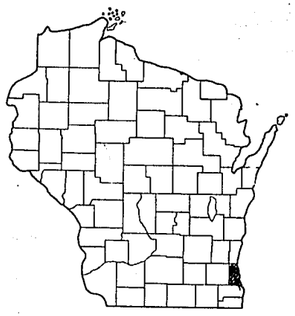
Sheet Number	Total Sheets
1	324

40.2-352.0-22.13

A.S. Built Plan

Index of Sheets

Sheet No. 1 Title
Sheet No. 2–2.19 Typical Cross Sections
Sheet No. 3 Estimate of Quantities
Sheet No. 3A–3E Miscellaneous Quantities
Sheet No. 4–4.15 Right of Way Plat
Sheet No. 5–43 Plan and Profile Sta. 180+16.93 to Sta. 287+12.36
Sheet No. 44–44.6 Standard Details
Sheet No. 45–80 Drainage Structures
Sheet No. 81–324 Cross Sections



STATE OF WISCONSIN

DEPARTMENT OF TRANSPORTATION

DIVISION OF HIGHWAYS

PLAN AND PROFILE OF PROPOSED

NORTH 76th STREET

WEST BRADLEY ROAD – NORTH COUNTY LINE

S.T.H. 181

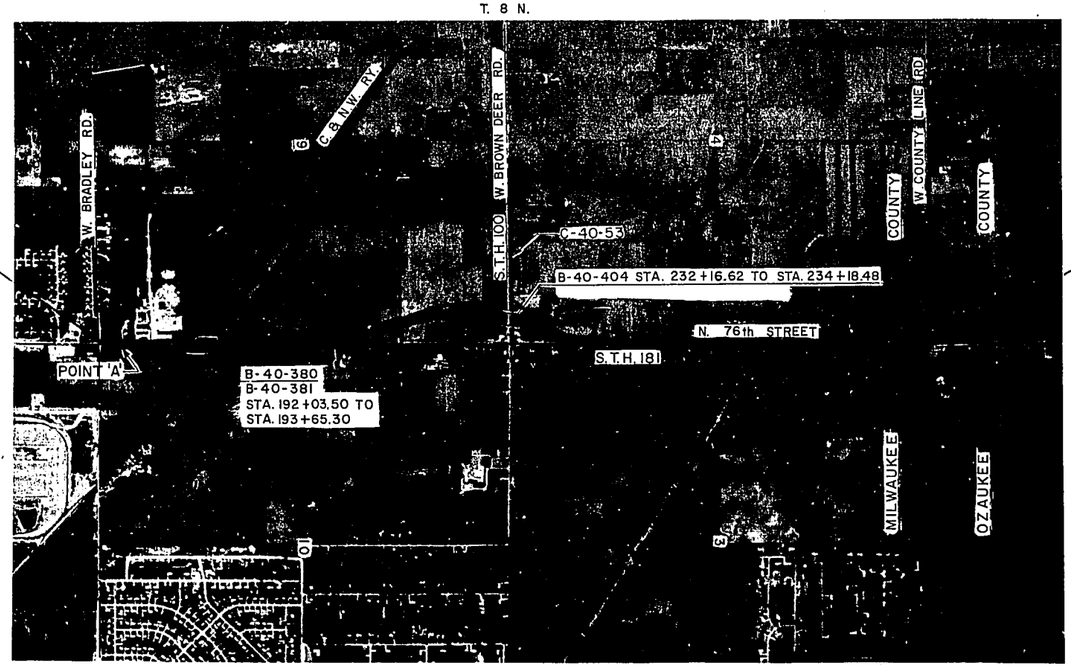
MILWAUKEE COUNTY

PROJECT IDENTIFICATION NUMBER	PROJECT DESIGNATION
2140 1 71	T 0352 (13)

Scales { 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.

N

T. 8 N.



BEGINNING OF PROJECT T0352(13)/2140-1-71
STA. 180+16.93
76.30' N. of S.W. Cor. Sec. 10
T. 8N, R. 21E.
STA. 180+16.93 T0352(13)
=STA. 180+16.93 T0352(12)

END OF PROJET T0352(13)/2140-1-71
STA. 287+12.36
56.20' E. of N.W. Cor. Sec. 3
T. 8N, R. 21E.

Layout
Scale 1000'

Total Net Length of Centerline = 2.026 Mi.

Design Designation

A. D. T. 1967, TWO WAY	=	7,000 *
A. D. T. 1990, TWO WAY	=	19,000 *
D. H. V. 1990, ONE WAY	=	1,050 *
D.	=	55 -45
T.	=	10%
V. ZONED 1967	=	50 M.P.H.
V. DESIGN 1990	=	45 M.P.H.
K.	=	10%

*POINT 'A'

1050 05

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
CONTRACTION JOINT
EXPANSION JOINT
RAILROADS
BASE OR SURVEY LINE
CONSTRUCTION JOINT
C.B.& INLET STORM LATERAL
STEEL PLATE BEAM GUARD
STORM SEWER (BY OTHERS)

CULVERTS IN PLACE
CULVERTS REQUIRED
LIGHT POLE
POWER POLE
TELEPHONE OR TELEGRAPH POLE
CATCH BASIN IN PLACE
C.B. OR INLETS REQUIRED
SEWER MANHOLE
UTILITY MANHOLE
TREES
HYDRANT
FIRE & POLICE ALARM BOX
STOP BOX
GATE VALVE
STOP & GO LIGHTS
TRAFFIC SIGNAL CONTROL BOX
STANDARD BENCH MARK

Drainage system plan by City of Milwaukee

APPROVED FOR CITY OF
MAYOR
COMMISSIONER OF PUBLIC W

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORT
DIVISION OF HIGHWA

Surveyor CITY OF MILW. Note Book
District Computer A.E.G. M.O. Checker WHB
District Checker A.E.G. Correct

Correct:

Date 5/8/68 J. E. Miller
District Engineer

Recommended for Approval:

Date 6/12/68 E. J. Bychki
Chief Design Engineer

Approved:

Date 6/13/68 W. C. Sommerfeld
State Highway Engineer

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
REGION 4 WISCONSIN DIVISION

Approved:

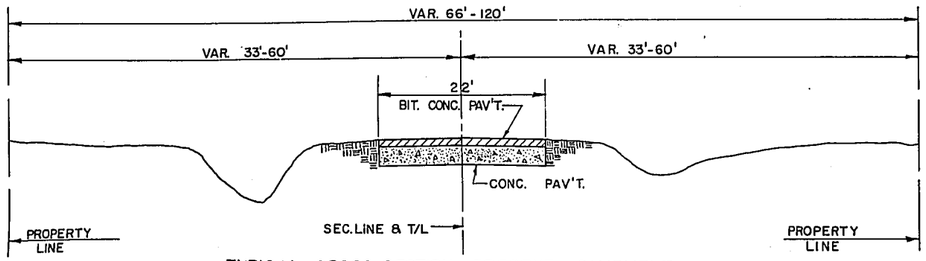
Date

Division Eng

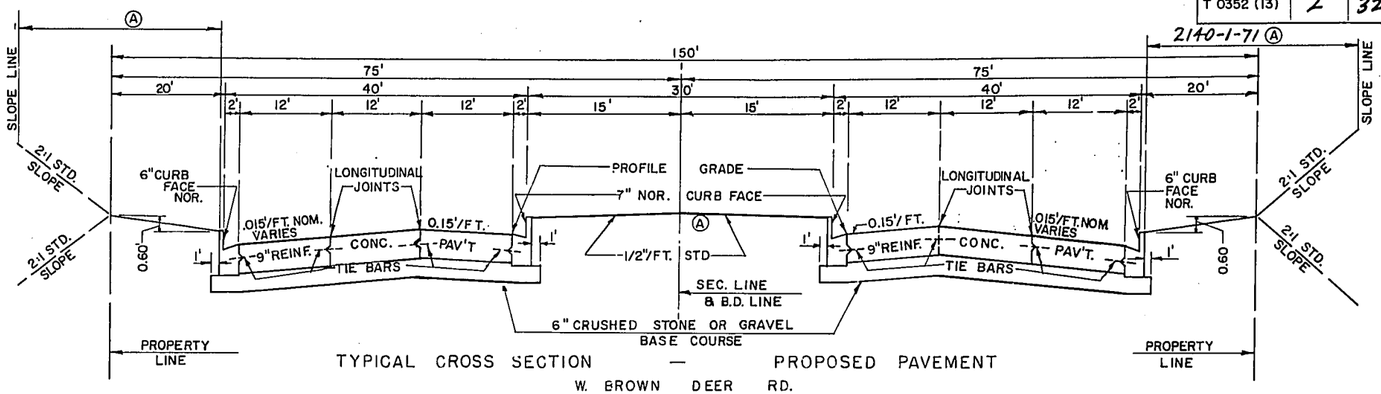
T0352(13)

PROJECT	SHEET NUMBER	TOTAL SHEETS
T 0352 (13)	2	324

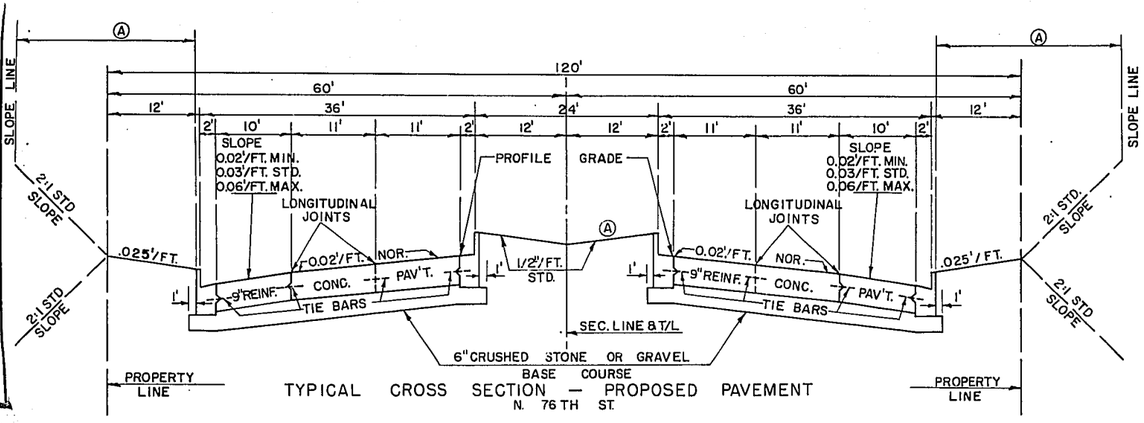
2140-1-71 Ⓐ



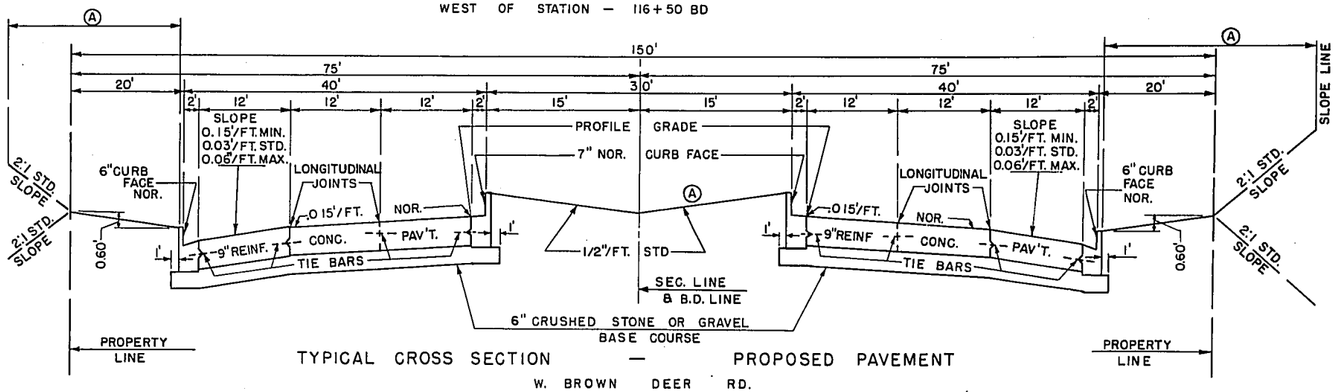
TYPICAL CROSS SECTION – PRESENT PAVEMENT
N. 76TH ST.
AND
W. BROWN DEER RD.



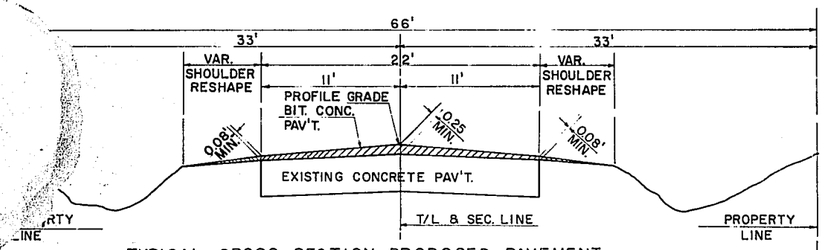
TYPICAL CROSS SECTION — PROPOSED PAVEMENT
W. BROWN DEER RD.
EAST OF STATION — 130+47.80 BD
WEST OF STATION — 116+50 BD



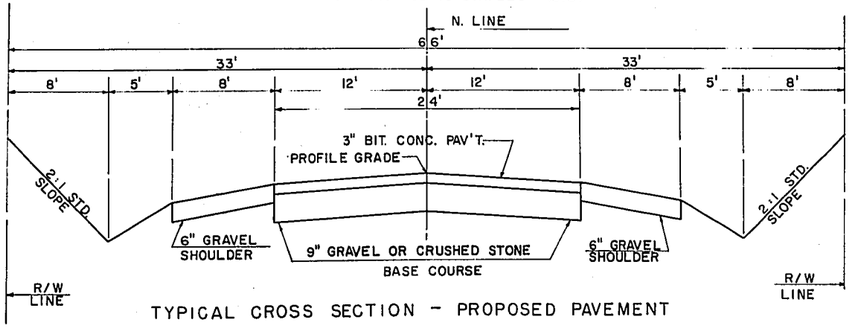
TYPICAL CROSS SECTION — PROPOSED PAVEMENT
N. 76TH ST.



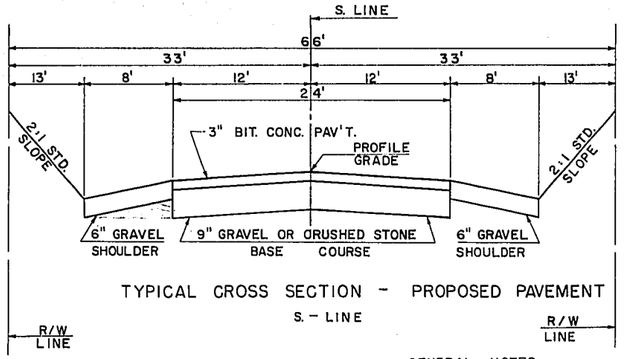
TYPICAL CROSS SECTION — PROPOSED PAVEMENT
W. BROWN DEER RD.
STA 116+50 BD – STA 130 + 47.80 BD



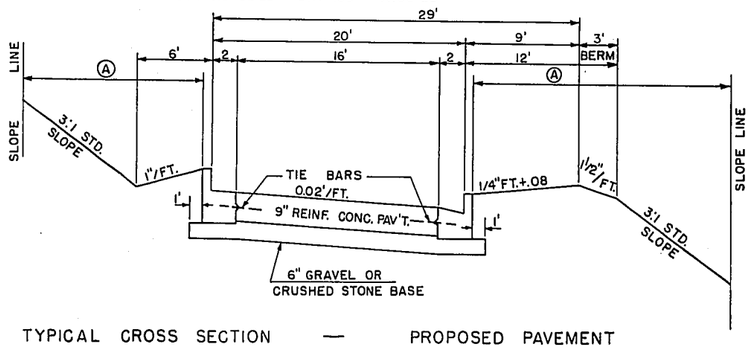
TYPICAL CROSS SECTION PROPOSED PAVEMENT
EXISTING N. 76TH ST.
STA. 216+00 TO STA. 228+12.07



TYPICAL CROSS SECTION - PROPOSED PAVEMENT
N. - LINE



TYPICAL CROSS SECTION - PROPOSED PAVEMENT
S. - LINE



TYPICAL CROSS SECTION — PROPOSED PAVEMENT
ALL RAMPS

STANDARD DETAIL DRAWINGS

2-1.1.12 CONC. PAV'T. REINF.
2-3.1.5 STRUC. APPROACH AND CONC. PAV. APPROACH SLAB.
4-4.4.8 LONGITUDINAL JOINTS – CONC. PAVEMENT.
4-4.5.11 TRANSVERSE JOINTS – CONC. PAVEMENT.
6-2.6.6 APRON ENDWALLS FOR CULVERT PIPE AND PIPE ARCH.
7-4.1.5 CONSTRUCTION BARRICADE
8-5.1.6 METAL CONDUIT & FIBER CONDUIT
6-2.4.3 MORTAR RUBBLE MASONRY OR RIPRAP FOR CULVERT AND CATTLE PASS ENDWALLS

Ⓐ 4" TOPSOIL FERTILIZING SEEDING & MULCHING

GENERAL NOTES:

1) ALL DISTURBED AREAS OF THE HIGHWAY RIGHT OF WAY, NOT SURFACED, ARE TO BE COVERED WITH SALVAGED TOPSOIL & SEEDED OR SODDED AS DIRECTED BY THE ENGINEER
2) SALVAGED TOPSOIL SHALL BE PLACED TO AN APPROXIMATE DEPTH OF 4" AT TIME OF PLACING
3) WHEN THE QUANTITY OF THE ITEMS OF SUBASE, BASE OR SURFACE COURSE IS MEASURED FOR PAYMENT BY THE TON OR CUBIC YARD, THE DEPTH OR THICKNESS OF THE COURSE SHOWN ON THE PLAN IS APPROXIMATE, AND THE ACTUAL THICKNESS WILL DEPEND ON THE DISTRIBUTION OF MATERIAL AS DIRECTED BY THE ENGINEER.
4) NO TREES OR SHRUBS SHALL BE REMOVED UNLESS DESIGNATED FOR REMOVAL BY THE ENGINEER.
5) 3" BITUMINUS CONCRETE PAVEMENT SHALL BE PLACED AS 1-1/4" SURFACE COURSE AND 1-3/4" BINDER COURSE.
6) CONTRACTOR TO SET 1/4 SEC. COR. & SEC. COR. BRASS PLUGS TO BE FURNISHED BY CITY.
7) TOPSOIL INCLUDES PLACING TOPSOIL, SALVAGED TOPSOIL.
8) ALL HOLES OR OPENINGS BELOW SUBGRADE RESULTING FROM REMOVALS OR ABANDONMENTS, SHALL BE BACKFILLED WITH GRANULAR BACKFILL.

TYPICAL CROSS SECTION FOR

NORTH 76TH STREET

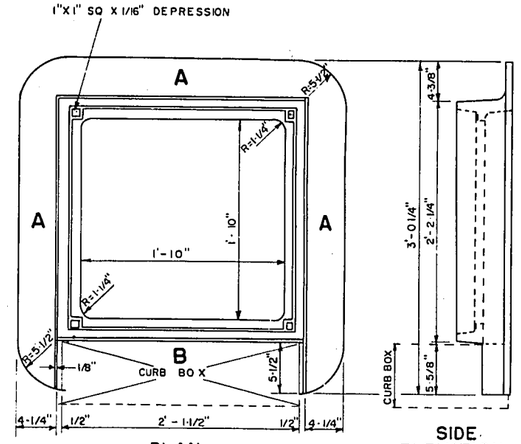
W. BRADLEY RD. TO W. COUNTY LINE RD.

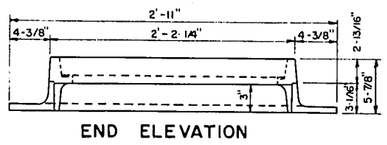
CITY OF MILWAUKEE MILWAUKEE COUNTY

S.T.H. 181

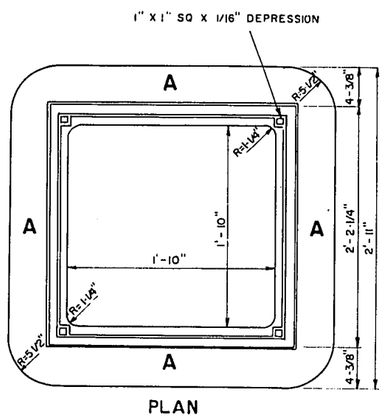
PROJECT	SHEET NUMBER	TOTAL SHEETS
T 0352 (13)	2.1	324

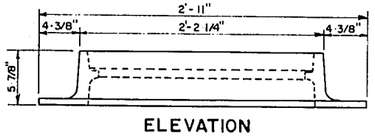
2140-1-71



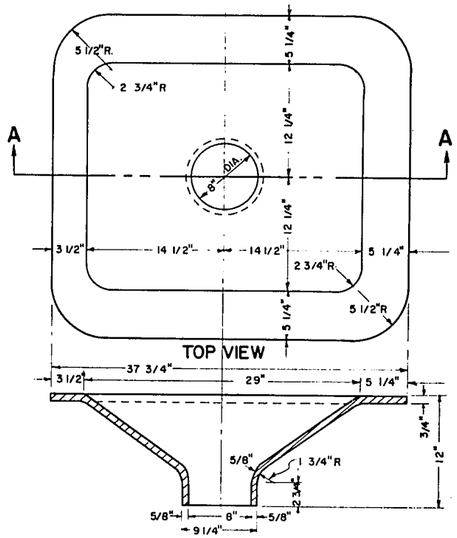


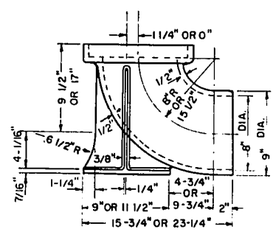
3 FLANGE FRAME - TYPE Y

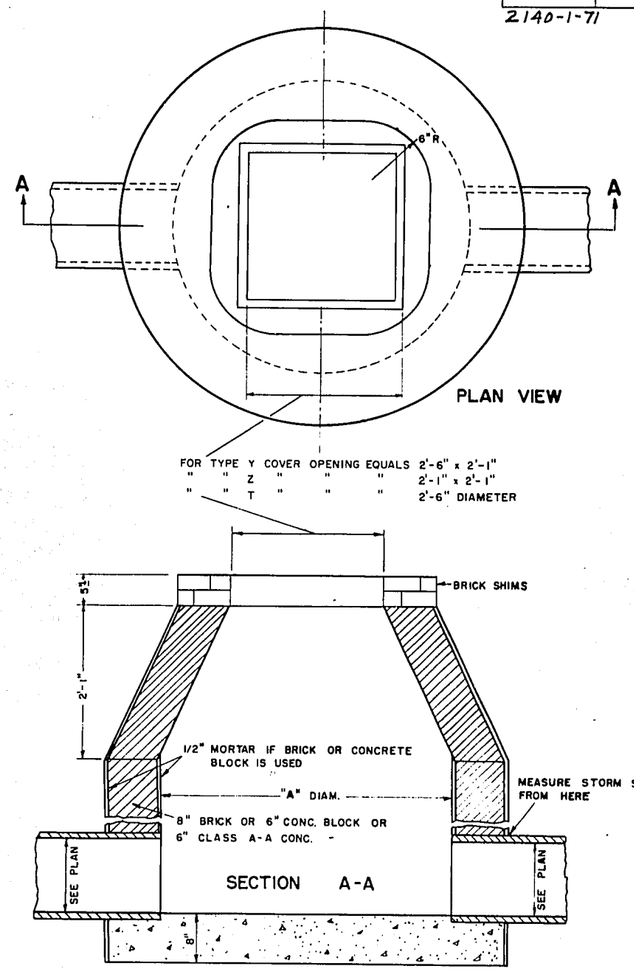




4 FLANGE FRAME - TYPE Z

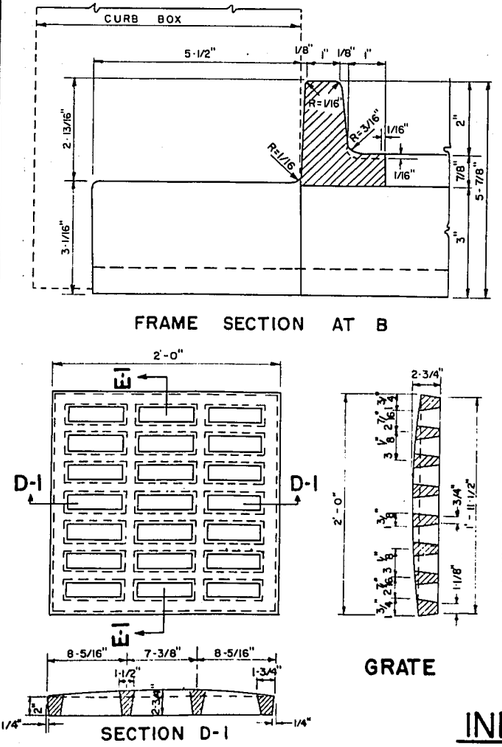






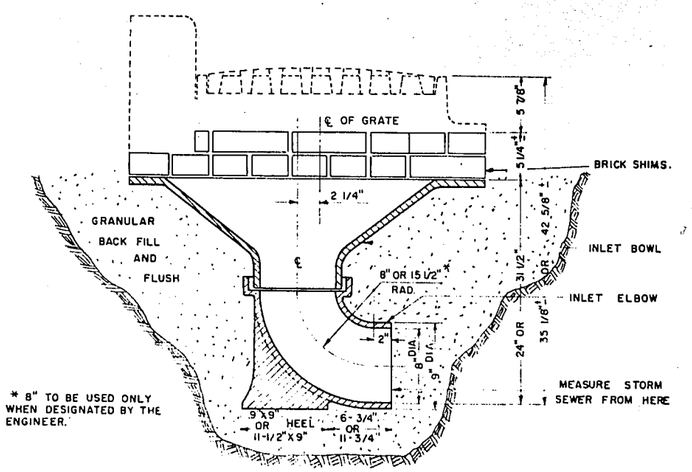
INLETS, TYPES 31 & 32

FOR TYPE 31, A = 3'-6"
FOR TYPE 32, A = 4'-0"



INLET COVERS, TYPES Y & Z

TYPE Y - 3 FLANGE FRAME, GRATE & CURB BOX - APPROX WEIGHT 570 LBS
TYPE Z - 4 FLANGE FRAME & GRATE - APPROX. WEIGHT 489 LBS.



* 8" TO BE USED ONLY WHEN DESIGNATED BY THE ENGINEER.

INLET TYPE 33
APPROX. WEIGHT 408 LBS.

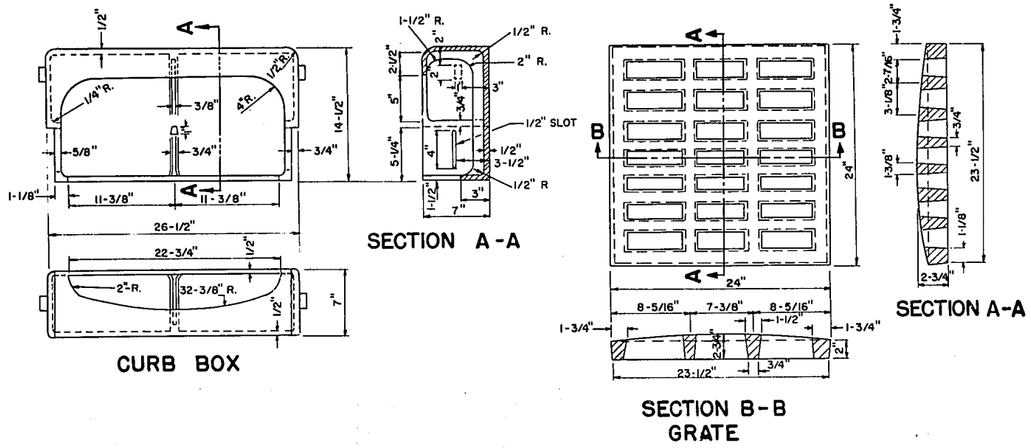
NOTE:
CONCRETE BLOCK MAY BE NON-INTERLOCKING IN SIZES APPROPRIATE FOR THE WORK.

