

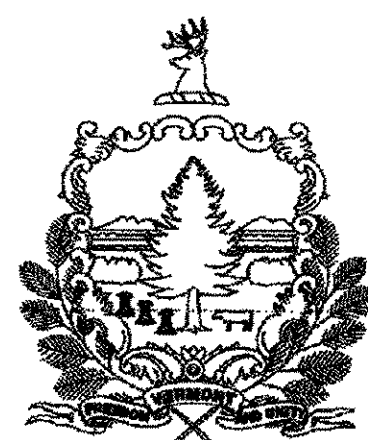
INDEX OF SHEETS

- 1. TITLE SHEET
 - 2. TYPICAL SHEET
 - 3. QUANTITY SHEET
 - 4. LAYOUT SHEET
 - 5. TRAFFIC CONTROL SHEET
 - 6-9. SUPPLEMENTARY DETAIL SHEETS
- NOTE: SHEET 8 LEFT BLANK.

STANDARDS

| | | |
|--------|--|----------|
| E-100 | CONSTRUCTION APPROACH SIGNS | 01/02/04 |
| E-101 | CONSTRUCTION SIGN DETAILS | 05/30/03 |
| E-102 | CONSTRUCTION SIGN DETAILS | 06/30/03 |
| E-102A | CONSTRUCTION SIGN DETAILS | 05/01/04 |
| E-106 | TRAFFIC CONTROL - MISCELLANEOUS DETAILS | 03/01/04 |
| E-107 | DELINEATION, BARRICADES AND DETOURS FOR U-TURNS ON DIVIDED HIGHWAY | 06/30/03 |
| E-107A | BREAKAWAY BARRICADE DETAILS | 08/08/95 |
| E-110 | MAJOR MAINTENANCE OPERATION LANE CLOSURE | 08/08/95 |
| E-112 | TRAFFIC CONTROL FOR TYPICAL MOVING MAINTENANCE OPERATIONS | 01/23/97 |

STATE OF VERMONT AGENCY OF TRANSPORTATION



PROPOSED IMPROVEMENT

TOWN OF MIDDLESEX

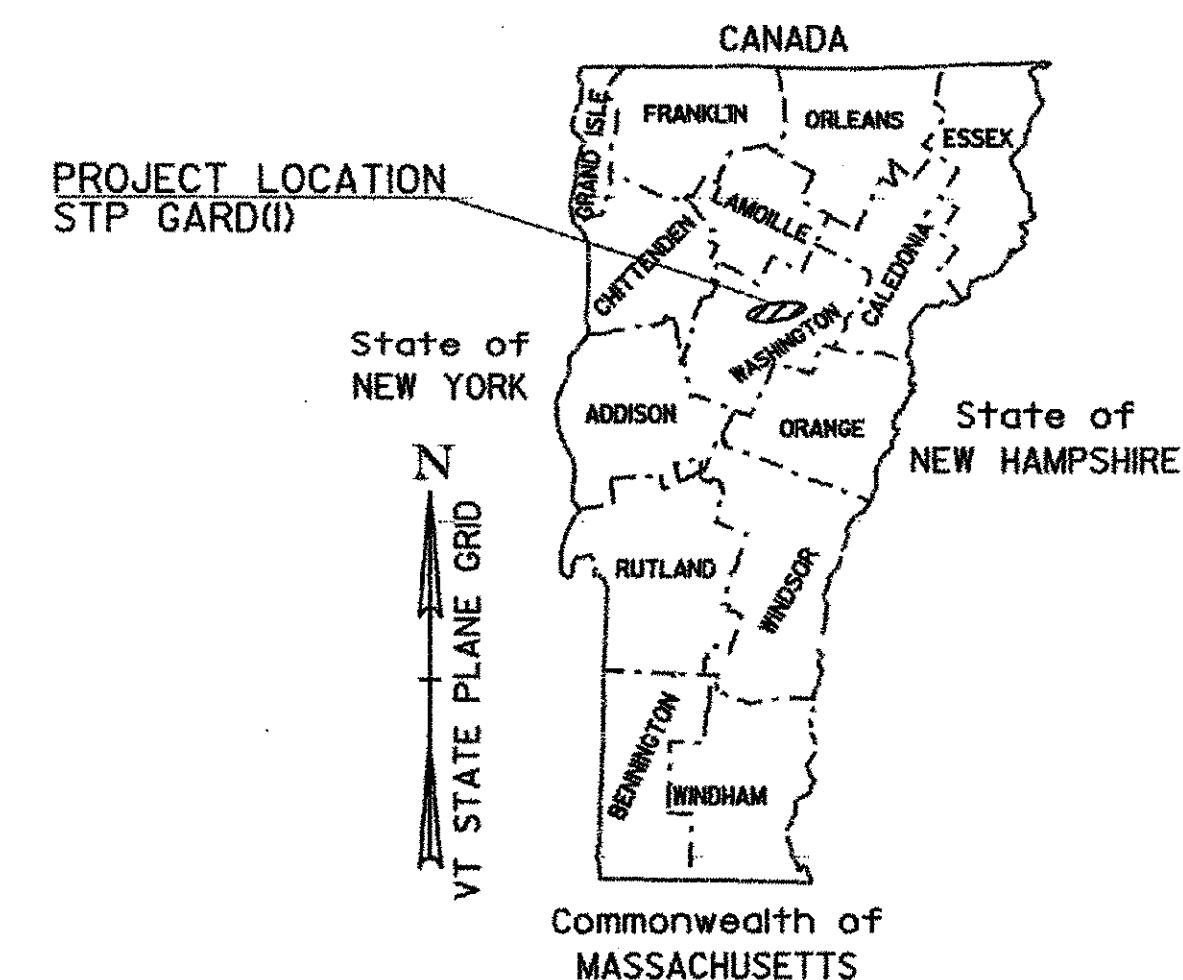
COUNTY OF WASHINGTON INTERSTATE ROUTE 89 NB

BEGINNING IN THE TOWN OF MIDDLESEX ON INTERSTATE I-89 IN THE NORTHBOUND LANE AT STATION 2985+59 LT (MM 56.545) AND EXTENDING NORTHERLY A DISTANCE OF 1659 FEET (0.314 MILES) TO STATION 3002+18 (MM 56.860)

LENGTH OF ROADWAY = 1659 FEET (0.314 MILES) NB

LENGTH OF PROJECT = 1659 FEET (0.314 MILES)

WORK TO BE PERFORMED UNDER THIS PROJECT INCLUDES INSTALLING NEW WIRE ROPE SAFETY FENCE AND ASSOCIATED WORK.



RECORD PLANS

CONTRACTOR: F.R. LAFAYETTE, INC. - ESSEX JCT., VT
 RESIDENT ENGINEER: CARL FIELDER
 CONSTRUCTION BEGAN: MAY 31, 2006
 CONSTRUCTION COMPLETE: JULY 13, 2006
 RECORD PLANS BY: CARL FIELD & CHIP PIERCE

I HEREBY CERTIFY THAT ALL THE CONSTRUCTION REQUIRED BY THIS SET OF DRAWINGS HAS BEEN ACCOMPLISHED AS INDICATED HEREIN.

BY Carl Fielder RESIDENT ENGINEER
 DATE Aug 2, 2007

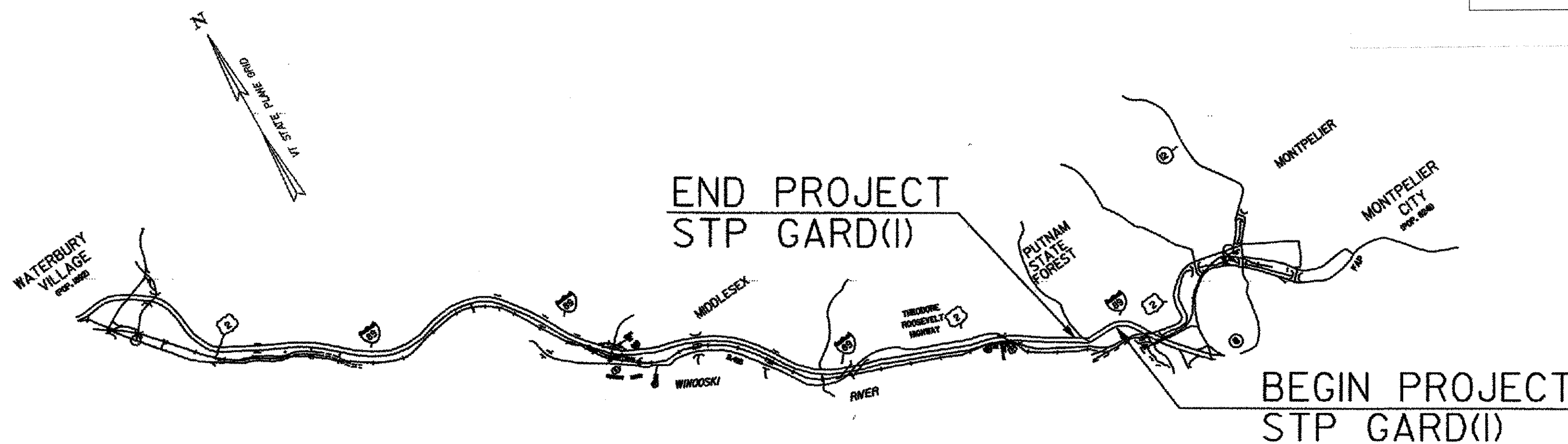
NOTE: Any further information concerning final quantities, amounts or other details relative to this project may be found at Central Files in the electronic archives.

CONVENTIONAL SYMBOLS

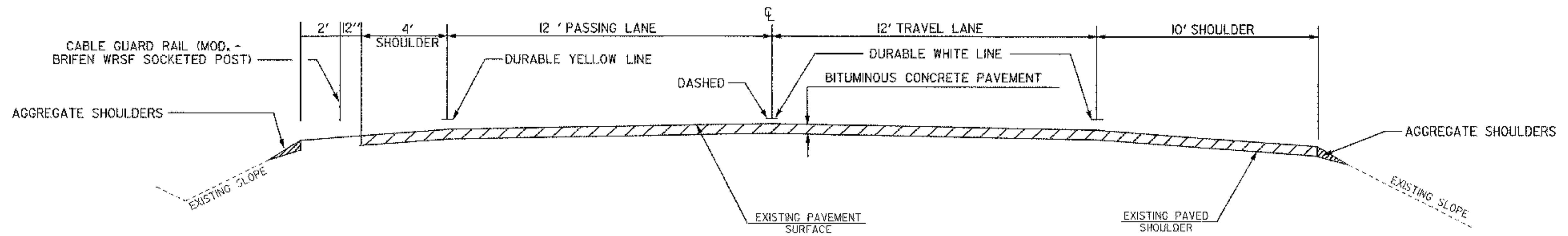
| | |
|--------------------|--|
| COUNTY LINE | |
| TOWN LINE | |
| LIMITS OF ACCESS | |
| POINT OF ACCESS | |
| FENCE LINE | |
| STONE WALL | |
| TRAVELED WAY | |
| GUARD RAIL | |
| RAILROAD | |
| SURVEY LINE | |
| CULVERT | |
| POWER POLE | |
| TELEPHONE POLE | |
| TREES | |
| CONTROL OF ACCESS | |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

SURVEYED BY: _____
 SURVEYED DATE: _____
 DATUM _____
 VERTICAL N/A
 HORIZONTAL N/A
 HORIZONTAL CONTROL (STATIONS) WAS SET BY HOLDING THE ROUTE LOG STATIONING AT PROJECT CONTROL POINTS.

UNLESS OTHERWISE INDICATED, THE DRAWINGS AND DETAILS OF THESE PLANS ARE NOT TO SCALE.

