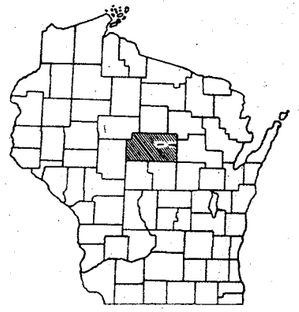
COUNTY AND HIGHWAY	ROUTE AND SECTION	CLASS AND AGREEMENT		FEDERAL DIVISION OFFICE	SHEET NUMBER	TOTAL SHEETS
		STATE	FEDERAL			
37.6	12.0		11.4	WIS. 4	1	105

INDEX OF SHEETS

SHEET NO. 1 TITLE
SHEET NO. 2. TYPICAL CROSS SECTIONS
SHEET NO. 2 ESTIMATE OF QUANTITIES
SHEET NO. 2 MISCELLANEOUS QUANTITIES
SHEET NO. — RIGHT OF WAY PLAT
SHEET NO. 3—17 PLAN AND PROFILE STA. 0+00 TO STA. 664+03.9
SHEET NO. 18-29 STANDARD DETAILS
SHEET NO. 30-34 DRAINAGE STRUCTURES
SHEET NO. 35-105 CROSS SECTIONS



[redacted]

STATE OF WISCONSIN

STATE HIGHWAY COMMISSION OF WISCONSIN

PLAN AND PROFILE OF PROPOSED

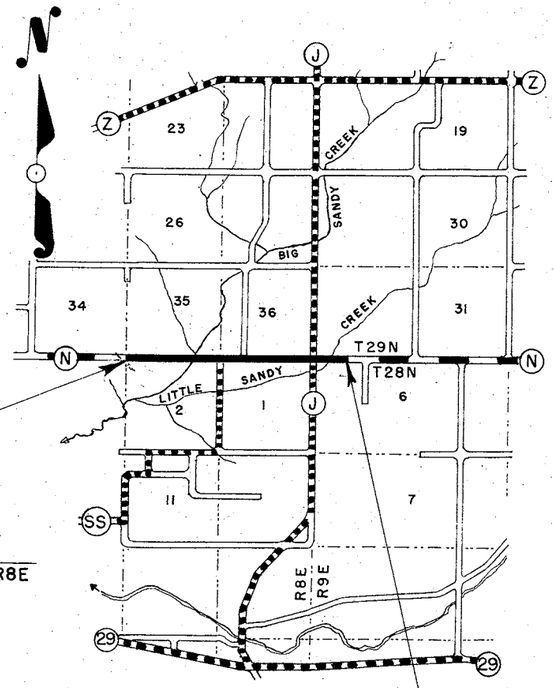
WAUSAU — BIRNAMWOOD

MARATHON COUNTY

PROJECT S012(4)

C.T.H. "N"

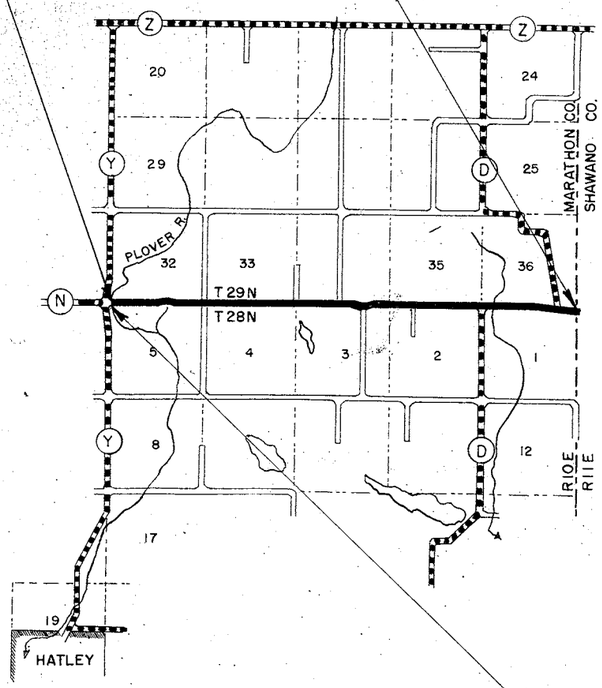
SCALES { PLAN 1 IN. = 100 FT.
PROFILE HOR. 1 IN. = 100 FT. VERT. 1 IN. = 10 FT.
CROSS SECTIONS HOR. 1 IN. = 5 FT. VERT. 1 IN. = 5 FT.



BEGIN PROJECT S 012(4)
STA. 0+00 = SW. COR. SEC. 35 T29N R8E

STA. 16+98.25 BEGIN PROJ. S012(2)
STA. 17+45.75 END PROJ. S012(2) =
STA. 400+45.75 PROJ. S012(4)

END OF PROJECT S 012 (4)
STA. 664+03.9 = 646.0' SOUTH OF THE NE. COR.
SEC. 1 T28N R10E



CONVENTIONAL SIGNS

STATE LINE
COUNTY LINE
TOWNSHIP OR RANGE LINE
SECTION LINE
NEW RIGHT OF WAY LINE
PRESENT RIGHT OF WAY LINE
WIRE FENCE { WOVEN, BARBED
LOT LINE
CORPORATE OR CITY LIMITS
PROPERTY LINE ... P.L. + 32.6
TRAVELED WAY OR P.E.
RAILROADS
BASE OR SURVEY LINE ... 30

CULVERTS IN PLACE
CULVERTS REQUIRED
DROP INLET
POWER POLE
TELEPHONE OR TELEGRAPH POLE
RIGHT OF WAY MARKERS
REFERENCE STAKE FOR HUBS ONLY ... +81.7 28.9
MARSH
HEDGE
TREES
GROUND ELEVATION ... DATUM LINE 739
GRADE ELEVATION ... DATUM LINE 75.16

LAYOUT
SCALE ONE MILE

TOTAL NET LENGTH OF CENTERLINE = 7.414 MI.

EXCEPTION FROM NET LENGTH OF CENTERLINE:
FROM A POINT 2262.7' EAST OF THE NW. COR. SEC. 6 T28N R9E (STA. 128+00)
TO A POINT 45.75' EAST OF THE NW. COR. SEC. 5 T28N R10E (STA. 400+45.75)

STATE HIGHWAY
COMMISSION OF WISCONSIN
MADISON, WISCONSIN

SURVEYOR C.E.C. NOTE BOOK M-69 & M-70
DISTRICT COMPUTER K.R.V. M. O. CHECKER
DISTRICT CHECKER J.J.C. CORRECT

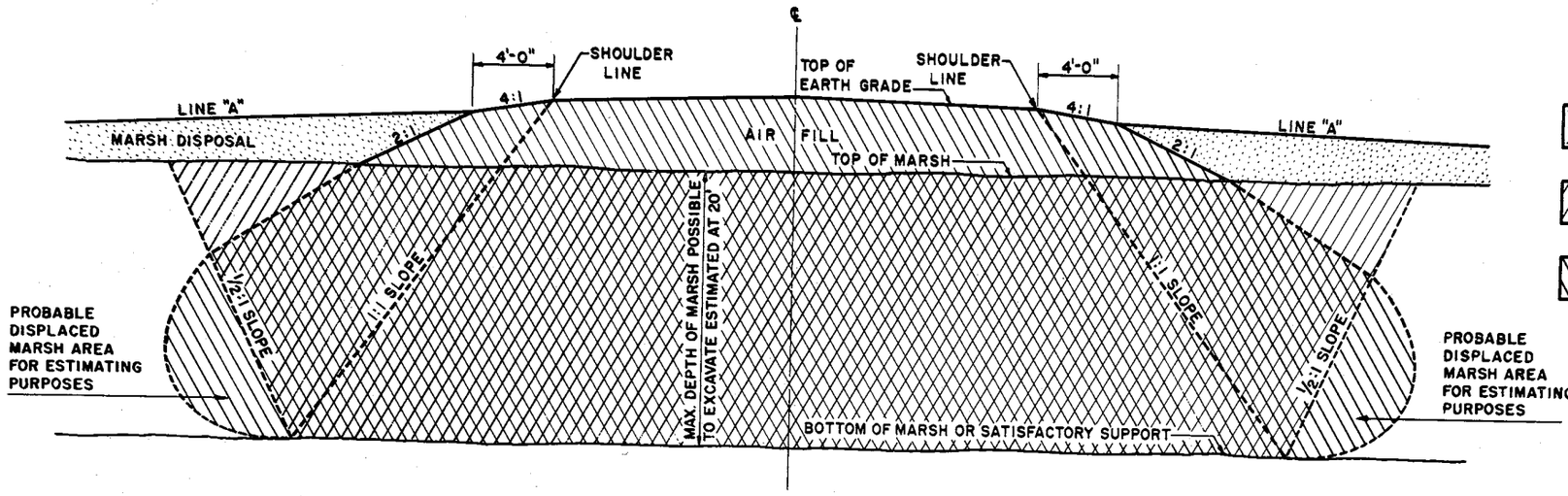
CORRECT:
DATE 5/1/58 [redacted] DISTRICT ENGINEER

RECOMMENDED FOR APPROVAL:
DATE 5/28/58 J. J. Pilf ENGINEER OF DESIGN

APPROVED:
DATE 5/28/58 E. C. Rodtian STATE HIGHWAY ENGINEER

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

APPROVED: [redacted]
DATE
[redacted]
DISTRICT ENGINEER



COMPLETE MARSH EXCAVATION

MARSH DISPOSAL PERMITTED IN THIS AREA UNLESS OTHERWISE PROVIDED IN THE CONTRACT

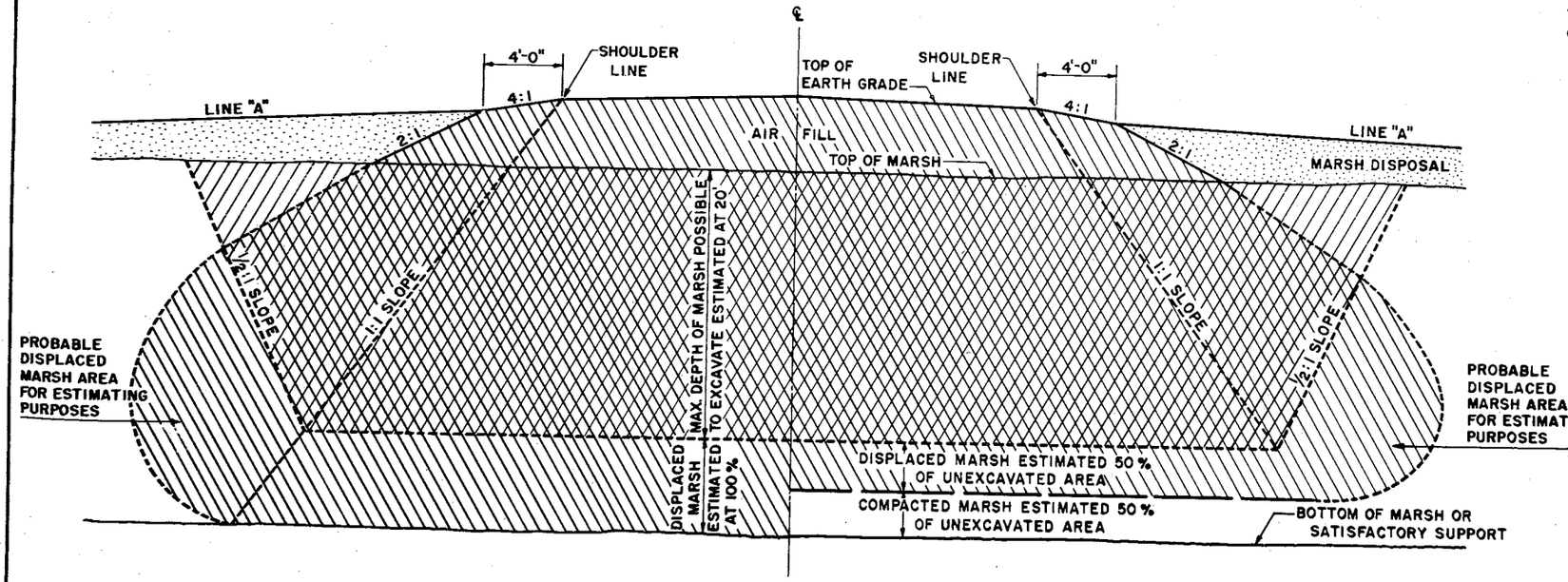
EXCAVATION

BACKFILL

GENERAL NOTES

DETAILS OF CONSTRUCTION NOT SHOWN SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

ANY MATERIAL TEMPORARILY PLACED ABOVE THE LINE MARKED "LINE A" IS TO BE REMOVED UPON COMPLETION OF THE AIR FILL.



PARTIAL EXCAVATION
PLUS 100% DISPLACEMENT

PARTIAL EXCAVATION
PLUS 50% DISPLACEMENT

MARSH EXCAVATION

STATE HIGHWAY COMMISSION OF WISCONSIN

RECOMMENDED FOR APPROVAL:

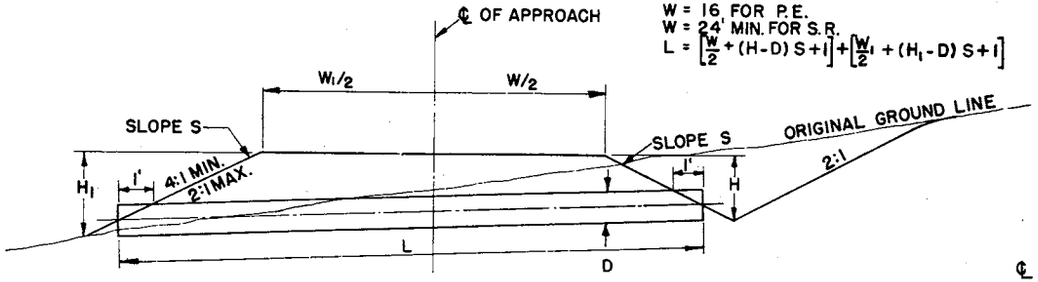
DATE 2/11/52 — CONSTRUCTION ENGINEER

APPROVED:

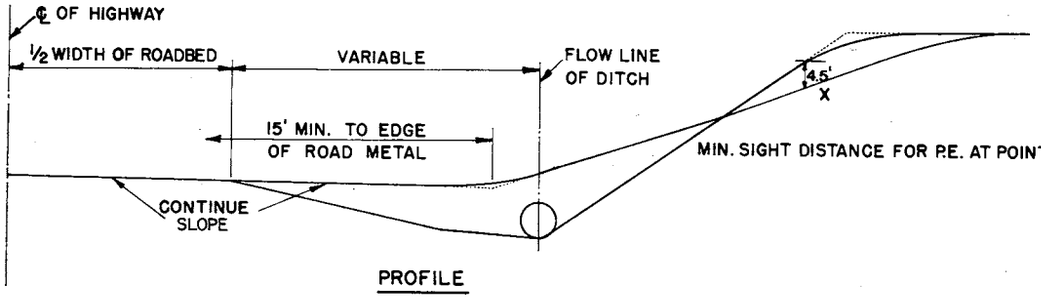
DATE 2/11/52 — STATE HIGHWAY ENGINEER

DRAWN LJD
CHECKED

1-1.1.2

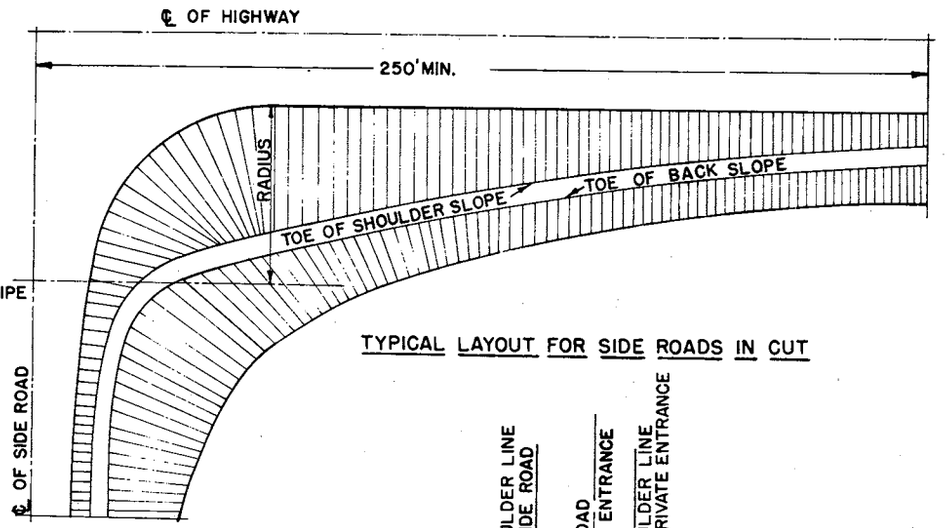


TYPICAL CROSS SECTION



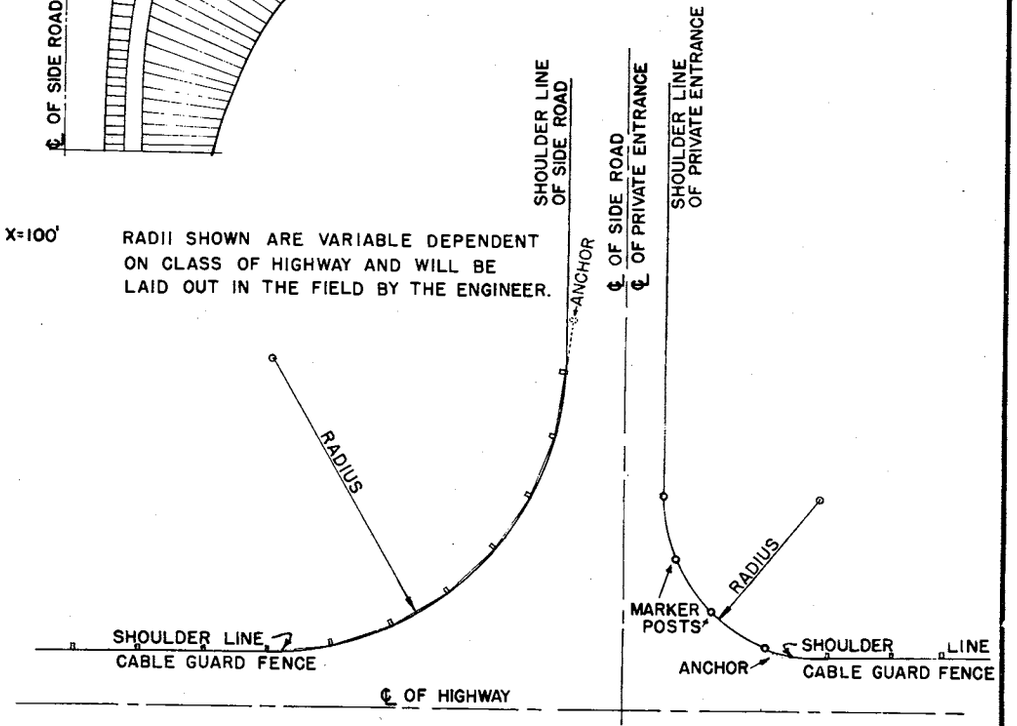
MIN. SIGHT DISTANCE FOR P.E. AT POINT X=100'

PROFILE



TYPICAL LAYOUT FOR SIDE ROADS IN CUT

RADII SHOWN ARE VARIABLE DEPENDENT ON CLASS OF HIGHWAY AND WILL BE LAID OUT IN THE FIELD BY THE ENGINEER.



TYPICAL LAYOUT FOR PRIVATE ENTRANCES AND SIDE ROADS IN HIGH FILLS

DETAILS OF PRIVATE ENTRANCE AND SIDE ROAD APPROACHES

STATE HIGHWAY COMMISSION OF WISC.

RECOMMENDED FOR APPROVAL:

Frank Crane
DESIGN ENGINEER

DATE

A. R. Blake
CONSTRUCTION ENGINEER

APPROVED:- OCT. 1, 1945

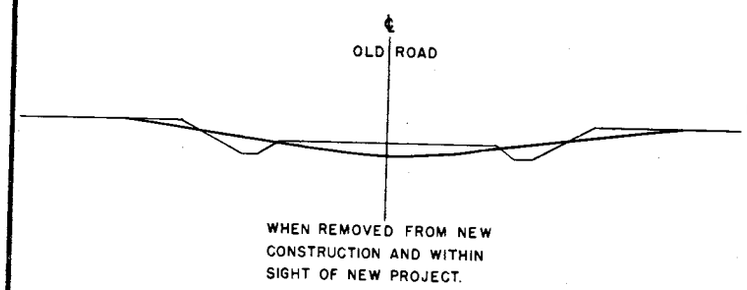
DRAWN

CHECKED

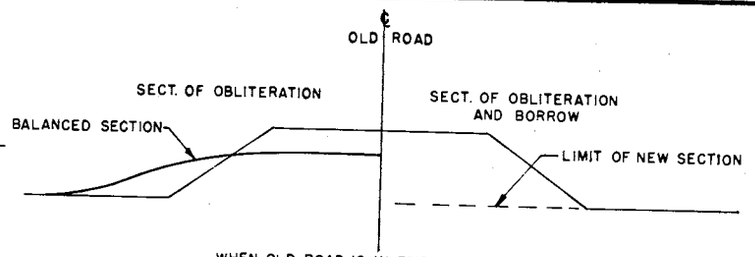
DATE

W. C. Ruegg
STATE HIGHWAY ENGINEER

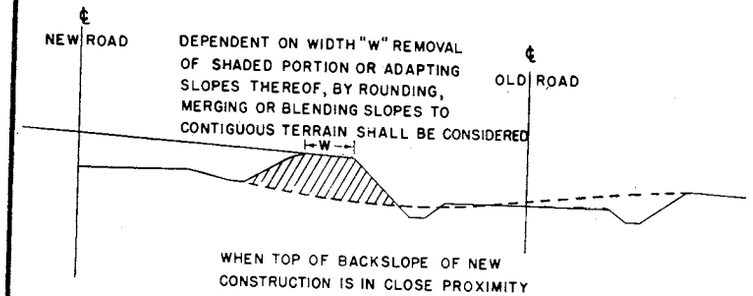
1-3.1.1



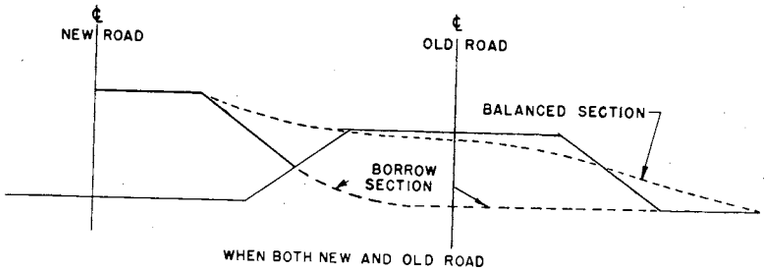
WHEN REMOVED FROM NEW CONSTRUCTION AND WITHIN SIGHT OF NEW PROJECT.



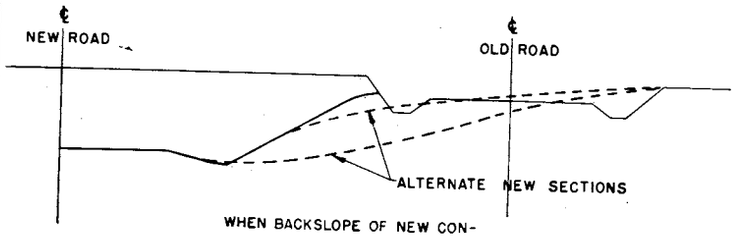
WHEN OLD ROAD IS IN EMBANKMENT AND REMOVED FROM NEW CONSTRUCTION BUT WITHIN SIGHT OF NEW PROJECT.



WHEN TOP OF BACKSLOPE OF NEW CONSTRUCTION IS IN CLOSE PROXIMITY OF TOP OF BACKSLOPE OF OLD ROAD.



WHEN BOTH NEW AND OLD ROAD ARE IN EMBANKMENT AND CONSTRUCTION IS CLOSELY ADJACENT.



WHEN BACKSLOPE OF NEW CONSTRUCTION EXTENDS INTO CONSTRUCTION LIMITS OF OLD ROAD.

CONSTRUCTION NOTES

DETAILS OF CONSTRUCTION NOT SHOWN SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

OBLITERATING OLD ROAD

STATE HIGHWAY COMMISSION OF WISC.

RECOMMENDED FOR APPROVAL

Frank Crane
DESIGN ENGINEER

A. R. Clark
DATE — CONSTRUCTION ENGINEER

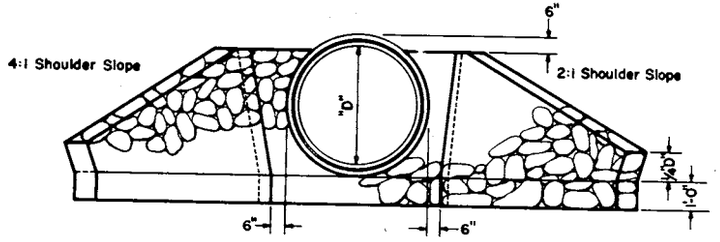
APPROVED:

DRAWN C.A.L.
CHECKED n.f.c

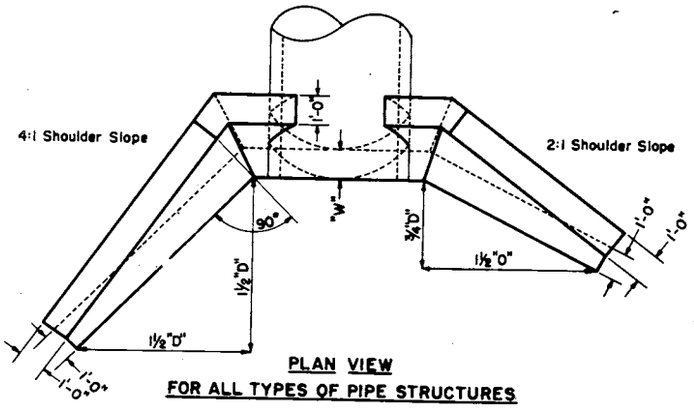
OCT. 1, 1945
DATE

E. G. Rettiger
STATE HIGHWAY ENGINEER

1-4.1.1



END ELEVATION
SHOWING CONCRETE CIRCULAR PIPE INCL. CATTLE PASS



PLAN VIEW
FOR ALL TYPES OF PIPE STRUCTURES

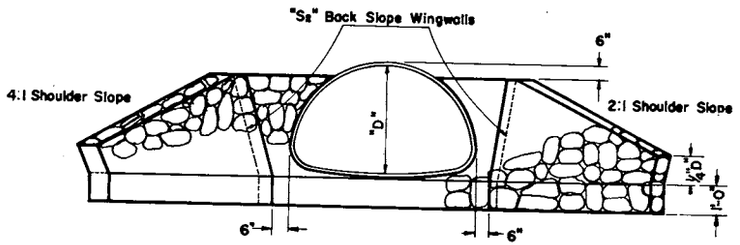
CIRCULAR PIPE		Cu. Yds Mortar Rubble Masonry or Riprap per Endwall		"A" (Feet)	"B" (Feet)	Front Slope "S1"	Back Slope "S2"	Width of Footing at "W" (Feet)
Size of Pipe	Type of Pipe	4:1 Slope	2:1 Slope	4:1 Slope	2:1 Slope			
24"	R.C.C.P.	1.2	1.0	3.4	0.8	½:1	½:1	1.0
	C.M.C.P.	1.0	0.8	2.8	0.6	"	"	"
30"	R.C.C.P.	1.5	1.3	5.1	1.5	"	"	"
	C.M.C.P.	1.3	1.0	4.6	1.3	"	"	"
36"	R.C.C.P.	2.0	1.6	6.9	2.3	"	"	"
	C.M.C.P.	1.7	1.3	6.3	2.1	"	"	"
42"	R.C.C.P.	2.6	2.1	8.9	3.1	"	"	"
	C.M.C.P.	2.2	1.7	8.1	2.9	"	"	"
48"	R.C.C.P.	3.2	2.6	10.7	3.9	"	"	"
	C.M.C.P.	2.8	2.2	9.8	3.8	"	"	"
60"	R.C.C.P.	8.4	6.9	14.5	5.5	"	¼:1	2.38
	C.M.C.P.	6.9	5.9	13.3	5.2	"	"	2.20
72"	R.C.C.P.	12.4	9.9	18.3	7.1	"	"	2.68
	C.M.C.P.	10.0	8.0	16.8	8.2	"	"	2.40

PIPE ARCH

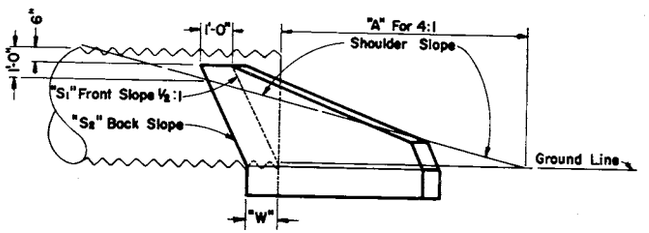
29"x18"	C.M.C.P.	1.0	0.8	1.1	0.3	½:1	½:1	1.0
36"x22"	"	1.3	1.0	2.2	0.5	"	"	"
43"x27"	"	1.7	1.2	3.7	1.0	"	"	"
50"x31"	"	1.9	1.4	4.9	1.5	"	"	"
58"x36"	"	2.1	1.7	6.3	2.1	"	"	"
65"x40"	"	2.5	2.0	7.5	2.6	"	"	"
72"x44"	"	2.9	2.4	8.6	3.1	"	"	"

CATTLE PASS

72"	ALTERNATE	12.4	9.9	18.3	7.1	"	"	2.68



END ELEVATION
SHOWING CORRUGATED METAL PIPE ARCH



SIDE ELEVATION

GENERAL NOTES

Details of construction not shown on this drawing shall conform to the pertinent requirements of the Standard Specifications, Sections 2409, 2512 and 4106 and the applicable Special Provisions.

CONCRETE MASONRY SUBSTITUTE

All items shown hereon may be constructed of Class "A" Concrete in which case all sizes and dimensions shown shall obtain. Concrete masonry substitute work shall conform to the pertinent requirements of the Standard Specifications, Section 2405.

BID ITEMS

No. 2409-2 Mortar Rubble Masonry...Cu. Yds
No. 2512-1 Riprap.....Cu. Yds

MORTAR RUBBLE MASONRY OR RIPRAP FOR CULVERT & CATTLE PASS ENDWALLS

STATE HIGHWAY COMMISSION OF WISCONSIN

RECOMMENDED FOR APPROVAL:

5/16/57
DATE

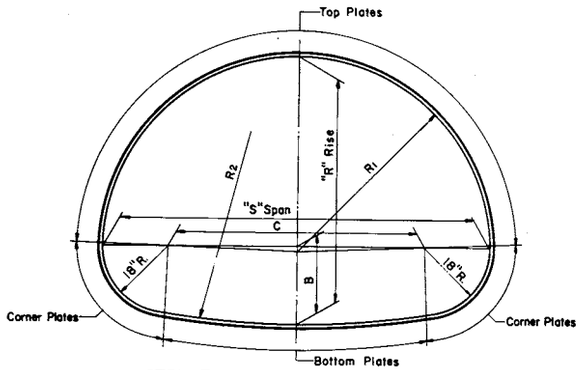
J. J. Pelt
ENGINEER OF DESIGN

APPROVED:

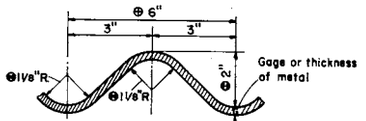
5/16/57
DATE

E. E. Ramstad
STATE HIGHWAY ENGINEER

PLATE NO. 6-2.4.2



STRUCTURAL PLATE PIPE ARCH



DETAIL OF METAL CORRUGATIONS

CORRUGATION DIMENSION	TOLERANCES
⊕	Tol. ¼"
⊕	Tol. ± 1/8"
⊖	Min. 1 1/16"

GENERAL NOTES

Details of construction not shown on this drawing shall conform to the pertinent requirements of the Standard Specifications, Sections 2412 and 3116 and the applicable Special Provisions.

TOLERANCES

Pipe Arch size dimensions are subject to manufacturing tolerances and the ratio of rise (R) to span (S) shall not exceed a tolerance of 5% plus or minus.

Metal corrugation dimension tolerances shall not exceed pertinent dimensions shown elsewhere on this drawing.

EMBANKMENT—Minimum for ℄ Culverts

For Flexible Type Pavement, the minimum depth of embankment or cover over top of Pipe Arch (finished construction) shall be "S"/10 or 1'-0" minimum.

For Rigid Type Pavement, the minimum depth of embankment over top of Pipe Arch shall be "S"/14 or a minimum of 6" cushion between pipe and pavement.

EMBANKMENT—Maximum for ℄ Culverts

The maximum depth of embankment shall be 15 feet (finished construction).

Adequate cover protection for Pipe Arches shall be provided at all times during construction operations to preclude any damage to structures.

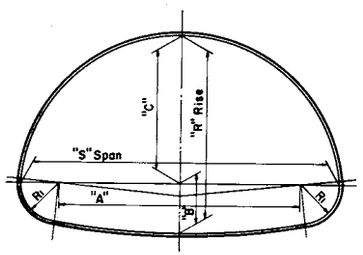
Strutting of Pipe Arches will not be required during construction unless specifically called for on the plans or the applicable Special Provisions.

TABLE OF PROPERTIES
STRUCTURAL PLATE PIPE ARCH

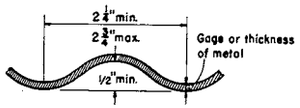
SPAN Nominal Size	Dimensions taken from inside crests of corrugations							Table of Metal Gages — Minimum Acceptable																	
	Fabricators Size Min. Acceptable "S" Span — "R" Rise	R/S Ratio	Area Sq.Ft.	B in.	C in.	R1 in.	R2 in.	H-20 LOADING Depth of Embankment in Feet																	
								1	2	3	4	5	6	7	8	9	10	11	12	13	14	15			
6 Feet	6'-1" x 4'-7"	.75	22	21.0	37.0	36.7	76.4	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12			
7 "	7'-0" x 5'-1"	.73	28	21.4	48.0	42.3	104.5	10	12	12	12	12	12	12	12	12	12	12	12	12	10	10			
8 "	7'-11" x 5'-7"	.70	35	21.7	59.0	47.7	138.4	10	10	10	12	12	12	12	12	12	12	12	10	10	10	10			
9 "	8'-10" x 6'-1"	.69	43	21.8	70.0	53.0	179.2	10	10	10	10	10	10	10	10	10	10	10	10	10	8	8			
10 "	9'-9" x 6'-7"	.67	52	21.9	81.0	58.3	228.0	8	8	10	10	10	10	10	10	10	10	10	8	8	8	7			
11 "	10'-11" x 7'-1"	.65	61	25.1	95.0	65.8	180.8	8	8	8	10	10	10	10	10	10	8	8	8	7	7	5			
12 "	11'-10" x 7'-7"	.64	71	25.2	106.0	71.1	217.0	7	8	8	8	8	8	8	8	8	8	8	7	5	5	3			
13 "	12'-10" x 8'-4"	.65	85	24.0	118.0	77.2	315.2	5	7	8	8	8	8	8	8	8	7	7	5	5	3	1			
14 "	13'-11" x 8'-7"	.62	93	28.9	131.0	84.4	220.8	5	5	7	7	8	8	8	7	7	5	5	3	3	1	1			
15 "	14'-10" x 9'-1"	.61	105	28.9	142.0	89.5	254.9	3	5	5	7	7	7	7	7	5	3	3	1	1	–	–			
16 "	15'-10" x 9'-10"	.62	122	27.4	154.0	95.4	339.1	1	3	5	5	7	7	7	5	3	3	1	1	–	–	–			
16.5 "	16'-7" x 10'-1"	.61	131	28.7	163.0	99.8	333.8	–	1	3	3	5	5	5	3	1	1	1	–	–	–	–			

Note: For sizes of Structural Plate Pipe Arch between those shown in the table, the gage shall be interpolated (based on table data) where possible ; otherwise the gage of the next larger size shown in the table shall be used.

STRUCTURAL PLATE PIPE ARCH



CORRUGATED METAL PIPE ARCH
(Riveted)



DETAIL OF METAL CORRUGATIONS

GENERAL NOTES

Details of construction not shown on this drawing shall conform to the pertinent requirements of the Standard Specifications, Sections 2411 and 3116 and the applicable Special Provisions.

TOLERANCES

Tolerance from the dimensions detailing size and shape will be permissable providing equivalent capacity and strength are attained.

EMBANKMENT—Minimum for ℄ Culverts

For Flexible Type Pavement, the minimum depth of embankment or cover over top of Pipe Arch (finished construction) shall be "S"/10 or 9" minimum.

For Rigid Type Pavement, the minimum depth of embankment over top of Pipe Arch shall be "S"/14 or a minimum of 3" cushion between pipe and pavement.

EMBANKMENT—Maximum for ℄ Culverts

The maximum depth of embankment shall be 10 feet (finished construction).

Adequate cover protection for Pipe Arches shall be provided at all times during construction operations to preclude any damage to structures.

TABLE OF DIMENSIONS
CORRUGATED METAL PIPE ARCH

CORRUGATED METAL PIPE ARCH									Round Pipe of Approx. Equal Periphery	
Gage (Min. Acceptable)	"S" Span Inches	"R" Rise Inches	"A" Inches	"B" Inches	"C" Inches	R1 Inches	R/S Ratio	Area Sq.Ft.	Area Sq.Ft.	Diam. Inches
16	18	11	10	4 1/2	6 1/2	3 1/2	.61	1.1	1.23	15
16	22	13	14	4 3/4	8 1/8	4	.59	1.6	1.77	18
16	25	16	17	5 1/4	10 3/8	4	.64	2.2	2.41	21
14	29	18	20	5 1/2	12 1/2	4 1/2	.62	2.8	3.14	24
14	36	22	26	6 1/4	15 3/4	5	.61	4.4	4.91	30
12	43	27	32	7	20	5 1/2	.63	6.4	7.07	36
12	50	31	38	8	23	6	.62	8.7	9.62	42
12	58	36	44	9 1/8	26 3/4	7	.62	11.4	12.57	48
12	65	40	49	10 1/2	29 1/2	8	.62	14.3	15.90	54
10	72	44	54	11 3/4	32 1/4	9	.61	17.6	19.64	60

NOTE: All Dimensions measured from inside crest of corrugations.

CORRUGATED METAL PIPE ARCH

STRUCTURAL PLATE PIPE ARCH
CORRUGATED METAL PIPE ARCH

STATE HIGHWAY COMMISSION OF WISCONSIN

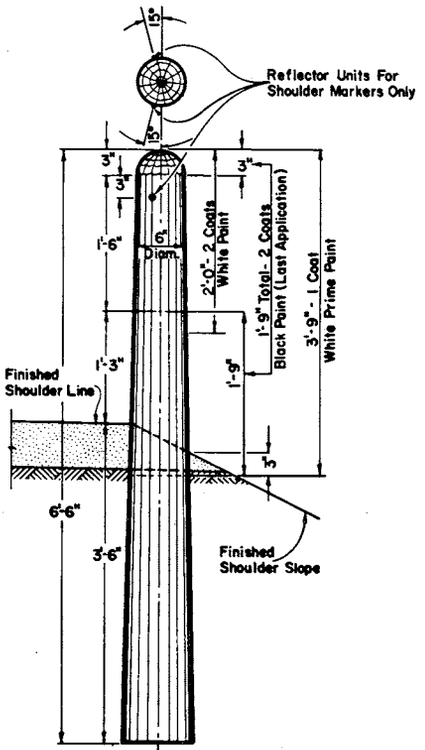
RECOMMENDED FOR APPROVAL:

5-27-57 DATE — J. A. Pelt ENGINEER OF DESIGN

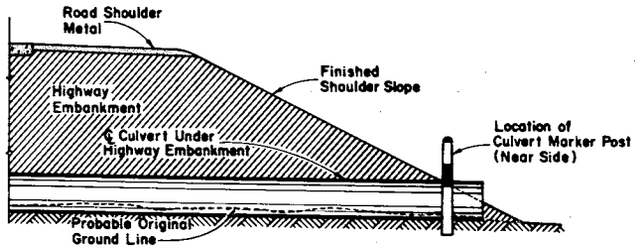
APPROVED:

5/28/57 DATE — E. C. Rustigan STATE HIGHWAY ENGINEER

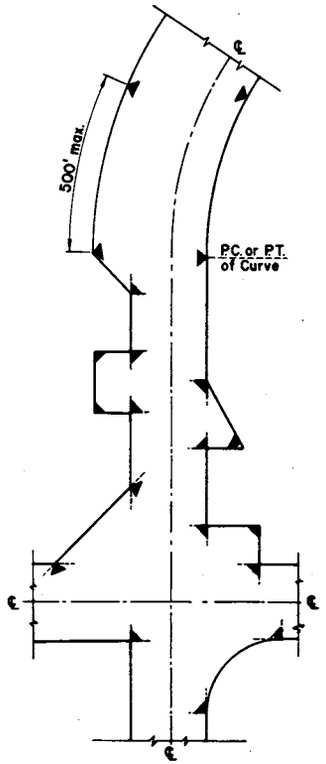
PLATE NO. 6-5.3.1



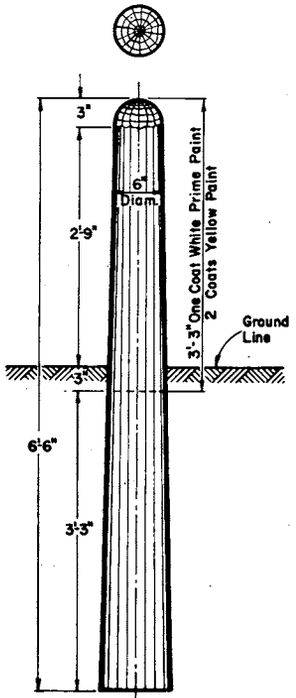
MARKER POST FOR
ROAD SHOULDERS AND CULVERTS



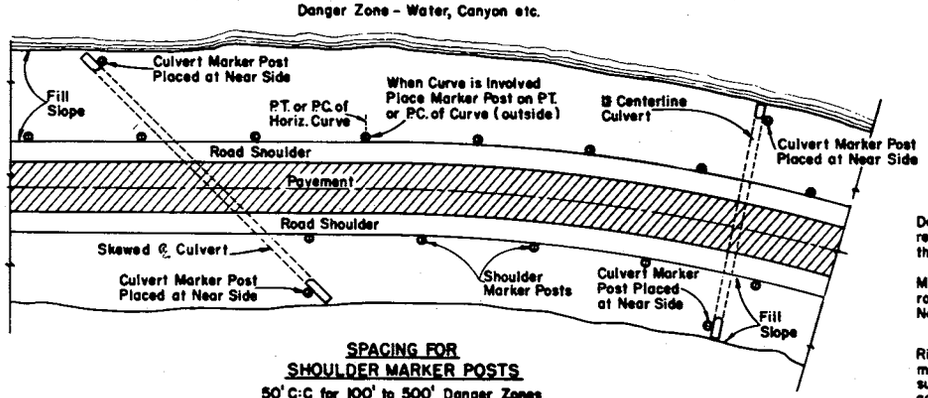
SECTION
SHOWING RELATIVE LOCATION OF
MARKER POST FOR CULVERTS



LOCATION DIAGRAM
SHOWING TYPICAL LOCATIONS OF
MARKER POSTS FOR RIGHT OF WAY



MARKER
POST
FOR
RIGHT OF WAY



SPACING FOR
SHOULDER MARKER POSTS
50' C:C for 100' to 500' Danger Zones
100 C:C for Over 500' Danger Zones

LOCATION DIAGRAM
SHOWING RELATIVE LOCATIONS OF SHOULDER MARKER POSTS
AND CULVERT MARKER POSTS

MARKER POST FOR RIGHT OF WAY

GENERAL NOTES:

Details of Construction not shown on this drawing shall conform to the pertinent requirements of the Standard Specifications Sections 2523, 4124 and 4125 and the applicable Special Provisions.

All posts for Road Shoulder Markers, Culvert Markers and Right of Way Markers are identical except for Painting and Reflector Units. All Posts shall be round and untreated and shall be either Northern White Cedar, Southern Yellow Pine, Norway Pine, White Pine or Jack Pine.

