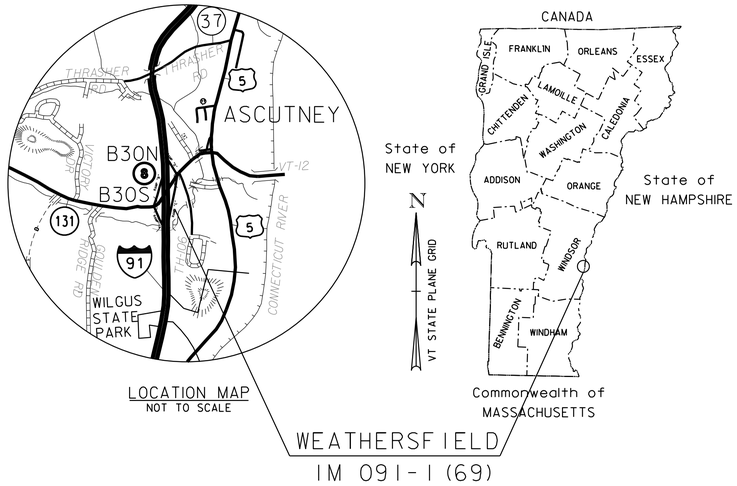
REVIEWERS NOTES:

1. IT IS ANTICIPATED THAT RIGHT-OF-WAY ACQUISITION WILL NOT BE NECESSARY.
2. REPAINTING OF THE STRUCTURAL STEEL IS PROPOSED TO BE INCLUDED IN THE SCOPE OF WORK FOR THIS PROJECT.
3. CORROSION PROTECTION OF THE REPAIRED SUBSTRUCTURES IS BEING CONSIDERED WITH THE USE OF SACRIFICIAL ANODE SYSTEMS.

STATE OF VERMONT
AGENCY OF TRANSPORTATION



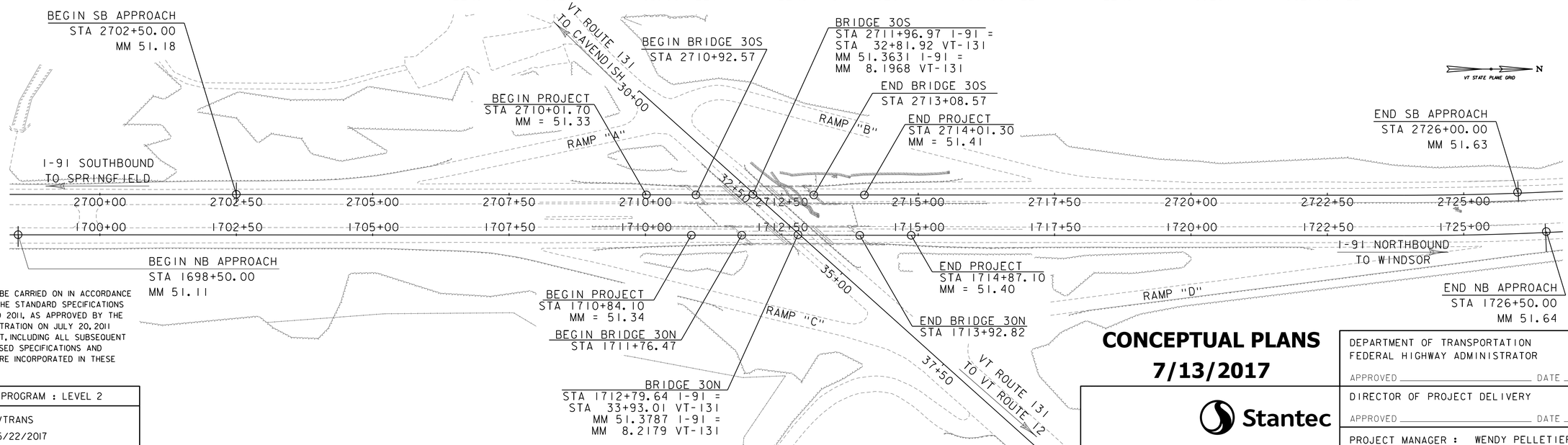
PROPOSED IMPROVEMENT
BRIDGE PROJECT

TOWN OF WEATHERSFIELD
COUNTY OF WINDSOR
ROUTE NO: I-91 BRIDGES 30N & 30S OVER VT 131
(I-91 URBAN PRINCIPLE ARTERIAL - INTERSTATE)
(VT 131 MAJOR COLLECTOR)

PROJECT LOCATION: INTERSTATE 91 (I-91) EXIT 8

PROJECT DESCRIPTION: REMOVAL AND REPLACEMENT OF EXISTING CONCRETE BRIDGE DECKS, REPAIRS TO THE EXISTING SUBSTRUCTURES, REPAINTING OF STEEL SUPERSTRUCTURE MEMBERS, AND CONSTRUCTION OF TEMPORARY CROSSOVERS, ALONG WITH RELATED ROADWAY WORK.

BR30N		BR30S		TOTALS	
LENGTH OF STRUCTURE:	219.00 FEET	LENGTH OF STRUCTURE:	219.00 FEET	LENGTH OF STRUCTURE:	438.00 FEET
LENGTH OF ROADWAY:	184.00 FEET	LENGTH OF ROADWAY:	180.60 FEET	LENGTH OF ROADWAY:	364.60 FEET
LENGTH OF PROJECT:	403.00 FEET	LENGTH OF PROJECT:	399.60 FEET	LENGTH OF PROJECT:	802.60 FEET



CONSTRUCTION IS TO BE CARRIED ON IN ACCORDANCE WITH THESE PLANS AND THE STANDARD SPECIFICATIONS FOR CONSTRUCTION DATED 2011, AS APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION ON JULY 20, 2011 FOR USE ON THIS PROJECT, INCLUDING ALL SUBSEQUENT REVISIONS AND SUCH REVISED SPECIFICATIONS AND SPECIAL PROVISIONS AS ARE INCORPORATED IN THESE PLANS.

QUALITY ASSURANCE PROGRAM : LEVEL 2

SURVEYED BY : VTRANS
SURVEYED DATE : 5/22/2017

DATUM
VERTICAL NAVD88
HORIZONTAL NAD83(2011)

SCALE 1" = 100'-0"
100 0 100

CONCEPTUAL PLANS
7/13/2017

Stantec
Stantec Consulting Services Inc.
55 Green Mountain Drive
South Burlington VT U.S.A. 05403
Phone: (802) 864-0223
Fax: (802) 864-0165
www.stantec.com

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATOR
APPROVED _____ DATE _____

DIRECTOR OF PROJECT DELIVERY
APPROVED _____ DATE _____

PROJECT MANAGER : WENDY PELLETIER, P.E.

PROJECT NAME : WEATHERSFIELD
PROJECT NUMBER : IM 091-1(69)

SHEET 1 OF 40 SHEETS

STATE OF VERMONT
AGENCY OF TRANSPORTATION

PRELIMINARY INFORMATION SHEET (BRIDGE) - I-91 SOUTHBOUND

Version
LRFD

INDEX OF SHEETS

PLAN SHEETS

DETAIL SHEETS

SD-501.00	CONCRETE DETAILS AND NOTES	2/9/2012
SD-502.00	CONCRETE DETAILS AND NOTES	10/10/2012
SD-601.00	STRUCTURAL STEEL DETAILS AND NOTES	6/4/2010
SD-602.00	STRUCTURAL STEEL PLATE GIRDER DETAILS AND NOTES	5/2/2011

HIGHWAY SAFETY & DESIGN DETAIL SHEETS

HSD-400.01	SAFETY EDGE DETAILS	3/29/2016
HSD-213.01	MILLED RUMBLE STRIPS (SHOULDER)	2/27/2017

STANDARDS LIST

A-60	STANDARD TYPICAL FOR SLOPES IN SOLID ROCK EXCAVATION DRILLING AND BLAS	06-01-1994
A-62	SLOPES IN SOLID ROCK EXCAV. (DHV OVER 100 VPH)	06-30-1995
C-10	CURBING	02-11-2008
G-1	STEEL BEAM GUARDRAIL DETAILS (POST, DELINEATOR, TYPICALS)	11-10-2015
S-352D	GUARDRAIL APPROACH SECTION TO CONCRETE COMBINATION BRIDGE RAILING, TL-	02-02-2017
S-363	THRIE BEAM TO STANDARD STEEL BEAM TRANSITION SECTION	02-02-2017
T-1	TRAFFIC CONTROL GENERAL NOTES	04-25-2016
T-10	CONVENTIONAL ROADS CONSTRUCTION APPROACH SIGNING	08-06-2012
T-11	CONSTRUCTION APPROACH SIGNING DIVIDED HIGHWAY ONE LANE CLOSED	08-06-2012
T-12	TRAFFIC CONTROL DIVIDED HIGHWAY ONE LANE CLOSED	08-06-2012
T-13	TRAFFIC CONTROL DIVIDED HIGHWAY ONE LANE CLOSED	08-06-2012
T-14	TRAFFIC CONTROL DIVIDED HIGHWAY ONE ROADWAY CLOSED	08-06-2012
T-15	TRAFFIC CONTROL DIVIDED HIGHWAY ONE ROADWAY CLOSED	08-06-2012
T-22	TRAFFIC CONTROL FOR PAVEMENT MARKING ON DIVIDED HIGHWAY	08-06-2012
T-28	CONSTRUCTION SIGN DETAILS	08-06-2012
T-29	CONSTRUCTION SIGN DETAILS	08-06-2012
T-30	CONSTRUCTION SIGN DETAILS	08-06-2012
T-31	CONSTRUCTION SIGN DETAILS	08-06-2012
T-35	CONSTRUCTION ZONE LONGITUDINAL DROP-OFFS	08-06-2012
T-36	CONSTRUCTION ZONE LONGITUDINAL DROP-OFFS FOR PAVING	08-06-2012
T-40	DELINEATORS AND MILEPOSTS	01-02-2013
T-42	BRIDGE NUMBER PLAQUE	04-09-2014
T-43	FREEWAY - EXPRESSWAY DELINEATOR PLACEMENT	04-09-2014
T-45	SQUARE TUBE SIGN POST AND ANCHOR	01-02-2013
T-55	SIGN PLACEMENT EXPRESSWAY & FREEWAY	10-26-2015

FINAL HYDRAULIC REPORT - N/A

TRAFFIC MAINTENANCE NOTES

1. MAINTAIN TRAFFIC ON EXISTING BRIDGE WITH CROSS OVERS.
2. TRAFFIC SIGNALS ARE NOT NECESSARY.
3. SIDEWALKS ARE NOT NECESSARY

DESIGN VALUES

1. DESIGN LIVE LOAD		HL-93
2. FUTURE PAVEMENT	d_p:	0.0 INCH
3. DESIGN SPAN	L:	VARIES
4. MIN. MID-SPAN POS. CAMBER @ RELEASE (PRESTRESSED UNITS)	Δ:	- - -
5. PRESTRESSING STRAND	f_y:	- - -
6. PRESTRESSED CONCRETE STRENGTH	f'_c:	- - -
7. PRESTRESSED CONCRETE RELEASE STRENGTH	f'_{ci}:	- - -
8. CONCRETE, HIGH PERFORMANCE CLASS PCD	f'_c:	4.0 KSI
9. CONCRETE, HIGH PERFORMANCE CLASS A	f'_c:	- - -
10. CONCRETE, HIGH PERFORMANCE CLASS PCS	f'_c:	3.5 KSI
11. CONCRETE, CLASS C	f'_c:	- - -
12. REINFORCING STEEL	f_y:	60 KSI
13. STRUCTURAL STEEL AASHTO M270	f_y:	50 KSI
14. NOMINAL BEARING RESISTANCE OF SOIL	q_n:	- - -
15. SOIL BEARING RESISTANCE FACTOR (REFER TO AASHTO LRFD)	ϕ:	- - -
16. NOMINAL BEARING RESISTANCE OF ROCK	q_n:	- - -
17. ROCK BEARING RESISTANCE FACTOR (REFER TO AASHTO LRFD)	ϕ:	- - -
18. PILE RESISTANCE FACTOR	ϕ:	- - -
19. LATERAL PILE DEFLECTION	Δ:	- - -
20. BASIC WIND SPEED	V_{3s}:	- - -
21. MINIMUM GROUND SNOW LOAD	p_g:	- - -
22. SEISMIC DATA PGA: - - -	S_s:	- - -
	S_1:	- - -
23.		
24.		- - -
25.		- - -
26.		- - -

LRFR LOAD RATING FACTORS

LOADING LEVELS	TRUCK						
	H-20	HL-93	3S2	6 AXLE	3A. STR.	4A. STR.	5A. SEMI
TONNAGE	20	36	36	66	30	34.5	38
INVENTORY							
POSTING							
OPERATING							
COMMENTS:							

TRAFFIC DATA

YEAR	ADT	DHV	% D	% T	ADTT
2016	4000	830	100	15.3	870
2036	4600	960	100	21.1	1400

20 year ESAL for flexible pavement from 2016 to 2036 : 0

40 year ESAL for flexible pavement from 2016 to 2056 : 0

Design Speed : 70 mph

AS BUILT "REBAR" DETAIL

LEVEL I	LEVEL II	LEVEL III
TYPE:	TYPE:	TYPE:
GRADE:	GRADE:	GRADE:

PROJECT NAME: **WEATHERSFIELD**

PROJECT NUMBER: **IM 091-1(69)**

FILE NAME:

PROJECT LEADER: **M. Chenette**

DESIGNED BY: **T. Knight**

PRELIMINARY INFORMATION SHEET 1

PLOT DATE: 7/13/2017

DRAWN BY: **L. Buxton**

CHECKED BY: **X.Xxxxx**

SHEET 2 OF 40

STATE OF VERMONT
AGENCY OF TRANSPORTATION

PRELIMINARY INFORMATION SHEET (BRIDGE) - I-91 NORTHBOUND

Version
LRFD

INDEX OF SHEETS

PLAN SHEETS

STANDARDS LIST

FINAL HYDRAULIC REPORT - N/A

TRAFFIC MAINTENANCE NOTES

1. MAINTAIN TRAFFIC ON AN OFF SITE DETOUR.
2. TRAFFIC SIGNALS ARE NOT NECESSARY.
3. SIDEWALKS ARE NOT NECESSARY

DESIGN VALUES

1.	DESIGN LIVE LOAD		HL-93
2.	FUTURE PAVEMENT	d_p:	0.0 INCH
3.	DESIGN SPAN	L:	VARIES
4.	MIN. MID-SPAN POS. CAMBER @ RELEASE (PRESTRESSED UNITS)	Δ:	- - -
5.	PRESTRESSING STRAND	f_y:	- - -
6.	PRESTRESSED CONCRETE STRENGTH	f'_c:	- - -
7.	PRESTRESSED CONCRETE RELEASE STRENGTH	f'_{ci}:	- - -
8.	CONCRETE, HIGH PERFORMANCE CLASS PCD	f'_c:	4.0 KSI
9.	CONCRETE, HIGH PERFORMANCE CLASS A	f'_c:	- - -
10.	CONCRETE, HIGH PERFORMANCE CLASS PCS	f'_c:	3.5 KSI
11.	CONCRETE, CLASS C	f'_c:	- - -
12.	REINFORCING STEEL	f_y:	60 KSI
13.	STRUCTURAL STEEL AASHTO M270	f_y:	50 KSI
14.	NOMINAL BEARING RESISTANCE OF SOIL	q_n:	- - -
15.	SOIL BEARING RESISTANCE FACTOR (REFER TO AASHTO LRFD)	ϕ:	- - -
16.	NOMINAL BEARING RESISTANCE OF ROCK	q_n:	- - -
17.	ROCK BEARING RESISTANCE FACTOR (REFER TO AASHTO LRFD)	ϕ:	- - -
18.	PILE RESISTANCE FACTOR	ϕ:	- - -
19.	LATERAL PILE DEFLECTION	Δ:	- - -
20.	BASIC WIND SPEED	V_{3s}:	- - -
21.	MINIMUM GROUND SNOW LOAD	p_g:	- - -
22.	SEISMIC DATA PGA: - - -	S_s:	- - -
		S_1:	- - -
23.			
24.			- - -
25.			- - -
26.			- - -

LRFR LOAD RATING FACTORS

LOADING LEVELS	TRUCK						
	H-20	HL-93	3S2	6 AXLE	3A. STR.	4A. STR.	5A. SEMI
TONNAGE	20	36	36	66	30	34.5	38
INVENTORY							
POSTING							
OPERATING							
COMMENTS:							

TRAFFIC DATA

YEAR	ADT	DHV	% D	% T	ADTT
2016	3900	630	100	12.5	830
2036	4500	730	100	17.4	1300

20 year ESAL for flexible pavement from 2016 to 2036 : 0

40 year ESAL for flexible pavement from 2016 to 2056 : 0

Design Speed : 70 mph

AS BUILT "REBAR" DETAIL

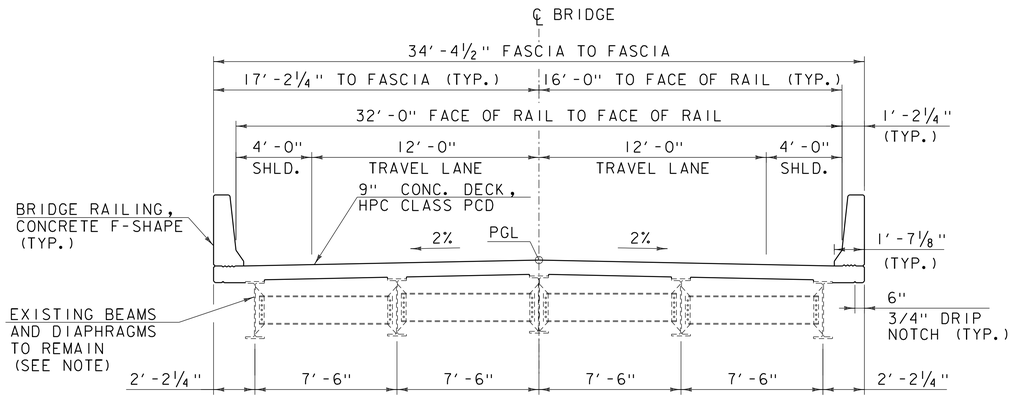
LEVEL I	LEVEL II	LEVEL III
TYPE:	TYPE:	TYPE:
GRADE:	GRADE:	GRADE:

PROJECT NAME: **WEATHERSFIELD**

PROJECT NUMBER: **IM 091-1(69)**

FILE NAME: **weathersfield NB PI.xls**
PROJECT LEADER: **M. Chenette**
DESIGNED BY: **T. Knight**
PRELIMINARY INFORMATION SHEET 2

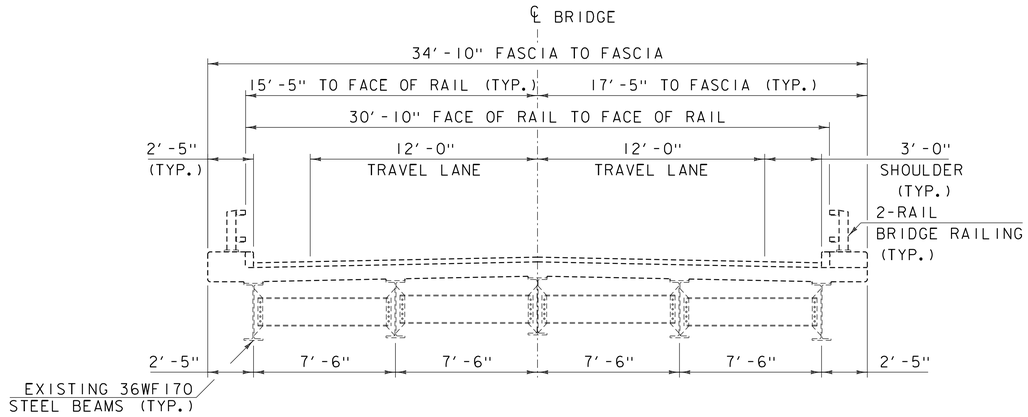
PLOT DATE: 3/30/2017
DRAWN BY: **L. Buxton**
CHECKED BY: **X. Xxxx**
SHEET 3 OF 40



BRIDGES BR30N & BR30S PROPOSED TYPICAL SECTION

SCALE ¼" = 1′-0"

NOTE:
1 LINE OF ADDITIONAL DIAPHRAGMS TO BE INSTALLED ON EITHER SIDE OF EACH PIER.



EXISTING BRIDGES BR30N & BR30S TYPICAL SECTION

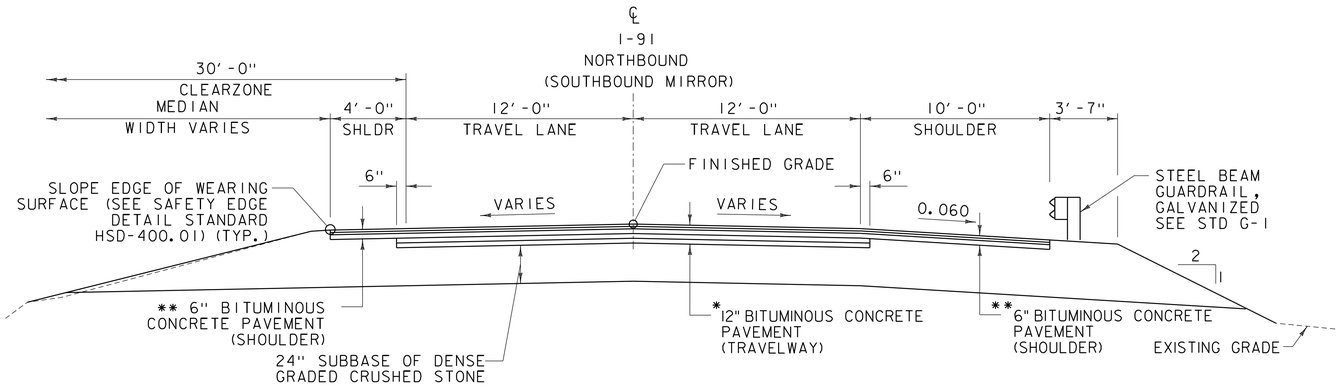
SCALE ¼" = 1′-0"

MATERIAL TOLERANCES

(IF USED ON PROJECT)

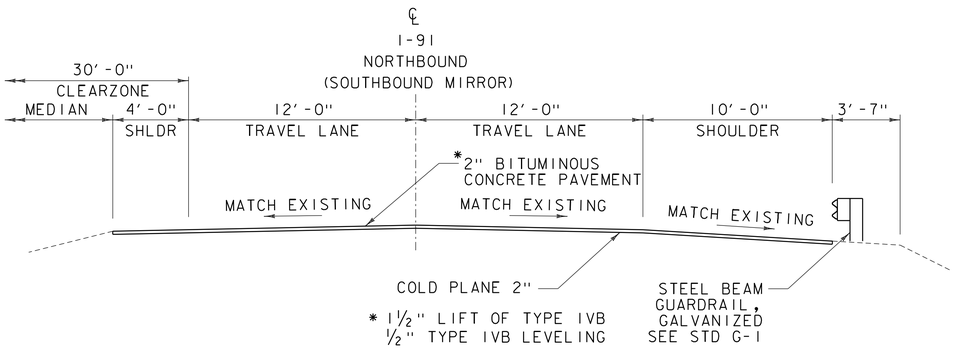
SURFACE	
- PAVEMENT (TOTAL THICKNESS)	+/- ¼"
- SUBBASE	+/- 1"

NOTE:
1. EMULSIFIED ASPHALT SHALL BE APPLIED ON COLD PLANED SURFACES AT THE RATE OF 0.08 GAL/SY AND BETWEEN PAVED LAYERS AT THE RATE OF 0.04 GAL/SY.



I-91 NORTHBOUND FULL CONSTRUCTION
SOUTHBOUND (MIRROR)

SCALE ¼" = 1′-0"



I-91 NORTHBOUND COLD PLANE/OVERLAY
SOUTHBOUND (MIRROR)

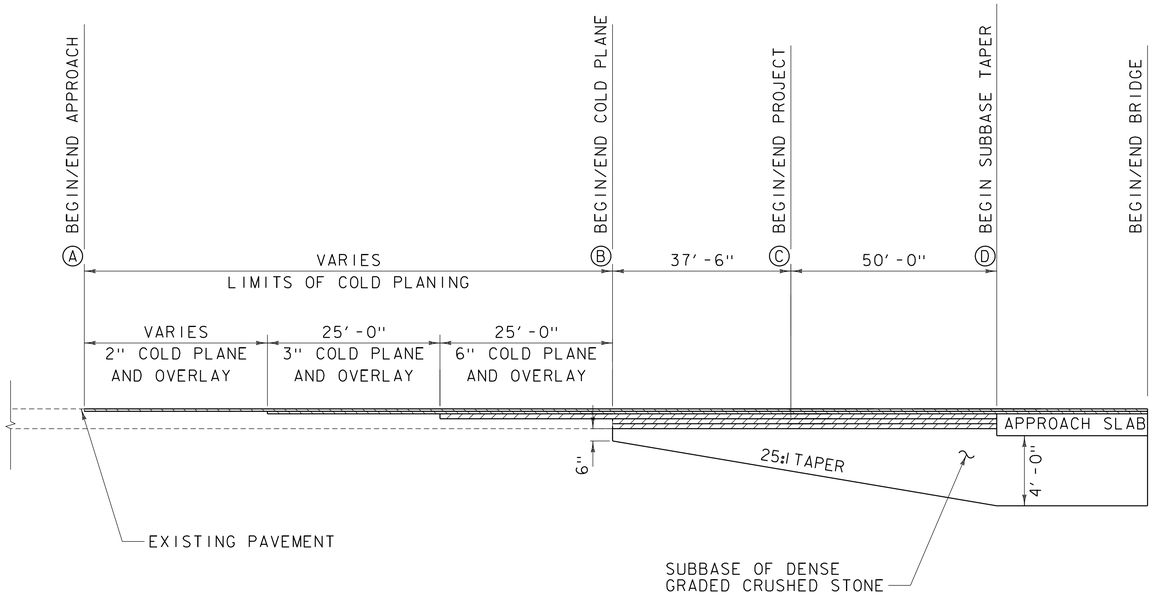
SCALE ¼" = 1′-0"

* TRAVELWAY PAVEMENT
1½" TYPE IVB OVER
1½" TYPE IVB OVER
3" TYPE IIS OVER
3" OF TYPE IIS OVER
3" OF TYPE IIS

** SHOULDER PAVEMENT
1½" LIFT OF TYPE IVB OVER
1½" LIFT OF TYPE IVB OVER
3" LIFT OF TYPE IIS

Stantec

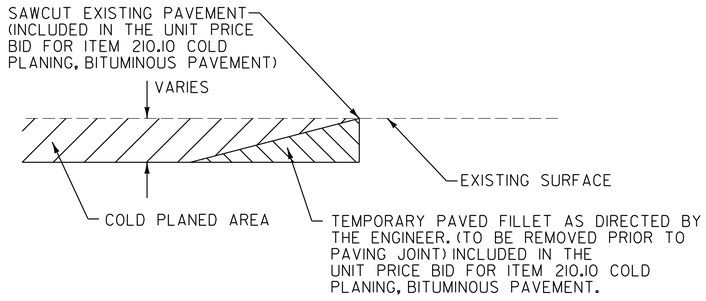
PROJECT NAME: WEATHERSFIELD	
PROJECT NUMBER: IM 091-1(69)	
FILE NAME: z13a096typ.dgn	PLOT DATE: 7/13/2017
PROJECT LEADER: M. CHENETTE	DRAWN BY: J. BURKE
DESIGNED BY: J. BURKE	CHECKED BY: X.XXXX
TYPICAL SECTIONS - TYP 1	SHEET 4 OF 40



	Ⓐ	Ⓑ	Ⓒ	Ⓓ
NORTHBOUND				
SOUTH APPROACH	1698+50.00	1710+46.60	1710+84.10	1711+34.10
NORTH APPROACH	1726+50.00	1715+24.60	1714+87.10	1714+37.10
SOUTHBOUND				
SOUTH APPROACH	2702+50.00	2709+64.20	2710+01.70	2710+51.70
NORTH APPROACH	2726+00.0	2714+38.80	2714+01.30	2713+51.30

TYPICAL APPROACH SECTION

NOT TO SCALE



DETAIL AT VERTICAL COLD PLANE JOINTS

NOTE: THIS DETAIL SHALL BE USED AT THE LOCATIONS SHOWN ABOVE AS DIRECTED BY THE ENGINEER.

Stantec

PROJECT NAME:	WEATHERSFIELD
PROJECT NUMBER:	IM 091-1(69)
FILE NAME: z13a096typ.dgn	PLOT DATE: 7/13/2017
PROJECT LEADER: M. CHENETTE	DRAWN BY: J. BURKE
DESIGNED BY: J. BURKE	CHECKED BY: X.XXXX
TYPICAL SECTIONS - TYP 2	SHEET 5 OF 40

GENERAL INFORMATION

SYMBOLOGY LEGEND NOTE

THE SYMBOLOGY ON THIS SHEET IS INTENDED TO COVER STANDARD CONVENTIONAL SYMBOLOGY. THE SYMBOLOGY IS USED FOR EXISTING & PROPOSED FEATURES WITH HEAVIER LINEWEIGHT, IN COMBINATION WITH PROJECT ANNOTATION, AS NOTED ON PROJECT PLAN SHEETS. THIS LEGEND SHEET COVERS THE BASICS. SYMBOLOGY ON PLANS MAY VARY, PLAN ANNOTATIONS AND NOTES SHOULD BE USED TO CLARIFY AS NEEDED.

