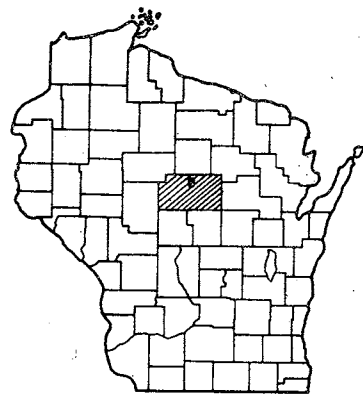


Sheet Number	Total Sheets
1	73

Index of Sheets

Sheet No.	1	Title
Sheet No.	2	Typical Cross Sections
Sheet No.	3	Estimate of Quantities
Sheet No.	3A	Miscellaneous Quantities
Sheet No.	4-4.5	Right of Way Plat
Sheet No.	5-12	Plan and Profile Sta. 12+00 to Sta. 235+94
Sheet No.	13-13.9	Standard Details
Sheet No.	14-22	Drainage Structures
Sheet No.	23-73	Cross Sections



STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

PLAN AND PROFILE OF PROPOSED
C.T.H. "U" — C.T.H. "A"
C.T.H. "O"
MARATHON COUNTY

PROJECT IDENTIFICATION NUMBER	FEDERAL PROJECT DESIGNATION
9484-1-70	S 1139(4)

APPROVED FOR

5/20/70
DateHwy Commr
Title

Scales { Plan 1 in. = 100 ft.
Profile Hor. 1 in. = 100 ft. Vert. 1 in. = 10 ft.
Cross Sections Hor. 1 in. = 5' Vert. 1 in. = 5'

Design Designation

A.D.T. 1970	• 110-160
A.D.T. 1990	• 300-350
D.H.V.	• 45-55
D.	• 60-40
T. % ADT	• 8.8
V.	• 50 M.P.H.

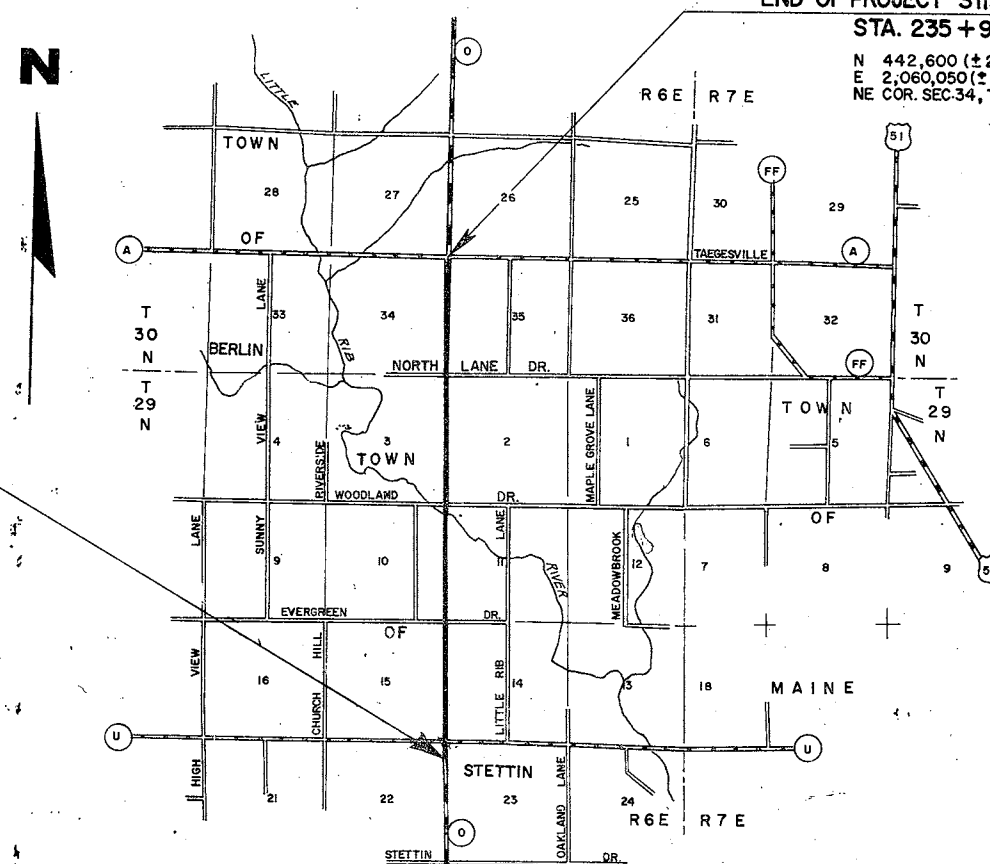
BEGINNING OF PROJECT S 1139(4)/9484-1-70
STA. 12+00

N 420,205 (±200)
E 2,060,050 (±200)
800' S. OF SE COR. SEC. 15, T 29N, R 6E

END OF PROJECT S 1139(4)/9484-1-70

STA. 235+93.95

N 442,600 (±200)
E 2,060,050 (±200)
NE COR. SEC. 34, T 30N, R 6E



Layout

Scale 0 MILES 1

Total Net Length of Centerline = 4.241 Mi.

COORDINATES ARE
SCALED FROM U.S.G.S. TOPOGRAPHIC MAPS, MARATHON AND
HAMBURG, WISCONSIN QUADRANGLES FOR IDENTIFICATION ONLY.

Conventional Signs

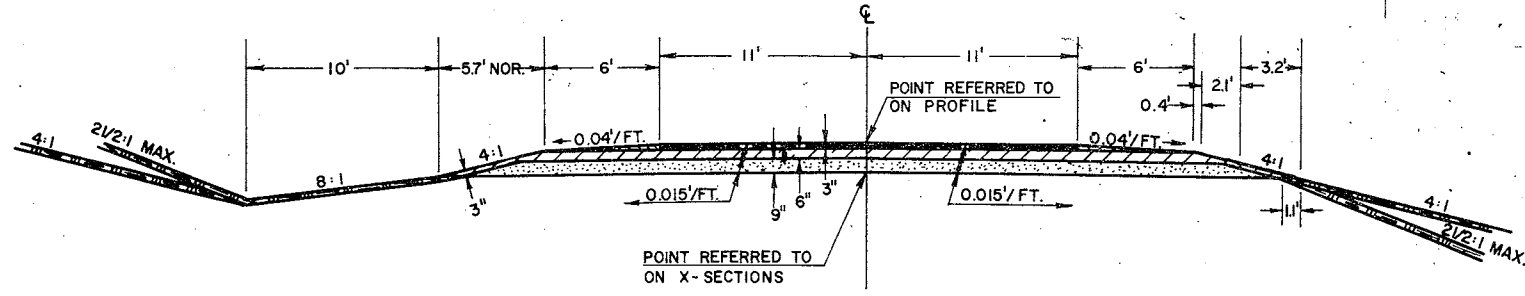
State Line	-----
County Line	-----
Township or Range Line	-----
Section Line	-----
New Right of Way Line	-----
Present Right of Way Line	-----
Wire Fence	Woven
	Barbed
Lot Line	-----
Corporate or City Limits	-----
Property Line	-----
Traveled Way or P.E.	-----
Railroads	-----
Base or Survey Line	-----

Culverts in Place	-----
Culverts Required	-----
Drop Inlet	-----
Power Pole	-----
Telephone or Telegraph Pole	-----
Right of Way Markers	-----
Reference Stake for Hubs Only	-----
Marsh	-----
Hedge	-----
Trees	-----

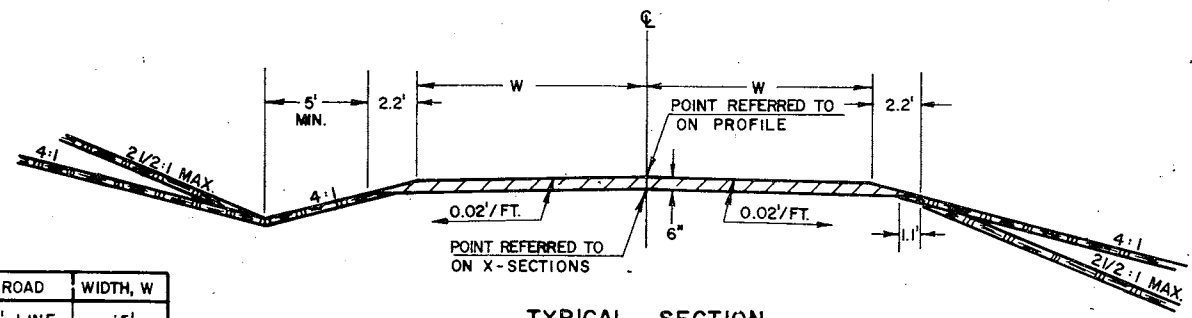
Ground Elevation	Datum Line
Grade Elevation	Datum Line
UNDERGROUND TELEPHONE CABLE PEDESTAL	-----
UNDERGROUND TELEPHONE CABLE	-----

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS	
Surveyor MTM	DISTRICT CHECKER NLD
DESIGNER HAK	C.O. CHECKER PLE
Correct:	
Date 3/18/70	District Engineer
Recommended for Approval:	
Date 3/24/70	Chief Design Engineer
Approved:	
Date 4/22/70	State Highway Engineer
U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION BUREAU OF PUBLIC ROADS	
SECTION 4 WISCONSIN DIVISION	
Approved:	
Date	Division Engineer

S 1139(4)

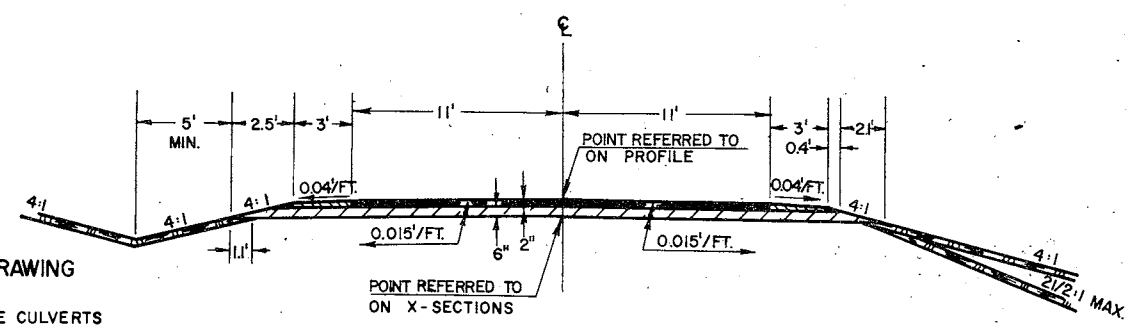


TYPICAL SECTION
STA. 12+00 - 235+94.8
"A" LINE

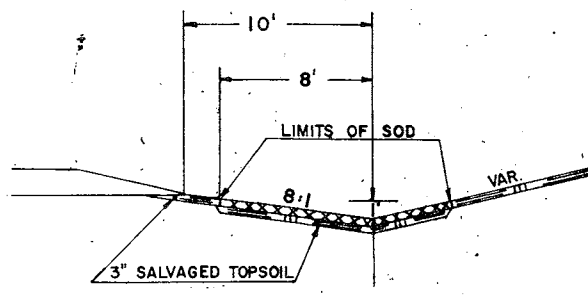


ROAD	WIDTH, W
"B" LINE	15'
"C" LINE	12'
"E" LINE	11'

TYPICAL SECTION
"B", "C" AND "E" LINES



TYPICAL SECTION
"D" LINE



SOD DITCH
AND
SOD DITCH CHECK

GENERAL NOTES:

ALL CURVES ARE COMPUTED BY ARC DEFINITION.

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

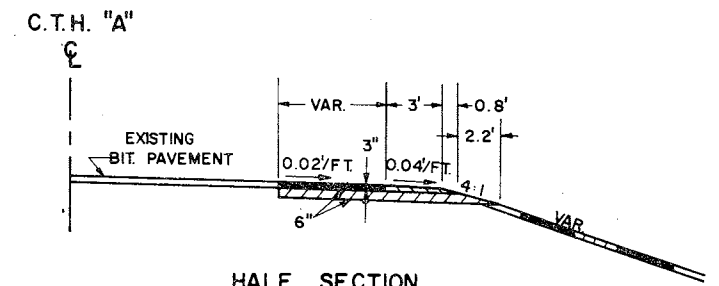
THE EXACT LOCATION OF ENTRANCE TO BE DETERMINED IN THE FIELD BY THE ENGINEER.

SALVAGED TOPSOIL, WHERE REQUIRED, TO BE PLACED TO AN APPROXIMATE DEPTH OF 3" AT TIME OF PLACING. SECTIONS AS SHOWN ON THE CROSS SECTION SHEETS INCLUDE THE THICKNESS WHERE REQUIRED. TOPSOIL, SEED AND FERTILIZE ALL DISTURBED AREAS OUTSIDE OF THE CONSTRUCTION LIMITS, AS DIRECTED BY THE ENGINEER.

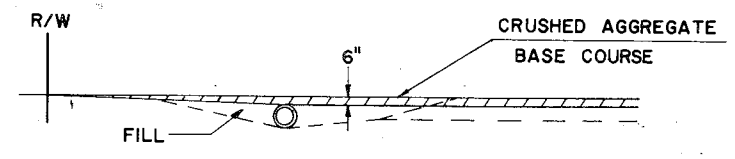
WHEN THE ITEMS OF BASE OR SUBBASE COURSE ARE MEASURED FOR PAYMENT BY THE TON OR CUBIC YARD, THE THICKNESS OF THE COURSE AS SHOWN ON THE PLANS IS APPROXIMATE AND THE ACTUAL THICKNESS WILL DEPEND ON THE DISTRIBUTION OF THE MATERIAL AS DIRECTED BY THE ENGINEER.

WHEN PLACING NEW BITUMINOUS SURFACING ADJACENT TO EXISTING BITUMINOUS SURFACING, A SUFFICIENT AMOUNT OF THE EXISTING SURFACING SHALL BE REMOVED TO ALLOW THE NEW SURFACING TO FORM A BUTT JOINT FULL DEPTH OF MAT.

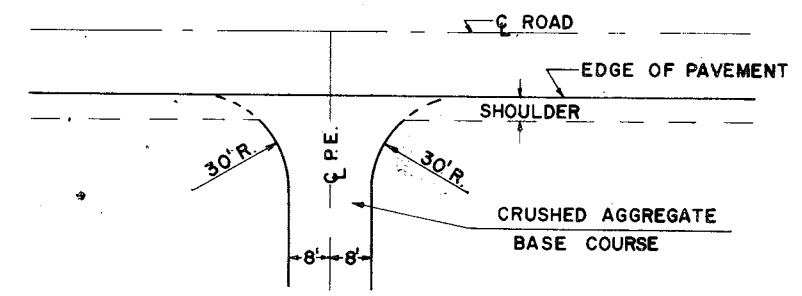
UTILITY LISTING
GENERAL TELEPHONE CO.
WISCONSIN PUBLIC SERVICE



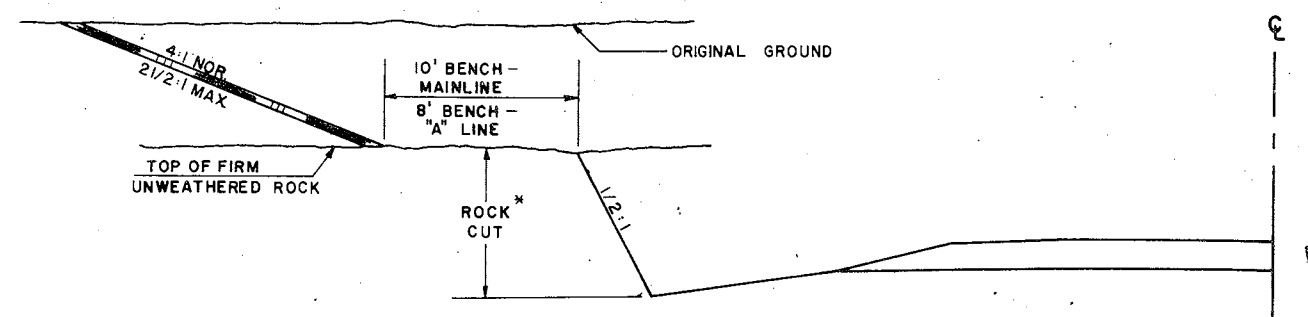
HALF SECTION
"F" LINE INTERSECTION



PROFILE OF PRIVATE ENTRANCES
SHOWING BASE COURSE RUNOUT AT ENTRANCES



PLAN OF PRIVATE ENTRANCES



* WHEN ROCK CUT IS LESS THAN 5' DITCH BACK SLOPES SHALL BE TREATED THE SAME AS IN EARTH CUTS.

HALF-SECTION
ROCK CUT

- STANDARD DETAIL DRAWING**
- 1-1.12 MARSH EXCAVATION
 - 6-2.52 SOD AT PRIVATE ENTRANCE CULVERTS
 - 6-2.68 APRON ENDWALLS FOR CULVERT PIPES AND PIPE ARCH
 - 6-5.32 CORRUGATED METAL PIPE ARCH
 - 7-1.3.5 MARKER POSTS AND MARKER POSTS FOR RIGHT OF WAY
 - 7-2.4.13 STEEL PLATE BEAM GUARD
 - 7-4.1.5 CONSTRUCTION BARRICADE
 - 8-1.3.1 SOD DITCH CHECKS
 - 9-1.1.5 DETAILS FOR SIDE ROAD AT GRADE INTERSECTIONS
 - 12.1.1.3 LANDMARK REFERENCE MONUMENTS

- LEGEND**
- * BITUMINOUS CONCRETE PAVEMENT
 - CRUSHED AGGREGATE BASE COURSE
 - * CRUSHED AGGREGATE SHOULDER MATERIAL
 - GRANULAR SUBBASE COURSE
 - 3" SALVAGED TOPSOIL, SEED & FERTILIZE

* NOT PART OF THIS CONTRACT

CONTRACT NO. 1
GRADING, BASE &
STRUCTURE B-37-151

THIS PROJECT IS TO BE EXECUTED UNDER THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION OF THE WISCONSIN DIVISION OF HIGHWAYS—EDITION OF 1969, APPROVED MARCH 3, 1969; FEDERAL AID REQUIRED CONTRACT PROVISIONS APPROVED NOVEMBER 15, 1968, AND SPECIAL PROVISIONS AS ATTACHED TO PROPOSALS

[illegible]

CLEARING AND GRUBBING

STATION TO STATION		CLEARING	STATIONS GRUBBING
18+00	- 19+00	1	1
7"A"400	- 9"A"400	2	2
23+00	- 29+00	6	6
30+00	- 31+00	1	1
42+00	- 43+00	1	1
49+00	- 61+00	12	12
68+00	- 70+00	2	2
72+00	- 73+00	1	1
8"C"400	- 11"C"400	3	3
73+00	- 81+00	8	8
82+00	- 122+00	40	40
133+00	- 134+00	1	1
140+00	- 141+00	1	1
153+00	- 157+00	-	4
157+00	- 158+00	1	1
159+00	- 162+00	-	3
162+00	- 163+00	1	1
163+00	- 165+00	-	2
194+00	- 195+00	-	1
199+00	- 200+00	1	1
205+00	- 207+00	2	2
209+00	- 212+00	3	3
220+00	- 221+00	1	1

GRANULAR
SUBBASE COURSE

STATION TO STATION	CU. YDS.
12+00 - 235+50	29,282
"A" Line	1,176
"B" Line	16
"C" Line	32
"D" Line	32
"E" Line	32
"F" Line	30

CRUSHED AGGREGATE
BASE COURSE

STATION TO STATION	TONS
12+00 - 235+50	33,700
"A" Line	1,560
"B" Line	410
"C" Line	590
"D" Line	490
"E" Line	350
"F" Line	250
P.E.'S	900
End Approaches	50

PIPE UNDERDRAIN, 6 - INCH

STATION TO STATION	LIN. FT.
Undistributed	200

CROSS DRAIN PIPES

STATION	DIA. INCHES	TYPE	LIN. FT.	APRON ENDWALLS	REMARKS
14+57	36	C. P. Class III	106	2	
29+30	2 - 48	C. P. Class III	2 at 72	4	
10"B"435	24	C. P. Class III	60	2	
63+48	36	C. P. Class III	72	2	
10"C"442	24	C. P. Class III	66	2	Skew 10° R. H. F.
83+50	58" x 36"	C. M. P. A.	60	2	
96+50	3 - 65" x 40"	C. M. P. A.	3 at 84	6	Skew 40° R. H. F.
9"D"455	30	C. P. Class III	58	2	
10"D"45	30	C. P. Class III	66	2	
151+65	29" x 18"	C. M. P. A.	86	2	Skew 55° L. H. F.
160+29	3 - 58" x 36"	C. M. P. A.	3 at 48	6	
9"E"460	30	C. P. Class III	58	2	
10"E"440	58" x 36"	C. M. P. A.	60	2	
235+55	43" x 27"	C. M. P. A.	66	2	Skew 20° L. H. F.
58+48	58" x 36"	C. M. P. A.	72	2	Skew 20° L. H. F.
62+50	24	C. P. Class III	70	2	

PRIVATE ENTRANCE PIPES

STATION	LOCATION	DIA. INCHES	TYPE	LIN. FT.	SOD S. Y.
15+62	Lt.	18	C. P. Class III	32	8
7"A"478	Lt.	18	C. P. Class III	22	8
8"A"485	Lt.	18	C. P. Class III	24	8
21+50	Lt.	18	C. P. Class III	22	8
33+00	Rt.	18	C. P. Class III	26	8
34+00	Rt.	18	C. P. Class III	24	8
42+00	Lt.	18	C. P. Class III	26	8
78+00	Rt.	24	C. P. Class III	26	10
127+95	Lt.	24	C. P. Class III	28	10
132+75	Lt.	24	C. P. Class III	30	10
139+50	Lt.	24	C. P. Class III	32	10
139+60	Rt.	24	C. P. Class III	30	10
141+90	Lt.	24	C. P. Class III	36	10
147+85	Rt.	24	C. P. Class III	24	10
193+20	Lt.	24	C. P. Class III	22	10
201+75	Rt.	18	C. P. Class III	24	8
209+20	Lt.	18	C. P. Class III	20	8
213+00	Rt.	18	C. P. Class III	28	8
44+00	Rt.	18	C. P. Class III	20	8

STEEL PLATE BEAM GUARD AND
ANCHORAGES FOR STEEL PLATE BEAM GUARD

STATION TO STATION	LOCATION	BEAM GUARD LIN. FT.	ANCHORS EACH
120+70 - 121+73	Rt.	103	1
120+79 - 121+82	Lt.	103	1
123+74 - 124+77	Rt.	103	1
123+83 - 124+86	Lt.	103	1

EROSION MAT

STATION TO STATION	LOCATION	S. Y.
32+00 - 35+00	Rt.	400
35+00 - 45+00	Lt. & Rt.	2,670
48+00 - 56+00	Lt. & Rt.	2,140
116+50 - 117+00	Lt. & Rt.	135
195+00 - 218+00	Lt. & Rt.	6,130

MULCHING

STATION TO STATION	LOCATION	S. Y.
7"A"450 - 11"A"400	Rt.	480
13+00 - 15+50	Lt. & Rt.	1,625
16+00 - 19+75	Lt.	1,020
23+50 - 29+50	Lt. & Rt.	2,050
36+00 - 38+00	Rt.	510
54+00 - 56+00	Lt.	420
63+00 - 72+00	Lt. & Rt.	2,170
76+00 - 80+00	Lt. & Rt.	1,600
116+50 - 125+00	Lt. & Rt.	3,600
129+00 - 132+75	Rt.	775
204+00 - 207+00	Rt.	645
215+50 - 219+00	Rt.	840

CALCIUM CHLORIDE
SURFACE TREATMENT

STATION TO STATION	TONS
122+00 - 130+00	2.3
8"D"400 - 9"D"483	0.5
10"D"417 - 12"D"400	0.5

ABANDONING WELLS

STATION	LOCATION	QUANTITY
19+36	36' LT.	1

S O D D I N G

STATION TO STATION	LOCATION	S. Y.	REMARKS
32+00 - 35+00	Rt.	400	Sod Ditch
35+00 - 45+00	Lt. & Rt.	2,670	Sod Ditch
45+00 - 48+00	Lt. & Rt.	32	Ditch Checks
48+00 - 56+00	Lt. & Rt.	2,140	Sod Ditch
56+00 - 57+00	Lt.	135	Sod Ditch
65+00 - 66+00	Lt. & Rt.	48	Ditch Checks
68+00 - 72+60	Lt. & Rt.	1,226	Sod Ditch
73+50 - 78+00	Rt.	600	Sod Ditch
116+50 - 117+00	Lt. & Rt.	135	Sod Ditch
130+00 - 132+00	Lt.	72	Ditch Checks
184+00 - 195+00	Lt. & Rt.	360	Ditch Checks
195+00 - 218+00	Lt. & Rt.	6,130	Sod Ditch
218+00 - 235+00	Lt. & Rt.	192	Ditch Checks
58+55	Rt.	10	Ditch Dike

LANDMARK REFERENCE MONUMENTS

STATION	LOCATION	MONUMENT TYPE	QUANTITY
20+00	¢	A	2
46+51	¢	A	2
73+13.8	¢	A	2
99+66.6	37' Lt.	A	3
126+08.4	41.25' Lt.	A	2
152+71.4	Lt.	A	2
182+80.7	¢	A	2
209+34.79	Rt.	A	2

CONVENTIONAL SIGNS

STATE LINE	-----	* HIGHWAY HIGHWAY SEPERATION		CEMETERY	
COUNTY LINE	-----			FOUNDATION	
TOWNSHIP AND RANGE LINES	-----	HIGHWAY OVERPASS		GAS PUMP ISLAND	
SECTION LINE	-----	* RAIL LINE OVERPASS		BUILDING	
QUARTER LINE	-----			IRON PIN	
SIXTEENTH LINE	-----	ALL OTHER BRIDGES		POWER POLE	
NEW CENTERLINE	-----	STREAM OR RIVER		TELEPHONE POLE	
NEW R/W LINE	-----	LAKE		RAIL LINE	
OLD R/W LINE	-----			TRANSMISSION TOWER AND LINE	
PROPERTY LINE	-----	CATTLE PASS		UNDERGROUND CABLE MARKER	
CORPORATE LIMITS	//////	* RELOCATED STREAM OR RIVER		WELL	
SLOPE INTERCEPTS	-----			STONE MONUMENT	
LOT, TIE AND OTHER MINOR DASHED LINES	-----	* TRAVELEDWAY		SEPTIC TANK	
UNDERGROUND FACILITY (POWER, TELEPHONE, TELEGRAPH, GAS, ETC.)	-----	(SHOWN ONLY IN AREA OF FRONTAGE, ROADS, INTERCHANGES OR DUAL LANES)		WINDMILL	
NO ACCESS					
* LIMITED HIGHWAY EASEMENT	-----				

STANDARD ABBREVIATIONS

ACRES	AC.	POINT OF TANGENCY	PT.
AND OTHERS	ET. AL.	PROJECT	PROJ.
BARN	B.	PROPERTY LINE	P.L.
BUILDINGS	BLDGS.	QUIT CLAIM DEED	Q.C.D.
CENTRAL ANGLE	A	RADIUS	R.
CORNER	COR.	REFERENCE LINE	R
COUNTY TRUNK HIGHWAY	C.T.H.	RIGHT OF WAY	R/W
DEGREE OF CURVE	D.	SECTION	SEC.
ESTIMATE	EST.	SEPTIC TANK	SEP
EXTERNAL DISTANCE	E.	SHED	S.
FOOT (FEET)	FT.	SOUTHEAST	SE.
FOUNDATION	FDN.	SOUTHWEST	SW.
GARAGE	G.	STATION	STA.
GOVERNMENT	GOV'T.	SUBDIVISION	SUBD.
HOUSE	H.	TANGENT	TAN.
HOUSE TRAILER	H.T.	TEMPORARY	TEMP
INTERSECTION ANGLE	I.	UNITED STATE HIGHWAY	U.S.H.
IRON PIN	I.P.	WELL	W.
LENGTH OF CURVE	L.		
LIMITED HIGHWAY EASEMENT	L.H.E.		
MACHINERY SHED	M.S.		
MILE	MI.		
MONUMENT	MON.		
NORTHEAST	NE.		
NORTHWEST	NW.		
PERMANENT	PERM.		
POINT OF CURVATURE	PC		
POINT OF INTERSECTION	PI		

SCHEDULE OF LANDS AND INTERESTS REQUIRED

PARCEL NUMBER	SHEET NUMBER	OWNER	INTERESTS REQUIRED	ACRES
1	4.3	ELGART & WILLARD RADANT	FEE	0.12
2	4.3	WILLARD RADANT	FEE	0.05
3	4.3	DELMAR RADANT	FEE	0.05
4	4.3	ELGART RADANT	FEE	0.03
5	4.3	HUBERT RADANT	FEE	0.52
6	4.3	ROLAND L. ROTHMAN	FEE	1.04
7	4.3	DONALD F. STEINKE	FEE	0.67
8	4.3	ROBERT G. BALSKE	FEE	0.40
9	4.3	L.L. SALES CO. INC.	FEE	1.54
10	4.3	ELVIN BAHR	FEE	0.67
11	4.3	REUBEN E. DEHNAL	FEE	0.77
12	4.3	ARNOLD C. BANIK	FEE	0.40
13	4.4	CARL F. HENKE	FEE	3.31
14	4.4	EMIL KOPPLIN	FEE	2.03
15	4.4	TIGERTON LUMBER CO.	FEE	2.46
16	4.4	DONALD JAMES KOPPLIN	FEE	0.68
17	4.4	FRANK E. BOERNER	FEE	1.37
18	4.4	GILBERT KOENIG	FEE	1.42
19	4.4	ELMER HEISE	FEE	0.78
20	4.4	RALPH D. Mc GUIRE	FEE	3.04
21	4.5	ELDRED G. THIEL	FEE	0.13
22	4.5	WILLIAM ZUMANN	FEE	3.67
23	4.5	EDWARD ROEDER	FEE	0.23
24	4.5	ARNOLD ANKLAM ET AL	FEE	2.41
25	4.5-4.6	GORDON G. MATHWICH	FEE	1.95
26	4.6	ROBERT SHALLOW	FEE	1.45
*27	4.6	LEONE M. STREVELER	FEE	0.52
28	4.6	MELVIN E. KLINGER	FEE	0.33
29	4.6	GILBERT KRENZ	FEE	1.37
30	4.6	LA VERN KLINGER	FEE	1.17
31	4.3	GILBERT M. HIEROMIMUS	FEE	0.88
32	4.3	CLEARENCE BECK	FEE	0.99

* DONALD G. ZIMPEL (L.C.)

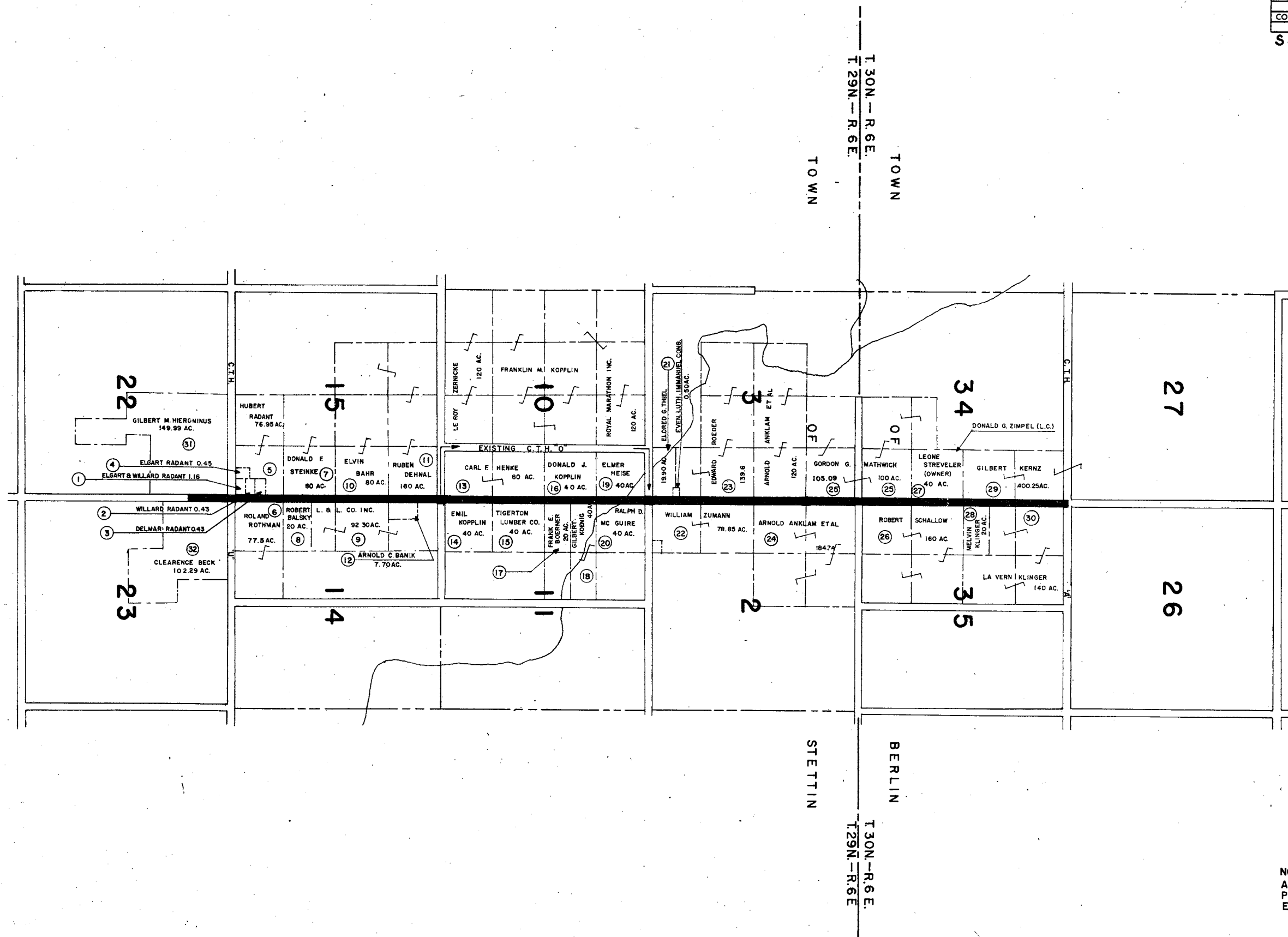
37.6-1139.0-11.4

REVISION DATE	PROJECT I.D.	SHEET NUMBER	TOTAL SHEETS
		4.1	
	FEDERAL PROJECT DESIGNATION		
	S 1139(4)		
	C.T.H. "U"- C.T.H. "A"		
	C.T.H. "O" MARATHON CO.		
	DATE 2-4-70		
	CONST. PROJECT		
	S 1139(4)	9484-1-70	4-73

REVISION DATE	PROJECT I.D.	SHEET NUMBER	TOTAL SHEETS
	FEDERAL PROJECT DESIGNATION S 1139(4)	4.2	
LAYOUT SHOWING PROPERTY BOUNDARIES AND ACREAGE C. T. H. "U" — C. T. H. "A" C. T. H. "O" MARATHON CO. NOT TO SCALE DATE 2-4-70			
CONST. PROJECT			

S1139(4) 9484-1-70

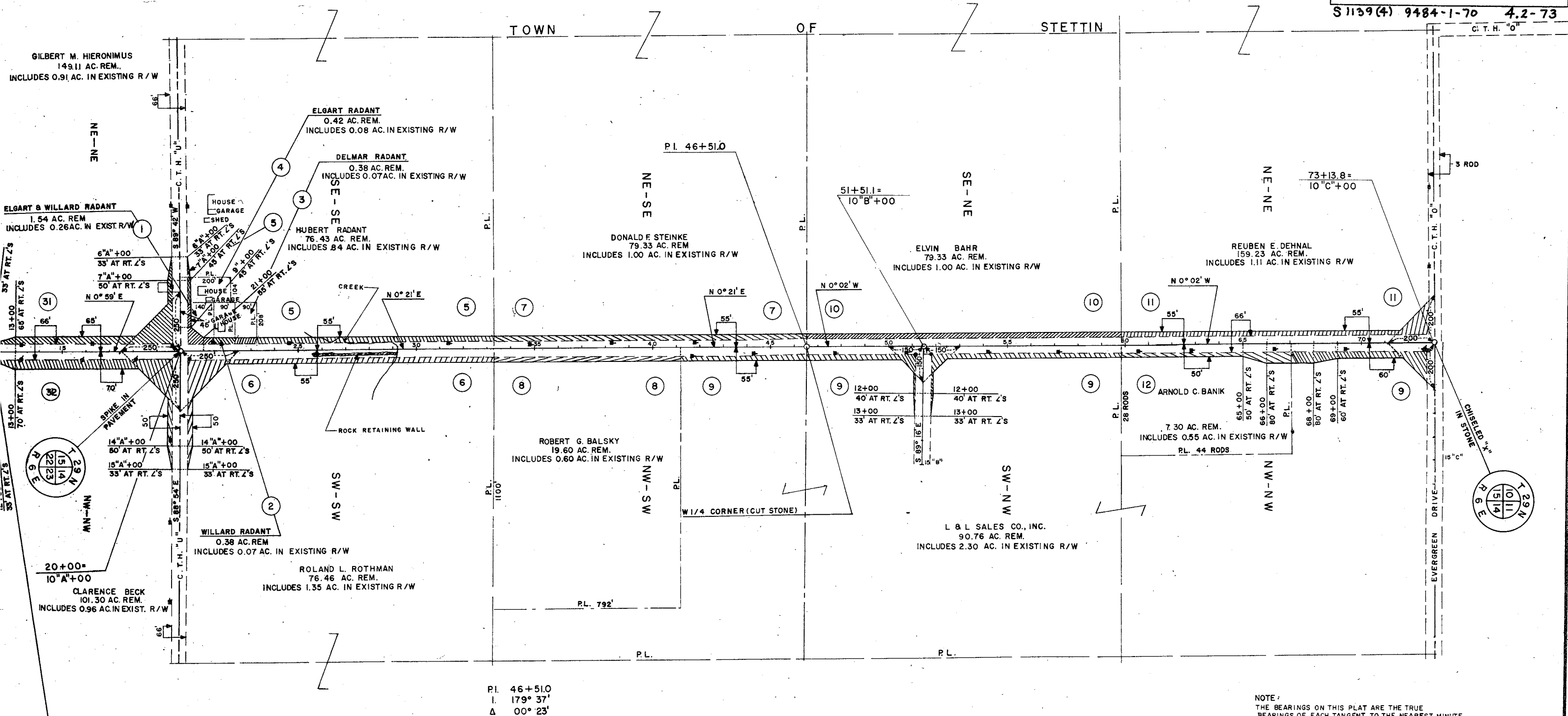
4.1-7



NOTE:
ACREAGE SHOWN ON ABUTTING
PROPERTIES INCLUDES AREA IN
EXISTING HIGHWAY RIGHT OF WAY.

REVISION DATE	PROJECT I.D.	SHEET NUMBER	TOTAL SHEETS
	FEDERAL PROJECT DESIGNATION	43	
	S 1139 (4)		
	C.T.H. "U" — C.T.H. "A"		
	C.T.H. "O" MARATHON CO.		
	SCALE		
	0 100 200 300		
	DATE 2-4-70		
CONST. PROJECT			

S 1139(4) 9484-1-70 4.2-73



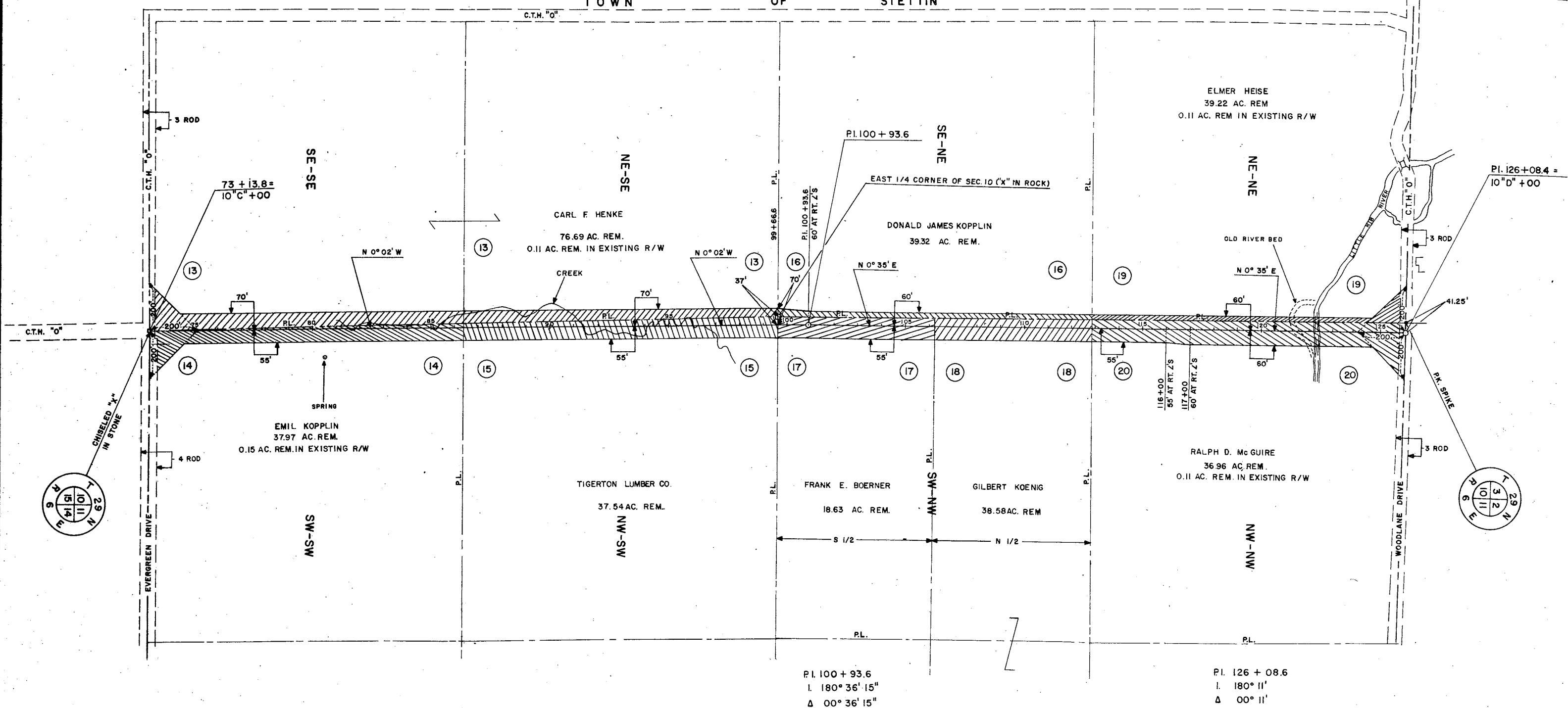
BEGIN RELOCATION ORDER
PROJECT S 1139(4) STA. 12+00

37.6 -1139.0 -11.4

REVISION DATE	PROJECT I.D.	SHEET NUMBER
	FEDERAL PROJECT DESIGNATION	4.4
	S1139 (4)	
	C.T.H. "U" - C.T.H. "A"	
	C.T.H. "O" MARATHON CO.	
	SCALE 0 100 200 400 FT.	
	DATE 2-4-70	
	CONST. PROJECT S1139(4) 9484-1-70 4.4	

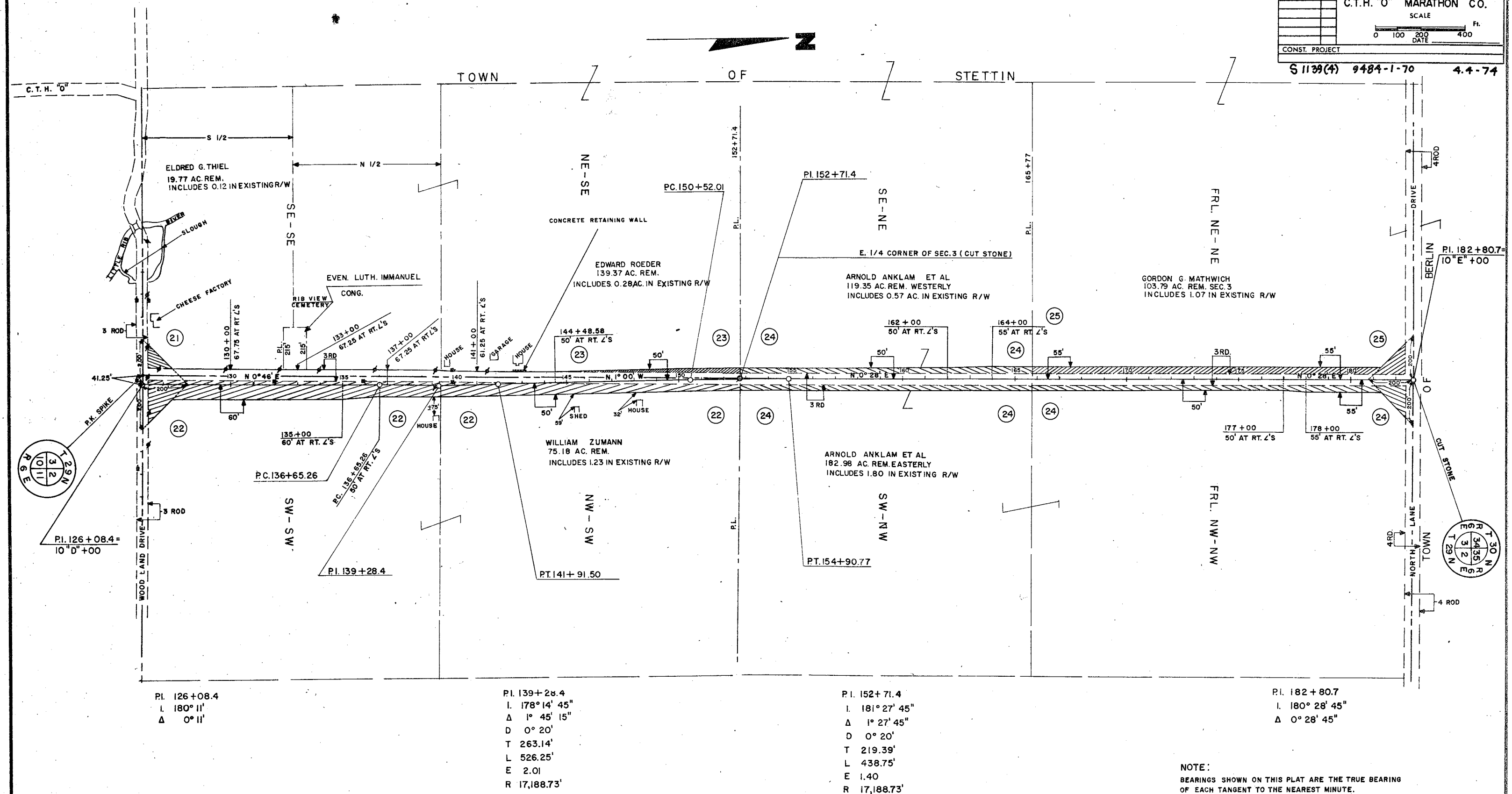


TOWN OF STETTIN

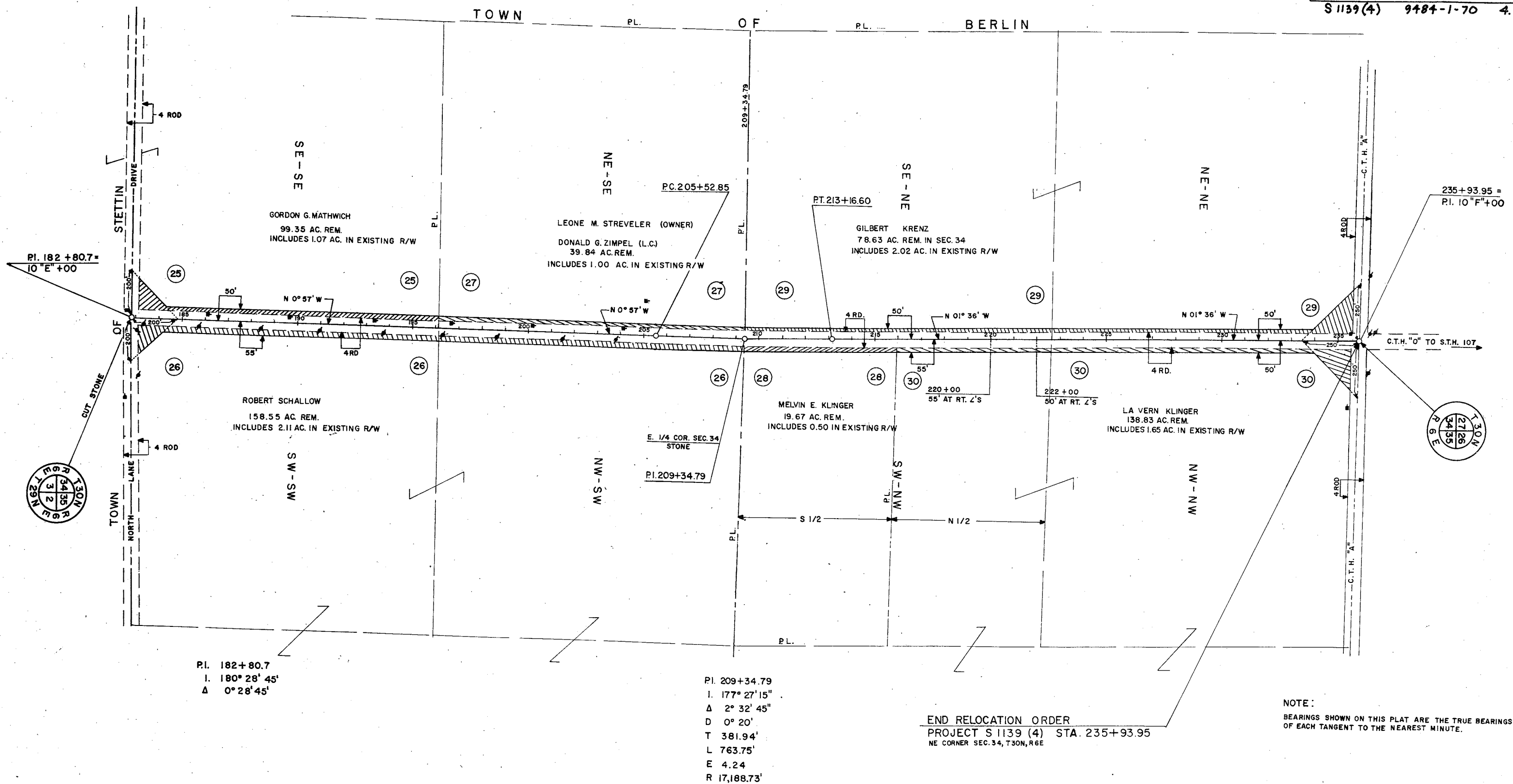


NOTE:

THE BEARINGS SHOWN ON THIS PLAT ARE THE TRUE BEARINGS OF EACH TANGENT TO THE NEAREST MINUTE.

