

EXISTING STRUCTURE - None

UNDESIGNED LOADING OF EXISTING STRUCTURE

- TYPE OF EXISTING STRUCTURE
- UNDERCLEARANCE ELEVATION OF EXISTING STRUCTURE
- WHAT DISPOSITION SHOULD BE MADE OF EXISTING STRUCTURE? COST OF REMOVAL
- SHOULD EXISTING STRUCTURE BE USED TO MAINTAIN TRAFFIC DURING CONSTRUCTION OF NEW STRUCTURE?
- SHOULD NEW TEMPORARY STRUCTURE BE BUILT?
- ORDINARY HIGH WATER SURFACE ELEV. AT EXISTING STRUCTURE WATERWAY TO ORDINARY H.W.
- EXTREME HIGH WATER AT EXISTING STRUCTURE
- SPAN OF EXISTING BRIDGE UPSTREAM WATERWAY TO EXTREME H.W.
- SPAN OF EXISTING BRIDGE DOWNSTREAM WATERWAY TO EXTREME H.W.
- TYPE OF FOUNDATION UNDER EXISTING ABUTMENTS
- DOES ALL WATER AT FLOOD ELEVATION PASS THROUGH EXISTING STRUCTURE?
- IF NOT, WHAT ELEVATION IS RELIEF AFFORDED?
- ADDITIONAL WATERWAY AREA PROVIDED

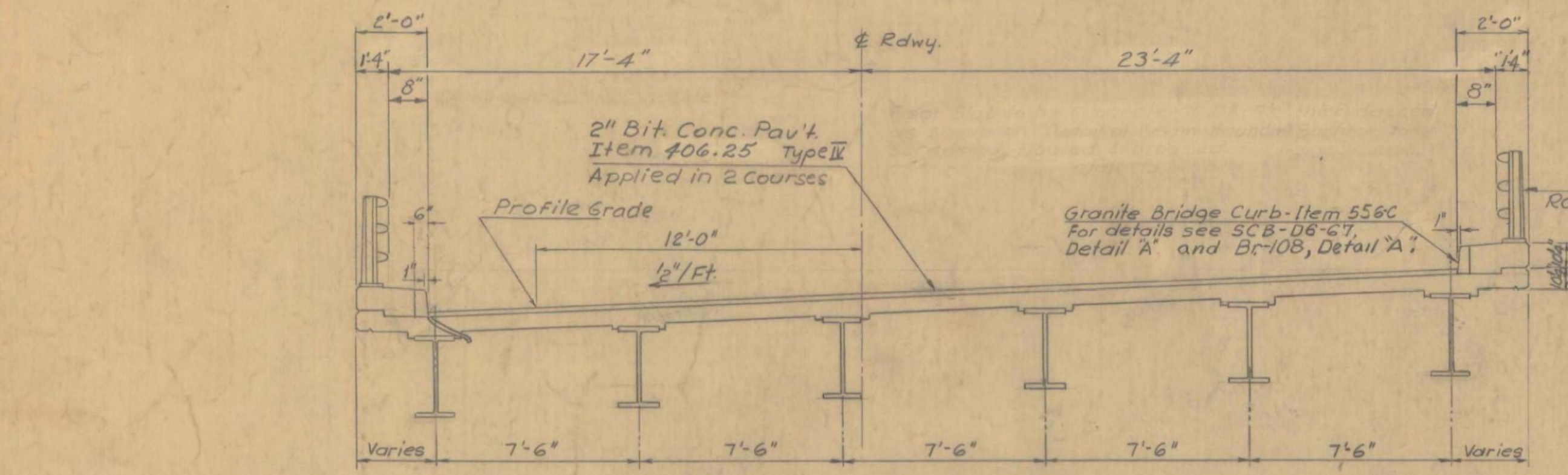
NEW HIGHWAY SECT. I-91 AT BRIDGE ENDS
SCALE 1" = 20"

NEW HIGHWAY PROFILE ALONG C-N B
SCALE 1" = 20"
NOTE: Northbound Elevation shown. For Southbound Elevation see Dwg. No. BR 100

