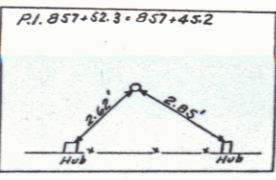
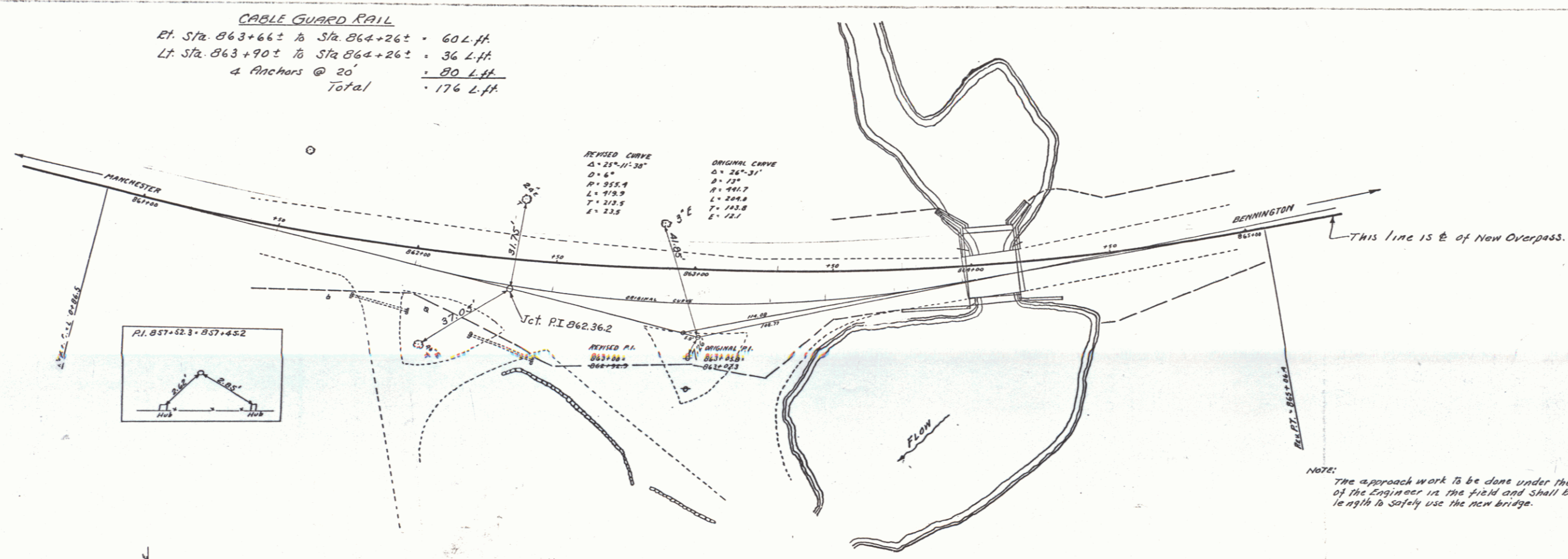


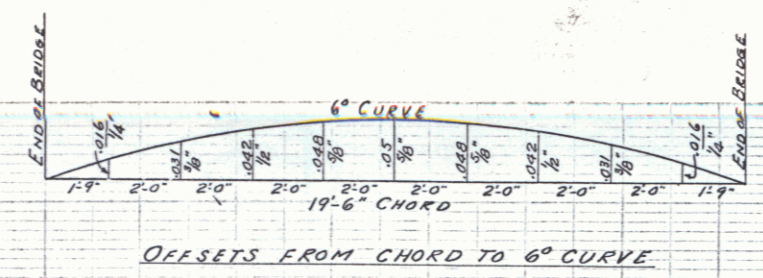
CABLE GUARD RAIL
 Rt. Sta. 863+66± to Sta. 864+26± = 60 L.F.
 Lt. Sta. 863+90± to Sta. 864+26± = 36 L.F.
 4 Anchors @ 20' = 80 L.F.
 Total = 176 L.F.



REVISED CURVE
 Δ = 25° 51' 30"
 D = 6"
 R = 355.9
 L = 95.9
 T = 112.5
 E = 23.5

ORIGINAL CURVE
 Δ = 26° 31'
 D = 12"
 R = 196.7
 L = 206.6
 T = 152.8
 E = 16.1

NOTE: The approach work to be done under the direction of the Engineer in the field and shall be of sufficient length to safely use the new bridge.



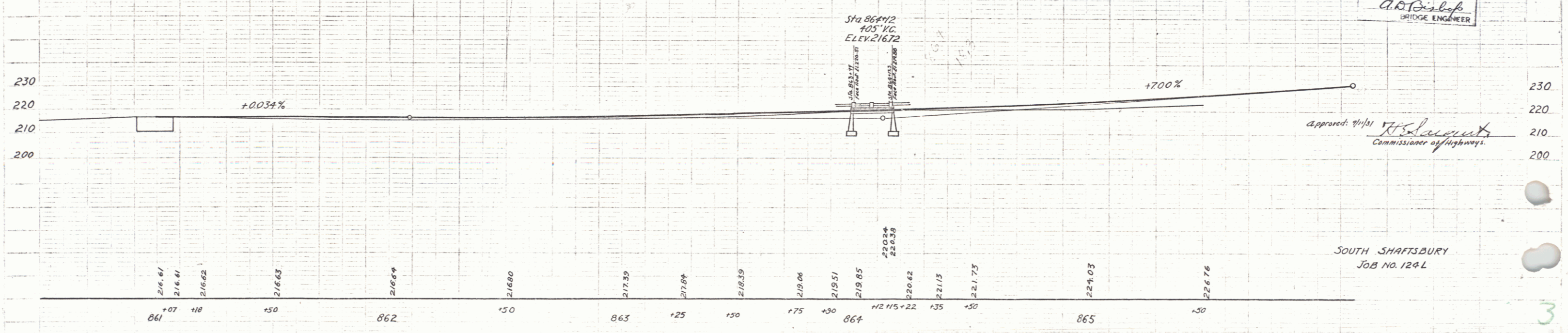
TOTAL ESTIMATED QUANTITIES

Item No. 10-11	Conc. Excav. Incl. Borrow	100	Cu Yds.
" 15	Structure Excav.	70	"
" 20	Gravel Surface Course	40	"
" 33-A	Conc. Class A	32	"
" 33-B	"	42	"
" 34	Reinforcing Steel	4.599	Lbs.
" 43	Convent Cobble Masonry	2.5	Cu Yds.
" 67	Cable Guard Rail	176	L.F.
"	Removal Present Superstructure	1-Lump Sum	
" 55	Maintaining Traffic (Temp Bldg)	1-Lump Sum	

INDEX OF SHEETS

Sheet No 1	Plan & Profile
" 2	S&B SECTION - Modified as per Note.
" 3	Details Abut. No 1
" 4	" " 2
" 5	S&B Typical Details: S220, S221
" 6	S&B " " - S222
" 7	S&B " " - S223
" 8	S&B Structures, Series S22
" 9	Typical Sections - Item 209

NOTE: USE S&B NO. 20-17 span modified for 6° Curve and 24' Roadway, widened 2'-0" each side at 4' no banking. Structural Steel in present superstructure to remain property of the State.



CORRECT
 A. D. Bishop
 BRIDGE ENGINEER

Approved: *[Signature]*
 Commissioner of Highways.

SOUTH SHAFTSBURY
 JOB NO. 124L