MARKER POSTS FOR RIGHT OF WAY

Right of Way Marker Posts shall be erected in advance of Grading Operations. Posts may be shaped and painted prior to erection. Any damaged areas occurring to paint surface during erection or other subsequent operations must be repainted prior to acceptance.

Posts shall be placed at the outer limits of the Highway Right of Way, but entirely within the Right of Way, and shall be so placed that the outer edge of the posts shall be tangent to the Right of Way line or lines extended. The exact location of all Right of Way Posts shall be staked in the field by the Engineer.

Reflector Units for Right of Way Marker Posts will not be required.

REFLECTOR UNITS

Reflector Units shall have plastic crystal lens 7/8" in diameter. Unit assembly shall be a minimum of 7/8" in length. Reflector Units shall be furnished with flared expanding metal clips for wood mounting. Units shall be mounted in tightest fit possible and securely stayed in posts. Reflector Units shall be installed in Road Shoulder Marker Posts only.

BID ITEMS

No. 2523-5 Marker Posts.....Each
No. 2523-6 Marker Posts for Right of Way.....Each

MARKER POSTS & MARKER POSTS FOR RIGHT OF WAY

STATE HIGHWAY COMMISSION OF WISCONSIN

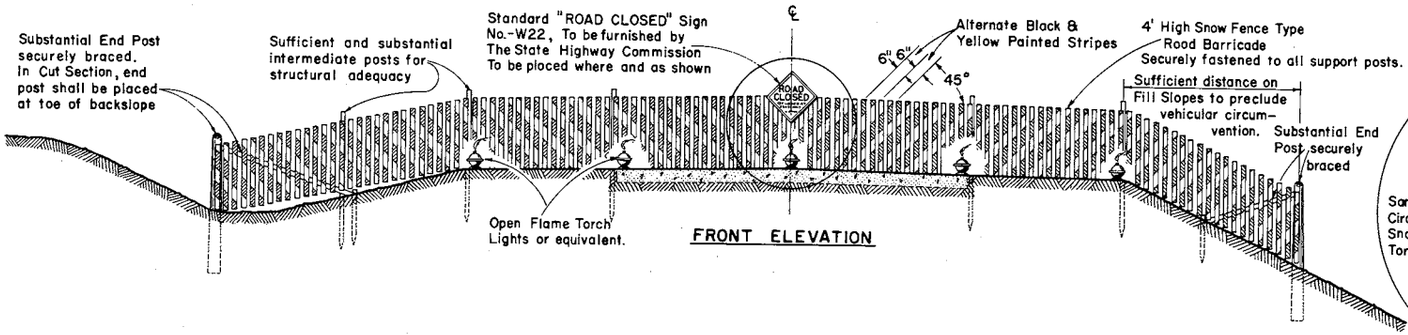
RECOMMENDED FOR APPROVAL

5/16/57 DATE — J.S. Pitt ENGINEER OF DESIGN

APPROVED:

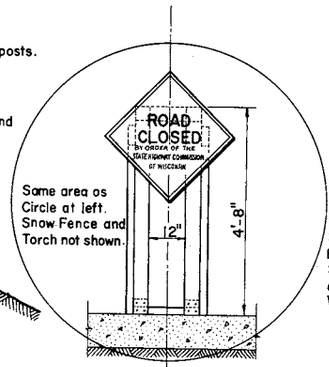
5/16/57 DATE — E.L. Ruettiger STATE HIGHWAY ENGINEER

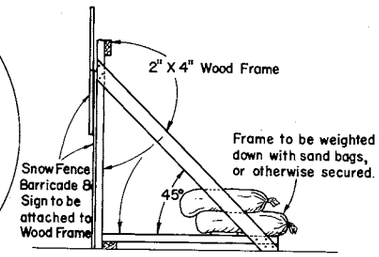
PLATE NO. 7-1.3.3.



STANDARD ROAD CONSTRUCTION BARRICADE

SNOW FENCE TYPE-"A"





WOOD FRAME SUPPORT AT ℄ FOR SNOWFENCE TYPE BARRICADE When Barricade is Erected on Rigid Type Surfacing

GENERAL NOTES

The Contractor shall construct, ploce and maintain barricades as shown on this drawing and as required by the Standard Specifications Section 1107 for the duration of the project. Barricades shall be painted and structurally maintained for maximum visibility at all times.

Provision shall be made in the construction af barricades to pravide for ingress and egress for local access as may be required.

ALTERNATE DESIGNS

Contractors may submit to the Engineer for approval, designs far Barricades other than shown on this drawing, and upon the Engineer's approval may be used as alternates.

MEASUREMENT & PAYMENT

All Barricades, unless otherwise provided for in the Plans and/or Special Provisions shall be furnished, placed, and maintained as noted above, and no additional compensation will be allowed but shall be construed to be included in the price bid for other items.

CONSTRUCTION BARRICADE

STATE HIGHWAY COMMISSION OF WISCONSIN

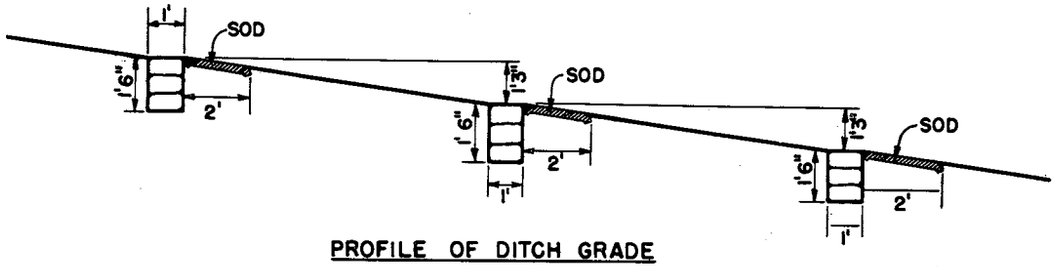
RECOMMENDED FOR APPROVAL:

6/2/55 DATE — J. L. Pelt ENGINEER OF DESIGN

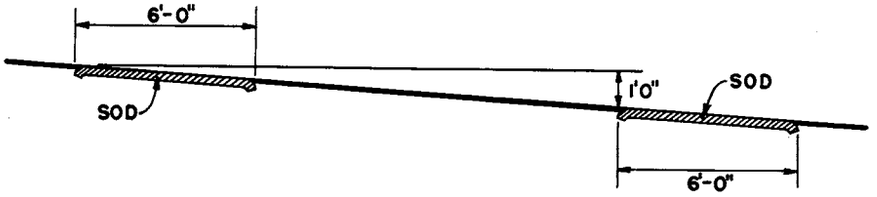
APPROVED:

6/2/55 DATE — E. C. Rustigan STATE HIGHWAY ENGINEER

PLATE NO. 7-4.1.2

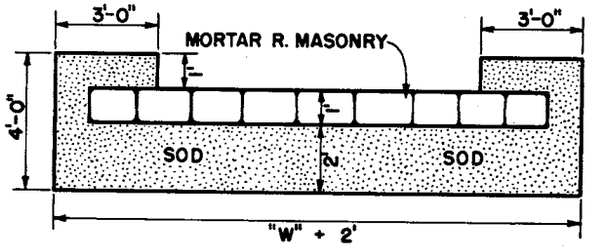


PROFILE OF DITCH GRADE

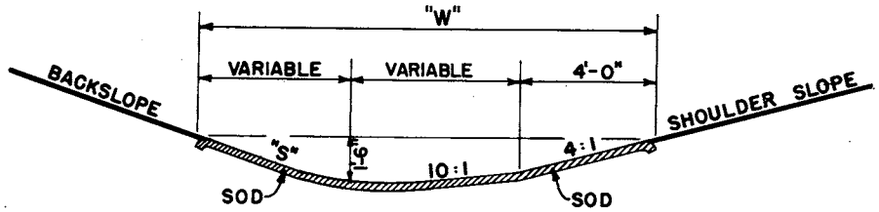


PROFILE OF DITCH GRADE

NOTE: NUMBER REQUIRED WILL BE DETERMINED BY VERTICAL SPACING.



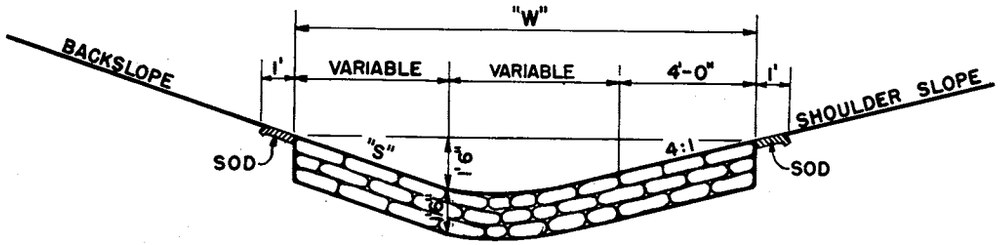
PLAN VIEW SHOWING SOD



SECTION

SOD DITCH CHECKS

QUANTITIES		
"S"	"W"	EACH SQ. YD.
2:1	12'	8
3:1	13.5'	9
4:1	15'	10



SECTION

MORTAR RUBBLE MASONRY

QUANTITIES			
"S"	"W"	SOD SQ. YD.	EACH CU. YD.
2:1	12'	4.0	0.67
3:1	13.5'	4.33	0.75
4:1	15'	4.67	0.83

CONSTRUCTION NOTES

DETAILS OF CONSTRUCTION NOT SHOWN SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

DITCH CHECKS
MORTAR RUBBLE MASONRY & SOD
STATE HIGHWAY COMMISSION OF WISC.

RECOMMENDED FOR APPROVAL:

Frank Crane
DESIGN ENGINEER

DATE:

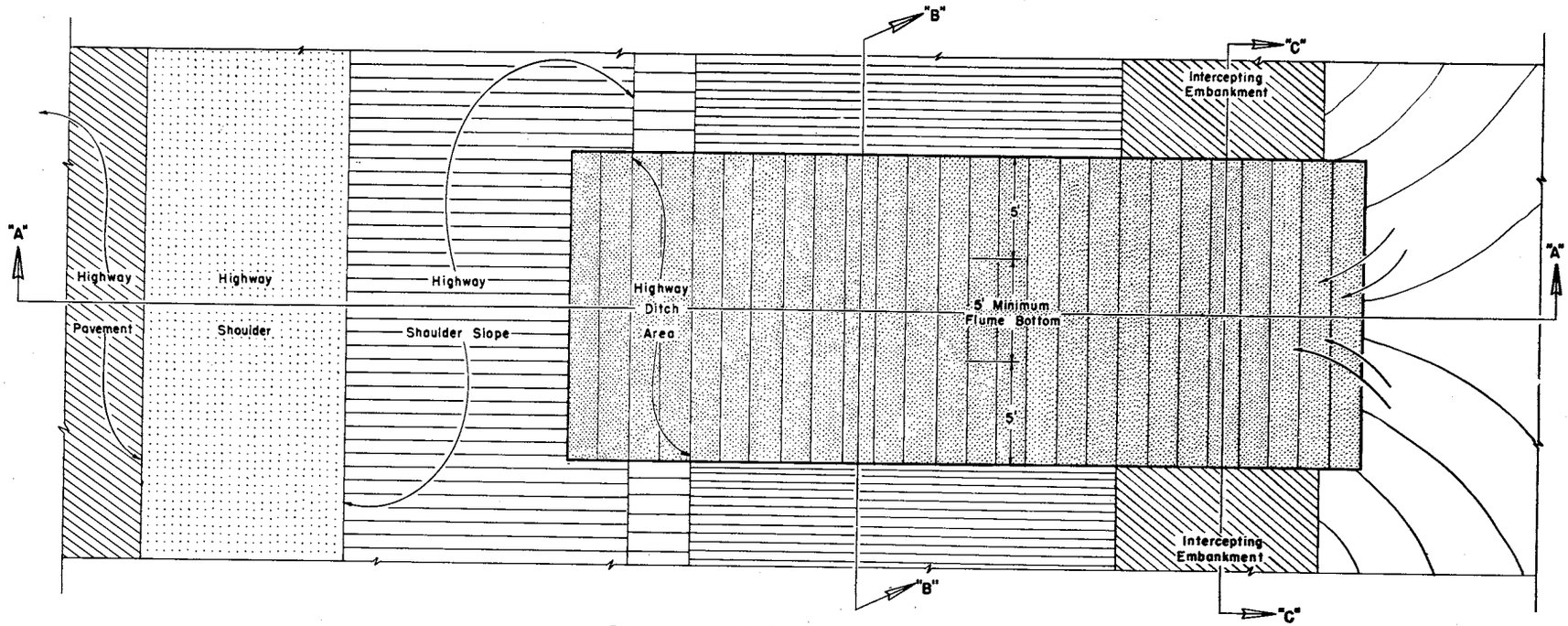
CONSTRUCTION ENGINEER

APPROVED:

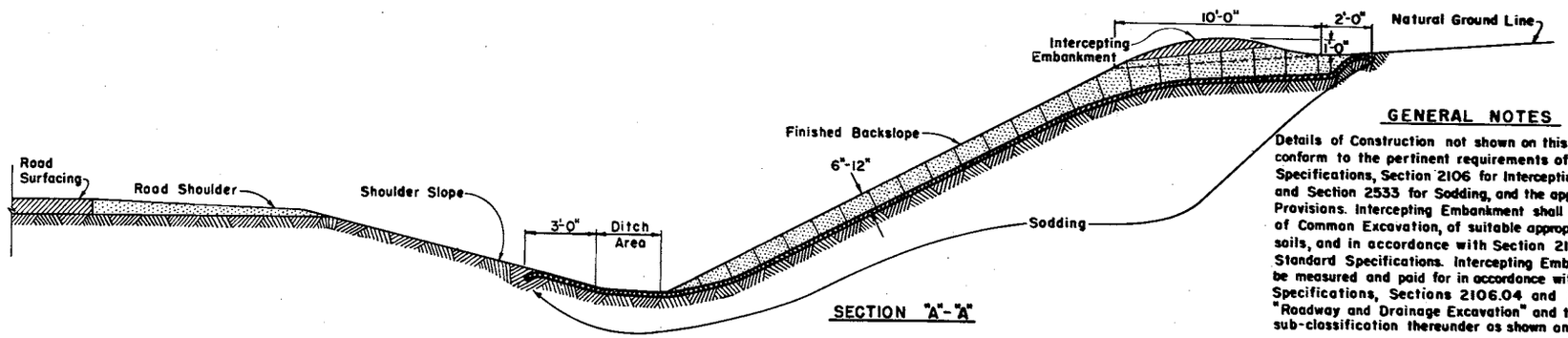
E. L. Roettiger
STATE HIGHWAY ENGINEER

DRAWN DIV 9
CHECKED N.F.C.

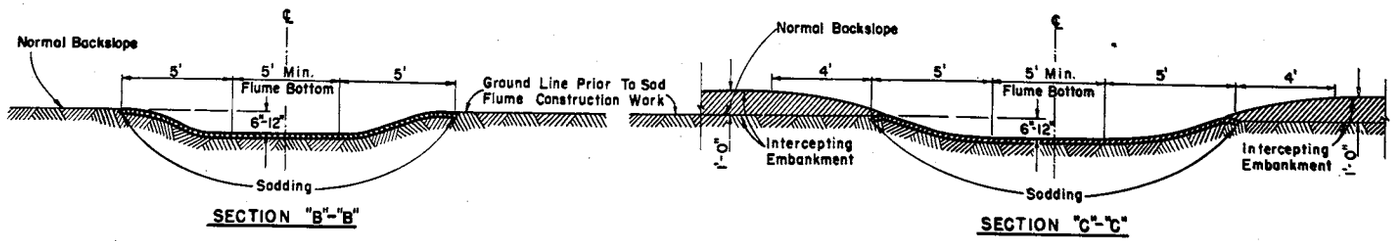
8-1.3.1



PLAN VIEW OF SODDED BACKSLOPE FLUME



SECTION "A"-"A"



SECTION "B"-"B"

SECTION "C"-"C"

GENERAL NOTES

Details of Construction not shown on this drawing shall conform to the pertinent requirements of the Standard Specifications, Section 2106 for Intercepting Embankment and Section 2533 for Sodding, and the applicable Special Provisions. Intercepting Embankment shall be constructed of Common Excavation, of suitable appropriate type soils, and in accordance with Section 2106.03 of the Standard Specifications. Intercepting Embankment shall be measured and paid for in accordance with the Standard Specifications, Sections 2106.04 and 2106.05 for "Roadway and Drainage Excavation" and the applicable sub-classification thereunder as shown on the plans.

SODDED BACKSLOPE FLUME & INTERCEPTING EMBANKMENT

STATE HIGHWAY COMMISSION OF WISCONSIN

RECOMMENDED FOR APPROVAL:

5-22-57
DATE

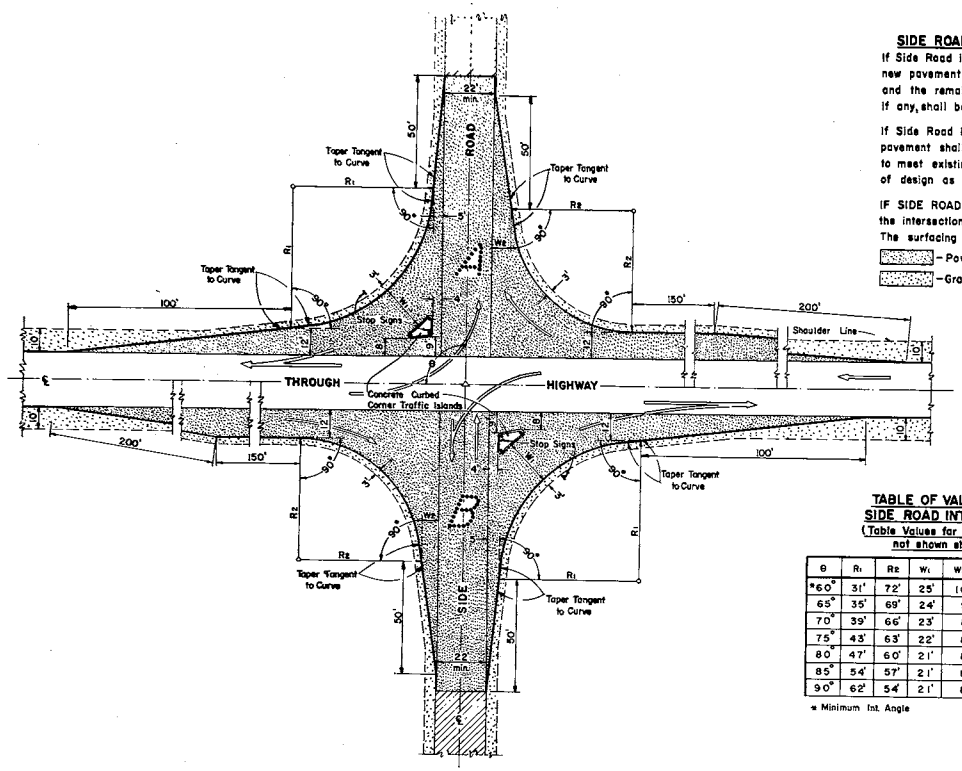
ENGINEER OF DESIGN

APPROVED:

5/28/57
DATE

STATE HIGHWAY ENGINEER

PLATE NO. 8-2.1.2.



SIDE ROAD SURFACING NOTE

If Side Road is not presently surfaced, new pavement shall be placed as shown, and the remainder to construction limits, if any, shall be gravel or crushed stone surfaced.

If Side Road is presently paved, new pavement shall be placed only as necessary to meet existing pavement, and to limits of design as shown.

IF SIDE ROAD IS THE CONSTRUCTION PROJECT, the intersection geometrics remain as shown. The surfacing shall be same as for the project.

- Pavement
- Gravel or Crushed Stone

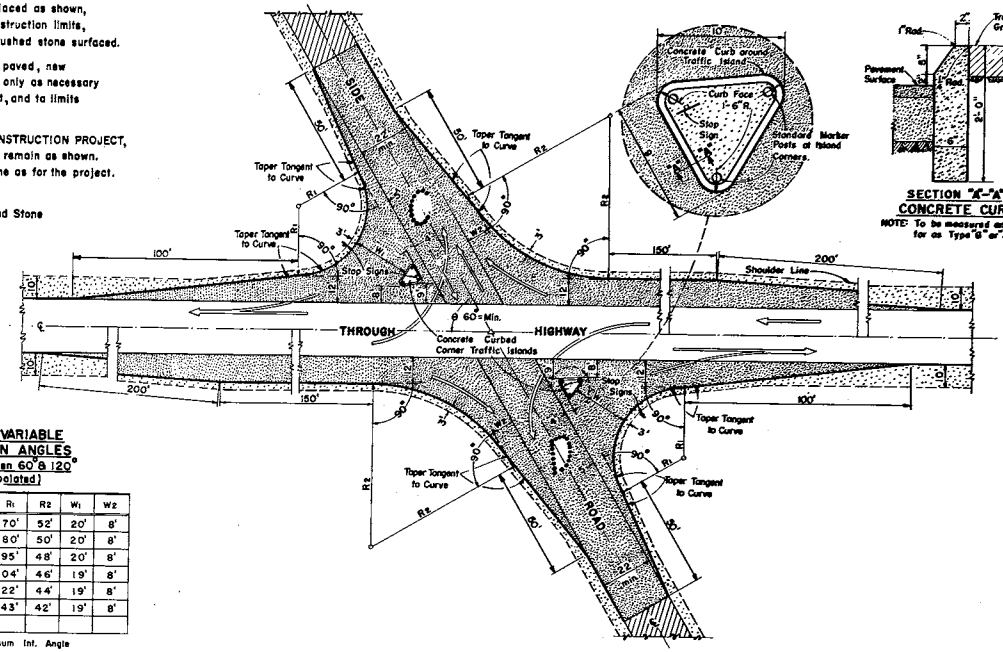
TABLE OF VALUES FOR VARIABLE SIDE ROAD INTERSECTION ANGLES
(Table Values for Angles between 60° & 120° not shown shall be interpolated)

θ	R1	R2	W1	W2
*60°	31'	72'	25'	10'
65°	35'	69'	24'	9'
70°	39'	66'	23'	8'
75°	43'	63'	22'	8'
80°	47'	60'	21'	8'
85°	54'	57'	21'	8'
90°	62'	54'	21'	8'

θ	R1	R2	W1	W2
95°	70'	52'	20'	8'
100°	80'	50'	20'	8'
105°	95'	48'	20'	8'
110°	104'	46'	19'	8'
115°	122'	44'	19'	8'
*120°	143'	42'	19'	8'

* Minimum Int. Angle

**Maximum Int. Angle



MAJOR SIDE ROAD INTERSECTION DESIGN DETAILS

To be used only when current ADT on Through Highway is 1500 or over, and on Side Road is Over 200

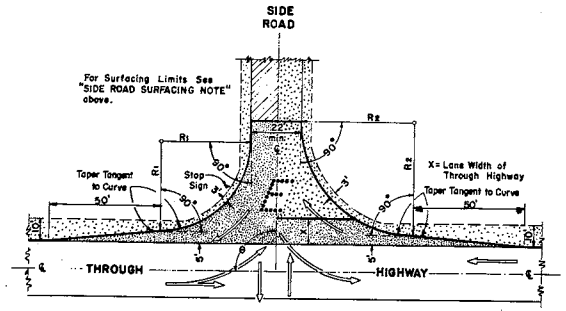


TABLE OF VALUES FOR VARIABLE SIDE ROAD INTERSECTION ANGLES
(Table Values for Angles between 60° & 120° not shown shall be interpolated)

θ	R1	R2
* 60°	40'	50'
65°	40'	50'
70°	40'	50'
75°	40'	50'
80°	40'	50'
85°	40'	50'
90°	40'	50'

θ	R1	R2
95°	45'	49'
100°	50'	48'
105°	55'	47'
110°	60'	46'
115°	65'	45'
**120°	70'	44'

* Minimum Int. Angle

** Maximum Int. Angle

MINOR SIDE ROAD INTERSECTION DESIGN DETAILS

To be used when current ADT on Thraugh Highway is Less than 1500 or on Side Road is Less than 200

GENERAL NOTES

Designs "A" "B" "C" "D" or "E" may be used interchangeably in combination or separately for any one complete intersection depending upon Traffic Volume, Intersection angle and Surfacing of each approach roadway.

Details on this drawing are for Minimum Design Only, and not applicable to Special Conditions, as shown elsewhere on the plans.

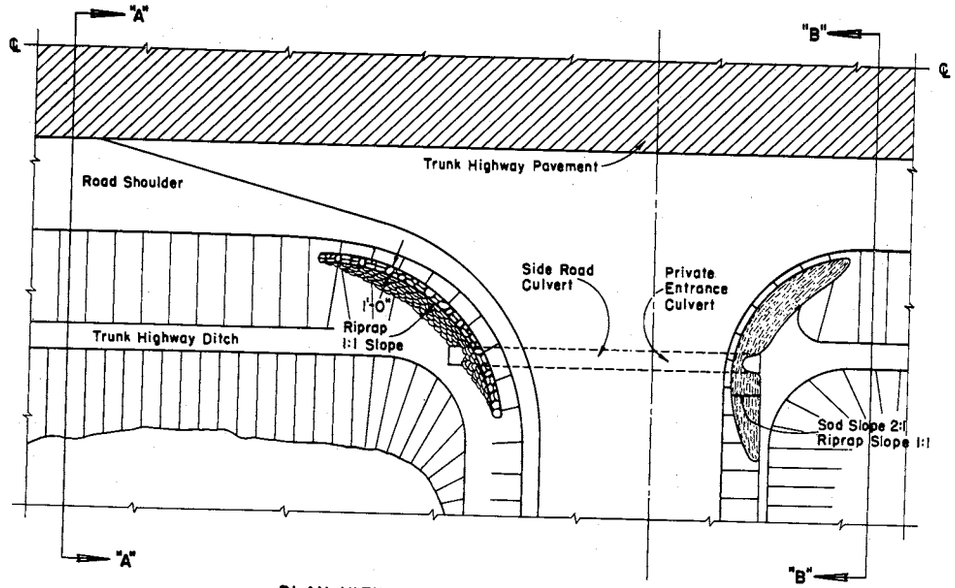
DESIGN & LAYOUT DETAILS FOR SIDE ROAD AT GRADE INTERSECTIONS
(RURAL IN CHARACTER)

STATE HIGHWAY COMMISSION OF WISCONSIN

RECOMMENDED FOR APPROVAL
DATE: 1/17/58 — ENGINEER OF DESIGN

APPROVED
DATE: 1/17/58 — STATE HIGHWAY ENGINEER

PLATE NO. 9-1.1.3

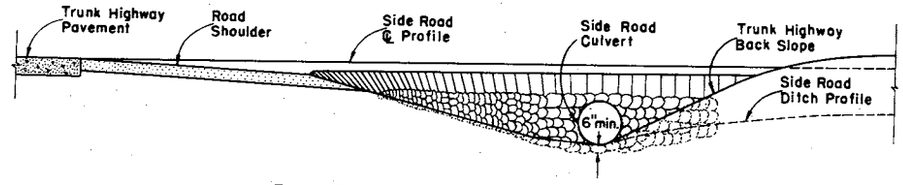


PLAN VIEW
HALF SECTION SHOWING
RIPRAP PLACED AT
SIDE ROAD CULVERT

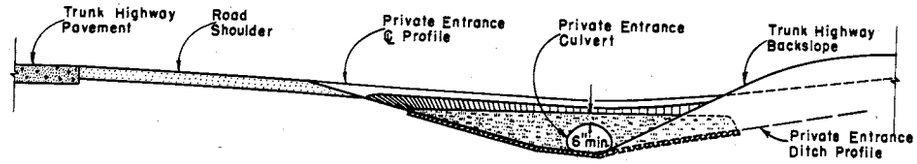
PLAN VIEW
HALF SECTION SHOWING
SOD OR RIPRAP PLACED AT
PRIVATE ENTRANCE CULVERT

TABLE OF QUANTITIES

SIDE ROAD CULVERTS		PRIVATE ENTRANCE CULVERTS		
Size of Culvert Pipe	Cu. Yds. Riprap One End	Size of Culvert Pipe	Cu. Yds. Riprap One End	Sq. Yds. Sod One End
—	—	18"	0.7	4
24"	1.0	24"	1.0	5
30"	1.3	30"	1.3	6
36"	2.0	36"	2.0	7
42"	2.7	42"	2.7	8
48"	3.6	48"	3.6	10



ELEVATION VIEW SECTION "A-A"
SHOWING RIPRAP PLACED AT SIDE ROAD CULVERT



ELEVATION VIEW SECTION "B-B"
SHOWING SOD OR RIPRAP PLACED AT PRIVATE ENTRANCE CULVERT

GENERAL NOTES

Details of construction not shown on this drawing shall conform to the pertinent requirements of the Standard Specifications, Section 2512 for Riprap, and Section 2533 for Sodding, and the applicable Special Provisions.

BID ITEMS

No. 2512 - 1 Riprap _____ Cu. Yds.
No. 2533 - 1 Sodding _____ Sq. Yds.

RIPRAP AT SIDE ROAD CULVERTS & RIPRAP OR SOD AT PRIVATE ENTRANCE CULVERTS

STATE HIGHWAY COMMISSION OF WISCONSIN

RECOMMENDED FOR APPROVAL:

4/5/55 DATE — J. J. Pitt ENGINEER OF DESIGN

APPROVED:

4/5/55 DATE — E. G. Rottiger STATE HIGHWAY ENGINEER

PLATE NO. 6-2.5.1.

ESTIMATE OF QUANTITIES

THIS PROJECT IS TO BE EXECUTED UNDER THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION OF THE STATE HIGHWAY COMMISSION OF WISCONSIN — EDITION OF 1957 APPROVED AUG. 9, 1957, AND SPECIAL PROVISIONS AS ATTACHED TO THE PROPOSALS.

CONTRACT NO. 182

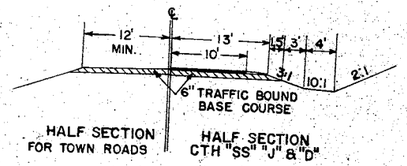
PROJECT	SHEET NUMBER	TOTAL SHEETS
S012 (4)	2	105

CONTRACT NO.	STATION TO STATION	NET LENGTH OF CENTER LINE	CLEARING	GRUBBING	EXCAVATION UNC	EXCAVATION MARSH	EXCAVATION BORROW	GRANULAR SUB-BASE COURSE	FINISHING ROADWAY	OBLITERATING OLD ROAD	TRAFFIC BOUND BASE COURSE	REINFORCED CONC. CULVERT PIPE 18"	24"	30"	48"	54"	RIP RAP	STEEL PLATE BEAM GUARD	MARKER POSTS	MARKER POSTS	CORRUGATED METAL CULVERT PIPE 24"	30"	42"	STRUCT. PLATE PIPE ARCH 8' SPAN	MORTAR RUBBLE MASONRY	REMOVING OLD BRIDGE STA. 615+41
	ITEM NO.		2101-1	2101-4	2106-5	2106-4	2109-1	2201-1	2114-1	2116-1	2204-1	2411-11	2411-12	2411-13	2411-14	2411-15	2512-1	2523-3	2523-3	2523-5	2523-5	2411-21	2411-22	2411-23	2412-21	2409-2	2104-23
	UNIT	LIN. FT.	STA	STA	C.Y.	C.Y.	C.Y.	SQ. YD.	L.S.	STA.	TON	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	C.Y.	LIN. FT.		EACH	EACH	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	C.Y.	L.S.
1	0+00 — 128+00	12,800.0	27	27	45,626		14,026	18,815	0.327	5		356	308		116	52	143			18							
2	0+00 — 128+00	12,800.0									15,618							565		44							
1	400+45.75 — 664+03.9	26,348.15	93	100	74,170	9,274	33,534	98,074	0.673	26		644	664	116			79				38	86	110	46	42	14	1
2	400+45.75 — 664+03.9	26,348.15									30,066									67							
	TOTAL	39,148.15	120	127	119,796	9,274	47,560	116,889	1	31	45,684	1000	972	116	116	52	222	565		111	56	86	110	46	42	14	1
	CONTRACT NO.										2						2			2							

CONTRACT NO.	TOPSOIL SALVAGED	TOPSOIL FERTILIZER	SEEDING	SODDING
	2528-1	2528-2	2531-1	2532-1	2533
	SQ. YD.	SQ. YD.	CWT.	SQ. YD.	SQ. YD.
1	23,064	21	23,064	806	
2					
	37,499	39	43,024	330	
1	60,563	60	66,088	1136	
2					

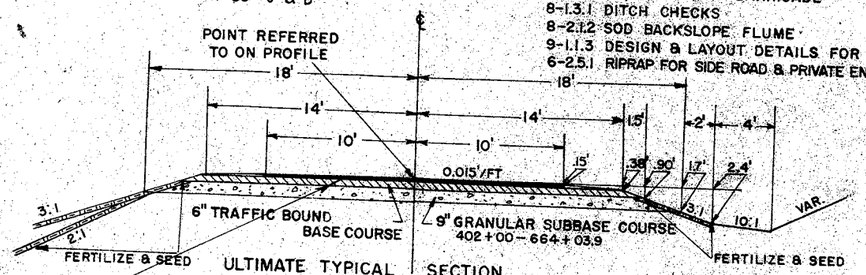
BRIDGES (STRUCTURES OVER 20FT SPAN)

CONTRACT NO.	REMOVE OLD BRIDGE STA. 30+30	REMOVE OLD BRIDGE STA. 115+02.5	EXCAVATION FOR STRUCTURES	GRANULAR BACK FILL	CONCRETE MASONRY	BAR STEEL REINF.	STRUCTURAL CARBON STEEL	SHEET ZINC	TRT'D LUMBER AND TIMBER	UNTR'D TIMBER TEST PILING	TREATED TIMBER PILING DELIVERED	TREATED TIMBER PILING DRIVEN	PILE SHOES	CAST-IN-PLACE CONCRETE TEST PILING	CAST-IN-PLACE CONC. PILING DELIVERED	CAST-IN-PLACE CONC. PILING DRIVEN	STEEL RAILING	HEAVY RIP RAP
	2104-21	2104-22	2107-1	2110-1	2401-1	2406-1	2407-1	2407-11	2408-2	2501-1	2501-4	2501-5	2501-6	2505-1	2505-2	2505-3	2510-2	2512-2
	L.S.	L.S.	C.Y.	C.Y.	C.Y.	LB.	LB.	LB.	M.B.M.	L.S.	LIN. FT.	LIN. FT.	EACH	L.S.	LIN. FT.	LIN. FT.	LIN. FT.	C.Y.
1	1	1	185	130	169.9	26,800	12,660	38	5.55	55 1 @ B-37-46	1,120	830	28	60 1 @ B-37-45	825	670	234	440
2														2				
	1	1	185	130	169.9	26,800	12,660	38	5.55	1	1,120	830	28	1	825	670	234	440

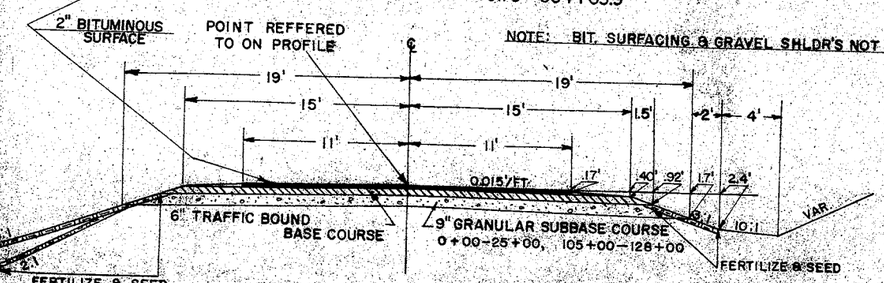


HALF SECTION FOR TOWN ROADS

HALF SECTION CTH "SS" "J" & "D"



ULTIMATE TYPICAL SECTION
EAST SECTION 400+45.75 — 664+03.9



ULTIMATE TYPICAL SECTION
WEST SECTION 0+00 — 128+00

NOTE: BIT. SURFACING & GRAVEL SHLDR'S NOT PART OF PROJECT

LEGEND
- TRAFFIC BOUND BASE COURSE
- BITUMINOUS SURFACING
- SALVAGED TOPSOIL

NOTE: ALL C.T.H. AND TOWN ROAD INTERSECTIONS TO COMPLY WITH TYPE E STANDARD INTERSECTION LAYOUT SEE STANDARD DETAIL PLATE NO. 8-1.1.3

APPLICABLE STANDARD DETAILS
- 1-1.12 MARSH-EXCAVATION
- 1-3.1.1 DETAILS OF PRIVATE ENT. AND SIDE ROAD APPROACHES
- 1-4.1.1 OBLITERATING OLD ROAD
- 6-2.4.2 RIP RAP FOR CULV. PIPE END WALLS
- 6-5.3.1 STRUCTURAL PLATE PIPE ARCH
- 7-1.3.3 MARKER POSTS
- 7-2.4.4 STEEL PLATE BEAM GUARD
- 7-4.1.2 CONSTRUCTION BARRICADE
- 8-1.3.1 DITCH CHECKS
- 8-2.1.2 SOD BACKSLOPE FLUME
- 9-1.1.3 DESIGN & LAYOUT DETAILS FOR SIDE ROADS
- 6-2.5.1 RIPRAP FOR SIDE ROAD & PRIVATE ENTRANCE CULVERTS

OBLITERATING OLD ROAD STA. TO STA.	NO. STA
539+00 - 543+85	6
544+50 - 549+00	5
628+00 - 642+00	15

EAST SECTION

EROSION CONTROL

STA. TO STA.	SIDE	INT. EMB. LIN. FT.	SOD SQ. YD.	REMARKS
413+70 - 414+10	LT.		60	FLUME
413+50 - 413+90	RT.		60	FLUME
419+00 - 419+40	RT.		60	FLUME
419+50 - 419+90	LT.		60	FLUME
~~423+25 - 427+50~~	~~LT.~~	~~425~~		
~~423+50~~	~~LT.~~		~~40~~	~~FLUME~~
~~530+60 - 534+50~~	~~LT.~~	~~390~~		
~~535+00 - 536+50~~	~~RT.~~	~~150~~		
~~536+45~~	~~RT.~~		~~50~~	~~FLUME~~
~~536+20 - 540+60~~	~~LT.~~	~~240~~		
~~539+65~~	~~LT.~~		~~30~~	~~FLUME~~
632+50 - 632+90	RT.		60	FLUME
UNDISTRIBUTED			30	
TOTAL			330	

TRAFFIC BOUND BASE COURSE

LOCATION	TONS
400+45.75 - 664+03.9	28,788
25 PE'S AT 10 TON	250
PE'S 416+05, 559+18, 620+95, 439+30	72
PE 536+64	24
PE 632+37	63
SRS 544+18, 570+74, 659+09.5	621
SR'S 452+27, 504+58, 530+80, 610+38	248
TOTAL	30,066

MARKER POSTS FOR SHOULDERS

STA. TO STA.	SIDE	EACH
411+00 — 413+50	RT	6
411+25 — 413+75	LT	6
419+25 — 421+75	RT	6
419+50 — 421+00	LT	4
544+50 — 547+50	RT	7
547+25 — 550+25	LT	7
569+50 — 572+00	RT	6
632+75 — 636+75	RT	9
632+00 — 639+50	LT	16

CLEARING

STA. TO STA.	STA.
411+00 - 415+00	4
419+00 - 423+00	4
428+00 - 438+00	10
486+00 - 497+00	31
512+00 - 514+00	2
540+00 - 558+00	18
602+00 - 603+00	1
615+00 - 618+00	3
627+00 - 643+00	16
648+00 - 652+00	4

GRUBBING

STA. TO STA.	STA.
411+00 - 415+00	4
419+00 - 423+00	4
428+00 - 438+00	10
486+00 - 497+00	31
500+00 - 504+00	4
505+00 - 508+00	3
512+00 - 514+00	2
540+00 - 558+00	18
602+00 - 603+00	1
615+00 - 618+00	3
627+00 - 643+00	16
648+00 - 652+00	4

EAST SECTION

PIPE CULVERTS

STA.	DIA. INCH	LENGTH LIN. FT.	TYPE	℄ RDWY.	PE ℄ LT.	S.R. RT.	RIP RAP	MARKERS
402+60	18	24	RCCP		PE		1.4	
406+05	18	24	RCCP			PE	1.4	
412+43	24	86	CMCP	✓			2	2
416+03					PE			
420+40	24	76	RCCP	✓			2.2	2
429+25	24	52	RCCP	✓			2.2	2
436+42	18	28	RCCP		PE		1.4	
436+05	30	72	RCCP	✓			2.8	2
439+30	18	44	RCCP			PE	1.4	
442+21						PE		
443+44	18	24	RCCP		PE		1.4	
446+67	24	44	RCCP	✓			2.2	2
452+27	24	40	RCCP		SR		2	2
452+27	24	40	RCCP			SR	2	2
457+84	18	24	RCCP		PE		1.4	
466+20						PE		
486+78	42	46	CMCP	✓			4	2
494+10	30	44	RCCP	✓			2.8	2
497+59	18	24	RCCP		PE		1.4	
504+22	18	24	RCCP			PE	1.4	
504+58					SR			
512+48					PE			
516+84	24	48	RCCP	✓			2.2	2
527+51	18	28	RCCP			PE	1.4	
528+85	24	56	RCCP	✓			2.2	2
531+50	18	24	RCCP		PE		1.4	
536+64	18	24	RCCP			PE	1.4	
543+65	30	52	CMCP	✓			2.3	2
545+22	30	58	CMCP	✓			2.3	2
554+25	18	24	RCCP		PE		1.4	
556+33	18	24	RCCP		PE		1.4	
559+18	18	36	RCCP			PE	1.4	
559+50	24	60	RCCP	✓			2.2	2
562+44	18	24	RCCP		PE		1.4	
570+74						SR		
575+63	18	24	RCCP			PE	1.4	
578+10	18	24	RCCP		PE		1.4	
592+02	18	24	RCCP		PE		1.4	
601+15	18	28	RCCP			PE	1.4	
610+38						SR		
615+49		42	SPPA	8' SPAN		10 GA.	2	
620+95	18	24	RCCP			PE	1.4	
626+77	18	24	RCCP		PE		1.4	
632+37	18	24	RCCP			PE	1.4	
635+50	24	80	RCCP	✓			2.2	2
644+96	18	24	RCCP		PE		1.4	
650+81	24	60	RCCP	✓			2.2	2
653+10	18	24	RCCP		PE		1.4	
659+09.5					SR			
661+30					PE			
662+66	24	48	RCCP	✓			2.2	2
663+37	18	24	RCCP			PE	1.4	
599+75	24	24	RCCP		PE		2	
536+80	24	36	RCCP		SR		2	2

MORTAR RUBBLE MASONRY

LOCATION	C.Y.
615+49 SPPA	14

WEST SECTION

EROSION CONTROL

STA. TO STA.	SIDE	INT. EMB. LIN. FT.	SOD SQ. YD.	REMARKS
~~61+00 - 131+00~~	~~LT.~~	~~700~~		
10+00 - 15+50	LT.		192	DITCH CHECKS
10+00 - 24+25	RT.		440	DITCH CHECKS
~~21+50 - 24+25~~	~~LT.~~	~~275~~		
41+50 - 42+00	RT.		50	FLUME
~~41+75 - 45+75~~	~~RT.~~	~~400~~		
42+50 - 43+00	LT.		50	FLUME
~~42+75 - 45+25~~	~~LT.~~	~~350~~		
~~45+75~~	~~RT.~~		~~33~~	~~FLUME~~
UNDISTRIBUTED			74	
TOTAL		~~1725~~	806	

TRAFFIC BOUND BASE COURSE

LOCATION	TONS
0+00 — 128+00 ℄	14,808
17 PE'S AT 10 TON	170
PE 53+35	26
PE 84+50	18
S.R. AT 21+00	120
S.R. AT 28+90	280
SR AT 52+57 & 65+80	116
SR AT 105+37	80
TOTAL	15,618

MARKER POSTS FOR SHOULDERS

STA. TO STA.	SIDE	EACH
25+00 — 29+00	RT	9
25+50 — 28+50	LT	7
30+90 — 33+40	RT	6
30+90 — 33+90	LT	7
SR RADIUS 28+90	LT	3
SR 0+55 — 1+80	LT & RT	12

STEEL PLATE BEAM GUARD

STA. TO STA.	SIDE	LIN. FT.
29+30 — 29+55	LT	67
29+05 — 29+65	RT	54
30+35 — 30+85	LT & RT	108
51+27 — 51+65	LT ONE WAY	41
52+00 — 52+75	LT ONE WAY	79
114+35 — 114+85	LT & RT	108
115+15 — 115+65	LT & RT	108
TOTAL		565

RIP RAP

LOCATION	SIDE	C.Y.
CULVERTS 0+00 TO 128+00		56
29+80 DIA. SANDY CH. CH.	LT.	87

WEST SECTION

PIPE CULVERTS

STA.	DIA. INCH	LENGTH LIN. FT.	TYPE	℄ RDWY.	PE ℄ LT.	S.R. RT.	RIP RAP	MARKERS
3+40	24"	60	RCCP	✓			2.2	2
4+50	18	24	RCCP			PE	1.4	
13+20	18	24	RCCP		PE		1.4	
14+25	18	24	RCCP			PE	1.4	
21+00	24	36	RCCP		SR		2	2
27+65	48	88	RCCP	✓			5.8	2
28+90					S.R.			
46+00	18	24	RCCP		PE		1.4	
46+00	18	24	RCCP			PE	1.4	
47+12	18	24	RCCP		PE		1.4	
49+00	24	36	RCCP	✓			2.2	2
52+57	24	40	RCCP			SR	2	2
53+35	18	44	RCCP		PE		1.4	
55+18					PE			
65+80	24	36	RCCP		SR		2	2
66+08	24	52	RCCP	✓			2.2	2
71+73	18	24	RCCP		PE		1.4	
76+04						PE		
83+35	54	52	RCCP	✓			10.2	2
84+50	48	28	RCCP		PE		5.8	2
92+04	18	24	RCCP			PE	1.4	
93+38						PE		
103+46	18	24	RCCP		PE		1.4	
104+04	18	24	RCCP			PE	1.4	
105+37	24	48	RCCP		SR		2	2
105+37					S.R.			
106+00	18	24	RCCP		PE		1.4	
125+15					PE			
127+00	18	24	RCCP		PE		1.4	
119+00	18	24	RCCP			PE	1.4	

CLEARING

STA. TO STA.	STA.
24+00 - 35+00	11
41+00 - 43+00	2
46+00 - 48+00	2
61+00 - 64+00	3
0-2 SR 28+90	2
1-5 CH. CH. 29+95	4
115+00 - 117+00	2
CH. CH. 115+00	1

GRUBBING

STA. TO STA.	STA.
24+00 - 35+00	11
41+00 - 43+00	2
46+00 - 48+00	2
61+00 - 64+00	3
0-2 SR 28+90	2
1-5 CH. CH. 29+95	4
115+00 - 117+00	2
CH. CH. 115+00	1

OBLITERATING OLD ROAD

STA. TO STA.	NO. STA.
29+00 — 34	

B.P.R. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	S012(4)	3	105

BENCH MARKS				
1	0-585	SPIKE IN 10"PINE	47' N	1241.09
2	12+24	" " 10"APPLE	70' R	1249.48
3	26+17	" " 15"ELM	90' R	1193.05
4	28+75	" " 10"OAK	60' R	1193.53

180° 00'
IRON
41.25' TO IRON N & S

0+00.0

SW-SW-H. KING

182° 12'
IRON
40.25' TO IRON N.
42.25' TO IRON S.
6.2' S OF SEC. LINE

13 + 20.4

SEC 35 T29N R8E

176° 23'
IRON
59.0' S OF CORNERSTONE
84.8 TO 15"ELM SW
92.1 TO 8"MAPLE SE

26+22.8

D = 40° LT.
Δ = 7° 00'
T = 104.3'
E = 32.7
P.I. STA. 28+90.0
SE .022'/FT.
R = 146.13
L = 181.2

PL 0+00

5 RODS

+00

100 FT.

RE

5

10

15

20

25

PL

PE

PC

PT

B

H

W. GOTTOWSKI

SE-SW-EX.-L. BURNS

L. BURNS

N. SERVIS

TAV

P.C. 24+41.9

+85

PRESENT C.T.H. "N"

M. CHRISTIAN

P.T. 28+03.6

P.C. 28+56.6

P.T. 29+79.82

56.2'

50' R

75°

44'

TO WAUSAU

PL 0+00

NW-NW-J.P. MARX-NE-NW

P.C. 12+10.4

P.T. 14+30.4

2½ RODS

21+00=
0+00 S.RD.

