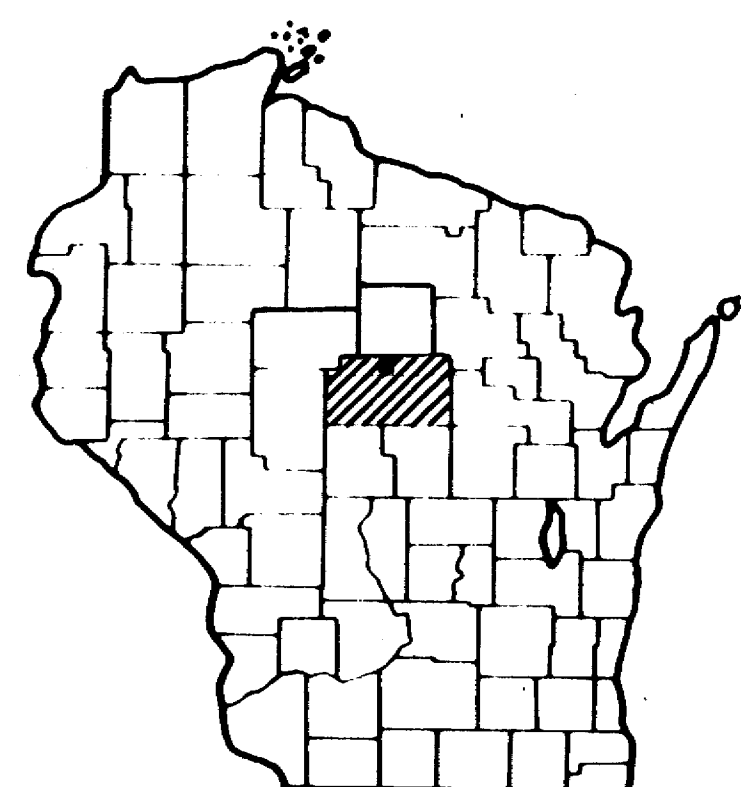


Index of Sheets

Sheet No.	1	Title
Sheet No.		Typical Cross Sections
Sheet No.		Estimate of Quantities
Sheet No.		Miscellaneous Quantities
Sheet No.		Right of Way Plat
Sheet No.		Plan and Profile
Sheet No.		Standard Details
Sheet No.		Structure Plans
Sheet No.		Computer Earthwork Data
Sheet No.		Cross Sections

TOTAL SHEETS =



Design Designation

A.D.T. (1984)	= 940
A.D.T. (2004)	= 1320
D.H.V. (2004)	= 238
D.	= 50-50
T. (% ADT)	= 9.0
V.	= 50 mph

Conventional Signs

County Line	-----	Caution Symbol (Combustible fluids under pressure)	
Township or Range Line	-----	Railroads	+++++
Section Line	-----	Fence	---X---
Corporate or City Limits	-----	Culverts in Place	=====
Property line	-----	Culverts Required	=====
Lot Line	-----	Power Pole	-----
Existing Right of Way Line	-----	Telephone or Telegraph Pole	-----
New Right of Way Line	-----	Right of Way Markers	-----
Base or Survey Line	-----	Marsh	-----
Slope Intercept	-----	Wooded Area	-----
Existing Roadway or Private Entrance	-----	Grade Elevation	-----
		Telephone Riser	-----

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

S.T.H. 107 - C.T.H. "O"

(WEST FORK LITTLE RIB RIVER)

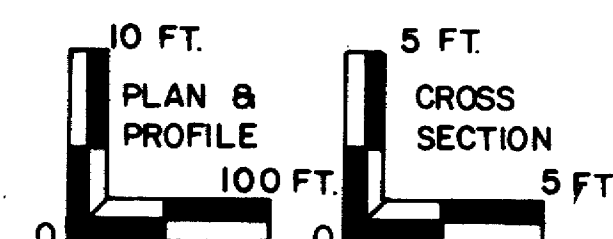
C.T.H. "A"

MARATHON COUNTY

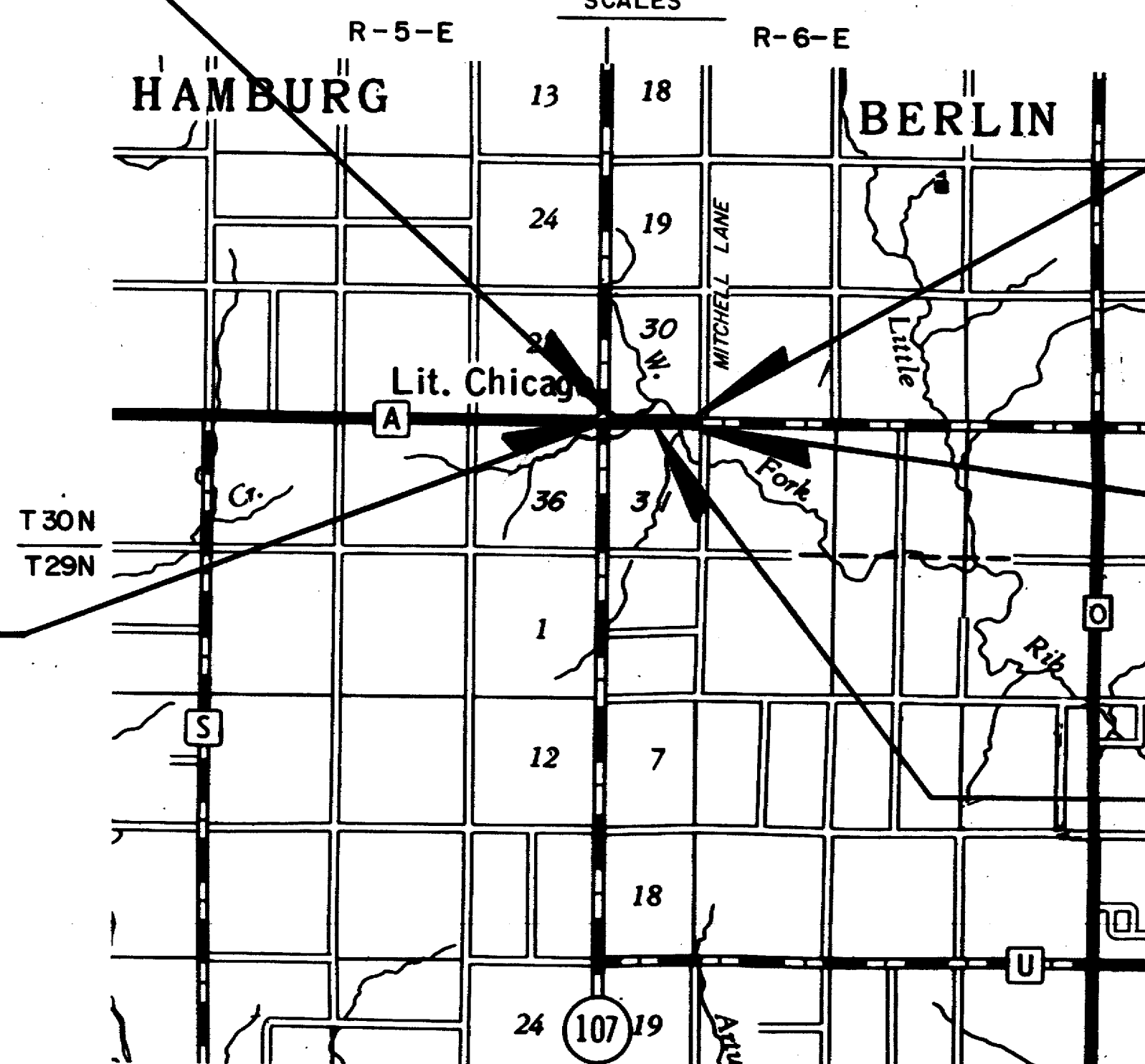
STATE PROJECT NUMBER
9479-02-71,72

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
9479-02-71	BRS 0869(6)	
9479-02-72		

BEGIN PROJECT 9479-02-72
STA. 268+00



SCALES



END PROJECT 9479-02-72
STA. 298+10

END PROJECT 9479-02-71
STA. 295+00

EXCEPTION TO NET LENGTH OF PROJECT 9479-02-72
STA. 275+00 TO STA. 295+00

Total Net Length of Centerline = 0.379 Mi. PROJECT 9479-02-71
0.191 MI. PROJECT 9479-02-72

ALL COORDINATES SHOWN ON THIS PLAN ARE REFERENCED TO
WISCONSIN COORDINATE SYSTEM CENTRAL ZONE AND
SCALED FROM THE LITTLE CHICAGO QUADRANGLE FOR
IDENTIFICATION PURPOSES ONLY.

APPROVED FOR
MARATHON COUNTY
BY

DATE COUNTY HIGHWAY COMMISSIONER

PLANS PREPARED
BY
MEAD & HUNT, INC.
CONSULTING ENGINEERS
MADISON, WISCONSIN



STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

Surveyor M.E.H. District Checker M.J.P.
Designer M.E.H. C.O. Checker
District Supervisor WRN C.O. Coordinator

Approved:
Date
District Transportation Director
Approved:
Date
Chief Design Engineer
Approved:
Date
Director of Development

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
REGION 5 WISCONSIN DIVISION

Approved:
Date
District Administrator

STATE PROJECT NUMBER	SHEET NO.
9479-02-71, 72	
MISCELLANEOUS QUANTITIES	
C.T.H. 'A'	

MISCELLANEOUS QUANTITIES

CLEARING & GRUBBING			
STA. TO STA.	STATIONS	CLEARING	GRUBBING
275+00 282+00	7	7	
286+00 292+00	6	6	
294+00 295+00	1	1	
* 268+00 275+00	7	7	

CRUSHED AGGREGATE BASE COURSE	
BASE	3639 TONS ± * 1900 TONS
SHOULDERS	424 TONS ± * 220 TONS
BEAM GUARD WIDENING	182 TONS
PE's & FE's	105 TONS ± * 140 TONS

CROSS DRAINS & PRIVATE ENTRANCE PIPES							
STA.	LOCATION	DIA. (IN.)	LENGTH (L.F.)	CLASS	TYPE	THICKNESS	A.E.
275+01	C	24	58	III	C.P.	0.064 0.075	2
283+30	RT.	18	34	III	C.P.	0.064 0.060	2
283+30	LT.	18	34	III	C.P.	0.064 0.060	2
* 271+57	RT.	18	28	III	C.P.	0.064 0.060	2
* 271+60	LT.	18	30	III	C.P.	0.064 0.060	2
* 297+85	RT.	18	32	III	C.P.	0.064 0.060	2
* 297+85	LT.	18	32	III	C.P.	0.064 0.060	2

GRANULAR SUBBASE COURSE	
STATION TO STATION	C.Y.
* 268+00 - 275+00	1012
275+00 - 291+96	2532
292+57 - 295+00	378
* 295+00 - 298+10	448

RIPRAP & GEOTEXTILE FABRIC			
STA.	LOCATION	C.Y.	S.Y.
275+90	90' ± RT.	5	15

SODDING		
STA.	LOCATION	S.Y.
275+90	DITCH 40' ± RT.	20
283+30	FE DITCH RT.	75
283+30	FE DITCH LT.	40
287+00 - 288+00	DITCH RT.	115
287+00 - 288+00	DITCH LT.	115
* AT C.P. DISCHARGES		20

SINGLE AGGREGATE BITUMINOUS PAVEMENT		
STATION TO STATION	TONS	A.C. TONS
* 268+00 - 275+00	300	17
275+00 - 291+96	735	44
292+57 - 295+00	110	6
* 295+00 - 298+10	130	8

EROSION MAT		
STA.	LOCATION	S.Y.
275+90	DITCH 40' ± RT.	20
283+30	FE DITCH RT.	75
283+30	FE DITCH LT.	40
287+00 - 288+00	DITCH RT.	115
287+00 - 288+00	DITCH LT.	115

TEMPORARY SILT FENCE, TYPE I		
STATION	LOCATION	LENGTH (L.F.)
275+90	90' ± RT.	10
277+85	RT.	50
278+20	LT.	50
278+35	RT.	50
278+60	LT.	50
287+50	LT.	20
288+50	RT.	20
291+95	LT.	50
291+95	RT.	50
292+60	LT.	50
292+60	RT.	50
* 297+50	LT.	10
* 297+50	RT.	10

HEAVY RIPRAP		GEOTEXTILE FABRIC	
STATION	LOCATION	C.Y.	S.Y.
278+10	NW & SW WINGS	10	15
278+43	NE & SE WINGS	10	15
291+96	NW & SW WINGS	4	6
292+57	NE & SE WINGS	4	6

NOTE: TO BE PLACED FROM EDGE OF ROADWAY TO PROPOSED ABUTMENT HEAVY RIPRAP.

EROSION BALES		
STA.	LOCATION	EACH
286+00 - 287+00	LT. & RT.	10
293+00 - 294+00	LT.	10
UNDISTRIBUTED	—	20

REMOVING OLD CULVERT	
STATION	TYPE
293+97	48" R.C.C.P.

STEEL PLATE BEAM GUARD, CLASS 'A'					
STA.	TO STA.	LOCATION	LENGTH (L.F.)	END	TREATMENT
277+28	278+07	RT.	79		STANDARD ANCHOR
277+41	278+20	LT.	79		"
278+34	279+13	RT.	79		"
278+47	279+26	LT.	79		"
291+19.5	291+98	LT.	79		"
291+19.5	291+98	RT.	79		"
292+54	293+32.5	LT.	79		"
292+54	293+32.5	RT.	79		"

TOPSOIL · MULCHING · FERTILIZER · SEEDING				
STATION TO STATION	S.Y.	S.Y.	CWT.	LBS.
* 268+00 - 275+00	2860	4000	2.4	55
275+00 - 295+00	9650	12400	8.0	170
* 295+00 - 298+10	590	1100	0.6	15

PROJECT 9479-02-72
NOTE: * = NON-PARTICIPATING FEDERAL BRIDGE REPLACEMENT FUNDS
STA. 268+00 TO STA. 275+00 & STA. 295+00 TO STA. 298+10

STATE PROJECT NUMBER	SHEET NO.
9479-02-71,72	
TYPICAL SECTIONS, CONSTRUCTION DETAILS, STANDARD ABBREVIATIONS, STANDARD DETAIL DRAWINGS, GENERAL NOTES, UTILITIES	
C.T.H. "A"	

GENERAL NOTES

REMOVAL OF BITUMINOUS SURFACES WHERE AN ABUTTING BITUMINOUS SURFACE IS TO REMAIN IN PLACE SHALL REQUIRE SAWING AN EDGE MEETING THE APPROVAL OF THE ENGINEER. THE COST SHALL BE CONSIDERED INCIDENTAL TO UNCL. EX.

IT IS ESTIMATED THAT THERE ARE APPROXIMATELY 560 TONS OF SALVAGED BITUMINOUS PAVEMENT TO BE REMOVED BY THE CONTRACTOR.

ALL BEARINGS SHOWN ON PLANS ARE TRUE TO THE NEAREST SECOND.

EXACT LOCATIONS OF ACCESS POINTS ARE TO BE DETERMINED BY THE ENGINEER IN THE FIELD.

NO TREES ARE TO BE REMOVED WITHOUT THE APPROVAL OF THE ENGINEER.

DISTURBED AREAS WITHIN THE RIGHT-OF-WAY, EXCEPT THE AREAS WITHIN THE FINISHED SHOULDER POINTS, ARE TO BE FERTILIZED, SEEDED & MULCHED AS DIRECTED BY THE ENGINEER.

THE LOCATIONS OF EXISTING & PROPOSED UTILITY INSTALLATIONS AS SHOWN ON THE PLANS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN.

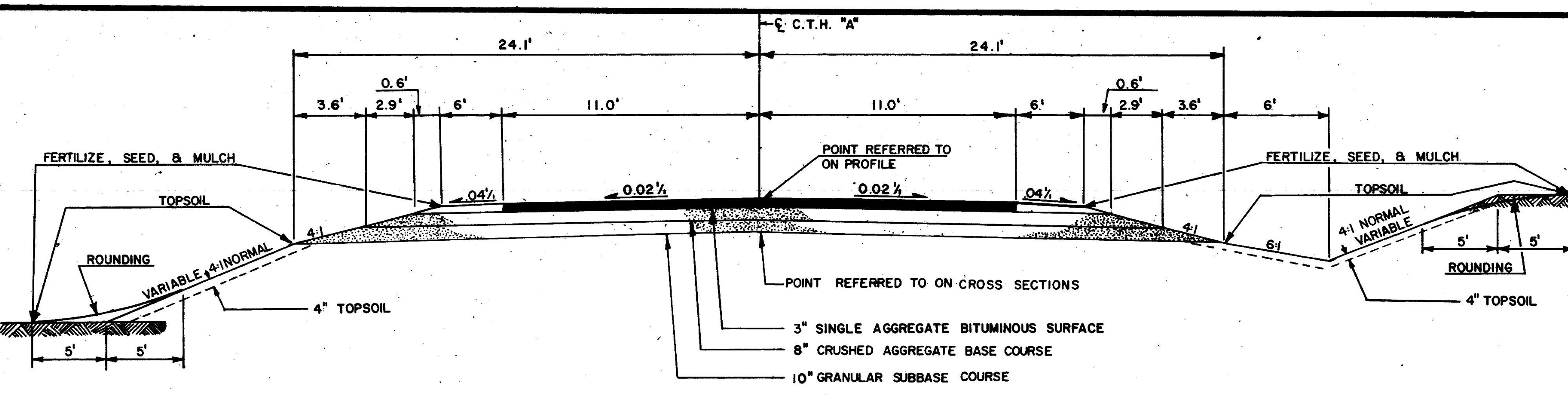
EROSION BALES TO BE PLACED AS DIRECTED BY THE ENGINEER.

STANDARD ABBREVIATIONS

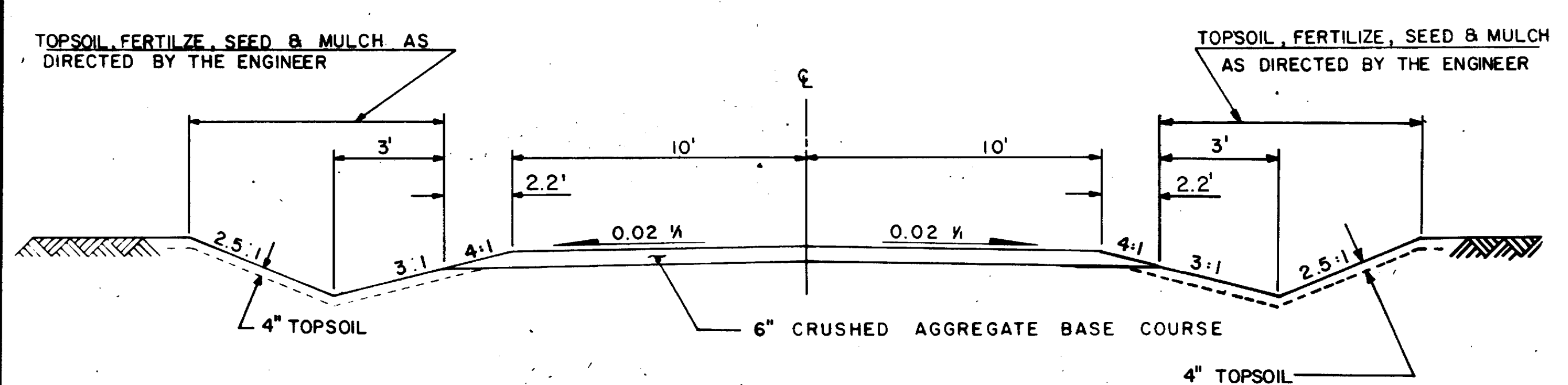
CONC. REQ'D.	CONCRETE REQUIRED
R/W	RIGHT-OF-WAY
UNCL. EXC.	UNCLASSIFIED EXCAVATION
P.E.	PRIVATE ENTRANCE
F.E.	FIELD ENTRANCE
BIT.	BITUMINOUS
C.Y.	CUBIC YARD
STA.	STATION
A.E.	APRON ENDWALL
TEMP.	TEMPORARY
L.F.	LINEAL FEET
MIN.	MINIMUM
NOR.	NORMAL
ABUT.	ABUTMENT
EL.	ELEVATION
C.P.	CULVERT PIPE
V.C.	VERTICAL CURVE
S.D.	SPECIAL DITCH
GR.	GRAVEL
RCCP	REINFORCED CONCRETE CULVERT PIPE
LT.	LEFT
RT.	RIGHT
T.	TRANSIT LINE
C.	CENTERLINE
PL.	PROPERTY LINE
SY.	SQUARE YARD
RRS	RAILROAD SPIKE
DA.	DIAMETER
P.O.T.	POINT ON TANGENT
NO.	NUMBER
L.H.F.	LEFT HAND FORWARD
E.B.S.	EXCAVATION BELOW SUBGRADE

STANDARD DETAIL DRAWINGS

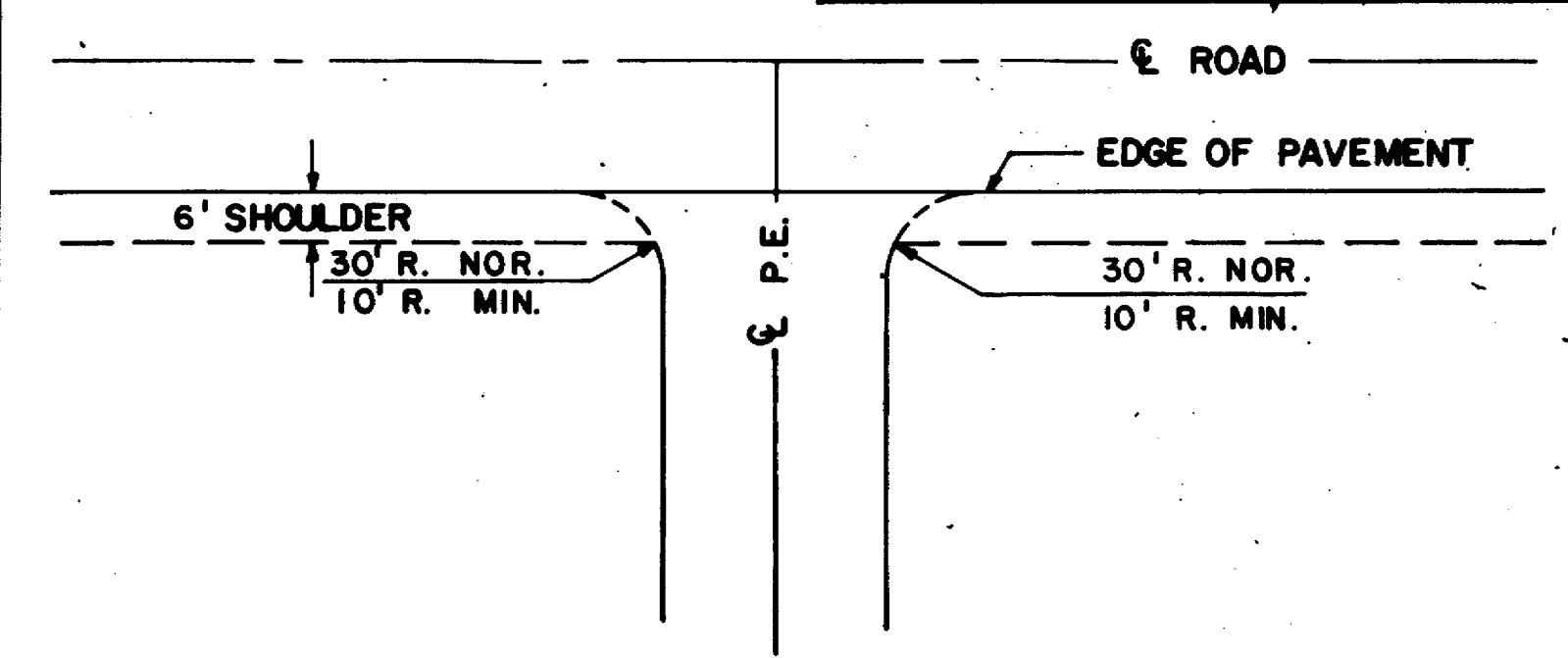
BE7-1	EROSION MAT
BE9-1	TEMPORARY SILT FENCE
BF1-9	APRON ENDWALLS FOR CULVERT PIPE & PIPE ARCHES
12A3-4	NAME PLATE-STRUCTURES
14B2-7a,b	CLASS "A" STEEL PLATE BEAM GUARD (TWO SHEETS)
15C1-7	CONSTRUCTION BARRICADES & STANDARD SIGNS
BE8-1	TYPICAL INSTALLATIONS OF EROSION BALES



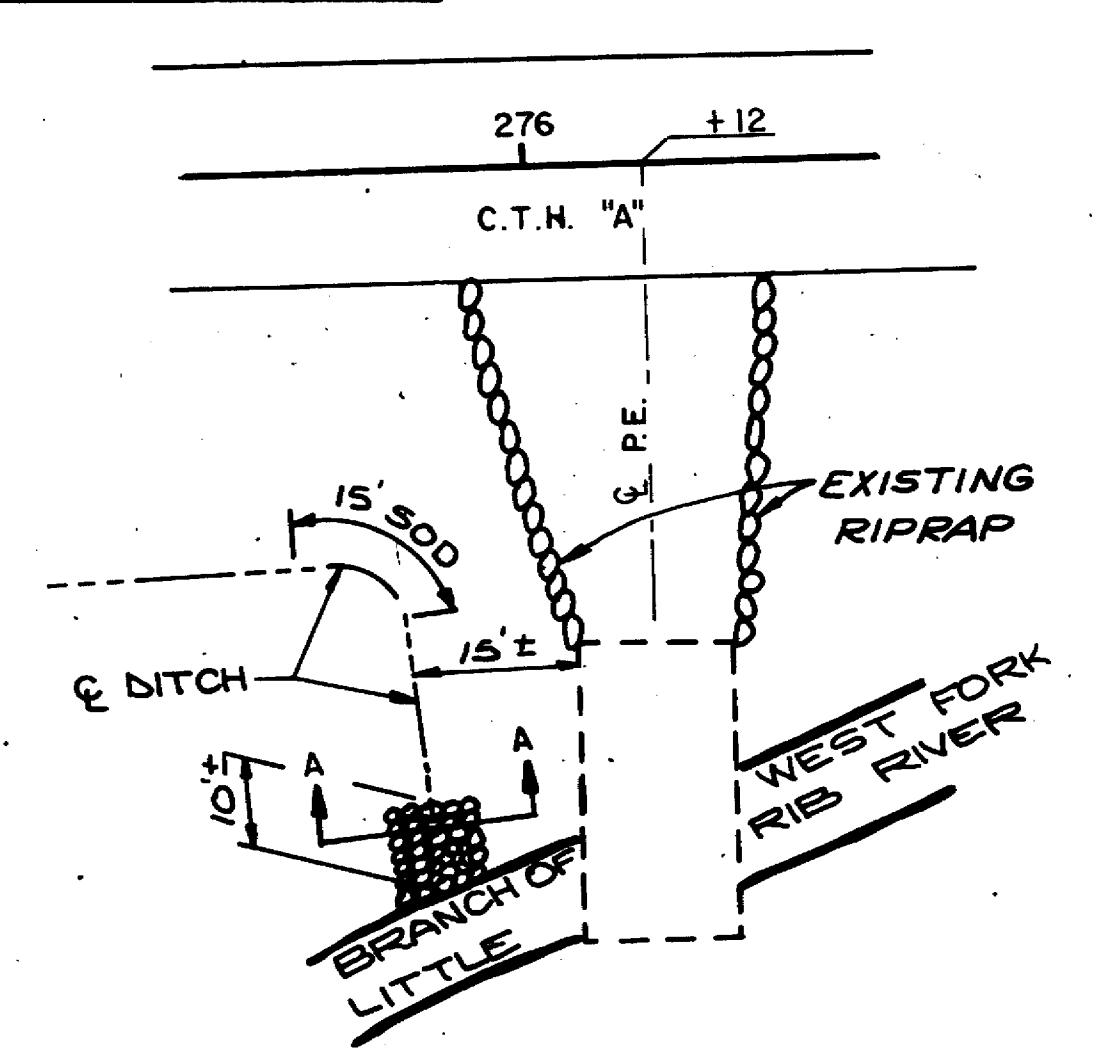
TYPICAL ROADWAY CROSS SECTION



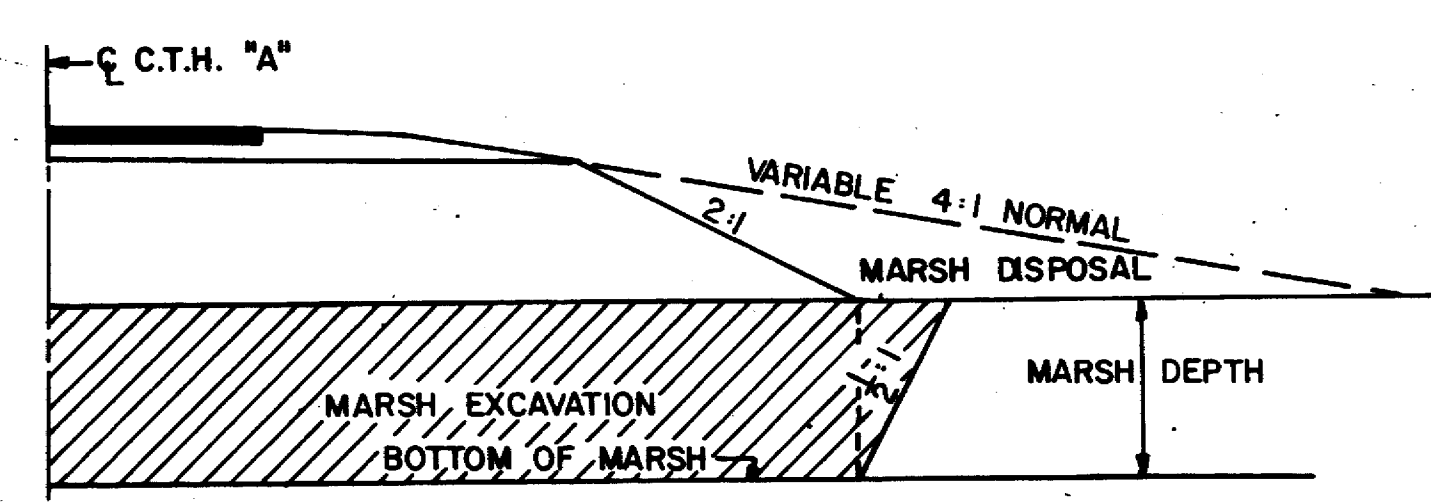
TYPICAL RURAL P.E. SECTION



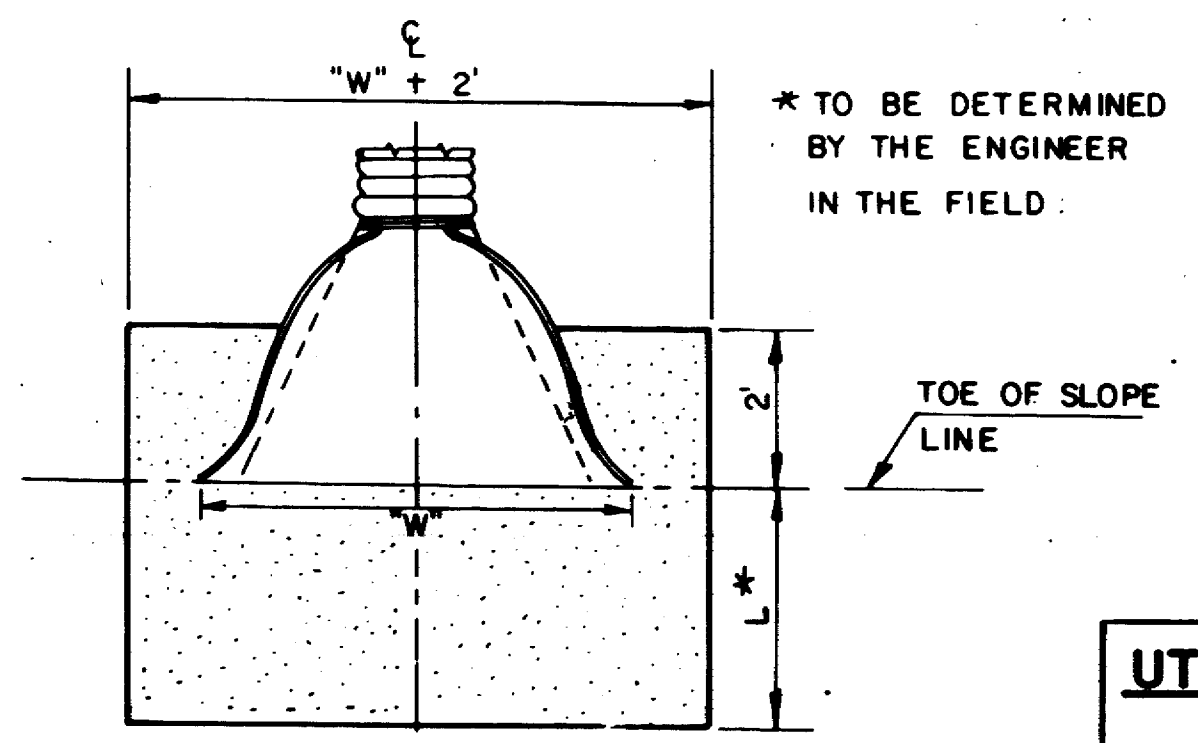
PRIVATE ENTRANCE DETAIL



DITCH RIPRAP DETAIL



MARSH EXCAVATION DETAIL



SOD AT PIPE END

UTILITIES:	GENERAL TELEPHONE CO. 413 McCLELLAN ST. WAUSAU, WI. 54401 (715) 847-1543 Attn. Mr. BOB HALE	WISCONSIN PUBLIC SERVICE CORP. P.O. BOX 333 MERRILL, WI. 54452 (715) 536-5541 Attn. Mr. W.A. COMEAU
------------	---	---

- UNDERGROUND TELEPHONE CABLE
BENCH MARK
CONIFEROUS TREE

STA. 271+57 RT.
RESTORE F.E.
1-18" C.P. REQ'D

STA. 271 + 60 LT.
RESTORE F.E.
1-18" C.P. REQ'D.

