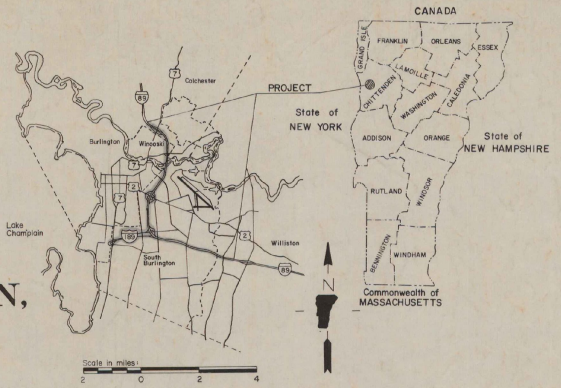


- INDEX OF SHEETS
- Title Page
 - Typical Sheet
 - Details of Special Treatment Areas
 - Quantity Sheet
 - Traffic Plan Location Sheet
 - Traffic Plan Location & Design Sheets
 - Traffic Control Signs Summary Sheets
 - Bridge Detail Sheets
 - Bridge Quantity Sheet I 89-3 (51)
 - Bridge Quantity Sheet I 89-3 (52)
 - Blank
 - E 2 Road Construction Approach Signs
 - E 4 Road Construction Signs - Paving
 - E 6 On Project Construction Signs
 - E 7 Delineation & Barricades for Construction Areas
 - E 8 Typical Major Maintenance Operation Approach Signs
 - E 9 Bridge Maintenance Approach Signs
 - E 10A Typical Moving Maintenance Oper. Approach Signs
 - E 11 Interstate Route Markers & Auxiliary Markers
 - E 17 Regulatory Signs
 - E 21 Warning Signs

STATE OF VERMONT
DEPARTMENT OF HIGHWAYS



PAVEMENT OVERLAY
PROPOSED IMPROVEMENT
TOWNS OF WILLISTON, SOUTH BURLINGTON,
BURLINGTON, WINOOSKI, & COLCHESTER
COUNTY OF CHITTENDEN
INTERSTATE ROUTES I-89 & I-189
MONTPELIER - ST. ALBANS ROAD



WILLISTON-COLCHESTER I 89-3 (51)
BURLINGTON-S. BURLINGTON I 89-3 (52)
RECORD PLANS MATERIALS

EARTH & GRANULA BORROW - MARTEL PIT, RICHMOND, VT.
ASPHALT EMULSION - PETROFINA MONTREAL, QUE.
AGGREGATE FOR SLURRY SEAL - PIKES PIT - RICHMOND, VT.
DEMERS PIT - SHELBURNE, VT.
BIT SURFACE TREATMENT TYPE VI - HOOSIC VALLEY ASPHALT (CHEVRON PRODUCT)
EMULSIFIED ASPHALT - N.H. BIT. PRODUCTS
VULCANIZED RUBBER SHREDS - W.W. ATKINS, WINOOSKI, VT.
BIT. CONC. PAVEMENT - PIKE INDUSTRIES INC. LACONIA, N.H.
MASTIC FOR WATERPROOFING - S.T. GRISWOLD & CO., INC. WILLISTON, VT.
TRAFFIC SIGN TYPE A - UNITED HIGHWAY SIGN CO., INC. MERIDEN, CONN.

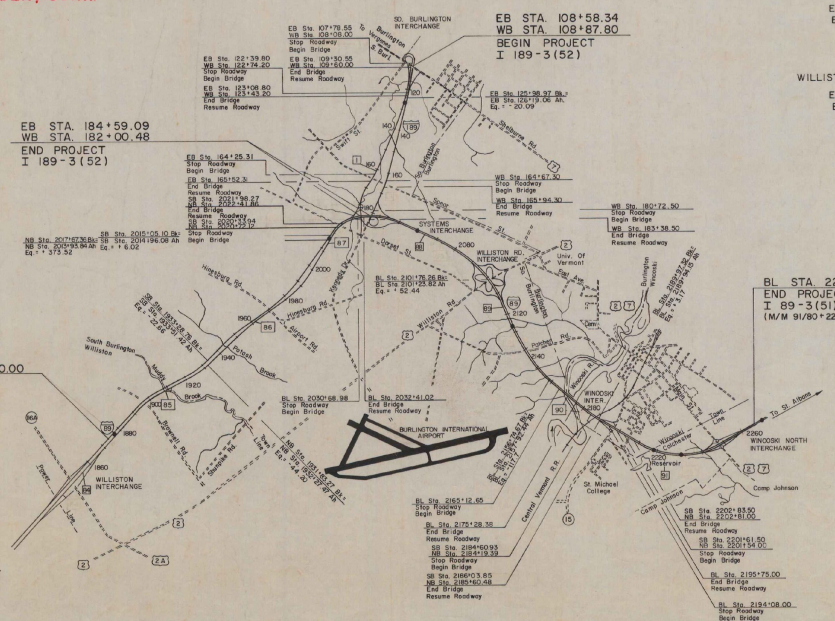
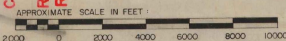
I 89-3 (51)		I 89-3 (52)	
BEGINNING AT A POINT APPROXIMATELY 0.633 MILES EASTERLY OF THE WILLISTON - SOUTH TOWN LINE AND EXTENDING IN A NORTHERLY DIRECTION 7.442 MILES.	7.103 MILES	BEGINNING AT A POINT APPROXIMATELY 72.21 FEET WESTERLY OF THE BURLINGTON - SOUTH BURLINGTON TOWN LINE AND EXTENDING IN A EASTERLY DIRECTION 1.410 MILES.	1.347 MILES
LENGTH OF ROADWAY 37,505.94 FEET	710.3 MILES	LENGTH OF ROADWAY 7,114.47 FEET	0.063 MILES
LENGTH OF BRIDGES 1,788.31 FEET	0.339 MILES	LENGTH OF BRIDGES 332.20 FEET	0.063 MILES
LENGTH OF PROJECT 39,294.25 FEET	7.442 MILES	LENGTH OF PROJECT 7,446.67 FEET	1.410 MILES

NOTE: REFER TO SHEET 3 FOR DETAILS OF AREAS OF SPECIAL TREATMENT.

CONTRACT DATED APR. 24, 1975
CONTRACT BEGAN MAY 20, 1975
CONTRACT COMPLETED OCT. 8, 1975
CONTRACT ACCEPTED OCT. 8, 1975

WILLISTON-COLCHESTER - I 89-3 (51)
BURLINGTON-S. BURLINGTON - I 89-3 (52)
CONTRACTOR - PIKE INDUSTRIES INC. LACONIA, N.H.
RES. ENGR. - RALPH JILLSON
RECORD PLANS - S. MURRAY 1/30/76

- CONVENTIONAL SIGNS
- COUNTY LINE
 - TOWN LINE
 - LIMITS OF ACCESS
 - POINT OF ACCESS
 - FENCE LINE
 - STONE WALL
 - TRAVELED WAY
 - GUARD RAIL
 - RAILROAD
 - SURVEY LINE
 - CULVERT
 - POWER POLE
 - TELEPHONE POLE
 - TREES
 - PROPERTY LINE
 - R.O.W. TAKING LINE
 - SLOPE RIGHTS
 - TOP OF CUT
 - TOE OF SLOPE
 - MILE MARKER
 - U-TURN



TRAFFIC DATA I 89-3(51)

WILLISTON-SYSTEMS INTERCHANGE	SYSTEMS-WILLISTON RD. INTERCHANGE
EST. 1982 ADT 16,250 VPD	EST. 1981 ADT 25,350 VPD
EST. 1982 DHV 2,250 VPH	EST. 1981 DHV 2,800 VPH
D 55%	D 52%
T 9%	T 10%

TRAFFIC DATA I 89-3(52)

WILLISTON RD.-WINOOSKI INTERCHANGE	WINOOSKI-WINOOSKI NO. INTERCHANGE
EST. 1981 ADT 26,350 VPD	EST. 1981 ADT 10,700 VPD
EST. 1981 DHV 2,820 VPH	EST. 1981 DHV 1,650 VPH
D 52%	D 59%
T 10%	T 10%

TRAFFIC DATA I 89-3(51)

SO. BURLINGTON-SYSTEMS INTERCHANGE
END PROJECT I 89-3(51)
(M/M 91/80+222')
EST. 1981 ADT 25,150 VPD
EST. 1981 DHV 2,800 VPH
D 57%
T 8%

These plans are subject to such engineering changes as may be required by the Federal Highway Administration or the Chief Engineer. Construction is to be carried on in accordance with these plans and the Standard Specifications for Highway and Bridge Construction dated January 3, 1972 as approved by the Federal Highway Administration on December 28, 1971 for use on this project, including all subsequent revisions and such revised specification and special provisions as are incorporated in these plans.

SUBMITTED BY ORDER OF THE STATE HIGHWAY BOARD
APPROVED: *E. D. Stuckney* DATE 5/19/74
CHIEF ENGINEER
DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
APPROVED: _____ DATE _____
DIVISION ENGINEER
PROJECT I 89-3 (51)
I 89-3 (51)
SHEET 1 OF 25 SHEETS

NOTE: REFER TO SHEET 3 FOR DETAILS OF AREAS OF SPECIAL TREATMENT.

TYPICAL SECTIONS

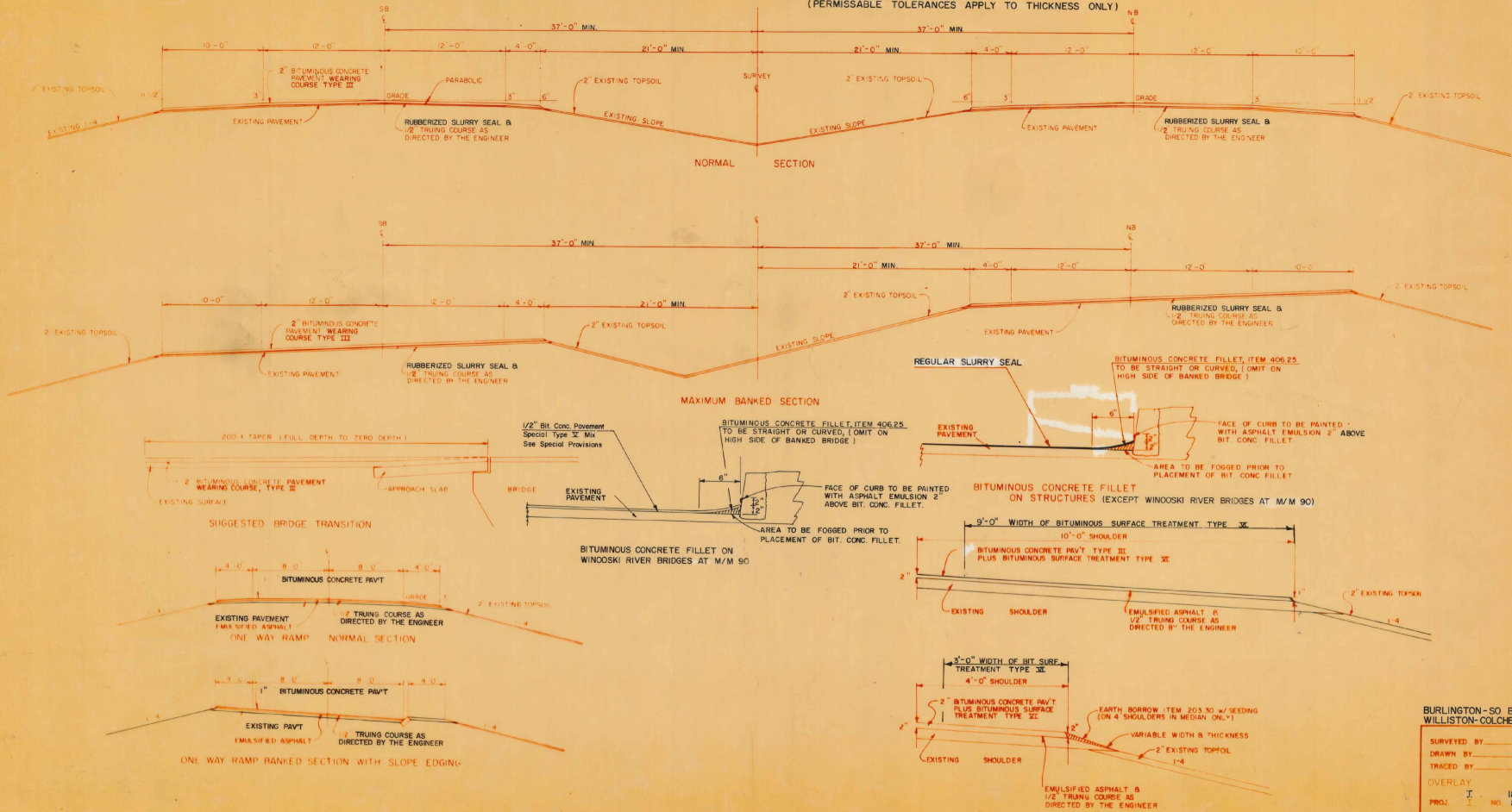
- 2" BITUMINOUS CONCRETE PAVEMENT OVERLAY, ITEM 406.25, WEARING COURSE TYPE III (1 1/4" FOR TOTAL THICKNESS)
W/ TRUING COURSE - 1/2" AVERAGE DEPTH, ITEM 406.25
FOR SHOULDER COMPOSITION, SEE SKETCH LOWER RIGHT.
 - BITUMINOUS SURFACE TREATMENT TYPE III, 404.40
 - 3/4" OPEN GRADED ASPHALT FRICTION COURSE, ITEM 409.25
 - 1 1/4" BITUMINOUS CONCRETE PAVEMENT, ITEM 406.25
- SEE NOTE AT UPPER LEFT
- RUBBERIZED SLURRY SEAL (SEE SCHEDULE AT UPPER LEFT FOR AREAS OF THIS TREATMENT).
ASPHALT EMULSION FOR SLURRY SEAL, ITEM 403.10
AGGREGATE FOR SLURRY SEAL, ITEM 405.15, (26" WIDTH)
VULCANIZED RUBBER SHREDS, ITEM 405.20
EMULSIFIED ASPHALT, ITEM 404.65
- REGULAR SLURRY SEAL (BRIDGES ONLY - ALL BRIDGES EXCEPT WINOOSKI RIVER BRIDGE AT M/M 90)
ASPHALT EMULSION FOR SLURRY SEAL, ITEM 403.10
AGGREGATE FOR SLURRY SEAL, GENERAL, ITEM 403.12

SEEDING, ITEM 651.10	%WT.	LBS/ACRE	NAME	PURITY%	GERM%
41.67	25		CREeping RED FESCUE	98	85
25.00	15		ALFALFA	99	85
8.33	5		RED TOP	92	85
16.67	10		PERENNIAL RYE GRASS	95	90
8.33	5		BIRDFOOT TREFOLI (VAR. EMPIRE)	98	90
100.00	60		LBS PER ACRE		

THE SEED MIXTURE SHALL NOT HAVE A WEED CONTENT EXCEEDING 0.40% BY WEIGHT AND SHALL BE FREE FROM ALL NOXIOUS WEED SEED.

SPECIAL TREATMENT ON WINOOSKI RIVER BRIDGES AT M/M 90
1/2" BITUMINOUS CONCRETE PAVEMENT (SPECIAL TYPE IV MIX - SEE SPECIAL PROVISIONS)
EMULSIFIED ASPHALT

(PERMISSIBLE TOLERANCES APPLY TO THICKNESS ONLY)

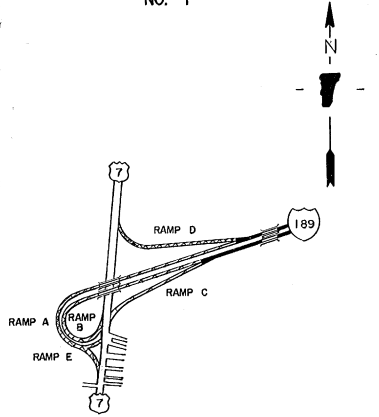


BURLINGTON-SO BURLINGTON
WILLISTON-COLCHESTER

SURVEYED BY: _____ DATE: _____
DRAWN BY: _____ DATE: _____
TRACED BY: _____ DATE: _____

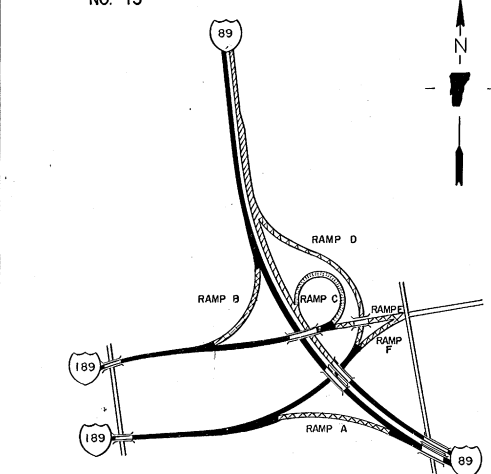
OVERLAY
PROJ. I NO. 189-3(52)
89-3(51)
SHEET 2 OF 25

**SOUTH BURLINGTON INTERCHANGE
NO. 1**



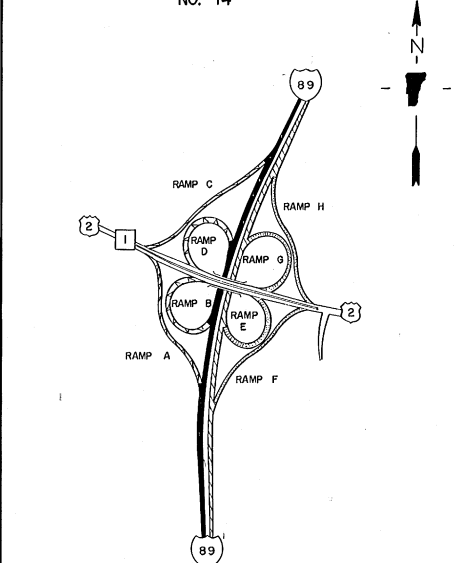
SLURRY SEAL & 2" OVERLAY
 EMULSIFIED ASPHALT & 1" OVERLAY } See typical sheet 2

**SYSTEMS INTERCHANGE
NO. 13**

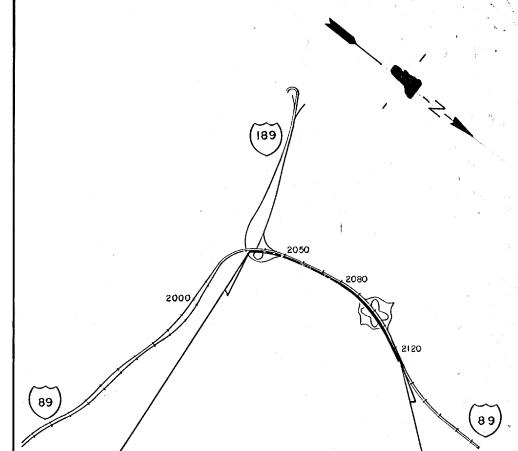


SLURRY SEAL & 2" OVERLAY } See typical sheet 2
 EMULSIFIED ASPHALT & 1" OVERLAY } See typical sheet 2
 SLURRY SEAL & 2" OVERLAY (See Mainline typical below)
 EMULSIFIED ASPHALT & 1" OVERLAY (See Ramp typical below)

**WILLISTON ROAD INTERCHANGE
NO. 14**



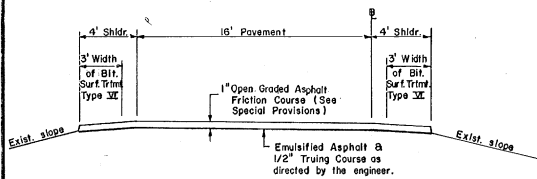
SLURRY SEAL & 2" OVERLAY } See typical sheet 2
 EMULSIFIED ASPHALT & 1" OVERLAY } See typical sheet 2
 SLURRY SEAL & 2" OVERLAY (See Mainline typical below)
 EMULSIFIED ASPHALT & 1" OVERLAY (See Ramp typical below)



NB LANE TO RECEIVE SPECIAL TREATMENT (AS INDICATED IN MAINLINE DETAIL BELOW) FROM STA. 2032+41.02 TO U-TURN AT STA. 2127+59 ± (M/M 87/40+157') (M/M 89/20+117')

NOTES:

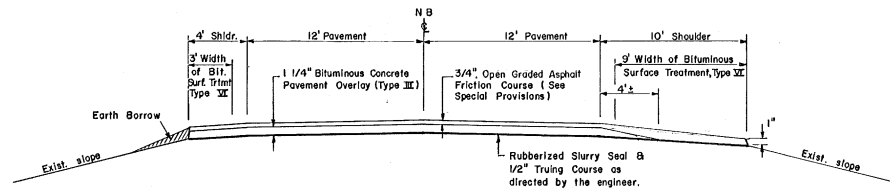
- 1) Portions of mainline and ramps not shown above are to be treated in accordance with details on sheet 2.
- 2) See Sheet 2 for seeding and general notes.



**TYPICAL RAMP SECTION
SPECIAL TREATMENT AREA**

Ramps E,F,G,H Interchange 14
Ramp C Interchange 13

Note: Trueing course for all ramps will be Bituminous Concrete Pavement, Type III.



**TYPICAL MAINLINE SECTION
SPECIAL TREATMENT AREA**

DETAILS OF SPECIAL TREATMENT AREAS

SURVEYED BY	DATE
DRAWN BY R.M.M.	DATE 4/74
TRACED BY S.B.S.	DATE 4/74
BURLINGTON-SO. BURLINGTON WILLISTON-COLCHESTER	
PROJ. I NO. 189-3(52)	
SHEET I OF 23	89-3(51)

QUANTITY SHEET

STATE OF VERMONT DEPARTMENT OF HIGHWAYS
 Burlington - So. Burlington
 Williston - Colchester PROJECT NO. 1 89-3 (52)
 1 89-3 (51)

APPROXIMATE SUMMARY OF QUANTITIES

ITEM NO.	QUANTITIES			UNIT	ITEMS	RWDG.	ITEM NO.
	1 89-3 (52)	1 89-3 (51)	GRAND TOTAL				
	100	1,900	1,500	CY	Earth Borrow	Est.	203.30
	100	400	500	CY	Granular Borrow	Est.	203.32
	118	995	909	CWT	Asphalt Emulsion for Slurry Seal		403.10
	22	74	96	TON	Aggregate for Slurry Seal, General		403.12
	5,650	30,350	36,200	GAL	Bituminous Surface Treatment, Type VI	83	404.40
	3,200	15,500	18,700	GAL	Emulsified Asphalt	85	404.65
	1,750	10,950	12,400	CWT	Asphalt Emulsion for Slurry Seal	36	405.10
	170	1,000	1,210	TON	Aggregate for Slurry Seal	5	405.15
	66	400	470	TON	Vulcanized Rubber Shreds	1	405.20
	8,010	44,210	52,220	TON	Bituminous Concrete Pavement	3	406.25
		2,150	2,150	TON	Open Graded Asphalt Friction Course	3	406.25
	3	15	18	EA	Changing Elevations of Drop Inlets, Catch Basins or Manholes	Est.	604.90
				LS	Structural Steel (31.390 lbs.)	Est.	566.94
	5	30	35	HR	All-Purpose Excavator Rental	Est.	608.25
	5	20	25	HR	Power Broom Rental	Est.	608.30
				TON	Dust & Ice Control - Calcium Chloride	Est.	609.15
	100	600	700	HR	Uniformed Traffic Officers	Est.	630.10
				EA	Employee Traineeship	Est.	631.10
				LS	Mobilization	Est.	635.10
	0.15	0.85	1	LS	Traffic Control (1 89-3 (51))	Est.	641.10
				LS	Traffic Control (1 89-3 (52))	Est.	641.10
	25	180	185	LB	Seed	Est.	651.10
	100	100	200	SF	Traffic Signs, Type A	Est.	675.20
	100	100	200	SF	Traffic Signs, Type B	Est.	675.25

DETAILED SUMMARY OF QUANTITIES

QUANTITIES	UNIT	ITEMS
Bituminous Concrete Pavement		
5,477	TON	Overlay - Mainline (incl. speed change lanes & tapers)
606	TON	Overlay - Ramps
1,615	TON	Leveling Course - Mainline
312	TON	Leveling Course - Ramps
0	TON	Rounding
8,010	TON	Total
Emulsified Asphalt		
2,066	GAL	Mainline (Including Speed Change Lanes & Tapers)
1,118	GAL	Ramps
28	GAL	Rounding
3,200	GAL	Total
Bituminous Surface Treatment, Type VI		
5,048	GAL	Mainline (Including Speed Change Lanes & Tapers)
569	GAL	Ramps
39	GAL	Rounding
5,650	GAL	Total

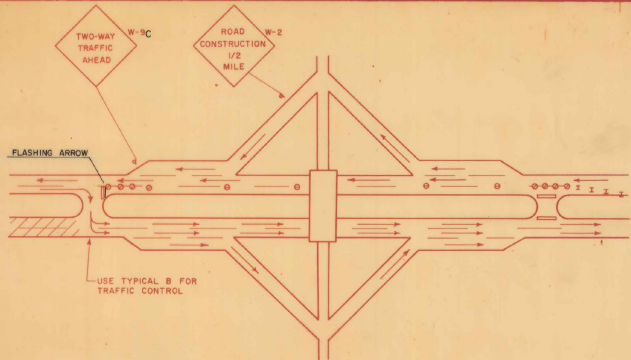
DETAILED SUMMARY OF QUANTITIES

QUANTITIES	UNIT	ITEMS
Bituminous Concrete Pavement		
3,102	TON	Overlay - Mainline (incl. speed change lanes & tapers) *
2,705	TON	Overlay - Ramps
8,302	TON	Leveling Course - Mainline
1,588	TON	Leveling Course - Ramps
3	TON	Rounding
44,210	TON	Total
Open Graded Asphalt Friction Course		
1,481	TON	Mainline
666	TON	Ramps
3	TON	Rounding
2,150	TON	Total
Emulsified Asphalt		
2,814	GAL	Mainline (Including Speed Change Lanes & Tapers) **
5,026	GAL	Ramps
60	GAL	Rounding
15,500	GAL	Total
Bituminous Surface Treatment, Type VI		
27,369	GAL	Mainline (Including Speed Change Lanes & Tapers)
3,131	GAL	Ramps
50	GAL	Rounding
30,550	GAL	Total

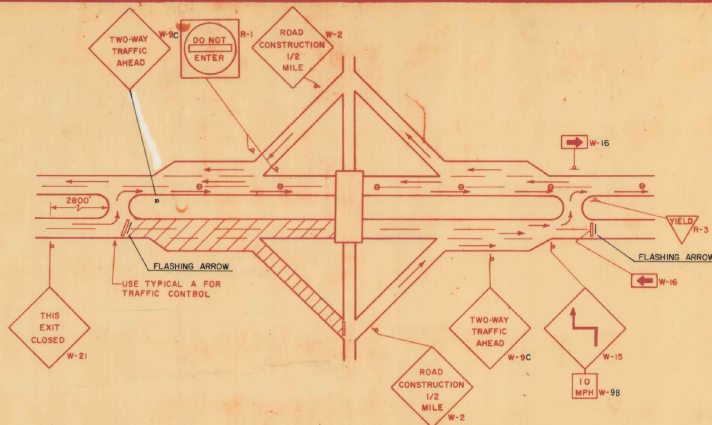
* Includes quantities for Winooski River Bridges
 ** Includes Bridge quantities

SUMMARY SHEET NO. _____ OF _____ 19 _____

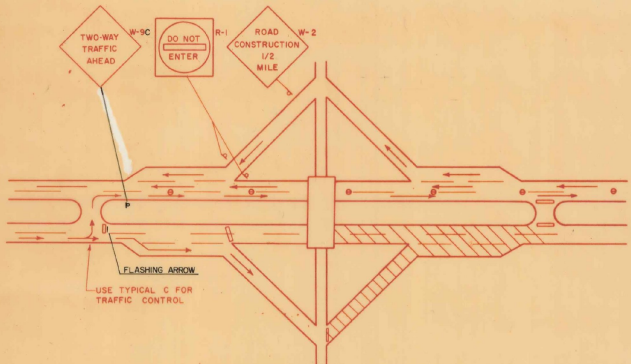
STATIONS		PAVEMENT WIDTHS			EQUATIONS	
FROM	TO	16' Roadway	24' Roadway	Bridges	+	-
1 89-3 (51)						
Northbound						
1875+00	2020+72.12		1980+1.44		373.52	96.20
2020+72.12	2032+41.86			169.75		
2032+41.86	2030+69.98		827.12			
2030+69.98	2032+41.86			172.04		
2032+41.86	2165+12.65		13206.37		55.44	117.7
2165+12.65	2175+28.38			891.01	1015.73	
2175+28.38	2185+19.39				151.59	
2185+19.39	2185+06.48			850.69		3.17
2185+06.48	2194+08.00				167.00	
2194+08.00	2195+75.00			579.00		
2195+75.00	2201+61.50				122.00	
2201+61.50	2202+83.50			6419.00		
2202+83.50					37675.63	1792.60
NB Totals						
Southbound						
1875+00	2020+33.94		14617.30		6.02	22.66
2020+33.94	2021+98.27			164.33		
2021+98.27	2030+68.98		870.71			
2030+68.98	2032+41.02			172.04		
2032+41.02	2185+12.65		13206.37		52.44	117.7
2185+12.65	2175+28.38			932.55	1015.73	
2175+28.38	2185+06.48				142.32	
2185+06.48	2186+03.85			807.32		3.17
2186+03.85	2194+08.00				167.00	
2194+08.00	2195+75.00			586.50		
2195+75.00	2201+61.50				122.00	
2201+61.50	2202+83.50			6416.50		
2202+83.50					37337.25	1784.52
SB Totals						
1 89 Average Lengths					37505.84	1788.31
1 89-3 (52)						
Eastbound						
108+56.31	109+30.55				72.21	
109+30.55	118+53	922.45				
118+53	122+39.80		386.80			
122+39.80	123+08.80			69.00		
123+08.80	161+25.31			4096.42		20.09
161+25.31	162+55.31				127.00	
162+55.31	180+59.09			1906.78		
EB Totals			922.45		6990.00	268.21
Westbound						
108+87.80	109+60.00				72.20	
109+60.00	122+04	1248.00				
122+04	122+74.20		70.20			
122+74.20	123+43.20			69.00		
123+43.20	164+07.30			4124.10		
164+07.30	165+04.30				127.00	
165+04.30	180+72.50			1478.20		
180+72.50	182+00.48				127.88	
WB Totals			1248.00		5672.50	396.18
1 89 Average Lengths			1083.22		6011.25	332.20
TOTALS						
LENGTH OF PROJECT						
STATIONS	FEET	MILES	REMARKS			
1 89-3 (51)						
1875+00	2207+00	39294.25	7.442	Average Length - NB & SB Lanes		
1 189-3 (52)						
108+72.07	181+29.785	7466.67	1.410	Average Length - EB & WB Lanes		
BURLINGTON - SO. BURLINGTON 1 189-3 (52)						
WILLISTON - COLCHESTER 1 89-3 (51)						



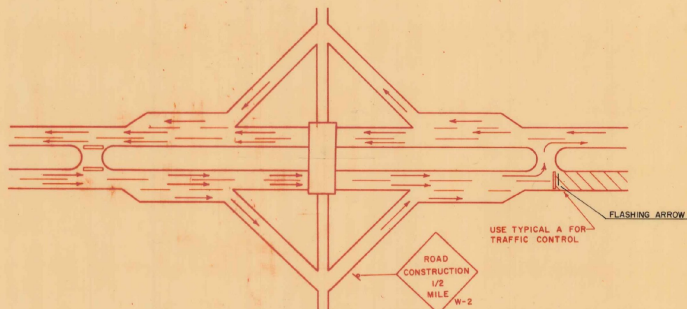
TYPICAL TRAFFIC PATTERN (1)
DURING WORK APPROACHING INTERCHANGE



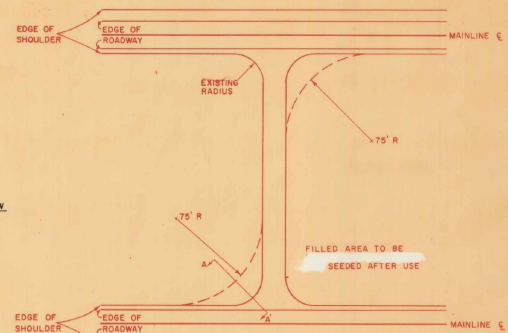
TYPICAL TRAFFIC PATTERN (2)
DURING WORK ON EXIT RAMP
(NO EXIT FOR TRAFFIC ON LANE UNDER CONSTRUCTION)



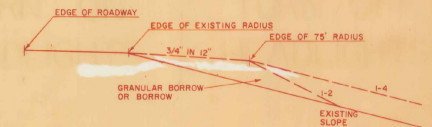
TYPICAL TRAFFIC PATTERN (3)
DURING WORK ON ENTRANCE RAMP
(NO ENTRANCE TO LANE UNDER CONSTRUCTION)



TYPICAL TRAFFIC PATTERN (4)
FOR WORK BEYOND INTERCHANGE



MODIFICATION OF EXISTING U-TURN



SECTION A-A

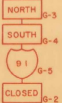
NOTES

1. The traffic signs called for are the minimum required for proper traffic control. Additional signs or modifications in placement may be necessary because of unusual conditions at certain locations.
2. Refer to Std. Sheets E 4 & 7 for design information of signs, and barricades.
3. Diagrams are for work on NB lane. Invert for work on SB.
4. U turns to be used or modified shall be designated by the paving engineer.

