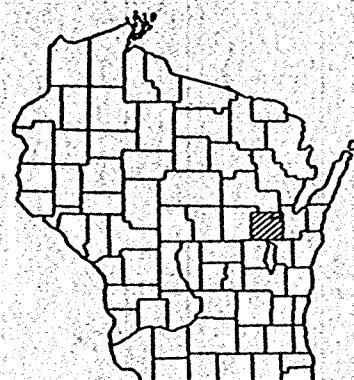


INDEX OF SHEETS

SHEET NO. 1 TITLE
 SHEET NO. 2 TYPICAL CROSS SECTIONS
 SHEET NO. 2 ESTIMATE OF QUANTITIES
 SHEET NO. — MISCELLANEOUS QUANTITIES
 SHEET NO. — RIGHT OF WAY PLAT
 SHEET NO. 3-6 PLAN AND PROFILE STA. 9+96 TO STA. 90+50
 SHEET NO. 7-12 STANDARD DETAILS
 SHEET NO. — DRAINAGE STRUCTURES
 SHEET NO. 13-22 CROSS SECTIONS

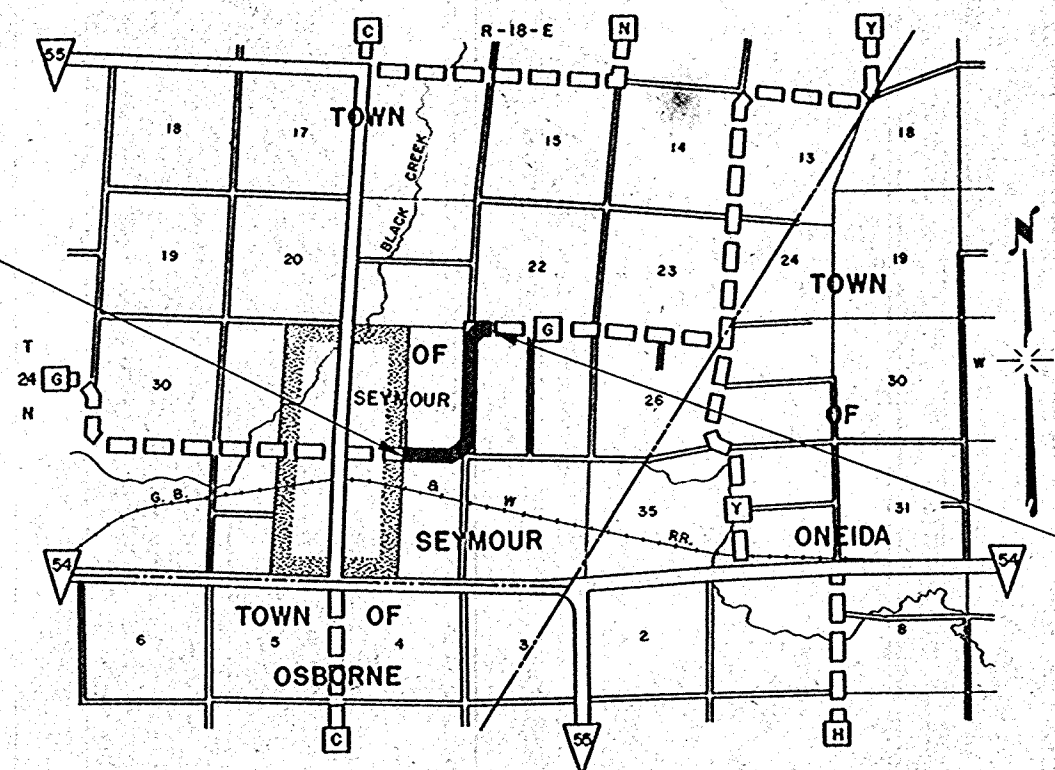


STATE OF WISCONSIN STATE HIGHWAY COMMISSION OF WISCONSIN

PLAN AND PROFILE OF PROPOSED
SEYMOUR — C.T.H. "Y"
C.T.H. "G"
OUTAGAMIE COUNTY
PROJECT S 1253 (7)

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.

BEGINNING OF PROJECT
S 1253 (7) STA. 9+96.0
 BEGIN AT NORTH 1/4 COR. SEC. 33,
 T-24-N, R-18-E.



END OF PROJ. S 1253 (7)
STA. 90+50.0
 770.6' EAST OF N.W. COR. SEC. 27,
 T-24-N, R-18-E.

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.....
{BARBED.....	MARSH.....
LOT LINE.....	HEDGE.....
CORPORATE OR CITY LIMITS.....	TREES.....
PROPERTY LINE.....	GROUND ELEVATION.....
TRAVELED WAY OR R.E.....	GRADE ELEVATION.....
RAILROADS.....	
BASE OR SURVEY LINE.....	

LAYOUT

SCALE 1" = ONE MILE

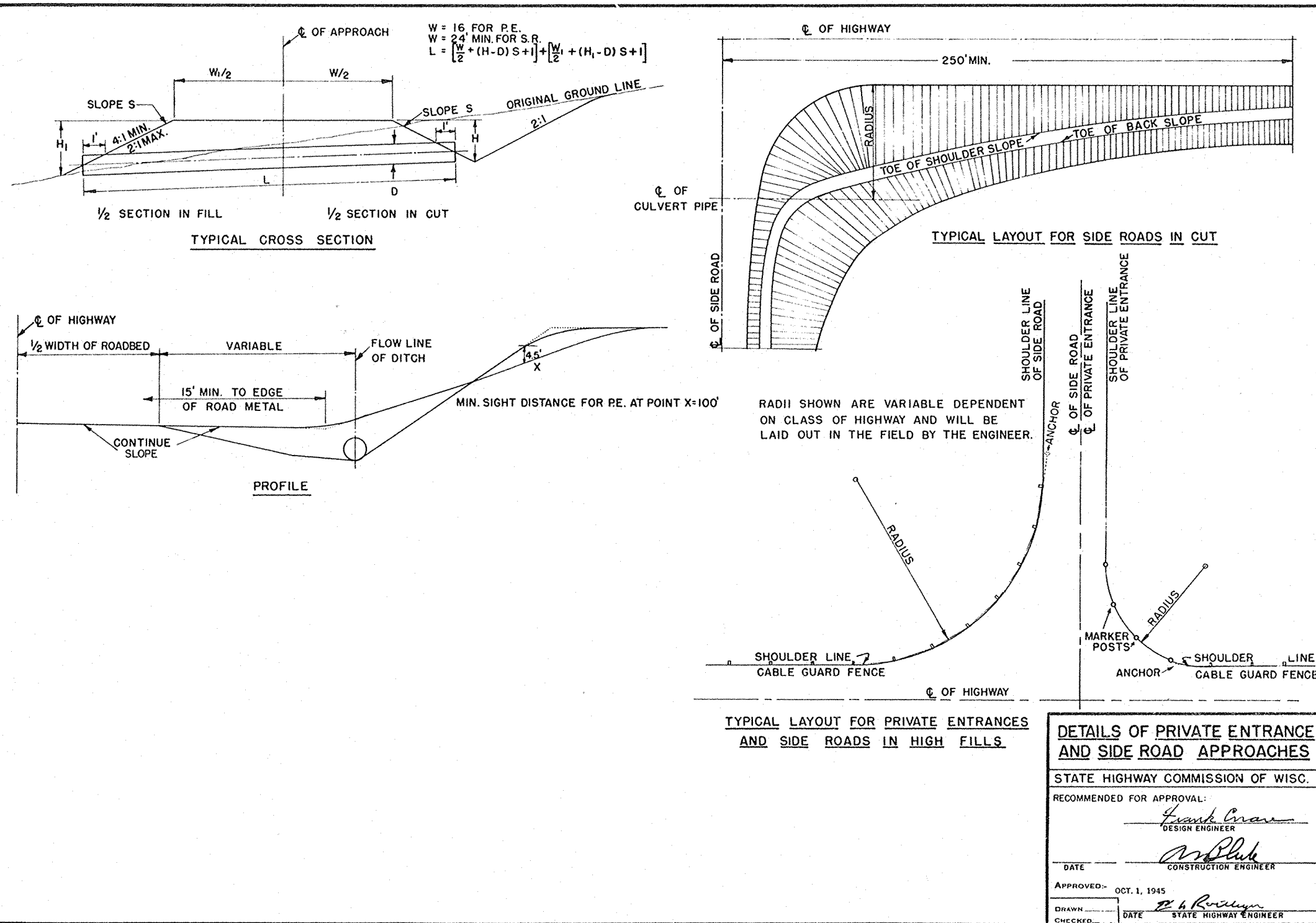
TOTAL NET LENGTH OF CENTERLINE = 1.525 MI.

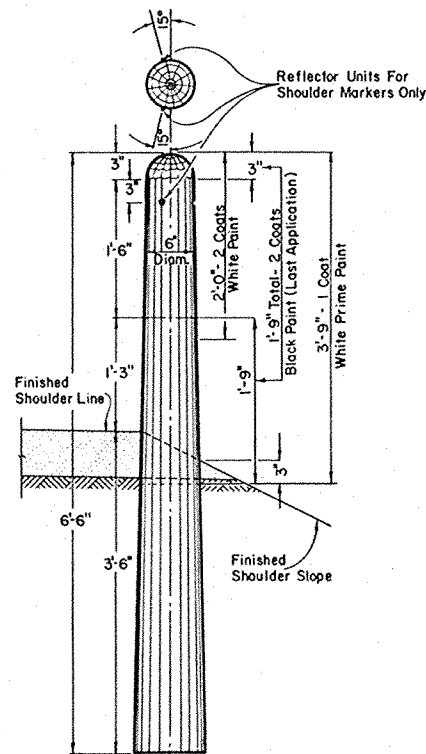
COUNTY AND HIGHWAY	ROUTE AND SECTION	CLASS AND AGREEMENT	S.P.R. REGION DIVISION	SHEET NUMBER	TOTAL SHEETS
44.6	1253.0	STATE	FEDERAL	11.7	4 WIS.
					1
					22

(1959) County Project #43
 APPROVED FOR
Charles J. Burman G-10
 7/15/66 Date
 County Highway Commissioner Title

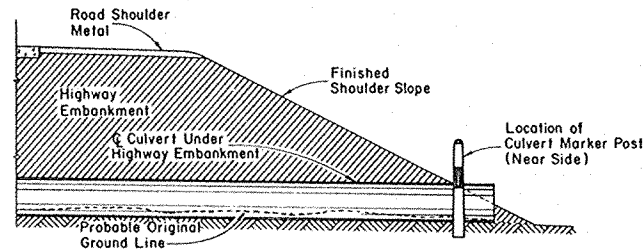
STATE HIGHWAY COMMISSION OF WISCONSIN
 MADISON, WIS.
 SURVEYOR D.H. NOTE BOOK 251 & 252
 DISTRICT COMPUTER W.F.S. M.D. CHECKER
 DISTRICT CHECKER W.R.K. CORRECT
 CORRECT
 DATE 8-15-60 *W.D. Emery* DISTRICT ENGINEER
 RECOMMENDED FOR APPROVAL
 DATE 8/22/60 *J.S. Pitz* DISTRICT ENGINEER
 APPROVED
 DATE 8/12/60 *E.C. Rottler* DISTRICT ENGINEER
 DEPARTMENT OF COMMERCE
 BUREAU OF PUBLIC ROADS
 APPROVED
 DATE
 DISTRICT ENGINEER

