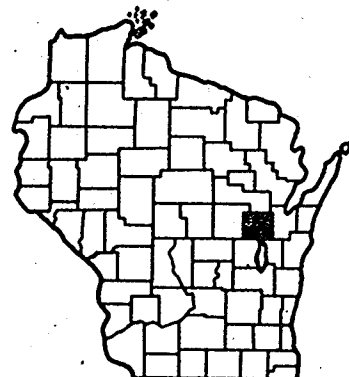


Index of Sheets.

Sheet No.	1	Title
Sheet No.	2	Typical Cross Sections
Sheet No.	3	Estimate of Quantities
Sheet No.	2	Miscellaneous Quantities
Sheet No.	-	Right of Way Plat
Sheet No.	5-5.5	Plan and Profile (STA. 0+00 TO 23+54.7; 30+54.7 TO 80+64.0)
Sheet No.	6-6.13	Standard Details
Sheet No.	7-7.7	Structure Plans
Sheet No.	-	Computer Earthwork Data
Sheet No.	8-8.19	Cross Sections

TOTAL SHEETS = 51



Design Designation

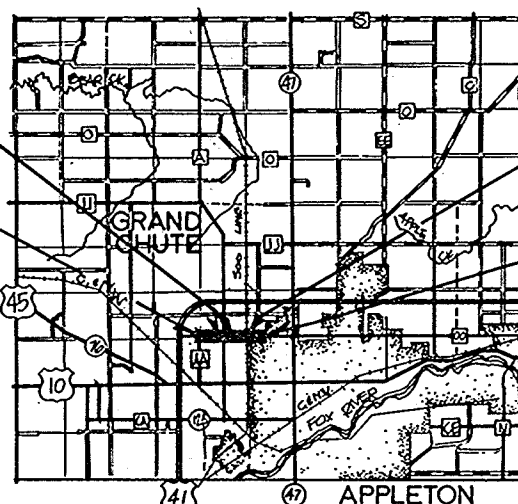
A.D.T.(1976)	10,600
A.D.T.(1996)	14,750
D.H.V.(1996)	1,625
D.	55-45%
T.	3.5%
V.	50 M.P.H.

EXCEPTION NET E LENGTH
STA. 23+54.7 TO STA. 30+54.7
= STA. 6+50 TO STA. 14+35 OF PROJ. M1201(001)

BEGIN PROJECT 4984-0-33.35
STA. 0+00

N = 169,400 (±200')
E = 2,404,400 (±200')
T. 21N. - R. 17 E.
38.5' NORTH & 41.25' WEST OF THE
SOUTHEAST CORNER OF SECTION 17.
= STA. 428+45 OF PROJ. F.A.P. 582G(2)

T. 21 N.



STRUCTURE B-44-465
STA. 53+67.83-54+97.67,
PROJECT 4984-0-34

END PROJECT 4984-0-33.35
STA. 80+64

N = 169,200 (±200')
E = 2,412,450 (±200')
T. 21N. - R. 17 E.
48.9' SOUTH & 50' WEST OF THE N. 1/4
CORNER OF SECTION 22.
= STA. 509+09 OF PROJ. F.A.P. 582G(2)

R. 17 E.

Layout

Scale: 1" = 2 Mi.

NET LENGTH OF CENTERLINE PROJECT 4984-0-33.35 = 1370 MI.
NET LENGTH OF CENTERLINE PROJECT 4984-0-34 = 0.025 MI.
TOTAL NET LENGTH OF CENTERLINE = 1.395 MI.

ALL COORDINATES SHOWN ON THIS PLAN ARE REFERENCED
TO THE WISCONSIN COORDINATE SYSTEM, CENTRAL ZONE &
SCALED FROM APPLETON QUADRANGLE, FOR IDENTIFICATION
ONLY.

STATE OF WISCONSIN

DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS

PLAN AND PROFILE OF PROPOSED

BLUEMOUND DRIVE - MASON STREET

(SOO LINE OVERHEAD & APPROACHES)

C.T.H. "00"

OUTAGAMIE COUNTY

STATE PROJECT NUMBER

4984-0-33

Scales
Plan 1 in. = 50 ft.
Profile Hor. 1 in. = 50 ft. Vert. 1 in. = 5 ft.
Cross Sections Hor. 1 in. = 10 ft. Vert. 1 in. = 10 ft.

STATE PROJECT

FEDERAL PROJECT

4984-0-33

PROJECT

CONTRACT

M 1201(002)

1

4984-0-34

"

2

4984-0-35

"

3

Conventional Signs

State Line	-----	Culverts in Place	-----
County Line	-----	Culverts Required	-----
Township or Range Line	-----	Drop Inlet	-----
Section Line	-----	Power Pole	-----
New Right of Way Line	-----	Telephone or Telegraph Pole	-----
Present Right of Way Line	-----	Right of Way Markers	-----
Wire Fence Woven	-----	Reference Stake for Hubs Only	-----
Wire Fence Barbed	-----	Marsh	-----
Lot Line	-----	Hedge	-----
Corporate or City Limits	-----	Trees	-----
Property Line	-----	Ground Elevation	-----
Traveled Way or P.E.	-----	Grade Elevation	-----
Railroads	-----		
Base or Survey Line	-----		

APPROVED FOR
OUTAGAMIE COUNTY

DATE COUNTY HWY. COMM'R

THESE PLANS PREPARED
BY
BARRIENTOS & ASSOCIATES, INC.
CONSULTING ENGINEERS
MADISON, WISCONSIN

WISCONSIN
ROBERT A. SINDLER
E-14339
MADISON, WIS.
PROFESSIONAL ENGINEER

HIGHWAY
Rt. 2-26-76

WIS. REG.

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

Surveyor _____ District Checker H.A.T.
Designer _____ C.O. Checker R.A.H.

Correct:

Date 3/23/76 C. O. Barrientos
District Engineer

Recommended for Approval:

Date 4/15/76 R. A. S. Sinder
Chief of Facilities Development

Approved:

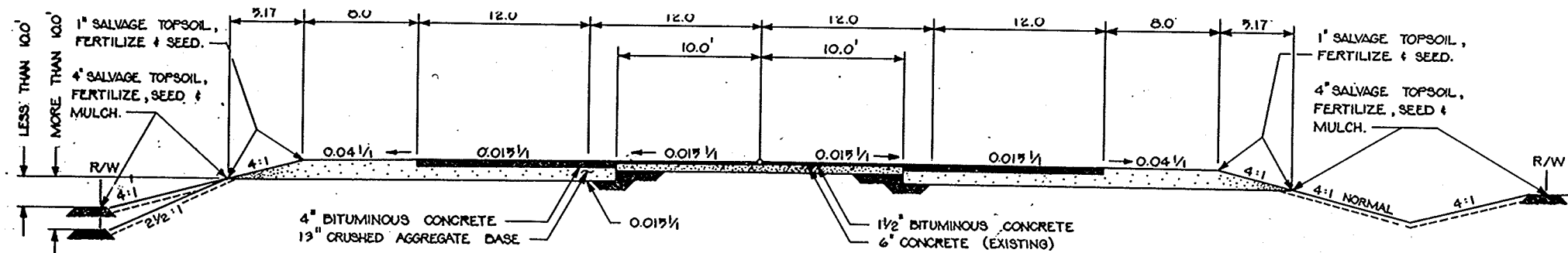
Date 4/16/76 R. A. S. Sinder
Highway Engineer

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

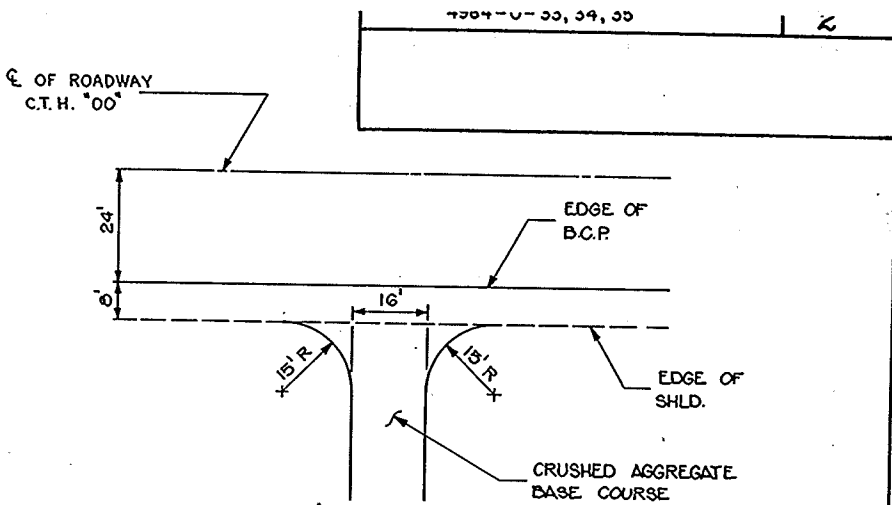
Approved:

Date _____
Division Engineer

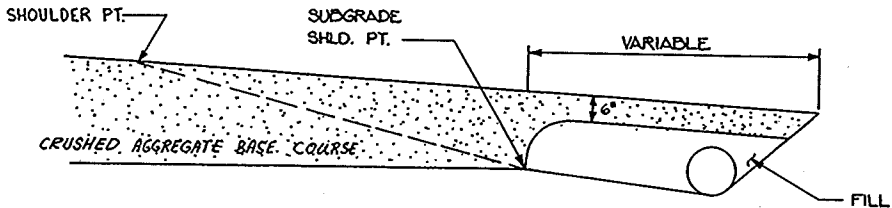
Catalog



TYPICAL ROADWAY SECTION



PRIVATE ENTRANCE PLAN



PRIVATE ENTRANCE PROFILE

DETAIL SUMMARY OF MISCELLANEOUS QUANTITIES

CLEARING AND GRUBBING		
STATION TO STATION	CLEARING IN DIA.	GRUBBING IN DIA.
4+00 - 10+00	80	80
35+50 - 41+00	102	102
55+00 - 72+00	1114	1114

CRUSHED AGGREGATE BASE COURSE	
STATION TO STATION	QUANTITY (TON)
0+00 TO 23+54.7	
MAIN LINE	9,830
5 ENTRANCES	40
C.T.H. "A"	10
BLUEMOUND ROAD	10
30+54.7 TO 54+00	
MAIN LINE	9,830
1 ENTRANCE	7
54+00 TO 80+64	
MAIN LINE	11,060
2 ENTRANCES	13

BITUMINOUS CONCRETE PAVEMENT		
STATION TO STATION	BIT. CONC. PAV'T. (TON)	BIT. MAT'L. FOR SURF. COURSE (6%) (TON)
0+00 TO 23+54.7		
MAIN LINE (1 1/2" & 4")	2,068	121
C.T.H. "A" INTERSECTION (2 1/2")	16	1
BLUEMOUND ROAD (2 1/2")	15	1
EDWARDS STREET (2 1/2")	48	3
30+00 TO 53+67.25		
MAIN LINE (1 1/2" & 4")	2,068	121
WEDGING CENTER 20'		1
MAIN LINE - 150' WEST OF THE WEST APPROACH SLAB	75	4
54+98.5 TO 80+64		
MAIN LINE (1 1/2" & 4")	2,340	137
WEDGING CENTER 20'		1
MAIN LINE - 330' EAST OF THE EAST APPROACH SLAB	300	18

REMOVING SURFACE DRAINS			
STATION TO STATION	LOC.	EACH	
4+30 TO 5+20	RT.	1	
53+55.7 (CONTRACT 2)	LT.	1	
55+09.7 (CONTRACT 2)	LT.	1	

CORRUGATED METAL PIPE ARCH				
STATION	LOC.	LIN. FT.	SIZE	ENDWALLS
70+41.5	53' LT.	28	57"x38"	2

REMOVING INLETS		
STATION	LOC.	EACH
53+55.7	12.4' LT.	1
53+55.7	22.7' RT.	1
55+09.7	12.4' LT.	1
55+09.7	22.7' RT.	1

EARTH WORK SUMMARY		
STATION TO STATION	UNCL. (C.Y.)	FILL (C.Y.)
0+00 TO 23+54.7	6,223	1,715
30+54.7 TO 54+00	5,562	20,477
54+00 TO 80+64	4,743	17,114

CULVERT PIPES, CLASS III									
STATION	LOC.	18 INCH	30 INCH	36 INCH	THICKNESS STEEL INCHES	THICKNESS ALUMINUM INCHES	ENDWALLS 18-INCH	ENDWALLS 30-INCH	ENDWALLS 36-INCH
0+43	43' LT.	—	40	—	0.079	0.075	—	2	—
9+64	54' LT.	38	—	—	0.064	0.060	2	—	—
12+40	51' LT.	34	—	—	0.064	0.060	2	—	—
13+61	50' LT.	32	—	—	0.064	0.060	2	—	—
14+20.5	50' LT.	30	—	—	0.064	0.060	2	—	—
38+01	51' LT.	36	—	—	0.064	0.060	2	—	—
70+40	50' RT.	38	—	—	0.064	0.060	2	—	—
80+75	35' LT.	—	—	10	0.079	0.105	—	—	1

PIPE UNDER DRAIN, UNPERFORATED - 12"			
STATION	LOC.	L.F.	ENDWALLS, 12-INCH
53+56.92	LT.	78	1
53+56.92	RT.	78	1
55+08.58	LT.	78	1
55+08.58	RT.	78	1

CONCRETE CURB, TYPE D		
STATION	LOC.	L.F.
53+56	32' LT.	5
53+56	32' RT.	5
55+08	32' LT.	5
55+08	32' RT.	5

RIPRAP		
STATION	LOC.	C.Y.
53+56	110' LT.	1
53+56	110' RT.	1
55+08	110' LT.	1
55+08	110' RT.	1

INLETS AND COVERS			
STATION	LOC.	TYPE	COVER TYPE
53+56.92	32' LT.	1	A
53+56.92	32' RT.	1	A
55+08.58	32' LT.	1	A
55+08.58	32' RT.	1	A

ADJUSTING MANHOLE COVERS			
STATION	LOC.	TYPE	EACH
0+18	27' RT.	SAN.	1
5+56	47' LT.	SAN.	1
9+30	47' LT.	SAN.	1
12+15	47' LT.	SAN.	1
15+46	47' LT.	SAN.	1
18+05	47' LT.	SAN.	1
68+90	55' RT.	SAN.	1
76+89	54' RT.	SAN.	1

ANCHORAGE FOR STEEL PLATE BEAM GUARD		
STATION	LOC.	EACH
44+00	LT.	1
44+00	RT.	1
64+00	LT.	1
64+00	RT.	1

STEEL PLATE BEAM GUARD, CL. A		
STATION TO STATION	LOC.	L.F.
44+00 TO 53+62	LT.	962
44+00 TO 53+62	RT.	962
55+03 TO 64+00	LT.	898
55+03 TO 64+00	RT.	898

EROSION MAT		
STATION TO STATION	LOC.	S.Y.
4+00 TO 5+26	LT.	140
3+00 TO 5+26	RT.	250
30+54.7 TO 32+00	LT.	160
30+54.7 TO 32+00	RT.	160
76+00 TO 80+64	LT.	450
76+00 TO 80+64	RT.	450

SODDING		
STATION TO STATION	LOC.	S.Y.
53+67 TO 54+15	LT. (N.W. FILL CONE)	300
53+67 TO 54+15	RT. (S.W. FILL CONE)	300
54+45 TO 54+98	LT. (N.W. FILL CONE)	300
54+45 TO 54+98	RT. (S.E. FILL CONE)	300

STANDARD ABBREVIATIONS			
ADT	AVERAGE DAILY TRAFFIC	P.T.	POINT OF TANGENCY
APPROX.	APPROXIMATE	R	REFERENCE LINE
BFW	BACK FACE WEST	R/W	RIGHT OF WAY
BFE	BACK FACE EAST		
C	CENTERLINE	SQ. FT.	SQUARE FEET
CWT.	HUNDRED WEIGHT	SQ. YD.	SQUARE YARDS
D.G.	DITCH GRADE	STA.	STATION
DHV	DESIGN HOURLY VOLUME		
EL	ELEVATION	T.P.	TRANSIT LINE
EXIST.	EXISTING		TELEPHONE POLE
FE.	FIELD ENTRANCE	UNCL.	UNCLASSIFIED
LB.	POUND	V	VELOCITY
LF	LINEAL FEET	V.C.	VERTICAL CURVE
L.S.	LUMP SUM		
ML	MILE		
N	NORTH		
PC	POINT OF CURVATURE		
PE	PRIVATE ENTRANCE		
PI	POINT OF INTERSECTION		
PL	PROPERTY LINE		
PP	POWER POLE		

MISCELLANEOUS DETAILS
AND QUANTITIES

ESTIMATE OF QUANTITIES

CONTRACT NO. 3 (4984-0-35)
PRODUCING & HAULING (BASE)
PRODUCING & HAULING SURFACE
(BITUMINOUS CONCRETE PAVEMENT)CONTRACT NO. 1
(4984-0-33)
GRADING, SHAPING, & COMPACTING (BASE)
PLACING (BITUMINOUS CONCRETE PAVEMENT)
CONTRACT NO. 2
(4984-0-34)
STRUCTURE B-44-465

STATE PROJECT NUMBER

4984-0-33,34,35

SHEET NO.

3

CONTRACT NO.	STATION TO STATION	NET LENGTH OF CENTER LINE	CLEARING	GRUBBING	REMOVING SURFACE DRAINS	REMOVING INLETS	UNCLASSIFIED EXCAVATION	BORROW EXCAVATION	FINISHING ROADWAY PROJECT 4984-0-33	CRUSHED AGGREGATE BASE COURSE	PRODUCING & HAULING CRUSHED AGGREGATE BASE COURSE	SHAPING & COMPACTING CRUSHED AGGREGATE BASE COURSE	PRODUCING & HAULING BITUMINOUS CONCRETE PAVEMENT	PLACING BITUMINOUS CONCRETE PAVEMENT	BITUMINOUS MATERIAL FOR SURFACE COURSE	CULVERT PIPE, CLASS III			APRON ENDWALLS FOR CULVERT PIPE			RIPRAP	INLETS, TYPE I	INLET COVERS, TYPE A	ADJUSTING MANHOLE COVERS
			20102	20105	20409	20416	20503	20601	21502	30404	90001	90001	90002	90002	40102	18-INCH	30-INCH	36-INCH	18-INCH	30-INCH	36-INCH				
			LIN. FT.	IN. DIAM.	IN. DIAM.	EACH	CU. YD.	CU. YD.	L.S.	TON	TON	TON	TON	TON	TON	LIN. FT.	LIN. FT.	LIN. FT.	EACH	EACH	EACH	C.Y.	EACH	EACH	EACH
1	0+00-25+51.50-54.7-59+67.83 54+77.67-80+64.0	7,234.16	1296	1296	1		16,528	35,881	1			30,800		6930		208	40	10	12	2	1				8
3	0+00-25+54.71-59+67.83 54+77.67-80+64.0	7,234.16									30,800		6930		408										
2	STRUCTURE B-44-465 50+00-67.83-54+77.67	129.84			2	4				80												4	4	4	
	TOTALS	7364.0	1296	1296	3	4	16,528	35,881	1	80	30,800	30,800	6930	6930	408	208	40	10	12	2	1	4	4	4	8

BRIDGES (STRUCTURES OVER 20 FT. SPAN)

CONTRACT NO.	PIPE UNDERDRAIN, UNPERFORATED 12-INCH	ANCHORAGES FOR STEEL PLATE BEAM GUARD	STEEL PLATE BEAM GUARD CLASS A	CONCRETE SURFACE DRAINS	MOBILIZATION PROJECT 4984-0-34	SALVAGED TOPSOIL	MULCHING	EROSION MAT	FERTILIZER	SEEDING	SODDING	FIELD OFFICE TYPE A	FIELD LABORATORY	METAL APRON ENDWALLS FOR CULVERT PIPE 12-INCH	REMOVING OLD BRIDGE, STA. 54+33.5	EXCAVATION FOR STRUCTURES B-465	CONCRETE BASE COURSE, 9 INCH	CONCRETE MASONRY	PRESTRESSED GIRDERS, SLAB TYPE, 21-INCH	HIGH STRENGTH BAR STEEL REINFORCEMENT	STRUCTURAL CARBON STEEL	BEARING PADS, ELASTOMER	TREATED TIMBER PILING, DELIVERED	TREATED TIMBER PILING, DRIVEN	TREATED TIMBER PILING, STRUCTURE B-465	CAST-IN-PLACE CONCRETE PILING, DELIVERED & DRIVEN, 12-INCH
	61214	61406	61408	40934	61911	61505	61702	61802	62901	63002	63101	64201	64210	52145	20351	20610	30709	50201	50326	50504	50601	50625	50816	50820	50830	51031
	LIN. FT.	EACH	LIN. FT.	CU. YD.	L.S.	SQ. YD.	SQ. YD.	SQ. YD.	CWT.	POUND	SQ. YDS.	L.S.	L.S.	EACH	L.S.	L.S.	SQ. YD.	CU. YD.	LIN. FT.	POUND	POUND	SQ. FT.	LIN. FT.	LIN. FT.	L.S.	LIN. FT.
1		4	3120			72,000	70,800	1,610	45	960	1,200															
2	312			4.5	1							1	1	4	1	1	270	404	2925	69,520	900	503	900	900	1	1000
	312	4	3120	4.5	1	72,000	70,800	1,610	45	960	1,200	1	1	4	1	1	270	404	2925	69,520	900	503	900	900	1	1000

GENERAL NOTES

CERTAIN UNDERGROUND UTILITY STRUCTURES HAVE BEEN LOCATED ON THESE PLANS BUT THESE LOCATIONS SHALL NOT BE CONCLUSIVE. VERIFICATION AS TO THE LOCATION TO THE SATISFACTION OF THE CONTRACTOR OF ALL UNDERGROUND UTILITY STRUCTURES WHETHER SHOWN ON THE PLANS OR NOT, SHALL BE ASSUMED AS A CONDITION OF THE CONTRACT.

THE EXACT LOCATION AND ELEVATION FOR DRIVEWAYS, CULVERT PIPES AND SIDE ROAD CONNECTIONS SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

PRIVATE UTILITY COMPANIES SHALL ADJUST OR MOVE ALL PRIVATELY OWNED FACILITIES WHICH INTERFERE WITH THE NEW CONSTRUCTION.

EMBANKMENTS OF MORE THAN 10 FEET IN HEIGHT AND PLACED ON EXISTING SLOPES STEEPER THAN ONE VERTICAL TO THREE HORIZONTAL, SHALL BE CUT OR STEPPED INTO THE SLOPE.

BEARINGS SHOWN ON THIS PLAN ARE TRUE BEARINGS TO THE NEAREST MINUTE.

INLET AND DISCHARGE ELEVATIONS FOR DRAINAGE STRUCTURES SHOWN ARE APPROXIMATE AND SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

CUBIC YARDS OF FILL SHOWN ON THE PLAN SHEETS PERTAINS TO EMBANKMENTS CONSTRUCTED FROM UNCLASSIFIED AND BORROWED EXCAVATION. THE SHRINKAGE ALLOWANCE USED TO COMPUTE UNCLASSIFIED AND BORROWED WAS 25% - BASED ON THE VOLUME OF FILL.

