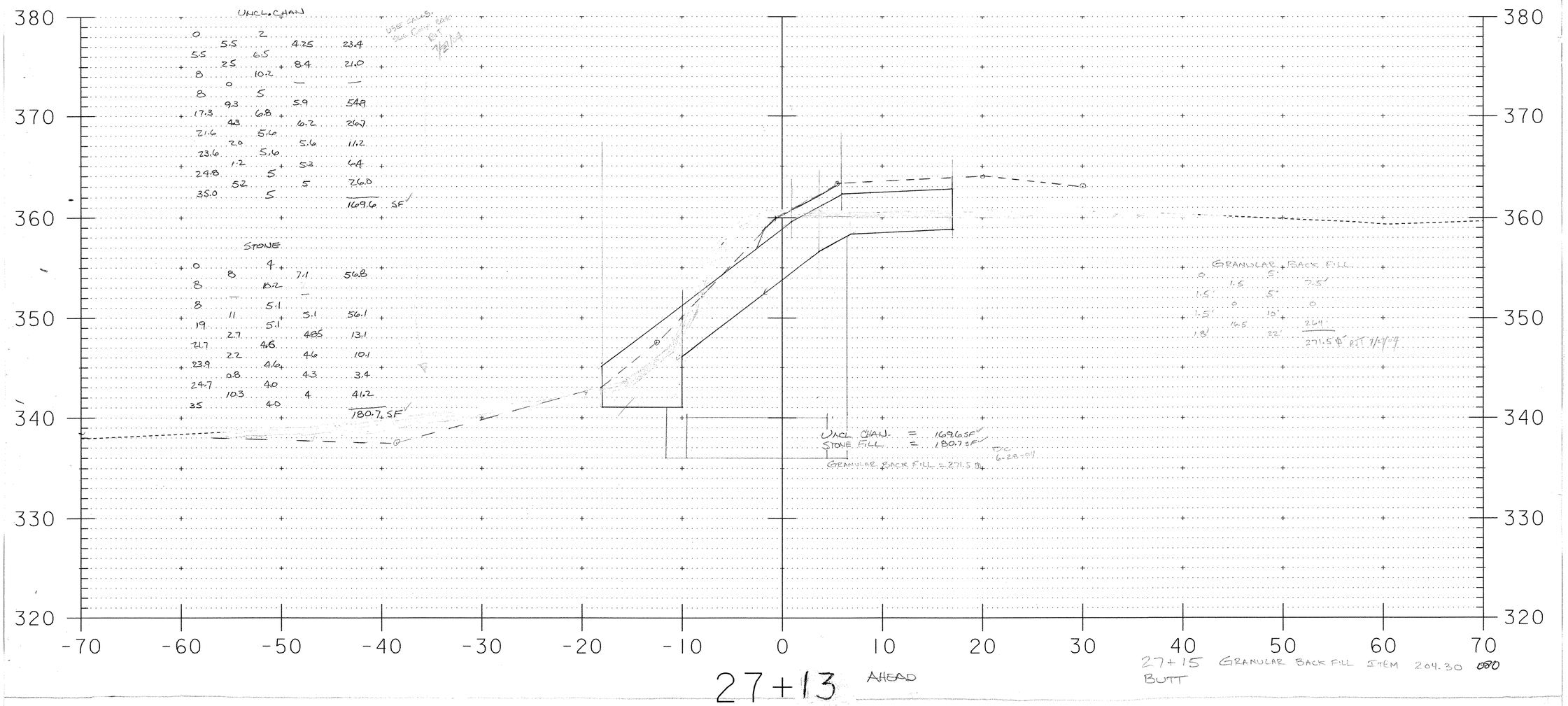
380 370 360 350 340 330 320

-70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70

078

27+10 = 15400 10'LT


380
370
360
350
340
330
320
-70
-60
-50
-40
-30
-20
-10
0
10
20
30
40
50
60
70
UNCL CHAN
0 6.5 1.5 4.25 27.6 SF
6.5 7.0
STONE
0 9 4 7.5 67.5 SF
9 11
COFFERDAM E&R
0 10.5 12.3 18.2 191.1
10.5 6.5 24.0 25.7 167.0
17.0 1.2 27.3 27.3 32.8
18.2 27.3
390.9 SF
336
UNCL CHAN = 27.6 SF
STONE = 67.5 SF
COFFERDAM E&R = 390.9 SF
GRANULAR BACK FILL = 325.35 #
GRANULAR BACK FILL
0' 7' 2.1' 14.7'
7' 0' 2.1' 0
7' 5' 23' 113.75
12' 0' 22.5' 0
12' 2' 24.6' 53.1
14' 24.5'
1.4 x 2.5 = 3.5
2.0 x 4.0 = 8.0
325.35 #
7/7/69
27+13 BACK
079


