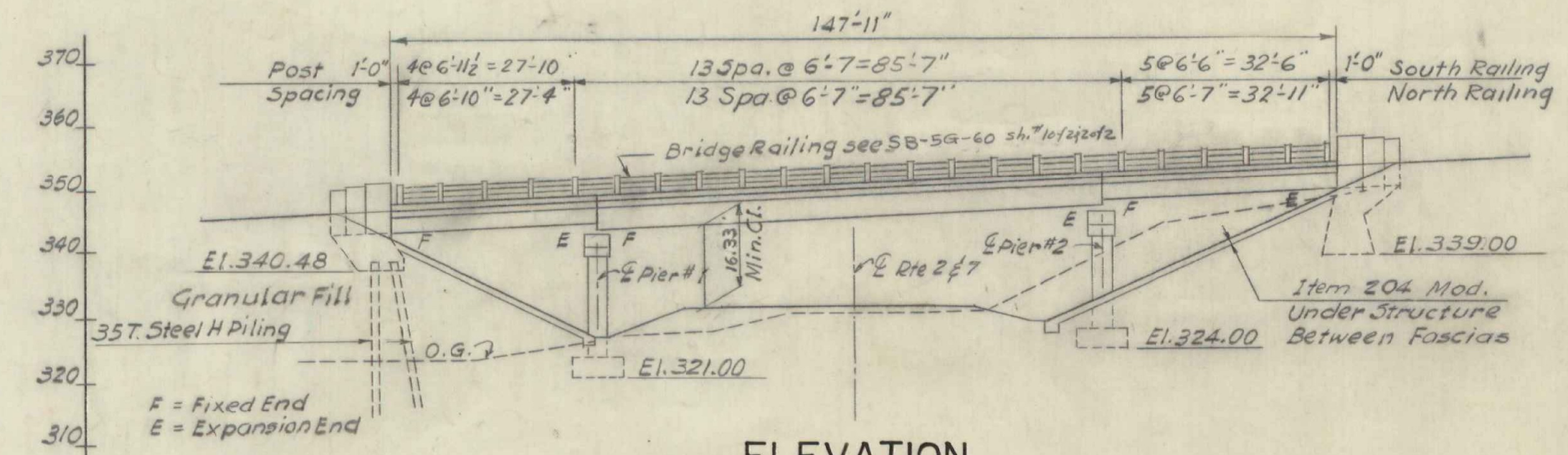
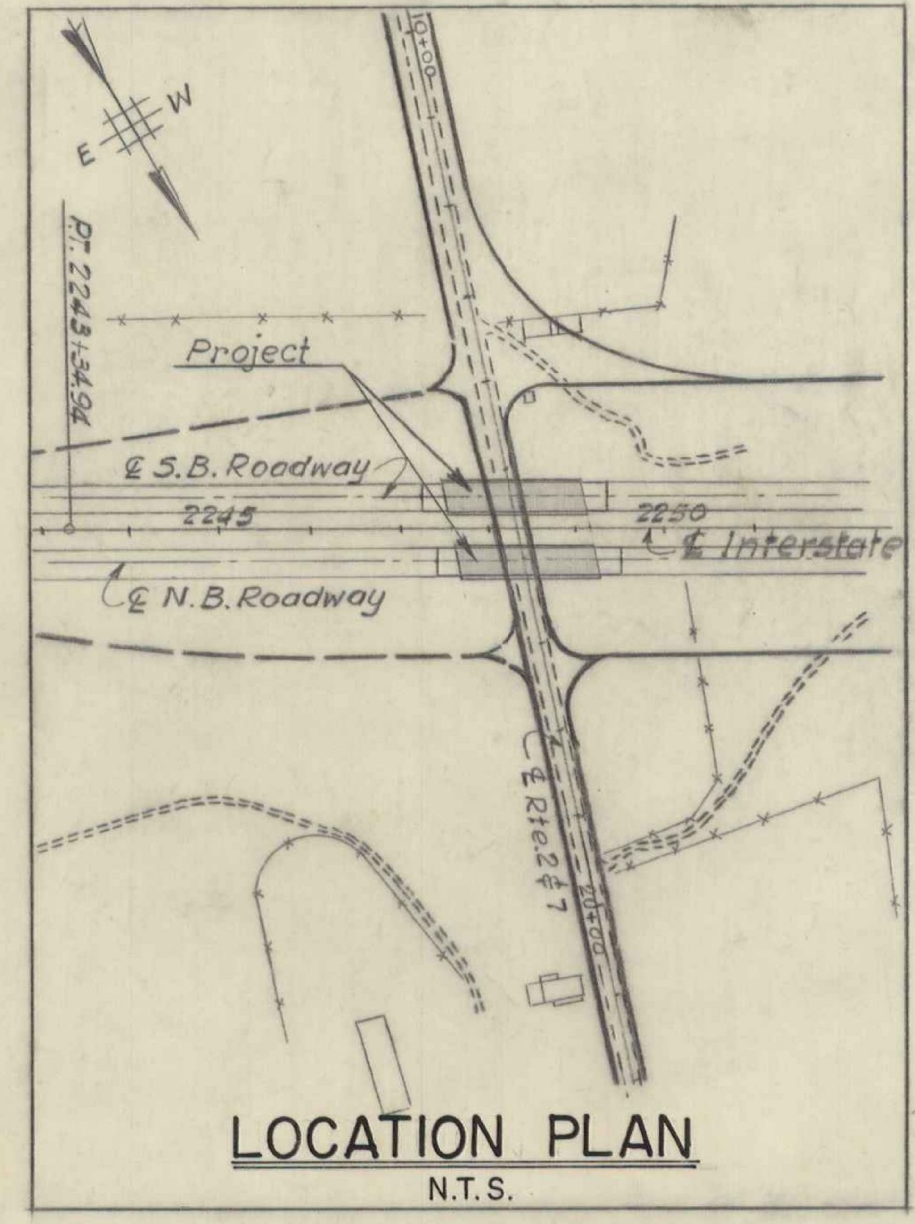


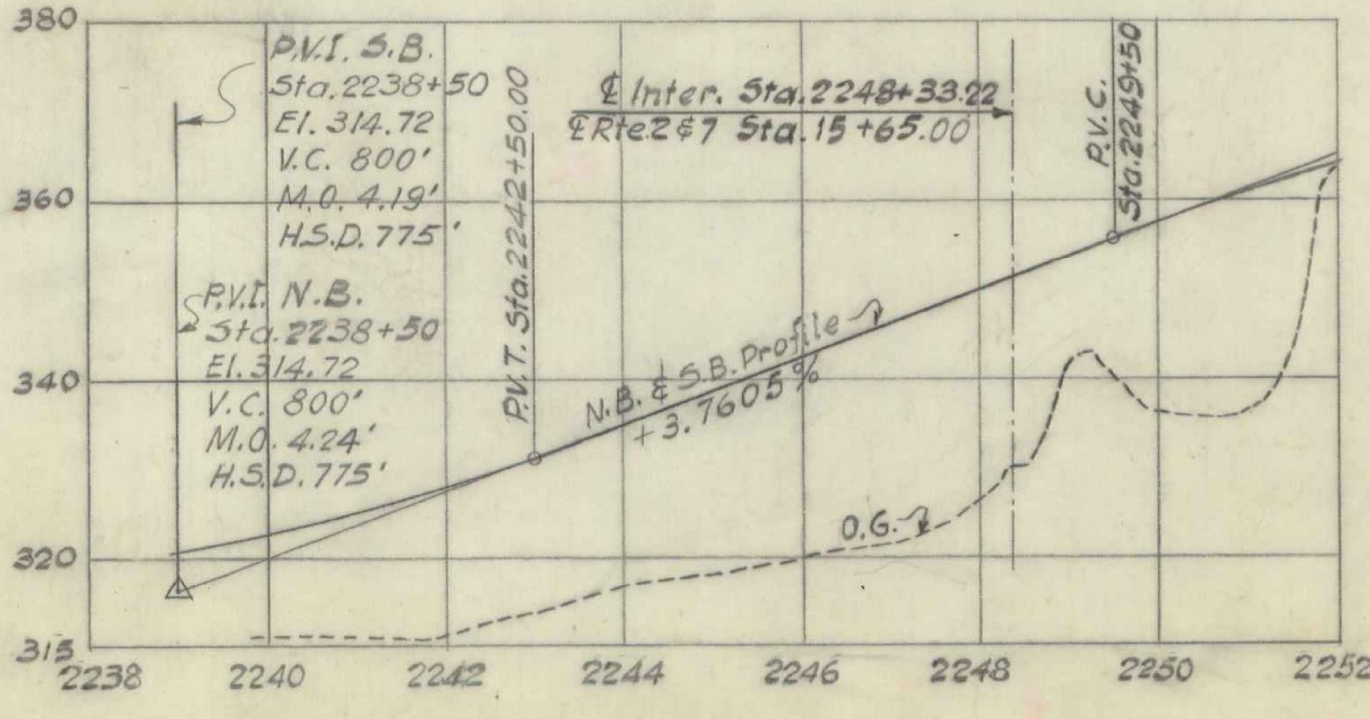
PLAN
SCALE 1"=20'-0"



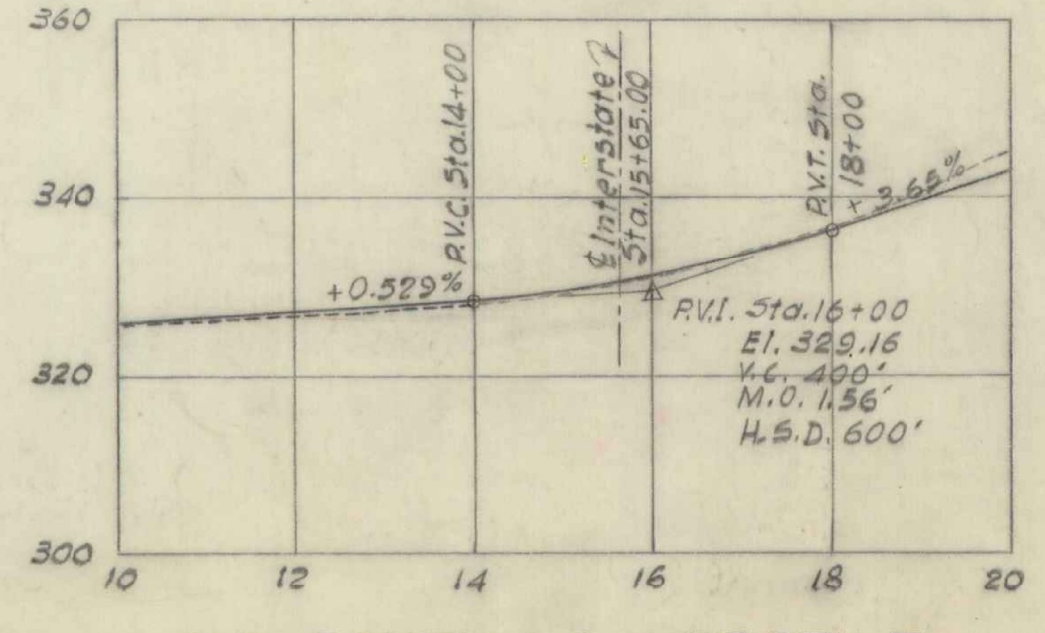
ELEVATION
SCALE 1"=20'-0"
(NORTHBOUND)



LOCATION PLAN
N.T.S.



INTERSTATE PROFILE
SCALE HOR. 1"=100'
VERT. 1"=10'



U.S. ROUTE 2 & 7 PROFILE
SCALE HOR. 1"=100'
VERT. 1"=10'

ITEM #	ITEM	UNIT	NORTH BOUND		SOUTH BOUND		TOTAL	N.Brd. S.Brd.
			NEAT	OVERRUN	NEAT	OVERRUN		
107	Structure Excavation	C.Y.	775	77	732	732	146	160
204	Subbase of Crushed Rock (Mod. under structure)	C.Y.	123	6	123	123	129.5	129.5
222	Gravel Backfill	C.Y.	77	7	78	77	51	61
318	Tar Emulsion for Bridge Floors (Incl. Appn. Slab)	C.Y.	265	-	265	265	*	*
361B	Bit. Conc. Pav't (Incl. Appn. Slab) Mod.	Ton	75	13	88	75	*	*
401B	Concrete Class "B" Mod. (Incl. Appn. Slab)	C.Y.	387	49	406	394	407	419
402	Reinforcing Steel (Incl. Appn. Slab)	Lb.	61906	-	61906	61999	64130	64205
403	Spiral Reinforcement (N.B. 2320")	L.S.	Required	-	Required	-	Req.	Req.
404A	Structural Steel	Lb.	151207	3038	154945	15907	3038	19945
407	Asphaltic-Asbestos Coating	S.Y.	34	-	34	34	34	35.5
501	Furnishing Equipment for Driving piles	L.S.	Required	-	Required	-	Req.	Req.
503	Splices for Steel Piling	Eq.	2	-	2	2	2	0
504	Steel Piling (12BP59)	L.F.	300	-	300	300	350	303
556C	Granite Bridge Curb Mod.	L.F.	334	-	334	334	337	337
572	Bridge Railing	L.F.	285	-	285	285	285	285.5
372	Joint Sealer Hot Poured Elastic Type	L.F.	123	-	123	123	123	*

GENERAL NOTES:

- All materials and construction shall conform to the State of Vermont Department of Highways, Standard Specifications for Road and Bridge Construction dated Jan, 1956 and the A.A.S.H.O. Standard Specifications dated 1957. Designed for H20-516-44 loading modified for National System of Interstate Highways applied in accordance with the provision of the A.A.S.H.O. Standard Specification, Article 1,2,8.
- Cross slope of approach slab to conform with the cross slope of Bridge.
- Final coat of field paint shall be green, unless otherwise directed by the Engineer.
- All stations referred to Interstate base line between the two roadways.
- All dimensions given are measured horizontally or vertically unless otherwise noted.
- All dimensions given at 68° F.
- All reinforcing to have a clear cover of 3" unless otherwise noted.
- All exposed edges of concrete shall be chamfered 1"x1" unless otherwise noted.
- Borings indicated on the drawings have been made for design purposes only and are not warranted to show actual subsurface conditions.
- Elevation Datum sea level based on bench line U.S.C.G.S. survey level line Vermont 25 (Second Order)
- Unless otherwise called for all beams shall be rolled to a true circular camber the middle ordinate being that shown in A.I.S.C. handbook as being the minimum camber likely to remain permanent.
- Steel bearing piles shall be driven to ledge rock unless otherwise approved by the Engineer. When piles are driven in fill, the material should be such as to have no stones large enough to interfere with the driving of piles.
- The top surface of all piers and abutments shall be sloped 1/4" per foot from the back edge of abutments on centerlines of piers except for bearing pads projecting 1" or more above the general area, which surfaces shall be level. The entire exposed top surface of abutments & piers shall be coated with Asphaltic Asbestos Coating 1/2" thick as per Item 407 of the specification.
- Where rock is encountered, no footings shall be poured until all blasting in an area 300 ft. from the structure has been completed.

REFERENCE DRAWINGS:

- Plan Interstate Sh# 14
- Profile Interstate Sh# 20
- Cross Section Interstate Sh# 64 to 67
- Plan Route 2 & 7 Sh# 14, 16, 17
- Profile Route 2 & 7 Sh# 16 & Sh# 17
- Cross Section Route 2 & 7 Sh# 78 to 83

LIST OF DRAWINGS:

- General Plan & Elevation Sh# BR.1
- Pier Elevations Sh# BR.2
- Typical Pier Details Sh# BR.3
- South Abutment Details Sh# BR.4
- North Abutment Details Sh# BR.5
- Framing Plan Sh# BR.6
- Approach Slabs Sh# BR.7
- Boring Logs Sh# BR.8
- Bar Schedule Sh# BR.9
- Preliminary Information Sheet Sh# BR.10
- SCB-30-60 Sh# 136
- SCB-D-60 Sh# 137
- SB-56-60 1 of 2 & 2 of 2 Sh# 138 & 139
- SB-20-60 Sh# 147
- S-B-22-60 Sh# 141

BR.1 of 10

STATE OF VERMONT
DEPARTMENT OF HIGHWAYS

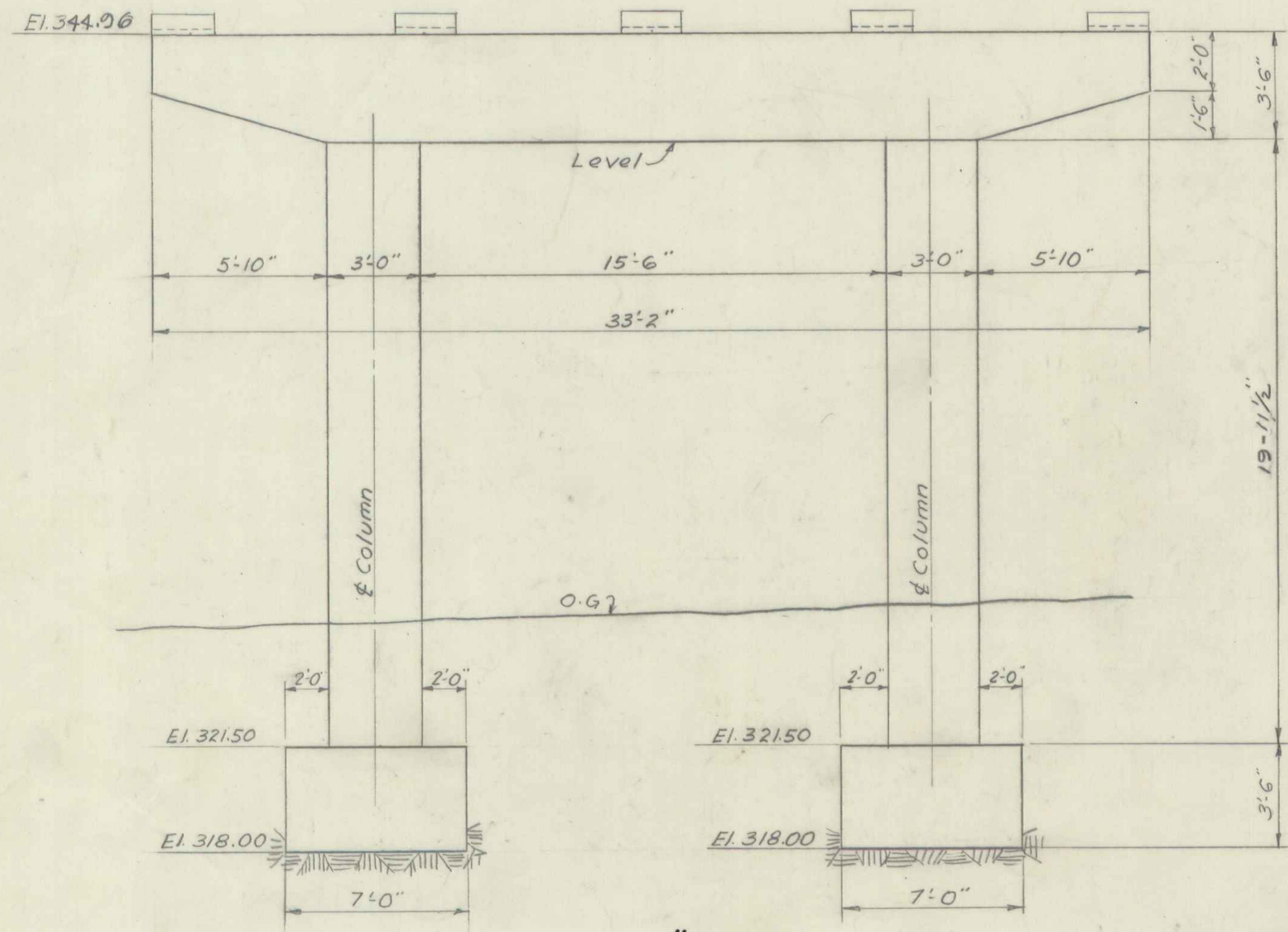
INTERSTATE PROJECT IN THE TOWNS OF
WINOOSKI, COLCHESTER

OVERPASS STA. 2248+33.22
U.S. ROUTE 2 & 7
GENERAL PLAN & ELEVATION

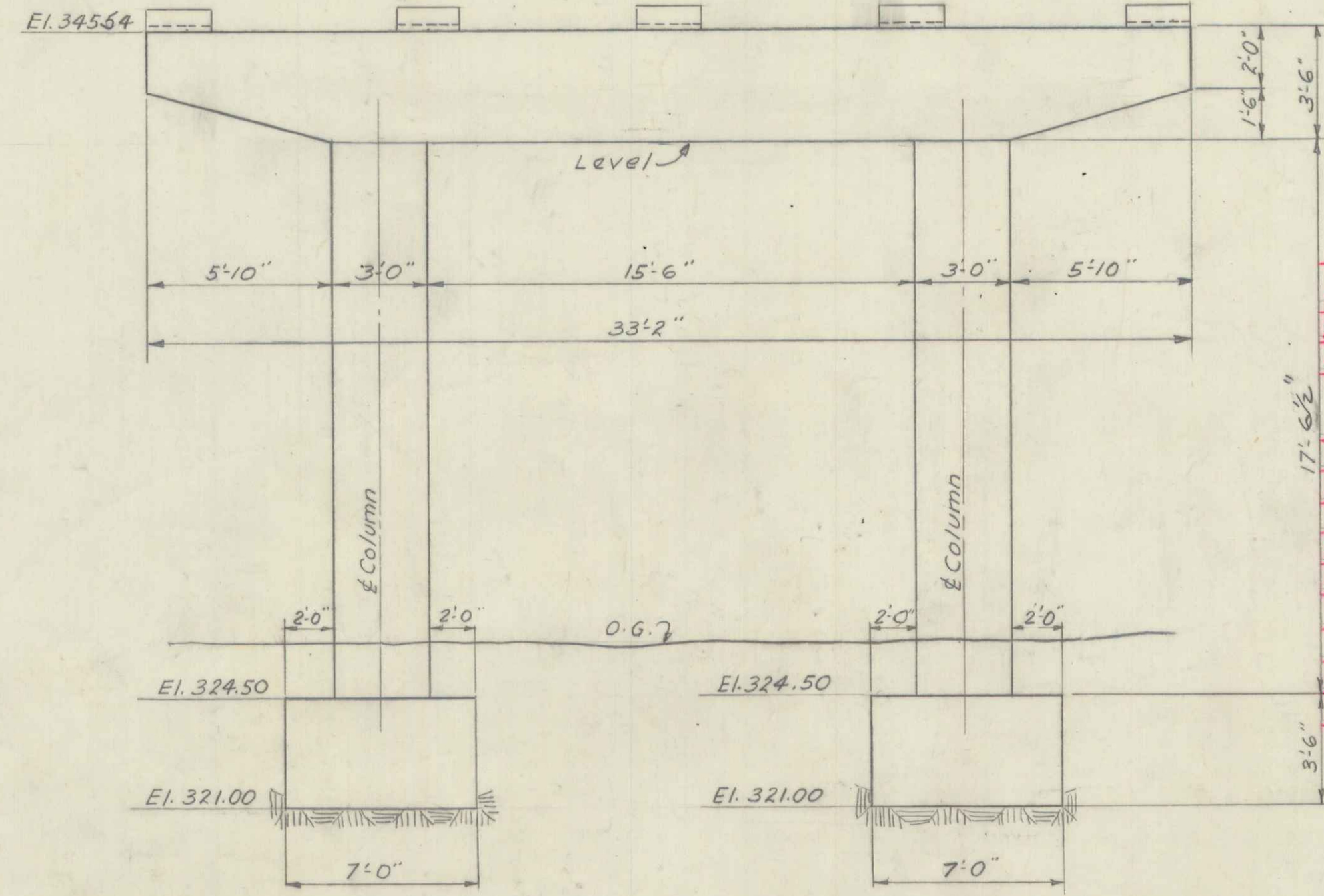
BOSWELL ENGINEERING CO. RIDGEFIELD PARK, N.J.