BEGINNING OF PROJECT S012(4)
STA. 0+00.0 = NW COR. SEC. 2 - T28N - R8E

SEC 2 T28N R8E

P.I. = 13+20.4
D. = 1°00'RT.
Δ = 2°12'
E = 1.0'
T. = 110.0'
L = 220.0'
R = 5730'
SE = .022'/FT.
175' TRANS.

P.I. = 26+22.8
D = 1°00' LT.
Δ = 3 37'
T = 180.9'
L = 361.7
E = 2.8
P.C. = 24+ 41.9
P.T. = 28+.03.6
R = 5730'
S.E. .022'/FT.
175' TRANS.

BIG SANDY CREEK

2 8+90

50' 50'

0+00 S.RD.

NET LENGTH OF ℄ STA. 0+00.0 TO STA. 24+42.1 = 2,442.1 LINEAR FT.

0+00

UNC. 219 C.Y.
FILL 164 C.Y.
SHG. 33 1/3 %

+13

+ 1.0%

UNC. 2831 C.Y.
FILL 2123 C.Y.
SHG. 33 1/3 %

+29

P.C. 6+50
EL. 257.50

600' V.C.

STA. 3+40
1-24"X 60' RCCP REQD

REMOVE 1-18"X24"X 26' CONC. BOX

P.R.C. 4+50
EL. 237.50

UNC. 17,971 C.Y.
FILL 15,388 C.Y.
SHG. 33 1/3 % & 15%

+56

S.RD. 21+00 LT.

1-24"X 36' RCCP REQD.

28+90 S.RD. LT.

0.0%

1200' V.C.

P.T. 26+50
EL. 201.00

0.0%

SPECIAL DITCH LT.

PLAN LEGEND

℄	CENTERLINE
STA.	STATION
UNC.	UNCLASSIFIED
SHRINK.	SHRINKAGE
FT.	FEET
CMPCP	CORRUGATED METAL CULVERT PIPE
RCCP	REINFORCED CONCRETE CULVERT PIPE
REQ'D	REQUIRED
V.C.	VERTICAL CURVE
TRANS.	TRANSITION LENGTH
RDWY.	ROADWAY
CULV.	CULVERT PIPE
LT.	LEFT
RT.	RIGHT
ELEV.	ELEVATION
CU. YD.	CUBIC YARD
S. RD.	SIDE ROAD
INCL.	INCLUDED
CH. CH.	CHANNEL CHANGE
CONC.	CONCRETE
R	RADIUS

PLATE 1 PLAN PROFILE 11 FT. STANDARD
WISCONSIN PRINT CO. CHICAGO

B.P.R. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	S012(4)	4	105

BENCH MARKS			
4	26+75	SPIKE IN 10"OAK 60'R	1193.53
5	29+95	" " 8"ELM 160'L	1194.69
6	41+42	" " 18"MAPLE 65'R	1207.71
7	47+84	" " 24"MAPLE 65'R	1223.83

176°23'

℄ CHANNEL CHANGE

72° 15'

IRON
59.0' S. OF CORNERSTONE
65.0 TO T. POLE NW
84.8 TO 15" ELM SW
92.1 TO 8" MAPLE SE

IRON

℄ ROADWAY

P.I. = 202.9' N. OF STA. 28+90.0
= 40° LT.
= 71° 00'
= 104.3'
= 181.2'
= 146.19'
= 0.022'/FT.

29+95.0

26+22.8

DALTREE SE

BIG SANDY CREEK

SENT C.TH. "N"

P.T. 2+79.82

P.C. 0+98.6

OBLITERATE OLD ROAD

P.I.

25 30 35 40 45 50 55

+83 +75 +25 +00 +00 +02 +31

P.C. 24+41.9

P.I. 26+22.8

P.T. 28+03.6

50 FT.

2 1/2 RODS

5 RODS

LIMITED HIGHWAY EASEMENT
8.75' RIGHT

100'

STA. 52+57 RT
1-24"X 40' R.C.C.P REQ'D.

SEC 35 T 29 N R8E

SW-SE - M. FUST - W-SE-SE

SEC 2 T28N R8E

NW-NE - J. MARX - NE-NE

180°54'

IRON
IRON 41.25' N & S
13.0' S OF SEC. LINE

P.I. 46+09.1

180°00'

IRON
7.4' S OF CORNERSTONE
56.7 TO TAV. NE
94.0 TO HALL NW

52+57.0

E-SE-SE-EX. - H. KLOPOTEK

L. BOLZAK

DANCE HALL

TAV

50' 50'

3 4 5 6

2:1

31'

TYPICAL CH.CH. SECTION

P.C. 24+41.9

P.I. 26+22.8

29+95.0
2+00 CH. CH.

28+90
0+00 S.RD.LT.

27' R. 2 SECTIONS REQ'D.

30
BRIDGE

STEEL R. BEAM GUARD CLASS "B"
2-12.5' SECTIONS OF STEEL R. BEAM GUARD TO BE FABRICATED IN SHOP TO A CURVATURE OF 27' RADIUS

NET LENGTH OF ℄ STA. 24+42.1 TO STA. 52+57.0 = 2,814.9 LINEAR FT.

+56 BRIDGE +34

UNC 4632 CY
FILL 3705 CY
SHG. 25 %

(CH. CHANGE)

+35

UNC 8184 CY
FILL 6859 CY
BORROW 420 CY
SHG. 25 %

+00

+0.5%

230 220 210 200 190 180 170

P.T. 26+50
EL. 201.1

0.0%

650' V.C.

P.C. 36+25
EL. 201.0

550' V.C.

P.T. 48+25
EL. 220.12

P.C. 53+10
EL. 222.55

RRC 42+75
EL. 210.4

97.30 HIGH WATER

85.80 ORDINARY WATER

STA. 49+00
1-24"X 36' R.C.C.P. REQ'D

STA. 27+65
1-48"X 88' R.C.C.P REQ'D

NEW STREAM BED
EL. 183.0

STA. 30+30 & 155' LEFT - CONC. DECK GIRDER BRIDGE TO BE REMOVED - EXCEPT W. ABUT.
40' CLEAR SPAN - 23' RDWY. - FLOOR EL. = 1197.8

OLD BRIDGE

190 180

STA. 29+95.0 BRIDGE NO. B-37-45 SKEW 28° L.H.F.
3 SPAN REINF. CONC. SLAB BRIDGE REQ'D
26' CLEAR RDWY 78.0' OVERALL LENGTH
SEE DRAWINS NO. X 17958, 17959, 17960

CHANNEL CHANGE PROFILE

92.4 01.1 | 88.1 01.0 | 93.4 01.0 | 88.0 01.0 | 89.9 01.0 | 94.2 01.0 | 90.1 01.0 | 88.2 01.0 | 88.9 01.0 | 97.9 01.0 | 98.6 01.0 | 99.5 01.1 | 98.5 01.5 | 96.8 02.4 | 99.4 04.0 | 99.6 05.8 | 06.4 08.2 | 12.0 11.2 | 15.0 13.9 | 18.0 16.1 | 19.8 17.9 | 20.3 19.2 | 19.9 20.0 | 19.1 20.5 | 18.7 21.0 | 18.9 21.5 | 19.6 22.0 | 20.6 22.5 | 21.4 22.9 | 21.6 23.2

30 35 40 45 50 55

PLATE I—PLAN PROFILE & X-S. STANDARD
FREDERICK, NOSTITZ CO., CHICAGO, 1961

I. H. "N"

BENCH MARKS			
7	47+84	SPIKE IN 24" MAPLE 65'R	1223.83
8	64+91	" " 10" CHERRY 70'R	1218.42
9	75+73	" " 24" PINE 70'R	1221.73

B.P.R. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	S012(4)	5	105

180° 00'

IRON
56.7 TO TAV. NE
94.0 TO HALL NW
56.5 TO STOP SIGN SE

52 + 57.0

SW-SW-EX.- L. HOEPPNER

H. KLOPOTEK

DANCE HALL

TAV.

PL. +65

RE. 55

RE. +28

+50

60

65

PL. +55

TOWN ROAD

PL.

STA. 65+80 LT
1-24"X 36' R.C.C.P. REQ'D.

SEC 36 T 29 N R 8 E

SE-SW - W. GRULING

70

RE.

75

PE.

80

180° 12'

IRON

IRON 41.25' N & S

PI. 78 +96.8

PL. +96.8

+85

+17

+13

5 RODS

NW-NW - J. MARX

PL. + 79.4

SEC 1 T 28 N R 8 E

NE-NW - R. JOHNSON

NET LENGTH OF ℄ STA. 52+57.0 TO STA. 78+96.8 = 2,639.8 LINEAR FT.

UNC.	3839	CY
FILL	5482	CY
BORROW	3470	CY
SHG.	33 1/3	%

P.C. STA. 53+10
EL. 222.55

P.T. STA. 58+90
EL. 222.85

P.C. STA. 63+60
EL. 220.20

P.T. STA. 69+40
EL. 220.20

P.C. STA. 72+10
EL. 221.55

P.T. STA. 77+80
EL. 221.60

580' V.C.

570' V.C.

-0.5%

+0.5%

-0.5%

STA. 66+08
1-24"X 52' RCCP REQ'D
REMOVE 1-24"X 30' C.P.

+00

230
220
210
200

PLATE 1—PLAN PROFILE B. P. R. STANDARD
FARRENCE POST CO., CHICAGO - 2001

B.P.R. DIVISION	PROJECT	SHEET NUMBER	
4	S012(4)	6	10

BENCH MARKS				
9	75+73	SPIKE IN 24" PINE	70'R	1221.73
10	104+26	" " 10" PINE	85'R	1219.81

180° 12'
IRON
41.25' TO IRON N & S
Pl. 78 +96.8

SEC 36 T 29 N R 8 E

SW-SE - R. WEAVER

SE-SE - W. FREIBERG & H. BARANOWSKI

180° 00'
IRON
59.3 TO P. POLE SW
78.1 TO T. POLE SE
45.0 TO STOP SIGN NW
105 +37.3

SD. RD. LT.
STA. 105+37.3
1-24"x48' R.C.C.P REQ'D

Pl. +96.8
5 RODS
80
P.E.
85
90
Pl. +17.2
95
100
105
P.E.
P.E.
P.E.
P.E.
P.E.
Pl. +16.0
Pl. +03.4
W. VANDER GIEST
41.25'
Pl.
Pl.

NW-NE - R. JOHNSON

SEC 1 T 28 N R 8 E

NE-NE-EX. - O. KNEISL

NET LENGTH OF ℄ STA. 78+96.8 TO STA. 105+37.3 = 2,640.5 LINEAR FT.

UNC FILL 5957 C.Y. (700 C.Y. OF CH.CH. INC.)
BORROW 10,625 C.Y.
SHS 8,541 C.Y.
33 1/3% & 25 %

+00
P.C. 82+60
EL. 219.20
-0.5%
580' V.C.
P.T. 88+40
EL. 219.20
+0.5 %
P.C. 90+90
EL. 220.45
430' V.C.
P.T. 95+10
EL. 220.89
-0.2 %

STA. 83+35
1-54"X52" R.C.C.P. REQ'D
REMOVE 2-36"X30' CP

230
220
210
200

80 85 90 95 100 105

PLATE 1 — PLAN / PROFILE B. P. R. STANDARD
1" = 50' HOR. SCALE 1" = 10' VERT.

H. "N"

B.P.R. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	S012(4)	7	105

BENCH MARKS

10	104+26	SPIKE IN 10" PINE	85'R	1219.81
11	113+87	" " 15" ELM	50'R	1213.28
12	127+94	" " 20" ASPEN	45'R	1223.15

180° 00'
IRON
91° 37'
59.3 TO P. POLE SW
78.1 TO T. POLE SE
105 +37.3

183° 22'
P.I.
IRON
110 +78.1

℄ CHANNEL CHANGE
58° 18'
P.O.T.
℄ ROADWAY
IRON
115 +00.0

LOT 19 - W. FREIBERG & H. BARANOWSKI

SEC 31 T29N R9E

LOT 20 EX. - L. ZASTROW

CLEAN CHANNEL APPROACH ON WEST SIDE

LITTLE SANDY CREEK

40'
100'
60'

H. PRIEVE

P.L. +99.0
P.L. +89.5
P.L. +93.3

105 110 115 120 125 130 135

P.E.

+53

+55

24
34
41.25
41.25
P.C. 109+09.6
P.T. 112+46.3

5 RODS

LOT 8 - B. BARANOWSKI

P.I. = 110+78.1
D = 1°00' RT.
Δ = 3°22'
T = 168.4
L = 336.7
E = 2.5
P.C. = 109+09.6
P.T. = 112+46.3
S.E. = .022'/FT.
175' TRANS.

LIMITED HIGHWAY EASEMENT FOR CHANNEL CHANGE
YARDAGE TO BE USED TO FILL OLD CHANNEL (700 C.Y.)

END OF WEST SECTION
STA. 128 +00.0

LOT 7 - E. HAWLEY

SEC 6 T28N R9E

TYPICAL CH. CH. SECTION
30'
2:1

NET LENGTH OF ℄ STA. 105+37.3 TO STA. 128+00.0 = 2,262.7 LINEAR FT.

+85 +15
+00

UNC	2023 C.Y.
FILL	2789 C.Y.
BORROW	1595 C.Y.
SHG.	33 1/3 %

-02%
500' V.C.
P.C. 106+00
EL. 1218.8
P.T. 111+00
EL. 1219.04
+025%
420' V.C.
P.C. 124+00
EL. 1222.29
P.T. 129+20
EL. 1221.9
STA. 131+05

121.60 HIGH WATER

STA. 114+90.9 TO STA. 115+14.1
RE. CONC. SLAB BRIDGE TO BE REMOVED
20' CLEAR SPAN - 23' RDWY.

STA. 115+00 BRIDGE B-37-46
30' CLEAR SPAN STEEL I BEAM BRIDGE REQ'D.
26' RDWY. ON TRT'D. TIMBER ABUT'S.
SEE DRAWING X 8154, X 8155

| | | | |

C. T. H. N - NORRIE & PLOVER

B.P.R. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	S012 (4)	8	105

BENCH MARKS

1	395+46	U. S. G. S.	24' L	100.00
2	398+68	SPIKE IN 18" ELM	110' R	97.81
3	413+75	" " 6" ELM	70' L	105.71
4	424+92	" " 12" MAPLE	65' R	97.94

180° 36'

398 + 29.2

400+00.0

IRON UNDER BRIDGE
CTR. OF BRIDGE E & W
1.75' FROM W. END

PLOVER RIVER

PARKING

SEC 32 T 29 N R 10 E

SW - SW - WILLIAM KUSSMAN

SE - SW - EUGENE CLARK

SWAMP

WOODS

5 RODS

LIMITED HIGHWAY EASEMENT 20' LEFT & RIGHT

SEC 5 T 28 N R 10 E

NW - NW - CARL HETZEL - NE - NW

LIMITED HIGHWAY EASEMENT 10' LEFT & RIGHT.

179° 37'

12° 01'

IRON
IRON 41.25' S.
IRON 41.25' N.

SPRING

P.I. = 425+94.4
D = 3° LT.
Δ = 12° 01'
T = 201.0'
L = 400.6'
E = 10.6'
P.C. = 423+93.4
P.T. = 427+94.0
R = 1910.0'
SE = 0.042'/FT.
TRANS. 150'

BEGINNING OF EAST SECTION
400 + 45.75 = END OF PROJECT S 012 (2)

NET LENGTH OF ℄ STA 400+45.75 TO STA. 423+93.4 = 2,347.65 LINEAR FT.

OLD R/W = 4 RODS - PLOVER A-26 - 1892

+45.75

UNC = 786 C.Y.
FILL = 589 C.Y.
SHG. = 33 1/3%

+42

UNC = 3287 C.Y.
MARSH = 373 C.Y.
FILL = 2373 C.Y.
SHG. = 33 1/3% & 40%

+81

P.C. +55 EL 02.0

P.R.C. +75 EL 08.7

430' V.C.

500' V.C.

+0.2%

P.T. +75 EL 16.5

STA 412 + 43
1-24" X 86' CMCP REQ'D.

P.C. +50 EL 7.6

550' V.C.

P.R.C. +00 EL 10.7

550' V.C.

P.T. +50 EL 04.0

0.0%

STA. 420 + 40
1-24" X 76' RCCP REQ'D.
REMOVE 1-18" X 39' C.P.

STA. 399+98.25 - 400+45.75
2 SPAN TREATED TIMBER PILING BRIDGE
WITH CONCRETE SLAB TO REMAIN
47.5' OVER ALL LENGTH - 24' RDWY.

99.3 00.3 01.9 02.1 02.1 02.0 02.9 02.6 04.4 04.5 06.15 06.9 09.4 11.8 11.9 15.0 14.0 16.7 15.4 16.9 16.4 14.9 16.6 10.6 16.8 05.3 17.0 07.1 17.2 13.2 17.4 17.5 17.6 19.3 17.6 19.6 17.1 19.0 16.13 14.5 15.0 06.5 13.1 05.2 10.7 06.7 08.4 05.2 06.7 03.3 05.3 02.2 04.4 00.8 04.10 00.4 04.0 00.7 04.0

400 405 410 415 420 425

130 120 110 100 90

PLATE I - PLAN PROFILE B.P.R. STANDARD
FREDERICK POST CO., CHICAGO

C.T.H. "N" - NORRIE & PLOVER

B.P.R. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	S012(4)	9	105

BENCH MARKS			
4	424+92	SPIKE IN 12" MAPLE 65'R	97.94
5	437+52	" " 30" MAPLE 41'R	110.92
6	458+46	" " 30" PINE 120'L	121.77

179° 37'
12° 01'
P.I.
IRON
IRON 41.25' N. & S.
425+94.4
3° LT.
12° 01'
201.0'
400.6'
10.6'
423+93.4
427+94.0
910.0'
0.042'/FT. TRANS. 150'
425+94.4
SW-SE - ARCHIE CLARK

156° 34'
23° 26'
P.I.
IRON
433+19.9
P.I. = 433+19.9
D = 5° RT.
Δ = 23° 26'
T = 237.7'
L = 468.6'
E = 24.4'
P.C. = 430+82.2
P.T. = 435+50.8
R = 1146.0'
SE = 0.056'/FT. TRANS. 150'

168° 14'
11° 46'
P.I.
IRON
440+31.0
SEC 32 T29N R10E
P.I. = 440+31.0
D = 3° LT.
Δ = 11° 46'
T = 196.8'
L = 392.2'
E = 10.1'
P.C. = 438+34.2
P.T. = 442+26.4
R = 1910.0'
SE = 0.042'/FT. TRANS. 150'
442+26.4 BACK = 442+32.0 AHEAD
SE-SE - MILTON RASTL

180° 15'
IRON
IRON 58.2 NE
50.8 TO T. POLE SE
48.0 TO STOP SIGN N.W
452+27.5
TOWN ROAD
STA. 452+27 LT
1-24" X 40' R.C.C.P. REQ'D.
STA. 452+27 RT
1-24" X 40' R.C.C.P. REQ'D.
TOWN ROAD

425
430
435
440
445
450
455
5 RODS
SPRING
CLARKS SPRINGS
P.C. 430+82.2
P.T. 435+50.8
P.C. 438+34.2
P.L. + 24.4
P.L. 168.5
P.L.
TAV.
HERMAN CLARK
277.0
148.5
P.L. + 01.4
P.E.
SEC 5 T28N R10E
NW-NE-EX. - MILTON RASTL
NE-NE-EX. - MILTON RASTL
P.I. +94.4

NET LENGTH OF ℄ STA. 423+93.4 TO STA. 452+27.5 = 2,828.5 LINEAR FT.

OLD R/W = 4 RODS - PLOVER A-26 - 1892

UNC. = 1507 C.Y. (6 C.Y. SURFACE STONE INCLUDED)
MARSH = 2075 C.Y.
BORROW = 1550 C.Y.
FILL = 1963.5 C.Y.
SHG. = 33 1/3% & 40%

P.T. +50
EL. 1040
P.C. +00
EL. 1040.0
495' V.C.
0.0%
P.R.C. +95.0
EL. 1077.74
EL. OLD ROAD
905' V.C.
P.R.C. +00
EL. 1111.40
900' V.C.
P.T. +00
EL. 1165.90
+1.7%
94.4'

STA. 429+25
1-24" X 52' RCCP REQ'D.
REMOVE 1-18" X 30' C.P.

STA. 436+05
1-30" X 72' RCCP REQ'D.
REMOVE 1-30" X 30' C.P.

STA. 446+67
1-24" X 44' RCCP REQ'D.
REMOVE 1-18" X 30' C.P.

130
120
110
100
90

00.8 04.0 | 00.4 04.0 | 00.7 04.0 | 00.4 04.0 | 00.0 04.0 | 00.7 04.0 | 00.6 04.5 | 01.5 04.8 | 02.6 05.4 | 02.5 06.5 | 00.4 07.8 | 06.1 09.3 | 13.8 10.4 | 13.8 11.5 | 13.9 12.0 | 13.0 12.4 | 12.8 12.7 | 12.2 12.5 | 11.4 12.1 | 09.4 11.4 | 08.2 10.8 | 07.7 10.6 | 07.9 10.6 | 08.3 10.8 | 09.4 11.2 | 10.2 12.0 | 10.8 13.0 | 11.2 14.2 | 12.6 15.9 | 14.8 17.6

430 435 440 445 450 455

PLATE 1—PLAN PROFILE B. P. R. STANDARD
FREDERICK POST CO. CHICAGO - 2501

C. H. N. - NORRIE & PLOVER

180° 15'

IRON

IRON 58.2 NE
50.8 TO T. POLE SE
48.0 TO STOP SIGN NW

452+27.5

TOWN ROAD

P.I.

P.I.

455

H

PE

+40

460

465

470

WOODS

475

SWAMP

480

180° 14'

IRON

IRON 41.25' N. & S.

478+41.8

P.I. +41.8

5 RODS

TOWN ROAD

+26.3

PE

WOODS

SWAMP

SEC 33 T 29 N R 10 E

SW - SW - LOUIS BULTMAN - SE - SW

SEC 4 T 28 N R 10 E

NW - NW - MILTON RASTL - NE - NW

BENCH MARKS			
6	458+46	SPIKE IN 30" PINE 120'L	121.77
7	472+93	" " 6" MAPLE 60'R	126.49

B.P.R. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	S012(4)	10	105

NET LENGTH OF ℄ STA. 452 + 27.5 TO STA. 478 + 41.8 = 2,614.3 LINEAR FT.

OLD R/W = 4 RODS - PLOVER A-26 - 1892

UNC. = 5126 C.Y.
MARSH = 801 C.Y.
FILL = 2344 C.Y.
SHR. = 33 1/3 %

+00

+45

P.T. +00
EL. 1159

+1.7 %

825' V.C.

PC + 75
EL. 1307.7

PRC + 00
EL. 1317.0

900' V.C.

P.T. +00
EL. 1265

-0.0 %

SOUNDINGS - NORTH DITCH

SOUNDINGS - SOUTH DITCH

130
120
110
100

11.2 14.2 12.6 15.9 14.8 17.6 17.2 19.5 20.3 21.0 22.7 22.7 25.0 24.4 26.4 26.1 26.2 27.8 28.0 29.5 30.2 31.3 30.9 32.7 32.3 33.5 34.2 34.0 34.9 34.2 34.5 34.1 33.3 33.7 31.0 32.9 29.0 31.7 28.9 30.8 27.9 29.3 26.9 28.4 26.2 27.6 25.0 27.0 24.4 26.6 24.0 26.5 24.2 26.5 24.4 26.5 23.8 26.5 23.5 26.5

455 460 465 470 475 480

PLATE 1—PLAN PROFILE B. P. R. STANDARD
FREDERICK POST CO., CHICAGO - 2561

C.T.H. "N" – NORRIE & PLOVER

BENCH MARKS			
7	472+93	SPIKE IN 6" MAPLE 60' R	126.49
8	486+98	" " 4" MAPLE 50' R	121.71
9	506+06	" " 8" MAPLE 70' R	136.70

B.P.R. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	S012(4)	11	105

180° 14'

IRON

IRON 41.25' N & S

478+41.8

P.L. +41.8

SW-SE-DIETL & WOLF

SWAMP

SWAMP

65'

480

485

490

495

500

505

SWAMP

5 RODS

65'

SWAMP

LIMITED HIGHWAY EASEMENT LT. & RT.

WOODS

WOODS

SEC 33 T 29 N R10E

SEC 4 T 28 E R10E

P.L.

P.L. +66.4

SE-SE - MARTIN BULTMAN

NW-NE - MILTON RASTL

NE-NE - PAUL SPLITTSTOESSER

P.E.

H

P.E.

179° 24'

IRON

IRON 41.25' S

56.3 TO T. POLE NW

71.3 TO P. POLE NE

70.3 TO 6" ELM NNE

504+57.9

TOWN ROAD

P.L.

P.L.

P.L. +57.9

NET LENGTH OF ℄ STA. 478+41.8 TO STA. 504+57.9 = 2,616.1 LINEAR FT.

UNC. = 4738 C.Y. (120 C.Y. SURFACE STONE INCLUDED)
MARSH = 4635 C.Y.
FILL = 2700 C.Y.
BORROW = 12196 C.Y.
SHG = 33 1/3 %

OLD R/W = 4 RODS - PLOVER A-26 - 1892

0.0%

+1.5%

550' V.C.

700' V.C.

P.C. +00
EL. 126.5

P.T. +50
EL. 130.75

P.C. +00
EL. 142.0

SOUNDINGS - NORTH DITCH

SOUNDINGS - SOUTH DITCH

STA. 486+78
1-42" X 46' CM.C.P. REQ'D.
REMOVE 1-24" X 24' C.P.

STA. 494+10
1-30" X 44' R.C.C.P. REQ'D.
REMOVE 1-18" X 30' C.P.

150
140
130
120
110

| | | |

C.T.H. "N" - NORRIE & PLOVER

B.P.R. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	S012(4)	12	105

BENCH MARKS			
9	506+06	SPIKE IN 8" MAPLE 70' R	136+70
10	530+61	" " 2" ELM 45' L	139+39

179° 24'

504+57.9 ⊙ IRON

IRON 41.25' S
56.3 TO T. POLE NW
71.3 TO P. POLE NE
70.3 TO 6" ELM NNE

SW-SW - PAUL SPLITTSTOESSER - SE-SW

SEC 34 T29N R10E

180° 35'

530+80.6 ⊙ IRON

IRON 41.25 S
54.5 TO STOP SIGN NW
61.1 TO T. POLE NE

STA. 530+80 LT.
1-24"X36' R.C.C.P REQ'D.

TOWN ROAD

P.L.

P.E.

505 510 515 520 525 530 535

5 RODS

P.L. + 57.9

+ 70.9

+ 16

+ 61

P.L. + 80.6

+ 94

+ 57

+ 06

H

NW-NW - NORBERT MILLER - NE-NW

SEC 3 T28N R10E

NET LENGTH OF ℄ STA. 504+57.9 TO STA. 530+80.6 = 2,622.7 LINEAR FT.

OLD R/W = 4 RODS - PLOVER A-26 - 1892

UNC. = 4347 C.Y. (204 C.Y. SURFACE STONE INCLUDED)
FILL. = 3256 C.Y.
SHG. = 33 1/3 %

UNC. = 1080 C.Y.
FILL = 810 C.Y.
SHG. 33 1/3 %

+00 +03 +51

+1.5%

-0.4%

0.0%

700' V.C.

250' V.C.

P.C. +00 EL. 42.0

P.T. +00 EL. 46.0

P.C. +50 EL. 141.0

P.T. +00 EL. 140.5

STA. 516+84
1-24" X 48' R.C.C.P REQ'D. DITCH BLOCK REQ'D. RT.
REMOVE 1-15"X26' C.P.

STA. 528+85
1-24" X 56' R.C.C.P REQ'D.
REMOVE 1-18" X 24' C.P.

150 140 130 120

505 510 515 520 525 530 535

C.T.H. "N" - NORRIE & PLOVER

B.P.R. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	S012(4)	13	105

BENCH MARKS				
10	530+61	SPIKE IN 2" ELM	45'L	139.39
11	540+64	" " 20" OAK	70'L	144.58
12	546+90	" " 8" ELM	2'R	133.26
13	551+85	" " 20" ELM	45'L	147.39

180° 35'
IRON
IRON 41.25' S
54.5 TO STOP SIGN NW
81.1 TO T. POLE NE
P.I. 530+80.6
TOWN ROAD
SW-SE-PAUL SPLITTSTOESSER
530 +57 +06 PE.
5 RODS
535
P.I.+80.6 +94
NW-NE-WILLARD SCHOENHOFEN
+00
LIMITED HIGHWAY EASEMENT
10' ON RT SIDE

165° 39'
IRON
P.I. 537+64.8

P.I. = 537+64.8
D. = 5° RT.
Δ = 14° 21'
T = 144.3'
L = 287.0'
E = 9.0'
P.C. = 536+20.5
P.T. = 539+07.5
R = 1146.0'
SE = 0.056'/FT.
TRANS. 150'

P.C. 536+20.5 PE. H +94 +16 300
P.T. 539+07.5 +77
OBLITERATE OLD ROAD 6 STA.

P.I. = 544+23.1
D = 5° LT
Δ = 26° 40'
T = 271.6'
L = 533.4'
E = 31.7'
P.C. = 541+51.5
P.T. = 546+84.9
R = 1146.0'
SE = 0.056'/FT.
TRANS. 150'

153° 20'
IRON
P.I. 544+23.1
P.I.+18.2
SWAMP
SEC 34 T 29 N R 10 E
SE-SE-ED. & WM. KRAUSE
P.C. 541+51.5
638.4
IRON
749.2
P.T. 546+84.9
163.4
545
SWAMP
SWAMP
SWAMP
OBLITERATE OLD ROAD 5 STA.
544+18.2 = 0"A"+00
1"A"
2"A"
3"A"
66 FT.
TOWN ROAD

167° 40'
IRON
P.I. 551+78.9
540
550
+00
P.C. 550+55.1
P.T. 553+01.7
+00
LIMITED HIGHWAY EASEMENT
10' RT. SIDE
NE-NE-EARL CLARK
H

SEC 3 T 28 N R 10 E

P.I. = 551+78.9
D = 5° RT.
Δ = 12° 20'
T = 123.8'
L = 246.6'
E = 6.7'
P.C. = 550+55.1
P.T. = 553+01.7
R = 1146.0'
SE = 0.056'/FT.
TRANS. 150'

180° 18'
IRON
IRON 41.25 N & S
P.I. 557+55.9
JT. SCHOOL DIST. 4
P.I.
SC
P.I.
33
555
210'
PE.
PE.
560
PE.
H

NET LENGTH OF ℄ STA. 530+80.6 TO STA. 557+55.9 = 2,675.3 LINEAR FT.

UNC.	=	6128 C.Y.
MARSH	=	895 C.Y.
FILL	=	4606 C.Y.
SHG.	=	33 1/3 %

OLD R/W = 4 RODS - PLOVER A-26 - 1892

UNC.	=	10712 C.Y.
MARSH	=	495 C.Y.
FILL	=	8027 C.Y.
SHG.	=	33 1/3 %

+51
+84
0.0%
P.C. +00 EL. 1405
P.C. +75 EL. 1386.2
375' V.C.
775' V.C.
P.C. +50 EL. 1408
950' V.C.
P.T. +00 EL. 1493.0
SWAMP ELEV.
LOW SOUNDINGS
STA. 543+65 1-30" X 52' C.M.C.P. REQ'D.
STA. 545+22 1-30" X 58' C.M.C.P. REQ'D.
0"A" 1"A" 2"A" 3"A" 4"A"
544+18.2 = 0"A"+00 SIDE ROAD RT

150
140
130
120

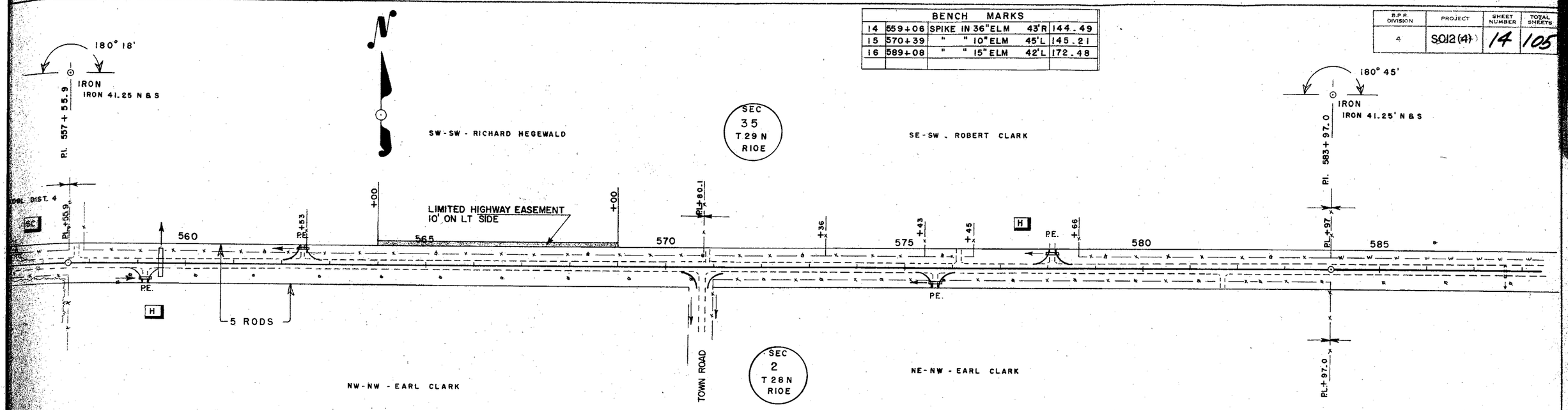
535 540 545 550 555 560

PLATE 1—PLAN PROFILE B. P. R. STANDARD
FREDERICK POST CO., CHICAGO - 2961

T.H. "N" - NORRIE & PLOVER

B.P.R. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	S.012(4)	14	105

BENCH MARKS				
14	559+06	SPIKE IN 36"ELM	43'R	144.49
15	570+39	" " 10"ELM	45'L	145.21
16	589+08	" " 15"ELM	42'L	172.48



NET LENGTH OF ℄ STA. 557+55.9 TO STA. 583+97.0 = 2,641.1 LINEAR FT.

OLD R/W = 4 RODS - PLOVER A-26 - 1892

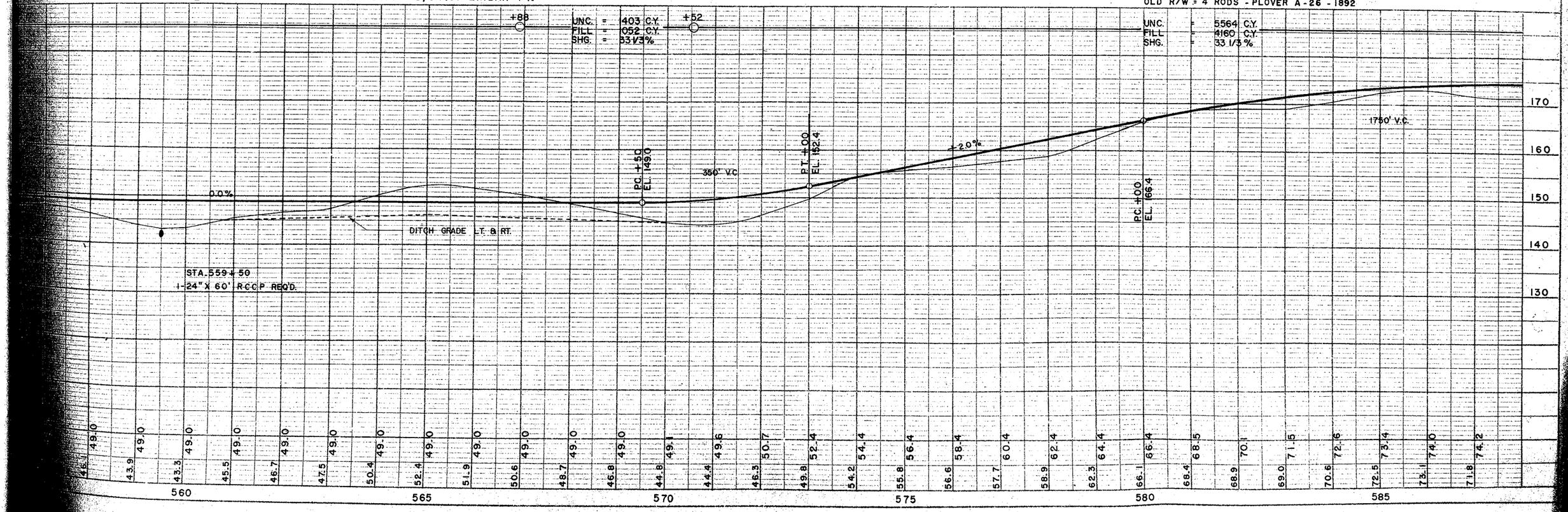


PLATE 1—PLAN PROFILE B. P. R. STANDARD
FREDERICK POST CO., CHICAGO - 2461

C.T.H. "N" - NORRIE & PLOVER

R.P.R. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	S012(4)	15	105

BENCH MARKS			
16	589+08	SPIKE IN 15"ELM 42'L	172.48
17	610+68	" " POW. POLE 100'R.	138.34

#16-17-137.96
BM-17-16-138.72
BM-17-18-138.34

180°45'
IRON
IRON 41.25' N & S
P.I. 583+97.0
SW-SE - AUGUST PIETZ
P.I.+97
P.I.+97.0
585
590
595
600
605
610
P.I.+88
P.I.+98.3
+42
+87
+46
+62
+95
PE.
H
5 RODS
SEC 35 T29N RIOE
SEC 2 T28N RIOE
SE-SE - ELTON BAUCH
NW-NE - ELTON BAUCH
NE-NE - ELTON BAUCH
180° 15'
IRON
IRON 41.25' N & S
P.I. 610+38.0
100
100
D
P.I.
P.I.
4 RODS

NET LENGTH OF ℄ STA. 583 + 97.0 TO STA. 610 + 38.0 = 2,641.0 LINEAR FT.

OLD R/W = 4 RODS - PLOVER A-26 - 1892

UNC. = 4708 C.Y. (10 C.Y. SURFACE STONE INCLUDED)
FILL = 3520 C.Y.
SHR. = 33 1/3 %

+84
1750' V.C.
STA. 587+67
REMOVE 15" X 25' RCCP
P.R.C. +50
EL. 161.2
650' V.C.
P.R.C. +00
EL. 152.0
725' V.C.
P.R.C. +25
EL. 140.65

170
160
150
140
130
120

585: 20.6 72.6 | 590: 72.5 73.4 73.1 74.0 71.8 74.2 71.5 74.2 71.4 74.0 72.1 73.4 72.4 72.6 72.0 71.7 70.3 70.4 68.1 68.9 65.3 67.0 62.9 65.0 60.3 62.5 57.5 59.9 55.1 57.5 53.0 55.5 51.3 54.2 51.0 53.1 51.2 52.5 | 595: 50.7 52.0 49.4 51.8 49.4 51.2 49.7 50.2 48.9 48.8 46.7 46.7 43.9 44.3 39.0 41.4 34.9 38.4 32.6 36.1 | 600 | 605 | 610

PLATE I—PLAN PROFILE U. P. R. STANDARD
FREDERICK POST CO. CHICAGO - 2861

B.P.R. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	S012(4)	16	105

BENCH MARKS			
17	610+68	SPIKE IN POW. POLE 100' R	138.34
18	618+67	" " 6" MAPLE 90' L	133.35
19	632+00	" " 15" " 50' R	153.87
20	636+50	" " 8" OAK 55' L	137.51

180° 15'
IRON
IRON 41.25' N & S
P.I. 610+38.0
SW-SW - ELTON BAUCH
SEC 36 T 29 N R 10 E
SE-SW - FRED FUSS
632+37 = 0"C" +00 P.E.
178° 15'
IRON
IRON 41.25' N & S
P.I. 636+76.8
610
615
620
625
630
635
640
+42
+63
+28
P.I. +56.5
5 RODS
REG
P.E.
P.I. +45.4
P.I. +57.2
204
280.5'
313.5'
GEORGE BARKE
NE-NW - NOAH MUELLER EST.
NW-NW-EX. - NOAH MUELLER EST.
OBLITERATE OLD ROAD - 4.5 STA.
OBLITERATE OLD ROAD - 10.5 STA.
℄ NEW P.E.
WOODS
P.L.
SEC 1 T 28 N R 10 E
B
H
D

NET LENGTH OF ℄ STA. 610+38.0 TO STA. 636+76.8 = 2,638.8 LINEAR FT.

