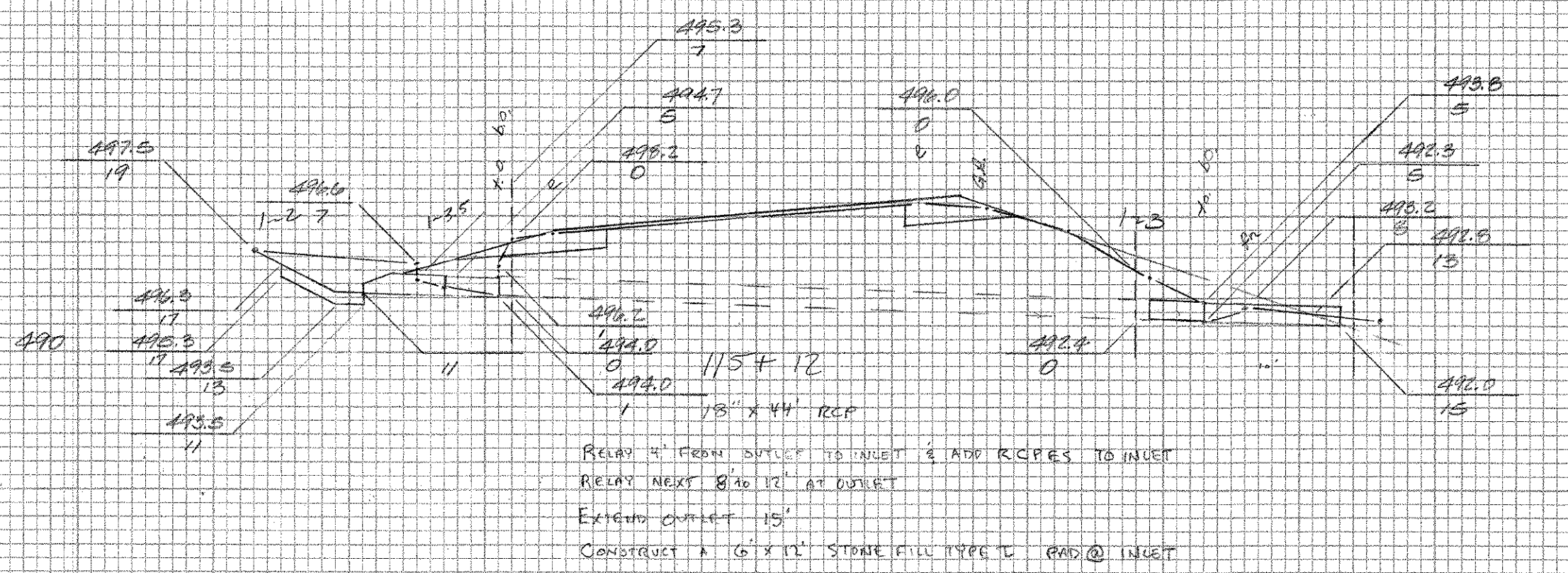