R.O.W. ABBREVIATIONS (CODES) & SYMBOLS

POINT	CODE	DESCRIPTION
	CH	CHANNEL EASEMENT
	CONST	CONSTRUCTION EASEMENT
	CUL	CULVERT EASEMENT
	D&C	DISCONNECT & CONNECT
	DIT	DITCH EASEMENT
	DR	DRAINAGE EASEMENT
	DRIVE	DRIVEWAY EASEMENT
	EC	EROSION CONTROL
	HWY	HIGHWAY EASEMENT
	I&M	INSTALL & MAINTAIN EASEMENT
	LAND	LANDSCAPE EASEMENT
	R&RES	REMOVE & RESET
	R&REP	REMOVE & REPLACE
	SR	SLOPE RIGHT
	UE	UTILITY EASEMENT
	(P)	PERMANENT EASEMENT
	(T)	TEMPORARY EASEMENT
■	BNDNS	BOUND SET
⧈	BNDNS	BOUND TO BE SET
●	IPNS	IRON PIN SET
◎	IPNS	IRON PIN TO BE SET
⊠	CALC	EXISTING ROW POINT
○	PROW	PROPOSED ROW POINT
[LENGTH]		LENGTH CARRIED ON NEXT SHEET

COMMON TOPOGRAPHIC POINT SYMBOLS

POINT	CODE	DESCRIPTION
	APL	BOUND APPARENT LOCATION
	BM	BENCHMARK
	BND	BOUND
	CB	CATCH BASIN
	COMB	COMBINATION POLE
	DITHR	DROP INLET THROATED DNC
	EL	ELECTRIC POWER POLE
	FPOLE	FLAGPOLE
	GASFIL	GAS FILLER
	GP	GUIDE POST
	GSO	GAS SHUT OFF
	GUY	GUY POLE
	GUYW	GUY WIRE
	GV	GATE VALVE
	H	TREE HARDWOOD
	HCTRL	CONTROL HORIZONTAL
	HVCTRL	CONTROL HORIZ. & VERTICAL
	HYD	HYDRANT
	IP	IRON PIN
	IPIPE	IRON PIPE
	LI	LIGHT - STREET OR YARD
	MB	MAILBOX
	MH	MANHOLE (MH)
	MM	MILE MARKER
	PM	PARKING METER
	PMK	PROJECT MARKER
	POST	POST STONE/WOOD
	RRSIG	RAILROAD SIGNAL
	RRSL	RAILROAD SWITCH LEVER
	S	TREE SOFTWOOD
	SAT	SATELLITE DISH
	SHRUB	SHRUB
	SIGN	SIGN
	STUMP	STUMP
	TEL	TELEPHONE POLE
	TIE	TIE
	TSIGN	SIGN W/DOUBLE POST
	VCTRL	CONTROL VERTICAL
	WELL	WELL
	WSO	WATER SHUT OFF

THESE ARE COMMON VAOT SURVEY POINT SYMBOLS FOR EXISTING FEATURES, ALSO USED FOR PROPOSED FEATURES WITH HEAVIER LINEWEIGHT, IN COMBINATION WITH PROPOSED ANNOTATION.

PROPOSED GEOMETRY CODES

CODE	DESCRIPTION
PC	POINT OF CURVATURE
PI	POINT OF INTERSECTION
CC	CENTER OF CURVE
PT	POINT OF TANGENCY
PCC	POINT OF COMPOUND CURVE
PRC	POINT OF REVERSE CURVE
POB	POINT OF BEGINNING
POE	POINT OF ENDING
STA	STATION PREFIX
AH	AHEAD STATION SUFFIX
BK	BACK STATION SUFFIX
D	CURVE DEGREE OF (100FT)
R	CURVE RADUIS OF
T	CURVE TANGENT LENGTH
L	CURVE LENGTH OF
E	CURVE EXTERNAL DISTANCE

UTILITY SYMBOLOGY

UNDERGROUND UTILITIES

- UGU — UTILITY (GENERIC-UNKNOWN)
- UT — TELEPHONE
- UE — ELECTRIC
- UC — CABLE (TV)
- UEC — ELECTRIC+CABLE
- UET — ELECTRIC+TELEPHONE
- UCT — CABLE+TELEPHONE
- UECT — ELECTRIC+CABLE+TELEP.
- G — GAS LINE
- W — WATER LINE
- S — SANITARY SEWER (SEPTIC)

ABOVE GROUND UTILITIES (AERIAL)

- AGU — UTILITY (GENERIC-UNKNOWN)
- T — TELEPHONE
- E — ELECTRIC
- C — CABLE (TV)
- EC — ELECTRIC+CABLE
- ET — ELECTRIC+TELEPHONE
- AER E&T — ELECTRIC+TELEPHONE
- CT — CABLE+TELEPHONE
- ECT — ELECTRIC+CABLE+TELEP.
- UTILITY POLE GUY WIRE

PROJECT CONSTRUCTION SYMBOLOGY

PROJECT DESIGN & LAYOUT SYMBOLOGY

- CZ — CLEAR ZONE
- PLAN LAYOUT MATCHLINE

PROJECT CONSTRUCTION FEATURES

- TOP OF CUT SLOPE
- TOE OF FILL SLOPE
- STONE FILL
- BOTTOM OF DITCH ℄
- CULVERT PROPOSED
- STRUCTURE SUBSURFACE
- PDF — PDF — PROJECT DEMARCATION FENCE
- BF — BF — BARRIER FENCE
- TREE PROTECTION ZONE (TPZ)
- STRIPING LINE REMOVAL
- SHEET PILES

CONVENTIONAL BOUNDARY SYMBOLOGY

BOUNDARY LINES

- TOWN LINE — TOWN BOUNDARY LINE
- COUNTY LINE — COUNTY BOUNDARY LINE
- STATE LINE — STATE BOUNDARY LINE
- PROPOSED STATE R.O.W. (LIMITED ACCESS)
- PROPOSED STATE R.O.W.
- STATE ROW (LIMITED ACCESS)
- STATE ROW
- TOWN ROW
- PERMANENT EASEMENT LINE (P)
- TEMPORARY EASEMENT LINE (T)
- SURVEY LINE
- P/L — PROPERTY LINE (P/L)
- SR SR SR — SLOPE RIGHTS
- 6f — 6f — 6F PROPERTY BOUNDARY
- 4f — 4f — 4F PROPERTY BOUNDARY
- HAZ — HAZ — HAZARDOUS WASTE

EPSC LAYOUT PLAN SYMBOLOGY

EPSC MEASURES

- FILTER CURTAIN
- SILT FENCE
- SILT FENCE WOVEN WIRE
- CHECK DAM
- DISTURBED AREAS REQUIRING RE-VEGETATION
- EROSION MATTING

SEE EPSC DETAIL SHEETS FOR ADDITIONAL SYMBOLOGY

ENVIRONMENTAL RESOURCES

- WETLAND BOUNDARY
- RIPARIAN BUFFER ZONE
- WETLAND BUFFER ZONE
- SOIL TYPE BOUNDARY
- T&E — THREATENED & ENDANGERED SPECIES
- HAZ — HAZ — HAZARDOUS WASTE AREA
- AG — AGRICULTURAL LAND
- HABITAT — FISH & WILDLIFE HABITAT
- FLOOD PLAIN — FLOOD PLAIN
- OHW — ORDINARY HIGH WATER (OHW)
- STORM WATER
- USDA FOREST SERVICE LANDS
- WILDLIFE HABITAT SUIT/CONN

ARCHEOLOGICAL & HISTORIC

- ARCH — ARCHEOLOGICAL BOUNDARY
- HISTORIC DIST — HISTORIC DISTRICT BOUNDARY
- HISTORIC — HISTORIC AREA
- (H) HISTORIC STRUCTURE

CONVENTIONAL TOPOGRAPHIC SYMBOLOGY

EXISTING FEATURES

- ROAD EDGE PAVEMENT
- ROAD EDGE GRAVEL
- DRIVEWAY EDGE
- DITCH
- FOUNDATION
- FENCE (EXISTING)
- FENCE WOOD POST
- FENCE STEEL POST
- GARDEN
- ROAD GUARDRAIL
- RAILROAD TRACKS
- CULVERT (EXISTING)
- STONE WALL
- WALL
- WOOD LINE
- BRUSH LINE
- HEDGE
- BODY OF WATER EDGE
- LEDGE EXPOSED

Stantec

PROJECT NAME: WEATHERSFIELD
PROJECT NUMBER: IM 091-1(69)

FILE NAME: z13a0961egend.dgn
PROJECT LEADER: M. CHENETTE
DESIGNED BY: M. LONGSTREET
CONVENTIONAL SYMBOLOGY LEGEND

PLOT DATE: 7/13/2017
DRAWN BY: M. LONGSTREET
CHECKED BY: M. LONGSTREET
SHEET 6 OF 40

CONTROL POINTS

HVCTRL #1

191 EXIT 8
NORTH = 326709.6500
EAST = 1663056.7400
ELEV. = 459.4000

GENERAL LOCATION WEATHERSFIELD, VT. IN THE MEDIAN BETWEEN I-91 NB MM 51.30 AND 51.35, INSIDE A STEEL GUARD RAIL. IT IS 2.6 M E OF AND ABOUT 0.2 M LOWER THAN THE EAST EDGE OF PAVEMENT OF THE I-91 SB LANE, 10.4 M W OF AND ABOUT 0.9 M HIGHER THAN THE WEST EDGE OF PAVEMENT OF THE I-91 NB LANE, 9.7 M SSE OF THE SE CORNER OF THE CONC CURB OF THE SB BRIDGE, 25.6 M SW OF THE SW CORNER OF THE CONC CURB OF THE NB BRIDGE, 76.8 M N OF THE CENTER OF A 60 CM SQUARE METAL DRAIN GRATE, AND 0.3 M NNW OF A FIBERGLASS WITNESS.

HVCTRL #2

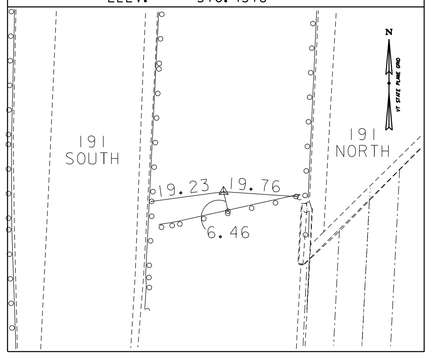
191 EXIT 8
NORTH = 328857.5700
EAST = 1663159.7500
ELEV. = 509.2000

GENERAL LOCATION WEATHERSFIELD, VT. IN THE MEDIAN BETWEEN MILE MARKERS 50.90 AND 50.95 AND ABOUT 0.1 MI S OF A U-TURN. IT IS 8.4 M W OF AND ABOUT 0.6 M HIGHER THAN THE I-91 NB WEST EDGE OF PAVEMENT, 4.7 M E OF THE I-91 SB EAST EDGE OF PAVEMENT, 49.4 M SSW OF A 60 CM SQUARE METAL DRAIN WITH PAVED ASPHALT INLET CULVERT AND METAL DELINEATOR, AND 4.3 M ESE OF A FIBERGLASS WITNESS IN A GUARDRAIL.

TRAVERSE TIES

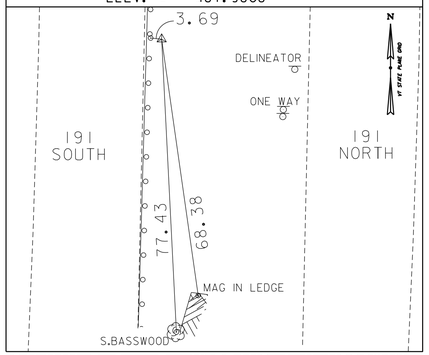
HVCTRL #3

NORTH = 329178.1078
EAST = 1663188.2387
ELEV. = 510.4318



HVCTRL #4

NORTH = 330351.0379
EAST = 1663231.3216
ELEV. = 481.9808



HVCTRL

NORTH =
EAST =
ELEV. =

HVCTRL

NORTH =
EAST =
ELEV. =

HVCTRL

NORTH =
EAST =
ELEV. =

*MAIN TRAVERSE COMPLETED 04/17/2017 BY R.GILMAN P.C., B. HERRING & H.MCGOWAN

TRAVERSE TIES

NORTH =
EAST =
ELEV. =

NORTH =
EAST =
ELEV. =

NORTH =
EAST =
ELEV. =

NORTH =
EAST =
ELEV. =

NORTH =
EAST =
ELEV. =

DATUM

VERTICAL NAVD88
HORIZONTAL NAD83(2011)
ADJUSTMENT NONE

Stantec

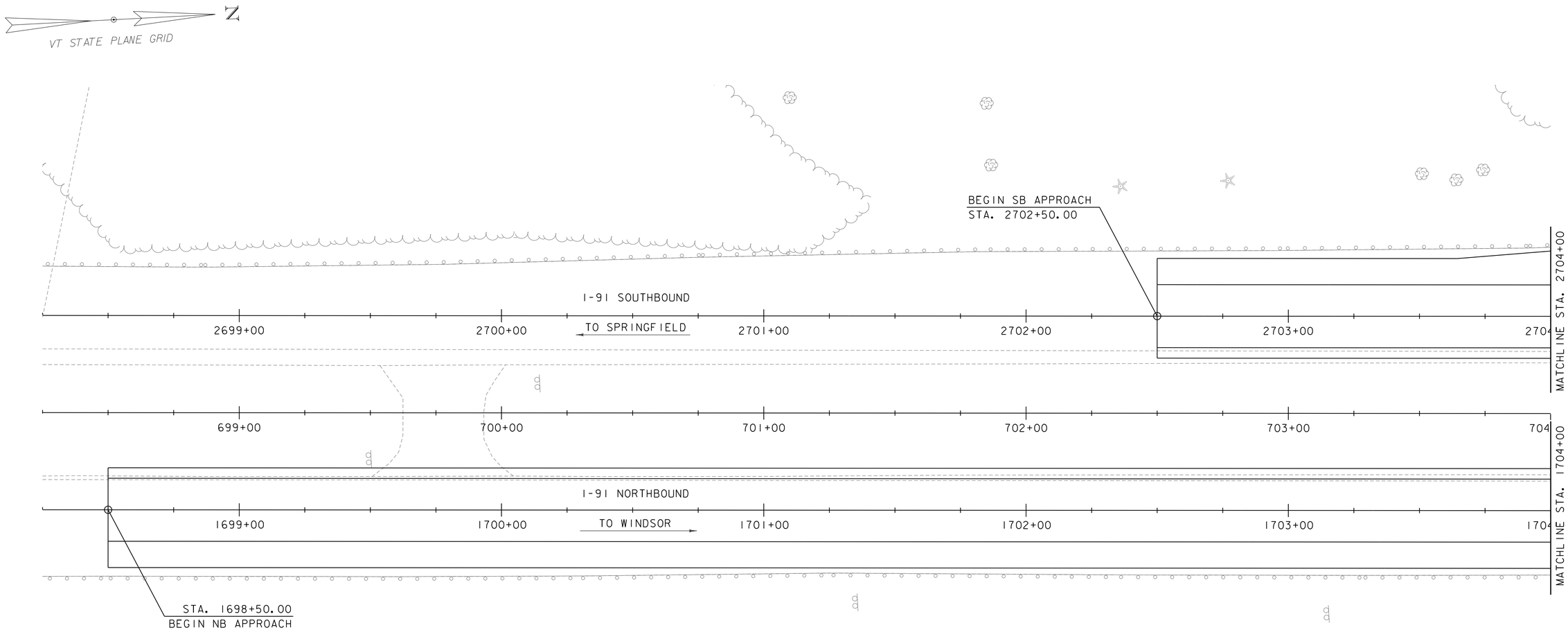
PROJECT NAME: WEATHERSFIELD
PROJECT NUMBER: IM 091-1(69)

FILE NAME: z13a096tie.dgn
PROJECT LEADER: VTRANS
DESIGNED BY: VTRANS
TIE SHEET

PLOT DATE: 7/13/2017
DRAWN BY: VTRANS
CHECKED BY: VTRANS
SHEET 7 OF 40

STEEL BEAM GUARDRAIL, GALVANIZED
STA. 1698+50 TO STA. 1704+00, RT
STA. 2702+50 TO STA. 2704+00, LT

REMOVAL AND DISPOSAL OF GUARDRAIL
STA. 1698+50 TO STA. 1704+00, RT
STA. 2702+50 TO STA. 2704+00, LT



0 20 40
SCALE IN FEET

Stantec

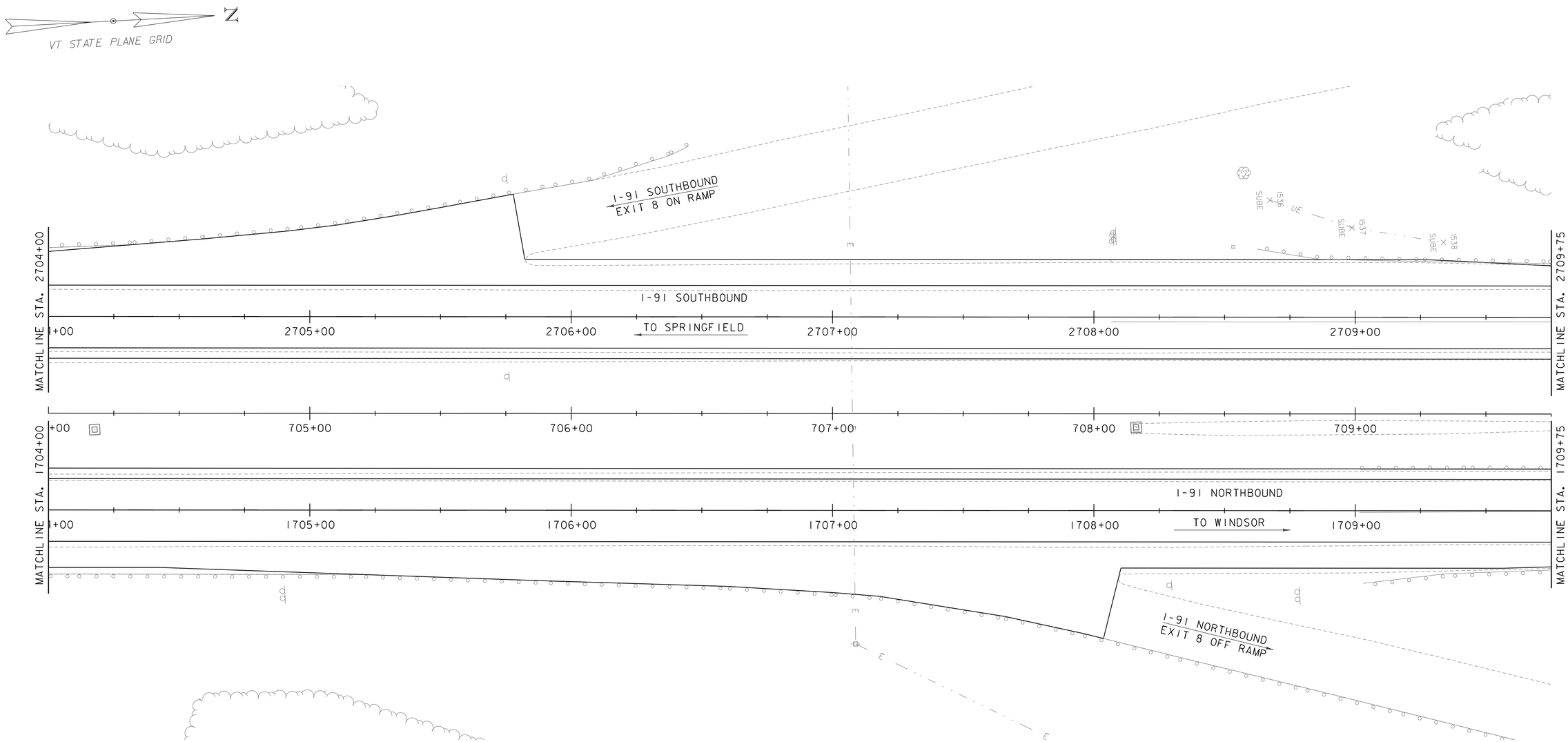
PROJECT NAME: WEATHERSFIELD	
PROJECT NUMBER: IM-091-1(69)	
FILE NAME: zl3a096bdr.dgn	PLOT DATE: 7/13/2017
PROJECT LEADER: M. CHENETTE	DRAWN BY: J. BURKE
DESIGNED BY: J. BURKE	CHECKED BY: X.XXXX
LAYOUT SHEET 1	SHEET 8 OF 40

STEEL BEAM GUARDRAIL, GALVANIZED
STA. 1704+00 TO STA. 1708+04, RT
STA. 1709+XX TO STA. 1709+75, RT
STA. 2704+00 TO STA. 2705+78, LT
STA. 2708+XX TO STA. 2709+75, LT

MANUFACTURED TERMINAL SECTION, FLARED
STA. 1709+XX TO STA. 1709+XX, RT

MANUFACTURED TERMINAL SECTION, TANGENT
STA. 2708+XX TO STA. 2708+XX, LT

REMOVAL AND DISPOSAL OF GUARDRAIL
STA. 1704+00 TO STA. 1708+04, RT
STA. 1709+05 TO STA. 1709+75, RT
STA. 2704+00 TO STA. 2705+78, LT
STA. 2708+62 TO STA. 2709+75, LT)



0 20 40
SCALE IN FEET

Stantec

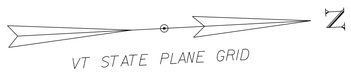
PROJECT NAME:	WEATHERSFIELD
PROJECT NUMBER:	IM-091-1(69)
FILE NAME: z13a096bdr.dgn	PLOT DATE: 7/13/2017
PROJECT LEADER: M. CHENETTE	DRAWN BY: J. BURKE
DESIGNED BY: J. BURKE	CHECKED BY: X.XXXX
LAYOUT SHEET 2	SHEET 9 OF 40

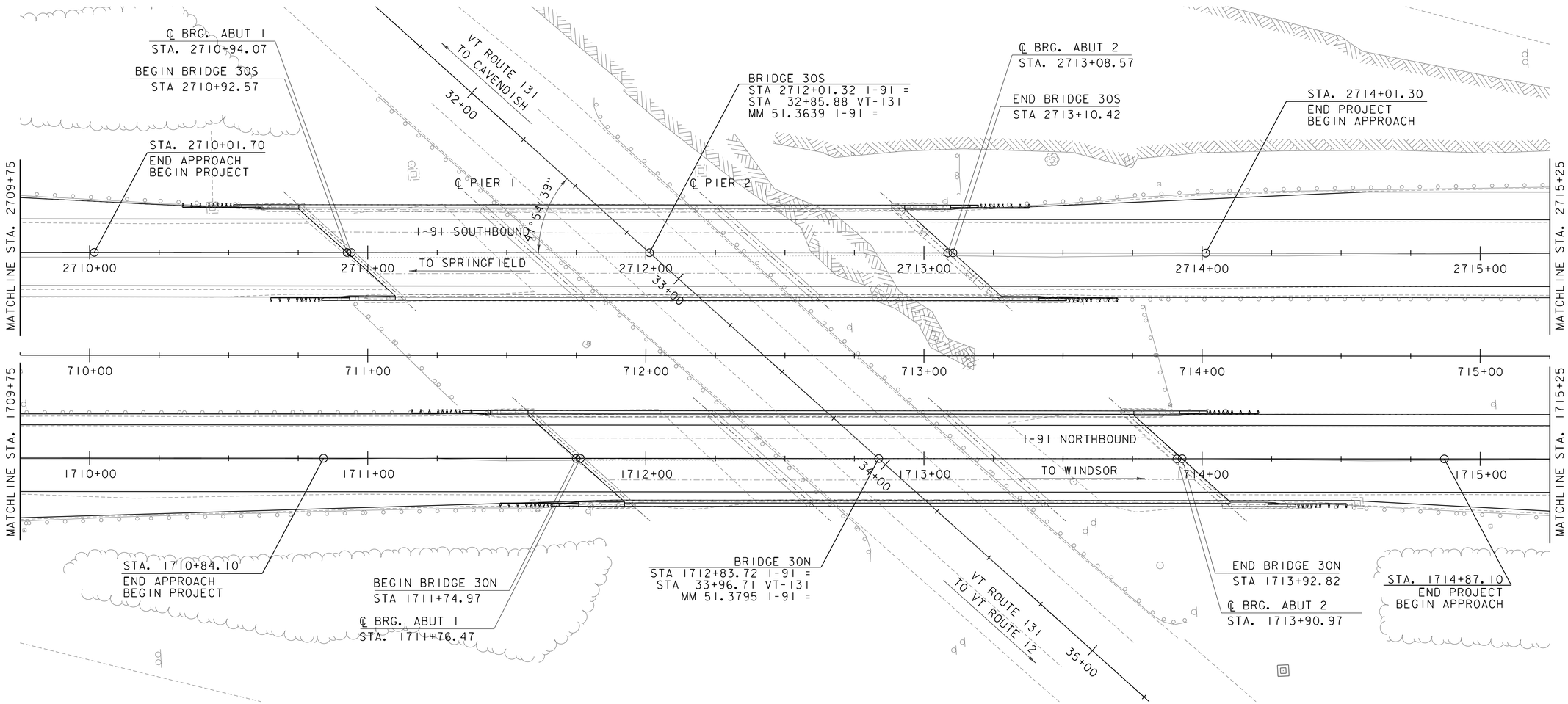
CHANGING ELEVATION OF DI, CB OR MH
STA. 1711+65, RT
STA. 1714+69, RT
STA. 2710+41, LT

STEEL BEAM GUARDRAIL, GALVANIZED
STA. 1709+75 TO STA. 1711+XX, RT
STA. 1710+14 TO STA. 1711+XX, LT
STA. 1713+XX TO STA. 1715+00, LT
STA. 1714+XX TO STA. 1715+25, RT
STA. 2709+75 TO STA. 2710+XX, LT
STA. 2710+14 TO STA. 2711+XX, RT
STA. 2710+98, RT TO STA. 1711+36, LT (MEDIAN)
STA. 2713+XX TO STA. 2715+25, LT
STA. 2713+XX TO STA. 2715+00, RT
STA. 2713+90, RT TO STA. 1714+00, LT (MEDIAN)

GUARDRAIL APPROACH SECTION,
CONC COMB TO BRIDGE RAILING TL-3
STA. 1711+XX TO STA. 1711+XX, LT
STA. 1711+XX TO STA. 1711+XX, RT
STA. 1713+XX TO STA. 1714+XX, LT
STA. 1714+XX TO STA. 1714+XX, RT
STA. 2710+XX TO STA. 2710+XX, LT
STA. 2710+XX TO STA. 2711+XX, RT
STA. 2713+XX TO STA. 2713+XX, LT
STA. 2713+XX TO STA. 2713+XX, RT

REMOVAL AND DISPOSAL OF GUARDRAIL
STA. 1709+75 TO STA. 1711+87, RT
STA. 1710+14 TO STA. 1711+52, LT
STA. 1713+97 TO STA. 1715+00, LT
STA. 1714+52 TO STA. 1715+25, RT
STA. 2709+75 TO STA. 2710+66, LT
STA. 2710+14 TO STA. 2711+04, RT
STA. 2710+98, RT TO STA. 1711+36, LT (MEDIAN)
STA. 2713+12 TO STA. 2715+25, LT
STA. 2713+67 TO STA. 2715+00, RT
STA. 2713+90, RT TO STA. 1714+00, LT (MEDIAN)





0 20 40
SCALE IN FEET

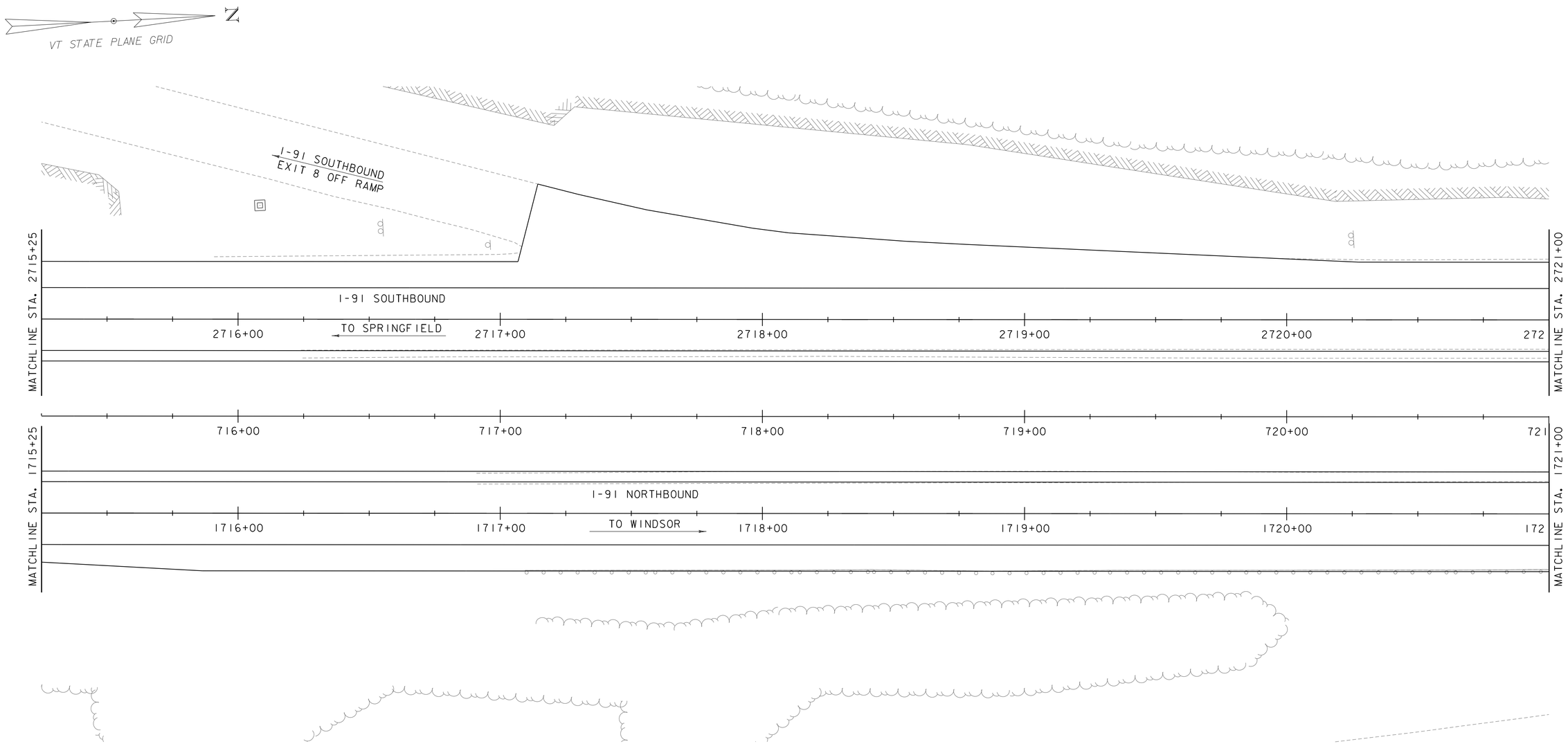
Stantec

PROJECT NAME:	WEATHERSFIELD
PROJECT NUMBER:	IM-091-1(69)
FILE NAME: zl3a096bdr.dgn	PLOT DATE: 7/13/2017
PROJECT LEADER: M. CHENETTE	DRAWN BY: J. BURKE
DESIGNED BY: J. BURKE	CHECKED BY: X.XXXX
LAYOUT SHEET 3	SHEET 10 OF 40