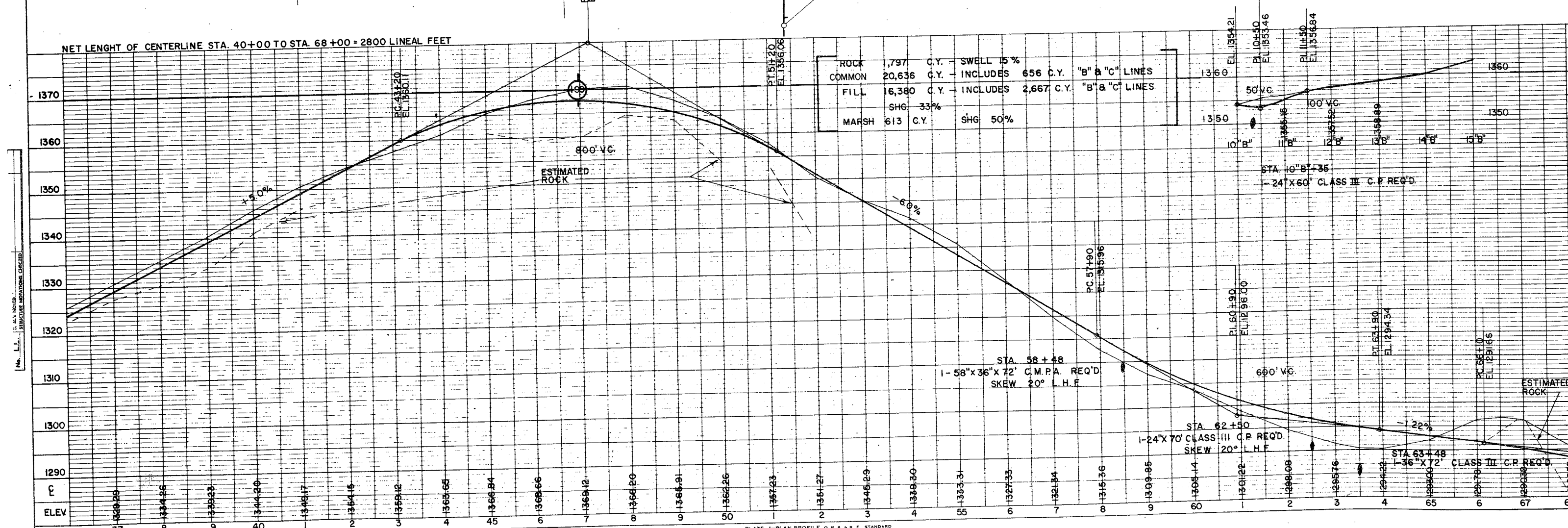
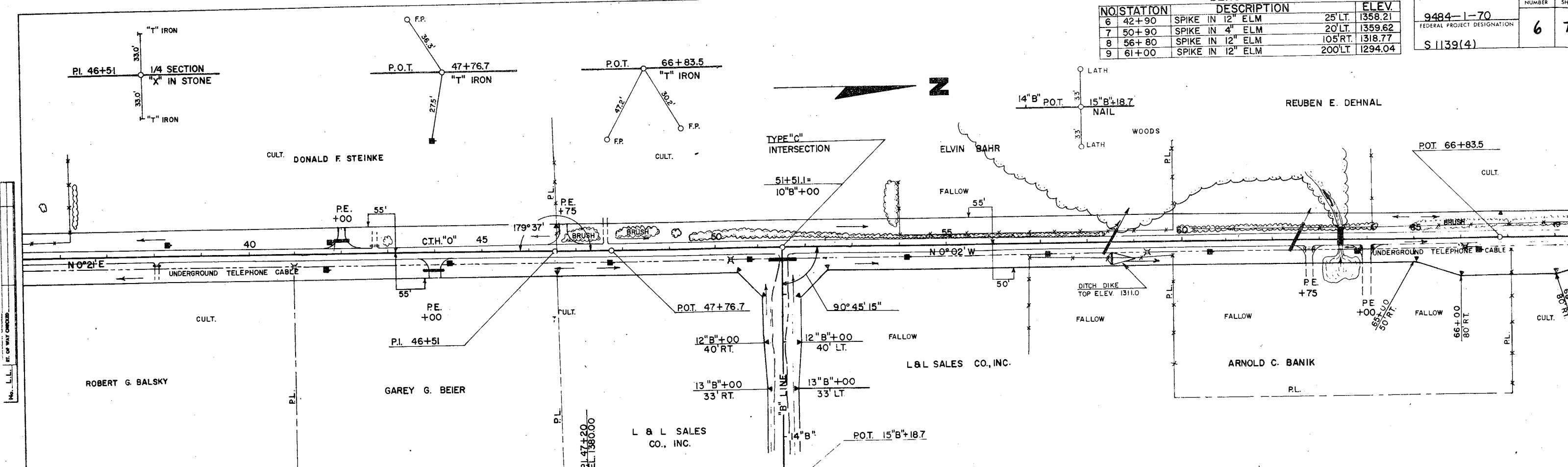


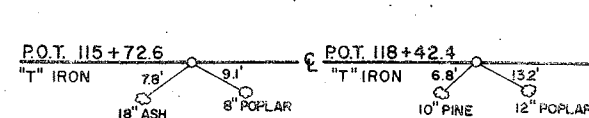
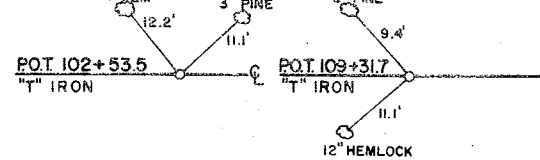
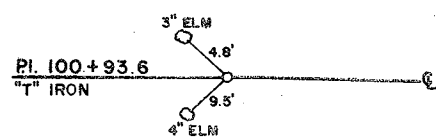
REVISION DATE		PROJECT I.D.	SHEET NUMBER	TOTAL SHEETS
		FEDERAL PROJECT DESIGNATION	4.6	
		S 1139 (4)		
		C.T.H. "U" — C.T.H. "A"		
		C.T.H. "O" MARATHON CO.		
		SCALE		
		0 100 200 400		
		DATE		
		CONST. PROJECT		
		S 1139 (4) 9484-1-70 4.5-73		



BENCH MARKS			
NO.	STATION	DESCRIPTION	ELEV.
6	42+90	SPIKE IN 12" ELM	25' LT. 1358.21
7	50+90	SPIKE IN 4" ELM	20' LT. 1359.62
8	56+80	SPIKE IN 12" ELM	105' RT. 1318.77
9	61+00	SPIKE IN 12" ELM	200' LT. 1294.04

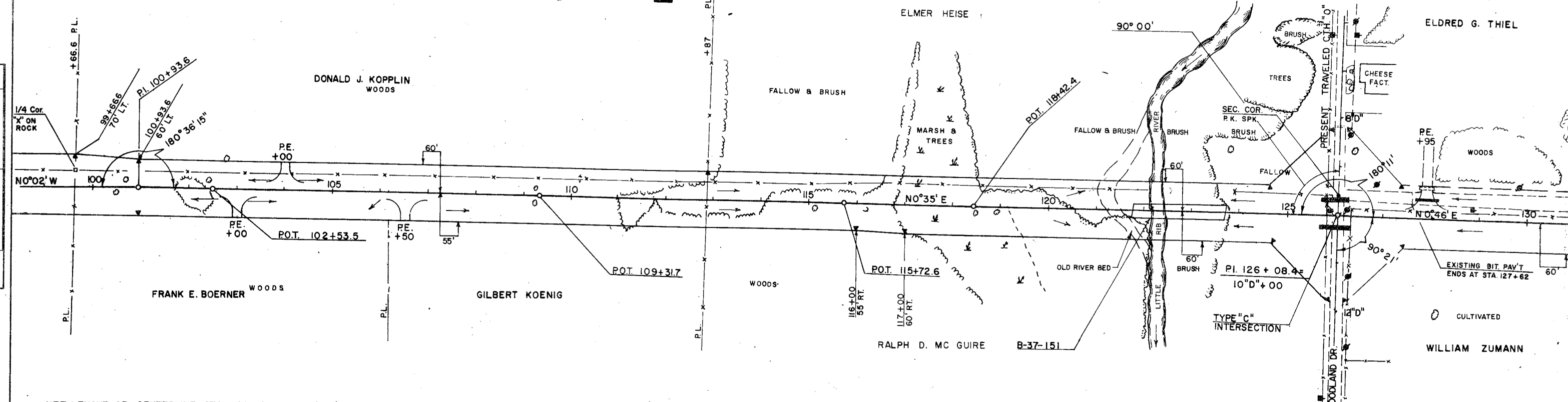
PROJECT I.D.	SHEET NUMBER	TOTAL SHEETS
9484-1-70	6	73
FEDERAL PROJECT DESIGNATION		
S 1139(4)		





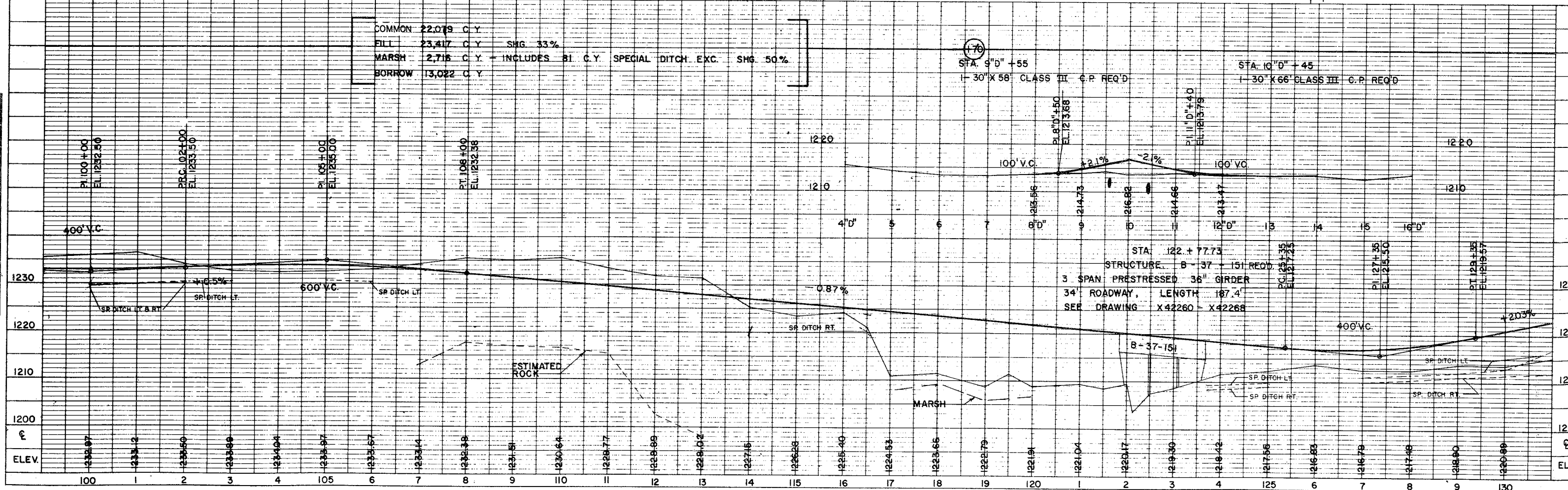
NO.	STATION	DESCRIPTION	ELEV.
14	101+80	SPK. IN 10" MAPLE	85' LT. 1237.89
15	108+52	SPK. IN 10" PINE	90' RT. 1235.27
16	113+40	SPK. IN 8" ELM	105' LT. 1230.26
17	120+60	SPK. IN 14" MAPLE	70' RT. 1213.41
18	123+80	SPK. IN 14" ELM	130' LT. 1210.34

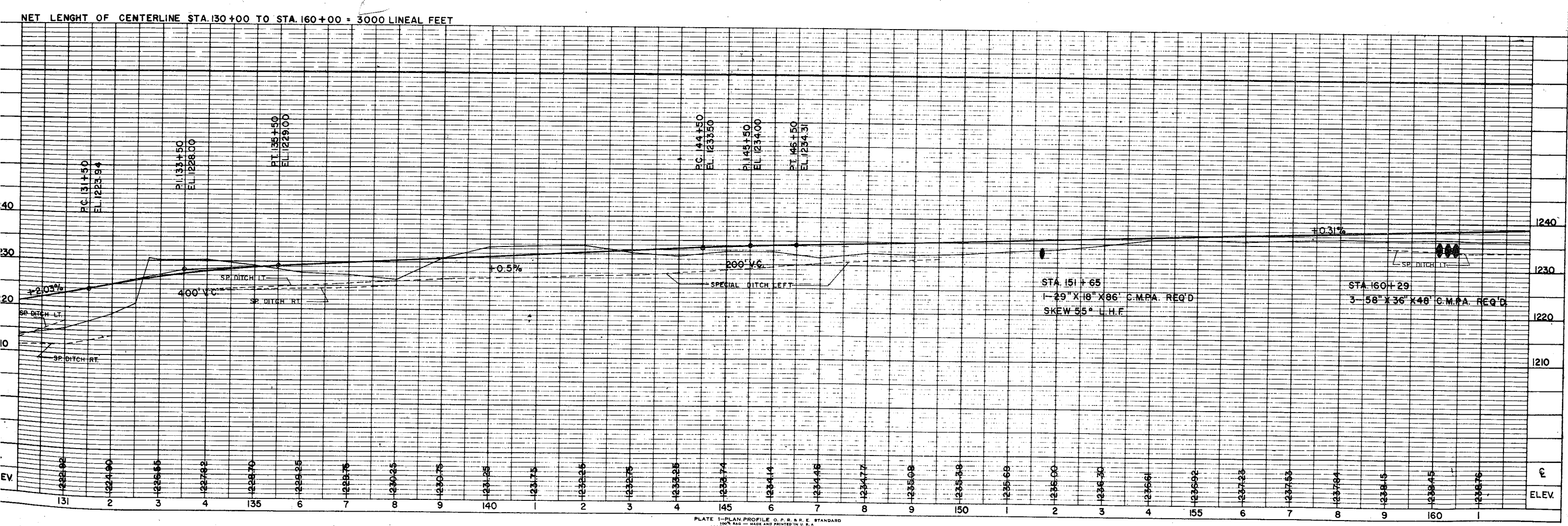
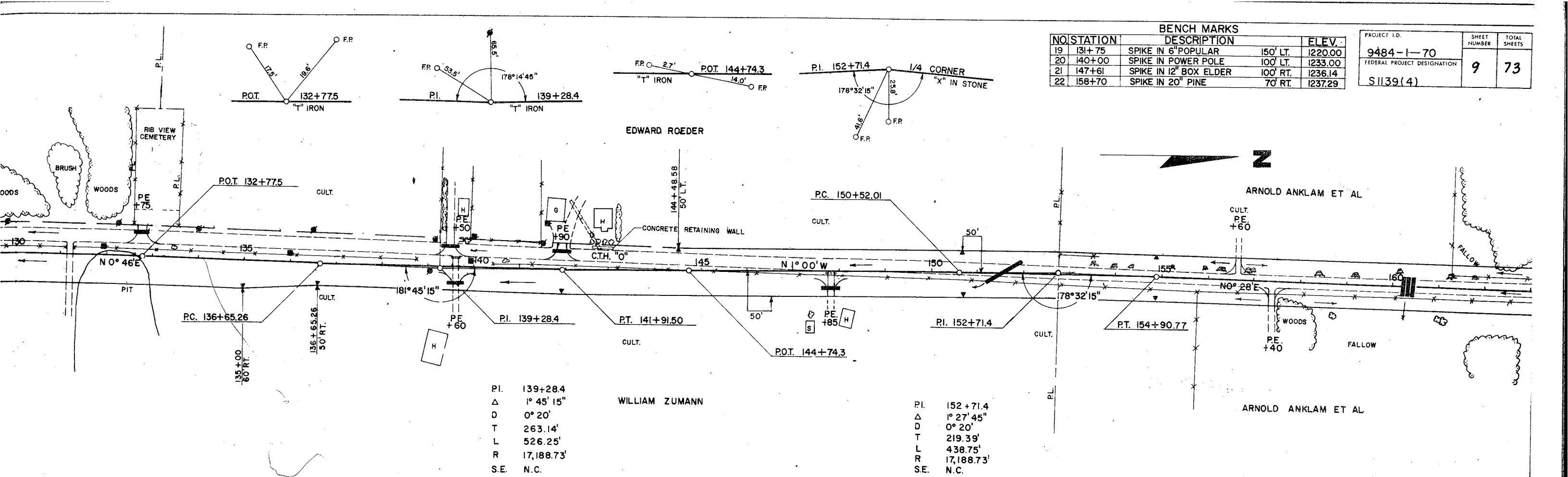
PROJECT I.D.	9484-1-70	SHEET NUMBER	8	TOTAL SHEETS	73
FEDERAL PROJECT DESIGNATION	S 1139 (4)				



NET LENGTH OF CENTERLINE STA. 100+00 TO STA. 130+00 = 3,000 LINEAL FEET

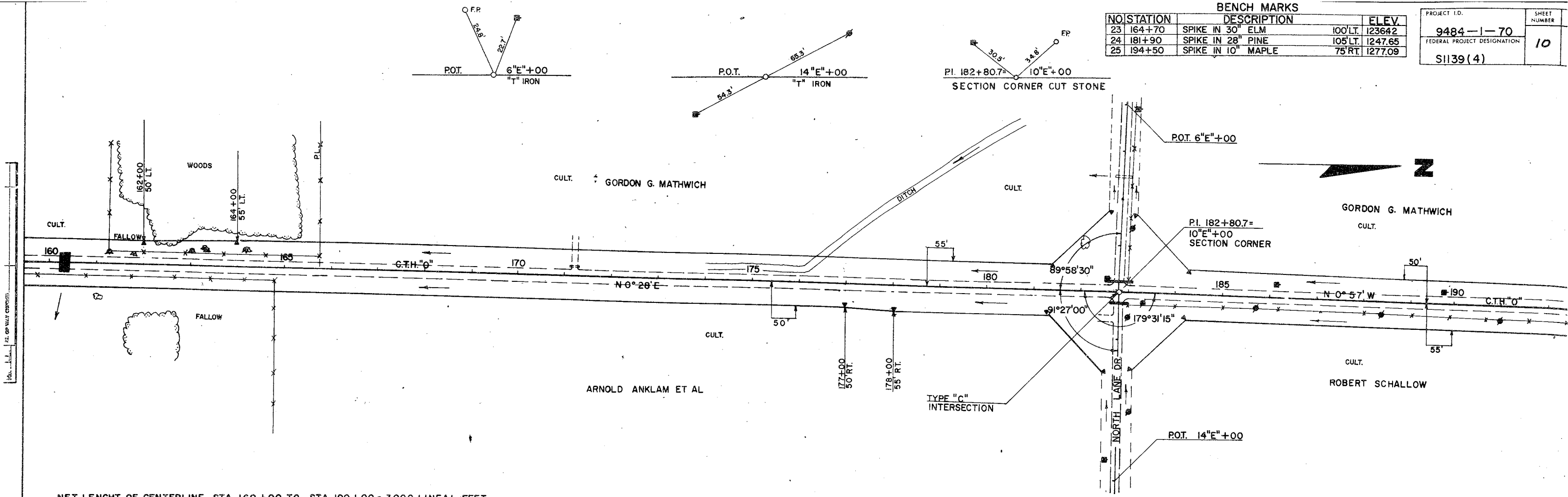
COMMON	22,079	C.Y.	
FILL	23,417	C.Y.	SHG. 33%
MARSH	2,715	C.Y.	INCLUDES 81 C.Y. SPECIAL DITCH EXC. SHG. 50%
BORROW	13,022	C.Y.	



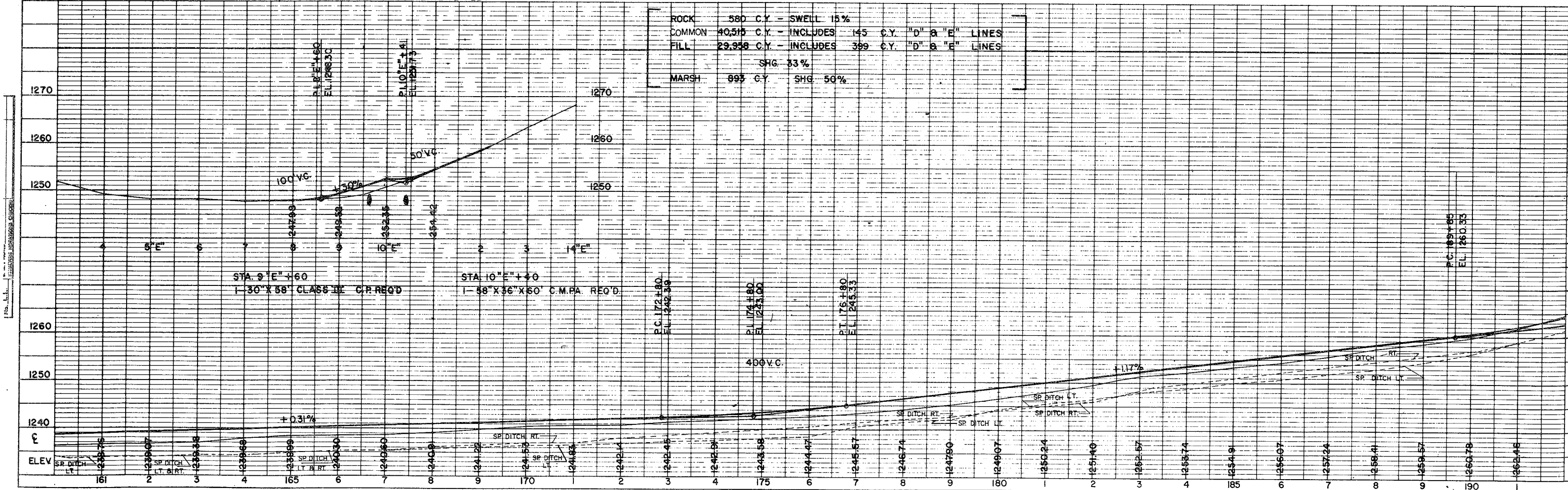


BENCH MARKS			
NO.	STATION	DESCRIPTION	ELEV.
23	164+70	SPIKE IN 30" ELM	100' LT. 123642
24	181+90	SPIKE IN 28" PINE	105' LT. 124765
25	194+50	SPIKE IN 10" MAPLE	75' RT. 127709

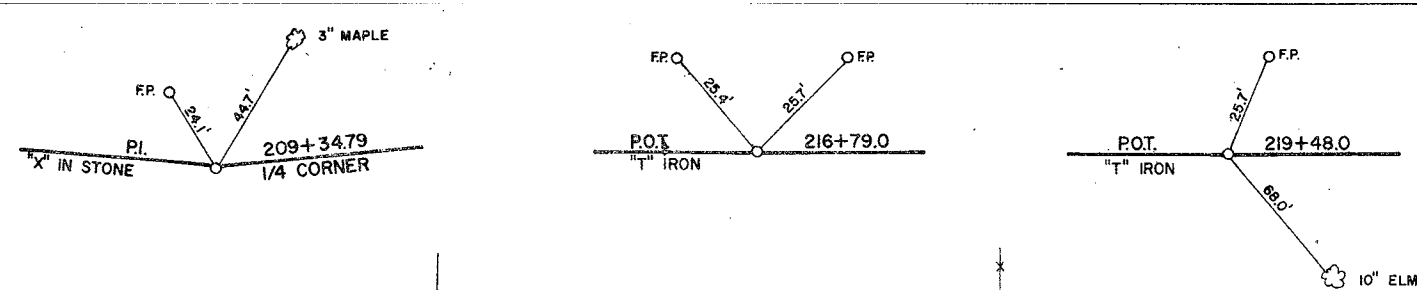
PROJECT I.D.	9484-1-70	SHEET NUMBER	10
FEDERAL PROJECT DESIGNATION	SI139(4)		



NET LENGTH OF CENTERLINE STA. 160+00 TO STA. 190+00 = 3000 LINEAL FEET

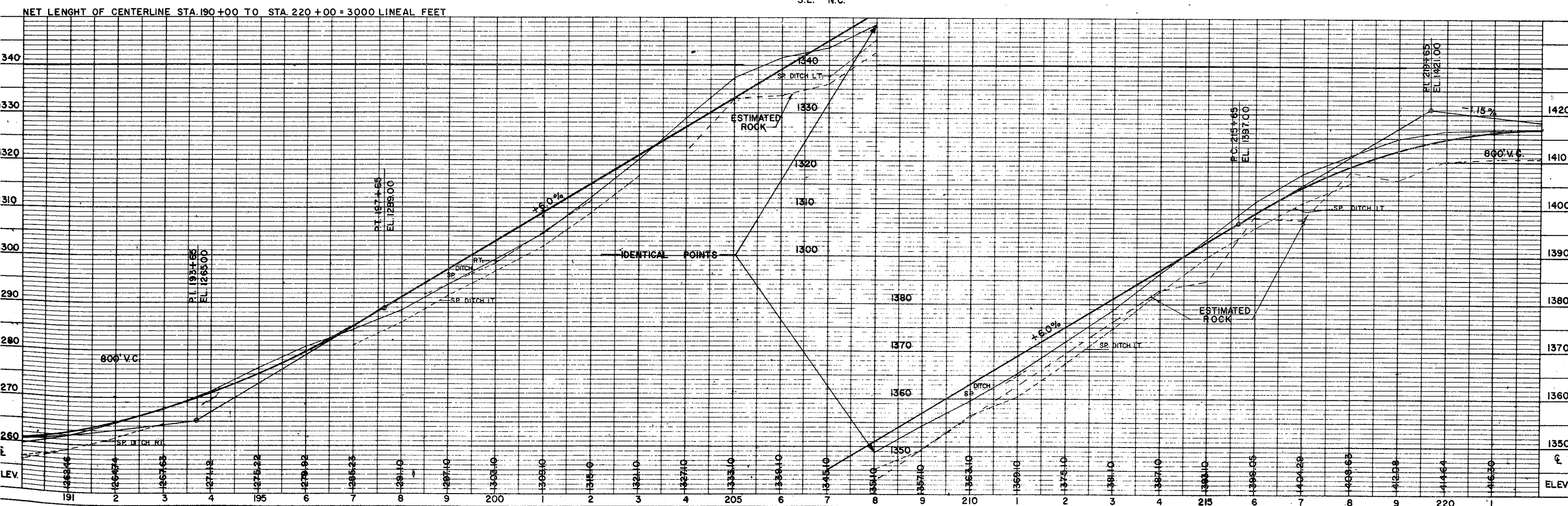
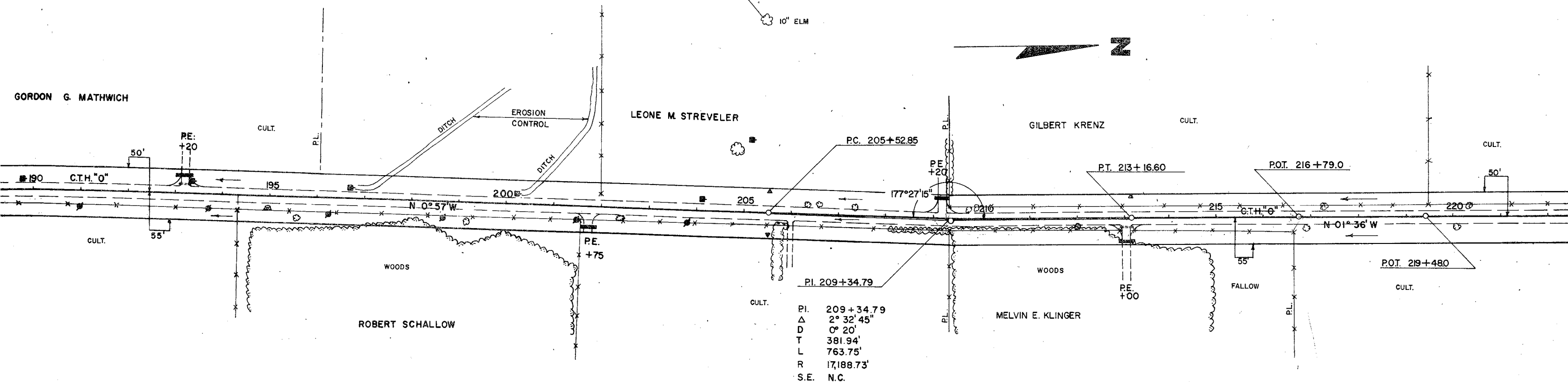


ROCK	580 C.Y.	- SWELL 15%
COMMON	40,515 C.Y.	- INCLUDES 145 C.Y. "D" & "E" LINES
FILL	29,958 C.Y.	- INCLUDES 399 C.Y. "D" & "E" LINES
	SHG.	83%
MARSH	893 C.Y.	SHG. 50%



NO. STATION		BENCH MARKS		ELEV.
		DESCRIPTION		
25	194+00	SPIKE IN 10" MAPLE	75' RT.	1277.09
26	200+40	SPIKE IN 30" ASH	75' RT.	1304.79
27	209+34	SPIKE IN 10" ELM	130' LT.	1348.21
28	214+90	SPIKE IN 30" ELM	110' RT.	1398.24
29	219+50	SPIKE IN 10" ELM	130' LT.	1410.63

PROJECT I.D.	SHEET NUMBER	TOTAL SHEETS
9484-1-70		
FEDERAL PROJECT DESIGNATION	11	73
S 1139(4)		

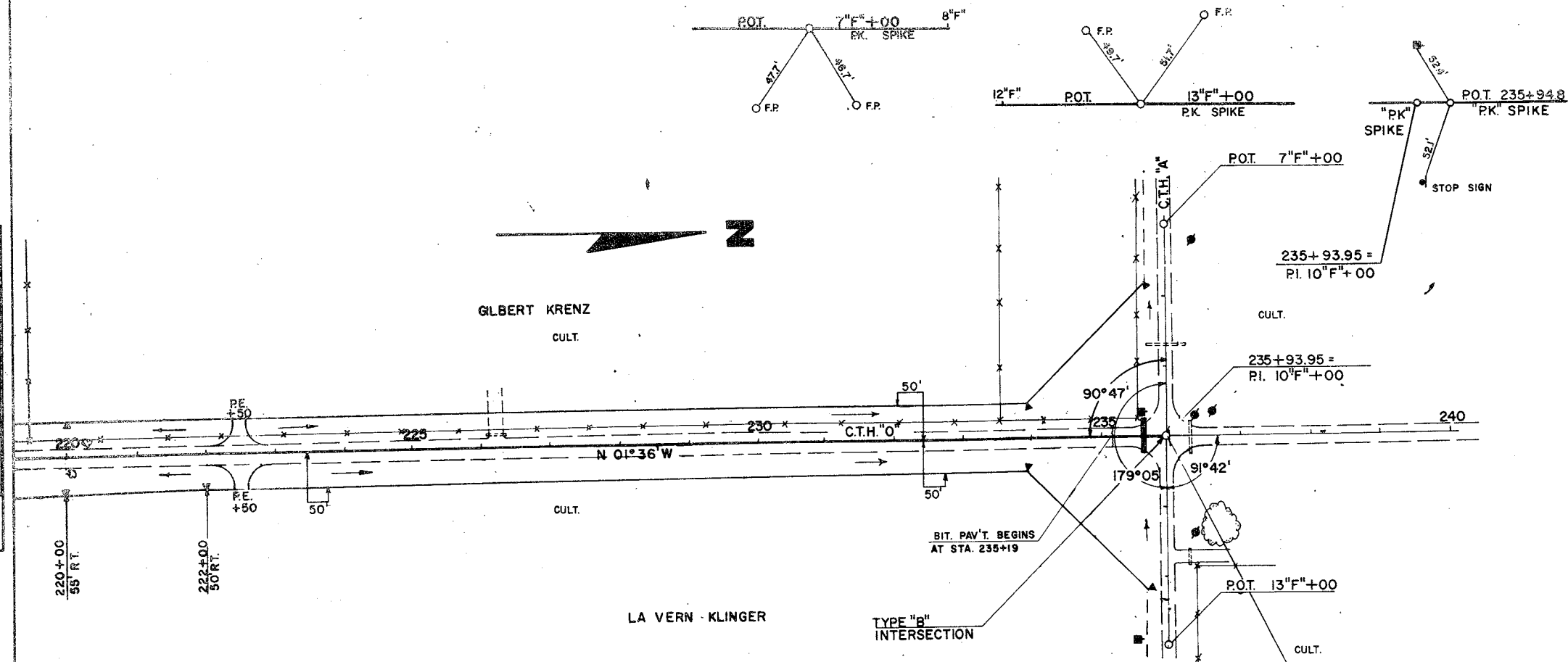


BENCH MARKS			
NO	STATION	DESCRIPTION	ELEV.
30	235+53	SPIKE IN POWER POLE	30' LT 1400.31

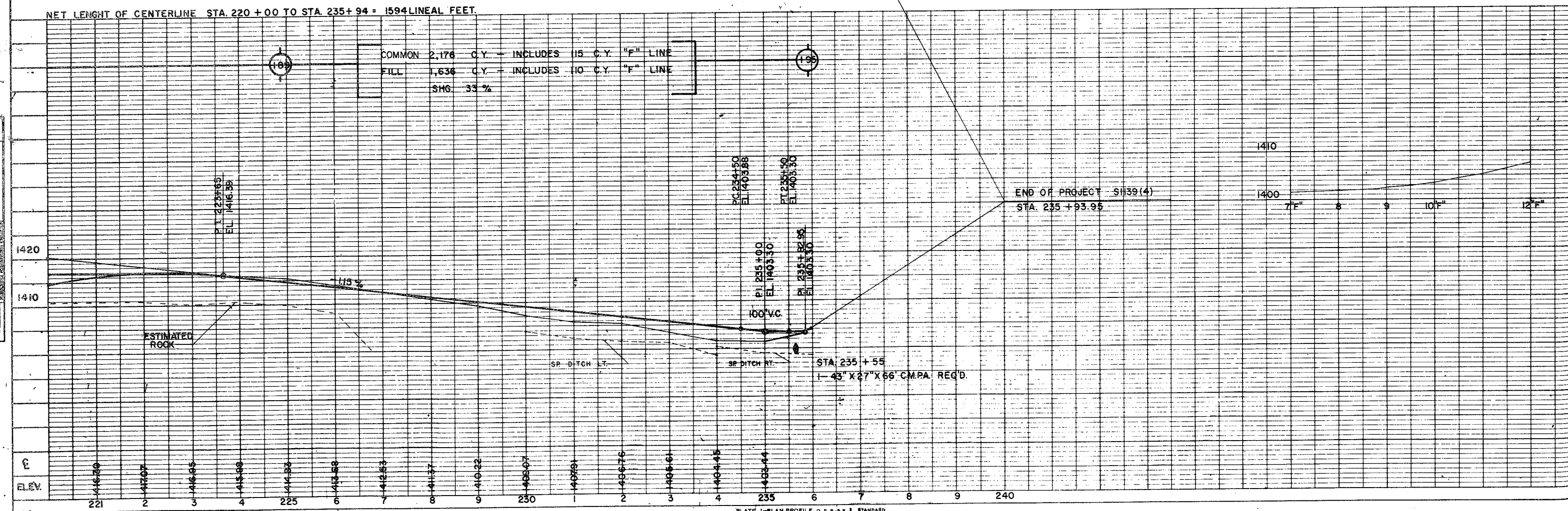
PROJECT I.D.	SHEET NUMBER
9484-1-70	12
FEDERAL PROJECT DESIGNATION	SI139(4)

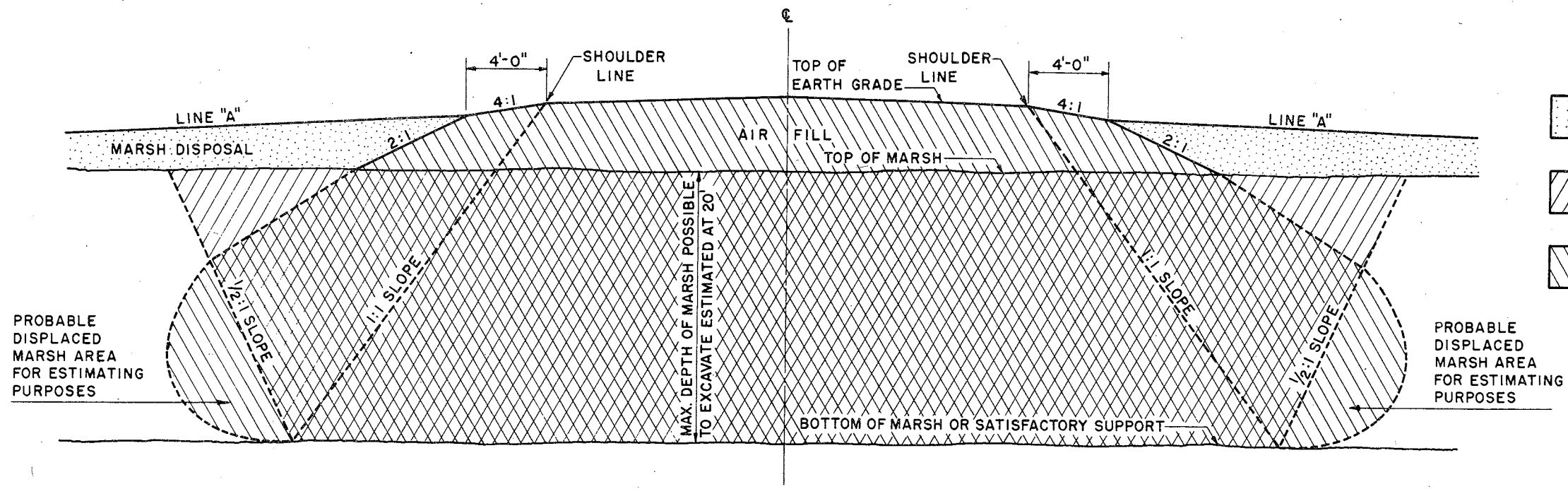
NO. 1
DATE
BY
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NO. 1
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DATE
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NET LENGTH OF CENTERLINE STA. 220 + 00 TO STA. 235 + 94 = 1594 LINEAL FEET.





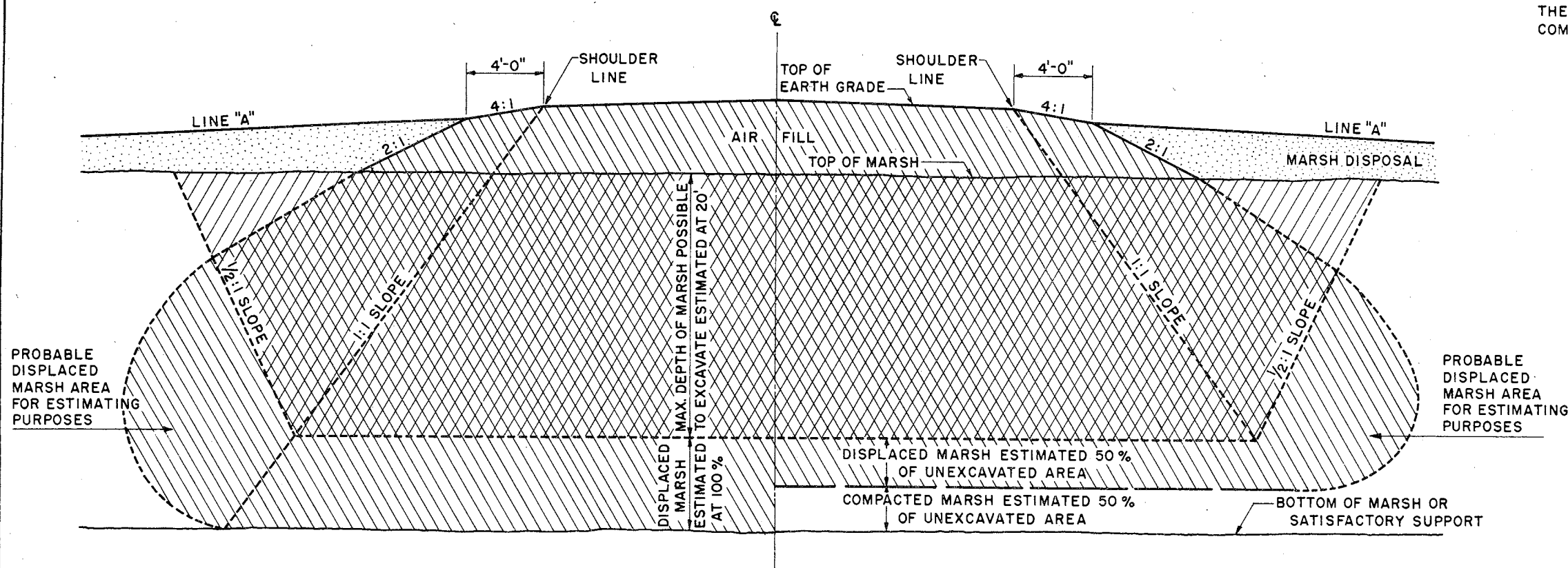
-  MARSH DISPOSAL PERMITTED IN THIS AREA UNLESS OTHERWISE PROVIDED IN THE CONTRACT
-  EXCAVATION
-  BACKFILL

COMPLETE MARSH EXCAVATION

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

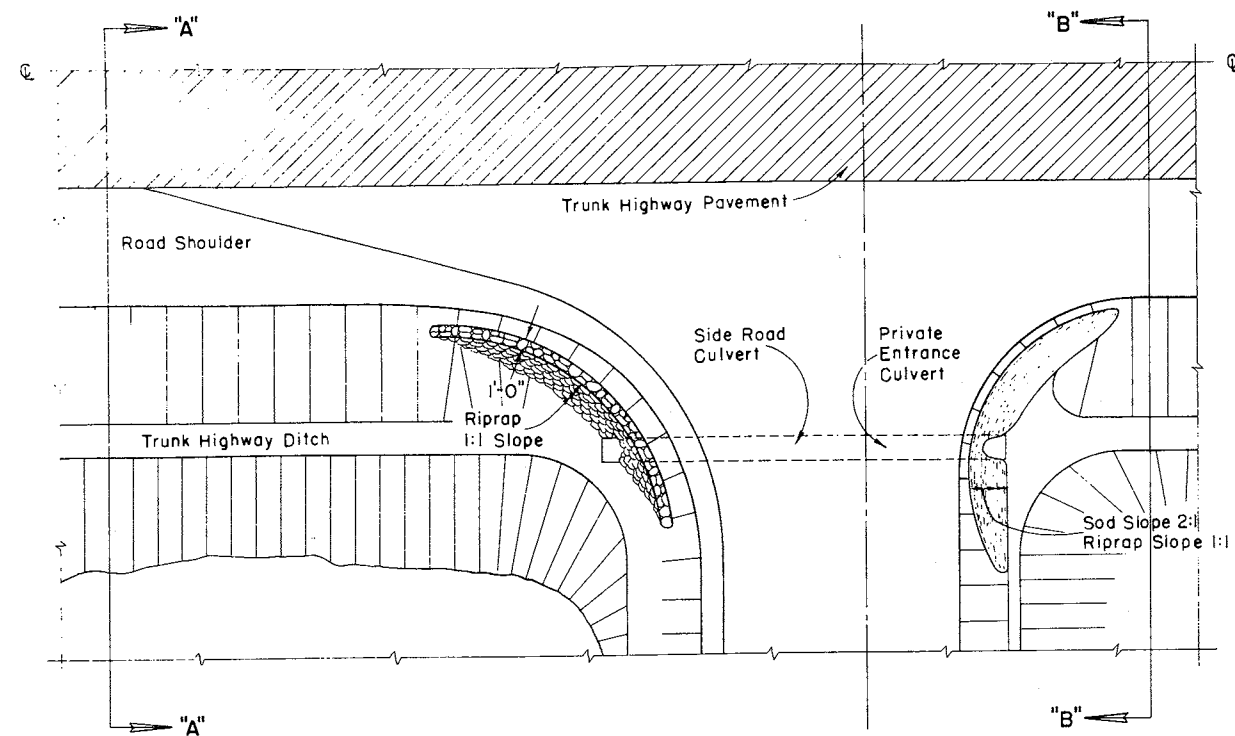
RECOMMENDED FOR APPROVAL:

DATE 2/1/52  CONSTRUCTION ENGINEER

APPROVED:

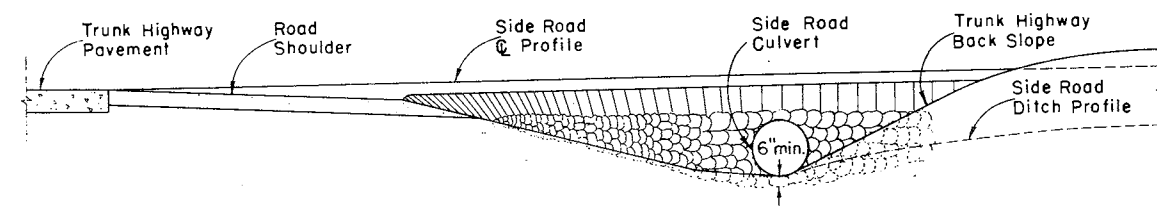
DATE 2/1/52  STATE HIGHWAY ENGINEER

DRAWN LJD
CHECKED

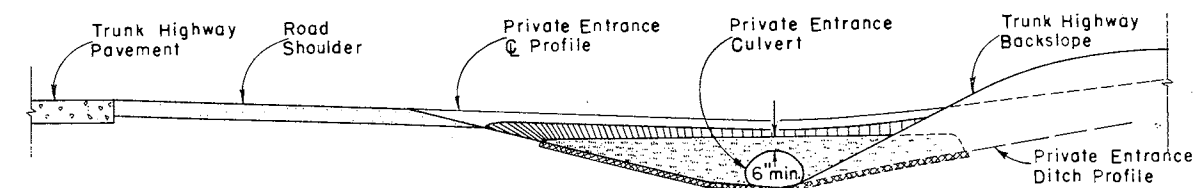


PLAN VIEW
HALF SECTION SHOWING
RIPRAP PLACED AT
SIDE ROAD CULVERT

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



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

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

GENERAL NOTES

Details of construction not shown on this drawing shall conform to the pertinent requirements of the Standard Specifications and the applicable Special Conditions.

