THE STATE ROAD COMMISSION
OF WEST VIRGINIA

AN AND PROFILE FOR CONSTRUCTION
OF
STATE ROAD

PROJECT NO. 2180

UNION DISTRICT WAYNE COUNTY
FROM
WAYNE TO LAVALETTE

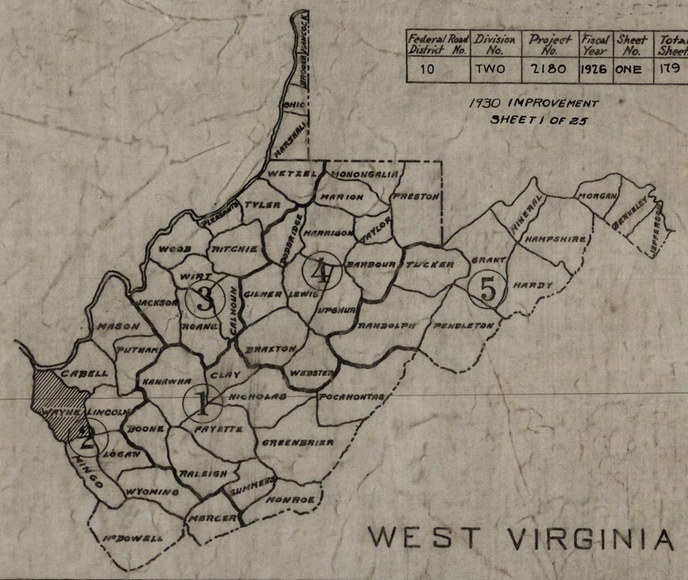
Sta. 99+96 To Sta. 670+74.2
Length = 10.8 Mi.

SCALES PLAN 1 IN. = 50'
PROFILE HOR. 1 IN. = 50' VERT. 1 IN. = 10'

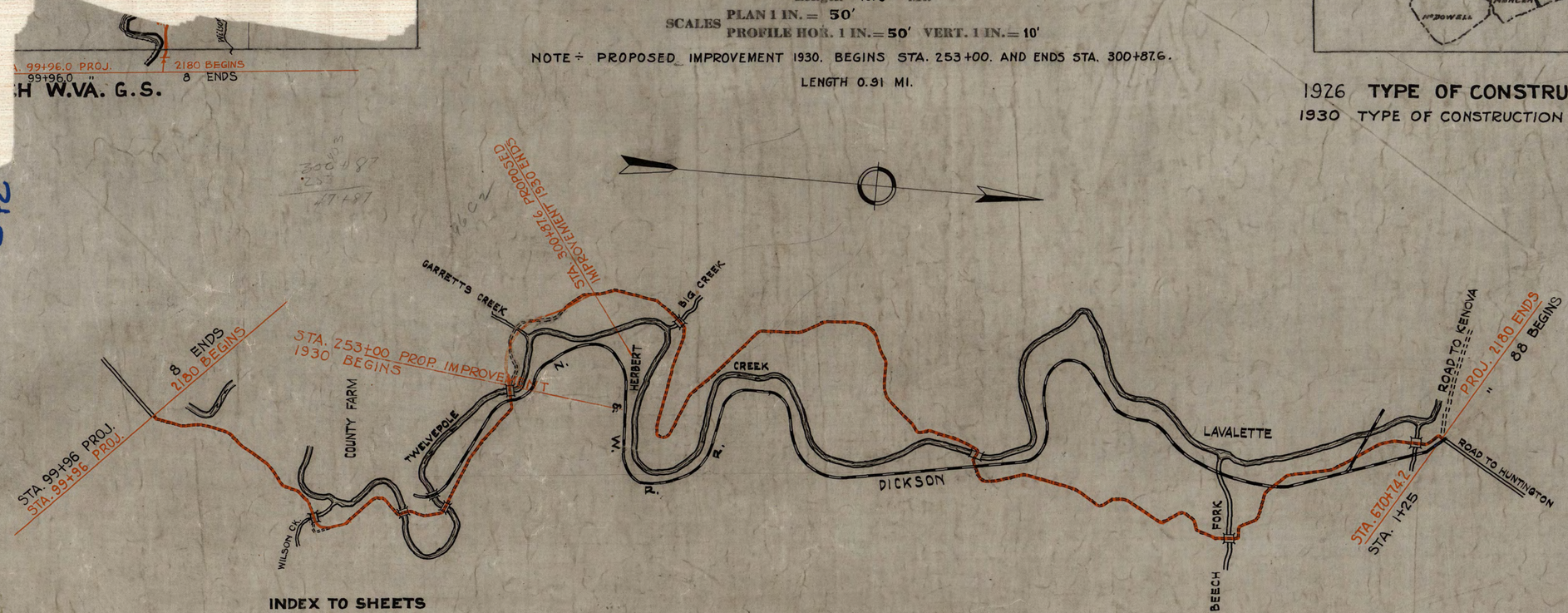
NOTE ÷ PROPOSED IMPROVEMENT 1930. BEGINS STA. 253+00. AND ENDS STA. 300+87.6.
LENGTH 0.91 MI.

Federal Road District No.	Division No.	Project No.	Fiscal Year	Sheet No.	Total Sheets
10	TWO	2180	1926	ONE	179

1930 IMPROVEMENT
SHEET 1 OF 25



1926 TYPE OF CONSTRUCTION – GRAVEL SURFACING
1930 TYPE OF CONSTRUCTION – GRADING AND TRAFFIC BOUND GRAVEL



INDEX TO SHEETS

SHEET NO. 1 LAYOUT
SHEETS NO. 2 – 3 TYPICAL SECTIONS & QUANTITIES
SHEETS NO. 4 – 43 PLAN & PROFILE
SHEETS NO. 44 – 179 X SECTIONS

1930.

SHEET NO. 1 LAYOUT
SHEET NO. 3-A. TYPICAL SECTIONS & QUANTITIES
SHEETS NO. 14-19 PLAN AND PROFILE
SHEETS NO. 82-92D-X SECTIONS

Spelman — S. E. Bradley
July 2, 1930.
H. J. Spelman

CONVENTIONAL SIGNS

State Line	Wall
County Line	Marsh
Corporation Line	Hedge
District Line	Drop Inlet
Property Line	Bridge
Fence Line	Present Culvert
Guard Rail	Proposed
Proposed Road	Telegraph Pole
Traveled Road	Trolley Pole
Railroad	Power Pole
Electric Railway	Tree
	OUT SIDE EDGE OF CUT OR FILL

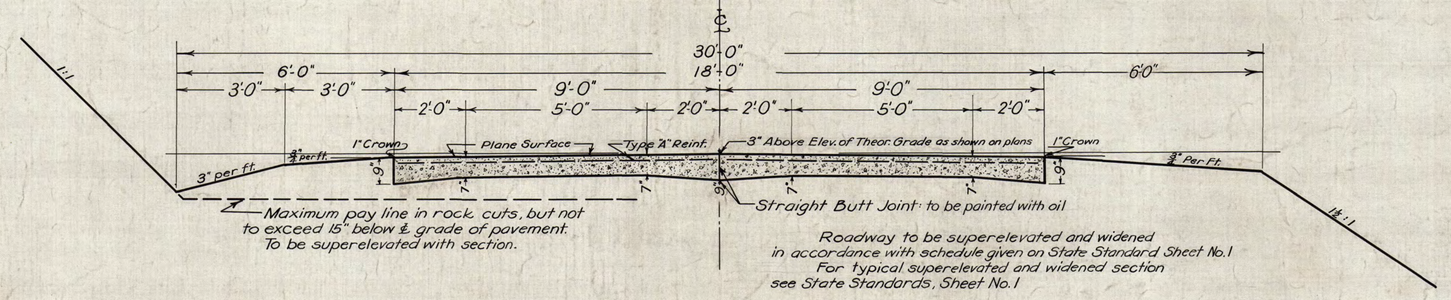
RECOMMENDED FOR APPROVAL
[redacted]
DIST. ENGINEER-OFFICE OF PUBLIC ROADS AND RURAL ENG.
[redacted]
CHIEF ENGINEER-OFFICE OF PUBLIC ROADS AND RURAL ENG.
APPROVED
[redacted]
SECRETARY OF AGRICULTURE-OFFICE OF PUBLIC ROADS AND RURAL ENG.

FINAL PLANS Oct. 1-1928
By FRANK BARITELL

242

Dist. No.	State Proj. No.	Fed. Aid Proj. No.	Fiscal Year	County	Sheet No.	Total Sheets
2	2180	N.R.H. 196A	33-34	WAYNE		

TYPICAL CROSS SECTION
CEMENT CONCRETE PAVEMENT



METHOD OF CONSTRUCTION

Half of the pavement will be built at one time.

The contractor shall maintain traffic at all times on one half of the road, dragging, blading or road machining half of the existing road as may be necessary for that purpose.

All the required work of grading and ditching except the shaping of shoulders shall be done in advance of the laying of any of the concrete pavement.

Fills shall be constructed in layers and rolled.

MATERIALS INFORMATION

Imported approved sand will be required for fine aggregate in concrete pavement and in all classes of concrete.

Imported approved stone, slag or gravel will be required for course aggregate in concrete pavement and in all classes of concrete

REINFORCEMENT FOR CONCRETE PAVEMENT

Reinforcement of type "A" shown on State Standards, Sheet No. 2 will be used

The State will provide and pay for such watchmen or flagmen as may be necessary to direct traffic at each end of the project until the pavement is entirely completed.

Watchmen at intermediate points or where equipment is working must be furnished by the contractor.

TRANSVERSE EXPANSION JOINT

Transverse expansion joints shall be ¾ inch and placed at the end of every six sheets of reinforcement, at 93 feet intervals

Contraction joints shall be placed midway between transverse joints.

Pressed dummy joints as shown on state Standards, Sheet No. 2 shall be used for contraction joints.

Cost of contraction joints shall be included in unit price for concrete pavement.

Contraction joints shall be poured with bituminous material, the cost of which shall be included in unit price for concrete pavement.

CENTER LINE JOINT

Centerline joint shall be poured with bituminous material, the cost of which shall be included in the bid price per cubic yard of concrete pavement

FINISHING CONCRETE PAVEMENT

Just prior to the initial set of the concrete, it shall be lightly dragged with a rattan broom or with burlap.

WEST VIRGINIA STATE ROAD SPECIFICATIONS OF 1933 WILL GOVERN ALL WORK AND MATERIALS.

ESTIMATE OF QUANTITIES

ITEM NO.	ITEM	UNIT	QUANTITY
2	UNCLASSIFIED EXCAVATION	CU YDS.	16,000
33	CONCRETE PAVEMENT	CU YDS.	9,325
35	TRANSVERSE PREMOULDED EXPANSION JOINT	LIN FT.	4,300
36	REINFORCEMENT FOR CONCRETE PAVEMENT	LBS.	185,500

Special Provisions governing National Recovery Highway projects under National Industrial Recovery Act, adopted by State Road Commission July, 17, 1933; will govern this project.

PROJECT N.R.H. 196A 2180

PREPARED AND RECOMMENDED: C. R. Lewis
ENGINEER OF PLANS AND SURVEYS.

REVIEWED:
DISTRICT ENGINEER

RECOMMENDED FOR APPROVAL: Martin H. Smith
CHIEF ENGINEER

APPROVED: Ernest L. Bailey
ROAD COMMISSIONER

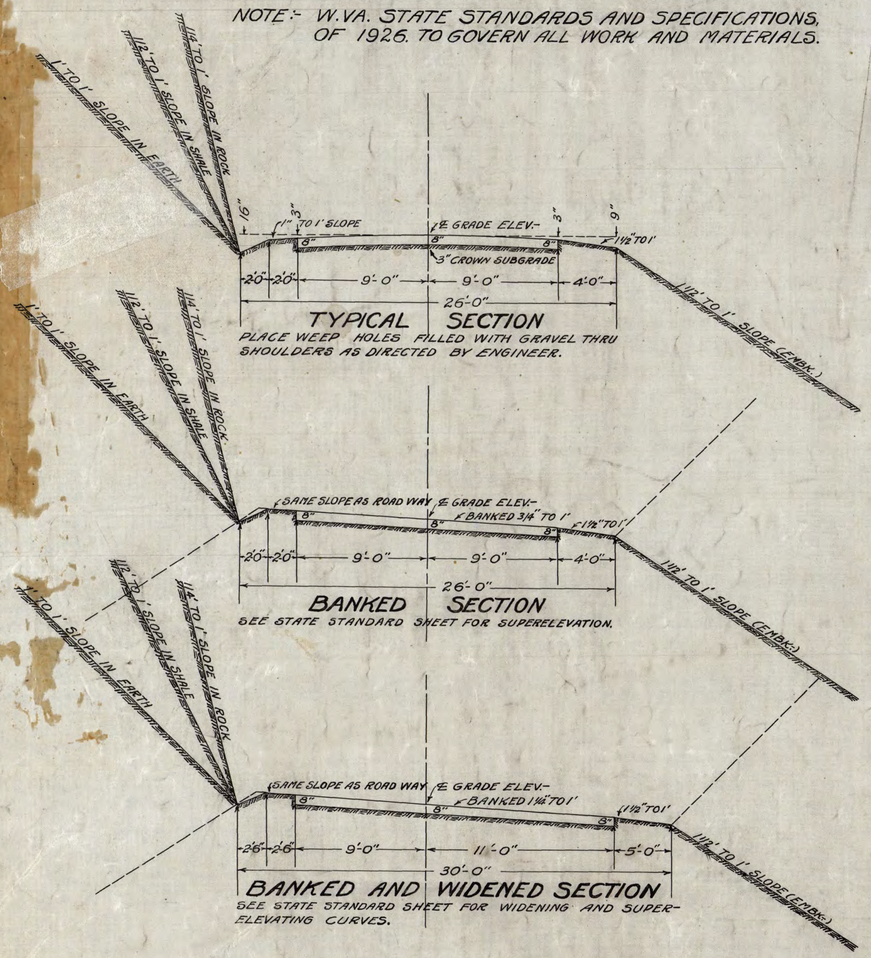
APPROVED BY OFFICIAL ORDER OF THE STATE ROAD COMMISSION OF WEST VIRGINIA, ENTERED 21 DAY OF July 1933.
J. S. Lewis
SECRETARY

NRH-196A
For Summary Sheet See Grading Plans

FORM NO. 2 EUGENE DIETZGEN CO. IMPERIAL TRACING CLOTH

PROJ. NO.	COUNTY	SHEET NO.	NO. SHEETS
2180	WAYNE	2	179

NOTE:- W. VA. STATE STANDARDS AND SPECIFICATIONS, OF 1926. TO GOVERN ALL WORK AND MATERIALS.



NOTE:- ALL EXCESS MATERIAL TO BE USED IN WIDENING EMBANKMENTS UNIFORMLY. ROLLING OF FILLS WILL NOT BE REQUIRED.

TABLE OF GUARD RAIL-FINAL

STA. TO STA.	REMARKS	LIN. FT.
52+00 TO 153+66	LT.	130.5
163+50 WILSON CREEK BR.	4 X 21	84.0
198+00 TWELVE POLE "	" 40.5-20.8	
	" 20.8-40.5	122.6
212+00 " "	" 4 X 20.5	82.0
251+00 " "	" 20.0-20.7	
	" 21.6-21.0	82.7
271+50 GARRETT CREEK	" 82.6 RT. 82.1 LT.	199.3
278+25 LICK CREEK	" LEFT	44.0
325+25 BIG CREEK	" 4 X 20.5	82.0
362+95 TO 367+50	RT.	460.8
444+67 " 447+39	LT.	270.7
448+25 " 448+85	LT.	60.9
480+83 " 481+31	RT.	70.3
481+60 " 482+28	RT.	70.7
502+00 TWELVE POLE BR.	30.2-50.2 24.3-20.7	131.4
509+95 TO 510+63	RT.	90.4
550+50 " 551+39	RT.	90.4
552+87 " 555+48	LT.	261.5
558+53 " 560+03	LT.	150.3
571+20 " 572+40	RT.	120.0
582+20 " 582+80	LT.	60.0
584+50 " 585+20	RT.	70.5
591+50 " BEECH FORK BR.	20.9-22.0 21.3-22.0	86.7
601+33 TO 603+50		219.5
664+00 CAMP CREEK BR.	4 X 21.0	84.0
670+83 INTERSECTION	LT.	169.8
	TOTAL	3295.0

TRACED BY F.V.B. CHECKED BY F.V.B. & R.B.

TABLE OF STRUCTURES

STATION	STRUCTURE	CONSTRUCTION NOTE
102+40	PRESENT 18" V.C.P. CULVT-	TO REMAIN.
106+44	EXTEND PRES.-18" V.C.P.	CULVT. 6' RT. WITH 18" R.C.P. BUILD HDW. RT.
110+10	PRESENT 18" V.C.P. CULVT-	TO REMAIN.
113+50	EXTEND PRES.-18" V.C.P.	CULVT.-12' RT. WITH 18" R.C.P. BUILD HDW. RT. BUILD BUTTRESS 4' DEEP WITH APRON LT.
121+15	EXTEND PRES.-18" V.C.P.	CULVT.- 9' RT. WITH 18" R.C.P. BUILD HDW. RT. CLEAN OUT INLET & OUTLET DITCHES.
124+81	PRESENT 18" V.C.P. CULVT.	TO REMAIN CLEAN INLET & OUT-DITCH.
127+25	" 18" " " "	" " " " " " " "
128+58	" 18" " " "	" " " " " " " "
133+19	EXTEND PRES.-18" V.C.P.	CULVT. 12' RT. WITH 18" R.C.P. BUILD HDW. RT. CLEAN INLET DITCH ON LT.
136+86	PRESENT 18" V.C.P. CULVT.	TO REMAIN CLEAN INLET & OUT- DITCHES
140+09	" 18" " " "	" " " " " " " "
142+32	" 18" " " "	" " " " " " " "
143+60	" 18" " " "	" " " " " " " "
145+25	PRESENT. 4X4 CONC.-BOX.	CULVT. TO REMAIN.
149+05	PRESENT 36" V.C.P. CULVT.	TO REMAIN
151+00	EXTEND PRES. 18" V.C.P.	CULVT. 12' LT. WITH 18" R.C.P. BUILD HDW. LT. CLEAN OUT DITCH ON RT.
154+94	PRESENT 15" V.C.P. CULVT-	TO REMAIN CLEAN OUTLET DITCH
156+15	EXTEND PRES. 18" V.C.P.	CULVT. 24' LT. WITH 18" COR.-M-R.
157+70	RELAY PRES.-27' 15" V.C.P.	EXTEND 3' WITH 15" R.C.P. BUILD HDW. RT. & LT. CLEAN INLET & OUT.-DITCHES
159+03	RELAY PRES. 27' 15" V.C.P.	EXTND 3' WITH 15" R.C.P. BUILD HDW. RT. & LT. CLEAN INLET & OUT. DITCHES
163+39	CONCRETE ARCH	BRIDGE TO REMAIN
165+50	RELAY 33' 12" V.C.P. CULVT.	FROM STA. 494+97 PLACE 33' OF NEW 12" V.C.P. DIG 200' OUT-DITCH LT.
174+39	PRESENT 4X4 CONC.-BOX.	CULVT. TO REMAIN. CLEAN INL. & OUT-DT.-
176+98	PRESENT 15" V.C.P. CULVT.	TO REMAIN CLEAN INLET DITCH
178+84	EXTEND PRES.-18" V.C.P.	CULVT. 9' RT. WITH 18" R.C.P. HDW. RT.
180+12	PRESENT 15" V.C.P. CULVT.	TO REMAIN
181+96	" 15" " " "	" " CLEAN INLET DITCH RT.
184+66	" 15" " " "	" " " " " " " "
186+86	" 15" " " "	" " " " OUTLET " LT.
194+29	" 18" " " "	" " " " INLET & OUT.-DITC-
197+50	" 140' SPAN	STEEL BRIDGE TO REMAIN
211+50	" " " "	" " " " " " " "
213+16	PRESENT 15" V.C.P. CULVT-	TO REMAIN CLEAN INLET DITCH.
220+15	" 15" " " "	" " " " INLET & OUT-DITCH
227+57	" 18" " " "	" " " " " " DIG 30' OUT-DT.
229+02	" 18" " " "	" " " " INLET & OUT.- DITCHES
232+41	" 18" " " "	" " " " " " " "
234+30	" 15" " " "	" " " " " " " "
239+56	" 24" " " "	" " " " " " " "
242+65	PRESENT 2'-6" X 4' CONC-	BOX. CULVT- TO REMAIN
247+97	PRESENT 15" V.C.P. CULVT.	TO REMAIN
248+40	" 15" " " "	" "
251+76	" 140' SPAN	STEEL BRIDGE TO REMAIN
264+15	EXTEND PRES.-15" V.C.P.	CULVT. 6' LT. WITH 15" R.C.P. HDW. LT. BUILD FOOTER UNDER APRON INL.-DT.-LT.
279+83	PRESENT 15" V.C.P. CULVT-	TO REMAIN
284+89	EXTEND PRES.- 15" V.C.P.	CULVT. 6' RT. WITH 15" R.C.P. BUILD HDW. RT. CLEAN OUTLET DITCH. RT.
289+84	EXTEND PRES. 2½ X 4 CON	BOX. CULVT.- 7' RT. BUILD NEW WING WALLS. RT. DIG 20' INL.- & 40' OUT-DITCH
295+25	EXTEND PRES.-15" V.C.P.	CULVT. 9' RT. WITH 15" R.C.P. BUILD HDW. RT. CLEAN OUTLET DITCH
299+60	PRESENT 15" V.C.P. CULVT.	TO REMAIN
301+50	" 2½ X 4 CONC.	BOX. CULVT. TO REMAIN
309+08	EXTEND PRES. 15" V.C.P.	CULVT.-9' RT. WITH 15" R.C.P. BUILD HDW. RT. CLEAN INLET DITCH.
315+63	" " 15" " " "	CULVT. 9' RT. WITH 15" R.C.P. BUILD HDW. RT. CLEAN INLET DITCH.
320+25	PRESENT 15" V.C.P. CULVT.	TO REMAIN DIG 20' OUT- & INLET DITCH
325+26	" 20' SLAB BR.-	TO REMAIN PLACE 60' GUARD RAIL
328+32	" 15" V.C.P. CULVT.	" " " "
328+95	EXTEND PRES.-15" V.C.P.	CULVT. 12' RT. WITH 15" R.C.P. HDW. RT.
333+24	PRESENT 15" V.C.P. CULVT.	TO REMAIN.
337+75	EXTEND PRES.-15" V.C.P.	CULVT. 6' LT. WITH 15" R.C.P. HDW. LT. 30' INL-
339+77	PRESENT 15" V.C.P. CULVT.	TO REMAIN
342+75	" 15" " " "	" "
349+79	" 15" " " "	" "
356+86	" 15" " " "	" "
362+38	EXTEND PRES.-15" V.C.P.	CULVT- 6' LT. WITH 15" R.C.P. HDW. LT.
368+48	PRESENT 15" V.C.P. CULVT.	TO REMAIN
372+00	" 15" " " "	" "
379+25	" 18" " " "	" " DIG 400' OUTLET DITCH
382+60	" 15" " " "	" " " " 200' " "
385+76	" 15" " " "	" " PLACE BUTTRESS UNDER HDW.
389+37	EXTEND PRES.-15" V.C.P.	CULVT- 6' RT. WITH 15" R.C.P. THRU RT. W. RT.
394+57	PRESENT 18" V.C.P. CULVT-	TO REMAIN.
396+00	" 15" " " "	" "
400+15	" 15" " " "	" " DIG 100' OUTLET DITCH
402+63	PRESENT 2½ X 4 CONC. BOX.	CULVT. TO REMAIN BUILD FOOTER UNDER RT. W-
403+28	" 15" V.C.P. CULVT.	TO REMAIN CLEAN OUTLET DITCH
404+40	" 18" " " "	" " " " " "
412+80	" 8' X 8' BOX. CULVT.	" " RIP RAP DITCH NE-WING W-
414+75	" 15" V.C.P. CULVT.	" " CLEAN OUTLET DITCH
419+91	PRESENT 15" V.C.P. CULVT.	TO REMAIN " " "
422+01	" 4X4 BOX "	" " DIG INLET & OUTLET DITCH
428+08	EXTEND PRES.-15" V.C.P.	CULVT. 6' LT. WITH 15" R.C.P. HDW. LT.
430+85	PRESENT 2½ X 4- BOX CULVT.	TO REMAIN.