WHEN THE QUANTITY OF BASE OR SURFACE COURSE IS MEASURED FOR PAYMENT BY TON THE DEPTH OR THICKNESS OF THE COURSE SHOWN ON PLANS IS APPROXIMATE AND THE ACTUAL THICKNESS WILL DEPEND ON THE DISTRIBUTION OF THE MATERIAL AS DIRECTED BY THE ENGINEER IN THE FIELD.

SALVAGED TOPSOIL SHALL BE PLACED AS SHOWN ON THE PLANS TO AN APPROXIMATE DEPTH OF 4 INCHES AT THE TIME OF PLACEMENT.

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

DISTURBED AREAS WITHIN THE RIGHT-OF-WAY, EXCLUSIVE OF THE ROADBED, ARE TO BE FERTILIZED AND SEEDED AS DIRECTED BY THE ENGINEER.

UTILITIES

WISCONSIN - MICHIGAN POWER COMPANY
800 SOUTH LYNDALDE AVE.
APPLETON, WISCONSIN 54911
MR. JEROME G. HERB, SUPERINTENDENT
GAS LINE CONSTRUCTION, TELE. 414-734-1411

MICHIGAN - WISCONSIN PIPELINE COMPANY
P.O. BOX 398 BONOUÉL, WISCONSIN 54107
MR. W.J. WELLER, SECTION SUPERINTENDENT
TELE. 715-758-2131

WISCONSIN TELEPHONE COMPANY
KENNETH ZULEGEA 734-0300
221 W. WASHINGTON ST.
APPLETON, WIS.

CITY OF APPLETON WATER DEPT.
RUSS FULLER 733-2311
125 N. WALNUT ST.
APPLETON, WIS.

CITY OF APPLETON DEPT. OF PUBLIC WORKS
BOB MILLER 734-4556
225 N. ONEIDA ST.
APPLETON, WIS.

BUTTE DES MORTS UTILITY DISTRICT
DOUG HONTON 731-6319
3111 W. PROSPECT AVE.
APPLETON, WIS.

STANDARD DETAIL DRAWINGS

CATCH BASIN, MANHOLE & INLET COVERS
INLETS TYPE 1 & 2
CONCRETE CURB, GUTTER, COMBINATION
CURB & GUTTER
SURFACE DRAIN DROP INLET TYPE
RIPRAP AT SIDE ROAD CULVERTS & RIPRAP
OR SOD @ PRIVATE ENTRANCE CULVERTS
SOD OR MASONRY AND SOD DITCH CHECKS
EROSION MAT
APRON ENDWALLS FOR CULVERT PIPE &
PIPE ARCH
LAYOUT DETAILS FOR AT-GRADE SIDE
ROAD INTERSECTIONS
NAME PLATE (STRUCTURES)
CLASS "A" STEEL PLATE BEAM GUARD
& STEEL PLATE BEAM MEDIAN GUARD
CONSTRUCTION BARRICADES & STANDARD SIGNS
CONCRETE PAVEMENT REINFORCEMENT

8A5-2

8C1-3

CONCRETE CURB, GUTTER, COMBINATION

CURB & GUTTER

SURFACE DRAIN DROP INLET TYPE

RIPRAP AT SIDE ROAD CULVERTS & RIPRAP

OR SOD @ PRIVATE ENTRANCE CULVERTS

SOD OR MASONRY AND SOD DITCH CHECKS

EROSION MAT

APRON ENDWALLS FOR CULVERT PIPE &

PIPE ARCH

LAYOUT DETAILS FOR AT-GRADE SIDE

ROAD INTERSECTIONS

NAME PLATE (STRUCTURES)

CLASS "A" STEEL PLATE BEAM GUARD

& STEEL PLATE BEAM MEDIAN GUARD

CONSTRUCTION BARRICADES & STANDARD SIGNS

CONCRETE PAVEMENT REINFORCEMENT

8E2-1

8E4-2

8E7-1

8F1-6

9A1-2

12A3-1

14B2-3a

15C1-4

13A1-2

ON THE JOB TRAINING	CONCRETE CURB TYPE-D	CORRUGATED METAL PIPE ARCH 57" x 38" INCH	METAL APRON ENDWALLS FOR PIPE ARCH 57" x 38" INCH
90001	60102	52142	52168
HRS.	LIN. FT.	LIN. FT.	EACH
		28	2
1,000	20		
1,000	20	28	2

STATE PROJECT NUMBER	SHEET NO
4984-0-33,35	5

NOTE: TIES FOR SURVEY REFERENCE LINE
CONSIST OF: PK NAIL IN BLACKTOP ON
C.T.H. "AA", PK NAIL IN BLACKTOP 2' EAST
OF EXISTING STRUCTURE OVER RAILROAD,
AND SPIKE IN GRAVEL AT MASON ST. ALL
TIES ARE 18' SOUTH OF E C.T.H. "OO".

NOTE: BEARINGS SHOWN ARE TRUE BEARINGS
TO THE NEAREST MINUTE.

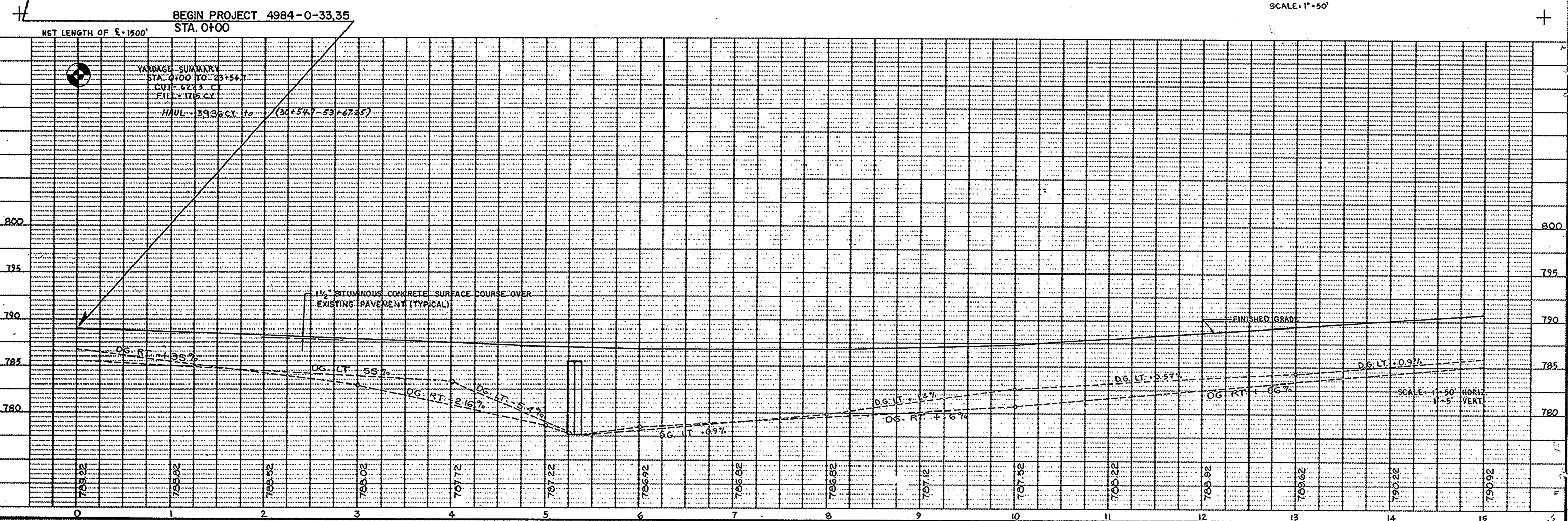
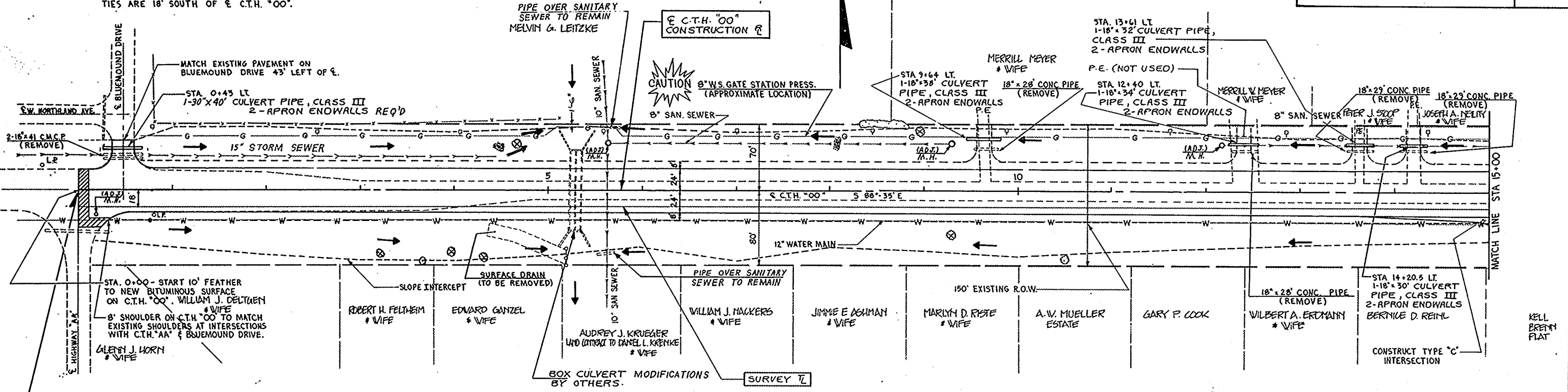


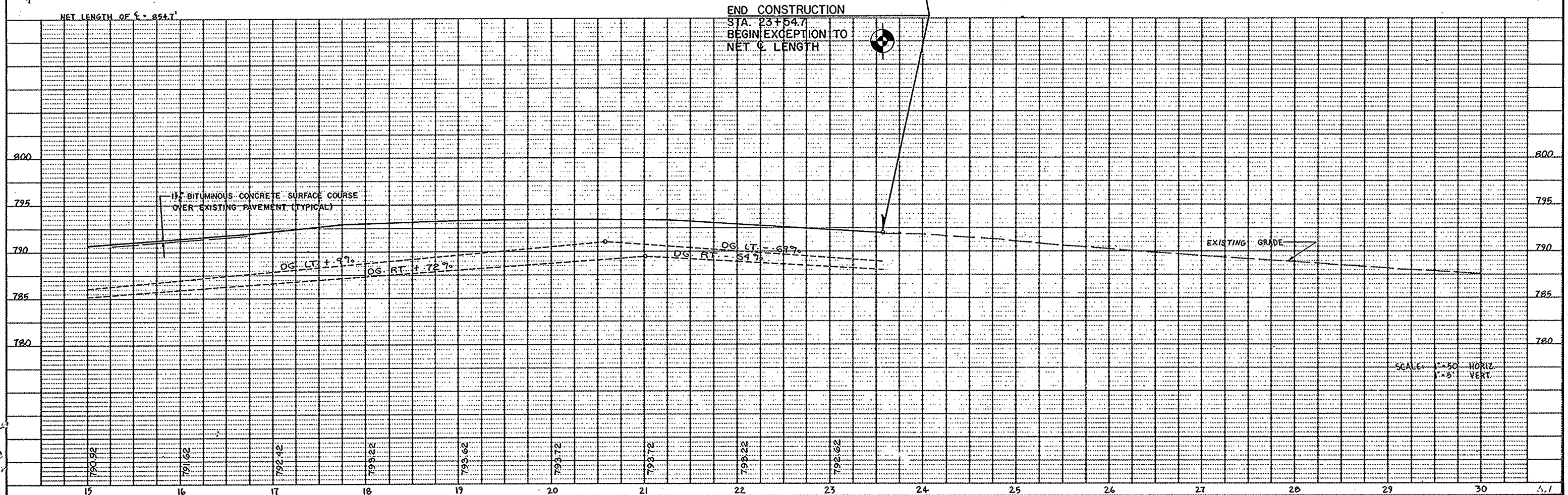
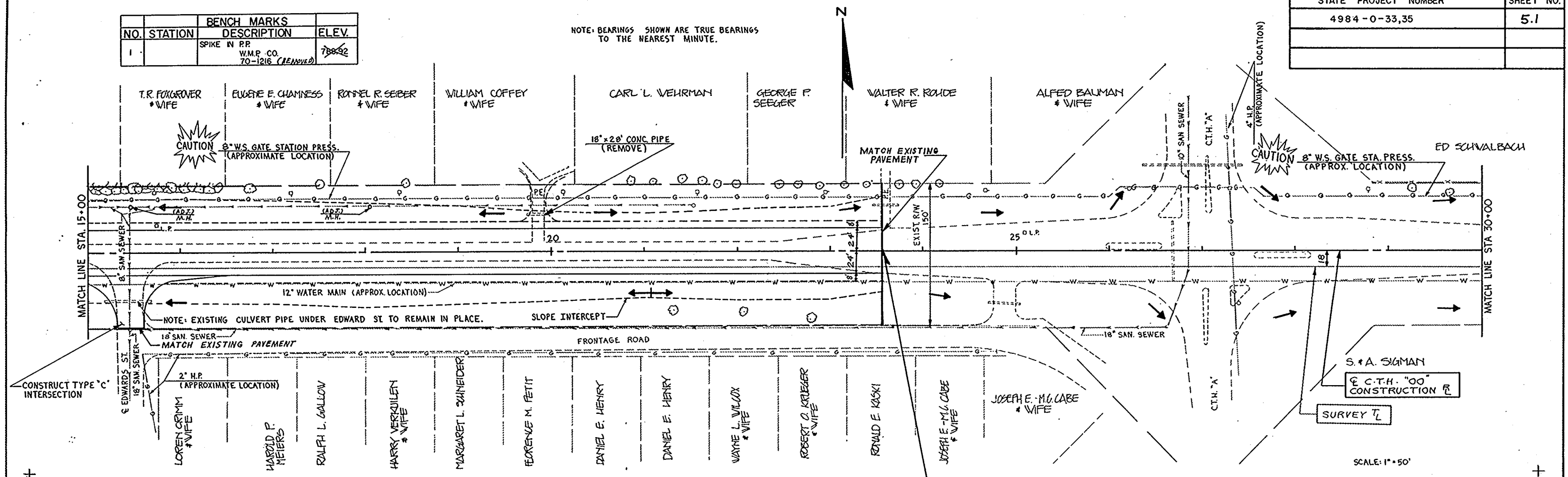
PLATE 1-SINGLE PLAN AND PROFILE-FULL LINE
*TELETYPE NATIONAL TRADING PAPER

2218R0775

STATE PROJECT NUMBER	SHEET NO.
4984-0-33,35	5.1

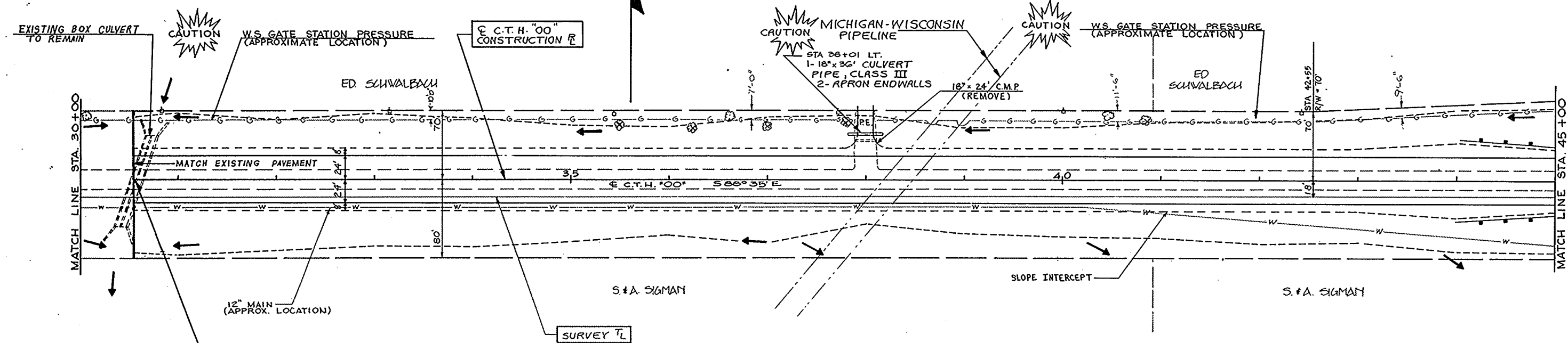
		BENCH MARKS	
NO.	STATION	DESCRIPTION	ELEV.
1		SPIKE IN P.P. W.M.P. CO. 70-1216 (REMOVED)	788.92

NOTE: BEARINGS SHOWN ARE TRUE BEARINGS
TO THE NEAREST MINUTE.



STATE PROJECT NUMBER	SHEET NO.
4984 - 0 - 33,35	5.2

NOTE: BEARINGS SHOWN ARE TRUE BEARINGS
TO THE NEAREST MINUTE.

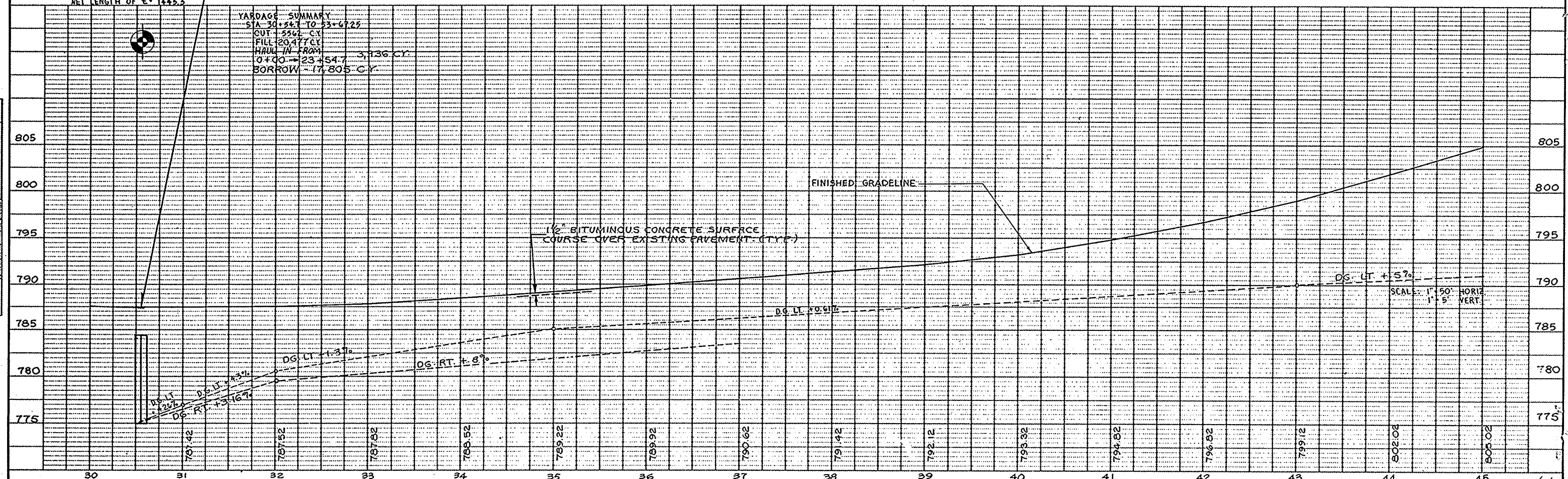


BEGIN CONSTRUCTION
STA. 30+54.7
END EXCEPTION TO NET & LENGTH

SCALE: 1"=50'

NET LENGTH OF & = 1445.3'

YARDAGE SUMMARY
STA. 30+54.7 TO 33+67.27
OUT 554.2 CY
FILL 204.7 CY
HAUL IN FROM
0+00 TO 23+54.7 3,136 CY
BORROW 17,805 CY

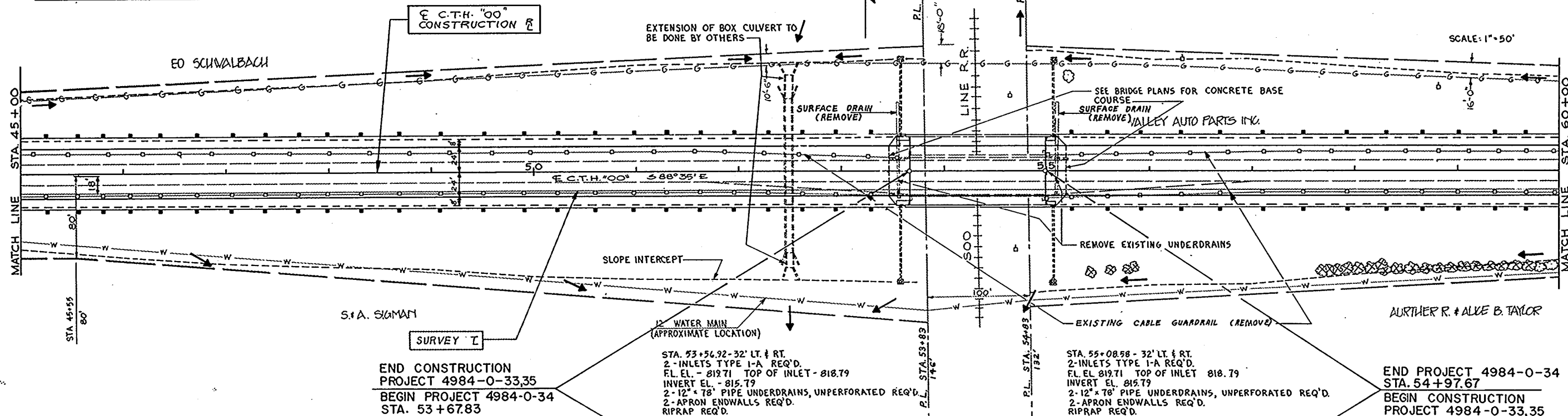


BENCH MARKS			
NO.	STATION	DESCRIPTION	ELEV.
2	53+68	"X" IN SW CORNER OF BRIDGE GUARD RAIL. 31' RT.	821.00
3	54+32	CENTER BOLT IN SOUTH END OF WOODEN PLATFORM WITH "X" CHISELED AROUND IT. 92' LT.	795.35

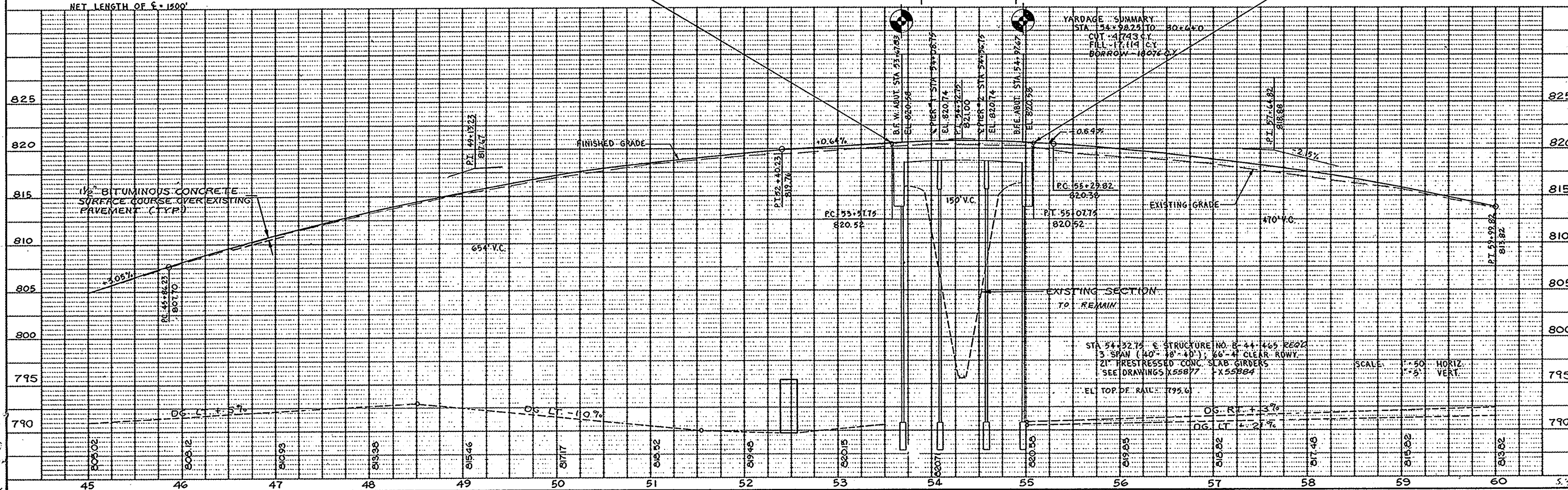
NOTE: FROM STA. 48+50 TO 53+50, SEE CROSS-SECTIONS FOR ACTUAL DITCH LOCATION.

