PROJECT REVIEWER NOTES:

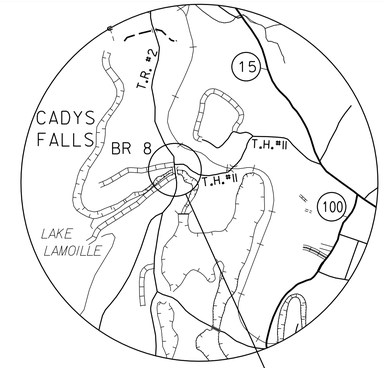
1: THIS PROJECT INVOLVES CLEANING AND PAINTING OF STEEL TRUSS - NO ROADWAY RECONSTRUCTION.

2: FINAL PLANS WILL INCLUDE STEEL REPAIR DETAILS AS WELL AS A SUMMARY OF QUANTITIES.

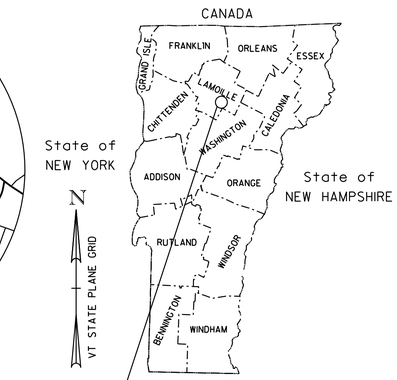
SHEET INDEX

1 TITLE SHEET
2 PROJECT NOTES
3 CONVENTIONAL SYMBOLOGY LEGEND
4 LAYOUT PLAN
5 TRAFFIC CONTROL PLAN
6 1928 REFERENCE PLAN

STATE OF VERMONT
AGENCY OF TRANSPORTATION



LOCATION MAP
NOT TO SCALE



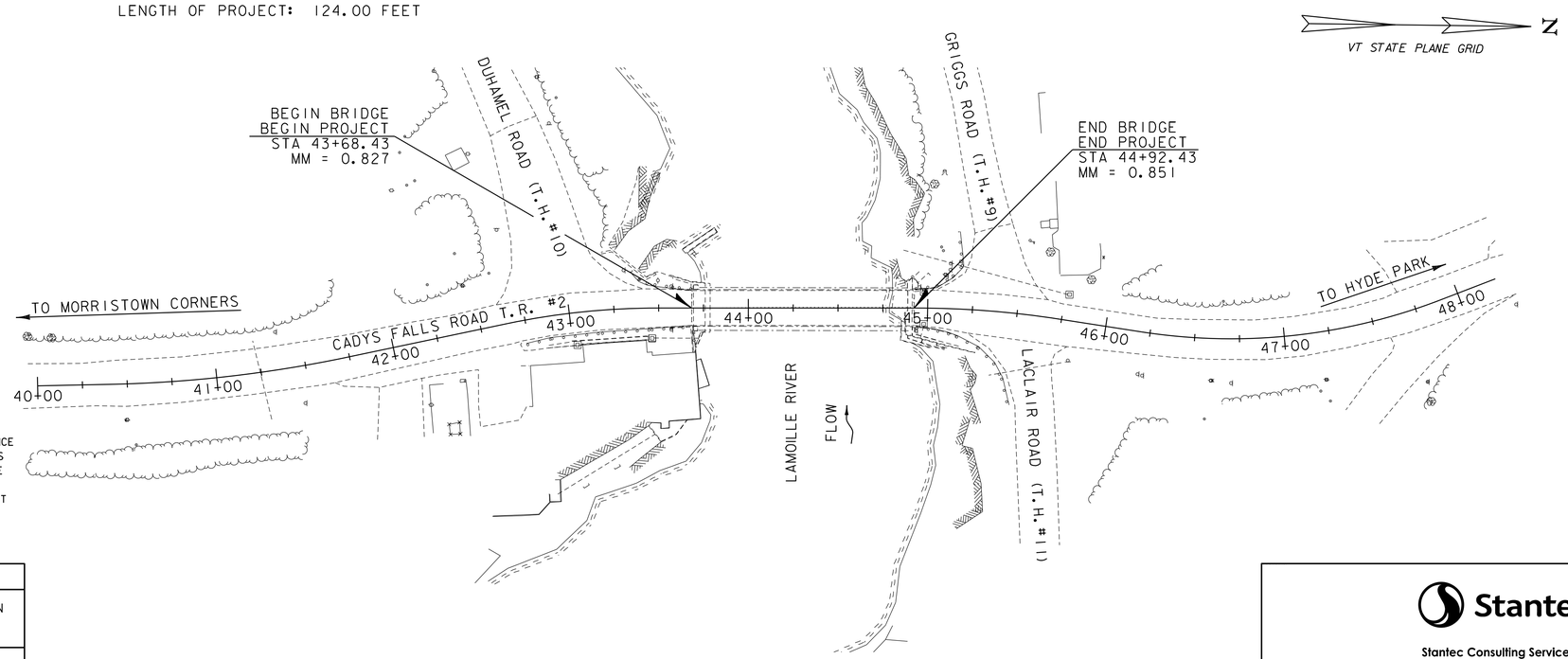
MORRISTOWN
BF 0239 (3)

PROPOSED IMPROVEMENT
BRIDGE PROJECT
TOWN OF MORRISTOWN
COUNTY OF LAMOILLE
CADYS FALLS ROAD (T.R. 2) MAJOR COLLECTOR
BRIDGE NO. 8

PROJECT LOCATION: BEGINNING AT A POINT ON CADYS FALLS ROAD (T.R. #2) APPROXIMATELY 68 FEET NORTH OF THE INTERSECTION WITH DUHAMEL ROAD (T.H. #10) AND EXTENDING NORTHERLY ALONG CADYS FALLS ROAD FOR APPROXIMATELY 124 FEET.

