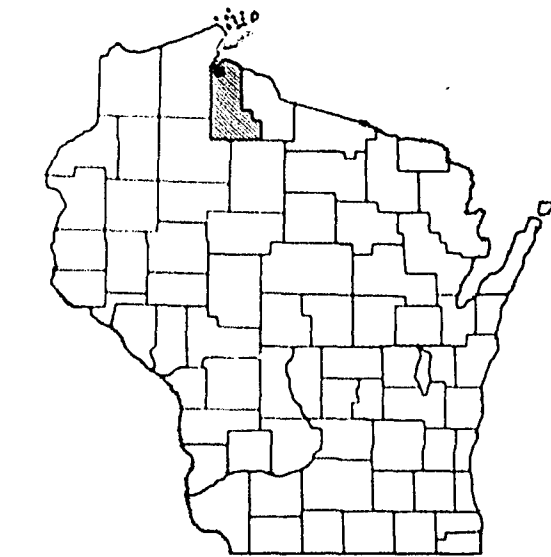


INDEX OF SHEETS

SHEET NO. 1 TITLE
SHEET NO. 2 TYPICAL CROSS SECTIONS
SHEET NO. 3 ESTIMATE OF QUANTITIES
SHEET NO. 3A-3B MISCELLANEOUS QUANTITIES
SHEET NO. — RIGHT OF WAY PLAT
SHEET NO. 4-14 PLAN AND PROFILE STA. 9+55 TO STA. 72+59.8
SHEET NO. 15-15.8 STANDARD DETAILS
SHEET NO. — DRAINAGE STRUCTURES
SHEET NO. 16-37 CROSS SECTIONS



STATE OF WISCONSIN STATE HIGHWAY COMMISSION OF WISCONSIN

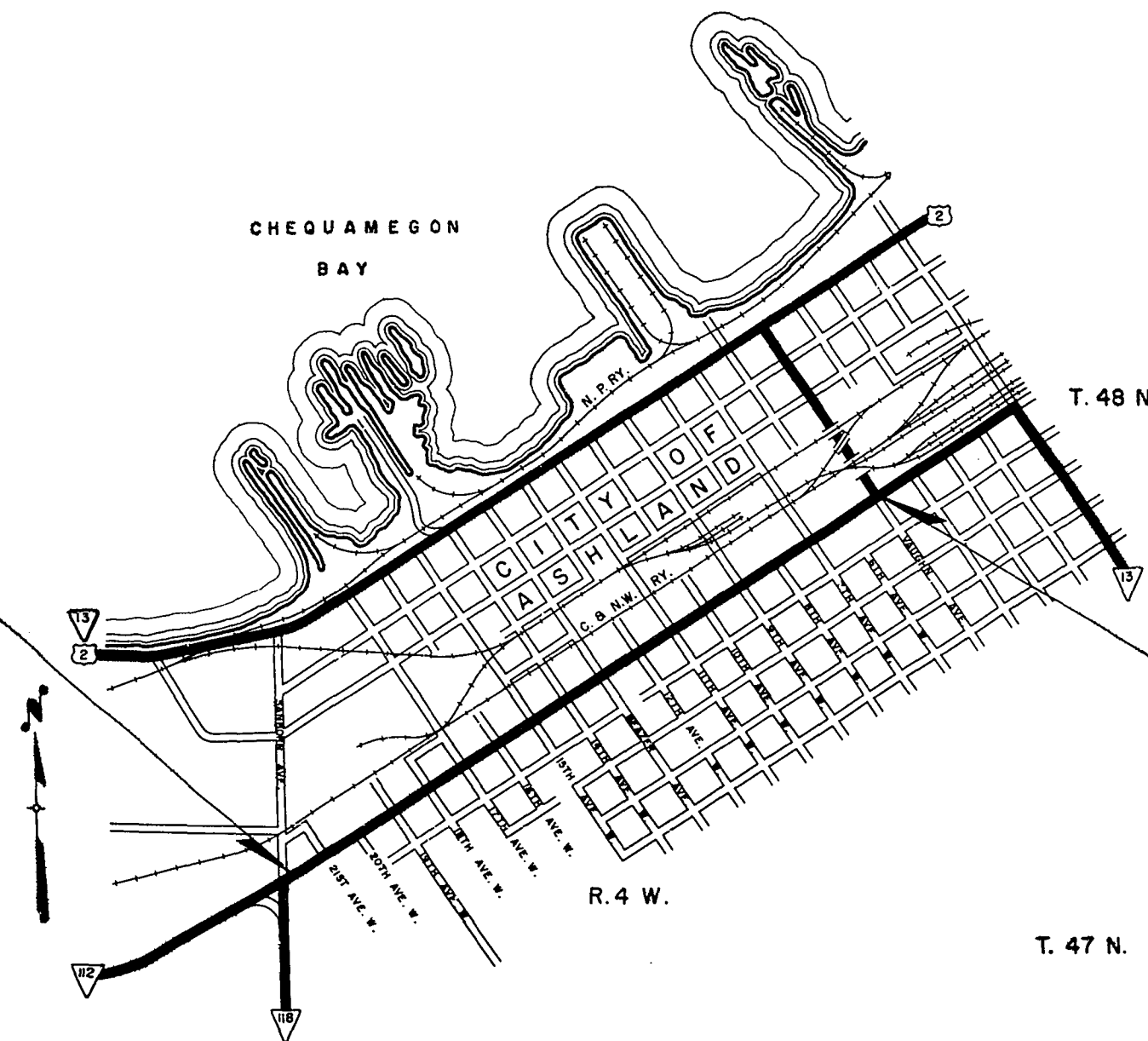
PLAN AND PROFILE OF PROPOSED WEST 6TH STREET, CITY OF ASHLAND S.T. H. 112 ASHLAND COUNTY PROJECT T 0273 (2)

COUNTY AND HIGHWAY	ROUTE AND SECTION	CLASS AND AGREEMENT		WIS. DIVISION	SHEET NUMBER	TOTAL SHEETS
2.2	273.0	22.2		4 WIS.	1	37

PLAN 1 IN. = 20 FT.
PROFILE HOR. 1 IN. = 20 FT. VERT. 1 IN. = 2 FT.
CROSS SECTIONS HOR. 1 IN. = 5 FT. VERT. 1 IN. = 2 FT.

BEGINNING OF PROJECT T 0273 (2)
STATION 9+55

55' N.E. OF THE INTERSECTION OF SANBORN AVE. & WEST 6TH ST.



END OF PROJECT T 0273 (2)
STATION 72+59.8

33' N.E. OF THE INTERSECTION OF VAUGHN AVE. & WEST 6TH ST.

CONVENTIONAL SIGNS

STATE LINE.....
COUNTY LINE.....
TOWNSHIP OR RANGE LINE.....
SECTION LINE.....
NEW RIGHT OF WAY LINE.....
PRESENT RIGHT OF WAY LINE.....
WIRE FENCE { WOVEN.....
 BARBED.....
LOT LINE.....
CORPORATE OR CITY LIMITS.....
PROPERTY LINE.....
TRAVELED WAY OR P.E.....
RAILROADS.....
BASE OR SURVEY LINE.....

CULVERTS IN PLACE.....
CULVERTS REQUIRED.....
DROP INLET.....
POWER POLE.....
TELEPHONE OR TELEGRAPH POLE.....
RIGHT OF WAY MARKERS.....
REFERENCE STAKE FOR HUBS ONLY.....
MARSH.....
HEDGE.....
TREES.....
GROUND ELEVATION.....
GRADE ELEVATION.....

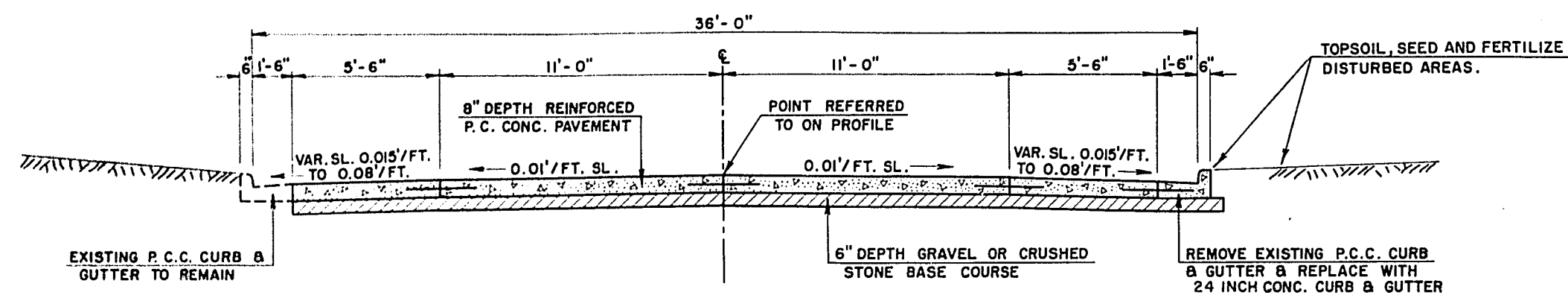
LAYOUT

SCALE 1" = 1000'

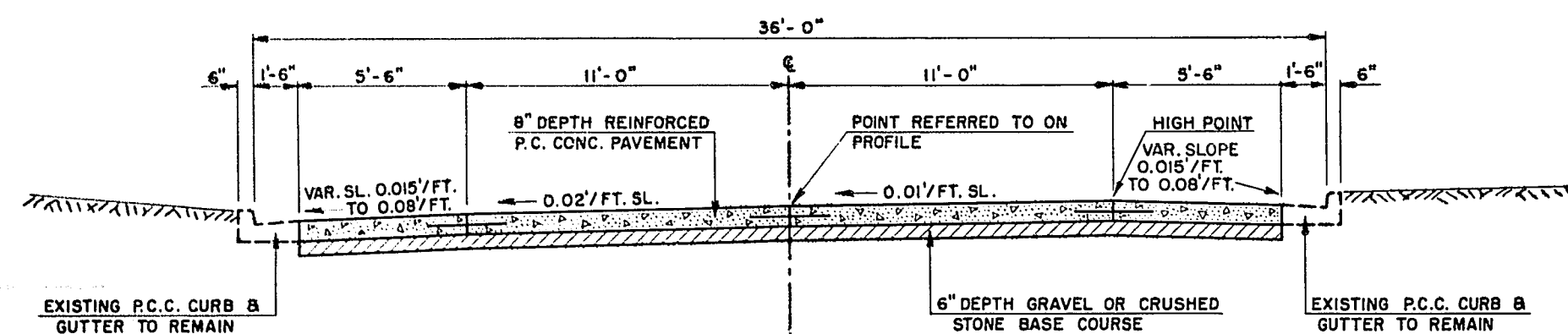
TOTAL NET LENGTH OF CENTERLINE = 1.194 MI. (URBAN)

STATE HIGHWAY COMMISSION OF WISCONSIN MADISON, WIS.	
SURVEYOR..... DIVISION COMPUTER..... DISTRICT CHECKER.....	NOTE BOOK..... W. O. CHECKER..... CORRECT.....
CORRECT: DATE 6/29/64 M. B. Olsen DISTRICT ENGINEER	
RECOMMENDED FOR APPROVAL: DATE 6/3/64 E. J. Byrkit DEPT. DESIGN ENGINEER	
APPROVED: DATE 6/3/64 E. C. Rottger STATE HIGHWAY ENGINEER	
DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	
APPROVED: DATE	
DIVISION ENGINEER	

T 0273 (2)

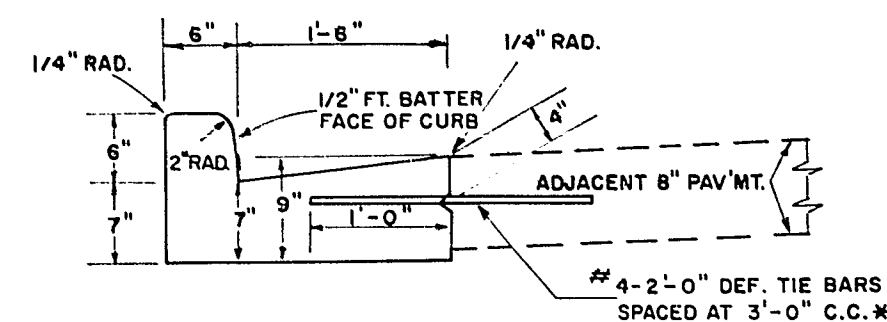


HALF SECTION SHOWING EXISTING CURB & GUTTER
 HALF SECTION SHOWING NEW CURB & GUTTER
 TYPICAL FINISHED SECTION



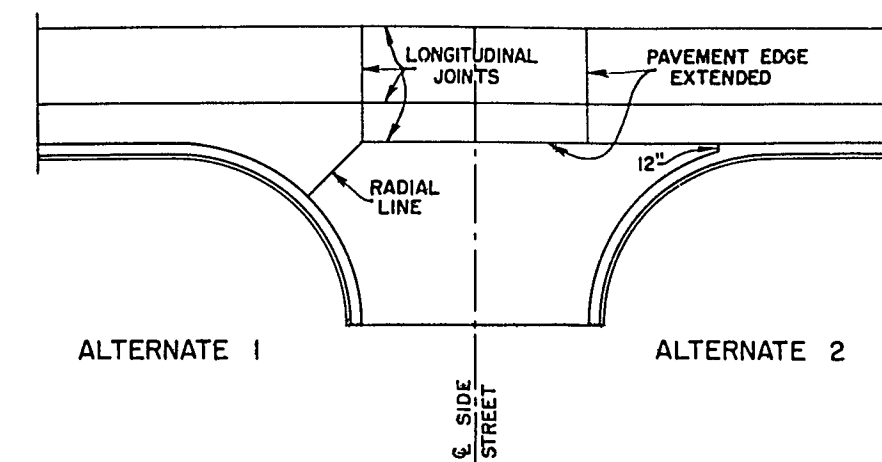
TYPICAL FINISHED SECTION
 SHOWING PAVEMENT SLOPES WHERE CROWN
 HIGH POINT IS SHIFTED FROM CL.

HIGH POINT SHIFTS OCCUR AS FOLLOWS
 STA. 55 + 50 TO STA. 59 + 75
 STA. 71 + 00 TO STA. 72 + 00



DETAIL OF CONCRETE CURB
 AND GUTTER - 24 INCH

* ALTERNATE TIE BARS OR BOLT
 TYPE INSTALLATIONS MAY BE
 USED AS SHOWN FOR LONGITUDINAL
 JOINTS.



TYPICAL STREET INTERSECTION SHOWING
 ALTERNATE CONSTRUCTION JOINTS

GENERAL NOTES

- (1) CONSTRUCTION DETAILS NOT SPECIFICALLY SHOWN SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, THE SPECIAL PROVISIONS AND THE STANDARD DRAWINGS.
- (2) WHEN THE QUANTITY OF THE ITEMS OF SUBBASE, BASE OR SURFACE COURSE IS MEASURED FOR PAYMENT BY THE TON OR CUBIC YARD, THE DEPTH OR THICKNESS OF THE COURSE SHOWN ON THE PLANS IS APPROXIMATE AND THE ACTUAL THICKNESS WILL DEPEND ON THE DISTRIBUTION OF THE MATERIAL DIRECTED BY THE ENGINEER.
- (3) THE QUANTITIES OF TOPSOIL, SEED AND FERTILIZER NECESSARY TO RESTORE THE WORK SITE WHERE NEW CURB AND GUTTER IS CONSTRUCTED ARE NOT BID ITEMS AND SUCH RESTORATION WORK WILL BE CONSIDERED INCIDENTAL TO THE ITEM OF CONCRETE CURB AND GUTTER. - TOPSOIL SHALL BE PLACED TO AN APPROXIMATE DEPTH OF 3 INCHES AT THE TIME OF PLACEMENT
- (4) UNDERCUTS SHALL ONLY BE MADE AT LOCATIONS APPROVED BY THE ENGINEER. WHEN GRADING OPERATIONS UNCOVER A SUBGRADE SOIL OR MATERIAL ABRUPTLY DIFFERING FROM THE SOIL TYPE OF WHICH THE MAJORITY OF THE SUBGRADE IS COMPOSED, THE ENGINEER SHALL IMMEDIATELY BE NOTIFIED.
- (5) ALL UTILITIES WILL BE MOVED OR ADJUSTED BY THEIR OWNERS WHERE REQUIRED.
- (6) CONCRETE DRIVEWAYS WILL BE RECONSTRUCTED AT LOCATIONS SHOWN ON THE PLANS. THE EXACT LIMITS OF THESE DRIVEWAYS SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD. DRIVEWAYS SHALL BE RECONSTRUCTED TO A SECTION WHICH WILL MATCH EXISTING ENTRANCES, MODIFIED TO THE OPENING WIDTHS SHOWN ON THE PLANS.
- (7) ALL RADII SHOWN ARE TO THE FRONT FACE OF THE CURB.
- (8) JOINTS SHALL NOT BE SEALED IN CONCRETE CURB AND GUTTER.
- (9) BACKFILL MATERIAL FOR UNDERCUTS SHALL BE CLAY BORROW OR CLAY MATERIAL FROM ROADWAY EXCAVATION AND SUCH MATERIAL SHALL BE SUBJECT TO THE APPROVAL OF THE ENGINEER BEFORE PLACEMENT.
- (10) TRANSVERSE CONSTRUCTION OR CONTRACTION JOINTS SHALL BE INSTALLED AT THE CENTERLINE OF ALL INTERSECTING STREETS ACROSS THE PROJECT.

APPLICABLE STANDARD DRAWINGS	
CONCRETE PAVEMENT REINFORCEMENT	2-1.1.11
LONGITUDINAL JOINTS - CONCRETE PAVEMENT	4-4.4.7
TRANSVERSE JOINTS - CONCRETE PAVEMENT	4-4.5.9
CATCH BASINS	5-3.3.2
CATCH BASINS & INLET COVERS	5-3.4.7
INLETS	5-3.5.2
MANHOLES	5-3.7.2
MANHOLE COVERS	5-3.8.2
CONSTRUCTION BARRICADE	7-4.1.4

TYPICAL CROSS SECTION FOR

WEST 6TH STREET
 (S.T.H. 112)

NO SCALE

CONTRACT NO. 1

B P R DIVISION	PROJECT	SHEET NO	TOTAL SHEETS
4	T0273(2)	3	37

SPECIAL PROVISIONS AS ATTACHED TO PROPOSALS																																							
SEC. NO.	STATION TO STATION		NET LENGTH OF CENTER LINE	CLEARING		GRUBBING		REMOVING PAVEMENT	REMOVING CURB	REMOVING CURB AND GUTTER	REMOVING CONCRETE SIDE WALK	REMOVING MAN HOLES	REMOVING CATCH BASINS	EXCAVATION				GRANULAR BACK-FILL	FINISHING ROADWAY	OBLITERATING OLD ROAD	GRANULAR SUBBASE COURSE	GRAVEL OR CRUSHED STONE BASE COURSE		BASE COURSE		CONCRETE PAVEMENT			* CONCRETE DRIVEWAY	CONCRETE HEADERS	CONCRETE SURFACE DRAINS	CONCRETE PAVEMENT REINF.	PREP. ROAD-BED FOR BITUM. SURF.	BITUM. MAT. FOR PRIME COAT	SINGLE AGGREGATE BITUMINOUS SURFACE	BITUMINOUS CONCRETE PAVEMENT	BITUM. MAT. FOR SURFACE COURSE		
														UNCLASSIFIED	ROCK	MARSH	BORROW									IN STOCK PILES	8-INCH												
	2101-1	2101-2		2101-4	2101-5	20401	20403															20405	20406	20414	20415													20503	2106-2
UNIT	STA.	IN DIA.	STA.	IN DIA.	SQ. YD.	LIN. FT.	LIN. FT.	SQ. YD.	EACH	EACH	C.Y.	C.Y.	C.Y.	C.Y.	C.Y.	L.S.	STA.	C.Y.				SQ. YD.	SQ. YD.	SQ. YD.	SQ. YD.	C.Y.	SQ. YD.	STA.		TON	TON								
1	9 +55 -72 +59.8		6304.8		26		26	406	225	3360	400	3	34		15,000				3,000					5,835					25,815			163							
															</																								

[illegible][illegible]

* -100 % CITY PARTICIPATION

PROJECT	SHEET NUMBER	TOTAL SHEETS
TO 273 (2)	3A	37

CLEARING AND GRUBBING					REMOVING CURB AND GUTTER					REMOVING CATCH BASINS					GRAVEL OR CRUSHED STONE BASE COURSE					STORM SEWER										CATCH BASINS				
SEC. NO.	STATION TO STATION		CLEARING INCH DIA.	GRUBBING INCH DIA.	SEC. NO.	LOCATION		LIN. FT.	SEC. NO.	LOCATION		EACH	SEC. NO.	LOCATION		CU. YDS.	SEC. NO.	LOCATION		VITRIFIED CLAY PIPE 8" 10" 12" 15" 18"	R. C. P. 12" 18"	SEC. NO.	LOCATION		TYPE 3	COVER A	COVER D							
1	61+12	21' LT	13	13	1	72+69.8	- 73+25.8	LT 560	1	13+27	- 20' RT	1	1	9+55.0	- 72+59.8	5085	1	13+22	- 13+23	RT	6'	1	1	43+23	- 22' RT	1	1	1						
	65+21	22' LT	13	13		58+82.0	- 59+87.0	LT 45.0		13+58	- 20' RT	1			SIDE STREETS UNDISTRIBUTED	638		13+23	- 13+63	RT	39'			46+50	- 22' RT	1	1							
						9+65.0	- 9+95.0	RT 300		16+92	- 20' RT	1			UNDER NEW CURB AND GUTTER	112		16+85	- 16+90	RT				46+50	- 22' LT	1	1							
						11+10.0	- 11+40.0	RT 300		16+92	- 20' RT	1						16+85	- 16+90	LT				46+55	- 20' LT			1						
						12+25.0	- 12+50.0	RT 250		17+25	- 20' RT	1			PROJECT TOTAL	5835		17+25	- 17+29	LT				46+92	- 22' LT	1	1							
						12+75.0	- 13+00.0	RT 250		20+57	- 20' RT	1						17+25	- 17+29	RT	7'			50+10	- 20' RT	1	1							
						13+10.5	- 13+30.5	RT 257		20+96	- 20' RT	1			CONCRETE PAVEMENT 8-INCH			20+52	- 20+56	RT				50+59	- 20' RT	1	1							
						13+56.5	- 13+76.5	RT 257		24+25	- 20' RT	1						20+94	- 20+94	RT				53+80	- 22' RT	1	1							
						14+65.0	- 16+25.0	RT 1600		24+55	- 20' RT	1						24+17	- 24+25	RT	7'			53+77	- 21' LT	1	1							
						16+75.4	- 16+95.4	RT 257		27+85	- 20' RT	1						24+55	- 24+63	RT				54+18	- 20' LT			1						
						17+21.4	- 17+41.4	RT 257		28+25	- 20' RT	1						27+83		RT	6'			54+22	- 22' RT	1	1							
						18+75.0	- 19+27.0	RT 520		31+57	- 20' RT	1						28+28		RT	6'			54+22	- 22' LT	1	1							
						20+40.4	- 20+60.4	RT 257		31+87	- 20' RT	1						31+50	- 31+53	RT				57+48	- 24' RT	1	1							
						20+86.4	- 21+06.4	RT 257		35+22	- 20' RT	1						31+53	- 31+94	RT				57+88	- 23' RT	1	1							
						21+36.0	- 21+97.0	RT 610		35+53	- 20' RT	1						35+16	- 35+21	RT				61+13	- 22' RT	1	1							
						24+06.4	- 24+26.4	RT 257		38+89	- 20' RT	1						35+55	- 35+59	RT	7'			61+13	- 22' LT	1	1							
						24+52.4	- 24+72.4	RT 257		39+19	- 20' RT	1						38+82	- 39+18	RT				61+57	- 22' RT	1	1							
						26+01.0	- 26+73.0	RT 720		42+53	- 20' RT	1						39+18	- 39+24	LT				61+57	- 22' LT	1	1							
						27+72.4	- 27+87.4	RT 257		43+22	- 20' RT	1						39+18	- 39+24	RT	7'			64+76	- 22' RT	1	1							
						28+23.4	- 28+38.4	RT 257		46+86	- 20' RT	1						42+50		RT	6'			65+22	- 22' RT	1	1							
						28+54.0	- 28+74.0	RT 200		46+86	- 20' LT	1						43+17	- 43+23	RT	6'			72+05	- 22' RT	1	1							
						30+70.0	- 30+99.0	RT 290		50+15	- 20' RT	1						46+50	- 46+55	RT	7'			72+50	- 22' RT	1	1							
						31+38.4	- 31+58.4	RT 257		50+56	- 20' RT	1						46+50	- 46+89	RT	38'			53+87	- 20' RT			1						
						31+84.4	- 32+04.4	RT 257		53+87	- 20' LT	1						46+50	- 46+55	LT	5'			PROJECT TOTAL		39	39	4						
						33+08.0	- 33+28.0	RT 200		54+18	- 20' RT	1						46+86	- 46+92	LT	8'													
						35+04.5	- 35+24.5	RT 257		57+51	- 20' RT	1						50+13		RT														
						35+50.5	- 35+70.5	RT 257		57+83	- 20' RT	1						50+59		RT														
						37+20.0	- 37+77.0	RT 570		61+16	- 20' RT	1						53+77	- 53+87	LT														
						38+70.7	- 38+90.7	RT 257		61+20	- 20' LT	1						53+80	- 53+87	RT														
						39+16.7	- 39+36.7	RT 257		61+50	- 20' LT	1						54+18	- 54+22	LT														
						42+39.9	- 42+54.9	RT 207		61+53	- 20' RT	1						54+18	- 54+22	RT														
						43+18.9	- 43+33.9	RT 207		64+85	- 20' RT	1						57+48	- 57+49	RT														
						46+36.5	- 46+56.5	RT 257		72+07	- 20' RT	1						57+86	- 57+88	RT														
						46+82.5	- 47+02.5	RT 257		72+48	- 20' RT	1						61+13	- 61+17	LT	7'													
						48+98.0	- 49+59.0	RT 610										61+13	- 61+17	RT	4'													
						50+02.2	- 50+17.2	RT 207										61+50	- 61+57	LT	7'													
						50+53.2	- 50+68.2	RT 460										61+53	- 61+57	RT														
						51+80.0	- 52+01.0	RT 210										64+76	- 64+85	RT	10'													
						53+68.4	- 53+88.4	RT 307										65+16	- 65+21	RT	3'													
						53+88.4		RT 300										72+05	- 72+07	RT	3'													
						54+14.4		RT 300										72+48	- 72+50	RT	3'													
						54+14.4	- 54+34.4	RT 307																										
						54+34.4	- 56+75.0	RT 2406																										
						57+34.9	- 57+52.9	RT 237																										
						57+82.9	- 58+00.9	RT 237																										
						59+69.0	- 59+78.0	RT 90																										
						61+01.3	- 61+18.3	RT 357																										
						61+50.3	- 61+67.3	RT 357																										
						62+38.0	- 62+59.0	RT 210																										
						64+67.8	- 64+70.0	RT 22																										
						65+36.0	- 65+92.0	RT 560																										
						71+93.8	- 72+08.8	RT 257																										
						72+44.8	- 72+59.8	RT 257																										
						PROJECT TOTAL		3360.0																										
					</																													

DETAIL SUMMARY SHEET OF MISCELLANEOUS QUANTITIES

PROJECT	SHEET NUMBER	TOTAL SHEETS
TO 273(2)	38	37

*ADJUSTING MANHOLE COVERS

SEC. NO	LOCATION	EACH
1	13+22 - 15' RT	1
	13+38 - C	1
	17+08 - C	1
	17+16 - 17' RT	1
	18+97 - C	1
	20+56 - 17' RT	1
	20+94 - 17' RT	1
	24+30 - 18' RT	1
	27+97 - 18' RT	1
	31+53 - 18' RT	1
	35+31 - 18' RT	1
	42+52 - 18' RT	1
	43+17 - 18' RT	1
	44+88 - C	1
	48+52 - C	1
	52+18 - 2' LT	1
	54+09 - 18' RT	1
	55+86 - 2' LT	1
	57+49 - 25' RT	1
	57+86 - 25' RT	1
	59+50 - C	1
	61+22 - 18' RT	1
	61+22 - 16' LT	1
	61+70 - C	1
	63+14 - C	1
	65+00 - C	1
	70+48 - 2' LT	1
	72+10 - 15' RT	1
	72+27 - 2' LT	1
	72+45 - 15' RT	1
	PROJECT TOTAL	* 30

UNCLASSIFIED EXCAVATION

LOCATION	CU. YDS.
ROADWAY EXCAVATION	10,595
UNDERCUT FOR SUBGRADE CORRECTION	4,405
PROJECT TOTAL	15,000

PIPE CULVERTS

[illegible]

* 100 % CITY PARTICIPATION

1964
K.O.M.
R.L.L.
G.A.L.
D.R.L.

L.L.

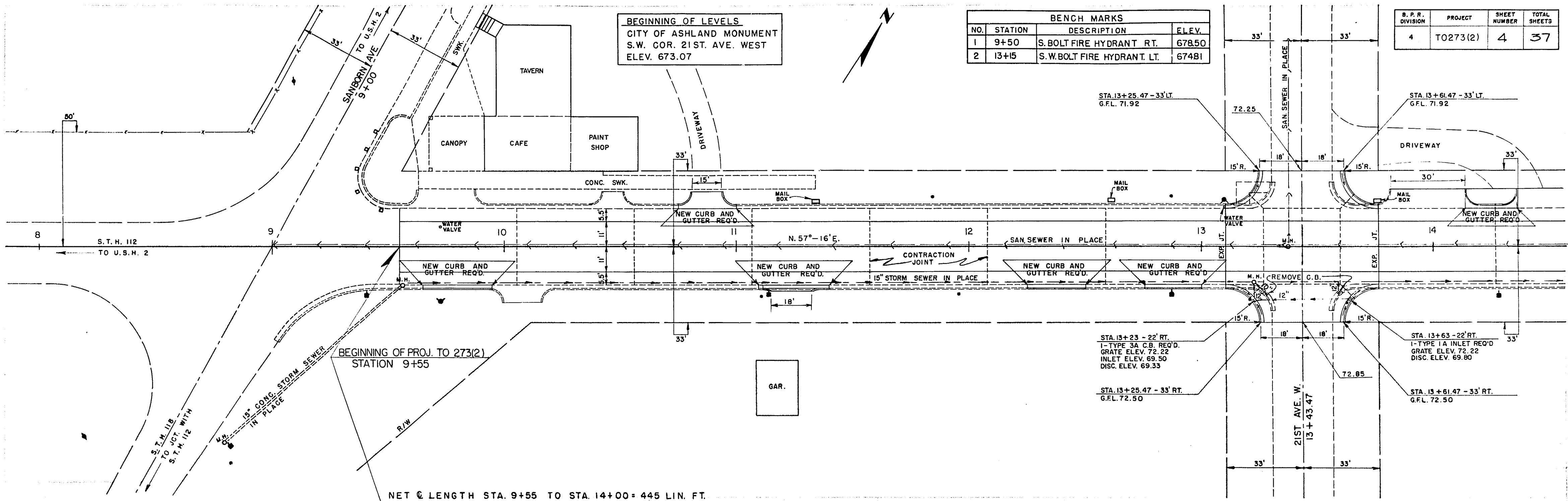
1964
K.O.M.
R.L.L.
G.A.L.
D.R.L.

L.L.