TABLE OF STRUCTURES (CONTINUED)

STATION	STRUCTURE	CONSTRUCTION NOTE
434+61	EXTEND PRES.-15" V.C.P.	CULVT. 6' RT. WITH 15" R.C.P. BUILD HDW. RT.
435+65	PRESENT 15" V.C.P. CULVT.	TO REMAIN
437+63	" 15" " " "	" "
439+00	" 15" " " "	" "
440+74	" 24" " " "	" " PLACE BUTTRESS UNDER APRON RIP RAP AT END OF APRON
444+69	" 15" " " "	TO REMAIN CLEAN OUTLET DITCH
445+32	" 15" " " "	" " " " & INL.-
448+13	" 18" " " "	" " " " " "
451+00	" 15" " " "	" " " " " "
455+69	" 15" " " "	" " DIG 50' " " RT.
458+74	" 15" " " "	" " " 20' " " "
460+50	" 15" " " "	" " " " " "
466+30	" 24" " " "	" "
471+12	" 2½ X 4 CONC-BOX.	CULVT- TO REMAIN CLEAN OUT.- DITCH
476+18	PRESENT 24" V.C.P. CULVT-	TO REMAIN.
479+80	" 15" " " "	" " CLEAN OUT.- & INL.- DITCH
484+96	" 15" " " "	" "
488+40	" 15" " " "	" "
491+00	PLACE 18" R.C.P. CULVT.	42' LONG BUILD HDW. RT. & LT.
492+48	PRESENT 15" " " "	TO REMAIN
494+97	REMOVE 33' OF 12" V.C.P.	RLAY AT STA 165+50 PLACE 18" R.C.P. CULVT. 30' LG. BUILD HDW. RT. & LT.
496+80	EXTEND PRES.- 15" V.C.P.	CULVT. 3' LT. WITH 15" R.C.P. BUILD HDW. LT. DIG 300' OUTLET DITCH RT.
501+24	PRESENT 175' SPAN STEEL	BRIDGE TO REMAIN
507+26	" 2½ X 4 CONC-BOX.	CULVT. " "
510+10	" " " " "	" " " CLEAN INLET DITCH
513+07	" 15" V.C.P. CULVT.	TO REMAIN
517+88	" 15" " " "	" "
522+84	EXTEND PRES.- 18" V.C.P.	CULVT. 6' RT. WITH 18" R.C.P. BUILD HDW. RT.
523+50	TO 524+50 PLACE 4"	UNDER DRAIN IN UPPER DITCH
525+40	PRESENT. 15" V.C.P. CULVT.	TO REMAIN
529+06	" 15" " " "	" " RIP RAP AT END OF APRON LT.
531+89	" 15" " " "	" "
535+33	" 15" " " "	" "
540+00	" 15" " " "	" "
544+28	" 15" " " "	" " CLEAN INL.- RT. RIP RAP ON LT.
546+92	" 15" " " "	" " " " " "
548+40	" 2½ X 4 CONC BOX.	CULVT. TO REMAIN RIP RAP AT WINGS LT.
550+87	EXTEND PRES.- 4 X 5 CONC-	BOX. CULVT. 10' LT. BUILD WING WALLS LT.
553+31	" " 15" V.C.P.	CULVT. 6' RT. WITH 15" R.C.P. BUILD HDW. RT. & LT. BUTTRESS & APRON LT.
558+31	PRESENT 15" V.C.P. CULVT.	TO REMAIN CLEAN INLET DITCH RT.
560+80	REMOVE 42' OF 15" V.C.P.	AND 21' OF 15" COR.- METAL PIPE
563+03	PRESENT 15" V.C.P. CULVT.	TO REMAIN
568+08	" 18" " " "	" "
573+25	" 18" " " "	" "
578+68	" 24" " " "	" " CLEAN INL.- & OUT- DITCHES
580+90	EXTEND PRES.- 15" V.C.P.	CULVT. 6' RT. WITH 15" V.C.P. FROM STA. 560+80 HDW. RT. DIG INL.- DITCH
582+92	PRESENT 24" V.C.P. CULVT.	TO REMAIN
585+35	" 24" " " "	" " CLEAN INLET DITCH RT.
590+69	" 15" " " "	" " " " " "
597+06	PRESENT 70' SPAN	STEEL BRIDGE TO REMAIN
600+74	EXTEND PRES.- 15" V.C.P.	CULVT. 6' RT. WITH 15" V.C.P. FROM STA. 560+80 HDW. RT. CLEAN INL.- DITCH RT.
603+18	EXTEND PRESENT 15" V.C.P.	CULVT. 9' RT. WITH 15" V.C.P. FROM STA. 560+80 HDW. RT. DIG 50' OUTL.- DITCH
605+65	PRESENT 15" V.C.P. CULVT.	TO REMAIN CLEAN INL.- & OUTL.- DITCH
607+20	PRESENT 2½ X 4 CONC-BOX.	TO REMAIN RAISE HDW. LT. 2' RIP-RAP LT.
611+30	" 15" V.C.P. CULVT.	" " " " " 1' W-DRY RUB.
612+67	" 15" " " "	" "
618+19	PRESENT 15" V.C.P. CULVT.	TO REMAIN RAISE HDW. RT. & LT 1' DRY RUB.-
620+31	EXTEND PRES.- 15" V.C.P.	CULVT. 6' RT. WITH 15" V.C.P. FROM STA 560+80 HDW. RT. 150' OUTL.- DT. CLEAN INL.-
621+57	EXTEND PRES. 15" V.C.P.	CULVT. 9' RT. WITH 15" V.C.P. FROM STA. 560+80 BUILD HDW. RT.
624+00	PRESENT 15" V.C.P. CULVT.	TO REMAIN CLEAN OUTL.- DITCH LT.
627+45	" 15" " " "	" " RAISE LT. HDW. 2' WITH DRY RUB.
630+00	EXTEND PRES.- 6 X 6 CONC-	BOX. CULVT. 6' LT. BUILD W-W LT. FOOTBUM-GW
636+47	" " 18" V.C.P.	CULVT 6' LT. WITH 18" R.C.P. HDW. LT.
640+19	PRESENT 18" V.C.P. CULVT.	TO REMAIN CLEAN INL.- & OUTL.- DITCHES
642+15	" 24" " " "	" " " " " " " "
645+70	EXTEND PRES. 15" V.C.P.	CULVT. 6' RT. WITH 15" V.C.P. FROM STA. 560+80 HDW. RT. CLEAN OUTL.- DITCH
648+64	PRESENT 15" V.C.P. CULVT.	TO REMAIN CLEAN OUTLET DITCH LT.
652+83	REMOVE & RELAY PRES.-	15" V.C.P. CULVT. BUILD HDW. RT. & LT.
656+88	EXTEND PRES.- 15" V.C.P.	CULVT. 6' RT. WITH 15" R.C.P. HDW. RT.
659+98	PRESENT 15" V.C.P. CULVT.	TO REMAIN CLEAN INLET DITCH RT.
663+90	PRESENT 32' SPAN	BRIDGE TO REMAIN.

GRAVEL SURFACING CON'T.

THE CONTRACTOR SHALL CONDUCT THE WORK OF DELIVERING THE GRAVEL FOR GRAVEL SURFACING IN SUCH A MANNER, AS TO AVOID HAULING OVER ANY PAVED STATE ROAD.

TYPE OF CONSTRUCTION:- GRAVEL SURFACING.

TABLE OF BORROW

STA.	TO	STA.	DIST.	CU. YDS.
157+00	"	166+00	900	1642.1
232+00	"	242+65	1065	698.0
242+65	"	251+89	924	456.2
370+25	"	379+25	900	774.9
491+00	"	501+24	468.6	246.5
501+24	"	511+25	1000.3	1063.2
620+48	"	632+00	1152.	1210.6
639+50	"	648+92	942	246.8
663+75	"	670+67	692.5	1083.7
NOTE: BOR- FROM STA. 370+25 TO BE GOTTEN STA. 383				
TOTAL				7421.8

FINAL TOTAL BORROW = 460.00 CU. YDS.

GRAVEL SURFACING

UNDER GRAVEL SURFACING THE CONTRACTOR WILL BE REQUIRED TO SPREAD THE GRAVEL TO THE THICKNESS SHOWN ON THE PLANS, OR CALLED FOR BY THE ENGINEER. THE INTENT BEING TO ASSUME THAT A CUBIC YARD OF GRAVEL LOOSE BEFORE BINDER IS PLACED UPON IT WILL BE EQUAL TO A CUBIC YARD FOR PURPOSE OF PAYMENT.

THE CONTRACTOR SHALL FURNISH THE ENGINEER WITH ALL ORIGINAL FREIGHT BILLS, OR WITH CERTIFIED COPIES OF ALL SUCH BILLS, FOR GRAVEL DELIVERED FOR USE IN GRAVEL SURFACING.

SHOULD THE AMOUNT OF GRAVEL DELIVERED ON THE ROAD AS SHOWN BY THESE FREIGHT BILLS BE LESS THAN THE AMOUNT CALLED FOR BY THE DIVISION ENGINEER PAYMENT WILL BE MADE FOR THE AMOUNT ACTUALLY DELIVERED AS SHOWN BY THE BILLS ASSUMING THAT 3000 LBS. OF GRAVEL EQUALS ONE CUBIC YARD.

TABLE OF OVERHAUL

STA.	TO	STA.	DIST.	STA. YDS.
195+75	"	206+00	1025	10
232+41	"	242+65	1024	5
317+00	"	327+66	1066	10
370+25	"	379+25	900	1200
379+25	"	391+00	1175	50
550+10	"	562+50	1240	60
583+25	"	595+50	1225	340
652+25	"	663+75	1150	50
TOTAL				1725

FINAL TOTAL OVERHAUL = 55.89 STA. YDS.

TABE OF GUARD RAIL

STA. TO STA.	DIST.	SIDE	LIN. FT.	
162+98 " 163+14	16	RT. & LT.	32	WILSON CREEK BRIDGE
163+66 " 163+82	16	" " "	32	" " "
196+90 " 197+06	16	" " "	32	UPPER WORKMAN BR.-
198+49 " 198+65	16	" " "	32	" " "
210+41 " 210+57	16	" " "	32	LOWER " "
212+00 " 212+16	16	" " "	32	" " "
250+17 " 250+33	16	" " "	32	SIDNEY BOOTH BR.
251+76 " 251+92	16	" " "	32	" " "
271+21 " 271+37	16	" " "	32	GARRETT CREEK BR.-
271+59 " 271+75	16	" " "	32	" " "
278+01 " 278+17	16	" " "	32	" " "
278+30 " 278+46	16	" " "	32	" " "
325+00 " 325+16	16	" " "	32	BIG CREEK BRIDGE
325+36 " 355+52	16	" " "	32	" " "
412+60 " 412+76	16	" " "	32	BLOSS BRANCH CUL-
412+84 " 413+00	16	" " "	32	" " "
501+09 " 501+25	16	" " "	32	DICKSON BRIDGE
503+37 " 503+53	16	" " "	32	" " "
596+98 " 597+14	16	" " "	32	BEECH FORK BR.
597+86 " 598+02	16	" " "	32	" " "
663+74 " 663+90	16	" " "	32	CAMP CREEK "
664+72 " 664+88	16	" " "	32	" " "
TOTAL			704 LIN-FT.	

242

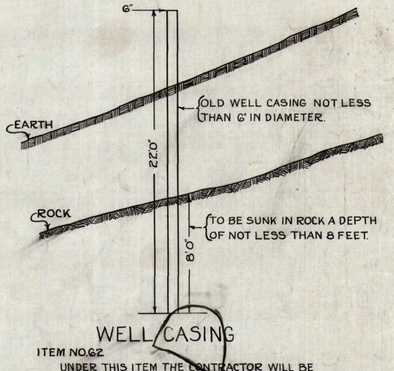
PROJ. NO.	COUNTY	SHEET NO.	NO. SHEETS
2180	WAYNE	3	179

TABLE OF BALANCES

STATION	TO	STATION	DISTANCE	EXCAV.- CU-YDS.	BALANCE	EMBK.- CU-YDS.
99+96	"	106+00	604	146.2	1.37	106.4
106+00	116+70 = 116+66	116+00	1000	1306.2	EXCESS (TO BE PLACED AT STA 126 FORWARD)	76.3
116+00	"	124+00	804.3	673.7	1.32	510.4
124+00	"	129+00	500	213.3	1.30	164.7
129+00	"	138+50	950	284.6	1.23	232.2
138+50	150+03 = 150+00	148+25	975	314.6	1.29	244.4
148+25	"	157+00	878	1134.2	0.98 ROCK	1161.2
157+00	169+68.8 = 172+09.2	166+00	900	1631.3	BORROW	2975.8
166+00	"	173+33	469.6	936.2	1.20	778.5
173+33	"	182+00	867.	455.9	1.30	353.8
182+00	189+97.5 = 190+01	188+75	675	417.3	1.24	336.2
188+75	"	195+75	698.2	186.5	1.24	150.4
195+75	"	206+00	1025	297.4	1.16	255.5
206+00	"	212+06	606	122.5	1.34	91.6
212+06	"	218+00	594	206.4	1.40	144.3
218+00	"	228+00	1000	276.4	1.36	203.4
228+00	"	232+00	400	116.2	1.34	86.5
232+00	"	242+65	1065	64.9	BORROW	693.6
242+65	"	251+89	924	65.8	"	474.6
251+89	"	261+00	911	377.9	1.23	306.5
261+00	"	265+20	420	112.6	1.30	86.3
283+00	"	291+50	850	409.7	1.18	347.9
291+50	"	298+75	725	412.5	1.25	328.7
298+75	"	306+50	775	412.0	1.32	313.1
306+50	"	308+60	210	48.7	1.35	36.1
308+60	"	317+00	840	381.7	1.36	279.7
317+00	"	327+66	1066	426.7	1.30	326.1
327+66	"	333+70	604	471.4	1.19	397.4
333+70	"	343+00	930	590.2	1.20	494.2
343+00	"	350+15	715	406.5	1.38	294.0
350+15	"	355+00	485	281.5	1.30	216.6
355+00	"	362+80	780	342.8	1.30	261.9
362+80	"	370+25	745	493.8	1.24	399.3
370+25	"	379+25	900	105.1	BORROW	800.0
379+25	"	391+00	1175	697.4	1.13	615.9
391+00	"	401+00	1000	691.8	1.30	532.9
401+00	"	407+62	662	275.4	1.38	198.7
407+62	"	417+00	938	478.5	1.35	353.1
417+00	"	425+00	800	279.5	1.25	224.0
425+00	"	429+00	400	249.6	1.30	192.1
429+00	"	439+00	1000	551.8	1.35	407.4
439+00	"	444+69	569	262.1	1.32	198.0
444+69	"	447+65	296	124.1	1.28	97.0
447+65	"	453+24	559	369.0	1.28	286.8
453+24	"	462+00	876	628.3	1.17	509.3
462+00	"	472+00	1000	413.5	1.25	329.9
472+00	480+40 = 483+45	474+75	275	114.3	1.25	91.7
474+75	"	483+00	820	764.0	1.17	656.7
483+00	"	491+00	800	540.9	1.23	438.9
491+00	"	501+24.7	1024.7	468.6	BORROW	650.1
501+24.7	"	511+25	1000.3	90.4	"	1048.8
511+25	"	521+25	1000	481.6	1.16	416.3
521+25	"	524+25	300	127.7	1.26	101.5
524+25	"	533+50	925	338.3	1.37	246.6
533+50	"	542+00	850	269.7	1.33	203.1
542+00	"	550+10	810	279.0	1.29	216.3
550+10	"	562+50	1240	769.5	1.12	691.4
562+50	"	566+72	422	181.3	1.32	137.3
566+72	"	573+25	653	469.3	1.32	354.9
573+25	"	583+25	1000	1119.9	1.30	863.0
583+25	"	595+50	1225	1324.3	1.12	1191.3
595+50	"	604+00	850	538.0	1.18	455.7
604+00	"	613+50	950	272.6	1.23	221.9
613+50	"	620+48	698	227.6	1.26	180.0
620+48	"	632+00	1152	111.7	BORROW	1202.1
632+00	"	639+50	750	227.2	1.26	180.4
639+50	"	648+92	942	203.2	BORROW	409.1
648+92	"	652+25	333	90.1	1.34	67.4
652+25	"	663+75	1150	840.7	1.19	703.8
663+75	"	670+67.5	692.5	22.3	BORROW	1005.4
TOTALS			56806.6	29,015.9		30,006.4

BENCH MARKS

NO.	ELEVATION	DESCRIPTION
1	596.38	CHISELED □ ON RT. HDW. OF 4X4- CONC.- BOX CULVT. STA. 99+40.
2	662.35	CHISELED □ ON RT. HDW. OF 18" V.C.P. CULVT. AT STA. 110+08.
3	676.66	NAIL IN ROOT OF 24" BLACK OAK 50' LT. STA. 121+50.
4	621.31	CHISELED □ ON LT. HDW. OF 18" V.C.P. CULVT. AT. STA. 133+19.
5	583.23	" " " " " " 4X5 CONC- BOX CULVT. STA. 145+50.
6	597.97	NAIL AND CAP IN ROOT OF 30" BEECH 35' LT. OF STA. 155+10.
7	587.56	CHISELED □ ON TOP OF RT. HAND RAIL OF CON-ARCH BRIDGE.
8	588.60	" " " RT. HDW. OF CONC- BOX CULVT. AT STA. 174+39.
9	600.62	" " " " " 15" V.C.P. CULVT. " " 181+96.
10	589.09	" " " STONE ABUTMENT OF STEEL BR.-12' RT. STA. 197+07.
11	589.03	" " " " " " " " 210+50.
12	599.57	" " " RT. HDW. OF V.C.P. CULVT. AT STA. 227+50.
13	587.15	" " " STONE ABUTMENT OF STEEL BR.-12' RT. STA. 250+00.
14	585.24	FIVE NAILS IN ROOT OF 24" POPLAR 3' FROM TREE 20' LT " 266+00.
15	565.75	TWO " " " " 18" ELM ON CR-BANK 60' LT. STA. 272+50.
16	577.56	CHISELED □ ON RT. HDW. OF 15" V.C.P. CULVT.- AT STA. 284+89.
17	575.60	TWO NAILS IN ROOT OF LARGE BEECH RT. OF STA. 300+00.
18	588.48	U.S.G.S. METAL TABLET ON LARGE BOULDER 25' LT. STA. 315+65.
19	579.12	CHISELED ☒ ON LT. HDW. OF 15" V.C.P. CULVT. STA. 329+95.
20	597.88	CHISELED CROSS ON LARGE BOULDER 25' RT. OF STA. 344+00.
21	609.45	" " " LT. HDW. OF 15" V.C.P. CULVT. AT. STA. 356+90.
22	583.93	ON ROOT OF 12" SYCAMORE 130' RT. OF STA. 367+00.
23	574.00	CHISELED □ ON LT. HDW. OF 18" V.C.P. AT. STA. 379+25.
24	595.63	" " " " " 15" " " " " 395+98.
25	575.82	" " " " " " 8X8 CONC- BOX CULVT. AT. STA. 412+35.
26	585.20	NAIL IN ROOT OF 15" SYCAMORE 30' LT. STA. 426+50.
27	625.74	CHISELED □ ON LT. HDW. OF 15" V.C.P. CULVT. AT. STA. 440+74.
28	672.37	CHISELED □ ON LT. HDW. OF 15" V.C.P. CULVT. AT. STA. 451+00.
29	632.09	NAIL IN ROOT OF 6" WILLOW RT OF STA. 463+00.
30	576.40	CHISELED □ ON LT. HDW. OF V.C.P. CULVT. AT. STA. 476+18.
31	580.59	CHISELED □ ON LT. HDW. OF 18" V.C.P. CULVT. AT STA. 488+40.
32	574.07	CHISELED □ ON STONE ABUTMENT OF STEEL BRIDGE AT DICKINSON.
33	612.21	SPIKE NAIL IN 36" BEECH LT. OF STA.-
34	599.75	CHISELED □ ON BOULDER 16' LT. OF STA. 537+40.
35	592.79	NAIL IN ROOT OF 10" WALNUT 50' RT. OF STA. 550+25.
36	665.09	NAIL IN 8" BLACK OAK 35' TO THE LT. OF STA. 564+50.
37	647.06	CHISELED □ ON LT. HDW. 14' RT. OF STA. 580+90.
38	564.84	WAYNE CO. B.M. N-11 CHISELED CROSS ON STONE W. W. OF BR OVER BEECH F
39	579.15	CHISELED □ ON RT. HDW. OF 4X2½ CONC- BOX CULVT. STA. 607+20.
40	565.97	" " " LT. " " 18" V.C.P. CULVT. AT R.R. CROSSING 620+31.
41	561.12	CHISELED □ ON RT. HDW. OF 15" V.C.P " " STA. 636+47.
42	565.00	" " " LT. " " " " " " " 648+92.
43	560.69	ON WING WALL OF CONC- BRIDGE AT STA. 663+90.
44	567.90	CHISELED □ ON HDW. OF V.C.P CULVT. AT RAIL ROAD CROSSING



ITEM NO. 62

UNDER THIS ITEM THE CONTRACTOR WILL BE REQUIRED TO DRILL HOLES TO THE DEPTH SHOWN ON THE PLANS, THRU EARTH INTO AN UNDERLYING STRATA OF ROCK.

PLACE IN THESE HOLES WELL CASING, HAVING A DIAMETER OF NOT LESS THAN 6" INCHES, AND FILL THESE WELL CASING WITH CLASS A CONCRETE REINFORCED WITH THREE HALF INCH SQUARE STEEL REINFORCING RODS, EXTENDING THE ENTIRE LENGTH OF THE WELL CASING.

THE WELL CASING MAY BE SECOND HAND, BUT MUST BE OF GOOD QUALITY, IRON, AND OF THE LENGTH SHOWN ON THE PLANS.

THE WORK WILL BE PAID FOR AT THE CONTRACT PRICE PER LINEAL FOOT FOR EACH FOOT OF LENGTH OF WELL CASING SO PLACED WHICH PRICE SHALL INCLUDE ANY EXCAVATION NECESSARY, THE FURNISHING OF A WELL DRILLING MACHINE FOR THE WORK, THE FURNISHING, AND PLACING OF THE CASING, THE FURNISHING, AND PLACING OF THE CONCRETE, THE STEEL REINFORCING RODS, AND ALL WORK, LABOR, MATERIALS, AND SUPPLIES INCIDENTAL THERETO.

SUMMARY OF QUANTITIES
(TO BE USED IN FILLING OUT PROPOSALS)

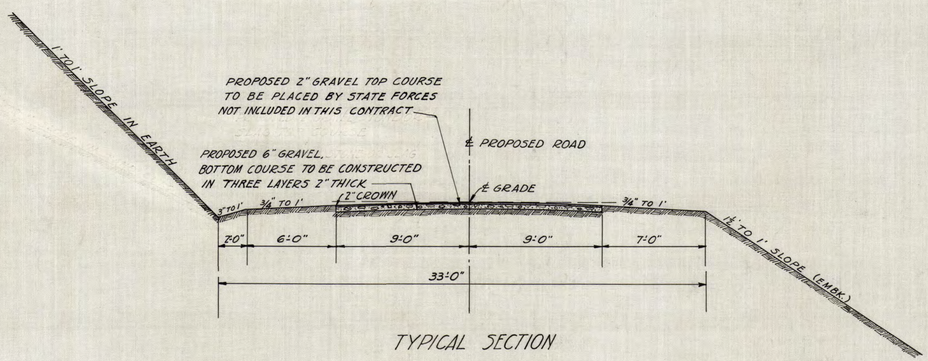
NO.	QUANTITY	UNIT	ITEM	FINAL
1	56,800	LIN.- FEET	CLEARING RIGHT-OF-WAY.	60276.00
2	40,000	CU.- YDS.	UNCLASSIFIED EXCAVATION.	84566.80
3	30	" "	WET EXCAVATION.	12.32
4	900	" "	DRY "	858.94
5	8200	" "	BORROW "	460.00
6	1900	STA. YDS.	OVERHAUL.	35294.00
7	5	CU.- YDS.	CLASS A CONCRETE.	7.96
8	85	" "	" B "	103.25
9	10	" "	" C "	12.62
10	500	POUNDS	METAL REINFORCEMENT.	1033.00
12	150	CU.- YDS.	COURSED STONE MASONRY.	213.98
13	65	" "	DRY RUBBLE MASONRY.	24.08
16 b	110	LIN.- FEET	15" REINFORCED CONCRETE. PIPE.	504.00
16 c	160	" "	18" " " "	411.00
18 a	35	" "	12" VITRIFIED CLAY PIPE.	NONE
19	115	" "	RELAYING OLD PIPE.	181.50
20	100	" "	4" VITRIFIED TILE UNDERDRAIN.	NONE
32	800	" "	WIRE CABLE GUARD RAIL.	3295.00
34	35	CU.- YDS.	RIP RAP	17.26
35 a	2300	LIN.- FEET	PILING IN SLIPS.	2114.30
36	350	CU.- YDS.	LOOSE GRAVEL.	18.00
57	28,000	" "	GRAVEL SURFACING.	26992.03
16 d		LIN. FEET	24" REINFORCED CONCRETE PIPE	21.00
16 e		" "	36" " " "	18.00
1		$	EXTRA WORK BILL	$ 348.92
2		"	" " "	350.02
3		"	" " "	45.10
4		"	" " "	75.90
5		"	" " "	99.27
6		"	" " "	734.39

TRACED BY P.V.B. CHECKED BY P.V.B & R.B.

DIV. No.	COUNTY	PROJECT No.	YEAR	SHEET No.	TOTAL SHEETS
2	WAYNE	2180	1930	3-A	179

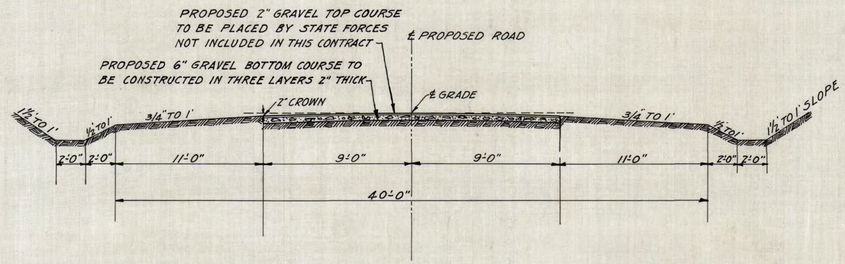
1930-IMPROVEMENT SHEET 2 OF 25 SHEETS.

NOTE.
WEST VIRGINIA STATE STANDARD SPECIFICATIONS OF 1929 TO GOVERN ALL WORK AND MATERIALS EXCEPT AS HEREIN NOTED.



TYPICAL SECTION

NOTE.
FOR WIDENING AND SUPERELEVATION SEE STATE STANDARD SHEET NO. 1.



SPECIAL SECTION

TO BE USED FROM STA. 253+50 TO STA. 265+00.

ITEM 50-A. GRAVEL BOTTOM COURSE.
PAYMENT UNDER THIS ITEM WILL BE MADE AT THE CONTRACT UNIT PRICE PER CU. YD. AS SHOWN BY ORIGINAL PAID FREIGHT BILLS ASSUMING 1 CU. YD. GRAVEL BOTTOM COURSE TO WEIGH 3000 LBS.

ITEM 50-B, GRAVEL TOP COURSE.
GRAVEL TOP COURSE NOT INCLUDED IN THIS CONTRACT. THIS ITEM TO BE PLACED BY STATE FORCES.

ITEM 62. SPECIAL ROCK FILL.
DESCRIPTION.– THIS ITEM SHALL CONSIST OF FURNISHING AND PLACING ROCK FILL COMPOSED OF DURABLE LOCAL ROCK ON THE EMBANKMENTS APPROXIMATELY 3 FT. IN THICKNESS OR AS ORDERED BY THE ENGINEER.
MATERIAL.– STONE FOR ROCK FILL SHALL CONSIST OF DURABLE QUARRY STONE NOT GREATER THAN 3 FT. IN ANY DIMENSION, AND NOT LESS THAN 6 INCH CUBES.
CONSTRUCTION METHODS.– THE ROCK SHALL BE DUMPED IN POSITION ON THE OUTSIDE OF EMBANKMENTS AS CALLED FOR IN THE ATTACHED TABLE OR AS ORDERED BY THE ENGINEER. THE ROCK FILL WILL IN GENERAL BE CONSTRUCTED BY THE DUMPING METHOD, BUT SUCH STONE SHALL BE PLACED APPROXIMATELY UNIFORM BY OTHER METHODS IF REQUIRED.
BASIS OF PAYMENT.– THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER CU. YD. OF ROCK FILL, MEASURED IN PLACE, IN ACCORDANCE WITH THE ORDERS OF THE ENGINEER, WHICH PRICE WILL INCLUDE FURNISHING AND PLACING THE ROCK FILL AND ALL LABOR AND MATERIAL INCIDENTAL THERETO.