UNCL. CHAN
0 5.5 2 4.25 23.4
5.5 2.5 6.5 8.4 21.0
8 0 10.2 — —
8 9.3 5 5.9 54.9
17.3 4.3 6.8 6.2 26.7
21.6 2.0 5.6 5.6 11.2
23.6 1.2 5.6 5.3 6.4
24.8 .52 5 5 26.0
35.0 5
169.6 SF
STONE
0 8 4 7.1 56.8
8 10.2
8 11 5.1 5.1 56.1
19 2.7 5.1 4.85 13.1
21.7 2.2 4.6 4.6 10.1
23.9 0.8 4.6 4.3 3.4
24.7 10.3 4.0 4 41.2
35 4.0
180.7 SF
UNCL CHAN. = 169.6 SF
STONE FILL = 180.7 SF
GRANULAR BACK FILL = 271.5 TN
GRANULAR BACK FILL
0 5 7.5
1.5 5 0
1.5 19 264
1.8 22 271.5 TN
380
370
360
350
340
330
320
-70
-60
-50
-40
-30
-20
-10
0
10
20
30
40
50
60
70
27+13 AHEAD
27+15 GRANULAR BACK FILL ITEM 204.30 080
BUTT

UNCL CHAN.

0	7.3'	3'		
7.3'	1.0'	8.7'	5.85'	17.6 SF
8'	0.7'	10.0'	9.4'	6.5'
8'	0	6.0'	—	—
11.7'	3.7'	8.2'	7.1'	26.3
16.3'	4.6'	8.8'	8.5'	39.1
19.1'	2.8'	7.4'	8.1'	22.7
22.2'	3.1'	5.0'	2.4	7.4
39.0'	11.8'	5.0'	5.0	59.0
				215.2 SF