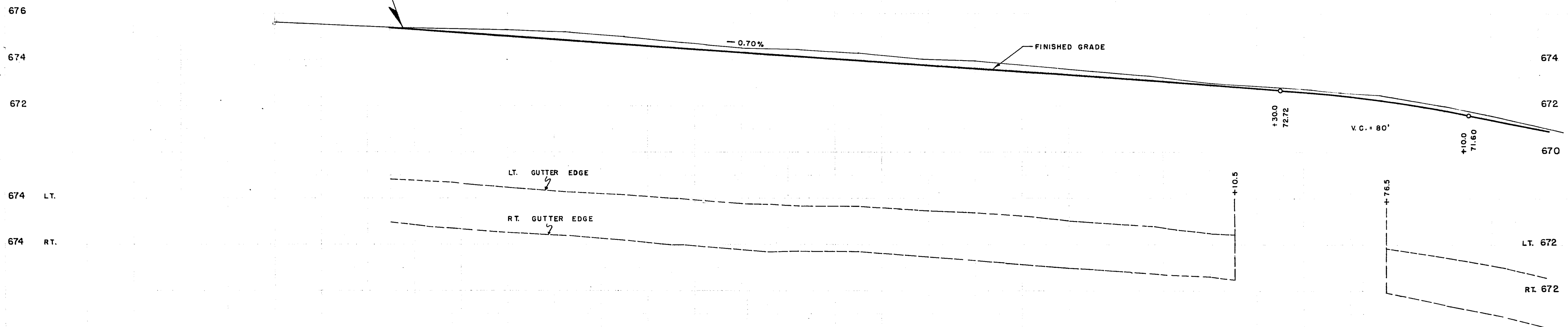
BEGINNING OF LEVELS
CITY OF ASHLAND MONUMENT
S.W. COR. 21ST. AVE. WEST
ELEV. 673.07

BENCH MARKS			
NO.	STATION	DESCRIPTION	ELEV.
1	9+50	S.BOLT FIRE HYDRANT RT.	678.50
2	13+15	S.W.BOLT FIRE HYDRANT LT.	674.81

S. P. R. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	T0273(2)	4	37

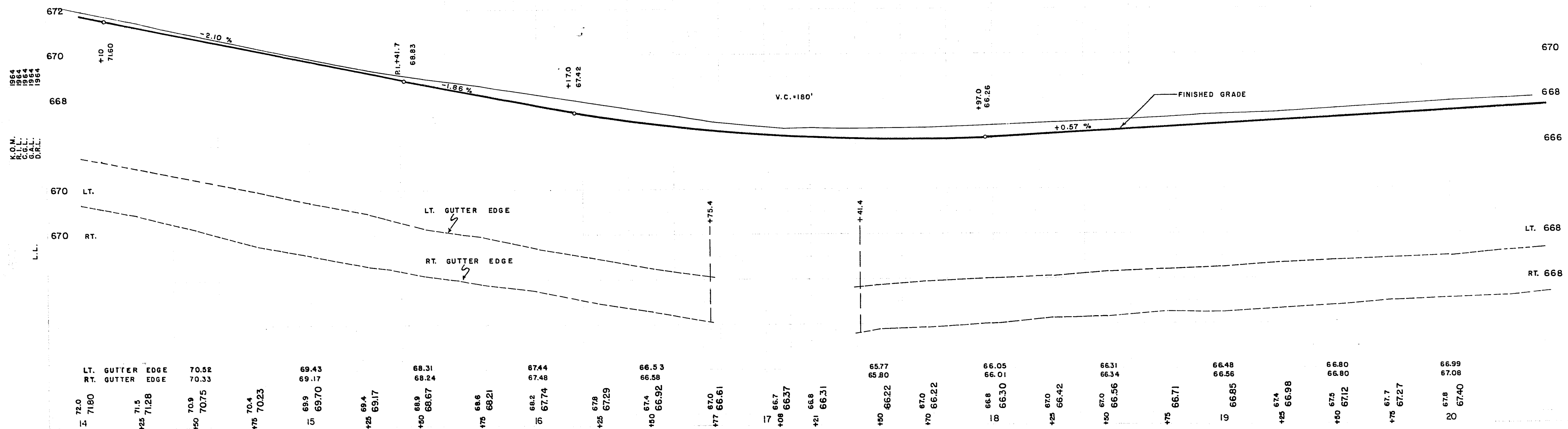
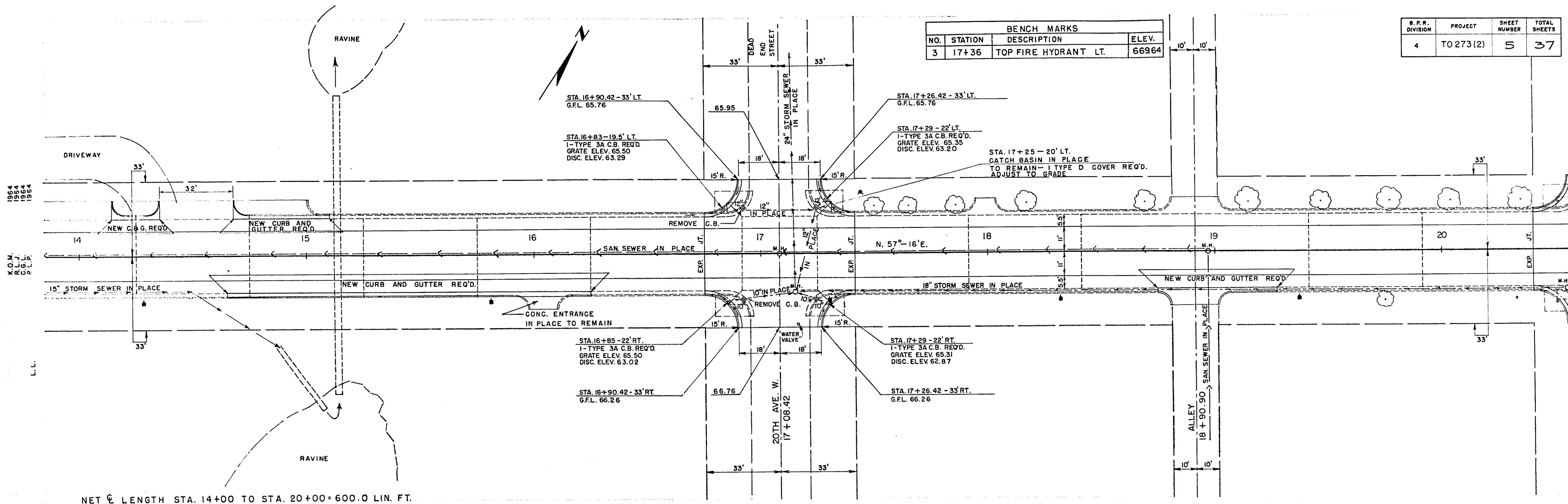


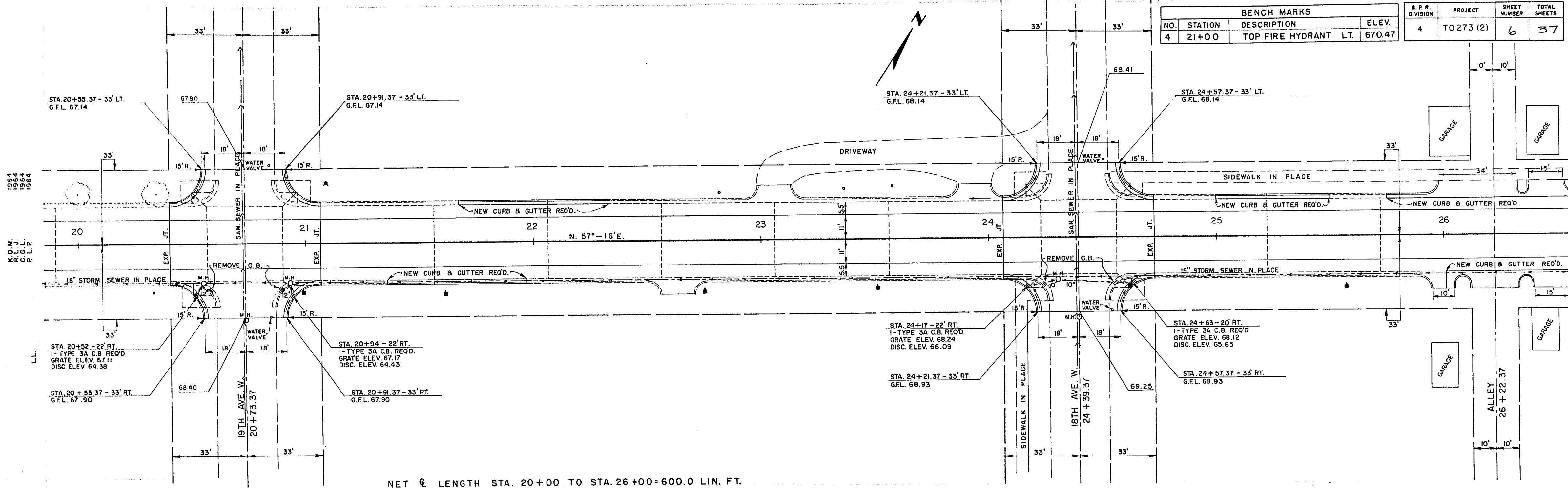
NET & LENGTH STA. 9+55 TO STA. 14+00 = 445 LIN. FT.



LT. GUTTER EDGE	RT. GUTTER EDGE	STATION	ELEVATION
		9+50	74.85
		9+55	74.69
		9+60	74.50
		9+65	74.17
		9+70	73.98
		9+75	73.80
		9+80	73.68
		9+85	73.41
		9+90	72.91
		9+95	72.75
		10+00	72.50
		10+05	72.27
		10+10	72.02
		10+15	71.50
		10+20	71.02
		10+25	70.92

B. P. R. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	T0273(2)	5	37





1964
K.O.M.
R.L.L.
C.G.L.
D.R.L.

LL

1964
1964
1964
1964
1964

K.O.M.
R.L.L.
C.G.L.
D.R.L.

LL

RT

LT. GUTTER EDGE
RT. GUTTER EDGE

678
20
67.40

679
25
67.54

680
30
67.72

681
35
67.80

681
40
67.86

681

683
45
68.04

684
50
68.13

685
55
68.21

686
60
68.30

686
65
68.39

687
70
68.43

688
75
68.55

688
80
68.61

688
85
68.66

689
90
68.68

688
95
68.71

689
100
68.72

690
105
68.71

689
110
68.69

689
115
68.65

686
120
68.60

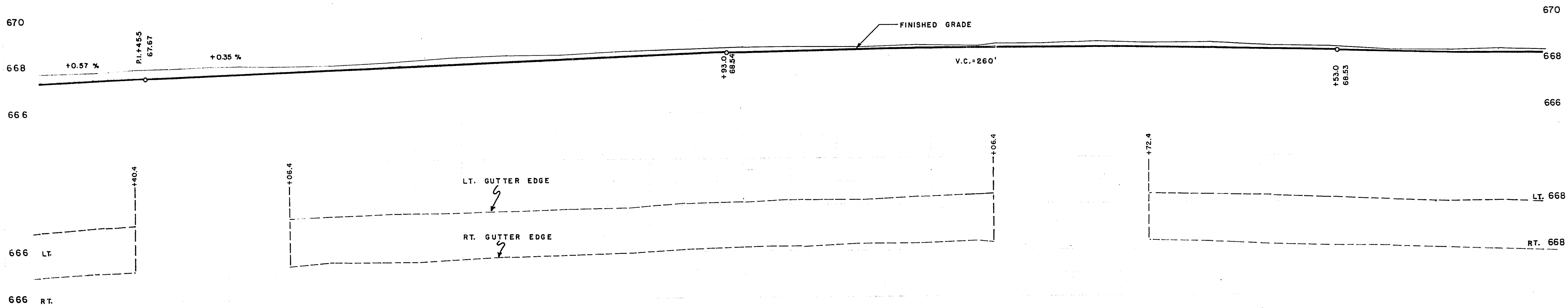
687
125
68.54

686
130
68.46

685
135
68.37

685
140
68.29

NET @ LENGTH STA. 20+00 TO STA. 26+00=600.0 LIN. FT.



BENCH MARKS			
NO.	STATION	DESCRIPTION	ELEV.
4	21+00	TOP FIRE HYDRANT LT.	670.47

S. P. R. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	TO 273 (2)	6	37

GARAGE

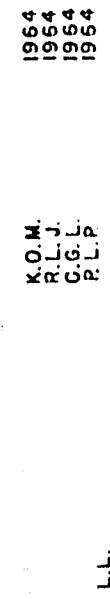
GARAGE

GARAGE

GARAGE

ALLEY
26 + 22.37

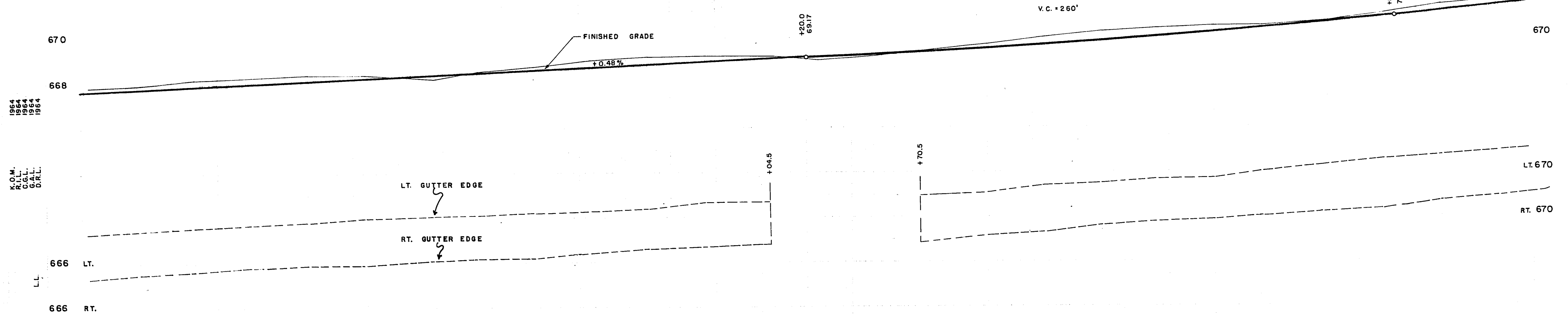
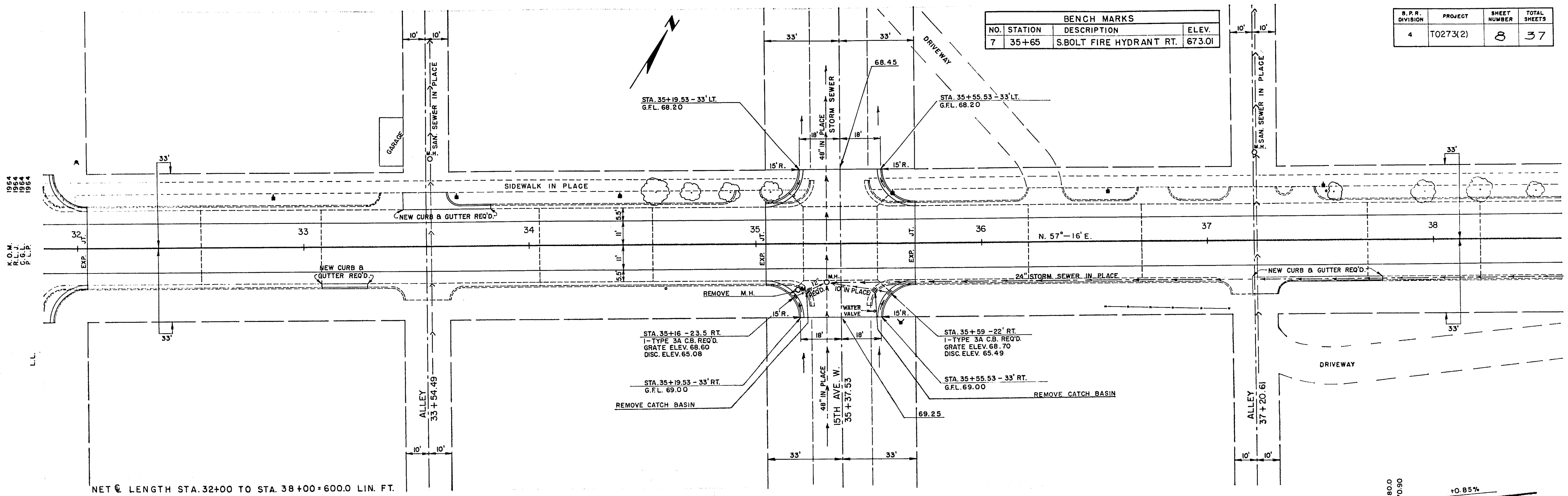
B. P. R. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	T0273(2)	7	37

67.29
67.35

2	68.5	68.37
+23	68.5	68.29
+42	68.5	68.22
+76	68.3	68.11
27	68.2	68.02
+28	68.1	67.93
+50	67.9	67.84
+75	67.9	67.74
28	67.7	
+06	67.60	
+37	67.7	67.45
+75	67.5	67.23
29	67.3	67.08
+25	67.2	66.99
+50	67.1	66.88
+68	67.1	66.77
+90	67.0	66.77
30	66.7	66.7
+25	67.0	66.8
+50	67.1	66.9
+76	67.1	67.0
31	67.3	67.15
+25	67.4	67.2
+41	67.5	67.3
+59	67.7	67.4
+72	67.7	67.5
32	67.9	67.9
+04	67.6	67.6

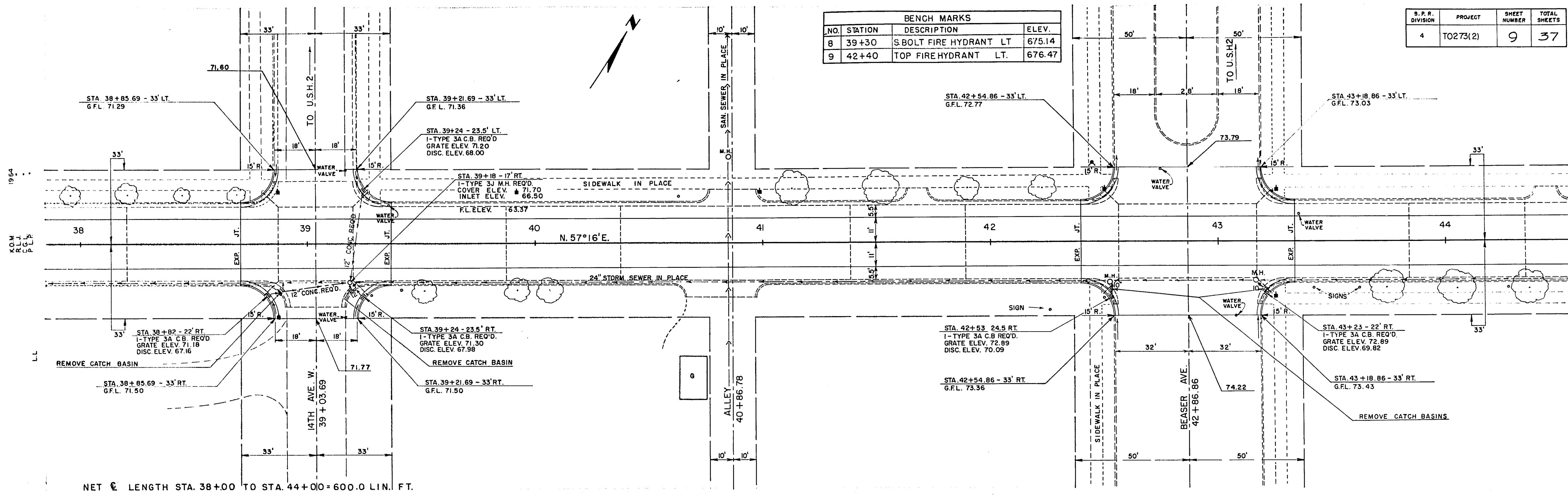
B. P. R. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	T0273(2)	8	37

BENCH MARKS			
NO.	STATION	DESCRIPTION	ELEV.
7	35+65	S.BOLT FIRE HYDRANT RT.	673.01

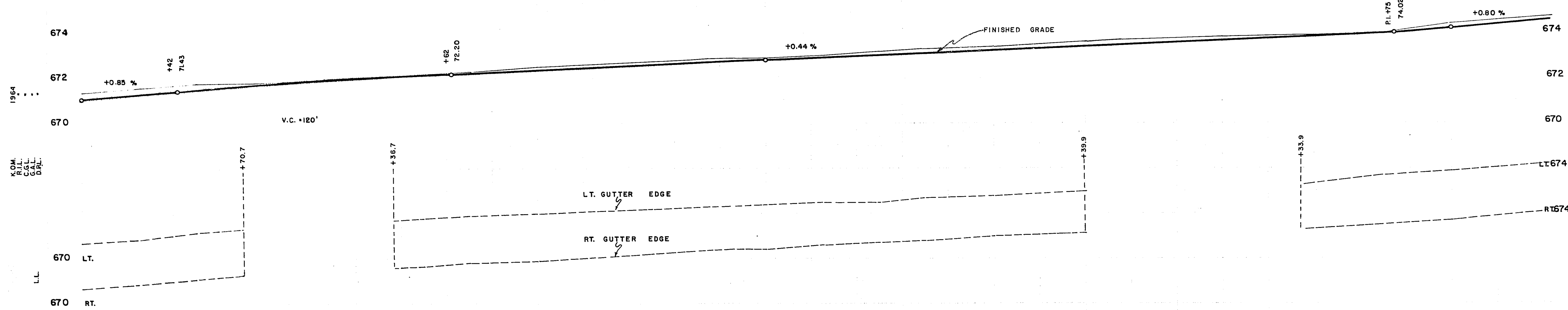
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S. P. R. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
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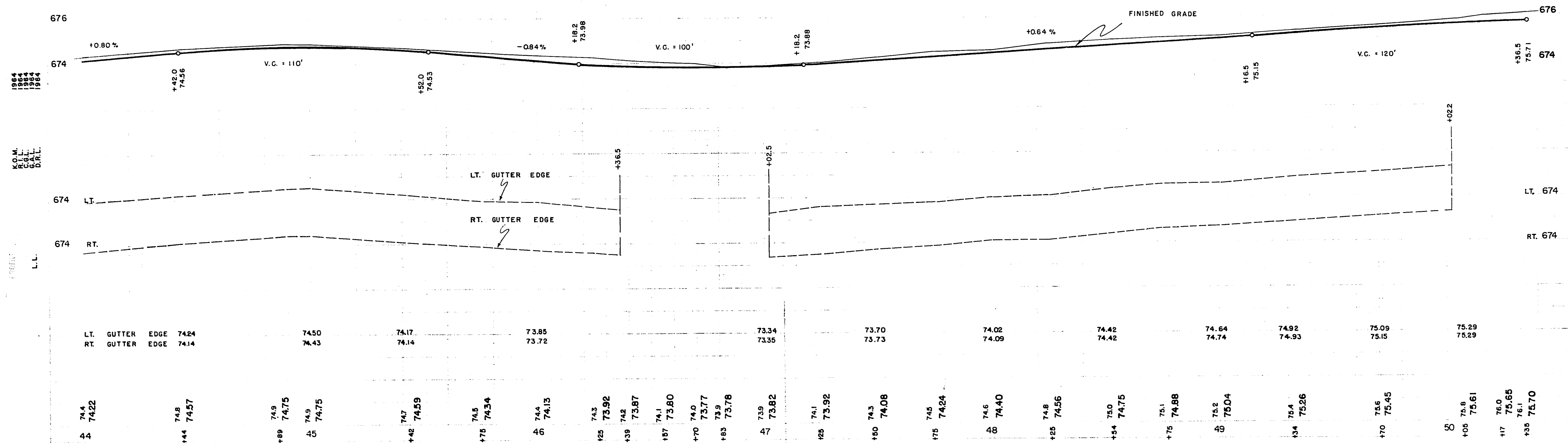
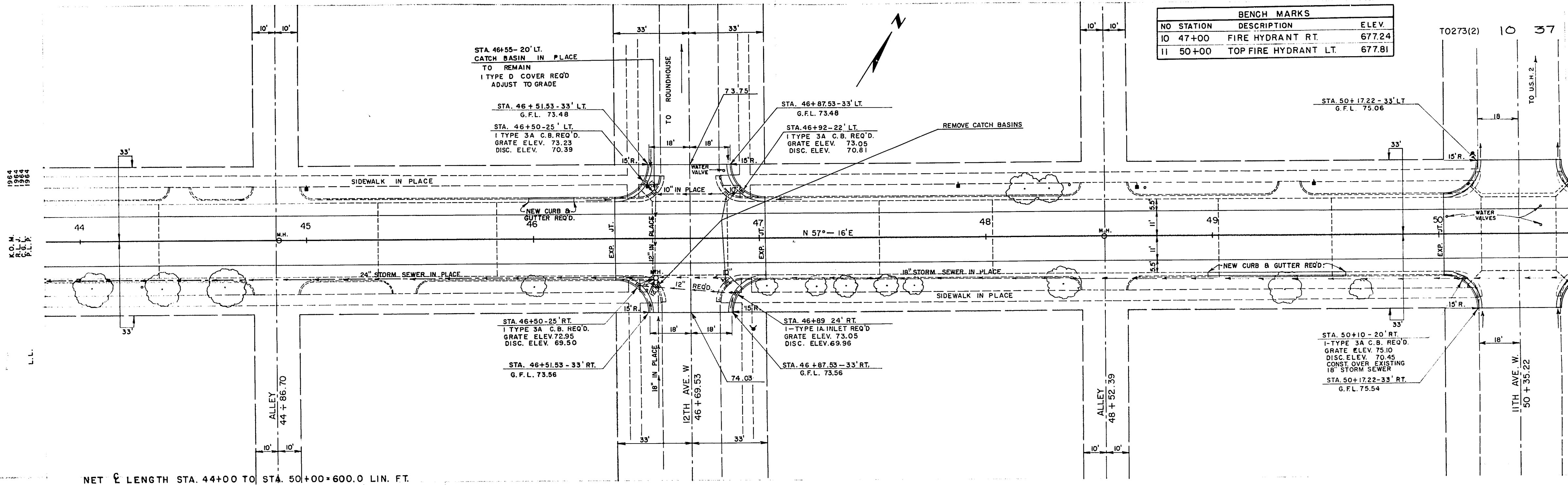
BENCH MARKS			
NO.	STATION	DESCRIPTION	ELEV.
8	39+30	S.BOLT FIRE HYDRANT LT	675.14
9	42+40	TOP FIREHYDRANT LT.	676.47



NET LENGTH STA. 38+00 TO STA. 44+00 = 600.0 LIN. FT.



LT. GUTTER	EDGE	71.16	71.36	71.67	71.89	72.04	72.23	72.38	72.55	72.84	72.99	73.33	73.68	73.92																																	
RT. GUTTER	EDGE	71.12	71.35	71.59	71.77	71.90	72.23	72.43	72.71	73.00	73.14	73.29	73.50	73.68																																	
71.4	71.07	71.6	71.28	71.8	71.49	71.8	71.68	72.0	71.88	72.1	72.06	72.3	72.24	72.5	72.37	72.6	72.48	72.8	72.59	72.9	72.70	72.9	72.81	73.0	72.92	73.2	73.03	73.3	73.11	73.4	73.25	73.6	73.43	73.8	73.50	73.7	73.64	73.9	73.70	73.9	73.79	73.9	73.87	74.1	74.02	74.4	74.22