MINIMUM EQUIPMENT REQUIRED

THE FOLLOWING EQUIPMENT WILL BE CONSIDERED A SATISFACTORY MINIMUM FOR THE PROPER EXECUTION OF THIS CONTRACT.

1-POWER SHOVEL. HAVING A DIPPER CAPACITY OF NOT LESS THAN ¾ CU. YD.
1 COMPRESSOR OUTFIT.
SUFFICIENT HAULING EQUIPMENT. TO SERVE SHOVEL OR PLACE 100 CU. YDS. GRAVEL BOTTOM COURSE PER WORKING DAY.
1-CONCRETE MIXER. OF NOT LESS THAN 1 BAG CAPACITY.
1-CRAWLER TYPE TRACTOR. WEIGHING NOT LESS THAN 15,000 LBS.
1-SUITABLE ROAD MACHINE. HAVING A BLADE OF NOT LESS THAN 10 FT.
1-STANDARD DRAG. (SEE STATE STANDARD SHEET.)

COMPLETION DATE

ALL WORK UNDER THIS CONTRACT SHALL BE COMPLETED ON OR BEFORE OCT. 15, 1930.

SHIPPING POINTS

DICKSON, NORFOLK AND WESTERN RAILWAY.
COUNTY FARM, NORFOLK AND WESTERN RAILWAY.

BENCH MARKS

NO.	ELEVATION	DESCRIPTION
13	587.15	CHISELED ▭ ON STONE ABUTMENT OF STEEL BRIDGE 12 FT. RT. OF STA. 250+00.
14	585.24	FIVE NAILS IN ROOT OF 24" POPLAR 3' FROM TRUNK OF TREE 20 FT. LT. OF STA. 266+00.
15	565.75	TWO NAILS IN ROOT OF 18" ELM ON CREEK BANK 60 FT. TO LEFT OF STA. 272+50.
16	577.56	CHISELED ▭ ON RT. HEADWALL OF 15" V.C.P. AT STA. 284+89.
16½	578.71	NAIL IN ROOT OF 18" WALNUT 2 FT. FROM TREE 35 FT. TO LT. OF STA. 279+75.
17	575.6	TWO NAILS IN ROOT OF LARGE BEECH TO RT. OF STA. 300+00.

TABLE OF STRUCTURES

STATION	STRUCTURE	CONSTRUCTION NOTES
268+80.	PLACE 24" R.C.P. CULVERT	114' LONG ON 45° SKEW LT. FOR'D HDW. RT. AND LT.
273+00.	BUILD 12'X16' SPEC. REINFORCED	CONCRETE BOX CULVERT 60' LONG.
280+75.	EXTEND PRES. 18" R.C.P. CULV.	30' LT. WITH 18" R.C.P. BUILD NEW HDW. ON LT.
292+40.	PLACE 36" R.C.P. CULV.	57' LONG HDW. RT. AND LT.

TABLE OF BORROW

STATION	TO	STATION	DISTANCE	CU. YDS.
267+59.0	"	272+91.0	532 FT.	5427.2
		TOTAL		5427.2

TYPE OF CONSTRUCTION – TRAFFIC BOUND GRAVEL.

TABLE OF OVERHAUL

STATION	TO STATION	DISTANCE	STATION YARDS
253+00.	267+59.	1,459 FT.	2,100
267+59.	287+59	2000 "	40,703
272+91.	284+33.	1,142 "	1,779
284+33.	300+88.	1655 "	13,978
		TOTAL	58,560.

TABLE OF ROCK FILL

STATION	TO STATION	DISTANCE	SLOPE RT	SLOPE LT.	CU. YDS.
266+75	269+25	250'		LT.	320
271+60	273+60	200'	RT.	LT.	450
277+50	279+50	200'	RT.		350
			TOTAL		1,120

TABLE OF BALANCES

STA.	TO STA.	DISTANCE	EXCAV. CU. YDS	BALANCE	EMBK. CU. YDS.
253+00	267+59.	1459'	3,081.2	1.23	2,511.4
267+59	272+91.	532'	2,674.7	BORROW	7,365.4
272+91	284+33.	1142'	8,957.6	1.17	8,045.9
284+33	300+88.	1655'	11,059.3	1.11	9,933.2
	TOTAL		25,772.8		27,855.9

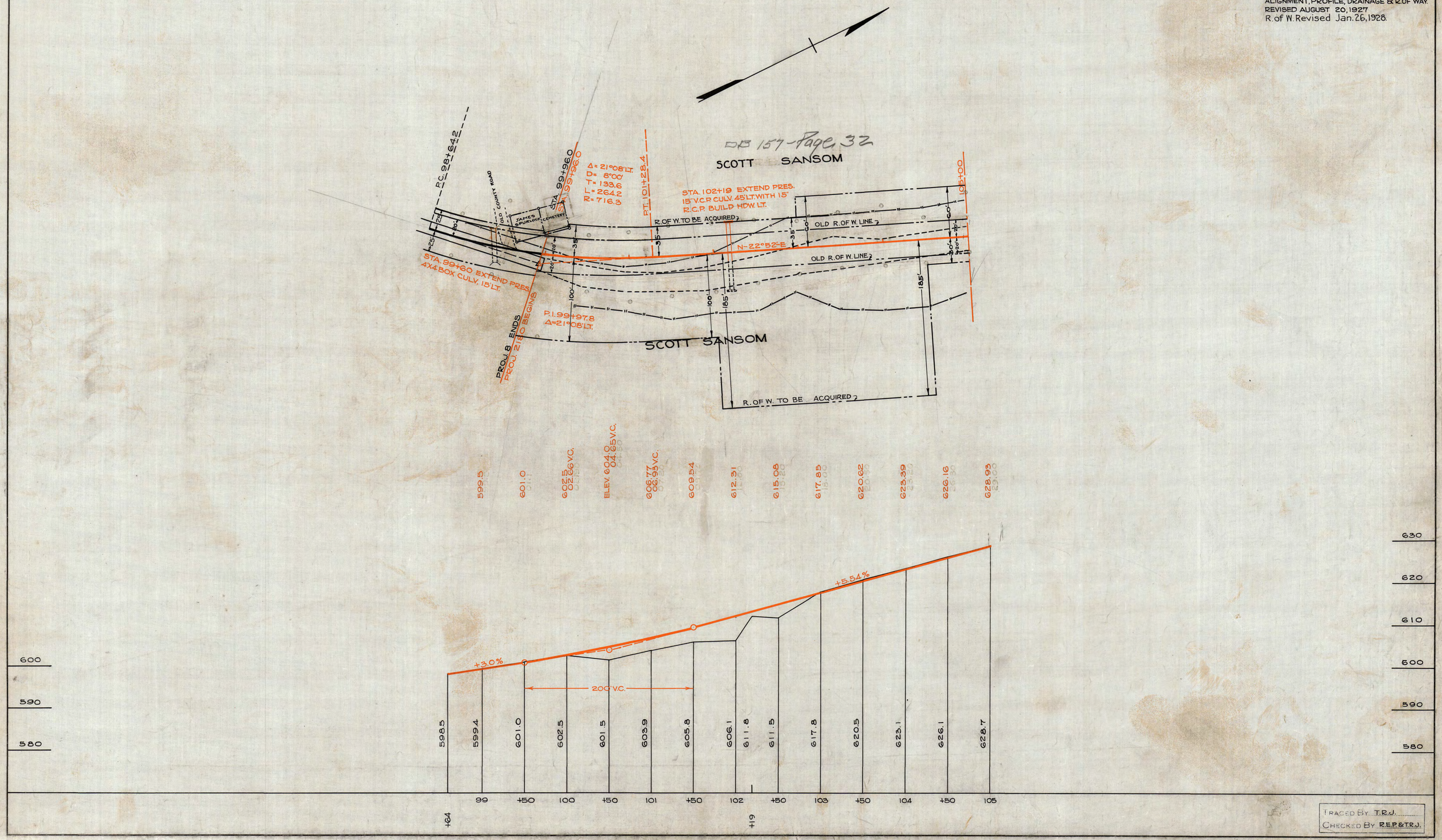
TABLE OF QUANTITIES

NO.	QUANTITY	UNIT	ITEM
1	4,800	L.F.	CLEARING RIGHT OF WAY
2	30,000	C.Y.	UNCLASSIFIED EXCAVATION
3	250	C.Y.	WET EXCAVATION FOR STRUCTURES
4	800	C.Y.	DRY EXCAVATION FOR STRUCTURES
5	6,300	C.Y.	BORROW EXCAVATION
6	70,000	S.Y.	OVERHAUL
7	400	C.Y.	CLASS "A" CONCRETE
8	20	C.Y.	CLASS "B" CONCRETE
10	75,000	LB.	METAL REINFORCING
16-B	40	L.F.	18" R.C. PIPE
16-C	130	L.F.	24" R.C. "
16-D	70	L.F.	36" R.C. "
20	100	L.F.	4" VIT. TILE UNDERDRAIN
32	100	C.Y.	LOOSE GRAVEL
35	400	C.Y.	KNAPPED STONE BASE COURSE
50-A	1,800	C.Y.	GRAVEL BOTTOM COURSE
62	1,300	C.Y.	SPECIAL ROCK FILL

PRINTED ON "IMPERIAL" TRACING CLOTH K & E CO., N. Y. FORM NO. 2

PROJ. NO.	COUNTY	SHEET NO.	NO. SHEETS
2180	WAYNE	4	179

ALIGNMENT, PROFILE, DRAINAGE & R. OF WAY.
REVISED AUGUST 20, 1927
R. of W. Revised Jan. 26, 1928.



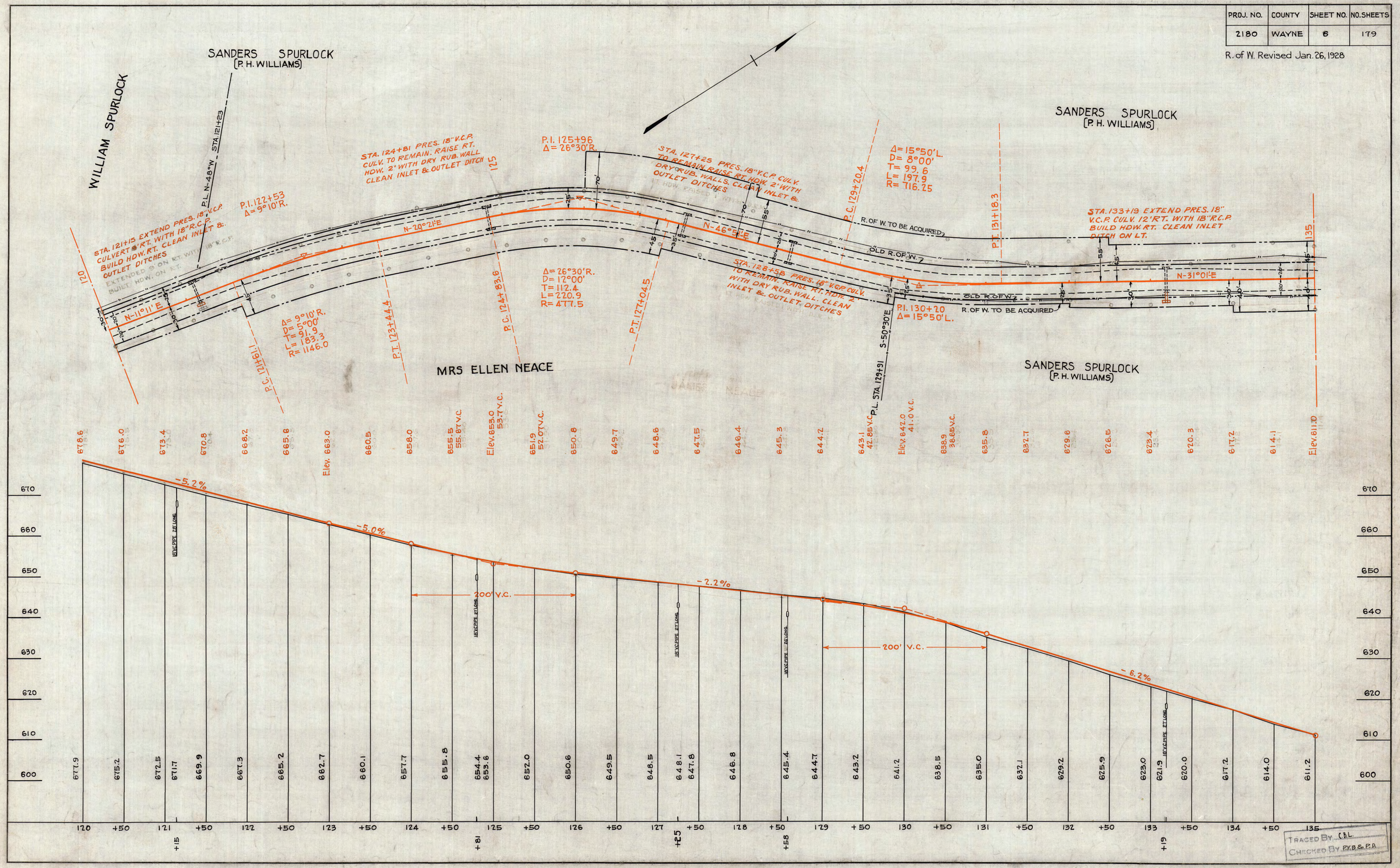
TRACED BY T.R.J.
CHECKED BY R.E.P. & T.R.J.

PROJ. NO.	COUNTY	SHEET NO.	NO. SHEETS
2180	WAYNE	5	179

ALIGNMENT, PROFILE, DRAINAGE & R. OF WAY.
REVISED AUGUST 20, 1927
R. of W. Revised Jan. 26, 1928.

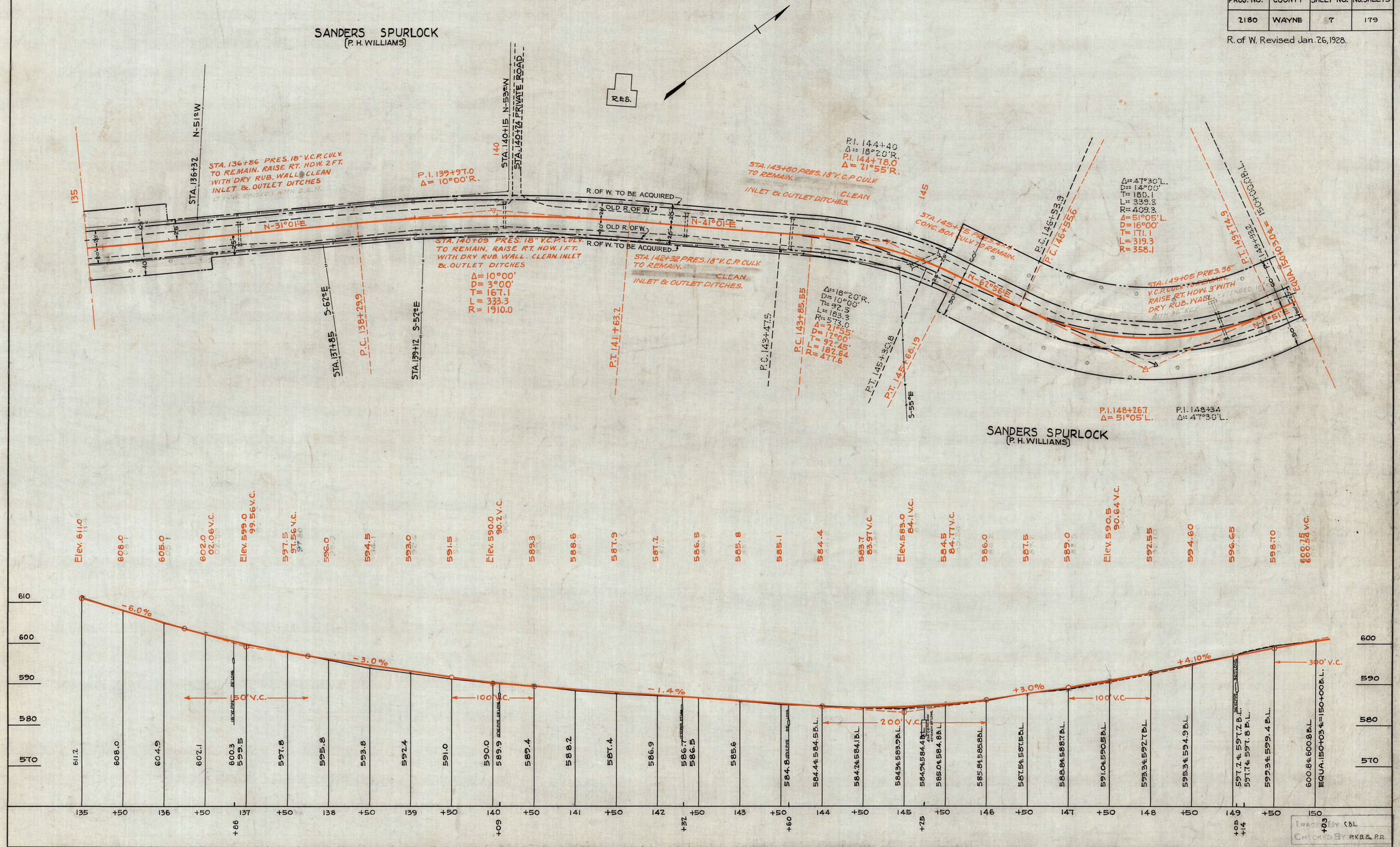
PROJ. NO.	COUNTY	SHEET NO.	NO. SHEETS
2180	WAYNE	6	179

R. of W. Revised Jan. 26, 1928



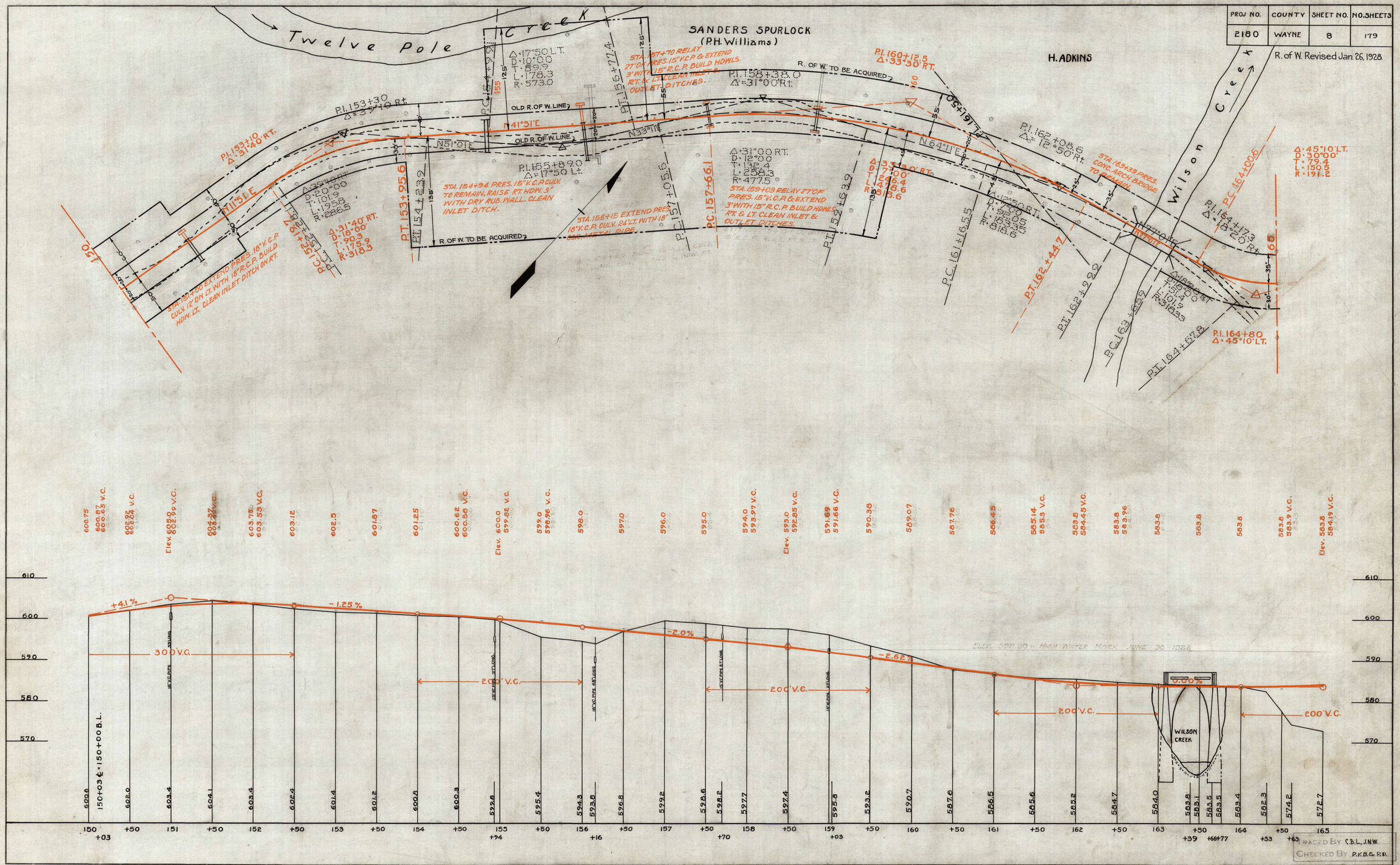
PROJ. NO.	COUNTY	SHEET NO.	NO. SHEETS
2180	WAYNE	7	179

R. of W. Revised Jan. 26, 1928.



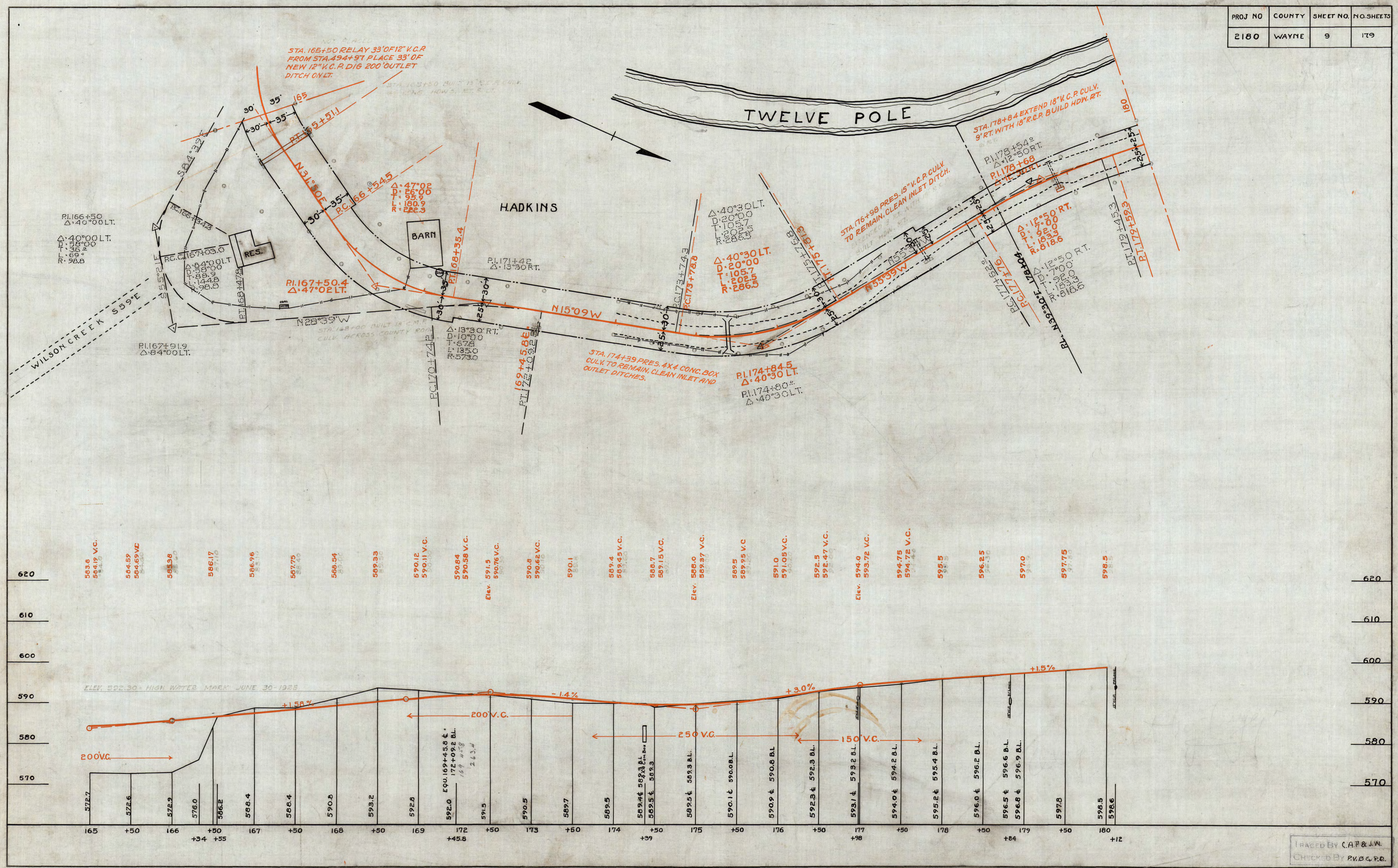
PROJ NO.	COUNTY	SHEET NO.	NO. SHEETS
2180	WAYNE	8	179

R. of W. Revised Jan. 26, 1928.



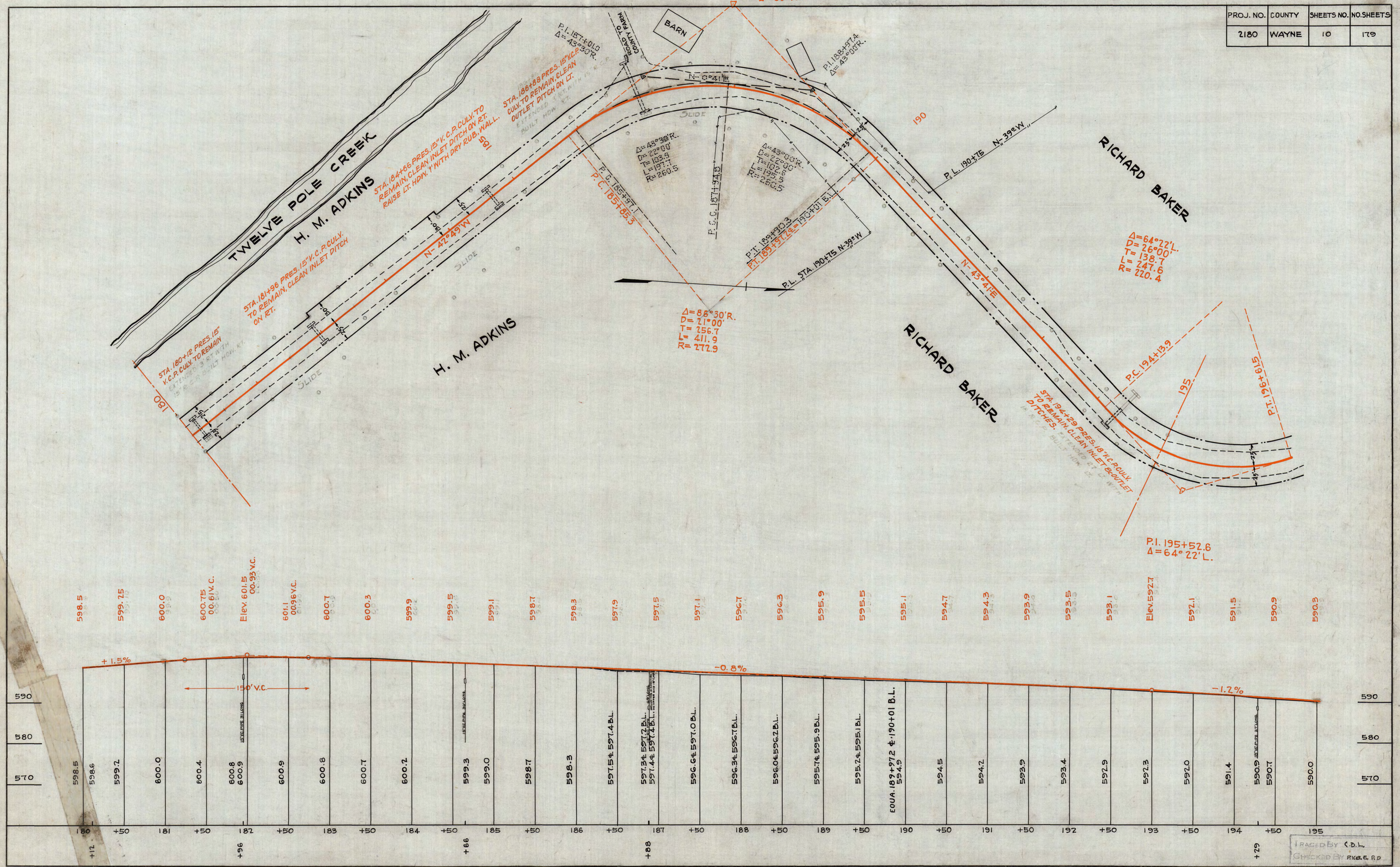
Checked By P.V.B.G. R.D.