THIS SIGN IS TO BE PLACED ON THE POST SUPPORTING THE EXISTING SIGN READING "NEXT EXIT () MILES", APPROXIMATELY ONE MILE IN ADVANCE OF THE INTERCHANGE BEFORE THE INTERCHANGE UNDER CONSTRUCTION, WHEN TYPICAL TRAFFIC PATTERN (2) IS IN EFFECT.

W-18

THIS ASSEMBLY, DISPLAYING NORTH OR SOUTH AS APPLICABLE, SHALL BE USED WHEN TYPICAL TRAFFIC PATTERN 3 IS IN EFFECT. IT SHALL BE ERRECTED ON THE APPROPRIATE ACCESS ROAD, NEAR A JUNCTION WITH A STATE HIGHWAY OR OTHER LOCATION DIRECTED BY THE ENGINEER.



- CONES AT 350 FOOT SPACING
- CONES AT 100 FOOT SPACING
- CONES AT 10 FOOT SPACING
- 1 TYPE I BARRICADE
- 2 TYPE III BARRICADE
- q FLAGMAN
- ▨ CURRENT WORK AREA

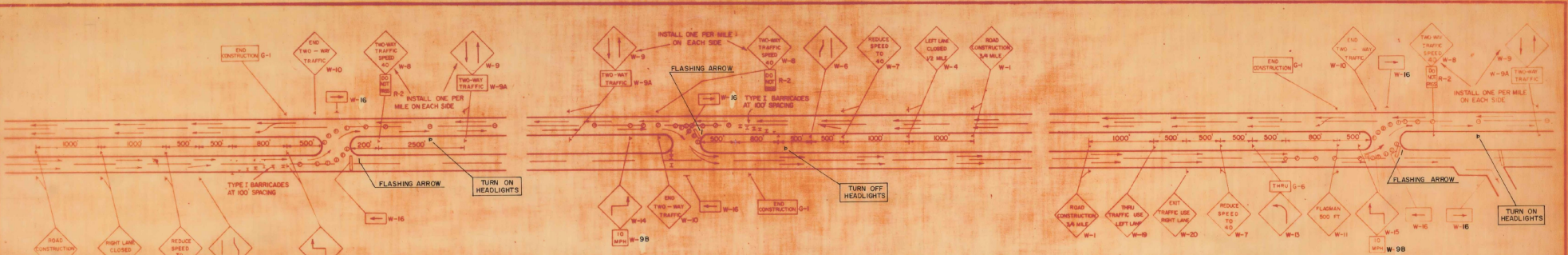
TRAFFIC CONTROL FOR INTERCHANGE AREAS

REFER TO SHEET 6 OF 25 FOR TYPICALS A, B, & C

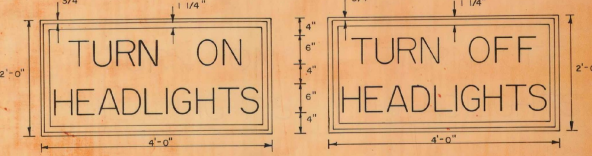
TRAFFIC PLAN
LOCATION SHEET

BURLINGTON-SO. BURLINGTON
WILLISTON-COLCHESTER

SURVEYED BY _____ DATE _____
DRAWN BY _____ DATE _____
TRACED BY D.G. DATE 3/73
OVERLAY
I 189-3(52)
PROJ. 1 NO. 89-3(51)
SHEET 5 OF 25

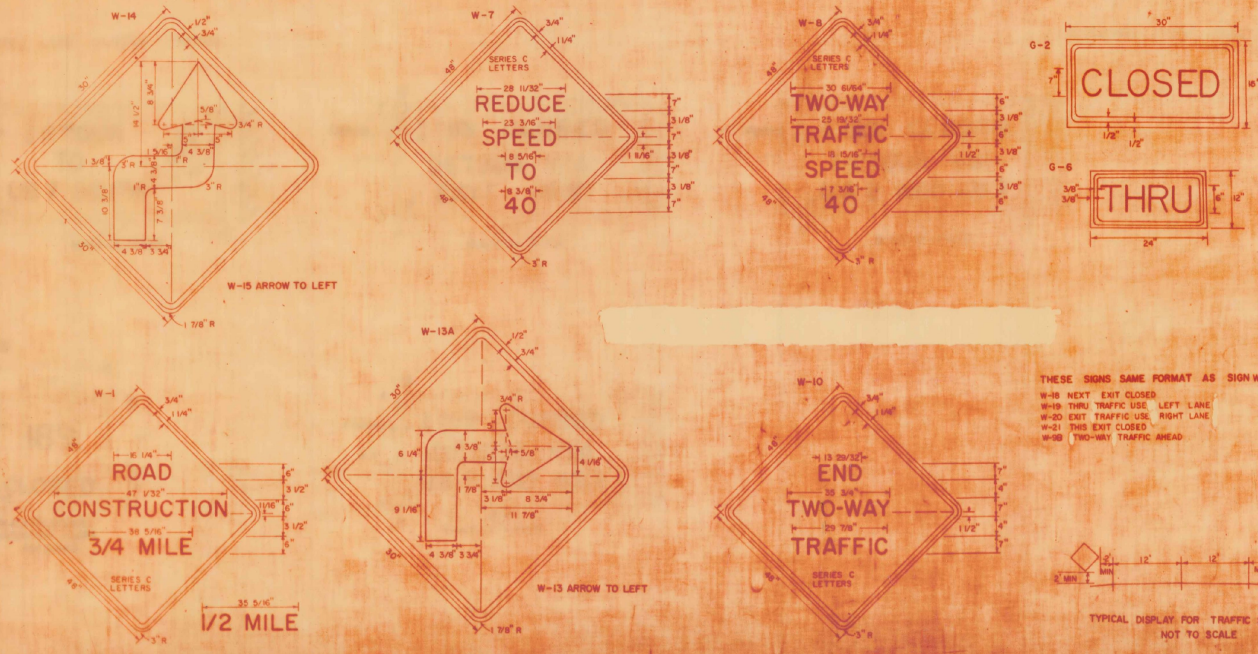


- LEGEND**
- CONES AT 350' SPACING
 - ⊙ CONES AT 100' SPACING
 - ⊙ CONES AT 10' SPACING
 - I TYPE I BARRICADE
 - ▬ TYPE III BARRICADE
 - FLAGMAN

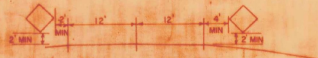


GENERAL NOTES

1. Sign H-3 and H-5 on Standard Sheet E-2 shall be placed at the beginning and end of the project.
2. The traffic signs indicated on this sheet are to be placed as shown above of all work areas where the normal flow of traffic is interrupted or changed.
3. Standard Type I Barricades (Standard E-7) are to be placed at 100 foot intervals through lane tapers.
4. Standard Type III Barricades (Standard E-7) are to be placed at all locations where traffic would have access into the work area and at that location of the end of a two-way zone where traffic is being directed back into its normal lane.
5. Cones are to be placed at varying spacing throughout the construction zone as shown in Typical Traffic Control Diagrams. The cones shall be stabilized to withstand air currents generated by traffic and natural causes.
6. For additional information regarding materials, design, lettering, etc for traffic signs and barricades see Standard Sheets E-2, E-4, E-6, E-7, E-8, E-9, E-11, E-17, E-21.
7. Cones will be Orange in color and shall be a minimum of 28 inches in height. Those used for night-time traffic control shall be reflectorized.
8. Traffic will be diverted from one roadway to the other via existing crossovers or new crossovers constructed by the contractor with the approval of the Engineer.
9. The contractor will be responsible for furnishing the necessary mounting supports for the display of all signs.
10. Signs not called for on the plans may be ordered by the Engineer and paid for as Item 675.20, Traffic Signs, Type A, or as Item 675.25, Traffic Signs, Type B.
11. Refer to Specification 641 Traffic Control for flashing arrows.
12. Headlight control signs are to be removed one hour before sunset and erected one hour after sunrise when 2way traffic is maintained 24 hours a day.



THESE SIGNS SAME FORMAT AS SIGN W-1
 W-16 NEXT EXIT CLOSED
 W-19 THRU TRAFFIC USE LEFT LANE
 W-20 EXIT TRAFFIC USE RIGHT LANE
 W-21 THIS EXIT CLOSED
 W-22 TWO-WAY TRAFFIC AHEAD



TRAFFIC PLAN LOCATION AND DESIGN SHEET

BURLINGTON-SO. BURLINGTON
WILLISTON-COLCHESTER

PREPARED BY: SER DATE: 7-73
 DRAWN BY: SWS DATE: 7-73
 TRACED BY: RAB DATE: 3-73

OVERLAY
 PROJ. NO. 189-3(52)
 89-3(51)

SHEET 6 OF 25

TRAFFIC CONTROL SIGNS SUMMARY SHEET

IDENTIFICATION	NUMBER OF SIGNS	SIZE		TEXT	SIGN COLOR			TOTAL SIGN AREA
		WIDTH	HEIGHT		TEXT	BACK-GROUND		
W-1	4	48"	48"		BLACK	ORANGE		64 ⁰
W-2	2	48"	48"		BLACK	ORANGE		32 ⁰
W-3	2	48"	48"		BLACK	ORANGE		32 ⁰
W-4	2	48"	48"		BLACK	ORANGE		32 ⁰
W-5	1	48"	48"		BLACK	ORANGE		16 ⁰
W-6	1	48"	48"		BLACK	ORANGE		16 ⁰
W-7	4	48"	48"		BLACK	ORANGE		64 ⁰
W-8	18	48"	48"		BLACK	ORANGE		228 ⁰
W-9	18	48"	48"		BLACK	ORANGE		228 ⁰
W-9A	8	24"	18"	TWO WAY TRAFFIC	BLACK	ORANGE		24
W-9B	5	24"	24"	10 MPH	BLACK	ORANGE		20
W-9B	1	48"	48"		BLACK	ORANGE		16 ⁰

COLUMN TOTAL = 572⁰

IDENTIFICATION	NUMBER OF SIGNS	SIZE		TEXT	SIGN COLOR			TOTAL SIGN AREA
		WIDTH	HEIGHT		TEXT	BACK-GROUND		
W-10	2	48"	48"		BLACK	ORANGE		32 ⁰
W-11	2	48"	48"		BLACK	ORANGE		32 ⁰
W-12	2	48"	24"	TURN OFF HEADLIGHTS	BLACK	ORANGE		16 ⁰
W-13	1	30"	30"		BLACK	ORANGE		6.3 ⁰
W-14	1	30"	30"		BLACK	ORANGE		6.3 ⁰
W-15	2	30"	30"		BLACK	ORANGE		12.5 ⁰
W-16	8	48"	24"		BLACK	ORANGE		88 ⁰
W-17	2	48"	24"	TURN ON HEADLIGHTS	BLACK	ORANGE		16 ⁰
W-18	1	48"	48"		BLACK	ORANGE		16 ⁰
W-19	1	48"	48"		BLACK	ORANGE		16 ⁰
W-20	1	48"	48"		BLACK	ORANGE		16 ⁰

COLUMN TOTAL = 217.1⁰
SHEET TOTAL = 879.6⁰

* These signs will be furnished by the Vermont Highway Department. The necessary mounting supports for display of these signs will be furnished by the Contractor.

IDENTIFICATION	NUMBER OF SIGNS	SIZE		TEXT	SIGN COLOR			TOTAL SIGN AREA
		WIDTH	HEIGHT		TEXT	BACK-GROUND		
W-21	1	48"	48"		BLACK	ORANGE		16 ⁰
R-1*	2	30"	30"		WHITE	RED		—
R-2*	16	24"	30"		BLACK	WHITE		40
G-1	2	60"	24"		BLACK	ORANGE		20 ⁰
G-2	4	30"	15"		BLACK	ORANGE		12.5 ⁰
G-3*	4	24"	12"		WHITE	BLUE		—
G-4*	4	24"	12"		WHITE	BLUE		—
G-5*	4	24"	24"		WHITE	BLUE		—
G-6	1	21"	15"		BLACK	ORANGE		2 ⁰
R-3*	2	36"	29"		RED	WHITE		—

COLUMN TOTAL = 90.5⁰

IDENTIFICATION OF TRAFFIC SIGNS

Traffic signs are identified on these plans by a number prefixed by a letter which indicates the following general classifications:

- G - Other guide signs
- R - Regulatory signs
- W - Warning signs

Traffic signs may be mounted on a portable support. They will be positioned in accordance with plan sheets 4 B 5. (Typical display for traffic signs)

The background and text on all traffic signs may be of non-reflectORIZED character, except those signs to be used for night-time traffic control shall be reflectORIZED.

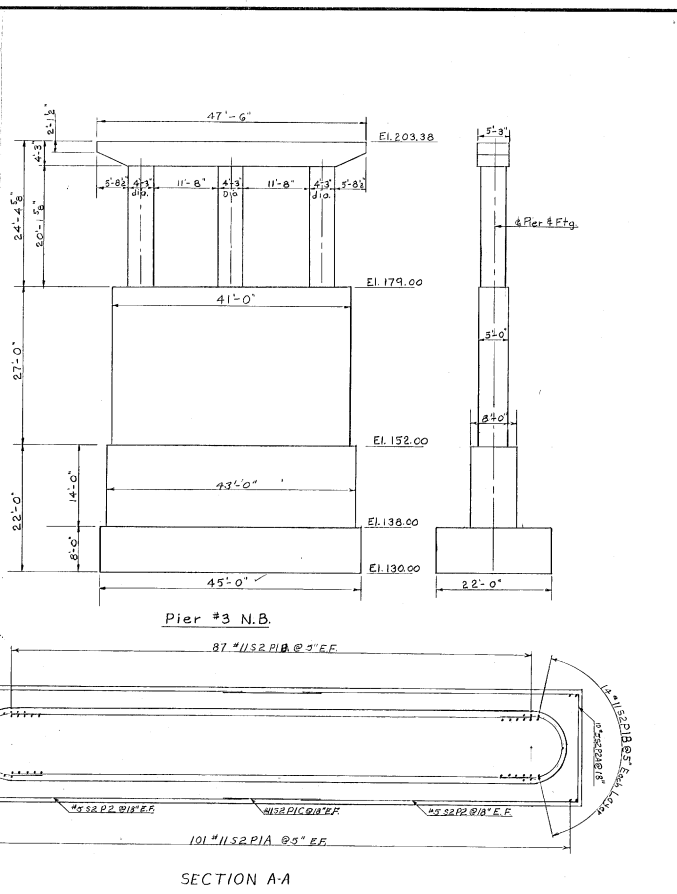
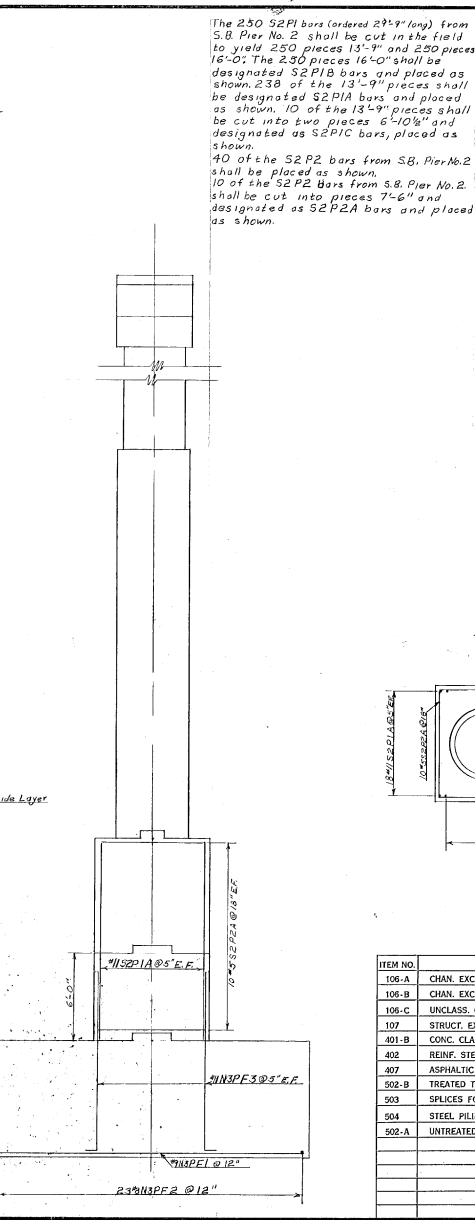
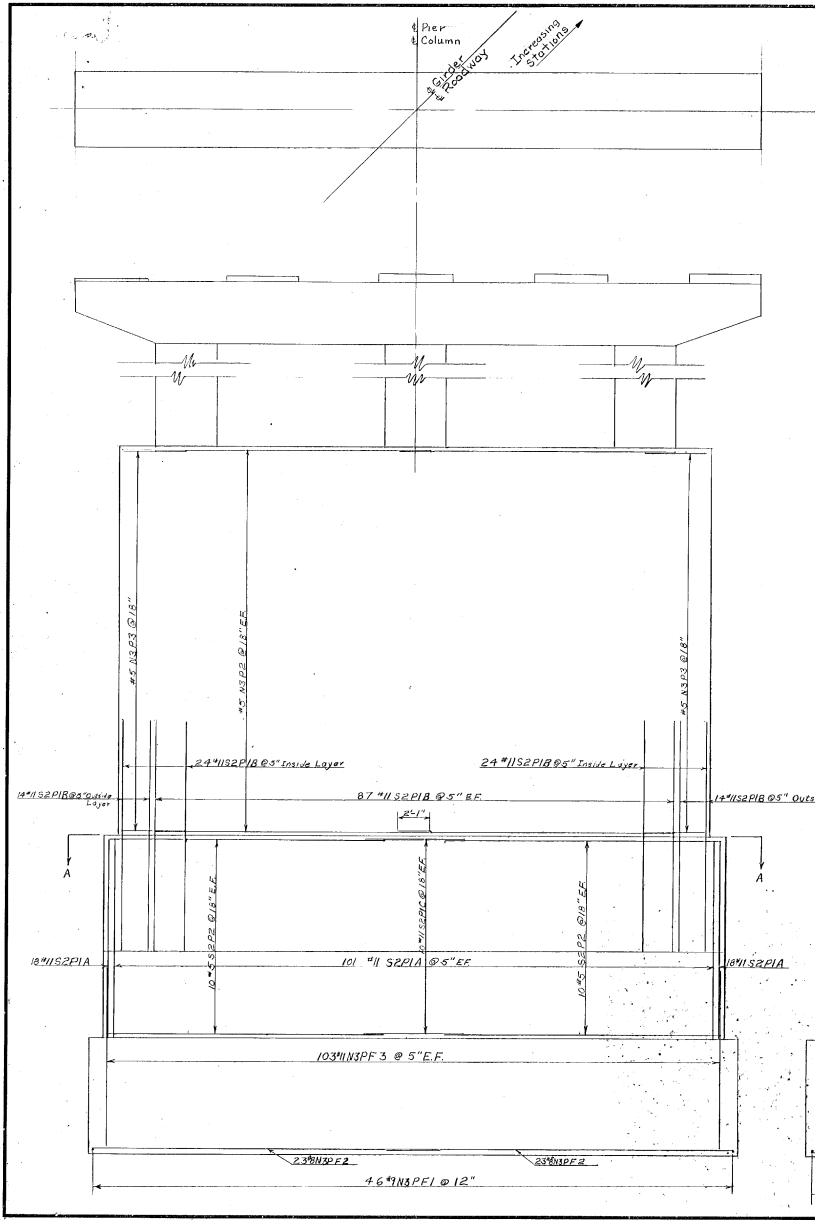
* Traffic Control signs to be furnished and installed (unless otherwise indicated) as Section 641, Traffic Control.

All black & orange signs shall have an orange encapsulated lens reflective sheeting background.

BURLINGTON - SO. BURLINGTON
WILLISTON - COLCHESTER

SECTION 641
TRAFFIC CONTROL SIGNS
SUMMARY SHEET

PREPARED BY: AEB DATE: 2/26/73
CHECKED BY: DATE:
TRACED BY: DZG DATE: 3/73
OVERLAY
PROJ. NO. 189-3 (52)
NO. 89-3 (51)
SHEET 8 OF 25



ITEM NO.	ITEM	UNIT	NET	OVERRUN	TOTAL	FINAL
106-A	CHAN. EXCAV. OF EARTH	C.Y.				
106-B	CHAN. EXCAV. OF ROCK	C.Y.				
106-C	UNCLASS. CHAN. EXCAV.	C.Y.				
107	STRUCT. EXCAV.	C.Y.				
401-B	CONC. CLASS B (MOD.)	C.Y.				
402	REINF. STEEL	LBS.				
407	ASPHALTIC-RES. COATING	S.Y.				
502-B	TREATED TIMBER PILING	L.F.				
503	SPLICES FOR STEEL PILING	EA.				
504	STEEL PILING	L.F.				
502-A	UNTREATED TIMBER PILING	L.F.				

Br 7A of 23

STATE OF VERMONT
DEPARTMENT OF HIGHWAYS

Williston, South Burlington,
TOWN OF WINOOSKI, Colchester

ROUTE No. I 89 LOG STA. _____

Overpass Sta 2170+20 Winooski River

Details Pier #3 N.B. Revised _____

SCALE $\frac{1}{4}'' = 1'$

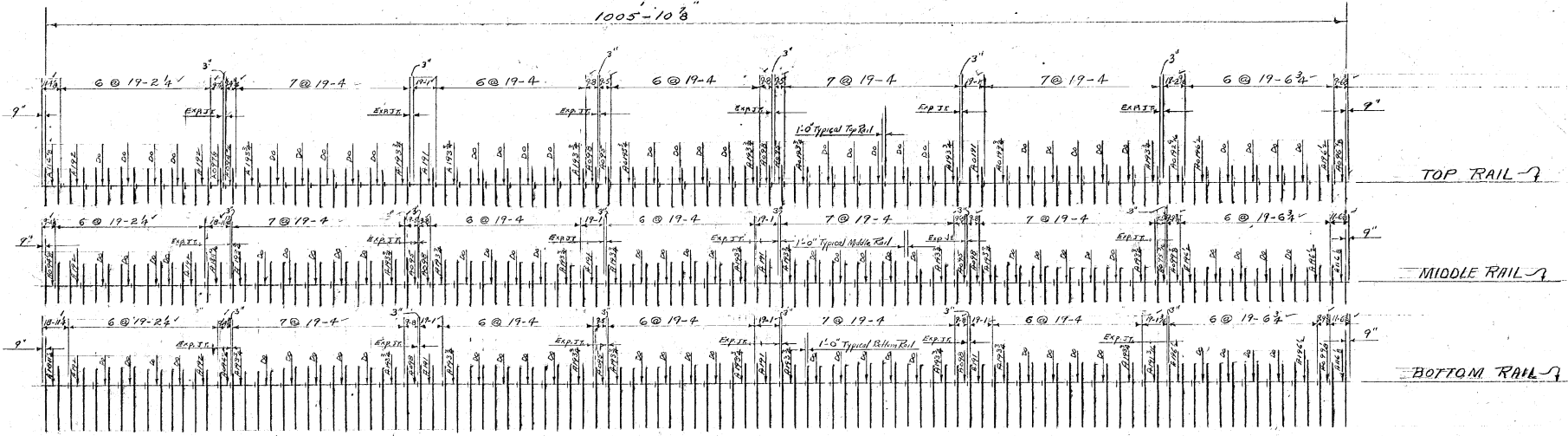
SURVEYED BY _____

DRAWN BY J.C. AGC CHECKED BY _____

PROJECT No. I-87-3(02)

SHEET _____ OF _____

1005-10 3/8"



WEST RAILING-LOOKING EAST
EAST RAILING-LOOKING WEST

NOTE:
 FOR CONTINUITY OF RAILING, PREFERABLY NOT MORE
 THAN ONE SPLICE IN SAME GENERAL LOCATION.
 FOR THIS AND ALL FUTURE RAILINGS OF THIS TYPE.

Modified

ITEM NO.	ITEM	UNIT	NET	OVERRUN	TOTAL	FINAL
104-A	CHAN EXCAV. OF EARTH	C.Y.				
104-B	CHAN EXCAV. OF ROCK	C.Y.				
104-C	UNGLASS. CHAN EXCAV.	C.Y.				
107	STRUCT EXCAV.	C.Y.				
101-B	CONC. CLASS B (WOOD)	C.Y.				
102	REINF. STEEL	LBS.				
207	ASPHALTIC-ASB. COATING	S.Y.				
202-B	TREATED TIMBER PILING	L.F.				
203	SPLICES FOR STEEL PILING	EA				
204	STEEL PILING	L.F.				
202-A	UNTREATED TIMBER PILING	L.F.				

STATE OF VERMONT
 DEPARTMENT OF HIGHWAYS

TOWN OF WINOSKI

ROAD NO. _____ BRIDGE NO. _____

ELEVATION VIEW

BRIDGE RAILING

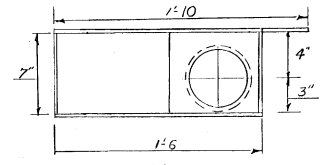
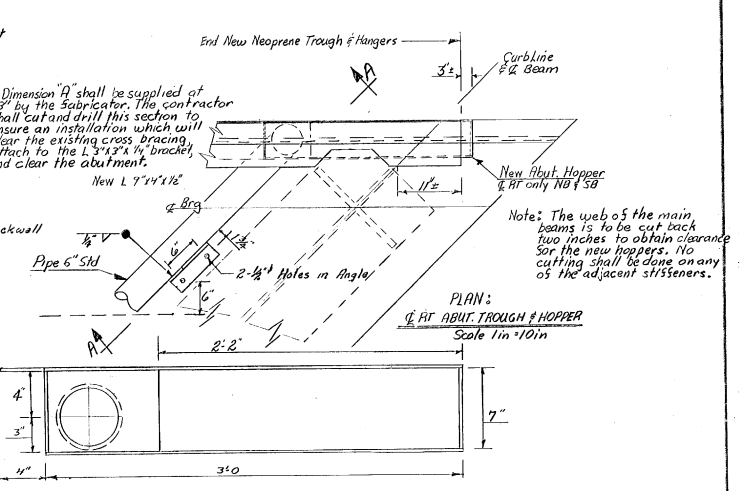
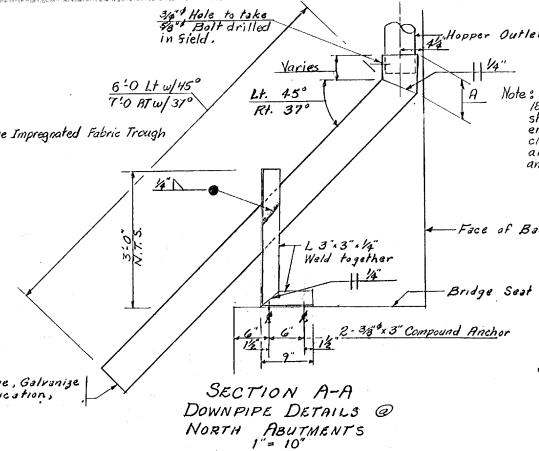
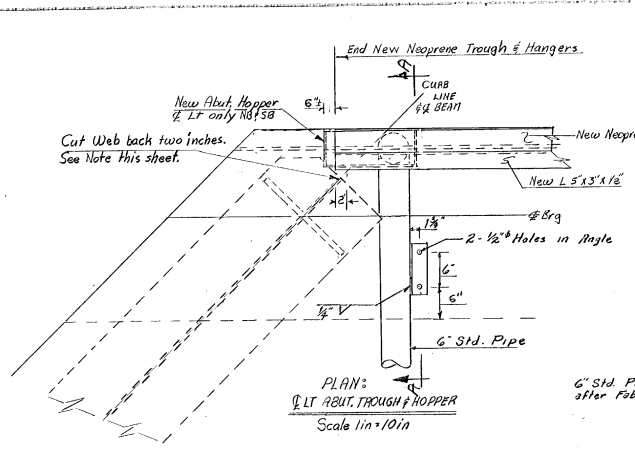
SCALE _____

SURVEYED BY _____

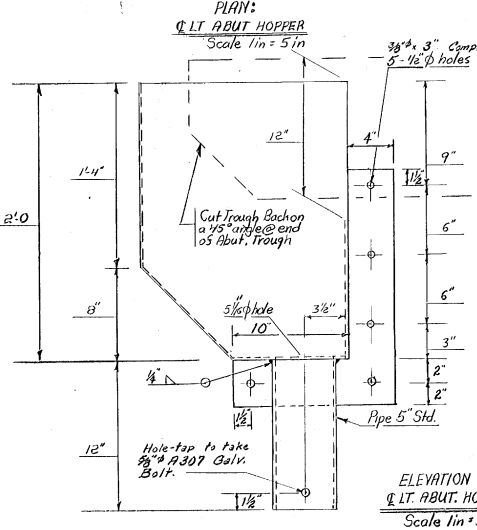
DRAWN BY JJC CHECKED BY ABC

PROJECT NO. 197-3(10) Cont. 4

SHEET _____ OF _____

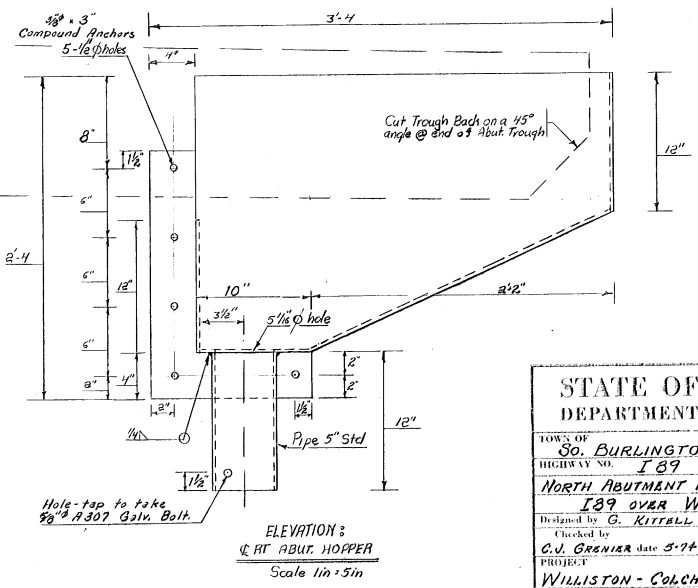


ERECTION Note: The hoppers shall be placed as shown on this sheet. This will require that the hopper be forced as far as possible up under the trough. The trough should be enclosed as much as possible by the hopper but should not be bent or buckled to restrict the flow of water. The hopper shall be held in place with the same 3/8" x 3" Compound Anchor System w/ Bearing Sleeve Threaded Set as is used and detailed for the backwall side of the abutment trough. Attach hoppers to Backwall.



