

INDEX OF SHEETS

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STATE OF WISCONSIN
STATE HIGHWAY COMMISSION OF WISCONSIN

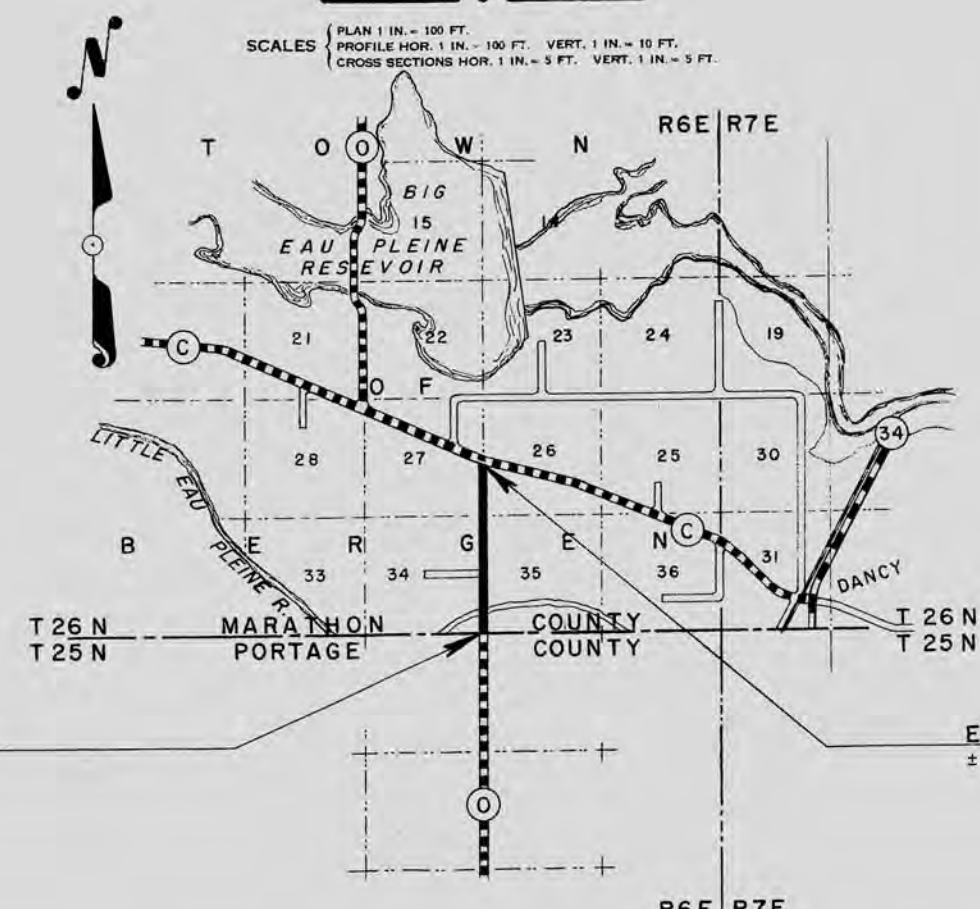
PLAN AND PROFILE OF PROPOSED
SOUTH COUNTY LINE - C.T.H. "C"
MARATHON COUNTY
PROJECT S 1139(3)

C.T.H. "O"

COUNTY AND HIGHWAY	ROUTE AND SECTION	CLASS AND AGREEMENT		FEDERAL DIVISION OFFICE	SHEET NUMBER	TOTAL SHEETS
		STATE	FEDERAL			
37.6	1139.0		11.3	WIS. 4	1	31

APPROVED FOR
Marathon County
4/3/59
Date *W. F. Steuber*
County Highway Commissioner

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



BEGINNING OF PROJECT S1139(3), STA. 0 + 00 =
END OF PROJECT S1139(1)(2), STA. 342 + 53 =
S.W. COR. OF SEC. 35, T26N, R6E

END OF PROJECT S1139(3), STA. 73 + 90.0
± 2100' NORTH OF S.W. COR. OF SEC. 26, T 26 N, R 6 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	.....
WIRE FENCE (BARBED)	.....	MARSH	.....
LOT LINE	.....	HEDGE	.....
CORPORATE OR CITY LIMITS	.....	TREES	.....
PROPERTY LINE	.....	GROUND ELEVATION	DATUM LINE 73.9
RAVELED WAY OR P.E.	.....	GRADE ELEVATION	DATUM LINE 75.16
RAILROADS	.....	
BOUNDARY OR SURVEY LINE	.....	



STATE HIGHWAY COMMISSION OF WISCONSIN
MADISON, WISCONSIN

SURVEYOR: C. E. C. NOTE BOOK: M-345
DISTRICT COMPUTER: CAL M. O. CHECKER:
DISTRICT CHECKER: CORRECT

CORRECT:
DATE 3/12/59 *C. E. C.* DISTRICT ENGINEER

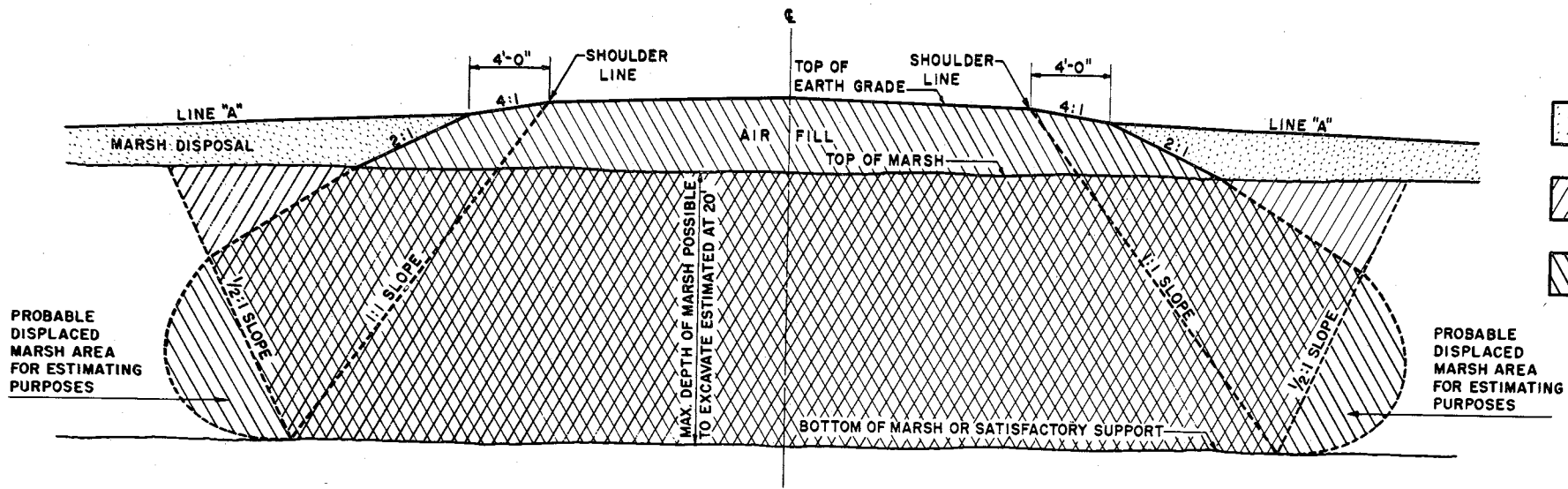
RECOMMENDED FOR APPROVAL:
DATE 3/18/59 *J. H. Peltz* ENGINEER OF DESIGN

APPROVED:
DATE 3/17/59 *W. F. Steuber* DISTRICT ENGINEER




DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

APPROVED: _____ DATE _____
DISTRICT ENGINEER

S 1139(3)



COMPLETE MARSH EXCAVATION

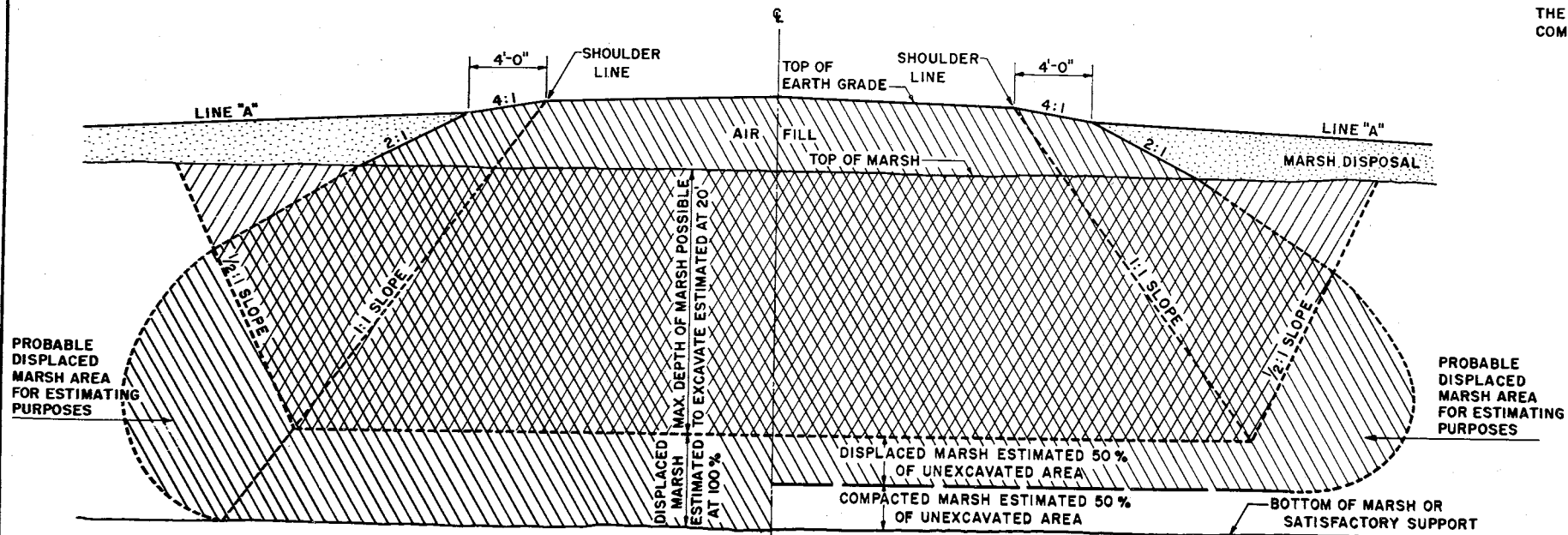
-  MARSH DISPOSAL PERMITTED IN THIS AREA UNLESS OTHERWISE PROVIDED IN THE CONTRACT
-  EXCAVATION
-  BACKFILL

PROBABLE DISPLACED MARSH AREA FOR ESTIMATING PURPOSES

PROBABLE DISPLACED MARSH AREA FOR ESTIMATING PURPOSES



GENERAL NOTES

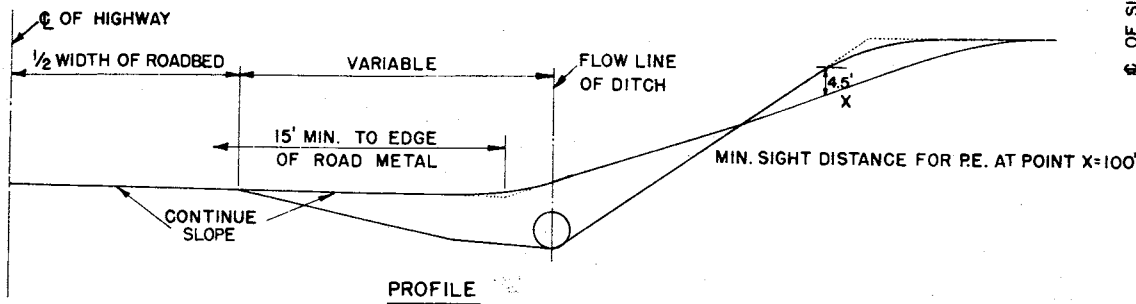
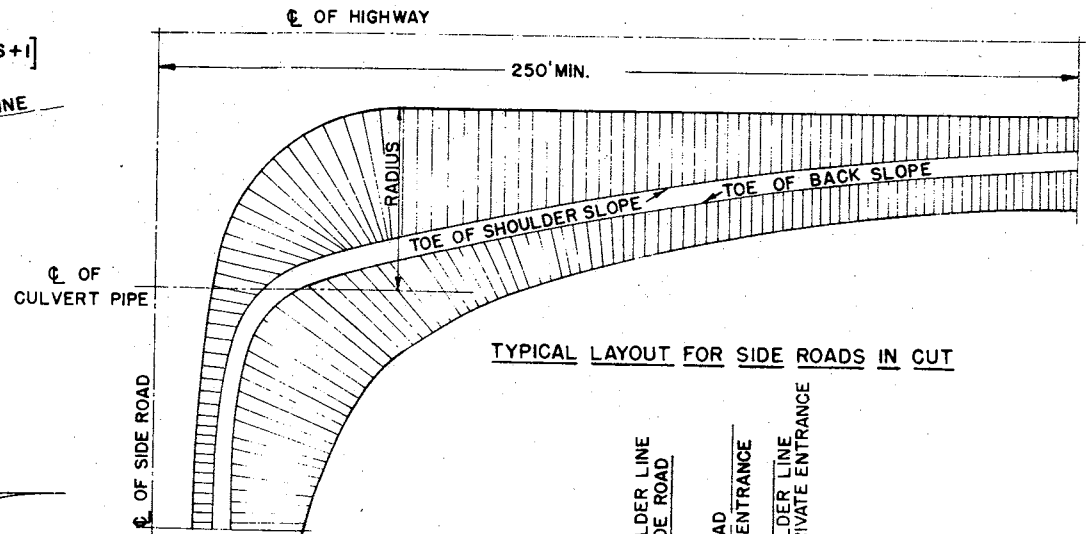
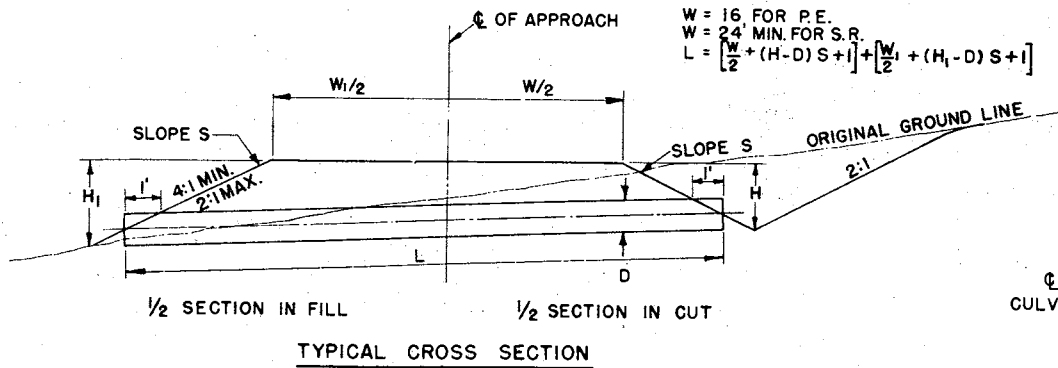
DETAILS OF CONSTRUCTION NOT SHOWN SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.
 ANY MATERIAL TEMPORARILY PLACED ABOVE THE LINE MARKED "LINE A" IS TO BE REMOVED UPON COMPLETION OF THE AIR FILL.



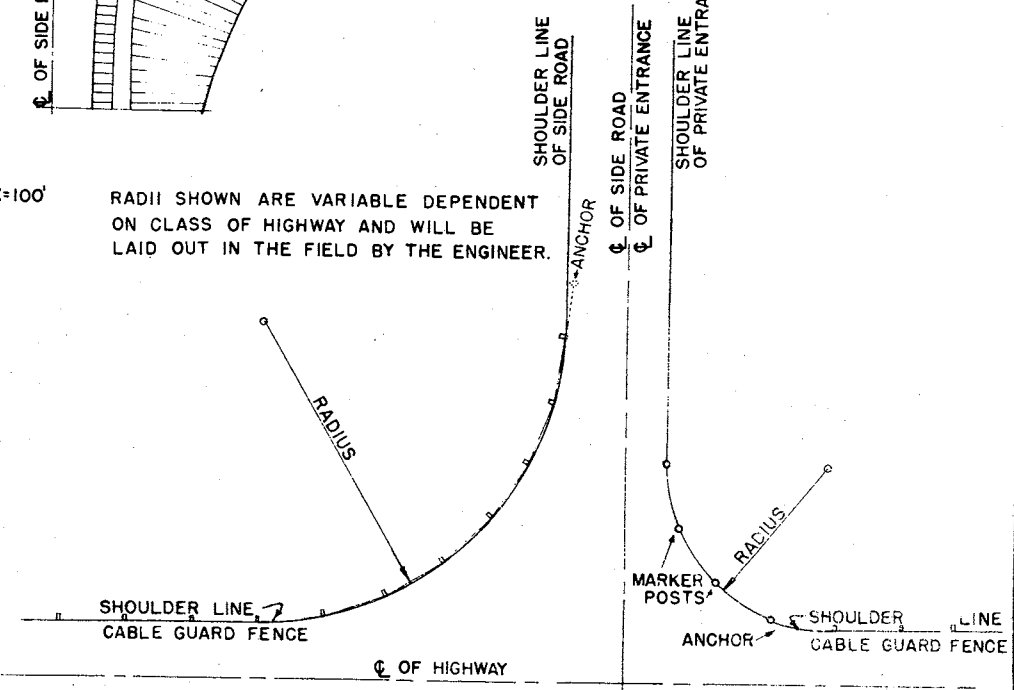
PARTIAL EXCAVATION PLUS 100% DISPLACEMENT

PARTIAL EXCAVATION PLUS 50% DISPLACEMENT

MARSH EXCAVATION	
STATE HIGHWAY COMMISSION OF WISCONSIN	
RECOMMENDED FOR APPROVAL:	
DATE <u>3/11/52</u>	 CONSTRUCTION ENGINEER
APPROVED:	
DATE <u>2/11/52</u>	 STATE HIGHWAY ENGINEER
DRAWN LJD	
CHECKED	

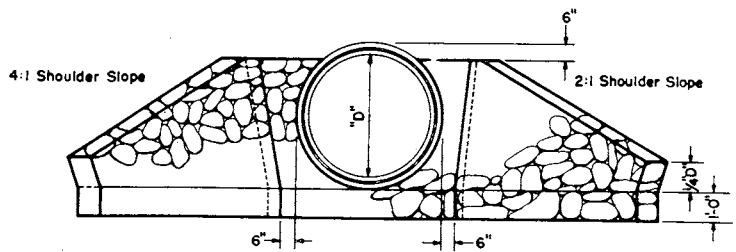


RADIUS SHOWN ARE VARIABLE DEPENDENT ON CLASS OF HIGHWAY AND WILL BE LAID OUT IN THE FIELD BY THE ENGINEER.

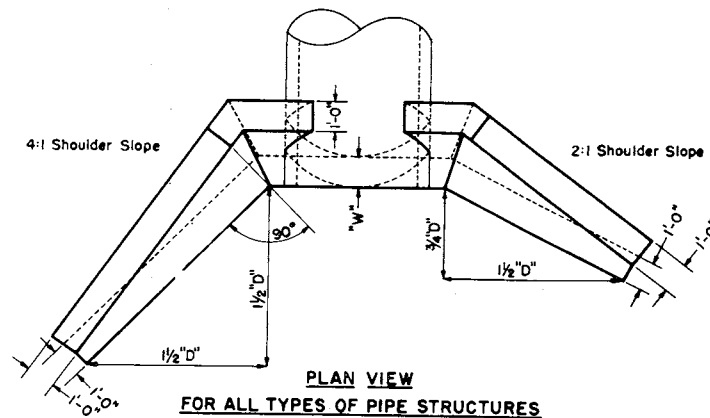


TYPICAL LAYOUT FOR PRIVATE ENTRANCES AND SIDE ROADS IN HIGH FILLS

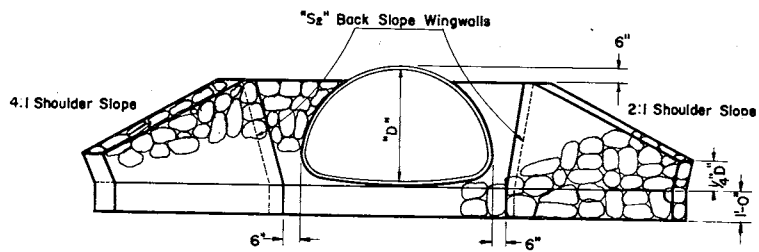
DETAILS OF PRIVATE ENTRANCE AND SIDE ROAD APPROACHES
 STATE HIGHWAY COMMISSION OF WISC.
 RECOMMENDED FOR APPROVAL
 DESIGN ENGINEER
 CONSTRUCTION ENGINEER
 DATE
 APPROVED - OCT. 1, 1945
 DRAWN
 CHECKED
 STATE HIGHWAY ENGINEER



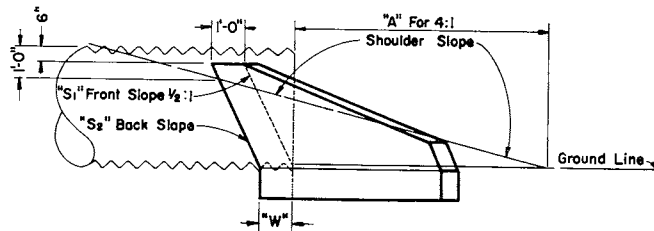
END ELEVATION
SHOWING CONCRETE CIRCULAR PIPE INCL. CATTLE PASS



PLAN VIEW
FOR ALL TYPES OF PIPE STRUCTURES



END ELEVATION
SHOWING CORRUGATED METAL PIPE ARCH



SIDE ELEVATION

CIRCULAR PIPE		Cu. Yds. Mortar Rubble Masonry or Riprap per Endwall		"A" (Feet)	"B" (Feet)	Front Slope "S1"	Back Slope "S2"	Width of Footing of "W" (Feet)
Size of Pipe	Type of Pipe	4:1 Slope	2:1 Slope	4:1 Slope	2:1 Slope			
24"	R.C.C.P.	1.2	1.0	3.4	0.8	1/2:1	1/2:1	1.0
	C.M.C.P.	1.0	0.8	2.8	0.6	"	"	"
30"	R.C.C.P.	1.5	1.3	5.1	1.5	"	"	"
	C.M.C.P.	1.3	1.0	4.6	1.3	"	"	"
36"	R.C.C.P.	2.0	1.6	6.9	2.3	"	"	"
	C.M.C.P.	1.7	1.3	6.3	2.1	"	"	"
42"	R.C.C.P.	2.6	2.1	8.9	3.1	"	"	"
	C.M.C.P.	2.2	1.7	8.1	2.9	"	"	"
48"	R.C.C.P.	3.2	2.6	10.7	3.9	"	"	"
	C.M.C.P.	2.8	2.2	9.8	3.6	"	"	"
60"	R.C.C.P.	8.4	6.9	14.5	5.5	"	1/4:1	2.38
	C.M.C.P.	6.9	5.9	13.3	5.2	"	"	2.20
72"	R.C.C.P.	12.4	9.9	18.3	7.1	"	"	2.68
	C.M.C.P.	10.0	8.0	16.8	6.2	"	"	2.40

