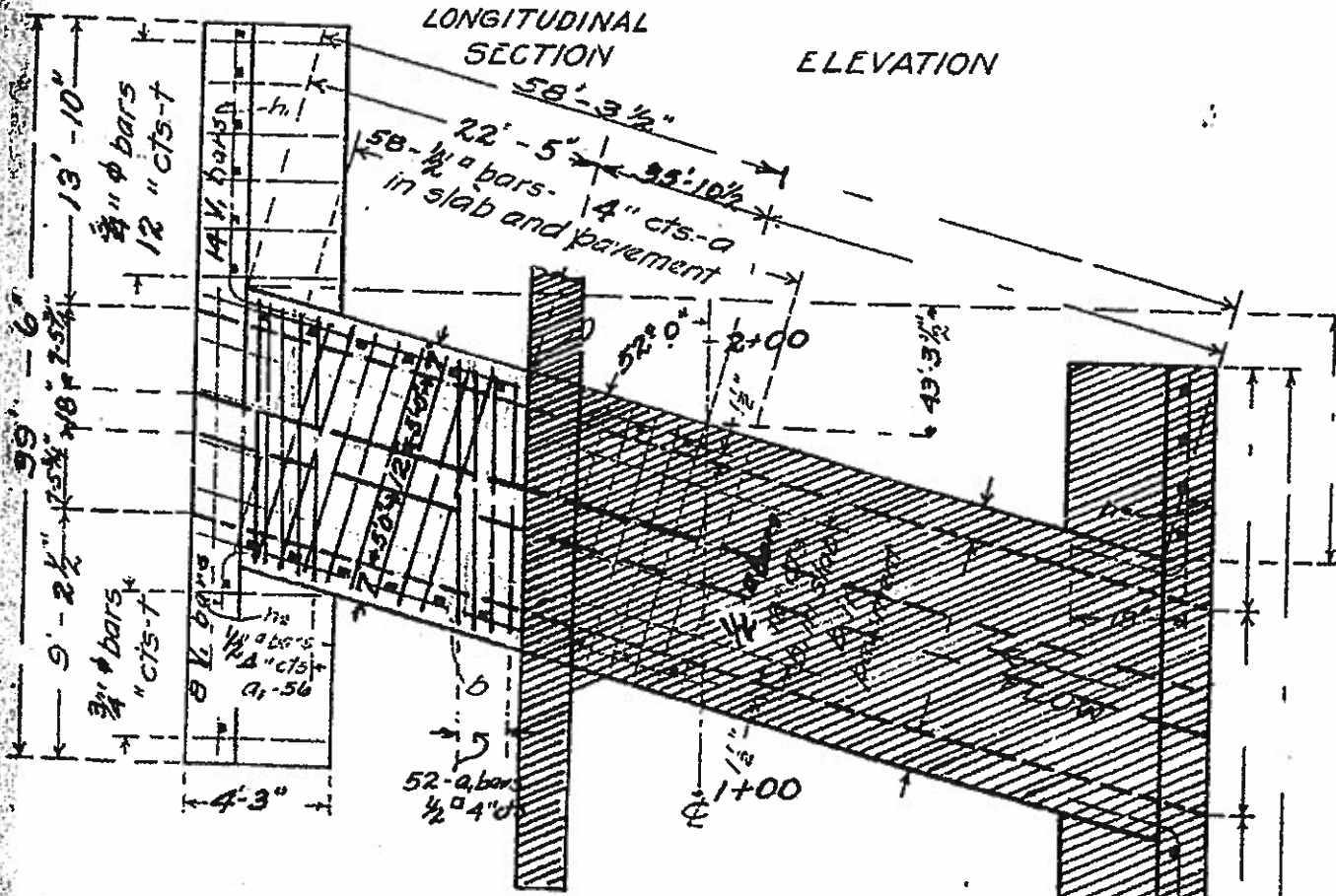
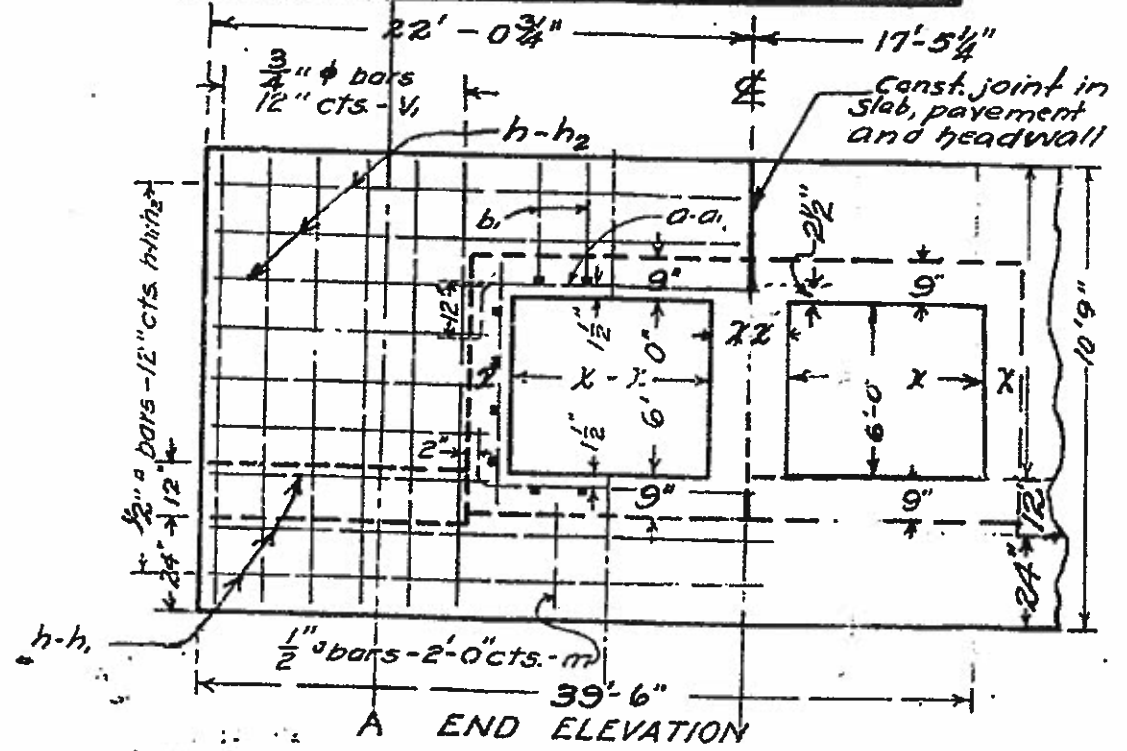