STA. 283+30 RT.
RESTORE F.E.
1-18' C.F. REQ'D.

STA. 283+30 LT.
CONSTRUCT F.E.
1-18" C.P. REQ'D.

STA. 284+45
F.E. LT.
(DO NOT RESTORE)

STA. 276+12 RT.
RESTORE P.E.

EXISTING R/W
CONSTRUCTION &
P.O.T. 278+33.42

JEROME E. BRICKNER, JR

STA. 264 + 11.00
RRS

CONSTRUCTION TIE

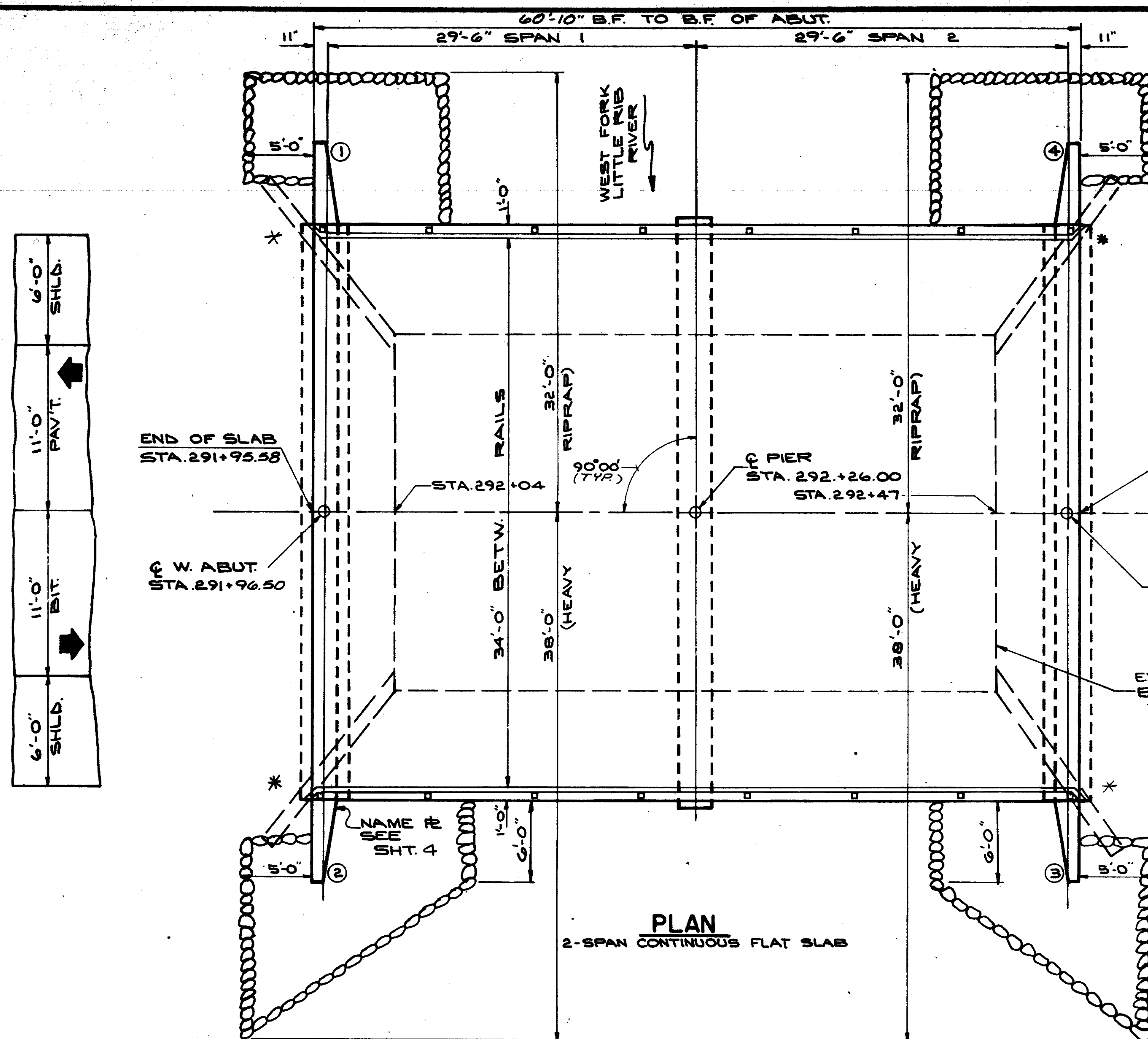
BENCH MARKS

NO.	STA.	DESCRIPTION	EL.
1	271+04	RRS IN TWIN 8" WHITE PINE LT. 75'	(2742.2)
2	278+11	KEEL "B" TOP SW ABUTMENT RT. 14'	(270.2)
3	283+36	RRS IN CORNER FENCE POST RT. 39'	(272.1)

UNCL. EXC.	1,604 *	C.Y.
MARSH EXC.	100	C.Y.
EXPANDED FILL	5,045 *	C.Y.
WASTE	6,559	C.Y.
SHRINKAGE		
FILL & MARSH FILL	43%	
* INCLUDES	300 C.Y.	E.B.S.

STA. 2+8+27
EXISTING STRUCTURE
B-37-CB61 SINGLE SPAN
CONC. BECK GIRDER
33' LONG, 24" RWID.
TO BE REMOVED

STA 278+27
STRUCTURE B-37-211 REQ'D.
TRIPLE 9'-7" CONC BOX CULVERT
SKEW 20° L.H.F.
SEE DRAWINGS X72859-X72864



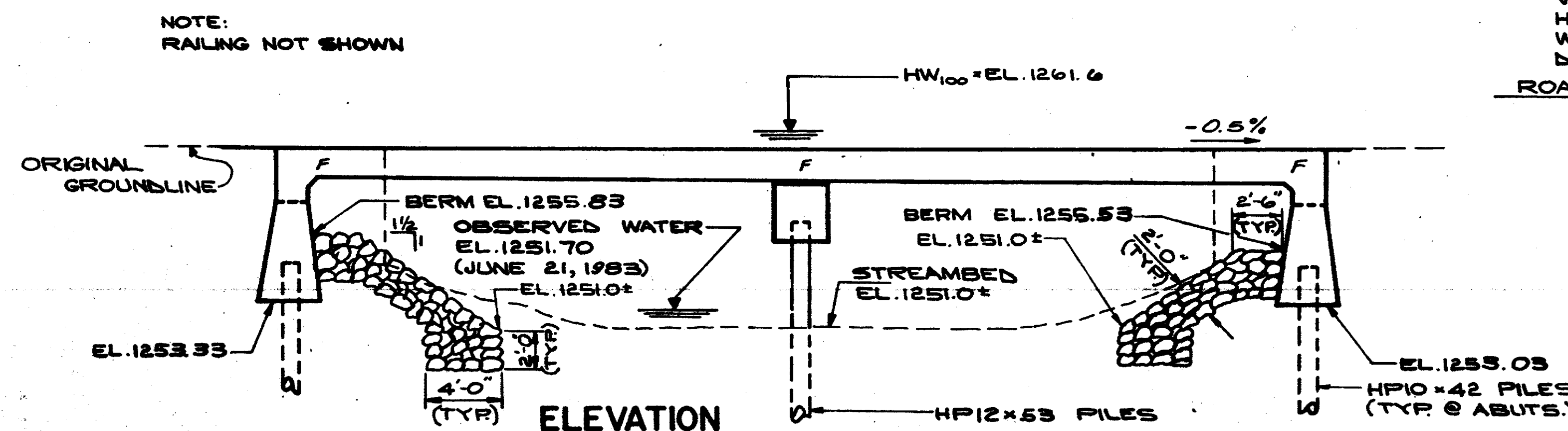
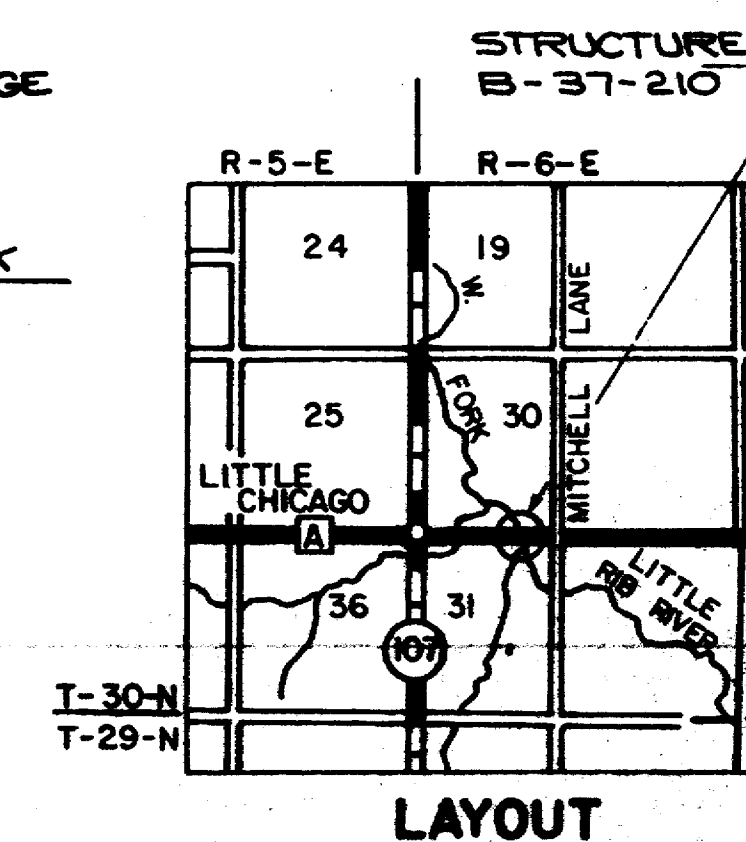
* NOTE:
ATTACH BEAM GUARD TO RAILING.

NO.	STA.	DESCRIPTION	ELEV.
3	283+36	RRS CORNER FENCE POST	39' RT. 1272.16
4	292+05.5	KEEL "A" TOP SW ABUT.	14' RT. 1261.18

HYDRAULIC DATA
100 YR. FREQUENCY
 $Q_{100} = 4300$ cfs
 $Q_{100} = 2873$ THRU BRIDGE
 $Q_{100} = 1427$ cfs OVER ROAD
 VELOCITY = 9.7 fps THRU BRIDGE
 HW EL. 1261.6
 WATERWAY AREA = 297 sq. ft.
 DRAINAGE AREA = 16.6 sq. mi.

ROADWAY DESIGN FREQUENCY
 $Q_{10} = 2600$ cfs
 HW = 1259.9

TRAFFIC VOLUME
 A.D.T. = (1984) 940
 A.D.T. = (2004) 1320
 R.D.S. = 50 mph



STATE PROJECT NUMBER
9479-02-71

SHEET NO.

DESIGN DATA

LIVE LOAD
 DESIGN RATING: HS20
 INVENTORY RATING: HS24
 OPERATIONAL RATING: HS36
 STRUCTURE IS DESIGNED FOR A FUTURE WEARING SURFACE OF 20 POUNDS PER SQUARE FOOT.

ALLOWABLE DESIGN STRESSES

CONCRETE MASONRY - SLAB - $f'_c = 4000$ P.S.I.
 ALL OTHER - $f'_c = 3500$ P.S.I.
 BAR STEEL REINFORCEMENT, GRADE 60 - $f_y = 60,000$ P.S.I.

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.
 BAR STEEL REINFORCEMENT SHALL BE IMBEDDED 2" CLEAR UNLESS OTHERWISE SHOWN OR NOTED.
 THE SLOPE OF THE FILL IN FRONT OF THE ABUTMENTS SHALL BE COVERED WITH HEAVY RIPRAP TO THE EXTENT SHOWN ON THIS SHEET & IN THE ABUTMENT DETAILS.

THIS BRIDGE REPLACES P-37-0560 A 43' LONG DECK GIRDER STRUCTURE.

SLAB FALSEWORK SHALL BE SUPPORTED ON PILES UNLESS OTHERWISE APPROVED BY THE ENGINEER.

FOUNDATION DATA

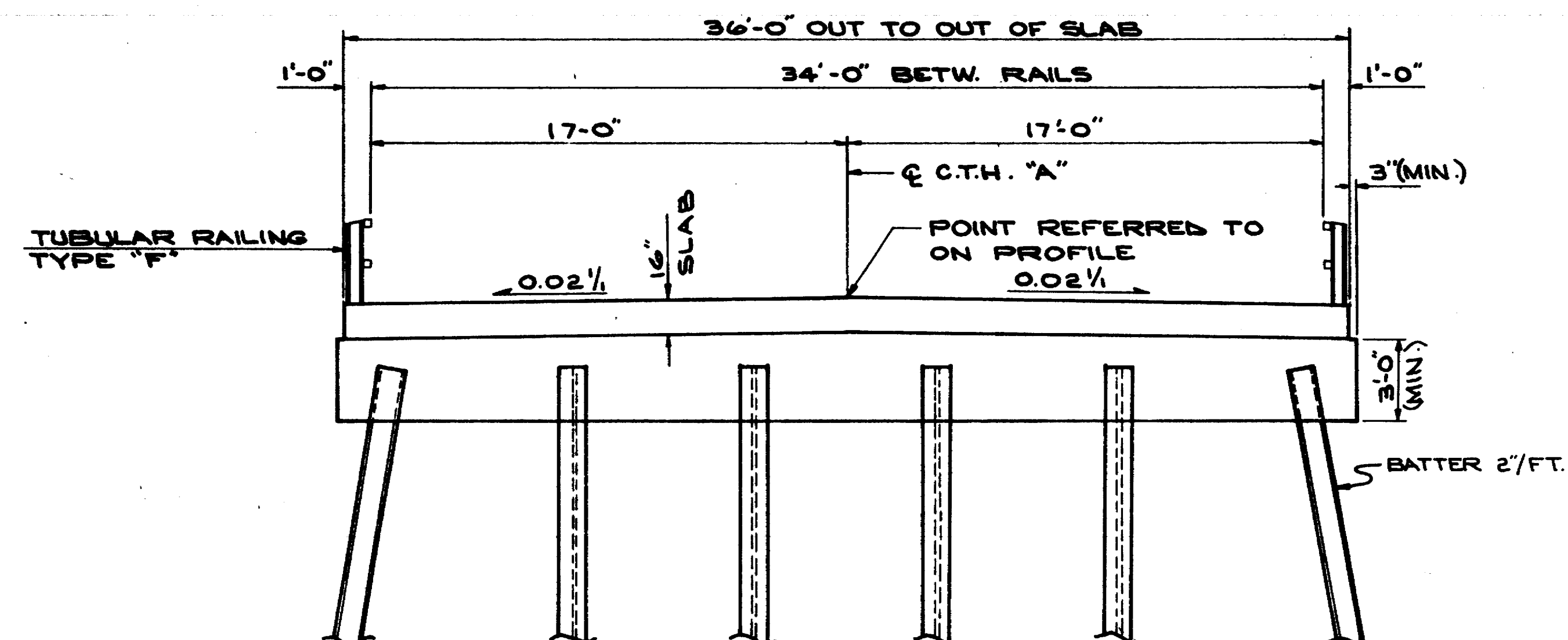
ABUTMENTS SUPPORTED ON HP10x42 STEEL PILES, DRIVEN TO A MIN. BRG. VALUE OF 55 TONS PER PILE, EST. 55'-0" LONG.
 PILE BENT PIER SUPPORTED ON HP12x53 PILES, DRIVEN TO A MIN. BRG. VALUE OF 55 TONS PER PILE, EST. 40'-0" LONG.
 CONTRACTOR HAS THE OPTION TO UTILIZE HP12x53 STEEL PILES AT THE ABUTMENTS - BUT PAYMENT SHALL BE AT THE CONTRACT UNIT PRICE FOR HP10x42 STEEL PILING.

LIST OF DRAWINGS

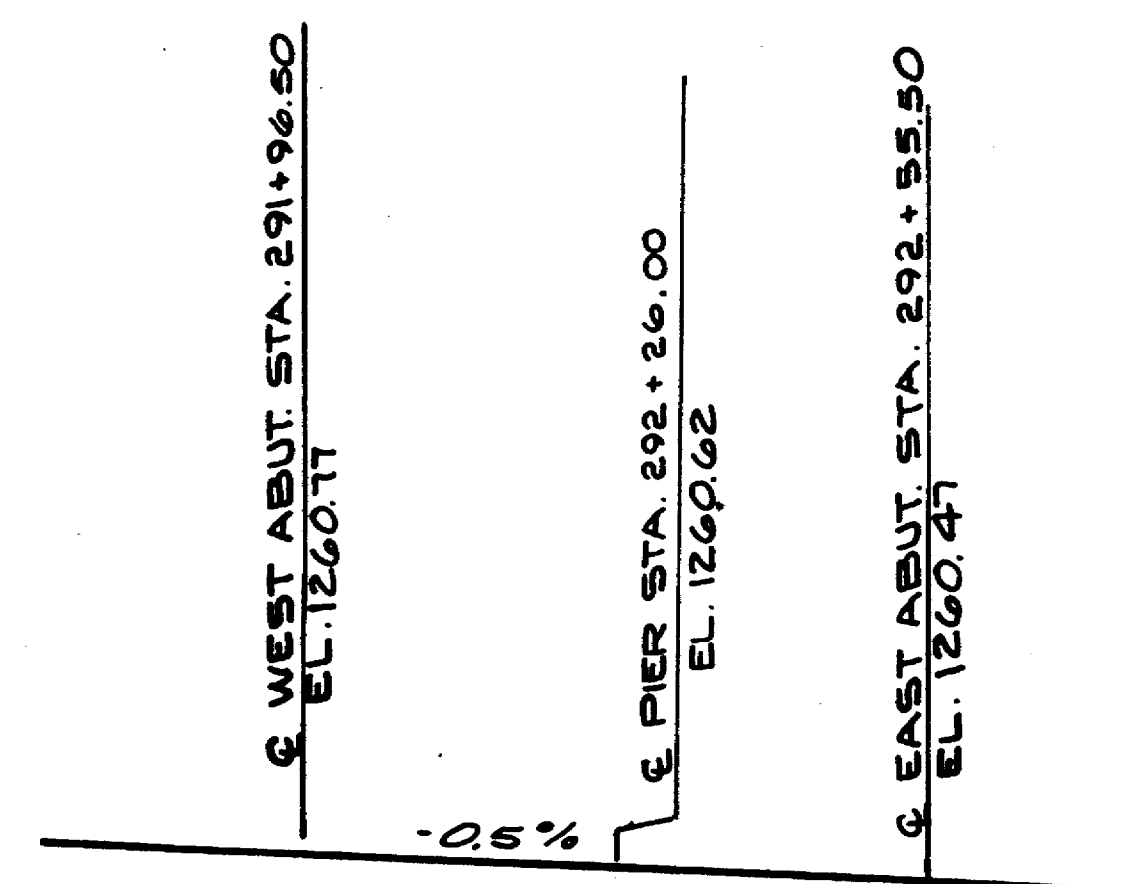
1. GENERAL PLAN	X72852
2. GENERAL PLAN	X72853
3. SUBSURFACE EXPLORATION	X72854
4. ABUTMENTS	X72855
5. PIER	X72856
6. SUPERSTRUCTURE	X72857
7. TUBULAR RAILING, TYPE "F"	X72858

PLANS PREPARED BY:
MEAD & HUNT, INC.
MADISON, WI.

No.	Date	Revision	By
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURE B-37-210			
C.T.H. "A" OVER WEST FORK LITTLE RIB RIVER			
County	MARATHON	Town/City/Village	BERLIN
Design Spec.	AASHTO 1983	Load	HS20
Designed By	TJC	Design Checked	DWS
Drawn By	NJA	Plans Checked	RIS
Approved	Chief Bridge Engineer	Date	
GENERAL PLAN			SHEET 1 OF 7 X72852



CROSS SECTION THRU ROADWAY

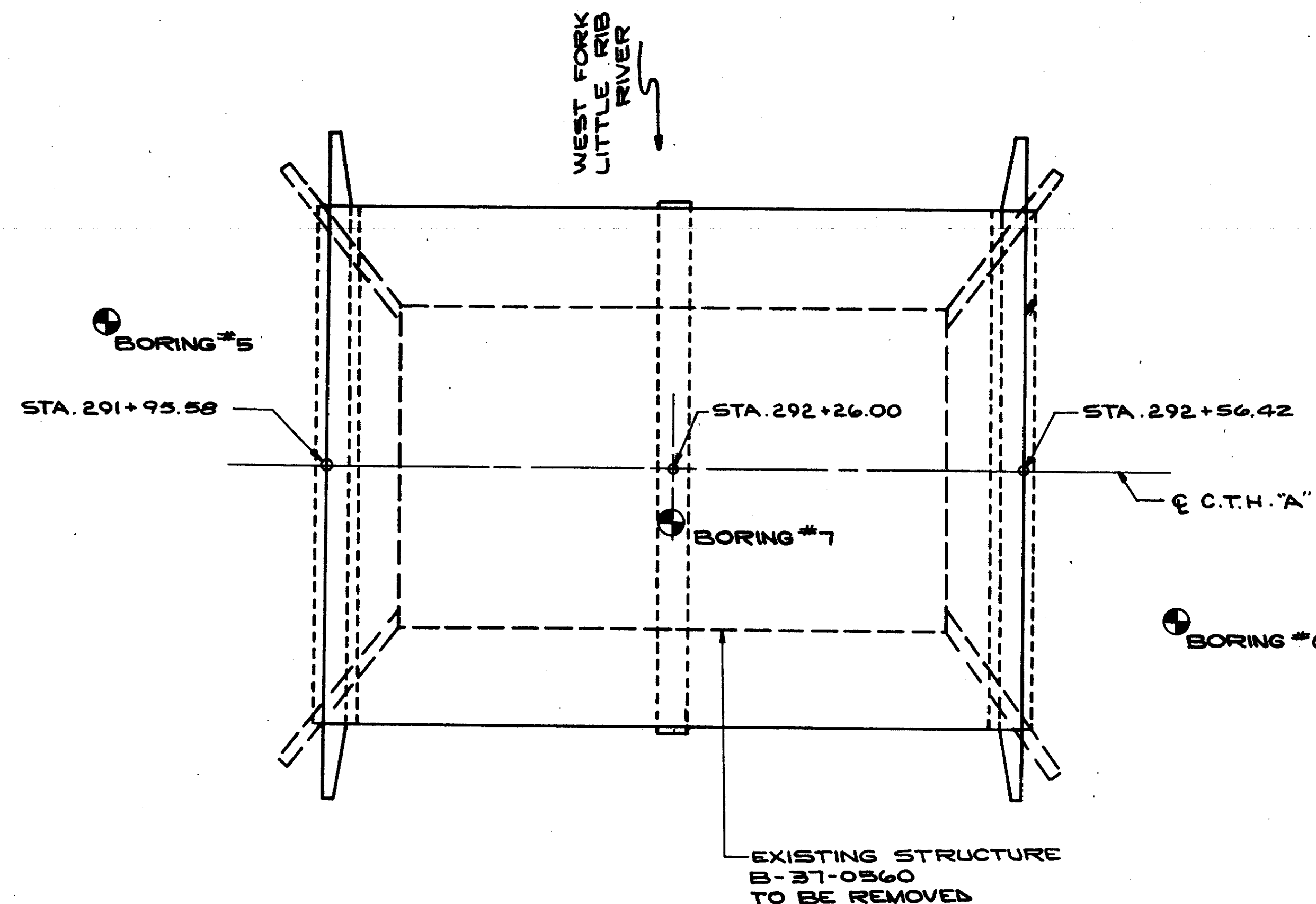


PROFILE GRADELINE

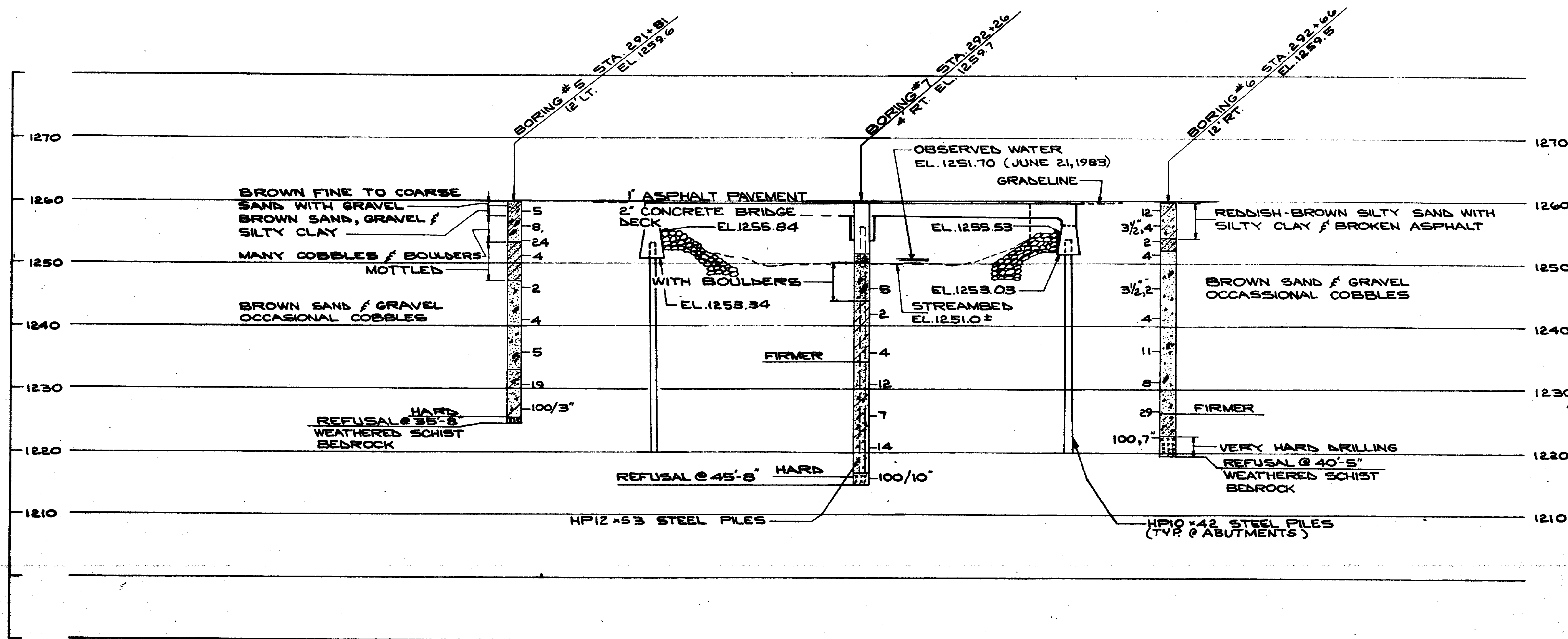
TOTAL ESTIMATED QUANTITIES

BID ITEMS	UNIT	SUPER	W.ABUT.	PIER	E. ABUT.	TOTAL
REMOVING OLD BRIDGE, STA. 292+26.00	L.S.					1
EXCAVATION FOR STRUCTURES, BRIDGES B-37-210	L.S.					1
CONCRETE MASONRY, BRIDGES	C.Y.	113	22.5	13	22.5	171
HIGH STRENGTH BAR STEEL REINFORCEMENT, BRIDGES	LBS.	21,240	1,530	1,550	1,530	25,850
STEEL PILING, DELIVERED & DRIVEN HP 12 INCH 53 POUND	L.F.			240		240
STEEL PILING, DELIVERED & DRIVEN HP 10 INCH 42 POUND	L.F.		210		210	420
TUBULAR RAILING, TYPE "F" STRUCTURE B-37-210	L.S.					1
HEAVY RIPRAP	C.Y.		90		90	180
NON-BID ITEMS						
FILLER	SIZE					1/2 1 3/4
POLYVINYL CHLORIDE WATERSTOP	L.F.		40		40	80

No.	Date	Revision	By
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURE B-37-210			
Const. Spec.	1981	Drawn By	GJW
Checked	RGL	Planned	RGL
GENERAL PLAN			SHEET 2 OF 7
			X72853



BORINGS PERFORMED BY:
SOILS & ENGINEERING SERVICES, INC.
MADISON, WI.
AUGUST 25 & 29, 1983



STATE PROJECT NUMBER SHEET NO.

9479-02-7/

ABBREVIATIONS
F — Fine M — Medium C — Coarse
Ws — Weathered So — Sound

MATERIAL SYMBOLS
Topsoil Silt Sandstone
Sand Peat Limestone
Gravel Clay Igneous Rock

LEGEND OF PROBING
Probing No.
Sta.
Elevation
95/6-95 Blows for 6"
Penetration
Probing taken with a
350# wt.
Falling 18" on a 2"
O. D. Point.
Refusal 95 6
7 Average Blows Per Foot

LEGEND OF BORING
Boring No.
Sta.
Elev.
Unconfined
Strength 7.7
Blows Per Ft.
Using 140# Wt.
Falling 30"
Wash Sample
Shelby Tube S. T.
Ground Water
Elevation
No Ground Water
Observed Above
This Elevation
Sandy Gravel
Boulders or
Cobbles
Sand
Silty Clay
So
Limestone

Unless otherwise specified, the blows per foot at the locations indicated are based on driving a 2" O. D. x 1.4" I. D. split spoon sampler with a 140# hammer having a free fall of 30". The blow count is taken in undisturbed soil immediately below a cased or open hole eliminating side friction on the drive pipe.

SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

To obtain relative data concerning the character of material in and upon which the foundation might be built, borings and/or soundings were made at points approximately as indicated on this drawing. The data presented herein represents the findings of the subsurface explorations made. However, because the depths investigated are limited and the area of the borings and/or soundings is very small in relation to the entire area, the Division of Highways does not warrant conditions below the depths investigated or that the classification of material encountered in these investigations is necessarily typical of the entire site.

