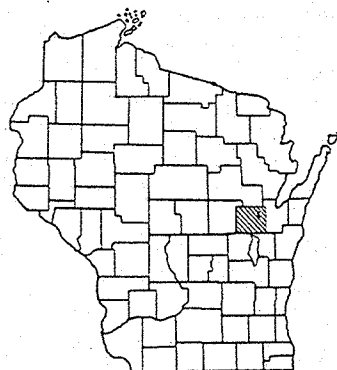


INDEX OF SHEETS

SHEET NO. 1 TITLE
SHEET NO. 2 TYPICAL CROSS SECTIONS
SHEET NO. 2 ESTIMATE OF QUANTITIES
SHEET NO. 2 MISCELLANEOUS QUANTITIES
SHEET NO. — RIGHT OF WAY PLAT
SHEET NO. 3-10 PLAN AND PROFILE STA. 238+00 TO STA. 464+11.2
SHEET NO. 11-18 STANDARD DETAILS
SHEET NO. — DRAINAGE STRUCTURES
SHEET NO. 19-36 CROSS SECTIONS



STATE OF WISCONSIN STATE HIGHWAY COMMISSION OF WISCONSIN

PLAN AND PROFILE OF PROPOSED
C.T.H. "EE" - SEYMOUR ROAD
C.T.H. "C"
OUTAGAMIE COUNTY
PROJ. S 0324(4)

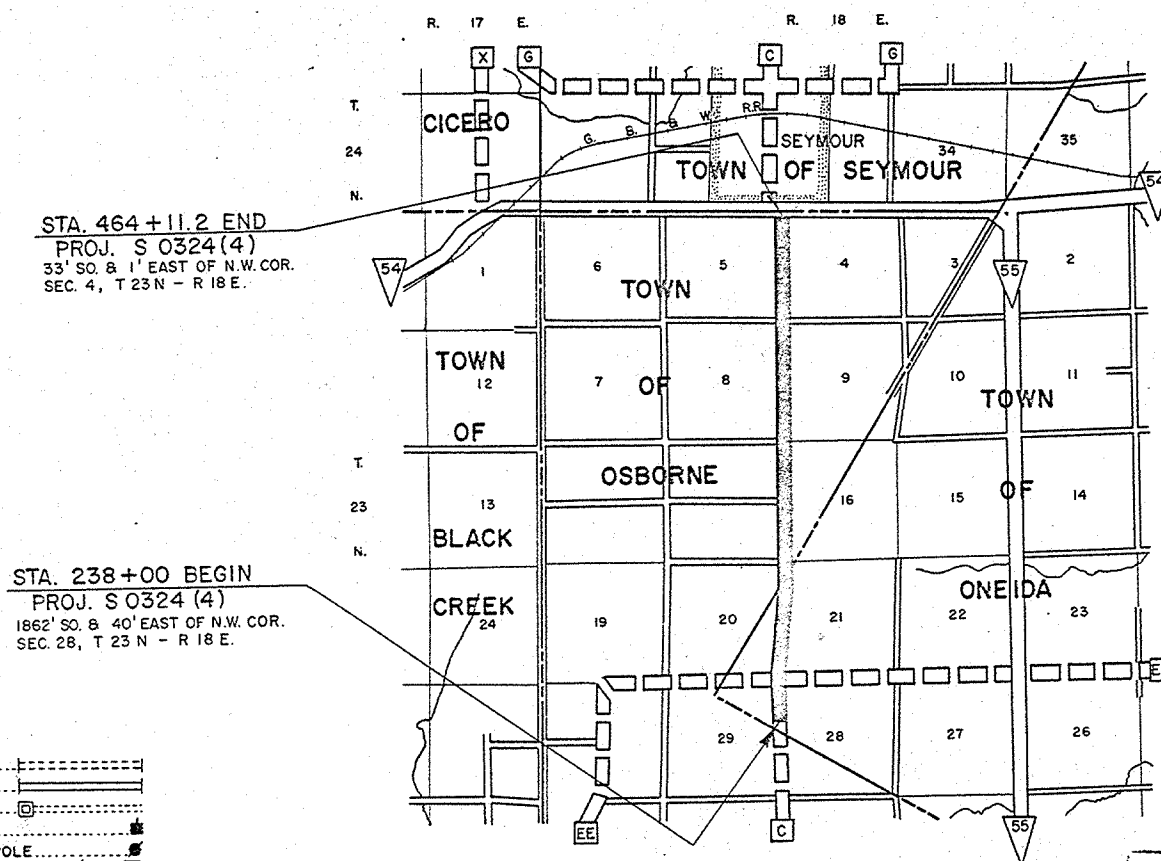
COUNTY AND HIGHWAY	ROUTE AND SECTION	CLASS AND AGREEMENT	S.P.R. REGION DIVISION	SHEET NUMBER	TOTAL SHEETS
44.6	324.0	STATE FEDERAL	4 WIS.	1	36

RECEIVED

OCT 30 1962

OUTAGAMIE COUNTY
HIGHWAY COMMISSION

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



STA. 464+11.2 END
PROJ. S 0324(4)
33' SO. & 1' EAST OF N.W. COR.
SEC. 4, T 23 N - R 18 E.

STA. 238+00 BEGIN
PROJ. S 0324(4)
1862' SO. & 40' EAST OF N.W. COR.
SEC. 28, T 23 N - R 18 E.

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.....
GRADE ELEVATION.....

LAYOUT

SCALE 0 .5 1
MILES

TOTAL NET LENGTH OF CENTERLINE = 4.282 MI.

APPROVED FOR

Date

Title

STATE HIGHWAY COMMISSION OF WISCONSIN MADISON, WIS.	
SURVEYOR D.H.	NOTE BOOK 382-383
DISTRICT COMPUTER L.J.L.	M. G. CHECKER W.H.B.
DISTRICT CHECKER W.R.K.	CORRECT
CORRECT:	
DATE 9-28-62	J. L. Pelt
RECOMMENDED FOR APPROVAL:	
DATE 10-4-62	J. L. Pelt
APPROVED:	
DATE 10/4/62	C. E. Rustin
DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	
APPROVED:	
DIVISION ENGINEER	

FIELD INSPECTED 29 JAN. 1961 C.C.E., W.H.C.
C.B., OUTAG. CO.

S 0324(4)

ESTIMATE OF QUANTITIES

CONTRACT NO. 182

PROJECT	SHEET NUMBER	TOTAL SHEETS
S 0324 (4)	2	36

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

APPROVED AUGUST 9, 1957, AND SPECIAL PROVISIONS AS ATTACHED TO PROPOSALS.																																					
CONTRACT NO.	STATION TO STATION		NET-LENGTH OF CENTER LINE	CLEAR-ING	GRUB-BING	EXCAVATION			REMOV. PAV'T.	FIN-ISHING ROAD-WAY	GRAVEL OR CRUSHED STONE BASE COURSE		CULVERT PIPE				C.M.C.P.	CORR. METAL PIPE ARCH				7"SPAN STRUCT. PLATE PIPE ARCH 12 GAGE	MARK-ER POSTS	MORTAR RUBBLE		BITUM. MAT'L. FOR PRIME COAT	BITUM. ROAD MIX SURFACE	AGG. FOR BITUM. RD. MIX SURFACE	BITUM. MAT'L. FOR SURFACE COURSE	CATCH BASINS TYPE 3-C	CALCIUM CHLOR-IDE SURFACE TR'TMT	TOPSOIL		FER-TIL-IZER	SEEDING		
						UNCL.	BORROW				18"	24"	30"	36"	72"	36"x22"		50"x31"	65"x40"	MASONRY	DITCH CHECKS			SAL-VAGED													
	ITEM NO.	UNIT	LIN. FT.	J. D.	I. D.	C. Y.	C. Y.	C. Y.	S. Y.	L. S.	TON	TON	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	EACH	C. Y.	C. Y.	GAL.	S. Y.	TON	GAL.	EACH	TON	SQ. YD.	SQ. YD.	CWT.	SQ. YD.			
			2101-2	2101-5	2106-5	2109-1	210 -	2105-1	2114-1		2203-1	2203-1	2411-1	2411-2	2411-3	2411-4	2411-21	2411-31	2411-32	2411-33	2412-21	2523-5	2409-2	2516-3		2311-1	2313-1	2313-2	2313-3		2520-1		2525-1	2528-1	2528-2	2531-1	2532-1
1	238+00 - 464 +11.2	22,611.2	550	550	35,298	5,566		5,045	1		48,150	800	160	62	578	18	46	116	72	58	40	3	5						3			30			110	117,000	
2	238+00 - 464 +11.2	22,611.2									48,150																										
TOTALS:		22,611.2	550	550	35,298	5,566		5,045	1		48,150	48,150	800	160	62	578	18	46	116	72	58	40	3	5				3			30			110	117,000		

GENERAL NOTES

CONSTRUCTION DETAILS NOT SHOWN SHALL CON-
FORM TO THE REQUIREMENTS OF THE STANDARD SPEC-
IFICATIONS, STANDARD DRAWINGS, AND THE APPLICABLE
SPECIAL PROVISIONS.

WHEN THE QUANTITY OF ITEMS OF SUBBASE, BASE
OR SURFACE COURSE IS MEASURED FOR PAYMENT BY
THE TON OR CUBIC YARD, THE DEPTH OR THICKNESS
OF THE COURSE SHOWN ON THE PLANS IS APPROX-
IMATE AND THE ACTUAL THICKNESS WILL DEPEND ON
THE DISTRIBUTION OF THE MATERIAL DIRECTED BY
THE ENGINEER.
BITUMINOUS SURFACING NOT A PART OF THIS CONTRACT.

STANDARD DRAWINGS

DETAILS OF PRIVATE ENTRANCE & SD. RD. APPROACHES 1-3.1.1
S.P.P.A. AND C.M.P.A. 6-5.3.1
MARKER POSTS 7-1.3.3
CONSTRUCTION BARRICADE 7-4.1.3
DITCH CHECKS, MORTAR RUBBLE MASONRY 8-1.3.1
DESIGN FOR SIDE ROAD INTERSECTIONS 9-1.1.3
CATCH BASINS 5-3.3.1
CATCH BASIN & INLET COVERS 5-3.4.5

GRAVEL OR CRUSHED STONE BASE COURSE	
LOCATION	TON
CENTERLINE & C.T.H. "EE"	46,250
P.E.'S & SIDE ROADS	1,900
TOTAL	48,150

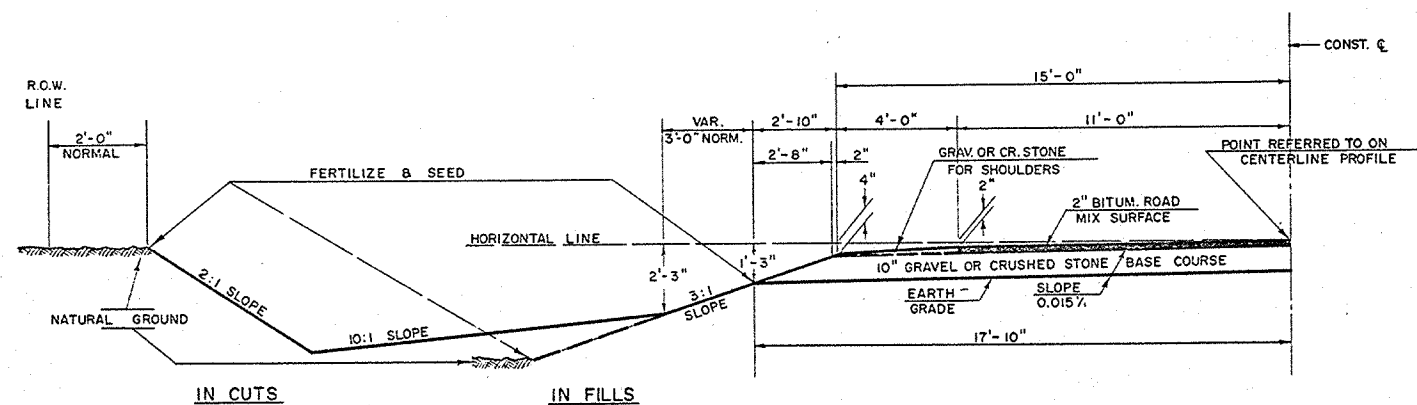
MARKER POSTS	
LOCATION	NO.
CULVERTS	30
UNDISTRIBUTED (SHLD'R DELIN.)	10
TOTAL	40

TYPICAL CROSS SECTION

FOR
30 FT. ROADBED - 22 FT. BIT. SURF.

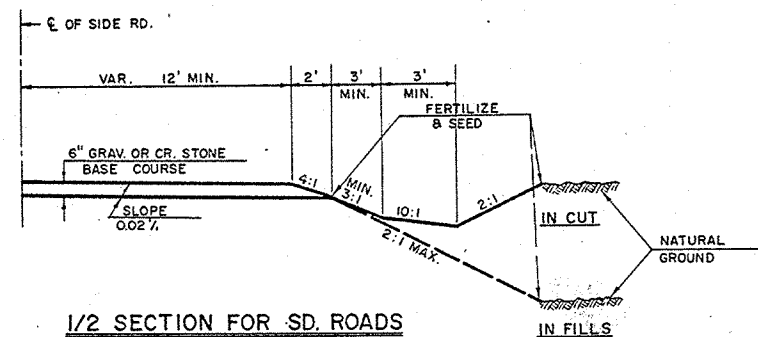
AND
MISCELLANEOUS CONSTRUCTION DETAILS

SCALE VARIABLE

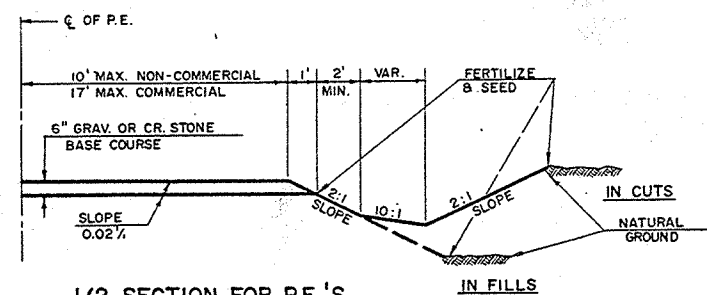


1/2 NORMAL FINISHED SECTION

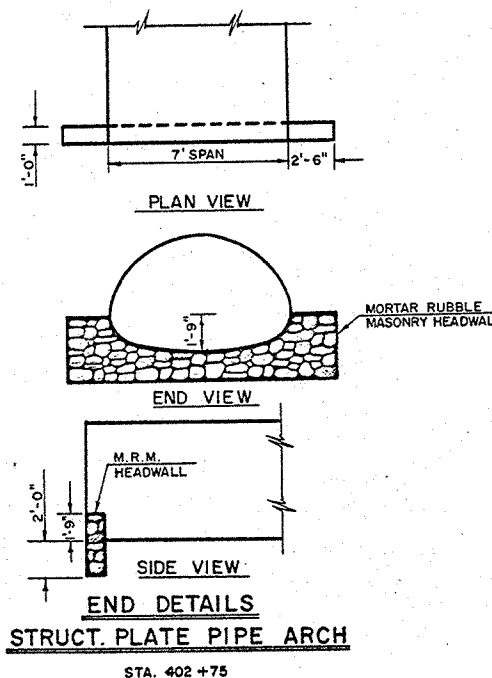
STA. 238+00 - STA. 464+11.2
C.T.H. "EE" INTERSECTION



1/2 SECTION FOR SD. ROADS



1/2 SECTION FOR P.E.'S



END DETAILS
STRUCT. PLATE PIPE ARCH

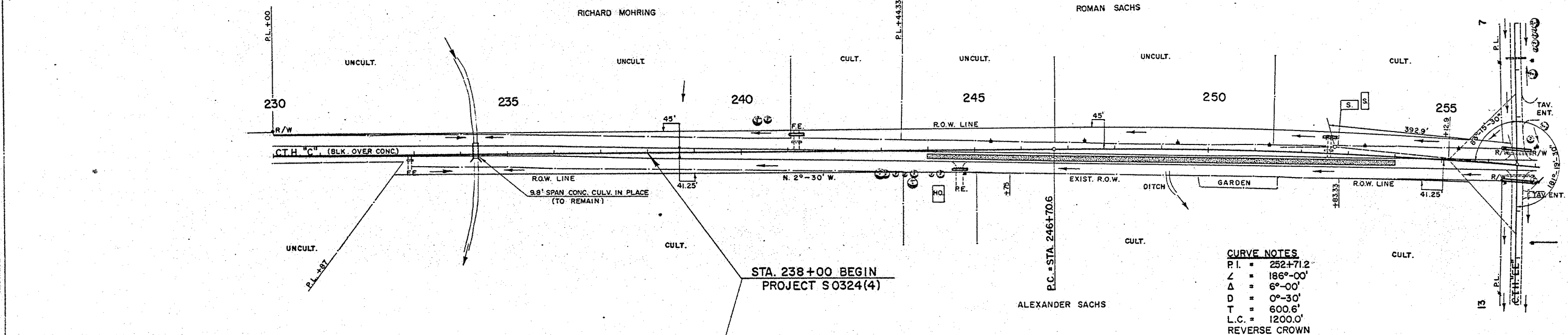
STA. 402+75

BENCH MARKS			
NO.	STATION	DESCRIPTION	ELEV.
1	230+18	SPIKE IN 40" TWIN ELM 72' LT.	800.08
2	236+84	" " 24" OAK 120' LT.	799.91
3	240+10	PT. MK. NW. COR. CONC. STEP. 75' RT.	804.06

STA. 241+18 F.E. LT.
REMOVE 36" X 22' CULV. PIPE
36" X 32' CULV. PIPE REQ'D.

STA. 252+57 P.E. LT.
REMOVE 36" X 20' CULV. PIPE
36" X 32' CULV. PIPE REQ'D.

PLAN
DATE 7-61
BY J.W.M.
CHECKED J.W.M.
NOTED J.W.M.
NO. 382



CURVE NOTES
P.I. = 252+71.2
Z = 186°-00'
Δ = 6°-00'
D = 0°-30'
T = 600.6'
L.C. = 1200.0'
REVERSE CROWN

NET LENGTH OF CENTERLINE		
STATION TO STATION	LIN. FT.	
238+00	255+00	1700.00

STA. 238+00 BEGIN
PROJECT S0324(4)

STA. 244+68 P.E. RT.
REMOVE 36" X 20' CULV. PIPE
36" X 32' CULV. PIPE REQ'D.

UNC. EXC. = 3,059 C.Y.
FILL = 2,491 C.Y.
USE 213 C.Y. OLD CONC.

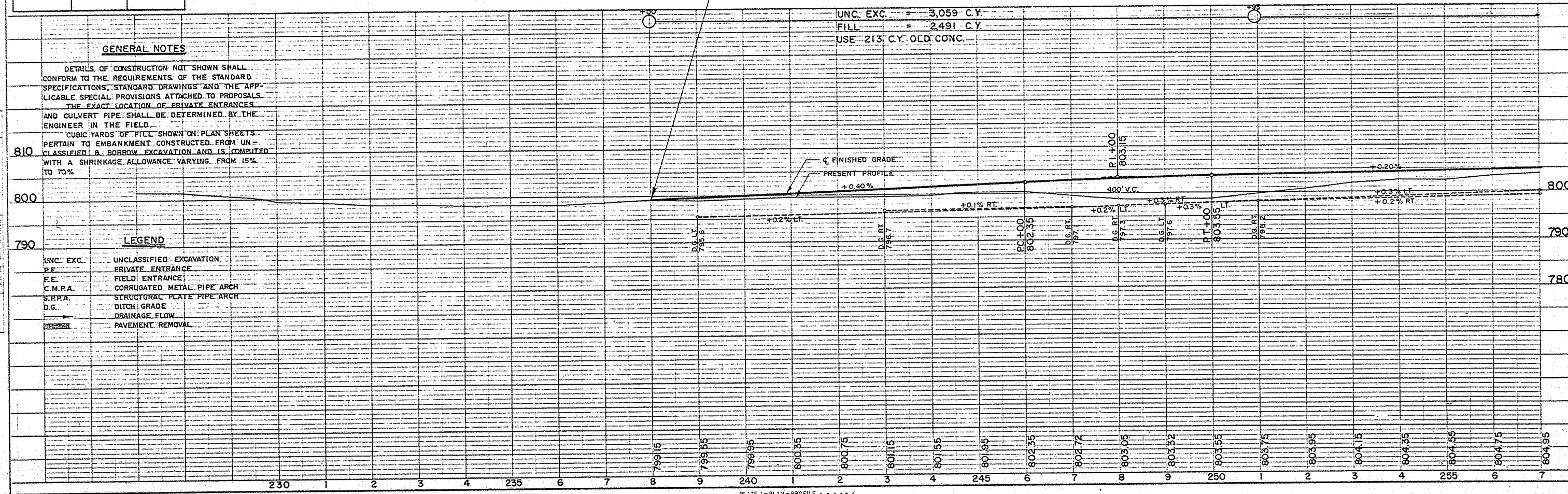
GENERAL NOTES

DETAILS OF CONSTRUCTION NOT SHOWN SHALL CONFORM TO THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS, STANDARD DRAWINGS AND THE APPLICABLE SPECIAL PROVISIONS ATTACHED TO PROPOSALS. THE EXACT LOCATION OF PRIVATE ENTRANCES AND CULVERT PIPE SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.
CUBIC YARDS OF FILL SHOWN ON PLAN SHEETS PERTAIN TO EMBANKMENT CONSTRUCTED FROM UNCLASSIFIED BORROW EXCAVATION AND IS COMPUTED WITH A SHRINKAGE ALLOWANCE VARYING FROM 15% TO 70%.

LEGEND

- UNC. EXC. UNCLASSIFIED EXCAVATION
- P.E. PRIVATE ENTRANCE
- F.E. FIELD ENTRANCE
- C.M.P.A. CORRUGATED METAL PIPE ARCH
- S.P.P.A. STRUCTURAL PLATE PIPE ARCH
- D.G. DITCH GRADE
- PAVEMENT REMOVAL

PROFILE
DATE 7-61
BY J.W.M.
CHECKED J.W.M.
NOTED J.W.M.
NO. 383

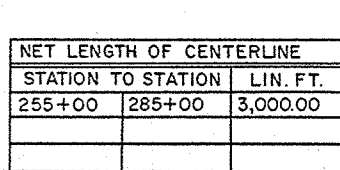


STA. 258+11 P.E. LT.
REMOVE 36" X 36' CULV. PIPE
36" X 46' CULV. PIPE REQ'D.

STA. 279+74 P.E. LT.
REMOVE 24" X 18' CULV. PIPE
24" X 32' CULV. PIPE REQ'D.

C.T.H. "C" - C.T.H. "EE" INTERSECTION
DESIGN TYPE "E" INT'SN REQ'D.
(SEE STD. DWG. 9-1.1.3)

STA. 256+63 C.T.H. "EE" LT.
REMOVE 36" X 50' CULV. PIPE
36" X 64' CULV. PIPE REQ'D.