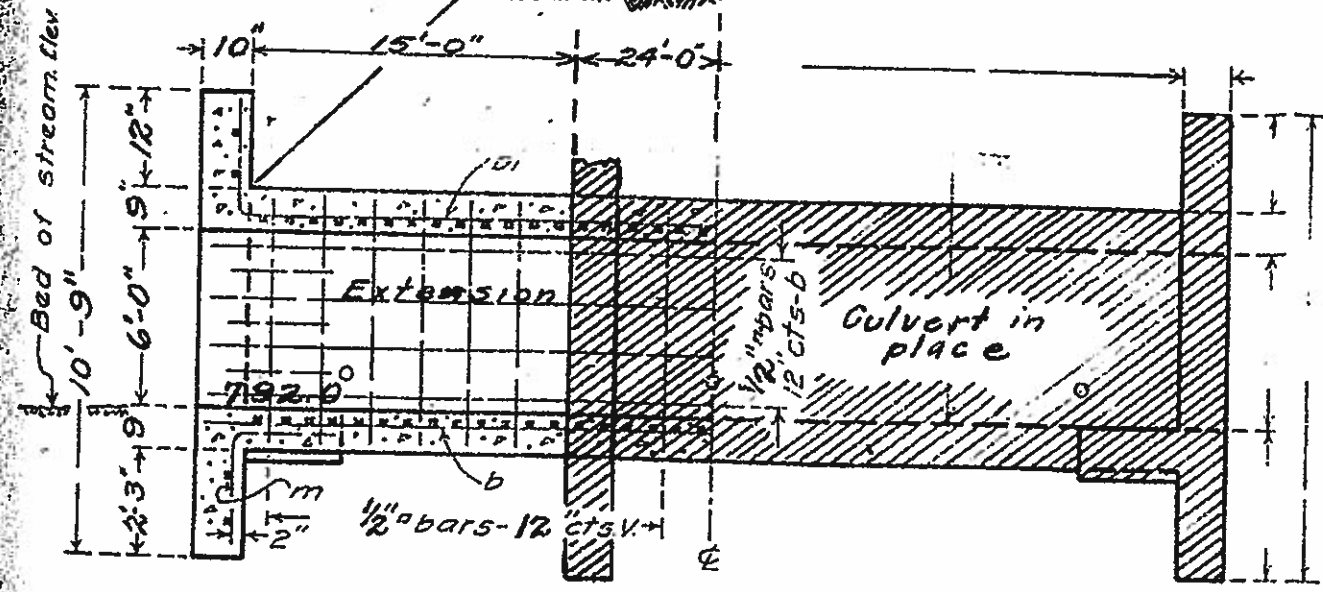
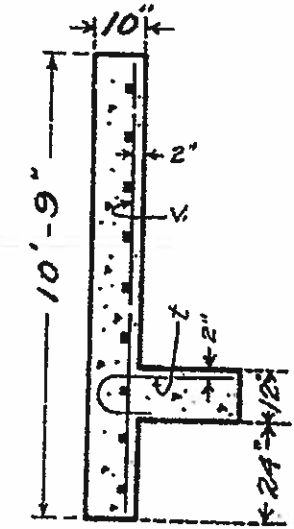


