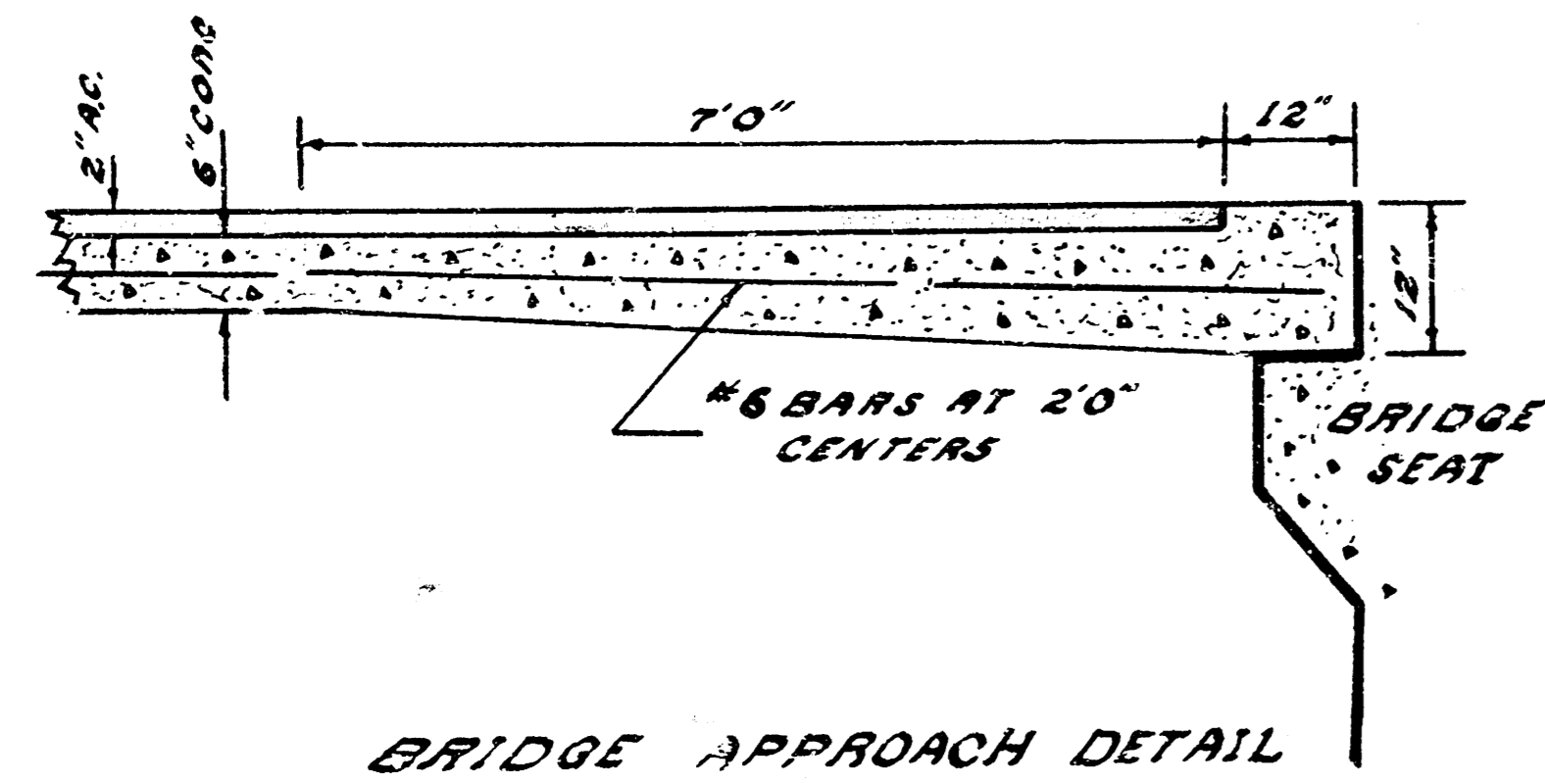