PROJ NO	COUNTY	SHEET NO.	NO. SHEETS
2180	WAYNE	9	179

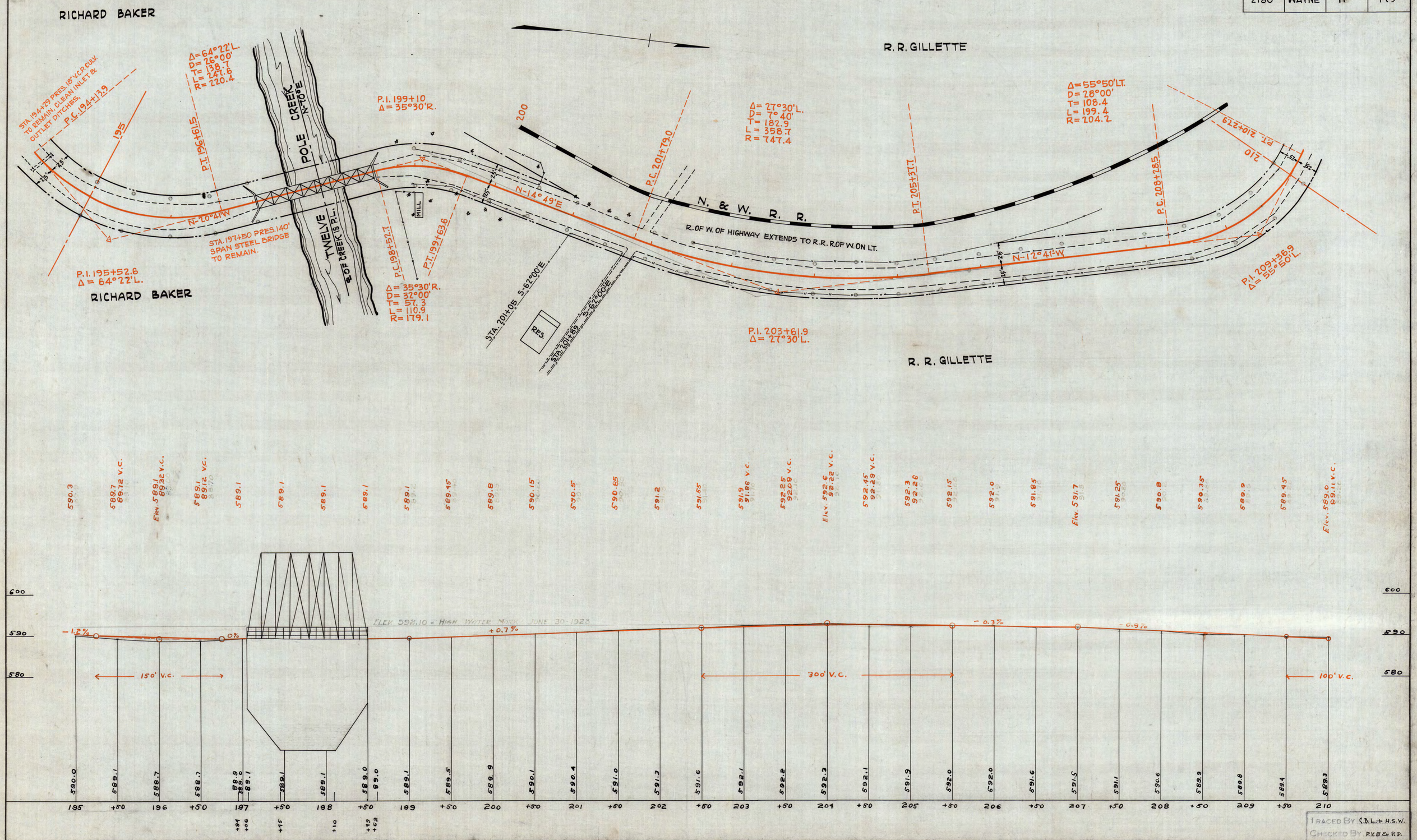


TRACED BY C.A.F. & J.W.
CHECKED BY P.V.B. & R.D.

PROJ. NO.	COUNTY	SHEETS NO.	NO. SHEETS
2180	WAYNE	10	179

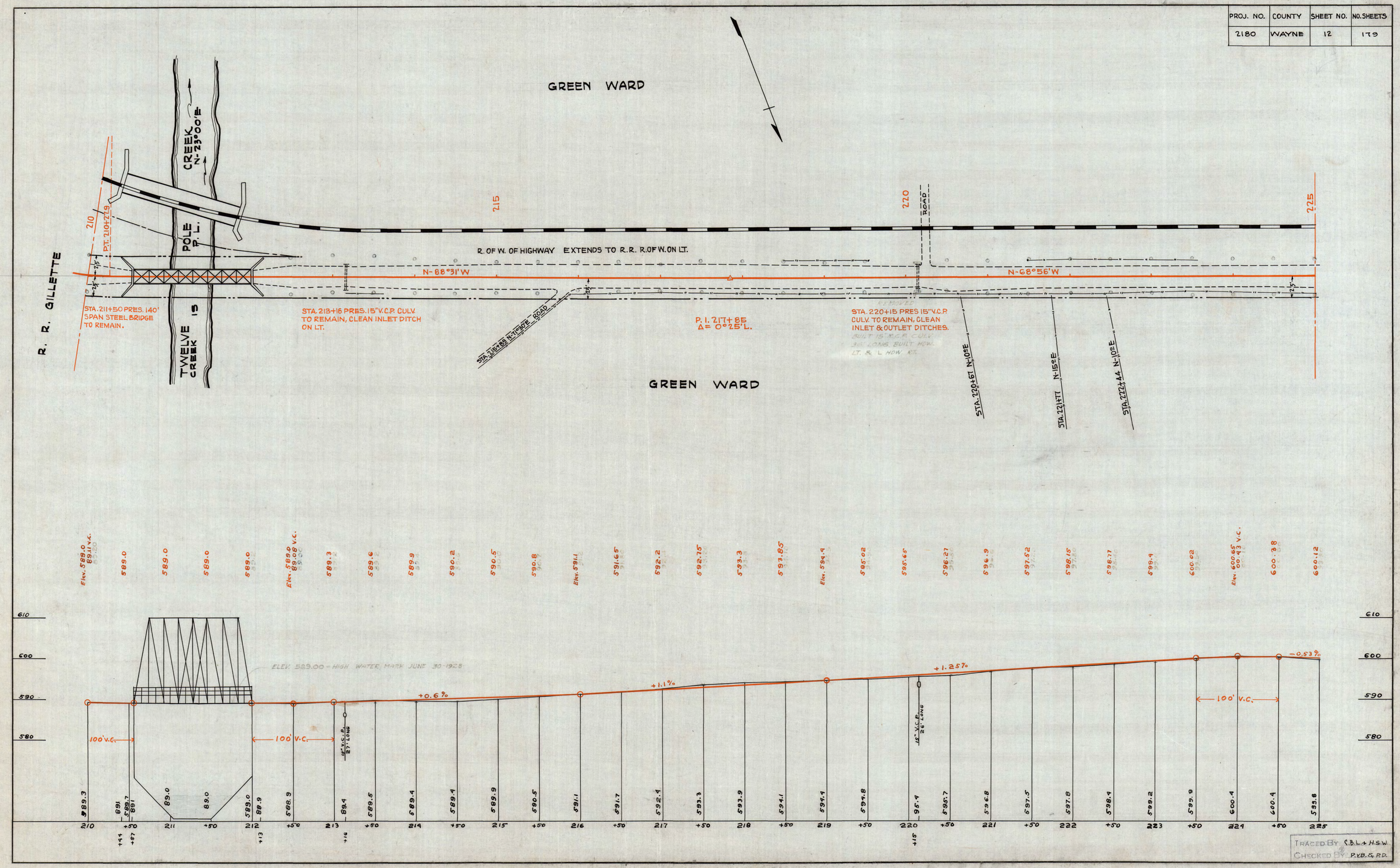


PROJ. NO.	COUNTY	SHEET NO.	NO. SHEETS
2180	WAYNE	11	179

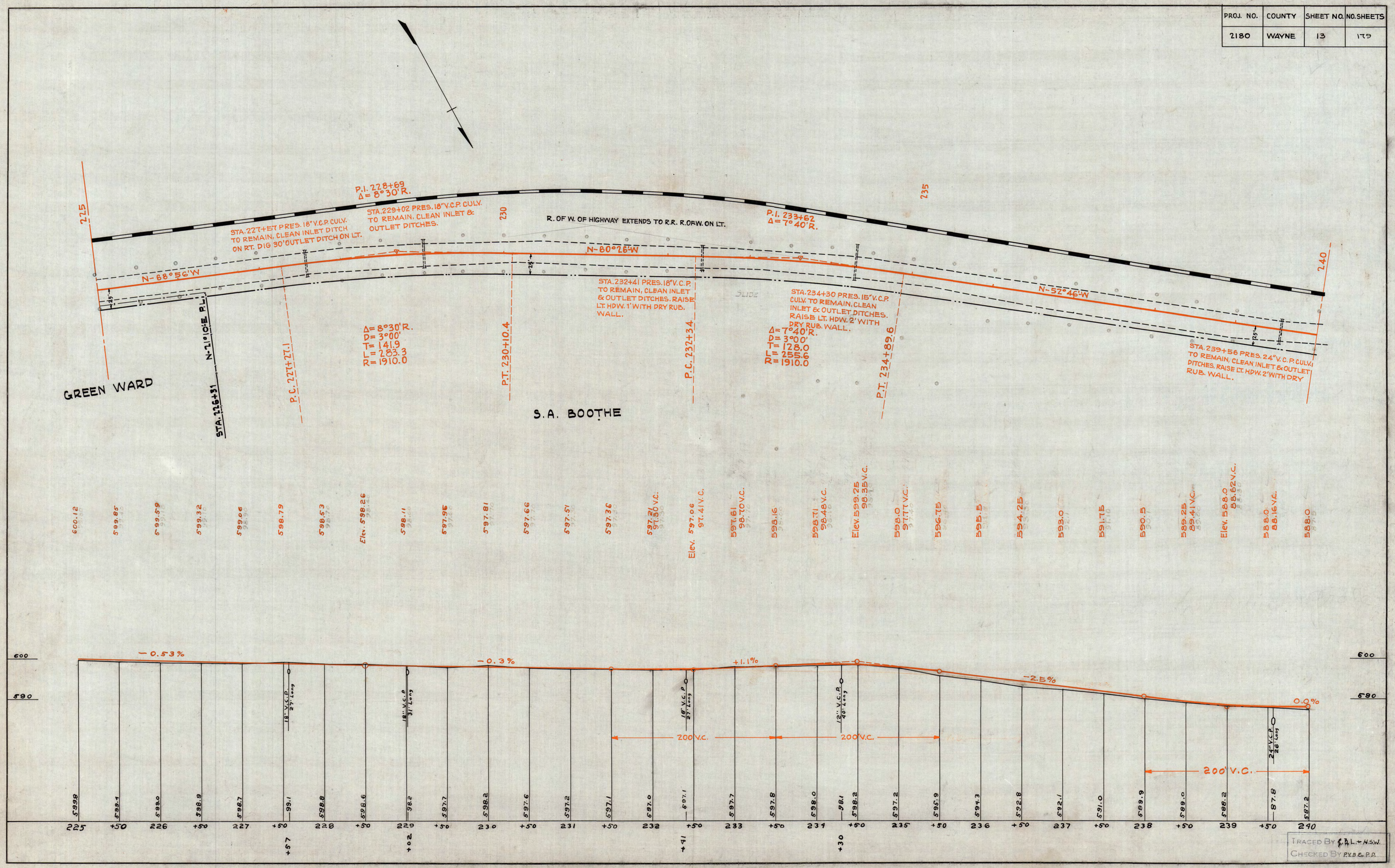


TRACED BY C.D.L. & H.S.W.
CHECKED BY P.V.B. & R.D.

PROJ. NO.	COUNTY	SHEET NO.	NO. SHEETS
2180	WAYNE	12	179



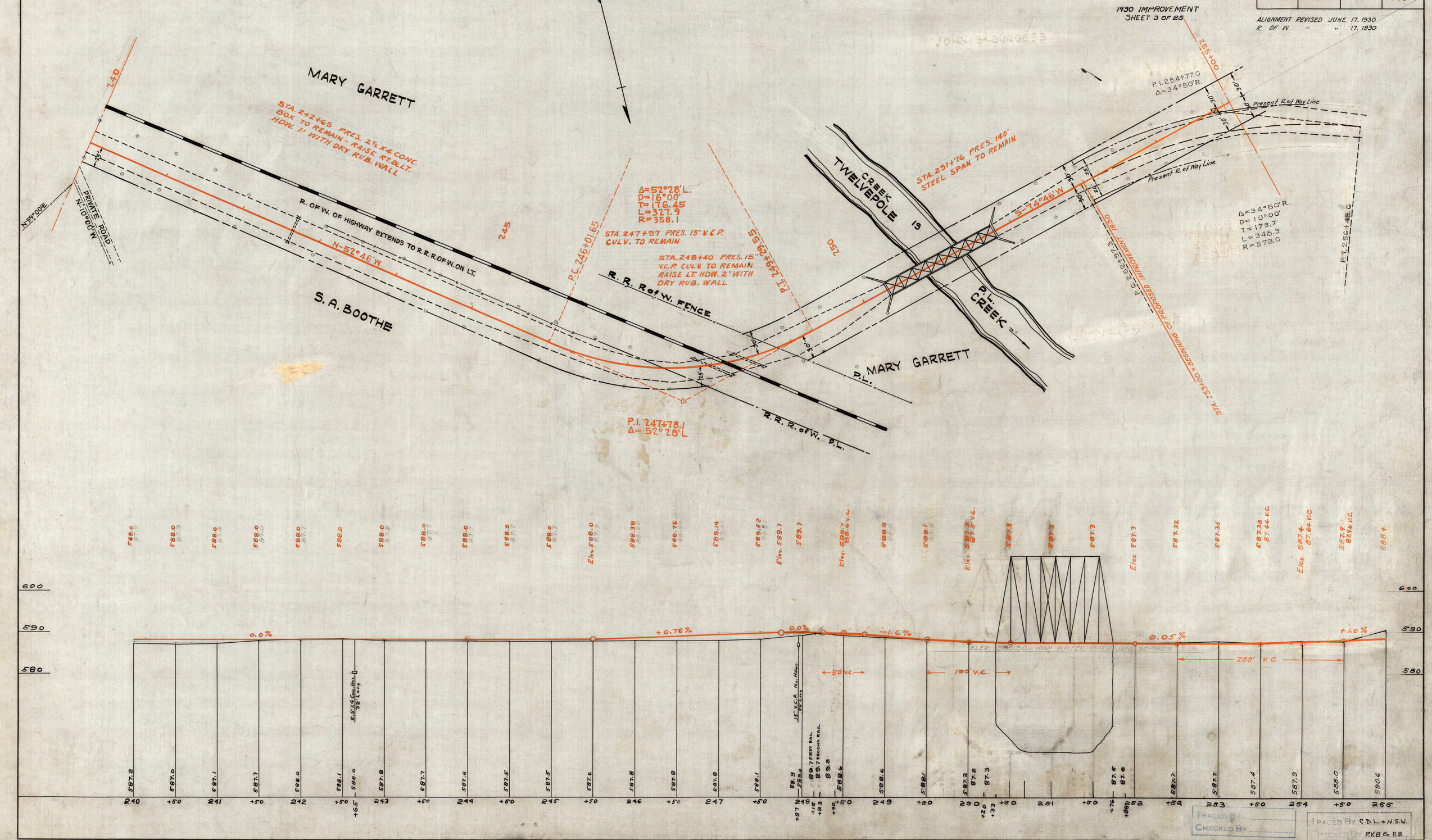
PROJ. NO.	COUNTY	SHEET NO.	NO. SHEETS
2180	WAYNE	13	179



PROJ. NO.	COUNTY	SHEET NO.	NO. SHEETS
2180	WAYNE	14	179

1930 IMPROVEMENT
SHEET 3 OF 25

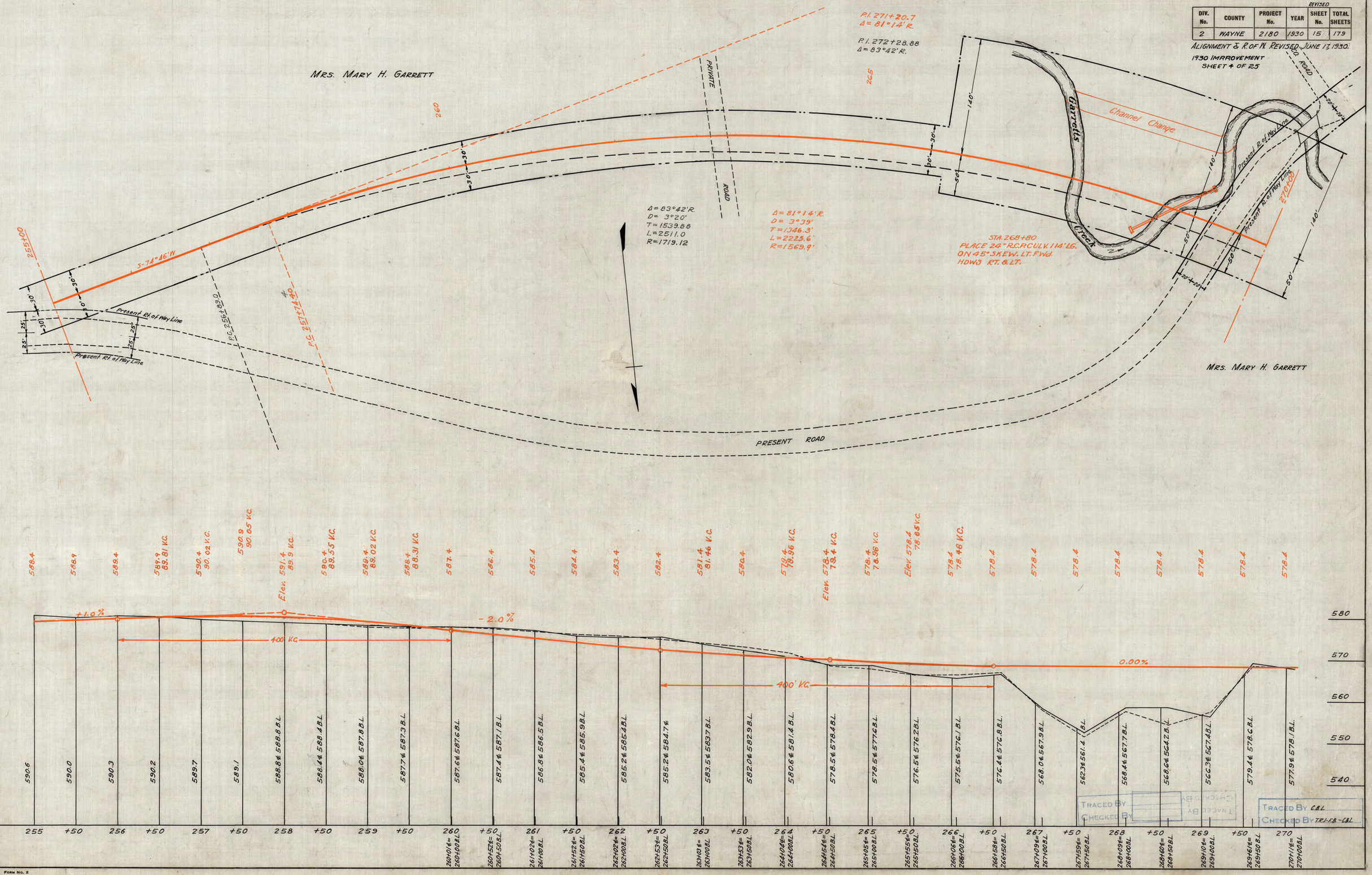
ALIGNMENT REVISED JUNE 17, 1930
R. OF W. " " 17, 1930



DIV. No.	COUNTY	PROJECT No.	YEAR	SHEET No.	TOTAL SHEETS
2	WAYNE	2180	1930	15 (REVISED)	179

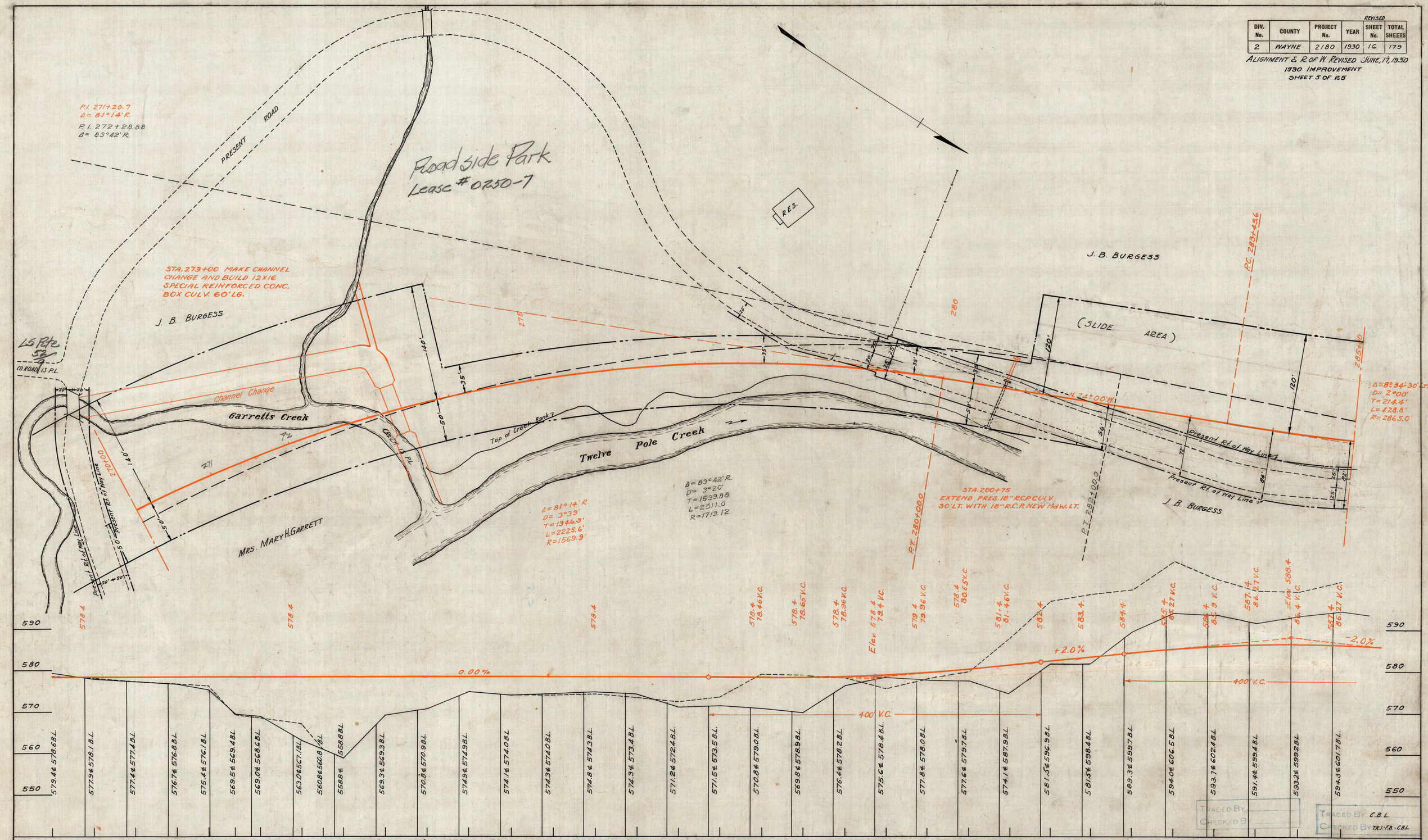
ALIGNMENT & R. OF W. REVISED JUNE 17, 1930.