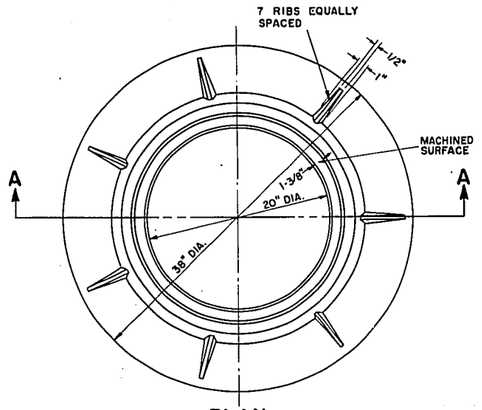
DRAINAGE DETAILS

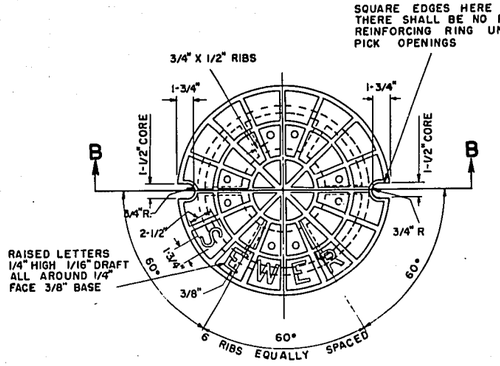
NORTH 76 TH STREET
W. BRADLEY RD. TO W. COUNTY LINE RD.
CITY OF MILWAUKEE — MILWAUKEE COUNTY

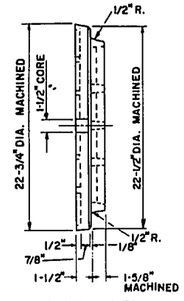
INLETS

S.T.H. 181

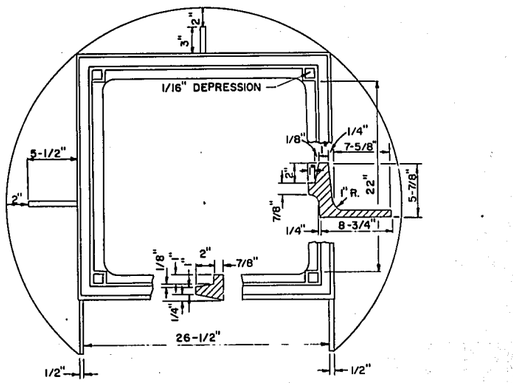


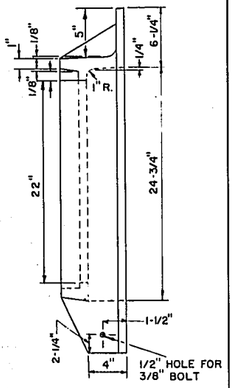


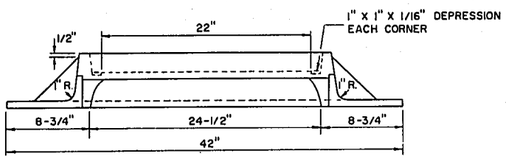




NOTE: ONE VENT HOLE FOR SANITARY AND COMBINED SEWER

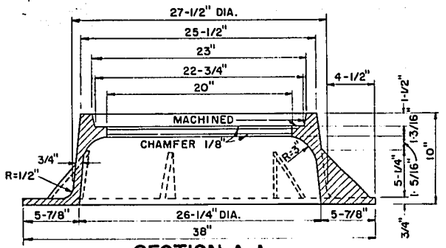


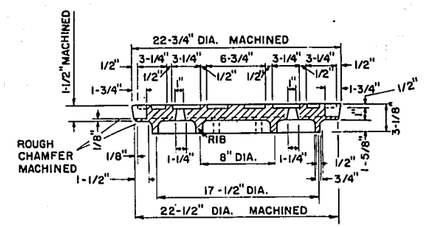




INLET COVER, TYPE T

APPROX. WEIGHT 674 LBS.

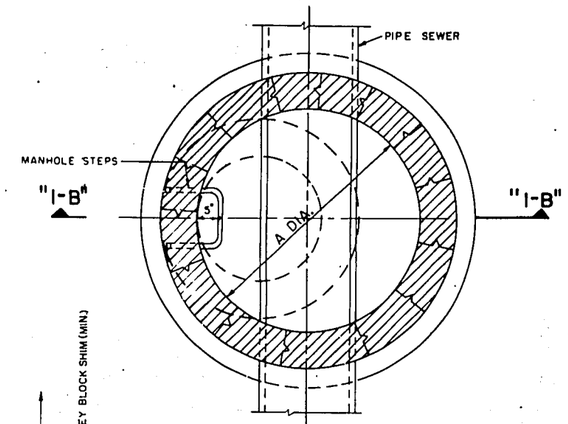




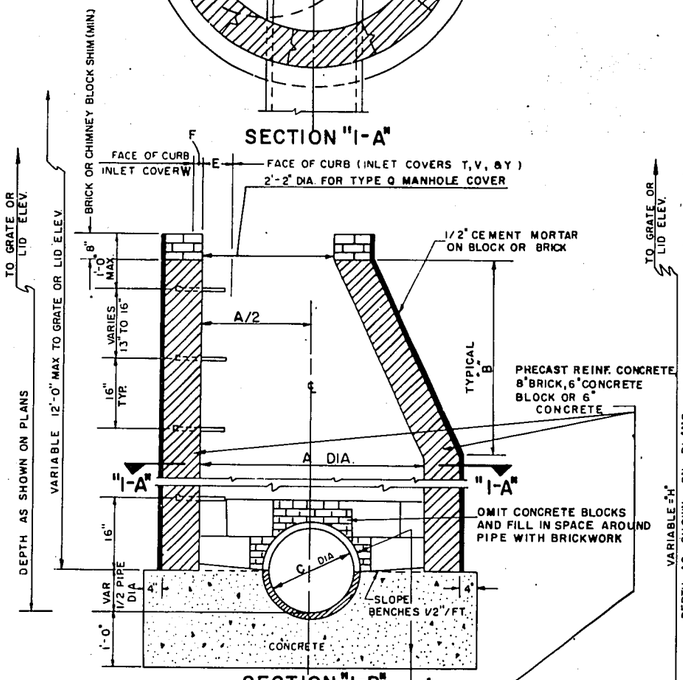
MANHOLE COVER, TYPE Q

APPROX. WEIGHT 528 LBS.

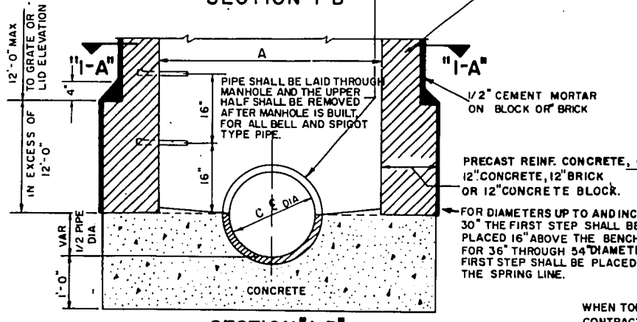
DRAINAGE DETAILS



SECTION "I-A"



SECTION "I-B"



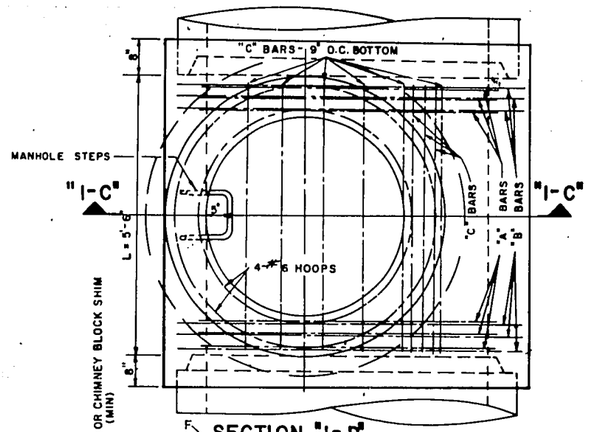
SECTION "I-B"

MANHOLE-TYPES 11,12,13,& 14

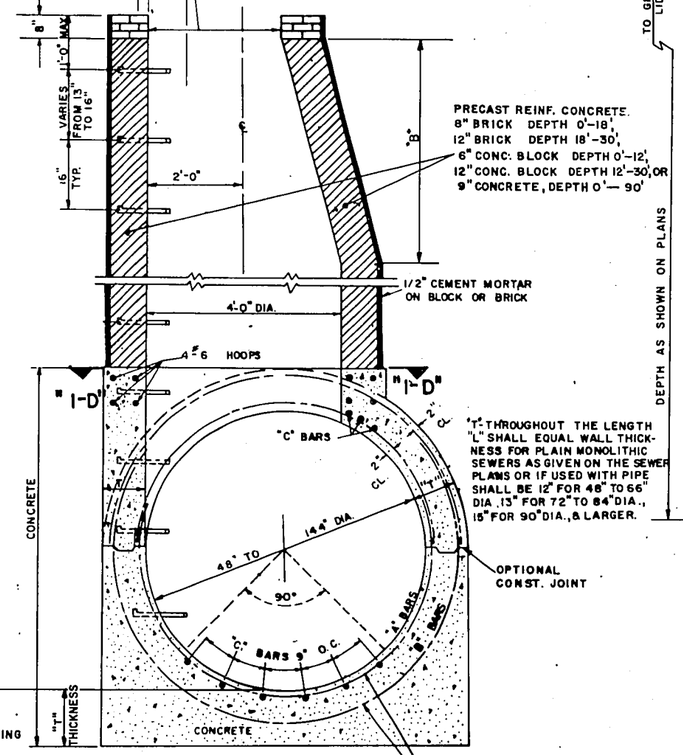
INLET COVER OFFSETS FACE OF CURB TO INSIDE EDGE OF M. H.			
TYPE	DESCRIPTION	E	F
Y	CURB BOX (CITY OF MILW)	3 1/2"	
T	CURB BOX (WEST ALLIS)	5"	
V	MOUNTABLE CURB BOX	9"	
W	CURB BOX (X-WAY)		1"

TYPE	A	B	C
11	3'-6"	2'-8"	12" - 36" *
12	4'-0"	3'-8"	12" - 42" **
13	5'-0"	5'-8"	42"- 48"
14	6'-0"	7'-8"	54"-60"

* 12"- 21" FOR PRECAST M.H.
** 12"-24" FOR PRECAST M.H.



SECTION "I-D"



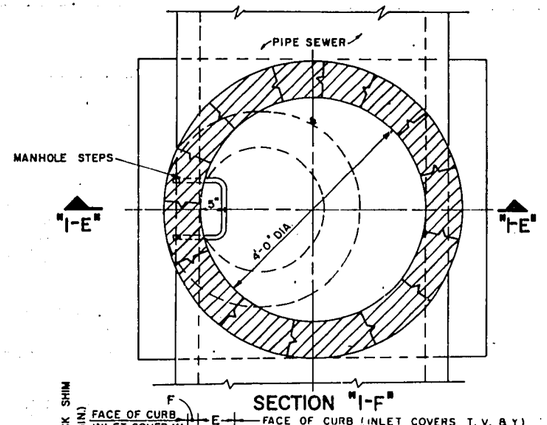
SECTION "I-C"

MANHOLE-TYPE 15

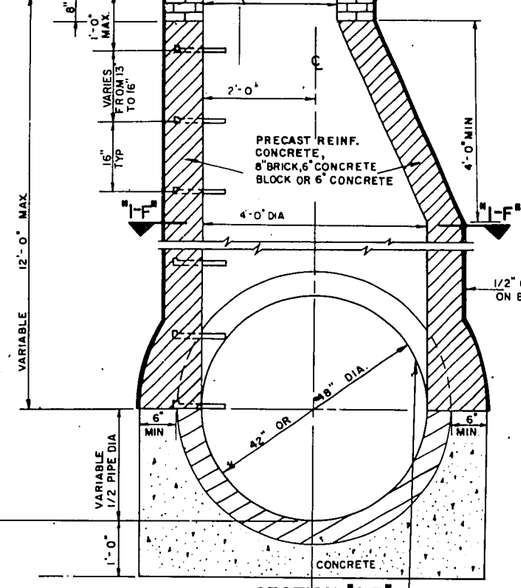
WHEN TONGUE AND GROOVE PIPE IS USED, CONTRACTOR MAY FORM AND POUR MONOLITHIC CONCRETE INVERT, PROVIDED THAT DISTANCE FROM CENTER OF M.H. TO PIPE END DOES NOT EXCEED VALUES GIVEN IN TABLE BELOW.

6'-0" DIA. M.H.	3'-6" DIA. M.H.	4'-0" DIA. M.H.	5'-0" DIA. M.H.	DIA. SEWER
-	18"	21"	-	21"
-	17"	20"	-	24"
-	16"	19"	-	27"
-	15"	18"	-	30"
-	12"	15"	-	36"
-	-	12"	21"	42"
-	-	-	18"	48"
24"	-	-	-	54"
19"	-	-	-	60"

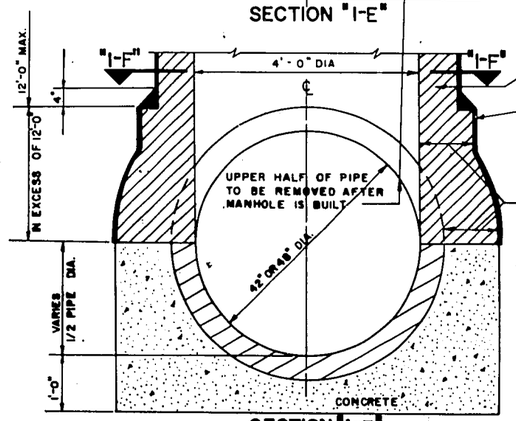
ALL "A", "B", AND "C" REINFORCING BARS ARE OF THE SAME DIAMETER, WHICH VARIES WITH "H". FOR "H" 8'-0" TO 20'-0" USE #5 BAR. FOR "H" 20'-0" TO 30'-0" USE #6 BAR. FOR "H" 30'-0" TO 40'-0" USE #7 BAR. THE "A" BARS MAY BE PLACED IN TWO SEGMENTS LAPPING 12" AT SPRING LINES, OR IN ONE HOOP WITH ONE 12" LAP AT SPRING LINE. THE "B" BARS MAY LAP 24 DIAMETERS AT SPRING LINES, OR BE PLACED IN ONE HOOP WITH ONE 12" LAP AT TOP OR BOTTOM. ALL "C" BARS SHALL HAVE STANDARD HOOKED ENDS FACE OF STEEL TO CONCRETE FACE SHALL BE A MINIMUM OF 2".



SECTION "I-F"

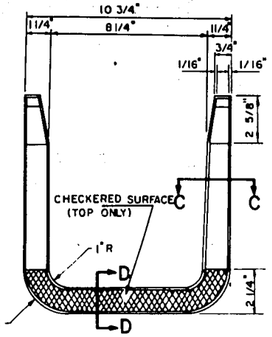


SECTION "I-E"

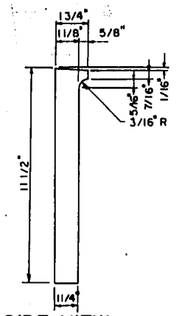


SECTION "I-E"

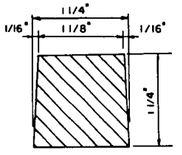
MANHOLE-TYPE 16



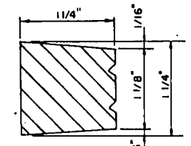
PLAN



SIDE VIEW



SECTION C-C



SECTION D-D

MANHOLE STEP

WEIGHT 10.7 LBS ±

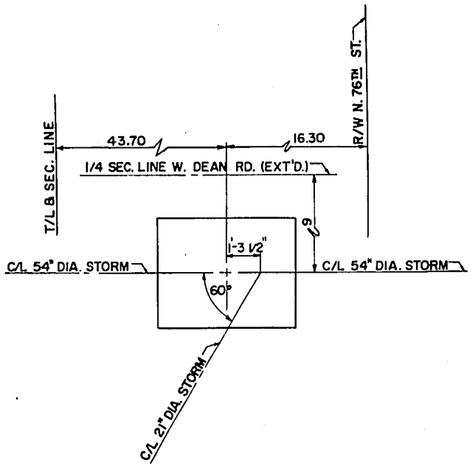
NOTES

1. LIMIT OF PAY ITEM FOR STORM SEWERS & SUBDRAINS: OUTSIDE FACE OF MANHOLE
2. NO MANHOLE STEPS TO BE USED IN A MANHOLE 5'-0" OR LESS IN DEPTH
3. CONCRETE BLOCKS MAY BE NON-INTERLOCKING IN SIZES APPROPRIATE FOR THE WORK
4. PRECAST REINFORCED CONCRETE SECTIONS SHALL CONFORM TO AASHO DESIGNATION M-199.
5. PRECAST BASES WILL NOT BE PERMITTED.
6. PRECAST RISERS MAY BE PLACED SO THE TONGUE ENDS POINT UP OR DOWN.
7. ECCENTRIC TOP SECTIONS SHALL BE USED ON ALL MANHOLES.

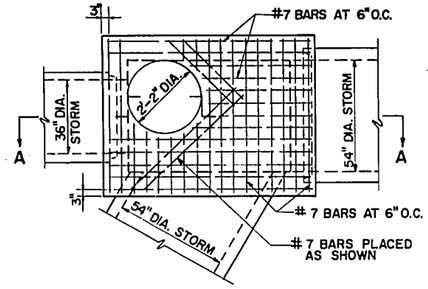
DRAINAGE DETAILS

PROJECT	SHEET NUMBER	TOTAL SHEETS
T0352(13)	2.4	327

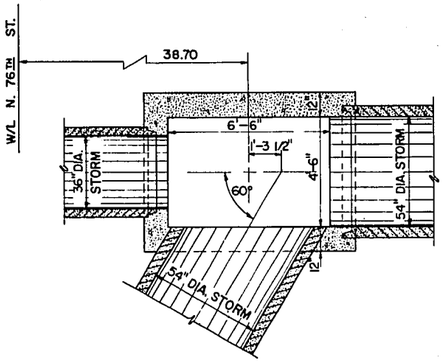
2/40-1-71



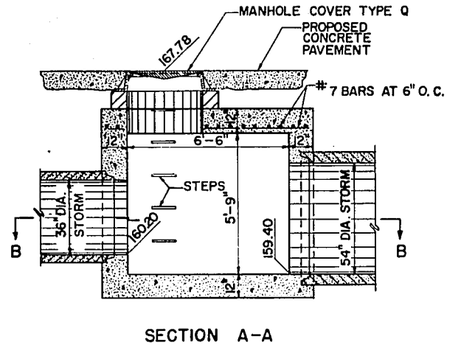
DETAIL OF MANHOLE TYPE 15
STA. 205+89.78 43.70 RT.



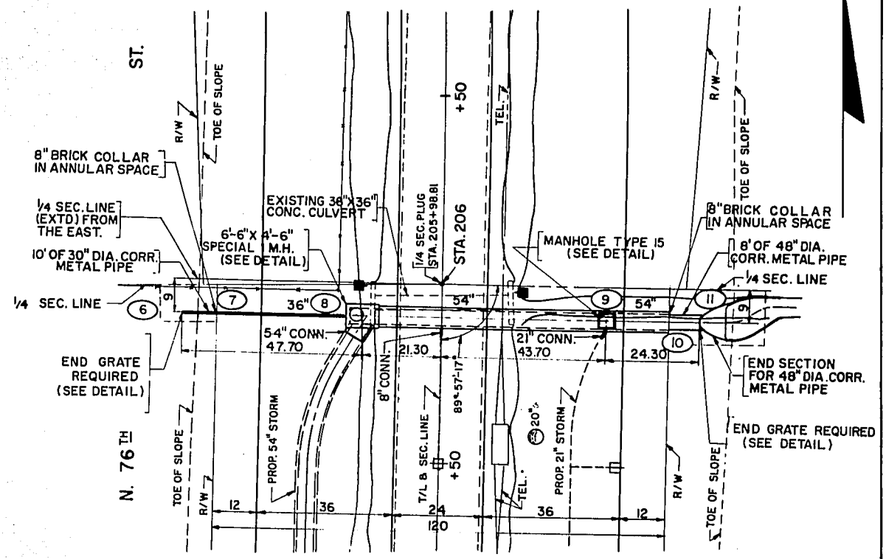
DETAIL OF 6'-6" x 4'-6" SPECIAL MANHOLE
STA. 205+89.82 21.30 LT.

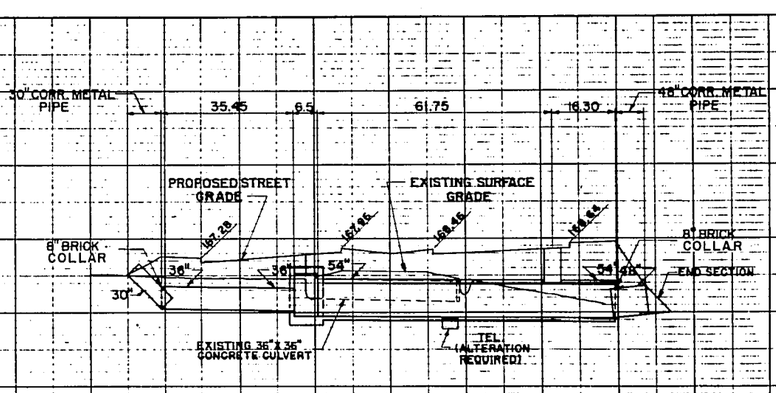


SECTION B-B



SECTION A-A



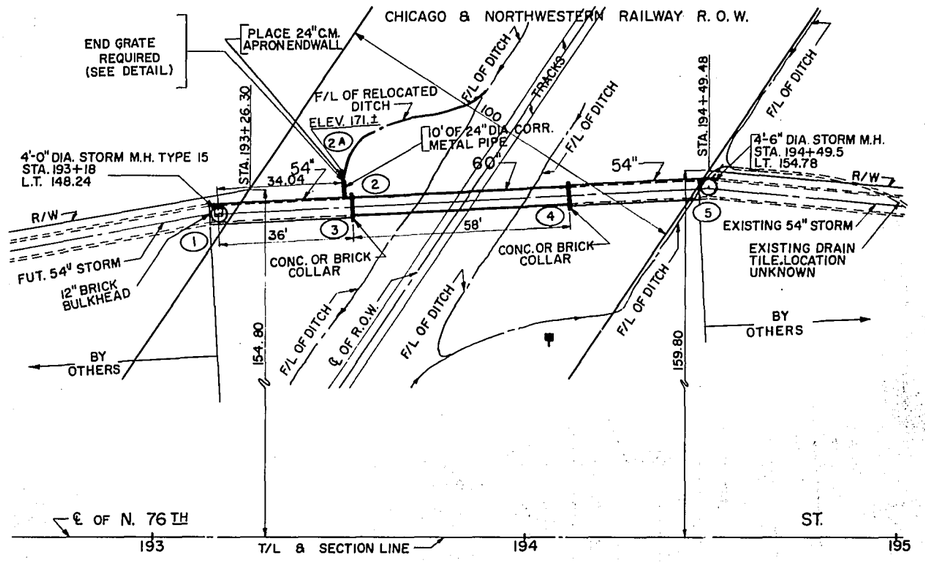


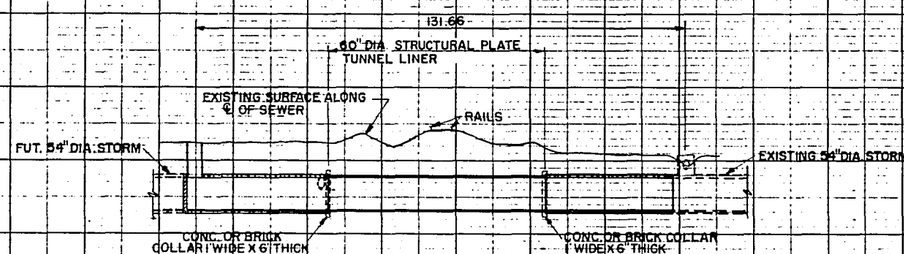
FLOW LINE 30" CULVERT E. 165.00
FLOW LINE 30" CULVERT W. 160.50
FLOW LINE 36" STORM E. 160.50
FLOW LINE 36" STORM W. 160.20
FLOW LINE 54" STORM S.W. 159.65
FLOW LINE 54" STORM E. 159.40
FLOW LINE 81" CONNECTION S. 161.23
FLOW LINE 54" STORM E. & W. 159.15
FLOW LINE 21" STORM SW. 159.40
FLOW LINE 54" STORM W. 159.05
FLOW LINE 48" CULVERT E. 159.05
FLOW LINE 48" CULVERT W. 159.70
FLOW LINE END SECTION E. 159.70
FLOW LINE END SECTION W. 160.40