UNC. = 297 C.Y.
FILL = 976 C.Y.
SHG. = 33 1/3 %

UNC. = 6699 C.Y. (14 C.Y. SURFACE STONE INCLUDED)
FILL = 5332 C.Y.
SHG. = 25% & 30%

OLD R/W = 4 RODS - PLOVER A-26-1892

+37
+95
+90
P.R.C. +25
EL. 141.4
825' V.C.
P.R.C. +50
EL. 139.4
1075' V.C.
P.T. +25
EL. 132.4
0.4%
160
150
140
130

STA. 615+36.0 TO STA. 615+46.1
REMOVE I-BEAM BRIDGE
7 FT. CLEAR SPAN - 15 FT. ROWY.

STA. 615+49
1-8' SPAN X 42" 10 GAUGE
STRUCTURAL PLATE PIPE ARCH REQ'D.

632+37 = 0"C" +00
P.E. RT.
0"C"
+60
1"C"
+55
2"C"
51.6
52.0
53.0

STA. 635+50
1-24" X 80' RCCP REQ'D.

39.0 41.4
34.9 38.4
32.6 36.1
31.4 34.7
31.7 34.0
31.5 33.9
32.1 34.5
33.7 36.0
36.1 38.1
39.7 40.7
43.2 43.4
45.8 45.8
47.2 47.7
49.8 49.3
50.3 50.5
50.1 51.5
50.6 52.2
54.5 52.6
57.1 52.8
56.6 52.5
52.4 52.2
48.7 51.8
40.8 51.4
40.0 51.0
36.3 50.6
39.0 50.2
42.9 49.8
42.8 49.4
49.5 49.0
47.5 48.6
47.9

615 620 625 630 635 640

PLATE I—PLAN PROFILE B. P. R. STANDARD
FREDERICK POST CO., CHICAGO - 2651

"N" - NORRIE & PLOVER

B.P.R. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	S012(4)	17	105

BENCH MARKS				
20	636+50	SPIKE IN 8" OAK	55'-L	137.51
21	652+80	" " 15" MAPLE	55'-L	144.65
22	666+11	" " 12" MAPLE	40'-L	155.56

643+30 POINT ON BACK TANGENT LINE 41.25' NORTH OF POINT

TANGENT LINE

1° 15' CURVE

178° 15'

IRON IRON 41.25' N & S

PC 636+76.8

W-SW-SE-FRED FUSS

E-SW-SE-ELLEN LYONS

SEC 36 T29N R10E

PI +26.1

PI +96

PI

132.6

645

650

655

640

PE

5 RODS

P.I. = 648+93.3
D = 1° 15' RT
Δ = 24° 17'
T = 986.2'
L = 1942.7'
E = 104.9'
P.C. = 639+07.1
P.T. = 658+49.8 BACK
658+54.2 AHEAD
R = 4584.0'
SE = NORMAL CROWN

PI +98.9

SEC 1 T28N R10E

OBLITERATE OLD ROAD

NE-NOAH MUELLER EST.

P.C. 639+07.1

NET LENGTH OF ℄ STA. 636+76.8 TO STA. 664+03.9 = 2,722.7 LINEAR FT.

STA. 653+64.7 POINT ON FORWARD TANGENT LINE
IRON AT POINT
26.7' TO TEL. POLE SE
27.7' TO TEL. POLE NE
62.3' TO 12" ASH NW

TANGENT LINE

1° 15' CURVE

TOWN OF PLOVER
TOWN OF NORRIE

SHAWANO COUNTY
MARATHON COUNTY

NE-NE-HAROLD TIMM

5 RODS

3°B"

2°B"

1°B"

D

100'

100'

131° 28'

660

PE

+95

+07

P.T. 658+49.8 BACK = 658+54.2 AHEAD

659+09.5 = 0°B"+00

END OF PROJECT
STA. 664+03.9

+03.9

640.0'

IRON 45.4 N
IRON 50.0 S

P.I. IRON
9.4 TO BR. POLE SE
35.5 TO 12" MAPLE SE

659+09.5 = 0°B"+00

P.C. 663+02.3

P.T. 669+08.7

P.I. = 666+20.2
D = 7° RT
Δ = 42° 27'
T = 317.9'
L = 606.4'
E = 59.6'
P.C. = 663+02.3
P.T. = 669+08.7
R = 818.6'
SE = 0.06'/FT.
TRANS. 150'

OLD R/W = 4 RODS — PLOVER A 26 - 1892

UNC. = 5218 C.Y. (28 C.Y. SURFACE STONE INCLUDED)
FILL = 11594 C.Y.
BORROW = 9788 C.Y.
SHG. = 25% @ 33 1/3%

+0.4%

P.C. +50 EL 1452

500' V.C.

P.T. +50 EL 1450

+0.3%

P.C. +00 EL 1447.8

STA. 650+81
1-24" X 60' R C C P REQ'D.
REMOVE 1-15" X 30' C.P.

STA. 662+66
1-24" X 48' R C C P REQ'D.
REMOVE 1-18" X 30' C.P.

95.6

150
140
130
170
160
150
140

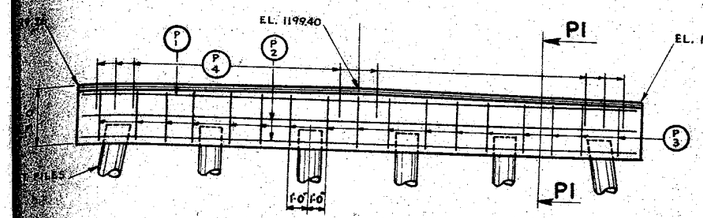
45.6 44.6
1°B" 2°B" 3°B"

42.8 49.4 49.5 49.0 47.5 48.6 47.9 48.2 49.5 47.8 47.7 47.4 46.0 47.0 44.2 46.6 43.4 46.2 43.4 45.8 42.0 45.4 41.6 45.0 40.5 44.8 40.3 44.7 40.6 44.8 45.4 44.9 43.5 45.11 45.5 45.4 44.7 45.7 44.6 46.0 44.4 46.3 44.2 46.6 43.2 46.9 45.7 47.2 44.1 47.5 45.1 47.8 47.8 48.7 50.9 51.2 55.1 55.11 60.8 66.2

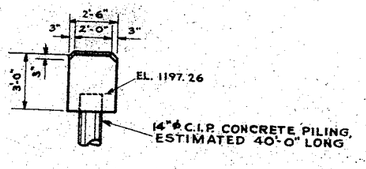
640 645 650 655 660 665

PLATE I—PLAN PROFILE U. P. R. STANDARD
FREDERICK POST CO., CHICAGO - 1951

COUNTY & HIGHWAY	ROUTE & SECTION	CLASS & AGREEMENT: STATE	CLASS & AGREEMENT: FEDERAL	B & C DIVISION	PROJECT	SHEET NO.	TOTAL SHEETS
37.6	12.0		11.4	4	5012(4)	30	105



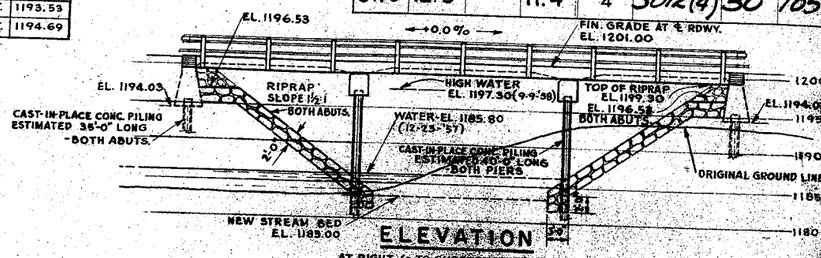
ELEVATION



END VIEW

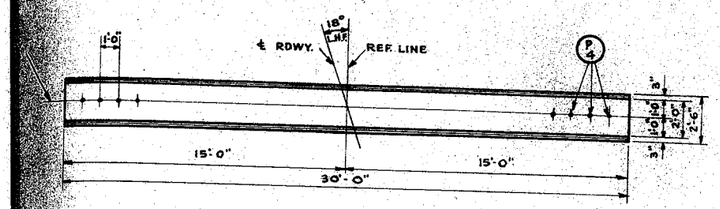
BENCH MARKS

NO.	STA.	DESCRIPTION	ELEV.
4	28+75	SPIKE IN 10" OAK - 60' RT.	1193.53
5	29+95	SPIKE IN 8" ELM - 160' LT.	1194.69

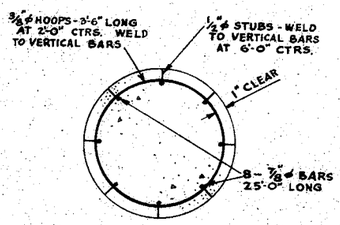


ELEVATION

AT RIGHT ℄s TO SUBSTRUCTURE UNITS



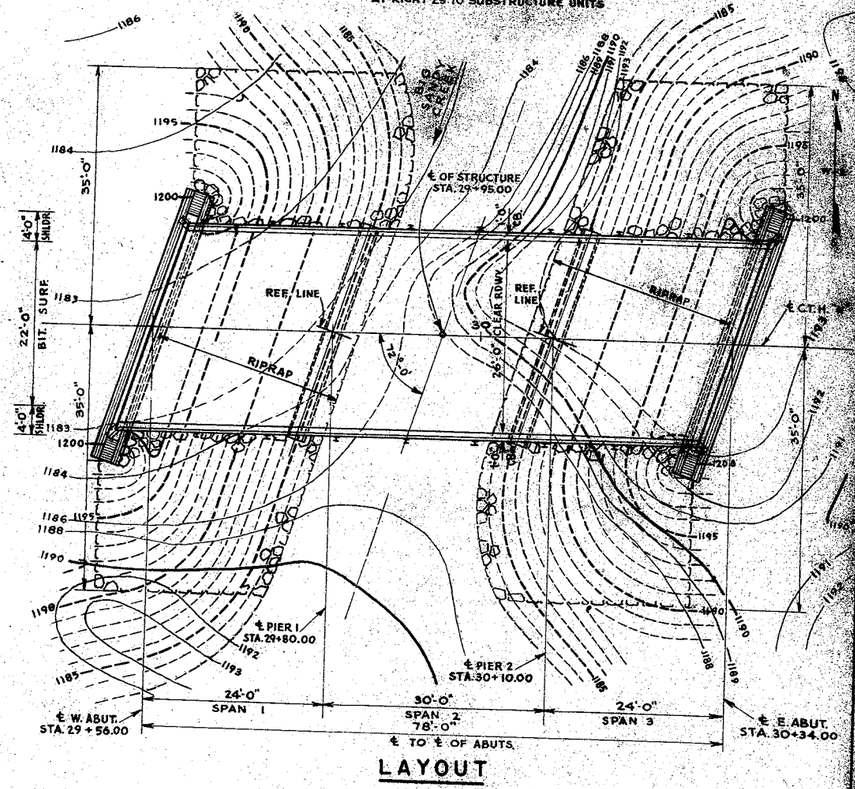
PLAN



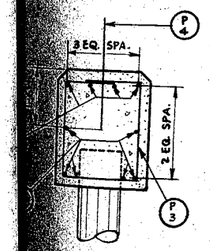
SECTION P2

GENERAL NOTES

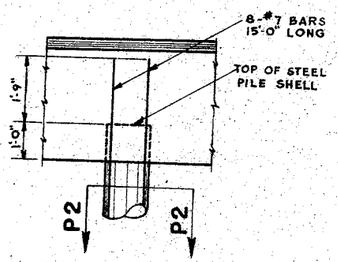
DRAWINGS SHALL NOT BE SCALED.
ALL CONCRETE MASONRY SHALL BE GRADE "AA".
BEVEL EXPOSED EDGES OF CONCRETE 1" UNLESS OTHERWISE SPECIFIED.
BAR STEEL REINFORCEMENT SHALL BE IMBEDDED 2" CLEAR UNLESS OTHERWISE SHOWN OR NOTED.
THE USE OF STRUCTURAL GRADE BAR STEEL REINFORCEMENT IS PROHIBITED.
PILING SHALL BE CAST-IN-PLACE CONCRETE PILING, ESTIMATED 35'-0" LONG AT ABUTMENTS, AND ESTIMATED 40'-0" LONG AT PIERS. PILING FOR ABUTMENTS SHALL BE DRIVEN TO A MINIMUM BEARING VALUE OF 18 TONS PER PILE. PILING FOR PIERS SHALL BE DRIVEN TO A MINIMUM BEARING VALUE OF 30 TONS PER PILE.
THE TOP AND SLOPE OF THE FILL IN FRONT OF THE ABUTMENTS SHALL BE RIPRAPPED WITH HEAVY RIPRAP AS SHOWN IN "SECTION A1" ON DRAWING X17960 AND TO THE EXTENT SHOWN IN "PLAN" ON THIS DRAWING.
TO COMPENSATE FOR DEAD LOAD DEFLECTION AND FUTURE PLASTIC FLOW, SPANS 1 AND 3 SHALL BE FORMED TO A ½" CAMBER, AND SPAN 2 TO A 3/16" CAMBER. NO ALLOWANCE IS INCLUDED IN THIS CAMBER FOR FORM SETTLEMENT.



LAYOUT

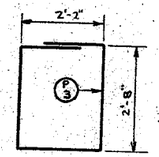


SECTION P1



PILE DETAIL

NOTE:- BAR STEEL REINFORCEMENT IN PILE DETAILS SHALL BE INCLUDED IN BID PRICE FOR 14"ø CAST-IN-PLACE CONCRETE PILES.



DETAIL "A"

BILL OF BARS

DIMENSIONS IN BENDING DETAILS ARE OUT TO OUT. 910#

MARK	NO.	SIZE	LENGTH	SPACING	LOCATION	DETAIL
P1	8	5	29-6	SHOWN	GIRDER - TOP - HORIZ.	
P2	12	4	29-6	SHOWN	" - SIDES & BOTTOM - HORIZ.	
P3	34	4	10-9	SHOWN	STIRRUPS	A
P4	58	5	3-0	1-0	GIRDER - VERTICAL	

TOTAL ESTIMATED QUANTITIES

	BID ITEMS	UNIT	SUPER-STRUCTURE	ABUTS.	PIERS	TOTAL
	EXCAVATION FOR STRUCTURES	C.Y.	—	55	—	55
	CONCRETE MASONRY - GRADE "AA"	C.Y.	90.6*	39.0	16.9	146.5
	BAR STEEL REINFORCEMENT	LB.	19,580	1,550	910	22,040
**	CAST-IN-PLACE CONCRETE TEST PILING (2 @ 60')	L.S.	—	—	—	1
	CAST-IN-PLACE CONCRETE PILING - DELIVERED	L.F.	—	385	440	885
	CAST-IN-PLACE CONCRETE PILING - DRIVEN	L.F.	—	385	285	670
	STEEL RAILING	L.F.	162	—	—	162
	RIPRAP	C.Y.	—	380	—	380
	NON-BID ITEMS					
	PRE-FORMED BIT. FIBER TYPE FILLER - ¼"	S.F.	118	—	—	118
	EXPANSION JOINT FILLER	SIZE	½"	—	—	¼"

* $f_c = 1400\#$ "
** DRIVE ONE AT W. ABUT. AND AT PIER 2.

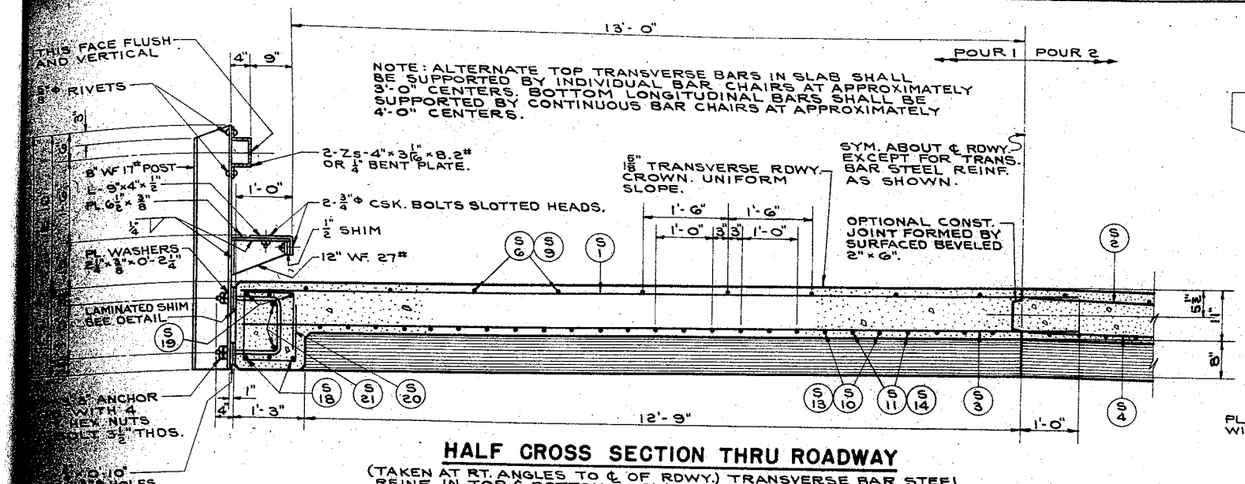
LIST OF DRAWINGS

1. LAYOUT AND PIERS ____ X17958
2. SUPERSTRUCTURE ____ X17959
3. ABUTMENTS ____ X17960

REVISED	STATE HIGHWAY COMMISSION OF WISCONSIN.
	LAYOUT AND PIERS
	CO. MARATHON — CITY, VIL. TNS. WAUSAU AND WESTON — STA. 29+95.00
	SECTIONS 35 & 2 — TOWNS 28 & 29 N. — RANGE 8 E.
	DESIGN SPEC. A.A.S.H.O. 1953 — LOADING H15 — CONST. SPEC. 1957
	DATE 3-11-'58 — DESIGN F.R.W. — DRAWN L.E.B. — CKD. [illegible]
	SUBMITTED: J. B. Schultz, ENGINEER OF BRIDGES
	APPROVED: E. L. Ruettgers, STATE HIGHWAY ENGINEER

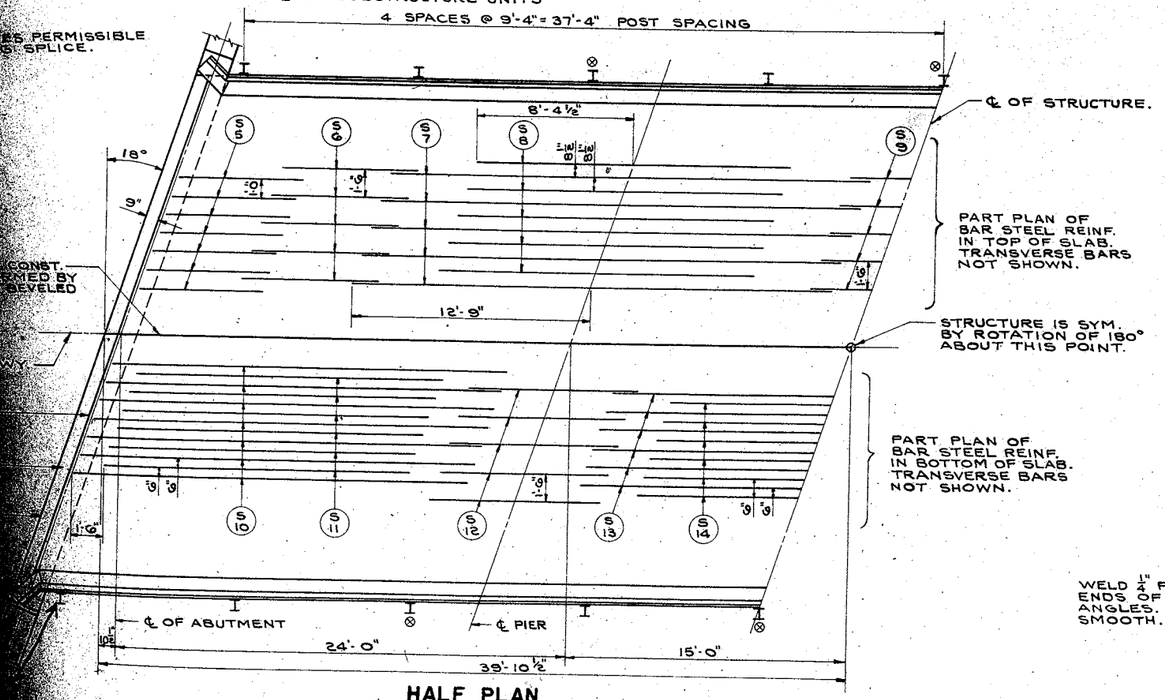
STRUCTURE B - 37 - 45 | SHEET 1 OF 3

B. P. R. DIVISION	PROJECT	SHEET NO.	TOTAL SHEETS
4	5012(4)	31	105

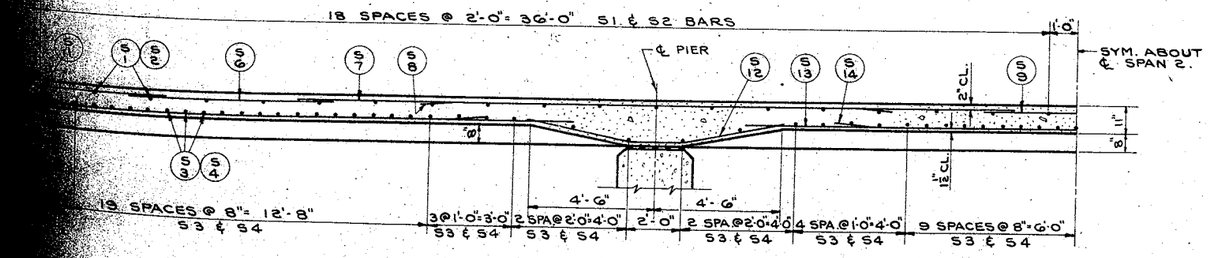


HALF CROSS SECTION THRU ROADWAY

(TAKEN AT RT. ANGLES TO ℄ OF RDWY.) TRANSVERSE BAR STEEL REINF. IN TOP & BOTTOM OF SLAB TO BE PLACED PARALLEL TO ℄ OF SUBSTRUCTURE UNITS



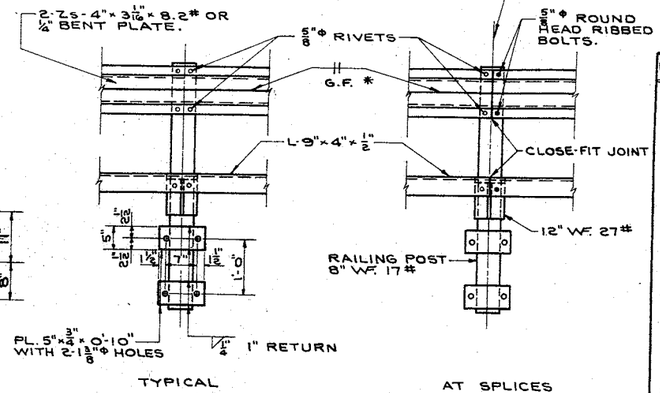
HALF PLAN



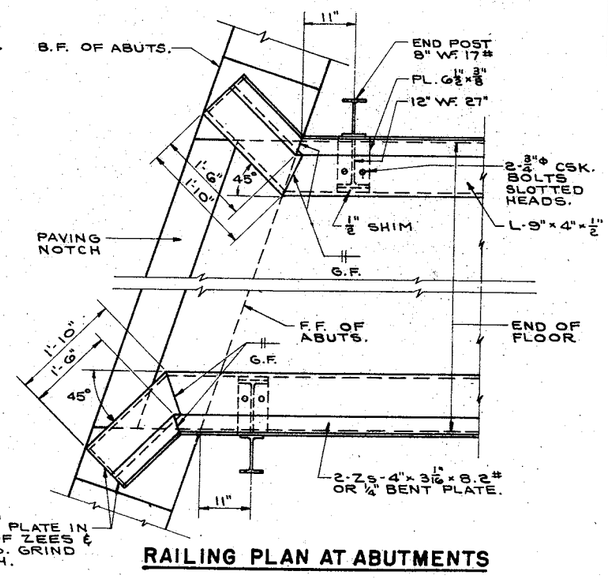
HALF LONGITUDINAL SECTION THRU FLOOR

TAKEN PARALLEL TO ℄ OF RDWY.

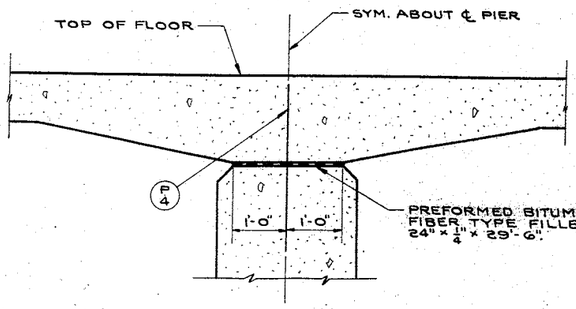
* ACCEPTABLE ALTERNATE WELD FROM FRONT FACE ONLY WITH 1/4" x 3/4" BACKING STRIP.



RAILING DETAILS

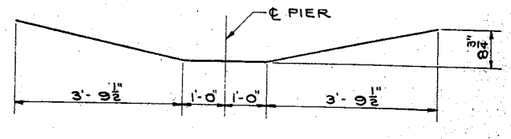


RAILING PLAN AT ABUTMENTS

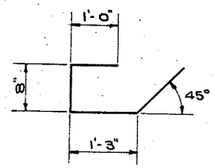


DETAIL AT PIER

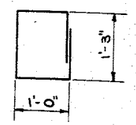
TAKEN AT RT. ANGLES TO ℄ OF PIER.



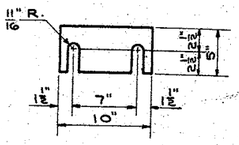
DETAIL A



DETAIL B



DETAIL C



LAMINATED SHIM

BILL OF BARS

19,580 #

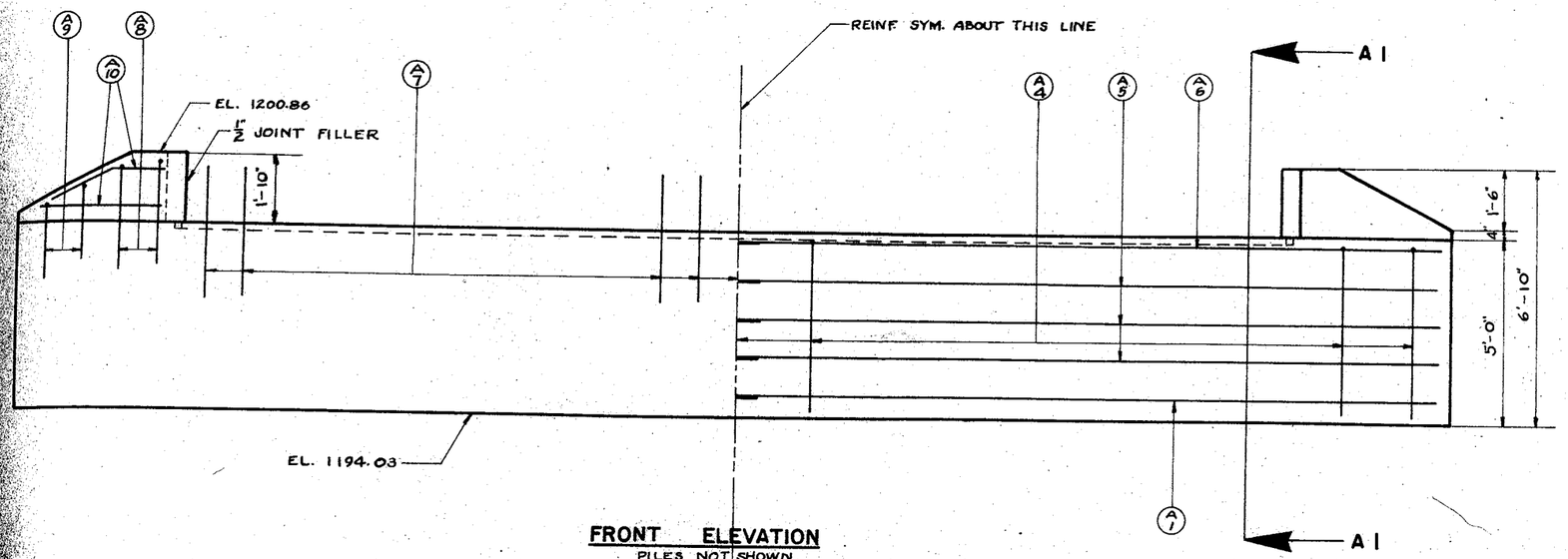
DIMENSIONS IN BENDING DETAILS ARE OUT TO OUT.

POUR	MARK	NO.	SIZE	LENGTH	SPACING	LOCATION	DET.
FLOOR, HAUNCH & PAV'T. SEAT	S1	38	4	15-6	2-0	FLOOR - TOP - TRANS.	
	S2	38	4	14-6	2-0	" - " - "	
	S3	87	4	15-6	SHOWN	" - BOTTOM - "	
	S4	87	4	14-6	SHOWN	" - " - "	
	S5	56	7	6-6	1-0	" - TOP - LONG.	
	S6	36	4	7-3	1-6	" - " - "	
	S7	40	8	25-6	1-5	" - " - "	
	S8	36	8	16-9	1-5	" - " - "	
	S9	18	4	6-6	1-6	" - " - "	
	S10	52	8	21-0	1-0	" - BOTTOM - "	
	S11	48	8	16-3	1-0	" - " - "	
	S12	36	4	9-9	1-6	HAUNCH - " - "	A
	S13	26	8	23-6	1-0	FLOOR - " - "	
	S14	24	8	17-6	1-0	" - " - "	
	S15	56	4	4-6	1-0	PAV'T. SEAT @ ABUTMENTS	B
	S16	6	4	15-6	SHOWN	" " " "	
	S17	6	4	14-6	SHOWN	" " " "	
	S18	18	8	28-0	SHOWN	EDGE BEAM - BOTTOM - LONG.	
	S19	18	8	27-3	SHOWN	" " - TOP - "	
	S20	156	4	5-6	1-0	" "	C
	S21	36	6	4-6	SHOWN	FLOOR - SYM. ABOUT ℄ OF POST	

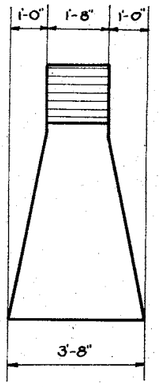
REVISED	STATE HIGHWAY COMMISSION OF WISCONSIN
	SUPERSTRUCTURE
	DESIGN SPEC. AASHO '53 LOADING H15
	DATE 3-1-58 DESIGN F.R.W. DRAWN W.J.K. CHKD.
STRUCTURE	B - 37 - 45 SHEET 2 OF

X17959

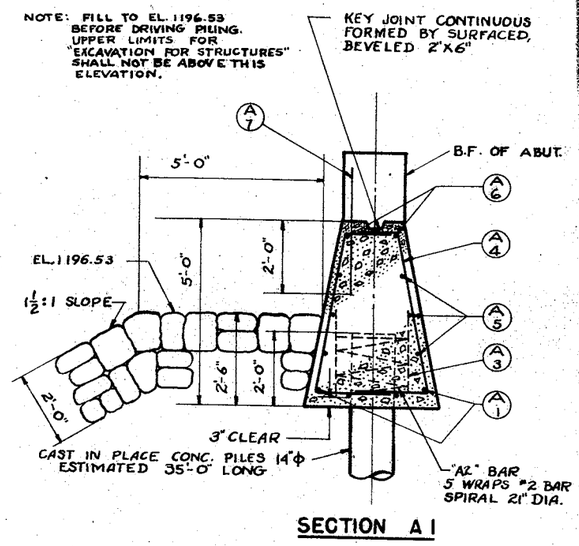
B. P. R. DIVISION	PROJECT	SHEET NO.	TOTAL SHEETS
4	5012(4)	32	105



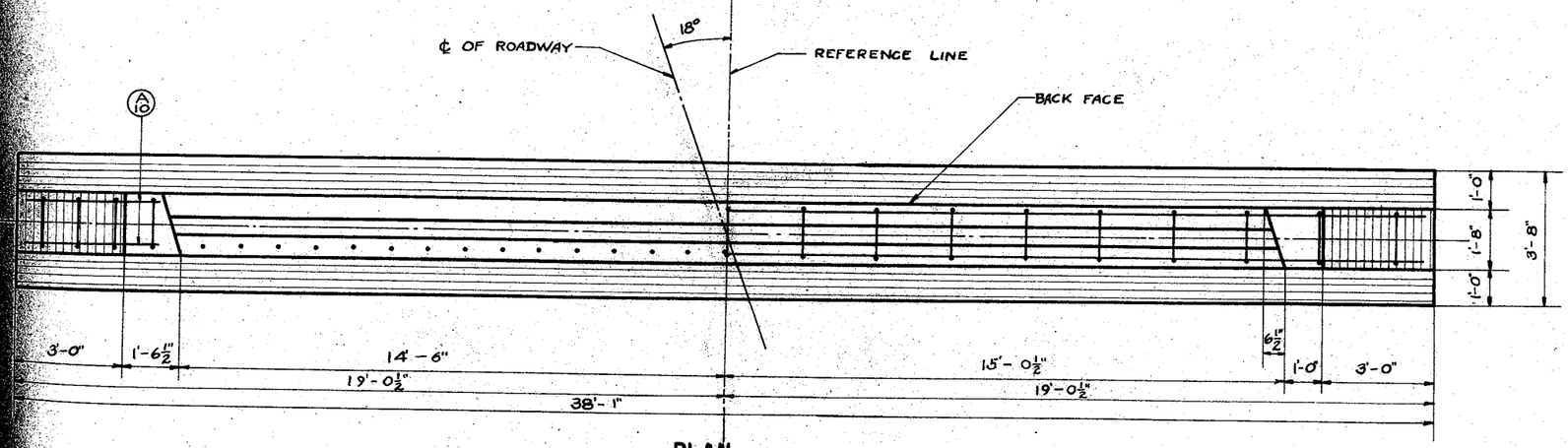
FRONT ELEVATION
PILES NOT SHOWN



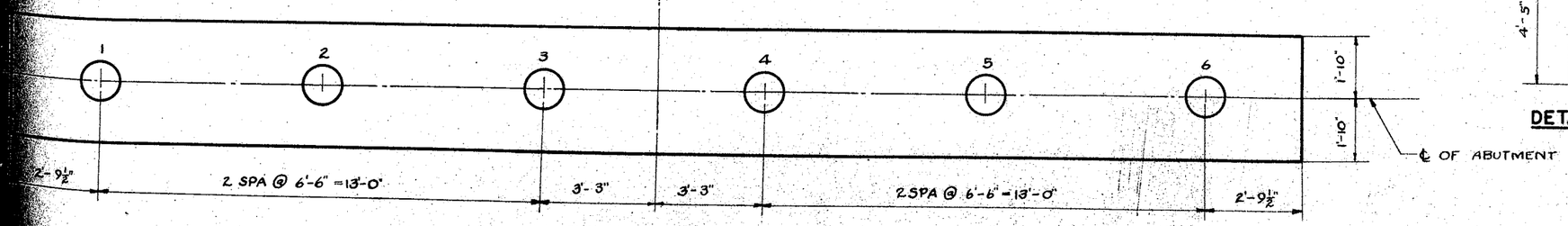
END VIEW



SECTION A1



PLAN



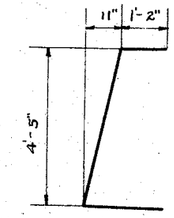
PILE PLAN
SEE "SECTION P2" ON X-17958 FOR PILE DETAIL

BILL OF BARS

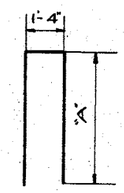
1550 #

DIMENSIONS IN BENDING DETAILS ARE OUT TO OUT

POUR	MARK	NO	SIZE	LENGTH	SPACING	LOCATION	DET
ONE POUR	A1	16	4	19-3	SHOWN	BODY	
	A2	12	2	28-0	"	" - AROUND PILES	
	A3	24	4	2-3	"	" - 2 BARS PER PILE	
	A4	76	4	7-9	2-0	"	A
	A5	24	4	19-3	SHOWN	"	
	A6	8	6	19-3	"	"	
	A7	58	5	3-6	1-0	PARAPET	
	A8	8	4	6-9	1-0	WINGS	B
	A9	8	4	5-3	1-0	"	B
	A10	16	4	3-6	1-0	"	



DETAIL A



MARK	A
A-8	2'-8 1/2"
A-9	1'-11 1/2"

DETAIL B

REVISED	STATE HIGHWAY COMMISSION OF WISCONSIN
	ABUTMENTS
	DESIGN SPEC. AASHO 1953 | LOADING H. 15 | SHEET 1955
	DATE 3-11-58 | DESIGN F.R.W. | DRAWN J.J. | CKD. E.H.Z.
STRUCTURE B - 37 - 45	SHEET 3 OF 3

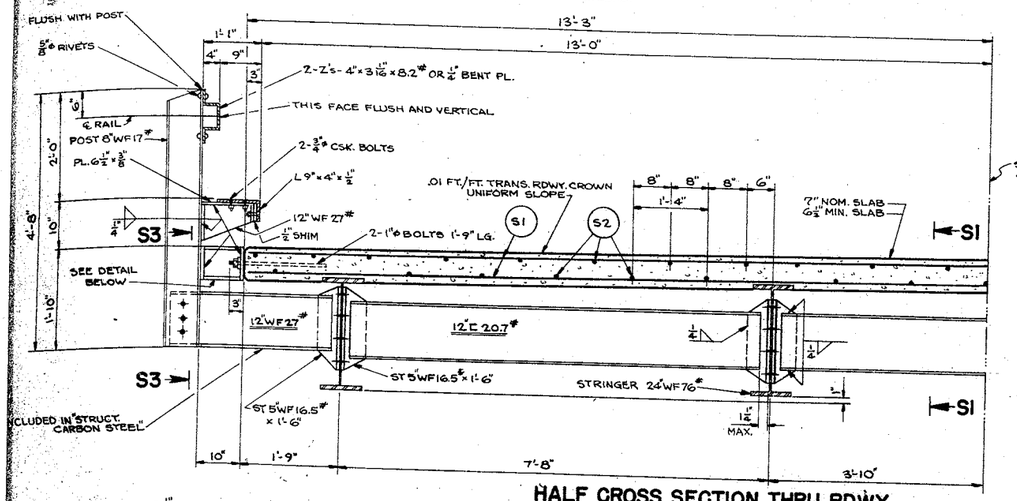
X 17960

E: RAIL POST, Z's, HUB GUARD, AND
NECTIONS TO SLAB, INCLUDED IN
EM: RAILING.

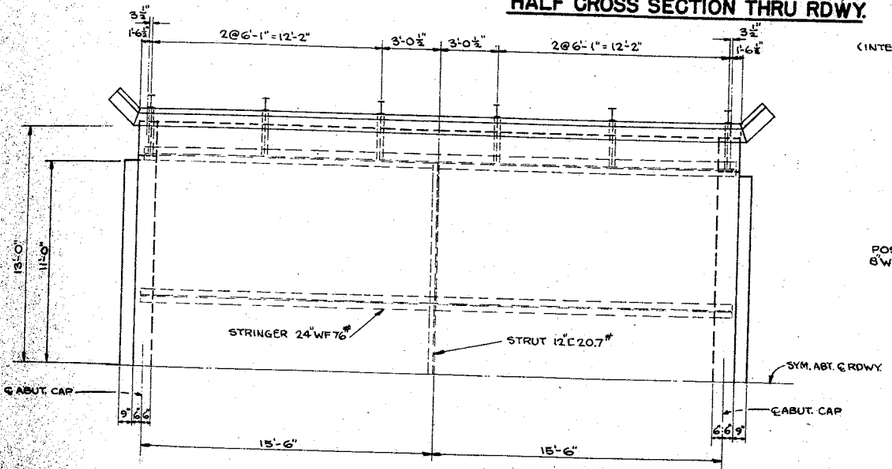
NOTE: TOP AND BOTTOM TRANS BARS IN SLAB SHALL BE SUPPORTED BY CONTINUOUS BAR CHAIRS ON OR ADJACENT TO EACH STRINGER AND BY INDIVIDUAL BAR CHAIRS AT 3'-0" CTRS. APPROXIMATELY MIDWAY BETWEEN STRINGERS.

BENCH MARK			
11	113+87	SPIKE IN 15" ELM 50' R	1213.28

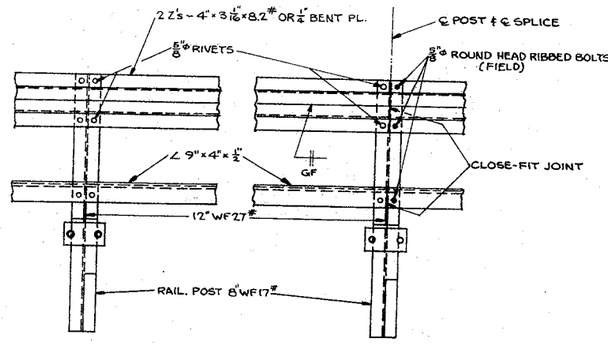
COUNTY & HIGHWAY	ROUTE & SECTION	CLASS & AGREEMENT STATE	FEDERAL	B.P.R. DIVISION	PROJECT	SHEET NO.	TOT. SHEETS
37.6	12.0		11.4	4	S012(4)33	10	



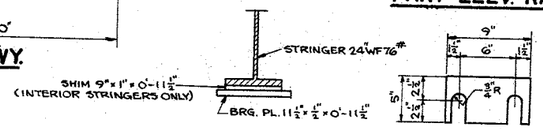
HALF CROSS SECTION THRU RDWY.