NOTE: BEARINGS SHOWN ARE TRUE BEARINGS TO THE NEAREST MINUTE.

STATE PROJECT NUMBER	SHEET NO.
4984-0-33,34,35	5.3

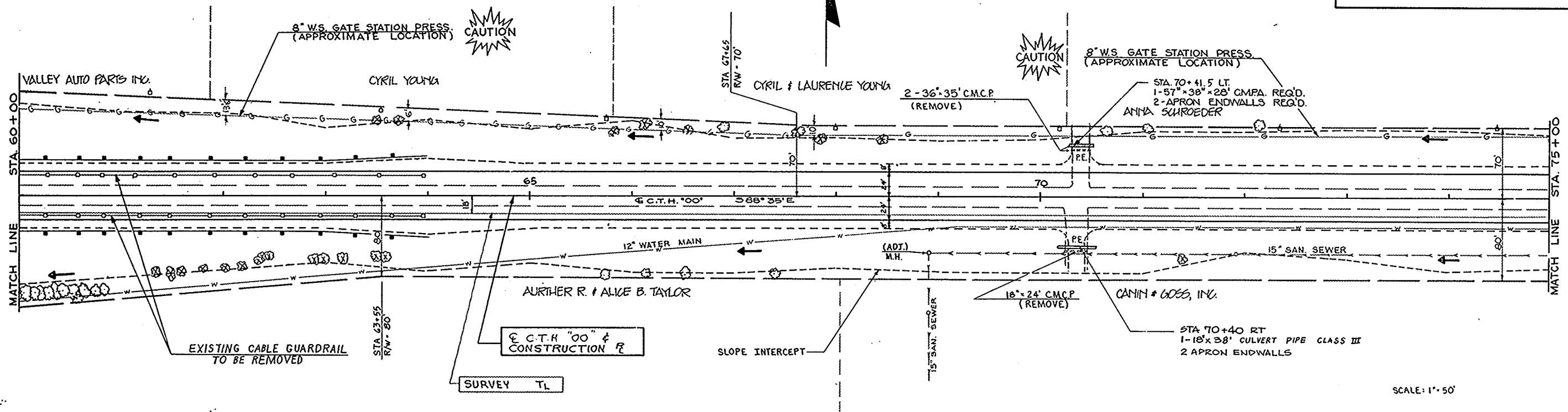


NET LENGTH OF C = 1500'



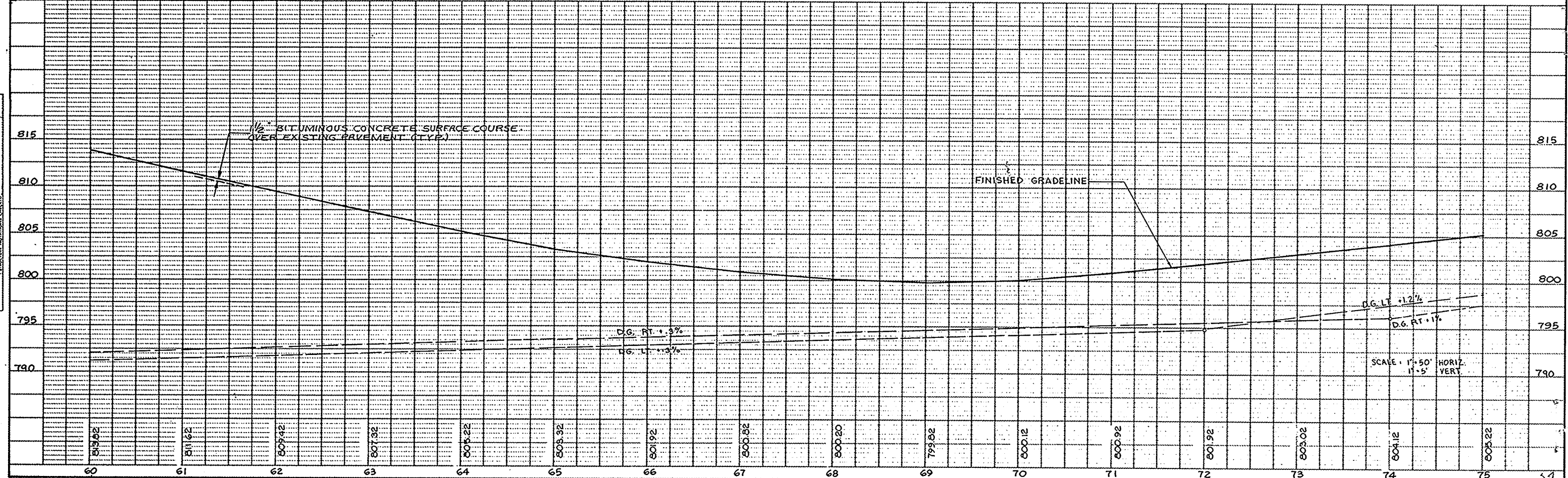
STATE PROJECT NUMBER	SHEET NO.
4984-0-33,35	5.4

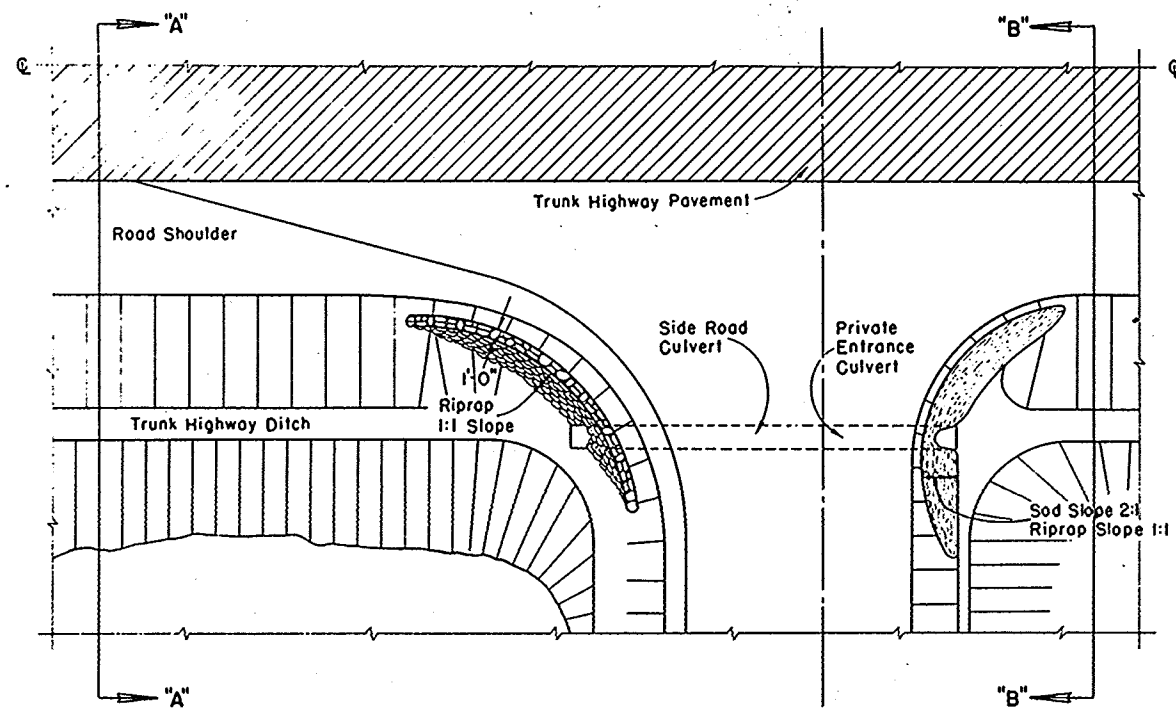
NOTE: BEARINGS SHOWN ARE TRUE BEARINGS TO THE NEAREST MINUTE.



SCALE: 1"=50'

NET LENGTH OF $\frac{1}{2}$ " = 1500'





PLAN VIEW
HALF SECTION SHOWING
RIPRAP PLACED AT
SIDE ROAD CULVERT

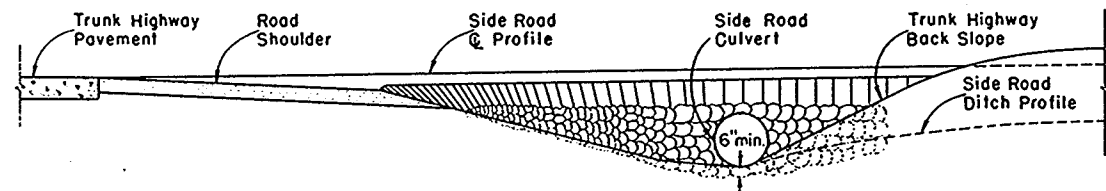
PLAN VIEW
HALF SECTION SHOWING
SOD OR RIPRAP PLACED AT
PRIVATE ENTRANCE CULVERT

TABLE OF QUANTITIES

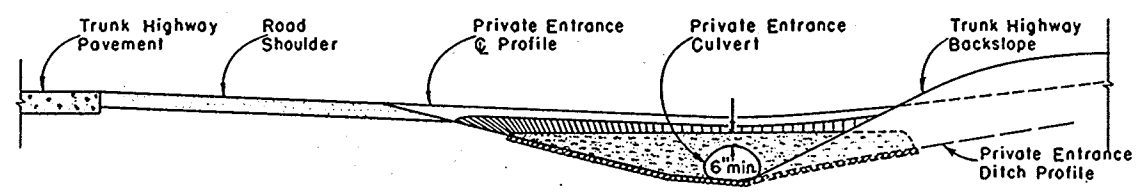
SIDE ROAD CULVERTS		PRIVATE ENTRANCE CULVERTS		
Size of Culvert Pipe	Cu. Yds. Riprap One End	Size of Culvert Pipe	Cu. Yds. Riprap One End	Sq. Yds. Sod One End
—	—	18"	0.7	4
24"	1.0	24"	1.0	5
30"	1.3	30"	1.3	6
36"	2.0	36"	2.0	7
42"	2.7	42"	2.7	8
48"	3.6	48"	3.6	10

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.



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

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

STATE HIGHWAY COMMISSION OF WISCONSIN

RECOMMENDED FOR APPROVAL:

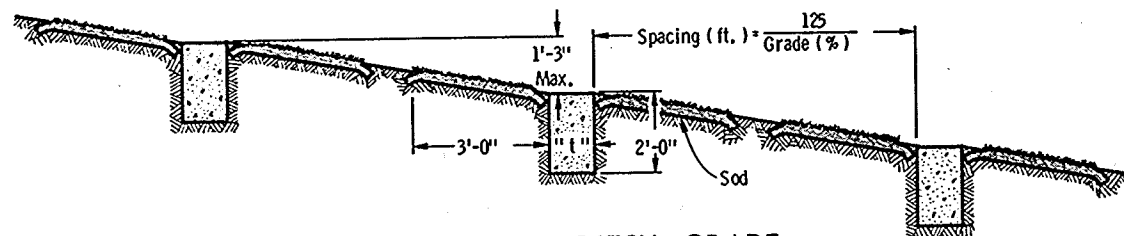
2-5-63
DATE

J. L. Pitt
ENGINEER OF DESIGN

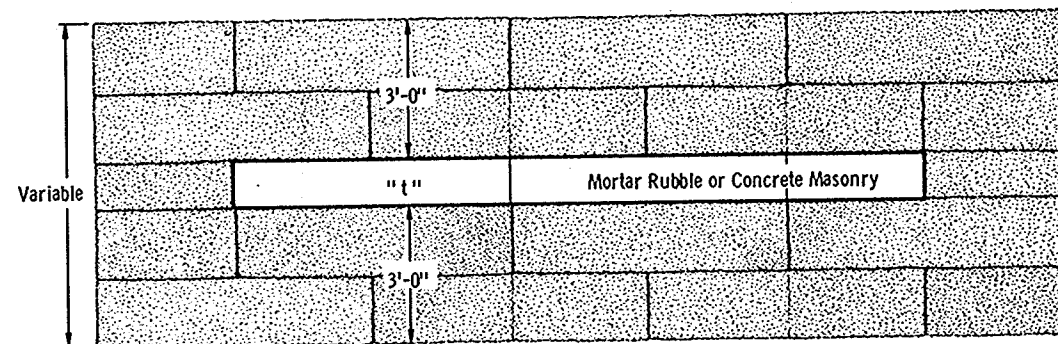
APPROVED:

2/6/63
DATE

E. G. Rottman
STATE HIGHWAY ENGINEER

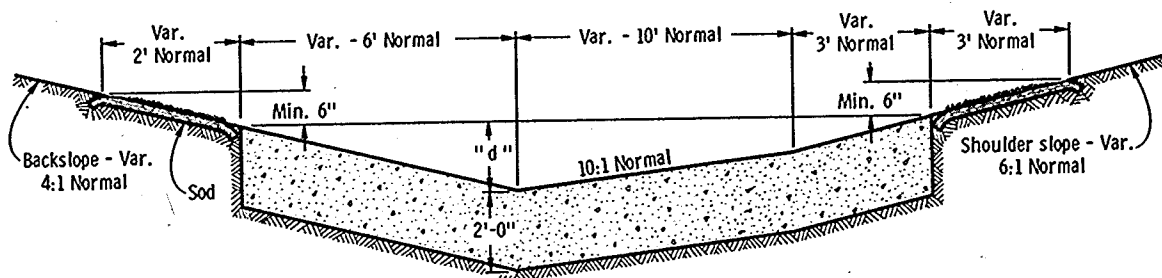


PROFILE OF DITCH GRADE

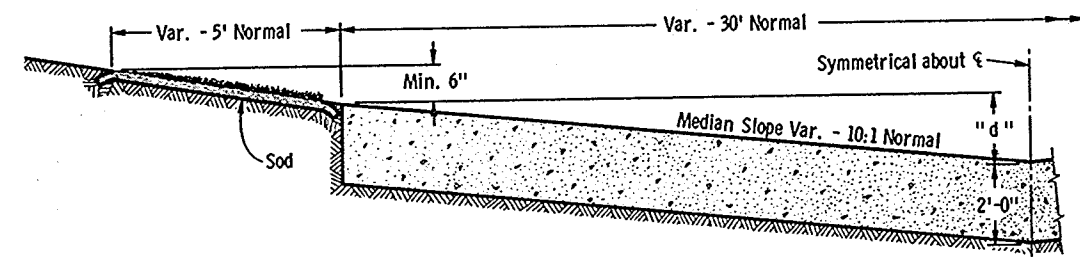


PLAN VIEW SHOWING
MASONRY AND SOD

"t" - Masonry thickness shall be 0'-9" for concrete and 1'-0" for mortar rubble.



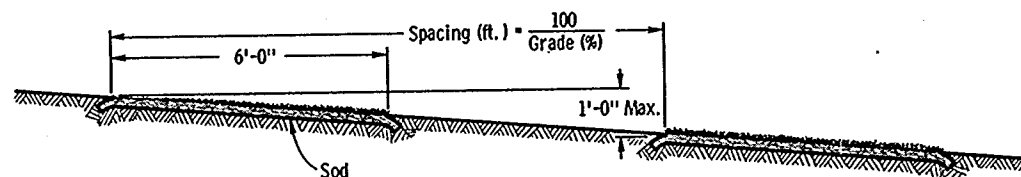
SIDE DITCH CROSS SECTION



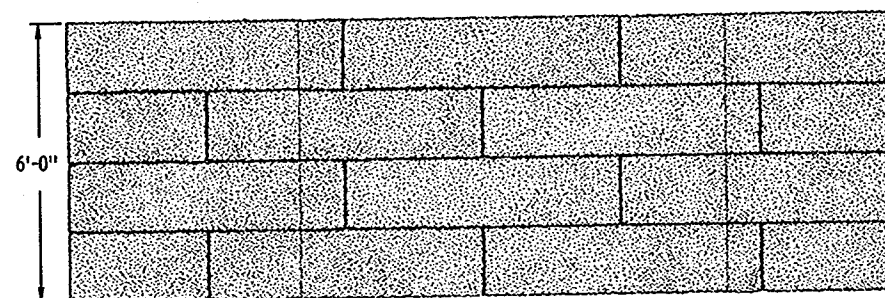
MEDIAN DITCH CROSS SECTION

"d" - The minimum depth of the masonry portion of the ditch checks shall be equal to the maximum depth of flow. The normal "d" will be 1'-6".

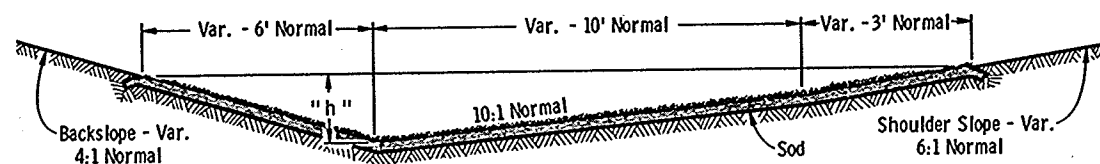
MASONRY AND SOD DITCH CHECKS



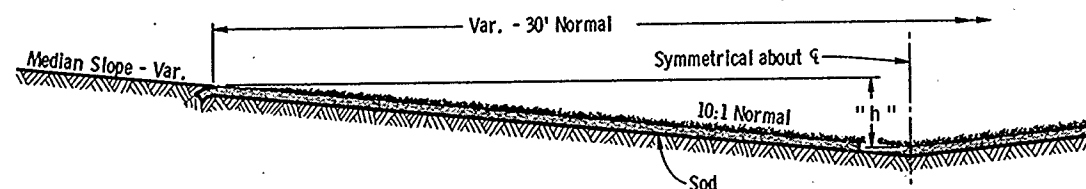
PROFILE OF DITCH GRADE



PLAN VIEW SHOWING SOD



SIDE DITCH CROSS SECTION



MEDIAN DITCH CROSS SECTION

"h" - The minimum height of ditch to be sodded shall be equal to the maximum depth of flow plus 6". The normal "h" will be 1'-6".

SOD DITCH CHECKS

GENERAL NOTES

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

Alternate designs for ditch checks, of the material or combination of materials shown hereon, may be used upon written permission of the Engineer.

Sod strips for ditch checks may be placed either transversely or longitudinally to the direction of water flow.