Note: The abut. hoppers shall be fabricated from 1/4 inch steel IR. All plates shall be A-36 gal. pipes shall be ASTM A-53 Steel, and shall be galvanized after fabrication according to ASTM A-123 or ASTM A-153. The fabrication welds shall be 1/4" fillet welds on the inside of the hopper and shall be full length to ensure a watertight container.

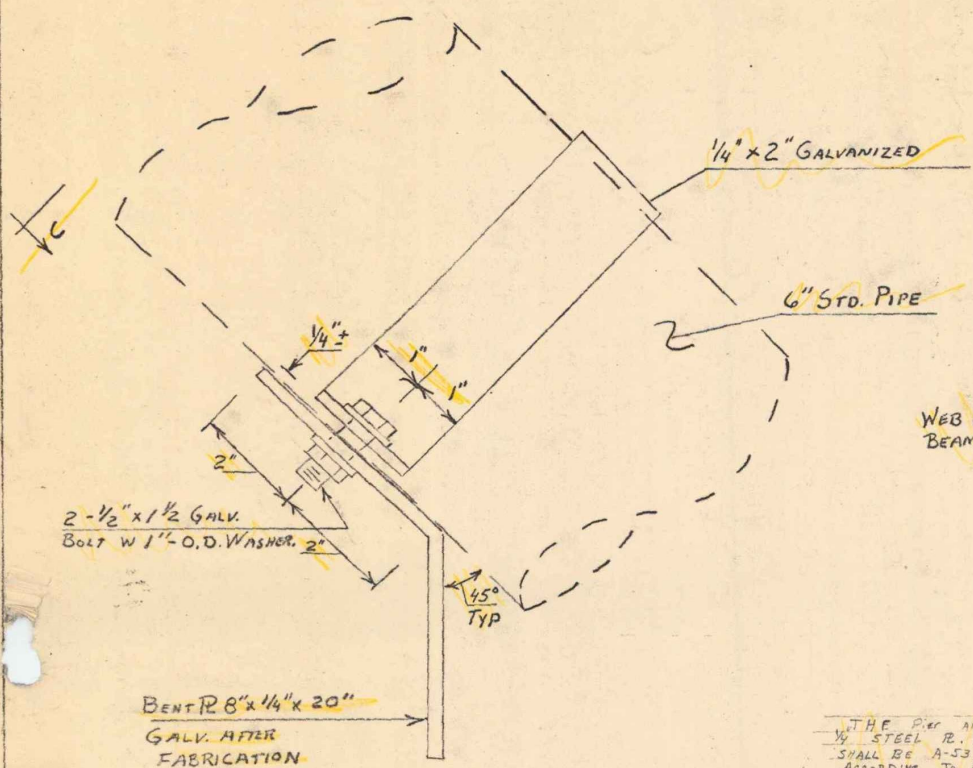
NOTE: Ultimate load of each Compound Anchor
Tension: 1600 pounds
Shear: 800 pounds



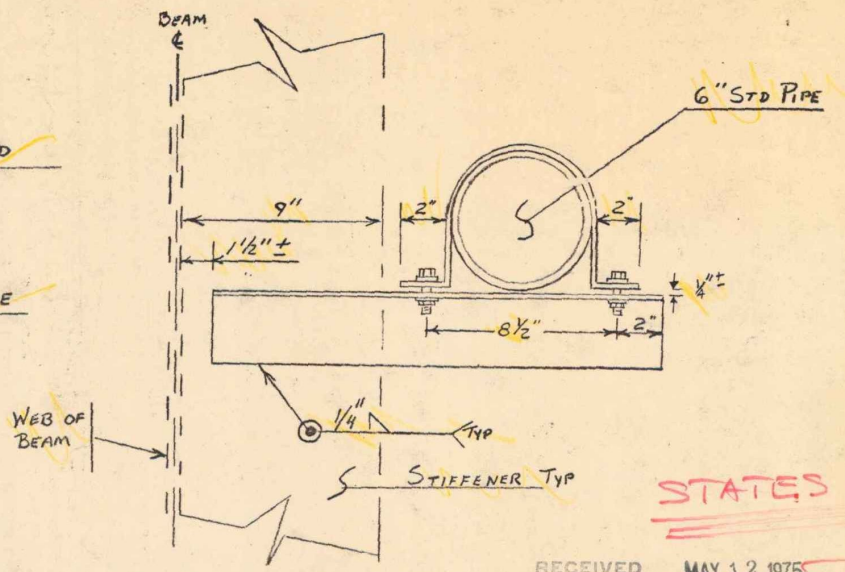
STATE OF VERMONT DEPARTMENT OF HIGHWAYS	
TOWNS OF SO. BURLINGTON	Bridge No. 70-NIS
HIGHWAY NO. I 89	Log Sta. 1.5 Mile Post 90
Surv. Sta.	
NORTH ABUTMENT HOPPER DETAILS	
I 89 OVER WINOOSKI RIVER	
Designed by G. KITTELL	Drawn by G. KITTELL
Checked by C.V. GRENIER date 5-74	Bridge Design Supervisor R.S. HAUPT date 5-74
PROJECT NO.	
WILLISTON - COLCHESTER I 89-3 (51)	
Bridge Sheet No. BR 5	Sheet 12 of 25

Press mark Identification req'd

NOTE: TWO HANGERS FOR EACH
DOWNSPOUT FIXED TO ADJACENT
STIFFENERS



DETAIL A
PIER PIPE HANGER TYP
SCALE 1/2" = 1" IN



SECTION C-C
SCALE 1" = 5" IN

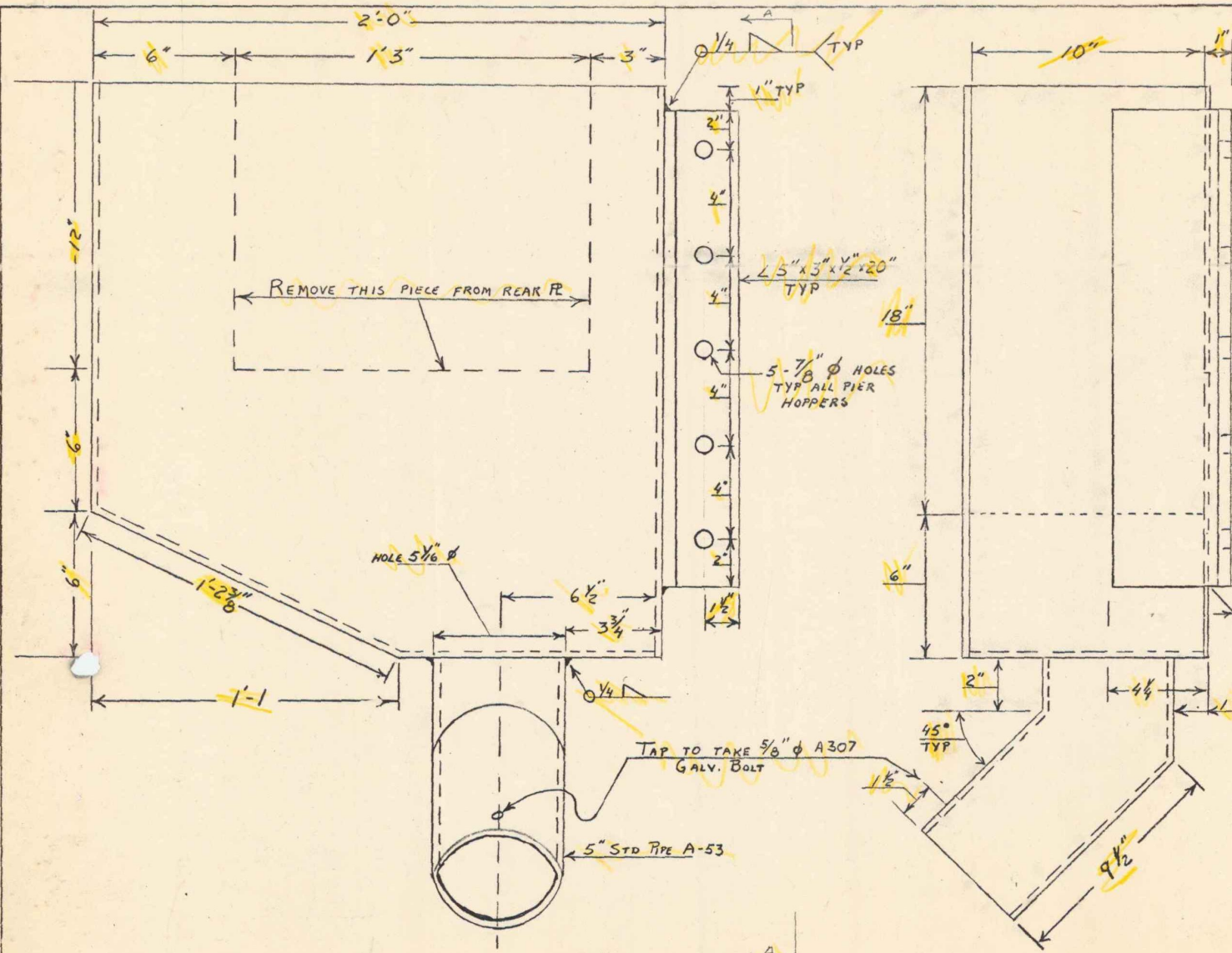
THE PIER AND ABUT HOPPERS SHALL BE FABRICATED FROM
1/2" STEEL PL. ALL R'S & L'S SHALL BE A-36 STEEL & PIPE
SHALL BE A-53, AND SHALL BE GALVANIZED AFTER FABRICATION
ACCORDING TO ASTM A-123 OR ASTM A-153.

STATES COPY

RECEIVED MAY 12 1975
CK'D BY AWG OK'D BY ESH
RESUBMIT ✓ APPROVED
BY DATE 5/14/75

SHEET 1 OF 9

Blow & Cote, Inc.	
So. Burlington	BR. 70 N #5
PIER HOPPER DETAILS	
I-89 OVER WINDOSKI RIVER	
PROJECT: WILLISTON-COLCHESTER	PROJECT NO. I89-3(51)



Note:
 The fabrication
 welds shall be 1/2" fillet
 welds on the inside
 of the hopper and
 shall be full length
 to ensure a water-
 tight container.

RECEIVED MAY 12 1975
 OK'D BY gws OK'D BY RBH
 RESUBMIT ✓ APPROVED
 BY DATE 5/14/75

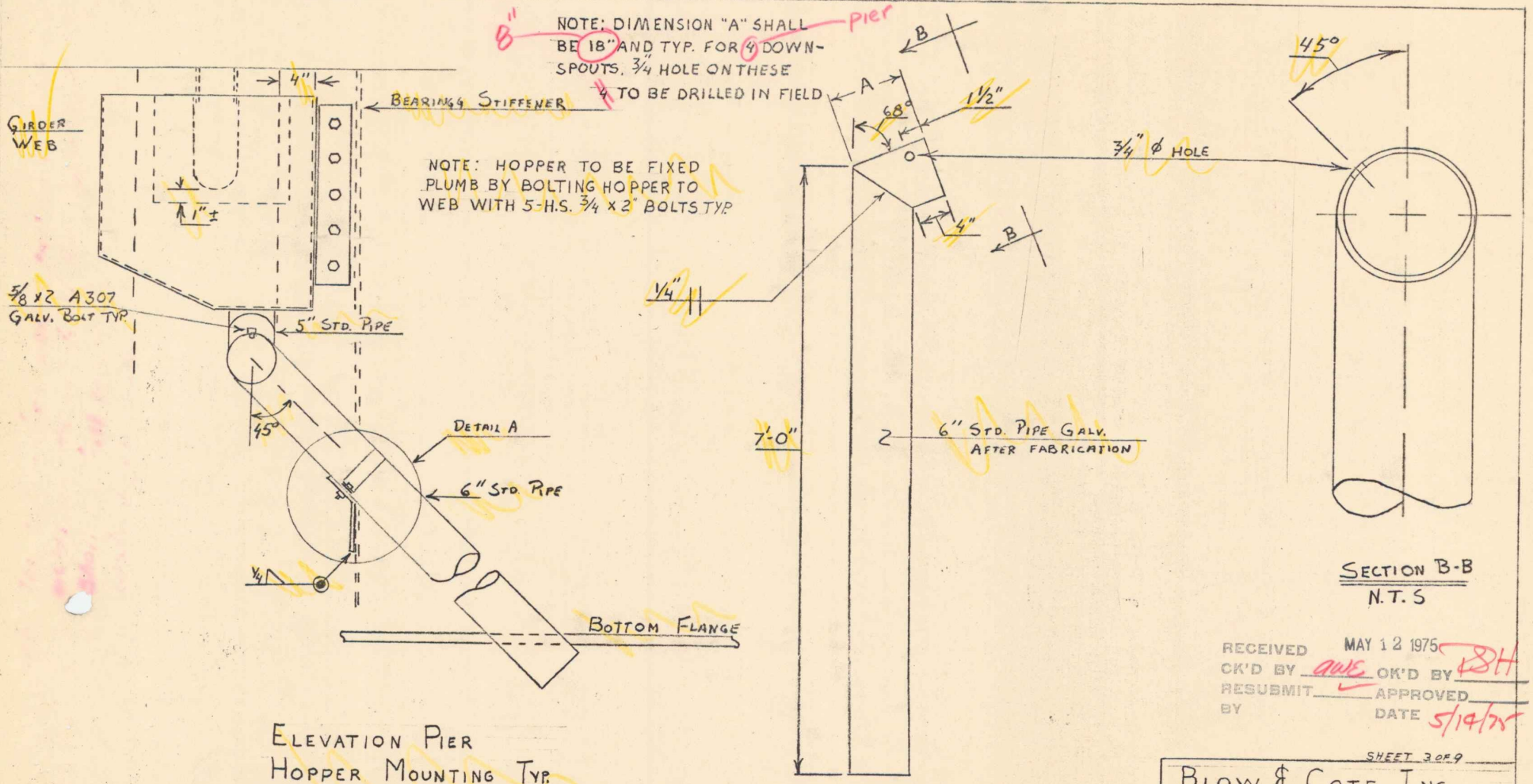
SHEET 2 OF 9

BLOW & COTE, INC.	
So BURLINGTON	BR. 70 N#5
PIER HOPPER DETAILS	
I-89 OVER WINDOSKI RIVER	
PROJECT:	PROJECT NO.
WIL LITON-COLCHESTER	I89-3(S1)

ELEV: PIER HOPPER TYP

SCALE: 1/4" = 1" IN

SECTION A-A



ELEVATION PIER
HOPPER MOUNTING TYP.
SCALE 1 IN = 10 IN

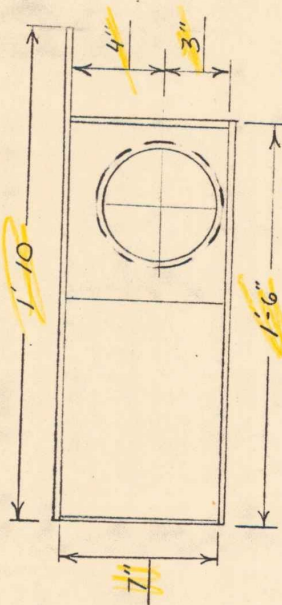
ELEVATION PIER
DOWNSPOUT TYP.
SCALE 1 IN = 10 IN

RECEIVED MAY 12 1975
 CK'D BY AME OK'D BY JBH
 RESUBMIT ✓ APPROVED
 BY DATE 5/14/75

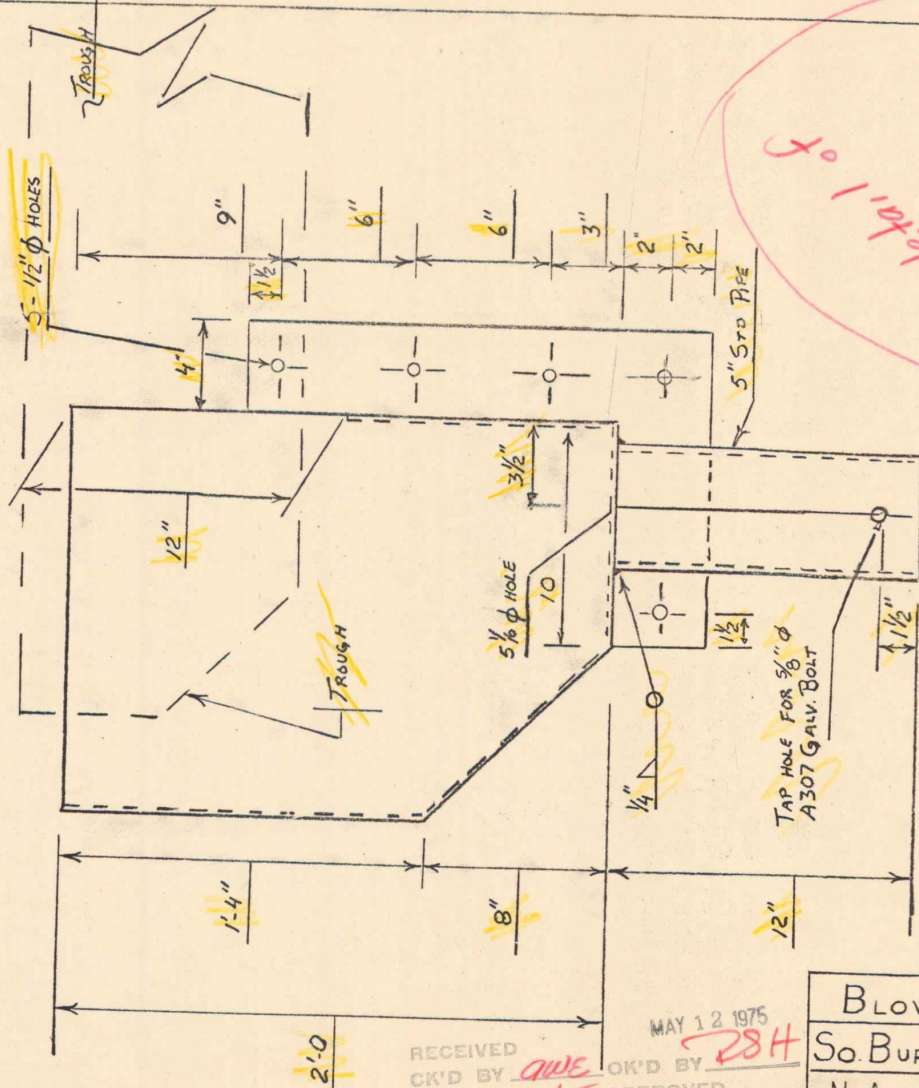
SHEET 3029

BLOW & COTE, INC	
SO. BURLINGTON	BR. 70 N #5
PIER HOPPER DETAILS	
I-89 OVER WINDOSKI RIVER	
PROJECT: WILLISTON-COLCHESTER	PROJECT NO. I89-3(51)

Note: The fabrication welds shall be $\frac{1}{4}$ " fillet welds on the inside of the hopper and shall be full length to ensure a watertight container.



PLAN: LT ABUT HOPPER



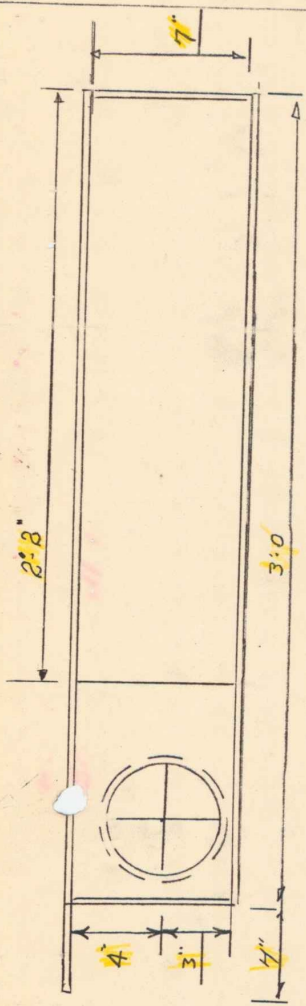
ELEVATION LT.
ABUT. HOPPER
SCALE 1 IN = 5 IN

Need detail of down pipe (not identical to pier down pipe)

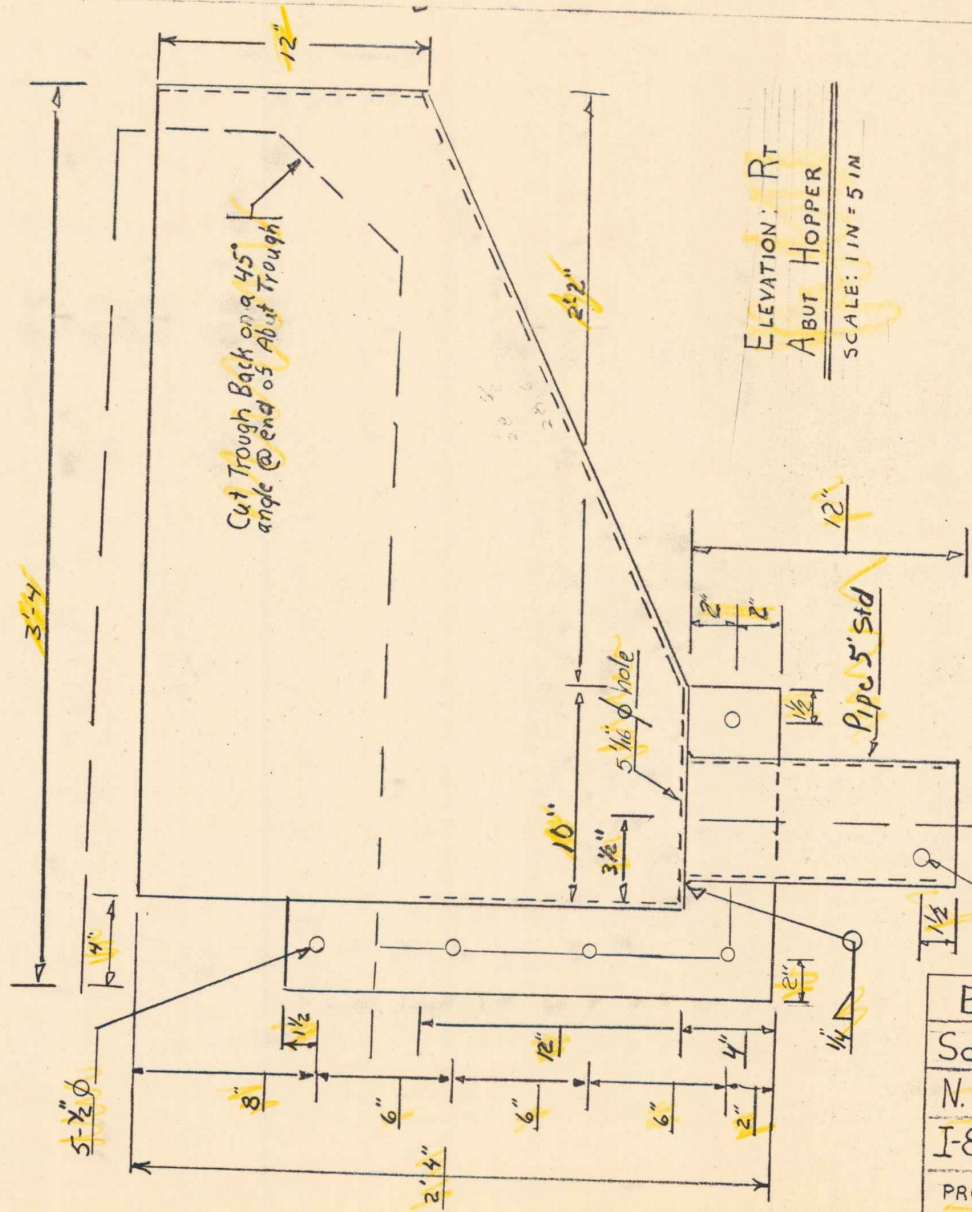
SHEET 4 OF 9

RECEIVED MAY 12 1975
 CK'D BY *ONE* OK'D BY *28H*
 RESUBMIT APPROVED
 BY DATE 5/14/75

BLOW & COTE, INC.	
So. BURLINGTON	BR 70 N & S
N. ABUTMENT HOPPER DETAILS	
I-89 OVER WINDOSKI RIVER	
PROJECT: WILLISTON-COLCHESTER	PROJECT NO. I 89-3(51)



PLAN:
Q RT ABUT. HOPPER
Scale 1/4" = 5/16"



Cut Trough Back on a 45° angle @ end of Abut Trough

ELEVATION: RT
ABUT HOPPER
SCALE: 1/4" = 5/16"

TAP FOR 5/8" A 307 GALV BOLT

Pipe 5" Std

RECEIVED MAY 12 1975
CHECK'D BY *awe* OK'D BY *18H*
RESUBMIT APPROVED
DATE 5/14/75

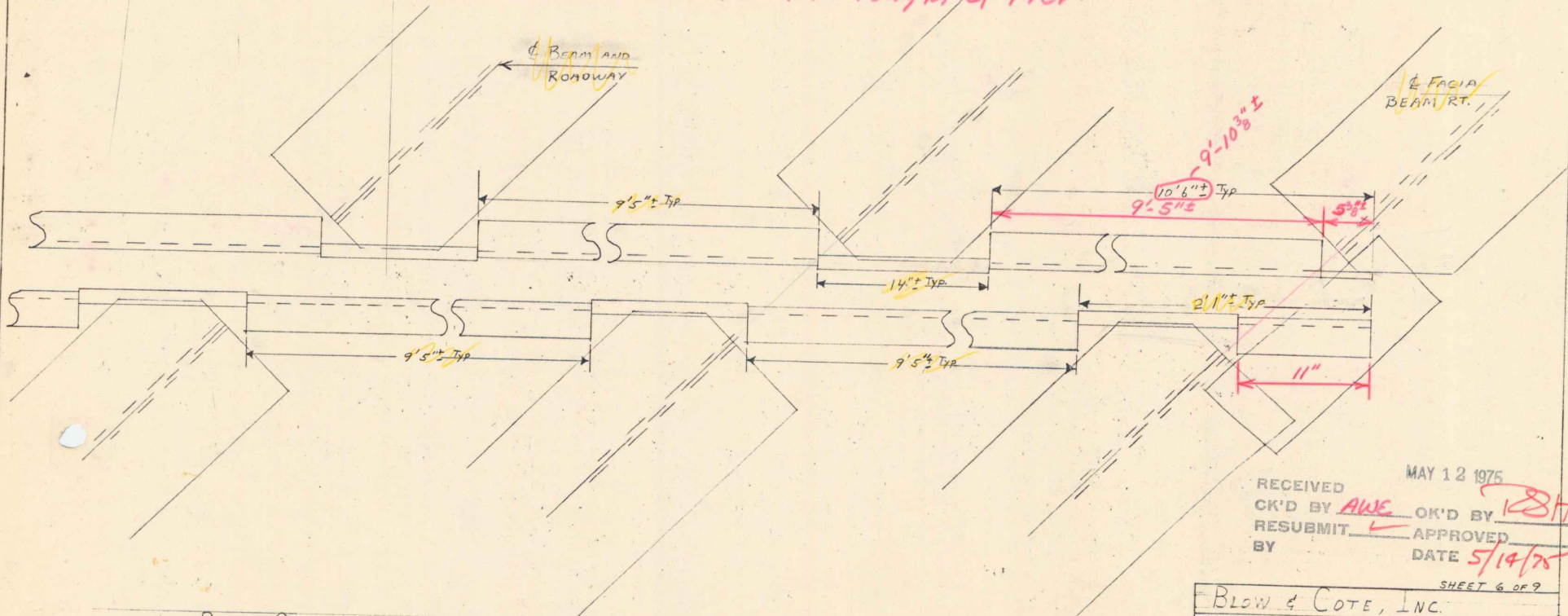
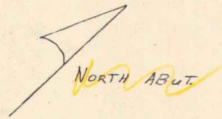
NOTE: ALL FABRICATION WELDS SHALL BE 1/4" INCH ON THE INSIDE OF ALL HOPPERS AND SHALL BE FULL LENGTH

Need detail of down pipe

SHEET 5 of 9

BLOW & COTE, INC.	
SO. BURLINGTON	BR. 70N & S
N. ABUTMENT HOPPER DETAILS	
I-89 OVER WINDOSKI RIVER	
PROJECT: WILLISTON-COLCHESTER	PROJECT NO: I 89-3(51)

- ① Need identification marks for each piece
- ② Need well defined reference point for dimensions (such as ϕ of Roadway)
- ③ Show plan view for full length of Pier



RECEIVED MAY 12 1975
 CK'D BY AWE OK'D BY 128H
 RESUBMIT APPROVED
 BY DATE 5/14/75

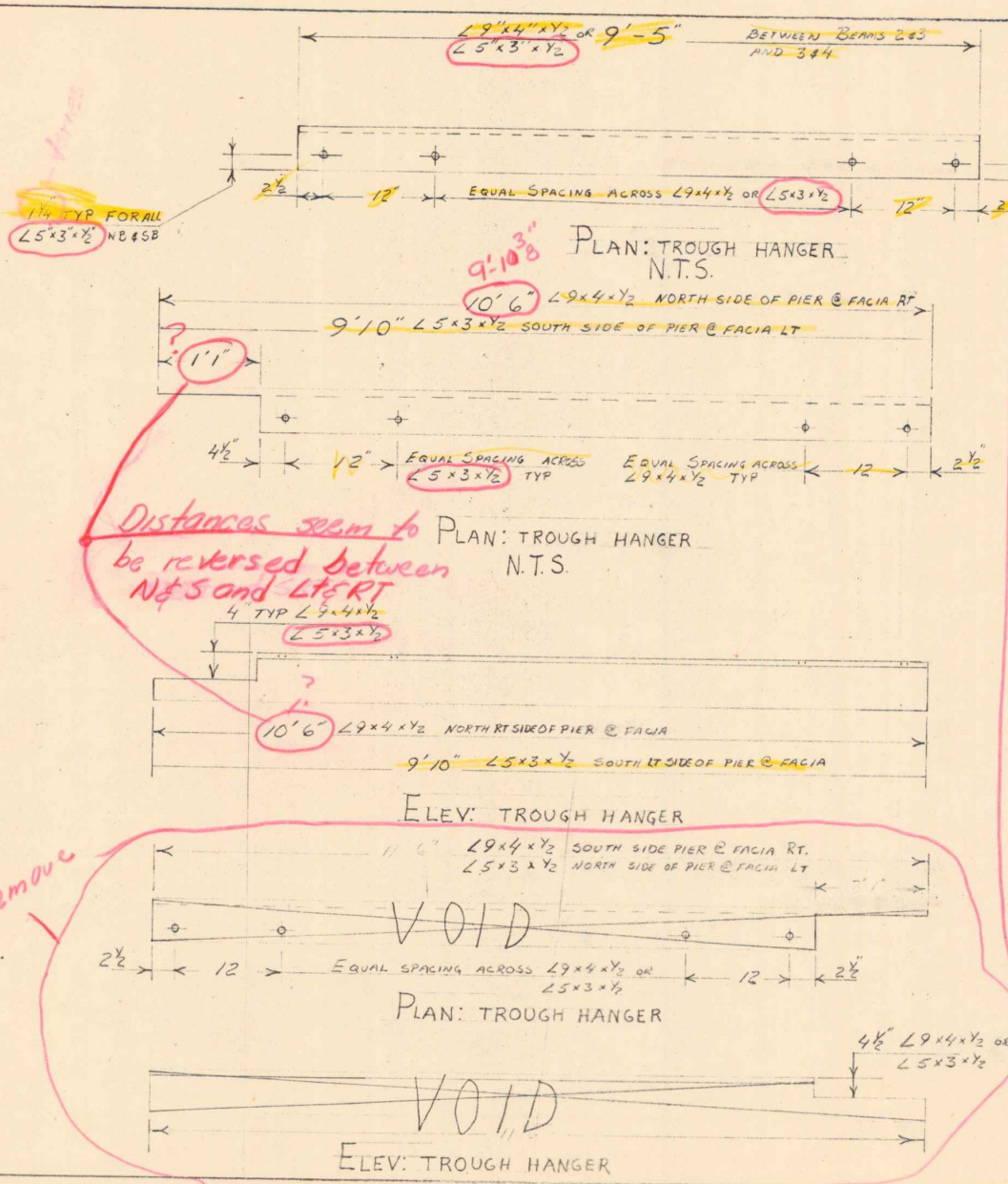
SHEET 6 OF 9

BLOW & COTE, INC.	
So BURLINGTON	BR. 70 N & S
JOINT TROUGH DETAILS	
I-89 OVER WINDOOSKI RIVER	
PROJECT: WILLISTON - COLCHESTER	PROJECT No I-89-3(S)

N.T.S.

