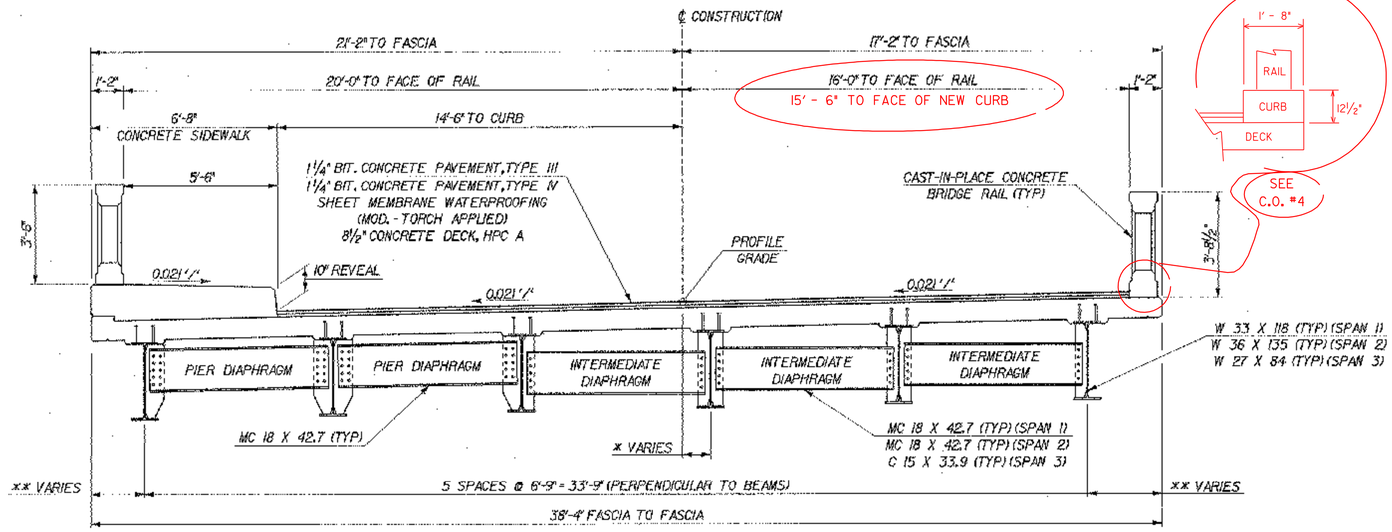
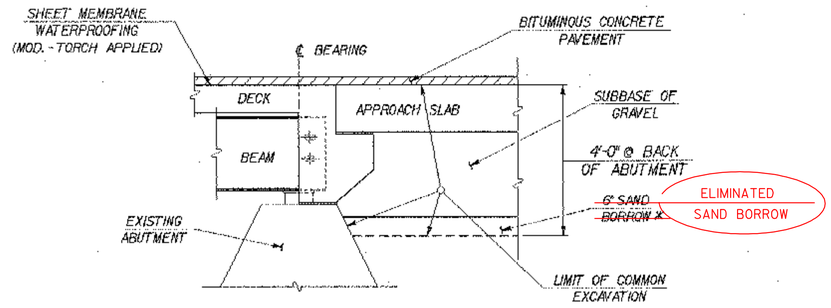


TYPICAL BRIDGE SECTION

SCALE: ⅜" = 1'-0"

(* POSITION OF BEAMS WITH RESPECT TO CENTERLINE CONSTRUCTION VARIES)

(** CURB AND SIDEWALK OVERHANG WIDTHS VARY)

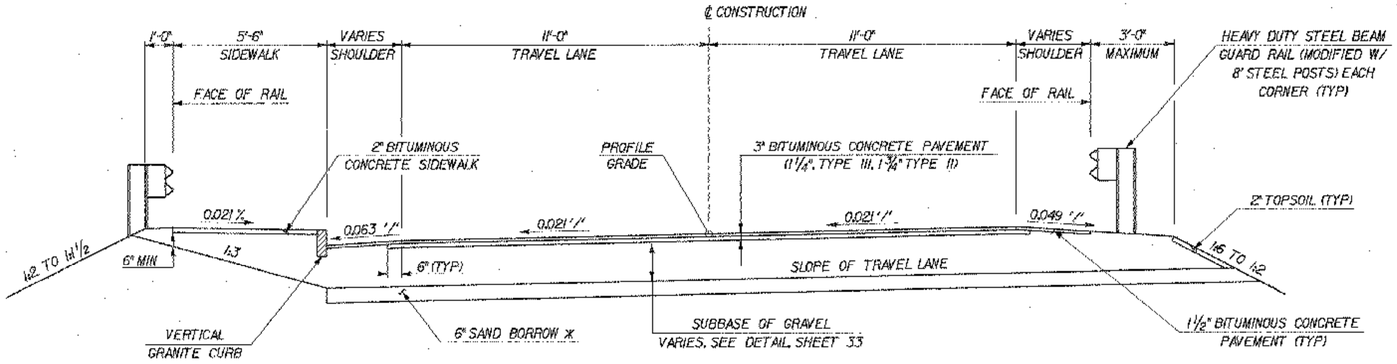


MATERIAL ITEM	TOLERANCE
PAVEMENT	± ¼" TOTAL THICKNESS
SUBBASE OF GRAVEL	± 1"
SAND BORROW *	± 1"

* 6" SAND BORROW TO BE USED ONLY IF SO DIRECTED BY THE RESIDENT ENGINEER.