SOD OR MASONRY AND SOD DITCH CHECKS

State of Wisconsin
Department of Transportation
Division of Highways

RECOMMENDED FOR APPROVAL:

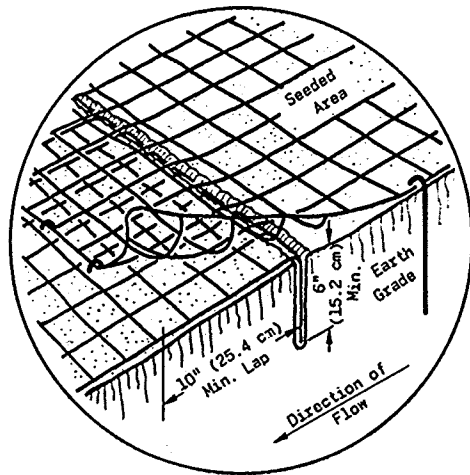
9/7/71
DATE

A. C. Hemmel
ACTING CHIEF DESIGN ENGINEER

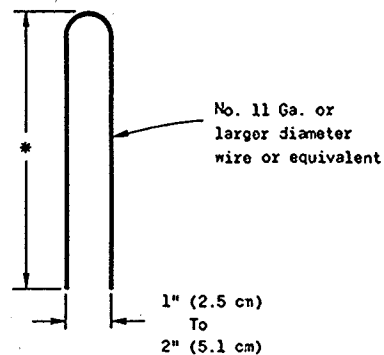
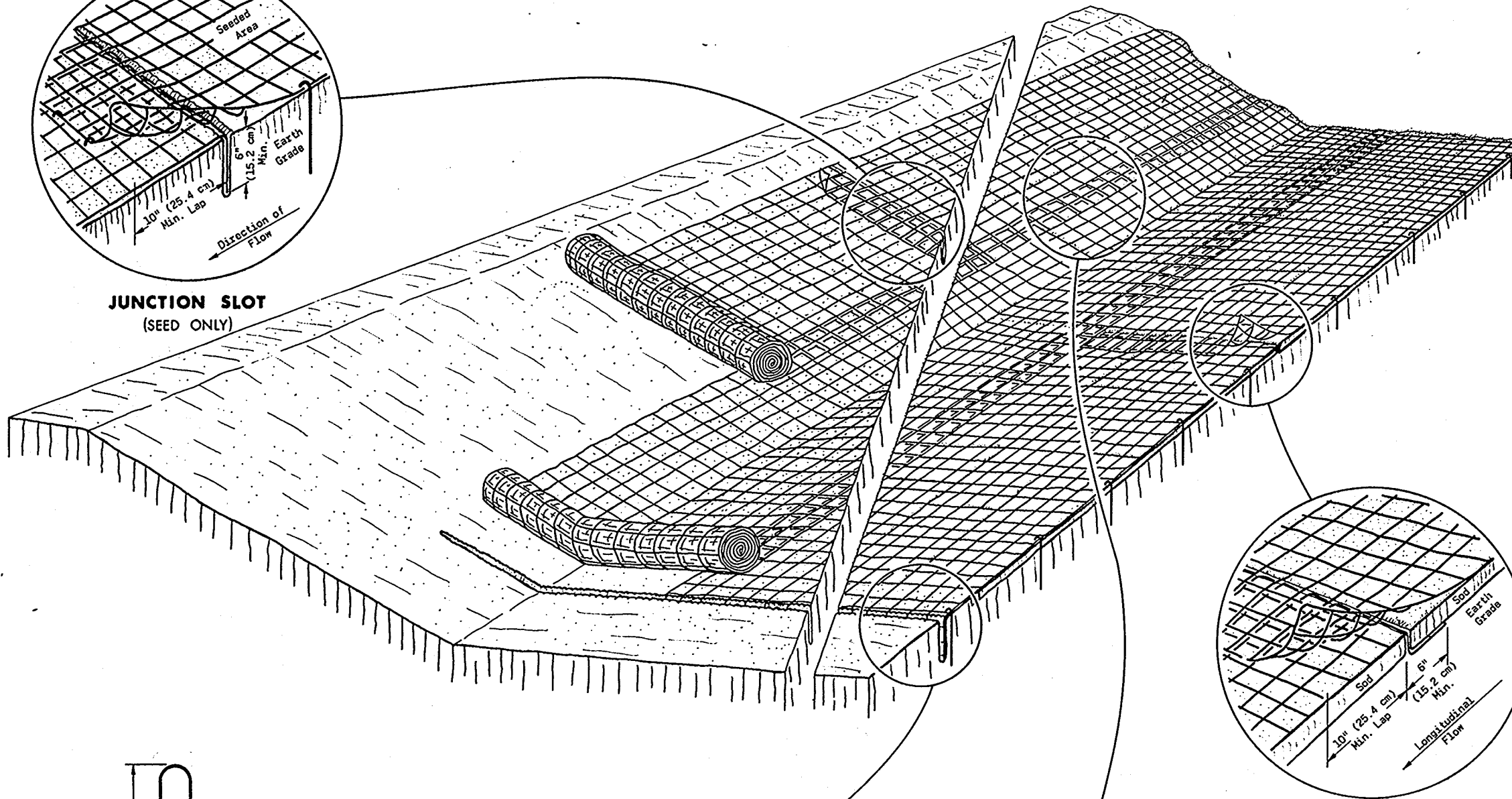
APPROVED:

9/7/71
DATE

H. J. Darnicester
STATE HIGHWAY ENGINEER

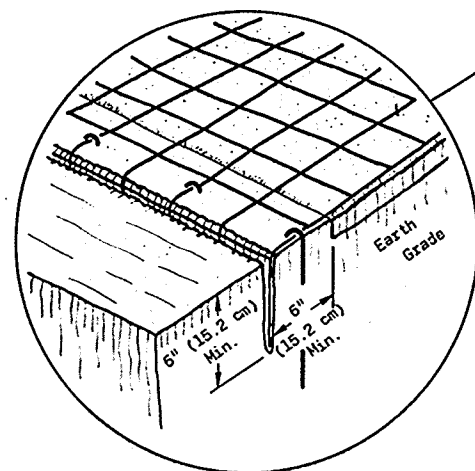


**JUNCTION SLOT
(SEED ONLY)**

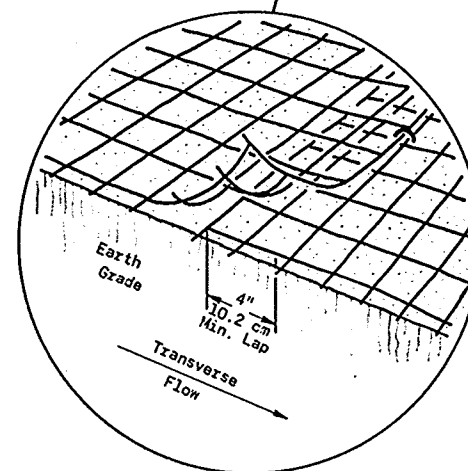


**DETAIL OF
TYPICAL STAPLE**

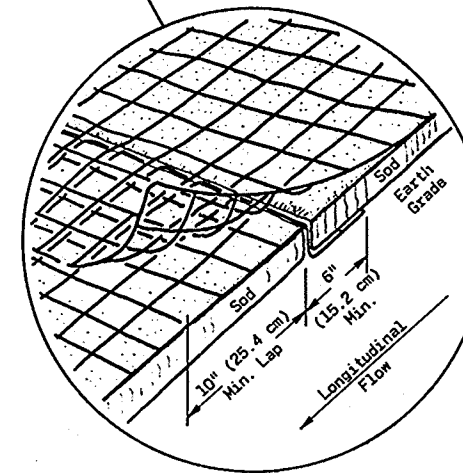
- * 6" (15.2 cm) Min. for firm soils
- 12" (30.5 cm) Min. for loose soils
- 8" (20.3 cm) Min. where both sod and mats are being used.



**ANCHOR SLOT
AT BEGINNING AND END OF EROSION MAT
(SEED AND SOD)**



**LAP JOINT
(SEED AND SOD)**



**JUNCTION SLOT
(SOD ONLY)**

GENERAL NOTES

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

Variations in the dimensions or materials shown hereon shall be permitted if they provide equivalent protection and material strength and if prior approval of the Engineer is obtained.

Lap Joints shall not be placed in the bottom of V-shaped ditches.

Junction Slots on adjacent strips of Matting shall be staggered a minimum of 4 feet (1.219 m) apart.

Edges of the Erosion Mat shall be impressed in the soil.

Erosion Mat shall be measured and paid for in accordance with the Standard Specifications.

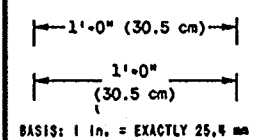
EROSION MAT OVER SOD

- a. Only Jute Fabric will be permitted over sod.
- b. Wood Stakes for Sod may be omitted by the Engineer if the existing slope and soil conditions so warrant.
- c. The width of Erosion Mat shall always equal the Sod width.
- d. Sod strips may be placed either longitudinally or transversely to the flow line of the Ditch.

EROSION MAT OVER SEEDING

Junction or Anchor Slots shall be at minimum intervals of 100 feet (30.48 m) on grades up to and including 3 percent, and 50 feet (15.24 m) on grades exceeding 3 percent.

METHOD OF DIMENSIONING



EROSION MAT

State of Wisconsin
Department of Transportation
Division of Highways

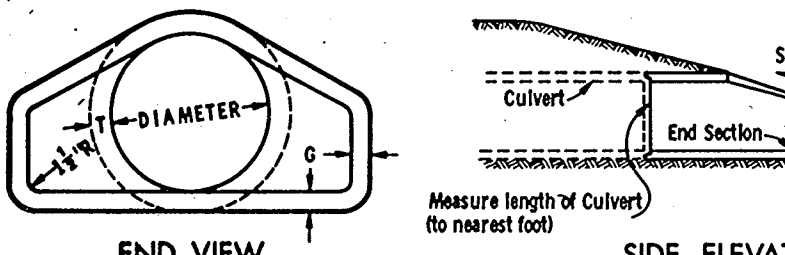
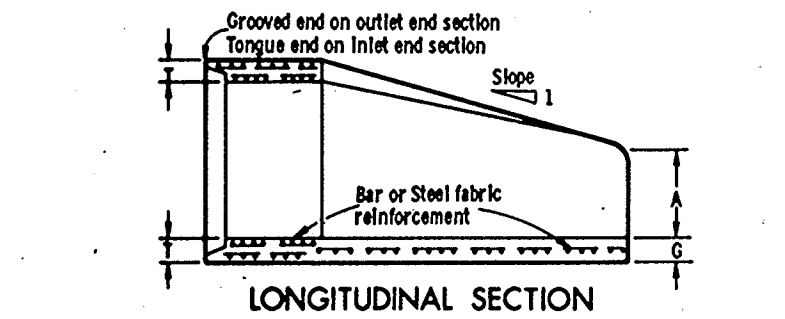
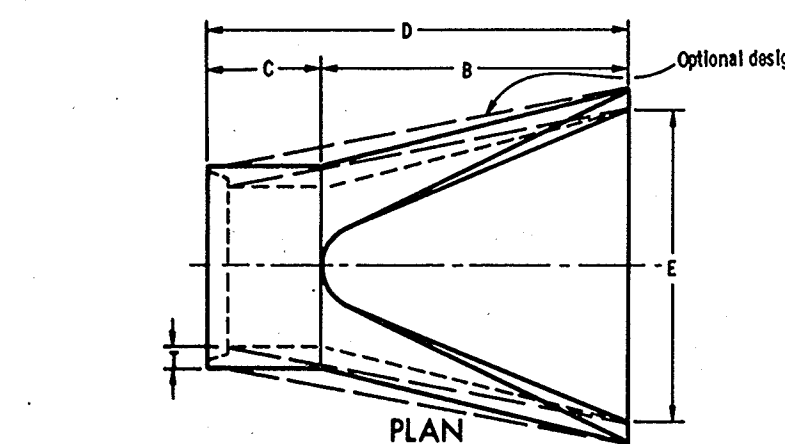
RECOMMENDED FOR APPROVAL:

12-3-73
DATE

J.C. Hennrich
CHIEF OF FACILITIES DEVELOPMENT

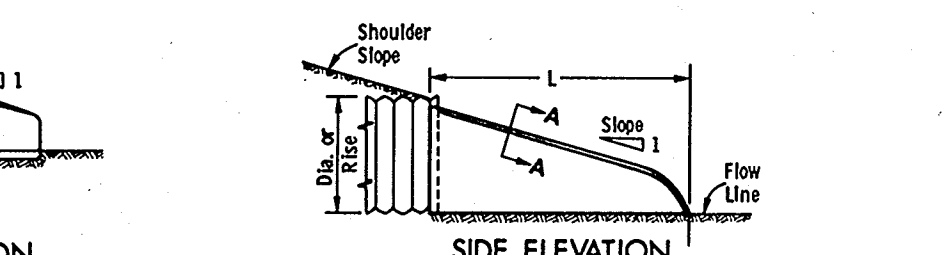
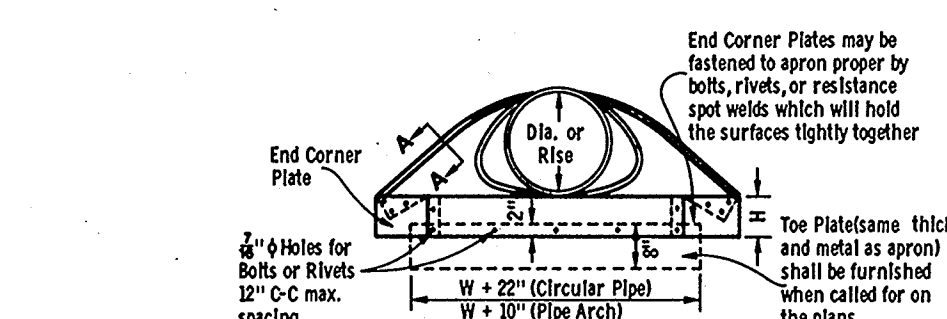
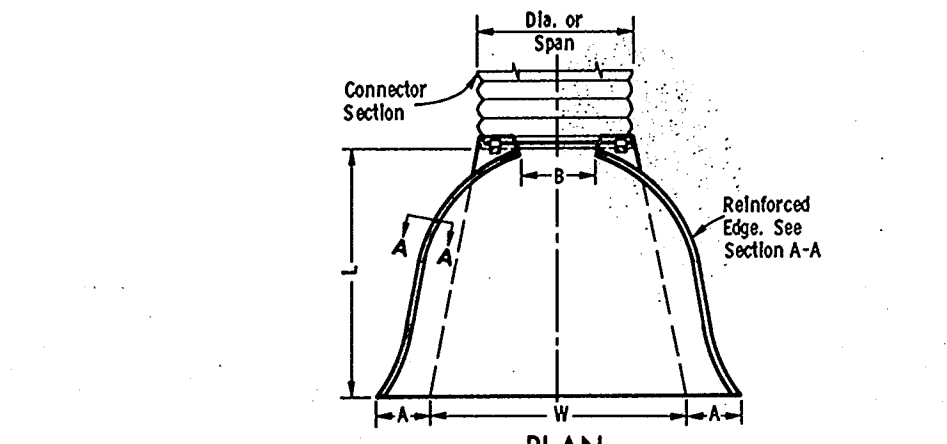
APPROVED
1-15-74
DATE

W.J. Siedler
STATE HIGHWAY ENGINEER



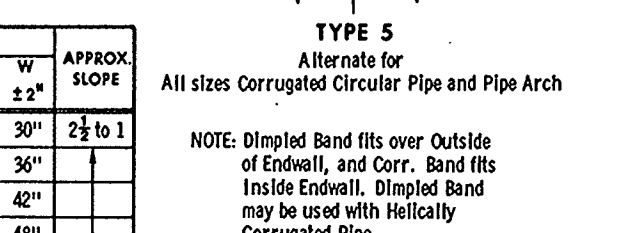
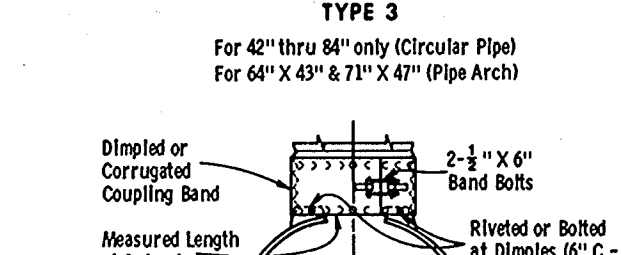
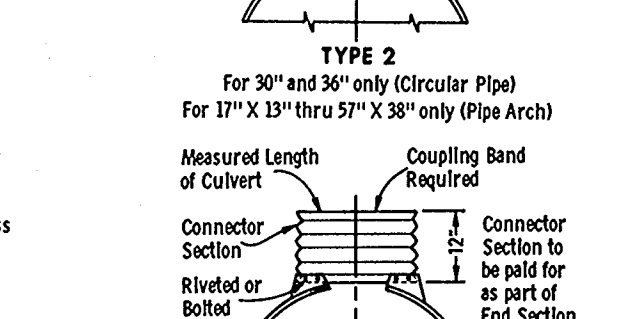
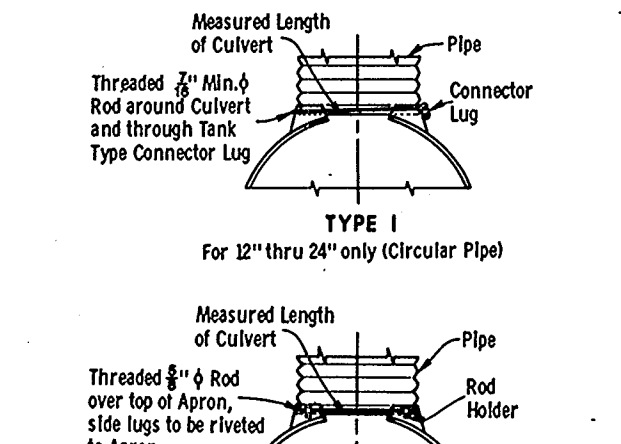
DIA.	APPROX. WEIGHT/SECTION	T	A	B	C	D	E	G	APPROX. SLOPE
12"	530	2"	4"	24"	48 1/8"	72 1/2"	24"	2"	3 to 1
15"	740	2 1/2"	6"	27"	46"	73"	30"	2 1/2"	
18"	990	2 1/2"	9"	27"	46"	73"	36"	2 1/2"	
21"	1,280	2 3/4"	9"	36"	37 1/2"	73 1/2"	42"	2 3/4"	
24"	1,520	3"	9 1/2"	43 1/2"	30"	73 1/2"	48"	3"	
27"	1,930	3 1/2"	10 1/2"	49 1/2"	24"	73 1/2"	54"	3 1/2"	
30"	2,190	3 1/2"	12"	54"	19 3/4"	73 1/2"	60"	3 1/2"	
36"	4,100	4"	15"	63"	34 3/4"	97 1/2"	72"	4"	
42"	5,380	4 1/2"	21"	63"	35"	98"	78"	4 1/2"	
48"	6,550	5"	24"	72"	26"	98"	84"	5"	3 to 1
54"	8,040	5 1/2"	27"	65"	35 1/4" - 35"	98 1/4" - 100"	90"	5"	2 1/2 to 1
60"	8,730	6"	30"	60"	39"	99"	96"	5"	2 to 1
66"	10,630	6 1/2"	30"	72" - 78"	21" - 27"		102"	5 1/2"	
72"	12,520	7"	36"	78"	21"		108"	6"	
78"	14,430	7 1/2"	36"	78"	21"	99"	114"	6 1/2"	2 to 1
84"	18,160	8"	36"	90 1/2"	21"	111 1/2"	120"	6 1/2"	1 1/2 to 1

REINFORCED CONCRETE APRON ENDWALLS



D PIPE DIA.	MIN. METAL THICKNESS	MIN. ALUM. THICKNESS	A	B	H	L	W	APPROX. SLOPE
12"	0.064	0.060	6"	6"	6"	21"	24"	2 1/2 to 1
15"			7"	8"		26"	30"	
18"			8"	10"		31"	36"	
21"		0.060	9"	12"		36"	42"	
24"	0.064	0.075	10"	13"	6"	41"	48"	
30"	0.079	0.075	12"	16"	8"	51"	60"	
36"	0.079	0.105	14"	19"	9"	60"	72"	
42"	0.109		16"	22"	11"	69"	84"	2 1/2 to 1
48"			18"	27"	12"	78"	90"	2 1/2 to 1
54"		0.105	30"			84"	102"	2 to 1
60"		NA	33"			87"	114"	1 1/2 to 1
66"			36"			87"	120"	1 1/2 to 1
72"			39"			87"	126"	1 1/2 to 1
78"			42"			87"	132"	1 1/2 to 1
84"	0.109	NA	45"	12"	87"	138"		1 1/2 to 1

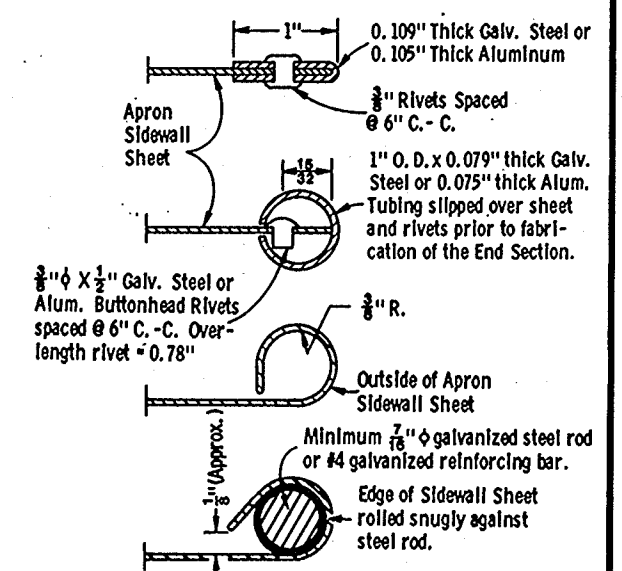
METAL OR ALUMINUM APRON ENDWALLS FOR CIRCULAR PIPES



NOTE: All splices to be lap riveted or bolted

METAL APRON ENDWALLS FOR PIPE ARCHES

PIPE ARCH - Use Endwall Connection Details 2, 3, or 5 as applicable.



GENERAL NOTES

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

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.

Concrete culvert endwalls may not be used with galvanized steel or aluminum culvert pipe or vice versa.

Galvanized steel or aluminum endwalls shall normally be installed on culvert pipe of the same metal. The use of galvanized steel endwalls on aluminum pipes is permitted, provided the two metals at the joint interface are kept separated by a suitable insulating material approximately 1/8" thick or greater. Such material would be an asphalt impregnated fabric, a sheet plastic, a rubber gasket or other nondegradable material of substantial strength.

When two or more 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.

CONNECTION DETAILS

CIRCULAR PIPE

For Circumferentially Corrugated Pipe use Endwall Connection Details 1, 2, 3, or 5 as applicable.

For Helically Corrugated Pipe use Endwall Connection Details 1, 2 or 5.

For Helically Corrugated Pipes with two Circumferential Corrugations at each end use Endwall Connection Details 1, 2, or 3.