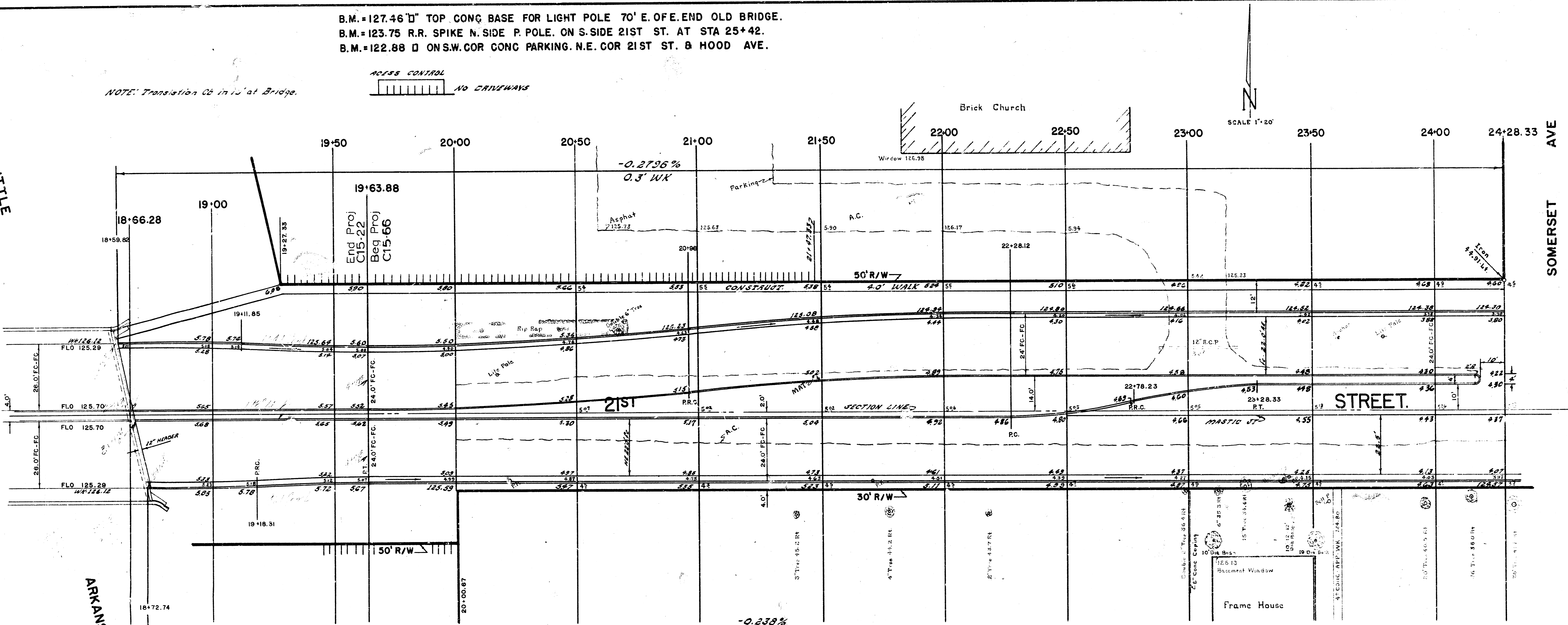