PROJECT DESCRIPTION: INCLUDES CLEANING AND PAINTING THE EXISTING STRUCTURAL STEEL SUPERSTRUCTURE, MINOR REPAIRS AND ASSOCIATED WORK.

LENGTH OF STRUCTURE: 124.00 FEET
LENGTH OF ROADWAY: 000.00 FEET
LENGTH OF PROJECT: 124.00 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.

PRELIMINARY PLANS
10/28/2015

QUALITY ASSURANCE PROGRAM : LEVEL 3

SURVEYED BY : VTRANS - CYR/GILMAN
SURVEYED DATE : 01/27/2014

DATUM
VERTICAL NAVD88
HORIZONTAL NAD 83 (92)

0 40 80
SCALE IN FEET

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

DIRECTOR OF PROJECT DELIVERY
APPROVED _____ DATE _____

PROJECT MANAGER : MARK SARGENT, P.E.

PROJECT NAME : MORRISTOWN
PROJECT NUMBER : BF 0239 (3)

SHEET 1 OF 6 SHEETS

PROJECT NOTES

GENERAL

VTRANS PLS. VERIFY.

1. ALL MATERIALS AND CONSTRUCTION SHALL CONFORM TO THE STATE OF VERMONT AGENCY OF TRANSPORTATION 2011 STANDARD SPECIFICATIONS FOR CONSTRUCTION AND ITS LATEST REVISIONS AND THE 7TH EDITION OF THE AASHTO LRFD BRIDGE DESIGN SPECIFICATION AND ITS LATEST REVISIONS.
2. ALL WORK AND ANY ASSOCIATED ACTIVITY ON THIS PROJECT SHALL BE PERFORMED WITHIN THE EXISTING RIGHT-OF-WAY WHICH IS ASSUMED TO BE THREE RODS, CENTERED ON THE EXISTING ROADWAY (T.R. #2).
3. THE CONTRACTOR SHALL TAKE PRECAUTIONS TO AVOID DAMAGE TO THE EXISTING BRIDGE DECK AND APPROACH PAVEMENT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE RESTORATION OF ANY PROPERTY WHICH HAS BEEN DAMAGED DURING THE PROSECUTION OF WORK.
4. DIMENSIONS SHOWN ON EXISTING DETAILS ARE TAKEN FROM THE EXISTING PLANS AND LIMITED FIELD MEASUREMENTS AND ARE NOT GUARANTEED. THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND EXISTING DETAILS NECESSARY FOR THE COMPLETION OF ALL WORK BY FIELD MEASUREMENT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE ADEQUACY AND ACCURACY THEREOF, AND SHALL NOT ORDER ANY MATERIAL OR COMMENCE ANY FABRICATION UNTIL THE REQUIRED MEASUREMENTS ON THE EXISTING STRUCTURE HAVE BEEN OBTAINED. FOR EMPHASIS ONLY, SOME PROPOSED DIMENSIONS ARE NOTED AS "VERIFY IN FIELD" OR :"VIF", THIS DOES NOT RELIEVE THE CONTRACTOR OF THE RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND DETAILS.

PROTECTIVE COATINGS

5. ALL EXISTING STEEL SHALL BE CLEANED AND PAINTED IN ACCORDANCE WITH ITEM 900.645 SPECIAL PROVISION (QC/QA CLEAN AND PAINT EXISTING STEEL STRUCTURES, BARE STEEL). THE SURFACE PREPARATION OF THE EXISTING STEEL SHALL INCLUDE 100% REMOVAL OF THE EXISTING PAINT SYSTEM. NEW STEEL AND RAILING MEMBERS SHALL BE SHOP PRIMED AND FIELD PAINTED WITH THE SAME TOPCOAT AS THE EXISTING STEEL.
6. THE COLOR OF THE FINAL COAT OF PAINT SHALL BE GREEN (FEDERAL CHIP NO. 14062) IN ACCORDANCE WITH THE FEDERAL STANDARD NO. 595.
7. THE EXISTING STRUCTURAL STEEL ON THIS PROJECT WAS PAINTED WITH A MATERIAL WHICH MAY CONTAIN LEAD. THE CONTRACTOR SHALL INDEMNIFY AND HOLD THE STATE, IT'S OFFICERS AND EMPLOYEES HARMLESS CONCERNING THE CONTRACTOR'S USE OR DISPOSITION OF THE STRUCTURAL STEEL. TEN DAYS PRIOR TO COMMENCING WORK WHICH INVOLVES THE HANDLING OR DISTURBANCE OF PAINTED COMPONENTS, THE CONTRACTOR SHALL PROVIDE DOCUMENTS TO THE ENGINEER, AS REFERENCED IN THE SPECIAL PROVISIONS.
8. A COAT OF GREASE RUSTPROOFING COMPOUND SHALL BE APPLIED TO THE LOWER PORTION OF THE ENDS OF THE TRUSS AND FLOOR FRAMING (BELOW THE TOP OF THE BRIDGE DECK WITHIN SIX FEET OF THE ENDS OF THE BRIDGE). COST TO BE INCLUDED IN ITEM 900.645 SPECIAL PROVISION (QA/QC CLEAN AND PAINT EXISTING STEEL STRUCTURES, BARE STEEL).

