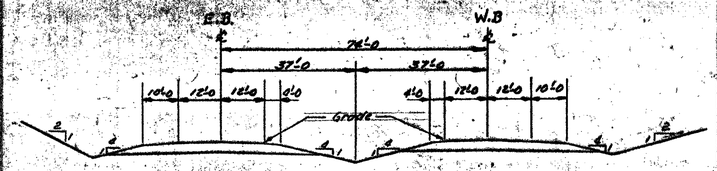
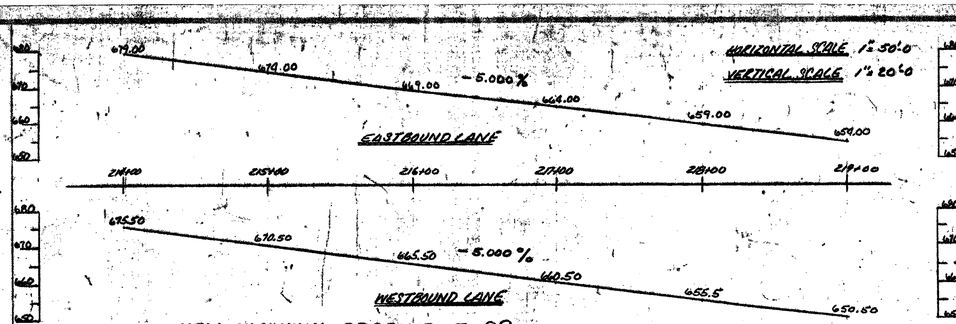


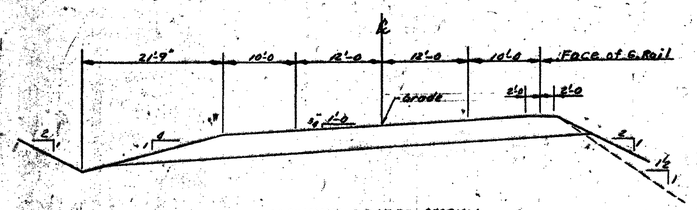
NEW HIGHWAY SECT. STA. TO STA.

SCALE 1" = 20'-0

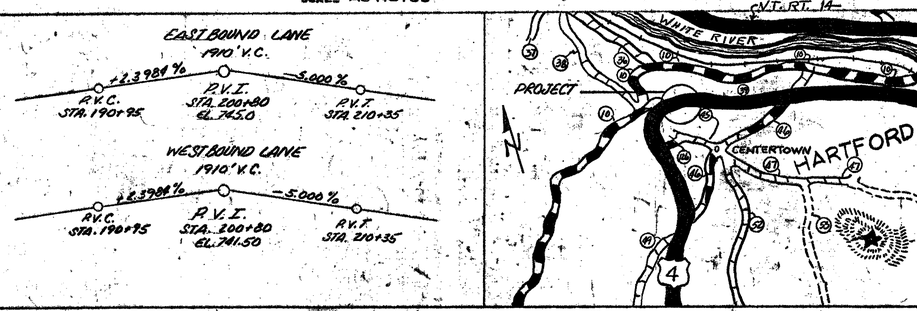


NEW HIGHWAY PROFILE I-89

SCALE AS NOTED



MAXIMUM BANKED SECTION
U.S. ROUTE #4
1" = 10'-0



PROJECT LOCATION

HIGHWAY NO. I-89 NAME OF HIGHWAY

STRUCTURE NO. COUNTY WINDSOR TOWN HARTFORD

PROJECT NO I-89-1(62) LOCATION INTERSTATE 89 UNDER U.S. ROUTE #4

EXISTING STRUCTURE

1 RATED 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
9 SPAN OF EXISTING BRIDGE UPSTREAM WATERWAY TO EXTREME H.W.
SPAN OF EXISTING BRIDGE DOWNSTREAM WATERWAY TO EXTREME H.W.
10 TYPE OF FOUNDATION UNDER EXISTING ABUTMENTS
11 DOES ALL WATER AT FLOOD ELEVATION PASS THROUGH EXISTING STRUCTURE
12 IF NOT AT WHAT ELEVATION IS RELIEF AFFORDED
13 ADDITIONAL WATERWAY AREA PROVIDED