B.M. = 127.46 "D" TOP CONC BASE FOR LIGHT POLE 70' E. OF E. END OLD BRIDGE.
 B.M. = 123.75 R.R. SPIKE N. SIDE P. POLE. ON S. SIDE 21ST ST. AT STA 25+42.
 B.M. = 122.88 "D" ON S.W. COR CONC PARKING. N.E. COR 21ST ST. & HOOD AVE.

NOTE: Transition Cb in 15' at Bridge.



NOTE: FIELD ENGINEER TO CROSS-SECTION FOR EARTH QUANTITIES PRIOR TO CONSTRUCTION BETWEEN EXISTING BRIDGE TO AND INCLUDING STATION 20+50.

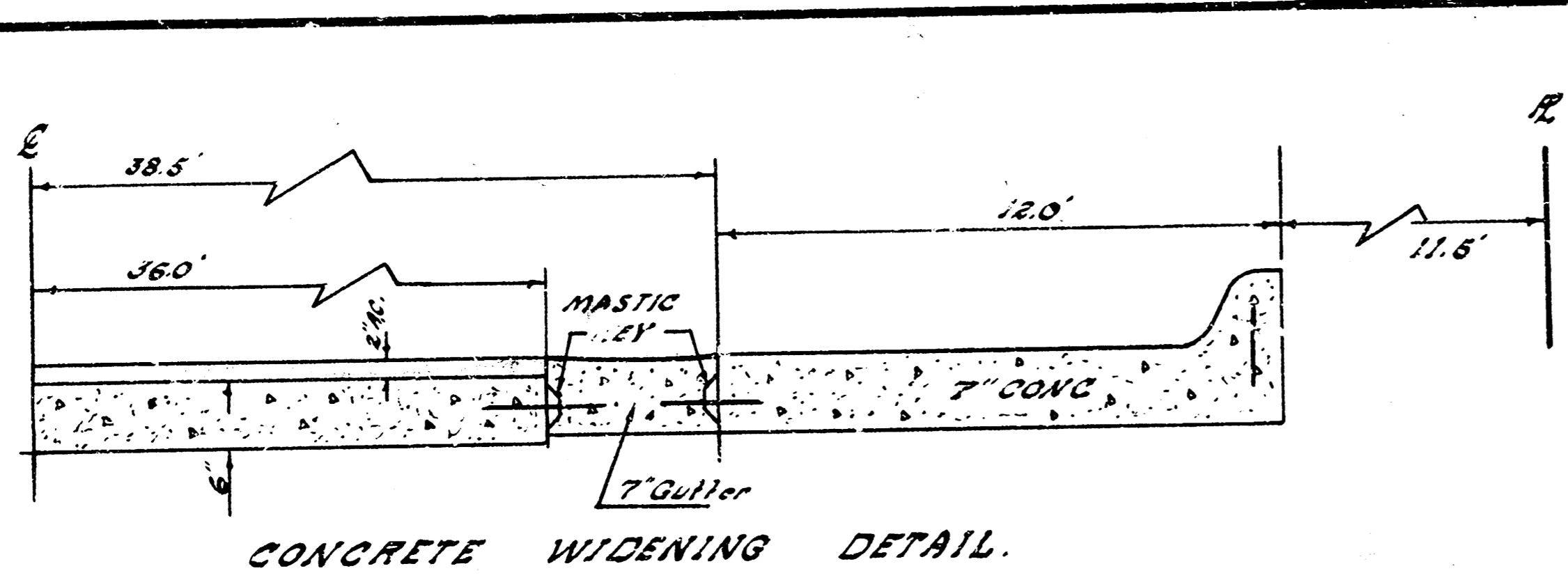
PROJ C15-22		PROJ C15-66	
COMP FILL	EXCAVATION	COMP FILL	EXCAVATION
585.0 Cu Yds	124.0 Cu Yds	203.1 Cu Yds	2,539.6 Cu Yds
+10% = 58.5	+10% = 12.4	+10% = 20.3	+10% = 260.0
TOTAL 643.5 Cu Yds	136.4 Cu Yds	TOTAL 223.4 Cu Yds	2,859.6 Cu Yds