UTILITIES

9. EXISTING UTILITIES WILL BE RELOCATED BY OTHERS IN ADVANCE OF THE PROJECT AS DEPICTED ON THE LAYOUT SHEET. REFER TO UTILITY AGREEMENT FOR ADDITIONAL INFORMATION.

BRIDGE REPAIRS AND MODIFICATIONS

10. EXISTING BRIDGE RAILING SHALL BE REMOVED IN ACCORDANCE WITH ITEM 525.10 REMOVAL OF EXISTING BRIDGE RAILING AND REPLACED WITH NEW STEEL BRIDGE RAIL IN ACCORDANCE WITH ~~ITEM 900.640 SPECIAL PROVISION~~ (BRIDGE RAILING, TRUSS). REFER TO SHEETS -- THRU -- FOR DETAILS.
11. PARTIAL REMOVAL AND DISASSEMBLY ASSOCIATED WITH THE REPAIR OR REPLACEMENT OF STRUCTURAL STEEL SHALL BE INCIDENTAL TO ITEM 506.60 STRUCTURAL STEEL.

TO BE INCLUDED IN FINAL PLANS

STRUCTURAL STEEL

15. ALL STRUCTURAL COMPONENTS OF THE BRIDGE SHALL BE INSPECTED BY THE CONTRACTOR AND THE ENGINEER TO IDENTIFY ADDITIONAL AREAS IN NEED OF REPAIR NOT SHOWN ON THE CONTRACT DOCUMENTS. ANY ADDITIONAL REPAIRS SHALL BE MADE AT THE DISCRETION OF THE ENGINEER AND SHALL BE APPROVED BY THE ENGINEER. ADDITIONAL REPAIRS SHALL BE PAID FOR UNDER CONTRACT ITEM 506.60 STRUCTURAL STEEL. 1,000 POUNDS OF ADDITIONAL STEEL HAS BEEN INCLUDED IN THE ESTIMATED QUANTITY FOR ITEM 506.60 STRUCTURAL STEEL IN ANTICIPATION OF THE NEED FOR ADDITIONAL REPAIRS.
16. FOR REPAIRS AS DETAILED ON THE PLANS OR AS DIRECTED BY THE ENGINEER, ALL NEW CONNECTIONS SHALL BE MADE WITH 7/8" DIAMETER HIGH STRENGTH BOLTS MEETING AASHTO M-164 TYPE 1 GALVANIZED. CONNECTIONS NOT DETAILED IN THE PLANS SHALL BE DETAILED BY THE FABRICATOR AND SUBMITTED TO THE ENGINEER FOR APPROVAL.
17. ANY EXISTING RIVETS THAT ARE MISSING OR REMOVED FOR REPAIRS AS DETAILED ON THE PLANS OR AS DIRECTED BY THE ENGINEER SHALL BE REPLACED WITH 7/8" DIAMETER HIGH STRENGTH BOLTS. WHERE RIVET HEADS ARE IN DIRECT CONTACT WITH MEMBERS TO BE RETAINED, TORCHES AND/OR THE USE OF FLAME CUTTING WILL NOT BE PERMITTED FOR ANY PORTION OF THE RIVET REMOVAL. THE CONTRACTOR SHALL VERIFY THAT THE EXISTING HOLE DIAMETER IS 15/16" AND BRING ANY DISCREPANCIES TO THE ATTENTION OF THE ENGINEER.
18. ALL STRUCTURAL STEEL PAID UNDER THE ITEM 506.60, STRUCTURAL STEEL SHALL CONFORM TO AASHTO M 270M/M 270 GRADE 36 EXCEPT ALL STRUCTURAL TUBING SHALL CONFORM TO SUBSECTIONS 714.11 OR 732.03 UNLESS NOTED OTHERWISE.
19. ALL FAYING SURFACES BETWEEN THE EXISTING STEEL AND THE NEW FILLER PLATES SHALL BE BLAST CLEANED AND PRIMED WITH A ZINC PRIMER. MEETING THE CLASS B SLIP COEFFICIENT VALUE OF NOT LESS THAN 0.50 AS SPECIFIED BY AASHTO THE PRIMER COATING WILL REMAIN IN THE ASSEMBLED CONNECTION.
20. THE BOTTOM CHORD OF THE TRUSS IS A FRACTURE CRITICAL TENSION MEMBER. ALL STRUCTURAL STEEL ASSOCIATED WITH REPAIRS AND/OR REINFORCEMENT OF THE BOTTOM CHORD SHALL BE CHARPY V-NOTCH (CVN) TESTED UNLESS NOTED OTHERWISE.