No.	Date	Revision	By

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-37-210

Const. Spec. 1981	Drawn By GJW	Plans Checked RGL
-------------------	--------------	-------------------

SUBSURFACE
EXPLORATION

SHEET 3 OF 7

X72854

9479. 02-71

BILL OF BARS

THE FIRST DIGIT IN THE BAR MARK SIGNIFIES THE BAR SIZE.
DIM'S IN BENDING DETAILS ARE OUT TO OUT OF BAR.

MARK	NO. REC'D.	LENGTH	S Z ₁	CUT DIA.	LOCATION		
T401	132	8-1	*		BODY	FF & B.F.	VERT.
T602	8	35-6			"	BOT.	HORIZ.
T603	10	36-10	*		"	F.F.	"
T504	10	35-6			"	B.F.	"
T405	8	5-8	*		WINGS	TOP FF & B.F.	"
T406	8	5-8			"	" "	"
T507	40	7-4			"	" "	"
T608	8	9-1			"	" "	"
T409	72	2-0			BODY	TOP	VERT.
T410	20	12-0	*		WINGS	FF & B.F.	"
T411	24	2-8			BODY	6 PILES	"
T412	12	28-0			"	6 " 5-21" DIA. SPIRAL WRAPS	"

NOTE: NUMBER LISTED IN NO. REQ'D. COLUMN IS TOTAL NUMBER
REQUIRED FOR BOTH ABUTS.

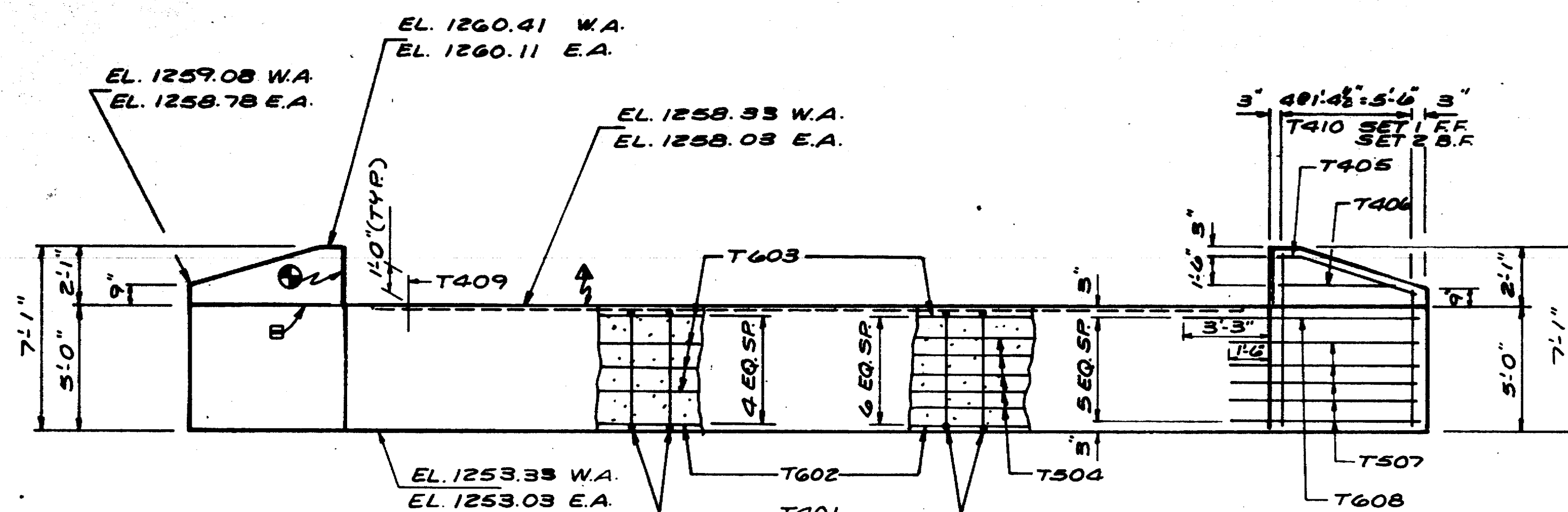
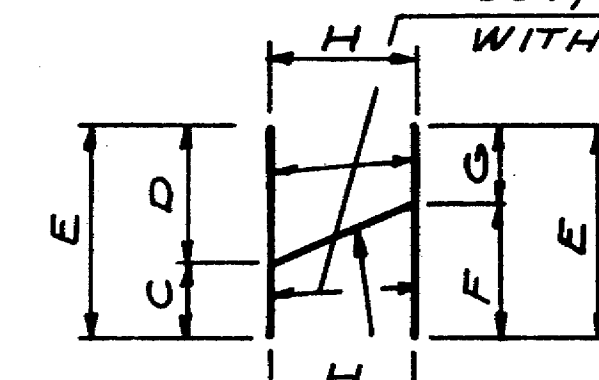
CUTTING DIAGRAM

MARK	SET NO.	C	D	E	F	G	H	NO. SETS REQ'D.
TQ10	1	3-4		12-0	6-8		5	4
	2		6-8			5-4		4

"H" IS NUMBER REQUIRED BEFORE CUTTING.

CUT, BUNDLE & MARK CUT BARS
WITH BAR NO. & SET NO.

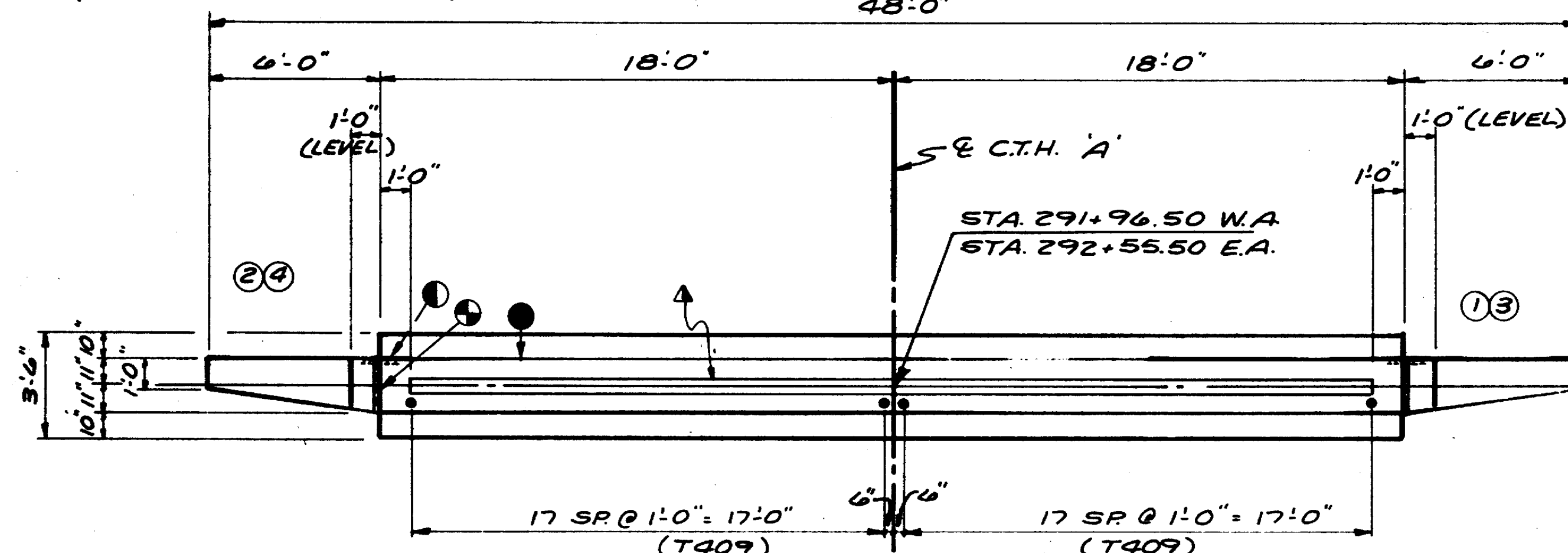
MARK & CUT ALL BARS ALONG
THIS LINE. MAKE ALL CUTS NORMAL
TO BAR AXIS.



⊕ ½" FILLER & SEALER. SEAL ALL EXPOSED
HORIZ. & VERT. SURFACES OF ½" FILLER
WITH NON-STAINING, GRAY, NON-BITUMINOUS
JOINT SEALER (1" DEEP & HOLD ½" BELOW
SURFACE OF CONC.)

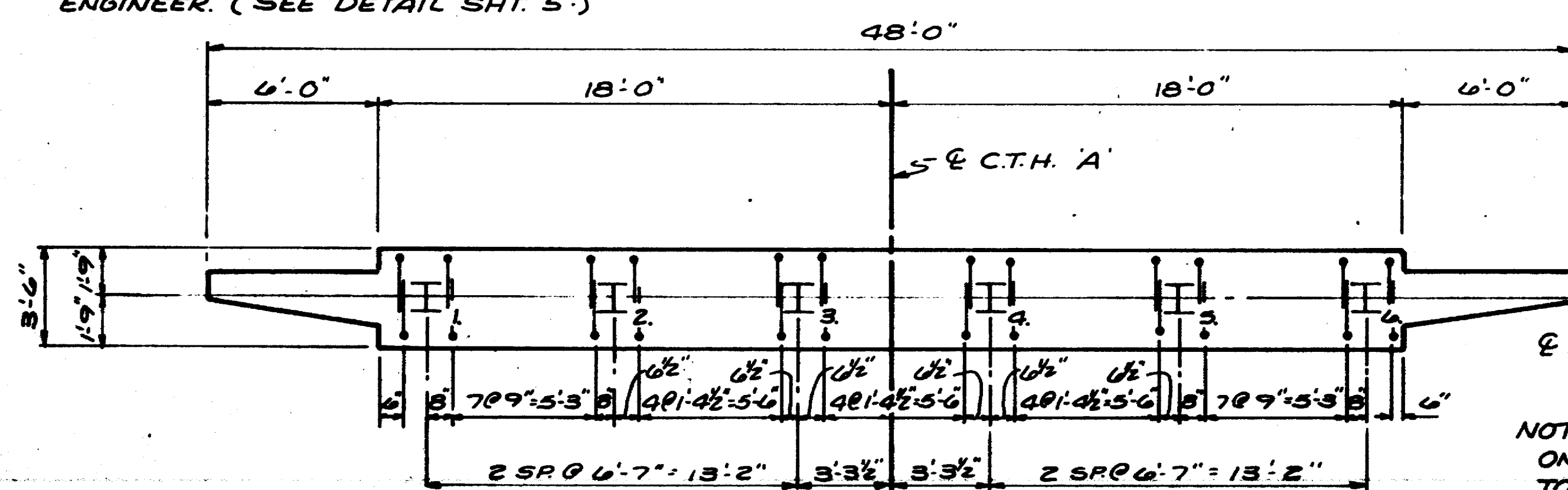
ELEVATION
(WEST ABUT. LOOKING WEST)
(EAST ABUT. LOOKING EAST)

■ OPT. CONST. JOINT- FORMED BY SURFACED, BEVELED 2" x 6" KEYWAY.
3/4" V' GROOVE REQ'D. ON F.F. IF JOINT IS USED.



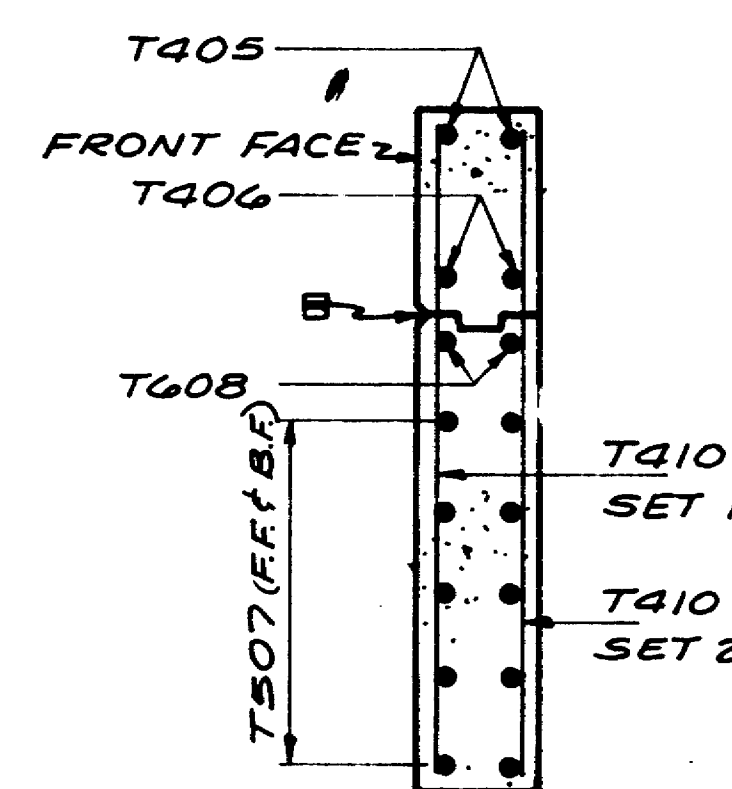
▲ CONST. JT. - FORMED BY SURFACED
BEVELED 2"x6" KEYWAY.
● POLYVINYL CHLORIDE WATERSTOP ● EXTEND
BETWEEN WINGS. ● EXTEND FROM TOP OF
BODY TO TOP OF WING. FLUSH WITH SURFACE
OF CONC. BUTT SPLICE AT ALL INTERSECTIONS
USING A HEATED SPLICING IRON. BUTT SPLICE
AT OTHER LOCATIONS AS APPROVED BY THE
ENGINEER. (SEE DETAIL SHT. 5.)

NOTE: ABUTMENTS SYMMETRICAL ABOUT C.T.H. 'A'.
NOTE: TQ09 BARS MAY BE PLACED AFTER CONC. IS POURED BUT BEFORE INITIAL SET HAS TAKEN PLACE.

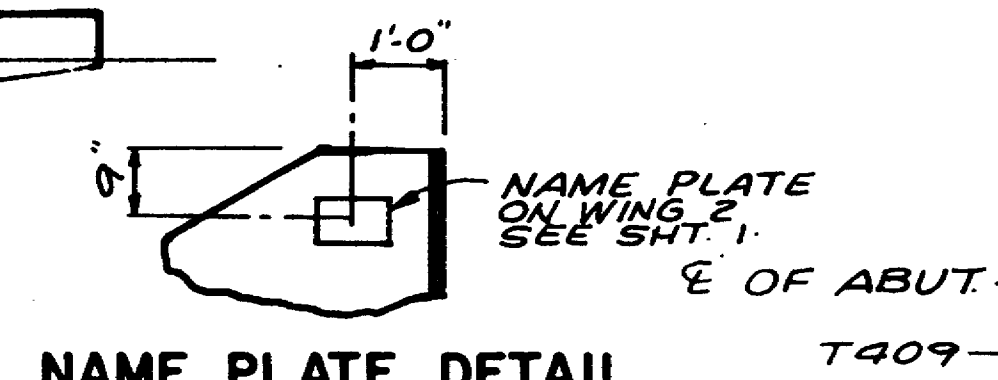


NOTE: ABUTMENTS SUPPORTED
ON HP 10x42 STEEL PILES, DRIVEN
TO A MIN. BRG. VALUE OF 55 TONS
PER PILE, EST. 35'0" LONG AT
WEST ABUT. & 35'0" LONG
AT EAST ABUT.

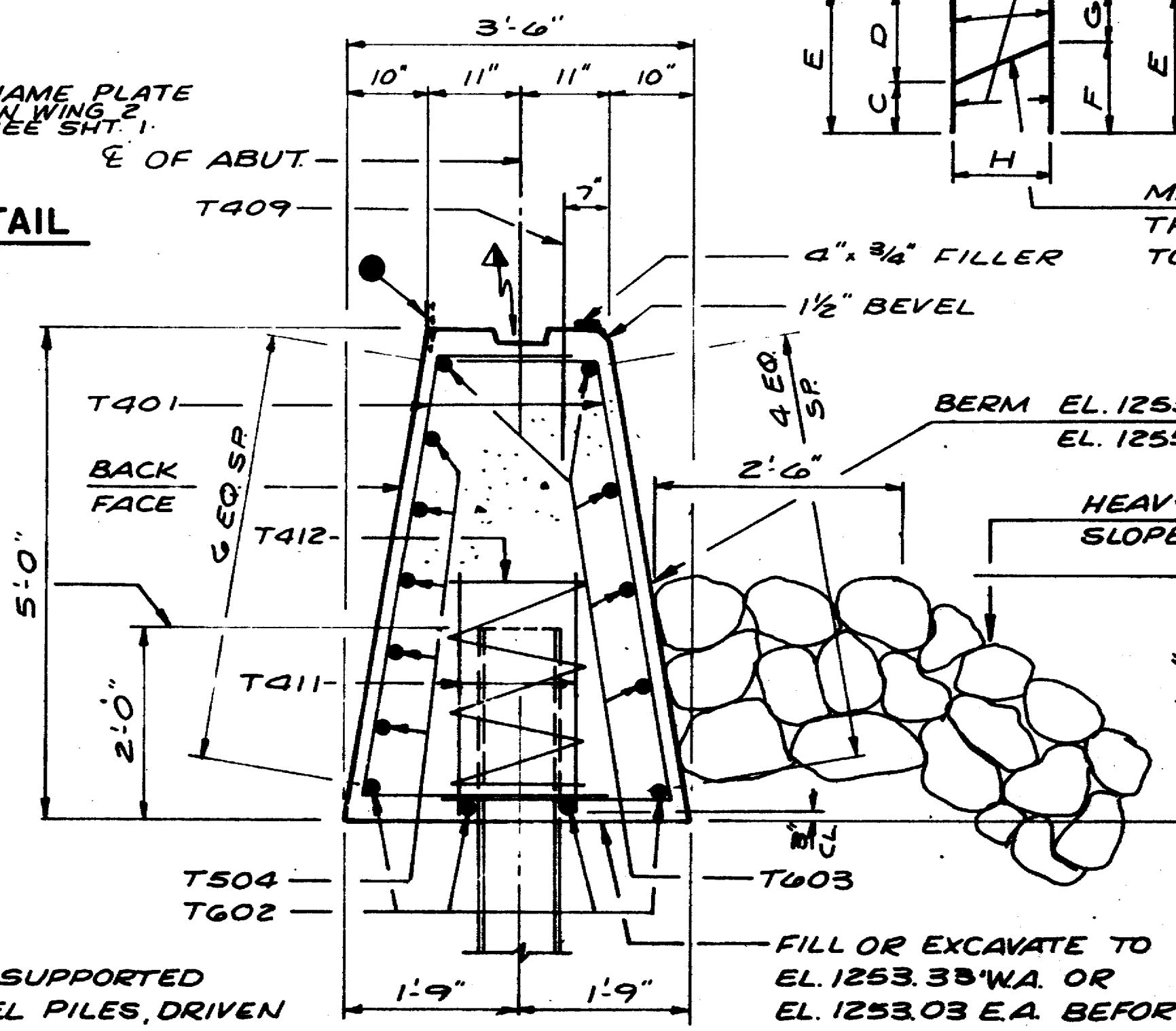
NOTE: FOR PILE SPLICE DETAIL
SEE SHL. 5.



TYPICAL SECTION
THRU WINGS



NAME PLATE DETAIL



— FILL OR EXCAVATE TO
EL. 1253.33' W.A. OR
EL. 1253.03 E.A. BEFORE
DRIVING PILES.

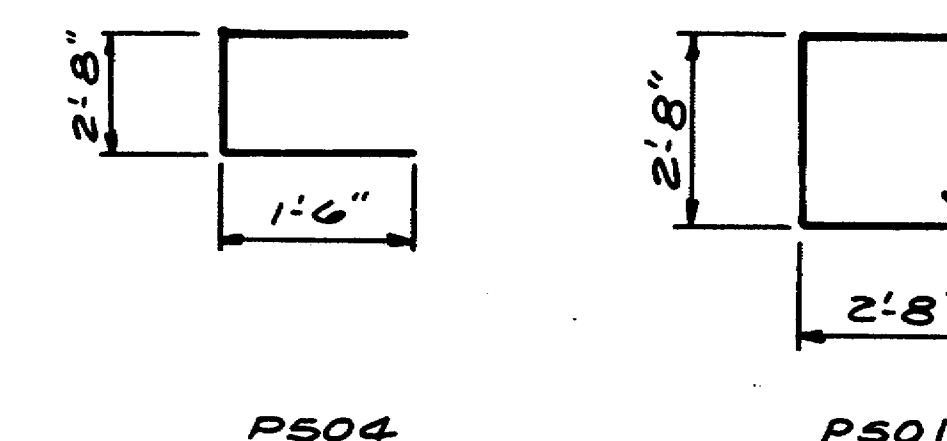
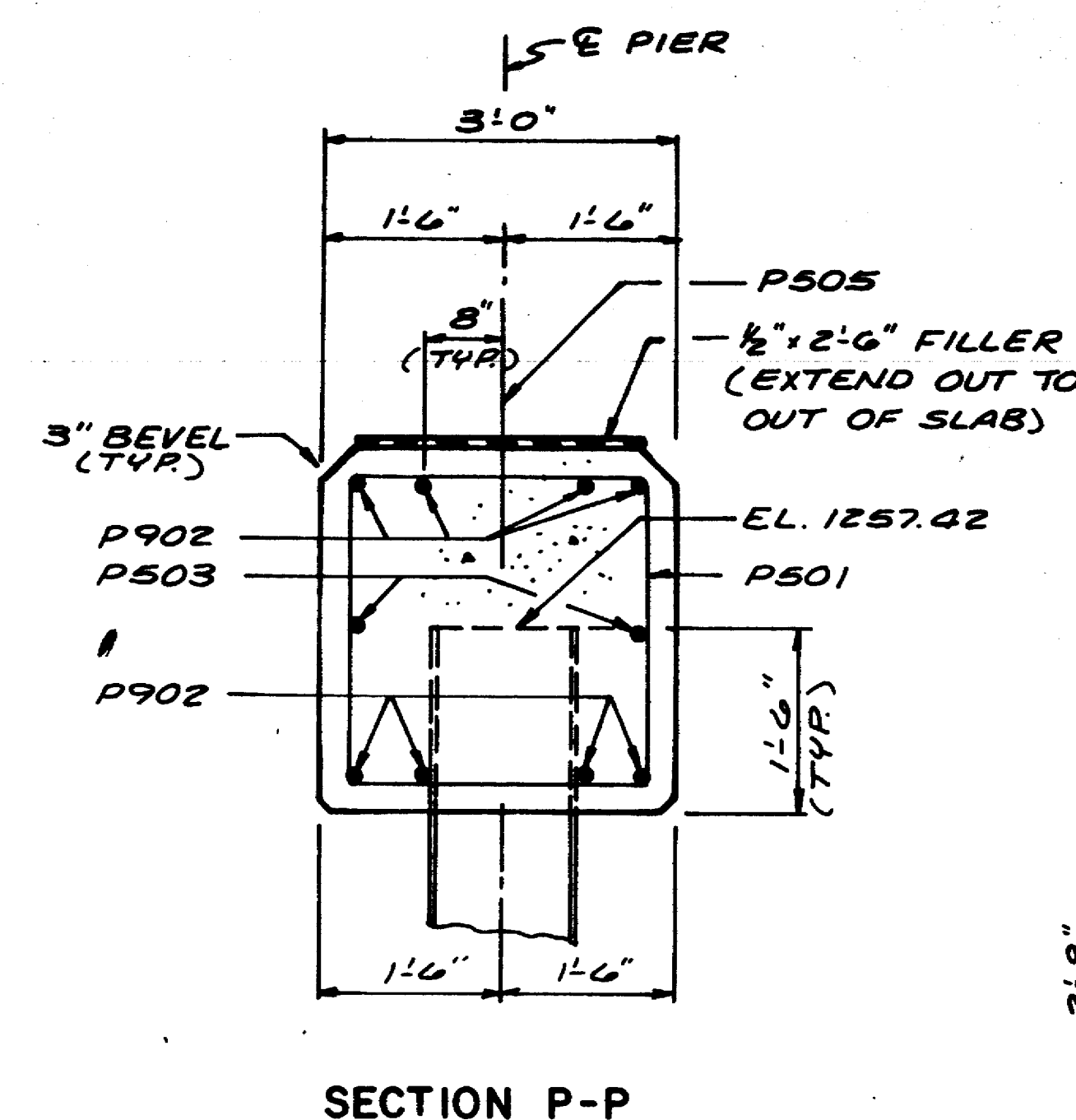
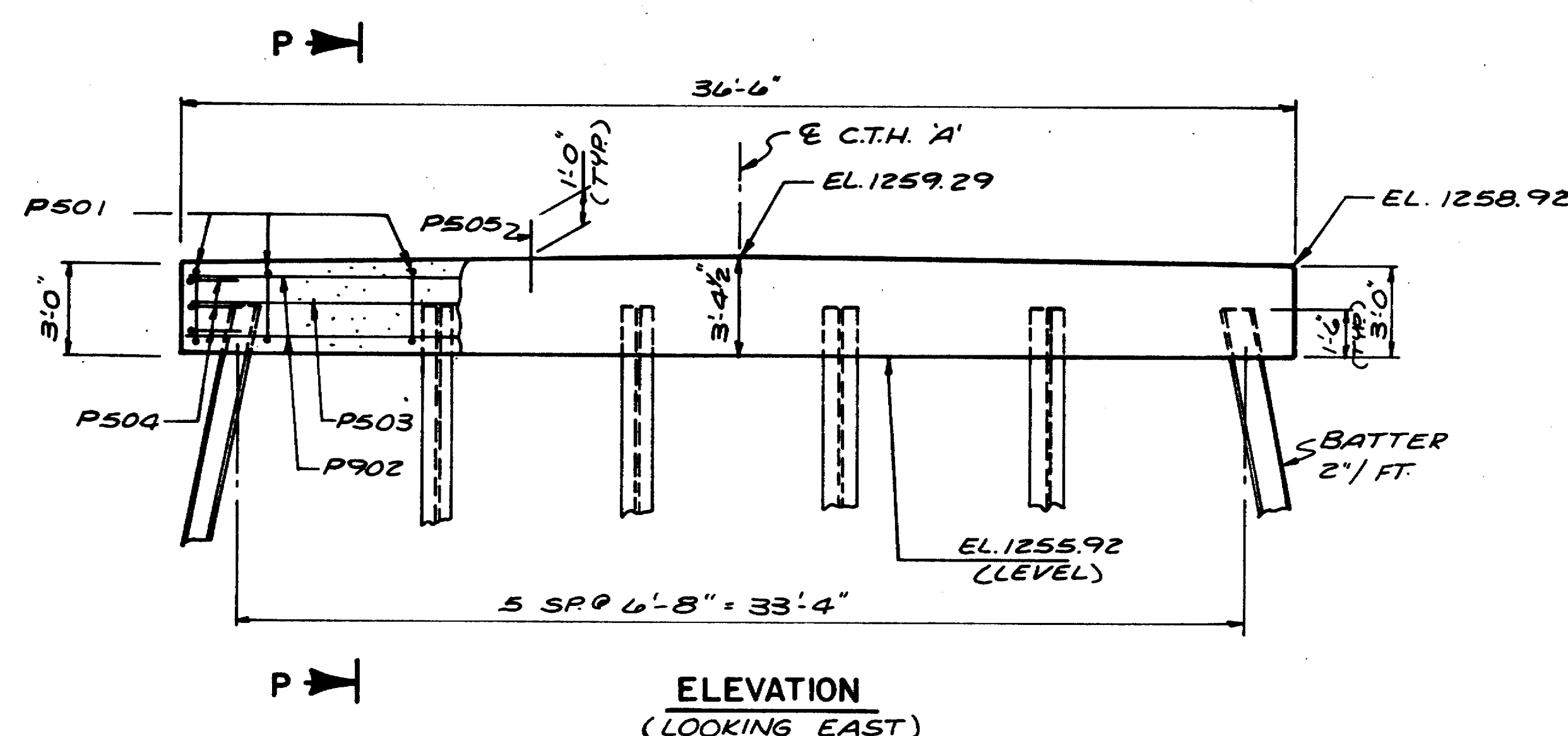
NOTE:
W.A. = WEST ABUTMENT
E.A. = EAST ABUTMENT

No.	Date	Revision	By
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURE B-37-210			
Const. Spec.	1991	Drawn By	NJA Plans Checked
RIS			
ABUTMENTS		SHEET 4 OF 7	
		X72855	

BILL OF BARS

THE FIRST DIGIT OF THE BAR MARK SIGNIFIES THE BAR SIZE.
DIMS IN BENDING DETAILS ARE OUT TO OUT OF BAR.

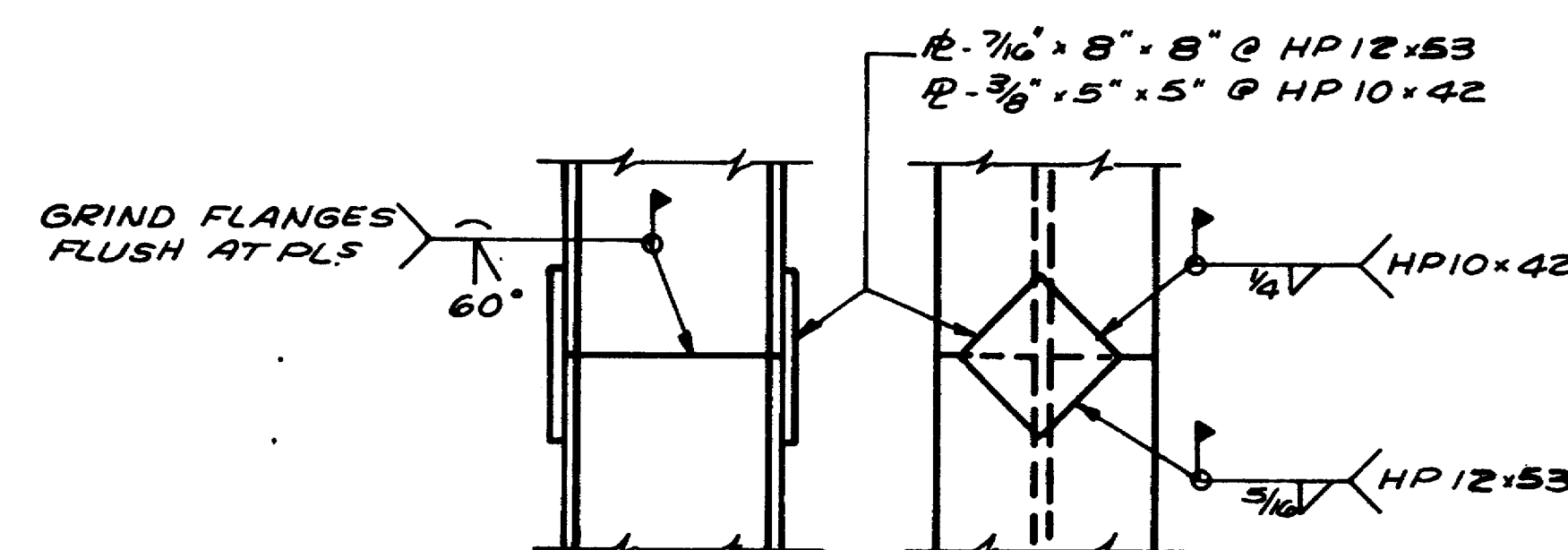
MARK	NO. REQ'D.	LENGTH	8 ₁	LOCATION
P501	32	11-6	*	PIER VERT.
P902	8	36-2	"	TOP & BOT. HORIZ.
P503	2	36-2	"	SIDES "
P504	6	5-5	*	ENDS "
P505	36	2-0	"	TOP VERT.