VOLUME OF ASPH MAT IS INCLUDED IN CUBIC YARDS OF EXCAVATION

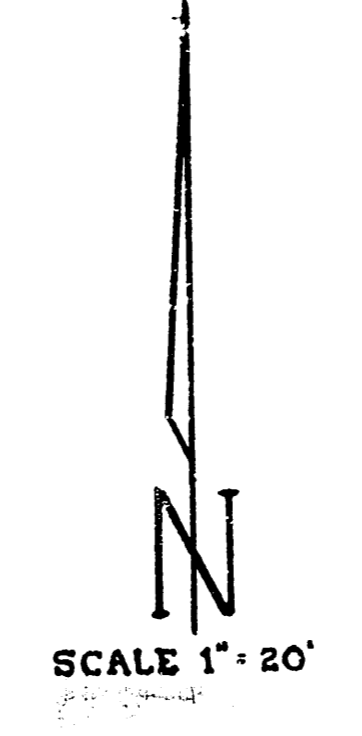
Removal of Rip Rap from ditch section incidental to bid item Cu Yds Excavation.

21st STREET. From a point 200 E. of E.L. Woodrow to a point 480 E. of E.L. Woodrow. BRIDGE APPROACH & ASPH PAVEMENT. B.E. SMITH City of Project No. C15-22 Date April 1966	21st STREET. 