TRAFFIC CONTROL/STAGING

21. THE TOWN OF MORRISTOWN WILL BE RESPONSIBLE FOR SELECTING, SIGNING AND MAINTAINING A DETOUR ROUTE AT NO COST TO THE STATE. THE TOWN WILL SIGN THE DETOUR ROUTE IN CONFORMANCE WITH 23 VSA SECTION 1025 AND THE LATEST EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
22. THE CONTRACTOR WILL BE RESPONSIBLE FOR WARNING SIGNS INDICATING THE BRIDGE CLOSURE AND CONSTRUCTION ZONE ON T.R. #2 AND THE ADJACENT SIDE ROADS IN ACCORDANCE WITH TRAFFIC CONTROL STANDARDS AND THE LATEST EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES. THE CONTRACTOR WILL COORDINATE WITH TOWN HIGHWAY OFFICIALS AT LEAST FOUR WEEKS PRIOR TO ROAD CLOSURE.
23. A CONCEPTUAL TRAFFIC CONTROL PLAN FOR CLOSING T.R. #2 IN THE VICINITY OF CONSTRUCTION IS SHOWN ON SHEET 5. THE CONTRACTOR SHALL DEVELOP A SITE SPECIFIC TRAFFIC CONTROL PLAN IN ACCORDANCE WITH THE CURRENT MUTCD AND SUBMIT THE PLAN FOR REVIEW BY THE ENGINEER. THE CONTRACTOR SHALL ALLOW THE ENGINEER 14 DAYS TO REVIEW AND ACCEPT THE PLAN BEFORE IT IS IMPLEMENTED. DEVELOPMENT AND IMPLEMENTATION OF THE PLAN INCLUDING SIGNS, CHANNELIZING DEVICES, OTHER INCIDENTALS SHALL BE PAID FOR UNDER ITEM 900.645 SPECIAL PROVISION (TRAFFIC CONTROL, ALL-INCLUSIVE).
24. THE EXISTING BRIDGE IS RATED FOR A MAXIMUM LOAD OF xx,000 POUNDS. CONSTRUCTION EQUIPMENT SHALL NOT EXCEED THIS LOAD LIMIT. HEAVY EQUIPMENT FOR CLEANING AND PAINTING SHALL NOT BE POSITIONED ON THE BRIDGE.
25. THE CONTRACTOR MAY USE THE EXISTING ROADWAY (T.R. #2),NORTH OF THE EXISTING BRIDGE FOR STAGING OF EQUIPMENT; HOWEVER, ACCESS TO EXISTING DRIVES AND SIDE STREETS MUST BE MAINTAINED AT ALL TIMES THROUGHOUT CONSTRUCTION.
26. INSTALLING, MAINTAINING, AND REMOVING THE SIGNS AND BARRICADES IN THE SITE SPECIFIC TRAFFIC CONTROL PLAN AS NECESSARY TO MEET PROJECT CONDITIONS WILL BE INCLUDED FOR PAYMENT UNDER CONTRACT ITEM 900.645 SPECIAL PROVISION (TRAFFIC CONTROL, ALL-INCLUSIVE).
27. "ROAD CLOSED" SIGNS SHALL BE MOUNTED AND MAINTAINED ON LIGHTED TYPE III BARRICADES.
28. TYPE III CONSTRUCTION BARRICADES SHALL BE PLACED SO AS TO PHYSICALLY EXCLUDE TRAFFIC FROM THE ENTIRE ROADWAY WIDTH OR AT THE DISCRETION OF THE ENGINEER.

Stantec

PROJECT NAME: MORRISTOWN	
PROJECT NUMBER: BF 0239(3)	
FILE NAME: zl3j274frm.dgn	PLOT DATE: 10/28/2015
PROJECT LEADER: T. KNIGHT	DRAWN BY: J. SOTER
DESIGNED BY: T. KNIGHT	CHECKED BY: G. BOGUE
PROJECT NOTES	SHEET 2 OF 6

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 VALUE
	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	PROJECT DEMARCATION FENCE
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	SLOPE RIGHTS
6f	6F PROPERTY BOUNDARY
4f	4F PROPERTY BOUNDARY
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

ENVIRONMENTAL RESOURCES

	WETLAND BOUNDARY
	RIPARIAN BUFFER ZONE
	WETLAND BUFFER ZONE
	SOIL TYPE BOUNDARY
T&E	THREATENED & ENDANGERED SPECIES
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

