

INDEX OF SHEETS

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STANDARD STRUCTURE SHEET APPROVED BY THE CHIEF ENGINEER, VERMONT STATE DEPARTMENT OF HIGHWAY. —

S-40 JUNE 10, 1950

| PROJECT NAME & NUMBER | TYPE | PAVEMENT AREA |
|---|---|---------------|
| LONDONDERRY-WESTON ST 242 L | DBL. TACK COAT | 24924 S.Y. |
| RECORD PLANS | | |
| MATERIALS | | |
| SUB-BASE OF GRAVEL WOODCOCK PIT, WESTON FOSTER PIT, WESTON OLD COLONY TAR CO. CAMBR. MASS. BARRETT TAR CO. MALDEN, MASS. | REINF. STEEL ALBANY STEEL & IRON SUPPLY CO. ALBANY, N. Y. | |
| PEASTONE SEAL DAILEY PL., SO. SHAFTSBURY | R.G.P. VT. CONC. PIPE CORP., WINDSOR BERGER METAL CULVERT CO. WESTMINSTER, STA. | |
| CEMENT ATLAS PORT. CEM. CO., HUDSON, N. Y. | G. R. CABLE AM. STEEL & WIRE CO., NEW HAVEN, CONN. BERGER METAL CULVERT CO. WESTMINSTER, STA. | |
| CONC. AGGREGATES DAILY PL., SO. SHAFTSBURY | 6" UNDERDRAIN | |
| CONTRACTOR W.M. E. DAILEY | CONTRACT DATED | JUNE 22, 1954 |
| RESIDENT ENG'R. WALTER HENRY | CONTRACT STARTED | JULY 12, 1954 |
| INSPECTORS | CONTRACT COMPLETED | JULY 30, 1955 |
| RECORD PLANS G. AJA | CONTRACT ACCEPTED | JULY 30, 1955 |