PLAN @ PIERS (TYP)?

	PAINT SYSTEM
BASIC	LEAD SILICO-CHROMATE
Vt. 1.02	BASIC LEAD SILICO-CHROMATE PRIMER TYPE I
Vt. 2.02	BASIC LEAD SILICO-CHROMATE GRAY PAINT
Vt. 3.02	BASIC LEAD SILICO-CHROMATE GREEN PAINT



BILL OF MATERIALS

SIZE	DESCRIPTION	LENGTH	NO OF PIECES	PAINT	REMARKS
9' x 4' x 1/2"	ANGLE	9'5"	39	YES	PRIMER COAT OF PAINT Applied IN SHOP
5' x 3' x 1/2"	ANGLE	1'7"	12	YES	
5' x 3' x 1/2"	ANGLE	6'5"	32	YES	
5' x 3' x 1/2"	ANGLE	2'7"	26	YES	
9' x 4' x 1/2"	ANGLE	10'6"	12	YES	
5' x 3' x 1/2"	ANGLE	9'10"	26	YES	
1/2"	USS STUD	1 1/2"	1220		WELD IN FIELD
1/2"	FLAT WASHER	1 1/2" O.D.	1220		PAINT AFTER ERECTION
1/2"	USS NUT	1 1/2"	1220		PAINT AFTER ERECTION
1 1/2" x 1 1/2" x 1/8"	ANGLE	23' 1 1/2"	26	YES	
1 1/2" x 1 1/2" x 1/8"	ANGLE	21' 7 7/8"	26	YES	
3/8"	USS STUD	1"	1185		WELD IN SHOP
3/8"	FLAT WASHER	1" O.D.	1185		PAINT AFTER ERECTION
3/8"	USS NUT	1"	1185		PAINT AFTER ERECTION
24" x 1/2"	NEOPRENE FABRIC	44'	14		
1 1/2" x 1/4"	BAR	11'	8		PAINT AFTER ERECTION
3/8"	ANCHOR BOLT SHIELD	13 1/2"	150	YES	
2' x 10" x 1/2"	PIER HOPPER	2'	24	YES	
3/4"	USS BOLTS	2"	150		PAINT AFTER ERECTION
6"	STD PIPE	7' 4"	24	NO	GALV
5/8"	A307 BOLT	1"	35	NO	GALV
8" x 1/4"	BENT HANGER PLATE	20"	48	NO	GALV
2" x 1/4"	STRAP	20"	48	NO	GALV
1/2"	USS BOLT	1 1/2"	150	NO	GALV
1/2"	FLAT WASHER	1" O.D.	150	NO	GALV
1/2"	USS NUT	1 1/2"	150	NO	GALV
2' 4" x 7"	RT. ABUT HOPPER	3' 4"	2	NO	GALV
6"	STD PIPE	8' 6"	4	NO	GALV
2' 7"	LT. ABUT HOPPER	1' 10"	2	NO	GALV
5' x 3" x 1/2"	RT ANGLE BRACKET	3'	4	YES	

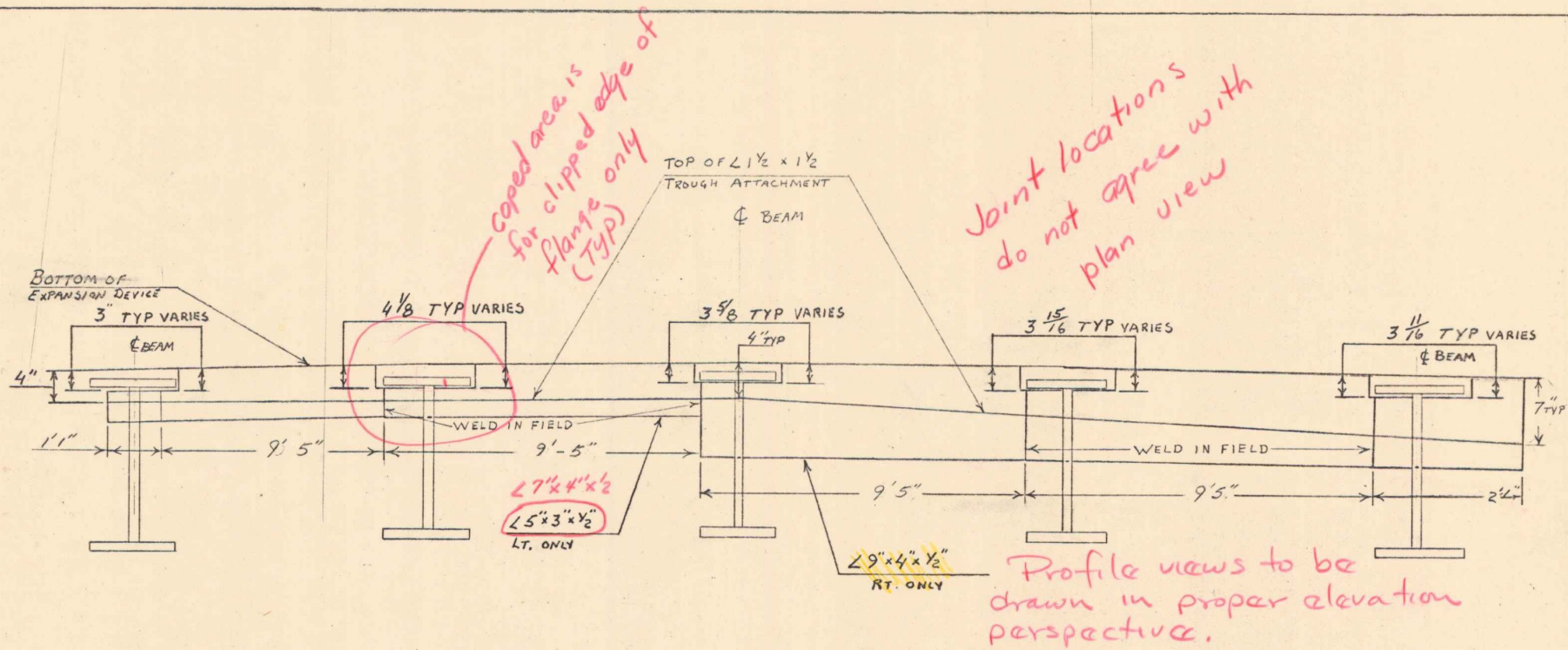
Placed in accordance with latter of transmittal and no test on the shop drawings.

Identification Marks

Remove

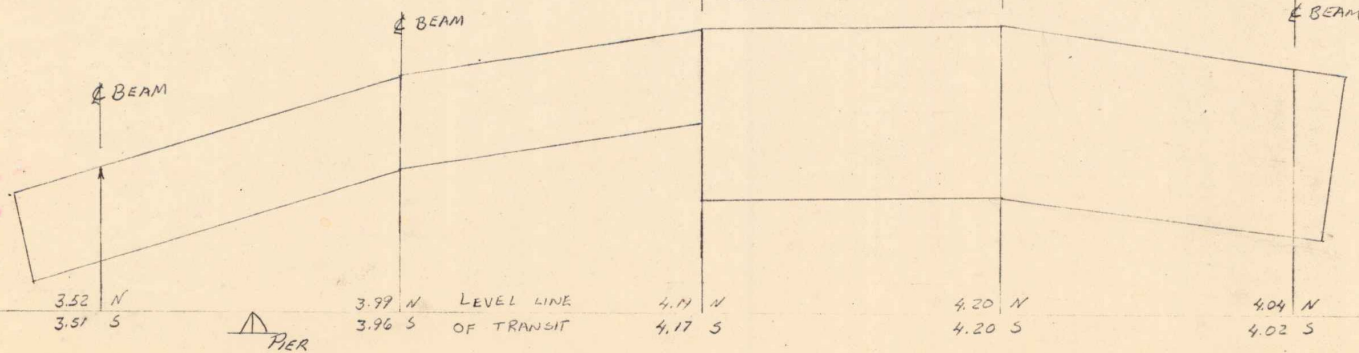
SHEET 2 OF 9

Blow & Cote, Inc.
 So. Burlington BR. 70 N & S
 TROUGH HANGER DETAILS
 PROJECT: WILLISTON - COLCHESTER PROJECT No.: I-89-3(51)
 MAY 12 1975
 RECEIVED OK'D BY [Signature] RESUBMIT APPROVED DATE 5/14/75 BY [Signature]



PROFILE ALONG TROUGH

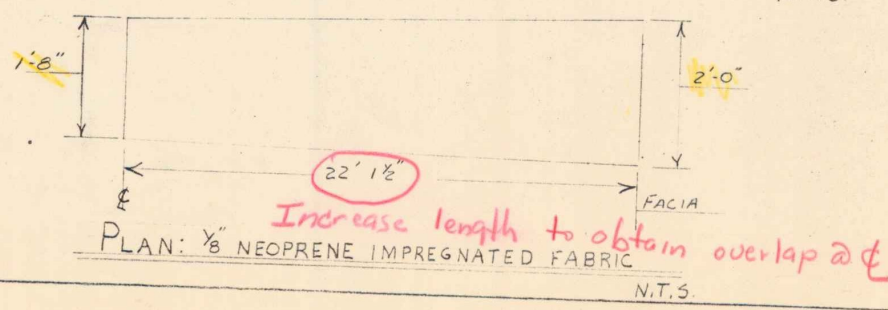
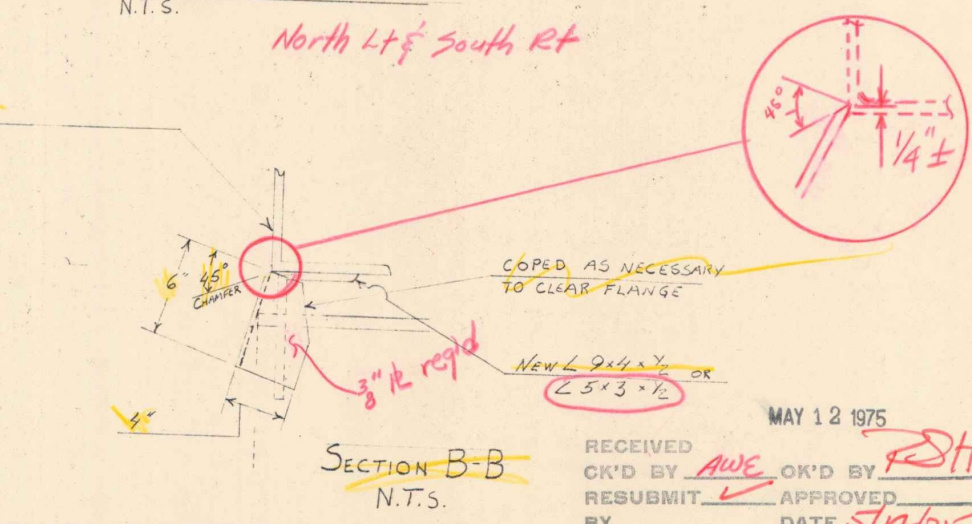
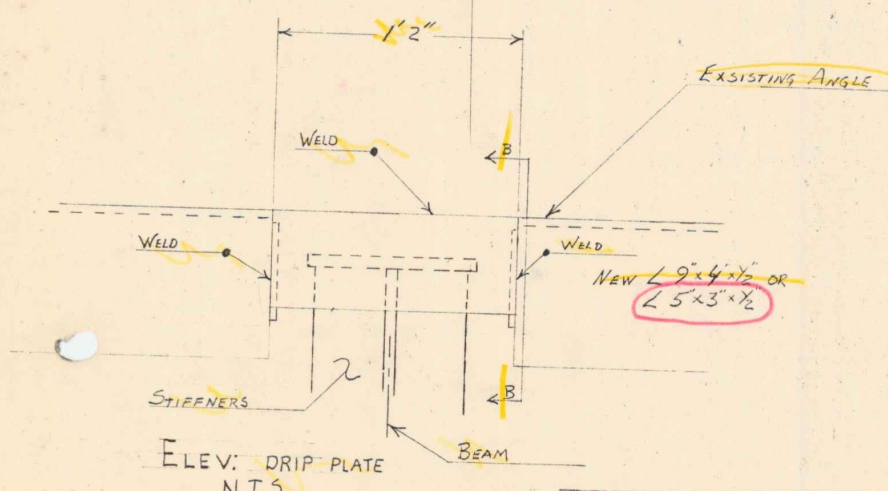
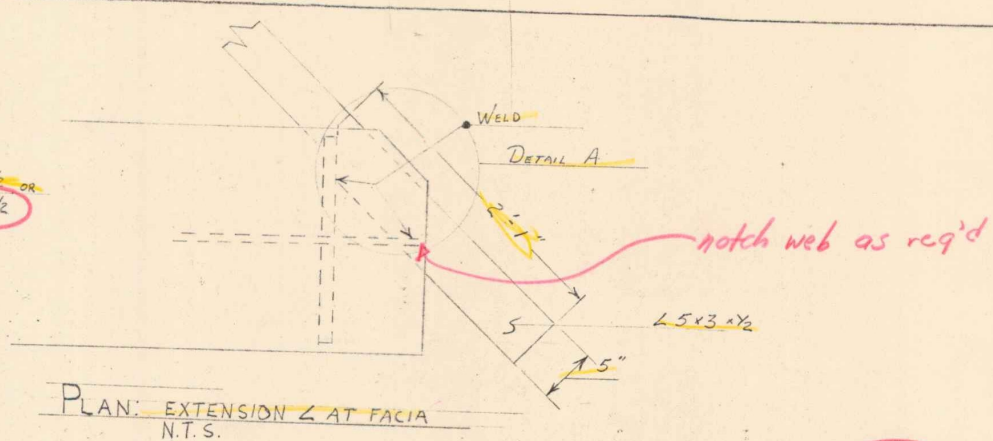
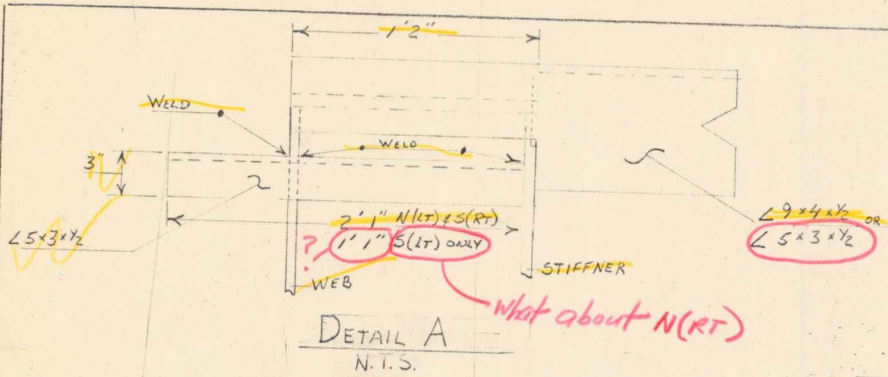
CL BEAM & ROADWAY N.T.S. CL BEAM



RECEIVED MAY 12 1975
 CK'D BY awe OK'D BY FSH
 RESUBMIT APPROVED
 BY DATE 5/14/75

SHEET 8 of 9

BLOW & COTE, INC.	
SO. BURLINGTON	BR 70N#5
PIER TROUGH DETAILS	
I89 OVER WINOOSKI RIVER	
PROJECT: WILLISTON-COLCHESTER	PROJECT NO. I89-3(51)



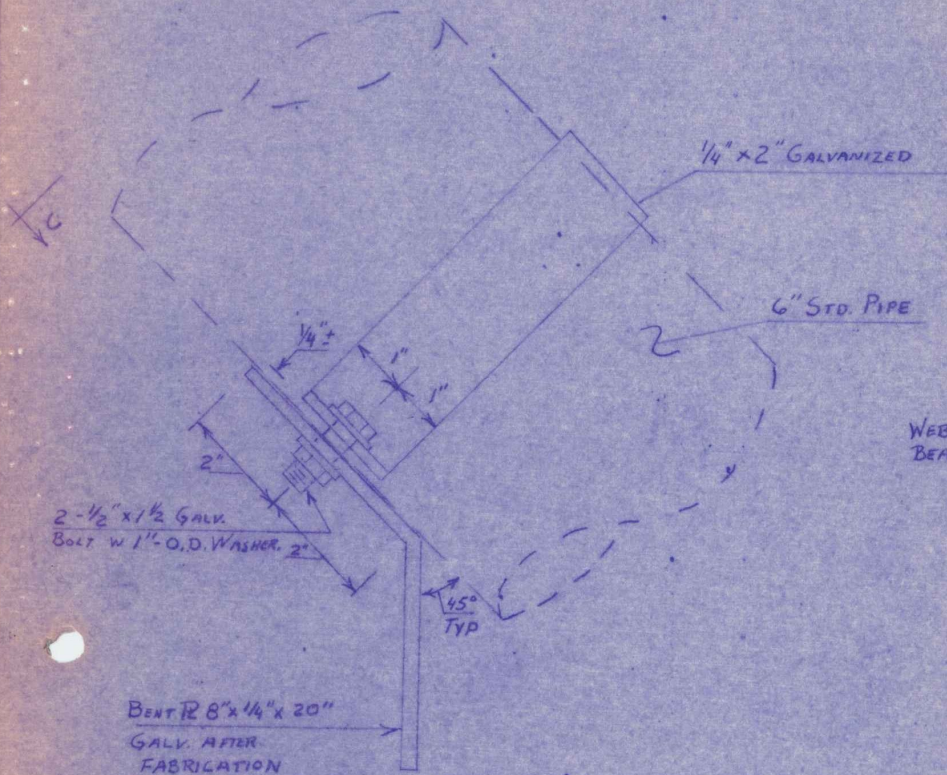
Show detail of fabric trough lap at L

MAY 12 1975

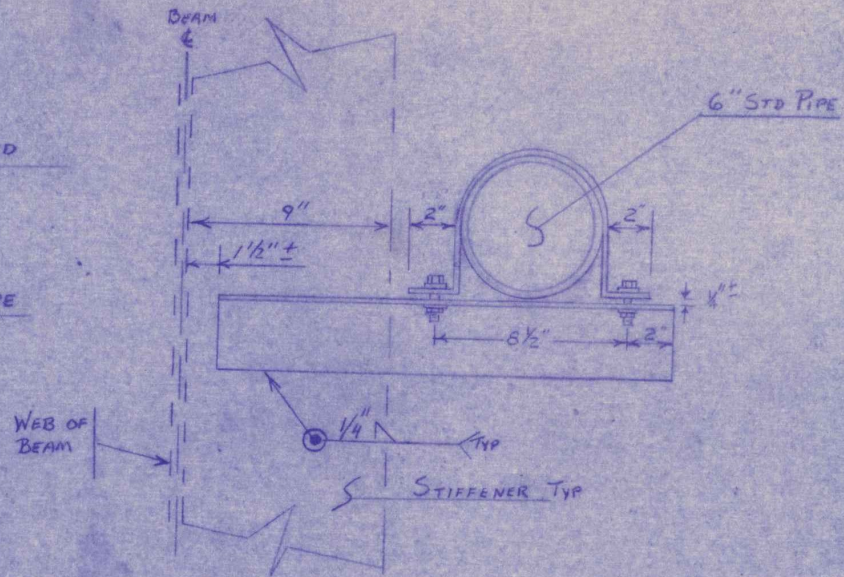
RECEIVED
CK'D BY AWE OK'D BY RSH
RESUBMIT APPROVED
BY DATE 5/14/75
SHEET 7 OF 9

BLOW & COTE, INC	
So. BURLINGTON	BR. 70N & S
PIER TROUGH DETAILS	
I89 OVER WINOOSKI RIVER	
PROJECT:	PROJECT NO.
WILLISTON-COLCHESTER	I89-3(51)

NOTE: TWO HANGERS FOR EACH
DOWNSPOUT FIXED TO ADJACENT
STIFFENERS



DETAIL A
PIER PIPE HANGER TYP
SCALE 1/2" = 1" IN

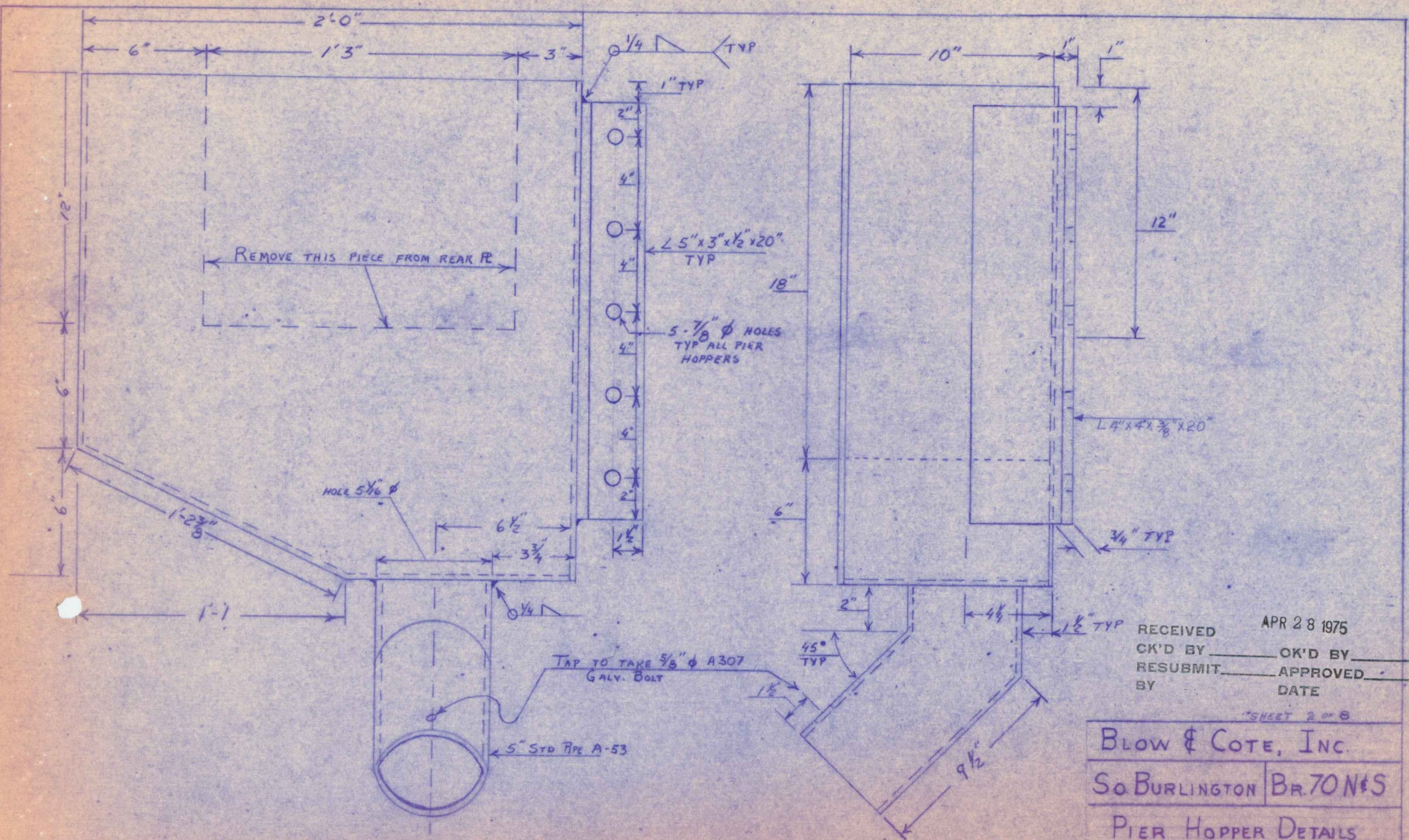


SECTION C-C
SCALE 1" = 5" IN

APR 28 1975
RECEIVED
CK'D BY _____ OK'D BY _____
RESUBMIT _____ APPROVED _____
BY _____ DATE

SHEET 2 OF 8

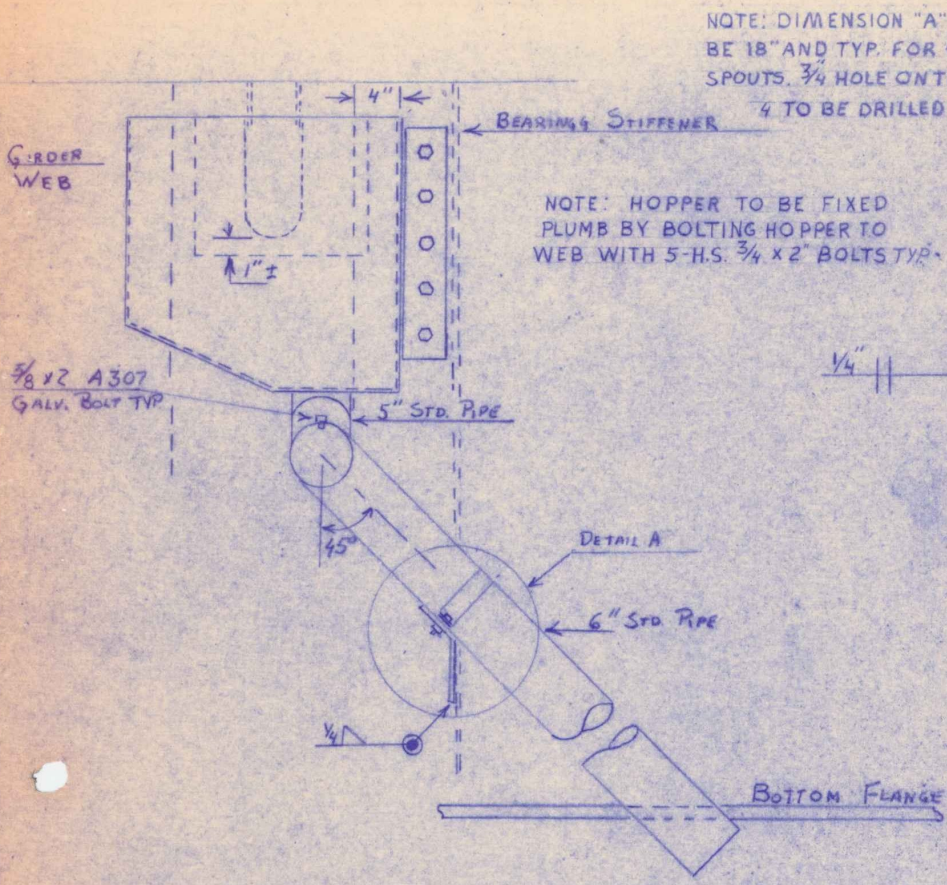
BLOW & COTE, INC.	
SO. BURLINGTON	BR. 70 N & S
PIER HOPPER DETAILS	
F89 OVER WINDOSKI RIVER	
PROJECT: WILLISTON-COLCHESTER	PROJECT NO 189-3(51)



RECEIVED APR 28 1975
 CK'D BY _____ OK'D BY _____
 RESUBMIT _____ APPROVED _____
 BY _____ DATE _____

"SHEET 2 OF 6"

BLOW & COTE, INC.
 SO. BURLINGTON BR. 70 N & S
 PIER HOPPER DETAILS
 I-89 OVER WINOOSKI RIVER
 PROJECT: _____ PROJECT NO. _____
 WILLISTON-COLCHESTER I-89-3(S1)

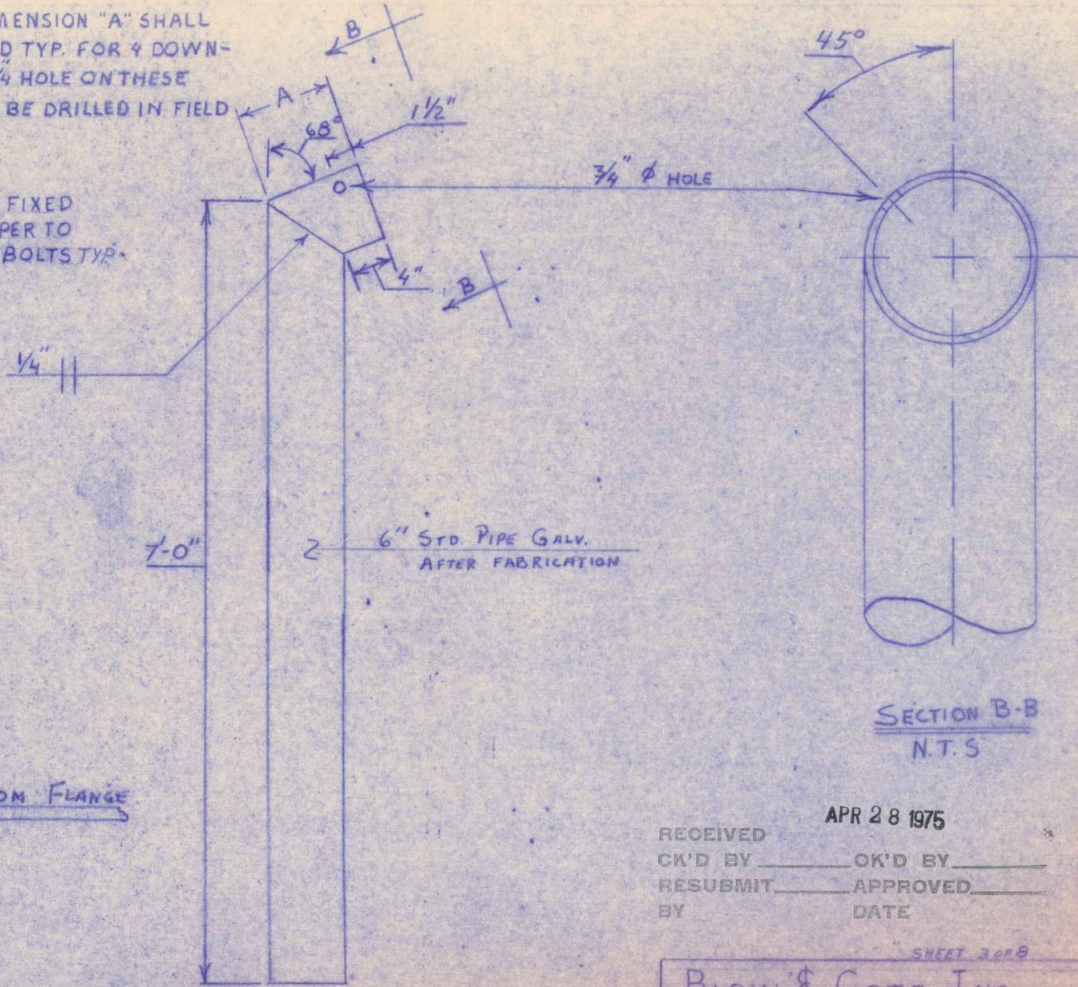


ELEVATION PIER
HOPPER MOUNTING TYP.