PIPE ARCH

Size	Type	Cu. Yds. Mortar Rubble Masonry or Riprap per Endwall	"A" (Feet)	"B" (Feet)	Front Slope "S1"	Back Slope "S2"	Width of Footing of "W" (Feet)	
29"x18"	C.M.C.P.	1.0	0.8	1.1	0.3	1/2:1	1/2:1	1.0
36"x22"	"	1.3	1.0	2.2	0.5	"	"	"
43"x27"	"	1.7	1.2	3.7	1.0	"	"	"
50"x31"	"	1.9	1.4	4.9	1.5	"	"	"
58"x36"	"	2.1	1.7	6.3	2.1	"	"	"
65"x40"	"	2.5	2.0	7.5	2.6	"	"	"
72"x44"	"	2.9	2.4	8.6	3.1	"	"	"

CATTLE PASS

Size	Type	Cu. Yds. Mortar Rubble Masonry or Riprap per Endwall	"A" (Feet)	"B" (Feet)	Front Slope "S1"	Back Slope "S2"	Width of Footing of "W" (Feet)	
72"	ALTERNATE	12.4	9.9	18.3	7.1	"	"	2.68

GENERAL NOTES

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

CONCRETE MASONRY SUBSTITUTE

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

BID ITEMS

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

MORTAR RUBBLE MASONRY OR RIPRAP FOR CULVERT & CATTLE PASS ENDWALLS

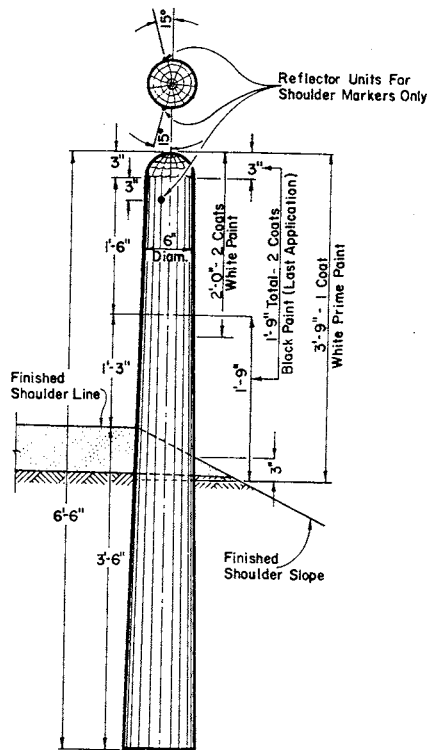
STATE HIGHWAY COMMISSION OF WISCONSIN

RECOMMENDED FOR APPROVAL:

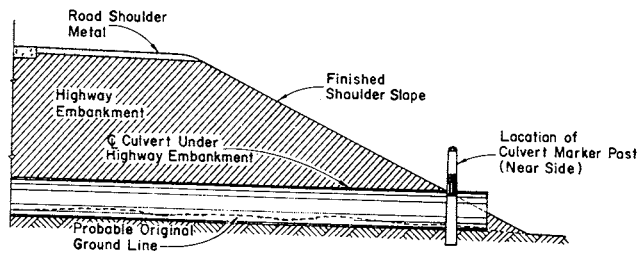
5/16/57
DATE
J. J. Pitt
ENGINEER OF DESIGN

APPROVED:
5/16/57
DATE
E. L. Postinger
STATE HIGHWAY ENGINEER

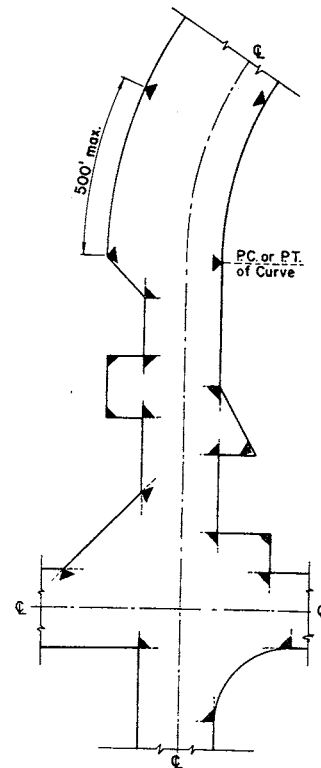
PLATE NO. 6-2.42



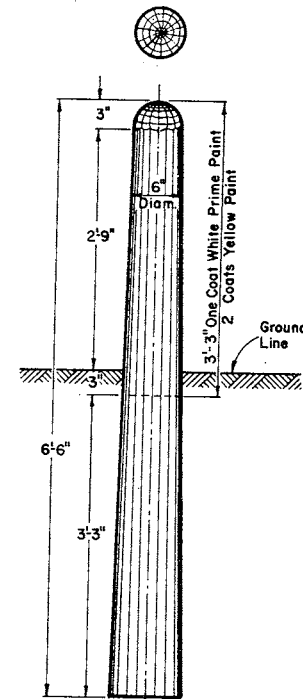
MARKER POST FOR ROAD SHOULDERS AND CULVERTS



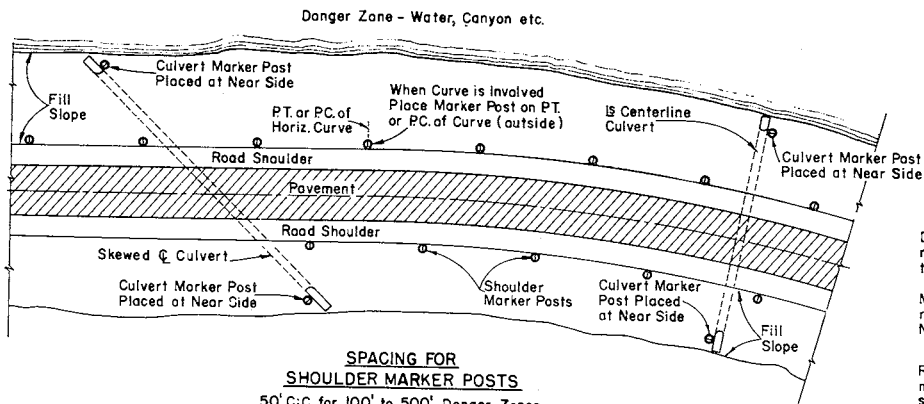
SECTION SHOWING RELATIVE LOCATION OF MARKER POST FOR CULVERTS



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 Jock 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

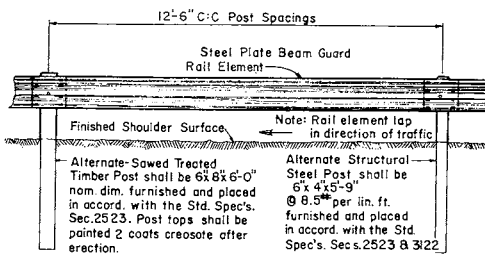
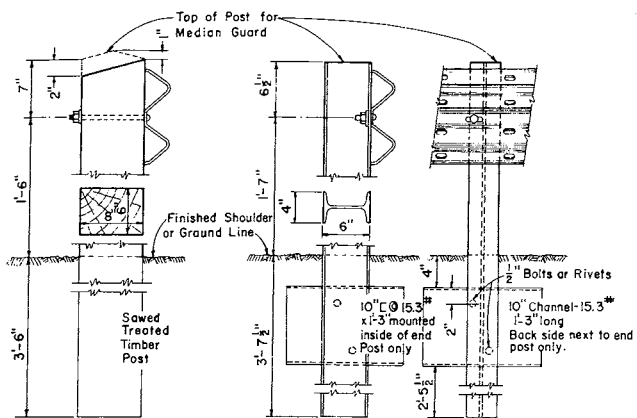
5/16/57
 DATE

APPROVED:

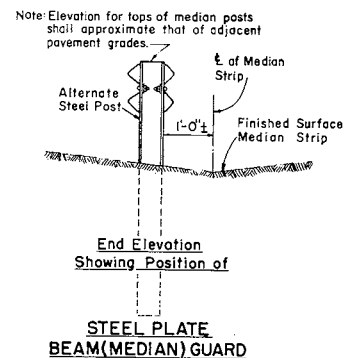
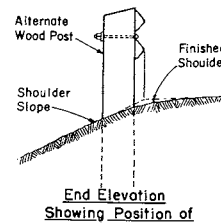
5/16/57
 DATE

J. Pelt
 ENGINEER OF DESIGN

E. L. Rosthiser
 STATE HIGHWAY ENGINEER



FRONT (Traffic Side) ELEVATION
STEEL PLATE BEAM GUARD OR
STEEL PLATE BEAM (MEDIAN) GUARD

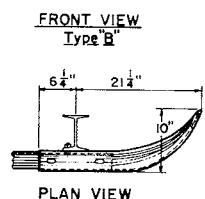
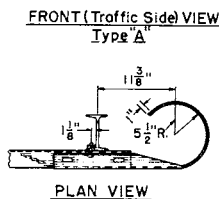
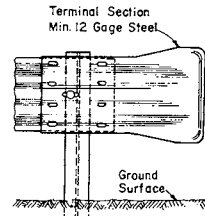
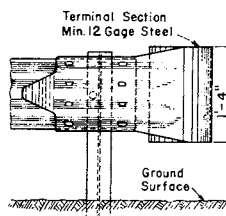


Side ELEVATION TIMBER POST

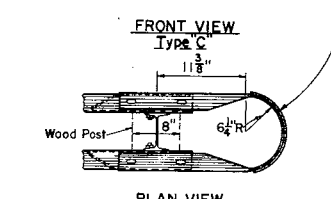
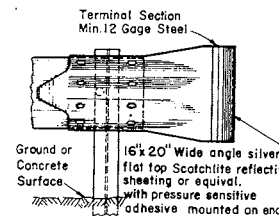
Side ELEVATION STEEL POST

Front ELEVATION STEEL POST

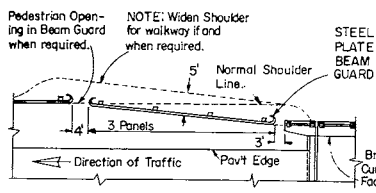
ALTERNATE TYPE POSTS FOR
STEEL PLATE BEAM GUARD AND
STEEL PLATE BEAM (MEDIAN) GUARD



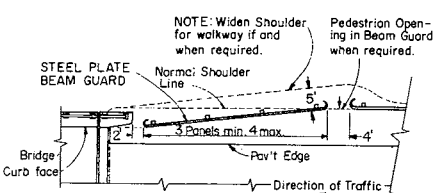
Alternate Types
TERMINAL SECTION DETAILS FOR
STEEL PLATE BEAM GUARD



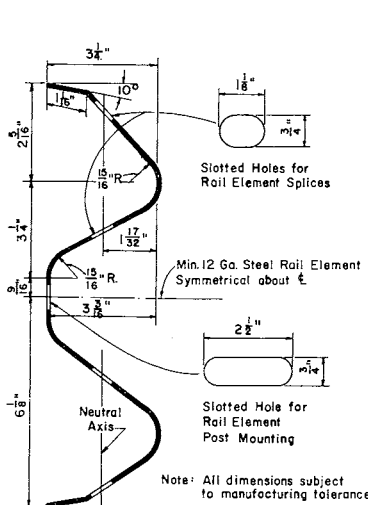
TERMINAL SECTION DETAILS FOR
STEEL PLATE BEAM (MEDIAN) GUARD



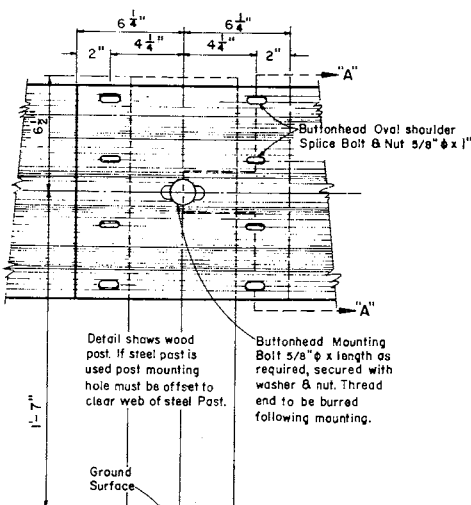
LOCATION DIAGRAM FOR STEEL PLATE BEAM GUARD AT BRIDGE EXITS



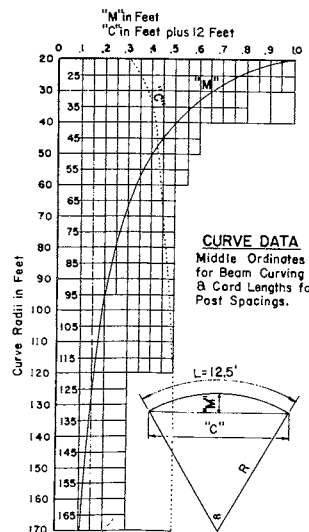
LOCATION DIAGRAM FOR STEEL PLATE BEAM GUARD AT BRIDGE APPROACHES



SECTION "AA"
RAIL ELEMENT SECTION
(Min. 12 GAGE STEEL)



RAIL ELEMENT SPLICING &
POST MOUNTING DETAILS



GENERAL NOTES

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

The Steel Plate Beam Guard (or Median) Guard shall consist of steel plate made of open hearth or electric furnace steel. Plates shall be blanked to proper shape, fabricated and ready for assembly when received in the field. The plates shall be true to plan dimensions and of uniform section. Warped or deformed plates will be rejected. The edges of the plates shall be rolled or rounded so that they present no sharp edges. All connections and splices shall be formed with flat round headed bolts, or similar detail so that no appreciable projection will be presented on the road side of the guard. The rail element shall be spliced by lapping in the direction of traffic or by butt joint with splice plate. Plate ends in top splices or plate ends and splice plate in butt splices shall make contact throughout the entire area of the splice.

TESTS

The elongation of a 2 inch specimen of the steel plate used in the rail element shall be not less than 12 percent tested in tension.

The minimum tensile strength of the rail element shall, when tested in conjunction with splices and end connections, be 50,000 lbs. The rail element when loaded as a simple beam, freely supported at each end on 12'-0" centers shall support a concentrated load of 1,500 lbs., applied at the center point, with a maximum deflection of 2 1/2 inches and shall support a concentrated load of 2,000 lbs. when tested in like manner with a maximum deflection of 5 1/2 inches.

PAINTING (When not furnished galvanized)

SHOP COAT - Promptly following fabrication, the plates for steel rail element and steel posts shall be thoroughly cleaned and painted with red lead primer or, upon the Engineers approval, an alternate of rust inhibitive primer may be used. All parts, hardware and appurtenant fittings for the complete beam guard assembly shall likewise be painted.

FIELD COAT - Following erection the steel rail elements, parts, hardware appurtenant fittings and steel posts shall be painted in accord with Standard Specifications with aluminum paint as provided in Section 3125.

Any damaged areas occurring to shop coat during transportation or erection shall be cleaned and painted with red lead or an approved rust inhibitive primer prior to any field coat painting.

Where the steel plate elements make contact with the post mountings ect. all such areas which are inaccessible to paint after erection shall be painted prior to erection.

All threaded portions of fittings, fasteners and cut ends of bolts shall be painted as specified immediately following erection.

CIRCULAR STEEL PLATE ELEMENT

Steel plate beam elements for beam guard or (median) guard for radii of 20 ft to 150 ft shall be shop-curved prior to shop coat painting. Steel plate beam elements shall be bent to true circular curvature, void of kinks. Kinks shall be cause for rejection.

Steel plate beam elements shall have a minimum bending radius of 20 feet.

ALTERNATE POSTS

One type of post shall be used for Steel Plate Beam Guard and/or Steel Plate Beam (Median) Guard throughout the length of each project unless specific authorization is obtained from the Engineer to use alternate types.

GALVANIZED-ALTERNATE

Steel rail elements may be furnished galvanized. Spalter coating shall be the hot dip process in accord with AASHTO designation M36. Only one type surface treatment (either painted or galvanized) may be used throughout the length of each project unless specific authorization is obtained from the Engineer to do otherwise.

MEASUREMENT & PAYMENT

The items of "Class B" Steel Plate Beam Guard and "Class B" Steel Plate Beam (Median) Guard shall be measured and paid for at the contract unit price per linear foot, measured in place by length in linear feet from end to end-out to out of steel plate terminal sections, which price shall be full compensation for furnishing and placing all materials and performing all work to completion in accord with the plans and the Standard Specifications Section 2523 and the applicable Special Provisions.

BID ITEMS

No. 2523- 3 Steel Plate Beam Guard..... Lin. Ft.
No. 2523-4 Steel Plate Beam (Median) Guard..... Lin. Ft.

**STEEL PLATE BEAM GUARD &
STEEL PLATE BEAM (MEDIAN) GUARD**

STATE HIGHWAY COMMISSION OF WISCONSIN

RECOMMENDED FOR APPROVAL:

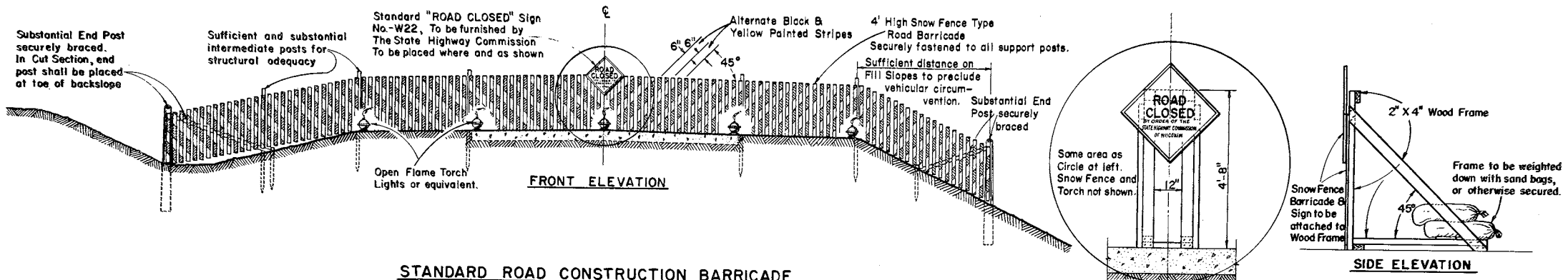
1/16/58
DATE:

J. S. Pelt
ENGINEER OF DESIGN

APPROVED:

1/16/58
DATE:

E. C. Rosthagen
STATE HIGHWAY ENGINEER



STANDARD ROAD CONSTRUCTION BARRICADE
SNOW FENCE TYPE-"A"

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

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.

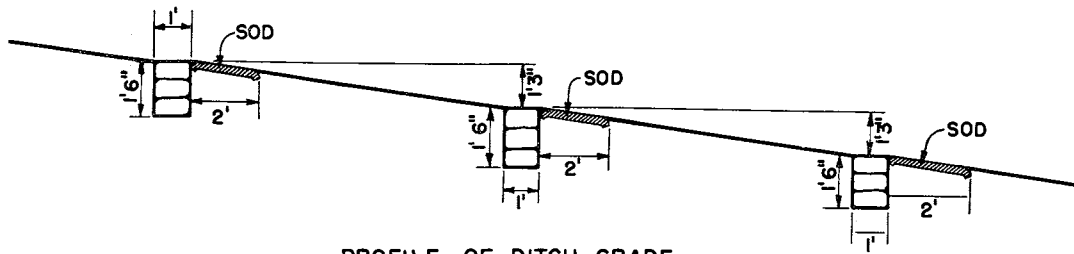
ALTERNATE DESIGNS

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:	
DATE: <u>6/2/55</u>	<u>J. d. Pelt</u> ENGINEER OF DESIGN
APPROVED:	
DATE: <u>6/2/55</u>	<u>E. C. Ruettinger</u> STATE HIGHWAY ENGINEER

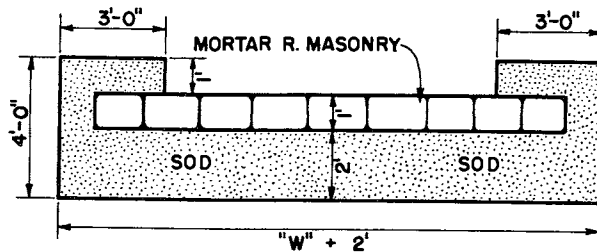


PROFILE OF DITCH GRADE

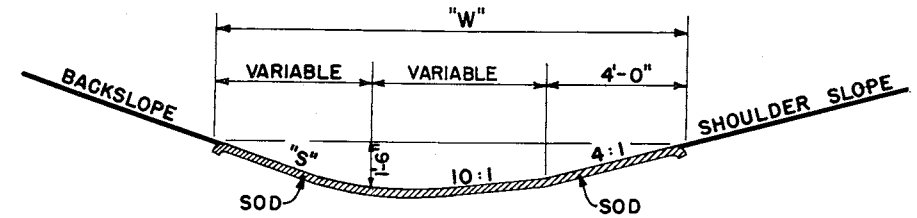


PROFILE OF DITCH GRADE

NOTE: NUMBER REQUIRED WILL BE DETERMINED BY VERTICAL SPACING.