STATE OF VERMONT
DEPARTMENT OF HIGHWAYS

PROPOSED IMPROVEMENT

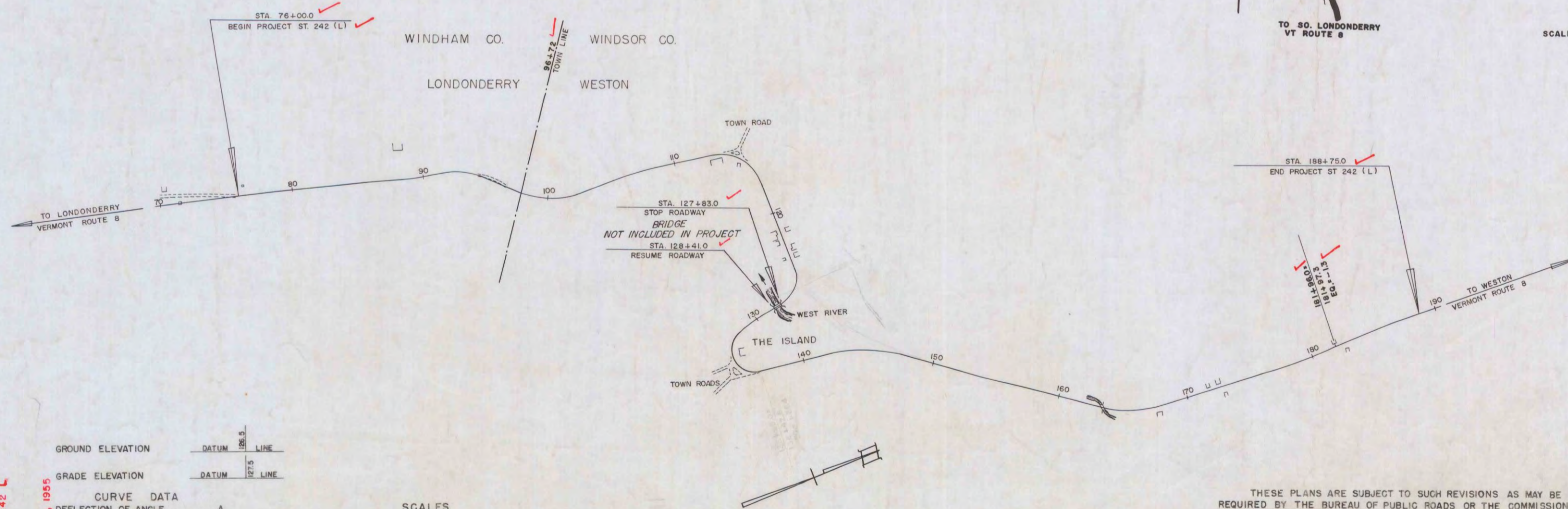
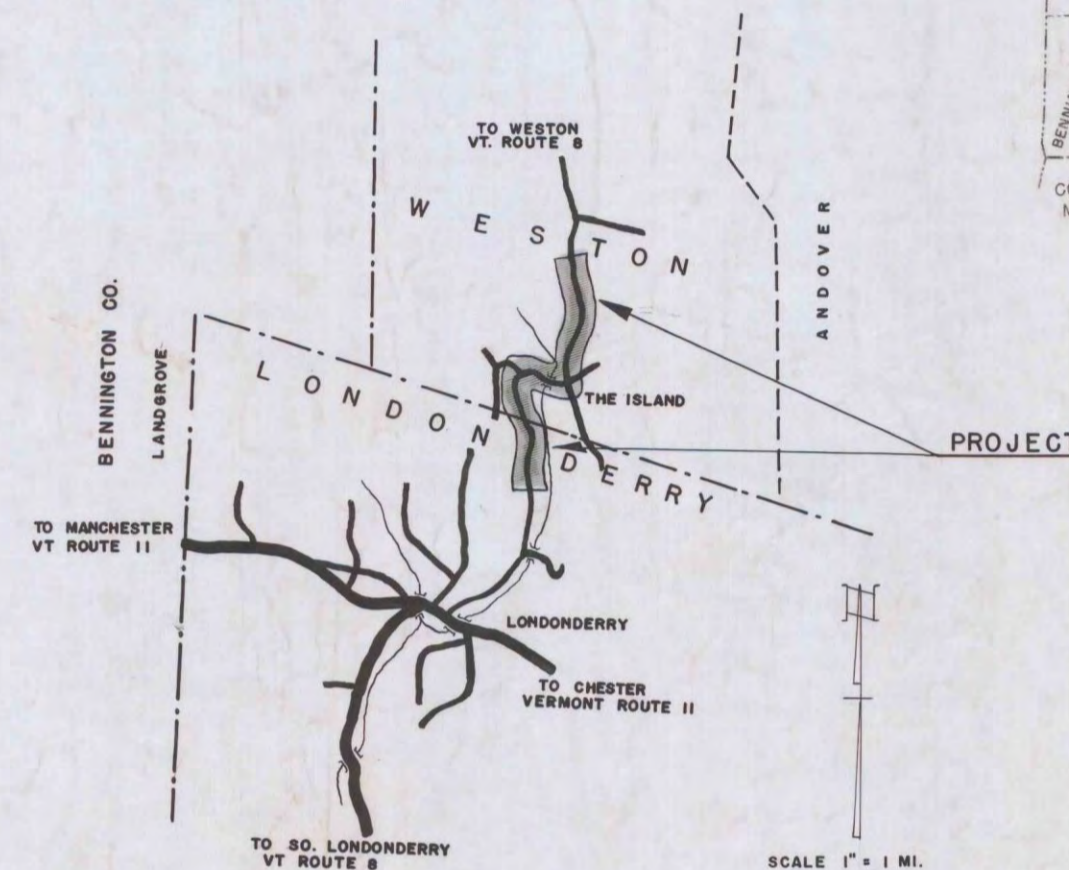
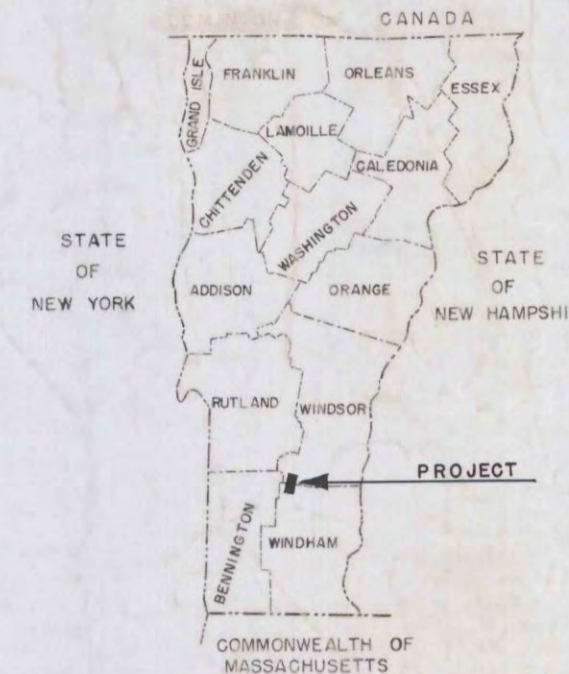
STATE PROJECT

TOWNS OF LONDONDERRY-WESTON
COUNTIES OF WINDHAM-WINDSOR
VERMONT ROUTE 8
LONDONDERRY-WESTON ROAD

BEGINNING AT A POINT 2,072.0 FEET SOUTH OF THE LONDONDERRY-WESTON TOWN LINE AND EXTENDING NORTHERLY 11,272.7 FEET. (EXCLUDING BRIDGE)

LENGTH OF PROJECT 11,215.7 FEET = 2.124 MILES

| FED. ROAD DIVISION NO. | STATE | PROJECT NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|------------------------|-------|-------------|-------------|-----------|--------------|
| 1 | VT. | ST 242(L) | | 1 | 47 |



NOTE: ANY FURTHER INFORMATION CONCERNING FINAL QUANTITIES, AMOUNTS OR OTHER DETAILS RELATIVE TO THIS PROJECT MAY BE FOUND IN EITHER THE FIELD BOOKS OR THE ESTIMATE FILE.

