

INDEX SHEETS

- NO. 1 - TITLE
- NO. 1-2 TYPICAL CROSS SECTIONS
- NO. 2 - ESTIMATE OF QUANTITIES
- NO. 2 - MISCELLANEOUS QUANTITIES
- NO. - RIGHT OF WAY PLAT
- NO. 3-6 PLAN AND PROFILE STA. 0+33.0 TO STA. 171+85.4
- NO. 7-12 STANDARD DETAILS
- NO. - DRAINAGE STRUCTURES
- NO. 13-20 CROSS SECTIONS



STATE OF WISCONSIN STATE HIGHWAY COMMISSION OF WISCONSIN

PLAN AND PROFILE OF PROPOSED

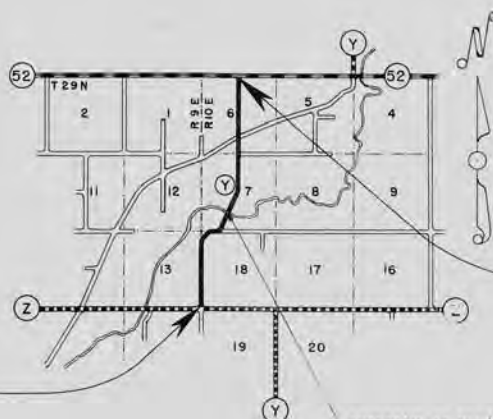
C.T.H. "Z" - S.T.H. "52"

MARATHON COUNTY

PROJECT S 1169 (2)

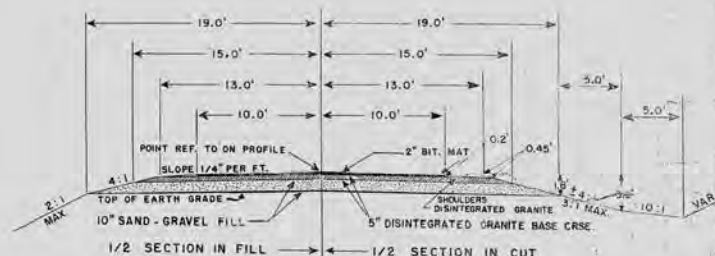
C.T.H. "Y"

SCALES: PLAN 1 IN. = 200 FT.
PROFILE HOR. 1 IN. = 200 FT. VERT. 1 IN. = 20 FT.
CROSS SECTIONS HOR. 1 IN. = 5 FT. VERT. 1 IN. = 5 FT.



BEGINNING OF PROJECT S 1169 (2)
STATION 0+33.0
33.0' N. OF S.W. COR. SEC. 16, T29N, R10E

EXCEPTION TO NET LENGTH
STA. 77+46.4 TO STA. 78+62.4



TYPICAL SECTION
STA. 0+33.0 TO STA. 77+46.4
FOR STA. 78+62.4 TO STA. 171+85.4 SEE SHEET 2

END OF PROJECT S 1169 (2)
STATION 171+85.4 - S. EDGE OF CONCRETE
9.0' S. OF N.W. COR. N.E. 1/4 SEC. 6, T29N, R10E

CONVENTIONAL SIGNS

LINE	CULVERTS IN PLACE
TYPE LINE	CULVERTS REQUIRED
ROAD OR RANGE LINE	DROP INLET
SECTION LINE	POWER POLE
RIGHT OF WAY LINE	TELEPHONE OR TELEGRAPH POLE
LEFT OF WAY LINE	RIGHT OF WAY MARKERS
GRADE (WOVEN)	REFERENCE STAKE FOR HUBS ONLY
GRADE (BARBED)	MAISON
GRADE (HEDGE)	HEDGE
GRADE (TACE)	TACE
GRADE (GROUND ELEVATION)	GROUND ELEVATION
GRADE (GRADE ELEVATION)	GRADE ELEVATION
GRADE (ROADS)	ROADS
GRADE (OR SURVEY LINE)	OR SURVEY LINE

LAYOUT

SCALE 1 MILE

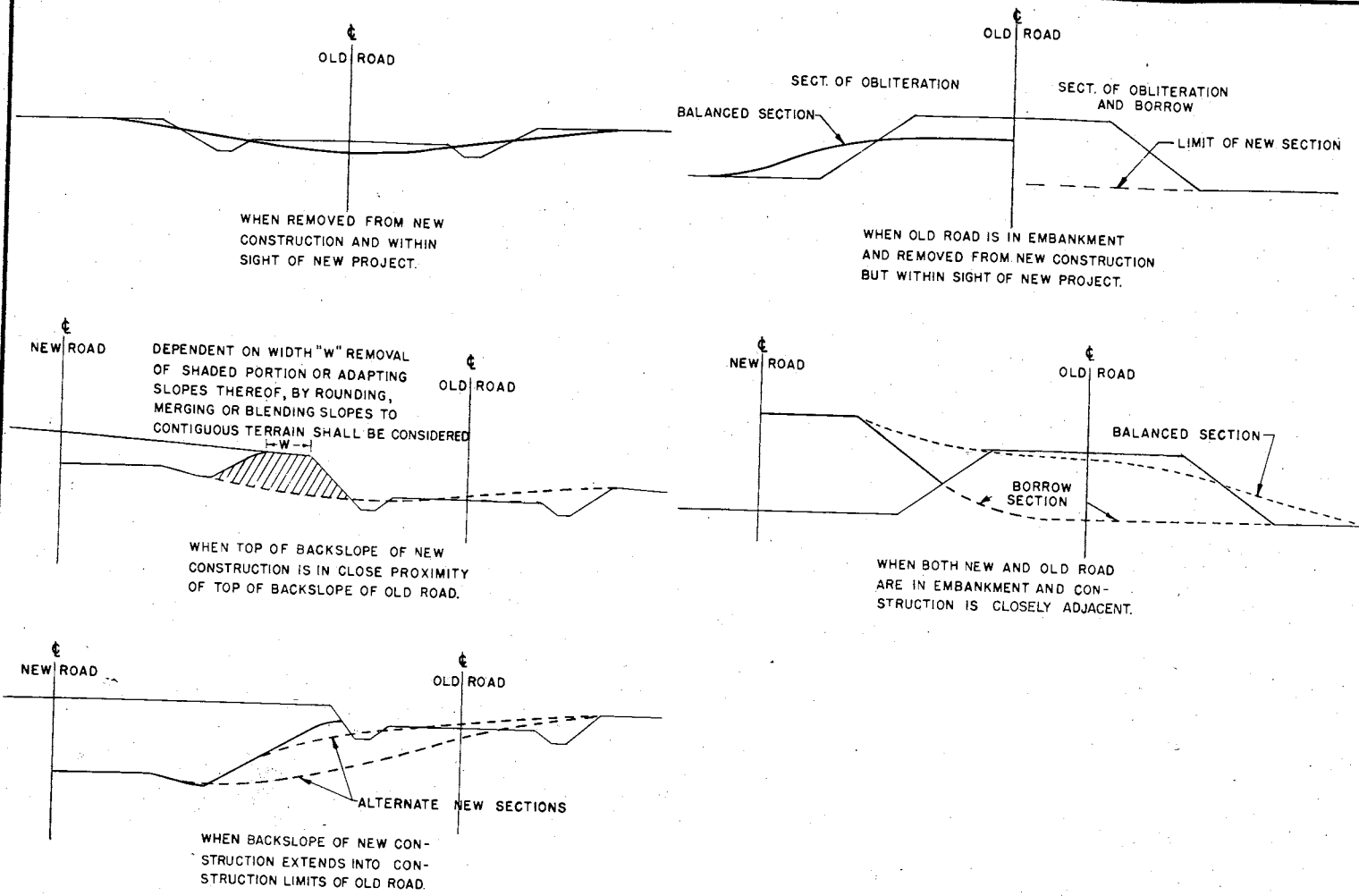
TOTAL NET LENGTH OF CENTERLINE = 3.227 MI.



COUNTY AND HIGHWAY	ROUTE AND SECTION	CLASS AND AGREEMENT	FEDERAL DIVISION OFFICE	SHEET NUMBER	TOTAL SHEETS
37.6	1169.2	11.2	WIS. 4	1	20

STATE HIGHWAY COMMISSION OF WISCONSIN	
DESIGNED BY	DATE
CHECKED BY	DATE
APPROVED BY	DATE
BUREAU OF HIGHWAYS	

S1169(2)



