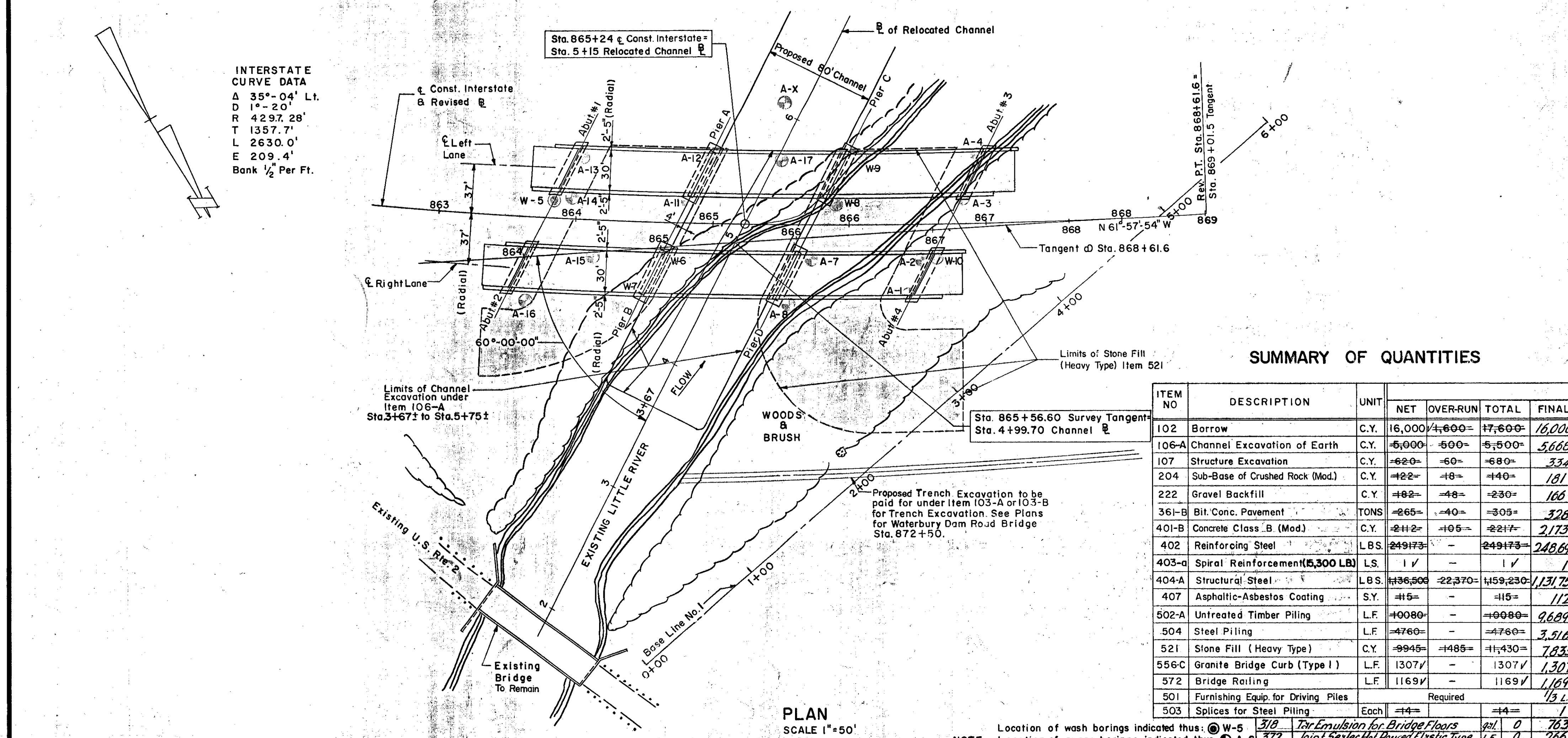


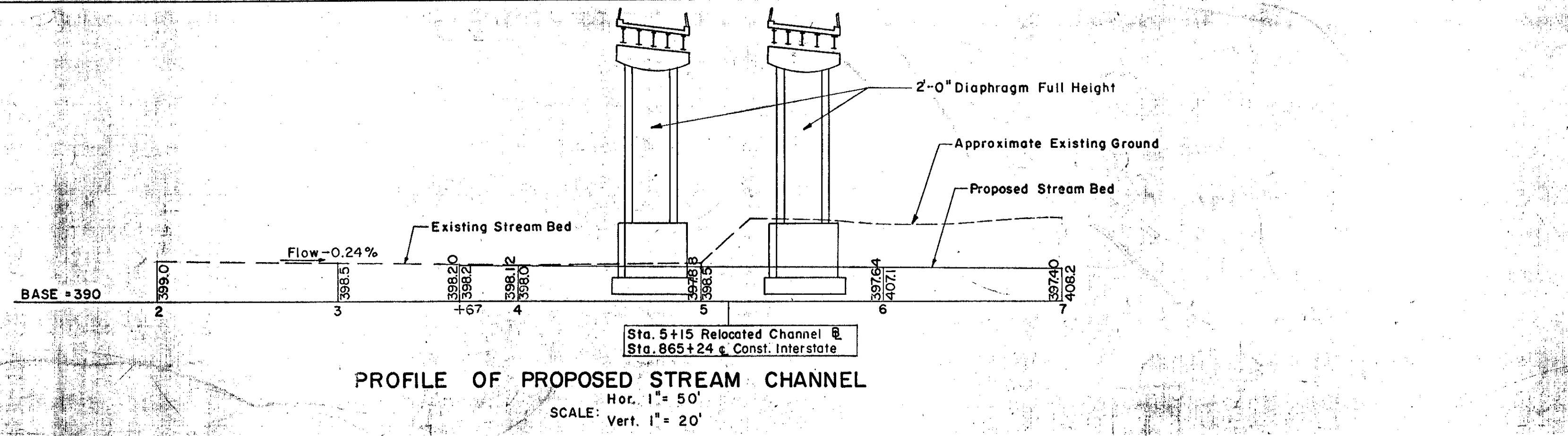
HIGHWAY NO.	1-89	NAME OF HIGHWAY	Interstate	B.P.R. DIV. NO.	1	STATE	VT.	PROJECT NO.	1-89-2(7)	SHEET NO.	79	TOTAL SHEETS	220
STRUCTURE NO.	15	COUNTY	Washington	TOWN	Waterbury								
PROJECT NO.	1-89-2(7)	LOCATION	Sta. 865+24										

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	WATERWAY TO EXTREME H.W.
9. SPAN OF EXISTING BRIDGE UPSTREAM	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	3 Span Composite Steel Stringer Bridge
2. RECOMMENDED CLEAR SPAN OR SPANS	MEASURED PARALLEL TO NEW HIGHWAY 97'-97'-97'
3. ARE THERE OBJECTIONS TO A PIER IN THE STREAM	ANSWER YES OR NO No
4. ORDINARY HIGH WATER ELEVATION AT NEW STRUCTURE	402.0
5. EXTREME HIGH WATER ELEVATION AT NEW STRUCTURE	429.0 SOURCE OF INFORMATION