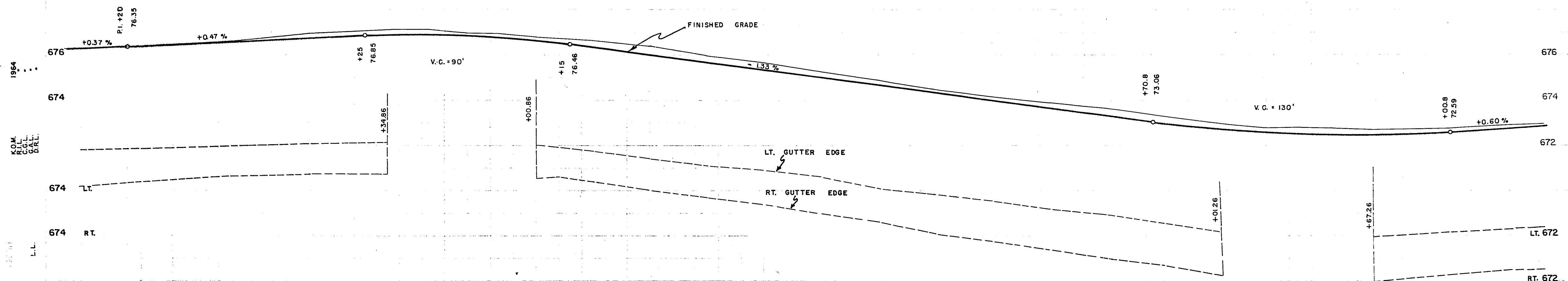


T0273(2) 11 37

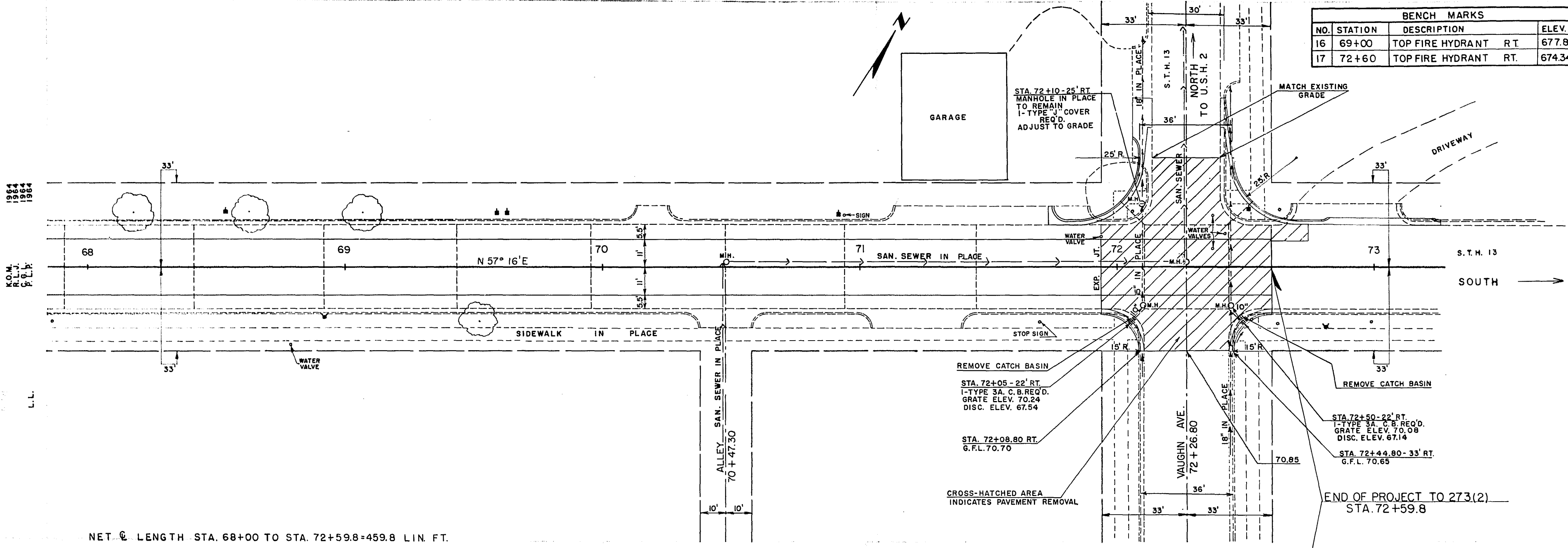


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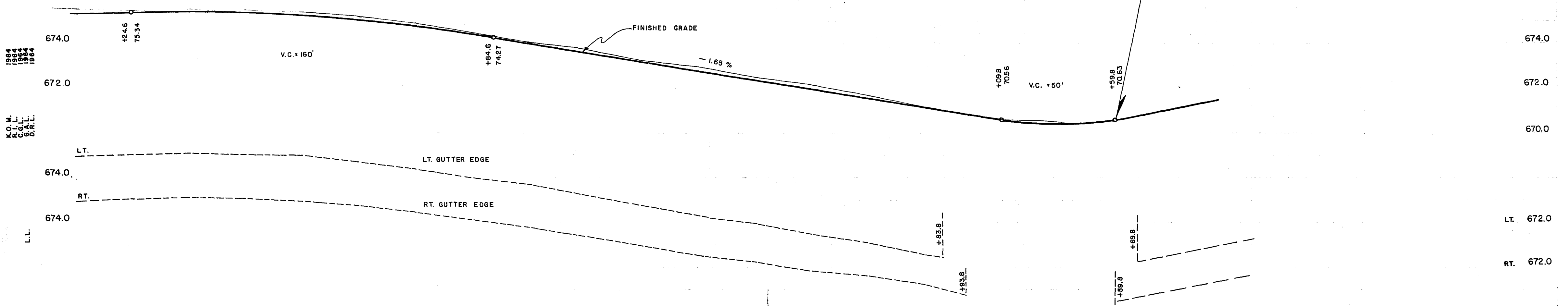
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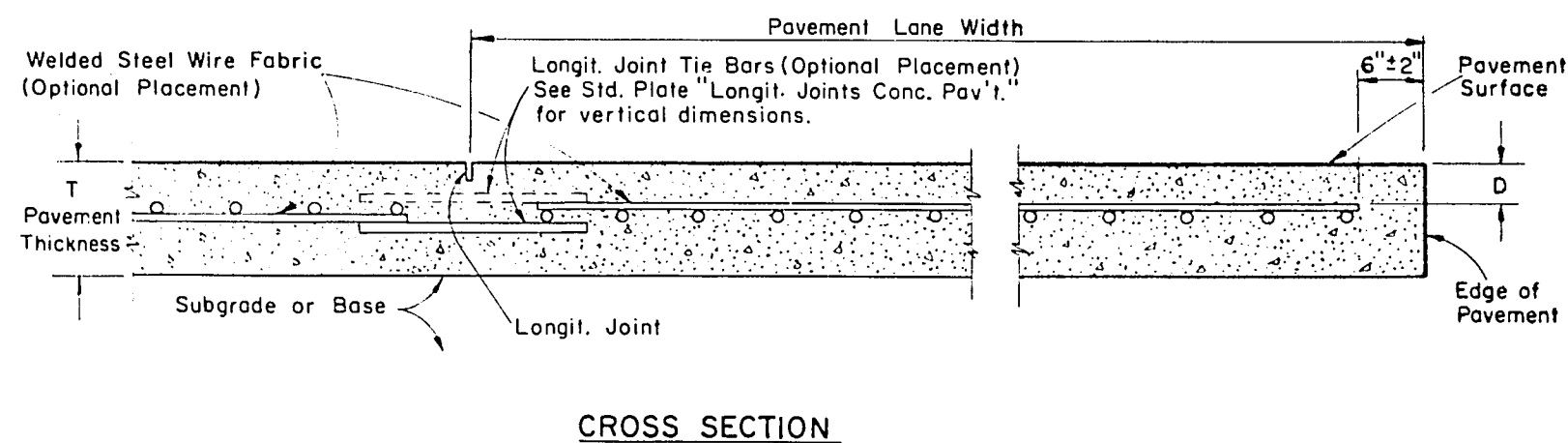
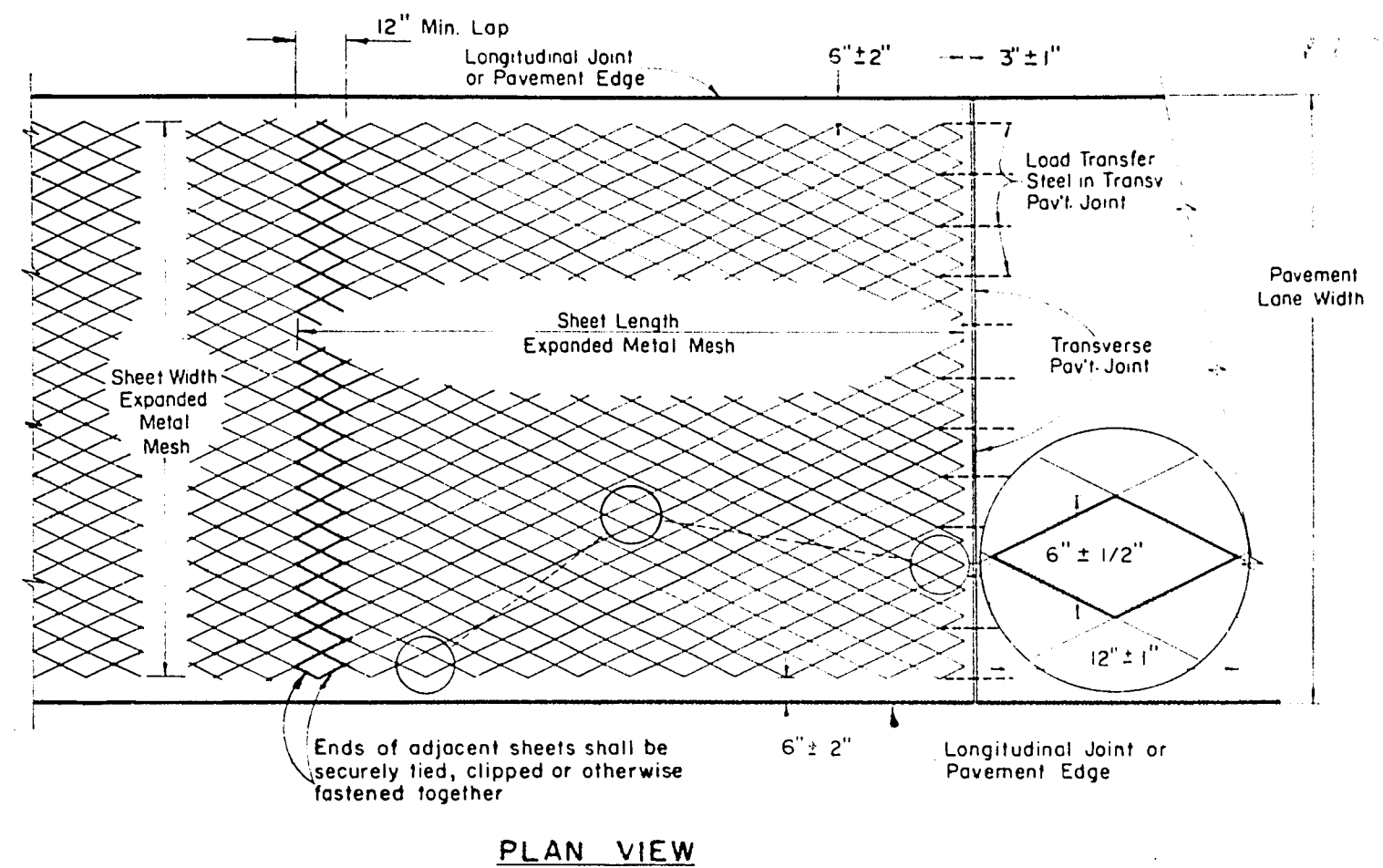
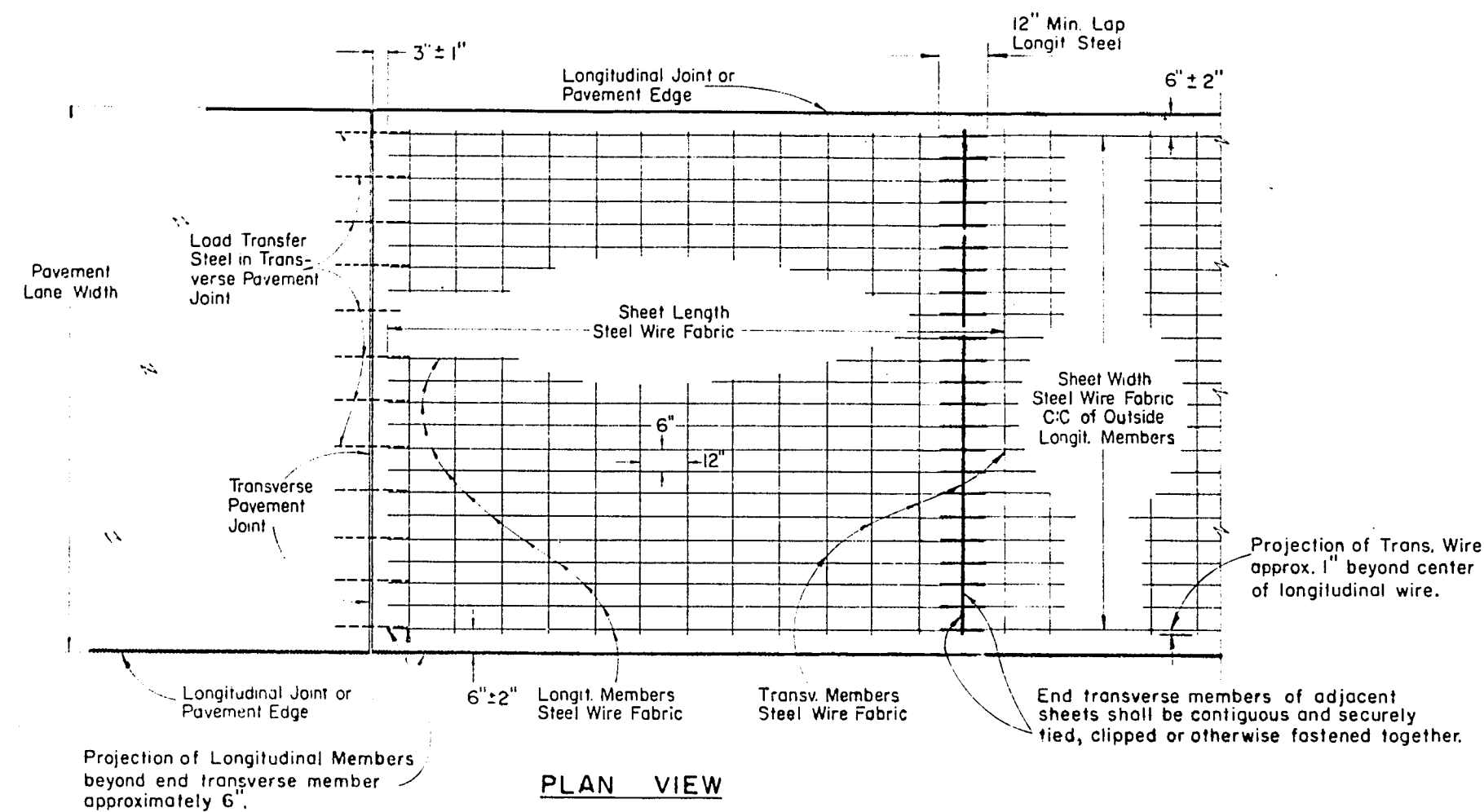
BENCH MARKS				
NO.	STATION	DESCRIPTION		ELEV.
16	69+00	TOP FIRE HYDRANT	RT.	677.80
17	72+60	TOP FIRE HYDRANT	RT.	674.34



NET C LENGTH STA. 68+00 TO STA. 72+59.8=459.8 LIN. FT.



11' RT. (TRANSITION)		LT. GUTTER EDGE		RT. GUTTER EDGE		ELEV.	
68	75.27	75.5	75.33	75.05	75.08	74.95	74.44
69	75.23	75.2	75.05	74.9	74.80	74.5	74.44
70	74.03	74.1	73.8	73.68	73.15	72.77	72.46
71	72.38	72.2	71.97	71.7	71.56	71.2	71.14
72	70.81	70.8	70.57	70.42	70.35	70.36	70.50
73	70.61	70.6	70.61	70.45	70.5	70.61	



WELDED STEEL WIRE FABRIC

WELDED STEEL WIRE FABRIC

Manufacturer's No. 612-04
Approx. Weight per 100 Sq. Ft. = 69.0 lbs.
Longitudinal Steel - Gage No. 0 = 0.3065" D. at 6" C.C.
Transverse Steel - Gage No. 4 = 0.2253" D. at 12" C.C.

Welded Steel Wire Fabric shall conform to the requirements of the Standard Specifications for Welded Steel Wire Fabric for Concrete Reinforcement AASHTO Designation M55.
Side lap of adjacent sheets approximate 6"

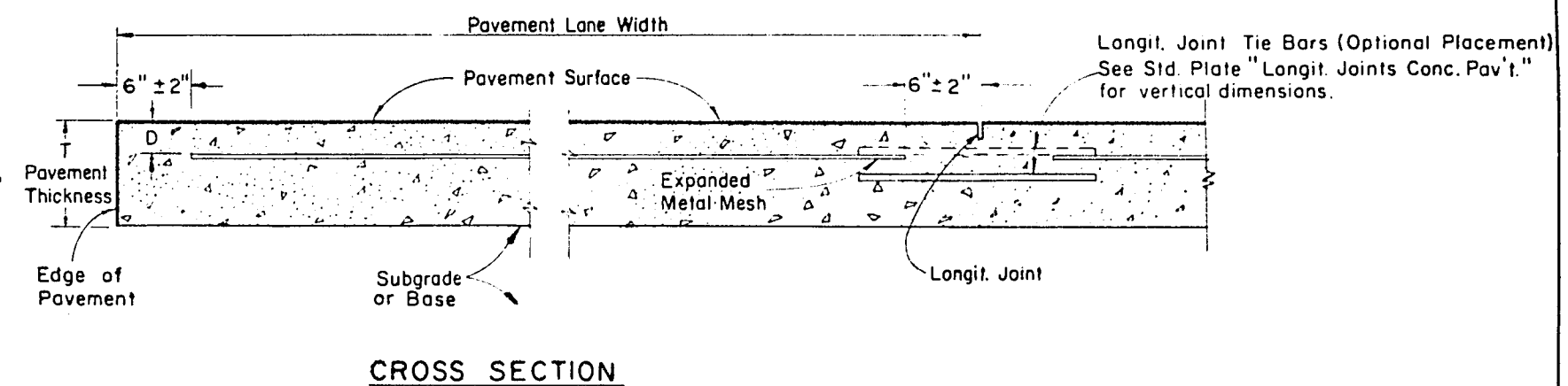
SHIPPING REQUIREMENTS

Welded Steel Wire Fabric or Expanded Metal Mesh Concrete Pavement Reinforcement shall be shipped to the job site in flat sheets.

EXPANDED METAL MESH

Weight per 100 Sq. Ft. = 76.0 lbs. min.
Expanded Metal Mesh shall be manufactured from open hearth steel, having a phosphorus content of not more than 0.05 percent, and a yield point of not less than 55,000 p.s.i. The steel shall be sufficiently ductile to permit any strand to be bent through an angle of 180 degrees over one diam. without fracture.
The diamond shaped mesh shall be fabricated by a cold drawn process which will cut and draw the steel forming uniform dimensioned strands conforming to shape and weight as shown elsewhere hereon.
Side lap of adjacent sheets approximate 6"

D = 2" to 3" for T = 8"
D = 2 1/2" to 3 1/2" for T = 9"
D = 3" to 4" for T = 10"



EXPANDED METAL MESH

GENERAL NOTES -

Details of Construction and Materials not shown hereon shall conform to the pertinent requirements of the Standard Specifications and the applicable Special Conditions.

CONCRETE PAVEMENT REINFORCEMENT

STATE HIGHWAY COMMISSION OF WISCONSIN

RECOMMENDED FOR APPROVAL:

2-5-63
DATE

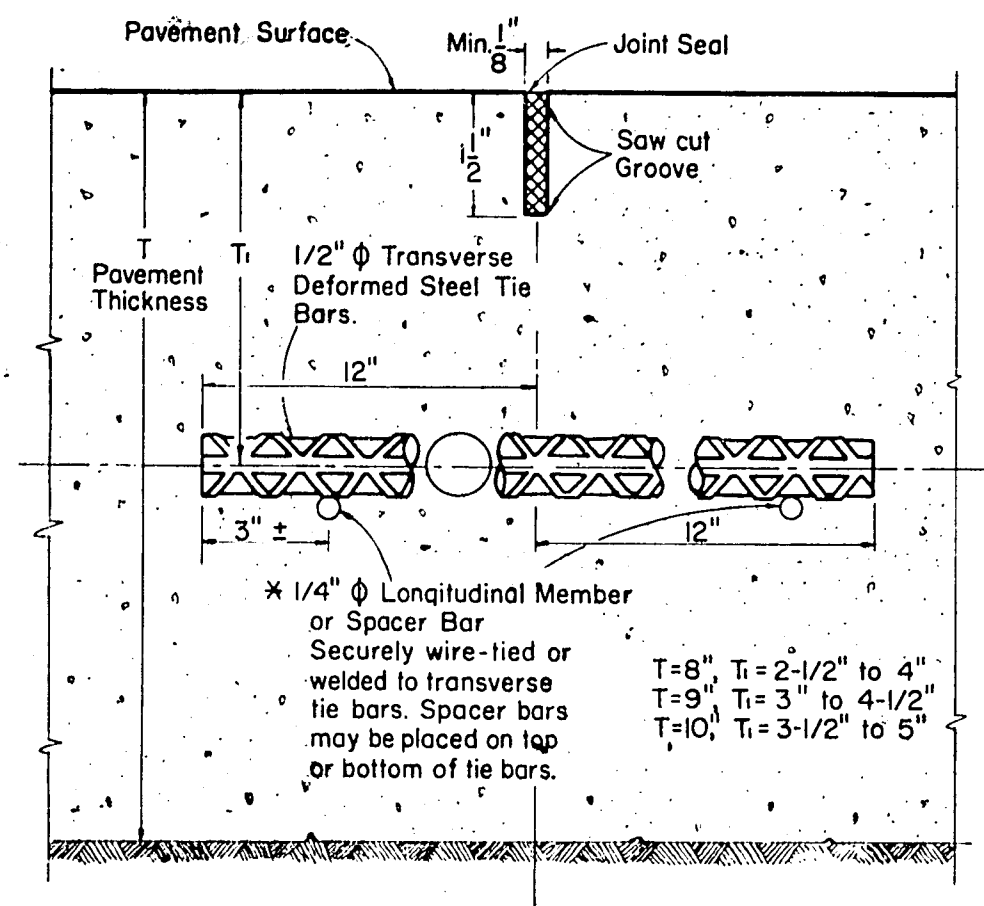
J. S. Pelly
ENGINEER OF DESIGN

APPROVED:

2/6/63
DATE

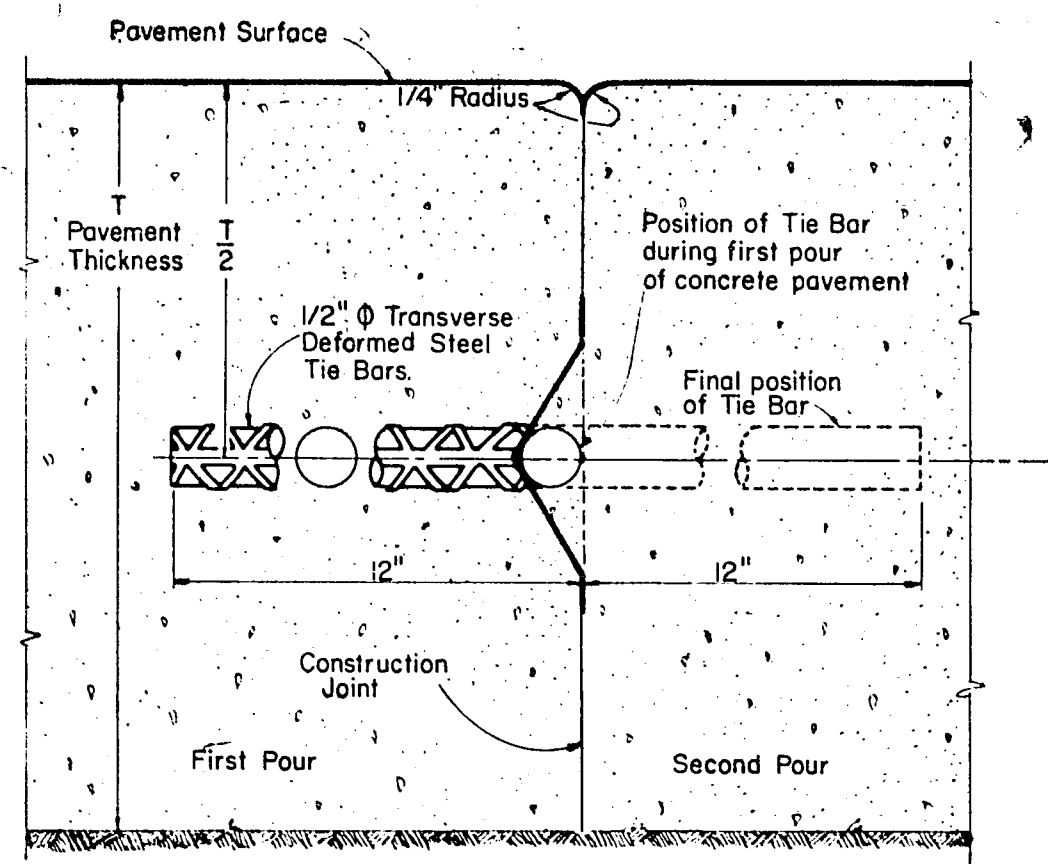
E. L. Rottger
STATE HIGHWAY ENGINEER

PLATE NO. 2-1.1.11



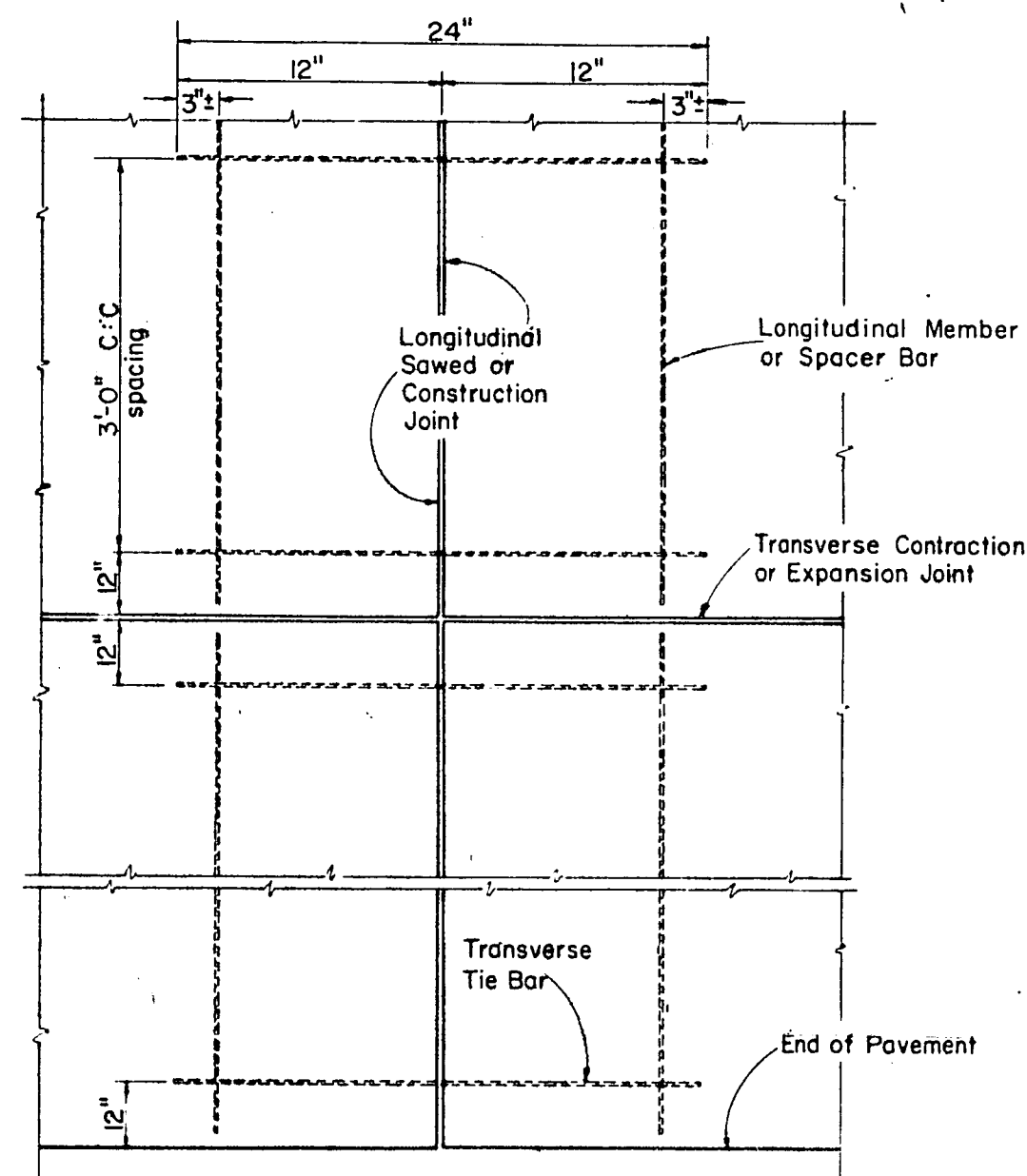
SAWED JOINT

ELEVATION, Showing Tie Bars and Positioning Details



CONSTRUCTION JOINT

ELEVATION, Showing Tie Bars and Positioning Details



PLAN VIEW, Showing Tie Bars and Location 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.

ALTERNATE DESIGNS-

Alternate designs of Bolt Type joint installations may be used upon written approval of the engineer.

SEALING JOINTS-

Sawed joints only shall be sealed.

*TIE BARS

Tie bars shall be installed as shown (assembled ladder type pattern), or the longitudinal member spacer bar may be omitted if the transverse tie bars can be accurately placed and firmly held during the placing and setting of concrete by devices or methods approved by the engineer, or if mechanical means of placing the tie bars in the plastic concrete are approved by the engineer.

Devices may be omitted on the longitudinal construction joint type when in the opinion of the engineer the tie bars will be retained in their proper designated position.

LONGITUDINAL JOINTS CONCRETE PAVEMENT

STATE HIGHWAY COMMISSION OF WISCONSIN

RECOMMENDED FOR APPROVAL:

6/3/63
DATE

J. L. Pitt
ENGINEER OF DESIGN

APPROVED:

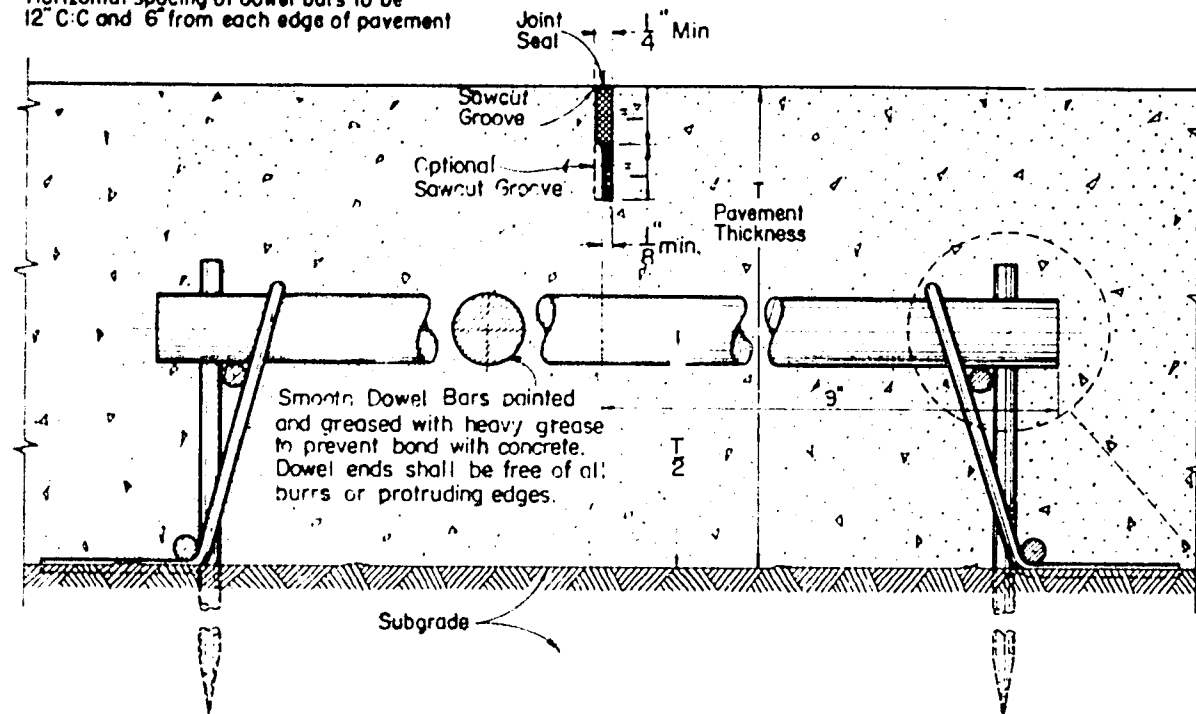
6/4/63
DATE

E. C. Ruelken
STATE HIGHWAY ENGINEER

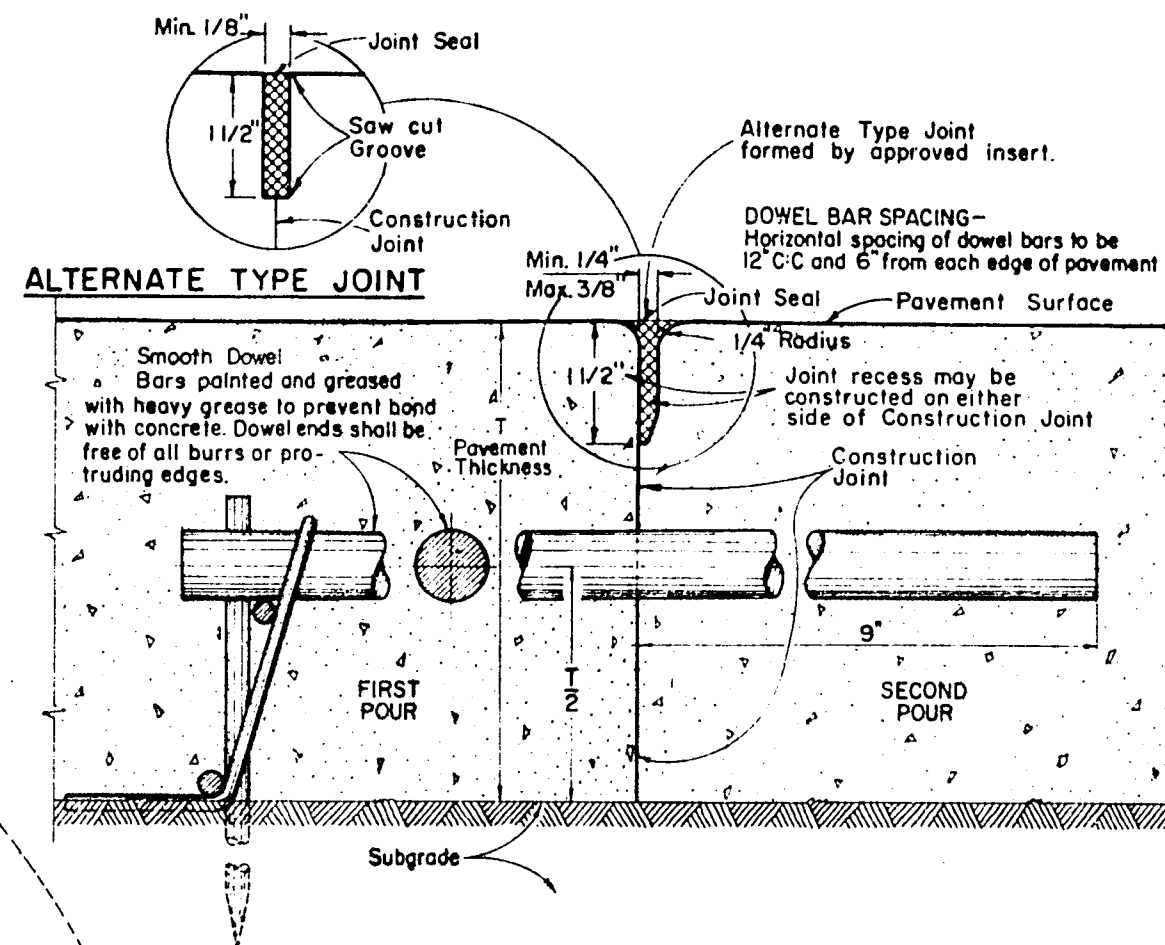
PLATE NO. 4-4.4.7

DOWEL BAR DIMENSIONS -
For 8" P.C. PAV'T = 1" Ø X 18"
" 9" " " = 1 1/4" Ø X 18"
" 10" " " = 1 1/4" Ø X 18"

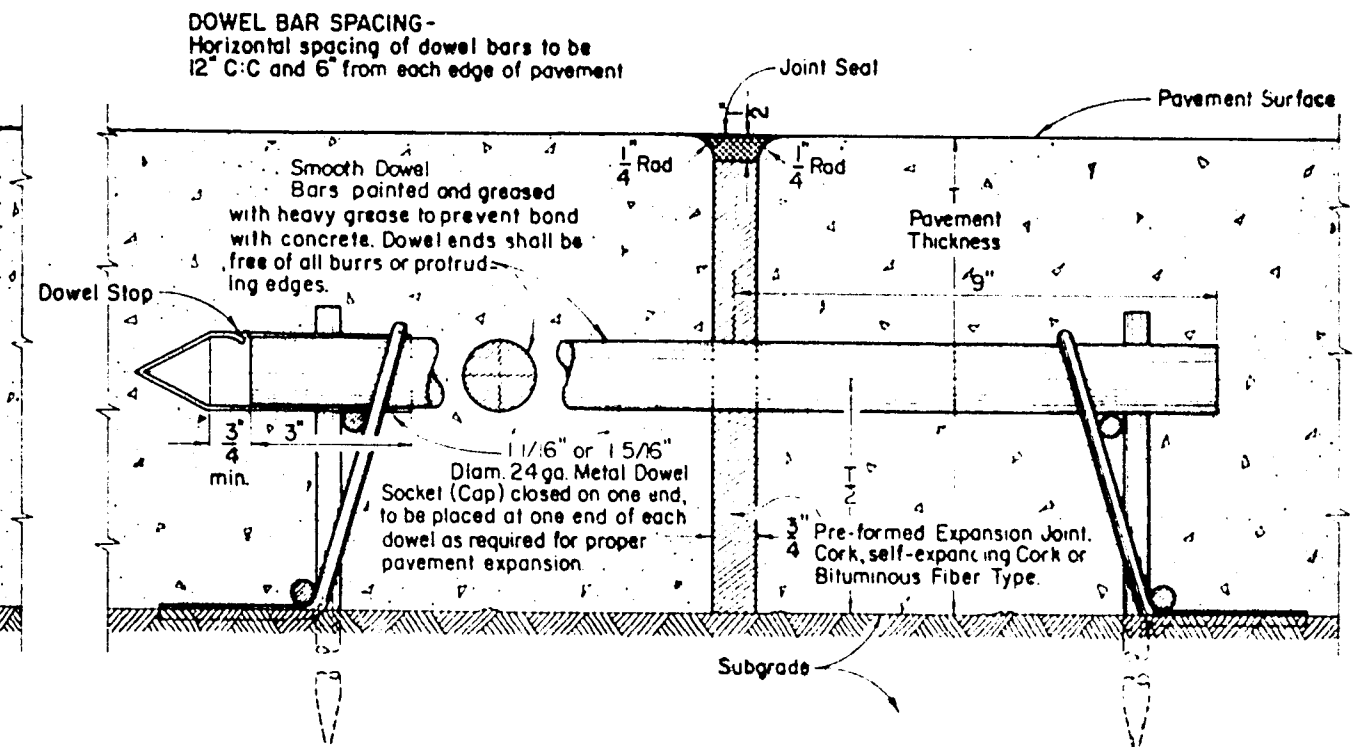
DOWEL BAR SPACING -
Horizontal spacing of dowel bars to be
12" C:C and 6" from each edge of pavement