HALF PLAN

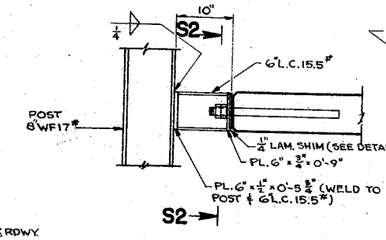


PART ELEV. RAILING

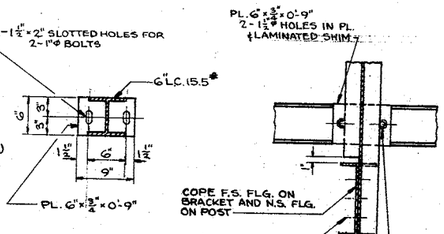


BEARING DETAIL

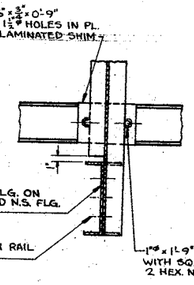
LAMINATED SHIM



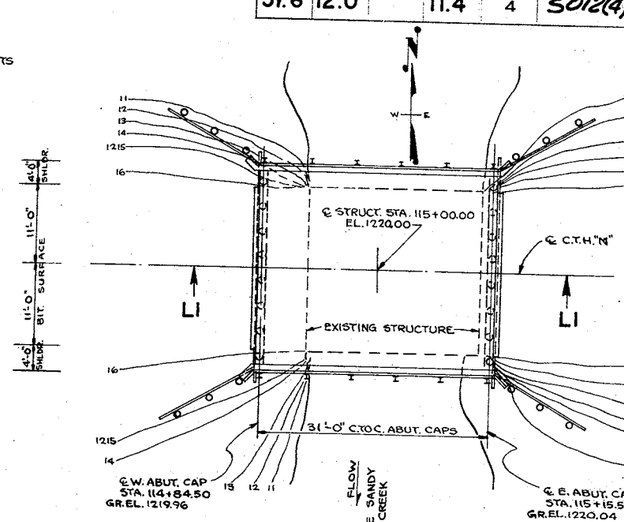
POST CONNECTION



SECT. S2

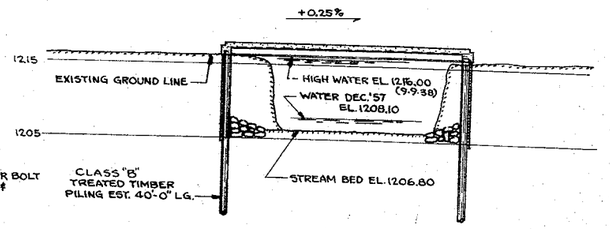


SECT. S3

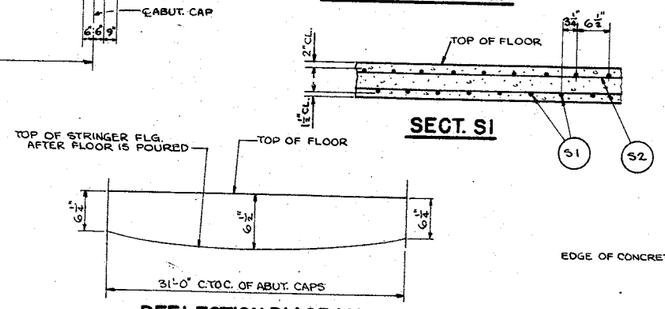


EXISTING STRUCTURE: R.C. SLAB ON CONC. ABUTS. ONE 20' CLEAR SPAN - 23' RDWY.
NEW STRUCTURE: R.C. SLAB ON I-BEAM. 50' CLEAR SPAN 26' RDWY. ON TRT'D. TIMBER ABUTS.

LAYOUT

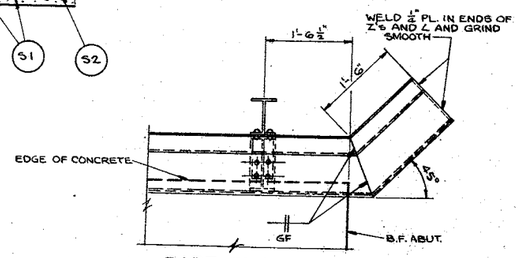


SECTION L1



SECT. S1

DEFLECTION DIAGRAM



PART PLAN AT ABUTS.

BILL OF BARS

4,760#

MARK	NO.	SIZE	LENGTH	SPACING	LOCATION	DET.
	116	5	26-0	6 1/2	FLOOR-TOP & BOTT.-TRANS.	
	39	5	31-0	SHOWN	" " " -LONG.	
	44	3	7-3	1-0	CURT. WALL - LONG.	
	2	4	21-6	SHOWN	" " - TRANS.	*
	10	6	7-3	SHOWN	" " " BETWEEN STRINGERS	
	78	5	3-0	SHOWN	" " " BODY CLEATS	

* IN FIELD

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.
ALL CONCRETE MASONRY SHALL BE GRADE "A".
BEVEL ALL EXPOSED EDGES OF CONCRETE 1" UNLESS OTHERWISE SPECIFIED.
BAR STEEL REINFORCEMENT SHALL BE IMBEDDED 2" CLEAR UNLESS OTHERWISE SHOWN OR NOTED. THE USE OF STRUCTURAL GRADE BAR STEEL REINF. IS PROHIBITED
THE 3"×10" BULKHEAD PLANK IN THE BODY OF THE ABUTMENTS MAY BE SPLICED. SPLICES SHALL BE AT THE ℄ OF PILE AND SHALL BE STAGGERED IN ADJACENT PLANKS.
THE PILING AT THE ABUTMENTS SHALL BE CLASS "B" TREATED TIMBER PILING, EST. 40'-0" LONG AND DRIVEN TO A MINIMUM BEARING VALUE OF 16 TONS PER PILE.
ALL EXCAVATED VOLUME NOT OCCUPIED BY THE NEW STRUCTURE SHALL BE BACKFILLED WITH GRANULAR BACKFILL TO THE ORIGINAL GROUND LINE. PAYMENT WILL BE MADE ONLY FOR MATERIAL ACTUALLY PLACED WITHIN THE LIMITS SPECIFIED IN "EXCAVATION FOR STRUCTURES" THE BODY OF THE ABUTS. SHALL BE RIPRAPPED AS SHOWN IN "SECT. A-A" ON X18155. AFTER THE FILL IS IN PLACE. THE SLOPE OF THE FILL AROUND THE ENDS OF THE WINGS SHALL BE RIPRAPPED AS DIRECTED BY THE ENGINEER IN THE FIELD.
ALL RIVETS SHALL BE 3/4" ø UNLESS OTHERWISE SPECIFIED.

TOTAL ESTIMATED QUANTITIES

EXCAVATION FOR STRUCTURES	130 C.Y.
GRANULAR BACKFILL	130 C.Y.
CONCRETE MASONRY	23.4 C.Y.
BAR STEEL REINFORCEMENT	4,760 LB.
STRUCTURAL CARBON STEEL	12,660 LB.
SHEET ZINC	38 LB.
TREATED LUMBER AND TIMBER	5.55 M.B.M.
**UNTREATED TIMBER TEST PILING (1@55'-0") CLASS "B"	1 L.S.
TREATED TIMBER PILING (DELIVERED) CLASS "B"	1,120 L.F.
TREATED TIMBER PILING (DRIVEN) CLASS "B"	830 L.F.
PILE SHOES	28 EA.
STEEL RAILING	72 L.F.
RIP RAP	60 C.Y.

** DRIVE AT LOCATION OF WEST ABUT.

LIST OF DRAWINGS

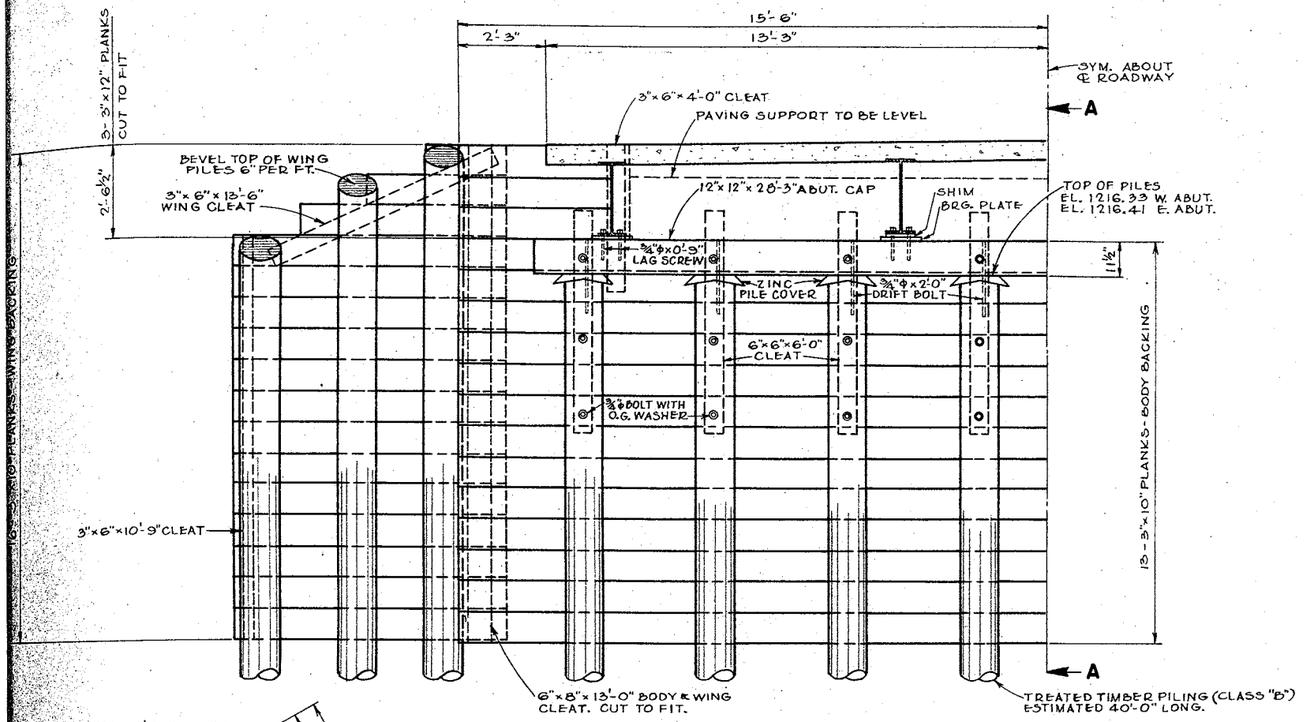
1. LAYOUT & SUPERSTRUCTURE — X18154
2. ABUTMENTS — X18155

REVISED	STATE HIGHWAY COMMISSION OF WISCONSIN
	LAYOUT & SUPERSTRUCTURE
	CO. MARATHON — CHEV. MSL. TNS. EASTON & RINGLE — STA. 115+00.00
	SECTION 31 & 6 — TOWN 29 & 28 N — RANGE 9E
	DESIGN SPEC. A.A.S.H.O.53 — LOADING H15 — CONST. SPEC. 1947
	DATE 4-16-58 — DESIGN R.L.R. — DRAWN W.M. — CKD. T.T.M.
	SUBMITTED T. V. B. Schultz ENGINEER OF BRIDGES
	APPROVED E. L. Sweetman STATE HIGHWAY ENGINEER

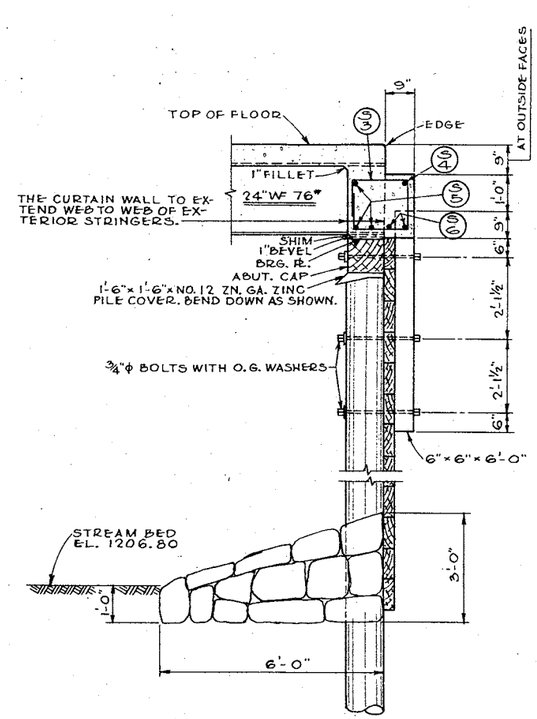
STRUCTURE B-37-46 — SHEET 1 OF 2

X18154

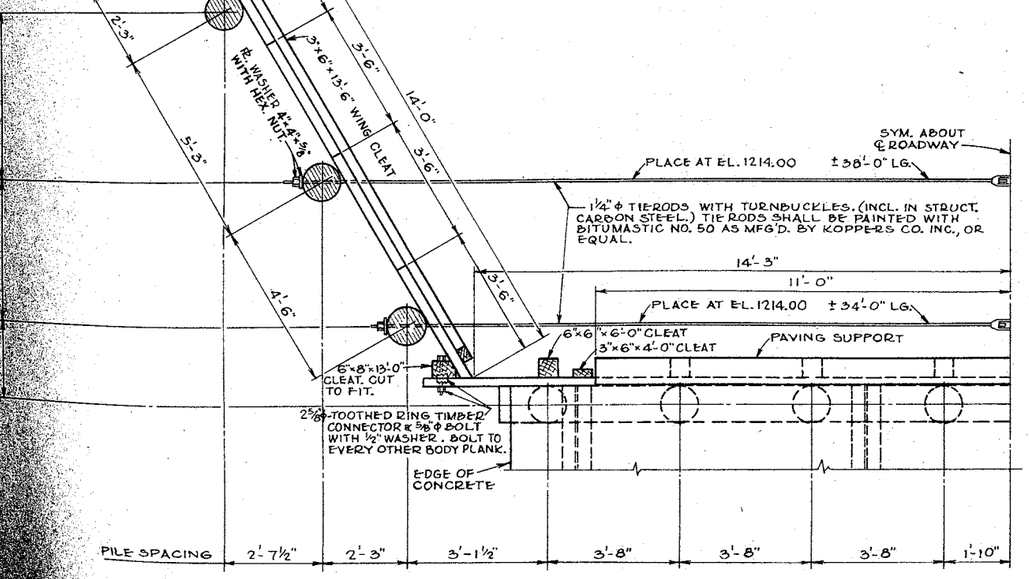
B.P.R. DIVISION	PROJECT	SHEET NO.	TOTAL SHEETS
4	5012(4)	34	105



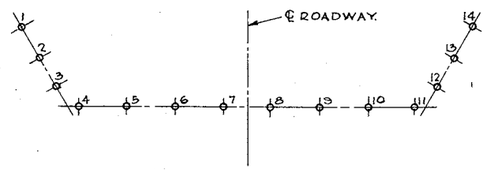
HALF FRONT ELEVATION



SECTION A-A



HALF PLAN



PILE DIAGRAM

TREATED LUMBER & TIMBER

NOMINAL SIZE	NO. OF PIECES	SURFACE	LENGTH	GRADE	LOCATION
3"x6"	4	NONE	13'-6"	1600#/J&P	WING CLEAT
	4	"	10'-9"	"	" "
	4	"	4'-0"	"	BODY "
3"x10"	26	"	31'-0"	"	BODY BACKING
	52	"	14'-0"	"	WING "
	4	"	10'-6"	"	" "
	4	"	7'-0"	"	" "
	4	"	3'-6"	"	" "
3"x12"	12	"	4'-6"	"	BODY BACKING
6"x6"	16	"	6'-0"	"	BODY CLEAT
6"x8"	4	"	13'-0"	"	BODY & WING CLEAT
12"x12"	2	S4S	28'-3"	1600#/B&S	ABUT. CAP

REVISED	STATE HIGHWAY COMMISSION OF WISCONSIN
	ABUTMENTS
	DESIGN SPEC. A.A.S.H.O.'53 LOADING H15 CONST. SPEC. 1957
	DATE 4-16-58 DESIGN D.L.R. DRAWN J.F.M. CKD. W.M.
STRUCTURE B-37-46	SHEET 2 OF 2

X18155

U.P.R. DISTRICT OFFICE	PROJECT	SHEET NUMBER	TOTAL SHEETS
WEST 4	S 012 (4)	35	10

STATION	DISTANCE	VARIATION EXCAVATION	
		UNC	FILL
-1		67	15
0		4	3
+25		87	153
1		35	244
2		0	702
3		0	761
4		167	322
PC 5		729	20
6		1370	0
7			

SHEET TOTAL 2515

STA 3+40
(-27.4 RT, 4.2 CL REGR)

0 (250')
1 (250')
2 (250')
3 (250')
4 (250')
5 (250')
6 (250')
7 (250')
8 (250')
9 (250')
10 (250')

STATE DISTRICT OFFICE	PROJECT	SHEET NUMBER	TOTAL SHEETS
MTD. 4	S012(4)	36	10

STATION	DISTANCE	CUBIC YARDAGE EXCAVATION	
7	1858		0
8	2304		0
9	2450		0
10	2115		0
11	1493		0
12	711		20
13	44		100
PE 14			30
17			180
PE 15			20

PRED. TOTAL 11,002

U.S.D.A. FOREST SERVICE	PROJECT	SHEET NUMBER	TOTAL SHEETS
WO R-1	SO12(A)	37	105

STATION	DISTANCE	YARDAGE EXCAVATION CU YDS	FILL
15			
	24		33
16			
	89		408
17			
	139		261
18			
	185		87
19			
	389		22
20			
	843		0
21			
	475		0
S.R.	507		
22			
	1928		0
23			
	1265		0
475			

SHEET TOTAL 6765

U.S. DISTRICT OFFICE	PROJECT	SHEET NUMBER	TOTAL SHEETS
MPLS. 4	S012(4)	38	105

STATION	DISTANCE	CURVE	YARDAGE EXCAVATION	FILL
25+75				
	24		322	0
+25			163	7
	24		24	85
+42			0	267
25+50			74	415
	25		108	389
+50			0	337
+75				

25+75 195'

25+50 195'

FINE SAND BALLAST

25 195'

24+65 195'

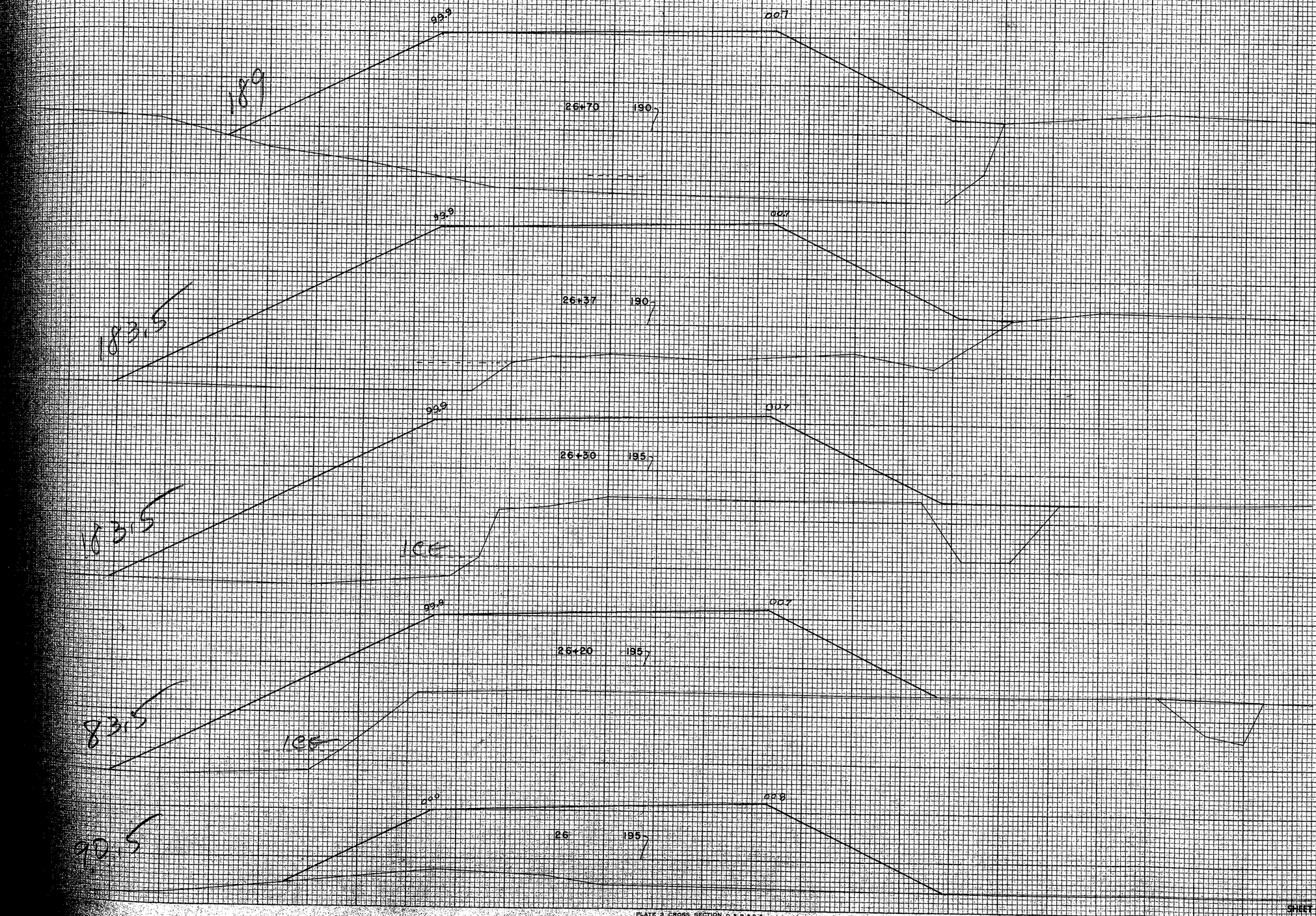
24+65 195'

24+65 195'

24+65 195'

24 195'

B.P.R. DISTRICT OFFICE	PROJECT	SHEET NUMBER	TOTAL SHEETS
WIS. 4	S012(4)	39	105



STATION	DISTANCE	YARDAGE EXCAVATION UNC.	FILL
+75			
	0		352
26			
	0		376
+20			
	0		252
+30			
	0		222
+37			
	0		1194
+70			
SHEET TOTAL	0		2556

PLATE 3 CROSS SECTION U.S.P.R.&R.E.
100% RAG PAPER-MADE AND PRINTED IN U.S.A.
CHARLES BRUNING COMPANY

B.P.R. DISTRICT OFFICE	PROJECT	SHEET NUMBER	TOTAL SHEETS
WIS. 4	S012(4)	40	10

00.0

08.5

28 195'

99.9

00.7

27+50 195'

DITCH AT INLET

STA. 27+65
1-48"x88' R.C.C.P. REQ'D

99.9

00.7

27+10 190'

99.9

00.7

27 190'

99.9

00.7

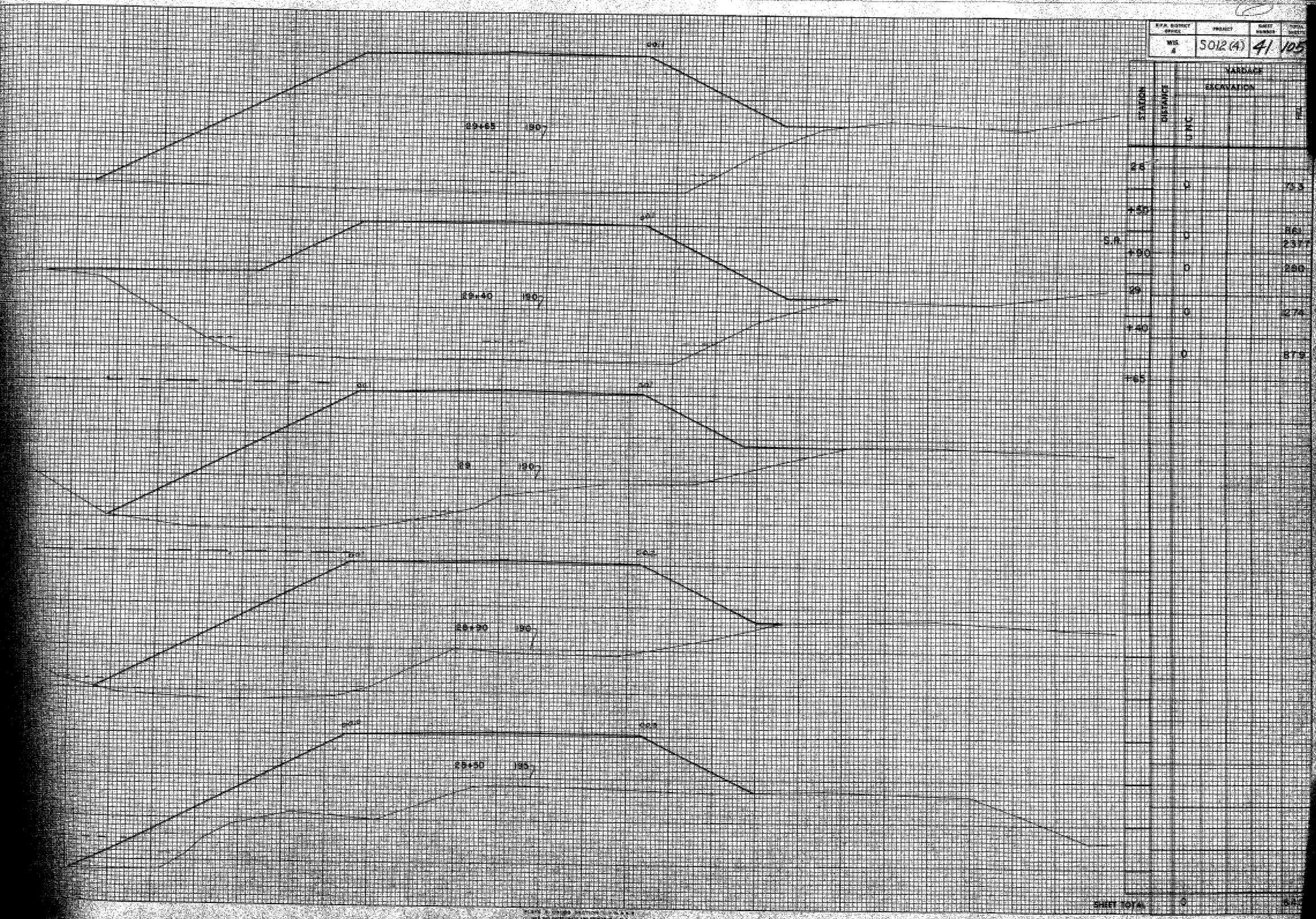
26+90 190'

STATION	DISTANCE	YARDAGE EXCAVATION CU. YD.	FILL
+70			
	0		685
+90			
	0		317
27			
	0		306
+10			
	0		1092
+50			
	0		830
28			

PLATE 3 CROSS SECTION C.P.R. & R.R.
100% RAG PAPER—MADE AND PRINTED IN U.S.A.
CHARLES BRUNING COMPANY

SHEET TOTAL

STATE DISTRICT OFFICE	PROJECT	SHEET NUMBER	TOTAL SHEETS
WIS 6	5012(4)	41	105



U.S.B.R. DISTRICT OFFICE	PROJECT	SHEET NUMBER	TOTAL SHEETS
WES 4	S012(4)	42	10

VARIANCE

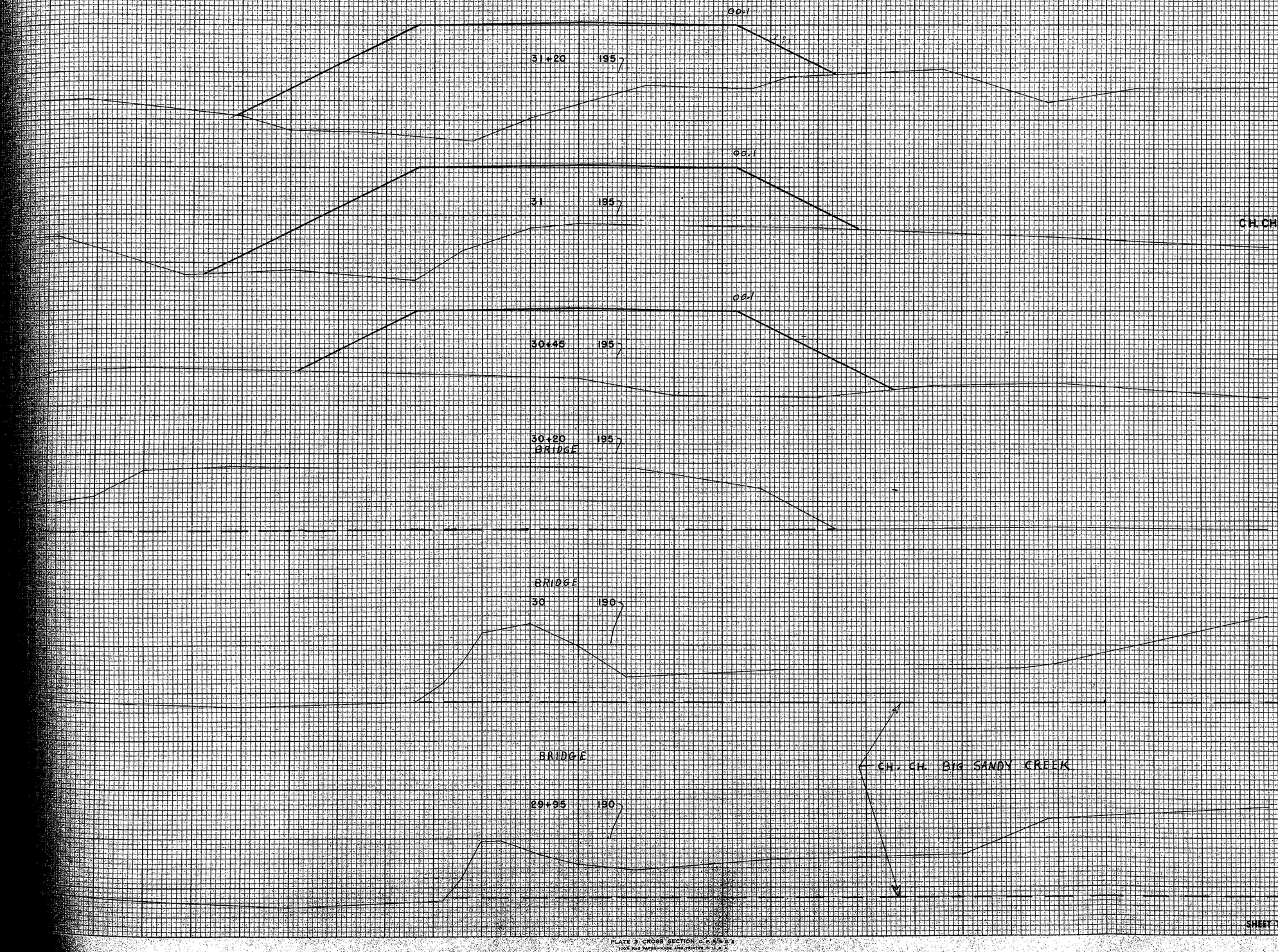
EXCEPTION

STATION

DISTANCE

SHEET TOTAL

B.P.R. DISTRICT OFFICE	PROJECT	SHEET NUMBER	TOTAL SHEETS
WIS. 4	S012(4)	43	105



STATION	DISTANCE	UNC.	YARDAGE EXCAVATION		FILL
+65		0			269
+80		0	BRIDGE		0
30			BRIDGE		0
C H. CH.		4632			
+10		0			244
+45		0			787
31		0			313
+20					
SHEET TOTAL		4632			161

PLATE 3 CROSS SECTION C. P. 8½ x 11
100% RAG PAPER MADE AND PRINTED IN U. S. A.
CHARLES BRUNING COMPANY, INC.

B.P.R. DISTRICT OFFICE	PROJECT	SHEET NUMBER	TOTAL SHEETS
WIS. 4	S012 (4)	44	105

YARDAGE

EXCAVATION

STATION	DISTANCE	FILL
2+75		
	190	
2+50		
	190	
29+96		
+21+00		
	190	
	185	
14+10		
	185	
0+70		
	195	
0+55		
	195	
0+30		
	185	
0+20		
	185	
0+00		
	185	
0-20		

83.0 83.0 83.0 83.4 83.0 83.5 84.0 84.2 84.6

SHEET TOTAL

B.P.R. DISTRICT OFFICE	PROJECT	SHEET NUMBER	TOTAL SHEETS
WIS. 4	S 012 (4)	15	105

STATION	DISTANCE	YARDAGE EXCAVATION	YARDAGE FILL
4+55	190		
		83.0	
4+35	190		
		83.0	
4+20	190		
		83.0	
4+00	190		
		83.0	
3+75	190		
		85.0	
3+35	190		
		83.0	
3+00	190		
		86.0	
SHEET TOTAL			

B.P.R. DISTRICT OFFICE	PROJECT	SHEET NUMBER	TOTAL SHEETS
WIS. 4	S012(4)	46	105

00.1

33 190

00.1

32+75 190

00.1

32+50 190

00.1

32 190

00.1

31+90 190

00.1

31+65 190

00.1

31+45 190

STATION	DISTANCE	YARDAGE EXCAVATION	FILL
+20			
		0	491
+45			
		0	457
+65			
		0	531
+90			
		0	191
32			
		0	1009
+50			
		0	498
+75			
		0	491
33			

SHEET TOTAL 0

PLATE 3 CROSS SECTION O. P. R. & R. E.
100% RAG PAPER—MADE AND PRINTED IN U. S. A.
CHARLES BRUNING COMPANY

W.V. DISTRICT OFFICE	PROJECT	SHEET NUMBER	TOTAL SHEETS
WEIR 4	S012(41)	47	105

35+50 200 001

38 200 001

34+40 200 001

34+50 200 001

34 200 001

33+70 190 002

35+40 190

STATION	OFFSET	VARIANCE EXCAVATION	FILL
33	0		831
+40	0		668
+70	37		654
34	57		369
+30	15		39
+40	98		180
35	94		183
+50			

SHEET TOTAL 301

B.P.R. DISTRICT OFFICE	PROJECT	SHEET NUMBER	TOTAL SHEETS
WIS. 4	S012(4)	48	105

YARDAGE

STATION	DISTANCE	EXCAVATION CU.YD.	FILL
1+50			
	56		185
36			
	36		223
37			
	39		288
38			
	83		346
39			
	22		450
40			
	65		254
1+50			
	26		331
41			
	163		338
1+50			
	393		182
42			

SHEET 10 OF 105 SHEETS

B.P.R. DISTRICT OFFICE	PROJECT	SHEET NUMBER	TOTAL SHEETS
WIS 4	SO12(4)	49	105

D.P.R. DISTRICT OFFICE	PROJECT	SHEET NUMBER	SHEETS
WIC 4	S012(4)	50	105

STATION	DISTANCE	CUNC	YARDAGE EXCAVATION	FILL
48		255		52
49		48		69
50		11		257
51		9		276
52		26		117
+37		44		63
53		84		250
54		122		93
55		53		40
56		96		100
57		202		80
				74
SHEET TOTAL		968		1370

PLATE 2 CROSS SECTION

B.P.R. DISTRICT OFFICE	PROJECT	SHEET NUMBER	TOTAL SHEETS
WIS. 4	S012 (4)	57	122

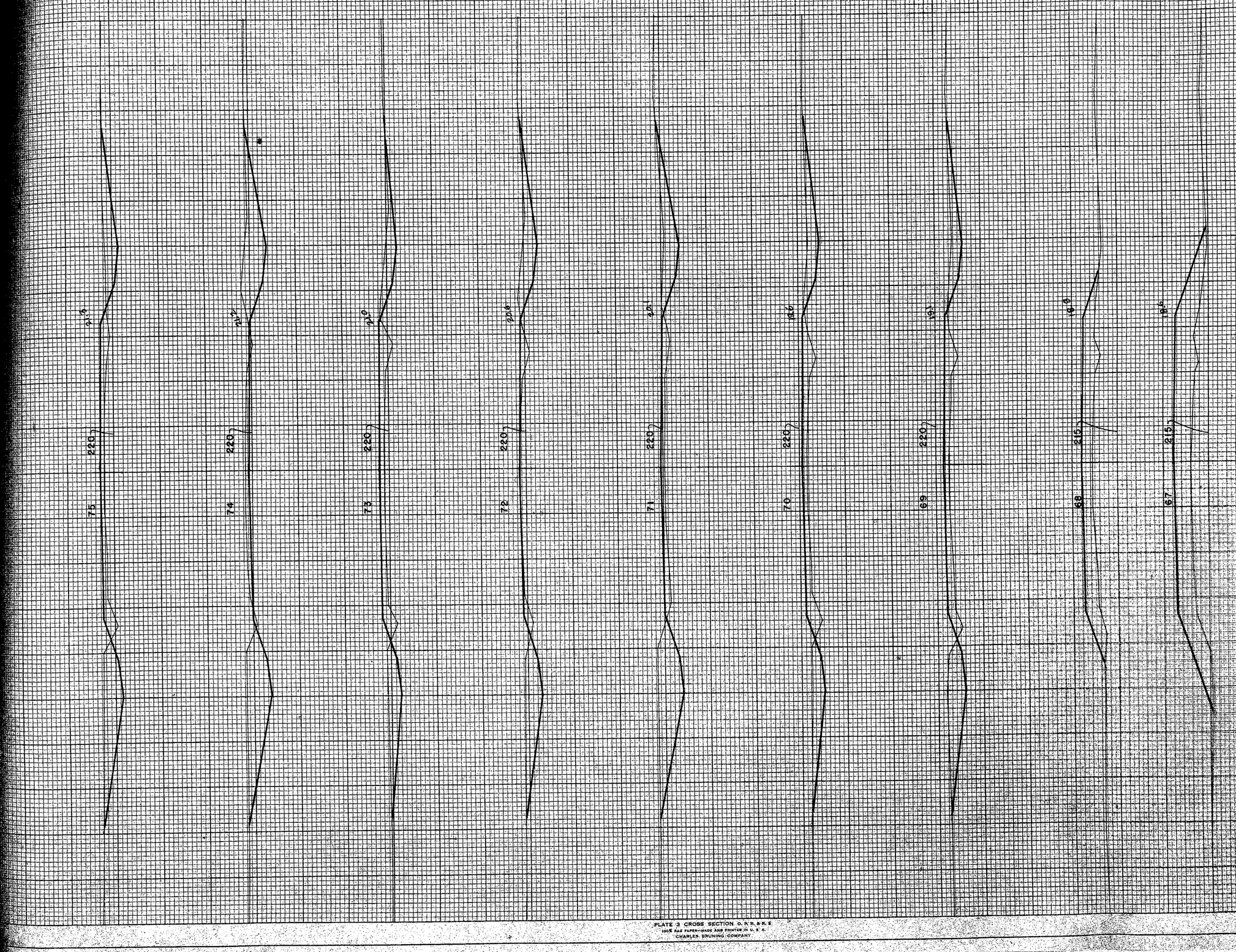
STA. 66+08
1-24" X 32' RCCP

65+80

TWN. ROAD
FINISHED G.R.

STATION	DISTANCE	YARDAGE EXCAVATION UNCL.	FILL
57			
	269		59
58			
	198		98
59			
	96		159
60			
	76		189
61			
	72		211
62			
	39		23
63			
	122		235
64			
	107		319
65			
	0		326
+80			
	0		94
S.R. 66			300
SHEET TOTAL	979		2 2

B.P.R. DISTRICT OFFICE	PROJECT	SHEET NUMBER	TOTAL SHEETS
WIS. 4	S012(4)	52	105



STATION	DISTANCE	UNC.	EXCAVATION	FILL
			MARGAGE	
66		0		450
67		0		280
68		74		144
69		139		96
70		176		87
71		189		59
PE.				30
72		139		72
73		196		56
74		219		48
75		189		65
PE.				30
76				
SHEET TOTAL		1321		

PLATE 3 CROSS SECTION O. P. R. & R. E.
100% RAG PAPER—MADE AND PRINTED IN U. S. A.
CHARLES BRUNING COMPANY

CHARLES BRUNING COMPANY

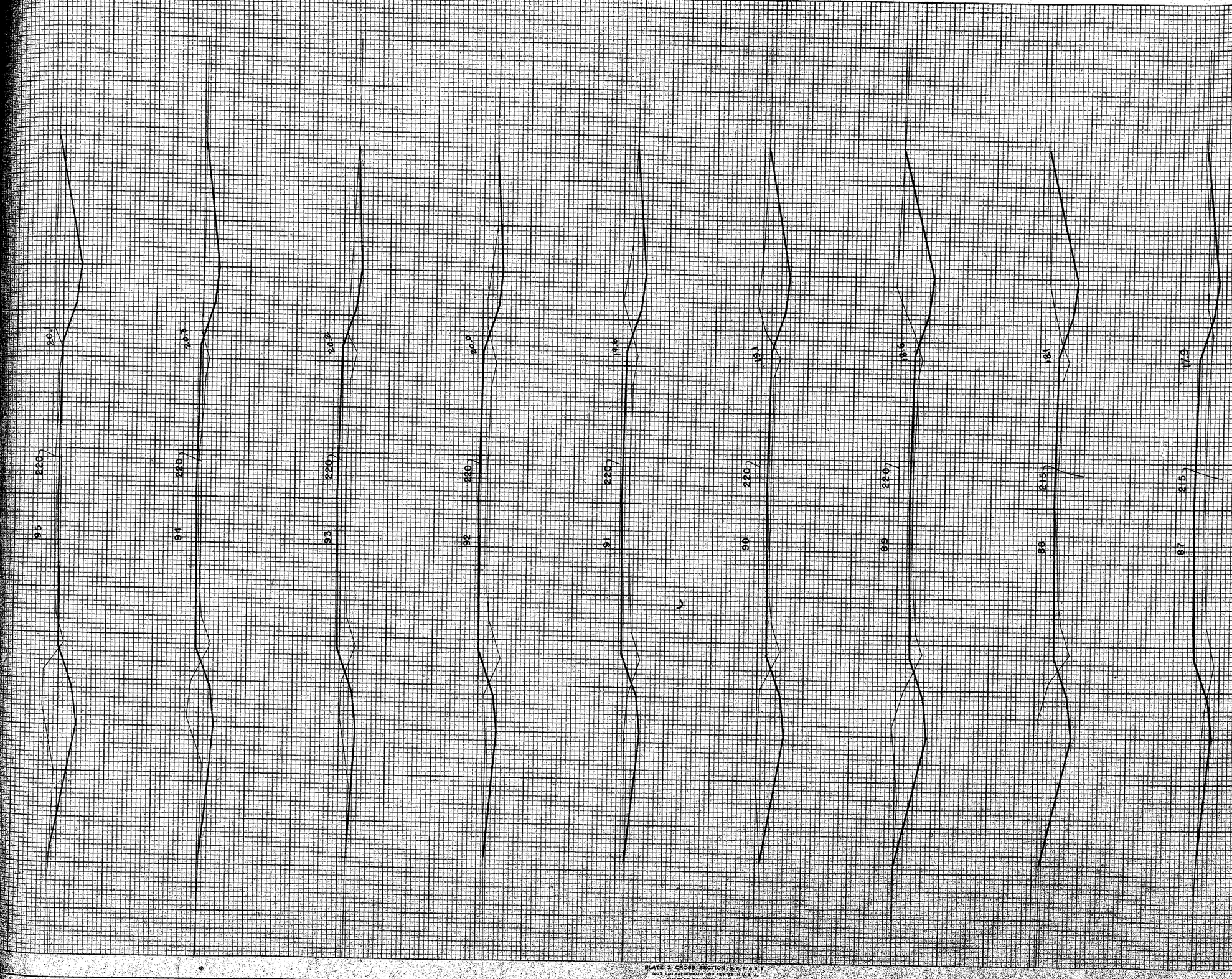
B.P.R. DISTRICT OFFICE	PROJECT	SHEET NUMBER	TOTAL SHEETS
WES 4	S 012(4)	53	105

STATION	DISTANCE	YARDAGE EXCAVATION	
		LINE	
76		204	50
77		205	41
78		218	54
79		198	115
80		280	74
81		93	309
82		0	619
83		0	885
84		0	873
84			250
85		0	556
86			