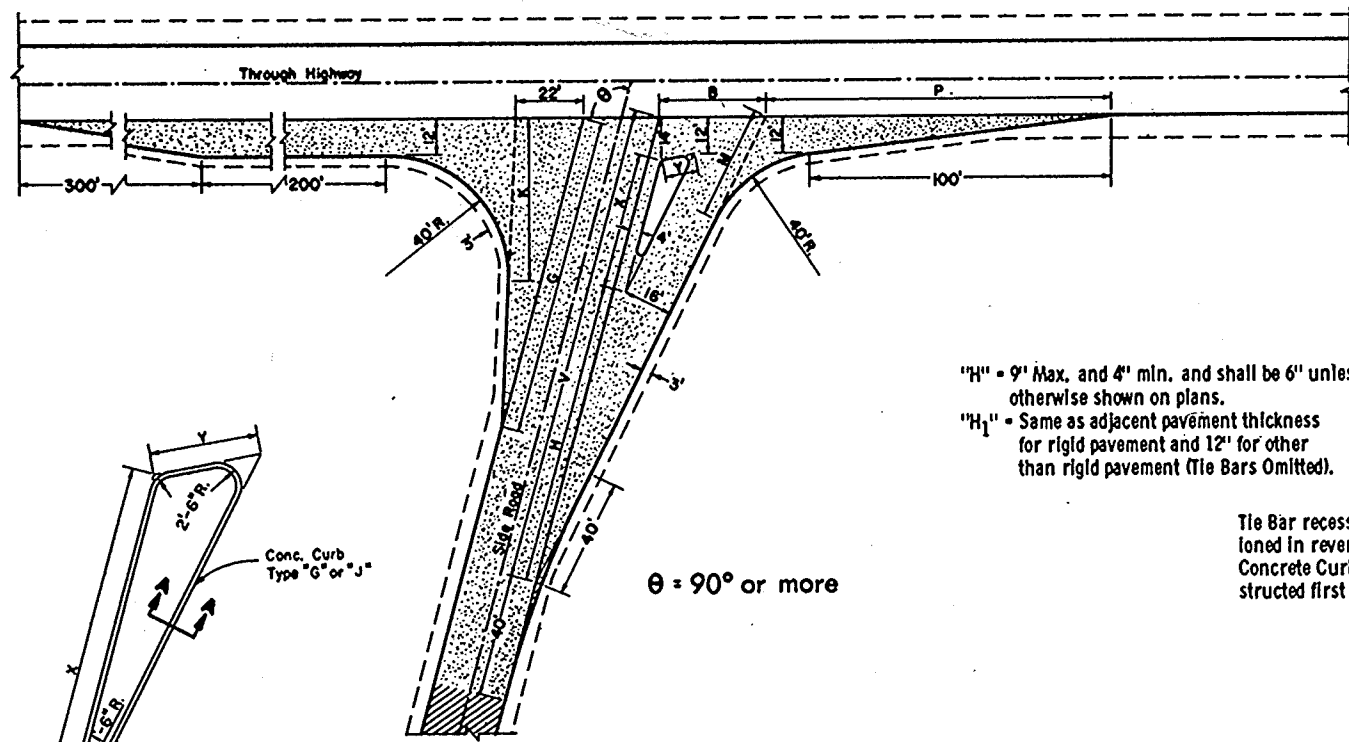
APRON ENDWALLS FOR CULVERT PIPE AND PIPE ARCH

State of Wisconsin
Department of Transportation
Division of Highways

RECOMMENDED FOR APPROVAL
DATE **7-29-75**
APPROVED
DATE **7-29-75**

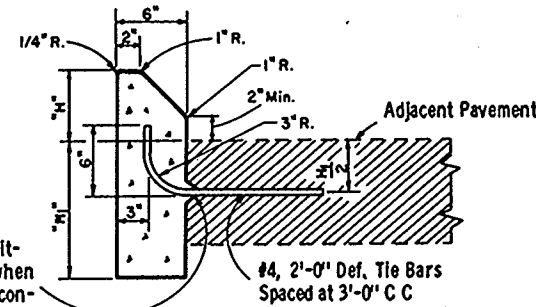
[Signature]
CHIEF OF FACTORIES DEVELOPMENT

[Signature]
DISTRICT 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)

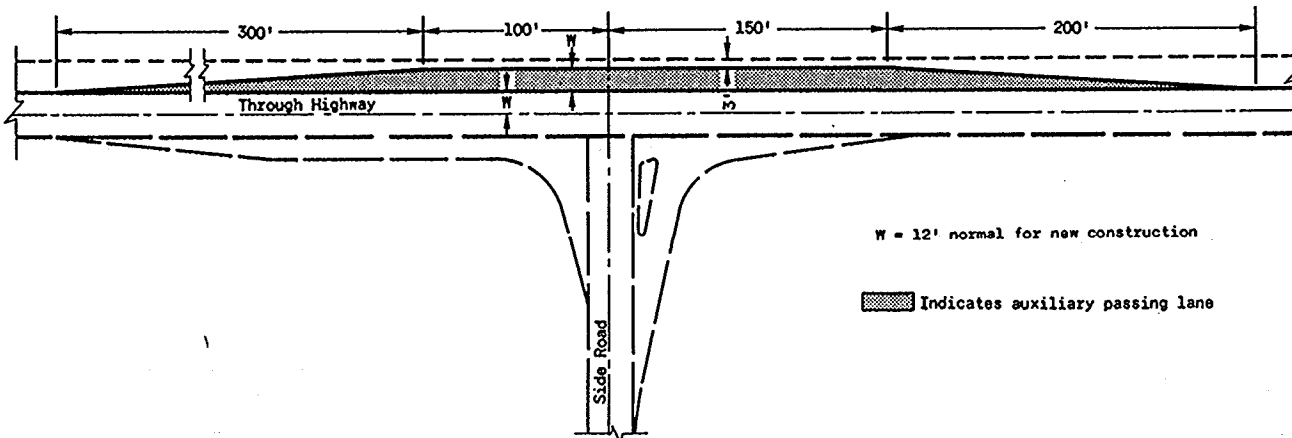
θ	G	K	B	V	H	X	Y	P	M
90	90	43.8	33.9	156.0	94	48.0	11.0	125.0	44.2
95	94	46.7	34.0	156.7	96	47.0	11.0	121.3	41.9
100	98	50.0	34.4	157.4	98	45.9	11.0	117.7	39.7
105	102	53.8	35.2	158.3	100	44.9	11.2	114.2	37.8
110	106	58.2	36.4	159.2	102	43.7	11.4	110.6	36.2
115	110	63.4	38.4	161.8	104	42.6	11.7	107.1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

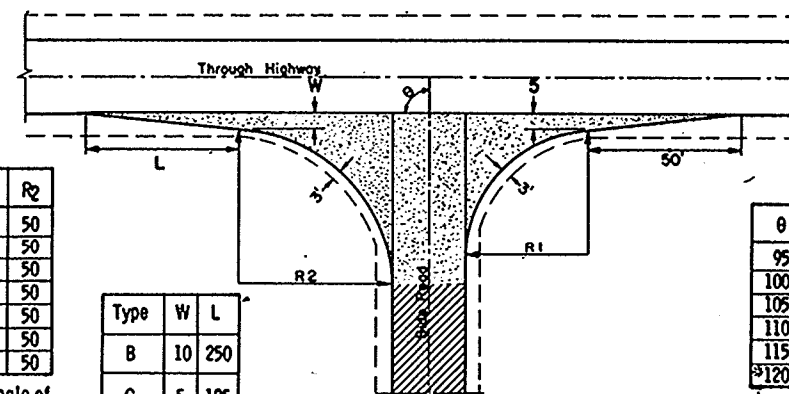
W = 12' normal for new construction
 Indicates auxiliary passing lane

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

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



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

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.

Legend:
 New Pavement
 Existing Surface

LAYOUT DETAILS FOR AT-GRADE SIDE ROAD INTERSECTIONS

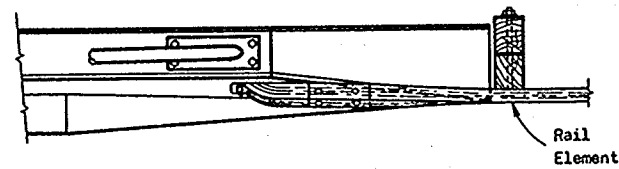
State of Wisconsin
 Department of Transportation
 Division of Highways

RECOMMENDED FOR APPROVAL:
 4-11-73
 DATE

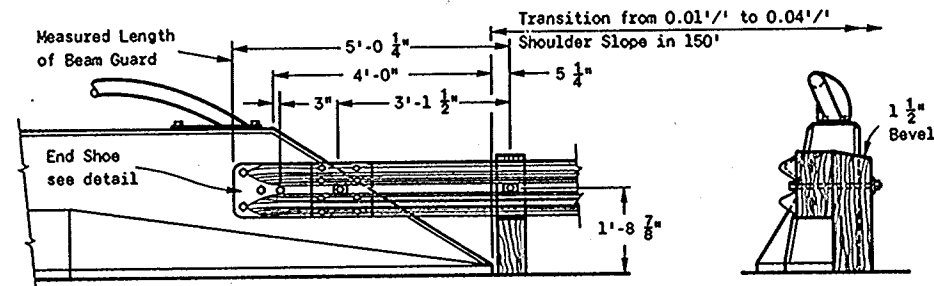
CHIEF OF FACILITIES DEVELOPMENT

APPROVED:
 4-17-73
 DATE

STATE HIGHWAY ENGINEER



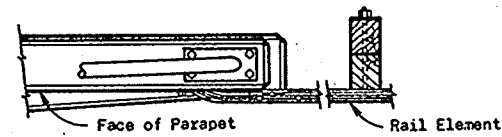
PLAN VIEW



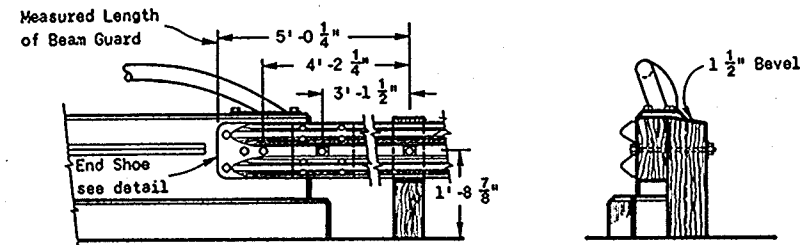
FRONT ELEVATION

END ELEVATION

STRUCTURE MOUNTING DETAIL
SLOPING TYPE PARAPET WALL



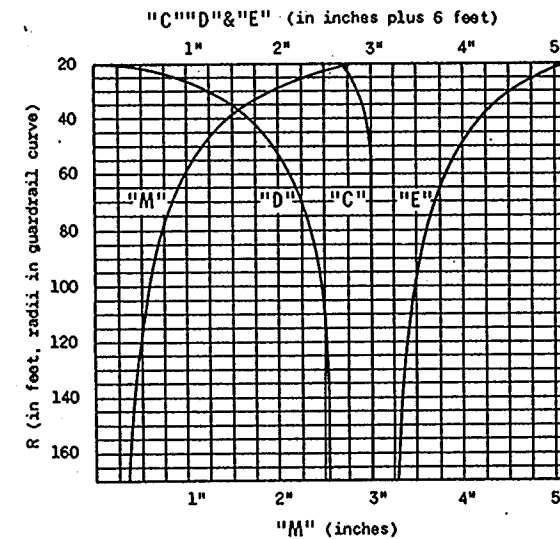
PLAN VIEW



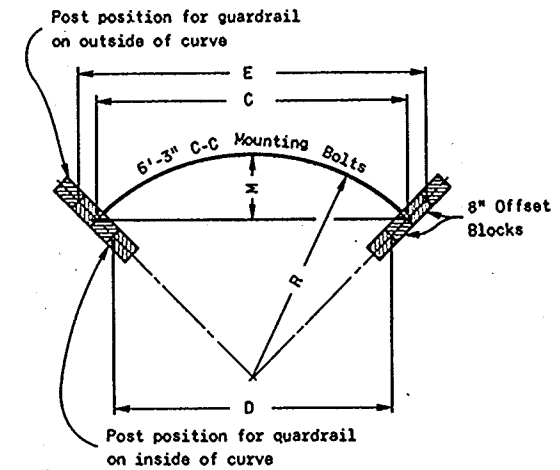
FRONT ELEVATION

END ELEVATION

STRUCTURE MOUNTING DETAIL
VERTICAL TYPE PARAPET WALL



CURVE DATA FOR POST SPACING AND BEAM CURVING



CHORD LENGTHS FOR POST SPACING AND
MIDDLE ORDINATES FOR BEAM CURVING

GENERAL NOTES

Details of construction, materials and workmanship 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.

Square anchor alternates will be permitted. Square anchors shall be a minimum of 24 inches x 24 inches.

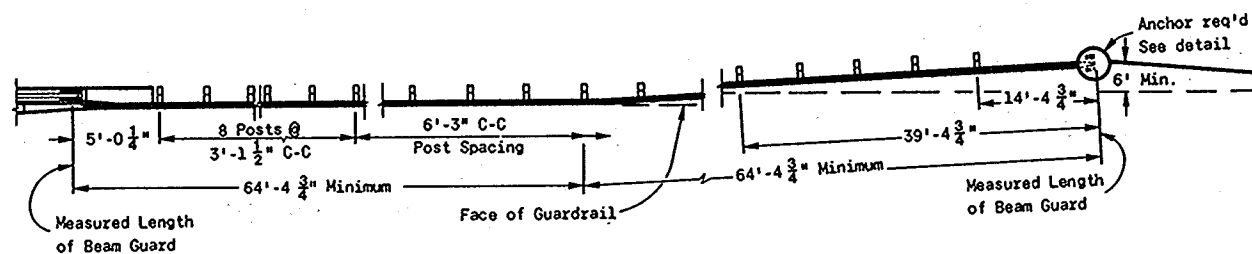
The shoulder widening to accommodate the anchored end of the guardrail shall be accomplished at the rate of widening not to exceed 15 to 1.

Upon approval of the Engineer, the 6 foot anchor offset may be reduced to nothing for replacement installations where existing conditions will not permit the desirable offset. However, when no offset greater than or equal to 3 feet can be provided, the minimum length of guardrail in advance of an obstacle (obstacle to anchor) shall be 150 feet.

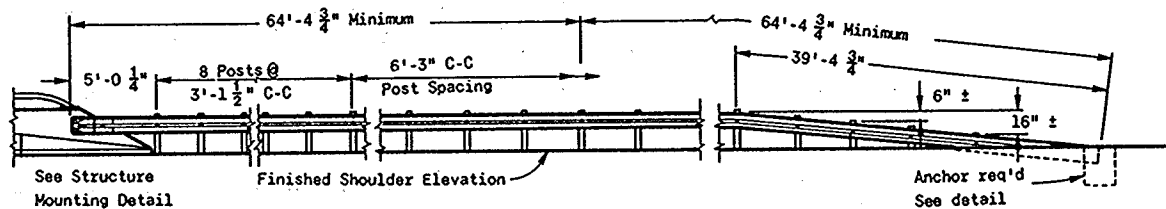
The minimum clearance from the front face of guardrail to obstacle shall be 3 feet unless otherwise shown on contract plans. When clearance is less than 3 feet post spacing shall be reduced to 3 feet - 1 1/2 inches C.C.

The "Post Footing Details At Piers" shall be used when guardrail posts are over structure footings and less than 3 feet - 6 inches of earth is provided over the top of the footing.

NOTE:
THIS STANDARD DETAIL DRAWING CONSISTS OF TWO PLATES, AND BOTH PLATES ARE REQUIRED WHEN THIS STANDARD IS CALLED FOR IN THE PLANS.

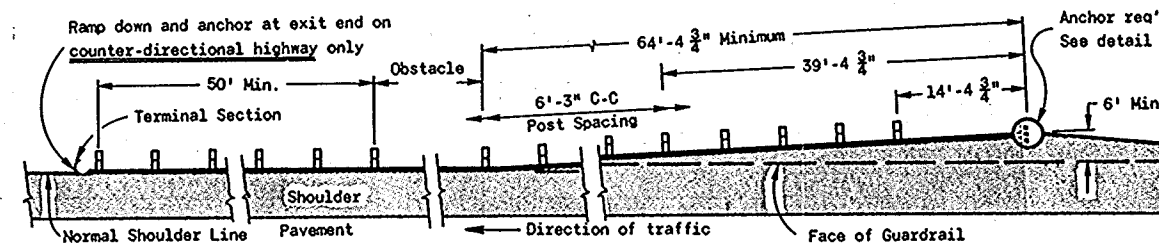


PLAN VIEW



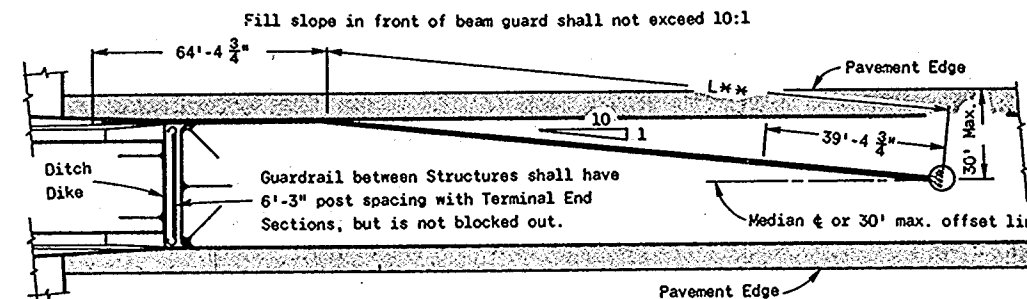
FRONT ELEVATION

TYPICAL INSTALLATION AT STRUCTURES



PLAN VIEW

TYPICAL INSTALLATION AT
LOCATIONS OTHER THAN STRUCTURES



PLAN VIEW

MEDIAN PROTECTION

CLASS "A"
STEEL PLATE BEAM GUARD &
STEEL PLATE BEAM MEDIAN GUARD

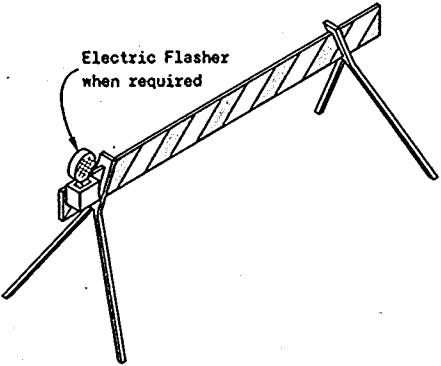
State of Wisconsin
Department of Transportation
Division of Highways

S.D.D. 14 B 2-3a

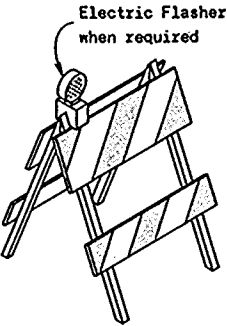
TABLE OF BARRICADE CHARACTERISTICS

BARRICADE TYPE	I	II	III
Height	3'(91.4 cm) Min.		5'(152.4 cm) Min.
*Rail Width	8"(20.3 cm) Min. to 12"(30.5 cm) Max.		
Rail Length	2'(61.0 cm) Min. to Variable Maximum		
**Stripe Width	6" (15.2 cm) at 45° Angle		
Stripe Colors	Reflectorized Orange & White		

* Nominal dimensions when barricade is constructed of lumber.
** May be 4"(10.2 cm) for rail lengths less than 3'(91.4 cm).



TYPICAL TYPE I BARRICADE



TYPICAL TYPE II BARRICADE



W20-3
48"(121.9 cm) x 48"(121.9 cm)
Black Lettering on Reflective
Orange Background
Letter Series "D"
Letter height 7" (17.8 cm)



R11-2
48"(121.9 cm) x 30"(76.2 cm)
Black Lettering on Reflective
White Background
Letter Series "D"
Letter height 8" (20.3 cm)

STANDARD SIGNS-TYPE II

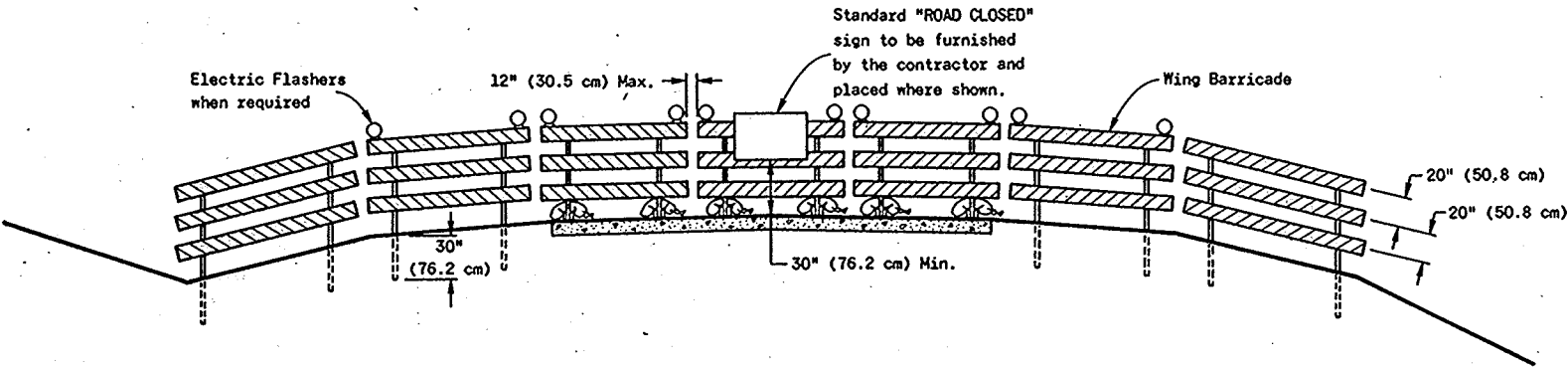
GENERAL NOTES

The contractor shall furnish, erect and maintain Barricades and Signs. Details regarding location, spacing, dimensions, fabrication, material, sign lettering, lighting devices and color of Barricades and Signs shall conform to this drawing, the Wisconsin Manual on Uniform Traffic Control Devices, the Standard Specifications, Special Provisions and/or plans.

Type III Barricades and Signs shall be erected at the termini of projects and at other road or street locations where it is necessary to control or eliminate public access to the construction area.

Type I and II Barricades shall be used on projects when traffic is to be maintained through the construction area.

The actual field location of barricade installations and advance signs shall be as directed by the Engineer.