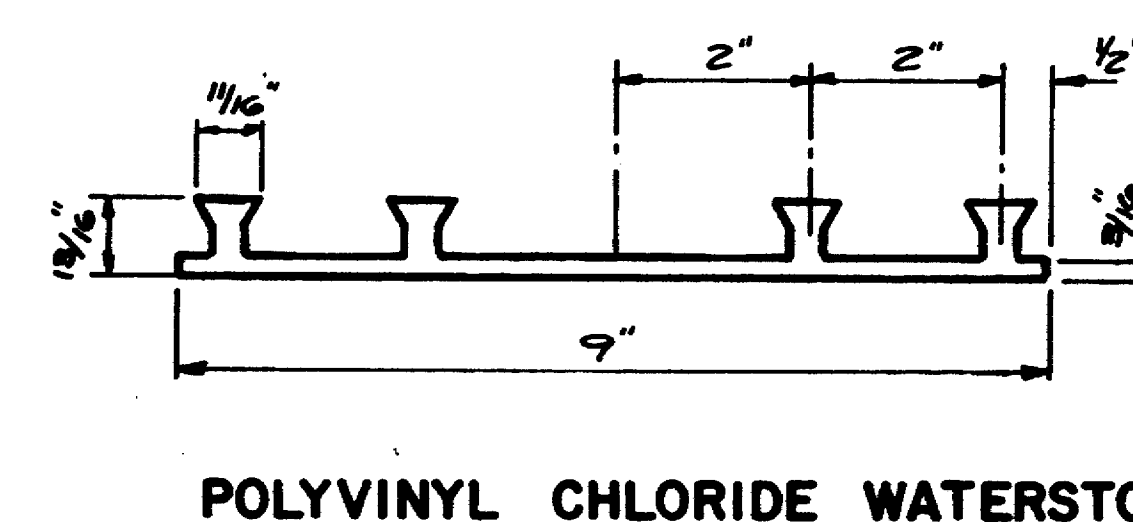
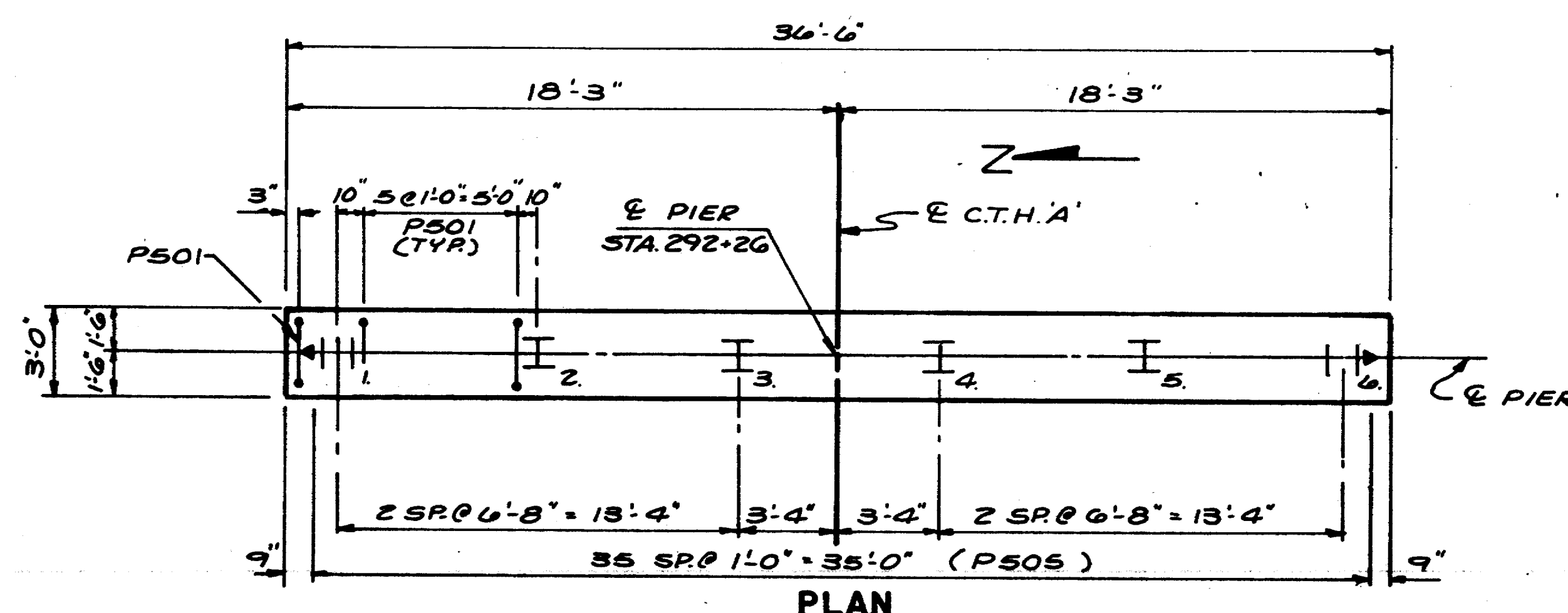
NOTE: P505 MAY BE PLACED AFTER CONCRETE IS POURED BUT BEFORE INITIAL SET HAS TAKEN PLACE.

NOTE: PIER SUPPORTED ON HP 12x53 STEEL PILES DRIVEN TO A MIN. BRG. VALUE OF 55 TONS PER PILE, EST. 40'-0" LONG.

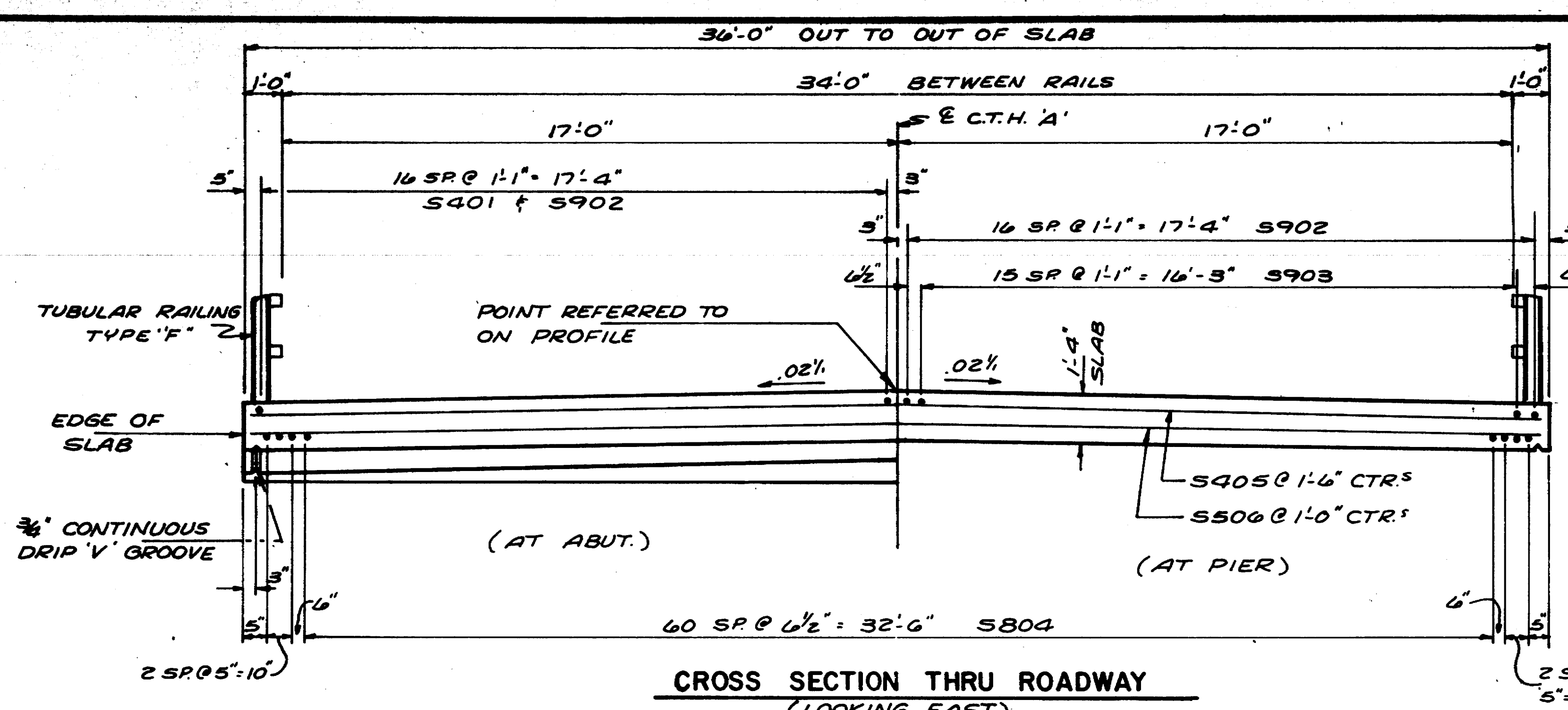
← INDICATES BATTERED PILES. BATTER 2"/FOOT IN DIRECTION INDICATED.



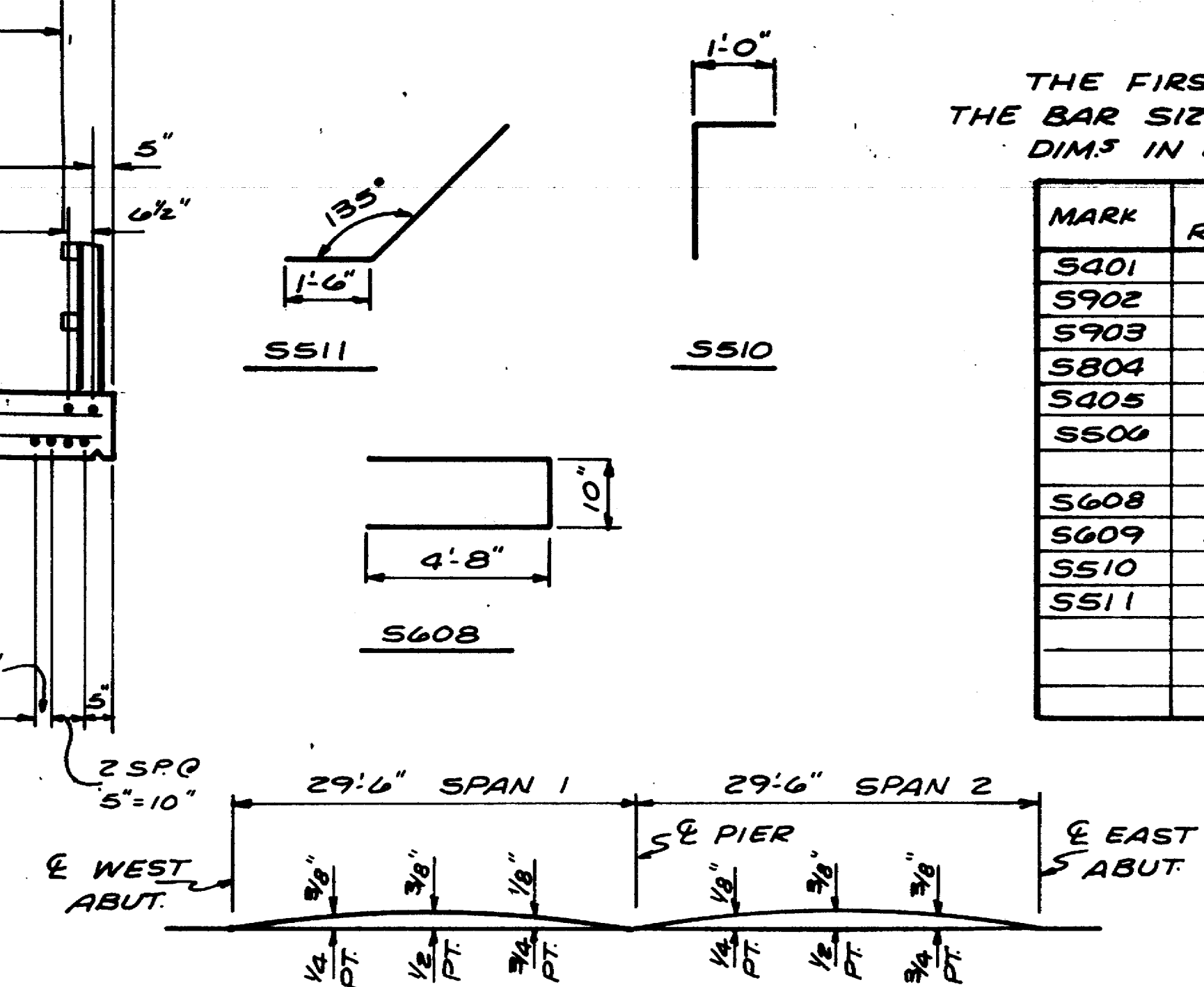
NOTE: SPLICES IF REQ'D. SHALL BE MADE BY A CERTIFIED WELDER.



No.	Date	Revision	By
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURE B-37-210			
Const. Spec. 1981	Drawn By MJA	Plan Checked RIS	
PIER			SHEET 5 OF 7
			X72856



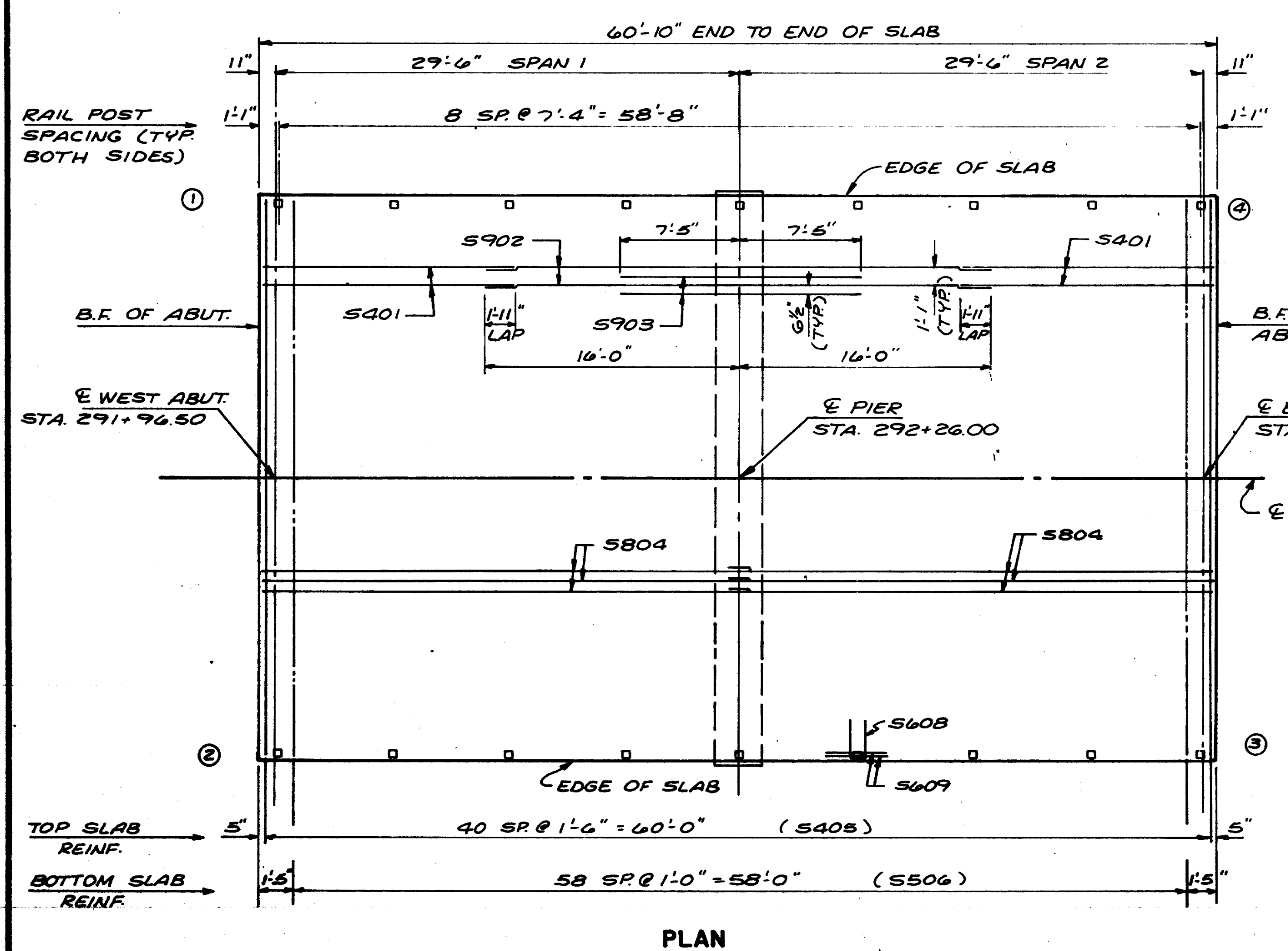
**CROSS SECTION THRU ROADWAY
(LOOKING EAST)**



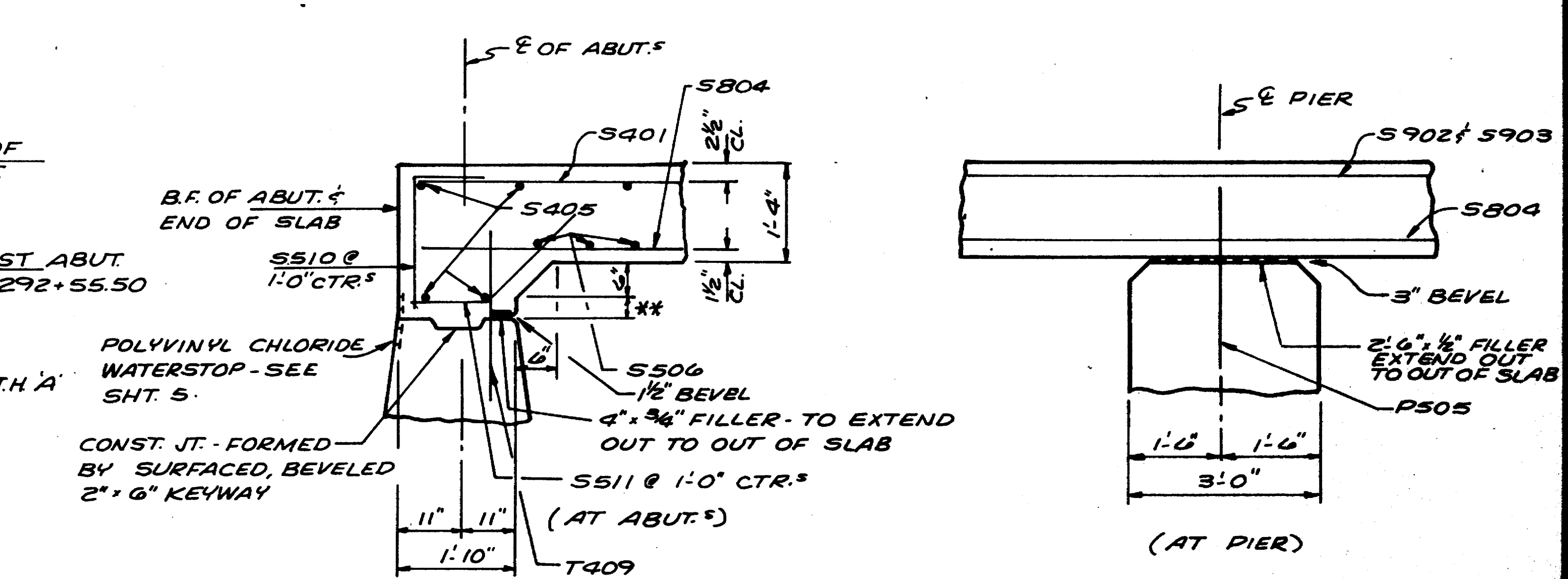
CAMBER DIAGRAM

BILL OF BARS
THE FIRST DIGIT OF THE BAR MARK SIGNIFIES THE BAR SIZE.
DIM'S IN BENDING DETAILS ARE OUT TO OUT OF BAR.

MARK	NO REQ'D.	LENGTH	B _E N	LOCATION
S401	48	16-2		SLAB TOP LONGIT.
S902	34	32-0		" " "
S903	32	14-10		" " "
S804	134	30-9		" BOTTOM "
S405	45	35-6		" TOP TRANS.
S506	59	35-6		" BOTTOM "
S608	18	10-0	*	" @ RAIL POSTS
S609	36	4-0		" @ " "
S510	72	2-8	*	DIAPH. @ ABUT'S
S511	72	3-4	*	" @ " "



PLAN



PART LONGIT. SECTION

NOTE: ALT. TOP TRANS. BARS IN SLAB SHALL BE SUPPORTED BY INDIVIDUAL BAR CHAIRS AT APPROX. 3'-0" CTR'S. BOTTOM LONGIT. BARS SHALL BE SUPPORTED BY CONTINUOUS BAR CHAIRS AT APPROX. 4'-0" CTR'S.

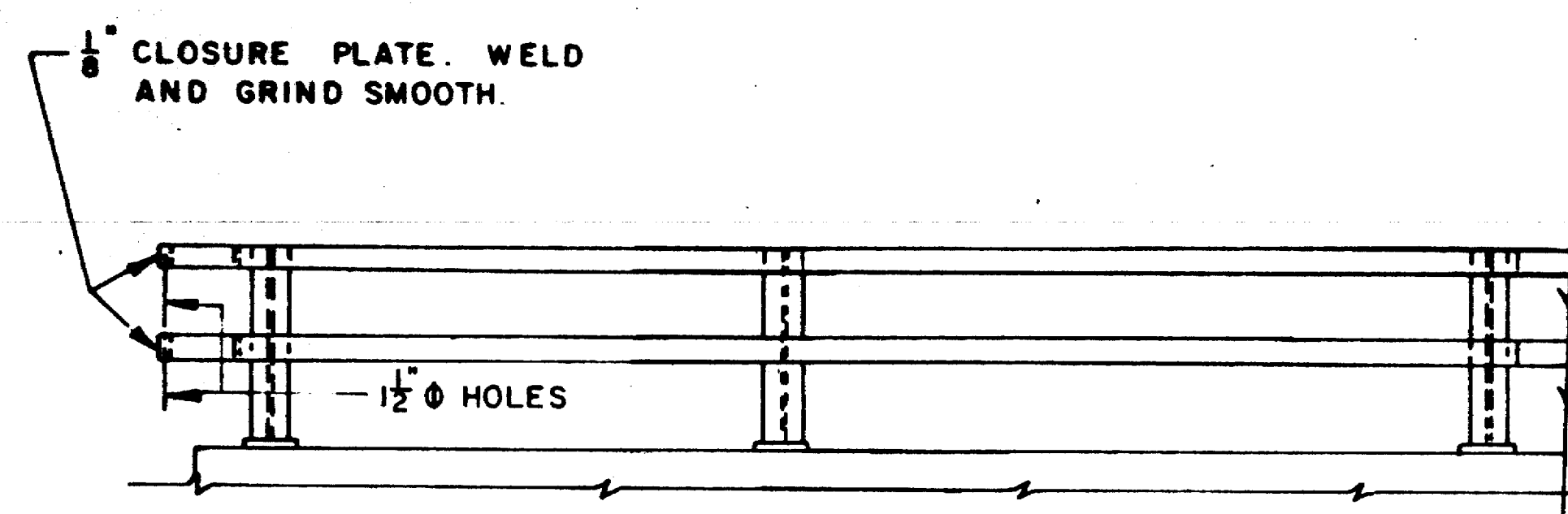
NOTE: ALL SLAB THICKNESS DIM'S ARE MIN. ANY TOLERANCES NECESSARY TO CORRECT CONSTRUCTION DISCREPANCIES ARE TO BE PLUS (+).

** DIM. VARIES - 7 3/8" AT E & 3" AT EDGE OF SLAB.

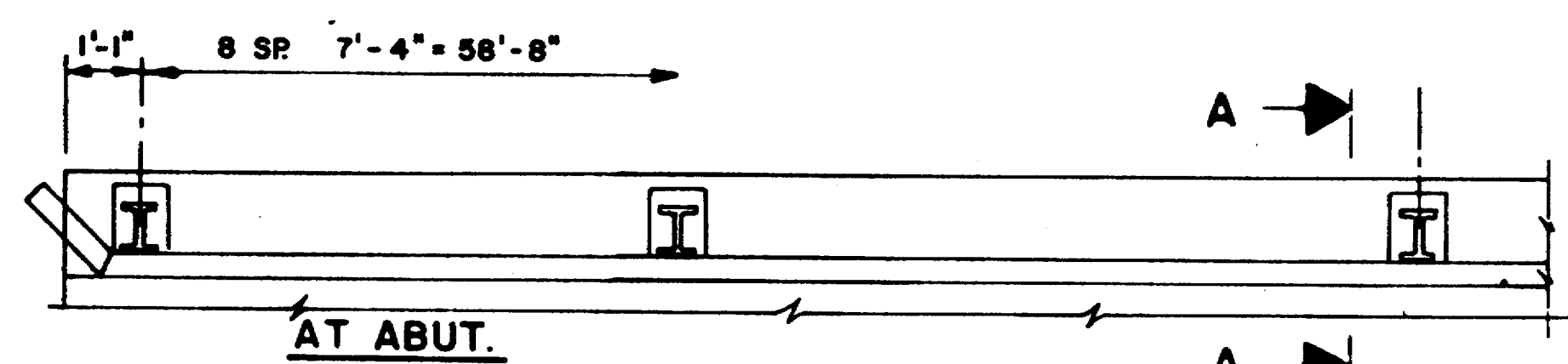
NOTE: THE STRUCTURE IS SYMMETRICAL ABOUT E PIER & E C.T.H. A'.

No.	Date	Revision	By
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURE B-37-210			
Const. Spec. 1981	Drawn By HJA	Plan Checked R15	
SUPERSTRUCTURE			SHEET 6 OF 7 X72857