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

STATE HIGHWAY COMMISSION OF WIS.

RECOMMENDED FOR APPROVAL:

2-5-63
DATE

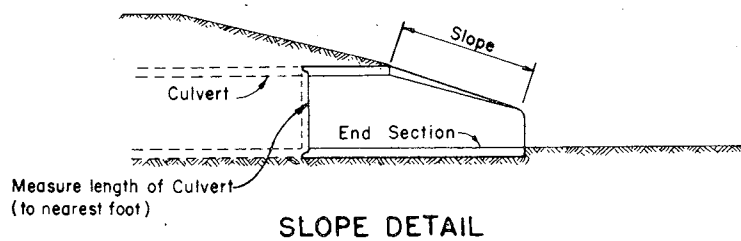
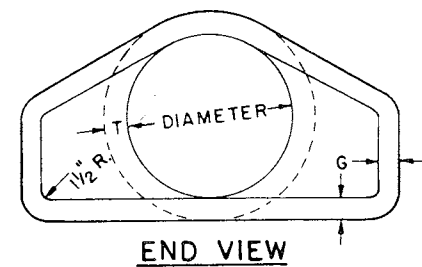
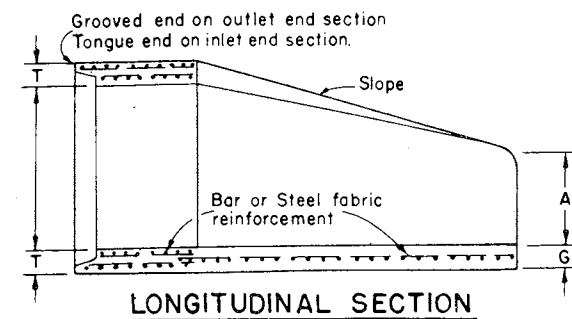
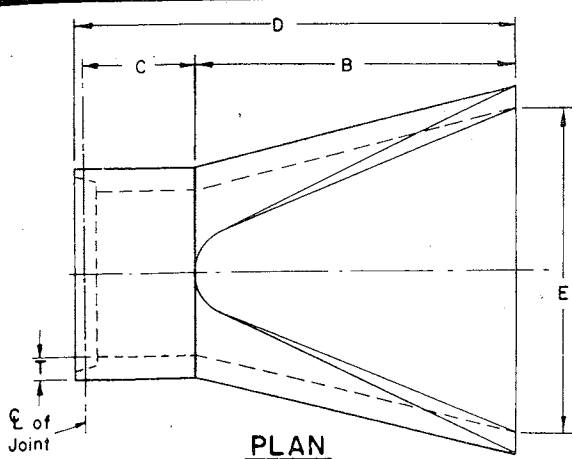
APPROVED:

2/6/63

J. L. Pelt
ENGINEER

E. G. Rottman
STATE HIGHWAY

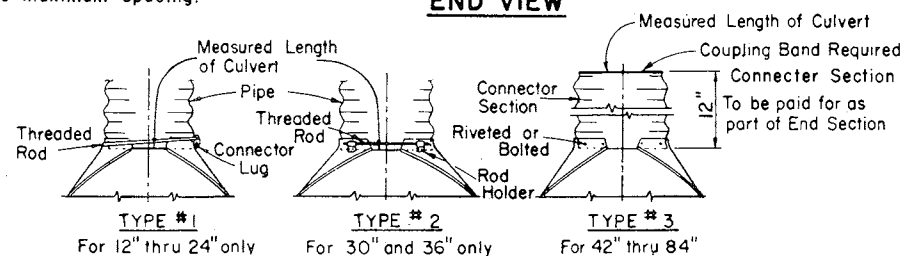
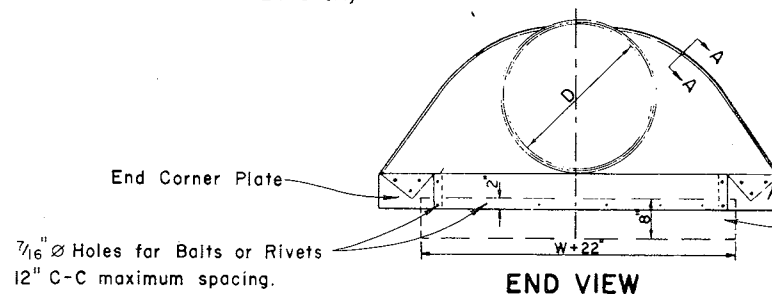
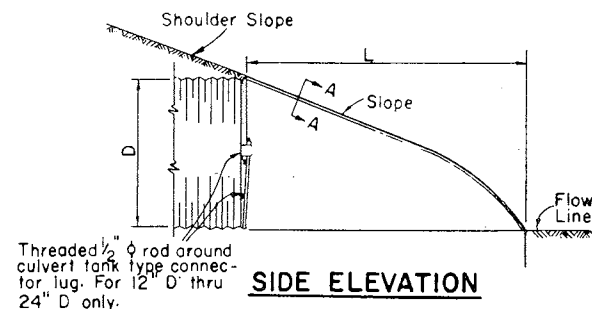
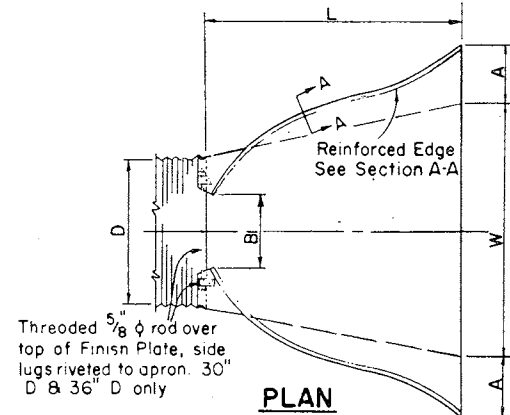
PLATE NO. 6



DIA	APPROX WEIGHT/SECTION	APPROX SLOPE	T	A	B	C	D	E	G
12"	530	3 to 1	2"	4"	24"	48 7/8"	72 7/8"	24"	2"
15"	740	3 to 1	2 1/4"	6"	27"	46"	73"	30"	2 1/4"
18"	990	3 to 1	2 1/2"	9"	27"	46"	73"	36"	2 1/2"
21"	1280	3 to 1	2 3/4"	9"	36"	37 1/2"	73 1/2"	42"	2 3/4"
24"	1520	3 to 1	3"	9 1/2"	43 1/2"	30"	73 1/2"	48"	3"
27"	1930	3 to 1	3 1/4"	10 1/2"	49 1/2"	24"	73 1/2"	54"	3 1/4"
30"	2190	3 to 1	3 1/2"	12"	54"	19 3/4"	73 3/4"	60"	3 1/2"
36"	4100	3 to 1	4"	15"	63"	34 3/4"	97 3/4"	72"	4"
42"	5380	3 to 1	4 1/2"	21"	63"	35"	98"	78"	4 1/2"
48"	6550	3 to 1	5"	24"	72"	26"	98"	84"	5"
54"	8040	2 1/2 to 1	5 1/2"	27"	65"	33 1/4 min 35 max	98 1/4 min 100 max	90"	5"
60"	8730	2 to 1	6"	30 min 35 max	60"	39"	99"	96"	5"
66"	10,630	2 to 1	6 1/2"	24 min 30 max	72 min 78 max	21 min 27 max	99"	102"	5 1/2"
72"	12,520	2 to 1	7"	24 min 36 max	78"	21"	99"	108"	6"
78"	14,430	2 to 1	7 1/2"	24 min 36 max	78"	21"	99"	114"	6 1/2"
84"	18,160	1 1/2 to 1	8"	36"	90 1/2"	21"	111 1/2"	120"	6 1/2"

REINFORCED CONCRETE APRON ENDWALLS

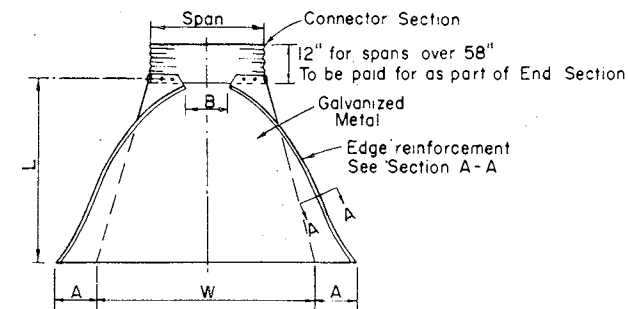
APRON ENDWALLS FOR CULVERT PIPE



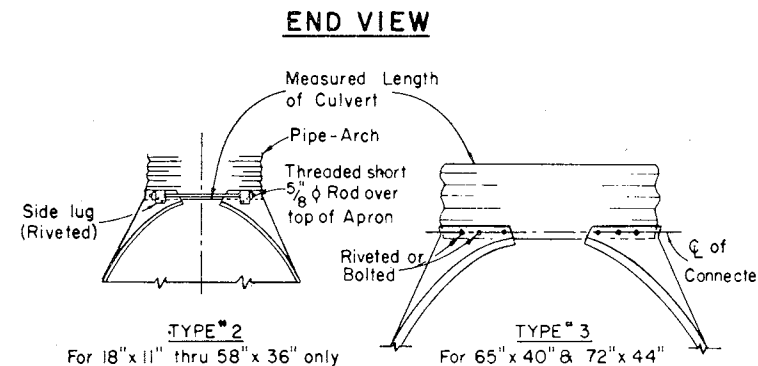
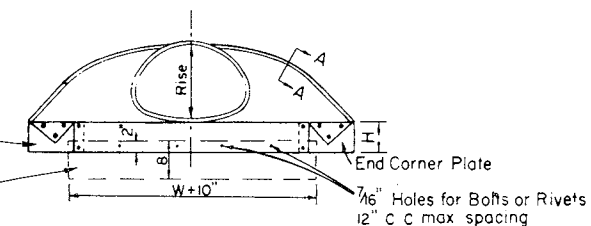
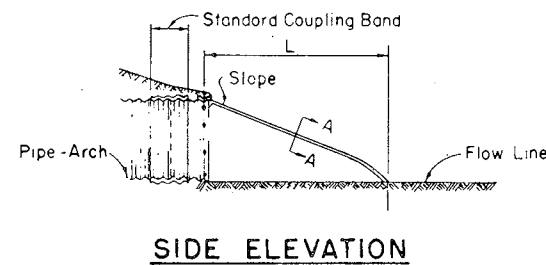
D Pipe Diam.	Gage Min.	Dimensions					Approx. Slope.
		A ± 1"	B Max.	H ± 1"	L ± 1½"	W ± 2"	
12"	16	6"	6"	6"	21"	24"	2½ to
15"	16	7"	8"	6"	26"	30"	"
18"	16	8"	10"	6"	31"	36"	"
21"	16	9"	12"	6"	36"	42"	"
24"	16	10"	13"	6"	41"	48"	"
30"	14	12"	16"	8"	51"	60"	"
36"	14	14"	19"	9"	60"	72"	"
42"	12	16"	22"	11"	69"	84"	"
48"	12	18"	27"	12"	78"	90"	2¼ to 1
54"	12	18"	30"	12"	84"	102"	2 to 1
60"	12	18"	33"	12"	87"	114"	1¾ to 1
66"	12	18"	36"	12"	87"	120"	1½ to 1
72"	12	18"	39"	12"	87"	126"	1⅓ to 1
78"	12	18"	42"	12"	87"	132"	1¼ to 1
84"	12	18"	45"	12"	87"	138"	1⅙ to 1

Note: All splices to be lap riveted or bolted.

METAL APRON ENDWALLS



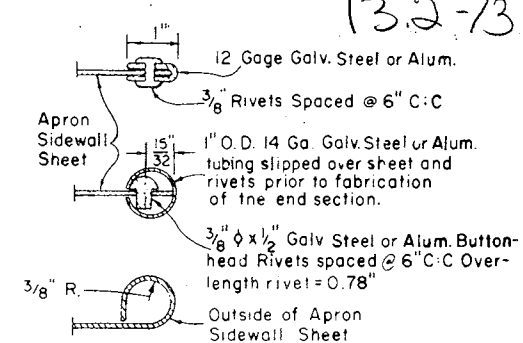
showing alternate type with connector section



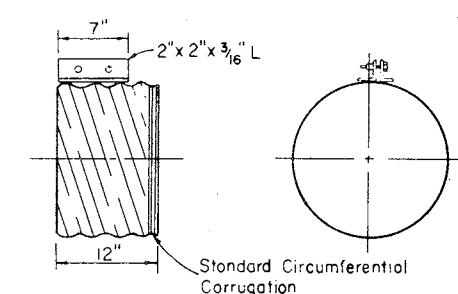
Pipe – Arch Dimensions		Gage Min.	Dimensions					Approx Slope
Span	Rise		A ± 1"	B Max.	H ± 1"	L ± 1½"	W ± 2"	
18"	11"	16	7"	9"	6"	19"	30"	2½ to 1
22"	13"	16	7"	10"	6"	23"	36"	"
25"	16"	16	8"	12"	6"	28"	42"	"
29"	18"	16	9"	14"	6"	32"	48"	"
36"	22"	14	10"	16"	6"	39"	60"	"
43"	27"	14	12"	18"	8"	46"	75"	"
50"	31"	12	13"	21"	9"	53"	85"	"
58"	36"	12	18"	26"	12"	63"	90"	"
65"	40"	12	18"	30"	12"	70"	102"	2¼ to 1
72"	44"	12	18"	33"	12"	77"	114"	"

Note: All splices to be lap riveted or bolted

APRON ENDWALLS FOR PIPE ARCH



SECTION A-A



For 12" thru 21" Diameter Helically Corrugated Metal Pipe

GENERAL NOTES

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

NOTE

Variations of the dimensions and designs shown hereon will be permitted providing equivalent capacity and structural integrity are attained, and prior approval of the Engineer is obtained.

Reinforced concrete apron endwalls shall be used with concrete pipe culvert installations, steel apron endwalls shall be used with corrugated steel pipe culvert installations, and aluminum apron endwalls shall be used with corrugated aluminum pipe culvert installations, except that steel apron endwalls may be used on corrugated aluminum pipe culverts when a non-metallic insulation material is placed between the steel and aluminum. The non-metallic insulation material shall be so placed between the two metals so as to prohibit galvanic action from occurring.

When two or more pipes or pipe arches with apron endwalls are to be laid adjacent to each other, they shall be separated by the following amount:

Pipes: Total width of apron endwall less the diameter of pipe plus 6 inches.

Pipe Arches: Total width of apron endwall less the span dimension of the pipe arch plus 6 inches.

APRON ENDWALLS FOR CULVERT PIPE & PIPE ARCH

State of Wisconsin
Department of Transportation
Division of Highways

RECOMMENDED FOR APPROVAL:

12/9/69

DATE

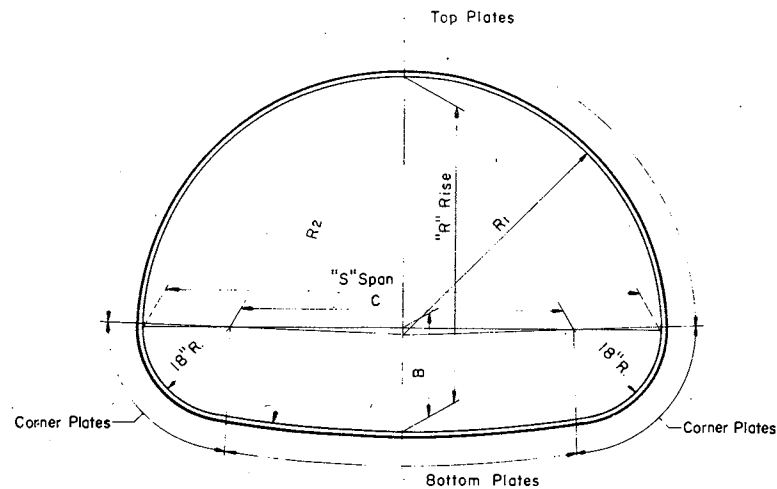
APPROVED:

12/30/69

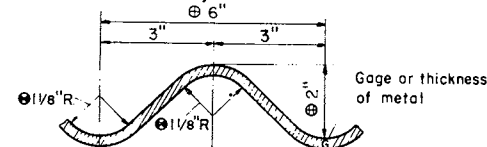
DATE

E. J. Byrkit
CHIEF DESIGN ENGINEER

H. J. Summister
STATE HIGHWAY ENGINEER



STRUCTURAL PLATE PIPE ARCH



DETAIL OF METAL CORRUGATIONS
CORRUGATION DIMENSION TOLERANCES
⊖ Tol. 1/4"
⊕ Tol. ± 1/8"
⊖ Min. 1/16"

GENERAL NOTES

Details of construction not shown on this drawing shall conform to the pertinent requirements of the Standard Specifications, 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 C 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"/4 or a minimum of 6" cushion between pipe and pavement.

EMBANKMENT—Maximum for C 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.

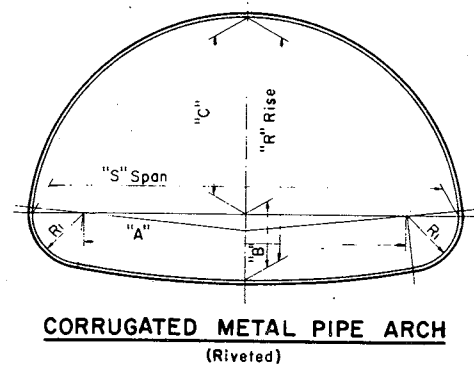
Strutting of Pipe Arches will not be required during construction unless specifically called for on the plans or the applicable Special Provisions.

TABLE OF PROPERTIES
STRUCTURAL PLATE PIPE ARCH

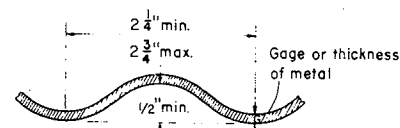
SPAN Nominal Size	Dimensions taken from inside crests of corrugations							Table of Metal Gages—Minimum Acceptable														
	Fabricators Size Min. Acceptable "S" Span — "R" Rise	R/S Ratio	Area Sq.Ft.	B In.	C In.	R1 In.	R2 In.	H-20 LOADING														
								Depth of Embankment in Feet														
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	10	10	10
8 "	7'-11" x 5'-7"	.70	35	21.7	59.0	47.7	138.4	10	10	12	12	12	12	12	12	12	12	10	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	8	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	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, and the applicable Special Provisions.

TOLERANCES

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

EMBANKMENT—Minimum for C 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"/4 or a minimum of 3" cushion between pipe and pavement.

EMBANKMENT—Maximum for C 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

Gage (Min. Acceptable)	CORRUGATED METAL PIPE ARCH								Round Pipe of Approx. Equal Periphery	
	"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 1/4	4	.59	1.6	1.77	18
16	25	16	17	5 1/4	10 3/4	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 1/4	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:

DATE 2-5-63

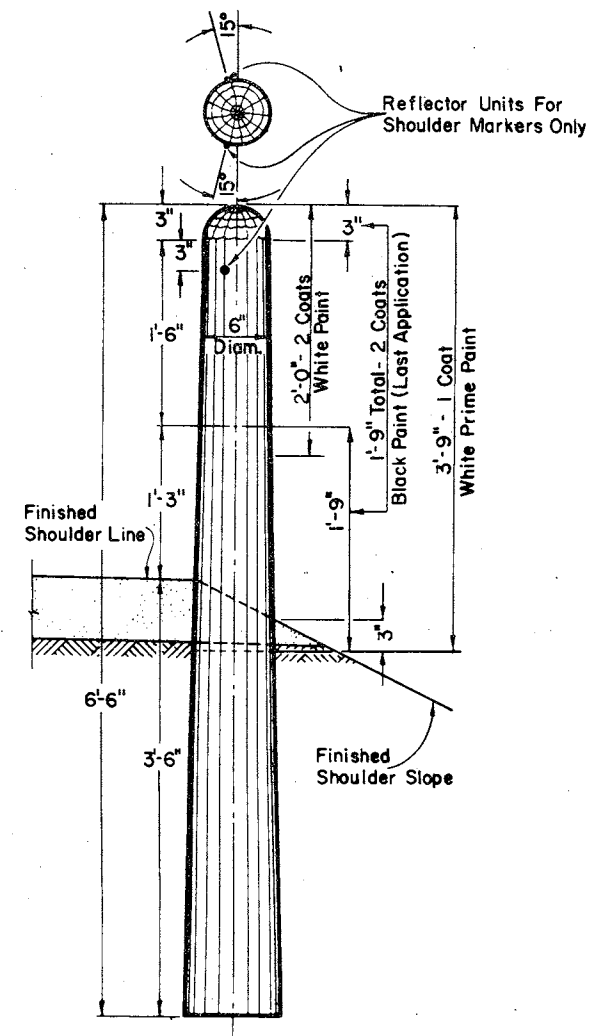
APPROVED:

DATE 2/6/63

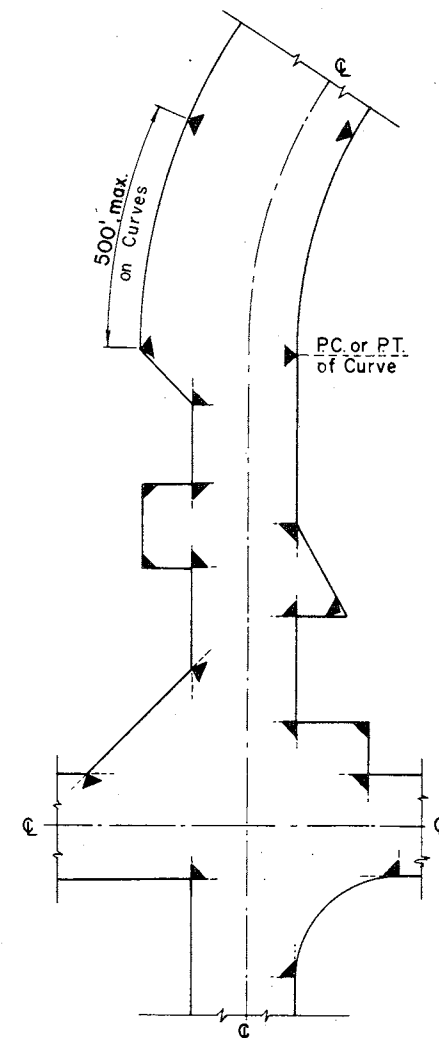
J. L. Pelt
ENGINEER

E. G. Rustige
STATE HIGHWAY ENGINEER

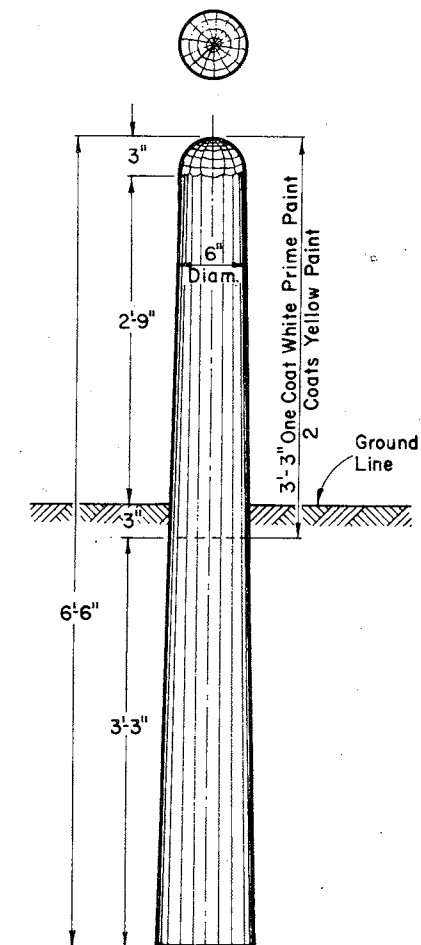
PLATE NO.



MARKER POST FOR
ROAD SHOULDERS

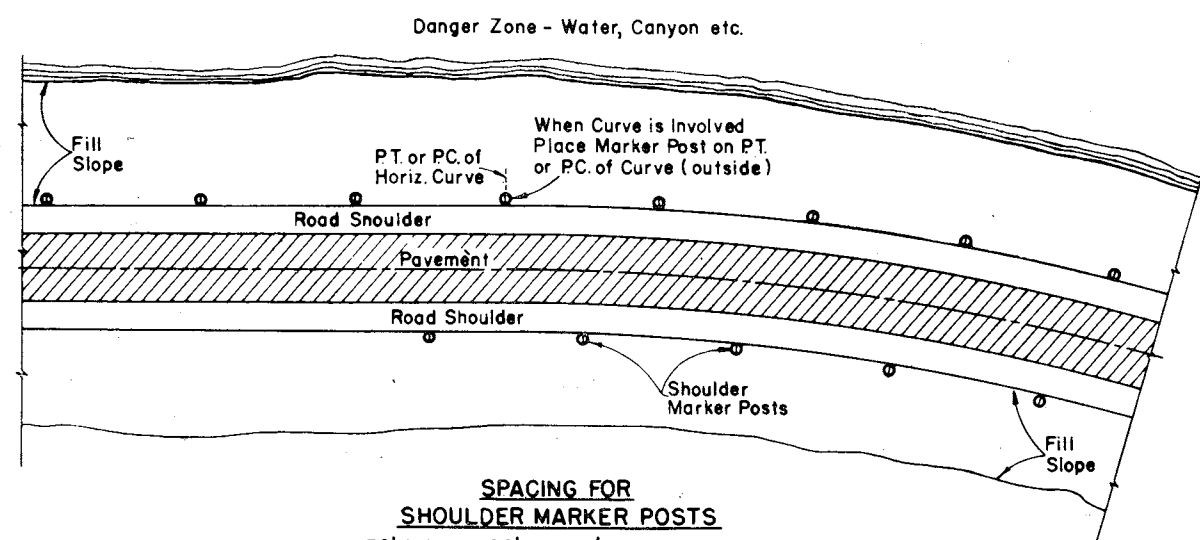


LOCATION DIAGRAM
SHOWING TYPICAL LOCATIONS OF
MARKER POSTS FOR RIGHT OF WAY



MARKER
POST
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

MARKER POSTS FOR ROAD SHOULDERS

GENERAL NOTES

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

MARKER POSTS FOR RIGHT OF WAY

Right of Way Marker Posts shall be erected in advance of grading operations. 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 will be staked in the field by the Engineer.

REFLECTOR UNITS

Reflector Units shall be installed in road shoulder marker posts only. 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.

MARKER POSTS &
MARKER POSTS FOR RIGHT OF WAY

State Highway Commission of Wisconsin

RECOMMENDED FOR APPROVAL:

7/6/66
DATE

APPROVED:

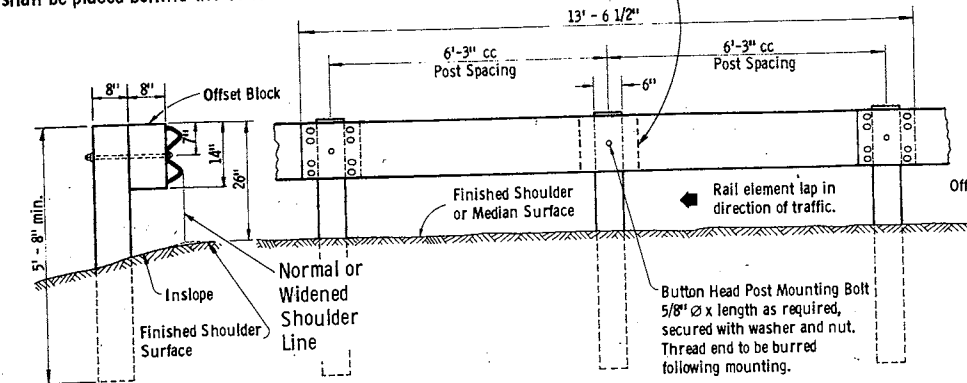
7/7/66
/DATE

L: E. J. Byrkit
CHIEF DESIGN ENGINEER

[Signature]
STATE HIGHWAY ENGINEER

Plate No. 7-1.3.5

One foot long section of rail element, with a 3/4" slotted hole for mounting, shall be placed behind the continuous rail element at the intermediate posts.



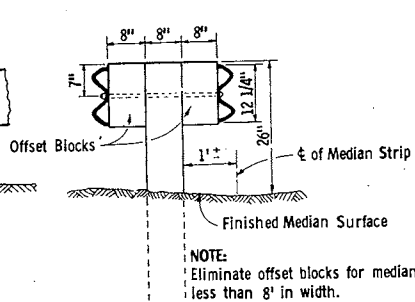
END ELEVATION
STEEL PLATE BEAM GUARD

FRONT ELEVATION

END ELEVATION
STEEL PLATE BEAM MEDIAN GUARD

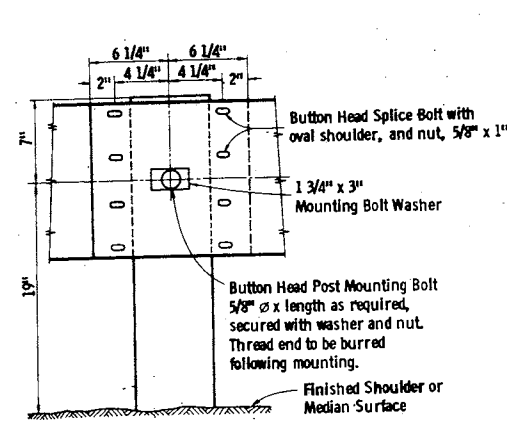
STEEL PLATE BEAM GUARD OR STEEL PLATE BEAM MEDIAN GUARD

Sawed treated timber posts 6" x 8" x 6'-0" and sawed treated timber offset blocks 6" x 8" x 14" shall be furnished and placed in accordance with Standard Specifications.



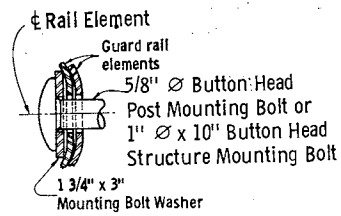
END ELEVATION

RAIL ELEMENT SPICING
AND POST MOUNTING DETAILS

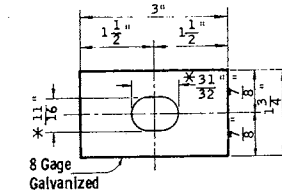


SECTION THRU RAIL ELEMENT

* Holes for Structure Mounting shall be 1 1/16" dia.



MOUNTING BOLT DETAIL



MOUNTING BOLT WASHER

* Hole in Structure Mounting Bolt Washer to be 1 1/16" dia.

GENERAL NOTES
Details of construction not shown on this drawing shall conform to the pertinent requirements of the Standard Specifications and the applicable Special Provisions.

The exact location of the beginning and end of each Guardrail installation shall be as shown on the plans or as directed by the engineer.

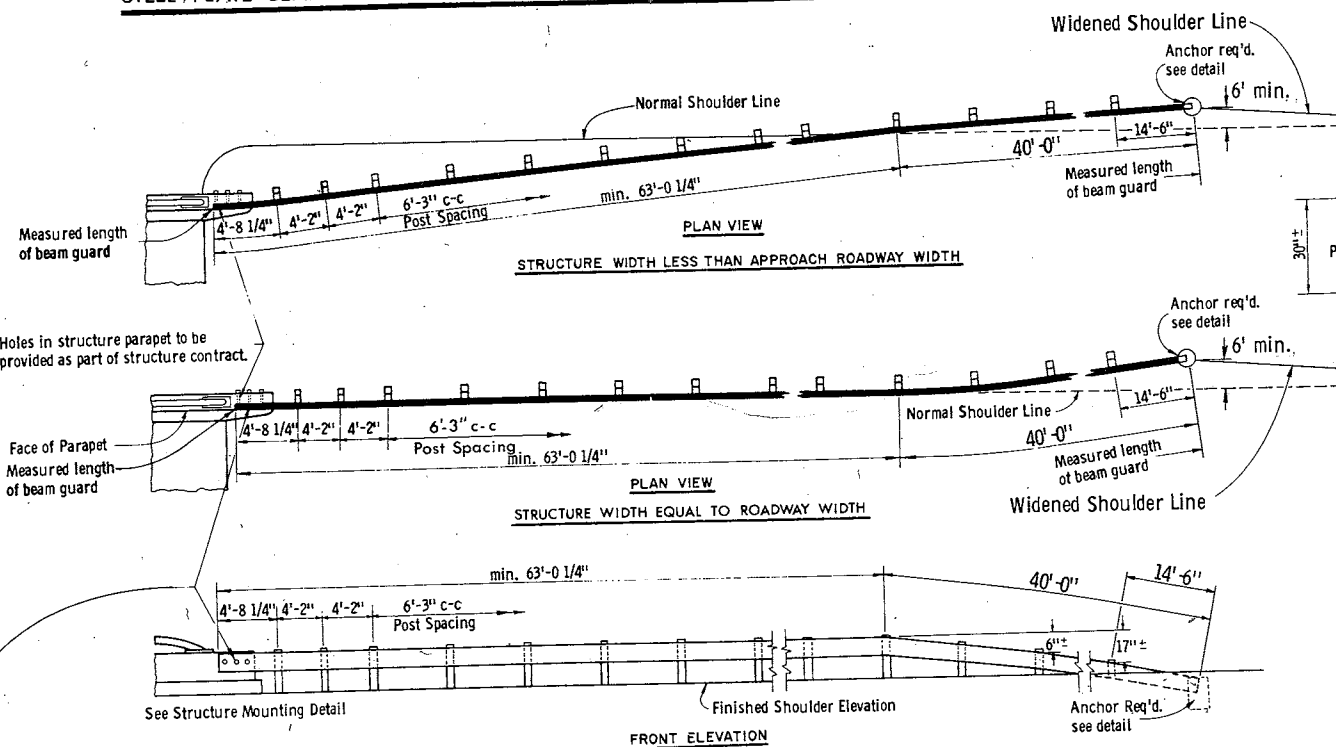
TERMINATION AT STRUCTURES NOT PROVIDED WITH A NOTCH
For those structures where a notch is not provided the Guardrail will be terminated as directed by the engineer.

POST-FOOTING DETAIL AT PIERS
The Post-Footing Details shall be used when guard-rail posts are over structure footings and less than 3'-6" of earth is provided over the top of the footing.

STEEL PLATE BEAM MEDIAN GUARD
Eliminate offset blocks for medians less than 8 feet in width.

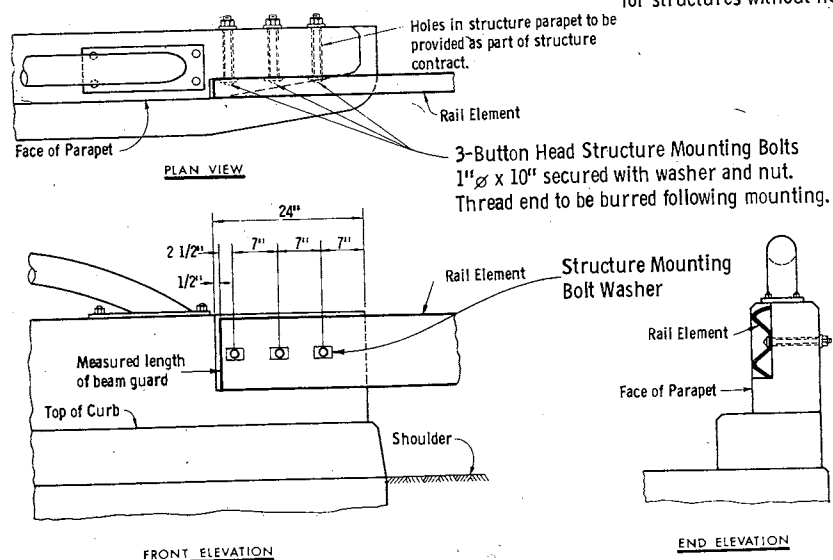
ALTERNATE ANCHORS
Square anchors will be permitted. Square anchors shall be a minimum of 24 inches x 24 inches.

SHOULDER WIDENING
The shoulder widening to accommodate the anchorage end of the Guardrail shall be accomplished at a rate of widening not to exceed 50 to 1.

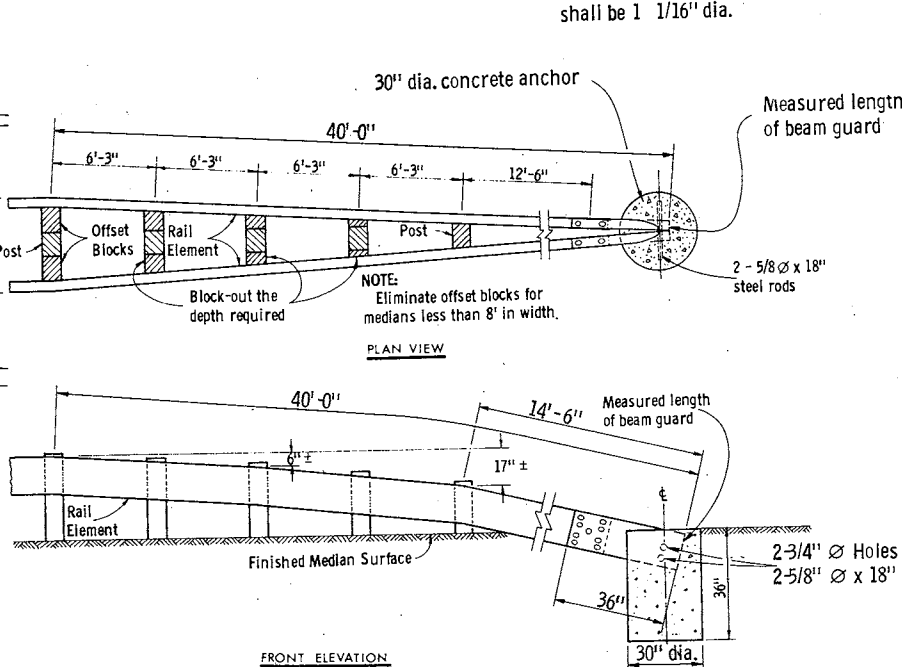


TYPICAL INSTALLATION AT STRUCTURES

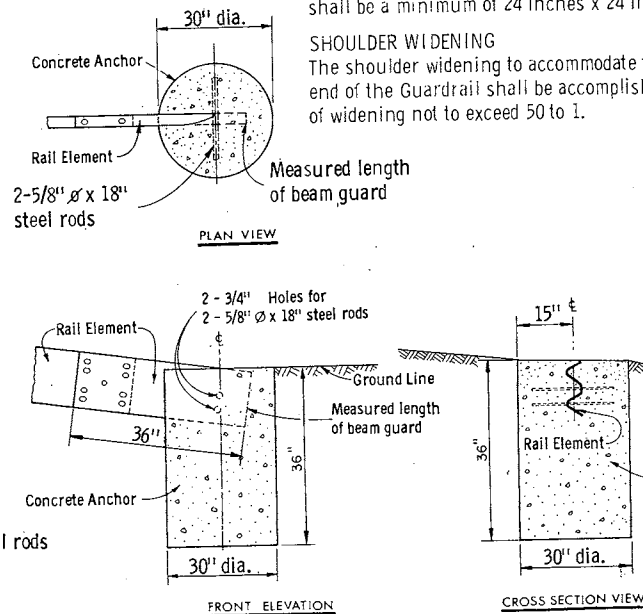
For structures constructed with notch to receive beam guard. See General Notes for structures without notch.



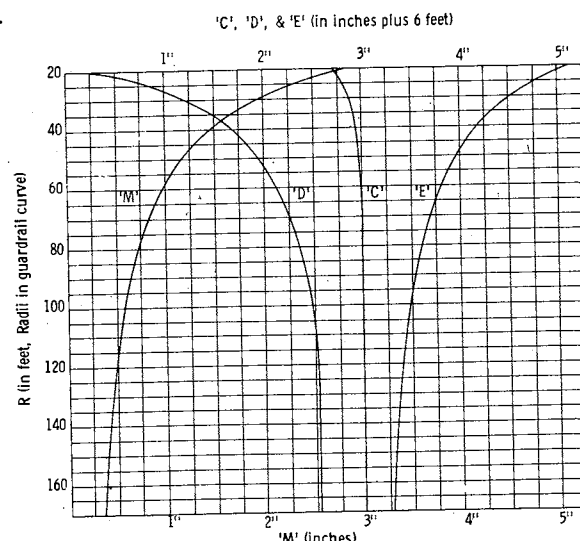
STRUCTURE MOUNTING DETAIL



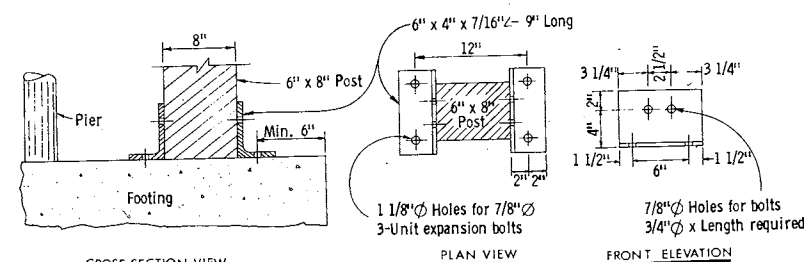
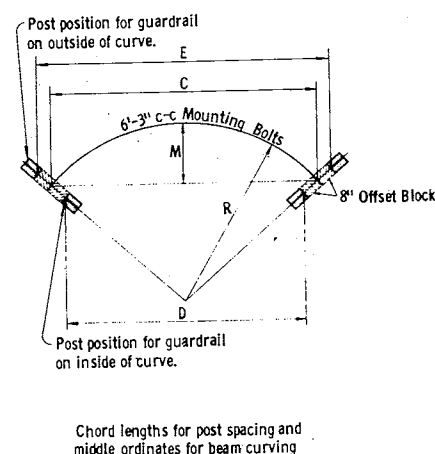
ANCHOR DETAIL
FOR DOUBLE RAIL ELEMENT INSTALLATION



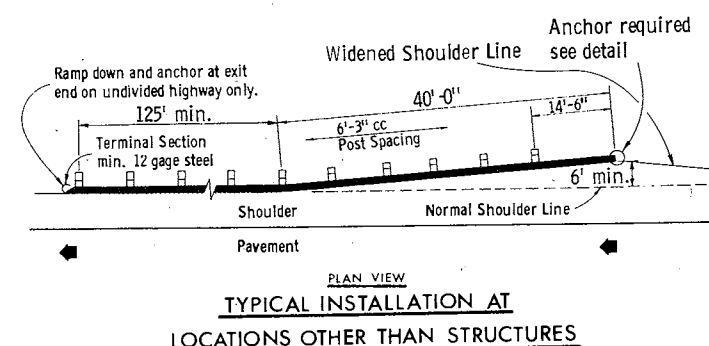
ANCHOR DETAIL
FOR SINGLE RAIL ELEMENT INSTALLATION



CURVE DATA FOR POST SPACING AND BEAM CURVING



POST-FOOTING DETAIL AT PIERS



TYPICAL INSTALLATION AT
LOCATIONS OTHER THAN STRUCTURES

STEEL PLATE BEAM GUARD &
STEEL PLATE BEAM MEDIAN GUARD

State of Wisconsin
Department of Transportation
Division of Highways

RECOMMENDED FOR APPROVAL
DATE 1/25/68
APPROVED
DATE 1/8/68

136-73
175

GENERAL NOTES

The contractor shall construct, place and maintain barricades as shown on the drawing and as required by the Standard Specifications or applicable Special Provisions.

CLASS 1 BARRICADE:

Class 1 Barricades shall be of variable length as indicated, and long barricades shall be assembled from these units. The Class 1 Barricade is the type normally required for major operations, where the barricade will remain in place for extended periods. Class 1 Barricades shall be used at points where the road is closed to traffic. Gates or movable sections of a barricade shall be provided when necessary, for access of equipment or other authorized vehicles. Wing Barricades are Class 1 Barricades erected on the shoulder on one or both sides of the pavement to give Traffic the perceptive effect of a narrowing or restricted roadway. The ends closest to traffic of all three members of a wing barricade shall be in a vertical line. If used in a series, they should start at the outer edge of the shoulder and be brought progressively closer to the pavement. Wing Barricades may be used as a mounting for the advance warning or guide signs or for flashers. When used on two-way roadways, the back of the wing barricade shall be painted reflectorized white.

CLASS 11 BARRICADE:

Class 11 Barricades may be used only where the hazard to traffic is relatively small, and for the more or less continuous delimiting of a restricted roadway, or for temporary daytime use.

MATERIAL & FABRICATION:

Lumber shall be of a grade structurally sound and sufficiently rigid to satisfactorily support and maintain the purpose and intent of a barricade facility. Metal shall be sufficiently rigid to satisfactorily support and maintain the purpose and intent of a barricade facility. The fabrication of the barricade shall be in accord with good pertinent woodworking and metalworking practices. All lumber or timber dimensions stated are nominal.

PAINTING:

All barricades shall be painted in alternate 4" or 6" black and white stripes at a 45° angle. The width of stripe shall be consistent for each complete barricade installation. Black stripes shall be painted with weather resistant and durable black paint. White stripes shall be primed, followed by two coats of white reflectorized paint or reflective wide angle sheeting.

DIRECTION OF DIAGONAL STRIPES:

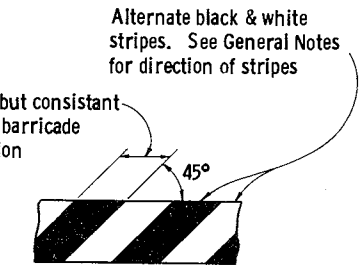
Where a barricade extends entirely across the roadway with no vehicle access provision, the stripes shall slope downward toward the highway centerline. Where vehicle access is permitted, the stripes shall slope downward in the direction toward which vehicles must turn in detouring. Where both right and left turns are provided for, the stripes shall slope downward in both directions from the center. The stripes on wing barricades shall point downward toward the roadway.

LIGHTING:

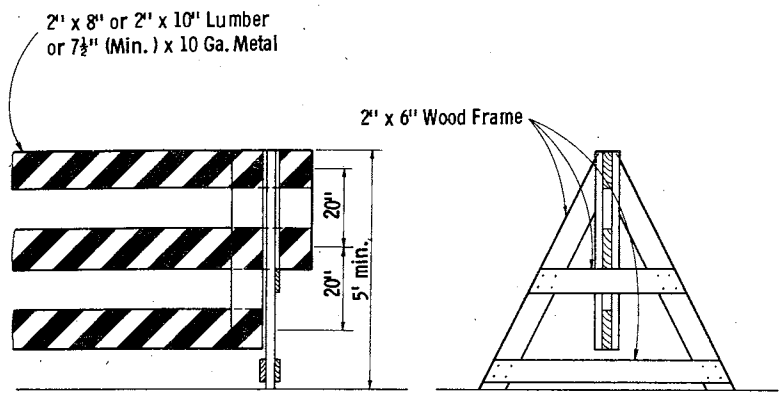
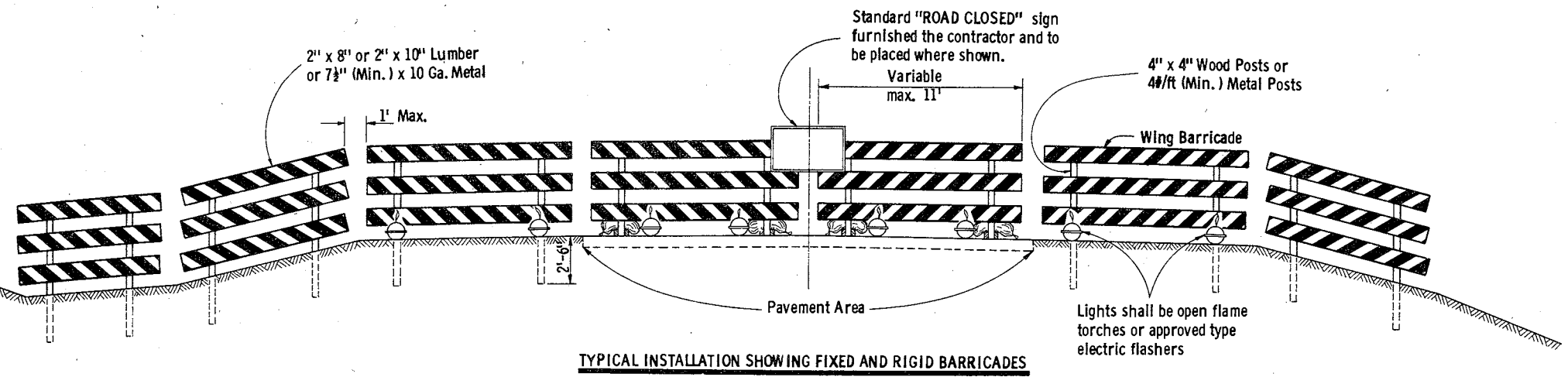
Lighting devices for barricades shall conform to the requirements of the Standard Specifications.