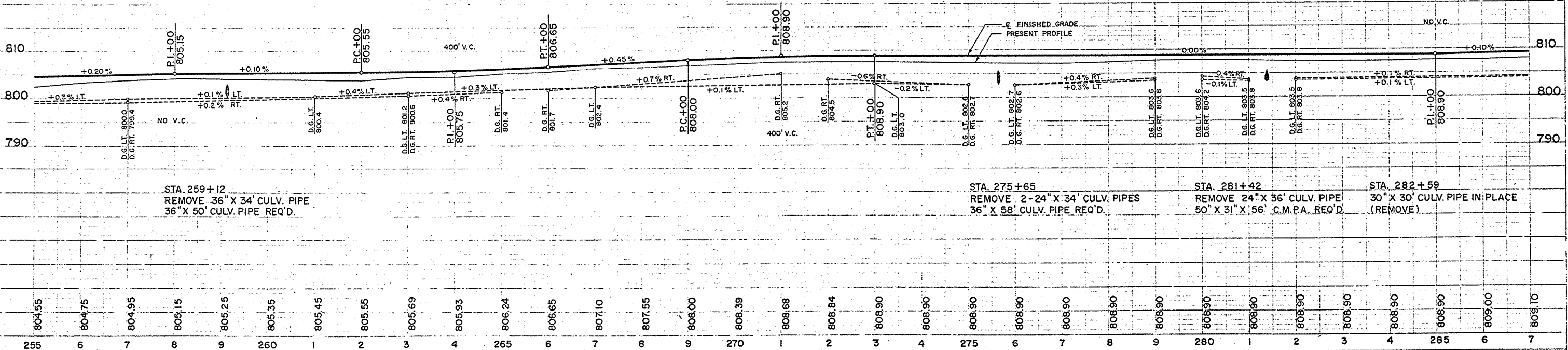


P.I = 252+71.2
Z = 186°-00'
Δ = 6°-00'
D = 0°-30'
T = 600.6'
LC. = 1200.0'
REVERSE CROWN

STA. 258+15 P.E. RT.
REMOVE 36" X 40' CULV. PIPE
36" X 46' CULV. PIPE REQ'D.

UNC. EXC.	=	3,309 C.Y.
FILL	=	3,686 C.Y.
BORROW	=	956 C.Y.

UNC.	EXC.	=	2,692 C.Y.
FILL		=	4,375 C.Y.
BORROW		=	2,800 C.Y.



BENCH MARKS			
NO.	STATION	DESCRIPTION	ELEV.
6	290+00	SPIKE IN POWER POLE 30' LT.	807.17
7	301+03	20" ELM 70' RT.	814.99

STA. 309+50 T.N. RD. LT.
DESIGN TYPE "E" INT'SN. REQ'D.
(SEE STD. DWG. 9-1.1.3)

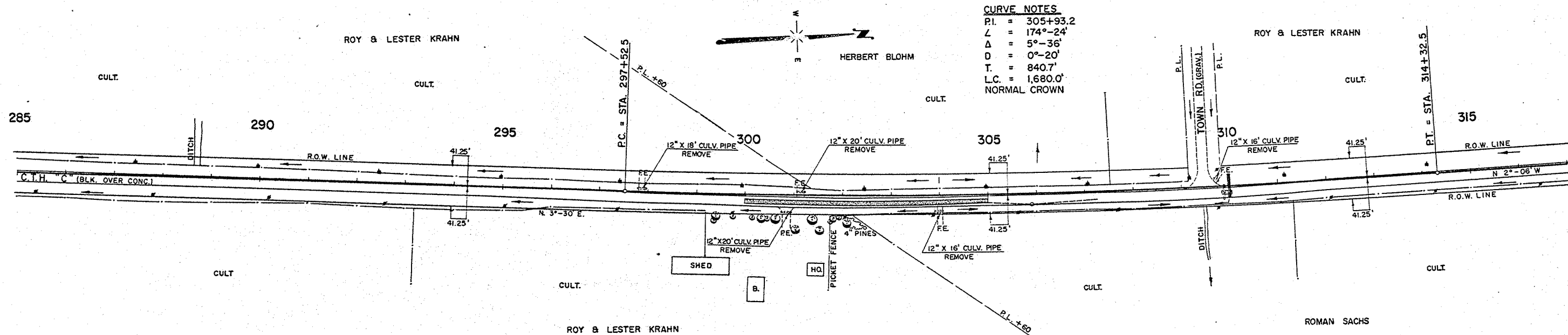
DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	S0324 (4)	5	36

7-61
11-61
2-62
D.W.K.

PLAN
CHECKED
NO. 382

7-61
11-61
2-62
D.W.K.

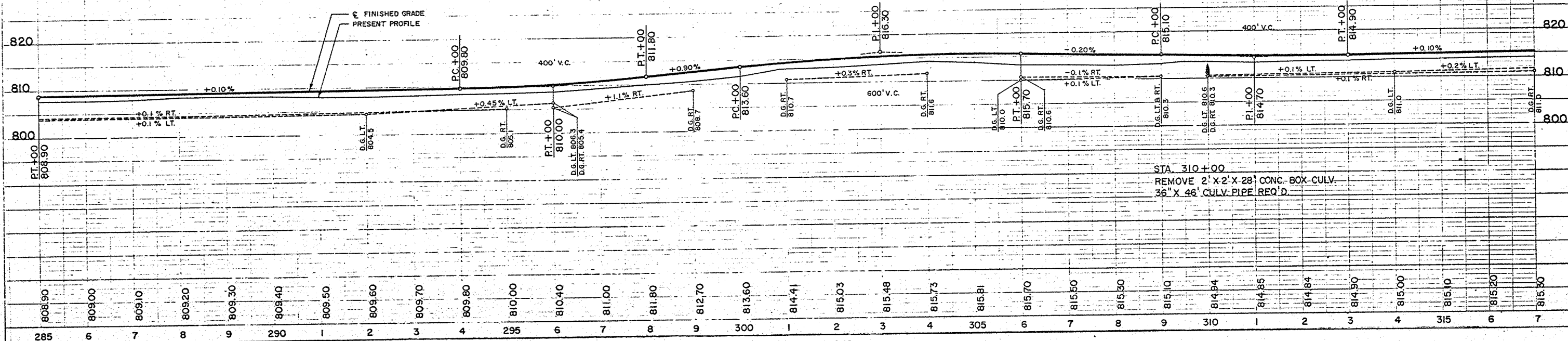
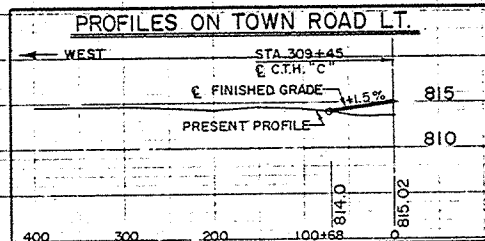
PROFILE
NO. 383



NET LENGTH OF CENTERLINE		
STATION TO STATION	LIN. FT.	
285+00	315+00	3,000.00

UNC. EXC. = 1,797 C.Y.
FILL = 1,477 C.Y.
USE 133 C.Y. OLD CONC.

UNC. EXC. = 2,284 C.Y.
FILL = 2,093 C.Y.
HAUL IN 592 C.Y. FROM
STA. 321+00 + 333+49

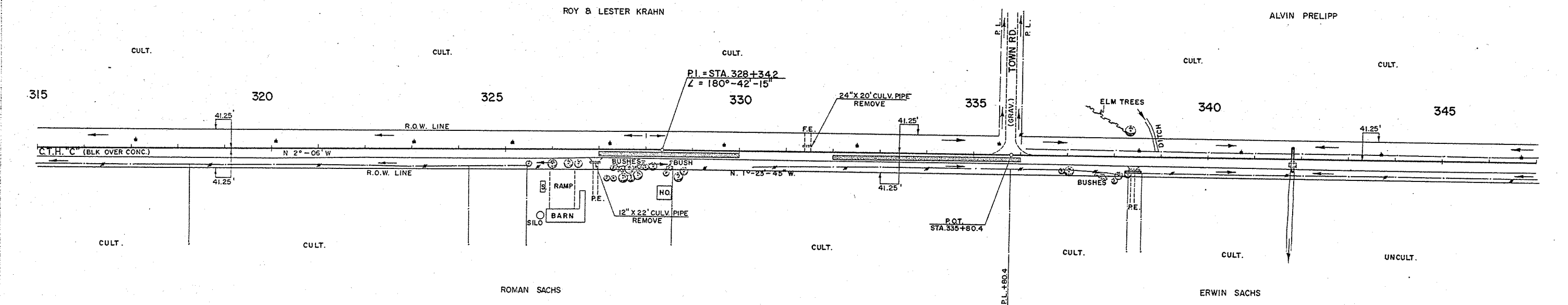


PLAN & PROFILE PER STANDARD
DESIGN PROJECT 10-11-61

BENCH MARKS				
NO	STATION	DESCRIPTION		ELEV.
8	320+09	SPIKE IN POWER POLE	13' LT.	813.67
9	327+31	" " 16" SPRUCE	56' RT.	818.59
10	335+80	" " 8" ELM	48' RT.	815.75

L.P.D. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	S 0324 (4)	6	36

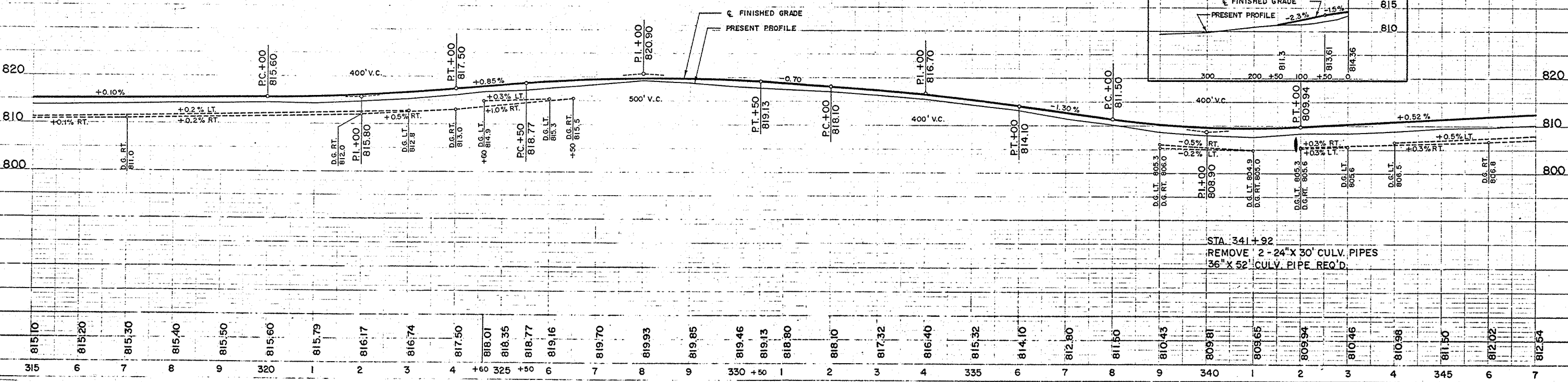
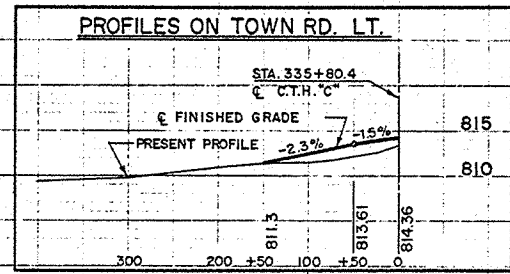
STA. 335+80 TN. RD. LT.
DESIGN TYPE "E" INTS'N. REQ'D.
(SEE STD. DWG. 9-1.1.3)



NET LENGTH OF CENTERLINE		
STATION TO STATION	LIN. FT.	
315+00	345+00	3,000.00

UNC. EXC. = 2,005 C.Y.
FILL = 1,128 C.Y.
USE 100 C.Y. OLD CONC.
HAUL OUT 592 C.Y. OLD CONCRETE
TO STA. 306+06 - 321+00.

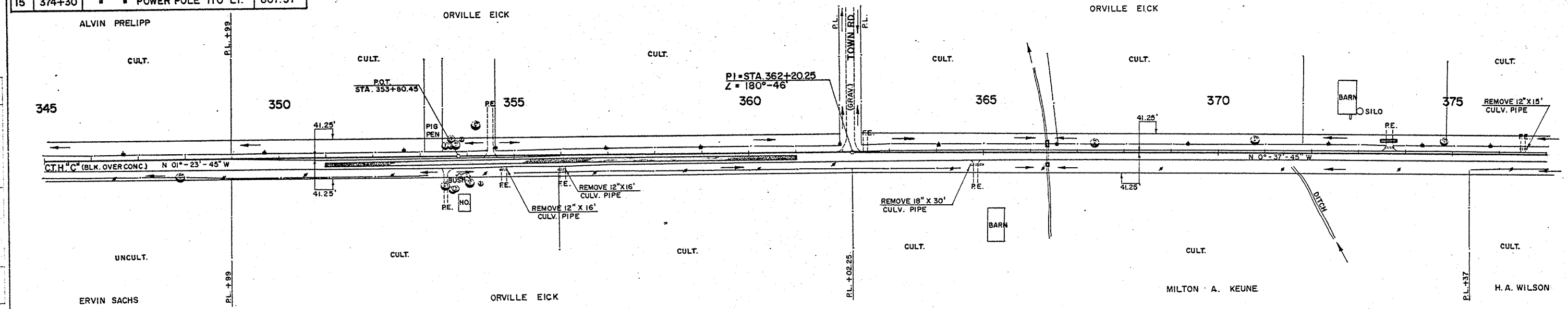
STA. 338+40 P.E. RT.
REMOVE 24" X 20' CULV. PIPE
24" X 32' CULV. PIPE REQ'D.
UNC. EXC. = 1,499 C.Y.
FILL = 1,137 C.Y.
USE 67 C.Y. OLD CONC.



BENCH MARKS			
NO.	STATION	DESCRIPTION	ELEV.
11	347+90	SPIKE IN 30" ELM 22' RT.	811.00
12	353+71	" " 24" MAPLE 60' RT.	816.88
13	364+36	" " POWER POLE 88' RT.	805.40
14	370+77	" " 40" ELM 24' LT.	804.21
15	374+30	" " POWER POLE 110' LT.	807.57

STA. 362+20 TN. RD. LT.
DESIGN TYPE "E" INT'S N. REQ'D.
(SEE STD. DWG. 9-1.1.3)

STA. 373+64 PE. LT.
REMOVE 12" X 20' CULV. PIPE
24" X 32' CULV. PIPE REQ'D.

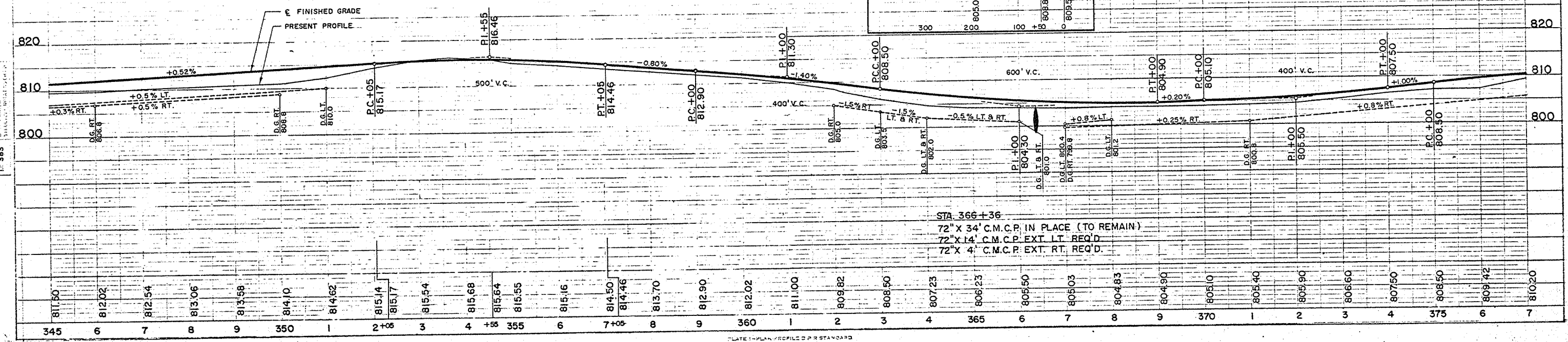
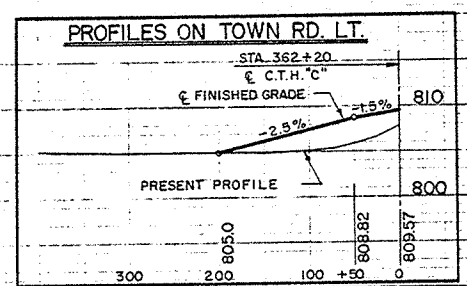


NET LENGTH OF CENTERLINE		
STATION TO STATION	LIN. FT.	
345+00	375+00	3,000.00

UNC. EXC. = 2,594 C.Y.
FILL = 2,065 C.Y.
USE 110 C.Y. OLD CONC.

UNC. EXC. = 1,975 C.Y.
FILL = 1,505 C.Y.
USE 254 C.Y. OLD CONC.
HAUL OUT 220 C.Y. TO SD. RD.
STA. 362+20' LT.

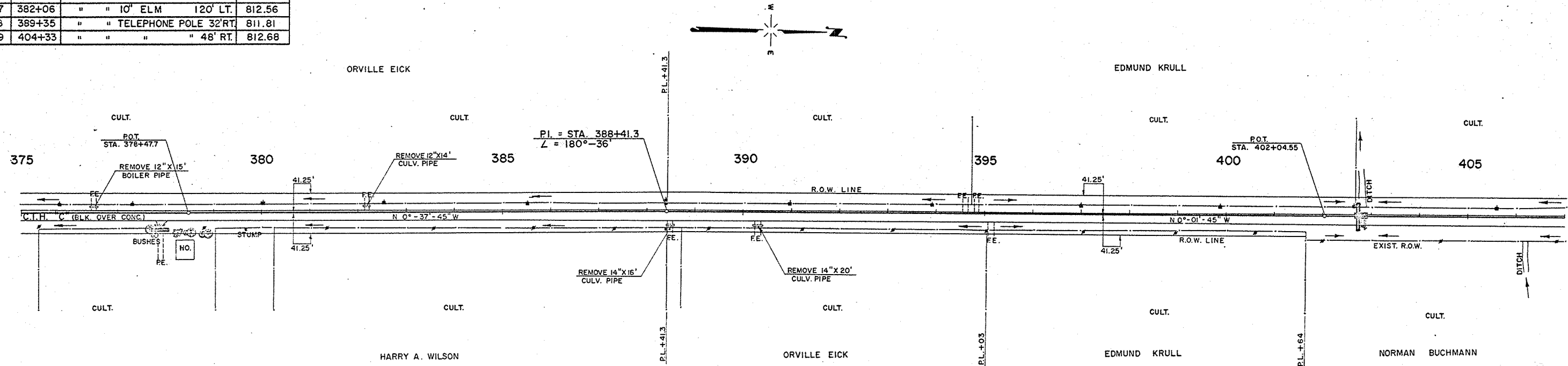
UNC. EXC. = 2,008 C.Y.
FILL = 854 C.Y.
HAUL OUT 833 C.Y. TO
STA. 397+50 - 400+07



STA. 366+36
72" X 34' C.M.C.P. IN PLACE (TO REMAIN)
72" X 14' C.M.C.P. EXT. LT. REQ'D.
72" X 4' C.M.C.P. EXT. RT. REQ'D.

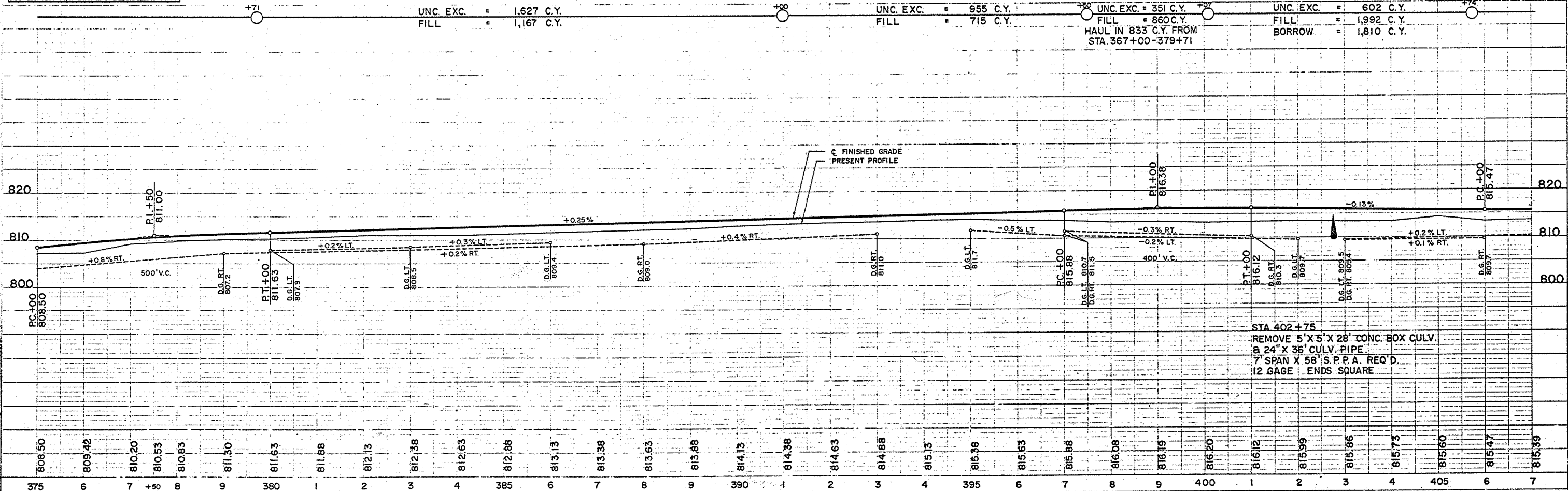
BENCH MARKS			
NO.	STATION	DESCRIPTION	ELEV.
16	378+55	SPIKE IN 10" APPLE 39' RT.	813.72
17	382+06	" " 10" ELM 120' LT.	812.56
18	389+35	" " TELEPHONE POLE 32' RT.	811.81
19	404+33	" " " 48' RT.	812.68

D.P.R. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	S 0324(4)	8	36



NET LENGTH OF CENTERLINE		
STATION TO STATION	LIN. FT.	
375+00	405+00	3,000.00

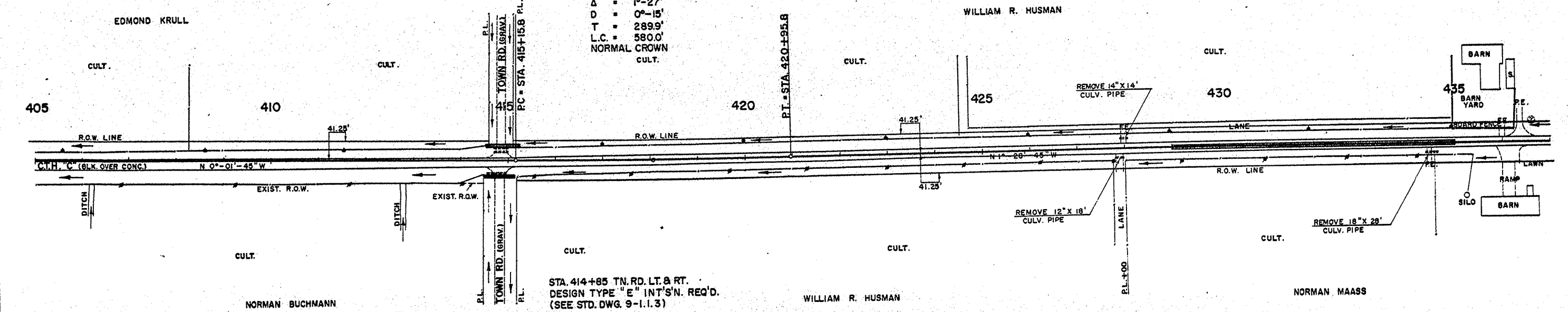
STA. 377+90 P.E. RT.
REMOVE 24" X 20' CULV. PIPE
24" X 32' CULV. PIPE REQ'D.