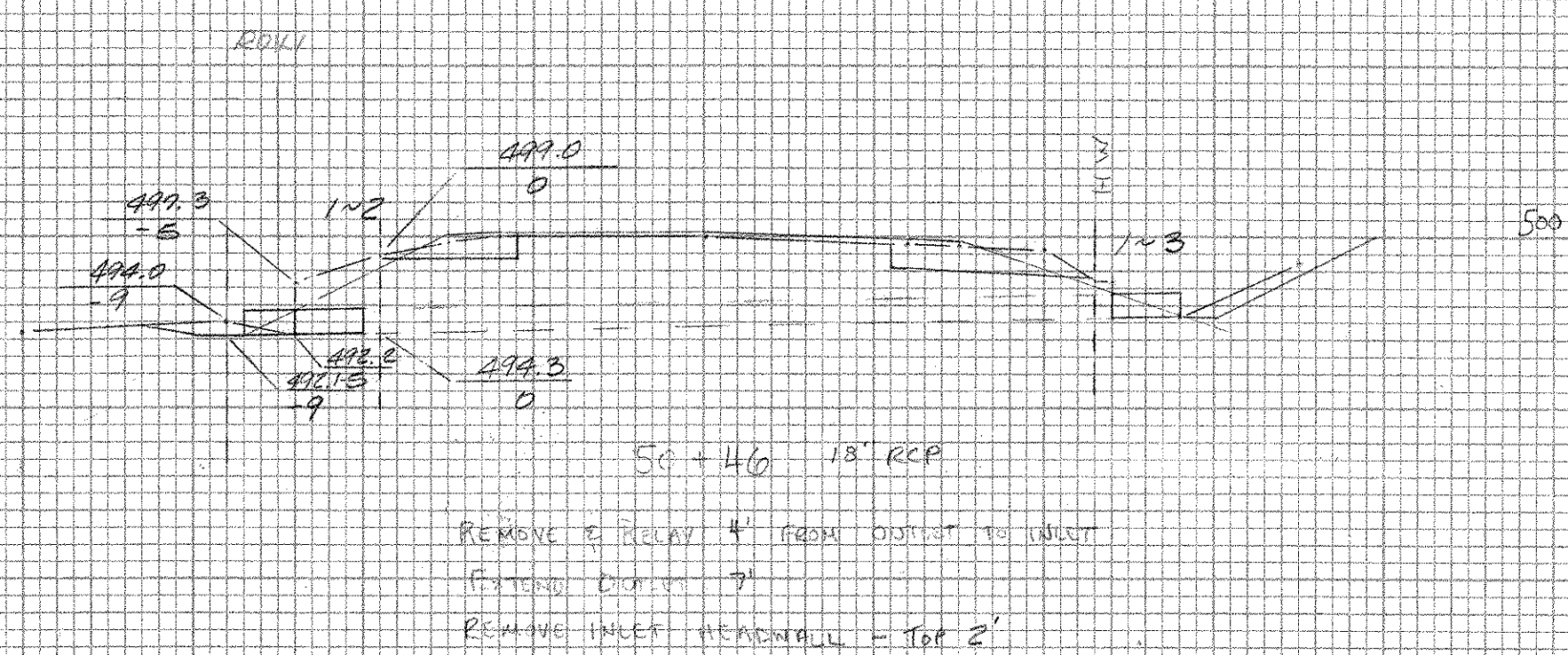


