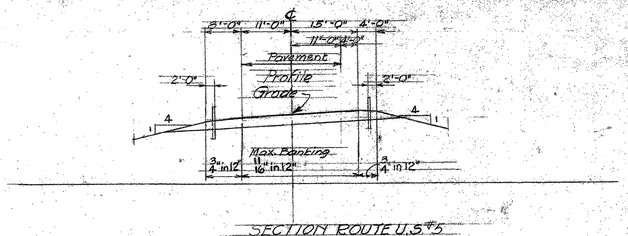
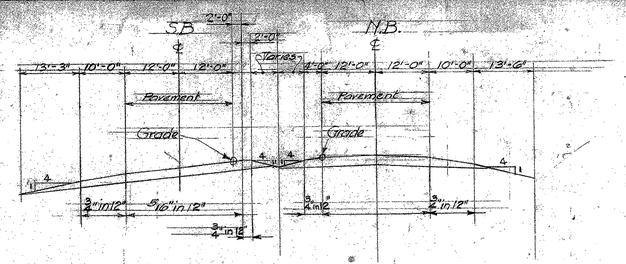



SECTION ROUTE U.S.#5

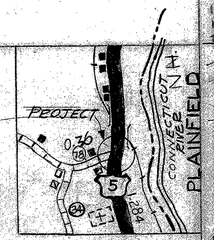
TYPICAL HIGHWAY SECT. ~~STA~~ TO ~~STA~~

SCALE 16"=1'-0"




NEW HIGHWAY: TYPICAL SECTION OF INTERSTATE

SCALE




HIGHWAY NO. I 91 NAME OF HIGHWAY U.S.#5

STRUCTURE NO. COUNTY WINDSOR TOWN HARTLAND

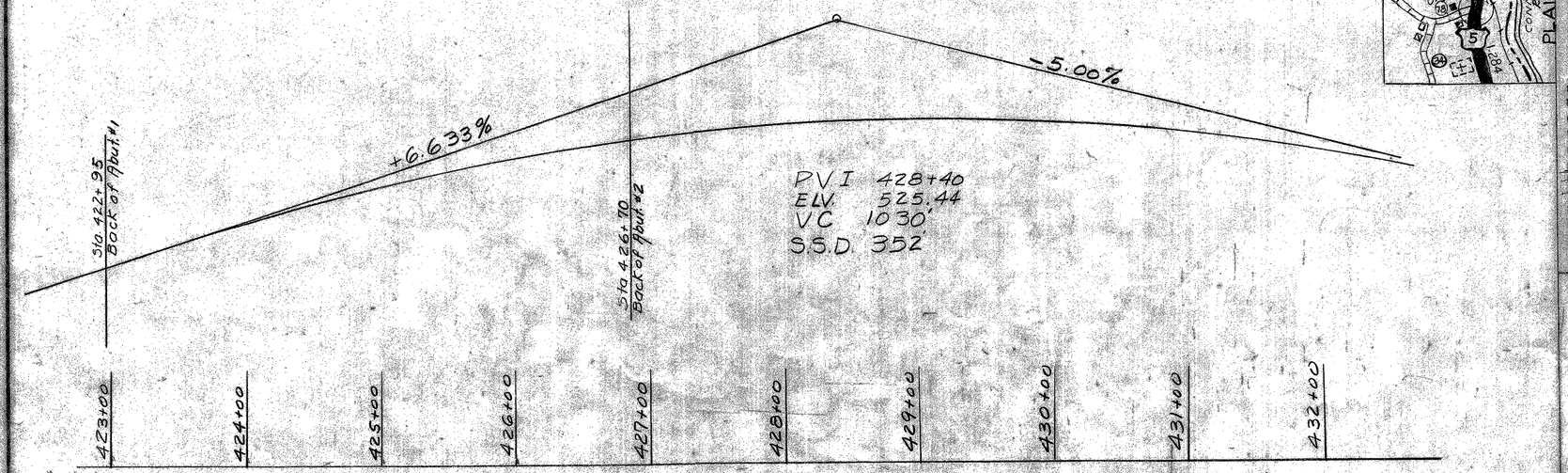
PROJECT NO. I 91-1(22) LOCATION U.S.#5 OVER INTERSTATE (3370+00±)