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 Crav
DESIGN ENGINEER

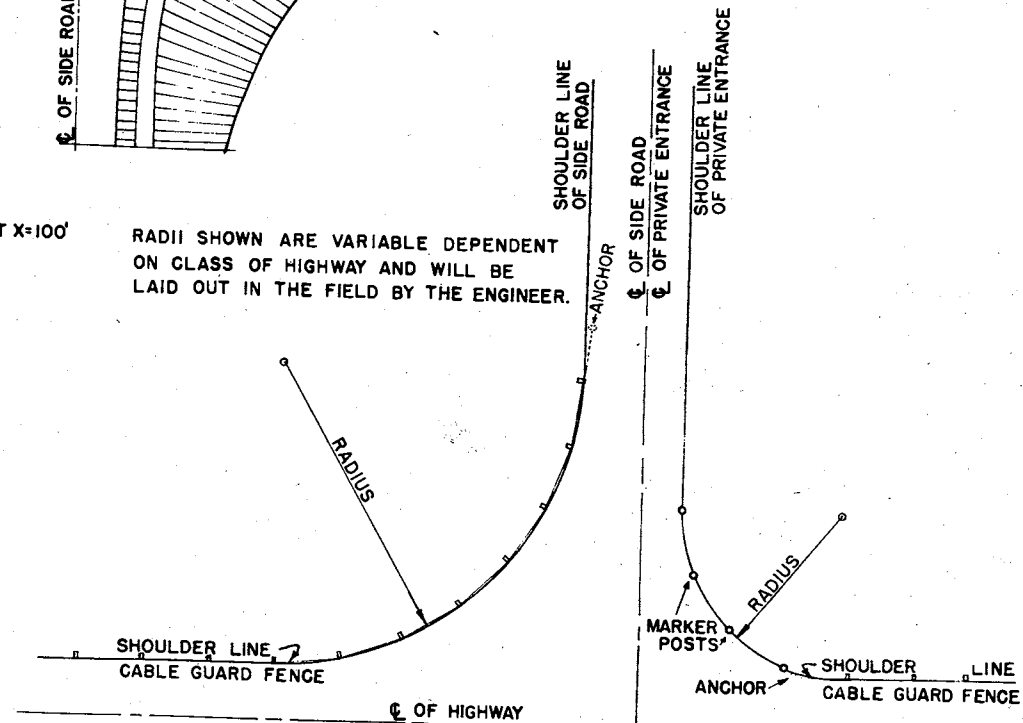
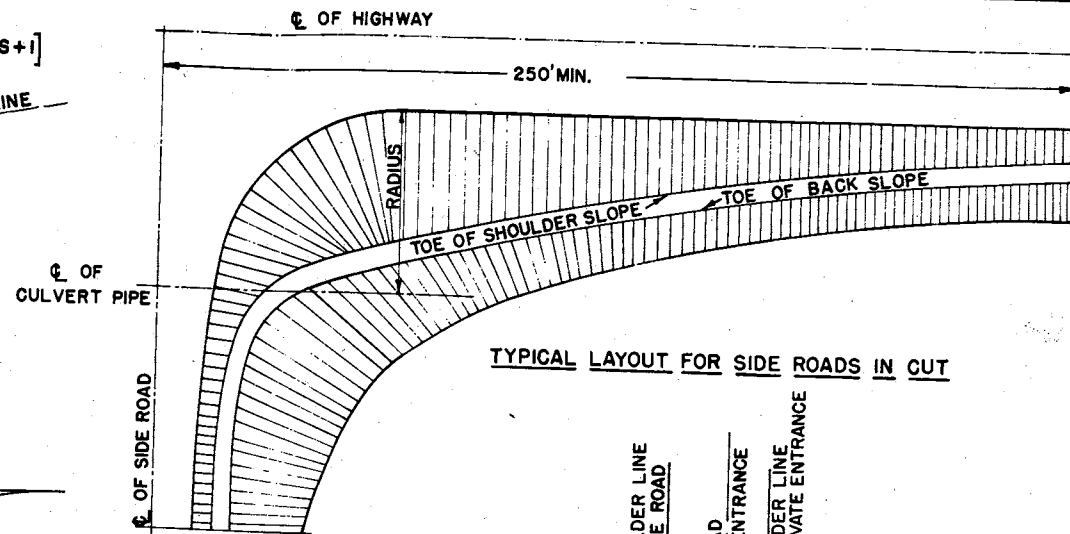
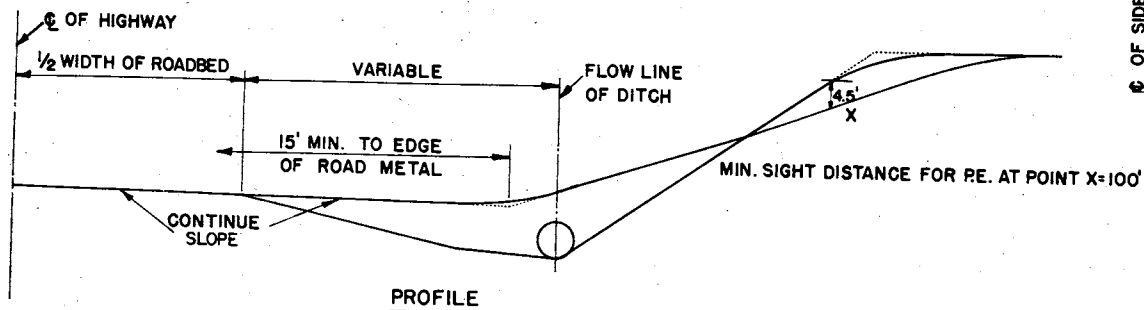
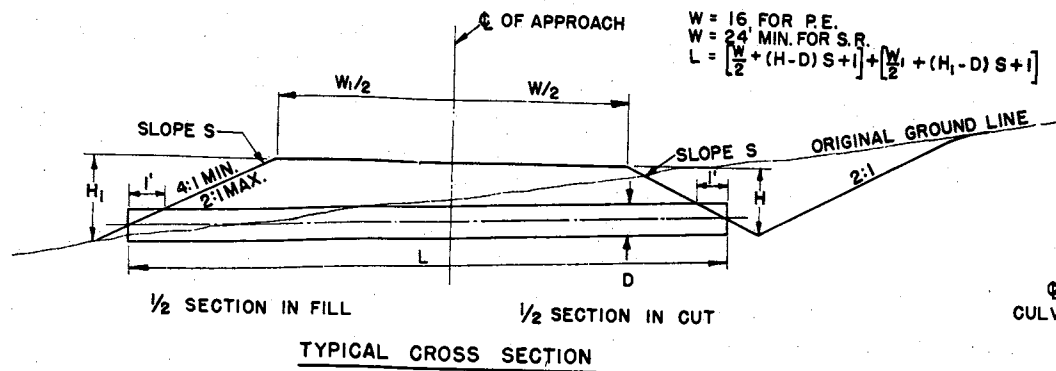
M. Blum
CONSTRUCTION ENGINEER

DATE
APPROVED:

DRAWN C.A.L.
CHECKED O.F.C.

OCT. 1, 1945

E. L. Rusten
DATE
STATE HIGHWAY ENGINEER



DETAILS OF PRIVATE ENTRANCE AND SIDE ROAD APPROACHES

STATE HIGHWAY COMMISSION OF WISC.

RECOMMENDED FOR APPROVAL:

Frank Crane
DESIGN ENGINEER

W. Pluh
CONSTRUCTION ENGINEER

DATE

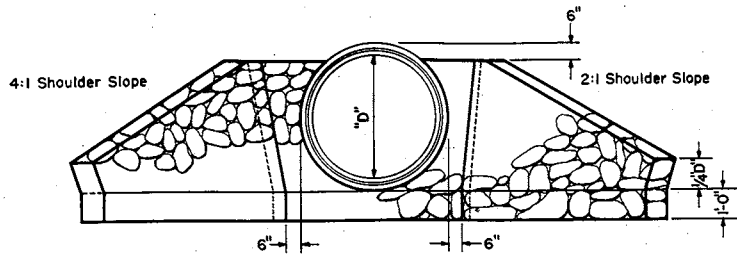
APPROVED: OCT. 1, 1945

DRAWN

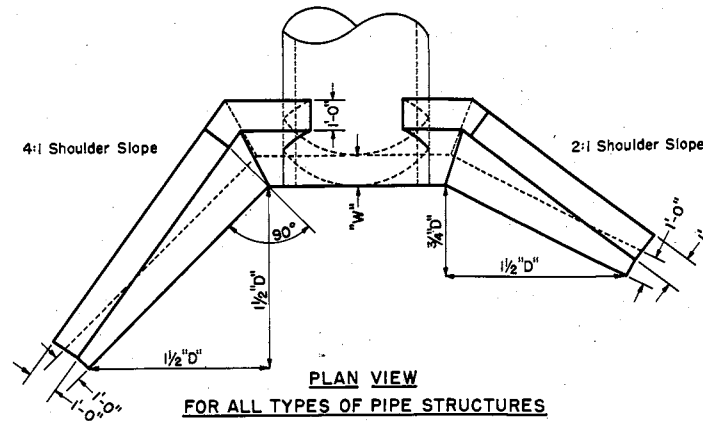
E. H. Roelke
STATE HIGHWAY ENGINEER

CHECKED

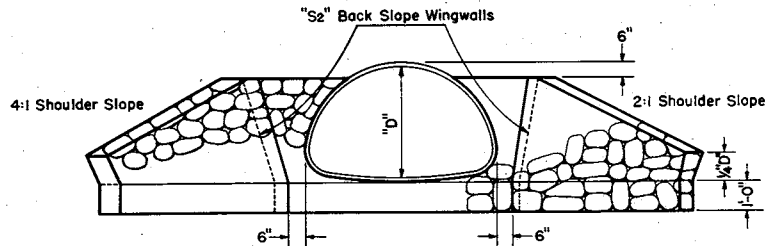
DATE



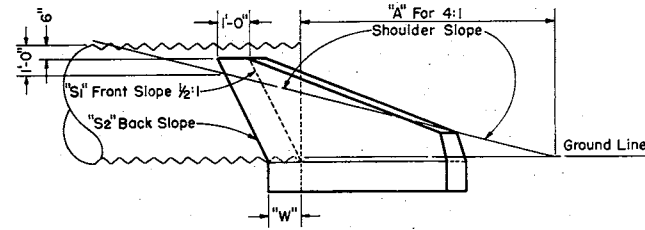
END ELEVATION
SHOWING CONCRETE CIRCULAR PIPE INCL. CATTLE PASS



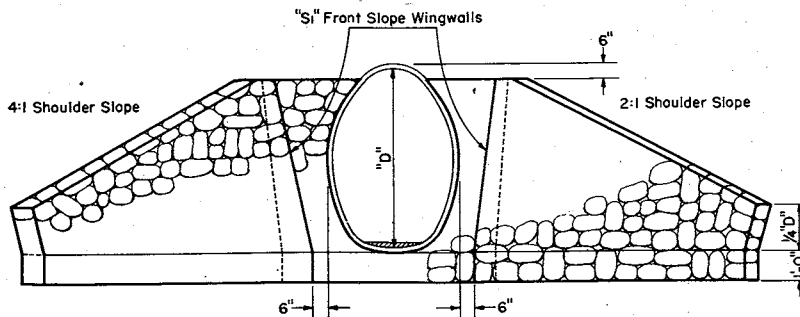
PLAN VIEW
FOR ALL TYPES OF PIPE STRUCTURES



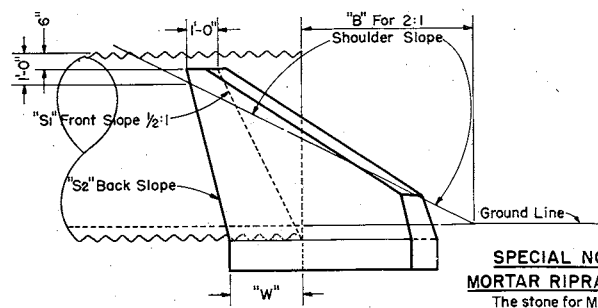
END ELEVATION
SHOWING CORRUGATED METAL PIPE ARCH



SIDE ELEVATION



END ELEVATION
SHOWING CORRUGATED METAL PIPE CATTLE PASS



SIDE ELEVATION

Size of Pipe	Type of Pipe	Cu. Yds. Mortar Rubble Masonry, Riprap or Mortar Riprap per Endwall		"A" (Feet)		"B" (Feet)		Front Slope	Back Slope	Width of Footing at "W" (Feet)
		4:1 Slope	2:1 Slope	4:1 Slope	2:1 Slope	"S1"	"S2"	"S1"	"S2"	
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

29' x 18"	C.M.C.P.	1.0	0.8	1.1	0.3	1/2:1	1/2:1	1.0
36' x 22"	"	1.3	1.0	2.2	0.5	"	"	"
43' x 27"	"	1.7	1.2	3.7	1.0	"	"	"
50' x 31"	"	1.9	1.4	4.9	1.5	"	"	"
58' x 36"	"	2.1	1.7	6.3	2.1	"	"	"
65' x 40"	"	2.5	2.0	7.5	2.6	"	"	"
72' x 44"	"	2.9	2.4	8.6	3.1	"	"	"

CATTLE PASS

48' x 70"	C.M.C.P.	9.3	7.3	15.2	5.8	1/2:1	1/4:1	2.37
72"	R.C.C.P.	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 hereon 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.