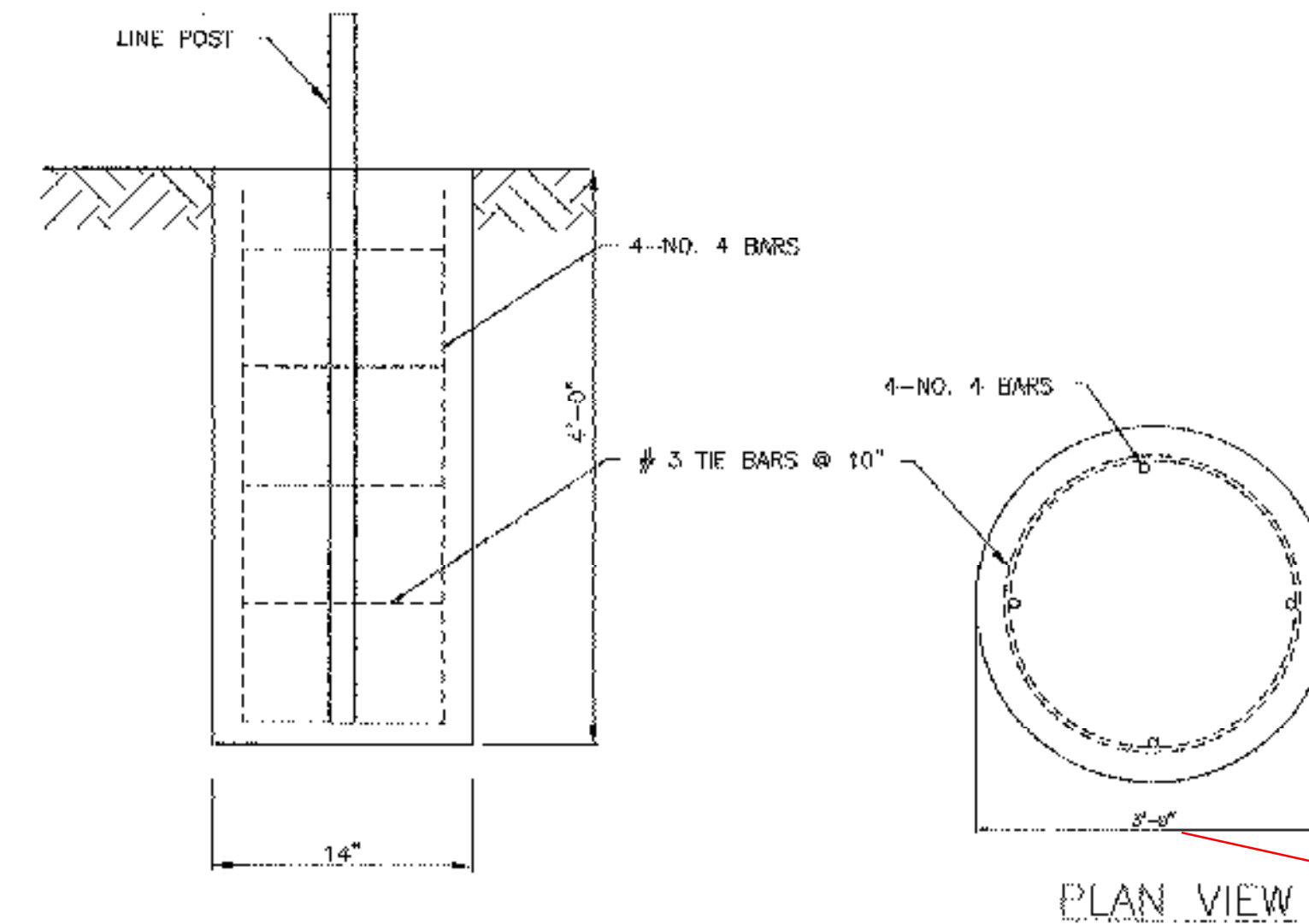


DEPARTMENT OF TRANSPORTATION
 FEDERAL HIGHWAY ADMINISTRATOR
 APPROVED Mark D. Richter DATE 2-28-06
 DIRECTOR OF PROGRAM DEVELOPMENT
 APPROVED Robert Johnson DATE 2/25/06
 PROJECT MANAGER : MARIO DUPIGNY-GIROUX
 PROJECT NAME : STATEWIDE
 PROJECT NUMBER : STP GARD(1)
 SHEET 1 OF 9 SHEETS



MAINLINE TYPICAL SECTION

STA 2985+59 (M.M. 56.545) TO STA 3002+18 (M.M. 56.860) NB



14" PER ADDENDUM #2 DATED 3/21/06

ELEVATION VIEW

PLAN VIEW

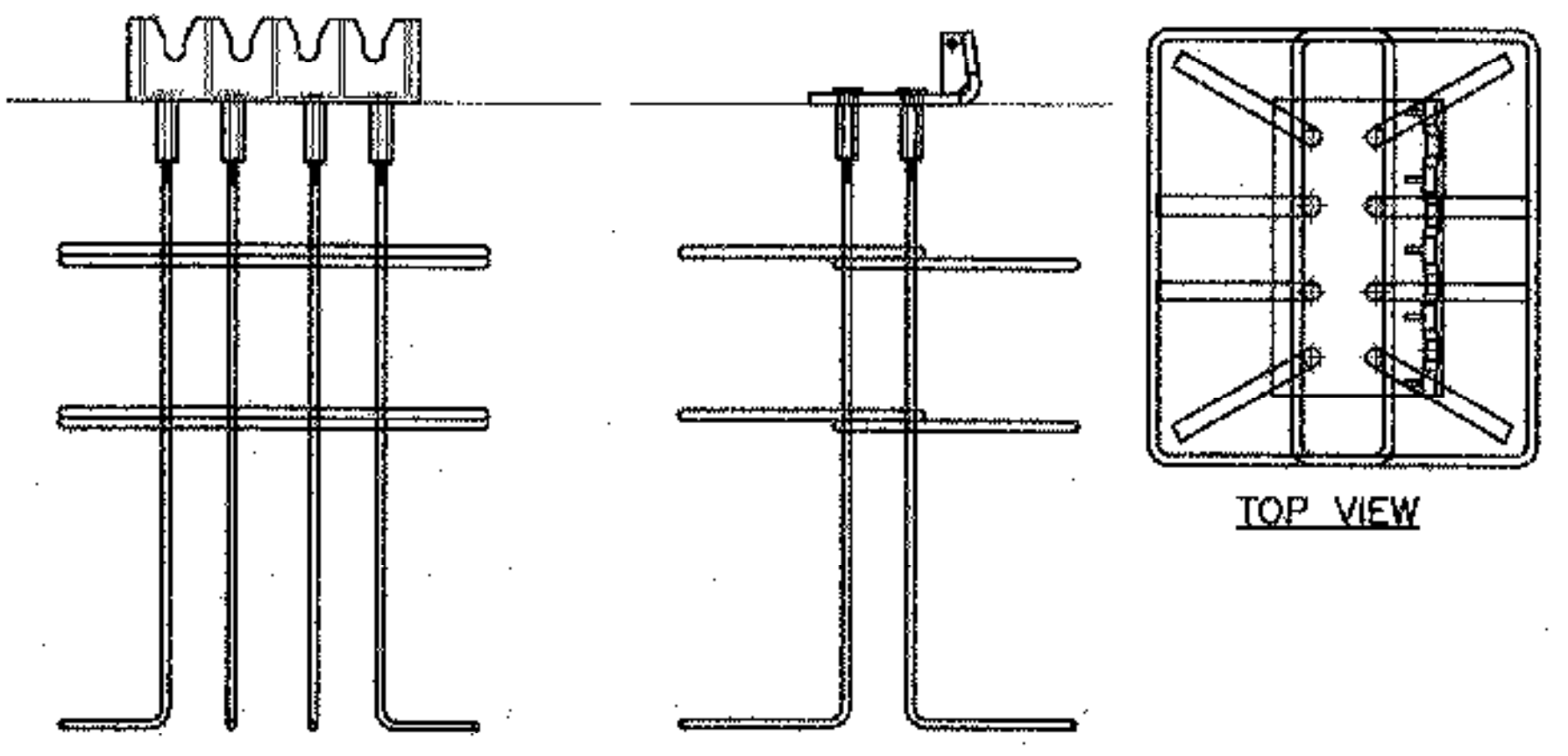
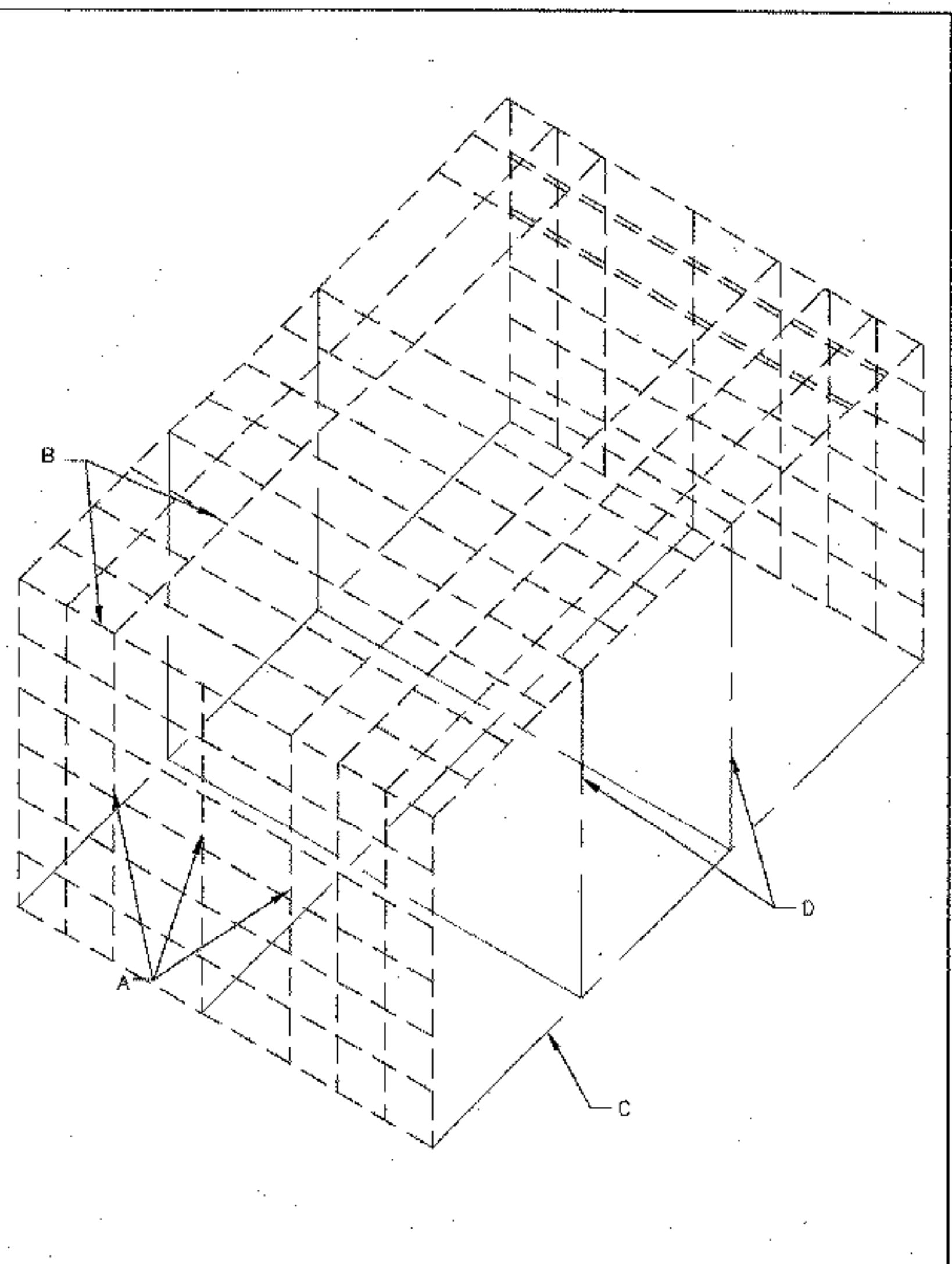
END ANCHORAGE FOUNDATION DETAIL

(SEE SHEET 2A OF 9)