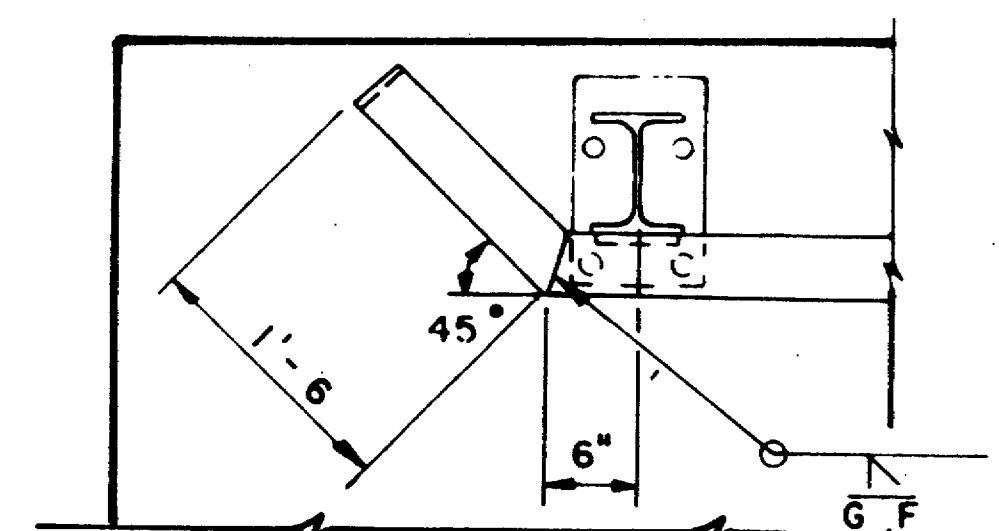
9479-02-71



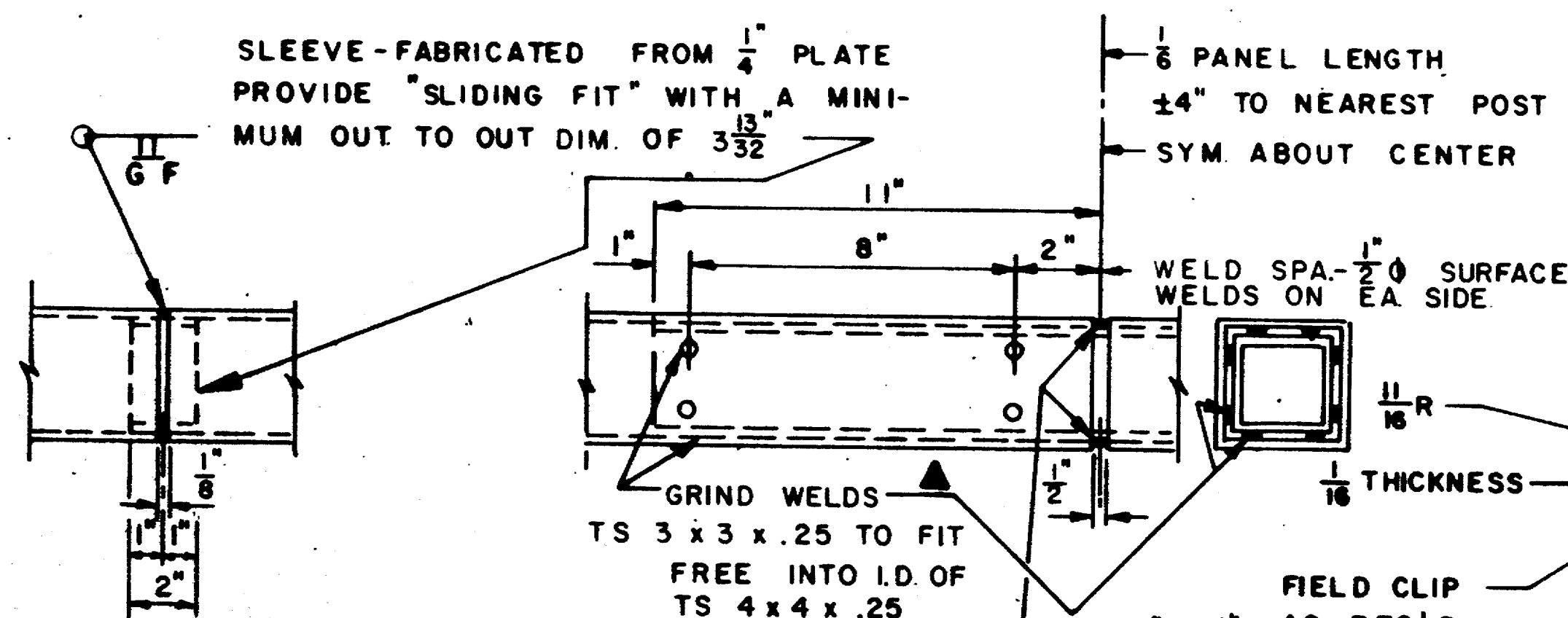
PART ELEVATION OF RAILING



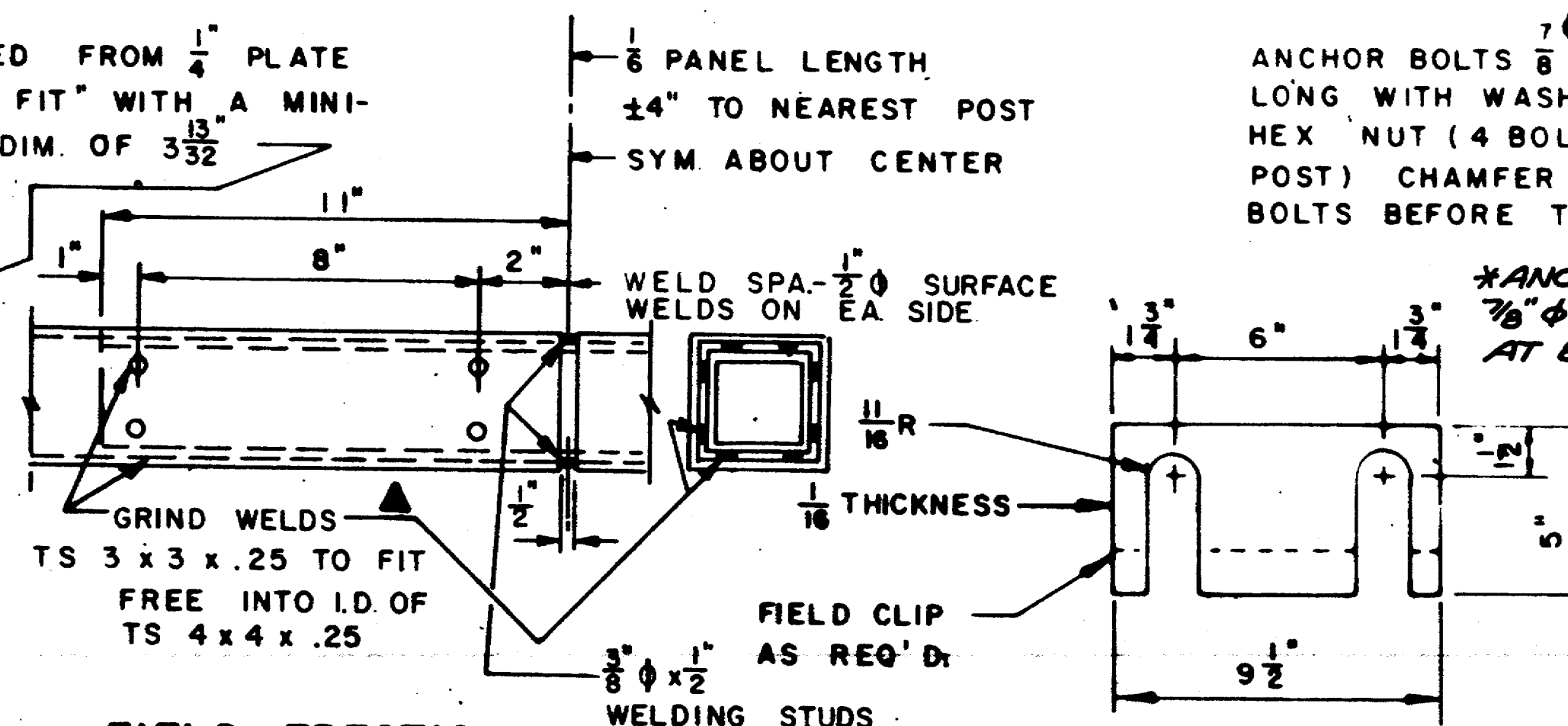
PART PLAN OF RAILING



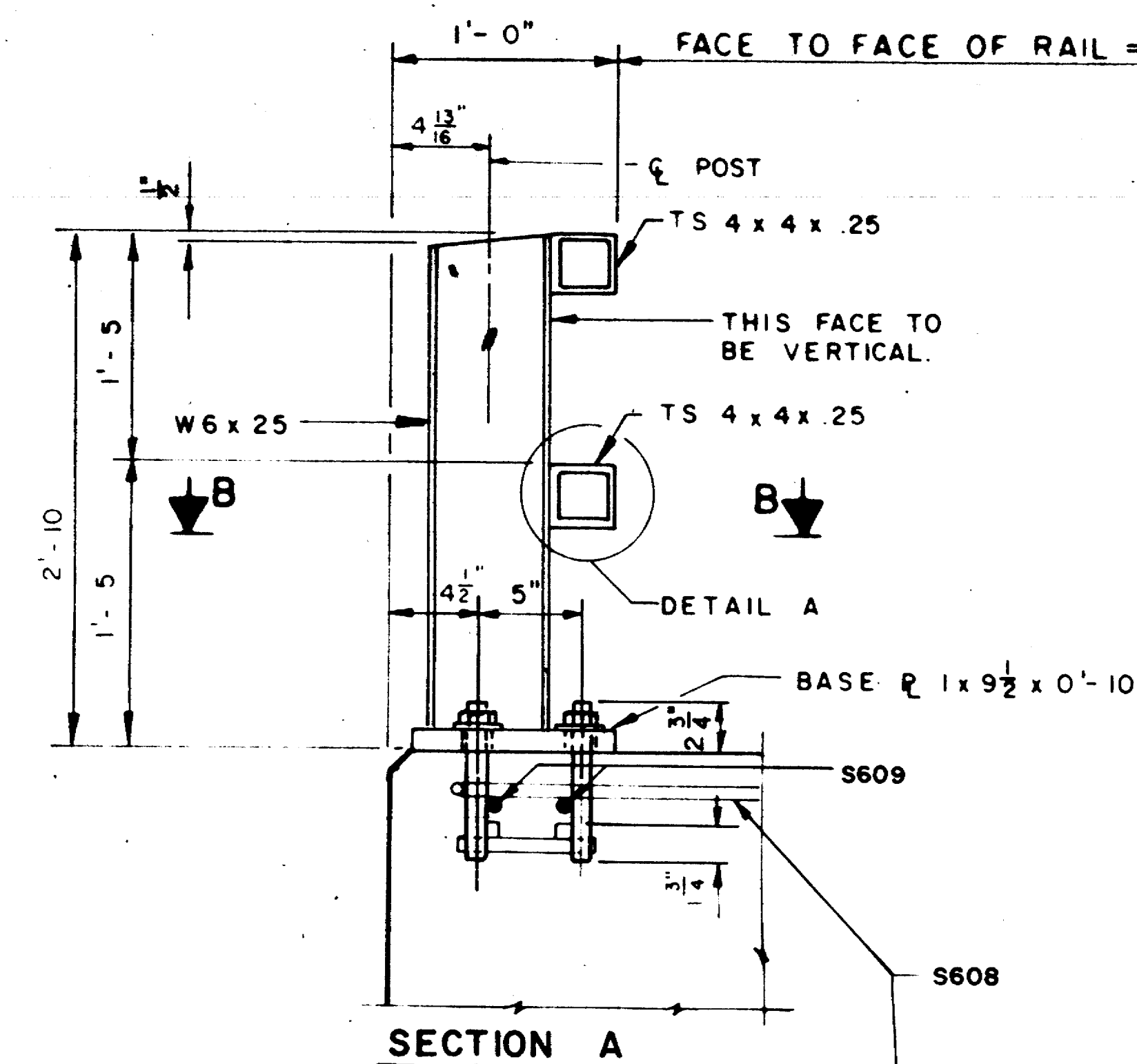
END DETAIL



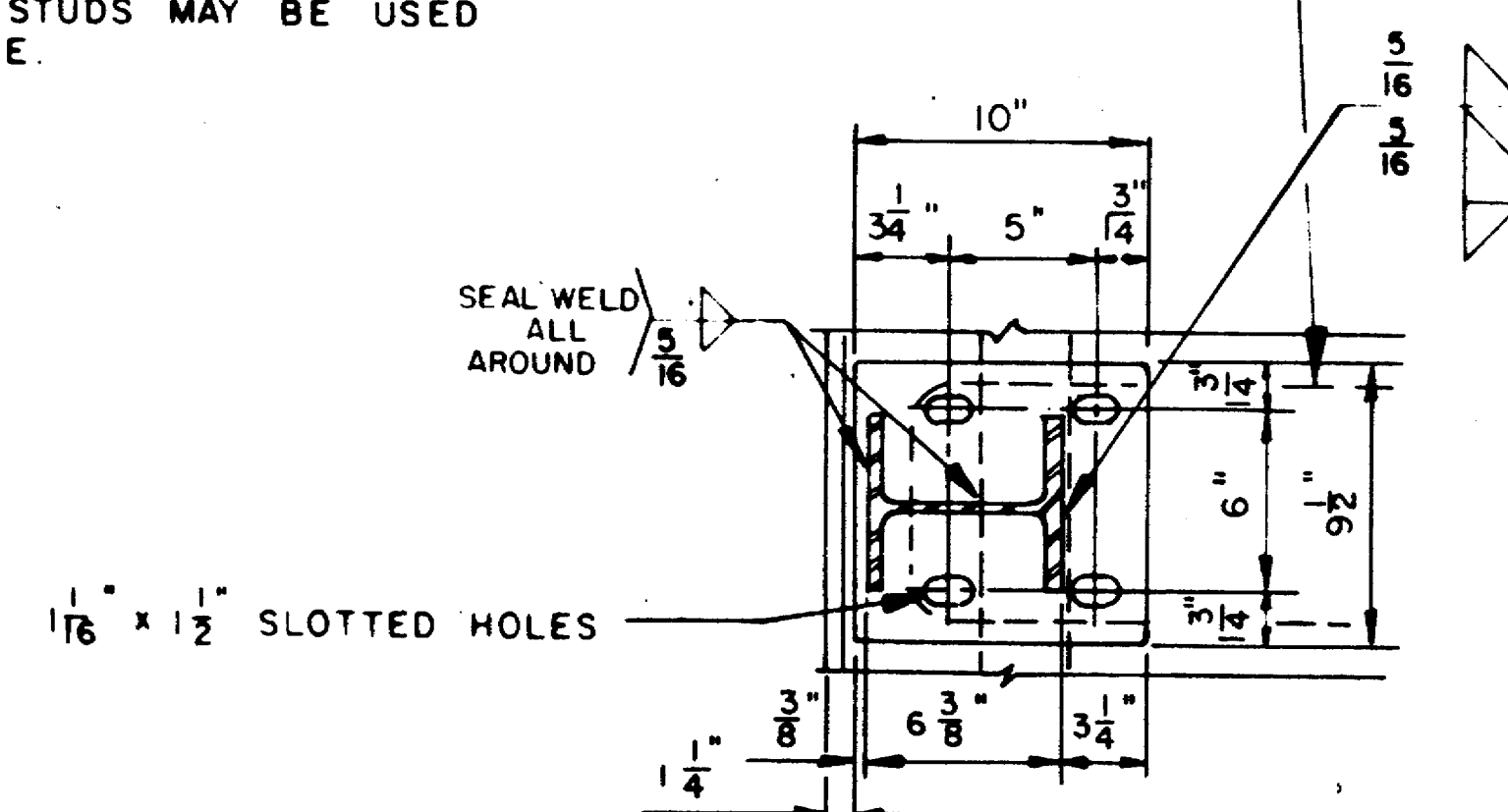
SHOP RAIL
SPLICE DETAIL
LOCATION MUST BE SHOWN
ON THE SHOP DRAWINGS

FIELD ERECTION
JOINT DETAIL

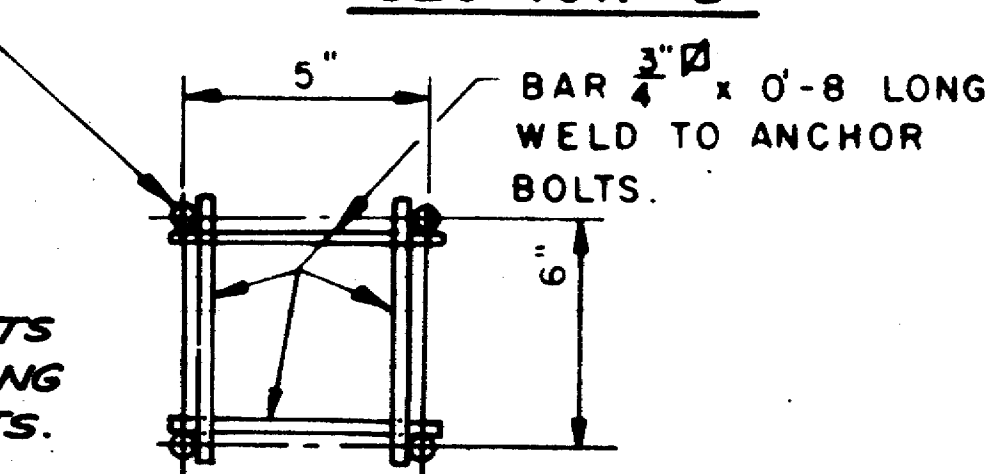
▲ MINIMUM $\frac{5}{8}$ " FLAT SURFACE DIAMETER
PUNCHINGS OR STUDS MAY BE USED
AS AN ALTERNATE.

POST SHIM DETAIL
(4 PER POST)

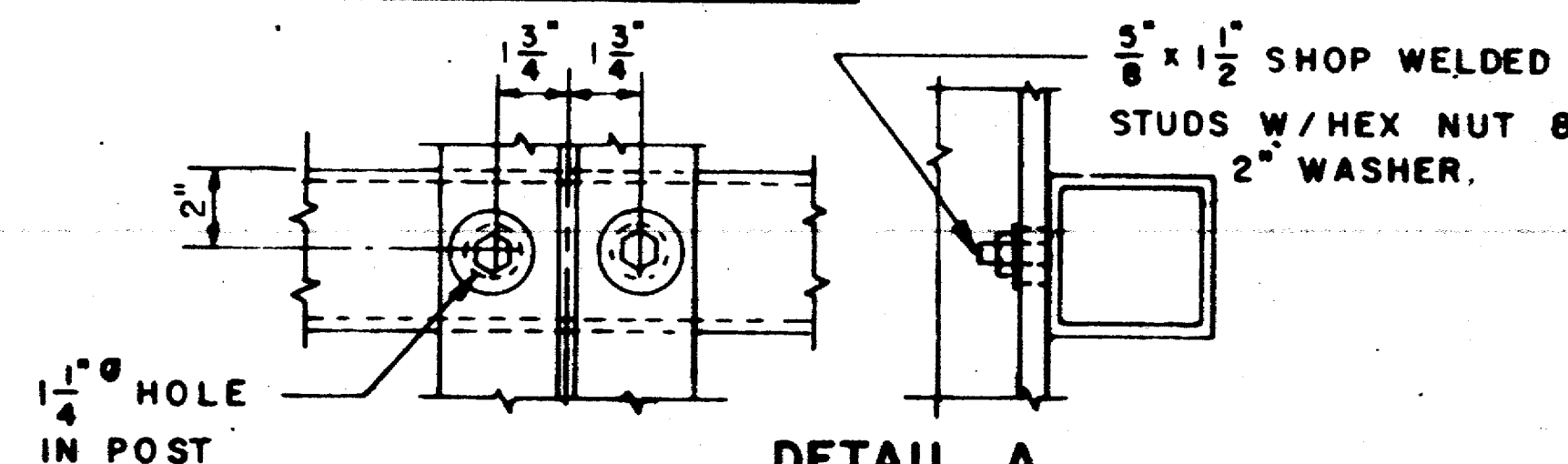
SECTION A



SECTION B

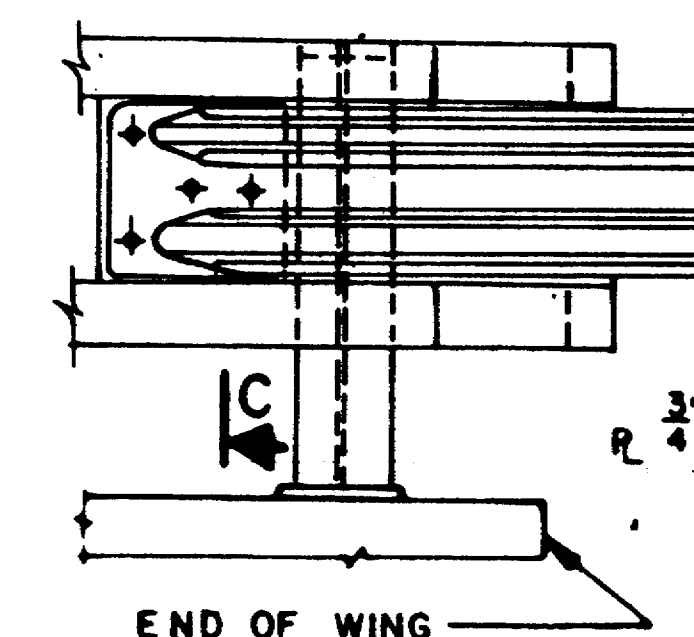


ANCHOR BOLT DETAIL



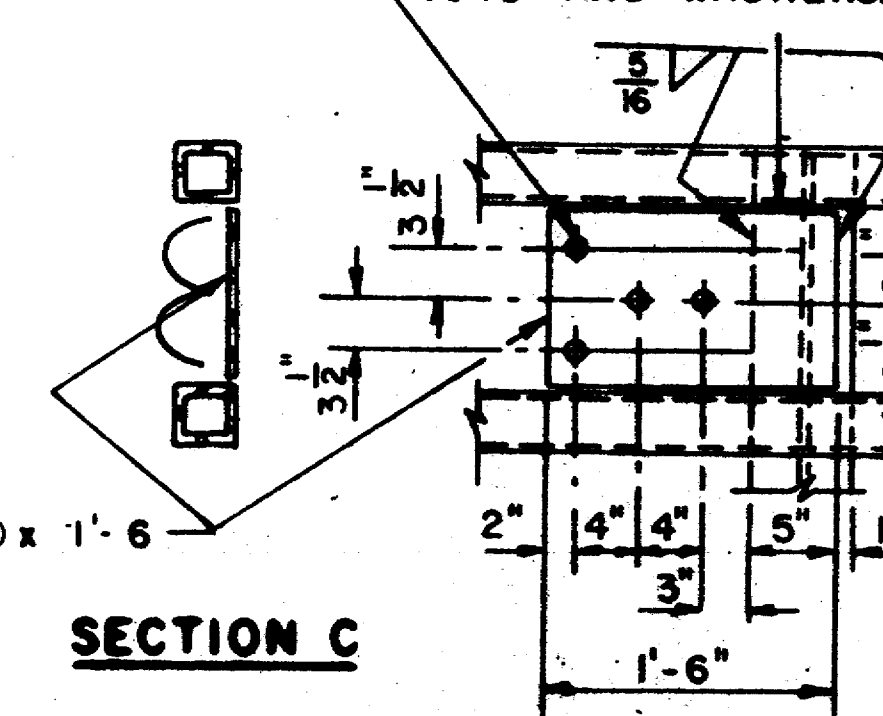
DETAIL A

NOTE PRIOR TO GALVANIZING ALL STEEL
RAILING (EXCEPT COLD DRAWN TUBING)
SHALL BE GIVEN A NO 6 COMMERCIAL
BLAST CLEANING BY SSPC SPECS



END OF WING

1" SEAL WELDS TOP AND
BOTTOM OF POST



SECTION C

DETAIL AT END POST
(BEAM GUARD RAIL ATTACHMENT)

GENERAL NOTES

1. BID ITEM SHALL BE 'TUBULAR RAILING, TYPE F'.
2. POST BASE PLATES SHALL BE FLAT WITH ALL SURFACES SMOOTH AND FREE FROM WARP AND ALL EDGES SMOOTH, STRAIGHT AND VERTICAL. ALL PLATE CUTS SHALL BE MACHINE OR MACHINE FLAME CUTS.
3. RAILING SHALL BE 4 x 4 x .25 STRUCTURAL TUBING CONFORMING TO A.S.T.M. DESIGNATION A36.
4. ANCHOR BOLTS SHALL BE $\frac{7}{8}$ " NOMINAL CONFORMING TO A.S.T.M. A 449 WITH 3" THREAD.
5. CAULK EXPOSED OPENINGS BETWEEN SHIMS.
6. POST, BASE PLATES AND SHIMS SHALL BE MADE FROM MATERIAL CONFORMING TO A.S.T.M. DESIGNATION A36. CUT BOTTOM OF POST TO MATCH CROSS SLOPE OF ROADWAY. PLACE POST NORMAL TO GRADE LINE.
7. PLACE ANCHOR BOLTS NORMAL TO BASE PLATE.
8. ALL MEMBERS, INCLUDING UPPER 4" OF ANCHOR BOLTS, SHALL BE GALVANIZED AFTER FABRICATION.
9. BEAM GUARD ATTACHMENT MAY BE WELDED TO RAILS AND RAILS MAY BE WELDED TO POSTS.
10. FILL POST ANCHOR BOLT HOLES WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER.
11. RAILING SHALL BE FABRICATED IN 2 OR 3 PANEL LENGTHS.
12. STEEL SHIMS SHALL BE USED UNDER POST WHERE REQ'D FOR ALIGNMENT.
13. HIGH STRENGTH NUTS & WASHERS SHALL BE USED WITH ANCHOR BOLTS (A325).

NOTE: BEAM GUARD RAIL ATTACHMENTS TO BE INCLUDED IN BID ITEMS FOR RAILINGS.
● OR MATERIAL OF EQUIVALENT YIELD STRENGTH AND ELONGATION. (MIN. YIELD 92 K.S.I. & ELONGATION 14%)

1" SEAL WELDS TOP AND
BOTTOM OF POST

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-37-210

Const 1981 Drawn By WJA Checked RIS

TUBULAR RAILING
TYPE F

SHEET 7 OF 7

X72858

STATE PROJECT NUMBER

9479-02-71

SHEET NO.

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.
 BAR STEEL REINF. SHALL BE EMBEDDED
 2" CLEAR UNLESS OTHERWISE SHOWN OR NOTED.
 THE EXISTING GROUND LINE WAS USED AS
 THE UPPER LIMITS FOR "EXCAVATION FOR
 STRUCTURES".

WITHIN THE LENGTH OF THE BOX ALL SPACES
 EXCAVATED & NOT OCCUPIED BY THE NEW
 STRUCTURE SHALL BE FILLED WITH GRANULAR
 BACKFILL TO THE TOP OF THE BOX.

EXISTING STRUCTURE IS A SINGLE SPAN 23'
 WIDE x 33' LONG CONCRETE DECK GIRDER.

DESIGN DATA

LIVELOAD: HS20
 EARTHLOAD: 2.0' FILL

ALLOWABLE DESIGN STRESSES:
 CONCRETE MASONRY - f'_c : 3500 PS.I.
 BAR STEEL REINFORCEMENT
 GRADE 60 — f_y : 60,000 PS.I.

LIST OF DRAWINGS

1. GENERAL PLAN — X72859
 2. SUBSURFACE EXPLORATION — X72860
 3. DETAILS — X72861
 4. DETAILS — X72862
 5. BILL OF MATERIALS — X72863
 6. TUBULAR RAILING, TYPE "F" — X72864

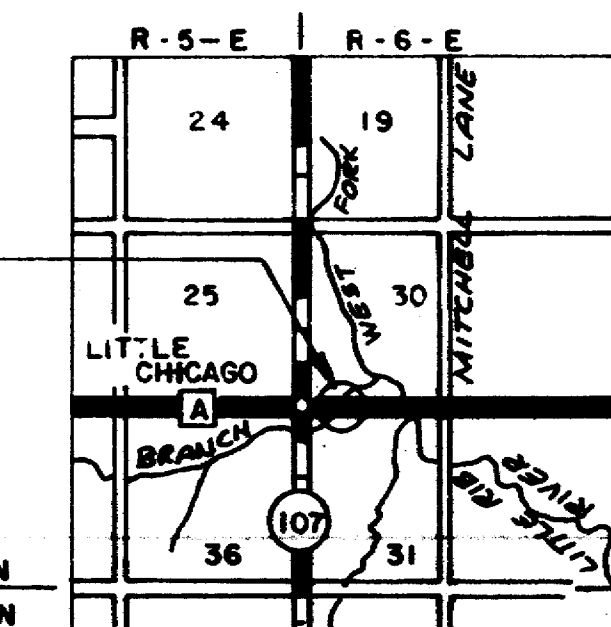
TRAFFIC VOLUME

ADT. (1984) : 940
 (2004) : 1320
 RDS. : 50 M.P.H.

PLANS BY:

MEAD & HUNT, INC.
 MADISON, WI.

STRUCTURE
 B-37-211

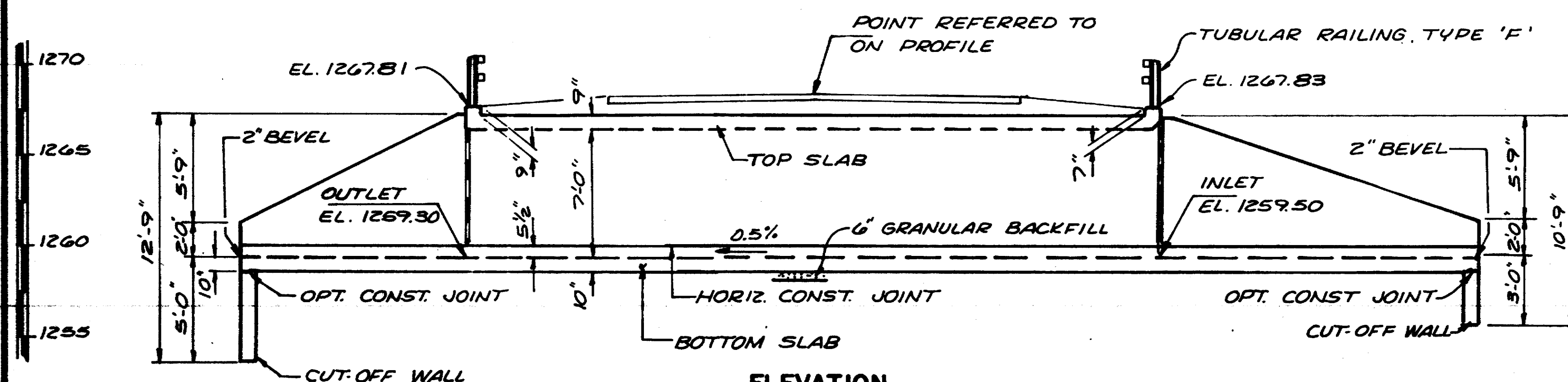


LAYOUT

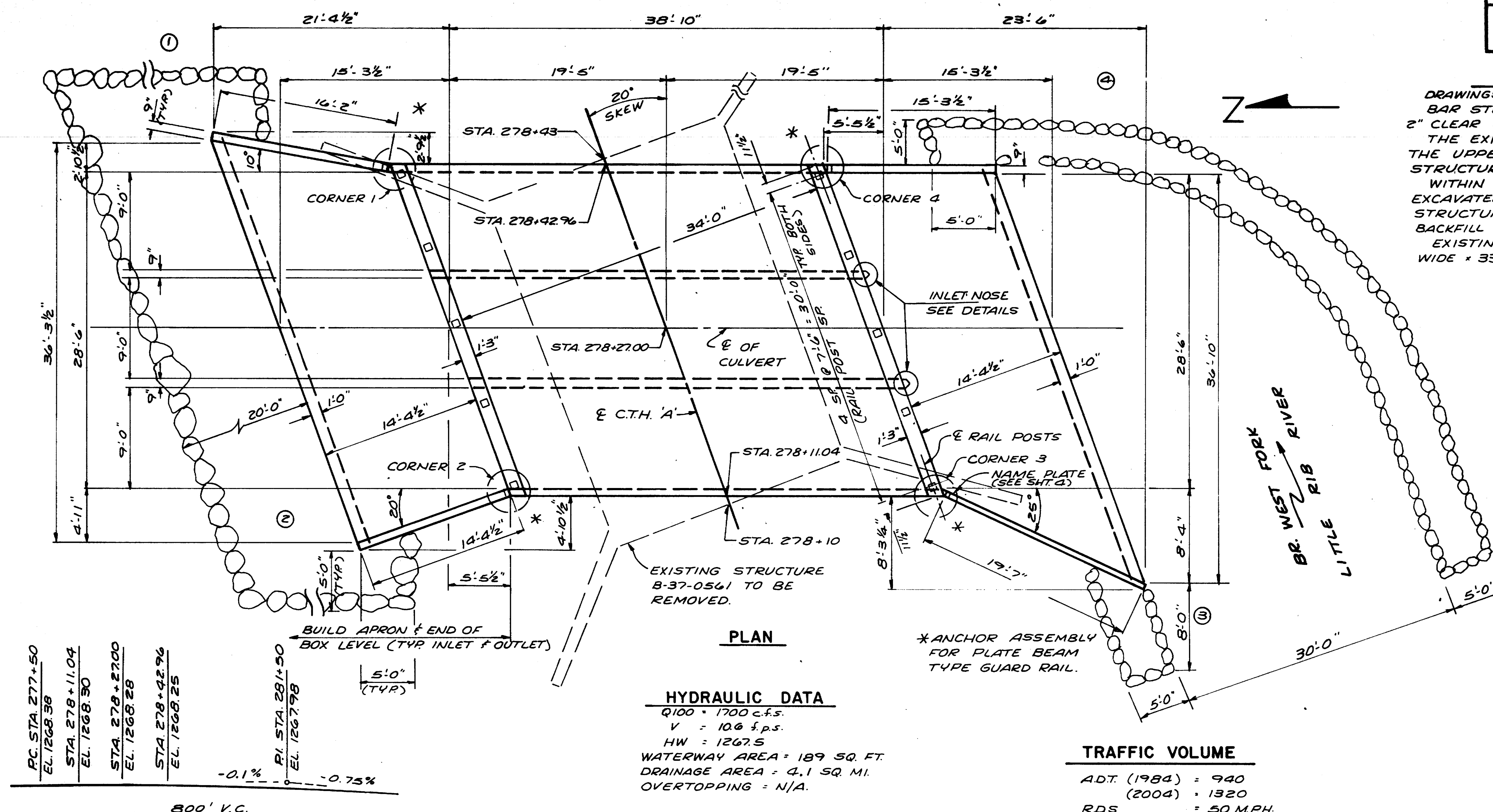
BENCH MARK

NO.	STA.	DESCRIPTION	EL.
2	278+11	KEEL "B" TOP SW WING 14' RT.	1270.23

ELEVATION



PROFILE

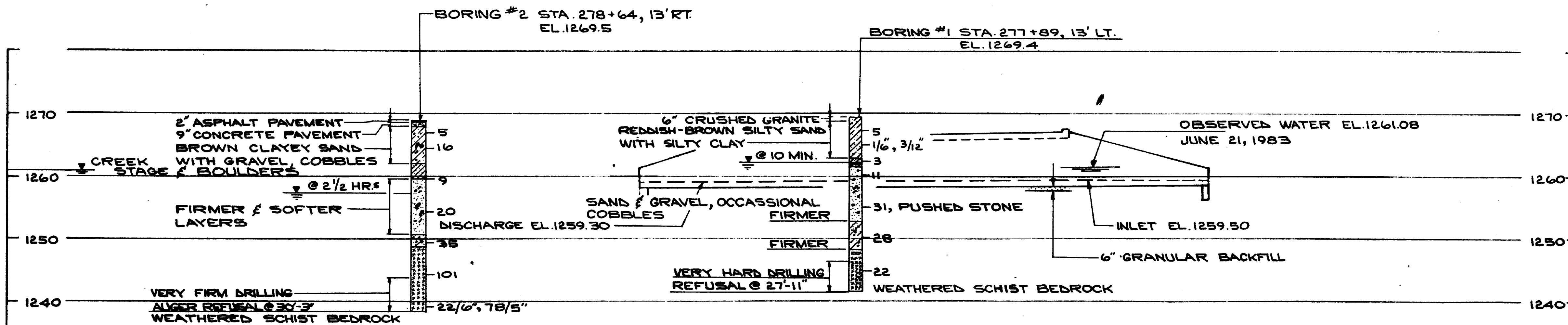
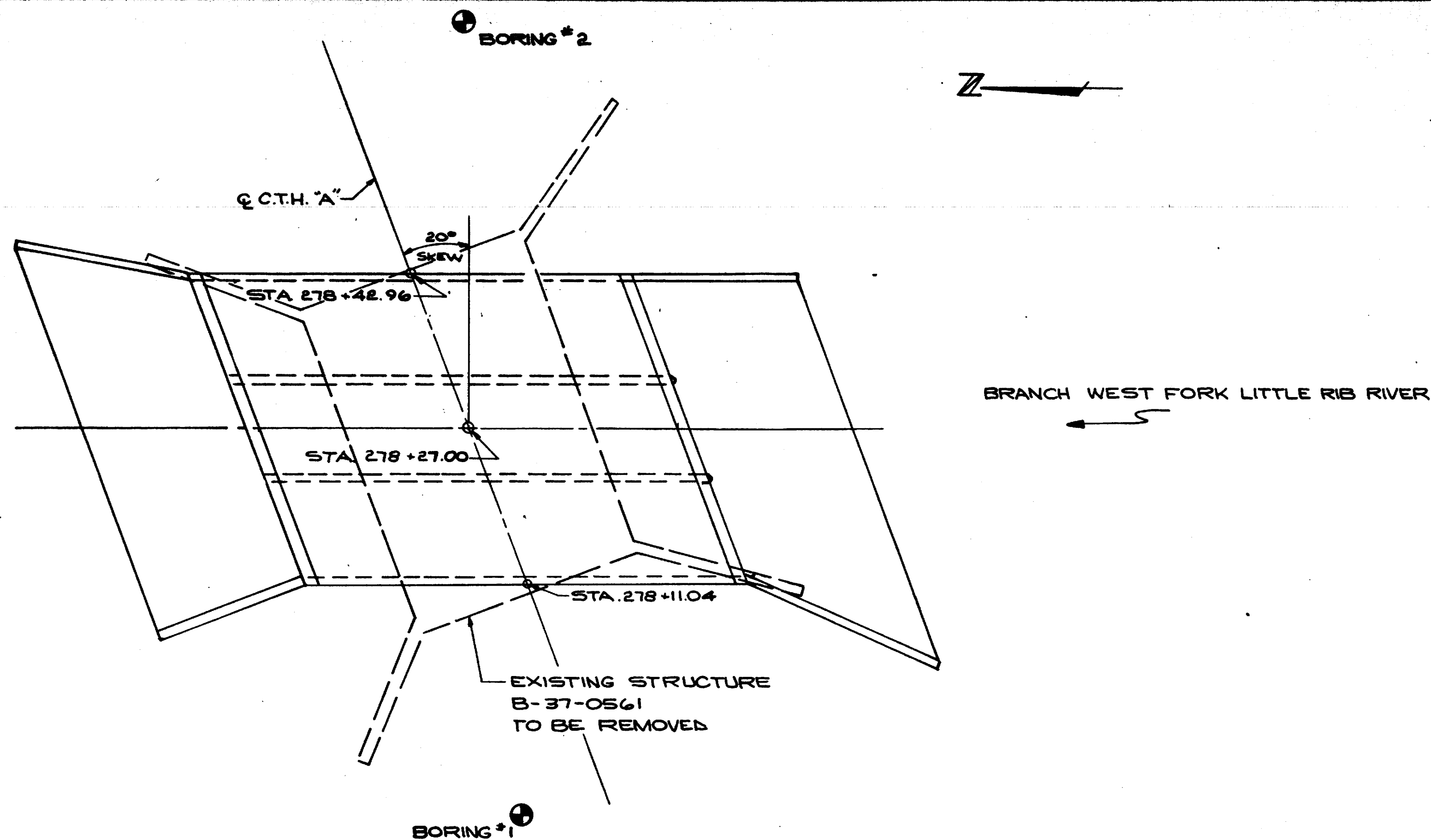


PLAN

HYDRAULIC DATA

Q100 = 1700 c.f.s.
 V = 10.6 f.p.s.
 HW = 1267.5
 WATERWAY AREA = 189 SQ. FT.
 DRAINAGE AREA = 4.1 SQ. MI.
 OVERTOPPING = N/A.