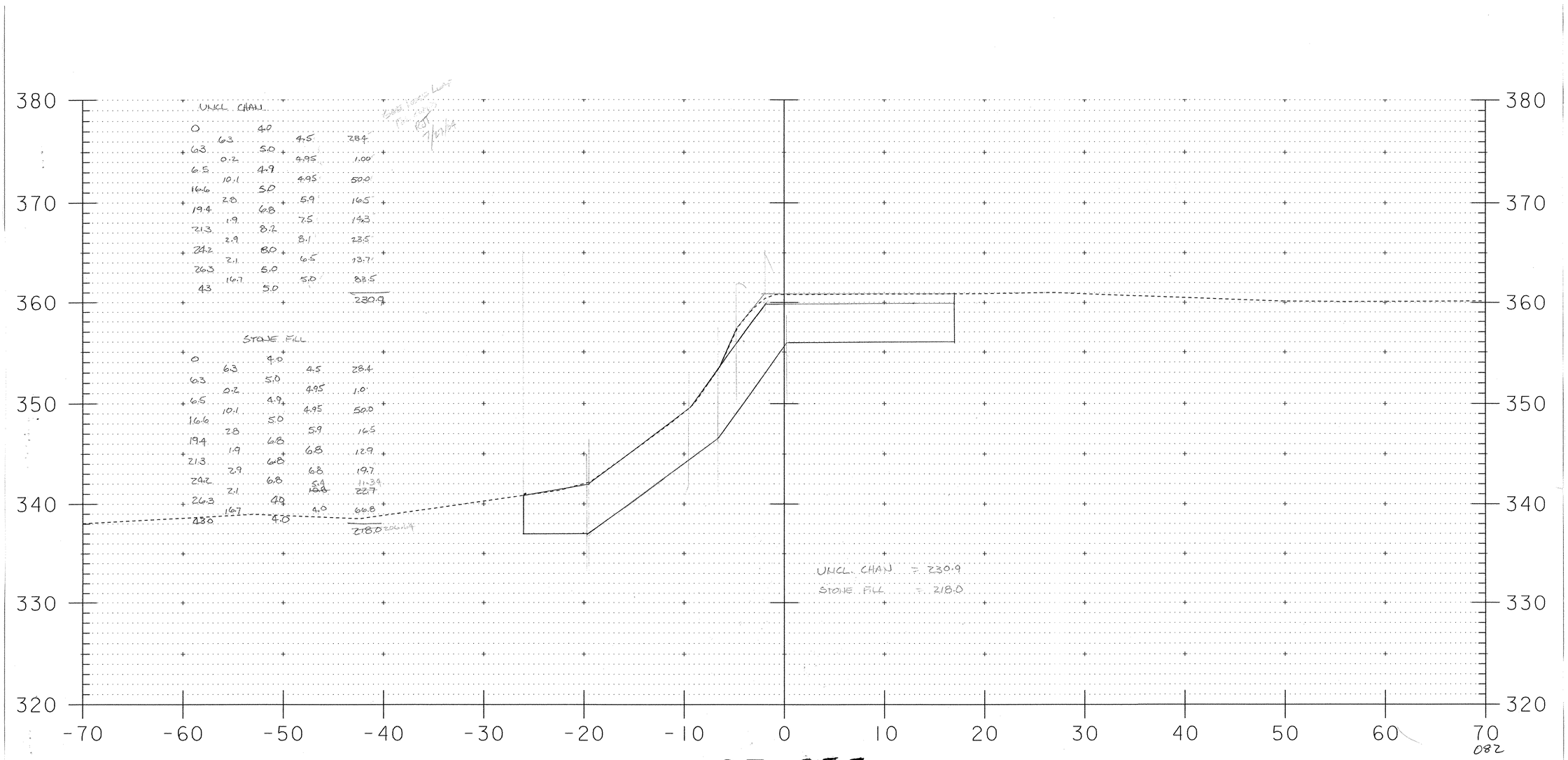
STONE

0	8	4	7	56.0
8	0	10	—	
8	11	6	6.5	67.7
19	3.2	6.3	5.5	16.5
22.2	11.8	4.0	4.0	47.2
39.0		4.0		187.4

UNCL. CHAN. = 215.2 SF
STONE FILL = 187.4 SF

27+20

081


UNCL. CHAN.
0 63 4.0
6.3 0.2 5.0 4.5 28.4
6.5 10.1 4.9 4.95 1.00
16.6 2.0 5.0 4.95 50.0
19.4 1.9 6.8 5.9 16.5
21.3 2.9 8.2 7.5 19.3
24.2 2.1 8.0 8.1 23.5
26.3 16.7 5.0 6.5 13.7
43 5.0 5.0 83.5
230.9
STONE FILL
0 6.3 9.0 4.5 28.4
6.3 0.2 5.0 4.95 1.0
6.5 10.1 4.9 4.95 50.0
16.6 2.8 5.0 5.9 16.5
19.4 1.9 6.8 6.8 12.9
21.3 2.9 6.8 6.8 19.7
24.2 2.1 6.8 5.4 11.39
26.3 16.7 4.0 4.0 22.7
43.0 4.0 4.0 66.8
218.0
UNCL. CHAN. = 230.9
STONE FILL = 218.0
380
370
360
350
340
330
320
-70
-60
-50
-40
-30
-20
-10
0
10
20
30
40
50
60
70
082
27+25.5

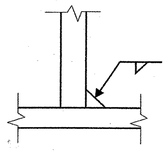
Highway Safety Corporation

Glastonbury, CT

Welding Procedure Specification

Material specification **ASTM A36, A572 gr 50, A709 Gr 36, ASTM A709 Gr 50**
Welding process **Gas Metal Arc Welding (GMAW)**
Manual, semi-automatic, or automatic **Semi-Automatic**
Position of welding **Horizontal (2F)**
Filler metal specification **AWS A5.18**
Filler metal classification **ER70S-3**
Electrode and manufacturer **Lincoln Electric Lincoln Weld L-50**
Flux and manufacturer **N/A**
Shielding gas **85% Argon / 15% CO2** Flow rate **19-27 L / min**
Single or multiple pass **Single**
Single or multiple arc **Single**
Welding current **DC**
Polarity **Reverse**
Welding progression **Stringers**
Root treatment **None**
Preheat and interpass temperature **Base Metal up to 3/4" (50°F) ; over 3/4-1 1/2" (70°F)**
Postheat treatment **None**
Electrode extension **3/4" ± 1/4"**

WELDING PROCEDURE

Weld size	Pass no.	Electrode size	Welding parameters Amperes	Welding parameters Volts	Travel speed	Joint detail
1/4"	1	0.045"	300 A ± 30	29 V ± 2	14 ipm ±2	TYPICAL ALL FILLET WELDS 

V.A.O.T. RECEIVED NOV 13 2003

CK'D BY _____ CK'D BY JWK

RESUBMIT _____ APPROVED V

BY _____ DATE 11-18-03

This procedure may vary due to fabrication sequence, fit-up, pass size, etc. within the limitation of variables given in section 5 of latest edition AWS D1.5

