

**TOWN OF NORWICH
REQUEST FOR BIDS**

MEMBRANE, PAVING & GUARDRAIL REPAIR - BRIDGE 12 (MOORE LANE OVER BLOODY BROOK)

Issued: JANUARY 12, 2026



8/27/2025

Project Location

Bridge #12 carries Bridge Street over the Bloody Brook in the Town of Norwich. The structure is located approximately 100 feet East of the Beaver Meadow Road (TH 2) and Moore Lane (TH 43).

Longitude and Latitude: -72.317295 , 43.725521

Project Description

The existing timber bridge deck has been treated with creosote and/or emulsified asphalt. With the current bridge configuration, when temperatures rise, these contaminants liquify and drip from the underside of the bridge and can end up in the Brook. To address this issue, the Town installed a containment system consisting of two layers of pressure treated sheathing and oil absorbent fabric to the underside of a single span timber bridge deck.

As part of this follow-up project, the Town is seeking a contractor to remove the existing bridge pavement and approach pavement, clean up an emulsified asphalt that is accessible from the top of the bridge deck, and install new pavement, a waterproofing membrane, and approach paving. The bridge railing will need to be removed as part of work and the Town is using the opportunity to repair the existing bridge rail and approach guardrail by replacing deteriorated rail elements.

Please refer to the attached plans from Stantec Consulting Engineers for details and notes regarding the work. All work shall be performed in accordance with the technical requirements of the Vermont Agency of Transportation 2024 Standard Specifications for Construction. Payment for the work shall be based on the pay units and unit prices defined in the bid tabulation and the Request for Bids.

Intention Of Terms

It is intended that the Vermont 2024 Standard Specifications for Construction shall be the basis for administering the contract. To comply with this intention, upon final execution of this contract the following changes of definitions shall be in force during this contract.

Agency - The Town of Norwich.

Board - The Town of Norwich Selectboard.

Director of Engineering and Construction, also Engineer, Structures Engineer, Director, and/or Director of Project Development - The Town of Norwich.

District Transportation Administrator - A representative of the Vermont Agency of Transportation responsible for highway maintenance who has specific duties of liaison with the Towns included within a designated Maintenance District.

Laboratory - The materials testing laboratory designated by the Town of Norwich.

Secretary - The Town of Norwich Selectboard or their designee.

State, also State of Vermont - Town of Norwich.

The Town would like to have the project completed as soon as possible.

All work shall be performed within the existing right-of-way limits, which are assumed to be three rods wide centered on Town Highway 43. No additional R.O.W. rights are anticipated for these repairs.

MOORE MEMB (1) Plans and Project Notes

The attached Plans are a part of this Request for Bids. We are also including record plans from the containment project for reference and information only.

Checking out plans

If you are considering entering a bid for this work, please notify Chris Kaufman at the following address: ckaufman@norwich.vt.us. The Town will use this notification to contact you or your firm in the event that there is a change to the project or bid schedule.

Questions Due Date

Questions may be submitted by email to Chris Kaufman at the following address: ckaufman@norwich.vt.us. The due date for questions is Wednesday, February 4th 2026 at 3:00 PM

Bid Due Date

Bids are due by Wednesday, February 11th by 10:00 AM (prevailing time). Bids shall be submitted in a sealed envelope addressed to the Town Manager, Town of Norwich at PO Box 376, Norwich VT, 05055 or can be hand delivered to the Town of Norwich at 300 Main St, Norwich, VT 05055. The envelope should be plainly marked with the name of the bid. Bid proposals will be date stamped on the outside of the envelope immediately upon receipt by the Town. Any bid may be withdrawn in writing prior to the scheduled time for the opening of the bids. Any bid received after the date and time specified will not be considered and will be returned to the bidder unopened. Any exceptions to the bid specifications or proposed work as described must be noted by the bidder. A bidder submitting a bid certifies that the bid was made in good faith without fraud, collusion, or connection of any kind with any other bidder for the same work, and that the bidder is competing solely on his/her behalf with connection with or obligation to any undisclosed person or firm.

Project Schedule

The Town Manager intends to open bids on Wednesday, February 11th at the Town Office; and the Selectboard intends to select a contractor by the end of February. The Town requests that the contractor complete this project as soon as possible.

Traffic Control

The Town understands that directing traffic away from the work site will be necessary to complete the work. The Town will sign a detour route for the duration of construction. The contractor will be responsible for signing and traffic barriers required directly adjacent to the work zone to protect their workers and to maintain access to drives.

Bid Information

Please provide:

- Completed bid tabulation
- Contractor proposed start and completion dates for all work.

Note: the contract will be awarded based on cost and the proposed completion date.

Penalty for Late Completion

For every day that actual completion of the project is past the contractor's proposed completion date, excluding rain dates, \$100 will be deducted from the Town's payment.

Bonus for Early Completion

For every day that the actual completion of the project is prior to the contractor's proposed completion date, \$100 will be added to the Town's payment.

Insurance

Prior to starting work the selected bidder will be required to provide a Certificate of Liability Insurance with commercial general liability coverage of no less than \$1,000,000 per occurrence and \$2,000,000 per aggregate, naming the Town of Norwich as an additional insured. The Certificate must also include Workers Compensation Insurance.

Payment Schedule

One invoice is to be submitted following the completion of all work, inspection by the Town's Contracted Engineer, and any follow-up work in accordance with the engineer's inspection report.

Town contact

Questions may be directed to Chris Kaufman at the following address: ckaufman@norwich.vt.us.

The Town reserves the rights to select any bid for any reason, and to reject any or all bids.

Notice to Bidders:

1. The design of staging, access and platforms necessary to complete the work shall be the responsibility of the contractor. The contractor shall develop and submit a working drawing to the town for these elements in accordance with subsection 105.03. Drawings will not require a PE stamp unless the staging is attached to or supported by the bridge superstructure.

2. Buy-American act provisions do not apply for this contract.

BID FORM
Repairs to Bridge #12, Town of Norwich

Proposal of _____ (hereinafter called Bidder),
organized and existing under the laws of the State of _____
_____ doing business as

_____ (a corporation, a partnership, of an individual)

To the Town of Norwich, Vermont (hereinafter called Owner)

The Bidder represents that this bid is genuine and not made in the interest of or on behalf of any undisclosed person, firm or corporation and is not submitted in conformity with any agreement or rules of any group, association, organization, or corporation. The bidder has not directly or indirectly induced or solicited any other bidder to submit a false bid. Bidder has not solicited or induced any person, firm, or corporation to refrain from bidding and the bidder has not sought by collusion to obtain for himself any advantage over any other bidder or Owner.

The undersigned bidder proposed and agreed, if this bid is accepted, to enter into an agreement with Owner to furnish all materials and to complete all work as specified or indicated in the Contract Documents for the contract price and within the contract time indicated in this bid and in accordance with the Contract Documents.

Contractor Proposed Start Work Date: _____

Contractor Proposed Completion Date: _____

Bidder acknowledges receipt of the following Addenda:

The Bidder agrees to perform all the Work described in the Contract Documents for the following schedule of prices. Material, labor, or construction operations not otherwise specified, are to be included in the bid item most appropriate to the work involved and otherwise considered incidental to the Contract. Unqualified bids will not be accepted.

ITEM #	ITEM	UNIT	QUANTITY	UNIT PRICE	EXTENSION
203.1600	Solid Rock Excavation	CY	1	\$_____	\$_____
Unit Price in Words_____					
210.1000	Coarse-Milling, Bituminous Pavement	SY	530	\$_____	\$_____
Unit Price in Words_____					
230.0010	Disposal of Contaminated Materials (N.A.B.I.)	DOL	35,000	\$____1_____	\$____35,000_____
Unit Price in Words____One and 00/100 cents_____					
406.1430	Bituminous Concrete Pavement, Type IVSB, QA Tier III	TON	75	\$_____	\$_____
Unit Price in Words_____					
519.2000	Membrane Waterproofing, Torch Applied Sheet	SY	150	\$_____	\$_____
Unit Price in Words_____					
529.1000	Removal of Bridge Pavement	SY	130	\$_____	\$_____
Unit Price in Words_____					
529.2000	Partial Removal of Structure	EA	1	\$_____	\$_____
Unit Price in Words_____					

ITEM #	ITEM	UNIT	QUANTITY	UNIT PRICE	EXTENSION
616.3101	Bituminous Concrete Curb, Type A	LF	50	\$_____	\$_____
Unit Price in Words_____					
616.3500	Treated Timber Curb	LF	44	\$_____	\$_____
Unit Price in Words_____					
616.4000	Removing and Resetting Curb	LF	90	\$_____	\$_____
Unit Price in Words_____					
621.0300	Replace Guardrail Beam Unit, W-Beam	EA	16	\$_____	\$_____
Unit Price in Words_____					
621.0360	Replace Guardrail Post Assembly, W-Beam with 6 Foot Posts	EA	8	\$_____	\$_____
Unit Price in Words_____					
621.1500	Steel Beam Guardrail Offset Block	EA	7	\$_____	\$_____
Unit Price in Words_____					
635.1100	Mobilization/Demobilization	LS	1	\$_____	\$_____
Unit Price in Words_____					

ITEM #	ITEM	UNIT	QUANTITY	UNIT PRICE	EXTENSION
641.1100	Traffic Control, All-Inclusive	EA	1	\$_____	\$_____
Unit Price in Words_____					

Total Bid (Total of above)

\$_____

The lowest responsive and responsible bidder will be determined by the Total Base Bid.

The above unit prices shall include all labor, materials, removal, overhead, profit, insurance, etc. to cover the finished work of the several kinds called for on the drawings and specifications.

THE ABOVE PROPOSAL IS HEREBY RESPECTFULLY SUBMITTED BY:

Contractor

By

Title

Business Address

City _____ State _____

Phone Number

Email Address

Date

ATTEST _____ (Signature)

LS = lump sum

EA = each

SY = square yard

SF = square feet

CWT = hundred

GAL = gallon

HR = hour

LU = lump unit

CY = cubic yard

LF = linear foot

TON = ton

MGAL = thousand gallons

LB = pound

DOL = dollar

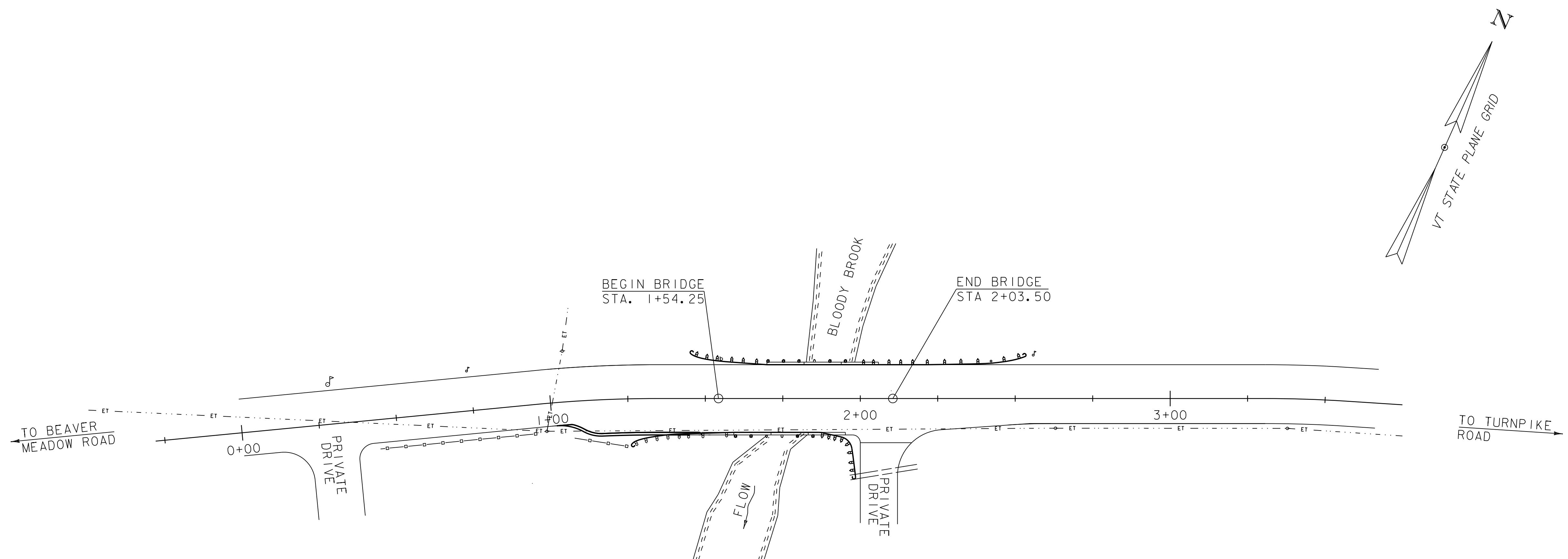
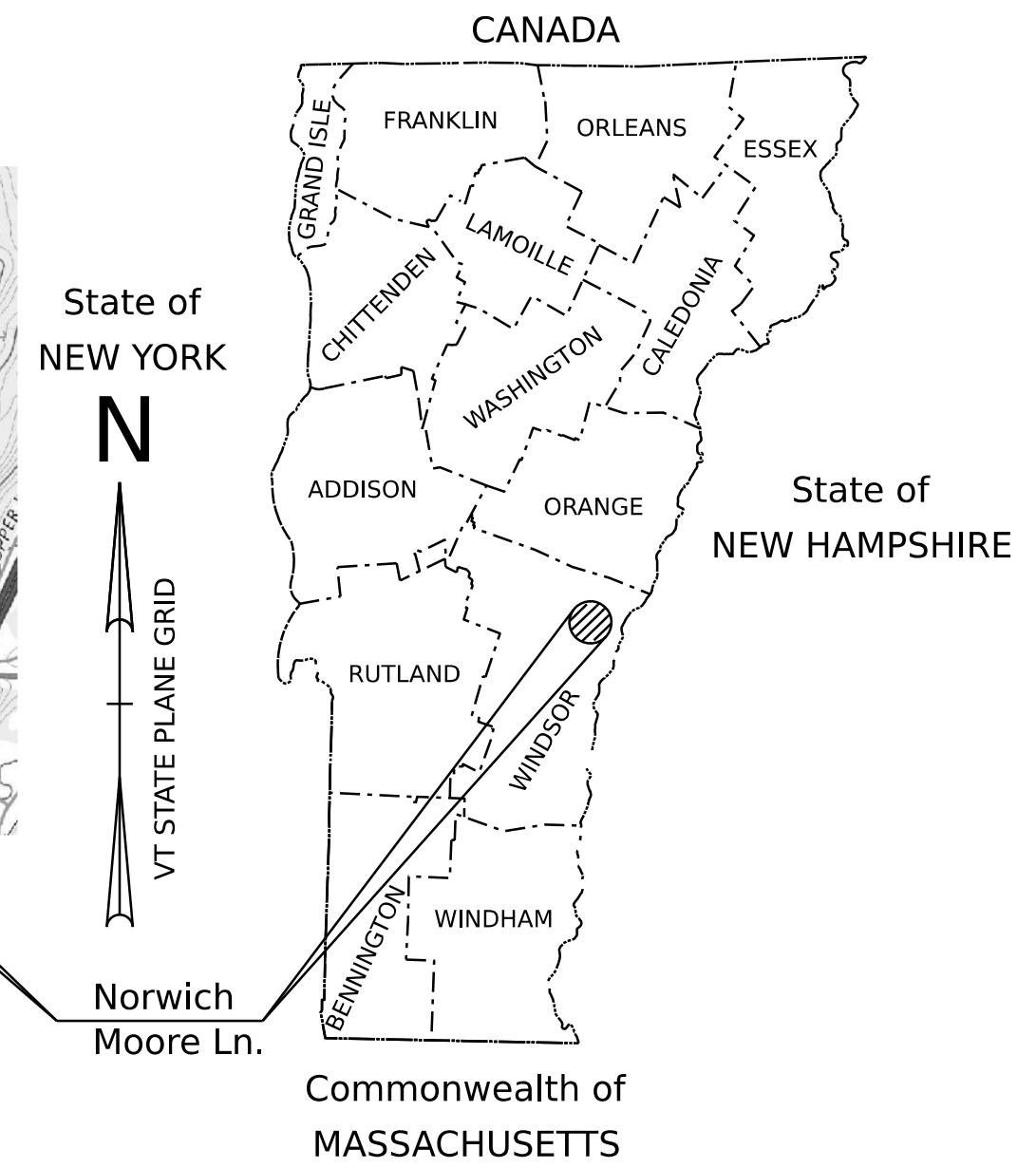
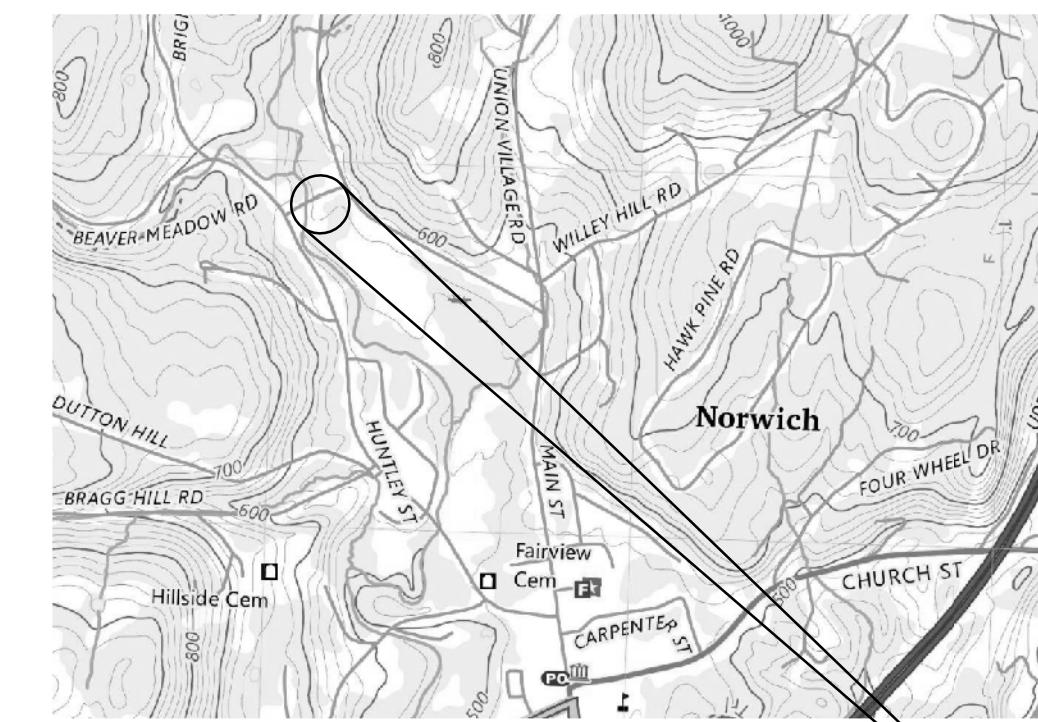
PLANS

PROPOSED IMPROVEMENT BRIDGE PROJECT

TOWN OF NORWICH WINDSOR COUNTY

PROJECT LOCATION:
PROJECT DESCRIPTION:

IN THE TOWN OF NORWICH, ON MOORE LANE
REMOVAL AND REPLACEMENT OF BITUMINOUS CONCRETE WEARING SURFACE,
REMEDIATION OF CONTAMINANTS, MEMBRANE INSTALLATION, AND GUARDRAIL REPLACEMENT
LENGTH OF PROJECT: 250 FEET
LENGTH OF STRUCTURE: 49.25 FEET



MOORE LANE PLAN

0 20 40
SCALE IN FEET

Stantec

PROJECT NAME: NORWICH
PROJECT NUMBER: MOORE MEMB(1)