CONVENTIONAL SIGNS

| | |
|----------------|-----------|
| COUNTY LINE | --- |
| TOWN LINE | - - - - |
| RAILROAD | —+—+—+—+— |
| RETAINING WALL | —+—+—+—+— |
| SURVEY LINE | —+—+—+—+— |
| CULVERT | —+—+—+—+— |
| DROP INLET | —+—+—+—+— |
| TROLLEY POLE | —+—+—+—+— |
| POWER POLE | —+—+—+—+— |
| TELEPHONE POLE | —+—+—+—+— |
| TREES | —+—+—+—+— |
| HEDGE | —+—+—+—+— |

GRADE ELEVATION

| | | |
|-------|-------|------|
| DATUM | 126.5 | LINE |
| DATUM | 127.5 | LINE |

CURVE DATA

| | |
|-----------------------|----------|
| DEFLECTION OF ANGLE | Δ |
| DEGREE OF CURVE | D |
| RADIUS OF CURVE | R |
| TANGENT DISTANCE | T |
| LENGTH OF CURVE | L |
| EXTERNAL DISTANCE | E |
| POINT OF INTERSECTION | P.I. |
| POINT OF CURVE | P.C. |
| POINT OF TANGENT | P.T. |
| POINT ON TANGENT | P.O.T. |
| POINT ON SUB-TANGENT | P.O.S.T. |

SCALES

| | |
|--------------------|-----------|
| TITLE | 1" = 500' |
| TYPICAL | 1" = 2" |
| PLAN | 1" = 50' |
| PROFILE HORIZONTAL | 1" = 50' |
| PROFILE VERTICAL | 1" = 10' |
| CROSS-SECTIONS | 1" = 5' |

THESE PLANS ARE SUBJECT TO SUCH REVISIONS AS MAY BE REQUIRED BY THE BUREAU OF PUBLIC ROADS OR THE COMMISSIONER OF HIGHWAYS.

CONSTRUCTION IS TO BE CARRIED ON IN ACCORDANCE WITH THE PLANS AND THE STANDARD ROAD AND BRIDGE SPECIFICATIONS OF 1948, AS APPROVED JULY 25, 1949 BY THE BUREAU OF PUBLIC ROADS, INCLUDING ALL SUBSEQUENT APPROVED REVISIONS AND SUCH REVISED SPECIFICATIONS AND SPECIAL PROVISIONS AS ARE SUBMITTED WITH THE PLANS.

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

APPROVED _____
DISTRICT ENGINEER

DATE _____

| | | | | |
|---|--------------------------------------|----------------------------|------------------------------------|----------------------------------|
| APPROVED _____ CONSTRUCTION ENGINEER | APPROVED _____ SECONDARY ENGINEER | APPROVED _____ ENGINEER | APPROVED _____ HIGHWAY ENGINEER | APPROVED _____ CHIEF ENGINEER |
| DATE _____ | DATE _____ | DATE _____ | DATE _____ | DATE _____ |

SUBMITTED BY ORDER OF THE STATE HIGHWAY BOARD

PROJECT ST NO. 242 (L)