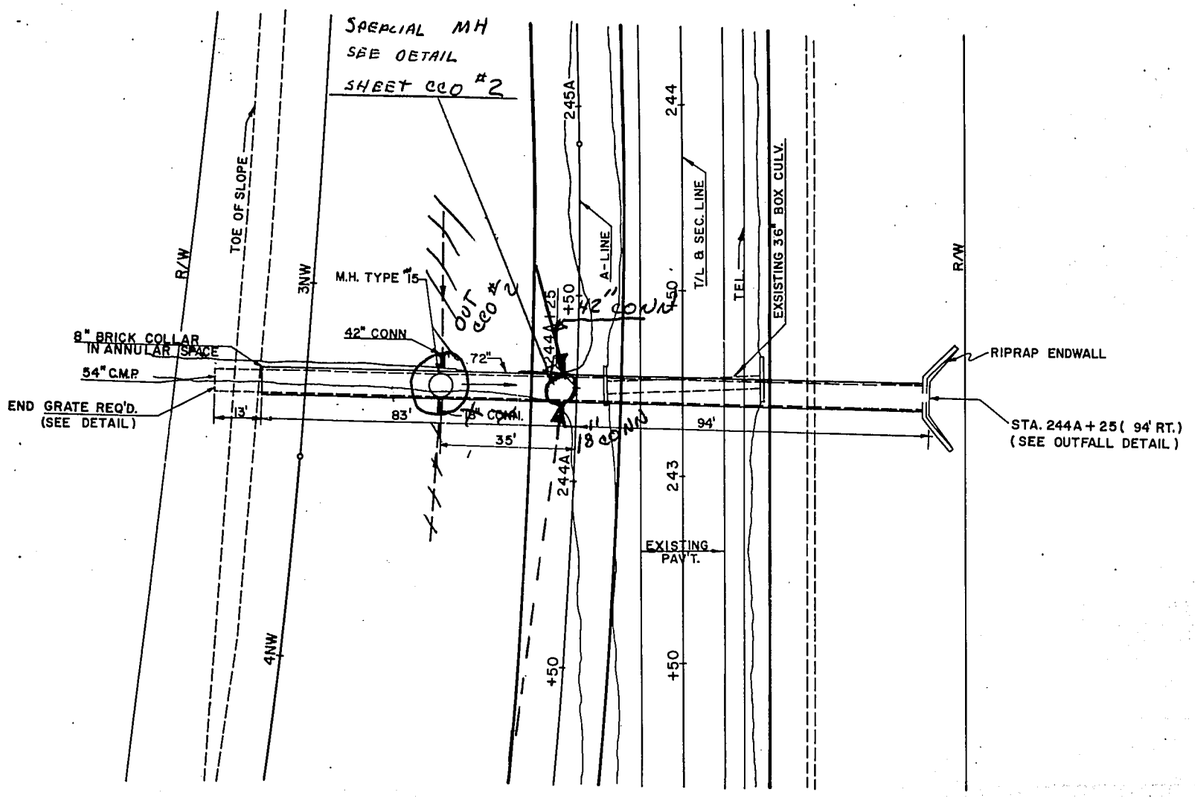
2.5

U.F.F. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	T0352(13)	2.5	329

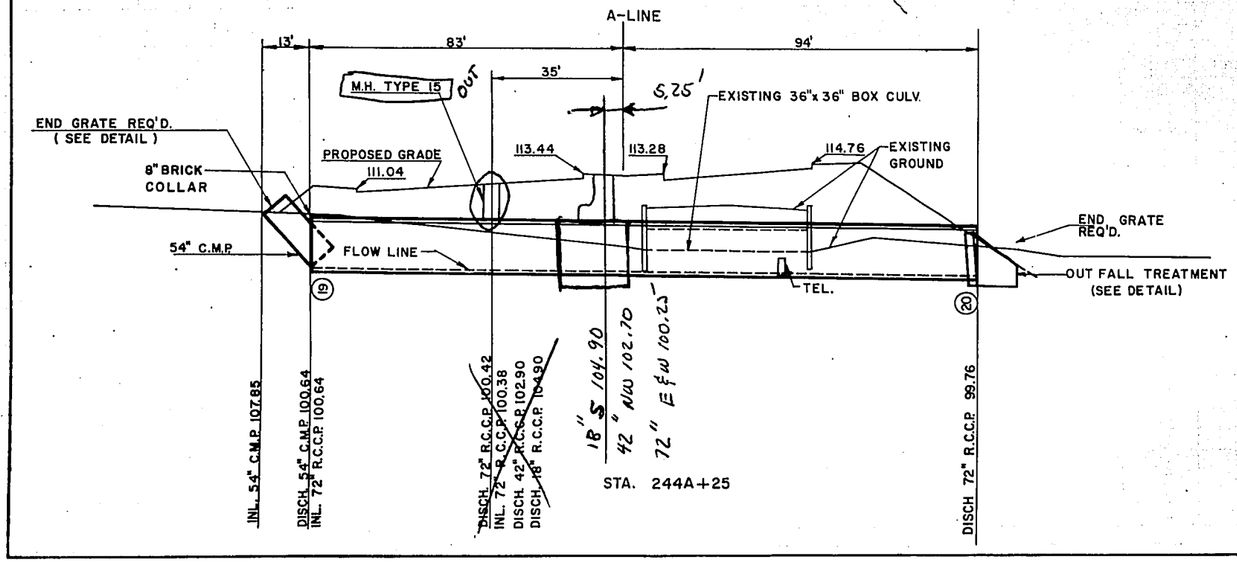
2140-1-71

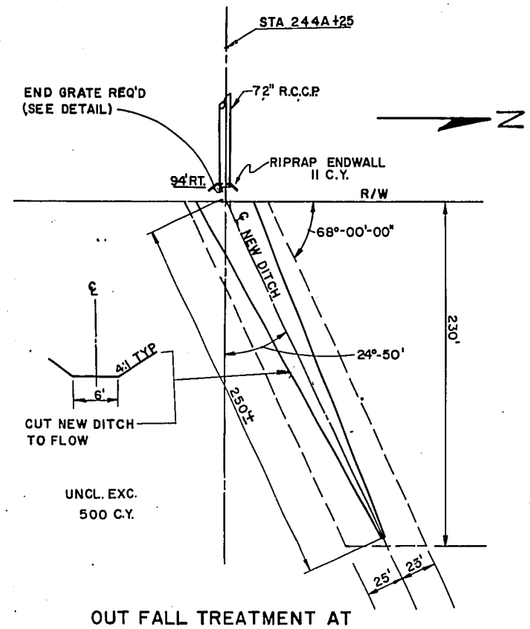




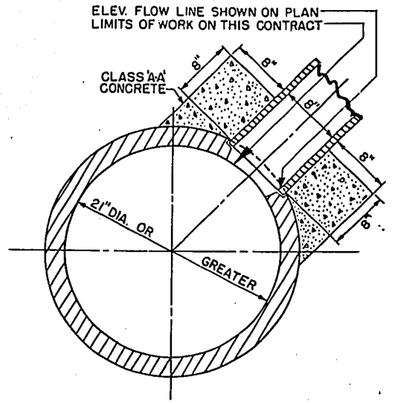


NOTE: SEE CCO #2

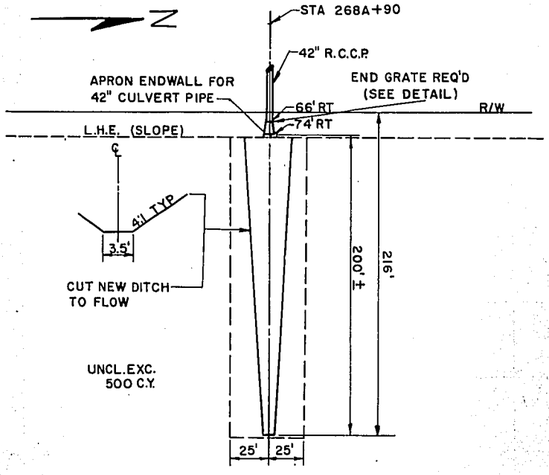




OUT FALL TREATMENT AT
72" R.C.C.P STA 244A+25



DETAIL OF CONNECTION TO EXISTING SEWER



OUT FALL TREATMENT
42" R.C.C.P STA 268A+90

DRAINAGE DETAILS

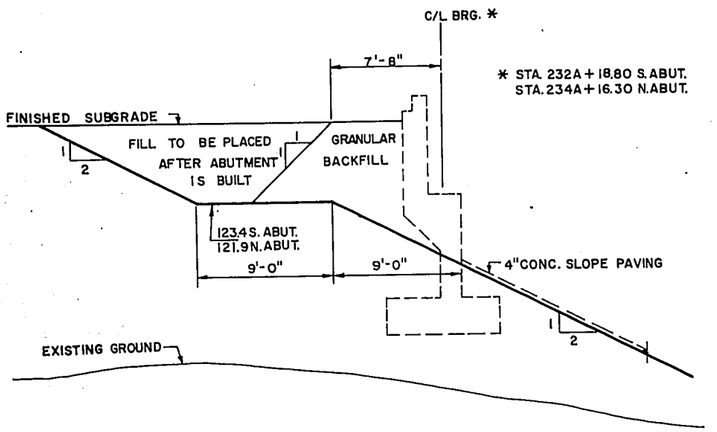
NORTH 76 TH STREET
W. BRADLEY RD. TO W. COUNTY LINE RD.
CITY OF MILWAUKEE — MILWAUKEE COUNTY

S.T.H. 181

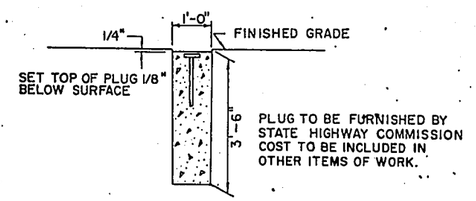
2.7

B.P.R. REGION	PROJECT	SHEET NO.	TOTAL SHEETS
4	T0352(13)	2.7	329

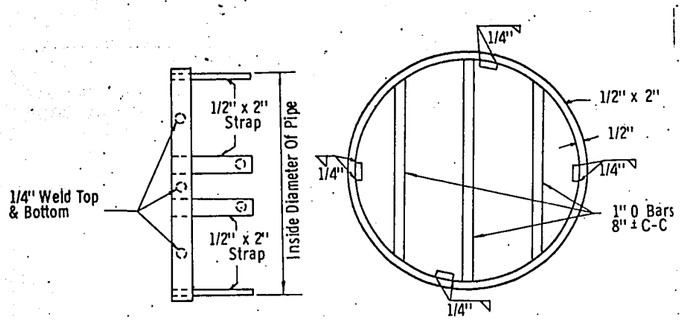
2140-1-71



TYPICAL GRADING LIMITS AT ABUTMENTS
B-40-404



LANDMARK MONUMENT
REFERENCE PLUG DETAIL
205+98.81
235+55.20—125BD+00
260A+12.32 27'RT
286+07.65 — 9+43.80 C.L.



PIPE END GRATE DETAILS

Fasten straps to metal pipe with 3/4" bolts and nuts. Fasten straps to concrete pipe by means of 3/4" rawl calk-ins, cat. no. 92501 (or equivalent) and machine screws.

18" to 36" dia. pipe end grates require 4 straps, over 36" dia. require 6 straps. Straps shall be sufficient length so as to anchor bolts in body of pipe

Grate bars to be horizontal when installed at pipe outlet and vertical when installed at pipe inlet.

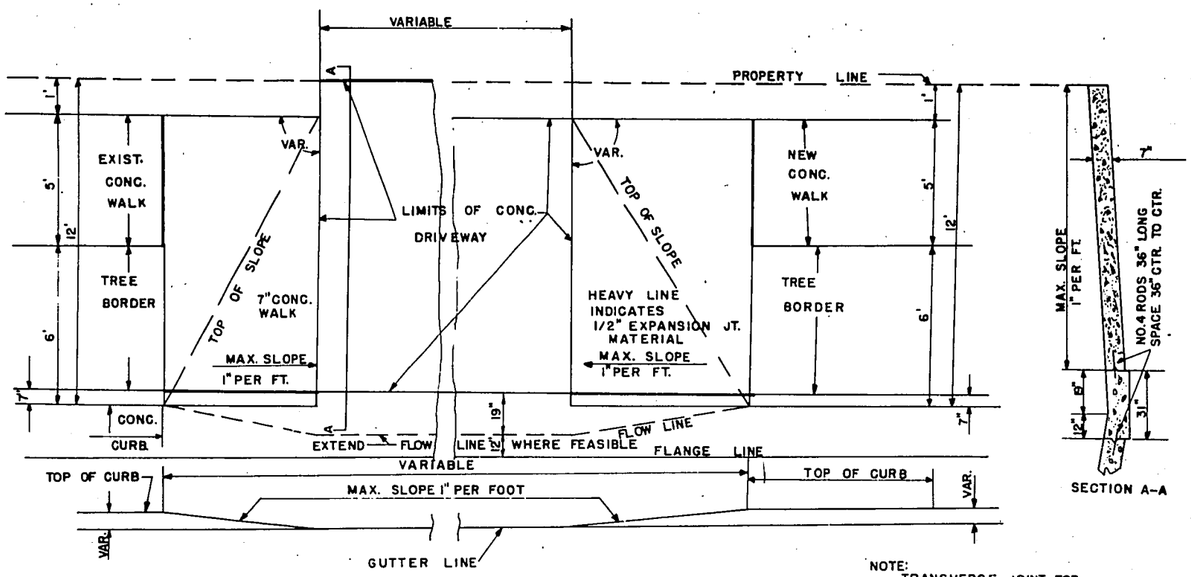
Note: Pipe end grate to be included in the cost of the pipe.

CONSTRUCTION DETAILS
FOR
NORTH 76TH. STREET
WEST BRADLEY ROAD - WEST COUNTY LINE ROAD
RAMP NOSE DETAIL

S.T.H. 181 MILWAUKEE CO.

PROJECT	SHEET NUMBER	TOTAL SHEETS
F0352(13)	2.8	329

2140-1-71

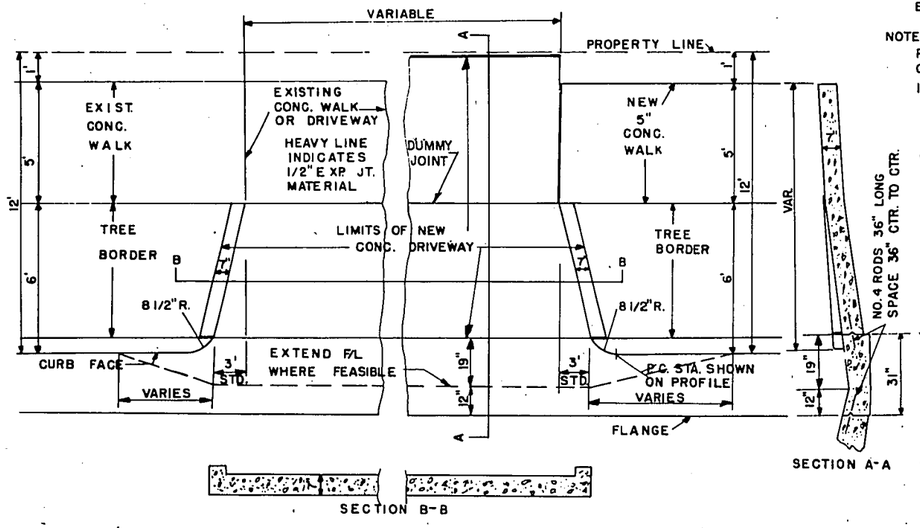


DEPRESSED CONCRETE DRIVEWAYS

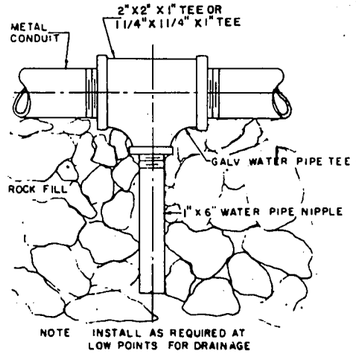
NOTE:
TRANSVERSE JOINT FOR CONCRETE WALKS OF STANDARD WIDTH SHALL BE CONSTRUCTED AT 6 FOOT INTERVALS AT RIGHT ANGLES TO THE EDGE OF WALK.

NOTE:
CONSTRUCT BACK TO PROPERTY LINE ONLY WHEN MATCHING EXISTING CONCRETE DRIVEWAYS.

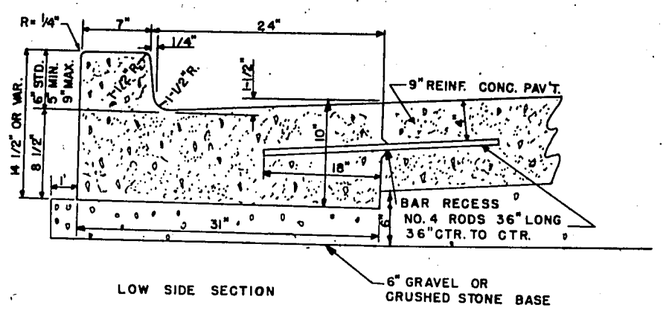
NOTE:
PLACE DUMMY JT. AT CENTER OF DRIVEWAY, WHEN DRIVEWAY IS 14' OR MORE IN WIDTH.



STANDARD CONCRETE DRIVEWAYS

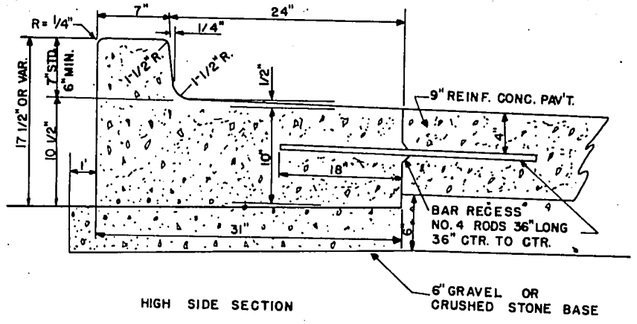


DRAIN SUMP



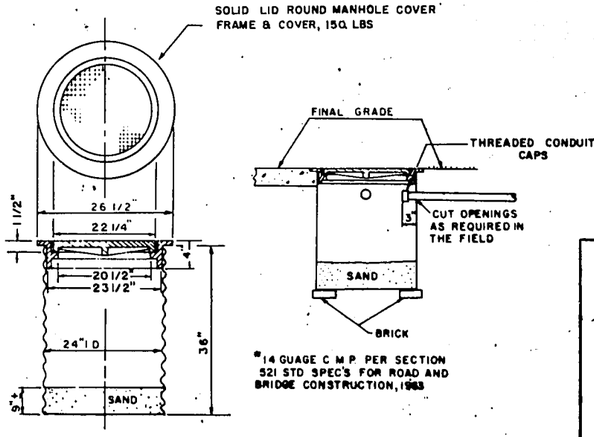
LOW SIDE SECTION

CONCRETE CURB & GUTTER (31")



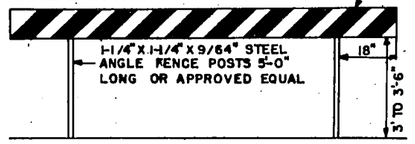
HIGH SIDE SECTION

CONCRETE CURB & GUTTER(31")

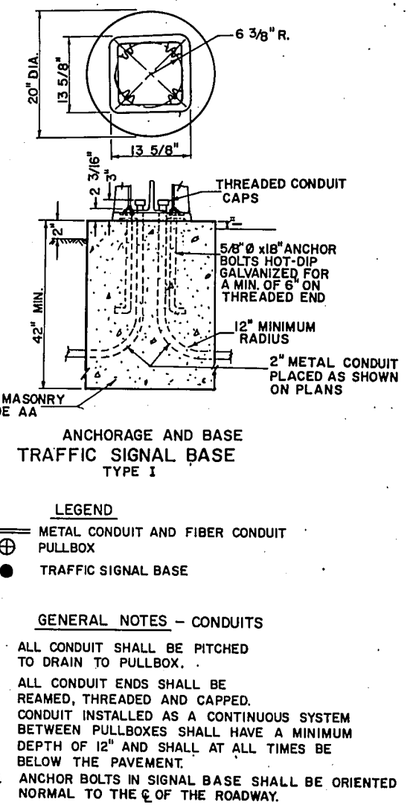


PULL BOX DETAIL

RAIL DETAILS NOT SHOWN SHALL CONFORM TO CLASS II CONSTRUCTION BARRICADE DETAILS



BY PASS BARRICADE



ANCHORAGE AND BASE
TRAFFIC SIGNAL BASE
TYPE I

LEGEND

- METAL CONDUIT AND FIBER CONDUIT
- ⊕ PULLBOX
- ● TRAFFIC SIGNAL BASE

GENERAL NOTES – CONDUITS

1. ALL CONDUIT SHALL BE PITCHED TO DRAIN TO PULLBOX.
2. ALL CONDUIT ENDS SHALL BE REAMED, THREADED AND CAPPED.
3. CONDUIT INSTALLED AS A CONTINUOUS SYSTEM BETWEEN PULLBOXES SHALL HAVE A MINIMUM DEPTH OF 12" AND SHALL AT ALL TIMES BE BELOW THE PAVEMENT.
5. ANCHOR BOLTS IN SIGNAL BASE SHALL BE ORIENTED NORMAL TO THE ℄ OF THE ROADWAY.

CONSTRUCTION DETAILS

FOR

NORTH 76TH STREET

W. BRADLEY RD. TO N. COUNTY LINE RD.

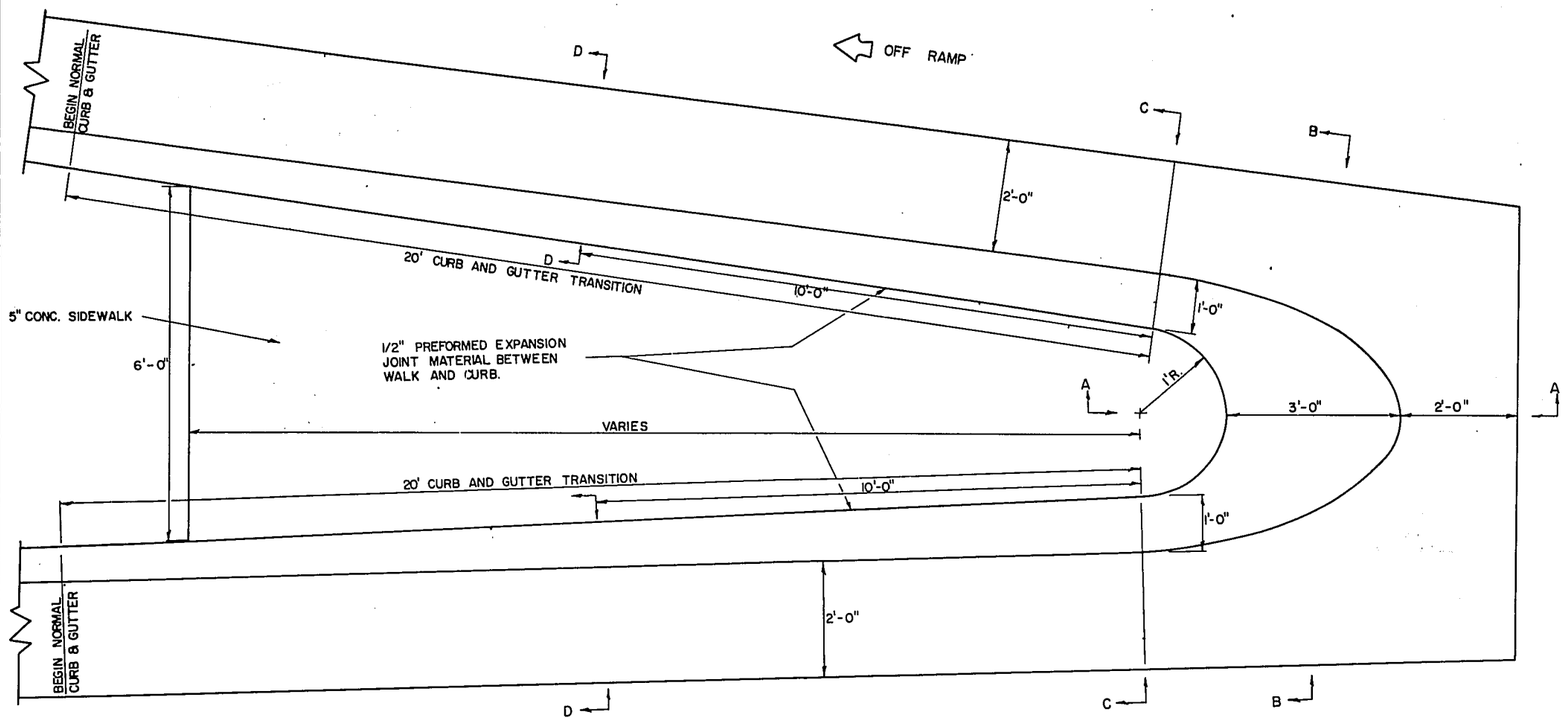
CITY OF MILWAUKEE MILWAUKEE COUNTY

U.S.H. 181

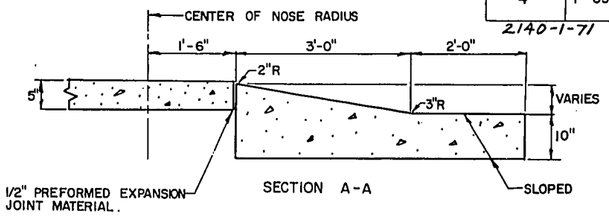
B.P.R. REGION	PROJECT	SHEET NO.	TOTAL SHEETS
4	T 0352 (13)	2.9	329

2.9

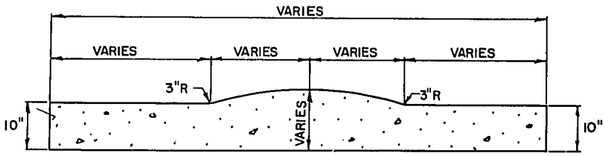
2140-1-71



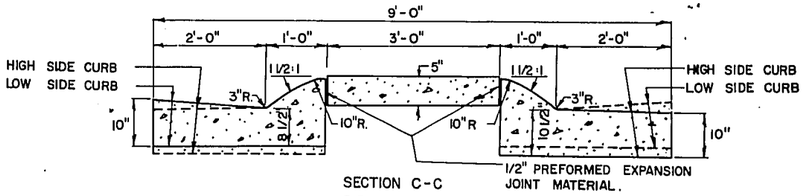
OFF RAMP NOSING DETAIL



SECTION A-A



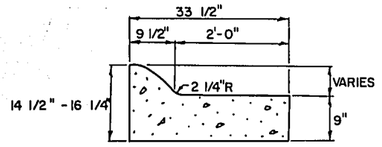
SECTION B-B



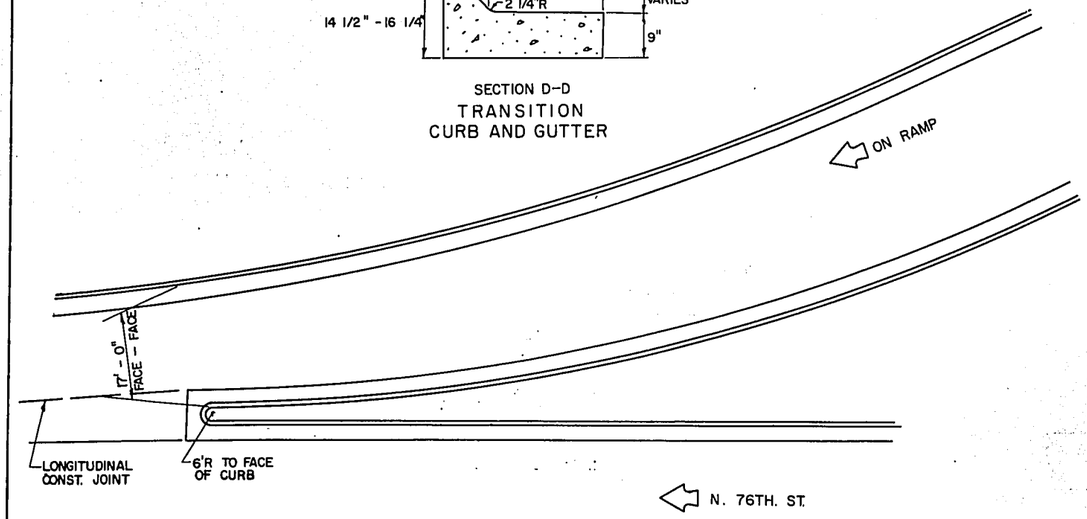
SECTION C-C

SPECIAL
CURB AND GUTTER
36 - INCH

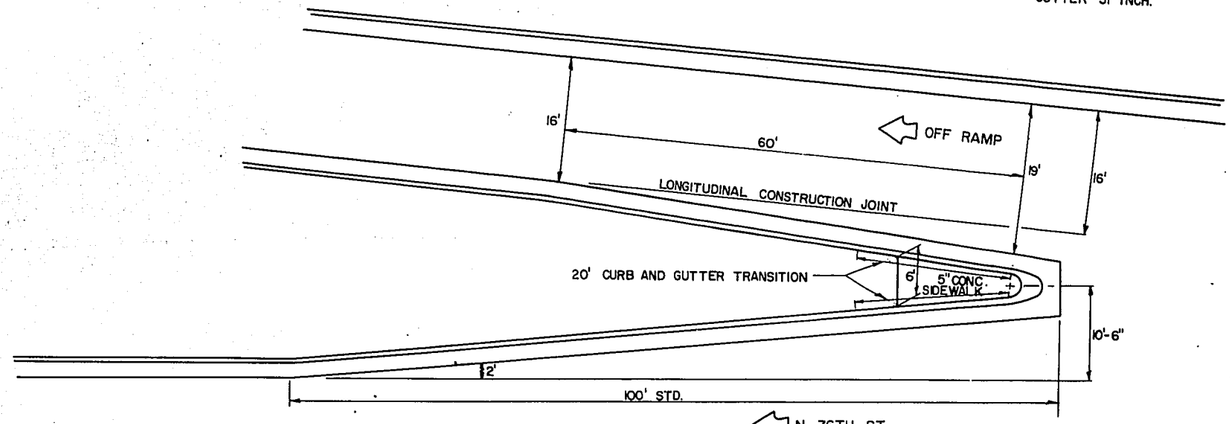
NOTE: SPECIAL 36 INCH SHALL BE MEASURED AND PAID FOR AS CONC. CURB AND GUTTER 31 INCH.