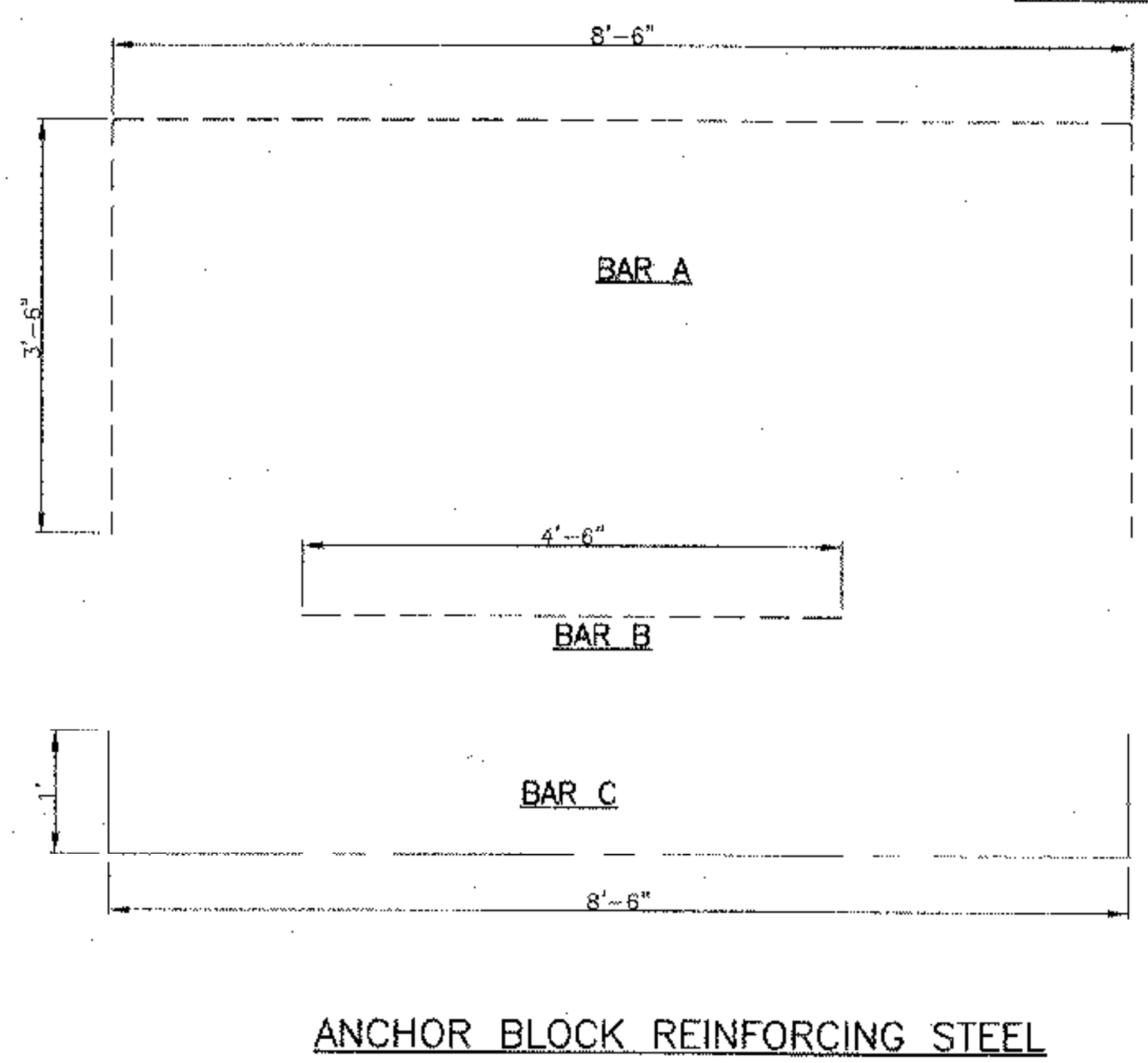
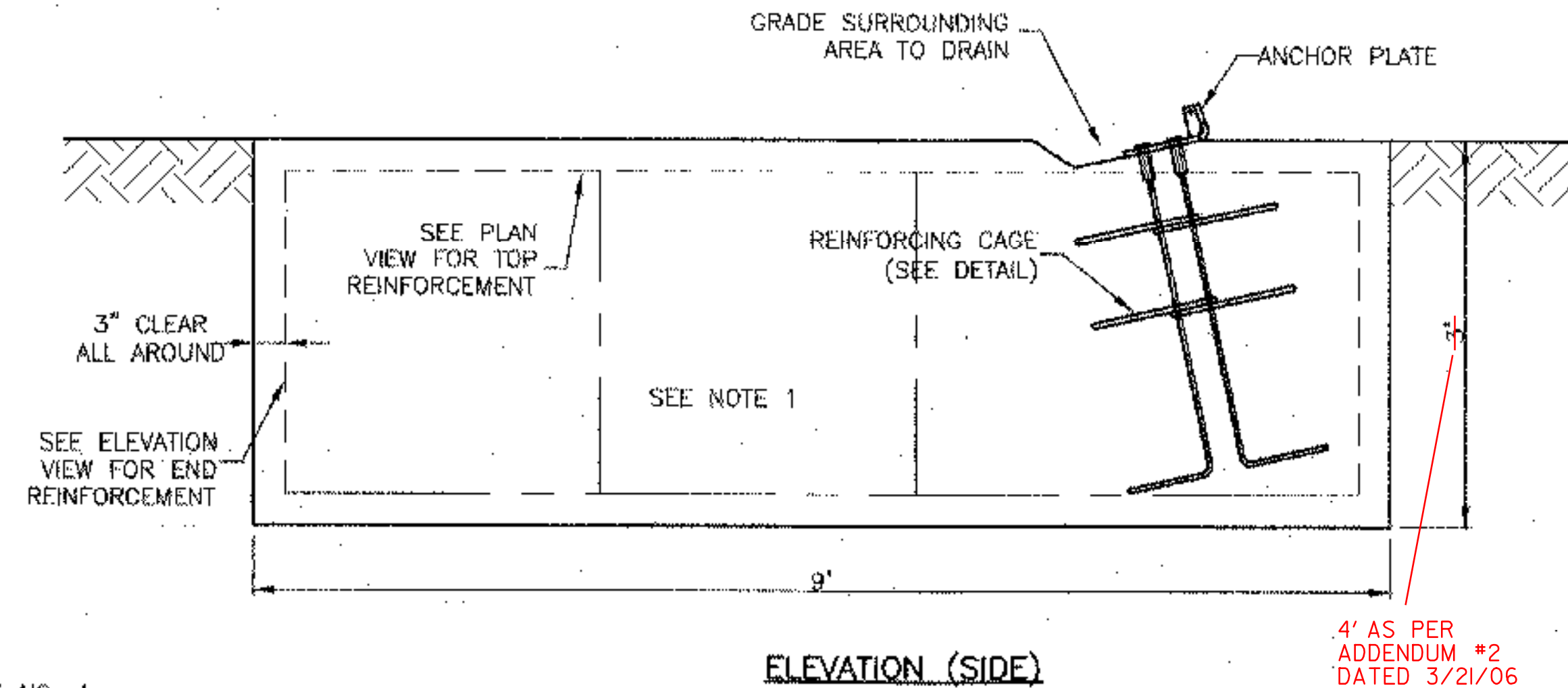
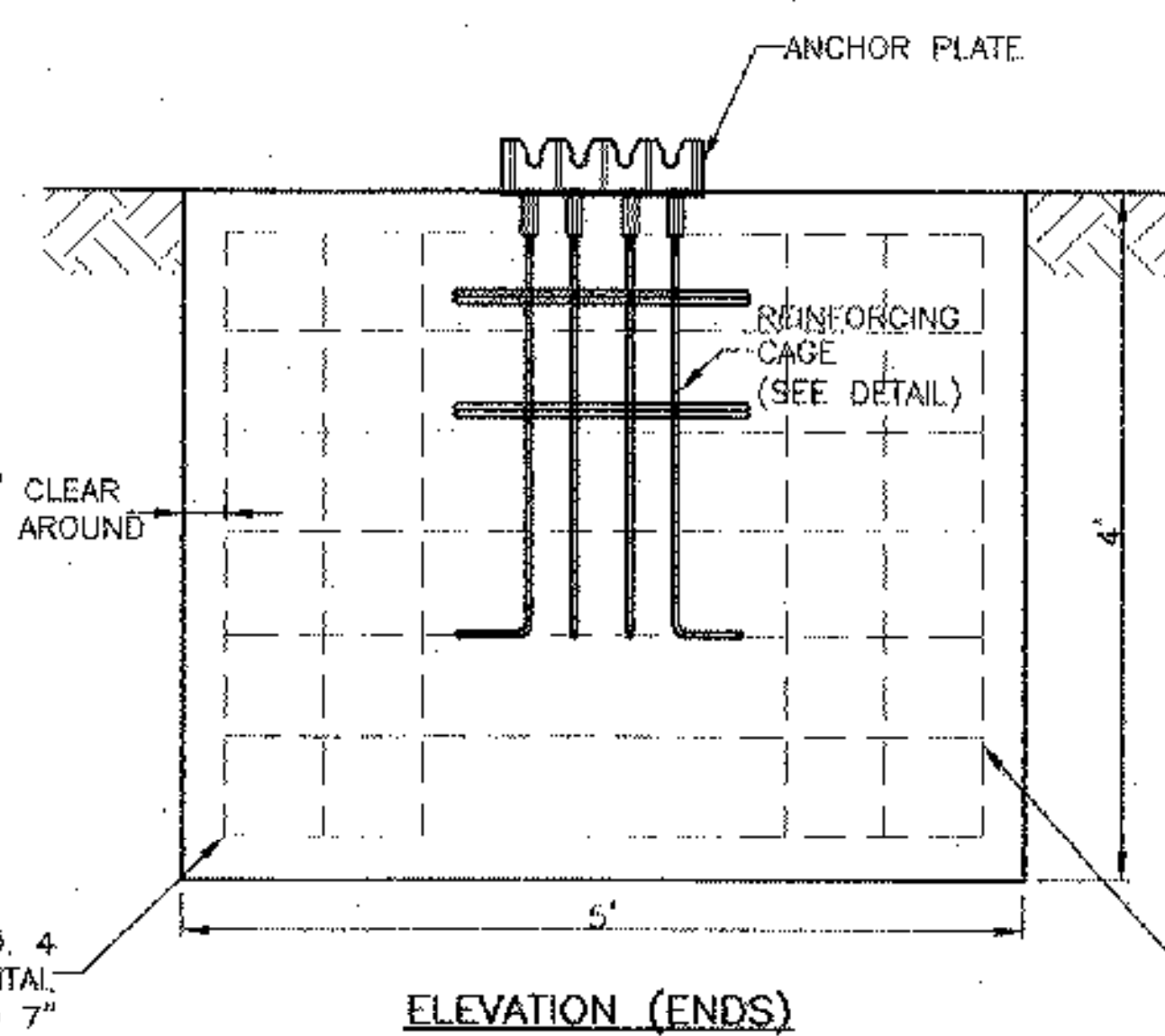
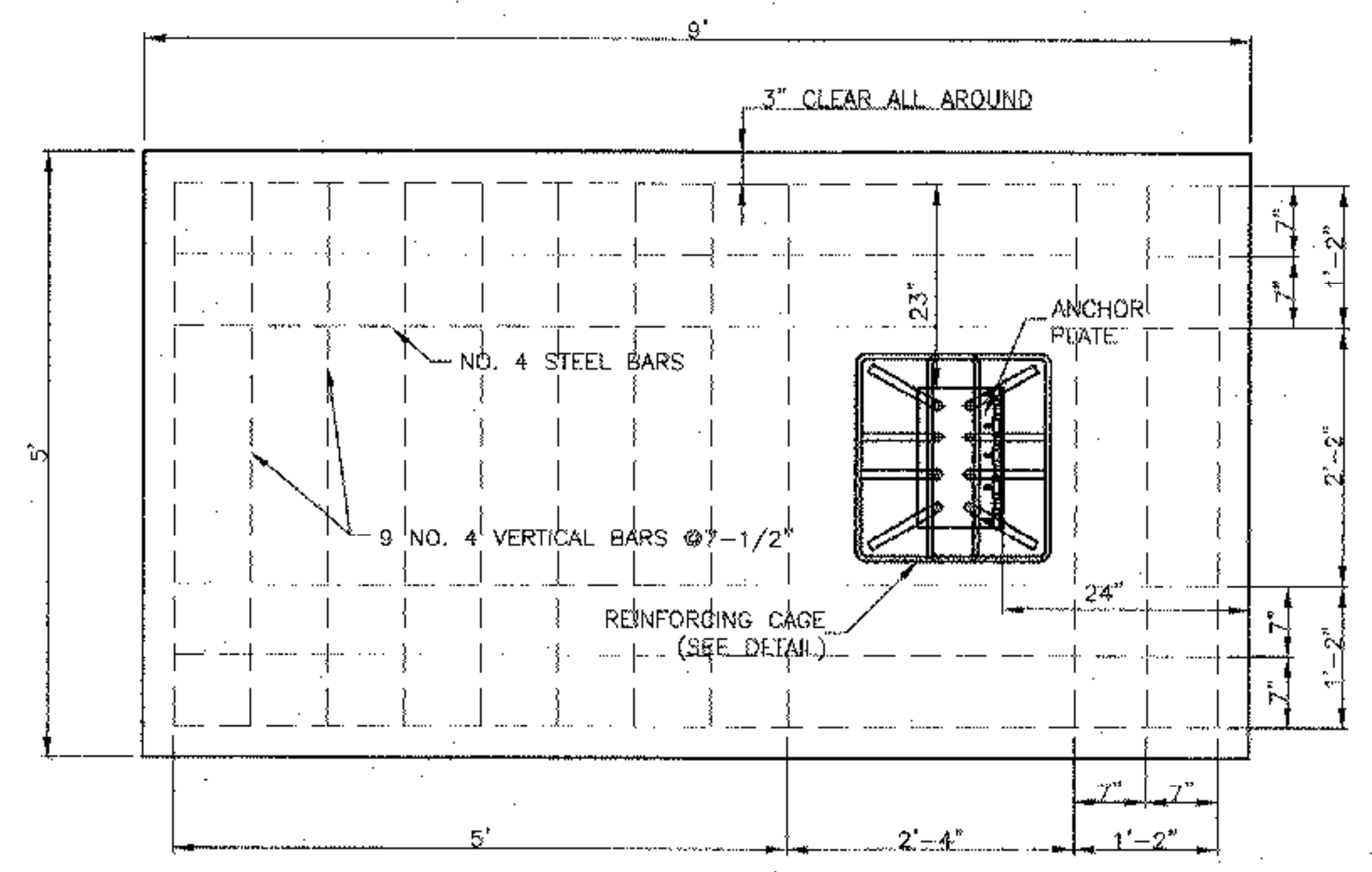
LINE POST FOUNDATION DETAIL

NOT TO SCALE

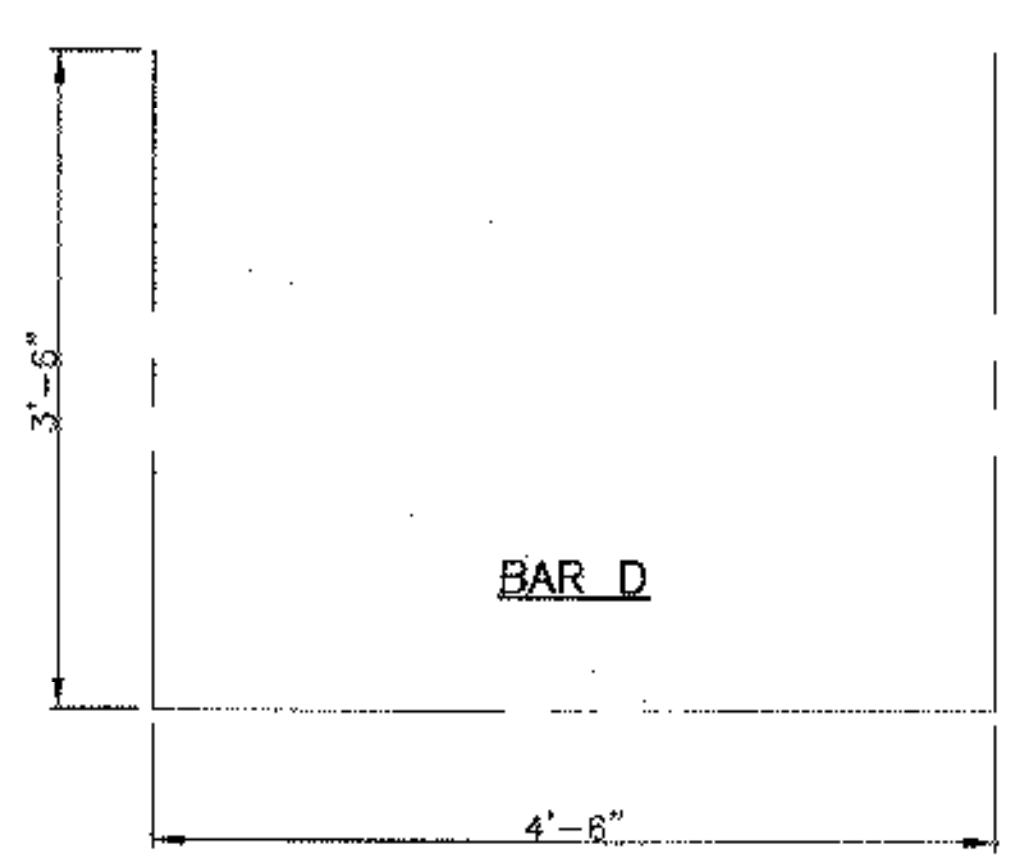
| | | |
|-----------------------------------|--------------------------------------|------------------------|
| TYPICAL SHEET | PROJECT NAME: | STATEWIDE |
| | PROJECT NUMBER: | STP GARD(II) |
| | FILE NAME: | PLOT DATE: 17-MAR-2006 |
| | PROJECT LEADER: MARIO DUPIGNY-GIROUX | DRAWN BY: BRM |
| DESIGNED BY: MARIO DUPIGNY-GIROUX | CHECKED BY: AJB | |
| IPARM NAME: brifentyp.l | SHEET 2 OF 9 | |