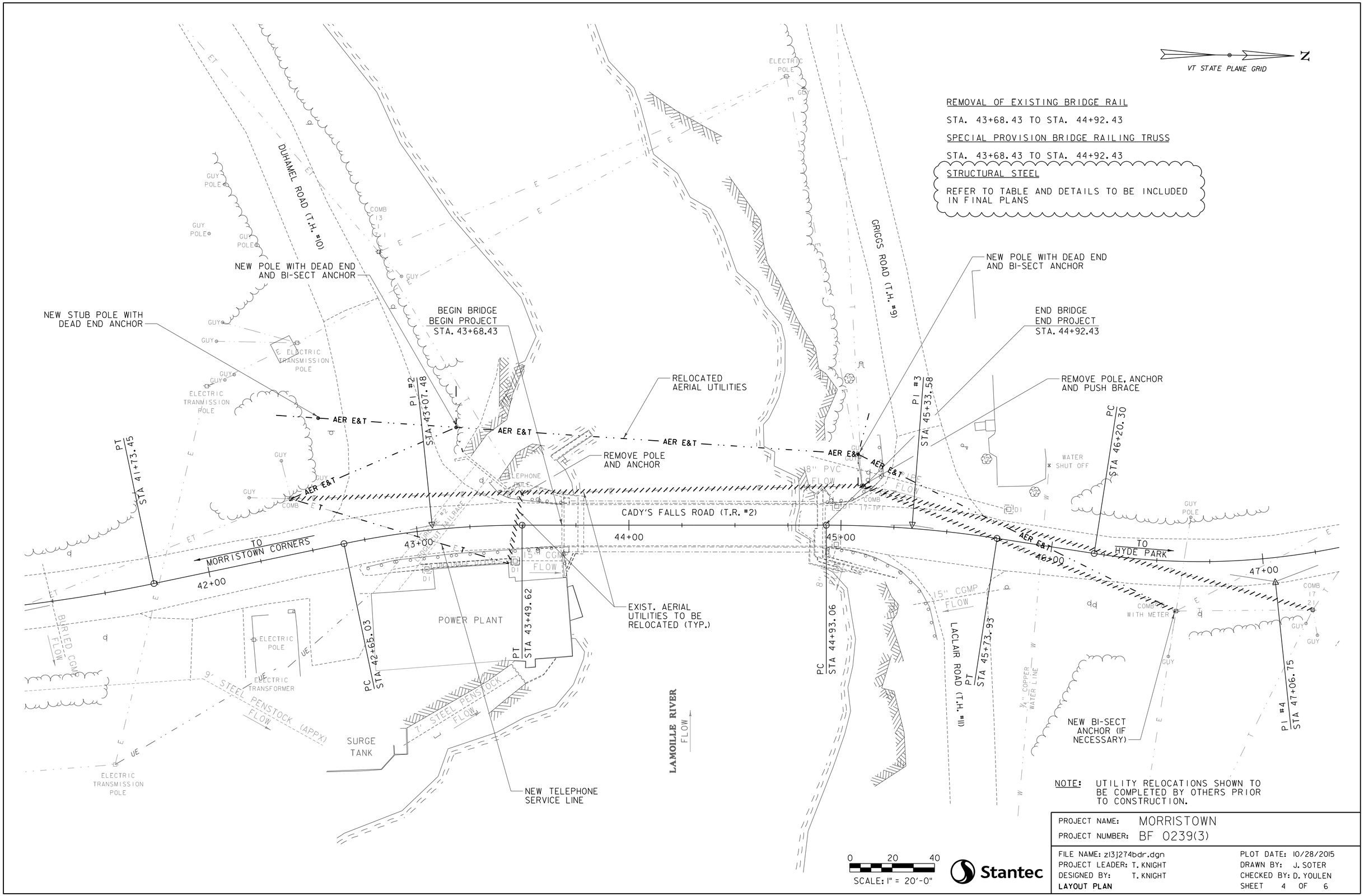
CONVENTIONAL TOPOGRAPHIC SYMBOLOGY

EXISTING FEATURES

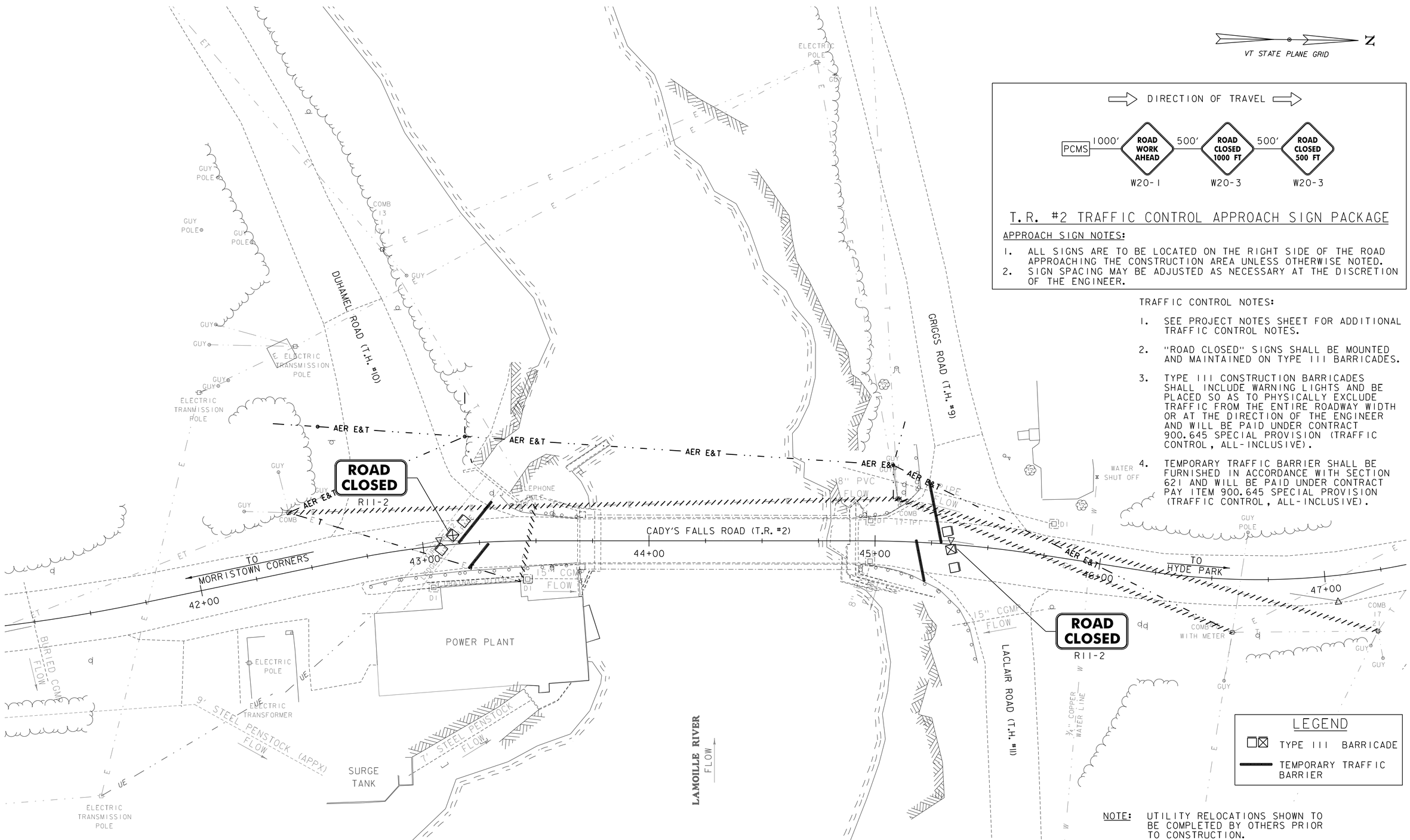
	ROAD EDGE PAVEMENT
	ROAD EDGE GRAVEL
	DRIVEWAY EDGE
	DITCH
	FOUNDATION
	FENCE (EXISTING)
	FENCE WOOD POST
	FENCE STEEL POST
	GARDEN
	ROAD GUARDRAIL
	RAILROAD TRACKS
	CULVERT (EXISTING)
	STONE WALL
	WALL
	WOOD LINE
	BRUSH LINE
	HEDGE
	BODY OF WATER EDGE
	LEDGE EXPOSED

Stantec

PROJECT NAME:	MORRISTOWN
PROJECT NUMBER:	BF 0239(3)
FILE NAME: z13j274legend.dgn	PLOT DATE: 10/28/2015
PROJECT LEADER: T. KNIGHT	DRAWN BY: VTRANS
DESIGNED BY: VTRANS	CHECKED BY: T. KNIGHT
CONVENTIONAL SYMBOLOGY LEGEND	SHEET 3 OF 6



PROJECT NAME: MORRISTOWN	
PROJECT NUMBER: BF 0239(3)	
FILE NAME: zl3j274bdr.dgn	PLOT DATE: 10/28/2015
PROJECT LEADER: T. KNIGHT	DRAWN BY: J. SOTER
DESIGNED BY: T. KNIGHT	CHECKED BY: D. YOULEN
LAYOUT PLAN	SHEET 4 OF 6



T.R. #2 TRAFFIC CONTROL APPROACH SIGN PACKAGE