S 1253 (7)

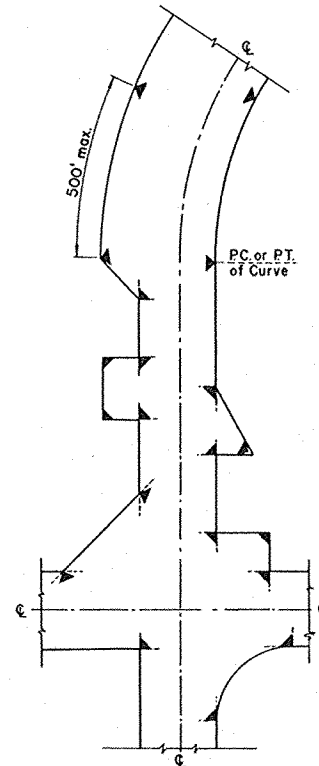




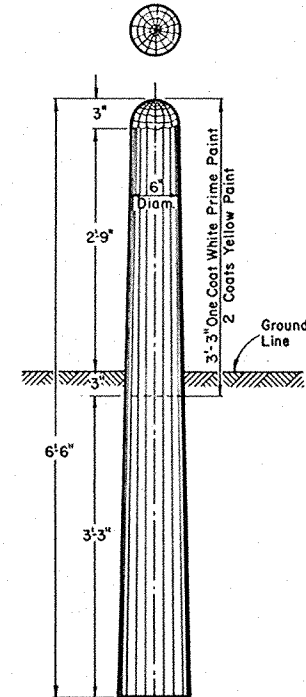
MARKER POST FOR
ROAD SHOULDERS AND CULVERTS



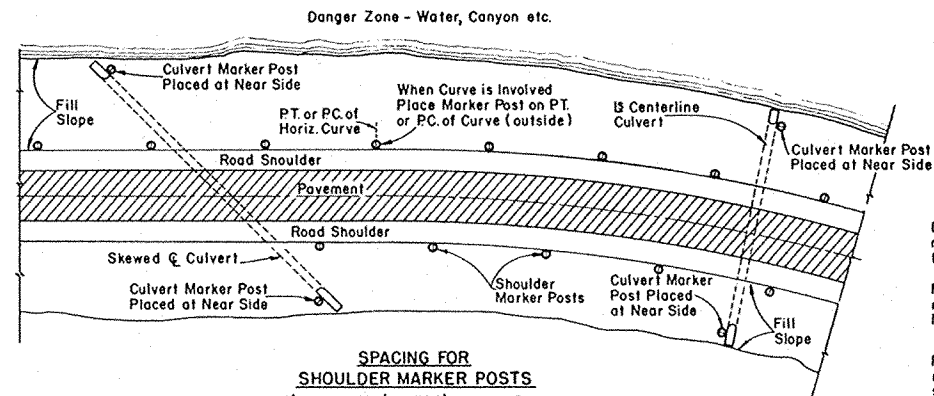
SECTION
SHOWING RELATIVE LOCATION OF
MARKER POST FOR CULVERTS



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

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

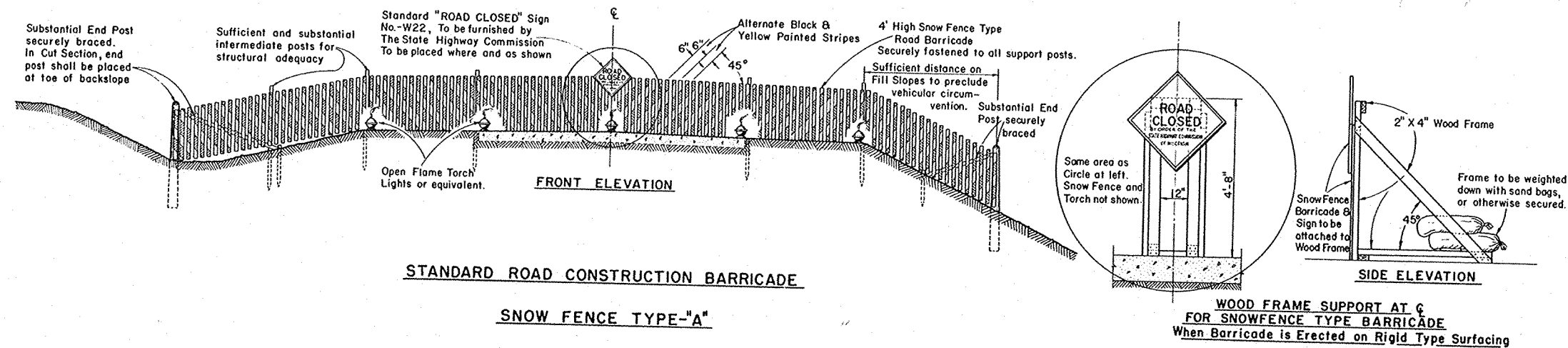
5/16/57
DATE

APPROVED:
5/16/57
DATE

J. P. Pelt
ENGINEER OF DESIGN

E. L. Rattigan
STATE HIGHWAY ENGINEER

PLATE NO. 7-1.3.3.



STANDARD ROAD CONSTRUCTION BARRICADE

SNOW FENCE TYPE-"A"

GENERAL NOTES

The Contractor shall construct, place and maintain barricades as shown on this drawing and as required by the Standard Specifications Section 1107 for the duration of the project. Barricades shall be painted and structurally maintained for maximum visibility at all times. Provision shall be made in the construction of barricades to provide for ingress and egress for local access as may be required.

ALTERNATE DESIGNS

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

MEASUREMENT & PAYMENT

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

CONSTRUCTION BARRICADE

STATE HIGHWAY COMMISSION OF WISCONSIN

RECOMMENDED FOR APPROVAL:

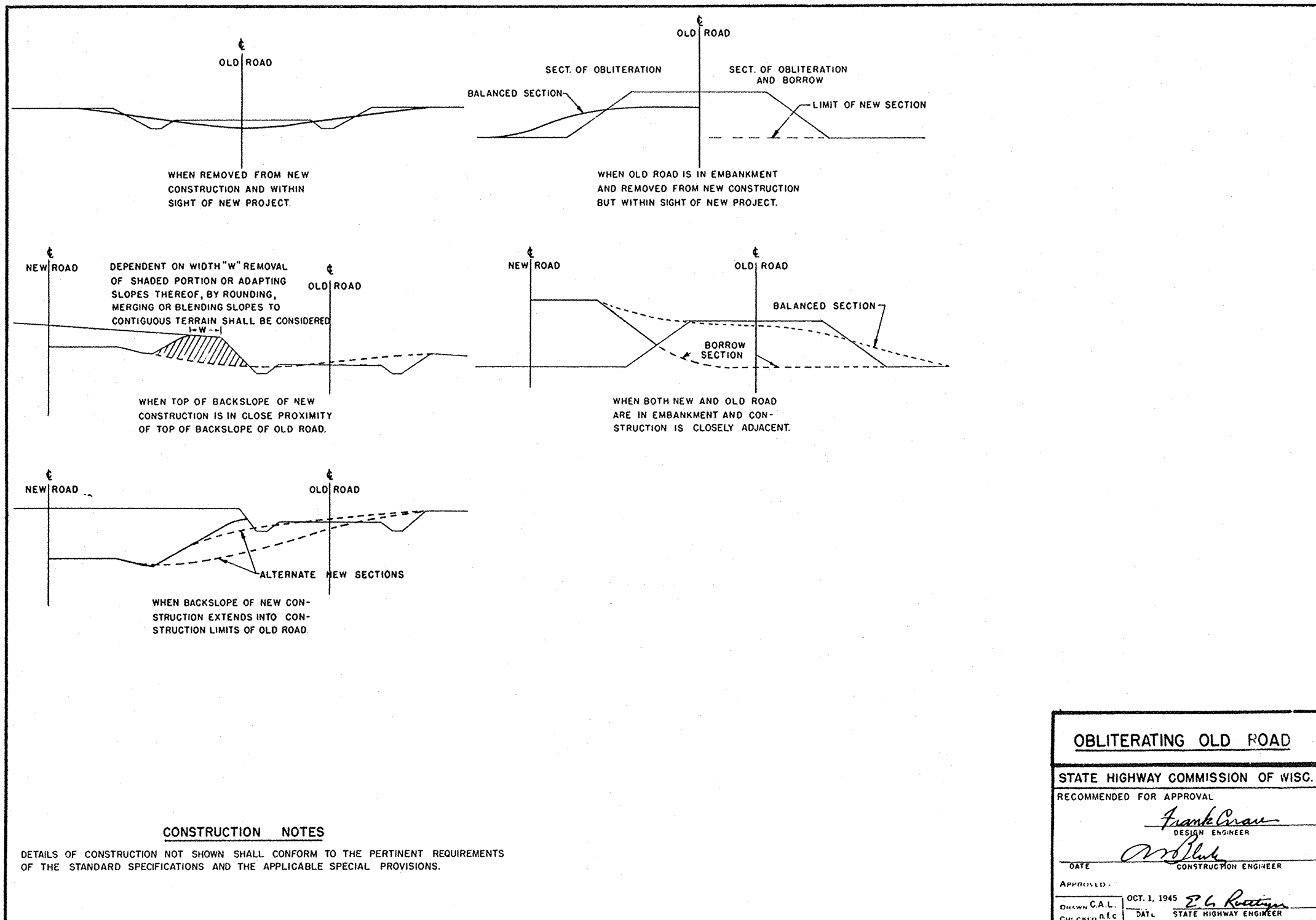
6/2/55
DATE

J. d. Pelt
ENGINEER OF DESIGN

APPROVED:

6/2/55
DATE

E. C. Ruettinger
STATE HIGHWAY ENGINEER



CONSTRUCTION NOTES

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

OBLITERATING OLD ROAD

STATE HIGHWAY COMMISSION OF WISC.

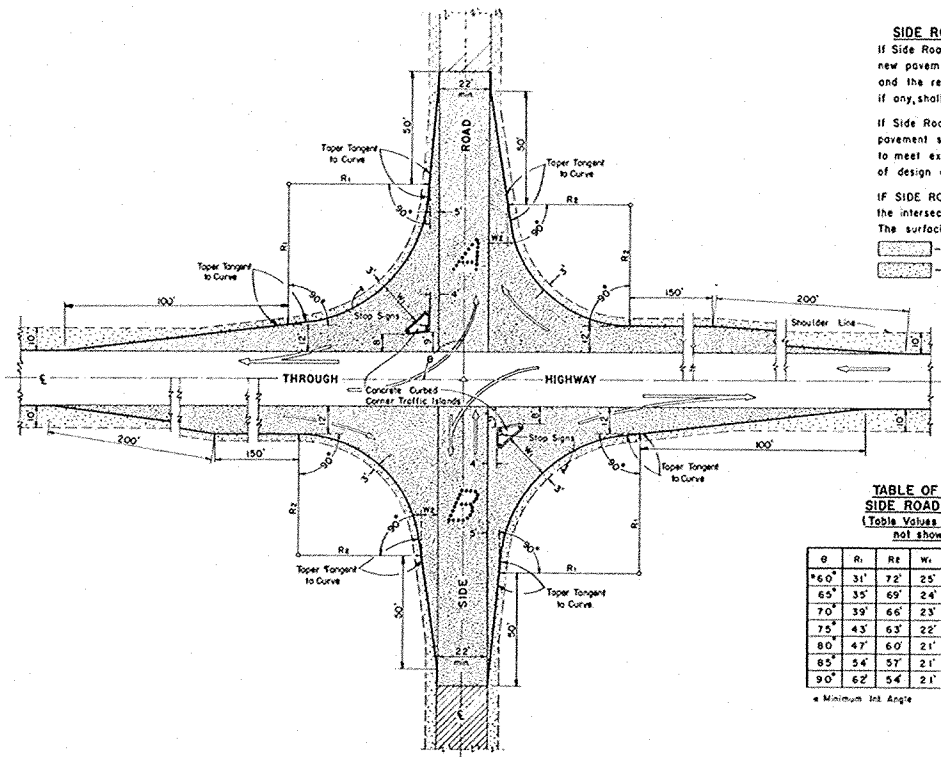
RECOMMENDED FOR APPROVAL

Frank Crow
DESIGN ENGINEER

W. B. Blue
CONSTRUCTION ENGINEER

APPROVED:

DRAWN C.A.L. OCT. 1, 1945 *E. G. Ruetimann*
CHECKED A.F.C. DATE STATE HIGHWAY ENGINEER



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.