SPECIAL NOTES MORTAR RIPRAP

The stone for Mortar Riprap shall be furnished and placed in accordance with the Standard Specifications, Section 2512 for the item of Riprap.

The mortar work and materials for Mortar Riprap shall be performed and furnished in accordance with the Standard Specifications, Section 2409 for Mortar Rubble Masonry.

Mortar Riprap shall be measured and paid for in accordance with the Standard Specifications, Sections 2409.04 & 2409.05.

BID ITEMS
No. 2409-2 Mortar Rubble Masonry.....Cu. Yds.
No. 2512-1 Riprap.....Cu. Yds.
No. 2512-4 Mortar Riprap.....Cu. Yds.

MORTAR RUBBLE MASONRY, RIPRAP OR MORTAR RIPRAP FOR

CULVERT & CATTLE PASS ENDWALLS

STATE HIGHWAY COMMISSION OF WISCONSIN

RECOMMENDED FOR APPROVAL:

12-21-53
DATE

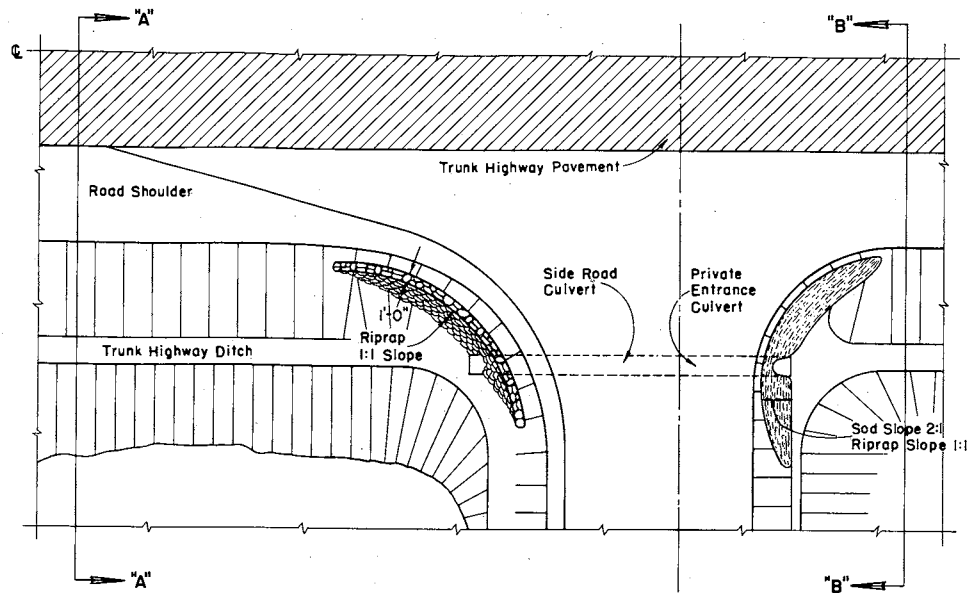
APPROVED:

12-21-53
DATE

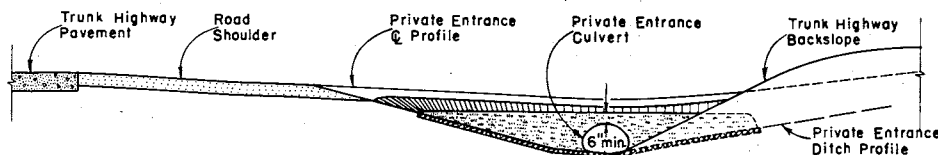
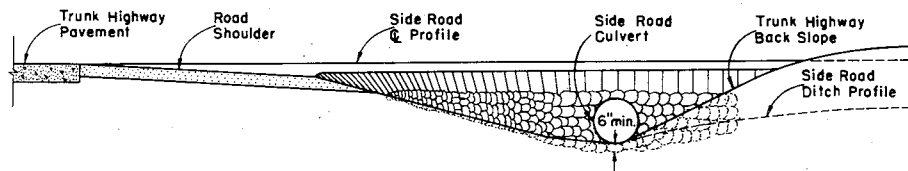
J. J. Bell
ENGINEER OF DESIGN

E. C. Rostetter
STATE HIGHWAY ENGINEER

PLATE NO. 6-2.4.1



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



GENERAL NOTES

Details of construction not shown on this drawing shall conform to the pertinent requirements of the Standard Specifications, Section 2512 for Riprap, and Section 2533 for Sodding, and the applicable Special Provisions.

BID ITEMS

No. 2512 - 1 Riprap _____ Cu. Yds.
No. 2533 - 1 Sodding _____ Sq. Yds.

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

STATE HIGHWAY COMMISSION OF WISCONSIN

RECOMMENDED FOR APPROVAL:

4/15/55
DATE

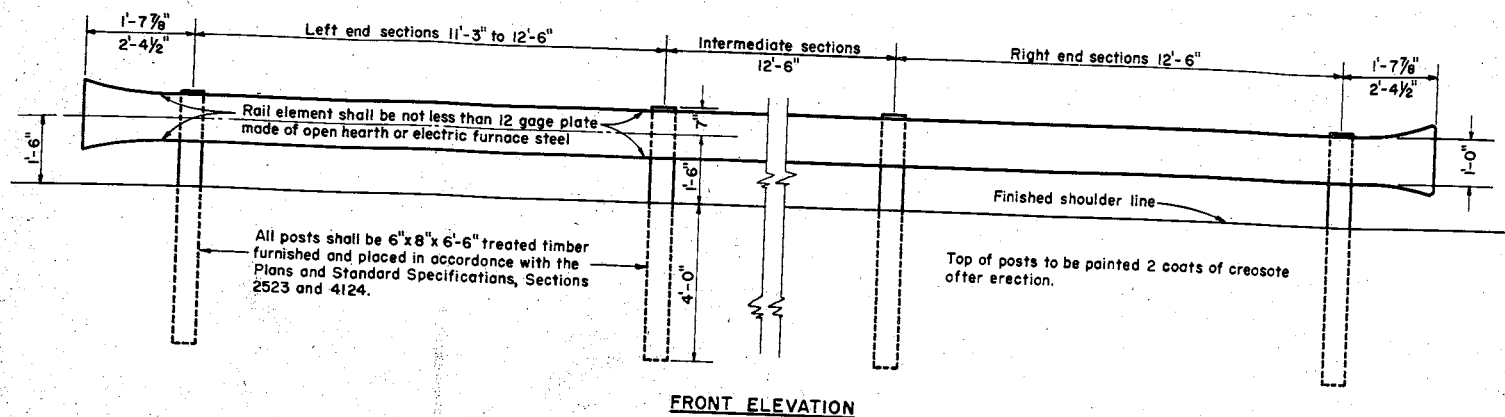
APPROVED:

4/15/55
DATE

J. P. Pelt
ENGINEER OF DESIGN

E. L. Rottman
STATE HIGHWAY ENGINEER

PLATE NO. 6-2.5.1.



GENERAL NOTES

Details of construction not shown on this drawing shall conform to the pertinent requirements of the Standard Specifications and applicable Special Provisions. The Steel Plate Beam Guard shall consist of 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 traffic side of the guard. The rail element shall be spliced by lapping in the direction of traffic or by butt joint with splice plate. The holes in the plate near the post shall be slotted to facilitate erection and to make provision for expansion and contraction. Plate ends in lap 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% when tested in tension.

The minimum tensile strength of the rail element shall, when tested in conjunction with splices and end connections, be 50,000 pounds. The rail element when loaded as a simple beam, freely supported at each end on 12'-6" centers, shall support a concentrated load of 2,000 pounds, applied at the center point, with a maximum deflection of 3 1/2 inches and shall support a concentrated load of 2,400 pounds, tested in like manner, with a maximum deflection of 5 1/2 inches.

PAINTING

SHOP COAT

Promptly following fabrication, the plates for steel rail element shall be thoroughly cleaned and shall be painted with a Red Lead Primer, or if an alternate of Red Lead Oxide Rust Inhibitive Primer or equivalent is used, the Engineer's prior approval shall be obtained. All parts, hardware and appurtenant fittings for the complete Beam Guard assembly shall likewise be painted when not furnished as galvanized.

FIELD COAT

Following erection, the steel rail elements and all parts, hardware and appurtenant fittings shall be painted in accordance with the Standard Specifications for Aluminum Paint, Section 4125.

Any damaged areas occurring to the shop coat during transportation or erection shall be cleaned and painted with an approved Rust Inhibitive Primer prior to any field coat painting.

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

All threaded portions of fittings and fasteners and cut ends of bolts shall be painted as specified or as directed by the Engineer.

ALTERNATE DESIGNS

Manufacturers may submit to the Engineer, for approval, designs for "Steel Plate Beam Guard" other than those shown on this drawing, providing that such alternate designs shall conform to the same physical tests and inspection requirements prescribed on this drawing for "Class B" Steel Plate Beam Guard."