BENCH MARKS			
NO.	STATION	DESCRIPTION	ELEV.
20	409+70	SPIKE IN 30" ELM	110' RT. 816.27
21	415+0	" " TELEPHONE POLE	60' RT. 815.48
22	427+75	" " POWER POLE	36' RT. 820.53
23	436+82	" " 48" MAPLE	42' LT. 824.98

STA. 414+85 TN. RD. LT.
REMOVE 2-36" X 30' CULV. PIPES
65" X 40" X 72' C.M.P.A. REQ'D.

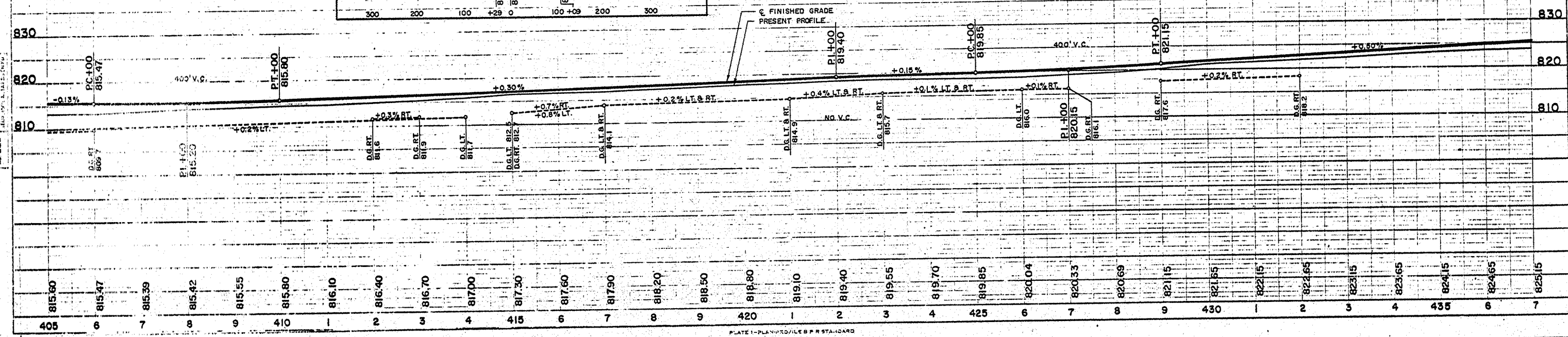
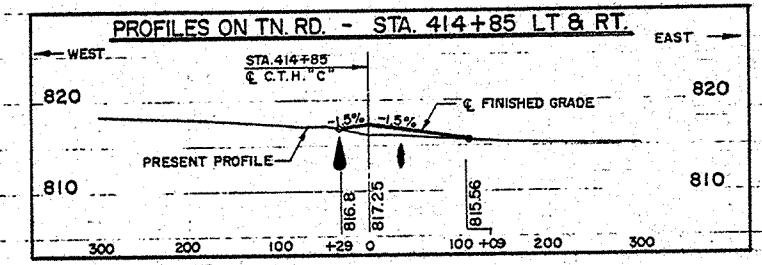
CURVE NOTES
 P.I. = 418+03.7
 L = 178'-33"
 Δ = 1°-27'
 D = 0°-15'
 T = 289.9'
 L.C. = 580.0'
 NORMAL CROWN
 CULT.



NET LENGTH OF CENTERLINE		
STATION TO STATION	LIN. FT.	
405+00	435+00	3,000.00

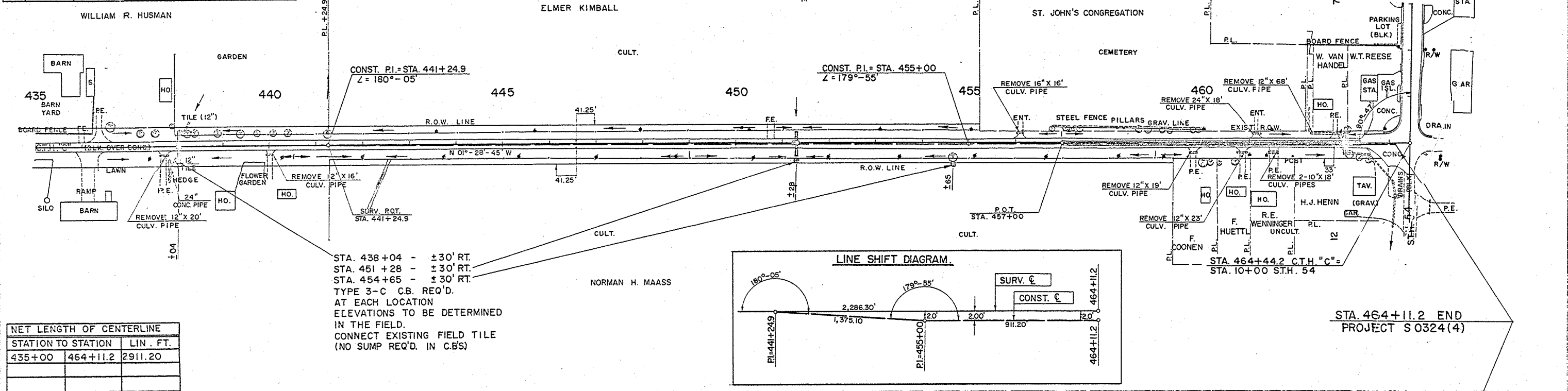
STA. 414+85 TN. RD. RT.
REMOVE 30" X 40' CULV. PIPE
30" X 62' CULV. PIPE REQ'D.

UNC. EXC. = 3,646 C.Y.
 FILL = 2,762 C.Y.
 USE 92 C.Y. OLD CONC.



BENCH MARKS				
NO.	STATION	DESCRIPTION		ELEV.
23	436+62	SPIKE IN 48" MAPLE	42' LT.	824.98
24	441+23	" " 16" "	45' LT.	829.72
25	456+79	" " 20" "	32' LT.	837.75
26	461+30	" " 6" TWIN POPLAR	50' RT.	835.97
27	463+90	PT. MK. CENTER E. END GAS ISL.	LT.	837.00

PROJECT	SHEET	TOTAL
S 0324 (4)	10	36

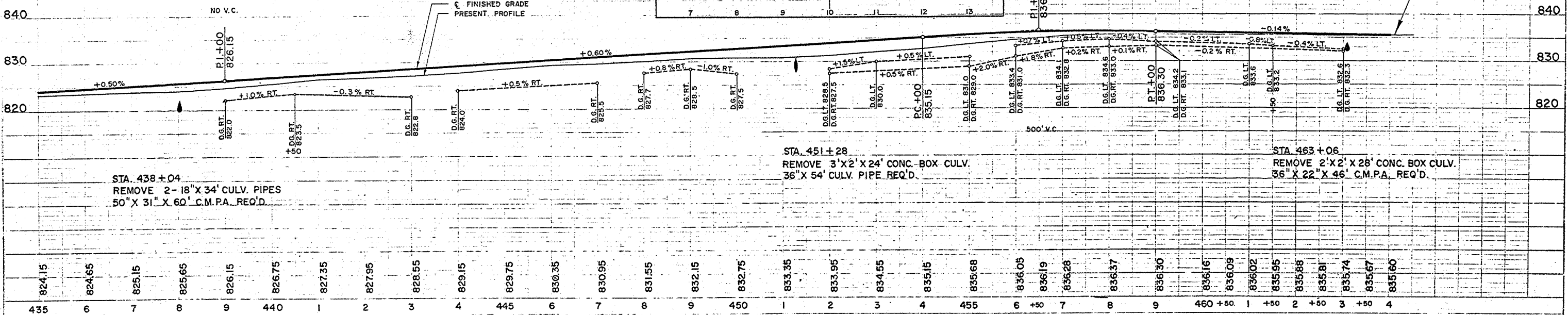
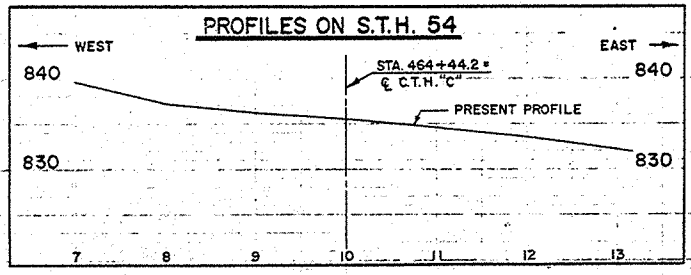


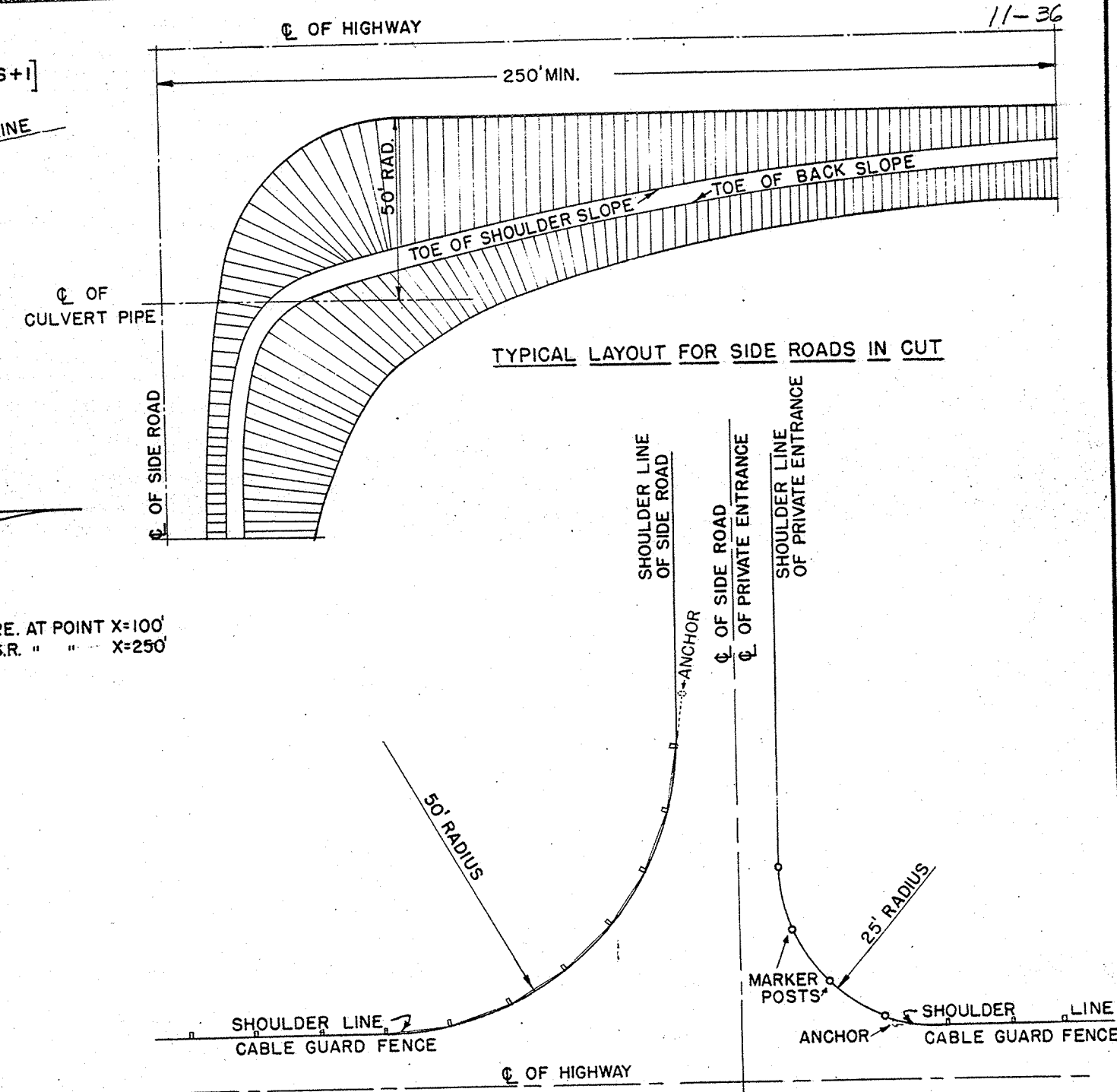
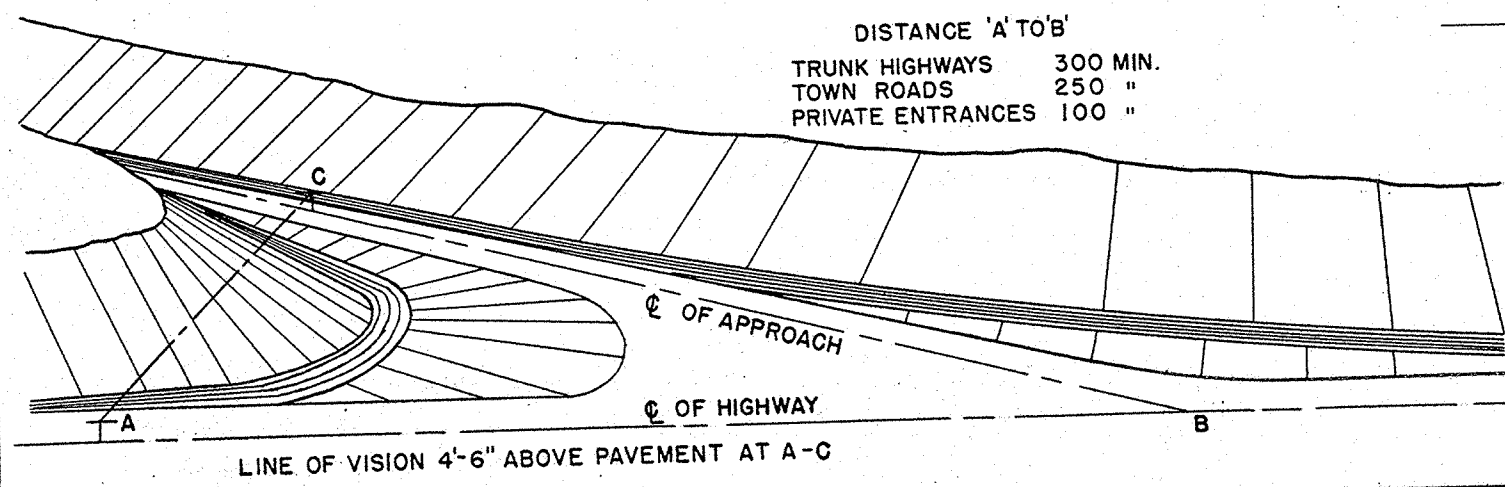
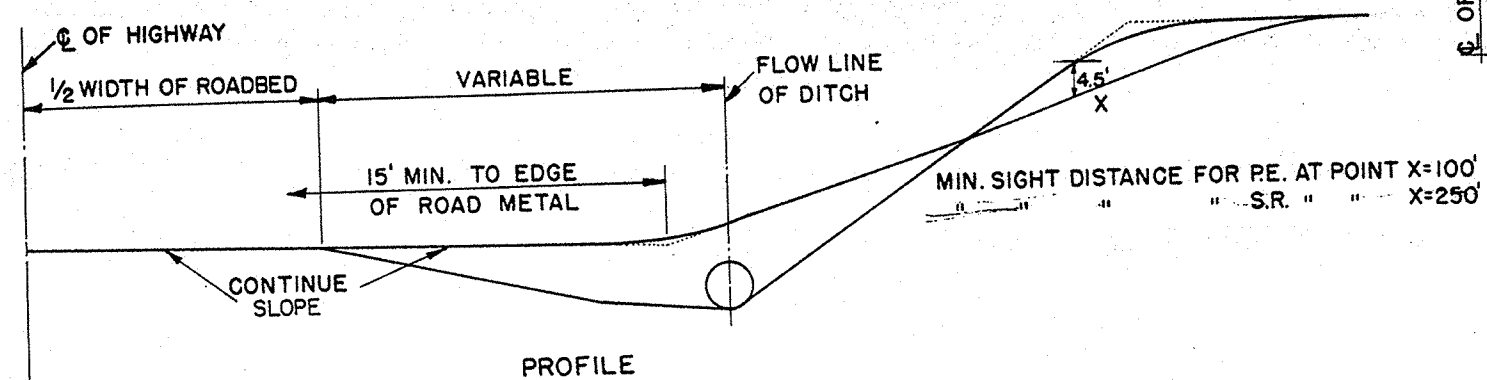
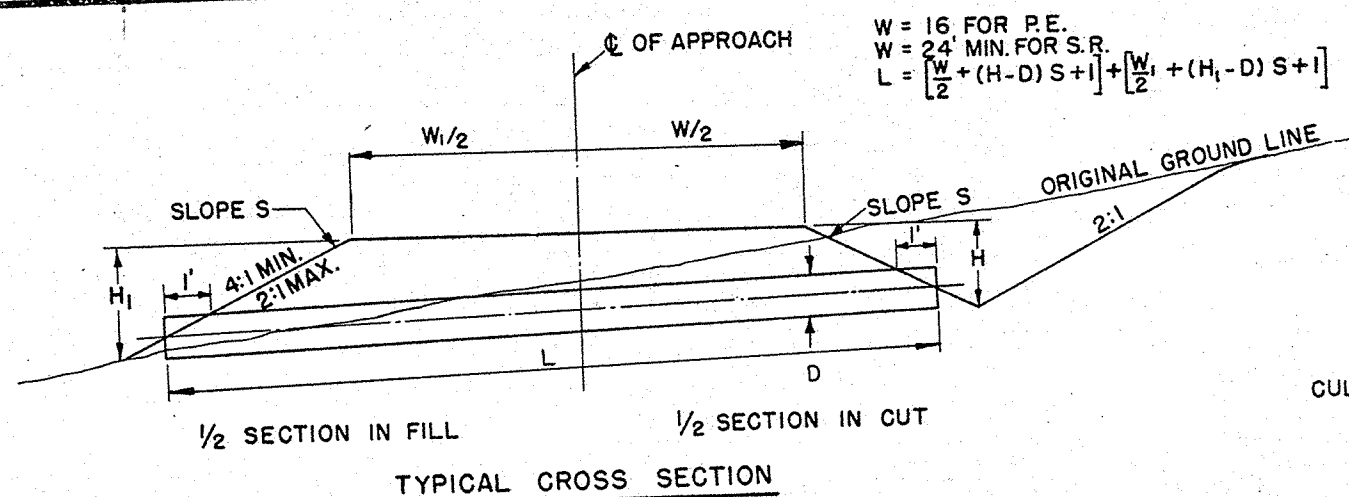
NET LENGTH OF CENTERLINE		
STATION TO STATION	LIN. FT.	
435+00	464+11.2	2911.20

STA. 438+04 - ±30' RT.
 STA. 451+28 - ±30' RT.
 STA. 454+65 - ±30' RT.
 TYPE 3-C C.B. REQ'D.
 AT EACH LOCATION
 ELEVATIONS TO BE DETERMINED
 IN THE FIELD.
 CONNECT EXISTING FIELD TILE
 (NO SUMP REQ'D. IN C.B'S)

UNC. EXC. = 3,668 C.Y.
 FILL = 2,819 C.Y.
 USE 74 C.Y. OLD CONC.

UNC. EXC. = 1,227 C.Y.
 FILL = 917 C.Y.
 USE 191 C.Y. OLD CONC.





TYPICAL LAYOUT FOR PRIVATE ENTRANCES AND SIDE ROADS IN HIGH FILLS

DETAILS OF PRIVATE ENTRANCE AND SIDE ROAD APPROACHES

STATE HIGHWAY COMMISSION OF WISC.

RECOMMENDED FOR APPROVAL:

DATE

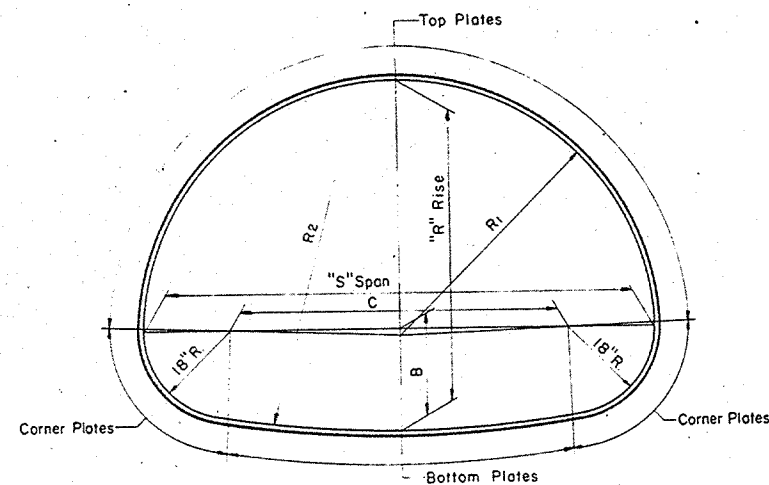
APPROVED:

DRAWN C.A.L.

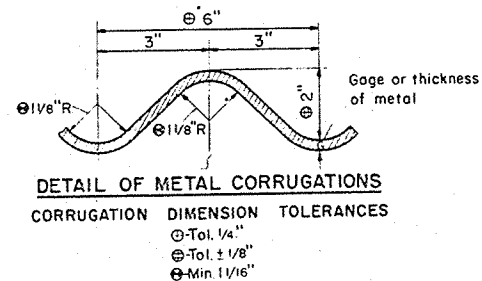
CHECKED D.F.C.

DATE

STATE HIGHWAY ENGINEER 1-3.1.1



STRUCTURAL PLATE PIPE ARCH



GENERAL NOTES

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

TOLERANCES

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

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

EMBANKMENT—Minimum for $\frac{1}{2}$ Culverts

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

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

EMBANKMENT—Maximum for $\frac{1}{2}$ 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.