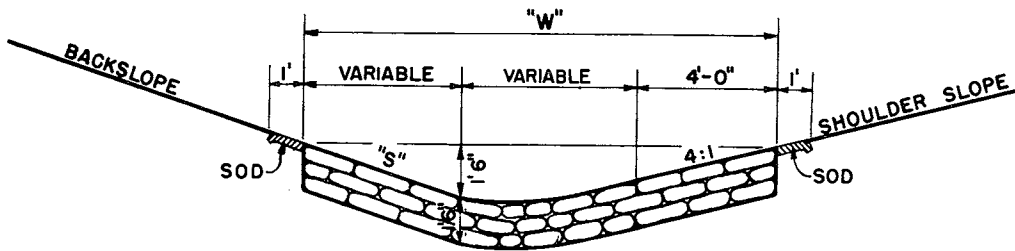
PLAN VIEW SHOWING SOD



SECTION

SOD DITCH CHECKS

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



SECTION

MORTAR RUBBLE MASONRY

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

CONSTRUCTION NOTES

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

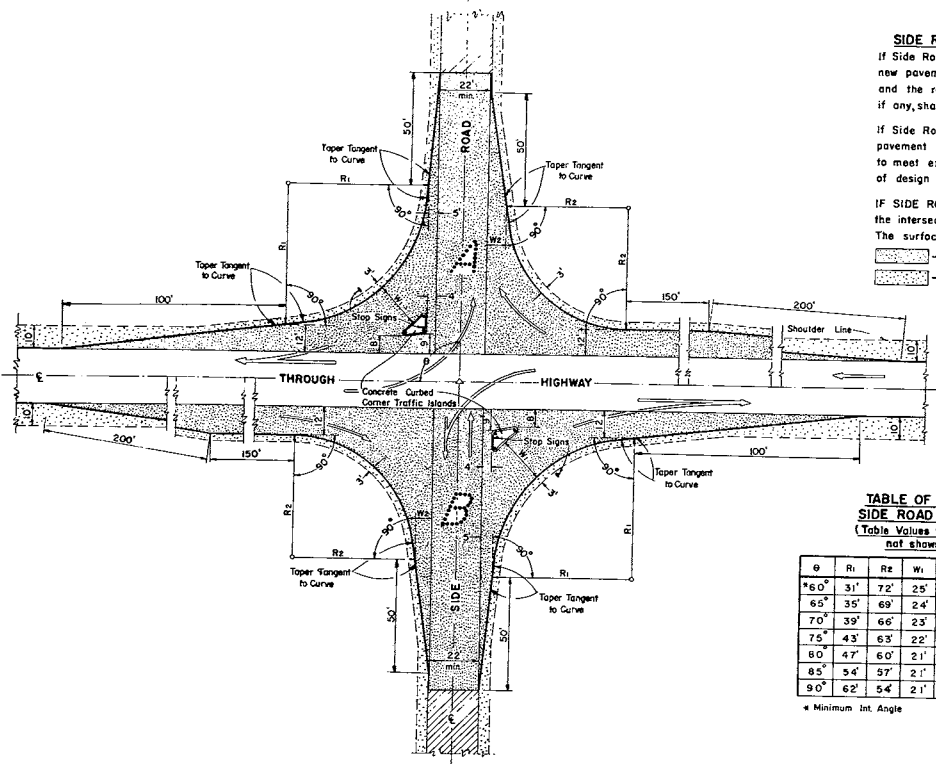
DITCH CHECKS
MORTAR RUBBLE MASONRY & SOD
STATE HIGHWAY COMMISSION OF WISC.
RECOMMENDED FOR APPROVAL:

Frank Coover
DESIGN ENGINEER

W. J. [Signature]
CONSTRUCTION ENGINEER

DATE: _____
APPROVED: _____
DRAWN DIV 9
CHECKED M.F.C.

E. L. Rottiers
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 same as for the project.



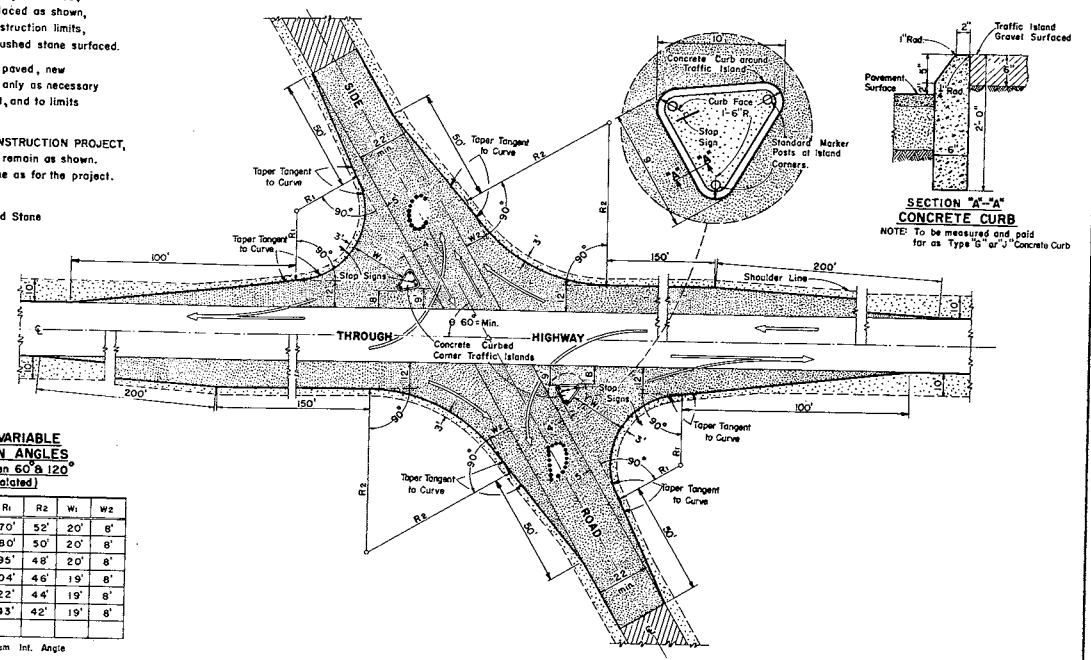
 - Pavement
 - Gravel or Crushed Stone

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

θ	R ₁	R _e	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



SECTION "A-A" CONCRETE CURB
 NOTE: To be measured and paid for as "Type G" or "J" Concrete Curb

MAJOR SIDE ROAD INTERSECTION DESIGN DETAILS
 To be used only when current ADT on Through Highway is 1500 or over, and on Side Road is Over 200

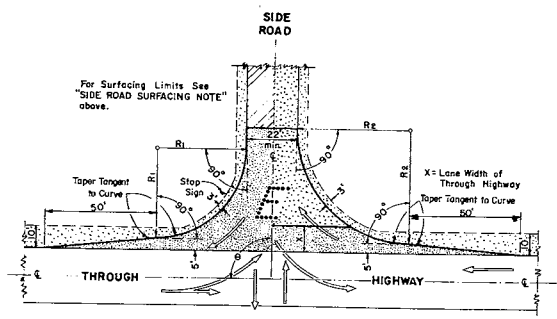


TABLE OF VALUES FOR VARIABLE SIDE ROAD INTERSECTION ANGLES
 (Table Values for Angles between 60° & 120° not shown shall be interpolated)

θ	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

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

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

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

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

STATE HIGHWAY COMMISSION OF WISCONSIN

RECOMMENDED FOR APPROVAL
 DATE: 1/17/58
 ENGINEER OF DESIGN: J. J. [Signature]

APPROVED
 DATE: 1/17/58
 STATE HIGHWAY ENGINEER: E. C. [Signature]

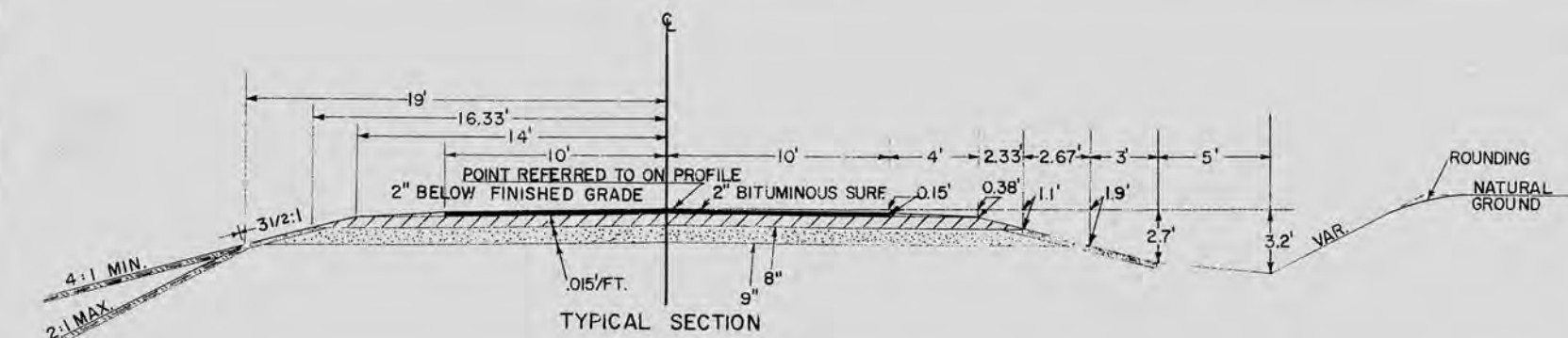
PLATE NO. 9-1.3

DETAIL SUMMARY SHEET OF MISCELLANEOUS QUANTITIES

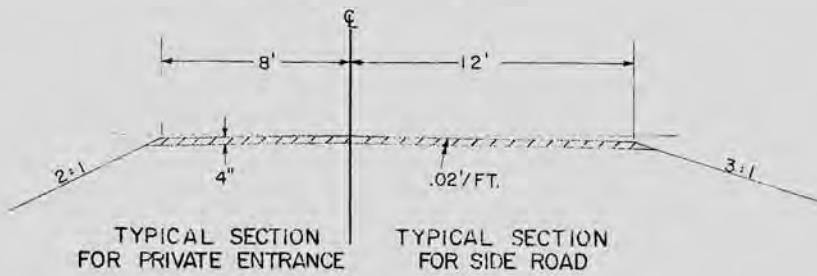
PROJECT	SHEET NUMBER	TOTAL SHEETS
S 1139 (3)	2	31

RING & GRUBBING			STEEL PLATE BEAM GUARD			GRANULAR SUBBASE			DISINTEGRATED GRANITE BASE COURSE			ENTRANCES							PIPE CULVERTS									
STA.	STATIONS		STA. TO STA.	SIDE	LIN. FT.	STA. TO STA.	LOCATION	SQ. YD.	STA. TO STA.	LOCATION	C.Y.	STATION	PE. OR SR.		CULVERT PIPE		SOD	RIPRAP C.Y.	GRANULAR SUBBASE COURSE S.Y.	DISINTEGRATED GRANITE COURSE C.Y.	MARKER POSTS EACH	STATION	DIAMETER INCHES	LENGTH LIN. FT.	TYPE	RIPRAP C.Y.	MARKER POSTS EACH	REMARKS
	CLEARING	GRUBBING											LT.	RT.	DIA. IN.	LIN. FT.												
8+00	8	8	6+75.5 - 7+29.0	LT.	53.5	0+00 - 73+90.0	RDWAY	26,647	0+00 - 73+90.0	RDWAY	7005	0+00	PE.						15	7								
15+00	6	6	6+88.0 - 7+41.5	RT.	53.5							5+66	PE.						25	30		39+33	30	46	RCCP	3	2	
27+00	9	9	9+28.5 - 9+82.0	LT.	53.5							14+50	PE.	24	24				15	8		54+00	24	44	RCCP	3	2	DITCH BLOCK REQ'D LT.
49+00	22	-	9+39.9 - 9+93.4	RT.	53.5							19+13	PE.	24	24				15	7								
73+90	25	25										26+45	S.R.	24	44				25	30								
												34+75	PE.	18	24				15	8								
												50+64	PE.	18	24				15	7								
												51+25	PE.	24	24				15	8								
												62+22	PE.	24	24				15	7								
												71+78	PE.						15	8								

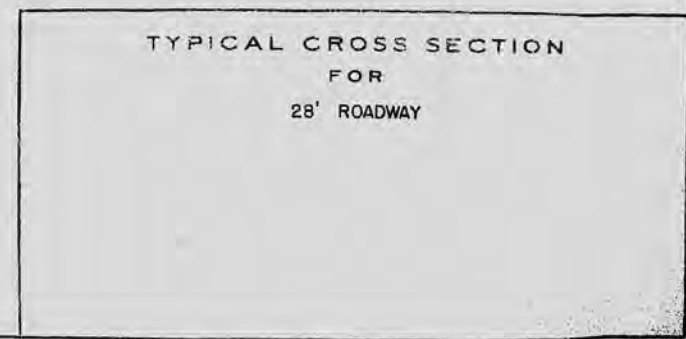
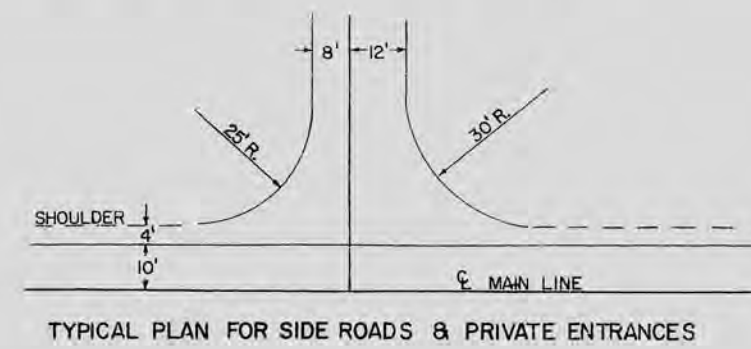
STATION	LOCATION	SIDE	SOD
73+00	DITCH CHECKS	LT.	675
70+00	DITCH CHECKS	RT.	522
DISTRIBUTED			103



- LEGEND**
- BITUMINOUS SURFACING NOT A PART OF THIS CONTRACT
 - DISINTEGRATED GRANITE BASE COURSE
 - GRANULAR SUBBASE COURSE
 - SALVAGED TOPSOIL 3"

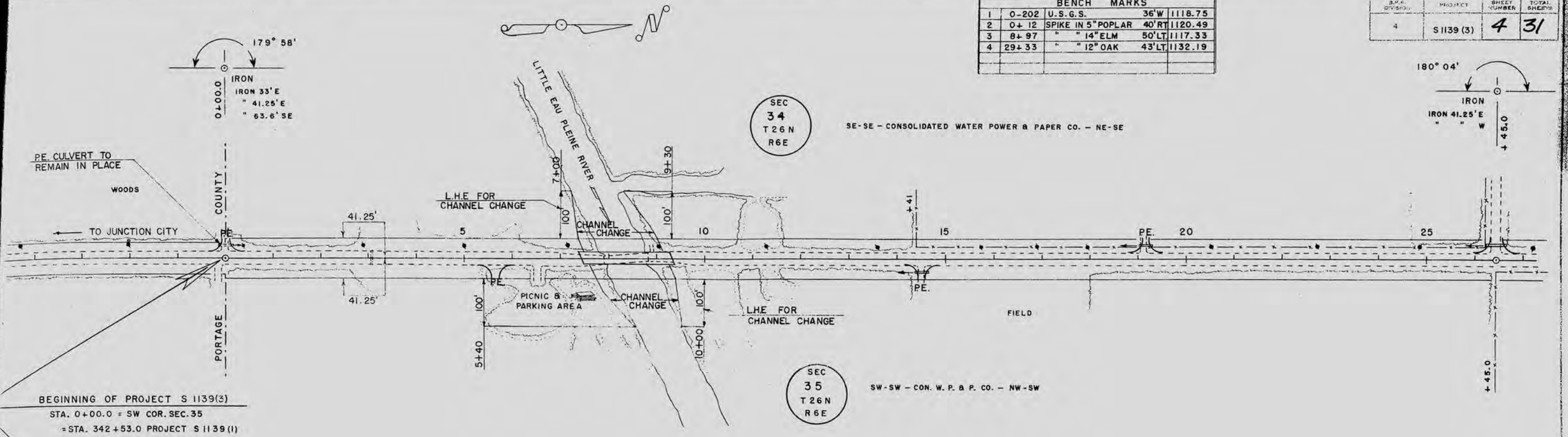


- APPLICABLE STANDARD DETAIL DRAWINGS**
- 1-1.1.2 MARSH EXCAVATION
 - 1-3.1.1 DETAILS OF PRIVATE ENTRANCE & SIDE ROAD APPROACHES
 - 6-2.4.2 MORTAR RUBBLE MASONRY OR RIPRAP FOR CULVERT & CATTLE PASS END WALLS
 - 7-1.3.3 MARKER POSTS AND MARKER POSTS FOR RIGHT OF WAY
 - 7-2.4.4 STEEL PLATE BEAM GUARD & STEEL BEAM MEDIAN GUARD
 - 7-4.1.2 CONSTRUCTION BARRICADE
 - 8-1.3.1 DITCH CHECKS, MORTAR RUBBLE MASONRY & SOD
 - 9-1.1.3 DESIGN AND LAYOUT DETAILS FOR SIDE ROAD AT GRADE INTERSECTIONS



BENCH MARKS			
1	0-202	U.S.G.S.	36'W 1118.75
2	0+12	SPIKE IN 5" POPLAR	40'RT 1120.49
3	8+97	" " 14" ELM	50'LT 1117.33
4	29+33	" " 12" OAK	43'LT 1132.19

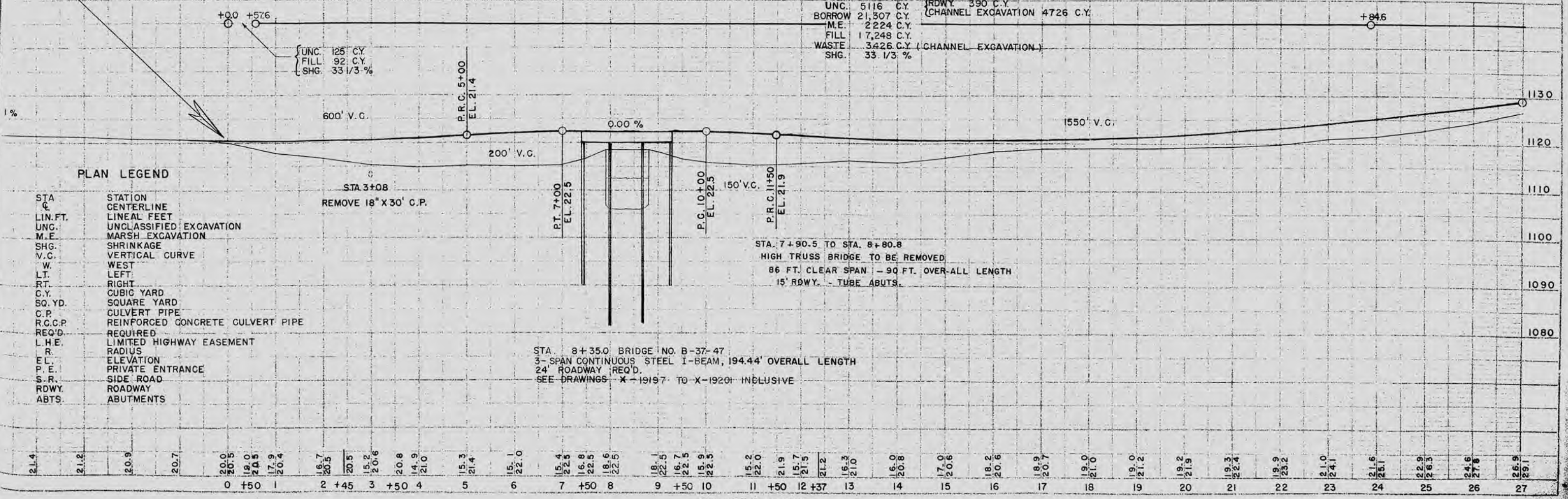
D.P. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	S 1139 (3)	4	31



BEGINNING OF PROJECT S 1139(3)
 STA. 0+00.0 = SW COR. SEC. 35
 = STA. 342+53.0 PROJECT S 1139(1)

NET LENGTH OF Q STA. 0+00.0 TO STA. 26+45.0 = 2,645.0 LINEAL FEET

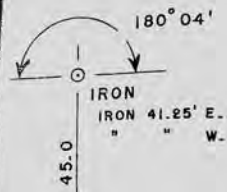
UNC.	5116 C.Y.	RDWY.	390 C.Y.
BORROW	21,307 C.Y.	CHANNEL EXCAVATION	4726 C.Y.
M.E.	2,224 C.Y.		
FILL	17,248 C.Y.		
WASTE	3,426 C.Y.	(CHANNEL EXCAVATION)	
SHG.	33 1/3 %		



PLAN LEGEND

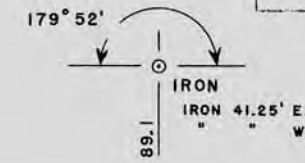
STA Q	STATION CENTERLINE
LIN. FT.	LINEAL FEET
UNC.	UNCLASSIFIED EXCAVATION
M.E.	MARSH EXCAVATION
SHG.	SHRINKAGE
V.C.	VERTICAL CURVE
W.	WEST
L.T.	LEFT
R.T.	RIGHT
C.Y.	CUBIC YARD
SQ. YD.	SQUARE YARD
C.P.	CULVERT PIPE
R.C.C.P.	REINFORCED CONCRETE CULVERT PIPE
REQ'D.	REQUIRED
L.H.E.	LIMITED HIGHWAY EASEMENT
R.	RADIUS
EL.	ELEVATION
P.E.	PRIVATE ENTRANCE
S.R.	SIDE ROAD
RDWY.	ROADWAY
ABTS.	ABUTMENTS

STA. 8+35.0 BRIDGE NO. B-37-47
 3-SPAN CONTINUOUS STEEL I-BEAM, 194.44' OVERALL LENGTH
 24' ROADWAY REQ'D.
 SEE DRAWINGS X-19197 TO X-19201 INCLUSIVE



BENCH MARKS				
4	29+33	SPIKE IN 12" OAK	43'L	1132.19
5	51+86	" " 14" MAPLE	88'L	1160.76
6	53+05	" " 10" OAK	45'R	1158.96
7	62+60	" " 10" OAK	70'L	1185.42