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 of Steel Plate or Steel Plates, which price shall be full compensation for furnishing all materials and performing all installation work to completion in accordance with the Plans and the Standard Specifications, Sections 2523 and 4124.

BID ITEMS

No. 2523-6 Steel Plate Beam Guard (Class "B")..... Lin. Ft.
No. 2523-7 Steel Plate Beam (Median) Guard (Class "B")..... Lin. Ft.

CLASS "B" STEEL PLATE BEAM GUARD & STEEL PLATE BEAM (MEDIAN) GUARD

STATE HIGHWAY COMMISSION OF WISCONSIN

RECOMMENDED FOR APPROVAL:

12-21-53
DATE

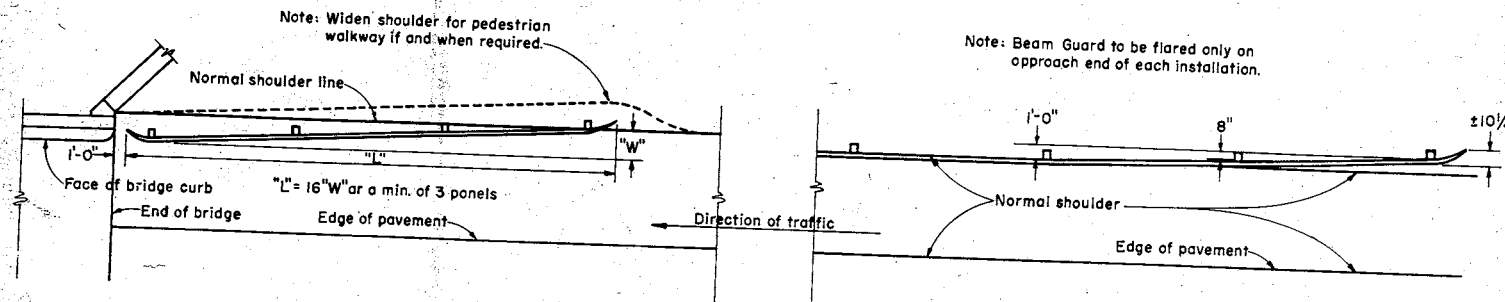
APPROVED:

12-22-53
DATE

J. J. Pitt
ENGINEER OF DESIGN

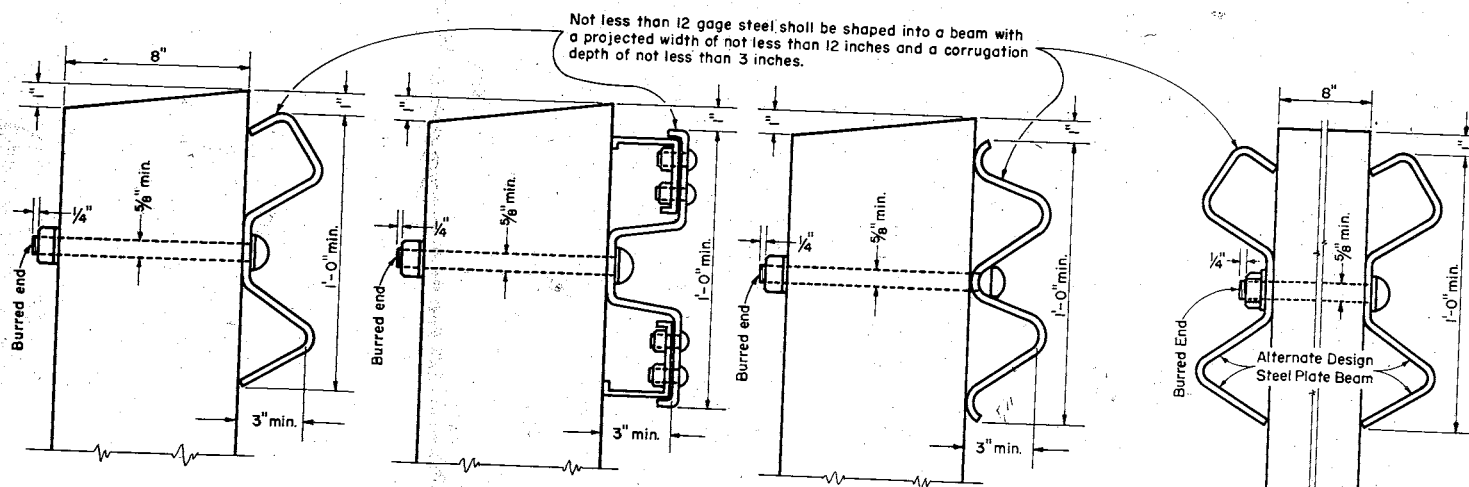
Z. L. Ruttiger
STATE HIGHWAY ENGINEER

PLATE NO. 7-2.4.1



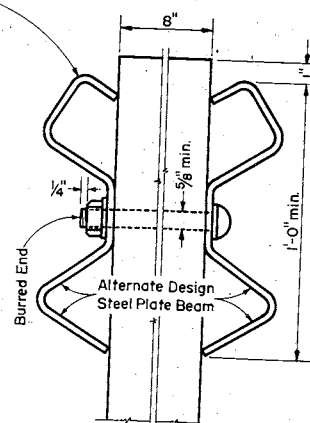
LOCATION DIAGRAM FOR BRIDGE APPROACHES

LOCATION DIAGRAM FOR INTERMEDIATE SECTIONS



SIDE ELEVATIONS

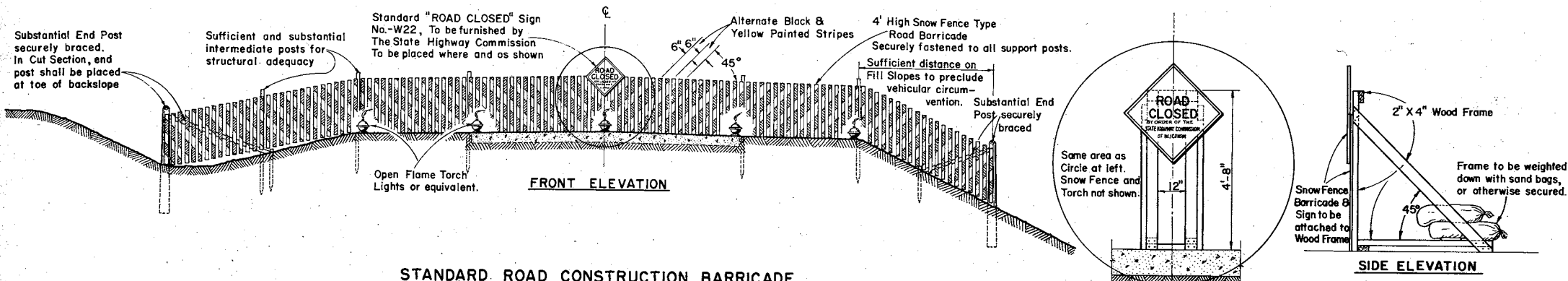
ALTERNATE DESIGNS-STEEL PLATE BEAM GUARD (CLASS "B")



SIDE ELEVATION

ALTERNATE DESIGN-STEEL PLATE BEAM (MEDIAN) GUARD (CLASS "B")

PLAN VIEW
TERMINAL SECTIONS



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:

DATE 6/2/55

J. A. Pelt ENGINEER OF DESIGN

APPROVED:

DATE 6/2/55

E. C. Ruttman STATE HIGHWAY ENGINEER

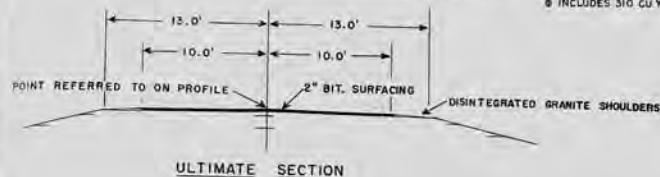
THIS BIDDING IS EXECUTED UNDER THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION OF THE STATE HIGHWAY COMMISSION OF WISCONSIN - EDITION OF 1951 - APPROVED JANUARY 23, 1952
AND REQUIRED CONTRACT PROVISIONS APPROVED JANUARY 31, 1955, AND SPECIAL PROVISIONS AS ATTACHED TO PROPOSALS.

PROJECT	SHEET NO.	TOTAL SHEETS
S-1169(2)	2	20

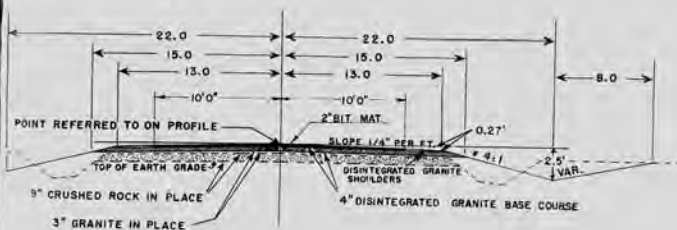
[illegible]

⑧ INCLUDES 575 CU. YD. FOR P.F. & S.R.