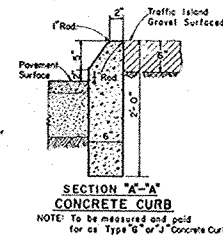
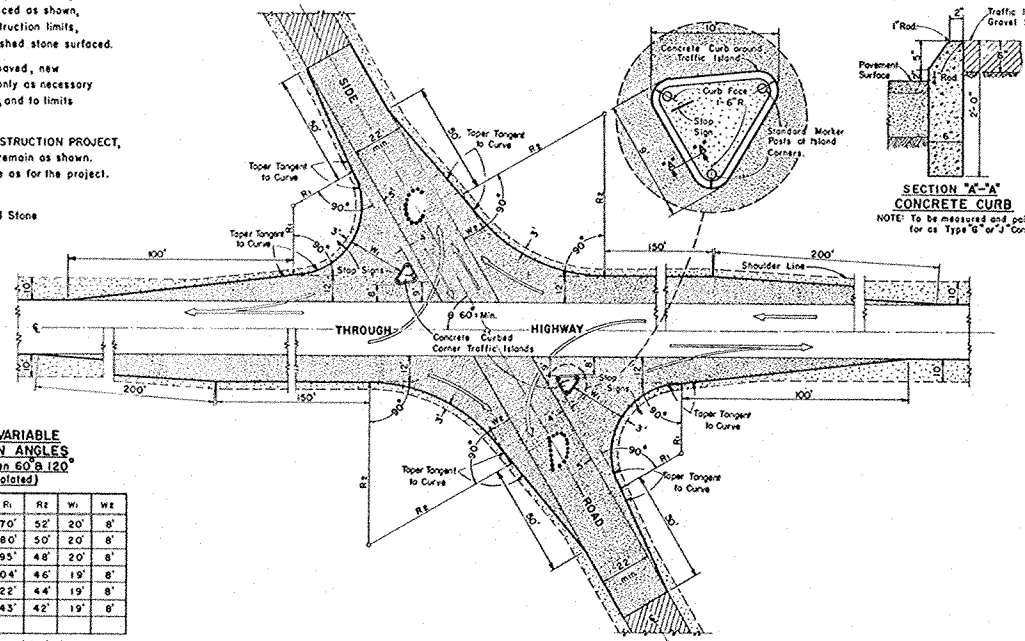
— Pavement
 — Gravel or Crushed Stone

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'					

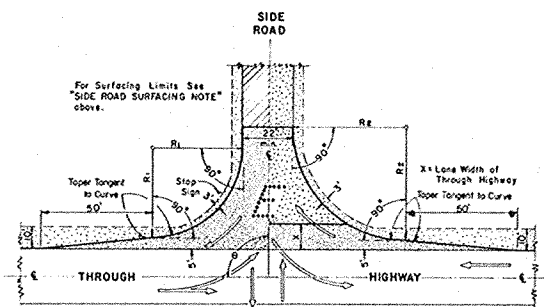
* Minimum Int. Angle

** 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

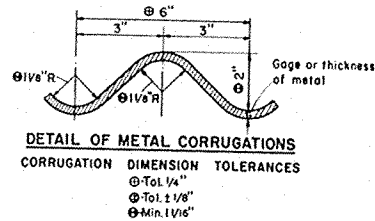
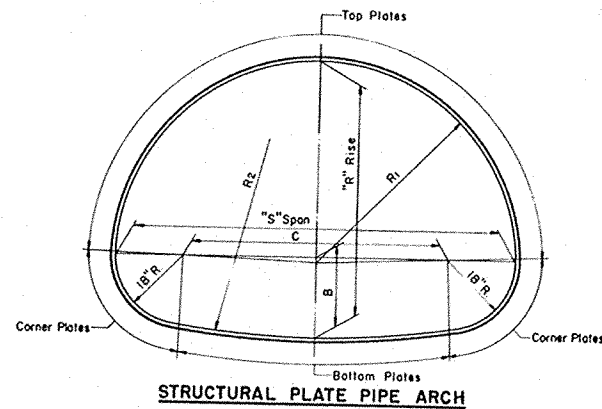
DATE 1/17/58

DATE

J. A. Pelt ENGINEER OF DESIGN

E. C. Rostetter STATE HIGHWAY ENGINEER

PLATE NO. 9-1.3



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 $\frac{1}{4}$ Culverts

For Flexible Type Pavement, the minimum depth of embankment or cover over top of Pipe Arch (finished construction) shall be $\frac{1}{4}$ or 1'-0" minimum.

For Rigid Type Pavement, the minimum depth of embankment over top of Pipe Arch shall be $\frac{1}{4}$ or a minimum of 6" cushion between pipe and pavement.

EMBANKMENT—Maximum for $\frac{1}{4}$ 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.

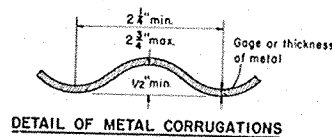
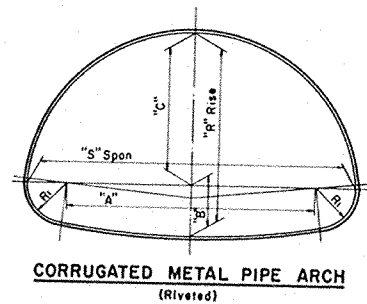
Strutting of Pipe Arches will not be required during construction unless specifically called for on the plans or the applicable Special Provisions.

TABLE OF PROPERTIES
STRUCTURAL PLATE PIPE ARCH

SPAN Nominal Size	Dimensions taken from inside crests of corrugations							Table of Metal Gages—Minimum Acceptable														
	Fabricator's Size Min. Acceptable	R/S Ratio	Area Sq.Ft.	B In.	C In.	R ₁ In.	R ₂ In.	H-20 LOADING														
	"S" Span—"R" Rise							Depth of Embankment in Feet														
									1	2	3	4	5	6	7	8	9	10	11	12	13	14
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	
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	
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	
9 "	8'-10" x 6'-1"	.69	43	21.8	70.0	53.0	179.2	10	10	10	10	10	10	10	10	10	10	10	10	8	8	
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	
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	7	7	7	
12 "	11'-10" x 7'-7"	.64	71	25.2	106.0	71.1	217.0	7	8	8	8	8	8	8	8	8	8	7	5	5	3	
13 "	12'-10" x 8'-4"	.65	85	24.0	118.0	77.2	315.2	5	7	8	8	8	8	8	8	8	7	7	5	5	3	
14 "	13'-11" x 8'-7"	.62	93	28.9	131.0	84.4	220.8	5	5	7	7	8	8	8	7	7	5	5	3	3	1	
15 "	14'-10" x 9'-1"	.61	105	28.9	142.0	89.5	254.9	3	5	5	7	7	7	7	7	5	3	3	1	1	-	
16 "	15'-10" x 9'-10"	.62	122	27.4	154.0	95.4	339.1	1	3	5	5	7	7	7	5	3	3	1	1	-	-	
16.5 "	16'-7" x 10'-1"	.61	131	28.7	163.0	99.8	333.8	-	1	3	3	5	5	5	3	1	1	1	-	-	-	

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

STRUCTURAL PLATE PIPE ARCH



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 $\frac{1}{4}$ Culverts

For Flexible Type Pavement, the minimum depth of embankment or cover over top of Pipe Arch (finished construction) shall be $\frac{1}{4}$ or 9" minimum.

For Rigid Type Pavement, the minimum depth of embankment over top of Pipe Arch shall be $\frac{1}{4}$ or a minimum of 3" cushion between pipe and pavement.

EMBANKMENT—Maximum for $\frac{1}{4}$ 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" Arch Inches	"B" Inches	"C" Inches	R ₁ Inches	R/S Ratio	Area Sq.Ft.		Area Sq.Ft.	Diag. 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

APPROVED:

5/28/57
DATE

J. S. Pelt
ENGINEER OF DESIGN

E. C. Ruetten
STATE HIGHWAY ENGINEER

PLATE NO. 6-5.3.1

ESTIMATE OF QUANTITIES

CONTRACT NO. 182

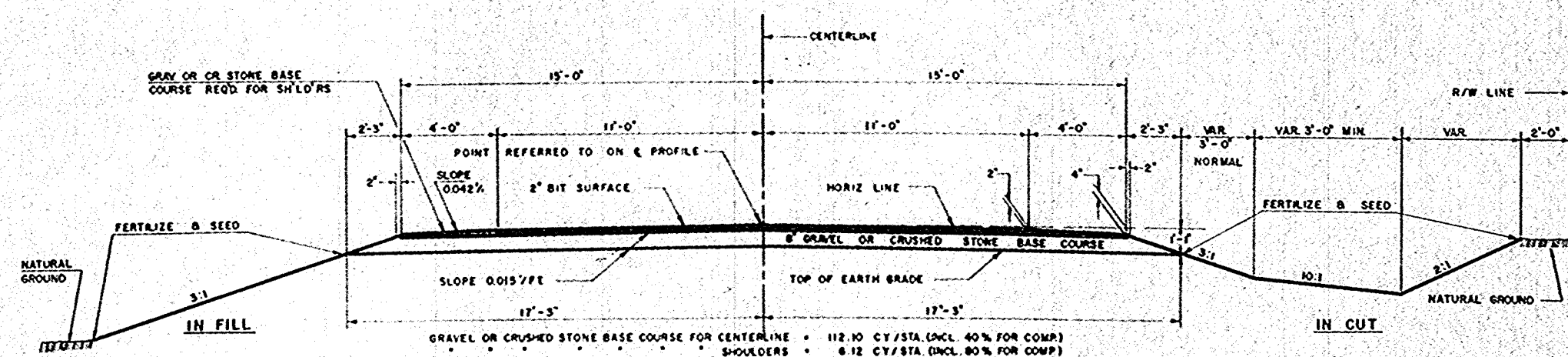
PROJECT	SHEET NUMBER	TOTAL SHEETS
S1253 (7)	2	22