1930 IMPROVEMENT
SHEET 4 OF 25



DIV. No.	COUNTY	PROJECT No.	YEAR	REVISED SHEET No.	TOTAL SHEETS
2	WAYNE	2180	1930	16	179

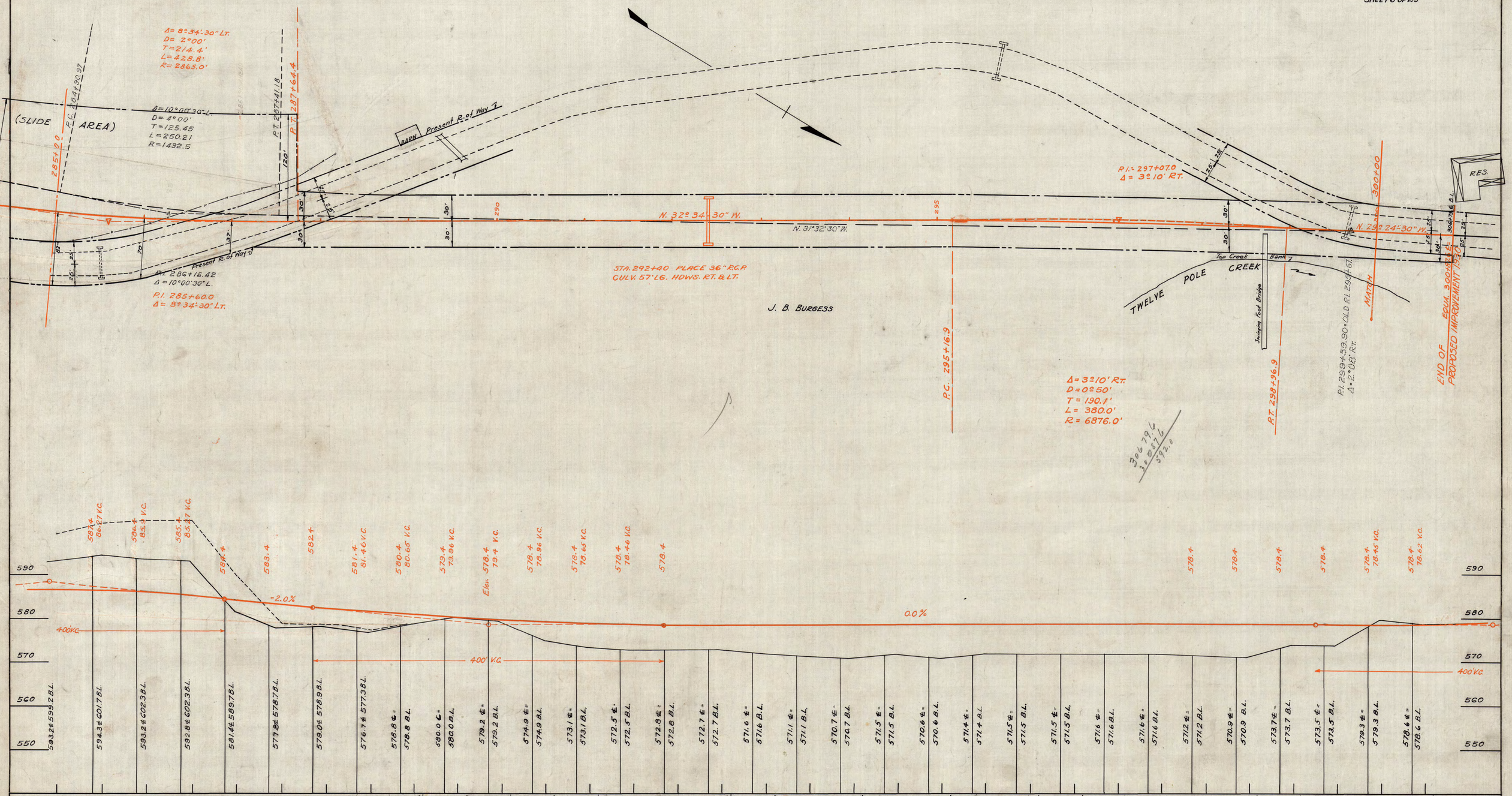
ALIGNMENT & R. OF W. REVISED JUNE, 17, 1930
1930 IMPROVEMENT
SHEET 5 OF 25



DIV. No.	COUNTY	PROJECT No.	YEAR	REVISED SHEET No.	TOTAL SHEETS
2	WAYNE	2180	1930	17	179

ALIGNMENT & R OF W. REVISED JULY 2, 1930.
NOTE= SHEET Nº 19 FOLLOWS THIS SHEET

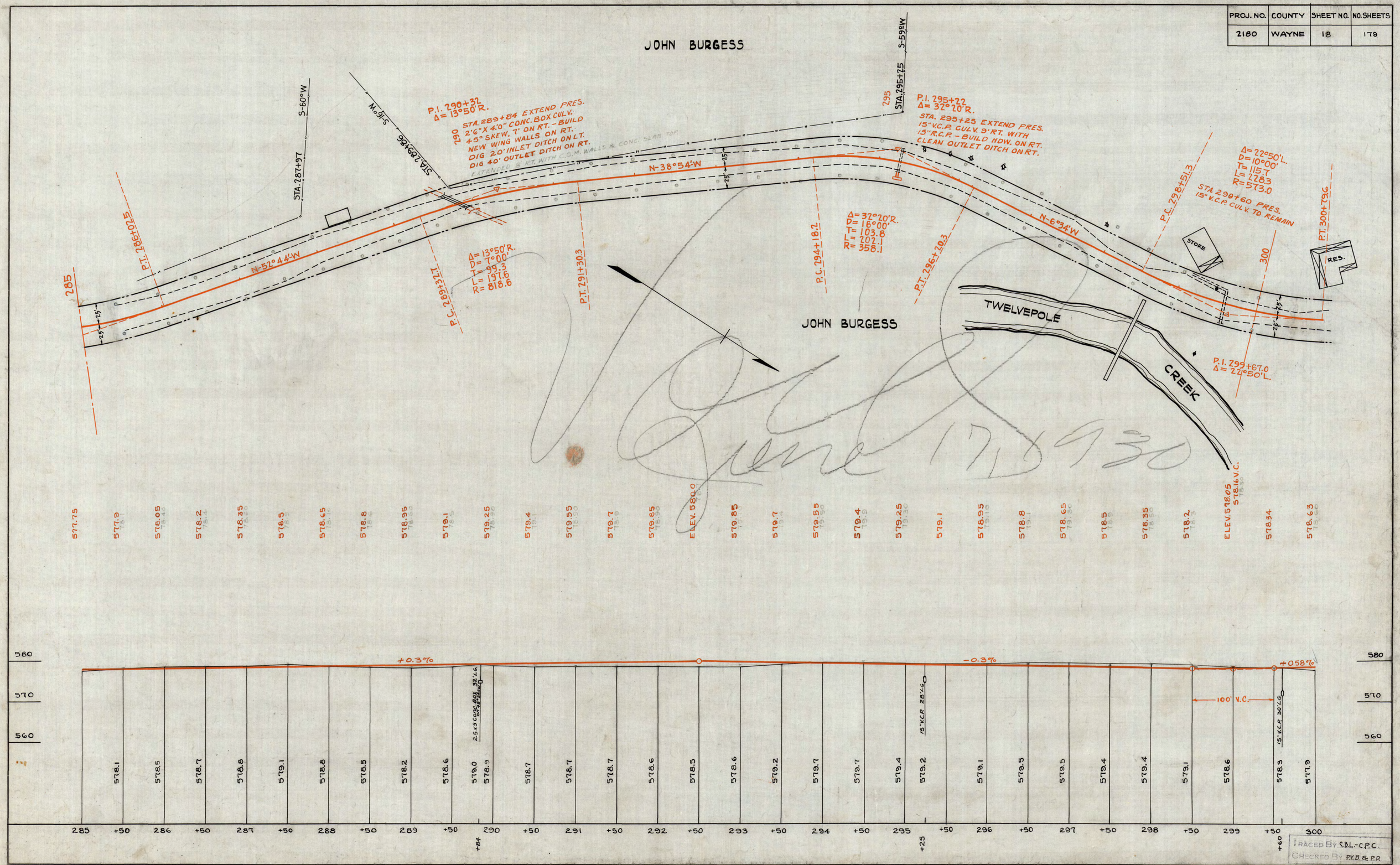
1930 IMPROVEMENT
SHEET 6 OF 25



TRACED BY
CHECKED BY

FORM NO. 2

PROJ. NO.	COUNTY	SHEET NO.	NO. SHEETS
2180	WAYNE	18	179

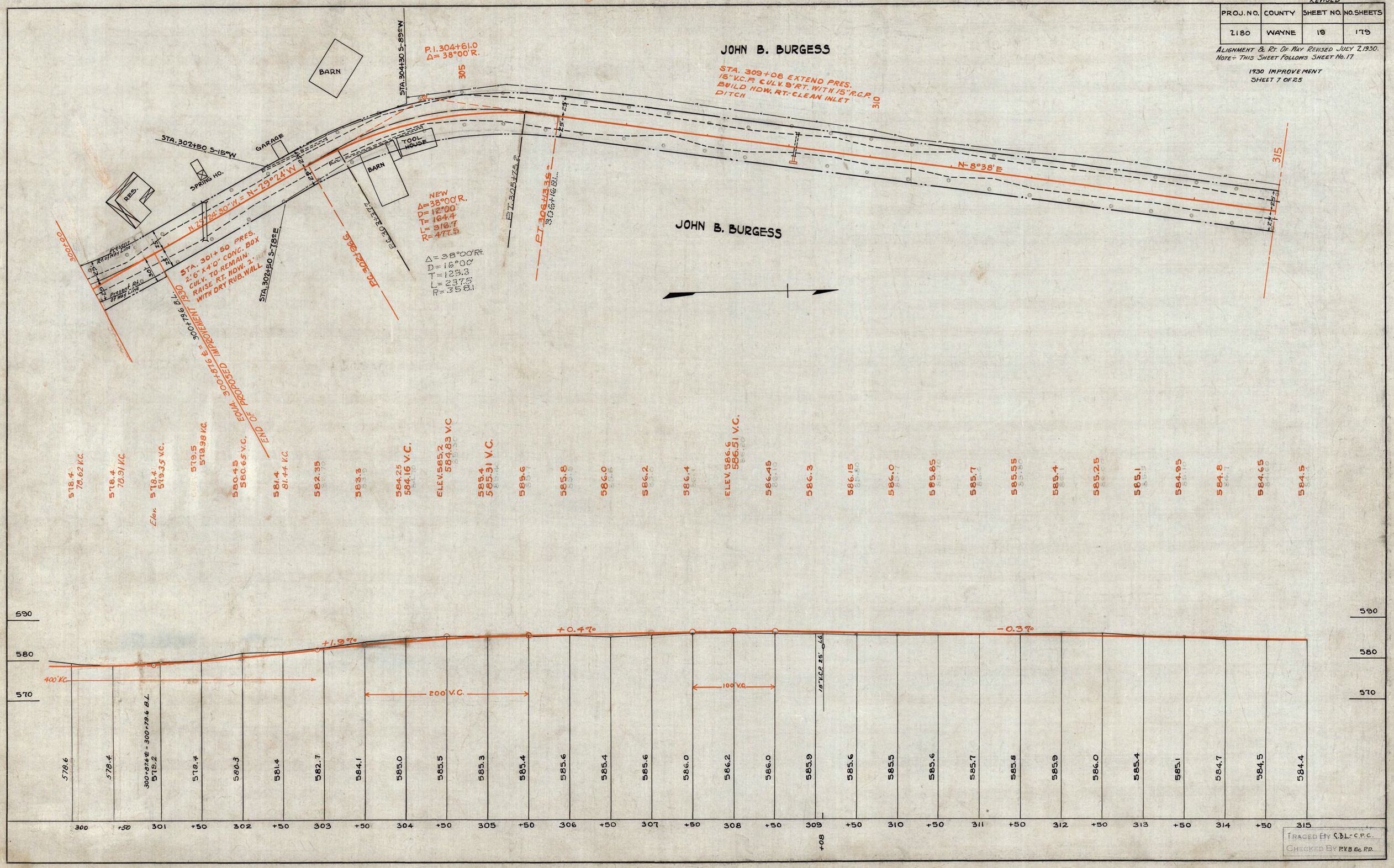


REVISED

PROJ. NO.	COUNTY	SHEET NO.	NO. SHEETS
2180	WAYNE	19	179

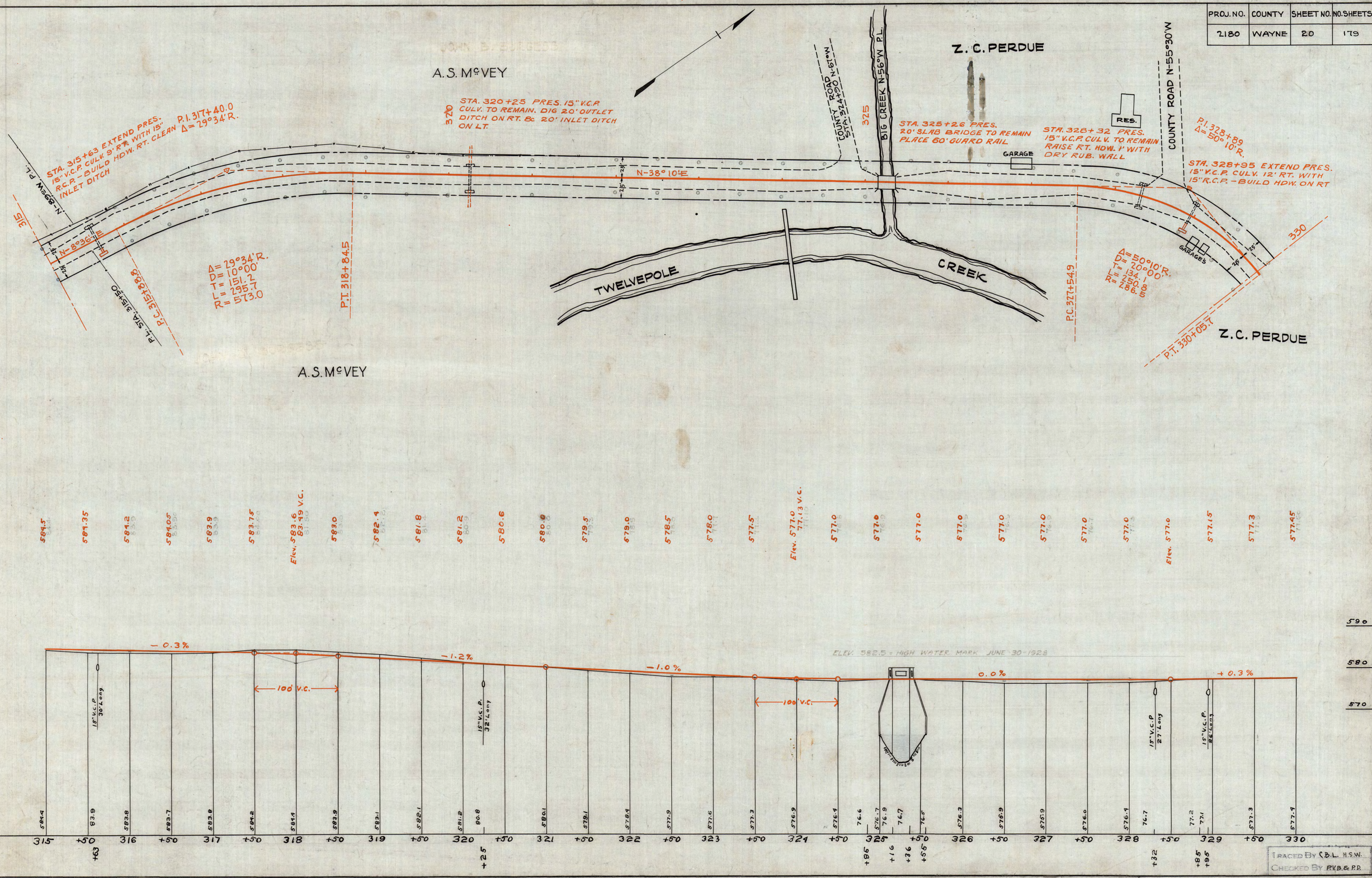
ALIGNMENT & RT. OF WAY REVISED JULY 2, 1930.
NOTE:- THIS SHEET FOLLOWS SHEET No. 17

1930 IMPROVEMENT
SHEET 7 OF 25

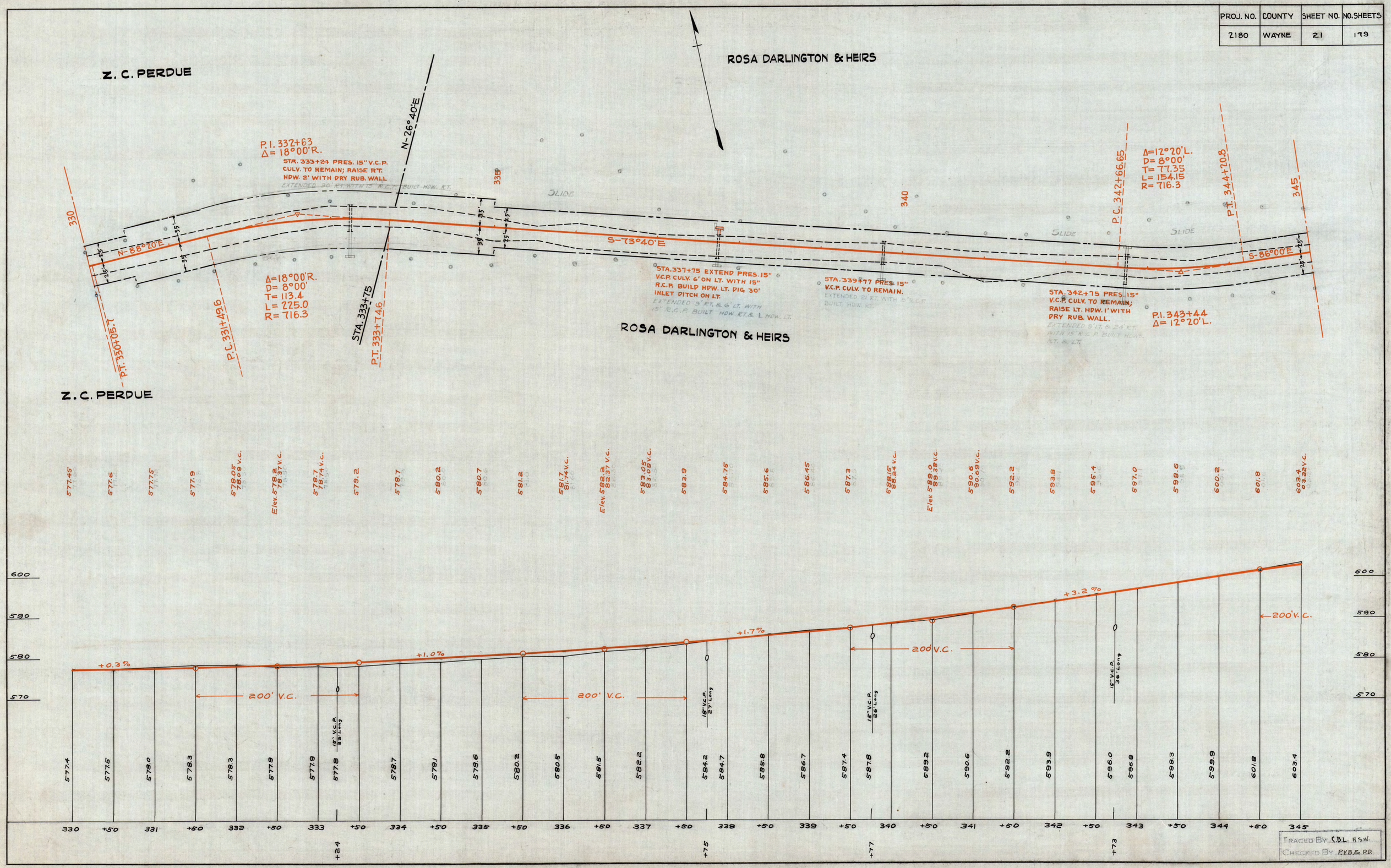


TRACED BY S.B.L.-C.P.C.
CHECKED BY P.V.B. & P.D.

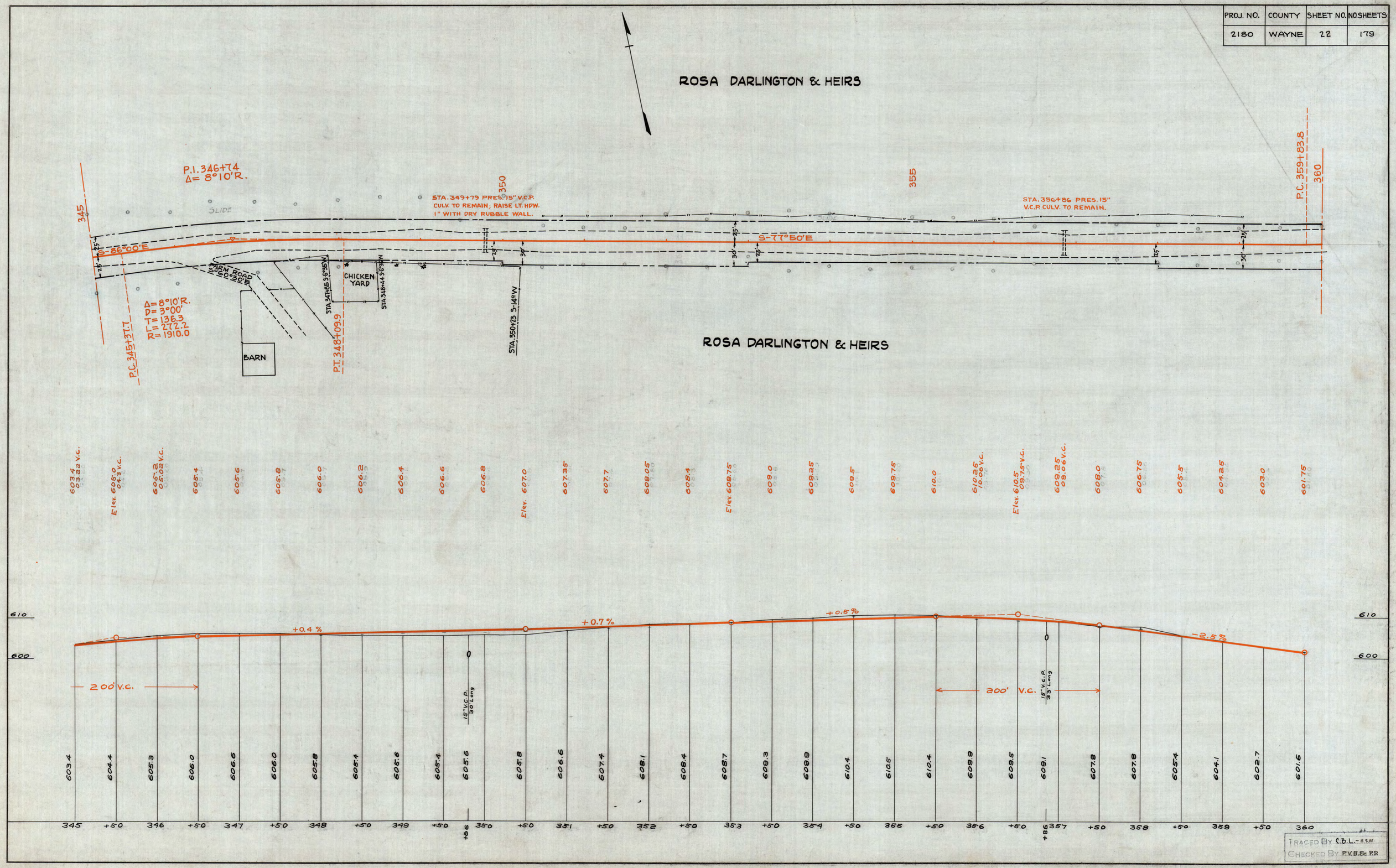
PROJ. NO.	COUNTY	SHEET NO.	NO. SHEETS
2180	WAYNE	20	179