MEASUREMENT & PAYMENT:

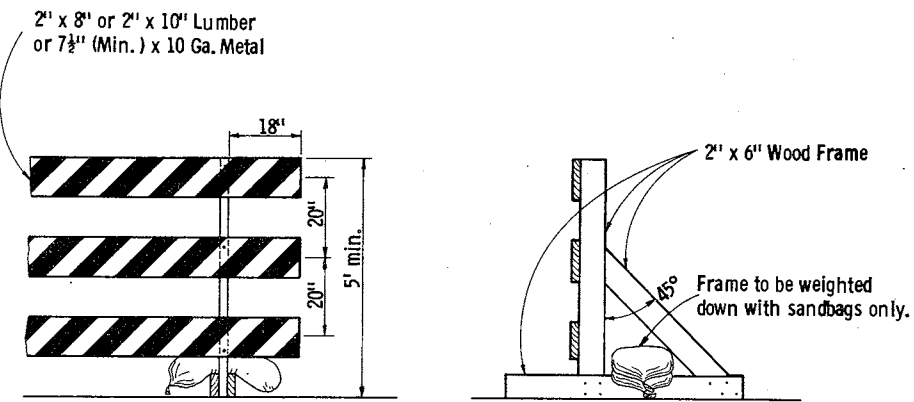
All barricades, unless otherwise provided for in the plans and/or special provisions shall be furnished, placed, and maintained as noted above, and no additional compensation will be allowed but shall be construed to be included in the price bid for other items.



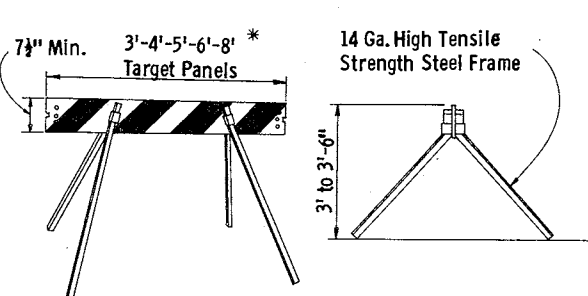
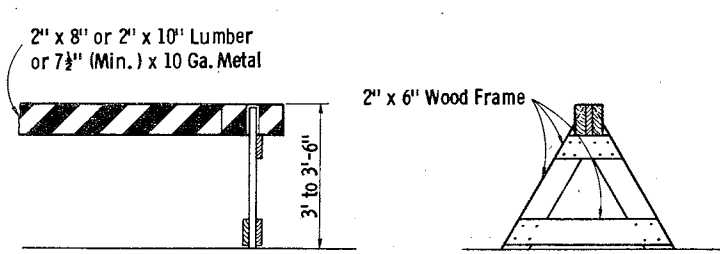
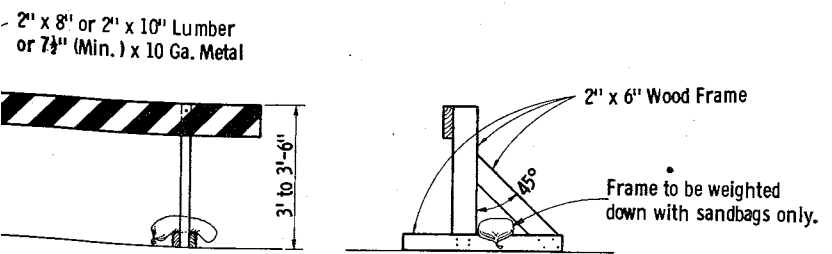
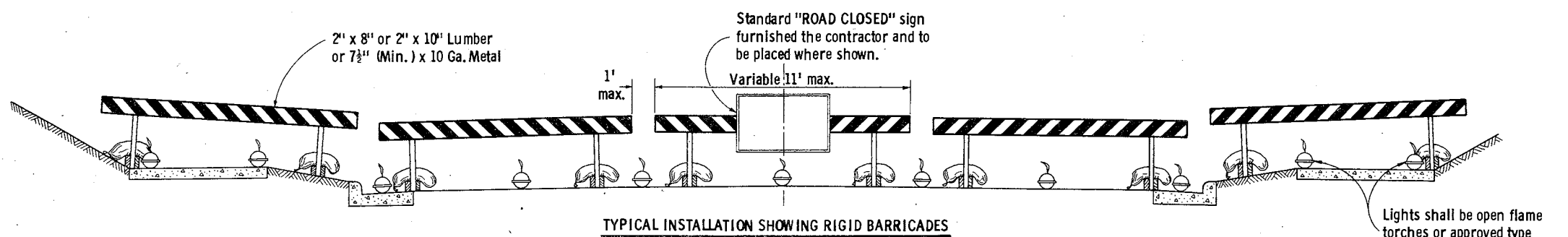
TYPICAL DIAGONAL STRIPES
Applies to all Classes & Types of Barricades



CLASS I BARRICADES



ALTERNATE TYPE INSTALLATION (RIGID)



CLASS II BARRICADES

CONSTRUCTION BARRICADE

State Highway Commission of Wisconsin

RECOMMENDED FOR APPROVAL:

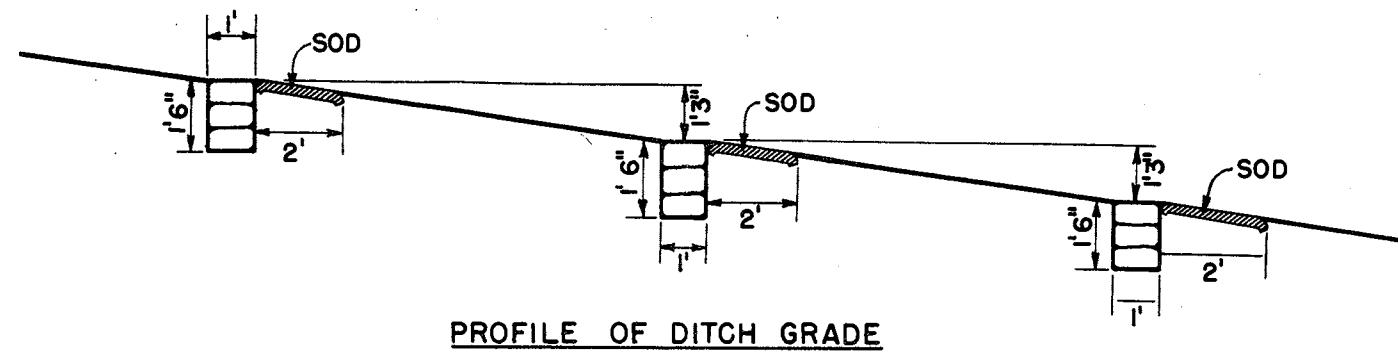
DATE 1/11/67

APPROVED: 1/13/67

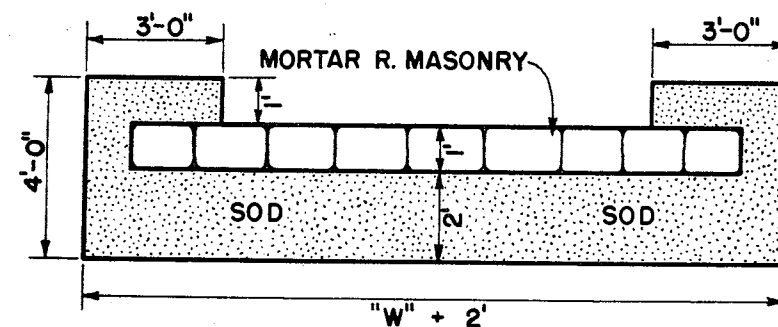
DATE

Chief Design Engineer

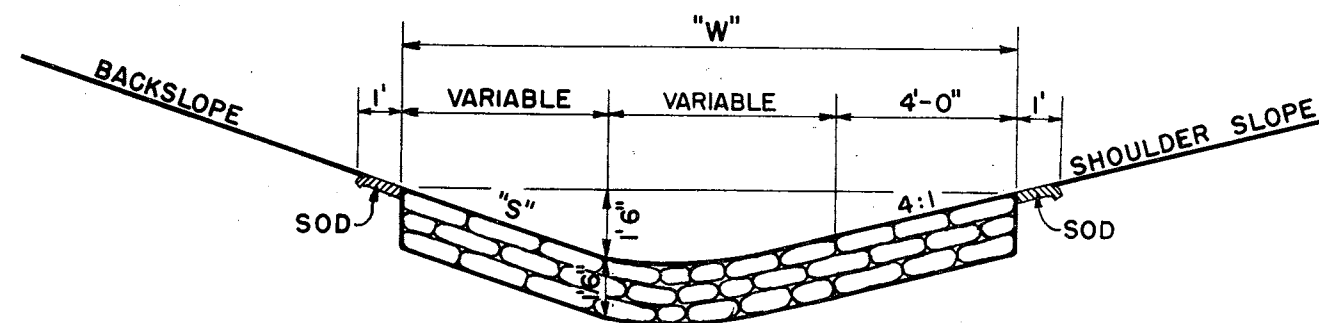
State Highway Engineer



PROFILE OF DITCH GRADE



PLAN VIEW SHOWING SOD



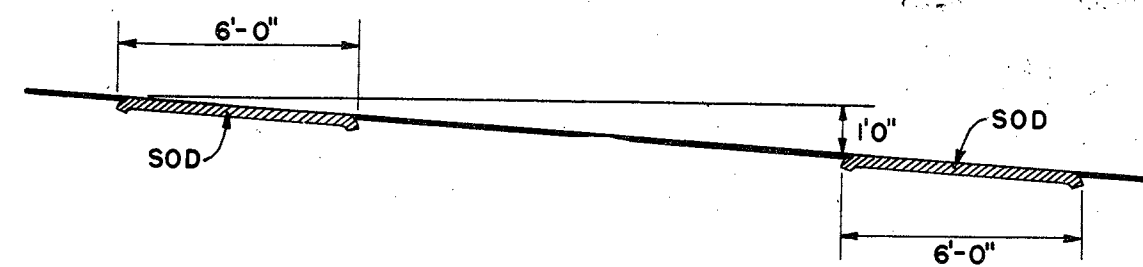
SECTION

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

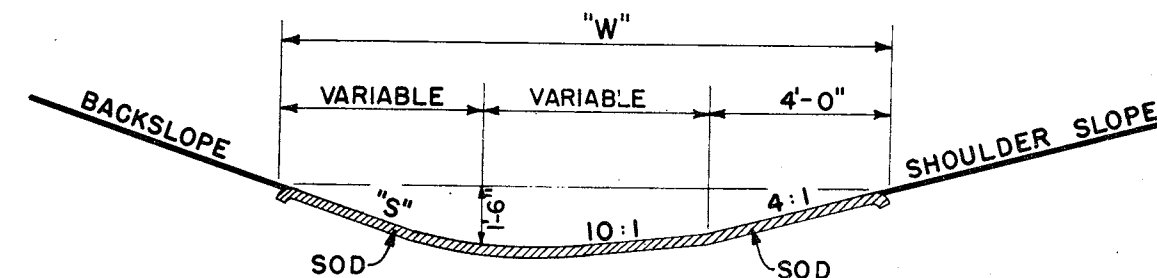
CONSTRUCTION NOTES

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



PROFILE OF DITCH GRADE

NOTE: NUMBER REQUIRED WILL BE DETERMINED BY VERTICAL SPACING.



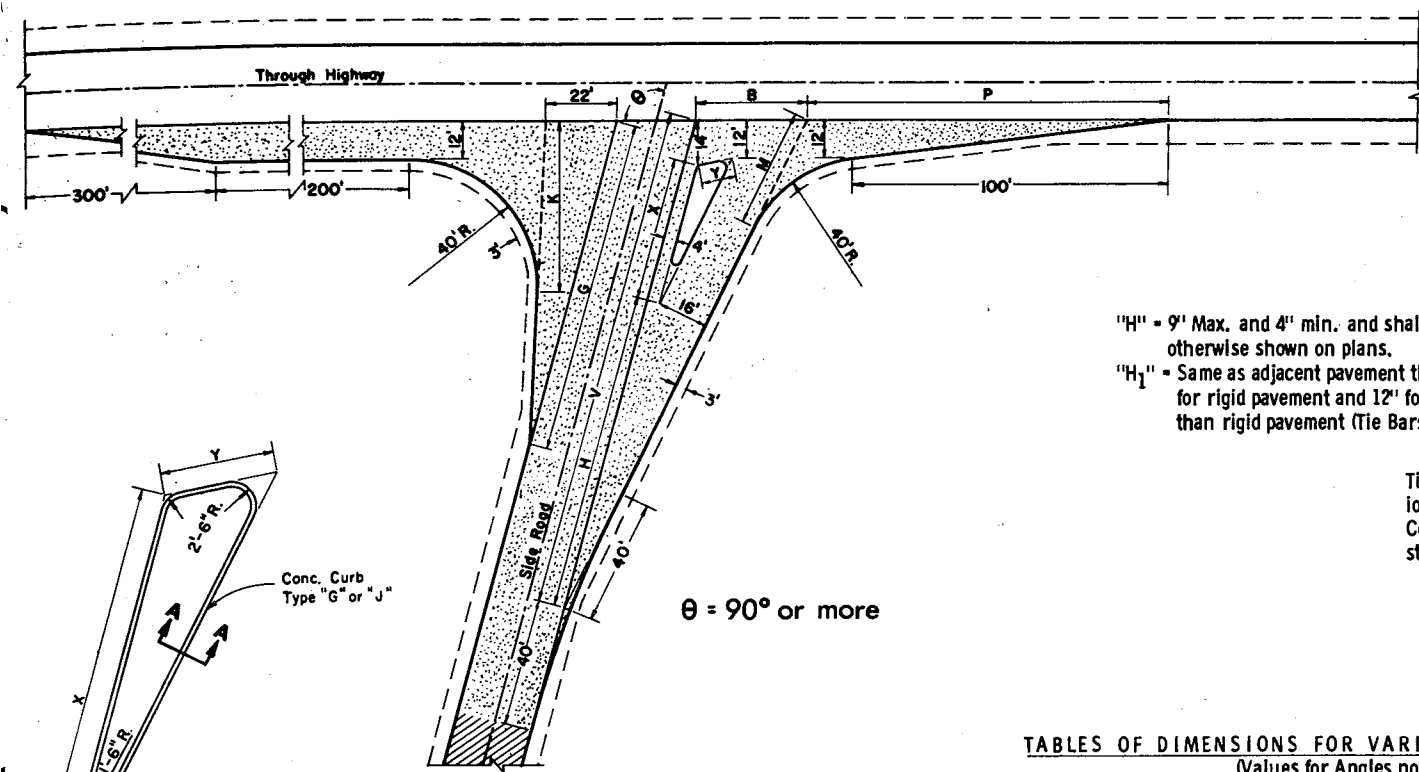
SECTION

SOD DITCH CHECKS

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

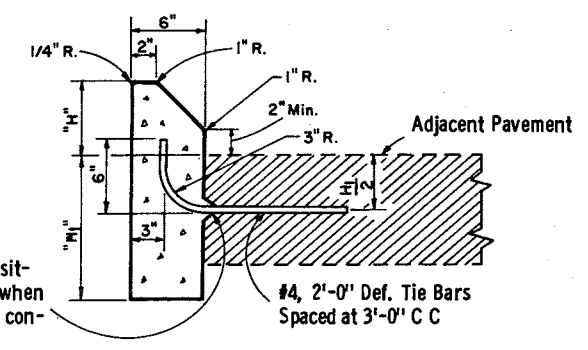
DITCH CHECKS	
MORTAR RUBBLE MASONRY & S	
STATE HIGHWAY COMMISSION OF WIS	
RECOMMENDED FOR APPROVAL:	
DATE:	APPROVED:
DRAWN DIV 9	CHECKED

Frank Crave
 DESIGN ENGINEER
 CONSTRUCTION ENGINEER
 E. L. Rottger
 STATE HIGHWAY ENGINEER



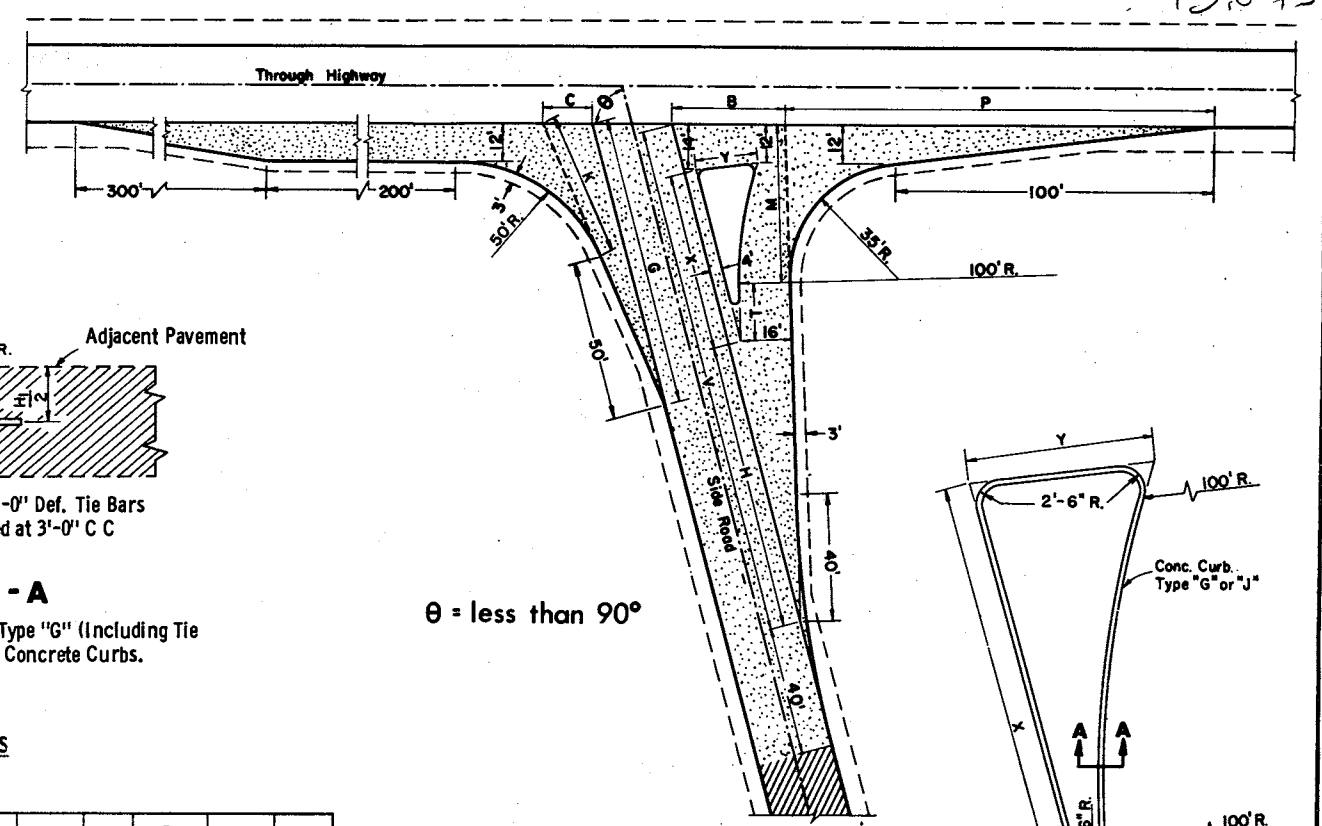
"H" = 9" Max. and 4" min. and shall be 6" unless otherwise shown on plans.
"H₁" = Same as adjacent pavement thickness for rigid pavement and 12" for other than rigid pavement (Tie Bars Omitted).

Tie Bar recess positioned in reverse when Concrete Curb is constructed first



SECTION A-A

Note: To be measured and paid for as Type "G" (Including Tie Bars) or Type "J" (Excluding Tie Bars) Concrete Curbs.



TABLES OF DIMENSIONS FOR VARIABLE SIDE ROAD INTERSECTION ANGLES
(Values for Angles not shown shall be interpolated)

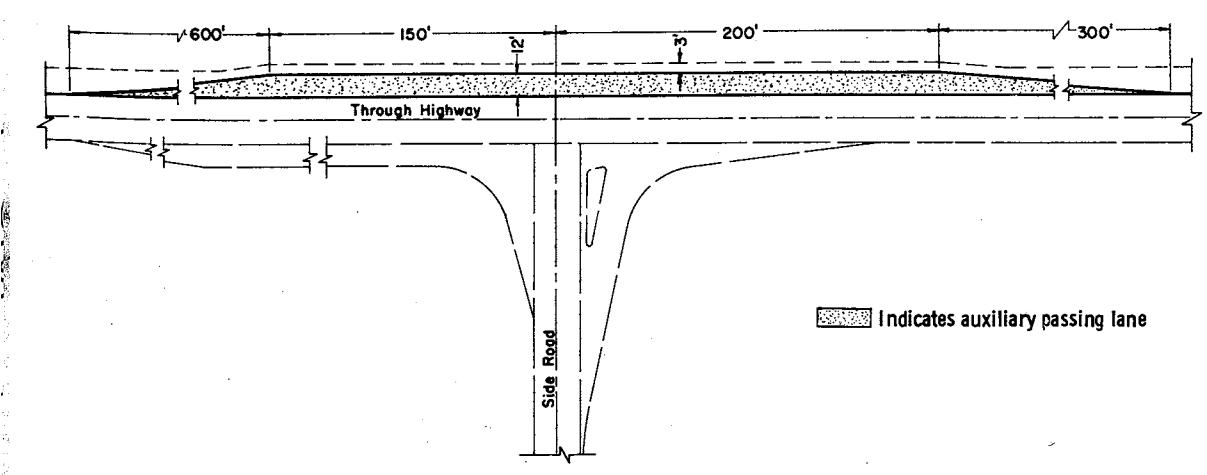
θ	G	K	B	V	H	X	Y	P	M
90	90	43.8	33.9	156.0	94	48.0	11.0	125.0	44.2
95	94	46.7	34.0	156.7	96	47.0	11.0	121.3	41.9
100	98	50.0	34.4	157.4	98	45.9	11.0	117.7	39.7
105	102	53.8	35.2	158.3	100	44.9	11.2	114.2	37.8
110	106	58.2	36.4	159.2	102	43.7	11.4	110.6	36.2
115	110	63.4	38.4	161.8	104	42.6	11.7	107.1	34.8
*120	114	69.4	40.1	161.2	106	41.4	12.2	103.4	33.7

*Maximum angle of intersection

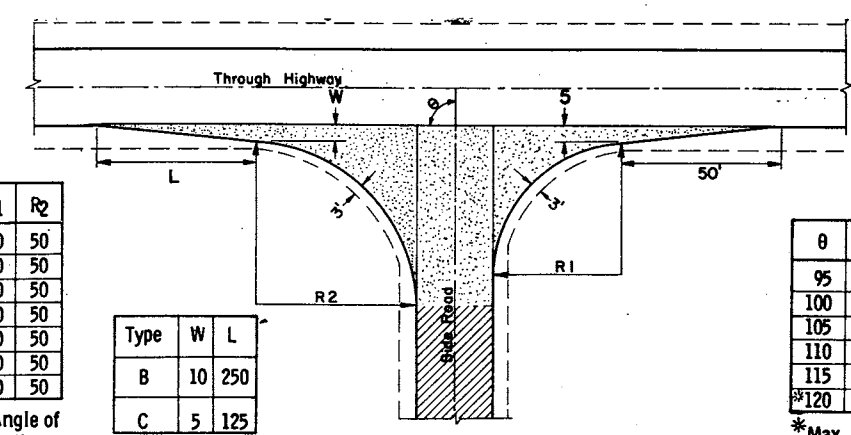
θ	C	G	K	B	V	X	Y	H	P	M	T
*60	19.7	76.3	38.6	41.5	169.9	67.4	29.3	84	144.5	58.8	21.6
65	17.8	82.6	40.6	39.4	166.9	63.6	25.0	86	141.2	54.9	20.7
70	15.8	87.2	43.1	37.4	164.1	59.7	21.9	88	136.8	51.4	19.2
75	15.7	90.9	45.6	35.7	161.4	55.9	19.3	90	132.7	48.2	17.4
80	15.9	94.9	48.3	34.4	158.9	51.9	17.0	92	128.8	45.3	14.9
85	16.2	99.3	51.4	33.4	156.4	48.0	15.0	94	125.2	42.7	10.4

*Desirable Minimum angle of intersection

TYPE "A" SIDE ROAD INTERSECTION DETAILS



PASSING LANE DETAIL



θ	R ₁	R ₂
*60	40	50
65	40	50
70	40	50
75	40	50
80	40	50
85	40	50
90	40	50

*Min. Angle of Intersection

Type	W	L
B	10	250
C	5	125

θ	R ₁	R ₂
95	45	49
100	50	48
105	55	47
110	60	46
115	65	45
*120	70	44

*Max. Angle of Intersection

TYPE "B" & "C" SIDE ROAD INTERSECTION DETAILS

GENERAL NOTES

Designs may be used interchangeably in combination or separately for any one complete intersection depending upon 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.

SIDE ROAD SURFACING NOTE

If the side road is not presently paved, pavement shall be placed to the limits shown. In the case where the construction limits are beyond the paving limits, gravel or crushed stone surfacing shall be placed between the paving limits and construction limits.

If the side road is presently paved, new pavement shall be placed to the limits of design as shown and beyond, if necessary, to meet existing pavement.

If side road is the construction project, the intersection surfacing shall be the same as for the project.

- New Pavement
- Existing Surface

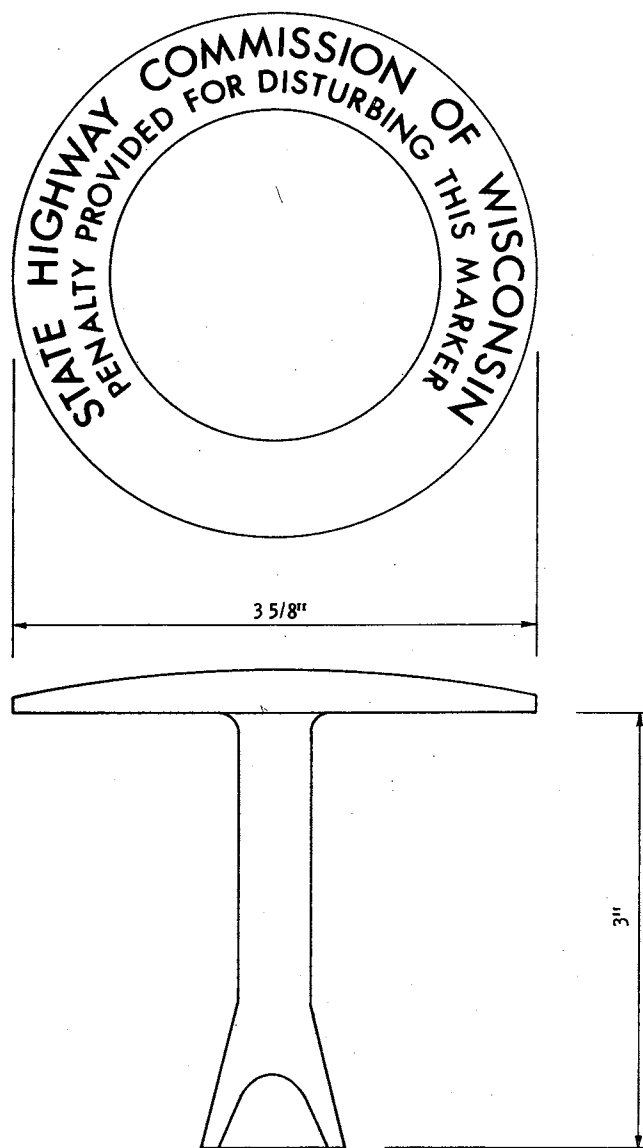
**LAYOUT DETAILS
FOR AT-GRADE SIDE ROAD
INTERSECTIONS**

State Highway Commission of Wisconsin

RECOMMENDED FOR APPROVAL:
8/9/67
DATE
APPROVED:
6/9/67
DATE

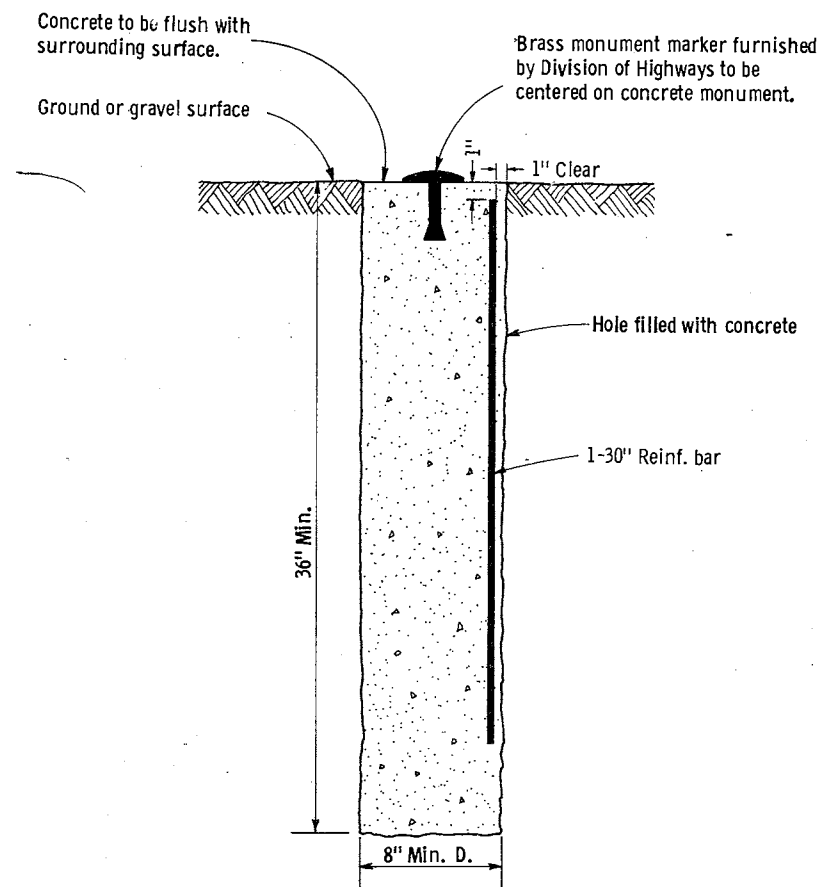
E. J. Rybak
CHIEF DESIGN ENGINEER
J. J. Burmeister
STATE HIGHWAY ENGINEER

Plate No. 941.5



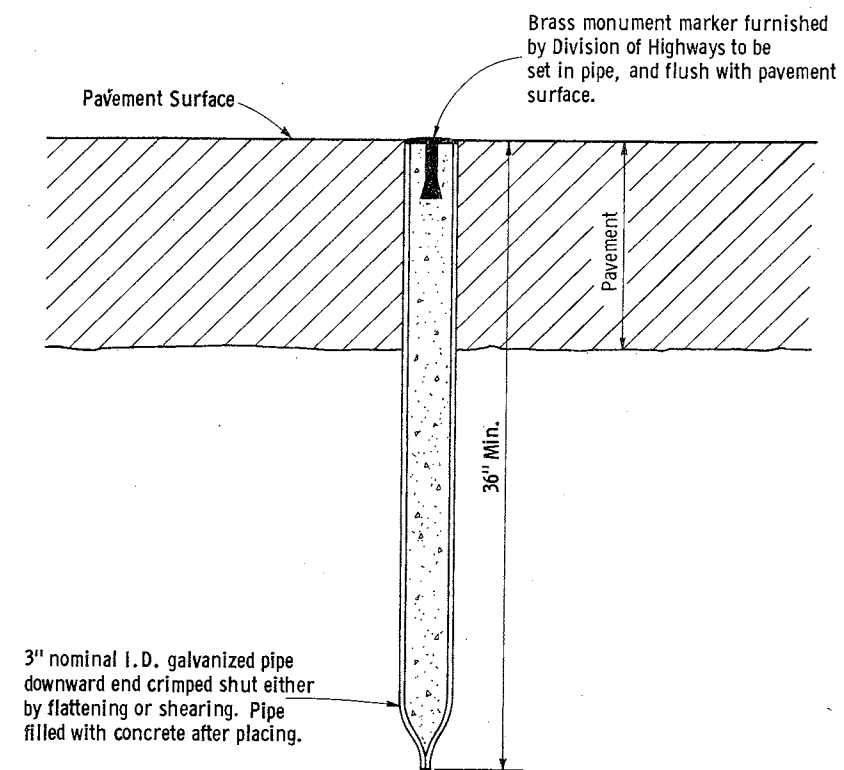
**BRASS
MONUMENT MARKER**

To be furnished to contractor by
Division of Highways



TYPE "A"

To be used only when monument is
required outside of pavement surface.



TYPE "B"

To be used only when monument
is required to be located within the
limits of a pavement surface.

GENERAL NOTES

Details of construction, materials and workmanship not
shown on this drawing shall conform to the Standard
Specifications and the applicable Special Provisions.

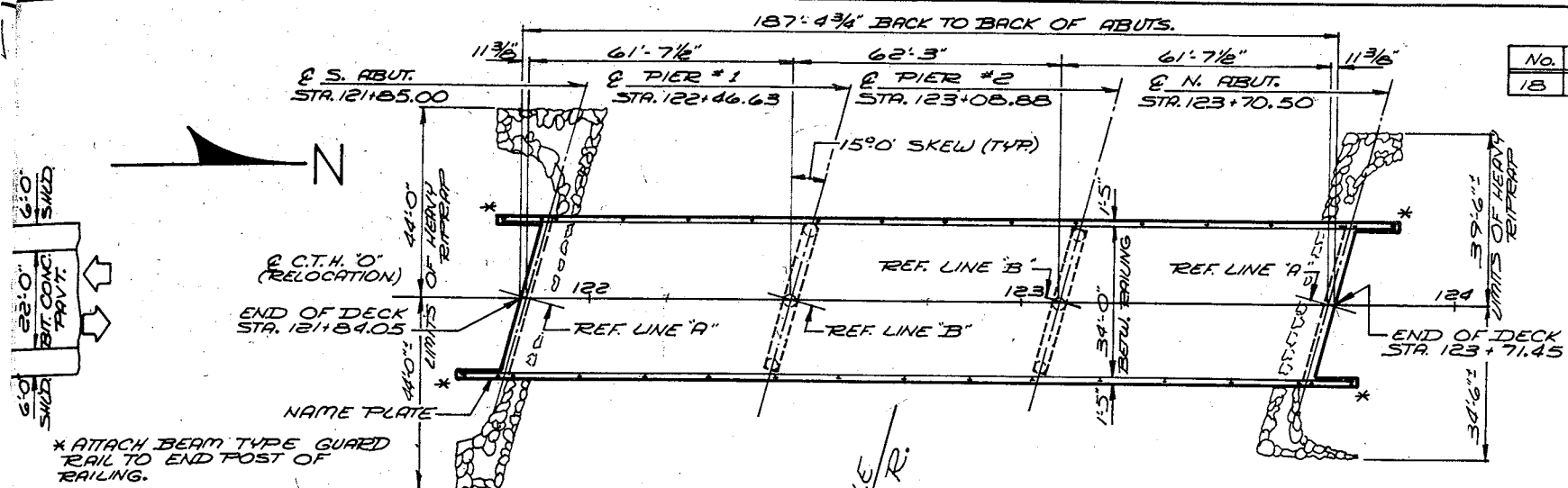
Monuments conforming to Type "A" or Type "B", as
shown hereon, shall be placed at the direction of the
engineer.

**LANDMARK REFERENCE
MONUMENTS**

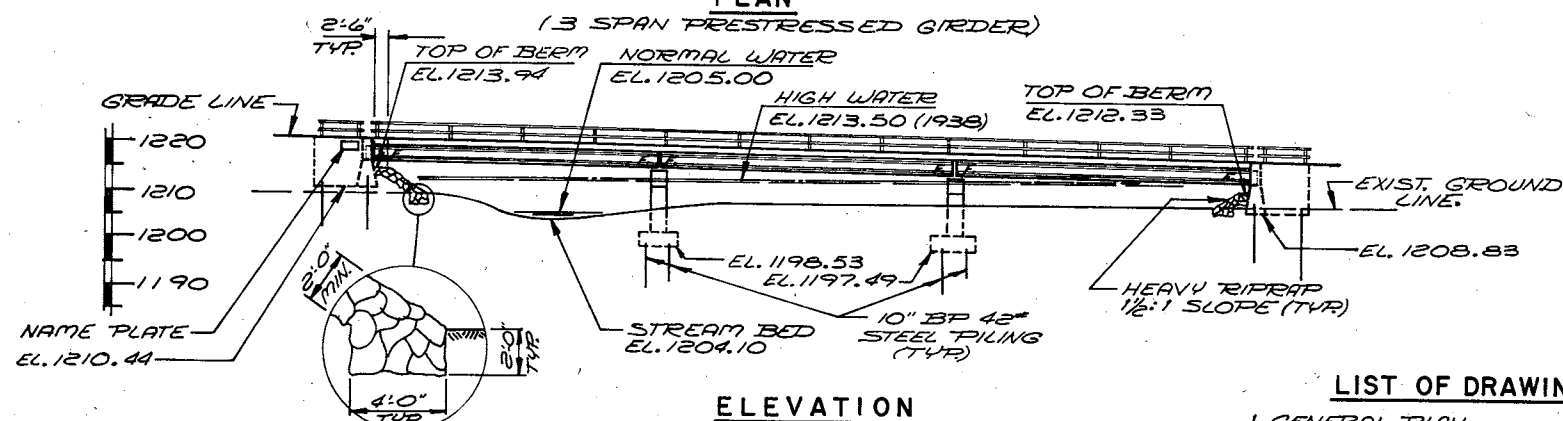
State of Wisconsin
Department of Transportation
Division of Highways

RECOMMENDED FOR APPROVAL:
DATE 1/25/68
APPROVED:
DATE 2/2/68

E. J. Byrkit
CHIEF DESIGN ENGINEER
H. K. Turner
STATE HIGHWAY ENGINEER



PLAN



ELEVATION

LIST OF DRAWINGS

1. GENERAL PLAN — X42260
2. SUBSURFACE EXPLORATION — X42261
3. NORTH & SOUTH ABUTMENTS — X42262
4. PIERS 1 & 2 — X42263
5. SUPERSTRUCTURE — X42264
6. SUPERSTRUCTURE — X42265
7. 36" PRESTRESSED GIRDER — X42266
8. TUBULAR ALUMINUM RAILING, TYPE "F" — X42267
9. TUBULAR STEEL RAILING, TYPE "F" — X42268

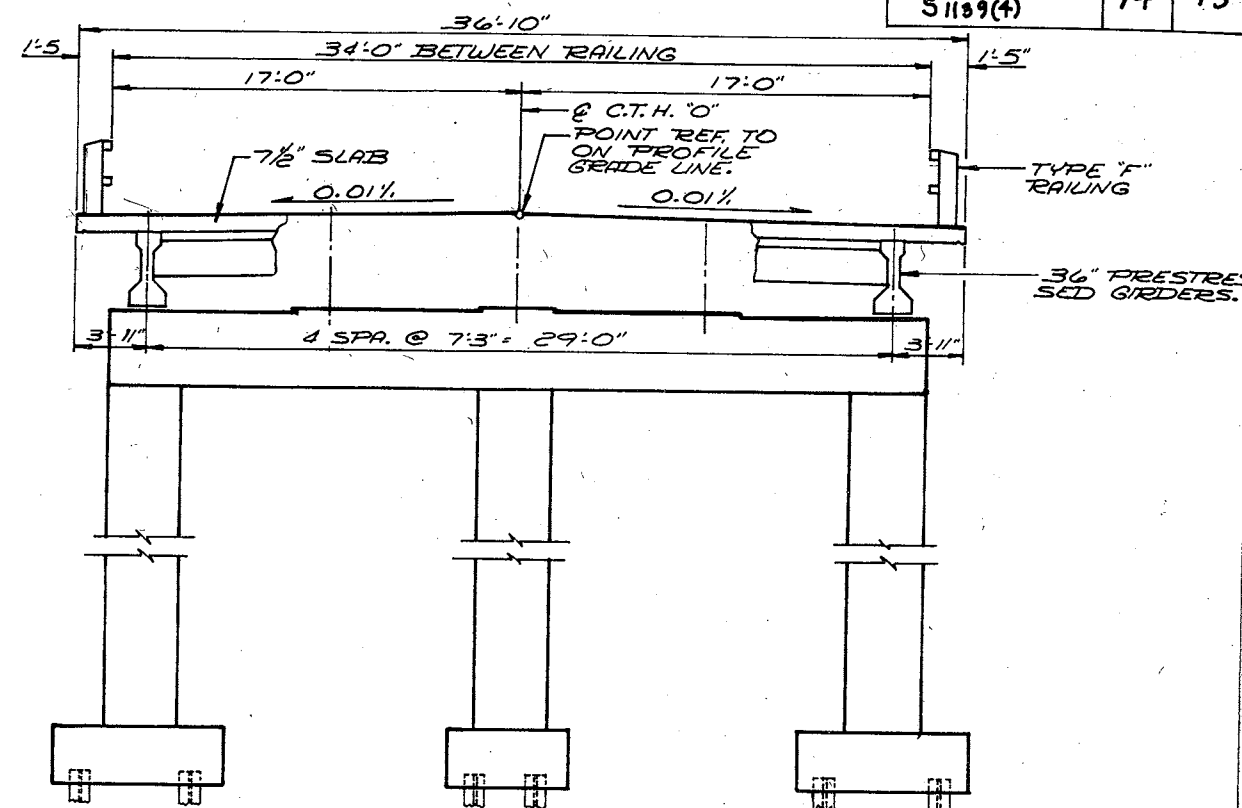
TRAFFIC VOLUME
A.D.T. 350

HYDRAULIC DATA
Q50: 6,900 C.F.S.
V: 6.9 F.P.S.
H.W. EL. 1213.7 + 1.0 BACKWATER
WATERWAY AREA: 1,000 SQ. FT. (NET)
DRAINAGE AREA: 52 SQ. MI.

BENCH MARKS

No.	STATION	DESCRIPTION	ELEV.
18	123+80	SPK. IN 14" ELM	130'-LT. 1210.34

PROJECT I.D.	SHEET No.	TOTAL SHEETS
9484-1-70	14	73
FEDERAL PROJECT DESIGNATION		
51159(4)		

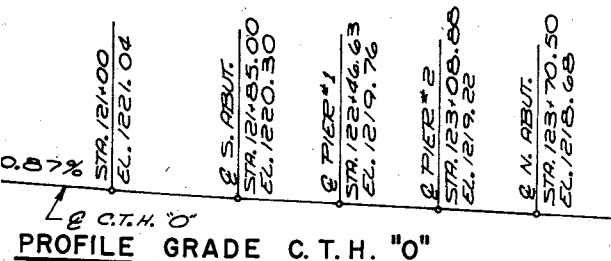


CROSS SECTION OF ROADWAY LOOKING NORTH

DESIGN DATA

LIVELOAD: H-20
ALLOWABLE DESIGN STRESSES:
CONCRETE MASONRY, GRADE "A-A" — SLAB — R: 1,200 P.S.I.
ALL OTHERS — R: 1,400 P.S.I.
BAR STEEL REINFORCEMENT — R: 20,000 P.S.I.
PRESTRESSED GIRDERS:
CONCRETE MASONRY — R: 6,000 P.S.I.
STRANDS — 1/2" # WITH ULTIMATE TENSILE STRENGTH OF 270,000 P.S.I.

FOUNDATION DATA:
SUPPORT ABUTMENTS ON 10" BP 42" STEEL PILING, EST. 55'-0" LONG, & DRIVEN TO A MIN. BRG. VALUE OF 45 T/PILE.
SUPPORT PIERS ON 10" BP 42" STEEL PILING, EST. 40'-0" LONG & DRIVEN TO A MIN. BRG. VALUE OF 55 T/PILE.



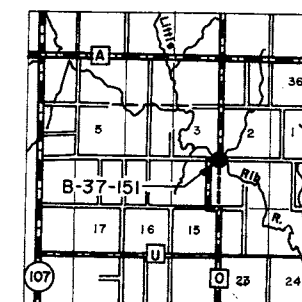
PROFILE GRADE C.T.H. "O"

TOTAL ESTIMATED QUANTITIES

BID ITEMS	UNIT	SUPER	S. ABUT.	PIER #1	PIER #2	N. ABUT.	TOTAL
EXCAVATION FOR STRUCTURES	C.Y.	—	20	70	110	20	220
GRANULAR BACKFILL	C.Y.	—	10	—	—	10	20
CONCRETE MASONRY	C.Y.	196.5	37.6	33.6	33.6	37.5	338.8
PRESTRESSED GIRDER TYPE 36 INCH	L.F.	930	—	—	—	—	930
BAR STEEL REINFORCEMENT	LBS	60,130	1,480	4,170	4,170	1,480	71,430
STRUCTURAL CARBON STEEL	LBS	370	—	—	—	—	370
BEARING PADS, ELASTOMERIC	S.F.	39	—	—	—	—	39
STEEL TEST PILING	L.F.	—	—	—	—	—	1
STEEL PILING DELIVERED 10" BP 42"	L.F.	—	300	440	440	300	1,480
STEEL PILING DRIVEN 10" BP 42"	L.F.	—	300	440	440	300	1,480
TUBULAR RAILING, TYPE "F"	L.F.	415	—	—	—	—	415
HEAVY RIPRAP	C.Y.	—	110	—	—	80	190
NON-BID ITEM	SIZE	—	—	—	—	—	1/4" 1/2" 3/4"
FILLER	—	—	—	—	—	—	—

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.
BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2" CLEAR UNLESS OTHERWISE SHOWN OR NOTED.
ELASTOMERIC BEARING PADS NEED NOT BE INDIVIDUALLY MOLDED, PROVIDED THE CUT EDGES ARE TRUE & SMOOTH.
THE SLOPE OF FILL IN FRONT OF THE ABUTMENTS SHALL BE COVERED WITH HEAVY RIPRAP TO THE EXTENT SHOWN ON THIS SHEET & IN THE ABUTMENT DETAILS.
AT THE ABUTMENTS ALL EXCAVATED VOLUME NOT OCCUPIED BY THE NEW STRUCTURE SHALL BE BACKFILLED WITH GRANULAR BACKFILL. PAYMENT WILL BE MADE ONLY FOR MATERIAL PLACED WITHIN THE LIMITS OF "EXCAVATION FOR STRUCTURES".
THE UPPER LIMITS OF "EXCAVATION FOR STRUCTURES" FOR THE ABUTMENTS SHALL BE THE BOTTOM OF THE SLOPE PROTECTION & THE QUANTITIES WERE COMPUTED FROM THIS LINE.
THE EXISTING GROUND LINE WAS USED AS THE UPPER LIMITS OF EXCAVATION FOR THE COMPUTATION OF EXCAVATION QUANTITIES AT THE PIERS.
FILLER SHALL CONFORM TO REQUIREMENTS OF A.A.S.H.O. DESIGNATION M153 OR M213.