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

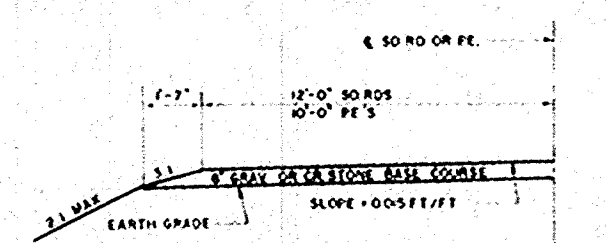
APPROVED AUGUST 9, 1957, AND SPECIAL PROVISIONS AS ATTACHED TO PROPOSALS																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																					
CONTRACT NO.	STATION TO STATION	NET LENGTH OF CENTER LINE	CLEAR-ING	GRUBB-ING	EXCAVATION			SAND GRAVEL FILL	FIN-ISHING ROAD-WAY	OBLIT-ERATING OLD ROAD	GRAVEL OR CRUSHED STONE BASE COURSE		CULVERT PIPE			C.M.P.A.		RIP-RAP	QUADRO FENCE			MARK-ER POSTS FOR R/W	MARK-ER POSTS FOR R/W	MORTAR RUBBLE CHECKS	CALCIUM CHLORIDE SURFACE TREAT-MENT	BITUM. ROAD MIX FOR PRIME COAT	BITUM. ROAD MIX FOR SURFACE COURSE	AGG. FOR BITUM. ROAD MIX SURE	BITUM. MAT. FOR SURFACE COURSE	TOPSOIL				FER-TRILIZER	SEEDING																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																		
					UNC. EXC.						PLACED	FURNISH	18"	24"	36" X 36"	36" X 22"																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																					

STATION	LOCATION	DIA.	LEN. FT.	TYPE
23+03	CL	58" X 36"	52'	C.M.P.A.
41+60	CL	58" X 22"	44'	"
32+00	SD. RD. RT.	18"	40'	C.P.
37+00	SD. RD. RT.	18"	40'	"
82+75	SD. RD. LT.	18"	40'	"
55+00	PE. RT.	24"	32'	"
65+75	PE. RT.	24"	32'	"
11 PE'S @ 32'		18"	352'	"

GRAV. OR CR. STONE BASE COURSE	CY
CENTERLINE	9,650
PE'S & FE'S	200
SHOULDERS	550



TYPICAL FINISHED SECTION



1/2 TYPICAL SECTION FOR SD. RDS & PE'S

GENERAL NOTES

DETAILS OF CONSTRUCTION NOT SHOWN SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.
ON ALL HORIZONTAL CURVES THE NORMAL CROWN SHALL BE REMOVED, AND THE PAVEMENT SURFACE, BASE COURSE, AND EARTH GRADE SHALL RESULT IN A STRAIGHT LINE SLOPE ACROSS THE ENTIRE WIDTH OF ROADBED.

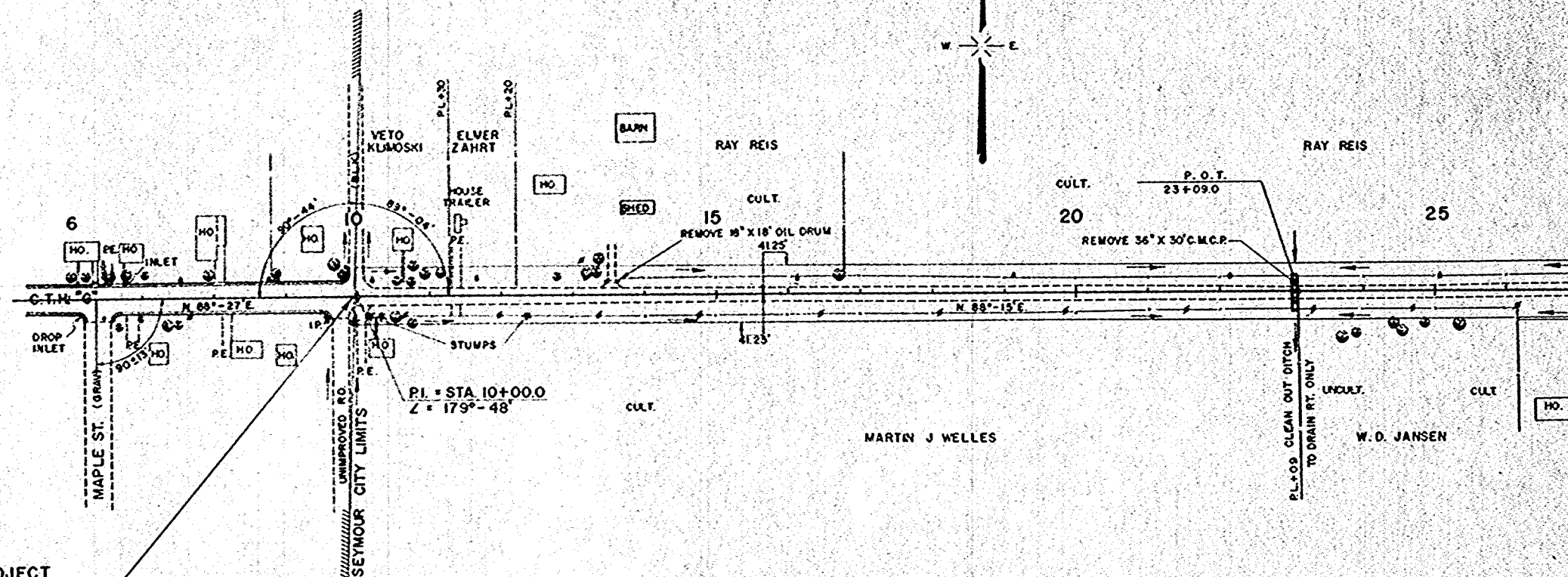
APPROVED STANDARD DRAWINGS

- DETAILS OF PE. AND SD. ROAD APPROACHES 1-3.1.1
- MARKER POSTS 7-1.3.3
- CONSTRUCTION BARRICADE 7-4.1.2
- OLD ROAD OBLITERATION 1-4.1.1
- DESIGN & DETAILS FOR SD. RD. AT GRADE INTERSECTIONS 9-1.1.3
- CORR. METAL PIPE ARCH 6-5.3.1

TYPICAL CROSS SECTION FOR
30 FT. ROADBED - 22 FT. BIT. SURFACE
AND
MISCELLANEOUS CONSTRUCTION DETAILS
SCALE VARIABLE

BENCH MARKS			
NO.	STATION	DESCRIPTION	ELEV.
1	6+75	N.W. CORR. FIRST STEP 50' LT.	797.15
2	13+35	SPIKE IN 16" APPLE 55' LT.	801.27
3	23+90	SPIKE IN 26" ELM 50' RT.	798.25

S.P.R. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	S 1253 (7)	3	22



NET LENGTH OF CENTERLINE		
STATION TO STATION	LIN. FT.	
9+96.0	27+00.0	1,704

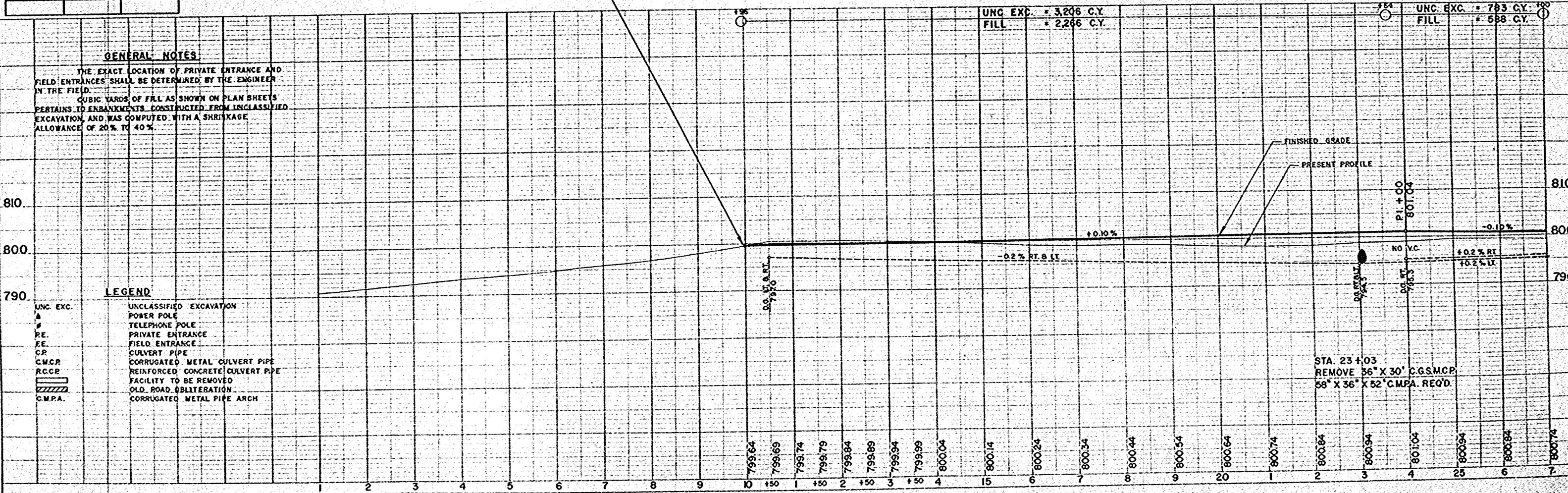
BEGINNING OF PROJECT
S 1253 (7) STA. 9+96.0

GENERAL NOTES

THE EXACT LOCATION OF PRIVATE ENTRANCE AND FIELD ENTRANCES SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.
CUBIC YARDS OF FILL AS SHOWN ON PLAN SHEETS PERTAINS TO ENBANKMENTS CONSTRUCTED FROM UNCLASSIFIED EXCAVATION AND WAS COMPUTED WITH A SHRINKAGE ALLOWANCE OF 20% TO 40%.

LEGEND

UNC. EXC. UNCLASSIFIED EXCAVATION
P. POLE POWER POLE
T. POLE TELEPHONE POLE
P. ENTR. PRIVATE ENTRANCE
F. ENTR. FIELD ENTRANCE
C. PIPE CULVERT PIPE
C.M.C.P. CORRUGATED METAL CULVERT PIPE
R.C.C.P. REINFORCED CONCRETE CULVERT PIPE
F. TO BE REMOVED FACILITY TO BE REMOVED
O.R.O. OBLITERATION
C.M.P.A. CORRUGATED METAL PIPE ARCH



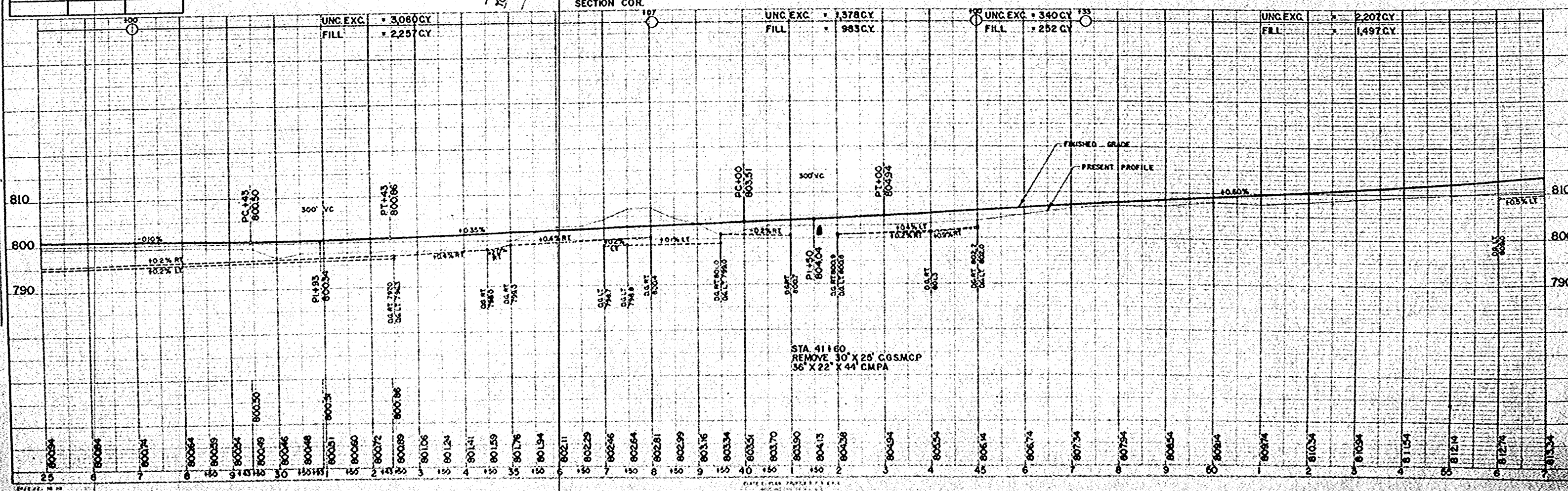
STA. 23+03
REMOVE 36" X 30" C.G.S.M.C.P.
58" X 36" X 52" C.M.P.A. REQ'D.