SECTION D-D
TRANSITION
CURB AND GUTTER



ON RAMP DETAIL



OFF RAMP DETAIL

CONSTRUCTION DETAILS
FOR

NORTH 76TH. STREET

WEST BRADLEY ROAD - WEST COUNTY LINE ROAD

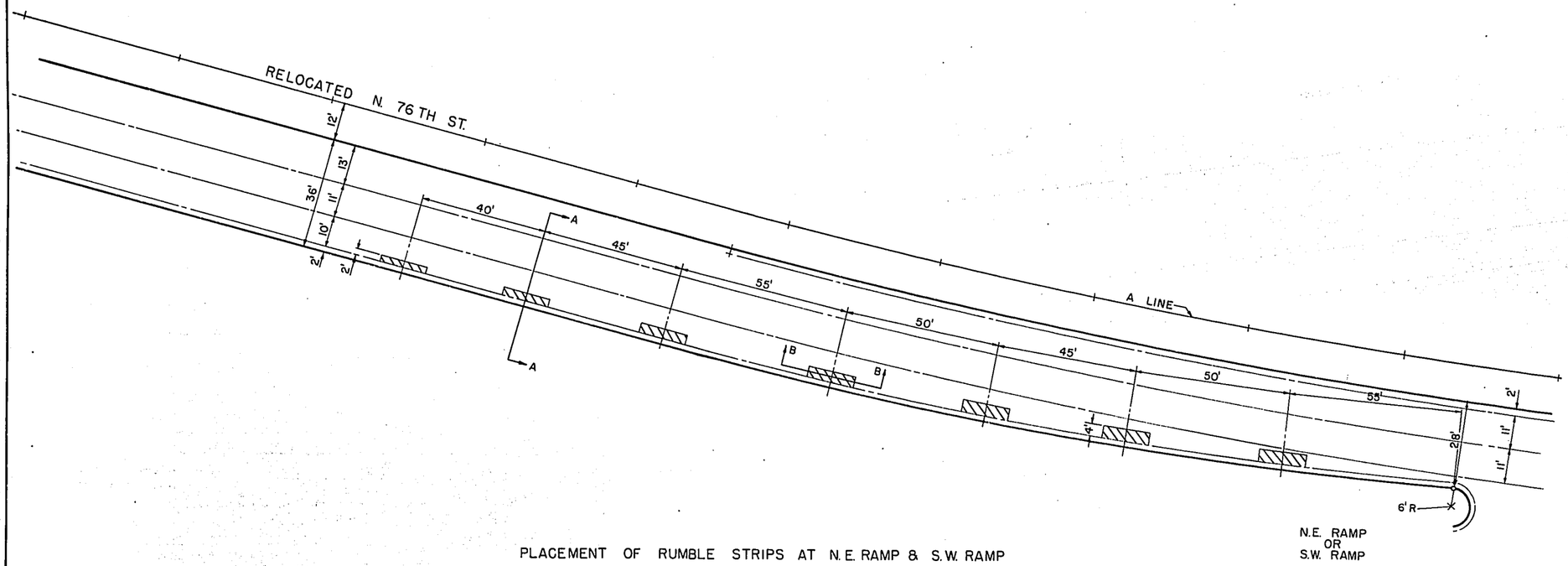
RAMP NOSE DETAIL

S.T.H. 181

MILWAUKEE CO.

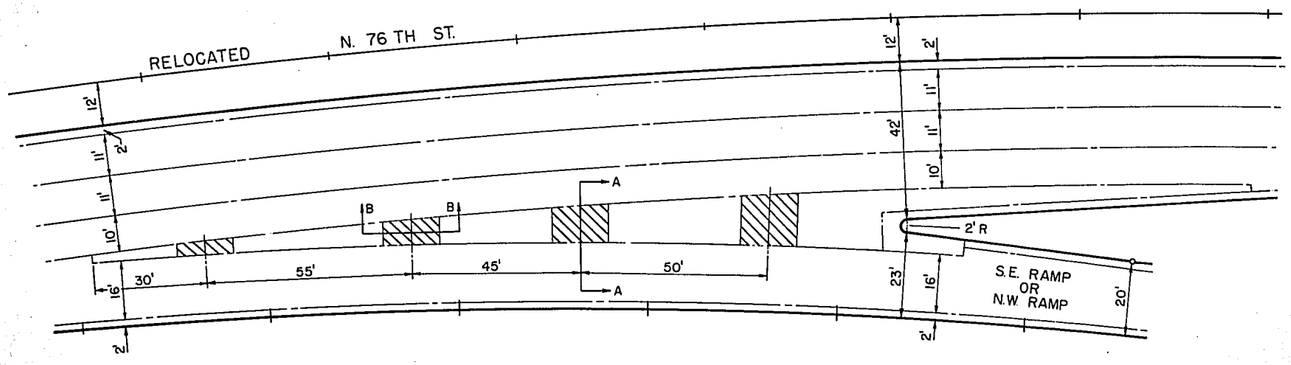
PROJECT	SHEET NUMBER	TOTAL SHEETS
T 0352 (13)	2.10	329

2140-1-71



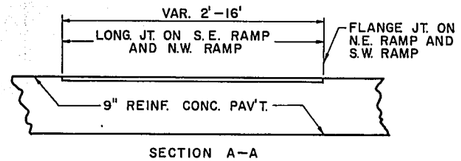
PLACEMENT OF RUMBLE STRIPS AT N.E. RAMP & S.W. RAMP

N.E. RAMP
OR
S.W. RAMP

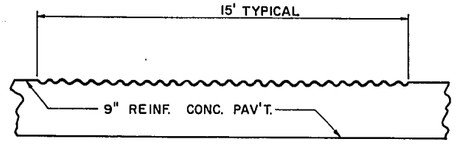


RUMBLE STRIP

PLACEMENT OF RUMBLE STRIPS AT S.E. RAMP & N.W. RAMP



SECTION A-A



SECTION B-B

RUMBLE AREA SHAPED BY STANDARD CORRUGATED STRIP 0.5"X 2.67"

CORRUGATIONS ARE PERPENDICULAR TO LINE OF TRAFFIC

CONSTRUCTION DETAILS

FOR

NORTH 76 TH STREET

W. BRADLEY RD. TO W. COUNTY LINE RD.

CITY OF MILWAUKEE MILWAUKEE COUNTY

S.T.H. 181

PROJECT	SHEET NUMBER	TOTAL SHEETS
T0352 (13)	2.11	324

2140-1-71

CURVE DATA TABLE

NO.	R	Δ	T	D	L	STATION P.C.	STATION P.I.	STATION P.T.
1	1909.86'	20°-00'-00"	336.76'	3°-00'-00"	666.67'	206+17.30 T/L = 206+17.30 A	209+54.06 T/L = 209+54.06 A	212+70.51 T/L - 115.18' LT. = 212+83.97 A
2	2291.83'	35°-28'-23"	733.03'	2°-30'-00"	1418.92'	216+74.09 T/L - 262.07' LT. = 217+13.45 A	223+62.91 T/L - 512.78 LT. = 224+46.48 A	230+69.38 T/L - 317.22' LT. = 231+32.37 A
3	1909.86'	15°-09'-11"	254.03'	3°-00'-00"	505.10'	238+90.19 T/L - 93.40' LT. = 239+84.59 A	241+35.39 T/L - 27' LT. = 242+38.62 A	243+89.42 T/L - 27' LT. = 244+89.69 A
4	1897.86'	20°-00'-00"	334.64'	3°-01'-08"	662.48'	206+17.30 T/L - 12' LT. = 206+17.30 A - 12' LT.	209+51.94 T/L - 12' LT. = 209+50.63 A - 17.28' RT.	212+66.41 T/L - 126.46' LT. = 212+83.97 A - 12' LT.
5	2303.83'	35°-28'-23"	736.86'	2°-29'-13"	1426.35'	216+69.98 T/L - 273.35' LT. = 217+13.45 A - 12' LT	223+62.41 T/L - 525.37' LT = 224+22.91 A - 126.97 LT.	230+72.58 T/L - 328.78' LT = 231+32.37 A - 12' LT.
6	1897.86'	15°-09'-11"	252.44'	3°-01'-08"	501.93'	238+93.33 T/L - 104.98' LT. = 239+84.59 A - 12' LT.	241+36.99 T/L - 39' LT. = 242+37.14 A - 4.72' RT.	243+89.42 T/L - 39' LT. = 244+89.69 A - 12' LT.
7	1921.86'	20°-00'-00"	338.88'	2°-58'-53"	670.86'	206+17.30 T/L - 12' RT. = 206+17.30 A - 12' RT.	209+56.18 T/L - 12' RT. = 209+50.63 A - 41.65' RT.	212+74.61 T/L - 103.90' LT. = 212+83.97 A - 12' RT.
8	2279.83'	35°-28'-23"	729.19'	2°-30'-47"	1411.49'	216+78.19 T/L - 250.79' LT. = 217+13.45 A - 12' RT.	223+63.41 T/L - 500.19 LT. = 224+22.91 A - 101.77' LT.	230+66.18 T/L - 305.66 LT. = 231+32.37 A - 12' RT.
9	1533.20	15°-09'-11"	203.93	3°-44'-13"	405.49'	239+88.66 T/L - 54.31' LT. = 240+89.08 A - 14.88' RT.	241+85.50 T/L - 1.00' LT. 242+89.24 A - 36.71' RT.	243+89.42 TL - 1.00' LT. 244+89.69 A - 26.00' RT.
10	1508.25'	40°-34'-17"	557.49'	3°-47'-56"	1067.99'	219+48.78 A - 60' RT. = 2+30.00 S.E.	224+54.37 T/L - 408.43' LT. = 225+09.88 A - 8.14' LT.	229+53.28 T/L - 159.68' LT. = 12+97.99 S.E.
11	30.00'	62°-10'-55"	18.09'	190°-59'-10"	32.56'	231+83.14 T/L - 45.07' LT. = 15+54.84 S.E.	231+99.34 T/L - 37' LT. = 124+61.72 B.D. - 55' RT.	124+79.82 B.D. - 55' RT. = 15+87.40 S.E.
12	1528.25'	12°-54'-40"	172.92'	3°-44'-57"	344.38'	7+27.76 S.E. - 20' LT.	225+81.50 T/L - 318.12' LT. = 8+99.95 S.E. - 29.75' LT.	227+46.19 T/L - 265.40' LT. = 10+67.63 S.E. - 20' LT.
13	972.97'	8°-59'-56"	76.56	5°-53'-19"	152.82'	229+70.24 T/L - 193.69' LT. = 12+97.99 S.E. - 38' LT.	230+43.16 T/L - 170.35' LT. = 13+73.67 S.E. - 49.65' LT.	231+18.83 T/L - 158.70' LT. = 14+46.59 S.E. - 72.98' LT.
14	1957.86'	20°-00'-00"	345.22'	2°-55'-35"	683.42'	206+17.30 T/L - 48' RT. = 206+17.30 A - 48' RT.	209+62.52 T/L - 48' RT. = 209+50.63 A - 78.20' RT.	212+86.93 T/L - 70.07' LT. = 212+83.97 A - 48' RT.
15	2243.83'	15°-12'-29"	299.55'	2°-33'-13"	595.58'	225+24.05 A - 48' RT.	227+67.88 T/L - 350.88 LT. = 228+28.21 A - 28.09' RT.	231+32.37 A - 48' RT.
16	2000.00'	20°-00'-00"	352.65'	2°-51'-53"	698.13'	226+25.30 A - 117.58' LT. = 8+45.14 S.W.	222+22.82 T/L - 515.00 LT. = 222+90.24 A - 126.16' LT.	219+56.70 A - 63.24' LT. = 15+43.27 S.W.
17	200.00'	86°-43'-46"	188.90'	28°-38'-52"	302.74'	117+94.69 B.D. - 66.59' RT. = 1+45.16 S.W.	231+61.62 T/L - 515.00 LT. = 119+82.98 B.D. - 81.72' RT.	229+96.39 A - 169.23' LT. = 4+47.90 S.W.
18	1980.00'	19°-37'-18"	342.39'	2°-53'-37"	678.08'	221+17.10 A - 59.71' LT. = 13+78.91 S.W. - 20' LT.	224+42.64 A - 116.07' LT. = 10+36.45 S.W. - 9.39' RT.	227+69.42 A - 104.00' LT. = 6+95.64 S.W. - 25.65' LT.
19	30.00'	84°-21'-06"	27.18'	190°-59'-10"	44.17'	120+41.78 B.D. - 82.05' RT. = 231+85.17 A - 158.84' LT.	232+11.84 A - 164.10' LT. = 120+44.45 B.D. - 55' RT.	120+71.63 B.D. - 55' RT.
20	1500.00'	9°-52'-56"	129.68'	3°-49'-10"	258.72'	220+11.33 A - 40' LT.	220+75.74 T/L - 420.49' LT. = 221+37.98 A - 51.60' LT.	222+04.64 T/L - 434.53' LT. = 222+64.86 A - 48' LT.
21	2339.83'	21°-41'-15"	448.20'	2°-26'-55"	885.67'	222+04.64 T/L - 434.53' LT. = 222+64.86 A - 48' LT.	226+50.22 T/L - 483.05' LT. = 226+98.62 A - 90.54' LT.	230+82.16 T/L - 363.48' LT. = 231+32.37 A - 48' LT.
22	221.00'	67°-31'-50"	147.75'	25°-55'-32"	260.48'	2+12.17 S.W. - 21.92' LT. 2+12.18 S.W. - 22' LT.	120+03.03 B.D. - 123.34' RT. = 3+30.04 S.W. - 65.84' LT.	4+47.90 S.W. - 20' LT.
23	30.00'	53°-06'-54"	15.00'	190°-59'-10"	27.81'	119+62.27 B.D. - 66.99' LT. = 14+50.15 N.W.	119+53.27 B.D. - 55' LT. = 14+65.14 N.W.	119+38.28 B.D. - 55' LT. = 14+77.96 N.W.
24	1000.00'	7°-58'-10"	69.66'	5°-43'-46"	139.09'	236+11.27 A - 176.21' LT. = 11+27.00 N.W.	235+14.00 T/L - 393.00 LT. = 235+43.16 A - 190.84' LT.	234+77.74 A - 214.78' LT. = 12+66.09 N.W.
25	1300.00'	22°-57'-16"	263.95'	4°-24'-26"	520.82'	244+01.62 A - 72.15' LT. = 3+46.29 NW.	240+41.50 T/L - 121.00' LT. = 241+28.14 A - 60.97' LT.	238+65.36 A - 121.63' LT. = 8+67.10 N.W.
26	1000.00'	15°-41'-58"	137.87'	5°-43'-46"	274.01'	236+01.26 A - 157.91' LT. = 11+32.84 N.W. - 20.01' LT.	234+66.45 A - 186.87' LT. = 120+96.21 B.D. - 195.33' LT.	233+28.87 A - 178.27' LT.
27	1320.00'	12°-27'-28"	144.07'	4°-20'-26"	287.01'	5+84.45 N.W. - 20' LT.	240+02.70 A - 71.74' LT. = 7+25.78 N.W. - 27.84' LT.	238+61.16 A - 102.08' LT. = 8+67.10 N.W. - 20' LT.
28	1861.86'	3°-12'-16"	52.08'	3°-04'-38"	104.14'	239+84.59 A - 48' LT.	239+53.01 T/L - 126.12' LT. = 240+38.00 A - 47.27' LT.	240+91.41 A - 48' LT.
29	1026.00'	6°-26'-01"	57.66'	5°-35'-04"	115.21'	13+03.92 N.W. - 23.90' LT. = 234+34.00 A - 205.33' LT.	120+50.21 B.D. - 115.14' LT. = 233+76.38 A - 207.73' LT.	120+37.49 B.D. - 58.90' LT. = 233+18.86 A - 203.66' LT.
30	150.00'	85°-41'-40"	139.13'	38°-11'-50"	224.35'	126+76.07 B.D. - 66.93' LT. = 1+50.00 N.E.	233+33.44 T/L - 37' RT. = 125+23.38 B.D. - 78.06 LT.	234+72.58 T/L - 37' RT. = 3+74.35 N.E.
31	2785.70	6°-22'-10"	155.00	2°-3'-24"	309.68'	238+44.26 T/L 56.12' LT. = 239+50.00 A - 48' RT.	239+93.87 T/L - 15.60' LT. 241+1.90 A - 51.70 RT.	241+47.05 T/L - 8.07' RT. = 242+52.90 A - 50.12' RT.
32	1000.00'	17°-21'-43"	152.68'	5°-43'-46"	303.02'	236+30.92 T/L - 28.56' LT. = 5+32.69 NE - 65.56 LT.	237+76.64 T/L - 17' RT. = 6+78.41 NE - 20' LT.	239+29.32 T/L - 17.00 RT. = 8+31.10 N.E. - 20.00 LT.
33	30.00'	71°-00'-00"	21.40'	190°-59'-10"	37.18'	123+50.13 B.D. - 55' LT.	233+06.51 T/L - 129.99' LT. = 123+71.53 B.D. - 55' LT.	233+26.93 T/L - 123.60' LT. = 123+78.50 B.D. - 75.23' LT.
34	1020.00'	3°-52'-19"	34.48	5°-37'-02"	68.93'	236+42.82 T/L - 4.06' LT. = 5+44.59 N.E. - 41.06' LT.	236+75.90 T/L - 5.62' RT. = 5+77.68 N.E. - 31.38' LT.	237+09.57 T/L - 13.05' RT. = 6+11.34 N.E. - 23.95' LT.
35	173.71'	62°-32'-48"	105.50'	32°-59'-01"	189.63'	126+10.89 BD - 62.75' LT. = 2+07.88 N.E. - 22.03' LT.	125+17.55 BD. - 111.86' LT. = 233+67.07 T/L - 17' RT.	3+74.35 N.E. - 20' LT.
36	1861.86'	20°-00'-00"	328.30'	3°-04'-38"	649.91'	206+17.30 T/L - 48' LT. = 206+17.30 A - 48' LT.	209+45.60 T/L - 48' LT. = 209+50.63 A - 19.28' LT.	212+54.09 T/L - 160.28' LT. = 212+83.97 A - 48' LT.
37	2548.00'	5°-19'-32"	118.50'	2°-14'-55"	236.83'	271+29.73 T/L - 27' LT. = 272+30.00 A	272+48.23 T/L - 27' LT. = 273+48.50 A - 2.75' LT.	273+66.22 T/L - 16' LT. = 274+66.83 A
38	2548.00'	5°-19'-32"	118.50'	2°-14'-55"	236.83'	280+22.79 T/L - 45.20' LT. = 281+26.24 A	281+40.78 T/L - 56.20' RT. = 282+44.74 A - 2.75' RT.	282+59.31 T/L - 56.20' RT. = 283+63.07 A
39	70.00'	70°-00'-00"	49.01'	81°-51'-04"	85.52'	213+12.73 T/L - 46.06' LT. = 0+79.39 S	213+29.49 T/L = 1+28.40 S	213+78.50 T/L = 1+64.91 S
40	200.00'	90°-02'-13"	200.13'	28°-38'-52"	314.29'	228+12.07 T/L = 10+00.00 N	230+12.20 T/L = 12+00.13 N	230+12.07 T/L - 200.13' RT. = 13+14.29 N
41	140.00'	90°-02'-13"	140.09'	40°-55'-32"	220.00'	128+63.32 B.D. - 243' RT. = 14+77.32 N	130+03.41 B.D. - 243' RT. 16+17.41 N	130+03.32 B.D. - 102.91' RT. = 16+97.32 N
42	998.97'	4°-53'-19"	42.65'	5°-44'-08"	85.24'	230+20.14 T/L - 153.12' LT. 13+60.76 S.E. - 23.95' LT.	230+61.58 T/L - 143.06' LT. 14+02.34 S.E. - 33.44' LT.	231+14.88 T/L - 133' LT. 14+54.48 S.E. - 48.20' LT.

NOTE: ALL RAMP ALIGNMENT AND STATIONING INDICATED IS ALONG FACE OF CURB.

ALIGNMENT PLAN

FOR

NORTH 76TH STREET

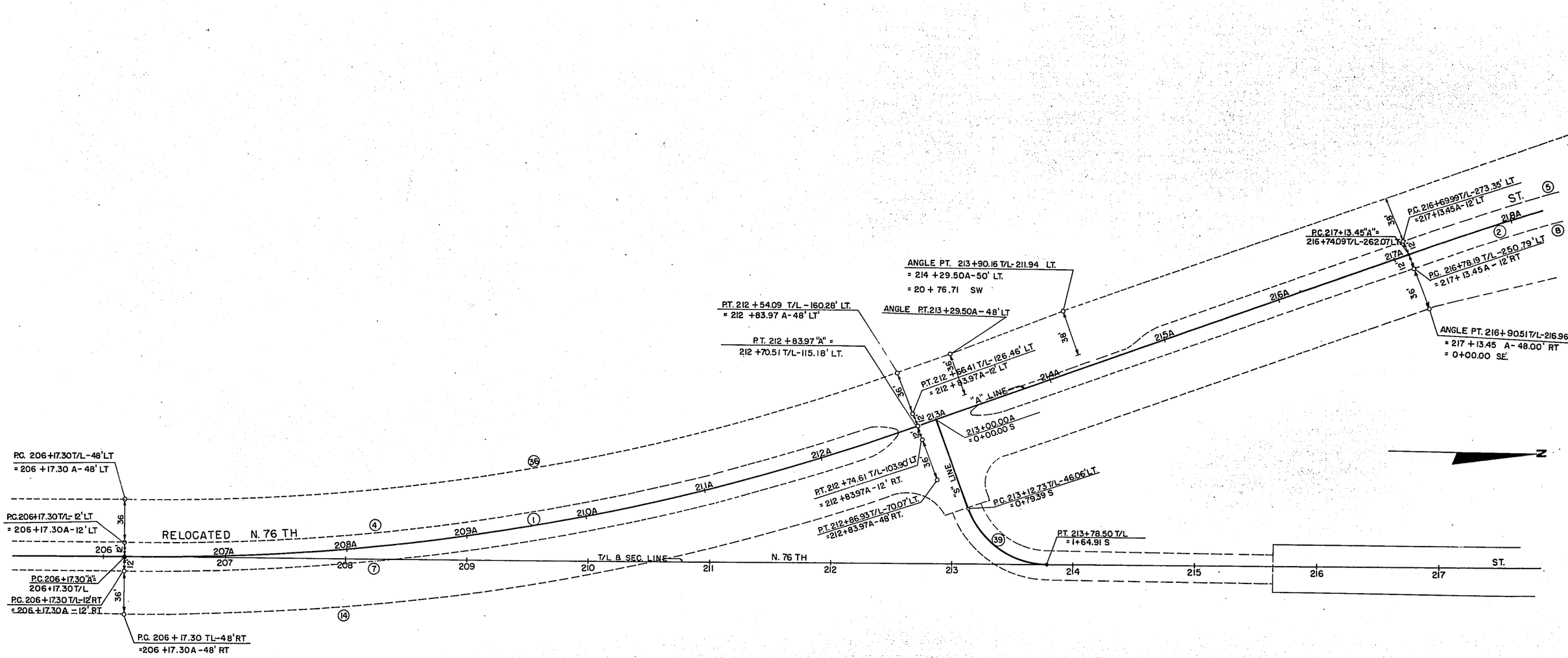
W. BRADLEY RD. TO W. COUNTY LINE RD.

CITY OF MILWAUKEE MILWAUKEE COUNTY

S.T.H. 181

PROJECT	SHEET NUMBER	TOTAL SHEETS
T 0352 (13)	2.12	324

2140-1-71



ALIGNMENT PLAN

FOR

NORTH 76TH STREET

W. BRADLEY RD. TO W. COUNTY LINE RD.

CITY OF MILWAUKEE MILWAUKEE COUNTY

S.T.H. 181 2 OF 7

PROJECT	SHEET NUMBER	TOTAL SHEETS
T 0352 (13)	2.13	329

2140-1-71

P.C. 225 + 75.47 T/L - 515.00' LT.
= 226 + 25.30 A - 117.58' LT.
= 8 + 45.14 S.W.

N

10 S.W.

PT 14+89.14 S.W. 17.01' LT

PT 218+91.43 T/L -394.38' LT.
= 219+56.70 A -63.24' LT.
= 15+43.27 S.W.

15 S.W.

CTR 6R 220+11.33A-46' LT.
= 14+89.13 S.W. - 23' LT.

P.C.C. 222+04.64 T/L 43.453' LT.
= 222 +64.86 A-48' LT.

PT 227+69.42 A = 104.00' LT
= 6+95.64 SW-25.65' LT

P.C. 221 +17.10 A -59.71' LT
= 13+78.91 SW-20 LT

S.W. LINE

P.C.C. 220 + 11.33 A-40' LT.

"A" LINE

ST.

P.C. 224 +01.54 A-54' RT.

CTR 1.5R 224+01.54A-56' RT.
= 6+67.76 S.E. - 25' LT.
P.C. 6 + 67.76 S.E. -23' LT.

P.C. 225 +24.05 A-48' RT.

P.C. 216+69.99 T/L - 273.35' LT.
= 217+13.45 A - 12' LT.

RELOCATED N. 76TH

5 S.E.

P.C. 216 +78.19 T/L 250.79 LT.
217 + 13.45 A -12' RT.

P.C. 217+13.45 A =
216+74.09 T/L-262.07 LT.

P.C. 219+13.60 T/L - 272.88 LT.
= 219+48.78 A - 60' RT.
= 2 + 30.00 S.E.

P.C. 7+27.76 SE-20' LT.

10 S.E.

P.T. 227+46.19 T/L-265.40' LT.
= 10+67.63 S.E. -20' LT.

S.E. LINE

ANGLE PT. 216+90.51 T/L - 216.96 LT.
= 217+13.45 A - 48' RT. = 0+00.00 S.E.

N. 76TH 216 217 218 219 220 221 T/L & SEC. LINE 222 223 224 225 226 227 ST. 228

ALIGNMENT PLAN

FOR

NORTH 76TH STREET

W. BRADLEY RD. TO W. COUNTY LINE RD.

CITY OF MILWAUKEE MILWAUKEE COUNTY

S.T.H. 181

3 OF 7

PROJECT	SHEET NUMBER	TOTAL SHEETS
T 0352 (13)	2.14	324

2140-1-71

ANGLE PT. 116+50.00 B.D.-55' RT
= 0+00.00 S.W.

STATION EQUATION:
178+51.90 S.T.H. 100 BACK
= 116+50.00 B.D. AHEAD

P.C. 117+94.69 B.D.-66.61'RT.
= 1+45.16 S.W.

P.C. 2+12.61 S.W.-22'LT.

CTR. 2'R.= 118+69.12 B.D.-61'RT.

P.T. 229+72.71 T/L-515.00'LT.
= 229+96.39 A -169.23'LT.
= 4+47.90 S.W.