SHEET 1 OF 47 SHEETS

DRAINAGE AND ITEM QUANTITY SHEET

LONDONDERRY- WESTON

PROJECT NO. ST 242(L)
SUMMARY SHEET NO. 4 OF 47

STATE OF VERMONT
DEPARTMENT OF HIGHWAYS

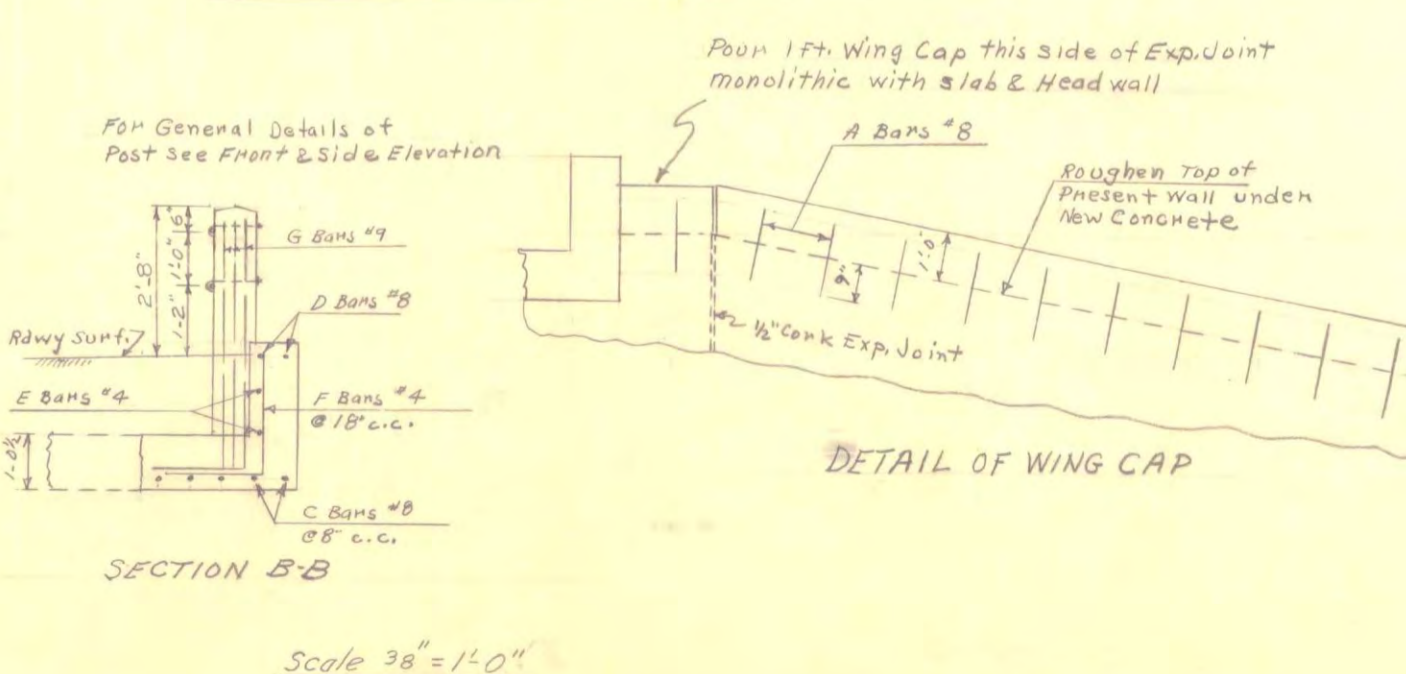
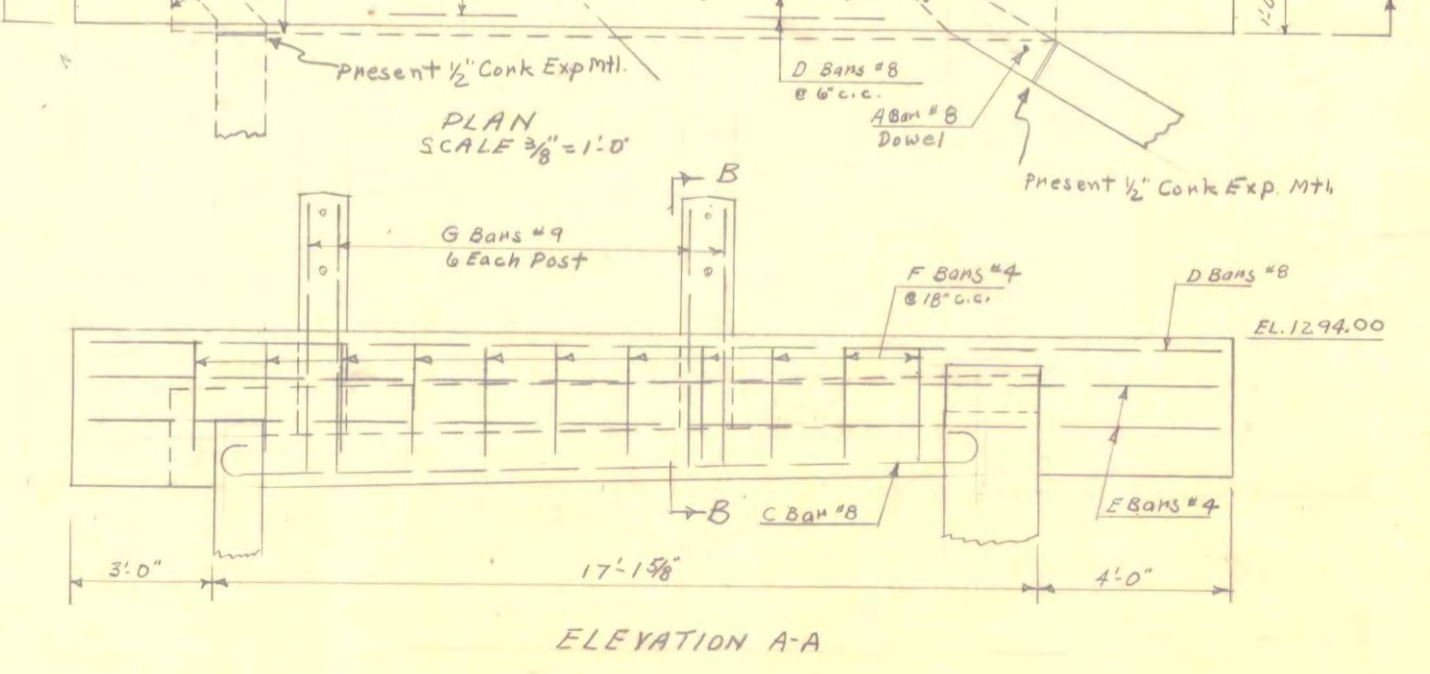
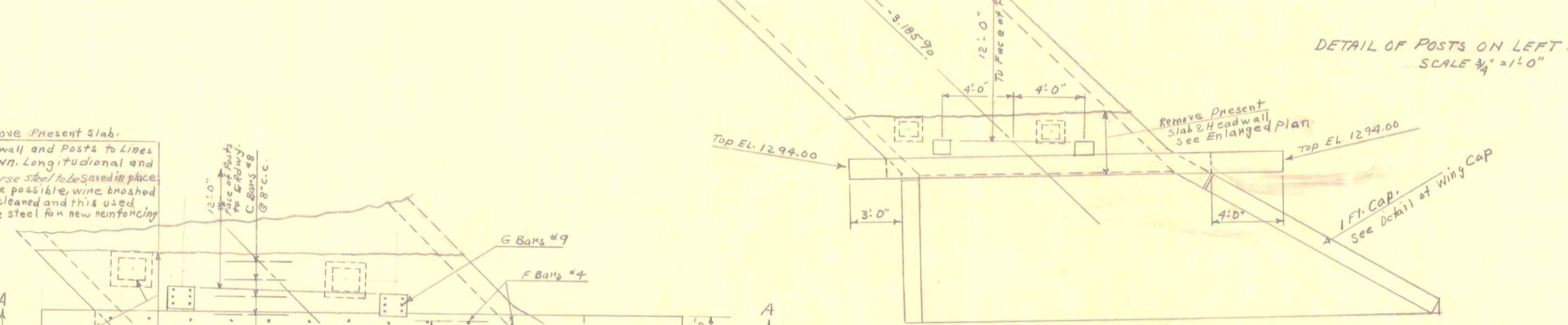
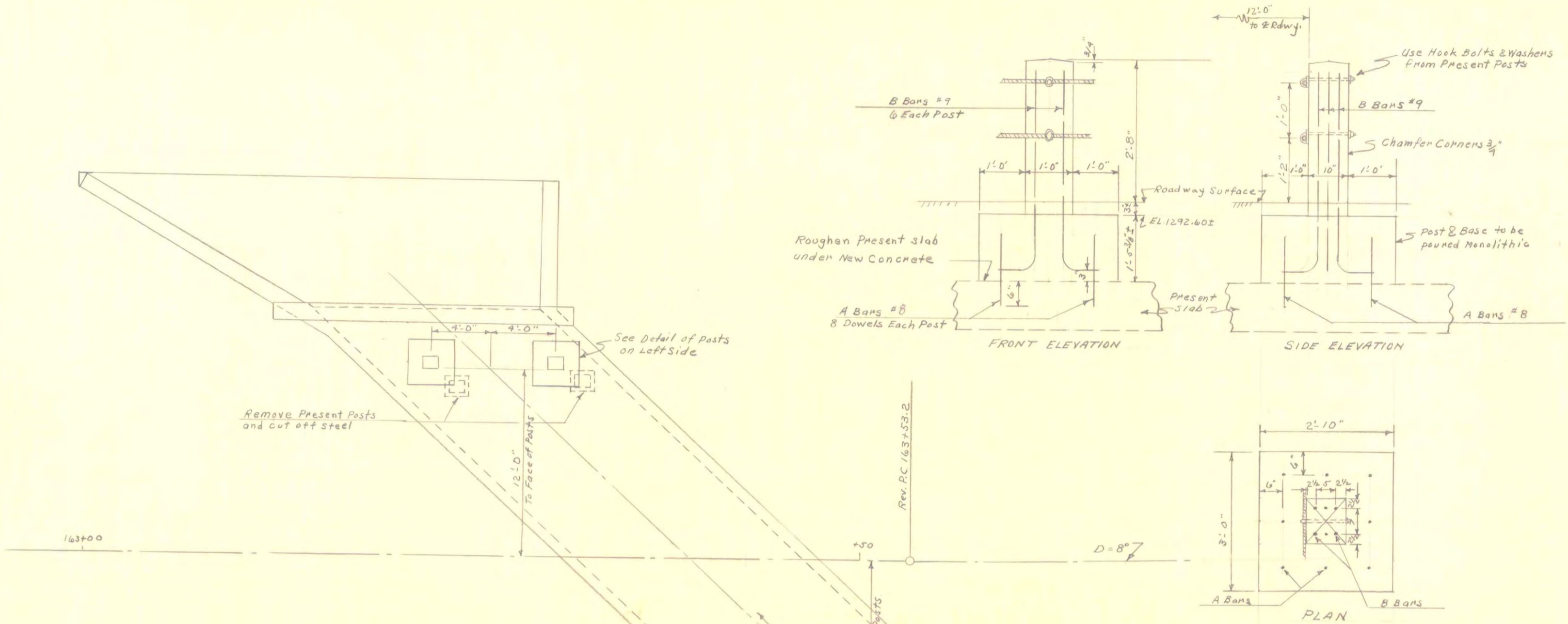
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|--------------------|-------|-----------|-------------|-----------|--------------|
| PRO. ROAD DIV. NO. | STATE | PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
| 1 | VT. | ST 242(L) | POST WAR | 4 | 47 |