S.P.R. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	S 1253(7)	4	21

BENCH MARKS			
NO.	STATION	DESCRIPTION	ELEV.
4	31+90	SPIKE IN 26' ELM 130' RT.	801.55
5	37+65	SPIKE IN 12' B.E. 110' RT.	806.86
6	54+65	SPIKE IN 8' APPLE 55' RT.	812.35

CURVE NOTES
 PL = 36+17.8
 L = 89° - 59'
 Δ = 90° - 01'
 D = 7° 00'
 T = 818.8'
 L.C. = 1,285.9'
 SE = 0079 FT/FT

NET LENGTH OF CENTERLINE		
STATION TO	STATION	LIN. FT.
27+00	57+00	3,000



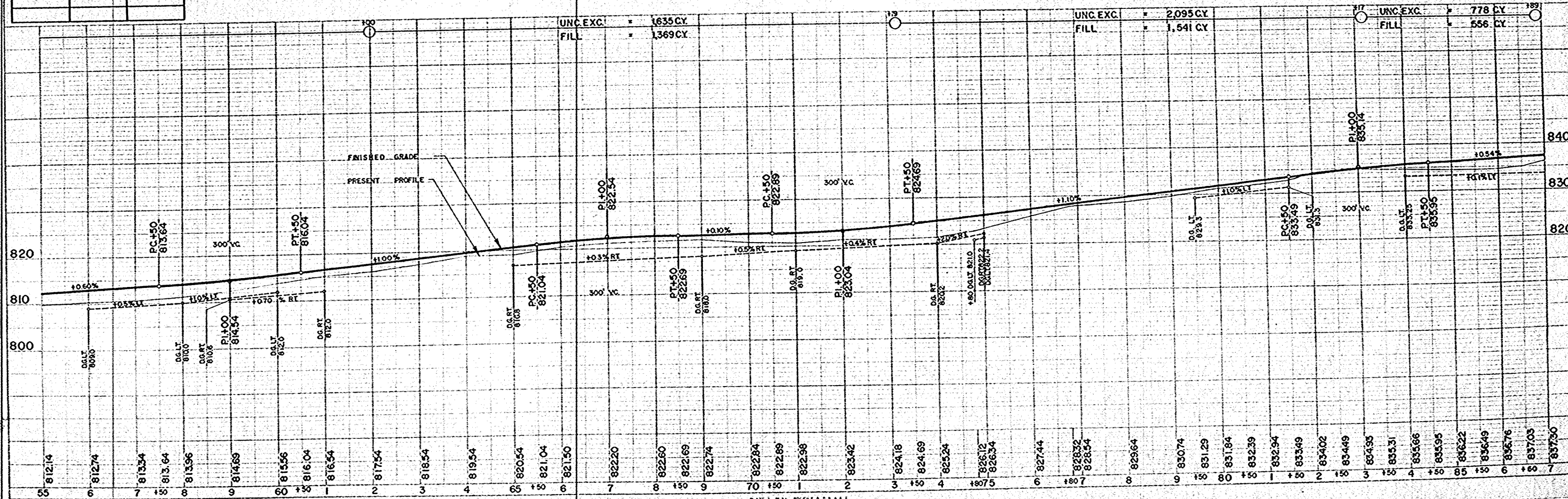
BENCH MARKS

NO.	STATION	DESCRIPTION	ELEV.
7	66+80	SPIKE IN 14" MAPLE 110' LT.	822.76
8	76+20	SPIKE IN 18" MAPLE 30' RT.	827.14
9	81+88	SPIKE IN 24" MAPLE 95' LT.	834.63

S.P.R. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	S 1253 (7)	5	22

PLAN
NOTED
NO. 251
RT. OF WAY CHECKED

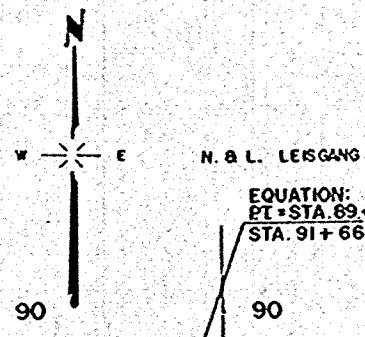
NET LENGTH OF CENTERLINE		
STATION TO STATION	LIN. FT.	
57+00	87+00	3000



MAIN LINE CURVE NOTES	
PI	= 85+41.3
L	= 91'-04'
A	= 88'-56'
D	= 9°00'
T	= 625.5'
LC	= 989.1'
SE	= 0.087/FT

CONST. STUB LINE CURVE NOTES	
PI	= 84+44.94
L	= 152'-19'-41"
A	= 27'-40'-19"
D	= 20°-00'
T	= 70.92'
LC	= 138.36'
SE	= 0.057/FT

BENCH MARKS			
NO.	STATION	DESCRIPTION	ELEV.
10	100+00	SPIKE IN 16" MAPLE 500 RT	822.54

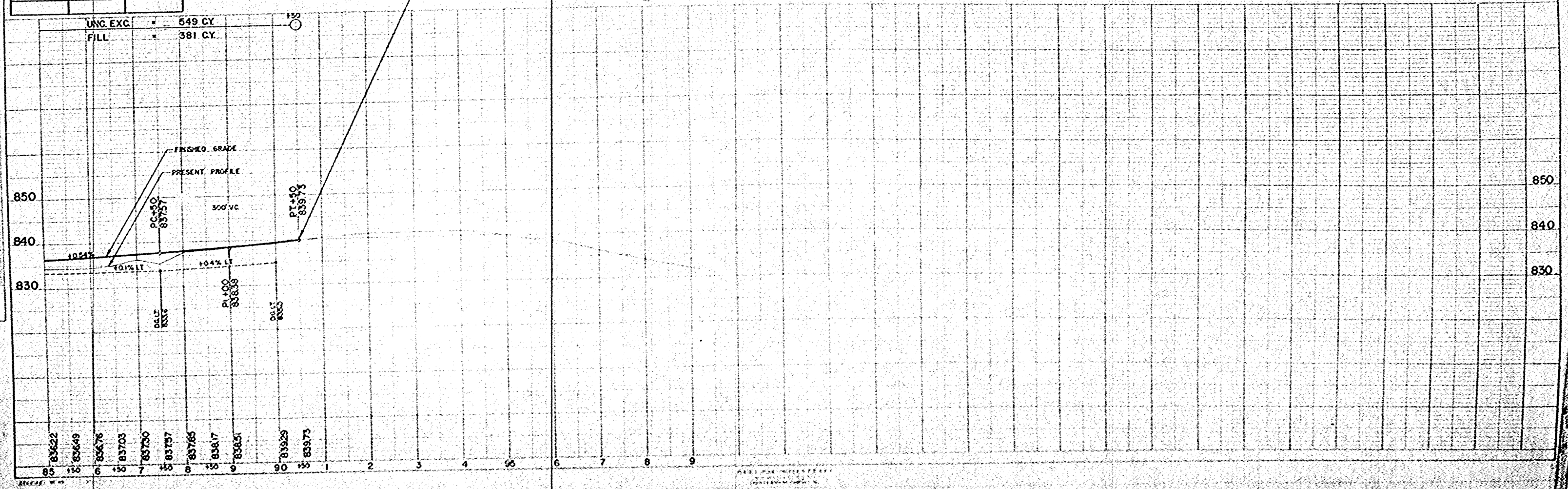


CURVE NOTES
 PL = 85+41.3
 L = 91°-04'
 Δ = 88°-56'
 D = 9°00'
 T = 625.5'
 L.C. = 9891
 SE = 0.08'/FT.

NET LENGTH OF CENTERLINE		
STATION TO STATION	LIN. FT.	
87+00	90+50	350

UNC. EXC. = 549 CY
 FILL = 381 CY.