DRAWN BY D.R.C. IN CHARGE *David R. C.* SCALE AS SHOWN
CHECKED BY D.B. DATE *10/1/59*

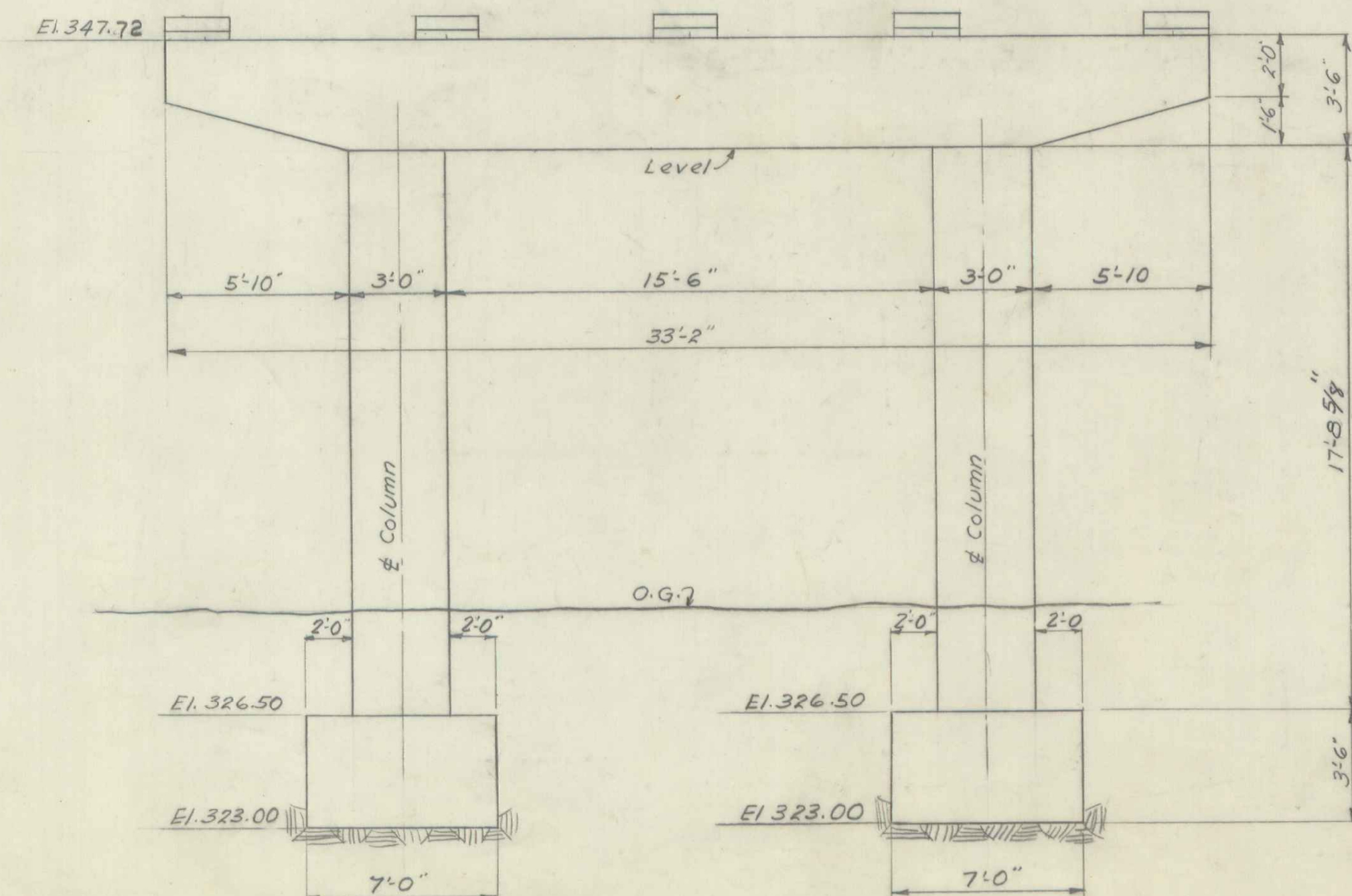
PROJECT NO. I 89-3(15) SHEET 120 OF 150



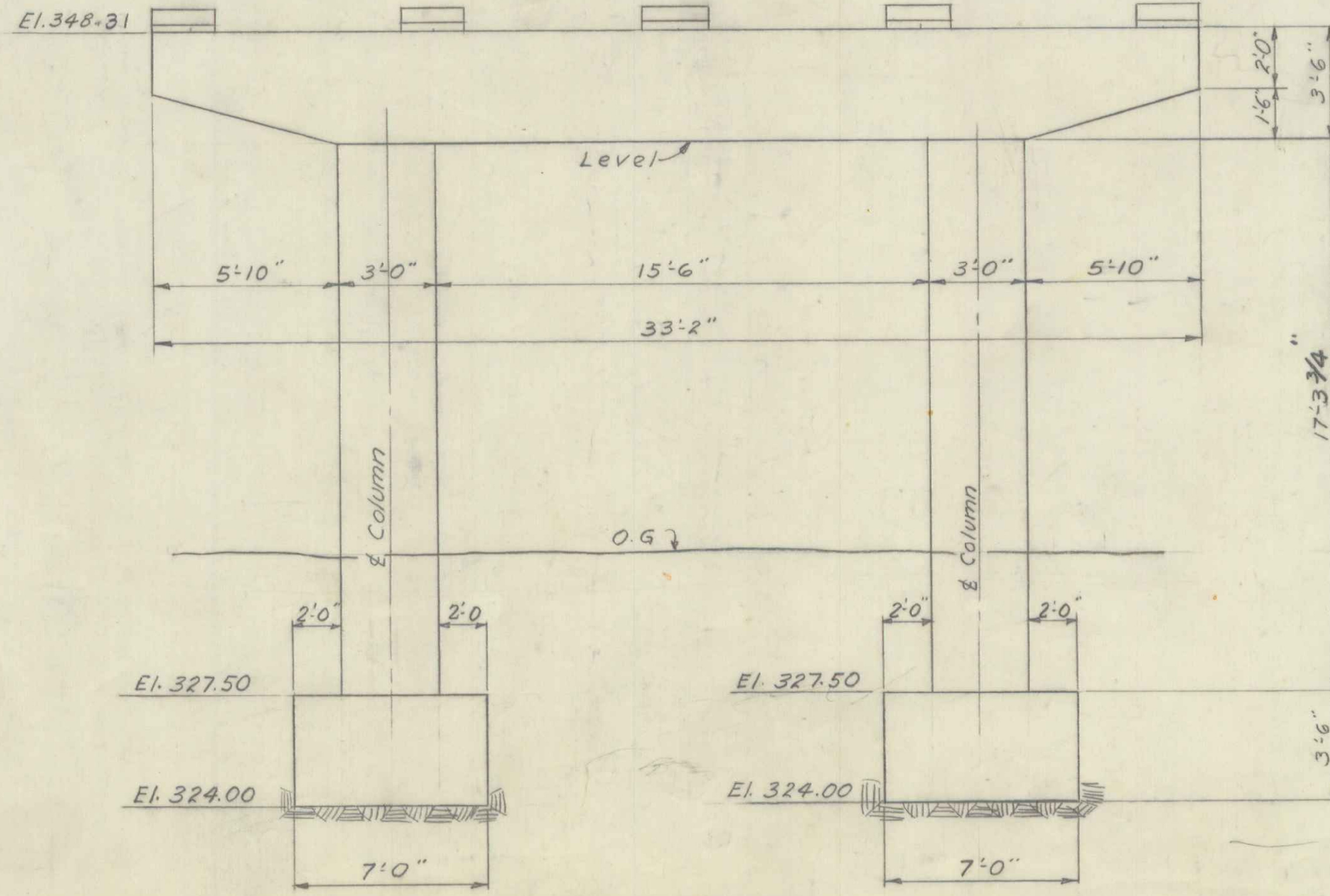
PIER #1 S.B.



PIER #1 N.B.



PIER #2 S.B.



PIER #2 N.B.

		ESTIMATED QUANTITIES								
		NORTH BOUND								
N.B. and Pier #	ITEM #	ITEM	UNIT	PIER #1		PIER #2		TOTAL		
				NEAT	OVERRUN	NEAT	OVERRUN			
	36	Structure Excavation	C.Y.	44	2	48	29	3	32	63
	44	Concrete Class B (Modified)	C.Y.	44	2	46	43	2	45	44
	8188	Reinforcing Steel	Lbs.	See Bar Schedule		Sheet # BR9				8087
	14	Asphaltic Asbestos Coating	S.Y.	73	-	73	73	-	73	14
		SOUTH BOUND								
S.B. and Pier #	ITEM #	ITEM	UNIT	PIER #1		PIER #2		TOTAL		
				NEAT	OVERRUN	NEAT	OVERRUN			
	44	Structure Excavation	C.Y.	44	2	46	29	3	32	64
	45	Concrete Class B (Modified)	C.Y.	44	2	46	43	2	45	45
	8433	Reinforcing Steel	Lbs.	See Bar Schedule		Sheet # BR9				8150
	14	Asphaltic Asbestos Coating	S.Y.	73	-	73	73	-	73	14

- NOTES**
1. For General Notes see Sheet BR1
 2. For Pier Details see Sheet BR3
 3. All elevations looking toward increasing stations.
 4. For bearing elevations see sheet #122
 5. Maximum allowable footing pressure equals 5 tons/sq.ft.
 6. Footings shall be constructed entirely on ledge unless otherwise directed in writing by the engineer.

BR. 2 of 10

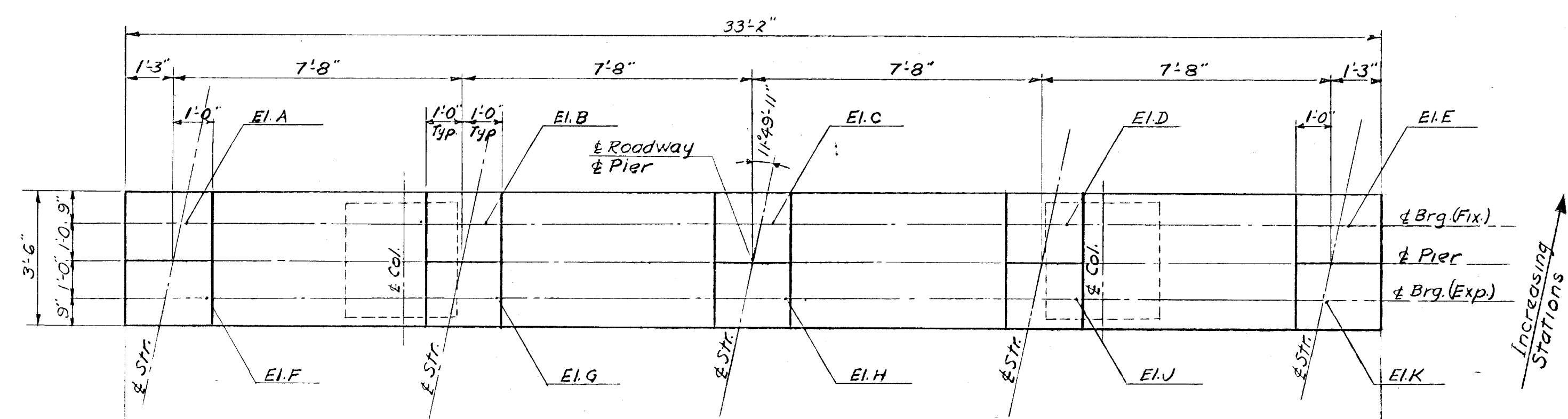
STATE OF VERMONT
DEPARTMENT OF HIGHWAYS

INTERSTATE PROJECT IN THE TOWNS OF
WINOOSKI, COLCHESTER

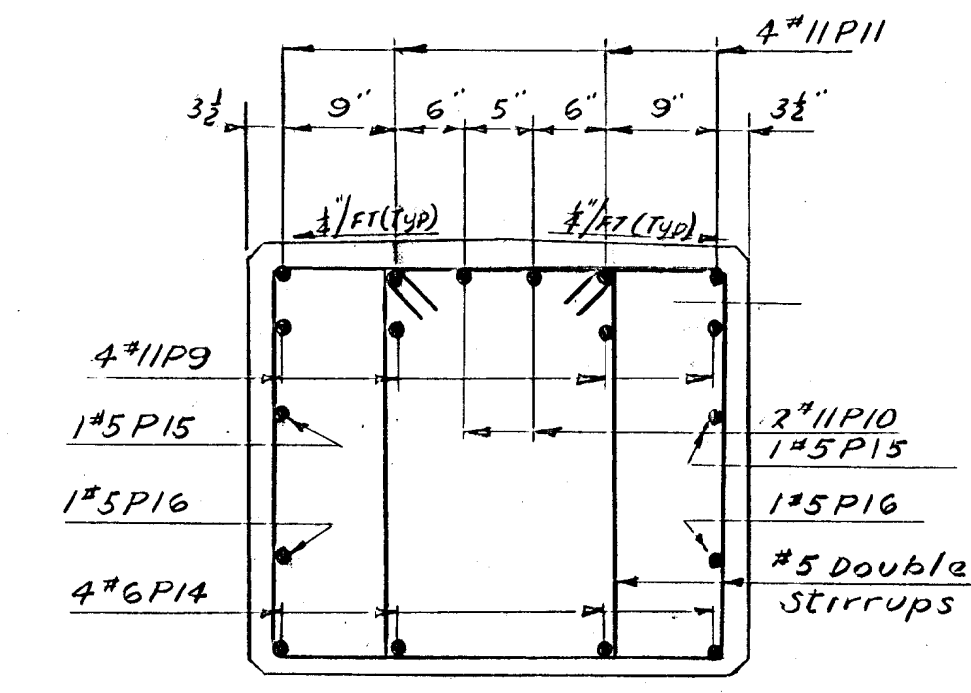
OVERPASS STA. 2248 +33.22
U. S. ROUTE 2 & 7
PIER ELEVATIONS

BOSWELL ENGINEERING CO. RIDGEFIELD PARK, N. J.

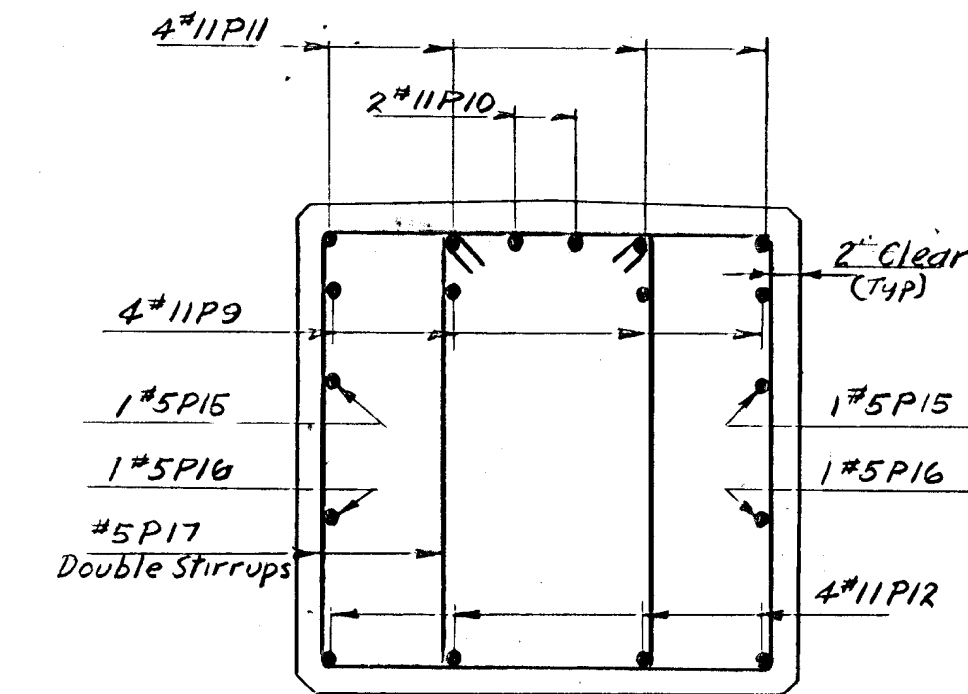
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CHECKED BY <u>D.B.</u>	DATE	
PROJECT NO. <u>I 89-3 (15)</u>	SHEET <u>121</u>	OF <u>150</u>



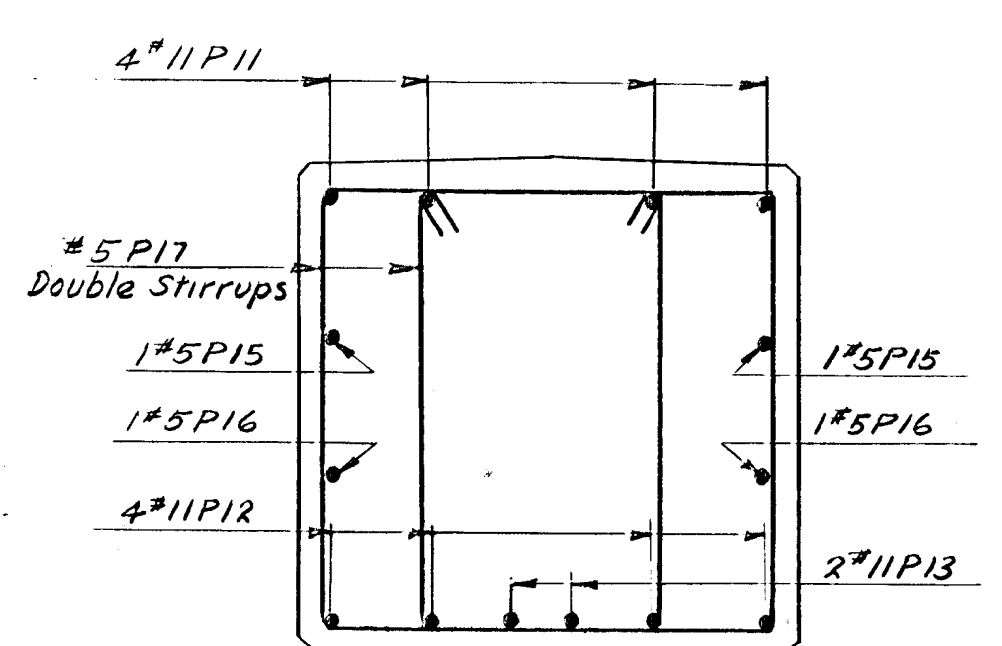
PLAN
SCALE 3/8"=1'-0"



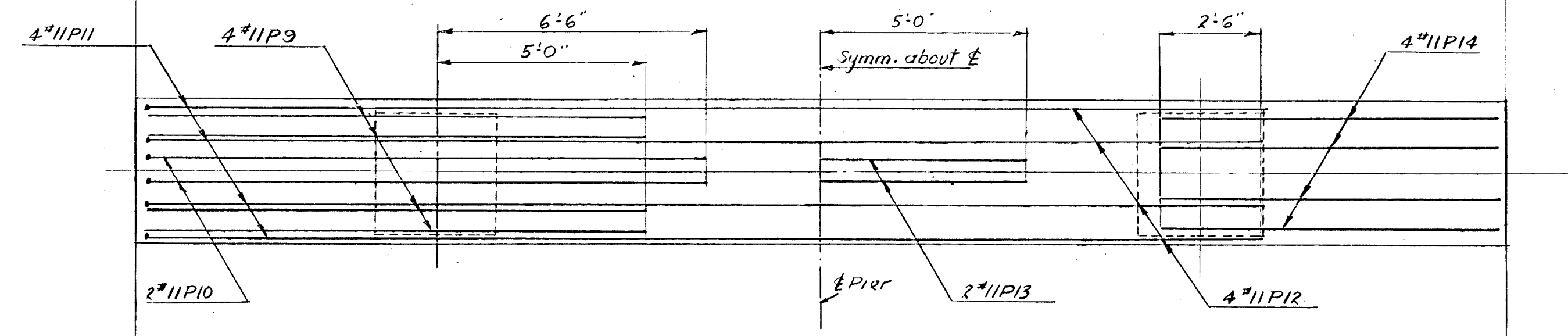
SECTION A-A
SCALE 3/4"=1'-0"