D.P. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	S 1139 (3)	5	31

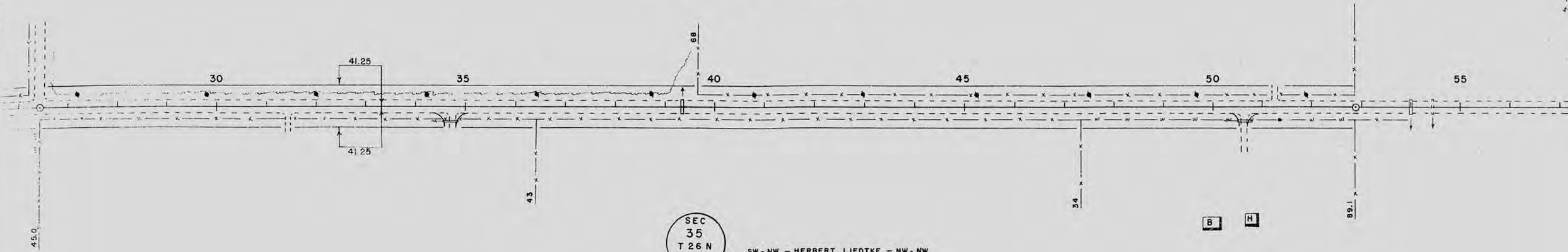


SEC
34
T 26 N
R 6 E

SE - NE - CON. W.P. & P. CO. - NE - NE

SEC
35
T 26 N
R 6 E

SW - NW - HERBERT LIETKE - NW - NW



NET LENGTH OF ϕ STA. 26+45.0 TO STA. 52+89.1 = 2,644.1 LINEAL FEET

OLD R/W - 4 RODS - TOWN RECORDS - P-195

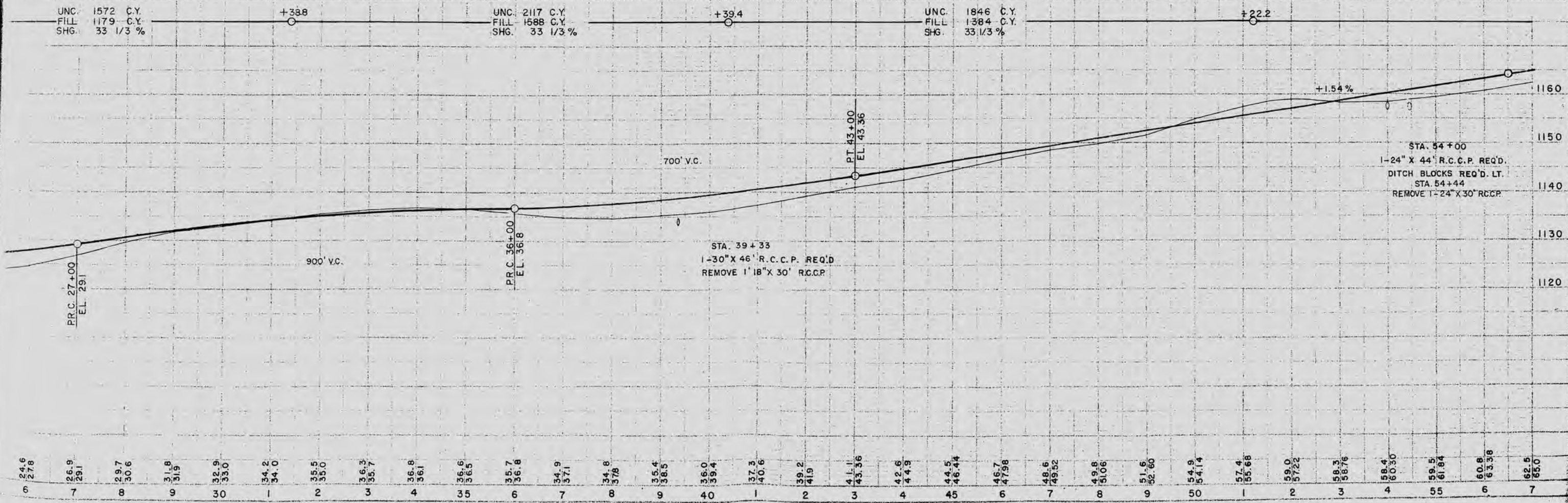


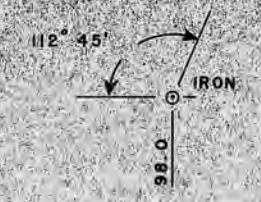
PLATE 1 - PLAN PROFILE (C. P. & STANDARD)
SUSCEPTIBLE TO CHANGE

BENCH MARKS			
6	53+0.5	SPIKE IN 10" OAK	45' R 1158.96
7	62+80	" " 10" OAK	70' L 1185.42
8	69+25	" " 8" OAK	90' R 1220.25
9	73+04	" " 7" OAK	55' L 1241.53
10	74+22	" " 20" MAPLE	30' R 1246.50

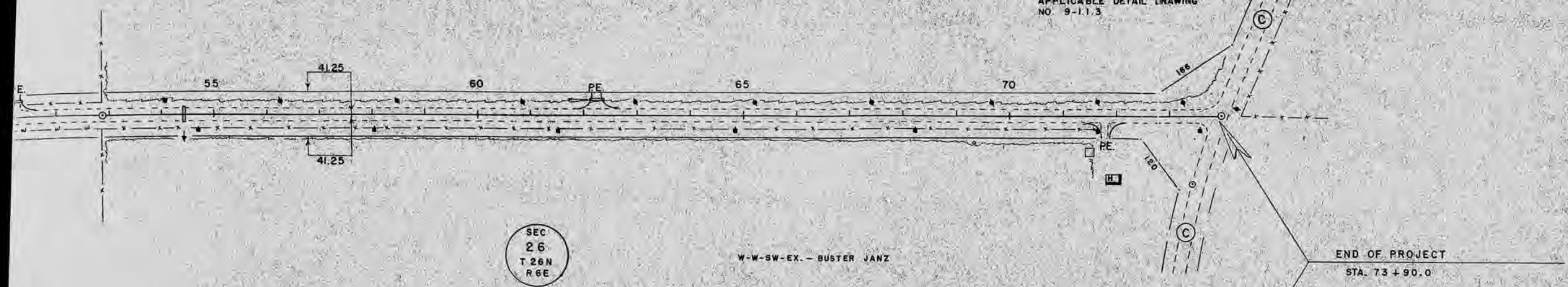


SEC. 27
T 26 N
R 6 E

SE-SE - Z. BOTWINSKI & B. DOMINEWSKI - NE-SE-EX.



STA. 73+90 LT. & RT.
TYPE "E" INTERSECTION SEE
APPLICABLE DETAIL DRAWING
NO. 9-1.1.3

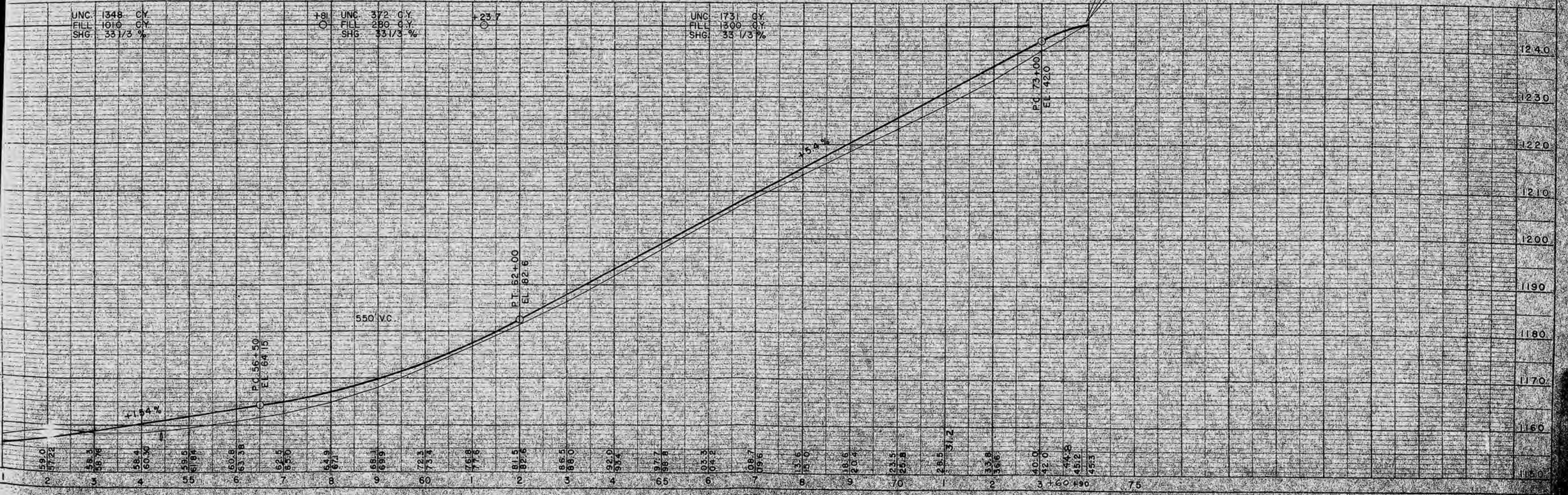


SEC. 26
T 26 N
R 6 E

W-W-SW-EX. - BUSTER JANZ

END OF PROJECT
STA. 73+90.0

NET LENGTH OF C STA. 52+89.1 TO STA. 73+90.0 = 2,100.9 LINEAL FEET



UNC. 1348 CY
FILL 1016 CY
SHG. 33 1/3 %

+81
UNC. 372 CY
FILL 280 CY
SHG. 33 1/3 %

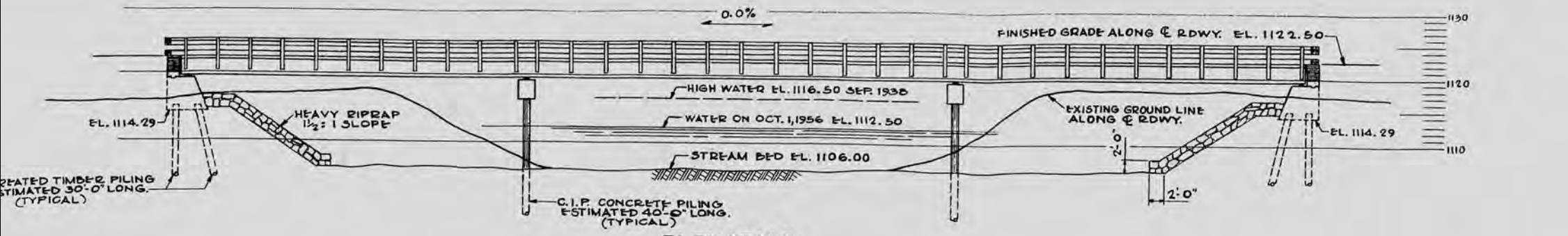
+23.7

UNC. 173 CY
FILL 1300 CY
SHG. 35 1/3 %

COUNTY & HIGHWAY	ROUTE & SECTION	CLASS & AGREEMENT	B. P. R. DIVISION	PROJECT	SHEET NO.	TOTAL SHEETS
37.6	1139.0	11.3	4	51139(3)	15	31

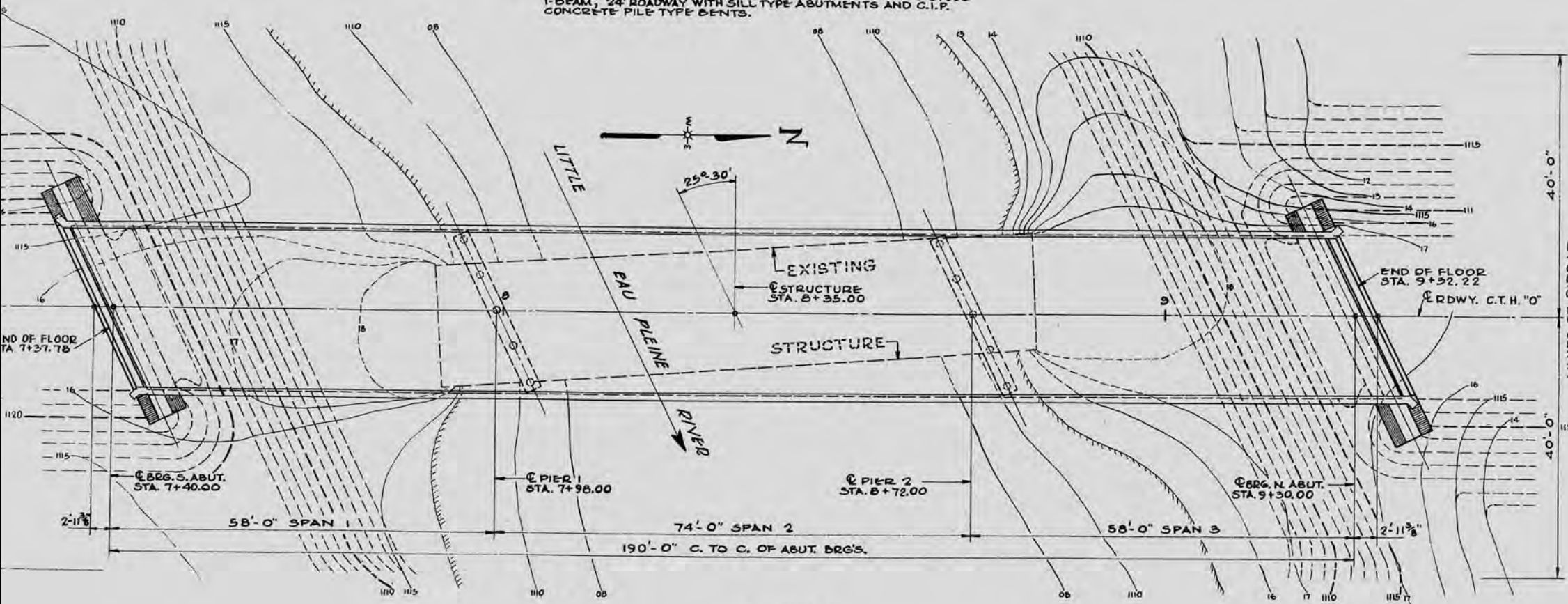
BENCH MARK

NO.	STATION	DESCRIPTION	ELEV.
3	8+97.00	SPIKE IN 14" ELM - 50' LEFT	1117.33



ELEVATION

EXISTING STRUCTURE: 86' CLEAR SPAN HIGH TRUSS, 15' ROADWAY WITH TUBE ABUTMENTS. NEW STRUCTURE: 3-SPAN CONTINUOUS STEEL I-BEAM, 24' ROADWAY WITH SILL-TYPE ABUTMENTS AND C.I.P. CONCRETE PILE TYPE PENTS.



LAYOUT

TOTAL ESTIMATED QUANTITIES

BID ITEMS	UNIT	SUPER-STRUCTURE	SOUTH ABUT.	PIER 1	PIER 2	NORTH ABUT.	TOTAL
EXCAVATION FOR STRUCTURES	C.Y.		35			35	70
CONCRETE MASONRY	C.Y.	111.8	40.8	7.5	7.5	40.8	208.4
BAR STEEL REINFORCEMENT	L.B.	24,910	930	590	590	930	27,950
STRUCTURAL CARBON STEEL	L.B.	109,150					109,150
LUBRICATED BRONZE PLATES	L.B.	62					62
* UNTREATED TIMBER TEST PILING (@ 45')	LUMP SUM						1
TREATED TIMBER PILING - DELIVERED	L.F.		360			360	720
TREATED TIMBER PILING - DRIVEN	L.F.		360			360	720
** CAST-IN-PLACE CONCRETE TEST PILING (@ 60')	LUMP SUM						1
CAST-IN-PLACE CONCRETE PILING - DEL.	L.F.			200	160		360
CAST-IN-PLACE CONCRETE PILING - DR.	L.F.			150	120		270
PILE SHOES	EACH		12			12	24
STEEL RAILING	L.F.	395					395
BEARING PADS	S.F.	16					16
HEAVY RIPRAP	C.Y.		160			160	320
NON-BID ITEMS							

* DRIVE AT LOCATION OF SOUTH ABUTMENT.
** DRIVE AT LOCATION OF PIER 2.