FILE NAME: Title Sheet.dgn
PROJECT LEADER: T.KNIGHT
DESIGNED BY: J.CILWIK
TITLE SHEET

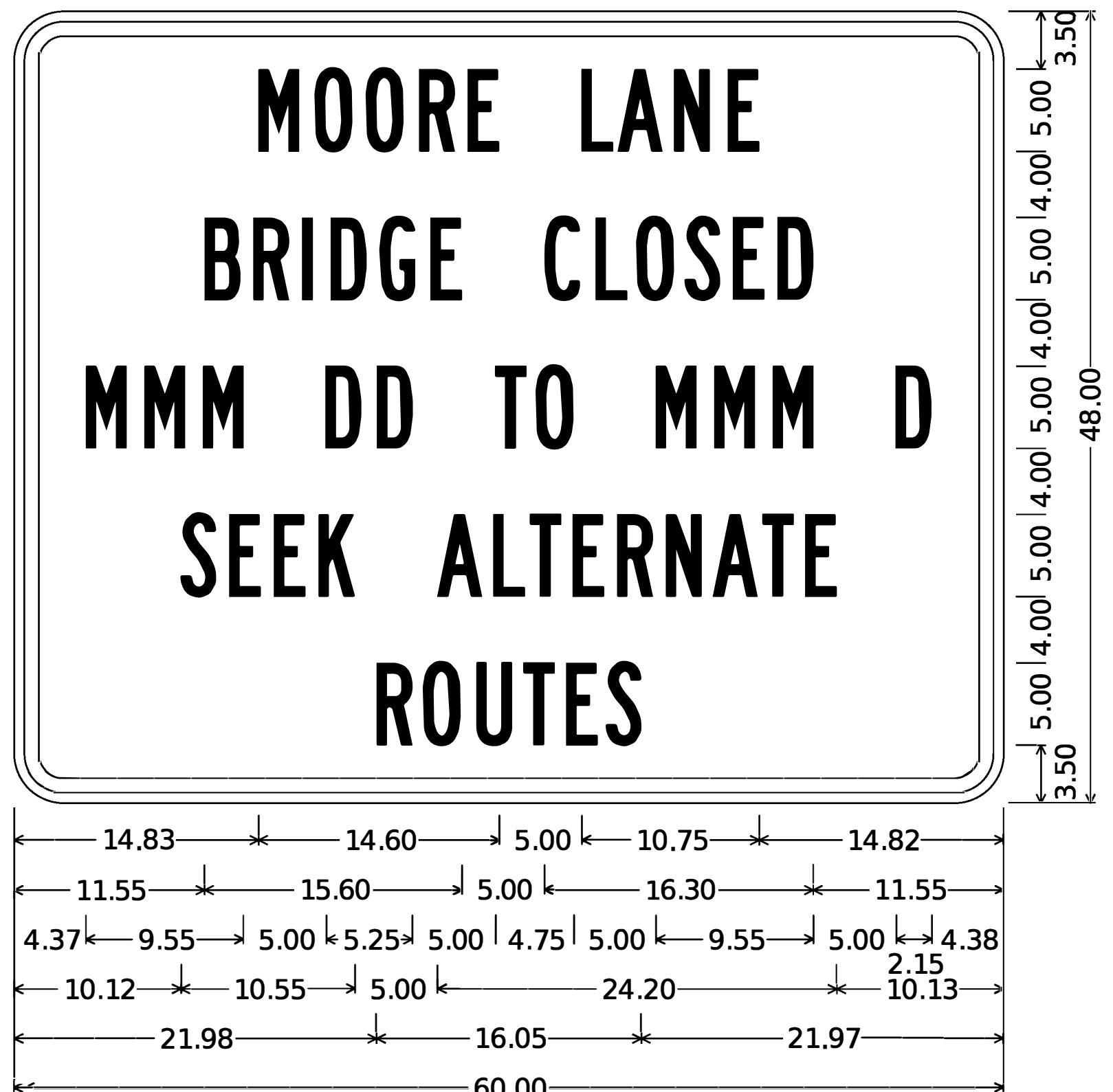
PLOT DATE: 26-AUG-2025
DRAWN BY: J.CILWIK
CHECKED BY: T.KNIGHT
SHEET 1 OF 5

INDEX OF SHEETS

- 1 --- TITLE SHEET
- 2 --- PROJECT NOTES, INDEX, AND STANDARDS
- 3 --- TYPICAL SECTIONS
- 4 --- PAVEMENT PHASING
- 5 --- GENERAL PLAN

TRANS STANDARDS

B-71a	STANDARD FOR RESIDENTIAL DRIVES	04-07-2020
C-10	CURBING	02-17-2022
G-1	STEEL BEAM GUARDRAIL WITH WOOD POSTS	06-24-2025
G-1D	STEEL BEAM GUARDRAIL DETAILS	06-24-2025
T-1	TEMPORARY TRAFFIC CONTROL GENERAL NOTES	06-24-2025
T-10	CONVENTIONAL ROADS CONSTRUCTION APPROACH SIGNING	06-24-2025
T-193	PAVEMENT MARKING DETAILS	06-24-2025



3.00" Radius, 0.88" Border, 0.63" Indent, Black on Orange;
"MOORE LANE", B 2K; "BRIDGE CLOSED", B 2K;
"MMM DD TO MMM D", B 2K; "SEEK ALTERNATE", B 2K; "ROUTES", B 2K;

SIGN DETAIL

PROJECT NOTES:

GENERAL NOTES

1. THE EXISTING TIMBER BRIDGE DECK WAS PREVIOUSLY TREATED WITH CREOSOTE AND EMULSIFIED ASPHALT AND CONTAMINANTS WERE LEAKING THROUGH THE BRIDGE DECK AND ONTO THE ABUTMENT. CONTAINMENT MEASURES WERE UNDERTAKEN TO HALT THE LEAKAGE OF THESE CONTAMINANTS. THE CONTAINMENT MEASURES SLOWED THE LEAKAGE, BUT DID NOT ELIMINATE IT. THE PROPOSED IMPROVEMENT AIMS TO FURTHER REDUCE LEAKAGE BY CLEANING THE WOODEN BRIDGE DECK AND INSTALLING A WATERPROOF MEMBRANE TO SLOW THE WATER-BORNE ACTIVATION OF THESE CONTAMINANTS.

2. ALL WORK AND ANY ASSOCIATED ACTIVITY ON THIS PROJECT SHALL BE PERFORMED WITHIN THE EXISTING RIGHT-OF-WAY LIMITS

3. PLANS WERE DEVELOPED WITHOUT THE BENEFIT OF SURVEY. CONTRACTOR TO VERIFY ALL DIMENSIONS.

PAVEMENT REMOVAL NOTES

4. PAVEMENT ON TIMBER BRIDGE DECK SHALL BE REMOVED A BY SMALL LOADER, OR EQUIPMENT APPROVED BY THE TOWN. COST TO BE INCLUDED UNDER ITEM 529.1000, "REMOVAL OF BRIDGE PAVEMENT". THE CONTRACTOR SHALL TAKE CARE NOT TO DAMAGE THE BRIDGE DECK.
5. THE CONTRACTOR SHALL HIRE A SUBCONTRACTOR QUALIFIED TO PERFORM TREATMENT AND DISPOSAL SERVICES FOR PETROLEUM AND PETROLEUM-CONTAMINATED PRODUCTS. THE TOWN HAS INCLUDED AN ALLOWANCE IN THIS PROJECT BUDGET FOR THESE SERVICES. ONCE ALL BRIDGE PAVEMENT HAS BEEN REMOVED, THE CONDITION OF THE TIMBER DECK SHALL BE INSPECTED BY THE SUBCONTRACTOR AND THE ENGINEER WHO WILL ASSESS THE DECK TO DETERMINE THE FEASIBILITY AND MEANS OF CLEANING EMULSION FROM THE DECK. PAYMENT FOR CLEANUP AND DISPOSAL WILL BE FOR REIMBURSING THE CONTRACTOR FOR THE ACTUAL INVOICE AMOUNTS PAID TO THE TREATMENT AND DISPOSAL SUBCONTRACTOR FOR WORK TO BE DETERMINED DURING CONSTRUCTION AND FOR DISPOSAL OF KNOWN CONTAMINATED COMPONENTS TO BE REMOVED SUCH AS THE TIMBER SIDEWALK. THE CONTRACTOR WILL BE PERMITTED TO CHARGE A 15 PERCENT MARKUP FOR THE MANAGEMENT OF THE SUBCONTRACTOR.

PAVEMENT NOTES

6. ONE LIFT OF MEDIUM DUTY TYPE IVSB PAVEMENT SHALL BE INSTALLED WITH A THICKNESS OF 2 1/2 INCHES AT CENTERLINE, AND TAPERING TO A THICKNESS OF 1/2 INCHES AT EACH EDGE. A TEMPORARY TIMBER CURB IS RECOMMENDED FOR COMPACTION, HOWEVER OTHER MEANS AND METHODS WILL BE CONSIDERED FOR APPROVAL. THE PAVEMENT MAY BE HAND-PLACED OR PAVER-PLACED. A VIBRATORY ROLLER IS NOT TO BE USED WITHIN THE LIMITS OF THE BRIDGE DECK.
7. ONCE THIS FIRST LIFT OF PAVEMENT IS BELOW 120 DEGREES FAHRENHEIT AND IS IN GOOD CONDITION, FREE OF OIL SUBSTANCES, INSTALL ITEM 519.2000, "SHEET MEMBRANE WATERPROOFING, TORCH APPLIED" IN ACCORDANCE WITH SECTION 519.
8. FOLLOWING THE SATISFACTORY INSTALLATION OF THE MEMBRANE, A SECOND LIFT OF PAVEMENT SHALL BE INSTALLED WITH A UNIFORM THICKNESS OF 1 1/4 INCHES.
9. PAVEMENT IS INTENDED TO MATCH INTO THE EXISTING PAVEMENT ON THE APPROACHES AND AT THE DRIVES. NON-PAVER PLACED PAVEMENT IS ANTICIPATED, NO DISTINCT PAY ITEM WILL BE USED TO DISTINGUISH BETWEEN PAVER AND NON-PAVER PLACED PAVEMENT.

GUARDRAIL NOTES

10. IN AN EFFORT TO FACILITATE COMPLETION OF CONSTRUCTION BY THE END OF THE CURRENT CALENDAR YEAR, THE GUARDRAIL AND BRIDGE RAIL WILL BE REHABILITATED. GUARDRAIL COMPONENTS THAT ARE IN SATISFACTORY CONDITION WILL BE RETAINED AND REUSED. STEEL W-BEAM RAIL ELEMENTS INCLUDING THE ROUNDED W-BEAM END SECTION WILL BE REPLACED, AND WOOD POSTS AND OFFSET BLOCKS THAT ARE IN POOR CONDITION WILL BE REPLACED.
11. FIELD TREATMENT OF NEW WOOD COMPONENTS THAT NEED TO BE FIELD CUT OR DRILLED WILL BE PERMITTED.
12. WHERE FEASIBLE, EXISTING HARDWARE SHALL BE REUSED. WHERE EXISTING HARDWARE NEEDS TO BE REPLACED BECAUSE IT IS NOT SERVICEABLE, THE CONTRACTOR WILL BE REIMBURSED FOR THE COST OF THE NEW HARDWARE PLUS A 15 PERCENT MARKUP.

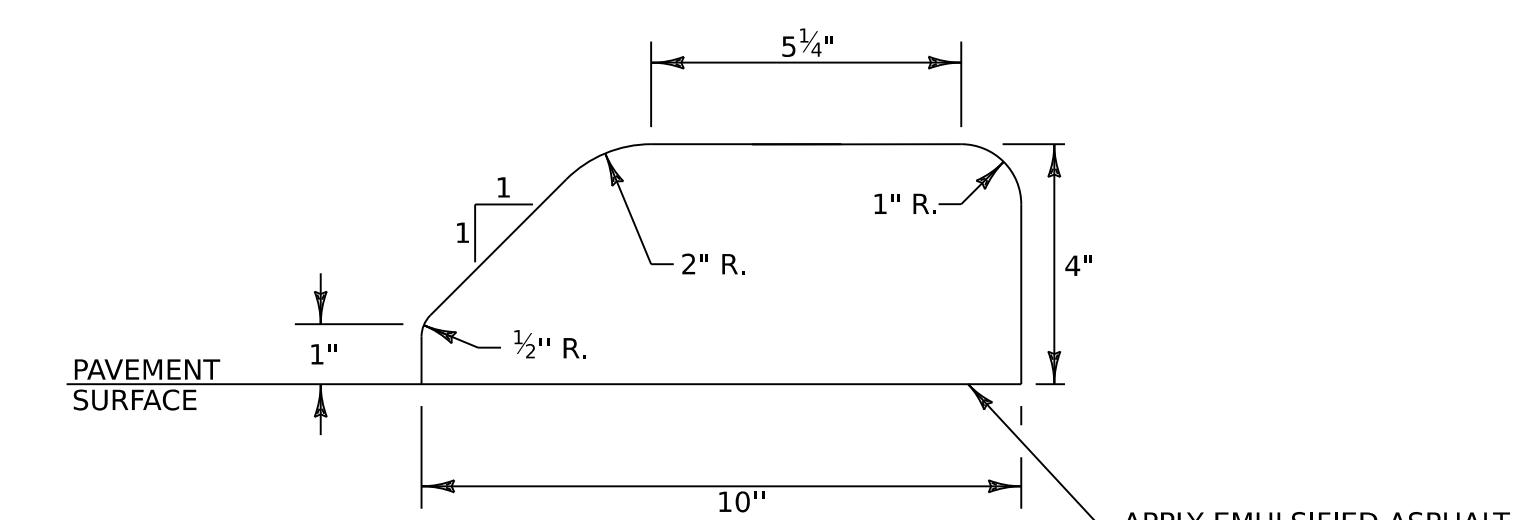
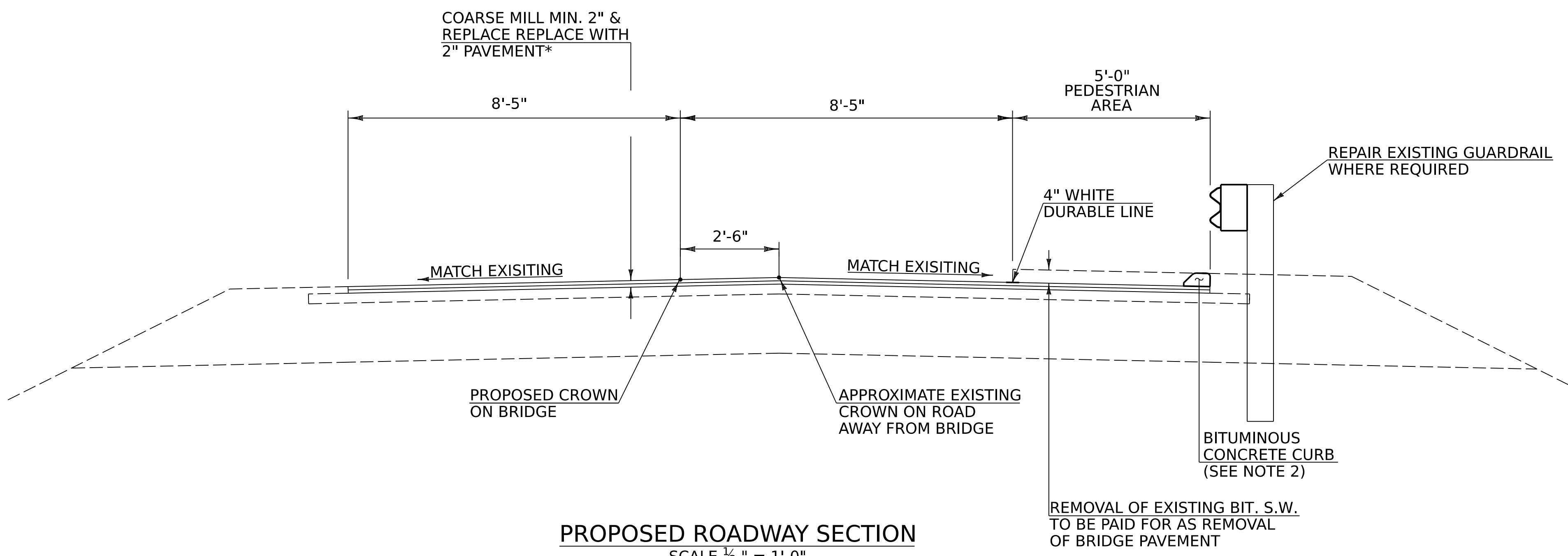
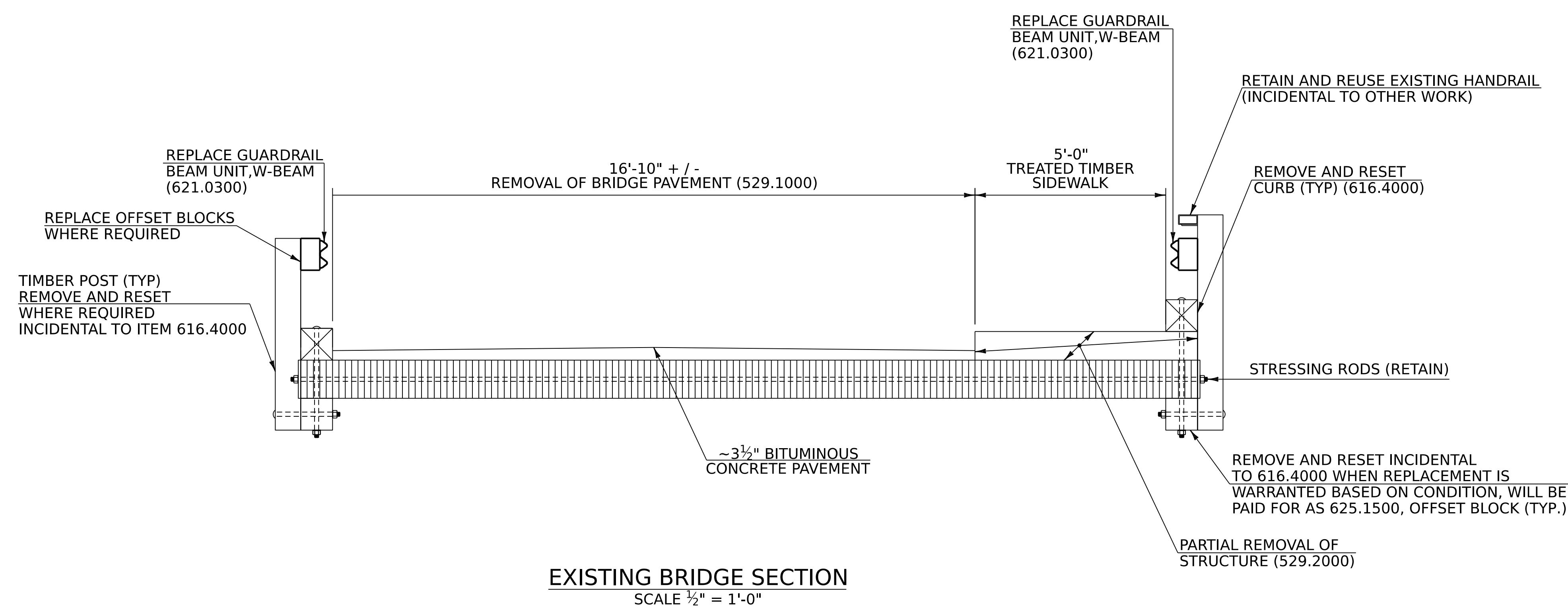
TRAFFIC NOTES

13. DURING CONSTRUCTION, THE ROAD WILL BE CLOSED TO PEDESTRIANS AND THE MOTORING PUBLIC. DRIVEWAY ACCESS SHALL BE MAINTAINED FOR ALL DRIVEWAYS ON MOORE LANE THROUGHOUT THE DURATION OF CONSTRUCTION. IF A DRIVEWAY NEEDS TO BE TEMPORARILY BLOCKED, THE CONTRACTOR SHALL COMMUNICATE WITH THE PROPERTY OWNER IN ADVANCE.
14. THE CONTRACTOR SHALL SUBMIT A TRAFFIC CONTROL PLAN WITH DELINEATORS, SIGNAGE, AND TEMPORARY BARRICADES NEEDED TO CLOSE THE ROAD. THE CONTRACTOR WILL PROVIDE 2 INFORMATIONAL SIGNS WITH ANTICIPATED CLOSURE DATES AT LEAST 2 WEEKS PRIOR TO CONSTRUCTION AND MAINTAIN THAT SIGNING UNTIL WORK IS COMPLETE (SEE SIGN DETAIL ON THIS SHEET). IF ADDITIONAL DETOUR SIGNING IS REQUIRED, THAT WILL BE DONE BY THE TOWN OR NEGOTIATED WITH THE CONTRACTOR AS EXTRA WORK.