* EXTRA FOR MINOR GRADE CORRECTIONS (AS SHOWN BY PROFILE) AND PIPE INSTAL
@ INCLUDES 310 CU.YD. FOR RE. & SR. & 550 CU.YD. FOR SHOULDERS



ULTIMATE SECTION



TYPICAL SECTION

STA. 78+62.4 TO STA. 171+65.4

FOR STA. 0+33 TO STA. 77+46.4 SEE SHEET 1

CLEARING AND GRUBBING			
STATION	TO STATION	CLEARING	GRUBBING
		STA.	STA.
0+33	- 26+33	26	
34+00	- 37+00	3	
46+00	- 50+00	4	4
56+00	- 61+00	5	5
66+00	- 77+00	11	11
79+00	- 93+00	14	14
132+50	- 154+50	22	22
154+50	- 159+50	5	

STEEL PLATE BEAM GUARD CLASS "B"		
STATION TO STATION	LEFT LIN. FT.	RIGHT LIN. FT.
76+66 - 77+46	110	30
78+63 - 79+83	120	120
46+00 - 55+00	900	

GRADING BY STATION		
STATION	TO STATION	STA.
78 + 62.8	TO 171 + 85.4	93

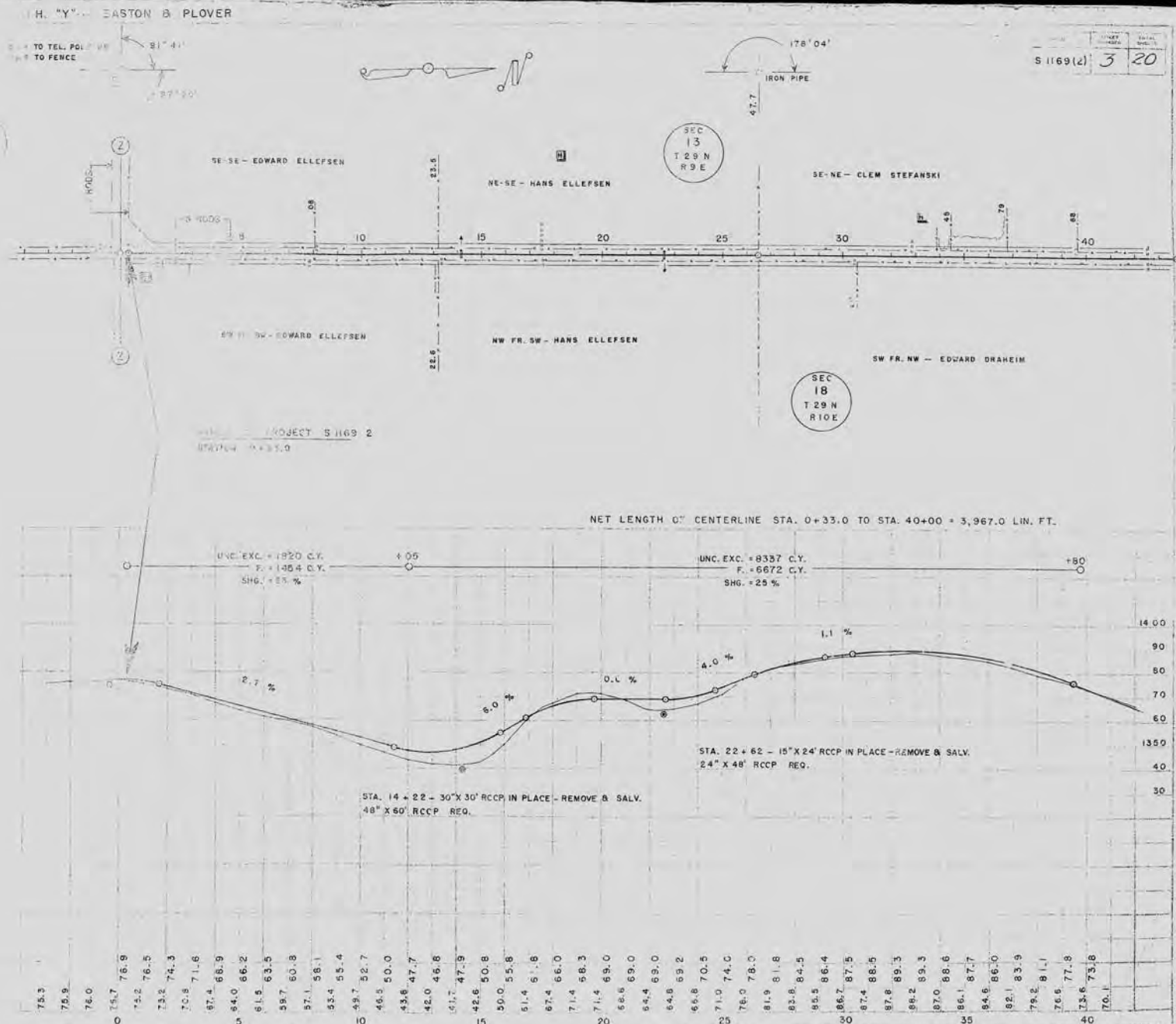
APPLICABLE STANDARD DETAILS

OBTERATING OLD ROAD	1-4.1
DETAILS OF PRIVATE ENT. & SIDE RDS.	1-3.1
RIPRAP FOR CULVY END WALLS	6-2.1
RIPRAP AT SIDE RD & PRIV. ENT. CULVY	6-2.5
STEEL PLATE BEAM GUARD (CLASS B)	7-2.1
CONSTRUCTION BARRICADE	7-4.2

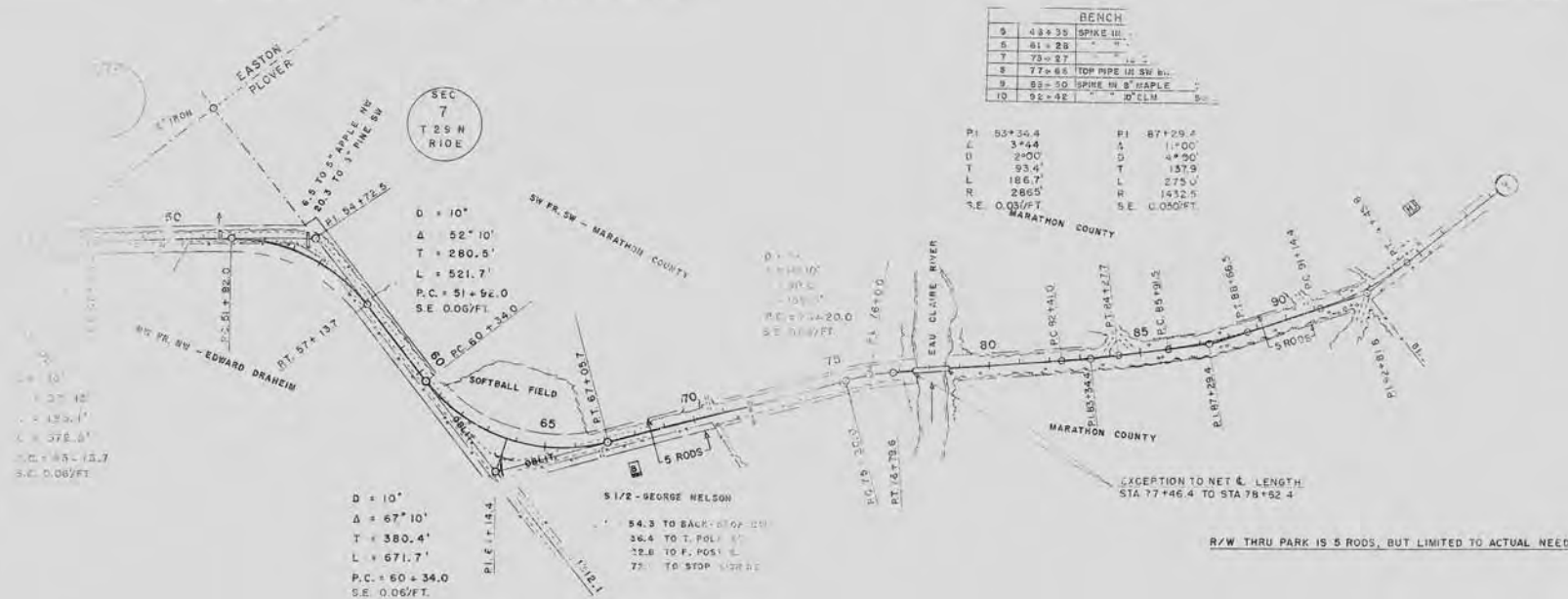
PIPE CULVERTS											
STATION	BASE	FILL GRAV.	BALANCED PIPE TO BE USED	DIAM. IN.	LENGTH LIN. FT.	NEW PIPE REQ'D LIN. FT.	C ROWY	P. E. A. S. R.			RIP
								L	R	RAP	
1+43	10	15	X	15	18			X			
1+56	10	15	X	15	18				X		
13+32	10	30	X	30	24				X		5
14+22				48	60	60	X		X		10
17+49	10	15	X	15	18			X			
22+62				24	48	48	X		X		
32+84	10	15			0				X		
32+84	10	15			0				X		
39+57	10	15	X	15	18			X			
42+56	10	15	X	18	18			X			3
46+42				42	66	66	X				10
46+69	10	15	X	15	18				X		3
51+66				24	60	60	X				5
63+70	10	20			0				X		
63+70	25	40							X		
66+87	10	15	X	15	18				X		
70+52	10	20	X	15	30				X		
71+97				24	54	54	X		X		3
72+36	5	0	X	15	12				X		3
77+38	5	0	X	15	12				X		3
78+76	5	0	X	30	12	6			X		3
78+95	10	0	X	24	6				X		3
79+86	10	0	X	18	6				X		3
79+86	10	0	X	24	6				X		3
83+89	10	15	X	24	36				X		3
84+70	10	15	X	24	36				X		3
90+77	10	15	X	18	36				X		
95+17	5	10	X	15	18				X		
97+00					0				X		
105+49		20		18	42	42	X			X	
107+39	5	15			0				X		
112+30		20		24	42	42	X		X		
115+13	5	15			0				X		
119+02		20		18	42	42	X		X		
120+11		20		24	42	42	X		X		
125+61	5	10	X	15	18				X		
127+00	5	10	X	15	18				X		
127+00	5	15	X	18	18				X		
128+42	15				0				X		
128+42	15	0	X	18	36				X		
132+50	5	10			0				X		
132+50	5	10			0				X		
142+37		20		24	42	42	X			X	
148+71	5	10	X	15	18				X		
151+22		20		18	42	42	X				
154+80	5	10	X	15	18					X	
159+00	5	10			0				X		
166+70		20		24	42	42	X				3

10.6
 1.0
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 1.3
 10.5
 P-12.1
 3.1
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 5.9
 3.45
 1.6
 1.9
 5