S.W. LINE

5 S.W.

P.T. 4+47.90 S.W.-20'LT.

CTR. 2'R.= 4+52.85 SW.-22'LT

CTR. 5'R.=120+12.22 B.D.-60'RT.

P.C. 120+41.78 B.D-82.05'RT.
= 231+85.17 A -158.84'LT.

P.T. 120+71.63 B.D.-55'RT.

RELOCATED N.76TH

228A

229A

230A

231A

232A

233A

234A

235A

236A "A" LINE

237A ST.

P.T. 230+82.18 T/L-363.48'LT.

230+72.58 T/L-328.78 LT.
=231+32.37A-12' LT.

P.T. 231+32.37 "A" =
230+69.38 T/L-317.22' LT.

P.T.=230+66.18 T/L-305.66 LT.
=231+32.37A-12' RT.

P.T. 231+32.37A-48'RT.

P.T. 227+46.19 T/L-265.40'LT.
= 10+67.63 S.E.-20'LT.

P.C. 229+70.24 T/L-193.69'LT.
= 12+97.99 S.E.-38'LT.

P.C. 230+20.14 T/L-153.12' LT.
= 13+60.76 S.E.-23.95' LT.

P.T. 231+18.83 T/L-158.70' LT.
= 14+46.56 S.E.-72.98' LT.

P.T. 229+53.28 T/L-159.68' LT.
= 12+97.99 S.E.

CTR. 5'R.= 123+46.03 B.D.-60'RT.

CTR. 2'R. 230+19.67 T/L-151.16 LT.
= 13+61.21 S.E.-22' LT.

CTR. 5'R.= 123+82.60 B.D.-60'LT.

P.T. 231+14.88 T/L-133' LT.
= 14+54.48 S.E.-48.20' LT.

CTR. 2'R.=124+35.80 B.D.+57'RT.

S.E. LINE

15 S.E.

P.C. 231+83.14 T/L-45.07' LT
= 15+54.84 S.E.

P.T. 124+79.82 B.D.-55'RT
= 15+87.40 S.E.

N. 76TH

230 231 232 233 234

T/L & SEC. LINE

B.D. LINE & SEC. LINE

W. BROWN DEER RD.

118 B.D.

119 B.D.

120 B.D.

121 B.D.

122 B.D.

123 B.D.

124 B.D.

267.55

∠ PT. 119+09.12 B.D.-55' RT.

P.T. 119+38.28 B.D.-55'LT.
= 14+77.96 N.W.

P.C. 119+62.27 B.D-66.99'LT.
= 14+50.15 N.W.

CTR 2'R= 119+82.28 BD-57'LT

N.W. LINE

CTR 5'R=120+32.61 BD-60'LT

PCC = 120+37.49 BD-58.90
=233+18.86 A-203.66' LT

PCC 13+03.92 NW-23.90 LT.
=234+34.00 A-205.33 LT.

PCC 233+28.87 A-178.27 'LT

CTR 5'R=120+69.56' BD 60'LT
=233+29.19 A-173.26 LT

CTR 2' R-13+04.53 NW22-LT

P.T. 234+57.11 T/L - 433.20'LT.
= 234+77.74 A - 214.78'LT.
= 12+66.09 N.W.

P.C. 235+75.91 T/L -361.08'LT.
= 236+11.27 A - 176.21'LT.
= 11+27.00 N.W.

P.C. 236+01.26 A-157.91 'LT
=11+32.84 NW-20.01' LT.

10 N.W.

233+18.80 "A"=
232+49.05 T/L-267.48 L.T.=
122+32.49 B.D.

73°12'32"

106°47'28"

PC 123+50.13 BD-55'LT

PT 233+26.93 T/L-123.60 LT
= 123+78.50 BD-75.23'LT

CTR 5'R 233+12.49' T/L 95.51' LT
=124+06.17 BD LT

232+55.20 T/L = 125+00 B.D.

91°39'17"

88°40'55"

89°57'47"

89°43'01"

PC 236+30.92 T/L-28.56 LT.
=5+32.69 NE-65.56 LT.

PCC 237+09.57 T/L-13.05'RT.
=6+11.34 NE-23.95 LT.

CTR. 2'R.=237+09.14 T/L 15'RT.
=6+10.91 NE 22'LT.

PT. 3+74.35 NE-20'LT.

PC 236+42.82 T/L-4.06 LT.
235=5+44.59 NE-41.06 LT. 236

P.T. 234+72.58 T/L-37'RT.
= 3+74.35 NE

232+55.20 T/L
= 125+00 B.D.

235 T/L

∠ PT. 125+69.90 B.D.-55'LT.

CTR 2'R. 126+09.90 BD 61'LT.

PT. 3+74.35 NE-20'LT.

P.C. 126+10.89 BD-62.79'LT.
=2+07.88 NE-22' LT.

P.C. 126+76.07 B.D.-66.93'LT.
=1+50.00 NE

66.93'

128 BD

∠ PT. 128+24.76 B.D.-55'LT.
=0+00.83 NE

P.T. 234+72.58 T/L 37'RT.
= 3+74.35' NE

STATION EQUATION
130+48.30 B.D. BACK
= 192+50.20 S.T.H. 100 AHEAD

N

ALIGNMENT PLAN

FOR

NORTH 76TH STREET

W. BRADLEY RD. TO W. COUNTY LINE RD.

CITY OF MILWAUKEE MILWAUKEE COUNTY

S.T.H. 181

PROJECT	SHEET NUMBER	TOTAL SHEETS
T0352 (13)	2.15	324

2140-1-71

CTR. 25' R 250+00"A" 73' LT.

31'

39'

CTR. 25' R, 251+20.00"A" 73' LT.

CTR. 3' R, 250+14.00"A" 9' LT.

250+56.00"A" = 249+55.73 T/L, 27' LT.

CTR. 3' R, 250+14.00"A" 23' RT.

℄ PT. 251+36.14"A", 26' RT. = 250+35.87 T/L, 1' LT.

℄ PT. 251+36.14"A", 64' RT. = 250+35.87 T/L, 37' RT.

℄ PT. 255+50.00"A", 12' RT. = 254+49.73 T/L, 15' LT.

℄ PT. 255+50.00"A", 48' RT. = 254+49.73 T/L, 21' RT.

P.C. 272+30.00 "A" = 271+29.77 T/L, 27' LT.

PT. 274+66.83 "A" = 273+66.26 T/L, 16' LT.

10 N.W.

PT. 238+06.90 T/L - 241.97' LT. = 238+65.36 A - 121.63' LT. = 8+67.10 NW

PT. 238+61.16 A - 102.08' LT. = 8+67.10 NW - 20' LT.

NW LINE

PC 239+84.59A - 48' LT.

PT 240+91.41 A 48' LT.

PC 238+33.33 T/L - 104.98' LT. = 239+84.59 A - 12' LT.

PC 238+90.19 T/L - 93.40 LT. = 239+84.59 A

P.O.C. 5+84.45 N.W. - 20' LT.

P.C. 5+24.45 N.W. - 23' LT.

CTR. 2' R. = 242+14.50 A - 56' LT. = 5+24.45 N.W. - 25' LT.

5 N.W.

PC 243+04.70 T/L - 101.10' LT. = 244+01.62 A - 72.05' LT. = 3+46.29 N.W.

PC. 242+14.50 A - 54' LT.

℄ PT. 246+50.00 T/L - 75.00' LT. = 247+50.27 A - 48.00' LT. = 0+00.00 N.W.

PT. 243+89.42 T/L - 39' LT. = 244+89.69 A - 12' LT.

PT. 243+89.42 T/L - 27' LT. = 244+89.69 A

℄ PT. 248+00.27A - 6' LT. = 247+00.00 T/L - 20' LT.

CTR. 3' R 250+14.00A 9' LT.

CTR. 3' R 250+14.00A 23' RT.

℄ PT. 245+50.27A - 26' RT. = 244+50.00 T/L - 1' LT.

P.C. 236+30.92 T/L - 28.56' LT. = 5+32.69 N.E. - 65.56' LT.

P.C. 236+42.82 T/L - 4.06' LT. = 5+44.59 N.E. - 41.06' LT.

P.C. 239+50.00A - 48.00' RT. = 238+44.26 T/L - 56.12' LT.

P.C. 240+89.08A - 14.88' RT. = 239+88.66 T/L - 54.31' LT.

P.C.C. 242+52.90A - 50.12' RT. = 241+47.05 T/L - 8.07' RT.

CTR. 6' R = 242+52.73A - 56.11' RT. = 241+46.14 T/L - 14' RT.

PT. 244+94.57 CURVE 9 = 244+89.69A 28' RT. = 243+89.42 T/L - 1' LT.

P.C. 241+45.96 T/L - 20' RT. = 10+47.73 N.E. - 17' LT.

P.C.C. 237+09.57 T/L - 13.05' RT. = 6+11.34 N.E. - 23.95' LT.

CTR. 2' R. = 237+09.14 T/L - 15' RT. = 6+10.91 N.E. - 22' LT.

P.T. 239+29.32 T/L - 17' RT. = 8+31.10 N.E. - 20' LT.

℄ PT. 240+46.06 T/L - 17' RT. = 9+47.83 N.E. - 20' LT.

10 N.E.

15 N.E.

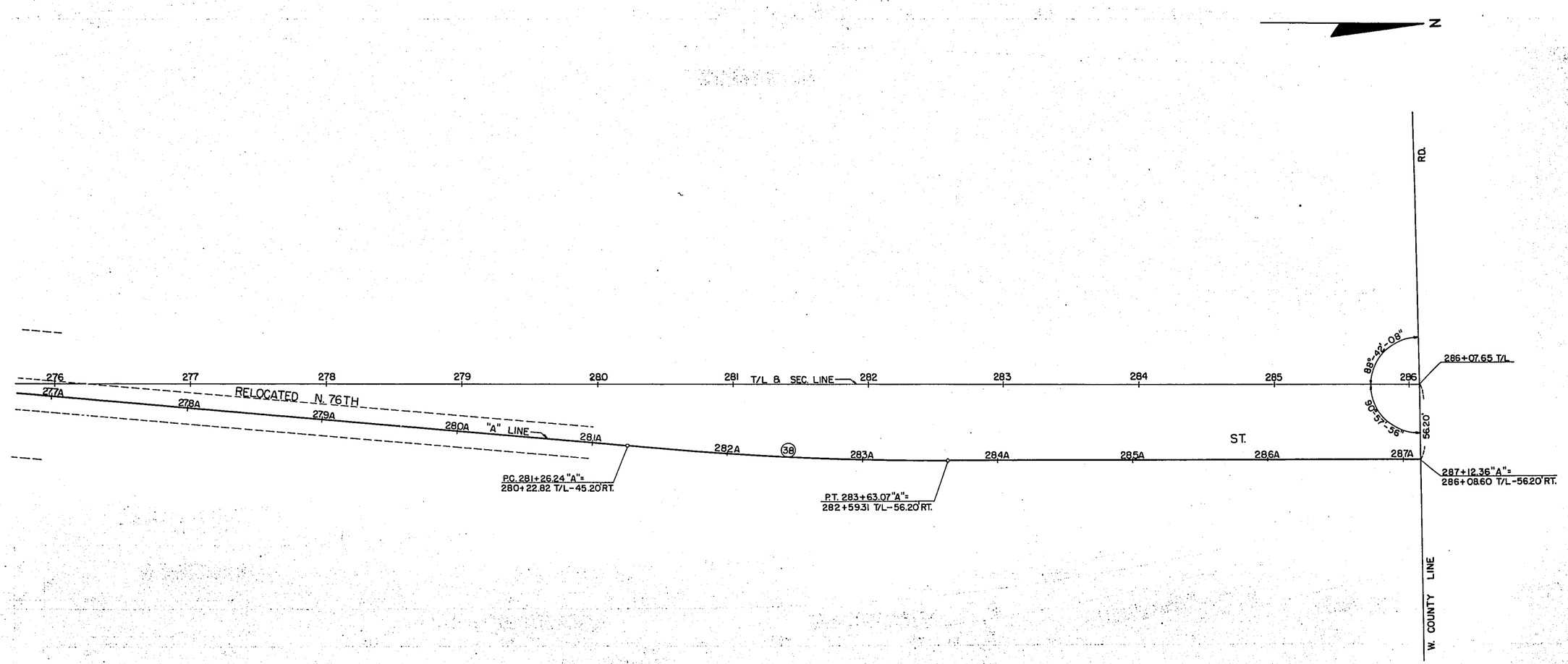
ALIGNMENT PLAN
FOR
NORTH 76 TH STREET
W. BRADLEY RD. TO W. COUNTY LINE RD.

CITY OF MILWAUKEE — MILWAUKEE COUNTY

S.T.H. 181

PROJECT	SHEET NUMBER	TOTAL SHEETS
T0352 (13)	2.16	324

2140-1-71



ALIGNMENT PLAN

FOR

NORTH 76TH STREET

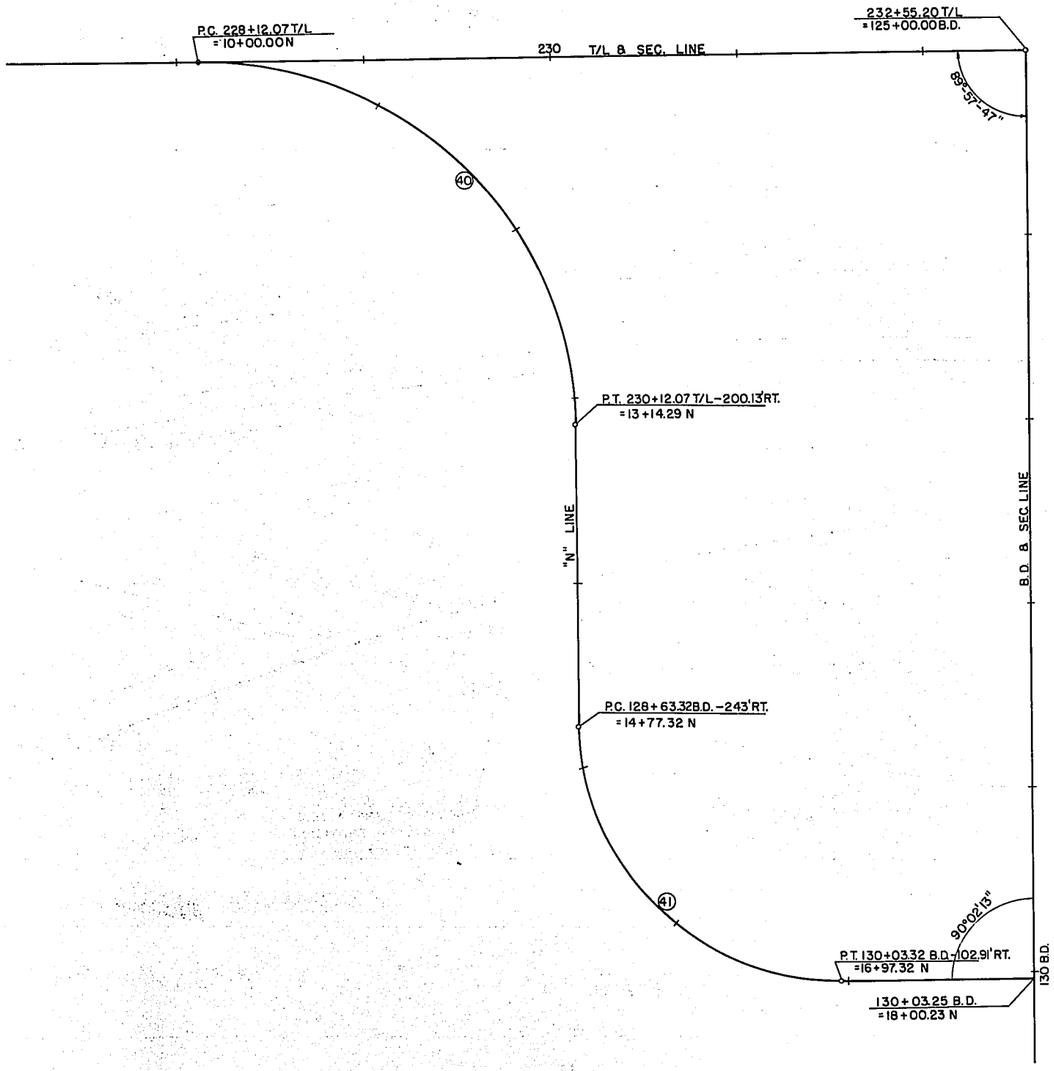
W. BRADLEY RD. TO W. COUNTY LINE RD.

CITY OF MILWAUKEE MILWAUKEE COUNTY

S.T.H. 181 6 OF 7

PROJECT	SHEET NUMBER	TOTAL SHEETS
T0352 (13)	2 J7	324

2140-1-71



ALIGNMENT PLAN

FOR

NORTH 76TH STREET

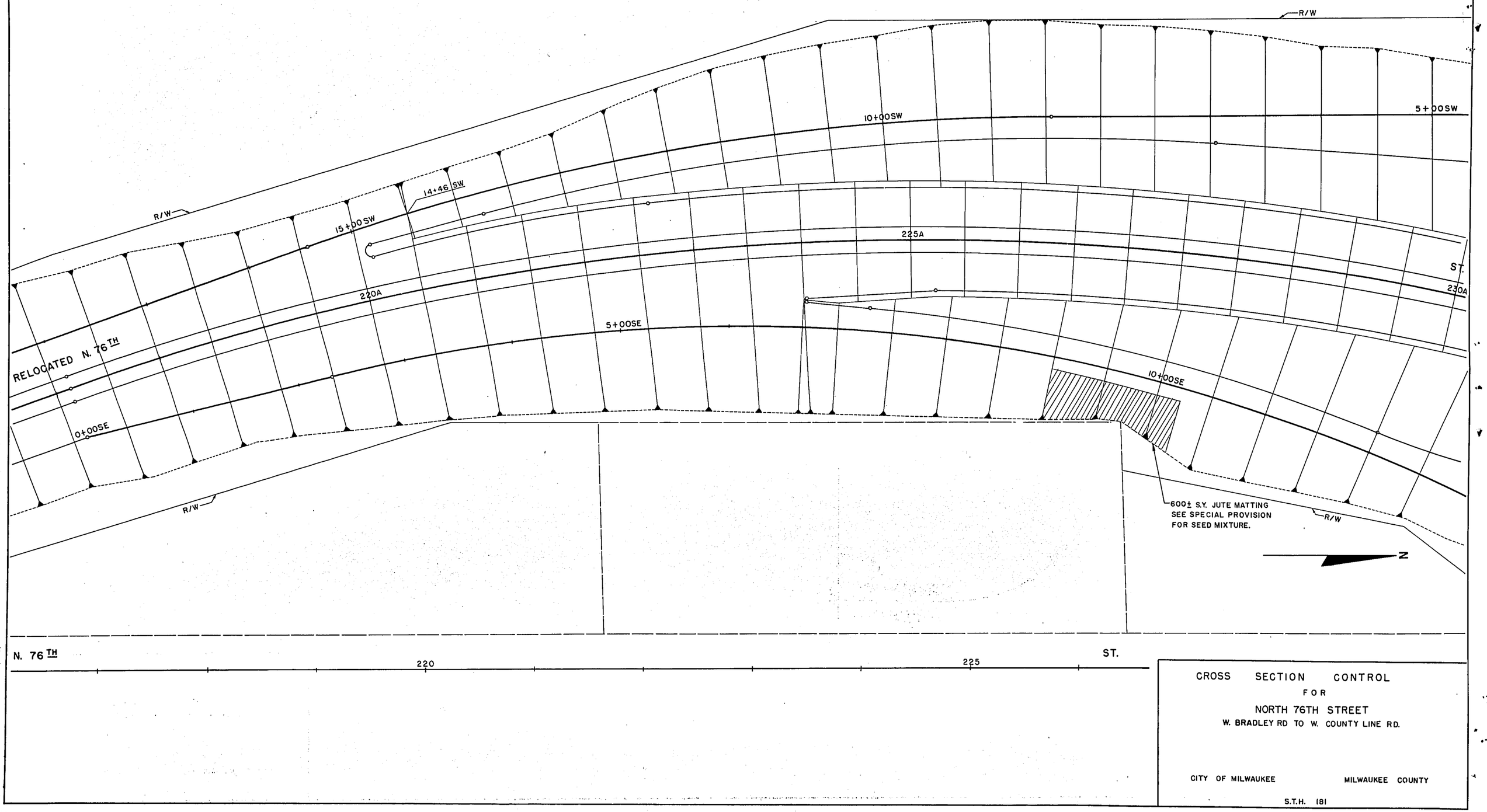
W. BRADLEY RD. TO W. COUNTY LINE RD.

CITY OF MILWAUKEE MILWAUKEE COUNTY

S.T.H. 181 7 OF 7

PROJECT	SHEET NUMBER	TOTAL SHEETS
T 0352 (13)	7.18	329

2140-1-71



CROSS SECTION CONTROL

FOR

NORTH 76TH STREET

W. BRADLEY RD TO W. COUNTY LINE RD.

CITY OF MILWAUKEE MILWAUKEE COUNTY

S.T.H. 181

PROJECT	SHEET NUMBER	TOTAL SHEETS
T 0352(13)	2.19	327

2140-1-71

R/W

5+00SW

120 BD

R/W

RELOCATED N. 76TH

230A

10+00NW

235A

15+00SE

R/W

230

N. 76TH

123 BD

BROWN DEER

R/W

235

5NE

R/W

5+00NW

RELOCATED N. 76TH

232A

235A

ST.

245

R/W

Z

R/W

5+00NW

ST.

240A

ST.

240

10NE

Z

R/W

CROSS SECTION CONTROL
FOR
NORTH 76TH STREET
W. BRADLEY RD. TO W. COUNTY LINE RD.

CITY OF MILWAUKEE — MILWAUKEE COUNTY

S.T.H. 181

ESTIMATE OF QUANTITIES

CONTRACT NO. 1

B.P.R. REGION	PROJECT	SHEET NO.	TOTAL SHEETS
4	T0352(13)	3	324

THIS PROJECT IS TO BE EXECUTED UNDER THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION OF THE STATE HIGHWAY COMMISSION OF WISCONSIN — EDITION OF 1963 AND THE SPECIAL PROVISIONS AS ATTACHED TO THE PROPOSAL.

R I — 8/6/68 2140-1-71

SEC. NO.	STATION TO STATION	NET LENGTH OF CENTER LINE	CLEARING	GRUBBING	REMOVING OLD CULVERT STATION 180+98	187+96	196+32	205+95	243+27	254+50	121 BD 13	234+45	267+79	REMOVING PAVEMENT	REMOVING CONCRETE SIDEWALK	REMOVING BUILDING STA. 229+20 RT.	EXCAVATION UNCLASSIFIED	EXCAVATION BORROW	GRANULAR BACKFILL	FINISHING ROADWAY	GRAVEL OR CRUSHED STONE BASE COURSE	BITUM. CONC. PAV'T.	BITUM. MATERIAL FOR SURFACE COURSE	FIELD OFFICE	CONCRETE PAVEMENT 9"	CONCRETE PAVEMENT 11"	CONCRETE DRIVEWAY	CONCRETE PAVEMENT APPROACH SLAB	CONC. PAVEMENT REINF.	CORRUGATED METAL CULVERT PIPE 12"	18"	24"	30"	48"	54"
	ITEM NO.		20102	20105	20301	20302	20303	20304	20305	20306	20307	20308	20309	20401	20406	20418	20503	20801	20901	21301	30402	40701	40702	90010	40909	40911	40931	40935	40950	52103	52105	52107	52109	52113	52114
	UNIT	LIN. FT.	In. Dia.	In. Dia.	L.S.	L.S.	L.S.	L.S.	L.S.	L.S.	L.S.	L.S.	L.S.	S.Y.	S.Y.	L.S.	C.Y.	C.Y.	C.Y.	L.S.	Ton	Ton	Ton	L.S.	S.Y.	S.Y.	S.Y.	S.Y.	S.Y.	L.F.	L.F.	L.F.	L.F.	L.F.	L.F.
	N. 76th Street																																		
1	180 + 16.93 - 287 + 12.36	10,695.43	5,800	5,900	1	1	1	1	1	1	1	1	1	26,500		1	318,000	27,000	200	1	52,900	3,750	225	1	100,400	100		840	97,800	30	118	58	30	8	15
2	CITY OF MILWAUKEE														1,000												200								
	PARTICIPATION ONLY																																		
3	DIVISION OF HIGHWAYS																																		
	PARTICIPATION ONLY																																		
	Total	10,695.43	5,800	5,900	1	1	1	1	1	1	1	1	1	26,500	1,000	1	318,000	27,000	200	1	52,900	3,750	225	1	100,400	100	200	840	97,800	30	118	58	30	8	15

SEC. NO.	Structure No.	EXCAVATION FOR STRUCTURES	GRANULAR BACK FILL	CONCRETE MASONRY	BAR STEEL REINF.	STRUCTURAL CARBON STEEL	STRUCTURAL LOW ALLOY STEEL	LUBRICATED BRONZE PLATES	BEARING PADS	TREATED TIMBER PILING DELIVERED	TREATED TIMBER PILING DRIVEN	TR'T'D. TIMBER TEST PILING B-40-380	TR'T'D. TIMBER TEST PILING B-40-381	STEEL TEST PILING B-40-404	STEEL PILING DELIVERED	STEEL PILING DRIVEN	TUBULAR RAILING TYPE H	SLOPE PAVING CONC.	ELECTRICAL WORK B-40-380	ELECTRICAL WORK B-40-381	ELECTRICAL WORK B-40-404	PREBORING TREATED TIMBER PILING
	Item No.	20601	20901	50201	50501	50601	50605	50614	50621	50816	50820	50830	50831	51101	51110	51115	51333	60404	90001	90002	90008	90007
	Unit	C.Y.	C.Y.	C.Y.	LB.	LB.	LB.	LB.	S.F.	L.F.	L.F.	L.S.	L.S.	L.S.	L.F.	L.F.	L.F.	S.Y.	L.S.	L.S.	L.S.	L.F.
1	B-40-404	590	850	1,161.1	204,990	271,230	181,120	337	59					1	2,700	2,700	477	580			1	
	B-40-380	360	50	477.6	90,760	136,350	3,250	196	24	2250	1566	1					356		1			684
	B-40-381	280	50	490.4	92,010	137,060	3,250	196	24	2250	1482		1				356			1		768
2																						
3																						
	Total	1,230	950	2,129.1	387,760	544,640	187,620	729	107	4500	3048	1	1	1	2,700	2,700	1,189	580	1	1	1	1,452

SEC. NO.	STRUC. NO.	EXCAVATION FOR STRUC.	GRANULAR BACK-FILL	CONC. MASONRY	BAR STEEL REINF.	STRUCTURAL CARBON STEEL
	ITEM NO.	20602	20901	50401	50502	50601
	UNIT	C.Y.	C.Y.	C.Y.	LB.	LB.
1	C-40-53	4,920	2,198	966	209,338	1,055
2	C-40-53	3,330	2,140	859	193,202	
3	C-40-53	3,315	1,568	555	131,120	175
		11,565	5,906	2,380	533,660	1,230

SEC. NO.	METAL APRON ENDWALLS FOR CULVERT PIPE 24"	30"	48"	JUTE MATTING
	52147	52149	52153	62801
	Each	Each	Each	S.Y.
1	1	1	1	600
2				
3				
	1	1	1	600

