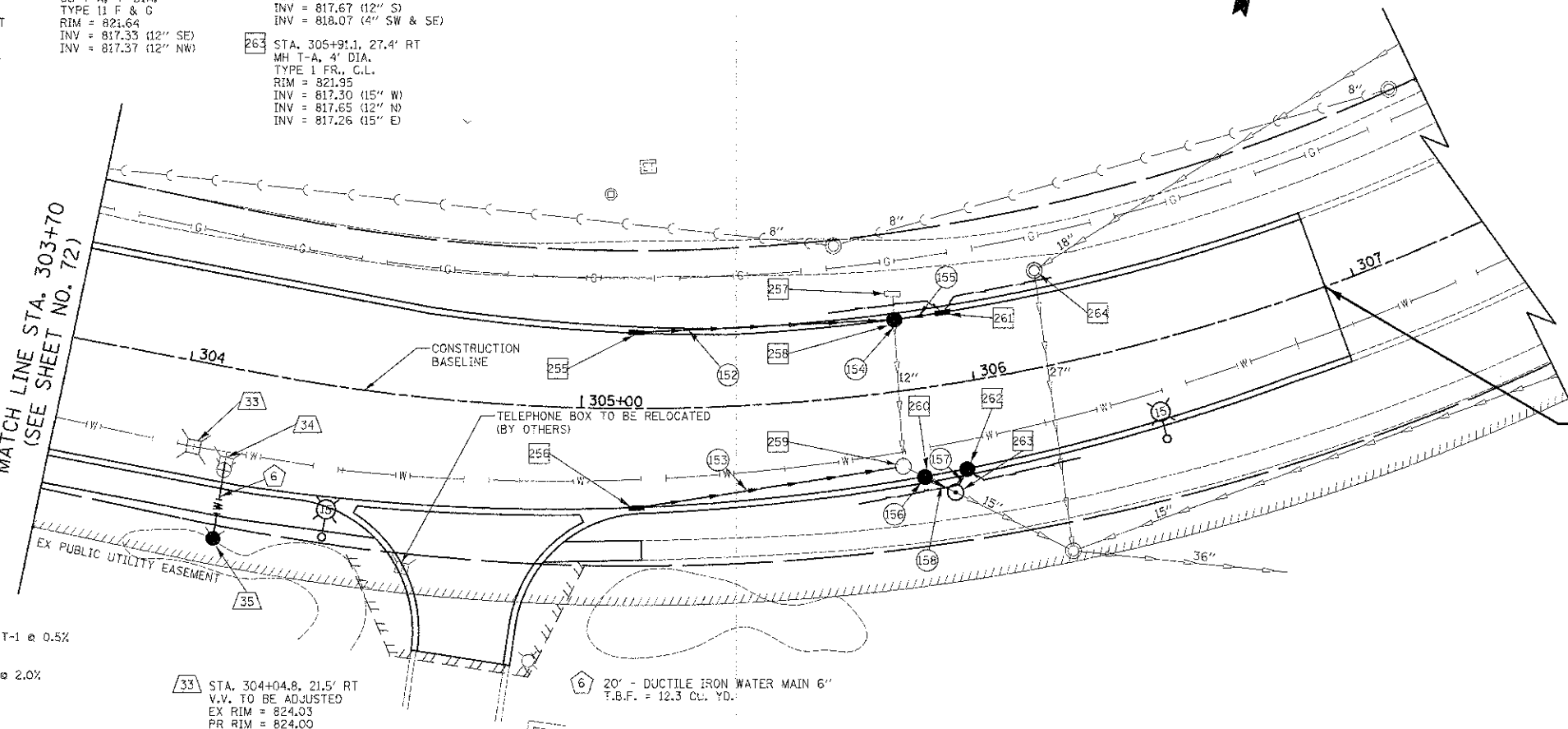


- 255 STA. 305+14.0, 19.3' LT
INLET T-A
TYPE 11V F & G
RIM = 822.20
INV = 818.33 (12" E)
- 256 STA. 304+14.0, 25.2' RT
INLET T-B
TYPE 11V F & G
RIM = 823.74
INV = 818.82 (12" E)
- 257 STA. 305+82.4, 24.7' LT
INLET TO BE REMOVED
- 258 STA. 305+81.9, 18.2' LT
CB T-A, 4' DIA.
TYPE 11 F & G
RIM = 821.65
INV = 818.02 (12" E)
INV = 818.02 (12" W)
INV = 818.02 (12" S)
- 259 STA. 305+79.4, 19.1' RT
CB TO BE ADJUSTED
W/ NEW TYPE 1 FR., C.L.
EX RIM = 821.18
PR RIM = 821.64
INV = 817.4 (EX 12" SE)
INV = 817.5 (EX 12" N)
INV = 817.5 (12" W)
- 260 STA. 305+84.3, 22.5' RT
CB T-A, 4' DIA.
TYPE 11 F & G
RIM = 821.64
INV = 817.33 (12" SE)
INV = 817.37 (12" NW)
- 261 STA. 305+94.7, 18.2' LT
INLET T-A
TYPE 11 F & G
RIM = 821.64
INV = 818.07 (12" W)
INV = 818.14 (4" NW & NE)
- 262 STA. 305+94.7, 22.0' RT
CB T-C
TYPE 11 F & G
RIM = 821.57
INV = 817.67 (12" S)
INV = 818.07 (4" SW & SE)
- 263 STA. 305+91.1, 27.4' RT
MH T-A, 4' DIA.
TYPE 1 FR., C.L.
RIM = 821.95
INV = 817.30 (15" W)
INV = 817.65 (12" N)