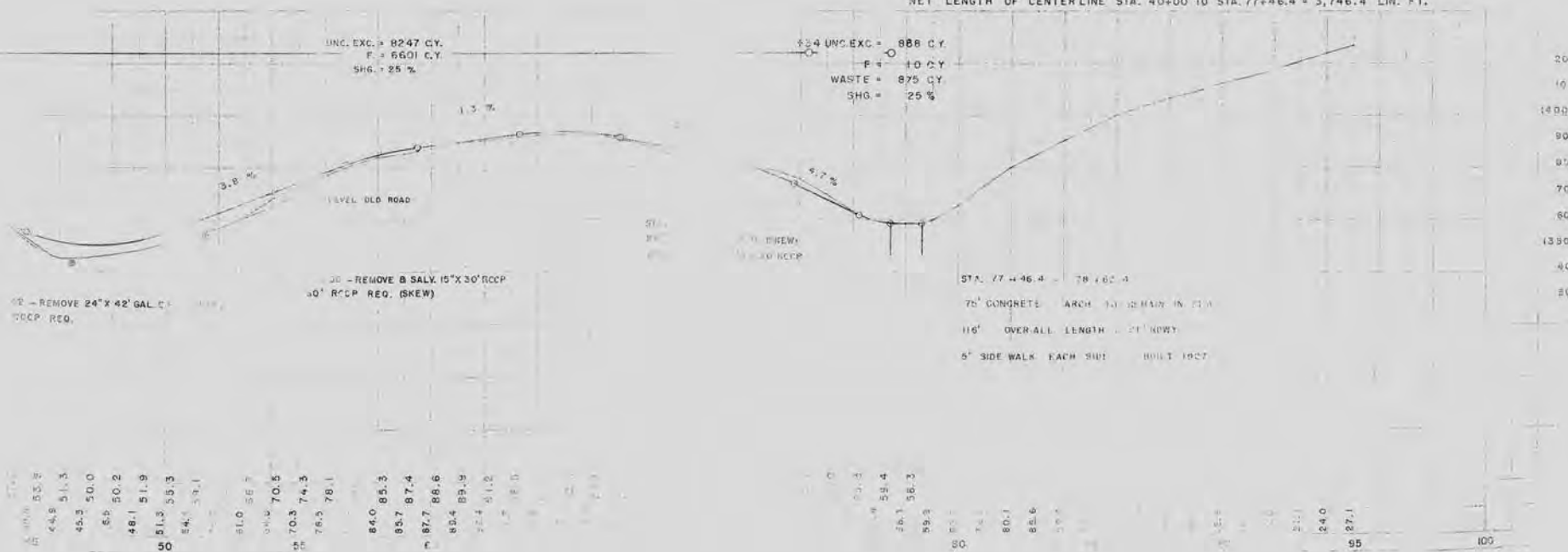
1	0 - 11.8
2	11 - 90
3	20 - 07
4	3 - 0.0

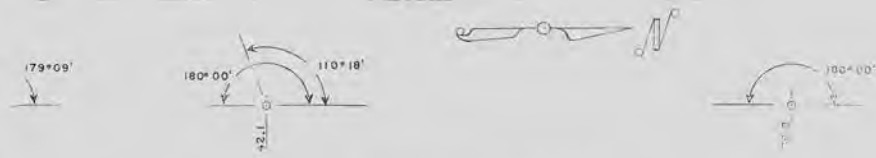


BENCH	
9	43 = 35 SPIKE IN
5	81 = 28
7	73 = 27
3	77 = 65 TOP PIPE IN SW BR.
9	83 = 30 SPIKE IN S ^W MAPLE
10	92 = 42 ID CLM

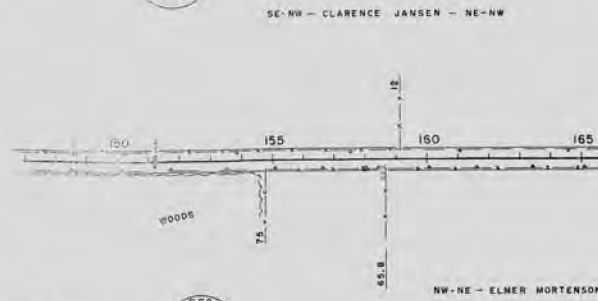
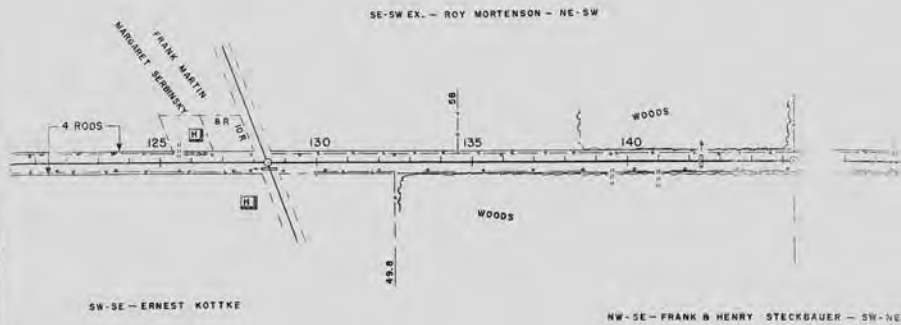


NET LENGTH OF CENTERLINE STA. 40+00 TO STA. 77+46.4 = 3,746.4 LIN. FT.

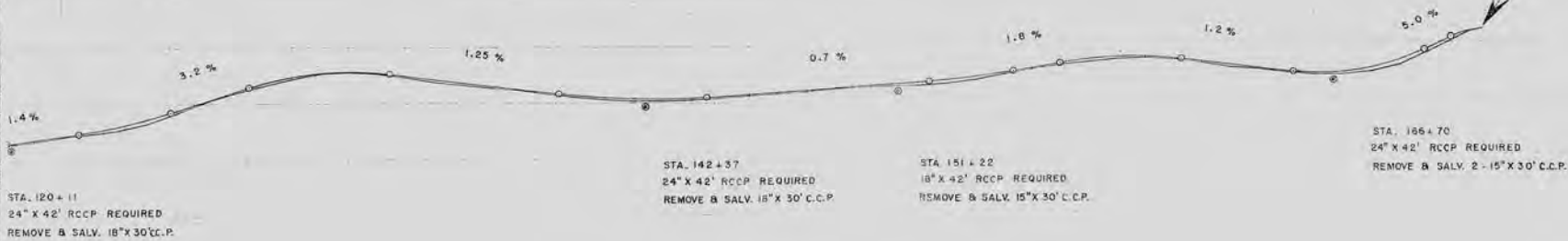




BENCH MARKS				
11	115+27	SPINE SW 10' E. ELB	42' L	1423.45
12	130+00	" 10' HICKORY	40' R	1450.96
13	147+48	" 10' ASH	50' L	1444.28
14	171+42	" SIGN POST	32' L	1463.93

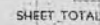


NET LENGTH OF CENTER-LINE STA. 119+62.0 TO STA. 171+85.4 = 5,223.4 LIN. FT.

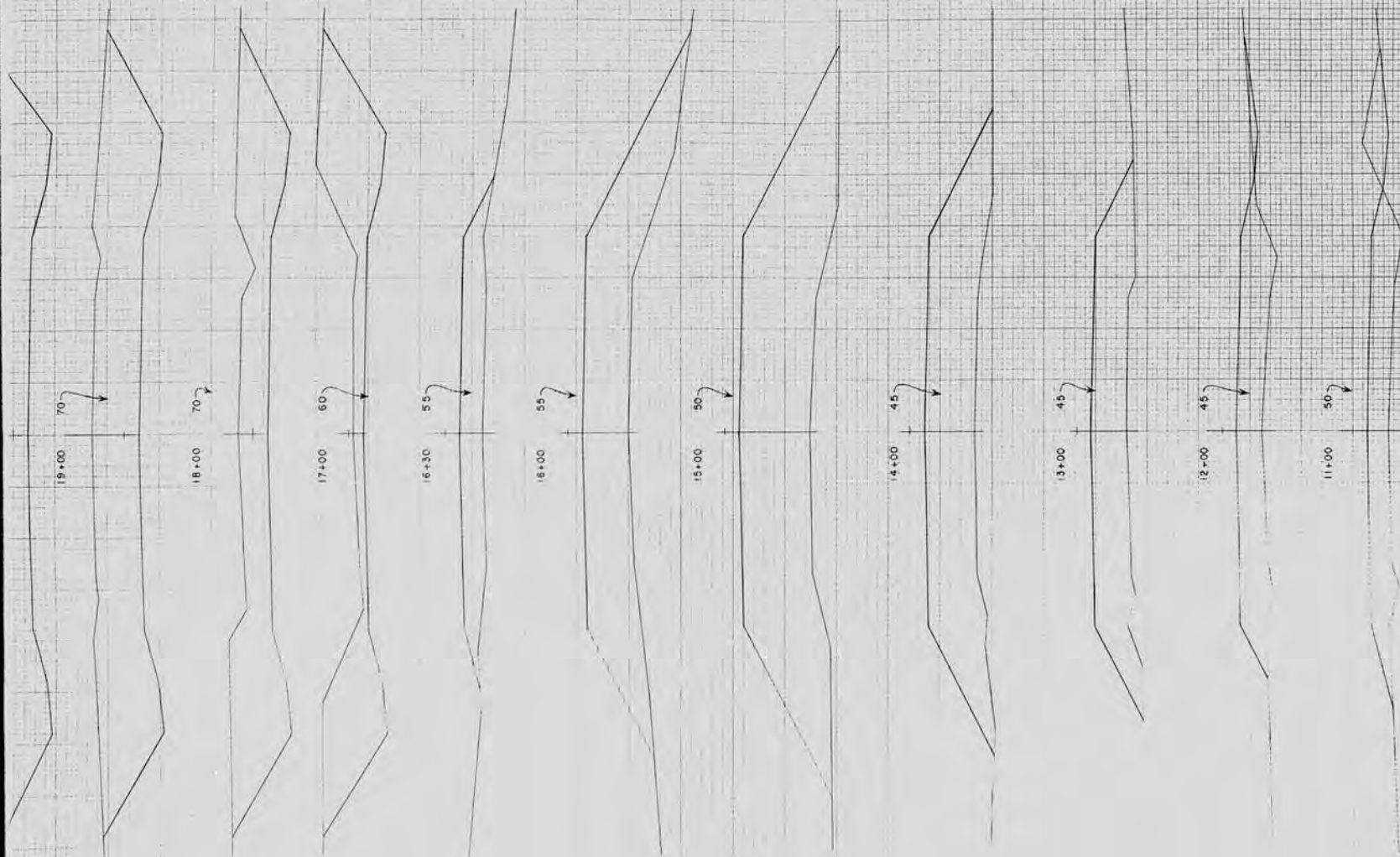


26.2
27.0
27.6
28.4
29.0
29.8
30.5
31.5
32.2
34.0
34.7
37.0
37.7
40.5
40.9
43.7
44.1
46.5
47.2
48.8
49.5
50.5
50.7
50.9
51.4
50.3
51.0
49.2
49.9
48.0
48.7
46.8
47.5
45.8
46.3
44.5
45.1
43.3
43.9
42.1
42.8
41.2
41.9
40.8
41.5
40.8
41.5
41.8
41.8
42.1
42.8
42.8
43.5