STEEL BEAM GUARDRAIL, GALVANIZED
STA. 1715+25 TO STA. 1721+00, RT
STA. 2715+25 TO STA. 2715+XX, LT

MANUFACTURED TERMINAL SECTION, FLARED
STA. 2715+XX TO STA. 2715+XX, LT

REMOVAL AND DISPOSAL OF GUARDRAIL
STA. 1715+25 TO STA. 1721+00, RT
STA. 2715+25 TO STA. 2715+81, LT



0 20 40
SCALE IN FEET

Stantec

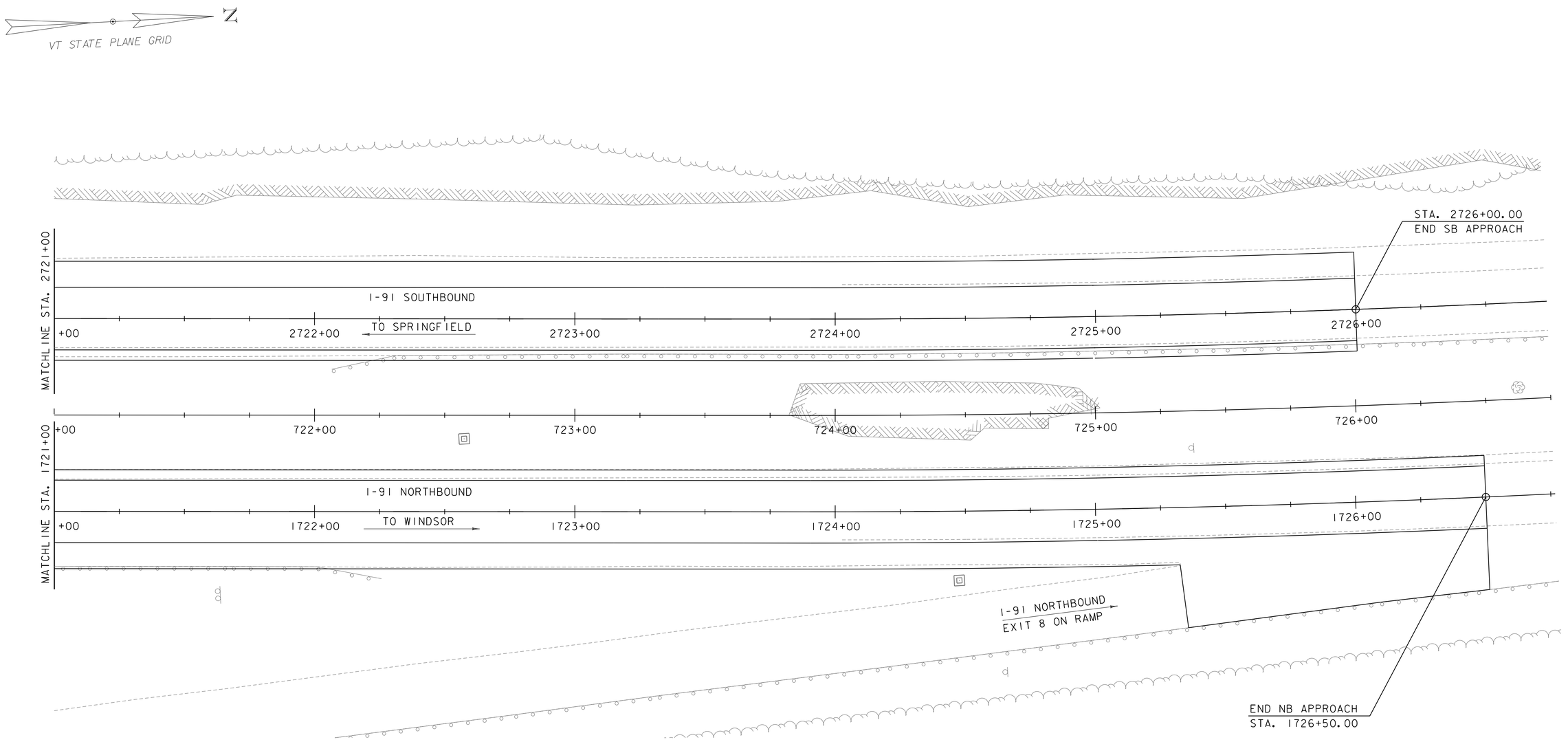
PROJECT NAME:	WEATHERSFIELD
PROJECT NUMBER:	IM-091-1(69)

FILE NAME: zl3a096bdr.dgn	PLOT DATE: 7/13/2017
PROJECT LEADER: M. CHENETTE	DRAWN BY: J. BURKE
DESIGNED BY: J. BURKE	CHECKED BY: X.XXXX
LAYOUT SHEET 4	SHEET 11 OF 40

STEEL BEAM GUARDRAIL, GALVANIZED
STA. 1721+00 TO STA. 1722+XX, RT
STA. 1725+34 TO STA. 1726+50, RT
STA. 2722+XX TO STA. 2726+00, RT

MANUFACTURED TERMINAL SECTION, TANGENT
STA. 1722+XX TO STA. 1722+XX, RT
STA. 2722+XX TO STA. 2722+XX, RT

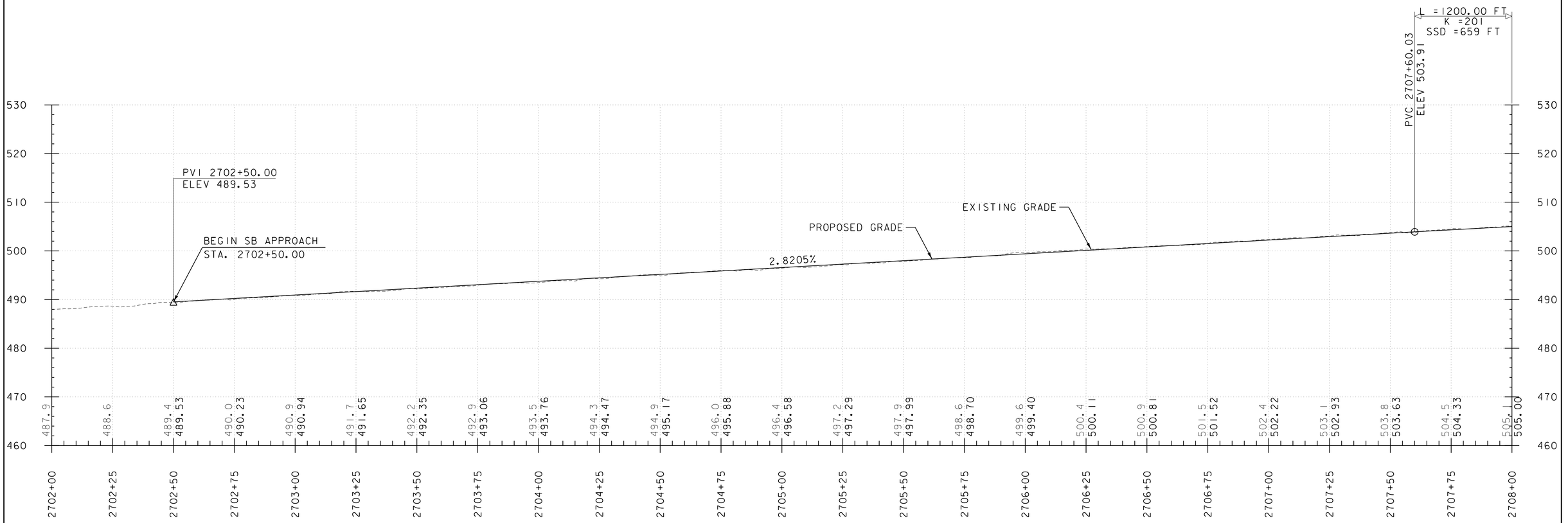
REMOVAL AND DISPOSAL OF GUARDRAIL
STA. 1721+00 TO STA. 1722+26, RT
STA. 1725+34 TO STA. 1726+50, RT
STA. 2722+07 TO STA. 2726+00, RT



0 20 40
SCALE IN FEET

Stantec

PROJECT NAME:	WEATHERSFIELD
PROJECT NUMBER:	IM-091-1(69)
FILE NAME: z13a096bdr.dgn	PLOT DATE: 7/13/2017
PROJECT LEADER: M. CHENETTE	DRAWN BY: J. BURKE
DESIGNED BY: J. BURKE	CHECKED BY: X.XXXX
LAYOUT SHEET 5	SHEET 12 OF 40



I-91 SOUTHBOUND PROFILE (1 OF 3)

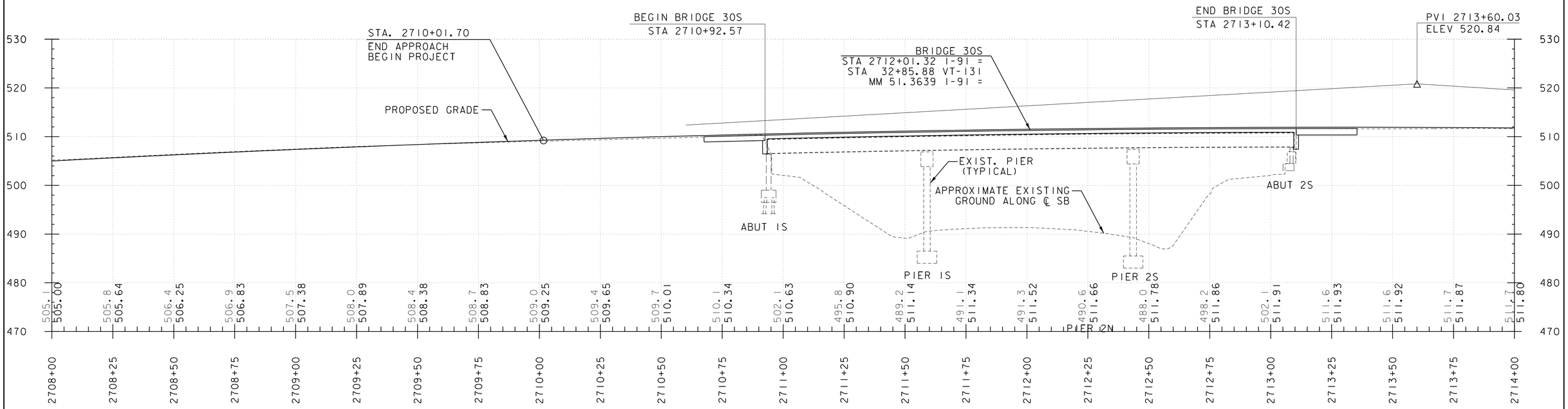
HORZONTAL SCALE: 1" = 20' VERTICAL SCALE 1" = 10'

GRADES SHOWN TO THE NEAREST TENTH ARE EXISTING GROUND

GRADES SHOWN TO THE NEAREST HUNDREDTH ARE FINISH GRADE

Stantec

PROJECT NAME:	WEATHERSFIELD
PROJECT NUMBER:	IM 091-1(69)
FILE NAME: zl3a096pro.dgn	PLOT DATE: 7/13/2017
PROJECT LEADER: M. CHENETTE	DRAWN BY: P.ARMATA
DESIGNED BY: J. BURKE	CHECKED BY: I. MAYNARD
I-91 SB PROFILE SHEET 1	SHEET 13 OF 40



I-91 SOUTHBOUND PROFILE (2 OF 3)

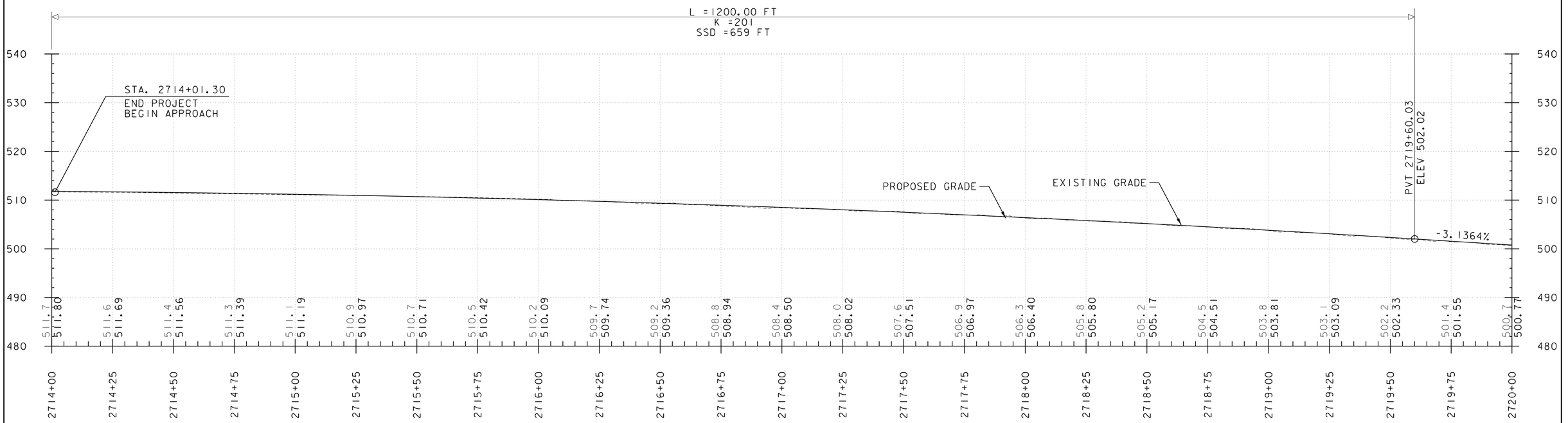
HORZONTAL SCALE: 1" = 20' VERTICAL SCALE 1" = 10'

GRADES SHOWN TO THE NEAREST TENTH ARE EXISTING GROUND

GRADES SHOWN TO THE NEAREST HUNDREDTH ARE FINISH GRADE

Stantec

PROJECT NAME:	WEATHERSFIELD
PROJECT NUMBER:	IM 091-1(69)
FILE NAME: z13a096pro.dgn	PLOT DATE: 7/13/2017
PROJECT LEADER: M. CHENETTE	DRAWN BY: P.ARMATA
DESIGNED BY: J. BURKE	CHECKED BY: I. MAYNARD
I-91SB PROFILE SHEET 2	SHEET 14 OF 40



I-91 SOUTHBOUND PROFILE (3 OF 3)

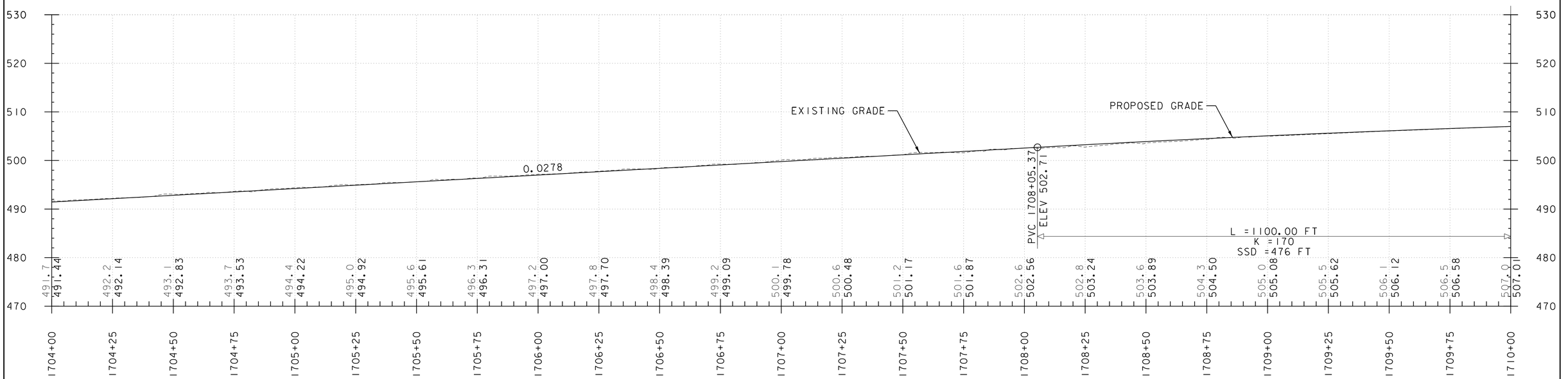
HORZONTAL SCALE: 1" = 20' VERTICAL SCALE 1" = 10'

GRADES SHOWN TO THE NEAREST TENTH ARE EXISTING GROUND

GRADES SHOWN TO THE NEAREST HUNDREDTH ARE FINISH GRADE

Stantec

PROJECT NAME:	WEATHERSFIELD
PROJECT NUMBER:	IM 091-1(69)
FILE NAME: z13a096pro.dgn	PLOT DATE: 7/13/2017
PROJECT LEADER: M. CHENETTE	DRAWN BY: P.ARMATA
DESIGNED BY: J. BURKE	CHECKED BY: I. MAYNARD
I-91 SB PROFILE SHEET 3	SHEET 15 OF 40



I-91 NORTHBOUND PROFILE (1 OF 3)

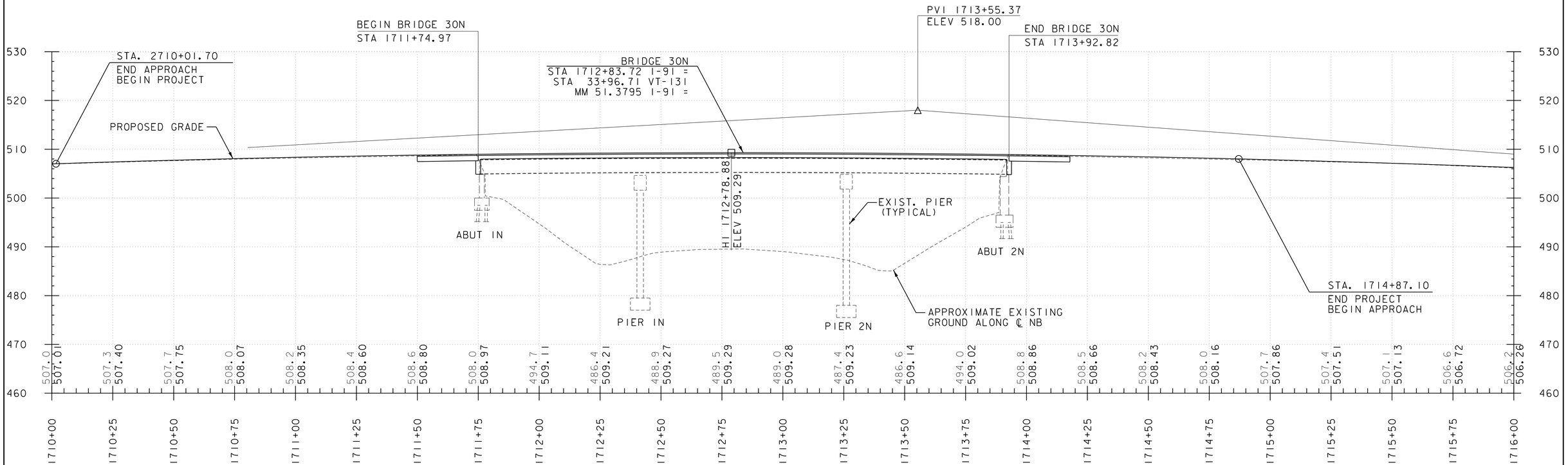
HORZONTAL SCALE: 1" = 20' VERTICAL SCALE 1" = 10'

GRADES SHOWN TO THE NEAREST TENTH ARE EXISTING GROUND

GRADES SHOWN TO THE NEAREST HUNDREDTH ARE FINISH GRADE

Stantec

PROJECT NAME:	WEATHERSFIELD
PROJECT NUMBER:	IM 091-1(69)
FILE NAME: z13a096pro.dgn	PLOT DATE: 7/13/2017
PROJECT LEADER: M. CHENETTE	DRAWN BY: P.ARMATA
DESIGNED BY: J. BURKE	CHECKED BY: I. MAYNARD
I-91NB PROFILE SHEET 1	SHEET 16 OF 40



I-91 NORTHBOUND PROFILE (2 OF 3)

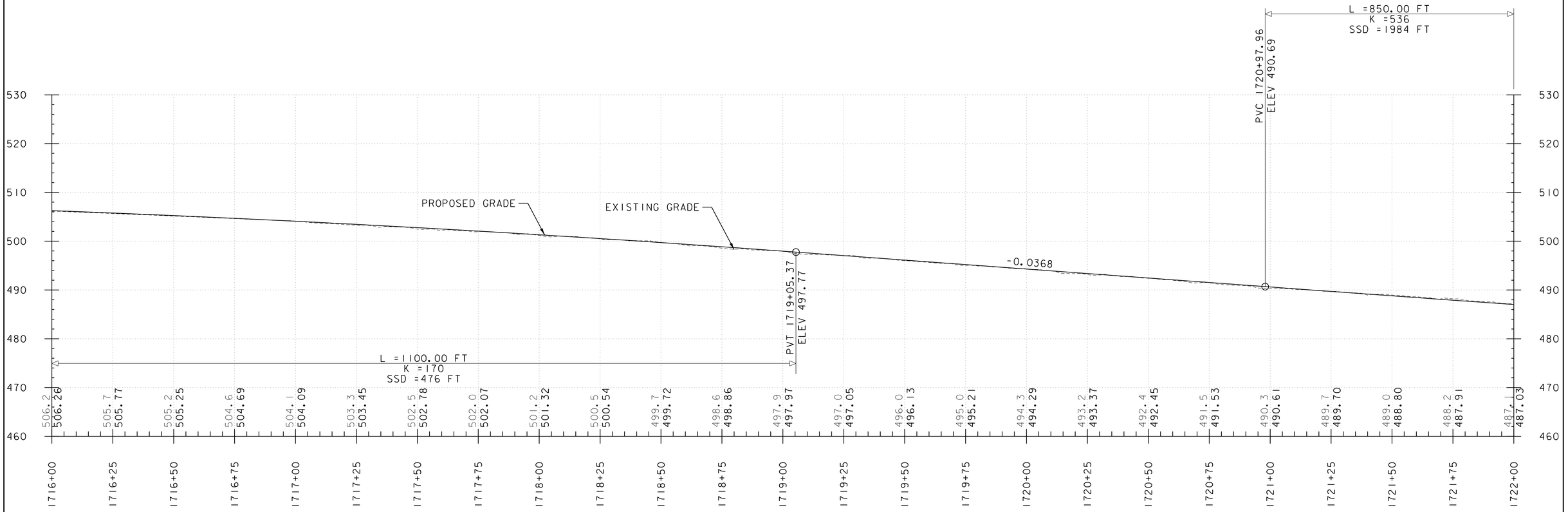
HORZONTAL SCALE: 1" = 20' VERTICAL SCALE 1" = 10'

GRADES SHOWN TO THE NEAREST TENTH ARE EXISTING GROUND

GRADES SHOWN TO THE NEAREST HUNDREDTH ARE FINISH GRADE

Stantec

PROJECT NAME:	WEATHERSFIELD
PROJECT NUMBER:	IM 091-1(69)
FILE NAME: z13a096pro.dgn	PLOT DATE: 7/13/2017
PROJECT LEADER: M. CHENETTE	DRAWN BY: P.ARMATA
DESIGNED BY: J. BURKE	CHECKED BY: I. MAYNARD
I-91NB PROFILE SHEET 2	SHEET 17 OF 40



I-91 NORTHBOUND PROFILE (3 OF 3)

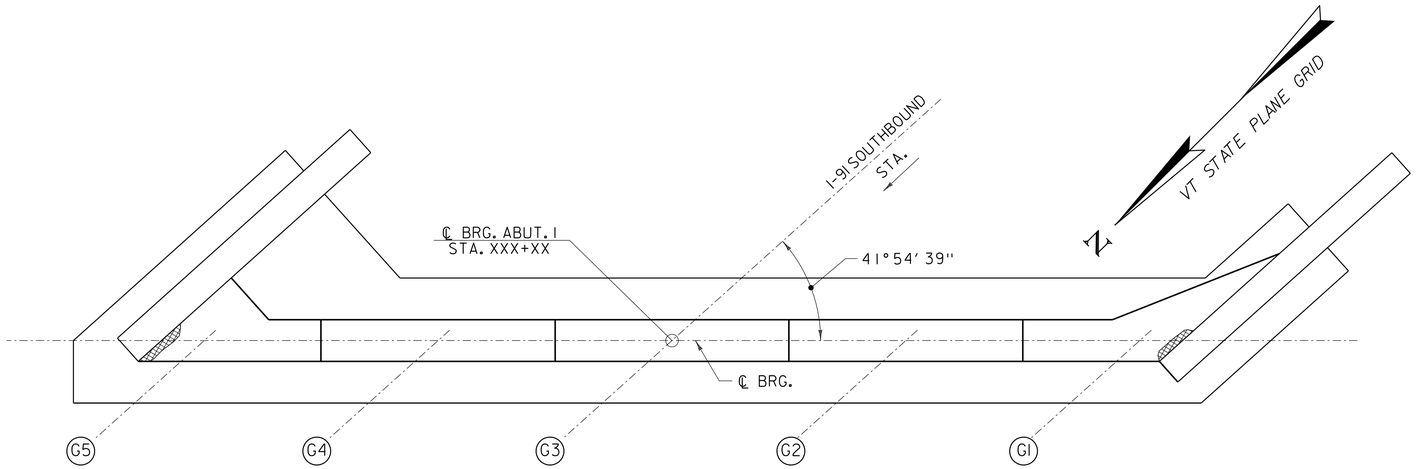
HORZONTAL SCALE: 1" = 20' VERTICAL SCALE 1" = 10'

GRADES SHOWN TO THE NEAREST TENTH ARE EXISTING GROUND

GRADES SHOWN TO THE NEAREST HUNDREDTH ARE FINISH GRADE

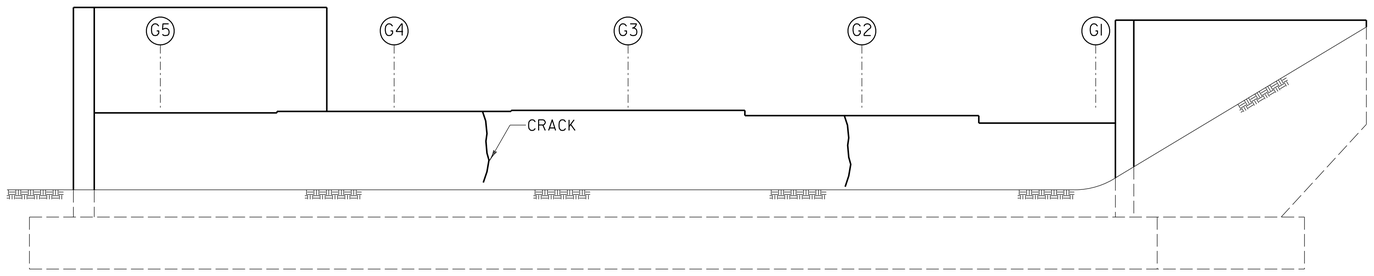
Stantec

PROJECT NAME:	WEATHERSFIELD
PROJECT NUMBER:	IM 091-1(69)
FILE NAME: z13a096pro.dgn	PLOT DATE: 7/13/2017
PROJECT LEADER: M. CHENETTE	DRAWN BY: P.ARMATA
DESIGNED BY: J. BURKE	CHECKED BY: I. MAYNARD
I-91NB PROFILE SHEET 3	SHEET 18 OF 40



ABUTMENT NO. 1 SOUTHBOUND PLAN

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



ABUTMENT NO. 1 SOUTHBOUND ELEVATION

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

LEGEND

- CRACK
- SPALLED GREATER THAN 2" DEPTH WITH EXPOSED REBAR
- DELAMINATED AREA

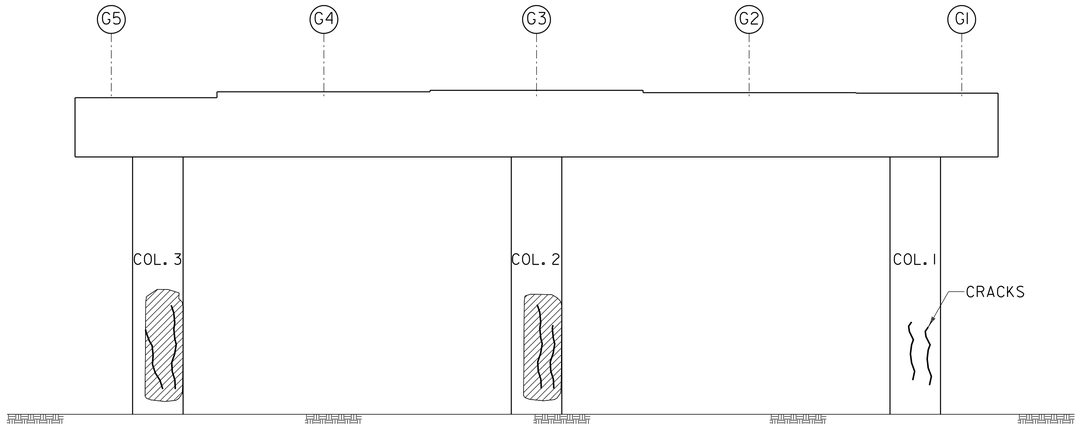
NOTES:
1. DETERIORATED AREAS SHOWN ARE BASED ON INSPECTIONS CONDUCTED IN MAY 2017. ALL REPAIRS ARE ESTIMATED; ACTUAL LIMITS, DEPTH AND CLASS OF REPAIR TO BE DETERMINED BY THE RESIDENT ENGINEER.

Stantec

PROJECT NAME: WEATHERSFIELD
PROJECT NUMBER: IM 091-1(69)

FILE NAME: z13a096piers.dgn
PROJECT LEADER: M. CHENETTE
DESIGNED BY: X. XXXX
ABUTMENT NO. 1 SOUTHBOUND REPAIRS

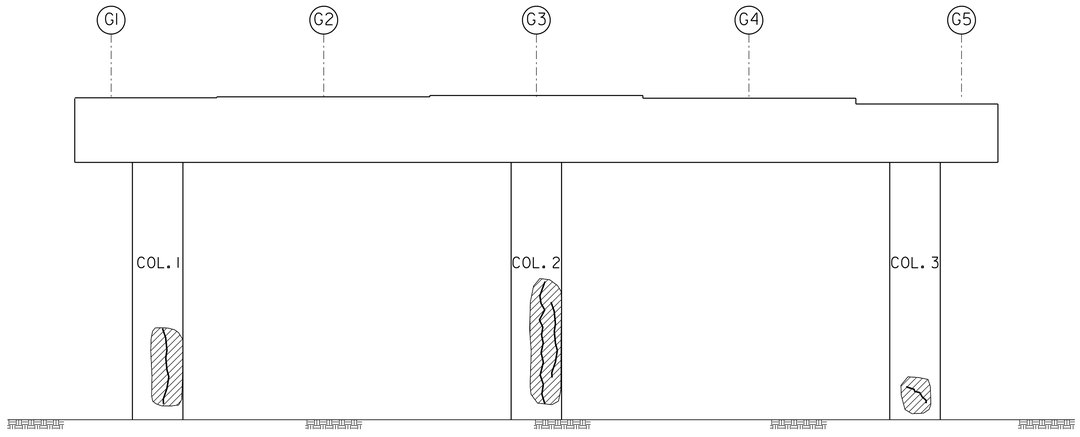
PLOT DATE: 7/13/2017
DRAWN BY: I. MAYNARD
CHECKED BY: X. XXXX
SHEET 19 OF 40



NORTHFACE

PIER NO. 1 SOUTHBOUND

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



SOUTHFACE

PIER NO. 2 SOUTHBOUND

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

LEGEND

- CRACK
- SPALLED GREATER THAN 2" DEPTH WITH EXPOSED REBAR
- DELAMINATED AREA

NOTES:

1. DETERIORATED AREAS SHOWN ARE BASED ON INSPECTIONS CONDUCTED IN MAY 2017. ALL REPAIRS ARE ESTIMATED; ACTUAL LIMITS, DEPTH AND CLASS OF REPAIR TO BE DETERMINED BY THE RESIDENT ENGINEER.
2. NO DEFICIENCIES OBSERVED ON THE SOUTH FACE OF PIER NO. 1 OR THE NORTH FACE OF PIER NO. 2.