PROJECT NAME: NORWICH
PROJECT NUMBER: MOORE MEMB(1)

FILE NAME: Project Notes.dgn
PROJECT LEADER: T. KNIGHT
DESIGNED BY: J.CILWIK
PROJECT NOTES, INDEX, AND STANDARDS
PLOT DATE: 26-AUG-2025
DRAWN BY: J.CILWIK
CHECKED BY: T.KNIGHT
SHEET 2 OF 5





* BITUMINOUS CONCRETE PAVEMENT, TYPE IVSB

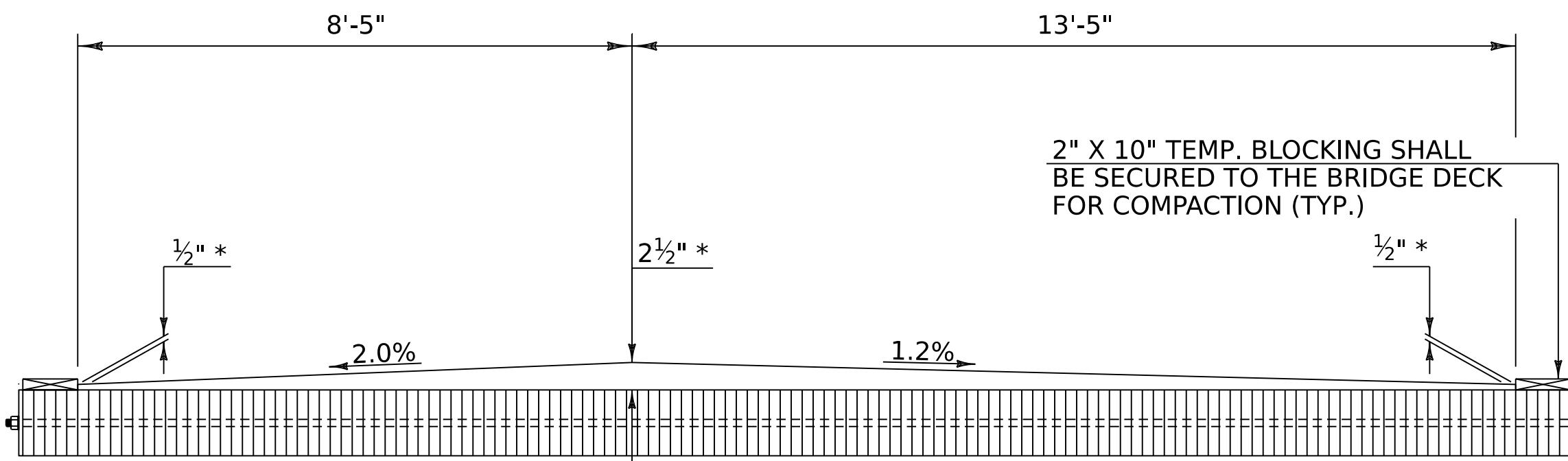
NOTES:

1. SMOOTHLY TRANSITION CROWN IN ROAD TO MATCH CROWN ON BRIDGE
2. ALL EXCAVATION, EMULSIFIED ASPHALT AND TURF ESTABLISHMENT WILL BE INCIDENTAL TO THE BITUMINOUS CONCRETE CURB ITEM.

PROJECT NAME: NORWICH
PROJECT NUMBER: MOORE MEMB(I)

FILE NAME: Typical Sheet.dgn
PROJECT LEADER: T.KNIGHT
DESIGNED BY: J.CILWIK
PROPOSED AND EXISTING SECTIONS

PLOT DATE: 26-AUG-2025
DRAWN BY: J.CILWIK
CHECKED BY: T.KNIGHT
SHEET 3 OF 5

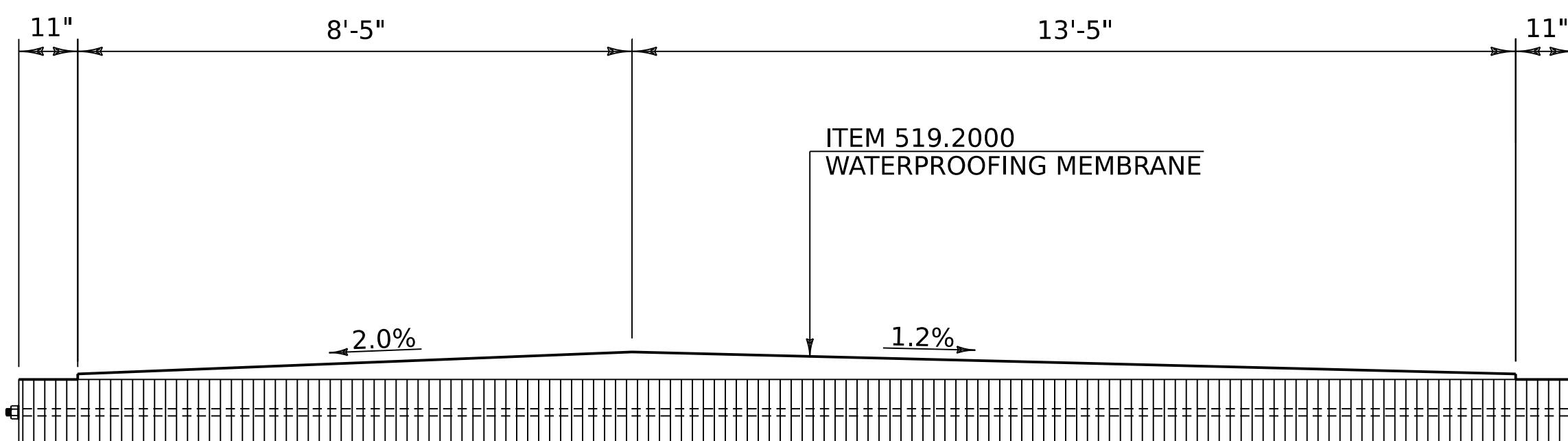


PHASE I

SCALE $\frac{1}{2}$ " = 1'-0"

PAVEMENT SCALE EXAGGERATED VERTICALLY BY 2X FOR CLARITY

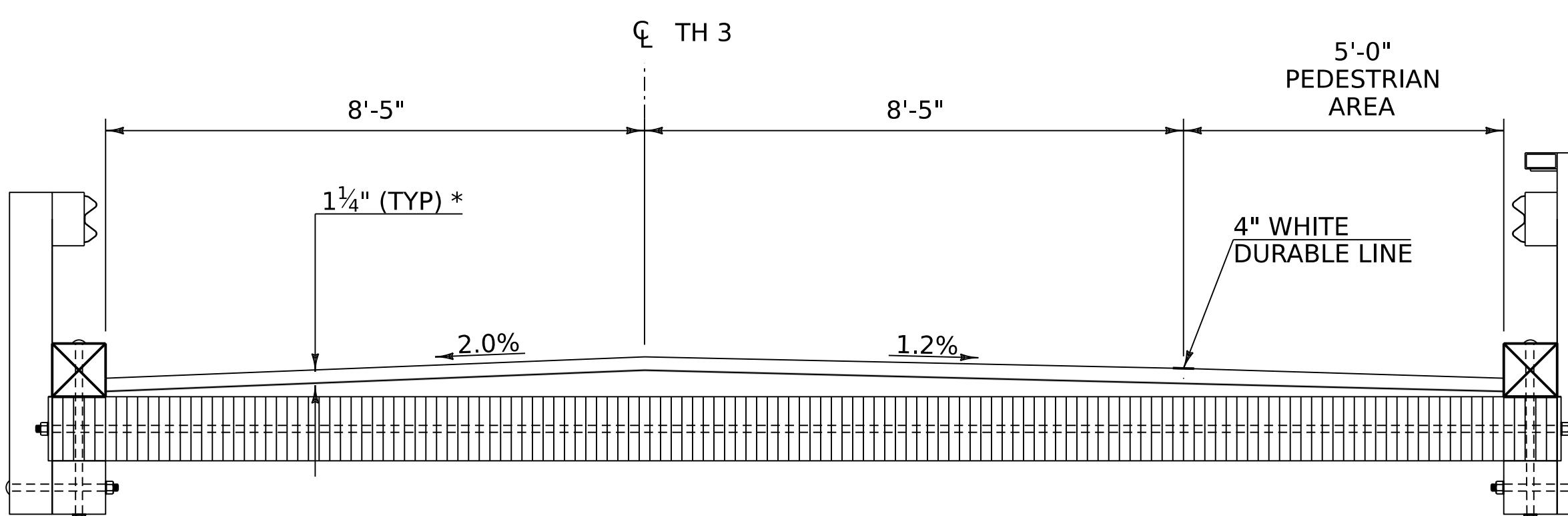
* BITUMINOUS CONCRETE PAVEMENT, TYPE IVSB



PHASE II

SCALE $\frac{1}{2}$ " = 1'-0"

PAVEMENT SCALE EXAGGERATED VERTICALLY BY 2X FOR CLARITY



PHASE III - PROPOSED BRIDGE SECTION

SCALE $\frac{1}{2}$ " = 1'-0"

PAVEMENT SCALE EXAGGERATED VERTICALLY BY 2X FOR CLARITY

* BITUMINOUS CONCRETE PAVEMENT, TYPE IVSB

PROJECT NAME: NORWICH
PROJECT NUMBER: MOORE MEMB(I)

FILE NAME: Typical Sheet.dgn
PROJECT LEADER: T.KNIGHT
DESIGNED BY: J.CILWIK
PAVEMENT PHASING

PLOT DATE: 26-AUG-2025
DRAWN BY: J.CILWIK
CHECKED BY: T.KNIGHT
SHEET 4 OF 5

GENERAL NOTES:
 1. ALL MAILBOXES SHALL REMAIN IN PLACE
 2. ALL EXISTING FENCE SHALL BE RETAINED
 3. ALL EXISTING POST MOUNTED SIGNS AND DELINEATORS SHALL BE RETAINED

REMOVAL OF BITUMINOUS CONCRETE SIDEWALK (529.100)
 STA. 1+00 TO 1+49, RT

REMOVAL OF CONCRETE SIDEWALK (SOLID ROCK EXC.)
 STA. 1+48.8 TO 1+50.6, RT
 STA. 1+95.2 TO 2+00.0, RT

REMOVAL OF TREATED TIMBER SIDEWALK (529.200)
 STA. 1+50.6 TO 1+95.20, RT

COURSE MILLING COURSE MILLING
 STA 1+00.00 TO 1+54.25
 STA 2+03.5 TO 3+50.0

REPLACE GUARDRAIL BEAM UNIT, W-BEAM
 STA. 1+45 TO 2+54, LT
 STA. 1+25 TO 1+99, RT

REMOVE AND REPLACE GUARDRAIL OFFSET BLOCKS
 STA. 2+20 TO 2+38, LT - 4 EACH

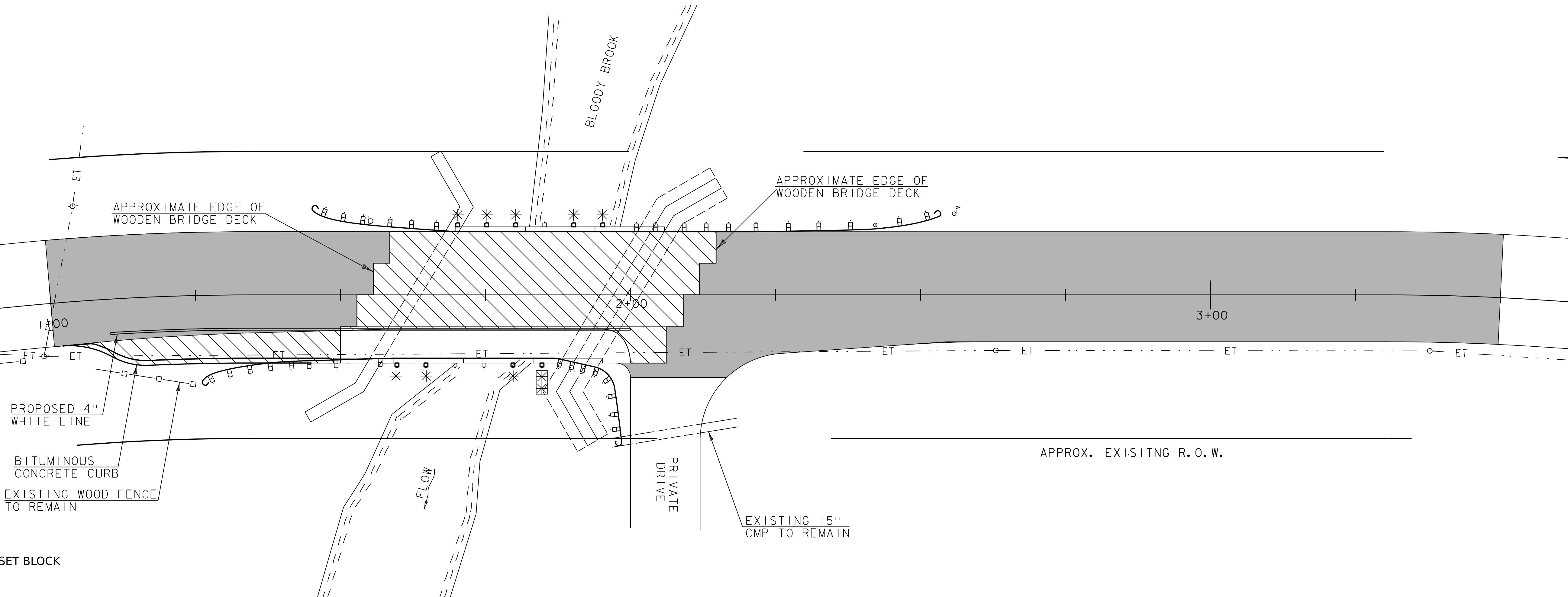
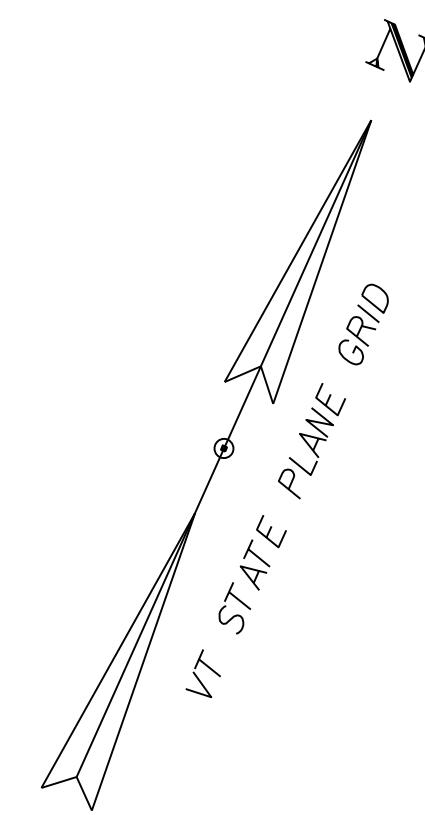
REMOVAL OF BRIDGE PAVEMENT (529.100)
 STA. 154.25 TO STA. 203.50

INSTALL WATERPROOFING MEMBRANE
 STA. 1+54 TO 2+03 ±

BITUMINOUS CONCRETE PAVEMENT, TYPE IVSB
 STA. 1+00 TO 3+50

INSTALL BITUMINOUS CONCRETE CURB
 STA. 1+01 TO 1+49, RT

DURABLE 4 INCH WHITE LINE
 STA. 1+10 TO 2+00 RT



BRIDGE GUARDRAIL LEGEND
 * REPLACE GUARDRAIL POST & OFFSET BLOCK
 ■ REPLACE OFFSET BLOCK ONLY

FINAL BITUMINOUS CONCRETE
 PAVEMENT WIDTH

STATION	WIDTH
1+00	18'-5"
1+16.50	21'-10"
2+22	21'-10"
2+61.50	19'-0"
3+50	19'-0"

LIMITS OF COURSE MILLING
 AND REPAVING
 (NOT INCLUDING BRIDGE DECK)



REMOVAL OF
 BRIDGE PAVEMENT

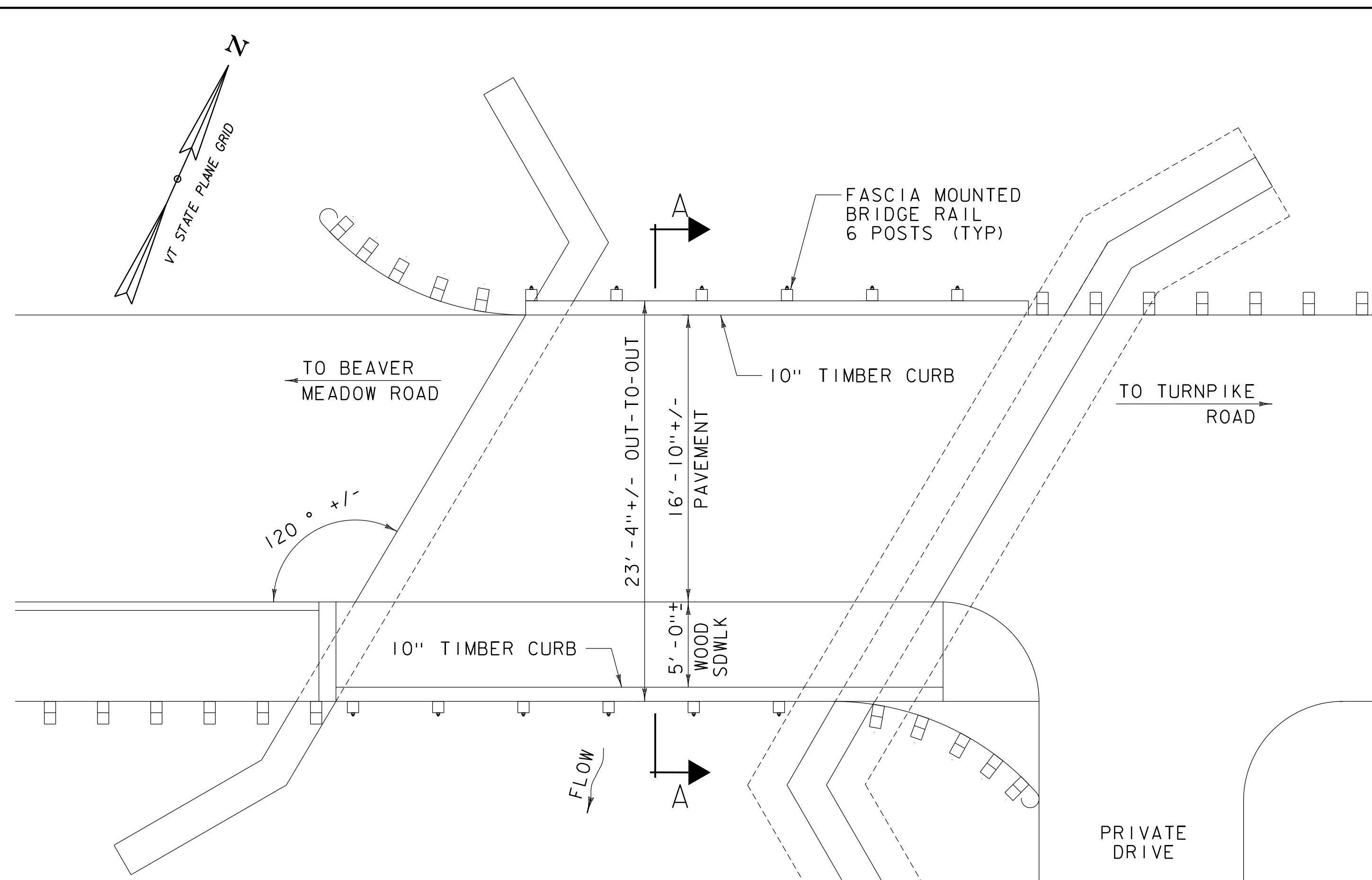
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 SCALE IN FEET

