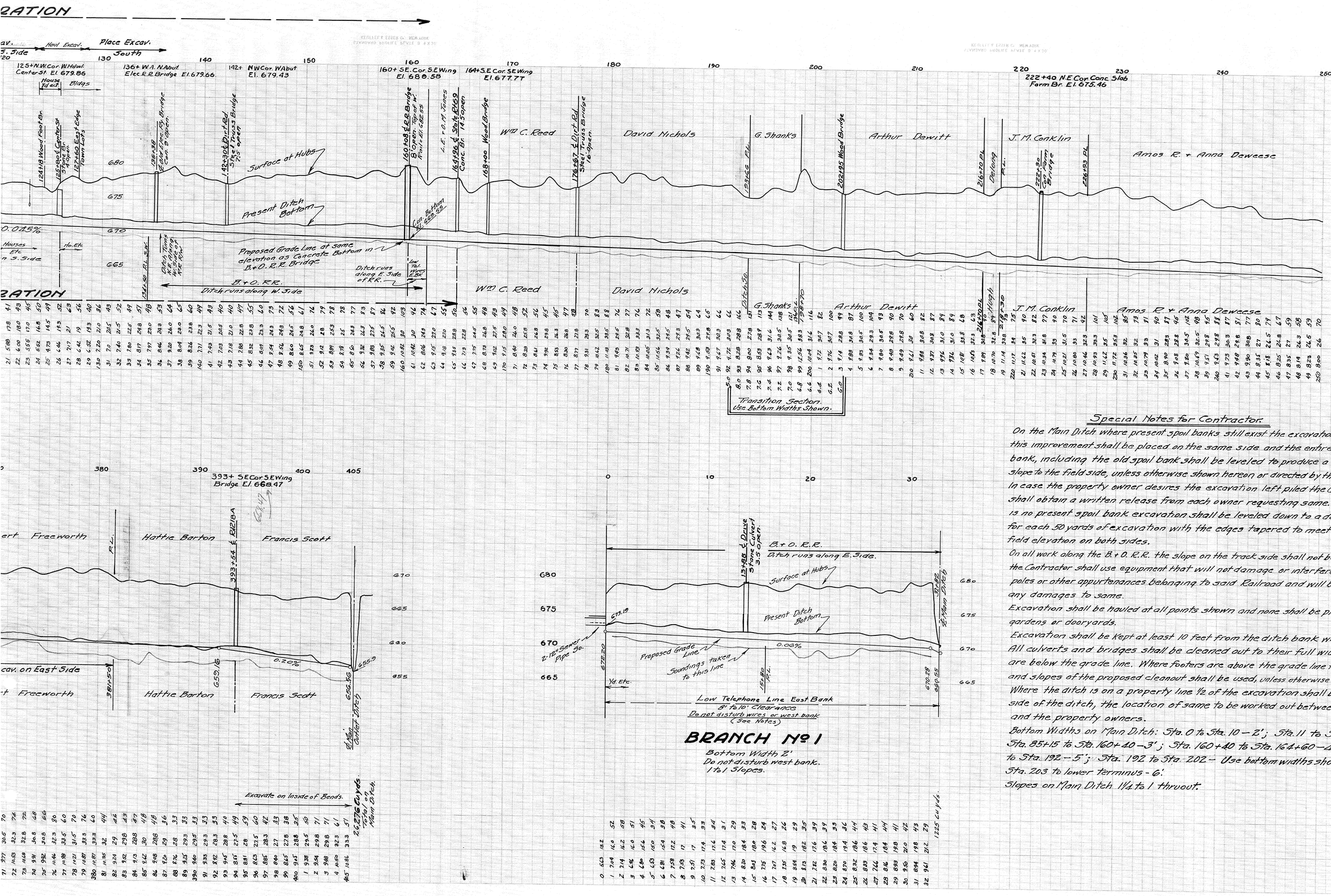

BRANCH No 1

Bottom Width 2'
Do not disturb west bank.
1 to 1 Slopes.

Special Notes for Contractor

On the Main Ditch where present spoil banks still exist the excavation from this improvement shall be placed on the same side and the entire spoil bank, including the old spoil bank shall be leveled to produce a 5 to 1 slope to the field side, unless otherwise shown hereon or directed by the Engineer. In case the property owner desires the excavation left piled the Contractor shall obtain a written release from each owner requesting same. Where there is no present spoil bank excavation shall be leveled down to a depth of 6 inches for each 50 yards of excavation with the edges tapered to meet the present field elevation on both sides.

On all work along the B.+O.R.R. the slope on the track side shall not be disturbed and the Contractor shall use equipment that will not damage or interfere with any wires, poles or other appurtenances belonging to said Railroad and will be held liable for any damages to same.

Excavation shall be hauled at all points shown and none shall be placed on any lawns gardens or dooryards.

Excavation shall be kept at least 10 feet from the ditch bank while excavating.

All culverts and bridges shall be cleaned out to their full width where the footers are below the grade line. Where footers are above the grade line the bottom width and slopes of the proposed cleanout shall be used, unless otherwise directed by Engineer.

Where the ditch is on a property line 1/2 of the excavation shall be placed on each side of the ditch, the location of same to be worked out between the Contractor and the property owners.

Bottom Widths on Main Ditch: Sta. 0 to Sta. 10 – 2'; Sta. 11 to Sta. 85 – 2 1/2'; Sta. 85+15 to Sta. 160+40 – 3'; Sta. 160+40 to Sta. 164+60 – 4'; Sta. 164+60 to Sta. 192 – 5'; Sta. 192 to Sta. 202 – Use bottom widths shown on Profile; Sta. 203 to lower terminus - 6'.

Slopes on Main Ditch 1 1/4 to 1 thruout.