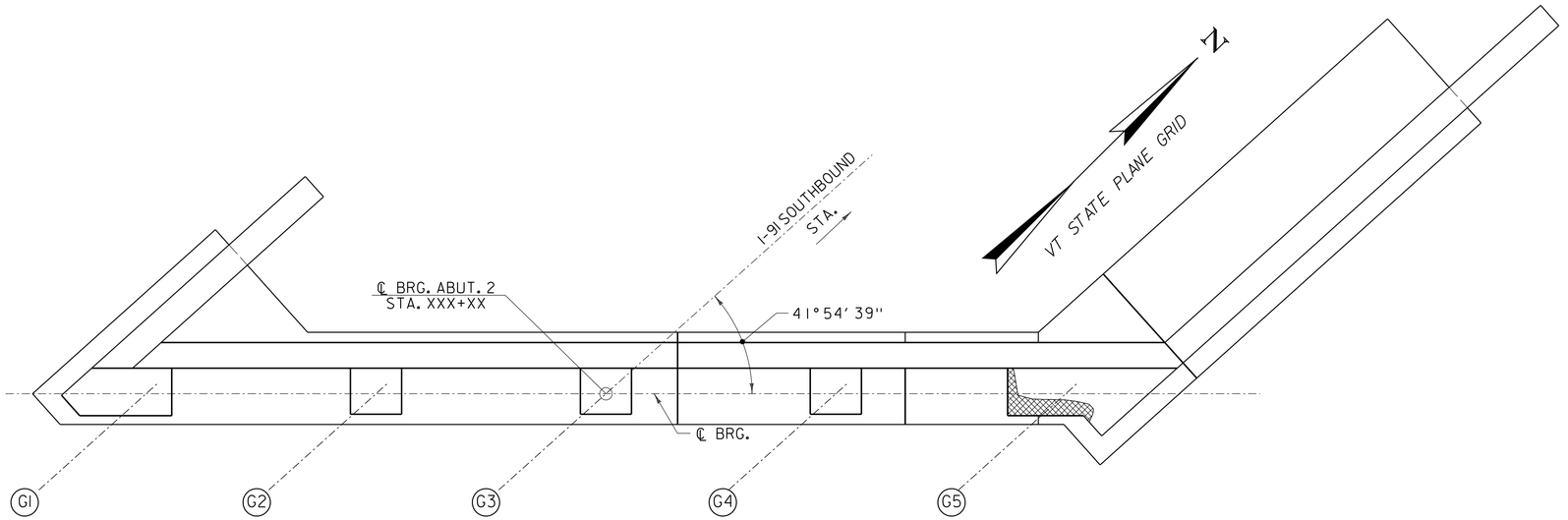
Stantec

PROJECT NAME: WEATHERSFIELD

PROJECT NUMBER: IM 091-1(69)

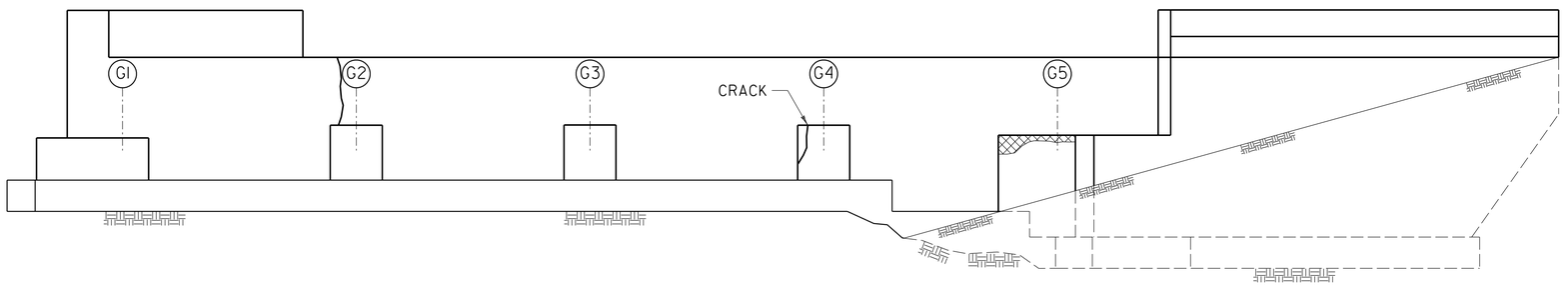
FILE NAME: z13a096piers.dgn
PROJECT LEADER: M. CHENETTE
DESIGNED BY: X. XXXX
SOUTHBOUND PIER REPAIRS

PLOT DATE: 7/13/2017
DRAWN BY: I. MAYNARD
CHECKED BY: X. XXXX
SHEET 20 OF 40



ABUTMENT NO. 2 SOUTHBOUND PLAN

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



ABUTMENT NO. 2 SOUTHBOUND ELEVATION

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

LEGEND

- CRACK
- SPALLED GREATER THAN 2" DEPTH WITH EXPOSED REBAR
- DELAMINATED AREA

NOTES:

1. DETERIORATED AREAS SHOWN ARE BASED ON INSPECTIONS CONDUCTED IN MAY 2017. ALL REPAIRS ARE ESTIMATED; ACTUAL LIMITS, DEPTH AND CLASS OF REPAIR TO BE DETERMINED BY THE RESIDENT ENGINEER.

Stantec

PROJECT NAME: WEATHERSFIELD

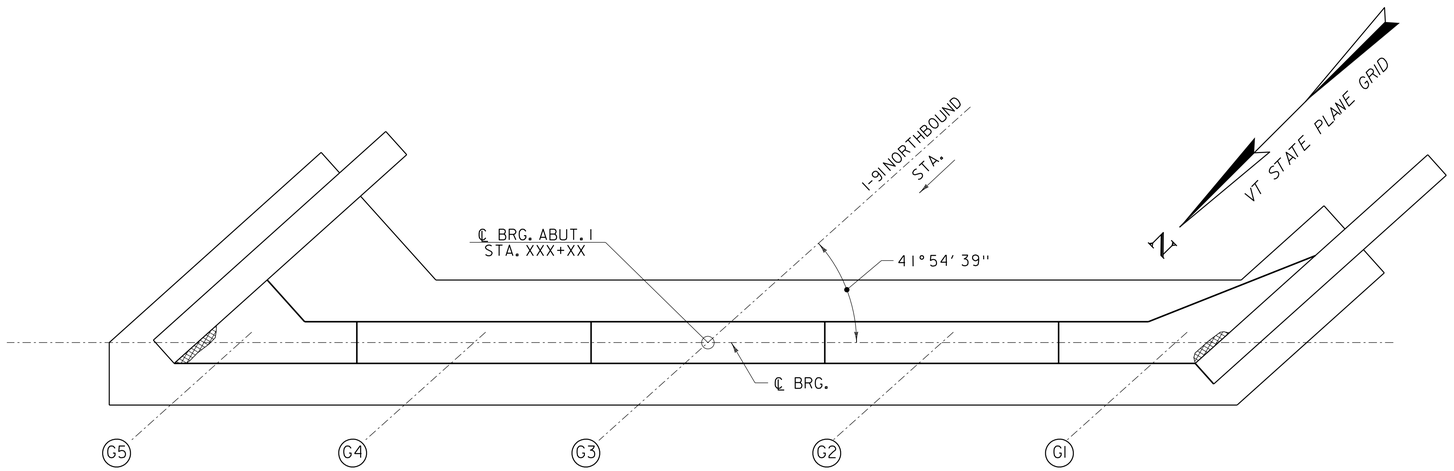
PROJECT NUMBER: IM 091-1(69)

FILE NAME: z13a096piers.dgn | PLOT DATE: 7/13/2017

PROJECT LEADER: M. CHENETTE | DRAWN BY: I. MAYNARD

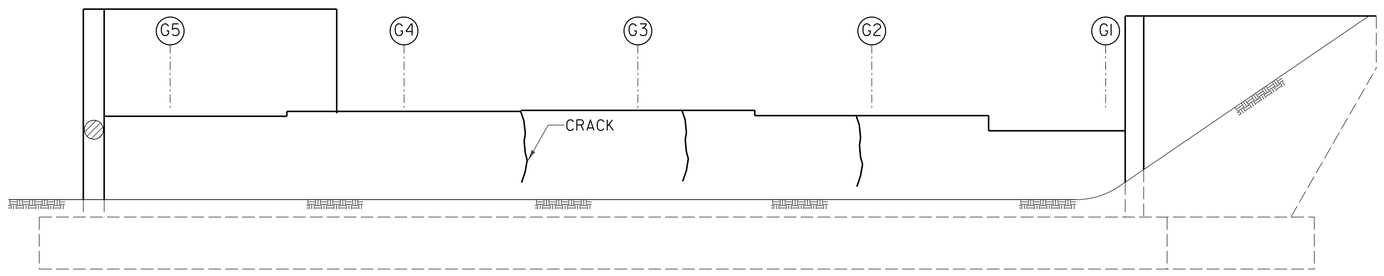
DESIGNED BY: X. XXXX | CHECKED BY: X. XXXX

ABUTMENT NO. 2 SOUTHBOUND REPAIRS | SHEET 21 OF 40



ABUTMENT NO. 1 NORTHBOUND PLAN

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



ABUTMENT NO. 1 NORTHBOUND ELEVATION

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

LEGEND

- CRACK
- SPALLED GREATER THAN 2" DEPTH WITH EXPOSED REBAR
- DELAMINATED AREA

NOTES:

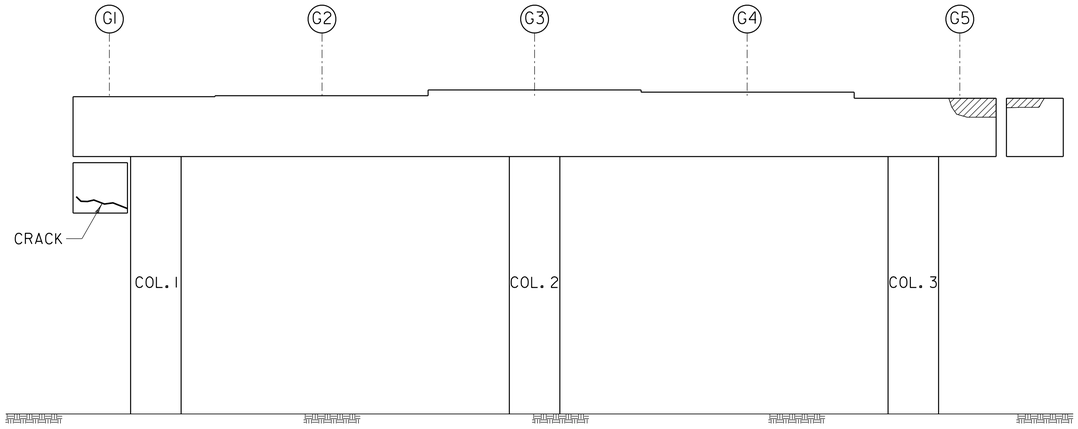
1. DETERIORATED AREAS SHOWN ARE BASED ON INSPECTIONS CONDUCTED IN MAY 2017. ALL REPAIRS ARE ESTIMATED; ACTUAL LIMITS, DEPTH AND CLASS OF REPAIR TO BE DETERMINED BY THE RESIDENT ENGINEER.

Stantec

PROJECT NAME: WEATHERSFIELD
PROJECT NUMBER: IM 091-1(69)

FILE NAME: z13a096piers.dgn
PROJECT LEADER: M. CHENETTE
DESIGNED BY: X. XXXX
ABUTMENT NO. 1 NORTHBOUND REPAIRS

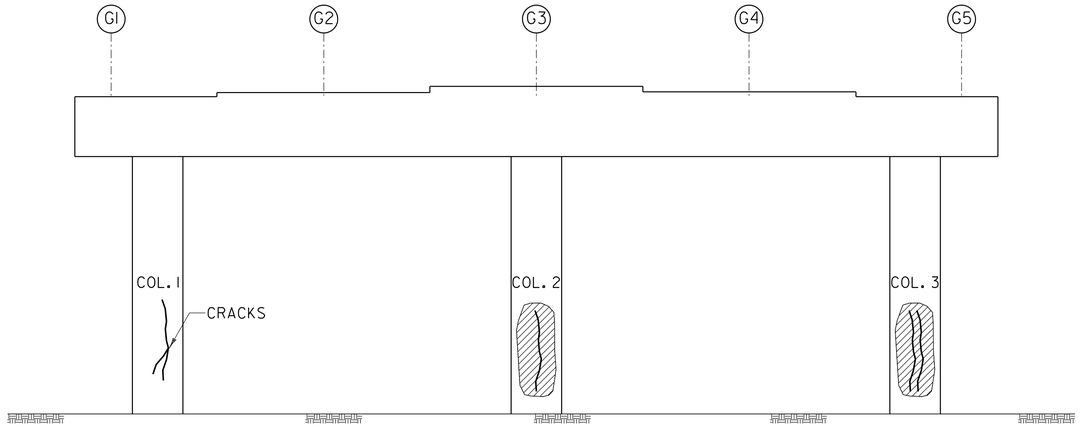
PLOT DATE: 7/13/2017
DRAWN BY: I. MAYNARD
CHECKED BY: X. XXXX
SHEET 22 OF 40



SOUTHFACE

PIER NO. 1 NORTHBOUND

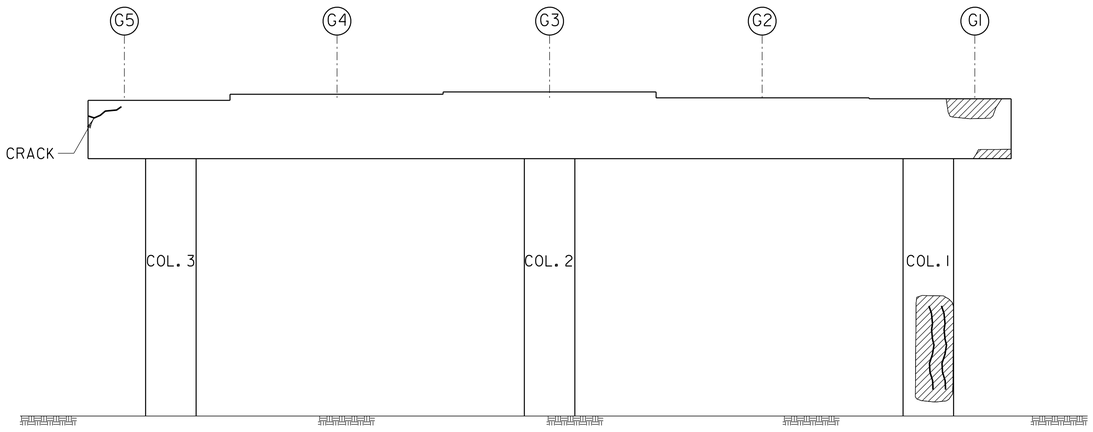
SCALE: 1/4" = 1'-0"



SOUTHFACE

PIER NO. 2 NORTHBOUND

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



NORTHFACE

PIER NO. 1 NORTHBOUND

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

LEGEND

- CRACK
- SPALLED GREATER THAN 2" DEPTH WITH EXPOSED REBAR
- DELAMINATED AREA

NOTES:

1. DETERIORATED AREAS SHOWN ARE BASED ON INSPECTIONS CONDUCTED IN MAY 2017. ALL REPAIRS ARE ESTIMATED; ACTUAL LIMITS, DEPTH AND CLASS OF REPAIR TO BE DETERMINED BY THE RESIDENT ENGINEER.
2. NO DEFICIENCIES OBSERVED ON THE NORTH FACE OF PIER NO. 2.

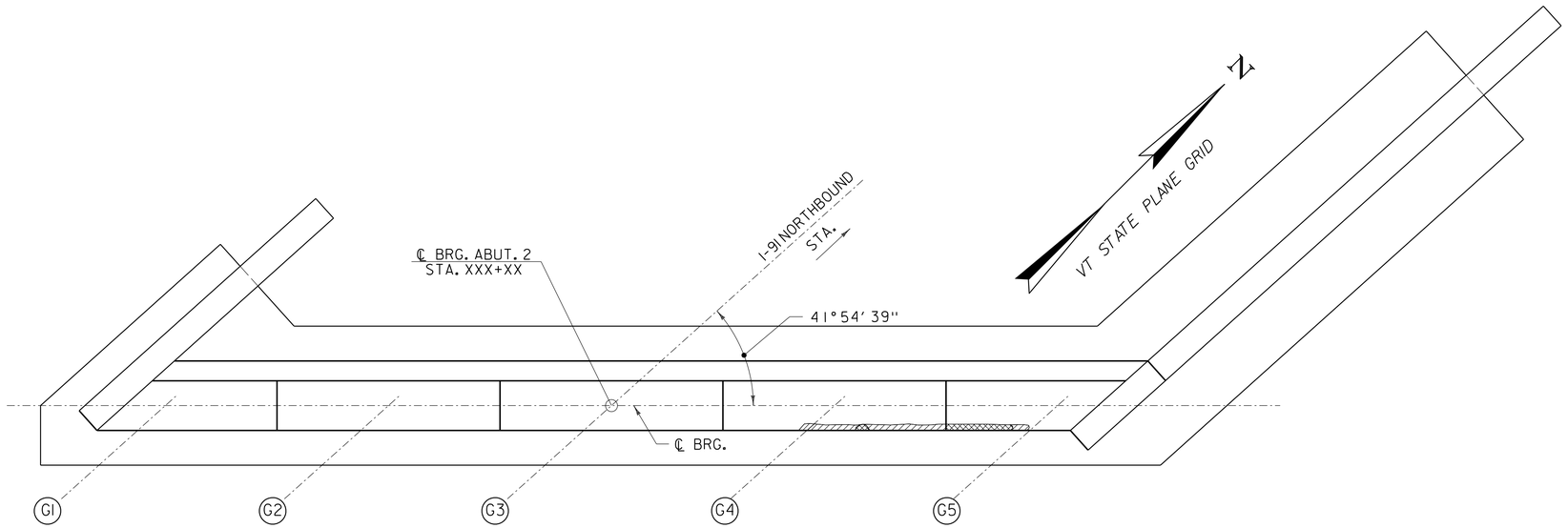
Stantec

PROJECT NAME: WEATHERSFIELD

PROJECT NUMBER: IM 091-1(69)

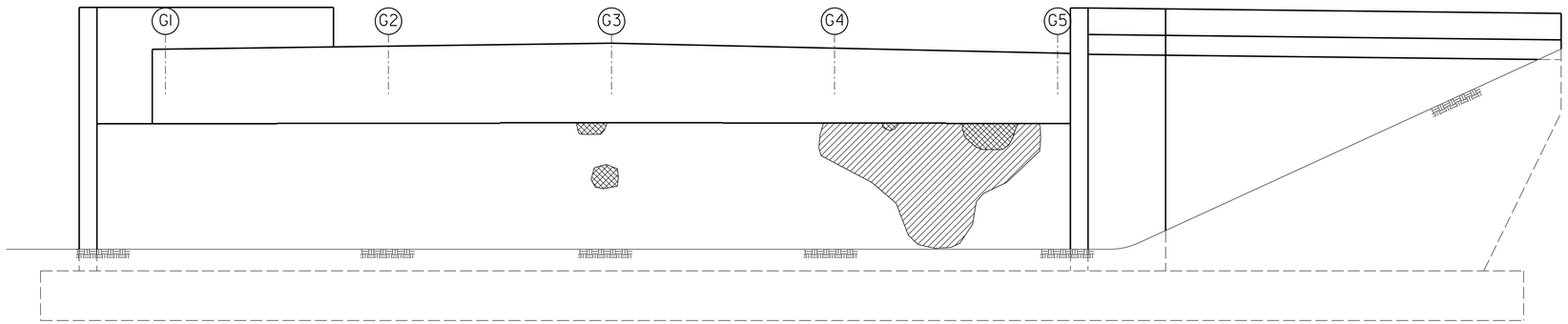
FILE NAME: z13a096piers.dgn
PROJECT LEADER: M. CHENETTE
DESIGNED BY: X. XXXX
NORTHBOUND PIER REPAIRS

PLOT DATE: 7/13/2017
DRAWN BY: I. MAYNARD
CHECKED BY: X. XXXX
SHEET 23 OF 40



ABUTMENT NO. 2 NORTHBOUND PLAN

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



ABUTMENT NO. 2 NORTHBOUND ELEVATION

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

LEGEND

- CRACK
- SPALLED GREATER THAN 2" DEPTH WITH EXPOSED REBAR
- DELAMINATED AREA

NOTES:

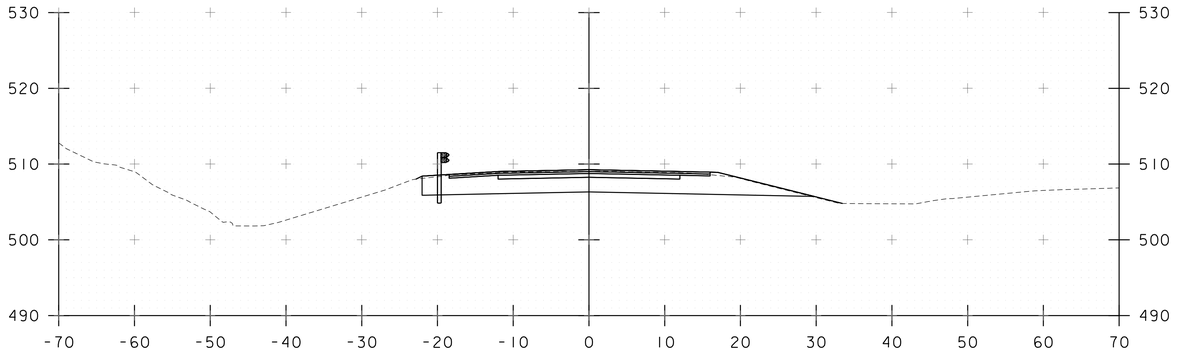
1. DETERIORATED AREAS SHOWN ARE BASED ON INSPECTIONS CONDUCTED IN MAY 2017. ALL REPAIRS ARE ESTIMATED; ACTUAL LIMITS, DEPTH AND CLASS OF REPAIR TO BE DETERMINED BY THE RESIDENT ENGINEER.

Stantec

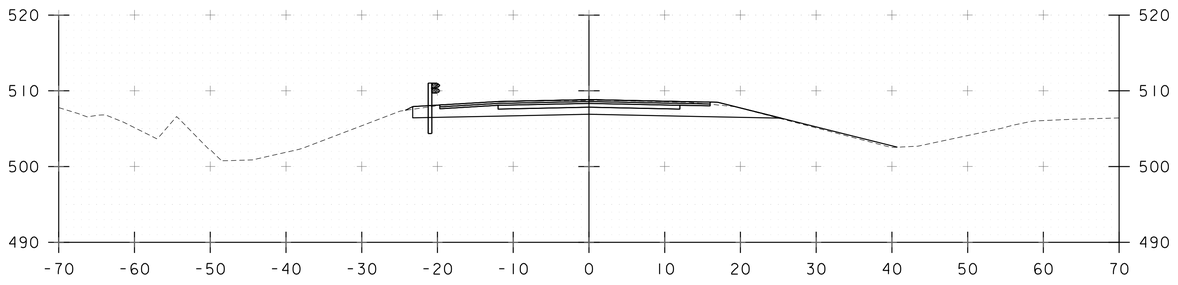
PROJECT NAME: WEATHERSFIELD
PROJECT NUMBER: IM 091-1(69)

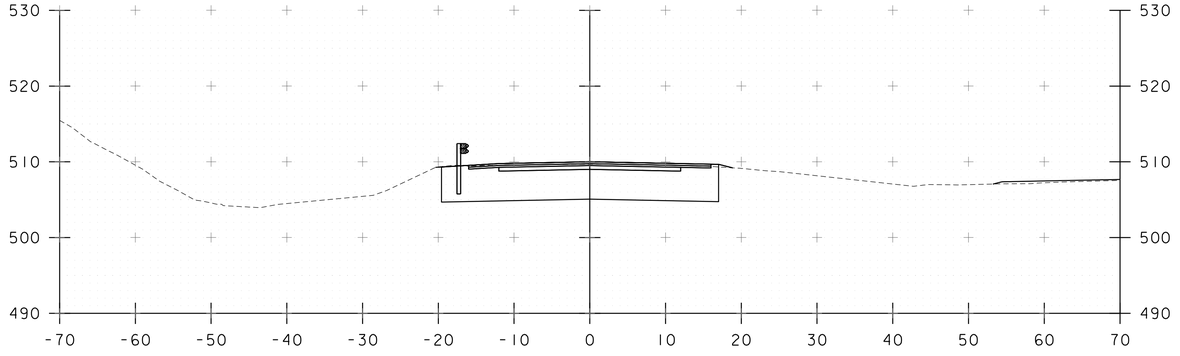
FILE NAME: z13a096piers.dgn
PROJECT LEADER: M. CHENETTE
DESIGNED BY: X. XXXX
ABUTMENT NO. 2 NORTHBOUND REPAIRS

PLOT DATE: 7/13/2017
DRAWN BY: I. MAYNARD
CHECKED BY: X. XXXX
SHEET 24 OF 40

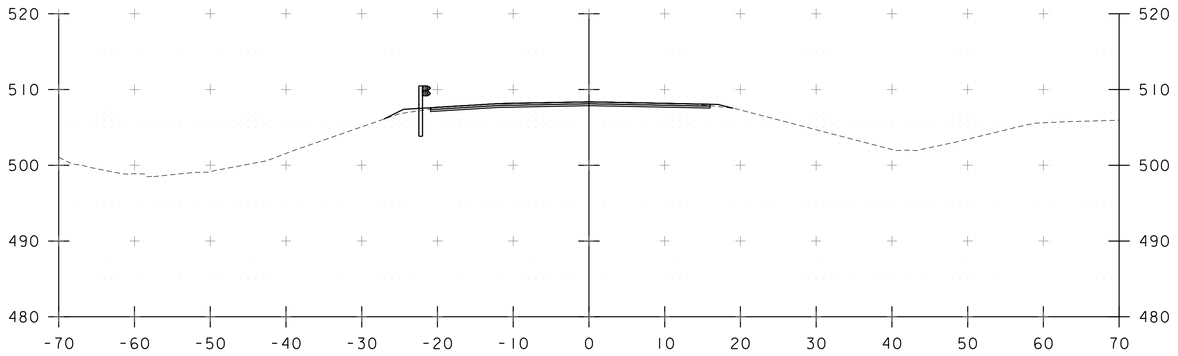


2710+00
BEGIN PROJECT

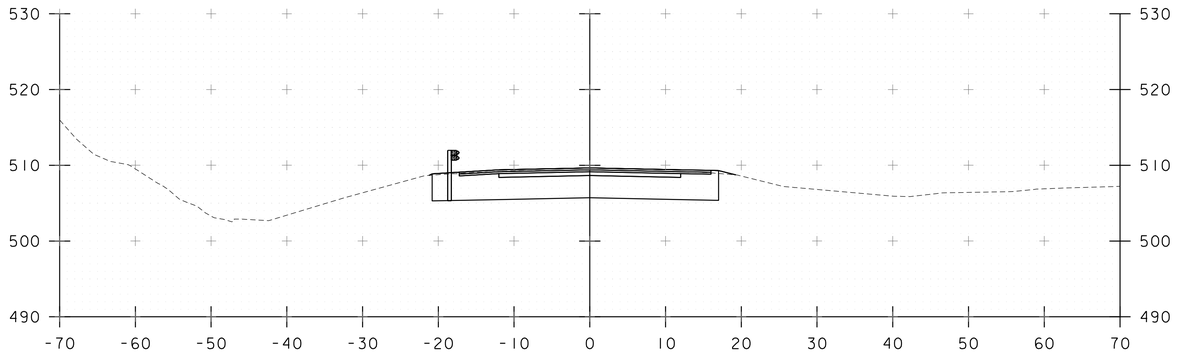




2709+75



2710+50

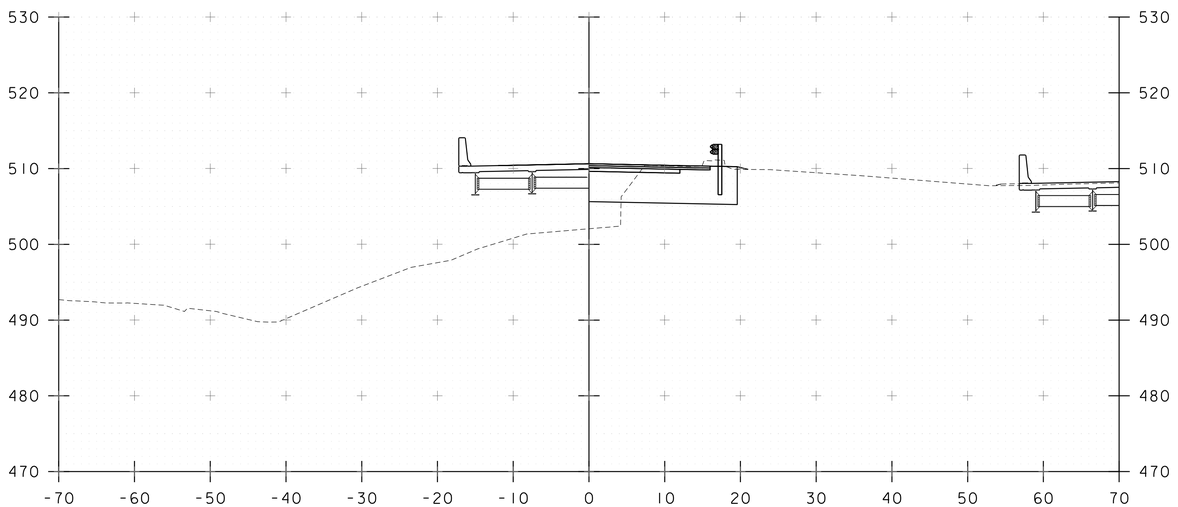


2709+50

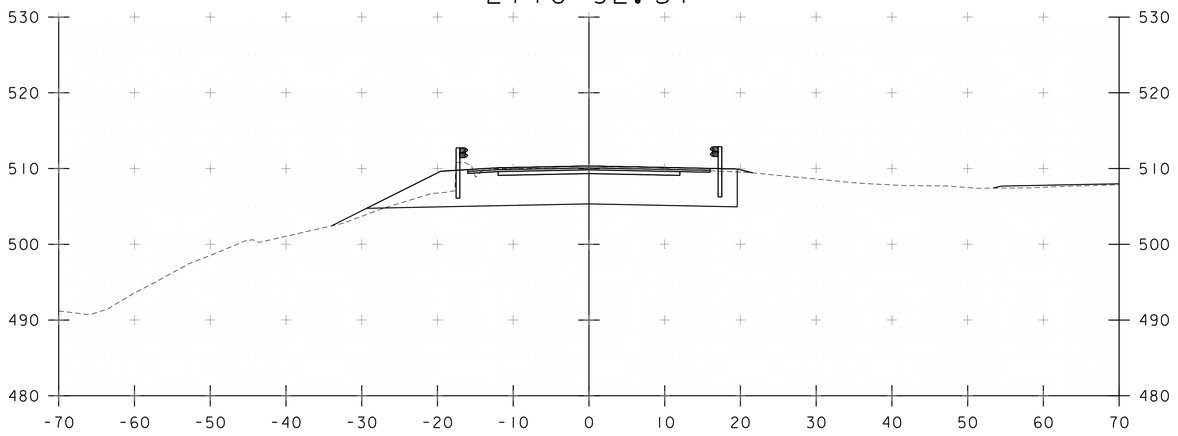
2710+25

STA. 2709+50 TO STA. 2710+50

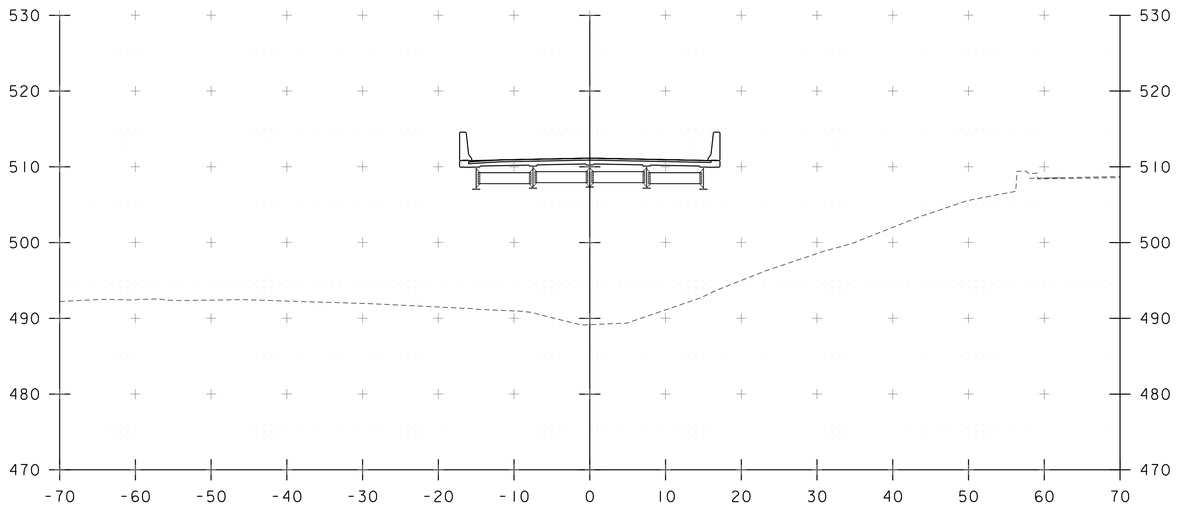
PROJECT NAME: WEATHERSFIELD	
PROJECT NUMBER: IM 091-1(69)	
FILE NAME: z13a096xs.dgn	PLOT DATE: 7/13/2017
PROJECT LEADER: M. CHENETTE	DRAWN BY: P. ARMATA
DESIGNED BY: I. MAYNARD	CHECKED BY: I. MAYNARD
I-91 SB CROSS SECTIONS SHEET 1	SHEET 25 OF 40