BORINGS PERFORMED BY:
SOILS & ENGINEERING SERVICES, INC.
MADISON, WI.
AUGUST 24, 1983



TOTAL ESTIMATED QUANTITIES

BID ITEMS	UNIT	TOTAL
REMOVING OLD BRIDGE, STA. 278+27.00	L.S.	1
EXCAVATION FOR STRUCTURES, BRIDGES	L.S.	1
CONCRETE MASONRY, BRIDGES	C.Y.	151
HIGH STRENGTH BAR STEEL REINFORCEMENT, BRIDGES	LBS.	18,070
HEAVY RIPRAP	C.Y.	110
TUBULAR RAILING, TYPE "F"	L.S.	1
NON-BID ITEMS		
FILLER	SIZE	3/4"
POLYVINYL CHLORIDE WATERSTOP	L.F.	30

STATE PROJECT NUMBER
9479-02-71

SHEET NO.

ABBREVIATIONS
F — Fine M — Medium C — Coarse
Ws — Weathered So — Sound

MATERIAL SYMBOLS
Topsoil Silt Sandstone
Sand Peat Limestone
Gravel Clay Igneous Rock

LEGEND OF PROBING

95/6=95 Blows for 6"
Penetration
Probing taken with a
350# wt.
Falling 18" on a 2"
O. D. Point.
Refusal 95.6

LEGEND OF BORING

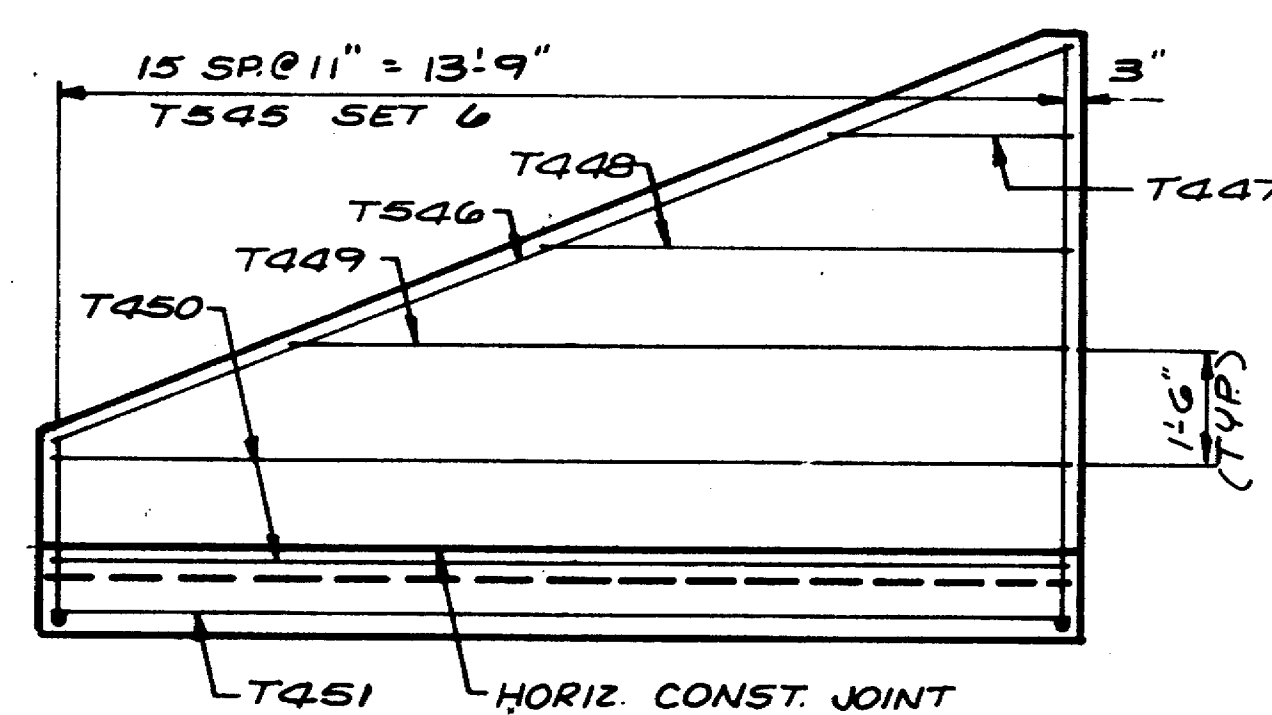
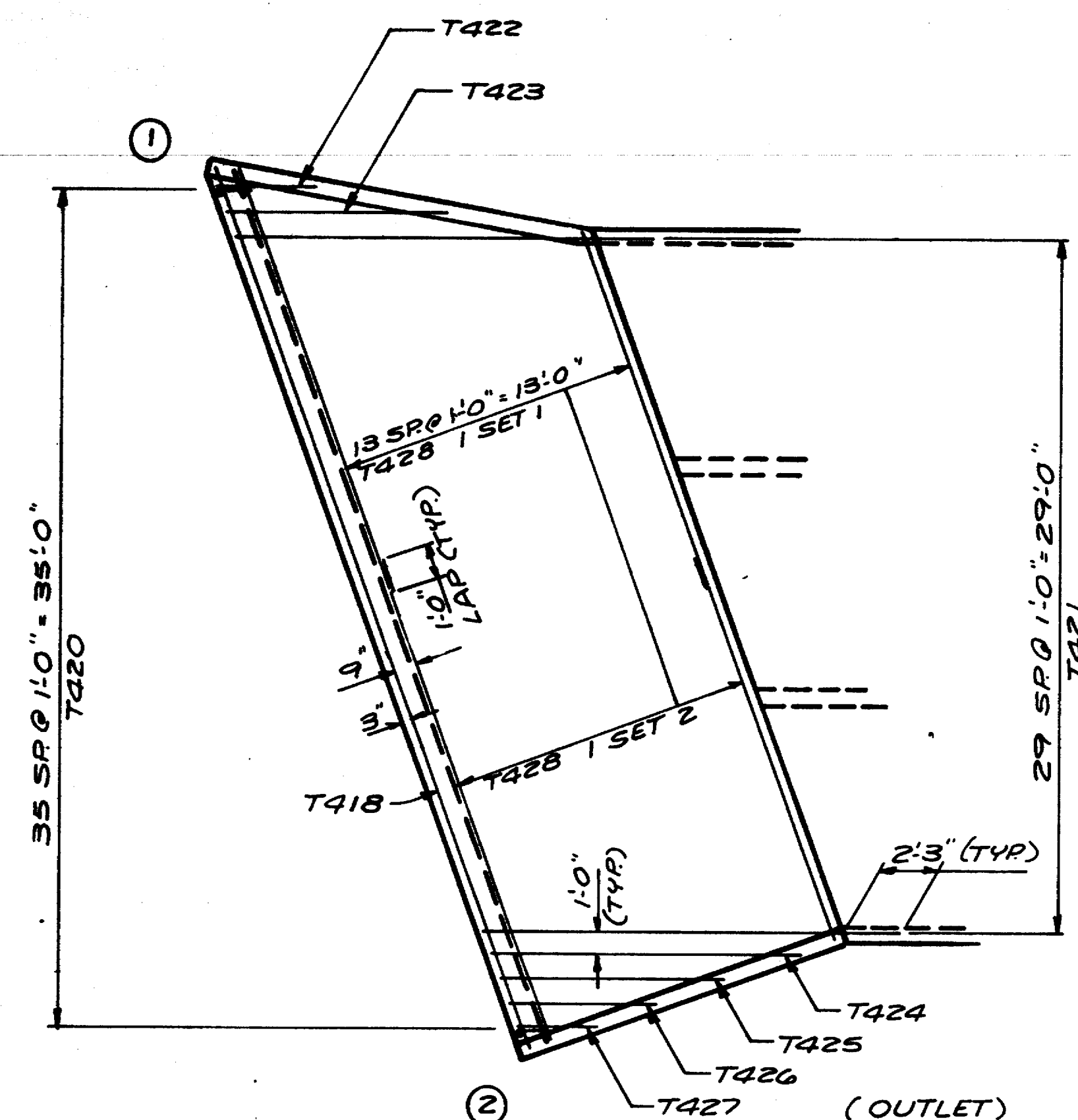
Unconfined
Strength → 7.7
Blows Per Ft.
Using 140# Wt.
Falling 30"
Wash Sample
Shelby Tube — S. T.
Ground Water
Elevation
No Ground Water
Observed Above
This Elevation
Sandy Gravel
Boulders or
Cobbles
Sand
Silty Clay
So
Limestone

Unless otherwise specified, the blows per foot at the locations indicated are based on driving a 2" O. D. x 1.4" I. D. split spoon sampler with a 140# hammer having a free fall of 30". The blow count is taken in undisturbed soil immediately below a cased or open hole eliminating side friction on the drive pipe.

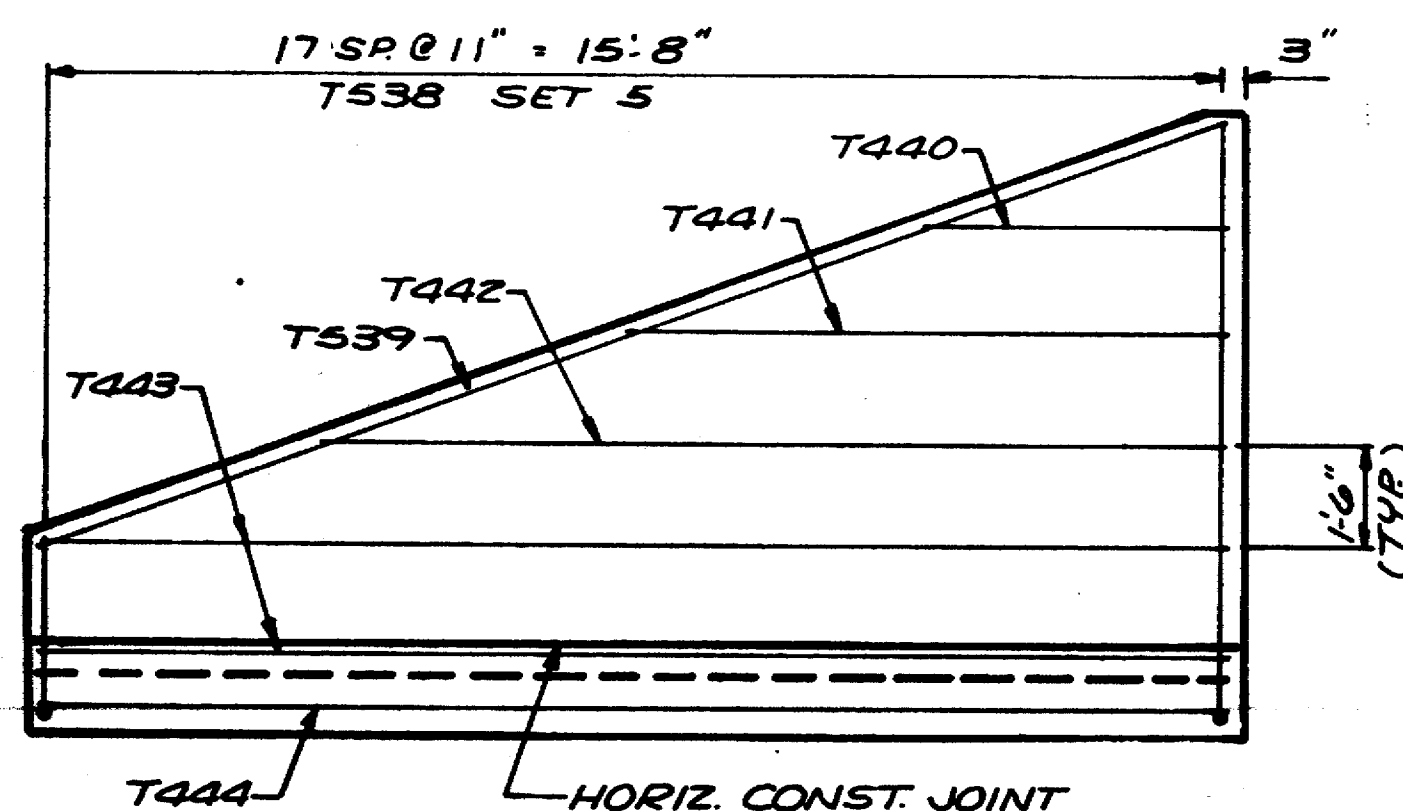
SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

To obtain relative data concerning the character of material in and upon which the foundation might be built, borings and/or soundings were made at points approximately as indicated on this drawing. The data presented herein represents the findings of the subsurface explorations made. However, because the depths investigated are limited and the area of the borings and/or soundings is very small in relation to the entire area, the Division of Highways does not warrant conditions below the depths investigated or that the classification of material encountered in these investigations is necessarily typical of the entire site.

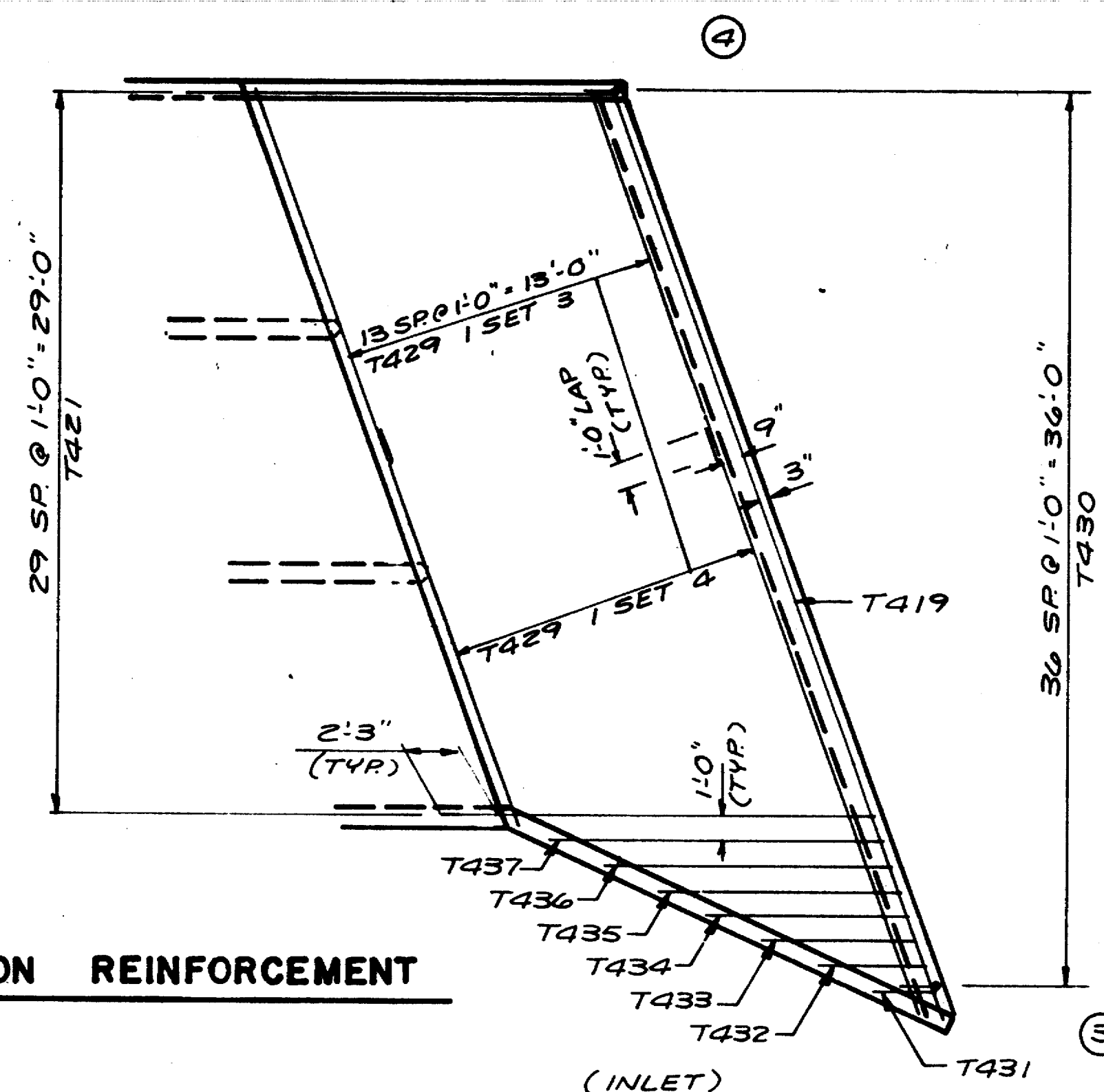
No.	Date.	Revision	By
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURE B-37-211			
Const. Spec.	1981	Drawn By GJW	Plans Checked RGL
SUBSURFACE EXPLORATION			SHEET 2 OF 6 X72860



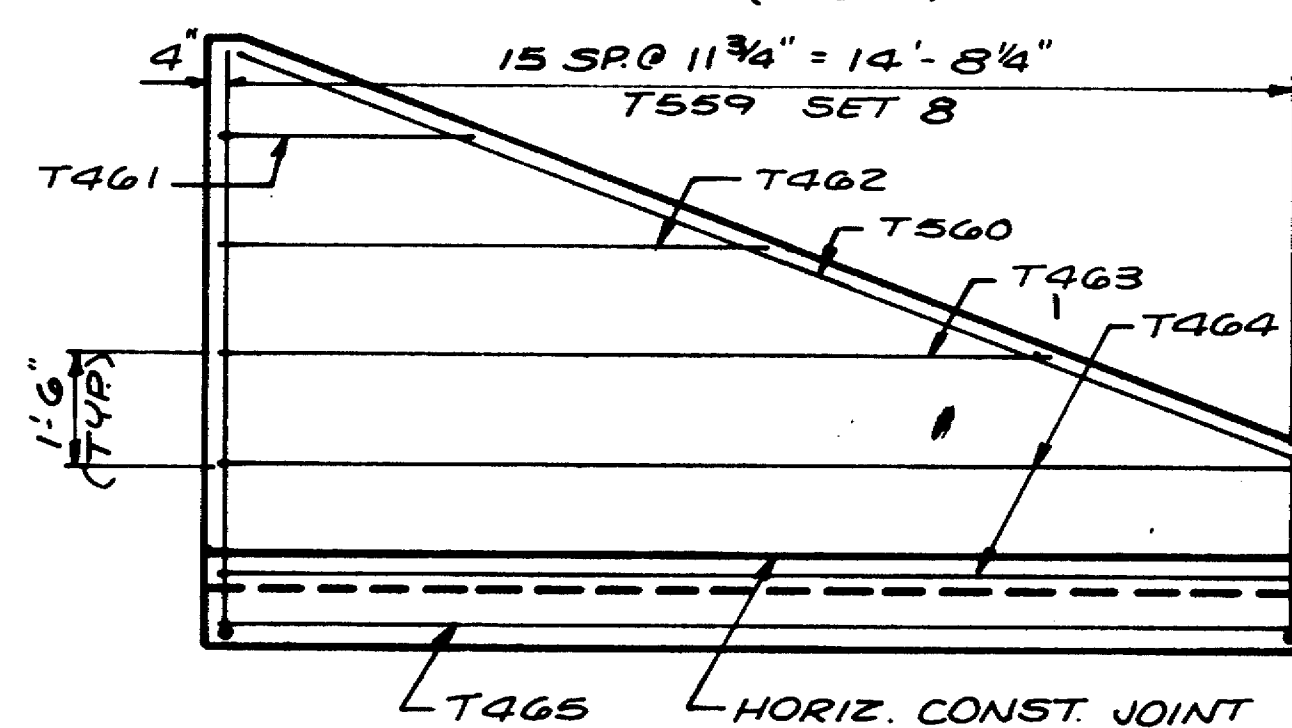
WING 2



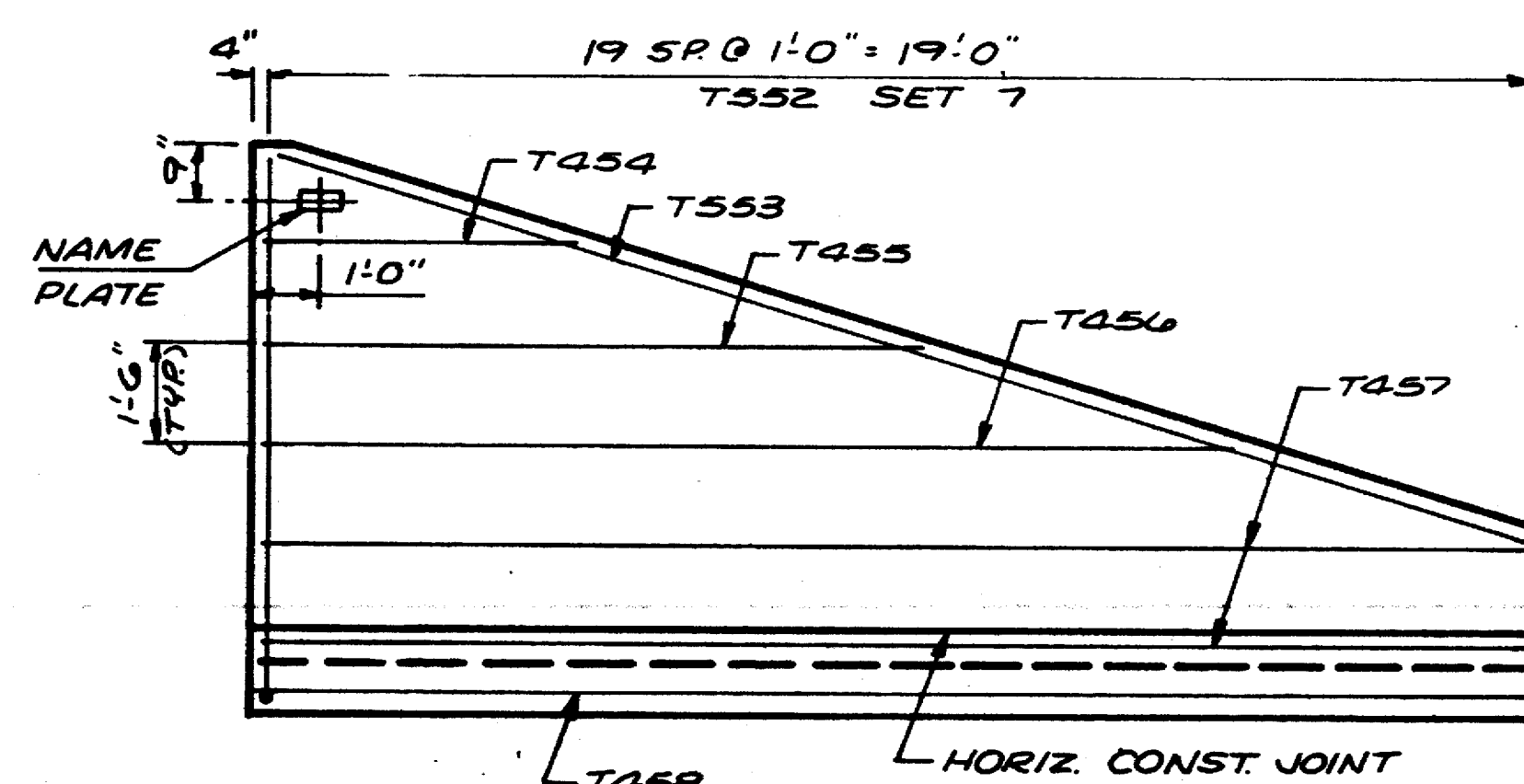
WING 1



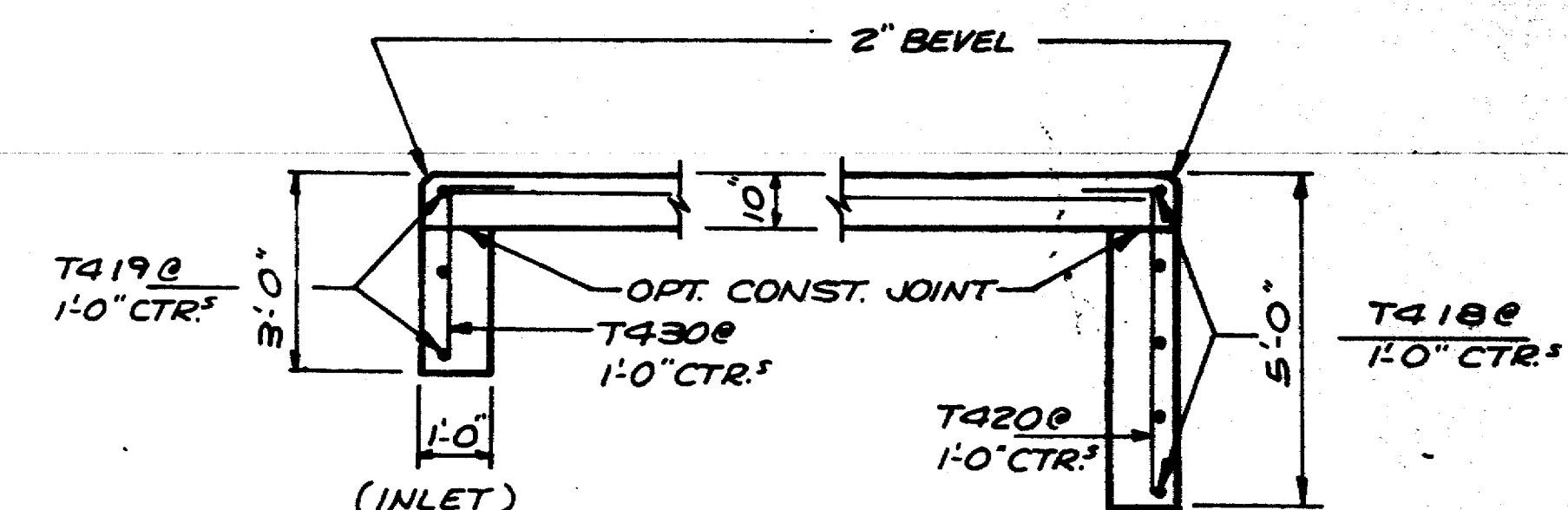
APRON REINFORCEMENT



WING 4



WING 3

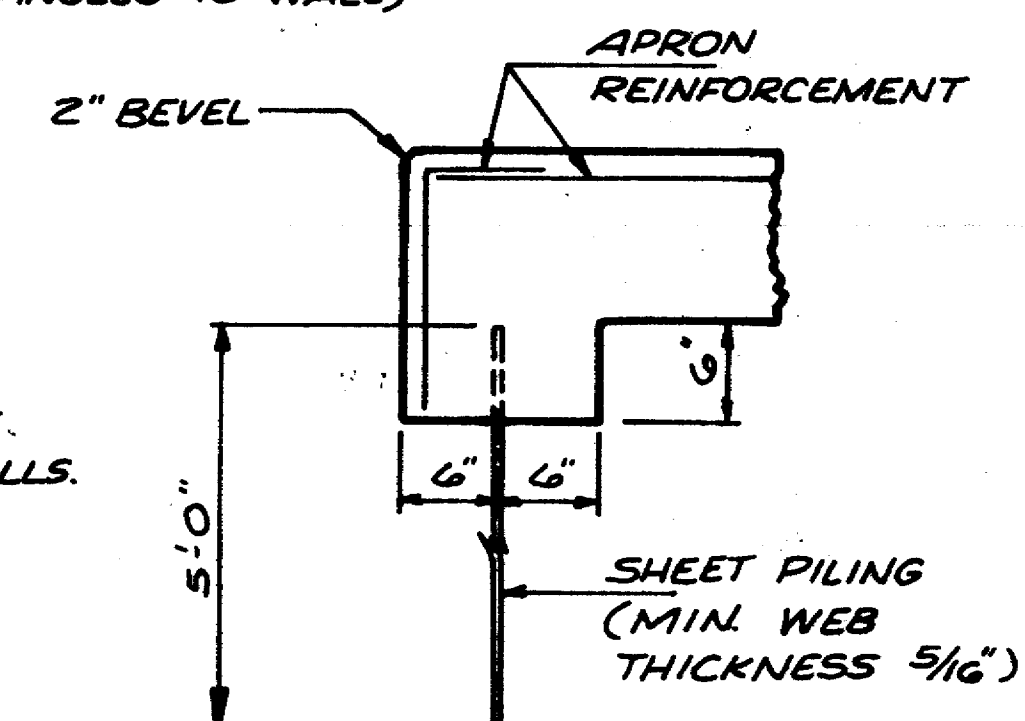


CUT-OFF WALLS

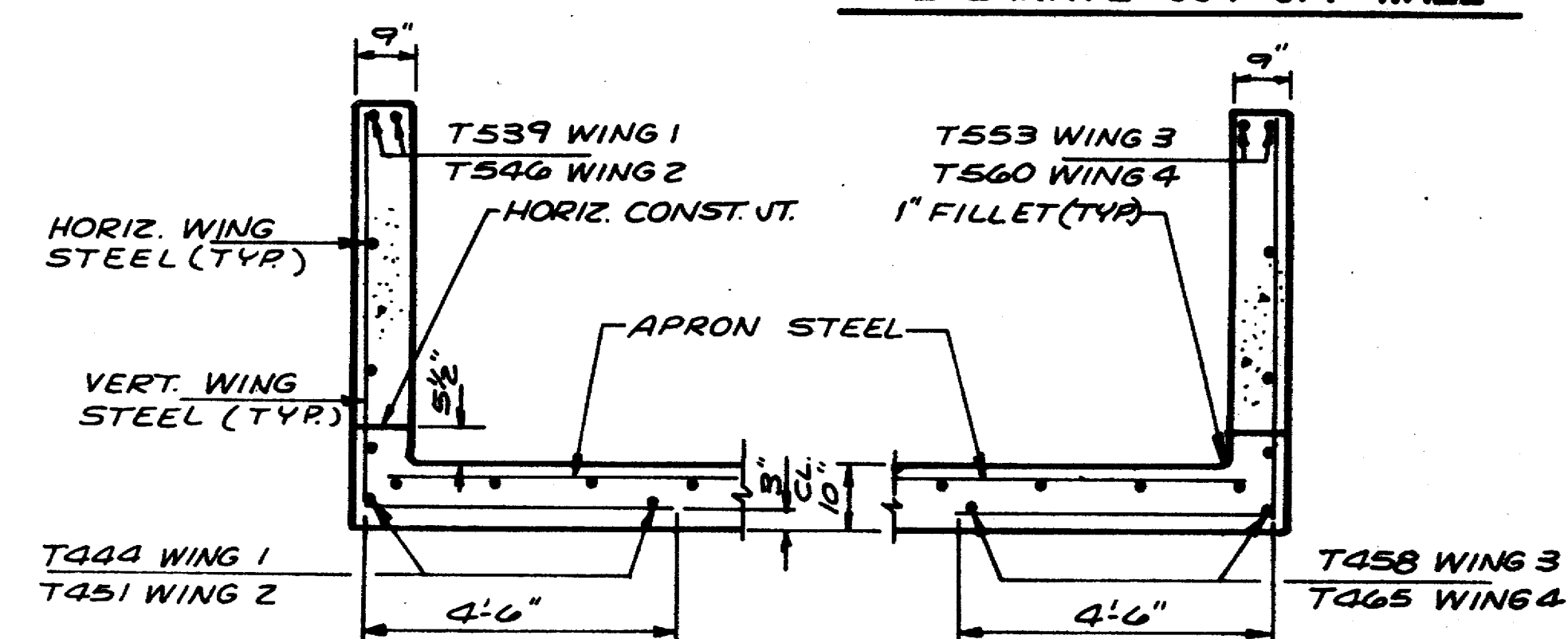
(AT RIGHT ANGLES TO WALL)

NOTE: CONC. IN CUT-OFF WALLS MAY BE PLACED UNDER WATER IF THE EXCAVATION CANNOT BE DEWATERED.