CONTRACTION JOINT



CONSTRUCTION JOINT

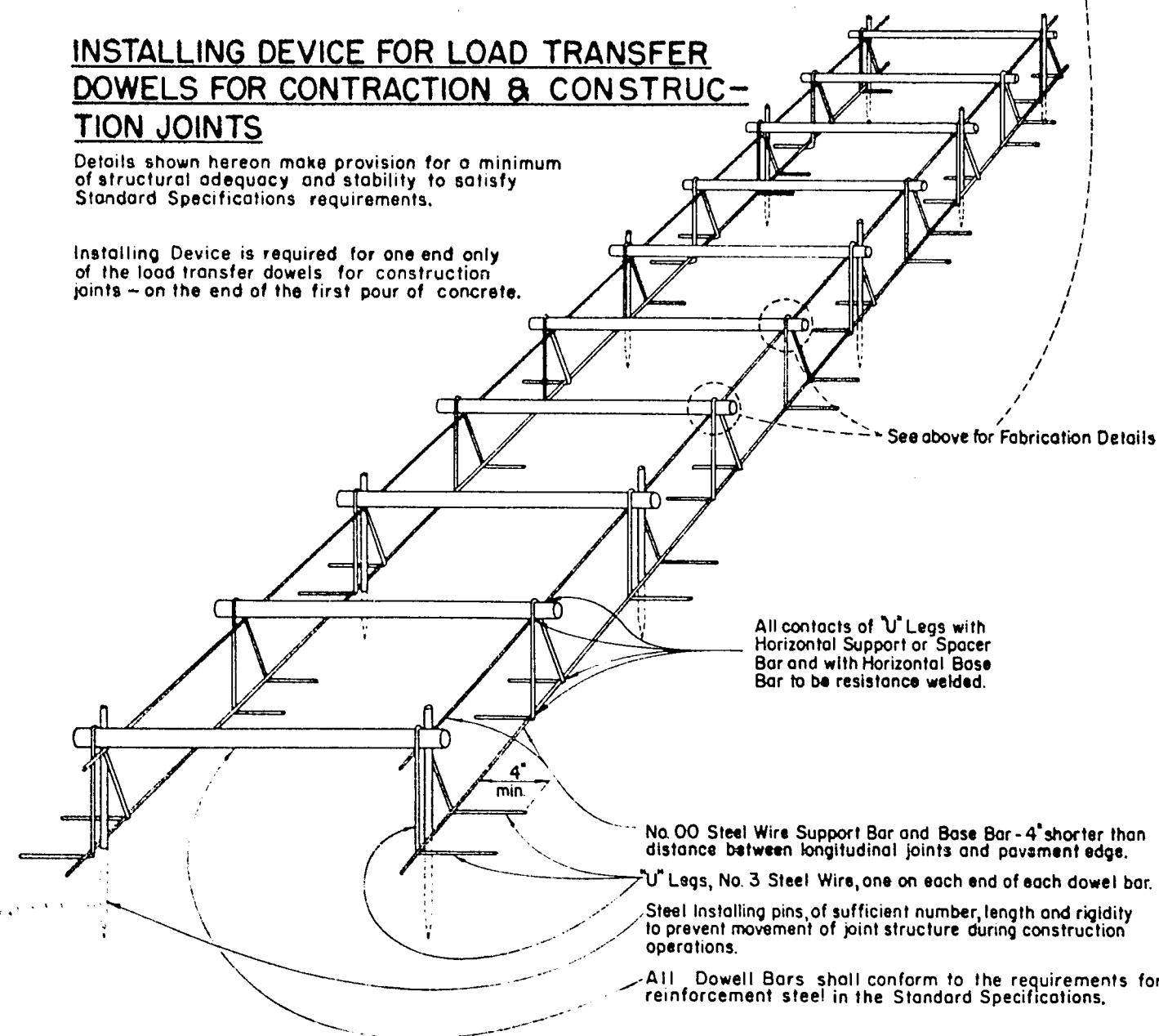


EXPANSION JOINT

INSTALLING DEVICE FOR LOAD TRANSFER DOWELS FOR CONTRACTION & CONSTRUCTION JOINTS

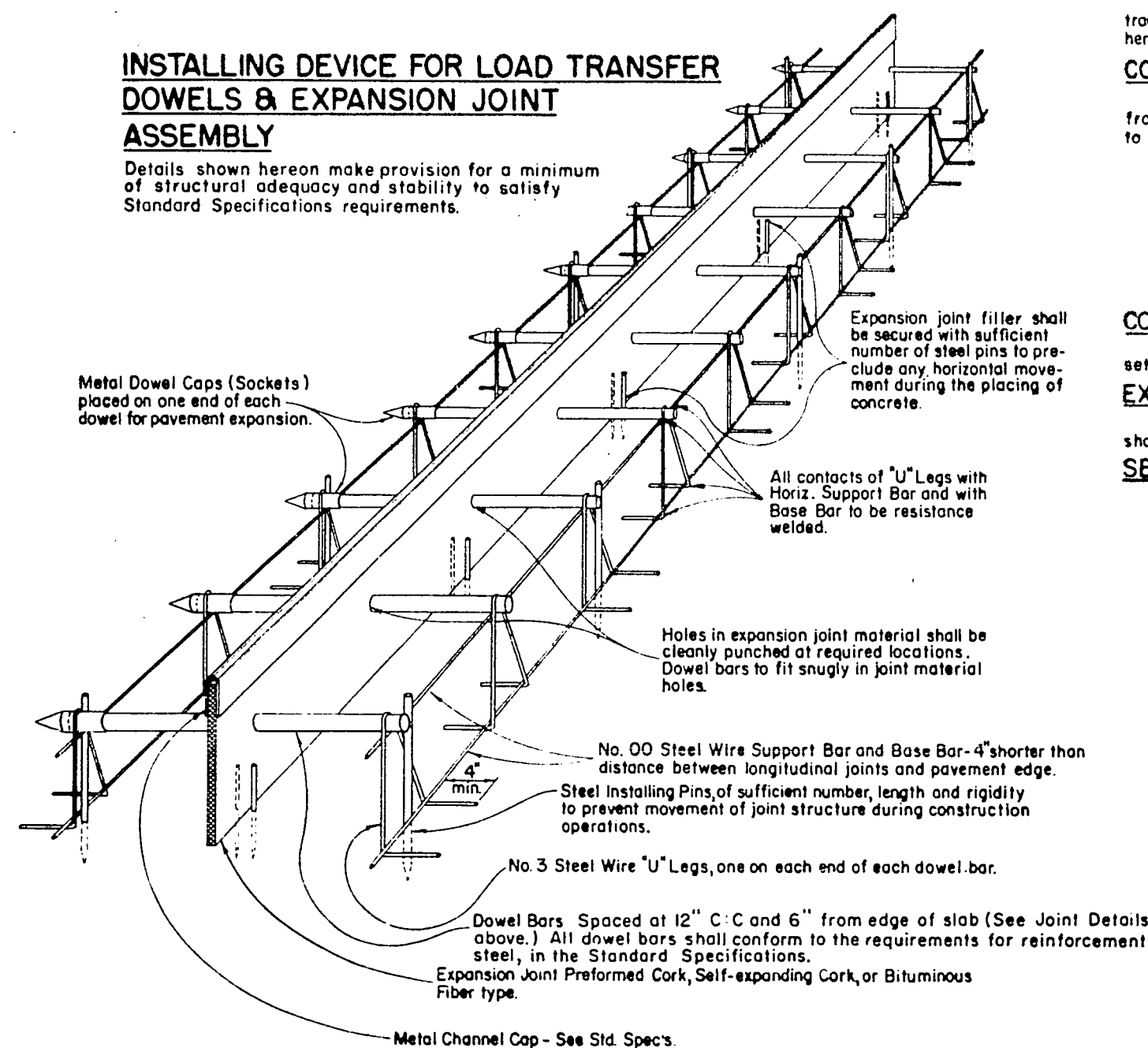
Details shown hereon make provision for a minimum of structural adequacy and stability to satisfy Standard Specifications requirements.

Installing Device is required for one end only of the load transfer dowels for construction joints - on the end of the first pour of concrete.



INSTALLING DEVICE FOR LOAD TRANSFER DOWELS & EXPANSION JOINT ASSEMBLY

Details shown hereon make provision for a minimum of structural adequacy and stability to satisfy Standard Specifications requirements.



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.

ALTERNATE DESIGNS -

Alternate designs or methods for installing load transfer dowels for Contraction, Construction and Expansion Joints and appurtenances other than shown hereon may be used upon written approval of the Engineer.

CONTRACTION JOINTS -

Contraction Joints shall be installed at 80' (±2') spacing from adjacent transverse joints, except that lesser spacings ranging to a minimum of 40' shall be used:

- 1) at locations, or spacing indicated on the plans.
- 2) as extensions of transverse joints or cracks in abutting pavement lanes.
- 3) at locations designated by the Engineer where there are manholes or other fixtures in the pavement.

CONSTRUCTION JOINTS -

Construction joints shall be installed as necessary, within the limitation set forth in the Standard Specifications.

EXPANSION JOINTS -

Expansion joints are required only at structure approaches and/or where shown on the plans.

SEALING JOINTS -

Joints to be sealed as shown.

TRANSVERSE JOINTS CONCRETE PAVEMENT

STATE HIGHWAY COMMISSION OF WISCONSIN

RECOMMENDED FOR APPROVAL:

2-5-63

DATE

APPROVED:

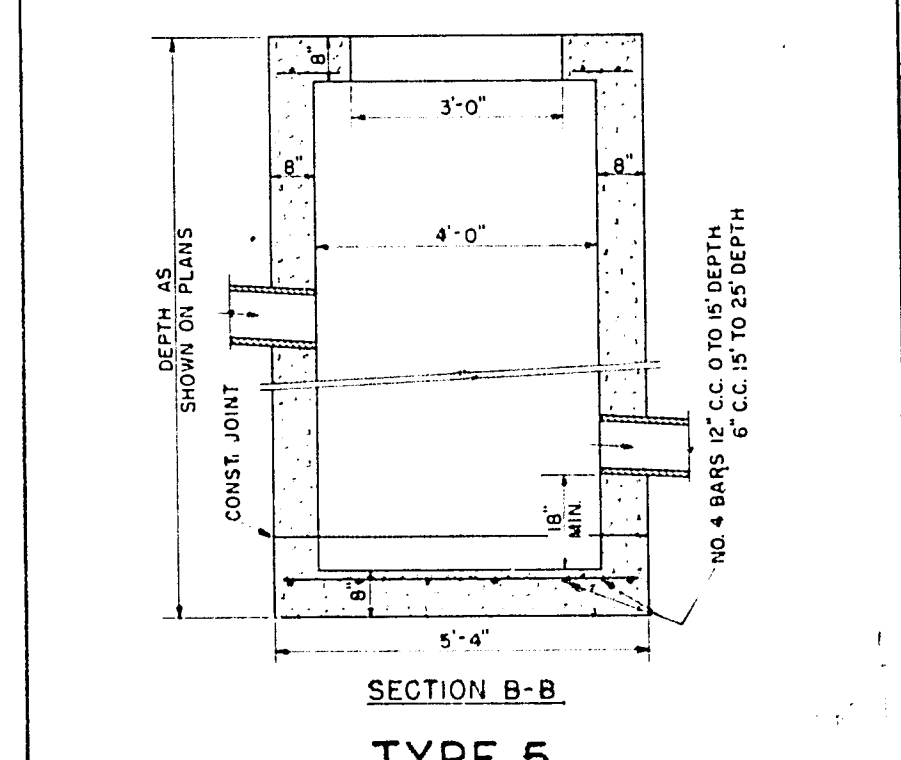
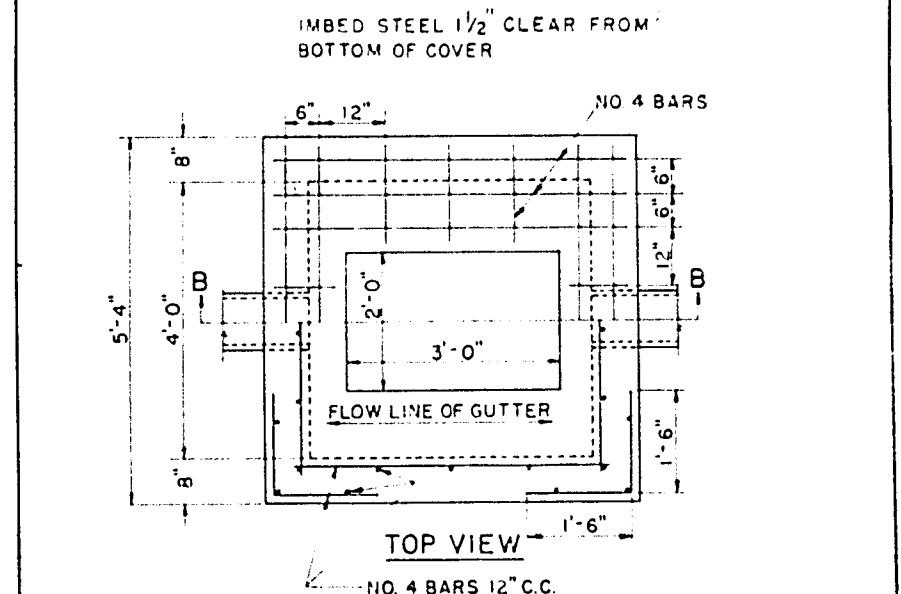
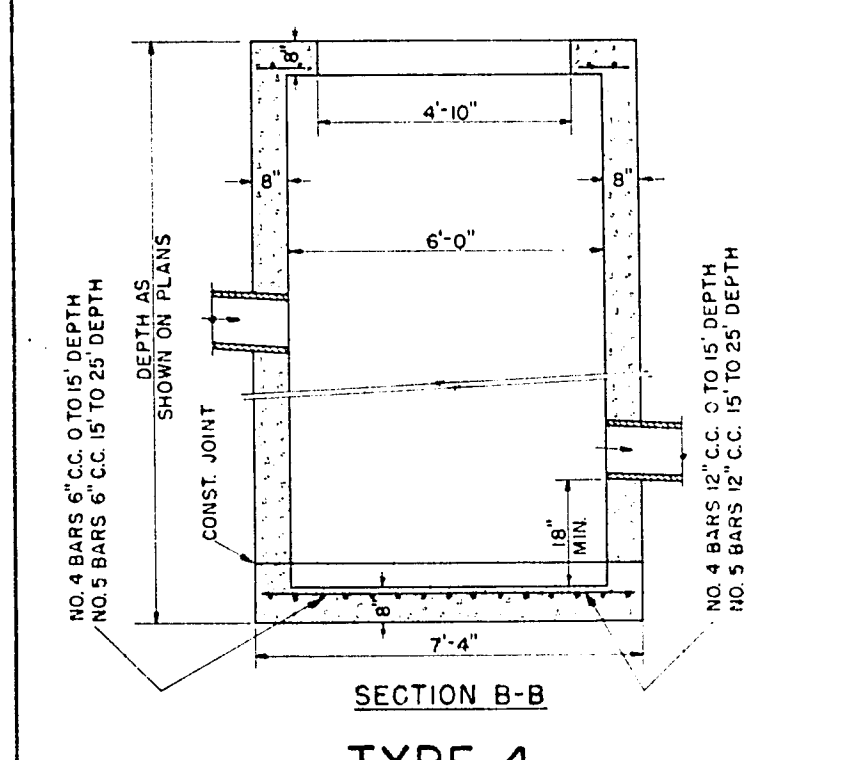
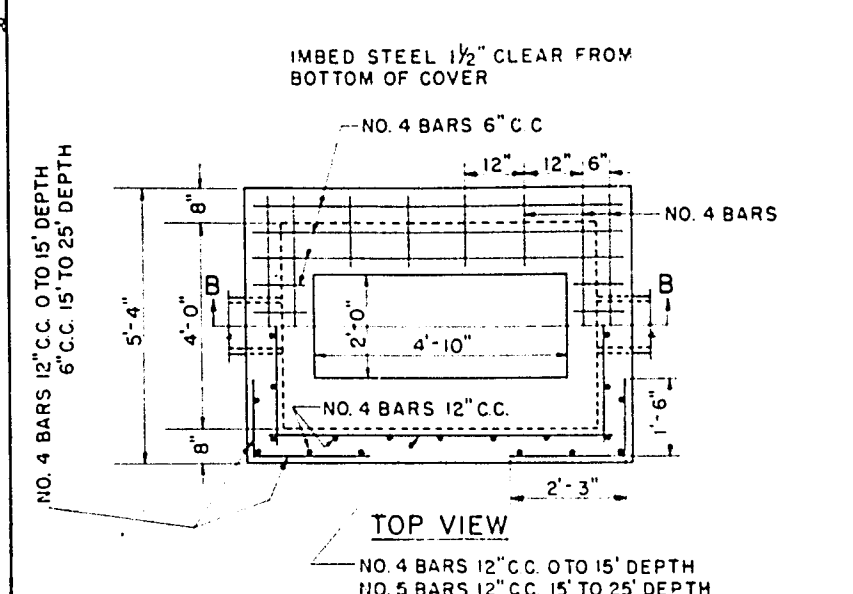
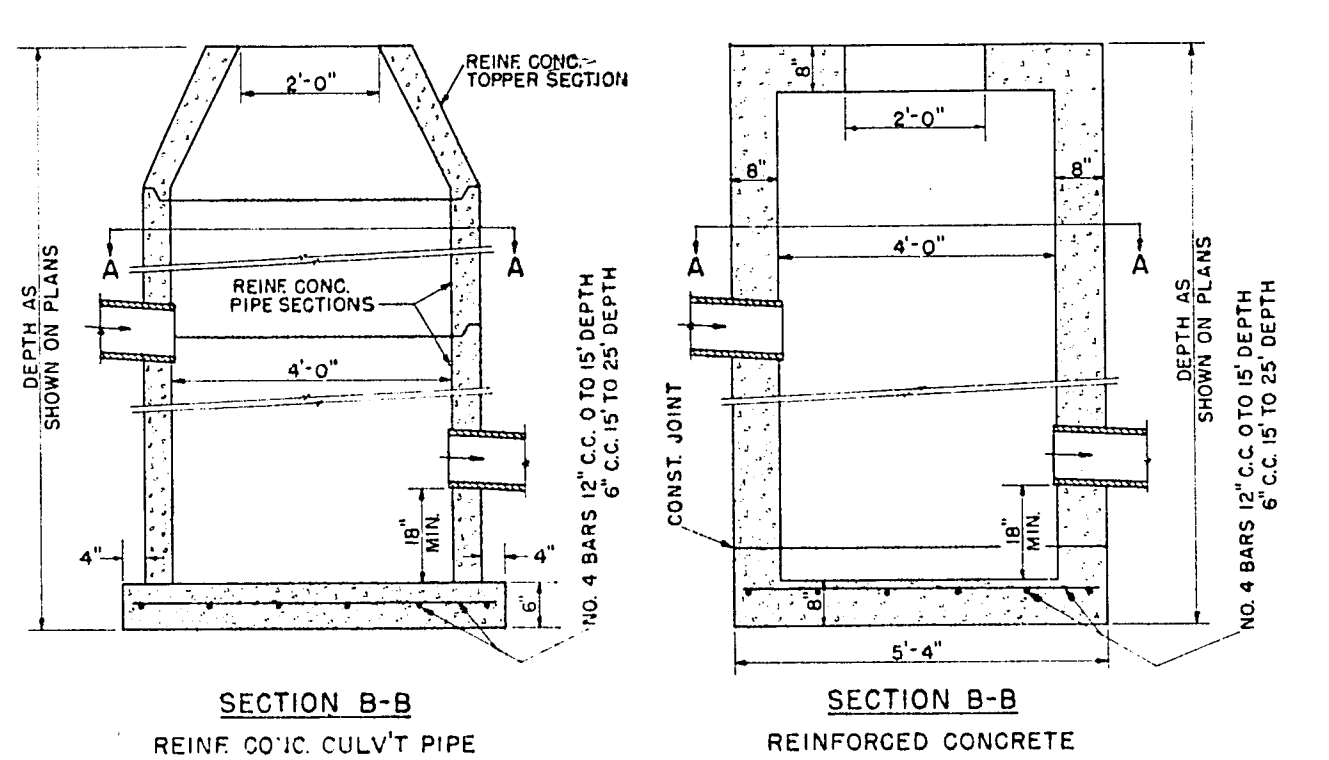
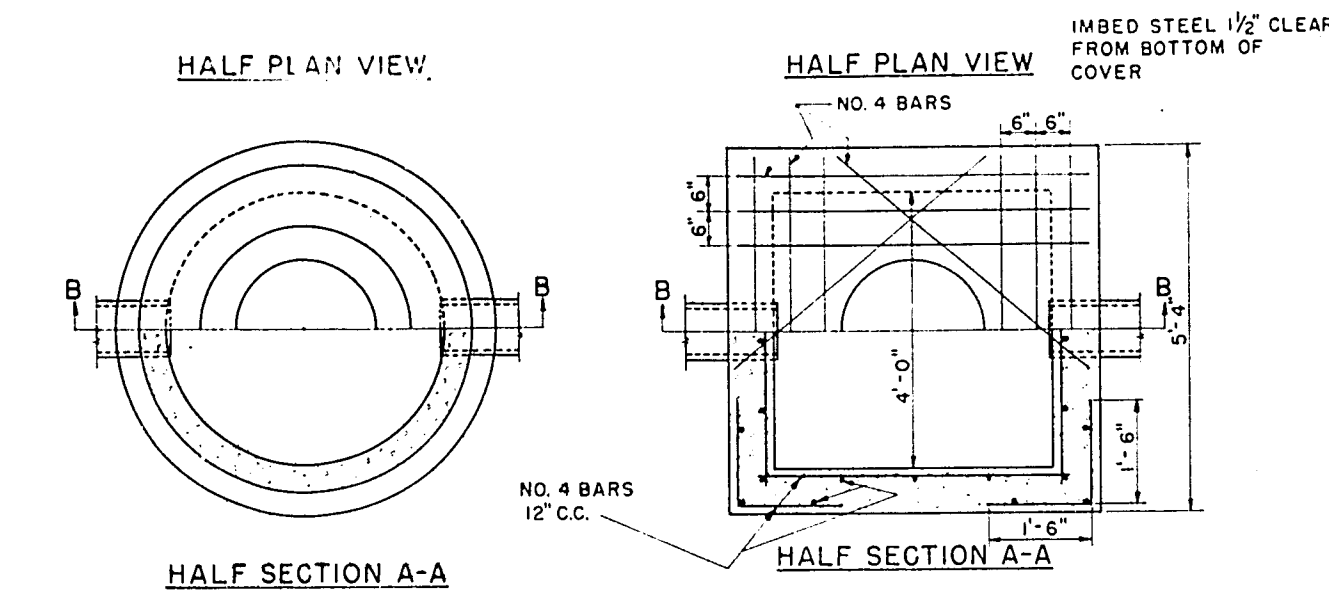
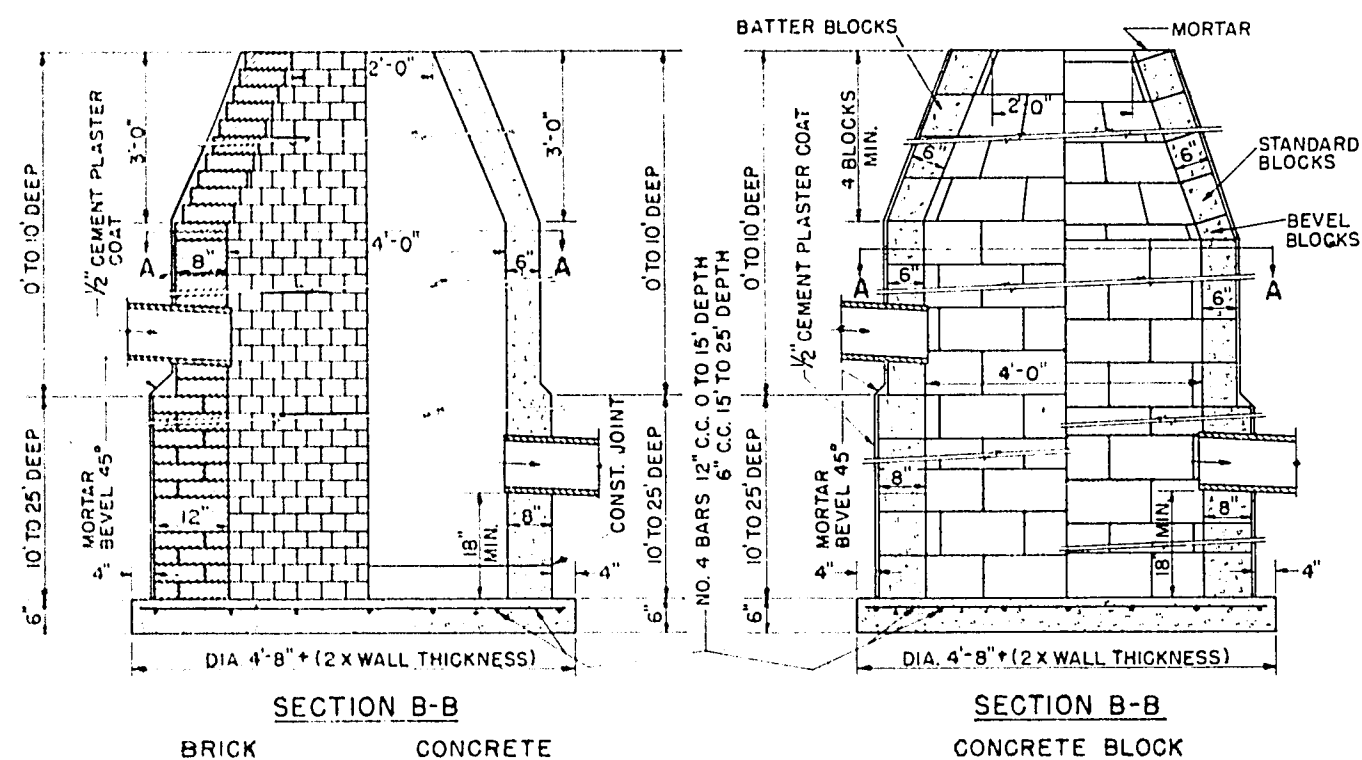
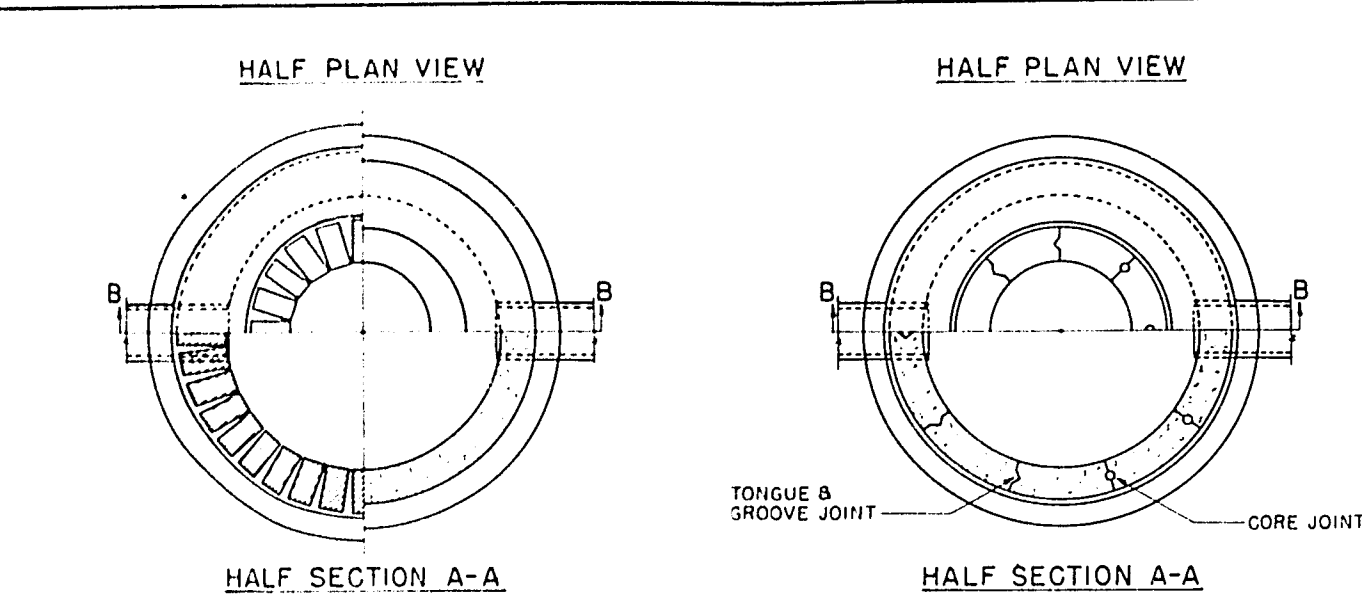
2/6/63

DATE

J. J. Pelt
ENGINEER OF DESIGN

E. C. Patterson
STATE HIGHWAY ENGINEER

PLATE NO. 4-4.5.9



TYPE 1

TYPE 4

TYPE 5

CONSTRUCTION NOTES

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

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

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

STRUCTURES ARE CALLED FOR ON THE PLANS AS "CATCH BASINS 1" A".

"CATCH BASINS 2" C" ETC. THE NUMERAL DESIGNATES THE OPTIONAL MASONRY PORTION OF THE STRUCTURE AND THE LETTER DESIGNATES THE FIXTURE TO BE USED THEREON.