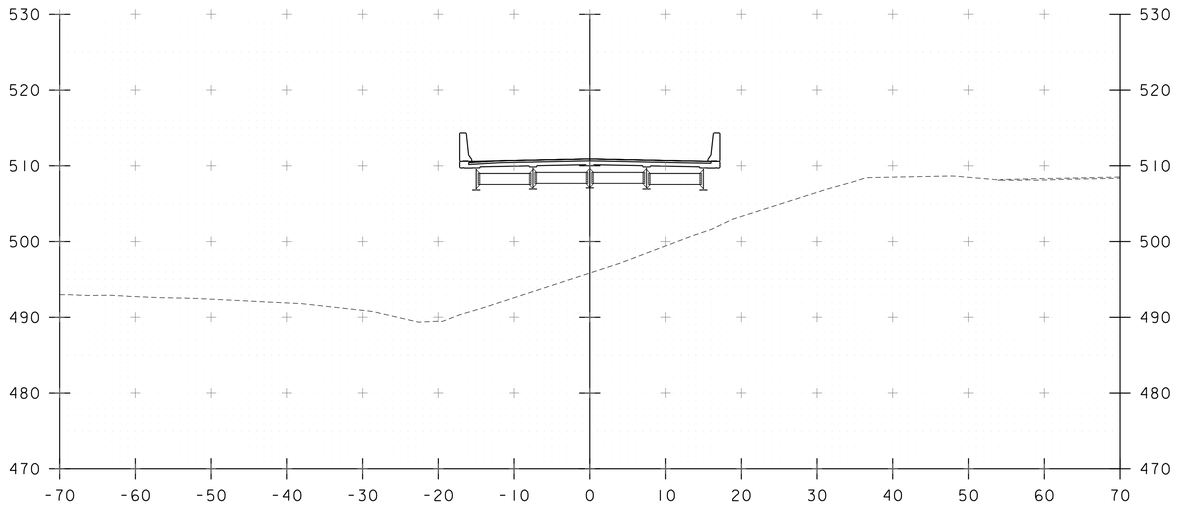
2711+00
BEGIN BRIDGE
2710+92.57



2710+75



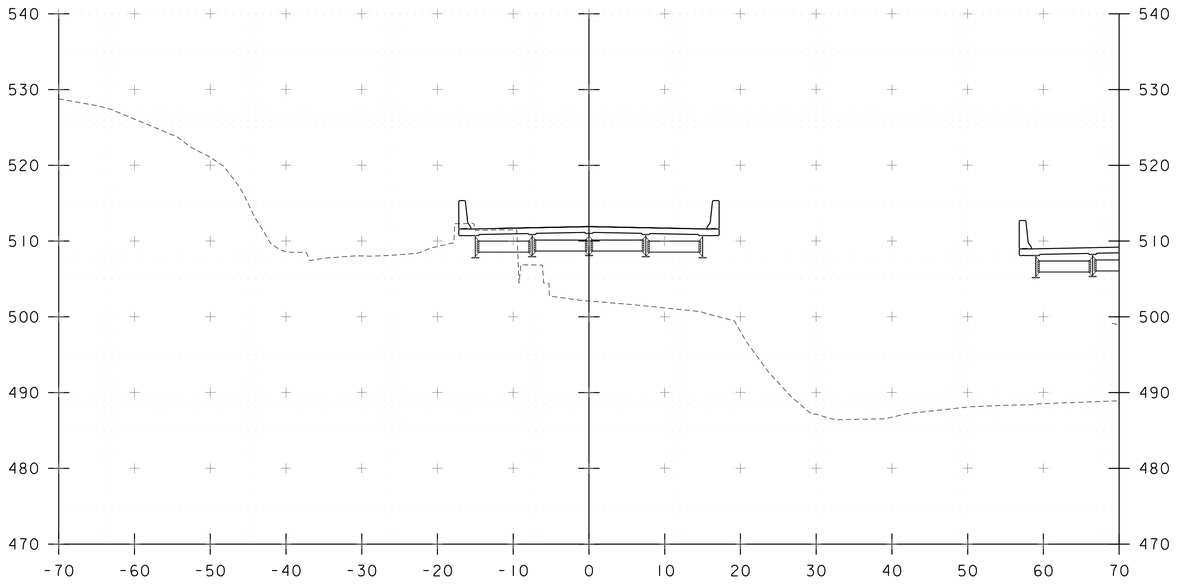
2711+50



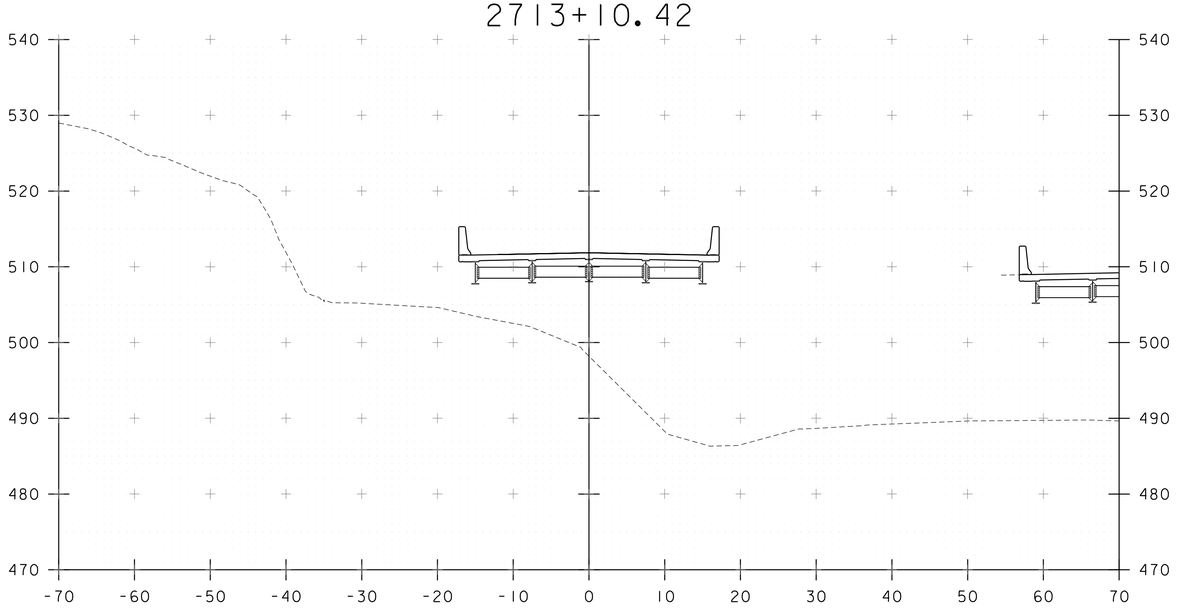
2711+25

STA. 2710+75 TO STA. 2711+50

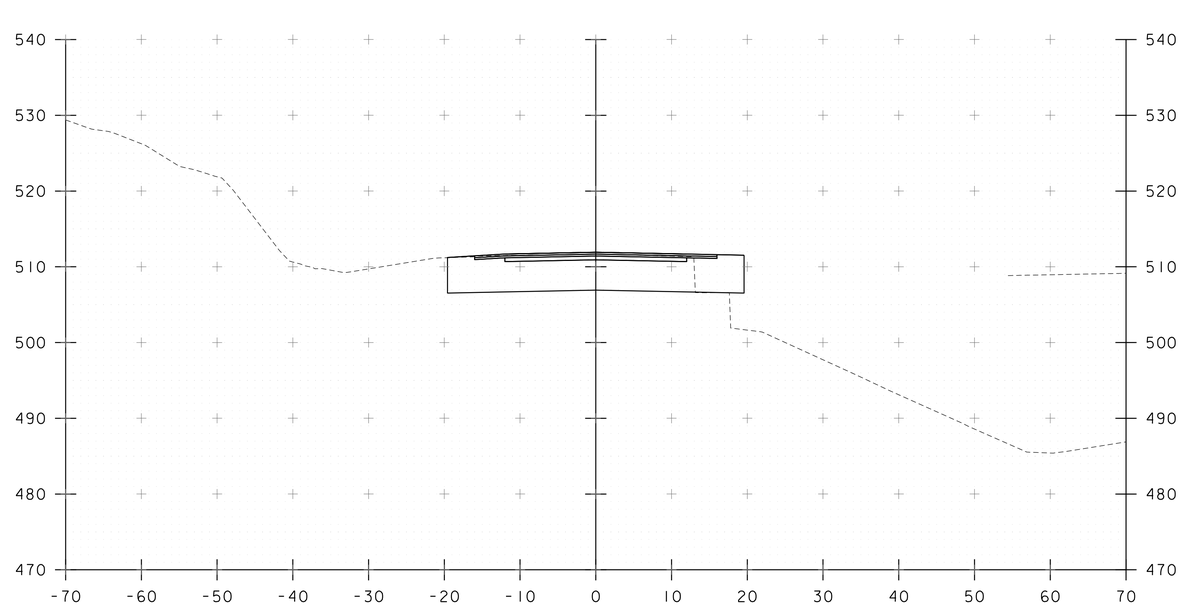
PROJECT NAME: WEATHERSFIELD	
PROJECT NUMBER: IM 091-1(69)	
FILE NAME: z13a096xs.dgn	PLOT DATE: 7/13/2017
PROJECT LEADER: M. CHENETTE	DRAWN BY: P. ARMATA
DESIGNED BY: I. MAYNARD	CHECKED BY: I. MAYNARD
I-91 SB CROSS SECTIONS SHEET 2	SHEET 26 OF 40



2713+00
END BRIDGE
2713+10.42



2712+75



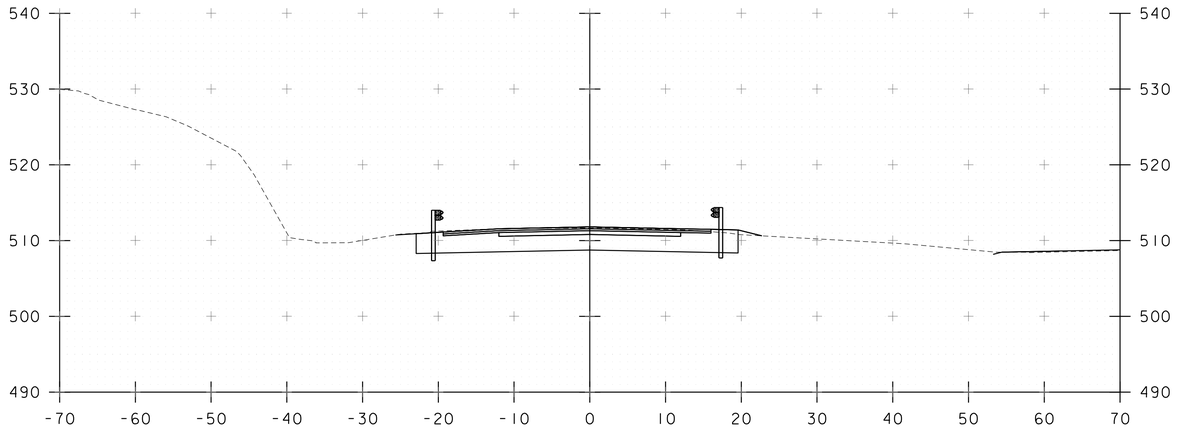
2713+25

STA. 2712+75 TO STA. 2713+25

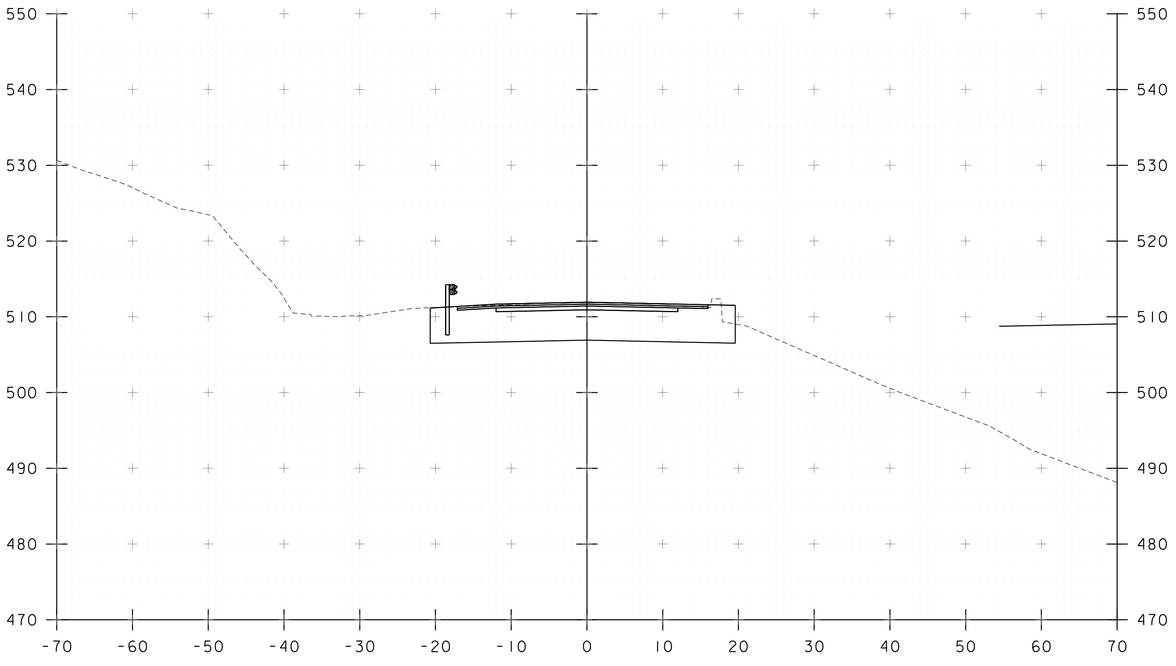
PROJECT NAME: WEATHERSFIELD
PROJECT NUMBER: IM 091-1(69)

FILE NAME: z13a096xs.dgn
PROJECT LEADER: M. CHENETTE
DESIGNED BY: I. MAYNARD
I-91 SB CROSS SECTIONS SHEET 3

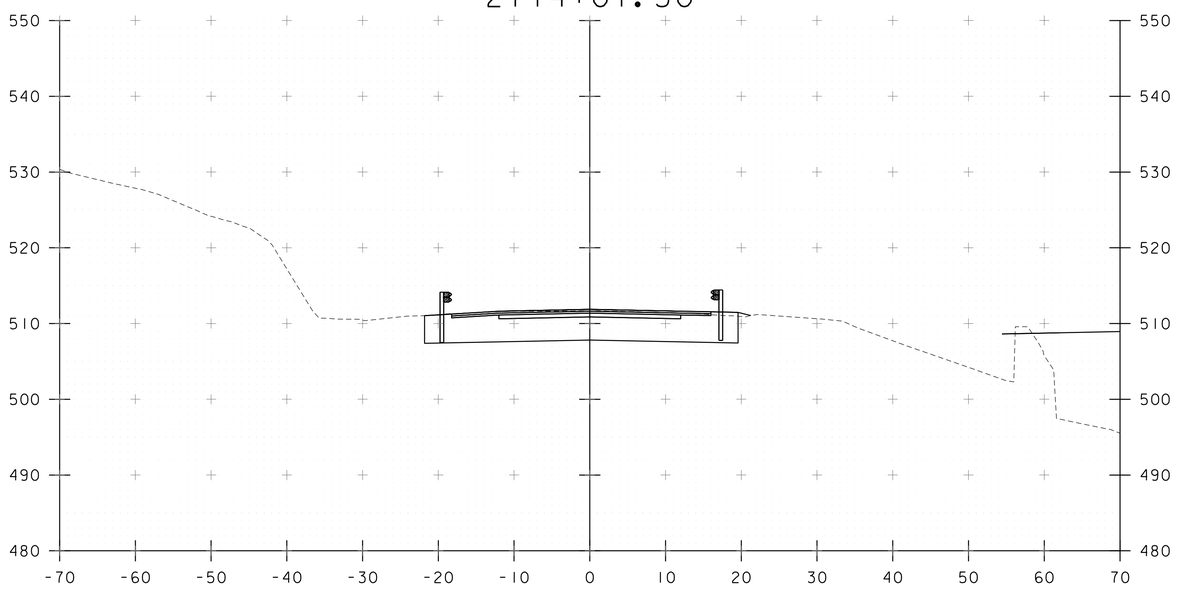
PLOT DATE: 7/13/2017
DRAWN BY: P. ARMATA
CHECKED BY: I. MAYNARD
SHEET 27 OF 40



2714+00
END PROJECT
2714+01.30



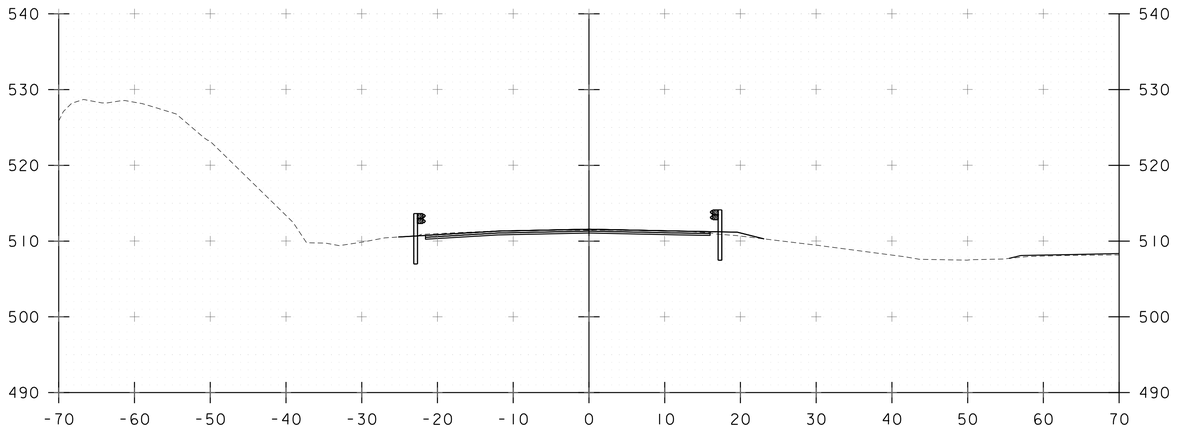
2713+50



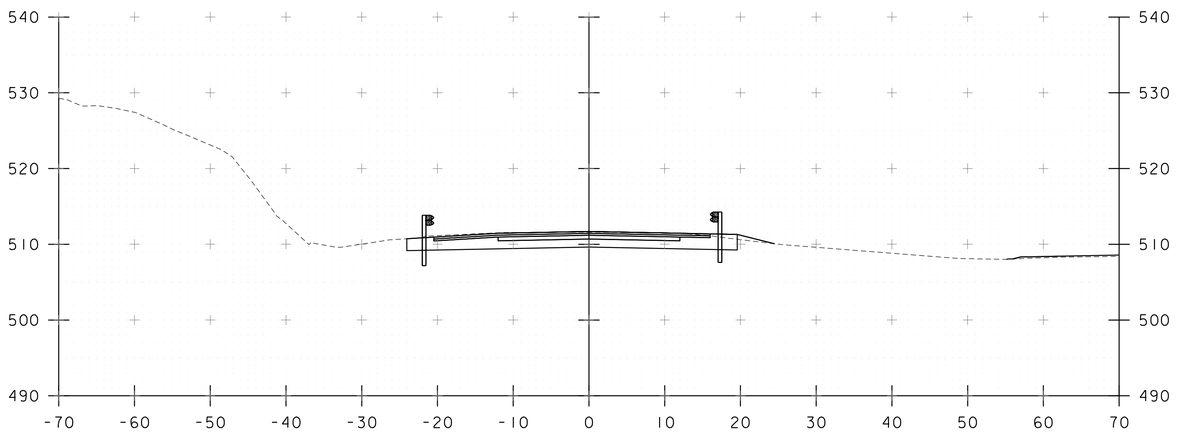
2713+75

STA. 2713+50 TO STA. 2714+00

PROJECT NAME: WEATHERSFIELD	
PROJECT NUMBER: IM 091-1(69)	
FILE NAME: z13a096xs.dgn	PLOT DATE: 7/13/2017
PROJECT LEADER: M. CHENETTE	DRAWN BY: P. ARMATA
DESIGNED BY: I. MAYNARD	CHECKED BY: I. MAYNARD
I-91 SB CROSS SECTIONS SHEET 4	SHEET 28 OF 40



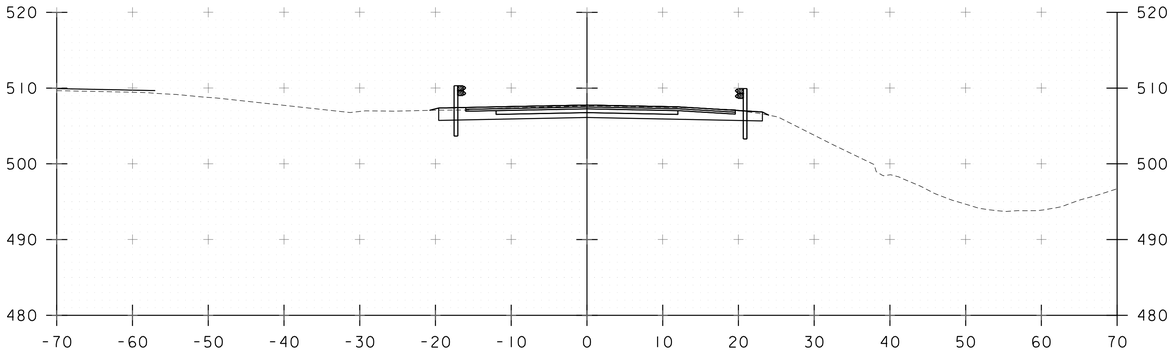
2714+50



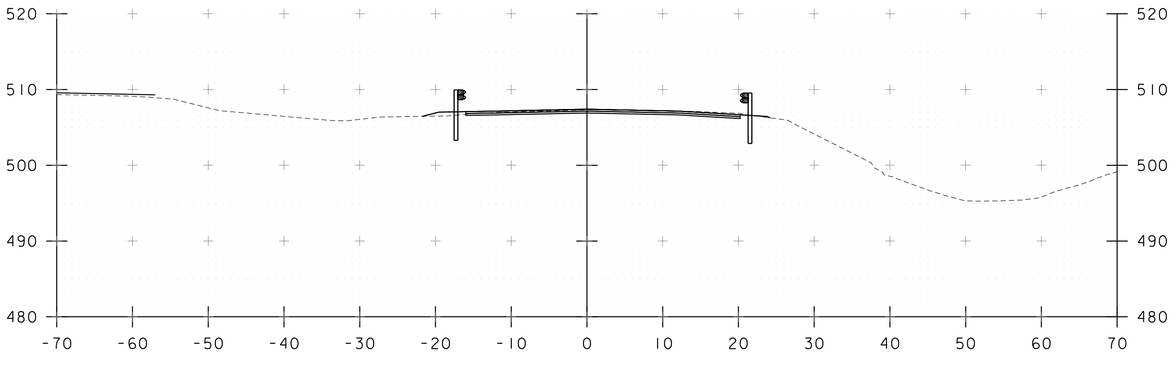
2714+25

STA. 2714+25 TO STA. 2714+50

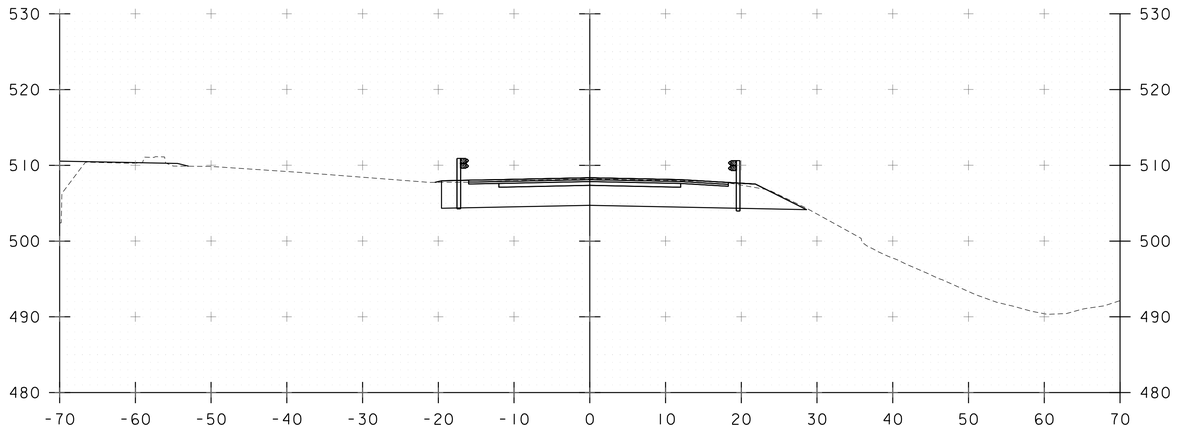
PROJECT NAME: WEATHERSFIELD	
PROJECT NUMBER: IM 091-1(69)	
FILE NAME: zl3a096xs.dgn	PLOT DATE: 7/13/2017
PROJECT LEADER: M. CHENETTE	DRAWN BY: P. ARMATA
DESIGNED BY: I. MAYNARD	CHECKED BY: I. MAYNARD
I-91 SB CROSS SECTIONS SHEET 5	SHEET 29 OF 40