480' E. of E.L. Woodrow to E.L. Hood Ave. ASPHALTIC- CONC- PAVEMENT & MEDIAL. B.E. SMITH City Engineer City of Project No. C15-66 Date April 1966
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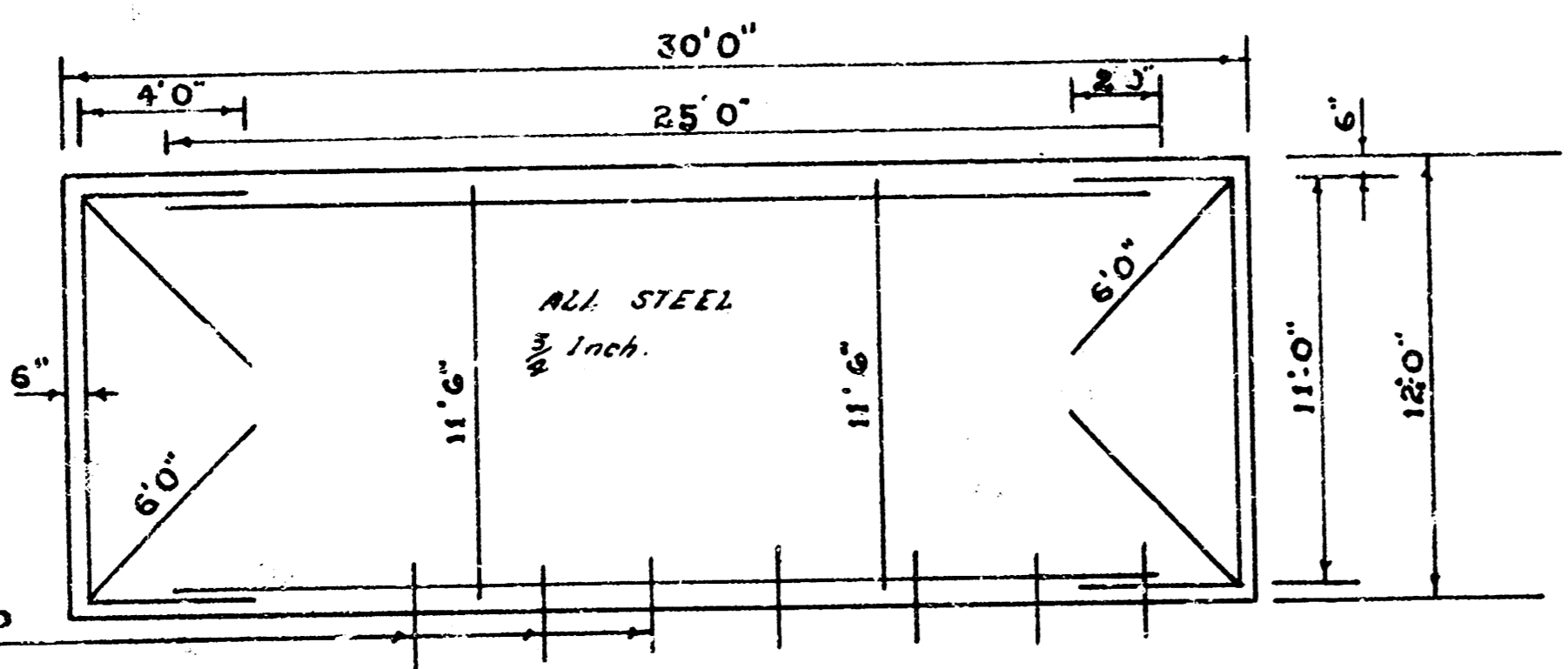
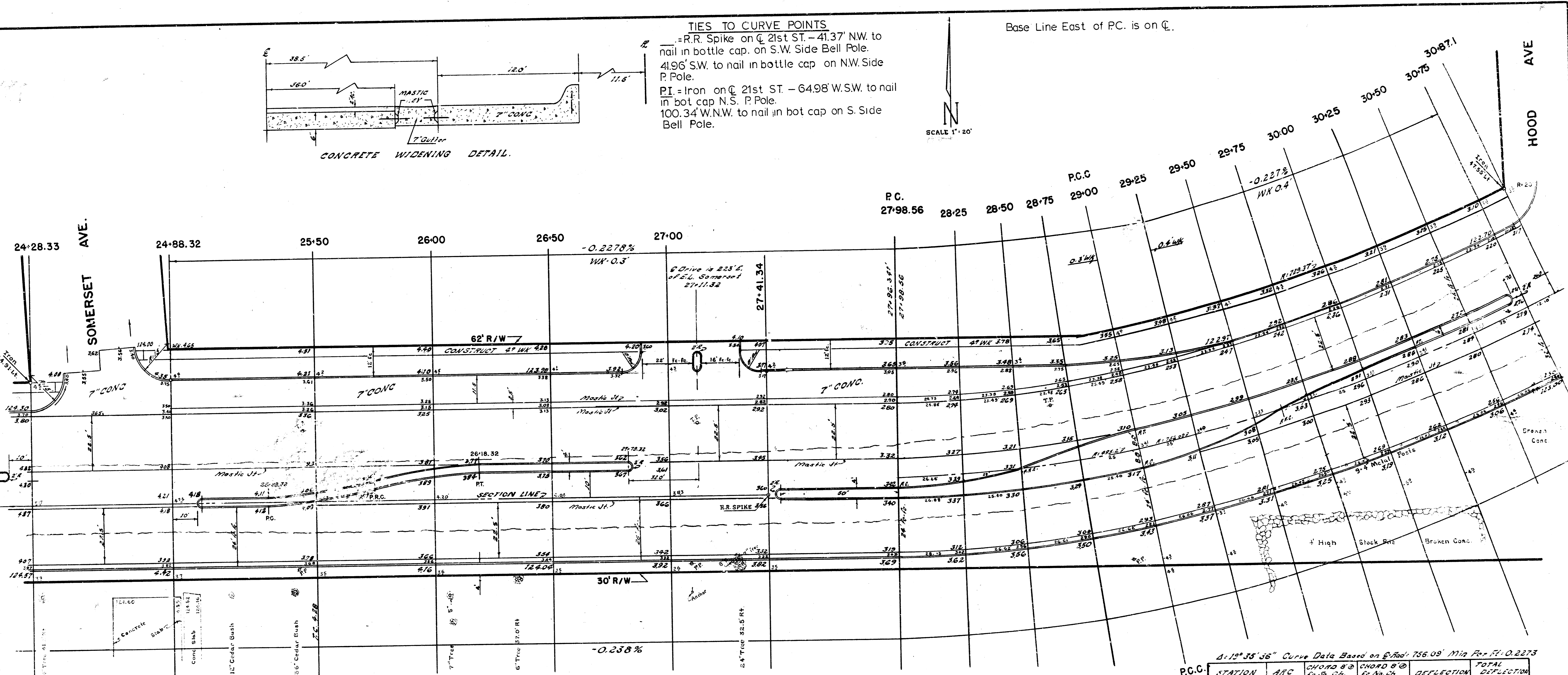