APPROACH SIGN NOTES:

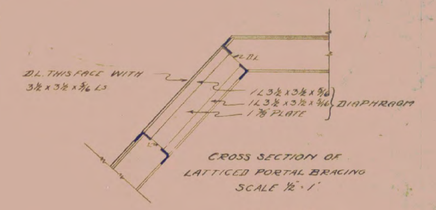
1. ALL SIGNS ARE TO BE LOCATED ON THE RIGHT SIDE OF THE ROAD APPROACHING THE CONSTRUCTION AREA UNLESS OTHERWISE NOTED.
2. SIGN SPACING MAY BE ADJUSTED AS NECESSARY AT THE DISCRETION OF THE ENGINEER.

TRAFFIC CONTROL NOTES:

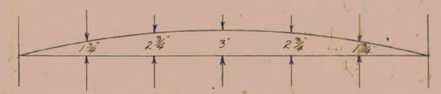
1. SEE PROJECT NOTES SHEET FOR ADDITIONAL TRAFFIC CONTROL NOTES.
2. "ROAD CLOSED" SIGNS SHALL BE MOUNTED AND MAINTAINED ON TYPE III BARRICADES.
3. TYPE III CONSTRUCTION BARRICADES SHALL INCLUDE WARNING LIGHTS AND BE PLACED SO AS TO PHYSICALLY EXCLUDE TRAFFIC FROM THE ENTIRE ROADWAY WIDTH OR AT THE DIRECTION OF THE ENGINEER AND WILL BE PAID UNDER CONTRACT 900.645 SPECIAL PROVISION (TRAFFIC CONTROL, ALL-INCLUSIVE).
4. TEMPORARY TRAFFIC BARRIER SHALL BE FURNISHED IN ACCORDANCE WITH SECTION 621 AND WILL BE PAID UNDER CONTRACT PAY ITEM 900.645 SPECIAL PROVISION (TRAFFIC CONTROL, ALL-INCLUSIVE).

