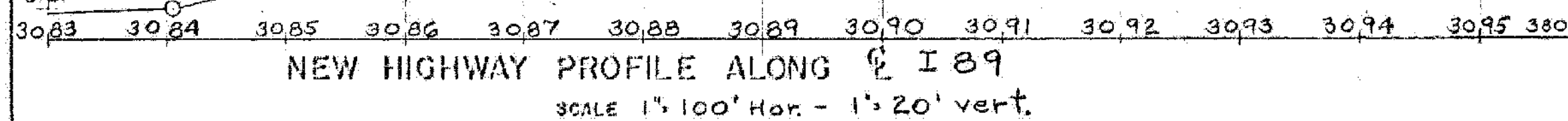


NEW HIGHWAY SECT. I 89
SCALE 1" = 20'

N.B. PVI
3084+04.06
1000' V.C.
385.20

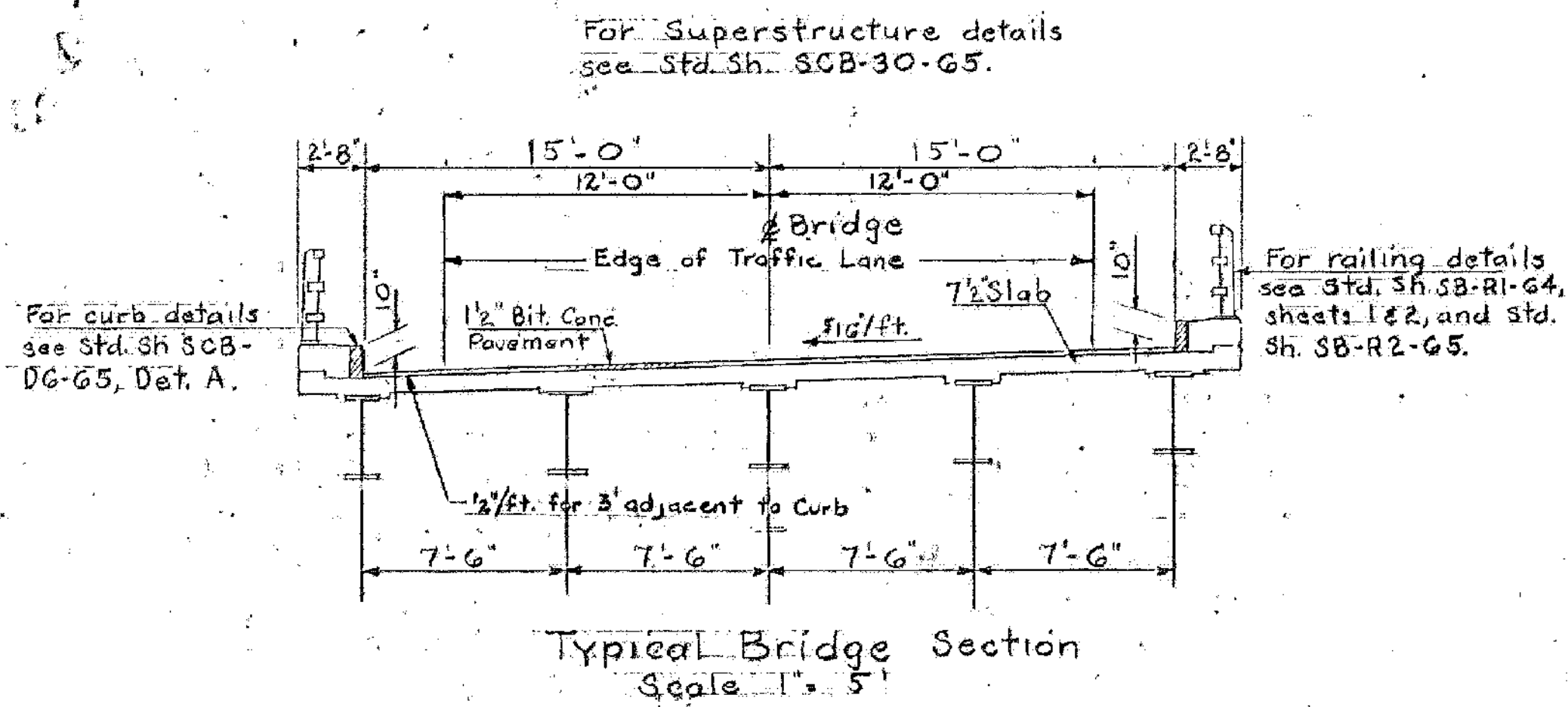
S.B. PVI
3084+04.81
1000' V.C.
385.24

N.B. +0.3667%