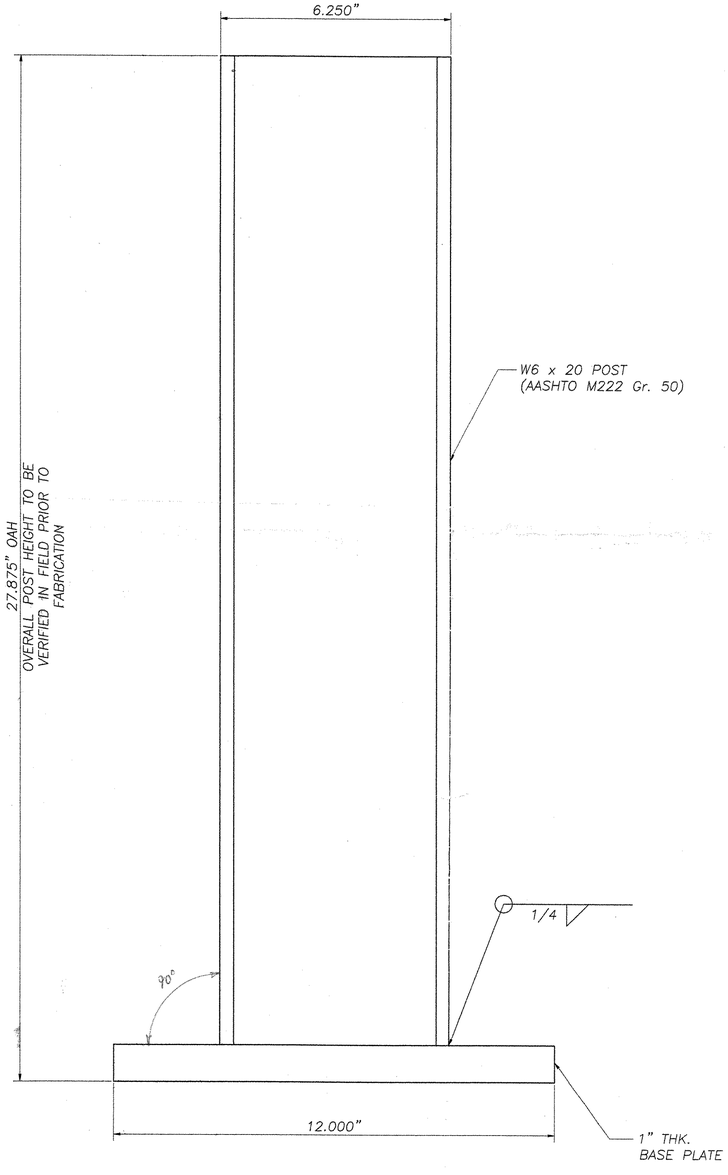
AWS QC 1 PAUL A. RADICE 9807022I CWI

WPS no. **w-VTG11-a**
Revision no. **0**
Supporting PQR no. **pre-qualified**
Project Name PROCTOR - PITTSFORD

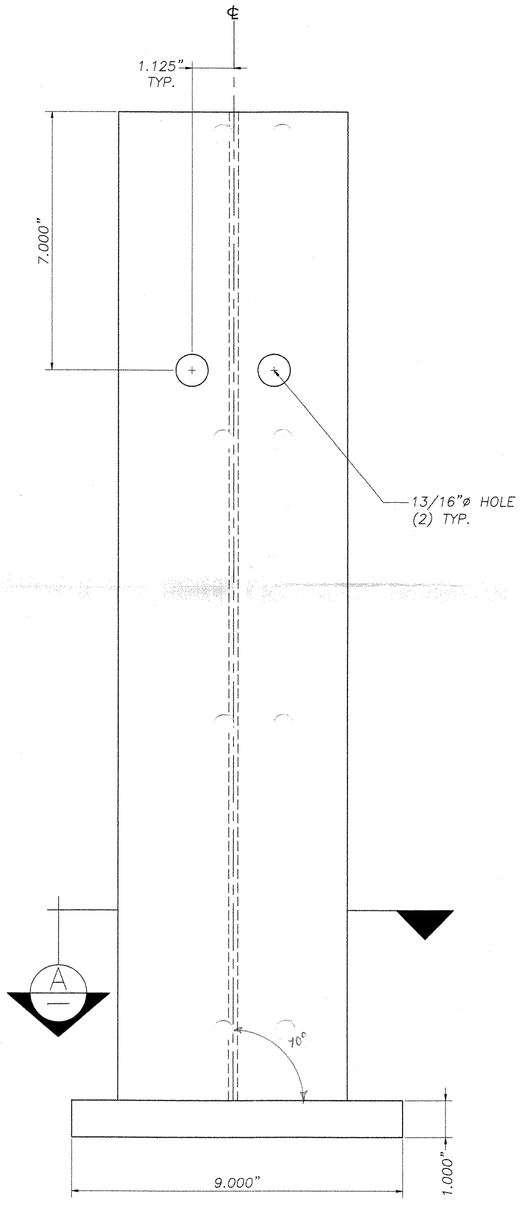
Fabricator **Highway Safety Corporation**
Authorized by **Paul Radice**
Date 9/23/03
Project Number # 647 BHD 1443 (37)