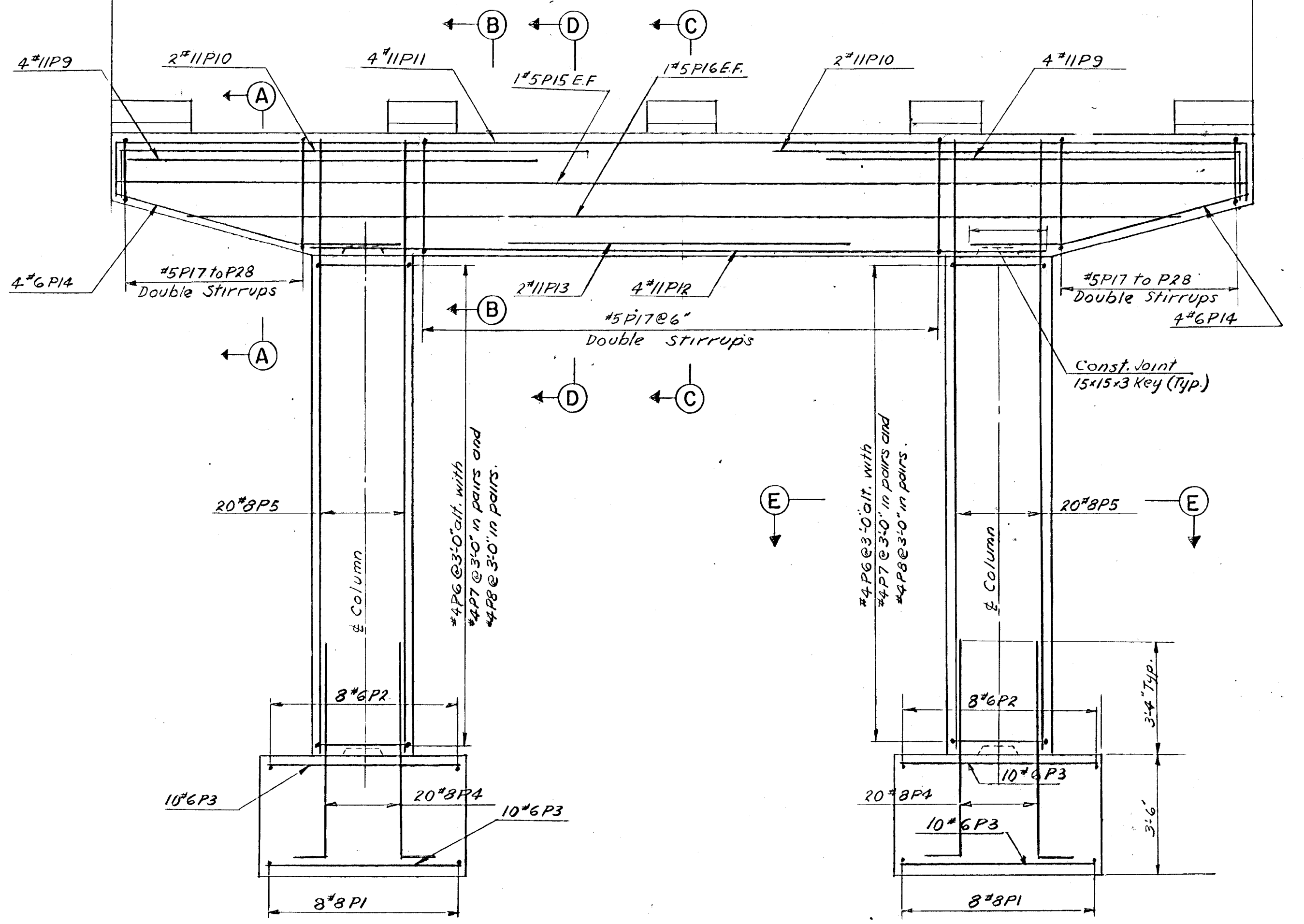
SECTION B-B
SCALE 3/4"=1'-0"



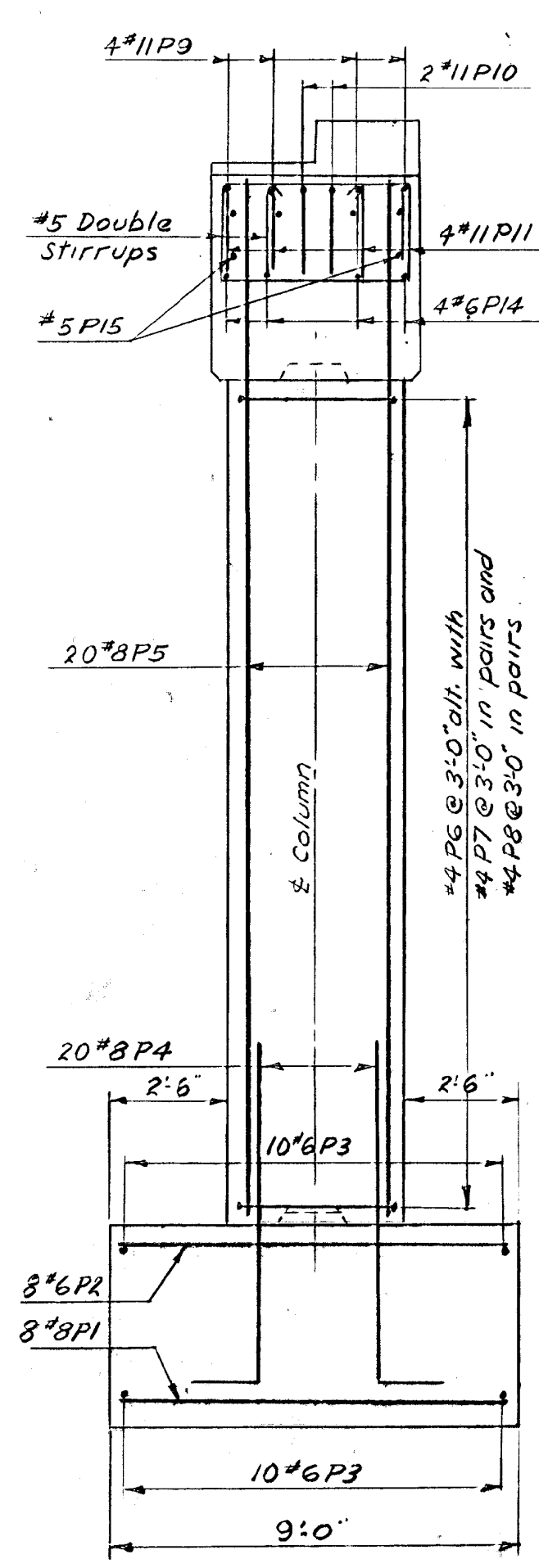
SECTION C-C
SCALE 3/4"=1'-0"



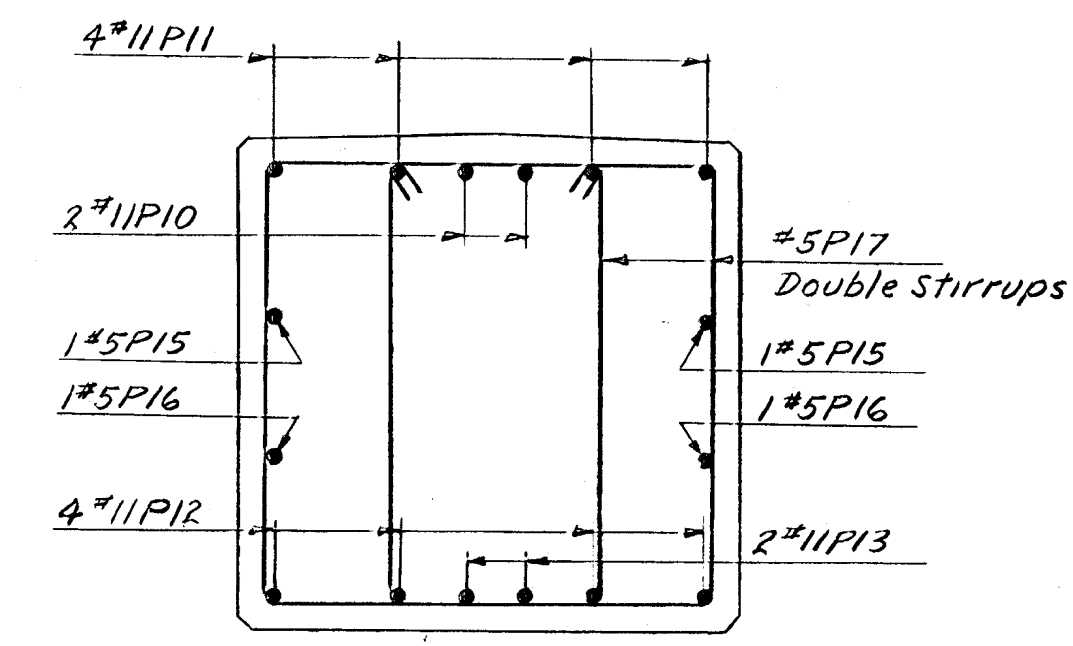
TOP REINFORCING PLAN
SCALE 3/8"=1'-0"



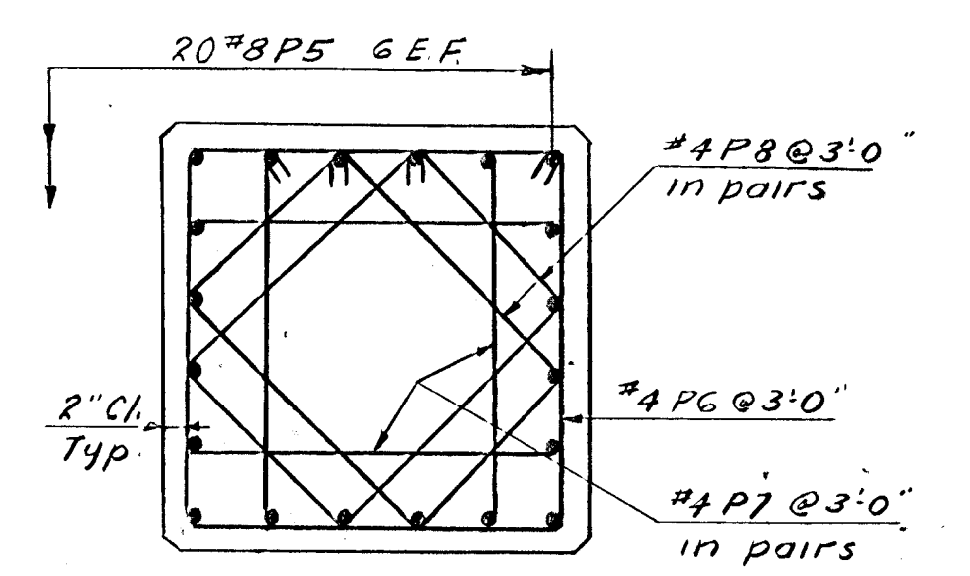
ELEVATION
SCALE 3/8"=1'-0"



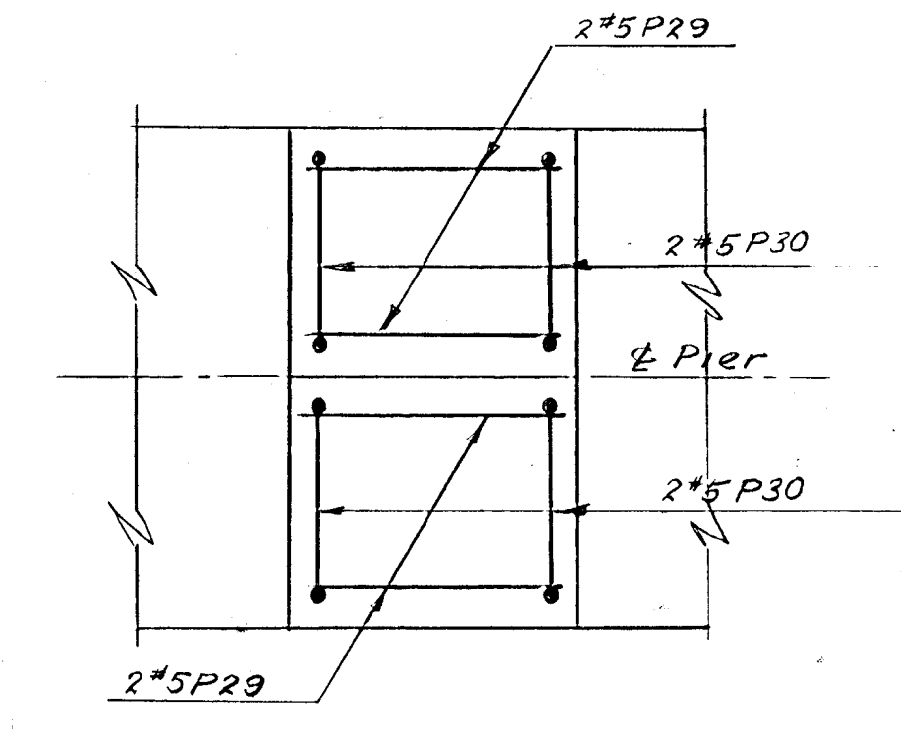
END ELEVATION
SCALE 3/8"=1'-0"



SECTION D-D
SCALE 3/4"=1'-0"



SECTION E-E
SCALE 3/4"=1'-0"



PAD REINFORCING
SCALE 3/4"=1'-0"

ELEV.	NORTH BOUND PIER #1	NORTH BOUND PIER #2	SOUTH BOUND PIER #1	SOUTH BOUND PIER #2
A	345.71	349.08	345.13	348.50
B	346.05	349.42	345.47	348.84
C	346.21	349.58	345.63	349.00
D	346.17	349.54	345.59	348.96
E	345.95	349.32	345.36	348.74
F	346.30	349.48	345.72	348.89
G	346.64	349.80	346.06	348.23
H	346.80	349.97	346.22	348.39
J	346.76	349.93	346.18	348.35
K	346.54	348.71	345.96	348.13

NOTES

1. For General Notes see Sheet # BR.1
2. For pier elevations see sheet # BR.2
3. For estimate of quantities see sheet # BR.2
4. For finish grade elevations @ centerlines of piers see sheet # BR.1

BR. 3 of 10

STATE OF VERMONT
DEPARTMENT OF HIGHWAYS

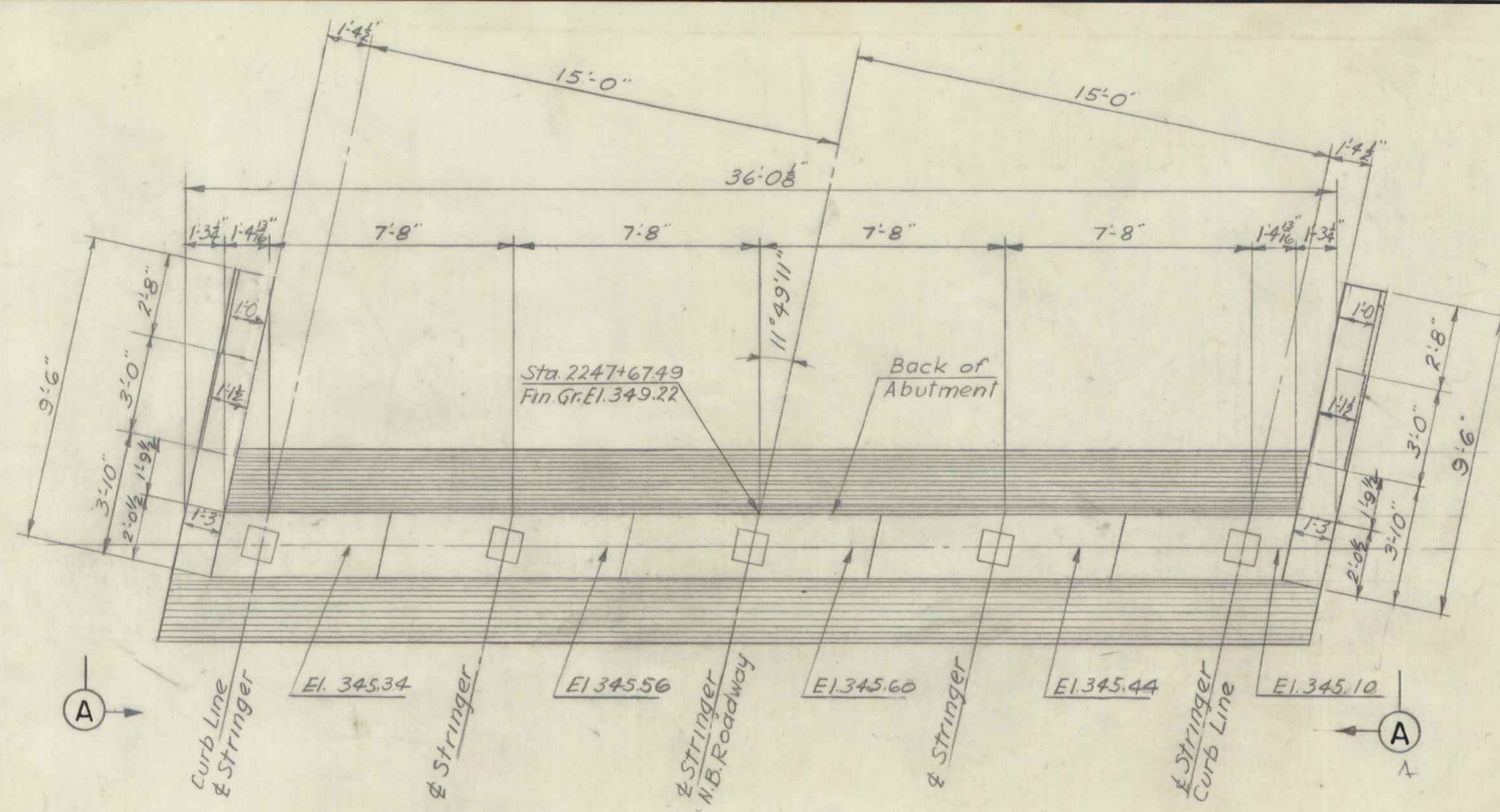
INTERSTATE PROJECT IN THE TOWNS OF
WINOOSKI, COLCHESTER

OVERPASS STA. 2248+33.22
U. S. ROUTE 2 & 7
TYPICAL PIER DETAILS

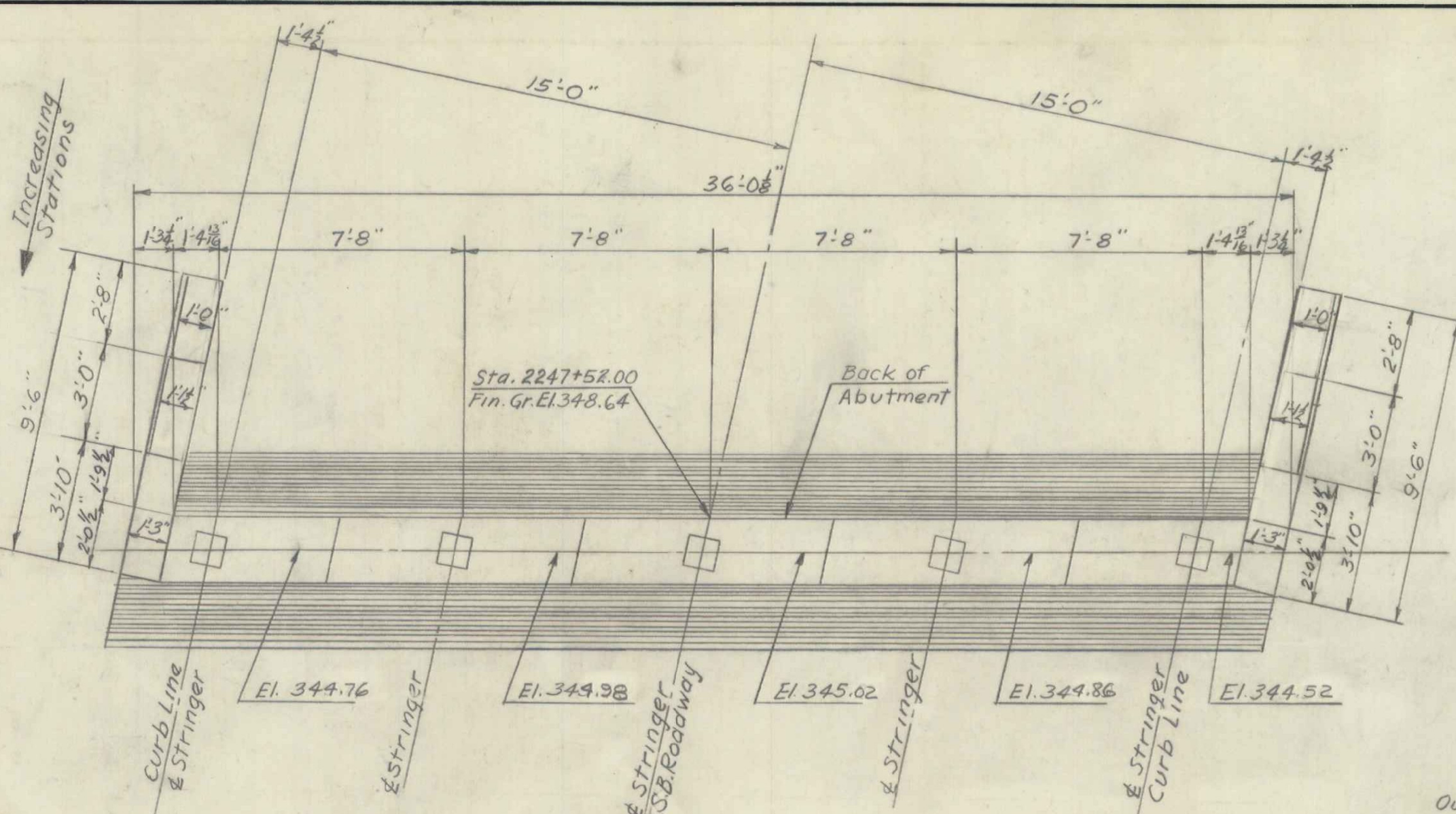
BOSWELL ENGINEERING CO. RIDGEFIELD PARK, N. J.

