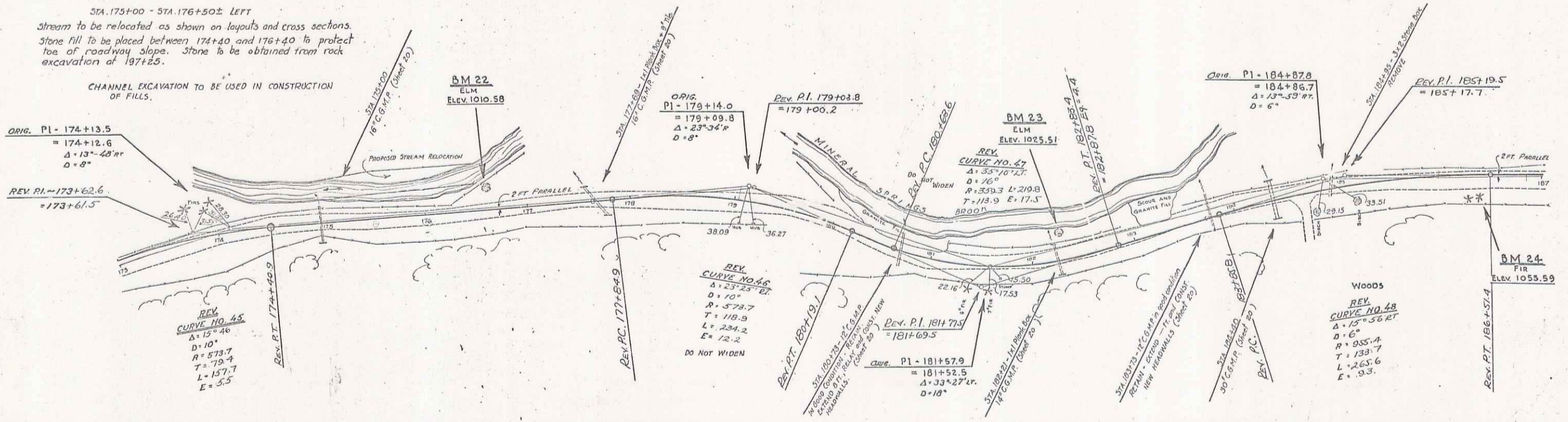


WOOD GUARD RAIL REQUIRED			CABLE GUARD RAIL REQUIRED			NEW CORR. GALV. METAL PIPE CULVERTS REQUIRED			
CULVERT STATION	LEFT	RIGHT	STA. TO STA.	LEFT	RIGHT	STATION	SIZE	LENGTH	CEMENT RUBBLE MASONRY
175+00	-	24				175+00	18"	36'	1.4 cu yds.
177+69	24	24	174+25-176+41	216	-	177+69	16"	36'	2.7
180+73	-	24	180+25-181+21	96	-	180+73	14"	0'	2.5 (Extension)
182+21	-	24	182+09-183+65	176	-	182+21	14"	32'	2.5
183+73	-	24				184+40	30"	36'	6.3
184+40	24	24				183+73	12"	36'	2.3 (Extension)

STA. 175+00 - STA. 176+50± LEFT
Stream to be relocated as shown on layouts and cross sections.
Stone fill to be placed between 174+40 and 176+40 to protect toe of roadway slope. Stone to be obtained from rock excavation at 187+25.

CHANNEL EXCAVATION TO BE USED IN CONSTRUCTION OF FILLS.



REVISION MADE JUNE 21, 1930 ACCORDING TO STAKING-OUT NOTES
CURVE 45
P.I. WAS 173+530 = 173+728
P.C. WAS 172+594.4
P.T. WAS 174+54.4
Δ WAS 16° 00' ET
T WAS 80.6
L WAS 160.0
E WAS 5.6

REVISION MADE JUNE 23, 1930 ACCORDING TO STAKING-OUT NOTES
CURVE 46 CURVE 47 CURVE 48
P.I. WAS 179+179 = 179+179
P.C. WAS 178+107.9
P.T. WAS 180+233
Δ WAS 28° 45' ET
T WAS 80.6
L WAS 160.0
E WAS 5.6
P.I. WAS 181+579
P.C. WAS 180+137.0
P.T. WAS 182+162
Δ WAS 40° 31' LT
T WAS 109.4
L WAS 218.8
E WAS 20.7
P.I. WAS 185+116 = 185+116
P.C. WAS 183+139.9
P.T. WAS 186+154.1
Δ WAS 16° 45' ET
T WAS 140.7
L WAS 281.4
E WAS 10.3