062-55

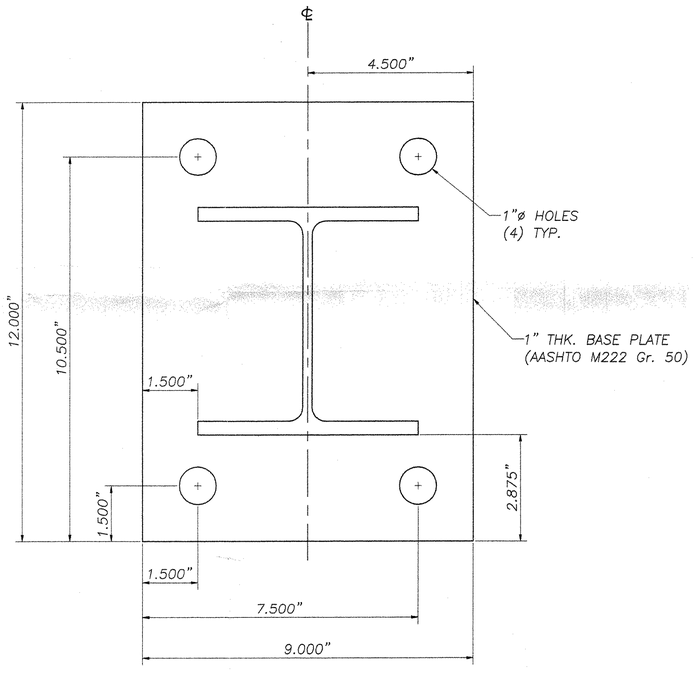
BILL OF MATERIAL					
Mk.	Qty.	Description	Size/Shape	Length/Qty per unit	Material
	4	Base plate	1" x 9"	12"	M222 Gr. 50
	4	Upright Post	W6 x 20	2'-2.875"	M222 Gr. 50



SIDE VIEW



FRONT VIEW



A — SECTION THRU-POST

RECEIVED
CK'D BY WB3 OK'D BY
NOV 13 2003
RESUBMIT APPROVED As Noted
BY Wbr Sys DATE 11/18/03

REVISIONS		
No.	Remarks	Date
0	Initial submittal	11-4-03

HIGHWAY SAFETY CORP.
GLASTONBURY, CT

~~VERMONT~~ PED POST
Proj 302 - Pittsfield Bite 1493(17)
FOR STEEL BEAM GUARDRAIL
W6 x 20 2'-3.875" OAH

GENERAL CONTRACTOR
SUB CONTRACTOR F.R. LAFAYETTE

DRAWN J. Ruiz
CHECKED
DATE 11/5/03
SCALE NONE
HSC REFERENCE NO. 1406
SIZE D REVISION 0
SHEET NO. 1 of 1

063-55

State of Vermont
Agency of Transportation
National Life Building
Drawer 33
Montpelier, VT
05633-5001

VTrans *Working to Get You There*

DATE: November 18, 2003

Project Name: _Proctor-Pittsford **Project #: ___BHO 1443(37)_____**

Structure Identification: ___Gorham Covered Bridge over Otter Creek_____

The following Ped. Post for Steel Beam Rail details and welding procedures for the above project (HSC Reference No. 1406) transmitted with your letter dated November 11, 2003 have been reviewed and are being returned herewith.

Sheet: _1 of 1_____

are [X]approved "as noted".

There shall be no fabrication done until all drawings and welding procedures are approved. You must provide written notice to this office as to the date fabrication represented by these drawings will begin. That notice must be received at least seven days prior to that date, as per Specification 506.30. Any material fabricated prior to the notification date is subject to rejection without further cause.

Sincerely,

W. B. S.

Wayne B. Symonds
Project Manager

Attachments
cc: [x] Resident Engineer w/prints, Tony Coarse_____
[x] Shop Inspector w/prints, Jeff Clark_____
[x] Contractor w/prints, Contractors Crane Service_____
[x] Subcontractor w/prints F.R. Lafayette_____
[x] Construction Division – letter only
[x] Materials & Research Section (C&IA Unit) – letter only
[x] Files (Structures & Central)

061-55