DRAWN BY	A.J.	IN CHARGE	A.J.	SCALE	AS SHOWN
CHECKED BY	D.B.	DATE			

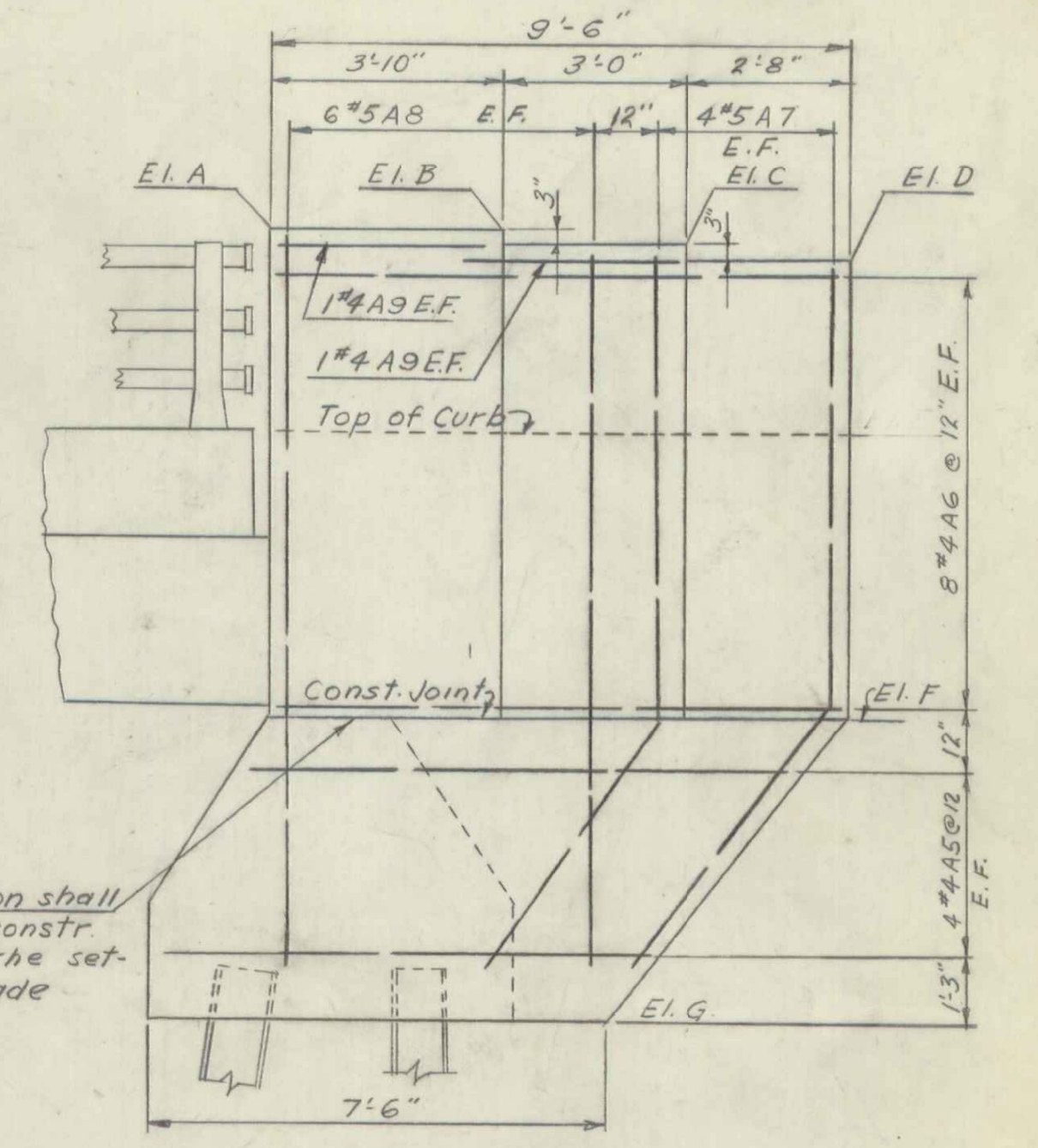
PROJECT NO. 1 89-3 (5) SHEET 122 OF 150



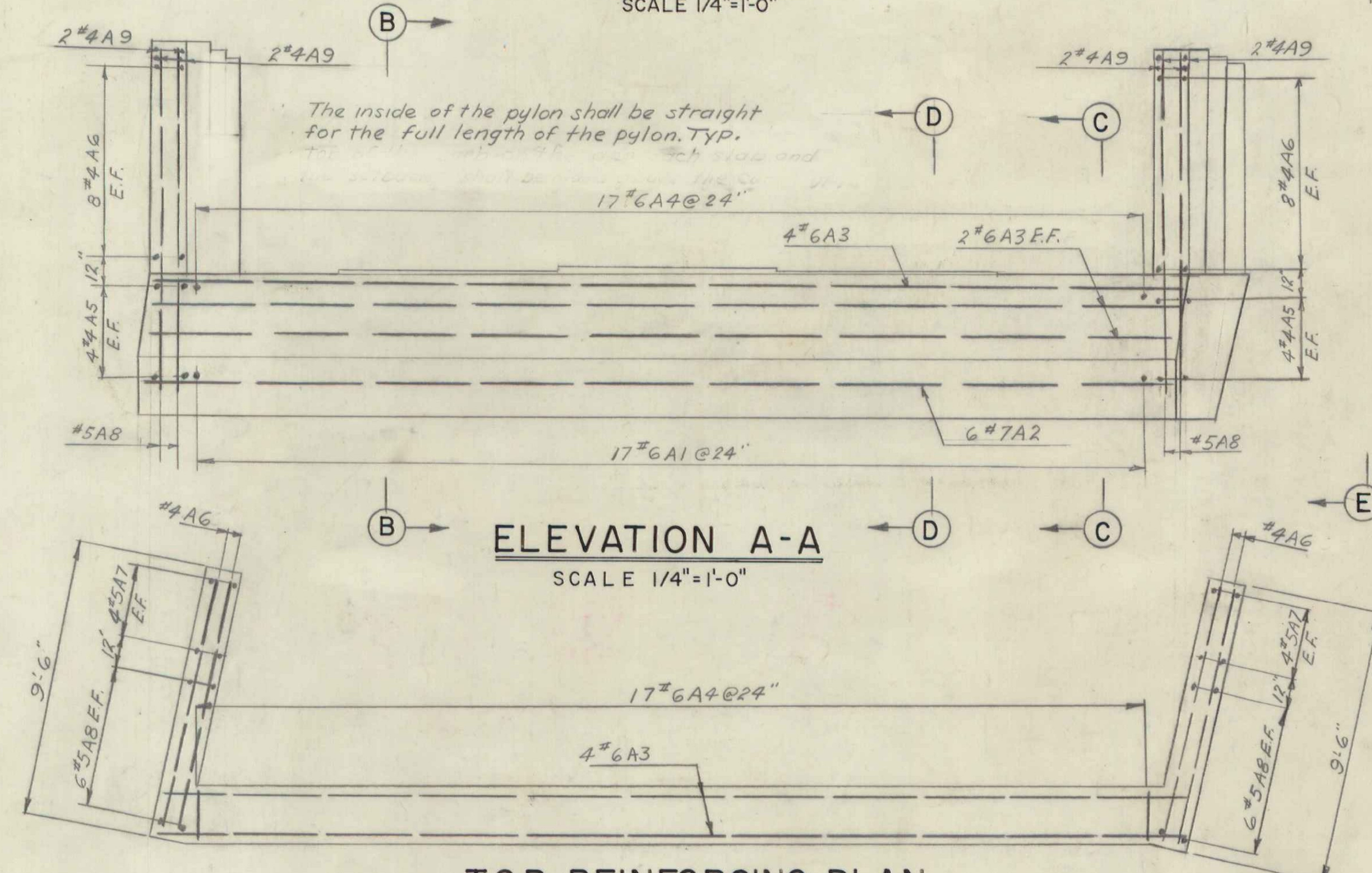
PLAN (N.B.)
SCALE 1/4"=1'-0"



PLAN (S.B.)
SCALE 1/4"=1'-0"

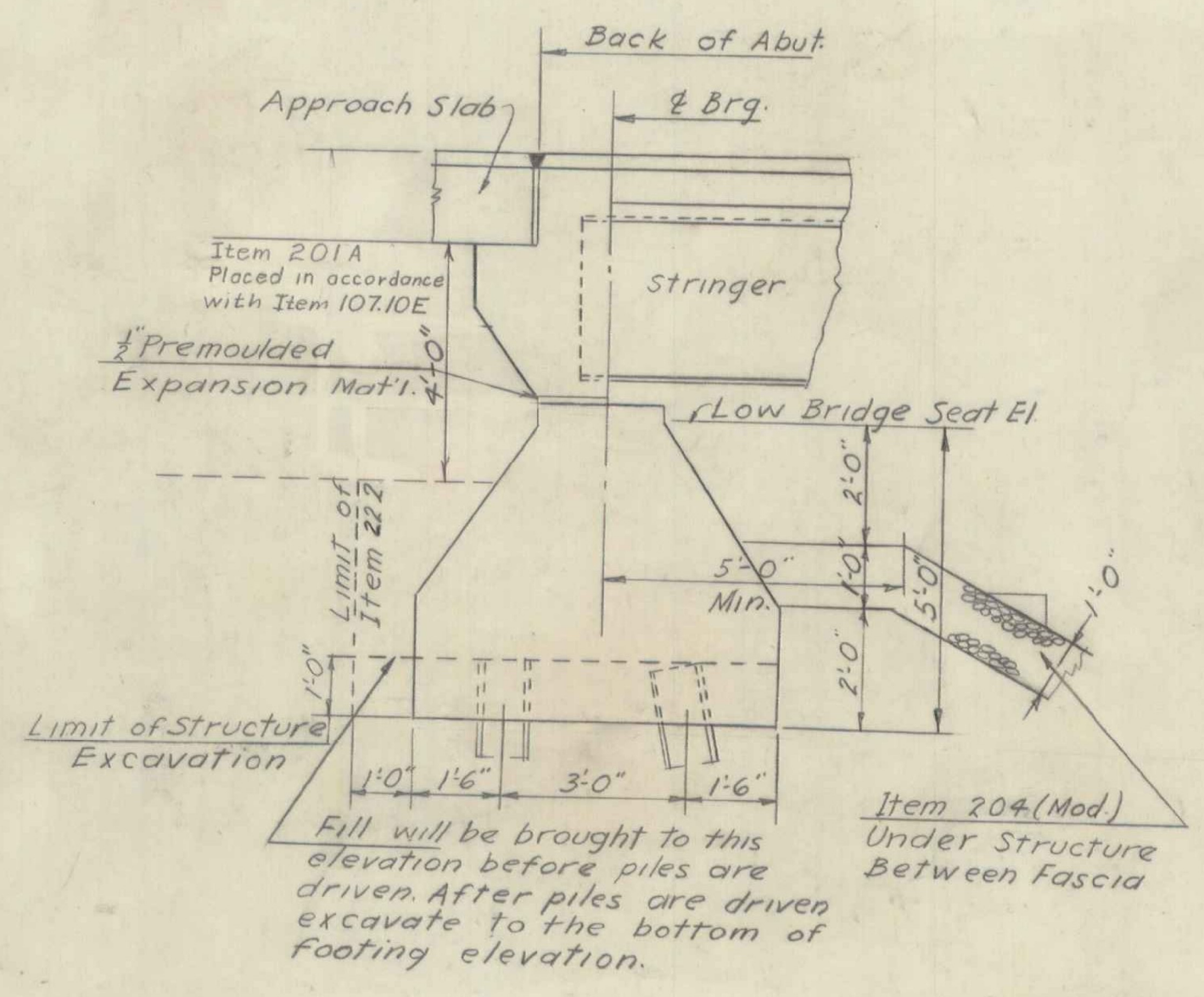


SECTION E-E
SCALE 3/8"=1'-0"

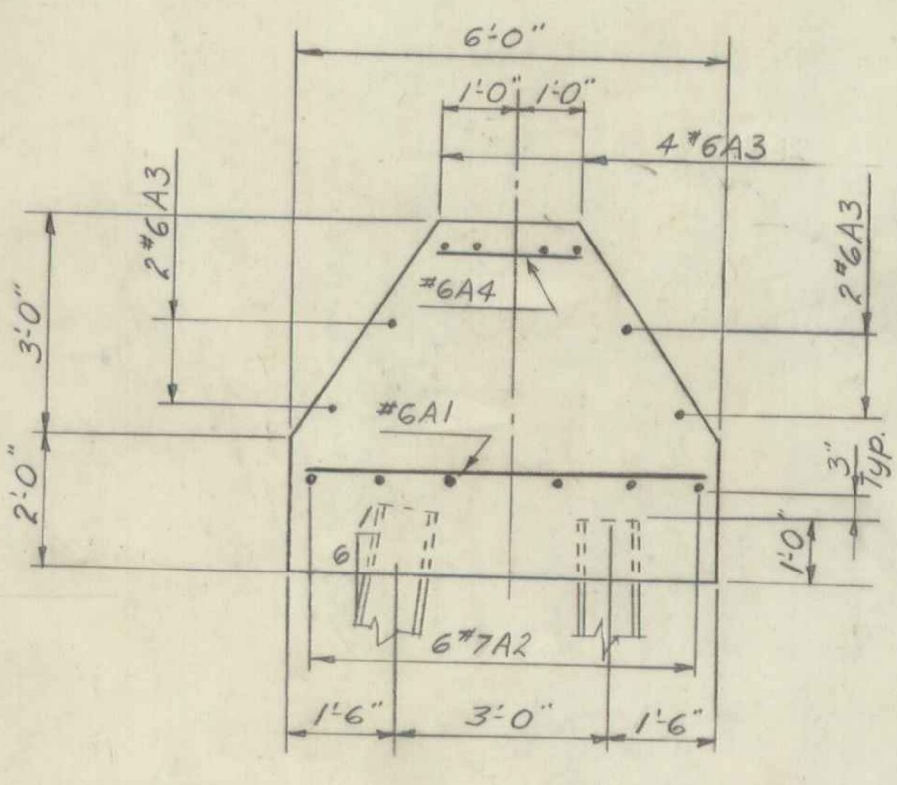


ELEVATION A-A
SCALE 1/4"=1'-0"

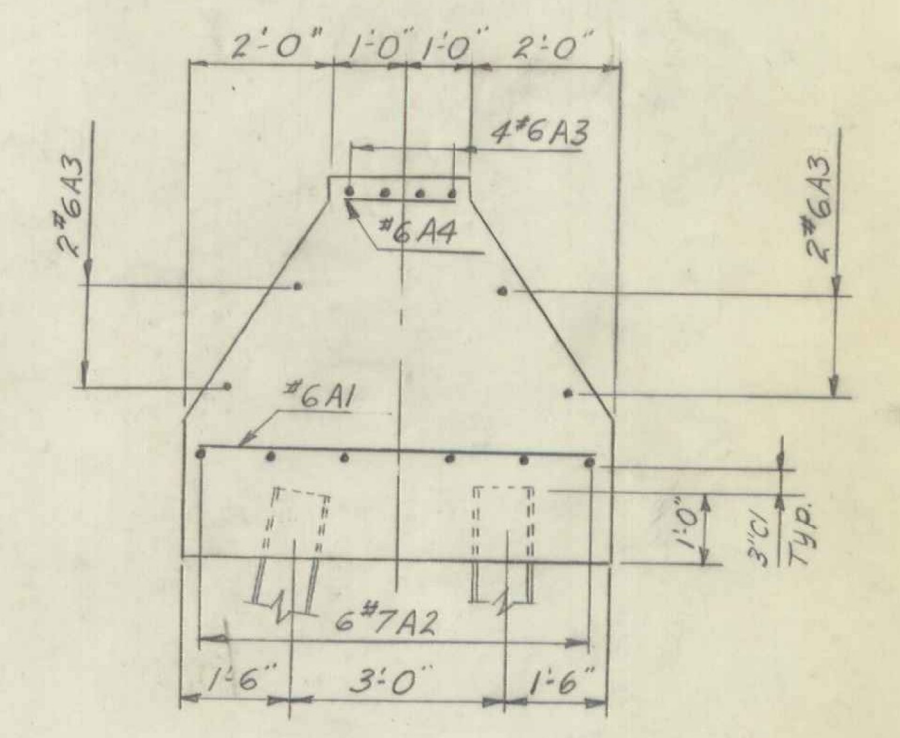
TOP REINFORCING PLAN
SCALE 1/4"=1'-0"



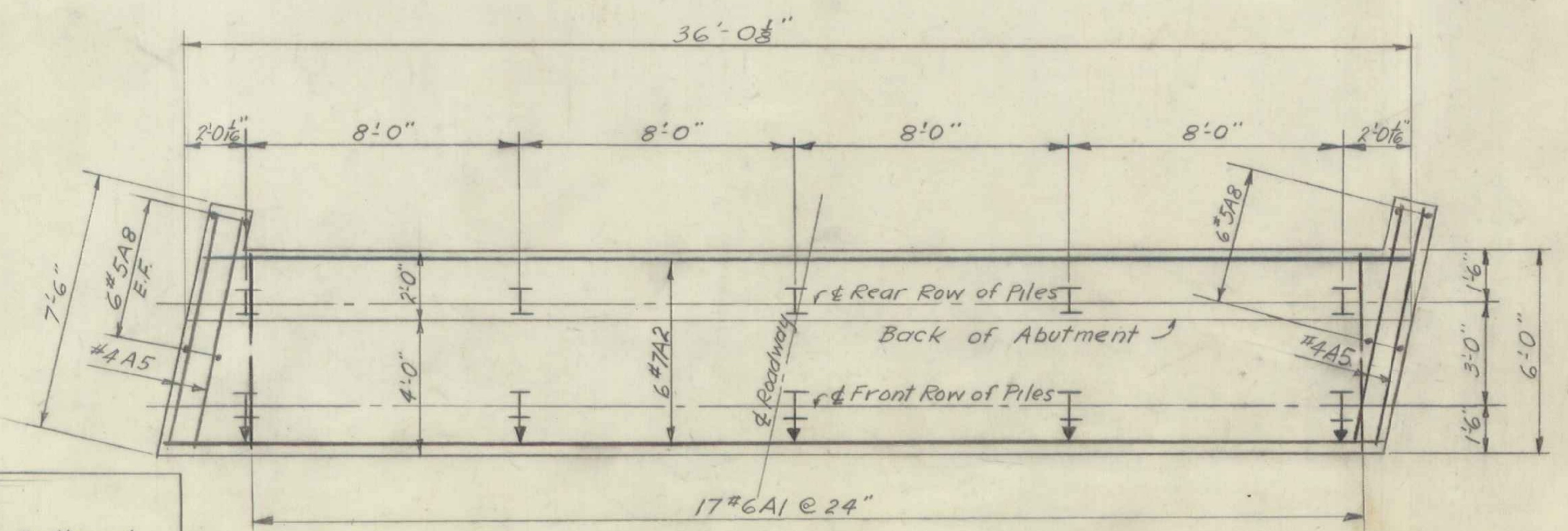
SECTION B-B
SCALE 3/8"=1'-0"



SECTION C-C
SCALE 3/8"=1'-0"



SECTION D-D
SCALE 3/8"=1'-0"



BOTTOM REINFORCING & PILE PLAN
SCALE 1/4"=1'-0"

NOTE!
5 Piles Battered
5 Piles Vertical
10 - 35" Steel Piles Each Abutment
Estimate Average Pile Length
Northbound 30 FT.
Southbound 35 FT.

ELEV.	NORTH BOUND		SOUTH BOUND	
	LEFT PYLON	RIGHT PYLON	LEFT PYLON	RIGHT PYLON
A	353.11	353.37	352.53	352.78
B	352.97	353.22	352.38	352.64
C	352.60	352.86	352.02	352.28
D	352.25	352.51	351.67	351.93
F	345.10	345.34	344.52	344.76
G	340.10	340.10	339.52	339.52

ITEM #	ITEM	UNIT	NORTH BOUND		SOUTH BOUND		TOTAL
			NEAT	OVERRUN	NEAT	OVERRUN	
11	107 Structure Excavation	C.Y.	12	13	12	13	11
41	401B Concrete Class B (Mod.)	C.Y.	40	42	40	42	41
1905	402 Reinforcing Steel	Lbs.	See Bar Schedule Sheet # BR9				1819
33	407 Asphaltic Asbestos Coating	S.Y.	4	4	4	4	33
0	503 Splices for Steel Piling	Ea.	4	4	4	4	0
273	504 Steel H Piling (12BP53)	L.F.	300	300	350	350	303
12	222 Gravel Backfill	C.Y.	12	13	12	13	12

NOTES
1. For General Notes see Sheet #BR1
2. For Additional Details see 58-20-60 & 58-22-60
3. Left and Right are determined by looking toward increasing stations.
4. † Indicates Piles Battered.