SEC. NO.	REINF. CONC. CULVERT PIPE CLASS III 36"	54"	REIN. CON. APRON ENDWALLS FOR CULVERT PIPE 42"	CONCRETE CURB & GUTTER 31"	SIDE WALK 5"	SIDE WALK 7"	RIP-RAP	ST. STR. NON-REIN. CONC. PIPE S.S. 8"	SLOPE PAVING CONC.	STORM SEWER REINF. CONC. PIPE CLASS III 12"	15"	24"	42"	72"	MAN-HOLES TYPE 15	MAN-HOLE COVERS TYPE Q	INLET COVERS TYPE Y	TYPE Z	INLETS TYPE 31	TYPE 33	MANHOLES TYPE 11	TYPE 13	TYPE 14	METAL CONDUIT 2"	METAL CONDUIT 3"	FIBER CONDUIT 3"	CALCIUM CHLORIDE SURFACE TREATMENT	TOPSOIL	SALVAGED TOPSOIL	STRAW MULCH	FERTILIZER	SEEDING	SPECIAL MANHOLE STA. 205 +89, LT.	STRUC. PLATE TUNNEL LINER 60"	PULL-BOXES	BYPASS BARRICADE	TRAFFIC SIGNAL BASE TYPE I
	52209	52212	52268	60124	60205	60207	60601	60702	60404	60825	60826	60829	60834	60839	61119	61155	61176	61177	61184	61186	61115	61117	61118	61302	61303	61323	62301	62501	62505	62701	62901	63001	90003	90004	90005	90006	90009
	L.F.	L.F.	Each	L.F.	S.F.	S.F.	C.Y.	L.F.	S.Y.	L.F.	L.F.	L.F.	L.F.	L.F.	Each	Each	Each	Each	Each	Each	Each	Each	Each	L.F.	L.F.	L.F.	Ton	S.Y.	S.Y.	S.Y.	CWT.	S.Y.	Each	L.F.	Each	L.F.	Each
1	39	81	2	54,600	280		111	2,381	300	1,509	83	150	272	170	1	3	103	61	83	81	1			355	2,084	1,061	100	29,000	118,000	162,000	135	162,000	1	58	22	1,600	2
2		74				640									1	5		2	1		1	3	1													
3																1					1															
Tot.	39	155	2	54,600	280	640	111	2,381	300	1,509	83	150	272	170	2	9	103	63	84	81	3	3	1	355	2,084	1,061	100	29,000	118,000	162,000	135	162,000	1	58	22	1,600	2

PROJECT	SHEET NUMBER	TOTAL SHEETS
T0352(13)	3A	324

2140-1-71

DETAIL SUMMARY SHEET OF MISCELLANEOUS QUANTITIES

	Loc.	Trees Clearing	Trees Grubbing	Removing Pavement	Removing Conc. Walk	Gravel or C. S. Base Cour.	Bitum. Conc. Pavement	Conc. Pav't. 9" (Reinf.)*	Conc. Pav't. 9" (Non-Reinf.)	Conc. Driveway	Conc. Pav't. Approach Slab	Conc. Pav't. Reinforcement	C.C. & G. 31"	Conc. Walk 5"	Conc. Walk 7"	Topsoil
		I.D.	I.D.	S.Y.	S.Y.	Tons	Tons	S.Y.	S.Y.	S.Y.	S.Y.	S.Y.	L.F.	S.F.	S.F.	S.Y.
N. 76th St.																
180+16.93 - 181+00	L			114		150		393		60		393	183		253	136
181+00 - S/L W. Tower Ave.	L	48	48	627		900		1,929		62		1,929	1,008		250	1,499
W. Tower Ave. Interch.	L			61		130		374				374	47			
N/L W. Tower Ave. - 187+00	L			46		60		136				136	80			96
187+00 - S/L Railway Struc.	L			92		740		1,713			117	1,713	1,046			3,025
Railway Struc.	L			73												
N/L Railway Struc. - 199+00	L					730		1,685			117	1,685	1,031			6,333
199+00 - 217A+00	L	1,703	1,679	672		2,660		6,810		78		6,810	3,513		137	9,056
217A+00 - 235+00	L	366	366			2,460		5,795			184	5,795	3,311			5,350
235A+00 - 253+00	L	65	65		202	3,090		7,994				7,994	3,745	50		4,936
253A+00 - 271A+00	L	285	285			2,625		6,461				6,461	3,574			6,814
271A+00 - 286A+10	L	62	62	1,842		2,600		3,621	1,580			3,621	2,173			3,734
180+16.93 - 181+00	R			134		130		303				303	203			270
181+00 - 187+00	R			733		970		2,442				2,442	1,102			1,582
187+00 - S/L Railway Struc.	R			92		680		1,573			117	1,573	968			4,617
Railway Struc.	R			73												
N/L Railway Struc. - 199+00	R	357	372			780		1,826			117	1,826	1,110			6,623
199+00 - 217A+00	R	1,214	1,282	2,078		2,650		6,768				6,768	3,538			8,869
217A+00 - 235A+00	R	210	210			2,650		6,737			188	6,737	3,186			7,513
235A+00 - 253A+00	R	36	60	2,689	202	3,060		7,763				7,763	4,039			7,758
253A+00 - 271A+00	R	213	259	4,417		2,575		6,461				6,461	3,568			5,228
271A+00 - 286A+10	R	61	61	1,849		2,770		3,476	1,120			3,476	1,869			2,983
"S" Line, T/L, & "N" Line																
0+81.21S - 218+00 T/L	L	72	72	399		325	118									597
218+00 T/L - 224+00 T/L	L					75	132									
224+00 T/L - 228+12.07 T/L = 10+00N	L					52	91									
10+00N - 17+20N	L	18	18	450	596	678	168									1,319
0+81.21 - 218+00 T/L	R	13	13	399		325	120									502
218+00 T/L - 224+00 T/L	R					75	132									
224+00 T/L - 228+12.07 T/L = 10+00N	R					52	91									
10+00N - 17+20N	R	14	14	450		698	176									1,564
W. Brown Deer Road.																
111+15 BD - 134+67.80 BD	L	223	244	3,142		4,326	494	7,112				7,112	2,950	114		8,058
111+15 BD - 135+81.80 BD	R	467	467	4,049		4,321	493	7,040				7,040	3,390	116		7,674
W. County Line Rd.																
7+29.99 CL - 12+00 CL	L						138									
7+29.99 CL - 12+00 CL	R			269		711	295						400			547
NE Ramp		187	187	1,750		1,016		2,174				2,174	1,963			7,090
NW Ramp		73	23			882		1,959				1,959	1,780			9,579
SE Ramp						996		2,209				2,209	1,972			10,480
SW Ramp						1,399		3,046				3,046	2,851			13,168
Bypass "Z"		113	113			2,859	802									
Temporary Road						1,700	500									

RIP RAP	
LOCATION	C.Y.
244A + 25 (94' RT.)	11
126BD+70 (150' LT.)	100

BYPASS BARRICADE	
LOCATION	LIN. FT.
11Z +00 - 16Z+50	550
17Z+00 - 27Z+50	1,050

SLOPE PAVING	
LOCATION	S.Y.
127 BD + 10 (175' LT.)	300
B 40-404	580

* Existing Pavement To Remain In High Fill Areas.
** Includes 11" Conc. Pav't.

DETAIL SUMMARY SHEET OF MISCELLANEOUS QUANTITIES

3B'

2140-1-71

B. R. R. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	T 0352 (13)	3B	327

BUILD INLETS

STATION	SIDE LEFT	SIDE RIGHT	TYPE INL.	TYPE COV.	GRATE ELEV.	INLET ELEV.	DISCH. ELEV.	S.S.N. R.C.P.S.S. 8"	R.C.P. CL III S.S. 12"	R.C.P. CL III S.S. 15"
207+75A	X		33	Y	165.72	162.17	161.58	10		
209+00A		13	33	Y	166.38	162.83	162.73	10		
209+00A	T/L		31	Z	166.46	162.40	160.65		32	
210+75A	X		33	Y	164.22	160.67	160.03	10		
212+35A		13	33	Y	164.72	161.17	161.07	10		
212+35A	T/L		31	Z	164.78	160.74	158.80		53	
212+80A		84	33	Y	165.38	161.83	161.46	35		
212+80A	X		~~33~~ 31	Y	163.20	159.~~62~~ 20	159.13	10		
212+80A	62		33	Z	163.69	160.10	159.~~80~~ 70	12		
213+65A	X		31	Y	163.02	159.22	159.05		10	
215+00A		X	33	Y	162.18	158.63	157.85	78		
216+23A	X		33	Y	161.35	157.80	156.78	12		
216+25A	T/L		33	Z	161.57	158.02	156.70	32		
~~217+13.45A~~ 217+12.5		X	33	Y	159.41	155.86	155.06	78		
219+50A	6		33	Z	155.94	152.39	152.06	5		
219+50A	13		31	Y	155.61	151.73	151.41		32	
222+50A	6		33	Z	148.92	145.37	145.04	5		
222+50A	13		31	Y	148.59	144.71	139.90		70	
225+50A	6		33	Z	140.84	137.29	136.96	5		
225+50A	13		31	Y	140.51	136.63	130.42		63	
226+25A		X	31	Y	138.37	134.82	128.23	50		
228+50A	13		33	Y	134.41	130.86	130.76	5		
228+50A	6		31	Z	134.74	130.43	127.85		87	
231+23A	13		33	Y	131.27	127.72	126.72	10		
232+00A	T/L		31	Z	130.95	125.76	124.75		75	
232+25A		X	33	Y	130.14	126.59	126.09	50		
236+50A	X		33	Y	126.06	122.51	121.83	10		
236+50A	T/L		31	Z	127.04	123.49	121.83	32		
237+00A		X	33	Y	125.14	121.59	120.93	78		
239+00A	X		33	Y	121.14	117.59	116.93	10		
239+00A	T/L		31	Z	122.12	118.57	116.93	32		
239+58A		X	33	Y	120.01	116.46	115.73	78		
241+93.51A	49.93		33	Y	114.48	110.93	110.48	17		
242+00A	T/L		31	Z	115.96	111.23	110.15		30	
242+25A		22	33	Y	115.41	111.86	111.56	30		
245+47A		27	33	Y	112.00	108.45	107.45	24		
247+51.27A	X		33	Y	112.04	108.49	107.78	10		
248+50A		X	33	Y	112.95	109.43	109.03	~~18~~ 33		
251+21A		3	31	Z	116.12	112.57	111.13	~~68~~ 36		
251+21A	X		33	Y	116.16	112.61	111.13	~~68~~ 36		
251+13A		X	33	Y	115.57	112.02	111.18	~~76~~ 20		
253+50A	X		33	Y	118.74	115.19	114.48	10	22	
253+50A		X	33	Y	118.21	114.66	114.03	15		
254+32A		3	33	Z	120.30	116.75	115.34	35		
256+00A	X		33	Y	121.57	118.02	117.33	10		
256+00A		X	33	Y	121.06	117.51	116.83	10		
258+50A	X		33	Y	123.64	120.09	119.38	10		
258+50A		3	33	Z	124.12	120.57	118.93	29		
258+50A		X	33	Y	123.14	119.59	118.93	10		
261+00A	X		33	Y	124.89	121.34	120.68	10		
261+00A		X	33	Y	124.39	120.84	119.88	10		
266+50A	X		33	Y	124.64	121.09	120.38	10		
266+50A		X	~~33~~ 31	Y	124.14	120.59	119.63	10		
268+98A		3	31	Z	123.99	119.31	118.31		5	
269+00A	X		31	Y	123.39	118.72	118.25		7	
269+00A		X	31	Y	~~123.99~~	118.42	117.65		7	
269+02A		3	31	Z	123.99	119.39	119.31		2	
269+05A	X		31	Y	123.42	118.82	118.72		3	
269+05A		X	31	Y	~~123.42~~	118.52	118.42		3	
271+50A	13		33	Y	125.38	121.83	121.08	18		
271+50A		X	33	Y	124.14	120.59	120.18	10		
275+00A	13		33	Y	126.23	122.68	121.66	17		
276+50A	X		33	Y	124.01	120.46	119.63	10		
276+50A		X	33	Y	123.14	119.59	118.86	10		
279+00A	X		33	Y	119.83	116.28	115.58	10		
279+00A		3	33	Z	120.56	117.01	115.08	29		
280+99A	X		33	Y	114.60	111.05	110.38	10		
283+00A		8	33	Z	110.38	106.83	104.58	24		
181+80	T/L		~~33~~ 31	Z	184.30	180.75	173.65	38		
185+79	X		~~33~~ 31	Y	182.60	176.35	~~176.35~~	~~8~~		
185+79	5		~~33~~ 31	Z	183.50	179.95	174.95	43		
186+00		X	~~33~~ 31	Y	182.50	178.95	175.05	10		
186+12.50	83		33	Z	181.90	178.35	178.15	14		
186+50		X	~~33~~ 31	Y	182.47	178.82	175.22	10		
186+52.50	83		33	Z	182.20	178.65	178.15	28		
186+84	X		~~33~~ 31	Y	182.90	~~179.36~~	~~178.46~~	46		
186+84	2		31	Z	183.70	~~178.15~~	~~177.30~~	~~8~~	~~8~~	
189+50	X		33	Y	191.28	187.73	186.75	48		
189+50	T/L		31	Z	192.26	186.75	186.60		8	
189+50		X	33	Y	191.28	187.73	186.90	42		
196+25	X		33	Y	194.93	191.38	190.38	48		
196+25	T/L		31	Z	195.91	190.38	189.80		8	
196+25		X	33	Y	194.93	191.38	190.30	42		
199+25	X		33	Y	183.00	179.45	178.45	48		
199+25	T/L		~~33~~ 31	Z	183.98	178.45	177.90		8	
199+25		X	33	Y	183.00	179.45	178.40	42		
202+25	X		33	Y	171.16	167.61	167.30	13		
202+25		X	~~33~~ 31	Y	171.16	167.51	166.60	45		
202+38	T/L		33	Z	171.73	168.18	168.00	6		
204+75	X		33	Y	167.77	164.22	161.70	13		
205+00		X	33	Y	167.72	164.17	163.87	13		
205+50	T/L		33	Z	168.33	164.78	161.23	37		
205+50		X	33	Y	168.06	164.51	160.45	13		
240+50A		X	33	Y	118.82	115.25	113.74	83		
246 ~~+00A~~ +15A		~~28~~ 18	31	Y	111.92	107.42	106.30	4		
248 +01A		19	31	Y	113.48	109.93	107.78	~~76~~ 15		
245 +50A	T/L	~~X~~	31	Z	111.62	107.42	105.00		24	
187+60	70	°	31	Q	181.80	MATCH EXIST.	176.45			80'
246 +25A		X	31	Y	111.47				22	
246 +50A		X	33	Y	111.48			21		

* TO BE BUILT BY CITY OF MILWAUKEE

274+95A 59 31 Z 10 CCO #13

BUILD INLETS

STATION	SIDE LEFT	SIDE RIGHT	TYPE INL.	TYPE COV.	GRATE ELEV.	INLET ELEV.	DISCH. ELEV.	S.S.N. R.C.P.S.S. 8"	R.C.P. CL III S.S. 12"	R.C.P. CL III S.S. 15"
2+92 ~~3+00~~SE	1		31	Y	153.21	148.80	148.60		7	
CCO#12 ~~3+00SE~~		12	~~31~~	~~Z~~	153.61	149.01	148.80		10	
~~6+00SE~~ 6+00SE	1		31	Y	144.85	140.45	140.25		7	
~~6+00SE~~ 9+00SE		12	~~31~~	~~Z~~	145.25	140.65	140.45		10	
9+00SE	1		31	Y	132.67	128.07	128.00		7	
9+00SE		12	31	Z	133.07	128.47	128.07		10	
12+00SE	1		31	Y	117.67	113.07	113.00		7	
12+00SE		12	31	Z	118.07	113.47	113.07		10	
15+11.75SE	1		31	Y	109.37	104.77	104.45		35	
15+11.75SE		12	31	Z	109.65	105.05	104.77		10	
15+22.50SE	43		31	Z	109.00	104.40	104.08		32	
15+00 SE	1		33	Y	109.33	105.78	105.58	10		
3+25NE	1		33	Y	108.86	105.31	~~104.85~~ 105.16	23		
3+00NE	1		31	Y	108.71	105.~~80~~16	104.89	41	61	
3+00NE	80		31	Z	109.00	104.40	103.93		~~77~~ 27	
6+00NE	1		33	Y	112.11	108.56	107.86	7		
246+25 6+04NE	43		31	Z	112.12	108.57	107.68	29		
~~14+25NE~~	~~1~~		~~31~~	~~Y~~	~~111.27~~	~~107.72~~	~~107.39~~	~~25~~		
246+50 ~~14+50NE~~	1		~~33~~	Y	111.40	107.85	107.59	~~83~~		
3+00NW	1		33	Y	110.41	106.86	106.06	21 ~~40~~		
2+75NW	1		31	Y	110.38	104.80	104.65		30	
2+77NW		20	31	Z	108.00	105.00	104.80		18	
10+50NW		12	31	Z	112.23	107.63	107.50		10	
10+50NW	1		31	Y	111.83	107.50	106.80		7	
10+50NW	26		31	Z	112.39	107.79	106.80		13	
13+50NW	1		31	Y	108.60	104.05	103.85		41	
14+00NW	35		31	Z	109.00	104.40	103.50		30	
14+45NW		23	31	Z	107.00	103.00	102.84		32	
13+25NW	1		33	Y	108.75	105.20	104.74	23		
2+25SW	1		33	Y	109.80	106.25	105.79	23		
2+00SW		12	31	Z	109.60	105.00	104.90		10	
2+00SW	1		31	Y	109.66	104.90	104.75		25	
3+00SW	78		31	Z	109.50	104.90	104.45		24	
5+50SW	1		33	Y	119.21	115.66	114.83	23		
5+50SW	36		31	Y	119.21	114.59	114.50		6	
5+50SW	42		31	Z	119.29	114.65	114.59		5	
6+50SW		12	31	Z	123.61	119.01	118.60		27	
9+25SW	26		31	Z	133.97	129.37	129.05		5	
10+50SW		12	31	Z	139.77	135.17	134.15		18	
15+50SW			31	Z	157.94	153.34	152.00		~~20~~ 33	
9+30 SW	20	~~55~~	~~33~~	Y	ADDITIONAL QUS TO CITY MILW ERROR				40	
120+86 BD	140		33	Y	108.54	104.99	104.53	23		
119+37.28BD	X		31	Y	109.86	102.84	102.80		6	
119+73BD	T/L		31	Z	110.35	105.75	103.00		35	
120+31.61BD	X		31	Y	109.37	104.70	103.50		15	
120+40.78BD		83	31	Y	109.80	105.00	104.90		7	
120+57BD		84	31	Z	109.13	105.13	105.00		13	
120+79BD	117		31	Y	108.42	103.95	103.85		15	
120+83BD	89		31	Z	108.33	104.08	103.95		25	
121+75BD		X	31	Y	108.38	~~103.90~~	~~103.80~~	~~40~~	101.92	83
121+77BD	X		31	Y	108.28	103.68	102.66		6	
122+23BD		X	31	Y	108.38	~~103.90~~	~~103.80~~	~~40~~	104.75	~~83~~
122+25BD	X		31	Y	108.28	103.68	102.41		6	
122+75BD		X	31	Y	108.38	~~103.90~~	~~103.80~~	~~40~~	105.08	48
122+77BD	X		31	Y	108.28	103.68	102.15		6	
123+37BD		84.5	31	Z	108.66	104.50	104.35		25	
123+52BD		62	31	Y	108.79	104.35	104.25		17	
123+66BD	85		31	Y	108.62	104.02	103.85		15	
123+79.5BD	77		31	Y	109.24	103.85	103.50		35	
124+08BD	X		31	Y	109.33	103.50	101.31		6	
124+38.43BD	T/L		31	Z	110.24	105.64	102.00		65	
124+80.82BD		X	31	Y	109.84	105.24	104.70		42	
127+00BD		~~178~~218	31	Z	115.50	109.~~90~~40	~~106.10~~		103.90 150'	- 24"
127+00BD		~~220~~260	31	Z	115.50	110.90	110.40			50
128+12.69BD		X	33	Y	112.33	106.78	108.08	7		
128+12.69BD	X		33	Y	112.33	106.78	108.08	8		
129+78.03BD		100	31	Z	113.00	108.40	108.05	15		
130+28.03BD		100	31	Z	113.00	106.40	108.05	35		
~~130+42BD~~		~~5~~	~~33~~	~~B~~	~~115.70~~	~~112.23~~	~~110.50~~	~~36~~	DELETED	
130+50BD		X	~~33~~ 31	~~Y~~ Z	114.82	110.35	110.25	7		
129+39.75		6.0	STUB FOR LIFT STATION					10		
3+00 SE		24	31	Z	151.7	149.2	149.0		8	
6+00SE		24	31	Z	142.9	140.7	140.7		8	

CCO #13

CONSTRUCTION NOTES

1) UNLESS OTHERWISE SPECIFIED, ALL PIPE WILL BE CLASS III.
2) GRATE ELEVATIONS ARE GIVEN AT FLOW LINE OF INLET GRATE OR CENTER OF MANHOLE COVER.
3) LOCATION OF STRUCTURES REFERS TO C/L OF GRATE OR COVER.
4) PIPE LENGTHS GIVEN ARE APPROX. OUT TO OUT OF STRUCTURES.
5) ALL ITEMS ARE IN SECTION I UNLESS NOTED.

CITY MH RELOCATED

CORRUGATED METAL PIPE

STATION	LEFT	RIGHT	SIZE	LENGTH	INLET ELEV.	DISCH. ELEV.
~~105+98BD LT~~	~~50~~		~~30~~	~~20~~	~~113.80~~	~~110.80~~
166+06BD	60					
244A+25	83-96'		54"	15	107.85	100.64
16Z+72	C/L		18"	58		
16Z+94	C/L		18"	60		
10N+00		X	12"	30		
9CL+50		X	24"	48		

DELETED

SEE ADJOINING COLUMN

2+92 ~~3+00~~SE 1 ~~31~~ Y 153.21 148.80 148.60 7

~~3+00SE~~ 12 ~~31~~ ~~Z~~ 153.61 149.01 148.80 10

~~6+00SE~~ 1 31 Y 144.85 140.45 140.25 7

~~6+00SE~~ 12 ~~31~~ ~~Z~~ 145.25 140.65 140.45 10

9+00SE 1 31 Y 132.67 128.07 128.00 7

9+00SE 12 31 Z 133.07 128.47 128.07 10

12+00SE 1 31 Y 117.67 113.07 113.00 7

12+00SE 12 31 Z 118.07 113.47 113.07 10

15+11.75SE 1 31 Y 109.37 104.77 104.45 35

15+11.75SE 12 31 Z 109.65 105.05 104.77 10

15+22.50SE 43 31 Z 109.00 104.40 104.08 32

15+00 SE 1 33 Y 109.33 105.78 105.58 10

3+25NE 1 33 Y 108.86 105.31 ~~104.85~~ 105.16 23

3+00NE 1 31 Y 108.71 105.~~80~~16 104.89 41 61

3+00NE 80 31 Z 109.00 104.40 103.93 ~~77~~ 27

6+00NE 1 33 Y 112.11 108.56 107.86 7

246+25 6+04NE 43 31 Z 112.12 108.57 107.68 29

~~14+25NE~~ ~~1~~ ~~31~~ ~~Y~~ ~~111.27~~ ~~107.72~~ ~~107.39~~ ~~25~~

246+50 ~~14+50NE~~ 1 ~~33~~ Y 111.40 107.85 107.59 ~~83~~

3+00NW 1 33 Y 110.41 106.86 106.06 21 ~~40~~

2+75NW 1 31 Y 110.38 104.80 104.65 30

2+77NW 20 31 Z 108.00 105.00 104.80 18

10+50NW 12 31 Z 112.23 107.63 107.50 10

10+50NW 1 31 Y 111.83 107.50 106.80 7

10+50NW 26 31 Z 112.39 107.79 106.80 13

13+50NW 1 31 Y 108.60 104.05 103.85 41

14+00NW 35 31 Z 109.00 104.40 103.50 30

14+45NW 23 31 Z 107.00 103.00 102.84 32

13+25NW 1 33 Y 108.75 105.20 104.74 23

2+25SW 1 33 Y 109.80 106.25 105.79 23

2+00SW 12 31 Z 109.60 105.00 104.90 10

2+00SW 1 31 Y 109.66 104.90 104.75 25

3+00SW 78 31 Z 109.50 104.90 104.45 24

5+50SW 1 33 Y 119.21 115.66 114.83 23

5+50SW 36 31 Y 119.21 114.59 114.50 6

5+50SW 42 31 Z 119.29 114.65 114.59 5

6+50SW 12 31 Z 123.61 119.01 118.60 27

9+25SW 26 31 Z 133.97 129.37 129.05 5

10+50SW 12 31 Z 139.77 135.17 134.15 18

15+50SW 31 Z 157.94 153.34 152.00 ~~20~~ 33

9+30 SW 20 ~~55~~ ~~33~~ Y ADDITIONAL QUS TO CITY MILW ERROR 40

120+86 BD 140 33 Y 108.54 104.99 104.53 23

119+37.28BD X 31 Y 109.86 102.84 102.80 6

119+73BD T/L 31 Z 110.35 105.75 103.00 35

120+31.61BD X 31 Y 109.37 104.70 103.50 15

120+40.78BD 83 31 Y 109.80 105.00 104.90 7

120+57BD 84 31 Z 109.13 105.13 105.00 13

120+79BD 117 31 Y 108.42 103.95 103.85 15

120+83BD 89 31 Z 108.33 104.08 103.95 25

121+75BD X 31 Y 108.38 ~~103.90~~ ~~103.80~~ ~~40~~ 101.92 83

121+77BD X 31 Y 108.28 103.68 102.66 6

122+23BD X 31 Y 108.38 ~~103.90~~ ~~103.80~~ ~~40~~ 104.75 ~~83~~

122+25BD X 31 Y 108.28 103.68 102.41 6

122+75BD X 31 Y 108.38 ~~103.90~~ ~~103.80~~ ~~40~~ 105.08 48

122+77BD X 31 Y 108.28 103.68 102.15 6

123+37BD 84.5 31 Z 108.66 104.50 104.35 25

123+52BD 62 31 Y 108.79 104.35 104.25 17

123+66BD 85 31 Y 108.62 104.02 103.85 15

123+79.5BD 77 31 Y 109.24 103.85 103.50 35

124+08BD X 31 Y 109.33 103.50 101.31 6

124+38.43BD T/L 31 Z 110.24 105.64 102.00 65

124+80.82BD X 31 Y 109.84 105.24 104.70 42

127+00BD ~~178~~218 31 Z 115.50 109.~~90~~40 ~~106.10~~ 103.90 150' - 24"