| APPROXIMATE SUMMARY OF QUANTITIES | | | DETAILED SUMMARY OF QUANTITIES | | | |
|-----------------------------------|-------|--|--------------------------------|------------|------|---|
| QUANTITIES | UNIT | ITEMS | ITEM NO. | QUANTITIES | UNIT | ITEMS |
| 13500 | c.y. | Common Excavation (includes 855 c.y. Overrun) | 101-A | | | SOLID ROCK EXCAVATION |
| 100 | c.y. | Solid Rock Excavation | 101-B | 3 c.y. | | As per Sections |
| 2650 | c.y. | Borrow (includes 287 c.y. Overrun) | 102 | 77 c.y. | | Overrun |
| 750 | c.y. | Trench Excavation of Earth | 103-A | 20 c.y. | | Boulders estimated |
| 180 | c.y. | Trench Excavation of Rock | 103-B | 100 c.y. | | TOTAL |
| 1 1/2 | acres | Clearing & Grubbing (includes 0.212 acre Overrun) | 104 | | | TRENCH EXCAVATION OF EARTH |
| 104 | c.y. | Structure Excavation, modified | 107 | 412 c.y. | | Pipe Culverts designed |
| 10 | days | Roadway Patrol Maintenance | 108 | 58 c.y. | | Pipe Culverts estimated |
| 65 | each | Cutting & Removing Trees (includes 8 each Overrun) | 110 | 167 c.y. | | Special Ditches |
| 16000 | c.y. | Sub-base of Gravel | 201-A | 118 c.y. | | Standard Underdrain estimated |
| 16000 | cy/mi | Gravel Overhaul (modified) | 221 | 750 c.y. | | TOTAL |
| 1600 | c.y. | Stripping of Gravel Pits | 223 | | | TRENCH EXCAVATION OF ROCK |
| 23575 | gal. | Double Tack Coat of Refined Tar with Pea Stone Seal Class A (modified) | 312-A | 115 c.y. | | Pipe Culverts designed |
| 36 | gal. | Refined Tar (includes 4 gal. Overrun) | 321 | 23 c.y. | | Pipe Culverts estimated |
| 2 | c.y. | Premixed Bituminous Gravel Shoulder Course w. Ref. Tar (inc. 0.5 cy Overrun) | 333-A | 5 c.y. | | Special Ditches estimated |
| 5 | c.y. | Concrete Class B (Modified) | 401-B | 37 c.y. | | Standard Underdrain estimated |
| 945 | lbs. | Reinforcing Steel | 402 | 180 c.y. | | TOTAL |
| 24 | c.y. | Cement Rubble Masonry (includes 1 c.y. Overrun) | 411 | | | SUB-BASE OF GRAVEL |
| 220 | l.f. | 18" Reinforced Concrete Pipe (incl. 40 l.f. Overrun) | 421-H | 15560 c.y. | | Roadway (includes 1018 c.y. Overrun) |
| 52 | l.f. | 24" Reinforced Concrete Pipe | 421-K | 290 c.y. | | Approaches (includes 19 c.y. Overrun) |
| 52 | l.f. | 72" Reinforced Concrete Pipe | 421-S | 150 c.y. | | Drives estimated |
| 180 | l.f. | 15" Asph. C't'd Corr. Galv. Metal Pipe (incl. 38 l.f. Overrun) | 425-F | 16000 c.y. | | TOTAL |
| 350 | l.f. | 18" Asph. C't'd Corr. Galv. Metal Pipe (incl. 38 l.f. Overrun) | 425-H | | | DOUBLE TACK COAT OF REFINED TAR WITH PEA STONE SEAL |
| 92 | l.f. | 24" Asph. C't'd Corr. Galv. Metal Pipe | 425-K | 22548 gal. | | Roadway (includes 2509 gal. Overrun) |
| 56 | l.f. | 36" Asph. C't'd Corr. Galv. Metal Pipe | 425-H | 725 gal. | | Approaches (includes 80 gal. Overrun) |
| 200 | l.f. | Relaying Pipe Culverts (includes 182 l.f. Overrun) | 428 | 302 gal. | | Drives estimated |
| 300 | l.f. | 6" Perf. Asph. C't'd Corr. Galv. Met. Underdrain (est.) | 531-A | 23575 gal. | | TOTAL |
| 1789 | l.f. | Two Cable Guard Rail (modified) | 542 | | | PLANIMETERED SUB-BASE OF GRAVEL |
| 14 | each | Anchors for Two Cable Guard Rail | 545 | | | TYPE OF CONSTRUCTION |
| 260 | each | Wood Guide Posts (mod.) (includes 26 each Overrun) | 548 | | | STATIONS |
| 444 | l.f. | Removal and Disposal of Present Guard Rail | 549-B | | | PAVEMENT WIDTHS |
| 2 | each | Erection of Project Markers | 566 | | | EQUATIONS |
| 1 | l.v. | Preparing Superstructure for widening | 574 | | | |