BK 2 Pg 127 DD130

204.21 T.R. (FIELD MEASURED) $(6 \times 2.4 \times 1.5) \div 27 = 0.80 \text{ C.Y.}$
 204.90 GR. BEFILL $(16 \times 4.1 \times 5) \div 27 = 1.21 \text{ C.Y.}$
 204.20 T.E. (INLET) $(17.6 \times 6) \div 27 = 3.85 \text{ C.Y.}$
 204.20 T.E. (OUTLET) $(16.65 \times 4.1) \div 27 = 2.53$
 $\quad \quad \quad 9.11$
 $\quad \quad \quad - 6.58$
 $\quad \quad \quad 2.53$

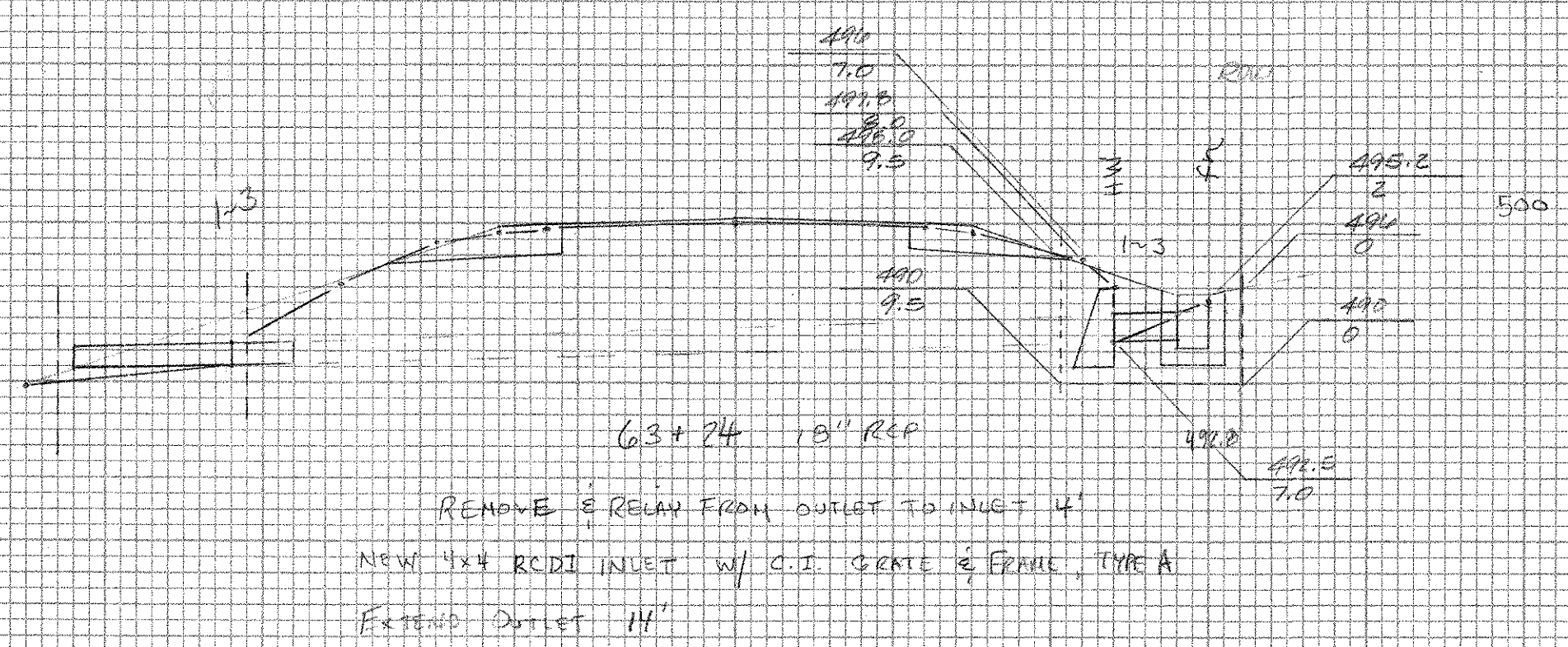


BK 2A Pg 101 DD235



BK 2 Pg 121 DD125 6\"/>

T.E. (UNDERCUT) $11 \times 4.1 \times 3 = 22.55$
 P.R.E. (L) $24.35 \times 4.1 = 99.84$
 P.R.E. (R) P.R.E. IN FILL 0
 $122.39 \div 27 = 4.53 \text{ C.Y.}$
 T.R. (FIELD MEASURED) $1 \times 2 \times 8 = 16 \div 27 = 0.6 \text{ C.Y.}$
 204.80 GR. BEFILL $22.55 \div 27 = 0.84 \text{ C.Y.}$



BK 2 Pg 123 DD145

204.21 T.R. (FIELD MEASURED) $(6 \times 1.6 \times 2.4) \div 27 = 0.8 \text{ C.Y.}$
 204.20 T.E. $(17.6 \times 6) \div 27 = 3.85$
 $\quad \quad \quad 10.90$
 $\quad \quad \quad - 6.50$
 $\quad \quad \quad 4.40$
 NOTE: GR. BEFILL 6\"/>

SHOREHALL - BRIDGE - APPROX. 500
 F 017 - (C)
 DRAWING SHEET No. 2 OF 11