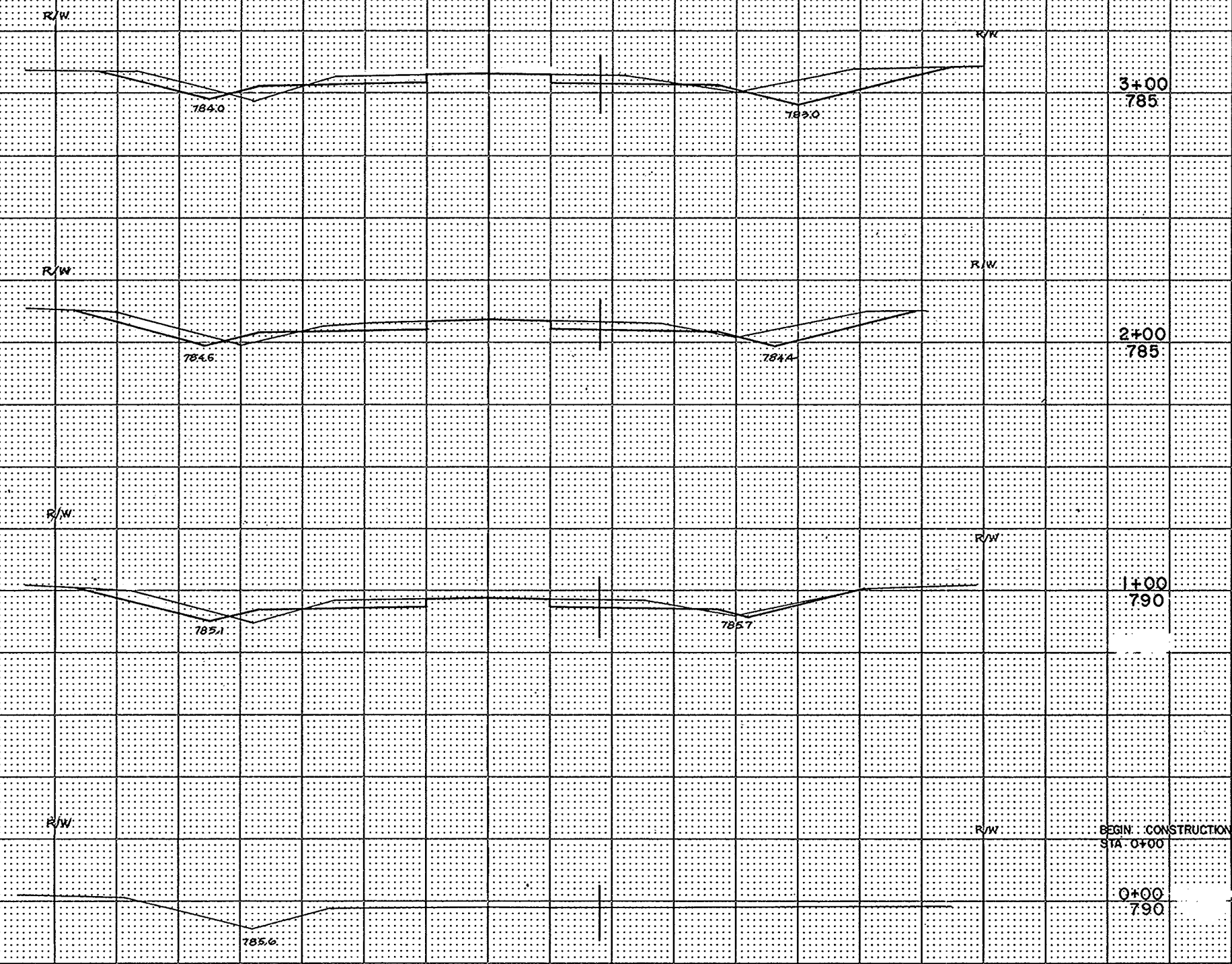
TYPICAL INSTALLATION SHOWING TYPE III BARRICADE

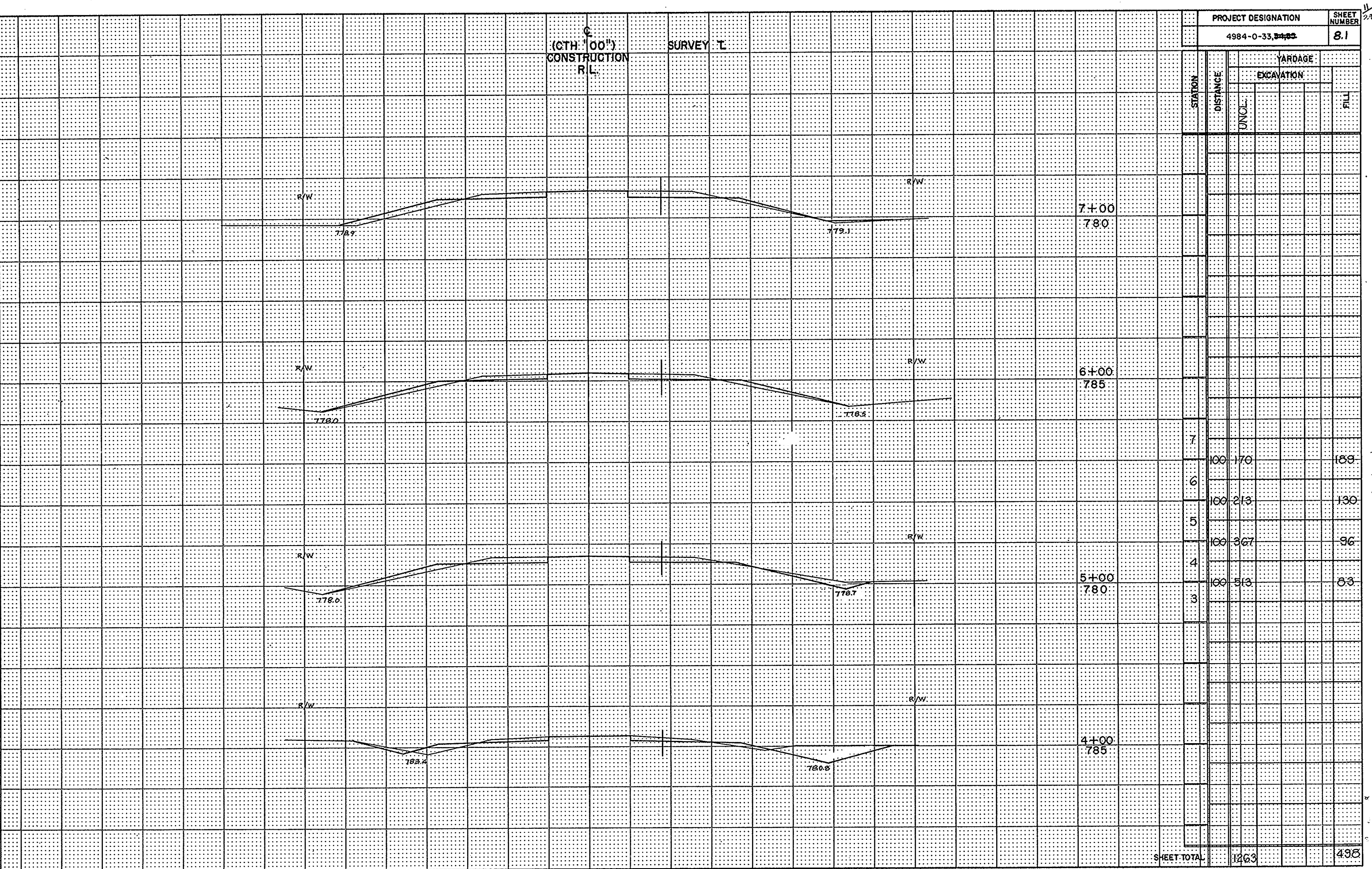
CONSTRUCTION BARRICADES

CONSTRUCTION BARRICADES & STANDARD SIGNS	
State of Wisconsin Department of Transportation Division of Highways	
RECOMMENDED FOR APPROVAL DATE 6-6-75	APPROVED DATE 6-6-75
[Signature] CHIEF OF FACILITIES DEVELOPMENT	
[Signature] STATE HIGHWAY ENGINEER	

[illegible]

(CTH "00"):	SURVEY T.
CONSTRUCTION	
RL.	





SHEET TOTAL

221BR

SCALE	
VERT: 1" = 10'	
HOR: 1" = 10'	

HIGHWAY FEDERAL AND SHEET
 PLATE 3-FULL CROSS SECTION-FULL DOT
 94 TELETYPE NATIONAL TRACING PAPER

(CTH "00") SURVEY T
CONSTRUCTION
R.L.

CONSTRUCTION
R.L.

STATION

DISTANCE

.	.
.	.

EXCAVATION

•	•	•
•	•	•
•	•	•
•	•	•

15:400

	7	8	5	:	:
--	---	---	---	---	---

144.00

7	8	5
---	---	---

13+00

	785
785	

12:00

7	8	5
---	---	---

31

12

11

112

11

SHEET TOTAL

980

178

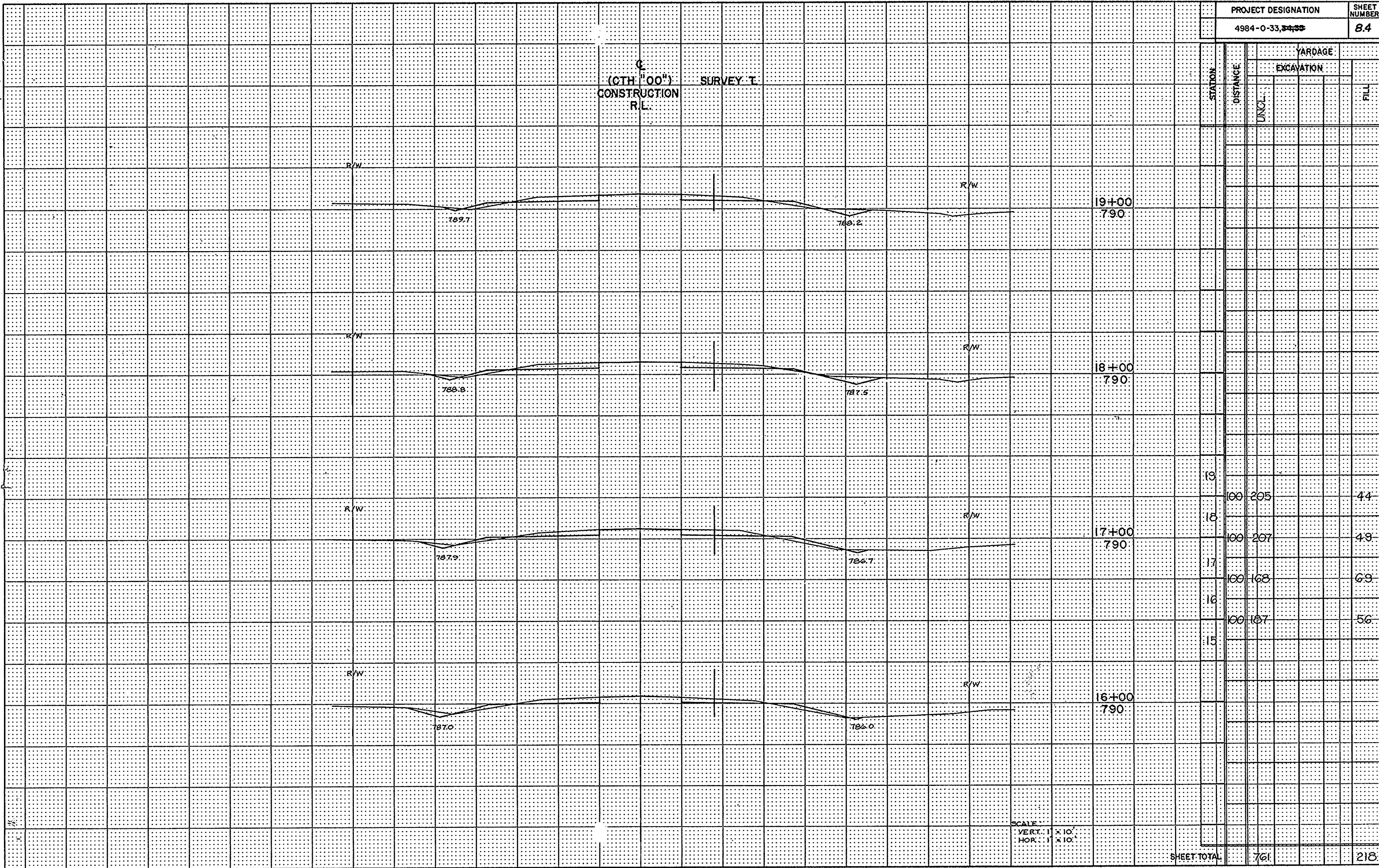
SCALE	
VERT. 1" = 10'	
HOR. 1" = 10'	

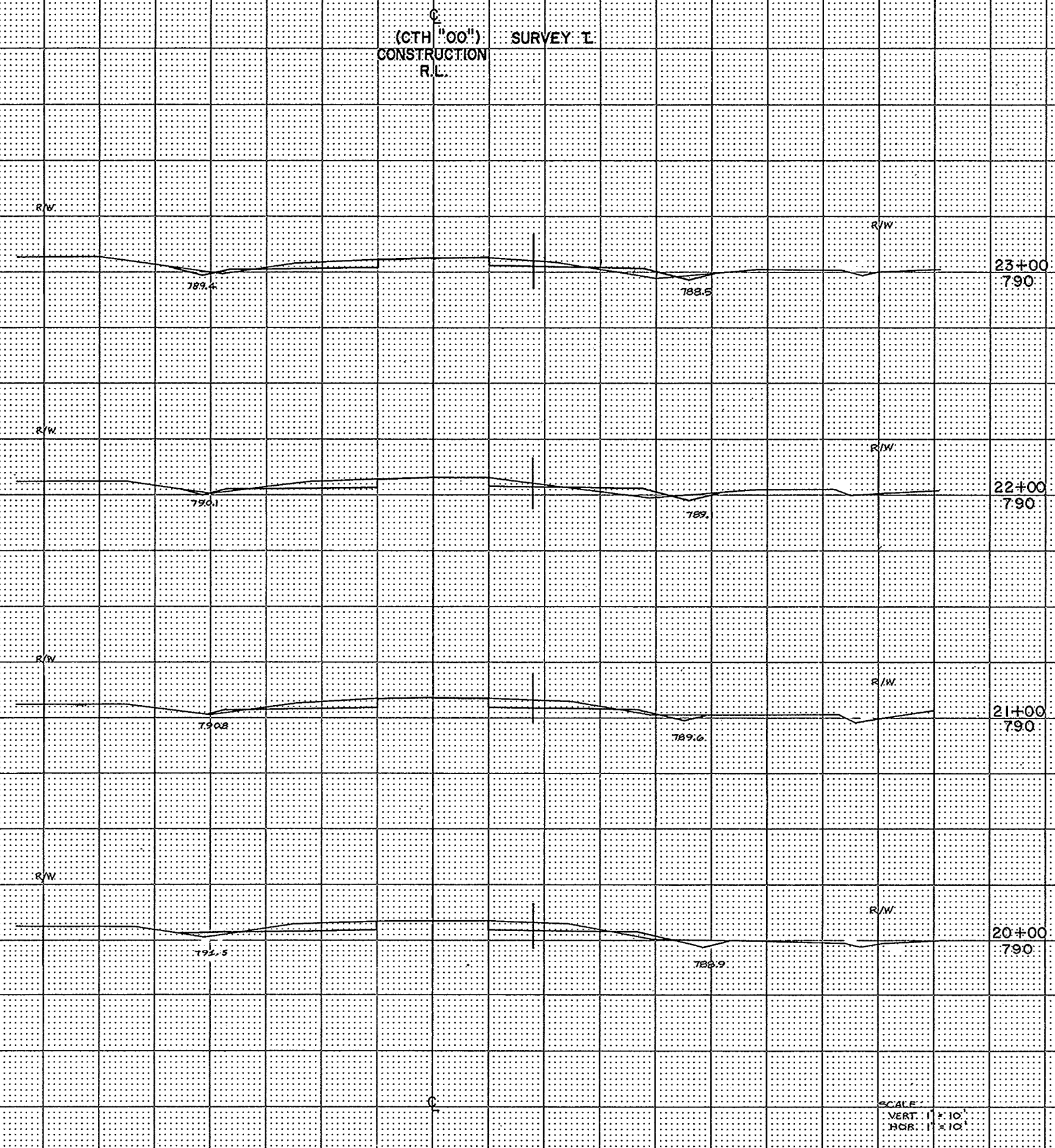
HIGHWAY FEDERAL AND SHEET
 • PLATE 3-FULL CROSS SECTION-FULL DOT
 99-TELEPHONE NATIONAL TRACING PAPER
 INDIANAPOLIS, INDIANA PRINTED IN U.S.A.

221BR

NOTE BOOK TEMPLATE
NO. _____
DATE _____
PAGE _____

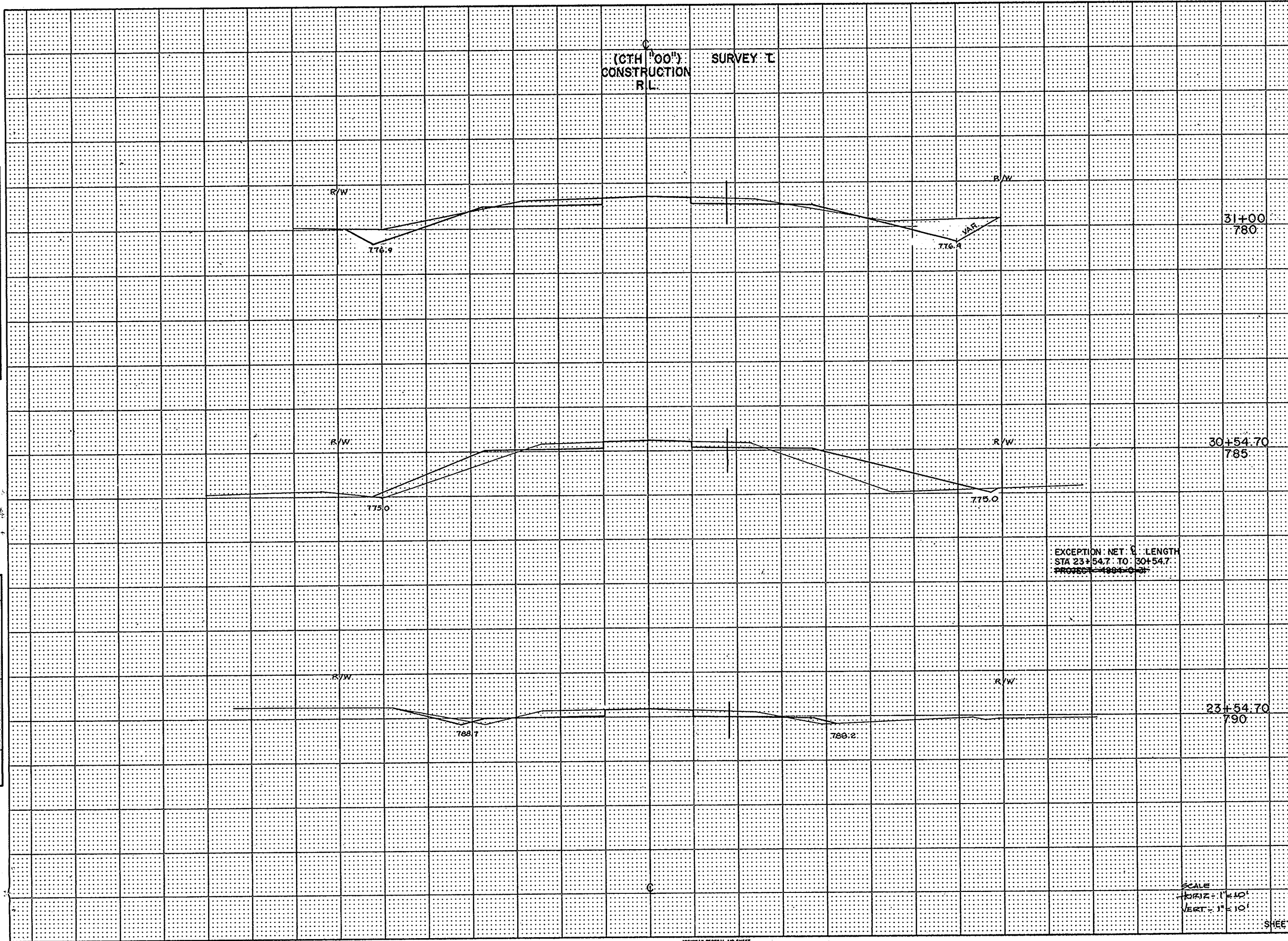
NOTE BOOK TEMPLATE
NO. _____
DATE _____
PAGE _____



[illegible]

HIGHWAY FEDERAL AID SHEET
PLATE 3-FULL CROSS SECTION-FULL DOT
 97 TELETYPE NATIONAL TRADING PAPER
 INDIANAPOLIS, INDIANA PRINTED IN U.S.A.

NOTE BOOK AREA
NO. 1
NO. 2
NO. 3
NO. 4
NO. 5
NO. 6
NO. 7
NO. 8
NO. 9
NO. 10
NO. 11
NO. 12
NO. 13
NO. 14
NO. 15
NO. 16
NO. 17
NO. 18
NO. 19
NO. 20
NO. 21
NO. 22
NO. 23
NO. 24
NO. 25
NO. 26
NO. 27
NO. 28
NO. 29
NO. 30
NO. 31
NO. 32
NO. 33
NO. 34
NO. 35
NO. 36
NO. 37
NO. 38
NO. 39
NO. 40
NO. 41
NO. 42
NO. 43
NO. 44
NO. 45
NO. 46
NO. 47
NO. 48
NO. 49
NO. 50
NO. 51
NO. 52
NO. 53
NO. 54
NO. 55
NO. 56
NO. 57
NO. 58
NO. 59
NO. 60
NO. 61
NO. 62
NO. 63
NO. 64
NO. 65
NO. 66
NO. 67
NO. 68
NO. 69
NO. 70
NO. 71
NO. 72
NO. 73
NO. 74
NO. 75
NO. 76
NO. 77
NO. 78
NO. 79
NO. 80
NO. 81
NO. 82
NO. 83
NO. 84
NO. 85
NO. 86
NO. 87
NO. 88
NO. 89
NO. 90
NO. 91
NO. 92
NO. 93
NO. 94
NO. 95
NO. 96
NO. 97
NO. 98
NO. 99
NO. 100



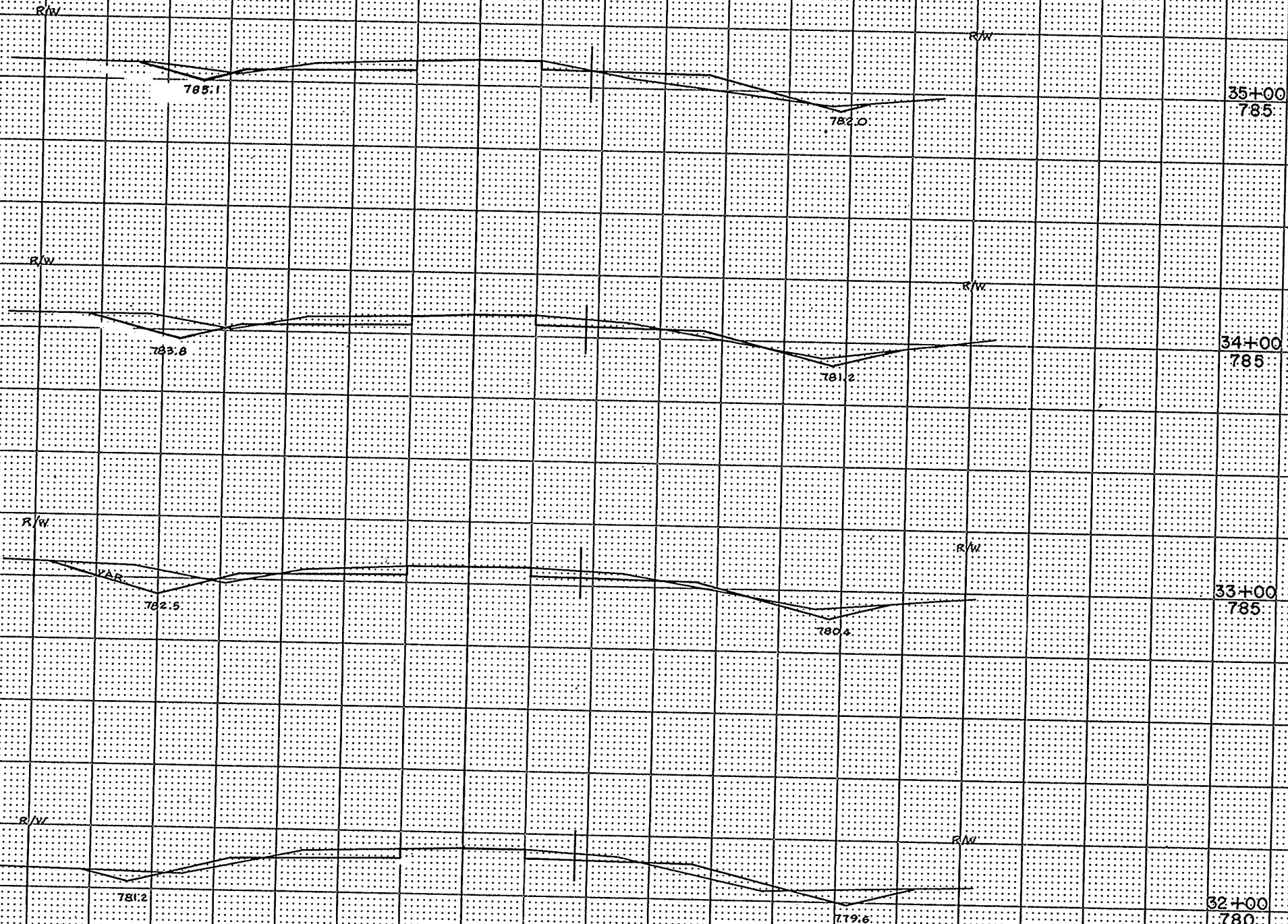
PROJECT DESIGNATION		SHEET NUMBER			
4984-0-33, 34, 35		8.6			
STATION	DISTANCE	YARDAGE			
		EXCAVATION			FILL
		UNCL.			

(CTH "00")
CONSTRUCTION
R.L.

SURVEY T.