SCALE 1 IN = 10 IN

NOTE: DIMENSION "A" SHALL
BE 18" AND TYP. FOR 4 DOWN-
SPOUTS. 3/4" HOLE ON THESE
4 TO BE DRILLED IN FIELD

NOTE: HOPPER TO BE FIXED
PLUMB BY BOLTING HOPPER TO
WEB WITH 5-H.S. 3/4 x 2" BOLTS TYP.



ELEVATION PIER
DOWNSPOUT TYP.

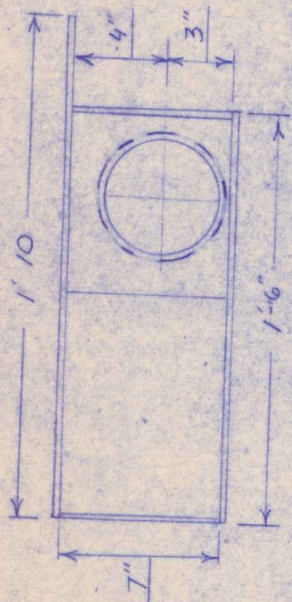
SCALE 1 IN = 10 IN

SECTION B-B
N.T.S

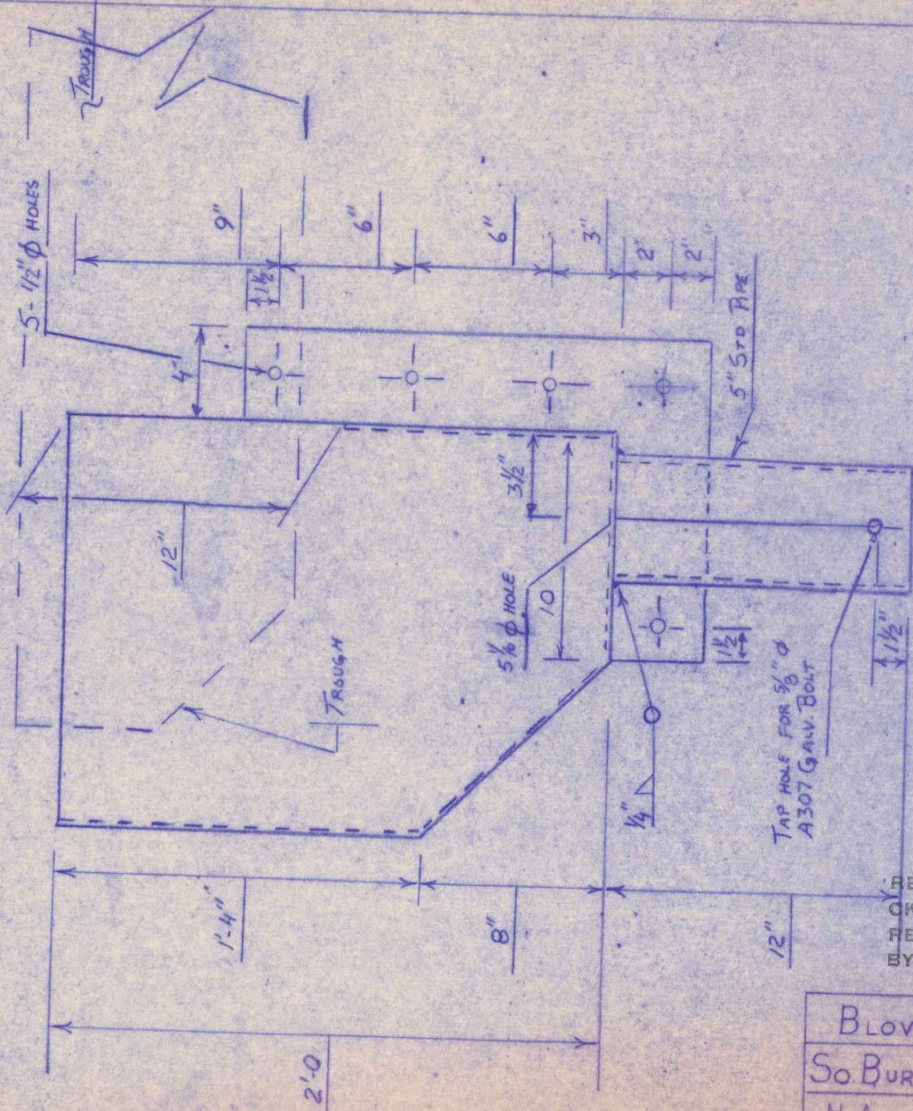
RECEIVED APR 28 1975
CK'D BY _____ OK'D BY _____
RESUBMIT _____ APPROVED _____
BY _____ DATE _____

SHEET 3 OF 8

Blow & Cote, Inc	
So. Burlington	BR. 70 N#5
PIER HOPPER DETAILS	
I-89 OVER WINDOSKI RIVER	
PROJECT:	PROJECT NO.
WILLISTON-COLCHESTER	I89-3(51)



PLAN: LT ABUT.
HOPPER



ELEVATION LT.
ABUT. HOPPER

SCALE 1 IN = 5 IN

APR 28 1975

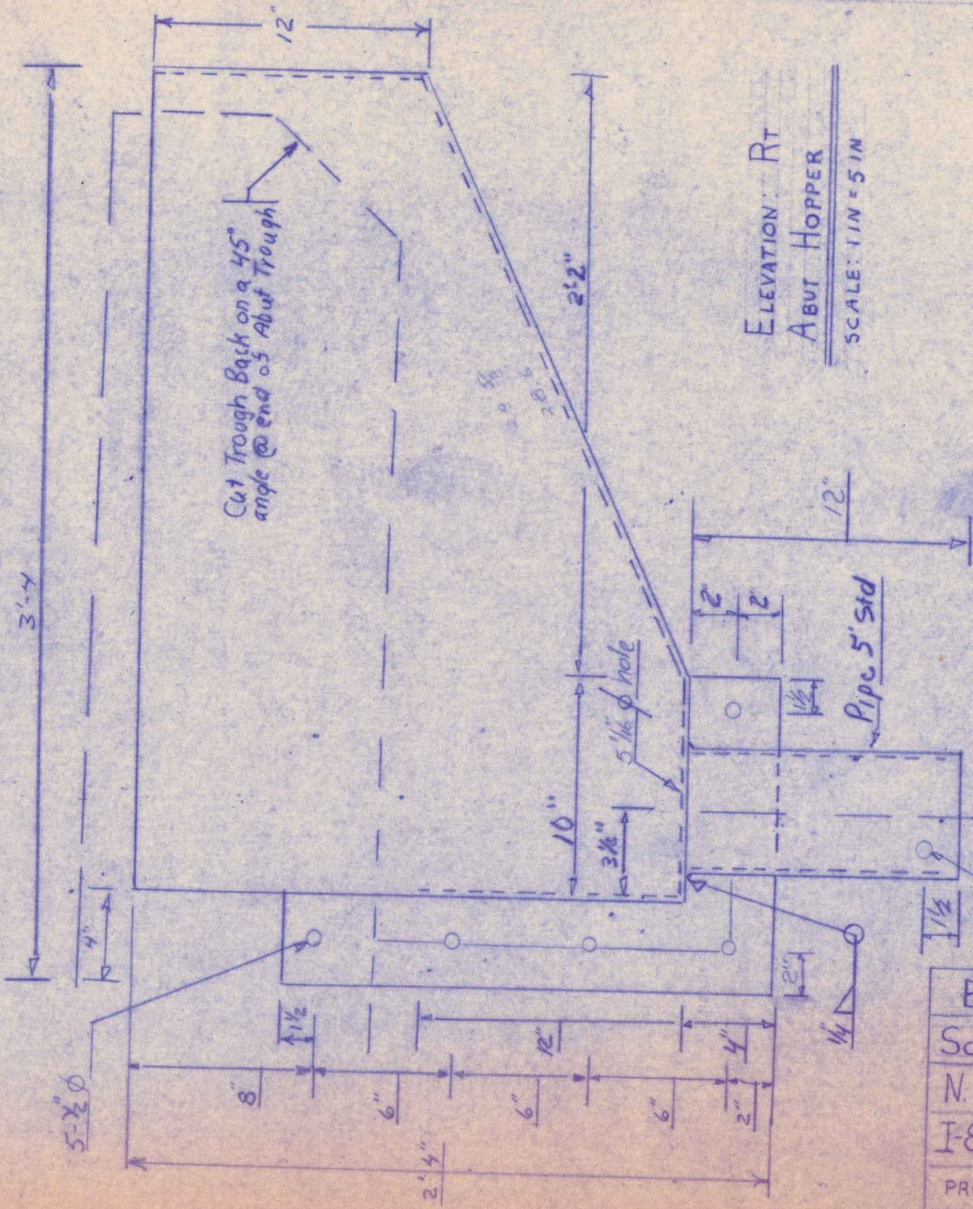
RECEIVED _____
 OK'D BY _____ OK'D BY _____
 RESUBMIT _____ APPROVED _____
 BY _____ DATE _____

SHEET 4 OF 8

BLOW & COTE, INC.	
So BURLINGTON	BR 70 N & S
N ABUTMENT HOPPER DETAILS	
I-89 OVER WINOOSKI RIVER	
PROJECT: WILLISTON-COLCHESTER	PROJECT NO I 89-3(51)



PLAN:
Q. RT. ABUT. HOPPER
Scale 1/4" = 5' 0"



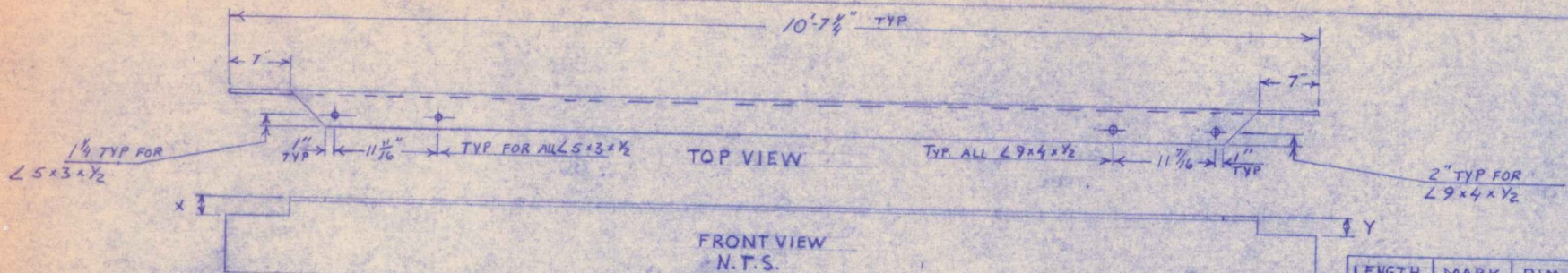
ELEVATION: Rt
ABUT HOPPER
SCALE: 1/4" = 5' 0"

NOTE: ALL FABRICATION WELDS SHALL BE 1/4 INCH ON THE INSIDE OF ALL HOPPERS AND SHALL BE FULL LENGTH

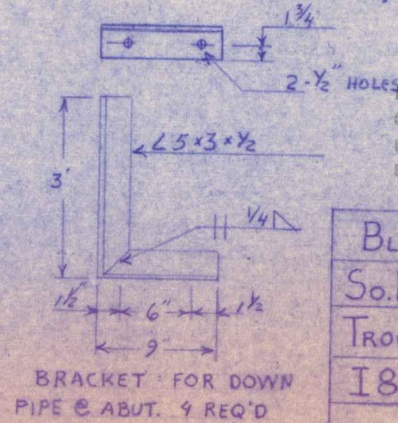
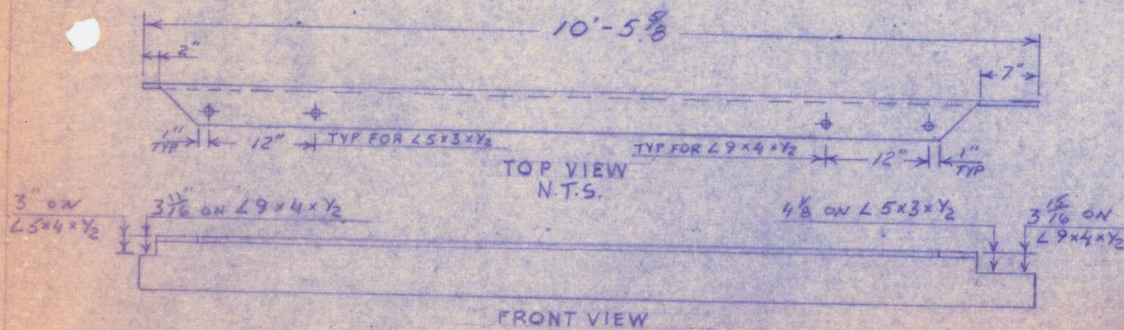
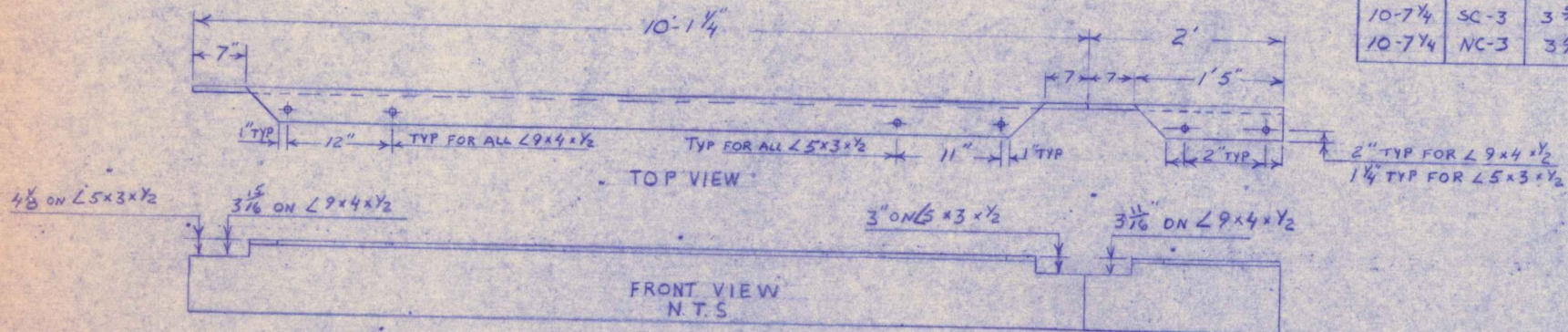
RECEIVED APR 28 1975
 CK'D BY _____ OK'D BY _____
 RESUBMIT _____ APPROVED _____
 BY _____ DATE _____

SHEET 5 OF 8

BLOW & COTE, INC.	
SO. BURLINGTON	BR. 70N & S
N. ABUTMENT HOPPER DETAILS	
I-89 OVER WINOOSKI RIVER	
PROJECT: WILLISTON-COLCHESTER	PROJECT NO. I 89-3(51)



LENGTH	MARK	DIM X	DIM Y
10'-7 1/4"	SC-2	4 1/8	3 5/8
10'-7 1/4"	NC-2	3 5/8	4 1/8
10'-7 1/4"	SC-3	3 3/8	3 1/16
10'-7 1/4"	NC-3	3 3/8	3 3/8



RECEIVED APR 28 1975

CHK'D BY _____ OK'D BY _____

RESUBMIT BY _____ APPROVED _____

DATE _____

SHEET 6 OF 8

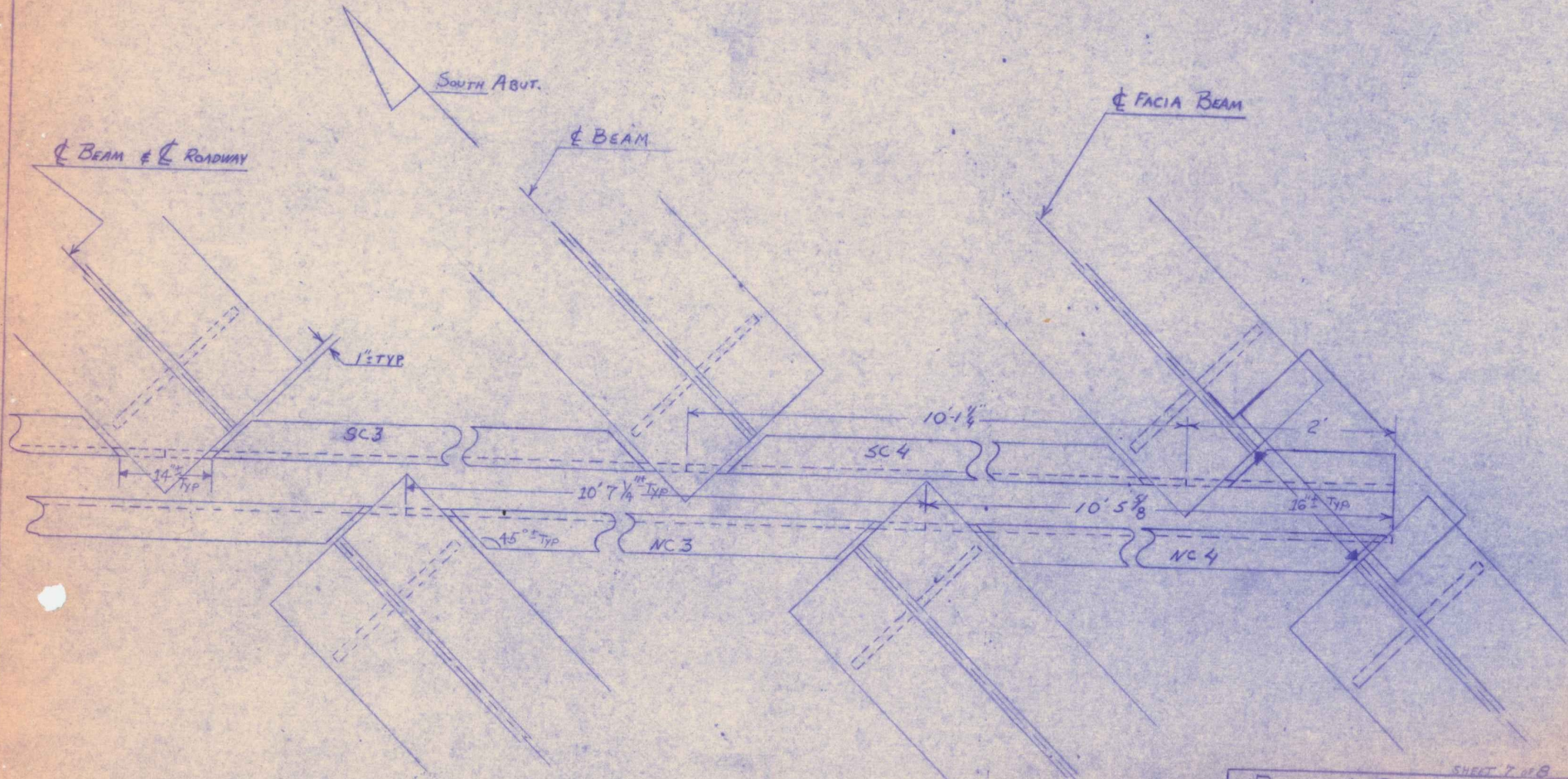
BLOW #COTE, INC

So. BURLINGTON BR 70N #5

TROUGH HANGER DETAILS

I 89 OVER WINOOSKI RIVER

PROJECT: WILLISTON-COLCHESTER PROJECT NO. I 89-3(51)

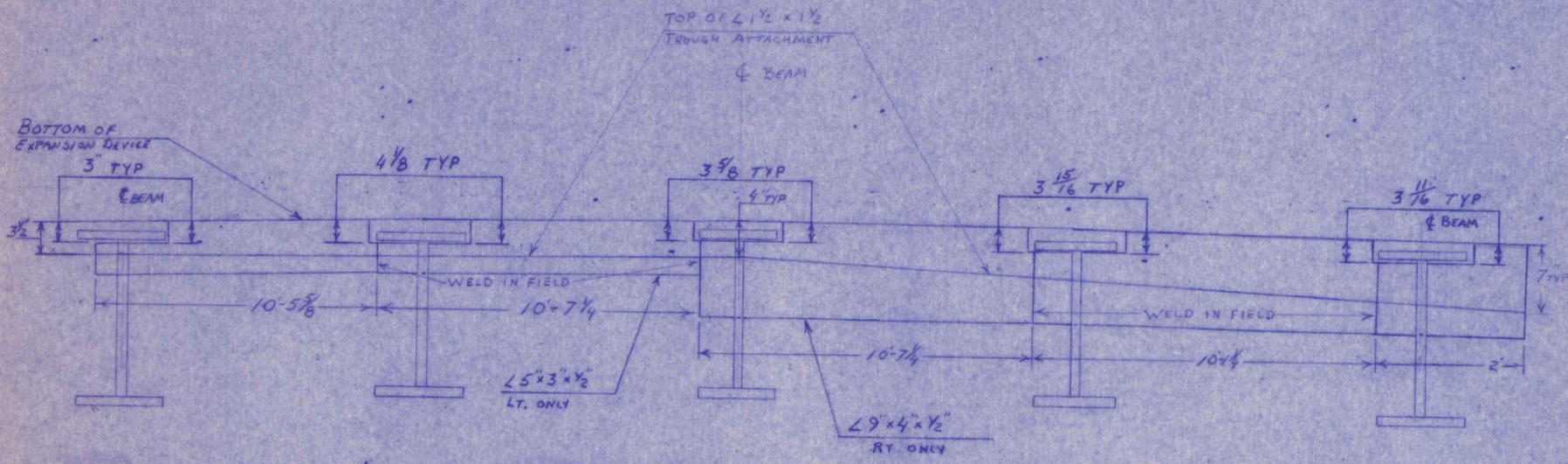


APR 28 1975

RECEIVED
 CK'D BY _____ OK'D BY _____
 RESUBMIT _____ APPROVED _____
 BY _____ DATE _____

SHEET 2 OF 8

BLOW & COTE INC	
So. BURLINGTON	BR. 70 N 65
JOINT TROUGH DETAILS	
I 89 OVER WINDOSKI RIVER	
PROJECT: WILLISTON-COLCHESTER	PROJECT NO I 89-3(5)



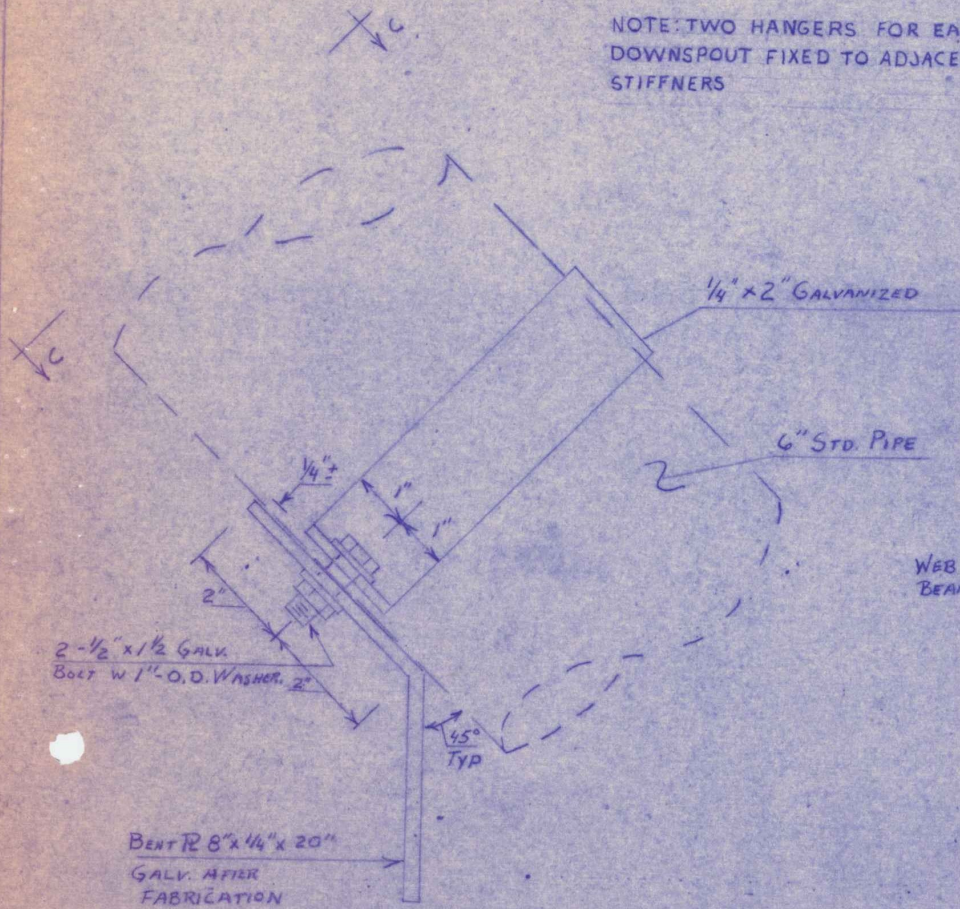
PROFILE ALONG TROUGH
N.T.S.