BR. 4 of 10

STATE OF VERMONT
DEPARTMENT OF HIGHWAYS

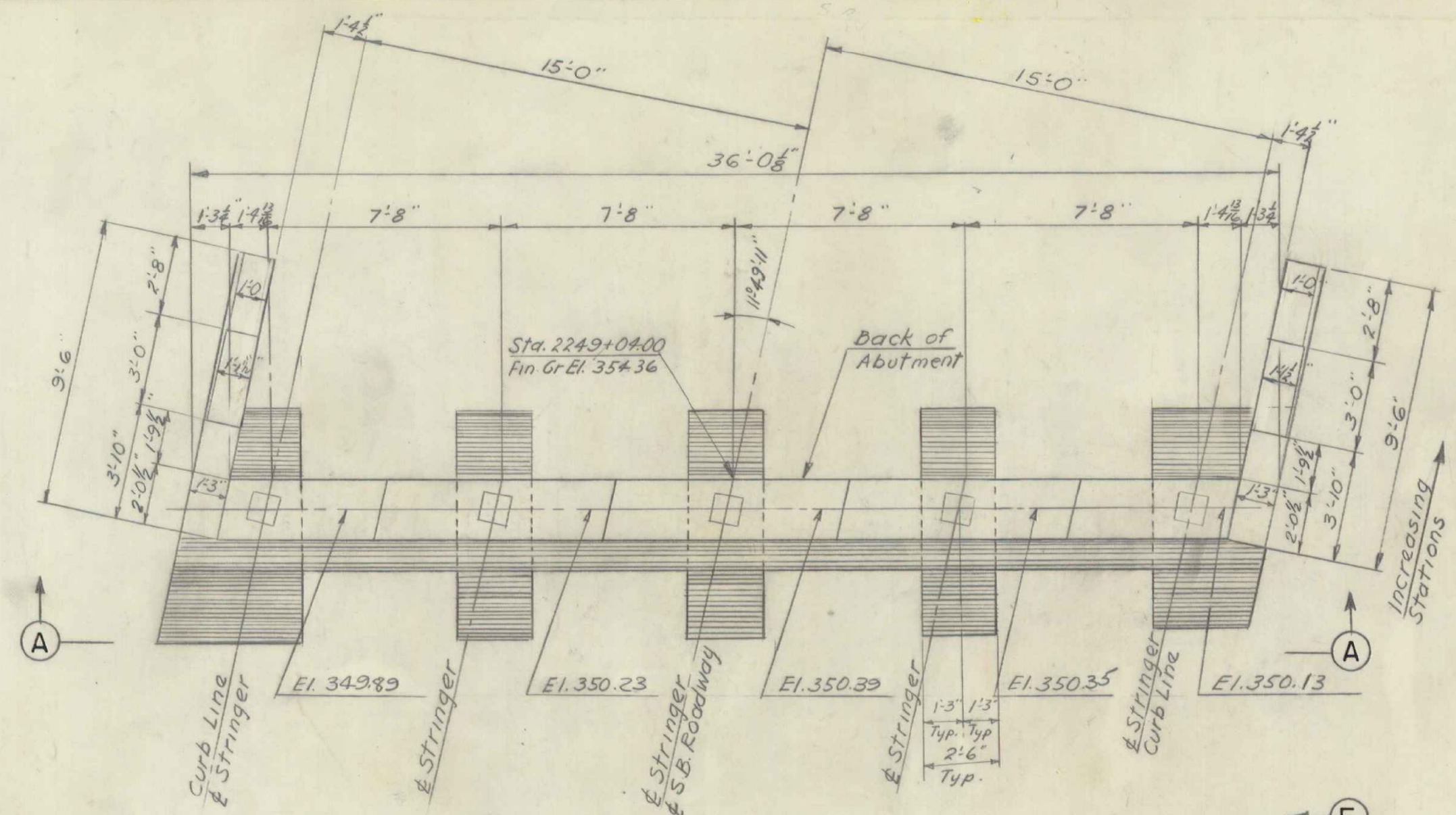
INTERSTATE PROJECT IN THE TOWNS OF
WINOOSKI, COLCHESTER

OVERPASS STA. 2248+33.22
U. S. ROUTE 2 & 7
SOUTH ABUTMENTS DETAILS

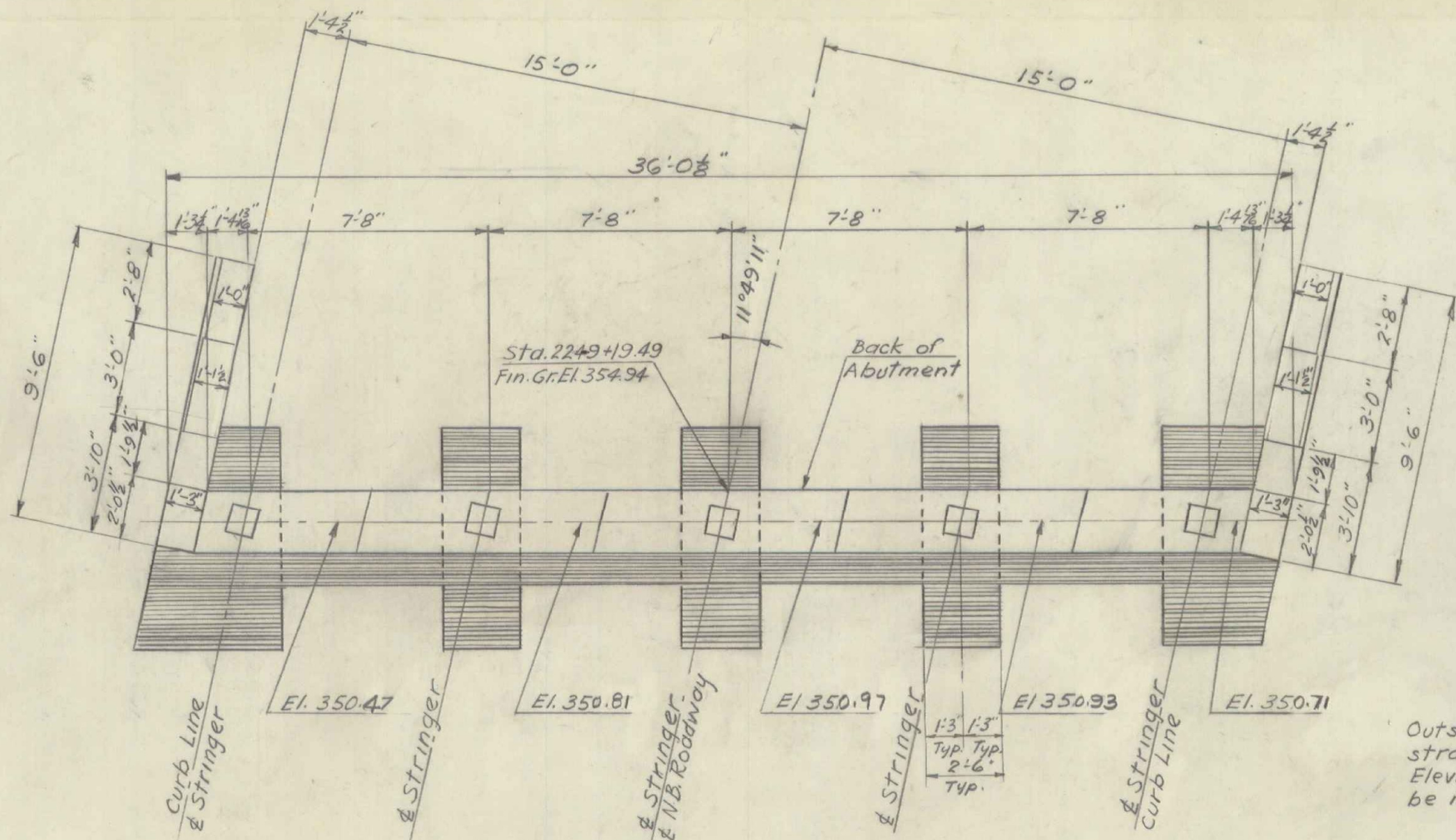
BOSWELL ENGINEERING CO. RIDGEBLIND PARK, N. J.

DRAWN BY AJ	IN CHARGE AJ	SCALE AS SHOWN
CHECKED BY DB	DATE	

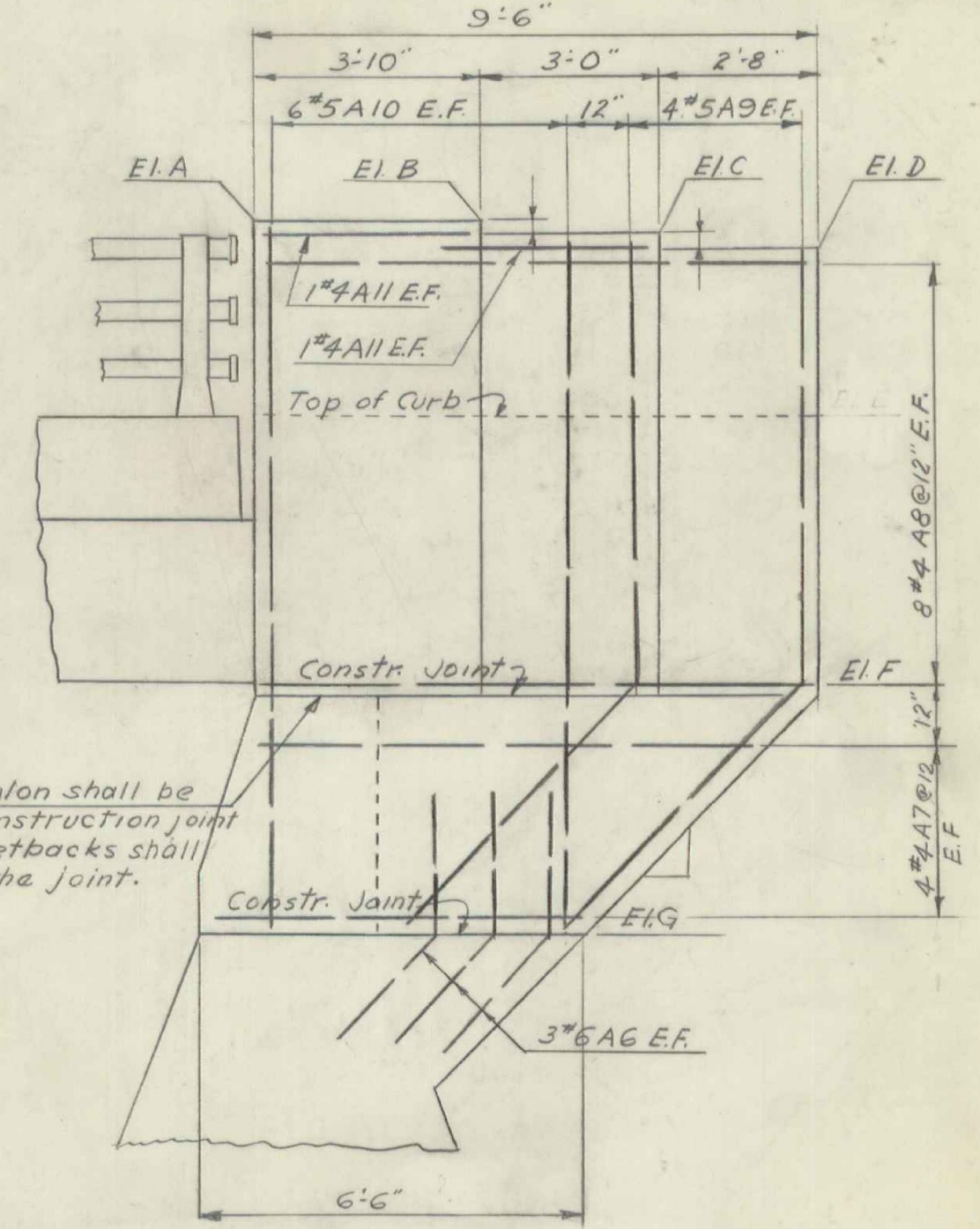
PROJECT NO. I 89-3(15) SHEET 123 OF 150



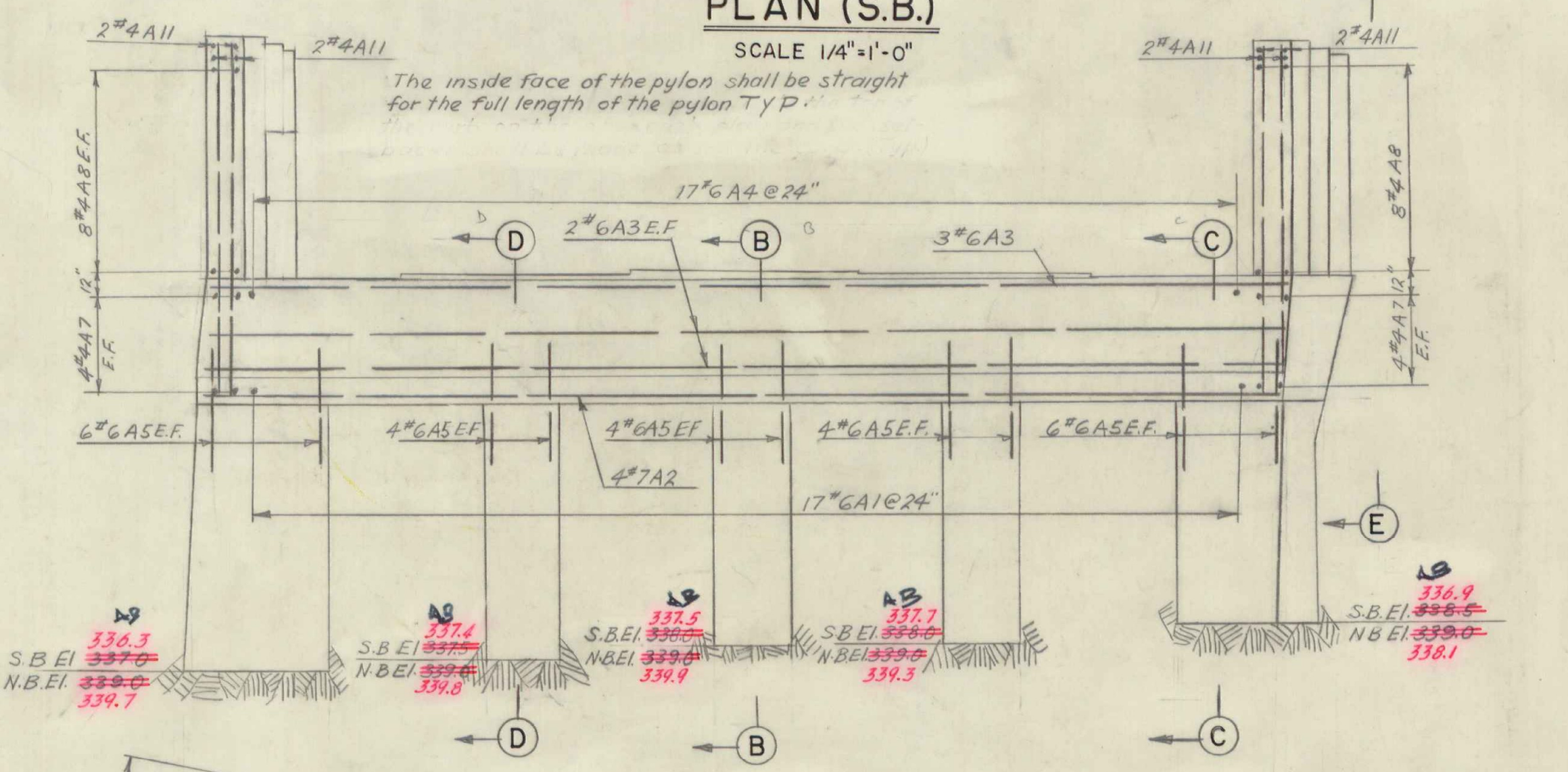
PLAN (S.B.)
SCALE 1/4"=1'-0"



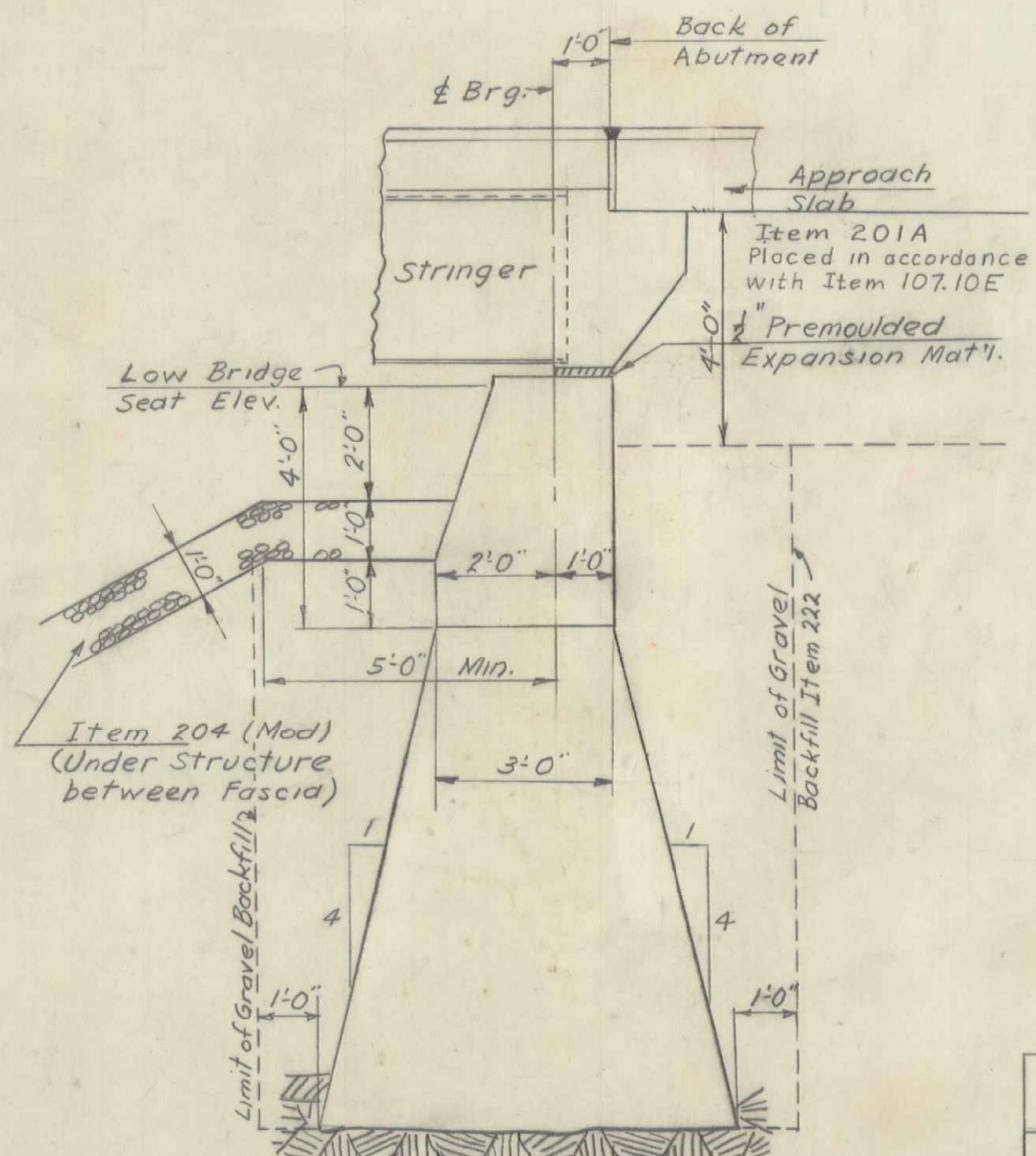
PLAN (N.B.)
SCALE 1/4"=1'-0"



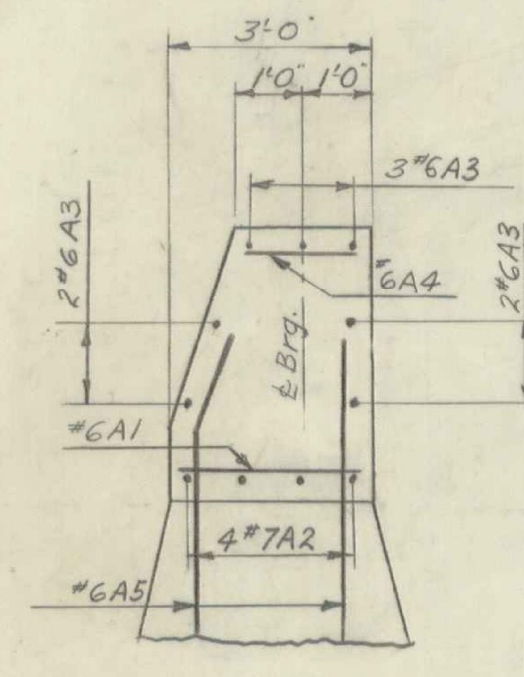
SECTION E-E
SCALE 3/8"=1'-0"



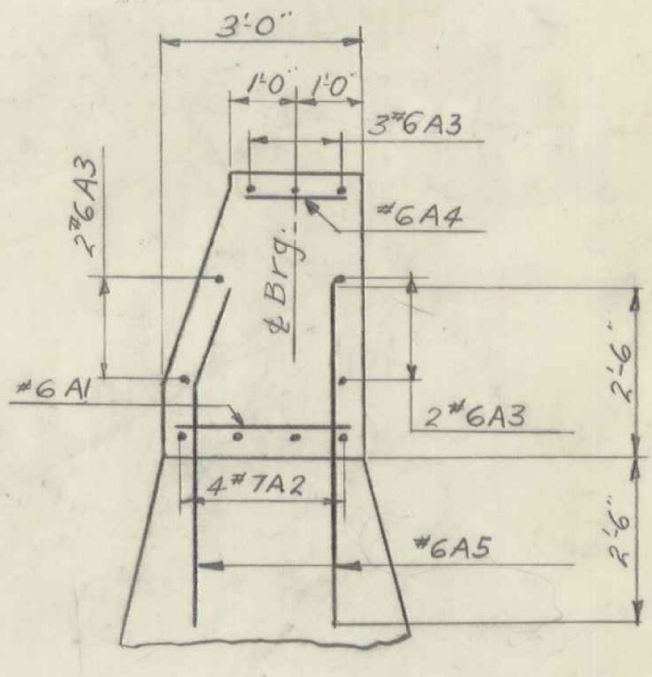
ELEVATION A-A
SCALE 1/4"=1'-0"



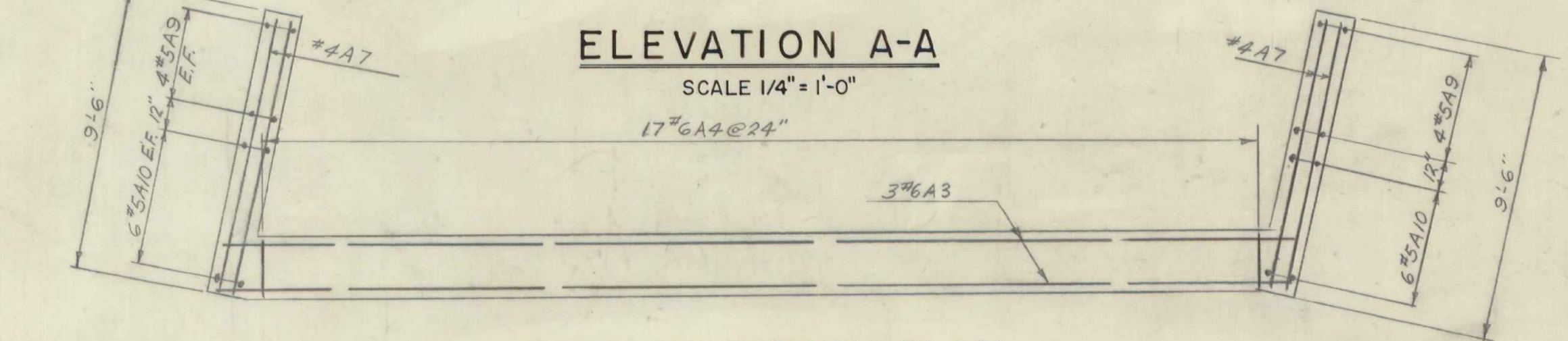
SECTION B-B
SCALE 3/8"=1'-0"



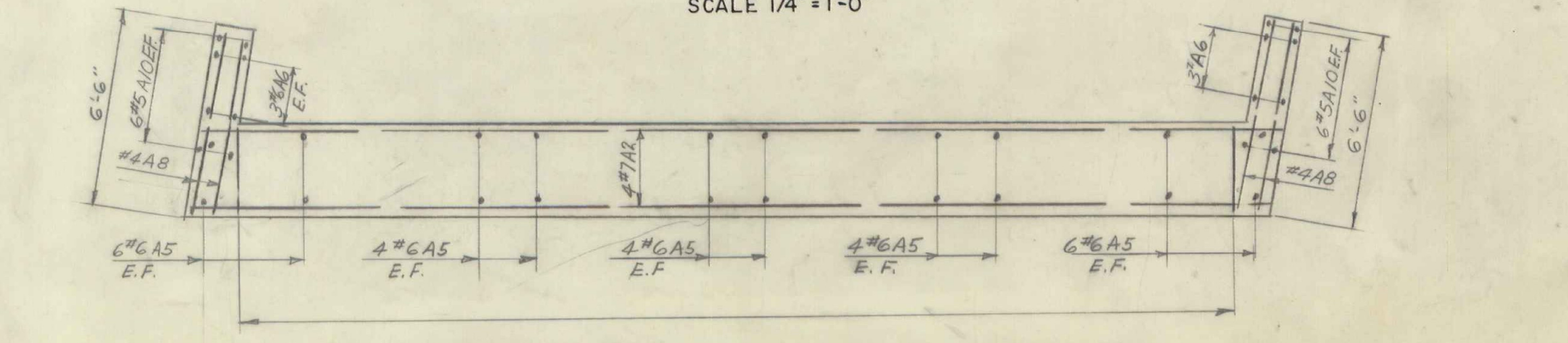
SECTION C-C
SCALE 3/8"=1'-0"



SECTION D-D
SCALE 3/8"=1'-0"



TOP REINFORCING PLAN
SCALE 1/4"=1'-0"



BOTTOM REINFORCING PLAN
SCALE 1/4"=1'-0"

ELEV.	NORTH BOUND		SOUTH BOUND	
	LEFT PYLON	RIGHT PYLON	LEFT PYLON	RIGHT PYLON
A	358.67	358.93	358.09	358.35
B	358.82	359.08	358.23	358.49
C	358.67	358.94	358.10	358.36
D	358.53	358.79	357.95	358.21
F	350.47	350.71	349.89	350.13
G	346.47	346.47	345.89	345.89

- NOTES**
- For General Notes see Sheet # BR 1
 - For additional details see Sheet # SB-20-60 & SB-22-60
 - Footings shall be constructed entirely on ledge unless otherwise directed in writing by the engineer.
 - Maximum allowable footing pressure equals 5 tons/sq ft
 - Left and Right are determined by looking toward increasing stations.