INV = 817.26 (15" E)
- 264 STA. 306+20.7, 24.4' LT
MH TO BE ADJUSTED
EX RIM = 821.72
PR RIM = 821.96

MATCH LINE STA. 303+70
(SEE SHEET NO. 72)

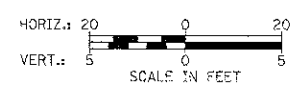


IMPROVEMENT ENDS
STA. 306+92.21

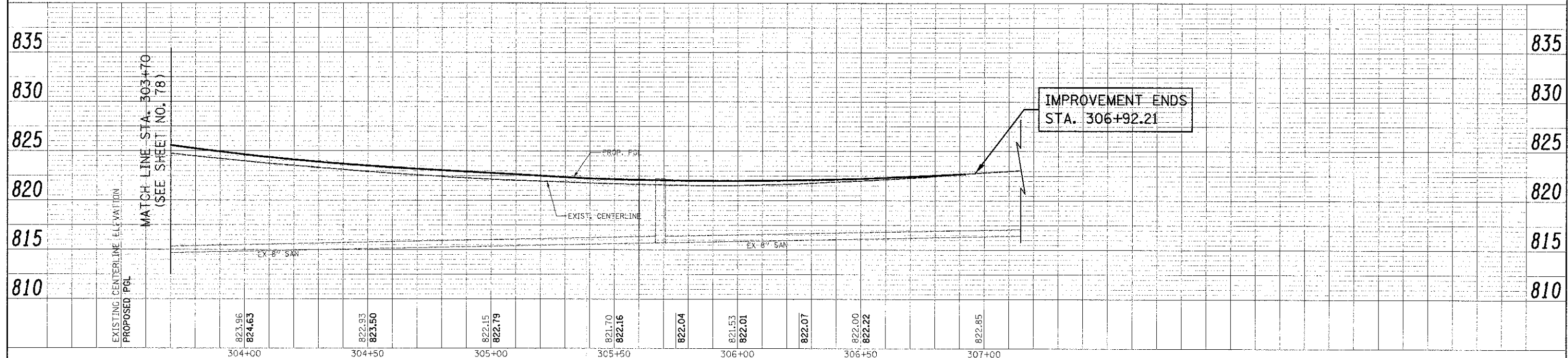
- 152 62' - 12" S.S., CL. A, T-1 @ 0.5%
T.B.F. = 14.1 CU. YD.
- 153 66' - 12" S.S., W.M.R. @ 2.0%
T.B.F. = 20.5 CU. YD.
- 154 6' - 12" S.S. REMOVAL
- 155 9' - 12" S.S., CL. A, T-1 @ 0.5%
T.B.F. = 2.0 CU. YD.
- 156 13' - 12" S.S. REMOVAL
T.B.F. = 1.4 CU. YD.
- 157 4' - 12" S.S., CL. A, T-2 @ 0.5%
T.B.F. = 1.1 CU. YD.
- 158 5' - 12" S.S., CL. A, T-2 @ 0.5%
T.B.F. = 1.5 CU. YD.

- 33 STA. 304+04.8, 21.5' RT
V.V. TO BE ADJUSTED
EX RIM = 824.03
PR RIM = 824.00
- 34 STA. 304+13.6, 25.9' RT
FH TO BE REMOVED
- 35 STA. 304+14.1, 43.4' RT
FH W/ AUX VALVE & VALVE BOX
NON-PRESSURE CONNECTION

20' - DUCTILE IRON WATER MAIN 6"
T.B.F. = 12.3 CU. YD.



HOLMES WAY



IMPROVEMENT ENDS
STA. 306+92.21

DATE	
BY	
PLAN	
NOTE BOOK	
NO.	

DATE	
BY	
PROFILE	
PLotted	
INSTRUMENT	
NO.	