| CUTTING AND REMOVING TREES | | |
|----------------------------|-----|-----|
| STA. | LT. | RT. |
| 78+12 | | |
| +68 | | |
| 79+19 | | |
| 79+37 | | |
| 80+34 | | |
| 81+08 | | |
| 81+09 | | |
| 81+39 | | |
| 81+40 | | |
| 81+73 | | |
| 81+80 | | |
| 82+08 | | |
| 82+26 | | |
| 82+54 | | |
| 82+99 | | |
| 83+47 | | |
| 83+66 | | |
| 83+80 | | |
| 83+93 | | |
| 84+21 | | |
| 84+61 | | |
| 84+99 | | |
| 85+26 | | |
| 85+49 | | |
| 85+68 | | |
| 85+78 | | |
| 85+91 | | |
| 86+29 | | |
| 86+59 | | |
| 86+84 | | |
| 87+25 | | |
| 87+89 | | |
| 88+86 | | |
| 89+17 | | |
| 91+57 | | |
| 91+86 | | |
| 92+11 | | |
| 92+37 | | |
| 92+57 | | |
| 93+02 | | |
| 93+71 | | |
| 93+90 | | |
| 98+31 | | |
| 103+13 | | |
| 124+10 | | |
| 124+50 | | |
| 125+06 | | |
| 141+00 | | |
| 148+24 | | |
| 149+23 | | |
| 161+93 | | |
| 173+55 | | |
| 175+49 | | |
| 177+70 | | |
| 178+85 | | |
| 180+86 | | |