Stantec

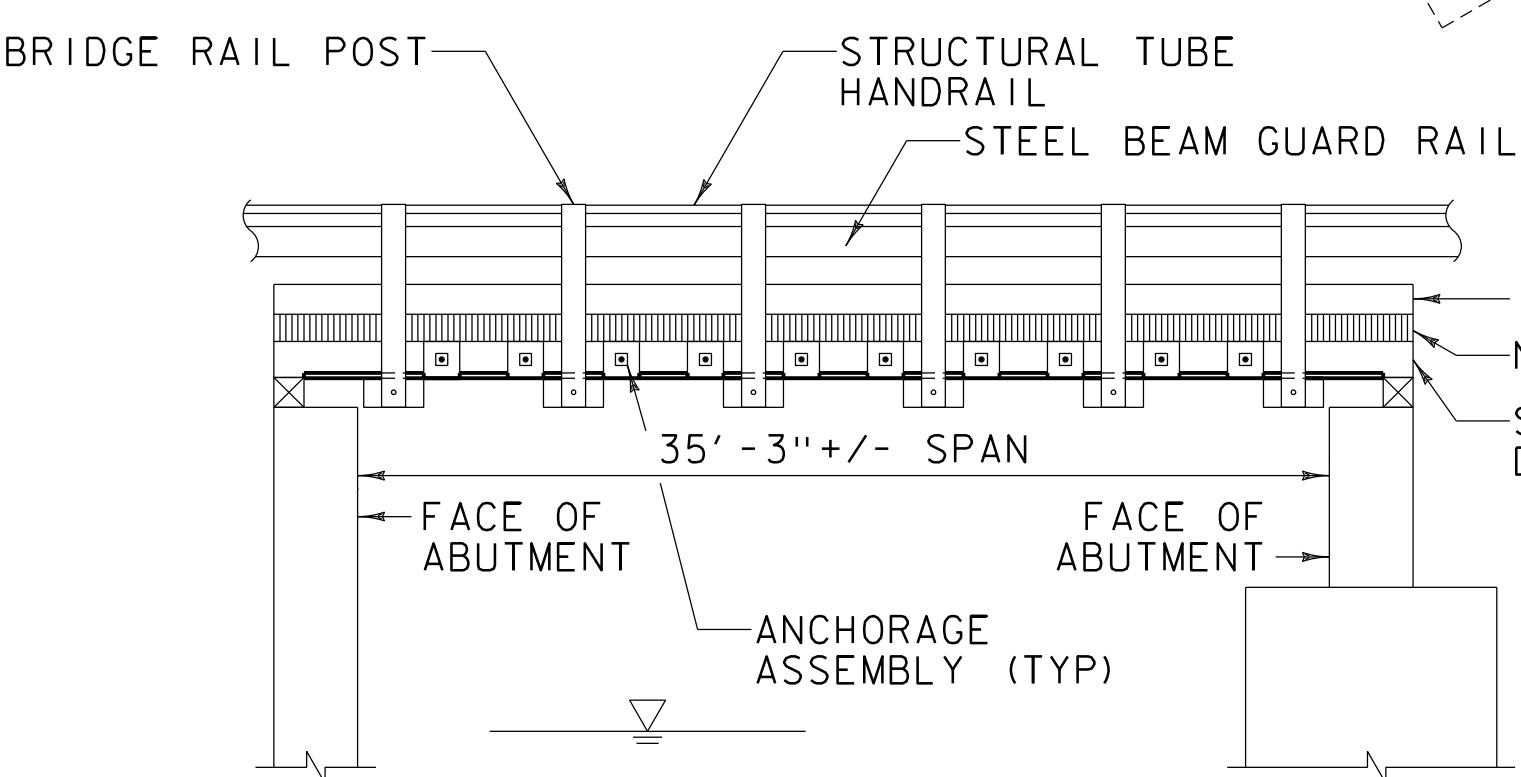
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 PROJECT NUMBER: MOORE MEMB(I)
 FILE NAME: Plan View.dgn
 PROJECT LEADER: T.KNIGHT
 DESIGNED BY: J.CILWIK
 GENERAL PLAN
 PLOT DATE: 26-AUG-2025
 DRAWN BY: J.CILWIK
 CHECKED BY: T.KNIGHT
 SHEET 5 OF 5

REFERENCE PLANS

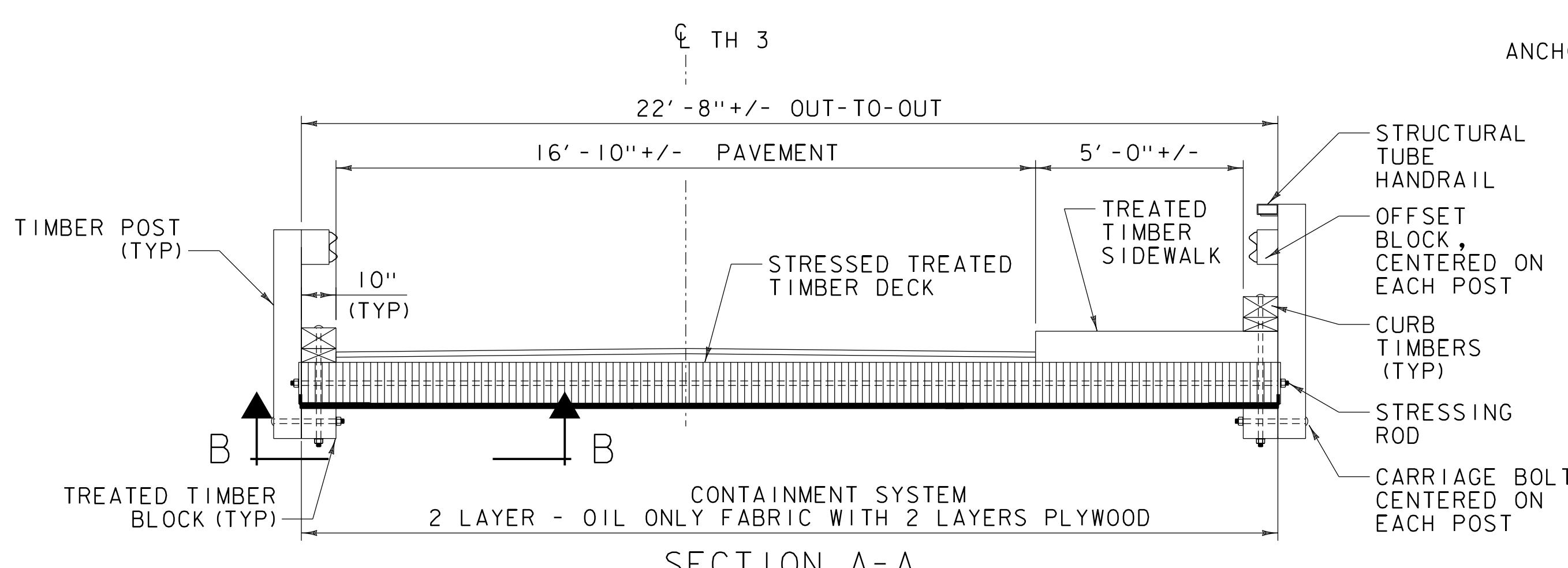
PREVIOUS PROJECT



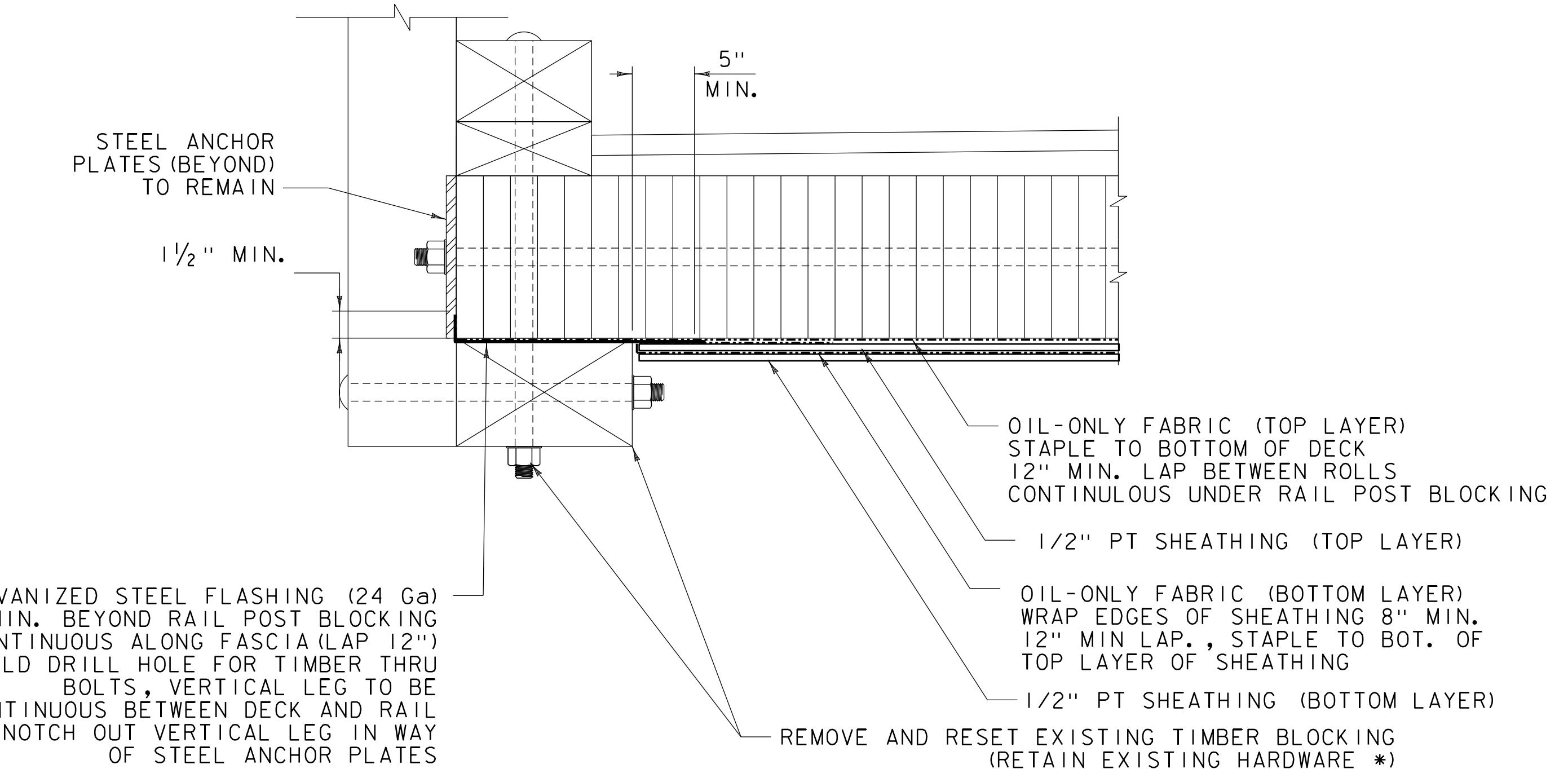
PLAN



DOWNSTREAM ELEVATION



SECTION A-A



CONTAINMENT EDGE DETAIL

* IF EXISTING HARDWARE CAN NOT BE RE-USED NOTIFY THE TOWN. PROCURING AND INSTALLING NEW HARDWARE WILL BE CONSIDERED EXTRA WORK.

**MOORE LANE CONTAIN(1)
FOR REFERENCE ONLY
1 OF 6**

1. **CONTAINMENT DESIGN INTENT:** THE EXISTING TIMBER BRIDGE DECK HAS BEEN TREATED WITH CREOSOTE AND EMULSIFIED ASPHALT. WITH THE CURRENT BRIDGE CONFIGURATION, WHEN TEMPERATURES RISE, THESE CONTAMINANTS LIQUIFY AND DRIP FROM THE UNDERSIDE OF THE BRIDGE INTO THE ABUTMENT AND INTO THE BROOK. PROPOSED IMPROVEMENTS INCLUDE INSTALLING CONTAINMENT SYSTEM ON THE UNDERSIDE OF THE TIMBER DECK TO CONTAIN DISCHARGE OF THE CONTAMINANTS AND CAPTURE THEM IN AN OIL ABSORBENT MATERIAL.
2. **TRAFFIC CONTROL:** THE TOWN OF NORWICH WILL INSTALL AND MANAGE A TRAFFIC CONTROL WORK PACKAGE TO DETOUR TRAFFIC AROUND THE BRIDGE SITE DURING INSTALLATION OF THE CONTAINMENT SYSTEM. IT IS ANTICIPATED THAT TRAFFIC WILL BE DETOURED AROUND THE SITE WHEN THE CONTRACTOR IS ON SITE EACH DAY, AND RE-OPENED TO TRAFFIC AT THE END OF EACH WORK DAY.
3. **REMOVAL OF EXISTING PLASTIC SHEETING (TEMPORARY CONTAINMENT SYSTEM):** THE TOWN OF NORWICH WILL BE RESPONSIBLE FOR REMOVING AND DISPOSING OF EXISTING TEMPORARY PLASTIC SHEETING AND CONTAINMENT PRIOR TO COMMENCEMENT OF THE CONTRACTOR'S WORK.
4. **MATERIALS:**
 - A. SHEATHING SHALL BE 1/2" CDX PRESSURE TREATED PLYWOOD RATED FOR GROUND CONTACT (APA USE CATEGORY 4A)
 - B. FLASHING: MATERIAL SHALL BE A MINIMUM OF 24 GAGE AND SHALL CONFORM TO THE REQUIREMENTS OF ASTM A729 AZ50 OR ASTM A653 C90.
 - C. SHEATHING FASTENERS: 3" X 0.120" HOT DIPPED GALVANIZED - RING SHANK - ROUND HEAD (OR APPROVED EQUAL)
 - D. OIL-ONLY FABRIC SHALL BE: PIG INDUSTRIAL ABSORBENT ADHESIVE-BACKED GRIPPY FLOOR MAT, SPILFYTER PREMIUM OIL-ONLY RAILROAD MAT, OR APPROVED EQUAL.
5. **TEMPORARY FILL WITHIN THE WATERCOURSE WILL NOT BE PERMITTED, HOWEVER, THE CONTRACTOR MAY INSTALL TEMPORARY SCAFFOLDING WITHIN THE STREAMBED TO FACILITATE ACCESS FOR THE REPAIR WORK AND/OR TEMPORARY LEDGERS MAY BE ATTACHED TO THE EXISTING ABUTMENTS TO SUPPORT PLATFORMS AND STAGING.**
6. **NO ADDITIONAL ROW HAS BEEN ACQUIRED FOR THIS PROJECT, IF ACCESS REQUIRES THE TEMPORARY USE OF ADJACENT PROPERTIES, THE CONTRACTOR SHALL COORDINATE WITH THE TOWN.**

PROJECT NAME: MOORE LANE
PROJECT NUMBER: CONTAIN (2)

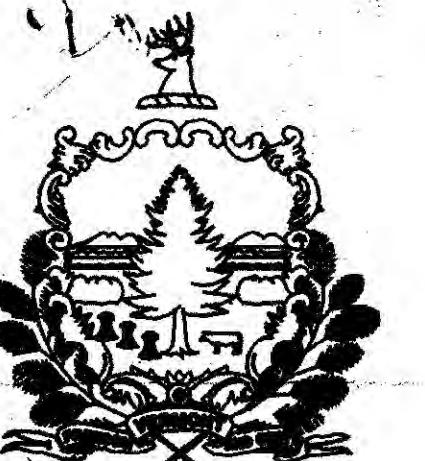
FILE NAME: MooreLn.dgn
PROJECT LEADER: T. KNIGHT
DESIGNED BY: TOWN OF NORWICH
CONTAINMENT SYSTEM DETAILS

PLOT DATE: 8/31/2022
DRAWN BY: J. BURKE
CHECKED BY: T. KNIGHT
SHEET 1 OF 6

NOTE: ALL DETAILS ON THIS SHEET NOT TO SCALE

INDEX OF SHEETS

STATE OF VERMONT
AGENCY OF TRANSPORTATION



1. TITLE SHEET
2. QUANTITY SHEET
3. PLAN AND PROFILE
4. PLAN AND ELEVATION
5. GENERAL NOTES
6. TYPICAL SECTION
7. TIMBER DECK PLAN
8. SUPERSTRUCTURE DETAILS
9. ABUTMENT #1 DETAILS
10. ABUTMENT #2 DETAILS
11. WINGWALL DETAILS
12. REINFORCING STEEL SCHEDULE
- 13-16. ROADWAY SECTIONS
- 17-20. CHANNEL SECTIONS

LIST OF STANDARDS

C-1	CAST IN PLACE CONCRETE CURB, TYPE B	10/25/85 R
C-2a	PORTLAND CEMENT CONCRETE SIDEWALK, 5"	10/25/85 R
E-100	CONSTRUCTION APPROACH SIGNS	9/10/87
E-101	CONSTRUCTION SIGN DETAILS	10/30/87
E-107a	BREAKAWAY BARRICADE DETAILS	9/10/87
G-1	STEEL BEAM GUARD RAIL	10/31/85 R
G-1d	ANCHOR FOR STEEL BEAM GUARD RAIL	10/31/85 R
SB-R6-82	BRIDGE RAIL - HEAVY DUTY STEEL BEAM w/ BOX BEAM HAND RAIL	12/31/84 R

PROPOSED IMPROVEMENT
BRIDGE PROJECT

TOWN OF NORWICH

COUNTY OF WINDSOR

ROUTE NO: TH 43 - BR12

PROJECT LOCATION: BEGINNING IN THE TOWN OF NORWICH AT THE INTERSECTION OF TH 2 AND TH 43 AND EXTENDING 0.057 MILES EASTERLY ALONG TH 43.
PROJECT DESCRIPTION: REMOVAL OF EXISTING SUPERSTRUCTURE AND ABUTMENTS. CONSTRUCTION OF A NEW TIMBER SLAB BRIDGE AND RELATED ROADWAY AND CHANNEL WORK.