47.1
47.9
48.6
49.5
50.0
51.3
51.8
52.9
53.6
54.1
54.8
54.8
55.5
54.8
55.4
54.1
54.6
52.9
53.4
51.5
52.2
50.3
51.0
49.3
49.8
48.3
49.0
48.7
49.4
50.0
50.7
53.0
53.7
57.2
57.9
62.1
62.8
64.9
64.9

1696

673



B.P.R. DISTRICT OFFICE	PROJECT	SHEET NUMBER	TOTAL SHEETS
WIS. 4	S 1169 (2)	14	20

[illegible]

SHEET TOTAL

3560

4973

YARDAGE												
EXCAVATION												
STATION	20+00	21+00	22+00	23+00	24+00	25+00	26+00	27+00	28+00	29+00	30+00	
DISTANCE	100	100	100	100	100	100	100	100	100	100	100	
UNCL.	783	219	26	52	83	387	600	430	285	261	337	
FILL	0	283	565	494	339	130	0	4	13	17	22	

SHEET TOTAL 3363

30+00 90

29+00 85

28+00 85

27+00 80

26+00 80

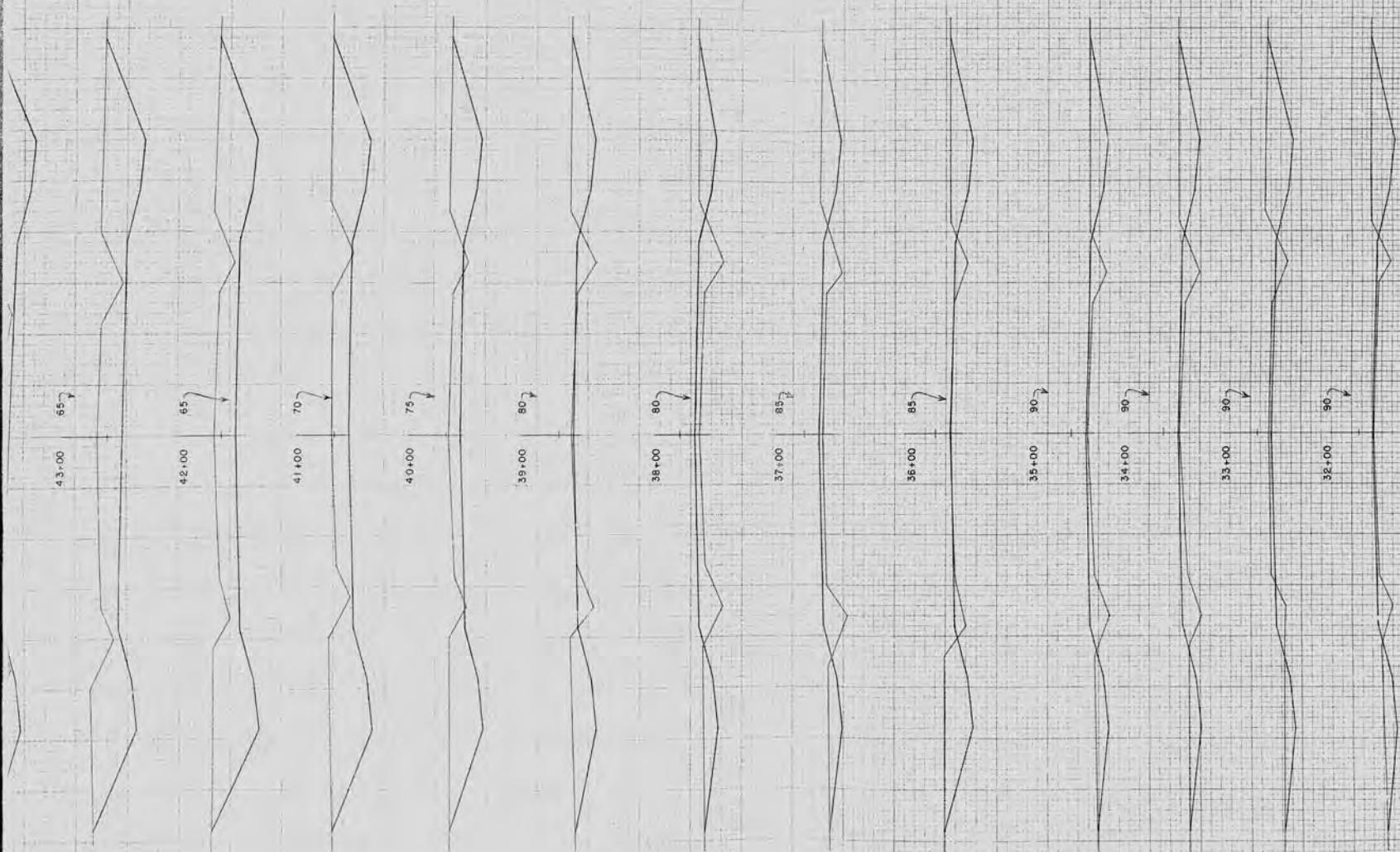
25+00 75

24+00 70

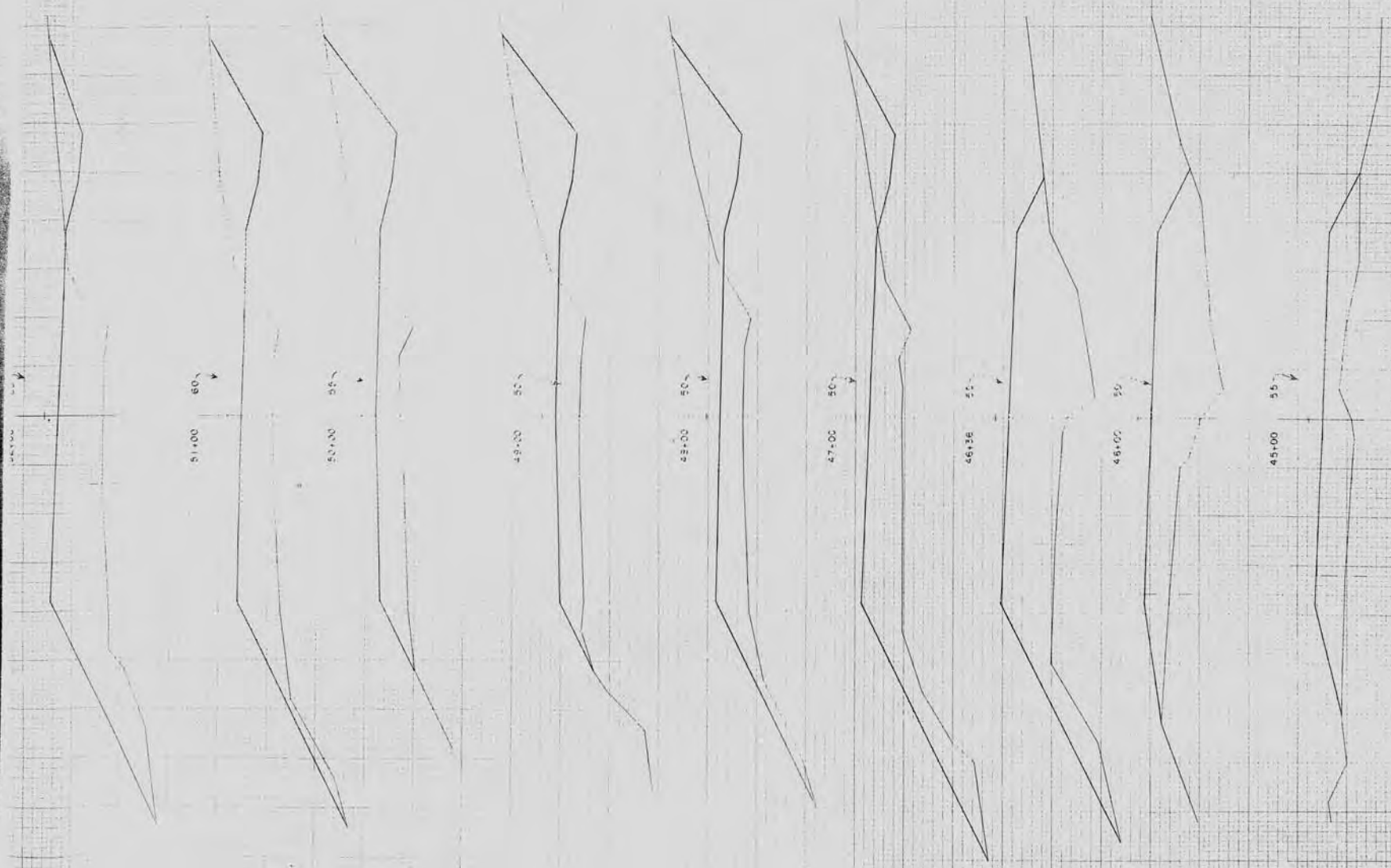
23+00 70

22+00 70

21+00 70



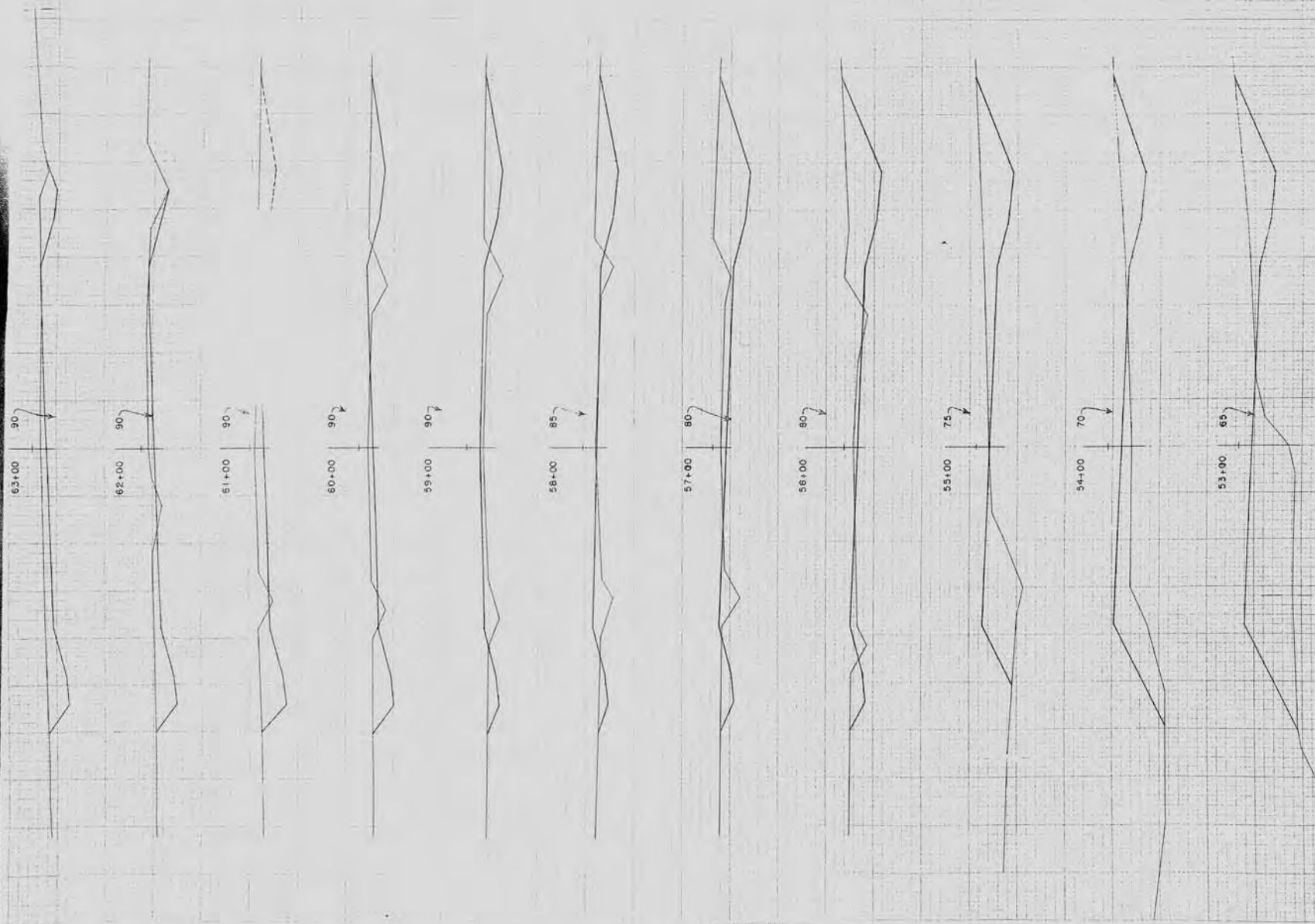
STATION	VARDAGE															
	EXCAVATION															
	DISTANCE															
	44+00	43+00	42+00	41+00	40+00	39+00	38+00	37+00	36+00	35+00	34+00	33+00	32+00	31+00		
URCL	561	674	635	511	322	170	128	178	174	130	163	172	165			
PILL	0	0	0	2	24	93	122	70	63	91	59	39	41			



BPA DISTRICT OFFICE	PROJECT	SHEET NUMBER	TOTAL SHEETS
WIS 4	S 1169 (2)	11	20

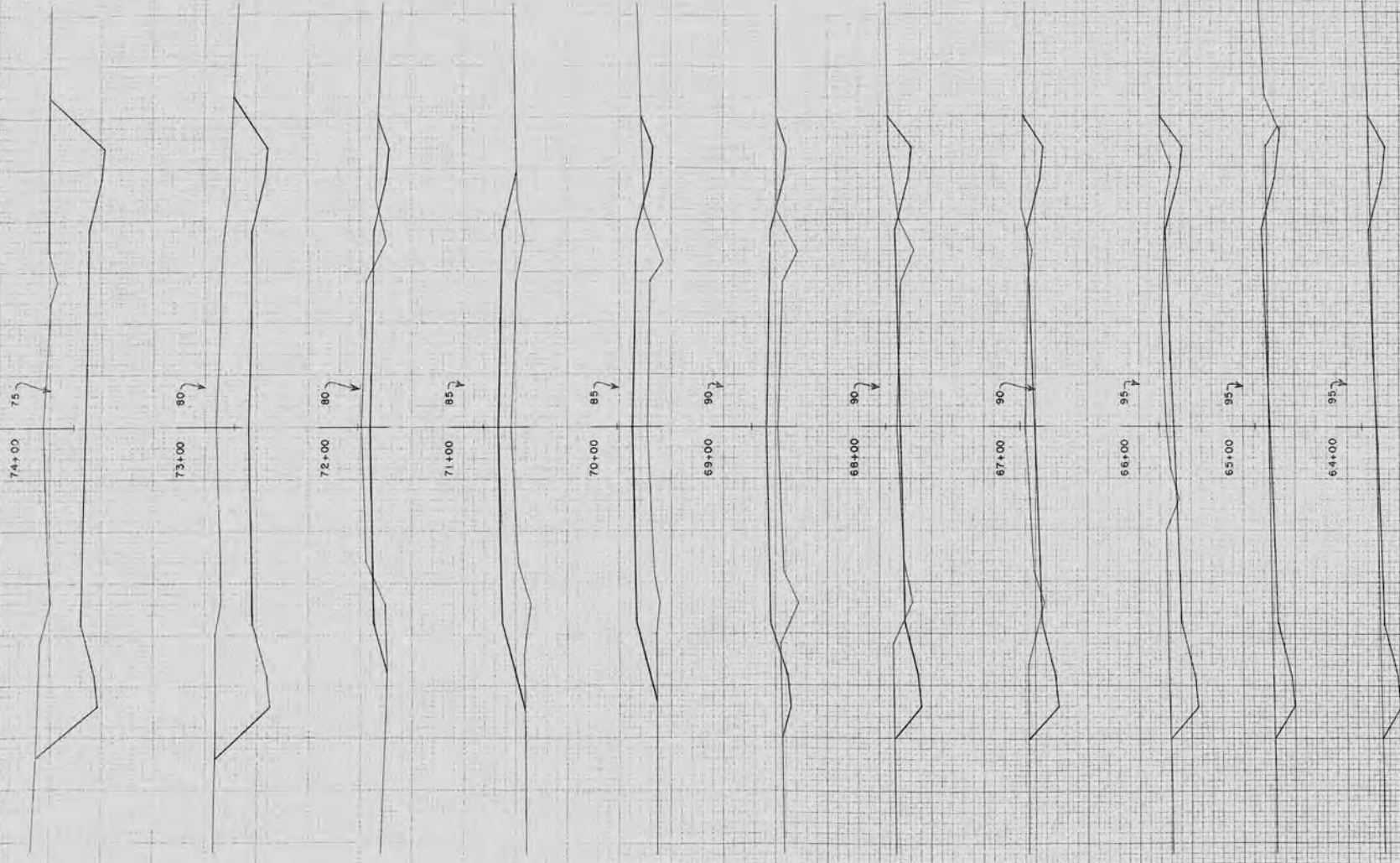
YARDAGE									
EXCAVATION									
DISTANCE									
UNCL.									
FILL									
STATION	52+00	51+00	50+00	49+00	48+00	47+00	46+36	46+00	44+00
	100	100	100	100	100	100	64	36	100
	183	281	306	281	196	41	0	0	224
	676	439	328	307	530	537	355	824	243

SHEET TOTAL 1512



B&A DISTRICT	PROJECT	SHEET NO.	TOTAL SHEETS
4	S 1169 (2)	18	18

STATION	YARDAGE									
	EXCAVATION									