TIES TO CURVE POINTS
 = R.R. Spike on \bar{C} 21st ST. - 41.37' NW to nail in bottle cap. on S.W. Side Bell Pole.
 41.96' S.W. to nail in bottle cap on N.W. Side P. Pole.
 PI = Iron on \bar{C} 21st ST. - 64.98' W.S.W. to nail in bot cap N.S. P. Pole.
 100.34' W.N.W. to nail in bot cap on S. Side Bell Pole.



Base Line East of P.C. is on \bar{C} .

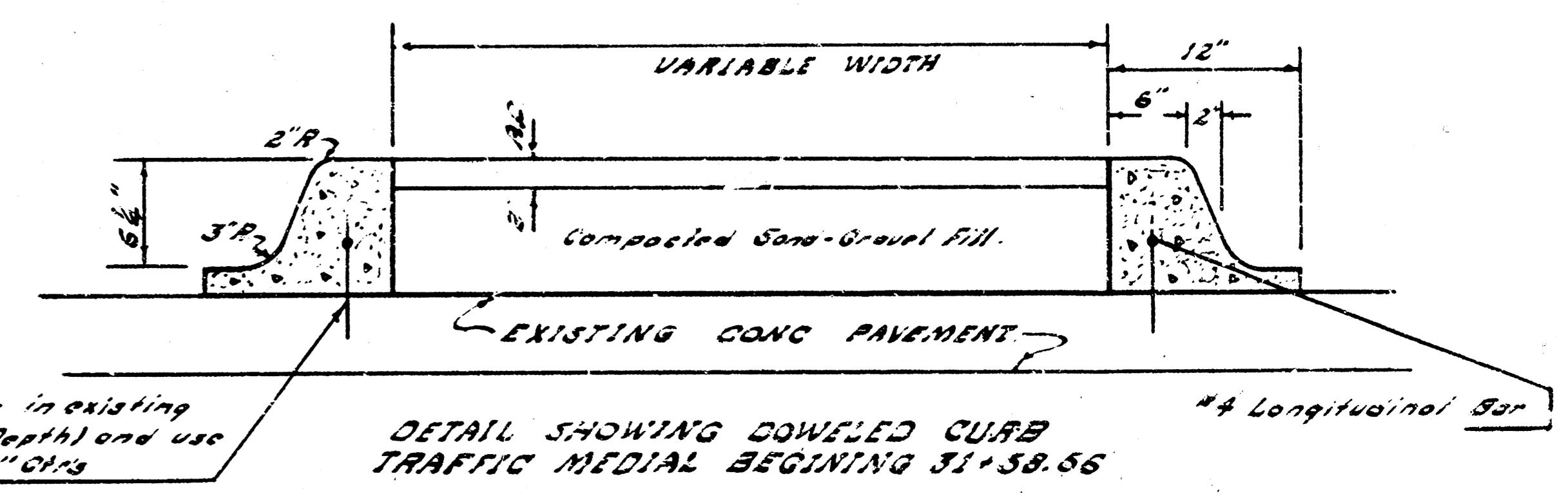