SHEET TOTAL 1100 ABOVE

PLATE 8 CROSS SECTION NO. 4 U.S.A.
NOT TO SCALE - SEE CROSS SECTIONS IN W.P.S.
CHARLES BRUCE DAVIDSON

B.P.R. DISTRICT OFFICE	PROJECT	SHEET NUMBER	TOTAL SHEETS
WIS. 4	S012(4)	54	105



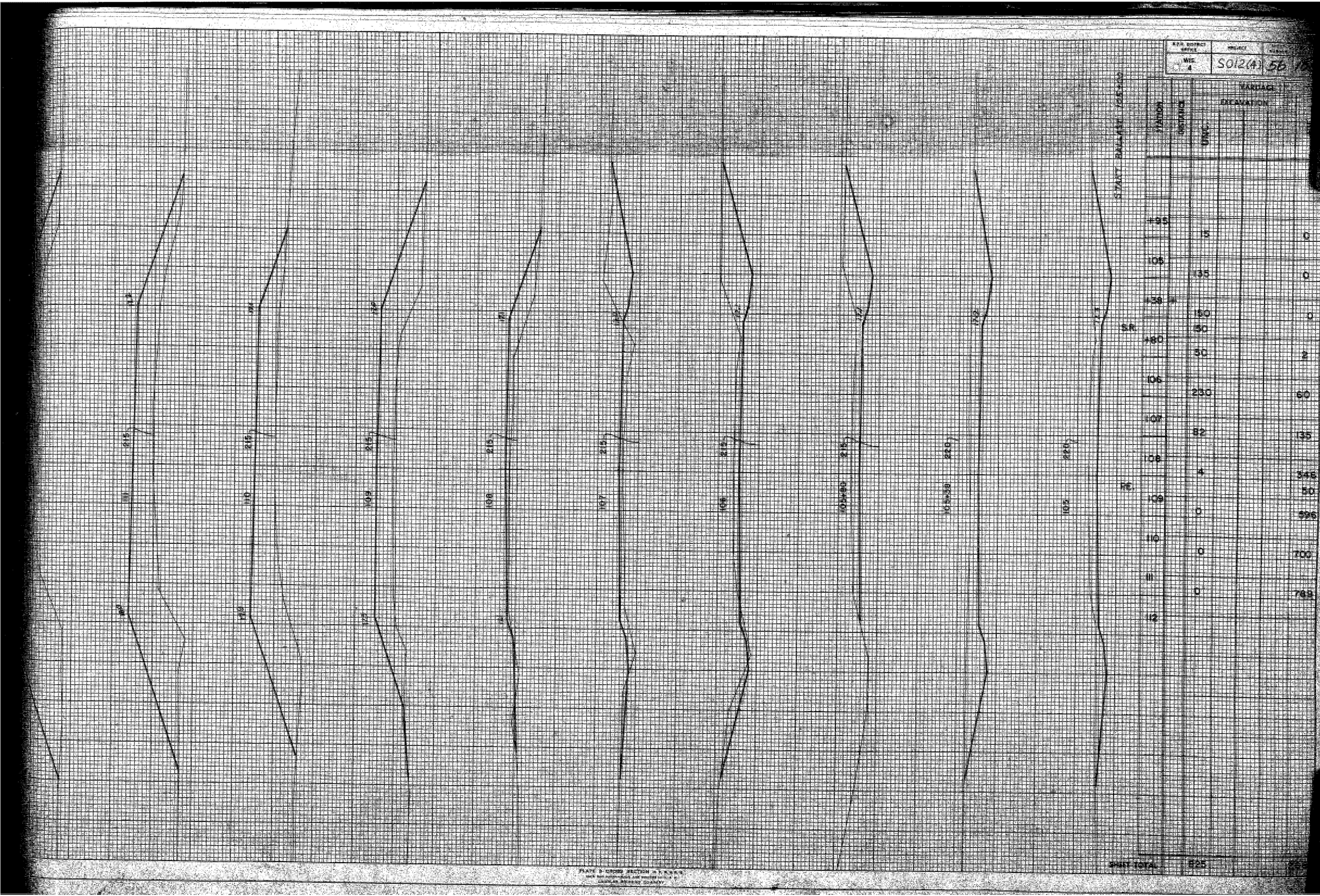
STATION	DISTANCE	YARDAGE EXCAVATION UNC.	YARDAGE FILL
86		41	337
87		194	139
88		320	91
89		315	83
90		228	117
91		130	157
PE.			30
92		109	161
93		152	120
			30
PE			
94		255	48
95			
SHEET TOTAL		1745	

PLATE 3. CROSS SECTION, O. P. R. R. R.
1905 RAD PAPER—RUDD AND PRINTED IN U. S. A.
CHARLES BRUNING COMPANY

	WIS. 4	5012(4)	55

STATION	DISTANCE	UNIT	WAREAGE EXCAVATION
95			
	336		9
96			
	400		7
97			
	274		18
98			
	208		52
99			
	185		83
100			
	144		102
101			
	174		93
102			
	209		61
103			
	93		37
PE. 104			30
	233		13
PE. 495			30
SHEET TOTAL	2435		534

PLATE 3 CROSS SECTION 4-1-3 #17


STATION
STRUCT.
EXCAVATION
UNC.
+95
15
0
105
135
+38
150
0
+80
30
2
106
230
60
107
82
135
108
4
346
109
0
50
110
0
595
111
0
700
112
789
SHEET TOTAL
825
S.R.
215
214
213
212
211
210
209
208
207
206
205
204
203
202
201
200
199
198
197
196
195
194
193
192
191
190
189
188
187
186
185
184
183
182
181
180
179
178
177
176
175
174
173
172
171
170
169
168
167
166
165
164
163
162
161
160
159
158
157
156
155
154
153
152
151
150
149
148
147
146
145
144
143
142
141
140
139
138
137
136
135
134
133
132
131
130
129
128
127
126
125
124
123
122
121
120
119
118
117
116
115
114
113
112
111
110
109
108
107
106
105
104
103
102
101
100
99
98
97
96
95
94
93
92
91
90
89
88
87
86
85
84
83
82
81
80
79
78
77
76
75
74
73
72
71
70
69
68
67
66
65
64
63
62
61
60
59
58
57
56
55
54
53
52
51
50
49
48
47
46
45
44
43
42
41
40
39
38
37
36
35
34
33
32
31
30
29
28
27
26
25
24
23
22
21
20
19
18
17
16
15
14
13
12
11
10
9
8
7
6
5
4
3
2
1
PLATE 9 CROSS SECTION

B.P.R. DISTRICT OFFICE	PROJECT	SHEET NUMBER	
1815 4	S012(4)	57	10

STATION	DISTANCE	LONG	EARTHWORK EXCAVATION	
112		0		54C
+65		0		294
113		0		807
+8		0		561
+70		0		1127
+85				
CR. CH.	700		BR. UNDE	
116				
SHEET TOTAL	700			35

115 215

114+30 215

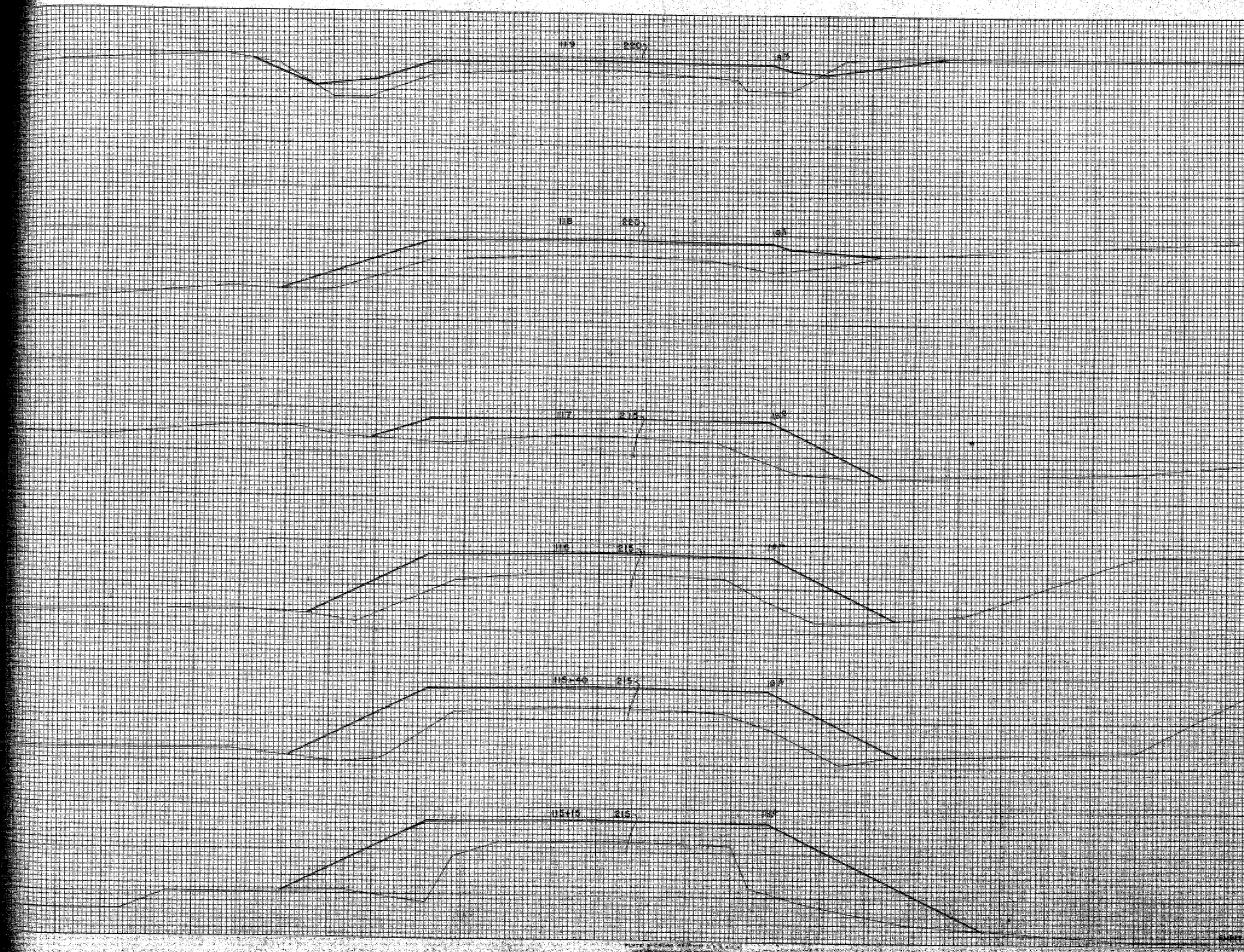
114+70 215 18.1

114 215 18.1

113 215 17.7

18.1 113+65 215 17.7

U.P.R.R. DISTRICT OFFICE	PROJECT	SHEET NUMBER	TOTAL SHEETS
WES. 4	5012(4)	58	105



STATION	DISTANCE	UNIT	EXCAVATION	EMBANKMENT
				FILL
115				
	0		BRIDGE	0
+15				
	0			231
+40				
	0			441
116				
	0			620
117				
	0			496
118				
	26			389
119				

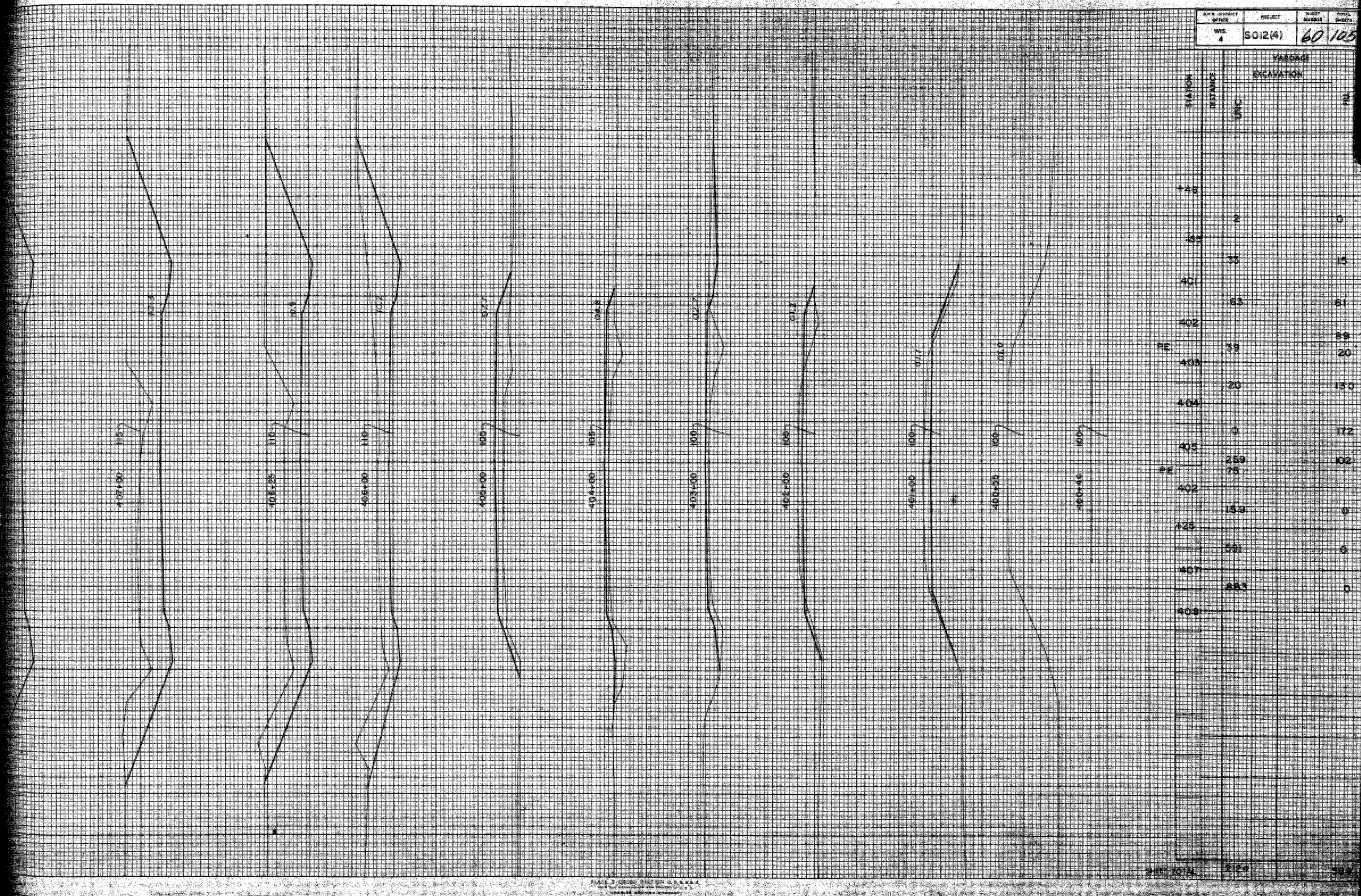
SHEET TOTAL 2,176

R.P.M. DISTRICT OFFICE	PROJECT	SHEET NUMBER	TOTAL SHEETS
WIS. 4	S012(4)	59	10

STATION	DISTANCE	LINES	YARDAGE EXCAVATION	
		119	58	23
		120	87	33
		121	1010	67
		122	157	35
		123	208	22
		124	241	18
		125	274	13
PC		126		30
			320	19
		127		11
			374	30
PT		128	198	4
		129		
SHEET TOTAL			1935	401

PLATE 3 ELLIOTT BROTHER CO. P.A.S.

U.S. DISTRICT OFFICE	PROJECT	SHEET NUMBER	TOTAL SHEETS
WES 4	S012(4)	60	105


STATION
DISTANCE
YARDAGE
EXCAVATION
CUT
FILL
+45
2
0
65
35
15
401
65
61
402
89
PE
39
20
403
20
130
404
0
172
405
259
102
PE
75
402
153
0
+25
591
0
407
683
0
408
HIT TOTAL
2129
324
100
105
110
85
105
100
100
100

U.P.R. DISTRICT OFFICE	PROJECT	SHEET NUMBER	TOTAL SHEETS
WEST 4	5012 (4)	61	105

STATION	DISTANCE	TUNNEL EXCAVATION			
		LONG	SHAFTS		FT.
408					
409		924			0
		726			13
410					
		278			206
+80					
		17			135
411					
		4			615
+40					
		8	548		2065
412					
		0	463		1189
+25					
		9	1085		313
413					
		0	354		1511
+70					
414					

U.S.C.E. DISTRICT OFFICE	PROJECT	SHEET NUMBER
WVS	S012 (4)	62

GARBAGE
EXCAVATION

STATION

DISTANCE

STATION

DISTANCE

STATION

DISTANCE

STATION

DISTANCE

CROSS SECTIONS
FOR
ESTIMATE

SHEET TOTAL

DIST.	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	5012(4)	63	105

STATION	DISTANCE	TANGENT EXCAVATION	
		UNC	
414			2
	67		8.5
+28			
	413		7.8
415			
	830		0
PE			
416	170		2.9
	213		0
+20			
	976		0
417			
	1303		4
418			
	1589		6
419			
	1886		7.5
+50			
	0		6.5
420			

SHEET TOTAL 4313

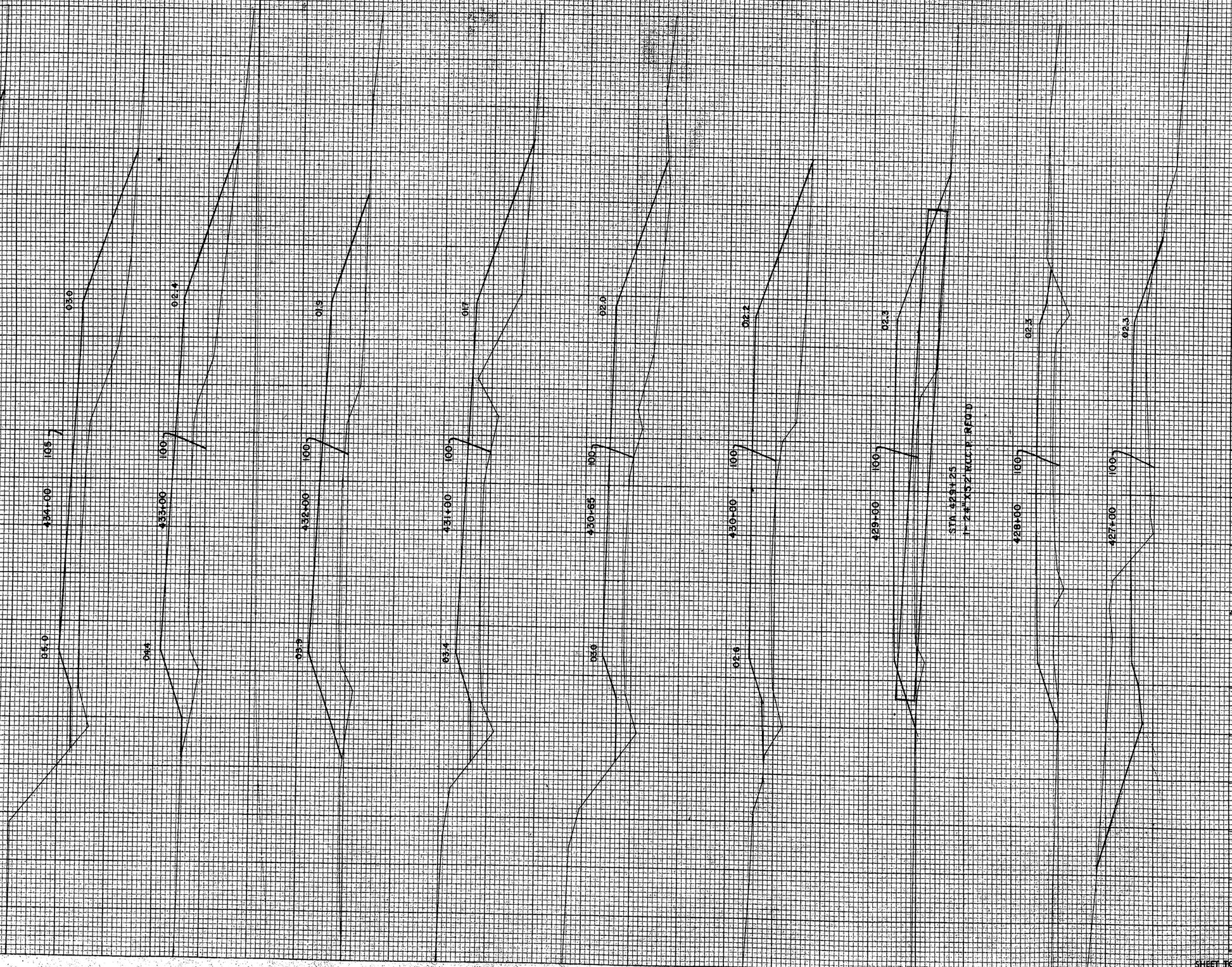
PLATE 3 CROSS SECTION U.S.S.R.S.

R.P.R. DISTRICT OFFICE	PROJECT	SHEET NUMBER	TOTAL SHEETS
WES 4	5012(4)	64	102

STATION	DISTANCE	EXCAVATION
		ROCK
420	0	583
140	0	756
421	0	257
140	26	58
422	100	65
423	52	26
450	58	46
424	257	107
425	380	148
426		

Excavation Rock

B.P.R. DISTRICT OFFICE	PROJECT	SHEET NUMBER	TOTAL SHEETS
WIS. 4	S 012 (4)	65	105


STA. 429+25
1-24" X 52' R.C.C.P. REQ'D
434+00
433+00
432+00
431+00
430+85
430+00
429+00
428+00
427+00
105'
100'
100'
100

B.P.R. DISTRICT OFFICE	PROJECT	SHEET NUMBER	TOTAL SHEETS
WIS. 4	S012(4)	66	105

STATION	DISTANCE	YARDAGE EXCAVATION UNCL.	YARDAGE EXCAVATION ROCK	YARDAGE FILL
435				
	0			800
PE +96				70
	0			709
457				
	26			93
+40				
317				20
438				
	353			2
+34				
687				0
439				
	907			0
PE 440				40
	750			0
441				
	607			0
442				
	152			0
+26.4				
SHEET TOTAL		3759		1774

D.P.W. DISTRICT OFFICE	PROJECT	SHEET NUMBER	TOTAL SHEETS
WIS 4	S012(4)	67	124

STATION	DISTANCE	YARDAGE EXCAVATION CUT	YARDAGE EXCAVATION FILL
432			
PE 443	370		0
			30
	470		0
PE 444	10		30
	317		74
445			
	102		165
446			
	9		241
447			
	9		259
448			
	28		250
449			
	69		185
450			
	109		115
451			
	59		124
452			
SHEET TOTAL	1155		1495

PLATE 3 CROSS SECTION NOTES

CHARLES MEHNERT, CONSULT

B.P.R. DISTRICT OFFICE	PROJECT	SHEET NUMBER	TOTAL SHEETS
WIS. 4	S012 (4)	68	102

STATION	DISTANCE	YARDAGE EXCAVATION UNC	
452			
	9		30
+25			
	28		143
SR	100		70
453			
	24		283
454			
	70		256
455			
	106		96
456			
	259		80
457			
	463		0
			30
PE			
458			
	730		0
459			
	906		0
460			
	252		48
+50			
SHEET TOTAL	2987		716

PLATE 3 CROSS SECTION C. P. R. & L.
100% RAG PAPER MADE AND PRINTED IN U. S. A.
CHARLES BRUNING COMPANY

B.P.R. DISTRICT OFFICE	PROJECT	SHEET NUMBER	SHEETS
WIS. 4	S012(4)	69	106

STATION	DISTANCE	YARDAGE EXCAVATION UNC	YARDAGE EXCAVATION
+50		37	89
461		4	146
+45		39	154
462		24	24
165		139	4
463		72	54
+50		48	94
464		54	128
+50		26	68
465		104	17
+35			
SHEET TOTAL		762	776

PLATE 3 · CROSS SECTION O. P. R. & R. E
100% RAG PAPER—MADE AND PRINTED IN U. S. A.
CHARLES BRUNING COMPANY

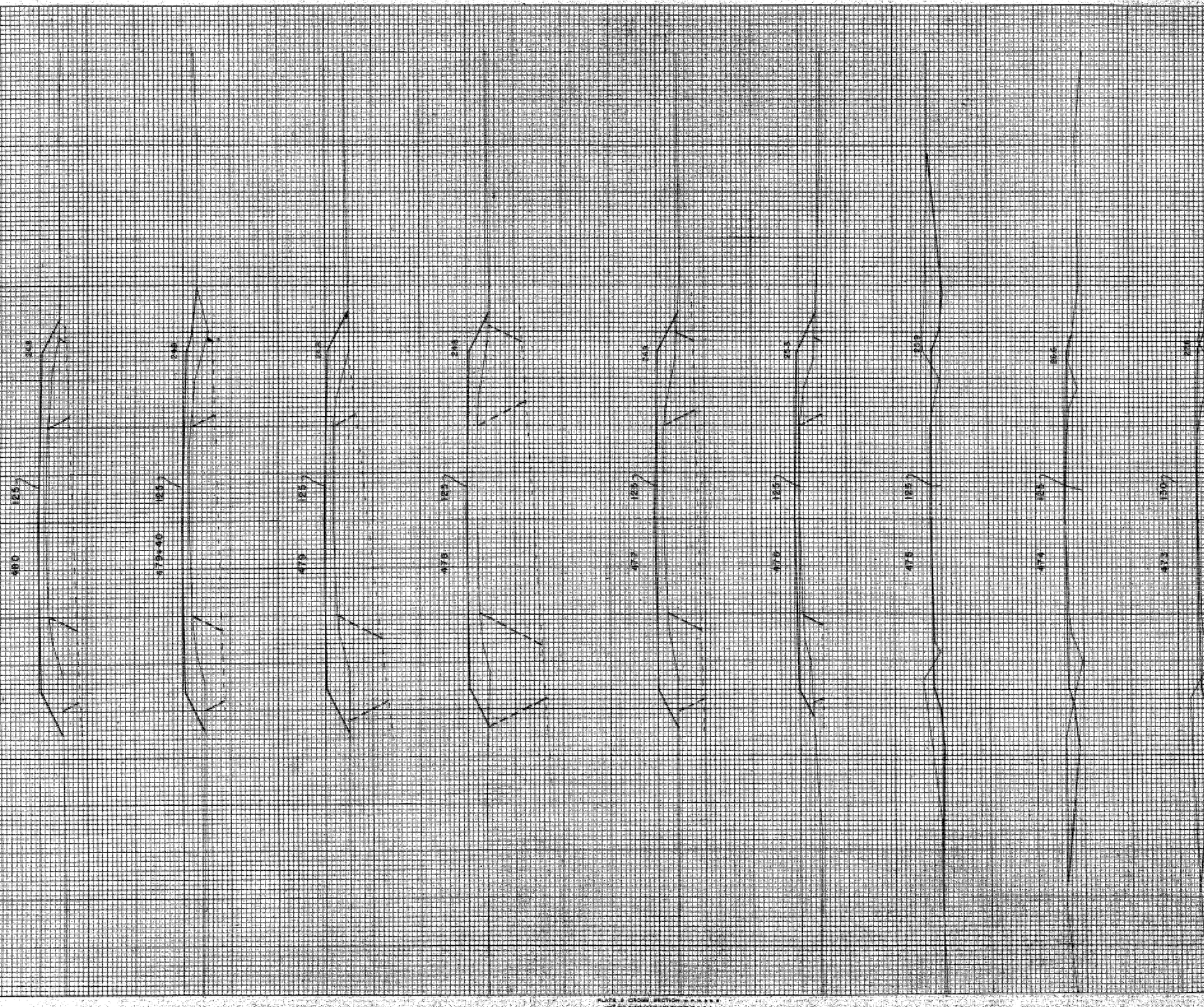
SHEET	SO12(41)

YARDAGE

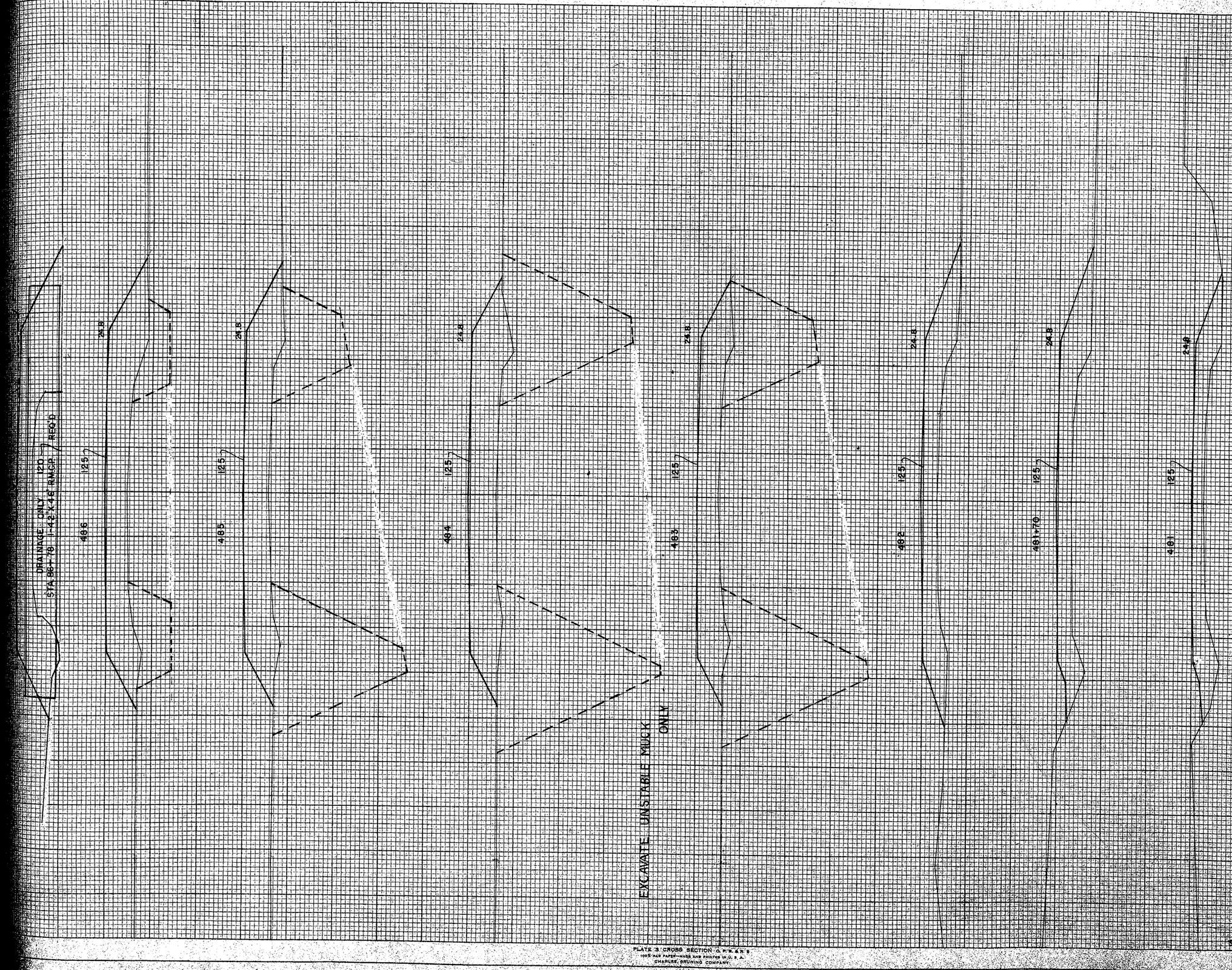
EXCAVATION

STATION	OFFSET	LINE	
+35		70	0
+70		174	8
466		691	0
467		578	0
468		651	8
469		361	70
470		54	161
165		0	152
471		29	170
+50		39	53
472			

B.P.R. DISTRICT OFFICE	PROJECT	SHEET NUMBER	TOTAL SHEETS
05 4	SO12 (4)	7	145

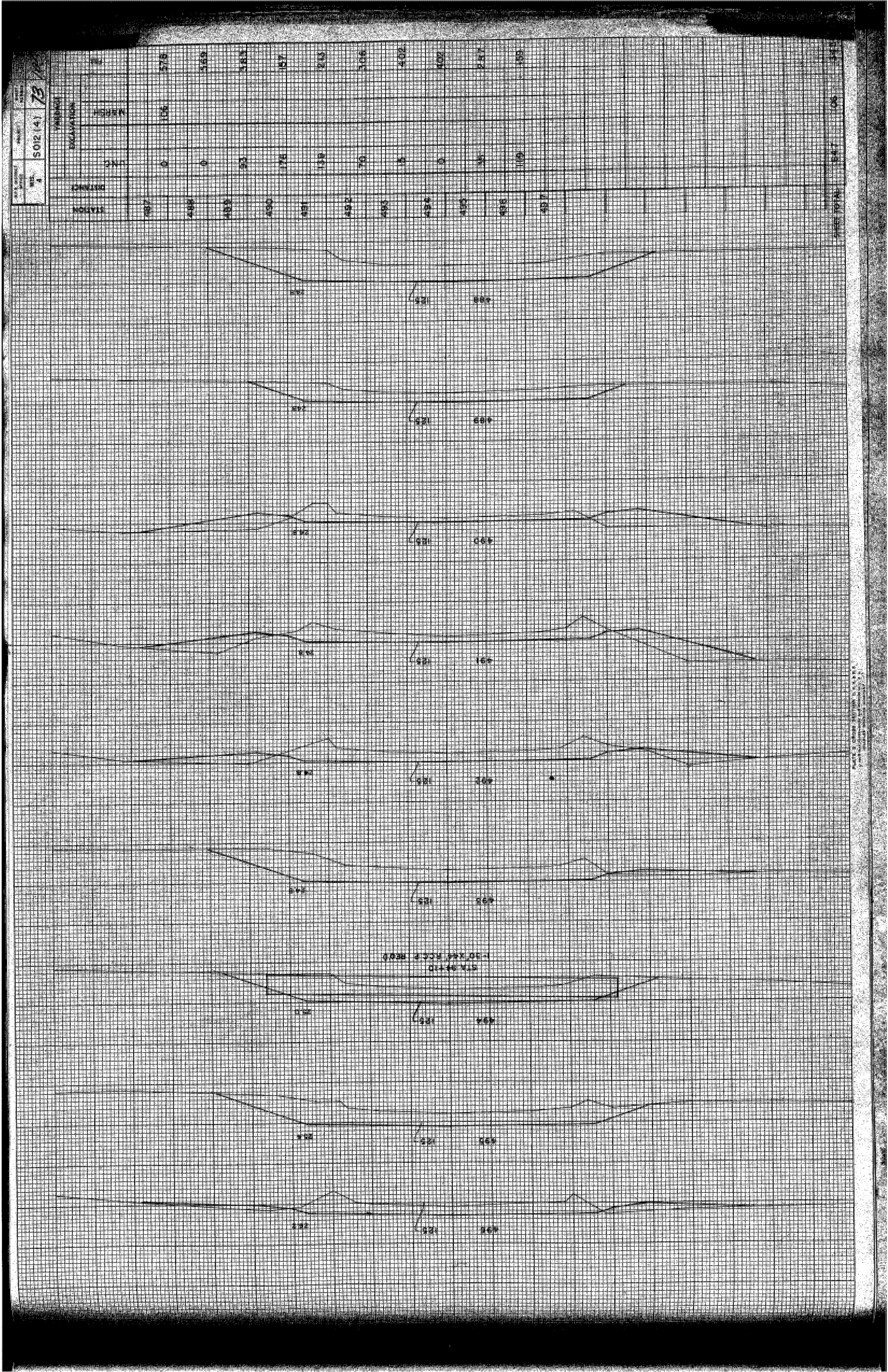

STATION 472
STATION 473
STATION 474
STATION 475
STATION 476
STATION 477
STATION 478
STATION 479
STATION 480
STATION 455
2.5%
2.5%
2.5%
2.5%
2.5%
2.5%
2.5%
2.5%
2.5%
(25')
(25')
(25')
(25')
(25')
(25')
(25')
(25')
(30')
4:1
4:1
4:1

B.P.R. DISTRICT OFFICE	PROJECT	SHEET NUMBER	TOTAL SHEETS
WIS. 4-	S012 (4)	72	103



STATION	DISTANCE	YARDAGE EXCAVATION UNC.	MARSH	FILL
+55				
		0		113
481				
		0		235
+70				
		0		113
482				
		0	633	1050
483				
		0	1420	1902
484				
		0	1330	1861
485				
		0	746	1261
486				
		0	309	774
487				
SHEET TOTAL		0	4438	7309

PLATE 3 CROSS SECTION C. P. M. & R.'S
100% RAG PAPER—MADE AND PRINTED IN U. S. A.
CHARLES BRUNING COMPANY

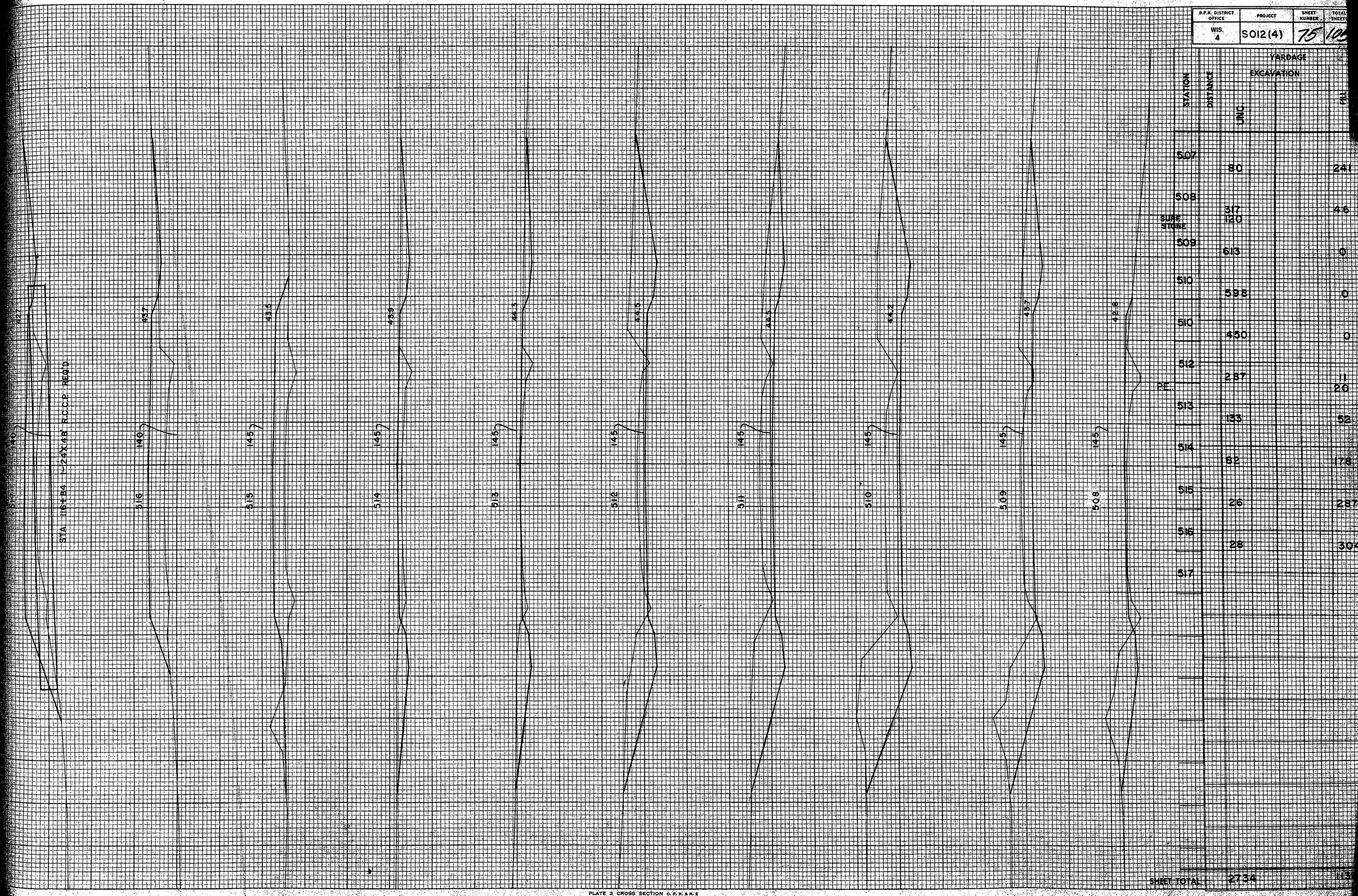


DIST.	COUNTY	ROUTE	SECTION
4	SOL	2(4)	

STATION	OFFSET	EXCAVATION	EMBANKMENT
497			
PE	30		152
			341
498	139		139
499	194		96
500	343		32
501	444		0
502	393		0
503	607		9
	413		186
PE			2.0
505	19		338
S.R	60		AC
506	18		338
507			

PLATE 3 CROSS SECTION 497 to 507

B.P.R. DISTRICT OFFICE	PROJECT	SHEET NUMBER	TOTAL SHEETS
WIS. 4	S012(4)	75	103



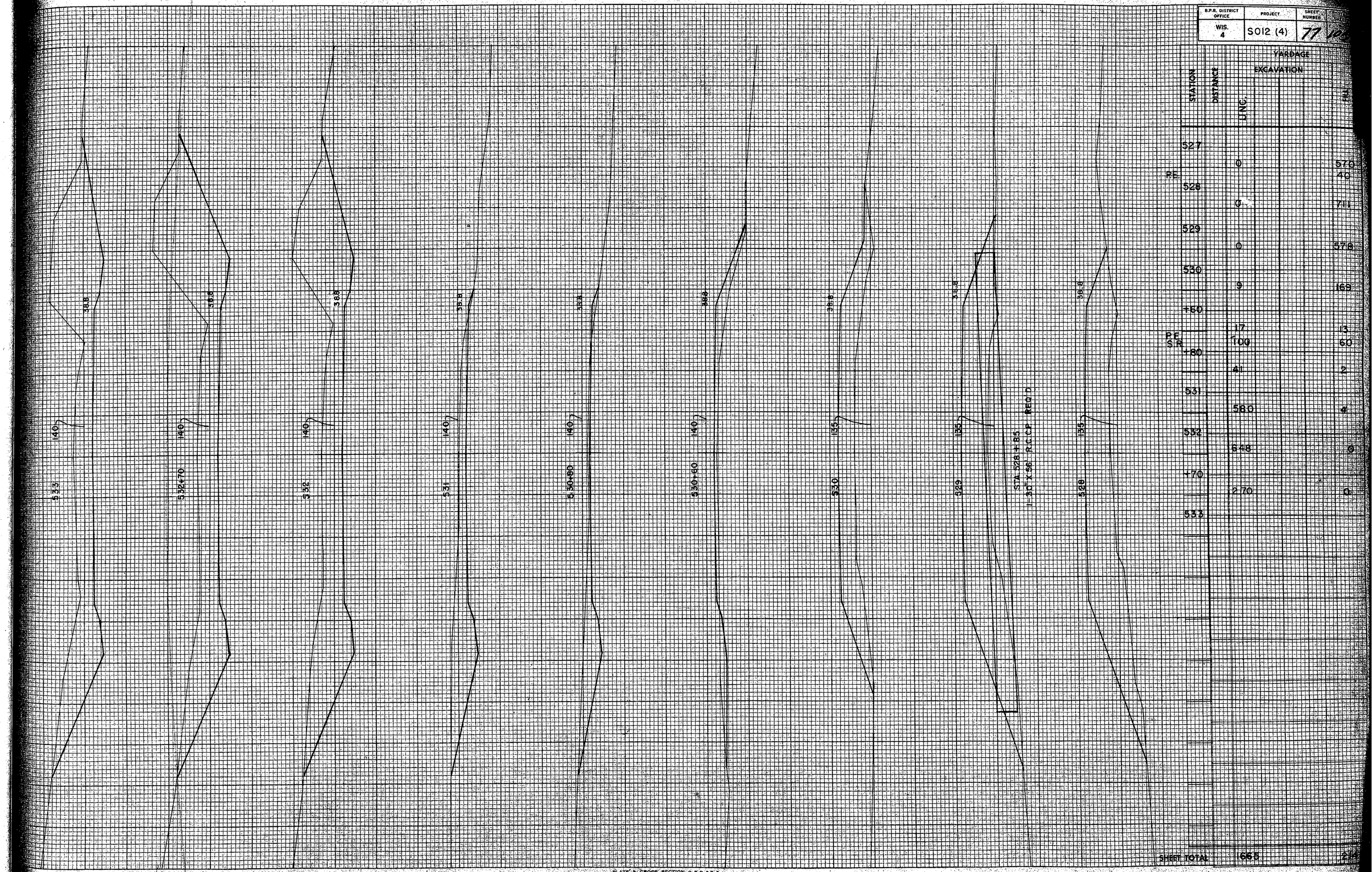
STATION	DISTANCE	YARDAGE EXCAVATION UNC.	FILL
507			
	80		241
508			
	317		46
SURF STONE	120		
509			
	613		0
510			
	598		0
510			
	450		0
512			
	287		11
P.E.			20
513			
	133		52
514			
	82		178
515			
	26		237
516			
	28		304
517			
SHEET TOTAL		2734	1137

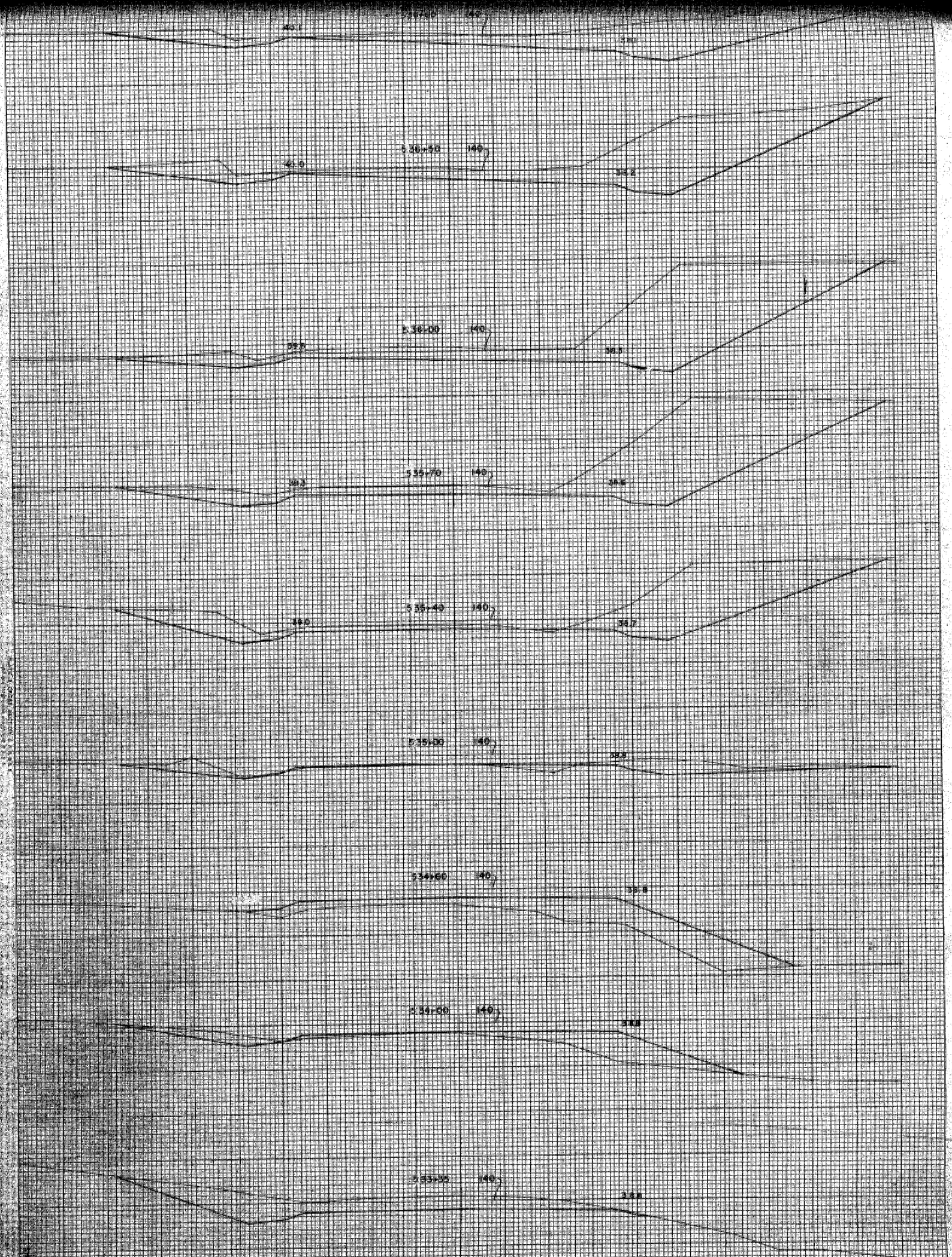
PLATE 3 CROSS SECTION O. P. R. & R. E
100% RAG PAPER—MADE AND PRINTED IN U. S. A.