PROJ. NO.	COUNTY	SHEET NO.	NO. SHEETS
2180	WAYNE	21	179

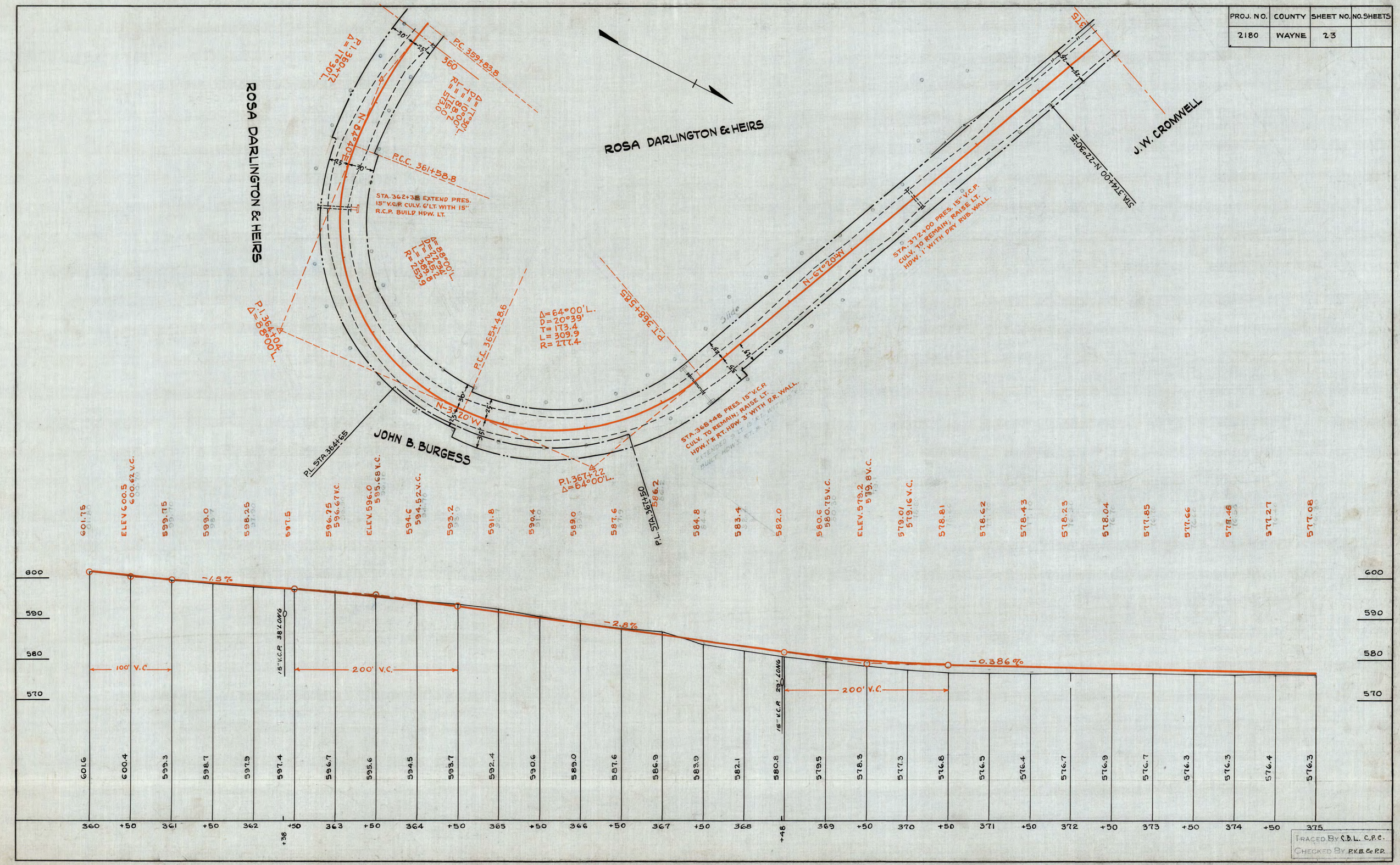


PROJ. NO.	COUNTY	SHEET NO.	NO. SHEETS
2180	WAYNE	22	179

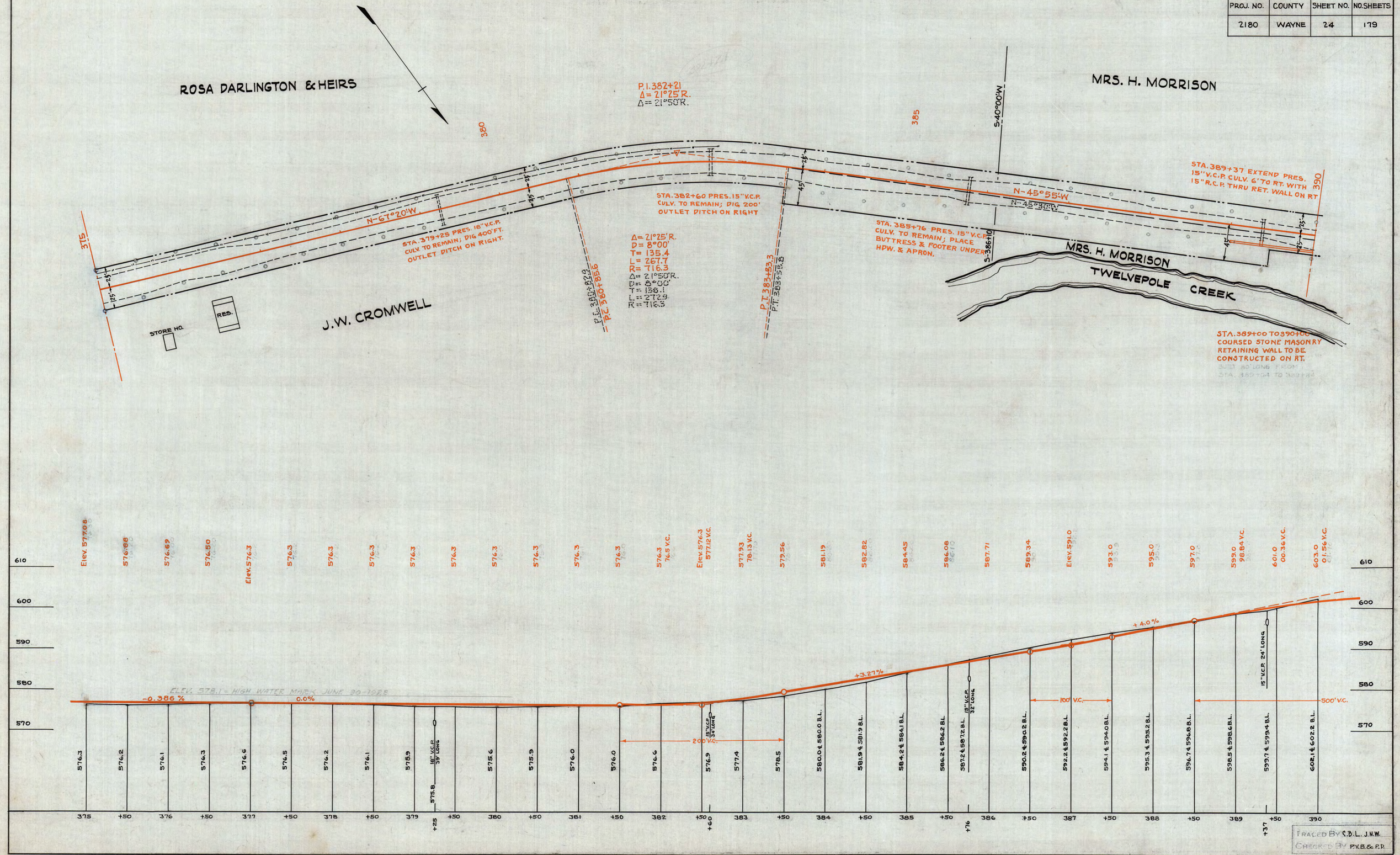


TRACED BY C.D.L.-H.S.W.
CHECKED BY P.V.B.&P.R.

PROJ. NO.	COUNTY	SHEET NO.	NO. SHEETS
2180	WAYNE	23	

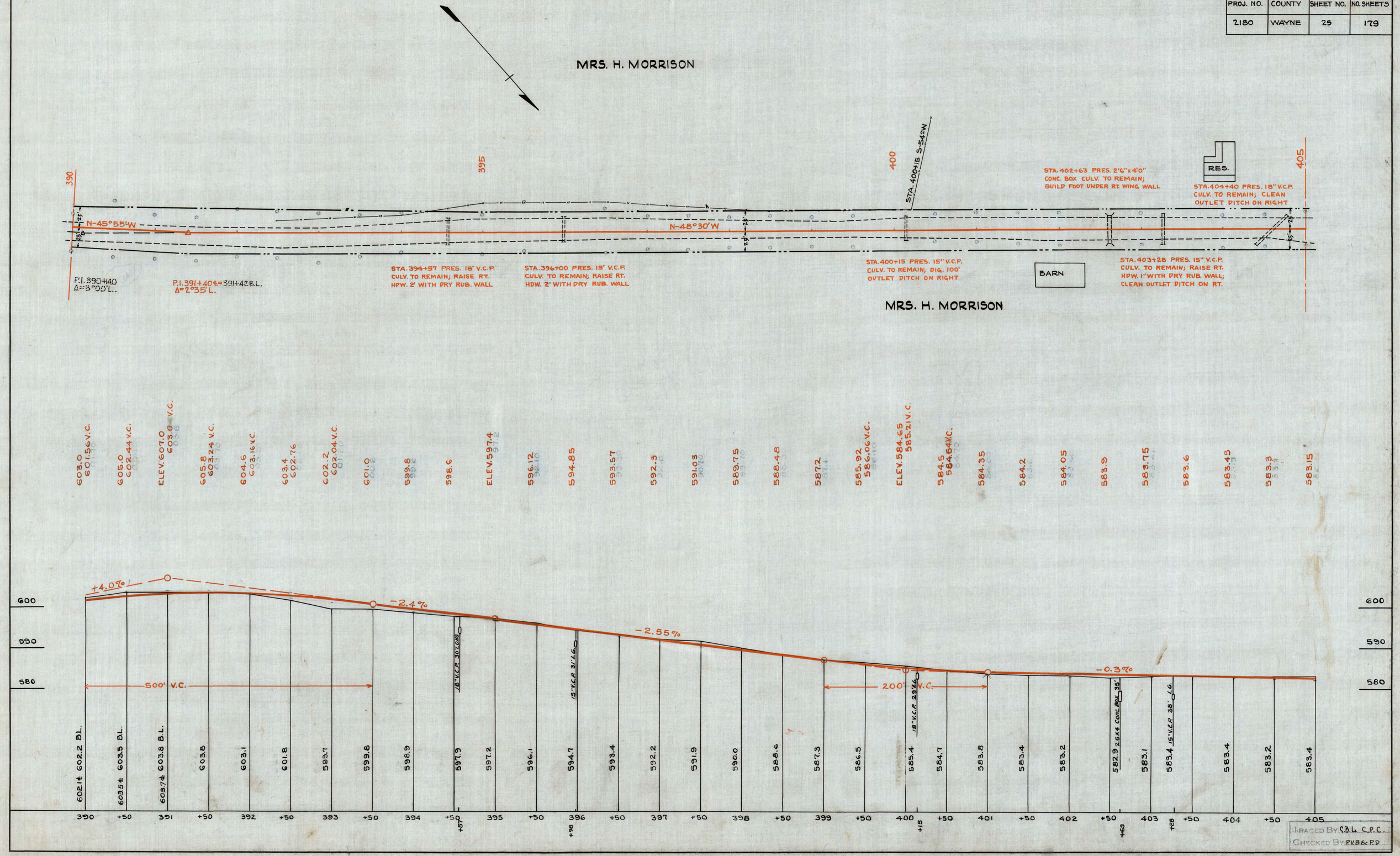


PROJ. NO.	COUNTY	SHEET NO.	NO. SHEETS
2180	WAYNE	24	179

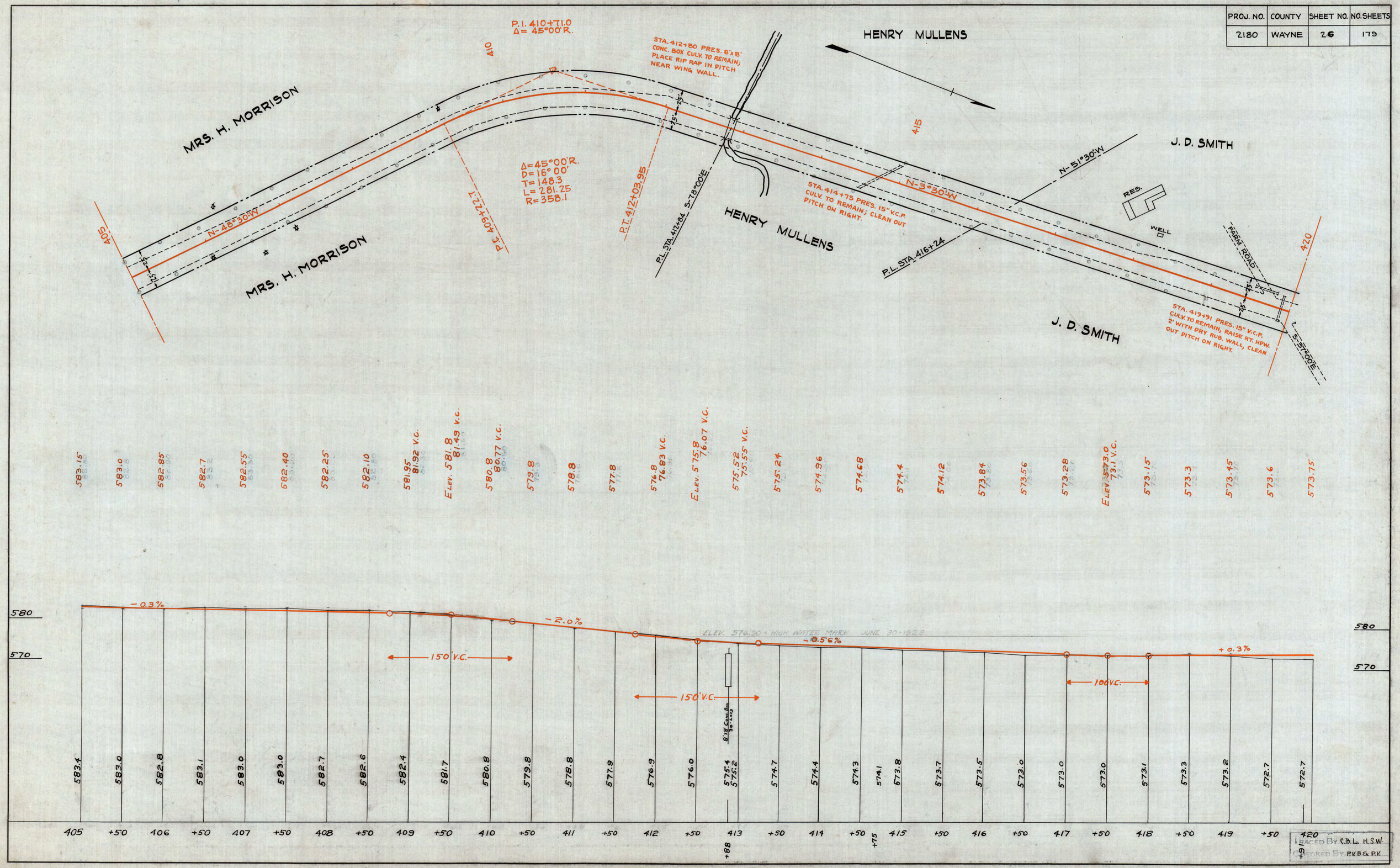


TRACED BY C.B.L. J.N.W.
CHECKED BY P.V.B. & P.D.

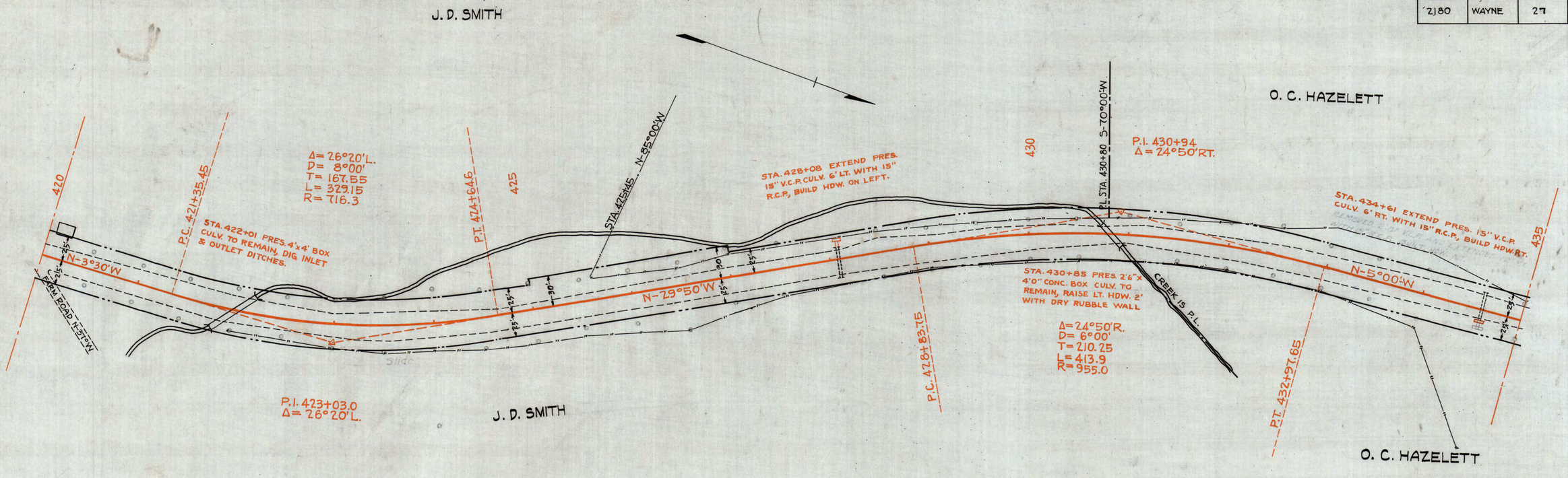
PROJ. NO.	COUNTY	SHEET NO.	NO. SHEETS
2180	WAYNE	25	179



PROJ. NO.	COUNTY	SHEET NO.	NO. SHEETS
2180	WAYNE	26	179

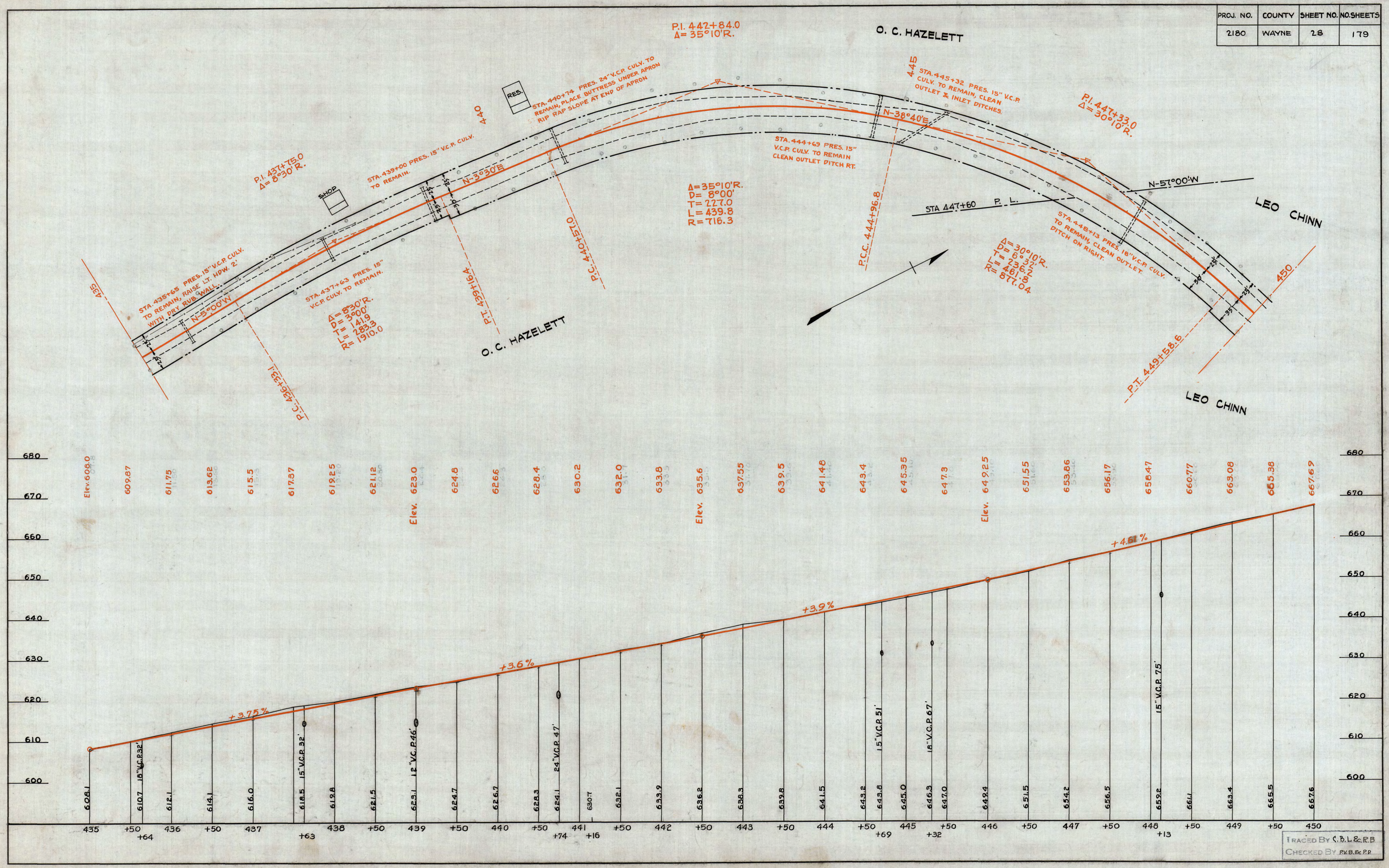


PROJ. NO.	COUNTY	SHEET NO.	NO. SHEETS
2180	WAYNE	27	179



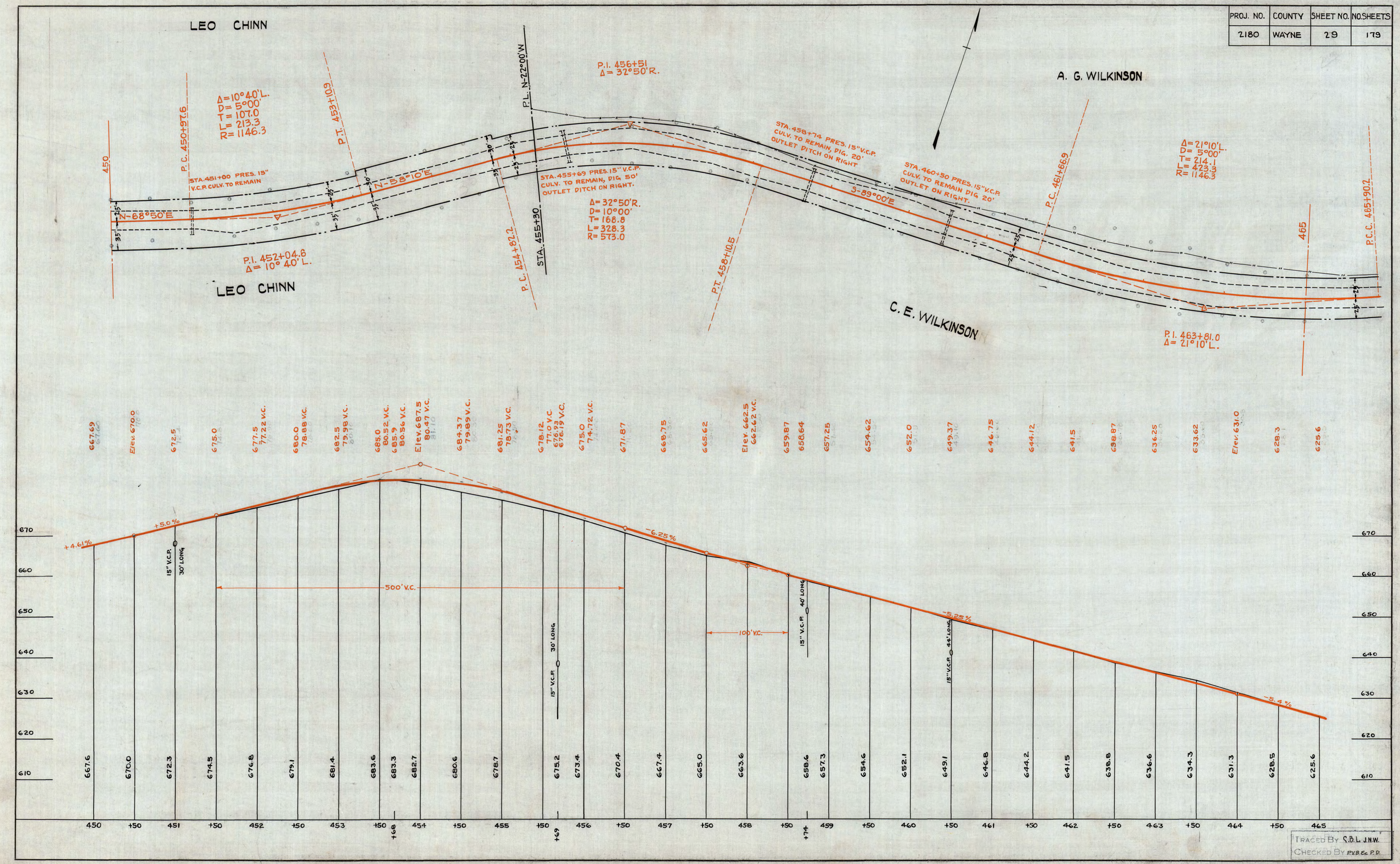
TRACED BY C.D.L. & R.B.
CHECKED BY P.V.B. & P.D.

PROJ. NO.	COUNTY	SHEET NO.	NO. SHEETS
2180	WAYNE	28	179



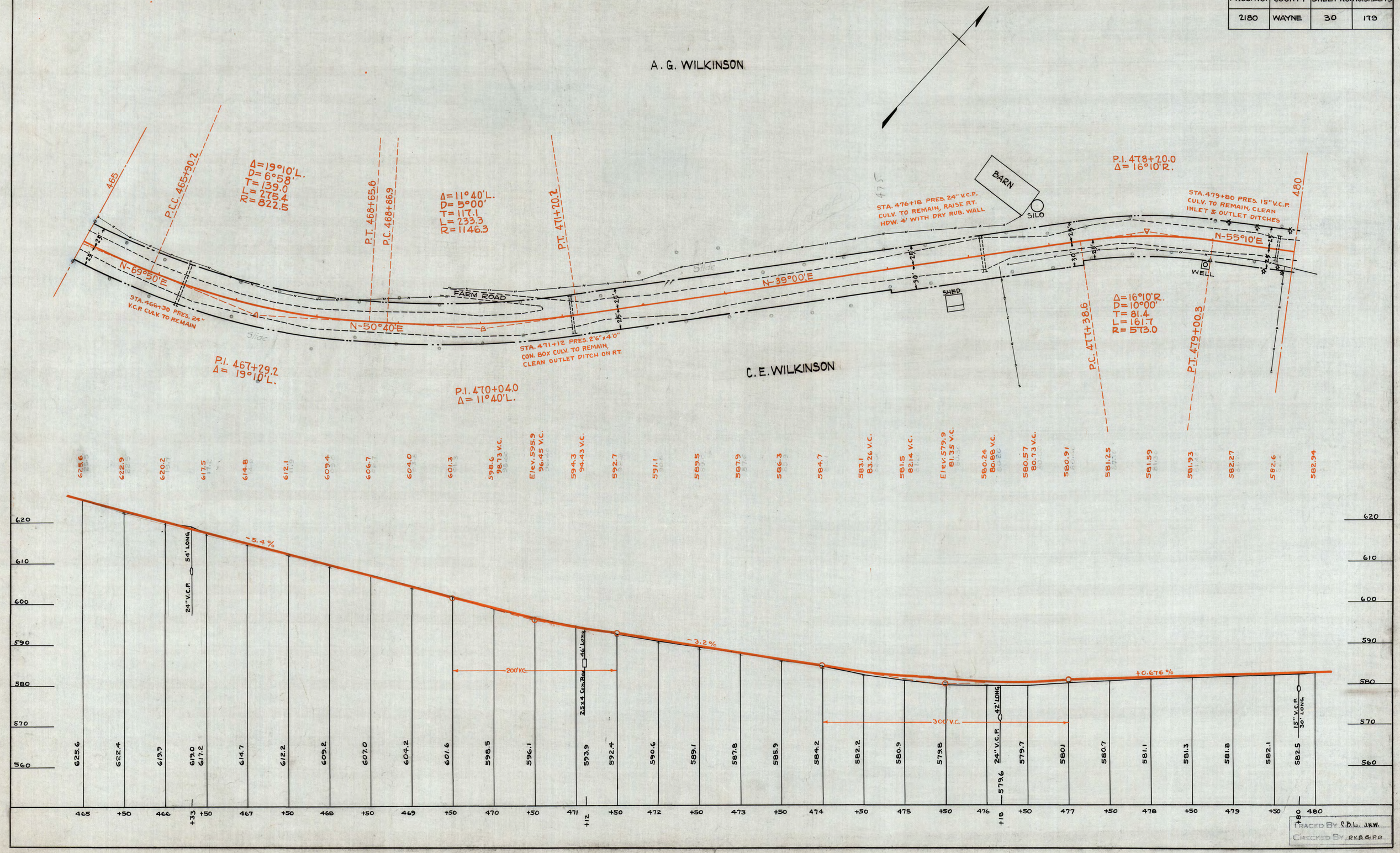
TRACED BY C.D.L. & R.B.
CHECKED BY P.V.B. & P.P.