## 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.
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 5-W Beam Composite Simple Spans
2 RECOMMENDED CLEAR SPAN OR SPANS 54-79-54-94-94
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 BOTTOM DRIFT ICE
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 1½" Bituminous Concrete Pav't and 7½" Slab.
18 TRAFFIC TO BE MAINTAINED UNDER ITEM NO. 108 ONE OR TWO WAYS PROBABLE COST
19 PROBABLE COST OF CLEARING AND SNAGGING STREAM CHANNEL AT STRUCTURE SITE N/A
20 SHOULD PROVISIONS BE MADE FOR PUBLIC UTILITIES? NO
21 ESTIMATED ALLOWABLE LOAD ON FOUNDATIONS 20 Tons/sq.ft. SHOULD PILES BE USED? Yes EST. LGTH. *




PROFILE ROUTE U.S.#5

~~PLATE~~

SCALE

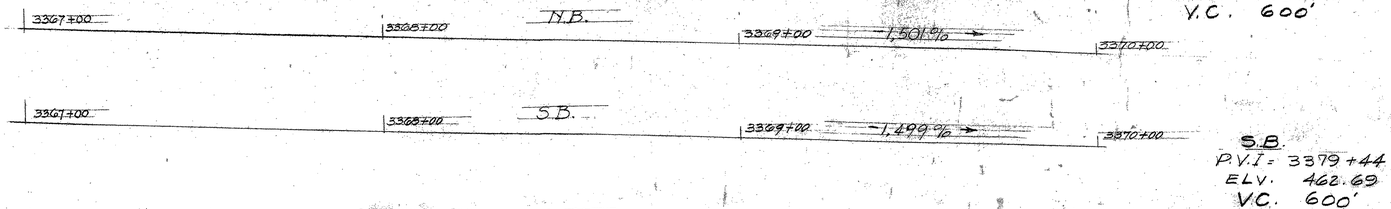
## FOUNDATION INFORMATION

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.

For Details of Superstructure See SCB-30-62

*Estimated Length of Piles (Treated Timber Piles)

Abut. #1 — 45'
Pier #1 — 24'
Pier #2 — 20'
Pier #3 — 20'
Pier #4 — 20'
Abut. #2 — 37'




PROFILE OF INTERSTATE

SCALE

N.B.
P.V.I 3373+70
ELV. 466.02
V.C. 600'

S.B.
P.V.I = 3379+44
ELV. 462.69
V.C. 600'

Design Stresses:
Structural Steel (A-36) fs = 20,000psi
Reinforcing Steel fs = 20,000psi
Concrete fc = 3000psi N=10

THIS SHEET FOR REFERANCE ONLY
HARTLAND IM 091-1(36)
I-91 BRIDGE 38
SHEET 47 OF 85

Stage I Construction

STATE OF VERMONT
DEPARTMENT OF HIGHWAYS
IN THE TOWNS OF
HARTLAND - HARTFORD
ROUTE NO. I-91 LOG STA.
U.S.#5 OVER INTERSTATE

SURVEYED BY DRAWN BY D.R.B. CHKD. BY GUKE ENGINEER IN CHARGE DATE SCALE
PROJECT NO. I 91-1(22) SHEET 44 OF 220

Recommended for Approval 8/5/63 L.M. Boom BRIDGE ENGINEER

Recommended for APPROVAL R.H. Curtis ASST. CHIEF ENGINEER 8/9/63

Approved by A.O. Bullock 8/7/63 Chief Engineer

CONT #2

BR-102