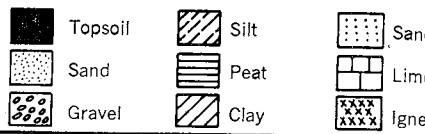
LAYOUT

No.	Date	Revision	By
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS			
STRUCTURE B-37-151			
C.T.H. "O" OVER LITTLE RIB RIVER			
County MARATHON	City	TN. OF STETTIN	
Design Spec. A.A.S.H.O. 1969	Load H-20	Const. Spec. 1969	
Designed By C.D.W.	Design Checked D.F.S.	Drawn By FLC	Plans Checked KOK
Approved W.A. Kline	3-24-70	Date	
Chief Bridge Engineer			
GENERAL PLAN			SHEET 1 OF 9
			X42260

ABBREVIATIONS

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

MATERIAL SYMBOLS



LEGEND OF PROBING

Probing No. Sta. Elevation
95/6=95 Blows for 6" Penetration
Probing taken with a 350# wt. Falling 18" on a 2" O. D. Point.
Refusal 95/6

LEGEND OF BORING

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

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

SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

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

No.	Date	Revision

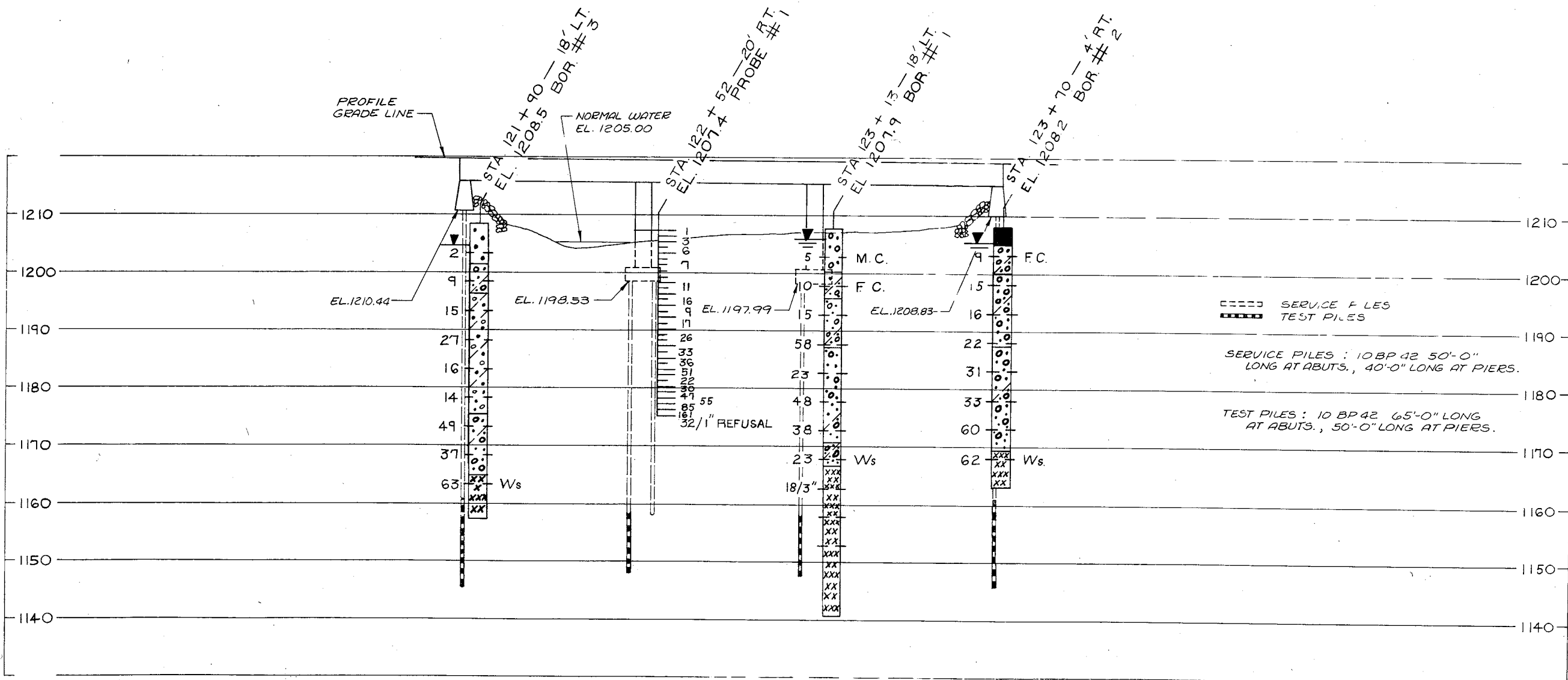
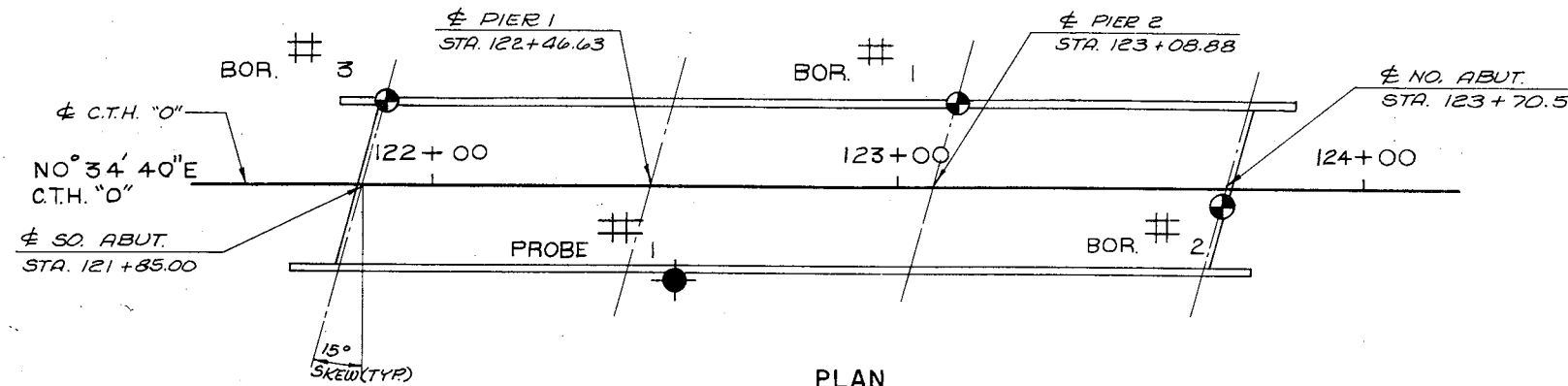
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

STRUCTURE B-37-151

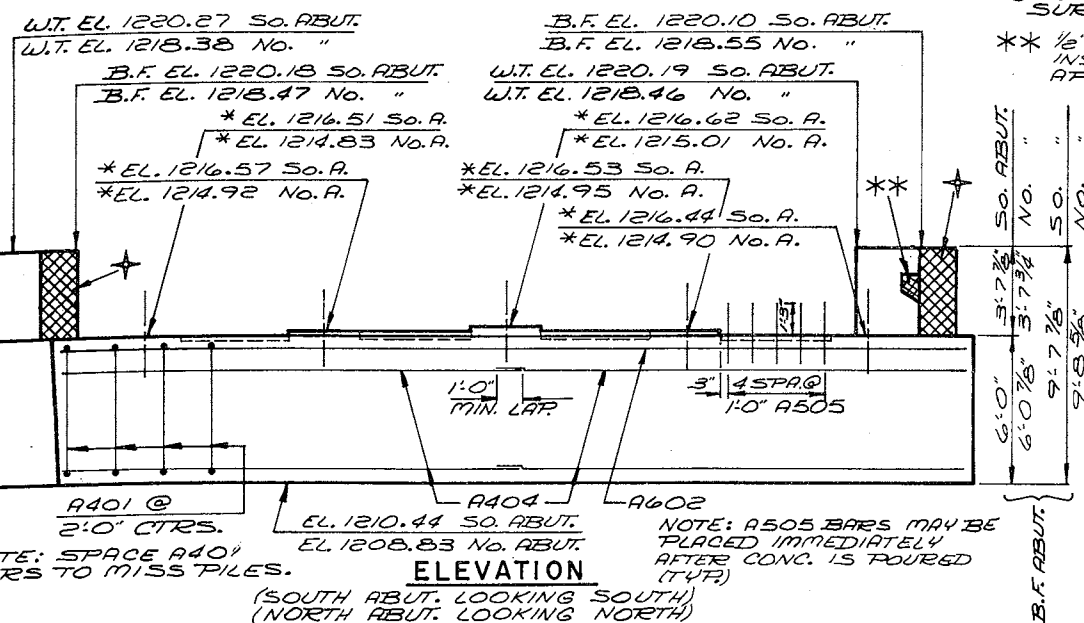
Const. Spec. 1969 Drawn By J. J. A. G. Plans Checked KOH

SUBSURFACE EXPLORATION

SHEET 2 OF 2
X 4226



* NOTE: THESE ELEVATIONS ARE GIVEN AT Q OF ABUTMENT.



KEYED CONST. JOINT FORMED BY SURFACED, BEVELED 2"x6"

1/2" FILLER TO EXTEND BETWEEN INSIDE FACE OF WING & APPROACH SLAB SEAT.

TOP OF BERM
EL. 1213.94 So. ABUT.
EL. 1212.33 No. ABUT.

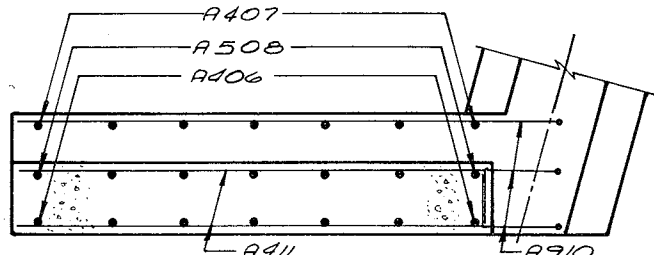
HEAVY RIPRAP
1 1/2:1 SLOPE

NOTE: FILL TO EL. 1211.94 AT THE So. ABUT. & EL. 1210.33 AT THE No. ABUT. BEFORE DRIVING THE PILING. THE UPPER LIMITS FOR "EXCAVATION FOR STRUCTURES" SHALL NOT EXCEED THESE ELEV.

PILING 10" BP 42", EST. 50.0' LONG, & DRIVEN TO A MIN. BRG. VALUE OF 45 TON PER PILE. (TYP. No. & So. ABUTS.)

SECTION A1

1/2" FILLER TO EXTEND FROM BRIDGE SEAT TO TOP OF WING. SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF 1/2" FILLER WITH NON-STRAINING GRAY SINGLE COMPONENT NON-BITUMINOUS JOINT SEALER. (1" DEEP & HOLD 1/8" BELOW SURFACE OF CONCRETE.)

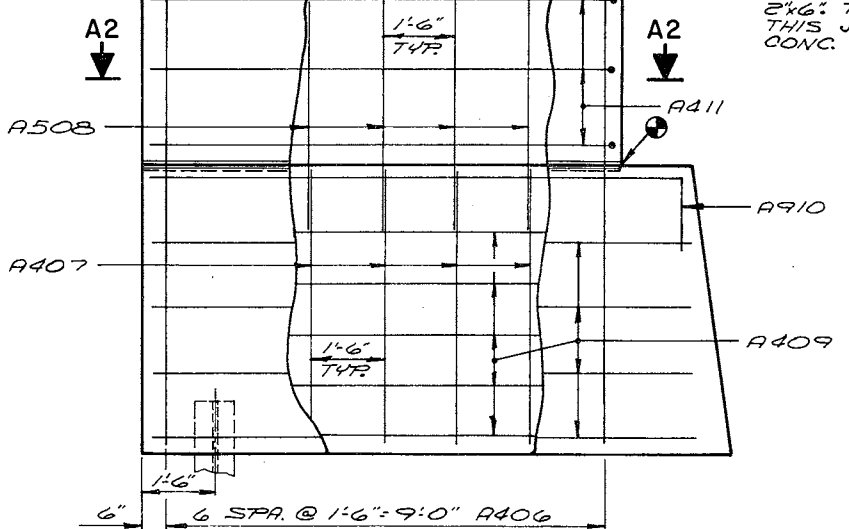


SECTION A2

W.T. { EL. 1220.19 WING 1 (So. A.)
EL. 1220.27 " 2 (So. A.)
EL. 1218.38 " 3 (No. A.)
EL. 1218.46 " 4 (No. A.)

B.F. { EL. 1220.10 WING 1 (So. A.)
EL. 1220.18 " 2 (So. A.)
EL. 1218.47 " 3 (No. A.)
EL. 1218.55 " 4 (No. A.)

KEYED CONST. JOINT FORMED BY SURFACED, BEVELED 2"x6" POUR CONC. ABOVE THIS JOINT AFTER SUPER. CONC. IS IN PLACE.

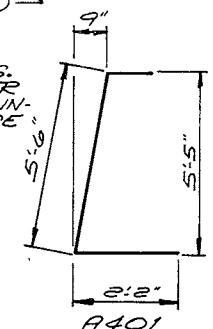


TYP. WING ELEV.

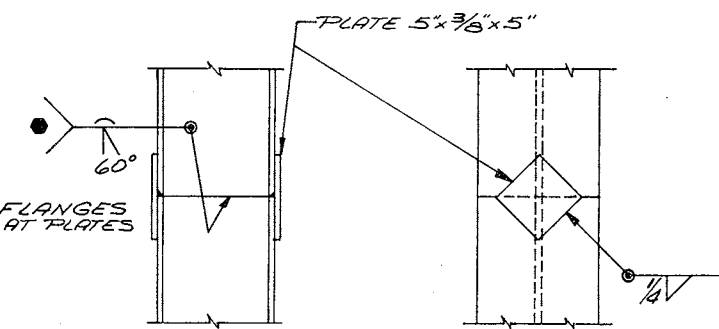
BILL OF BARS

NOTE: THE FIRST DIGIT OF A THREE DIGIT MARK SIGNIFIES THE BAR SIZE.
DIMENSIONS IN BENDING DETAILS ARE OUT TO OUT OF BAR.
THE BARS LISTED ARE COMBINED TOTALS OF THE NORTH & SOUTH ABUTMENTS.

MARK	NO. REQ'D.	LENGTH	BENT	LOCATION	
A401	76	8-10	X	BODY STIRRUPS	VERT.
A602	4	37-9		@ TOP	HORIZ.
A403	12	10-0		@ WINGS	"
A404	48	19-5		"	"
A505	40	2-6		" DOWELS @ TOP	VERT.
A406	28	9-2		WINGS 1,2,3 & 4 F.F.	"
A407	28	5-7		" 1,2,3 & 4 B.F. BASE	"
A508	28	4-9		" 1,2,3 & 4 B.F. TOP	"
A409	36	11-2		" 1,2,3 & 4 BASE	HORIZ.
A910	12	12-5	X	" 1,2,3 & 4 "	"
A411	24	10-9	X	" 1,2,3 & 4 TOP	"
A612	8	9-8		" 1,2,3 & 4 @ RAIL ANCHORAGE	"

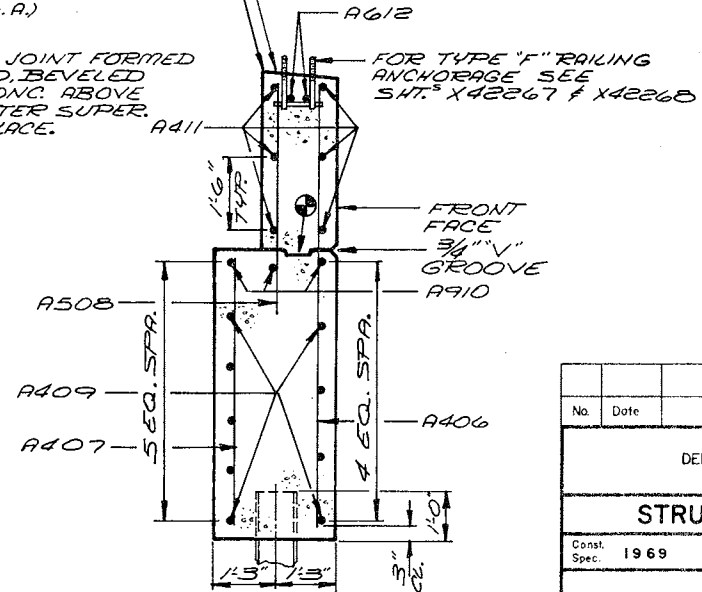


GRIND FLANGES FLUSH AT PLATES



PILE SPlice DETAILS

B.F. & W.T. ELEVATIONS ARE GIVEN ALONG THIS FACE.
SLOPE TOP OF WING TO MATCH SLOPE ON SUPER.



TYP. SECTION THRU WING

No.	Date	Revision	By
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS			
STRUCTURE B-37-151			
Const. Spec. 1969	Drawn By FLC	Plans Checked KOK	
NORTH & SOUTH ABUTMENTS			SHEET 3 OF 9 X42262

* ELEVATIONS ARE GIVEN AT ϕ OF PIER.

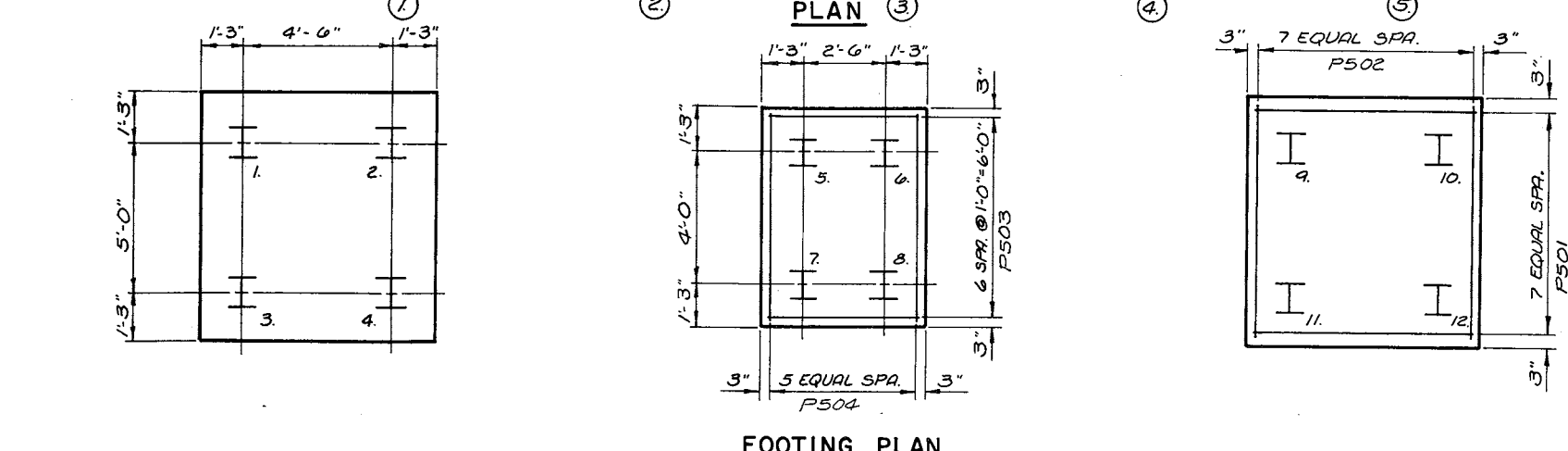
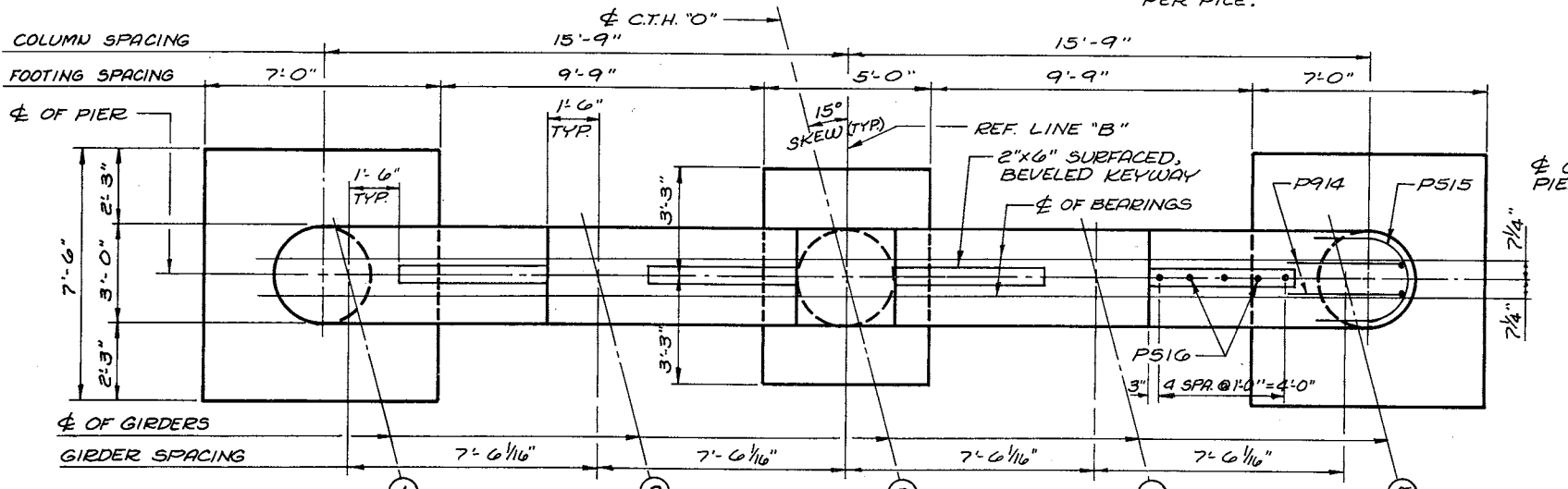
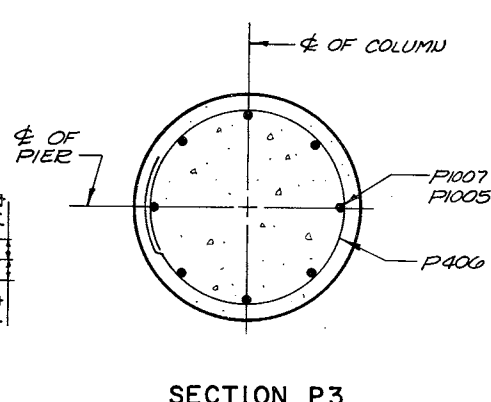
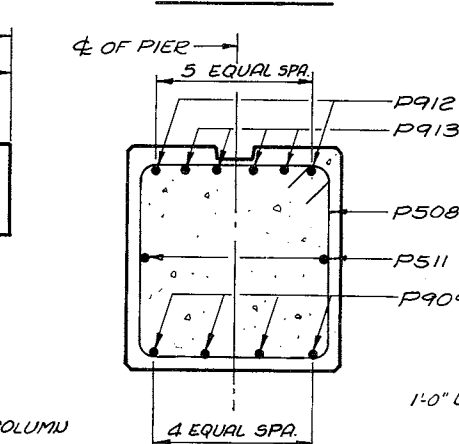
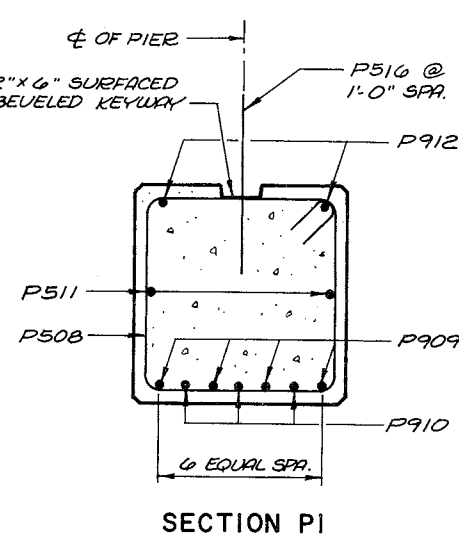
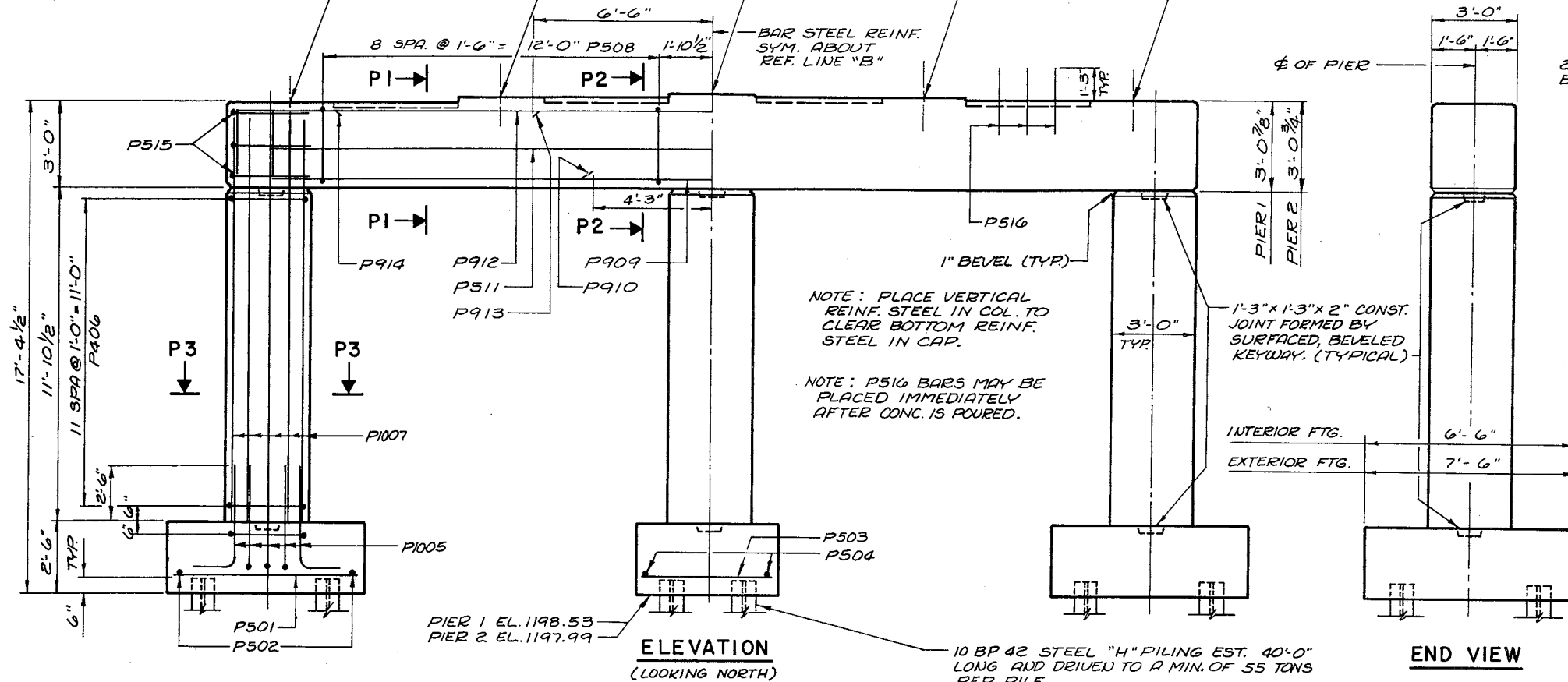
PIER 1 1215.91 *
PIER 2 1215.37 *
1216.00 *
1215.46 *
1216.09 *
1215.55 *
1216.03 *
1215.49 *
1215.98 *
1215.43 *

PROJECT ID
9484-1-70
FEDERAL PROJECT DESIGNATION
S1139(4)

BILL OF BARS

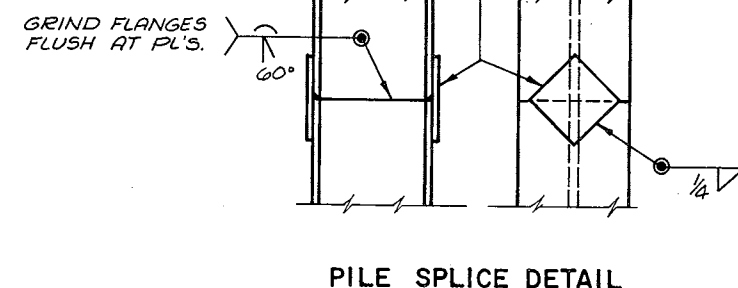
MARK	NO. REQD.	LENGTH	BENT	LOCATION
P501	32	6'-6"		EXT. FTG. PIER 1 & 2
P502	32	7'-0"		" " " " " "
P503	14	4'-6"		INT. " " " " " "
P504	12	6'-0"		" " " " " "
P1005	48	5'-9"	X	FTG. DOWELS
P406	78	9'-5"	X	COLUMN HOOPS
P1007	48	14'-5"		" " VERT.
P508	36	11'-5"	X	CAP STIRRUPS
P909	8	31'-6"		" " BOT.
P910	12	11'-6"		" " " "
P511	4	31'-6"		" " SIDE
P912	4	36'-4"		" " TOP
P913	8	13'-0"		" " " "
P914	8	6'-2"	X	" " ENDS
P515	12	6'-9"	X	" " " "
P516	40	2'-6"		" " VERT.

NOTE: THE BARS LISTED ARE THE COMBINED TOTAL FOR PIER 1 & PIER 2.
ALL BENDING DIMENSIONS ARE OUT TO OUT OF BAR.
THE FIRST DIGIT OF A THREE DIGIT MARK SIGNIFIES THE BAR SIZE.



ESTIMATED CONCRETE MASONRY

	PIER 1	PIER 2
FOOTINGS	12.7 C.Y.	12.7 C.Y.
COLUMNS	9.3 C.Y.	9.3 C.Y.
CAP	11.6 C.Y.	11.6 C.Y.
TOTAL	33.6 C.Y.	33.6 C.Y.



No.	Date	Revision
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS		
STRUCTURE B-37-151		
Const. Spec.	1969	Drawn By A.G. Plans Checked
PIERS 1 & 2		SHEET 4
		X 422

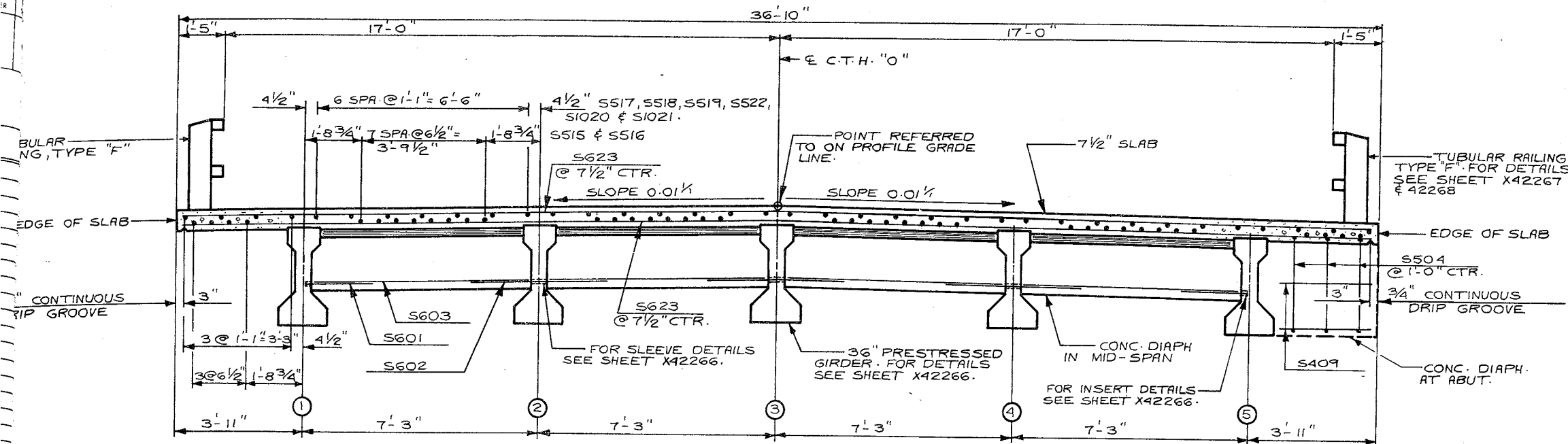
PROJECT I.D.	SHEET NUMBER	TOTAL SHEETS
9484-1-70	18	73
FEDERAL PROJECT DESIGNATION		
S1139(4)		

BILL OF BARS

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

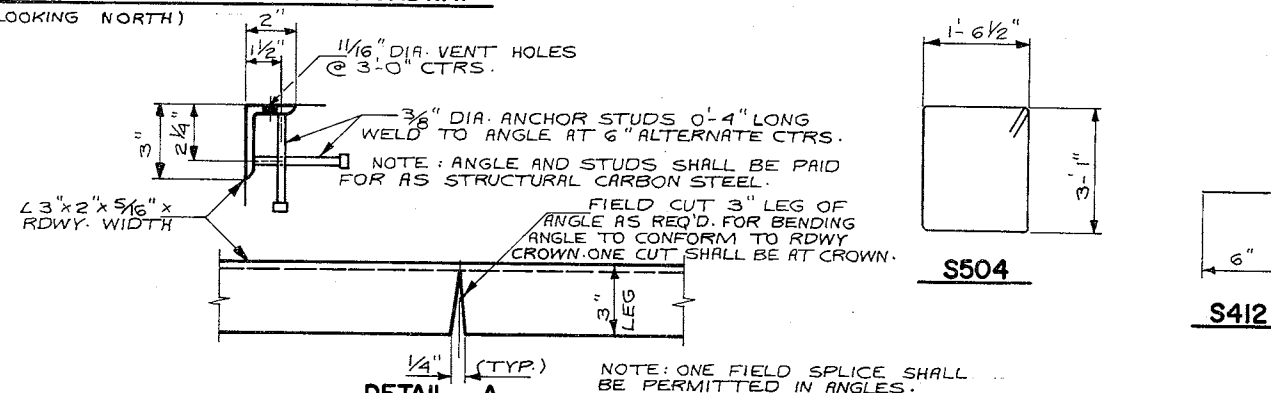
MARK	NO.	REQ'D.	LENGTH	BENT	LOCATION
S601	12	2-0			DIAPH. @ MID-SPAN PLAIN BAR-THREAD
S602	18	4-0			" @ " - " ONE END 3"
S603	24	6-7			" @ " - " "
S504	60	10-0	X		" @ ABUTS. - STIRRUPS
S405	60	3-11	X		" @ " "
S406	8	17-11			" @ " "
S407	16	19-5			" @ " "
S408	16	5-7			" @ " "
S409	8	2-11			" @ " "
S510	48	7-4	X		" @ PIERS
S411	80	5-7			" @ " "
S412	8	3-9	X		PILASTER AT PIERS
S413	8	2-9	X		" " " "
S314	12	2-10			" " " " - BEND IN FIELD
S515	160	30-10			SLAB - LONG - BOTTOM - SPANS 1 & 3
S516	80	29-9			" - " - " - SPAN 2
S517	18	13-9			" - " - " - TOP - SPAN 2
S518	108	24-9			" - " - " - SPANS 1 & 3
S519	36	28-3			" - " - " - " " " "
S1020	36	37-6			" - " - " - " " " " 1, 2 & 3
S1021	36	28-6			" - " - " - " " " " " " & "
S522	18	38-9			" - " - " - " - SPAN 2
S623	583	37-9			" - TRANSVERSE - TOP & BOTTOM
S524	48	9-8	X		" - " - " - BOTTOM @ PIERS
S625	100	4-0			SYM. ABOUT & RAIL POSTS
S626	50	14-0	X		AT RAIL POSTS

MARK	X"	Y"
S510	1'-8 1/2"	2'-11"
S626	1'-0"	6'-8"

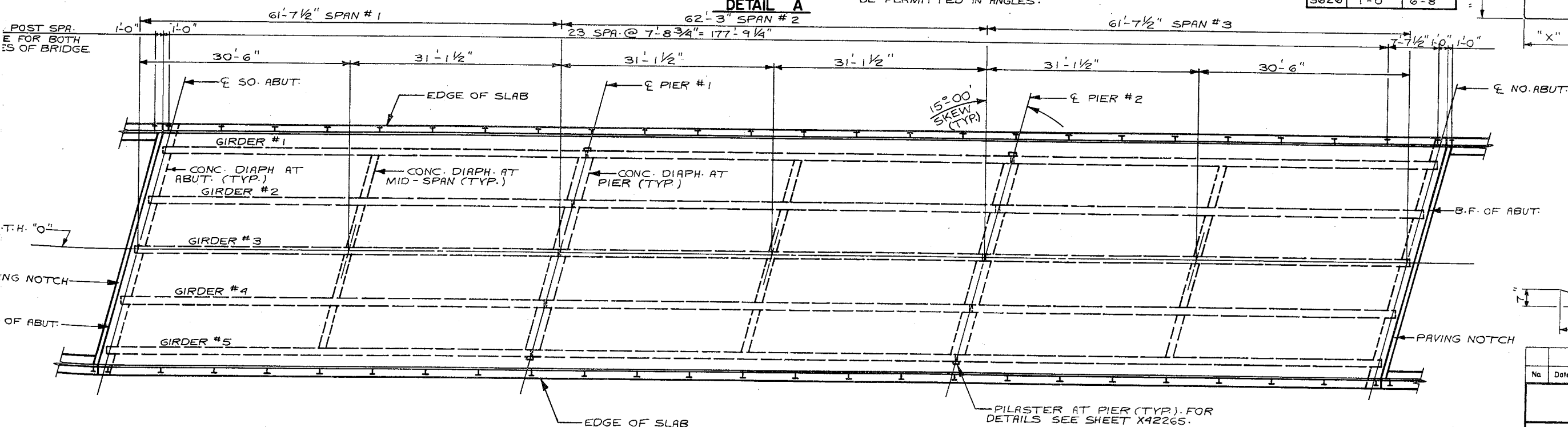


CROSS SECTION THRU ROADWAY
(LOOKING NORTH)

NOTES:
TOP LONGITUDINAL BAR STEEL SHALL BE SUPPORTED BY CONTINUOUS
R CHAIRS AT APPROXIMATELY 4'-0" CTRS.
BOTTOM TRANSVERSE BARS IN SLAB SHALL BE SUPPORTED BY
CONTINUOUS BAR CHAIRS ON OR ADJACENT TO EACH GIRDER AND BY
INDIVIDUAL BAR CHAIRS AT 3'-0" CENTERS APPROXIMATELY MIDWAY
BETWEEN GIRDERS.



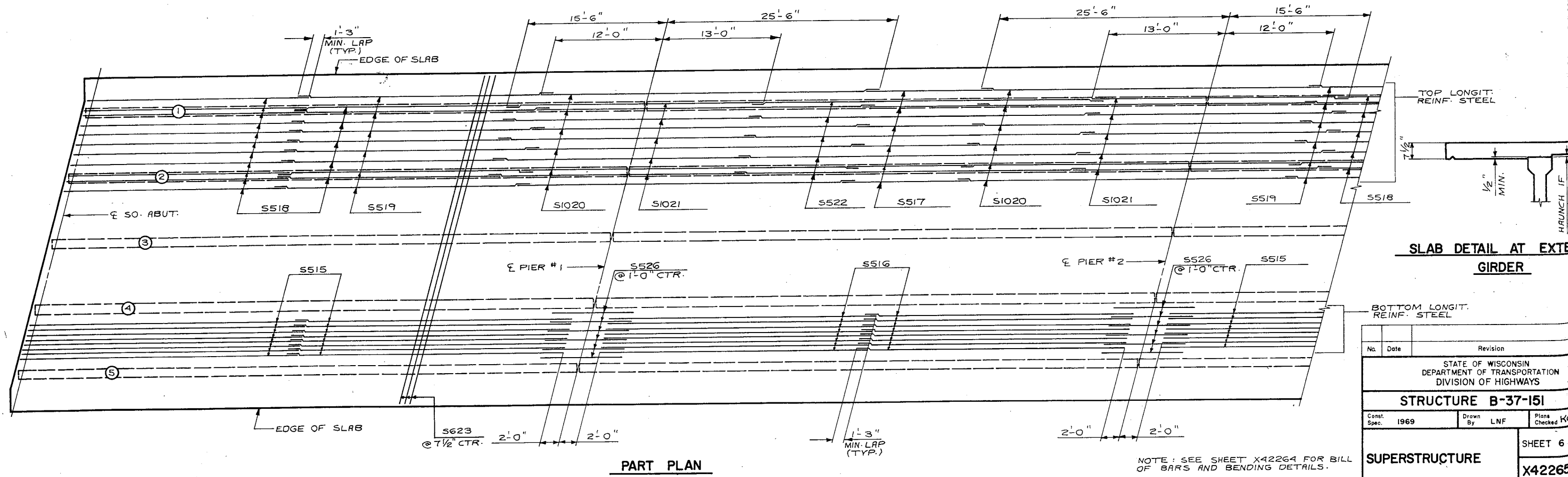
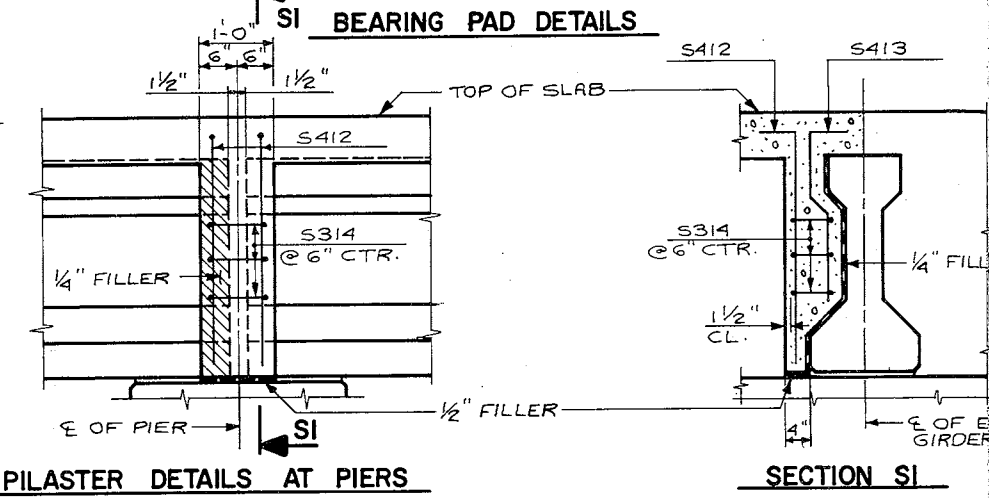
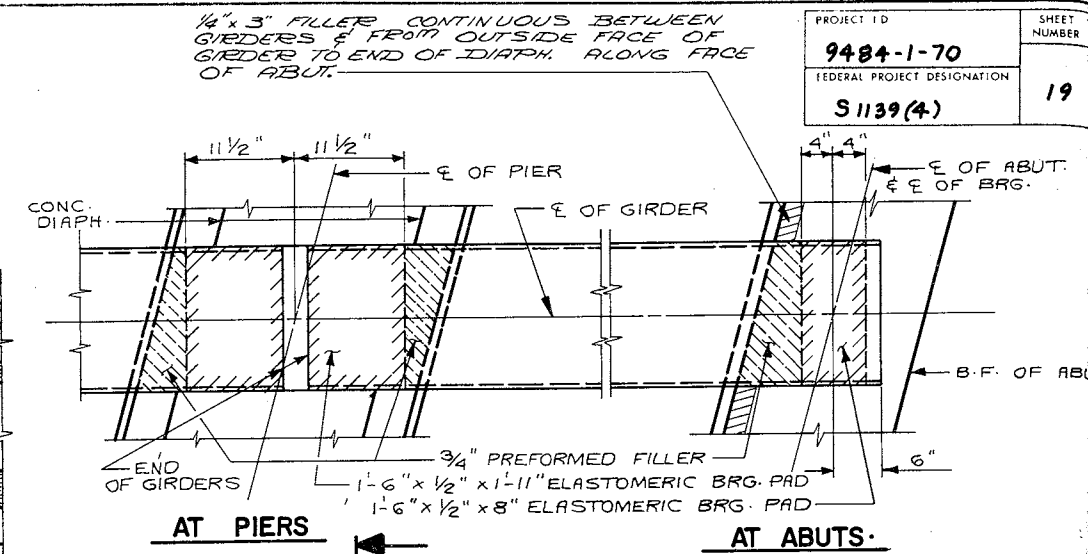
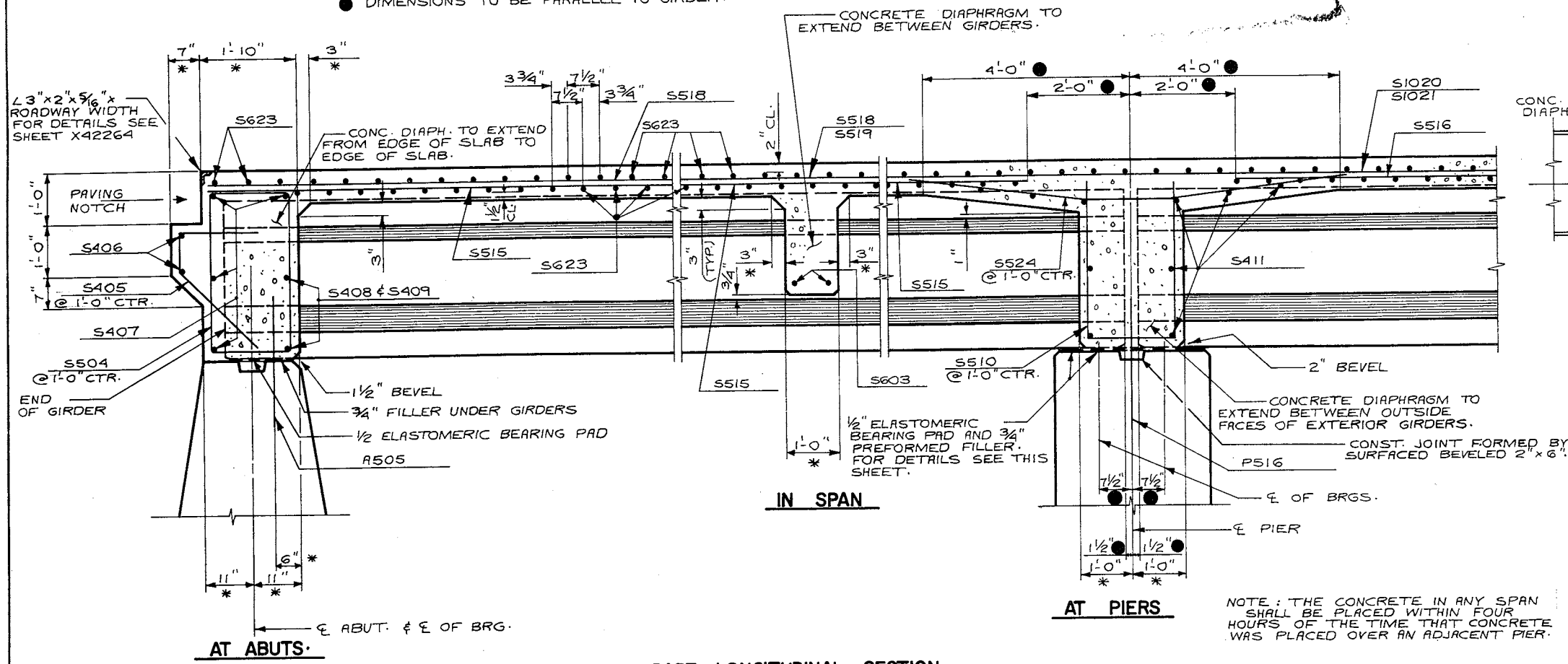
DETAIL A



PLAN

No.	Date	Revision	By
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS			
STRUCTURE B-37-151			
Const. Spec.	1969	Drawn By LNF	Plans Checked KOK
SUPERSTRUCTURE			SHEET 5 OF 9
			X42264

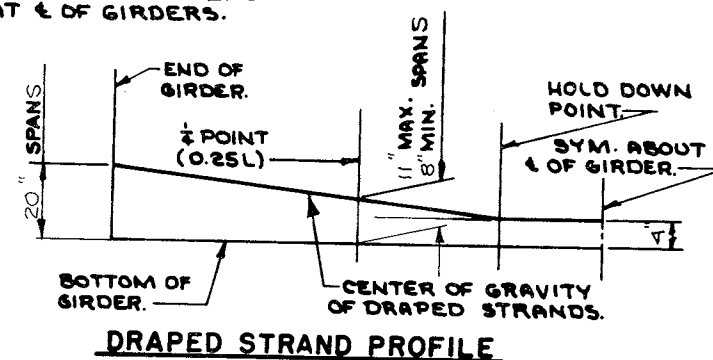
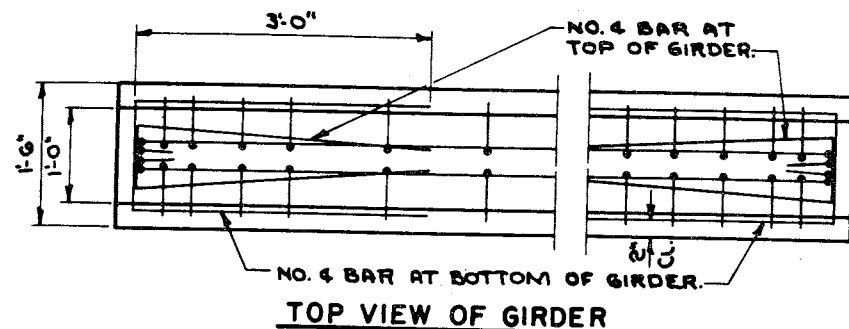
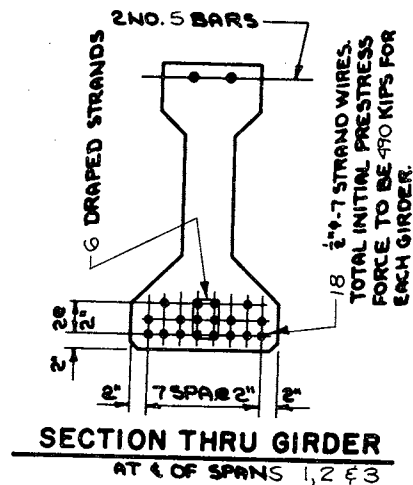
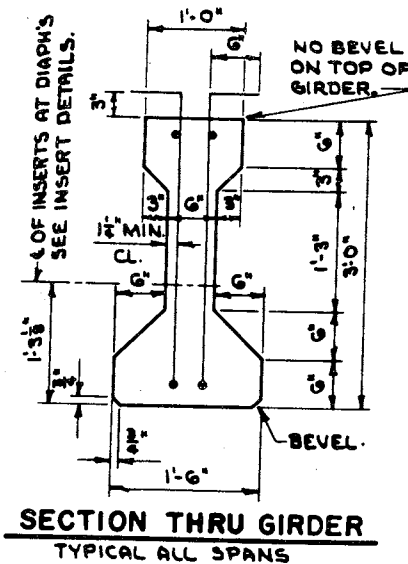
* DIMENSIONS TO BE TAKEN NORMAL TO $\bar{E}$ OF SUBSTRUCTURE UNITS
 ● DIMENSIONS TO BE PARALLEL TO GIRDER.