GENERAL NOTES

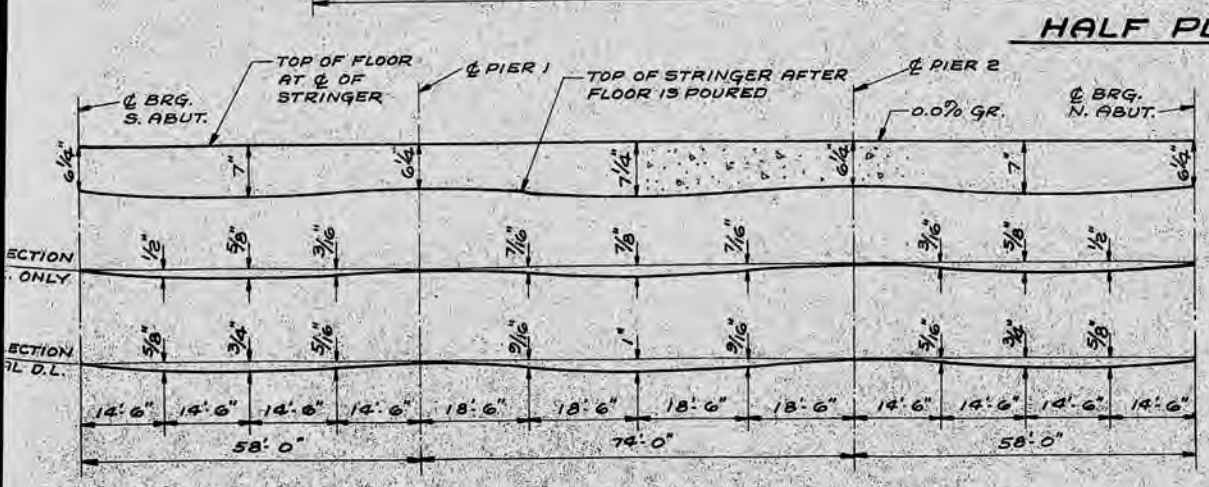
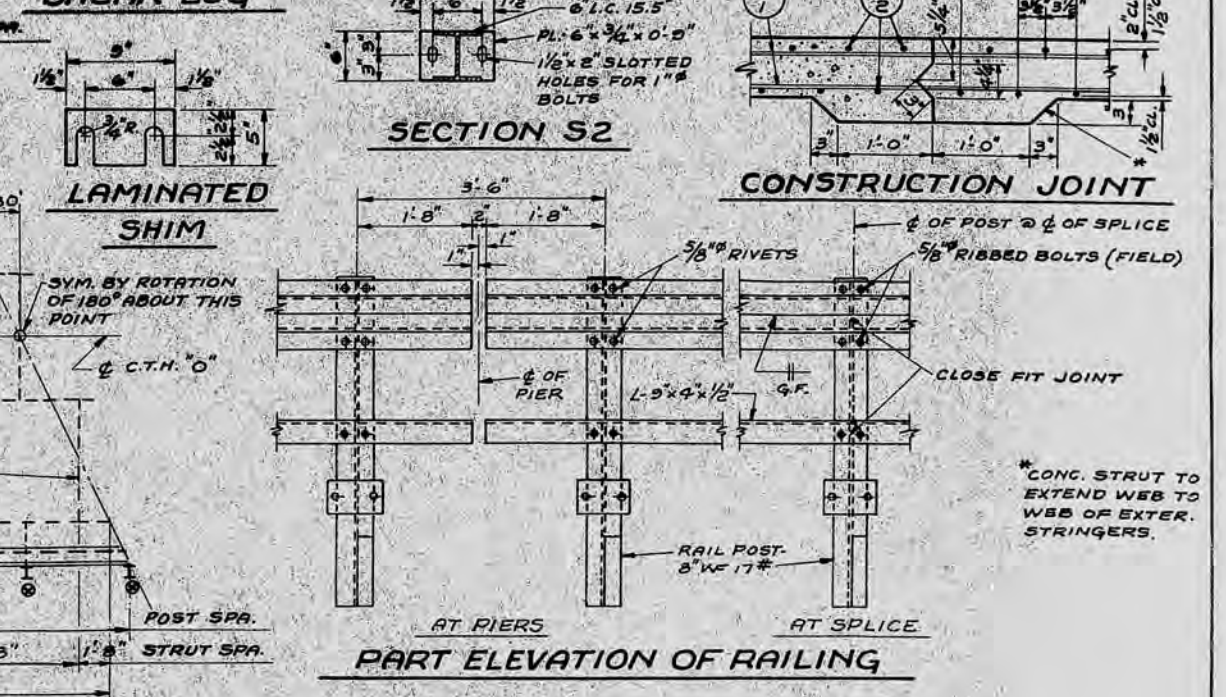
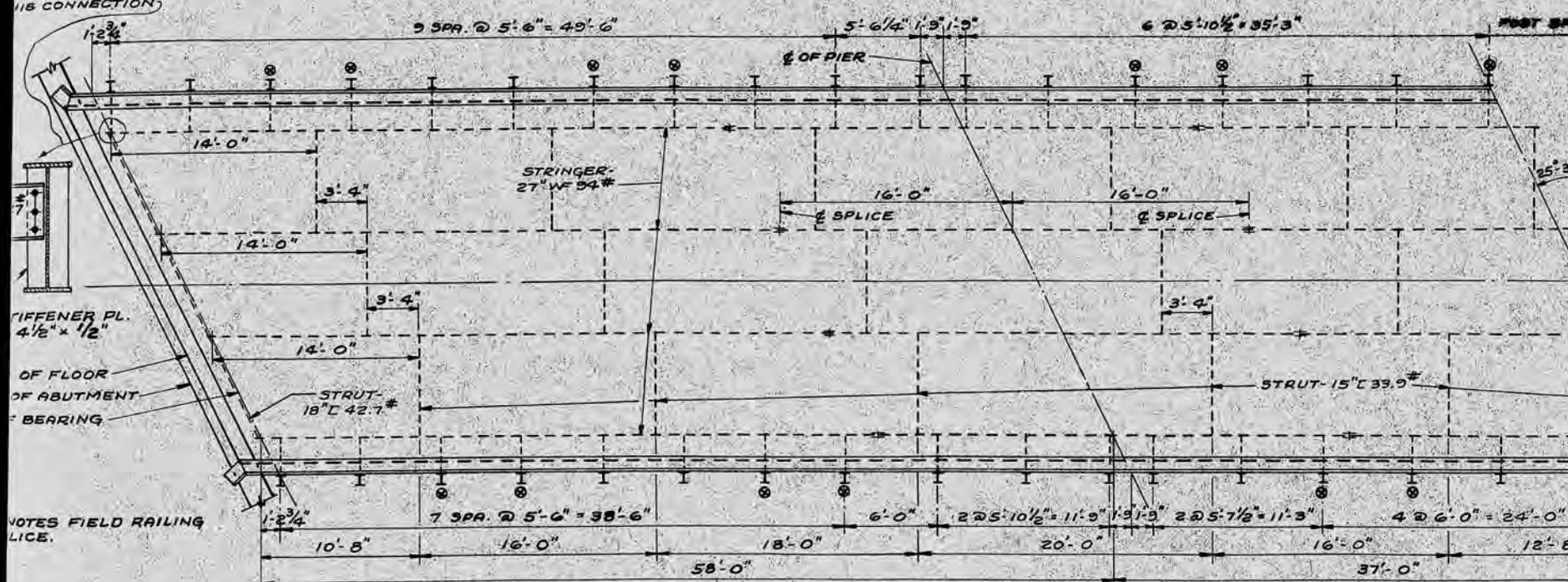
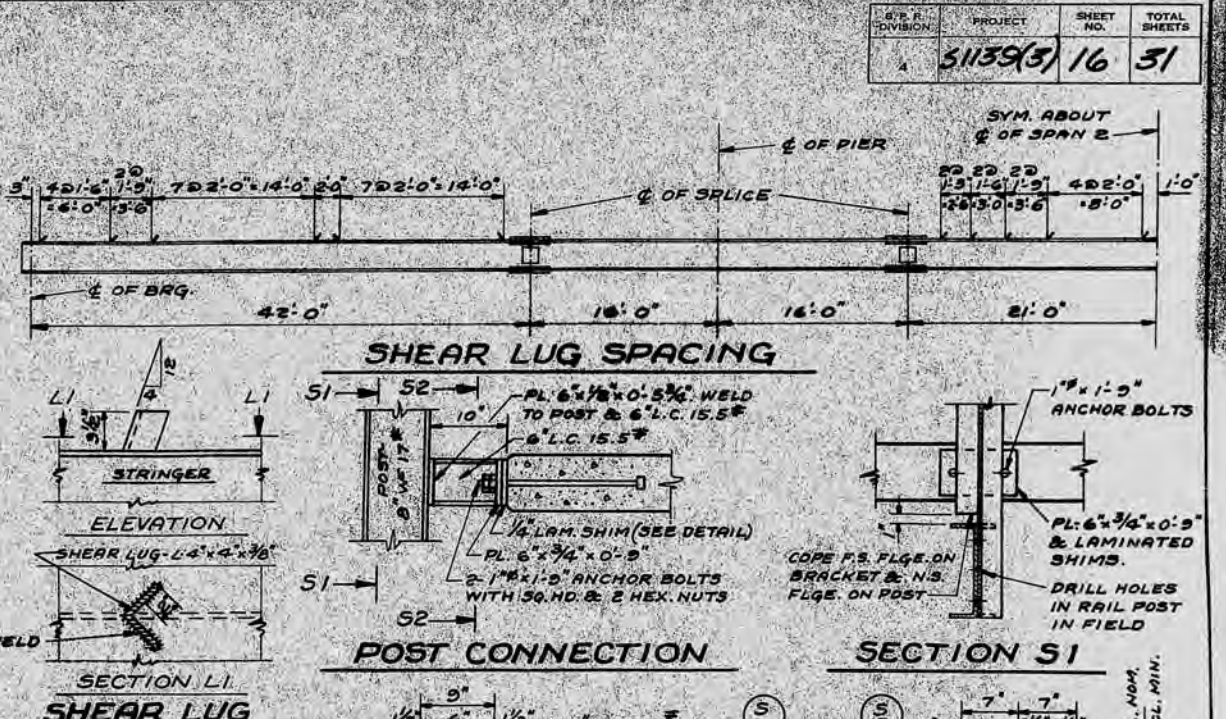
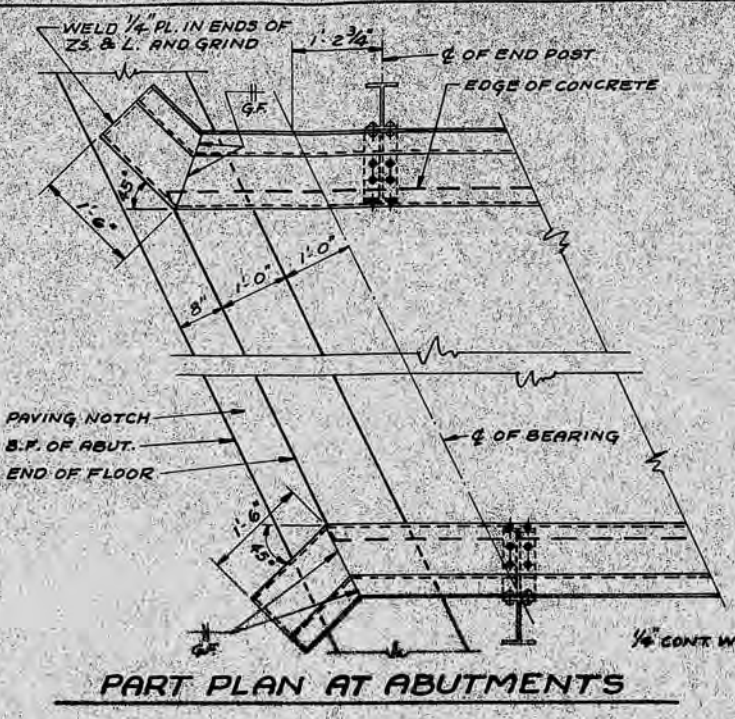
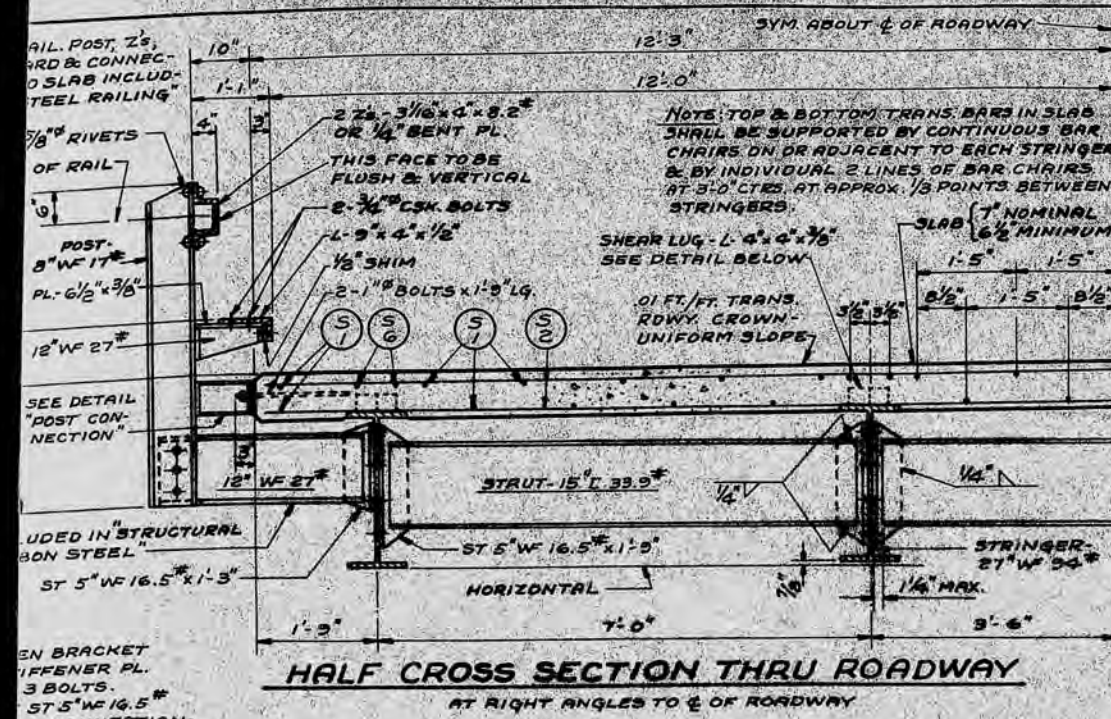
DRAWINGS SHALL NOT BE SCALED.
ALL CONCRETE MASONRY SHALL BE GRADE "AA".
BEVEL EXPOSED EDGES OF CONCRETE 1" UNLESS OTHERWISE SPECIFIED.
BAR STEEL REINFORCEMENT SHALL BE IMBEDDED 2" CLEAR UNLESS OTHERWISE SHOWN OR NOTED.
THE USE OF STRUCTURAL GRADE BAR STEEL REINFORCEMENT IS PROHIBITED.
PILING FOR ABUTMENTS SHALL BE TREATED TIMBER PILING ESTIMATED 30'-0" LONG AND DRIVEN TO A MINIMUM BEARING VALUE OF 15 TONS PER PILE.
PILING FOR PIERS SHALL BE CAST-IN-PLACE CONCRETE PILING ESTIMATED 40'-0" LONG AND DRIVEN TO A MINIMUM BEARING VALUE OF 37 TONS PER PILE.
THE TOP AND SLOPE OF THE FILL IN FRONT OF THE ABUTMENTS SHALL BE RIPRAPPED AS SHOWN IN "SECTION A1" ON DRAWING X19201 AND TO THE EXTENT SHOWN IN "PLAN" ON THIS DRAWING.
ALL SHOP AND FIELD CONNECTIONS SHALL BE 3/4" RIVETS OR HIGH STRENGTH BOLTS UNLESS OTHERWISE SPECIFIED.

LIST OF DRAWINGS

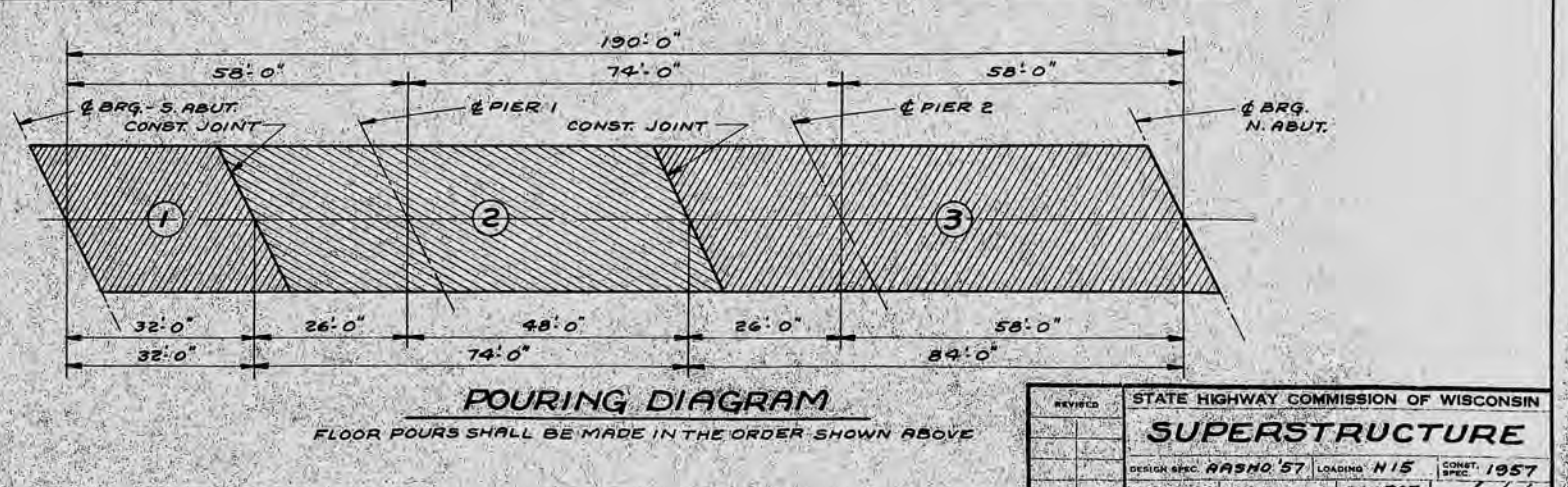
1. LAYOUT ————— X19197
2. SUPERSTRUCTURE ——— X19198
3. SUPERSTRUCTURE ——— X19199
4. PIERS ————— X19200
5. ABUTMENTS ————— X19201

REVISED	STATE HIGHWAY COMMISSION OF WISCONSIN			
LAYOUT				
MARATHON		BERGEN		STA. 8+35.00
SECTION 35 & 34		TOWNSHIP 26 N.		RANGE 6 E.
DESIGN SPEC. A.A.S.H.O. 1957		EL. 1114.29		LONG. 1957
P-12-12-5B		CORRECTED I.D.D.		DRAWN T.M.K. 4.6.6
SUBMITTED BY <i>J.V. Schultz</i>				
APPROVED BY <i>W.F. Steuber</i>				
STRUCTURE B-37-47 SHEET 1 OF 5				

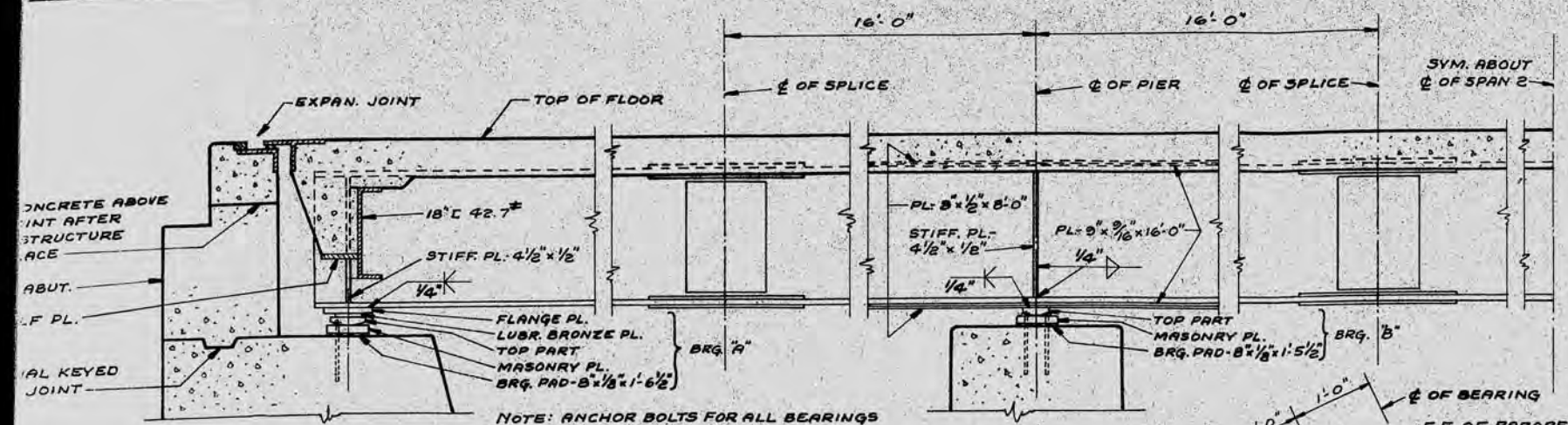
X 19197



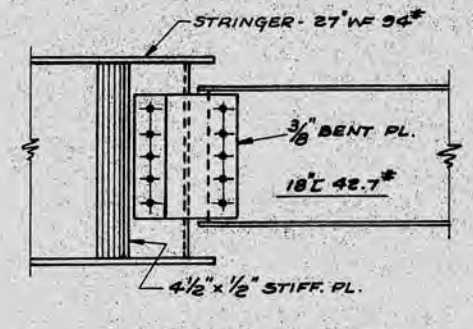
NOTE: SLAB THICKNESSES SHOWN ARE THEORETICAL & MAY NEED TO BE CHANGED TO COMPENSATE FOR VARIATIONS IN STRINGERS & OTHER CONSTRUCTION DISCREPANCIES. THE SLAB MAY BE REDUCED TO 1/2" LESS THAN THE NOMINAL BY DECREASING THE CONCRETE COVER ON THE TOP REINF. BARS FROM 2" TO 1 1/2" TO COMPENSATE FOR VARIABLE FIELD CONDITIONS WHERE NECESSARY.



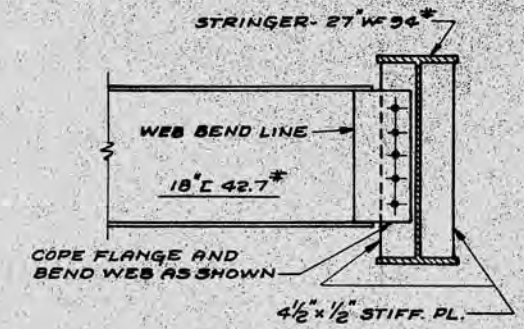
REVIEWED	STATE HIGHWAY COMMISSION OF WISCONSIN		
	SUPERSTRUCTURE		
DESIGN SPEC.	RASHO 57	LOADING	N 15
DATE	7-12-58	DESIGN	DRAWN
STRUCTURE	B-37-47	SHEET	2 OF 5



HALF LONGITUDINAL SECTION



SECTION E2



SECTION E3

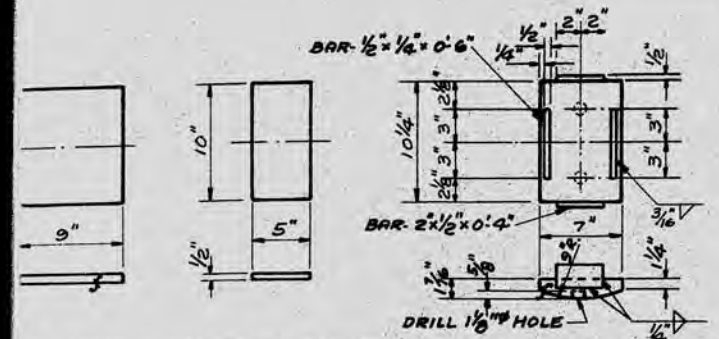
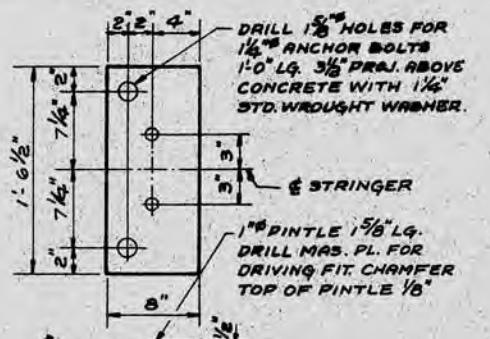


PLATE LUBR. BRONZE PL. TOP PART BEARING "A"



MASONRY PLATE

BEARING NOTES

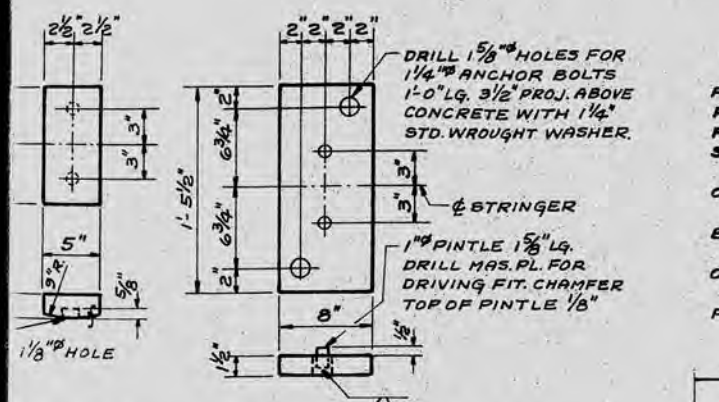
ALL STRUCTURAL STEEL BEARING PLATES SHALL BE FLAT ROLLED STEEL PLATES WITH ALL SURFACES SMOOTH & FREE FROM WARP & ALL EDGES SMOOTH, STRAIGHT & VERTICAL.

ALL PLATE CUTS SHALL BE MACHINE OR MACHINE FLAME CUTS.

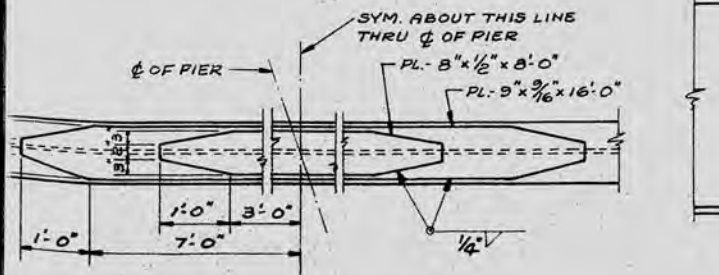
ALL SURFACES MARKED "F" SHALL BE MACHINE FINISHED.

LUBRICATE TOP SURFACE ONLY OF BRONZE PLATES.

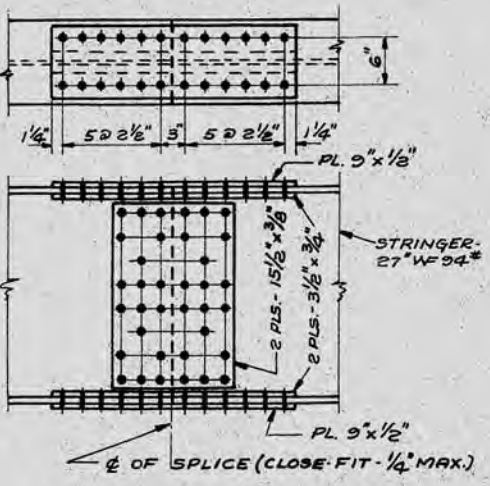
FINISH BOTTOM SURFACE OF FLANGE PLATES A.S.A. 125.