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

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

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

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

CATCH BASINS

STATE HIGHWAY COMMISSION OF WISCONSIN

RECOMMENDED FOR APPROVAL

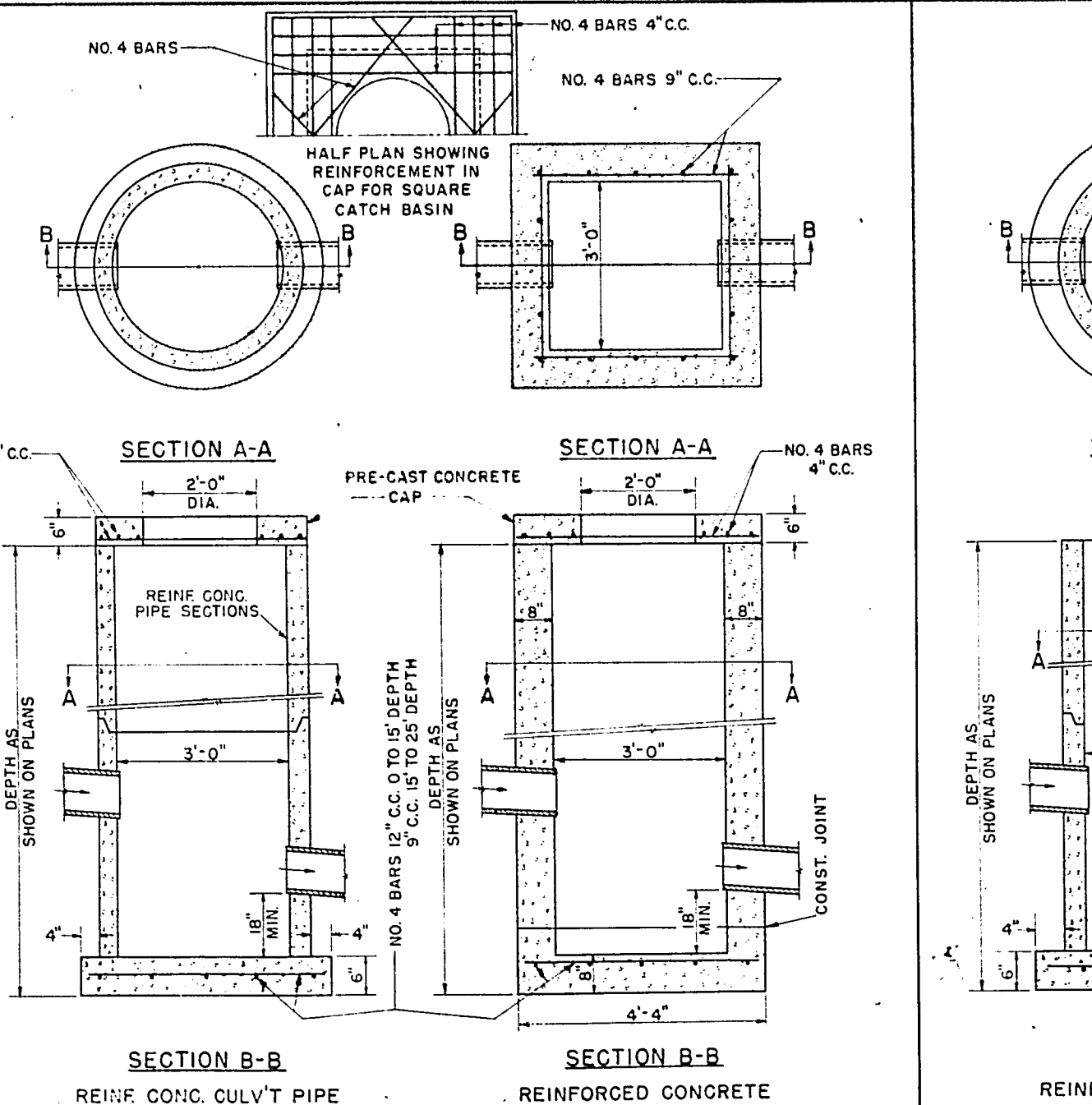
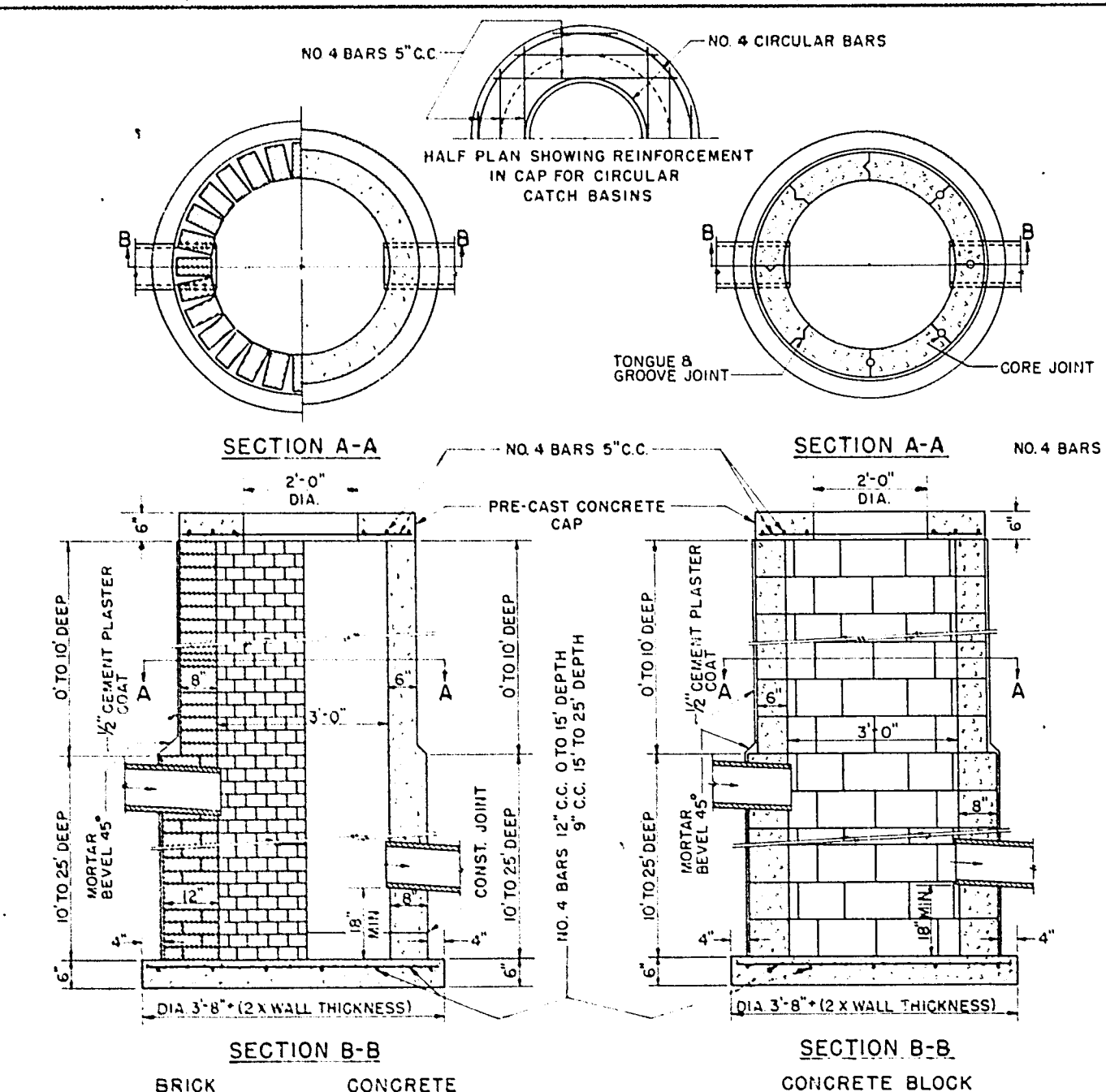
DATE 2-5-63

APPROVED

DATE 2/6/63

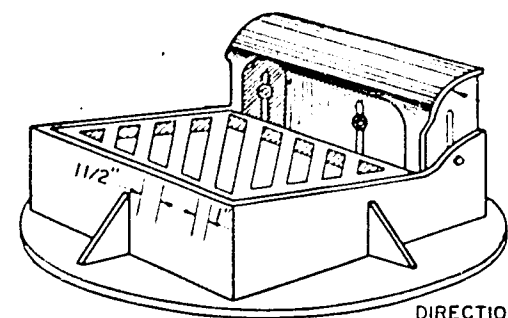
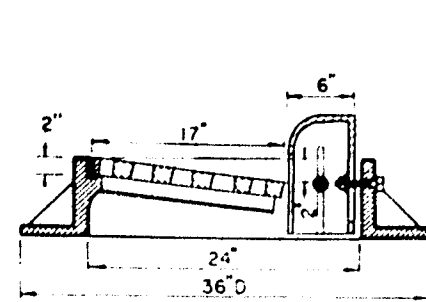
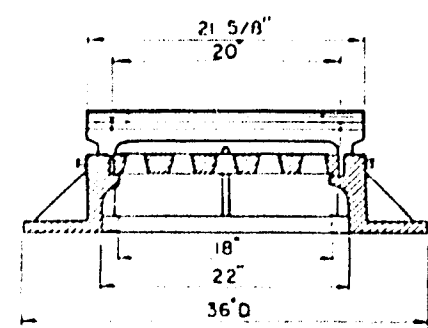
ENGINEER OF DESIGN

STATE HIGHWAY ENGINEER



TYPE 2

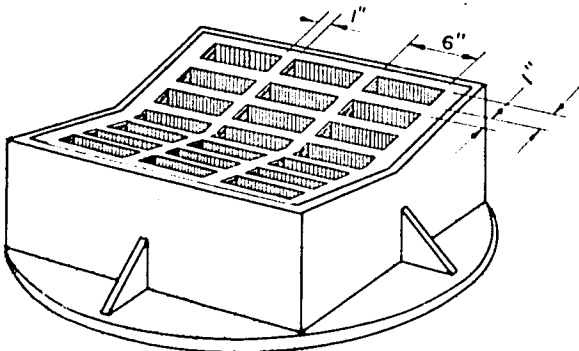
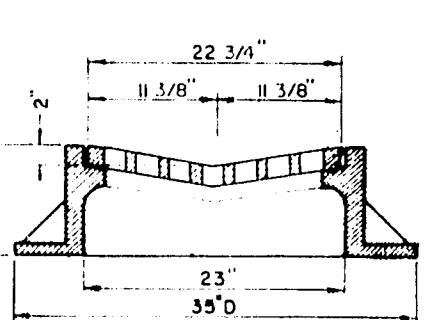
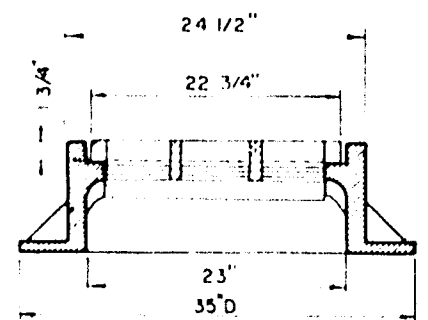
TYPE 3



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

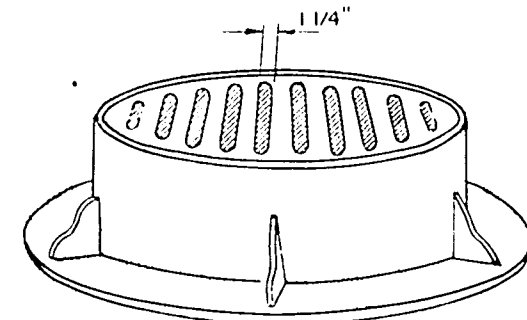
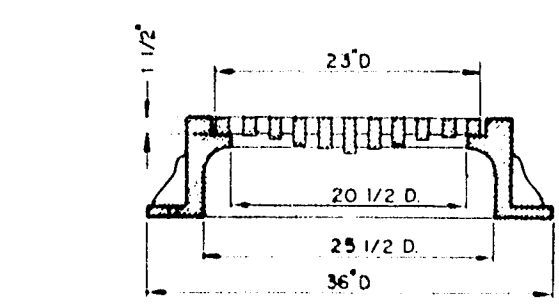
TYPE "A" - (Approx. Weight 390 Lbs.)

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



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

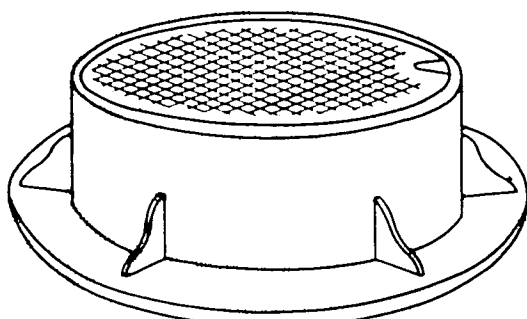
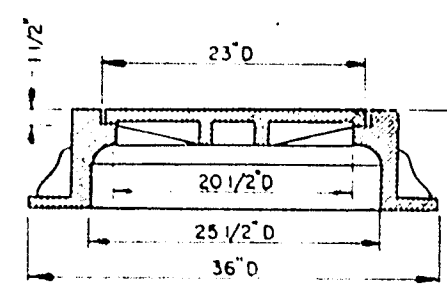
Frame Weight - 275#
Grate " - 139#



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

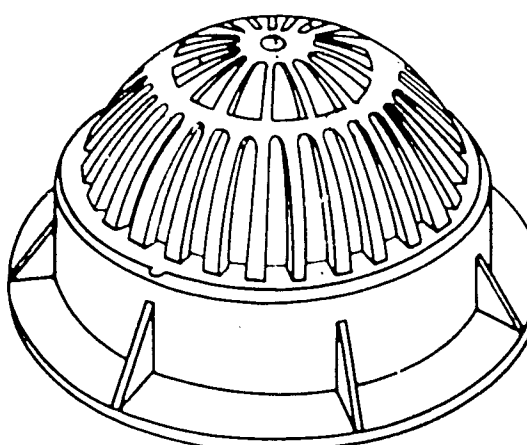
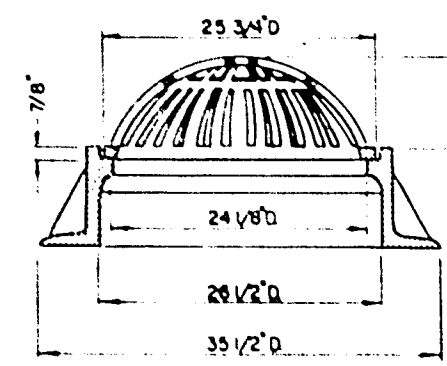
Frame Weight Type "C" & Type "D" - 255#
Slotted Grate Weight - 115#
Solid Cover Weight - 150#

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



TYPE "D" - (Approx. Weight 405 Lbs.)

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

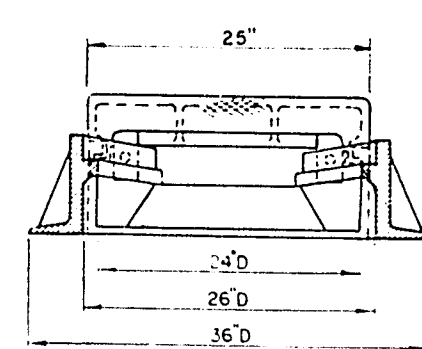
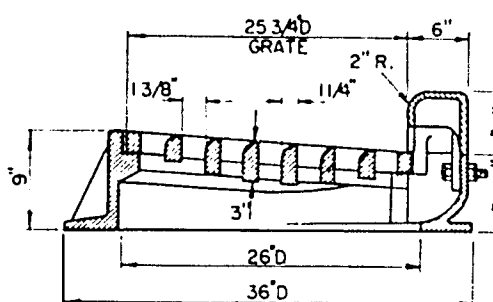


TYPE "E" - (Approx. Weight 325 Lbs.)

SPECIAL NOTE

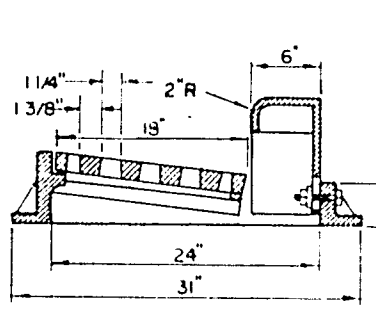
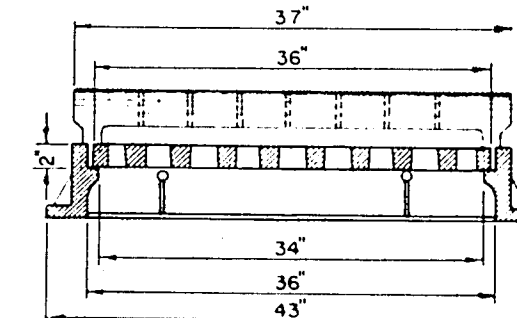
Diagonal slots shall be oriented to the direction of flow as shown hereon. Hence RIGHT and LEFT grates shall be furnished depending on direction of flow. (See Sketch Below)

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



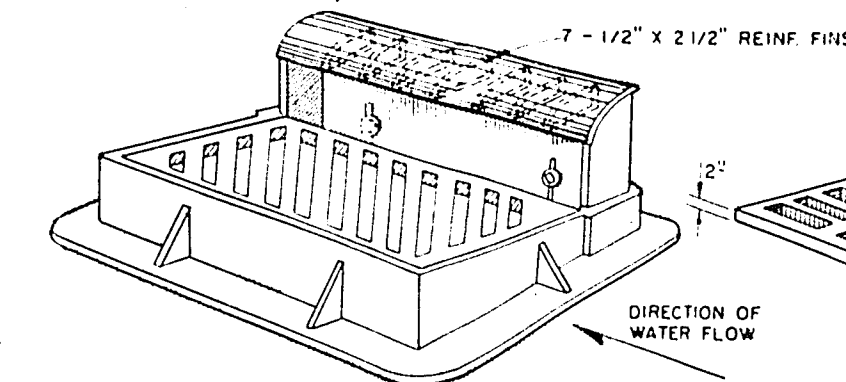
TYPE "G" - (Approx. Weight 425-465 Lbs.)

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

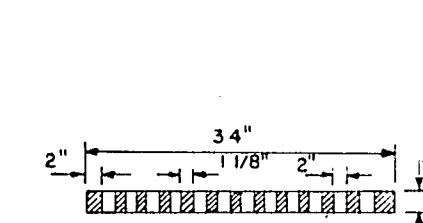


TYPE "H" - (Approx. Weight 530 Lbs.)

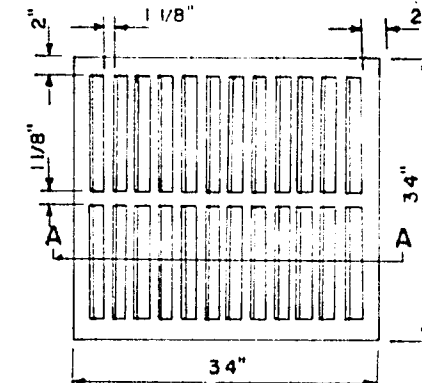
Frame Weight - 220#
Grate " - 200#
Box " - 110#



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



SECTION A - A



INLET COVER TYPE MS

GRATE WEIGHT 270#

GENERAL NOTES:

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

MATERIALS -

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

BEARING SURFACES -

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

NOMENCLATURE -

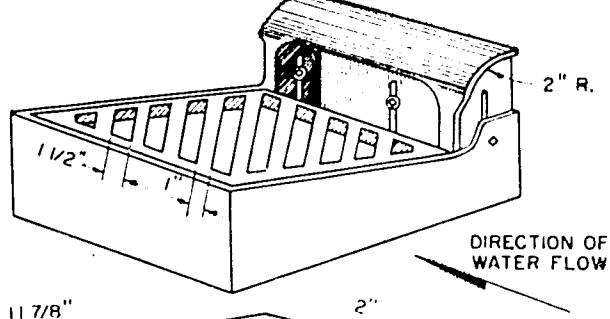
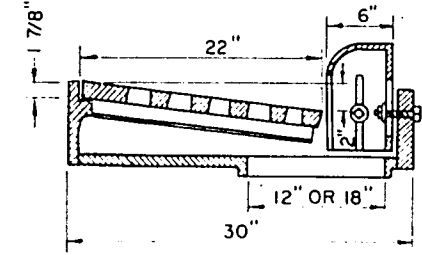
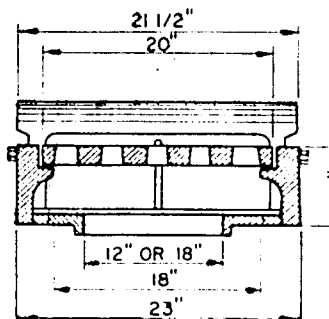
All Catch Basin and Inlet units are designated on the Plans as "Catch Basins 1-A", 2-B etc., or Inlets 1-A", 3-H etc.. This designation is interpreted to mean that the number or first digit designates the Masonry portion of the structure, and the following letter or second digit designates the type of cover or iron casting (shown hereon) to be used therewith to comprise the complete unit "Catch Basin" or "Inlet" in place.

ADJUSTMENTS -

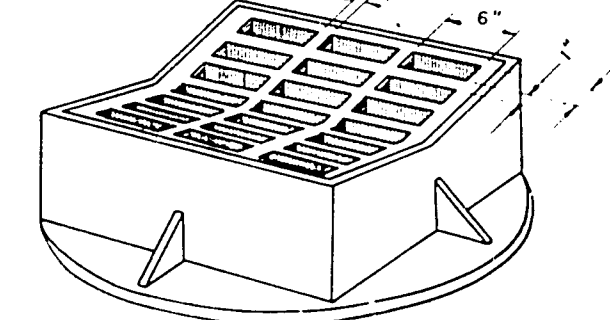
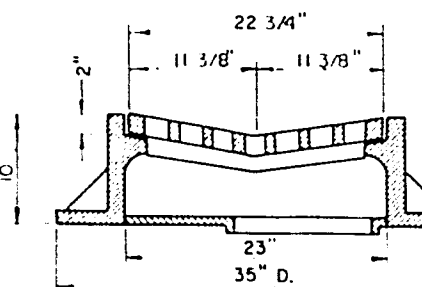
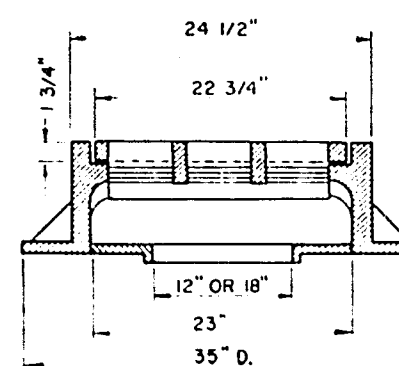
Curb Box height to be adjustable 4"-9" unless otherwise noted. Curb Box height to be adjusted after curb form is in place.

ALTERNATE DESIGNS -

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



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



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

CATCH BASIN & INLET COVERS

STATE HIGHWAY COMMISSION OF WISCONSIN

RECOMMENDED FOR APPROVAL:

11-23-63
DATE

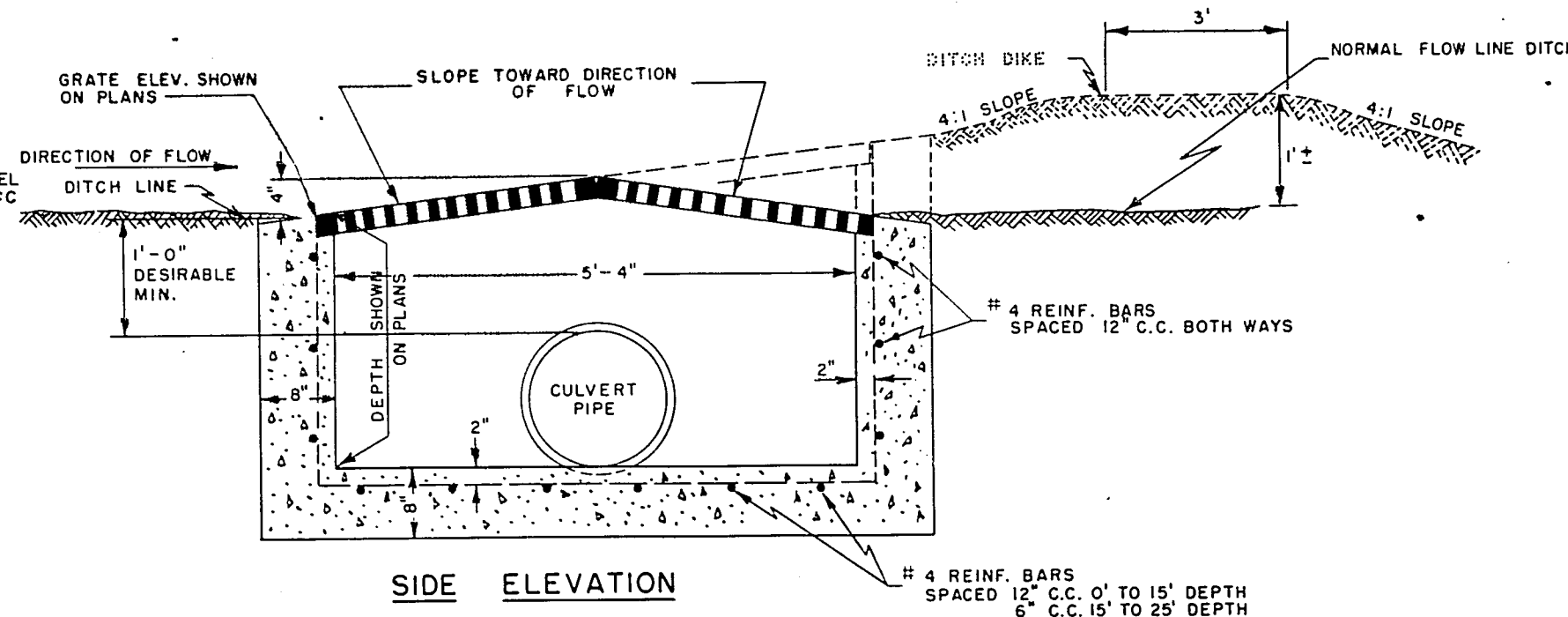
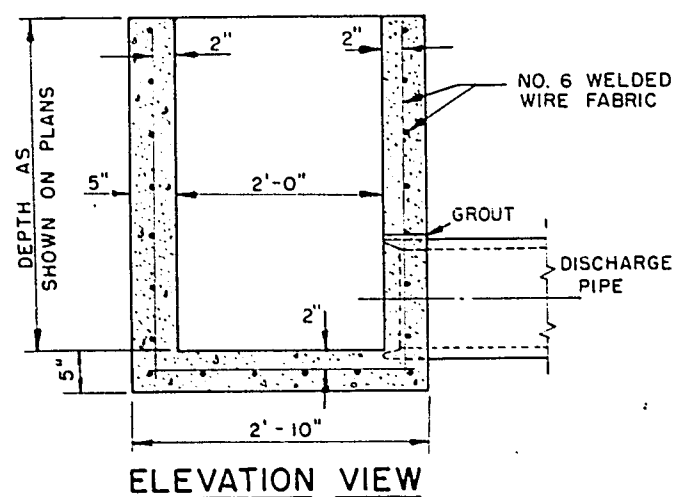
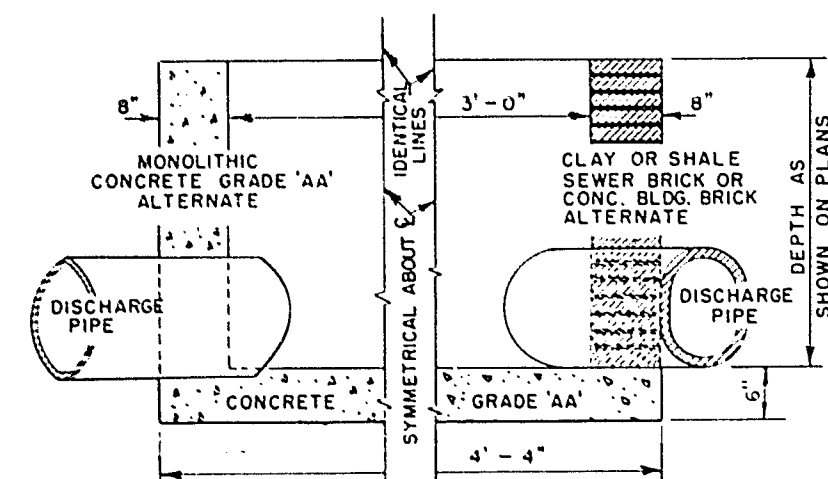
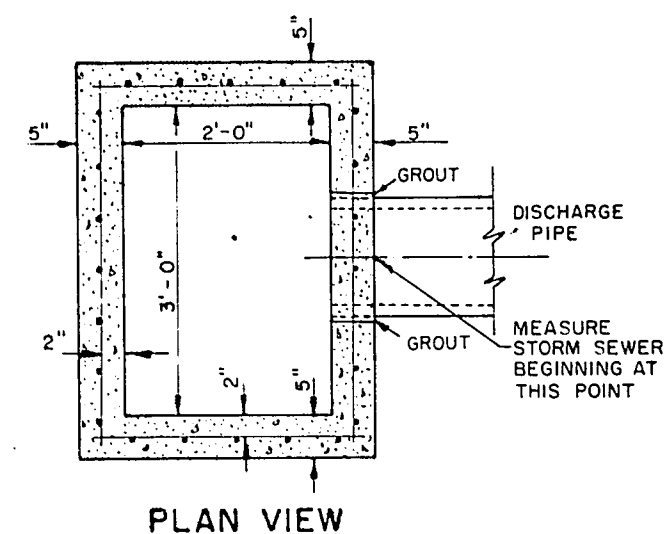
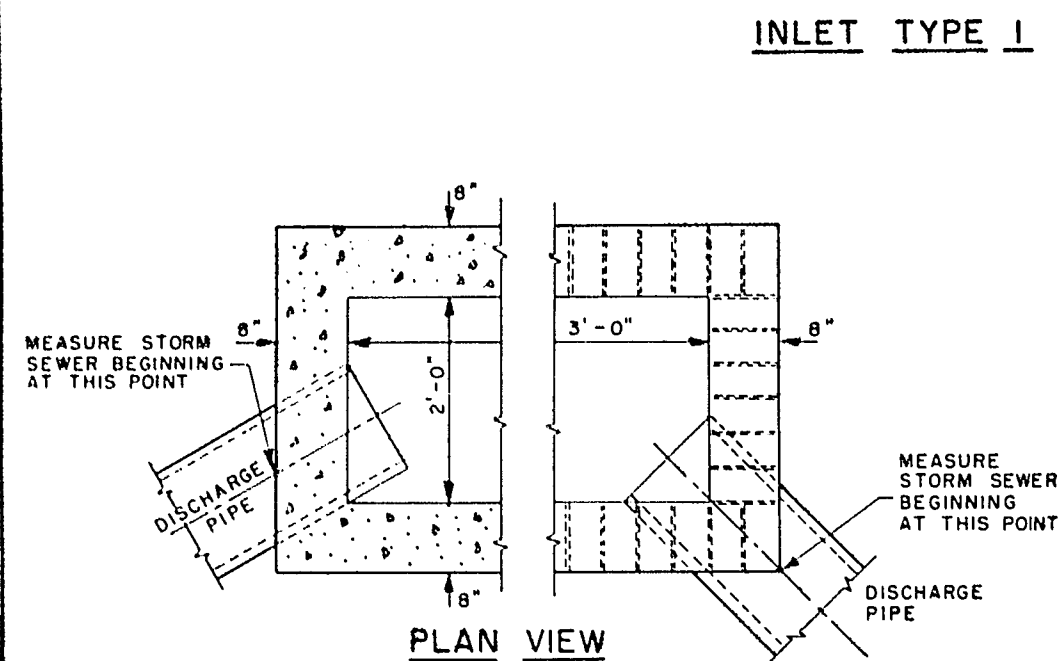
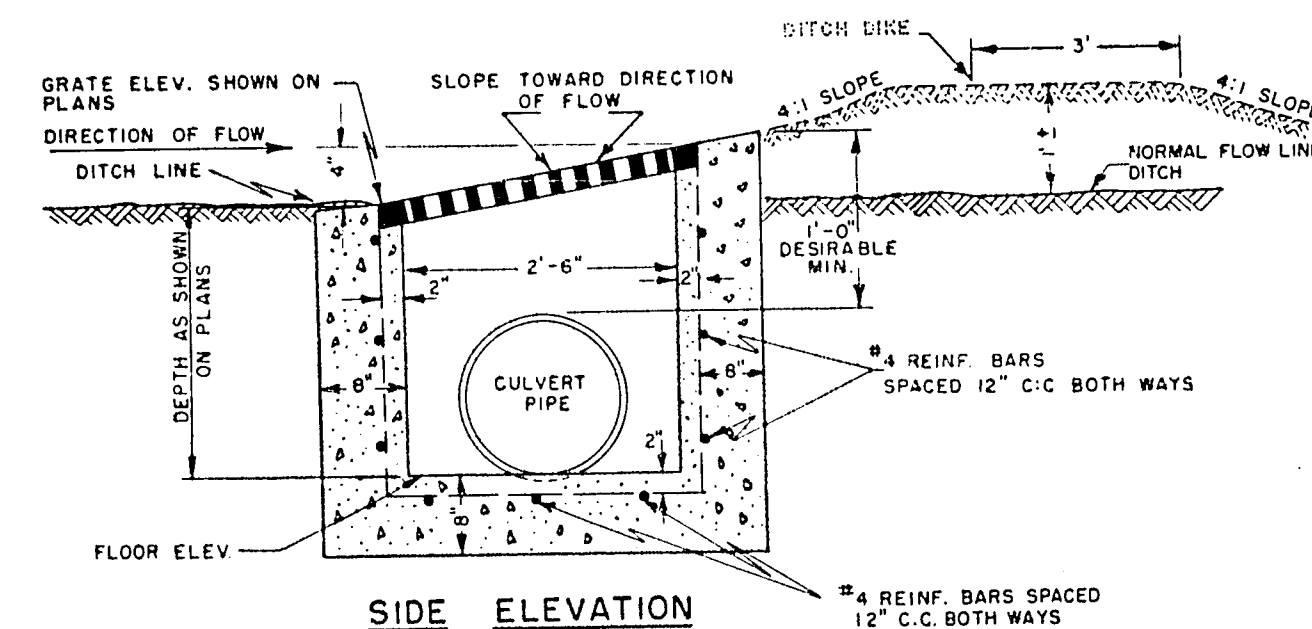
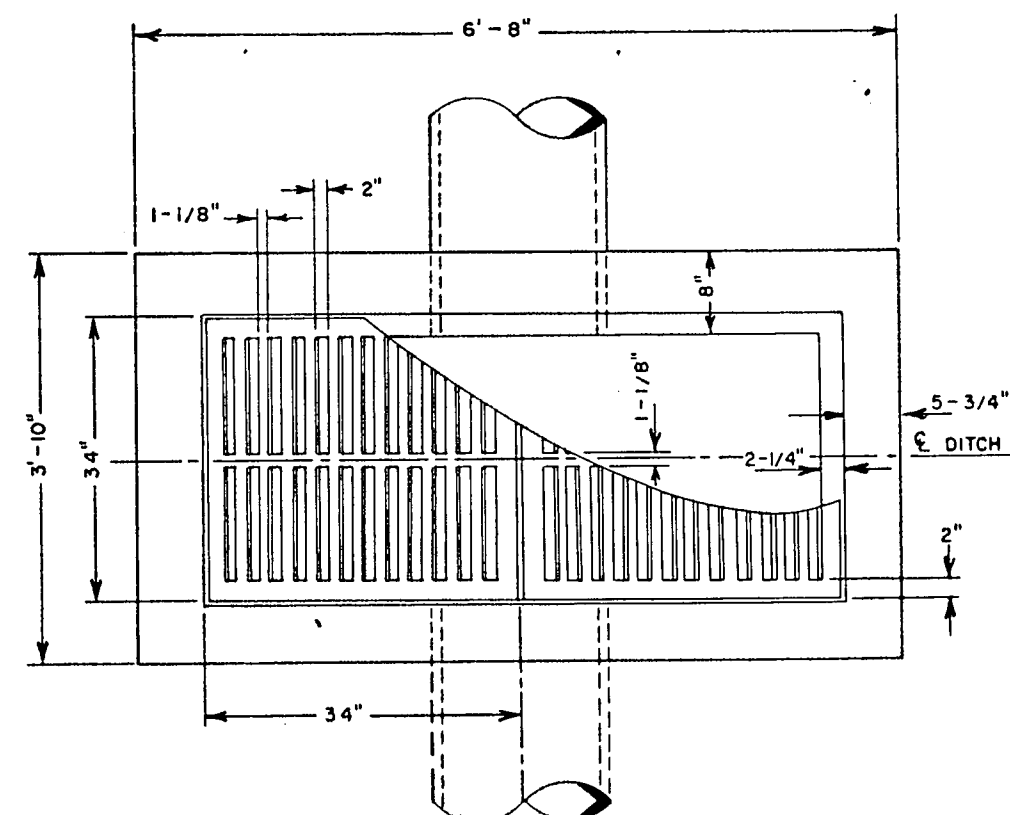
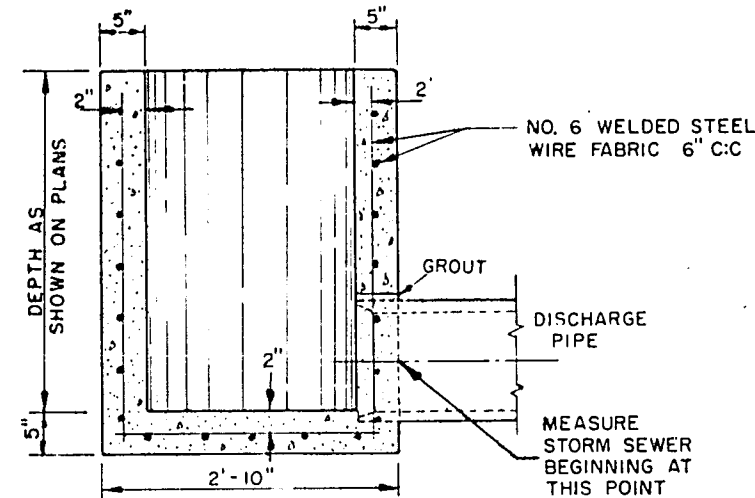
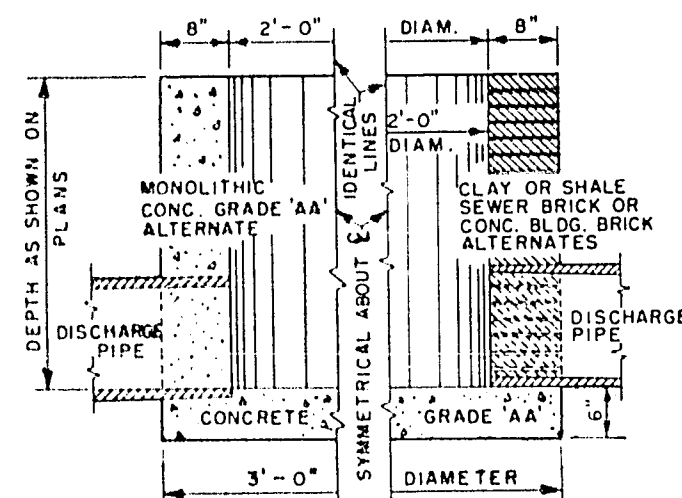
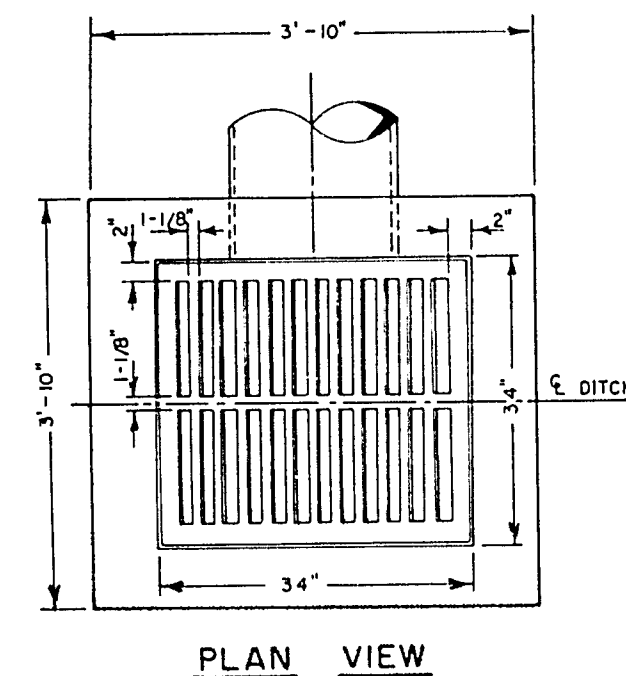
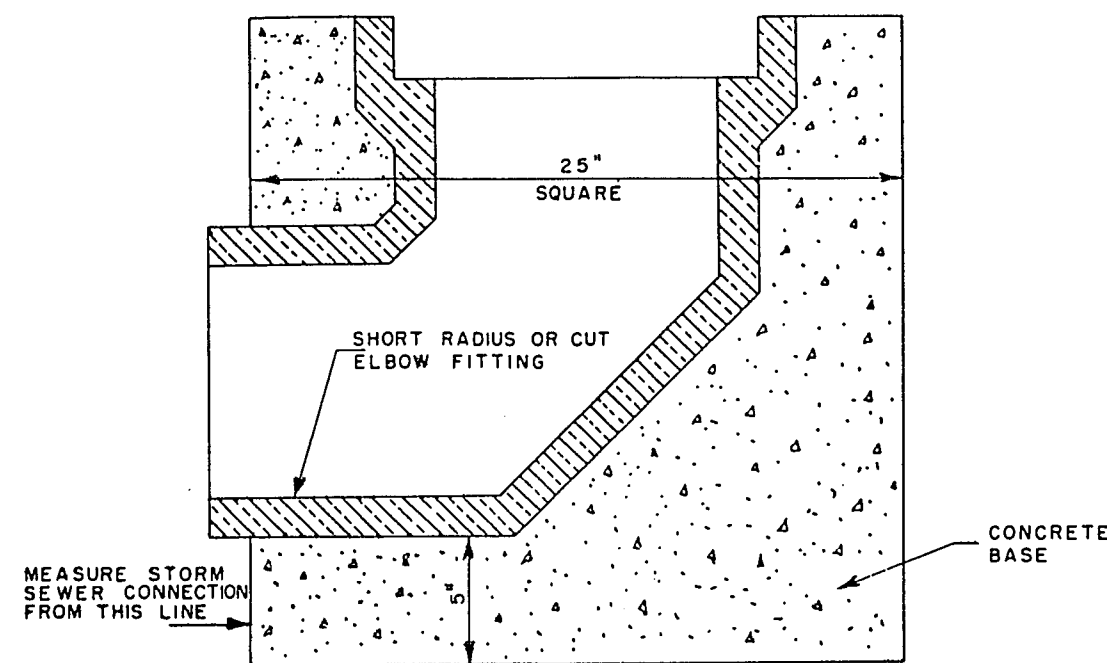
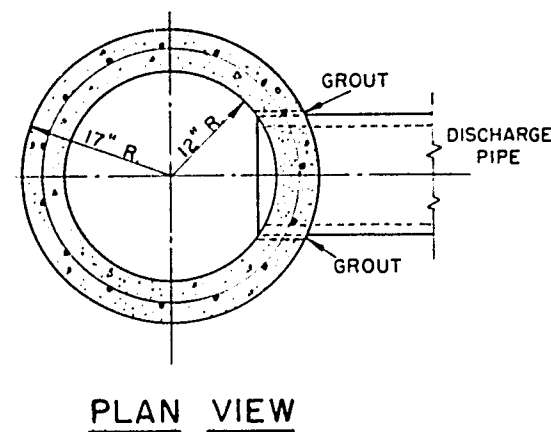
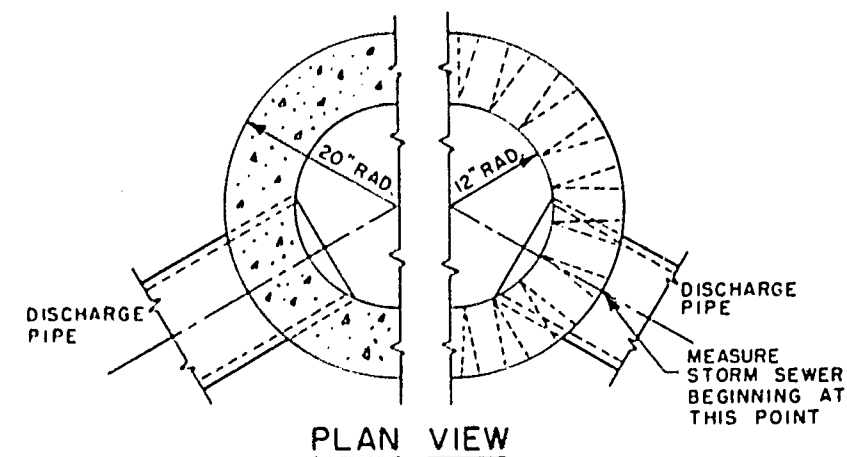
APPROVED:

12-3-63
DATE

J. L. Pelt
ENGINEER OF DESIGN

STATE HIGHWAY ENGINEER

PLATE NO. 5-3.4.7



GENERAL NOTES:

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

ARRANGEMENT, SIZE AND NUMBER OF INLET AND DISCHARGE PIPES SHALL CONFORM TO THE NEEDS OF THE PERTINENT LOCATION.

INLETS ARE CALLED FOR ON THE PLANS AS "INLETS 1-A", "INLETS 2-R", ETC., THE NUMBER DESIGNATES THE MASONRY PORTION OF THE STRUCTURE AND THE LETTER DESIGNATES THE COVER TO BE USED THEREON.

INLETS

STATE HIGHWAY COMMISSION OF WISCONSIN

RECOMMENDED FOR APPROVAL

11-21-63

DATE

APPROVED:

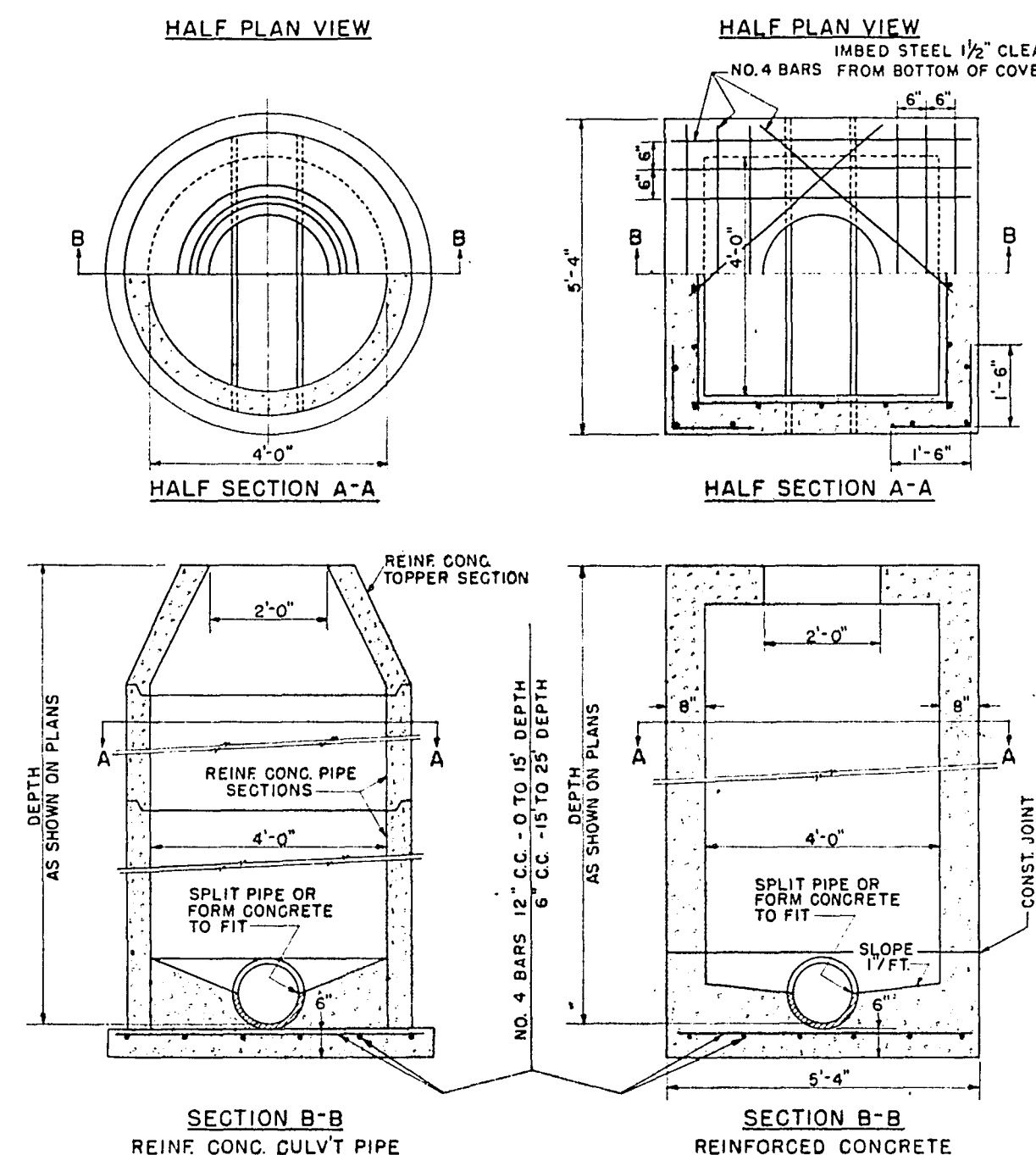
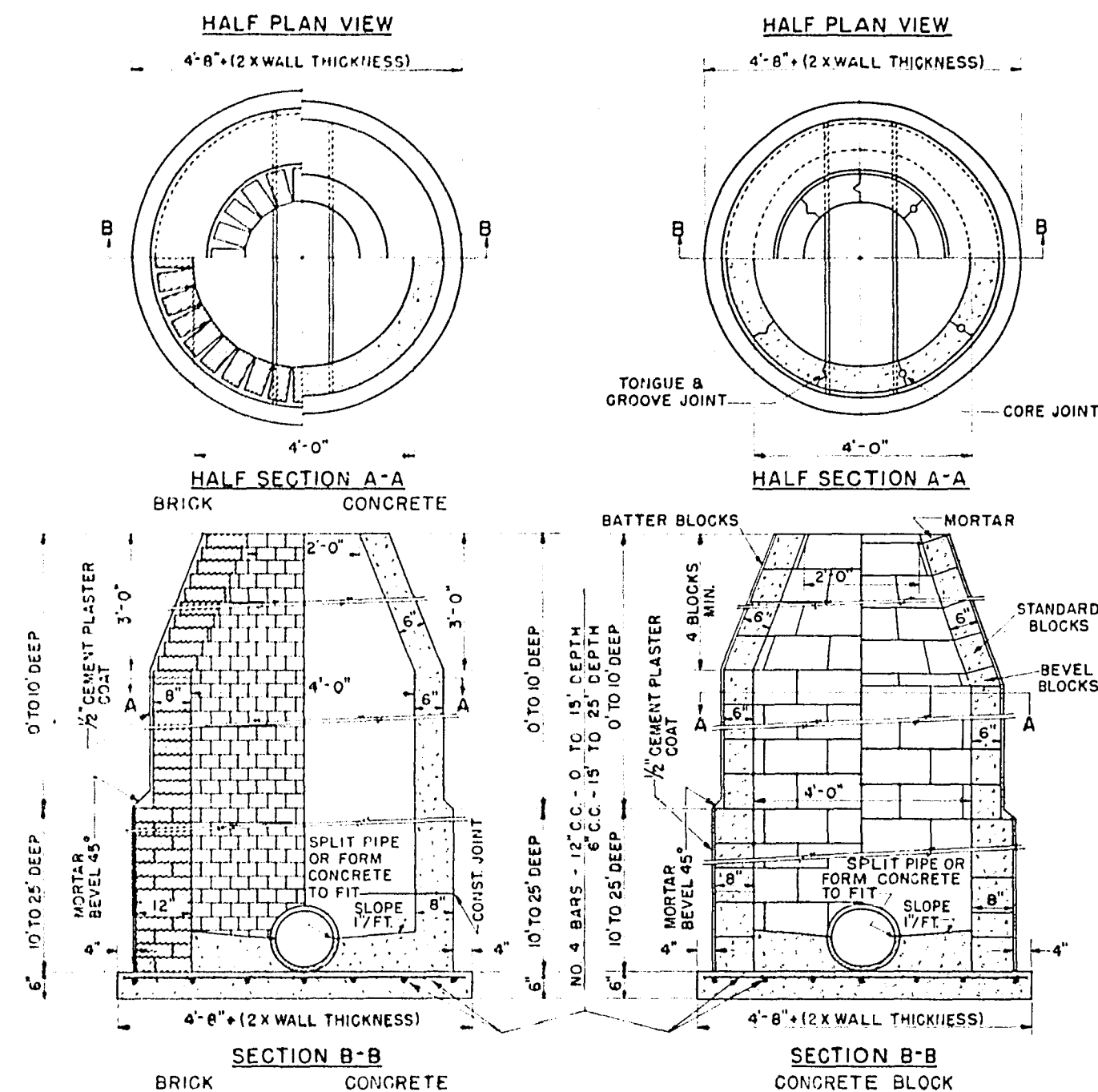
12/3/63

DATE

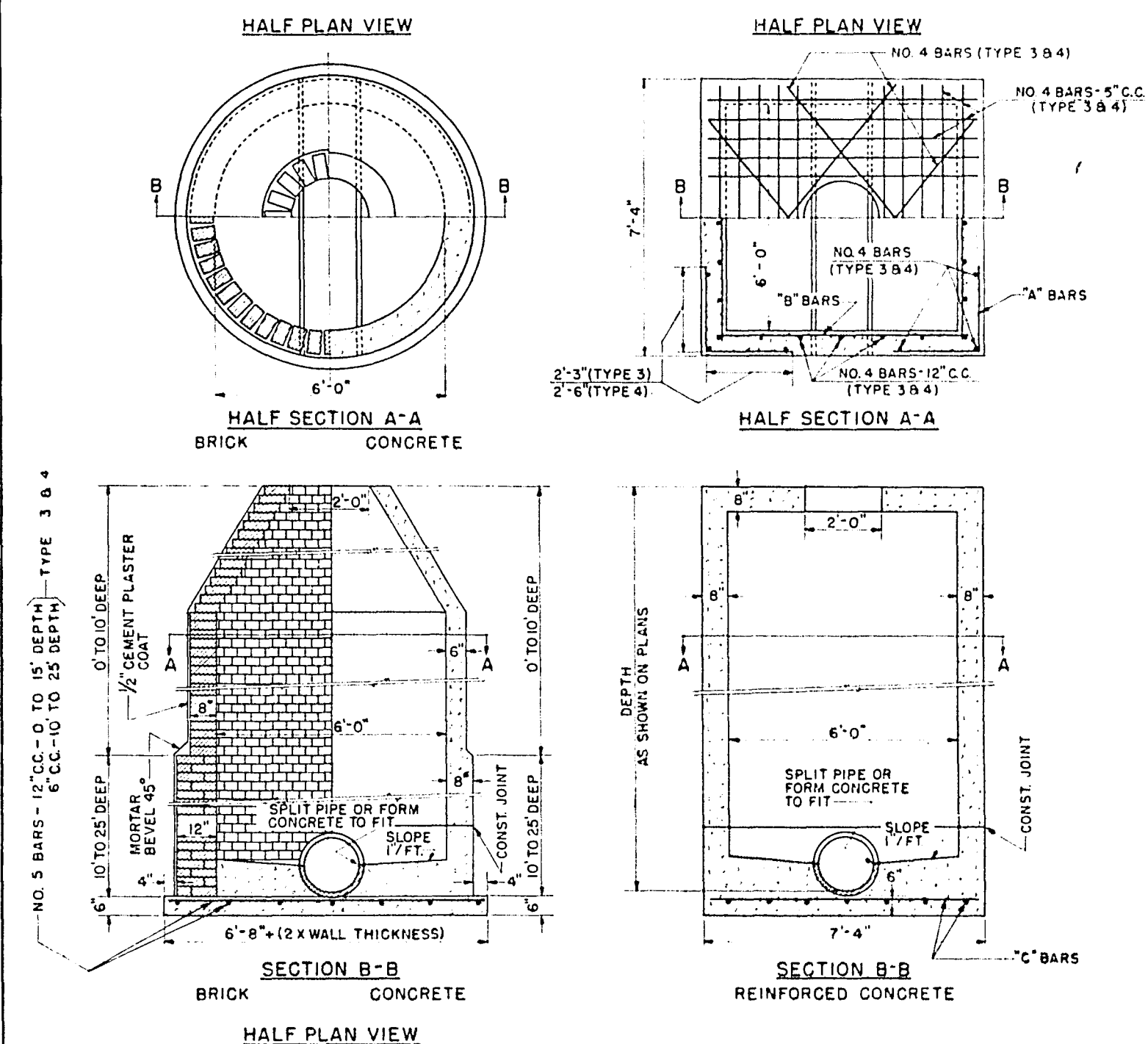
J. L. Pelt ENGINEER OF DESIGN

STATE HIGHWAY ENGINEER

PLATE NO. 5-3.5.2

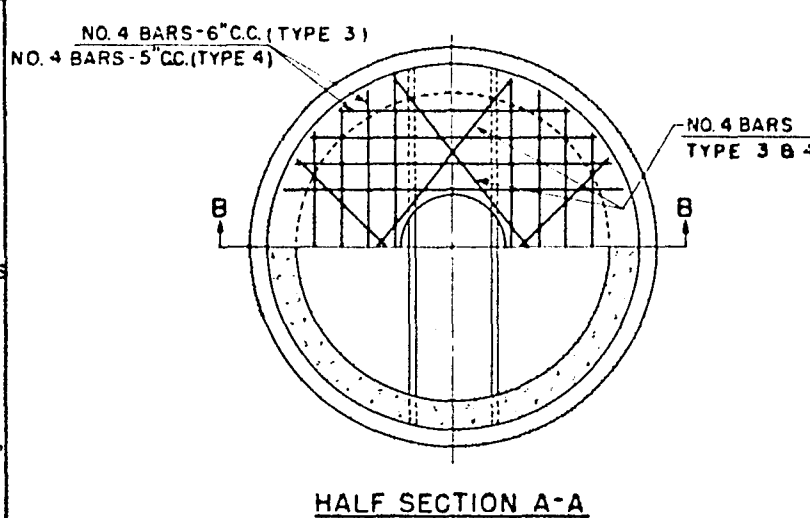


TYPE 1

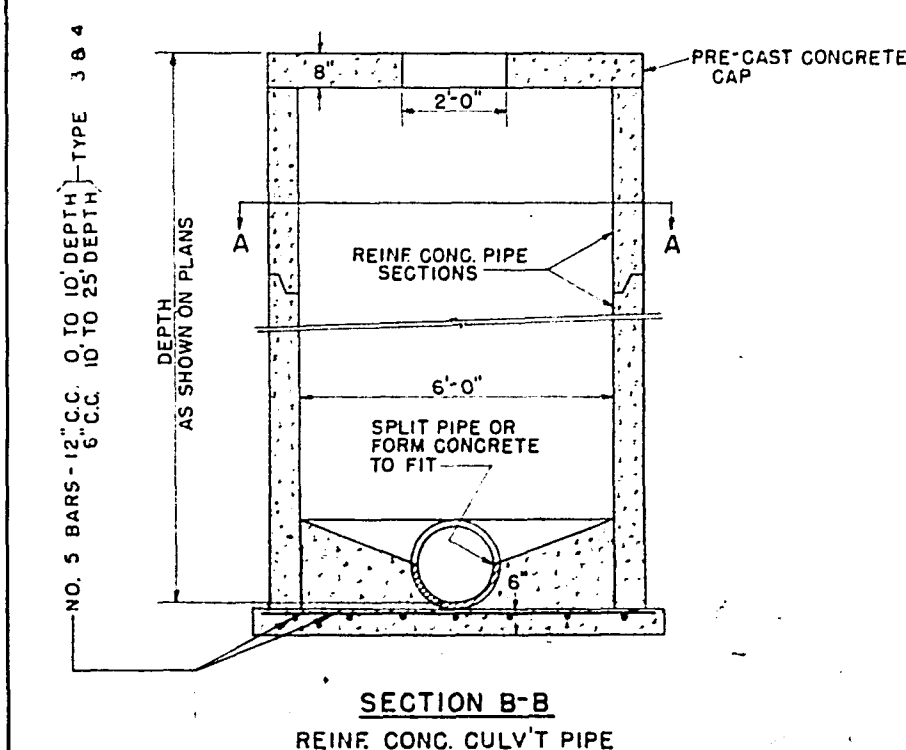


TYPE 3

"A" BARS - NO. 4 BARS - 12" C.C. - 0 TO 10' DEPTH
6" C.C. - 10' TO 25' DEPTH
"B" BARS - NO. 4 BARS - 12" C.C. - 0 TO 25' DEPTH
"C" BARS - NO. 5 BARS - 12" C.C. - 0 TO 10' DEPTH
6" C.C. - 10' TO 25' DEPTH



HALF SECTION A-A



TYPE 4

FOR SEWER GREATER THAN 54" DIAMETER SPECIAL DESIGN IS REQUIRED SHOWING INSIDE DIMENSION OF MANHOLE TO BE DIAMETER OF SEWER PLUS 18". SPECIAL DESIGN SHALL CONFORM TO THE GENERAL DETAILS FOR TYPE 3.

"A" BARS - NO. 5 BARS - 12" C.C. - 0 TO 10' DEPTH
6" C.C. - 10' TO 25' DEPTH
"B" BARS - NO. 4 BARS - 12" C.C. - 0 TO 10' DEPTH
10" C.C. - 10' TO 25' DEPTH
"C" BARS - NO. 5 BARS - 10" C.C. - 0 TO 10' DEPTH
5" C.C. - 10' TO 25' DEPTH

MANHOLES

STATE HIGHWAY COMMISSION OF WISCONSIN

RECOMMENDED FOR APPROVAL

DATE 2-5-63

APPROVED

DATE 2-10-63

J. S. Pelly
ENGINEER OF DESIGN

E. L. Rottman
STATE HIGHWAY ENGINEER

CONSTRUCTION NOTES
DETAILS RELATIVE TO THESE ITEMS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS. STEPS SHALL BE INSTALLED IN ALL MANHOLES.

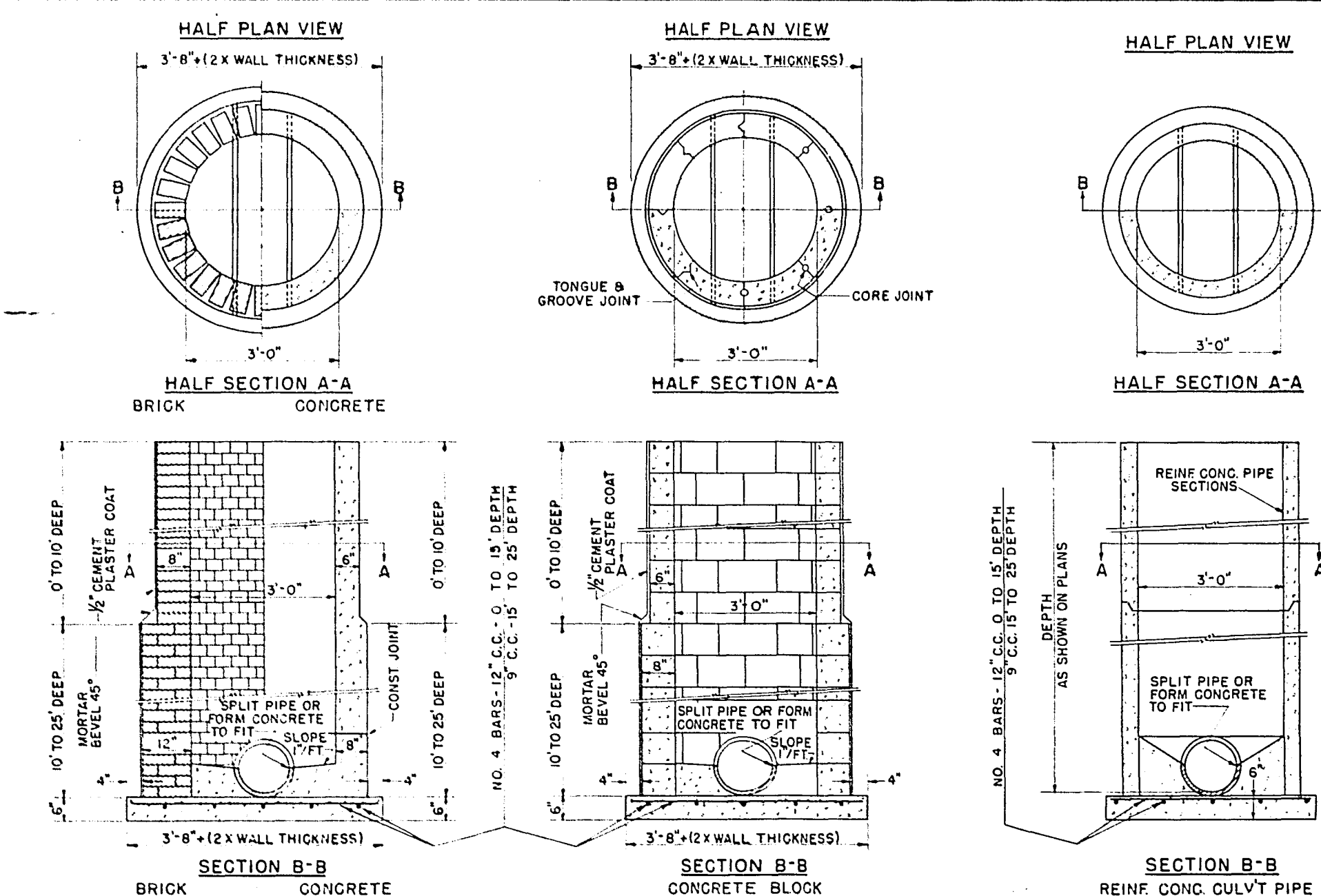
VARIATIONS IN DIMENSIONS AND DESIGN WILL BE PERMISSIBLE PROVIDING EQUIVALENT CAPACITY AND STRENGTH ARE ATTAINED.
STRUCTURES ARE CALLED FOR ON THE PLANS AS "MANHOLES 1-J", "MANHOLES 2-K" ETC. THE NUMERAL DESIGNATES THE OPTIONAL MASONRY PORTION OF THE STRUCTURE AND THE LETTER DESIGNATES THE COVER TO BE USED THEREON.

THE REINFORCED CONCRETE TOPPER SECTION AS SHOWN FOR TYPE 1, REINFC. CONC. CULV'T PIPE MANHOLE, MAY BE USED AS AN ALTERNATE CONE ON TYPE 1 BRICK, CONCRETE OR CONCRETE BLOCK MANHOLES.
WHEN ANY STRUCTURE IS CONSTRUCTED OF CONCRETE, CONCRETE BLOCK OR REINFC. CONC. CULV'T PIPE, THE TOP OF THE MASONRY SHALL BE LEFT SUFFICIENTLY LOW TO PERMIT PROPER ADJUSTMENT OF COVER TO GRADE BY THE USE OF MORTAR AND BRICK.

DESIGN NOTES

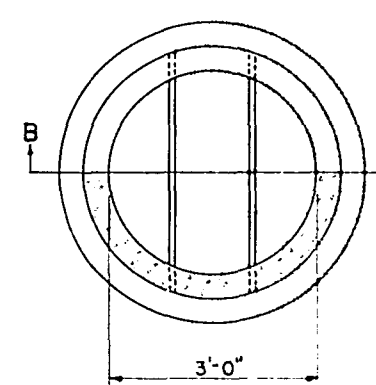
INSIDE DIMENSIONS FOR MANHOLES:

USE 3' DIAMETER WHEN NECESSARY TO PLACE IN CONSTRUCTED AREAS.
USE 4' DIAMETER WHEN SEWER IS UNDER 18" IN DIAMETER.
USE 6' DIAMETER OR 6' SQUARE WHEN SEWER IS 18" TO 54" DIAMETER.

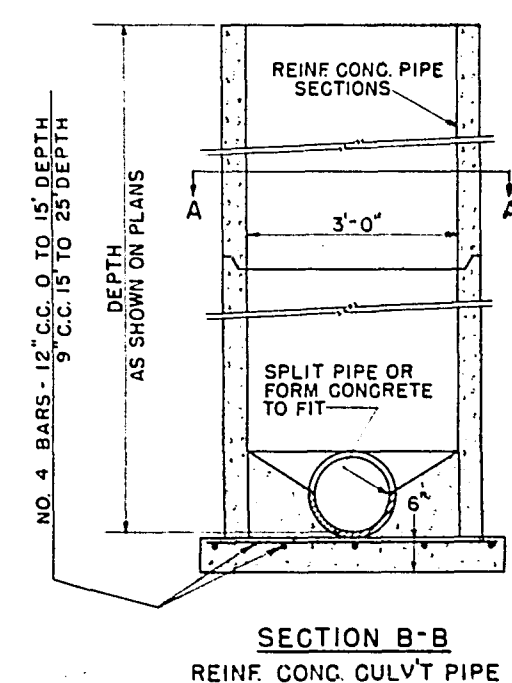


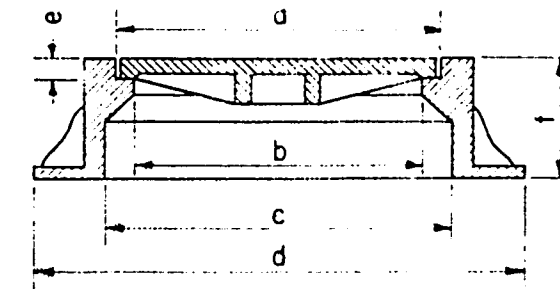
TYPE 2

HALF PLAN VIEW



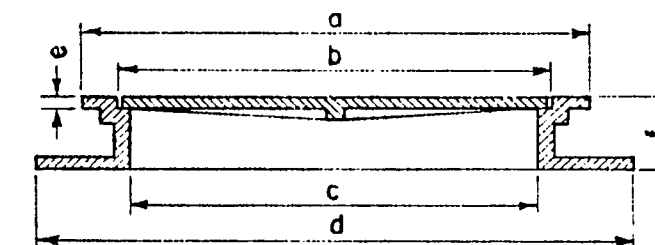
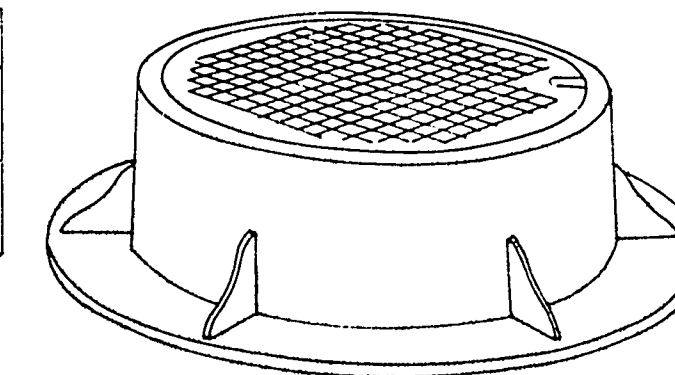
HALF SECTION A-A





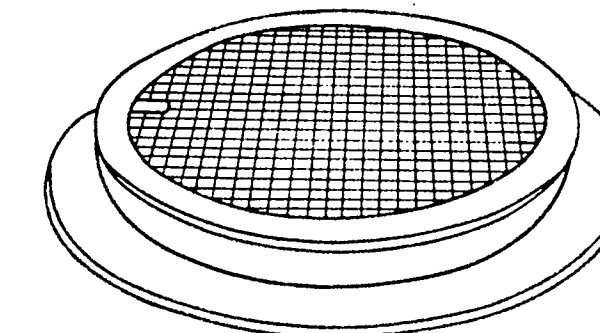
	a	b	c	d	e	f	Weight
TYPE "J"	23"	20 1/2"	25 1/2"	36"	1 1/2"	9"	200 Lbs.
TYPE "K"	32 1/2"	30"	36"	46"	1 1/2"	10"	750 Lbs.