NOTE: UTILITY RELOCATIONS SHOWN TO BE COMPLETED BY OTHERS PRIOR TO CONSTRUCTION.

PROJECT NAME: MORRISTOWN	
PROJECT NUMBER: BF 0239(3)	
FILE NAME: z13j274bdr_ttc.dgn	PLOT DATE: 10/28/2015
PROJECT LEADER: T. KNIGHT	DRAWN BY: J. SOTER
DESIGNED BY: T. KNIGHT	CHECKED BY: D. YOULEN
TRAFFIC CONTROL PLAN	SHEET 5 OF 6

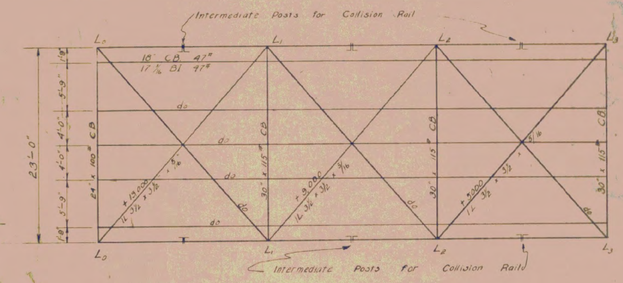


CROSS SECTION OF LATTICED PORTAL BRACING
SCALE ½" = 1'

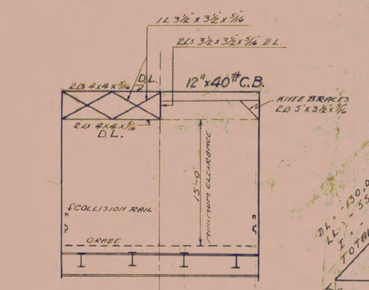


CAMBER DIAGRAM
THIS CAMBER TO BE RETAINED AFTER DEAD LOAD IS APPLIED

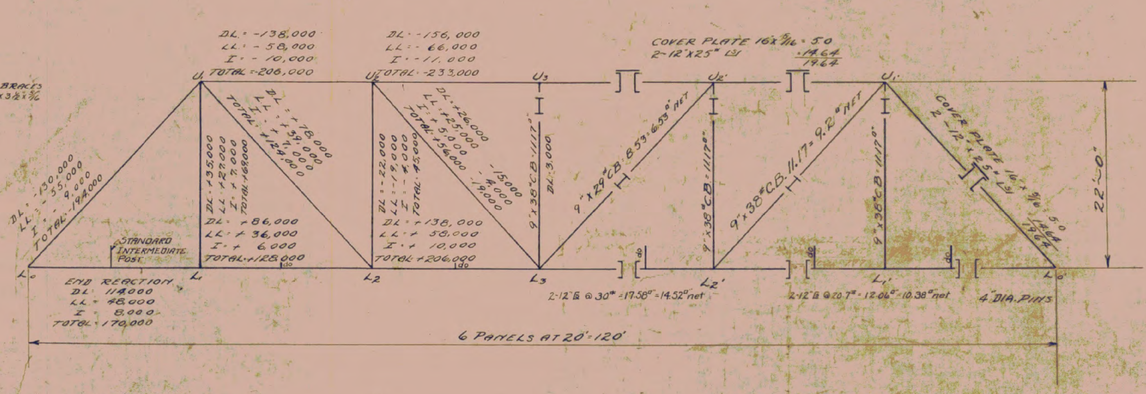
STRINGERS		
MOMENT		SHEAR
DLM =	388,800 IN LBS	6,800
LLM =	611,000 IN LBS	15,700
I =	157,100 IN LBS	4,000
TOTAL =	1,156,900 IN LBS	26,200



FLOOR AND LOWER LATERAL SYSTEM (NO 2)
To be used when floor is poured one half width