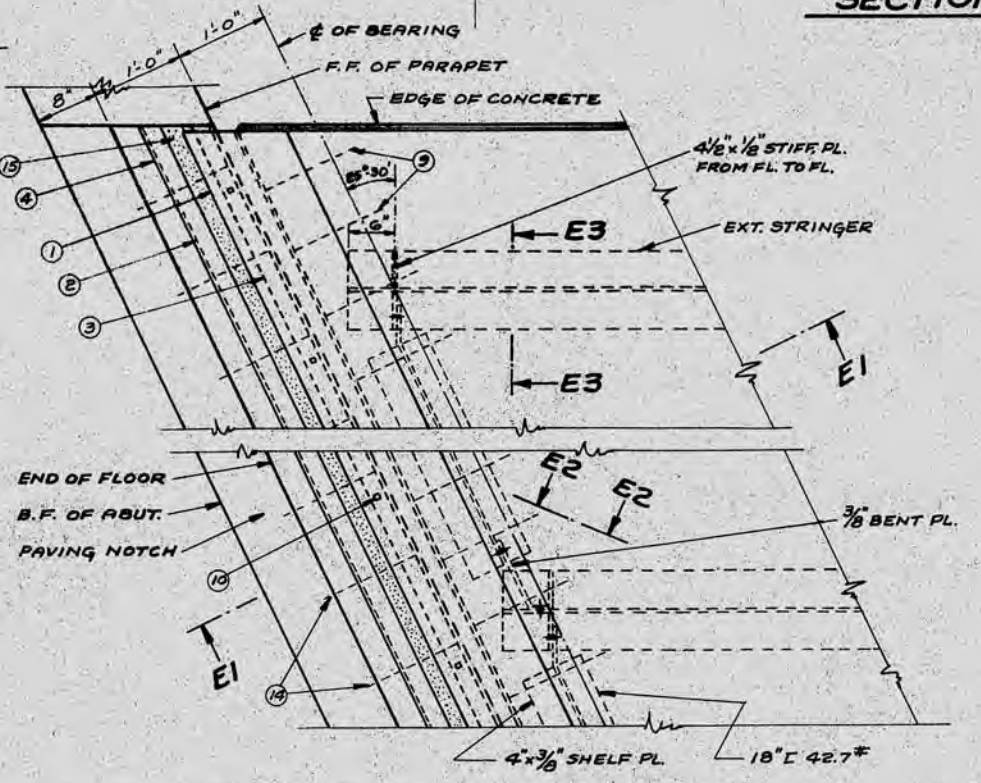
TOP PART MASONRY PLATE BEARING "B"



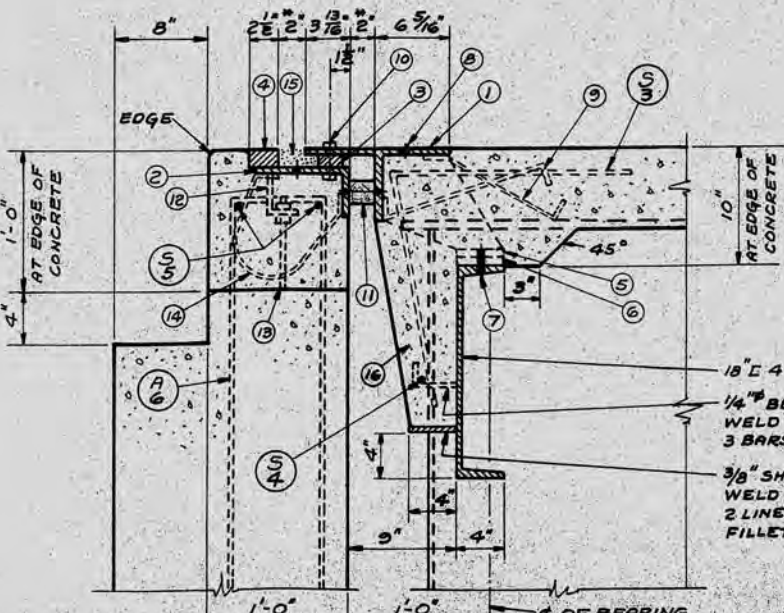
COVER PLATE DETAIL TOP & BOTTOM FLANGES



SPLICE DETAIL



PART PLAN OF EXPANSION JOINT



SECTION E1

* DIMENSION BASED ON TEMP. OF 60°F

- LEGEND
- 1- ST. 6" WF 39.5" x SLAB WIDTH
 - 2- L - 8" x 4" x 7/16" x SLAB WIDTH
 - 3- BAR - 2" x 3/4" x SLAB WIDTH - WELD TO L#2 - 1/4" WELD - 2" @ 6" CTS. - STAGGER.
 - 4- BAR - 2 1/2" x 1 1/2" x SLAB WIDTH - WELD TO L#2 - 1/4" WELD - 2" @ 6" CTS. - STAGGER.
 - 5- ST 7" WF 21.5" - WELD TO ST#1. PLACE AT 1/4 & 3/4 POINTS ON C. 2 PER L.
 - 6- 3/8" LAMINATED SHIM.
 - 7- 2 HOLES FOR 3/4" ERECTION BOLTS.
 - 8- 1 3/16" VENT HOLES IN ST#1 & L#2 @ 3'-0" CTRS.
 - 9- 5/8" x 1'-6" BENT BAR @ 1'-6" ALT. CTRS. WELD TO ST#1.
 - 10- 1/2" BOLT & 5/8" NUT @ 2'-0" CTRS. GREASE FOR EASY REMOVAL. 3/16" x 1 1/2" SLOTTED HOLE IN ST#1. LONG DIMENSION OF HOLE PARALLEL TO CL ROW. AFTER CONCRETE HAS SET REMOVE BOLT & FILL HOLE WITH HOT POURED ELASTIC TYPE SEALER.
 - ** 11- 3/16" HOLES @ 3'-0" CTRS. & 1/2" BOLT WITH WOOD BLOCK.
 - 12- L - 3" x 2 1/2" x 1/4" x 0'-3". WELD TO L#2 AS SHOWN @ 3'-0" CTRS.
 - 13- 1/2" BOLT & 2 NUTS.
 - 14- 5/8" BENT BAR. BEND AS SHOWN & WELD TO L#2 @ 1'-0" CTRS.
 - 15- APPLY ONE COAT 1/16" THICK TO SURFACES AS SHOWN. AFTER CONCRETE HAS SET FILL JOINT WITH HOT POURED ELASTIC TYPE SEALER.
 - 16- DIAPHRAGM TO EXTEND WEB TO WEB OF EXT. STRINGERS.
- ** BLOCK & BOLT FOR SHIPMENT ONLY.

REVISED	STATE HIGHWAY COMMISSION OF WISCONSIN		
	SUPERSTRUCTURE		
	DESIGN SPEC. ARS HD-1957	LOADING H15	CONSTR. SPEC. 1957
	DATE 12-18-52	DESIGNER	DRAWN BRZ
		CRD. H.L.L.	
STRUCTURE	B-37-47	SHEET	3 OF 5

BILL OF BARS

DIMENSIONS IN BENDING DETAILS ARE OUT TO OUT.

PIERS

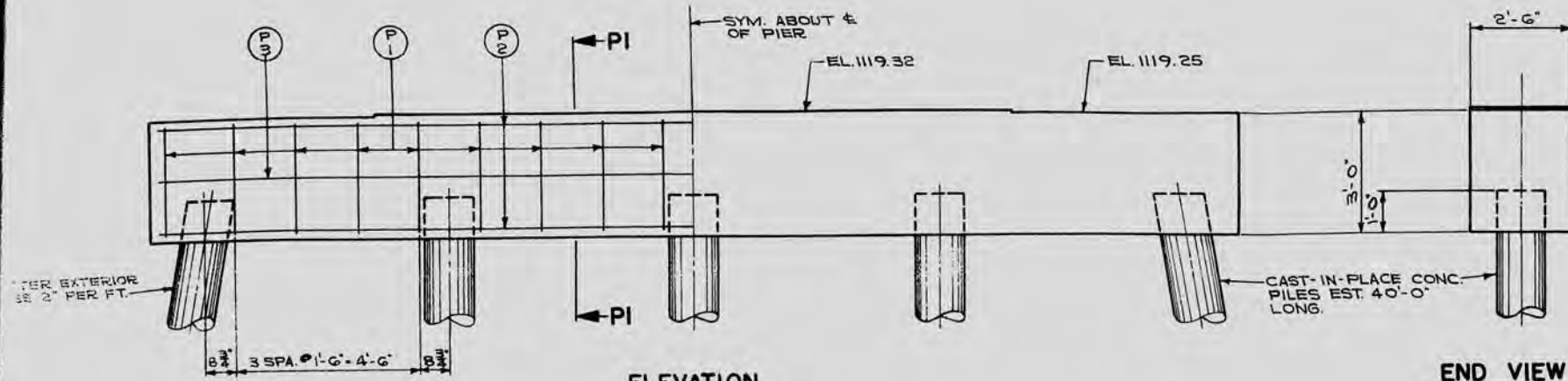
1,180 #

POUR MARK	NO.	SIZE	LENGTH	SPACING	LOCATION	DET.
P1	36	4	10-9	SHOWN	PIER CAP STIRRUPS	A
P2	16	7	26-0	SHOWN	HORIZ.	
P3	4	4	26-0	SHOWN		

SUPERSTRUCTURE

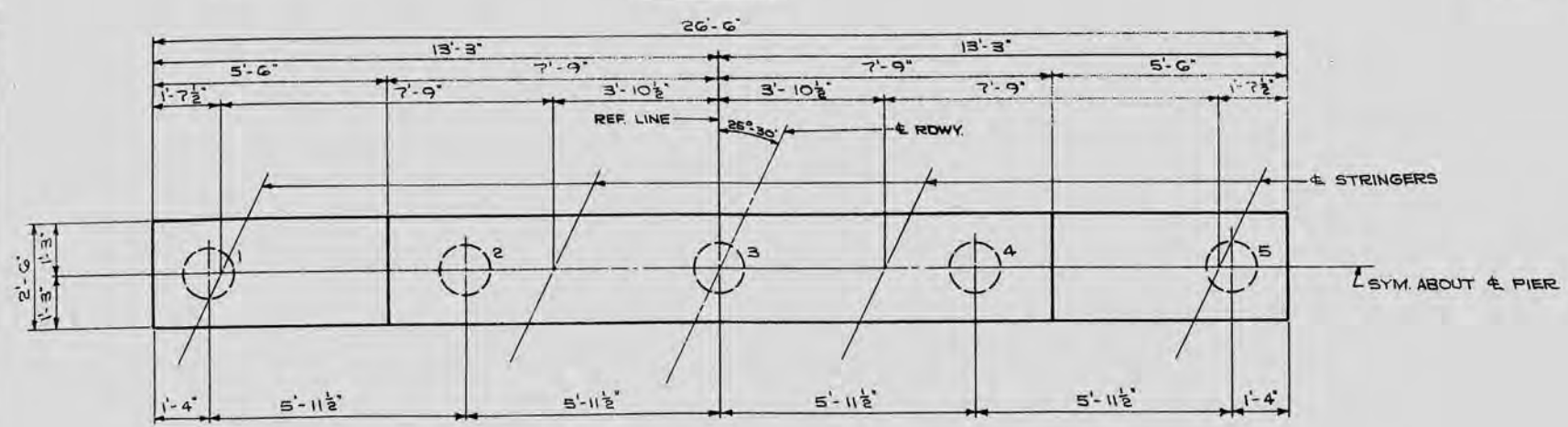
24,910 #

POUR MARK	NO.	SIZE	LENGTH	SPACING	LOCATION	DET.	
POUR 1	S1	62	5	25-0	SHOWN	LONG. FLOOR - TOP & BOT.	
	S2	110	5	26-6	7	TRANS.	
	S3	23	4	3-3	1-0	AT EXP. JOINT	B
	S4	1	4	23-0	SHOWN		
	S5	8	4	6-6	SHOWN	END BLOCK - DO NOT LAP	
POUR 2	S1	93	5	25-0	SHOWN	LONG. FLOOR - TOP & BOT.	
	S2	253	5	26-6	7	TRANS.	
	S6	8	5	15-0	SHOWN	OVER PIER	
POUR 3	S1	93	5	25-0	SHOWN	LONG. FLOOR - TOP & BOT.	
	S2	288	5	26-6	7	TRANS.	
	S3	23	4	3-3	1-0	AT EXP. JOINT	B
	S4	1	4	23-0	SHOWN		
	S5	8	4	6-6	SHOWN	END BLOCK - DO NOT LAP	
	S6	8	5	15-0	SHOWN	OVER PIER	

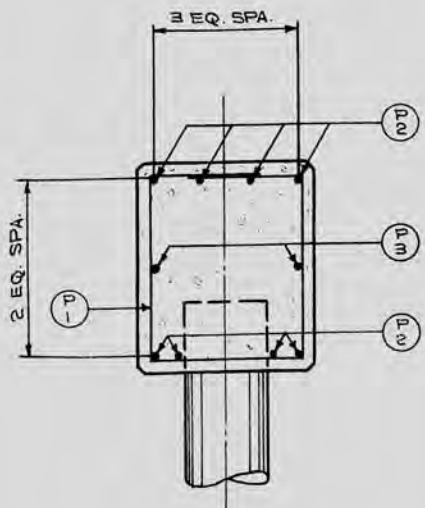


ELEVATION

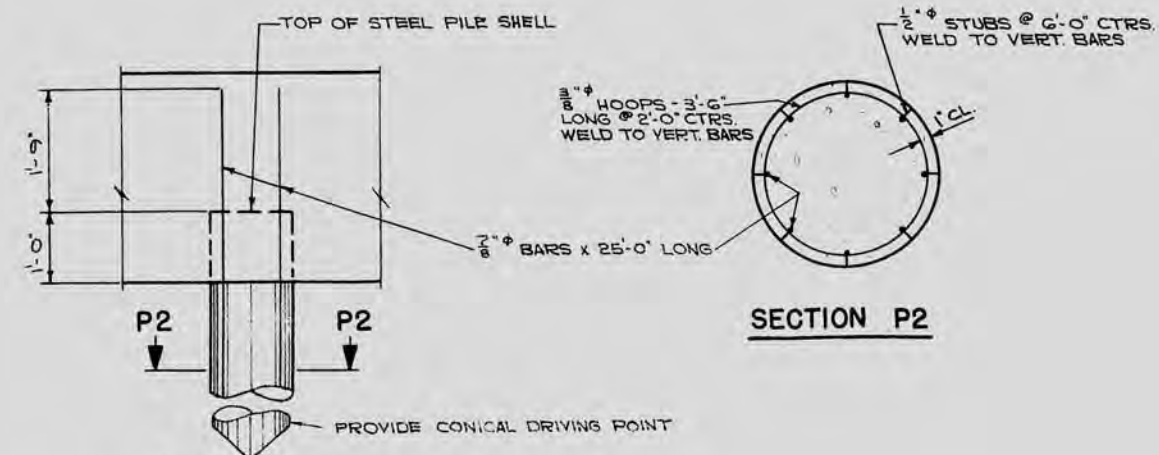
END VIEW



PLAN

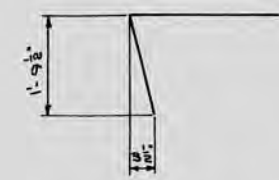


SECTION PI

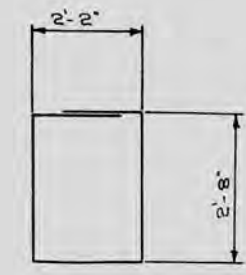


SECTION P2

PILE DETAIL



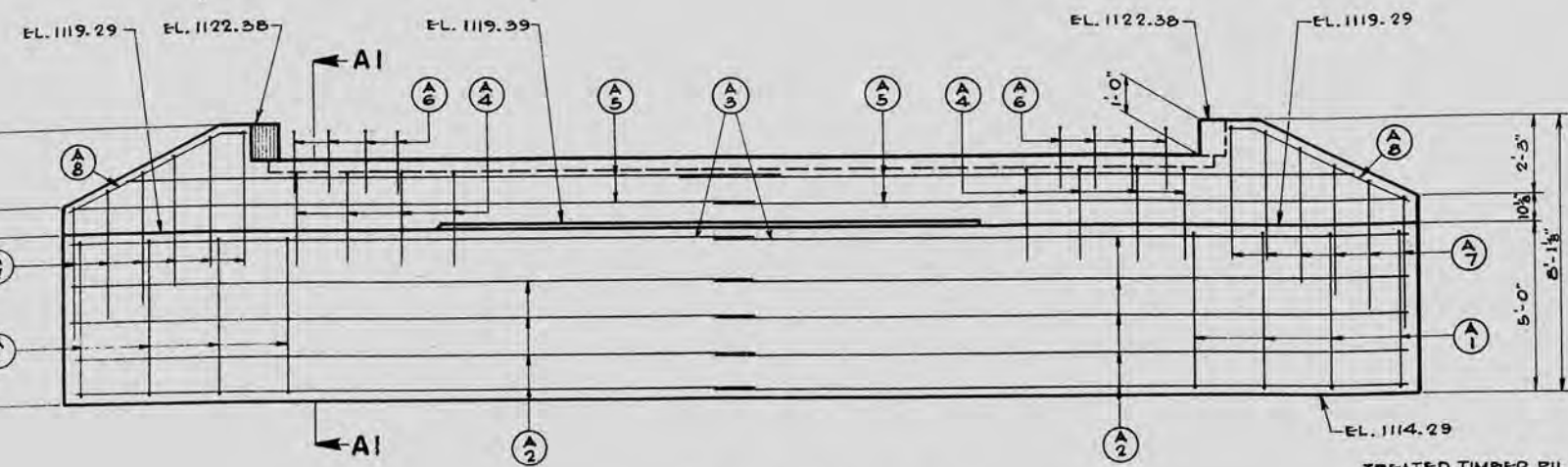
DETAIL B



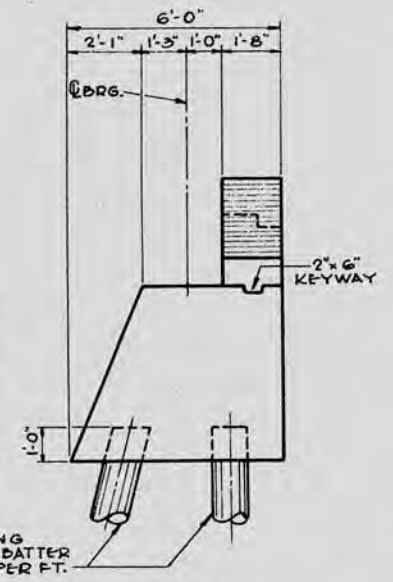
DETAIL A

REVISED	STATE HIGHWAY COMMISSION OF WISCONSIN		
	PIERS		
DESIGN SPEC	AASHO '57	LOADING	H15
DATE	12/12/58	DESIGN	I. B. B.
		DRAWN	J. G. K.
STRUCTURE	B - 37 - 47	SHEET	4 OF 5

X19200



FRONT ELEVATION

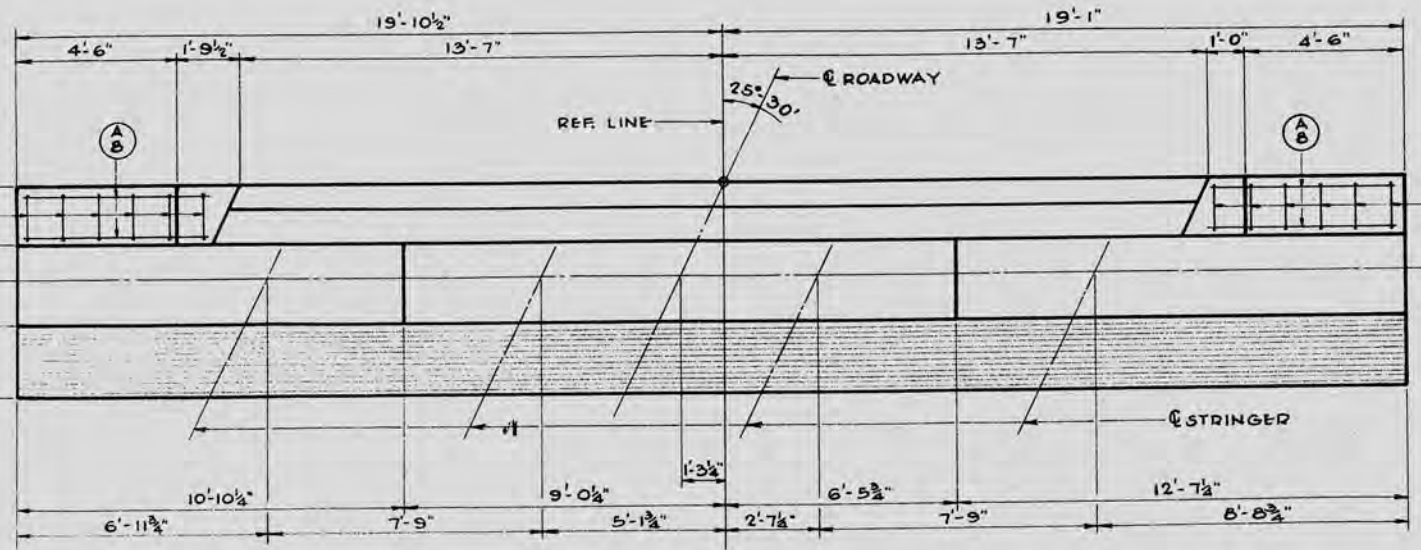


END VIEW

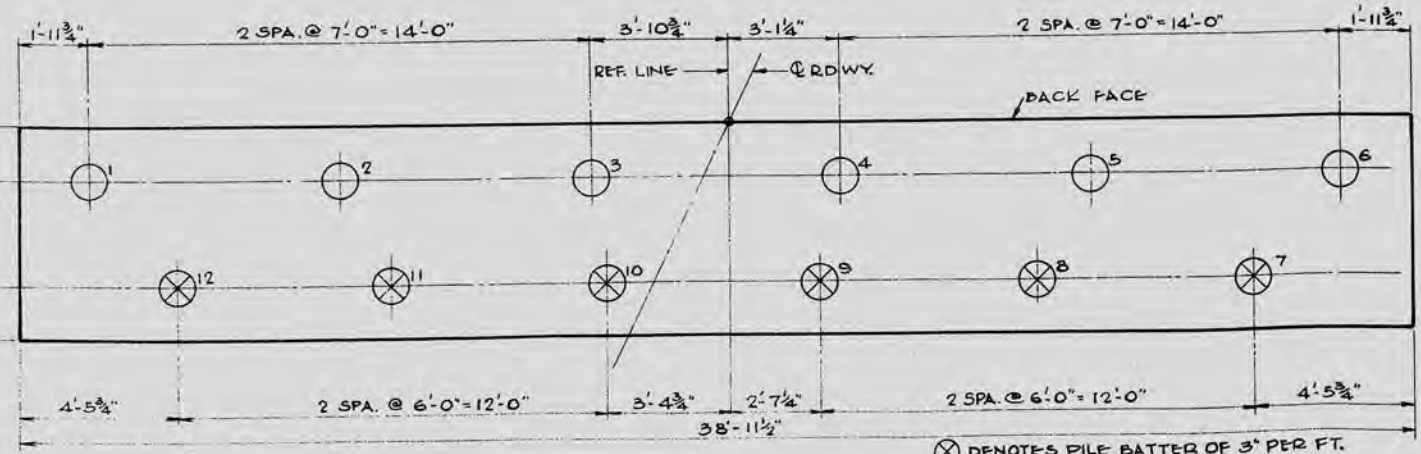
BILL OF BARS 1,860#
DIMENSIONS IN BENDING DETAILS ARE OUT TO OUT.