NEW STRUCTURE

- RECOMMENDED TYPE OF STRUCTURE 40'-8" Rail to Rail 3 Span Steel Rigid Frame (Non-Comp.)
- RECOMMENDED CLEAR SPAN OR SPANS 43'-0" - 70'-0" - 35'-0"
- MEASURED PARALLEL TO NEW HIGHWAY 43'-0" - 70'-0" - 35'-0"
- MEASURED AT RIGHT ANGLES TO E
- ARE THERE OBJECTIONS TO A PIER IN THE STREAM? ANSWER YES OR NO
- ORDINARY HIGH WATER ELEVATION AT NEW STRUCTURE
- EXTREME HIGH WATER ELEVATION AT NEW STRUCTURE SOURCE OF INFORMATION
- IS ALL WATER INTENDED TO PASS THROUGH NEW STRUCTURE?
- DOES STREAM REACH ITS MAXIMUM HIGH WATER ELEVATION RAPIDLY? IS ORDINARY RISE RAPID?
- LOW WATER ELEVATION AT NEW STRUCTURE
- DRAINAGE AREA IN ACRES ABOVE STRUCTURE CHARACTER OF TERRAIN
- IS STREAM EVER DRY?
- VELOCITY OF STREAM AT HIGH WATER STAGE ESTIMATED DISCHARGE
- AREA FULL OPENING AREA BELOW ORDINARY H.W.
- CHARACTER OF SOIL DRIFT ICE
- ESTIMATED DRAINAGE AREA ABOVE NATURAL OR ARTIFICIAL STORAGE
- VERTICAL CLEARANCE ABOVE FLOOD ELEVATION
- ARE SIDEWALKS REQUIRED? IF SO ON WHAT SIDE? No BOTH SIDES No
- RECOMMENDED TYPE OF PAVEMENT 2" Bituminous Concrete, 8" Concrete Slab
- TRAFFIC TO BE MAINTAINED UNDER ITEM NO. ONE OR TWO WAYS PROBABLE COST
- PROBABLE COST OF CLEARING AND GRUBBING STREAM CHANNEL AT STRUCTURE SITE
- SHOULD PROVISIONS BE MADE FOR PUBLIC UTILITIES? No
- ESTIMATED ALLOWABLE LOAD ON FOUNDATIONS 6 T/sq. ft. SHOULD PILES BE USED? Yes* See Table

* Southbound-on Ledge ** Northbound



Typical Section
Northbound shown Southbound similar
Scale: N.T.S.