PROJ. NO.	COUNTY	SHEET NO.	NO. SHEETS
2180	WAYNE	29	179

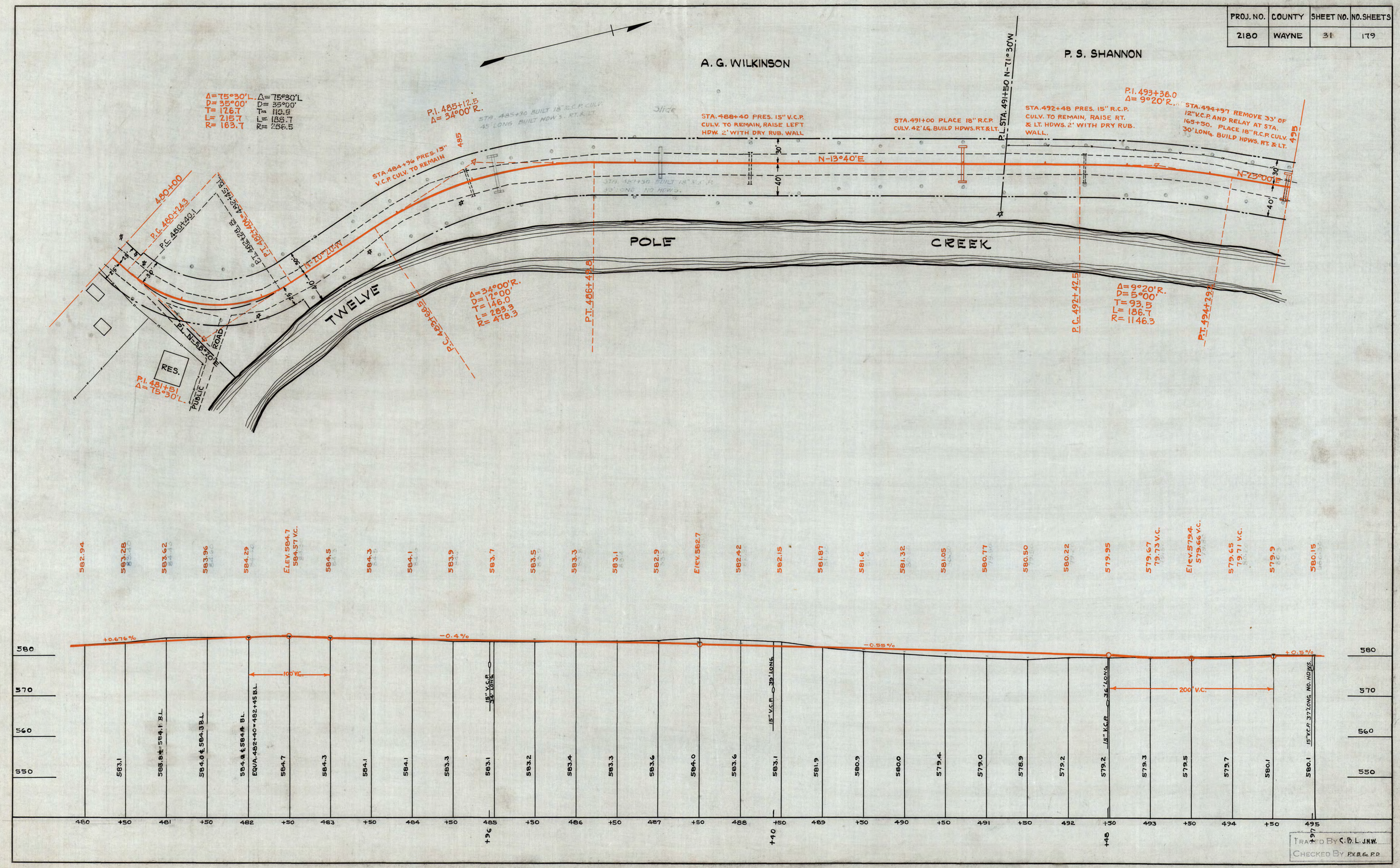


TRACED BY S.D.L. J.N.W.
CHECKED BY P.V.B. & P.D.

PROJ. NO.	COUNTY	SHEET NO.	NO. SHEETS
2180	WAYNE	30	179

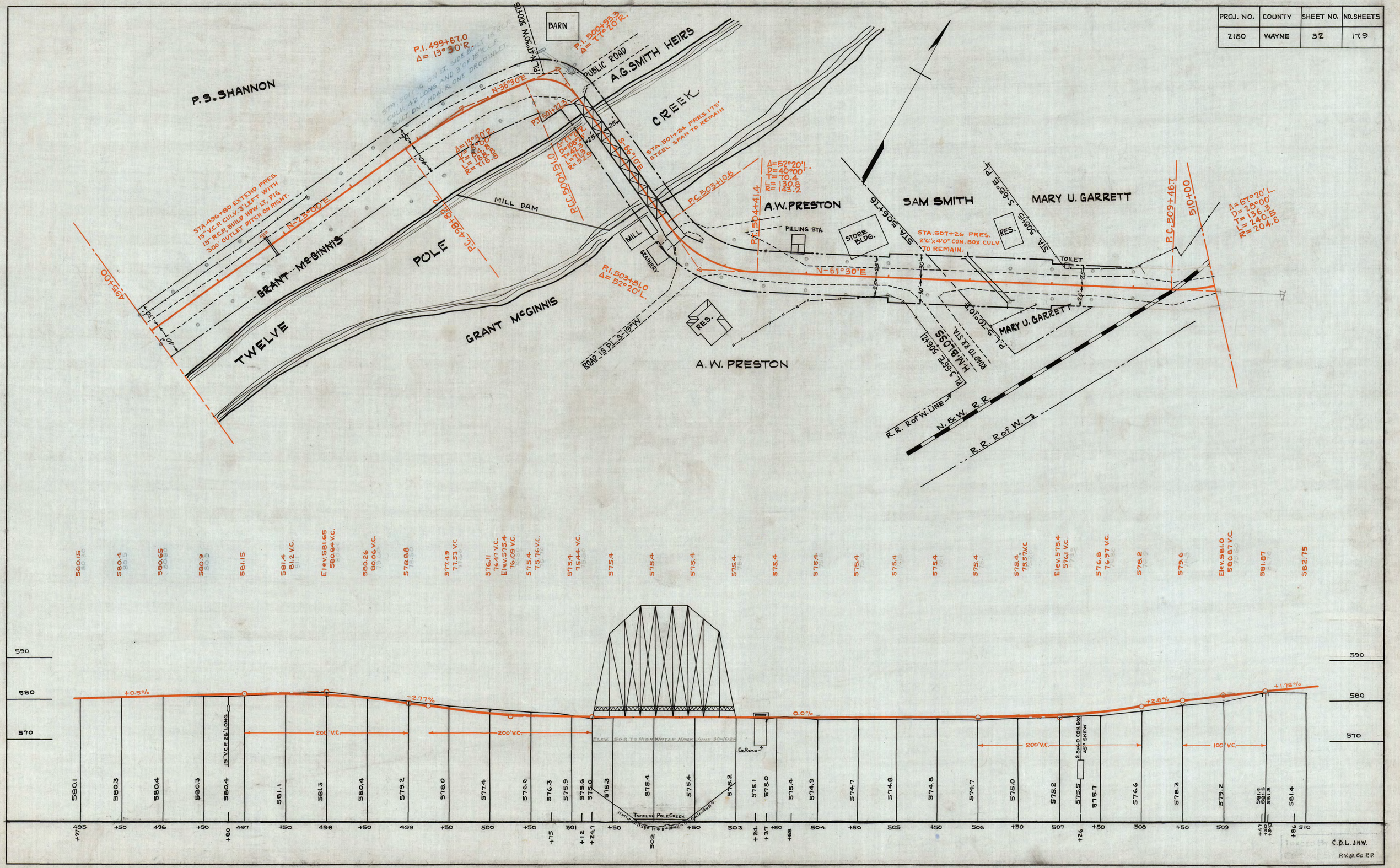


PROJ. NO.	COUNTY	SHEET NO.	NO. SHEETS
2180	WAYNE	31	179



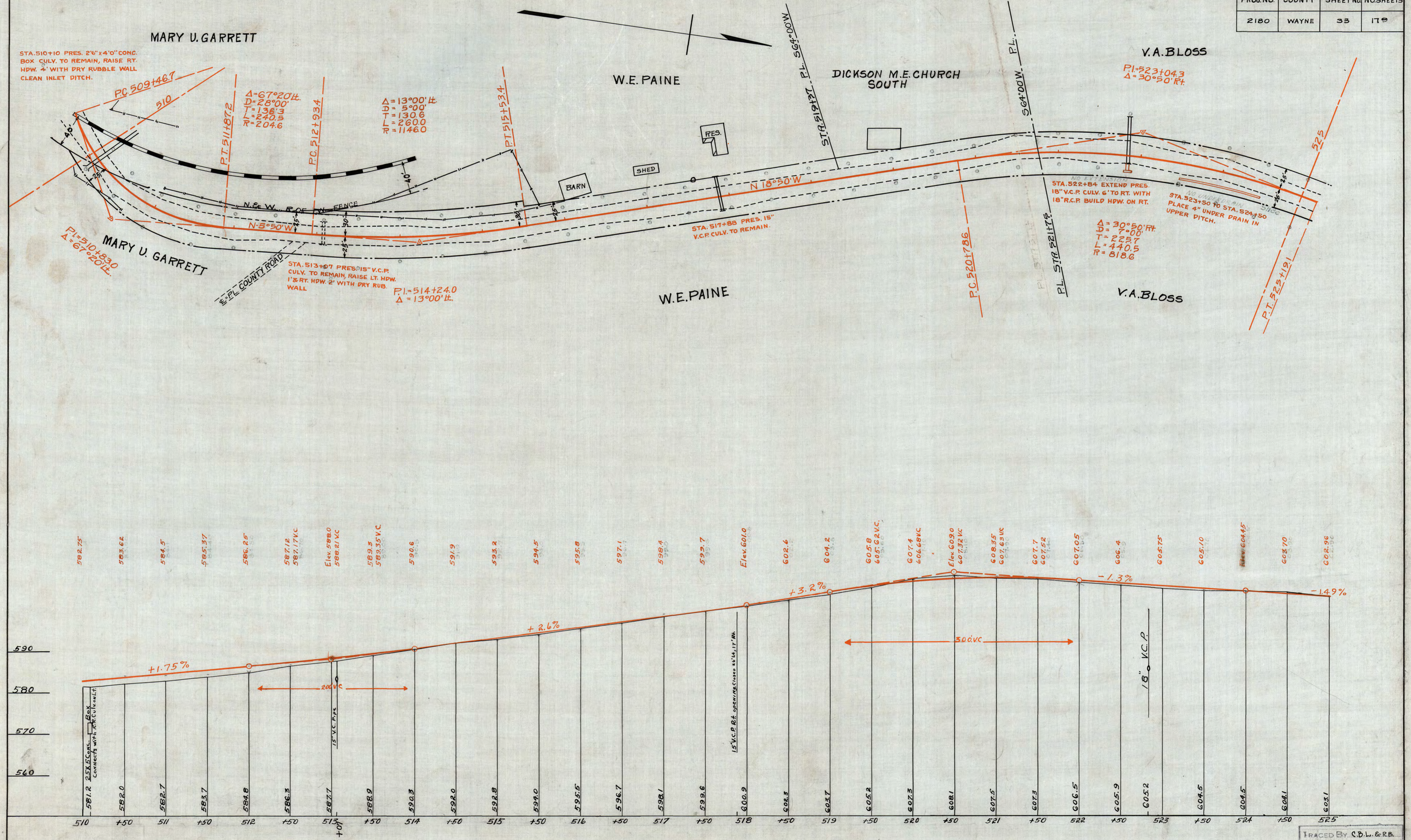
TRACED BY S. D. L. J.N.W.
CHECKED BY P.V.B. & P.D.

PROJ. NO.	COUNTY	SHEET NO.	NO. SHEETS
2180	WAYNE	32	179



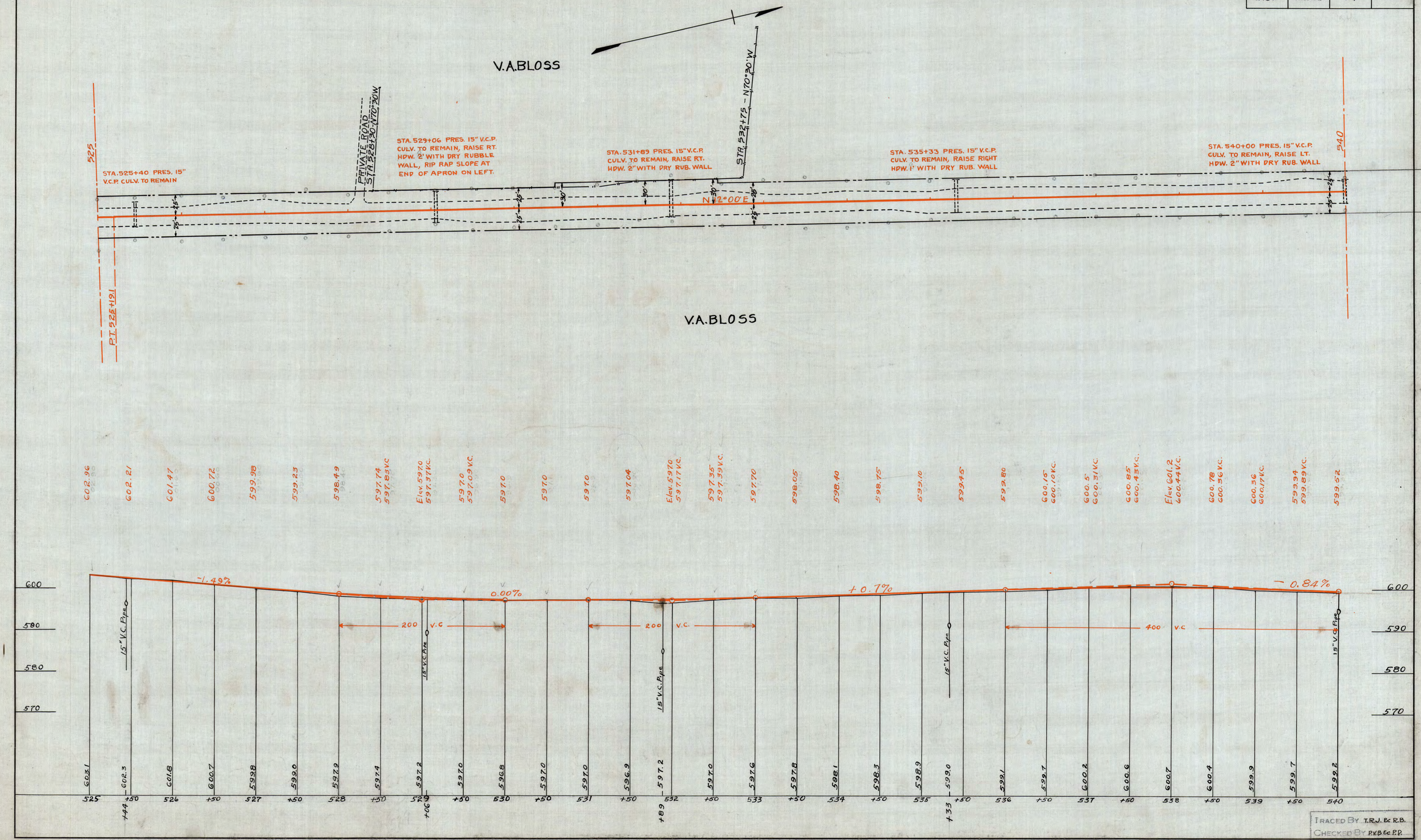
C.D.L. J.N.W.
P.V.B. & C.P.P.

PROJ. NO.	COUNTY	SHEET NO.	NO. SHEETS
2180	WAYNE	33	179



TRACED BY C.B.L. & R.B.
CHECKED BY P.V.B. & P.R.

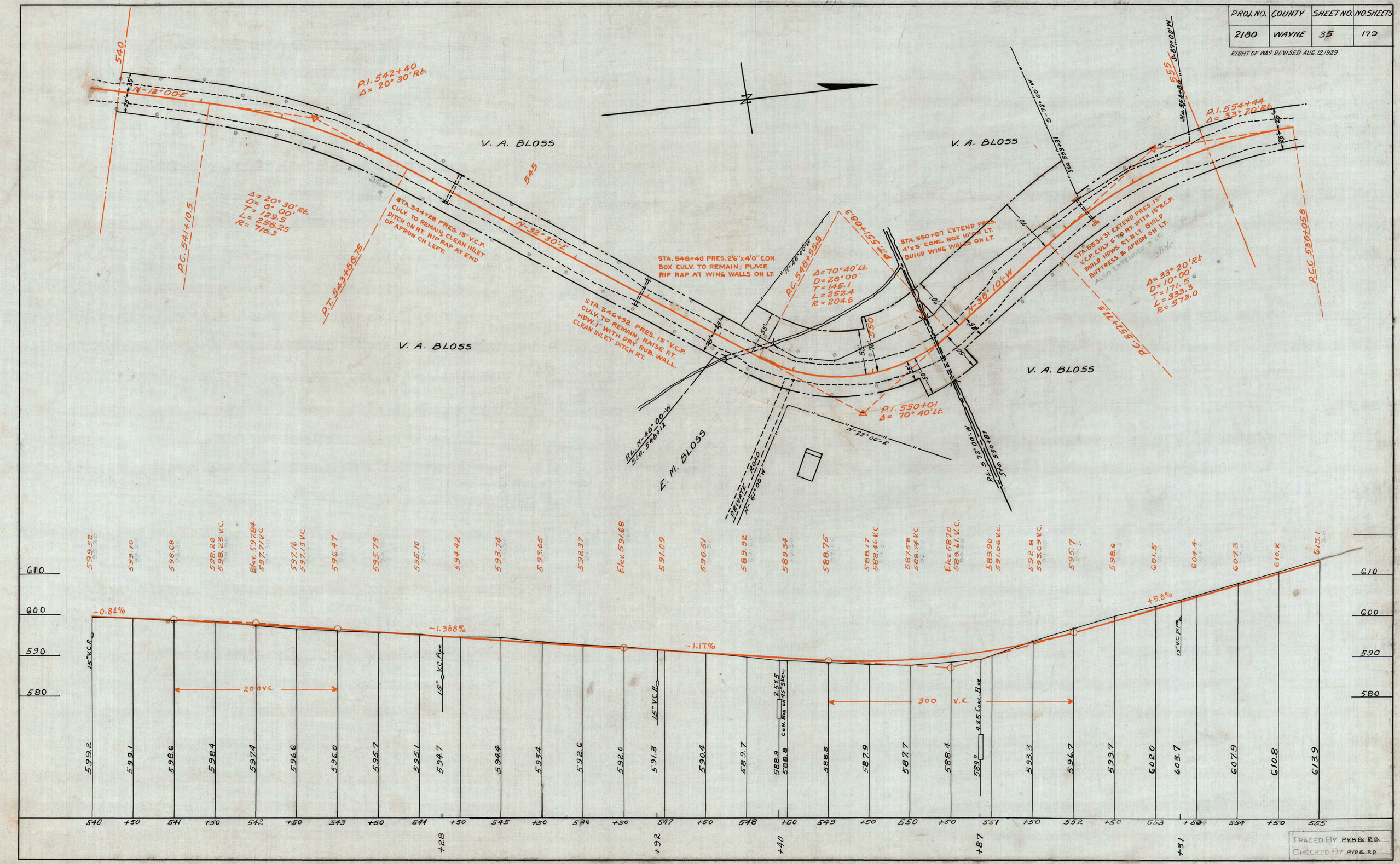
PROJ. NO.	COUNTY	SHEET NO.	NO. SHEETS
2180	WAYNE	34	179



TRACED BY T.R.J. & R.B.
CHECKED BY P.V.B. & P.D.

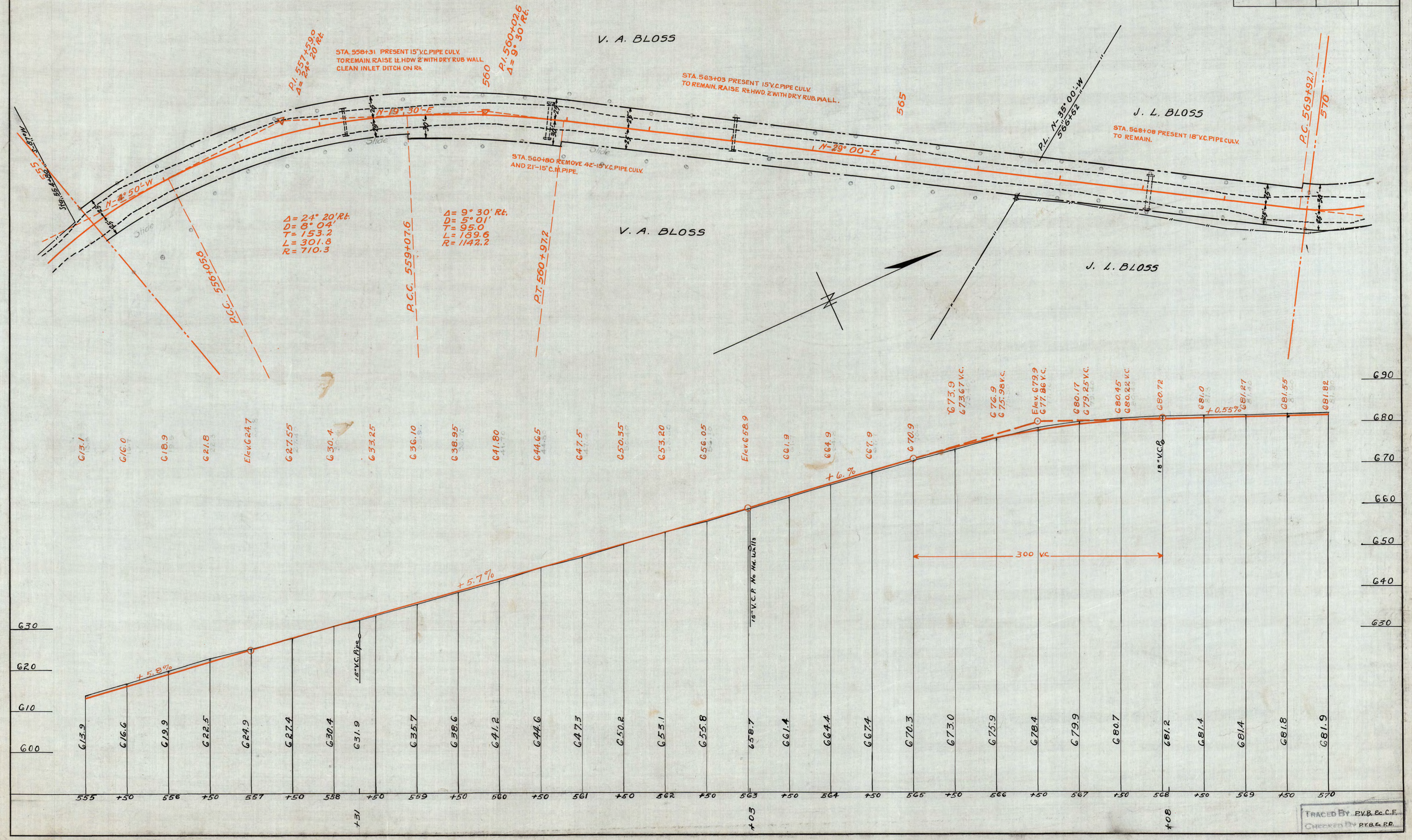
PROJ. NO.	COUNTY	SHEET NO.	NO. SHEETS
2180	WAYNE	35	179

RIGHT OF WAY REVISED AUG. 12, 1929

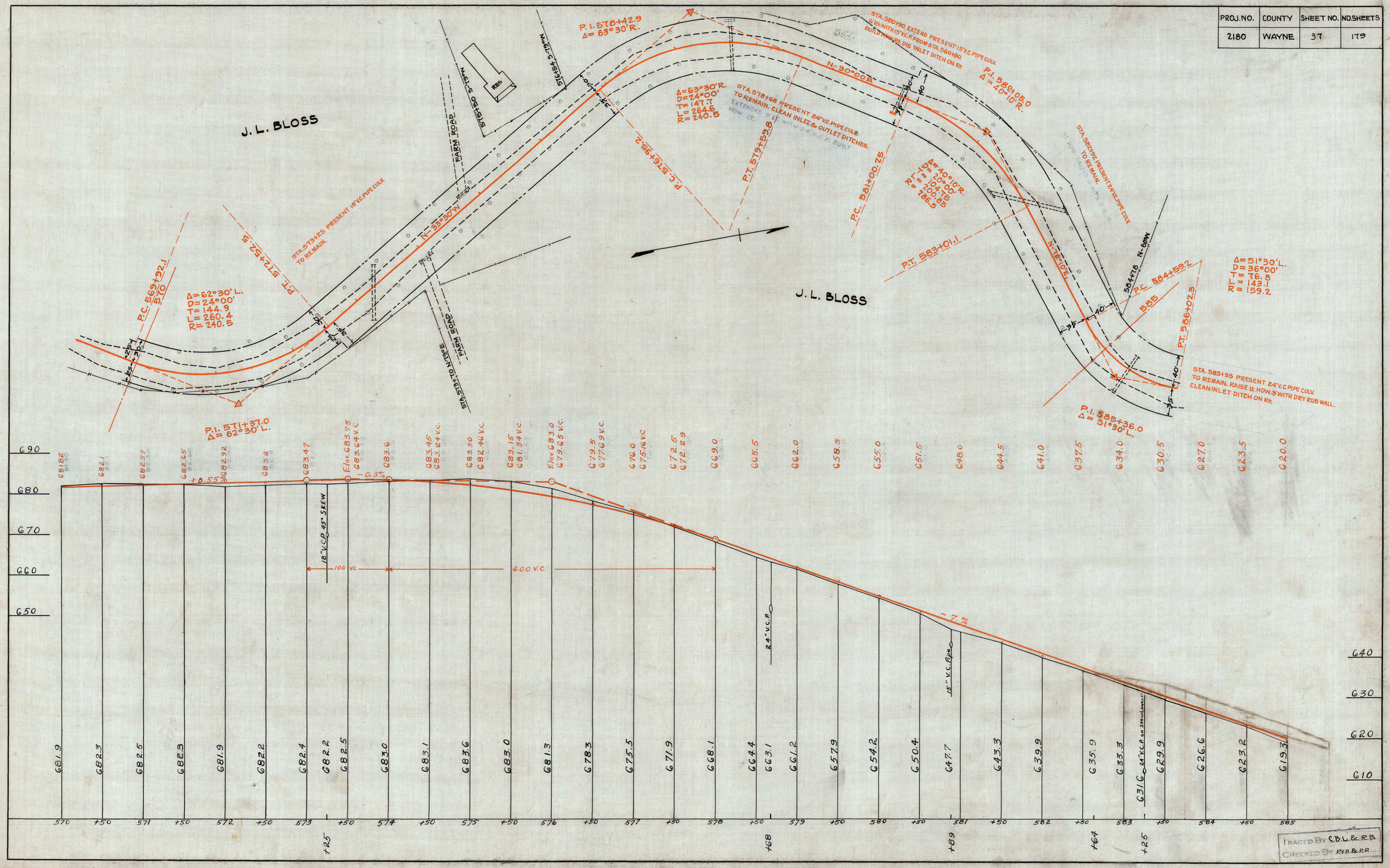


TRACED BY P.V.B. & C.R.B.
CHECKED BY P.V.D. & P.P.