END OF PROJ. S 1253(7)
 STA. 90+50.0

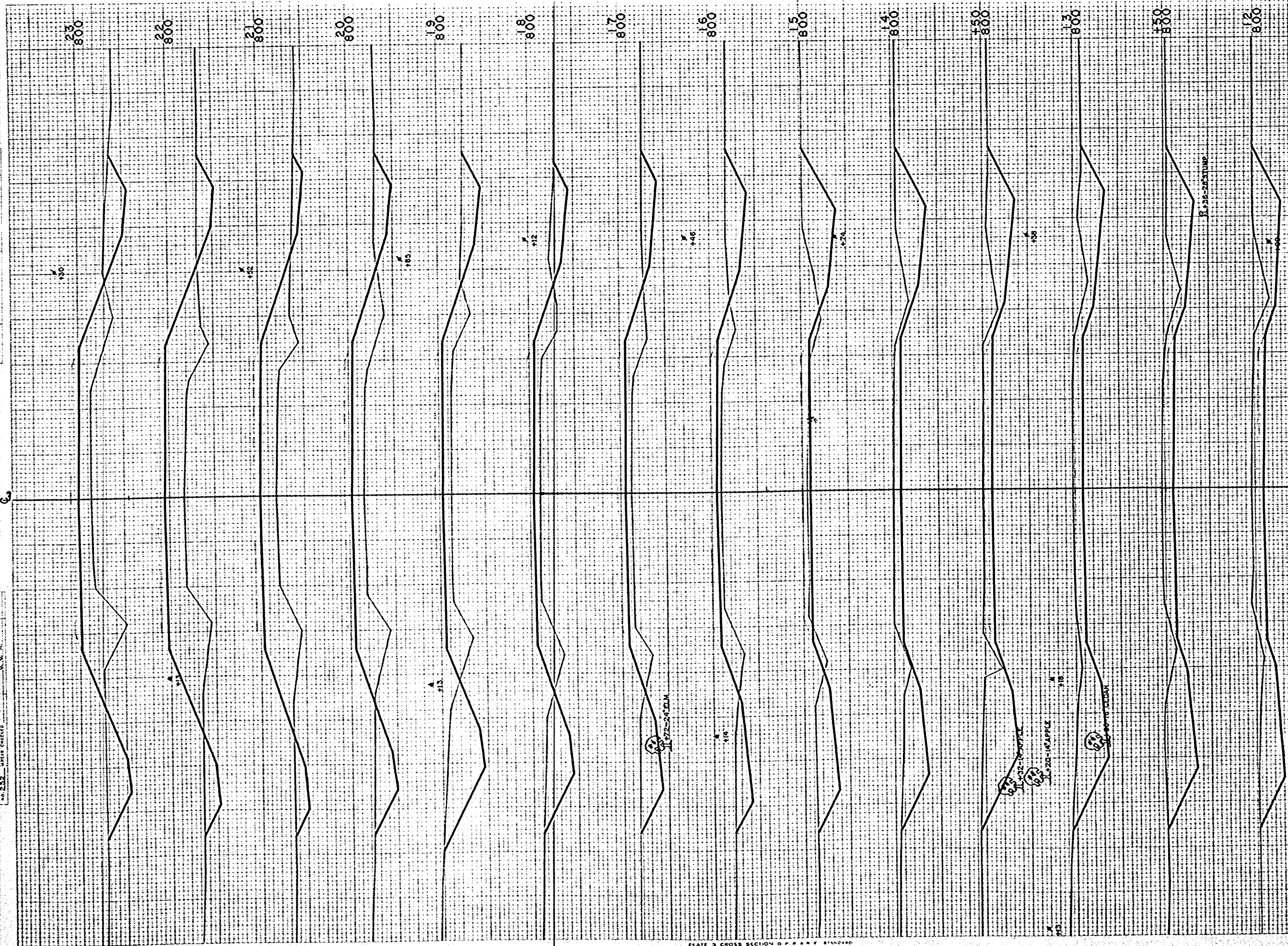


PLAN
 NO. 251
 INT. OF WAY CHG. 04-3-38

PROFILE
 NO. 252
 NOTE: ROAD WIDENING PROJECT
 11-88
 12-88
 04-89

FINAL SURVEY
DATE: 10/1/58
BY: J. H. K.

ORIGINAL SURVEY
DATE: 10/1/58
BY: J. H. K.



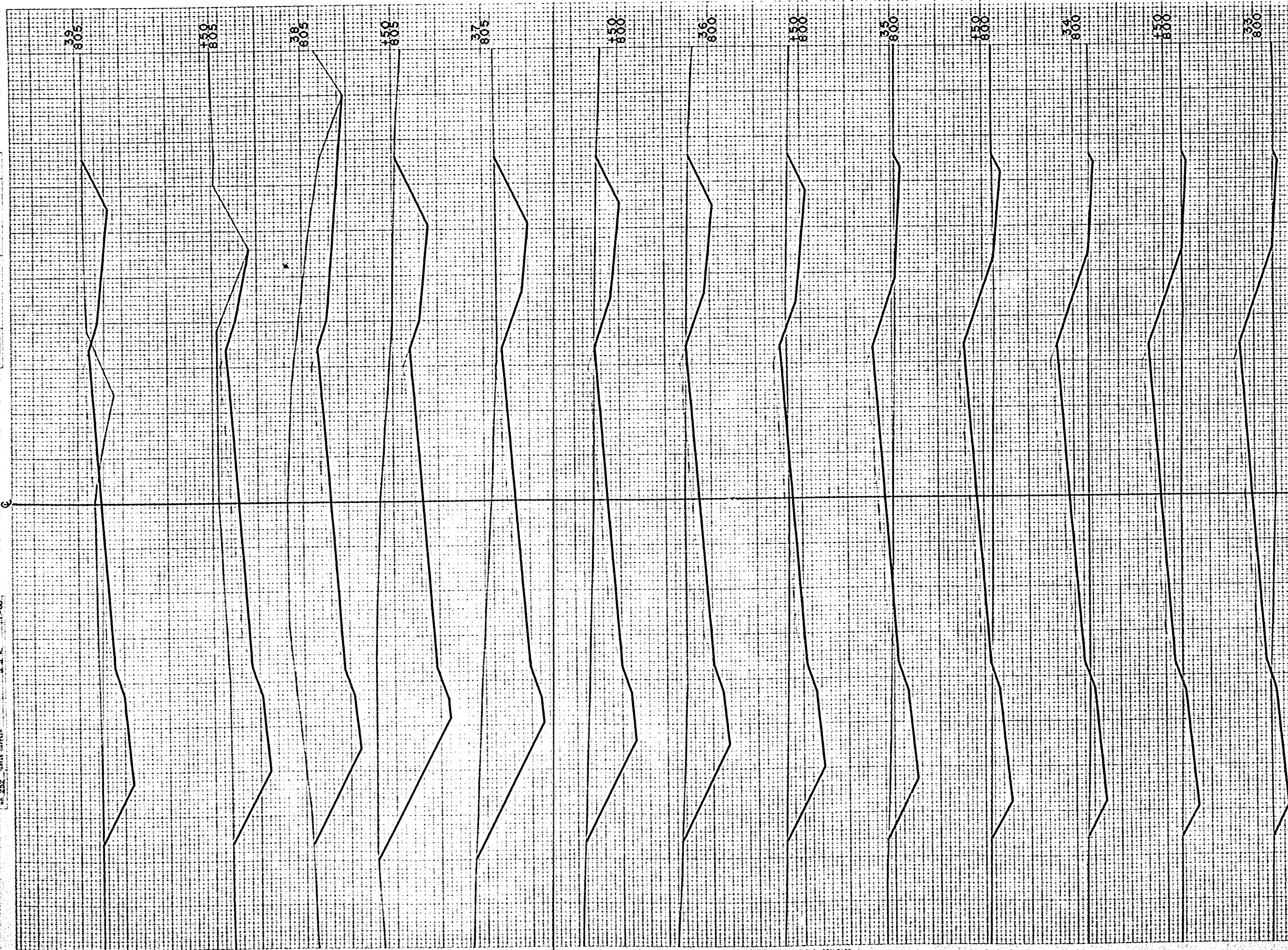
ORIGINAL SURVEY	SURVEYED BY	DATE
NOTE BOOK	0 2 8 0 6	11-28 1-20
	TEMPLATE	
	APCAR	

STATION	DISTANCE	YARDAGE	
		EXCAVATION	FILL
23			
		174	304
24			
		222	231
25			
		274	119
26			
		224	128
27			
		178	189
28			
		74	102
+50			
		50	115
29			
		41	120
+50			
		46	130
30			
		61	154
+50			
		52	169
31			
		41	157
+50			
		48	152
32			
		50	144
+50			
TOTAL		1535	2214

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FINAL SURVEY
 DATE: 11-28-38
 BY: [Signature]
 CHECKED: [Signature]
 APPROVED: [Signature]

ORIGINAL SURVEY
 DATE: 11-28-38
 BY: [Signature]
 CHECKED: [Signature]
 APPROVED: [Signature]

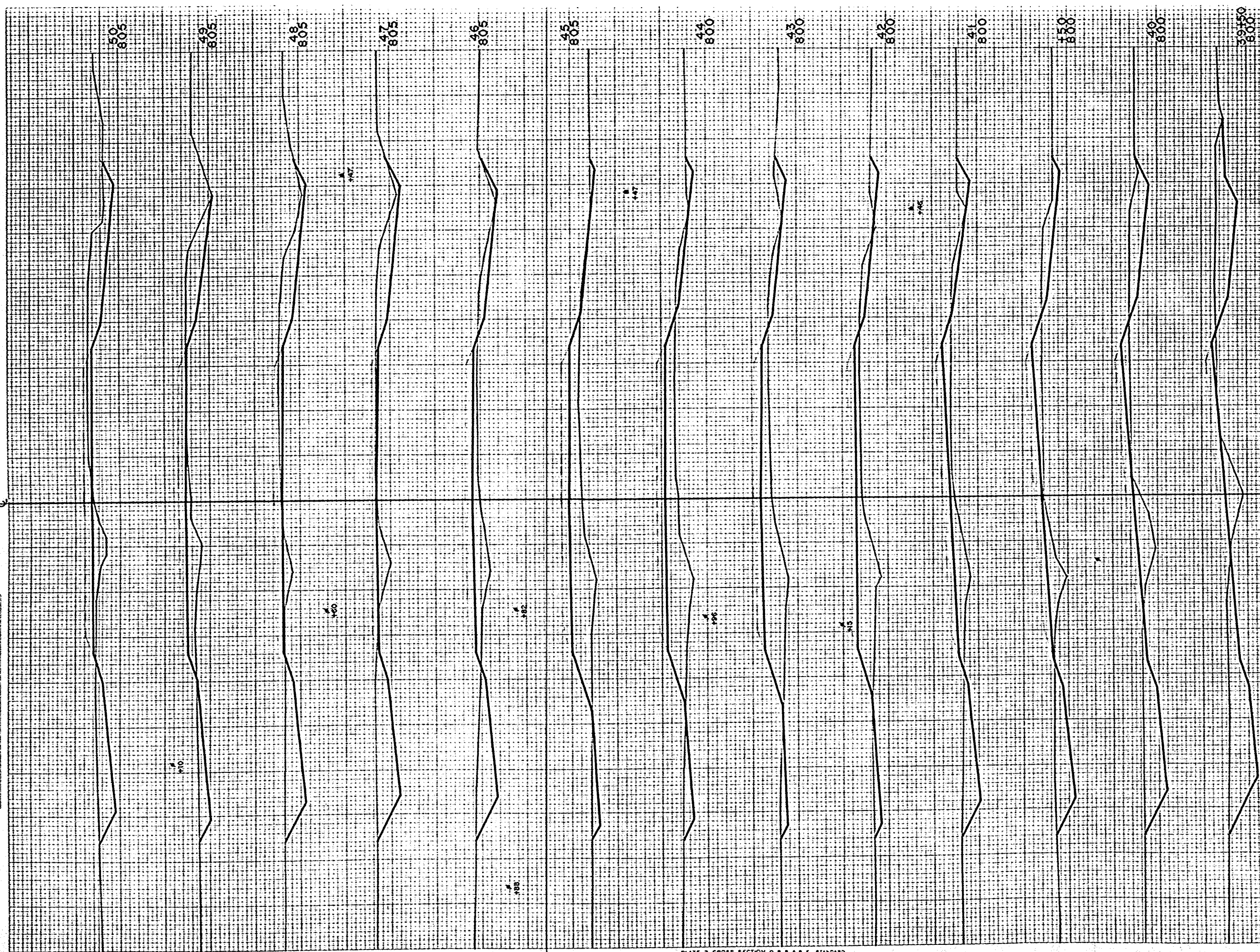


B.P. DISTRICT OFFICE		PROJECT	SHEET NUMBER	TOTAL SHEETS
W.S. 4		S1253 (7)	16	22

STATION	DISTANCE	YARDAGE	
		EXCAVATION	PIPE
32	1		
50		48	163
33		41	163
150		41	172
34		48	152
150		72	107
35		143	44
150		239	4
36		289	0
150		359	0
37		511	0
150		598	0
38		433	0
150		237	17
39			
SHEET TOTAL		3067	842