PART PLAN

NOTE: SEE SHEET X42264 FOR BILL OF BARS AND BENDING DETAILS.

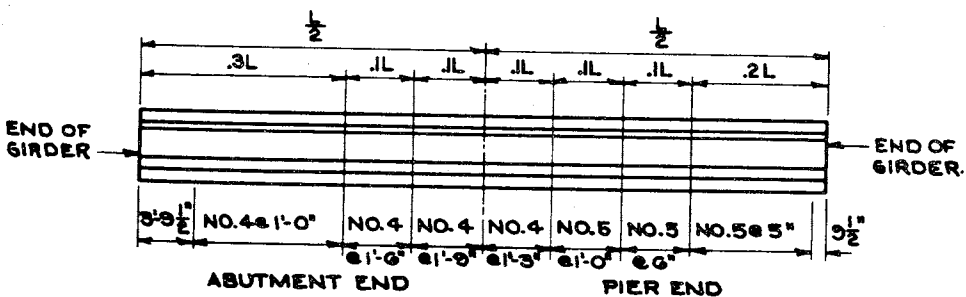
No.	Date	Revision
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS		
STRUCTURE B-37-151		
Const. Spec. 1969	Drawn By LNF	Plans Checked KQ
SUPERSTRUCTURE		SHEET 6
X42265		



GENERAL NOTES

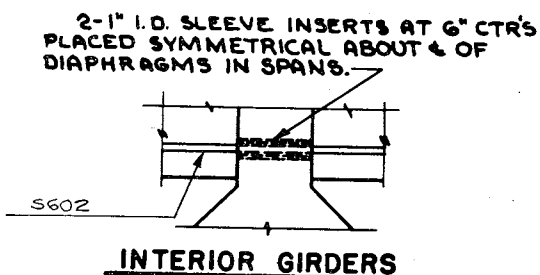
TOP OF GIRDERS TO BE ROUGH FLOATED AND BROOMED TRANSVERSELY FOR BONDING TO SLAB.
THE GIRDER MANUFACTURER SHALL PROVIDE A SUITABLE LIFTING DEVICE FOR HANDLING AND ERECTING THE GIRDERS.

ALL GIRDERS SHALL BE CAST FULL LENGTH AS SHOWN.
WIRES SHALL BE FLUSH WITH END OF GIRDERS.
PRESTRESSING WIRES SHALL HAVE AN ULTIMATE
STRENGTH OF 270,000 PSI.

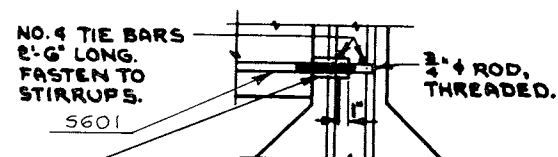


MAXIMUM STIRRUP SPACING DIAGRAM

ALL STIRRUPS TO BE IN PAIRS AS SHOWN ABOVE.
THE LOCATION OF STIRRUPS SHALL BE SHOWN
ON SHOP DRAWINGS.
THE OVERALL LENGTH OF GIRDERS "L" IS 62'-0" FOR
GIRDERS IN SPANS 1, 2 & 3

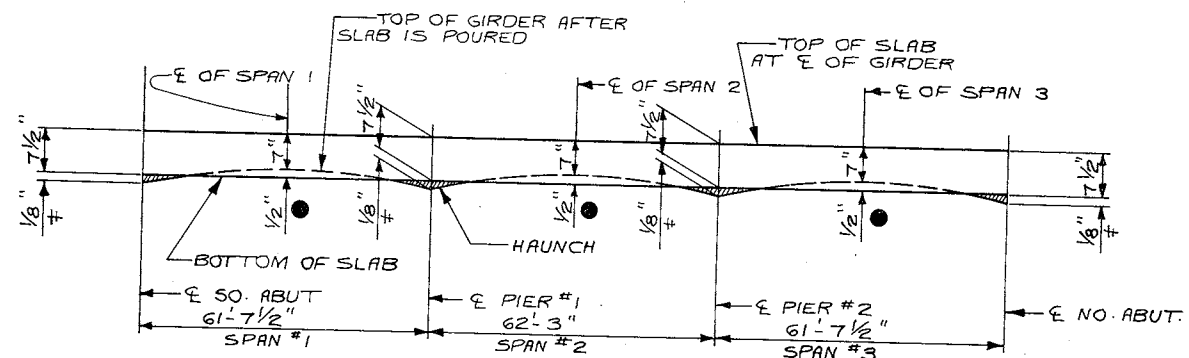


INTERIOR GIRDERS



EXTERIOR GIRDERS
INSERT DETAILS

2" MALLEABLE HEX NUT 3" LONG OR APPROVED
EQUAL INSERT WELD TO TIE BARS. 2 INSERTS AT 6"
CENTERS PLACED SYMMETRICAL ABOUT & OF
DIAPHRAGMS IN SPANS.

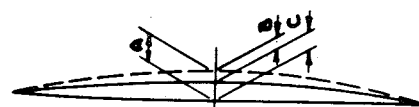


SLAB FORMING DIAGRAM

● TO COMPENSATE FOR VARIATIONS IN PRESTRESSED CAMBER AND OTHER MINOR CONSTRUCTION DISCREPANCIES, THE IMBEDMENT AT THE E OF THE SPAN MAY BE VARIED WITH A MAXIMUM OF $1\frac{1}{2}$ " ALLOWABLE IMBEDMENT AND THE SLAB HELD TO PLAN THICKNESS.

* IF VARIATIONS IN PRESTRESS CAMBER AND OTHER CONSTRUCTION DISCREPANCIES ARE OF SUCH A MAGNITUDE THAT THE MAXIMUM ALLOWABLE IMBEDMENT AS NOTED ABOVE SHALL BE EXCEEDED, THESE DIMENSIONS SHALL BE REVISED. THE 1/2 IMBEDMENT AND THE PLAN SLAB THICKNESS SHALL BE HELD WHILE THE GRADE LINE WILL BE REVISED.

	CAMBER	SPANS
A:	PRE-STRESS CAMBER	1 3/8"
B:	DEAD LOAD DEFLECTION	3/4"
C:	RESIDUAL CAMBER	5/8"

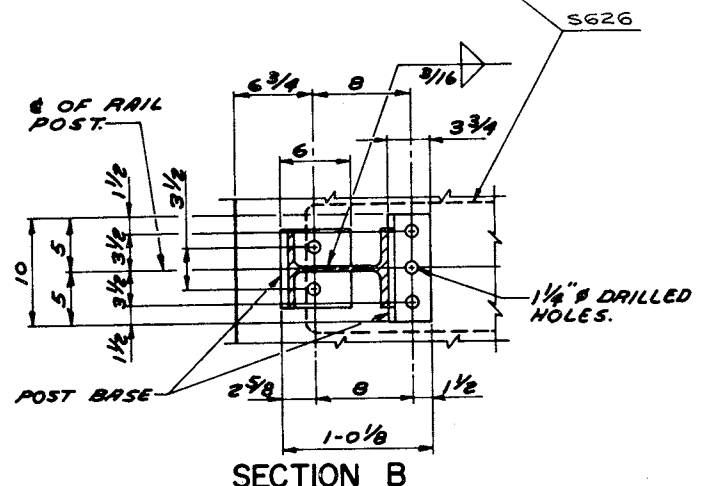
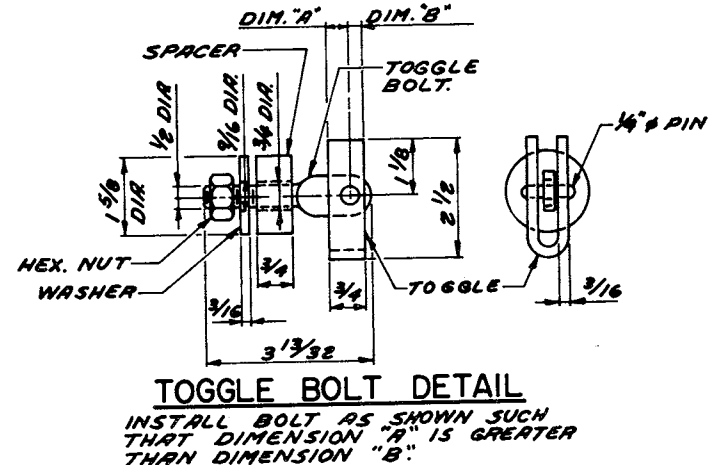
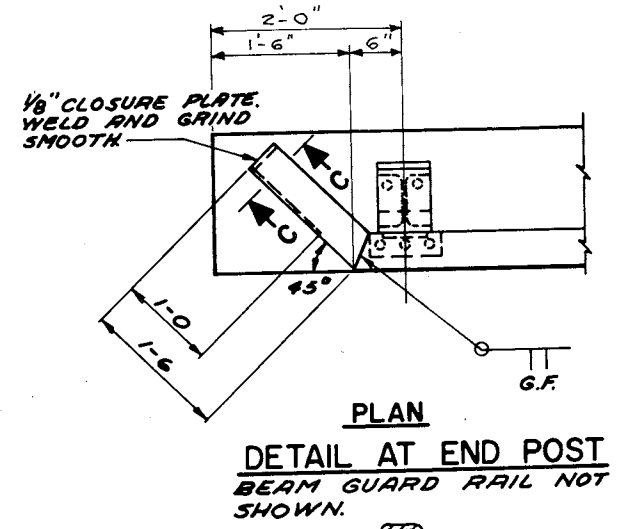
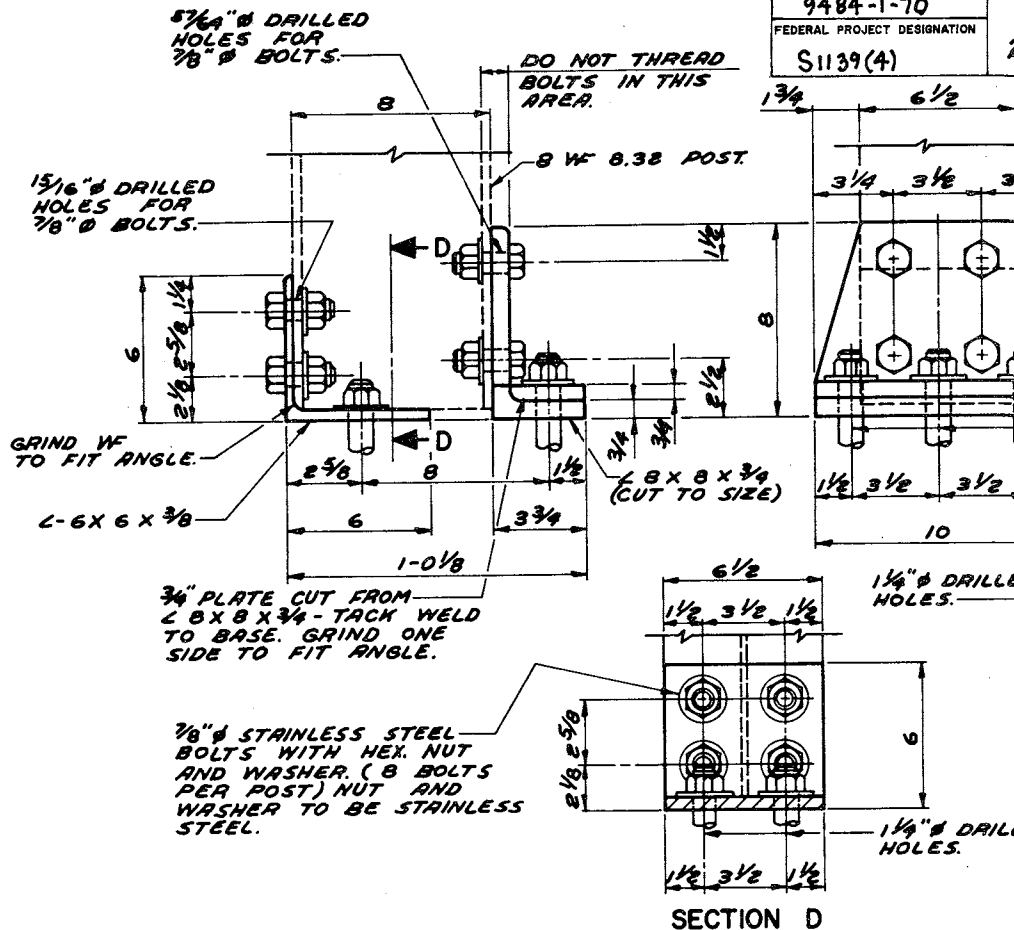
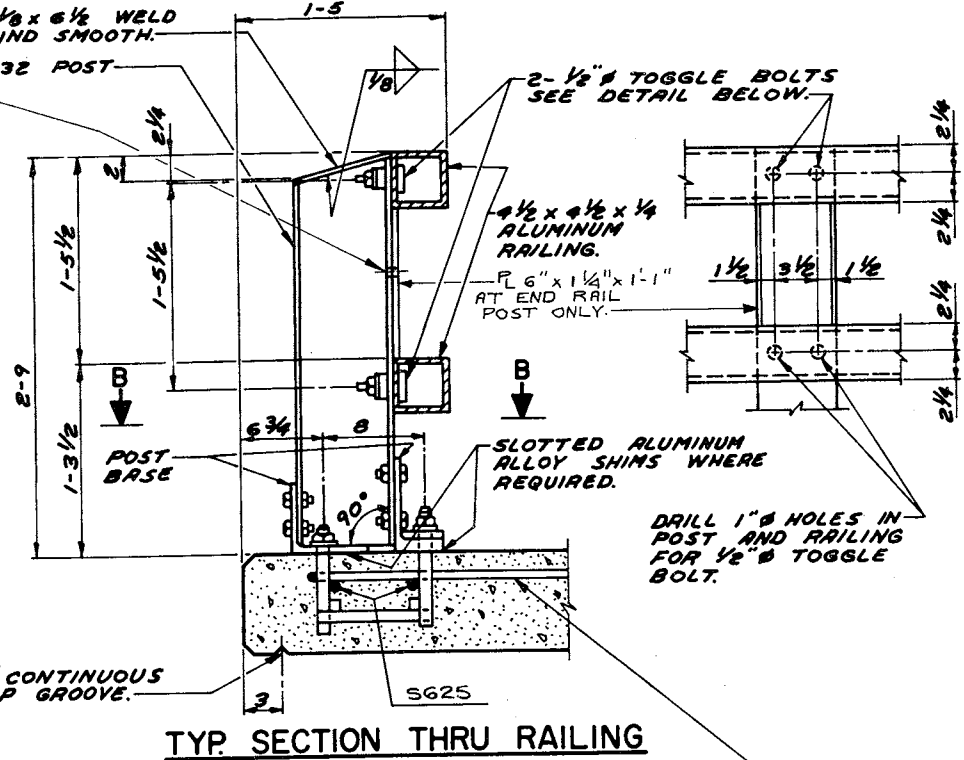
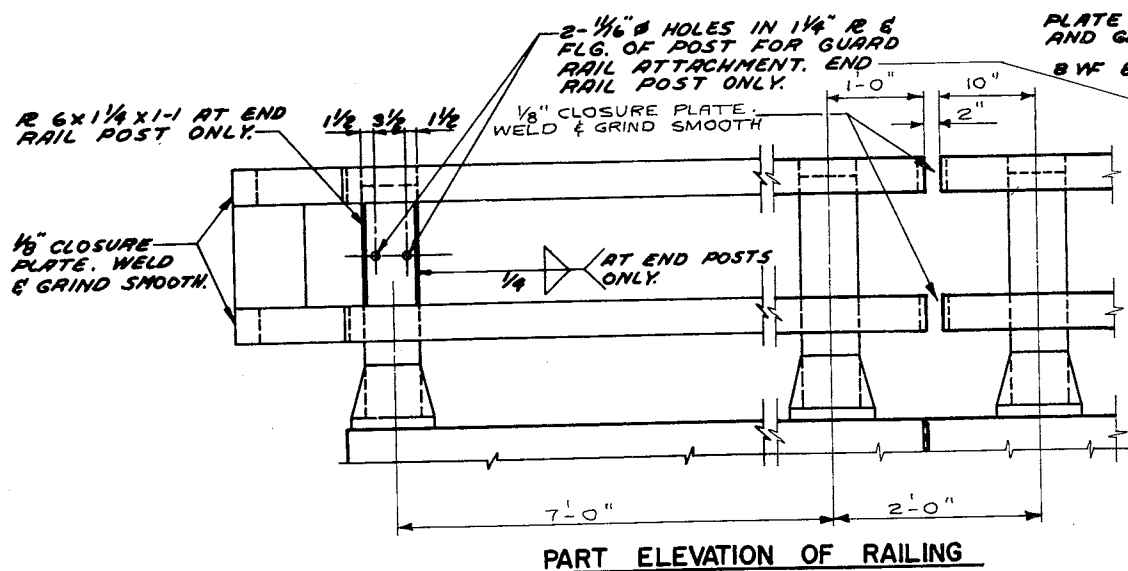


* DATA SHOWN IS THEORETICAL AND MAY VARY WITH CONCRETE STRENGTH, VARIABLE PRESTRESSING CONDITIONS AND PRESTRESS LOSSES.

MINIMUM CYLINDER STRENGTH OF
CONCRETE AT TIME OF TRANSFER
OF PRE-STRESS FORCE f_{ci} (psi)

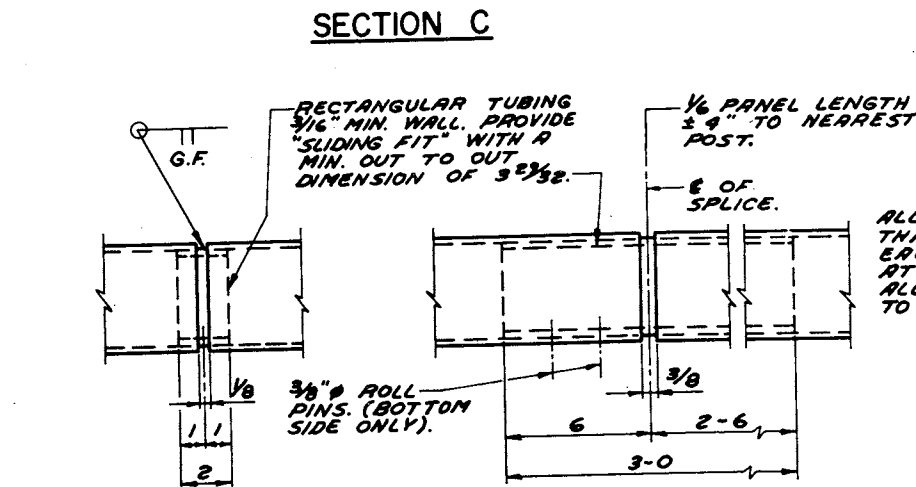
GIRDER TYPE	SPANS
DRAPED PATTERN	4800

No.	Date	Revision	By
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS			
STRUCTURE B-37-151			
Const. Spec.	1969	Drawn By L.N.F.	Plans Checked KOK
36" PRESTRESSED GIRDER DETAILS			SHEET 7 OF 9 Y42266

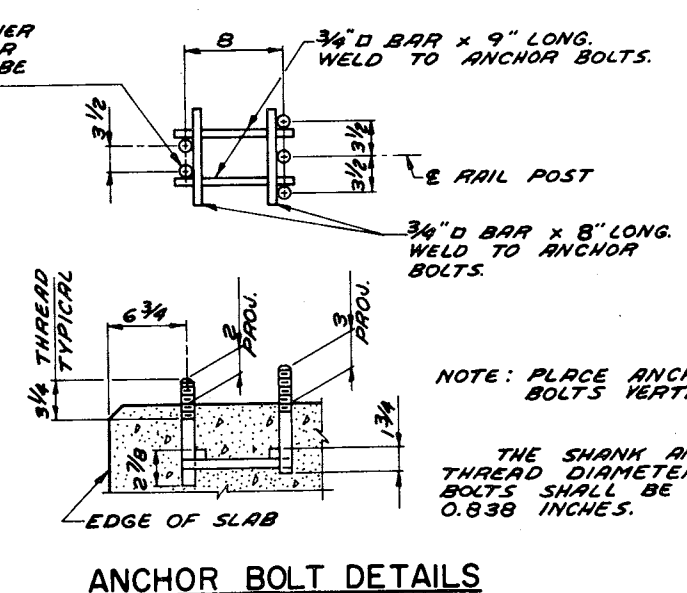
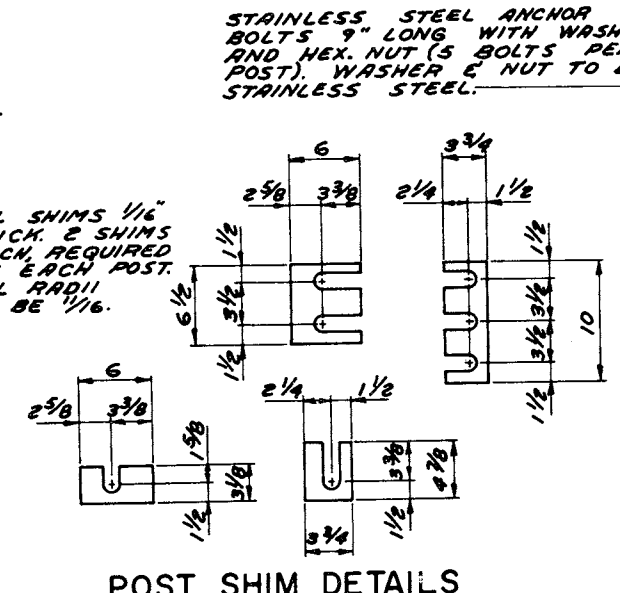


GENERAL NOTES

ALUMINUM RAIL POSTS SHALL BE SET NORMAL TO GRADE.
 RAILING SHALL BE FABRICATED IN TWO AND THREE PANEL LENGTHS.
 ALUMINUM SHIMS SHALL BE USED UNDER POSTS WHERE REQUIRED FOR ALIGNMENT.
 CHAMFER TOP OF ANCHOR BOLTS BEFORE THREADING.



LOCATION MUST BE SHOWN ON THE SHOP DRAWINGS.



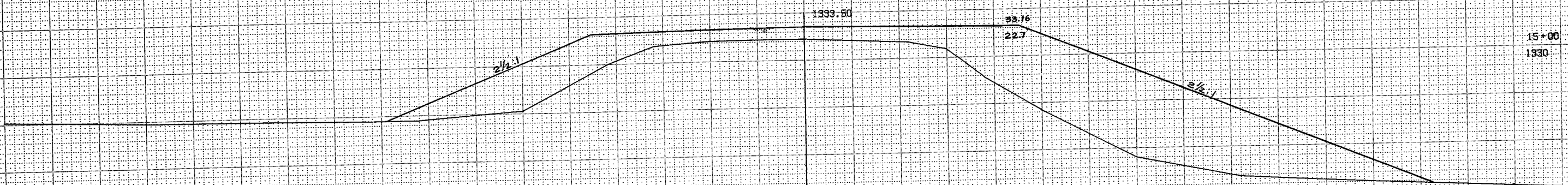
NOTE: PLACE ANCHOR BOLTS VERTICAL.

THE SHANK AND ROOT OF THREAD DIAMETER FOR ANCHOR BOLTS SHALL BE A MINIMUM OF 0.838 INCHES.

No.	Date	Revision
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS		
STRUCTURE B-37-151		
Const. Spec. 1969	Drawn By L.N.F.	Plans Check
TUBULAR ALUMINUM RAILING, TYPE "F"		SHEET X42

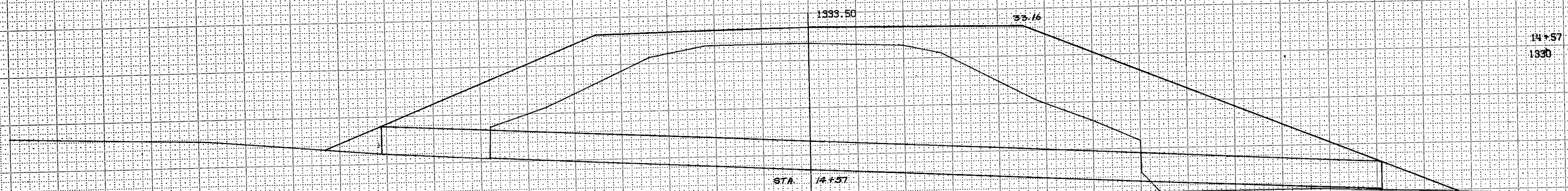
COMM - 62
FILL - 590

S 1139(4) 23-73



15+00
1330

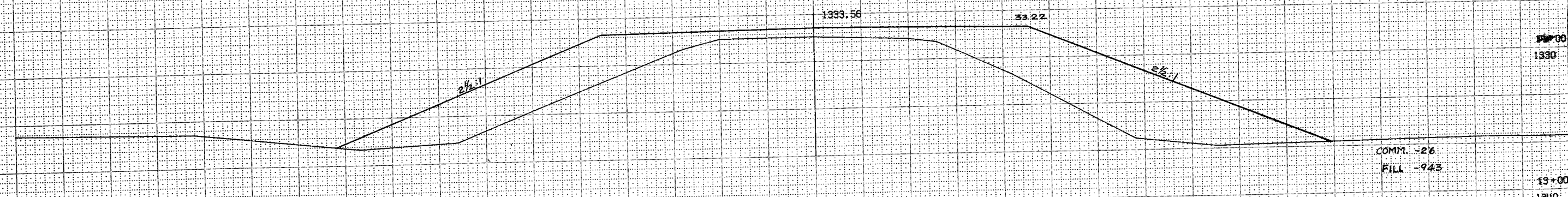
COMM - 0
FILL - 792



14+57
1330

STA 14+57
REMOVE 1-36" RCCP
1-36" X 106' C.P. CLASS III REQ'D.

COMM - 0
FILL - 973



13+00
1330

COMM - 26
FILL - 943



12+00
1340

COMM - 26
FILL - 265

SHEET TOTALS COMM - 114
FILL - 3563

1 = 5 VERT
1 = 5 HOR
4 9484 11013

S 1139(4) 24-73

COMM - 1624

FILL - 0

ROCK - 4

17+00

1335

1333.50

33.16

22.7

31.4

31.4

4:1

2 1/2:1

COMM - 512

FILL - 0

16+60

1335

1333.50

33.16

31.2

31.2

VAR.

Comm - 613

FILL - 27

16+00

1335

1333.50

33.16

4:1

4:1

30.9

30.9

2 1/2:1

COMM - 173

FILL 70

15+62

1330

1333.50

33.16

22.7

VAR

30.6

4:1

4:1

SHEET TOTALS

COMM - 2922

FILL - 97

ROCK - 4

1 = S VER
1 = S HOR

4 9484 10013

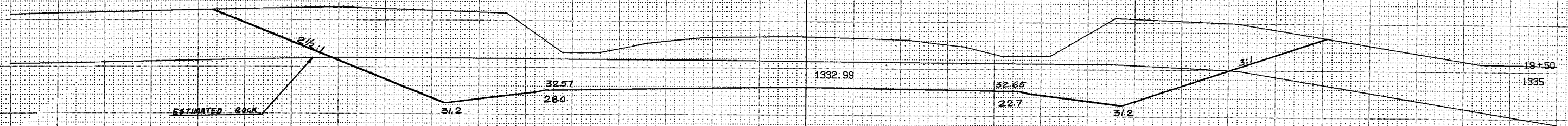
COMM - 185
FILL - 133
51139(4) 25-73



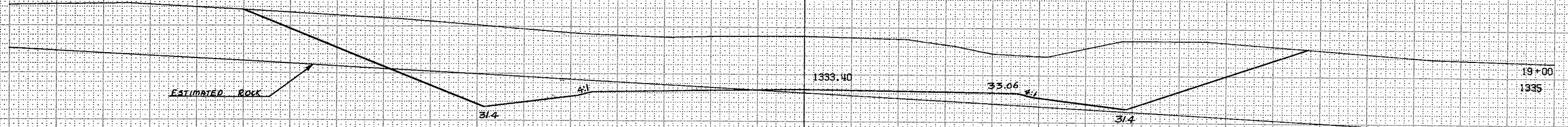
COMM - 264
FILL - 13



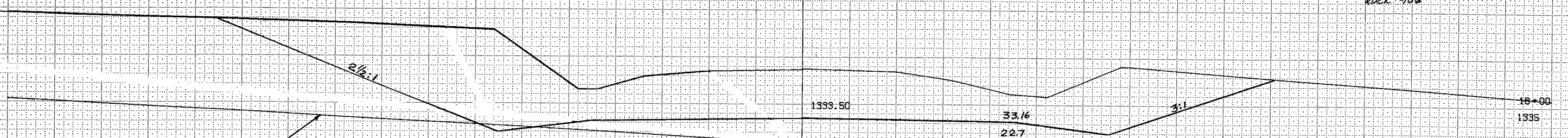
COMM - 1017
FILL - 0
ROCK - 528
"A" LINE
COMM - 5191
FILL - 164
ROCK - 400



COMM - 823
FILL - 0
ROCK - 315



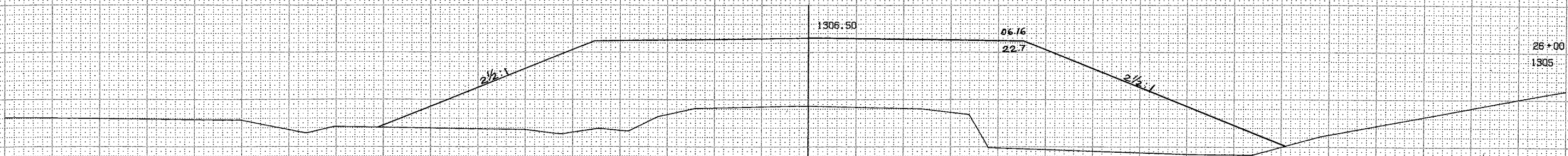
COMM - 1998
FILL - 0
ROCK - 106



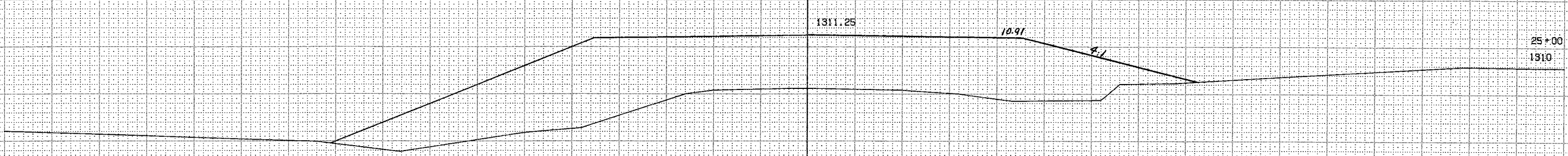
1" = 5' VER
1" = 5' HOR
SHEET TOTALS COMM - 9,478 5,478
FILL - 310
ROCK - 1,349

S1139(4) 26-73

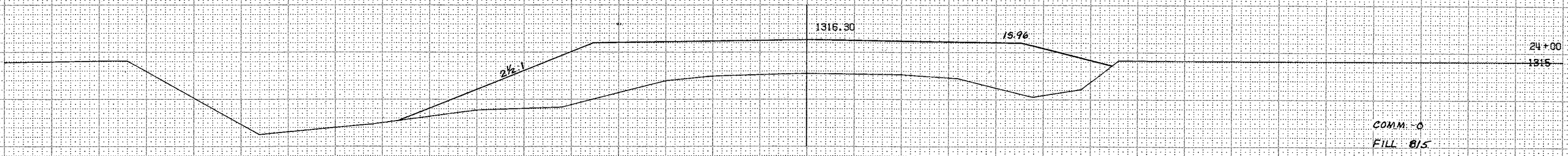
COMM 0
FILL 2243



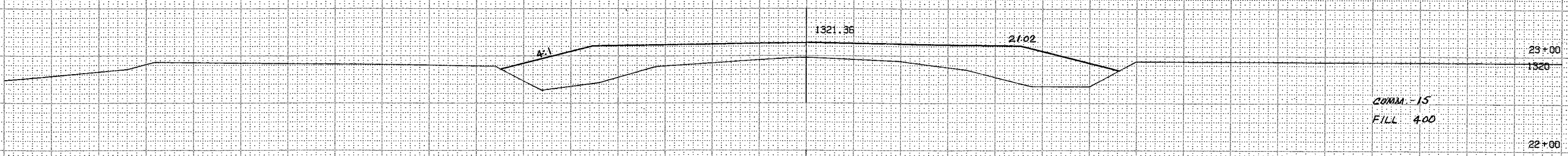
COMM - 0
FILL 2107



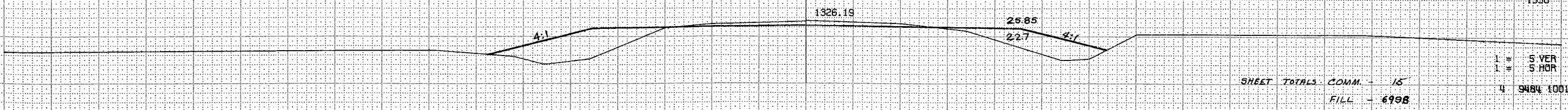
COMM - 0
FILL 1433



COMM - 0
FILL 815



COMM - 15
FILL 400



SHEET TOTALS COMM - 15
FILL - 6998

1" = 5' VER
1" = 5' HOR
4 9484 10013

S1139(4) 27-73

COMM - 0
FILL 519

30+00
1295

1299.81

99.47
22.7

4:1

3:1

COMM 0
FILL 866

29+30
1295

1299.53

99.19

2 1/2:1

STA 29+30
REMOVE 2-36" R.C.C.P.
2-48"X72" C.P. CLASS III REQ'D.

COMM - 0
FILL 453

29+00
1295

1299.60

99.26

COMM - 0
FILL 1406

28+00
1300

1300.84

00.30

COMM - 0
FILL 1830

27+00
1300

1302.94

02.60
22.7

2 1/2:1

3:1

SHEET TOTALS COMM - 0
FILL - 5074

1 = 5 VER
1 = 5 HOR
4 9484 10013

COMM - 1081

FILL 0

ROCK 61

81139(4) 26-73

36+00

1325

ESTIMATED ROCK

COMM 900

FILL 0

ROCK 33

35+00

1320

COMM 354

FILL 96

34+00

1310

COMM 39

FILL 185

33+00

1305

COMM 48

FILL 187

32+00

1300

COMM 15

FILL 269

31+00

1300

1 = S VER
1 = S HOR

SHEET TOTALS

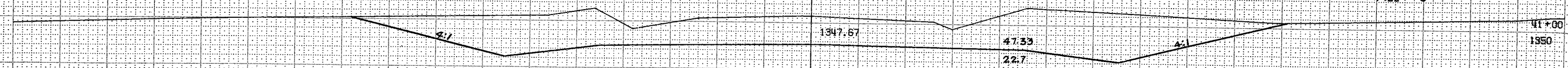
COMM - 2437

FILL - 737

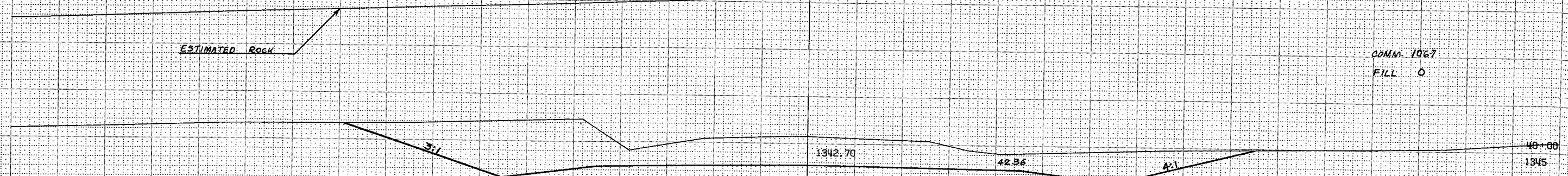
ROCK - 94

4 9484 10013

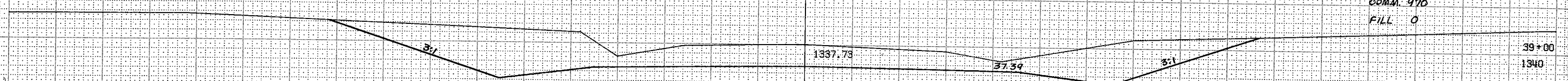
COMM. 863
FILL 0
S1159(4) 29-73



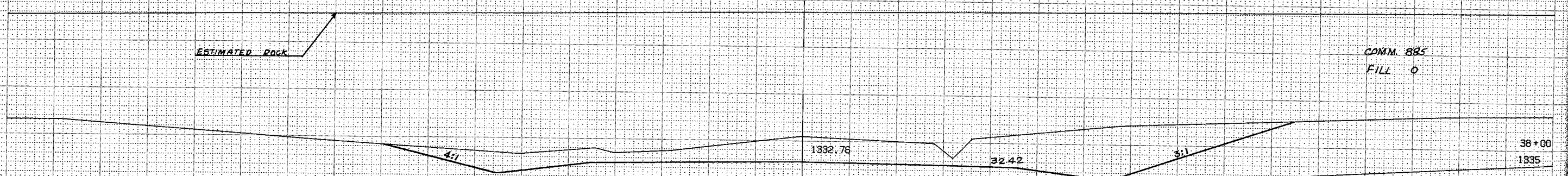
COMM. 1067
FILL 0



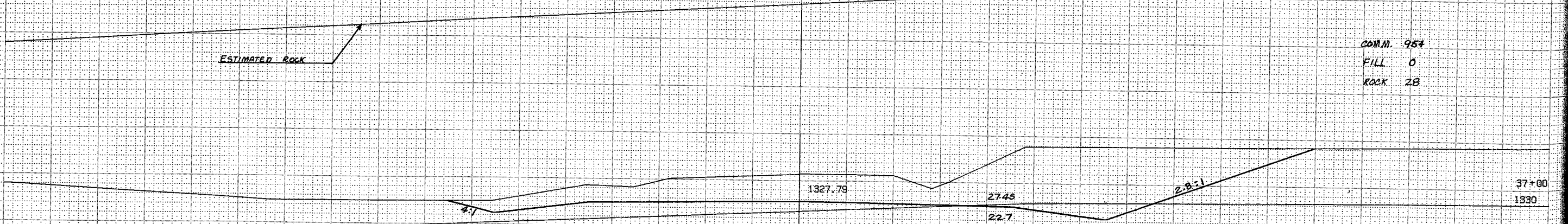
COMM. 970
FILL 0



COMM. 885
FILL 0



COMM. 954
FILL 0
ROCK 28



SHEET TOTALS
COMM. 4739
FILL 0
ROCK 28

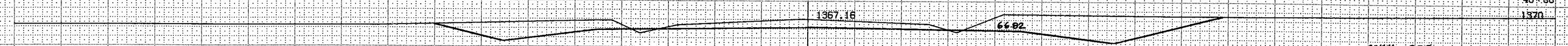
1 = S VER
1 = S HOR
4 9484 10013

S 1139(4) 30-73

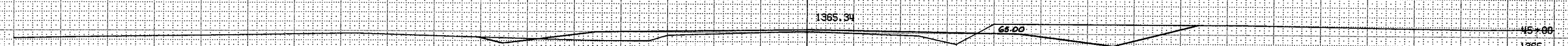
COMM. 1063
FILL 0



COMM. 620
FILL 2



COMM. 235
FILL 48



COMM. 89
FILL 144



COMM. 78
FILL 128



COMM. -356
FILL 26



ESTIMATED ROCK

SHEET TOTALS COMM - 2441
FILL - 344

1 = S VER
1 = S HOR
4 9484 10013

S 1139(4) 31-73

COMM. 444
FILL 2

COMM 124
FILL 3
ROCK 57
"B" LINE COMM. 650
FILL 114

52+00
1350

ESTIMATED ROCK

49.43
22.7

1349.77

49.39
25.2

4:1

55.39
22.7

1355.73

55.35
25.4

3:1

51+00
1360

ESTIMATED ROCK

COMM. 924
FILL 0
ROCK 57

1360.75

60.41
22.7

4:1

50+00
1365

ESTIMATED ROCK

COMM 952
FILL 0

1364.41

64.07

3:1

49+00
1365

ESTIMATED ROCK

COMM 1154
FILL 0

1366.70

66.36
22.7

3:1

48+00
1370

ESTIMATED ROCK

SHEET TOTALS COMM. - 4848
FILL - 119
ROCK - 114

1 = S VER
1 = S HOR
4 9484 10013

S1139(4) 32-73

COMM. 302
FILL 304

STA. 58+48
REMOVE 1-24" R.C.C.P.
1-58"x36"x72" C.M.P.A. REQ'D.
SKEW 20° L.H.F.

STA 58+55
DITCH DIKE

COMM. 207
FILL 257

COMM. 535
FILL 50

COMM. 1143
FILL 0

COMM. 1387
FILL 0

COMM. 802
FILL 0

SHEET TOTALS COMM. 4376
FILL 612

53+00
1345
5 VER
1 = 5' HORIZ
4 9484 10013

COMM. 0
FILL 578

COMM. 0
FILL 687

COMM. 37
FILL 407

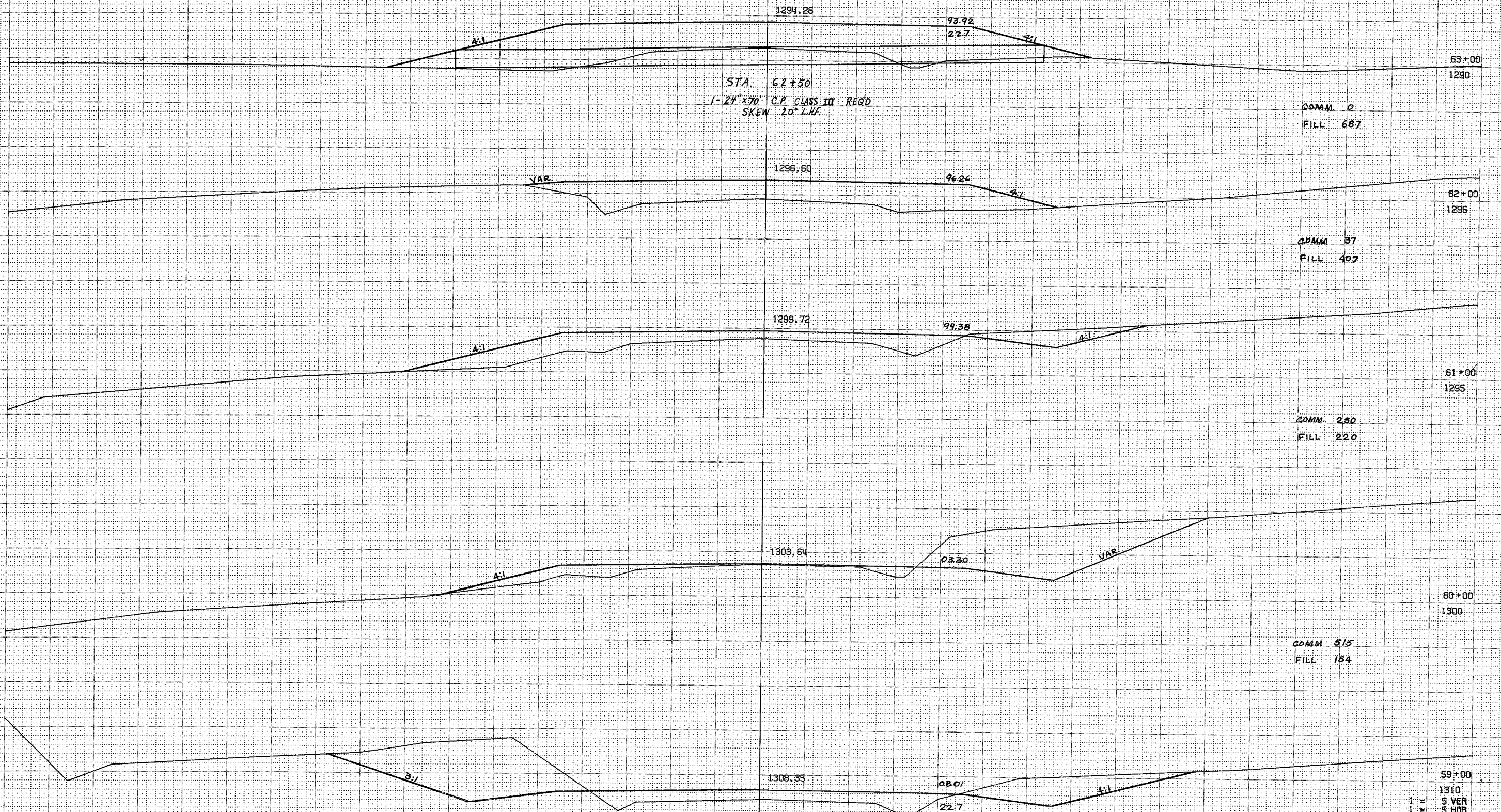
COMM. 230
FILL 220

COMM. 515
FILL 184

SHEET TOTALS COMM. - 802
FILL - 2046

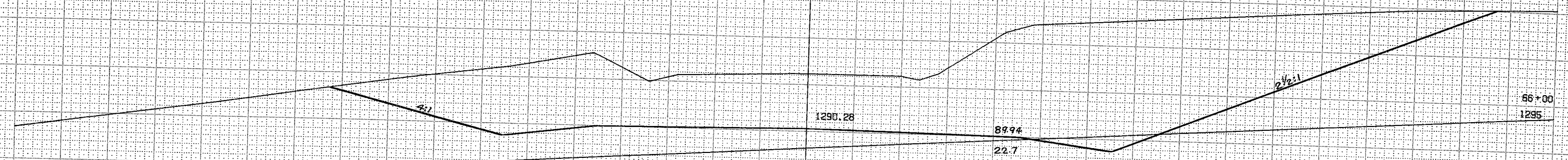
1 = 1310
1 = 5 VER
1 = 5 HOR
4 9484 10013

STA. 62+50
1-24"x70" C.P. CLASS III REQD
SKEW 20° L.H.E.