TYPE "J" & "K"



	a	b	c	d	e	f	Weight
TYPE "L"	28"	24"	22 1/2"	33"	5/8"	4"	210 Lbs.
TYPE "M"	42"	37 1/2"	36"	47"	3/4"	4"	475 Lbs.

TYPE "L" & "M"



CONSTRUCTION NOTES

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

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

MANHOLES ARE CALLED FOR ON THE PLANS AS "MANHOLES 1-J", "MANHOLES 2-K" ETC., THE NUMERAL DESIGNATES THE MASONRY PORTION OF THE STRUCTURE AND THE LETTER DESIGNATES THE FIXTURE TO BE USED THEREON. MANHOLE FRAMES AND COVERS SUBJECT TO TRAFFIC TO BE MACHINED OR NON-ROCKING TYPE.

DESIGN NOTES

TYPES "J" & "K" TO BE USED WHERE FACILITY WILL BE SUBJECT TO TRAFFIC.

TYPES "L" & "M" TO BE USED WHERE FACILITY WILL NOT BE SUBJECT TO TRAFFIC.

MANHOLE COVERS

STATE HIGHWAY COMMISSION OF WISCONSIN

RECOMMENDED FOR APPROVAL

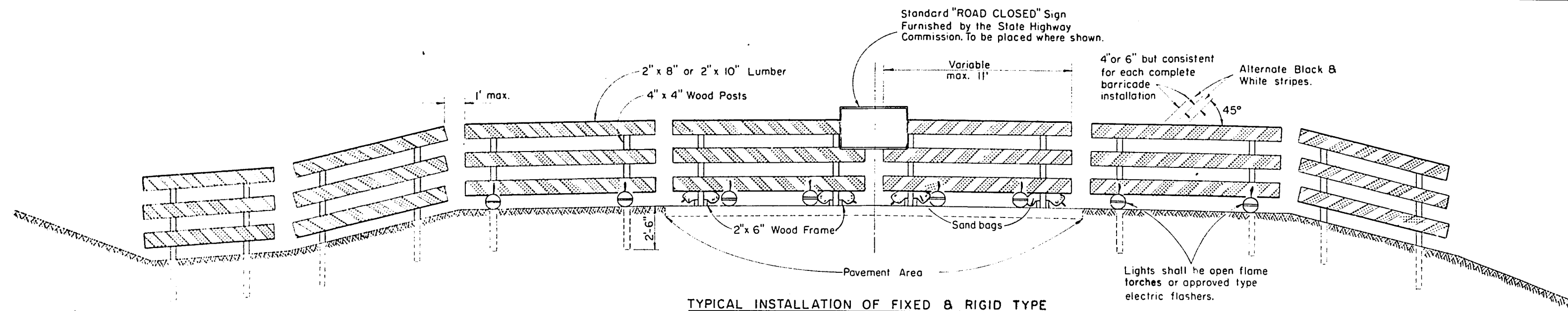
DATE 1/27/53 C. B. Black
CONSTRUCTION ENGINEER

APPROVED

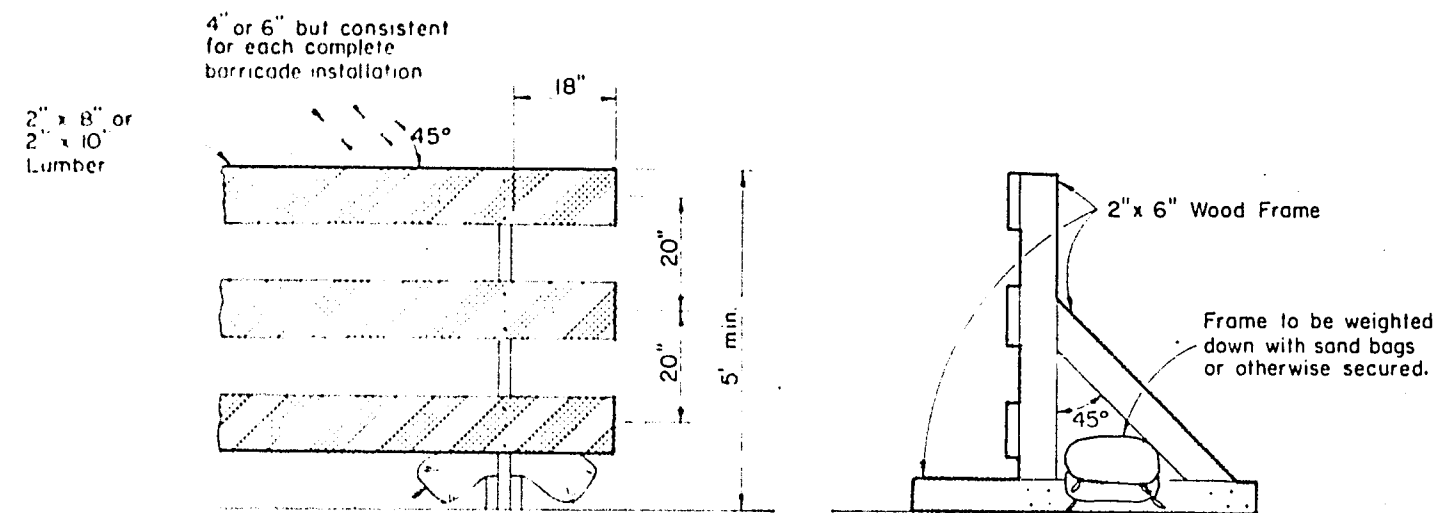
DATE 1/27/53 E. L. Routhen
STATE HIGHWAY ENGINEER

DRAWN LJD
CHECKED

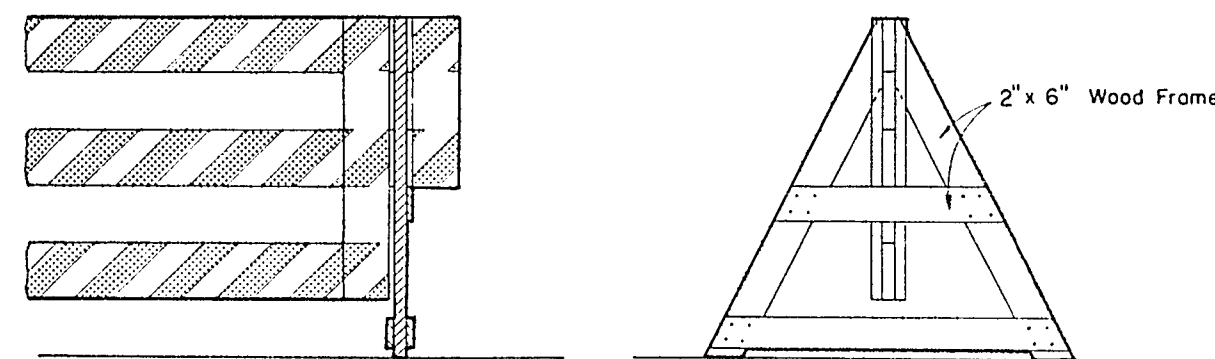
5-3.8.2



TYPICAL INSTALLATION OF FIXED & RIGID TYPE

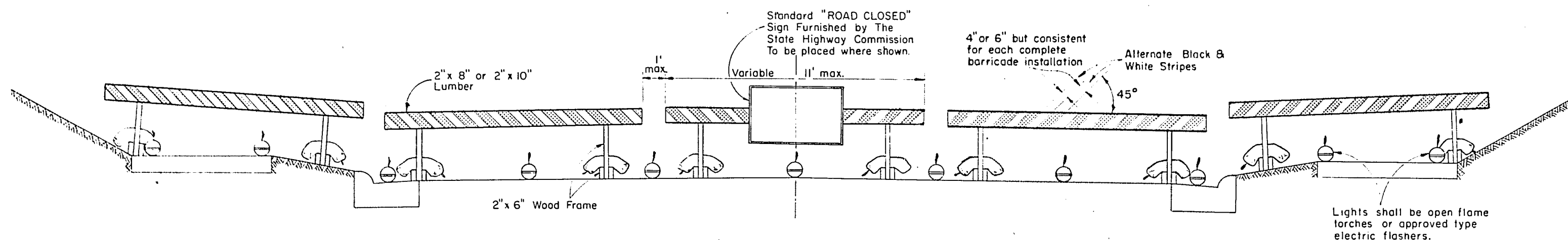


ALTERNATE TYPE INSTALLATION (RIGID)

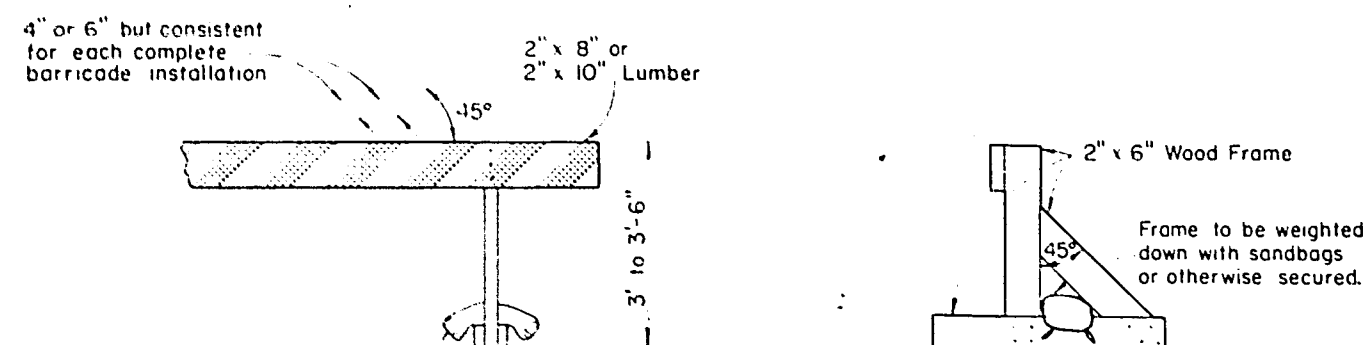


ALTERNATE TYPE INSTALLATION (DEMOUNTABLE)

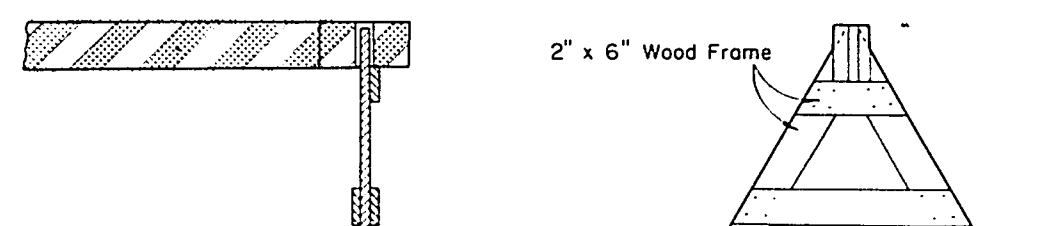
CLASS I BARRICADE



TYPICAL INSTALLATION OF RIGID TYPE



ALTERNATE TYPE INSTALLATION (RIGID)



ALTERNATE TYPE INSTALLATION (DEMOUNTABLE)

CLASS II BARRICADE

GENERAL NOTES

The Contractor shall construct, place and maintain barricades as shown on this drawing and as required by the Standard Specifications for the duration of the project at all points of highway closure. Barricades shall be painted as shown hereon and structurally maintained for maximum visibility at all times, for the duration of the respective project.

CLASS I BARRICADE

Shall be used at points of closure where road is closed to traffic. Gates or movable sections of barricade shall be provided when necessary, for access of equipment or other authorized vehicles only.

CLASS II BARRICADE

May be used only where the hazard to traffic is relatively small, and for the more or less continuous delimiting of a restricted roadway, or for temporary daytime use.

LUMBER & FABRICATION

Lumber shall be of a grade structurally sound and sufficiently rigid to satisfactorily support and maintain the purpose and intent of a barricade facility. The fabrication of the barricade shall be in accord with good pertinent wood-working practices.

PAINTING

Barricades shall be painted as shown hereon in alternate black and white stripes. Black stripes shall be painted with weather resistant and durable black paint. White stripes shall be painted a prime coat of good grade wood primer, followed by two coats of white "Codic Reflective Liquid" (Minnesota Mining Co.) or equivalent, or reflective sheeting wide angle, flat top "Scotchlite" brand material (Minnesota Mining Co.) or equivalent.

DIRECTION OF DIAGONAL STRIPES

Where a barricade extends entirely across the roadway and no vehicle access provision, the stripes shall slope downward toward the highway centerline.

Where vehicle access is permitted, the stripes shall slope downward in the direction toward which vehicles must turn in detouring.

Where both right and left turns are provided for, the stripes shall slope downward in both directions from the center.

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.

NOTE:

Lighting devices for barricades shall conform to the requirements of the Standard Specifications.

NOTE:

All lumber or timber dimensions shown hereon are nominal.

CONSTRUCTION BARRICADE

STATE HIGHWAY COMMISSION OF WISCONSIN

RECOMMENDED FOR APPROVAL

DATE 1-5-63

APPROVED

DATE 2-2-63

DATE

J. S. Pitt
ENGINEER OF DESIGN

E. C. Peterson
STATE HIGHWAY ENGINEER

PLATE NO. 7-4.1.4



WOLFE

UNCL.

10:50

76

11

160

12

150

13

100

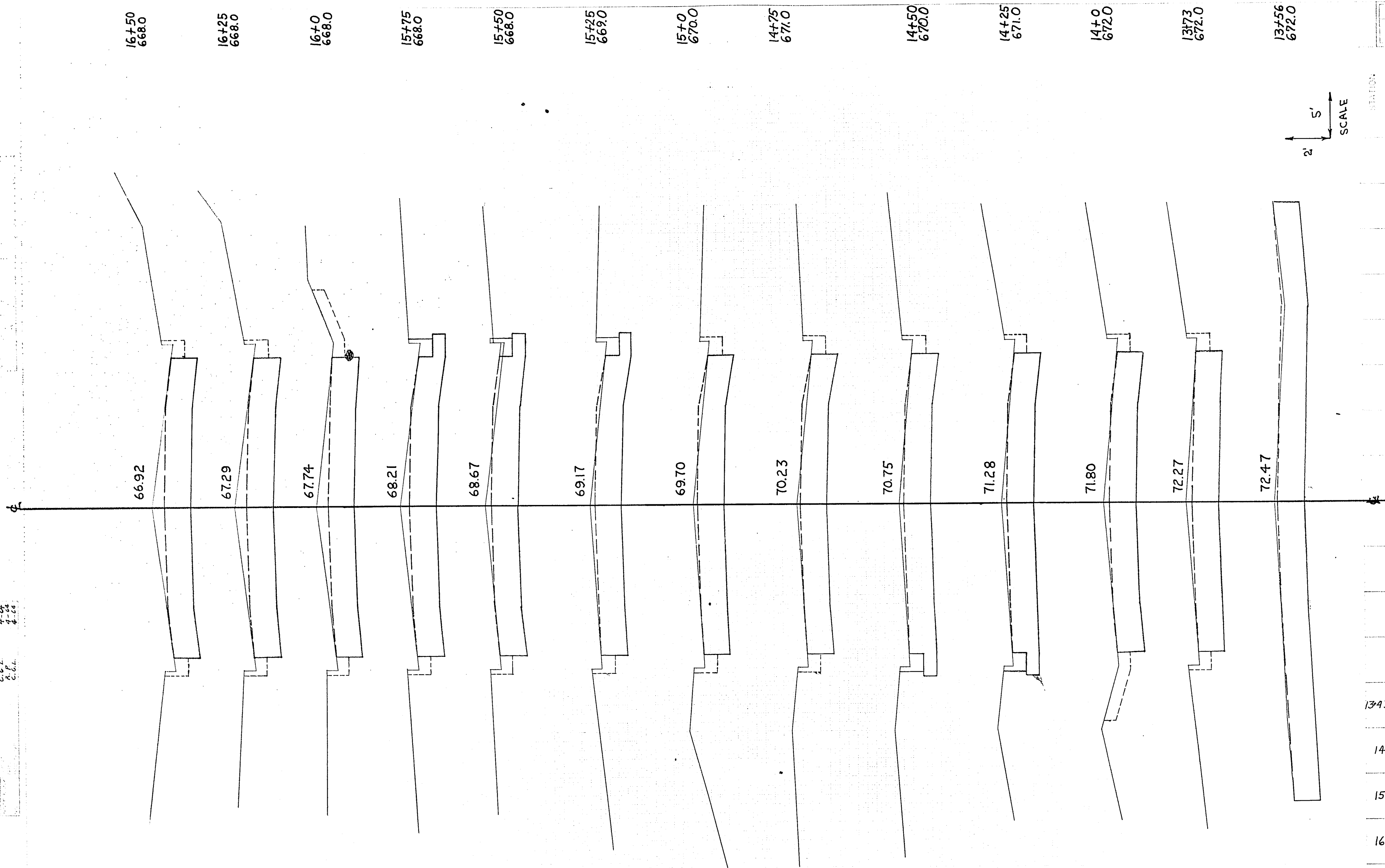
+43

SHEET TOTAL

486

FUNCTIONAL CROSS SECTION - OPEN DOTTED
CHARLES BRUNING COMPANY, INC

4-64
 D.H.A.
 C.P.
 4-64
 4-64
 4-64



2'
 5'
 SCALE

STATION	DISTANCE	UNCL.	FILL
13+43	117		
14	152		
15	156		
16	86		
+50			
SHEET TOTAL		511	

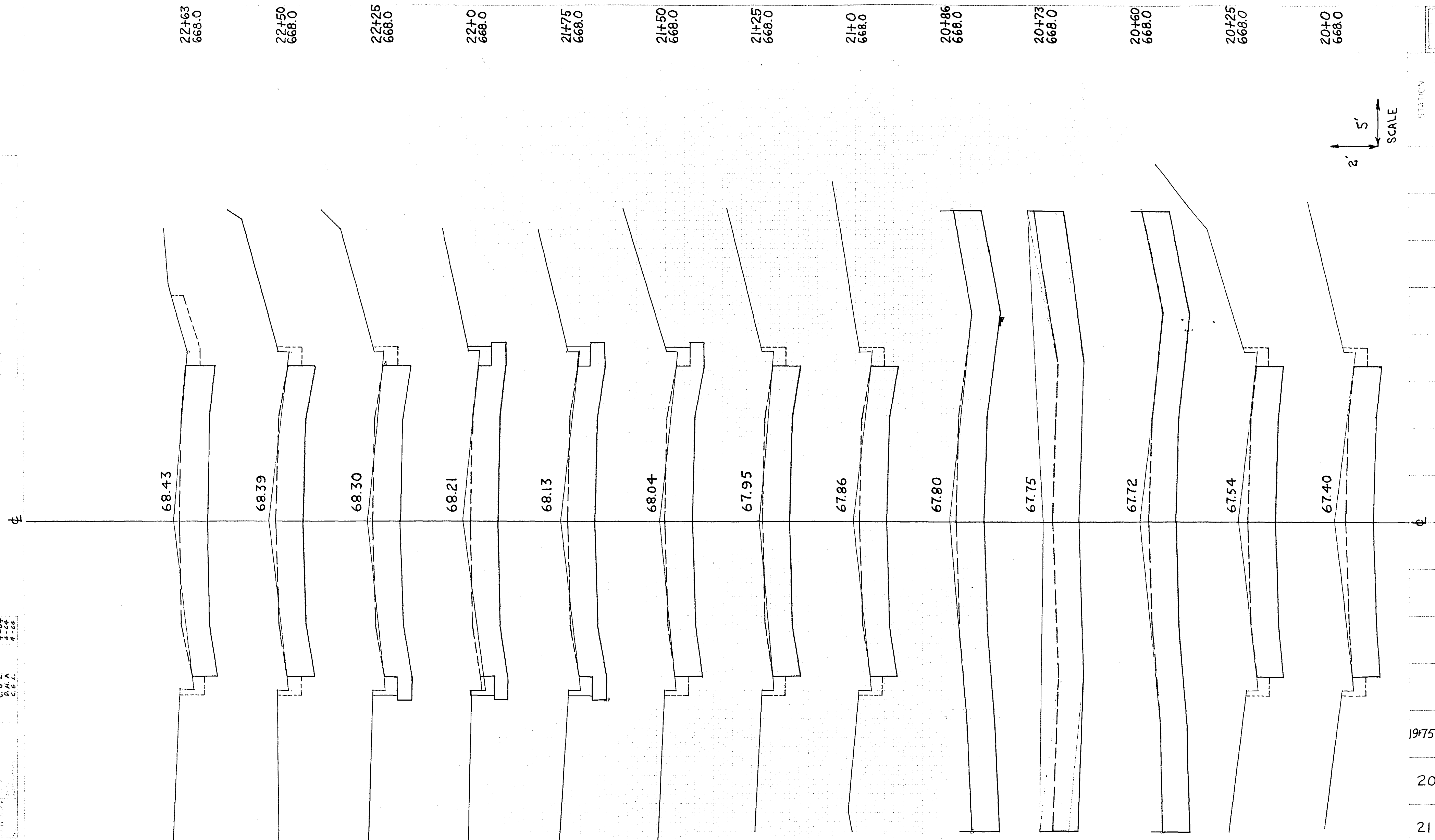
K.O.M. 4-04
 C.O.L. 4-04
 C.O.L. 4-04
 C.O.L. 4-04



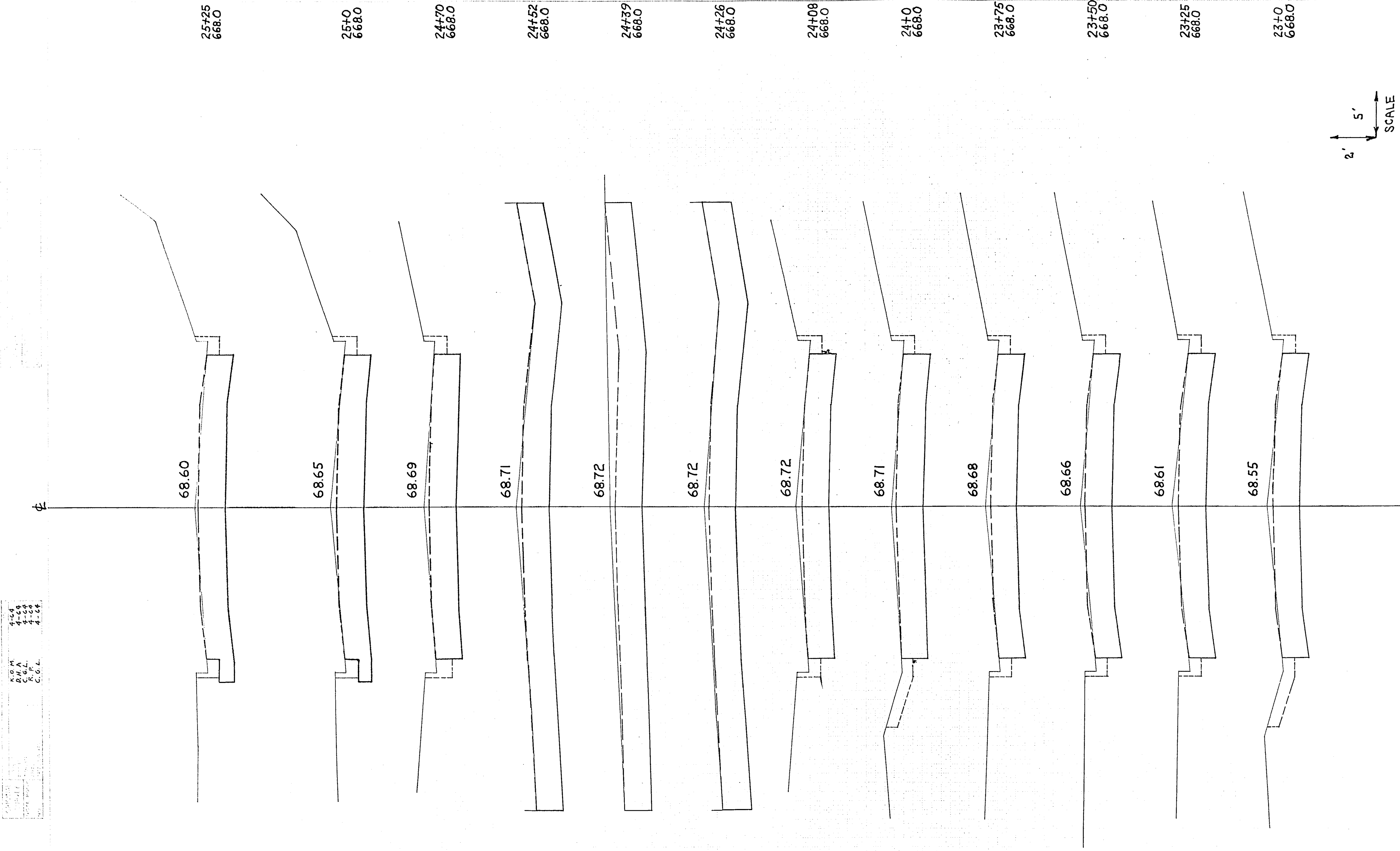
2' 5' SCALE
 2' 5'

STATION	16+50	17+08	18	19+75
DISTANCE	121	180	301	602
UNCL.				
SHEET TOTAL	602			

K. O. M.	4-64
C. G. L.	4-64
C. G. L.	4-64
D. H. A.	4-64
C. G. L.	4-64

[illegible]

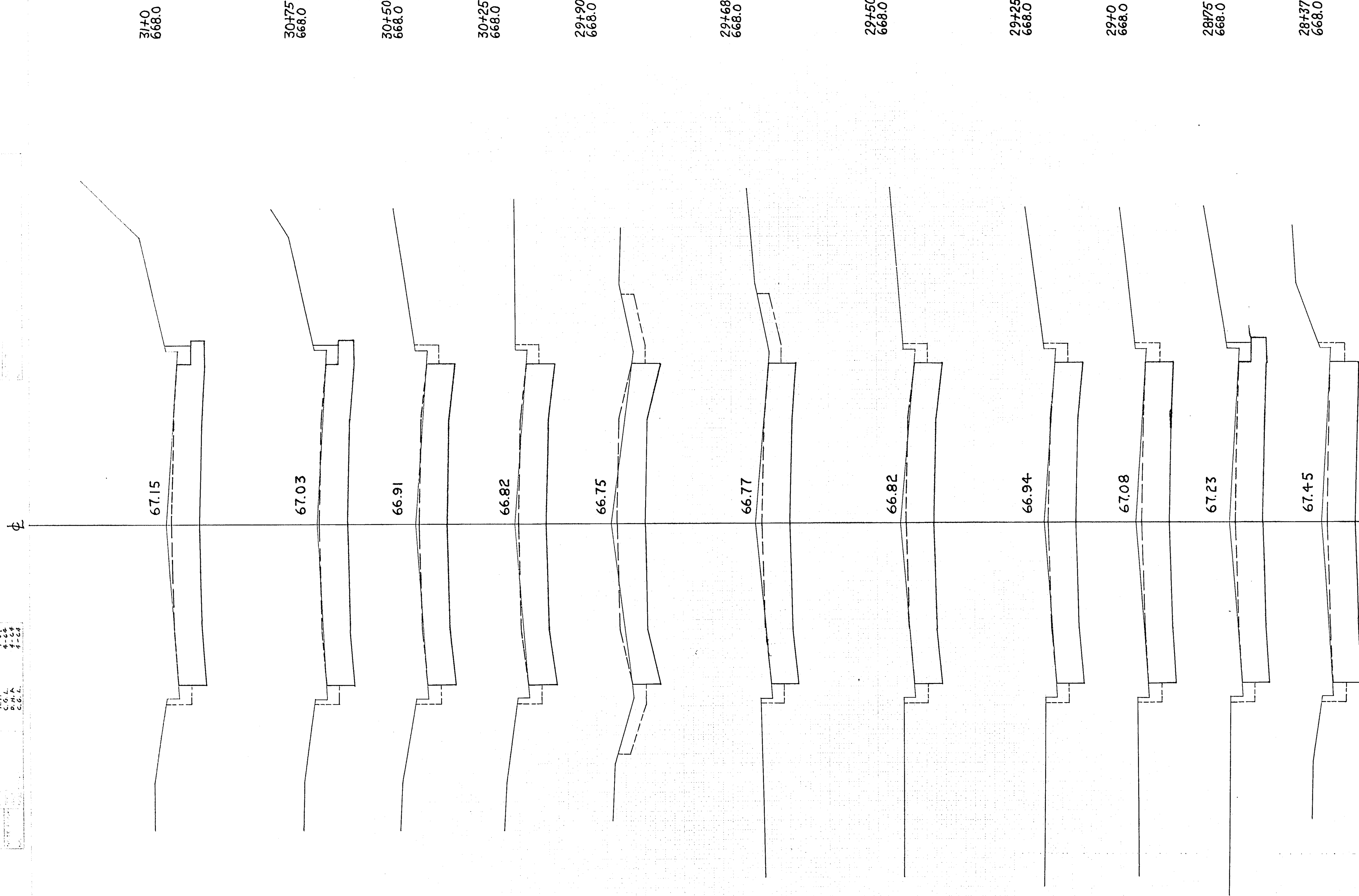
DATE	10/1/03
BY	WIS
CHECKED	WIS
APPROVED	WIS
SCALE	1"=10'
PROJECT	10273(2)
SHEET	20
TOTAL	37



2' 5' SCALE

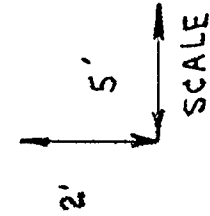
STATION	DISTANCE	EXPLANATION
22+63	56	
23	148	
24	221	
25	39	
+25		
SHEET TOTAL	464	

K.O.M. 4-64
 R.P.L. 4-64
 C.G.L. 4-64
 C.G.L. 4-64



2' 5' SCALE
 2' 5'

STATION		DISTANCE		UNCL.	
28+24	130	29	137	29+90	159
31					
SHEET TOTAL		426			



100M
2.64
2.64
2.64
2.64

±

36+25
670.0

36+0
670.0

35+69
668.0

35+52
668.0

35+39
668.0

35+26
668.0

35+06
668.0

35+0
668.0

34+75
668.0

34+50
668.0

34+25
668.0

34+0
668.0

T0273(2) 24 37

2' 5' SCALE

STATION

DISTANCE

UNCL.