| DRAINAGE STRUCTURES | | | | | | | | | | | | | | | | | | | |
|---------------------|----------|--------|------------|--------|--------|--------|----------|-------|--------|-------|-------|--------|--------|------------|-------|---------|---------|---------|-------------------------|
| STA. | STA. | POS. | OLD OULV. | TYPE | RCP | ACCGMP | R.C. BOX | CONC. | REINF. | D.I. | DEPTH | TRENCH | EXCAV. | RELAY PIPE | ASKEW | STRUCT. | DITCHES | REMARKS | |
| | | | | IN | OUT | D | L | A | STEEL | GRATE | D.I. | E | R | | LT | RT | INLET | OUTLET | |
| 78+12 | 79+95 | | 36" CMP | | | 36" | 8' | | | | | 36 | | 38 | | | | x | Remove, Relay, & Extend |
| +68 | 83+62 | | 15" 15' | | | 15" | 46' | | | | | 59 | 4 | | | | | x | Remove |
| 79+19 | 90+54.5 | | 36" CMP | | | 36" | 46' | | | | | 12 | 9 | | | | | | Construct Special Ditch |
| 79+37 | 95+45 | | 36" CMP | LH | | 24" | 46' | | | | 3.8 | 24 | 21 | | | 55° | | x | |
| 80+34 | 95+62 | 97+00 | 1" Span | | | | | | | | | 47 | | | | | | | |
| 81+08 | 98+60 | | 24" CMP | | | 18" | 44' | | | | | 10 | 10 | | | 80° | | x | |
| 81+09 | 97+94 | | 24" CMP | | | 18" | 54' | | | | | 11 | 8 | | | | | | |
| 81+39 | 101+54 | | Stone Box | Pipe | Pipe | 36" | 48' | | | | 2.6 | 24 | 25 | | | | | x | |
| 81+40 | 103+18 | | Stone Box | Cradle | Cradle | 24" | 46' | | | | | 14 | 11 | | | | | x | |
| 81+73 | 105+33 | | 18" CMP | | | 18" | 40' | | | | | 8 | | | | | | | |
| 81+80 | 110+70.5 | 114+50 | 15" CMP | SH | | 18" | 36' | | | | 1.9 | 10 | 1 | | | | | x | Construct Special Ditch |
| 82+08 | 110+70.5 | 114+50 | 24" CMP | | | 18" | 44' | | | | | 120 | | | | | | | RETAIN |
| 82+26 | 119+59 | | 18" CMP | | | 18" | 44' | | | | | 6 | 16 | | | 44° | | x | RETAIN |
| 82+54 | 119+59 | | Stone Box | | | | | | | | | 15 | 30 | | | | | x | |
| 82+99 | 131+25 | | 12" CMP | | | 18" | 44' | | | | | 15 | 30 | | | | | x | |
| 83+47 | 143+00 | | 24" CMP | | | 24" | 52' | | | | | 33 | | | | | | x | |
| 83+66 | 147+90 | | 15" CMP | | | 18" | 40' | | | | | 8 | 8 | | | 67°43' | | x | |
| 83+80 | 154+49 | | 15" CMP | | | 18" | 40' | | | | | 28 | | | | 45° | | x | |
| 83+93 | 167+15 | | 36" ACCOMP | Pipe | Pipe | 72" | 52' | | | | 6.6 | 72 | 20 | | | 98 | | x | |
| 84+21 | 168+50 | | 15" CMP | | | 18" | 40' | | | | 2.4 | 23 | | | | 60° | | x | |
| 84+61 | 173+54 | | 15" CMP | | | 18" | 40' | | | | 2.4 | 44 | 2 | | | | | x | |
| 84+99 | 177+50 | | 15" CMP | | | 18" | 40' | | | | 1.9 | 17 | | | | 60° | | x | Drive Culvert |
| 85+26 | 183+14 | | 15" CMP | | | 18" | 40' | | | | 2.4 | 23 | | | | | | x | |
| 85+49 | 183+14 | | 15" CMP | | | 18" | 40' | | | | 2.4 | 23 | | | | | | x | |
| 85+68 | 183+14 | | 15" CMP | | | 18" | 40' | | | | 2.4 | 23 | | | | | | x | |
| 85+78 | 183+14 | | 15" CMP | | | 18" | 40' | | | | 2.4 | 23 | | | | | | x | |
| 85+91 | 183+14 | | 15" CMP | | | 18" | 40' | | | | 2.4 | 23 | | | | | | x | |
| 86+29 | 183+14 | | 15" CMP | | | 18" | 40' | | | | 2.4 | 23 | | | | | | x | |
| 86+59 | 183+14 | | 15" CMP | | | 18" | 40' | | | | 2.4 | 23 | | | | | | x | |
| 86+84 | 183+14 | | 15" CMP | | | 18" | 40' | | | | 2.4 | 23 | | | | | | x | |
| 87+25 | 183+14 | | 15" CMP | | | 18" | 40' | | | | 2.4 | 23 | | | | | | x | |
| 87+89 | 183+14 | | 15" CMP | | | 18" | 40' | | | | 2.4 | 23 | | | | | | x | |
| 88+86 | 183+14 | | 15" CMP | | | 18" | 40' | | | | 2.4 | 23 | | | | | | x | |
| 89+17 | 183+14 | | 15" CMP | | | 18" | 40' | | | | 2.4 | 23 | | | | | | x | |
| 91+57 | 183+14 | | 15" CMP | | | 18" | 40' | | | | 2.4 | 23 | | | | | | x | |
| 91+86 | 183+14 | | 15" CMP | | | 18" | 40' | | | | 2.4 | 23 | | | | | | x | |
| 92+11 | 183+14 | | 15" CMP | | | 18" | 40' | | | | 2.4 | 23 | | | | | | x | |
| 92+37 | 183+14 | | 15" CMP | | | 18" | 40' | | | | 2.4 | 23 | | | | | | x | |
| 92+57 | 183+14 | | 15" CMP | | | 18" | 40' | | | | 2.4 | 23 | | | | | | x | |
| 93+02 | 183+14 | | 15" CMP | | | 18" | 40' | | | | 2.4 | 23 | | | | | | x | |
| 93+71 | 183+14 | | 15" CMP | | | 18" | 40' | | | | 2.4 | 23 | | | | | | x | |
| 93+90 | 183+14 | | 15" CMP | | | 18" | 40' | | | | 2.4 | 23 | | | | | | x | |
| 98+31 | 183+14 | | 15" CMP | | | 18" | 40' | | | | 2.4 | 23 | | | | | | x | |
| 103+13 | 183+14 | | 15" CMP | | | 18" | 40' | | | | 2.4 | 23 | | | | | | x | |
| 124+10 | 183+14 | | 15" CMP | | | 18" | 40' | | | | 2.4 | 23 | | | | | | x | |
| 124+50 | 183+14 | | 15" CMP | | | 18" | 40' | | | | 2.4 | 23 | | | | | | x | |
| 125+06 | 183+14 | | 15" CMP | | | 18" | 40' | | | | 2.4 | 23 | | | | | | x | |
| 141+00 | 183+14 | | 15" CMP | | | 18" | 40' | | | | 2.4 | 23 | | | | | | x | |
| 148+24 | 183+14 | | 15" CMP | | | 18" | 40' | | | | 2.4 | 23 | | | | | | x | |
| 149+23 | 183+14 | | 15" CMP | | | 18" | 40' | | | | 2.4 | 23 | | | | | | x | |
| 161+93 | 183+14 | | 15" CMP | | | 18" | 40' | | | | 2.4 | 23 | | | | | | x | |
| 173+55 | 183+14 | | 15" CMP | | | 18" | 40' | | | | 2.4 | 23 | | | | | | x | |
| 175+49 | 183+14 | | 15" CMP | | | 18" | 40' | | | | 2.4 | 23 | | | | | | x | |
| 177+70 | 183+14 | | 15" CMP | | | 18" | 40' | | | | 2.4 | 23 | | | | | | x | |
| 178+85 | 183+14 | | 15" CMP | | | 18" | 40' | | | | 2.4 | 23 | | | | | | x | |
| 180+86 | 183+14 | | 15" CMP | | | 18" | 40' | | | | 2.4 | 23 | | | | | | x | |