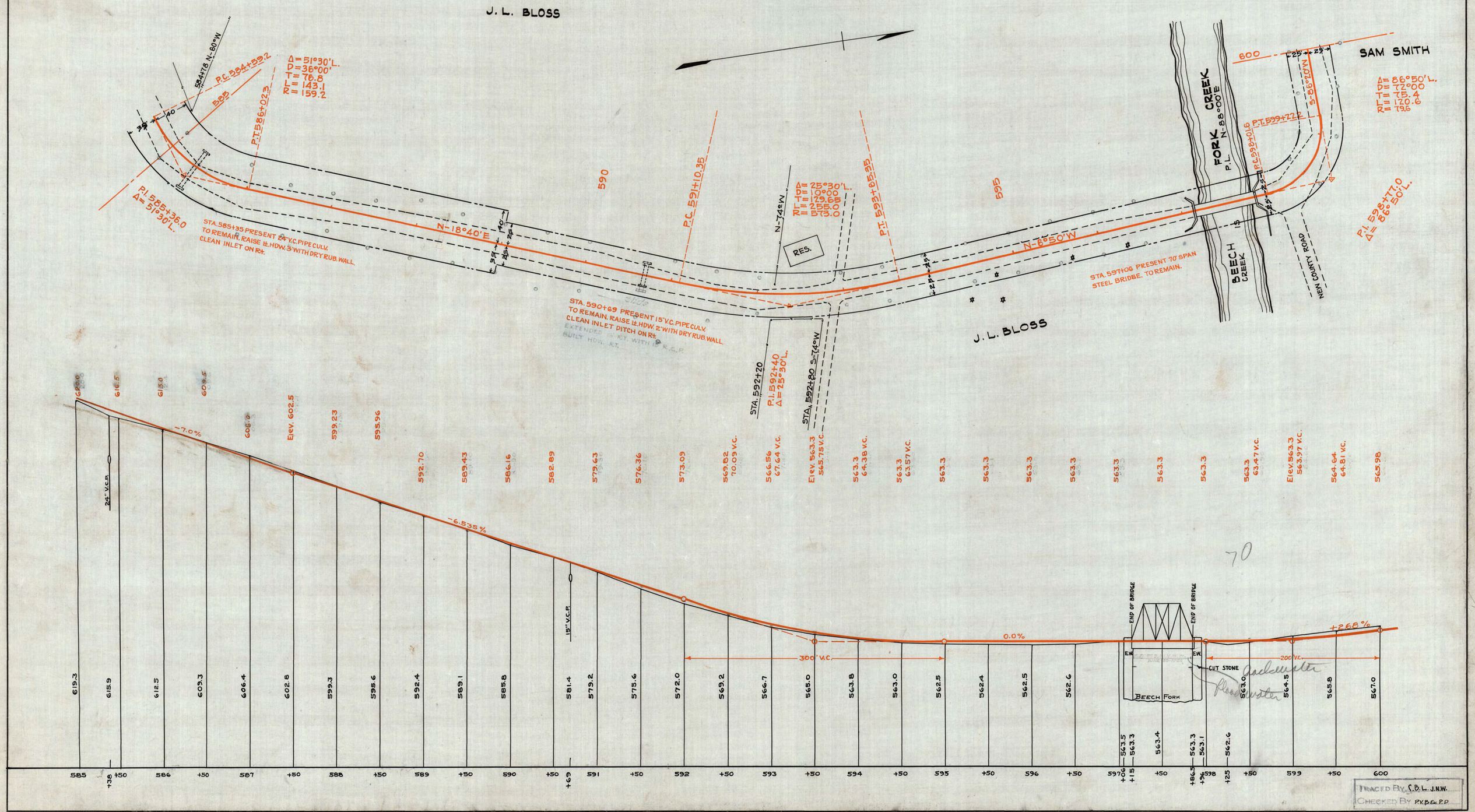
PROJ. NO.	COUNTY	SHEET NO.	NO. SHEETS
2180	WAYNE	36	179



PROJ. NO.	COUNTY	SHEET NO.	NO. SHEETS
2180	WAYNE	37	179

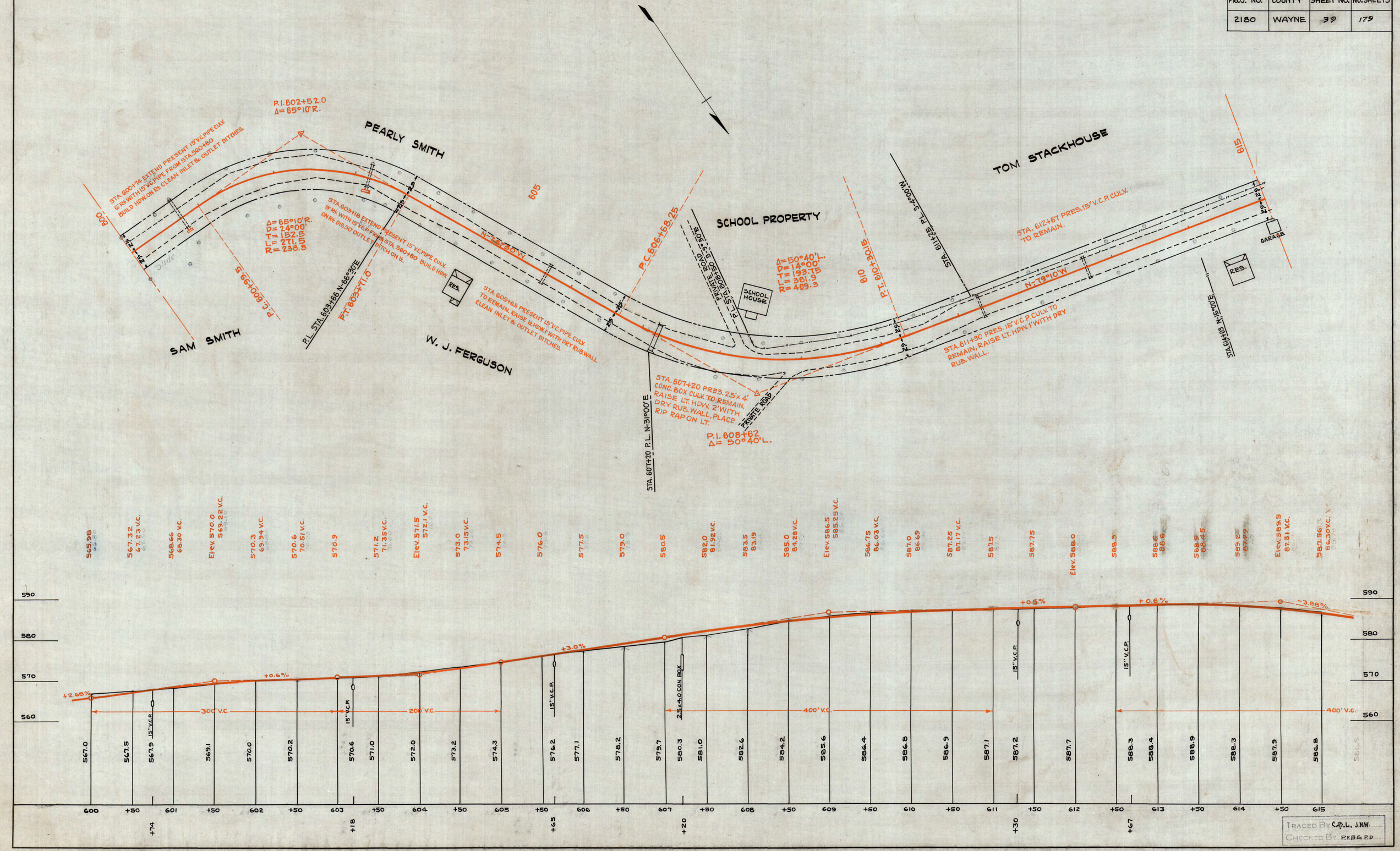


PROJ. NO.	COUNTY	SHEET NO.	NO. SHEETS
2180	WAYNE	38	179

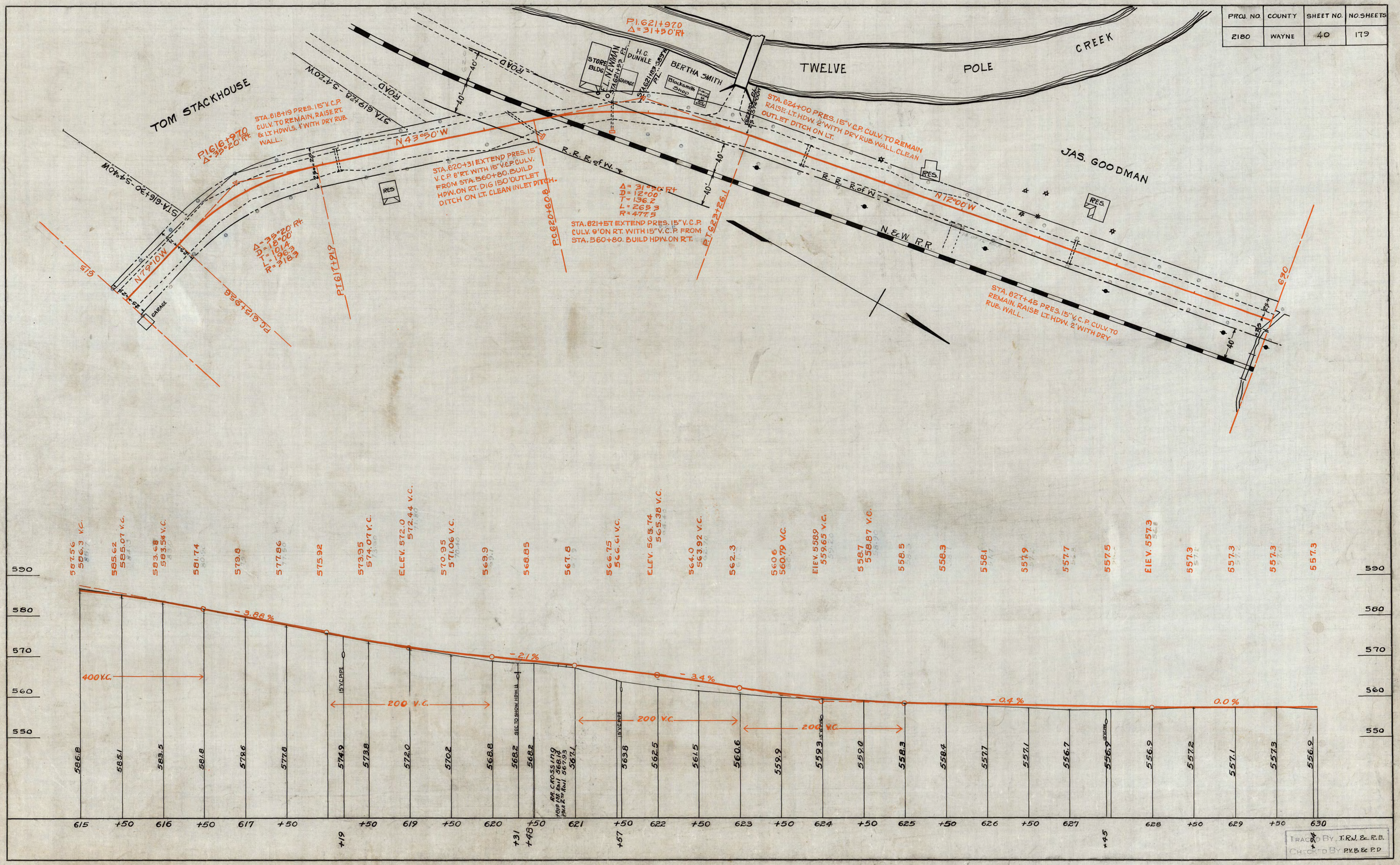


70

PROJ. NO.	COUNTY	SHEET NO.	NO. SHEETS
2180	WAYNE	39	179

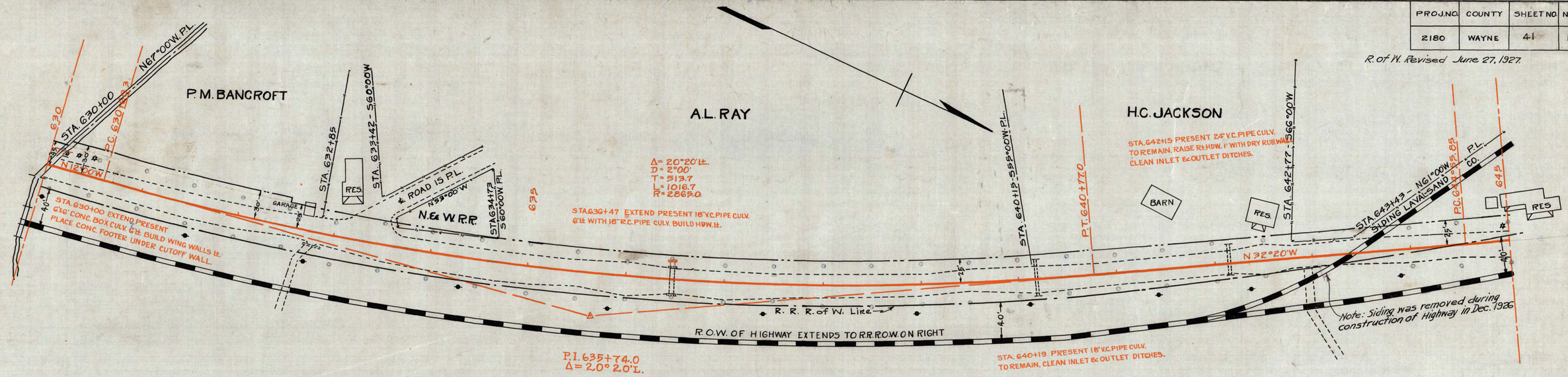


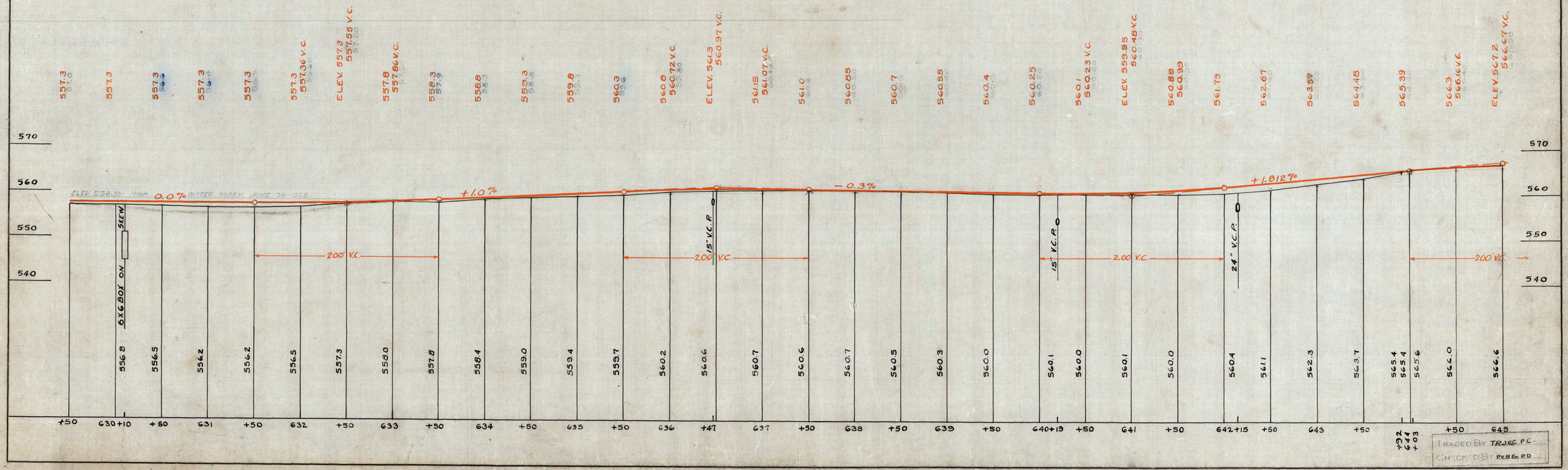
PROJ. NO.	COUNTY	SHEET NO.	NO. SHEETS
2180	WAYNE	40	179



PROJ. NO.	COUNTY	SHEET NO.	NO. SHEETS
2180	WAYNE	41	179

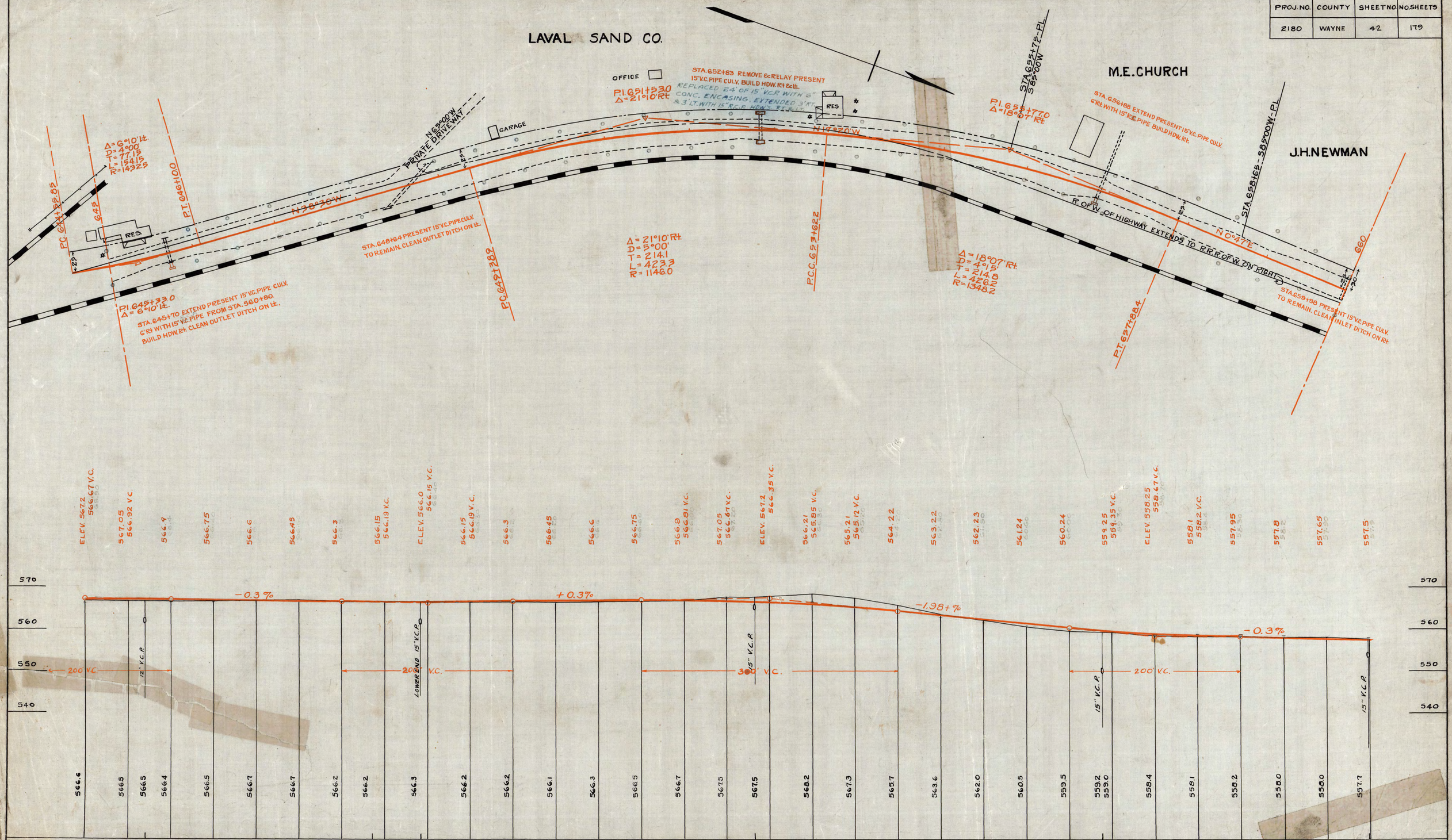
R. of W. Revised June 27, 1927.



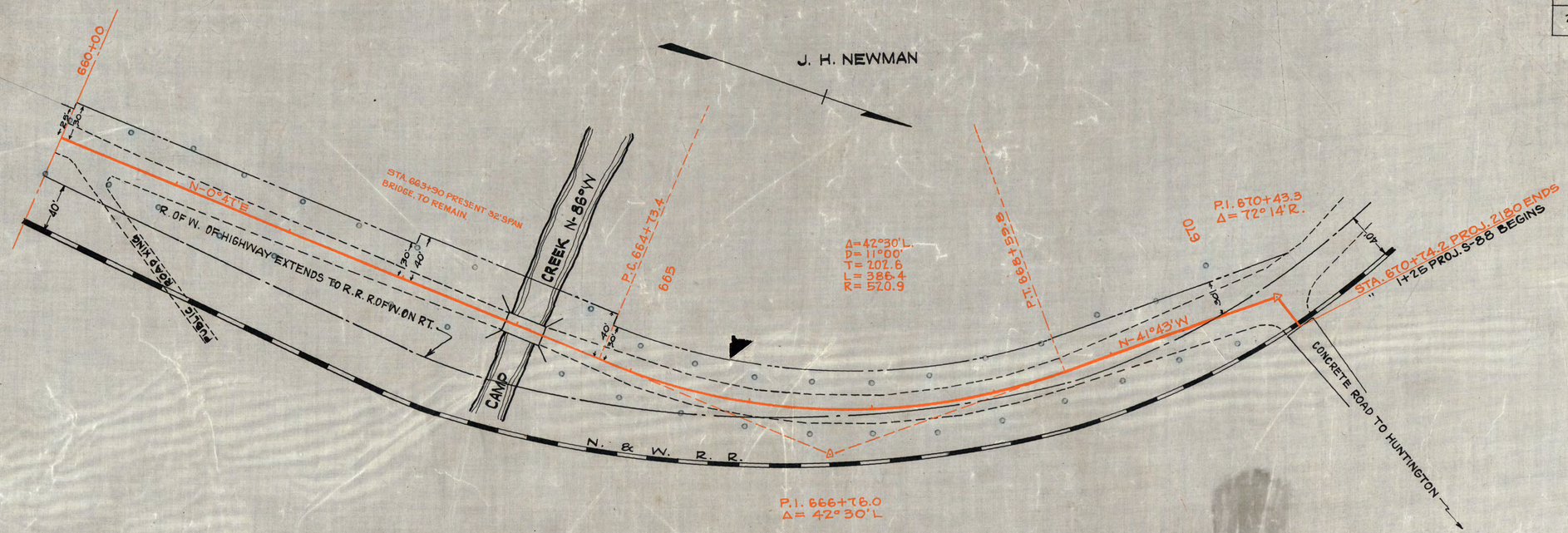


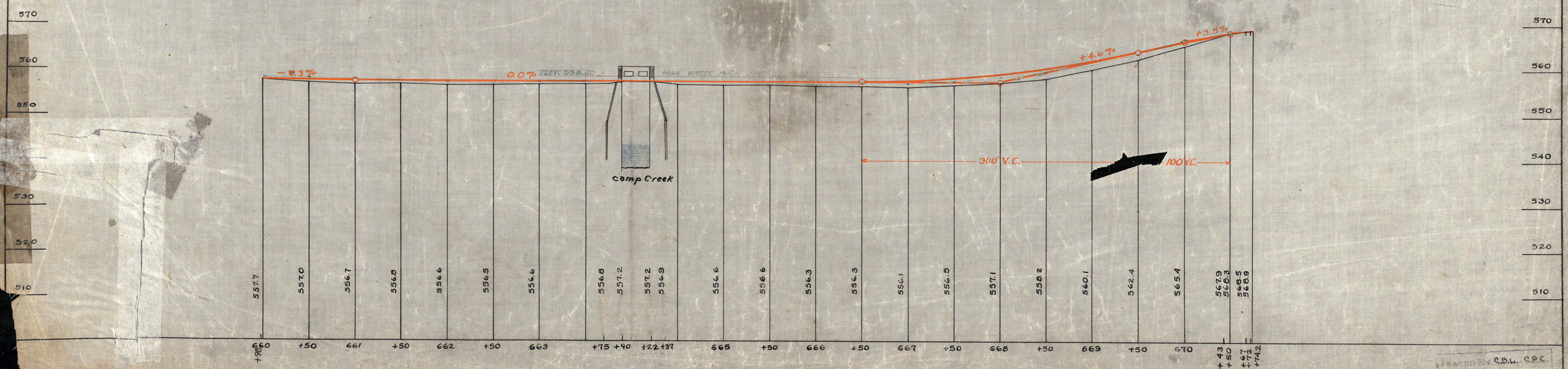
TRACED BY T.R.J. & C.P.C.
CHECKED BY P.V.B. & P.D.

PROJ. NO.	COUNTY	SHEET NO.	NO. SHEETS
2180	WAYNE	42	179



PROJ. NO.	COUNTY	SHEET NO.	NO. SHEETS
2180	WAYNE	43	179





TRACED BY C.D.L. C.P.C.
CHECKED BY P.V.B. & P.D.