LENGTH OF STRUCTURE:

49.24 FEET

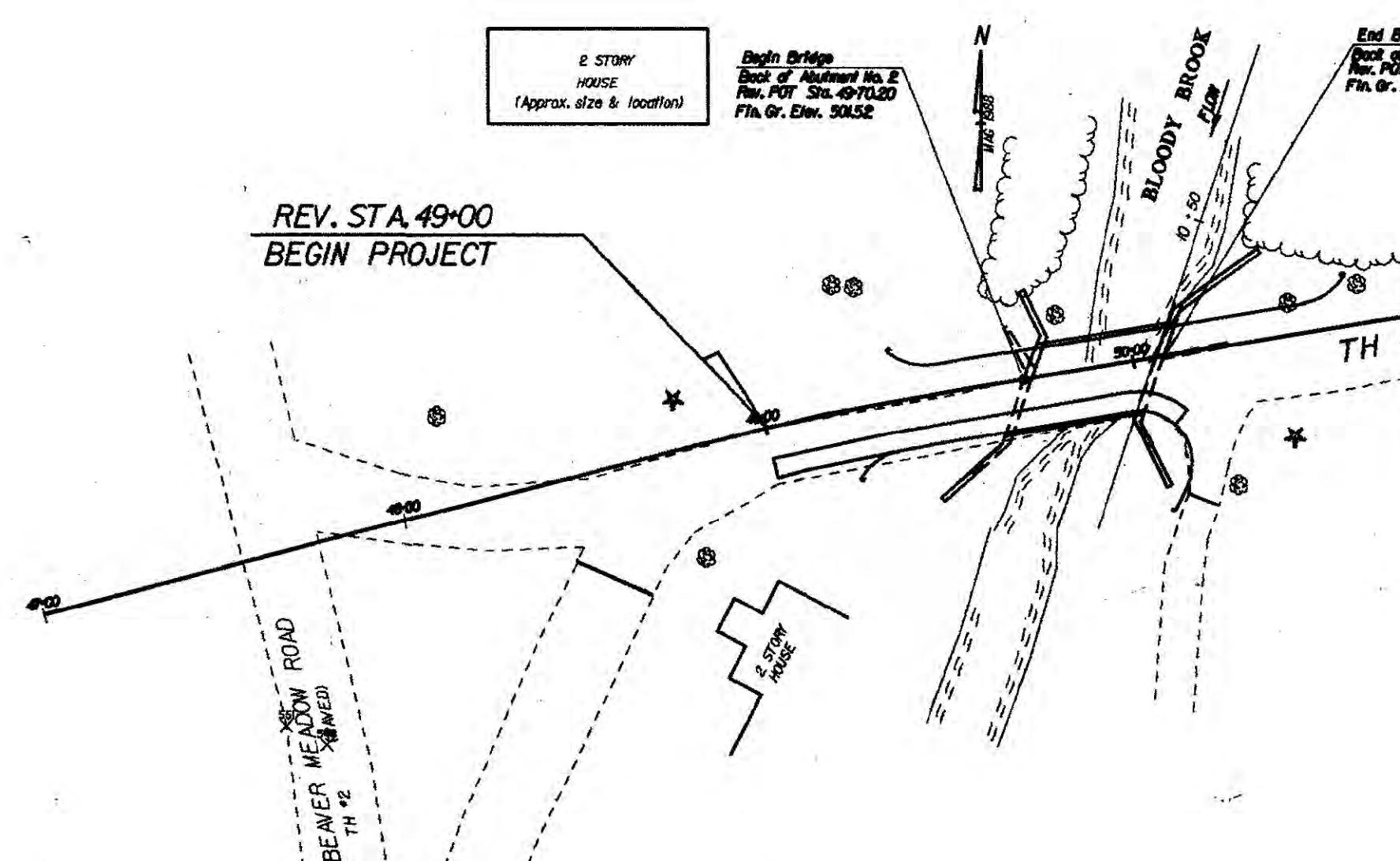
LENGTH OF PARTICIPATION ROADWAY:

150.76 FEET

LENGTH OF PROJECT:

200.00 FEET

PROJECT WAS ONLY SPOT CHECKED BY WILL STODDARD, AOT CONSTRUCTION INSPECTOR.
NO RESIDENT ENGINEER ASSIGNED.
NO AS-BUILT CHANGES CAN BE NOTED.
PROJECT COMPLETED IN 1989



CONVENTIONAL SIGNS

COUNTY LINE	-----
TOWN LINE	-----
LIMITS OF ACCESS	-----
POINT OF ACCESS	X
FENCE LINE	-----
STONE WALL	-----
TRAVELED WAY	-----
GUARD RAIL	-----
RAILROAD	-----
SURVEY LINE	-----
CULVERT	-----
POWER POLE	-----
TELEPHONE POLE	-----
TREES	-----
CONTROL OF ACCESS	///
PROPERTY LINE	-----
R.O.W. TAKING LINE	-----
SLOPE RIGHTS	-----
TOP OF CUT	-----
TOE OF SLOPE	-----

DATUM	VERTICAL
	HORIZONTAL

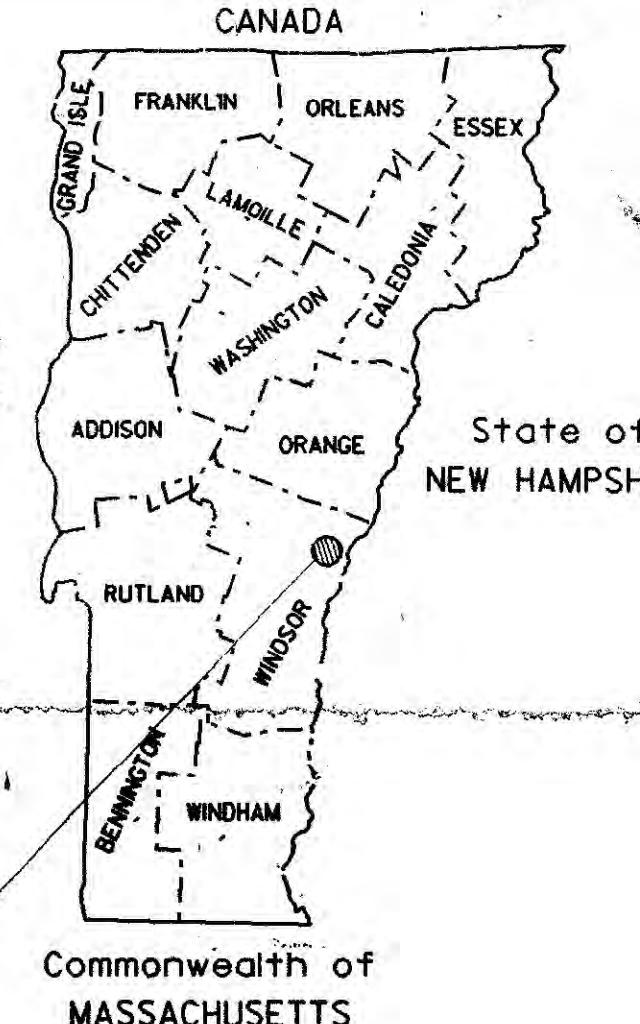
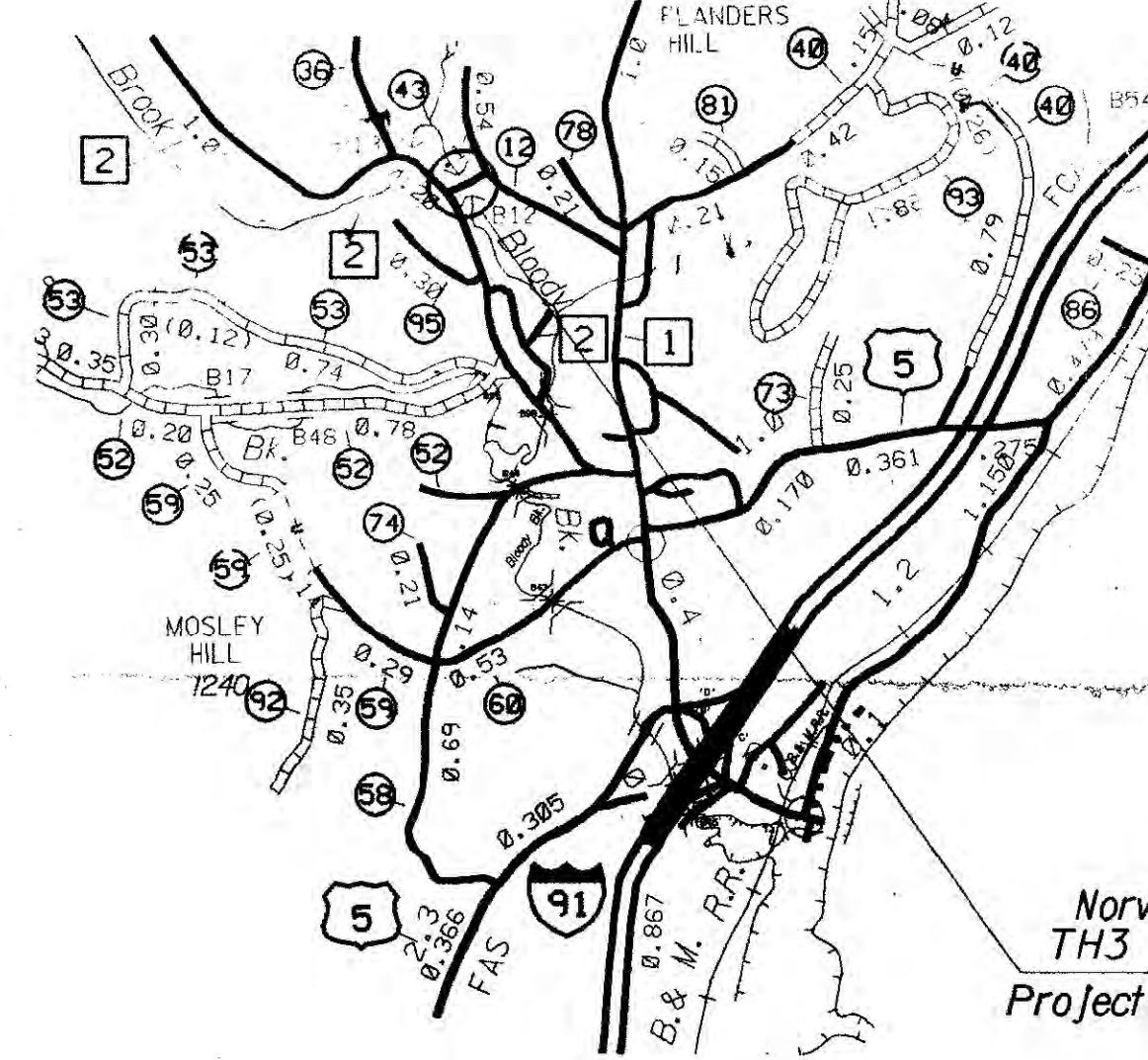
ARCHIVED
IN DPR

SCALE 1" = 40'-0"

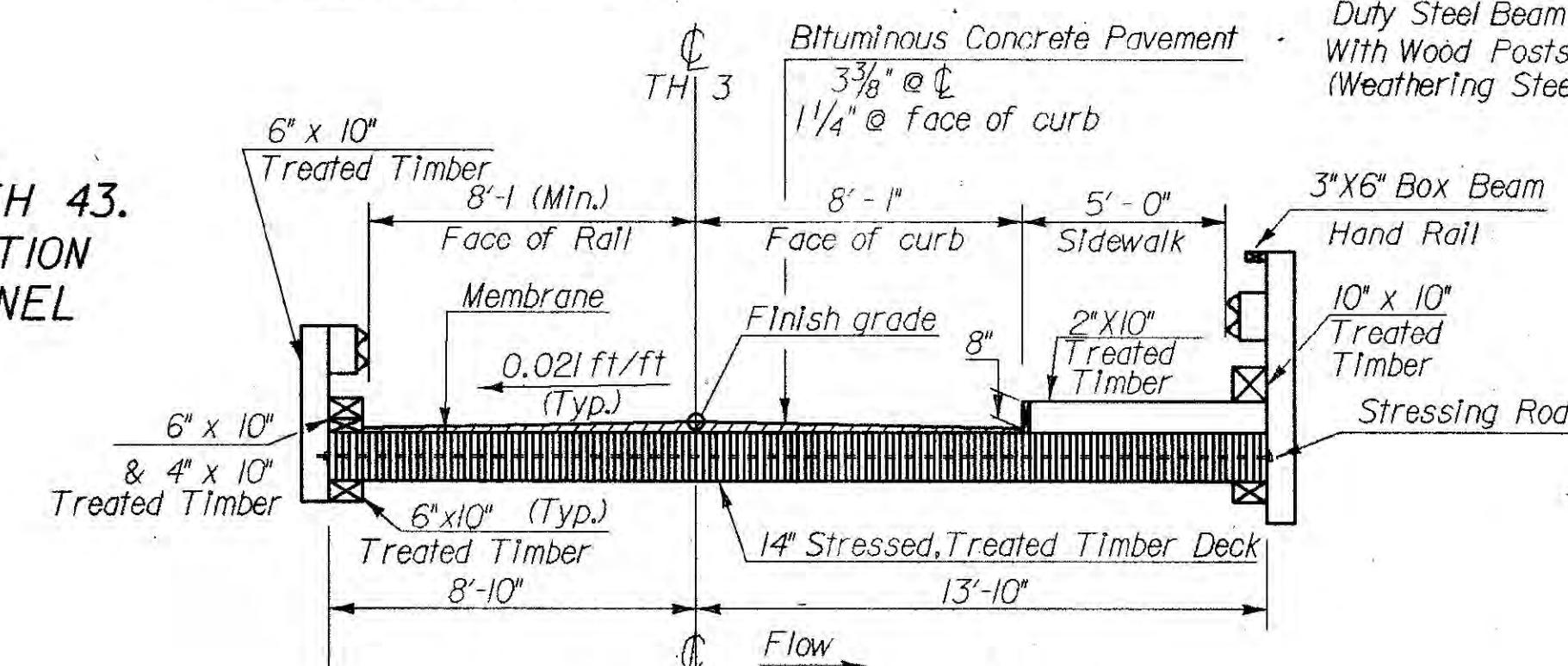
HYDRAULIC DATA

DRAINAGE AREA = 14.8 SQ. MILES
Q10 = 1400 CFS HW ELEV. 496.5
Q25 = 2050 CFS HW ELEV. 498.4
Q50 = 2650 CFS HW ELEV. 499.6
Q100 = 3000 CFS HW ELEV. 500.1
TAILWATER @ Q25 = 495.6
OUTLET VELOCITY @ Q25 = 13.9
USE STONE FILL, TYPE IV

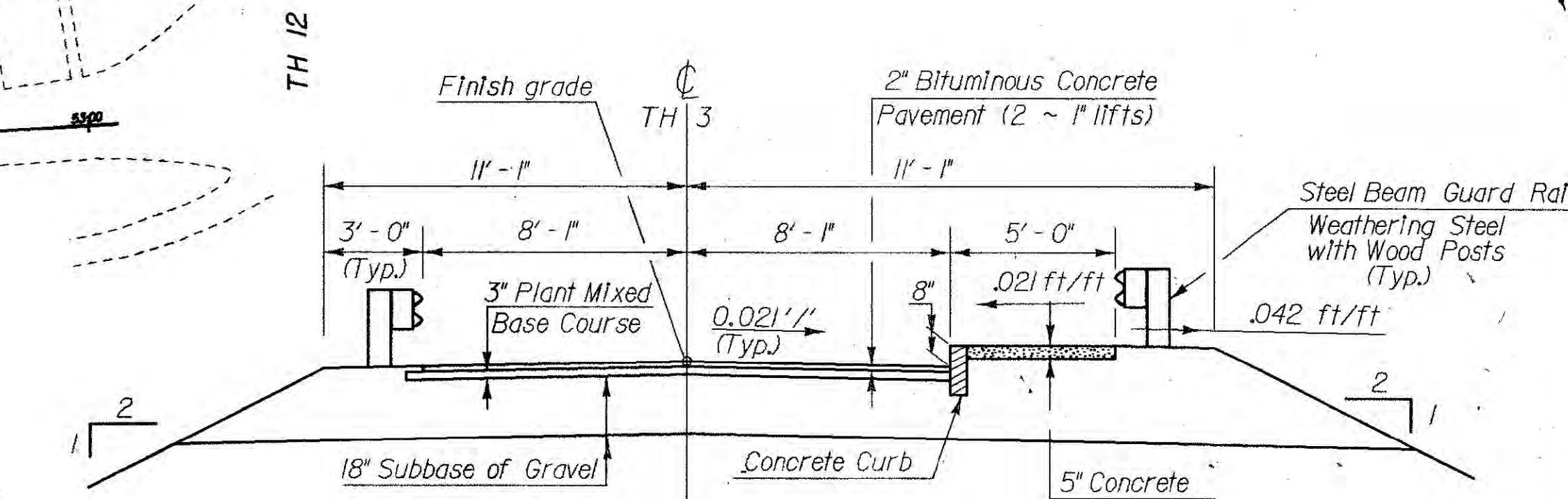
THESE PLANS ARE SUBJECT TO SUCH ENGINEERING CHANGES AS MAY BE REQUIRED BY THE FEDERAL HIGHWAY ADMINISTRATION OR THE CHIEF ENGINEER.
CONSTRUCTION IS TO BE CARRIED ON IN ACCORDANCE WITH THESE PLANS AND THE STANDARD SPECIFICATIONS FOR CONSTRUCTION DATED 1986, FOR USE ON THESE PROJECTS, INCLUDING ALL SUBSEQUENT PROVISIONS AS ARE INCORPORATED IN THESE PLANS.



LOCATION MAP
(TRACED FROM TOWN MAP)



TYPICAL BRIDGE SECTION

 $1/4" = 1' - 0"$ 

TYPICAL ROADWAY SECTION

 $1/4" = 1' - 0"$

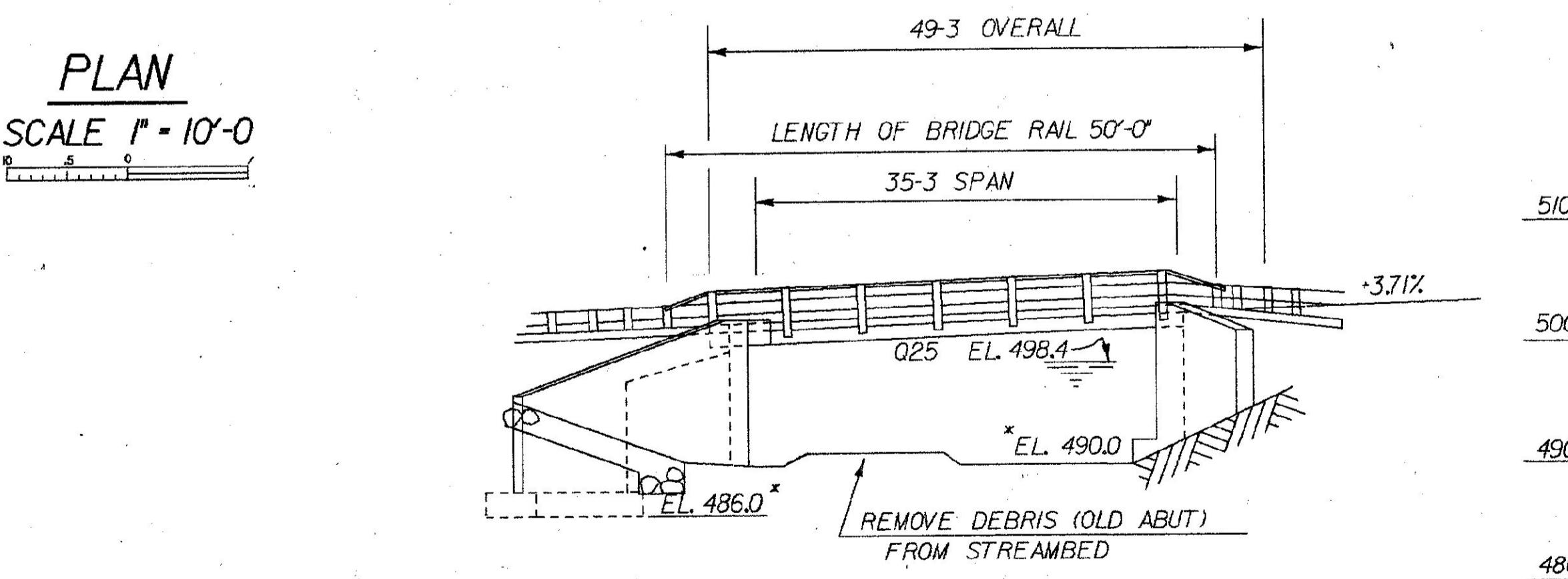
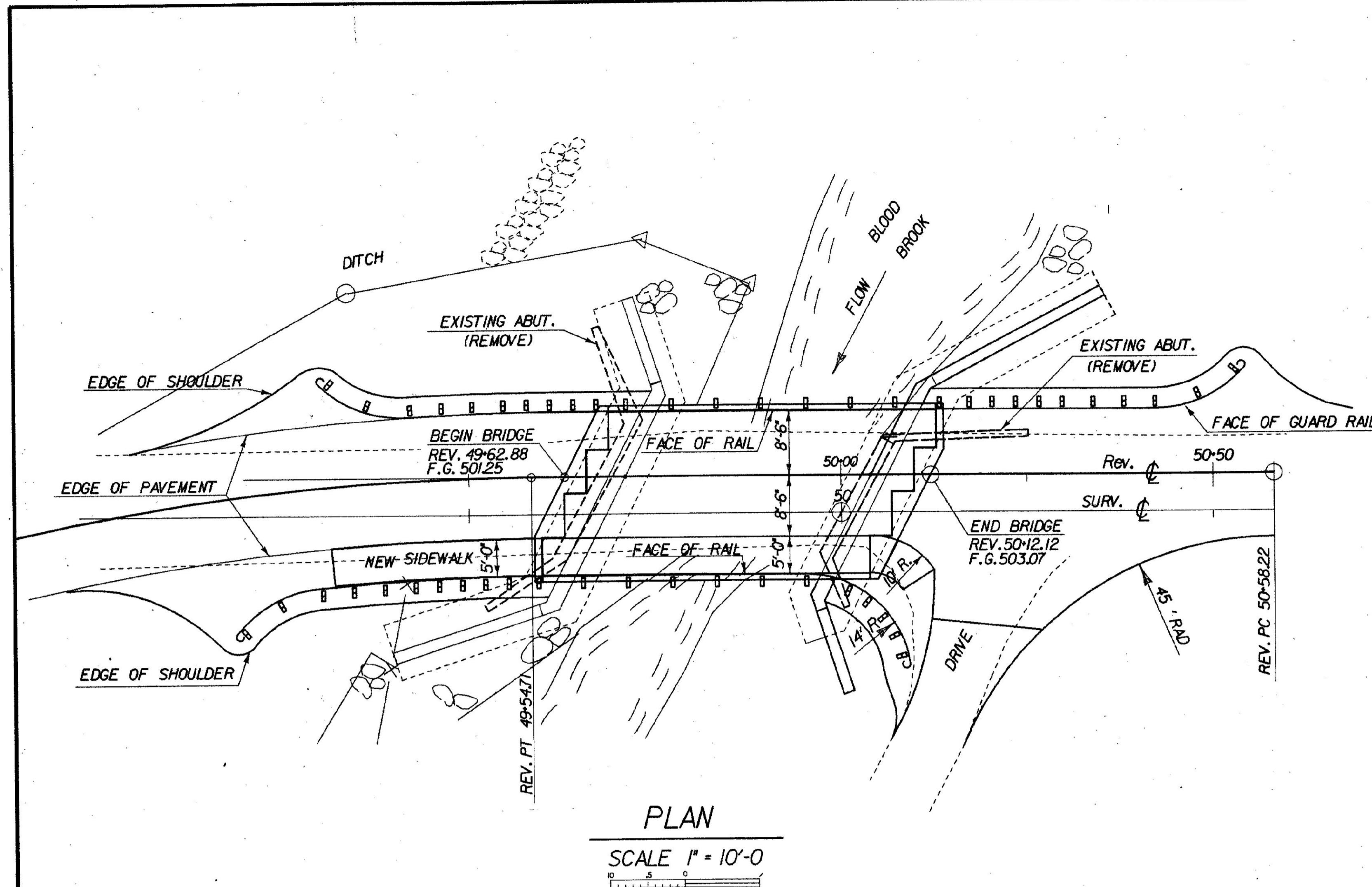
MOORE LANE
CONTAIN(1)
FOR REFERENCE ONLY
2 OF 6