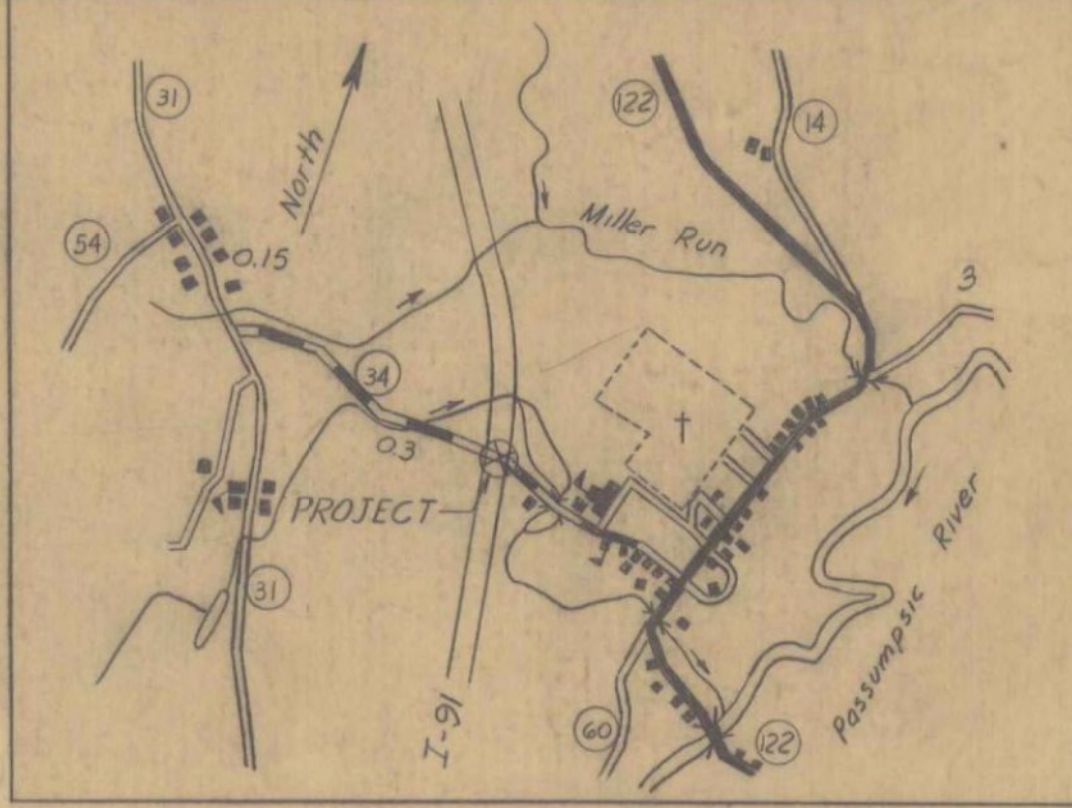


TABLE OF ESTIMATED PILE LENGTHS-N.B.

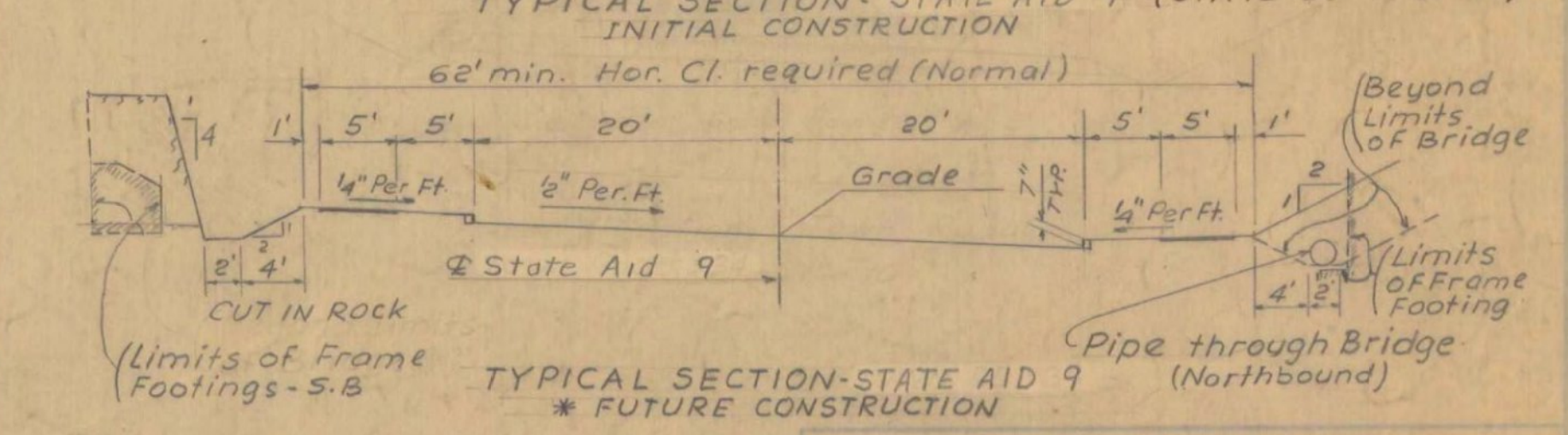
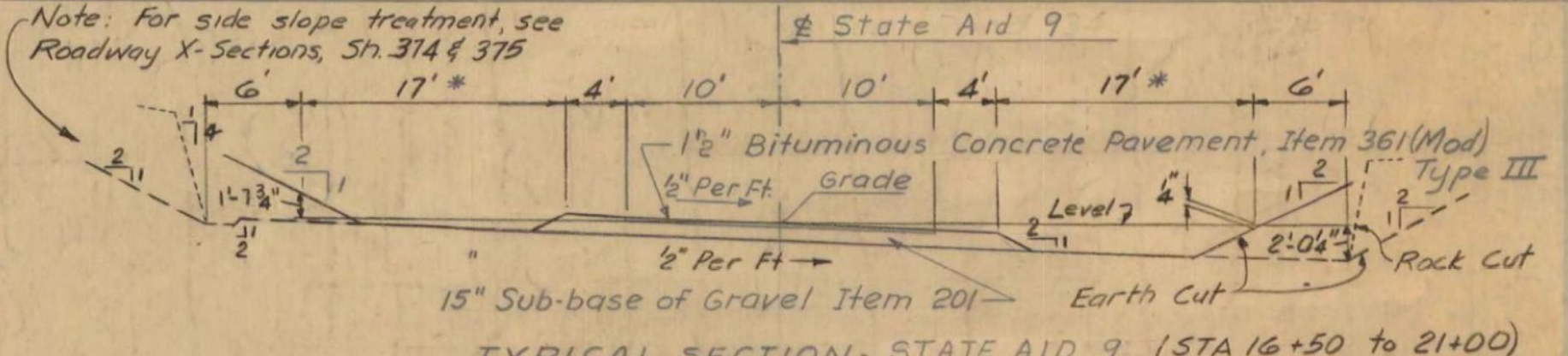
LOCATION	EST LENGTH
Abut #3	30'
Column #3	25'
Column #4	25'
Abut #4	35'

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.