POUR	MARK	NO.	SIZE	LENGTH	SPACING	LOCATION	DETAIL
ONE POUR	A1	40	4	13-0	2-0*	BODY	A
	A2	28	4	19-9	SHOWN	"	
	A3	12	6	20-0	SHOWN	"	
	A4	36	4	6-6	1-6	" & PARAPET	B
	A5	12	4	19-9	SHOWN	PARAPET	
	A6	54	4	4-6	1-0	"	B
	A7	24	4	9-0	1-0	WINGS	B
	A8	8	4	5-6	SHOWN	" TOP	
	A9	32	4	4-0	SHOWN	GRID	C
	A10	32	4	2-0	SHOWN	"	

* SPACE TO CLEAR PILING.

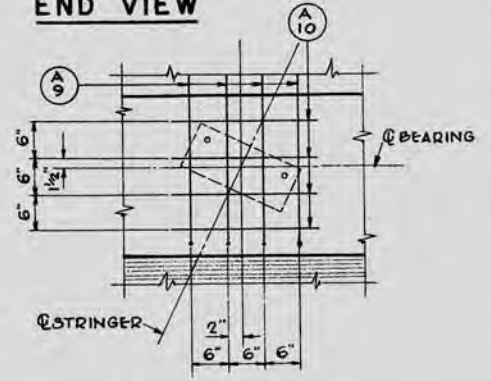


PLAN

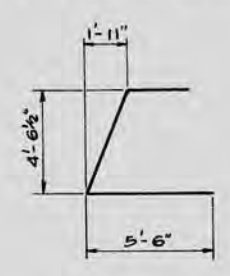


FOOTING PLAN

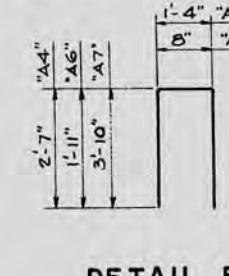
⊗ DENOTES PILE BATTER OF 3" PER FT.



GRID DETAIL

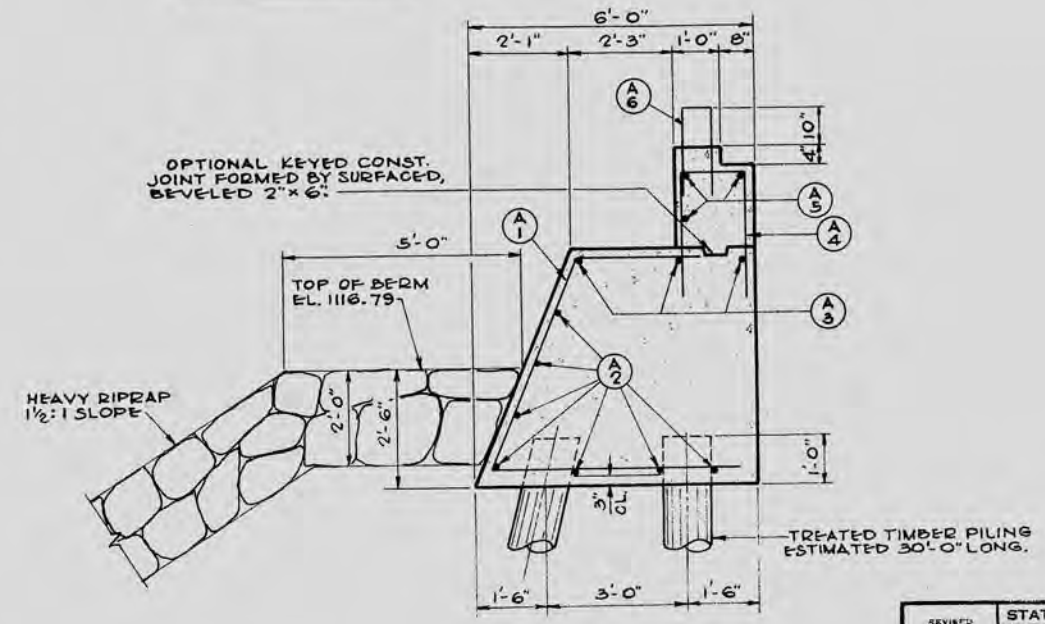


DETAIL A



DETAIL B

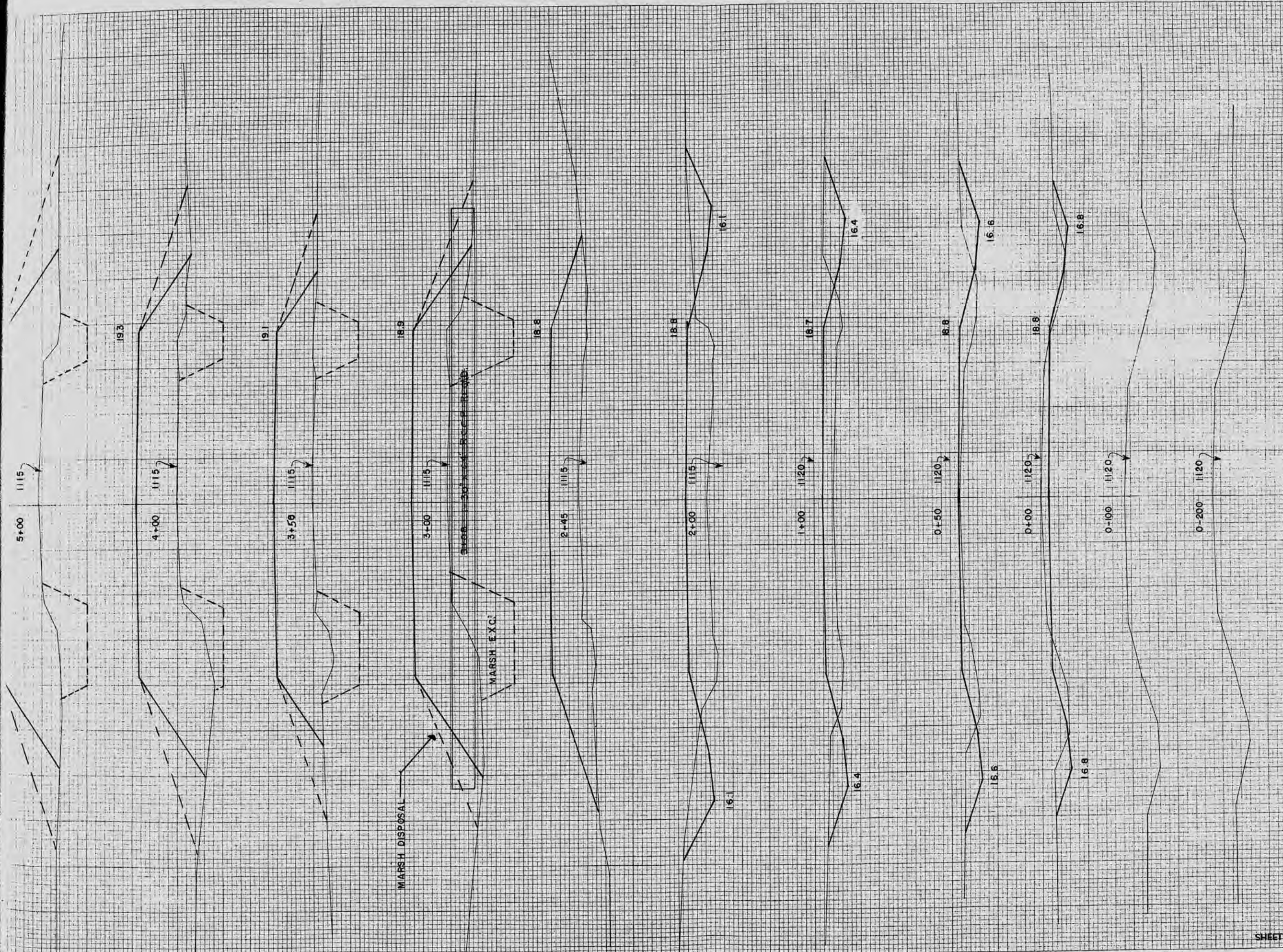
DETAIL C



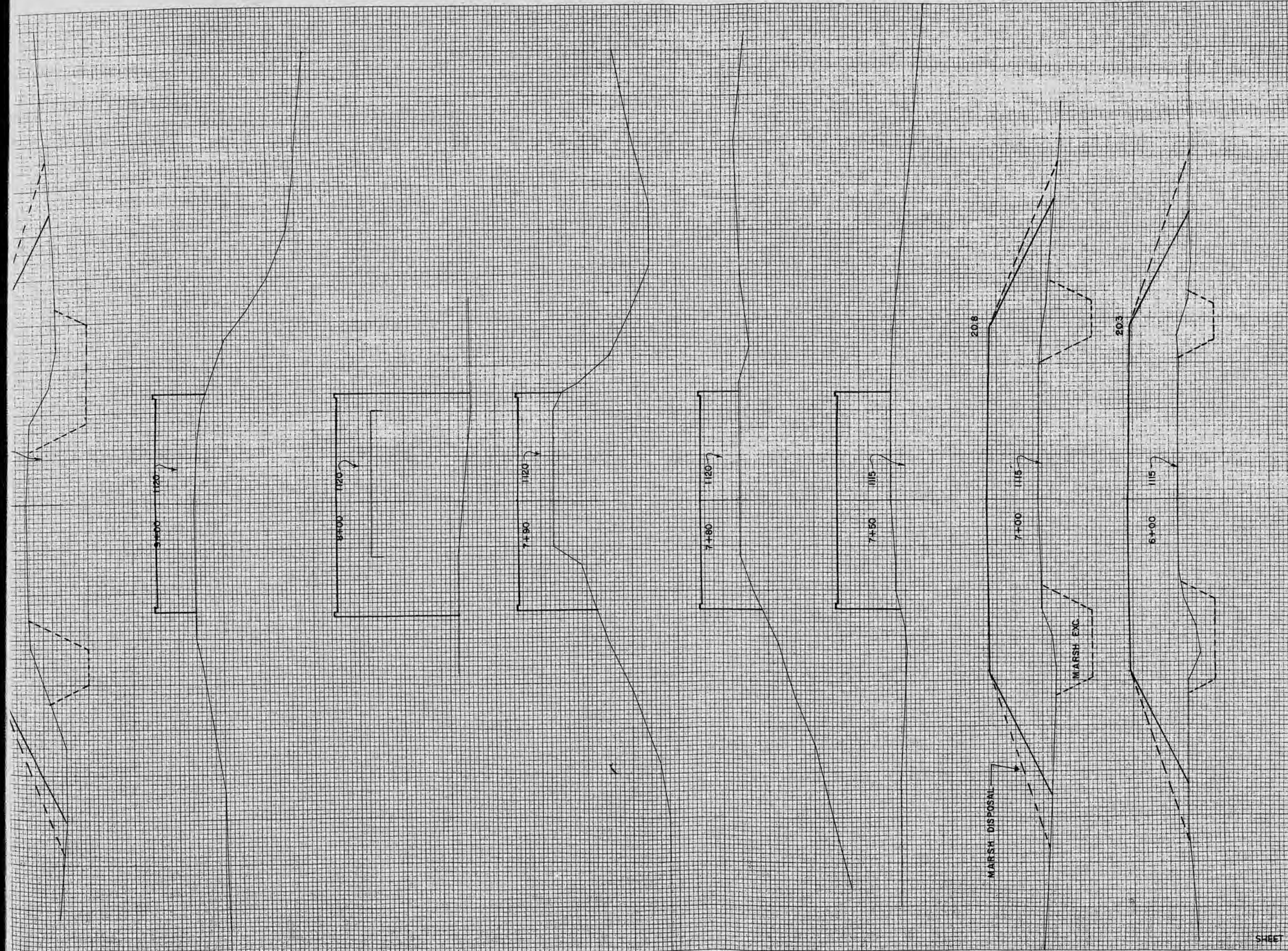
SECTION A1

REVISED	STATE HIGHWAY COMMISSION OF WISCONSIN
ABUTMENTS	
DESIGN SPEC. A.A.S.H.O. 1957	LOADING H15
COUNT 1957	
DATE 12-12-58 DESIGN I.B.D. DRAWN T.M. CHK. G.L.L.	
STRUCTURE B-37-47	SHEET 5 OF 5

X19201



STATION	YARDAGE		
	EXCAVATION		
	UNC.	MARSH	FILL
5+00	0	0	0
4+00	0	0	0
3+50	0	0	0
3+00	0	0	0
2+45	0	3.7	152
2+00	0	45	100
1+00	0	57	57
0+50	0	57	5.7
0+00	0	57	35
0-100	0	174	124
0-200	206	109	174
SHEET TOTAL	338	613	853



E.P.R. DISTRICT OFFICE	PROJECT	SHEET NUMBER	TOTAL SHEETS
WIS. 4	S 1139 (3)	21	31

STATION	DISTANCE	YARDAGE		
		EXCAVATION		
		UNC.	MARSH	FILL
9+50	50			
8+80	20			
7+50	—			
7+80	10			
7+50	30			
7+80	50			
7+50	10.9		230	194
6+00	50			
SHEET TOTAL		11300	614	5836

CHANNEL EXC. 1300
 MARSH EXC. 230
 PARK AREA NET 160
 548 2084 1293
 1419

17.1

17.1

19.1

14+00 1115

19.3

15+00 1115

19.5

12+37 1115

19.8

12+00 1115

20.2

11+50 1115

20.3

11+00 1115

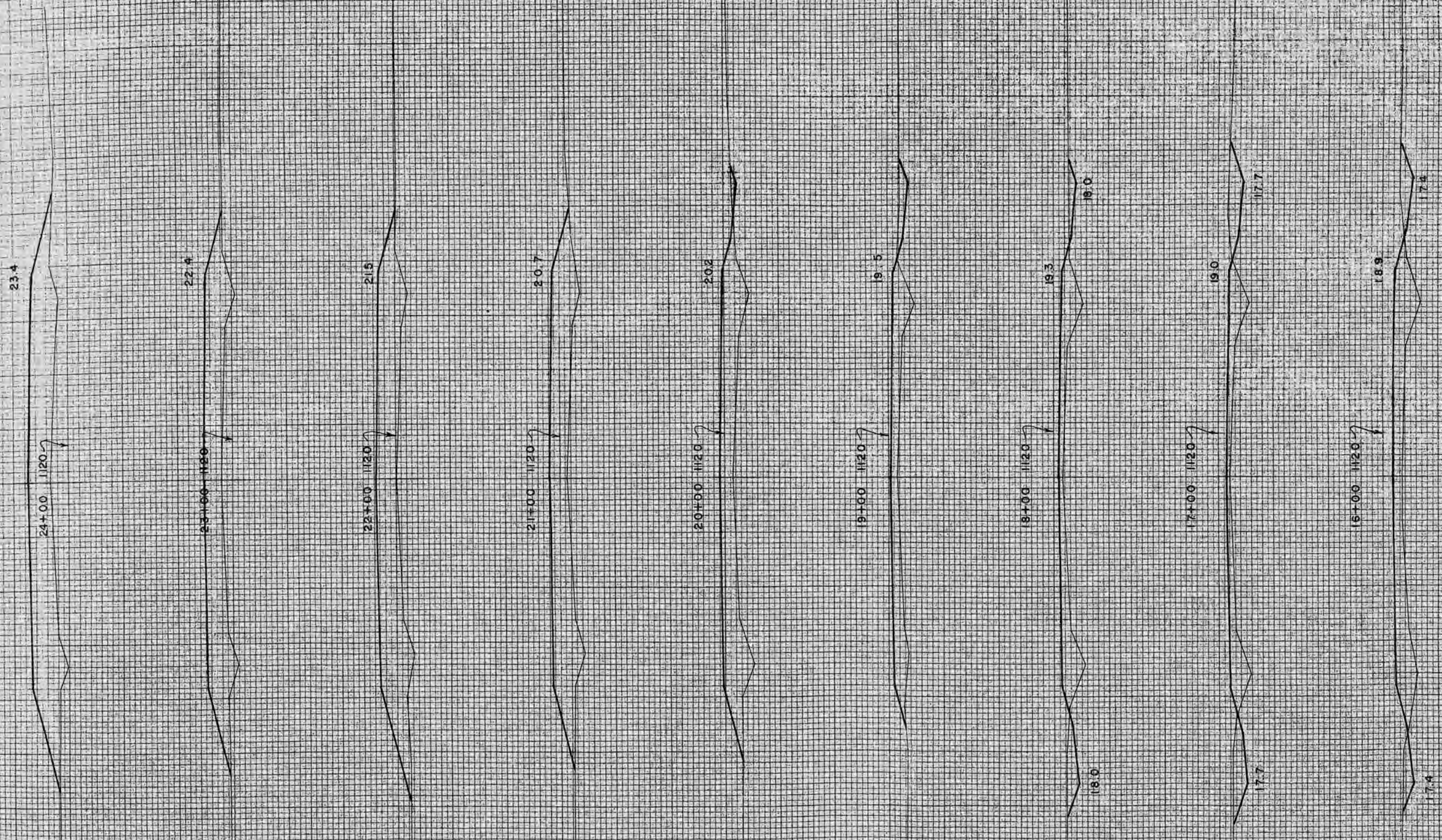
20.8

10+00 1115

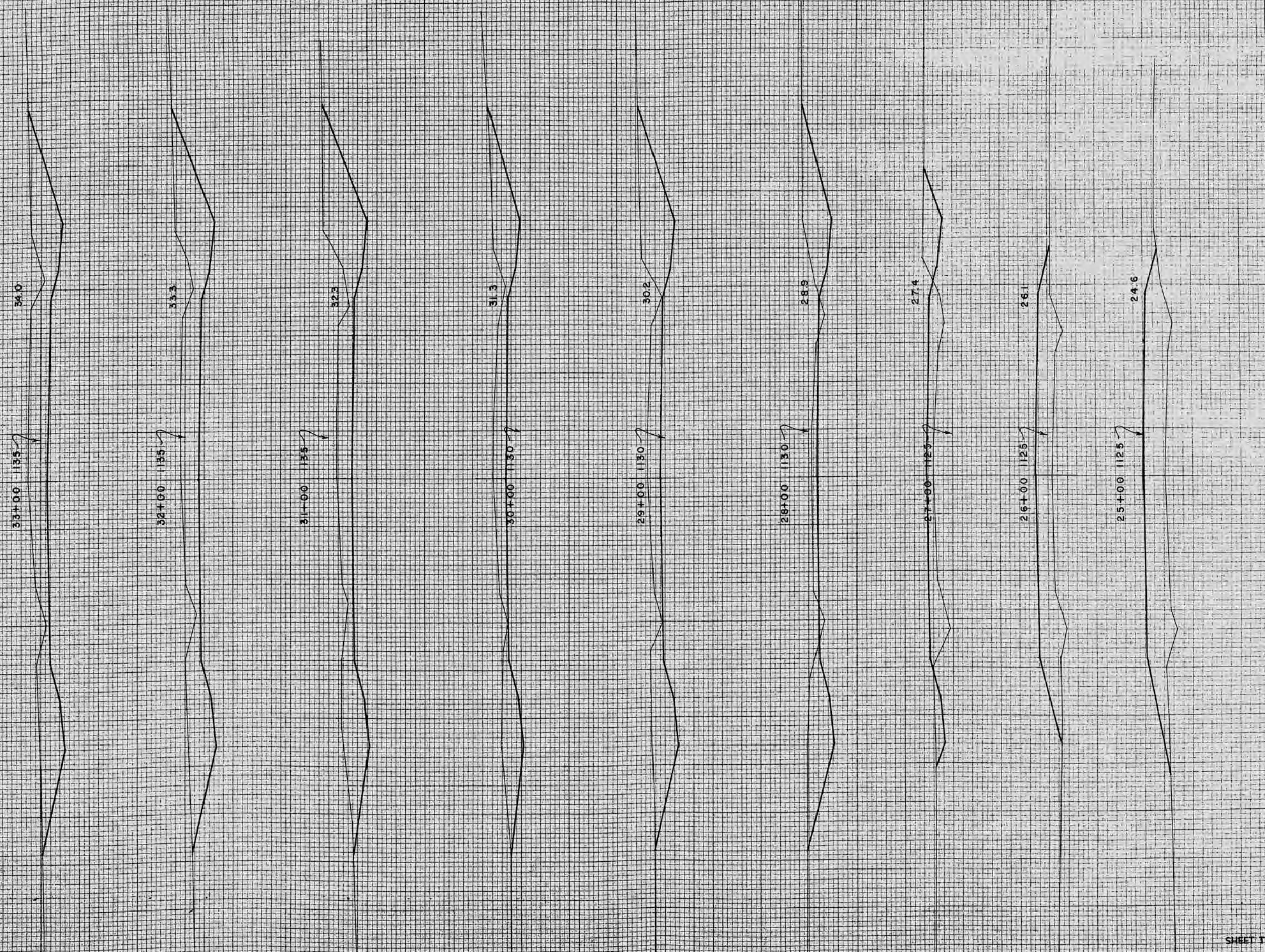
MARSH EXC.