69.77

69.62

69.43

69.34

69.26

69.20

69.10

69.07

68.95

68.83

68.71

68.59

33+75

37

34

152

35

190

36

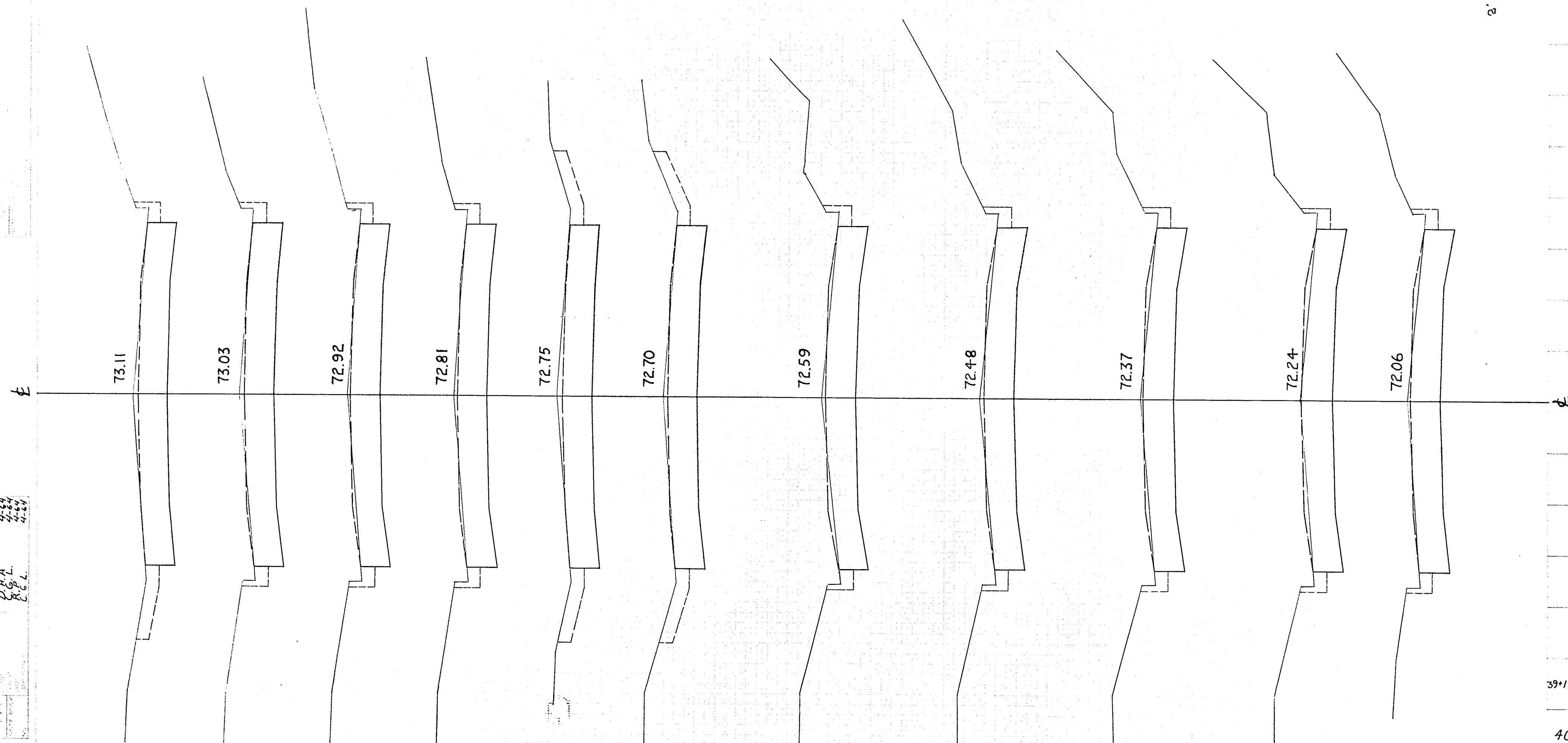
37

+25

SHEET TOTAL

416

W.O.H.M.
4-64
G.L.
4-64
F.P.L.
4-64



UNCL.

T0273(2) 26 37

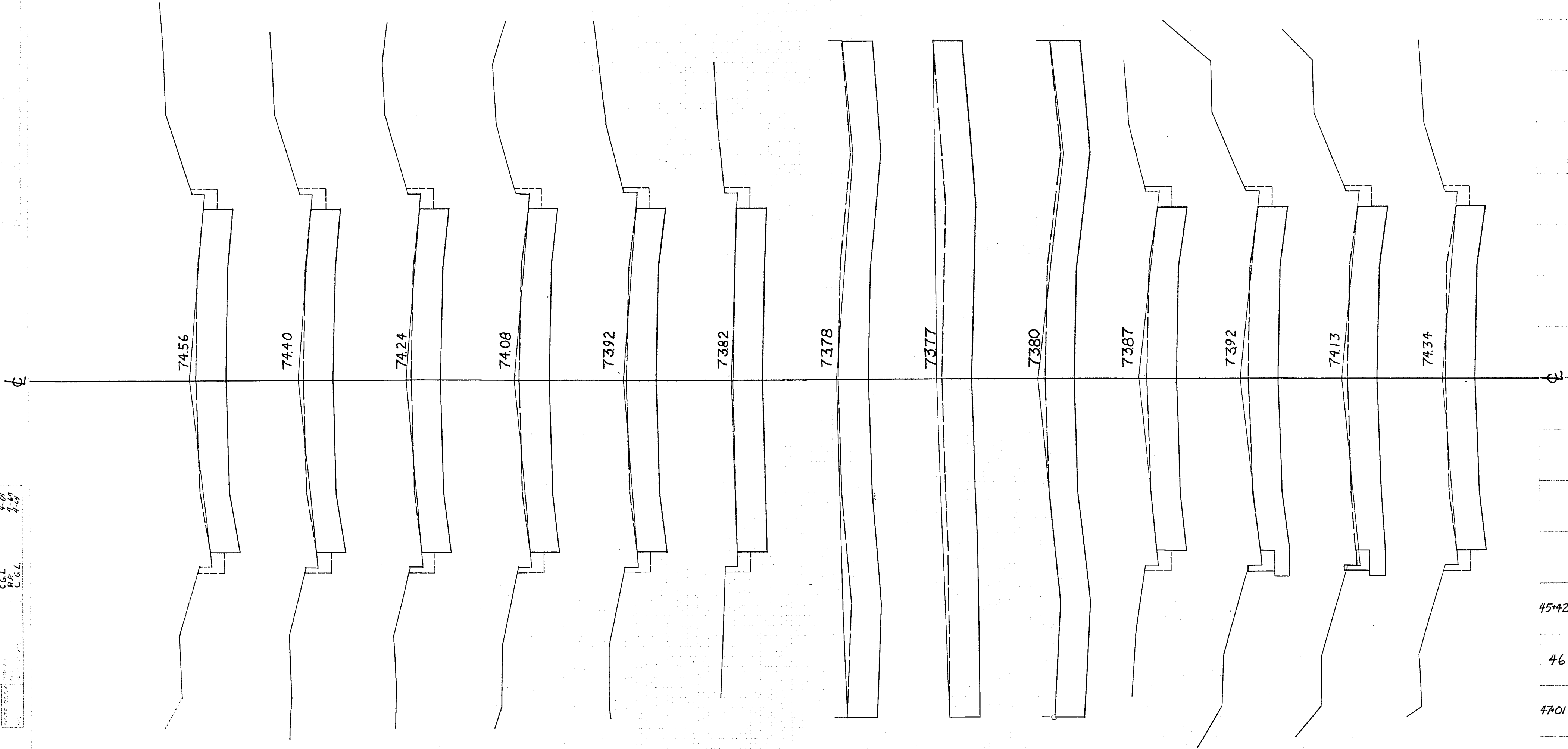
SHEET TOTAL

364

39+19	
	124
40	
	142
41	
	98
+69	

FUNCTIONAL CROSS SECTION - OPEN DOTTED
CHARLES BRUNING COMPANY, INC.

DATE	4-69
BY	4-69
CHECKED	4-69
APPROVED	4-69
NOTE BOOK	
NO.	



48+25
674.0

48+0
674.0

47+75
674.0

47+50
674.0

47+25
674.0

47+01
674.0

46+83
674.0

46+70
674.0

46+57
674.0

46+39
674.0

46+25
674.0

46+0
674.0

45+75
674.0

2' 5' SCALE

CITATION
DISTANCE
UNCL.

T0273(2) 28 37

45+42 83
46 219
47+01 146
48 37
+25

SHEET TOTAL 485

K.O.H.
 D.H.A.
 C.G.L.
 C.G.L.

51+50
 676.0

51+25
 676.0

51+0
 676.0

50+67
 676.0

50+53
 676.0

50+35
 676.0

50+17
 676.0

50+05
 676.0

49+70
 676.0

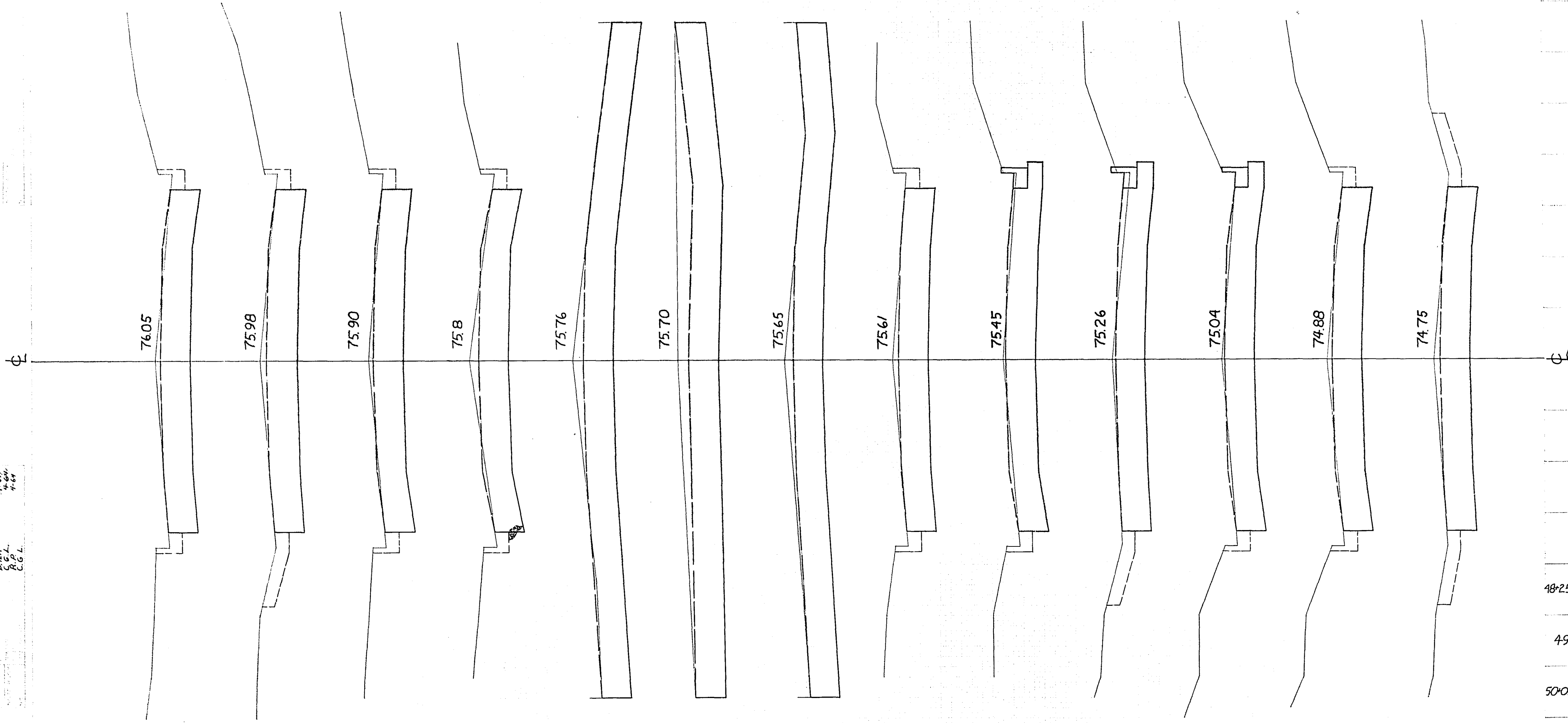
49+34
 674.0

49+0
 674.0

48+75
 674.0

48+54
 674.0

10273(2) 29 37



2' 5' SCALE

UNCL.

48+25 109
 49 152
 50+05 225
 51 74
 +50

SHEET TOTAL 560



51+75
676.0

7608

2000

UNCL:

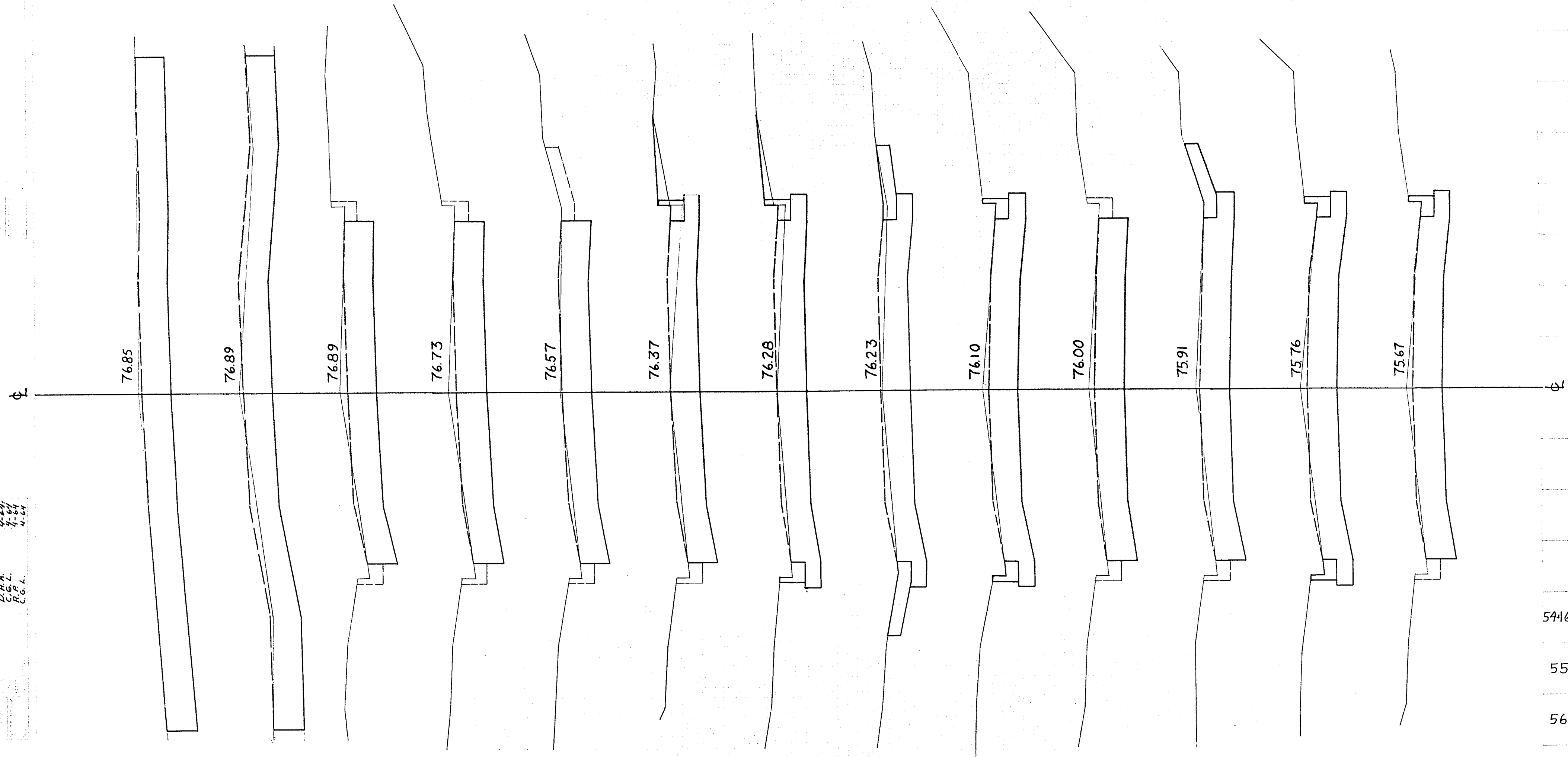
 $54+16$

218

442

FUNCTIONAL CROSS SECTION - OPEN DOTTED
CHARLES BRUNING COMPANY, INC.

NO. M.
C.G.L.
C.G.L.
7-64
4-64
4-64
4-64



2' 5' SCALE

UNCL.

54+6 145
55 159
56 141
57 134
+69

SHEET TOTAL 579

PROJECT	NO. 1	DATE	10/1/77
DESIGN	DATE	10/1/77	10/1/77
BY	DATE	10/1/77	10/1/77
CHECKED	DATE	10/1/77	10/1/77
APPROVED	DATE	10/1/77	10/1/77

PROJECT	NO. 1	DATE	10/1/77
DESIGN	DATE	10/1/77	10/1/77
BY	DATE	10/1/77	10/1/77
CHECKED	DATE	10/1/77	10/1/77
APPROVED	DATE	10/1/77	10/1/77

10+50
675.0

10+25
675.0

10+0
675.0

9+86
675.0

9+56
675.0

9+32
676.0

9+0
677.0

8+80
677.0

8+50
678.0

8+0
678.0

7+50
677.0

7+0
676.0

6+50
675.0

74.68

74.86

75.03

75.12

75.34

2' 5' SCALE

SECTION
OUTSIDE
UNCL.
FILL

9+56

66

10

76

+50

SHEET TOTAL

142

88A
C.G.L.
4-64
4-64
4-64

CL

72.60

72.70

73.00

73.34

73.67

74.00

74.33

74.66

75.00

75.33

75.67

76.00

76.33

76.64

76.77

5769

76

58

154

59

152

60

190

649

SHEET TOTAL

572

61+19
672.0

61+04
672.0

60+75
672.0

60+50
674.0

60+25
674.0

60+0
674.0

59+75
674.0

59+51
674.0

59+25
676.0

59+0
676.0

58+75
676.0

58+50
676.0

58+25
676.0

58+0
676.0

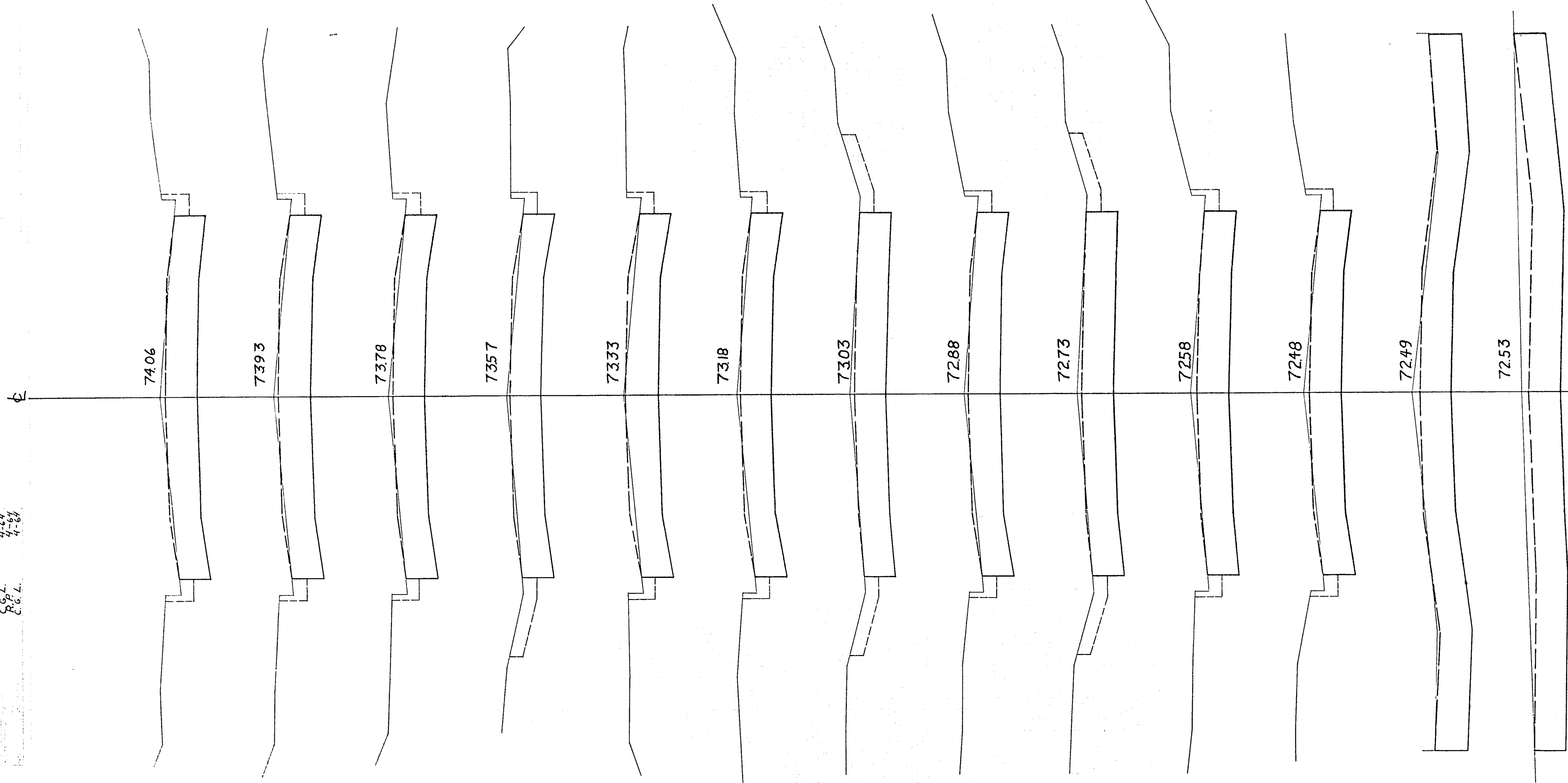
57+84
676.0

2' 5' SCALE

STATION
DATE
UNCL.

10273(2) 33 37

K.O.M.
D.H.A.
S.P.L.
C.G.L.
4-64
4-64
4-64
4-64

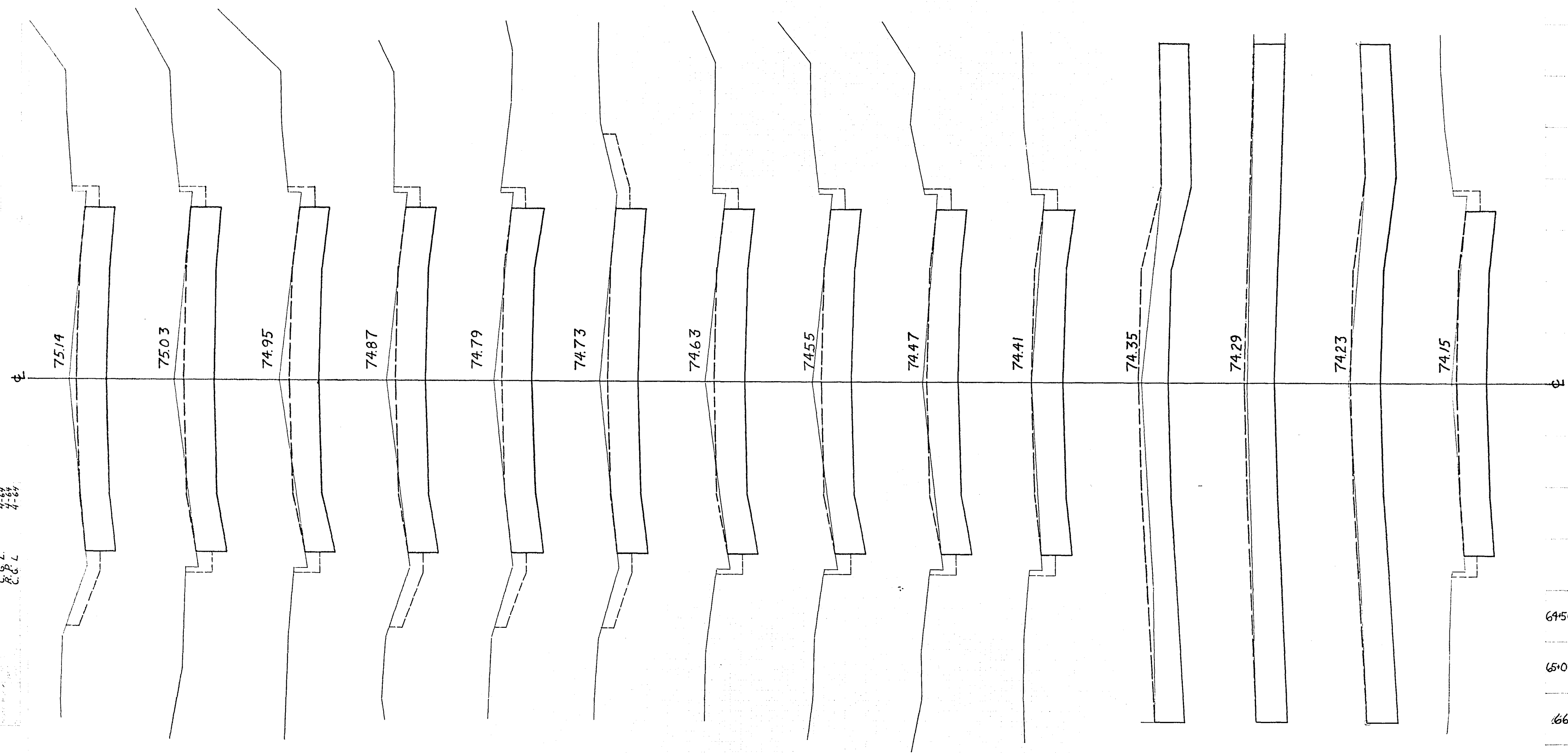


2' 5' SCALE

61+19 182
62 148
63 137
64 70
+50

SHEET TOTAL 537

4-64
4-64
4-64
4-64
K. O. M.
D. H. L.
C. B. L.



67+58
676.0

67+25
676.0

67+0
676.0

66+75
674.0

66+50
674.0

66+31
674.0

66+0
674.0

65+75
674.0

65+50
674.0

65+32
674.0

65+17
674.0

65+02
674.0

64+87
674.0

64+70
674.0

2' 5' SCALE

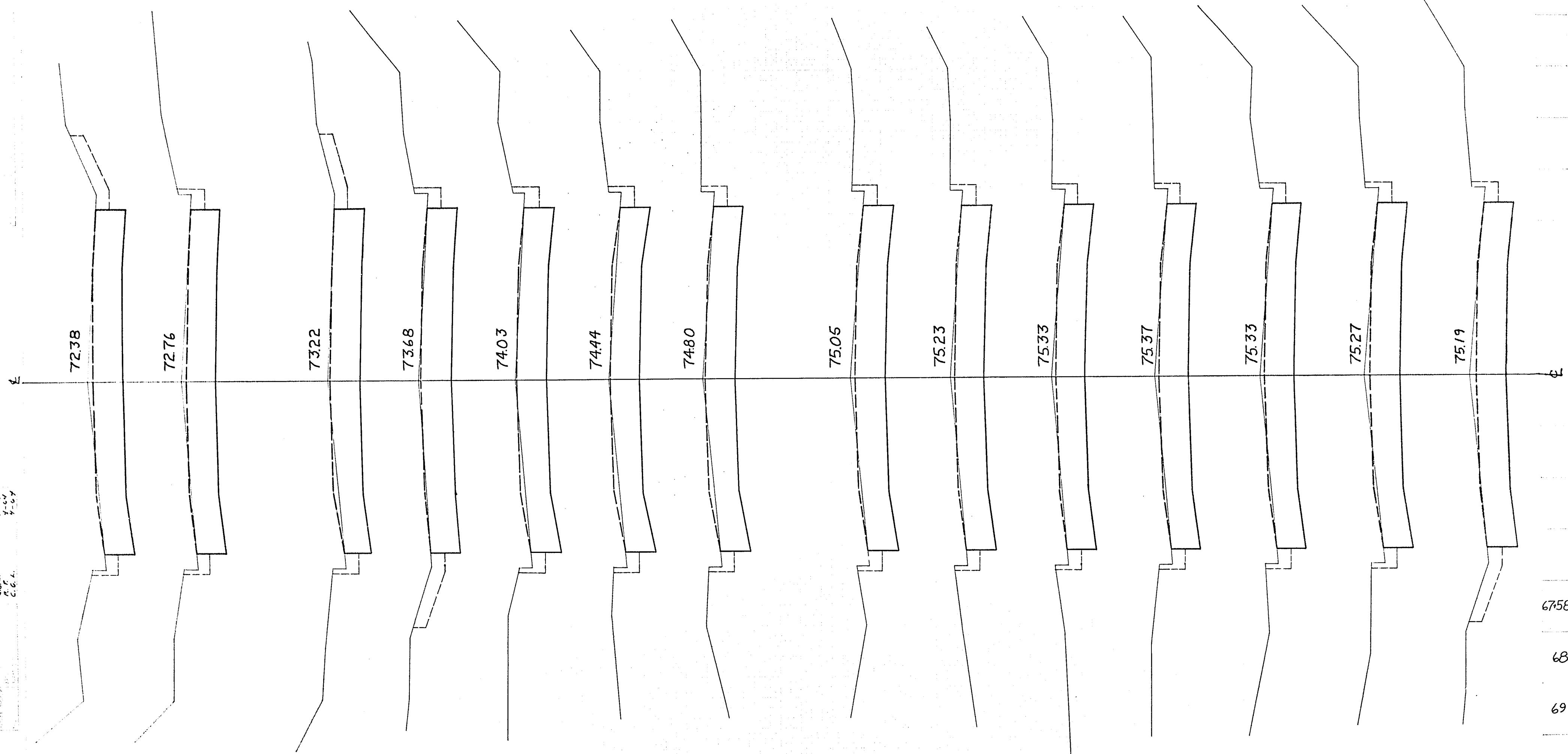
T0273(2) 35 37

UNCL.

64+50	108
65+02	167
66	154
67	91
+58	

SHEET TOTAL 520

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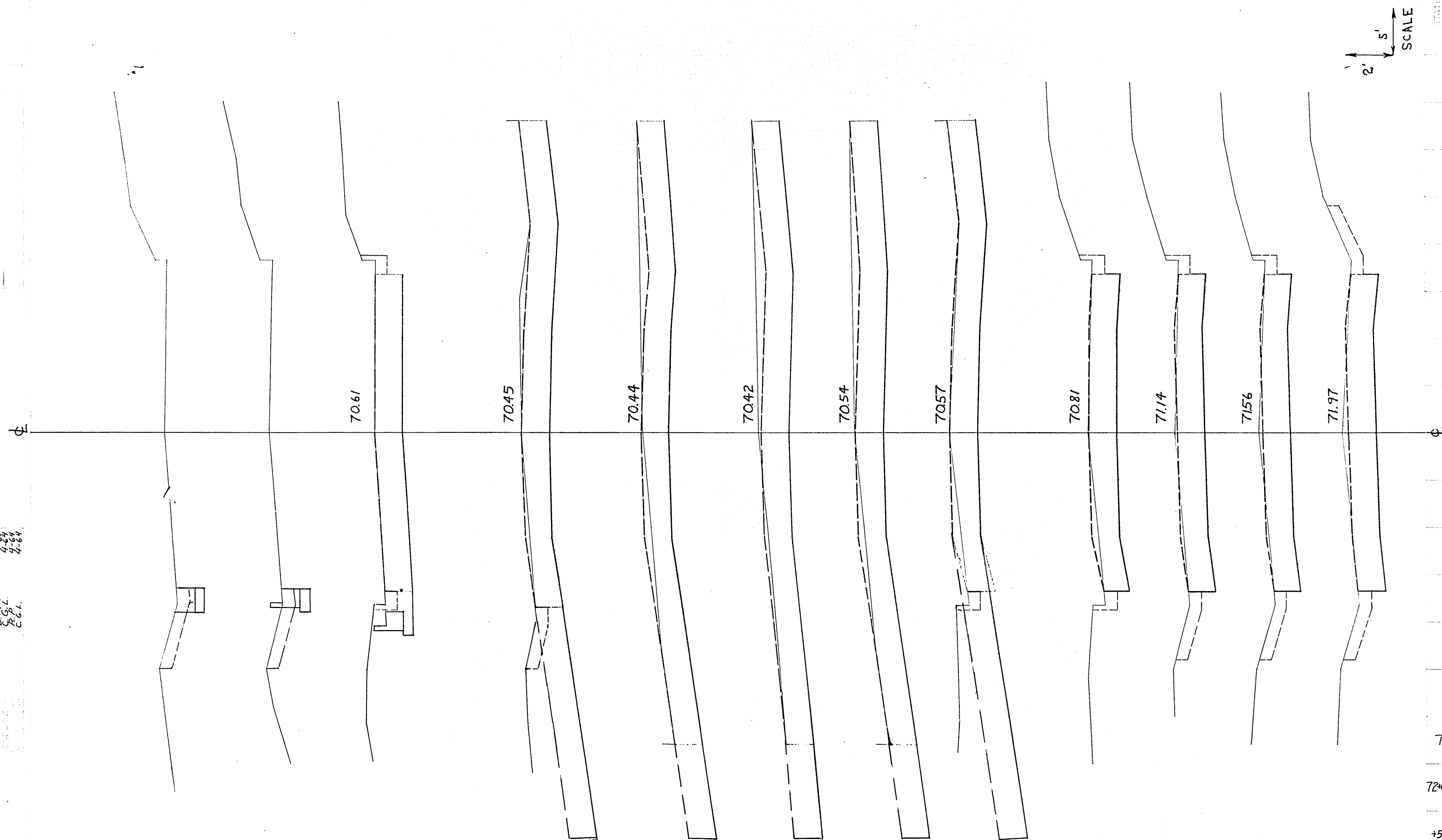


71+0 672.0
 70+77 672.0
 70+49 674.0
 70+21 674.0
 70+0 674.0
 69+75 674.0
 69+50 674.0
 69+25 676.0
 69+0 676.0
 68+75 676.0
 68+50 676.0
 68+25 676.0
 68+0 676.0
 67+75 676.0

2' 5'
 SCALE

STATION		DISTANCE		LINCL.	
6758	63	68	144	69	138
70	141	71			
SHEET TOTAL		486			

K.O.M.
D.H.A.
C.G.L.
R.P.
C.G.L.



STATION
UNCL.
UNCL.

TO 273(2) 37 37

71	161
72+09	131
+59	

+59

SHEET TOTAL 292

FUNCTIONAL CROSS SECTION - OPEN DOTTED
CHARLES BRUNING COMPANY, INC.