SHEET 8 of 8

BLOW & COTE, INC	
SO. BURLINGTON	BR 70 N#5
PIER TROUGH DETAILS	
I89 OVER WINOOSKI RIVER	
PROJECT: WILLISTON-COLCHESTER	PROJECT NO. I89-3(31)

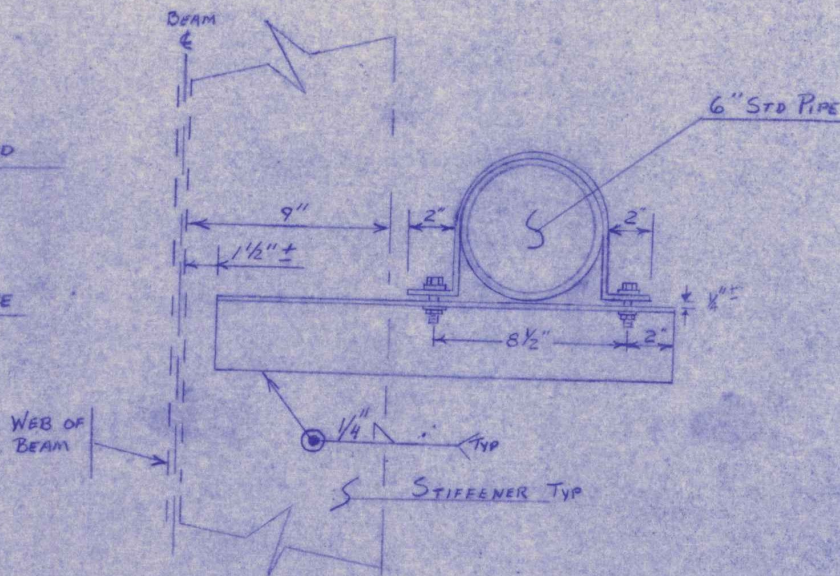
RECEIVED APR 28 1975
 CIV'D BY _____ OK'D BY _____
 RESUBMIT _____ APPROVED _____
 BY _____ DATE _____

NOTE: TWO HANGERS FOR EACH
DOWNSPOUT FIXED TO ADJACENT
STIFFENERS



DETAIL A
PIER PIPE HANGER TYP

SCALE 1/2" = 1" IN



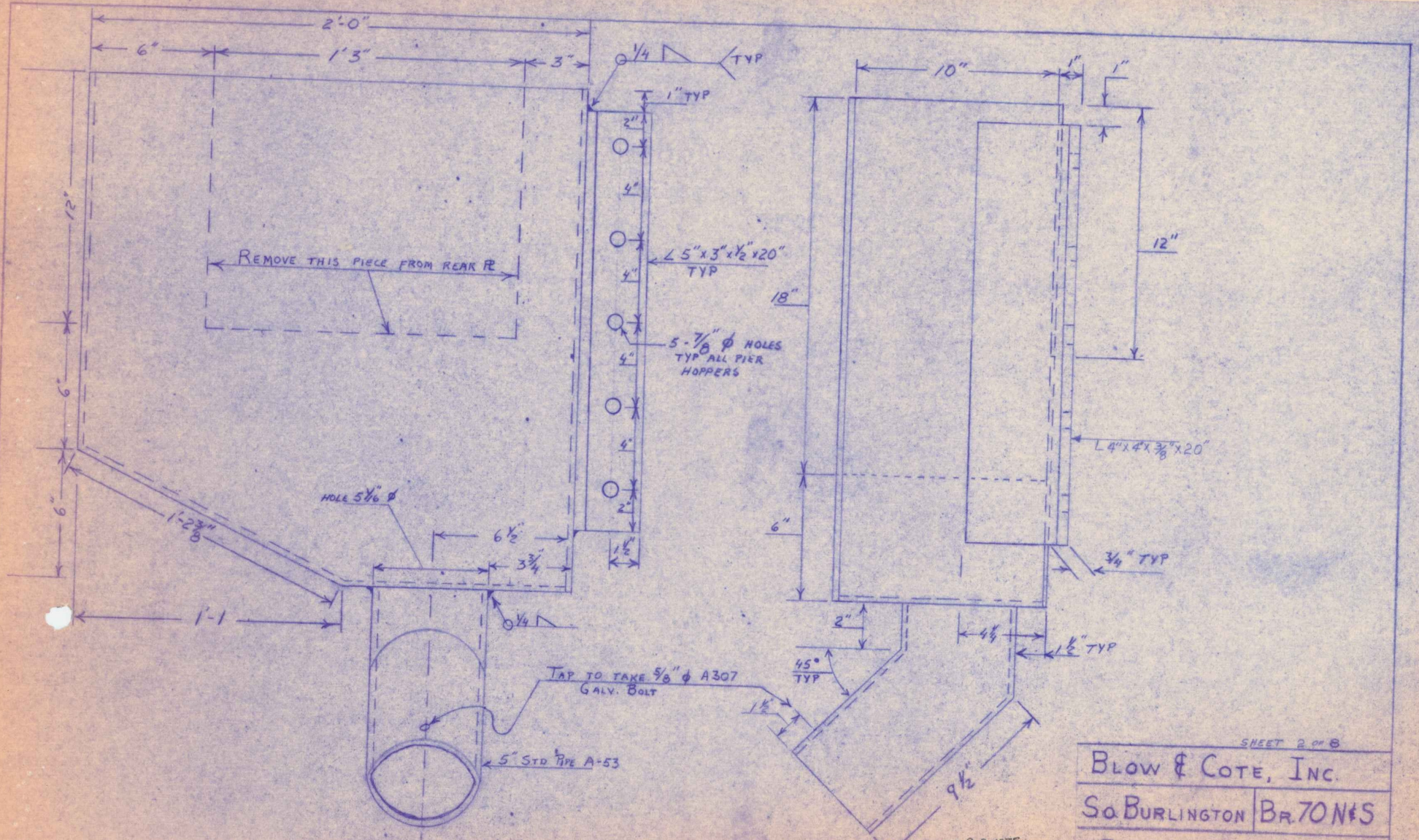
SECTION C-C

SCALE 1" IN = 5" IN

SHEET 1 OF 8

RECEIVED APR 28 1975
 CK'D BY _____ OK'D BY _____
 RESUBMIT _____ APPROVED _____
 BY _____ DATE _____

BLOW & COTE, INC.	
SO. BURLINGTON	BR. 70-N-45
PIER HOPPER DETAILS	
I-89 OVER WINDOOSKI RIVER	
PROJECT:	PROJECT NO
WILLISTON-COLCHESTER	189-3(51)



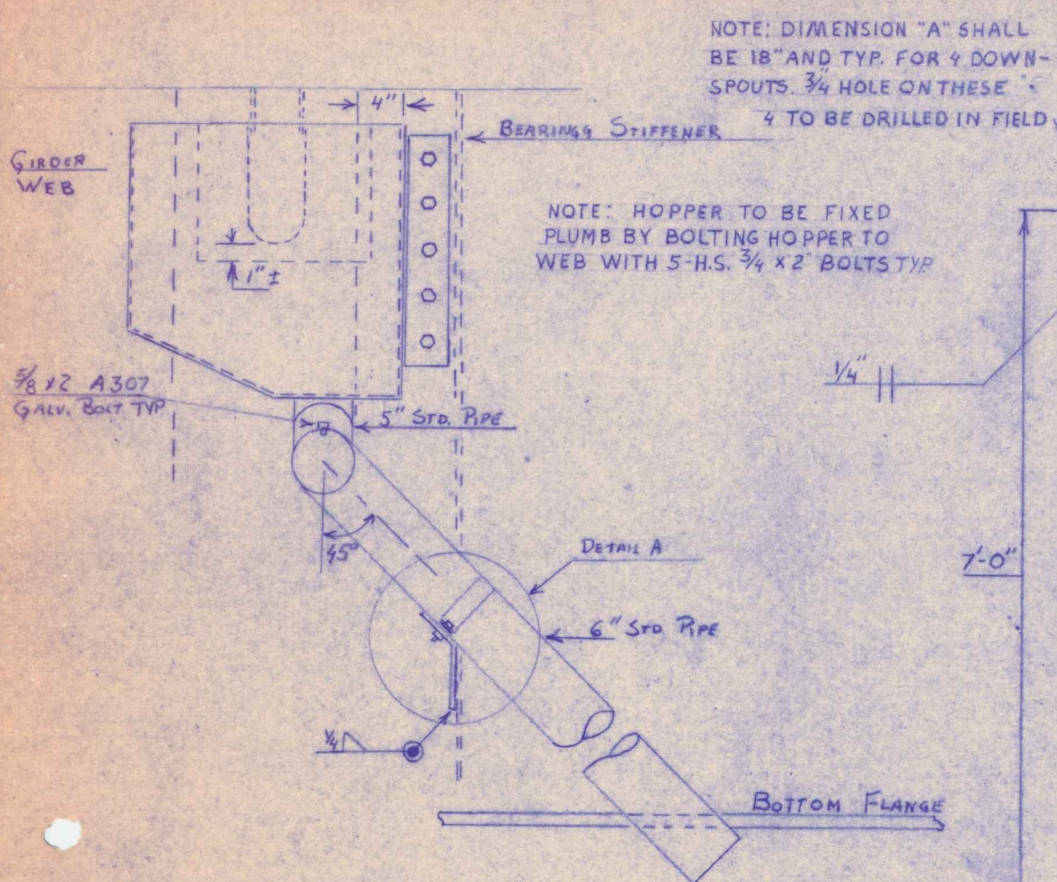
SHEET 2 OF 8

BLOW & COTE, INC.
 SO BURLINGTON BR 70 N 1 S

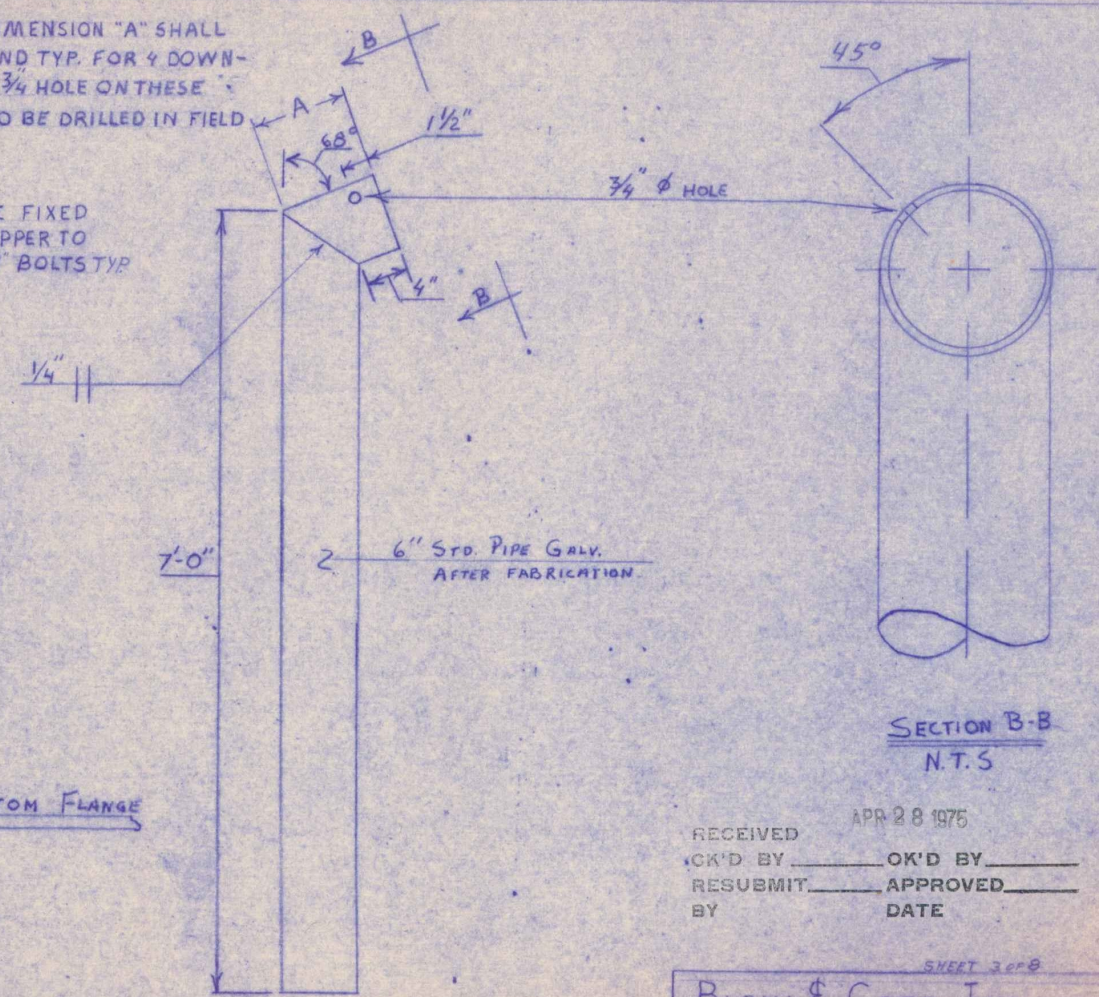
PIER HOPPER DETAILS
 T-89 OVER WINDOSKI RIVER

RECEIVED APR 28 1975
 CK'D BY _____ OK'D BY _____
 RESUBMIT _____ APPROVED _____
 BY _____ DATE _____

PROJECT: WILLISTON-COLCHESTER PROJECT NO: T89-3(51)



ELEVATION PIER
HOPPER MOUNTING TYP.
SCALE 1 IN = 10 IN

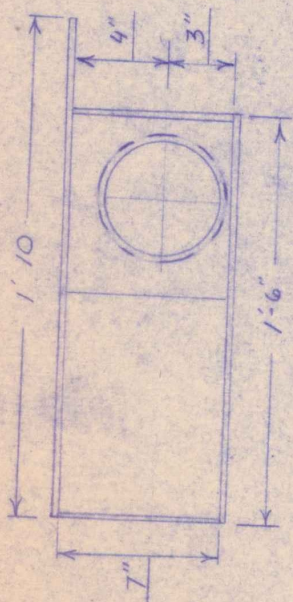


ELEVATION PIER
DOWNSPOUT TYP.
SCALE 1 IN = 10 IN

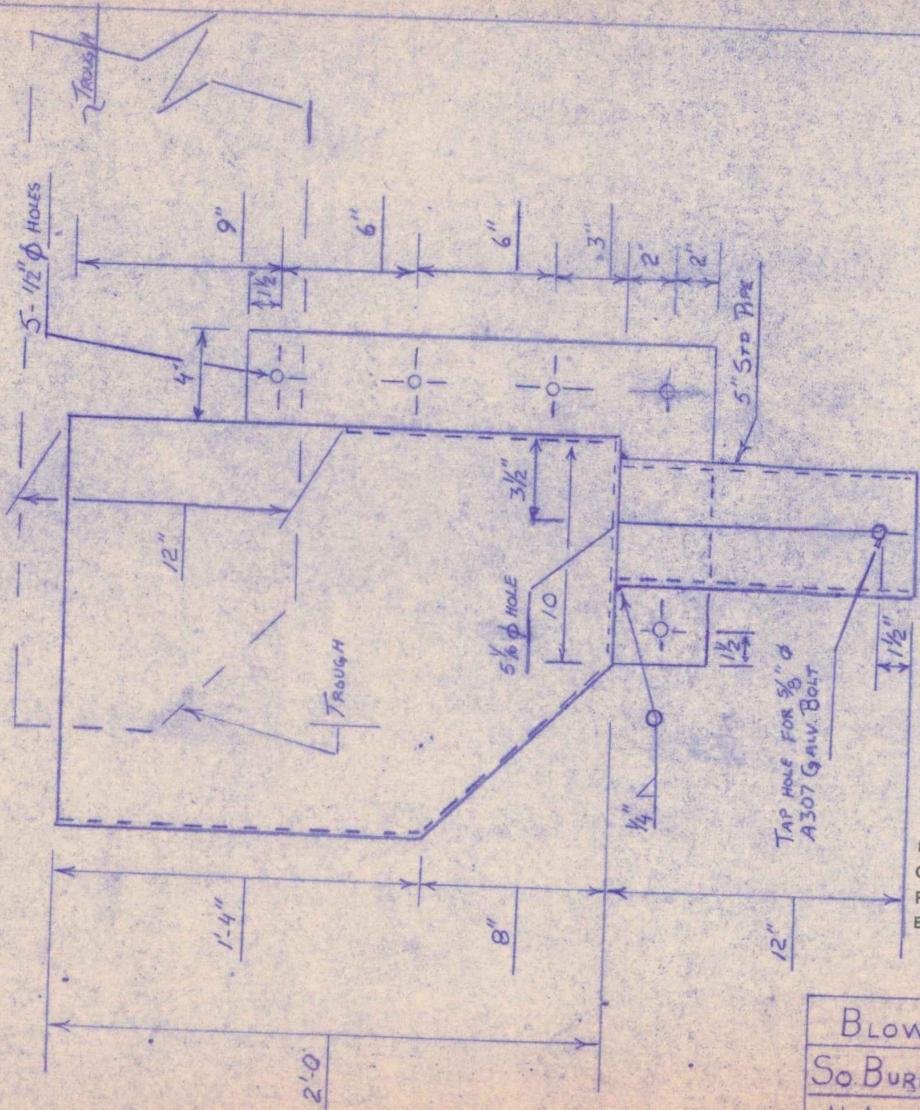
RECEIVED APR 28 1975
 CK'D BY _____ OK'D BY _____
 RESUBMIT _____ APPROVED _____
 BY _____ DATE _____

SHEET 3 OF 8

BLOW & COTE, INC	
SO. BURLINGTON	BR. 70 N #5
PIER HOPPER DETAILS	
I-89 OVER WINDOSKI RIVER	
PROJECT: WILLISTON-COLCHESTER	PROJECT NO. I89-3(51)



PLAN: LT ABUT
HOPPER



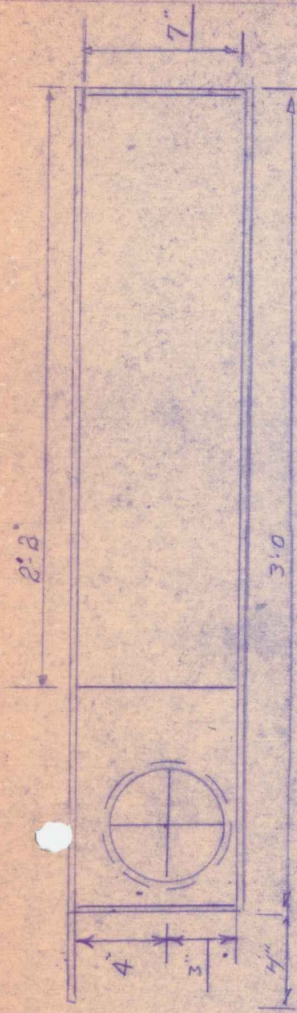
ELEVATION LT.
ABUT. HOPPER
SCALE 1 IN = 5 IN

TAP HOLE FOR 5/8" Ø
A307 GALV. BOLT

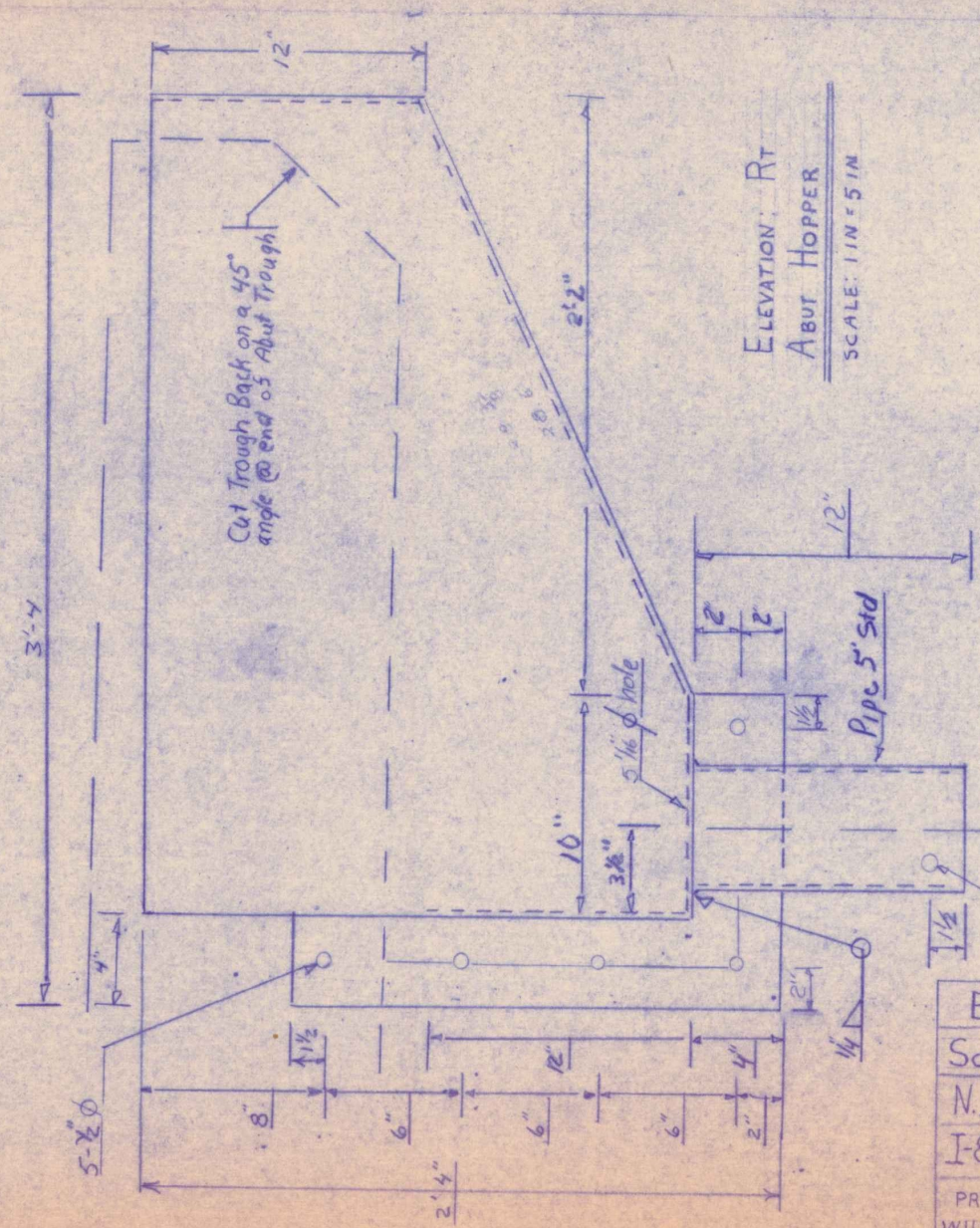
RECEIVED _____
 CK'D BY _____
 RESUBMIT _____
 BY _____
 APR 28 1975
 OK'D BY _____
 APPROVED _____
 DATE _____

SHEET 4 OF 8

BLOW & COTE, INC.*	
50 BURLINGTON	BR 70 N & S
N ABUTMENT HOPPER DETAILS	
I-89 OVER WINOOSKI RIVER	
PROJECT: WILLISTON-COLCHESTER	PROJECT NO. I 89-3(51)



PLAN:
Q RT ABUT. HOPPER
Scale 1/4" = 5' in



ELEVATION: RT
ABUT HOPPER
SCALE: 1/4" = 5' in

NOTE: ALL FABRICATION WELDS SHALL BE 1/4" INCH ON THE INSIDE OF ALL HOPPERS AND SHALL BE FULL LENGTH

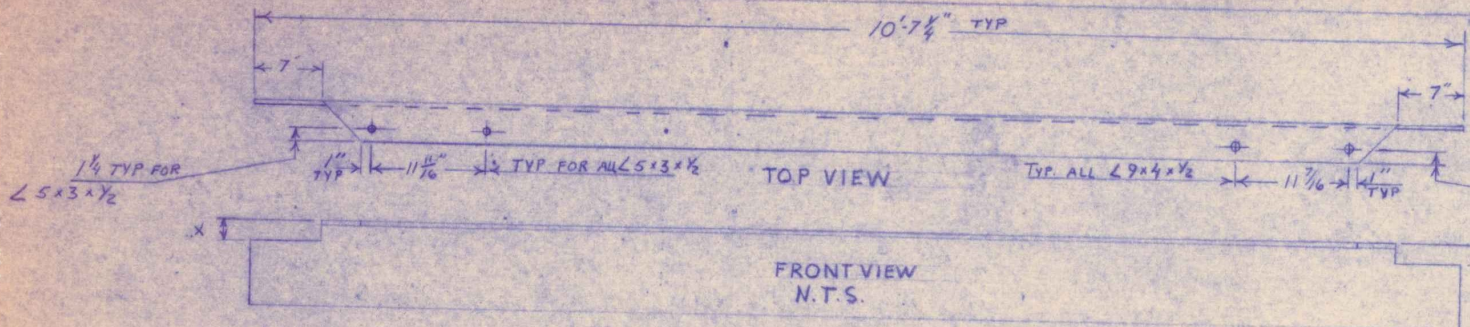
TAP FOR 5/8" A 307 GALV BOLT.

RECEIVED
OK'D BY _____
RESUBMIT BY _____
DATE

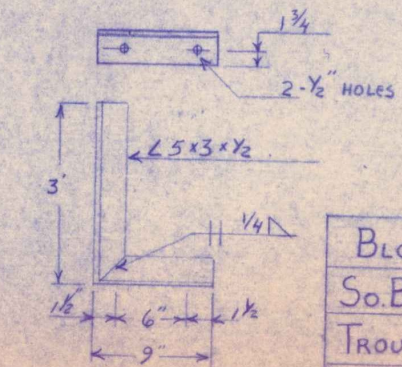
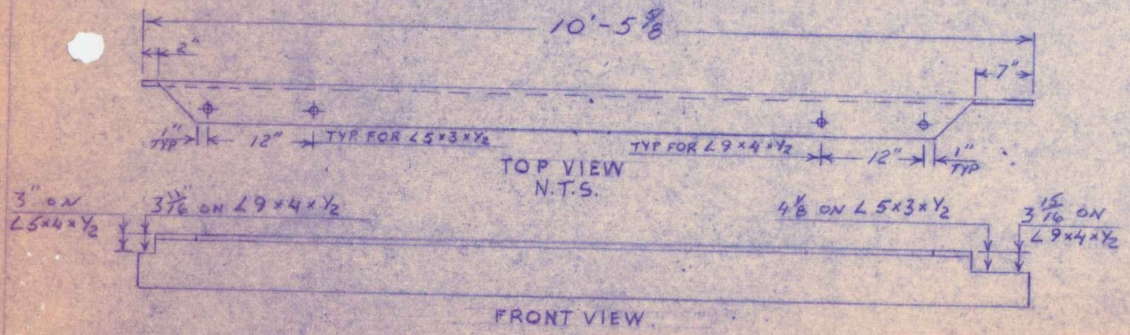
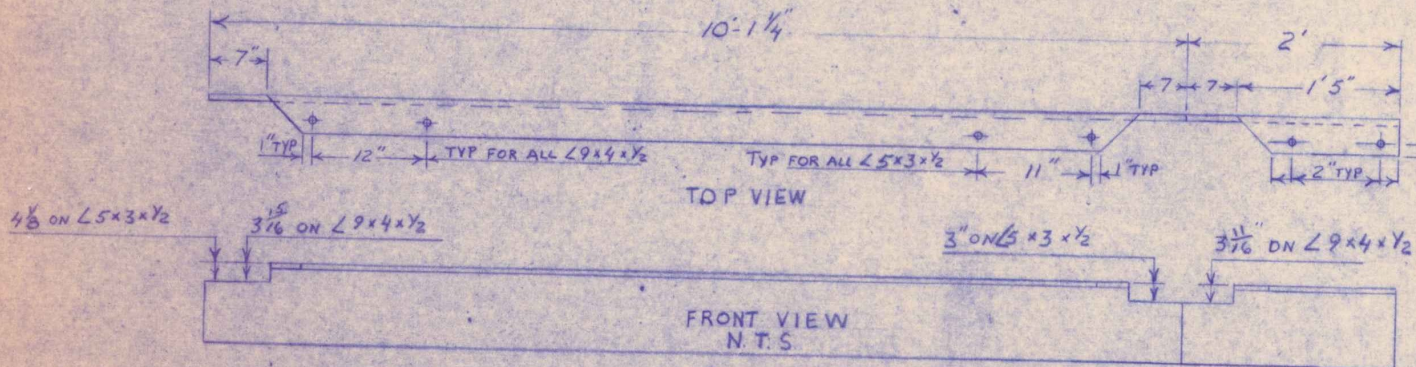
APR 28 1975

SHEET 5 OF 8

Blow & Cote, Inc.	
So. Burlington	Br. 70N & S
N. Abutment Hopper Details	
I-89 OVER WINDOSKI RIVER	
PROJECT: WILLISTON-COLCHESTER	PROJECT NO: I 89-3(51)

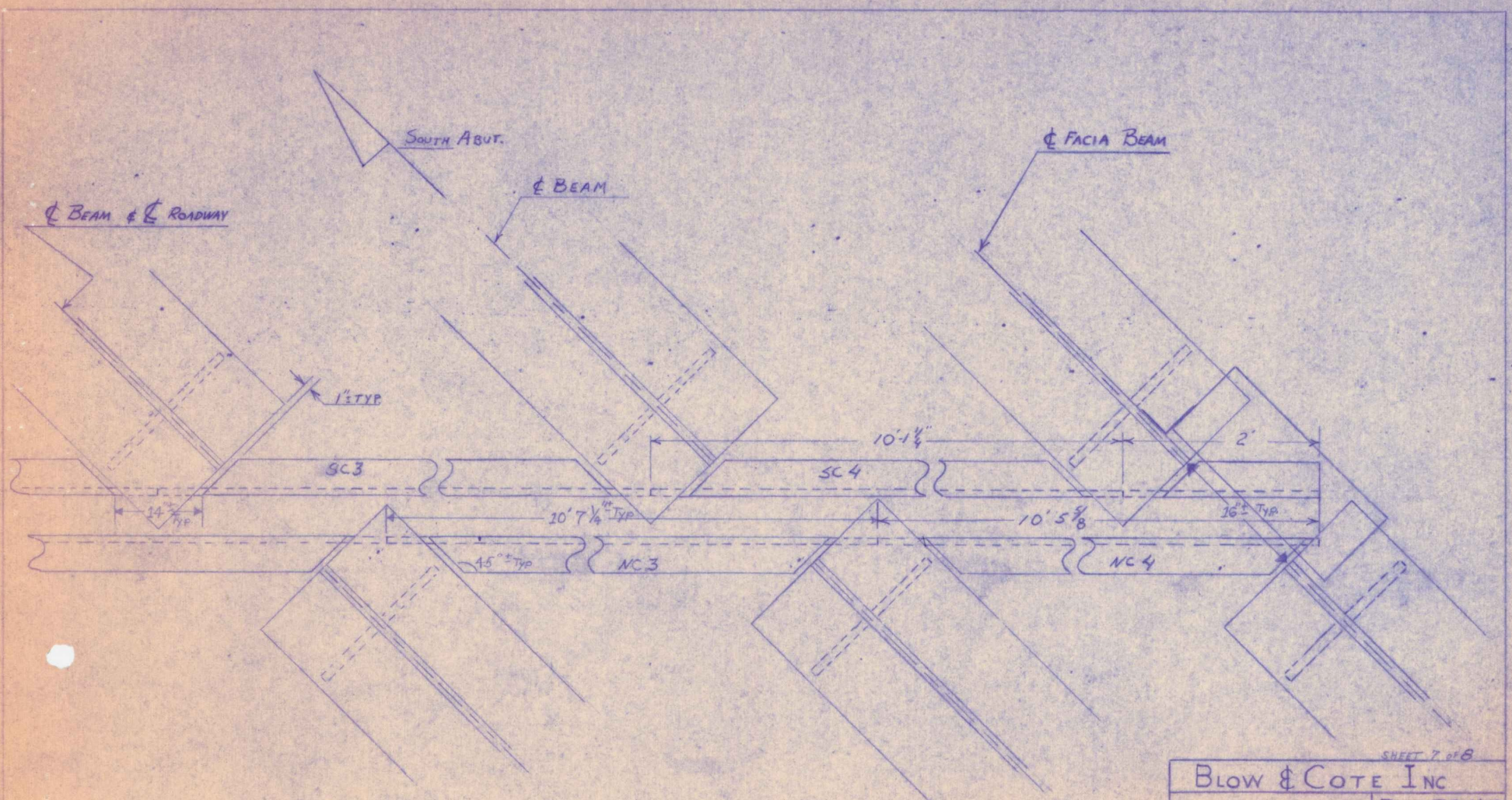


LENGTH	MARK	DIM X	DIM Y
10-7 1/4	SC-2	4 1/8	3 5/8
10-7 1/4	NC-2	3 5/8	4 1/8
10-7 1/4	SC-3	3 5/8	3 1/16
10-7 1/4	NC-3	3 1/8	3 5/8



RECEIVED APR 28 1975
 CK'D BY _____ OK'D BY _____
 RESUBMIT BY _____ APPROVED _____
 DATE _____

SHEET 6 OF 8
BLOW & COTE, INC
 So. BURLINGTON BR 70N&S
 TROUGH HANGER DETAILS
 I89 OVER WINOOSKI RIVER
 PROJECT: WILLISTON-COLCHESTER PROJECT NO: I89-3(51)

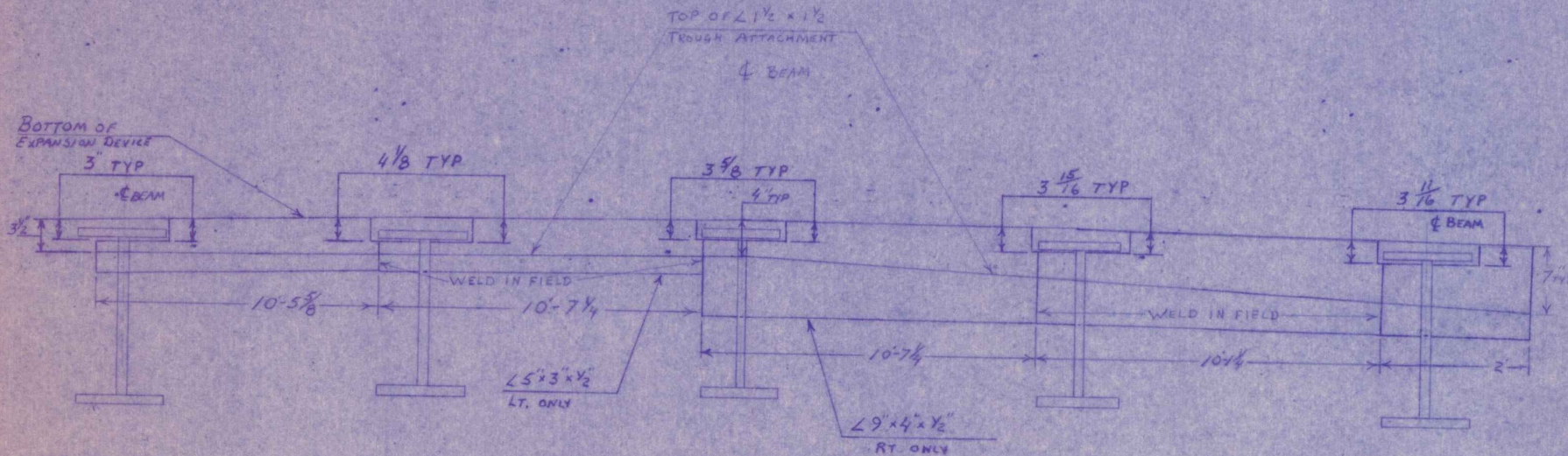


SHEET 7 OF 8

APR 28 1975

RECEIVED
 CK'D BY _____ OK'D BY _____
 RESUBMIT _____ APPROVED _____
 BY _____ DATE _____

BLOW & COTE INC	
SO. BURLINGTON	BR. 70 N/S
JOINT TROUGH DETAILS	
I 89 OVER WINDOOSKI RIVER.	
PROJECT: WILLISTON-COLCHESTER	PROJECT NO I 89-3(5)



PROFILE ALONG TROUGH
N.T.S.