TYPICAL ABUTMENT EARTHWORK SECTION

SCALE: ½" = 1'-0"



TYPICAL ROADWAY SECTION

SCALE: ⅜" = 1'-0"

* 6" SAND BORROW TO BE USED ONLY IF SO DIRECTED BY THE RESIDENT ENGINEER.

EXISTING STRUCTURE DATA

STRUCTURE TYPE: CONCRETE ABUTMENT WITH REINFORCED CONCRETE DECK, ON ROLLED STEEL BEAMS. THE BRIDGE RAIL IS AN ALUMINUM SPINDLE TYPE, SET ON STEEL POSTS, BUILT IN 1961.

OVERALL LENGTH: 172 FEET INVENTORY RATING: 24.7 TONS

OVERALL DECK WIDTH: 38'-8"

SPAN LENGTH(S) CENTER TO CENTER OF BEARING: SPAN 1: 51'-11 15/16", SPAN 2: 81'-11 7/8", SPAN 3: 31'-11 15/16"

CLEAR SPAN LENGTH(S) NORMAL TO STREAM: 170'-0"

DISPOSITION OF STRUCTURE: REMOVE EXISTING CONCRETE DECK, RAILS, AND STEEL BEAMS. THE EXISTING ABUTMENTS AND PIERS ARE TO BE MODIFIED AS SHOWN. STEEL BEAMS AND RAIL TO BE DISPOSED OF BY CONTRACTOR.

NEW STRUCTURE DATA

STRUCTURE GEOMETRY

STRUCTURE TYPE: NEW STEEL ROLLED BEAMS WITH REINFORCED CONCRETE DECK.

OVERALL LENGTH: 172'-0" (MEASURED ALONG CENTERLINE CONSTRUCTION)

OVERALL DECK WIDTH: 38'-4".

SPAN LENGTH(S) CENTER TO CENTER OF BEARING: SPAN 1: 51'-11 15/16", SPAN 2: 81'-11 7/8", SPAN 3: 31'-11 15/16"

CLEAR SPAN LENGTH(S) NORMAL TO STREAM: 170'-0"

ARE PROVISIONS TO BE MADE FOR PUBLIC UTILITIES? NO

HYDRAULIC DATA

NO CHANGE FROM EXISTING STRUCTURE.

DESIGN CRITERIA

1. DESIGN LIVE LOAD AASHTO: HS 25
2. DESIGN SPAN: 52-82-32
3. ALLOWABLE LOAD FOR SPREAD FOOTINGS ON SOIL: N/A ON LEDGE: N/A
4. ALLOWABLE LOAD FOR PILING: N/A TYPE: N/A ESTIMATED LENGTH: N/A
5. STRUCTURAL STEEL AASHTO GRADE: M270 GR50W
6. REINFORCING STEEL GRADE: 60
7. CONCRETE HPC A f'c = 4000 PSI
   CONCRETE HPC B f'c = 3500 PSI

TRAFFIC MAINTENANCE

TRAFFIC TO BE MAINTAINED BY DETOUR

LOAD FACTOR LOAD RATING (TONS)

LOADING LEVELS (LOAD FACTOR)	TRUCK H	HS	3S2	6 AXLE	3A. STR.	4A. STR.	5A. SEMI
INVENTORY A=2.17; B=1.00	40	55					
POSTED A=1.55; B=1.40	56	76	91		70	72	83
OPERATING A=1.30; B=1.67		91	108	129	83	86	

STRENGTH RF = $\frac{\phi M_N - 1.3\,M_{DL}}{A \times M_{LL+I}}$ SERVICEABILITY RF = $B\left[\frac{.95\,F_y S_{LL+I} - M_{DL}\frac{S_{LL+I}}{S_{DL}} - M_{SDL}\frac{S_{LL+I}}{S_{SDL}}}{1.67\,M_{LL+I}}\right]$

TRAFFIC DATA
ALT VT 122 BR 2

2001 ADT	3,030 VPD	D%	50%
2021 ADT	4,030 VPD	T%	5.0%
2001 ADTT	150 VPD	DESIGN SPEED	35 MPH
2021 ADTT	200 VPD	18 KIP ESALS	(2 LANES)
2001 DHV	370 VPH	20 YR -	746,150
		40 YR -	1,671,144

McFARLAND-JOHNSON, INC.

STATE OF VERMONT
AGENCY OF TRANSPORTATION

Town Of LYNDON	Bridge No. 2
Highway No. ALT VT 122	Log Sta. / Surv. Sta.

CENTER STREET OVER PASSUMPSIC RIVER

PRELIMINARY INFORMATION SHEET

Designed By T.GRANT/S.MERRIAM	Drawn By S.DEUA/S.MERRIAM
Checked By T.GRANT/R.WOOD Date 10/01	Bridge Design Supervisor M.ZYDEL Date 10/01
PROJECT LYNDON	PROJECT NO. BHO 1447(26)
I.G.C. Info. m\549103\6contz\238pl.dgn	
Bridge Sheet No.	Sheet 2 of 34