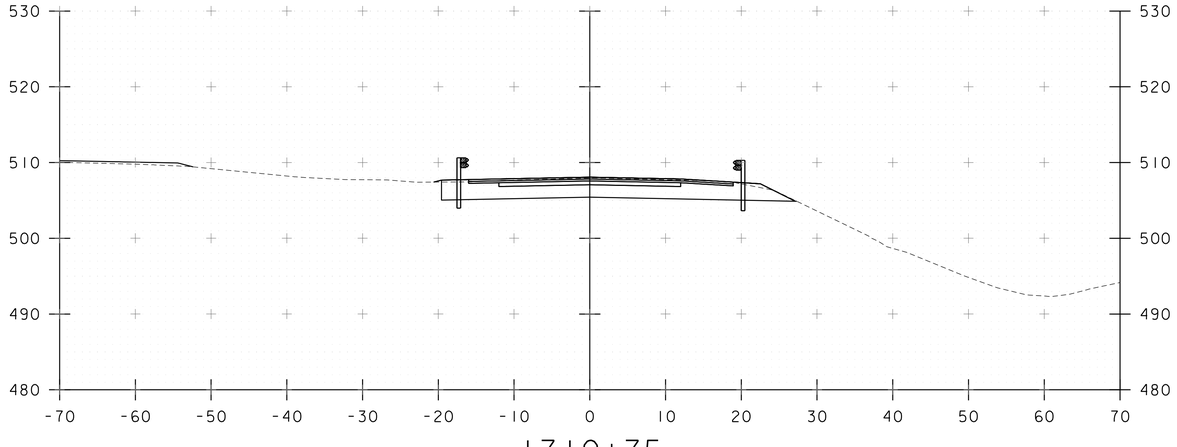
1710+50



1710+25



1711+00



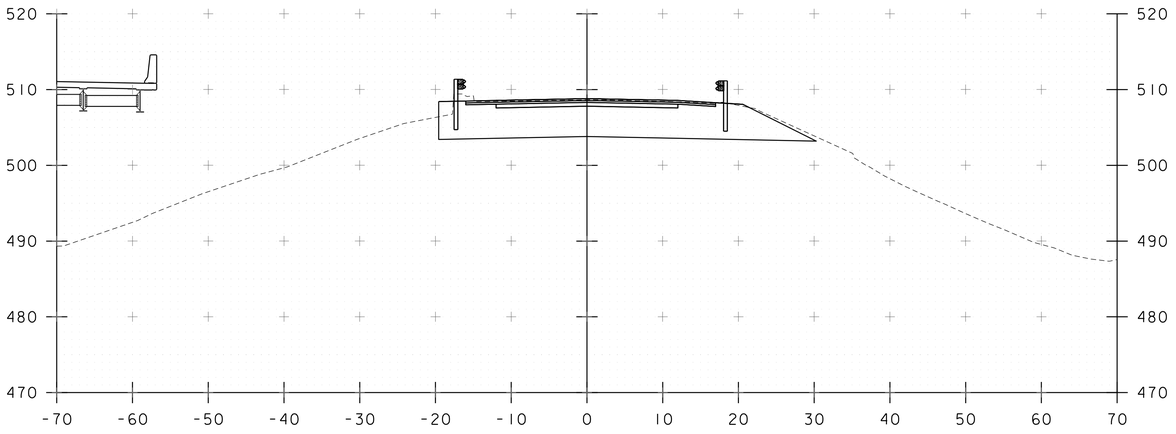
1710+75
BEGIN PROJECT
1710+84.10

STA. 1710+25 TO STA. 1711+00

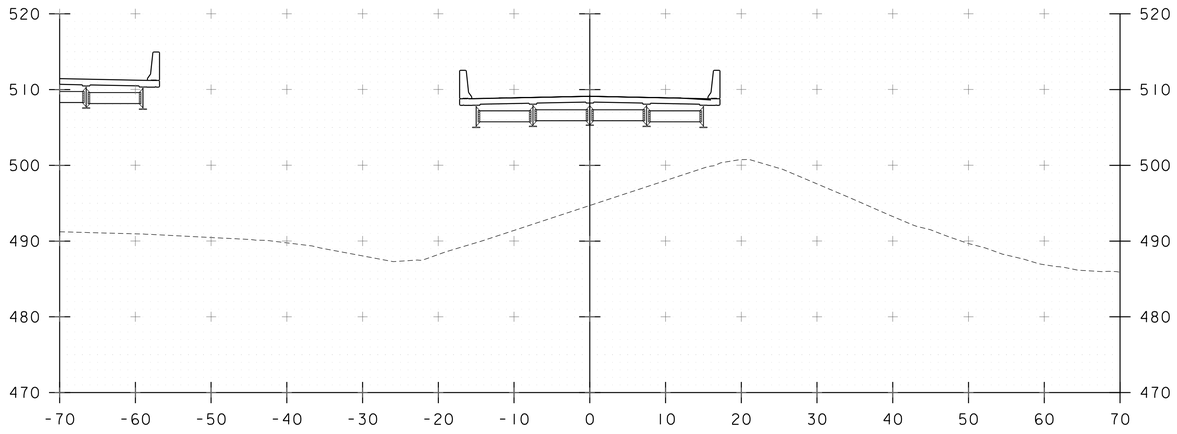
PROJECT NAME: WEATHERSFIELD
PROJECT NUMBER: IM 091-1(69)

FILE NAME: z13a096xs.dgn
PROJECT LEADER: M. CHENETTE
DESIGNED BY: I. MAYNARD
I-91NB CROSS SECTIONS SHEET 1

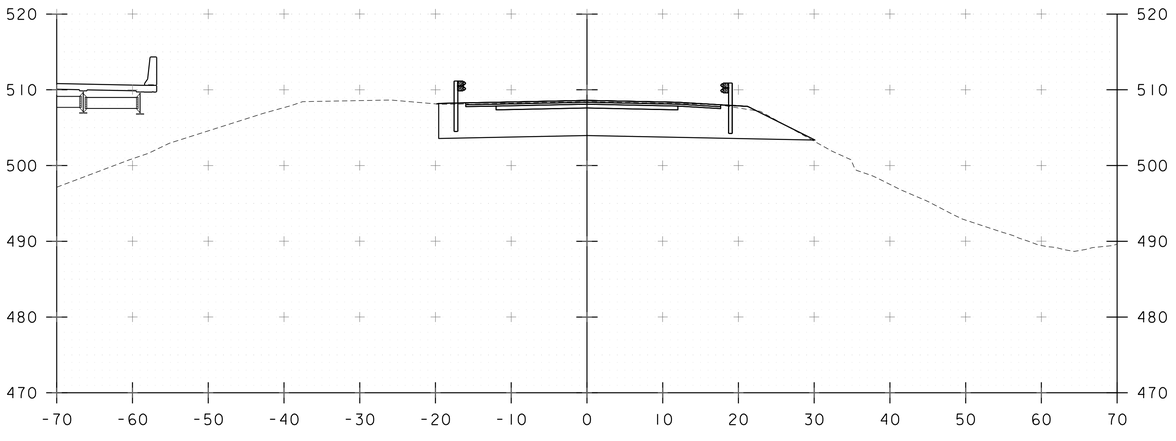
PLOT DATE: 7/13/2017
DRAWN BY: P. ARMATA
CHECKED BY: I. MAYNARD
SHEET 30 OF 40



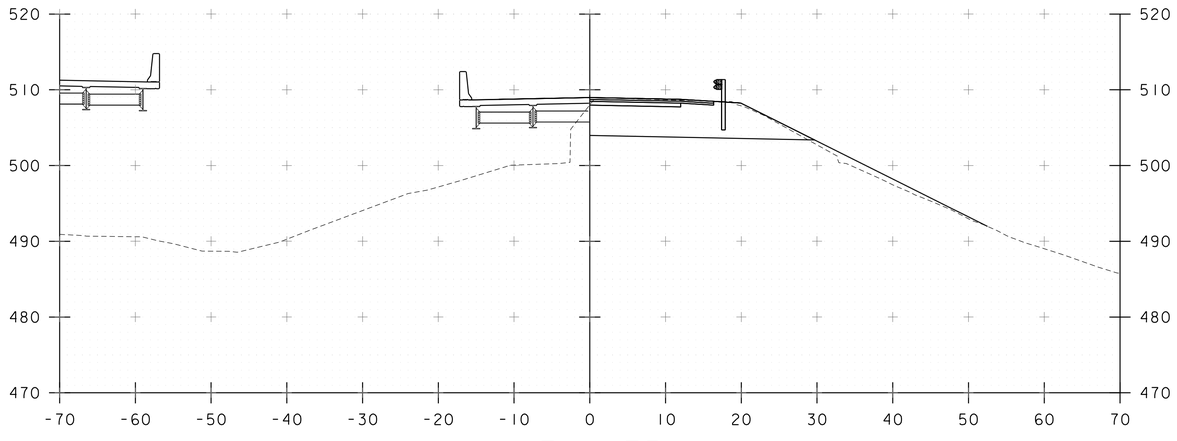
1711+50



1712+00



1711+25



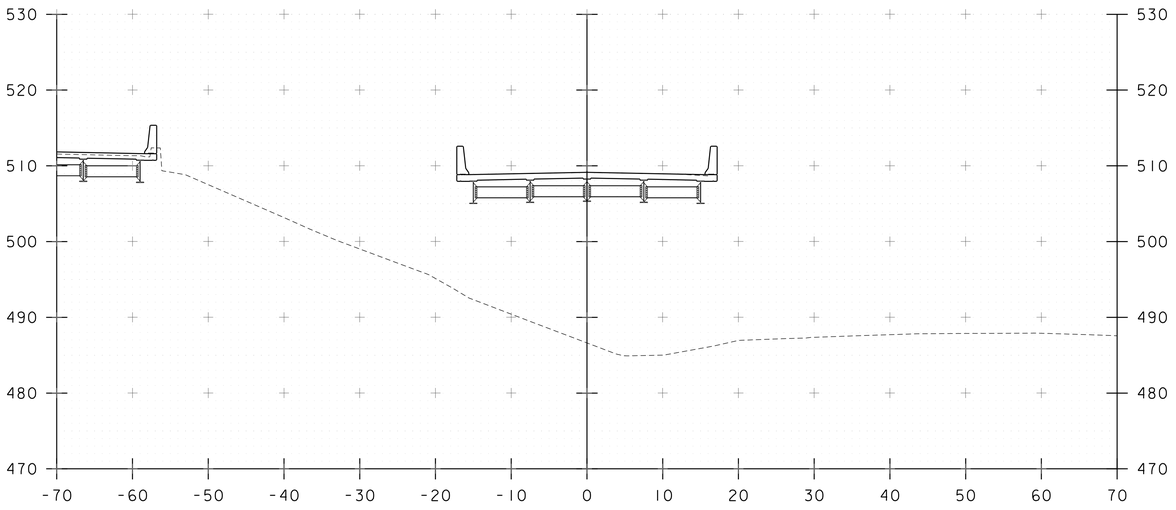
1711+75
BEGIN BRIDGE
1711+74.97

STA. 1711+25 TO STA. 1712+00

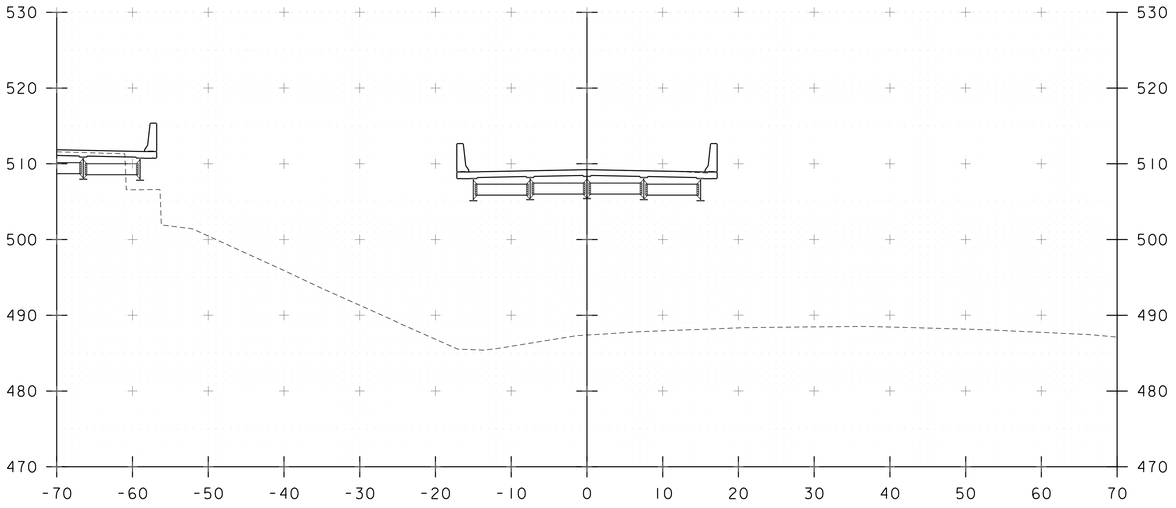
PROJECT NAME: WEATHERSFIELD
PROJECT NUMBER: IM 091-1(69)

FILE NAME: zl3a096xs.dgn
PROJECT LEADER: M. CHENETTE
DESIGNED BY: I. MAYNARD
I-91NB CROSS SECTIONS SHEET 2

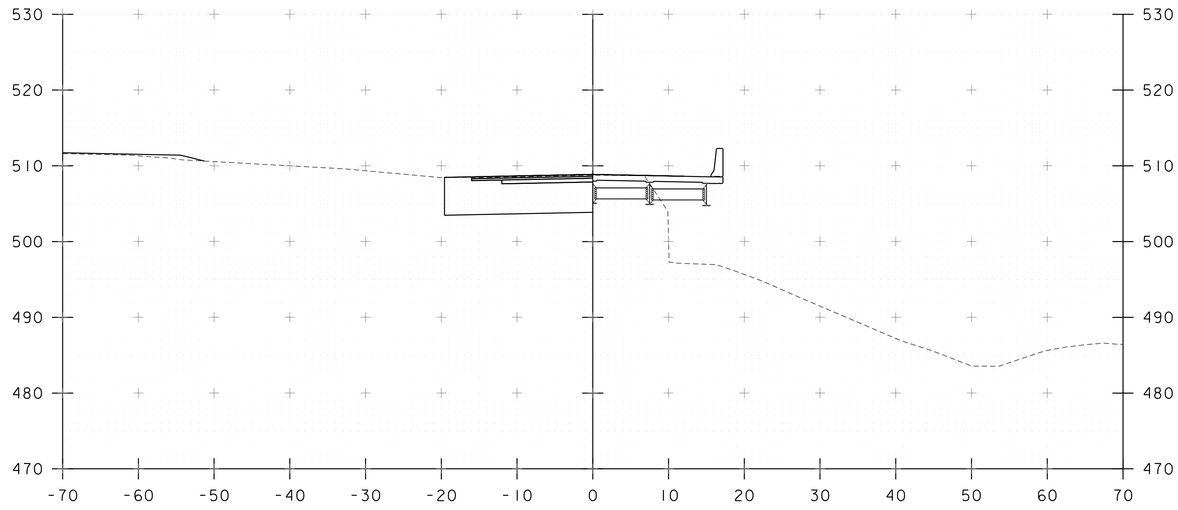
PLOT DATE: 7/13/2017
DRAWN BY: P. ARMATA
CHECKED BY: I. MAYNARD
SHEET 31 OF 40



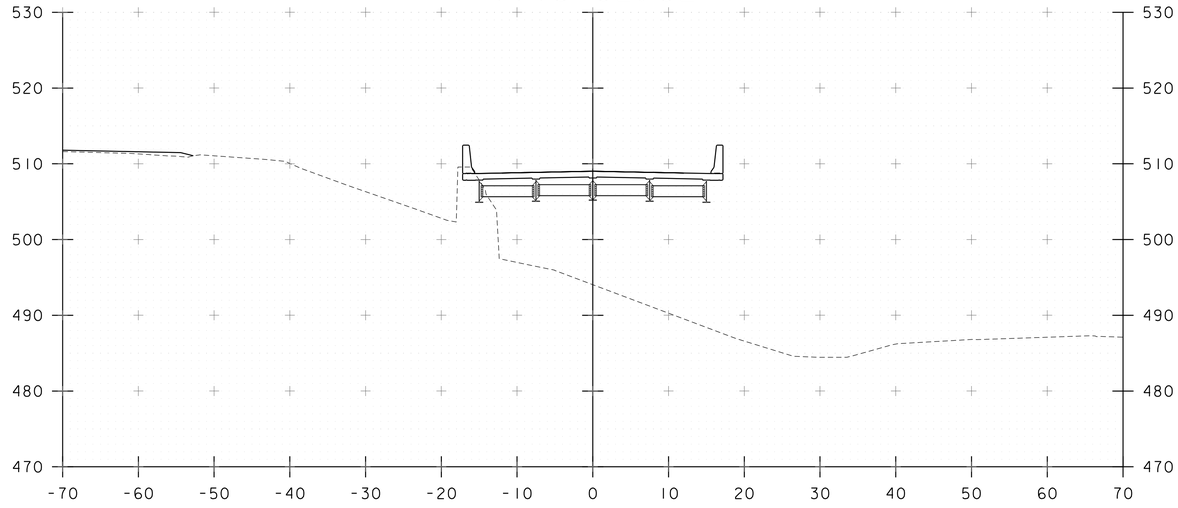
1713+50



1713+25



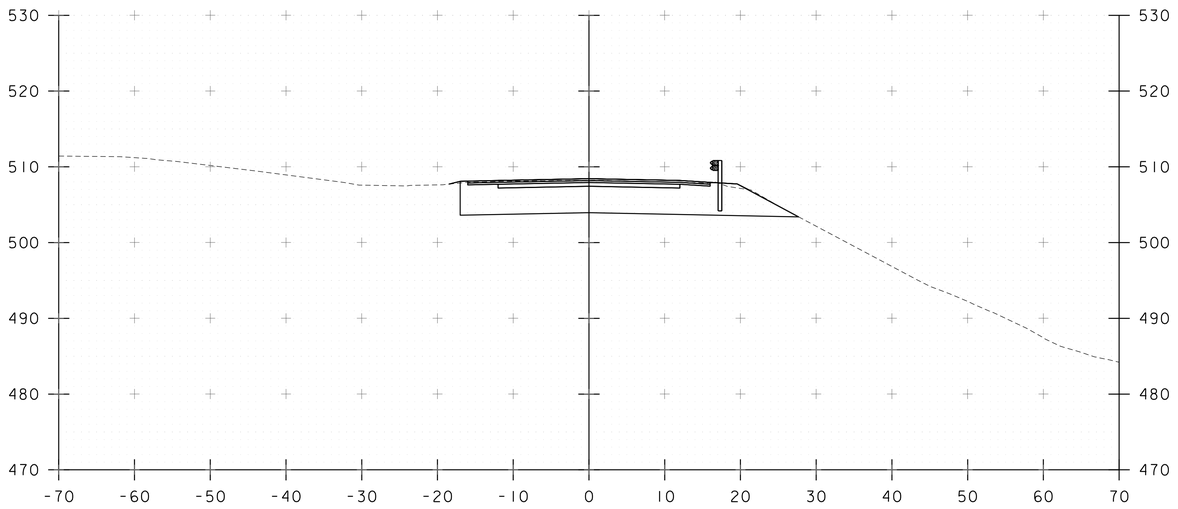
1714+00
END BRIDGE
1713+92.82



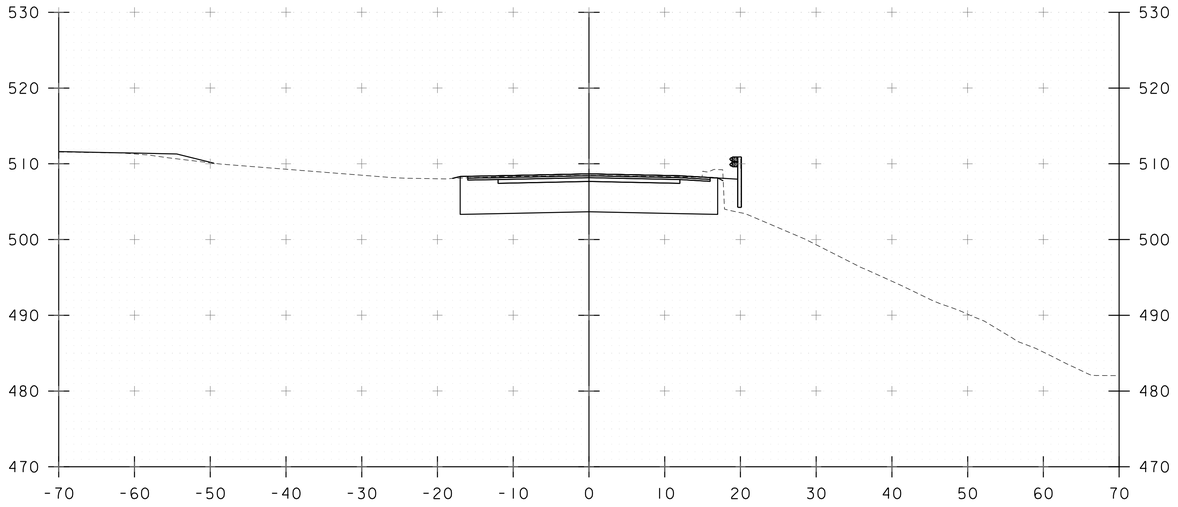
1713+75

STA. 1713+25 TO STA. 1714+00

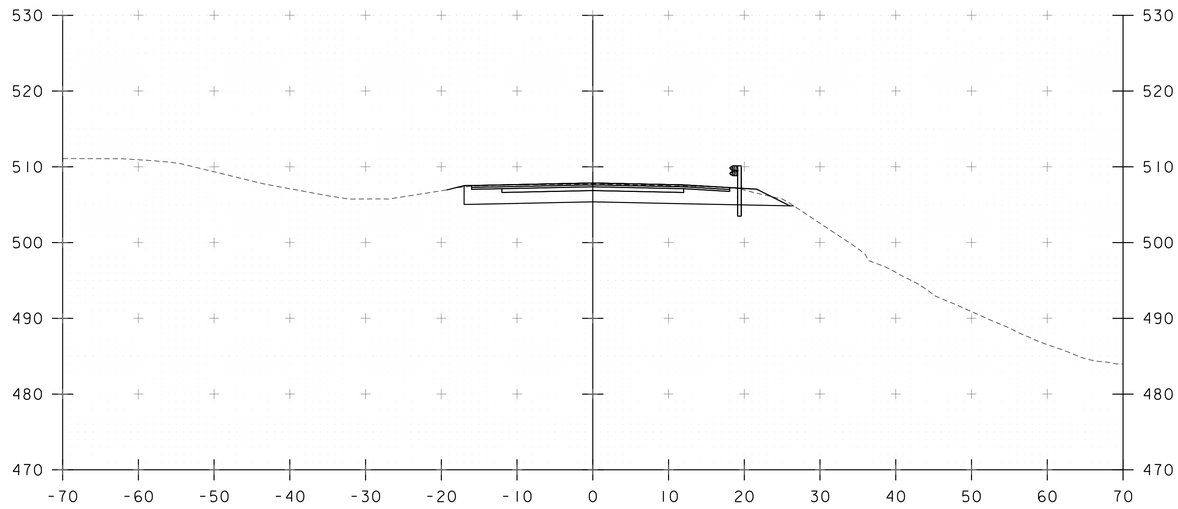
PROJECT NAME: WEATHERSFIELD	
PROJECT NUMBER: IM 091-1(69)	
FILE NAME: z13a096xs.dgn	PLOT DATE: 7/13/2017
PROJECT LEADER: M. CHENETTE	DRAWN BY: P. ARMATA
DESIGNED BY: I. MAYNARD	CHECKED BY: I. MAYNARD
I-91 NB CROSS SECTIONS SHEET 3	SHEET 32 OF 40



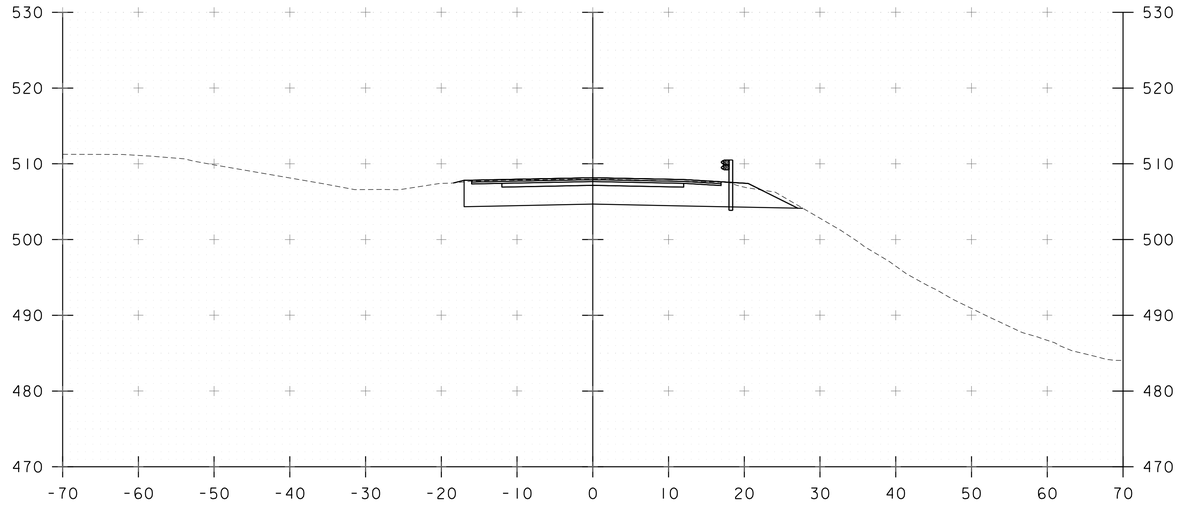
1714+50



1714+25



1715+00



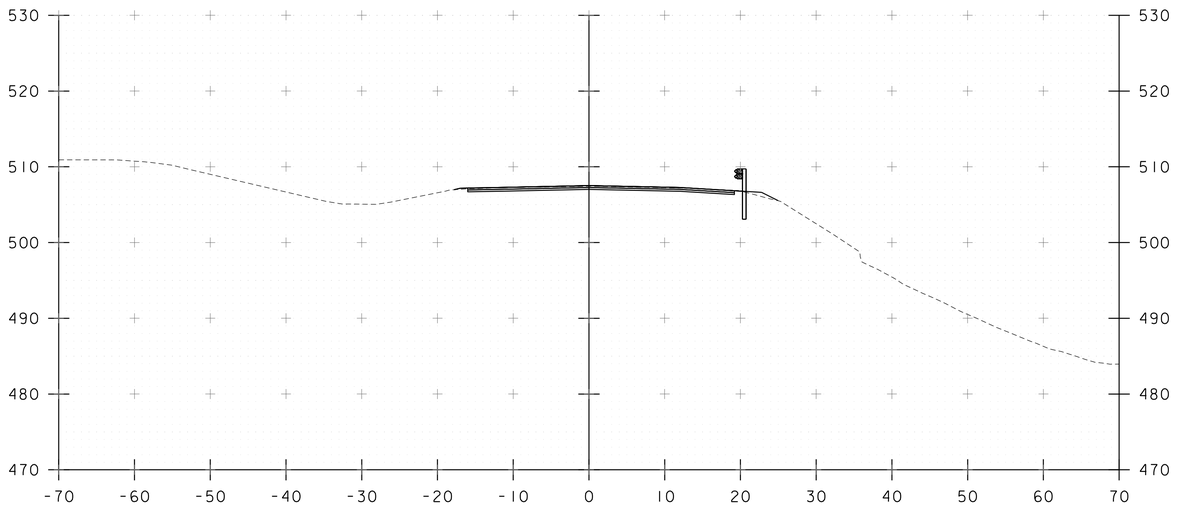
1714+75
END PROJECT
1714+87.10

STA. 1714+25 TO STA. 1715+00

PROJECT NAME: WEATHERSFIELD
PROJECT NUMBER: IM 091-1(69)

FILE NAME: z13a096xs.dgn
PROJECT LEADER: M. CHENETTE
DESIGNED BY: I. MAYNARD
I-91 NB CROSS SECTIONS SHEET 4

PLOT DATE: 7/13/2017
DRAWN BY: P. ARMATA
CHECKED BY: I. MAYNARD
SHEET 33 OF 40



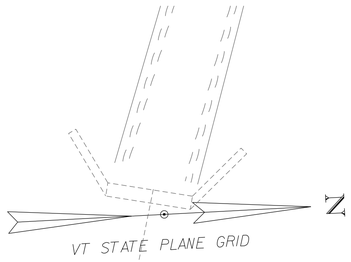
1715+25

STA. 1715+25 TO STA. 1715+25

PROJECT NAME: WEATHERSFIELD
PROJECT NUMBER: IM 091-1(69)

FILE NAME: z13a096xs.dgn
PROJECT LEADER: M. CHENETTE
DESIGNED BY: I. MAYNARD
I-91NB CROSS SECTIONS SHEET 5

PLOT DATE: 7/13/2017
DRAWN BY: P. ARMATA
CHECKED BY: I. MAYNARD
SHEET 34 OF 40



SOIL CONDITIONS
PODUNK FINE SANDY LOAM
0%-3% SLOPES
LOW EROSION POTENTIAL
K = 0.24

SOIL CONDITIONS
GLOVER-VERSHIRE COMPLEX
3%-15% SLOPES
LOW EROSION POTENTIAL
K = N/A

2699+00 2700+00 2701+00 2702+00 2703+00 2704

MATCHLINE STA. 2704+00

699+00 700+00 701+00 702+00 703+00 704

MATCHLINE STA. 1704+00

1699+00 1700+00 1701+00 1702+00 1703+00 1704

SOIL CONDITIONS
HITCHCOCK SILT LOAM
8%-15% SLOPES
HIGH EROSION POTENTIAL
K = 0.49

0 20 40
SCALE IN FEET

Stantec

PROJECT NAME: WEATHERSFIELD	
PROJECT NUMBER: IM-091-1(69)	
FILE NAME: z13a096bdr_ero.dgn	PLOT DATE: 7/13/2017
PROJECT LEADER: M. CHENETTE	DRAWN BY: J. BURKE
DESIGNED BY: J. BURKE	CHECKED BY: X.XXXX
EPSC - EXISTING SHEET 1	SHEET 35 OF 40

SOIL CONDITIONS
GLOVER-VERSHIRE COMPLEX
15%-35% SLOPES
LOW EROSION POTENTIAL
K = N/A

VT STATE PLANE GRID

MATCHLINE STA. 2704+00

2705+00

2706+00

2707+00

2708+00

2709+00

MATCHLINE STA. 2709+75

MATCHLINE STA. 1704+00

705+00

706+00

707+00

708+00

709+00

MATCHLINE STA. 1709+75

MATCHLINE STA. 1704+00

1705+00

1706+00

1707+00

1708+00

1709+00

MATCHLINE STA. 1709+75

SOIL CONDITIONS
GLOVER-VERSHIRE COMPLEX
3%-15% SLOPES
LOW EROSION POTENTIAL
K = N/A

SOIL CONDITIONS
HITCHCOCK SILT LOAM
8%-15% SLOPES
HIGH EROSION POTENTIAL
K = 0.49

0 20 40
SCALE IN FEET

Stantec

PROJECT NAME:	WEATHERSFIELD
PROJECT NUMBER:	IM-091-1(69)
FILE NAME: z13a096bdr_ero.dgn	PLOT DATE: 7/13/2017
PROJECT LEADER: M. CHENETTE	DRAWN BY: J. BURKE
DESIGNED BY: J. BURKE	CHECKED BY: X.XXXX
EPSC - EXISTING SHEET 2	SHEET 36 OF 40