127+00BD ~~220~~260 31 Z 115.50 110.90 110.40 50

128+12.69BD X 33 Y 112.33 106.78 108.08 7

128+12.69BD X 33 Y 112.33 106.78 108.08 8

129+78.03BD 100 31 Z 113.00 108.40 108.05 15

130+28.03BD 100 31 Z 113.00 106.40 108.05 35

~~130+42BD~~ ~~5~~ ~~33~~ ~~B~~ ~~115.70~~ ~~112.23~~ ~~110.50~~ ~~36~~ DELETED

130+50BD X ~~33~~ 31 ~~Y~~ Z 114.82 110.35 110.25 7

129+39.75 6.0 STUB FOR LIFT STATION 10

3+00 SE 24 31 Z 151.7 149.2 149.0 8

6+00SE 24 31 Z 142.9 140.7 140.7 8 CCO #13

MANHOLES OR INLETS

SEC.	CODE	LOCATION	TYPE STR	TYPE COVER	RIM ELEV.	DEPTH	REMARKS
	11	205+89.78 - 68' RT.	—	—			GRATE & APRON ENDWALL REQ'D.
	10	205+89.78 - 60' RT.	—	—			
	9	205+89.78 - 43.70' RT.	15	Q	168.56	9.41	
	8	205+89.82 21.30' LT.	SEE MH-O		167.78	8.38	
	7	205+89.84 - 6.0' LT.	—	—			
	6	205+89.84 - 69.30' LT.	—	—			GRATE REQUIRED
	5	194+49.50 - 154.78' LT.	*	—			
	4	194+11.88 - 152.91' LT.	—	—			
	3	193+53.96 150.03' LT.	—	—			
	2	193+52 - 149.93' LT.	—	—			
	2A	193+52 - 156.9' LT.	—	—			GRATE & APRON ENDWALL REQ'D.
2	1	193+18 148.24' LT.	15	~~Q~~	173.00	9.75	CITY
2		176+42 BD 35.75' LT.	11	Q	113.17	4.37	CITY ACCESS TO BOX CULV.
3		166+78 BD 36.75' LT.	11	Q	118.99	4.64	STATE "
		125+50 BD 35.75' LT.	11	Q	110.70	7.45	"
	12	268A+90 60' LT.	—	—	—	—	
2	13	268A+90 35' LT.	13	Q	123.96	7.51	
2	14	268A+90 31 36' RT.	13	Q	~~123.46~~ 123.54	~~7.51~~	7.57
	15	268A+90 66' RT.	—	—		—	
2	16	127 +00 BD 23' RT.	14	Q	111.88	9.48	
2	17	127 +00 BD 45' LT.	13	Q	111.52	9.52	
	18	127 +00 BD 137' LT.	—	—			
	19	244A+25 83' LT.	—	—			
	20	244A+25 94' RT.	—	—			
		244A+25 5.25 LT.	SPMH	Q	112.8		SEE DETAIL CCO #2

STORM SEWER & CULVERT PIPE

LOCATION FROM	LOCATION TO	SIZE	LENGTH	INL. ELEV.	DIS. ELEV.	REMARKS	SEC.
11	10	48"	8	159.70	159.05	C.M.C.P. 12 GAUGE	
10	9	54"	16	159.05	159.15	CLASS III R.C.C.P.	
9	8	54"	65	159.15	159.40	CLASS III R.C.C.P.	
8	7	36"	39	160.20	160.50	CLASS III R.C.C.P.	
7	6	30"	10	160.50	165.00	C.M.C.P. 14 GAUGE	
5	4	54"	38	163.00	163.09	CLASS III R.C.C.P. CITY	2
4	3	60"	58	163.09	163.22	STRUCTURAL PLATE TUNNEL LINER, 60	
3	2	54"	2	163.22	163.22	CLASS III R.C.C.P. CITY	2
2A	2	24"	10	166.2	171.0	C.M.C.P. 16 GAUGE	
2	1	54"	34	163.22	163.30	CLASS III R.C.C.P. CITY	2
12	13	42"	23	116.63	116.45	BULKHEAD INL. END	
13	14	42"	66	116.45	115.95		
14	15	42"	29	115.95	115.73	ENDWALL & GRATE DIS.	
16	17	42"	64	102.40	102.00		
17	18	42"	90	102.00	97.00	ENDWALL & GRATE DIS.	
19	20	72"	170'	100.64	99.76	SEE DETAIL SHEET 2.6 / 324 END GRATE & RIPRAP ENDWALL	

31

DETAIL SUMMARY SHEET OF MISCELLANEOUS QUANTITIES

63 Pl
2
65 Plan — 3

PROJECT	SHEET NUMBER	TOTAL SHEETS
T0352(13)	3C	329

2140-1-71

3" METAL CONDUIT

Location	Lin. Ft.
185+95 (10.5'Lt.) to 185+95 (49.5'Lt.)	39.0
185+95 (4.0'Lt.) to 185+95 (49.5'Rt.)	53.5
186+15 (68.0'Lt.) to 186+55 (68.0'Lt.)	40.0
186+75 (10.5'Lt.) to 186+75 (49.5'Lt.)	39.0
186+75 (6.0'Rt.) to 186+75 (49.5'Rt.)	43.5
212A+56 (8.0'Lt.) to 212A+56 (49.5'Rt.)	41.5
212A+56 (7.0'Rt.) to 212A+56 (51.0'Rt.)	44.0
212A+78 (76.0'Rt.) to 213A+21 (76.0'Rt.)	43.0
213A+45 (0.5'Lt.) to 213A+45 (49.5'Lt.)	49.0
213A+45 (9.5'Rt.) to 213A+45 (49.5'Rt.)	40.0
250A+05 (65.5'Rt.) to 250A+05 (22'Rt.)	43.5
250A+05 (22'Rt.) to 250A+09 (23'Rt.)	3.0
250A+05 (22'Rt.) to 250A+05 (8'Lt.)	30.0
250A+05 (8'Lt.) to 250A+09 (9'Lt.)	3.0
250A+05 (8'Lt.) to 250A+17 (66'Lt.)	60.0
250A+17 (66'Lt.) to 250A+55 (66'Lt.)	37.0
250A+55 (66'Lt.) to 251A+16 (53'Lt.)	62.0
251A+16 (53'Lt.) to 251A+11 (6'Rt.)	58.0
251A+11 (6'Rt.) to 251A+07 (65.5'Rt.)	59.5
264A+31 (10.5'Lt.) to 264A+31 (49.5'Lt.)	39.0
264A+31 (10.5'Rt.) to 264A+31 (49.5'Rt.)	39.0
265A+05 (10.5'Lt.) to 265A+05 (49.5'Lt.)	39.0
265A+05 (10.5'Rt.) to 265A+05 (49.5'Rt.)	39.0
286A+87 (34.0'Lt.) to 286A+87 (34.0'Rt.)	66.5
286A+87 (34.0'Lt.) to 287A+28 (34.0'Lt.)	40.5
286A+87 (34.0'Rt.) to 287A+27 (34.0'Rt.)	39.5
120BD+06 (4'Rt.) to 120BD+06 (61.0'Rt.)	55.5
120BD+06 (4'Rt.) to 120BD+28 (65.0'Lt.)	71.5
120BD+06 (61.0'Rt) to 120BD+69 (63.0'Rt.)	61.0
120BD+28 (65.0'Lt.) to 120BD+83 (65.0'Lt.)	53.0
120BD+69 (63.0'Rt.) to 121BD+05 (1.0'Lt.)	73.0
120BD+83 (65.0'Lt.) to 121BD+05 (1.0'Lt.)	66.0
123BD+11 (1.0'Rt.) to 123BD+31 (62.0'Rt.)	63.5
123BD+11 (1.0'Rt.) to 123BD+55 (62.0'Lt.)	75.5
123BD+31 (62.0'Rt.) to 123BD+88 (62.0'Rt.)	55.5
123BD+55 (62.0'Lt.) to 124BD+19 (62.0'Lt.)	61.5
124BD+18 (4.0'Lt.) to 123BD+88 (62.0'Rt.)	71.0
124BD+18 (4.0'Lt.) to 124BD+19 (62.0'Lt.)	57.0
129BD+61 (56.5'Lt.) to 129BD+61 (6.5'Lt.)	50.0
129BD+61 (13.5'Rt.) to 129BD+61 (56.5'Rt.)	43.0
129BD+83 (78.0'Rt.) to 130BD+26 (78.0'Rt.)	43.0
130BD+47 (56.5'Rt.) to 130BD+47 (13.5'Rt.)	43.0
130BD+47 (6.5'Lt.) to 130BD+47 (56.5'Lt.)	50.0

2" METAL CONDUIT

Location	Lin. Ft.
181+20 (3.0'Rt.) to 181+65 (5.0'Lt.)	45.0
2+20 S.W. (1.5'Rt.) to 2+20S.W. (23.0'Lt.)	25.0
119BD+59 (65.0'Lt.) to 119BD+87 (65.0'Lt.)	28.0
124BD+33 (62.0'Rt.) to 124BD+61 (62.0'Rt.)	28.0
2+10NE (1.5'Rt.) to 2+10NE (23.5'Lt.)	25.0
248A+01 (23'Rt.) to 248A+15 (25'Rt.)	14.0
248A+15 (23.5'Rt.) to 249A+25 (23'Rt.)	110.0
249A+25 (23'Rt.) to 250A+05 (22'Rt.)	80.0

3" FIBER CONDUIT

Location	Lin. Ft.
180+65 (0.5'Lt.) to 180+65 (14.0'Lt.)	14.0
182+05 (10.5'Lt.) to 182+05 (49.5'Lt.)-2@39'=	78.0
210A+55 (10.5'Rt.) to 210A+55 (49.5'Rt.-2@39'=	78.0
215A+35 (10.5'Lt.) to 215A+35 (51.5'Lt.)-2@41'=	82.0
248A+15 (23.5'Rt.) to 248A+15 (65.5'Rt.)-2@42' =	84.0
252A+95 (10.5'Lt.) to 252A+95 (49.5'Lt.)-2@39'=	78.0
262A+40 (10.5'Rt.) to 262A+40 (49.5'Rt.)-2@39'=	78.0
266A+95 (10.5'Lt.) to 266A+95 (49.5'Lt.)-2@39'=	78.0
118BD+15 (13.5'Rt.) to 118BD+15 (70.5'Rt.)-2@57'=	114.0
125BD+95 (13.5'Lt.) to 125BD+95 (60.0'Lt.)-2@46.5' =	93.0
127BD+70 (13.5'Rt.) to 127BD+70 (56.5'Rt.)-2@43'=	86.0
132BD+36 (6.5'Rt.) to 132BD+40 (35.5'Lt.)-2@41.5' =	83.0
13+61SE (51.5'Lt.) to 13+67SE (23.0'Lt.)-2@29'=	58.0
13+09NW (24.0'Lt.) to 13+00NW (51.5'Lt.)-2@28.5' =	57.0

PULL BOXES

Location	Each
286A+87 (34'Lt.)	1
286A+87 (34'Rt.)	1
120BD+06 (4.0'Rt.)	1
120BD+06 (61.0'Rt.)	1
120BD+28 (65.0'Lt.)	1
121BD+05 (1.0'Lt.)	1
120BD+69 (63.0'Rt.)	1
120BD+83 (65.0'Lt.)	1
123BD+11 (1.0'Rt.)	1
123BD+31 (62.0'Rt.)	1
123BD+55 (62.0'Lt.)	1
124BD+18 (4'Lt.)	1
123BD+88 (62.0'Rt.)	1
124BD+19 (62.0'Lt.)	1
248A+15 (23.5'Rt.)	1
249A+25 (23'Rt.)	1
250A+05 (22'Rt.)	1
250A+05 (8'Lt.)	1
250A+17 (66'Lt.)	1
250A+55 (66'Lt.)	1
251A+16 (53'Lt.)	1
251A+11 (6'Rt.)	1

TRAFFIC SIGNAL BASES, TYPE I

Location	Each
250A+09 (23'Rt.)	1
250A+09 (9'Lt.)	1

DETAIL SUMMARY SHEET OF GRADING QUANTITIES

PROJECT	SHEET NUMBER	TOTAL SHEETS
2140-1-71 T0352(13)	3D	324

STATION TO STATION	DISTANCE	UNCLASS	FILL
180 + 16.93 - 180 + 50	33.07	30	324
180 + 50 - 181 + 00	50	11	442
181 + 00 - 181 + 50	50	3	441
181 + 50 - 182 + 00	50		416
182 + 00 - 182 + 50	50	2	349
182 + 50 - 183 + 00	50	32	224
183 + 00 - 183 + 50	50	101	197
183 + 50 - 184 + 00	50	200	174
184 + 00 - 184 + 50	50	313	86
184 + 50 - 185 + 00	50	356	30
185 + 00 - 185 + 50	50	335	34
185 + 50 - 186 + 00	50	316	26
186 + 00 - 186 + 50	50	191	37
186 + 50 - 187 + 00	50	38	259
187 + 00 - 187 + 50	50		866
187 + 50 - 188 + 00	50		1628
188 + 00 - 188 + 50	50		2489
188 + 50 - 189 + 00	50		3436
189 + 00 - 189 + 50	50		4375
189 + 50 - 190 + 00	50		5367
190 + 00 - 190 + 50	50		6377
190 + 50 - 191 + 00	50		7251
191 + 00 - 191 + 50	50		8057
191 + 50 - 192 + 00	50		8860
193 + 50 - 194 + 00	50		11230
194 + 00 - 194 + 50	50		11171
194 + 50 - 195 + 00	50		11272
195 + 00 - 195 + 50	50		11163
195 + 50 - 196 + 00	50		10466
196 + 00 - 196 + 50	50		9489
196 + 50 - 197 + 00	50		8611
197 + 00 - 197 + 50	50		7532
197 + 50 - 198 + 00	50		6513
198 + 00 - 198 + 50	50		5577
198 + 50 - 199 + 00	50		4647
199 + 00 - 199 + 50	50		3697
199 + 50 - 200 + 00	50		2764
200 + 00 - 200 + 50	50		2070
200 + 50 - 201 + 00	50		1509
201 + 00 - 201 + 50	50		1101
201 + 50 - 202 + 00	50		768
202 + 00 - 202 + 50	50		517
202 + 50 - 203 + 00	50	5	442
203 + 00 - 203 + 50	50	6	479
203 + 50 - 204 + 00	50		593
204 + 00 - 204 + 50	50		776
204 + 50 - 205 + 00	50		844
205 + 00 - 205 + 50	50		866
205 + 50 - 206 + 00	50		889
206 + 00 - 206 + 50A	50		900
206 + 50A - 207 + 00A	50		911
207 + 00A - 207 + 50A	50	2	780
207 + 50A - 208 + 00A	50	29	550
208 + 00A - 208 + 50A	50	88	371
208 + 50A - 209 + 00A	50	241	223
209 + 00A - 209 + 50A	50	512	103
209 + 50A - 210 + 00A	50	980	27
210 + 00A - 210 + 50A	50	1607	
210 + 50A - 211 + 00A	50	2139	
211 + 00A - 211 + 50A	50	2599	
211 + 50A - 212 + 00A	50	2956	
212 + 00A - 212 + 50A	50	3339	
212 + 50A - 213 + 00A	50	3249	
213 + 00A - 213 + 50A	50	3559	
213 + 50A - 214 + 00A	50	4066	
214 + 00A - 214 + 50A	50	4193	
214 + 50A - 215 + 00A	50	4084	
215 + 00A - 215 + 50A	50	4035	
215 + 50A - 216 + 00A	50	4173	
216 + 00A - 216 + 50A	50	4367	

STATION TO STATION	DISTANCE	UNCLASS	FILL
216 + 50A - 217 + 00A	50	4651	
217 + 00A - 217 + 50A	50	4905	
217 + 50A - 218 + 00A	50	4686	
218 + 00A - 218 + 50A	50	4071	
218 + 50A - 219 + 00A	50	3581	
219 + 00A - 219 + 50A	50	3400	
219 + 50A - 220 + 00A	50	3371	
220 + 00A - 220 + 50A	50	3450	
220 + 50A - 221 + 00A	50	2965	
221 + 00A - 221 + 50A	50	2853	
221 + 50A - 222 + 00A	50	2577	
222 + 00A - 222 + 50A	50	2452	
222 + 50A - 223 + 00A	50	3115	
223 + 00A - 223 + 50A	50	4403	
223 + 50A - 224 + 00A	50	5675	
224 + 00A - 224 + 50A	50	2848	
224 + 50A - 225 + 00A	50	1215	3
225 + 00A - 225 + 50A	50	375	4
225 + 50A - 226 + 00A	50	520	
226 + 00A - 226 + 50A	50	650	
226 + 50A - 227 + 00A	50	765	
227 + 00A - 227 + 50A	50	868	
227 + 50A - 228 + 00A	50	959	
228 + 00A - 228 + 50A	50	1046	
228 + 50A - 229 + 00A	50	812	1
229 + 00A - 229 + 50A	50	265	236
229 + 50A - 230 + 00A	50		824
230 + 00A - 230 + 50A	50	5	1920
230 + 50A - 231 + 00A	50	5	3217
231 + 00A - 231 + 50A	50		4358
231 + 50A - 232 + 00A	50		4516
232 + 00A - 232 + 14A	14		846
234 + 20A - 234 + 50A	30		2269
234 + 50A - 235 + 00A	50		5722
235 + 00A - 235 + 50A	50		5961
235 + 50A - 236 + 00A	50		4613
236 + 00A - 236 + 50A	50		3186
236 + 50A - 237 + 00A	50		2561
237 + 00A - 237 + 50A	50		1875
237 + 50A - 238 + 00A	50		1257
238 + 00A - 238 + 50A	50		869
238 + 50A - 239 + 00A	50	65	582
239 + 00A - 239 + 50A	50	190	266
239 + 50A - 240 + 00A	50	353	62
240 + 00A - 240 + 50A	50	533	7
240 + 50A - 241 + 00A	50	596	36
241 + 00A - 241 + 50A	50	479	89
241 + 50A - 242 + 00A	50	252	215
242 + 00A - 242 + 50A	50	311	863
242 + 50A - 243 + 00A	50	13	1414
243 + 00A - 243 + 50A	50		1702
243 + 50A - 244 + 00A	50		1803
244 + 00A - 244 + 50A	50		1662
244 + 50A - 245 + 00A	50		1520
245 + 00A - 245 + 50A	50		1424
245 + 50A - 246 + 00A	50		1172
246 + 00A - 246 + 50A	50		1018
246 + 50A - 247 + 00A	50		923
247 + 00A - 247 + 50A	50	15	831
247 + 50A - 248 + 00A	50	75	679
248 + 00A - 248 + 50A	50	174	534
248 + 50A - 249 + 00A	50	278	468
249 + 00A - 249 + 50A	50	394	441
249 + 50A - 250 + 00A	50	467	402
250 + 00A - 250 + 50A	50	633	369
250 + 50A - 251 + 00A	50	880	331
251 + 00A - 251 + 50A	50	972	257
251 + 50A - 252 + 00A	50	1067	140
252 + 00A - 252 + 50A	50	1250	35
252 + 50A - 253 + 00A	50	1408	

STATION TO STATION	DISTANCE	UNCLASS	FILL
253 + 00A - 253 + 50A	50	1561	
253 + 50A - 254 + 00A	50	1615	
254 + 00A - 254 + 50A	50	1415	
254 + 50A - 255 + 00A	50	1050	
255 + 00A - 255 + 50A	50	700	20
255 + 50A - 256 + 00A	50	604	29
256 + 00A - 256 + 50A	50	719	32
256 + 50A - 257 + 00A	50	823	23
257 + 00A - 257 + 50A	50	958	
257 + 50A - 258 + 00A	50	1084	
258 + 00A - 258 + 50A	50	1169	
258 + 50A - 259 + 00A	50	1191	
259 + 00A - 259 + 50A	50	1223	
259 + 50A - 260 + 00A	50	1356	
260 + 00A - 260 + 50A	50	1504	
260 + 50A - 261 + 00A	50	1554	
261 + 00A - 261 + 50A	50	1542	
261 + 50A - 262 + 00A	50	1575	
262 + 00A - 262 + 50A	50	1630	
262 + 50A - 263 + 00A	50	1698	
263 + 00A - 263 + 50A	50	1848	
263 + 50A - 264 + 00A	50	1996	
264 + 00A - 264 + 50A	50	1939	
264 + 50A - 265 + 00A	50	1703	
265 + 00A - 265 + 50A	50	1442	
265 + 50A - 266 + 00A	50	1190	
266 + 00A - 266 + 50A	50	931	23
266 + 50A - 267 + 00A	50	650	58
267 + 00A - 267 + 50A	50	449	71
267 + 50A - 268 + 00A	50	367	84
268 + 00A - 268 + 50A	50	308	95
268 + 50A - 269 + 00A	50	280	85
269 + 00A - 269 + 50A	50	290	75
269 + 50A - 270 + 00A	50	285	72
270 + 00A - 270 + 50A	50	258	72
270 + 50A - 271 + 00A	50	254	80
271 + 00A - 271 + 50A	50	293	86
271 + 50A - 272 + 00A	50	401	72
272 + 00A - 272 + 50A	50	580	31
272 + 50A - 273 + 00A	50	784	2
273 + 00A - 273 + 50A	50	919	
273 + 50A - 274 + 00A	50	871	
274 + 00A - 274 + 50A	50	809	4
274 + 50A - 275 + 00A	50	719	24
275 + 00A - 275 + 50A	50	685	34
275 + 50A - 276 + 00A	50	742	17
276 + 00A - 276 + 50A	50	715	5
276 + 50A - 277 + 00A	50	652	2
277 + 00A - 277 + 50A	50	502	11
277 + 50A - 278 + 00A	50	311	29
278 + 00A - 278 + 50A	50	178	47
278 + 50A - 279 + 00A	50	109	84
279 + 00A - 279 + 50A	50	81	97
279 + 50A - 280 + 00A	50	101	124
280 + 00A - 280 + 50A	50	108	164
280 + 50A - 281 + 00A	50	125	147
281 + 00A - 281 + 50A	50	125	104
281 + 50A - 282 + 00A	50	145	54
282 + 00A - 282 + 50A	50	194	20
282 + 50A - 283 + 00A	50	230	6
283 + 00A - 283 + 50A	50	220	3
283 + 50A - 284 + 00A	50	181	2
284 + 00A - 284 + 50A	50	149	3
284 + 50A - 285 + 00A	50	135	3
285 + 00A - 285 + 50A	50	112	9
285 + 50A - 286 + 10.83A	60.83	107	15
286 + 10.83A - 286 + 50A	39.17	44	24
286 + 50A - 287 + 12.36A	62.36	28	44

STATION TO STATION	DISTANCE	UNCLASS	FILL
2 + 00SW - 2 + 50SW	50	91	7
2 + 50SW - 3 + 00SW	50	123	18
3 + 00SW - 3 + 50SW	50	316	129
3 + 50SW - 4 + 00SW	50	863	122
4 + 00SW - 4 + 50SW	50	1572	72
4 + 50SW - 5 + 00SW	50	2138	120
5 + 00SW - 5 + 50SW	50	2720	60
5 + 50SW - 6 + 00SW	50	3324	8
6 + 00SW - 6 + 50SW	50	3818	
6 + 50SW - 7 + 00SW	50	4273	
7 + 00SW - 7 + 50SW	50	4634	
7 + 50SW - 8 + 00SW	50	4751	
8 + 00SW - 8 + 50SW	50	4650	
8 + 50SW - 9 + 00SW	50	4496	
9 + 00SW - 9 + 50SW	50	4084	
9 + 50SW - 10 + 00SW	50	3653	
10 + 00SW - 10 + 50SW	50	3427	
10 + 50SW - 11 + 00SW	50	3205	
11 + 00SW - 11 + 50SW	50	2743	
11 + 50SW - 12 + 00SW	50	2108	
12 + 00SW - 12 + 50SW	50	1550	
12 + 50SW - 13 + 00SW	50	1053	
13 + 00SW - 13 + 50SW	50	775	
13 + 50SW - 14 + 00SW	50	693	
14 + 00SW - 14 + 46SW	46	601	
4 + 92NW - 5 + 50NW	58	158	6
5 + 50NW - 6 + 00NW	50	401	
6 + 00NW - 6 + 50NW	50	736	
6 + 50NW - 7 + 00NW	50	1034	
7 + 00NW - 7 + 50NW	50	1290	
7 + 50NW - 8 + 00NW	50	1448	
8 + 00NW - 8 + 50NW	50	1533	
8 + 50NW - 9 + 00NW	50	1622	
9 + 00NW - 9 + 50NW	50	1584	16
9 + 50NW - 10 + 00NW	50	1474	112
10 + 00NW - 10 + 50NW	50	1171	346
10 + 50NW - 11 + 00NW	50	760	734
11 + 00NW - 11 + 50NW	50	442	1240
11 + 50NW - 12 + 00NW	50	184	1931
12 + 00NW - 12 + 50NW	50	41	2681
12 + 50NW - 13 + 00NW	50	2	1697
13 + 00NW - 13 + 50NW	50		822
13 + 50NW - 14 + 00NW	50	6	190
6 + 66SE - 7 + 00SE	34	1716	
7 + 00SE - 7 + 50SE	50	2117	
7 + 50SE - 8 + 00SE	50	2196	
8 + 00SE - 8 + 50SE	50	2463	
8 + 50SE - 9 + 00SE	50	2739	
9 + 00SE - 9 + 50SE	50	2958	
9 + 50SE - 10 + 00SE	50	3146	
10 + 00SE - 10 + 50SE	50	3415	
10 + 50SE - 11 + 00SE	50	3559	
11 + 00SE - 11 + 50SE	50	3301	
11 + 50SE - 12 + 00SE	50	2532	42
12 + 00SE - 12 + 50SE	50	1835	167
12 + 50SE - 13 + 00SE	50	1578	386
13 + 00SE - 13 + 50SE	50	1419	700
13 + 50SE - 14 + 00SE	50	1114	1072
14 + 00SE - 14 + 50SE	50	754	797
14 + 50SE - 15 + 00SE	50	348	205

STATION TO STATION	DISTANCE	UNCLASS	FILL
2 + 00NE - 2 + 50NE	50	26	22
2 + 50NE - 3 + 00NE	50	39	174
3 + 00NE - 3 + 50NE	50	23	758
3 + 50NE - 4 + 00NE	50	11	1778
4 + 00NE - 4 + 50NE	50		2391
4 + 50NE - 5 + 00NE	50		2421
5 + 00NE - 5 + 50NE	50		2169
5 + 50NE - 6 + 00NE	50		1674
6 + 00NE - 6 + 50NE	50		1340
6 + 50NE - 7 + 00NE	50		1189
7 + 00NE - 7 + 50NE	50		999
7 + 50NE - 8 + 00NE	50		872
8 + 00NE - 8 + 50NE	50		782
8 + 50NE - 9 + 00NE	50		617
9 + 00NE - 9 + 50NE	50		599
9 + 50NE - 9 + 93NE	43		560
111 + 15BD - 111 + 50BD	35	4	8
111 + 50BD - 112 + 00BD	50	4	44
112 + 00BD - 112 + 50BD	50	5	83
112 + 50BD - 113 + 00BD	50	7	114
113 + 00BD - 113 + 50BD	50	6	126
113 + 50BD - 114 + 00BD	50	9	160
114 + 00BD - 114 + 50BD	50	32	217
114 + 50BD - 115 + 00BD	50	74	242
115 + 00BD - 115 + 50BD	50	141	255
115 + 50BD - 116 + 00BD	50	184	296
116 + 00BD - 116 + 50BD	50	217	418
116 + 50BD - 117 + 00BD	50	247	562
117 + 00BD - 117 + 50BD	50	234	632
117 + 50BD - 118 + 00BD	50	201	661
118 + 00BD - 118 + 50BD	50	197	627
118 + 50BD - 119 + 00BD	50	116	631
119 + 00BD - 119 + 50BD	50	8	651
119 + 50BD - 120 + 00BD	50	8	666
120 + 00BD - 120 + 50BD	50	7	681
120 + 50BD - 121 + 00BD	50	5	769
121 + 00BD - 121 + 50BD	50	12	770
121 + 50BD - 122 + 00BD	50	20	738
122 + 00BD - 122 + 50BD	50	47	838
122 + 50BD - 123 + 00BD	50	81	721
123 + 00BD - 123 + 50BD	50	117	689
123 + 50BD - 124 + 00BD	50	121	792
124 + 00BD - 124 + 50BD	50	155	739
124 + 50BD - 125 + 00BD	50	113	626
125 + 00BD - 125 + 50BD	50	33	484
125 + 50BD - 126 + 00BD	50	152	245
126 + 00BD - 126 + 50BD	50	203	109
126 + 50BD - 127 + 00BD	50	119	419
127 + 00BD - 127 + 50BD	50	216	395
127 + 50BD - 128 + 00BD	50	325	120
128 + 00BD - 128 + 50BD	50	374	124
128 + 50BD - 129 + 00BD	50	412	109
129 + 00BD - 129 + 50BD	50	460	113
129 + 50BD - 130 + 00BD	50	557	68
130 + 00BD - 130 + 48.30BD	48.30	370	83
130 + 48.30BD - 131 + 00BD	51.70	223	265
131 + 00BD - 131 + 50BD	50	183	347
131 + 50BD - 132 + 00BD	50	123	259
132 + 00BD - 132 + 50BD	50	97	171
132 + 50BD - 133 + 00BD	50	65	92
133 + 00BD - 133 + 50BD	50	77	23
133 + 50BD - 134 + 00BD	50	85	4
134 + 00BD - 134 + 50BD	50	56	3
134 + 50BD - 134 + 67.80BD	17.80	12	
134 + 67.80BD - 135 + 00BD	32.20	16	1
135 + 00BD - 135 + 50BD	50	17	
135 + 50BD - 135 + 81.80BD	31.80	11	