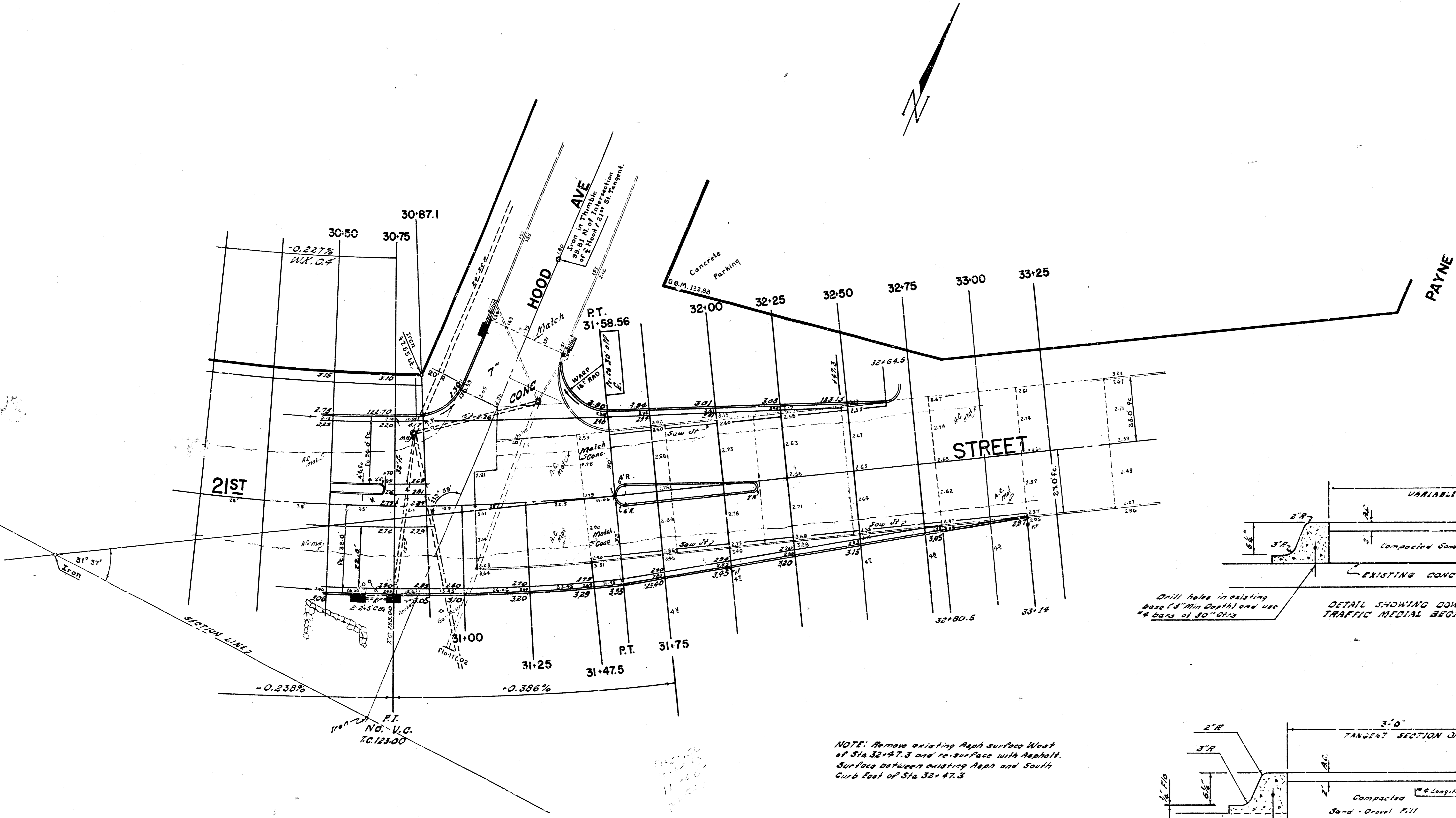


4-11° 44' 14" Curve Data Based on \bar{C} Rad = 495.20'

STATION	ARC	B \bar{C} Chord Pt. No. Ch.	B \bar{C} Chord Pt. No. Ch.	DEFLECTION	TOTAL DEFLECTION
PC 27+98.56				0° 00' 00"	0° 00' 00"
28+25	28.58	28.57'	28.30'	1° 31' 46"	1° 31' 46"
28+50	27.02	27.01'	28.97'	1° 26' 47"	2° 58' 33"
28+75					4° 25' 20"
PC 29+00	27.02	27.01'	28.97'	1° 26' 47"	5° 52' 07"