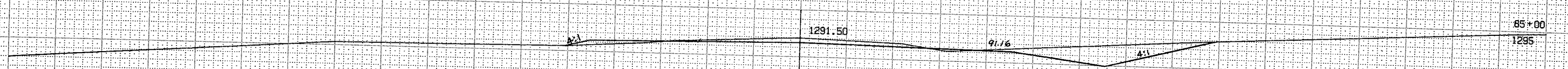


S1139(4) 34-73

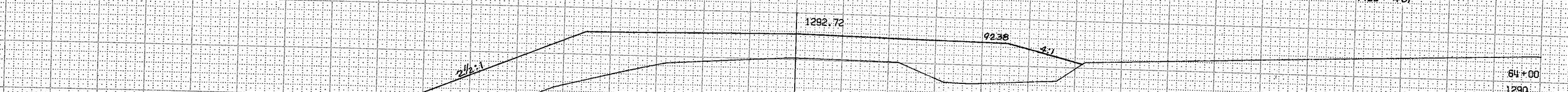
COMM 1851
FILL 0
ROCK 232



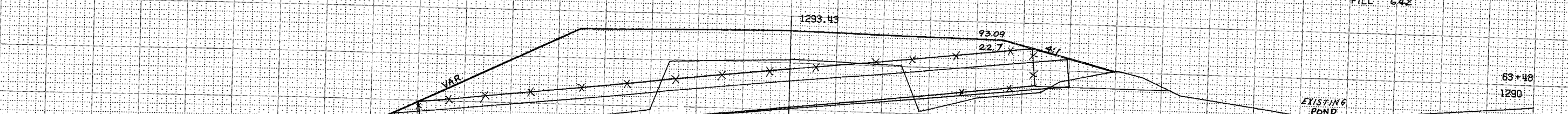
COMM 1624
FILL 7
ROCK 22



COMM 65
FILL 481



COMM 0
FILL 642



STA. 63+48
REMOVE 1- 48" R.C.C.P.
1- 36" X 72" CP CLASS III REQ'D

SHEET TOTALS COMM- 3540
FILL - 1130
ROCK - 254

1" = 5' VER
1" = 5' HOR
4 9484 10013

S 1132(4) 35-73

COMM. 896

FILL 76

ROCK 4

68+00

1290

1287.02

86.68

22.7

2 1/2:1

4:1

ESTIMATED ROCK

COMM. 1330

FILL 0

ROCK 811

67+00

1290

1288.87

88.53

COMM. 909

FILL 0

ROCK 470

ESTIMATED ROCK

3:1

3:1

VAR.

2 1/2:1

1289.49

89.15

22.7

66+60

1290

ESTIMATED ROCK

SHEET TOTALS COMM - 3135

FILL - 76

ROCK - 1286

1 = S VER

1 = S HOR

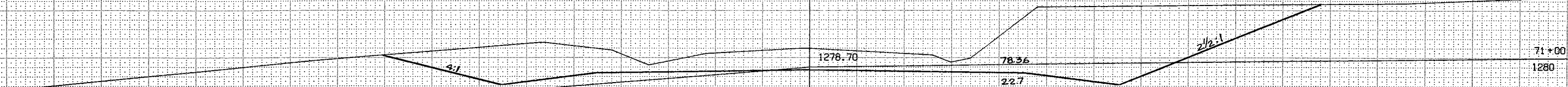
4 9484 10013

S1139(4) 36-73

COMM. 78
FILL 432

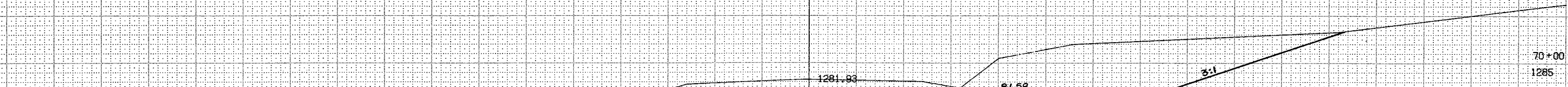


COMM. - 565
FILL 185
ROCK 70



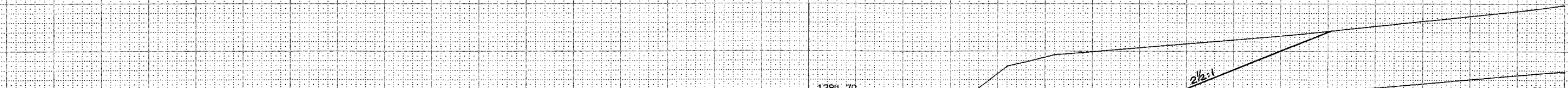
ESTIMATED ROCK

COMM. - 881
FILL 9
ROCK 70



ESTIMATED ROCK

COMM. 672
FILL 85
ROCK 4



ESTIMATED ROCK

SHEET TOTALS COMM. 2196
FILL 771
ROCK 144

1 = 5 VER
1 = 5 HOR
4 9484 10013

SH39(4) 37-73

COMM. 46
FILL 989

COMM. 56
FILL 590

COMM. 220
FILL 261

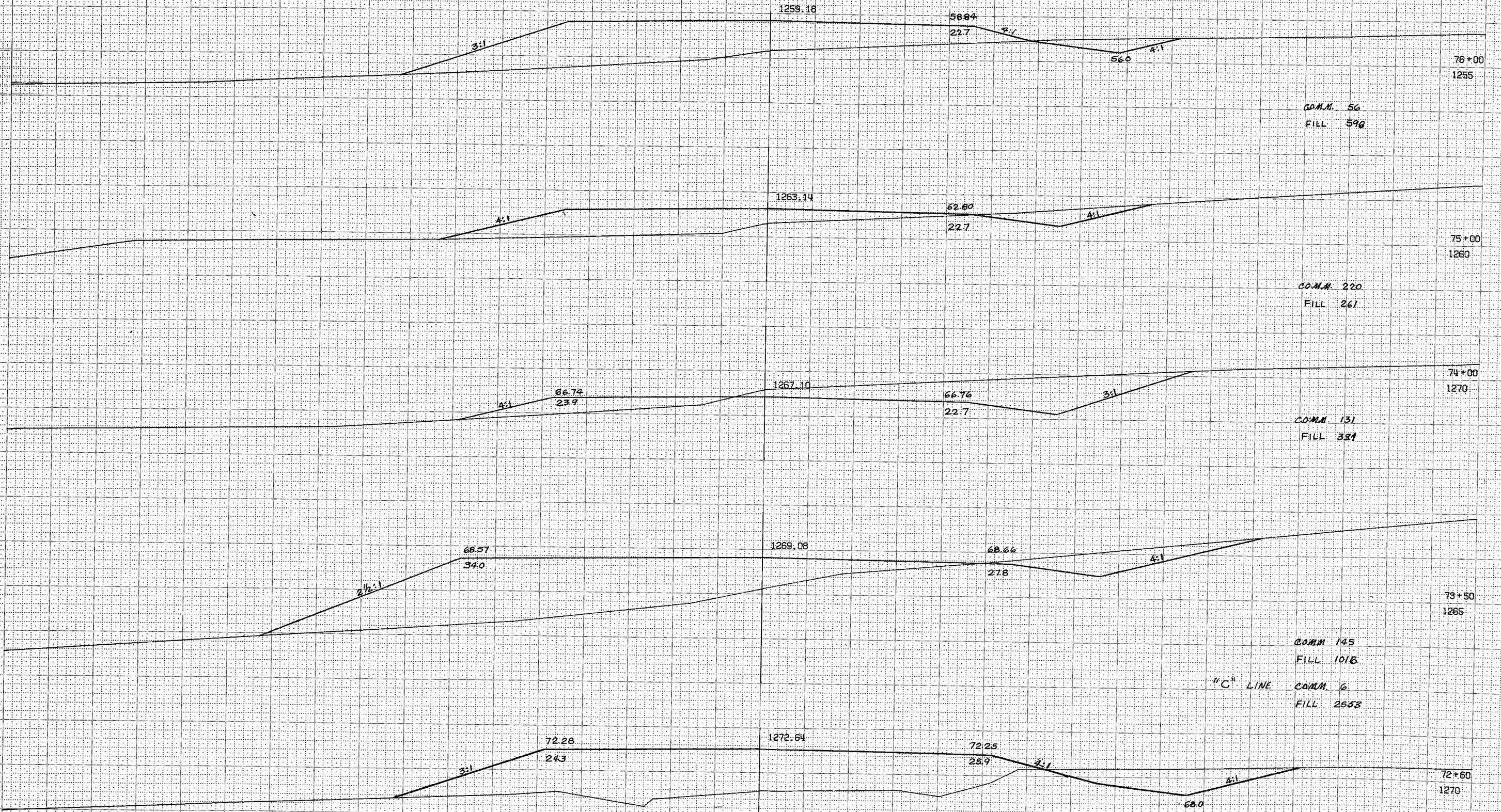
COMM. 131
FILL 331

COMM. 145
FILL 1016

"C" LINE COMM. 6
FILL 2558

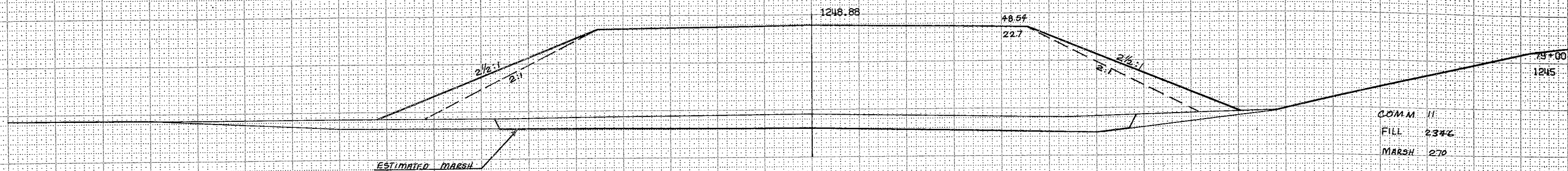
SHEET TOTALS COMM - 604
FILL - 5748

1" = 5' VER
1" = 5' HOR
4 9484 10013

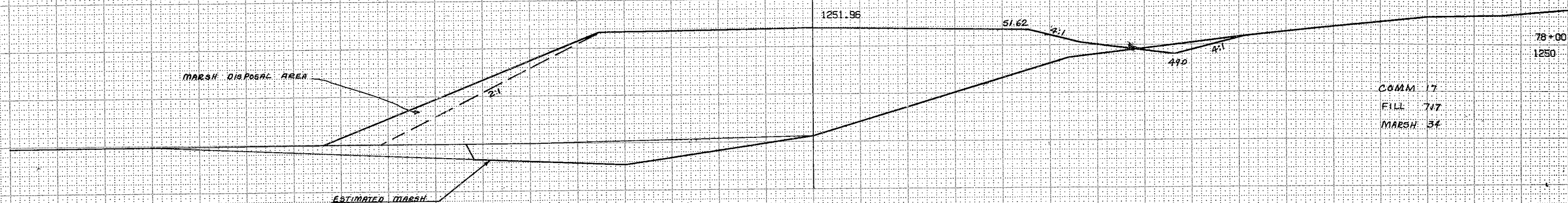


S 1139(4) 38-73

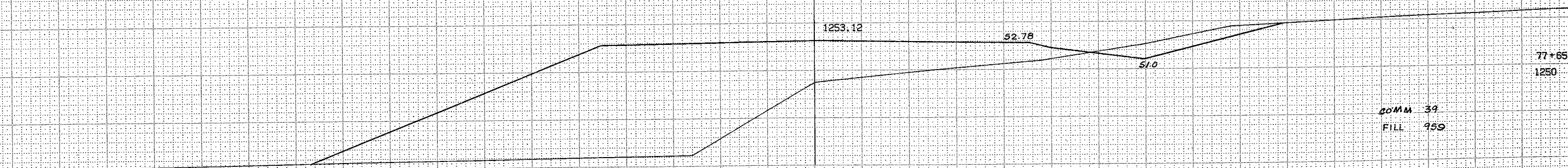
COMM. 0
FILL 2728
MARSH 343



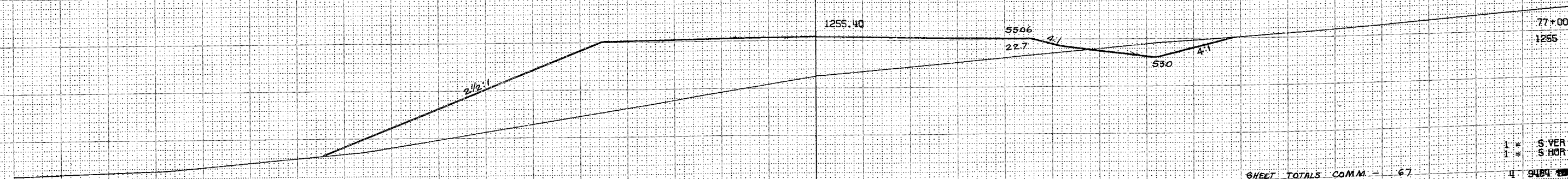
COMM. 11
FILL 2346
MARSH 270



COMM. 17
FILL 717
MARSH 34



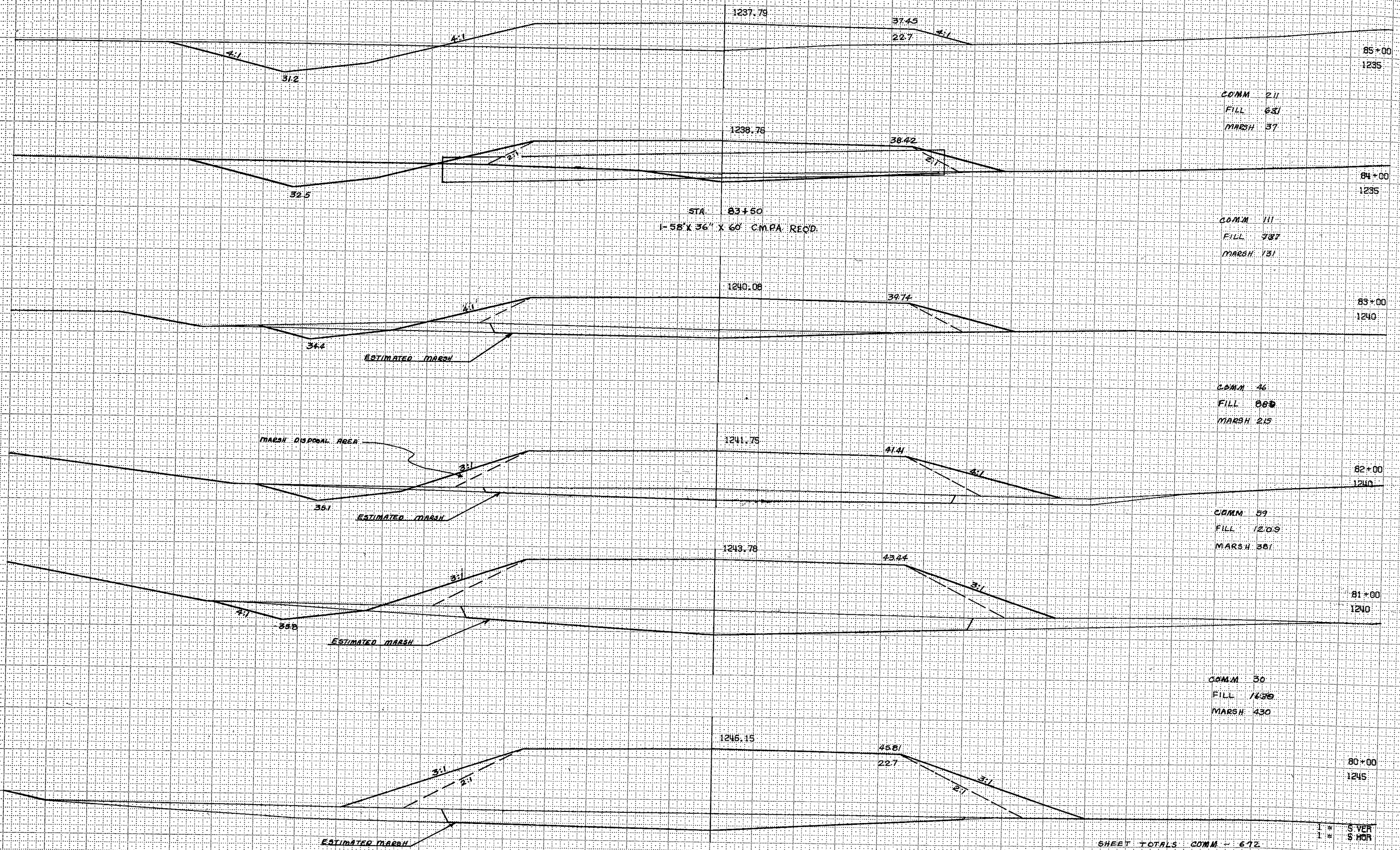
COMM. 39
FILL 959



SHEET TOTALS COMM. = 67
FILL = 6150
MARSH = 647

1 = S. VER
1 = S. HOR
4 9484 12513

S1139(4) 39-73
 COMM. 215
 FILL 580



COMM 211
 FILL 631
 MARSH 37

COMM 111
 FILL 787
 MARSH 131

COMM 46
 FILL 865
 MARSH 215

COMM 59
 FILL 1209
 MARSH 381

COMM 30
 FILL 1430
 MARSH 430

SHEET TOTALS COMM - 672
 FILL - 5685
 MARSH - 1194

1 = S VER
 1 = S HOR
 4 9400 10013

S 1139(4) 40-73

COMM 202

FILL 915

1234.97

34.63

22.7

91+00

1230

COMM 154

FILL 909

1235.41

35.07

90+00

1235

COMM 180

FILL 772

1235.85

35.51

89+00

1235

COMM 198

FILL 572

1235.29

35.95

88+00

1235

COMM 194

FILL 457

1236.73

36.39

87+00

1235

COMM 198

FILL 515

1237.17

36.83

22.7

86+00

1235

1 = S VER

1 = S HOR

SHEET TOTALS COMM - 1126

FILL - 4140

4 9484 10013

51139(4) 42-73

COMM. 598

FILL 0

102+00

1235

COMM. 1298

FILL 0

101+00

1235

COMM. 1731

FILL 0

100+00

1235

COMM. 1617

FILL 0

99+00

1235

COMM. 1344

FILL 0

98+00

1235

COMM. 230

FILL 76

97+63

1230

5 VER

8 HOR

SHEET TOTALS

COMM. 6815

FILL 76

4 9484 10013

51139(4) 43-63 73

COMM 1678

FILL 0

106+00

1235

COMM 1220

FILL 0

107+00

1235

COMM 680

FILL 0

106+00

1235

COMM 315

FILL 37

105+00

1235

COMM 193

FILL 83

104+00

1230

COMM 272

FILL 46

103+00

1235

1 = S VER
1 = S HOR

SHEET TOTALS COMM - 4368

FILL - 166

4 9484 10013

S1139(4) 44-73

COMM. 100
FILL 120

1225.65

25.31

22.7

23.0

114+00

1225

COMM. 802
FILL 30

1226.52

24.18

4.1

113+00

1230

COMM. 1583
FILL 0

1227.39

27.05

3.1

112+00

1230

COMM. 1724
FILL 0

1228.26

27.92

111+00

1230

COMM. 1915
FILL 0

1229.14

28.80

110+00

1230

COMM. 1969
FILL 0

1230.01

29.67

22.7

3.1

109+00

1235

SHEET TOTALS COMM- 8093
FILL - 150

1 = 5 VER
1 = 5 HOR
4 9484 10048

CDMM. 0 S 1139(4) 45-73
 FILL 1336
 MARSH 329

CDMM. 0
 FILL 3031
 MARSH 720

CDMM. 0
 FILL 3112
 MARSH 770

CDMM. 24
 FILL 905
 MARSH 216

CDMM. 71
 FILL 85

CDMM. 130
 FILL 96

SHEET TOTALS CDMM - 225
 FILL - 8330
 MARSH - 2035

1 1/2
 1 1/2
 4 9484 10013

119+00
 1220

118+00
 1220

117+00
 1220

116+50
 1220

116+00
 1225

115+00

1225

5 VER

5 HOR

1221.26

20.94
 22.7

1222.16

21.82

1223.03

22.69

1223.47

23.13

1223.90

23.56

1224.77

24.63

22.7

22.0

ESTIMATED MARSH

MARSH DISPOSAL AREA

ESTIMATED MARSH

ESTIMATED MARSH

2 1/2:1
 2:1

2 1/2:1
 2:1

4:1

4:1

2 1/2:1
 2:1

2 1/2:1
 2:1

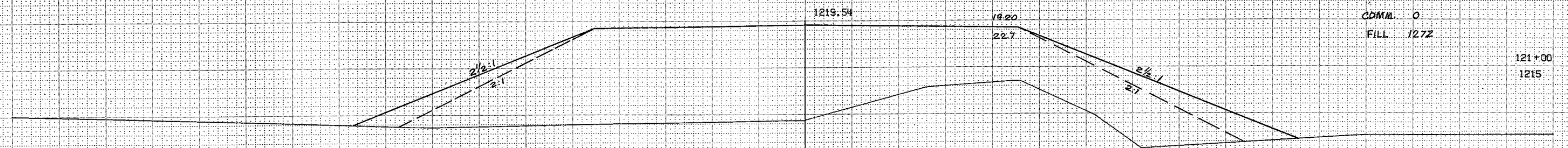
4:1

4:1

4:1

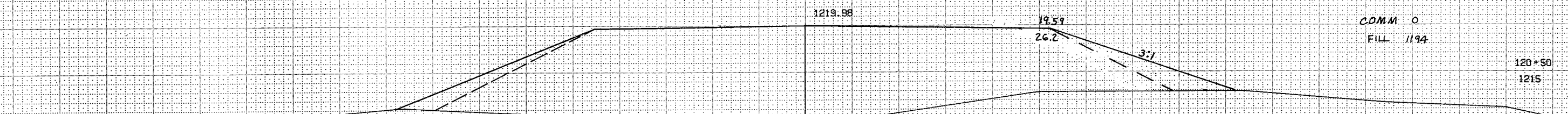
4:1

S1139(4) 46-73



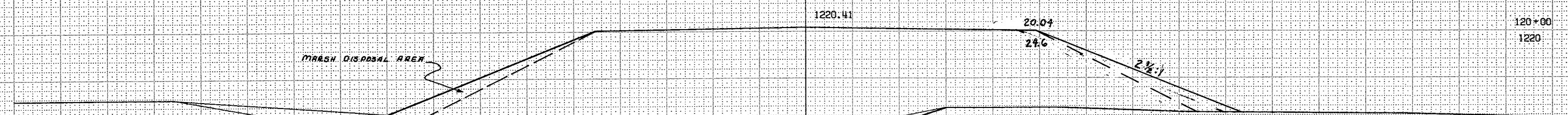
COMM. 0
FILL 1272

121+00
1215



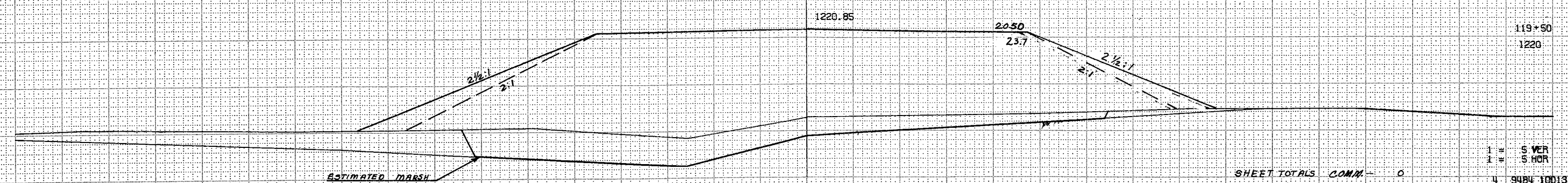
COMM. 0
FILL 1194

120+50
1215



COMM. 0
FILL 1231
MARSH 104

120+00
1220



COMM. 0
FILL 1287
MARSH 242

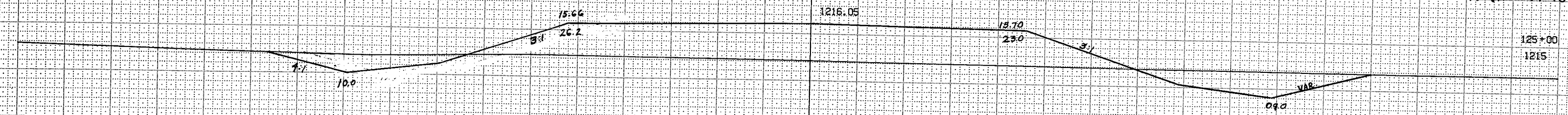
119+50
1220

SHEET TOTALS COMM. 0
FILL 4984
MARSH 346

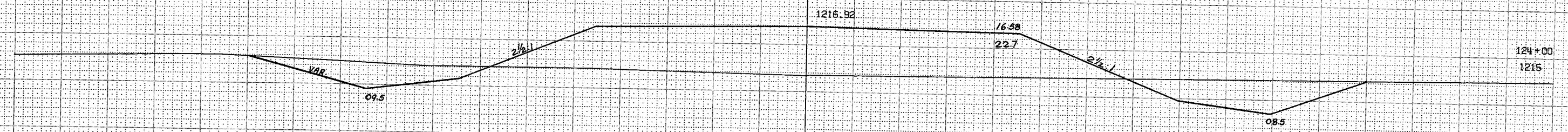
1" = 5' VER
1" = 5' HOR
4 9484 10013

COMM 522
FILL 1392
"D" LINE - COMM 41
FILL 263

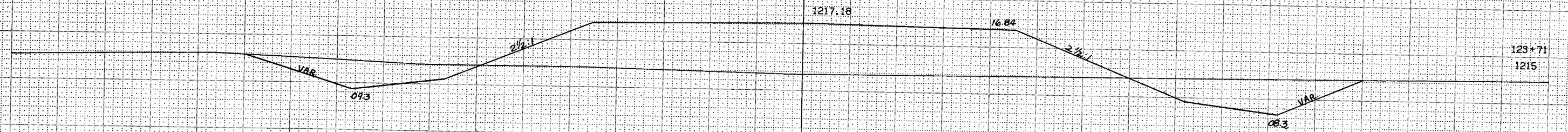
S 1139(4) 41-73



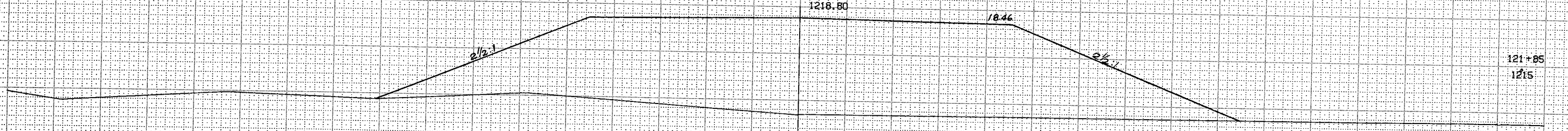
COMM 291
FILL 902



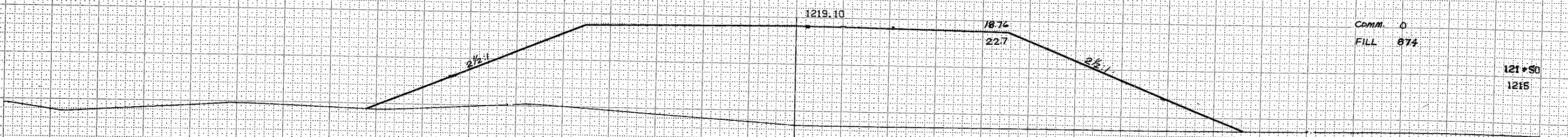
COMM 104
FILL 305



COMM 20
FILL 182



COMM 0
FILL 874



SHEET TOTALS COMM - 976
FILL - 3918

1 = S VER
1 = S HOR
4 9484 10013

S 1139(4) 48-73

Comm. 376
FILL 1124

Comm. 194
FILL 1261

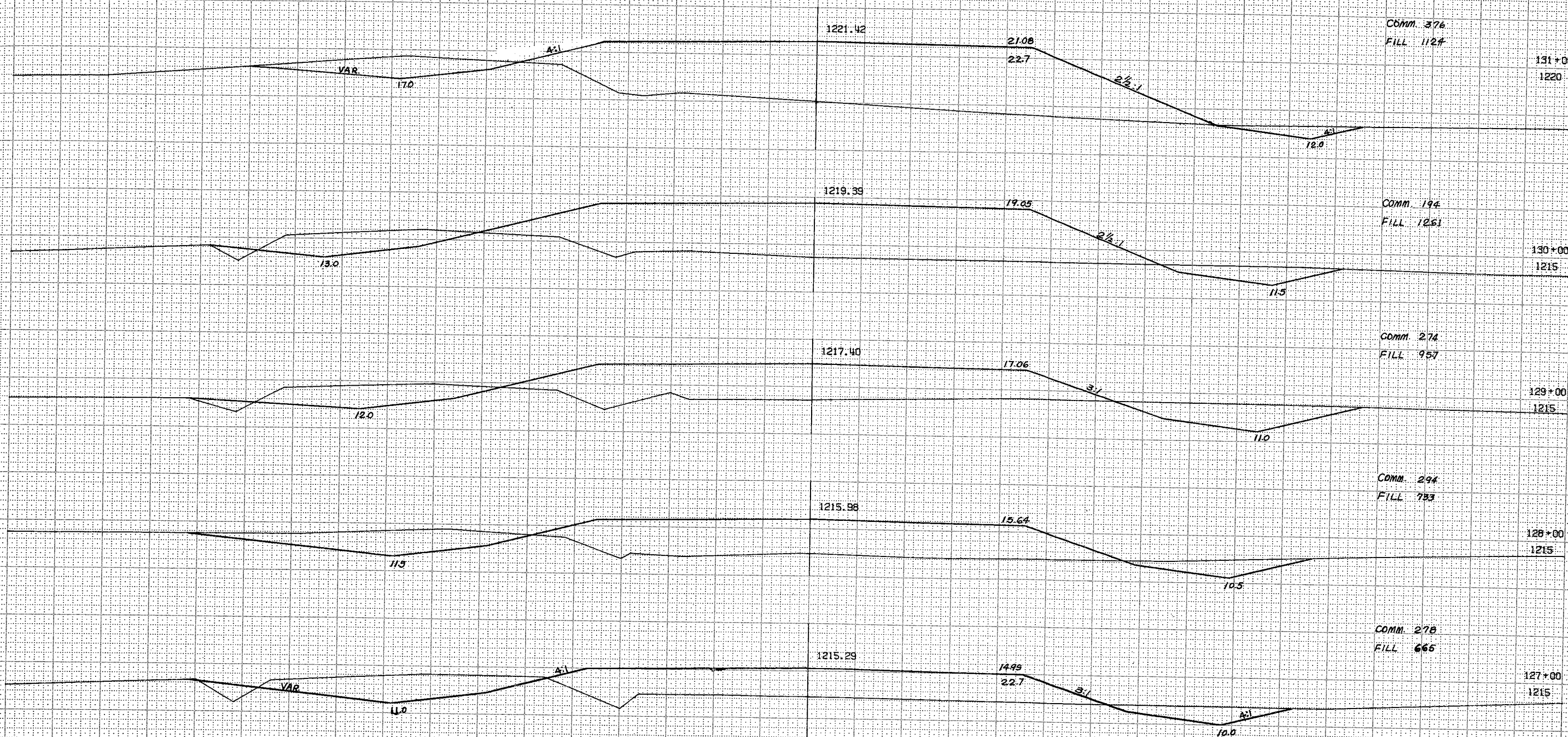
Comm. 274
FILL 957

Comm. 294
FILL 783

Comm. 278
FILL 665

SHEET TOTALS Comm - 1416
FILL - 4790

1" = 5' VER
1" = 5' HOR
4 9484 10012



S 1139 (4) 49-73

COMM. 1722
FILL 4

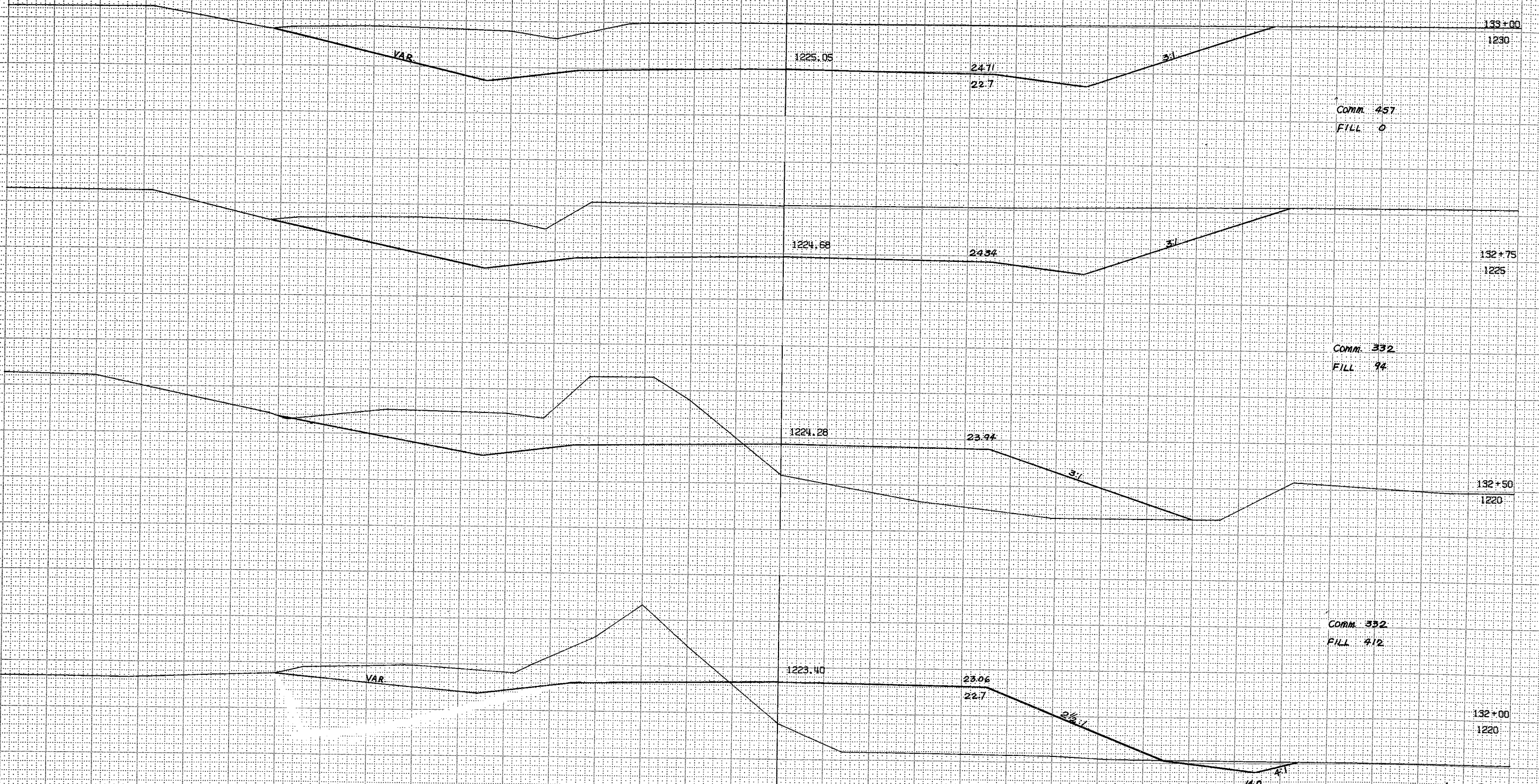
COMM. 457
FILL 0

COMM. 332
FILL 94

COMM. 332
FILL 412

SHEET TOTALS COMM. 2893
FILL 510

1" = 5' VER
1" = 5' HOR
4 9484 10013



S1139(4) 50-73

1229.75

29.41
22.7

VAR

140+00
1230

Comm. 1048
FILL 0

1229.25

28.91

4:1

139+00
1230

Comm. 483
FILL 219

1228.75

28.41

4:1

25.0

138+00
1225

Comm. 230
FILL 296

1228.25

27.91

24.7

137+00
1225

Comm. 417
FILL 83

1227.75

27.41

4:1

24.4

136+00
1230

Comm. 870
FILL 7

1227.20

26.86

3:1

24.1

135+00
1230

Comm. 1433
FILL 6

1226.32

25.98

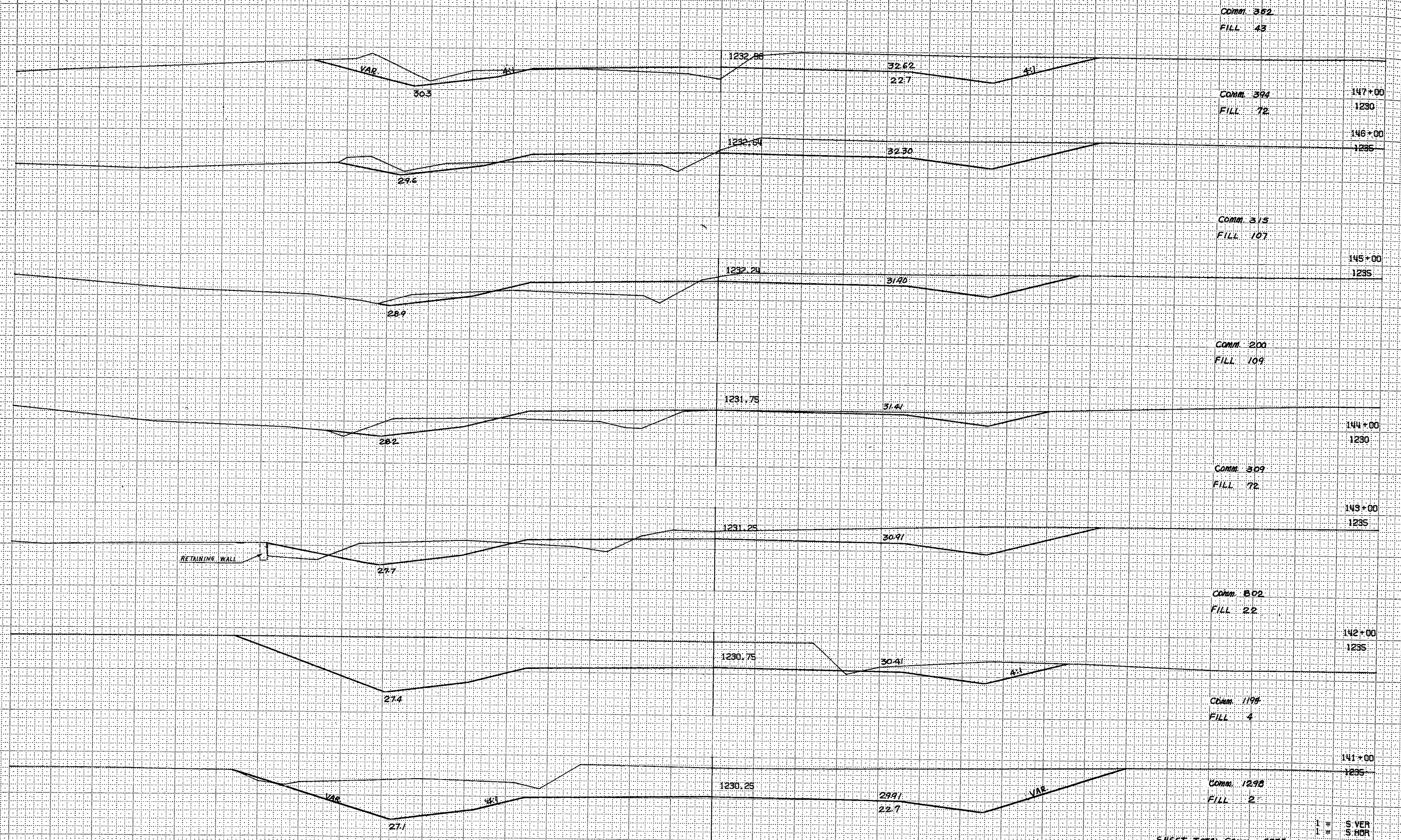
22.7

3:1

23.8

134+00
1230

SHEET TOTALS COMM. - 4481
FILL - 611
1 = 5 VER
1 = 5 HOR
4 9484 10013



S1139(4) 52-73

Comm 113
FILL 35

155+00
1240

Comm 237
FILL 15

154+00
1240

Comm 259
FILL 22

153+00
1235

Comm 113
FILL 107

Comm 44
FILL 185

152+00
1230

Comm 80
FILL 187

151+00
1230

Comm 139
FILL 169

150+00
1230

Comm 235
FILL 96

149+00
1230

Comm 235
FILL 96

148+00
1235

SHEET TOTAL COMM. - 1220
FILL - 816

1 # 5 VER
1 # 5 HOR
4 9484 10013

STA. 151+65
1-24" X 18" X 86' C.M.P.A. REQ'D.
SKEW 55° L.H.F.