B.P.R. DISTRICT OFFICE	PROJECT
WIS. 4	S012 (4)

STATION	DISTANCE	YARDAGE EXCAVATION UNC.	
517			
	80		20
518			
	124		85
P.C.			30
519			
	193		46
520			
	400		7
521			
	511		0
522			
	565		0
523			
	456		13
524			
	(41)		119
SURF. STONE	185		
525			
	39		230
526			
	30		357
527			
SHEET TOTAL	2734		1061

B.P.R. DISTRICT OFFICE	PROJECT	SHEET NUMBER	TOTAL SHEETS
WIS. 4	S012 (4)	77	142




5 37+40
140
40.1
38.2
5 36+50
140
40.0
38.2
5 36+00
140
39.8
38.5
5 35+70
140
38.3
38.6
5 35+40
140
38.0
38.7
5 35+30
140
38.8
5 34+60
140
38.8
5 34+00
140
38.8
5 33+50
140
38.8

START POINT
STATION
DISTANCE
LEVEL
EXCAVATION
EMBANKMENT
SOIL (a)
SOIL (b)
SOIL (c)
SOIL (d)
SOIL (e)
SOIL (f)
SOIL (g)
SOIL (h)
SOIL (i)
SOIL (j)
SOIL (k)
SOIL (l)
SOIL (m)
SOIL (n)
SOIL (o)
SOIL (p)
SOIL (q)
SOIL (r)
SOIL (s)
SOIL (t)
SOIL (u)
SOIL (v)
SOIL (w)
SOIL (x)
SOIL (y)
SOIL (z)
SOIL (aa)
SOIL (ab)
SOIL (ac)
SOIL (ad)
SOIL (ae)
SOIL (af)
SOIL (ag)
SOIL (ah)
SOIL (ai)
SOIL (aj)
SOIL (ak)
SOIL (al)
SOIL (am)
SOIL (an)
SOIL (ao)
SOIL (ap)
SOIL (aq)
SOIL (ar)
SOIL (as)
SOIL (at)
SOIL (au)
SOIL (av)
SOIL (aw)
SOIL (ax)
SOIL (ay)
SOIL (az)
SOIL (ba)
SOIL (bb)
SOIL (bc)
SOIL (bd)
SOIL (be)
SOIL (bf)
SOIL (bg)
SOIL (bh)
SOIL (bi)
SOIL (bj)
SOIL (bk)
SOIL (bl)
SOIL (bm)
SOIL (bn)
SOIL (bo)
SOIL (bp)
SOIL (bq)
SOIL (br)
SOIL (bs)
SOIL (bt)
SOIL (bu)
SOIL (bv)
SOIL (bw)
SOIL (bx)
SOIL (by)
SOIL (bz)
SOIL (ca)
SOIL (cb)
SOIL (cc)
SOIL (cd)
SOIL (ce)
SOIL (cf)
SOIL (cg)
SOIL (ch)
SOIL (ci)
SOIL (cj)
SOIL (ck)
SOIL (cl)
SOIL (cm)
SOIL (cn)
SOIL (co)
SOIL (cp)
SOIL (cq)
SOIL (cr)
SOIL (cs)
SOIL (ct)
SOIL (cu)
SOIL (cv)
SOIL (cw)
SOIL (cx)
SOIL (cy)
SOIL (cz)
SOIL (da)
SOIL (db)
SOIL (dc)
SOIL (dd)
SOIL (de)
SOIL (df)
SOIL (dg)
SOIL (dh)
SOIL (di)
SOIL (dj)
SOIL (dk)
SOIL (dl)
SOIL (dm)
SOIL (dn)
SOIL (do)
SOIL (dp)
SOIL (dq)
SOIL (dr)
SOIL (ds)
SOIL (dt)
SOIL (du)
SOIL (dv)
SOIL (dw)
SOIL (dx)
SOIL (dy)
SOIL (dz)
SOIL (ea)
SOIL (eb)
SOIL (ec)
SOIL (ed)
SOIL (ee)
SOIL (ef)
SOIL (eg)
SOIL (eh)
SOIL (ei)
SOIL (ej)
SOIL (ek)
SOIL (el)
SOIL (em)
SOIL (en)
SOIL (eo)
SOIL (ep)
SOIL (eq)
SOIL (er)
SOIL (es)
SOIL (et)
SOIL (eu)
SOIL (ev)
SOIL (ew)
SOIL (ex)
SOIL (ey)
SOIL (ez)
SOIL (fa)
SOIL (fb)
SOIL (fc)
SOIL (fd)
SOIL (fe)
SOIL (ff)
SOIL (fg)
SOIL (fh)
SOIL (fi)
SOIL (fj)
SOIL (fk)
SOIL (fl)
SOIL (fm)
SOIL (fn)
SOIL (fo)
SOIL (fp)
SOIL (fq)
SOIL (fr)
SOIL (fs)
SOIL (ft)
SOIL (fu)
SOIL (fv)
SOIL (fw)
SOIL (fx)
SOIL (fy)
SOIL (fz)
SOIL (ga)
SOIL (gb)
SOIL (gc)
SOIL (gd)
SOIL (ge)
SOIL (gf)
SOIL (gg)
SOIL (gh)
SOIL (gi)
SOIL (gj)
SOIL (gk)
SOIL (gl)
SOIL (gm)
SOIL (gn)
SOIL (go)
SOIL (gp)
SOIL (gq)
SOIL (gr)
SOIL (gs)
SOIL (gt)
SOIL (gu)
SOIL (gv)
SOIL (gw)
SOIL (gx)
SOIL (gy)
SOIL (gz)
SOIL (ha)
SOIL (hb)
SOIL (hc)
SOIL (hd)
SOIL (he)
SOIL (hf)
SOIL (hg)
SOIL (hh)
SOIL (hi)
SOIL (hj)
SOIL (hk)
SOIL (hl)
SOIL (hm)
SOIL (hn)
SOIL (ho)
SOIL (hp)
SOIL (hq)
SOIL (hr)
SOIL (hs)
SOIL (ht)
SOIL (hu)
SOIL (hv)
SOIL (hw)
SOIL (hx)
SOIL (hy)
SOIL (hz)
SOIL (ia)
SOIL (ib)
SOIL (ic)
SOIL (id)
SOIL (ie)
SOIL (if)
SOIL (ig)
SOIL (ih)
SOIL (ii)
SOIL (ij)
SOIL (ik)
SOIL (il)
SOIL (im)
SOIL (in)
SOIL (io)
SOIL (ip)
SOIL (iq)
SOIL (ir)
SOIL (is)
SOIL (it)
SOIL (iu)
SOIL (iv)
SOIL (iw)
SOIL (ix)
SOIL (iy)
SOIL (iz)
SOIL (ja)
SOIL (jb)
SOIL (jc)
SOIL (jd)
SOIL (je)
SOIL (jf)
SOIL (jg)
SOIL (jh)
SOIL (ji)
SOIL (jj)
SOIL (jk)
SOIL (jl)
SOIL (jm)
SOIL (jn)
SOIL (jo)
SOIL (jp)
SOIL (jq)
SOIL (jr)
SOIL (js)
SOIL (jt)
SOIL (ju)
SOIL (jv)
SOIL (jw)
SOIL (jx)
SOIL (jy)
SOIL (jz)
SOIL (ka)
SOIL (kb)
SOIL (kc)
SOIL (kd)
SOIL (ke)
SOIL (kf)
SOIL (kg)
SOIL (kh)
SOIL (ki)
SOIL (kj)
SOIL (kk)
SOIL (kl)
SOIL (km)
SOIL (kn)
SOIL (ko)
SOIL (kp)
SOIL (kq)
SOIL (kr)
SOIL (ks)
SOIL (kt)
SOIL (ku)
SOIL (kv)
SOIL (kw)
SOIL (kx)
SOIL (ky)
SOIL (kz)
SOIL (la)
SOIL (lb)
SOIL (lc)
SOIL (ld)
SOIL (le)
SOIL (lf)
SOIL (lg)
SOIL (lh)
SOIL (li)
SOIL (lj)
SOIL (lk)
SOIL (ll)
SOIL (lm)
SOIL (ln)
SOIL (lo)
SOIL (lp)
SOIL (lq)
SOIL (lr)
SOIL (ls)
SOIL (lt)
SOIL (lu)
SOIL (lv)
SOIL (lw)
SOIL (lx)
SOIL (ly)
SOIL (lz)
SOIL (ma)
SOIL (mb)
SOIL (mc)
SOIL (md)
SOIL (me)
SOIL (mf)
SOIL (mg)
SOIL (mh)
SOIL (mi)
SOIL (mj)
SOIL (mk)
SOIL (ml)
SOIL (mm)
SOIL (mn)
SOIL (mo)
SOIL (mp)
SOIL (mq)
SOIL (mr)
SOIL (ms)
SOIL (mt)
SOIL (mu)
SOIL (mv)
SOIL (mw)
SOIL (mx)
SOIL (my)
SOIL (mz)
SOIL (na)
SOIL (nb)
SOIL (nc)
SOIL (nd)
SOIL (ne)
SOIL (nf)
SOIL (ng)
SOIL (nh)
SOIL (ni)
SOIL (nj)
SOIL (nk)
SOIL (nl)
SOIL (nm)
SOIL (nn)
SOIL (no)
SOIL (np)
SOIL (nq)
SOIL (nr)
SOIL (ns)
SOIL (nt)
SOIL (nu)
SOIL (nv)
SOIL (nw)
SOIL (nx)
SOIL (ny)
SOIL (nz)
SOIL (oa)
SOIL (ob)
SOIL (oc)
SOIL (od)
SOIL (oe)
SOIL (of)
SOIL (og)
SOIL (oh)
SOIL (oi)
SOIL (oj)
SOIL (ok)
SOIL (ol)
SOIL (om)
SOIL (on)
SOIL (oo)
SOIL (op)
SOIL (oq)
SOIL (or)
SOIL (os)
SOIL (ot)
SOIL (ou)
SOIL (ov)
SOIL (ow)
SOIL (ox)
SOIL (oy)
SOIL (oz)
SOIL (pa)
SOIL (pb)
SOIL (pc)
SOIL (pd)
SOIL (pe)
SOIL (pf)
SOIL (pg)
SOIL (ph)
SOIL (pi)
SOIL (pj)
SOIL (pk)
SOIL (pl)
SOIL (pm)
SOIL (pn)
SOIL (po)
SOIL (pp)
SOIL (pq)
SOIL (pr)
SOIL (ps)
SOIL (pt)
SOIL (pu)
SOIL (pv)
SOIL (pw)
SOIL (px)
SOIL (py)
SOIL (pz)
SOIL (qa)
SOIL (qb)
SOIL (qc)
SOIL (qd)
SOIL (qe)
SOIL (qf)
SOIL (qg)
SOIL (qh)
SOIL (qi)
SOIL (qj)
SOIL (qk)
SOIL (ql)
SOIL (qm)
SOIL (qn)
SOIL (qo)
SOIL (qp)
SOIL (qq)
SOIL (qr)
SOIL (qs)
SOIL (qt)
SOIL (qu)
SOIL (qv)
SOIL (qw)
SOIL (qx)
SOIL (qy)
SOIL (qz)
SOIL (ra)
SOIL (rb)
SOIL (rc)
SOIL (rd)
SOIL (re)
SOIL (rf)
SOIL (rg)
SOIL (rh)
SOIL (ri)
SOIL (rj)
SOIL (rk)
SOIL (rl)
SOIL (rm)
SOIL (rn)
SOIL (ro)
SOIL (rp)
SOIL (rq)
SOIL (rr)
SOIL (rs)
SOIL (rt)
SOIL (ru)
SOIL (rv)
SOIL (rw)
SOIL (rx)
SOIL (ry)
SOIL (rz)
SOIL (sa)
SOIL (sb)
SOIL (sc)
SOIL (sd)
SOIL (se)
SOIL (sf)
SOIL (sg)
SOIL (sh)
SOIL (si)
SOIL (sj)
SOIL (sk)
SOIL (sl)
SOIL (sm)
SOIL (sn)
SOIL (so)
SOIL (sp)
SOIL (sq)
SOIL (sr)
SOIL (ss)
SOIL (st)
SOIL (su)
SOIL (sv)
SOIL (sw)
SOIL (sx)
SOIL (sy)
SOIL (sz)
SOIL (ta)
SOIL (tb)
SOIL (tc)
SOIL (td)
SOIL (te)
SOIL (tf)
SOIL (tg)
SOIL (th)
SOIL (ti)
SOIL (tj)
SOIL (tk)
SOIL (tl)
SOIL (tm)
SOIL (tn)
SOIL (to)
SOIL (tp)
SOIL (tq)
SOIL (tr)
SOIL (ts)
SOIL (tt)
SOIL (tu)
SOIL (tv)
SOIL (tw)
SOIL (tx)
SOIL (ty)
SOIL (tz)
SOIL (ua)
SOIL (ub)
SOIL (uc)
SOIL (ud)
SOIL (ue)
SOIL (uf)
SOIL (ug)
SOIL (uh)
SOIL (ui)
SOIL (uj)
SOIL (uk)
SOIL (ul)
SOIL (um)
SOIL (un)
SOIL (uo)
SOIL (up)
SOIL (uq)
SOIL (ur)
SOIL (us)
SOIL (ut)
SOIL (uu)
SOIL (uv)
SOIL (uw)
SOIL (ux)
SOIL (uy)
SOIL (uz)
SOIL (va)
SOIL (vb)
SOIL (vc)
SOIL (vd)
SOIL (ve)
SOIL (vf)
SOIL (vg)
SOIL (vh)
SOIL (vi)
SOIL (vj)
SOIL (vk)
SOIL (vl)
SOIL (vm)
SOIL (vn)
SOIL (vo)
SOIL (vp)
SOIL (vq)
SOIL (vr)
SOIL (vs)
SOIL (vt)
SOIL (vu)
SOIL (vv)
SOIL (vw)
SOIL (vx)
SOIL (vy)
SOIL (vz)
SOIL (wa)
SOIL (wb)
SOIL (wc)
SOIL (wd)
SOIL (we)
SOIL (wf)
SOIL (wg)
SOIL (wh)
SOIL (wi)
SOIL (wj)
SOIL (wk)
SOIL (wl)
SOIL (wm)
SOIL (wn)
SOIL (wo)
SOIL (wp)
SOIL (wq)
SOIL (wr)
SOIL (ws)
SOIL (wt)
SOIL (wu)
SOIL (wv)
SOIL (ww)
SOIL (wx)
SOIL (wy)
SOIL (wz)
SOIL (xa)
SOIL (xb)
SOIL (xc)
SOIL (xd)
SOIL (xe)
SOIL (xf)
SOIL (xg)
SOIL (xh)
SOIL (xi)
SOIL (xj)
SOIL (xk)
SOIL (xl)
SOIL (xm)
SOIL (xn)
SOIL (xo)
SOIL (xp)
SOIL (xq)
SOIL (xr)
SOIL (xs)
SOIL (xt)
SOIL (xu)
SOIL (xv)
SOIL (xw)
SOIL (xx)
SOIL (xy)
SOIL (xz)
SOIL (ya)
SOIL (yb)
SOIL (yc)
SOIL (yd)
SOIL (ye)
SOIL (yf)
SOIL (yg)
SOIL (yh)
SOIL (yi)
SOIL (yj)
SOIL (yk)
SOIL (yl)
SOIL (ym)
SOIL (yn)
SOIL (yo)
SOIL (yp)
SOIL (yq)
SOIL (yr)
SOIL (ys)
SOIL (yt)
SOIL (yu)
SOIL (yv)
SOIL (yw)
SOIL (yx)
SOIL (yy)
SOIL (yz)
SOIL (za)
SOIL (zb)
SOIL (zc)
SOIL (zd)
SOIL (ze)
SOIL (zf)
SOIL (zg)
SOIL (zh)
SOIL (zi)
SOIL (zj)
SOIL (zk)
SOIL (zl)
SOIL (zm)
SOIL (zn)
SOIL (zo)
SOIL (zp)
SOIL (zq)
SOIL (zr)
SOIL (zs)
SOIL (zt)
SOIL (zu)
SOIL (zv)
SOIL (zw)
SOIL (zx)
SOIL (zy)
SOIL (zz)

B.P.R. DISTRICT OFFICE	PROJECT	SHEET NUMBER
WIS. 4	S012 (4)	19

YARDAGE EXCAVATION

STATION	DISTANCE	CUM.	
			0
539+15	140		
			2
+60		183	
P.E.		30	20
537			
		208	4
+60			
		133	2
538			
		209	6
+60			
		196	4
539			
		106	0
+15			

39.0 37.8

539+00 140

39.2 37.8

538+60 140

39.7 37.7

538+00 140

39.9 37.9

537+60 140

40.0 38.0

537+00 140

40.1 38.1

SHEET TOTAL 1065

PLATE 3 CROSS SECTION O. P. R. & R. E.
100% RAG PAPER—MADE AND PRINTED IN U. S. A.
CHARLES BRUNING COMPANY

N.P.K. DISTRICT OFFICE	PROJECT	SHEET NUMBER	TOTAL SHEETS
WIS. 4	SOI2 (4)	80	105

YARDAGE

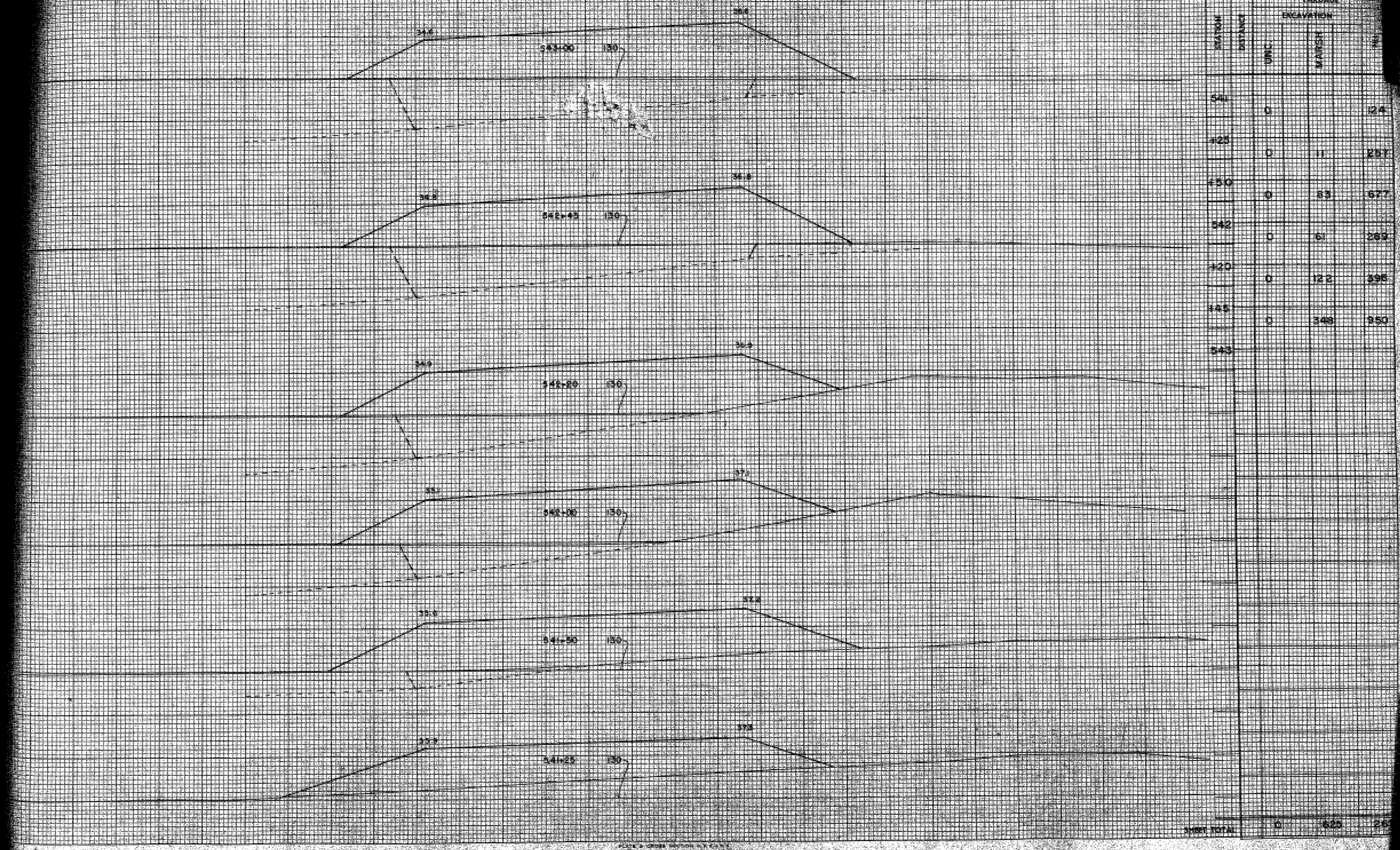
EXCAVATION

STATION	DISTANCE	DEPTH	
541+00	135	35.4	37.2
	+10		
	80		0
	+65		
	43		0
	+85		
	541		0
540+75	140		
	+72		19
	36.7	37.1	
	+45		
	396		0
	+75		
	162		15
540+45	140		
	+44		
	37.6		
540+00	140		
	37.7	37.8	
539+65	140		
	38.0	37.7	
539+25	140		
	38.8	37.8	

SHEET TOTAL 2342

B.P.R. DISTRICT OFFICE	PROJECT
WEK 4	SO12(4)

STATION	DISTANCE	CHAIN	TERRAINE EXCAVATION		
				METRIQUE	
541		0			124
+25		0		11	257
+50		0		85	677
542		0		61	269
+20		0		122	398
+45		0		348	950
543					



SHEET TOTAL 1 0 625 26

U.P.R. DISTRICT OFFICE	PROJECT	SHEET NUMBER	TOTAL SHEETS
DIST. 4	SO12 (4)	82	102

YARDAGE
EXCAVATION

STATION
DISTANCE

5B
(145')

4A
(145')

5A
(145')

2A
(140')

14+85
(140')

14+60
(140')

14+50
(140')

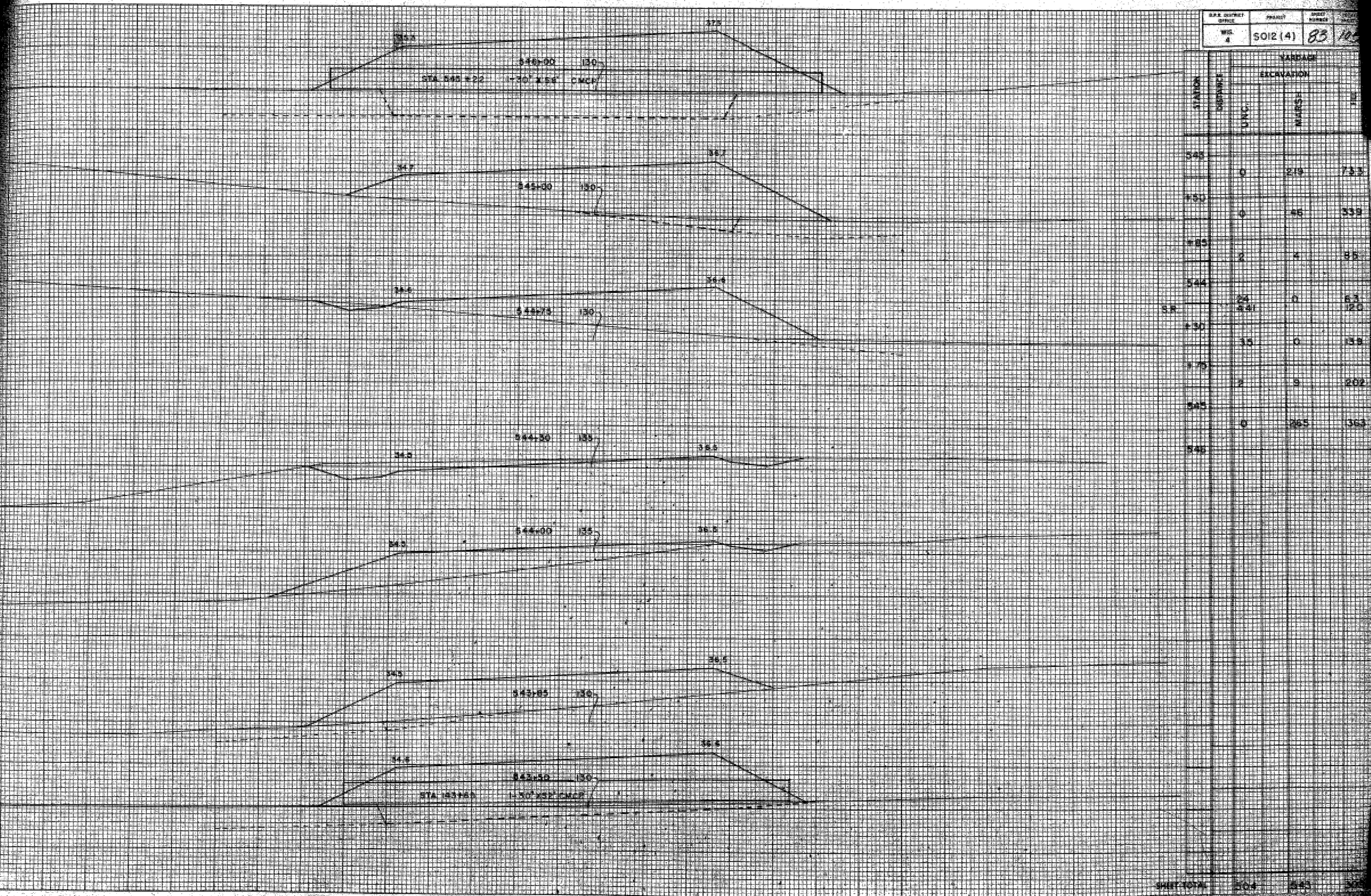
1A
(135')

0A+50
(185')

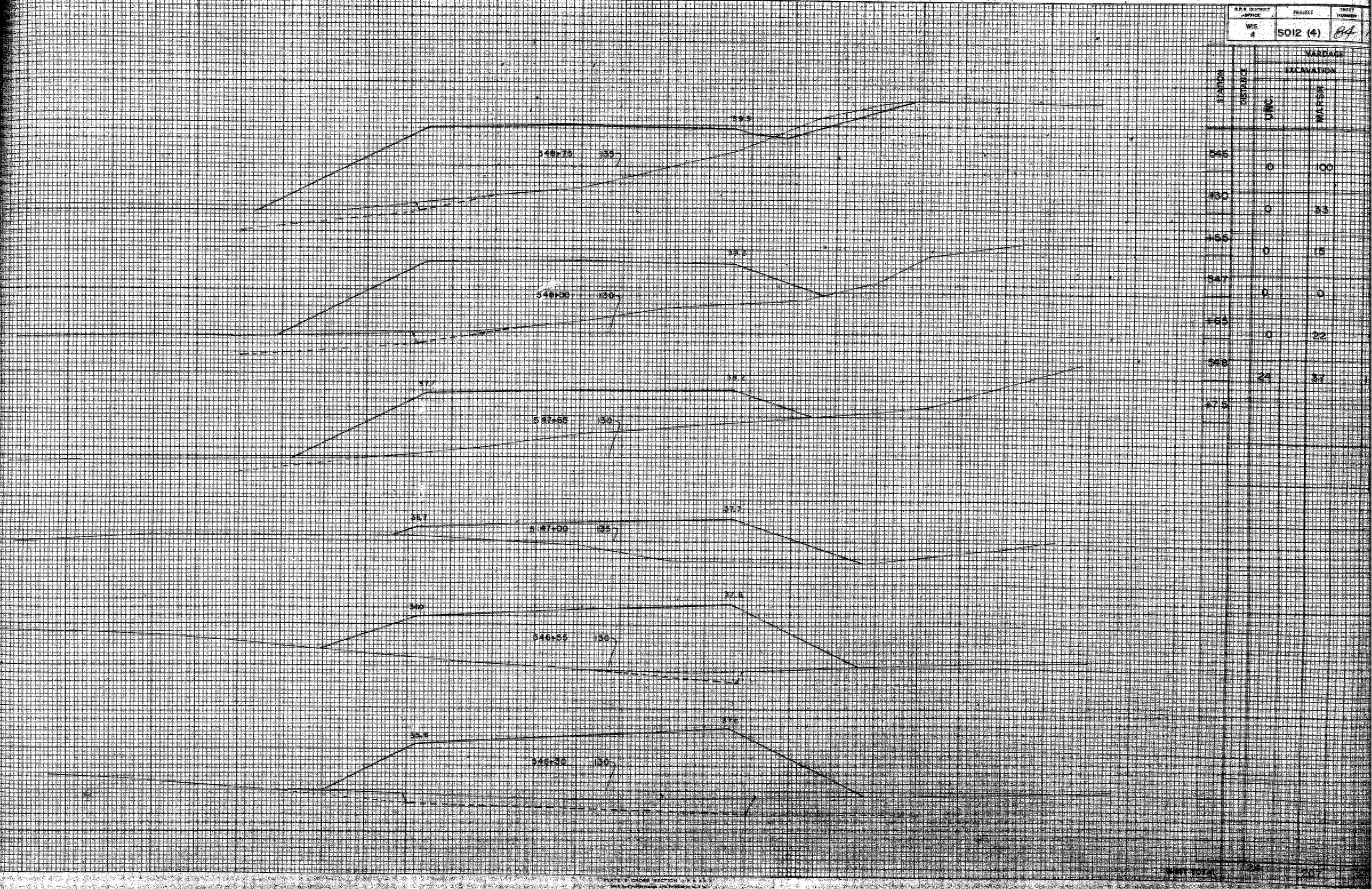
0A+00 - 344+18.2
(135')

SHEET TOTAL

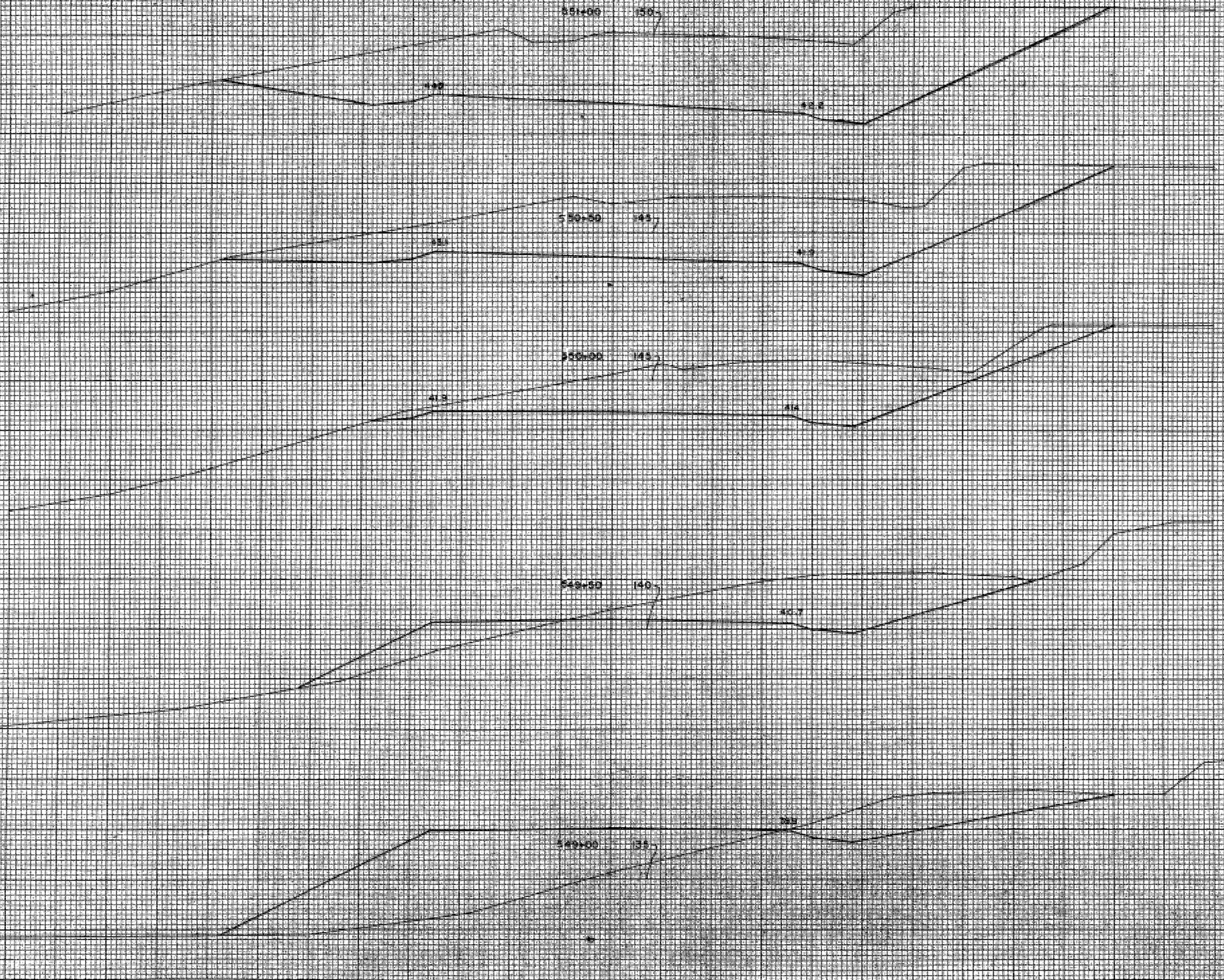
D.P.R. DISTRICT OFFICE	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	SO12(4)	83	102



B.P.R. DISTRICT OFFICE	PROJECT	SHEET NUMBER
WIS. 4	5012 (4)	84



U.S.E. DISTRICT OFFICE	PROJECT	SHEET NUMBER	TOTAL SHEETS
MVS. 4	5012 (41)	65	102



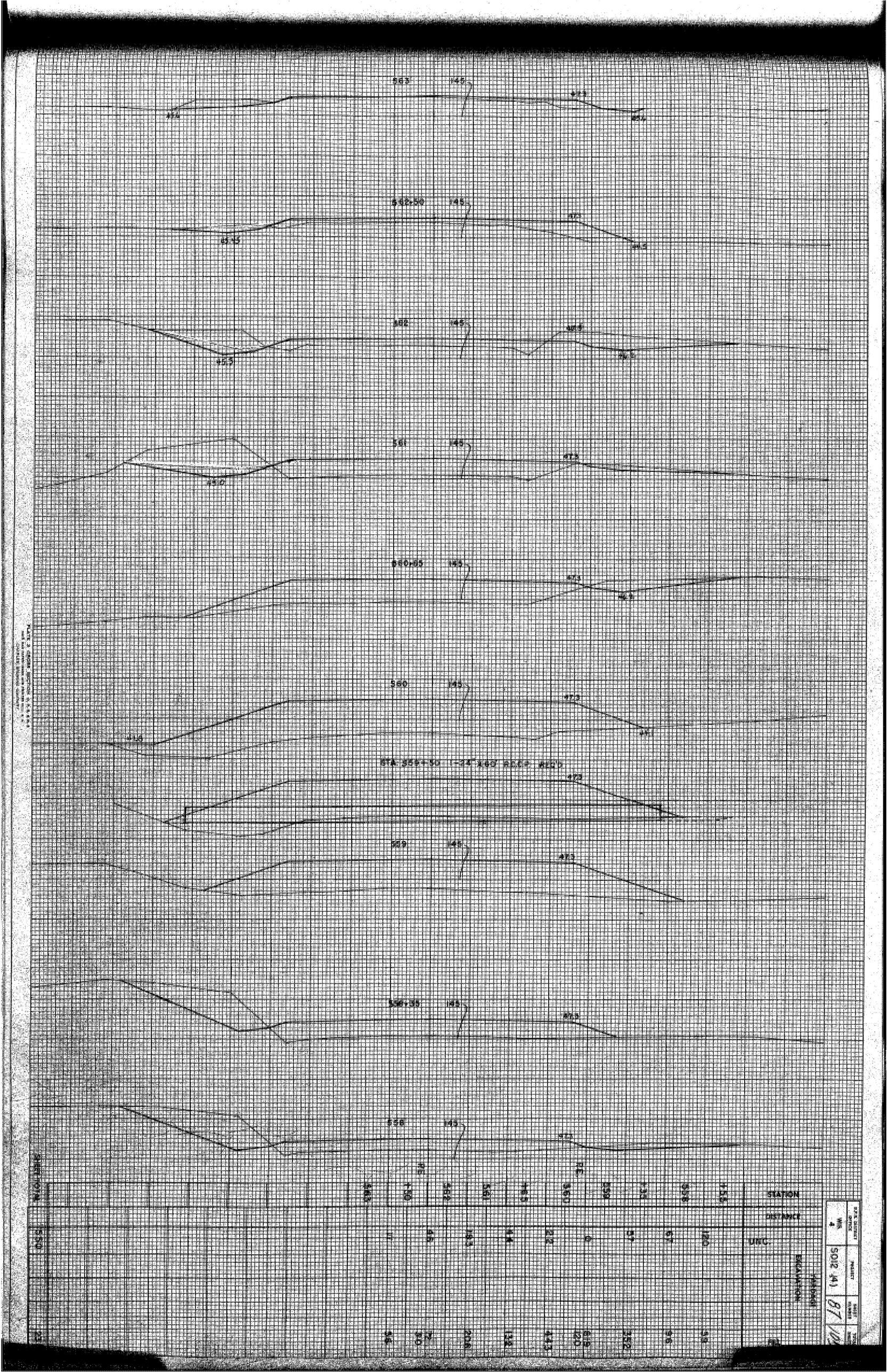
STATION	DISTANCE	STANDARD EXCAVATION CUYD.	HAUL IN MILE	FREE
575		4.4	15	29.3
549		2.0		29.4
550		36.7		4.4
550		60.9		1.0
550		87.4		0
551				
SHEET TOTAL		210.7	15	63

PLATE 3 CROSS SECTION DATA

U.S.D. DISTRICT OFFICE	PROJECT	SHEET NUMBER
MISS. 4	SO12 (4)	86

HARLEQUE EXCAVATION

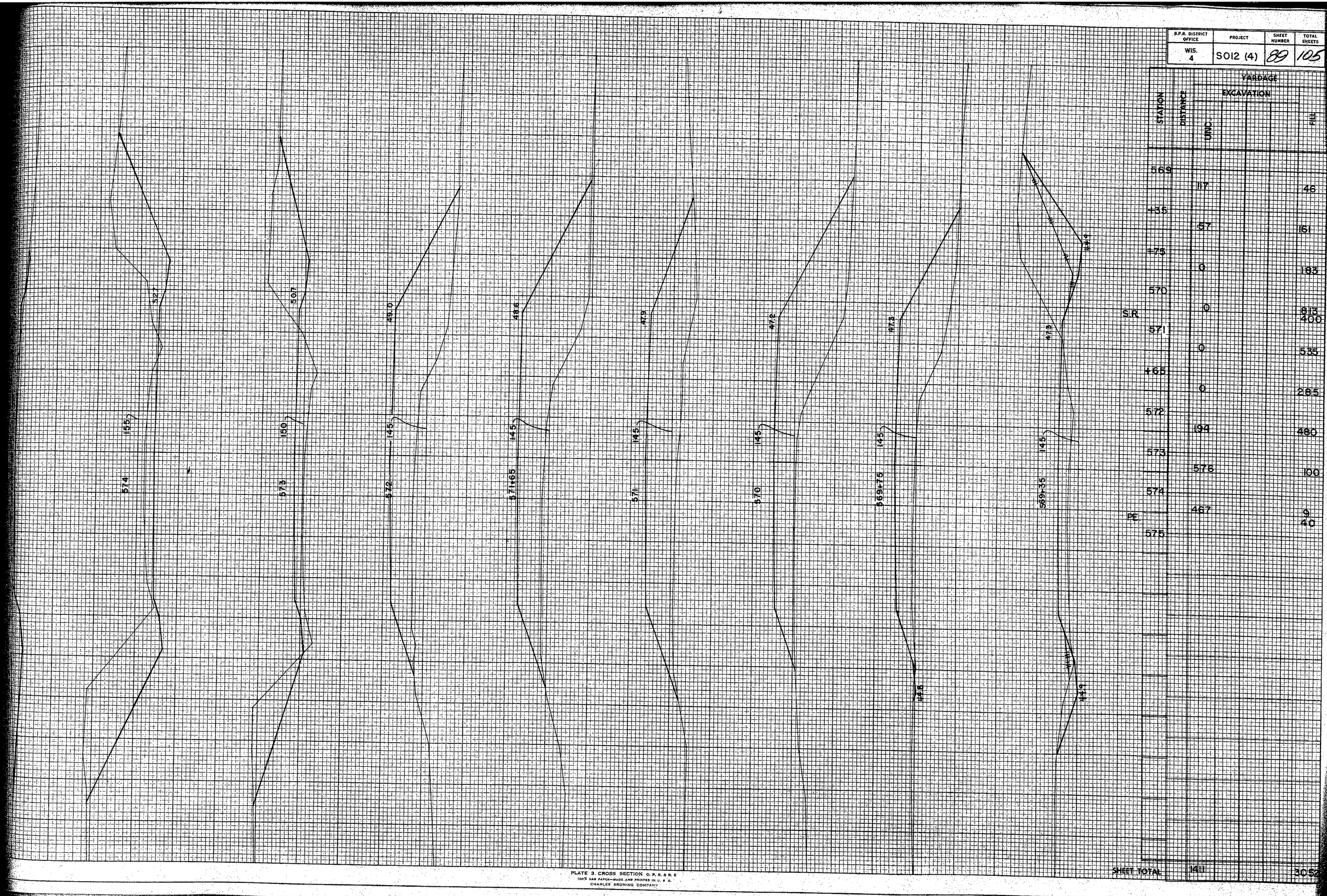
STA.	OFFSET	CUT
551		1994
+50		907
552		(-46)
553		267
+70		70
554		226
PE		
555		183
556		198
PE		
556.7		126
557		
558		
559		
560		
561		
562		
563		
564		