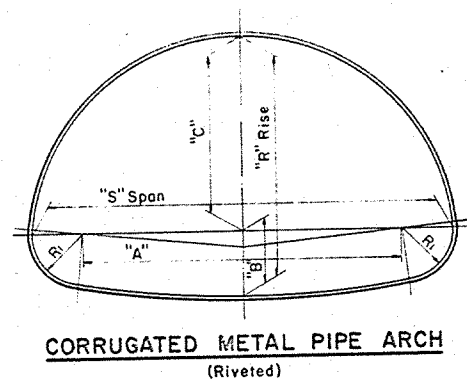
Strutting of Pipe Arches will not be required during construction unless specifically called for on the plans or the applicable Special Provisions.

TABLE OF PROPERTIES
STRUCTURAL PLATE PIPE ARCH

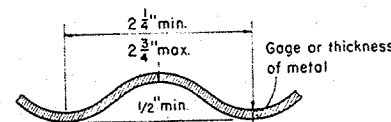
SPAN Nominal Size	Dimensions taken from inside crests of corrugations							Table of Metal Gages—Minimum Acceptable															
	Fabricators Size Min. Acceptable	R/S Ratio	Area Sq.Ft.	B In.	C In.	R1 In.	R2 In.	H-20 LOADING															
								Depth of Embankment in Feet															
6 Feet	6'-1" 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	12
7 "	7'-0" x 5'-1"	.73	28	21.4	48.0	42.3	104.5	10	12	12	12	12	12	12	12	12	12	12	12	12	10	10	10
8 "	7'-11" x 5'-7"	.70	35	21.7	59.0	47.7	138.4	10	10	10	12	12	12	12	12	12	12	12	10	10	10	10	10
9 "	8'-10" x 6'-1"	.69	43	21.8	70.0	53.0	179.2	10	10	10	10	10	10	10	10	10	10	10	10	10	8	8	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	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	5	5	3
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	7	5	5	3	3	1	1
13 "	12'-10" x 8'-4"	.65	85	24.0	118.0	77.2	315.2	5	7	7	8	8	8	8	7	5	5	3	3	1	1	1	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	5	3	3	1	1	1	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	5	3	3	1	1	1	1	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	1	1	1	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	1	1	1	1	1	1

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

STRUCTURAL PLATE PIPE ARCH



CORRUGATED METAL PIPE ARCH
(Riveted)



DETAIL OF METAL CORRUGATIONS

GENERAL NOTES

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

TOLERANCES

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

EMBANKMENT—Minimum for $\frac{1}{2}$ Culverts

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

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

EMBANKMENT—Maximum for $\frac{1}{2}$ Culverts

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

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

TABLE OF DIMENSIONS
CORRUGATED METAL PIPE ARCH

CORRUGATED METAL PIPE ARCH									Round Pipe of Approx. Equal Periphery	
Gage (Min. Acceptable)	"S" Span Inches	"R" Rise Inches	"A" Inches	"B" Inches	"C" Inches	R1 Inches	R/S Ratio	Area Sq.Ft.	Area Sq.Ft.	Diam. Inches
16	18	11	10	4 1/2	6 1/2	3 1/2	.61	1.1	1.23	15
16	22	13	14	4 3/4	8 1/4	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:

5-27-57
DATE

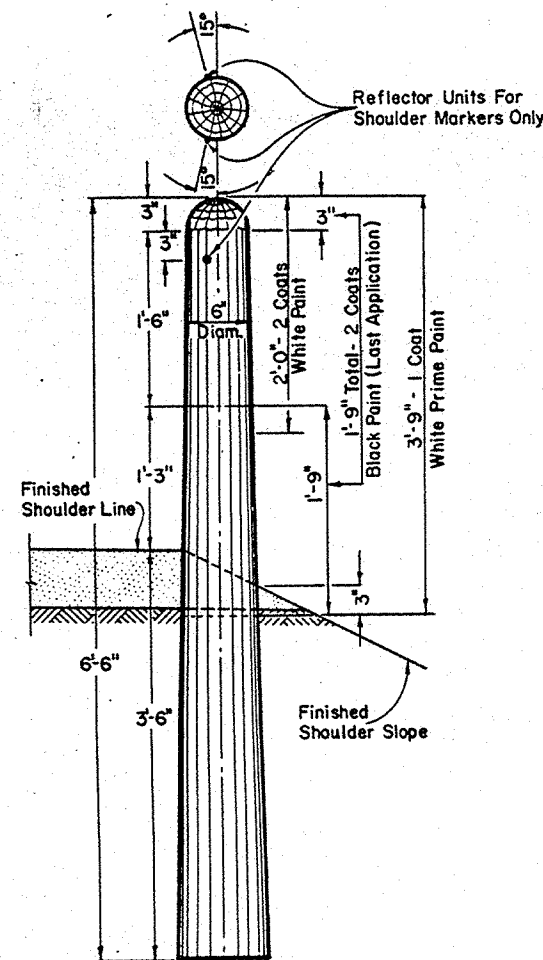
J. L. Pelt
ENGINEER OF DESIGN

APPROVED:

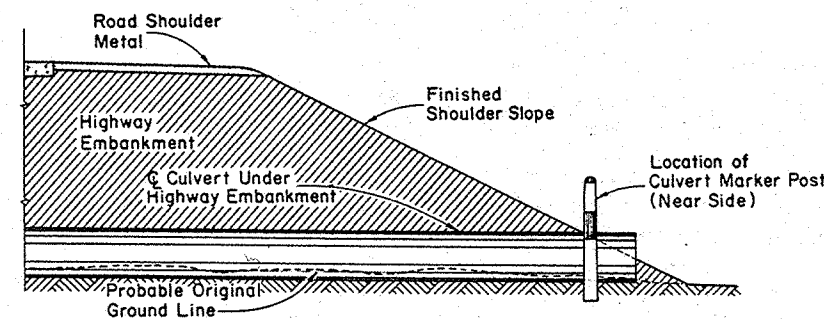
5/28/57
DATE

E. L. Rottiger
STATE HIGHWAY ENGINEER

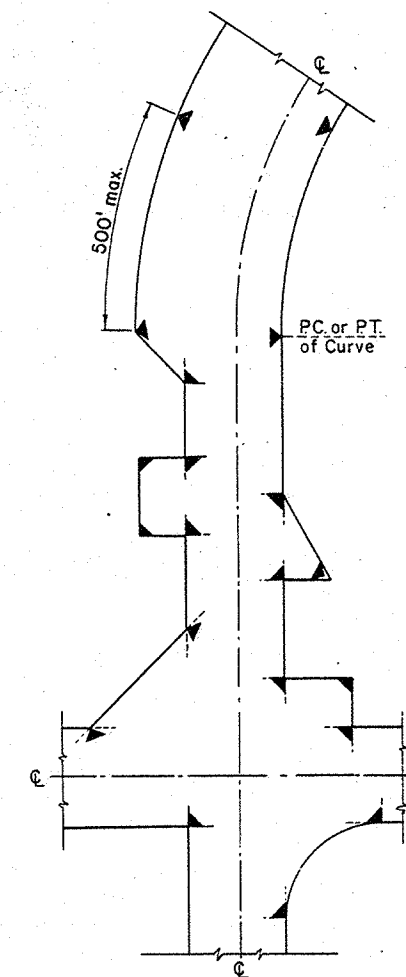
PLATE NO. 6-5.3.1



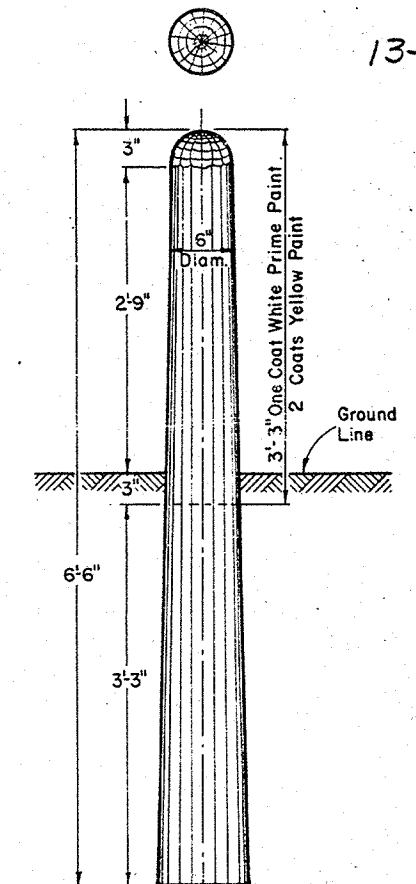
MARKER POST FOR
ROAD SHOULDERS AND CULVERTS



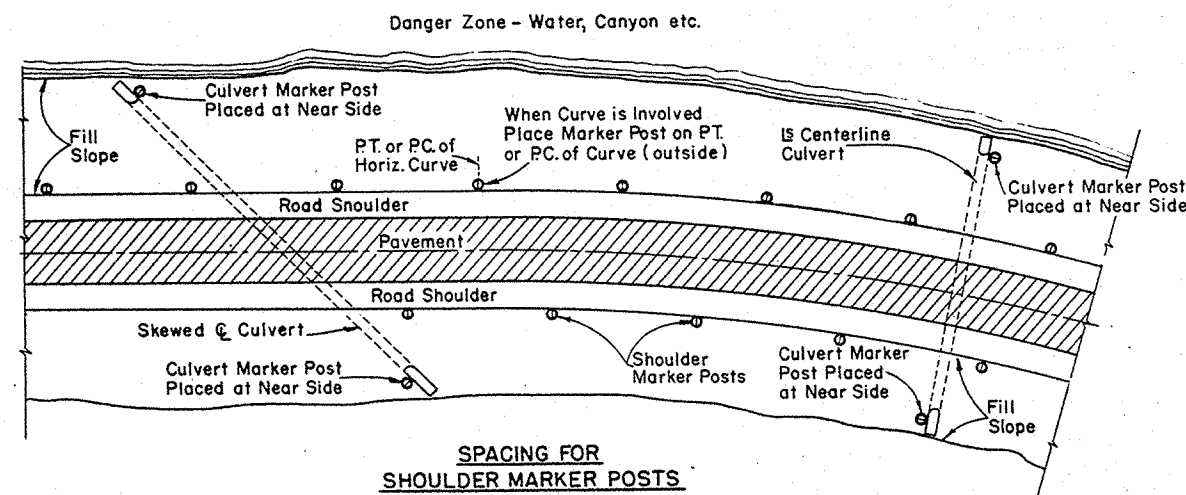
SECTION
SHOWING RELATIVE LOCATION OF
MARKER POST FOR CULVERTS



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



MARKER
POST
FOR
RIGHT OF WAY



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

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

MARKER POSTS FOR ROAD SHOULDERS AND CULVERTS

MARKER POST FOR RIGHT OF WAY

GENERAL NOTES:

Details of Construction not shown on this drawing shall conform to the pertinent requirements of the Standard Specifications Sections 2523, 4124 and 4125 and the applicable Special Provisions.
All posts for Road Shoulder Markers, Culvert Markers and Right of Way Markers are identical except for Painting and Reflector Units. All Posts shall be round and untreated and shall be either Northern White Cedar, Southern Yellow Pine, Norway Pine, White Pine or Jack Pine.

MARKER POSTS FOR RIGHT OF WAY

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

Posts shall be placed at the outer limits of the Highway Right of Way, but entirely within the Right of Way and shall be so placed that the outer edge of the posts shall be tangent to the Right of Way line or lines extended. The exact location of all Right of Way Posts shall be staked in the field by the Engineer. Reflector Units for Right of Way Marker Posts will not be required.

REFLECTOR UNITS

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

BID ITEMS

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

MARKER POSTS & MARKER POSTS FOR RIGHT OF WAY

STATE HIGHWAY COMMISSION OF WISCONSIN

RECOMMENDED FOR APPROVAL

5/16/57
DATE

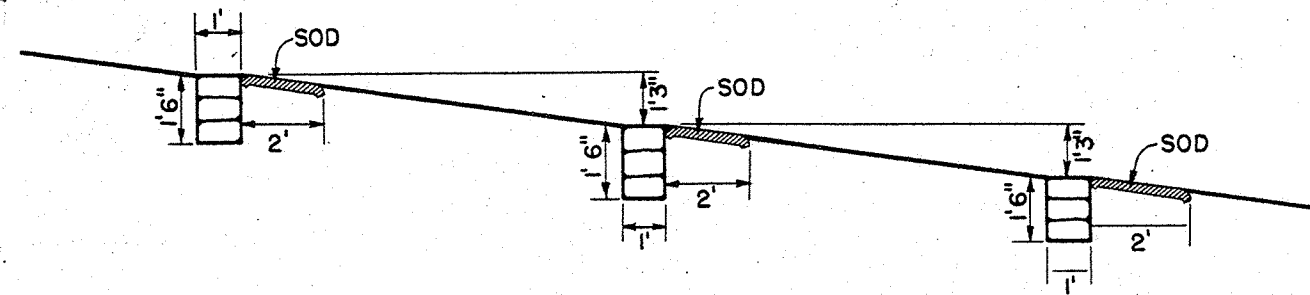
APPROVED:

5/16/57
DATE

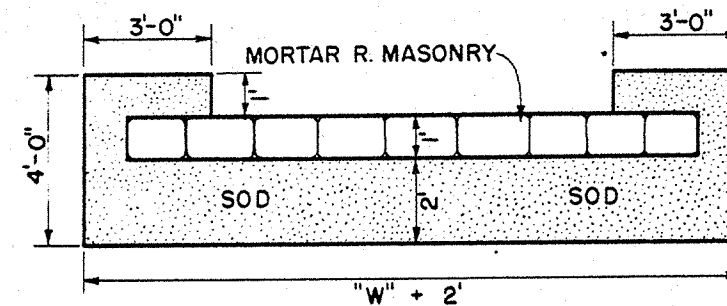
J. P. Pelt
ENGINEER OF DESIGN

E. L. Rottman
STATE HIGHWAY ENGINEER

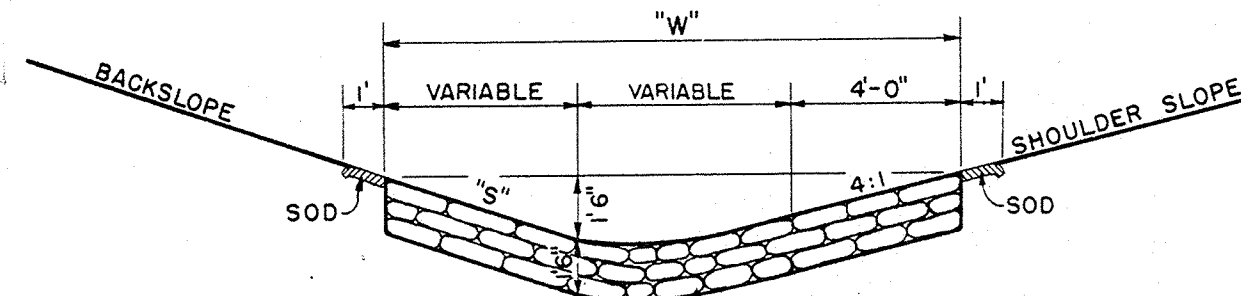
PLATE NO. 7-1.3.3.



PROFILE OF DITCH GRADE



PLAN VIEW SHOWING SOD



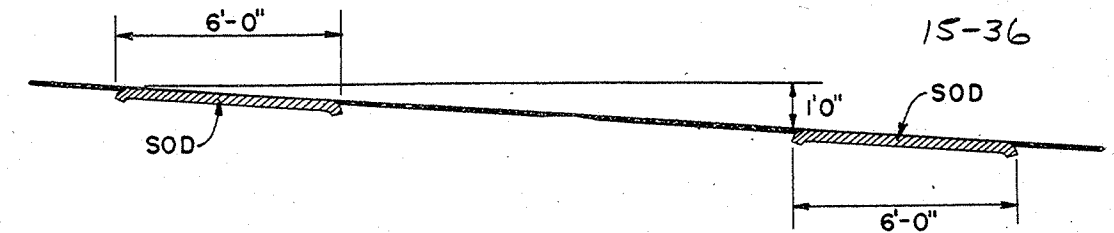
SECTION

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

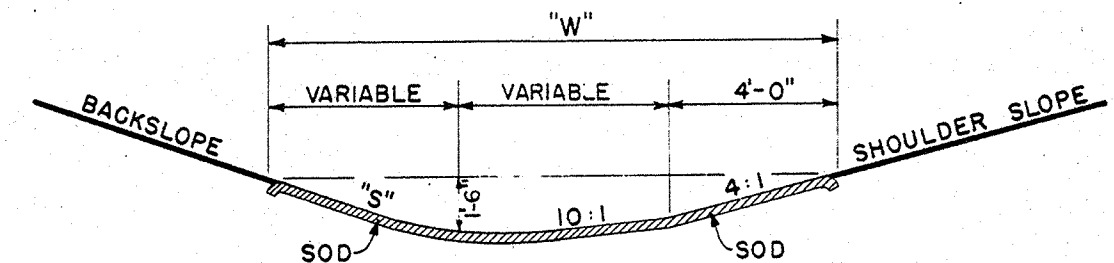
CONSTRUCTION NOTES

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



PROFILE OF DITCH GRADE

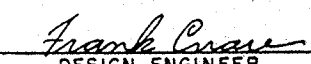
NOTE: NUMBER REQUIRED WILL BE DETERMINED BY VERTICAL SPACING.

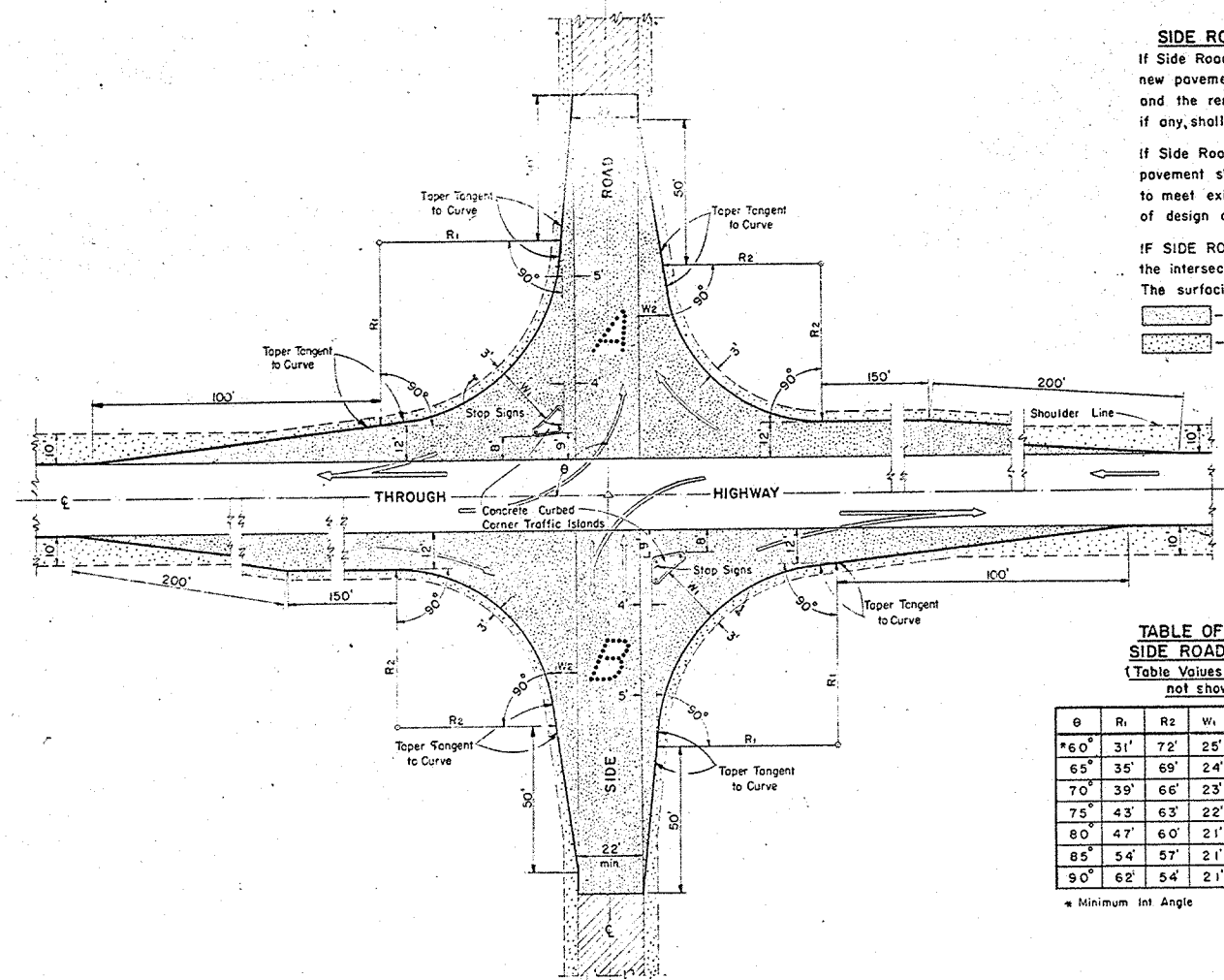


SECTION

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 & SOD	
STATE HIGHWAY COMMISSION OF WISC.	
RECOMMENDED FOR APPROVAL:	
 DESIGN ENGINEER	
 CONSTRUCTION ENGINEER	
DATE:	
APPROVED:	
DRAWN DIV. 9	
CHECKED	 STATE HIGHWAY ENGINEER 8-1.3.1



SIDE ROAD SURFACING NOTE
 If Side Road is not presently surfaced, new pavement shall be placed as shown, and the remainder to construction limits, if any, shall be gravel or crushed stone surfaced.
 If Side Road is presently paved, new pavement shall be placed only as necessary to meet existing pavement, and to limits of design as shown.