BR 5 of 10

ESTIMATED QUANTITIES								FINAL	
ITEM #	ITEM	UNIT	NORTH BOUND		SOUTH BOUND		N.Bnd.	S.Bnd.	
			NEAT	OVERRUN TOTAL	NEAT	OVERRUN TOTAL			
107	Structure Excavation	C.Y.	91	100	55	67	48	36	
401B	Concrete Class B Mod	C.Y.	47	47	48	50	51	61	
402	Reinforcing Steel	Lbs.	see Bar Schedule Sheet # BR 9				2002	1991	
407	Asphaltic Asbestos Coating	S.Y.	4	4	4	4	33	33	
222	Gravel Backfill	C.Y.	59	65	59	65	39	49	

STATE OF VERMONT
DEPARTMENT OF HIGHWAYS

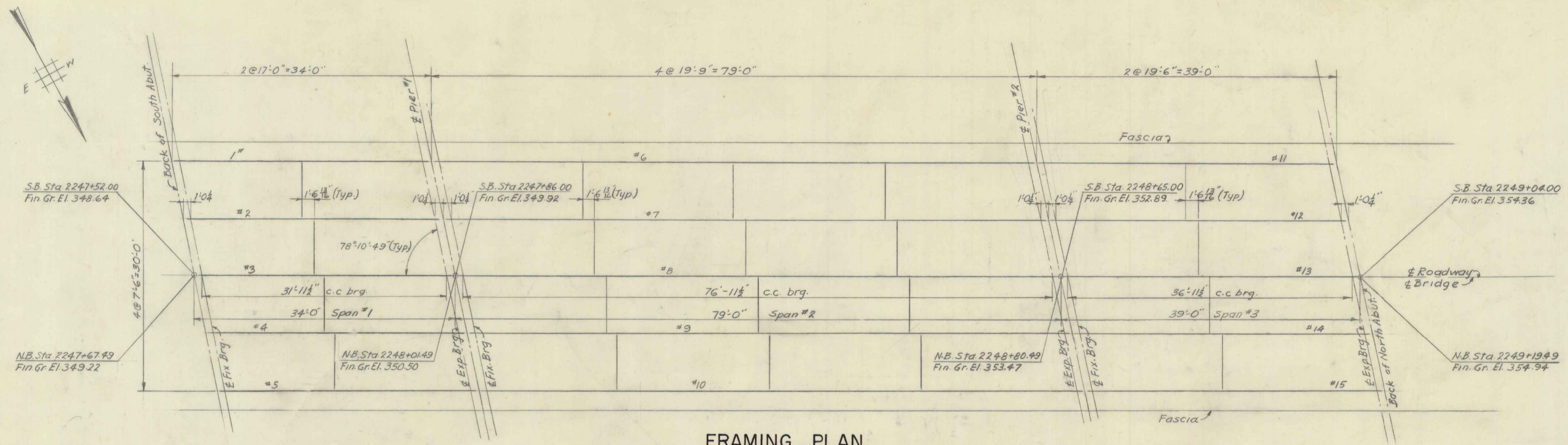
INTERSTATE PROJECT IN THE TOWNS OF
WINOOSKI, COLCHESTER

OVERPASS STA. 2248+33.22
U. S. ROUTE 2 & 7

NORTH ABUTMENTS DETAILS

BOSWELL ENGINEERING CO. RIDGEFIELD PARK, N.J.

DRAWN BY AJJ IN CHARGE AJJ
CHECKED BY DB DATE SCALE AS SHOWN
PROJECT NO. I 89-3 (15) SHEET 124 OF 150



FRAMING PLAN
SCALE 1/8" = 1'-0"

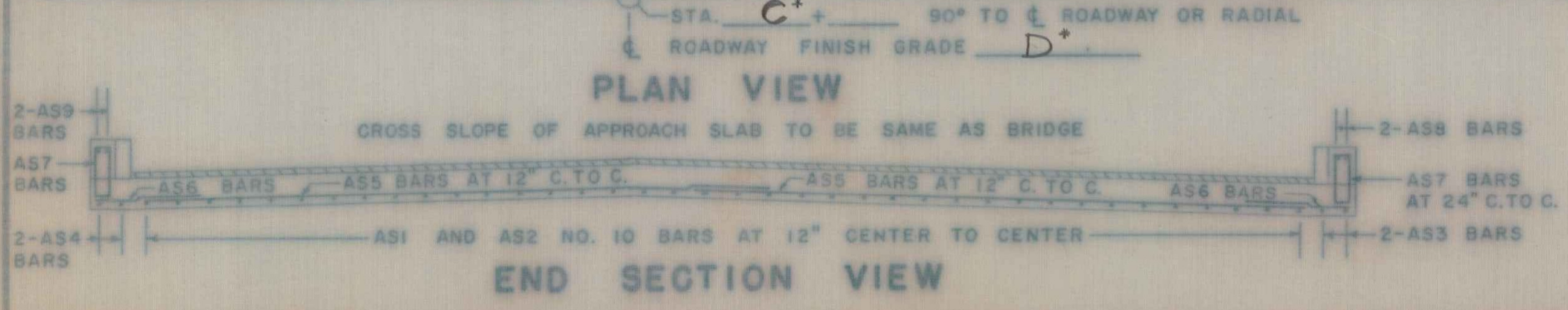
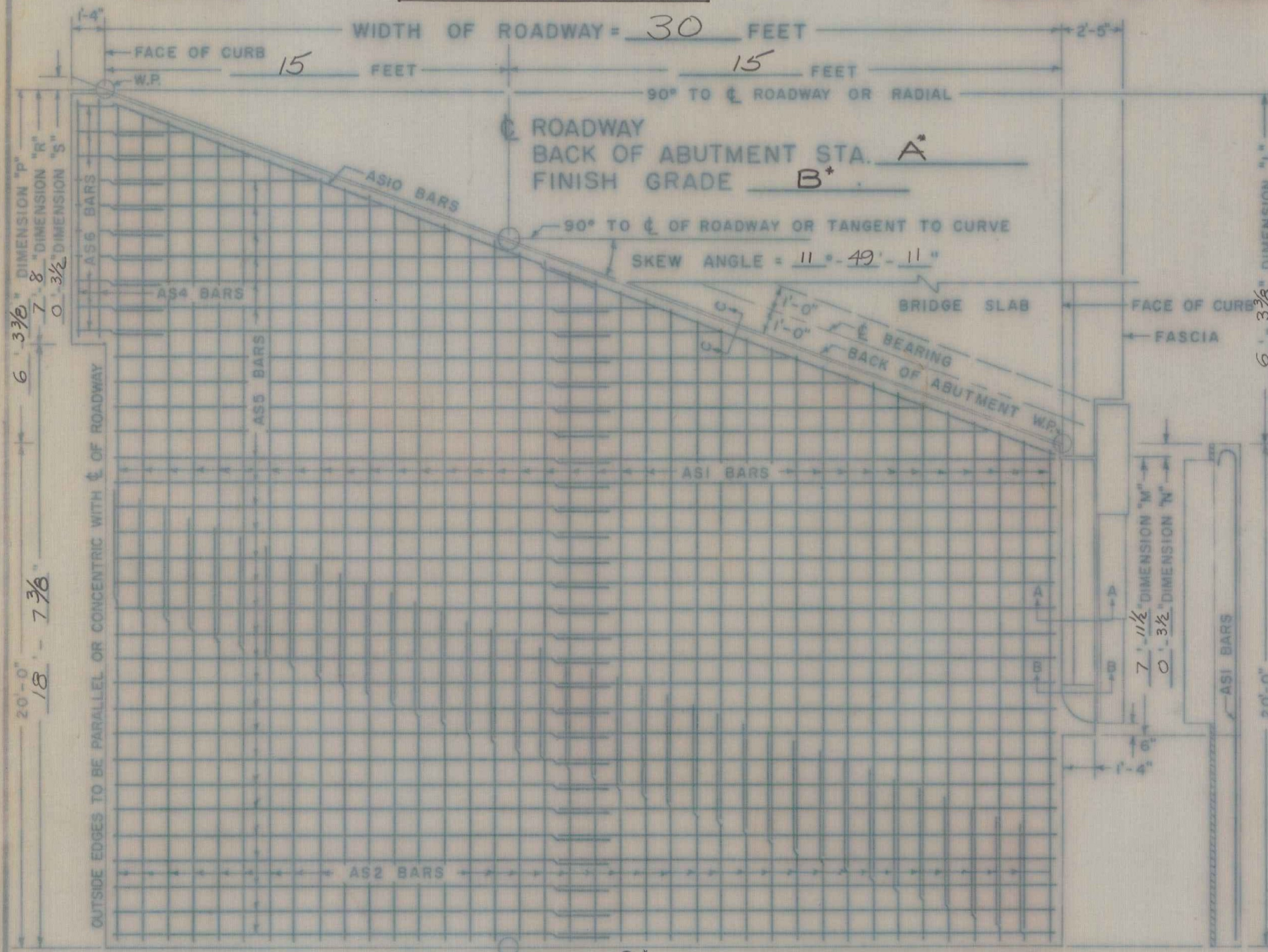
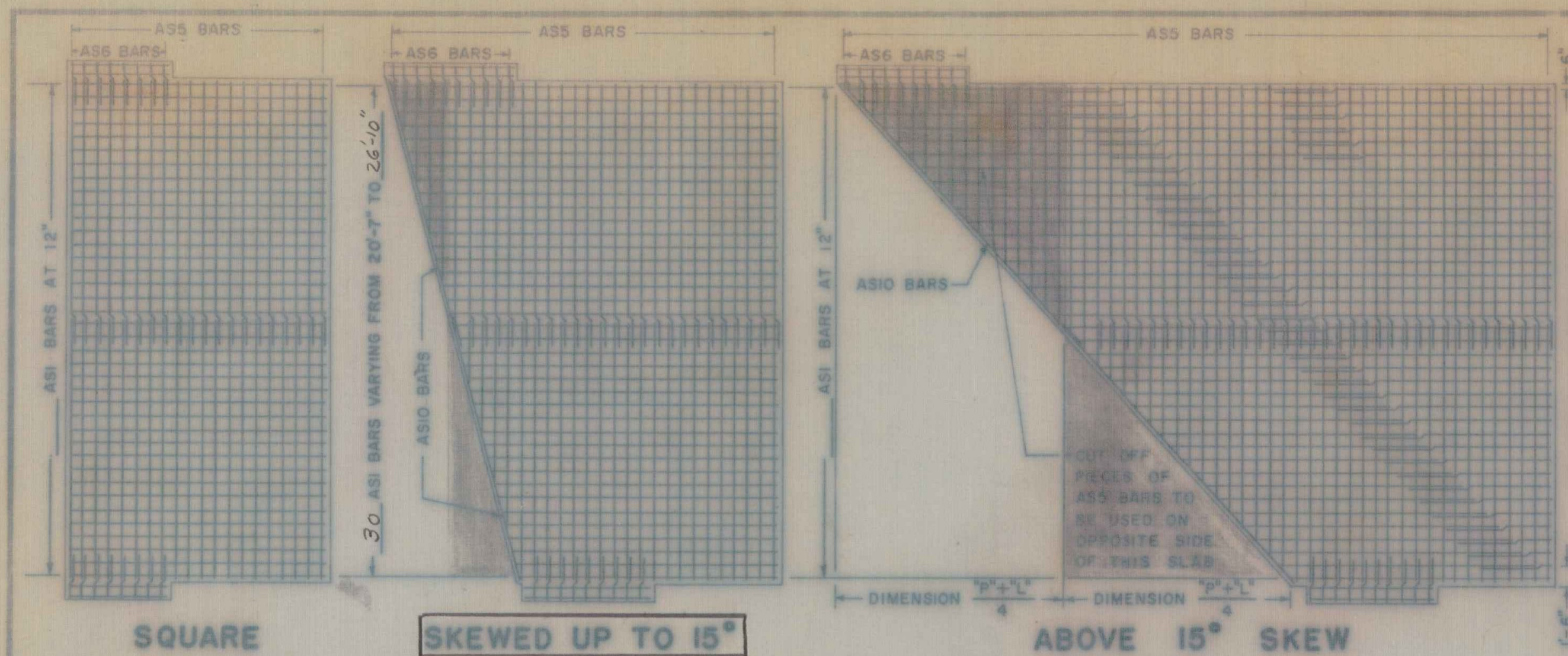
ESTIMATED QUANTITIES									
ITEM #	ITEM	NORTH BOUND				SOUTH BOUND			
		UNIT	NEAT	OVERRUN	TOTAL	UNIT	NEAT	OVERRUN	TOTAL
FRAMING PLAN									
403	Spiral Reinforcing (#3 @ 33")								
404A	Structural Steel	lbs	151907	3038	154945	lbs	151907	3038	154945
									300,465

NOTES

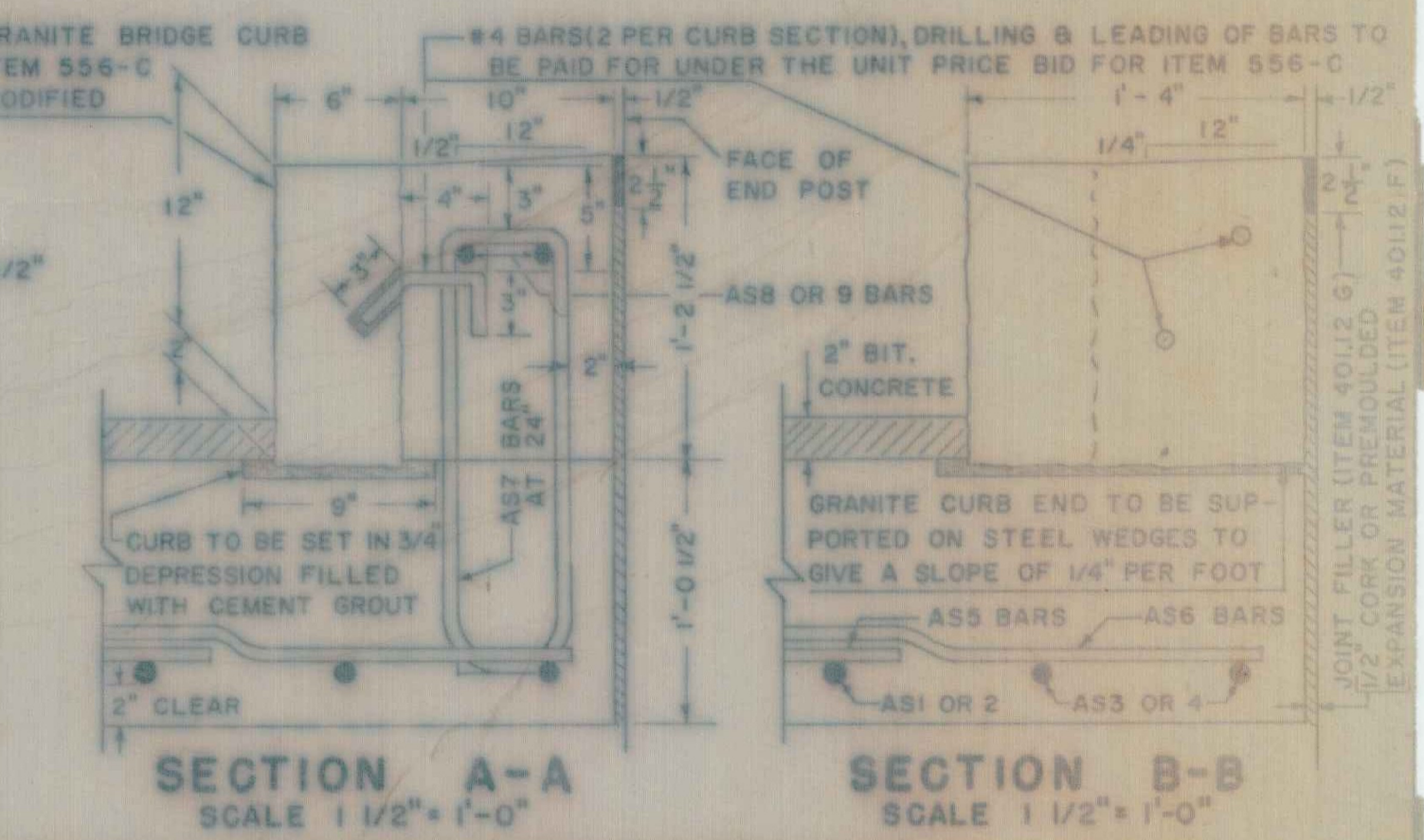
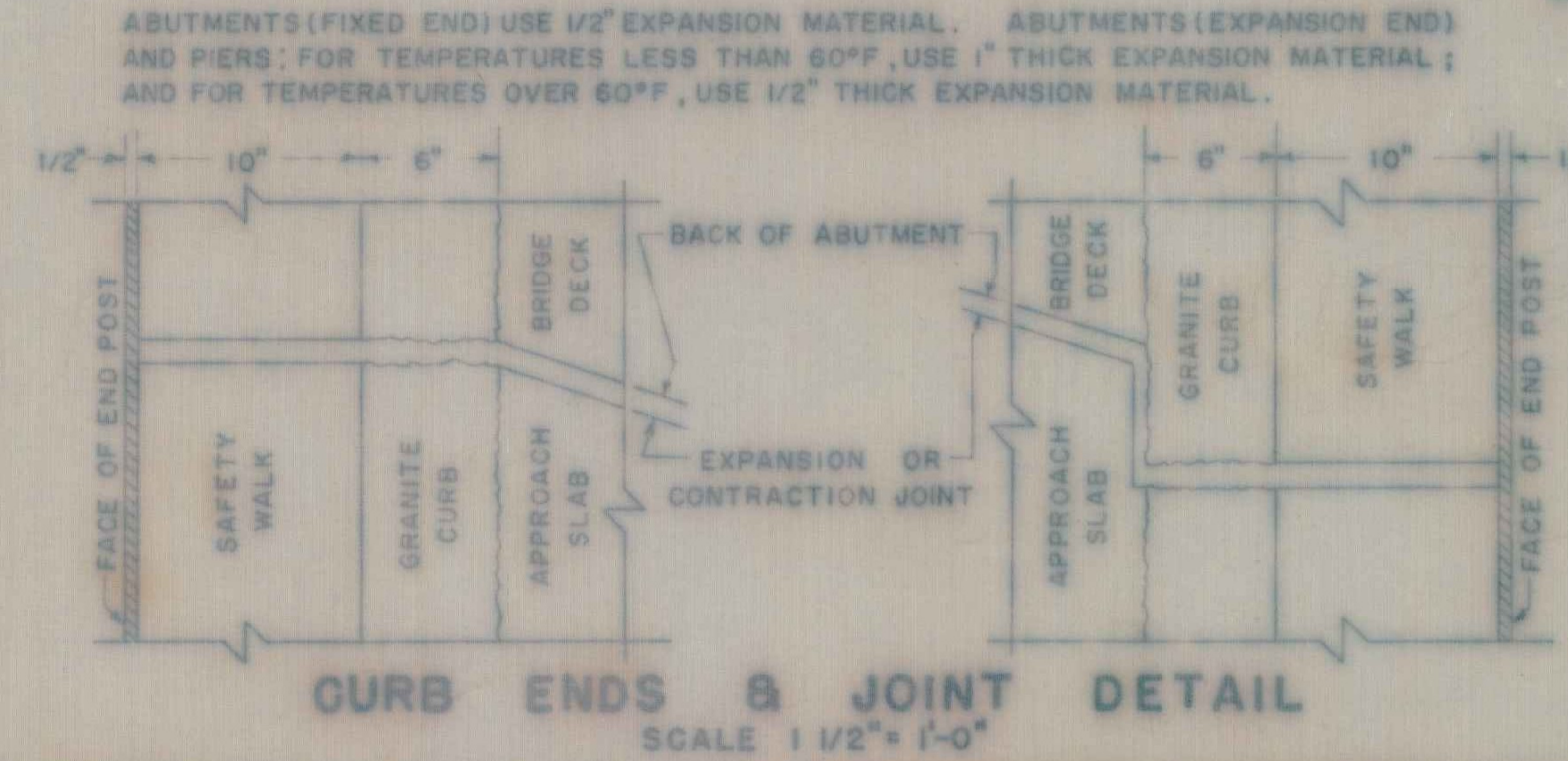
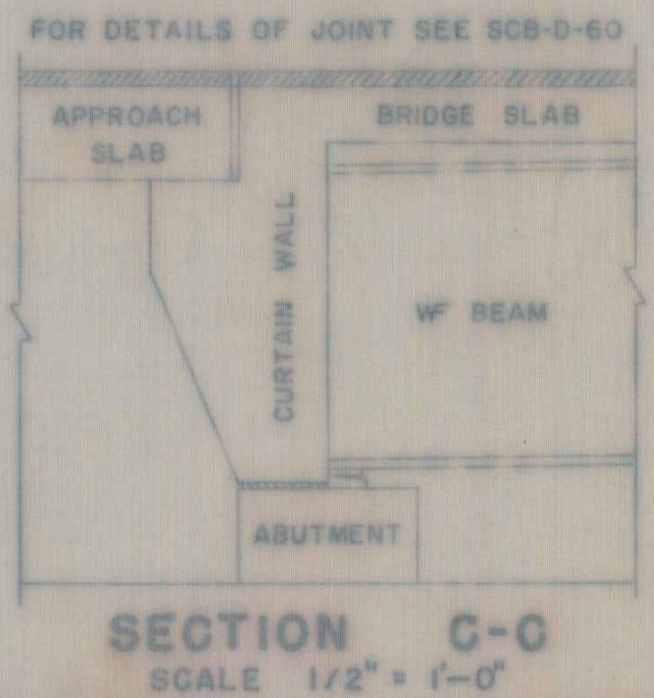
- For General Notes see sh #BR.1
- For additional details see sh #58-20-60 & 58-22-60
- For Superstructure details see sh. SCB-30-60 & SCB-D-60