NOTE: THE ALTERNATE CUT-OFF WALL MAY BE USED IN LIEU OF THE CAST-IN-PLACE CONC. CUT-OFF WALLS. PAYMENT WILL BE BASED ON THE CONC. CUT-OFF WALLS.



ALTERNATE CUT-OFF WALL



SECTION THRU WINGS

(AT RIGHT ANGLES TO WINGWALLS)

No.	Date	Revision	By
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURE B-37-211			
Const. Spec. 1981	Drawn By NJA	Plan Checked RGL	
DETAILS			SHEET 4 OF 4
			X72862

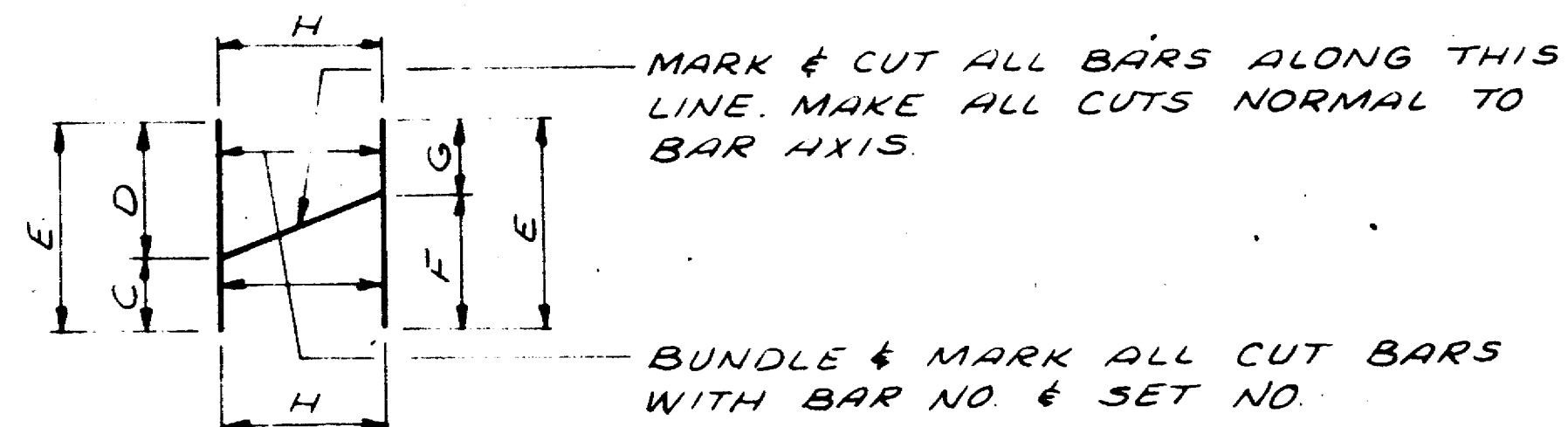
BILL OF BARS

MARK	NO. REQ'D	LENGTH	B H	CUT. DIA	LOCATION
T601	116	31-7			BOX TOP & BOT. SLAB TRANS.
T602	232	6-4			" " " " "
T503	156	7-10	*		" INT. WALLS VERT.
T504	156	3-2	*		" " " "
T505	232	7-8	*		" CORNERS
T406	52	6-11			" EXT. WALLS VERT.
T407	52	2-1			" " " "
T408	106	38-5			" SLABS & WALLS LONGIT.
T409	10	10-0	*		HEADER @ RAIL POSTS
T610	8	31-7			" TRANS.
T411	43	3-3	*		" OUTLET
T412	43	2-11	*		" INLET
T418	5	39-6			CUT-OFF WALL OUTLET
T419	3	40-0			" " " INLET
T420	36	5-6	*		" " " OUTLET
T421	60	17-4			OUTLET & INLET APRONS
T422	1	6-6			" APRON
T423	1	11-9			" "
T424	1	12-10			" "
T425	1	9-9			" "
T426	1	6-8			" "
T427	1	3-7			" "
T428	14	36-5	*		" "
T429	14	36-9	*		INLET
T430	37	3-6	*		" & CUT-OFF WALL
T431	1	3-0			" "
T432	1	4-10			" "
T433	1	6-8			" "
T434	1	8-5			" "
T435	1	10-3			" "
T436	1	12-1			" "
T437	1	13-11			" "
T538	9	19-5	*	*	WING 1
T539	2	16-9			" "
T440	1	4-2			" "
T441	1	8-3			" "
T442	1	12-4			" "
T443	2	16-9			" "
T444	2	15-9			" "
T545	8	19-5	*	*	" 2
T546	2	15-0			" "
T447	1	3-8			" "
T448	1	7-3			" "
T449	1	10-10			" "
T450	2	13-10			" "
T451	2	13-10			" "
T552	10	19-5	*	*	" 3
T553	2	20-0			" "
T454	1	5-1			" "
T455	1	10-1			" "
T456	1	15-1			" "
T457	2	19-2			" "
T458	2	19-2			" "
T559	8	19-5	*	*	" 4
T560	2	15-10			" "
T461	1	4-0			" "
T462	1	7-10			" "
T463	1	11-8			" "
T464	2	14-11			" "
T465	2	14-11			" "

CUTTING DIAGRAM

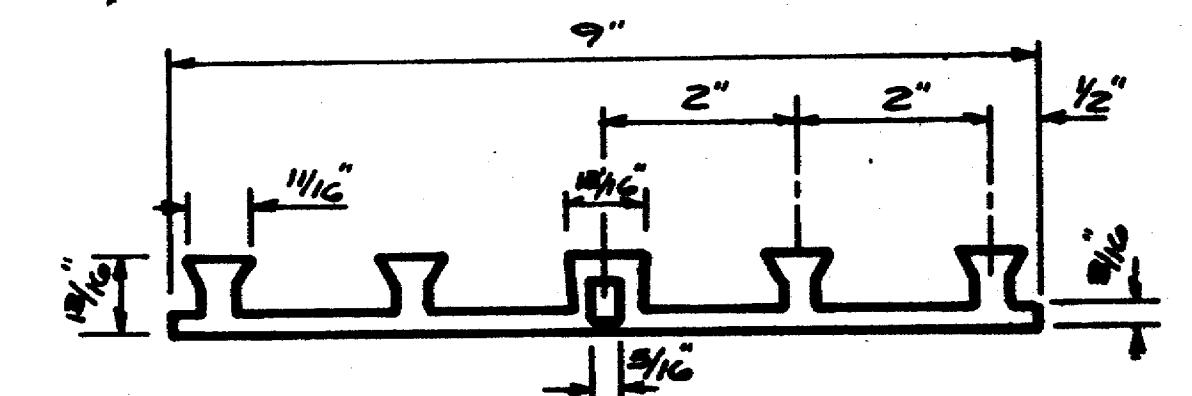
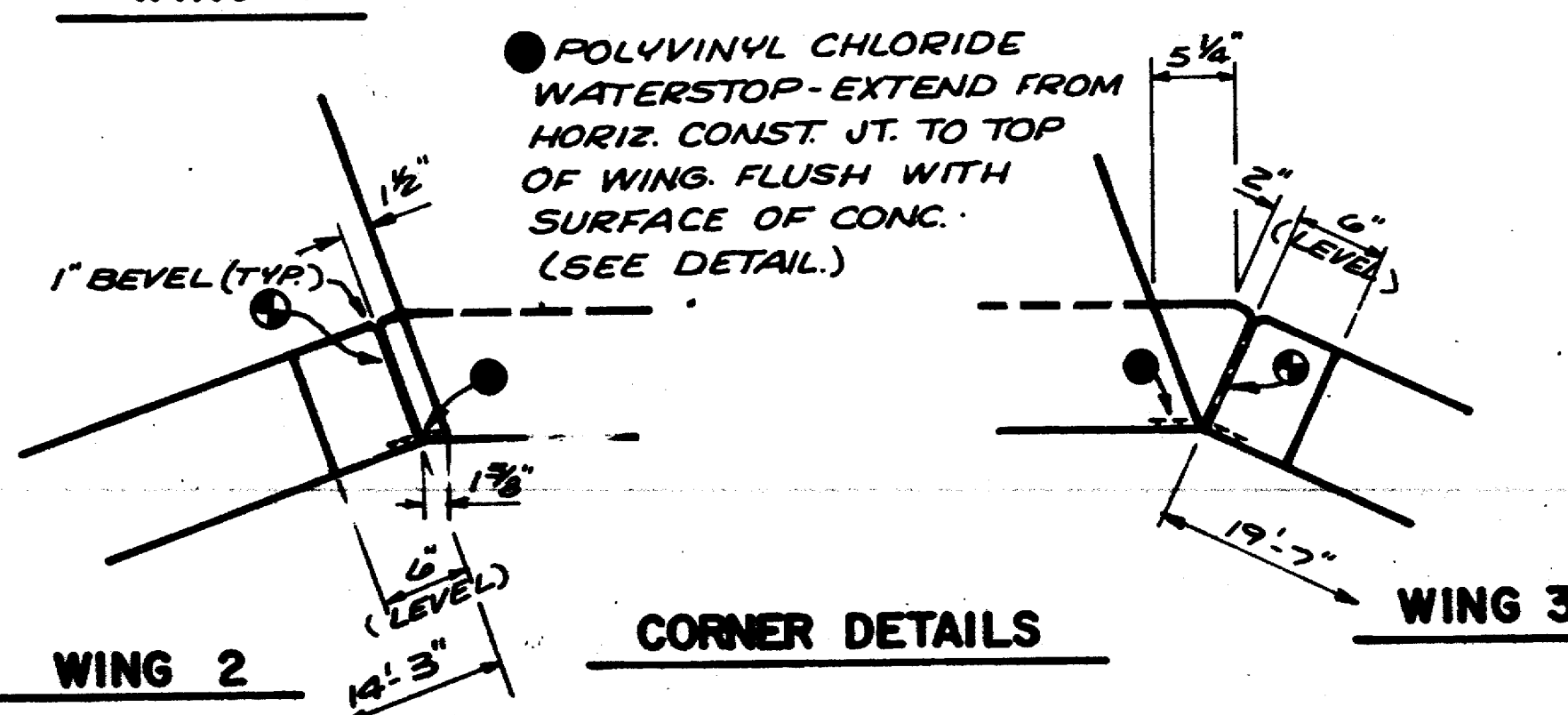
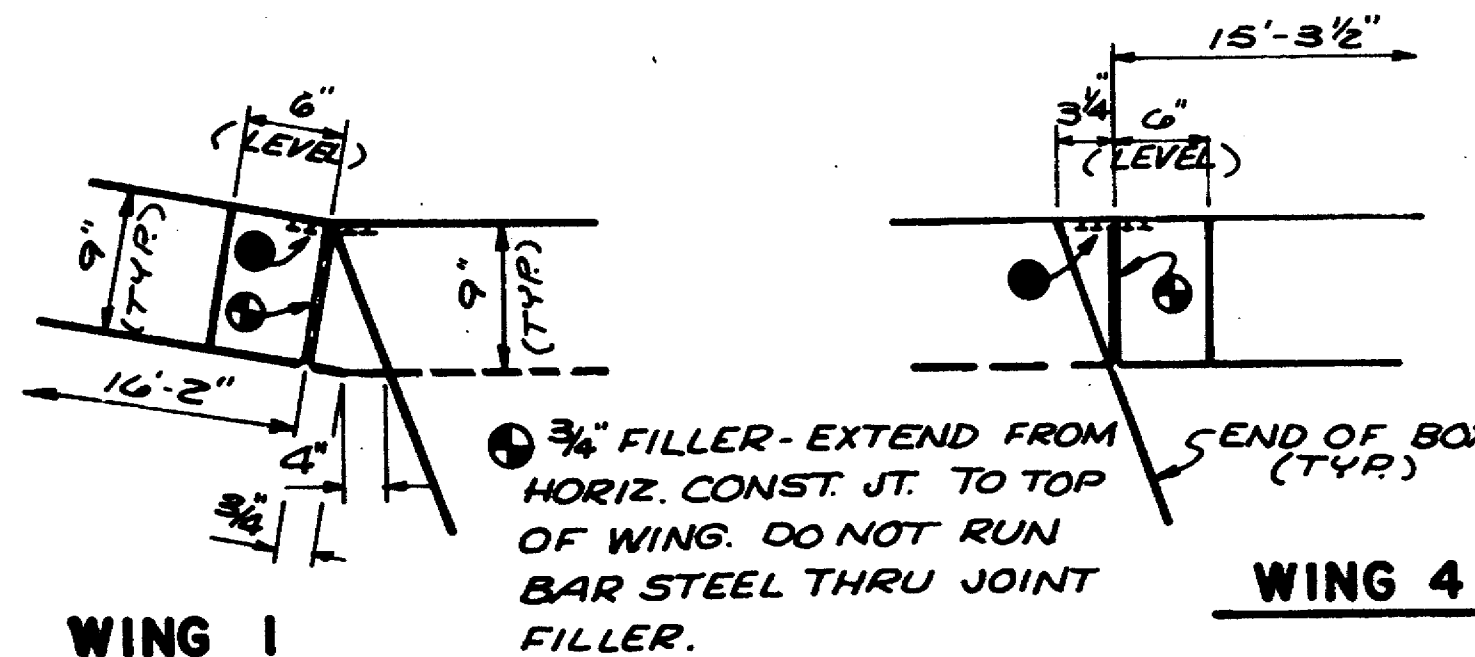
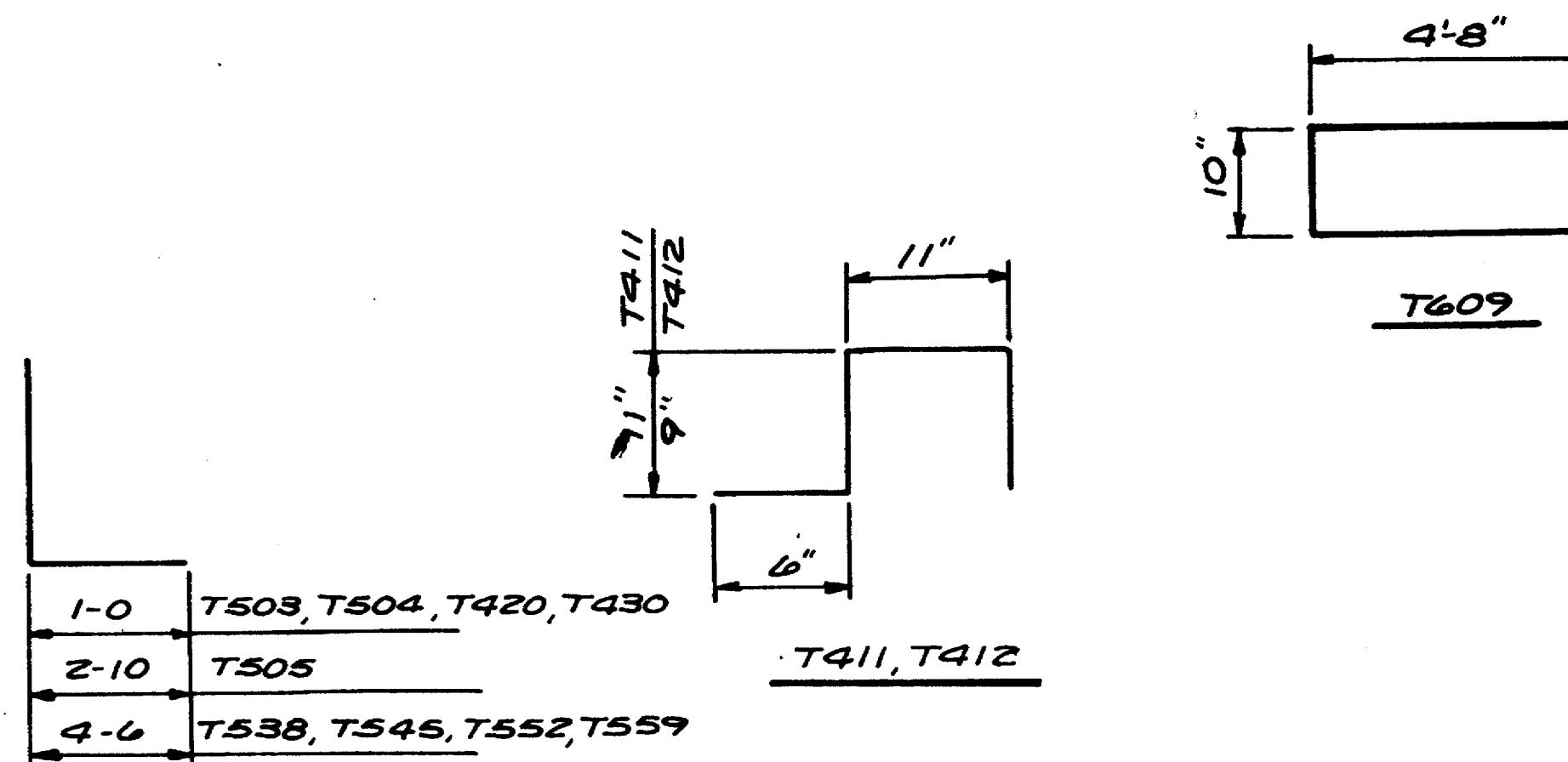
"H" IS NO. OF BARS REQ'D. BEFORE CUTTING.

MARK	SET NO	C	D	E	F	G	H	NO SETS REQ'D
T428	1	16-3			20-2			1
	2		20-2	36-5		16-3	14	1
T429	3	16-3			20-6			1
	4		20-6	36-9		16-3	14	1
T538	5	6-10	12-7	19-5	9-7	9-10	9	1
T545	6	6-10	12-7	19-5	9-7	9-10	8	1
T552	7	6-10	12-7	19-5	9-7	9-10	10	1
T559	8	6-10	12-7	19-5	9-7	9-10	8	1



— MARK & CUT ALL BARS ALONG THIS LINE. MAKE ALL CUTS NORMAL TO BAR AXIS.

- BUNDLE & MARK ALL CUT BARS
WITH BAR NO. & SET NO.



POLYVINYL CHLORIDE WATERSTOP

No.	Date	Revision	By
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURE B-37-211			
Const. Spec	1981	Drawn By	NJA
		Plans Checked	RSL
BILL OF BARS		SHEET 5 OF 6	
		X72863	

1. BID ITEM SHALL BE 6" TUBULAR RAILING, TYPE F.
2. POST BASE PLATES SHALL BE FLAT WITH ALL SURFACES SMOOTH AND FREE FROM WARP AND ALL EDGES SMOOTH, STRAIGHT AND VERTICAL. ALL PLATE CUTS SHALL BE MACHINE OR MACHINE FLAME CUTS.
3. RAILING SHALL BE 4 x 4 x .25 STRUCTURAL TUBING CONFORMING TO A.S.T.M. DESIGNATION A36.
4. ANCHOR BOLTS SHALL BE 1" NOMINAL CONFORMING TO A.S.T.M. A 449 WITH 3" THREAD.
5. CAULK EXPOSED OPENINGS BETWEEN SHIMS.
6. POST, BASE PLATES AND SHIMS SHALL BE MADE FROM MATERIAL CONFORMING TO A.S.T.M. DESIGNATION A36. CUT BOTTOM OF POST TO MATCH CROSS SLOPE OF ROADWAY. PLACE POST NORMAL TO GRADE LINE.
7. PLACE ANCHOR BOLTS NORMAL TO BASE PLATE.
8. ALL MEMBERS, INCLUDING UPPER 4" OF ANCHOR BOLTS, SHALL BE GALVANIZED AFTER FABRICATION.
9. BEAM GUARD ATTACHMENT MAY BE WELDED TO RAILS AND RAILS MAY BE WELDED TO POSTS.
10. FILL POST ANCHOR BOLT HOLES WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER.
11. RAILING SHALL BE FABRICATED IN 2 OR 3 PANEL LENGTHS.
12. STEEL SHIMS SHALL BE USED UNDER POST WHERE REQ'D FOR ALIGNMENT.
13. HIGH STRENGTH NUTS & WASHERS SHALL BE USED WITH ANCHOR BOLTS. (A325)

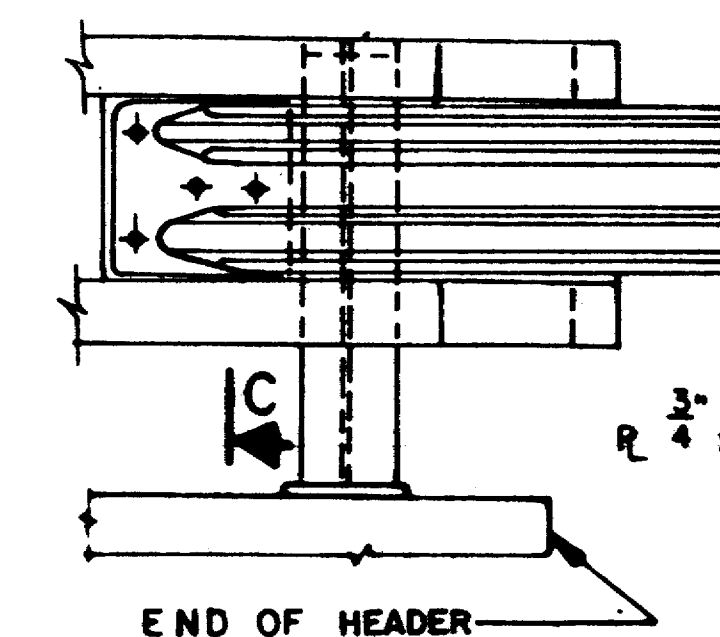
NOTE: BEAM GUARD RAIL ATTACHMENTS TO BE INCLUDED IN BID ITEMS FOR RAILINGS.

● OR MATERIAL OF EQUIVALENT YIELD STRENGTH (92 KSI) AND ELONGATION (14%).

NOTE PRIOR TO GALVANIZING ALL STEEL
RAILING (EXCEPT COLD DRAWN TUBING)
SHALL BE GIVEN A NO 6 COMMERCIAL
BLAST CLEANING BY SSPC SPECS.

1" 8 SEAL WELDS TOP AND
BOTTOM OF POST

1" HOLES FOR $\frac{7}{8}$ "
A325 BOLTS W/HEX
NUTS AND WASHERS



SECTION C

DETAIL AT END POST
(BEAM GUARD RAIL ATTACHMENT)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-37-211

Const Spec 1981

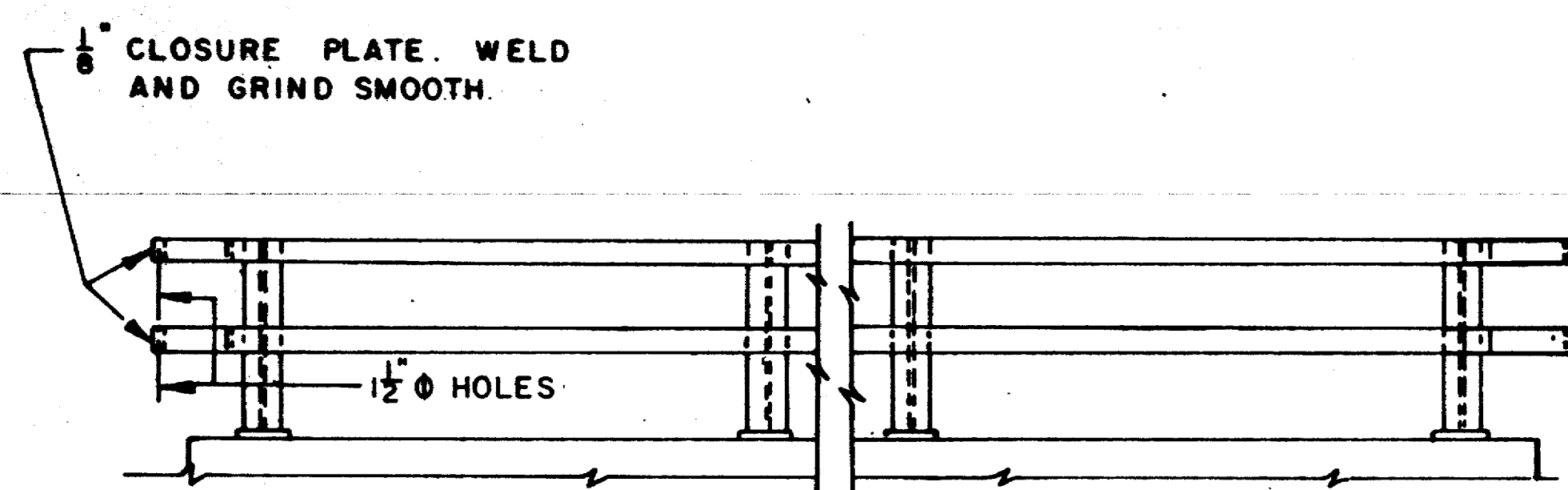
Drawn By NJA

Plans Checked	RGL
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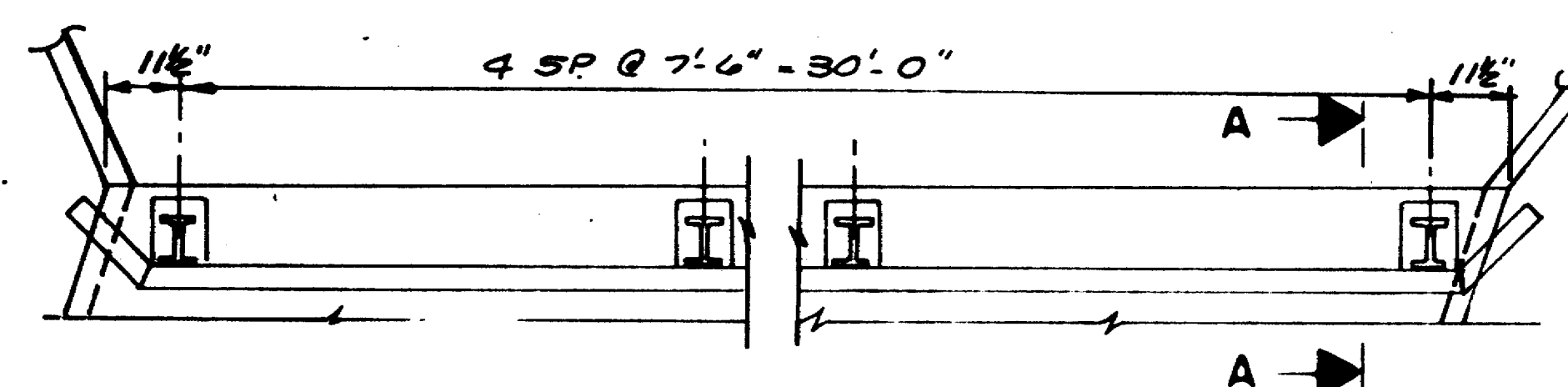
**TUBULAR RAILING
TYPE "F"**

