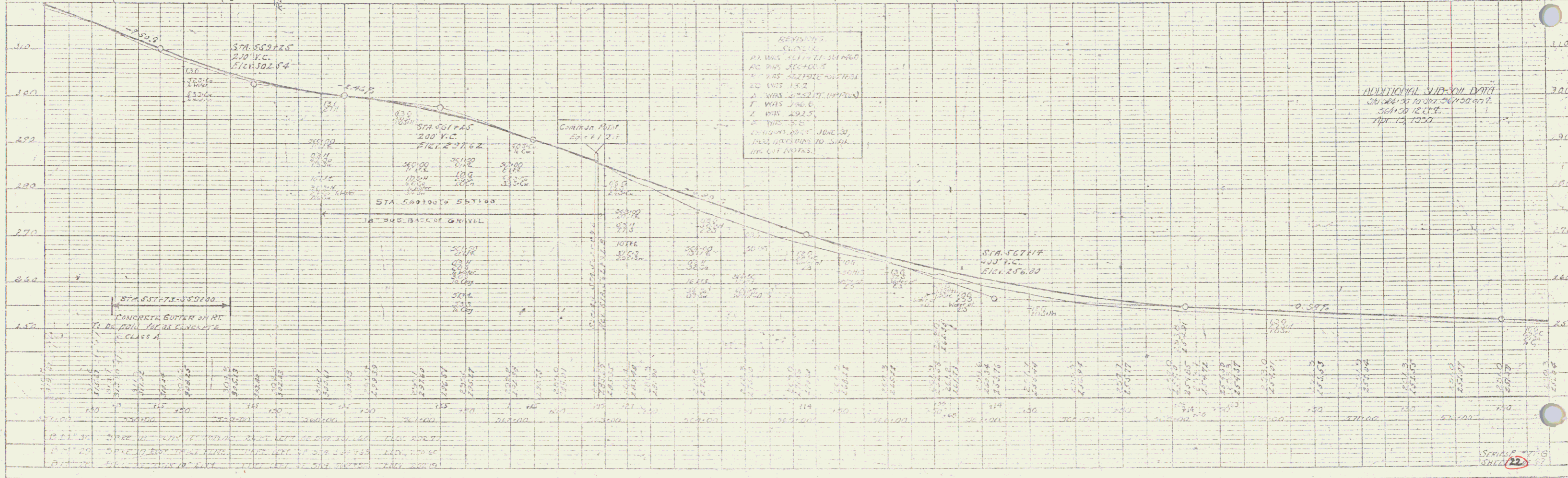
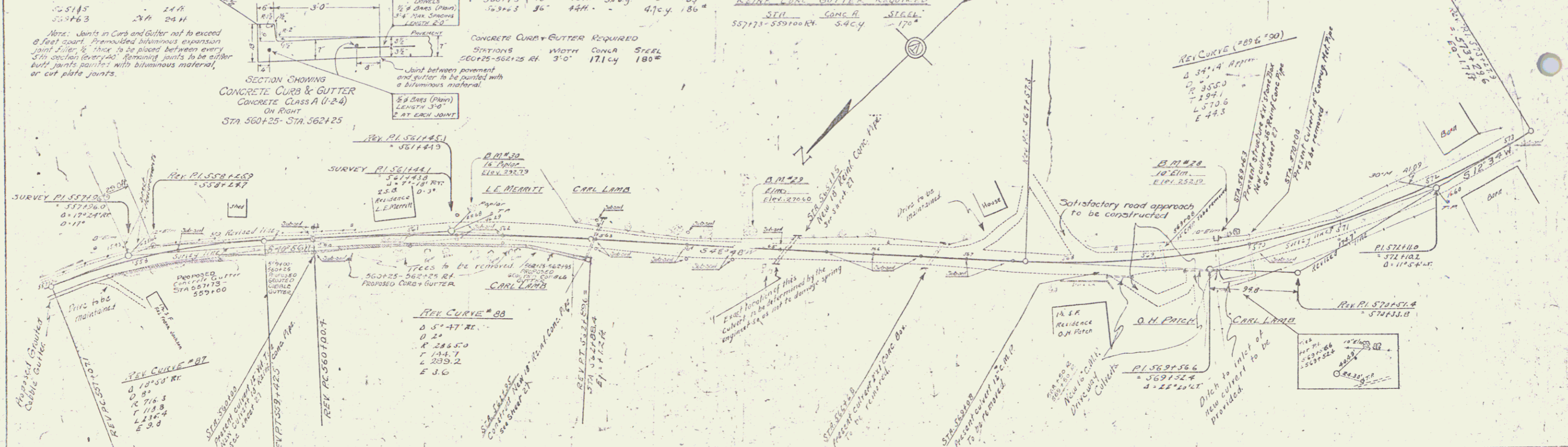