BR 6 of 10

STATE OF VERMONT DEPARTMENT OF HIGHWAYS	
INTERSTATE PROJECT IN THE TOWNS OF WINOOSKI, COLCHESTER	
OVERPASS STA. 2248+33.22 U. S. ROUTE 2 & 7	
FRAMING PLAN	
BOSWELL ENGINEERING CO. RIDGEFIELD PARK, N. J.	
DRAWN BY <i>AJE</i>	IN CHARGE <i>AJE</i>
CHECKED BY <i>DB</i>	DATE
SCALE AS SHOWN	
PROJECT NO. I 89-3(15) SHEET 125 OF 150	



P.T.	NORTH BOUND		SOUTH BOUND	
	APPR. #1	APPR. #2	APPR. #1	APPR. #2
A	2247+16.43	2247+19.49	2247+52.00	2249+04.00
B	349.22	354.34	348.64	354.36
C	2247+44.35	2249+42.63	2247+28.96	2249+21.14
D	348.35	355.81	347.77	355.23



30' ROADWAY					38' ROADWAY					42' ROADWAY					44' ROADWAY					ROADWAY												
NO. PIECES	SIZE	LENGTH	MARK	REMARKS	NO. PIECES	SIZE	LENGTH	MARK	REMARKS	NO. PIECES	SIZE	LENGTH	MARK	REMARKS	NO. PIECES	SIZE	LENGTH	MARK	REMARKS	NO. PIECES	SIZE	LENGTH	MARK	REMARKS								
SQUARE OR SKEWED																																
2	10	7'-5"	AS3	STR.	2	10		AS3	STR.	2	10		AS3	STR.	2	10		AS3	STR.	2	10		AS3	STR.	2	10		AS3	STR.			
2	10	7'-2"	AS4	STR.	2	10		AS4	STR.	2	10		AS4	STR.	2	10		AS4	STR.	2	10		AS4	STR.	2	10		AS4	STR.			
16	5	3'-6"	AS6	STR.	5	3'-6"	AS6	STR.	5	3'-6"	AS6	STR.	5	3'-6"	AS6	STR.	5	3'-6"	AS6	STR.	5	3'-6"	AS6	STR.	5	3'-6"	AS6	STR.	5	3'-6"	AS6	STR.
10	5	5'-0"	AS7	S6	5	5'-0"	AS7	S6	5	5'-0"	AS7	S6	5	5'-0"	AS7	S6	5	5'-0"	AS7	S6	5	5'-0"	AS7	S6	5	5'-0"	AS7	S6				
2	5	5'-10"	AS8	STR.	2	5	5'-10"	AS8	STR.	2	5	5'-10"	AS8	STR.	2	5	5'-10"	AS8	STR.	2	5	5'-10"	AS8	STR.	2	5	5'-10"	AS8	STR.			
2	5	5'-6"	AS9	STR.	2	5	5'-6"	AS9	STR.	2	5	5'-6"	AS9	STR.	2	5	5'-6"	AS9	STR.	2	5	5'-6"	AS9	STR.	2	5	5'-6"	AS9	STR.			
SQUARE																																
30	10	20'-7"	AS1	I	38	10	20'-7"	AS1	I	42	10	20'-7"	AS1	I	44	10	20'-7"	AS1	I	10	20'-7"	AS1	I	10	20'-7"	AS1	I					
20	5	29'-6"	AS5	STR.	40	5	19'-9"	AS5	STR.	40	5	21'-9"	AS5	STR.	40	5	22'-9"	AS5	STR.	5	22'-9"	AS5	STR.	5	22'-9"	AS5	STR.					
SKEWED UP TO 15°																																
30	10	23'-8"	AVE. AS1	I	38	10	AVE. AS1	I	42	10	AVE. AS1	I	44	10	AVE. AS1	I	10	AVE. AS1	I	10	AVE. AS1	I	10	AVE. AS1	I	10	AVE. AS1	I				
24	5	29'-6"	AS5	STR. 2	5	19'-9"	AS5	STR. 3	5	21'-9"	AS5	STR. 3	5	22'-9"	AS5	STR. 3	5	22'-9"	AS5	STR. 3	5	22'-9"	AS5	STR. 3	5	22'-9"	AS5	STR. 3				
ALL SKEWED SPANS																																
2	5	16'-4"	AS10	STR.	5	AS10	STR.	5	AS10	STR.	5	AS10	STR.	5	AS10	STR.	5	AS10	STR.	5	AS10	STR.	5	AS10	STR.	5	AS10	STR.	5	AS10	STR.	
ABOVE 15° SKEW																																
30	10	20'-7"	AS1	I	38	10	20'-7"	AS1	I	42	10	20'-7"	AS1	I	44	10	20'-7"	AS1	I	10	20'-7"	AS1	I	10	20'-7"	AS1	I					
29	10	AVE. AS2	STR. 4	37	10	AVE. AS2	STR. 4	41	10	AVE. AS2	STR. 4	43	10	AVE. AS2	STR. 4	10	AVE. AS2	STR. 4	10	AVE. AS2	STR. 4	10	AVE. AS2	STR. 4	10	AVE. AS2	STR. 4					
5	29'-6"	AS5	STR. 2	5	19'-9"	AS5	STR. 3	5	21'-9"	AS5	STR. 3	5	22'-9"	AS5	STR. 3	5	22'-9"	AS5	STR. 3	5	22'-9"	AS5	STR. 3	5	22'-9"	AS5	STR. 3					

REMARKS: (1) ASI BAR "B" DIMENSION VARIES FROM 19'-6" TO 25'-9". (2) 20 + DIMENSION (P+L)/4 (IN FEET) - NUMBER OF PIECES. CUT BARS IN THE FIELD USING CUT OFF PIECES ON OPPOSITE HALF OF SLAB. (3) 40 + DIMENSION (P+L)/2 (IN FEET) - NUMBER OF PIECES. CUT BARS IN THE FIELD USING CUT OFF PIECES ON OPPOSITE HALF OF SLAB. (4) THE LENGTH OF AS2 BARS VARIES FROM TO TO. THE AS2 BARS MAY BE DIVIDED INTO TWO OR MORE PIECES, AS MAY BE NECESSARY, TO LIMIT THE MAXIMUM BAR LENGTH TO 30 FEET. THE LOCATION OF SPLICES IS LEFT TO THE OPTION OF THE DESIGNER. THE NO. PIECES SHOWN ARE FOR CONDITION 1. (FOR CONDITION 2, & 3. SEE REINF. SCHEDULE.)

GENERAL NOTES: ALL REINFORCING STEEL SHALL BE DETAILED ON THE REINFORCING STEEL SCHEDULE. WHEN A BAR LENGTH VARIES IN INCREMENTS EACH BAR MUST BE DETAILED. SPLICES SHALL BE 2'-1" FOR NUMBER 5 BARS, AND 4'-3" FOR NUMBER 10 BARS. ALL WORK AND MATERIALS SHALL CONFORM TO THE STATE OF VERMONT, DEPARTMENT OF HIGHWAYS, STANDARD SPECIFICATIONS FOR HIGHWAY AND BRIDGE CONSTRUCTION DATED JANUARY 1956, AND THE A.A.S.H.O. SPECIFICATIONS DATED 1957. DESIGNED FOR H20-S16-44.

DETAILS OF REINFORCING BARS				REINFORCING STEEL				QUANTITY COMPUTATION										
TYPE I		TYPE S6 C		A		B		C		A X B X C		W		Z		T		
A	B	A	B	BAR NO.	NO. PIECES	LENGTH	WEIGHT PER FT.	WEIGHT IN LBS.	BAR NO.	NO. PIECES	LENGTH	WEIGHT PER FT.	WEIGHT IN LBS.	BAR NO.	NO. PIECES	LENGTH	WEIGHT PER FT.	
A = 1'-1"	J = 0'-9"	A = 0'-6"	B = 1'-9"	AS1	30	23'-8" (AV)	4.303	3060.72	AS1	30	23.134	4.303	3060.72	AS1	30	23.134	4.303	3060.72
B = 19'-6" OR VARIES		C = 0'-6"	D = 1'-9"	AS2			4.303		AS2			4.303		AS2			4.303	
		E = 0'-6"	G = 0'-6"	AS3	2	7'-5"	4.303	63.86	AS3	2	7'-5"	4.303	63.86	AS3	2	7'-5"	4.303	63.86
		F = 0'-6"		AS4	2	7'-2"	4.303	61.71	AS4	2	7'-2"	4.303	61.71	AS4	2	7'-2"	4.303	61.71
				AS5	24	29'-6"	1.043	738.44	AS5	24	29'-6"	1.043	738.44	AS5	24	29'-6"	1.043	738.44
				AS6	16	3'-6"	1.043	58.41	AS6	16	3'-6"	1.043	58.41	AS6	16	3'-6"	1.043	58.41
				AS7	10	5'-0"	1.043	52.15	AS7	10	5'-0"	1.043	52.15	AS7	10	5'-0"	1.043	52.15
				AS8	2	5'-10"	1.043	12.16	AS8	2	5'-10"	1.043	12.16	AS8	2	5'-10"	1.043	12.16
				AS9	2	5'-6"	1.043	11.47	AS9	2	5'-6"	1.043	11.47	AS9	2	5'-6"	1.043	11.47
				AS10	2	16'-4"	1.043	34.06	AS10	2	16'-4"	1.043	34.06	AS10	2	16'-4"	1.043	34.06
				TOTAL WEIGHT = 4092.98														

QUANTITY COMPUTATION			
W	Z	T	REMARKS
W = 30	Z = 23.134	T = 7.812	
BITUMINOUS CONCRETE = W x Z x 0.0123 = 9 TONS			
TAR EMULSION = W x Z x 0.0444 = 31 GALLONS			
CONCRETE CLASS B = W x Z x 0.0386 + T x 0.1029 + (T - 1.8333) x 0.0733 = 28 CUBIC YARDS			
GRANITE BRIDGE CURB = 2(T + 0'-3") x LINEAR FEET = 16 LINEAR FEET			
ADD AN OVERRUN OF 15% TO BIT. CONCRETE, AND AN OVERRUN OF 5% TO CONCRETE CLASS B			
BAR LENGTHS: AS3 BARS = DIMENSION "M" - 0'-6"			
AS4 BARS = DIMENSION "R" - 0'-6"			
AS6 BARS = 3'-6"			
AS7 BARS = 5'-0"			
AS8 BARS = 5'-10"			
AS9 BARS = 5'-6"			
AS10 BARS = 16'-4"			

REVISIONS AND CORRECTIONS

APPROVED

DRAWN BY: R.S. HAUPT NOV. 1960

TRACED BY: R.S. HAUPT NOV. 1960

CHECKED BY: A.H. SMALLEY NOV. 1960

CORRECT: Nov 21, 1960 *AmBison* BRIDGE ENGINEER

APPROVED: Nov 22, 1960 *A.H. Smalley* CHIEF ENGINEER

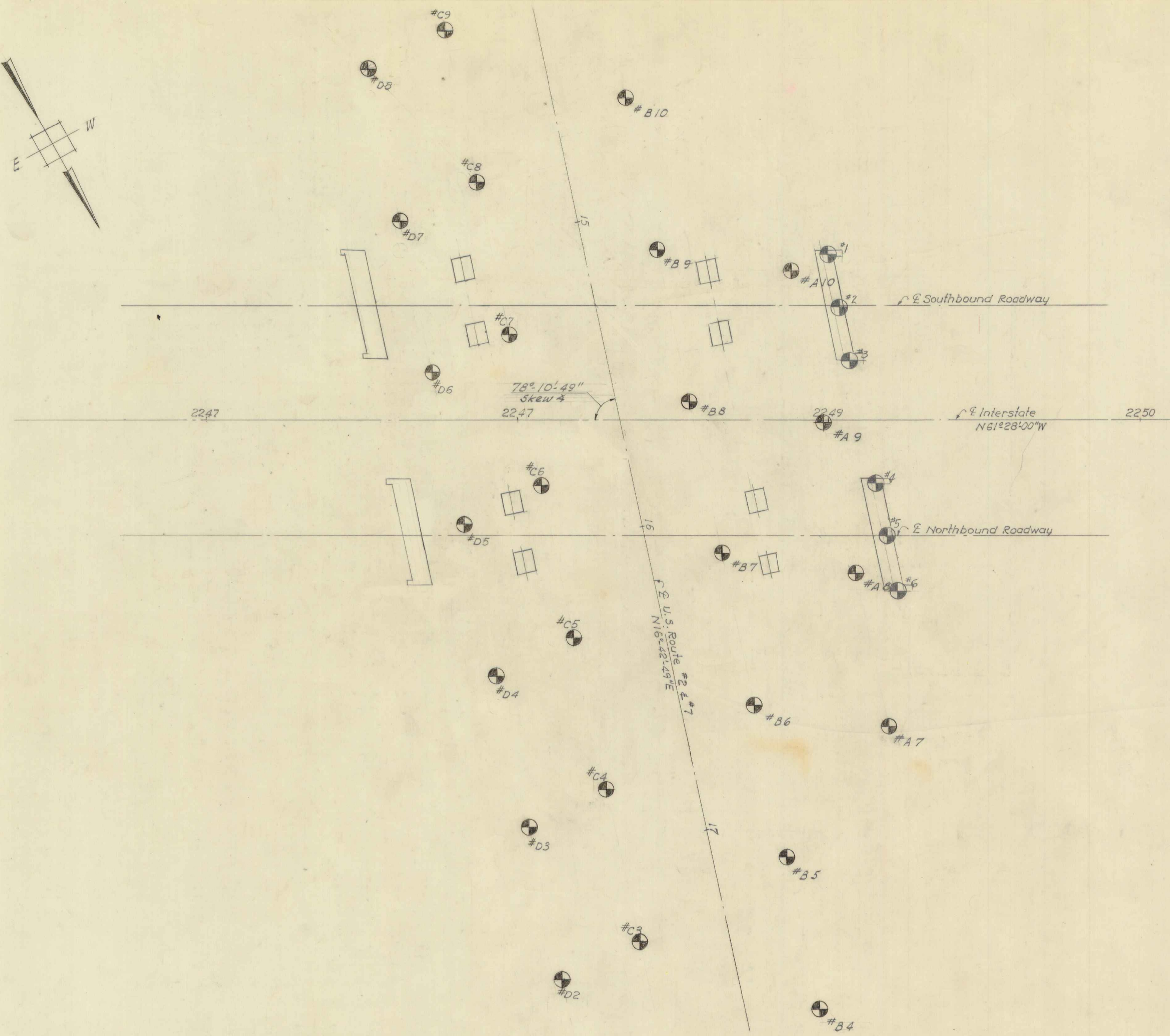
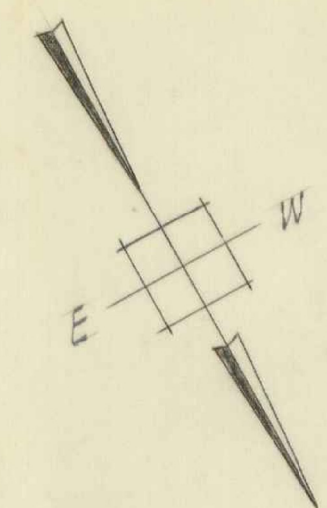
DETAILS OF APPROACH SLAB FOR 30 FOOT BRIDGE

TO BE USED FOR BRIDGE AT STATION 2248+33.22 OVER PASS

LOCATION APPROACH SLAB #1 1/2 NB - 1 1/2 S.B.

STATE OF VERMONT DEPARTMENT OF HIGHWAYS STANDARD STRUCTURE SB-AS-60

TOWN OF WINOOSKI COLCHESTER ROUTE NO. I-89 LOG STA. SCALE AS NOTED DESIGNED BY G.V.K. CHECKED BY AGC PROJECT NO. I-89-3(15) BR. 7 OF 10 SHEET 125A OF 150