6. IS ALL WATER INTENDED TO PASS THROUGH NEW STRUCTURE	Yes
7. DOES STREAM REACH ITS MAXIMUM HIGH WATER ELEVATION RAPIDLY	No IS ORDINARY RISE RAPID
8. LOW WATER ELEVATION AT NEW STRUCTURE	398.0
9. DRAINAGE AREA IN ACRES ABOVE STRUCTURE	70.000 CHARACTER OF TERRAIN Mountainous
10. IS STREAM EVER DRY	
11. VELOCITY OF STREAM AT HIGH WATER STAGE	2.6 f.p.s. ESTIMATED DISCHARGE 12,000 c.f.s.
12. AREA FULL OPENING	AREA BELOW ORDINARY H.W. 450 sf.
13. CHARACTER OF SCOUR	DRIFT Medium ICE Medium
14. ESTIMATED DRAINAGE AREA ABOVE NATURAL OR ARTIFICIAL STORAGE	
15. VERTICAL CLEARANCE ABOVE FLOOD ELEVATION	
16. ARE SIDEWALKS REQUIRED, IF SO ON WHAT SIDE	No BOTH SIDES
17. RECOMMENDED TYPE OF PAVEMENT	2" Bituminous Conc. Pavement
18. TRAFFIC TO BE MAINTAINED UNDER ITEM NO.	None 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	SHOULD PILES BE USED EST. LGTH.



