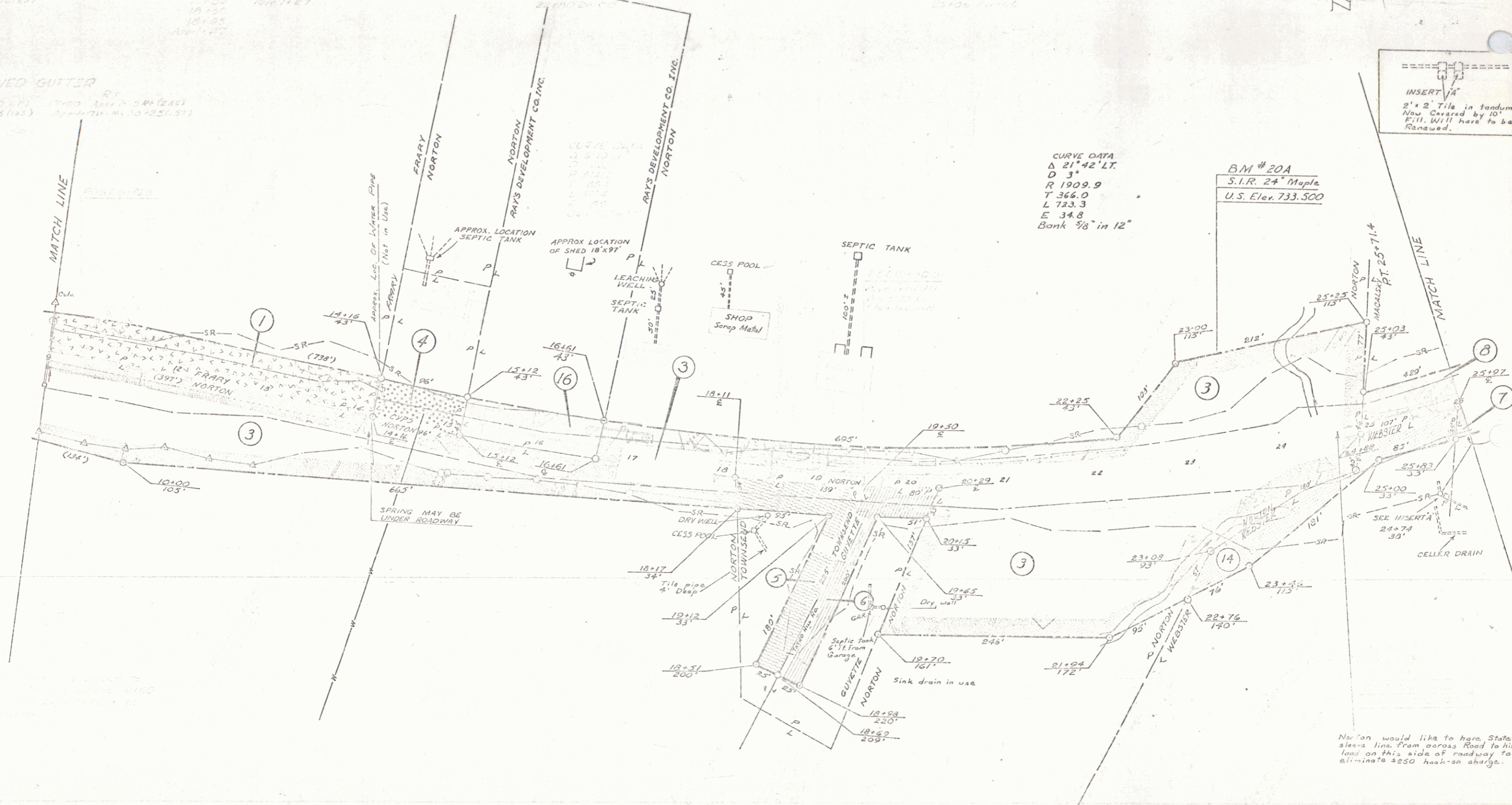


CRANK CURS RT 17+00 (25+77) 17+42 (25+77.60) 17+80 (25+78)	CONSTRUCT DRIVE RT 18+00 18+05 18+10 18+15 18+20 18+25 18+30	CONSTRUCT APPROACH LT 19+00 19+05 19+10 19+15 19+20 19+25 19+30	THREE CABLE GUARD RAIL WITH STEEL POSTS 20+00 20+05 20+10 20+15 20+20 20+25 20+30	FLANK GUARD RAIL LT 21+00 21+05 21+10 21+15 21+20 21+25 21+30	REMOVAL AND DISPOSAL OF PRESENT GUARD RAIL 22+00 22+05 22+10 22+15 22+20 22+25 22+30	DEMOLITION AND DISPOSAL OF BUILDING 23+00 23+05 23+10 23+15 23+20 23+25 23+30
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PAVED GUTTER
LT
17+00 (25+77)
17+42 (25+77.60)
17+80 (25+78)



CURVE DATA
 Δ 21°42' LT.
 D 3°
 R 1909.9
 T 366.0
 L 783.3
 E 34.8
 Bank $\frac{3}{8}$ " in 12"

BM # 20A
 S.I.R. 24' Maple
 U.S. Elev. 733.300

INSERT A
 2' x 2' Tile in tandem
 New Cured by 10'
 E.H. Will have to be
 Renewed.

SPRING MAY BE
 UNDER ROADWAY

Norton would like to have State
 sleep line from across Road to his
 land on this side of roadway to
 eliminate 4500 hook-on abridge.