DISTANCE	UNCL.	100	100	100	100	100	100	100	100	100
63+00	144	180	200	130	109	181	246	231	169	144
62+00	100	100	100	100	100	100	100	100	100	100
61+00	100	100	100	100	100	100	100	100	100	100
60+00	100	100	100	100	100	100	100	100	100	100
59+00	100	100	100	100	100	100	100	100	100	100
58+00	100	100	100	100	100	100	100	100	100	100
57+00	100	100	100	100	100	100	100	100	100	100
56+00	100	100	100	100	100	100	100	100	100	100
55+00	100	100	100	100	100	100	100	100	100	100
54+00	100	100	100	100	100	100	100	100	100	100
53+00	100	100	100	100	100	100	100	100	100	100
TOTAL	7	20	35	69	78	43	33	106	202	356



SHEET TOTAL 2158

SHEET TOTAL		SHEET NUMBER		TOTAL SHEETS	
2158		19		19	
STATION		DISTANCE		EXCAVATION	
				UNCL.	
74+00	75+00	100	81.9	41.7	52
73+00	74+00	100	9	26	9
72+00	73+00	100	80	161	208
71+00	72+00	100	100	157	96
70+00	71+00	100	100	100	100
69+00	70+00	100	100	100	100
68+00	69+00	100	100	100	100
67+00	68+00	100	100	100	100
66+00	67+00	100	100	100	100
65+00	66+00	100	100	100	100
64+00	65+00	100	100	100	100
TOTAL		1000		1000	

STATE	PROJECT	SHEET NUMBER	TOTAL SHEETS
WIS.	S 1169 (2)	19	19
4			

TYPICAL SECTION BEYOND STA. 78+62.9

EXC. = 20 C.Y. = 74 C.Y./STA.
FILL = 16 C.Y. = 59 C.Y./STA.
SHR. = 25 %



159+12 55'



121+78 30'



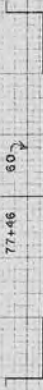
104+46 25'



78+00 60'



77+46 60'



77+00 60'



76+00 65'



75+00 70'



SHEET TOTAL

11.45

M&E DISTRICT		PROJECT		SHEET	
NO.	DISTRICT	NO.	NAME	NO.	NAME
5	11	50	13	2	
VARIATION					
EXCAVATION					
STATION	DISTANCE	UNCL.	CL.	CL.	CL.
77+46	95	2	44	343	756
77+00	100				
76+00	100				
75+00	100				
74+00	100				