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

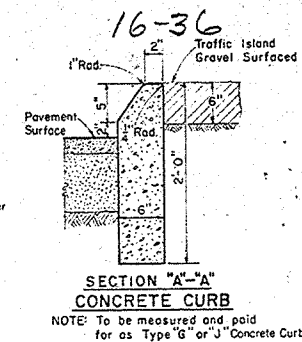
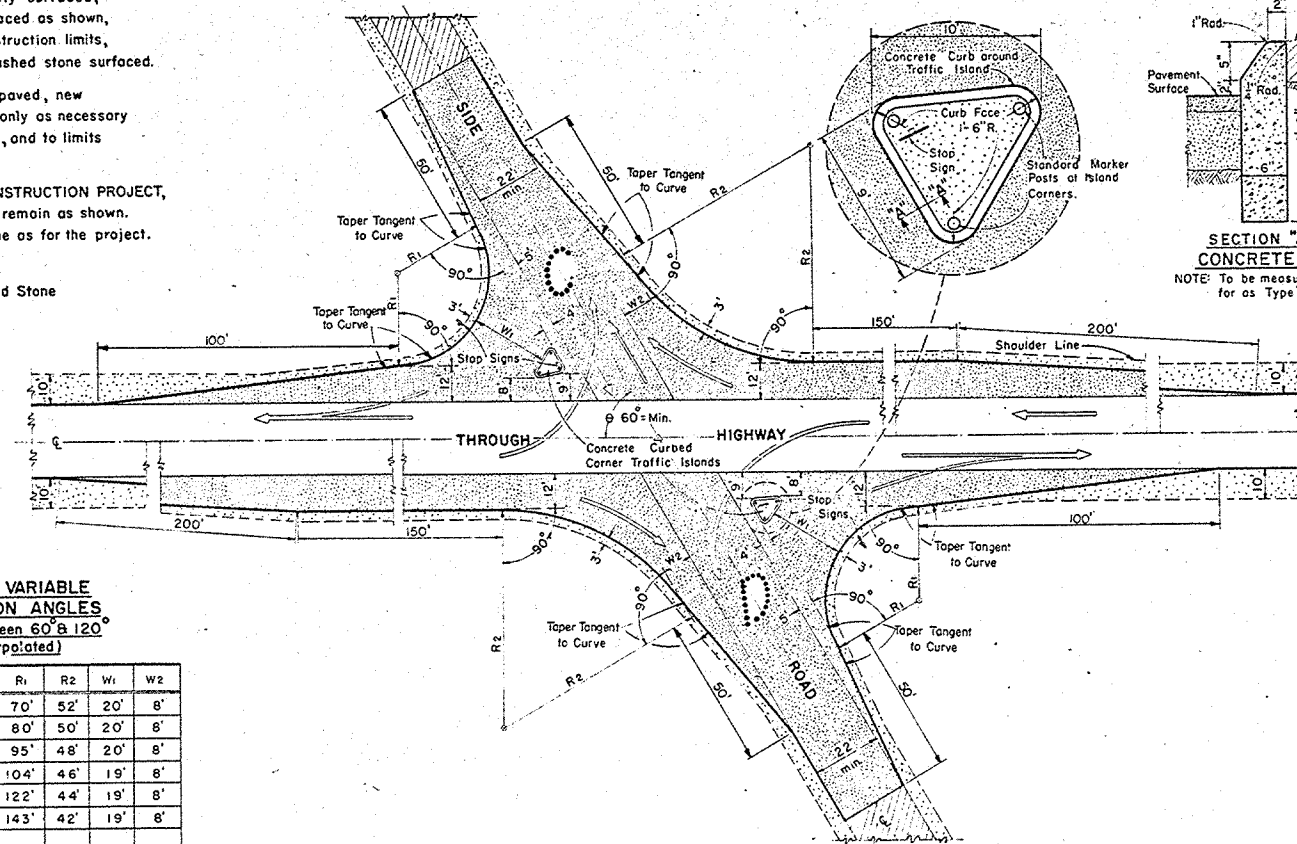
— Pavement
 — Gravel or Crushed Stone

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

θ	R ₁	R ₂	W ₁	W ₂	θ	R ₁	R ₂	W ₁	W ₂
*60°	31'	72'	25'	10'	95°	70'	52'	20'	8'
65°	35'	69'	24'	9'	100°	80'	50'	20'	8'
70°	39'	66'	23'	8'	105°	95'	48'	20'	8'
75°	43'	63'	22'	8'	110°	104'	46'	19'	8'
80°	47'	60'	21'	8'	115°	122'	44'	19'	8'
85°	54'	57'	21'	8'	*120°	143'	42'	19'	8'
90°	62'	54'	21'	8'					

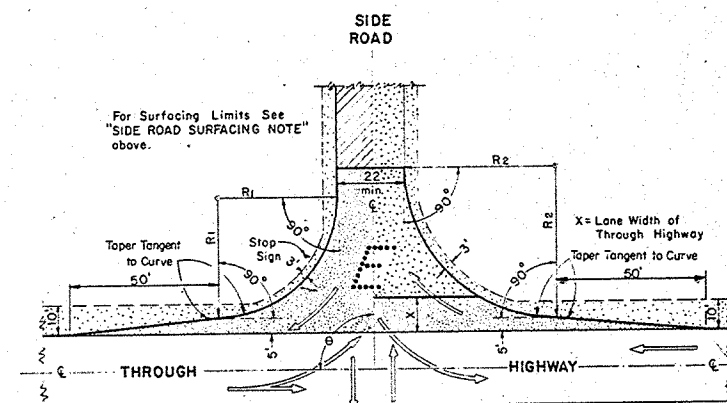
* Minimum Int. Angle

* Maximum Int. Angle



MAJOR SIDE ROAD INTERSECTION DESIGN DETAILS

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



MINOR SIDE ROAD INTERSECTION DESIGN DETAILS

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

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

θ	R ₁	R ₂	θ	R ₁	R ₂
*60°	40'	50'	95°	45'	49'
65°	40'	50'	100°	50'	48'
70°	40'	50'	105°	55'	47'
75°	40'	50'	110°	60'	46'
80°	40'	50'	115°	65'	45'
85°	40'	50'	*120°	70'	44'
90°	40'	50'			

* Minimum Int. Angle

* Maximum Int. Angle

GENERAL NOTES

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

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

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

STATE HIGHWAY COMMISSION OF WISCONSIN

RECOMMENDED FOR APPROVAL

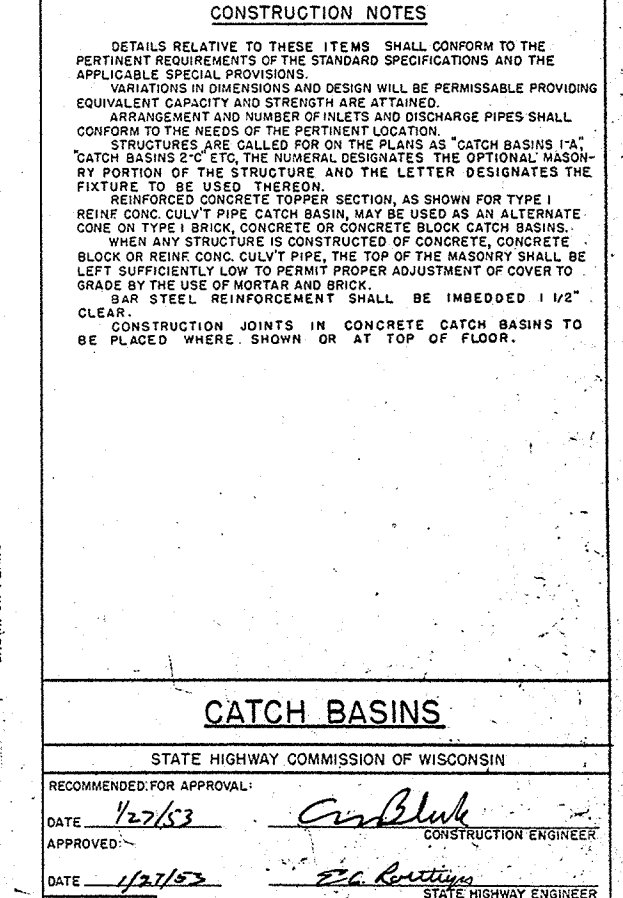
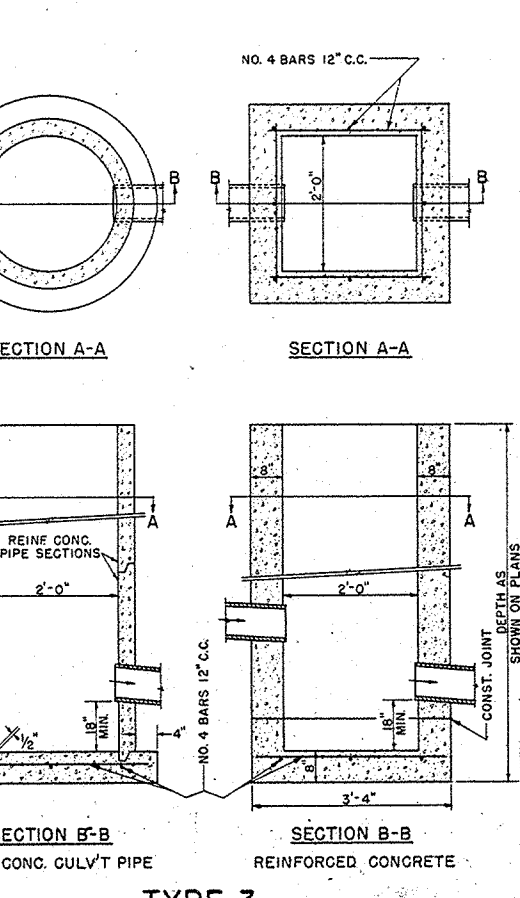
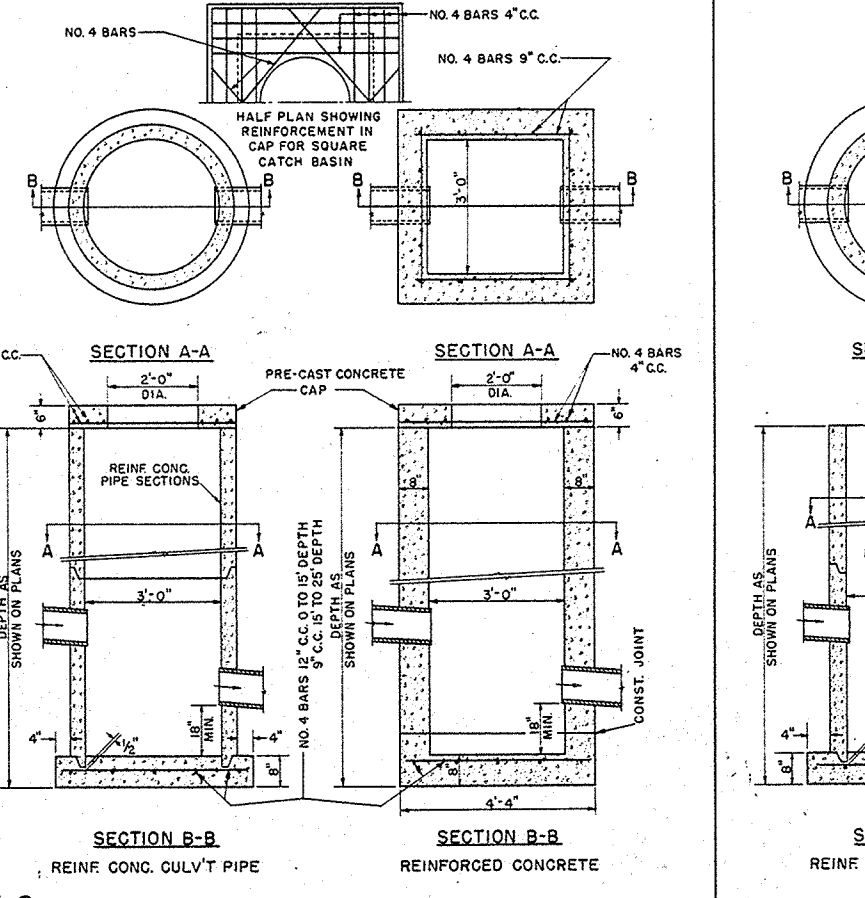
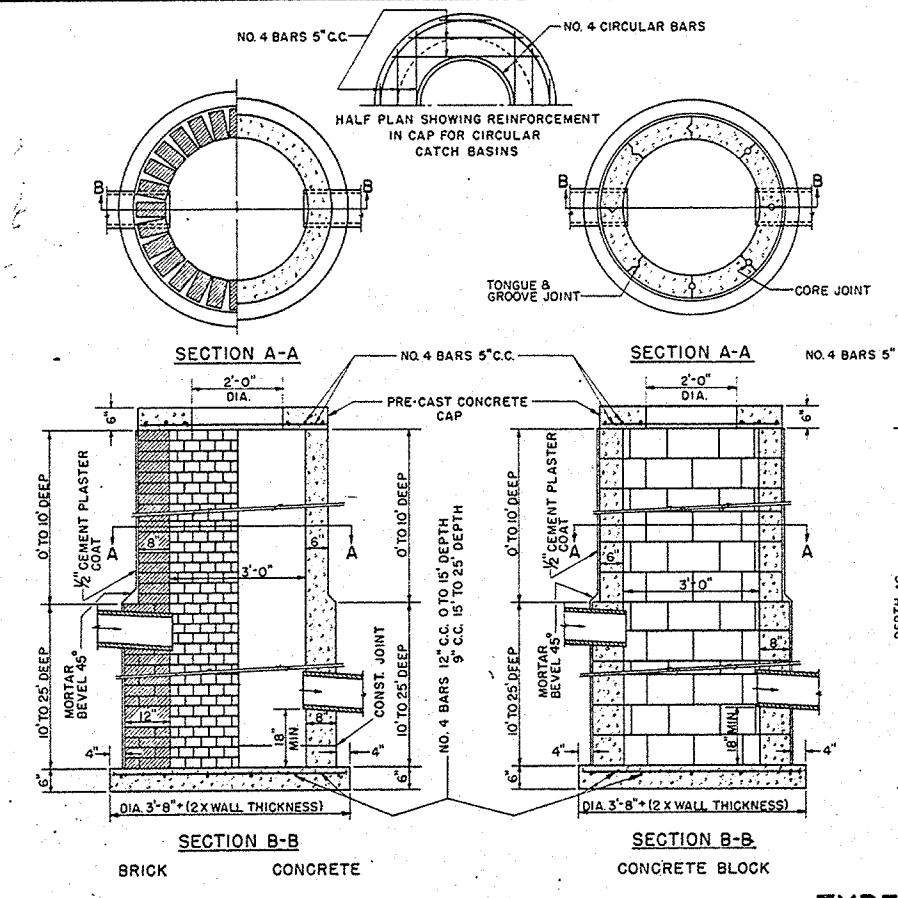
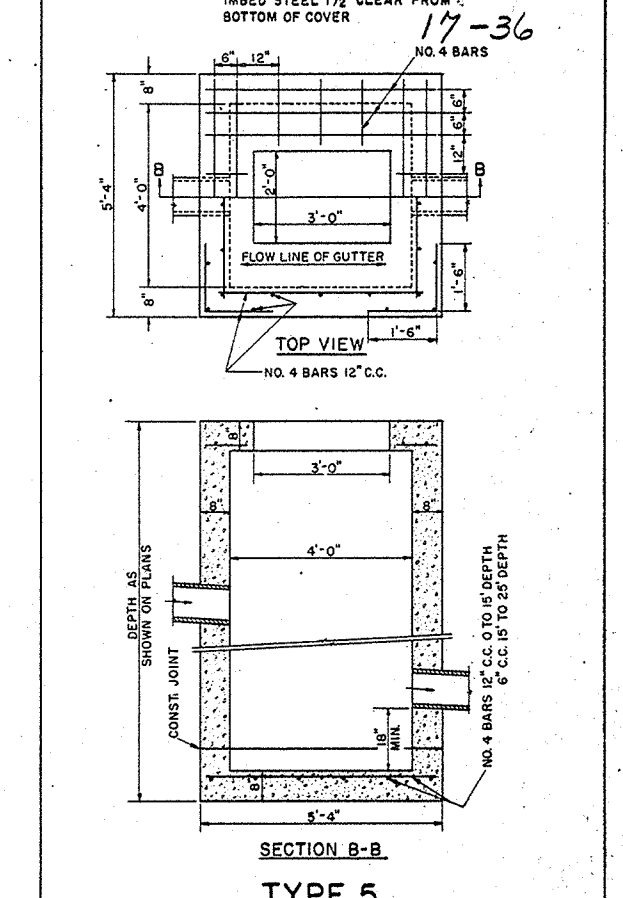
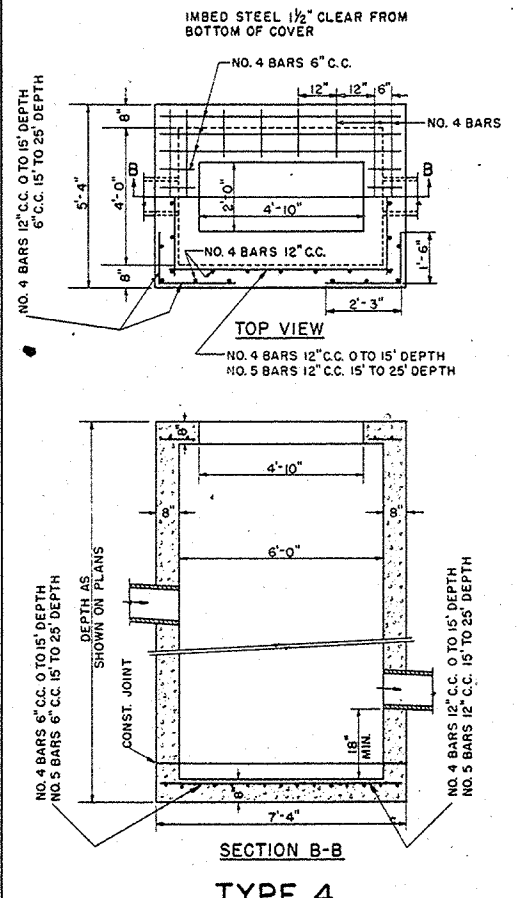
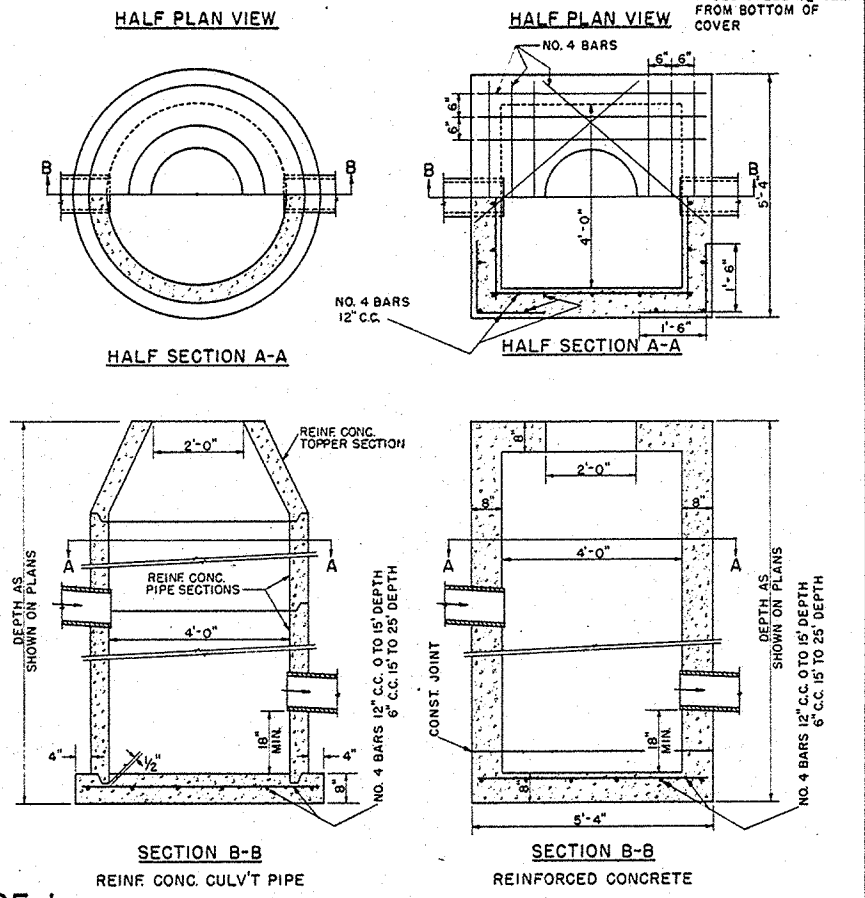
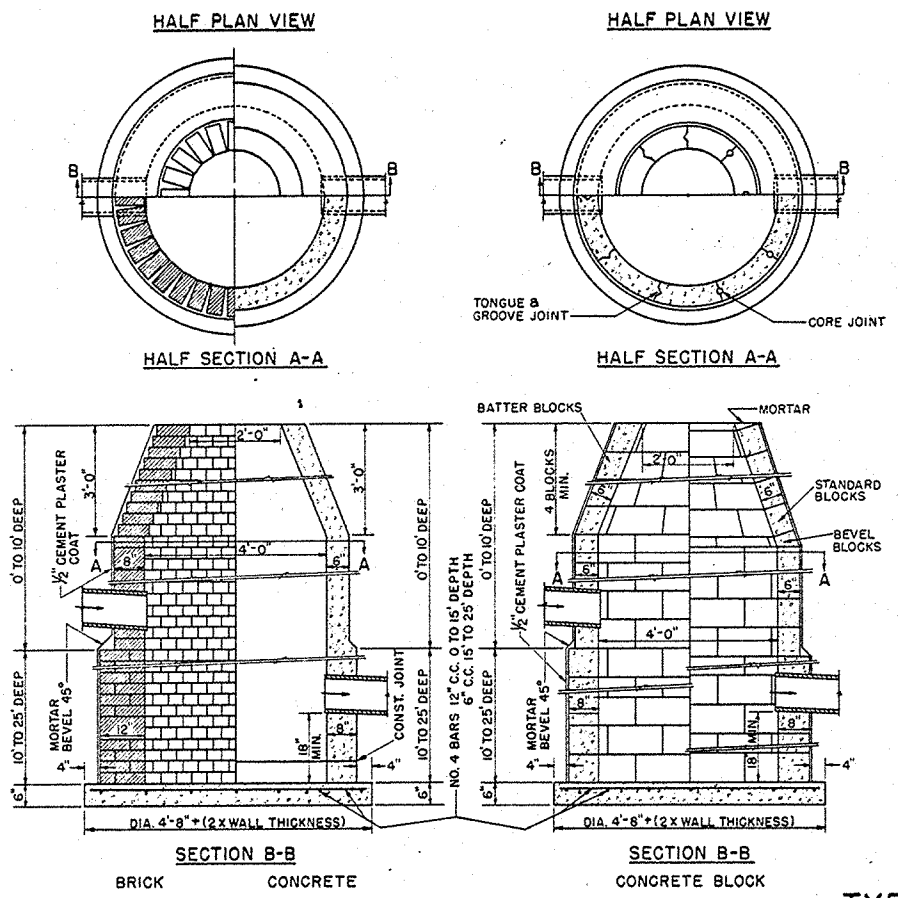
DATE: 1/17/58

APPROVED: J. J. [Signature] ENGINEER OF DESIGN

DATE: 1/17/58

APPROVED: E. L. [Signature] STATE HIGHWAY ENGINEER

PLATE NO. 9-11.3



CONSTRUCTION NOTES

DETAILS RELATIVE TO THESE ITEMS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

VARIATIONS IN DIMENSIONS AND DESIGN WILL BE PERMISSIBLE PROVIDING EQUIVALENT CAPACITY AND STRENGTH ARE ATTAINED.

ARRANGEMENT AND NUMBER OF INLETS AND DISCHARGE PIPES SHALL CONFORM TO THE NEEDS OF THE PERTINENT LOCATION.

STRUCTURES ARE CALLED FOR ON THE PLANS AS "CATCH BASINS 1-A," "CATCH BASINS 2-C," ETC. THE NUMERAL DESIGNATES THE OPTIONAL MASONRY PORTION OF THE STRUCTURE AND THE LETTER DESIGNATES THE FIXTURE TO BE USED THEREON.