N.B. - All Substructure Units Founded on Point-Bearing Steel H-Piles (12BP53-50/pile)

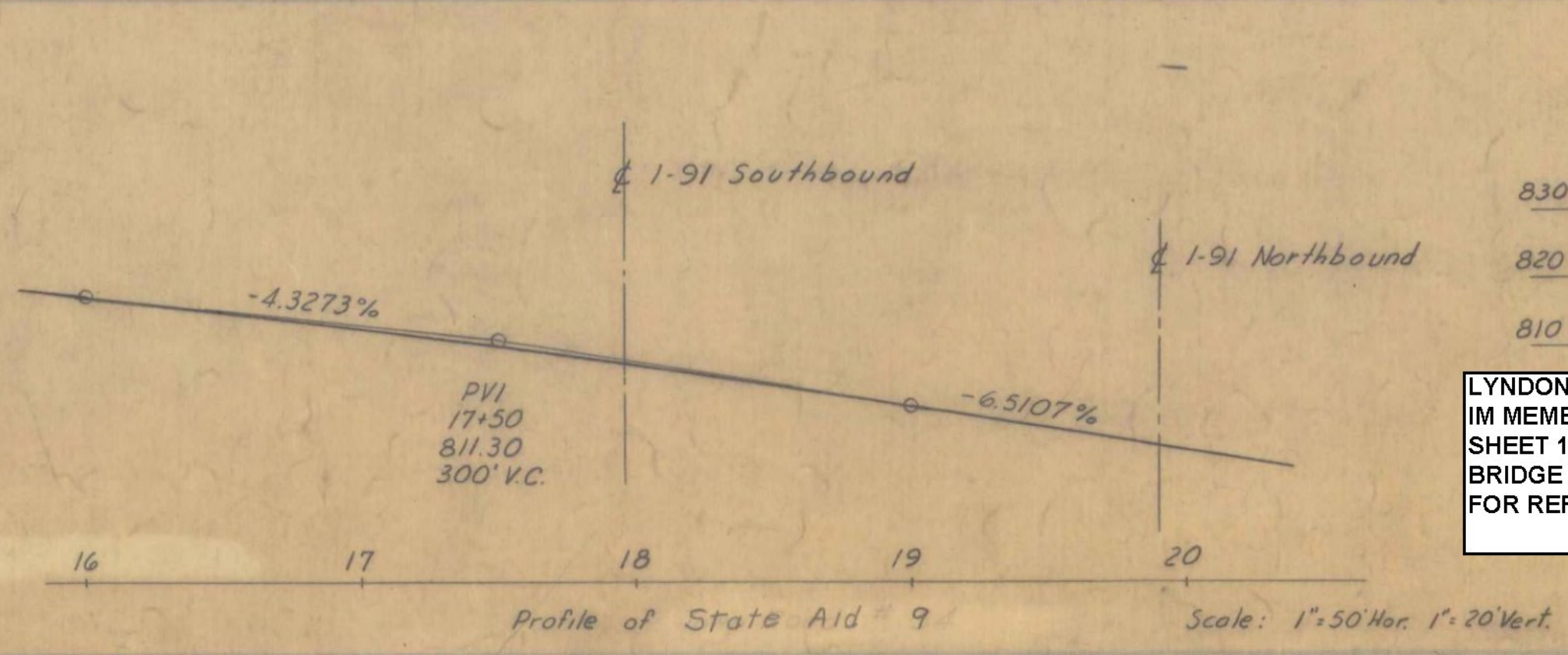
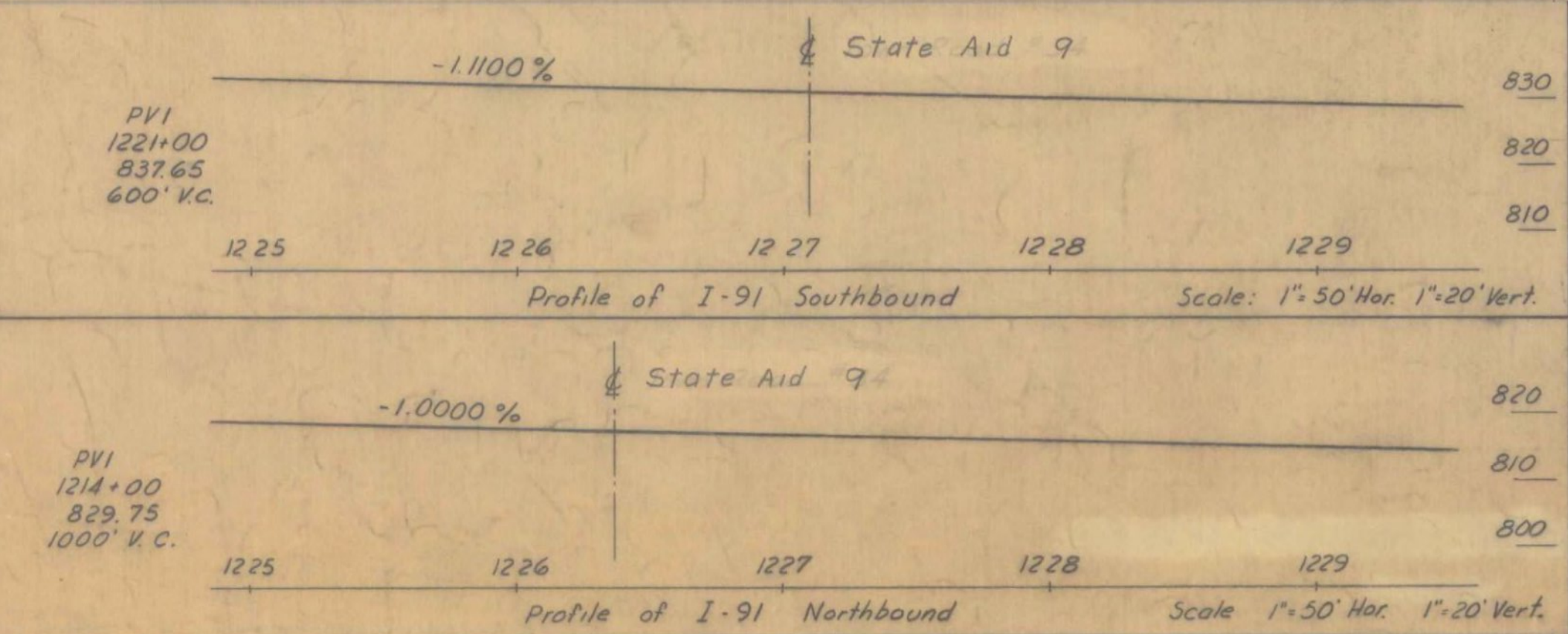
S.B. - All Substructure Units founded on Ledge



