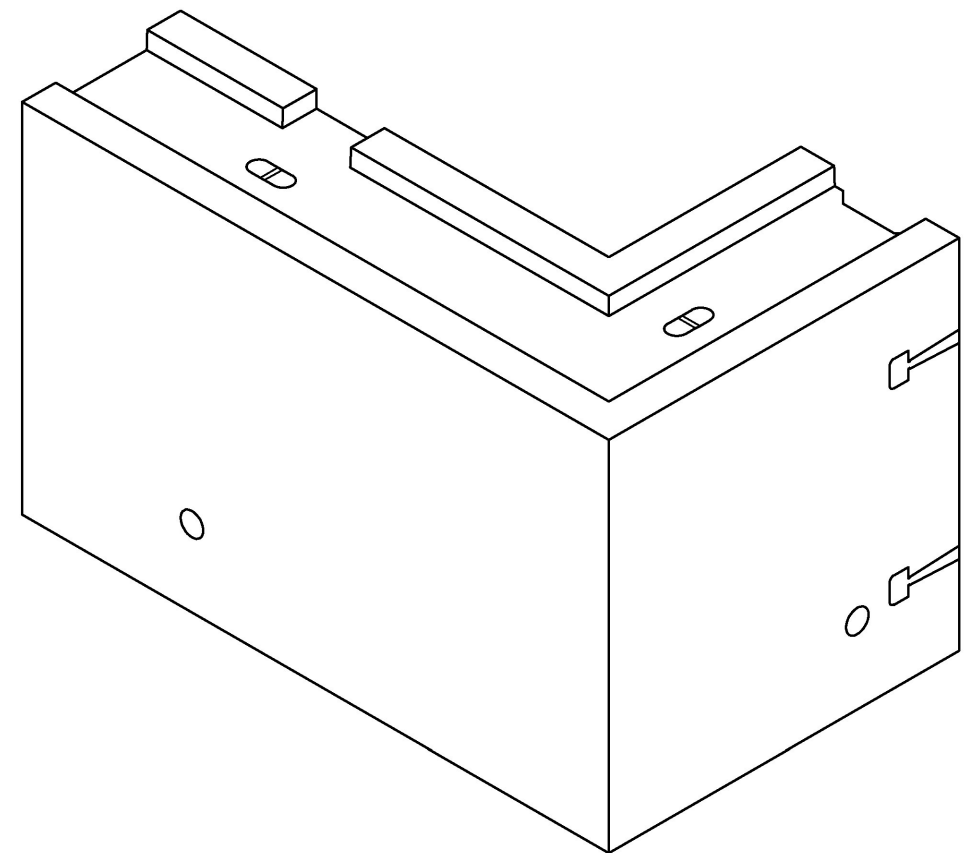
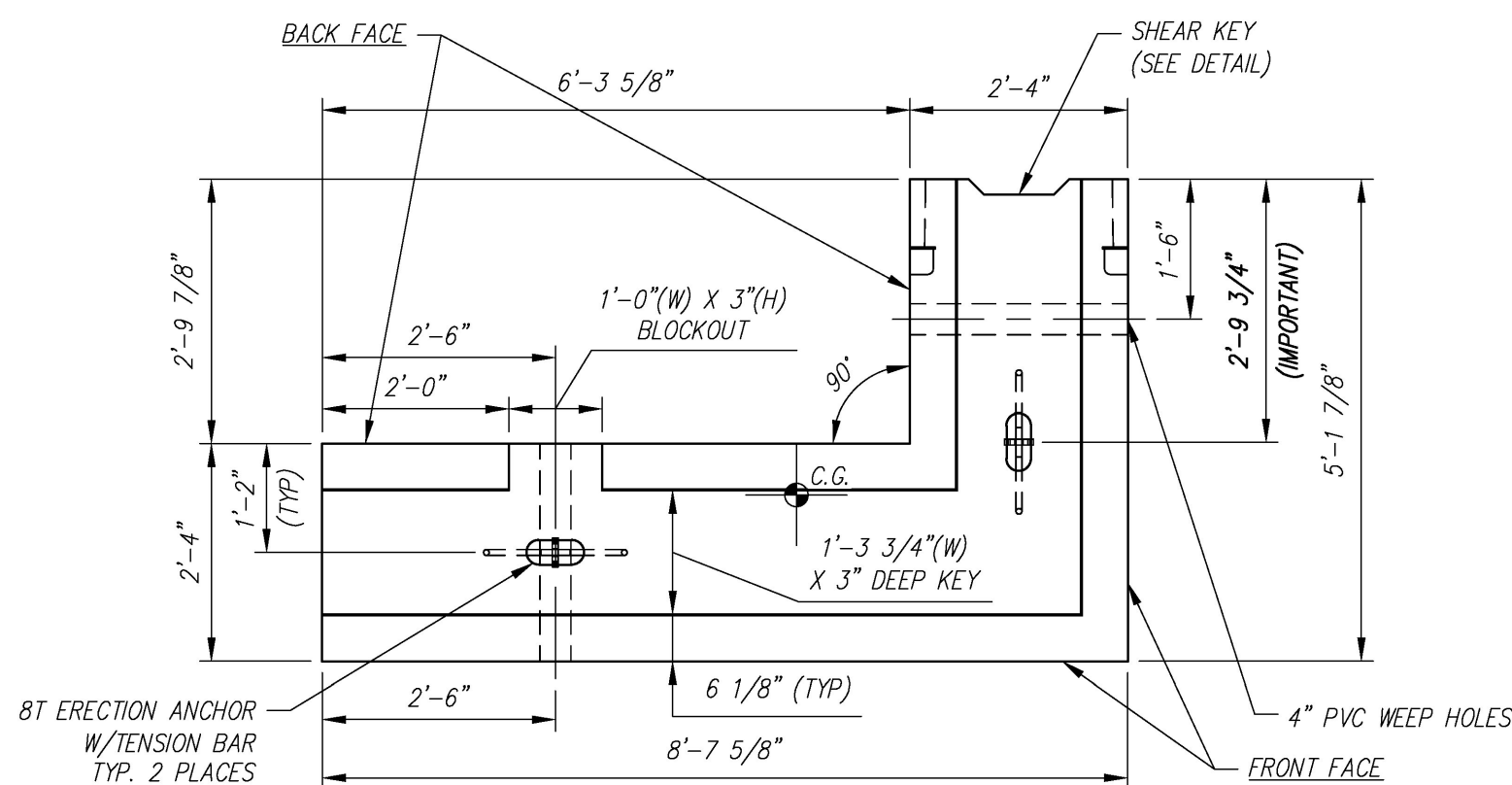