PROJECT DESIGNATION
4984-0-33,54,35

SHEET
NUMBER
87



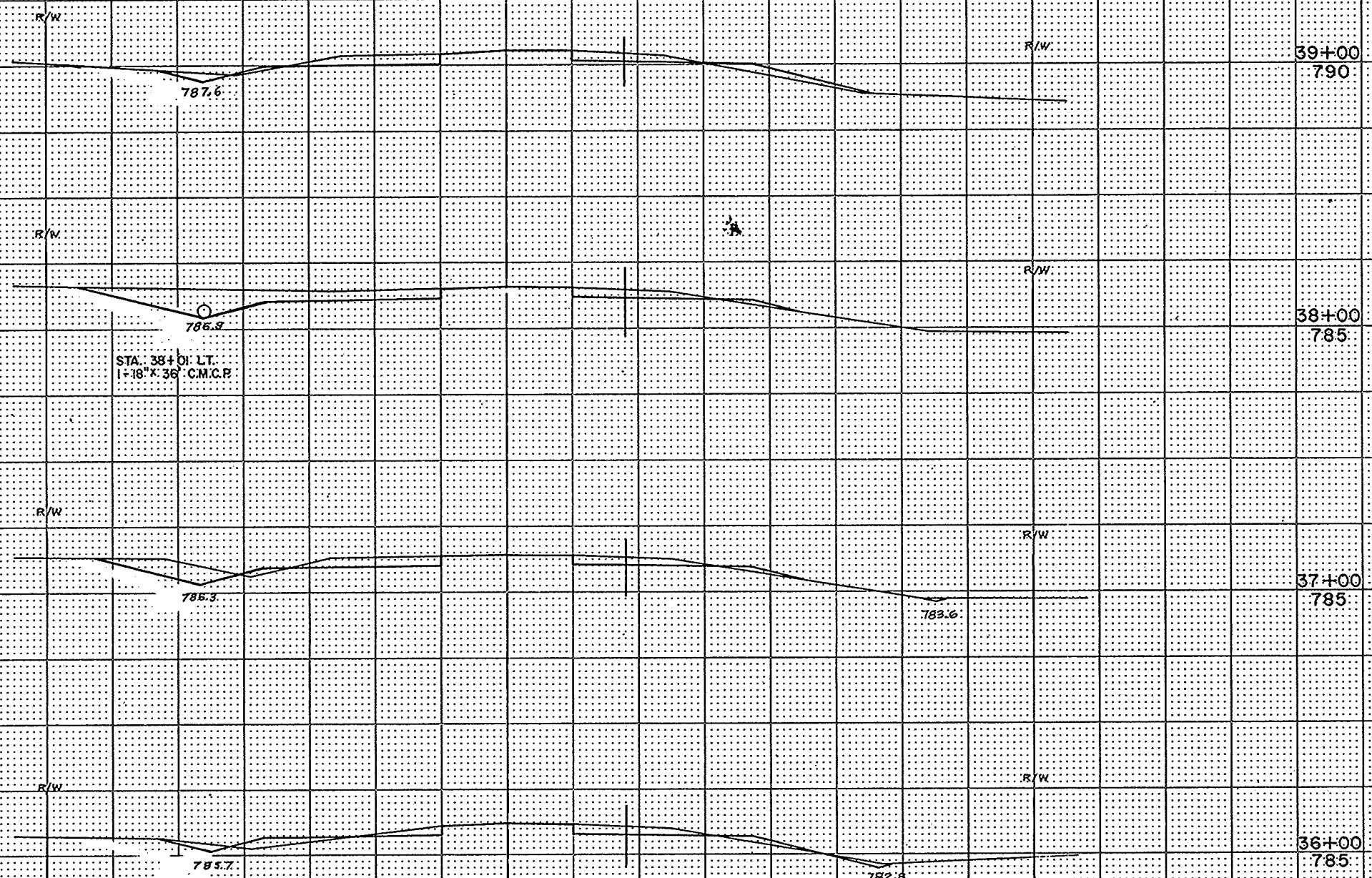
STATION	DISTANCE	YARDAGE	
		EXCAVATION	FILL
		UNCL.	
35	100	359	100
34	100	414	43
33	100	348	85
32	100	397	87
31			
SHEET TOTAL		1519	325

SCALE
VERT. 1" = 10'
HORIZ. 1" = 10'

1/27

(OTH "00")
CONSTRUCTION
R.L.
SURVEY E

PROJECT DESIGNATION
4984-0-33, 34, 35
SHEET
NUMBER
8.8

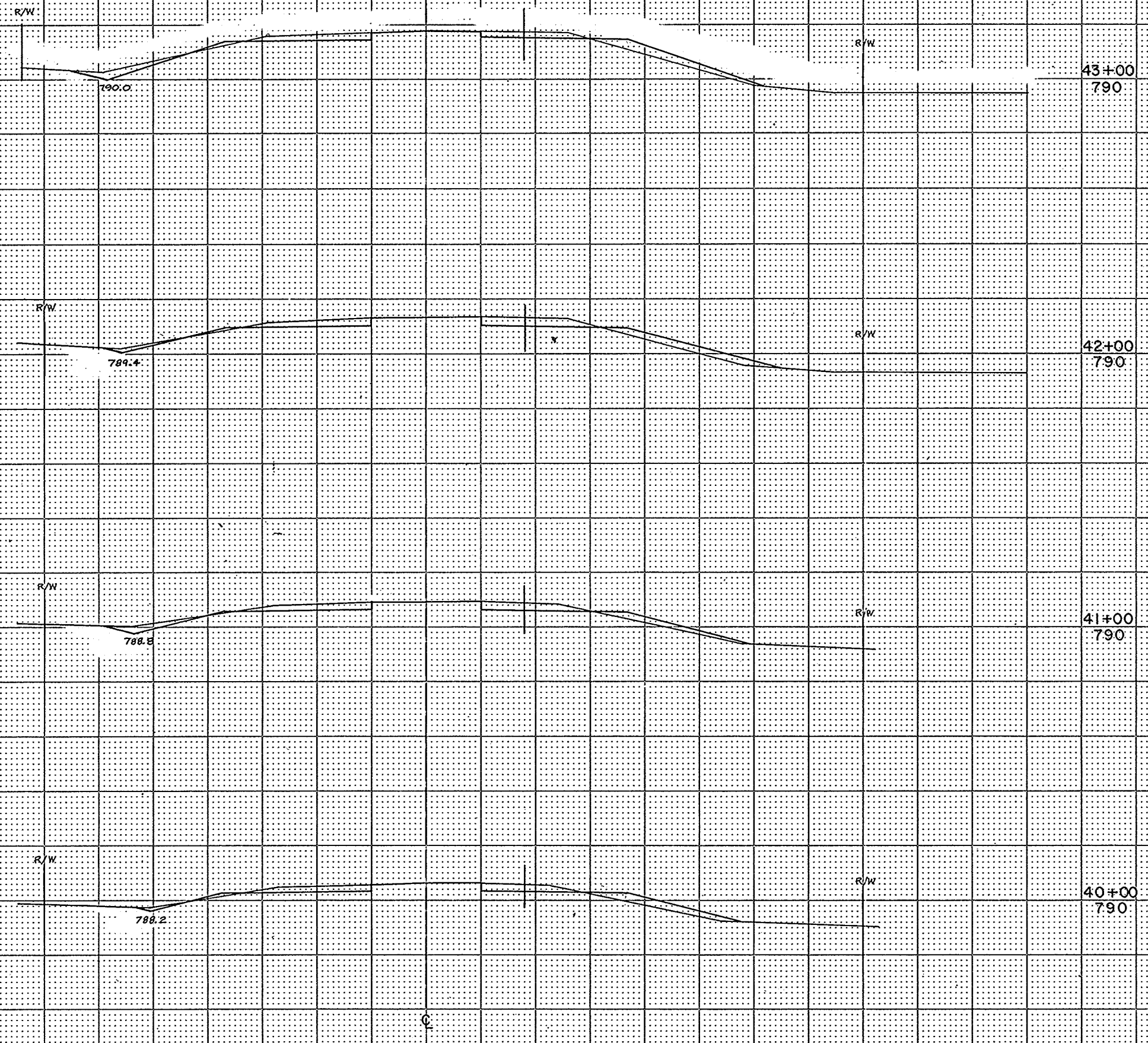


STATION	DISTANCE	YARDAGE			
		EXCAVATION		FILL	
		UNCL.			
39+00					
38+00					
37+00					
36+00					
35	100	410			53
36	100	438			26
37	100	344			61
36	100	263			125
35					
SHEET TOTAL		1525			265

SCALE
VERT. 1" = 10'
HOR. 1" = 10'

(CTH "00")
CONSTRUCTION
R.L.
SURVEY 1

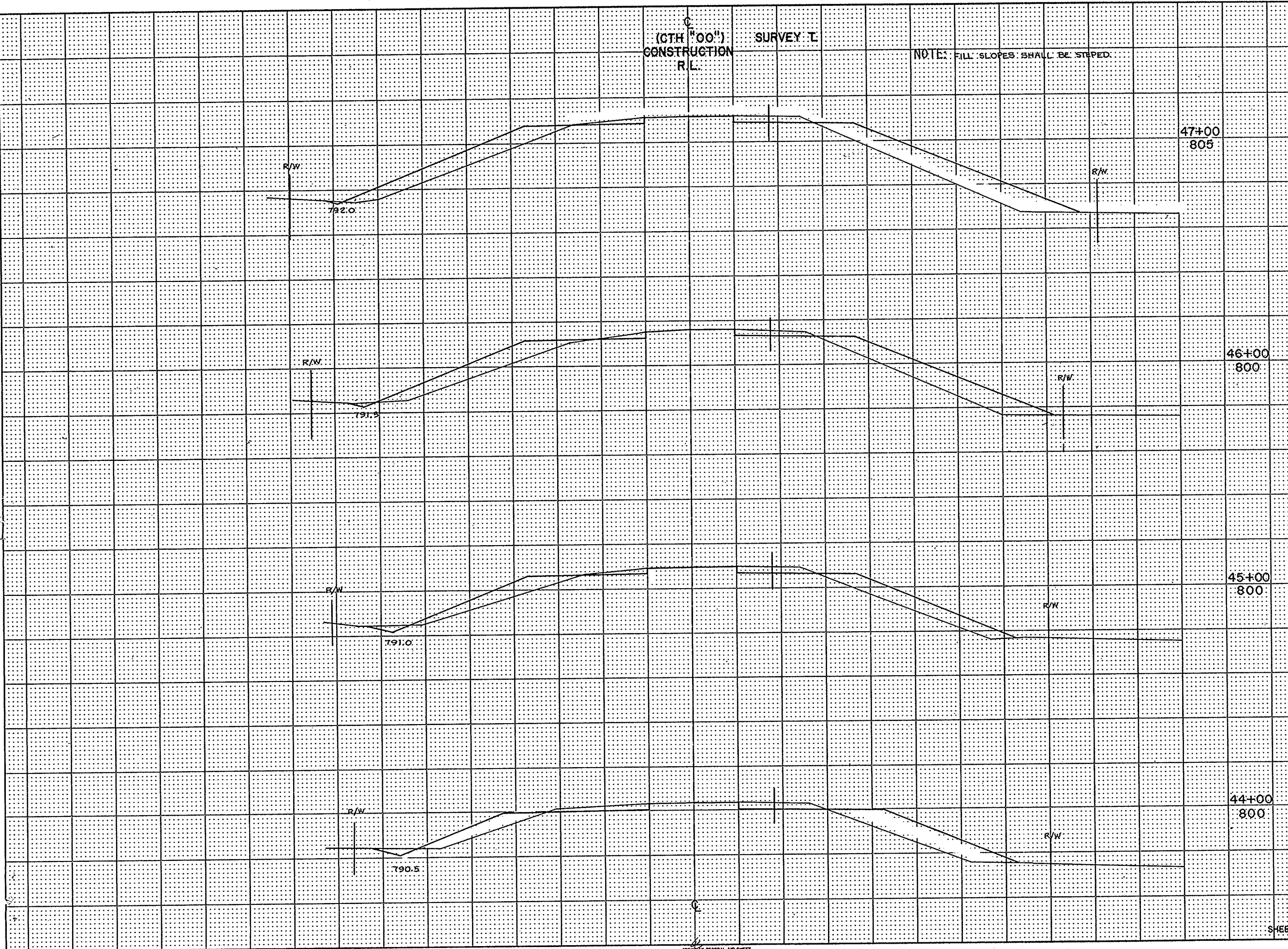
PROJECT DESIGNATION	SHEET NUMBER
4984-0-33,84,35	89



STATION	DISTANCE	YARDAGE			
		EXCAVATION		FILL	
		UNCL.			
43+00	790				
42+00	790				
41+00	790				
40+00	790				
43	100	223			151
42	100	262			112
41	100	233			107
40	100	237			107
39					
SHEET TOTAL		967			477

NOTE BOOK TEMPLATE
NO. _____
AREA _____
CHECKED _____

NOTE BOOK TEMPLATE
NO. _____
AREA _____
CHECKED _____



PROJECT DESIGNATION		SHEET NUMBER	
4984-0-33, 34-35		8.10	
STATION	DISTANCE	YARDAGE	
		EXCAVATION	FILL
		UNCL	
47	100	118	1211
46	100	126	894
45	100	172	709
44	100	205	445
43			
SHEET TOTAL		621	3259

5/7/22

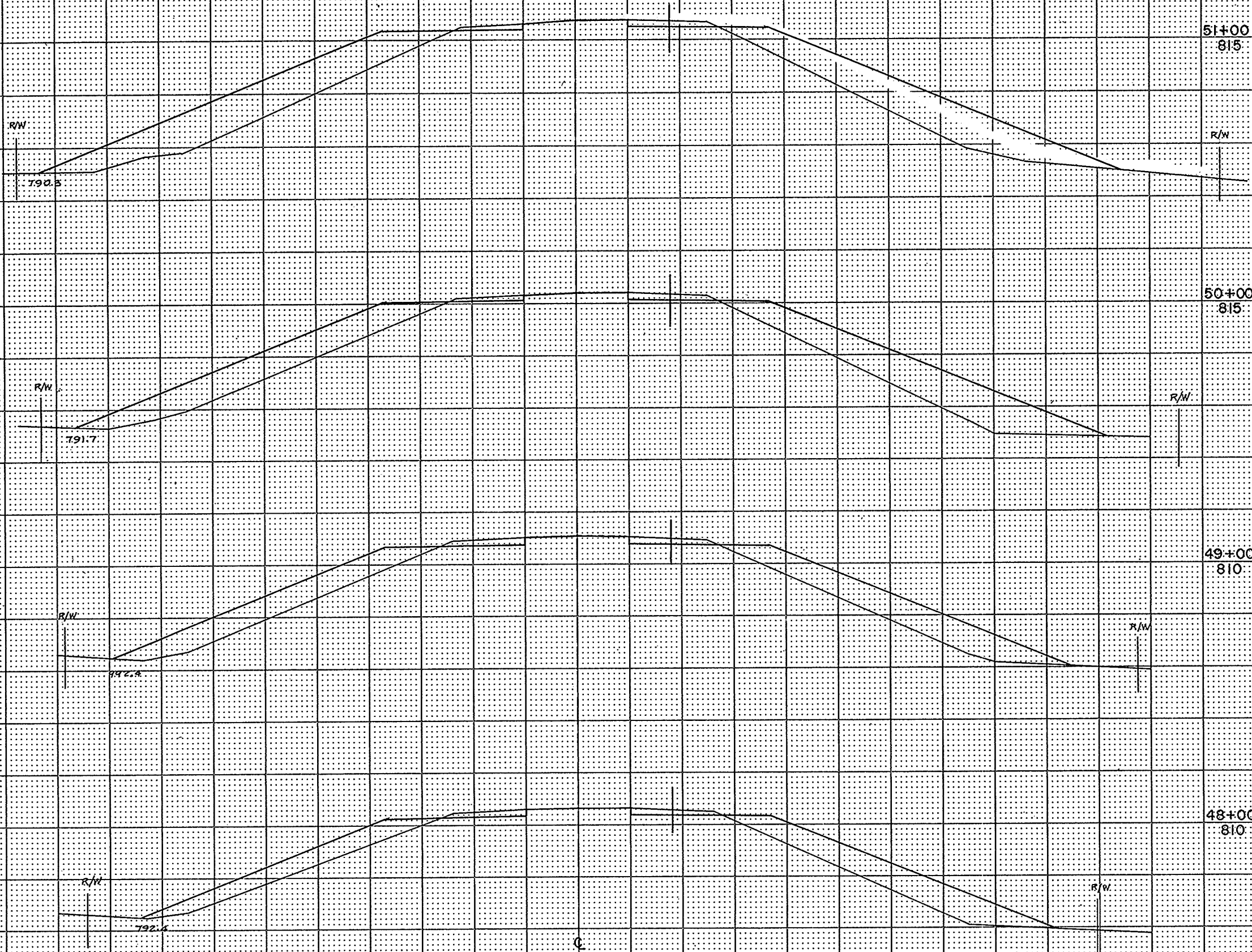
(CTH "00")
CONSTRUCTION
R.L.
SURVEY T

PROJECT DESIGNATION

4984-0-33,34,35

SHEET
NUMBER

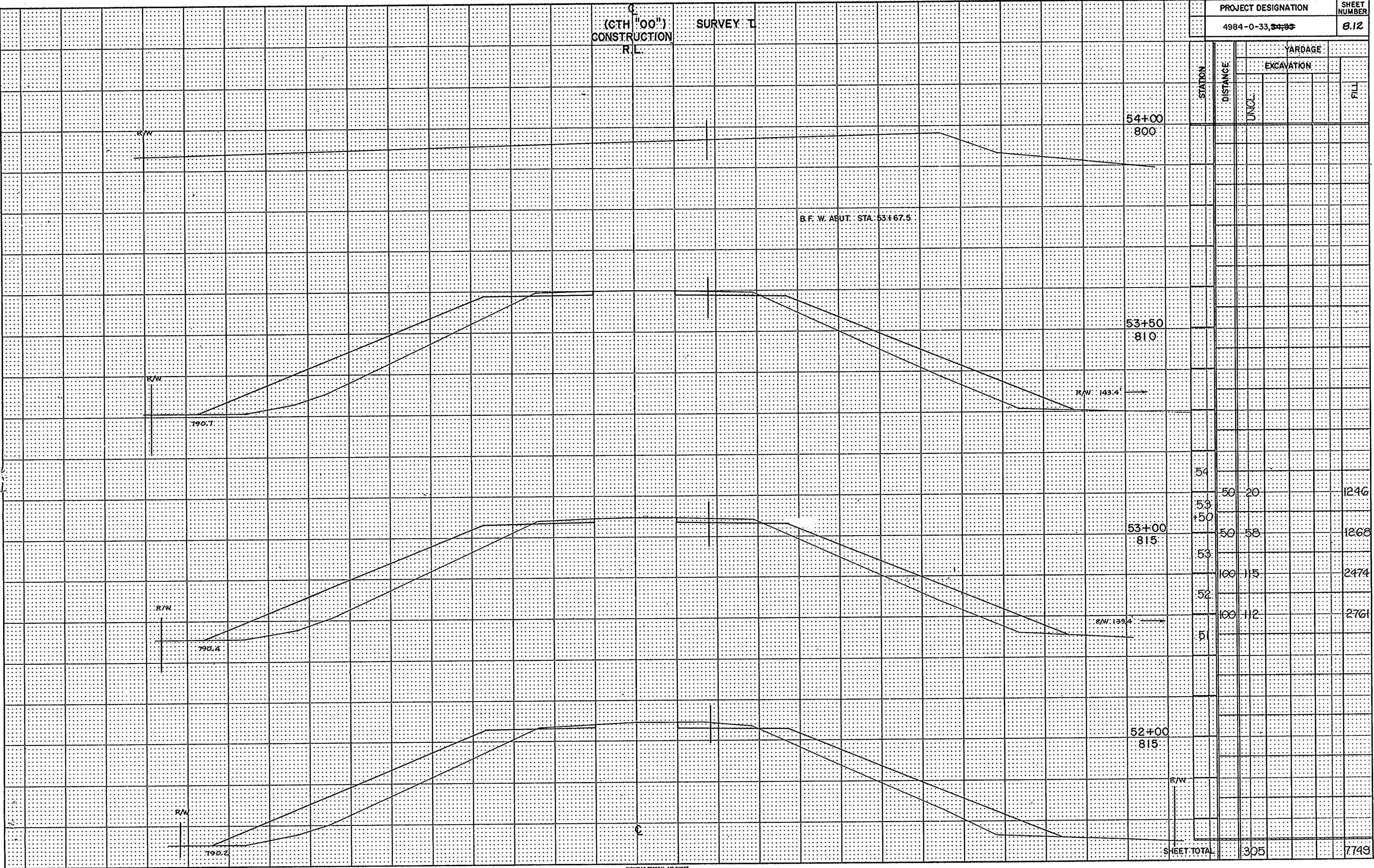
8.11



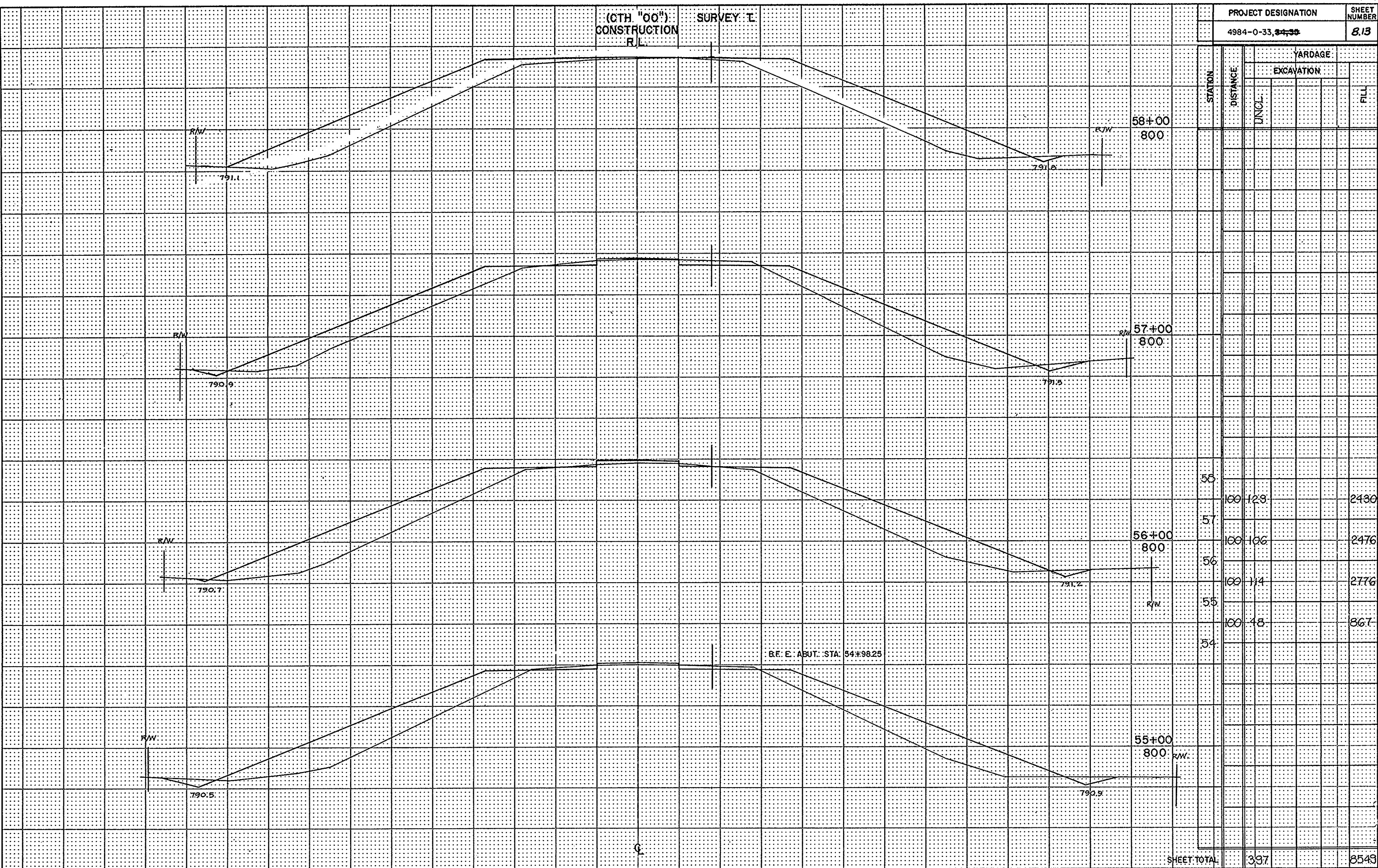
STATION	DISTANCE	YARDAGE	
		EXCAVATION	FILL
		UNCL.	
51+00	815		
50+00	815		
49+00	810		
48+00	810		
51	100	12	2752
50	100	13	2242
49	100	24	1730
48	100	22	1445
47			
SHEET TOTAL		477	8209