BOND IS. ROUTE NO.	COUNTY	SEC.	TOTAL SHEETS	SHEET NO.	SHEET NO. SHEETS
167	A 1707	10	57	47	



BUILD TOPS OF HEAD-WALLS  
PARALLEL TO GRADE LINE.



BILL OF MATERIAL

Bars	No	Size	Length
V	69	1/2"	7'-3"
V <sub>1</sub>	22	3/4"	10'-3"
h	5	1/2"	21'-6"
h <sub>1</sub>	3	1/2"	20'-0"
h <sub>2</sub>	2	1/2"	17'-0"
	6	1/2"	15'-0"
a	58	1/2"	12'-9"
a <sub>1</sub>	108	1/2"	19'-6"
	6	1/2"	9'-6"
b	27	1/2"	24'-0"
b <sub>1</sub>	12	1/2"	25'-0"
t	22	3/4"	4'-9"
m	9	1/2"	5'-0"

Steel-Lbs. 4180  
Concrete-Cu.Yds. 39.2

Class A concrete to be used throughout. Proportions 1:2 1/2:4. Use #3 bars in downstream headwall only.

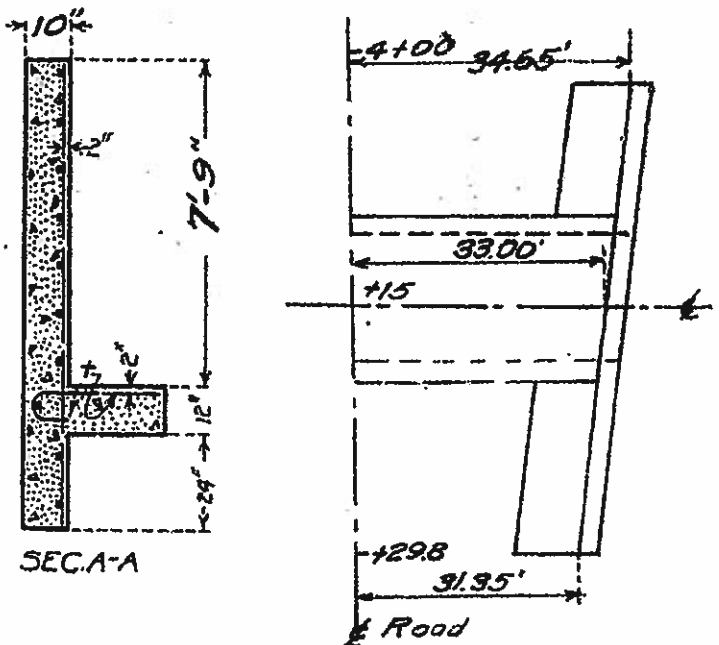
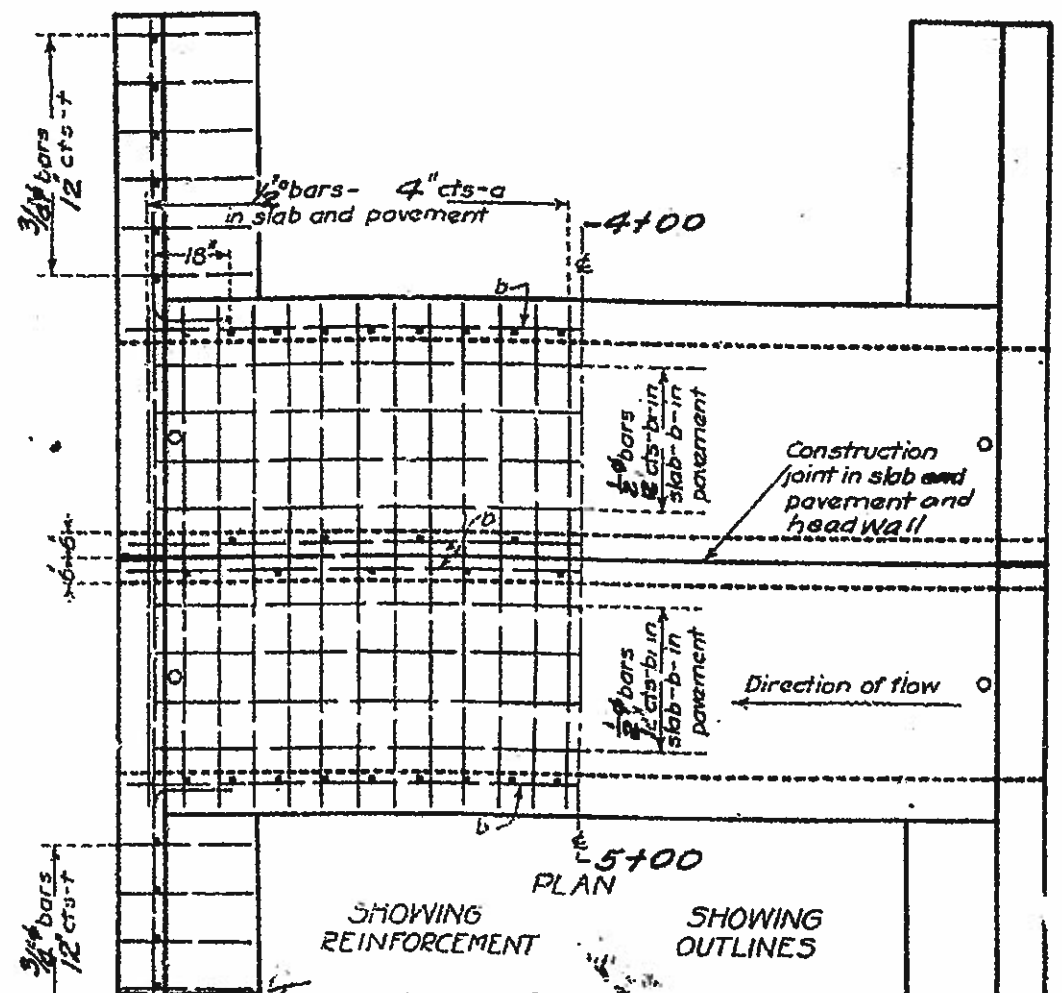
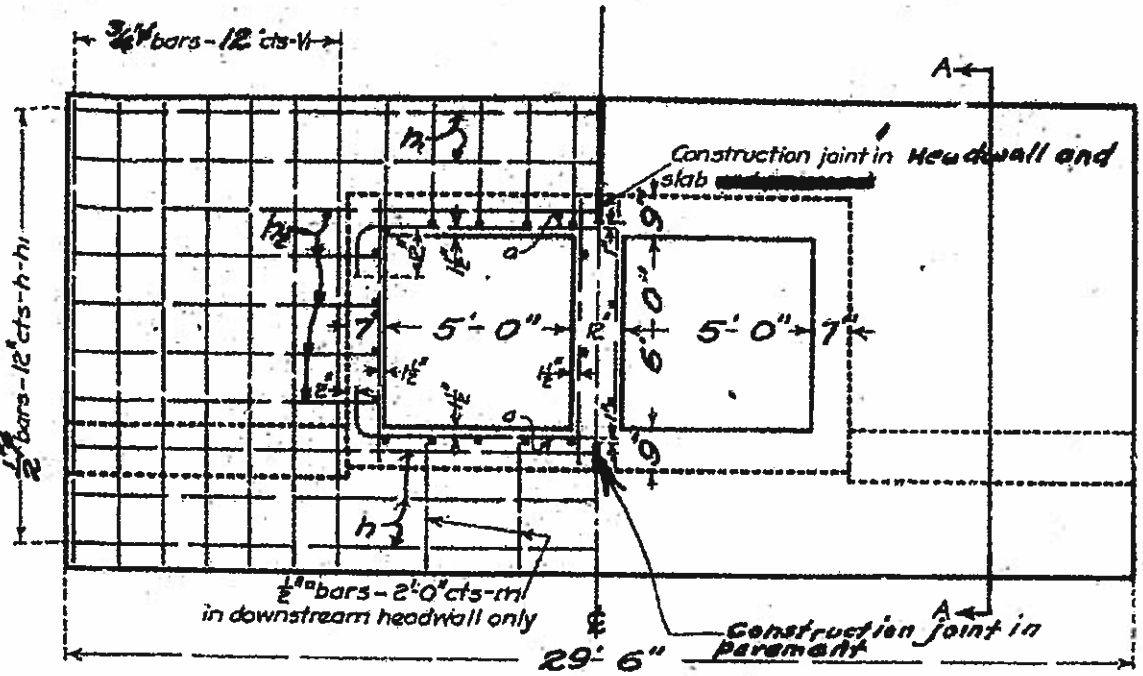
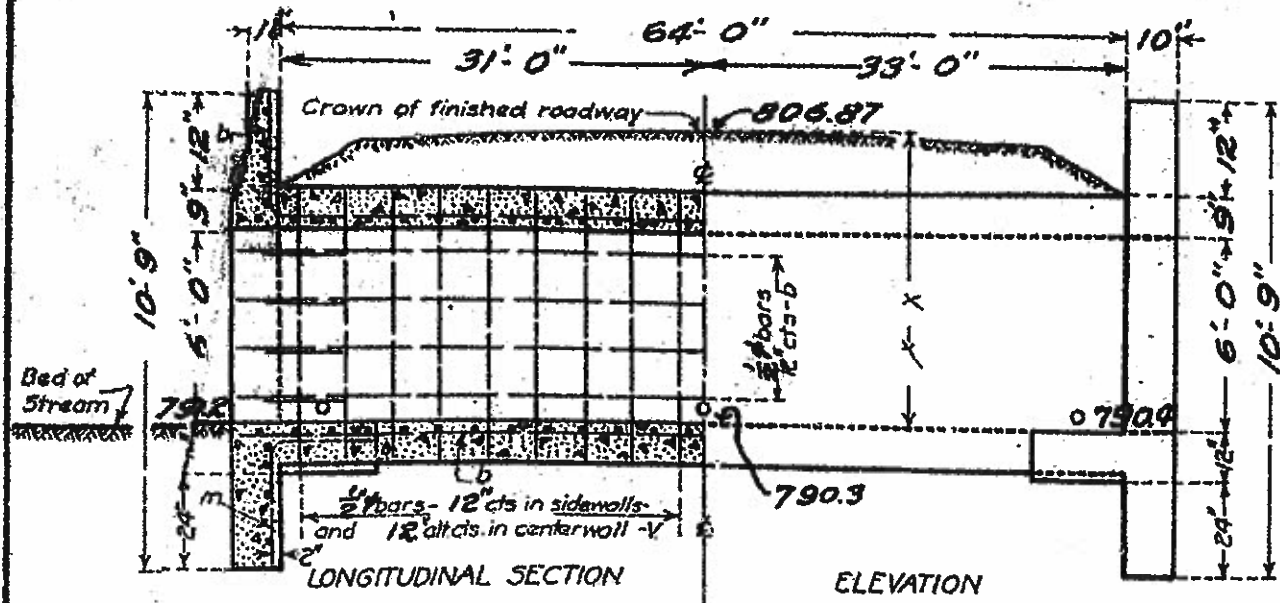
Sta. 15+21  
Route 167  
Section 101  
**STA 15+88**