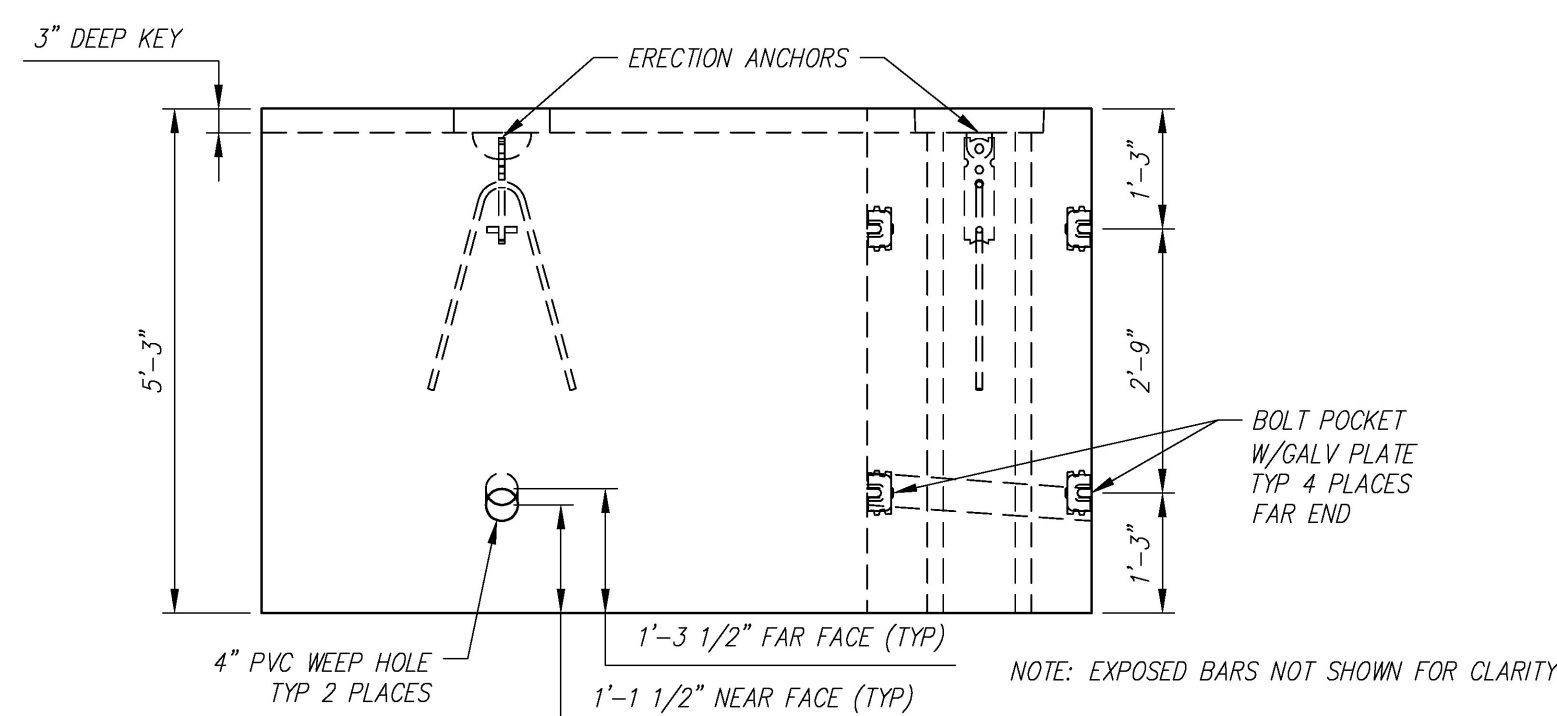
NOTES:
 1. ALL REINFORCING TO BE LEVEL 1, BLACK (UNCOATED).
 2. COVER TO REINFORCING: SEE DETAILS