REINFORCED CONCRETE TOPPER SECTION, AS SHOWN FOR TYPE 1 REINFORCED CONCRETE CULVERT PIPE, MAY BE USED AS AN ALTERNATE CONE ON TYPE 1 BRICK, CONCRETE OR CONCRETE BLOCK CATCH BASINS.

WHEN ANY STRUCTURE IS CONSTRUCTED OF CONCRETE, CONCRETE BLOCK OR REINFORCED CONCRETE CULVERT PIPE, THE TOP OF THE MASONRY SHALL BE LEFT SUFFICIENTLY LOW TO PERMIT PROPER ADJUSTMENT OF COVER TO GRADE BY THE USE OF MORTAR AND BRICK.

BAR STEEL REINFORCEMENT SHALL BE IMBEDDED 1/2" CLEAR.

CONSTRUCTION JOINTS IN CONCRETE CATCH BASINS TO BE PLACED WHERE SHOWN OR AT TOP OF FLOOR.

CATCH BASINS

STATE HIGHWAY COMMISSION OF WISCONSIN

RECOMMENDED FOR APPROVAL:

DATE 1/27/53

APPROVED:

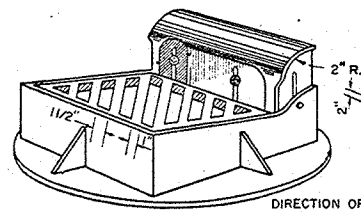
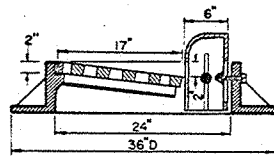
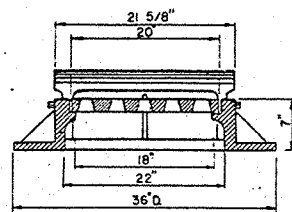
DATE 1/27/53

DRAWN LJD

CHECKED

Carl Blum
CONSTRUCTION ENGINEER

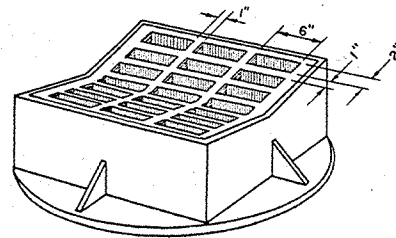
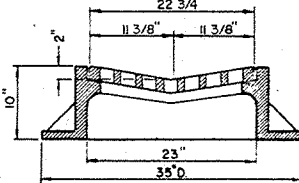
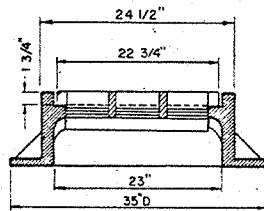
E.C. Rottman
STATE HIGHWAY ENGINEER



Alternate Type Grate
(Longitudinal Slots)
Approx. Weight - 100#

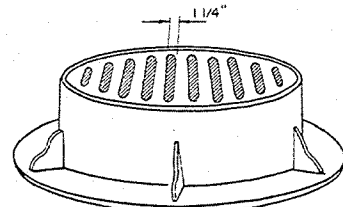
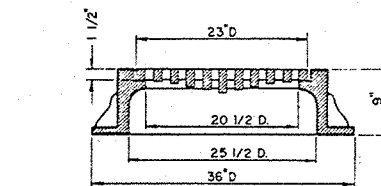
TYPE "A" - (Approx. Weight 390 Lbs.)

Frame Weight - 250#
Grate " - 90#
Box " - 50#



TYPE "B" - (Approx. Weight 414 Lbs.)

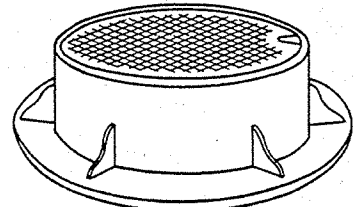
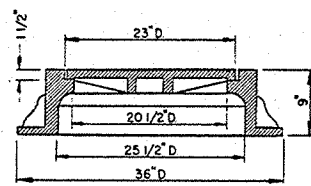
Frame Weight - 275#
Grate " - 139#



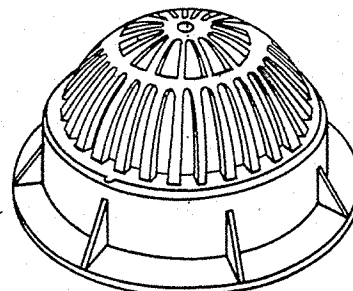
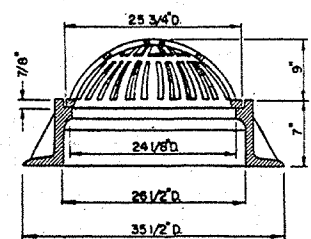
TYPE "C" - (Approx. Weight 370 Lbs.)

Frame Weight Type "C" & Type "D" - 255#
Slotted Grate Weight - 115#
Solid Cover Weight - 150#

(Note: Frame for Type "C" same as for Type "D")



TYPE "D" - (Approx. Weight 405 Lbs.)
(Note: Frame for Type "D" same as for Type "C")

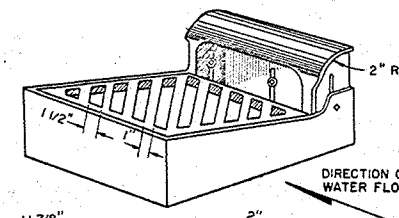
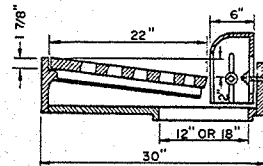
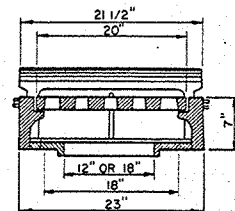
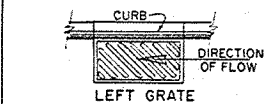
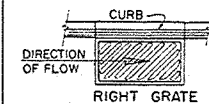


TYPE "E" - (Approx. Weight 325 Lbs.)

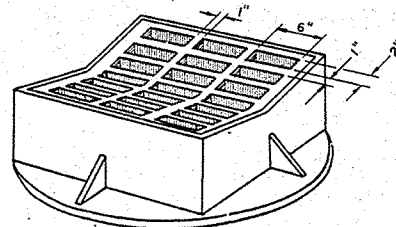
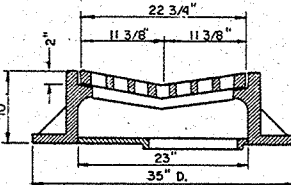
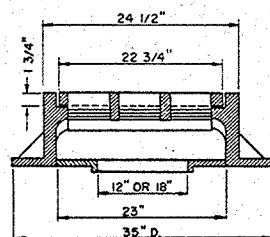
SPECIAL NOTE

Diagonal slots shall be oriented to the direction of flow as shown hereon. Hence RIGHT and LEFT grates shall be furnished depending on direction of flow. (See Sketch Below)

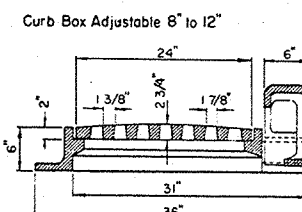
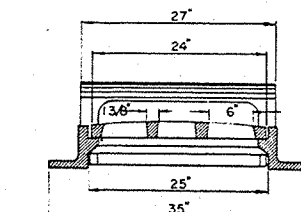
Longitudinal slot type grates may be used ONLY where bicycles are prohibited.



TYPE "R" - (Approx. Weight 450 Lbs.)



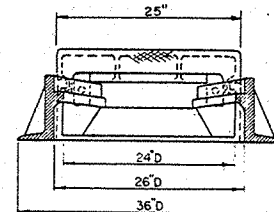
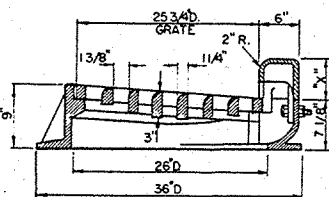
TYPE "S" - (Approx. Weight 450 Lbs.)



TYPE "H" - (Approx. Weight 530 Lbs.)

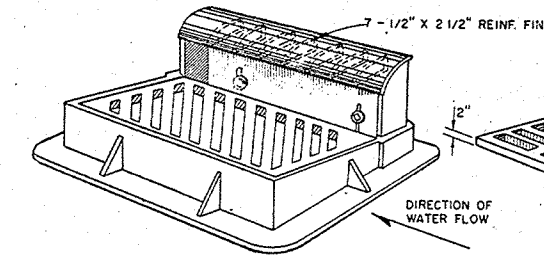
Frame Weight - 220#
Grate " - 200#
Box " - 110#

Curb Box Adjustable 8" to 12"



TYPE "G" - (Approx. Weight 425-465 Lbs.)

Frame Weight - 235#
Grate " - 130#
Box - See Table



Alternate Type Grate
(Longitudinal Slots)
Approx. Weight - 200#

NOTE: When Type "G" Catch Basin Covers are used 5 in Ft of concrete gutter (not curb) shall be omitted in the placing of the concrete curb and gutter, and the omitted portion of the concrete gutter shall be placed with the concrete pavement.

Curb Height	(X)	Weight
4"	4 1/4"	60#
6"	6 1/4"	70#
8"	8 1/4"	90#
10"	10 1/4"	100#

GENERAL NOTES:

Details of Construction, Materials and Workmanship not shown on this drawing shall conform to the pertinent requirements of the Standard Specifications Sections 2520 and 3123, and the applicable Special Provisions.

MATERIALS -

All Iron Castings shown on this drawing shall conform to the requirements for Class 30 of the Standard Specifications for Gray Iron Castings, A.S.T.M. Designation A 48, and Section 3123 of the Standard Specifications.

BEARING SURFACES -

All Catch Basin and Inlet frames and grates which are placed in vehicular traffic areas shall be "Non-Rocking" type, or shall be "Bearing Surface" seated so as to prevent any or all cover noise under traffic.

NOMENCLATURE -

All Catch Basin and Inlet units are designated on the Plans as "Catch Basins 1-A", "2-B" etc., or "Inlets 1-A", "2-B" etc. This designation is interpreted to mean that the number, or first digit designates the Masonry portion of the structure, and the following letter or second digit designates the type of cover or Iron Casting (shown hereon) to be used therewith to comprise the complete Unit "Catch Basin" or "Inlet" in place.

ADJUSTMENTS -

Curb Box height to be adjustable 4"-9" unless otherwise noted. Curb Box height to be adjusted after curb form is in place.

ALTERNATE DESIGNS -

Detailed drawings for proposed Alternate Designs for "Catch Basin" or "Inlet" Covers may be submitted to the Engineer for approval providing that such Alternate Designs make provision for equivalent capacity and strength.

CATCH BASIN & INLET COVERS

STATE HIGHWAY COMMISSION OF WISCONSIN

RECOMMENDED FOR APPROVAL:

4-4-62
DATE

J. J. Pelt
ENGINEER OF DESIGN

APPROVED:

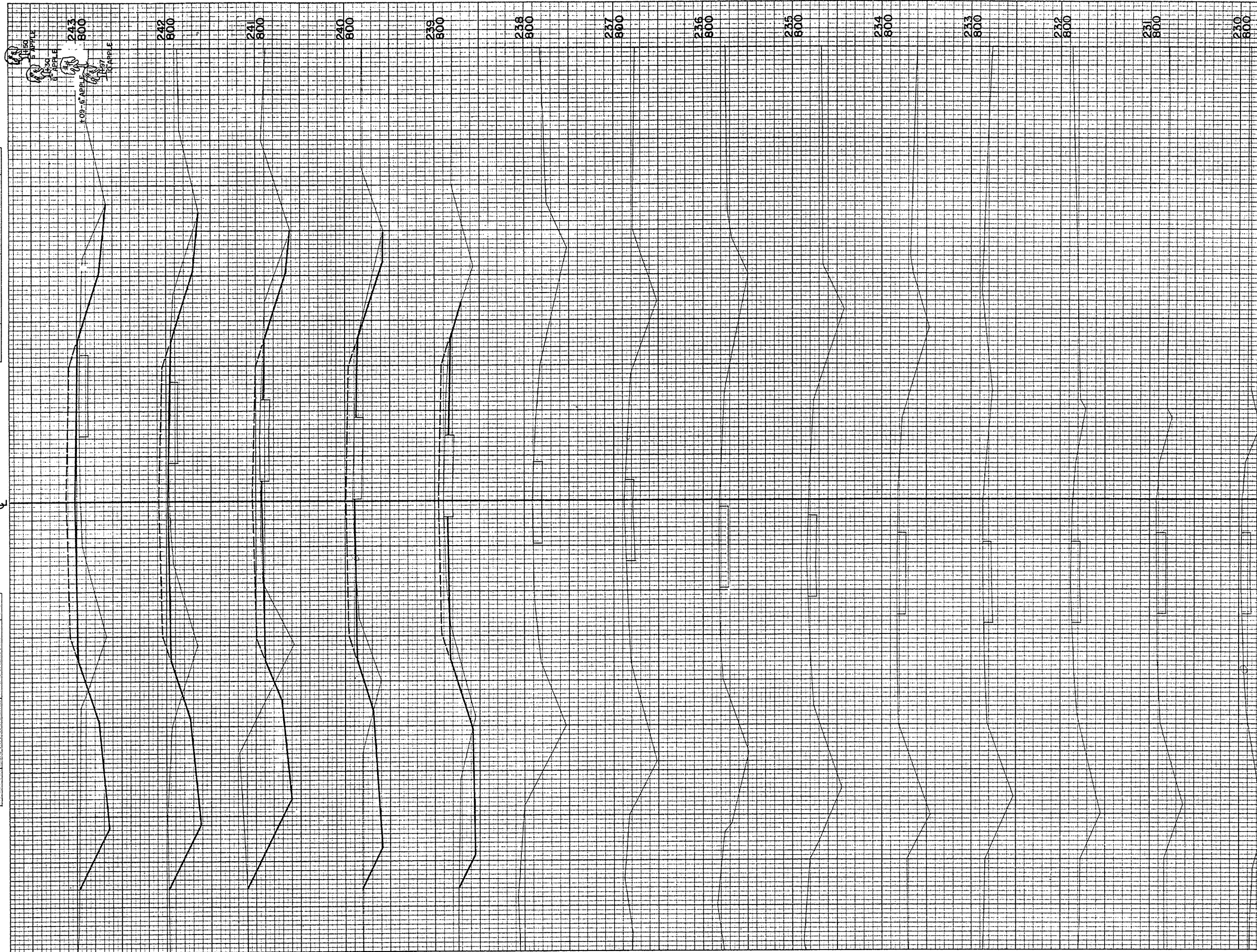
4/4/62
DATE

E. C. Rottman
STATE HIGHWAY ENGINEER

PLATE NO. 5-34.5

FINAL SURVEY	SURVEYED BY	DATE
NOTE BOOK	NO.	AREAS CHECKED

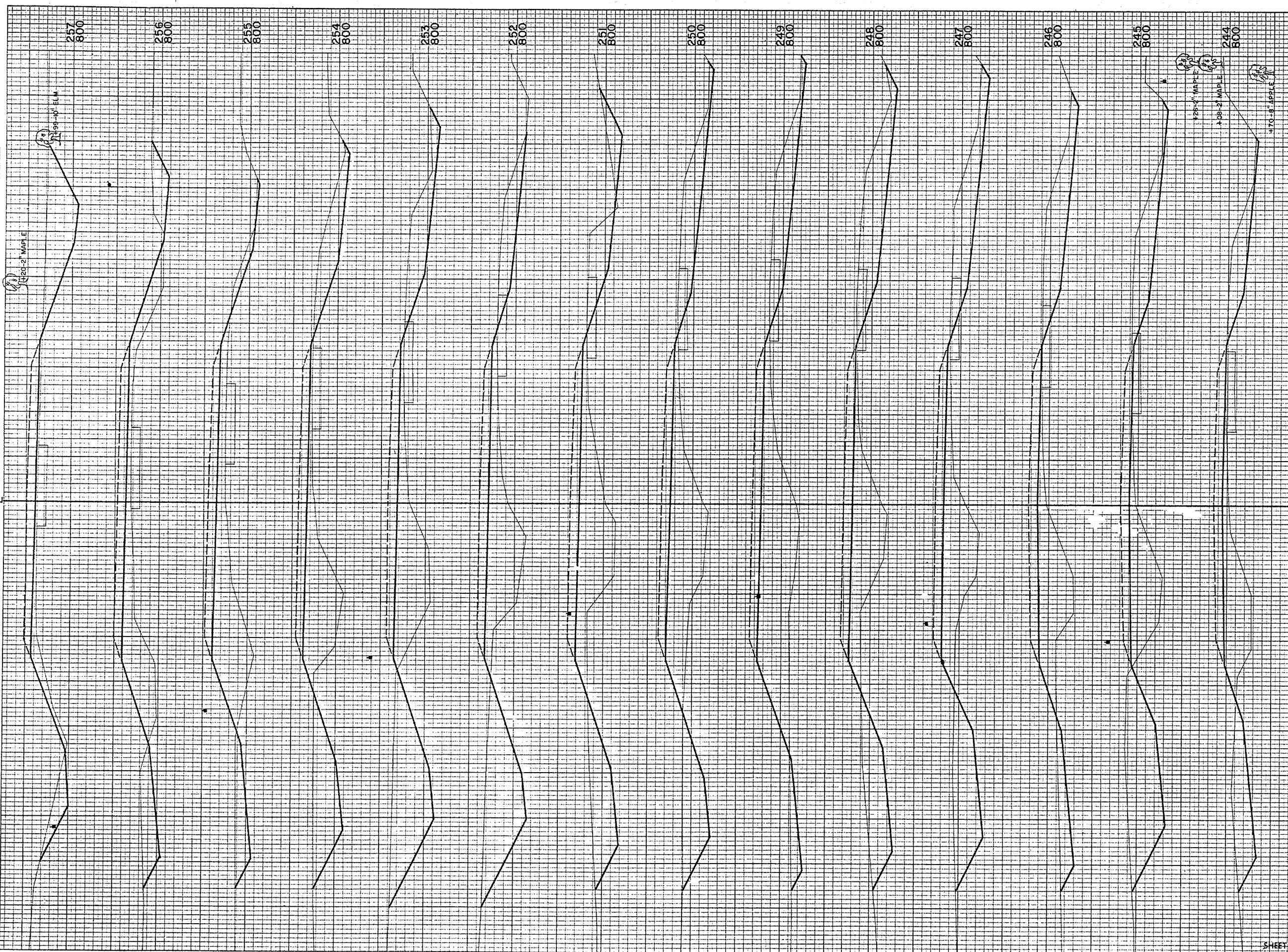
ORIGINAL SURVEY	SURVEYED BY	DATE
NOTE BOOK	NO.	AREAS CHECKED



SCALE 1" = 5'

B.P.R. DISTRICT OFFICE		PROJECT	SHEET NUMBER	TOTAL SHEETS
WIS. 4		90324(4)	19	36
YARDAGE EXCAVATION				
STATION	DISTANCE	UNC.	FILL	
238	39		19	
239	106		43	
240	233		57	
241	237		85	
242	241		133	
243				
SHEET TOTAL		906		337

NO. 383 AREAS CHECKED H.E.G.

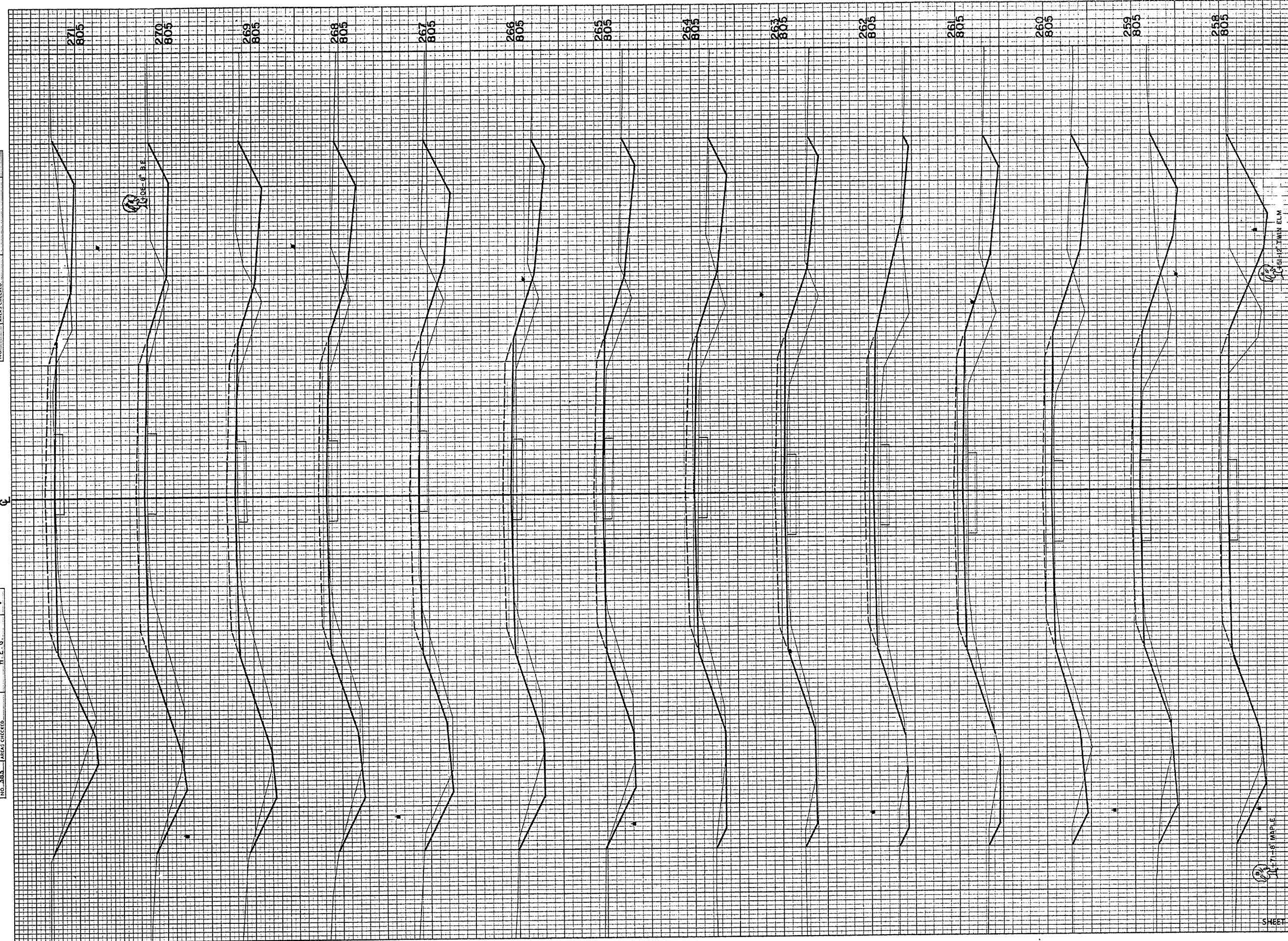


D.P.R. DISTRICT OFFICE	PROJECT	SHEET NUMBER	TOTAL SHEETS
WIS. 4	S 0324 (4)	20	96

STATION	DISTANCE	YARDAGE	
		EXCAVATION	
243			
	233		170
244			
	306		187
245			
	307		220
246			
	278		257
247			
	331		261
248			
	250		350
249			
	213		400
250			
	252		331
251			
	293		298
252			
	376		281
253			
	344		248
254			
	189		257
255			
	109		278
256			
	165		167
257			
SHEET TOTAL		3646	3705