WOOD GUARD RAIL REQUIRED		SABLE GUARD RAIL REQUIRED		NEW REIN CONC. PIPE CURB REQUIRED		GRAVITY CURBUT GUTTERS REQUIRED		C.M.F. DRIVEWAY, CONCRETE REQUIRED	
STATION	WIDTH	STATION	WIDTH	STATION	WIDTH	STATION	WIDTH	STATION	WIDTH
560100	24 ft	557100-560116	24 ft	560100	18"	557100-557173	3'-0"	560150	16'
562195	24 ft	562176-566160	38 ft	560116	18"	557173-557185	3'-0"	560150	16'
565145	24 ft			560116	18"	557185-560115	3'-0"		
565163	24 ft			560115	18"	560115-562125	3'-0"		
				562125	36"				



TITLE: ROADWAY
 DATE: 11/22/57
 DRAWN BY: E. Thompson
 CHECKED BY: J. S. ...
 PROJECT NO.: 77 G 1930 22 67

REVISIONS:
 1. PA WAS 557100 TO 557110
 2. PA WAS 557110 TO 557120
 3. PA WAS 557120 TO 557130
 4. PA WAS 557130 TO 557140
 5. PA WAS 557140 TO 557150
 6. PA WAS 557150 TO 557160
 7. PA WAS 557160 TO 557170
 8. PA WAS 557170 TO 557180
 9. PA WAS 557180 TO 557190
 10. PA WAS 557190 TO 557200
 11. PA WAS 557200 TO 557210
 12. PA WAS 557210 TO 557220
 13. PA WAS 557220 TO 557230
 14. PA WAS 557230 TO 557240
 15. PA WAS 557240 TO 557250
 16. PA WAS 557250 TO 557260
 17. PA WAS 557260 TO 557270
 18. PA WAS 557270 TO 557280
 19. PA WAS 557280 TO 557290
 20. PA WAS 557290 TO 557300
 21. PA WAS 557300 TO 557310
 22. PA WAS 557310 TO 557320
 23. PA WAS 557320 TO 557330
 24. PA WAS 557330 TO 557340
 25. PA WAS 557340 TO 557350
 26. PA WAS 557350 TO 557360
 27. PA WAS 557360 TO 557370
 28. PA WAS 557370 TO 557380
 29. PA WAS 557380 TO 557390
 30. PA WAS 557390 TO 557400
 31. PA WAS 557400 TO 557410
 32. PA WAS 557410 TO 557420
 33. PA WAS 557420 TO 557430
 34. PA WAS 557430 TO 557440
 35. PA WAS 557440 TO 557450
 36. PA WAS 557450 TO 557460
 37. PA WAS 557460 TO 557470
 38. PA WAS 557470 TO 557480
 39. PA WAS 557480 TO 557490
 40. PA WAS 557490 TO 557500
 41. PA WAS 557500 TO 557510
 42. PA WAS 557510 TO 557520
 43. PA WAS 557520 TO 557530
 44. PA WAS 557530 TO 557540
 45. PA WAS 557540 TO 557550
 46. PA WAS 557550 TO 557560
 47. PA WAS 557560 TO 557570
 48. PA WAS 557570 TO 557580
 49. PA WAS 557580 TO 557590
 50. PA WAS 557590 TO 557600
 51. PA WAS 557600 TO 557610
 52. PA WAS 557610 TO 557620
 53. PA WAS 557620 TO 557630
 54. PA WAS 557630 TO 557640
 55. PA WAS 557640 TO 557650
 56. PA WAS 557650 TO 557660
 57. PA WAS 557660 TO 557670
 58. PA WAS 557670 TO 557680
 59. PA WAS 557680 TO 557690
 60. PA WAS 557690 TO 557700
 61. PA WAS 557700 TO 557710
 62. PA WAS 557710 TO 557720
 63. PA WAS 557720 TO 557730
 64. PA WAS 557730 TO 557740
 65. PA WAS 557740 TO 557750
 66. PA WAS 557750 TO 557760
 67. PA WAS 557760 TO 557770
 68. PA WAS 557770 TO 557780
 69. PA WAS 557780 TO 557790
 70. PA WAS 557790 TO 557800
 71. PA WAS 557800 TO 557810
 72. PA WAS 557810 TO 557820
 73. PA WAS 557820 TO 557830
 74. PA WAS 557830 TO 557840
 75. PA WAS 557840 TO 557850
 76. PA WAS 557850 TO 557860
 77. PA WAS 557860 TO 557870
 78. PA WAS 557870 TO 557880
 79. PA WAS 557880 TO 557890
 80. PA WAS 557890 TO 557900
 81. PA WAS 557900 TO 557910
 82. PA WAS 557910 TO 557920
 83. PA WAS 557920 TO 557930
 84. PA WAS 557930 TO 557940
 85. PA WAS 557940 TO 557950
 86. PA WAS 557950 TO 557960
 87. PA WAS 557960 TO 557970
 88. PA WAS 557970 TO 557980
 89. PA WAS 557980 TO 557990
 90. PA WAS 557990 TO 558000