SHEET 6 OF 6

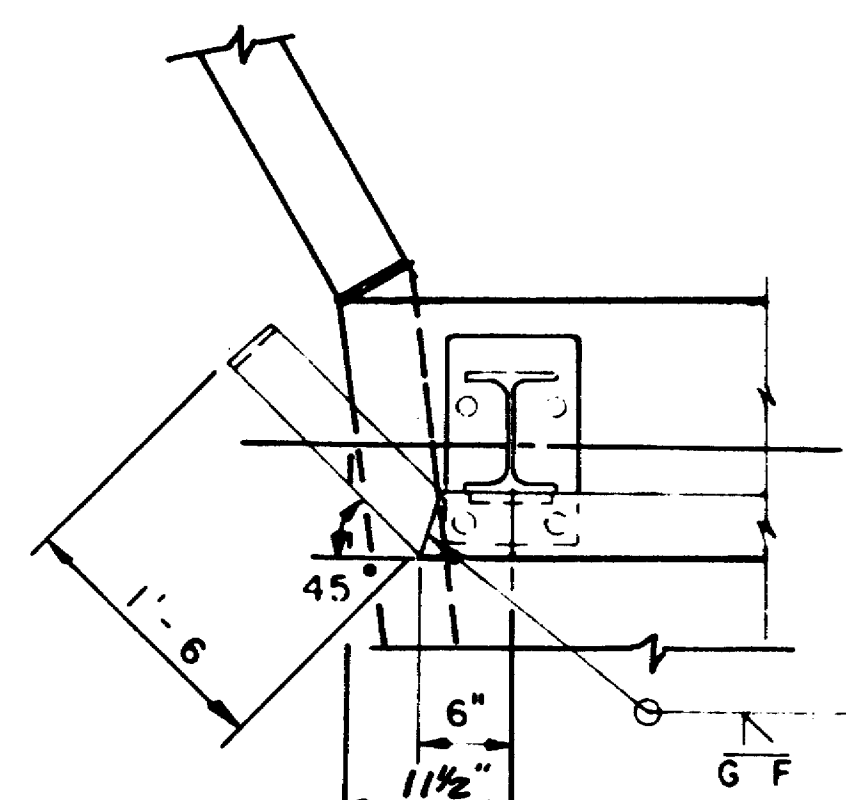
X72864



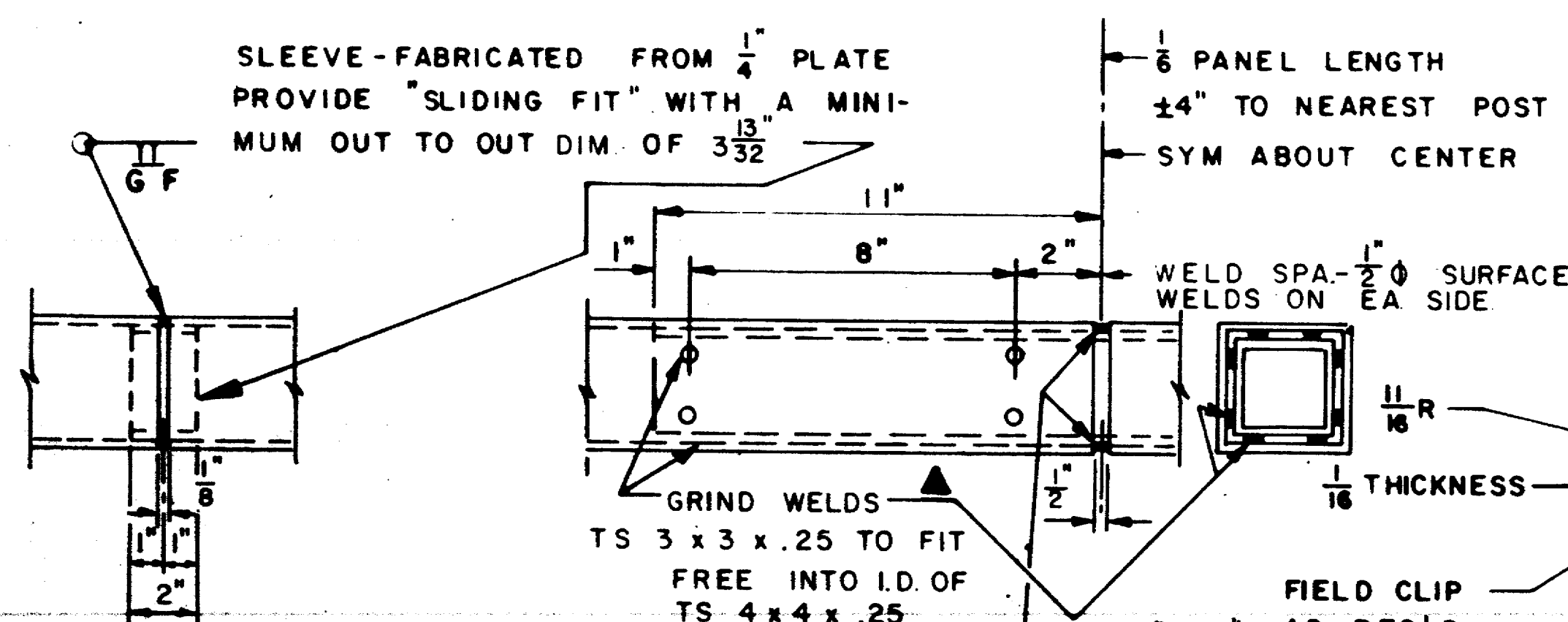
PART ELEVATION OF RAILING



PART PLAN. OF RAILING

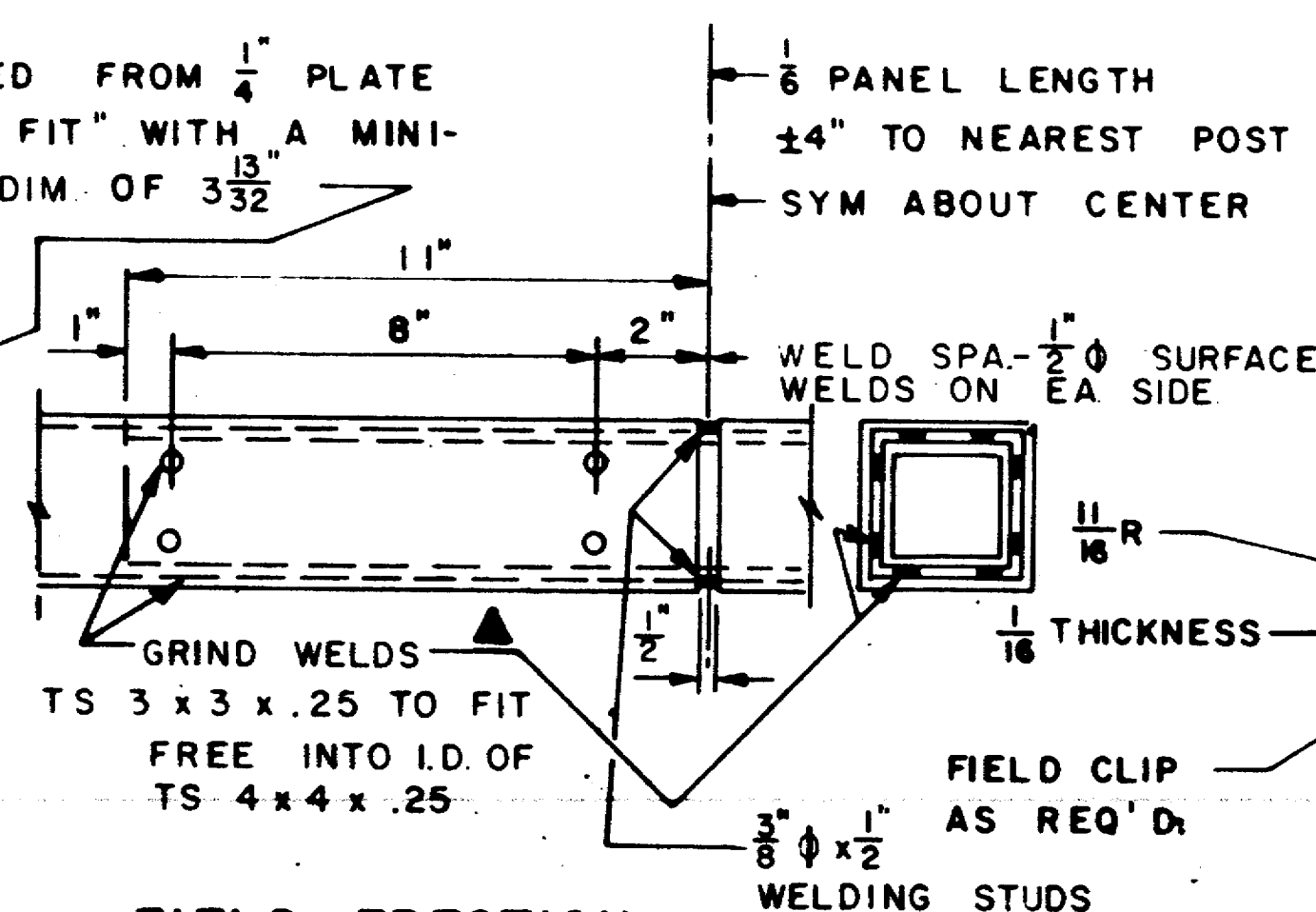


END DETAIL FOR CULVERTS

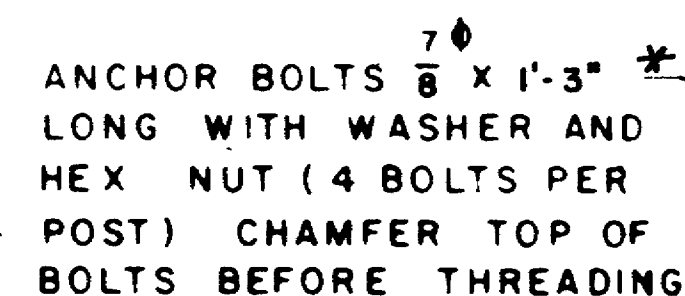


SHOP RAIL
SPLICE DETAIL

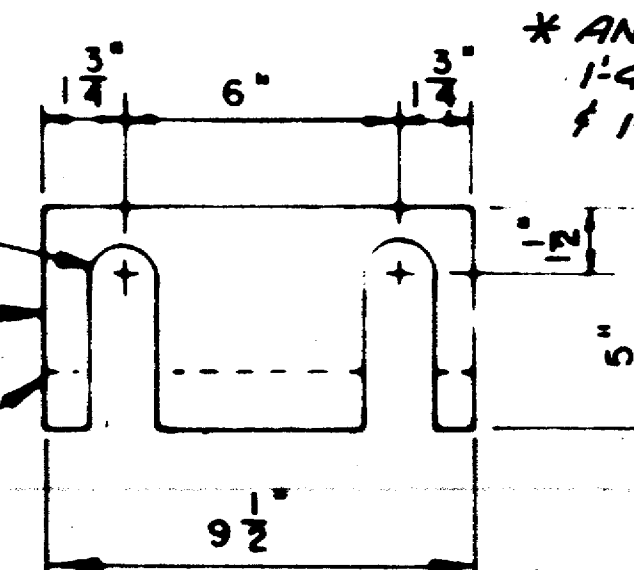
**LOCATION MUST BE SHOWN
ON THE SHOP DRAWINGS**



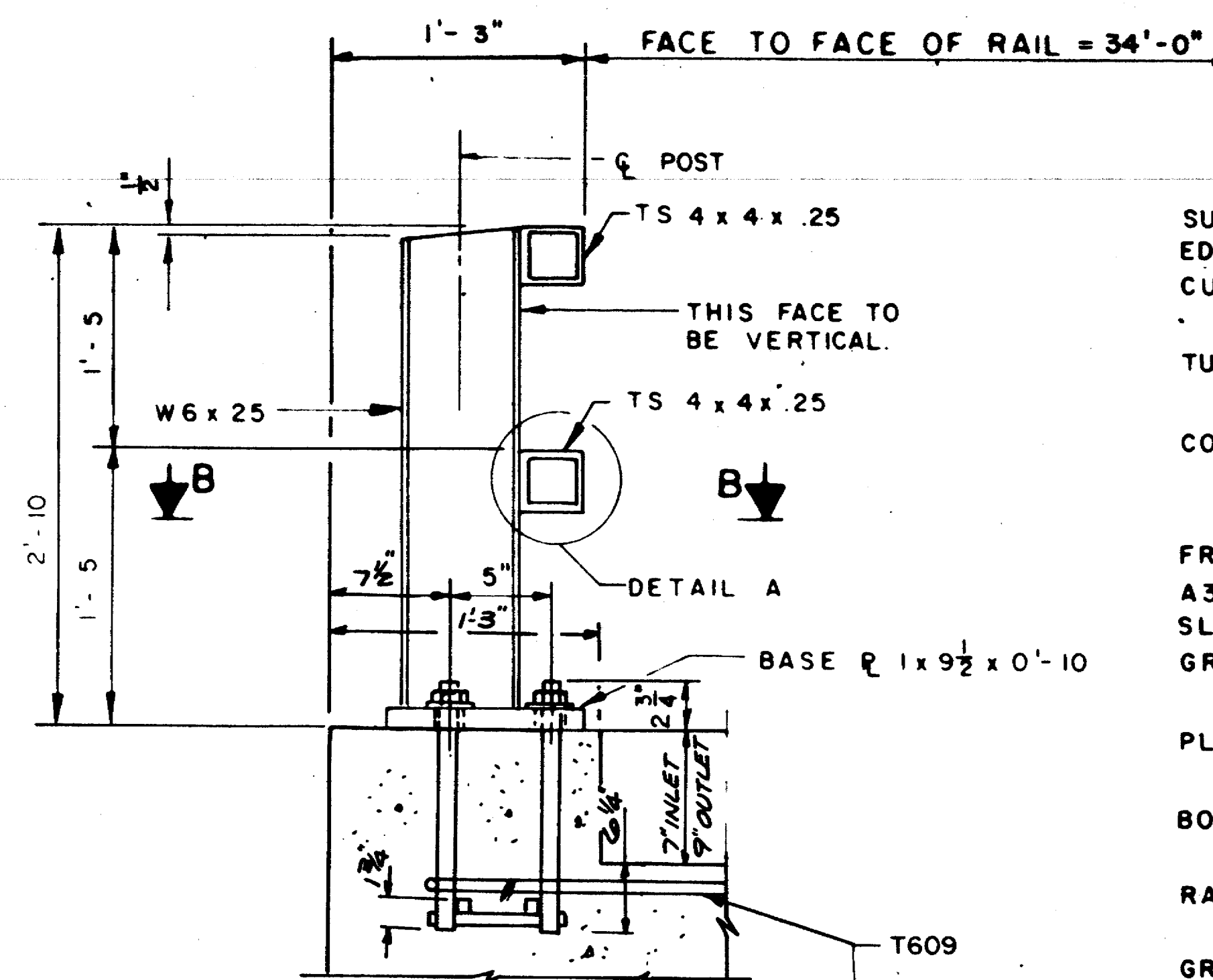
FIELD ERECTION
JOINT DETAIL



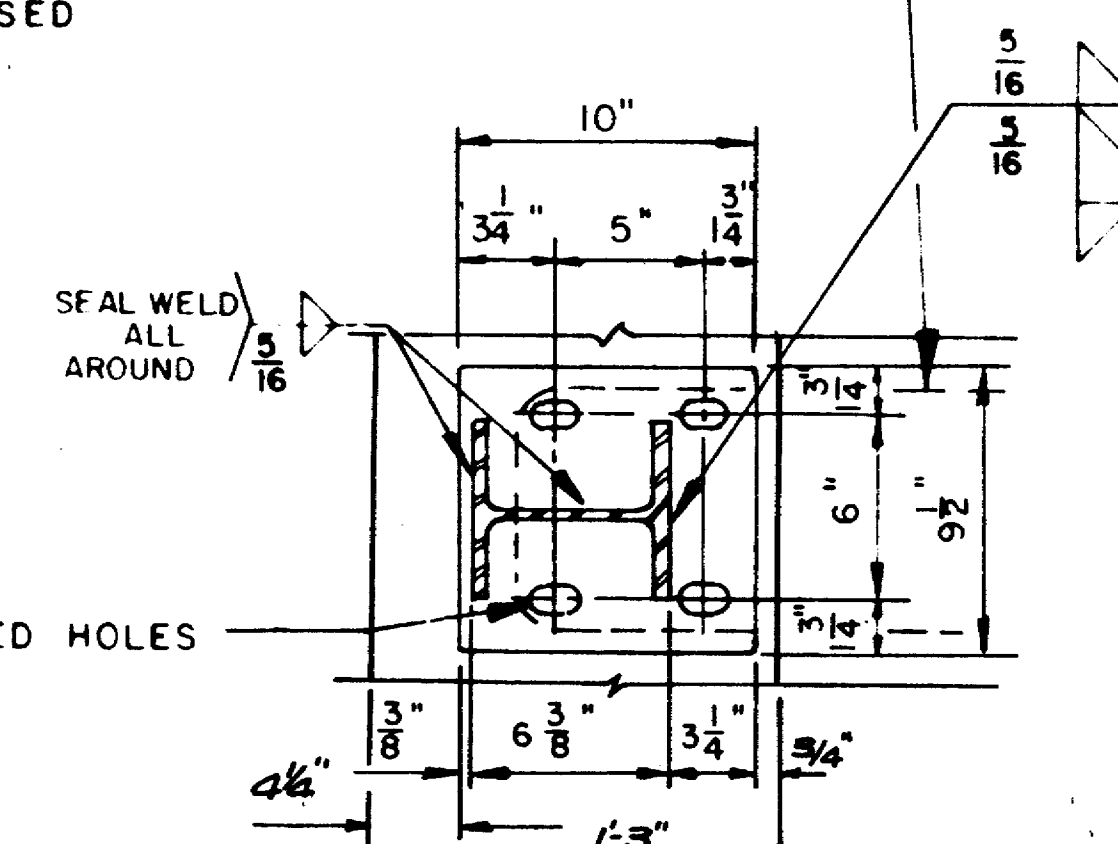
ANCHOR BOLT DETAIL



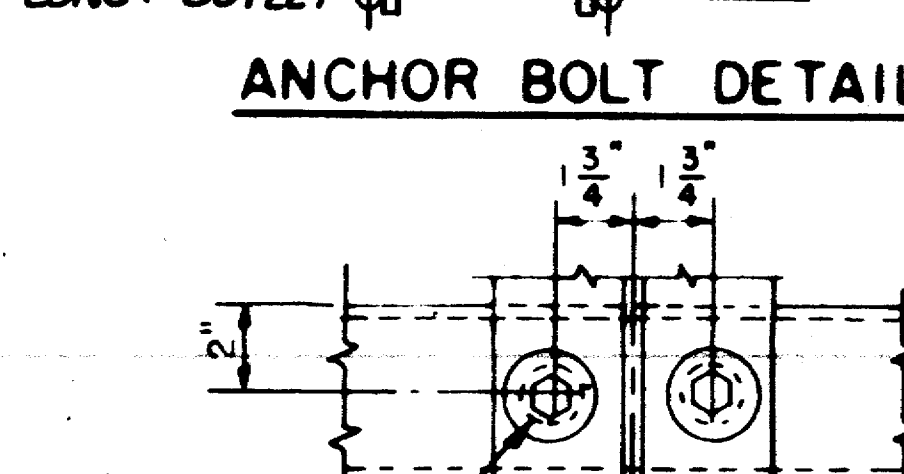
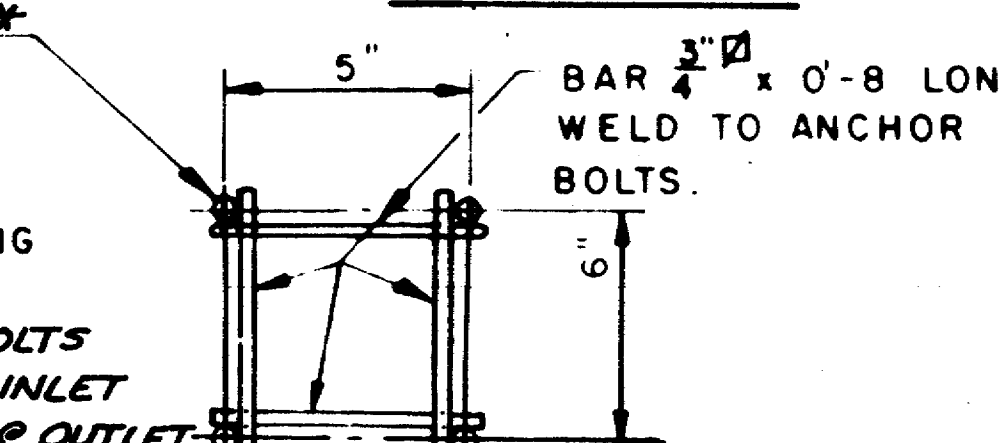
POST SHIM DETAIL
(4 PER POST)



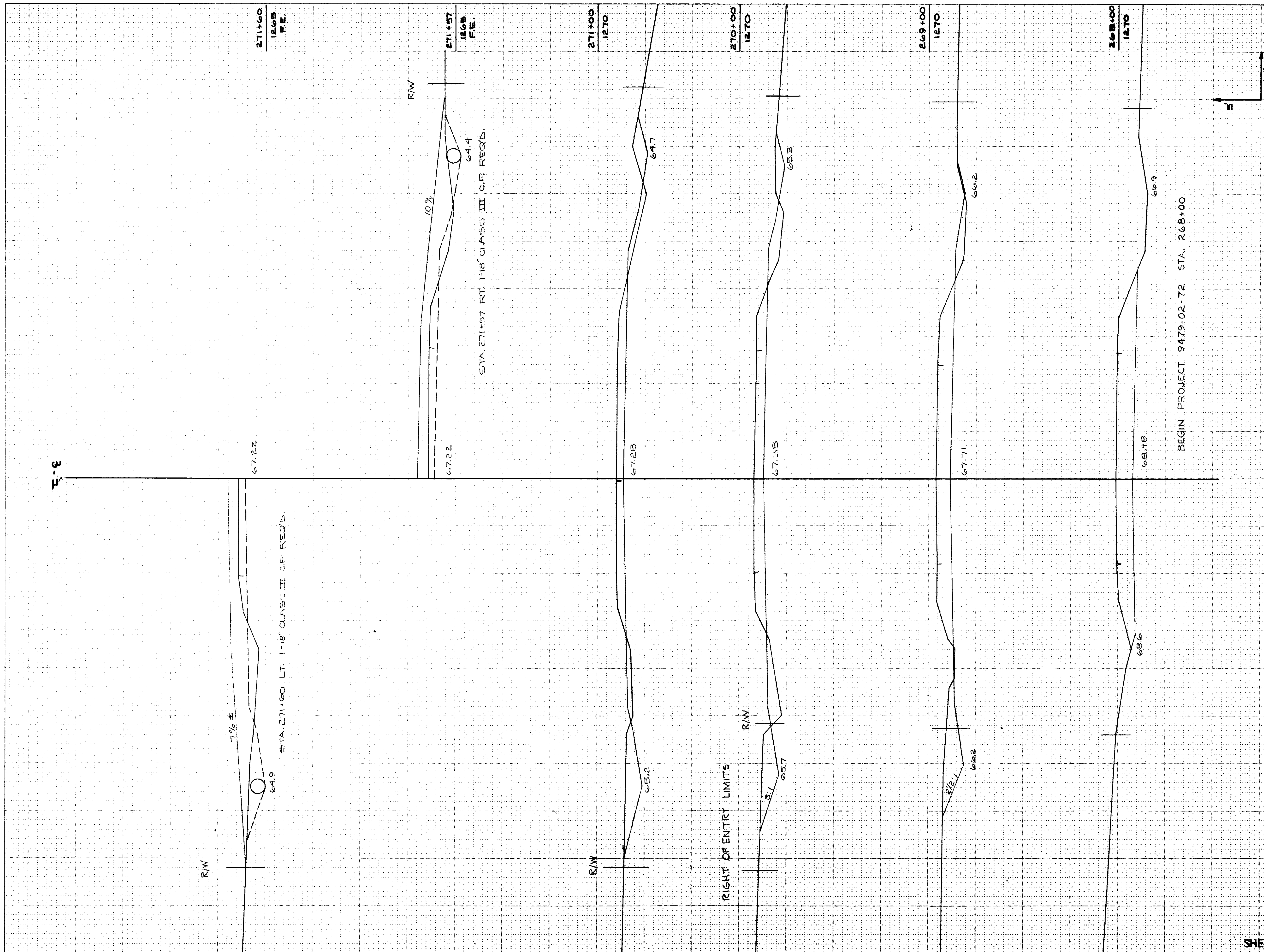
SECTION A



SECTION B



DETAIL A

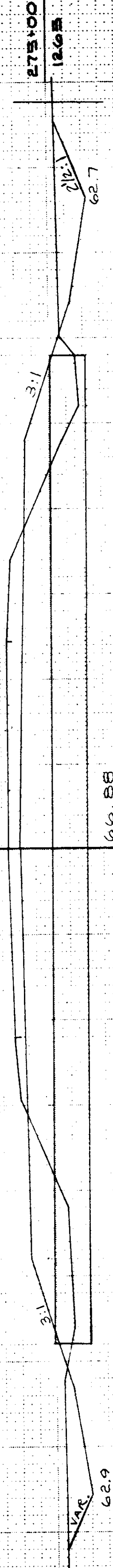
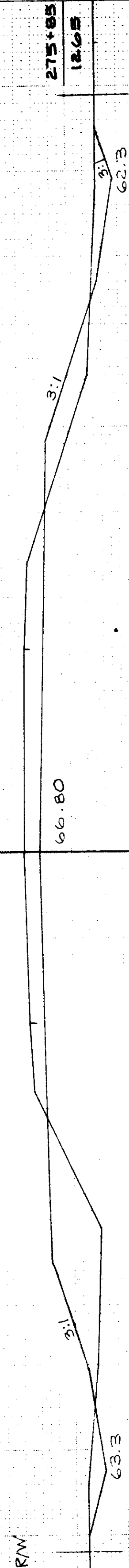


STATE PROJECT NUMBER		SHEET NUMBER	
9479-02-72		12	
STATION	DISTANCE	YARDAGE	
		EXCAVATION	FILL
268	69	248	9
270	71	229	37
271	72	193	43
272		168	39
SHEET TOTAL		838	128

E-9

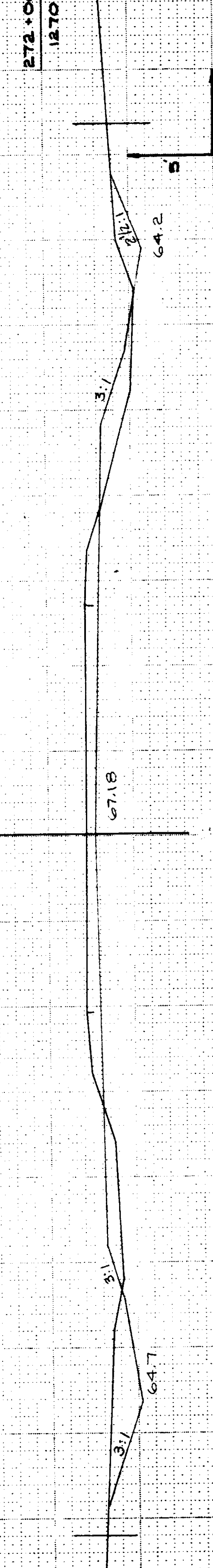
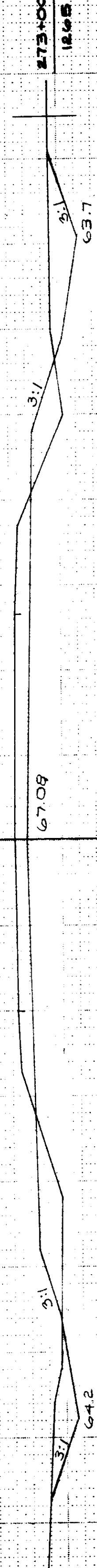
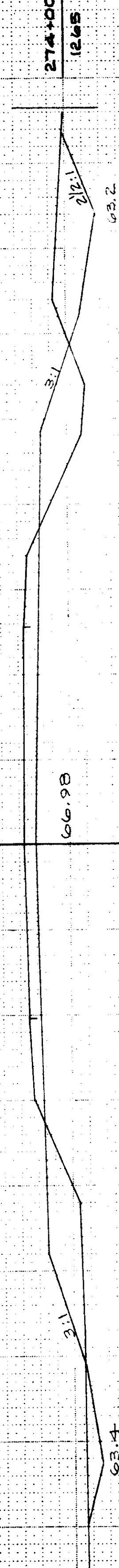
RAW
66.77
3%
276+12
12.65
P.E.

STA 275+90⁺
CONSTRUCT DRAINAGE DITCH TO RIVER
@ -0.5% SLOPE MINIMUM.



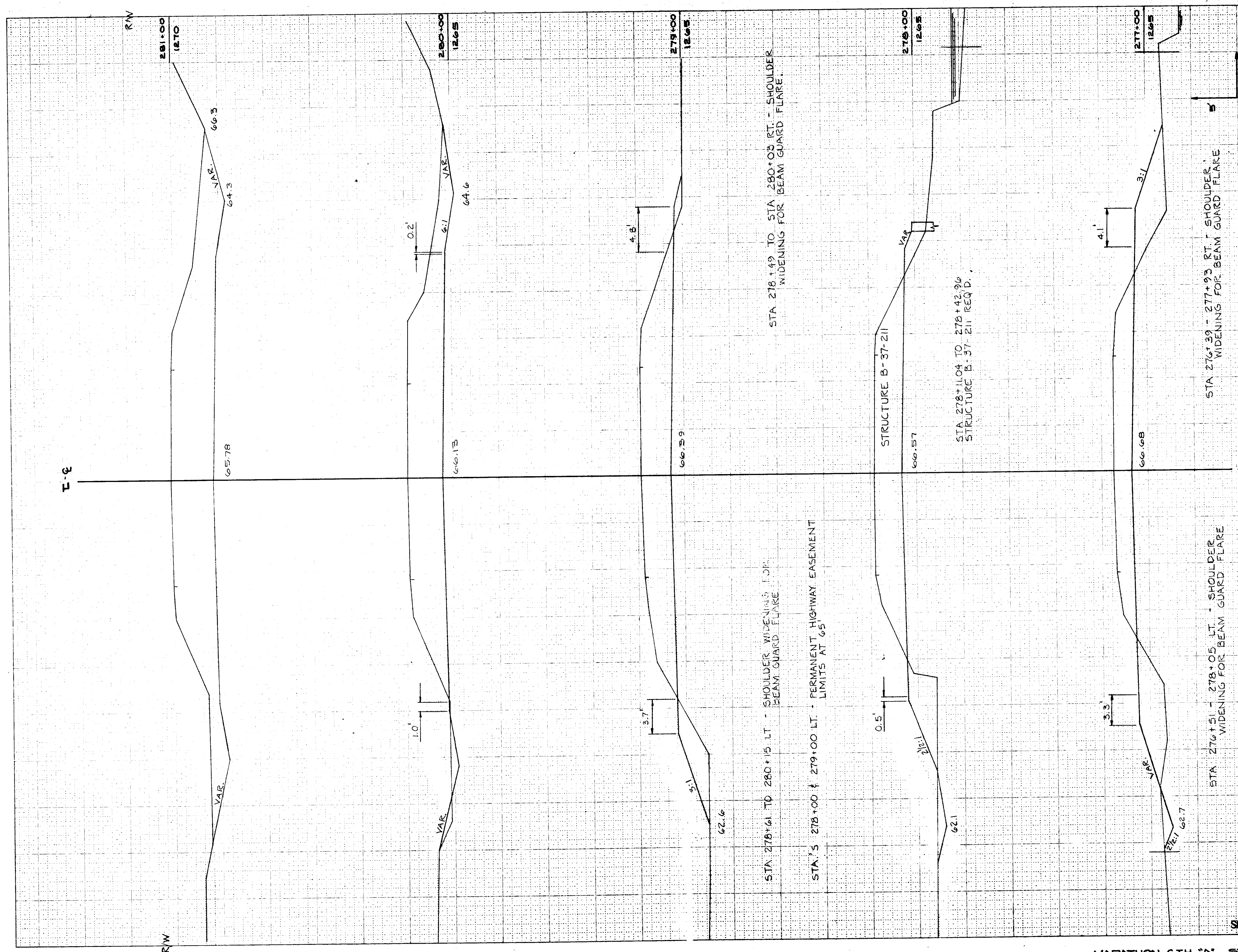
66.88
STA 275+01 1'-24" CLASS III CR REQ'D.

BEGIN PROJECT 9479-02-71 STA 275+00



SHEET TOTAL 648

STATE PROJECT NUMBER		SHEET NUMBER	
9479-02-71, 72			
STATION	DISTANCE	YARDAGE	
		EXCAVATION	FILL
272			
73	160		56
74	173		87
75	173		128
+85	142		120
SHEET TOTAL		648	381



STATE PROJECT NUMBER		SHEET NUMBER	
9479-02-71			
STATION	DISTANCE	YARDAGE	
		EXCAVATION	FILL
		UNCL.	
275+00	0.00		
275+10	10.00		
275+20	20.00		
275+30	30.00		
275+40	40.00		
275+50	50.00		
275+60	60.00		
275+70	70.00		
275+80	80.00		
275+90	90.00		
276+00	100.00		
276+10	110.00		
276+20	120.00		
276+30	130.00		
276+40	140.00		
276+50	150.00		
276+60	160.00		
276+70	170.00		
276+80	180.00		
276+90	190.00		
277+00	200.00		
277+10	210.00		
277+20	220.00		
277+30	230.00		
277+40	240.00		
277+50	250.00		
277+60	260.00		
277+70	270.00		
277+80	280.00		
277+90	290.00		
278+00	300.00		
278+10	310.00		
278+20	320.00		
278+30	330.00		
278+40	340.00		
278+50	350.00		
278+60	360.00		
278+70	370.00		
278+80	380.00		
278+90	390.00		
279+00	400.00		
279+10	410.00		
279+20	420.00		
279+30	430.00		
279+40	440.00		
279+50	450.00		
279+60	460.00		
279+70	470.00		
279+80	480.00		
279+90	490.00		
280+00	500.00		
280+10	510.00		
280+20	520.00		
280+30	530.00		
280+40	540.00		
280+50	550.00		
280+60	560.00		
280+70	570.00		
280+80	580.00		
280+90	590.00		
281+00	600.00		
SHEET TOTAL		19251	3000



STATE PROJECT NUMBER			SHEET NUMBER	
9479-D2-71,72			100	
STATION	DISTANCE	YARDAGE		
		EXCAVATION		FILL
		UNCL	EB5	
291		95		253
292 + 56.42		76		105
93		121		276
94		43	150	399
95		17		167
96				
		</		