FINAL SURVEY	DATE
NOTE BOOK	BY
NO. 303	

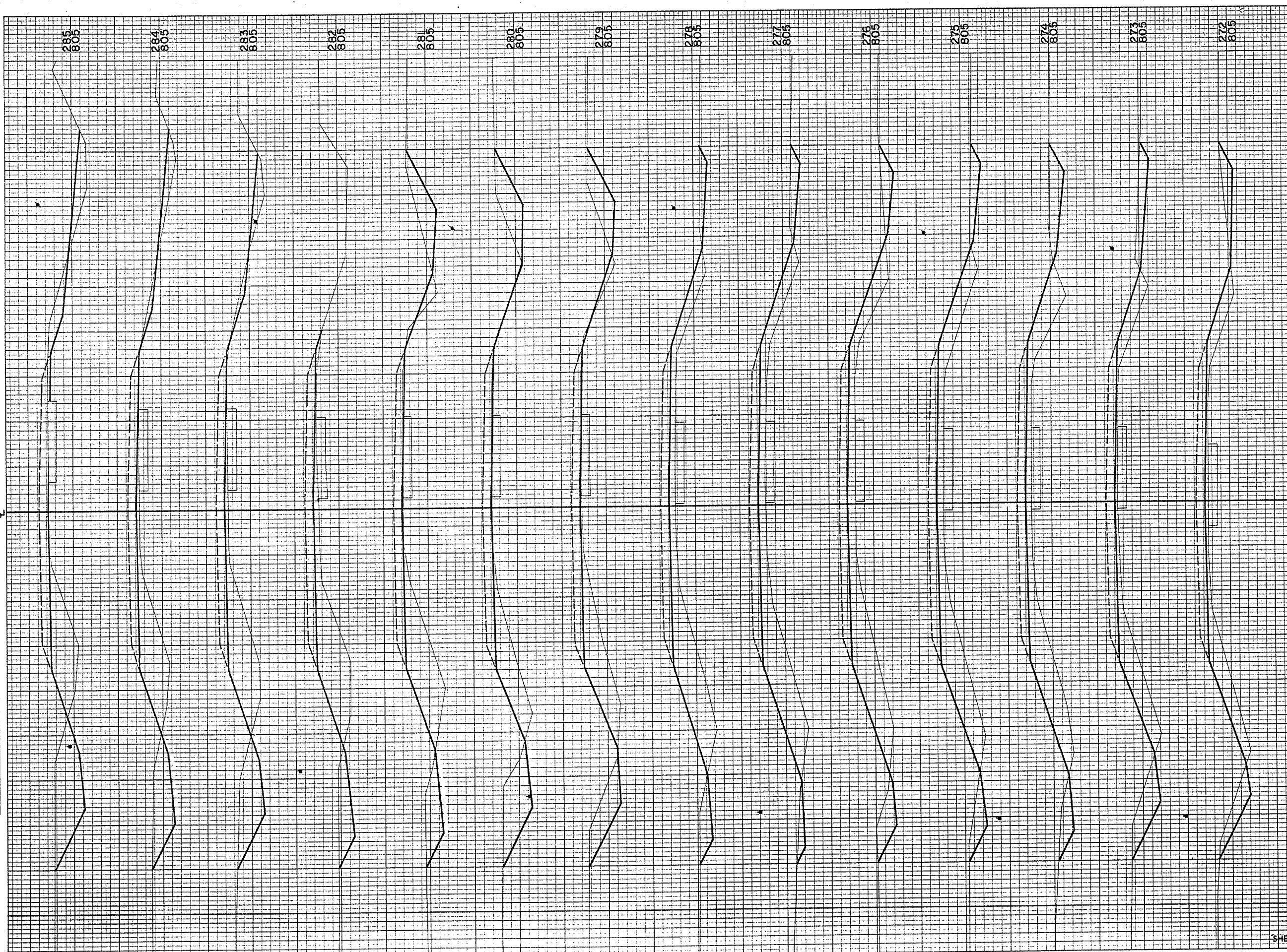
ORIGINAL SURVEY	DATE
NOTE BOOK	BY
NO. 303	



B.P.R. DISTRICT OFFICE			
PROJECT		SHEET NUMBER	TOTAL SHEETS
S 0324 (4)		21	36
WIS. 4			

STATION	YARDAGE	
	EXCAVATION	FILL
DISTANCE	UNCL.	
257	230	74
258	196	96
259	122	139
260	102	163
261	67	198
262	48	185
263	81	141
264	89	120
265	89	104
266	128	94
267	144	98
268	135	132
269	120	150
270	98	137
271		
SHEET TOTAL		1649
		1833

NO. 383
NOTE BOOK
H. E. G.
AREAS CHECKED

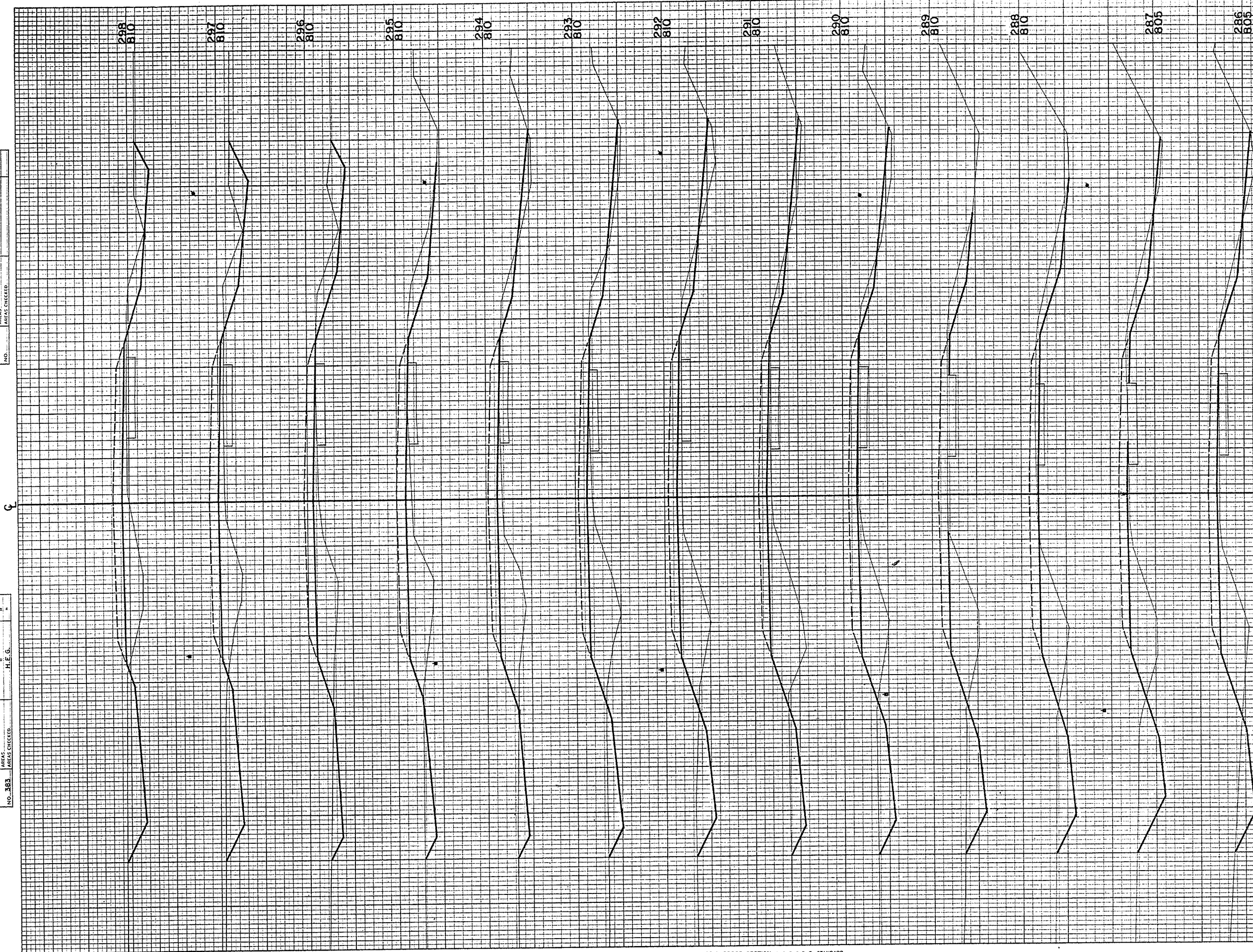


B.P.R. DISTRICT OFFICE	PROJECT	SHEET NUMBER	TOTAL SHEETS
WIS. 4	S 0324 (4)	22	36

STATION	YARDAGE	
	EXCAVATION	FILL
271	82	139
272	85	163
273	91	226
274	69	291
275	63	306
276	57	311
277	48	300
278	91	220
279	148	132
280	154	146
281	106	191
282	107	187
283	144	161
284	183	137
285		
SHEET TOTAL		1,428
		2,910

FINAL SURVEY NOTE BOOK NO. 383	SURVEYED PLOTED TEMPLATE AREAS CHECKED	BY DATE
	NO.	

ORIGINAL SURVEY NOTE BOOK NO. 383	SURVEYED PLOTED TEMPLATE AREAS CHECKED	BY DATE
	NO.	

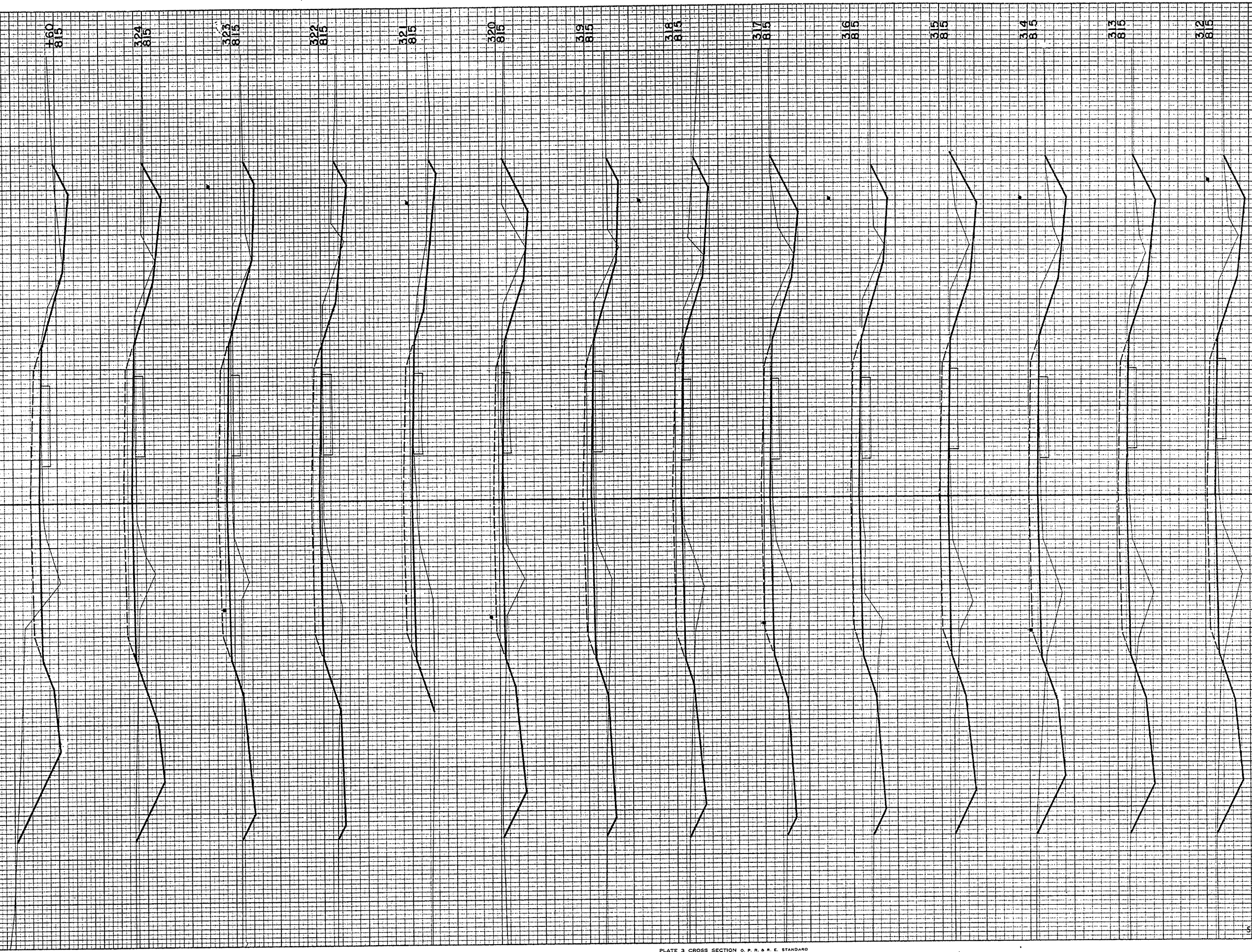


STATION	DISTANCE	YARDAGE	
		EXCAVATION	UNCL.
285			135
286	174		139
287	156		138
288	167		144
289	141		148
290	132		182
291	118		217
292	122		198
293	98		172
294	111		167
295	113		156
296	115		146
297	150		
298			
SHEET TOTAL		1,719	2,102

FINAL SURVEY	SURVEYED	DATE
NOTE BOOK	PLOTTED	BY
NO. 383	TEMP. AT	
	AREAS CHECKED	

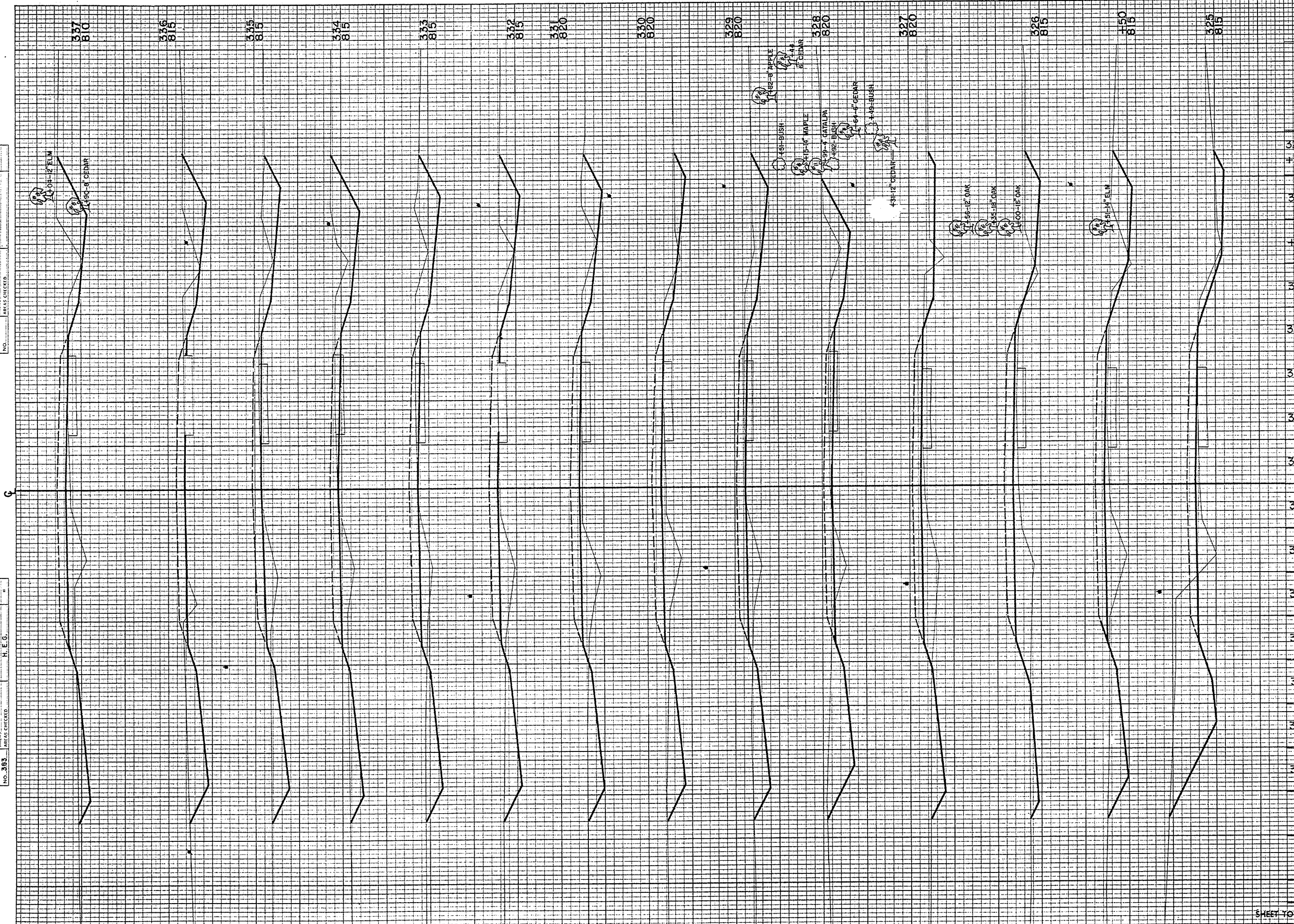
ORIGINAL SURVEY	SURVEYED	DATE
NOTE BOOK	PLOTTED	7-61
NO. 383	TEMP. AT	11-61
	AREAS CHECKED	12-61

9



STATION	DISTANCE	YARDAGE	
		EXCAVATION	FILL
311			
	204		126
312			
	208		100
313			
	202		96
314			
	198		93
315			
	170		91
316			
	128		104
317			
	124		98
318			
	113		96
319			
	148		78
320			
	130		80
321			
	72		124
322			
	96		128
323			
	141		102
324			
	60 146		43
+60			
SHEET TOTAL		2080	1359

S.P.R. DISTRICT OFFICE	PROJECT	SHEET NUMBER	TOTAL SHEETS
WIS. 4	S 0324 (4)	25	36



B.P.R. DISTRICT OFFICE		PROJECT	SHEET NUMBER	TOTAL SHEETS
WIS. 4		S 0324 (4)	26	36

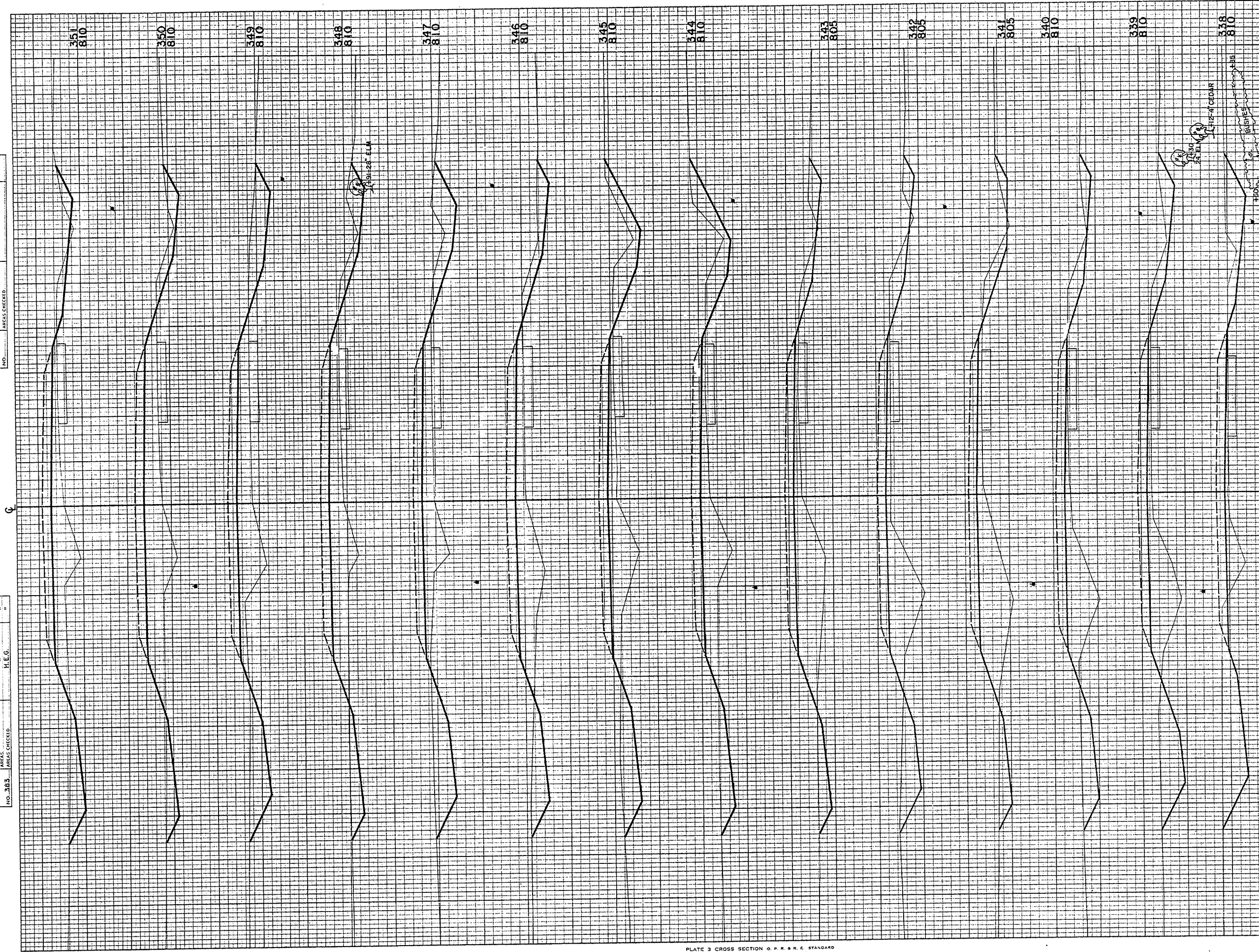
STATION	DISTANCE	VARDAGE	
		EXCAVATION	FILL
UNCL.			
324			
+60	40	130	20
325	50	126	37
+50	50	63	61
326		106	122
327		183	70
328	2	3	59
329		157	81
330		187	91
331		157	82
332		183	72
333		194	74
334		182	76
335	200		43
336		189	48
337			

SHEET TOTAL	2,220	936
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NO. 363 AREAS CHECKED H.E.G.