END VIEW SIDE VIEW
REINFORCING CAGE DETAIL



ANCHOR BLOCK REINFORCING STEEL



NOTE:
1. REINFORCING SHOWN (TOP & BOTH ENDS) IS MINIMUM. ADDITIONAL BARS SHOWN IN SIDES AND BOTTOM ARE OPTIONAL TO FACILITATE INSTALLATION.
2. SEE BRIFEN DRAWING WRSF FOR ANCHOR PLATE ORIENTATION, OTHER DETAILS

— BRIFEN FURNISHED
- - - BY OTHERS

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BRIFEN★USA INC.

| BAR LIST | |
|----------|------------------|
| A | 7 NO. 4 @ 15'-6" |
| B | 24 NO. 4 @ 4'-6" |
| C | 2 NO. 4 @ 10'-6" |
| D | 2 NO. 4 @ 11'-6" |

| Revisions | | | END ANCHOR BLOCK (4D X 5W X 9L) | | |
|-----------|------|----|---------------------------------|----------------|-------|
| No. | Date | By | Date | Drawn By | Scale |
| 1. | | | 1.10.06 | Manita Workman | None |
| 2. | | | | | |
| 3. | | | | | |
| 4. | | | | | |
| 5. | | | | | |

Dwg. No. ANCH-06-105a Sheet No. 2A of 9

4' AS PER ADDENDUM #2 DATED 3/21/06

CABLE GUARD RAIL (MOD. - BRIFEN WRSF SOCKETED POST)

2985+84 ~ 2987+42 LT (TRANSITION)

2987+42 ~ 3000+36 LT (STANDARD)

3000+36 ~ 3001+93 LT (TRANSITION)

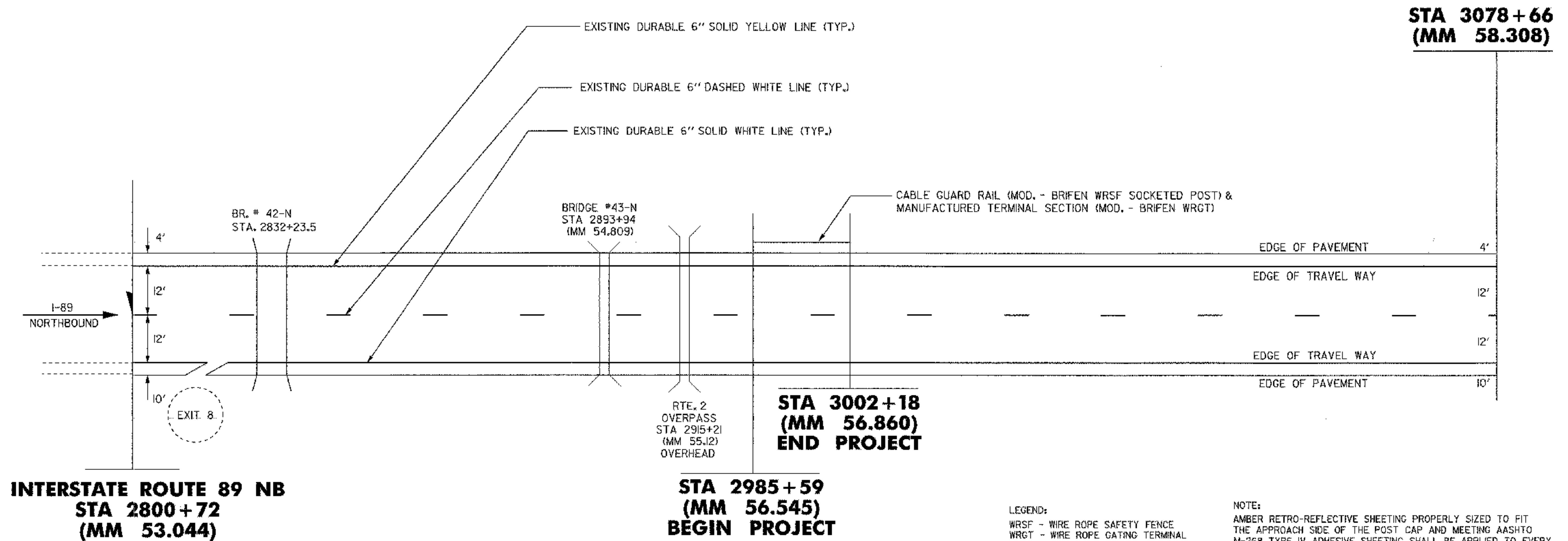
MANUFACTURED TERMINAL SECTION (MOD. - BRIFEN WRGT)

2985+59 ~ 2985+84 LT

3001+93 ~ 3002+18 LT

SUPPLEMENTAL AGREEMENT (ITEM 203.30, EARTH BORROW)

2985+59 LT



INTERSTATE ROUTE 89 NB
STA 2800+72
(MM 53.044)

STA 2985+59
(MM 56.545)
BEGIN PROJECT

STA 3002+18
(MM 56.860)
END PROJECT

STA 3078+66
(MM 58.308)

LEGEND:
 WRSF - WIRE ROPE SAFETY FENCE
 WRGT - WIRE ROPE GATING TERMINAL
 LON - LENGTH OF NEED

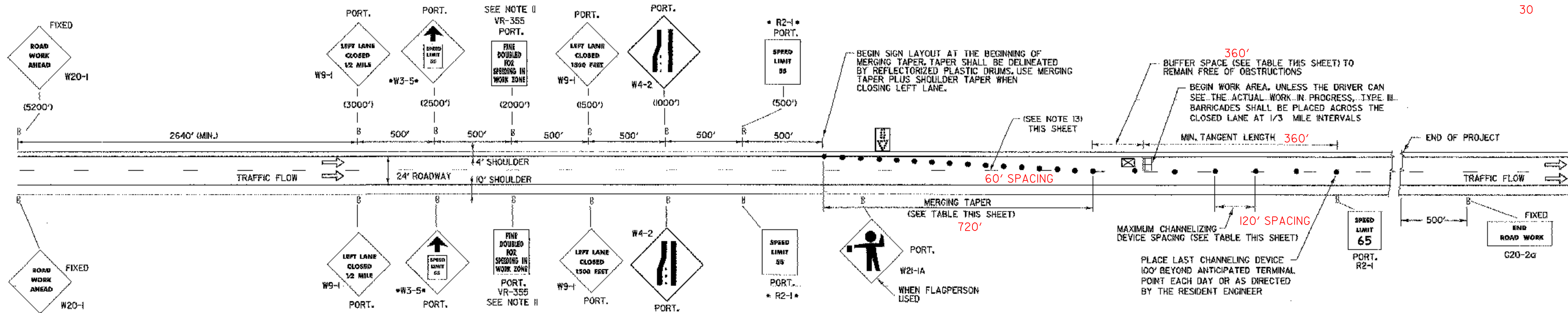
NOTE:
 AMBER RETRO-REFLECTIVE SHEETING PROPERLY SIZED TO FIT THE APPROACH SIDE OF THE POST CAP AND MEETING AASHTO M-268 TYPE IV ADHESIVE SHEETING SHALL BE APPLIED TO EVERY THIRD POST. THE MINIMUM SIZE SHALL BE 7.875 / SQ. IN. SHEETING TO BE APPLIED ONLY TO THE TRAFFIC APPROACH SIDE.

LAYOUT SHEET

| | |
|--------------------------------------|------------------------|
| PROJECT NAME: | STATEWIDE |
| PROJECT NUMBER: | STP CARD(I) |
| FILE NAME: | PLOT DATE: 13-FEB-2006 |
| PROJECT LEADER: MARIO DUPIGNY-GIROUX | DRAWN BY: BRM |
| DESIGNED BY: MARIO DUPIGNY-GIROUX | CHECKED BY: AJB |
| IPARM NAME: brifentl | SHEET 4 OF 9 |

NOT TO SCALE

BARRELS } TAPER - 12 REQUIRED
OR } BUFFER - 3 REQUIRED
CONES } WORK AREA - 15 (3 REQUIRED FOR MIN
TANGENT LENGTH)
30



* W3-5 TO BE USED ONLY WITH R2-1 REGULATORY AND TEMPORARY SPEED LIMITS. OTHERWISE USE W3-1 ADVISORY SPEED PLAGUES.

| POSTED SPEED OR 85th PERCENTILE (mph) | DESIGN SPEED (mph) | TAPER LENGTHS (ft) | | | TANGENT SECTION LENGTHS (L/2) (ft) | MINIMUM BUFFER SPACE LENGTH (ft) | MAXIMUM CHANNELIZING DEVICE SPACING (ft) | | BARRIER FLARE RATE (MIN) |
|---------------------------------------|--------------------|------------------------|------------------------|------------------------|------------------------------------|----------------------------------|--|-----------------------------|--------------------------|
| | | MERGING 12 FT LANE (L) | SHIFTING W=16 FT (L/2) | SHOULDER W=10 FT (L/3) | | | TAPER | ALONG LANE LINE & WORK ZONE | |
| ≤ 40 | 40 | 320 | 215 | 90 | 160 | 160 | 35 | 70 | 1:9 |
| 45 | 45 | 540 | 360 | 150 | 270 | 270 | 40 | 80 | 1:9 |
| 50 | 50 | 600 | 400 | 170 | 300 | 300 | 50 | 100 | 1:1 |
| 55 | 55 | 660 | 440 | 185 | 330 | 330 | 55 | 110 | 1:3 |
| (60 & 65) | 60 | 720 | 480 | 200 | 360 | 360 | 60 | 120 | 1:3 |
| 70 | 70 | 840 | 560 | 235 | 420 | 440 | 65 | 130 | 1:3 |

NOTE: DESIGN FOR 65 MPH

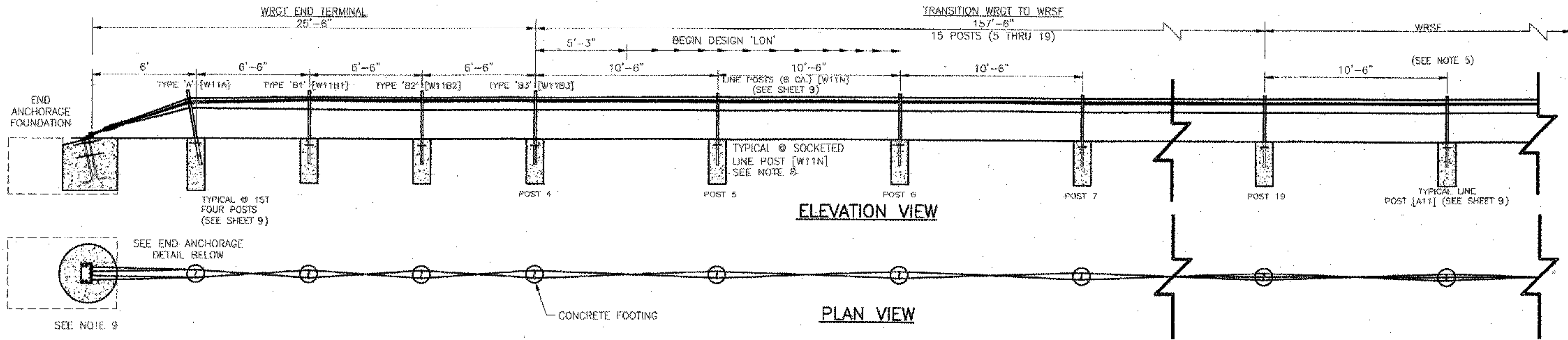
LEGEND

- FLASHING ARROW PANEL
- REFLECTORIZED PLASTIC DRUM
- PAVEMENT MARKING REMOVAL
- CONCRETE MEDIAN BARRIER
- TYPE III BARRICADE
- TRUCK/TRAILER MOUNTED ATTENUATOR (OPTIONAL)