SHEET 8 of 8

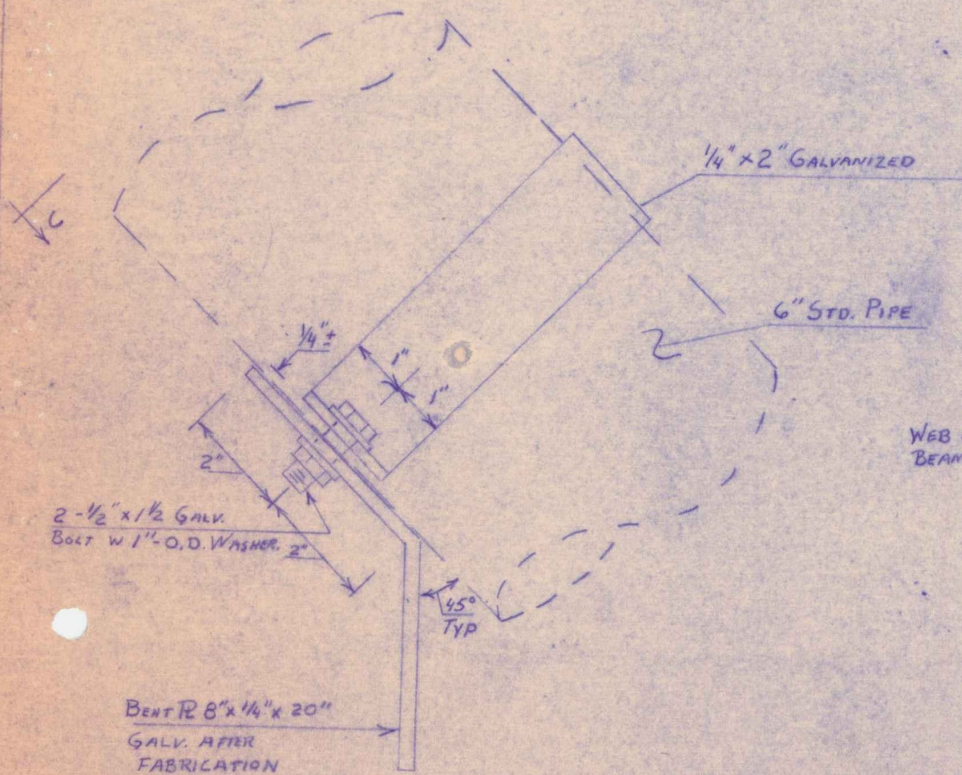
BLOW & COTE, INC
 SO. BURLINGTON BR 70 N & S
 PIER TROUGH DETAILS
 I 89 OVER WINOOSKI RIVER

PROJECT: WILLISTON-COLCHESTER
 PROJECT NO. I 89-3(51)

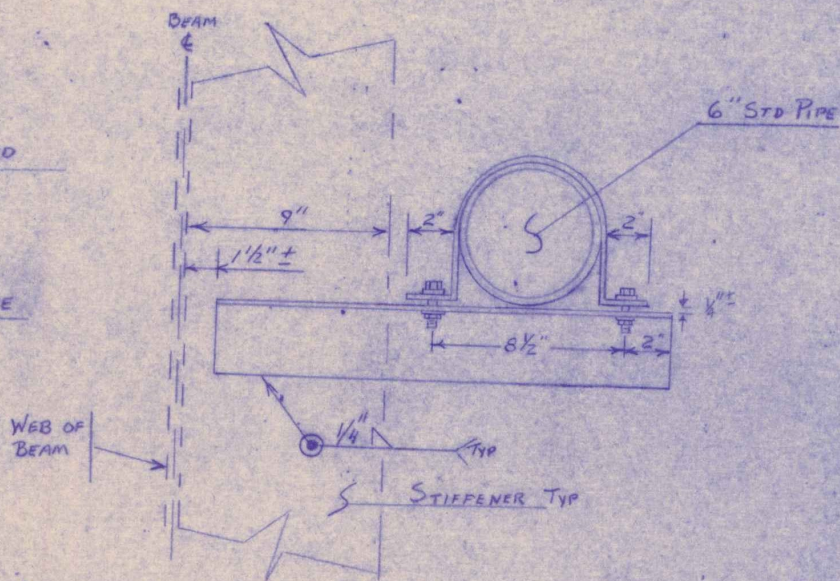
APR 28 1975

RECEIVED
 CK'D BY _____ OK'D BY _____
 RESUBMIT _____ APPROVED _____
 BY _____ DATE _____

NOTE: TWO HANGERS FOR EACH
DOWNSPOUT FIXED TO ADJACENT
STIFFENERS



DETAIL A
PIER PIPE HANGER TYP
SCALE 1/2" = 1" IN

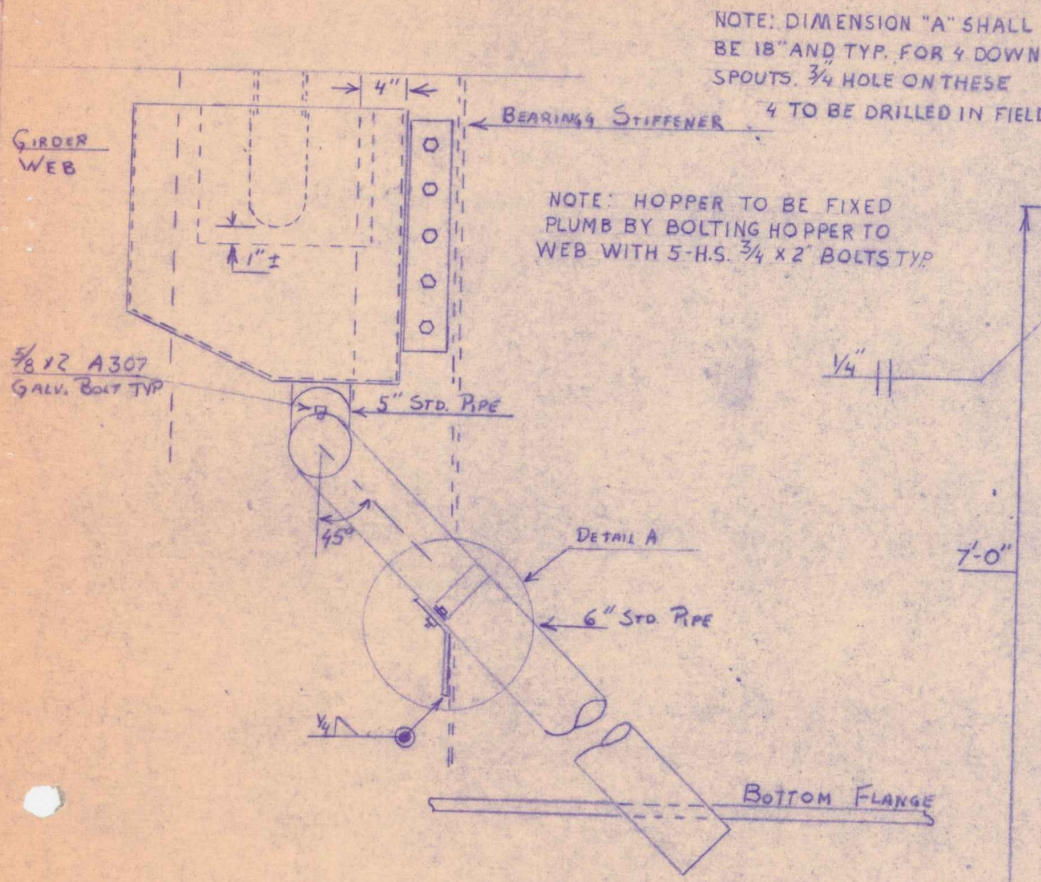


SECTION C-C
SCALE 1" IN = 5" IN

RECEIVED APR 30 1975
CK'D BY _____ OK'D BY _____
RESUBMIT _____ APPROVED _____
BY _____ DATE _____

SHEET 3 OF 8

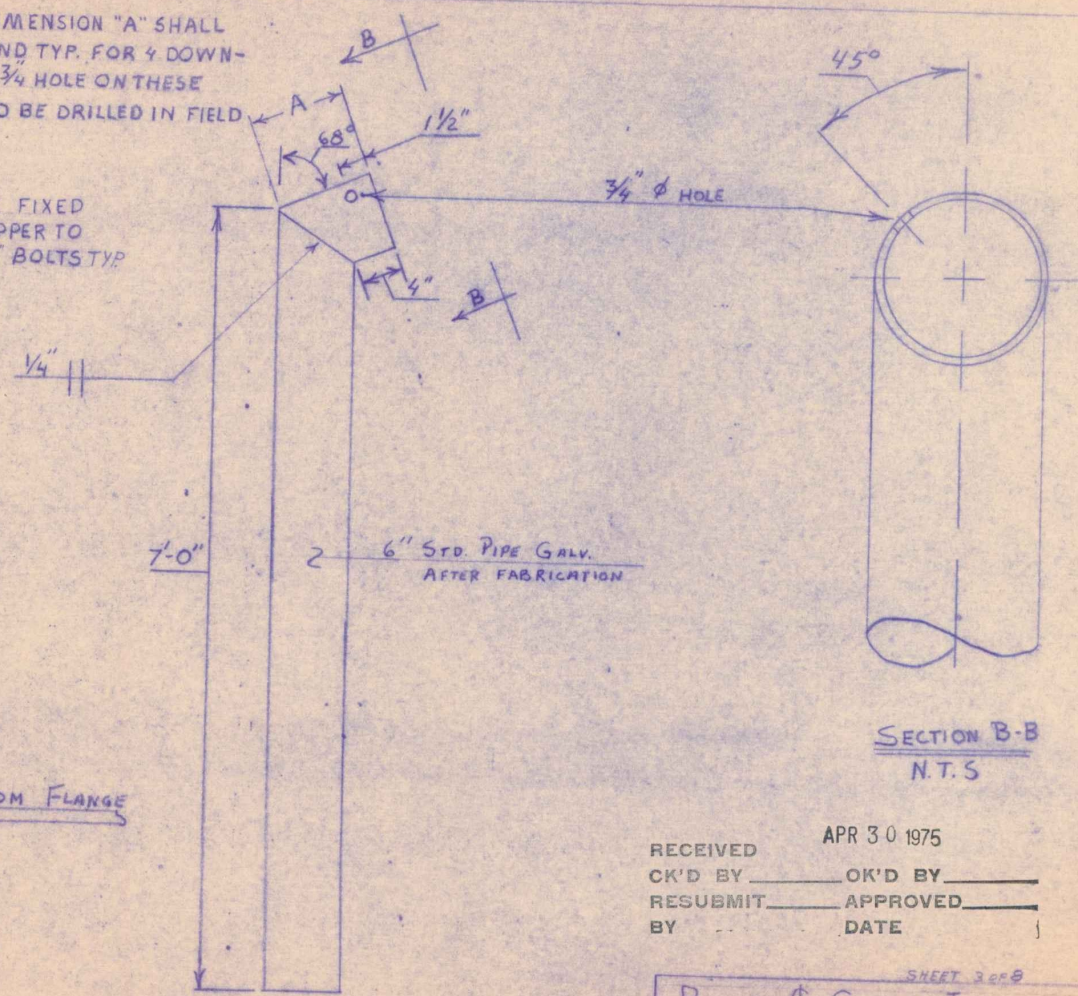
BLOW & COTE, INC.	
SO. BURLINGTON	BR. 70 N #5
PIER HOPPER DETAILS	
I-89 OVER WINDOSKI RIVER	
PROJECT: WILLISTON-COLCHESTER	PROJECT NO 189-3(51)



ELEVATION PIER
HOPPER MOUNTING TYP.
SCALE 1 IN = 10 IN

NOTE: DIMENSION "A" SHALL BE 18" AND TYP. FOR 4 DOWN-SPOTS. 3/4" HOLE ON THESE

NOTE: HOPPER TO BE FIXED PLUMB BY BOLTING HOPPER TO WEB WITH 5-H.S. 3/4 X 2" BOLTS TYP

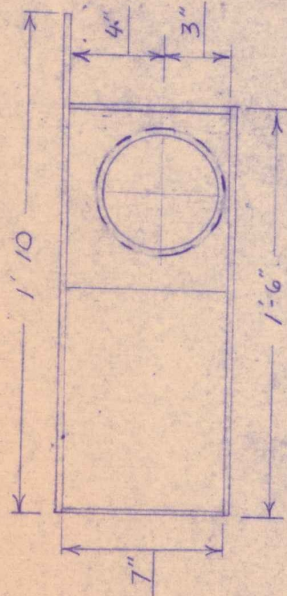


ELEVATION PIER
DOWNSPOUT TYP.
SCALE 1 IN = 10 IN

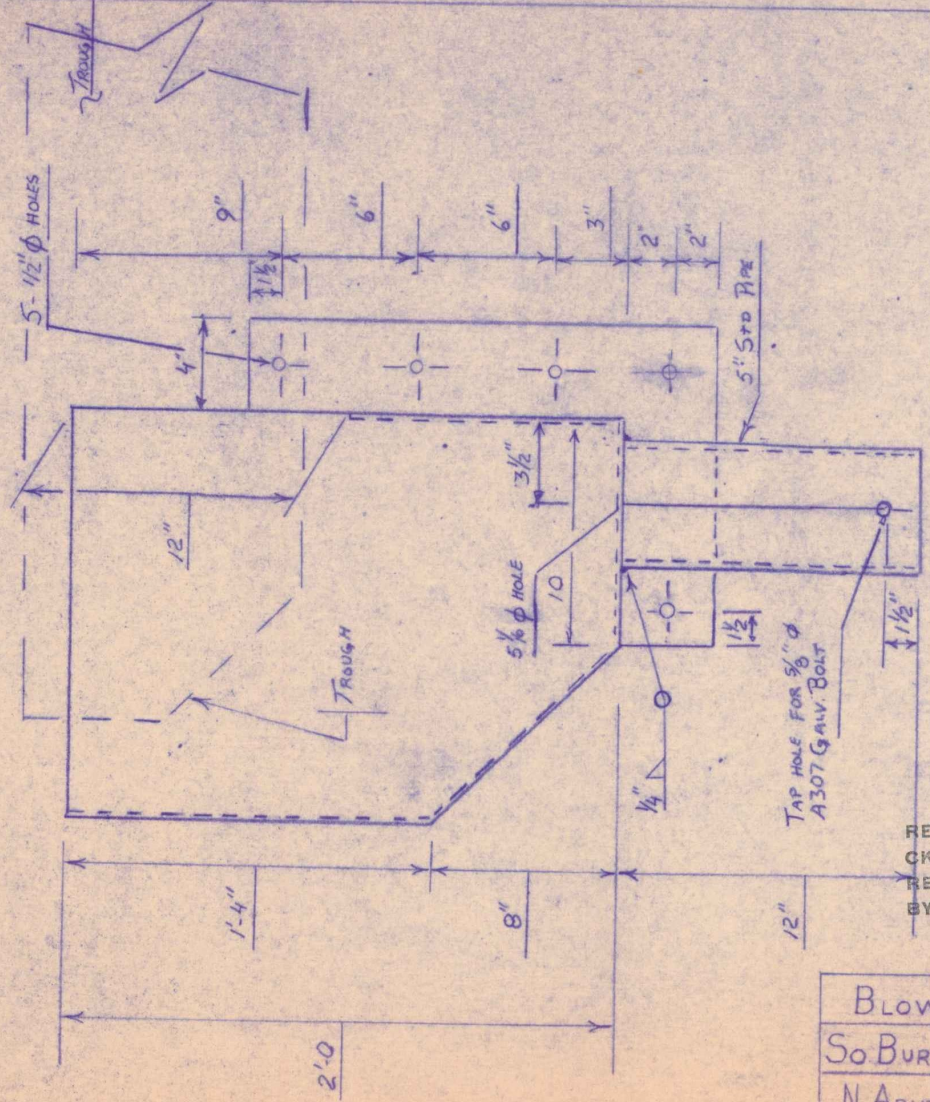
RECEIVED APR 30 1975
 CK'D BY _____ OK'D BY _____
 RESUBMIT _____ APPROVED _____
 BY _____ DATE _____

SHEET 3 OF 8

BLOW & COTE, INC	
50 BURLINGTON	BR. 70 N & S
PIER HOPPER DETAILS	
I-89 OVER WINDOSKI RIVER	
PROJECT: WILLISTON-COLCHESTER	PROJECT NO. I89-3(51)



PLAN: LT ABUT.
HOPPER



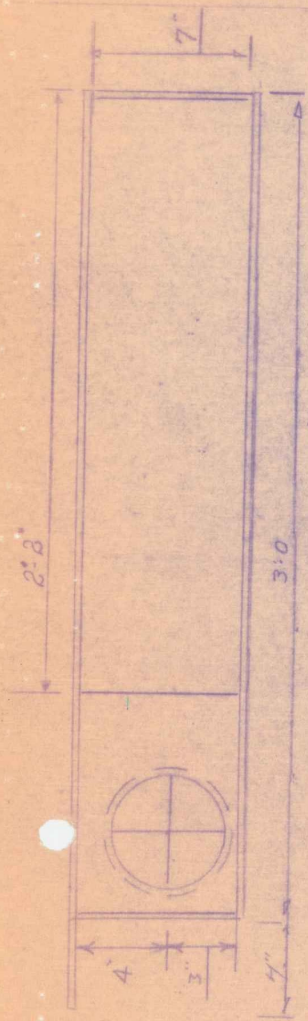
ELEVATION LT.
ABUT. HOPPER

SCALE 1 IN = 5 IN

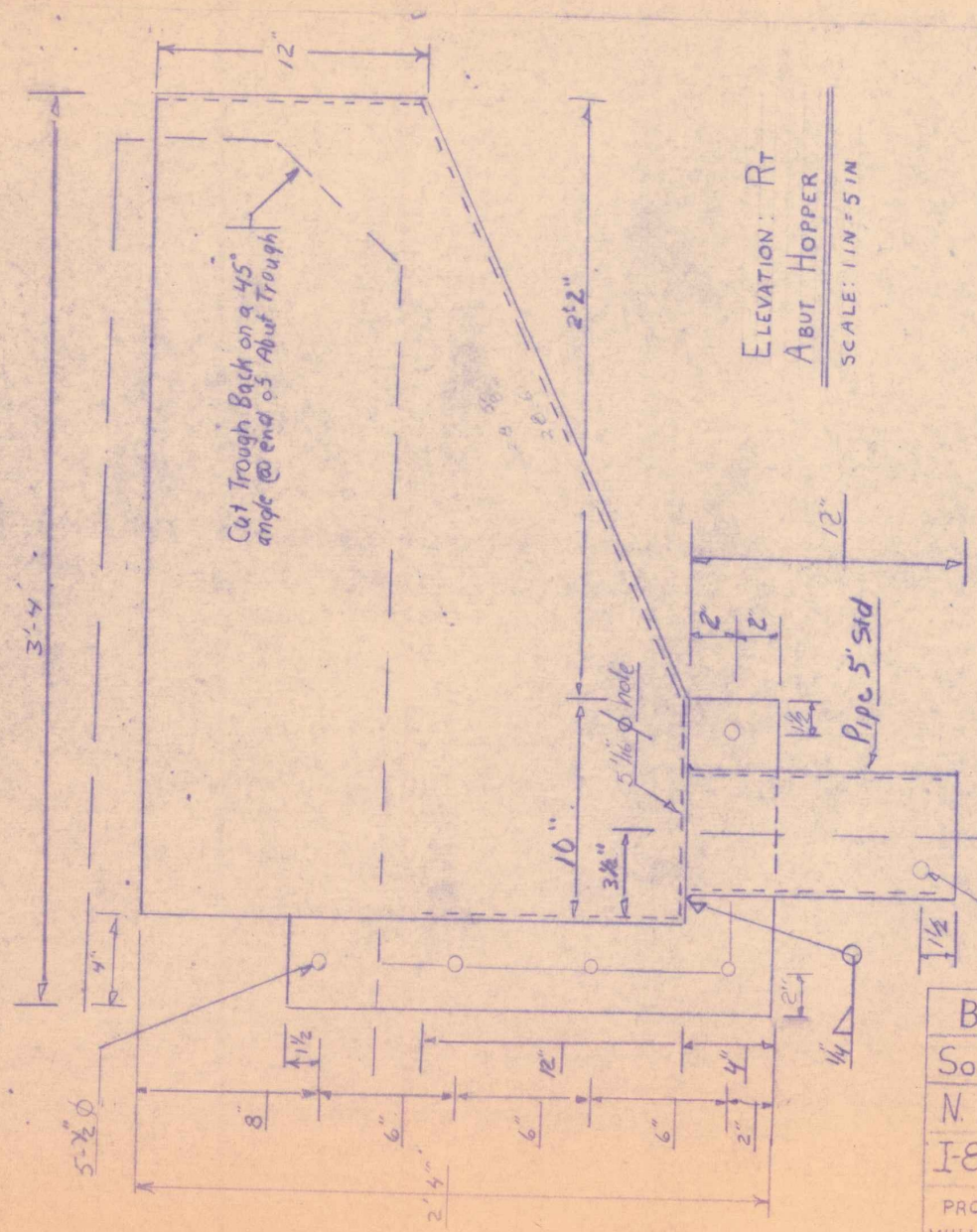
RECEIVED APR 30 1975
 CK'D BY _____ OK'D BY _____
 RESUBMIT _____ APPROVED _____
 BY _____ DATE _____

SHEET 1 OF 8

BLOW & COTE, INC.	
SO. BURLINGTON	BR 70 N & S
N ABUTMENT HOPPER DETAILS	
I-89 OVER WINOOSKI RIVER	
PROJECT: WILLISTON-COLCHESTER	PROJECT NO. I 89-3(51)



PLAN:
Q RT ABUT. HOPPER
Scale 1/in = 5 in



ELEVATION: RT
ABUT HOPPER
SCALE: 1 IN = 5 IN

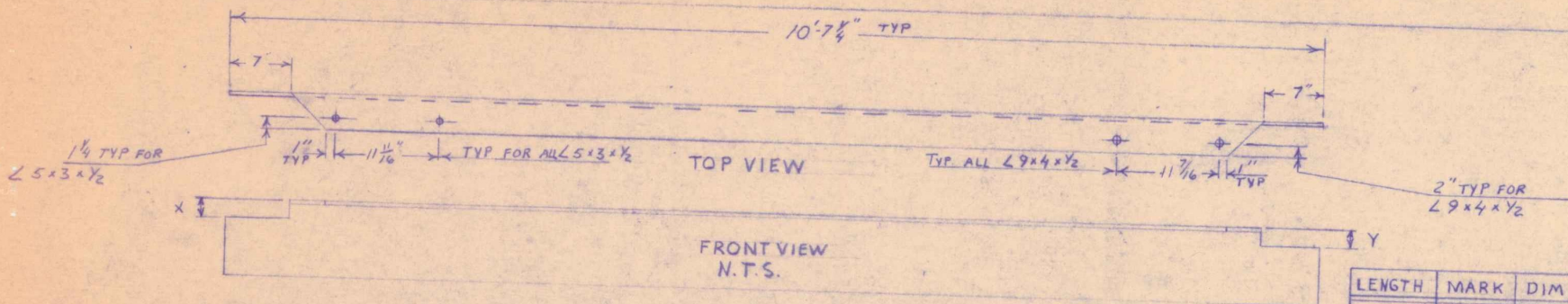
NOTE: ALL FABRICATION WELDS SHALL BE 1/4 INCH ON THE INSIDE OF ALL HOPPERS AND SHALL BE FULL LENGTH

TAP FOR 5/8" & A307 GALV BOLT

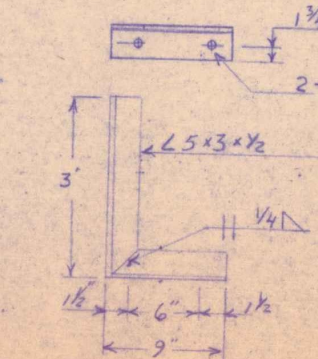
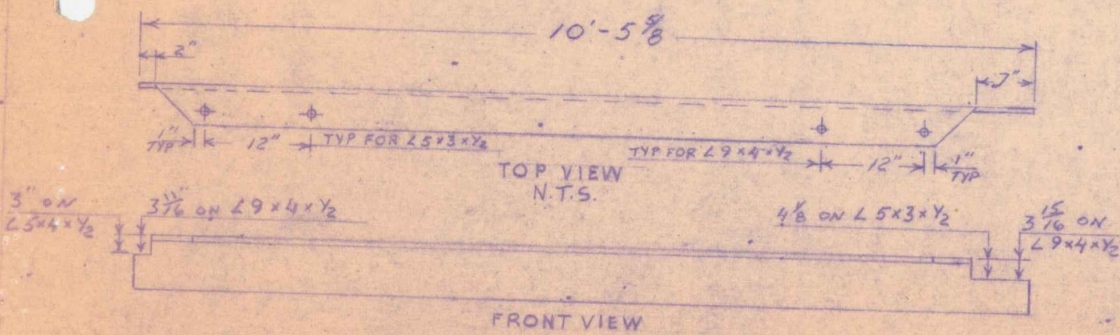
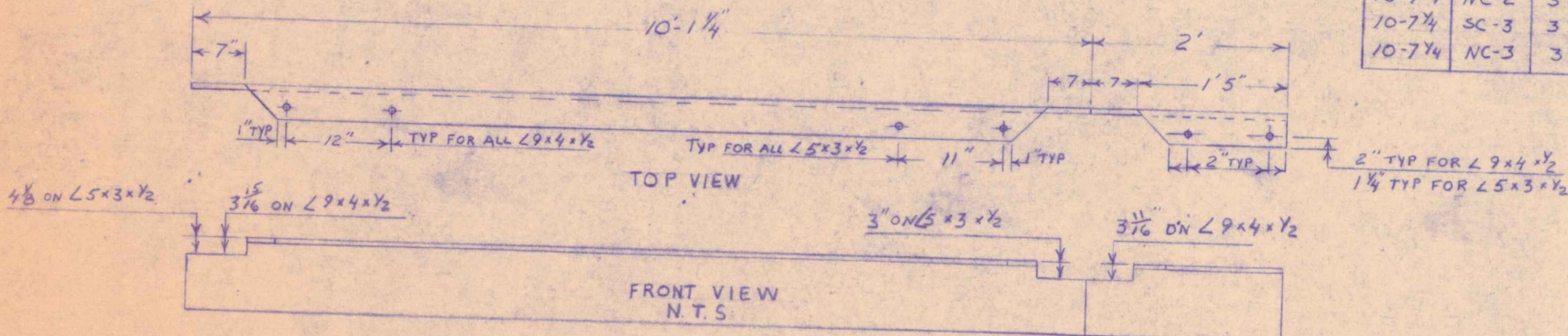
RECEIVED APR 30 1975
 CK'D BY _____ OK'D BY _____
 RESUBMIT _____ APPROVED _____
 BY _____ DATE _____

SHEET 5 OF 8

BLOW & COTE, INC.	
SO. BURLINGTON	BR. 70 N & S
N. ABUTMENT HOPPER DETAILS	
I-89 OVER WINOOSKI RIVER	
PROJECT: WILLISTON-COLCHESTER	PROJECT NO: I 89-3(51)



LENGTH	MARK	DIM X	DIM Y
10-7 1/4	SC-2	4 1/8	3 5/8
10-7 1/4	NC-2	3 3/8	4 1/8
10-7 1/4	SC-3	3 5/8	3 1/16
10-7 1/4	NC-3	3 3/8	3 3/8

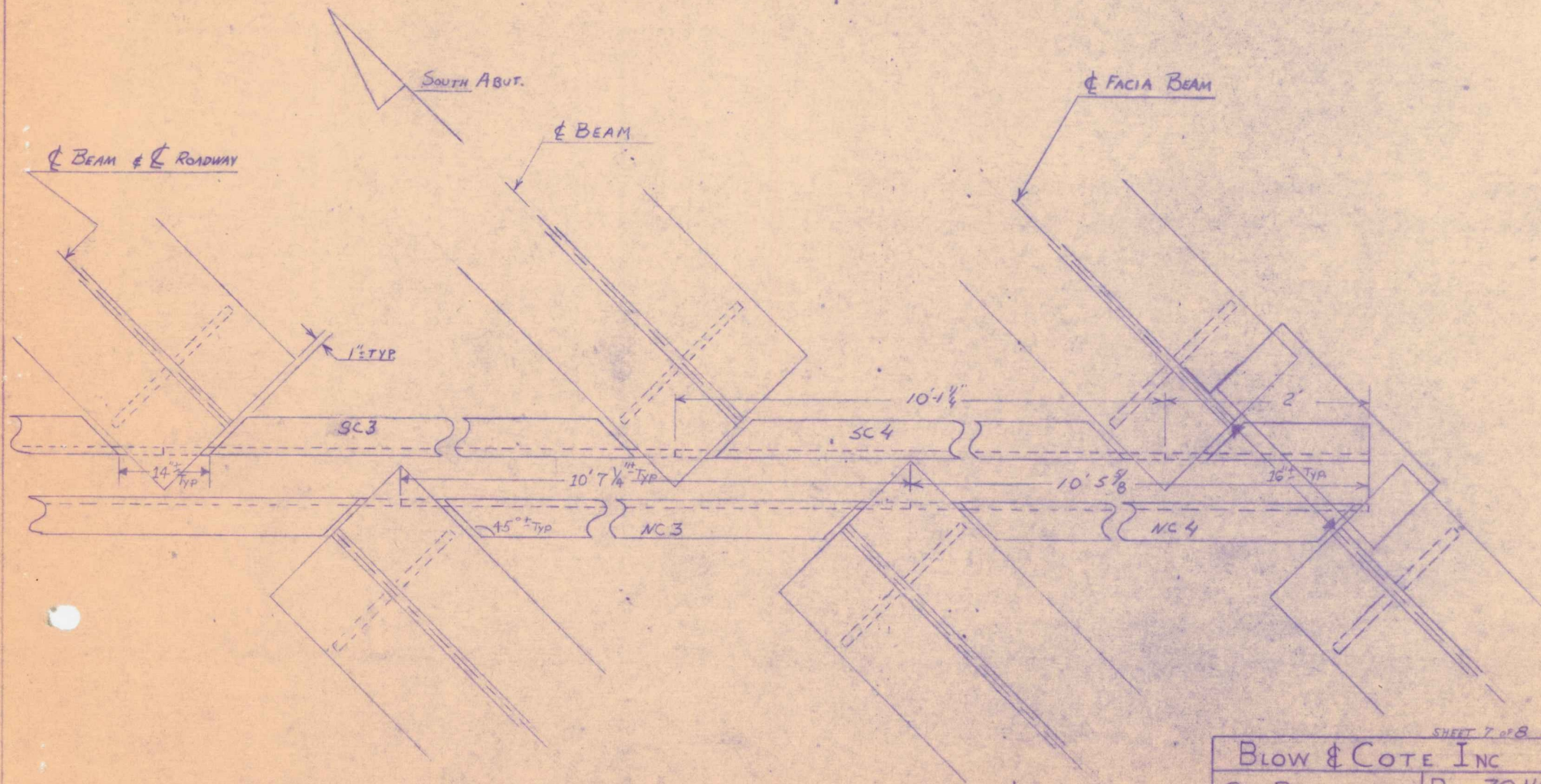


RECEIVED APR 30 1975
 CK'D BY _____ OK'D BY _____
 RESUBMIT _____ APPROVED _____
 BY _____ DATE _____

SHEET 6 OF 8

BLOW & COTE, INC
 SO. BURLINGTON BR 70N#5
 TROUGH HANGER DETAILS
 I89 OVER WINDOSKI RIVER

PROJECT: WILLISTON-COLCHESTER PROJECT NO: I89-3(51)

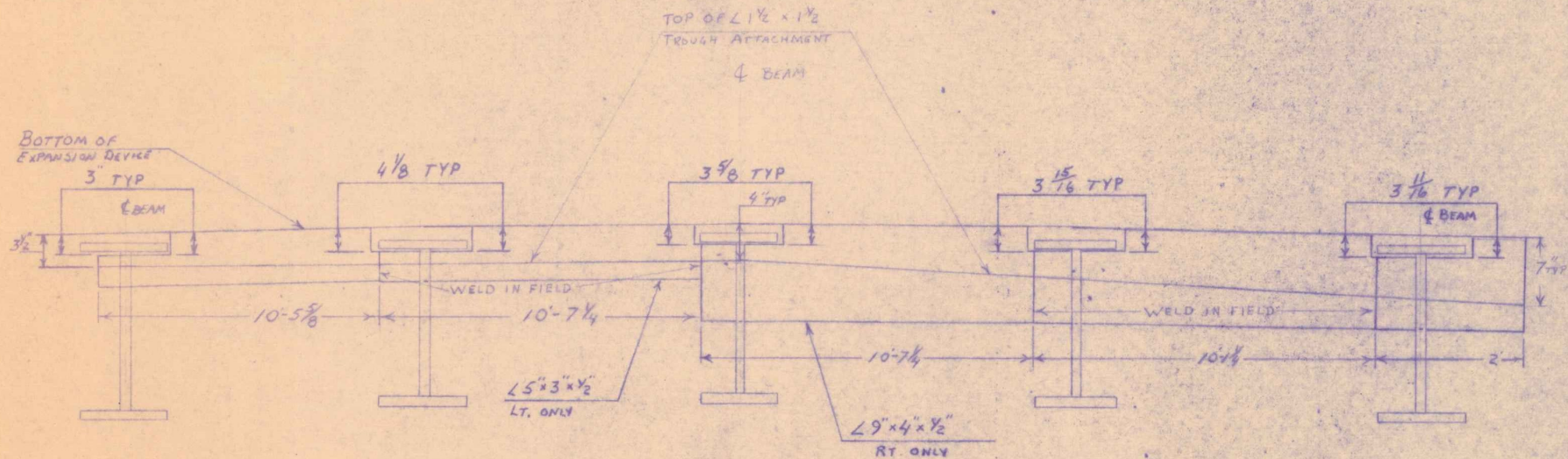


SHEET 7 OF 8

BLOW & COTE INC	
SO. BURLINGTON	BR. 70N&S
JOINT TROUGH DETAILS	
I 89 OVER WINOOSKI RIVER	
PROJECT:	PROJECT NO
WALLISTON-COLCHESTER	I 89-3(5)

APR 30 1975

RECEIVED
 CK'D BY _____ OK'D BY _____
 RESUBMIT _____ APPROVED _____
 BY _____ DATE _____

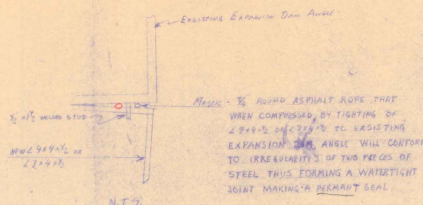


PROFILE ALONG TROUGH
N.T.S.