FINAL SURVEY	SURVEYED	DATE
NOTE BOOK	PLOTTED	BY
NO. 383	AREAS CHECKED	

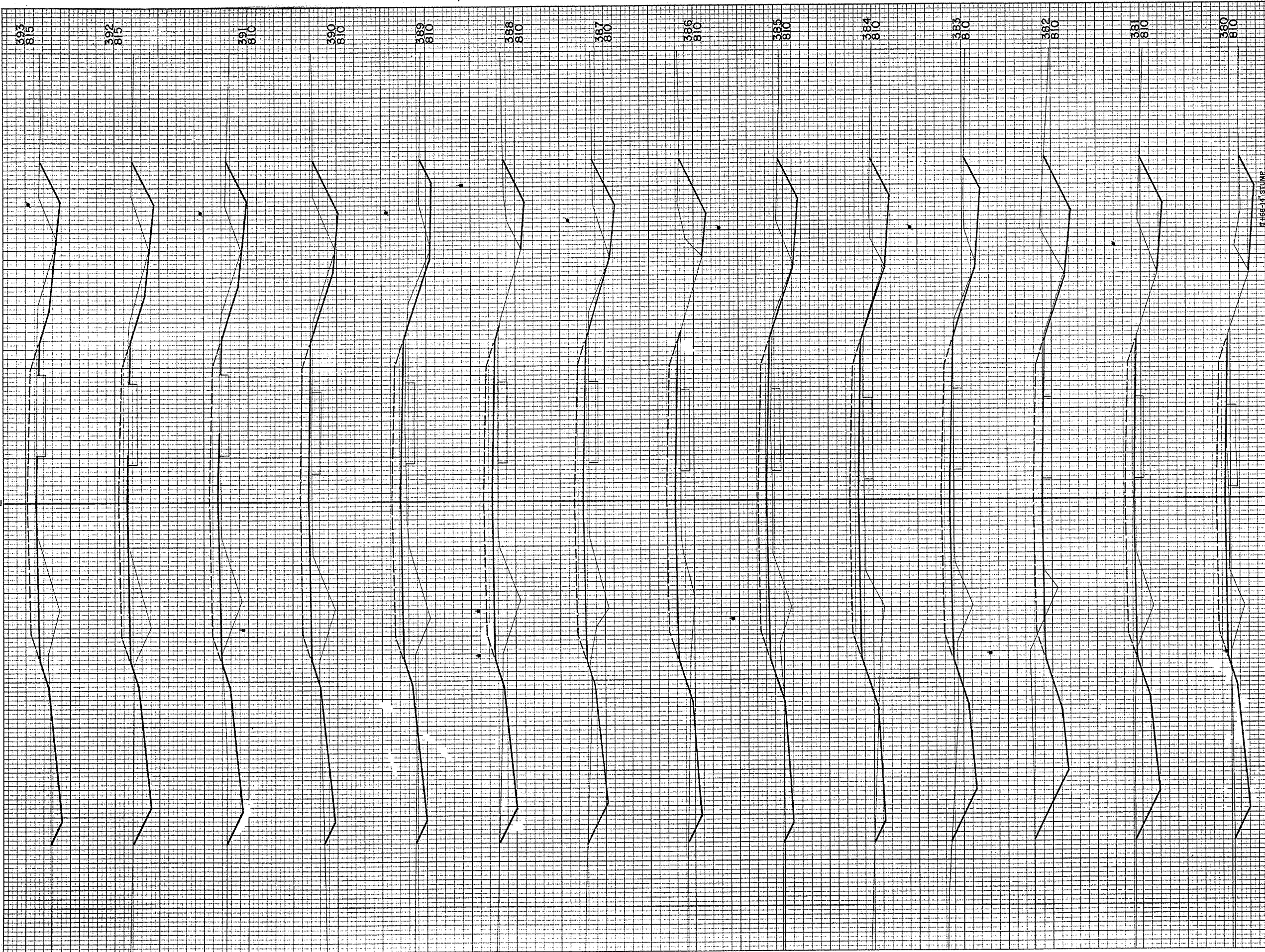
ORIGINAL SURVEY	DATE
NOTE BOOK	7-61
NO. 383	11-61
	12-61



B.P.R. DISTRICT OFFICE	PROJECT	SHEET NUMBER	TOTAL SHEETS
WIS. 4	S 0324(4)	27	36

STATION	DISTANCE	YARDAGE	
		EXCAVATION	FILL
337			76
338	106		122
339	208		174
340	148		209
341	109		224
342	111		224
343	109		220
344	117		178
345	163		202
346	154		208
347	157		217
348	150		241
349	144		269
350	133		256
351	91		
SHEET TOTAL		1,990	2,820

NO. 363
AREAS
CHECKED
H.E.G.
H.E.G.



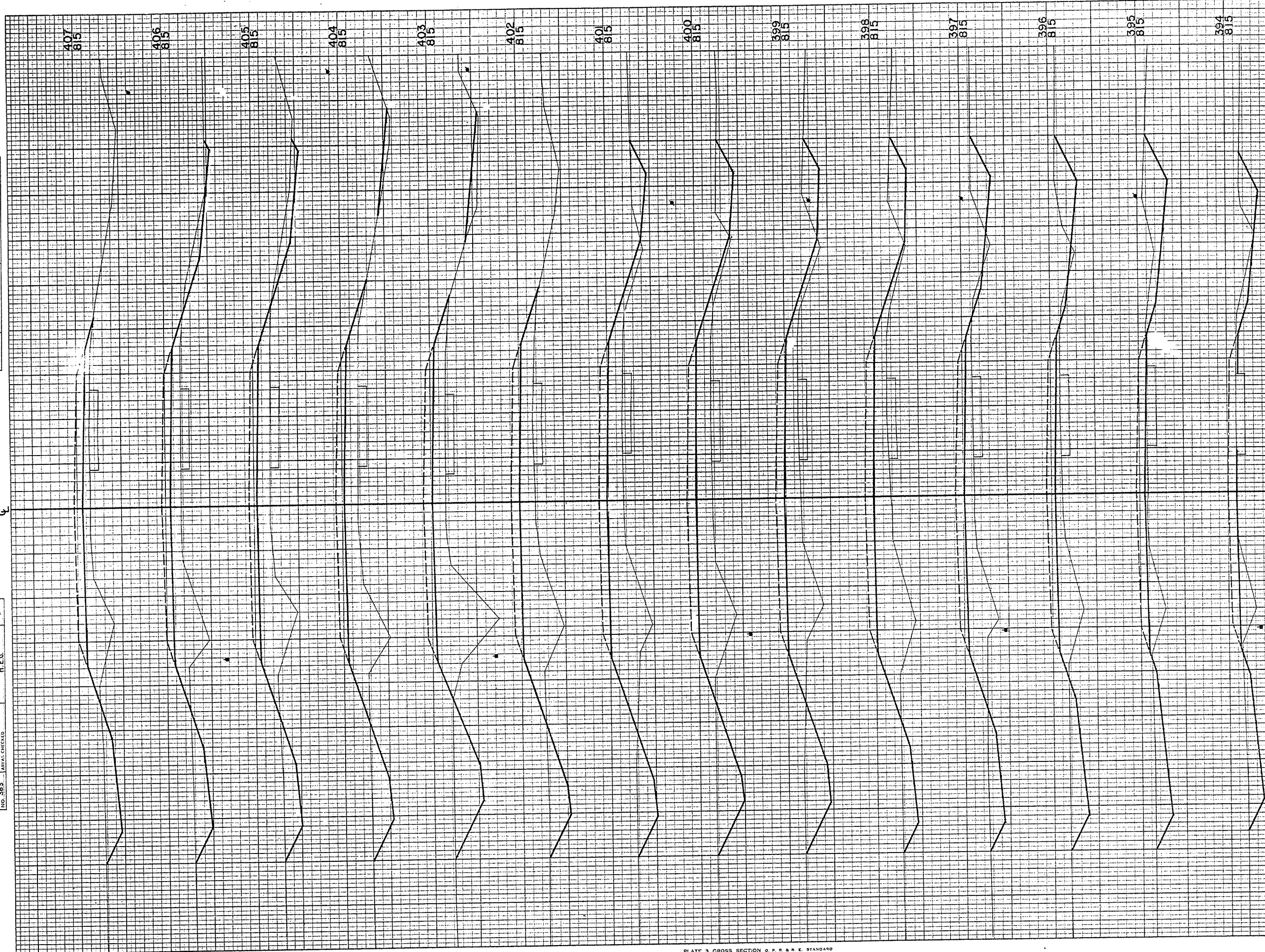
B.P.R. DISTRICT OFFICE	PROJECT	SHEET NUMBER	TOTAL SHEETS
WIS. 4	S 0324 (4)	30	36

STATION	DISTANCE	YARDAGE	
		EXCAVATION	UNCUT
379			
	211		76
380			
	167		56
381			
	263		35
382			
	241		50
383			
	130		115
384			
	102		137
385			
	107		126
386			
	122		126
387			
	122		131
388			
	94		144
389			
	91		130
390			
	126		93
391			
	148		72
392			
	130		70
393			

SHEET TOTAL 2,054 1,363

FINAL SURVEY NOTE BOOK NO. 383	SURVEYED BY DATE	TEMPERATURE AREA CHECKED

ORIGINAL SURVEY NOTE BOOK NO. 383	DATE 7-61	BY H. R. A. J. E. G.



B.P.R. DISTRICT OFFICE	PROJECT	SHEET NUMBER	TOTAL SHEETS
WIS. 4	S 0324 (4)	31	36

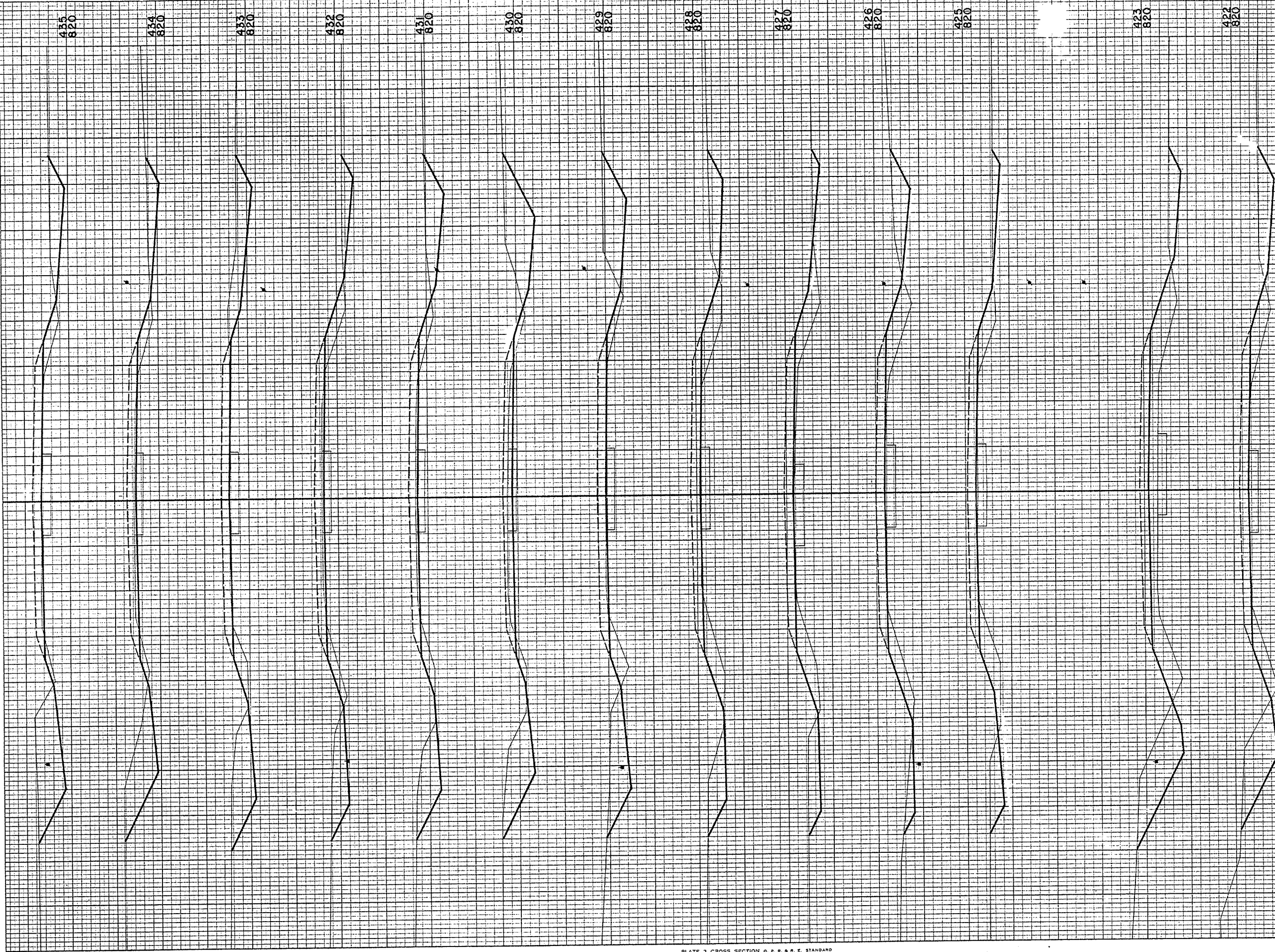
STATION	DISTANCE	YARDAGE	
		EXCAVATION	FILL
393			
	128		59
394			
	172		57
395			
	180		117
396			
	141		193
397			
	113		296
398			
	128		348
399			
	156		337
400			
	152		378
401			
	111		390
402			
	104		363
403			
	106		345
404			
	80		333
405			
	80		296
406			
	80		213
407			
SHEET TOTAL		1,731	3,718

B.P.R. DISTRICT OFFICE	PROJECT	SHEET NUMBER	TOTAL SHEETS
WIS. 4	S 0324(4)	32	36

SHEET TOTAL	1,888	1,336
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FINAL SURVEY	SURVEYED PLOTTED	DATE
NOTE BOOK	NO.	

ORIGINAL SURVEY	SURVEYED PLOTTED	DATE
NOTE BOOK	NO.	



B.P.R. DISTRICT OFFICE	PROJECT	SHEET NUMBER	TOTAL SHEETS
WIS. 4	S 0324(4)	33	36

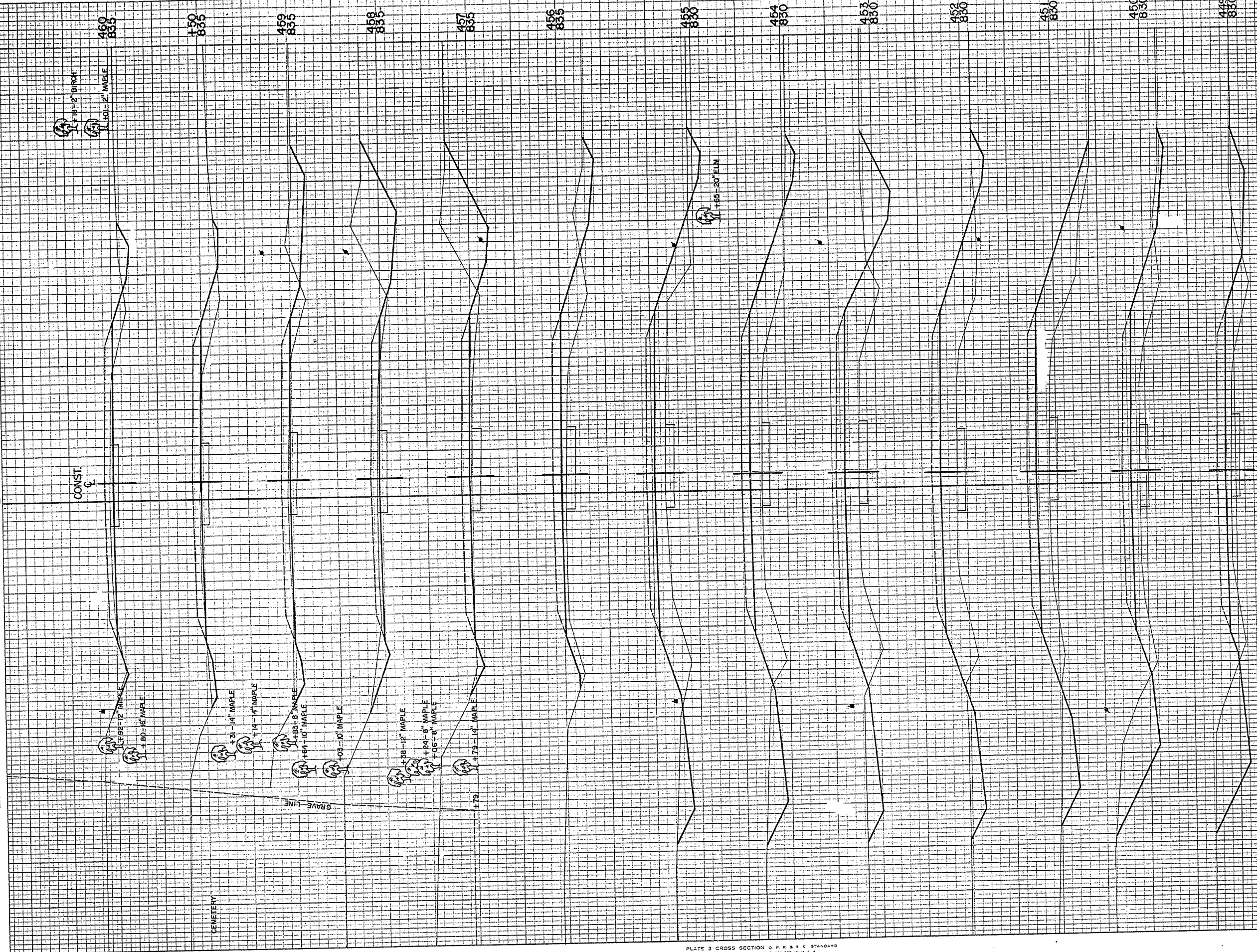
STATION	DISTANCE	YARDAGE	
		EXCAVATION	FILL
421			
422	139		98
423	174		159
424	200 270		319
425	91		100
426	67		109
427	102		104
428	156		72
429	230		39
430	215		50
431	144		70
432	169		50
433	198		43
434	200		41
435			
SHEET TOTAL		2,175	1,254

SHEET TOTAL	2,359	1,254
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FINAL SURVEY	DATE
NO. 383	7-62
BY	H. J. S.
DATE	7-62
BY	D. E. S.
DATE	7-62
BY	W. F. S.
DATE	7-62

ORIGINAL SURVEY	DATE
NO. 383	7-62
BY	H. J. S.
DATE	7-62
BY	D. E. S.
DATE	7-62
BY	W. F. S.
DATE	7-62

S.P.R. DISTRICT OFFICE	PROJECT	SHEET NUMBER	TOTAL SHEETS
WIS. 4	S Q324(4)	35	36

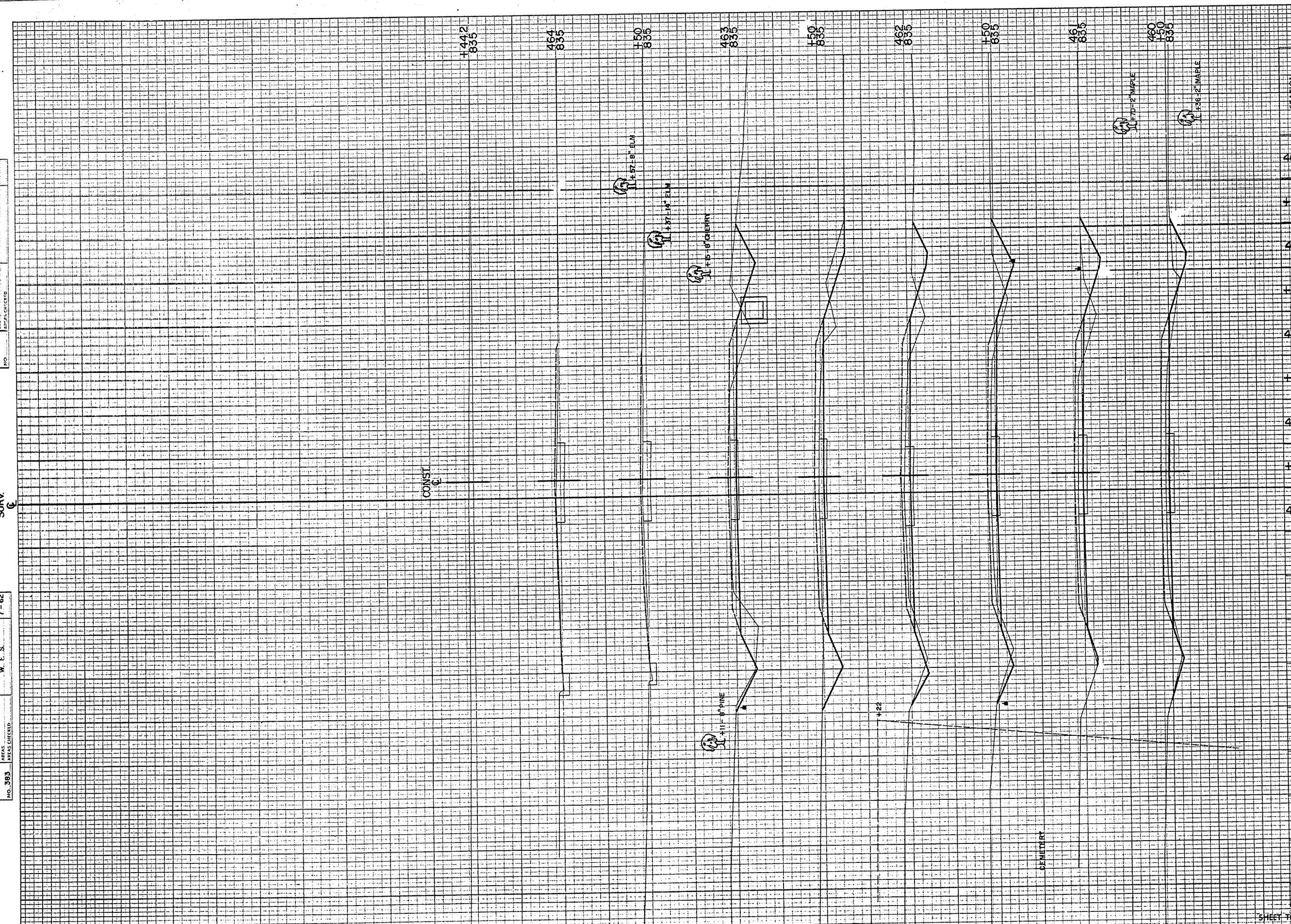


STATION	DISTANCE	VARIANCE	
		EXCAVATION	FILL
448			
449	163		139
450	185		193
451	119		267
452	83		328
453	146		331
454	154		300
455	96		315
456	83		222
457	128		59
458	189		9
459	178		32
460	43		20
461	19		22
462			
SHEET TOTAL		586	2247

NO. 383
W. E. S.
7-52

SUNY.

NO. 383
W. E. S.
7-52



B.P.R. DISTRICT OFFICE	PROJECT	SHEET NUMBER	TOTAL SHEETS
WIS. 4	S 0324 (4)	56	36

STATION	DISTANCE	YARDAGE	
		EXCAVATION	FILL
460			
	43		17
450			
	65		17
461			
	70		15
450			
	76		15
462			
	80		15
450			
	70		19
463			
	28		15
450			
	0		0
464			

SHEET TOTAL	432	113
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