NOTES

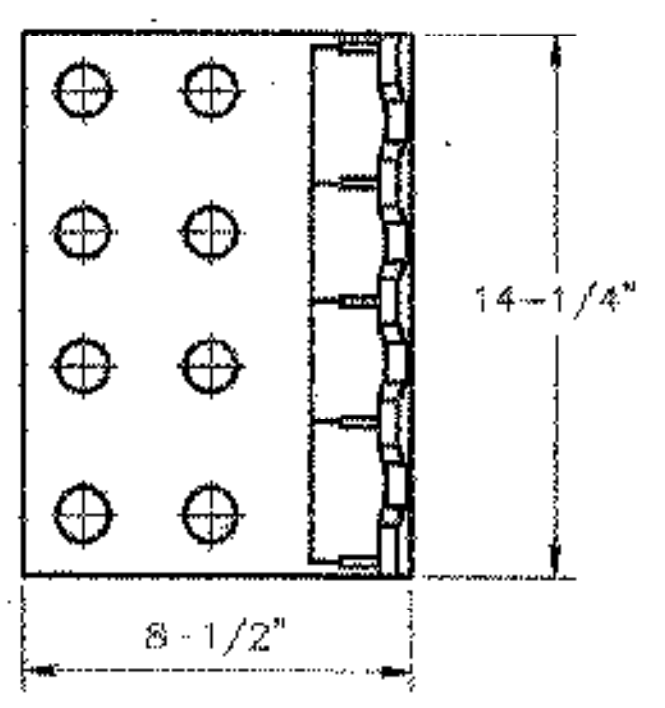
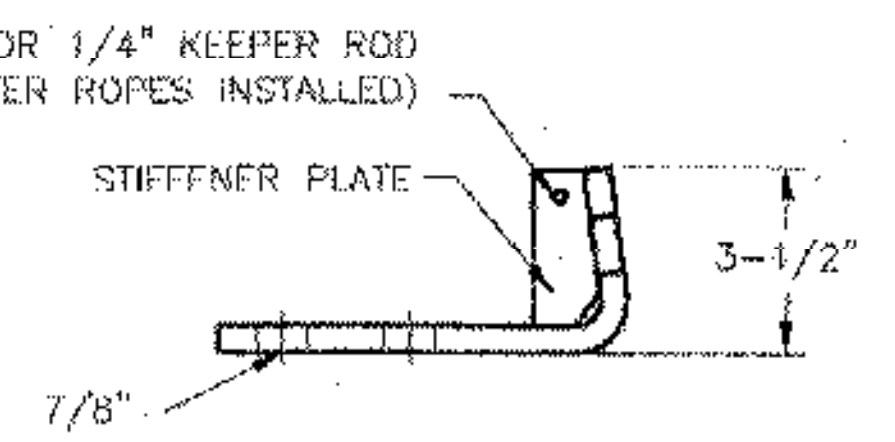
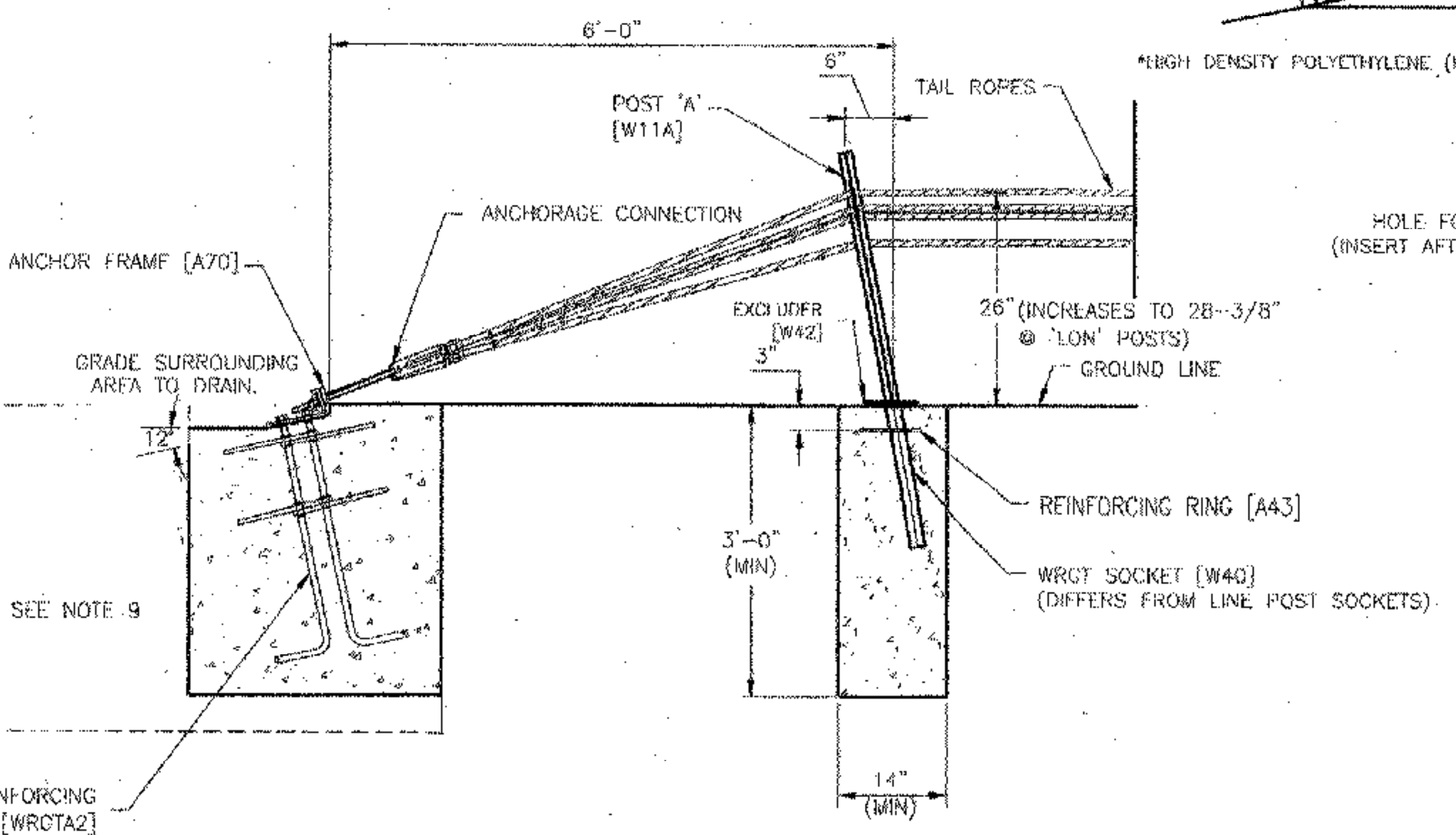
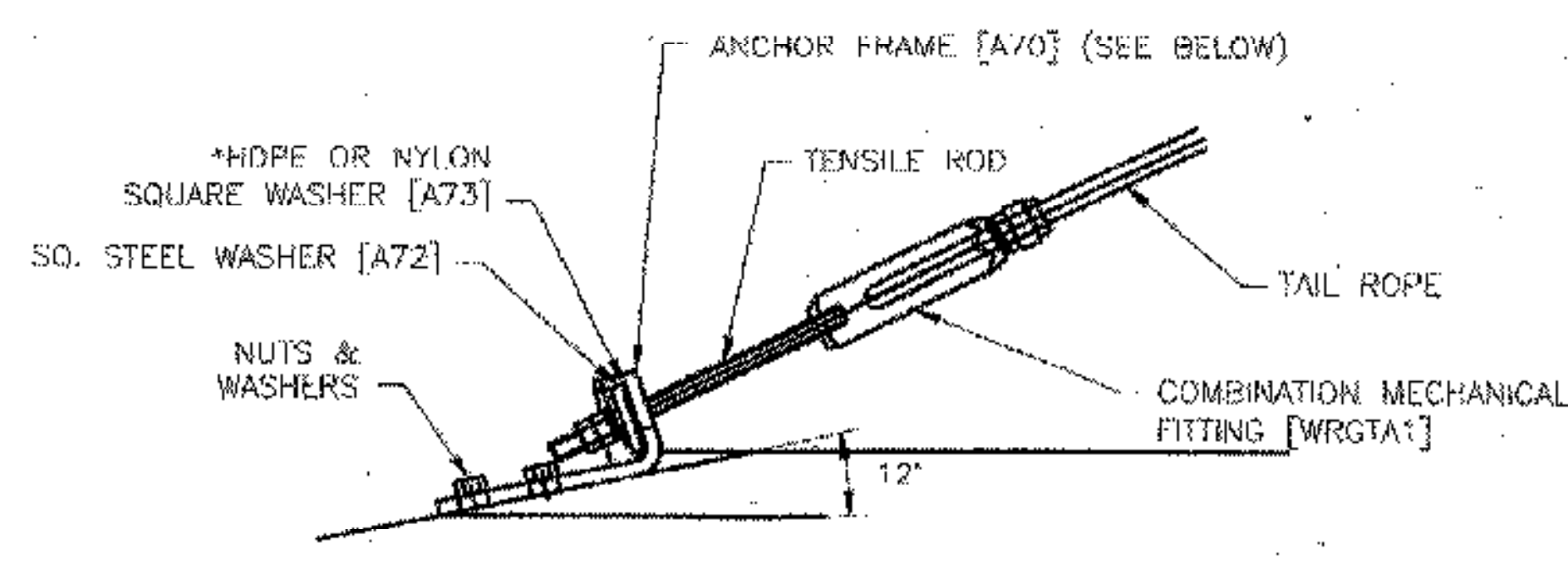
1. WHEN CONSTRUCTION EQUIPMENT IS WORKING AT OR NEAR THE EXIT OR ENTRANCE RAMP, FLAGPERSONS OR UNIFORMED TRAFFIC CONTROL OFFICERS (UTO'S) SHALL BE USED TO ASSIST IN CONTROLLING TRAFFIC. SEE STD. E-106 FOR TRAFFIC CONTROL DETAILS. **DO NOT ANTICIPATE**
2. ALL SIGNS SHALL BE PLACED BEFORE ANY WORK BEGINS OR EQUIPMENT IS PUT ON THE ROADWAY. SIGNS SHALL BE COVERED OR REMOVED WHEN NOT APPLICABLE. SEE STANDARD SHEET E-100 FOR REQUIREMENTS.
3. CONTRACTOR SHALL HAVE CHANNELIZING DEVICES AND SIGNS FOR LEFT SIDE CLOSURE AND RIGHT SIDE CLOSURE ON PROJECT BEFORE STARTING PROJECT.
4. EXISTING SPEED LIMIT SIGNS SHALL BE COVERED WHEN REDUCED SPEED SIGNS ARE POSTED.
5. THE "SPEED LIMIT 55" AND OTHER RELATED SIGNS SHALL BE REMOVED OR COVERED WHEN WORK IS NOT IN PROGRESS AND ROADWAY IS NOT RESTRICTED.
6. "REDUCED SPEED AHEAD" SIGNS MAY BE USED IN LIEU OF "SPEED ZONE AHEAD".
7. ALL FIXED SIGNS SHALL BE MOUNTED ON YIELDING STEEL, ALUMINUM OR WOOD SUPPORTS AS SHOWN ON APPROPRIATE STANDARD SHEETS.
8. PORTABLE SIGNS SHALL BE KEPT LEVEL WHEN PLACED ON THE EDGE OF ROADWAY AND ALL VEGETATION THAT INTERFERES WITH VISIBILITY OF THE SIGNS SHALL BE REMOVED. PAYMENT INCIDENTAL TO OTHER CONTRACT ITEMS. WHEN PLACED BEHIND GUARDRAIL, THE BOTTOM OF THE SIGN FACES SHALL BE PLACED ABOVE THE TOP OF THE GUARDRAIL.
9. WARNING LIGHTS SHALL NOT BE USED ON CHANNELIZING DEVICES.
10. THE NUMBER OF CHANNELIZING DEVICES, TYPE III BARRICADES AND OTHER TRAFFIC CONTROL DEVICES SHOWN ON THIS SHEET ARE FOR ILLUSTRATIVE PURPOSES ONLY. THE ACTUAL NUMBER REQUIRED ARE TO BE DETERMINED BASED ON INDIVIDUAL DETOUR CONDITIONS (TAPERS, SPEED LIMITS, LENGTH OF DETOUR, CURVE, ETC.)
11. "FINE DOUBLED FOR SPEEDING IN WORK ZONE" WILL ONLY BE USED IF TEMPORARY SPEED LIMIT FORM HAS BEEN FILED.
12. IF CONSTRUCTION ACTIVITIES REDUCE LANE WIDTHS TO THE POINT WHERE 40 MPH CANNOT BE MAINTAINED, ADDITIONAL ADVISORY SPEED PLATE SIGNS SHALL BE INSTALLED UNDER THE LANE REDUCTION TRANSITION SIGN. FLAGPERSONS AND UTO'S SHALL NOT BE ALLOWED TO INTERFERE WITH TRAFFIC BY STEPPING INTO THE LANE TO REDUCE THE DRIVER'S SPEED.
13. USE PORTABLE "RIGHT OR LEFT LANE CLOSED 1 MILE" WHEN SIGN PACKAGE IS MOVED FORWARD. SIGNS NOTED AS FIXED SHALL REMAIN IN PLACE THROUGH THE ENTIRE PROJECT. SIGNS NOTED AS PORTABLE SHALL MOVE AS THE WORK AREA CHANGES. ALL SIGNS SHALL BE REMOVED OR COVERED WHEN NOT NEEDED.

| | | |
|------------------------------|---|--|
| TRAFFIC CONTROL SHEET | PROJECT NAME: | STATEWIDE |
| | PROJECT NUMBER: | STP GARD(1) |
| | FILE NAME: | PLOT DATE: 28-FEB-2006 |
| | PROJECT LEADER: MARIO DUPIGNY-GIROUX DESIGNED BY: MARIO DUPIGNY-GIROUX IPARM NAME: brlfentc.1 | DRAWN BY: BRM CHECKED BY: AJB SHEET 5 OF 9 |



NOTES:

- BRIFEN DRAWING, SPECIFICATION & PRODUCT MANUAL SHOULD BE REVIEWED PRIOR TO STARTING AN INSTALLATION. FOR ASSISTANCE OR ADDITIONAL INFORMATION CALL 1-866-427-4336 TOLL FREE.
- WIRE ROPE SAFETY FENCE (WRSF) IS RECOMMENDED FOR INSTALLATIONS ON SLOPES OF 6:1 OR FLATTER. THE AREA SHOULD BE RELATIVELY SMOOTH, WITHOUT EDGE DROP-OFFS, ABRUPT SLOPE CHANGED, HOLES, DEBRIS, ETC. THAT COULD PREVENT A VEHICLE FROM IMPACTING THE WRSF WITH ALL WHEELS ON THE GROUND AND SUSPENSION NORMAL. SOME FILLING AND/OR GRADING AND COMPACTION MAY BE NECESSARY. THE ROPES MUST BE PLACED AT DESIGN HEIGHT ABOVE GROUND LINE. TOLERANCE IS $\pm 1"$.
- WRSF MAY BE INSTALLED ON EITHER SIDE OF THE ROADWAY. THE RADIUS EDGE OF POSTS SHALL BE ON THE APPROACH SIDE OF TRAFFIC. WEAKENING CUT (RELIEF NOTCH) AT GROUND LINE ON POST A & B TO BE PLACED TOWARD THE END ANCHOR. ALSO SEE SHEET 9.
- ALL POSTS ARE SET IN SOCKETS UNLESS OTHERWISE SPECIFIED. ALL CONCRETE TO BE 3500 PSI MINIMUM, EXPOSED SURFACES TO BE HAND TROWELED.
- LINE POST SPACING AT 10'-6" SHOWN; MAY BE DECREASED IF NECESSARY. ADEQUATE CLEARANCE TO RIGID OBSTACLES SUCH AS BRIDGE PIERS, SIGN SUPPORTS, POWER POLES, TREES, ETC. IS CRITICAL. SEE PRODUCT MANUAL OR CONTACT MANUFACTURER.
- WRGT END TERMINAL IS NCHRP 350 APPROVED AND MAY BE LOCATED WITHIN THE HORIZONTAL CLEAR ZONE. END TERMINAL FLARE RATE MAY NOT EXCEED 25:1; 50:1 OR LESS IS PREFERRED. USED FOR BOTH TL-3 & TL-4 SYSTEMS. NO MAXIMUM LIMIT TO LENGTH BETWEEN END TERMINAL.
- WRGT END TERMINAL IS SUPPLIED AS A PACKAGE UNLESS SPECIFIED OTHERWISE. INCLUDES ANCHOR FRAME, REINFORCING CAGE, CONNECTION HARDWARE, COMBINATION MECHANICAL FITTING, POSTS TYPE A AND B, WRGT SOCKETS, PEGS, EXCLUDERS, AND TAIL ROPES.
- THE 15 TRANSITION LINE POSTS ADJACENT TO WRGT END TERMINAL DO NOT HAVE TOP ROPE SLOT. ALL THE ROPES WEAVE ON EITHER SIDE OF THE POSTS UNTIL THE FIRST LINE POST WITH A SLOT (POST 20). SEE SHEET 9.
- END ANCHORAGE AND POST FOUNDATION SIZES ARE DETERMINED BY SOIL CLASSIFICATION AND CONDITION AS WELL AS TEMPERATURE EXTREMES. REFER TO PRODUCT MANUAL OR CONTACT BRIFEN USA REPRESENTATIVE FOR TECHNICAL ASSISTANCE.



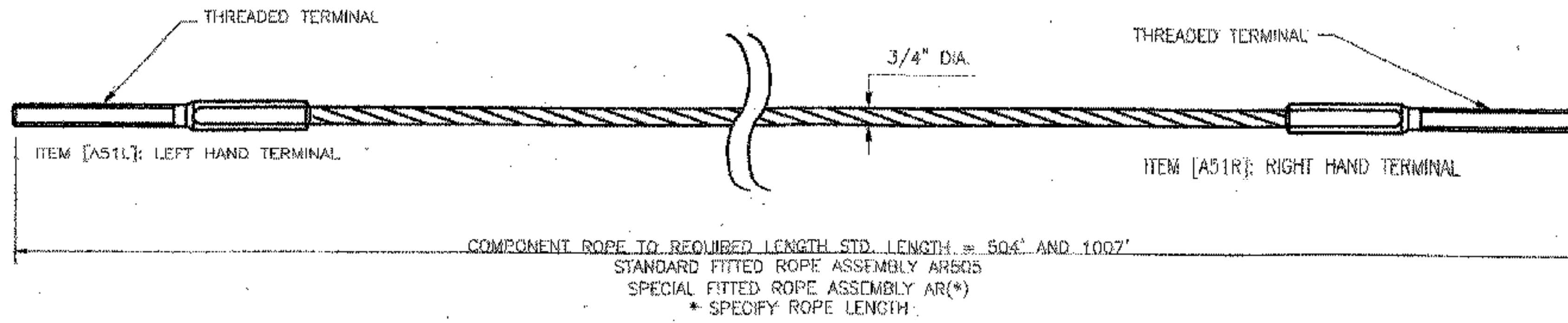
ANCHORAGE CONNECTION DETAILS

SUPPLEMENTARY DETAIL SHEET NOT TO SCALE

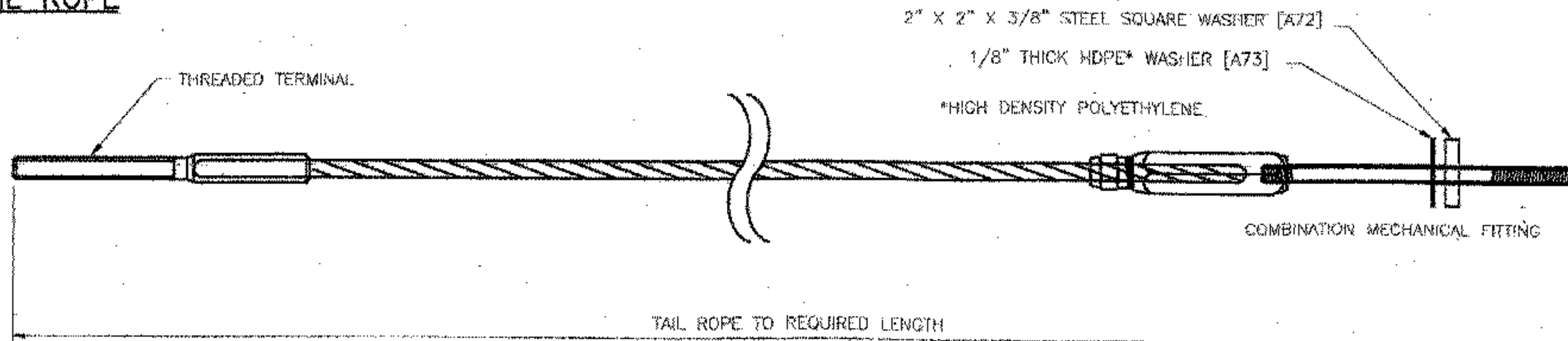
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| | | | | | |
|------------------|----------|----|--|----------------|-----------|
| Revisions | | | GENERAL LAYOUT | | |
| No. | Date | By | USING WRGT END TERMINAL (NCHRP-350) AND TRANSITION | | |
| 1. | 7.21.05 | MW | Date | Drawn By | Scale |
| 2. | 8.01.05 | MW | 5.17.05 | Manita Workman | None |
| 3. | 8.04.05 | MW | VERSION 8.8 | | |
| 4. | 10.10.05 | MW | | | |
| 5. | 12.16.05 | MW | Dwg. No. | WRSF-05-201a | Sheet No. |
| | | | | | 6 of 9 |

COMPONENT ROPE

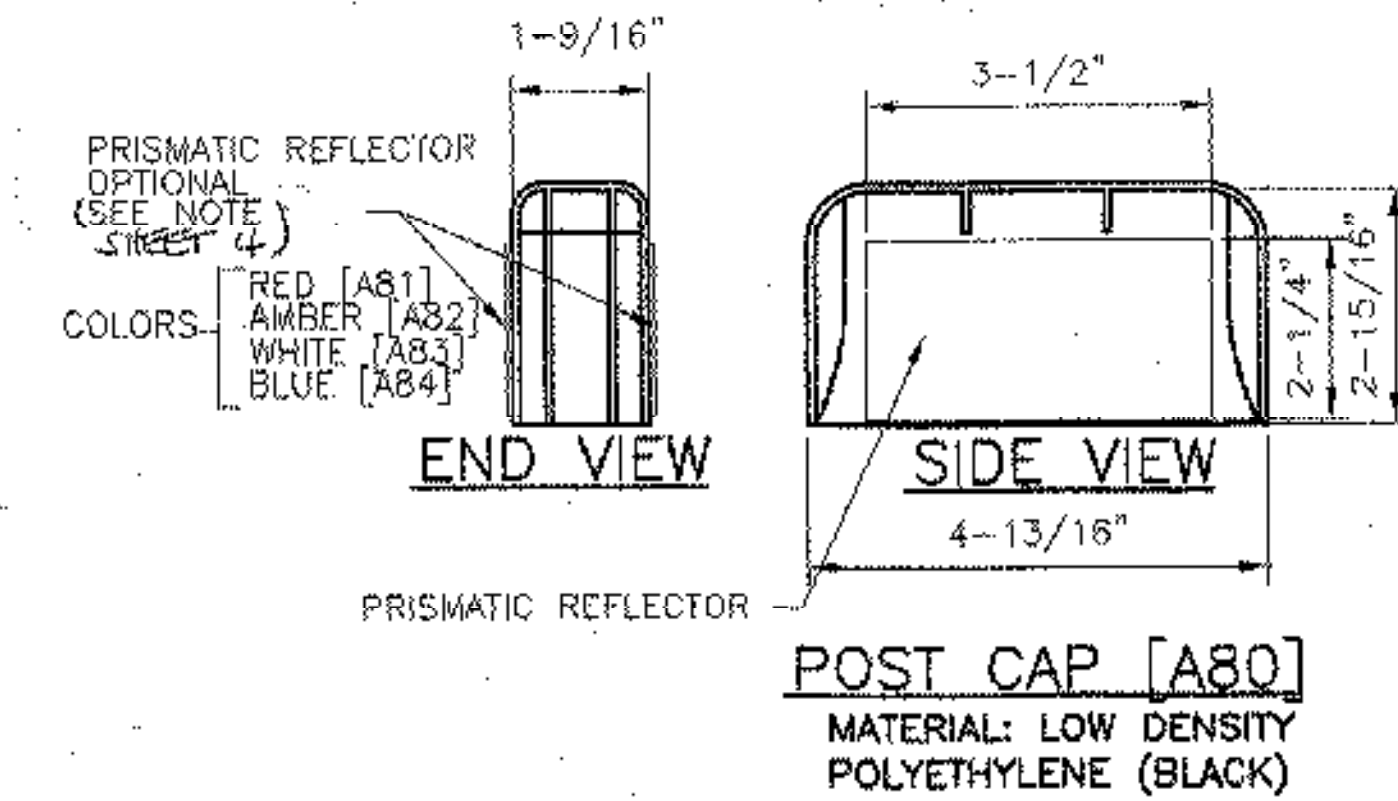


TAIL ROPE

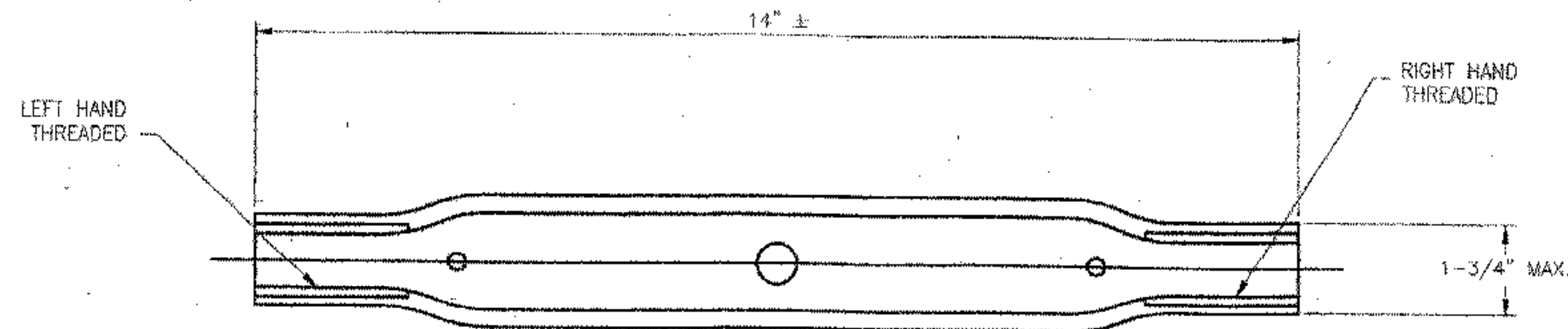


NOTES:

1. BRIFEN WIRE ROPE TO BE 3/4" (19mm) PRE-STRETCHED 3 X 7 CONSTRUCTION.
2. MINIMUM BREAKING LOAD OF FITTED ROPES SHALL BE 38,800 POUNDS (16.7 TONNE F METRIC).
3. COMBINATION MECHANICAL FITTING SHALL DEVELOP MINIMUM BREAKING LOAD AS STATED IN NOTE 2.
4. RIGGING SCREWS SHALL NOT BE LOCATED BETWEEN END ANCHORAGE AND TYPE POST 'A'.
5. WIRE ROPES ARE TO BE TENSIONED AFTER INSTALLATION AND RE-CHECKED AFTER 2-3 WEEKS.