N

VT STATE PLANE GRID

31+00

32+00

33+00

34+00

35+00

MATCHLINE STA. 2709+75

MATCHLINE STA. 2715+25

2710+00 2711+00 2712+00 2713+00 2714+00 2715+00

MATCHLINE STA. 1709+75

MATCHLINE STA. 1715+25

1710+00 1711+00 1712+00 1713+00 1714+00 1715+00

SOIL CONDITIONS
GLOVER-VERSHIRE COMPLEX
3%-15% SLOPES
LOW EROSION POTENTIAL
K = N/A

SOIL CONDITIONS
GLOVER-VERSHIRE COMPLEX
15%-35% SLOPES
LOW EROSION POTENTIAL
K = N/A

SOIL CONDITIONS
HITCHCOCK SILT LOAM
8%-15% SLOPES
HIGH EROSION POTENTIAL
K = 0.49

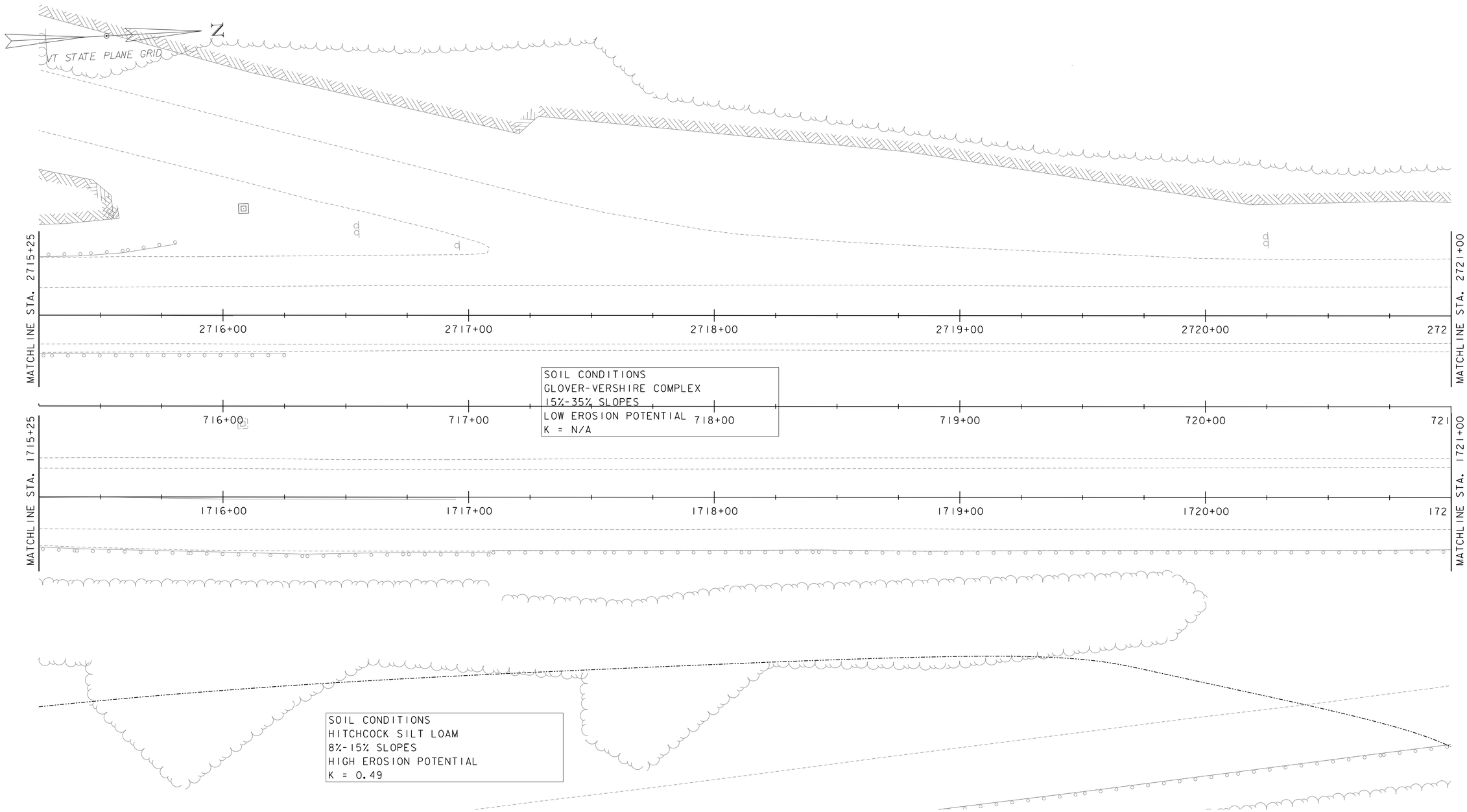
0 20 40
SCALE IN FEET

Stantec

PROJECT NAME: WEATHERSFIELD
PROJECT NUMBER: IM-091-1(69)

FILE NAME: zl3a096bdr_ero.dgn
PROJECT LEADER: M. CHENETTE
DESIGNED BY: J. BURKE
EPSC - EXISTING SHEET 3

PLOT DATE: 7/13/2017
DRAWN BY: J. BURKE
CHECKED BY: X.XXXX
SHEET 37 OF 40



0 20 40
SCALE IN FEET

Stantec

PROJECT NAME:	WEATHERSFIELD
PROJECT NUMBER:	IM-091-1(69)

FILE NAME: z13a096bdr_ero.dgn	PLOT DATE: 7/13/2017
PROJECT LEADER: M. CHENETTE	DRAWN BY: J. BURKE
DESIGNED BY: J. BURKE	CHECKED BY: X.XXXX
EPSC - EXISTING SHEET 4	SHEET 38 OF 40

N

VT STATE PLANE GRID

MATCHLINE STA. 2721+00

+00 2722+00 2723+00 2724+00 2725+00 2726+00

MATCHLINE STA. 1721+00

+00 1722+00 1723+00 1724+00 1725+00 1726+00

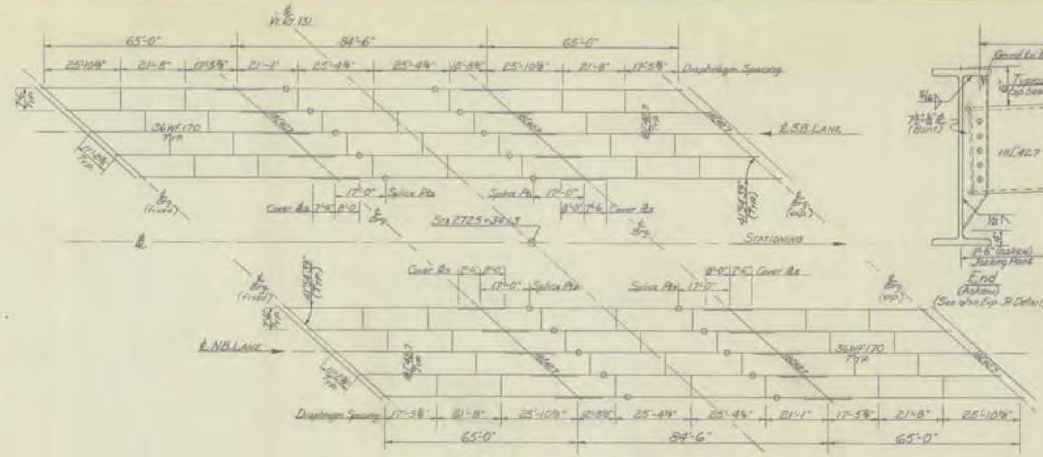
SOIL CONDITIONS
GLOVER-VERSHIRE COMPLEX
15%-35% SLOPES
LOW EROSION POTENTIAL
K = N/A

+00 723+00 724+00 725+00 726+00

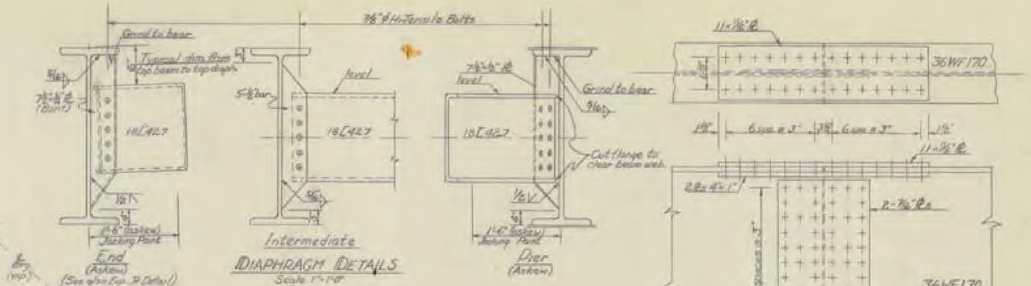
0 20 40
SCALE IN FEET

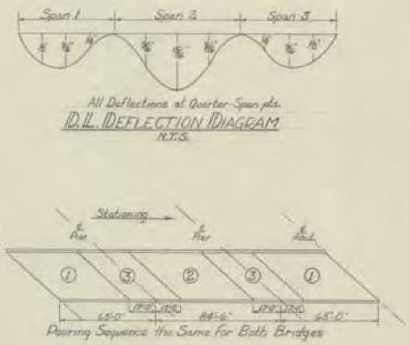
Stantec

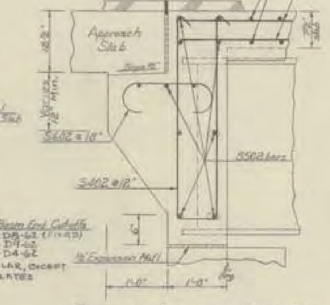
PROJECT NAME:	WEATHERSFIELD
PROJECT NUMBER:	IM-091-1(69)
FILE NAME: zl3a096bdr_ero.dgn	PLOT DATE: 7/13/2017
PROJECT LEADER: M. CHENETTE	DRAWN BY: J. BURKE
DESIGNED BY: J. BURKE	CHECKED BY: X.XXXX
EPSC - EXISTING SHEET 5	SHEET 39 OF 40



FRAMING PLAN
Scale 1"=20'



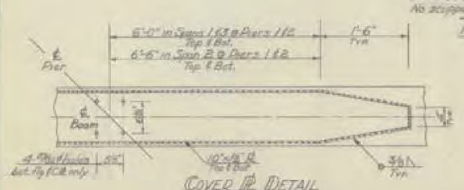




BACKWALL DETAIL AT FIXED END
Scale 1"=1'-0"

Floor slab to be Concrete Class AA (Mod) 7½" thick, dapped at beams. Surface to be screeded, floated & broomed. Partial parabolic crown to be obtained by stepping bridge seats. No scuppers are required.

TYPICAL SECTION
Scale ¾"=1'-0"



COVER PL DETAIL
N.T.S.
NB & SB Bridges Same

For Bar Devices see SCB-DB-62 & Bonker Bar. Sheet.

ITEM NO.	ITEM	UNIT	N.B. NET	N.B. FINAL	S.B. NET	S.B. FINAL
106-A	CHAN. EXCAV. OF EARTH	C.Y.				
106-B	CHAN. EXCAV. OF ROCK	C.Y.				
106-C	UNCLASS. CHAN. EXCAV.	C.Y.				
107	EXTRACT. EXCAV.	C.Y.				
401-5	CONC. CLASS B (MOD.)	C.Y.				
403	REINF. STEEL	LBS.				
407	ASPHALTIC EMULSION COATING	S.Y.				
510-A	TREATED TIMBER PILING	L.F.				
520	SPLICES FOR STEEL PILING	EA.				
524	STEEL PILING	L.F.				
526-A	UNTREATED TIMBER PILING	L.F.				
404-A	STRUCTURAL STEEL (INCL. FIXED BRG.)	lbs.	211,465	See Total	211,465	See Total

Rev.	
I	Revision of ℄ Connections Change of diaphragm & deck reinforcing steel spacing (9" & 6") 4-19-65 CAD CARL E.K.P.

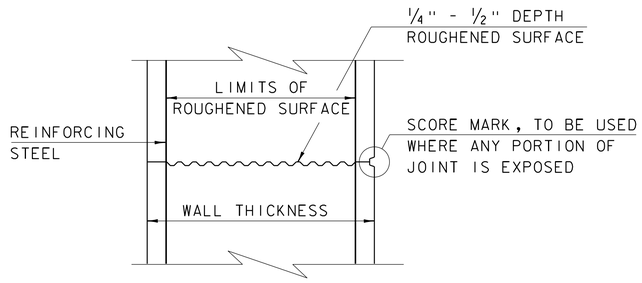
STATE OF VERMONT
DEPARTMENT OF HIGHWAYS

TOWN OF WEATHERSFIELD
ROUTE NO. I-91 STA. 2725+34.2
ASCUTNEY INTERCHANGE
TYPICAL SECTION & FRAMING PLAN
SCALE As Noted
SURVEYED BY
DRAWN BY R.N.D. CHECKED BY R.H.G.
PROJECT NO. I-91-1(20)Cont.#3 (26)
SHEET 37 OF 125
BR 204

WEATHERSFIELD I-91 N & S BRIDGE
PLANS
SHEET 40 OF 40
IM 091-1(69)
FOR REFERENCE ONLY

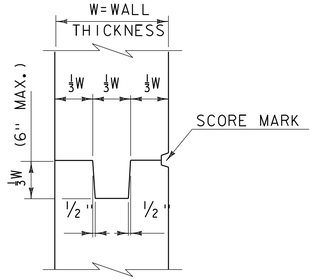
CONCRETE GENERAL NOTES

1. ALL EXPOSED EDGES OF CONCRETE SHALL BE CHAMFERED 1" x 1"
2. REINFORCING STEEL SIZE AND SPACING SHOWN IN THE PLANS IS BASED ON 60 KSI STEEL, UNLESS NOTED OTHERWISE. WITH THE ENGINEER'S PERMISSION, BAR SIZE AND SPACING MAY BE MODIFIED ACCORDING TO THE LATEST AASHTO LRFD BRIDGE DESIGN SPECIFICATION AND STRUCTURES DESIGN MANUAL WHEN USING HIGHER STRENGTH STEEL.

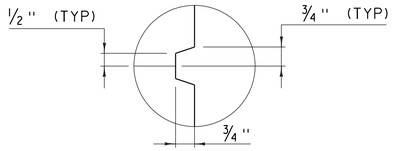


TYPICAL HORIZONTAL CONSTRUCTION JOINT
(NOT TO SCALE)

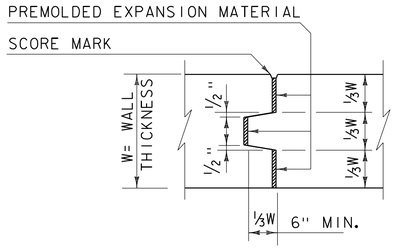
1. THE SURFACE OF THE CONCRETE CONSTRUCTION JOINTS SHALL BE CLEANED AND FREE OF LAITANCE.
2. IMMEDIATELY BEFORE NEW CONCRETE IS PLACED, ALL CONSTRUCTION JOINTS SHALL BE WETTED AND STANDING WATER REMOVED.



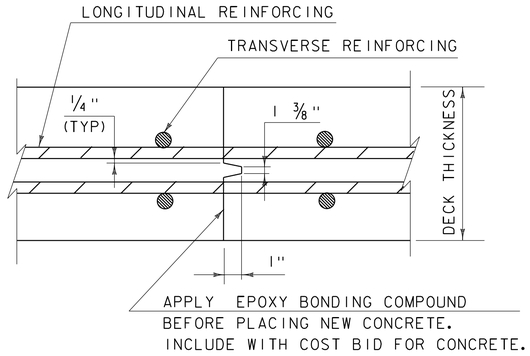
TYPICAL CONCRETE CONSTRUCTION JOINT
(NOT TO SCALE)



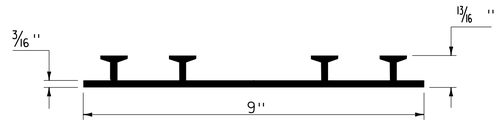
SCORE MARK DETAIL
(NOT TO SCALE)



TYPICAL CONCRETE EXPANSION JOINT
(NOT TO SCALE)



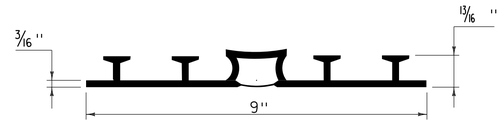
TRANSVERSE BRIDGE SLAB CONSTRUCTION JOINT DETAILS
(NOT TO SCALE)



P.V.C. WATERSTOP FOR CONSTRUCTION JOINTS
(NOT TO SCALE)

PAYMENT FOR THE P.V.C. WATERSTOP SHALL BE INCIDENTAL TO THE UNIT BID PRICE FOR THE ADJACENT CONCRETE.

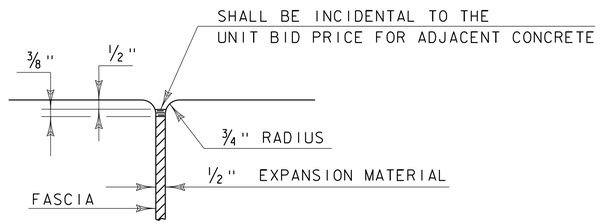
OTHER CONFIGURATIONS OF WATERSTOP MAY BE USED UPON APPROVAL OF THE ENGINEER.



P.V.C. WATERSTOP FOR EXPANSION JOINTS
(NOT TO SCALE)

PAYMENT FOR THE P.V.C. WATERSTOP SHALL BE INCIDENTAL TO THE UNIT BID PRICE FOR THE ADJACENT CONCRETE.

OTHER CONFIGURATIONS OF WATERSTOP MAY BE USED UPON APPROVAL OF THE ENGINEER.



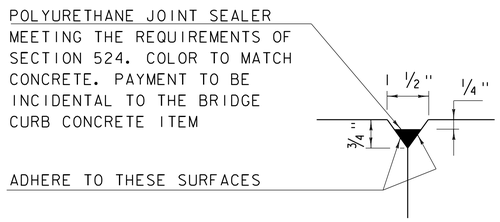
JOINT BETWEEN FASCIA AND WINGWALL
(NOT TO SCALE)

REVISIONS	
MAY 7, 2010	APPROVED FOR USE BY VAOT STRUCTURES SECTION
FEBRUARY 9, 2012	REBAR SUBSTITUTION ALLOWANCE ADDED TO CONCRETE GENERAL NOTES.

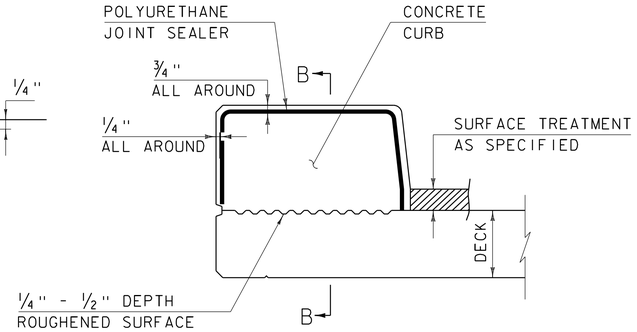
CONCRETE DETAILS AND NOTES

VERMONT AGENCY OF TRANSPORTATION
STRUCTURES - SECTION

STRUCTURES DETAIL
SD-501.00

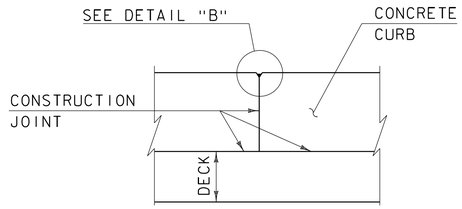


DETAIL "B"
(NOT TO SCALE)

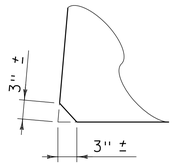


CONCRETE CURB JOINT SECTION
(NOT TO SCALE)

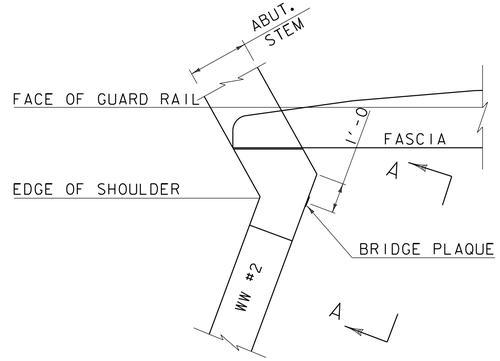
1. SEE TYPICAL HORIZONTAL CONSTRUCTION JOINT DETAIL FOR ADDITIONAL INFORMATION



SECTION B - B
(NOT TO SCALE)



ACUTE ANGLE CLIP DETAIL
(NOT TO SCALE)



PLAN

CONCRETE CURB JOINT NOTES

1. CONCRETE CURBS MAY BE PLACED IN ONE CONTINUOUS OPERATION IF AN APPROVED SHRINKAGE REDUCING ADMIXTURE LISTED IN THE SPECIAL PROVISIONS IS USED WITH THE CONCRETE MIX DESIGN. PAYMENT FOR THE SHRINKAGE REDUCING ADMIXTURE WILL BE INCIDENTAL TO THE BRIDGE CURB CONCRETE ITEM.

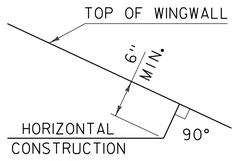
2. IF THE CONTRACTOR CHOOSES NOT TO USE AN APPROVED SHRINKAGE REDUCING ADMIXTURE, THE CURBS SHALL BE CONSTRUCTED WITH CONSTRUCTION JOINTS SPACED AT A MAXIMUM OF 15'-0" CENTER TO CENTER AND 2'-0" MINIMUM FROM THE CENTER OF NEAREST BRIDGE RAILING POST.

3. ON MULTI-SPAN CONTINUOUS SUPERSTRUCTURES, REGARDLESS OF WHETHER APPROVED SHRINKAGE REDUCING ADMIXTURE IS USED, CURB JOINTS SHALL BE LOCATED OVER THE CENTERLINE OF PIERS AND 7'-0" EACH SIDE OF THE CENTERLINE OF EACH PIER.

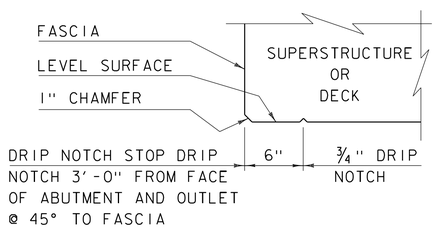
4. WHEN CURB JOINTS ARE USED THE CURBS SHALL BE PLACED IN ALTERNATE SECTIONS WITH A MINIMUM OF 48 HOUR DELAY BETWEEN ADJACENT PLACEMENTS.

5. LONGITUDINAL REINFORCING SHALL BE CONTINUOUS THROUGH CURB CONSTRUCTION JOINTS. CURB STIRRUP BARS SHALL BE TURNED AS NECESSARY TO MAINTAIN COVER IN THE FLARED CURB ENDS.

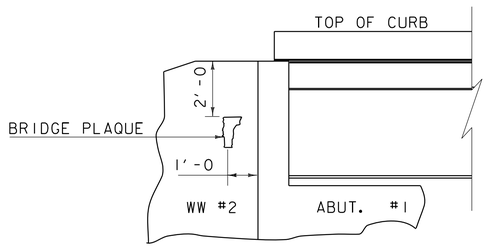
6. THE JOINT SPACING AND DETAILS SHOWN SHALL APPLY TO SIDEWALKS WHEN SHOWN IN THE PLANS.



HORIZONTAL WINGWALL CONSTRUCTION JOINT
(NOT TO SCALE)



DRIP NOTCH DETAIL
(NOT TO SCALE)



VIEW "A - A"

BRIDGE PLAQUE
(NOT TO SCALE)

THE BRIDGE PLAQUE WILL BE SUPPLIED BY THE AGENCY OF TRANSPORTATION AND SHALL BE INSTALLED BY THE CONTRACTOR AT ABUTMENT #1 ON THE RIGHT SIDE AS SHOWN OR AS DIRECTED BY THE ENGINEER.

PAYMENT FOR INSTALLATION OF THE BRIDGE PLAQUE SHALL BE INCIDENTAL TO THE ADJACENT CONCRETE.

REVISIONS	
MAY 7, 2010	APPROVED FOR USE BY VAOT STRUCTURES SECTION
JUNE 4, 2010	MODIFIED AND ADDED TWO DETAILS
OCTOBER 10, 2012	MODIFIED HORZ. JOINT WINGWALL ADD 6" MIN. DIMENSION

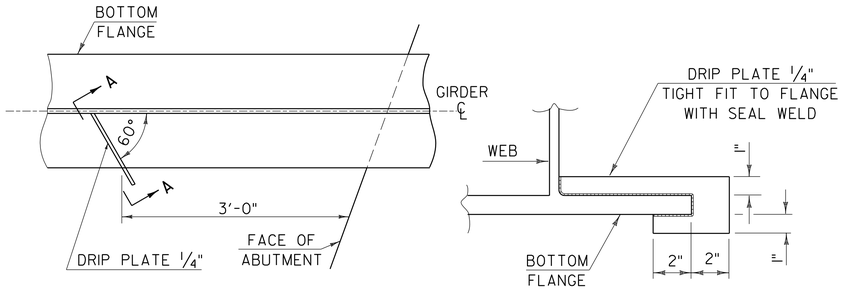
CONCRETE DETAILS AND NOTES

VERMONT AGENCY OF TRANSPORTATION
STRUCTURES - SECTION

STRUCTURES DETAIL SD-502.00

STRUCTURAL STEEL GENERAL NOTES:

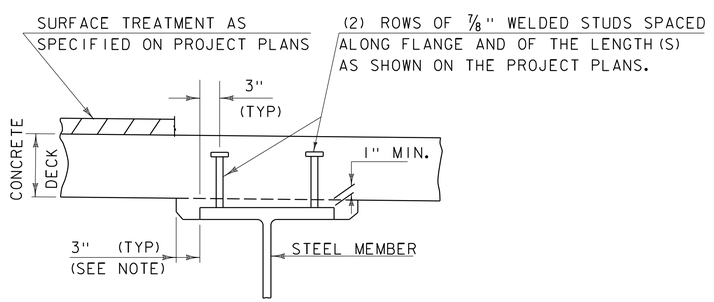
1. ALL FIELD CONNECTIONS SHALL BE MADE WITH 7/8" DIAMETER HIGH-STRENGTH BOLTS IN 15/16" DIAMETER HOLES, PER SUBSECTION 506.19, UNLESS OTHERWISE SPECIFIED.
2. ALL HOLES IN THE WEBS OF THE FASCIA GIRDERS THAT ARE NOT OTHERWISE FILLED, SHALL BE FILLED WITH EITHER BUTTON HEAD OR HEX HEAD BOLTS. THESE BOLTS SHALL BE TIGHTENED IN ACCORDANCE WITH SUBSECTION 506.19.
3. ALL WELDING SHALL CONFORM TO THE PROVISIONS OF SUBSECTION 506.10.
4. ANY CONNECTIONS THAT ARE NOT DETAILED ON THE PLANS SHALL BE DETAILED BY THE FABRICATOR AND SUBMITTED TO THE STRUCTURES ENGINEER FOR APPROVAL.
5. STRUCTURAL STEEL MEMBERS DESIGNATED "CVN" IN THE PLANS SHALL BE CHARPY V-NOTCH TESTED IN ACCORDANCE WITH SUBSECTION 714.01 OF THE STANDARD SPECIFICATIONS.
6. ENDS OF GIRDERS ARE TO BE VERTICAL IN THEIR FINAL POSITION.
7. AFTER SUPERSTRUCTURE STEEL HAS BEEN ERECTED, ELEVATIONS ALONG THE TOP OF THE GIRDERS SHALL BE TAKEN AS DIRECTED BY THE RESIDENT ENGINEER FOR USE IN DETERMINING FINISHED GRADES.



PLAN DRIP PLATE

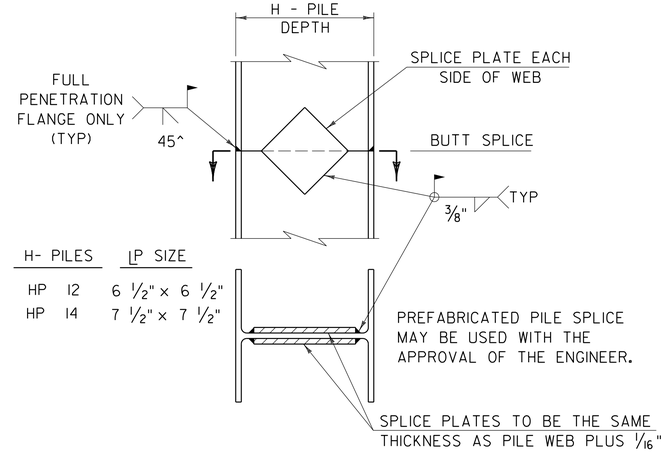
SECTION A - A

NOTE: DRIP PLATES SHALL BE PLACED ON OUTSIDE EDGE OF FASCIA GIRDERS ON THE HIGH SIDE OF ALL PIERS AND ABUTMENTS OR AS INDICATED ON PROJECT PLANS.



NOTE:
THE 3" HORIZONTAL SECTION MAY BE ELIMINATED FOR FORMING SYSTEMS DESIGNED FOR THE CONSTRUCTION OF VERTICAL HAUNCHES. ANY VOIDS RESULTING FROM FORMING SYSTEM ELEMENTS SHALL BE FILLED WITH JOINT SEALER, POLYURETHANE MEETING THE REQUIREMENTS OF SECTION 524. THE COST OF THE JOINT SEALER, POLYURETHANE SHALL BE INCIDENTAL TO THE ADJACENT CONCRETE.

HAUNCH AND SHEAR CONNECTOR DETAIL



H- PILES	LP SIZE
HP 12	6 1/2" x 6 1/2"
HP 14	7 1/2" x 7 1/2"

DETAIL OF PILE SPLICE

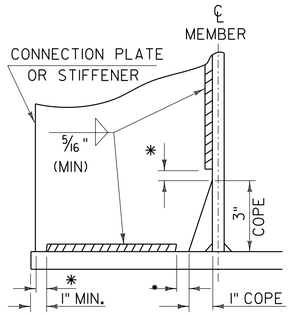
DETAILS ON THIS SHEET ARE "NOT TO SCALE" UNLESS NOTED OTHERWISE.

REVISIONS	
MAY 7, 2010	APPROVED FOR USE BY VAOT STRUCTURES SECTION
JUNE 4, 2010	MODIFIED NOTES

STRUCTURAL STEEL DETAILS & NOTES

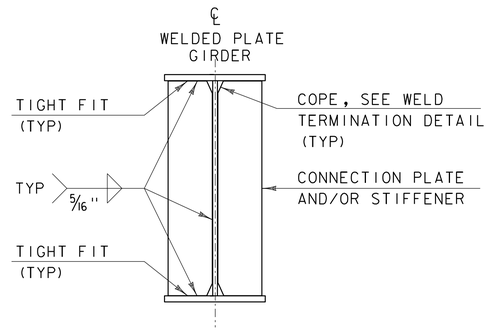
VERMONT AGENCY OF TRANSPORTATION
STRUCTURES - SECTION

STRUCTURES DETAIL
SD-601.00



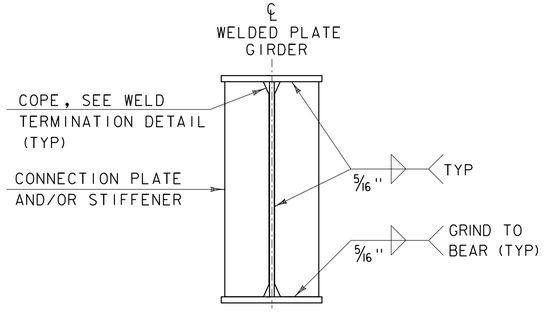
WELD TERMINATION AND COPING DETAILS FOR STEEL MEMBERS

*NO WELD FOR 3/8" MIN. 7/8" MAX. (EXCEPT MUST MAINTAIN 1" MINIMUM FROM EDGE OF FLANGE)

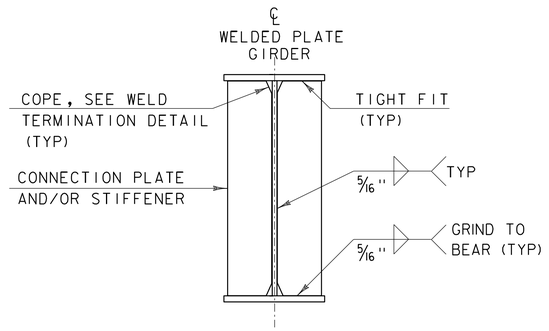


INTERMEDIATE CONNECTION PLATES AND/OR STIFFENERS FOR WELDED PLATE GIRDERS

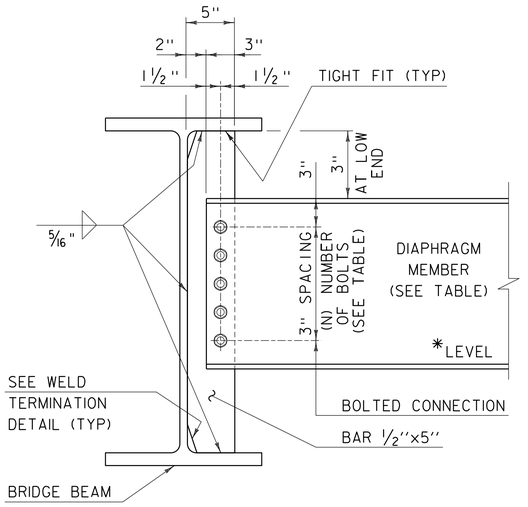
INTERMEDIATE DETAIL IS ONLY USED WHEN PLATE DOES NOT OCCUR AT AN ABUTMENT OR PIER.