TH 43, B12 OVER BLOODY BROOK

PROJECT NORWICH
PROJECT NO. TH3 8926

SHEET 1 OF 20 SHEETS

ZFAI:30,35,88J179T1.DGN



*FOOTING ELEV. MAY VARY
DUE TO LOCATION OF LEDGE
NO SUBSURFACE INFORMATION
IS AVAILABLE

ELEVATION

SCALE 1" = 10'-0"

MOORE LANE
CONTAIN(1)
FOR REFERENCE ONLY
3 OF 6

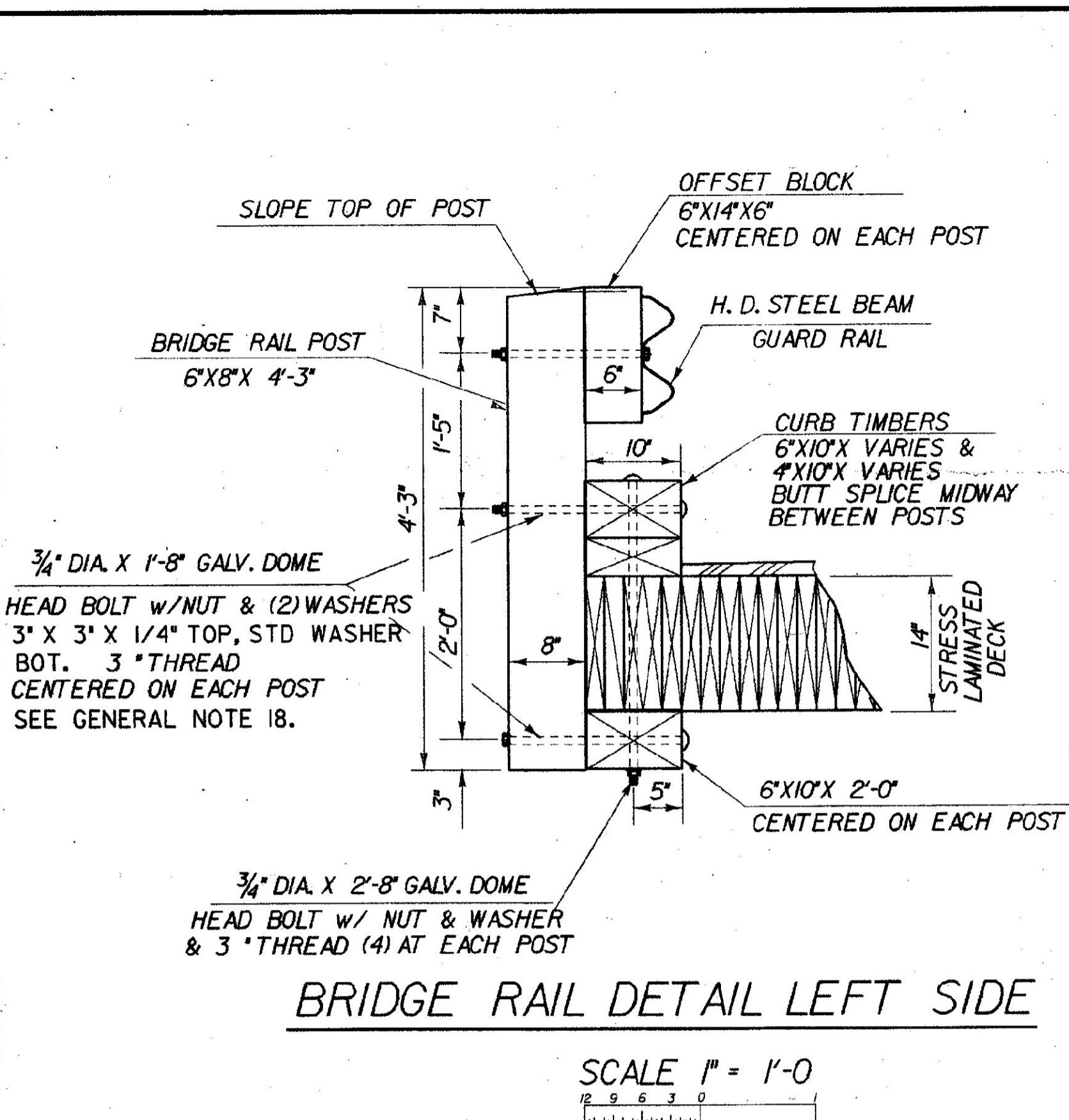
STATE OF VERMONT
AGENCY OF TRANSPORTATION

Town of	NORWICH	Bridge No.	B12
Highway No.	TH 43	Log Sta.	
		Surv. Sta.	49-75

TH 43 OVER BLOODY BROOK

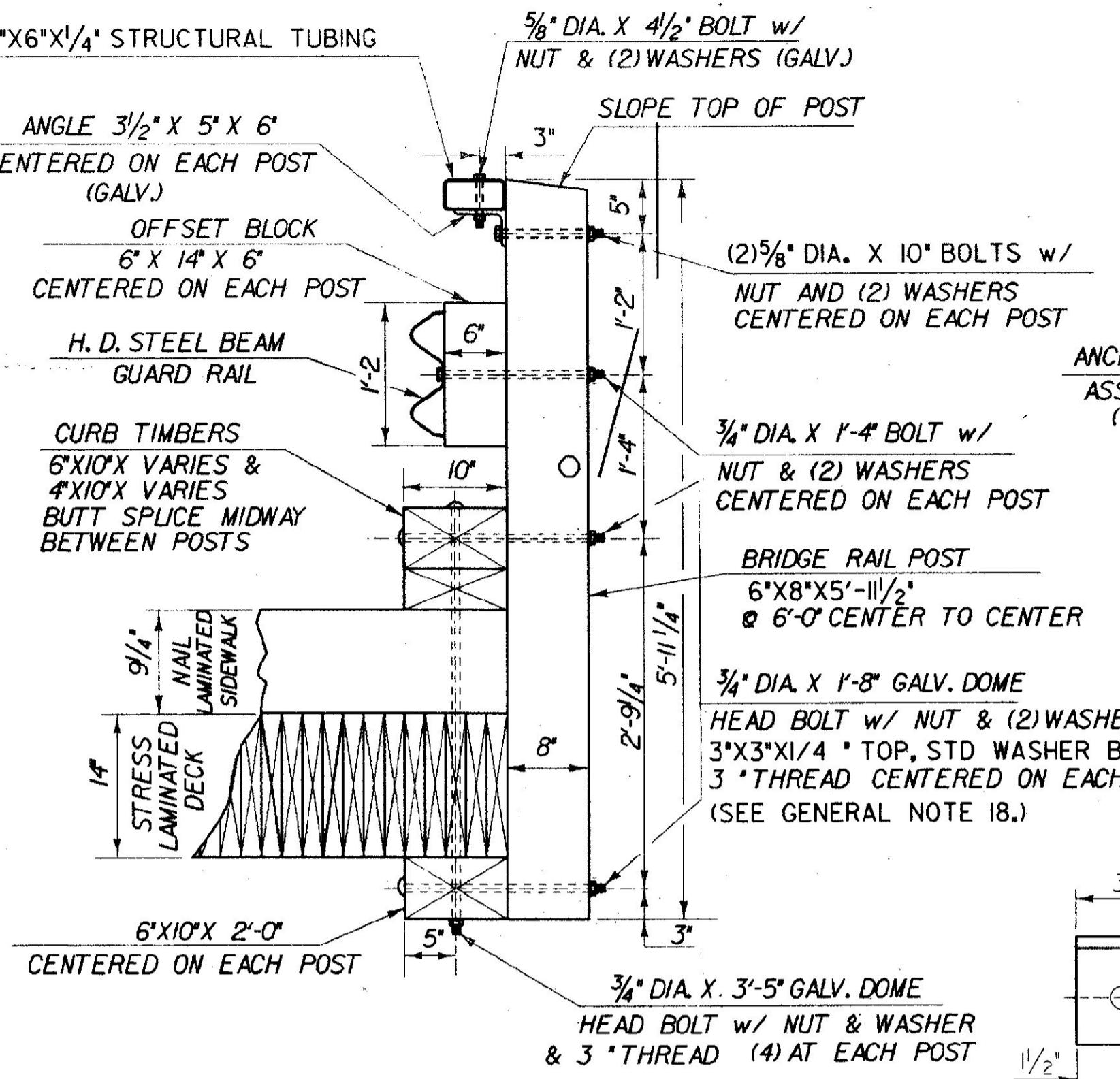
PLAN AND ELEVATION			
Designed By	J. B. McCARTHY	Drawn By	SINCLAIR
Checked By	Date	Bridge Design Supervisor	
J. B. McCARTHY	2/89	R. GENDRON	Date
PROJECT	PROJECT NO.		
NORWICH	TH3 8926		
I.G.C. Info.	ZFAH-30.35J88J79PLN.DGN	NORWICHPL.RF	
Bridge Sheet No.	4	Sheet 20 of	

REV. 1 TH 43



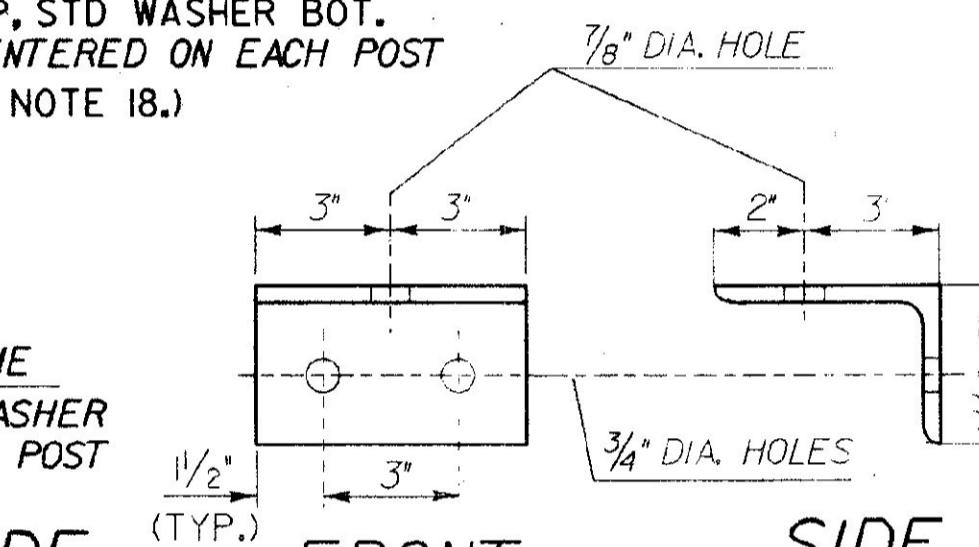
BRIDGE RAIL DETAIL LEFT SIDE

SCALE $I'' = I' - C$



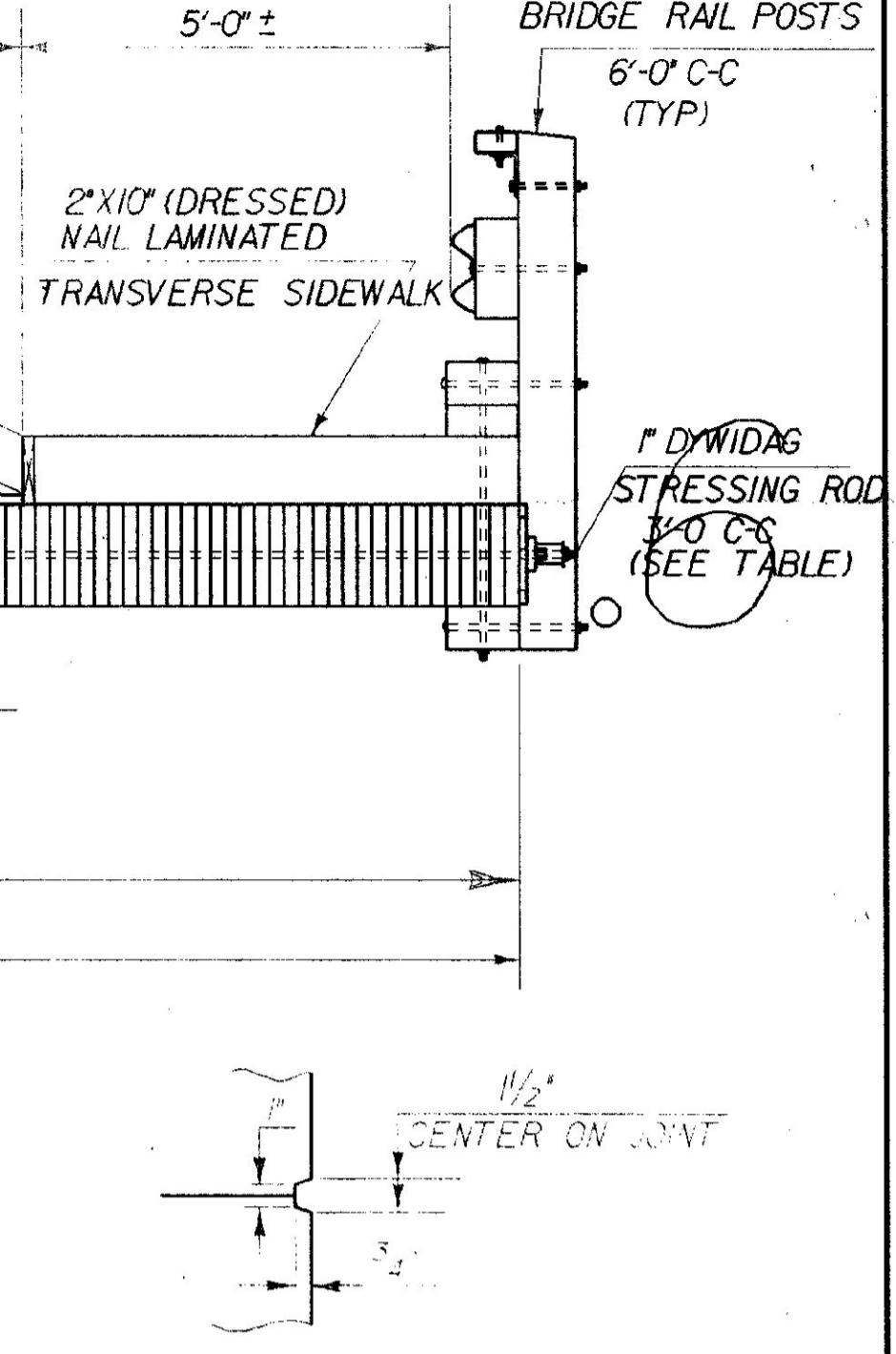
BRIDGE RAIL DETAIL RIGHT SIDE

SCALE 1" = 1'-0"

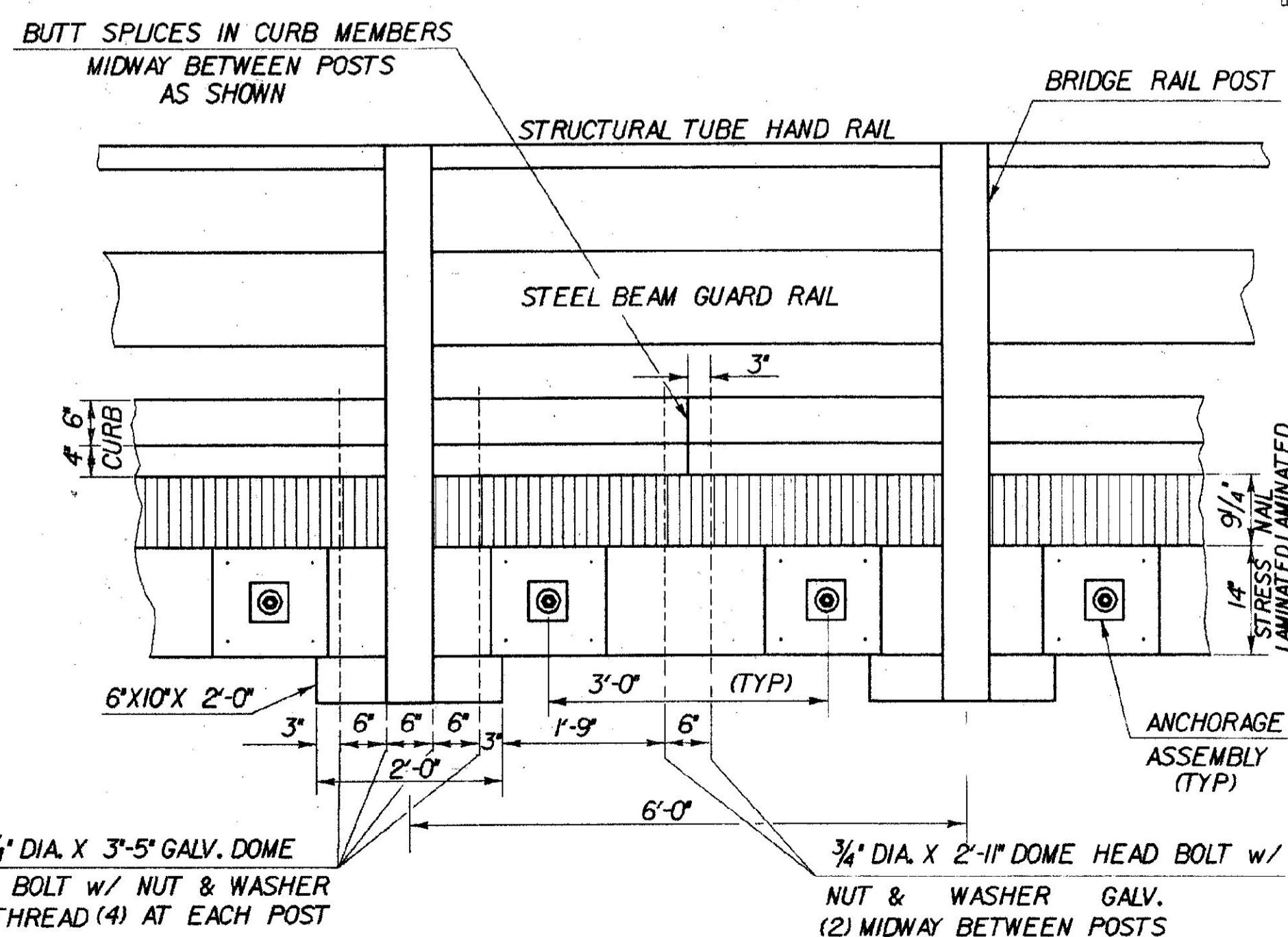


TYPICAL SECTION

SCALE $\frac{1}{2}'' = 1'-0$



SCORE MARK DETAIL

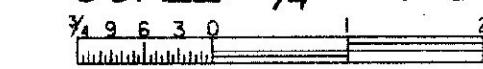


ELEVATION VIEW RIGHT FASCIA

LEFT FASCIA SAME EXCEPT NO HAND RAIL OR SIDEWALL

AND BOLTS THROUGH DECK 9" SHORTENED

SCALE $\frac{3}{4}'' = 1'-0$

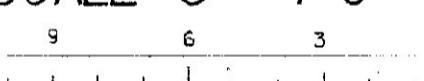


1" DIA. 150 KSI DYWIDA
STRESSING RODS

NO.	LENGTH
12	- 30'
2	- 24'
2	- 18'
2	- 12'