4-13° 35' 36" Curve Data Based on \bar{C} Rad = 756.09' Min. P.C. = 31+47.5

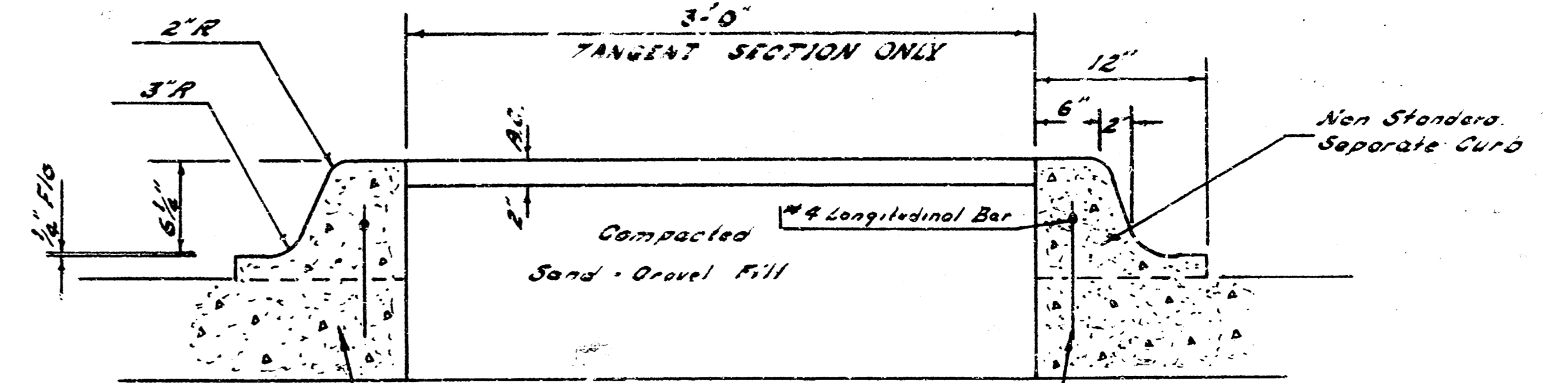
P.C.	STATION	ARC	CHORD B \bar{C} Pt. No. Ch.	CHORD B \bar{C} Pt. No. Ch.	DEFLECTION	TOTAL DEFLECTION
	PC 29+00				0° 00' 00"	0° 00' 00"
	29+25	26.32	26.31'	23.67'	0° 56' 50"	0° 56' 50"
	29+50	26.32				1° 53' 40"
	29+75					2° 50' 30"
	30+00					3° 47' 20"
	30+25					4° 44' 10"
	30+50					5° 41' 00"
	30+75	26.32	26.31'	23.67'		6° 37' 50"
	31+00	26.32	26.32'	23.66'		7° 34' 40"
	31+25	26.32	26.32'	23.66'	0° 56' 50"	8° 31' 30"
	31+47.5	23.69	23.66'	21.30'	0° 51' 09"	9° 22' 39"
	PT. 31+58.56	11.65	11.64'	10.46'	0° 25' 09"	9° 47' 48"



Drill holes in existing base (3" Min Depth) and use #4 bars @ 30" CTS

DETAIL SHOWING DOWELED CURB TRAFFIC MEDIAL BEGINNING STA 31+58.56

NOTE: Remove existing Asph surface West of Sta 32+47.3 and re-surface with Asphalt. Surface between existing Asph and South Curb East of Sta 32+47.3



THIS 1.0' OF BASE IS TO INCLUDED IN BID PRICE OF 1.0' FT NON-STANDARD RAMP SEPARATE CURB.

ITEM - Sand and Gravel Fill Will be Paid by the TON

TRAFFIC MEDIAL DETAIL