ABUTMENT BEARING STIFFENERS AND/OR CONNECTION PLATES FOR WELDED PLATE GIRDERS



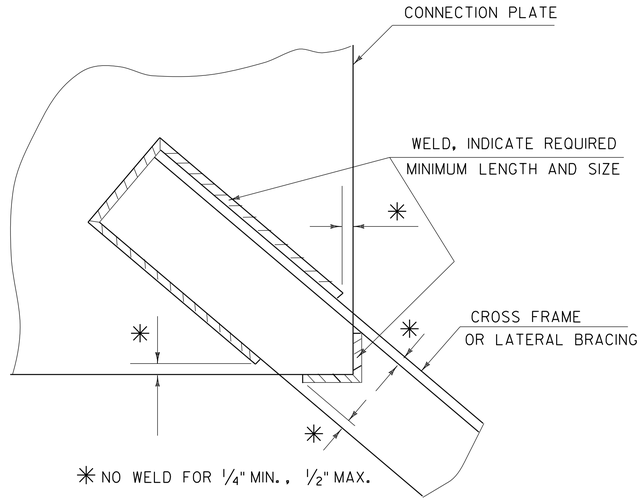
PIER BEARING STIFFENERS AND/OR CONNECTION PLATES FOR WELDED PLATE GIRDERS



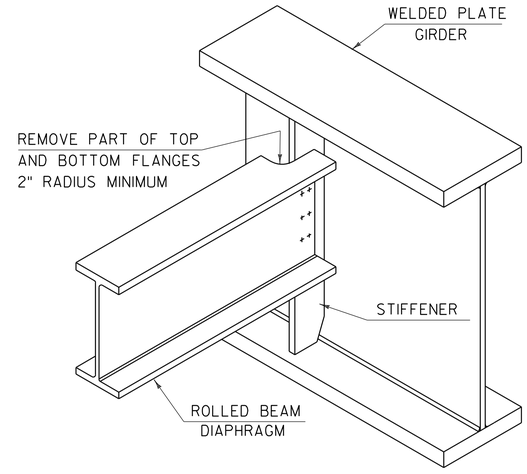
DEPTH		DIAPHRAGM MEMBER	(N) BOLTS
ROLLED BEAM	24" 30"	C15x33.9	4
	31" 36"	MC18x42.7	5
	37" 42"	W21x44	6
PLATE GIRDER WEB	31" 36"	W27x84	7
	37" 42"	W33x118	9
	43" 48"	W36x135	10

INTERMEDIATE DIAPHRAGMS FOR 24" TO 48" BRIDGE BEAMS

* IF CLEARANCE CANNOT BE MET, DIAPHRAGM MAY BE SLOPED.



WELD LOCATION DETAIL AT CROSS FRAMES AND LATERAL BRACING



SEE CONTRACT DRAWINGS FOR SIZES OF MEMBERS AND CONNECTION DETAILS

ROLLED BEAM USED AS DIAPHRAGM

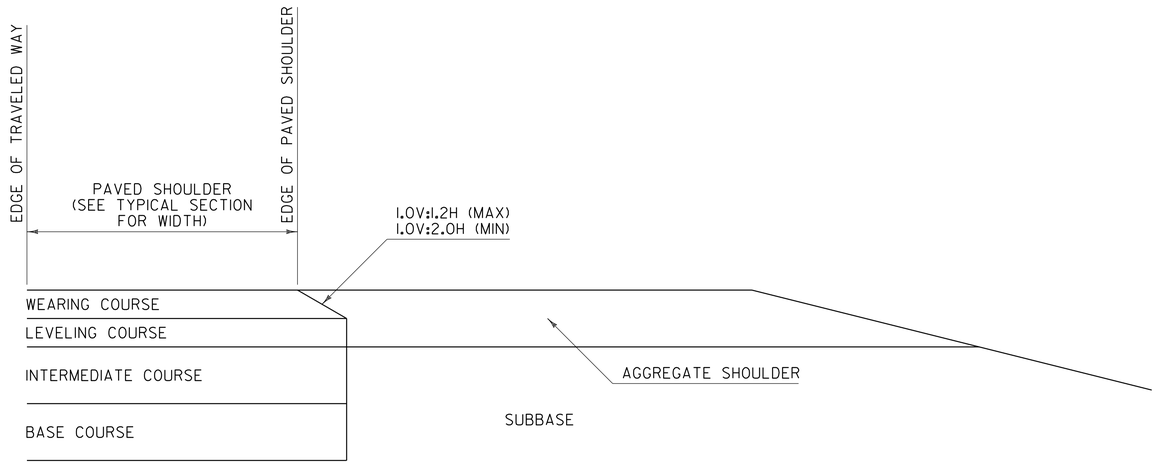
DETAILS ON THIS SHEET ARE "NOT TO SCALE" UNLESS NOTED OTHERWISE.

REVISIONS	
MAY 7, 2010	APPROVED FOR USE BY VAOT STRUCTURES SECTION
MAY 2, 2011	ADD INTERMEDIATE DIAPHRAGMS DETAIL & ADD NOT TO SCALE NOTE

STRUCTURAL STEEL PLATE GIRDER DETAILS AND NOTES

VERMONT AGENCY OF TRANSPORTATION
STRUCTURES - SECTION

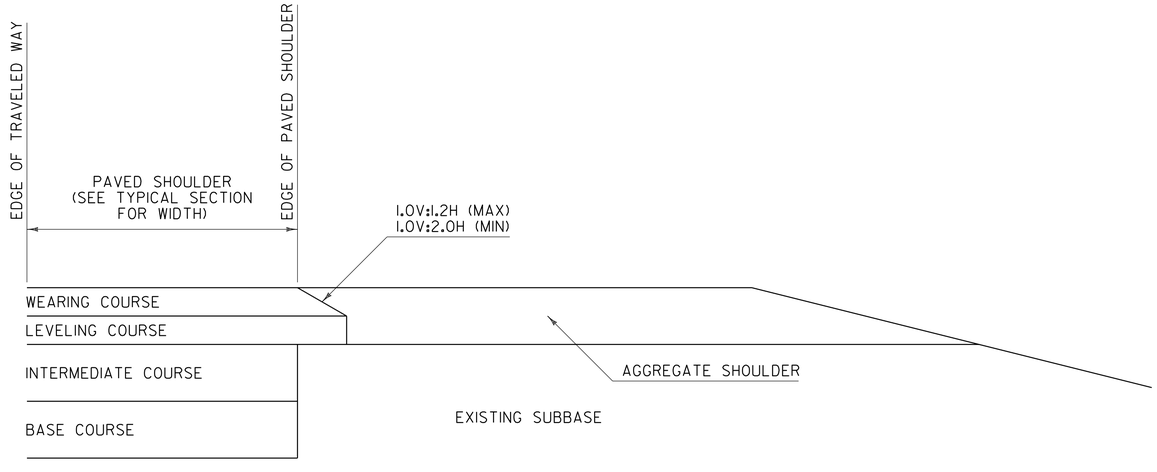
STRUCTURES DETAIL SD-602.00



SAFETY EDGE DETAIL
FOR PAVING BELOW WEARING COURSE

NOTES:

1. THIS DETAIL IS INTENDED FOR WHEN PAVING EXTENDS BELOW THE WEARING COURSE.
2. PRIOR TO PLACEMENT OF THE LEVELING AND/OR WEARING COURSE, THE SUBBASE LOCATED BENEATH THE AGGREGATE SHOULDER SHALL BE PREPARED FLUSH WITH THE BOTTOM OF THE LEVELING COURSE.
3. BASE COURSE LIMITS MAY VARY, SEE TYPICAL SECTIONS FOR WIDTH.



SAFETY EDGE DETAIL
FOR PAVING WEARING COURSE ONLY

NOTES:

1. THIS DETAIL IS INTENDED FOR WHEN ONLY THE LEVELING AND/OR WEARING COURSE IS TO BE PLACED.
2. PAVEMENT COURSES MAY VARY, SEE TYPICAL SECTIONS FOR ACTUAL PAVEMENT COURSES REQUIRED.

REV.	DATE	DESCRIPTION
0	MAR. 29, 2016	ORIGINAL APPROVAL

OTHER DETAILS REQUIRED: NONE

DETAILS APPROVED FOR USE BY HIGHWAY SAFETY & DESIGN

SAFETY EDGE WIDTH BASED ON WEARING COURSE THICKNESS AND A 1V:1.6H SLOPE	
WEARING COURSE THICKNESS (INCHES)	NOMINAL SAFETY EDGE WIDTH (INCHES)
1.25	2.000
1.50	2.375
1.75	2.750
2.00	3.125
2.25	3.500
2.50	4.000

GENERAL NOTES:

1. PLACEMENT OF THE WEARING COURSE SHALL INCLUDE THE SAFETY EDGE, UNLESS THE FOLLOWING APPLIES:
   - A. THE ADJACENT SLOPE IS STEEPER THAN THE SAFETY EDGE.
   - B. THE EDGE OF PAVEMENT BEING PLACED ABUTS BOUND MATERIAL.
   - C. VEHICLES ARE RESTRICTED FROM LEAVING THE PAVED SURFACE (EXAMPLE: GUARDRAIL).
2. THE SAFETY EDGE SHALL BE FORMED IN SUCH A WAY THAT THE BITUMINOUS CONCRETE PAVEMENT IS EXTRUDED OR COMPRESSED TO FORM THE SLOPE. DEVICES THAT SIMPLY STRIKE-OFF THE MIX WITHOUT PROVIDING ANY COMPACTIVE EFFORT WILL NOT BE ALLOWED.
3. THE SAFETY EDGE SHALL NOT BE CONSIDERED PART OF THE PAVED SHOULDER.
4. THIS WORK SHALL BE INCIDENTAL TO THE RESPECTIVE BITUMINOUS CONCRETE PAVEMENT ITEM.

SAFETY EDGE DETAILS

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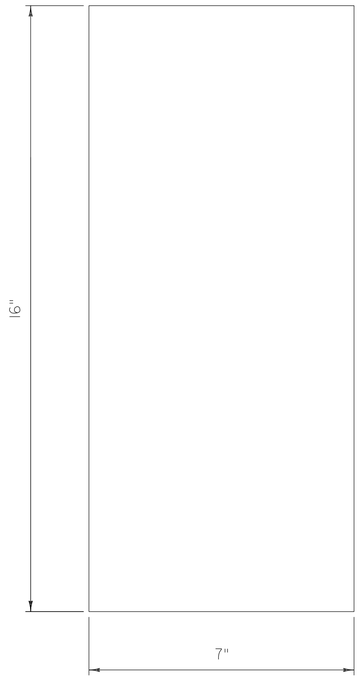
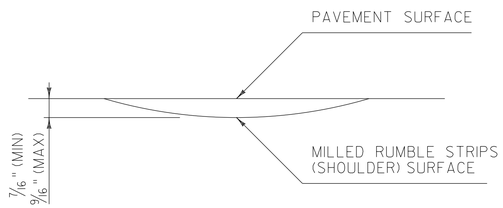
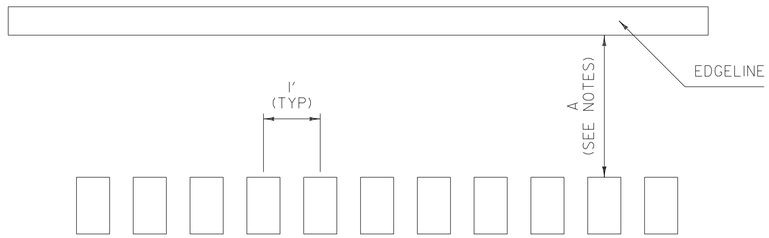
HIGHWAY SAFETY & DESIGN DETAIL

HSD-400.01



RUMBLE STRIP DETAIL

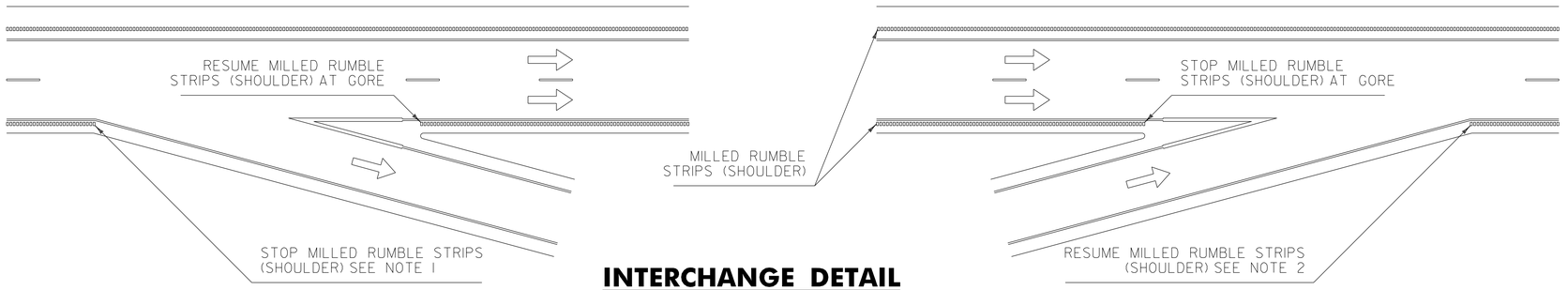




RUMBLE STRIP LAYOUT DETAIL

NOTES:

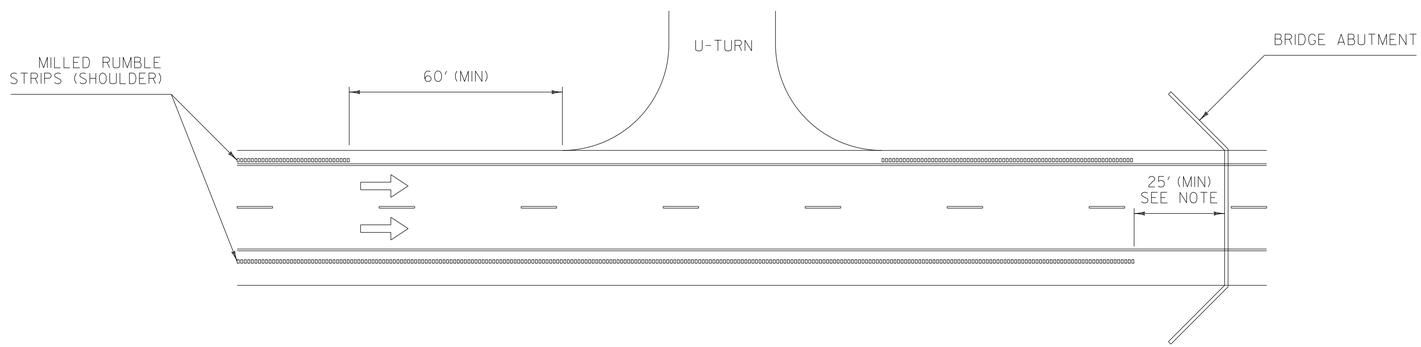
1. DIMENSION "A" SHALL BE 30 INCHES FOR SHOULDERS WITH A WIDTH OF SIX FEET OR GREATER.
2. DIMENSION "A" SHALL BE SIX INCHES FOR SHOULDERS WITH A WIDTH OF LESS THAN SIX FEET, WITHOUT GUARDRAIL.
3. MILLED RUMBLE STRIPS (SHOULDER) SHALL BE INSTALLED WITH A LATERAL TOLERANCE OF +/- TWO INCHES.
4. MILLED RUMBLE STRIPS (SHOULDER) SHALL BE STOPPED WHEN THE FACE OF GUARDRAIL IS PRESENT WITHIN FOUR FEET OF THE EDGE OF TRAVELLED WAY.



INTERCHANGE DETAIL

NOTES:

1. DETAIL IS SHOWN FOR A TAPERED DECELERATION LANE, FOR PARALLEL DECELERATION LANES MILLED RUMBLE STRIPS (SHOULDER) SHALL STOP AT THE BEGINNING OF THE DECELERATION LANE TAPER.
2. DETAIL IS SHOWN FOR A TAPERED ACCELERATOIN LANE, FOR PARALLEL ACCELERATION LANES MILLED RUMBLE STRIPS (SHOULDER) SHALL STOP AT THE END OF THE ACCELERATION LANE TAPER.



NOTE:

1. MILLED RUMBLE STRIPS (SHOULDER) SHALL STOP A MINIMUM OF 25 FEET PRIOR TO BRIDGE ABUTMENT AND RESUME A MINIMUM OF 25 FEET AFTER THE TRAILING ABUTMENT. THIS DISTANCE MAY BE INCREASED TO MEET THE REQUIREMENTS OF THE RUMBLE STRIP LAYOUT DETAIL NOTE 4 ON THIS SHEET. MILLED RUMBLE STRIPS (SHOULDER) SHALL ALSO STOP PRIOR TO AND RESUME AFTER ALL APPROACH SLABS.

MISCELLANEOUS DETAILS

REV.	DATE	DESCRIPTION
0	NOV. 3, 2015	ORIGINAL APPROVAL
1	FEB. 4, 2016	ADDED LATERAL TOLERANCE NOTE
2	FEB. 27, 2017	UPDATED LATERAL TOLERANCE NOTE

OTHER DETAILS REQUIRED: NONE

DETAILS APPROVED FOR USE BY HIGHWAY SAFETY & DESIGN

MILLED RUMBLE STRIPS (SHOULDER)

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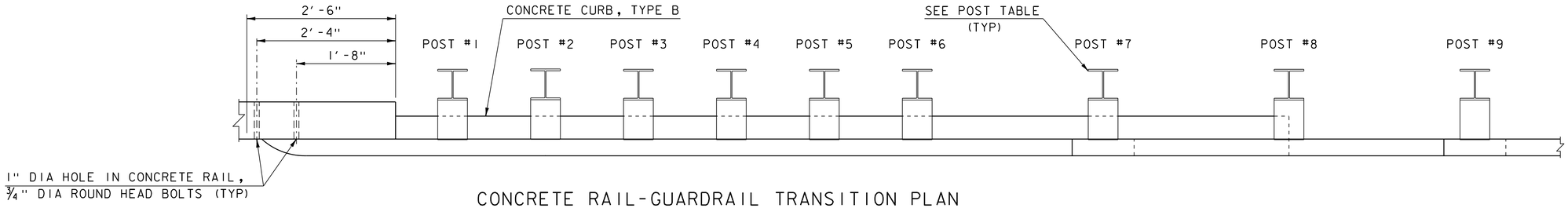
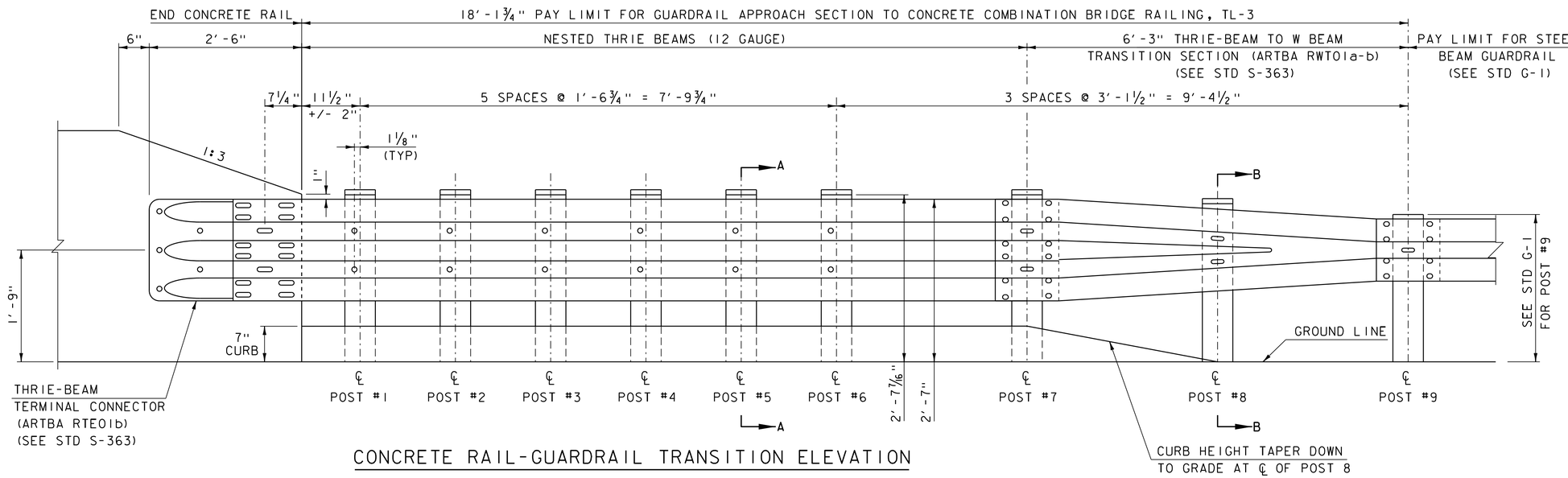
HIGHWAY SAFETY & DESIGN DETAIL

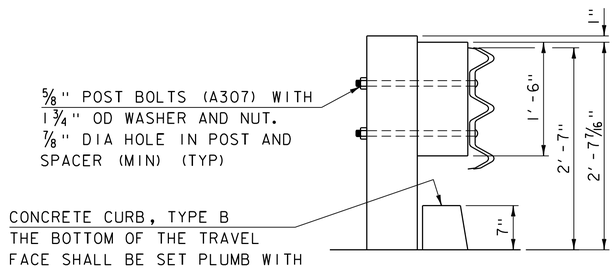
HSD-213.01



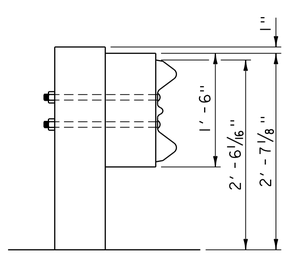
CONCRETE RAIL-GUARDRAIL TRANSITION PLAN



CONCRETE RAIL-GUARDRAIL TRANSITION ELEVATION



SECTION A-A



SECTION B-B

		WOOD	STEEL
SECTION		6"X8"	W6x9
OFFSET BLOCK		6"X8" WOOD	6"X8" RECESSED WOOD
POST LENGTH	POST# 1-6	7'-0"	7'-0"
	POST# 7&8	6'-0"	6'-0"
	POST# 9	SEE STD G-1	SEE STD G-1

POST TABLE

NOTES:

1. THRIE-BEAM TERMINAL CONNECTOR SHALL BE INCLUDED IN THE UNIT BID PRICE FOR GUARDRAIL APPROACH SECTION TO CONCRETE COMBINATION BRIDGE RAILING, TL-3.
2. UNLESS OTHERWISE DIRECTED BY THE ENGINEER, A COMPOSITE MATERIAL BLOCKOUT FROM THE APPROVED PRODUCTS LIST MAY BE SUBSTITUTED FOR A BLOCKOUT OF SIMILAR DIMENSIONS.
3. THIS RAILING MEETS THE REQUIREMENTS FOR A NCHRP REPORT 350 TL-3 SERVICE LEVEL.

REV.	DATE	DESCRIPTION
0	AUGUST 22, 2012	ORIGINAL APPROVAL
1	FEBRUARY 2, 2017	REVISED POST DIMENSIONS AND CURB LAYOUT

OTHER STANDARDS REQUIRED: C-10, G-1, S-363

VTRANS AND FHWA APPROVAL ON FILE WITH CONTRACT ADMINISTRATION

GUARDRAIL APPROACH SECTION TO CONCRETE COMBINATION BRIDGE RAILING, TL-3

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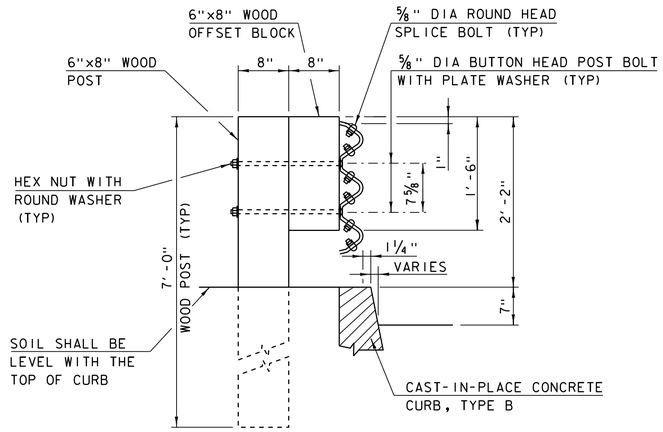
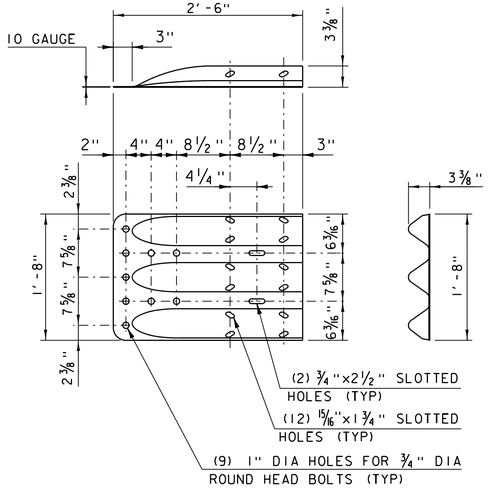
STANDARD
S-352D



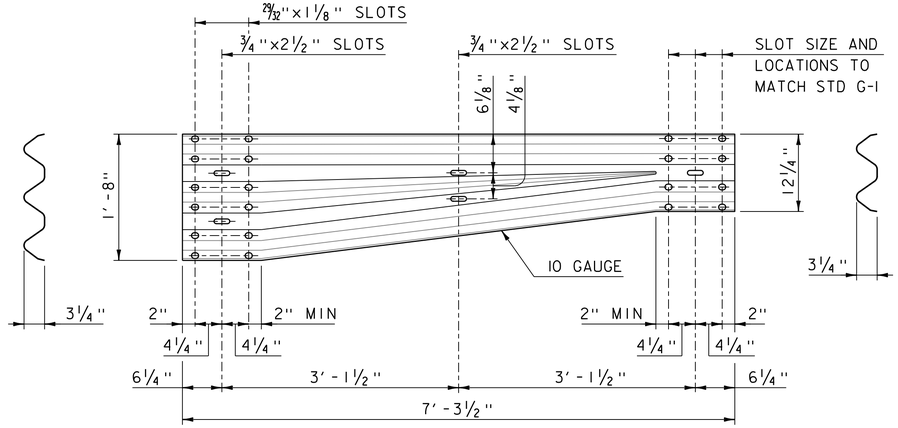
THRIE BEAM GUARDRAIL ASSEMBLY

(SEE STD S-360B)



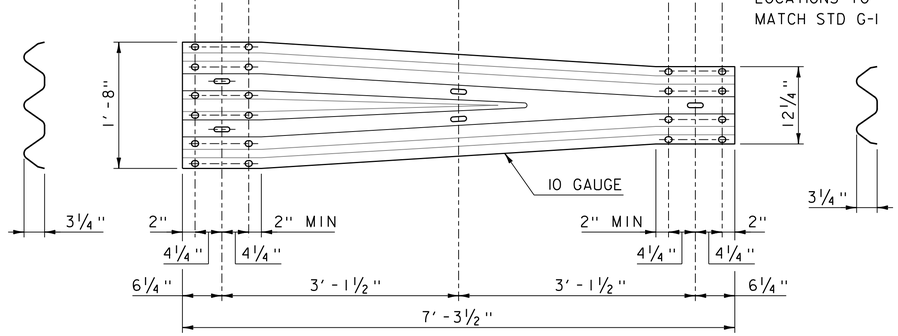
THRIE-BEAM TERMINAL CONNECTOR

(ARTBA RTE01b)



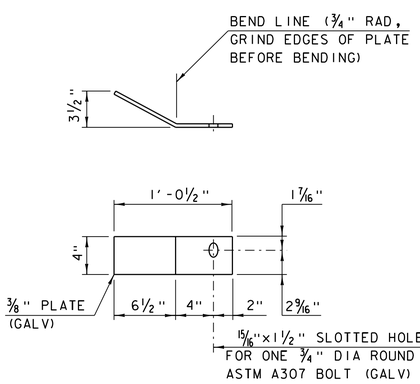
ASYMMETRICAL THRIE-BEAM TO STANDARD STEEL BEAM TRANSITION SECTION

(ARTBA RWT02) (SEE NOTE #1)

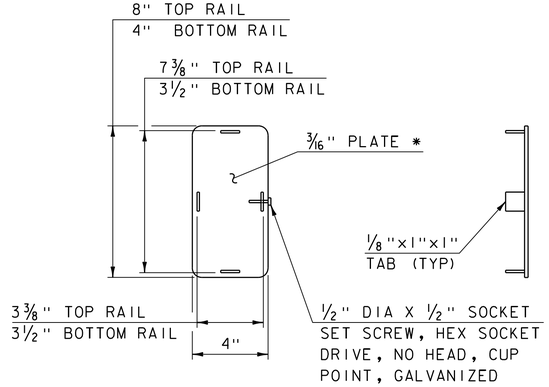


THRIE-BEAM TO STANDARD STEEL BEAM TRANSITION SECTION

(ARTBA RWT01a-b)



DEFLECTOR PLATE DETAIL



END CAP DETAIL

* ROUND CORNERS 1/2" RADIUS (TYP)

NOTES:

1. THE ASYMMETRICAL THRIE-BEAM TO STANDARD STEEL BEAM TRANSITION SECTION IS TO BE USED WITH THE G-1 STANDARD STEEL BEAM WHEN THE RAIL HEIGHT IS 32".

REV.	DATE	DESCRIPTION
0	DECEMBER 14, 2009	ORIGINAL APPROVAL
1	APRIL 23, 2012	GENERAL UPDATE 2012
2	FEBRUARY 2, 2017	BORDER UPDATE, MISC. REVISIONS
OTHER STANDARDS REQUIRED: C-10, G-1, S-360B		
VTRANS AND FHWA APPROVAL ON FILE WITH CONTRACT ADMINISTRATION		

THRIE-BEAM TO STANDARD STEEL BEAM TRANSITION SECTION

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S-363