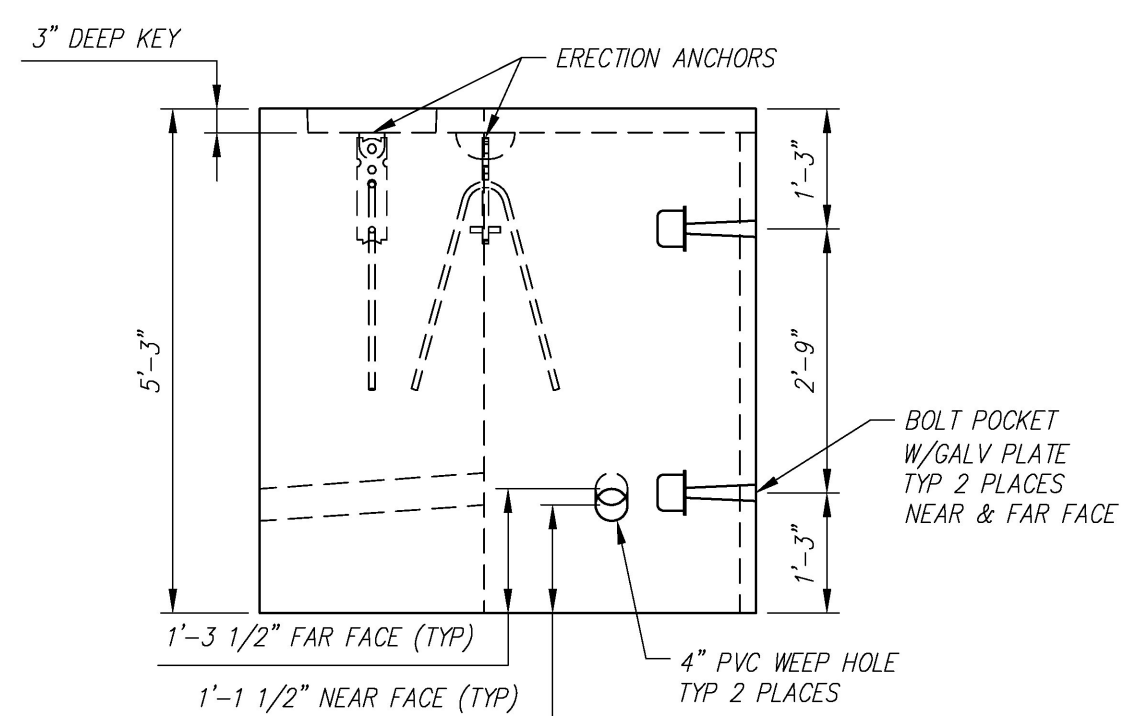
NOTE: EXPOSED BARS NOT SHOWN FOR CLARITY



PLAN VIEW
 SCALE: 1/2" = 1'-0"