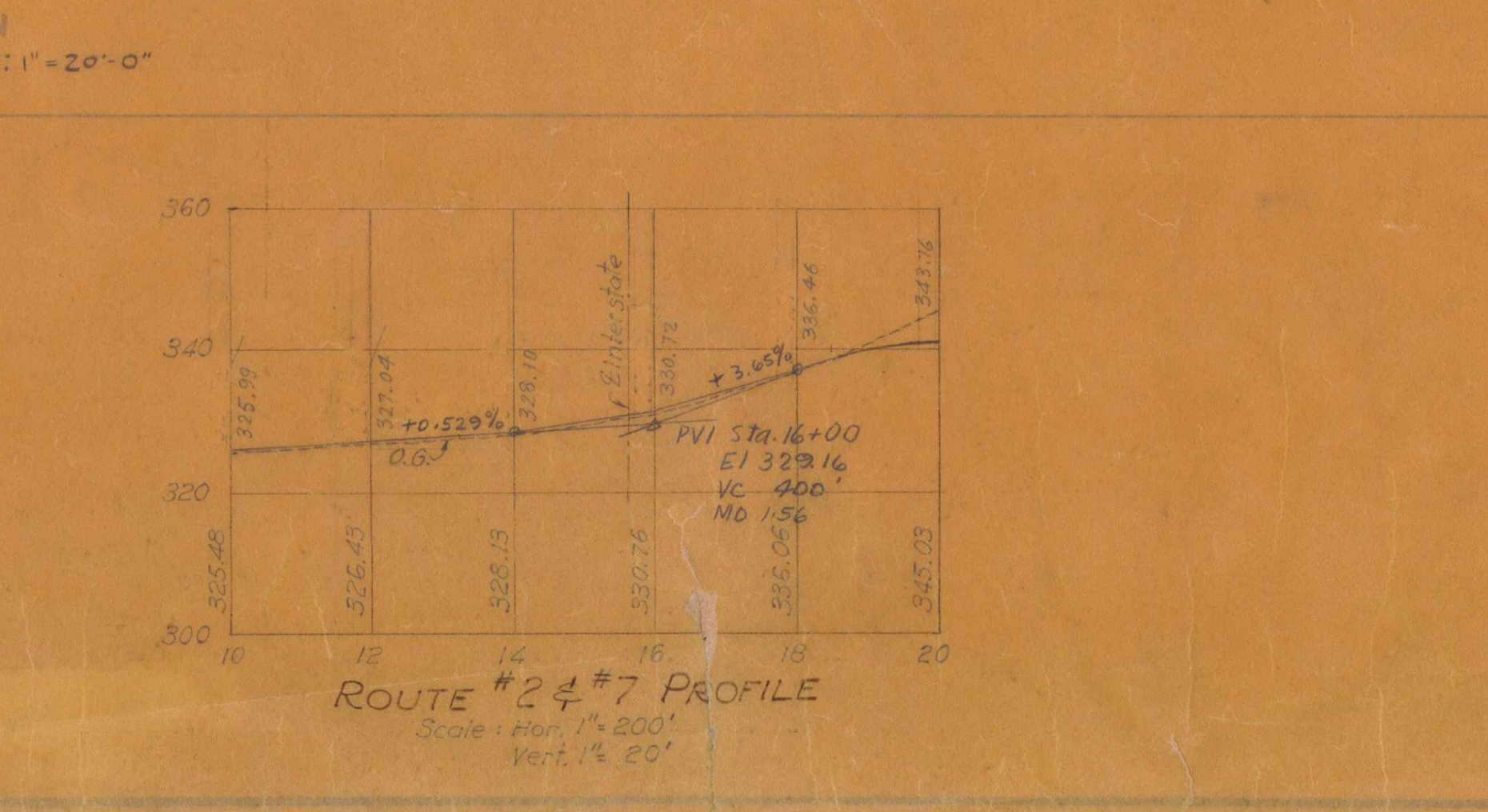
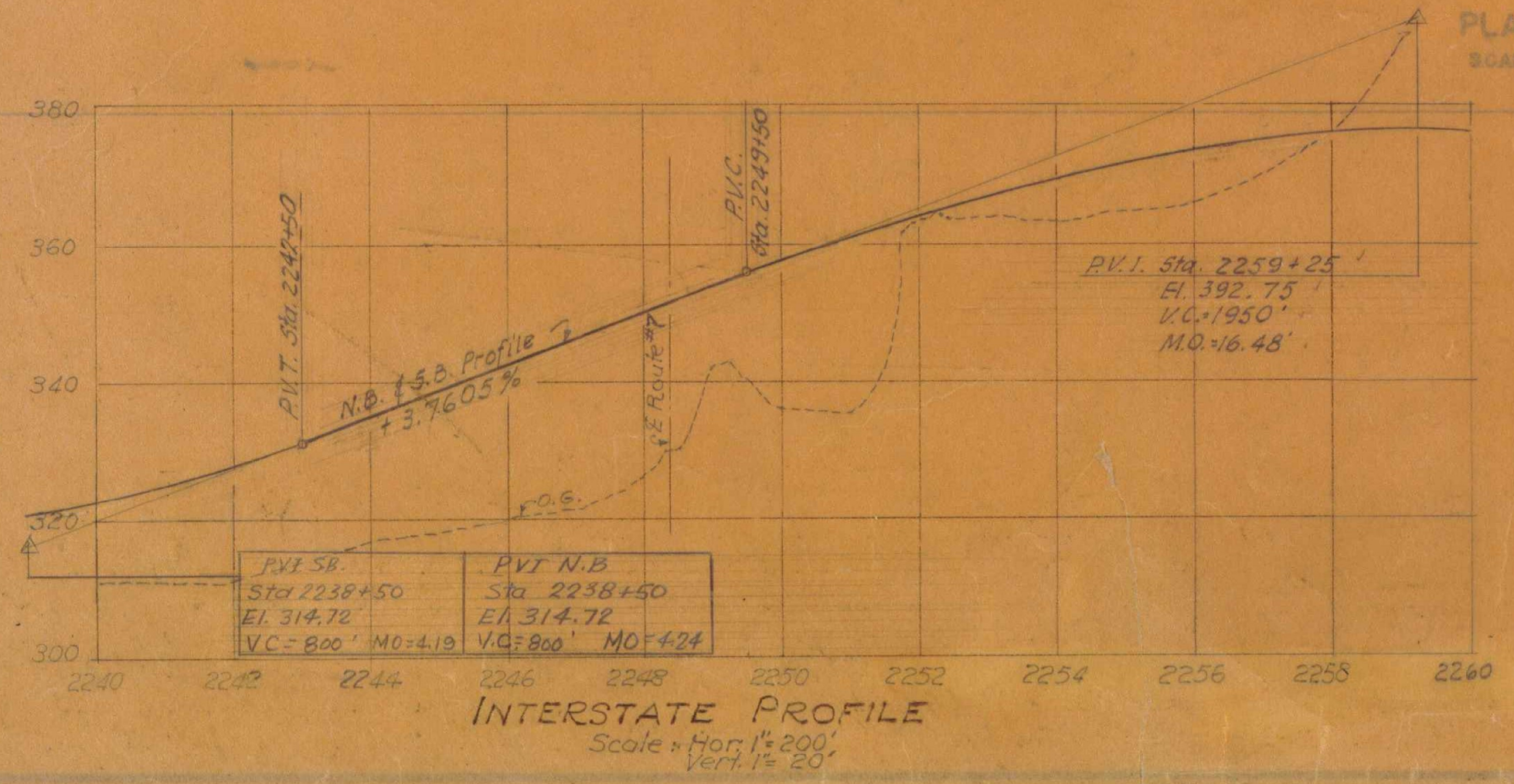
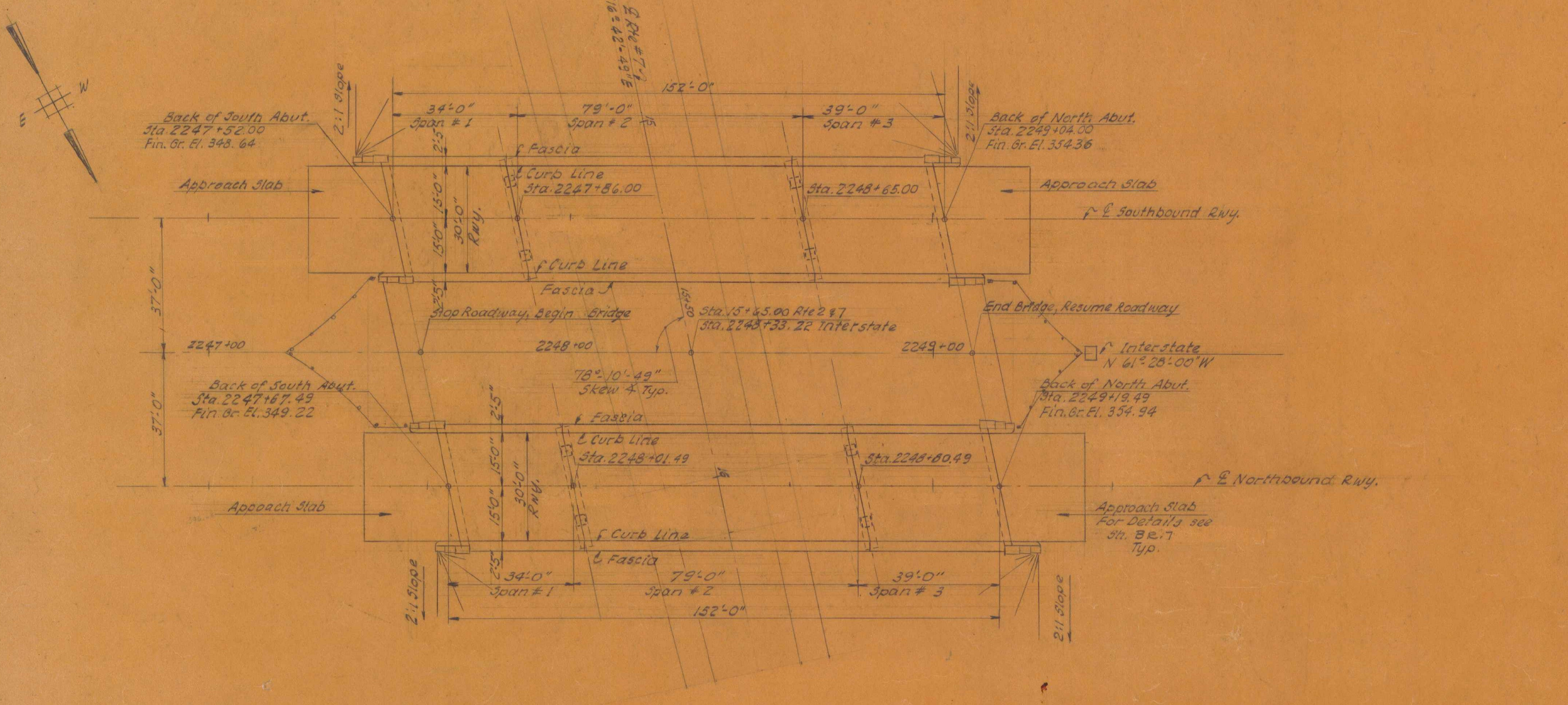
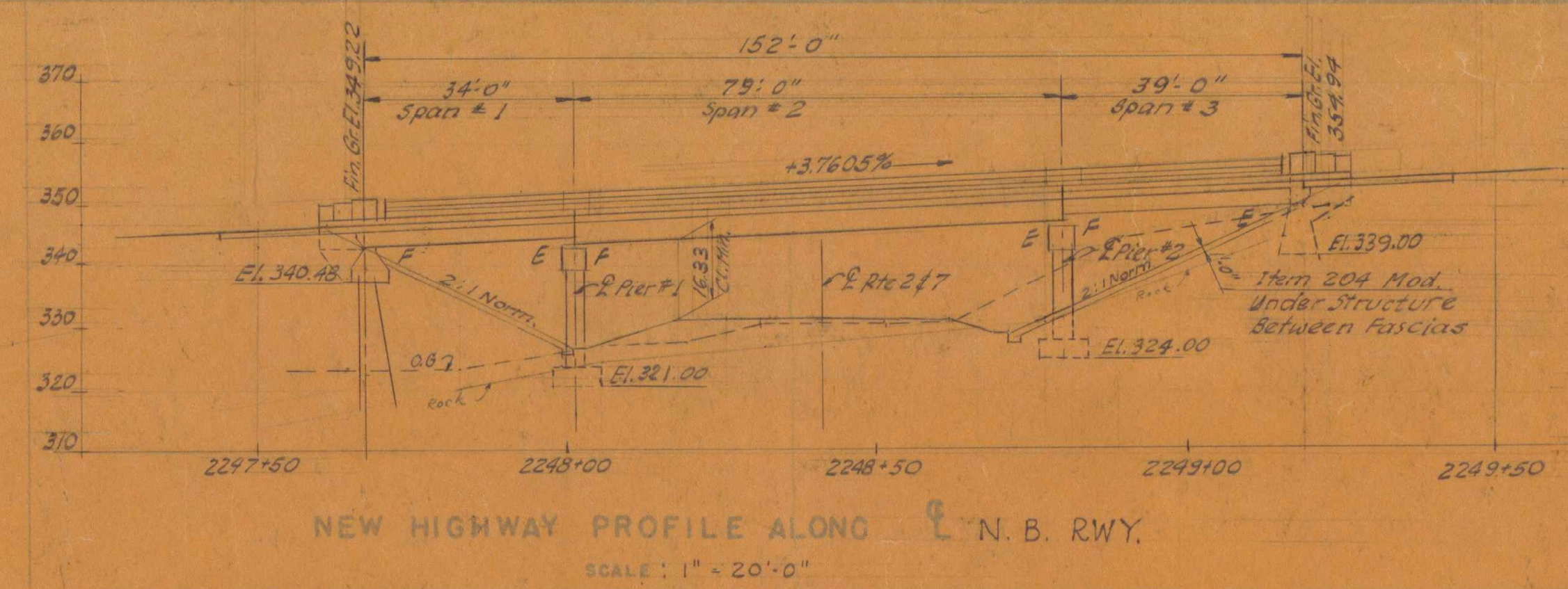
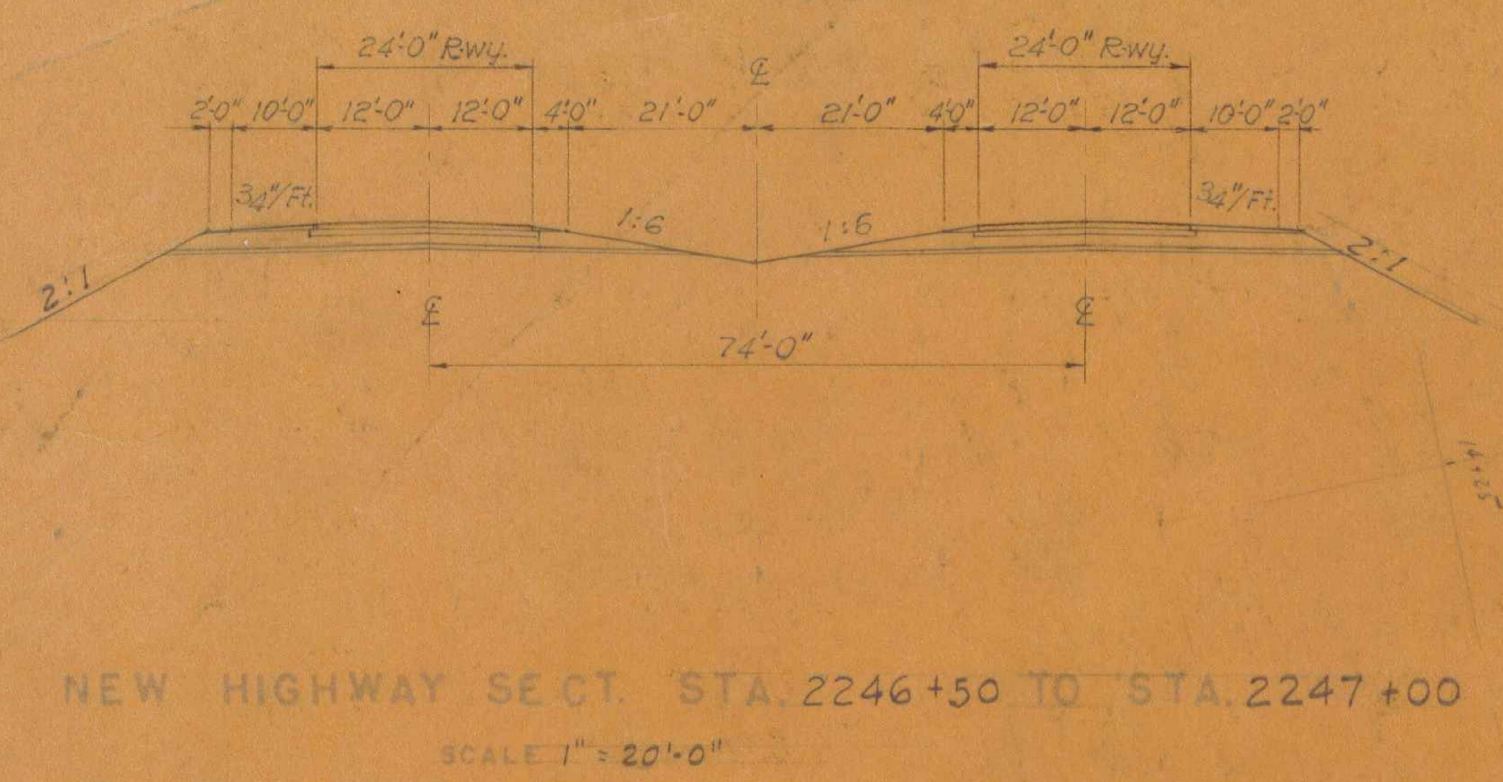


BORING NO.	GROUND ELEV.	LEDGE ELEV.
A7	342.4	341.4
A8	351.1	339.1
A9	345.8	341.8
A10	343.2	338.7
B4	336.4	333.4
B5	334.8	333.8
B6	332.9	331.9
B7	331.8	330.8
B8	329.8	329.8
B9	329.8	328.8
B10	328.4	326.9
C9	330.7	327.7
C4	328.3	325.3
C5	327.0	325.0
C6	326.4	323.4
C7	326.0	324.0
C8	325.9	320.8
C9	324.2	317.2
D2	327.1	323.1
D3	326.0	322.0
D4	324.7	320.7
D5	324.2	319.7
D6	323.8	317.8
D7	323.5	314.5
D8	322.7	312.7
1	340.6	337.7
2	341.5	338.5
3	342.4	339.2
4	344.6	340.2
5	345.8	339.8
6	346.0	339.9

BORING LOCATION PLAN
SCALE: 1" = 20'-0"

BRB of 10

STATE OF VERMONT DEPARTMENT OF HIGHWAYS		
INTERSTATE PROJECT IN THE TOWNS OF WINOOSKI, COLCHESTER		
OVERPASS STA. 2248+33.22 U. S. ROUTE 2 & 7 BORING LOGS		
BOSWELL ENGINEERING CO. RIDGEFIELD PARK, N. J.		
DRAWN BY D.S.	IN CHARGE A.J.I.	SCALE AS SHOWN.
CHECKED BY A.J.I.	DATE	
PROJECT NO. I 89-3 (15)	SHEET 126	OF 150



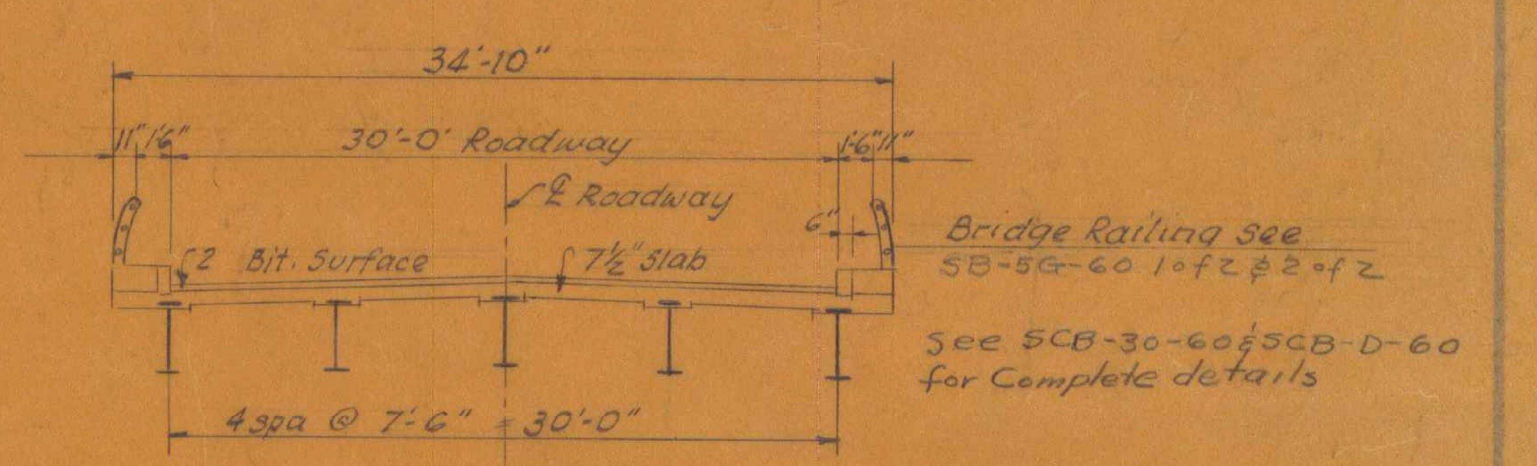
HIGHWAY NO. 89 NAME OF HIGHWAY INTERSTATE
 STRUCTURE NO. US. RTE. 2 1/2 OVERPASS COUNTY CHITTENDEN TOWN COLCHESTER
 PROJECT NO. 1 89 - 3 (15) LOCATION STA. 2247+59.75 TO STA. 2249+11.75

EXISTING STRUCTURE
 1 RATED LOADING OF EXISTING STRUCTURE NONE
 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 _____
 9 SPAN OF EXISTING BRIDGE UPSTREAM _____ WATERWAY TO EXTREME H.W. _____
 10 SPAN OF EXISTING BRIDGE DOWNSTREAM _____ WATERWAY TO EXTREME H.W. _____
 11 TYPE OF FOUNDATION UNDER EXISTING ABUTMENT(S) _____
 12 DOES ALL WATER AT FLOOD ELEVATION PASS THROUGH EXISTING STRUCTURE _____
 13 IF NOT AT WHAT ELEVATION IS RELIEF AFFORDED _____
 14 ADDITIONAL WATERWAY AREA PROVIDED _____

NEW STRUCTURE
 1 RECOMMENDED TYPE OF STRUCTURE 3 span simple supported composite beam construction
 2 RECOMMENDED CLEAR SPAN OR SPANS _____
 3 MEASURED PARALLEL TO NEW HIGHWAY 30'-2 1/2"; 75'-5 1/2"; 35'-2 1/2"
 4 MEASURED AT RIGHT ANGLES TO STREAM _____
 5 ARE THERE OBJECTIONS TO A PIER IN THE STREAM, ANSWER YES OR NO _____
 6 ORDINARY HIGH WATER ELEVATION AT NEW STRUCTURE _____
 7 EXTREME HIGH WATER ELEVATION AT NEW STRUCTURE _____ SOURCE OF INFORMATION _____
 8 IS ALL WATER INTENDED TO PASS THROUGH NEW STRUCTURE? _____
 9 DOES STREAM REACH ITS MAXIMUM HIGH WATER ELEVATION RAPIDLY? _____ IS ORDINARY RISE RAPID? _____
 10 LOW WATER ELEVATION AT NEW STRUCTURE _____
 11 DRAINAGE AREA IN ACRES ABOVE STRUCTURE _____ CHARACTER OF TERRAINE _____
 12 IS STREAM EVER DRY? _____
 13 VELOCITY OF STREAM AT HIGH WATER STAGE _____ ESTIMATED DISCHARGE _____
 14 AREA FULL OPENING _____ AREA BELOW ORDINARY H.W. _____
 15 CHARACTER OF SCOUR _____ DRIFT _____ ICE _____
 16 ESTIMATED DRAINAGE AREA ABOVE NATURAL OR ARTIFICIAL STORAGE _____
 17 VERTICAL CLEARANCE ABOVE FLOOD ELEVATION _____
 18 ARE SIDEWALKS REQUIRED, IF SO ON WHAT SIDE No BOTH SIDES _____
 19 RECOMMENDED TYPE OF PAVEMENT 7 1/2" Reinforced Conc. + 2" Bituminous Conc.
 20 TRAFFIC TO BE MAINTAINED UNDER ITEM NO. No ONE OR TWO WAYS _____ PROBABLE DUST _____
 21 PROBABLE COST OF CLEARING AND GRUBBING STREAM CHANNEL AT STRUCTURE SITE _____
 22 SHOULD PROVISIONS BE MADE FOR PUBLIC UTILITIES? No
 23 ESTIMATED ALLOWABLE LOAD ON FOUNDATIONS _____ SHOULD PILES BE USED? Yes EST. LGTH 30'-36"
57/36' Lag 35 T/1' Pile Steel H. Piles

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 borings see Sh. #126 of 150
- Design loading - H20-316-44 Modified for National System of Interstate Highways.



BR. 10 of 10
 STATE OF VERMONT
 DEPARTMENT OF HIGHWAYS
 INTERSTATE IN THE TOWNS OF
Winooski, COLCHESTER
 ROUTE NO. 89 LOG STA. _____
 OVERPASS STA. 2248+33.22
 WINOOSKI INTERCHANGE
 DRAWN BY M.J.C. SCALE AS SHOWN
 CHECKED BY A.H. DATE _____
 PROJECT NO. 1 89 - 3 (15) SHEET 128 OF 150