RIGGING SCREW [A52] (TURNBUCKLE)

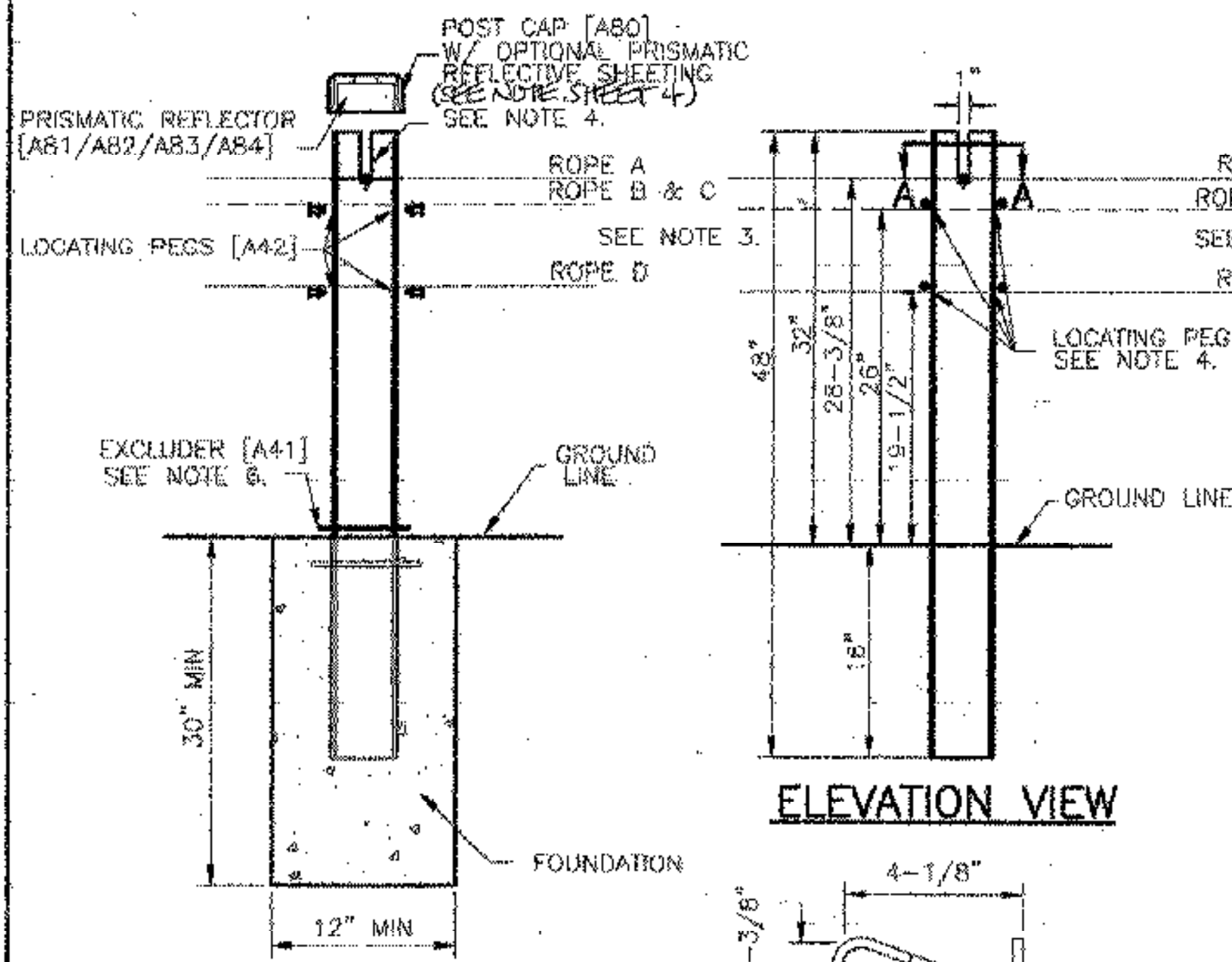


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BRIFEN★USA INC.

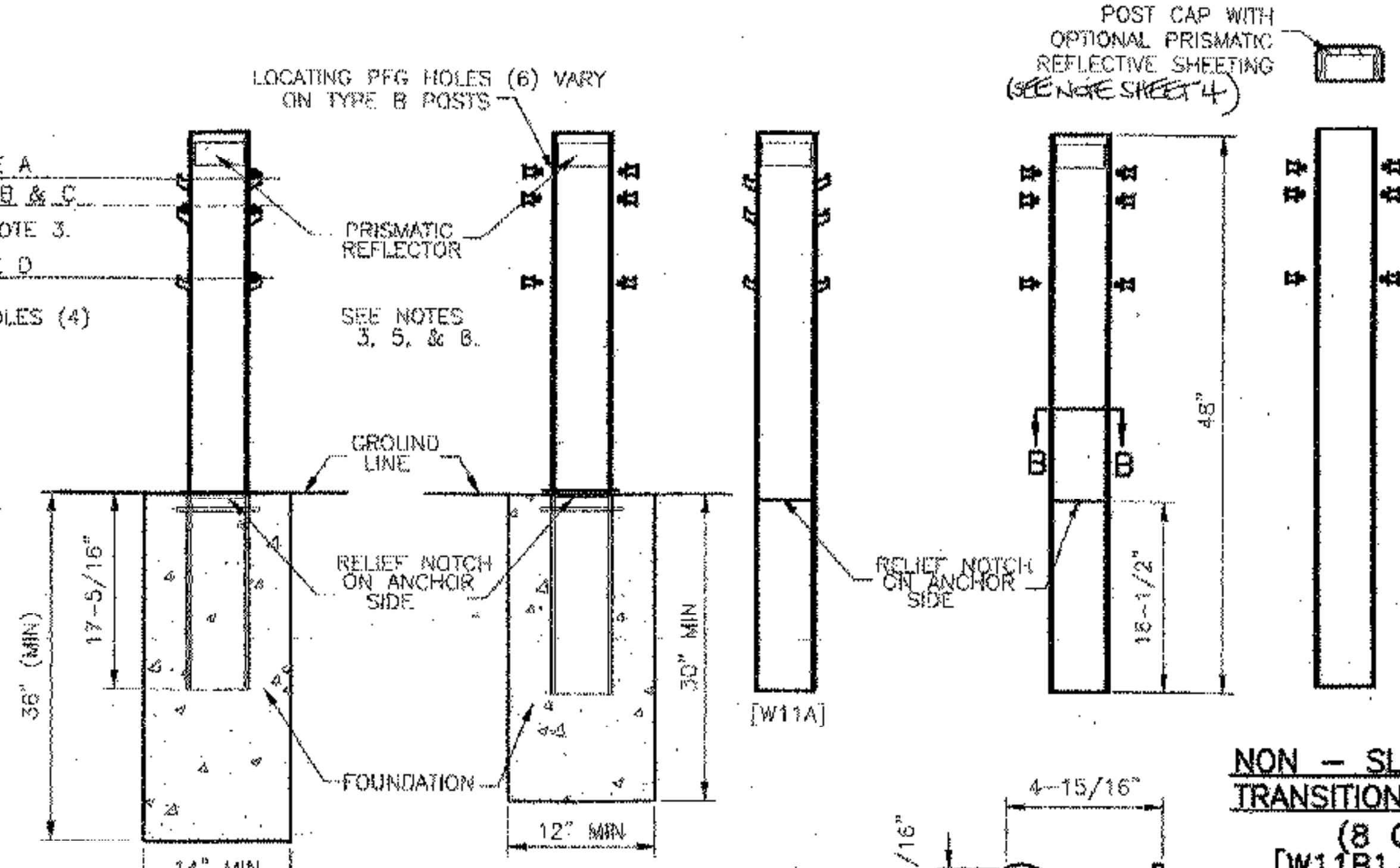
| Revisions | | | WIRE ROPE AND FITTINGS | | |
|-----------|----------|----|------------------------|--------------|------------------|
| No. | Date | By | Date | Drawn By | Scale |
| 1. | 7.21.05 | MW | 5.17.05 | Aaron Wells | None |
| 2. | 8.01.05 | MW | | | |
| 3. | 8.04.05 | MW | VERSION 8.8 | | |
| 4. | 10.10.05 | MW | | | |
| 5. | 12.07.05 | MW | Dwg. No. | WRSF-05-202a | Sheet No. 7 of 9 |

**SUPPLEMENTARY DETAIL SHEET
NOT TO SCALE**



SOCKETED LINE POST ASSEMBLY

LINE POST DETAIL [A11]



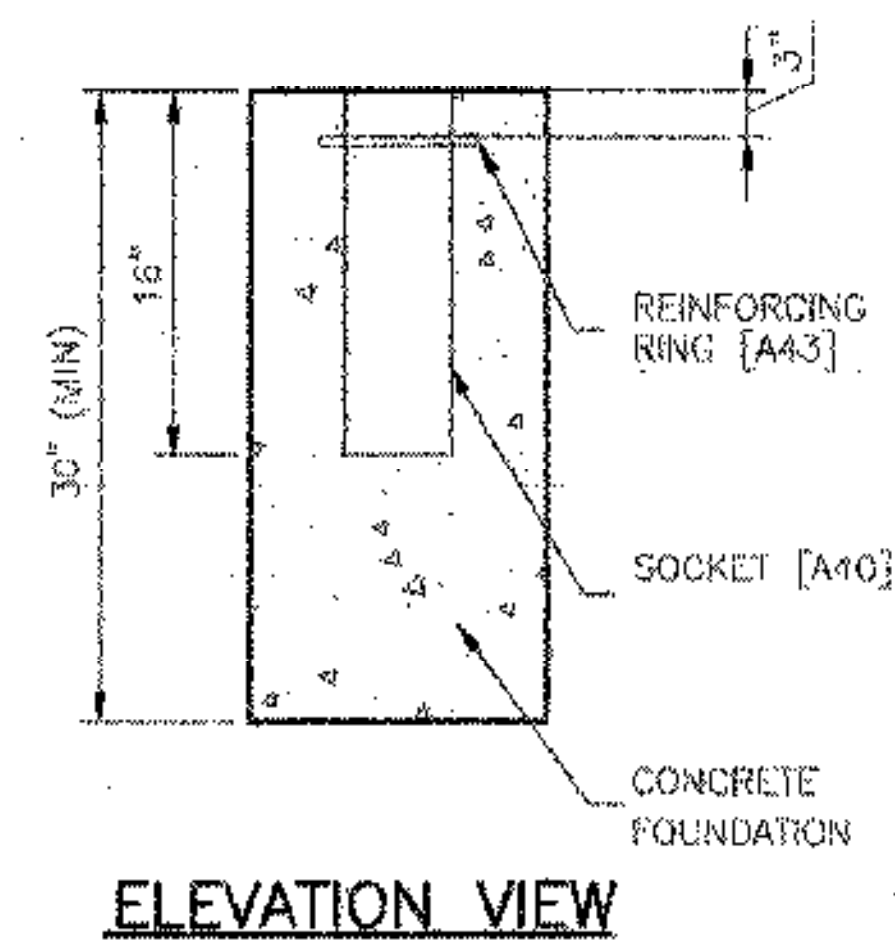
POST TYPE 'A' POST #1
POST TYPE 'B' POST #2 THRU 4

WRGT TERMINAL POSTS ASSEMBLY

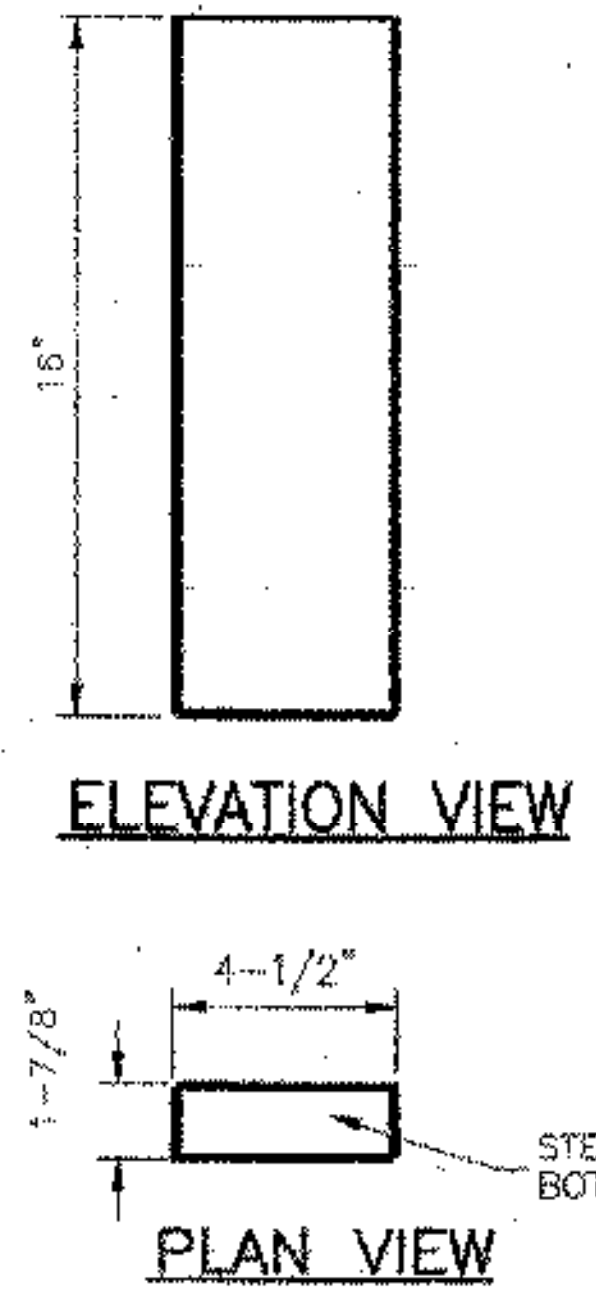
POSTS TYPE A & B DETAILS

NOTES:

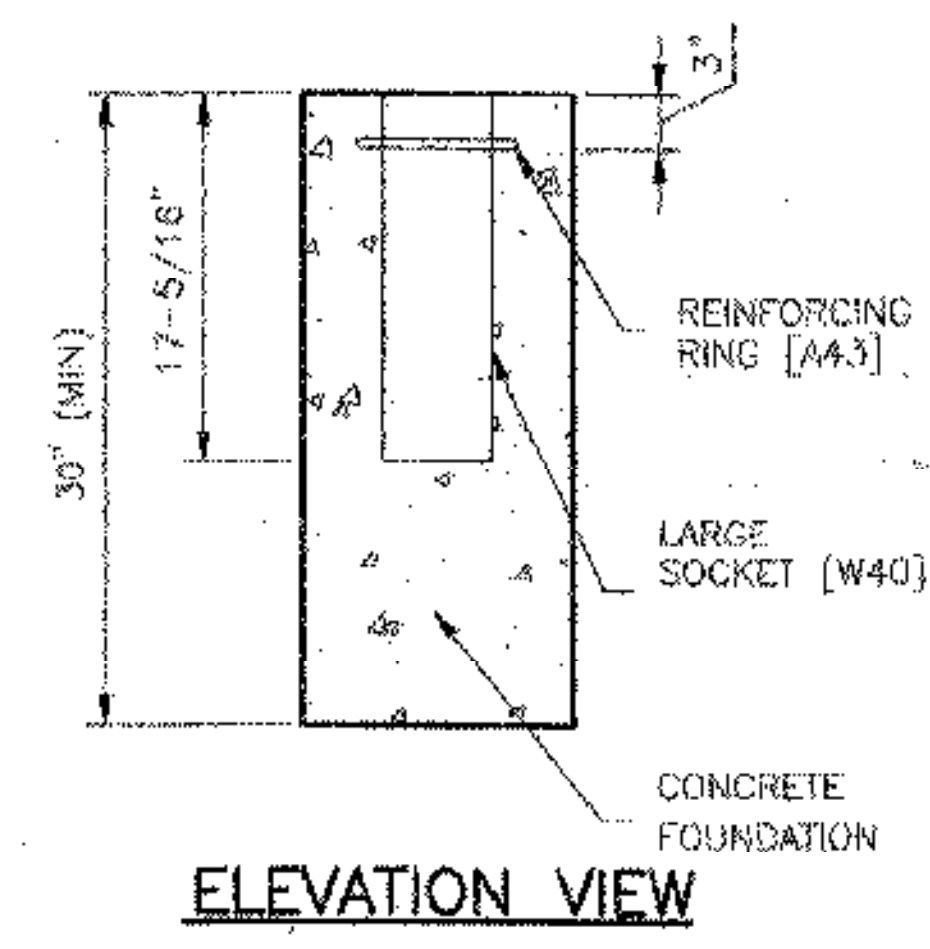
- RADIUS EDGE OF POSTS SHALL BE ON THE APPROACH SIDE OF TRAFFIC.
- ROPES B, C AND D INTERWEAVE BETWEEN ALL POSTS. SEE NOTE 3.
- THE 15 TRANSITION LINE POSTS ADJACENT TO WRGT END TERMINAL DO NOT HAVE TOP ROPE SLOTS. THE TOP ROPE WEAVES ON EITHER SIDE OF POSTS UNTIL THE FIRST LINE POST WITH A SLOT.
- POSTS PEG HOLES ARE PRE-DRILLED SO THAT ROPES MAY BE PLACED ON EITHER SIDE OF POST DEPENDING ON ROPE WEAVE PATTERN.
- PRISMATIC REFLECTIVE SHEETING (ADHESIVE-BACK) WHEN SPECIFIED SHALL BE FIELD APPLIED. SPECIFY COLOR, POST INTERVAL AND SINGLE OR DOUBLE SIDED. SEE SHEET 7 FOR CAP DETAILS. **YELLOW**
- EXCLUDER TO BE PUSHED DOWN TIGHT AGAINST TOP OF SOCKET. SOCKET SHOULD BE FLUSH WITH THE TOP OF THE FOUNDATION.
- CONCRETE (BY OTHERS) TO BE 3,500 PSI MINIMUM. EXPOSED SURFACES TO BE HAND TROWELED.
- WRGT END ANCHOR TERMINAL POSTS (TYPE A & B) TO BE PLACED WITH WEAKENING CUT (RELIEF NOTCH) TOWARD END ANCHOR.
- END ANCHORAGE AND POST FOUNDATION SIZES ARE DETERMINED BY SOIL CLASSIFICATION AND CONDITION AS WELL AS TEMPERATURE EXTREMES. REFER TO PRODUCT MANUAL OR CONTACT BRIFEN USA REPRESENTATIVE FOR TECHNICAL ASSISTANCE.



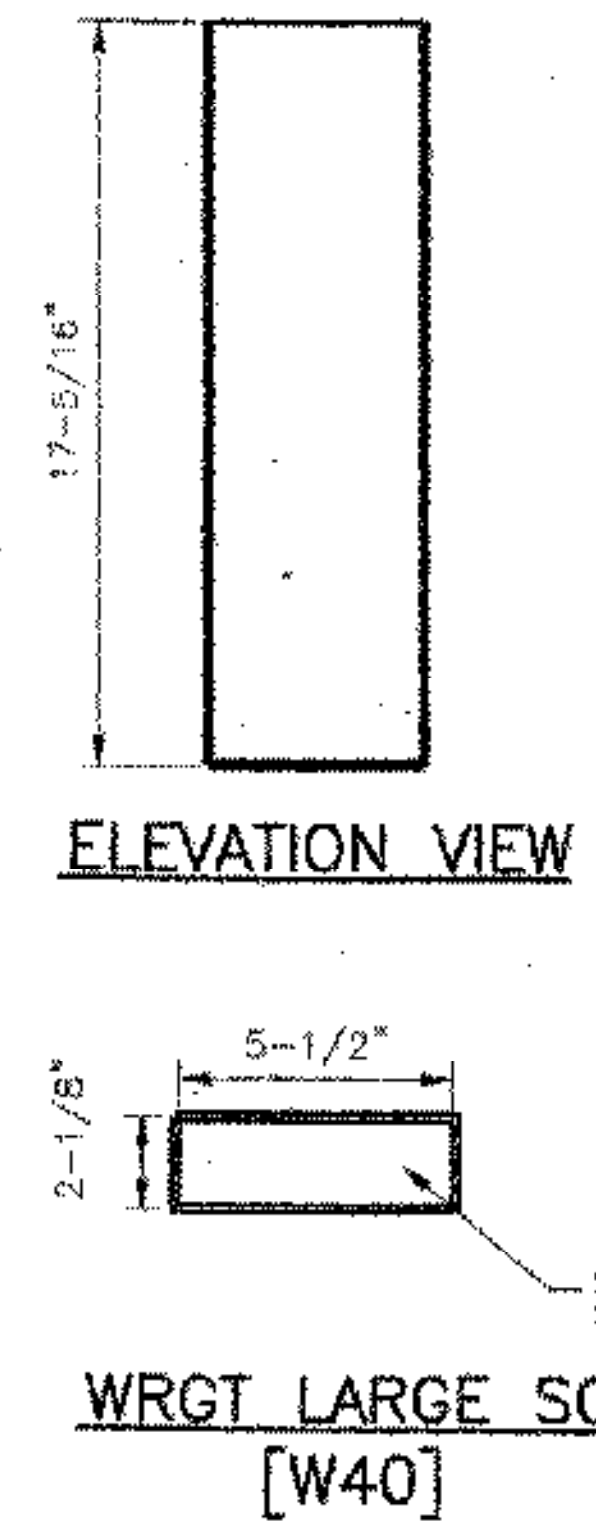
LINE POST FOUNDATION
PLAN VIEW



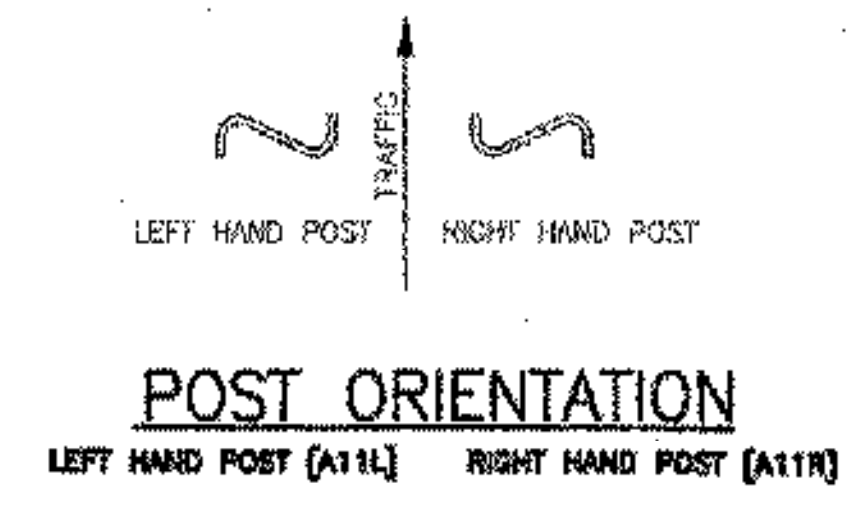
LINE POST SOCKET [A40]



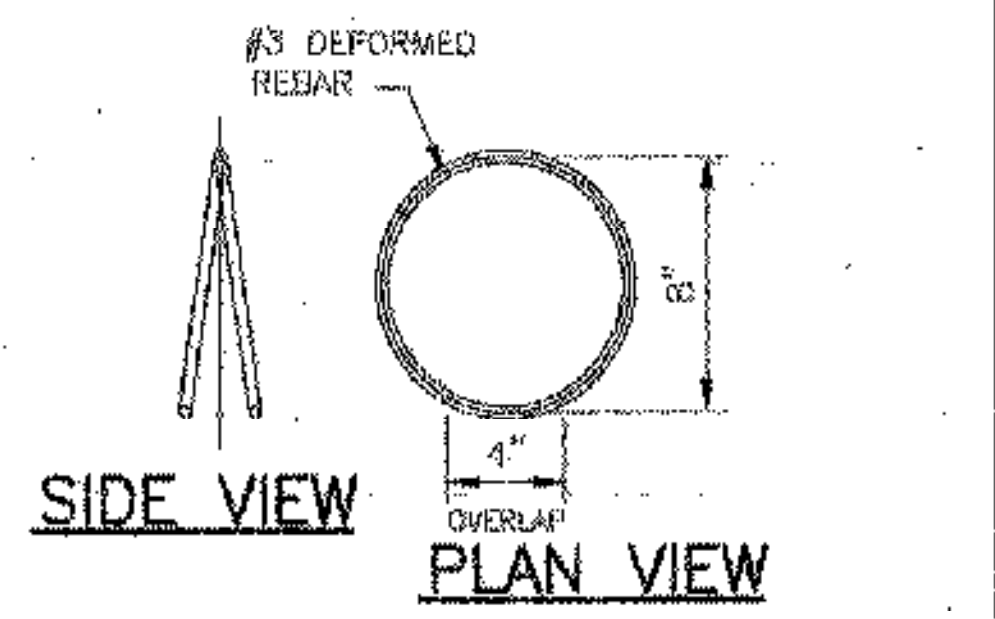
WRGT TERMINAL POST FOUNDATION
PLAN VIEW



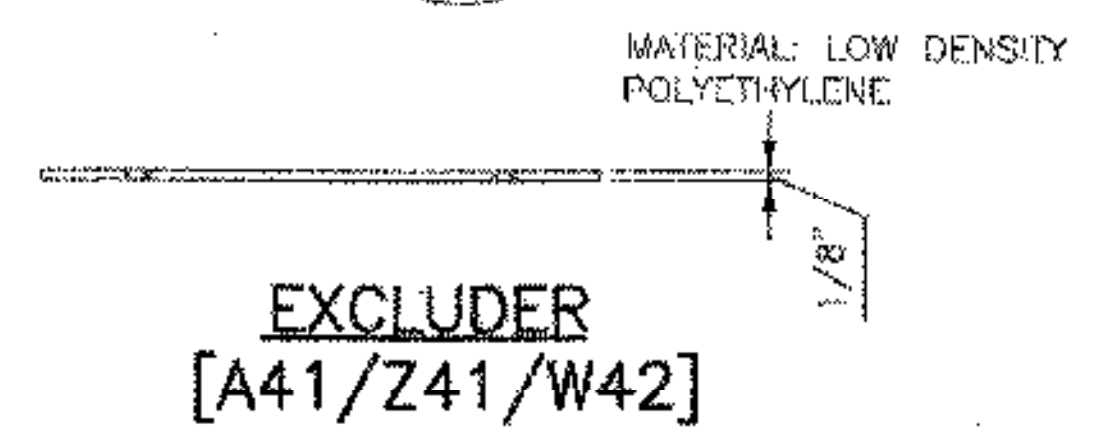
WRGT LARGE SOCKET [W40]



POST ORIENTATION
LEFT HAND POST [A11L] RIGHT HAND POST [A11R]



REINFORCING RING DETAIL [A43]



EXCLUDER [A41/Z41/W42]



LOCATING PEG [A42]

The information herein is proprietary to BRIFEN USA, and shall not be disclosed, duplicated or used otherwise without the express written consent of BRIFEN USA, Inc.

| Revisions | | | SOCKETED POST DETAILS (TL-3, 4 - ROPE SHOWN) | | |
|-----------|----------|----|--|----------------|--------|
| No. | Date | By | Date | Drawn By | Scale |
| 1. | 7.21.05 | MW | 5.17.05 | Manita Workman | None |
| 2. | 8.01.05 | MW | | | |
| 3. | 8.04.05 | MW | VERSION 8.8 | | |
| 4. | 10.10.05 | MW | | | |
| 5. | 12.16.05 | MW | Dwg. No. | WRSF-05-205a | 9 of 9 |

SUPPLEMENTARY DETAIL SHEET
NOT TO SCALE

* POST TYPE 'A' FOUNDATION 14" DIA.