FRONT FACE ELEVATION
 SCALE: 1/2" = 1'-0"



RIGHT SIDE ELEVATION
 SCALE: 1/2" = 1'-0"

Vermont Agency of Transportation
RECEIVED
 ON: April 27, 2016
 and Checked for
CONFORMANCE
 BY: Rob Young DATE: 04/28/2016

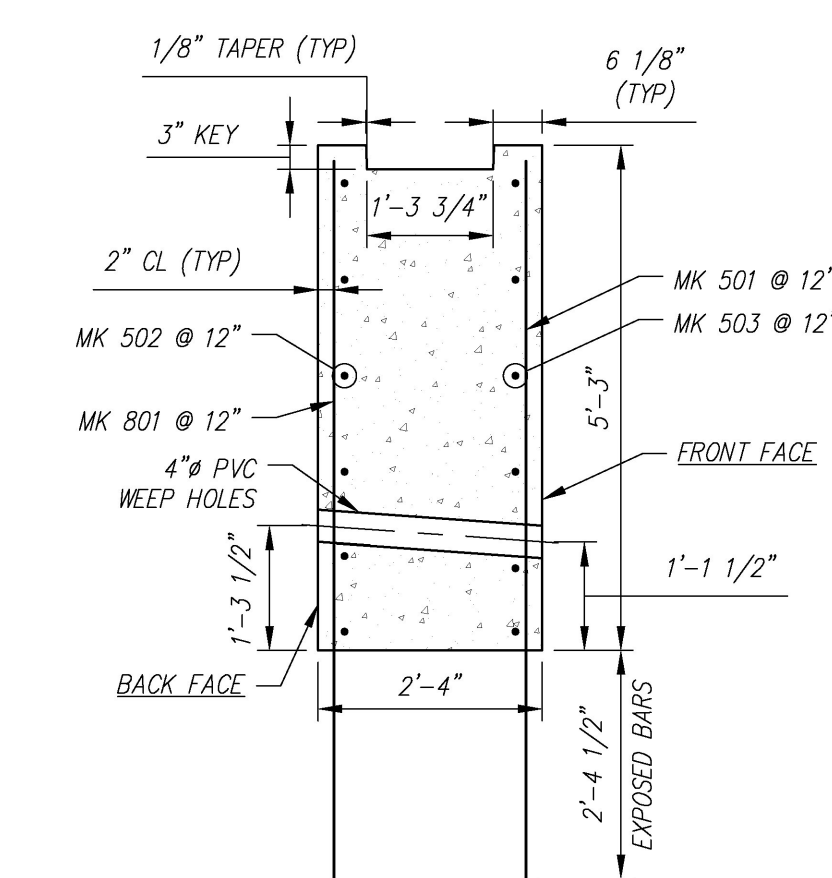
REVIEWED:	x
REVIEWED, REVISIONS NOTED:	
REVISE AND RESUBMIT	
NOT REVIEWED	
Date:	4/27/16
Signature:	<i>[Signature]</i>

This review by Stantec Consulting Services Inc. is for the sole purpose of ascertaining conformance with the general design concept. This review shall not mean that Stantec Consulting Services Inc. approves the detail design inherent in the shop drawings, responsibility for which shall remain with the Contractor. Submitting same, and such review shall not relieve the Contractor of his responsibility for errors or omissions in the shop drawing or of his responsibility for meeting all requirements of the Contract Documents. The contractor is responsible for dimensions to be confirmed and correlated at the job site, for information that pertains solely to the fabrication processes or to techniques of construction and installation and for coordination of the work of all subtrades.