DATE	
BY	
FINAL SURVEY	
NOTE BOOK	
NO. 252	

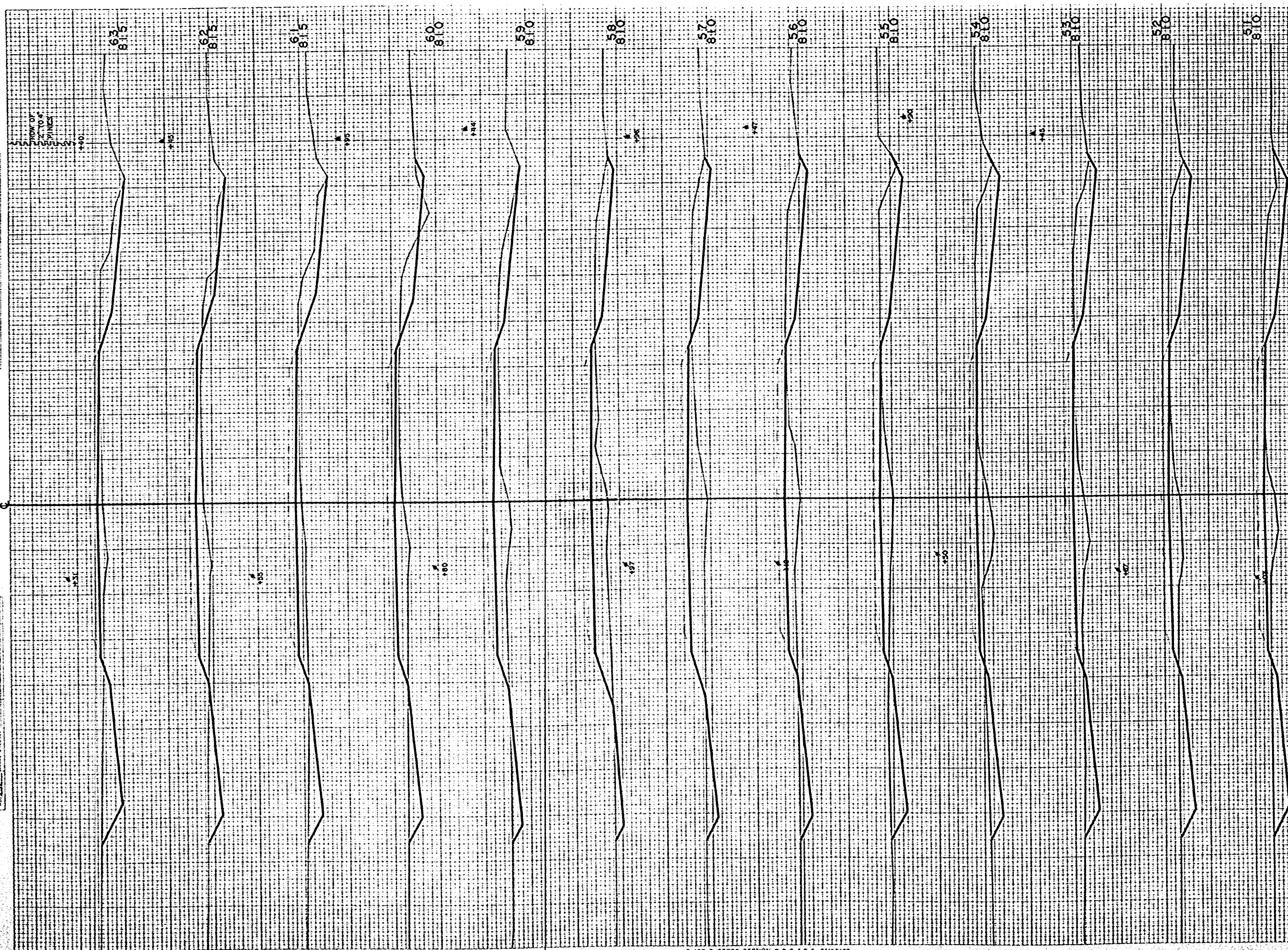
DATE	11-28
BY	
ORIGINAL SURVEY	
NOTE BOOK	
NO. 252	



R.R. DISTRICT OFFICE		PROJECT	SHEET NUMBER	TOTAL SHEETS
WS. 4		S 1253 (7)	17	22
STATION	YARDAGE			
	DISTANCE	EXCAVATION		
39	185		32	
40	133		35	
41	91		50	
42	63		54	
43	91		135	
44	74		181	
45	59		230	
46	44		239	
47	63		172	
48	163		70	
49	226		30	
50	166		54	
	174		65	
SHEET TOTAL		1574	1357	

FINAL SURVEY	DATE
APPROVED	
APPROVED	
APPROVED	
APPROVED	

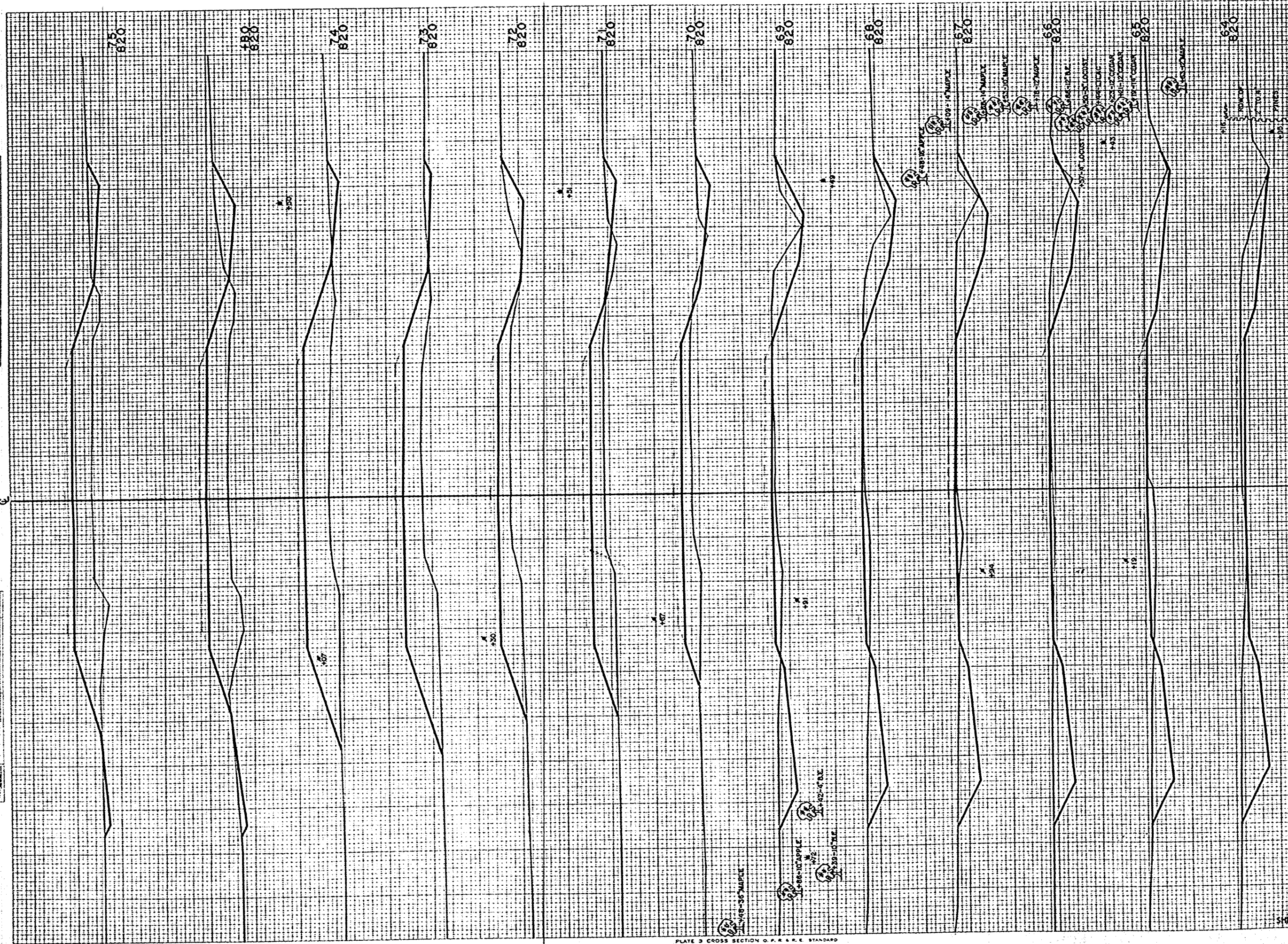
ORIGINAL SURVEY	DATE
APPROVED	
APPROVED	
APPROVED	
APPROVED	



P.R. DISTRICT OFFICE		PROJECT		SHEET NUMBER	TOTAL SHEETS
W.S. 4		S 1253 (7)		18	22
STATION	DISTANCE	YARDAGE			
		EXCAVATION			
		UNCL.			FT.
45	50				
		213			57
	51				
		191			76
	52				
		167			94
	53				
		161			94
	54				
		176			94
	55				
		167			113
	56				
		130			157
	57				
		106			189
	58				
		89			167
	59				
		94			130
	60				
		113			93
	61				
		104			94
	62				
		126			85
	63				
SHEET TOTAL		1839			1839

FINAL SURVEY	DATE	BY	CHK
	PROJECT		
	NOTED		
	NO. 202		

ORIGINAL SURVEY	DATE	BY	CHK
	PROJECT		
	NOTED		
	NO. 202		



B.P.A. DISTRICT OFFICE	PROJECT	SHEET NUMBER	TOTAL SHEETS
W.S. 4	S 1253 (7)	19	22

STATION	DISTANCE	YARDAGE EXCAVATION	TOTAL
63	228		28
64	256		24
65	211		41
66	219		32
67	211		39
68	189		50
69	109		122
70	24		237
71	28		267
72	30		352
73	22		491
74	46		387
75	16		65
SHEET TOTAL	1,588		6,156