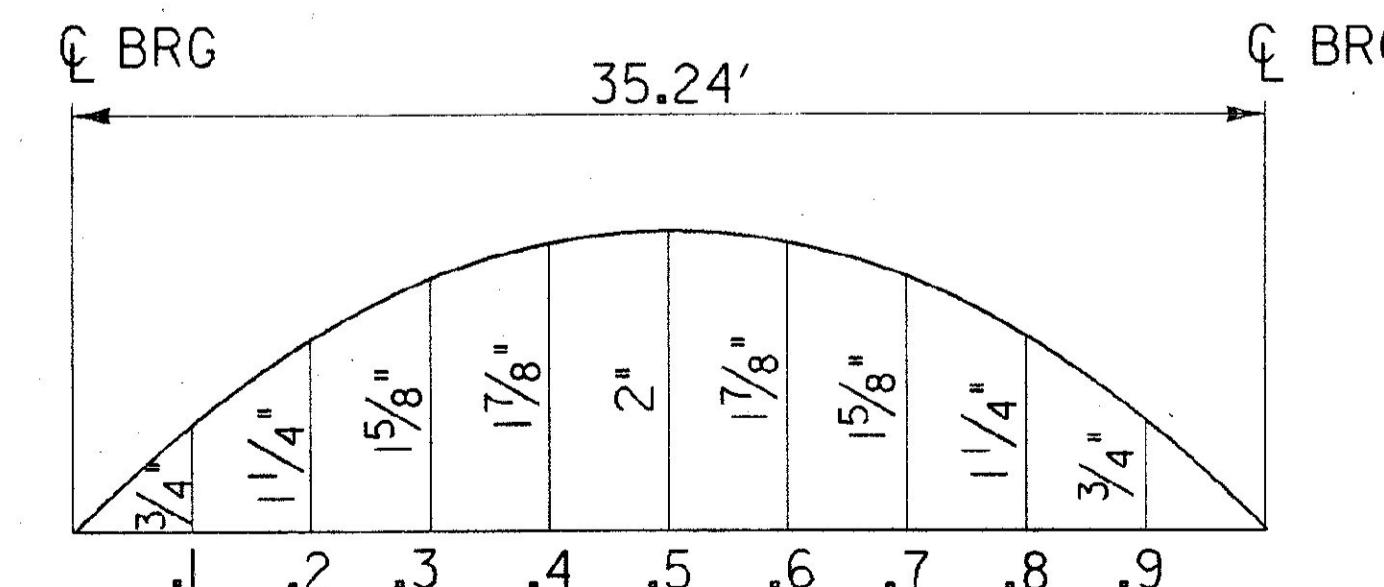
(TYP.) FRONT SIDE
HAND RAIL BRACKE

SCALE 3" = 1'-0"

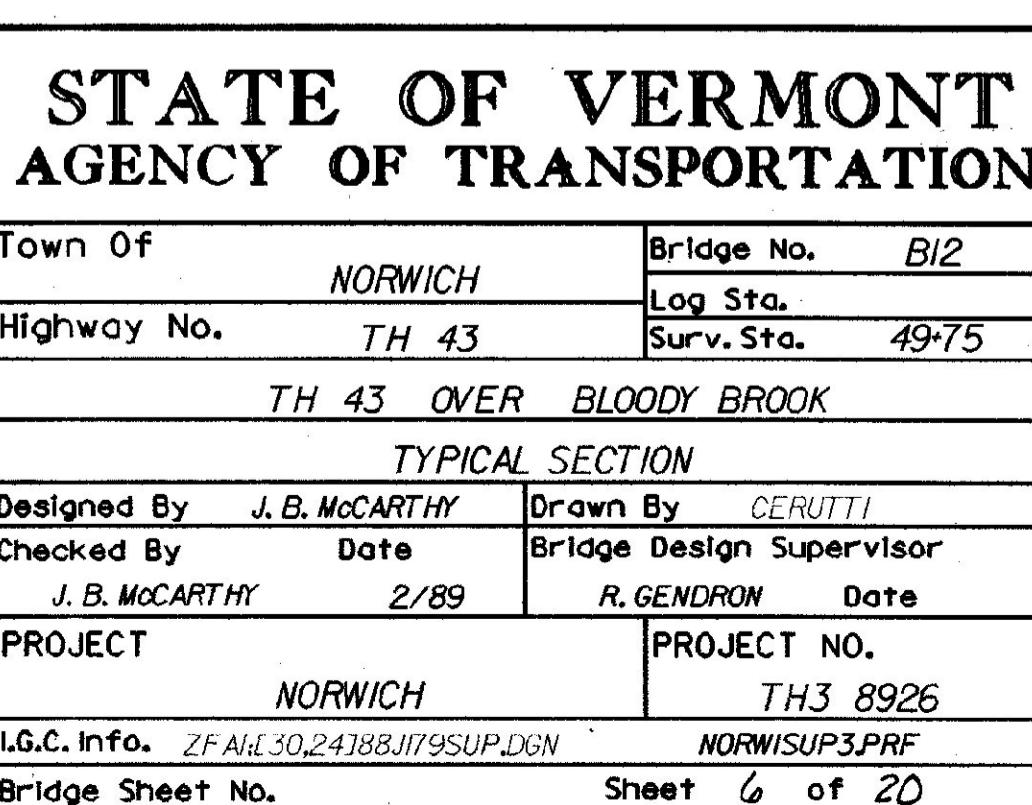


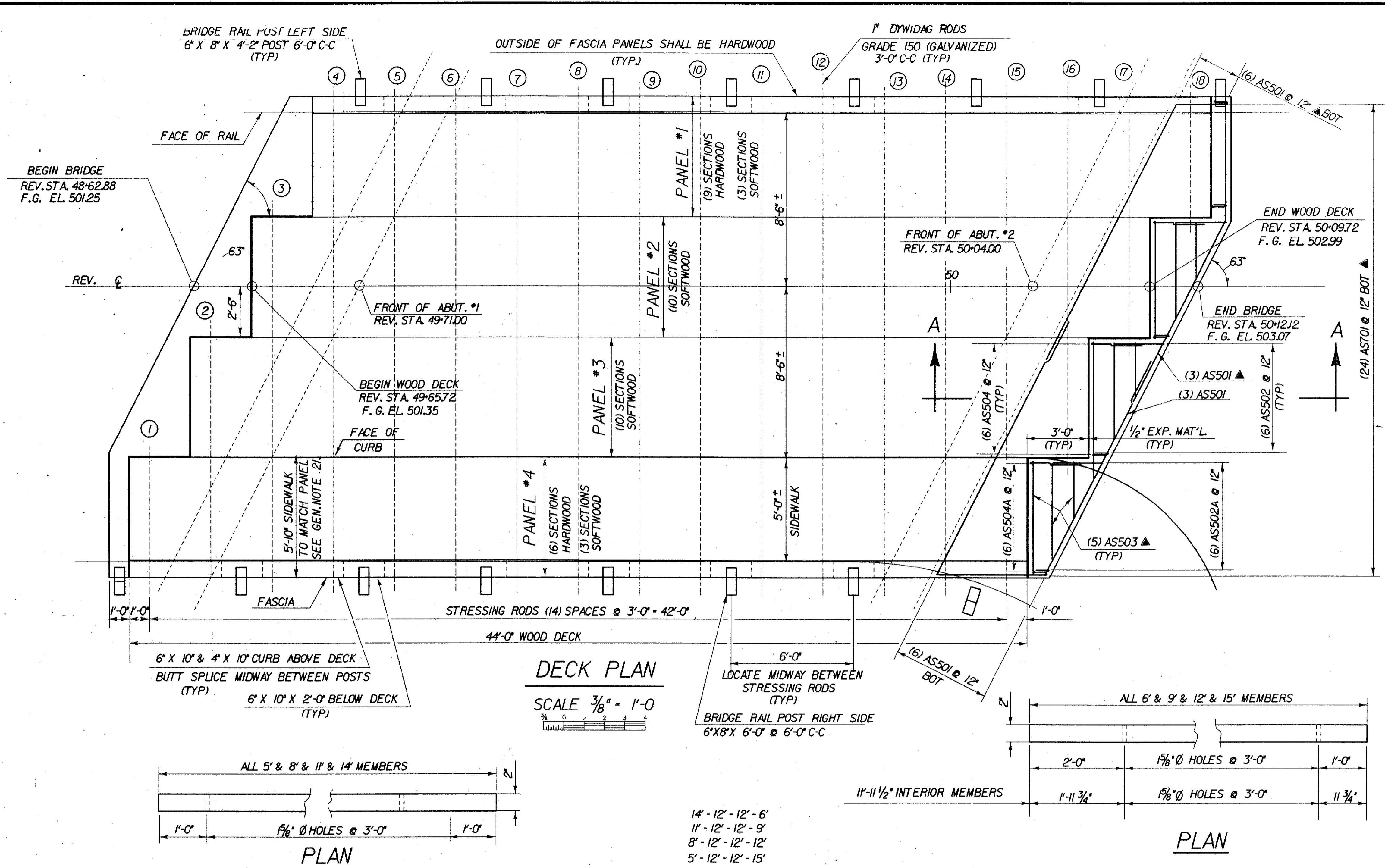
MOORE LANE
CONTAIN(1)
FOR REFERENCE ONLY
4 OF 6

TYPICAL CONCRETE CONSTRUCTION JOINT

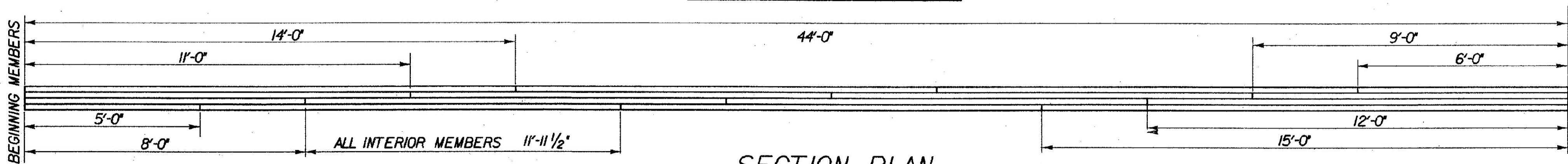


CAMBER DIAGRAM





TYPICAL SPLICING PATTERN



SECTION PLAN

(9) SECTIONS PER FASCIA PANEL (6 HARDWOOD & 3 SOFTWOOD)
(10) SECTIONS PER INTERIOR PANEL (ALL SOFTWOOD)

SCALE $\frac{1}{2}'' = 1'$

MOORE LANE
CONTAIN(1)
FOR REFERENCE ONLY
5 OF 6

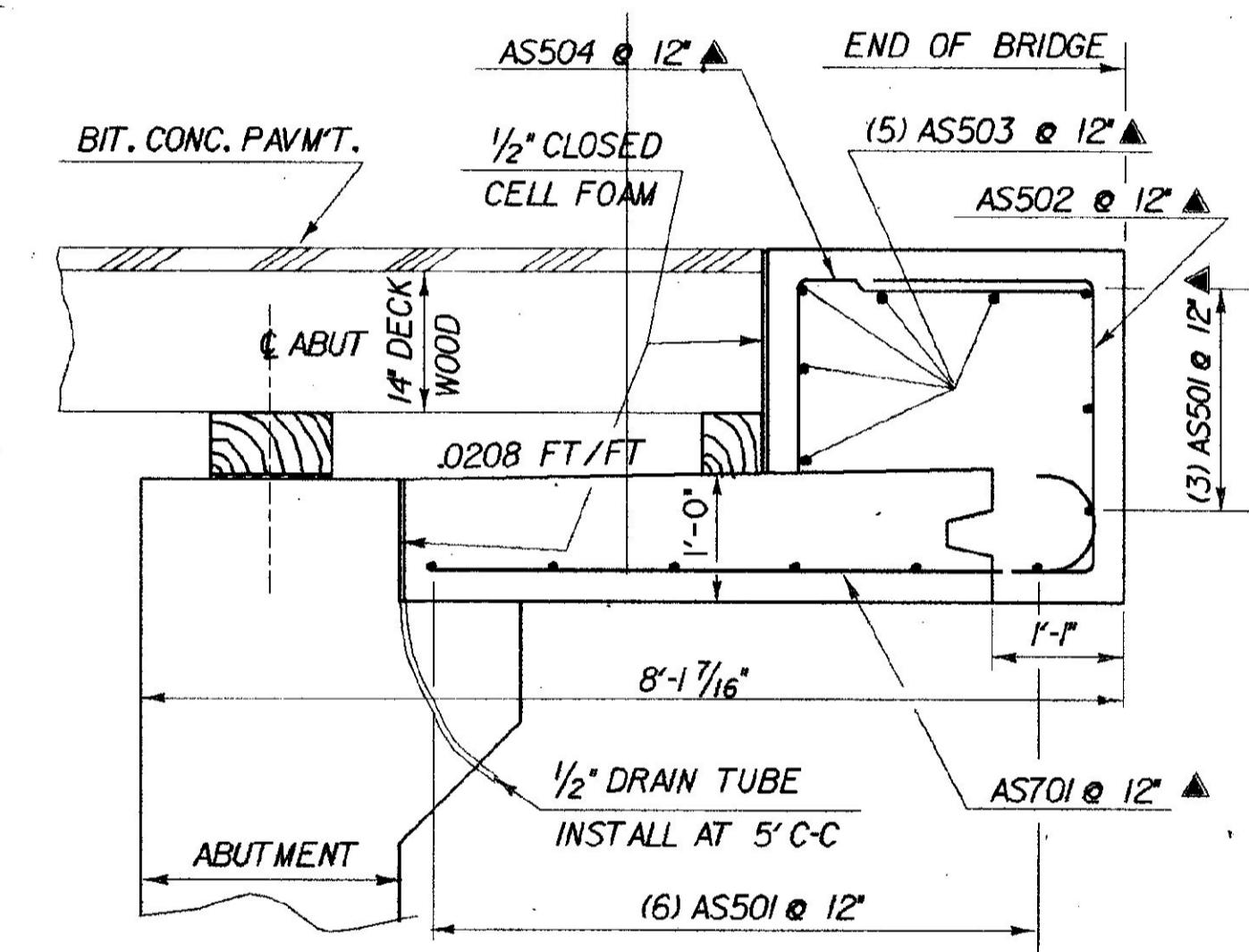
DECK LUMBER

<u>HARDWOOD (2"X14")</u>	<u>LENGTH</u>	<u>SOFTWOOD (1 3/4" X 14")</u>
12	5'-0"	26
12	6'-0"	26
12	8'-0"	26
12	9'-0"	26
12	11'-0"	26
96	11'-11 1/2"	208
12	12'-0"	26
12	14'-0"	26
12	15'-0"	26

SIDEWALK LUMBER (2" X 10" DRESSED)

352 - 5'-9"