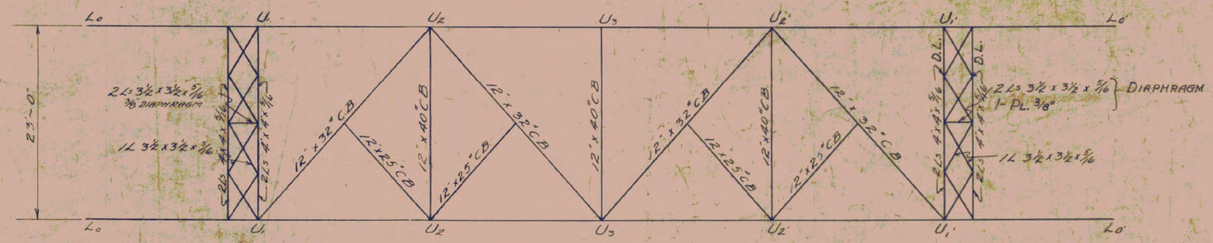
HALF SECTION SHOWING PORTAL BRACING
HALF SECTION SHOWING TOP CHORD BRACING



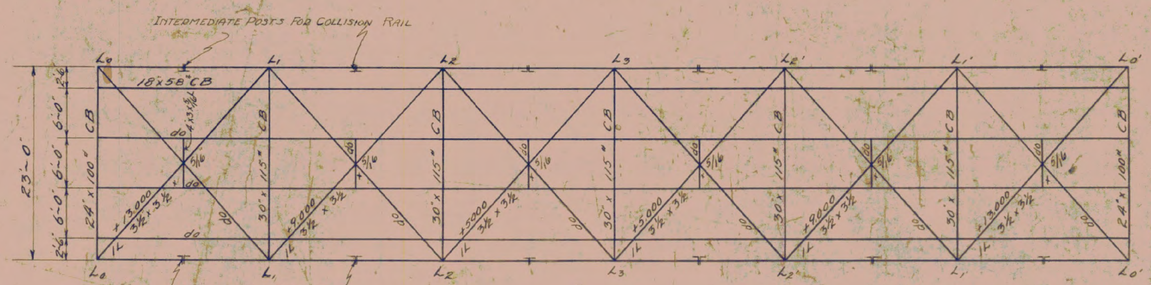
STRINGERS		
	MOMENT	SHEAR
DL =	480,000 IN LBS	8,000
LL =	918,000 IN LBS	16,000
I =	276,000 IN LBS	5,000
TOTAL =	1,674,000 IN LBS	29,000

FLOOR BEAMS		
	MOMENT	SHEAR
DL =	2,148,000 IN LBS	32,000
LL =	2,114,000 IN LBS	27,000
I =	613,000 IN LBS	8,000
TOTAL =	4,875,000 IN LBS	67,000

END FLOOR BEAM
MOMENT
DL = 1074,000 IN LBS
LL = 2114,000 IN LBS
I = 740,000 IN LBS
TOTAL = 3928,000 IN LBS



UPPER LATERAL SYSTEM



FLOOR AND LOWER LATERAL SYSTEM (NO. 1)
To be used when floor is poured full width
NOTE - SUPPORT LATERAL DIAGONALS FROM 4x3x3/8 L's CONNECTED TO STRINGER WEBS.
DO NOT CONNECT LATERAL DIAGONALS TO BOTTOM FLANGE OF STRINGERS.

NOTES

FLOOR DESIGNED FOR
DEAD LOAD - 8" CONCRETE SLAB + 25 PAVING ALLOWANCE + WEIGHT OF STEEL
LIVE LOAD - ROADWAY - 2-15 TON TRUCKS
14'-0" % BALES - 6'-0" % WHEELS -
85% OF LOAD ON REAR AXLE
IMPACT - STRINGERS 45.30% - FLOOR BEAMS 29%
END FLOOR BEAMS 35%

TRUSS DESIGNED FOR
DEAD LOAD - CONCRETE FLOOR AND PAVING
1350# + STEEL 550# - 1900# PER LIN FT
LIVE LOAD - TWO LANES - H15 A.R.S.H.O. SPEC. 1929
IMPACT - LL 250 / DL + 300 WHERE % AGGREGATE LOADED LENGTH
GUSSET PLATE 3/8 AT L0 - 5/16 ELSEWHERE
RIVETS - 5/8 DIA

SPECIFICATIONS
STANDARD SPECIFICATIONS FOR STEEL HIGHWAY BRIDGES - U.S.D.A. - BULLETIN NO. 1239 - SHALL APPLY TO ALL WORK, WORKMANSHIP AND MATERIALS, AS REFERRED TO IN VT. STANDARD ROAD AND BRIDGE SPECIFICATIONS 1956

REFERENCES
FOR THIS BRIDGE USE THE FOLLOWING STANDARD DETAILS AND TYPES SHOWN ON SHEET SB1.
STANDARD DETAILS NOS. S-2, S-5, S-6, S-10, S-12, S-13, S-15, S-21.
WHEN BRIDGE CONSISTS OF MORE THAN ONE SPAN USE STANDARD DETAIL S11 AT PIERS.

The original of this sheet is in Bridge Div. File Drawers Sheet #47

MORRISTOWN
BF 0239(3)
SHEET $S"$ OF $T"$
FOR REFERENCE ONLY

STEEL SUPERSTRUCTURE
120' % BEARING
20' ROADWAY
2 ~ H15

Correct
A. B. T. Bishop
Bridge Engineer

NO. 2 THIS SHEET USED FOR-	NO. 1 THIS SHEET USED FOR-
COBB BR. 5-36	MORRISTOWN BR. 09-57 MORRISTOWN BR. 09-57 COBB BR. 5-36 & 5-36

ESTIMATED QUANTITIES FOR ONE SPAN

STRUCTURAL STEEL (NO. 1)	133500	LBS.
CLASS A-1:2:4 CONCRETE IN ROADWAY SLAB	73	CU. YDS.
REINFORCING STEEL No. 1 IN ROADWAY SLAB	12100	LBS.
STRUCTURAL STEEL (NO. 2)	140460	LBS.
Reinforcing Steel (No. 2)	13,120	LBS.

Surveyed by
Designed by SMOFFAKER
Drawn by KBW
Traced by KBW
Checked by
Series SB 20 No. 120
Sheet of Sheets