STANDARD	COMPUTED - J. J. Donahue	EXAMINED - J. J. Donahue
	CHECKED - J. J. Donahue	DESIGNED - J. J. Donahue
	DRAWN - J. J. Donahue	APPROVED - J. J. Donahue
	CHECKED - J. J. Donahue	
SPECIAL	ASSEMBLED - J. J. Donahue	

DATE: MAR. 9 1928  
SCALE: 1" = 10'-0"

R.C. DOUBLE BOX CULVERT

BOND ISSUE ROUTE NO.	COUNTY	SEC.	TOTAL SHEETS	SHEET NO.	SHEET NO.
167	A-10X	101	57	48	



BILL OF MATERIAL

BAR	NO	SIZE	LENGTH
V	192	1/2"	7'-3"
Vi	40	3/4"	10'-6"
h	6	1/2"	29'-0"
hi	8	"	14'-6"
h2	24	"	10'-6"
a	394	1/2"	13'-9"
b	81	1/2"	23'-6"
bi	36	"	24'-0"
t	40	3/4"	5'-0"
m	4	1/2"	5'-0"
Reinforcing Steel Lbs			8690
Concrete-Cu.Yds.			946

Class A Concrete to be used throughout Proportions-1:2 1/2:4

Note:- Up-stream headwall to be placed parallel to edge of pavement as shown.

**BUILD TOPS OF HEADWALLS PARALLEL TO GRADE LINE.**

18+76.93  
Station 4+15  
State Bond Issue  
Route 167  
Section 101  
Knox County

COMPUTED - *[Signature]*  
CHECKED - *[Signature]*  
DRAWN - *[Signature]*  
CHECKED - *[Signature]*  
ASSEMBLED - *[Signature]*  
CHECKED - *[Signature]*

EXAMINED - *[Signature]*  
APPROVED - *[Signature]*  
DATE - May 9, 28