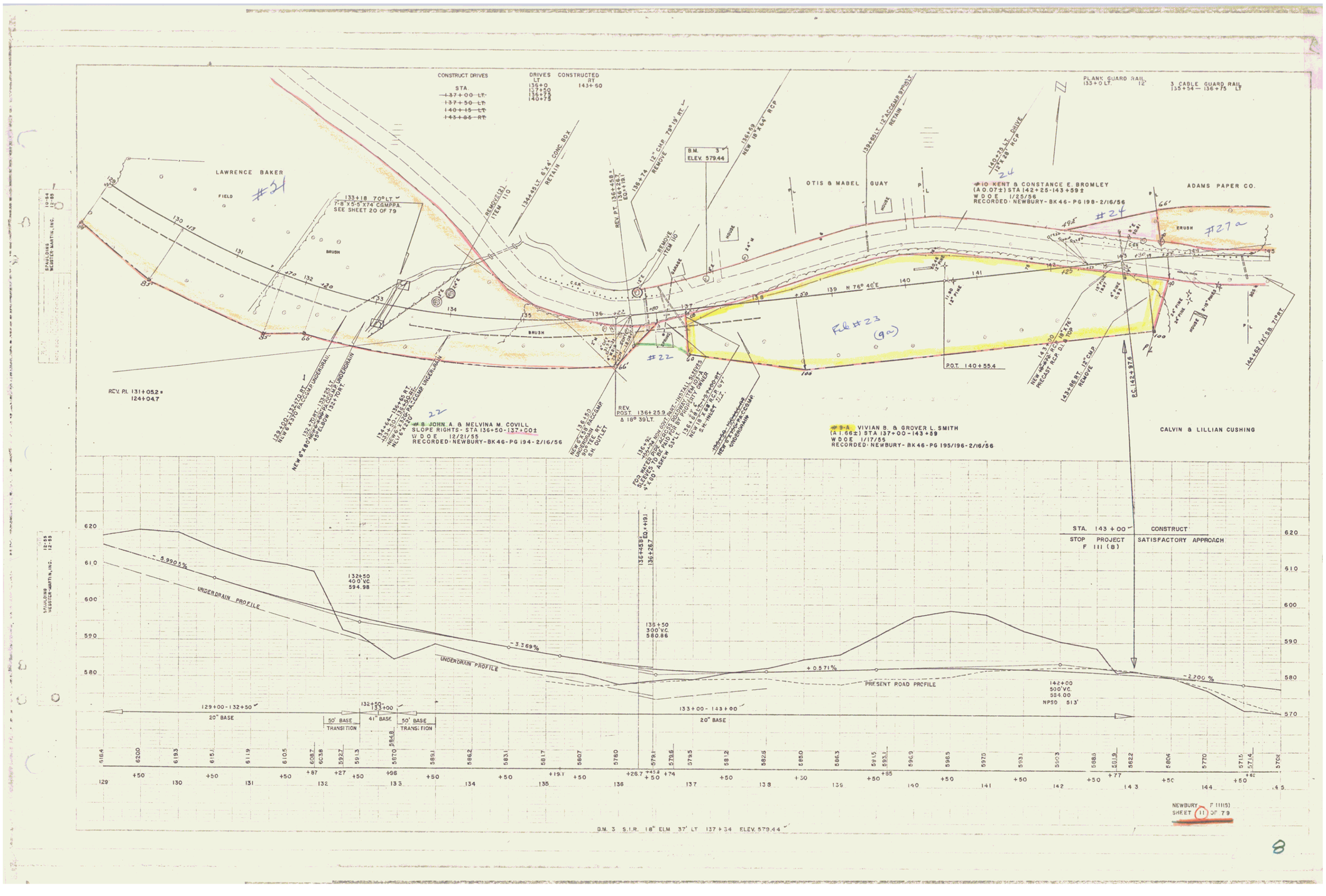
CONSTRUCT DRIVES
STA.
~~137+00 LT.~~
~~137+50 LT.~~
~~140+15 LT.~~
~~143+85 RT.~~
DRIVES CONSTRUCTED
LT. 136+0, 137+50, 136+75, 140+75
RT. 143+50
PLANK GUARD RAIL 133+0 LT. 12'
3 CABLE GUARD RAIL 135+54 – 136+75 LT
LAWRENCE BAKER
FIELD
#21
133+18 70° LT
7'-8"X5'-5"X74' CGMPPA
SEE SHEET 20 OF 79
REMOVE (12) ITEM 110
134+85 LT. 6'X4' CONC. BOX RETAIN
REV. P.T. 136+48.8 ELEV. 580.19
136+74 12" CMP 79° 19' RT. REMOVE
B.M. 3 ELEV. 579.44
136+59 NEW 18"X64' RCP
139+85 LT. 12" ACCGMP 90° SKEW RETAIN
140+23 LT. DRIVE 12"X28' RCP
OTIS & MABEL GUAY
#10 KENT & CONSTANCE E. BROMLEY
(A 0.07±) STA 142+25-143+59±
W D O E 1/25/56
RECORDED NEWBURY-BK 46-PG 198-2/16/56
ADAMS PAPER CO.
#24
#27a
Fill #23 (9a)
#22
N 76° 46' E
P.O.T. 140+55.4
REV. PI. 131+05.2 = 124+04.7
#8 JOHN A. & MELVINA M. COVILL
SLOPE RIGHTS - STA 136+50-137+00±
W D O E 12/21/55
RECORDED NEWBURY-BK 46-PG 194-2/16/56
REV. POST 136+25.3 Δ 18° 39' LT.
#9-A VIVIAN B. & GROVER L. SMITH
(A 1.68±) STA 137+00-143+59
W D O E 1/17/55
RECORDED NEWBURY-BK 46-PG 195/196-2/16/56
CALVIN & LILLIAN CUSHING
STA. 143+00 STOP PROJECT F 111 (8)
CONSTRUCT SATISFACTORY APPROACH
-5.990±%
UNDERDRAIN PROFILE
132+50 400' V.C. 594.98
-3.369%
135+50 300' V.C. 580.86
+0.571%
PRESENT ROAD PROFILE
142+00 500' V.C. 584.00 NPSD 513'
-2.200%
129+00 - 132+50
20" BASE
132+50 - 133+00
50' BASE TRANSITION
41" BASE
50' BASE TRANSITION
133+00 - 143+00
20" BASE
B.M. 3 S.I.R. 18" ELM 37' LT 137+34 ELEV. 579.44
NEWBURY F 111(8)
SHEET 11 OF 79

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