NOTE BOOK TEMPLATE
NO. 1
AREA CHECKED

NOTE BOOK TEMPLATE
NO. 1
AREA CHECKED



PROJECT DESIGNATION		SHEET NUMBER			
4984-0-33, 34, 35		8.12			
STATION	DISTANCE	YARDAGE			
		EXCAVATION			FILL
		UNCL.			
</					

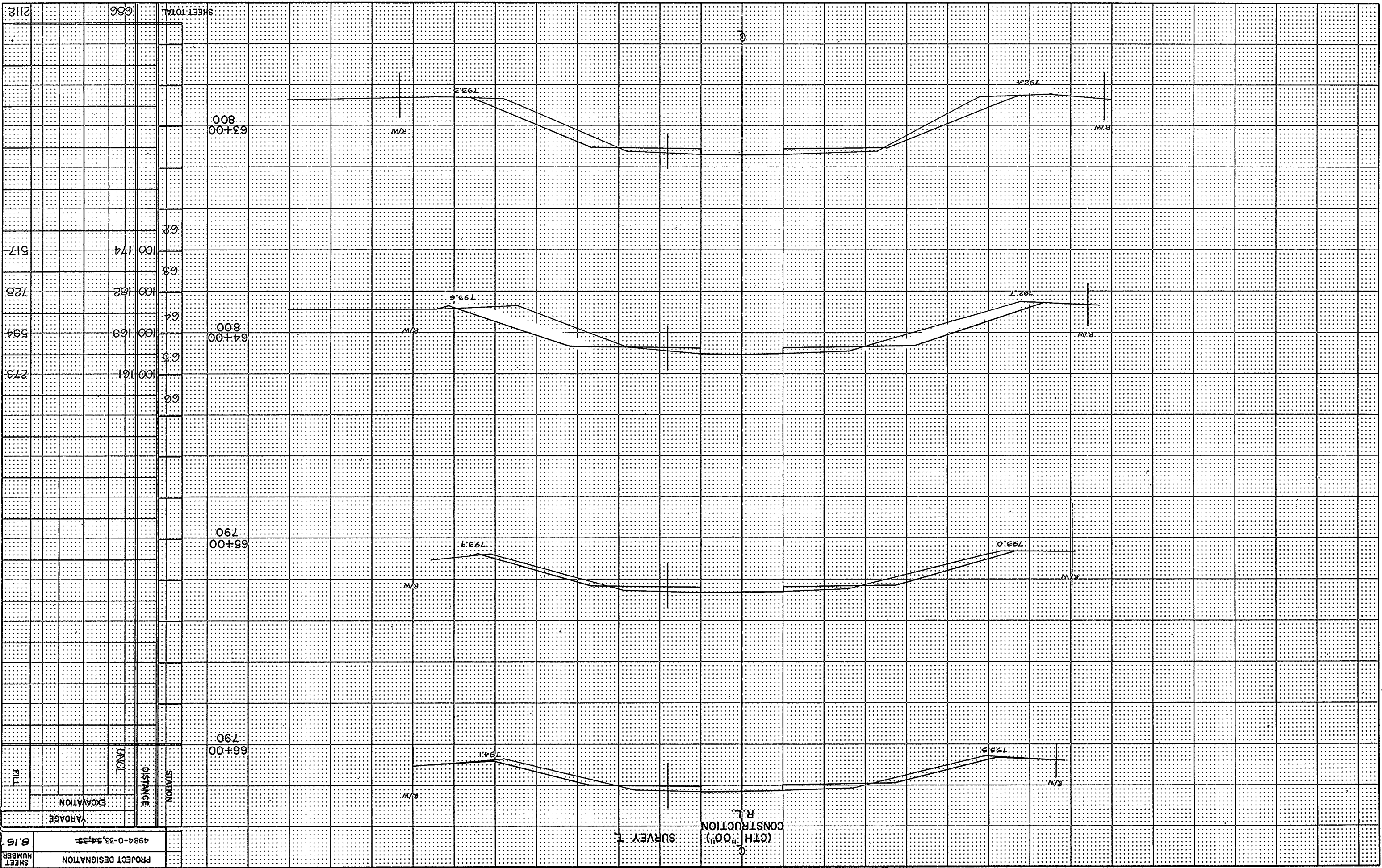


PRINTED AT FEDERAL ARMY
PLATE 3-FULL CROSS SECTION-FULL DOT
OF THE NATIONAL TRADING PAPER
PRINTED IN U.S.A.

NOTE BOOK
DATE
PAGE

NOTE BOOK
DATE
PAGE

PLATE 3-FULL CROSS SECTION
STATION 63+00 TO 66+00
SCALE 1"=40'



PROJECT DESIGNATION	4984-0-33, 34-35
SHEET NUMBER	8.15

8/22

ORIGINAL	SURVEY	DATE
NO.	BY	
NOTE BOOK		
AREAS CHECKED		

FINAL	SURVEY	DATE
NO.	BY	
NOTE BOOK		
AREAS CHECKED		

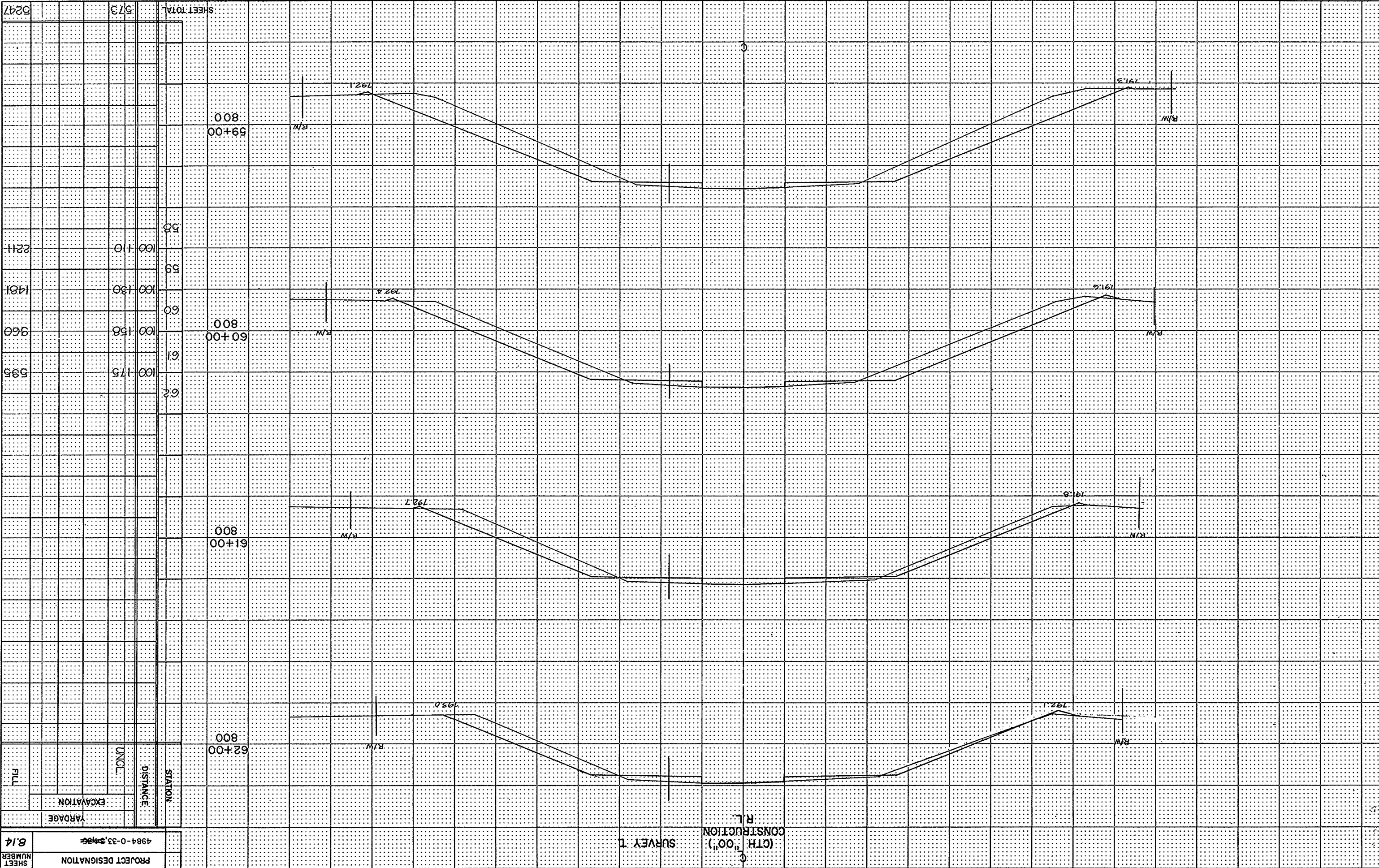


PLATE 3-FULL CROSS SECTION FULL DOT
SECTIONAL QUALITY AND AREA

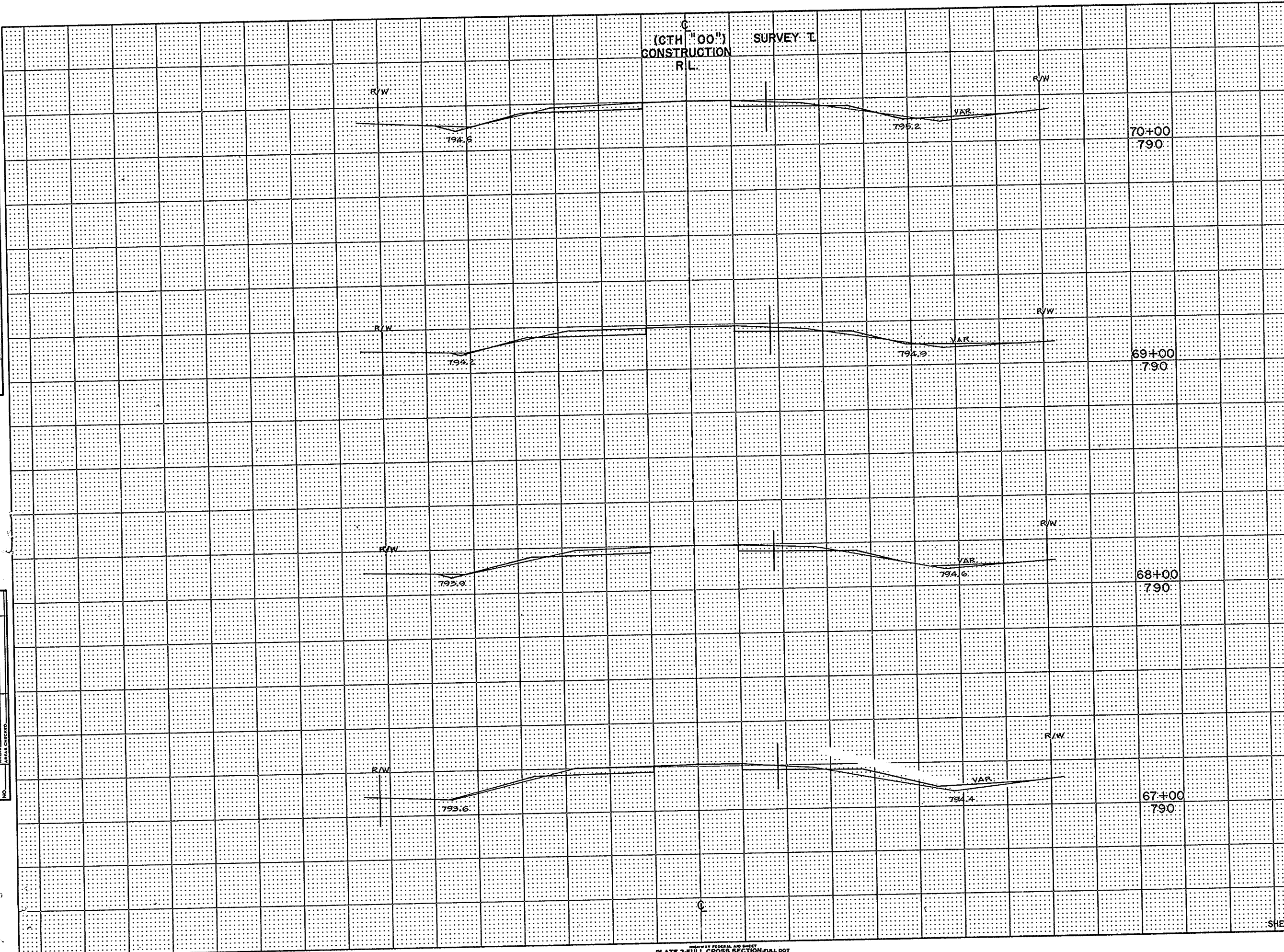
5/23

NOTE BOOK
NO. _____
DATE _____
PAGE _____

NOTE BOOK
NO. _____
DATE _____
PAGE _____

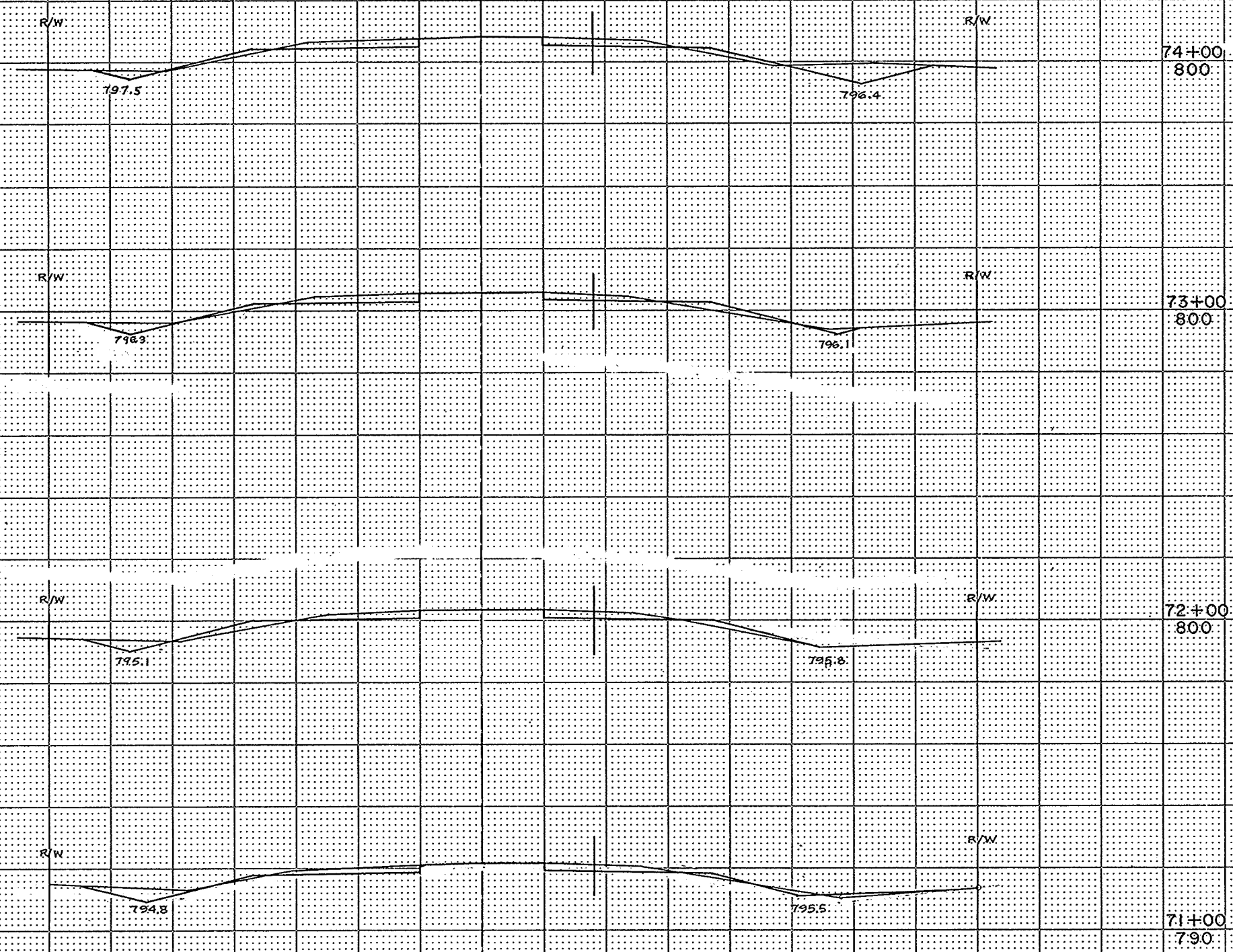
NOTE BOOK
NO. _____
DATE _____
PAGE _____

PROJECT DESIGNATION		SHEET NUMBER			
4984-0-33, 34, 35		8.16			
STATION	DISTANCE	YARDAGE			
		EXCAVATION			FILL
		UNCL.			
		</			



	PROJECT DESIGNATION	SHEET NUMB
	4984-0-33, 34, 35	8.1

(CTH "00") SURVEY L
CONSTRUCTION
R/L

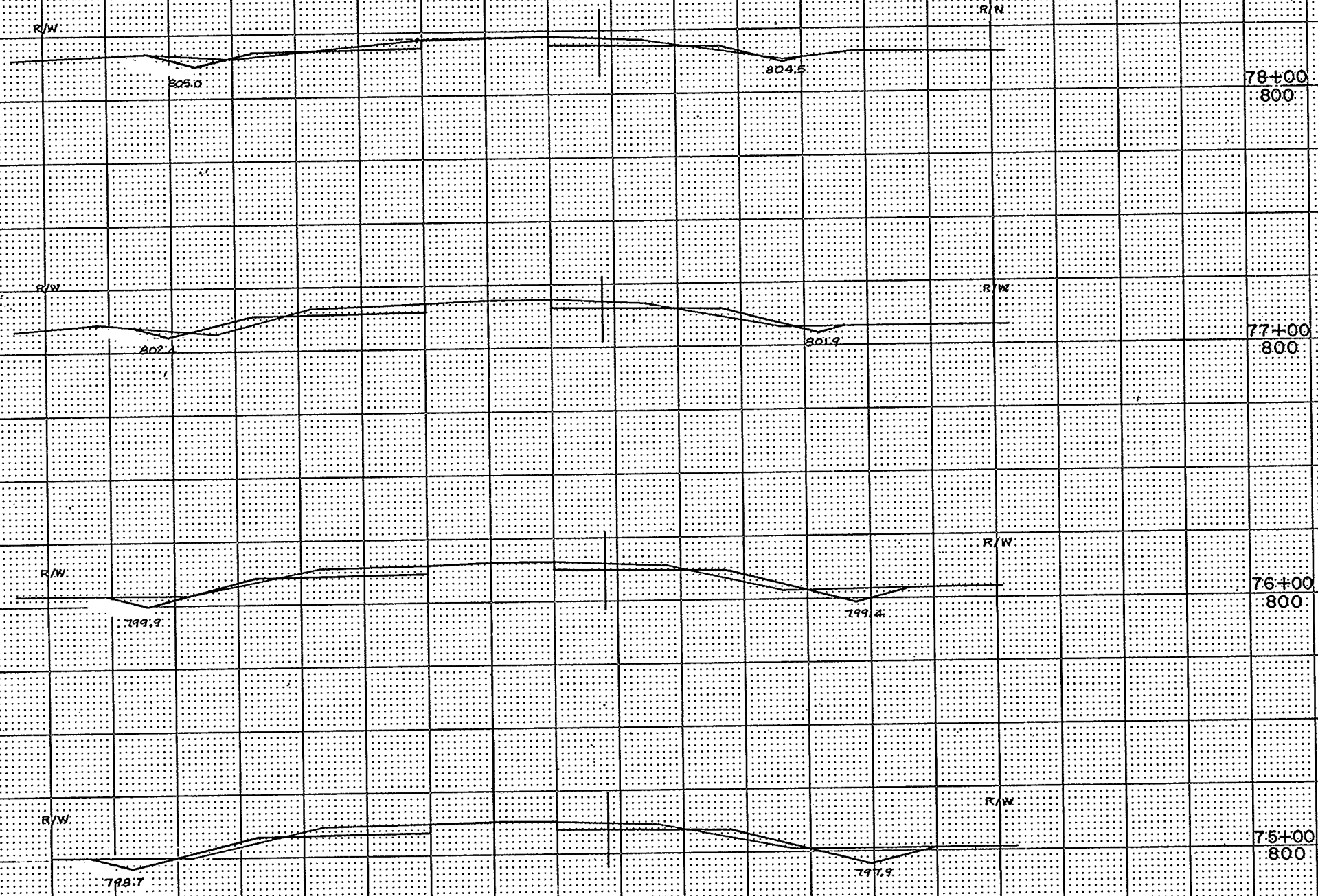


STATION	DISTANCE	YARDAGE					
		UNCL.	EXCAVATION				FILL
74	100-260						74
73	100-171						89
72	100-220						77
71	100-218						58
70							
TOTAL	869						29

SCALE	
VERT. 1"	= 10'
HOR. 1"	= 10'

PROJECT DESIGNATION		SHEET NUMBER
4984-0-33,34,35		8.18

(CTH "00")
CONSTRUCTION
R.L.
SURVEY T



STATION	DISTANCE	YARDAGE	
		EXCAVATION	FILL
		UNCL.	
78	100	176	69
77	100	229	94
76	100	286	87
75	100	335	84
74			
SHEET TOTAL		1020	334

SCALE
VERT. 1" = 10'
HOR. 1" = 10'