SPECIFICATIONS: All materials and construction shall conform to the State of Vermont, Department of Highways, Standard Specifications for Highway and Bridge Construction dated April 1964 and the A.A.S.H.O. Standard Specifications for Highway Bridges dated 1969.

DESIGN LOADING: HS 20-44 as modified for National System of Interstate Highways.

DESIGN STRESSES: A 36 Structural Steel - $f_s = 20,000$ p.s.i.
Reinforcing Steel - $f_s = 20,000$ p.s.i., Concrete - $f'_c = 3000$ p.s.i.
 $n = 10, f_c = 1200$ p.s.i.



STATE OF VERMONT DEPARTMENT OF HIGHWAYS

INTERSTATE LYNDON IN THE TOWNS OF LYNDON

PROJECT: LYNDON-BARTON

ROUTE NO. I-91 OVER STATE AID 9

Stage 2 Construction

RECOMMENDED FOR APPROVAL

CONSTRUCTION ENGINEER	12/30/66
DATE	
BRIDGE ENGINEER	12/30/66
DATE	
CHIEF ENGINEER	12/30/66
DATE	

LYNDON-IRASBURG (IM MEMB) (29)
SHEET 12 OF 55
BRIDGE NO. 95S
FOR REFERENCE ONLY

Updated 4/29/70 AGC, GR, JLA

CONTRACT NO. (18) 361 389
STAGE 1 CONSTRUCTION BR 102