NEW STRUCTURE

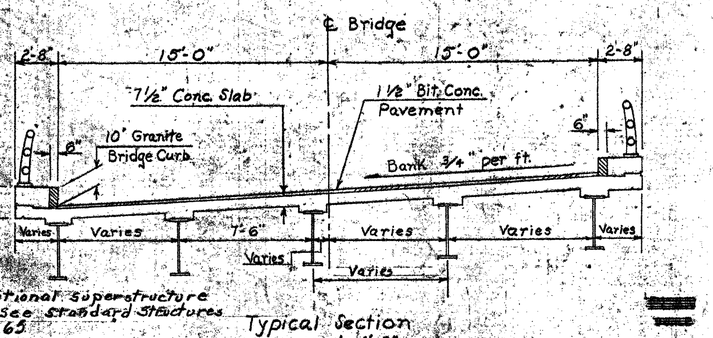
1 RECOMMENDED TYPE OF STRUCTURE A SPAN SIMPLE COMPOSITE WF BEAM SCB-30-65
2 RECOMMENDED CLEAR SPAN OR SPANS 69-99-99-59
MEASURED PARALLEL TO ℄ NEW HIGHWAY 69-99-99-59
MEASURED AT RIGHT ANGLES TO ℄ STREAM N.A.
3 ARE THERE OBJECTIONS TO A PIER IN THE STREAM, ANSWER YES OR NO N.A.
4 ORDINARY HIGH WATER ELEVATION AT NEW STRUCTURE N.A.
5 EXTREME HIGH WATER ELEVATION AT NEW STRUCTURE N.A. SOURCE OF INFORMATION N.A.
6 IS ALL WATER INTENDED TO PASS THROUGH NEW STRUCTURE? N.A.
7 DOES STREAM REACH ITS MAXIMUM HIGH WATER ELEVATION RAPIDLY? N.A. IS ORDINARY RISE RAPID? N.A.
8 LOW WATER ELEVATION AT NEW STRUCTURE N.A.
9 DRAINAGE AREA IN ACRES ABOVE STRUCTURE N.A. CHARACTER OF TERRAINE
10 IS STREAM EVER DRY? N.A.
11 VELOCITY OF STREAM AT HIGH WATER STAGE N.A. ESTIMATED DISCHARGE N.A.
12 AREA FULL OPENING N.A. AREA BELOW ORDINARY H.W. N.A.
13 CHARACTER OF SCOUR N.A. DRIFT N.A. ICE N.A.
14 ESTIMATED DRAINAGE AREA ABOVE NATURAL OR ARTIFICIAL STORAGE N.A.
15 VERTICAL CLEARANCE ABOVE FLOOD ELEVATION N.A.
16 ARE SIDEWALKS REQUIRED, IF SO ON WHAT SIDE NO BOTH SIDES N.A.
17 RECOMMENDED TYPE OF PAVEMENT 1½" BITUMINOUS CONCRETE
18 TRAFFIC TO BE MAINTAINED UNDER ITEM NO. 108 ONE OR TWO WAYS TWO PROBABLE COST N.A.
19 PROBABLE COST OF CLEARING AND GRUBBING STREAM CHANNEL AT STRUCTURE SITE N.A.
20 SHOULD PROVISIONS BE MADE FOR PUBLIC UTILITIES? No
21 ESTIMATED ALLOWABLE LOAD ON FOUNDATIONS 2 Tons/ft² SHOULD PILES BE USED? No

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.

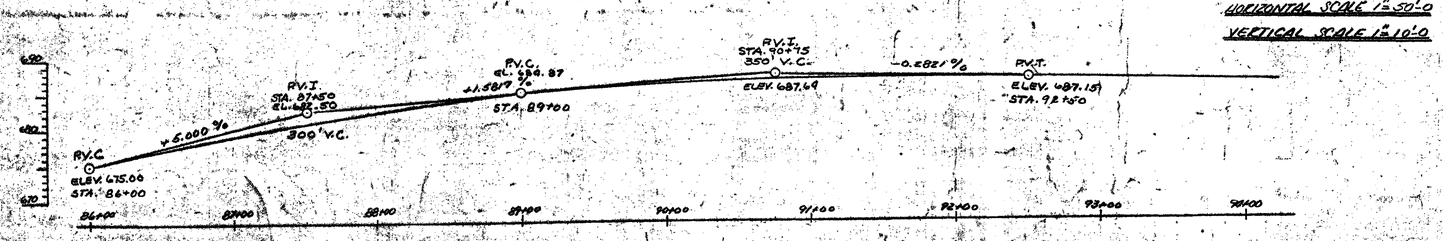
BR # 8

THIS SHEET IS FOR INFORMATION PURPOSES ONLY
HARTFORD-SHARON-ROYALTON IM IR 089-1(6)



For additional superstructure details see standard structures SCB-30-65

Typical Section
Scale 1" = 4'-0"



PROFILE OF U.S. ROUTE #4
SCALE AS NOTED

Recommended for Approval: L.M. Born, Bridge Engineer — Date 8/24/64

Recommended for Approval: R.H. Arnold, Asst. Chief Engineer

Approved by: A.P. Bishop, Chief Engineer

BR 202 OF 214

STATE OF VERMONT
DEPARTMENT OF HIGHWAYS

I-89 IN THE TOWNS OF HARTFORD

ROUTE NO. 4 LOG STA. 217+00

U.S. ROUTE #4 OVER I-89

Bridge Sheet No. BR 14B Sheet 100 of 260