S.B. +0.4340%

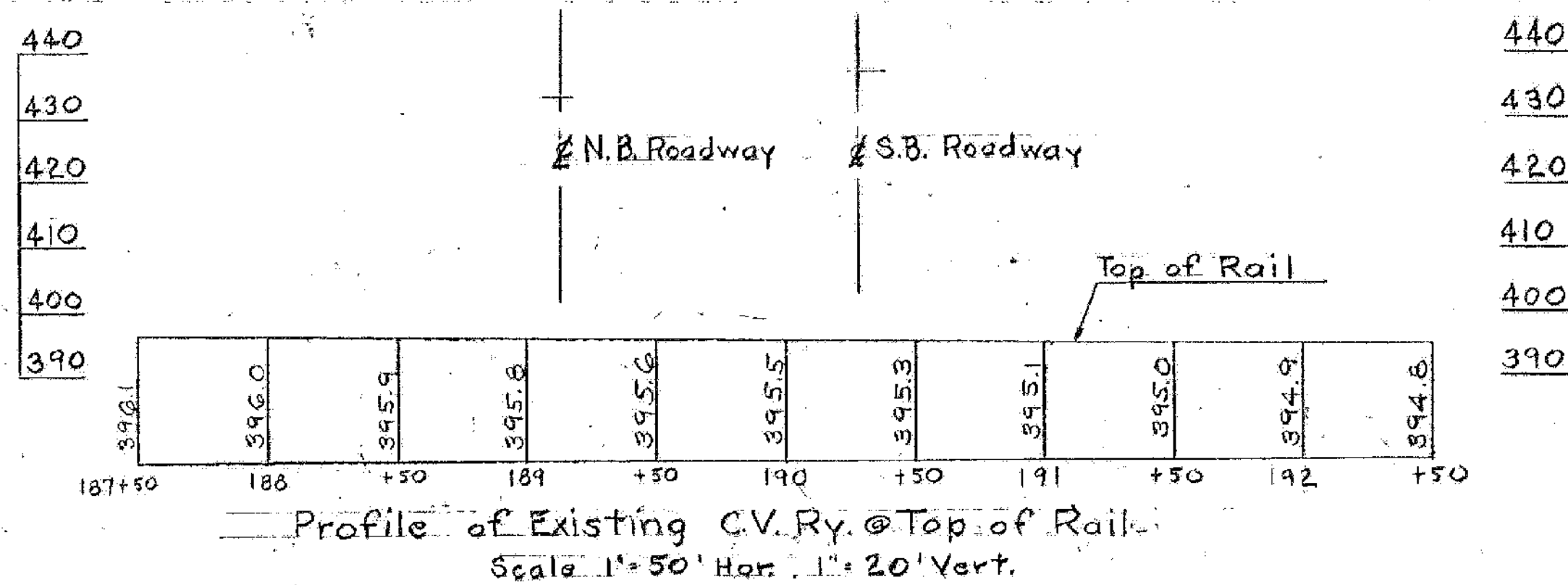
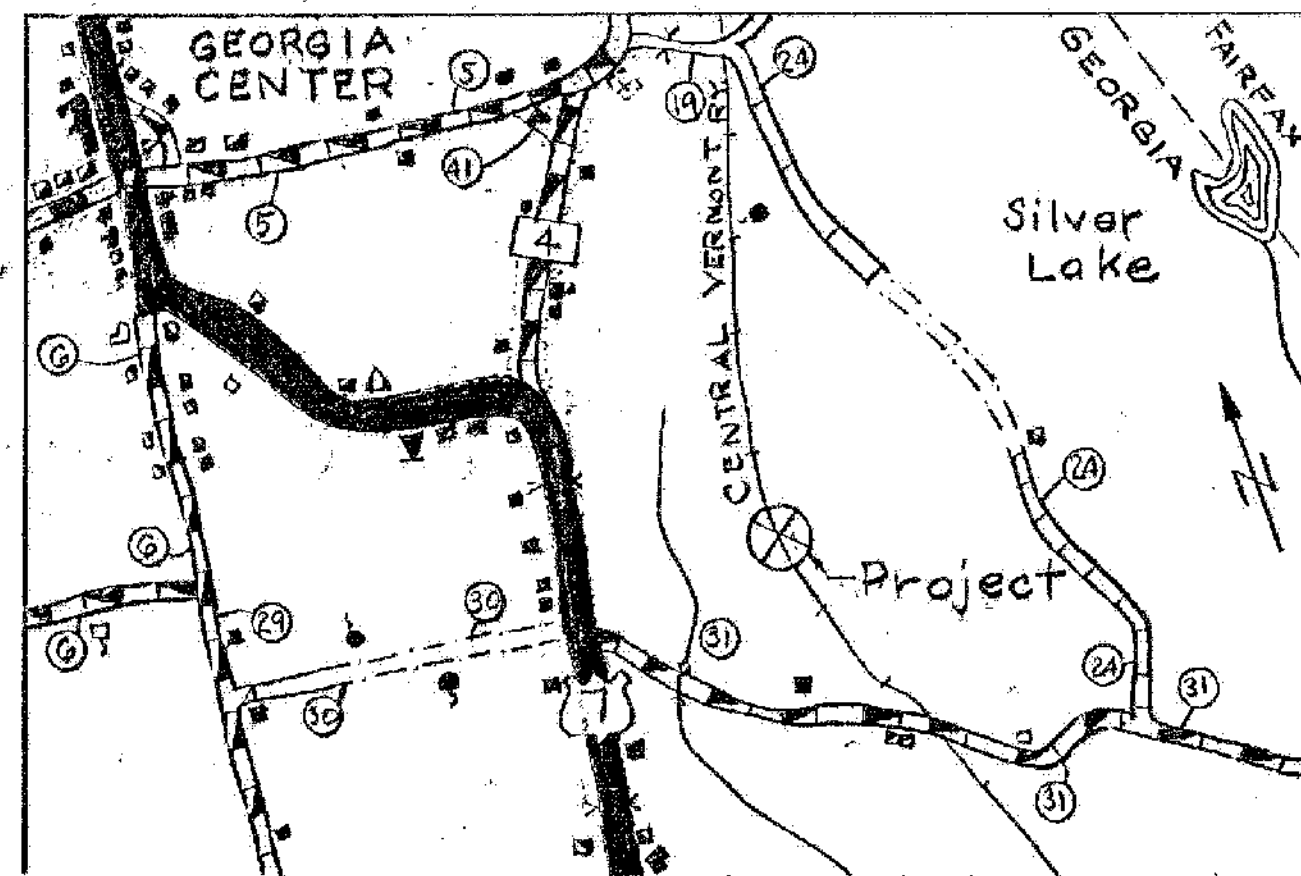