1235.42

35.08

22.7

4:1

1235.11

34.77

1234.80

34.46

1234.50

34.16

1234.19

33.85

1233.88

33.64

1233.58

33.24

1233.27

32.93

22.7

4:1

4:1

31.9

4:1

31.6

4:1

31.3

VAR

31.0

S1139(4) 55-73

Comm. 48
FILL 367

Comm. 26
FILL 256

Comm. 4
FILL 91

Comm. 11
FILL 237

Comm. 56
FILL 139

Comm. 85
FILL 57

Comm. 74
FILL 50

SHEET TOTALS COMM. 306
FILL 1197

1 = S VER
1 = S HOR
4 9484 10313

1237.26

36.92

22.7

161+00

1235

1237.04

36.70

160+29

1235

STA 160+29
REMOVE 2- 30" R.C.C.P.
3- 56"x36"x48" C.M.P.A. REQ'D

1236.95

36.61

160+00

1235

1236.65

36.31

159+00

1235

1236.34

36.00

158+00

1240

1236.03

35.69

157+00

1240

1235.73

35.37

22.7

156+00

1240

51139(4) 54-73

COMM. 241
FILL 98

169+00
1240

COMM. 239
FILL 131

168+00
1235

COMM. 181
FILL 200

COMM. 133
FILL 224

167+00
1235

COMM. 165
FILL 200

166+00
1235

COMM. 181
FILL 189

165+00
1235

COMM. 148
FILL 237

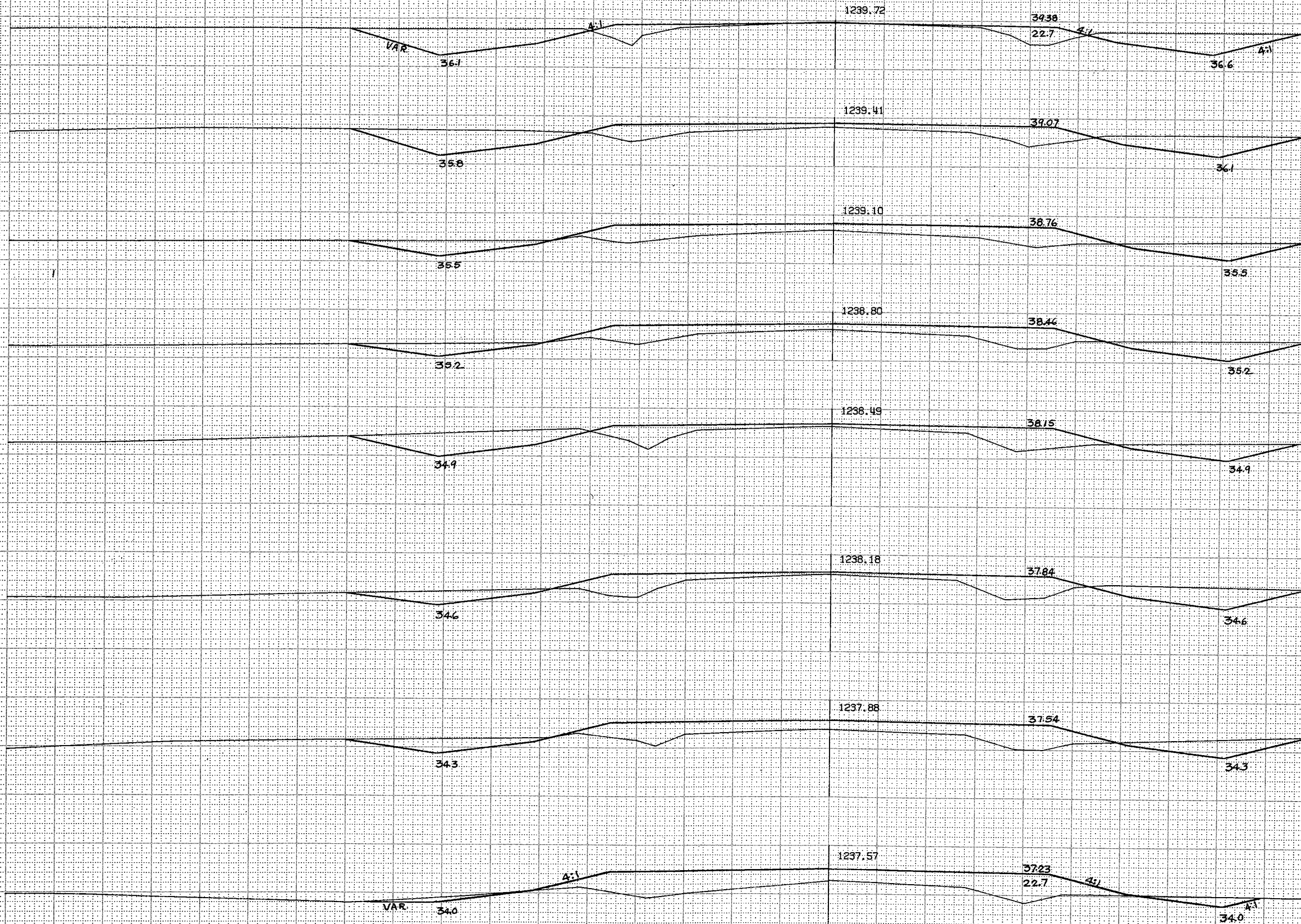
164+00
1235

COMM. 85
FILL 328

163+00
1235

SHEET TOTALS COMM. - 1373
FILL - 1607

162+00
1235
5 VER
4 9484 10013



Comm. 167
FILL 228

S1139(4) 55-73

1242.87

42.63

22.7

4:1

40.7

4:1

176+00

1240

Comm. 239
FILL 143

1242.08

41.74

40.0

175+00

1240

Comm. 241
FILL 80

1241.41

41.07

39.3

174+00

1245

Comm. 237
FILL 52

1240.95

40.61

38.6

173+00

1245

Comm. 244
FILL 57

1240.64

40.30

38.1

172+00

1245

Comm. 235
FILL 72

1240.33

39.99

37.6

171+00

1245

Comm. 233
FILL 91

1240.03

39.69

22.7

4:1

37.1

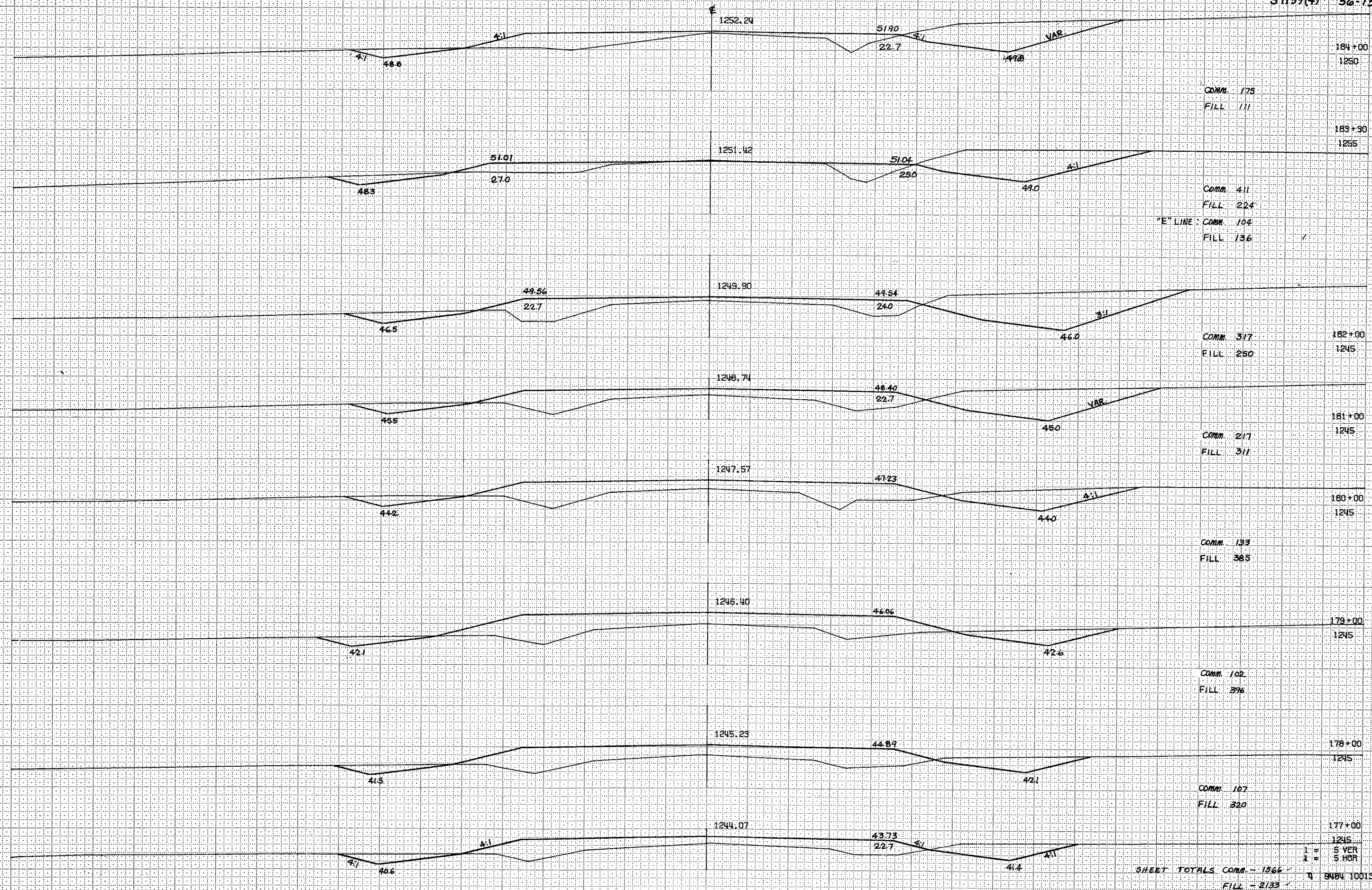
4:1

170+00

1245

SHEET TOTALS Comm. - 1596 ✓
FILL - 723 ✓
1 = 5 VER
1 = 5 HOR
4 9484 10013

81139(4) 56-73



SHEET TOTALS COMM - 1566 ✓		4	9484	10013
FILL - 2133 ✓				

S1139(4) 57-73

Comm. 348
FILL 35

Comm. 270
FILL 72

Comm. 246
FILL 109

Comm. 280
FILL 131

Comm. 272
FILL 157

Comm. 250
FILL 170

Comm. 230
FILL 183

SHEET TOTALS Comm. - 1904
FILL - 857

1 =
S. VER
1 =
S. HOR
4 9484 10013

190+00

1260

189+00

1260

188+00

1260

187+00

1255

186+00

1250

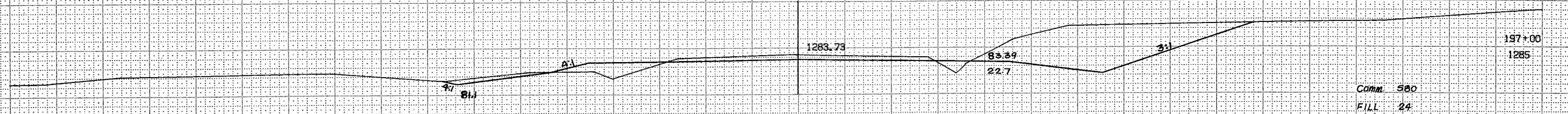
185+00

1250

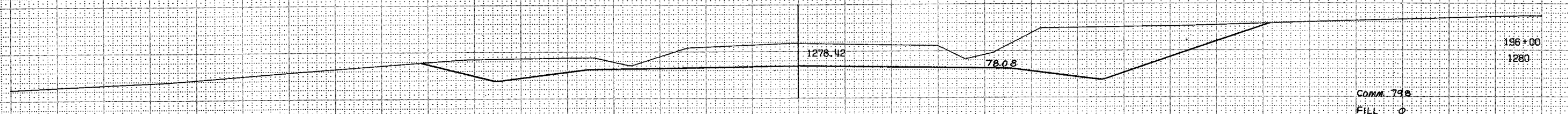
S. VER

S. HOR

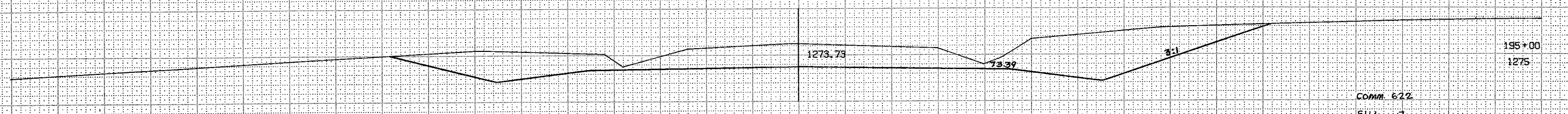
COMM 237
FILL 174 S 1139(4) 58-73



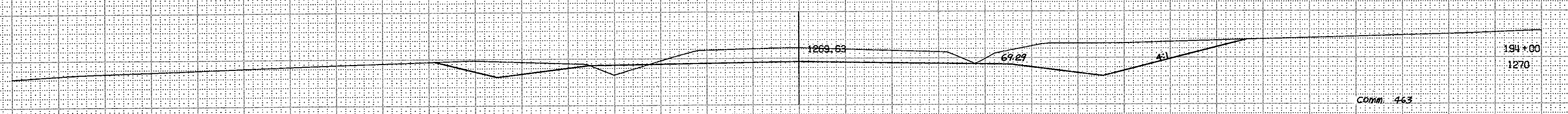
COMM 580
FILL 24



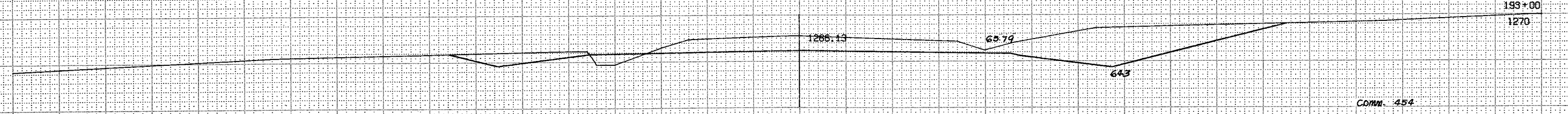
COMM 798
FILL 0



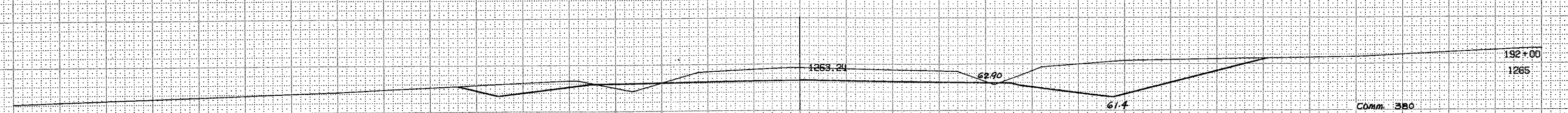
COMM 622
FILL 7



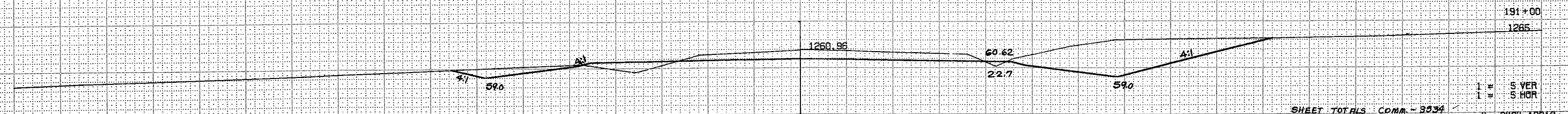
COMM 463
FILL 17



COMM 454
FILL 15



COMM 380
FILL 19

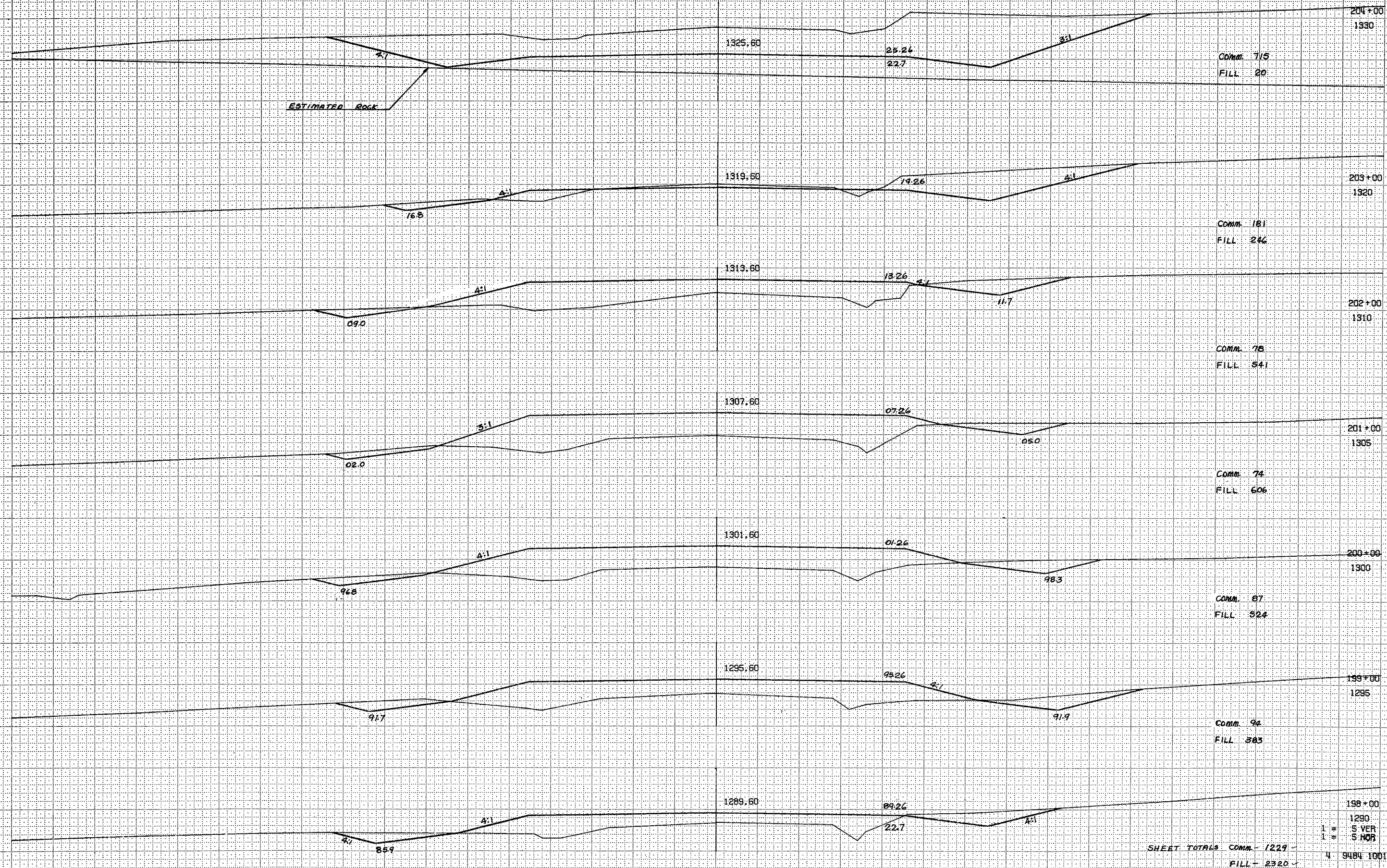


COMM 3534
FILL 256

SHEET TOTALS COMM - 3534
FILL - 256

1 = 5 VER
1 = 5 HOR
4 9484 10013

S 1139(4) 59-73



CO'mm. 715
FILL 20

COMM 181
FILL 246

COMM 78
FILL 541

COMM. 74
FILL 606

COMM. 87
FILL 524

COMM. 94
FILE 383

S 1139(4) 60-73

Comm. 128
FILL 346

1349.60

49.26
22.7

4:1

4:1
45.2

Comm. 159
FILL 233

208+00
1345

1343.60

43.26

4:1

3:1

57.5

Comm. 707
FILL 96

207+00
1345

1337.60

31.26

2 1/2:1

ESTIMATED ROCK

Comm. 1639
FILL 0
ROCK 165

206+00
1340

1331.50

31.26
22.7

2:1

ESTIMATED ROCK

Comm. 1389
FILL 0
ROCK 185

205+00
1335

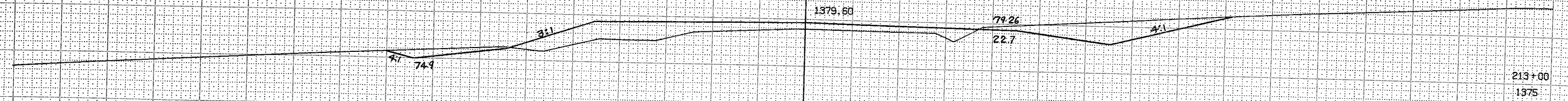
SHEET TOTALS

Comm - 3822
FILL - 675
ROCK - 370

1" = 5' VER
1" = 5' HOR
4 9484 10013

S 1139(4) 61-73

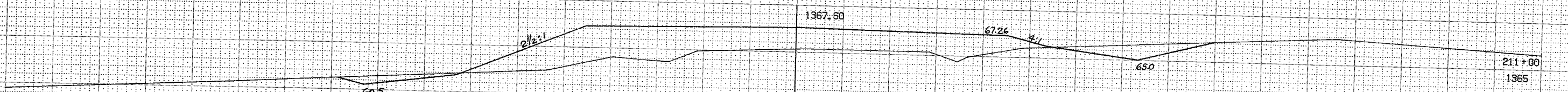
Comm. 267
Fill 104



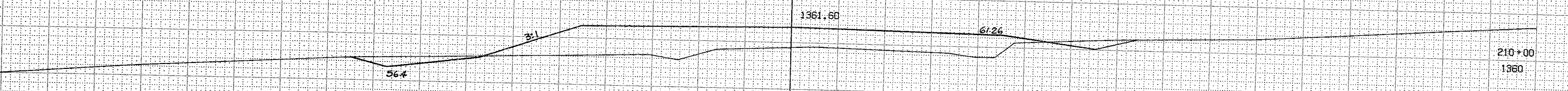
Comm. 113
Fill 298



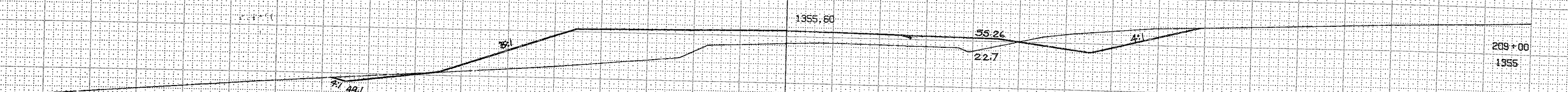
Comm. 80
Fill 476



Comm. 59
Fill 522



Comm. 70
Fill 454



SHEET TOTALS Comm. - 569
Fill - 1654

1 = 5 VER
1 = 5 HOR
4 9484 10013

S1139(4) 62-73

COMM 1315

FILL 0

ROCK 61

218+00

1410

1407.15

06.79

22.7

3:1

4:1

03.5

ESTIMATED ROCK

COMM 1361

FILL 0

ROCK 61

217+00

1405

1402.79

02.45

01.2

ESTIMATED ROCK

COMM 1296

FILL 0

ROCK 44

216+00

1400

1397.55

97.21

3:1

96.0

ESTIMATED ROCK

COMM 928

FILL 0

ROCK 44

215+00

1395

1391.60

91.26

4:1

90.0

ESTIMATED ROCK

COMM 517

FILL 4

214+00

1390

1385.60

86.26

4:1

22.7

4:1

82.7

4:1

SHEET TOTALS COMM 5417

FILL 4

ROCK 210

1 * S VER
1 * S HOR

4 9484 10015

Comm. 343
FILL 2

223+00
1420

ESTIMATED ROCK

1415.45

15.11

22.7

4:1

Comm. 278
FILL 4

222+00
1420

ESTIMATED ROCK

1415.57

15.23

Comm. 404
FILL 2

221+00
1415

ESTIMATED ROCK

1414.80

14.46

Comm. 767
FILL 0

220+00
1415

ESTIMATED ROCK

1413.14

12.80

4:1

Comm. 1152
FILL 0

219+00
1415

ESTIMATED ROCK

1410.58

10.24

22.7

3:1

SHEET TOTALS Comm. 2944
FILL 8

1 = S VER
1 = S HOR
4 9484 10013

S.1139(4) 64-73

COMM. 94
FILL 115

229+00
1410

COMM. 169
FILL 17

228+00
1410

COMM. 291
FILL 4

227+00
1415

COMM. 443
FILL 0

226+00
1415

COMM. 524
FILL 0

225+00
1415

COMM. 485
FILL 0

224+00
1415

SHEET TOTALS

COMM. 2006 ✓
FILL 136 ✓

1 = S VER
1 = S HOR
4 9484 10013

Comm. 27
FILL 61
S 1139(4) 66-73

Comm. 115
FILL 110
235+50
1405

Comm. 36
FILL 173

Comm. 31
FILL 391

Comm. 63
FILL 287

Comm. 148
FILL 124
233+00
1400

232+00
1410

Comm. 135
FILL 143

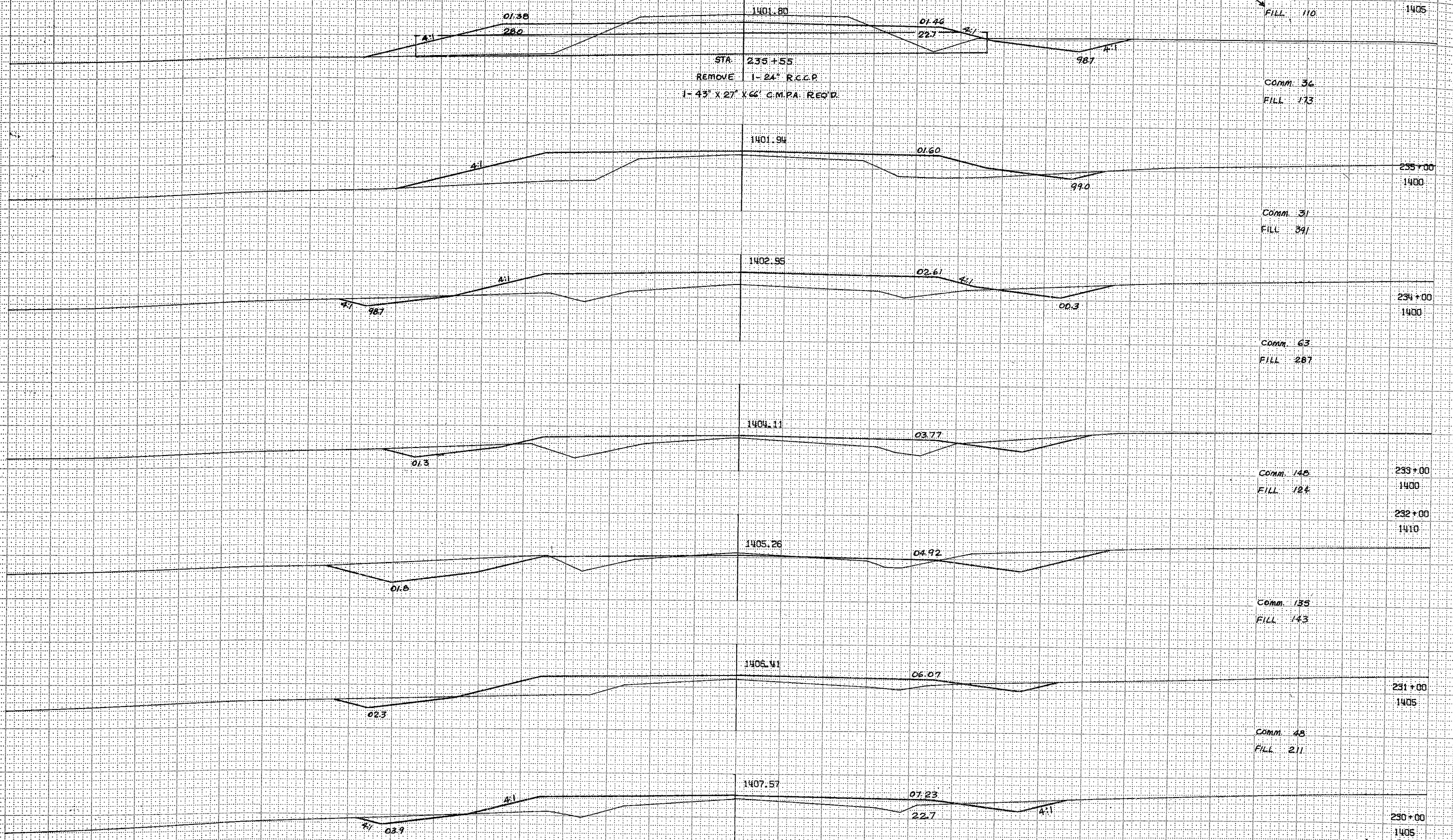
Comm. 48
FILL 211

230+00
1405
1 = S VER
1 = S HOR
4 9484 10013

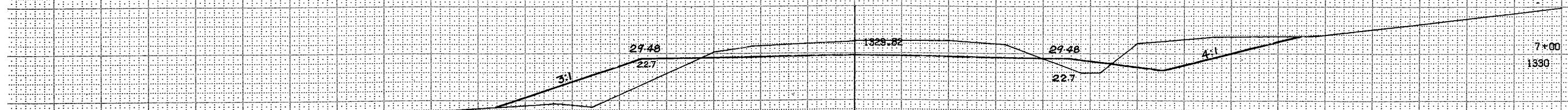
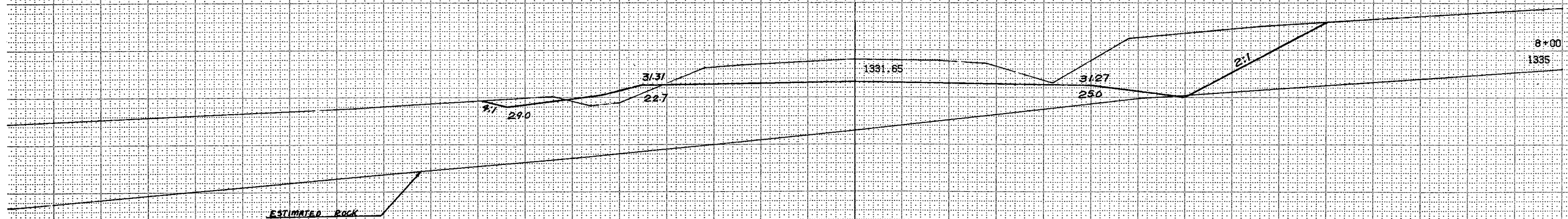
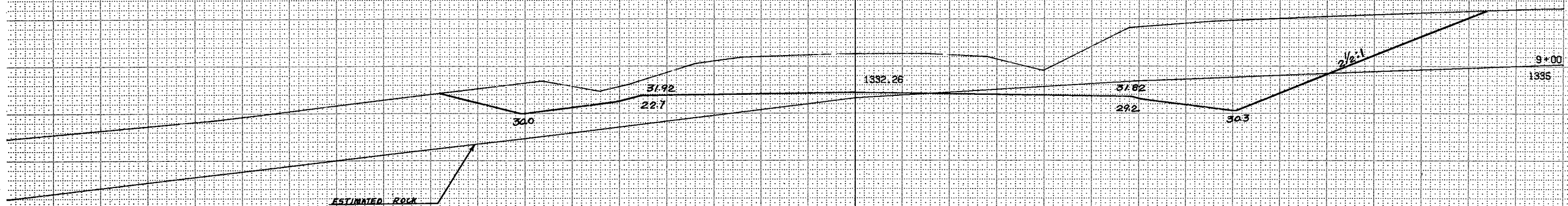
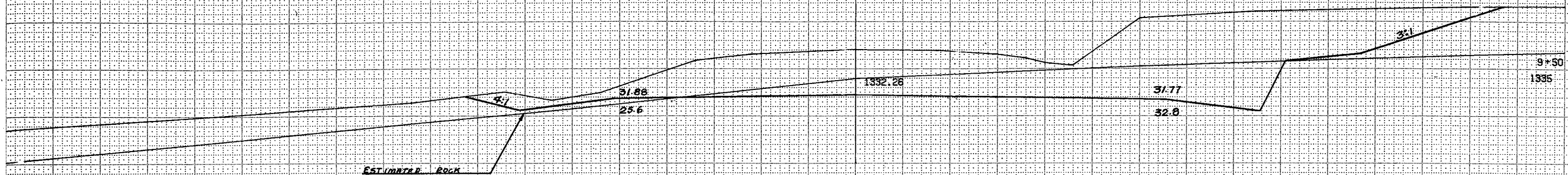
SHEET TOTALS
Comm. - 603
FILL - 1500

STA 235+55
REMOVE 1-24" RCCP
1-43" X 27" X 66' G.M.P.A. REQ'D.

"F" LINE



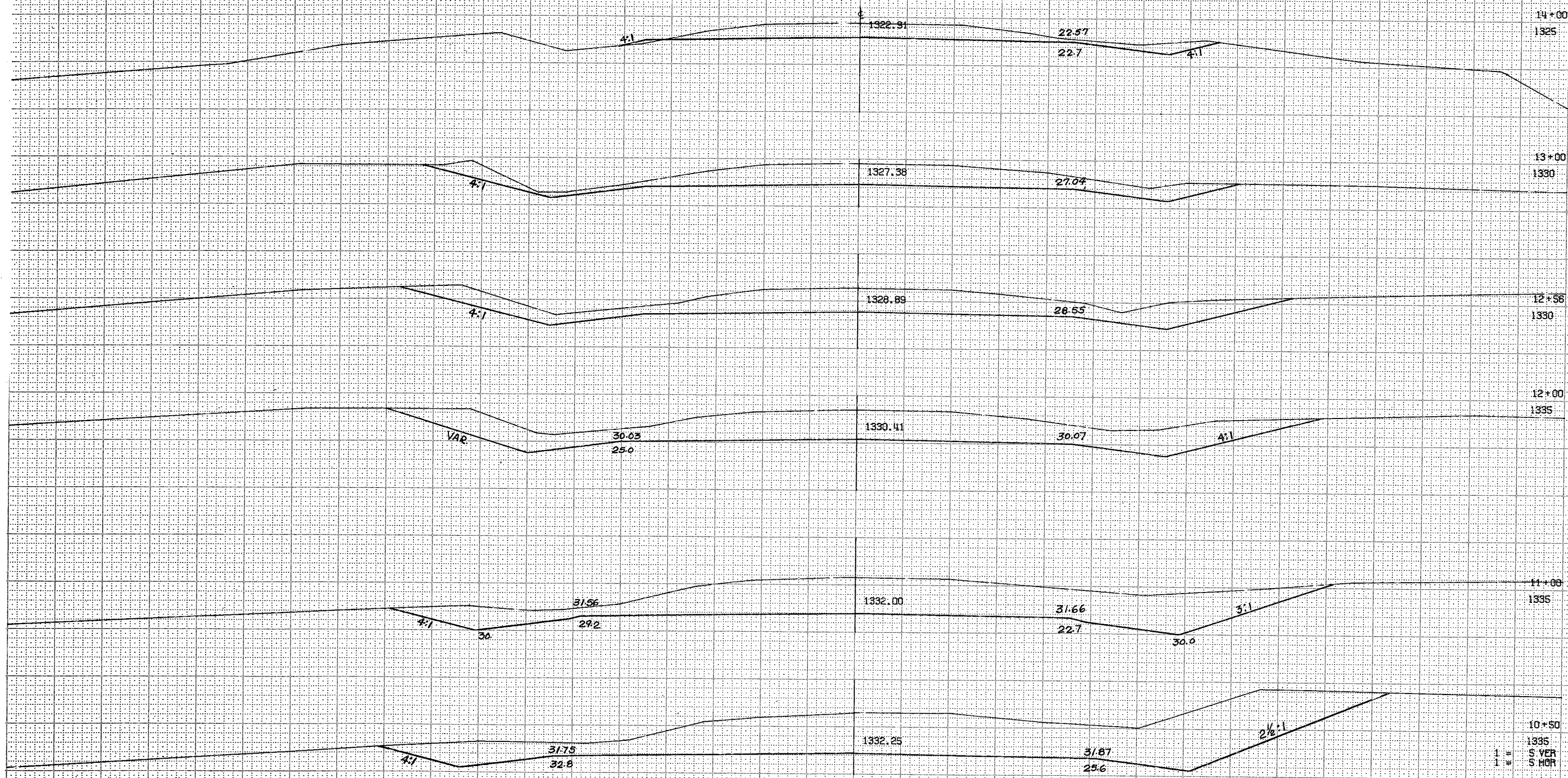
S 1134(4) 66-73



1 = S VER
1 = S HOR

"A" LINE

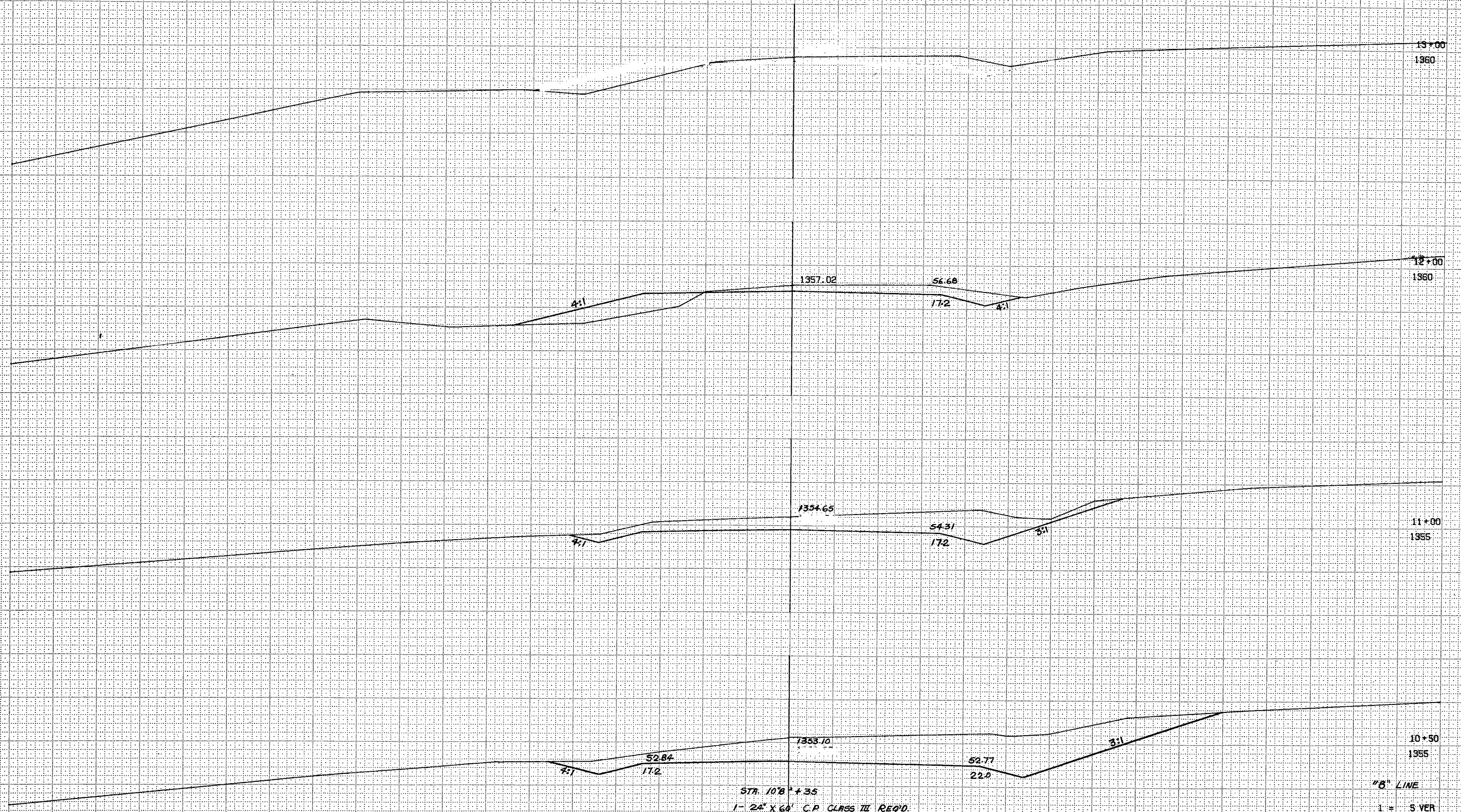
4 9484 10013



10+50
1335
1 = S VER
1 = S HOR
4 9484 10013

"A" LINE

S 1139(4) 68-73

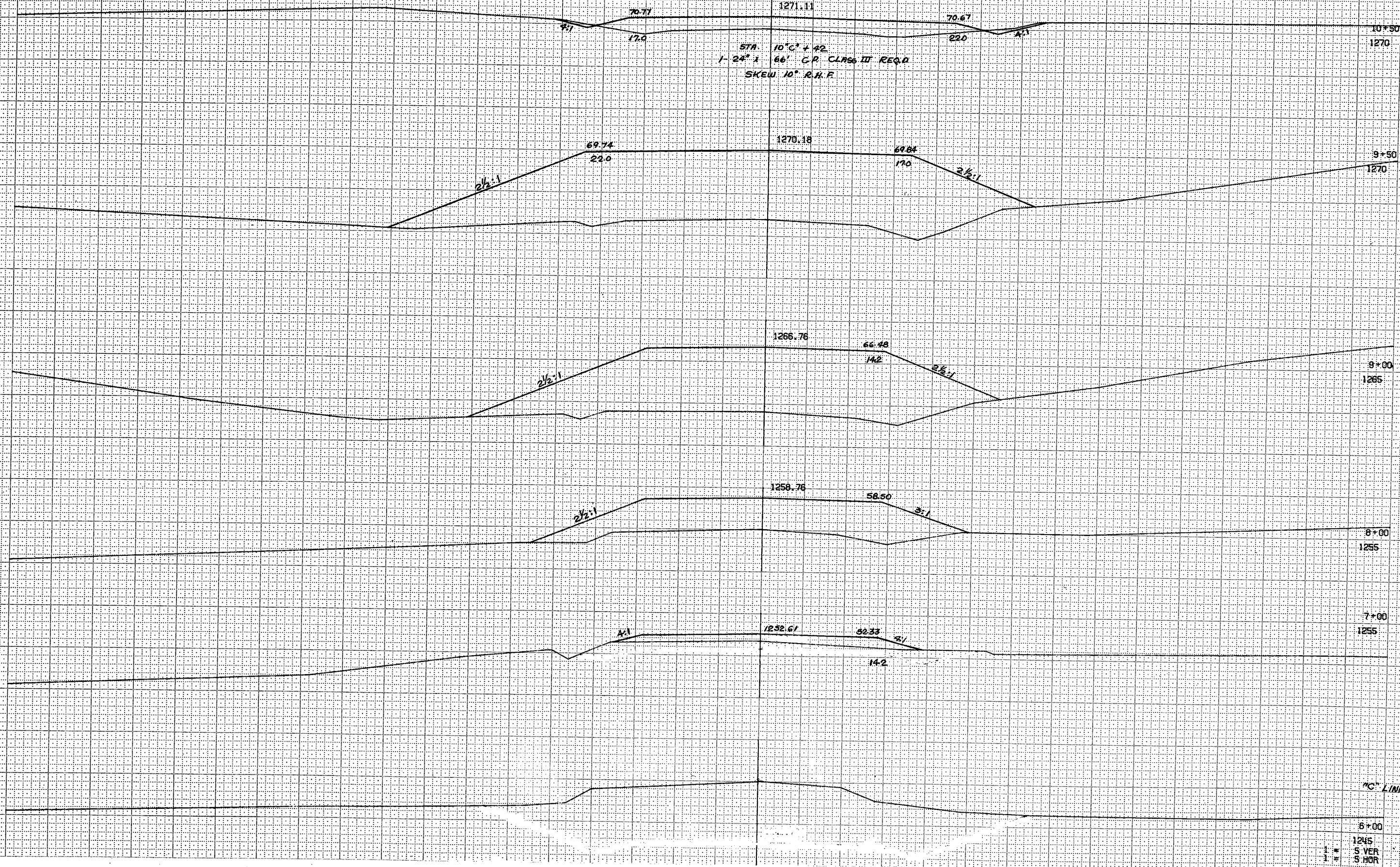


STA. 10+81+35
1- 24" X 60' C.P. CLASS III REQ'D.

"8" LINE
1 = S VER
1 = S HOR
4 9484 10013

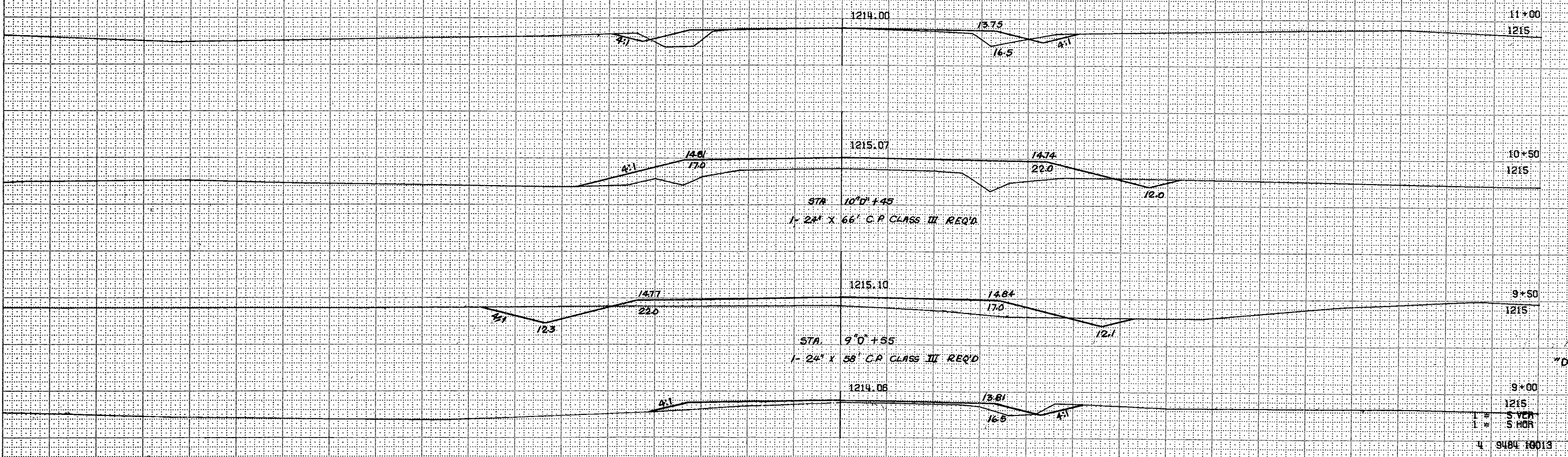
S1139(4) 64-73

STA. 10° C + 42
1-24' x 66' C.P. CLASS III REQ.D
SKEW 10° R.H.F.

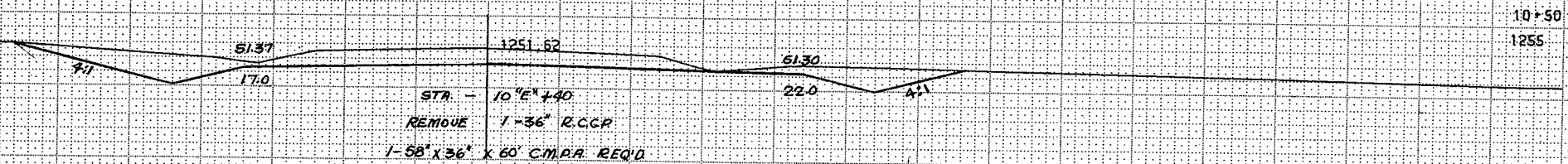


S 1139(4) 70-73

70



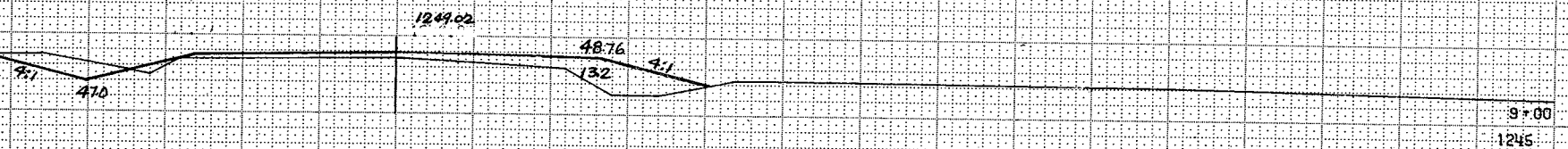
S1139(4) 71-73



STA - 10+50
 REMOVE 1-36" R.C.C.P.
 1-58" X 36" X 60' C.M.P.A. REQ'D



STA 9+50
 1-30" X 58" C.P. CLASS III REQ'D

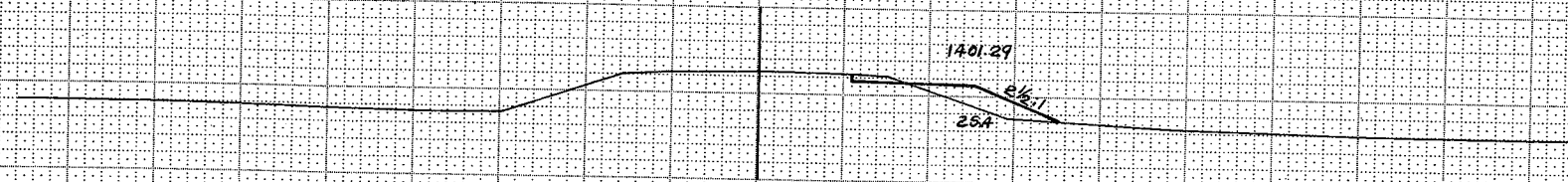


"E" LINE

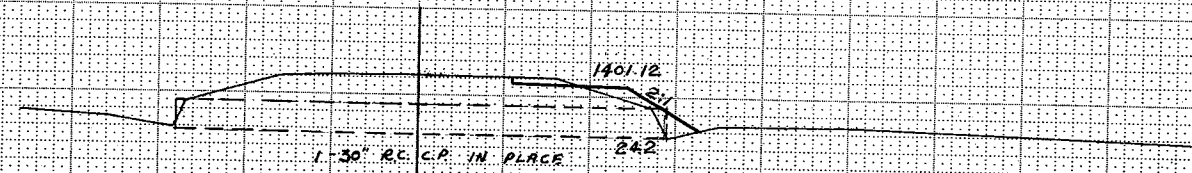
1" = 5' VERT
 1" = 5' HOR

4 9484 10013

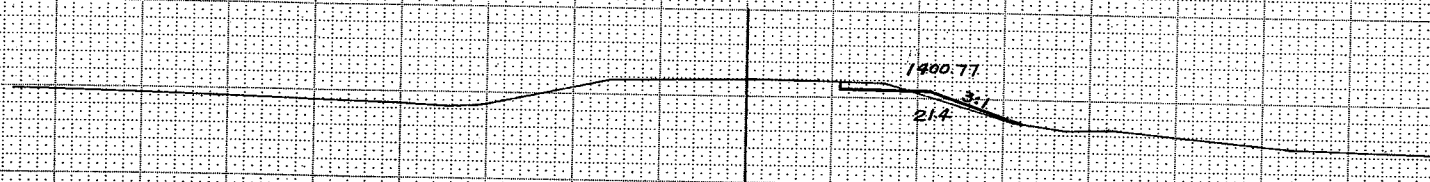
S. 1139 (4) 72-73



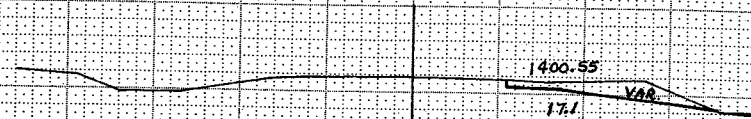
9+00
1400



8+68
1400



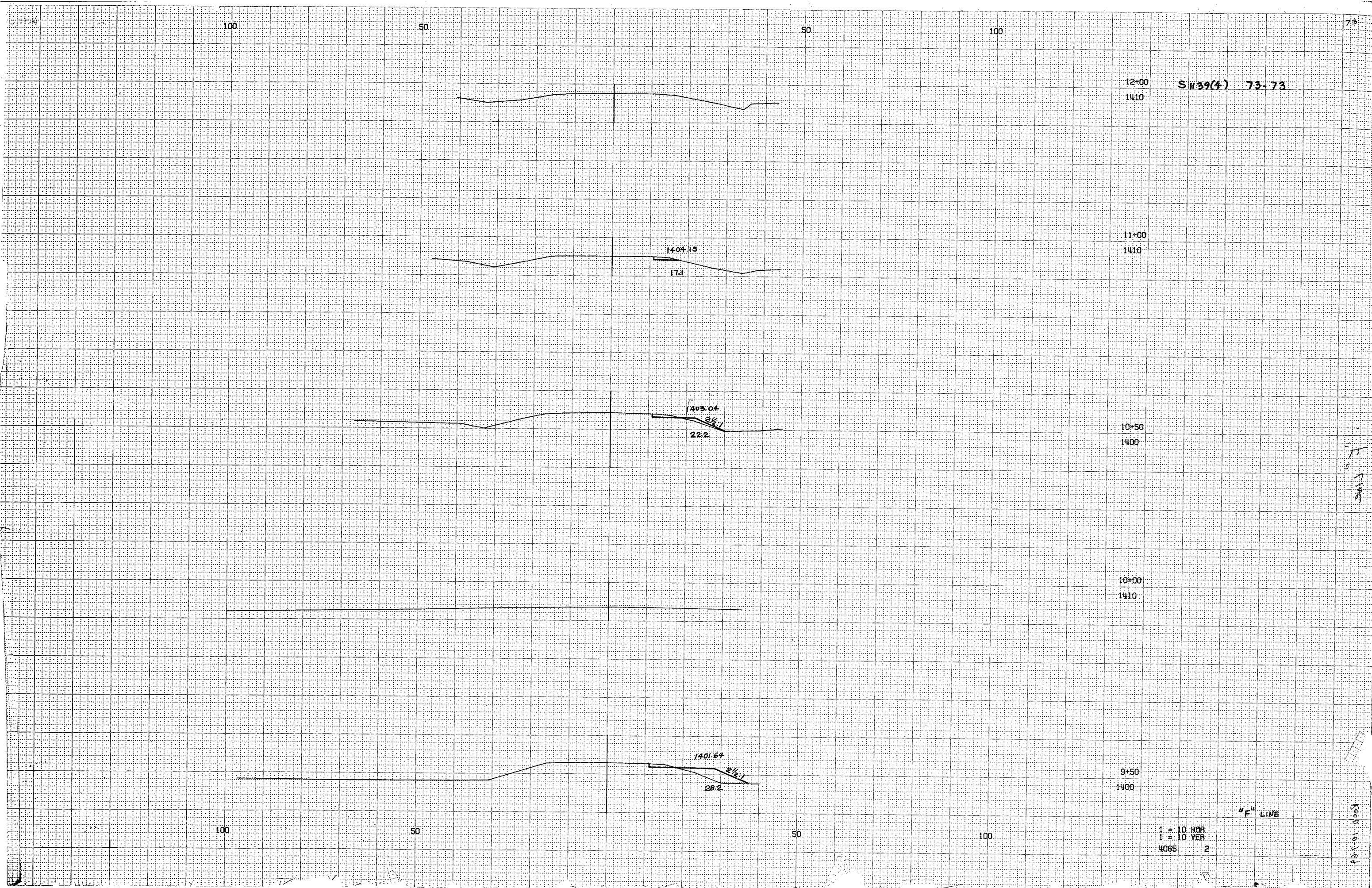
8+00
1400



7+00
1400

"F" LINE

1 = 10 HOR
1 = 10 VER
4065 1



S 1139(4) 73-73

1404.15

17.1

1403.04

22.2

1401.64

28.2

"F" LINE

1 = 10 HOR
1 = 10 VER
4065 2

10-10-10