▲ INDICATES CUT OR BEND TO FIT IN FIELD



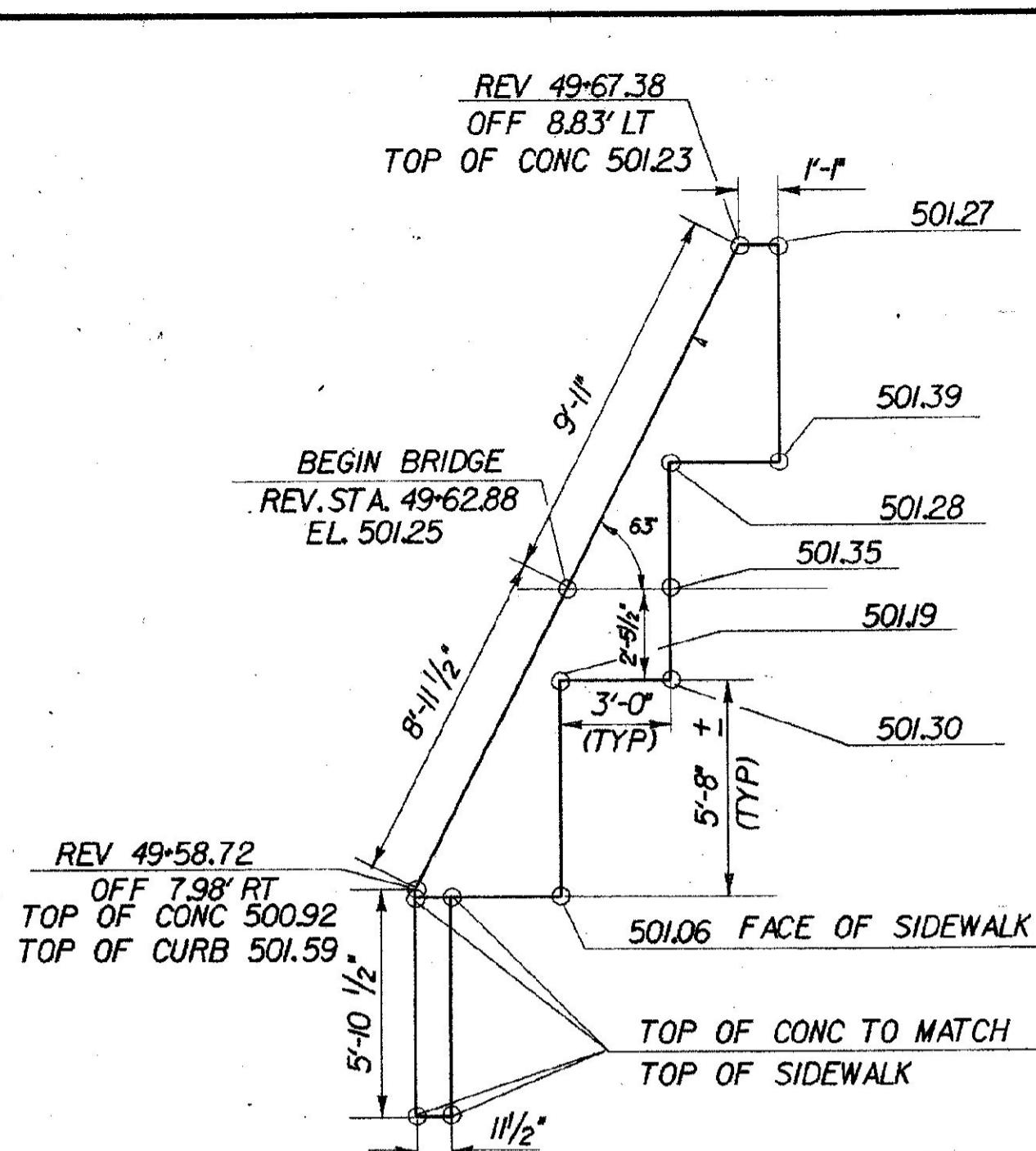
SECTION A - A

DETAIL AT BEGINNING OF BRIDGE SAME
EXCEPT OPPOSITE HAND

SCALE $\frac{3}{4}'' = 1'-0''$

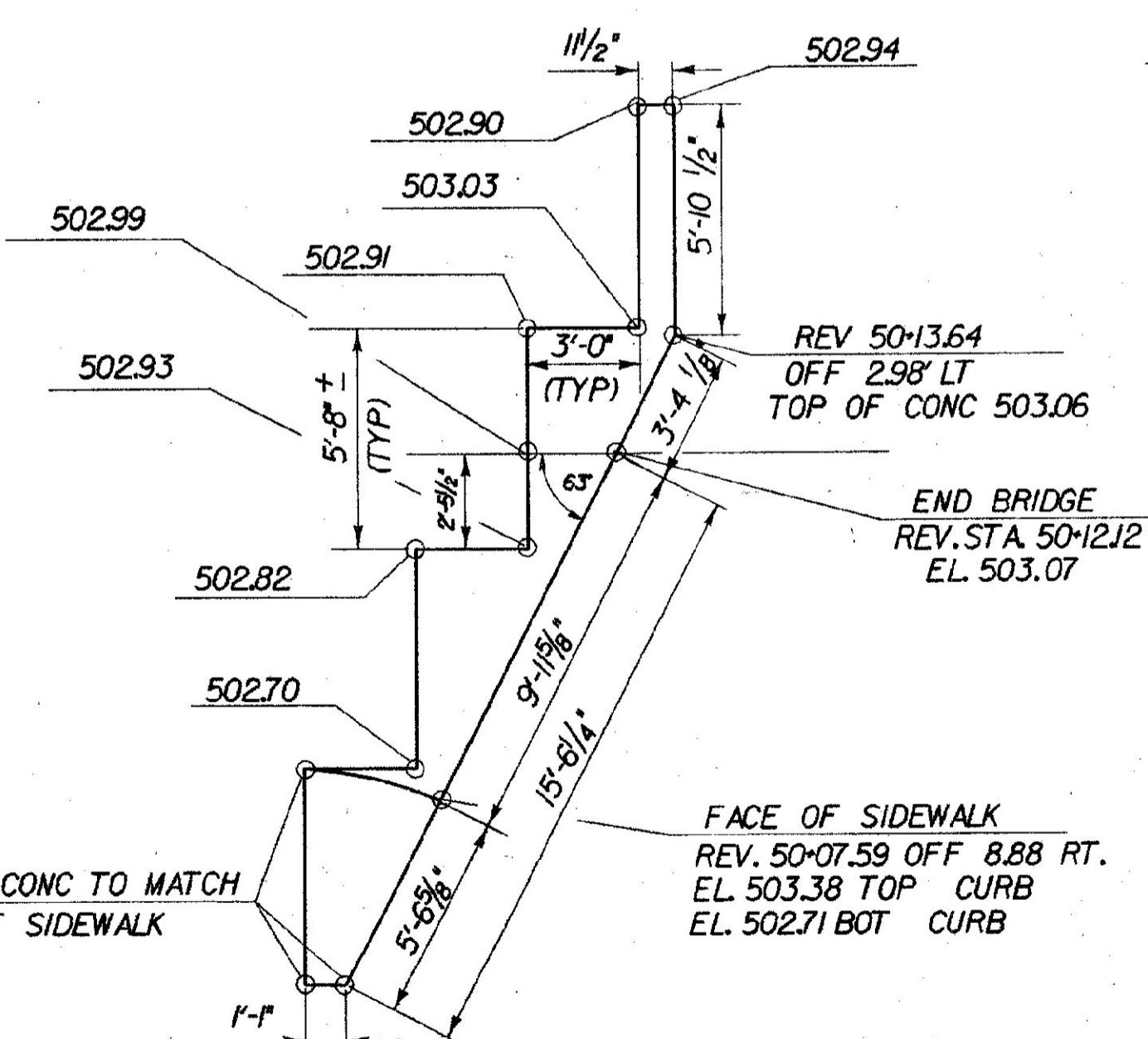
**STATE OF VERMONT
AGENCY OF TRANSPORTATION**

Town Of	NORWICH	Bridge No.	B12
Highway No.	TH 43	Log Sta.	
		Surv. Sta.	49-75
TH 43 OVER BLOODY BROOK			
SUPERSTRUCTURE DETAILS			
Designed By	J. B. McCARTHY	Drawn By	CERUTTI
Checked By	Date	Bridge Design Supervisor	
J. B. McCARTHY	2/89	R. GENDRON	Date
PROJECT	PROJECT NO.		
NORWICH			TH3 8926
I.G.C. Info.	ZFAI:[30,24]88J79SUP.DGN		NORWISUP1.PRF
Bridge Sheet No.	Sheet 7 of 20		



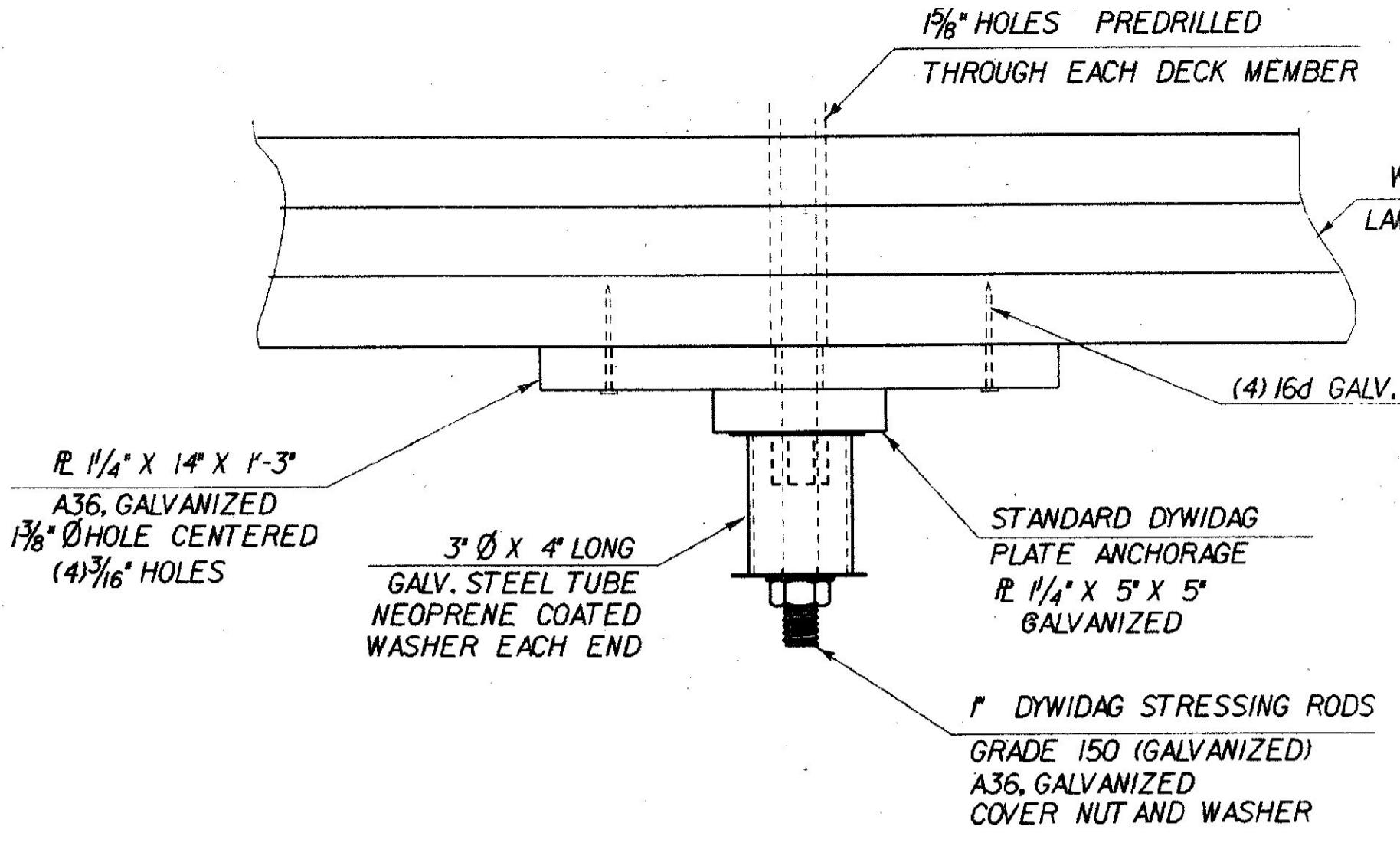
PLAN BACKWALL #1

SCALE $\frac{1}{4}$ " = 1'-0"



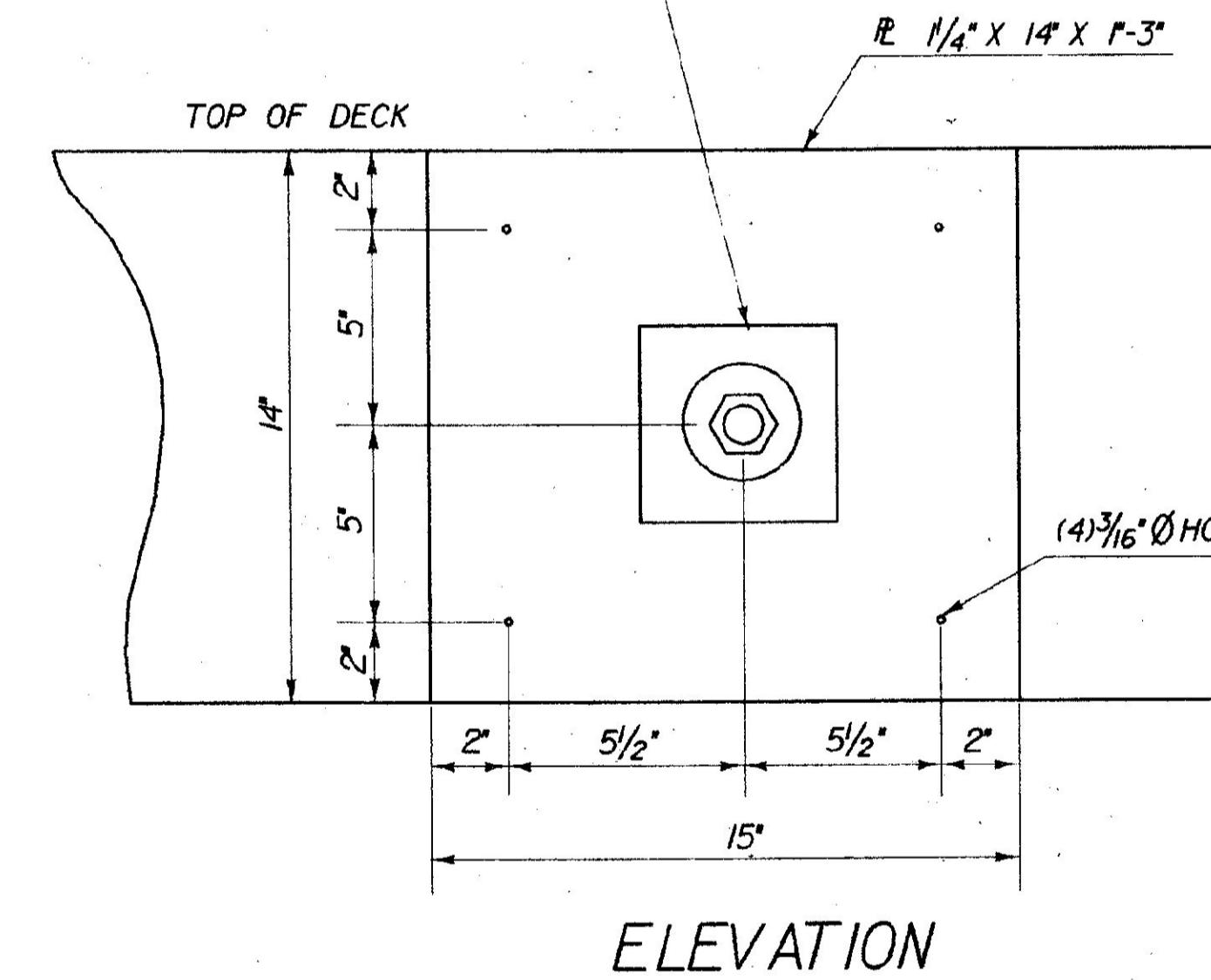
PLAN BACKWALL #2

SCALE $\frac{1}{4}$ " = 1'-0"



PLAN

DYWIDAG PLATE ANCHORAGE

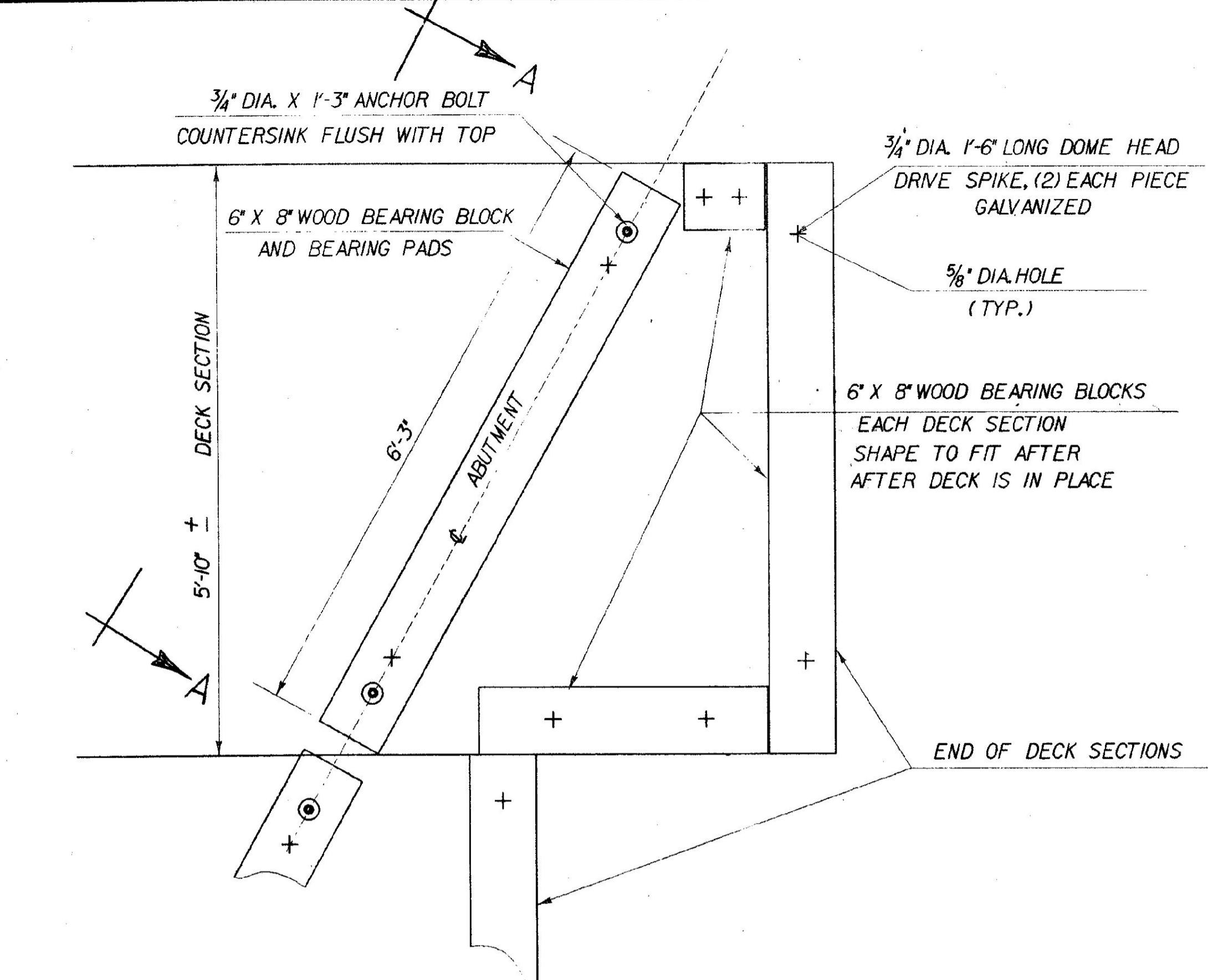


ELEVATION

STRESSING ROD ANCHORAGE DETAILS

SCALE 3" = 1'-0"

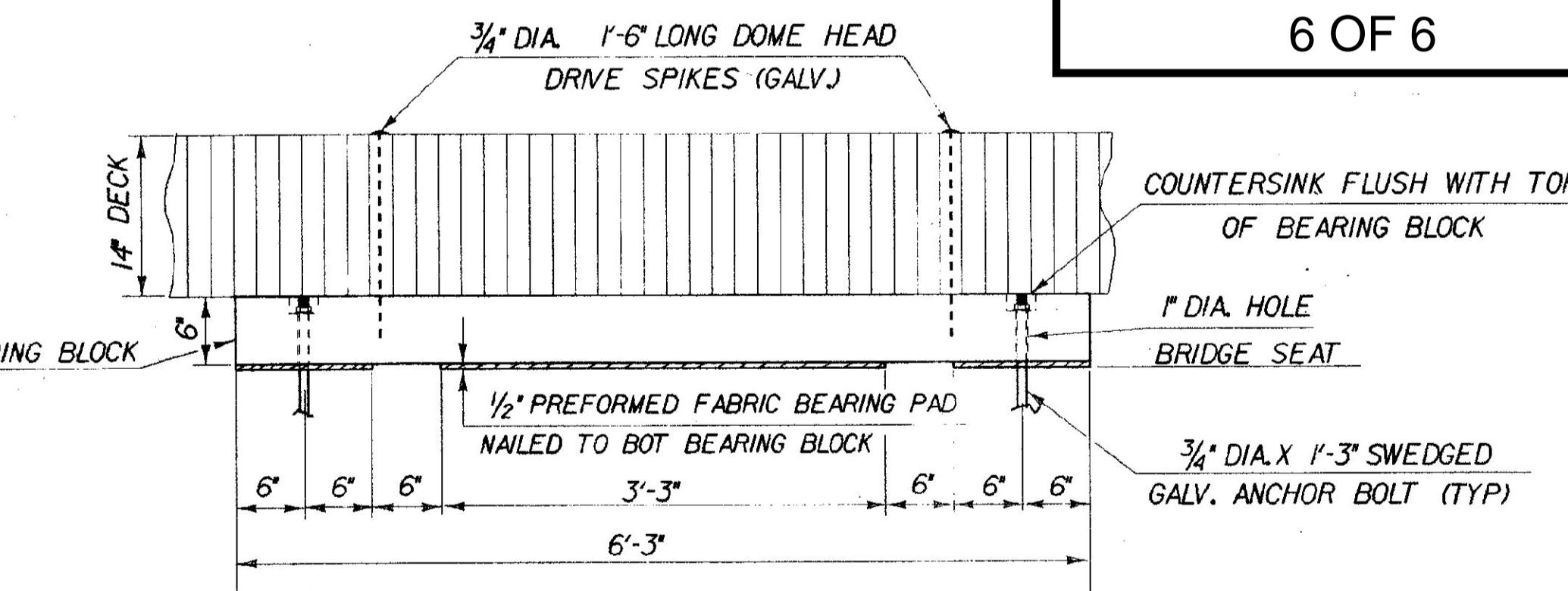
3 9 6 3 0



PLAN BEARING BLOCKS

SCALE 1" = 1'-0"

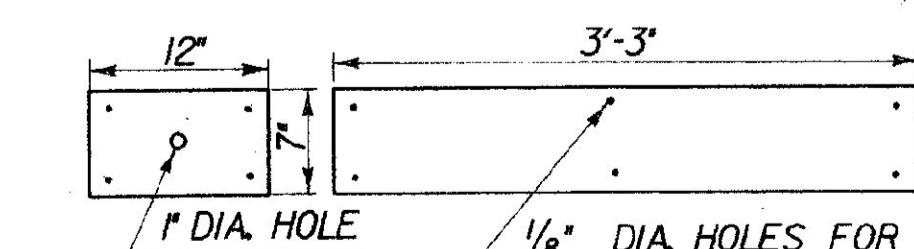
12 9 6 3 0



SECTION A-A

SCALE 1" = 1'-0"

12 9 6 3 0



PLAN

1/2" PREFORMED FABRIC BEARING PADS

MOORE LANE
CONTAIN(1)
FOR REFERENCE ONLY
6 OF 6

STATE OF VERMONT
AGENCY OF TRANSPORTATION

Town Of NORWICH Bridge No. B12

Highway No. TH 43 Log Sta. 49-75

TH 43 OVER BLOODY BROOK

SUPERSTRUCTURE DETAILS

Designed By J. B. McCARTHY Drawn By CERUTTI

Checked By Date Bridge Design Supervisor

J. B. McCARTHY 2/89 R. GENDRON Date

PROJECT NORWICH PROJECT NO. TH3 8926

I.G.C. Info. ZFA-130,241,88J/79SUP.DGN NORWISUP2.PRF

Bridge Sheet No. Sheet 8 of 20