ITEM NO	DESCRIPTION	UNIT	NET	OVER-RUN	TOTAL	FINAL
102	Borrow	C.Y.	16,000	+4,600	20,600	16,000
106-A	Channel Excavation of Earth	C.Y.	-5,900	-600	-6,500	5,669
107	Structure Excavation	C.Y.	-620	-60	-680	334
204	Sub-Base of Crushed Rock (Mod.)	C.Y.	+220	+18	+238	181
222	Gravel Backfill	C.Y.	+182	+48	+230	166
361-B	Bit. Conc. Pavement	TONS	+265	+40	+305	328
401-B	Concrete Class B (Mod.)	C.Y.	+212	+105	+317	2173
402	Reinforcing Steel	LBS.	24973	-	24973	24860
403-A	Spiral Reinforcement (5,300 LB)	LS.	1	-	1	1
404-A	Structural Steel	LBS.	+36,500	-22,370	+14,130	131,753
407	Asphaltic-Asbestos Coating	S.Y.	+15	-	+15	112
502-A	Untreated Timber Piling	L.F.	+1000	-	+1000	9689
504	Steel Piling	L.F.	+760	-	+760	3,516
521	Stone Fill (Heavy Type)	C.Y.	+945	+485	+1,430	7,835
556-C	Granite Bridge Curb (Type I)	L.F.	1307	-	1307	1,307
572	Bridge Railing	L.F.	1169	-	1169	1,169
501	Furnishing Equip. for Driving Piles	Required				13 L.S.
503	Splices for Steel Piling	Each	+4	-	+4	1

FOUNDATION INFORMATION	
OBTAINED FOR DESIGN PURPOSES ONLY, 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. For Boring Logs, See Sheet 2	
GENERAL NOTES	
DESIGN SPECIFICATIONS	AASHTO 1957 Edition, and as modified by Vermont Dept. of Highways.
LIVE LOAD:	H20-S16-44 and Military Loading
DESIGN STRESSES	Structural Steel $f_s = 18,000$ p.s.i. Reinforcing Steel $f_s = 20,000$ p.s.i. Concrete $f_c = 1,200$ p.s.i., $f_t = 3,000$ p.s.i.
SUPERSTRUCTURE:	Separate structure for each lane 30' Roadway, 1'-6" Safety Walks, as per SCB-30-56 3 Simple spans, rolled beams, composite designs as per SCB-30-56 (3 @ 97'-0") Aluminum bridge railing, or galvanized bridge railing, and granite bridge curb as per SB-56-57 (1 & 2)
Bearings and diaphragm connections as per SB-20-56 (as mod.)	Approach Slabs as per SB-AS-30° Skew-57.
SUBSTRUCTURE:	Piers: Square columns spaced 20'-0" o.c. 2'-0" Diaphragm Wall as shown, continuous footings. Stub abutments.
FOUNDATIONS:	Abutments-Steel Piles Piers-Untreated Timber Piles



LIST OF SHEETS	
SHEET NO.	DESCRIPTION
79	GENERAL PLAN
80	BORING LOGS
81	PLAN AND ELEVATION
82	ABUTMENTS NO. 1 AND NO. 2
83	ABUTMENTS NO. 3 AND NO. 4
84	WINGWALLS
85	APPROACH SLABS
86	PIERS A AND B
87	PIERS C AND D
88	STRUCTURAL STEEL PLAN
89	STRUCTURAL DETAILS
90	REINFORCING SCHEDULE
91	REINFORCING SCHEDULE
92	HIGHWAY'S PLAN & PROFILE
144-148	INTERSTATE CROSS SECTION
207-220	CHANNEL CROSS SECTION
78	SB-22-58
73-74	SB-56-57 (1 & 2)
75	SB-AS-30° Skew-57
77	SB-20-56
69-70	SCB-30-56 (1 & 2)

IM 089-2(26)
This sheet for information only
BR 48 N & S CONTRACT NO. 1

GENERAL PLAN

STATE OF VERMONT
DEPARTMENT OF HIGHWAYS

INTERSTATE PROJECT in the town of
WATERBURY
OVER STA. 865+24
LITTLE RIVER STA. 5+15

APPROVED BY *Wm. A. Henderson* DATE 12-16-58

THE CLARKSON ENGINEERING CO. INC.
CONSULTING ENGINEERS
BOSTON MASSACHUSETTS

SURVEYED BY J.K. CHECKED BY B.K.B.J.B. SCALE AS NOTED
DRAWN BY J.V.B. IN CHARGE J.V.B. DATE 8-20-57

PROJECT NO. 1-89-2(7) SHEET 224 OF 307