MARSH DISPOSAL

STATION	DISTANCE	YARDAGE					
		EXCAVATION		FILL		TOTAL	
		UNC	MARSH				
15		19	0	0	0	0	0
14		0	0	0	0	0	0
13		0	0	0	0	0	0
12+37	63	0	0	0	0	0	0
12	37	0	0	0	0	0	0
11+50	50	0	0	0	0	0	0
11	50	0	0	0	0	0	0
10		342.6	306	16.5	1411	722	1411
9+50	50	0	0	0	0	0	0
SHEET TOTAL		3445	997				5771

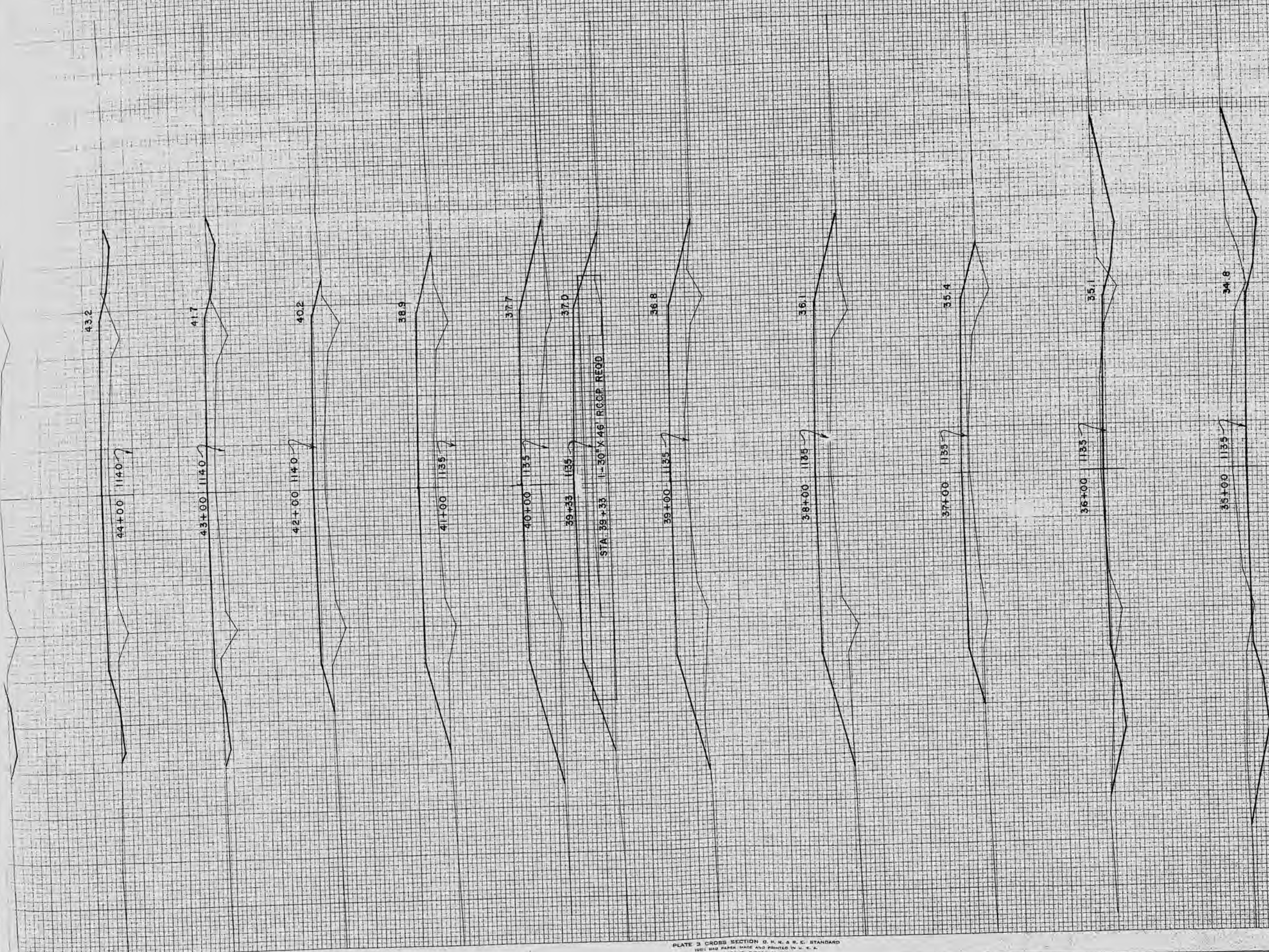


STATION	DISTANCE		YARDAGE	
	U.N.C.	EXCAVATION	EXCAVATION	FILL
24	0	0	0	0
23	0	0	0	0
22	0	0	0	0
21	0	0	0	0
20	0	0	0	0
19	0	0	0	0
18	0	0	0	0
17	0	0	0	0
16	0	0	0	0
15	0	0	0	0
TOTAL	0	0	0	0

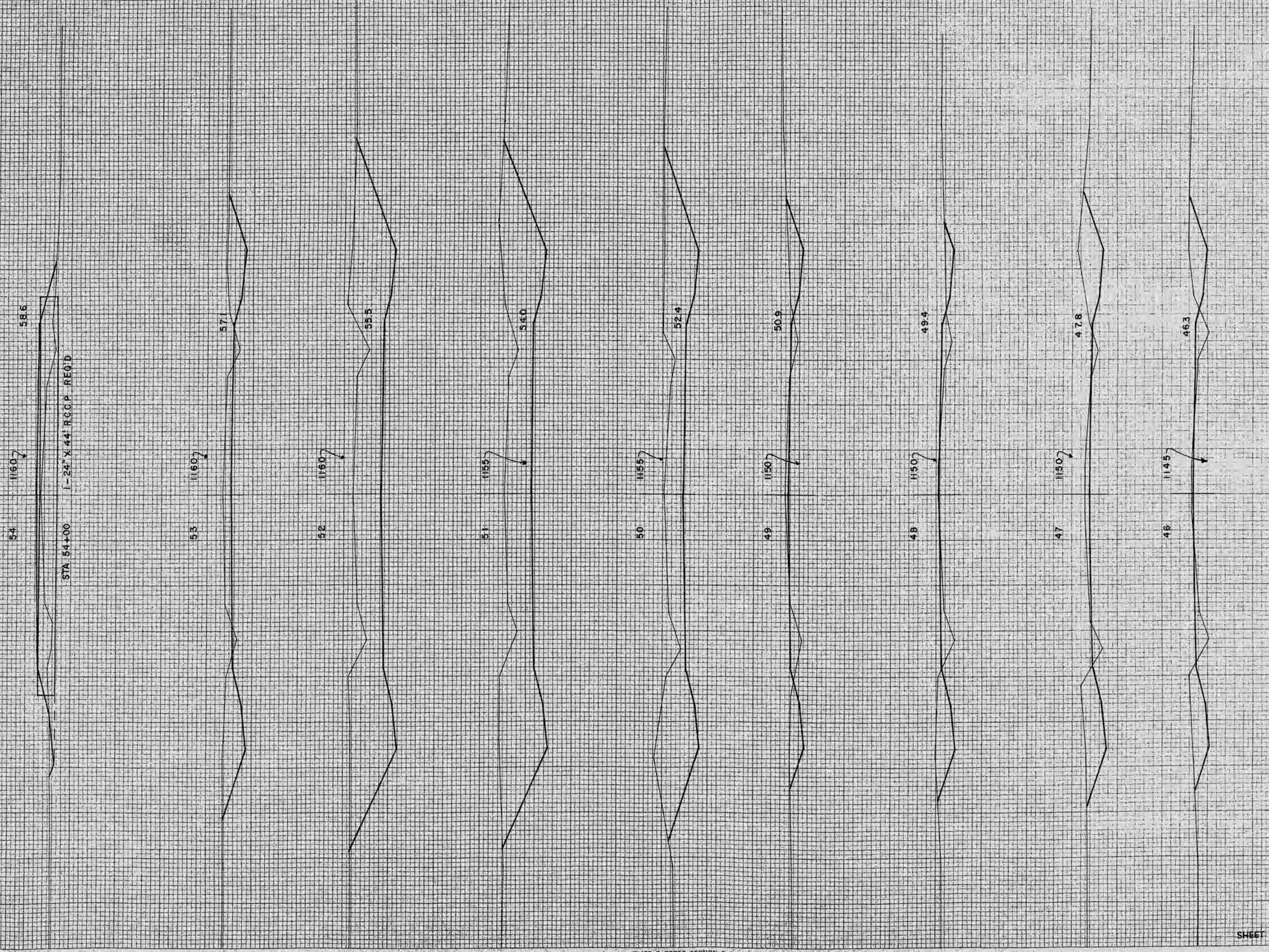


STATION	DISTANCE	YARDAGE		STATION
		EXCAVATION	FILL	
		UNC.		
24				24
25				25
26				26
27				27
28				28
29				29
30				30
31				31
32				32
33				33
34				34
				35
				36
				37
				38
				39
				40
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				120
				121
				122
				123
				124
				125

SHEET TOTAL 2 697 1125



STATION	DISTANCE	YARDAGE	
		EXCAVATION	FILL
45			
44	28	20	18
43			
42	0	0	0
41	0	0	0
40	0	0	0
39	0	0	0
38	0	0	0
37	67	252	144
36			
35	PE 25 448		
34			
TOTAL		167	219
SHEET TOTAL		851	2756

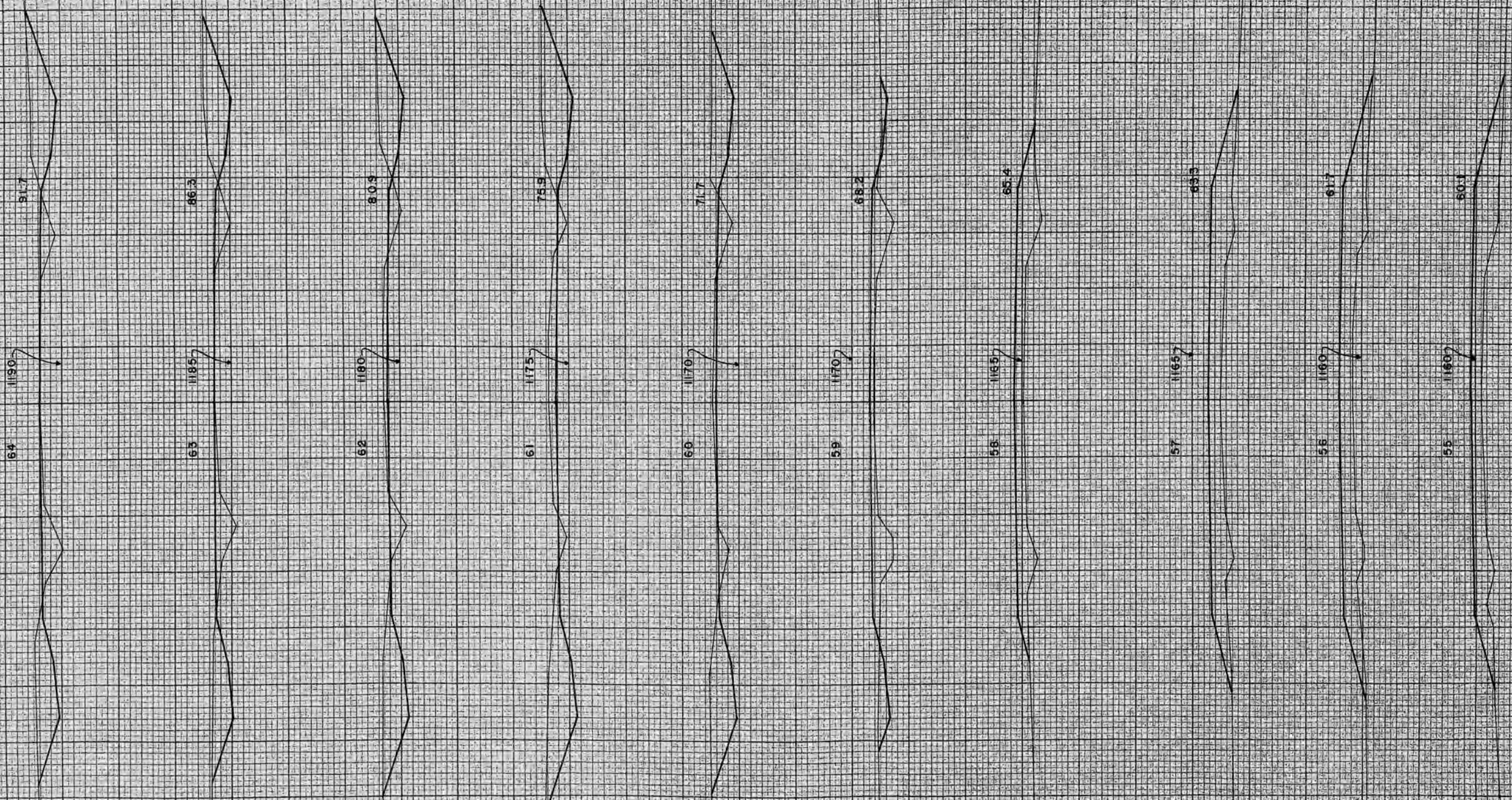


STATION	DISTANCE	YARDAGE																		
		EXCAVATION																		
		UNC.						FILL												
54																				
	117		534		869		746		363		93		148		165		80			
	89	2			P.E. 20 P.E. 15	15		37	26	26	93									

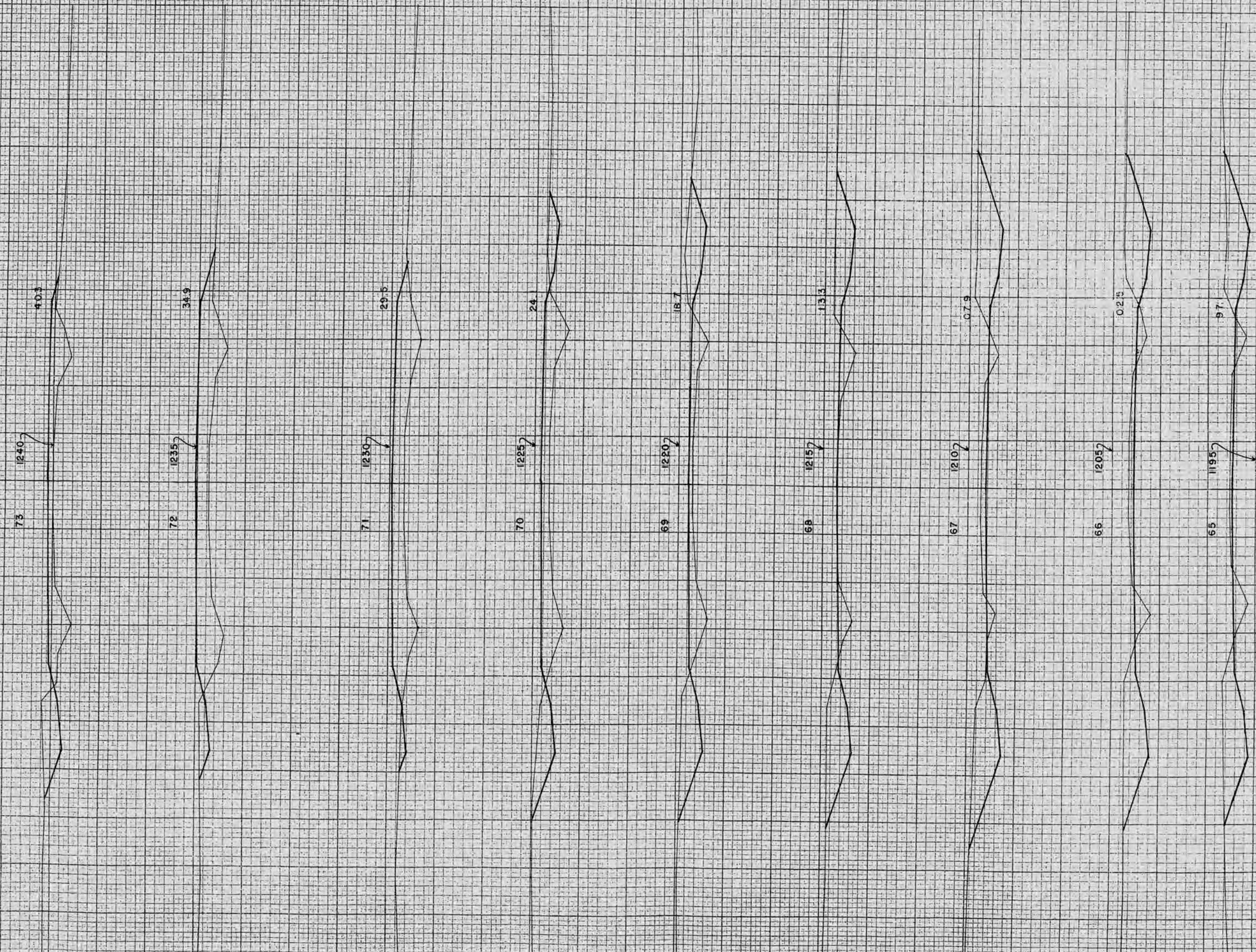
SHEET TOTAL

31/35

323

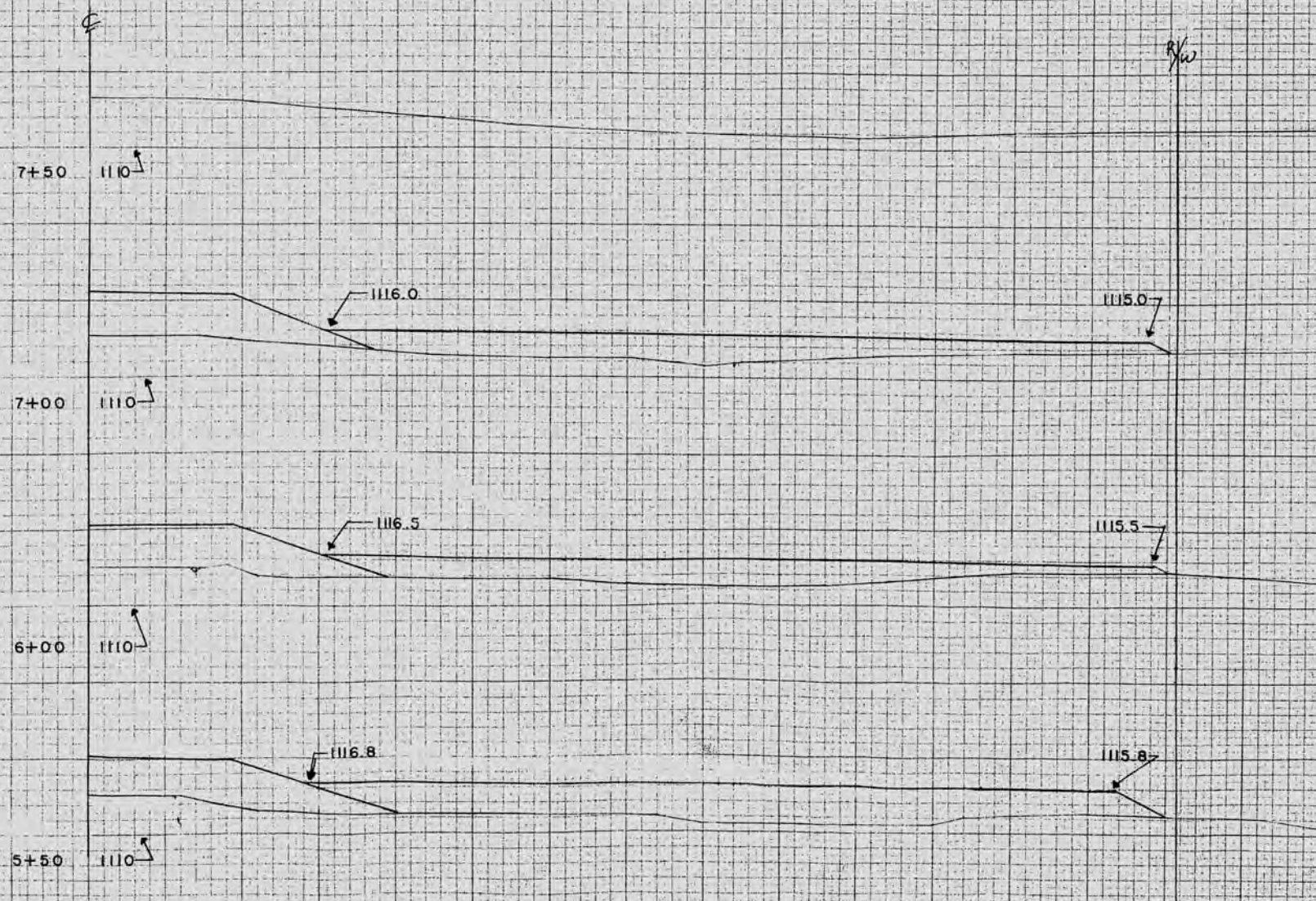


STATION	DISTANCE	YARDAGE	DIGRATION	FEET
64	13.9	0	0	0
63	14.8	0	0	0
62	20.9	0	0	0
61	21.1	0	0	0
60	21.3	0	0	0
59	21.5	0	0	0
58	21.6	0	0	0
57	21.7	0	0	0
56	21.8	0	0	0
55	21.9	0	0	0
SHEET TOTAL	130.6	0.0	0.0	0.0



STATION	DISTANCE	YARDAGE		FILL
		EXCAVATION	FILL	
73	41			
72	17			
71	43			
70	107			
69	152			
68	217			
67	252			
66	226			
65	182			
64				
63				
62				
61				
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4				
3				
2				
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0				
UNCL.				
PE 30				
272				
217				
222				
146				
83				
33				
24				
33				
3.3				
4.4				
4.4				

PICNIC AND
PARKING AREA
STA. 5+50-7+50



SCALE 1" = 10'

STATION	DISTANCE	YARDAGE	
		EXCAVATION	FILL

SHEET TOTAL

NOTE BOOK NUMBER
 NO. 1-53
 J.M.L. 1-53
 NO. 1-53
 J.M.L. 1-53
 AREA CHECKED