RECEIVED APR 30 1975
 OK'D BY _____ OK'D BY _____
 RESUBMIT _____ APPROVED _____
 BY _____ DATE _____

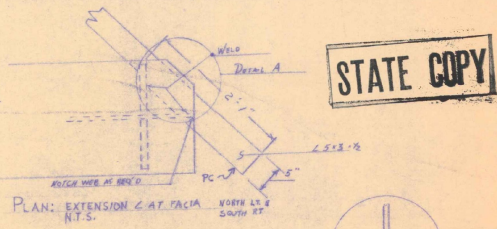
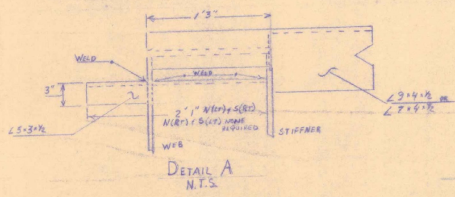
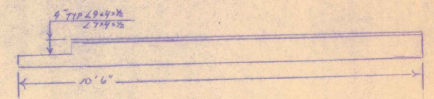
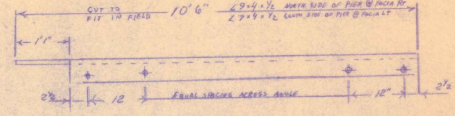
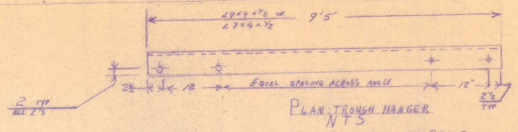
SHEET 8 OF 8

BLOW & COTE, INC	
SO. BURLINGTON	BR. 70 N & S
PIER TROUGH DETAILS	
I89 OVER WINOOSKI RIVER	
PROJECT: WILLISTON-COLCHESTER	PROJECT NO. I89-3(51)

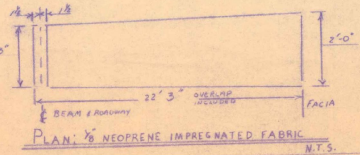
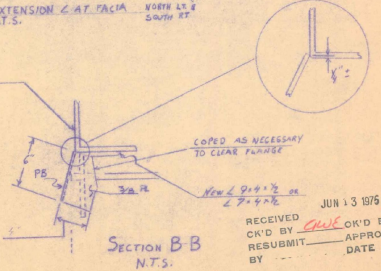
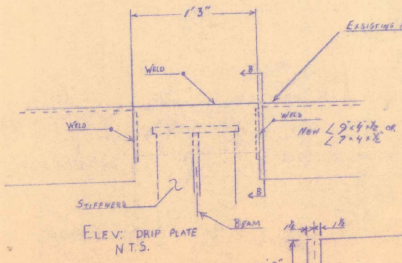


NOTE: MARKS FOR TROUGH HANGER IN SHEET 3015

Round Asphalt rope shall be placed both in front and in back of 1/2"x1 1/2" welded studs for the entire length of the 2 9x4x2 or 2 7x4x2. Sufficient mastic shall be used to completely fill all voids. Any excess, after tightening of angles, shall be trimmed off.

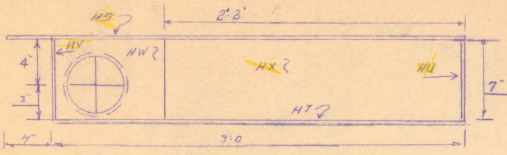


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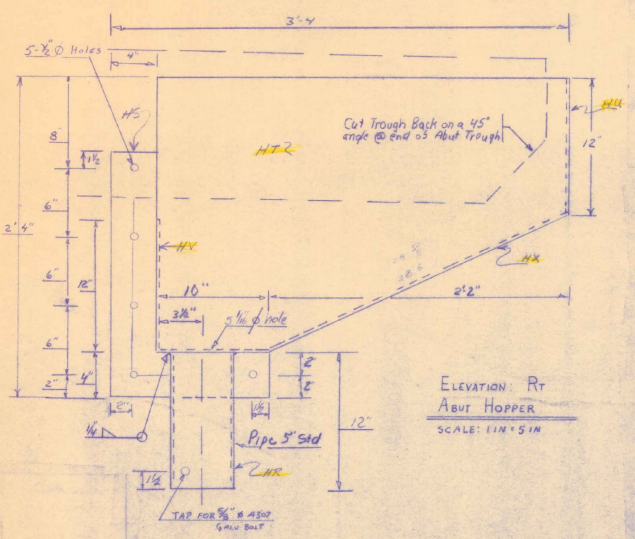


JUN 13 1976
 RECEIVED BY BLW OK'D BY BLW
 OK'D BY BLW APPROVED
 RESUBMIT DATE 6/15/76

Blow & Cote Inc
 50 BURLINGTON BR 70N4S
 PIER TROUGH DETAILS
 I89 OVER WINDOSKI RIVER
 PROJECT PROJECT NO.
 WILMINGTON-COLCHESTER I89-3(51)

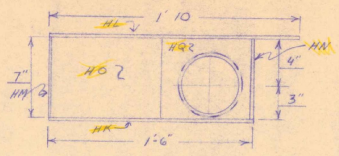


PLAN: RT ABUT. HOPPER
Scale 1/4" = 5/8"

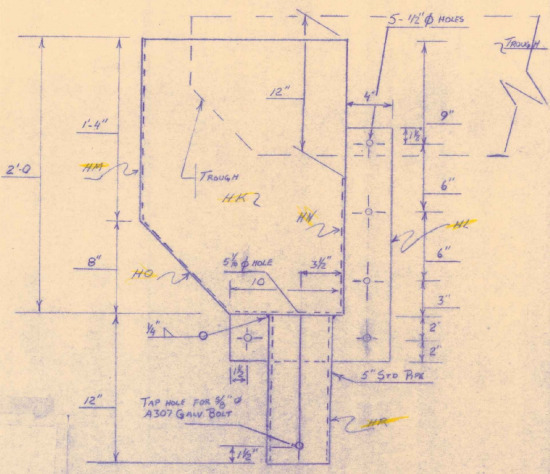


ELEVATION: RT ABUT HOPPER
SCALE: 1/4" = 5/8"

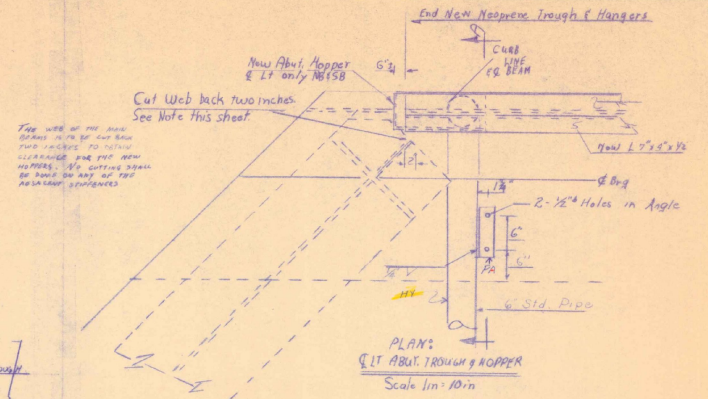
NOTE: ALL FABRICATION WELDS SHALL BE 1/4" INCH ON THE INSIDE OF ALL JOINTS AND SHALL BE FULL PENETRATED.



PLAN: LT ABUT HOPPER

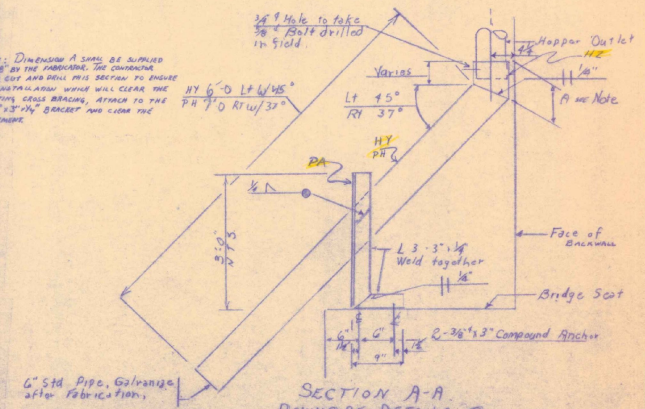


ELEVATION: LT ABUT HOPPER
SCALE: 1/4" = 5/8"



The web of the angle shall be 1/4" of the full two inches to allow clearance for the new neoprene. The cutting shall be done on any of the remaining stiffeners.

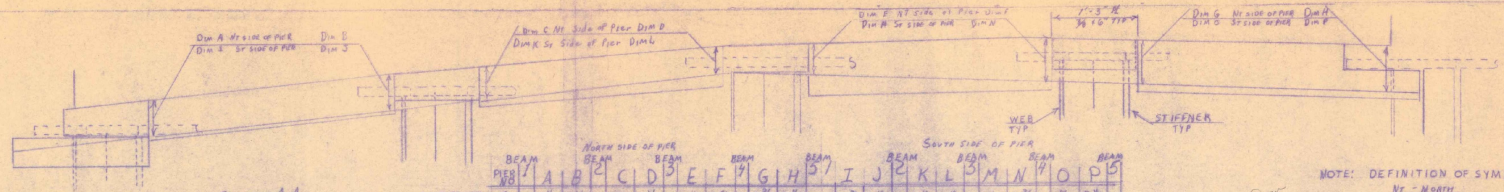
NOTE: DIMENSION A SHALL BE SUPPLIED BY THE FABRICATOR. THE CONTRACTOR SHALL SORT AND DRILL HIS SECTION TO SHOW AN INITIAL AREA WHICH WILL CLEAR THE EXISTING CURB BRACING, ATTACH TO THE 2" x 3" x 1/2" BRACKET AND CLEAR THE ABUTMENT.



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RECEIVED JUN - 6 1975
CR'D BY [Signature] OK'D BY [Signature]
RESUBMIT APPROVED
BY E. PERKINS DATE 6/17/75

SHEET 3 OF 5
Blow & Cote, Inc.
So. Burlington, Br. 70N #5
N. ABUTMENT HOPPER DETAILS
I-89 OVER WINDOSKI RIVER
PROJECT: PROJECT NO:
WILLISTON-COLCHESTER I-89-3610



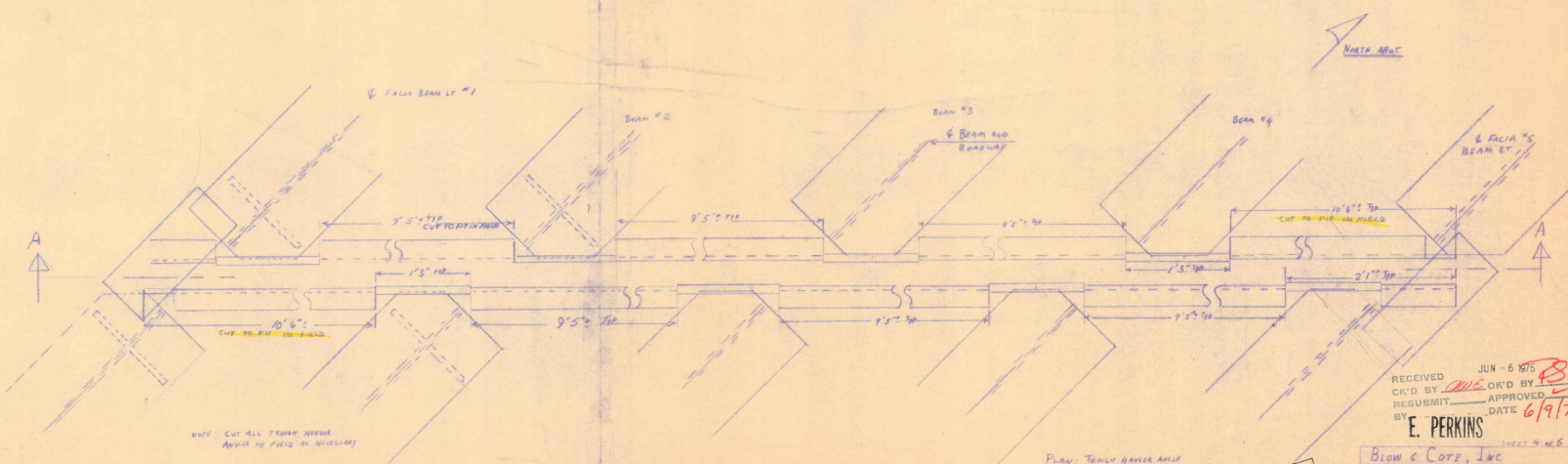
Section: A.A.
N.T.S.

BEAM PIER NO.	NORTH SIDE OF PIER								SOUTH SIDE OF PIER								
	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q
SOUTHBOUND	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
	1 1/4	5 1/4	5	3 1/2	5 1/2	6 1/4	7 1/2	5 1/4	5 1/4	5 1/4	5 1/4	4 1/4	4	4 1/4	7 1/4	7 1/4	
	1 3/4	5 1/4	5 1/4	4	5 1/4	6 1/4	7 1/4	5 1/4	5 1/4	5 1/4	5 1/4	4 1/4	4	4 1/4	7 1/4	7 1/4	
	1 1/4	5 1/4	5	3 1/2	5 1/2	6 1/4	7 1/4	5 1/4	5 1/4	5 1/4	5 1/4	4 1/4	4	4 1/4	7 1/4	7 1/4	
	1 1/4	5 1/4	5	3 1/2	5 1/2	6 1/4	7 1/4	5 1/4	5 1/4	5 1/4	5 1/4	4 1/4	4	4 1/4	7 1/4	7 1/4	
	1 1/4	5 1/4	5	3 1/2	5 1/2	6 1/4	7 1/4	5 1/4	5 1/4	5 1/4	5 1/4	4 1/4	4	4 1/4	7 1/4	7 1/4	
	1 1/4	5 1/4	5	3 1/2	5 1/2	6 1/4	7 1/4	5 1/4	5 1/4	5 1/4	5 1/4	4 1/4	4	4 1/4	7 1/4	7 1/4	
	1 1/4	5 1/4	5	3 1/2	5 1/2	6 1/4	7 1/4	5 1/4	5 1/4	5 1/4	5 1/4	4 1/4	4	4 1/4	7 1/4	7 1/4	
	1 1/4	5 1/4	5	3 1/2	5 1/2	6 1/4	7 1/4	5 1/4	5 1/4	5 1/4	5 1/4	4 1/4	4	4 1/4	7 1/4	7 1/4	
	1 1/4	5 1/4	5	3 1/2	5 1/2	6 1/4	7 1/4	5 1/4	5 1/4	5 1/4	5 1/4	4 1/4	4	4 1/4	7 1/4	7 1/4	
	1 1/4	5 1/4	5	3 1/2	5 1/2	6 1/4	7 1/4	5 1/4	5 1/4	5 1/4	5 1/4	4 1/4	4	4 1/4	7 1/4	7 1/4	
	1 1/4	5 1/4	5	3 1/2	5 1/2	6 1/4	7 1/4	5 1/4	5 1/4	5 1/4	5 1/4	4 1/4	4	4 1/4	7 1/4	7 1/4	
	1 1/4	5 1/4	5	3 1/2	5 1/2	6 1/4	7 1/4	5 1/4	5 1/4	5 1/4	5 1/4	4 1/4	4	4 1/4	7 1/4	7 1/4	

NOTE: DEFINITION OF SYMBOLS
 BE - MEMBER
 DIM - DIMENSION

OK per original from
 Construction of 10/12/21
 RBK

THIS CHART SHOWS ACTUAL FIELD MEASUREMENT AS TO PLACEMENT OF BEAMS TO PLACEMENT OF TRUSS TIE RODS THAT WILL FASTEN FROM TROUGH TO HANGER ABOVE



NOTE: CUT ALL FROM HANGER
 ANGLES TO FIELD AS NECESSARY

PAIN SYSTEM
 BASIC LEAD SILICO-CHROMATE
 Wt. 100 BASIC LEAD SILICO-CHROMATE PRIMER TYPE I
 Wt. 200 BASIC LEAD SILICO-CHROMATE GRAY PAINT
 Wt. 300 BASIC LEAD SILICO-CHROMATE GREEN PAINT

STATE COPY

RECEIVED JUN-6 1916
 CHK'D BY [Signature] APPROVED BY [Signature]
 RESUBMIT DATE 6/17/16
 BY E. PERKINS
 SHEET 9 OF 6
 BLOW & COTE, INC
 50 BURLINGTON BR 70 N & S
 JOINT TROUGH DETAILS
 I 89 OVER WINDSOR RIVER
 PROJECT: WINDSOR - COLONETTS
 DRAWING: I-89-2000

Mark	Lane	Pier No	Position	Side of Pier	Lane	Mark
AP	SB	5	Between Beam 1-2	North	NB	DP
AO	SB	5	Between Beam 1-2	South	NB	DO
AN	SB	5	Between Beam 1-2	North	NB	DN
AM	SB	5	Between Beam 2-3	South	NB	DM
AL	SB	5	Between Beam 3-4	North	NB	DL
AK	SB	5	Between Beam 3-4	South	NB	DK
AJ	SB	5	Between Beam 4-5	North	NB	DJ
AI	SB	5	Between Beam 4-5	South	NB	DI
AH	SB	6	Between Beam 1-2	North	NB	DH
AG	SB	6	Between Beam 1-2	South	NB	DG
AF	SB	6	Between Beam 2-3	North	NB	DF
AE	SB	6	Between Beam 2-3	South	NB	DE
AD	SB	6	Between Beam 3-4	North	NB	DD
AC	SB	6	Between Beam 3-4	South	NB	DC
AB	SB	6	Between Beam 4-5	North	NB	DB
AA	SB	6	Between Beam 4-5	South	NB	DA
BA	SB	North Abut	Between Beam 1-2	South	NB	BE
BB	SB	North Abut	Between Beam 2-3	South	NB	BF
BC	SB	North Abut	Between Beam 3-4	South	NB	BG
BD	SB	North Abut	Between Beam 4-5	South	NB	BH

Mark	Lane	Pier No	Position	Side of Pier	Lane	Mark
R	SB	3	Between Beam 1-2	North	NB	CS
S	SB	3	Between Beam 1-2	South	NB	CT
T	SB	3	Between Beam 2-3	North	NB	CU
U	SB	3	Between Beam 2-3	South	NB	CV
V	SB	3	Between Beam 3-4	North	NB	CW
W	SB	3	Between Beam 3-4	South	NB	CX
X	SB	3	Between Beam 4-5	North	NB	CY
Y	SB	3	Between Beam 4-5	South	NB	CZ
AY	SB	4	Between Beam 1-2	North	NB	DY
AX	SB	4	Between Beam 1-2	South	NB	DX
AW	SB	4	Between Beam 2-3	North	NB	DW
AV	SB	4	Between Beam 2-3	South	NB	DV
AU	SB	4	Between Beam 3-4	North	NB	DU
AT	SB	4	Between Beam 3-4	South	NB	DT
AS	SB	4	Between Beam 4-5	North	NB	DS
AR	SB	4	Between Beam 4-5	South	NB	DR

Mark	Lane	Pier No	Position	Side of Pier	Lane	Mark
A	SB	1	Between Beam 1-2	North	NB	CA
B	SB	1	Between Beam 1-2	South	NB	CB
C	SB	1	Between Beam 2-3	North	NB	CD
D	SB	1	Between Beam 3-4	Side	NB	CE
E	SB	1	Between Beam 3-4	North	NB	CF
F	SB	1	Between Beam 4-5	South	NB	CG
G	SB	1	Between Beam 4-5	North	NB	CH
H	SB	1	Between Beam 4-5	South	NB	CI
I	SB	2	Between Beam 1-2	North	NB	CJ
J	SB	2	Between Beam 1-2	South	NB	CK
K	SB	2	Between Beam 2-3	North	NB	CL
L	SB	2	Between Beam 2-3	South	NB	CM
M	SB	2	Between Beam 3-4	North	NB	CN
N	SB	2	Between Beam 3-4	South	NB	CO
O	SB	2	Between Beam 4-5	North	NB	CP
P	SB	2	Between Beam 4-5	South	NB	CR

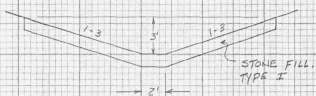
Mark	Lane	Pier No	Position	Side of Pier	Lane	Mark	Beam	Remarks
DER	12	1	1/2" x 6"	12' 6"			YES	FRANK A
CHRT	50	2	2 1/2" x 2 1/2"	9' 5"			YES	CLARK
AS	13	1	1/2" x 6"	10' 6"			YES	AY
LEET	58	1	1/2" x 6"	9' 5"			YES	BRISP V
RC	25	1	1/2" x 6"	2' 1"			YES	WHEEL IN PLACE
	234	1	1/2" x 6"	15'			YES	WHEEL IN PLACE
	235	1	1/2" x 6"	15' 6"			YES	FRANK A
	200	1	1/2" x 6"	15'			YES	FRANK A
PD	24	1	1/2" x 6"	21' 1/2"			YES	FRANK A
PE	26	1	1/2" x 6"	21' 1/2"			YES	FRANK A
	110	1	1/2" x 6"	11'			YES	FRANK A
	109	1	1/2" x 6"	11'			YES	FRANK A
	108	1	1/2" x 6"	11'			YES	FRANK A
	107	1	1/2" x 6"	11'			YES	FRANK A
	106	1	1/2" x 6"	11'			YES	FRANK A
	105	1	1/2" x 6"	11'			YES	FRANK A
	104	1	1/2" x 6"	11'			YES	FRANK A
	103	1	1/2" x 6"	11'			YES	FRANK A
	102	1	1/2" x 6"	11'			YES	FRANK A
	101	1	1/2" x 6"	11'			YES	FRANK A
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	96	1	1/2" x 6"	11'			YES	FRANK A
	95	1	1/2" x 6"	11'			YES	FRANK A
	94	1	1/2" x 6"	11'			YES	FRANK A
	93	1	1/2" x 6"	11'			YES	FRANK A
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	9	1	1/2" x 6"	11'			YES	FRANK A
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	5	1	1/2" x 6"	11'			YES	FRANK A
	4	1	1/2" x 6"	11'			YES	FRANK A
	3	1	1/2" x 6"	11'			YES	FRANK A
	2	1	1/2" x 6"	11'			YES	FRANK A
	1	1	1/2" x 6"	11'			YES	FRANK A

STATE COPY

2028 + PS

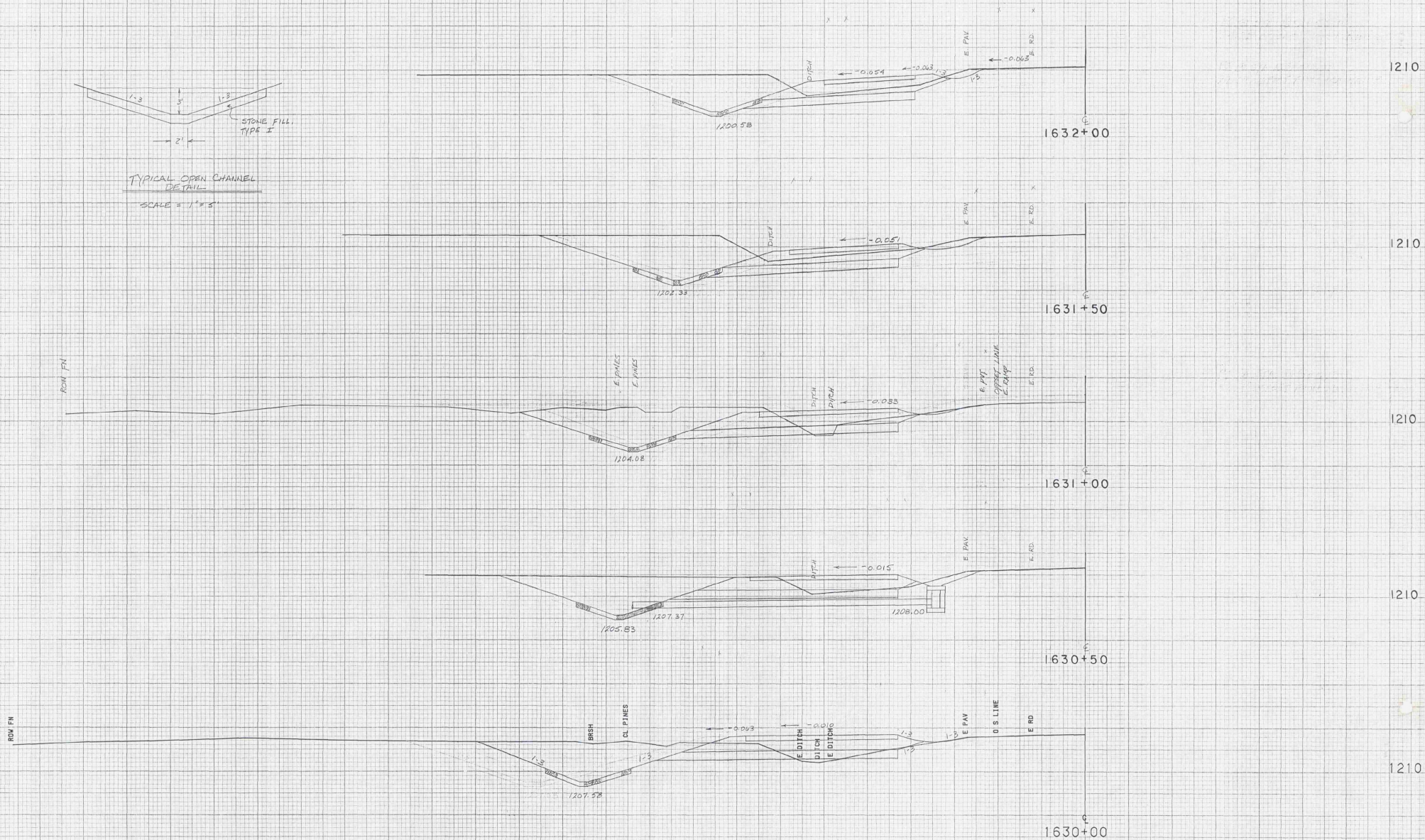
Brook & Gate Inc.
Project: I-89 over Winooski River
Project No: I-89-3(10)

RECEIVED JUN 13 2015
CK'D BY: [Signature] CK'D BY:
RESUBMITTED BY: [Signature] APPROVED BY:
BY: [Signature] GATE



TYPICAL OPEN CHANNEL
DETAIL

SCALE = 1" = 5'



FROM STA.	1630+00	TO STA.	1630+00
PROJECT NAME	RANDOLPH HI		
NO.	11089-1 (14)		
SURVEYED BY	R. MOREAU	PLOTTED	08/24/92
SHEET 38	OF	SHEETS	0367

SCALE 10 FEET

* INTERCHANGES

1975

Williston-Colchester

I-89-3 (51) (52)

1975

Vermont Agency of
Transportation
PHASE 1-INTERSTATE
#122302-01
INITIALS
HANGER 275