| GUIDE POSTS | | |
|-------------|-----|-----|
| STA. | LT. | RT. |
| 76+00 | | 5 |
| 76+64 | | |
| 79+95 | 2 | 2 |
| 83+62 | 1 | 1 |
| 84+47 | | 10 |
| 85+01 | | |
| 84+47 | | 9 |
| 85+75 | | |
| 89+05 | | 16 |
| 91+45 | | |
| 95+45 | 1 | 1 |
| 96+00 | | 48 |
| 103+52 | | |
| 97+44 | | 8 |
| 98+56 | | |
| 101+54 | | 1 |
| 103+18 | | 1 |
| 105+33 | | 1 |
| 110+70.5 | | 1 |
| 115+84 | | 3 |
| 116+16 | | |
| 117+50 | | 14 |
| 119+58 | | |
| 117+94 | | 8 |
| 119+06 | | |
| 124+71 | | 14 |
| 126+79 | | |
| 130+01 | | 25 |
| 133+85 | | |
| 134+25 | | 1 |
| 143+48 | | 29 |
| 147+96 | | |
| 147+90 | | 1 |
| 150+50 | | 7 |
| 151+46 | | |
| 154+49 | | 1 |



| QUANTITIES | | |
|------------|---------------------------------------|--------|
| 101B | Solid Rock Excavation | 3 C.Y. |
| 107 | Structure Excavation (mod) | 6 C.Y. |
| 401B | Concrete Class B (mod) | 5 C.Y. |
| 402 | Reinforcing Steel (See Detail Sheet) | Lbs. |
| 57A | Preparing Superstructure for Widening | 1 L.S. |

STATE OF VERMONT
DEPARTMENT OF HIGHWAYS

TOWN OF WESTON

ROUTE No. VI B BR. No. 5

DETAIL OF NEW POSTS & U.S. HEADWALL - STA 143+39

SCALE 1/4" = 1'-0" & AS NOTED

SURVEYED BY LAVIN

DRAWN BY J.L.H. CHECKED BY C.F.H.

PROJECT No. ST 24.2(L)

SHEET 22 OF 47

NOTE: Chamfer exposed edges 3/4"
All Concrete to be Class B
Drilling and Grouting of Dowels to be paid for under unit price bid for Concrete Class B
Main transverse steel in present slab to be saved in place and these bars are to be welded to the first two C Bars from R.Rdwy.

Remove Present Slab, Headwall and Posts to Lines shown. Longitudinal and transverse steel to be saved in place where possible, wire brushed and cleaned and this used as Tie steel for new reinforcing

Remove Present Posts and cut off steel

See Detail of posts on Left Side

Roughen Present slab under New Concrete

Use Hook Bolts & Washers from Present Posts

Chamfer Corners 3/4"

Post & Base to be poured Monolithic

DETAIL OF POSTS ON LEFT SIDE SCALE 3/4" = 1'-0"

Remove Present Slab & Headwall see Enlarged plan

Pour 1 Ft. Wing Cap this side of Exp. Joint monolithic with slab & Head wall

Roughen Top of Present wall under New Concrete

DETAIL OF WING CAP

For General Details of Post see Front & Side Elevation

Scale 3/8" = 1'-0"