NEW HIGHWAY PROFILE ALONG I 89
SCALE 1" = 100' Hor - 1" = 20' Vert.

Location	Est. Pile Length
Abut. #1	150'
Pier #1	135'
Pier #2	110'
Pier #3	115'
Pier #4	105'
Pier #5	90'
Pier #6	75'
Pier #7	35'
Pier #8	Footings on Ledge
Abut. #2	Footings on Ledge
Abut. #3	125'
Pier #9	120'
Pier #10	110'
Pier #11	100'
Pier #12	90'
Pier #13	60'
Pier #14	30'
Pier #15	Footings on Ledge
Abut. #4	Footings on Ledge



Typical Bridge Section
Scale 1" = 5'



Profile of Existing C.V. Ry. @ Top of Rail
Scale 1" = 50' Hor - 1" = 20' Vert.

HIGHWAY NO. I 89 NAME OF HIGHWAY Interstate
STRUCTURE NO. 84-B1 COUNTY Franklin TOWN Georgia
PROJECT NO. I 89-3(35) LOCATION I 89 Sta. 3092 ±
Cont. #1 Georgia-Fairfax-Fairfield-St. Albans

- EXISTING STRUCTURE
1. ADDED LOADING OF EXISTING STRUCTURE
 2. TYPE OF EXISTING STRUCTURE
 3. UNDERCLEARANCE ELEVATION OF EXISTING STRUCTURE
 4. WHAT DISPOSITION SHOULD BE MADE OF EXISTING STRUCTURE? COST OF REMOVAL
 5. SHOULD EXISTING STRUCTURE BE USED TO MAINTAIN TRAFFIC DURING CONSTRUCTION OF NEW STRUCTURE?
 6. SHOULD NEW TEMPORARY STRUCTURE BE BUILT?
 7. ORDINARY HIGH WATER SURFACE ELEV. AT EXISTING STRUCTURE WATERWAY TO ORDINARY H.W.
 8. EXTREME HIGH WATER AT EXISTING STRUCTURE WATERWAY TO EXTREME H.W.
 9. SPAN OF EXISTING BRIDGE UPSTREAM WATERWAY TO EXTREME H.W.
 10. SPAN OF EXISTING BRIDGE DOWNSTREAM WATERWAY TO EXTREME H.W.
 11. TYPE OF FOUNDATION UNDER EXISTING ABUTMENTS
 12. DOES ALL WATER AT FLOOD ELEVATION PASS THROUGH EXISTING STRUCTURE?
 13. IF NOT AT WHAT ELEVATION IS RELIEF AFFORDED?
 14. ADDITIONAL WATERWAY AREA PROVIDED

- NEW STRUCTURE S.B. 9-94' Spans
1. RECOMMENDED TYPE OF STRUCTURE Standard W. Beam Composite N.B. 8-94' Spans
 2. RECOMMENDED CLEAR SPAN OR SPANS
 3. MEASURED PARALLEL TO & NEW HIGHWAY MEASURED AT RIGHT ANGLES TO & STREAM
 3. ARE THERE OBJECTIONS TO A PIER IN THE STREAM? ANSWER YES OR NO
 4. ORDINARY HIGH WATER ELEVATION AT NEW STRUCTURE
 5. EXTREME HIGH WATER ELEVATION AT NEW STRUCTURE SOURCE OF INFORMATION
 6. IS ALL WATER INTENDED TO PASS THROUGH NEW STRUCTURE?
 7. DOES STREAM REACH ITS MAXIMUM HIGH WATER ELEVATION RAPIDLY? IS ORDINARY RISE RAPID?
 8. LOW WATER ELEVATION AT NEW STRUCTURE
 9. DRAINAGE AREA IN ACRES ABOVE STRUCTURE CHARACTER OF TERRAIN
 10. IS STREAM EVER DRY?
 11. VELOCITY OF STREAM AT HIGH WATER STAGE ESTIMATED DISCHARGE
 12. AREA FULL OPENING AREA BELOW ORDINARY H.W.
 13. CHARACTER OF SCOUR DRIFT ICE
 14. ESTIMATED DRAINAGE AREA ABOVE NATURAL OR ARTIFICIAL STORAGE
 15. VERTICAL CLEARANCE ABOVE Top of Rail N.B. 23.5' S.B. 27.6'
 16. ARE SIDEWALKS REQUIRED? IF SO ON WHAT SIDE? NO BOTH SIDES
 17. RECOMMENDED TYPE OF PAVEMENT 1 1/2" Bit Conc.
 18. TRAFFIC TO BE MAINTAINED UNDER ITEM NO. ONE OR TWO WAYS PROBABLE COST
 19. PROBABLE COST OF CLEARING AND GRUBBING STREAM CHANNEL AT STRUCTURE SITE
 20. SHOULD PROVISIONS BE MADE FOR PUBLIC UTILITIES?
 21. ESTIMATED ALLOWABLE LOAD ON FOUNDATIONS 48 tons/pile SHOULD PILES BE USED? Yes EST. LB. 5 tons/sq. ft.

FOUNDATION INFORMATION

OBTAINED FOR DESIGN PURPOSES ONLY, AND THE STATE ASSUMES NO RESPONSIBILITY WHATSOEVER FOR THE SUFFICIENCY OR ACCURACY OF THE INFORMATION SHOWN. BOULDERS MAY BE ENCOUNTERED AT ANY PIER OR ABUTMENT LOCATION.

MILTON-HIGHGATE
IM MEMB(26)

SHEET 38 OF 70
BRIDGE 86S
FOR REFERENCE ONLY

RECOMMENDED FOR APPROVAL
Const. Engineer
DATE 8/13/65

RECOMMENDED FOR APPROVAL
Supt. Engineer
DATE 8/13/65

RECOMMENDED FOR APPROVAL
Asst. Chief Engineer
DATE 8/14/65

APPROVED BY: Chief Engineer
DATE 8/16/65

STATE OF VERMONT
DEPARTMENT OF HIGHWAYS

Interstate IN THE TOWNS OF
Georgia-Fairfax-Fairfield-St. Albans
ROUTE NO. I 89, LOG STA.
I 89 over C.V. Ry. Sta. 3092 ±

PROJECT NO. I 89-3(35) SHEET 38 OF 70

Stage 2 Construction