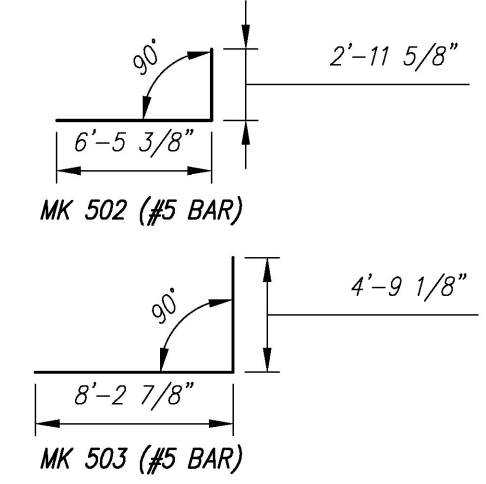


CSI ID#	DESCRIPTION	QTY	UM	COMMENTS
EM-00034	4" FOAM CORE PVC	5	FT	
EM-00122	8TON ERECTION ANCHOR GALV QL049G	2	EA	W/TENSION BAR
EM-00125	BOLT POCKET PLATES (GALVANIZED)	4	EA	
RM-00015	REBAR #5 BLACK-GR 60 40'	257	LB	
RM-00104	REBAR #8 BLACK GR 60	219	LB	
MK-FA5000SC30	MIX DESIGN - FLY ASH 5000 SELF COMPACTIN	5.01	CY	

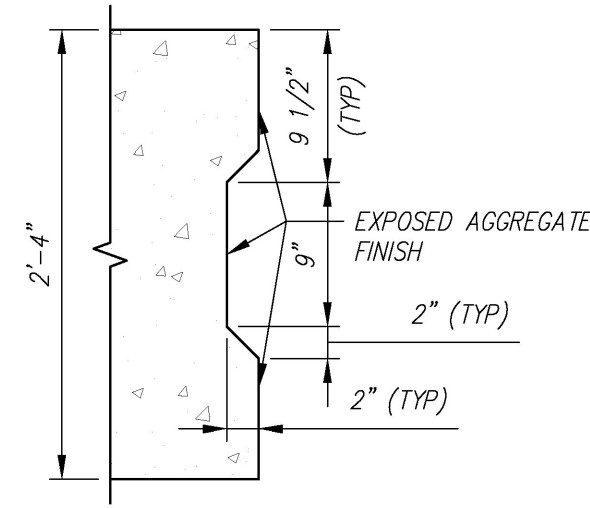
MK	QTY	LENGTH
501 #5	15	7' ± 5.5"
502 #5	6	9' ± 5"
503 #5	6	13' ± 0"
801 #8	11	7' ± 5.5"



TYP. REINFORCING SECTION
 SCALE: 1/2" = 1'-0"



BENDING SCHEDULE
 SCALE: 1/8" = 1'-0"



TYP. SHEAR KEY DETAIL (PLAN)
 SCALE: 1" = 1'-0"

Contractor is to verify that all information shown on drawings has been thoroughly checked, complies with the contract documents and is adequate to meet the field conditions. Some dimensions and details may differ slightly from contract drawings to accommodate the manufacturing or design process. Approval of this drawing indicates that any deviation from the contract documents has been reviewed and found to be acceptable. Production will not commence until receipt of signed, approved shop drawings.

This drawing contains information proprietary to CONCRETE SYSTEMS, INC. This drawing is disclosed with the understanding that it will be retained in confidence and its use limited solely to the purpose for which it is disclosed. It is understood that no reproduction of this drawing is authorized without permission from CONCRETE SYSTEMS, INC. and that it will be returned to CONCRETE SYSTEMS, INC. upon request.

Rev.	Date	DESCRIPTION	By
10			
9			
8			
7			
6			
5			
4			
3			
2			
1			

This drawing is based upon information provided from the following documents and/or sources:
 Engineer: STANTEC CONSULTING SERVICES, INC.
 Project No:
 Drawings: PROJECT PLANS
 Specifications:
 Other Sources:



Drawn By	Date
A. KOSTENKO	04/04/2016
Reviewed By	Date
Approved By	Date

PIECE QUANTITY: 1 EACH
 WEIGHT: 10.15 TONS

VTAOT PROJ. NO.: BRF 0151(21)

MILLER CONSTRUCTION, INC.
 ROUTE 106 BRIDGE REPLACEMENT T.H. 61 (KENDALL ROAD)
 WOODSTOCK, VT

SHOP DRAWING - P3
 R-S22624-P3

Quantity: 1 Project No: SHEET P3 OF