563
145
473
454
562+50
145
477
465
562
145
475
463
561
145
473
450
560+85
145
473
463
560
145
473
446
STA. 559+50 (-24" x 60' R.C.P. REM'D
472
559
145
473
558+35
145
475
558
145
472
STATION
DISTANCE
UNC.
EXCAVATION
FILL
SHEET NO.
SOIL (#1)
PROJECT
U.S. DISTRICT
OFFICE

DIST.	COUNTY	ROUTE	SHEET NO.	TOTAL SHEETS
4		SO12 (4)	88	105

STATION	DISTANCE	TANGENT EXCAVATION		FILL
		UNCL.		
363				
	426			28
368				
	700			0
375				
	630			0
381				
	565			0
386				
	574			0
391				
	744			0
398				
	155			2
+35				
	208			25
369				

B.P.R. DISTRICT OFFICE	PROJECT	SHEET NUMBER	TOTAL SHEETS
WIS. 4	S012 (4)	89	105


574
573
572
571+65
571
570
569+75
569+35
527
507
490
486
479
472
473
474
155
150
145
145
145

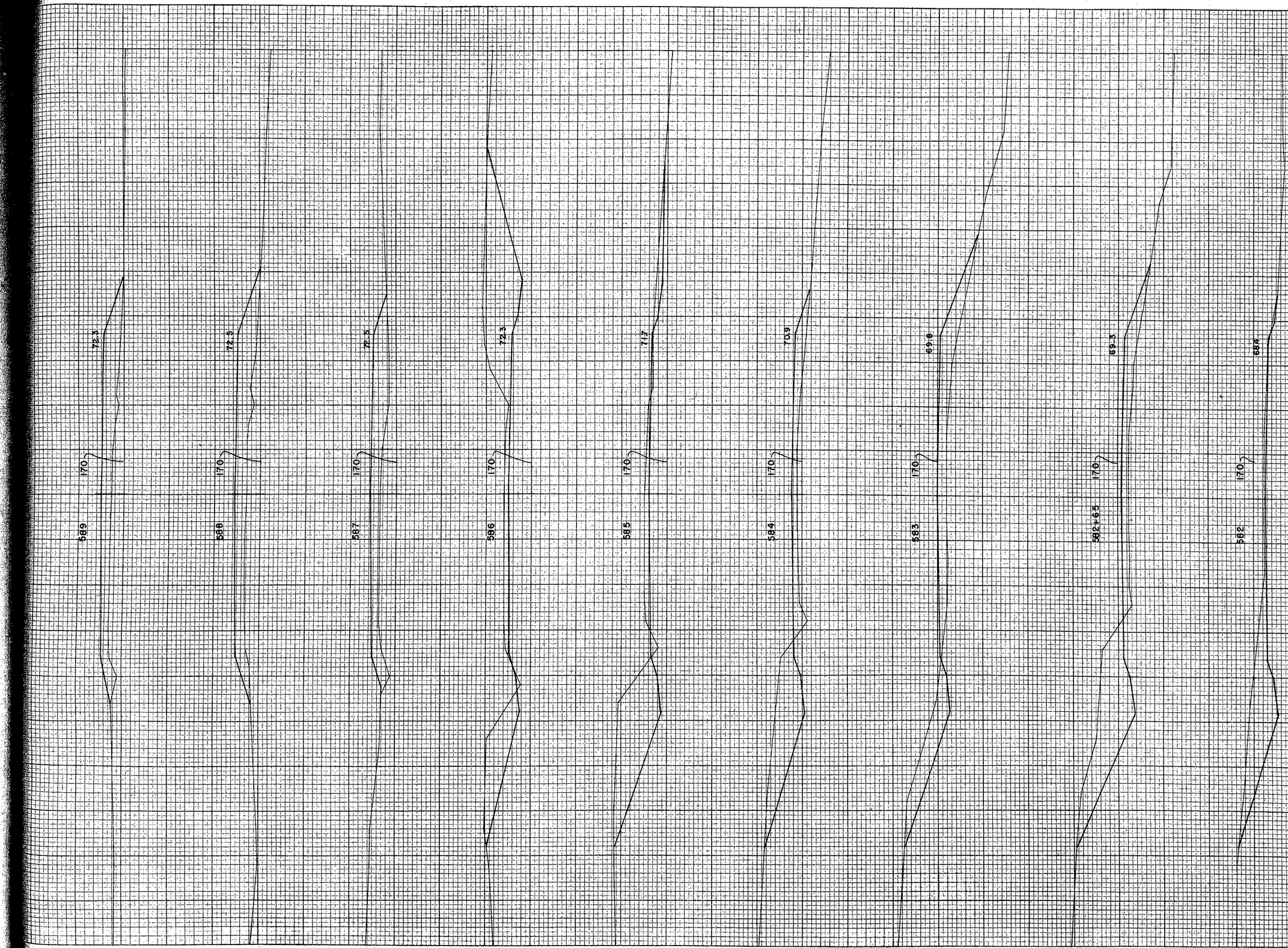
B.P.R. DISTRICT OFFICE	PROJECT	SHEET NUMBER	TOTAL SHEETS
WIS. 4	S012(4)	90	10

STATION	DISTANCE	UNC.	YARDAGE EXCAVATION	FILL
581+40		575		
	215		2	2
581		576		
	126		37	
580				
	78		11	
579		577		
	35		435	
578+60		578		
	0		267	
578				
	160		104	
577		579		
	69		83	
576+50		576		
	693		0	
576		580		
	581			
	261		0	
	140			

SHEET TOTAL 2052 1052

PLATE 3 CROSS SECTION O.P.R.&B.R.
100% RAG PAPER—MADE AND PRINTED IN U.S.A.
CHARLES BRUNING COMPANY

B.P.R. DISTRICT OFFICE	PROJECT	SHEET NUMBER	TOTAL SHEETS
WIS. 4	S012 (4)	91	102



STATION	DISTANCE	YARDAGE EXCAVATION UNC.	YARDAGE EXCAVATION FILL
40			
	274		0
582			
	141		44
165			
	61		61
583			
	135		169
584			
	220		72
585			
	361		13
586			
	220		8
587			
	0		244
588			
	0		227
589			
SHEET TOTAL	1412		95

PLATE 3 CROSS SECTION O. P. R. & B. #
100% RAG PAPER—MADE AND PRINTED IN U. S. A.
CHARLES BRUNING COMPANY

B.P.R. DISTRICT OFFICE	PROJECT,	SHEET NUMBER	TOTAL SHEETS
WIS. 4	S012 (4)	92	102

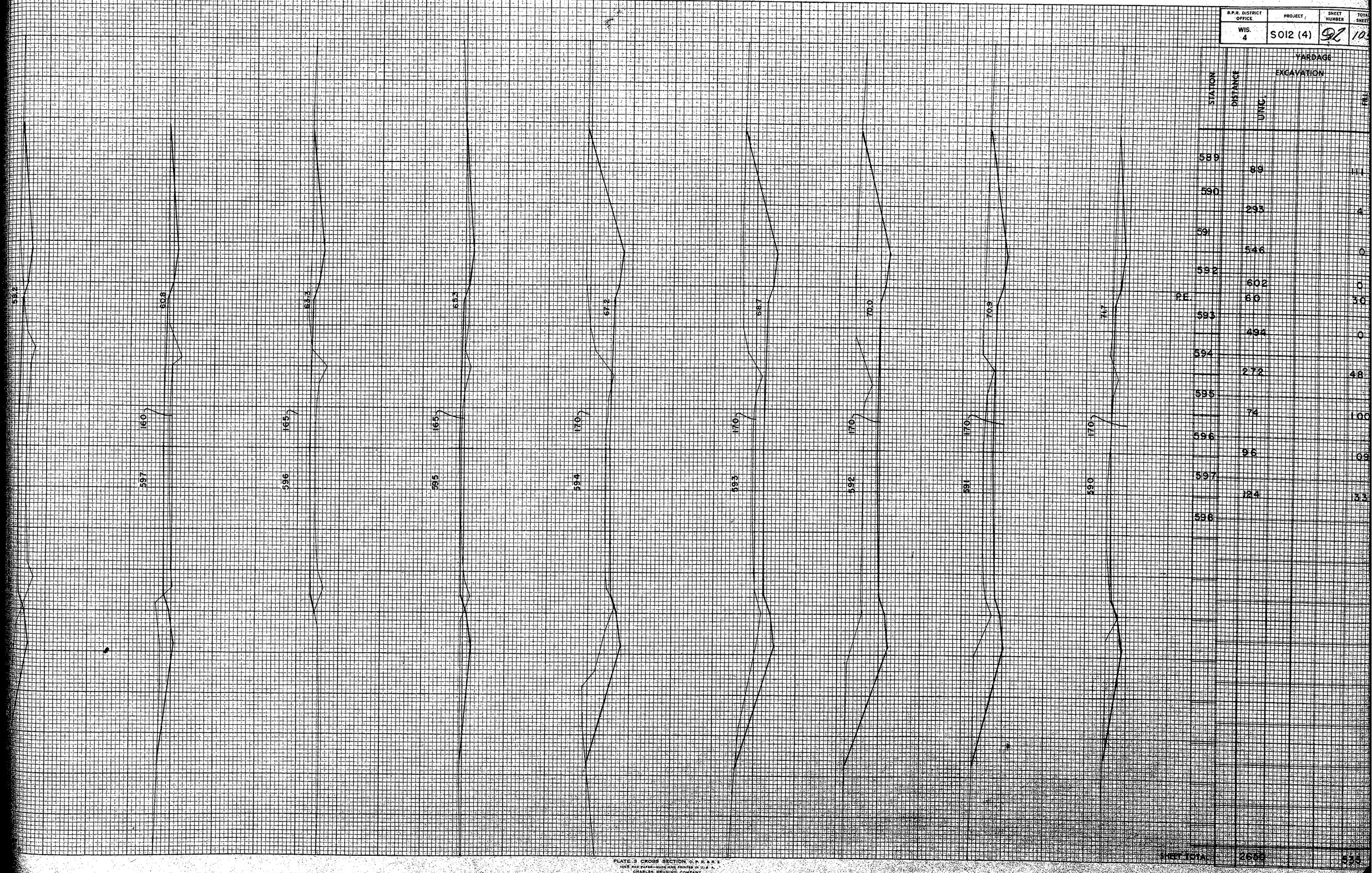
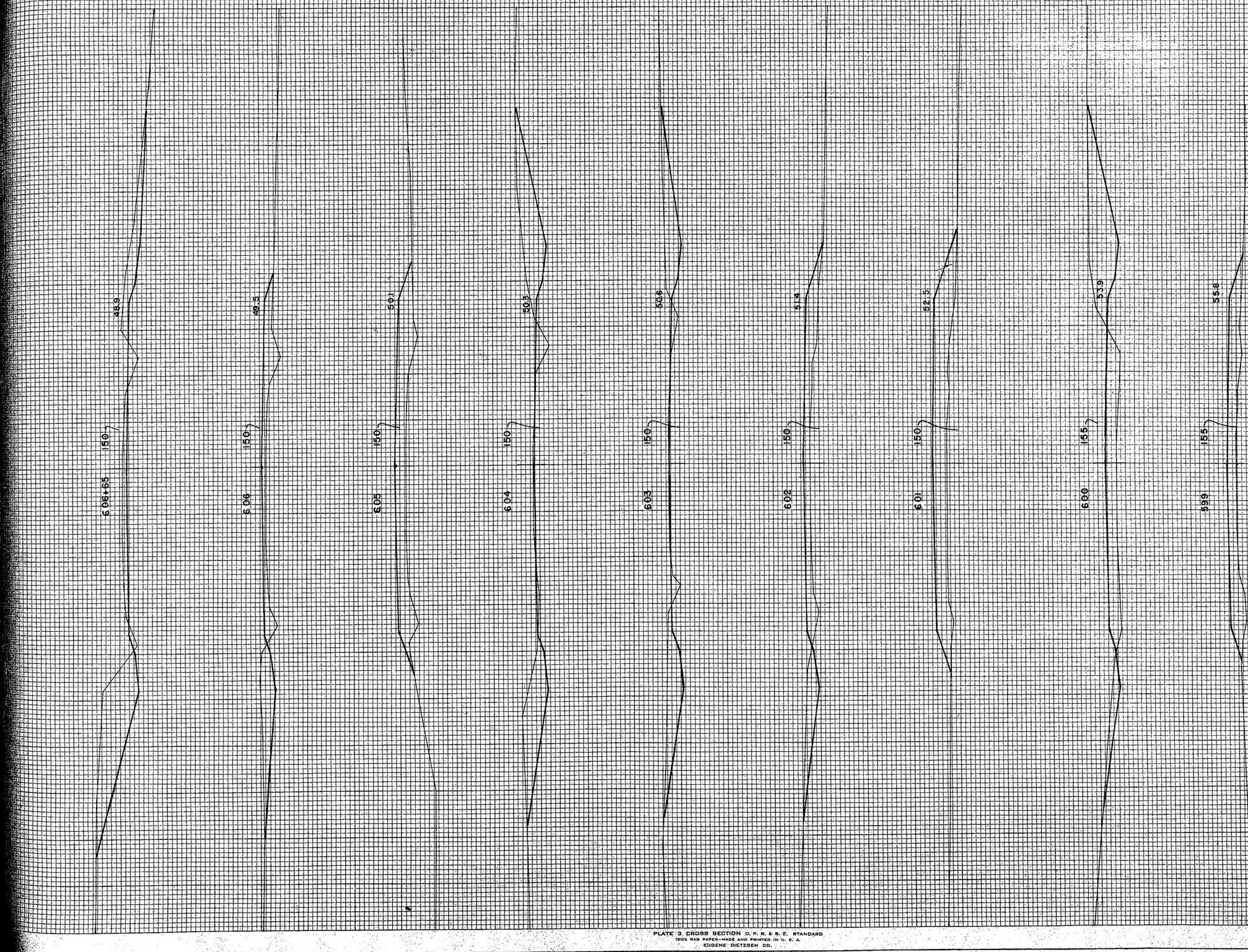


PLATE 3 CROSS SECTION C. P. R. & R. E.
100% RAG PAPER—MADE AND PRINTED IN U.S.A.
CHARLES BRUNING COMPANY

B.P.R. DISTRICT OFFICE	PROJECT	SHEET NUMBER	TOTAL SHEETS
WIS. 4	S 012 (4)	93	103



STATION	DISTANCE	YARDAGE EXCAVATION U.N.C.	YARDAGE EXCAVATION FILL
598			
	65		189
599			
	96		178
600			
	96		224
PE. LT-RT			100
601			
	20		209
602			
	104		63
603			
	198		26
604			
	115		119
605			
	33		180
606			
	113		56
+65			
	09		6
607			
SHEET TOTAL		949	350

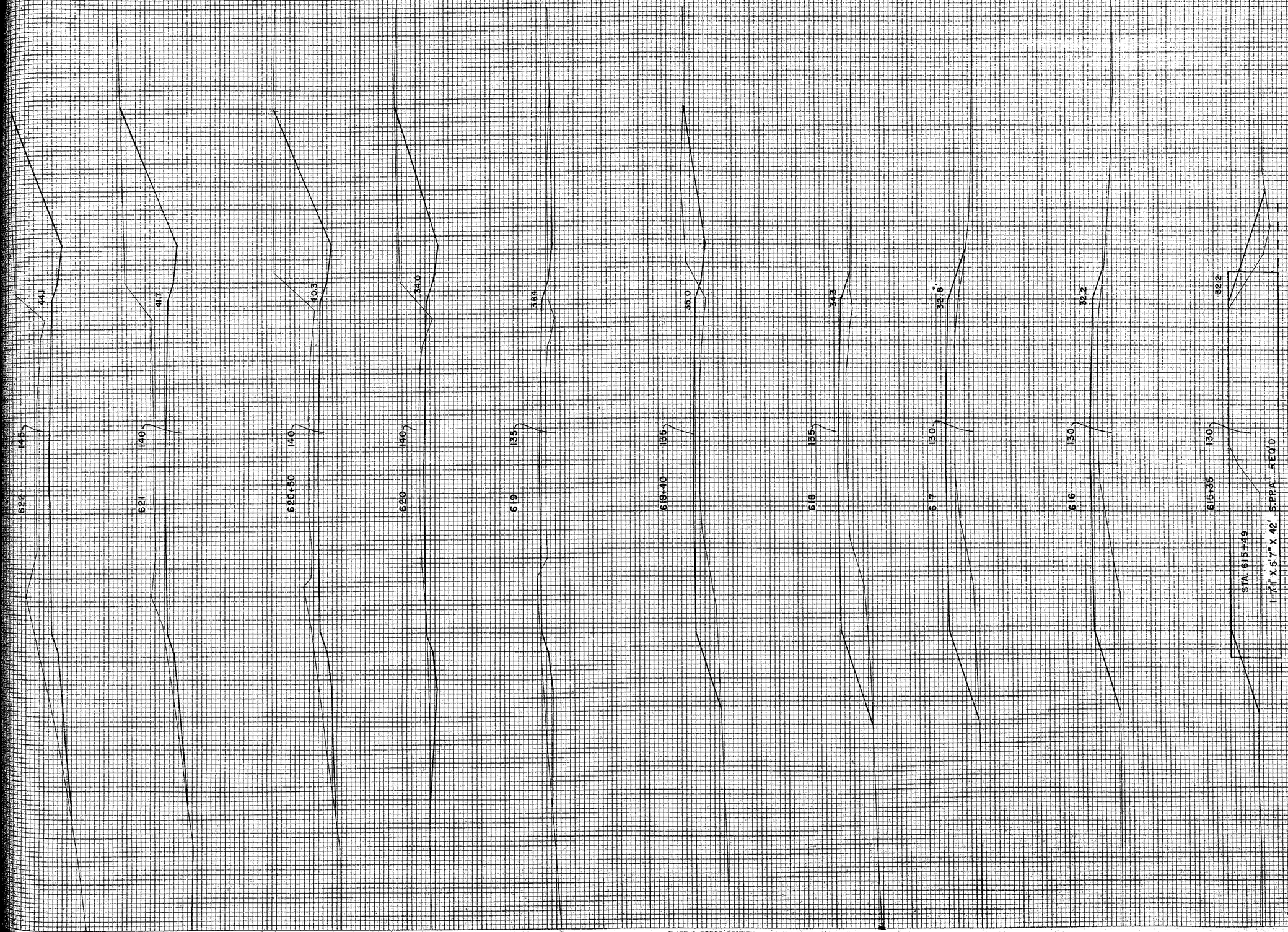
PLATE 3. CROSS SECTION D. P. R. & R. E. STANDARD
100% RAG PAPER-MADE AND PRINTED IN U. S. A.
EUGENE DIETZGEN CO.

R.R.S. DISTRICT OFFICE	PROJECT	SHEET NUMBER	TOTAL SHEETS
TOL 4	S 012 (4)	24	102

STATION	DISTANCE	YARDAGE EXCAVATION	YARDAGE FILL
	SWC		
607		394	4
608		487	0
609		248	0
455		185	0
610		182	4
440		176	70
S.R.		200	106
611		69	306
612		0	424
613		0	420
614		0	320
615			
SHEET TOTAL		1941	1654

PLATE 3 CROSS SECTION OF R.R.S. Pittsburgh
AND THE MONONGAHELA RAILWAY CO.
ROBERT SAYLOR, CE

B.P.R. DISTRICT OFFICE	PROJECT	SHEET NUMBER	TOTAL SHEETS
WIS. 4	S012 (4)	95	105



STATION	DISTANCE	YARDAGE EXCAVATION	YARDAGE FILL
615			
	0		98
+35			
	0		185
616			
	0		269
617			
	0		267
618			
	18		9
+40			
	50		85
619			
	180		52
620			
	198		4
+50			
	250		0
621			
	531		0
PE	100		30
PE	622		
SHEET TOTAL		132.7	1008

D.P.R. DISTRICT OFFICE	PROJECT	SHEET NUMBER	TOTAL SHEETS
DIST. 4	5012 (4)	96	105

STATION	DISTANCE	YARDAGE EXCAVATION CU. YDS.	FILL
622			
	220		26
+50			
	56		22
623			
	561		5
624			
	774		0
625			
	274		45
626			
	32		48
+75			
	37		6
PE			60
627			
	222		4
+60			
	252		6
628			

SHEET TOTAL 2428

PLATE 2 (SEE SHEET 97)

B.P.R. DISTRICT OFFICE	PROJECT	SHEET NUMBER	TOTAL SHEETS
WIS. '4	S012 (4)	97	105

STATION	DISTANCE	YARDAGE EXCAVATION UNC	YARDAGE EXCAVATION ROCK	YARDAGE FILL
628		704		0
	+70	385		0
629		341		0
630		952		9
63		163		2
	+25	2 26		0
	+55	183		69
632		35		339
P.T.		2 25		37
	+55	13		631
633				
SHEET TOTAL		4227		1087

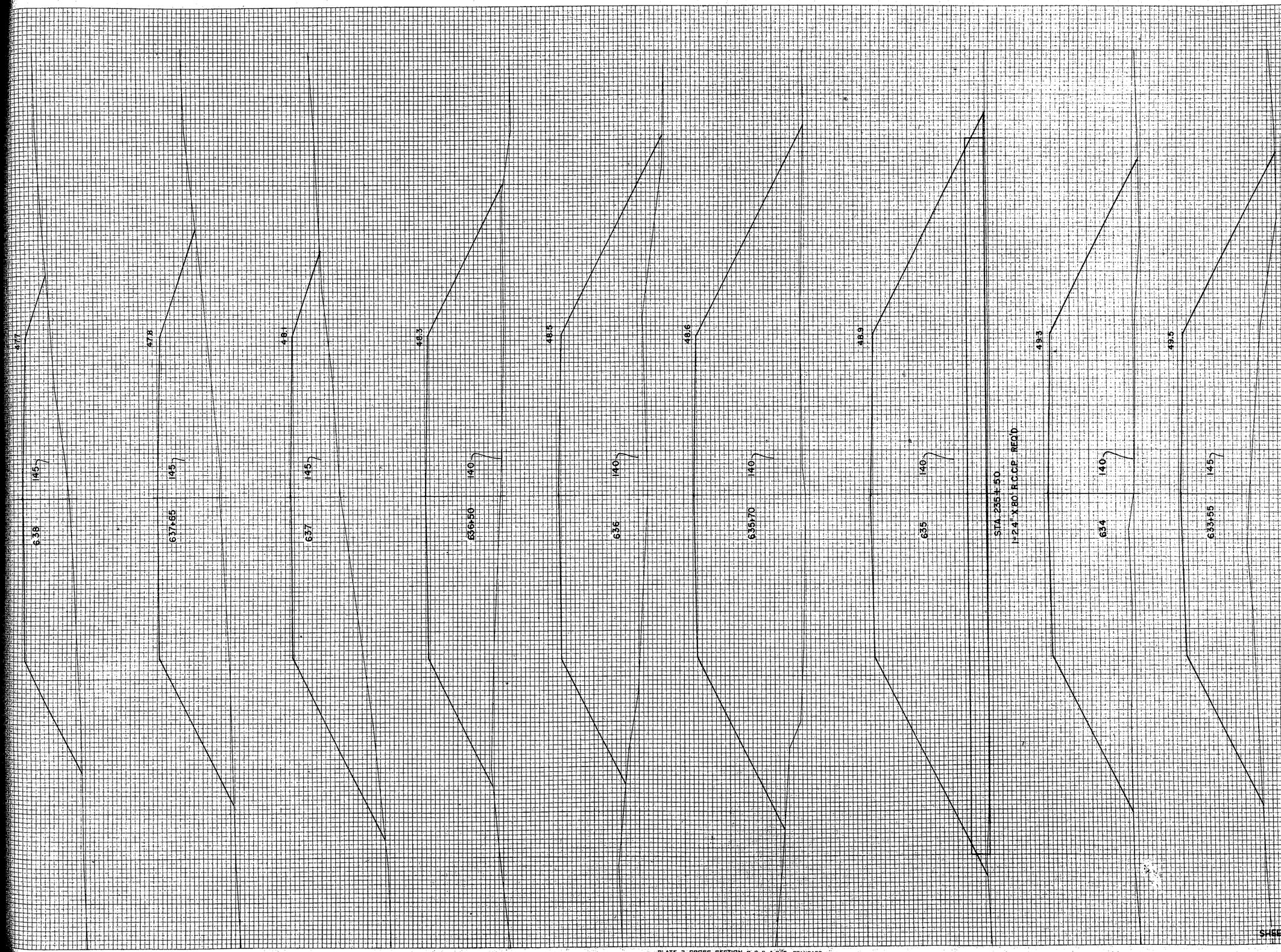
B.P.R. DISTRICT OFFICE	PROJECT	SHEET NUMBER	TOTAL SHEETS
WIS. 4	5012(4)	98	105

STATION	DISTANCE	YARDAGE EXCAVATION	FILL
2℄ 155			
1℄+75 155			
1℄-55 155		526	
1℄ 160		316	
0℄+68 150		618	
0℄+40 150			116
0℄+00 = 632+37 145			

SHEET TOTALS

PLATE 8 CROSS SECTION 0℄ 1℄ 2℄ & A-B
1965 BID FILES—WAGE AND ROUTE # 0-4-A
© CHARLES REVISING COMPANY

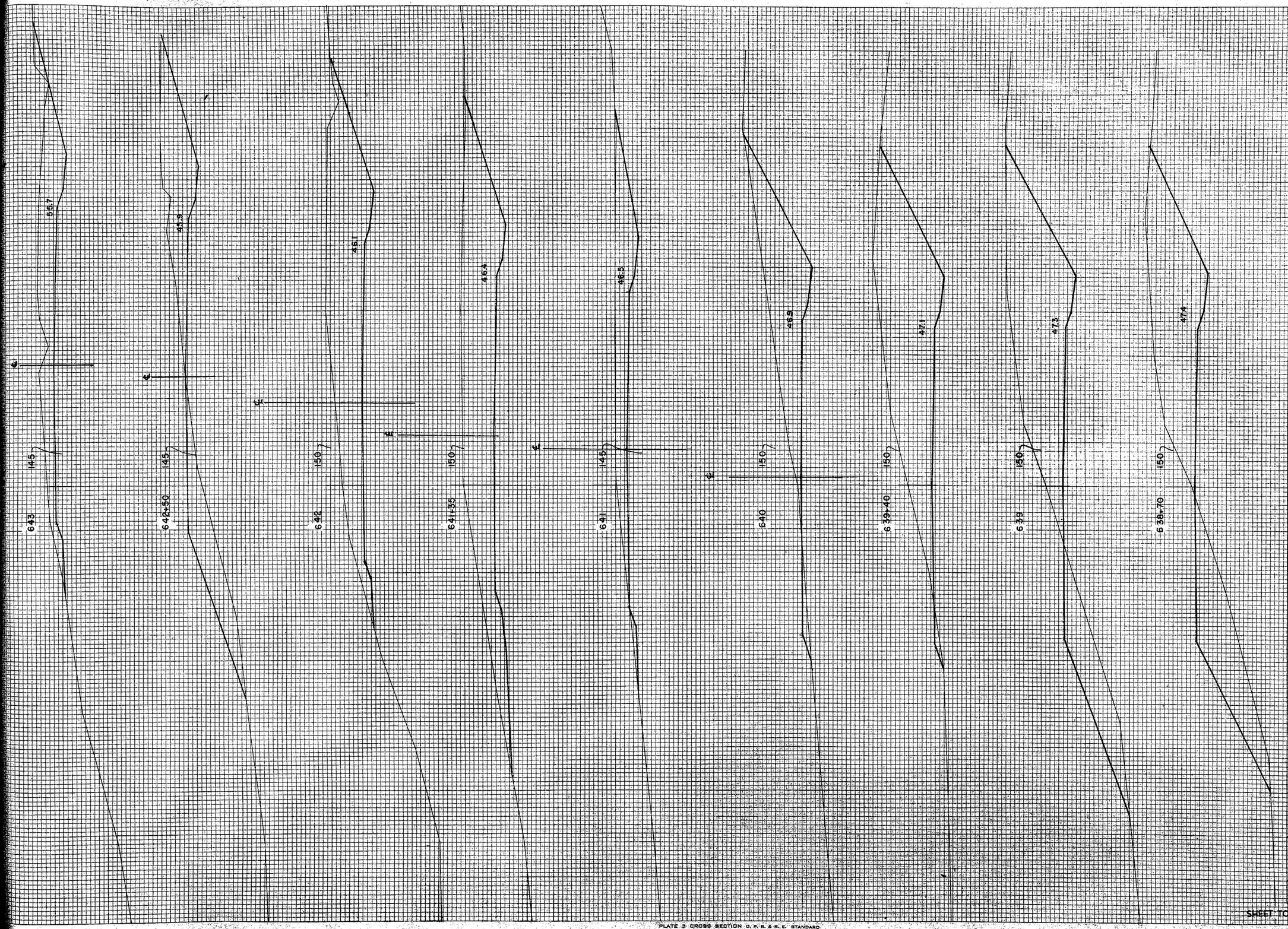
B.P.R. DISTRICT OFFICE	PROJECT	SHEET NUMBER	TOTAL SHEETS
WIS. 4	S012 (4)	99	100



STATION	DISTANCE	YARDAGE EXCAVATION UNC.	YARDAGE FILL
633		0	981
	+55	0	822
634		0	2446
635		0	1796
	+70	0	669
636		0	863
	+50	0	680
637		0	778
	+65	0	370
638			
SHEET TOTAL		0	9454

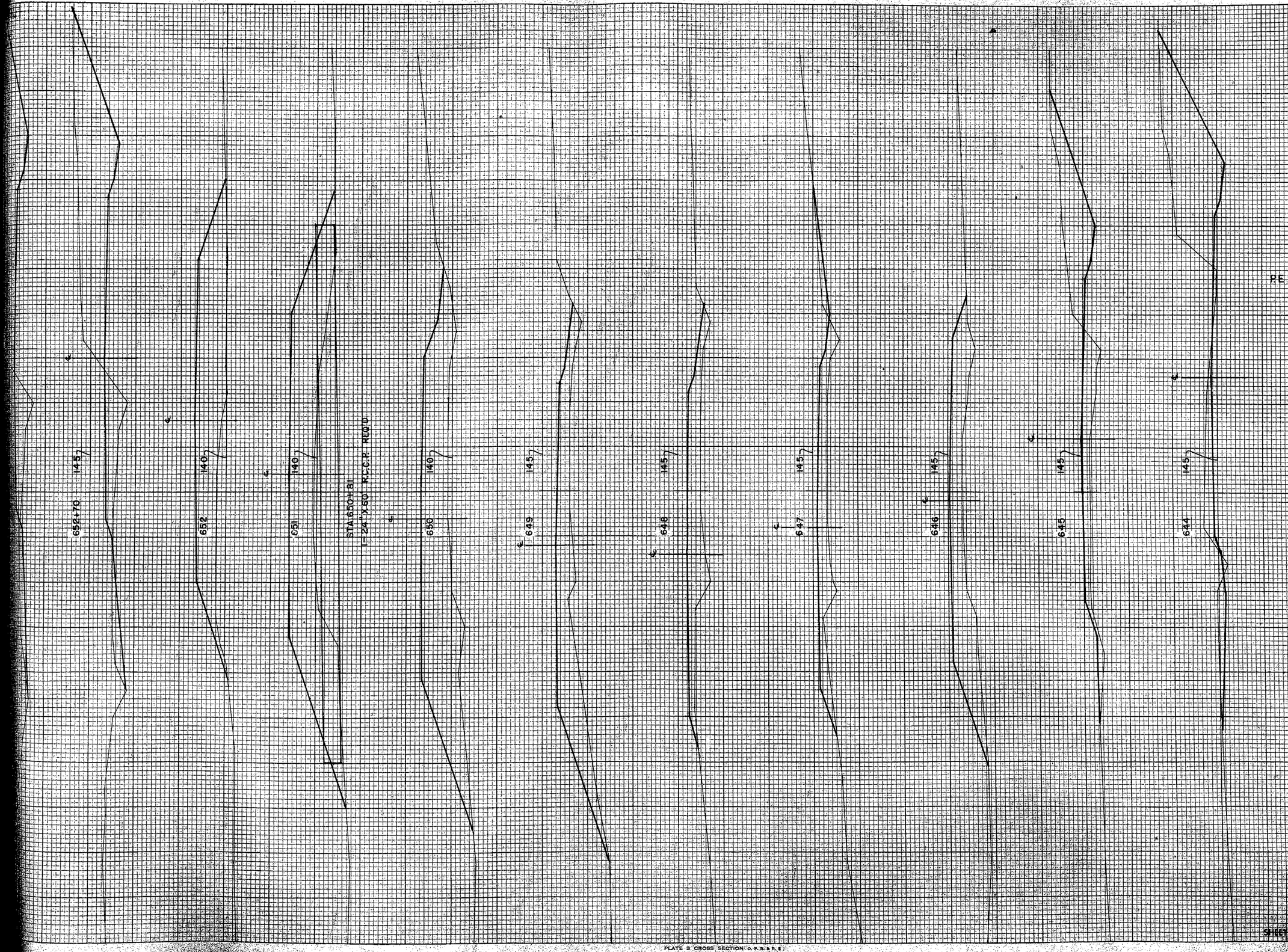
PLATE 3 CROSS SECTION O. P. R. & R. E. STANDARD
100% RAG PAPER—MADE AND PRINTED IN U. S. A.
EUGENE DIETZGEN CO.

B.P.R. DISTRICT OFFICE	PROJECT	SHEET NUMBER	TOTAL SHEETS
WIS. 4	S012 (4)	100	105



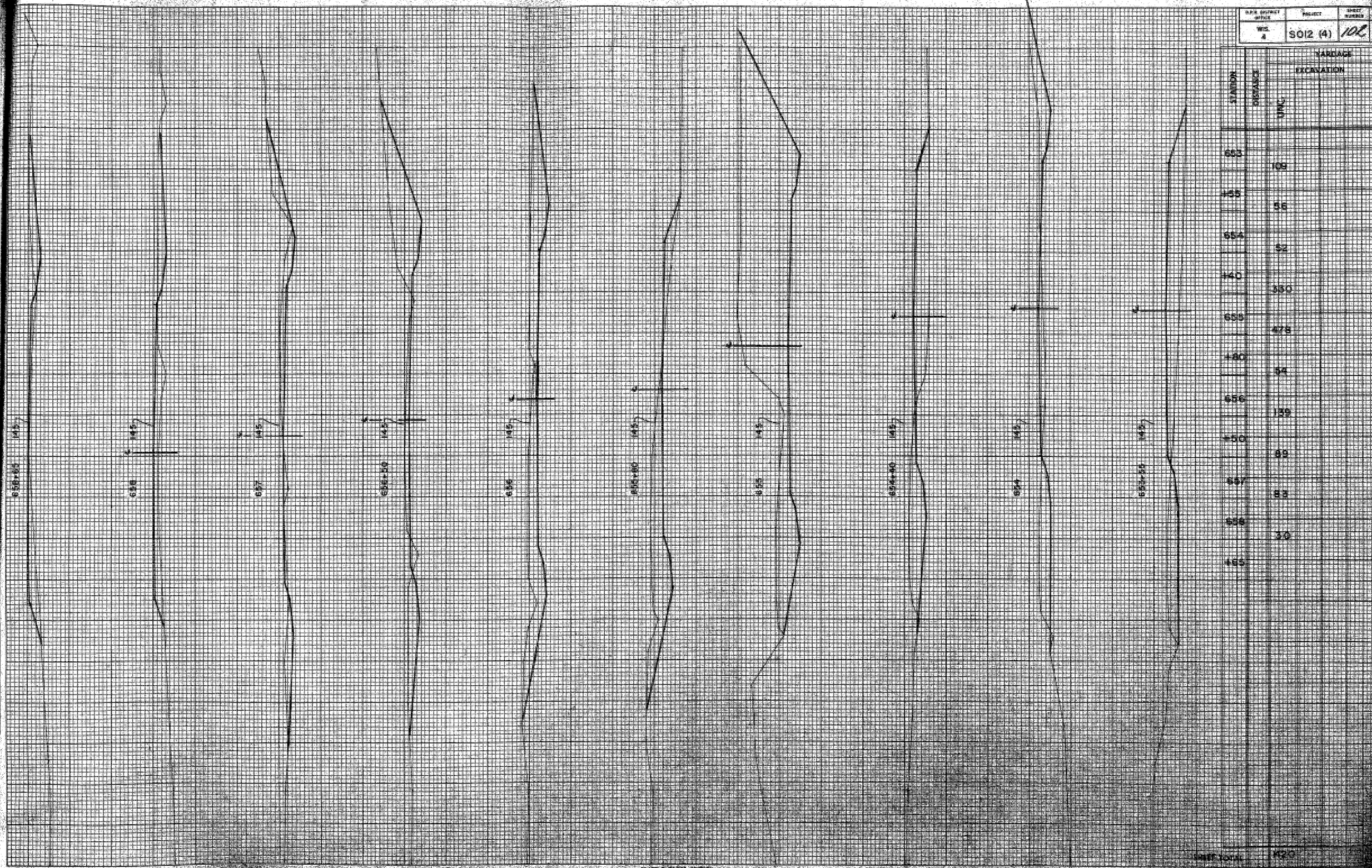
STATION	DISTANCE	YARDAGE EXCAVATION UNC	FILL
638			
		202	41
+70			
		193	91
639			
		296	54
+40			
		348	9
640			
		341	13
641			
		185	2
+35			
		467	0
642			
		239	56
+50			
		154	56
643			
SHEET TOTAL		2425	652

B.P.R. DISTRICT OFFICE	PROJECT	SHEET NUMBER	TOTAL SHEETS
WIS. 4	S 012 (4)	101	105



STATION	DISTANCE	YARDAGE EXCAVATION	YARDAGE FILL
		UNIC	
643			
	387		4
644			
	328		76
645			
	102		257
P.E.			30
646		"	280
647		"	208
648		0	313
649		0	526
650		0	709
651		0	630
652		163	208
+70		115	26
653			
SHEET TOTAL		1115	326

DIST. DISTRICT OFFICE	PROJECT	SHEET NUMBER	TOTAL SHEETS
VIII A	SO12 (4)	102	102



STATION	OFFSET	DEPTH	AVERAGE EXCAVATION
653		109	87
+55		56	63
654		52	44
+40		350	56
655		478	19
+80		54	5
656		139	4
+50		99	6
657		83	58
658		30	56
+65			

SHEET TOTAL | 1920

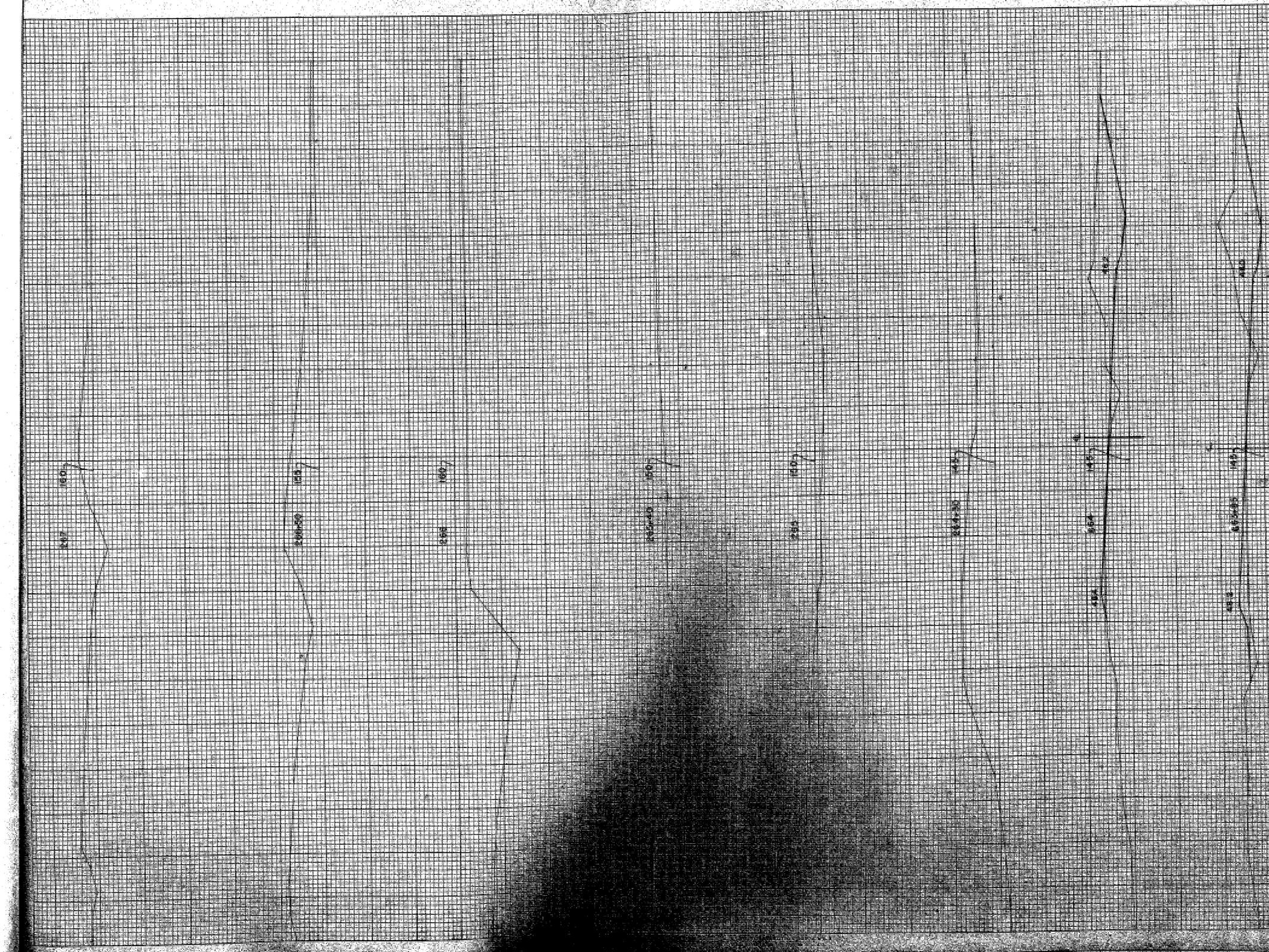
PLATE 2 CROSS SECTION EARTHWORK

B.P.R. DISTRICT OFFICE	PROJECT	SHEET NUMBER	TOTAL SHEETS
WIS. 4	S012 (4)	103	10

STATION	DISTANCE	UNIT	YARDAGE EXCAVATION
631+50			
	50	6.31	35
632			283
	50	6.32	61
632+50			
	50	6.33	167
633			
	50	6.34	388
633+50			
	50	6.35	167
634			
	50	6.36	70
634+50			
	50	6.37	12
635			30
	50	6.38	291
635+50			
	50	6.39	130
636			30
	50	6.40	
636+50			
	50	6.41	
637			
	50	6.42	
637+50			
	50	6.43	
638			
	50	6.44	
638+50			
	50	6.45	
639			
	50

B.P.R. DISTRICT OFFICE	PROJECT	SHEET NUMBER
WES 4	S012 (4)	104

STATION	DISTANCE	VARIANCE EXCAVATION	
		UNC	
+50		43	50
+85		32	9
864		6	10
+05			


160
160
160
150
150
150
150
145
140
Existing
Existing
Existing

SUBJECT MATTER	PROJECT	SHEET
WEL 4 4	SOIL (4)	

STATION	DISTANCE	YARDAGE EXCAVATION