ORIGINAL SURVEY	SURVEY	DATE
NOTE BOOK	11-28	11-28

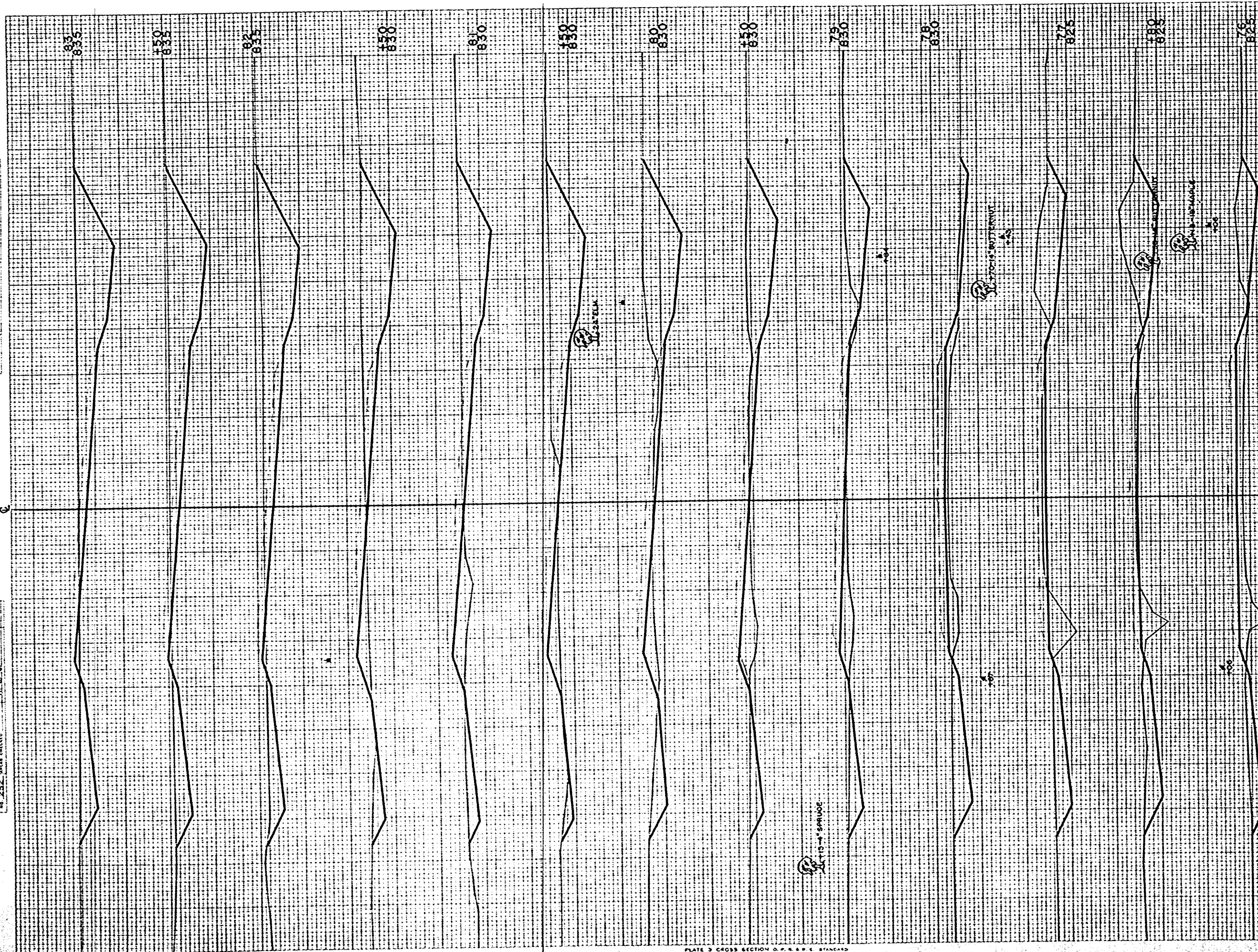
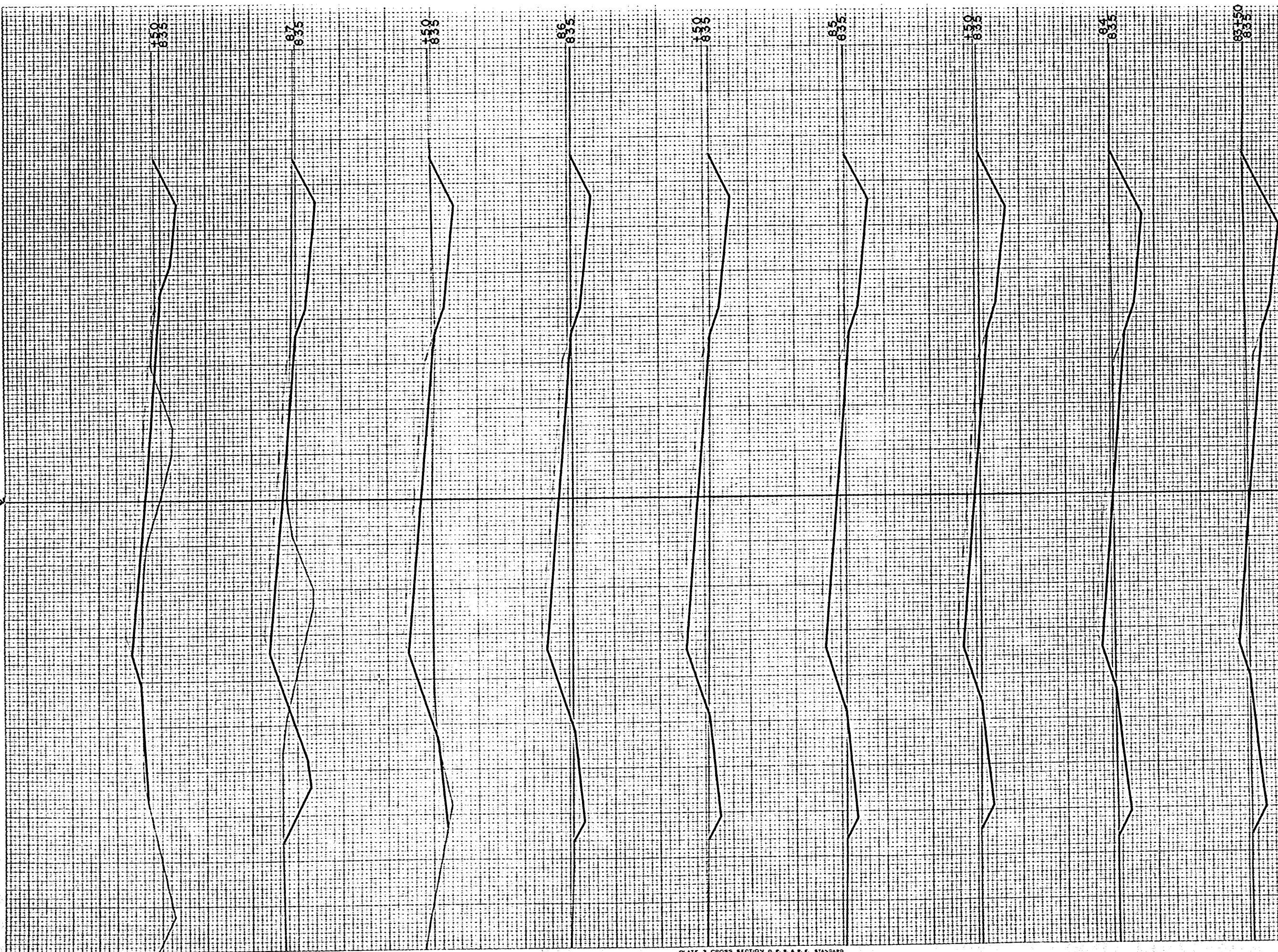
[illegible]

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FINAL SURVEY	DATE
NOTED	
REMARKS	
NOTE BOOK	
NO.	

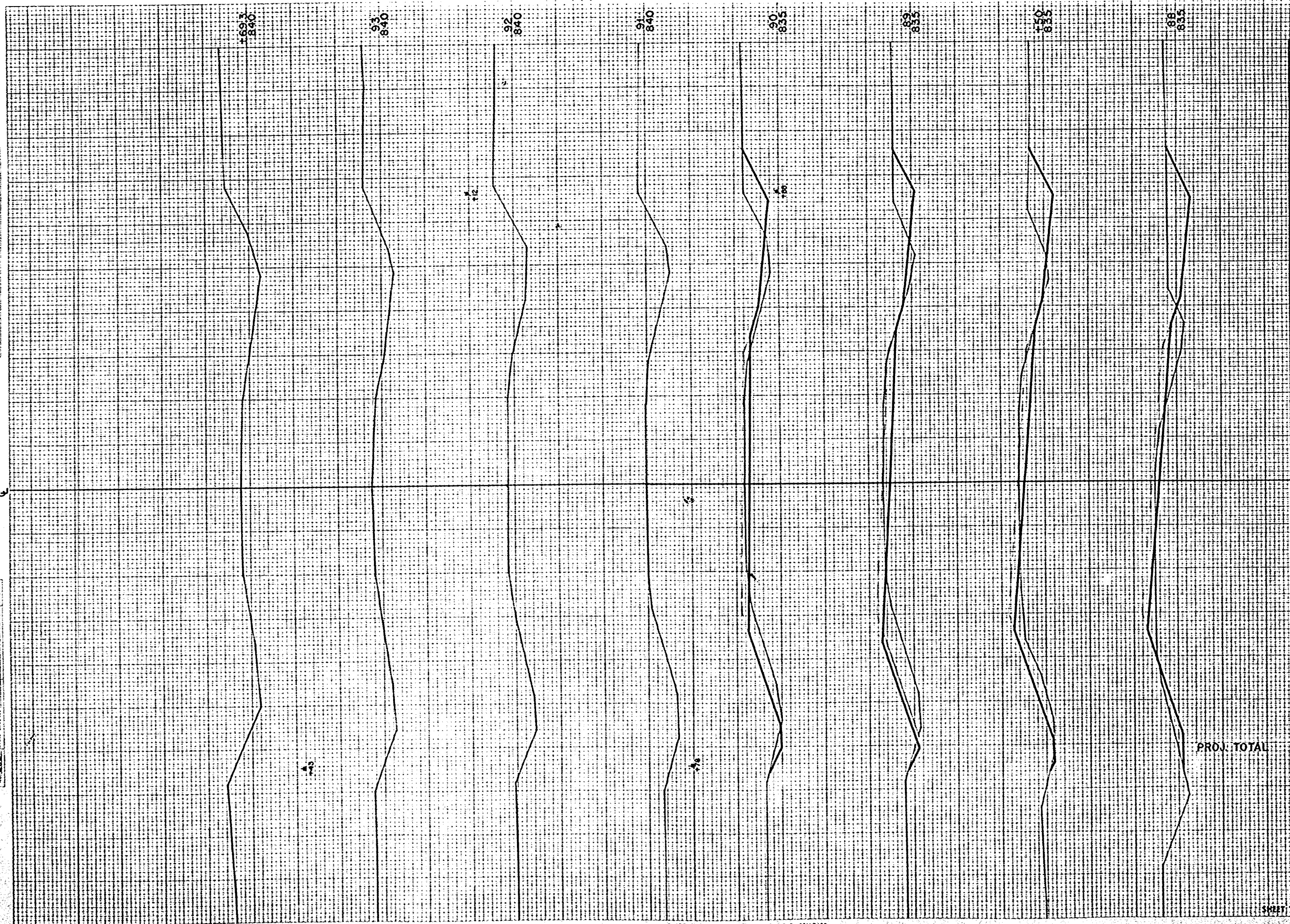
ORIGINAL SURVEY	DATE
NOTED	1-5-38
REMARKS	
NOTE BOOK	
NO.	222



B.P. LOCAL OFFICE		PROJECT		SHEET NUMBER		SHEETS	
W.S. 4		S 1253 (7)		21		22	
STATION	DISTANCE	YARDAGE					
		EXCAVATION					
		UNCL					FT
83		176					13
150		144					26
84		120					46
150		93					70
85		78					89
150		69					106
86		61					117
150		85					117
87		93					94
150							

FINAL SURVEY	DATE
NO. 100	11-28
NO. 100	11-28
NO. 100	11-28

ORIGINAL SURVEY	DATE
NO. 100	11-28
NO. 100	11-28
NO. 100	11-28



B.P.R. DISTRICT OFFICE		PROJECT	SHEET NUMBER	TOTAL SHEETS
WIS. 4		S 1253 (7)	22	22
STATION		YARDAGE EXCAVATION		
DISTANCE		UNC.		
87+50		78		52
88		82		32
150		78		48
89		150		94
90		69		37
91				
88				
89				
90				
91				
88				
89				
90				
91				
PROJ. TOTAL		1603		11,690
SHEET TOTAL		437		28