DETAIL SUMMARY SHEET OF GRADING QUANTITIES

PROJECT	SHEET NUMBER	TOTAL SHEETS
2140-1-71 T0352(13)	3E	327

STATION TO STATION	DISTANCE	UNCLASS	FILL
7 + 29.99CL - 8 + 00CL	70.01	22	8
8 + 00CL - 8 + 50CL	50	36	14
8 + 50CL - 9 + 00CL	50	53	15
9 + 00CL - 9 + 50CL	50	66	38
10 + 50CL - 11 + 00CL	50	37	8
11 + 00CL - 11 + 50CL	50	16	1
11 + 50CL - 12 + 00CL	50	3	
0 + 81.218 - 1 + 00B	18.79	573	
1 + 00B - 1 + 50B	50	1245	
1 + 50B - 214 + 00T/L	36.41	576	
214 + 00T/L - 214 + 50T/L	50	407	
214 + 50T/L - 215 + 00T/L	50	188	1
215 + 00T/L - 215 + 50T/L	50	71	10
215 + 50T/L - 216 + 00T/L	50	21	18
216 + 00T/L - 216 + 50T/L	50		
216 + 50T/L - 217 + 00T/L	50		
217 + 00T/L - 217 + 50T/L	50		
217 + 50T/L - 218 + 00T/L	50		
218 + 00T/L - 218 + 50T/L	50		
218 + 50T/L - 219 + 00T/L	50		
219 + 00T/L - 219 + 50T/L	50		
219 + 50T/L - 220 + 00T/L	50		
220 + 00T/L - 220 + 50T/L	50		
220 + 50T/L - 221 + 00T/L	50		
221 + 00T/L - 221 + 50T/L	50		
221 + 50T/L - 222 + 00T/L	50		
222 + 00T/L - 222 + 50T/L	50		
222 + 50T/L - 223 + 00T/L	50		
223 + 00T/L - 223 + 50T/L	50		
223 + 50T/L - 224 + 00T/L	50		
224 + 00T/L - 224 + 50T/L	50		
224 + 50T/L - 225 + 00T/L	50		
225 + 00T/L - 225 + 50T/L	50		
225 + 50T/L - 226 + 00T/L	50		
226 + 00T/L - 226 + 50T/L	50		
226 + 50T/L - 227 + 00T/L	50		
227 + 00T/L - 227 + 50T/L	50		
227 + 50T/L - 228 + 12.07T/L	62.07		
10 + 00M - 10 + 50M	50	22	10
10 + 50M - 11 + 00M	50	19	11
11 + 00M - 11 + 50M	50	12	33
11 + 50M - 12 + 00M	50	28	31
12 + 00M - 12 + 50M	50	109	2
12 + 50M - 13 + 00M	50	250	
13 + 00M - 13 + 50M	50	492	
13 + 50M - 14 + 00M	50	777	
14 + 00M - 14 + 50M	50	985	
14 + 50M - 15 + 00M	50	1155	
15 + 00M - 15 + 50M	50	1277	
15 + 50M - 16 + 00M	50	1353	
16 + 00M - 16 + 50M	50	1274	
16 + 50M - 17 + 00M	50	1022	
17 + 00M - 17 + 20.20M	20.20	408	

STATION TO STATION	DISTANCE	UNCLASS	FILL
10 + 00Z - 10 + 50Z	50	6	1
10 + 50Z - 11 + 00Z	50	27	1
11 + 00Z - 11 + 50Z	50	52	
11 + 50Z - 12 + 00Z	50	60	
12 + 00Z - 12 + 50Z	50	34	9
12 + 50Z - 13 + 00Z	50	14	14
13 + 00Z - 13 + 50Z	50	28	9
13 + 50Z - 14 + 00Z	50	44	3
14 + 00Z - 14 + 50Z	50	61	
14 + 50Z - 15 + 00Z	50	64	
15 + 00Z - 15 + 50Z	50	36	13
15 + 50Z - 16 + 00Z	50	31	21
16 + 00Z - 16 + 50Z	50	59	9
16 + 50Z - 16 + 76Z	26	25	
16 + 90Z - 17 + 50Z	60	14	61
17 + 50Z - 18 + 00Z	50		127
18 + 00Z - 18 + 50Z	50		179
18 + 50Z - 19 + 00Z	50	25	108
19 + 00Z - 19 + 50Z	50	25	45
19 + 50Z - 20 + 00Z	50		124
20 + 00Z - 20 + 50Z	50		238
20 + 50Z - 21 + 00Z	50		200
21 + 00Z - 21 + 50Z	50		92
21 + 50Z - 22 + 00Z	50		92
22 + 00Z - 22 + 50Z	50		97
22 + 50Z - 23 + 00Z	50		112
23 + 00Z - 23 + 50Z	50		97
23 + 50Z - 24 + 00Z	50		49
24 + 00Z - 24 + 50Z	50	60	14
24 + 50Z - 25 + 00Z	50	124	
25 + 00Z - 25 + 50Z	50	155	1
25 + 50Z - 26 + 00Z	50	154	1
26 + 00Z - 26 + 50Z	50	102	
26 + 50Z - 27 + 00Z	50	61	1
27 + 00Z - 27 + 50Z	50	37	2
27 + 50Z - 28 + 00Z	50	16	14
28 + 00Z - 28 + 56.68Z	56.68	3	15

* C-40-53 OUTFALL	7,940
* STA. 244A +25 OUTFALL	500
* STA. 268A +90 OUTFALL	500

* RESIDENT TO TAKE ORIGINAL SECTIONS

STATION TO STATION	DISTANCE	UNCLASS	FILL

STATION TO STATION	DISTANCE	UNCLASS	FILL

STATION TO STATION	DISTANCE	UNCLASS	FILL

SCHEDULE OF LANDS AND INTEREST REQUIRED

PARCEL NO.	SHEET NO.	OWNER	ACRES BEFORE	ACRES AFTER	AREA OF TAKING	INTEREST REQUIRED
1	4.6,4.7,4.8	D. & W. INVESTMENTS	17.034	14.514	2.52	FEE, ACCESS RIGHTS, L.H.E.
2	4.7	RIVERSIDE DUNBRIK COMPANY	5.206	5.104	.102	FEE & L.H.E.
3	4.7 & 4.8	EDWARD LUTZ SAND & GRAVEL CO., INC.	4.002	3.250	.752	FEE & L.H.E.
4	4.6	EDWARD C. LENNARTZ	.058	0.000	.058	FEE
5	4.6	ARTHUR A. MOTOWSKI & CECELIA, H.W.	.230	.229	.001	FEE, ACCESS RIGHTS
6	4.6	PETER K. SETER & VERA L., H. W.	.377	.281	.096	FEE & L.H.E.
7	4.6	LORRAINE F. BOERKE	12.932	11.613	1.319	FEE, ACCESS RIGHTS, L.H.E.
8	4.8	OTTO E. TIMM & LUCY C. H.W.	.920	.388	.532	FEE & L.H.E.
9	4.8	CONTINENTAL EQUIPMENT CORP.	2.844	2.595	.249	FEE & TEMP. ACCESS RIGHTS
10	4.8 & 4.9	WISCONSIN ELECTRIC POWER CO.	44.042	41.805	2.237	H.E. & ACCESS RIGHTS & L.H.E.
11	4.8	CHICAGO & NORTHWESTERN RAILWAY CO.	—	—	—	AGREEMENT
12	4.7	LOUISE BOEHLKE & BESSIE PERGANDE	29.297	28.657	.640	FEE & L.H.E.
13	4.6	NORMAN E. PANNENBACKER & JOYCE A., H.W.	.230	.230	—	ACCESS RIGHTS & L.H.E.
14	4.6	GEORGE ENGLICH, INC., ETAL	.220	.220	—	L.H.E.
15	4.8	W. E. P. CO.	—	—	—	MODIFICATION OF EASE.
16	4.8	W.E.P. CO.	—	—	—	MODIFICATION OF EASE.
17	4.9	STATE SAND & GRAVEL CO.	3.010	2.804	.206	FEE & L.H.E.
18	4.9	BERNIE H. VERHOEVEN CARPENTRY & MILLWORK CO. INC.	1.837	1.751	.086	FEE & L.H.E.
19	4.9 & 4.10	WAYNE R. BECK	1.584	1.491	.093	FEE & L.H.E.
20	4.9 & 4.10	RUBY CORP.	3.484	3.009	.475	FEE & L.H.E.
21	4.9	W.E.P. CO.	—	—	—	MODIFICATION OF EASE.
22	4.9 & 4.10	W.E.P. CO.	—	—	—	MODIFICATION OF EASE.
23	4.9	WIS. TELEPHONE CO.	—	—	—	MODIFICATION OF EASE.
24	4.10	CHARLES FRKOVICH & CAROL H., H. W.	1.907	1.493	.414	FEE & L.H.E.
25	4.10	TITUS FRKOVICH & DOLORES, H. W.	1.020	.964	.056	FEE & L.H.E.
26	4.10	METROPOLITAN LIFE INSURANCE CO.	.588	.588	—	L. H. E.
27	4.9 & 4.10	MICHAEL DI PIAZZA & ARDINE L., H.W.	.423	.423	—	L. H. E.
28	4.10	KOHLS FOOD STORES OAKLAND, INC.	—	—	—	L. H. E.
29	4.9	W.E.P. CO.	—	—	—	MODIFICATION OF EASE.
30	4.9	WIS. TELEPHONE CO.	—	—	—	MODIFICATION OF EASE.
31	4.9 & 4.10	WIS. TELEPHONE CO.	—	—	—	MODIFICATION OF EASE.
33	4.11	AARON BOXER, ETAL			—	L. H. E.
34	4.11	SHELL OIL CO.	0.093	—	0.093	FEE
35	4.11	STAFAC, INC.	22,492 SQ. FT.	22,490 SQ. FT.	2 SQ. FT.	FEE & L. H. E.
36	4.11	CITY OF MILWAUKEE	3.040	2.889	0.151	FEE & RIGHT OF ENTRY
37	4.11	PETROM CONSTRUCTION CO.	.149	.149	—	L. H. E.
38	4.11 & 4.12	W. E.P CO.	—	—	—	MODIFICATION OF EASE.
39	4.11,4.12,4.13	W.E.P. CO.	—	—	—	MODIFICATION OF EASE.
40	4.6,4.8,4.9,4.10	MILWAUKEE GAS LIGHT CO.	—	—	—	TERMINATION OF EASE.
41	4.11	NIKOLAUS STOLL & IRENE, H. W. FRANK TOTH & ELIZABETHA, H. W.	.696	.595	.101	FEE & L. H. E.
42	4.11 & 4.12	CHI – MIL CORP.	6.999	6.999	—	L. H. E.
43	4.11 & 4.12	ST. PETER'S EV. LUTHERAN CONG.	16.346	15.992	.354	FEE & L. H. E.
44	4.8	MILWAUKEE GAS LIGHT CO.	—	—	—	PARTIAL RELEASE OF EASE.
46	4.12	ROGER J. GLADSON & BEATRICE B., H. W.	2.585	2.585	—	L. H. E.
47	4.12	ARLYNE HOLST	.481	.481	—	L. H. E.
48	4.12	MEG ELECTRIC, INC.	.448	.448	—	L. H. E.
49	4.12	CURT. J. RICHTER	.448	.448	—	L. H. E.
50	4.12 & 4.13	W.E.P. CO.	—	—	—	MODIFICATION OF EASE.
51						
52	4.12	ALFRED J. LINK SR. & IRENE M., H. W.	.448	.448	—	L. H. E.
53	4.12	CHRISTIAN DEITCHE & CLEMENTINE, H.W. FRANK BASZLER & THEDLINDE, H. W.	.448	.448	—	L. H. E.
54	4.12	PORTER BUILDERS INC.	.447	.447	—	L. H. E.
55	4.12 & 4.13	M – S ENTERPRISES, INC.	.448	.448	—	L. H. E.
56	4.12	WILLIAM A. HAASE, & THEA. J., H. W.	.448	.448	—	L.H.E.
57						
58	4.12 & 4.13	FREDERICK HARBRECHT & LUCILLE M., H.W.	.893	.893	—	L. H. E.
59	4.13	LAWRENCE DE DOMINCES	0.631	0.601	.030	FEE & L. H. E.
60	4.13	BARTON C. STRINGER & DOROTHEA E., H.W.	0.625	0.595	.030	FEE & L. H. E.
61	4.13	EARL W. HARTNELL	.704	.704	—	L. H. E.
62	4.14	ARCHDIOCESE OF MILWAUKEE	—	—	—	L.H.E. (BY PASS)
63	4.14	CITY OF MILWAUKEE	—	—	—	RIGHT OF ENTRY.
64	4.14	MILWAUKEE COUNTY	—	—	—	RIGHT OF ENTRY
65	4.13	W. E.P. CO.	—	—	—	MODIFICATION OF EASE.
66	4.13	ALFRED J. BAUDHUIN & MARION A., H.W.	3.152	2.368	.784	FEE & L. H. E.
67	4.13	ROITBURD BUILDERS, INC.	.557	.213	.344	FEE & L. H. E.
68	4.13	GREEN TREE GARDENS CONVALESCENT NURSING HOME, INC.	.219	.219	—	L.H.E.
69	4.13	ERVIN F. TILIDETZKE & ANTOINETTE A., H.W.	1.076	1.015	.061	FEE & L. H. E.
70	4.13	WIS. LUTH. CHILD & FAMILY SERVICE, INC.	16.252	16.252	—	L. H. E.
71	4.15	CITY OF MILWAUKEE	—	—	—	RIGHT OF ENTRY
72	4.13 & 4.14	RALPH SPARTZ & PETER SPARTZ	2.969	2.843	.126	FEE & L. H. E.
73	4.14	RICHARD P. POULL & MARGARET, H. W.	1.205	1.205	—	L. H. E.

SCHEDULE OF LANDS AND INTEREST REQUIRED

PARCEL NO.	SHEET NO.	OWNER	ACRES BEFORE	ACRES AFTER	AREA OF TAKING	INTEREST REQUIRED
74	4.14	LINDOR R. MALETZKE, JR.	3.551	3.551	—	L. H. E.
75	4.13 & 4.14	ARCHDIOCESE OF MILWAUKEE	33.248	33.020	.228	FEE & L. H. E.
76	4.13 & 4.14	JOSEPH J. SPARTZ & FLORENCE, H.W.	2.066	1.911	.155	FEE & L. H. E.
77	4.14	CITY OF MILWAUKEE	8.506	8.337	.169	FEE & RIGHT OF ENTRY
78	4.14	MILWAUKEE COUNTY	51.187	51.132	.055	FEE
79	4.14	CHICAGO, MILWAUKEE, ST. PAUL & PACIFIC RAILROAD	—	—	—	AGREEMENT
80	4.13 & 4.14	W. E.P. CO.	—	—	—	MODIFICATION OF EASE.
81	4.14	W.E.P. CO.	—	—	—	MODIFICATION OF EASE. & PERMIT
82	4.14	W.E.P. CO.	—	—	—	MODIFICATION OF EASE.
83	4.14 & 4.15	W.E.P. CO.	—	—	—	MODIFICATION OF EASE.
84	4.14	ROMAN ALEX MATHIES & MARTHA, H. W.	1.459	1.417	.042	FEE & L. H. E.
85	4.14 & 4.15	RICHARD D. GEBHARDT	4.662	4.194	.468	FEE
86	4.14 & 4.15	CITY OF MILWAUKEE	5.813	5.460	.353	FEE
87	4.15	ROY A. JAHNKE & AUDREY M. JAHNKE	.598	.536	.062	FEE & L. H. E.
88	4.15	WISCONSIN TELEPHONE CO.	—	—	—	MODIFICATION OF EASE.
89	4.15	ERNA JAHNKE	.626	.555	.071	FEE & L. H. E.
90	4.15	THOMAS VASARELLA & CARMEL, H. W.	.764	.675	.089	FEE & L. H. E.
91	4.15	ALFRED KUPHAL & AUDREY, H. W.	.428	.428	—	L. H. E.
92	4.14	CITY OF MILWAUKEE	—	—	—	RIGHT OF ENTRY
93	4.15	WILLIAM LUFF & MATHILDA, H. W.	34.163	33.876	.287	FEE & L. H. E.
94	4.14	WILLIAM LUFF & MATHILDA, H.W.	—	—	—	L.H.E.
95	4.14	RICHARD D. GEBHARDT	—	—	—	L.H.E.
96	4.15	WISCONSIN TELEPHONE CO.	—	—	—	MODIFICATION OF EASE.
97	4.15 & 4.16	CITY OF MILWAUKEE	11.410	10.271	1.139	FEE & RIGHT OF ENTRY
98	4.15	W.E.P. CO.	—	—	—	MODIFICATION OF EASE.
99	4.15	THOMAS C. CODDINGTON & CAROLYN P., H.W. GORDON R. CLARKE & JANIS A., H. W.	2.329	2.208	.121	FEE & L. H. E.
100	4.15 & 4.16	THOMAS C. CODDINGTON & GORDON R. CLARKE	5.077	5.077	—	L. H. E.
101	4.16	JOHN D. GRIFFITHS, JR. & LORRAINE G., H.W.	.498	.498	—	L. H. E.
102	4.16	WISCONSIN TELEPHONE CO.	—	—	—	MODIFICATION OF EASE.
103	4.16	W. E.P. CO.	—	—	—	MODIFICATION OF EASE.
104	4.16	W.E.P. CO.	—	—	—	MODIFICATION OF EASE.
105	4.16	ANNA GERTRUDE STEIN	3.099	3.017	.082	FEE & L.H.E.
106	4.16	FREDERICK A STEIN & ANNA G., H. W. ROLLAND R. SEWELL & MARY J., H. W.	.677	.596	.081	FEE & L.H.E.
107	4.16	HYMAN SMITH & LILLIAN, H. W.	8.680	8.680	—	L. H. E.
108	4.16	WALTER J. GUMHOLD & VERLA P., H. W., ETAL	7.239	6.988	.251	FEE & L. H. E.
109	4.16	WISCONSIN TELEPHONE CO.	—	—	—	MODIFICATION OF EASE.
110	4.16	ROBERT LEGLER & AMELIA, H. W.	4.666	4.453	.213	FEE & L. H. E.
111	4.16	W.E.P. CO.	—	—	—	MODIFICATION OF EASE.
112	4.16	WISCONSIN TELEPHONE CO.	—	—	—	MODIFICATION OF EASE.
113	4.16, 17, 18	CHICAGO & NORTHWESTERN RAILWAY CO.	33.054	32.319	.735	FEE & L. H. E.
114	4.17	ANDRE WELLINGER & GERALDINE, H. W.	.885	.792	.093	FEE & L. H. E.
115	4.17 & 4.18	GUSTAVE LEGLER & FRANCES, H. W.	24.135	23.544	.591	FEE & L. H. E.
116	4.16 & 4.17	W.E.P. CO.	—	—	—	MODIFICATION OF EASE.
117	4.16 & 4.17	WISCONSIN TELEPHONE CO.	—	—	—	MODIFICATION OF EASE.
118	4.18	MANLEY CORPORATION	3.987	3.987	—	L.H.E.
119	4.17 & 4.18	EARL W. SCHIER & LAURINE M., H.W.	1.020	.805	.215	FEE & L. H. E.
120	4.17 & 4.18	LINDOR ROBERT MALETZKE, JR.	.417	.367	.050	FEE & L. H. E.
121	4.18 & 4.19	CITY OF MILWAUKEE	EXTENSIVE	EXTENSIVE	—	RIGHT OF ENTRY
122	4.18	EUGENE H. JUERGENS & EILEEN A. KROENING	1.065	.938	.127	FEE & L. H. E.
123	4.18	MARVIN W. KROENING & EILEEN A., H. W.	.521	.459	.062	FEE & L. H. E.
124	4.18	EUGENE H. JUERGENS & BERNICE, H. W.	.521	.459	.062	FEE & L. H. E.
125	4.18	PAUL MARKIEWICZ & ELSIE, H. W.	4.779	4.679	.100	FEE & L. H. E.
126	4.17 & 4.18	W.E.P. CO.	—	—	—	MODIFICATION OF EASE.
127	4.17 & 4.18	WISCONSIN TELEPHONE CO.	—	—	—	MODIFICATION OF EASE.
128	4.18 & 4.19	RALPH B. SCHWARTZ	14.925	14.613	.312	FEE & L. H. E.
129	4.19	JOHN J. FOX & VERNIE, H. W.	.899	.817	.082	FEE & L. H. E.
130	4.19	JOSEPH J. BUTLER & BERNICE, H. W.	3.997	3.777	.220	FEE & L. H. E.
131	4.19	MANLEY CORP.	2.017	2.017	—	L.H.E.
132	4.19	WISCONSIN TELEPHONE CO.	—	—	—	MODIFICATION OF EASE.
133	4.19 & 4.20	JOSEPH SHAUGHNESSY CYRIL SHAUGHNESSY MARY SHAUGHNESSY DONNEL	3.021	2.543	.478	FEE & L. H. E.
134	4.19 & 4.20	JOSEPH BOYLE & FLORENCE, H. W.	3.125	2.719	.406	FEE & L. H. E.
135	4.20	HAROLD E. PENTLER	.742	.525	.217	FEE & L. H. E.
136	4.19	CITY OF MILWAUKEE	4.009	4.009	—	RIGHT OF ENTRY
137	4.20	RALPH KATZFEY	—	—	—	L. H. E.
138	4.20	A. R. GIERINGER TOOL CO.	2.206	2.070	.136	FEE & L. H. E.
139	4.20 & 4.21	HUMBLE OIL & REFINING CO.	1.761	1.463	0.298	FEE, & L.H.E.
140	4.20 & 4.21	METZGER MACHINE & ENGINEERING CO.	7.716	6.821	0.895	FEE & ACCESS RIGHTS
141	4.21	CITY OF MILWAUKEE	29.001	28.958	0.043	FEE & ACCESS RIGHTS
142	4.21	W. E.P CO.	—	—	—	MODIFICATION OF EASE.
143	4.21	WISCONSIN TELEPHONE CO.	—	—	—	MODIFICATION OF EASE.

COUNTY AND HIGHWAY	ROUTE AND SECTION	CLASS AND AGREEMENT STATE	CLASS AND AGREEMENT FEDERAL	B. P. R. REGION DIVISION	SHEET NUMBER	TOTAL SHEETS
40.2	352.0	22.10		4 WIS.	4.1	
CONST. PROJECT T0352(13) 2140-1-71					4 i	324

The most current Right of Way information should be viewed in DOTView using the Real Estate project ID. The plat information contained in this as-built plan may not be the final record.

REVISION DATE	
4-28-67	J.J.B.
7-10-67	R.A.H.
8-11-67	J.J.B.
11-16-67	J.J.B.
1-3-68	J.J.B.
1-24-68	J.J.B.
4-4-68	J.J.B.
5-17-68	J.J.B.
6-5-68	J.J.B.
6-19-68	R.A.H.

STATE HIGHWAY COMMISSION OF WISCONSIN

PLAT OF RIGHT OF WAY REQUIRED

PROJECT T 0352(10)

NORTH 76TH ST.

(W. FLORIST AVE. — N. COUNTY LINE)

S.T.H. 181 MILWAUKEE COUNTY

SCALE

0 40 60

FEET

LENGTH= 4.55 MILES

DATED NOV. 10, 1966

SCHEDULE OF LANDS AND INTEREST REQUIRED

PARCEL NO.	SHEET NO.	OWNER	ACRES BEFORE	ACRES AFTER	AREA OF TAKING	INTEREST REQUIRED
145	4.21	CHICAGO & NORTHWESTERN RAILWAY CO.	—	—	—	AGREEMENT
146	4.21 & 4.22	ARTHUR SCHMIDMAN GERALDINE SCHMIDMAN BERNARD E. MEYERS MORRIS B. YOPACK MAURICE M. SPRACKER LILLIAN SPRACKER	74.959	73.053	1.906	FEE, ACCESS RIGHTS, L.H.E.
147	4.22	HENRY J. EBERT & AMANDA C., H.W.	19.033	18.705	.328	FEE & L.H.E.
148	4.22, 3, 4, 5	SERVITE FATHERS OF WISCONSIN	147.200	127.409	19.791	FEE, LHE. & ACCESS RIGHTS
149	4.24	PETER ROONEY & MARCELLA, H.W.	.281	.000	.281	FEE
150	4.29	MILWAUKEE GAS LIGHT CO.	—	—	—	PARTIAL RELEASE OF EASE.
151	4.15	ROY A. JAHNKE & AUDREY M., H.W.	—	—	—	L.H.E. (BY-PASS)
152	4.23	ST. CATHERINE'S OF ALEXANDRIA CONG.	2.17	2.17	—	ACCESS RIGHTS
153						
154	4.25	SURPLUS	.025	.017	.008	FEE
155	4.25	WILLIAM E. JAUTZ & DORTHY V., H.W.	.448	.384	.064	FEE & L.H.E.
156	4.25	JOHN J. HACKER & LUCY, H.W.	0.900	0.731	0.169	FEE, L.H.E. & ACCESS RTS.
157	4.25 & 4.27	OTTO C. GERSCHKE & MARGUERITE, H.W.	3.604	1.727	1.877	FEE, & ACCESS RTS.
158	4.24, 25, 27	JOHN E. HACKER & BARBARA, H.W.	.71	0.00	.71	FEE
159	4.24, 25, 27	DONALD BILDER & JOYCE, H.W.	.42	.24	.18	FEE & ACCESS RTS.
160	4.27	JEROME SCHMIT & MARLYN, H.W.	.515	.000	.515	FEE
161	4.27	ROBERT J. CERLETTY & AGNES, H.W.	.455	.310	.145	ACCESS RIGHTS & FEE
162						
163	4.27	W.E.P CO.	—	—	—	MODIFICATION OF EASE.
164	4.24, 4.25, 4.26, 4.27, 4.28, 4.29, 4.30, 4.31 & 4.32	SIDNEY KOHL, MAX KOHL, HERBERT KOHL, ALLEN KOHL, DOLORES KOHL SOLOVY AS TENANTS IN COMMON	EXTENSIVE	EXTENSIVE	9.40	FEE, L.H.E. & ACCESS RIGHTS
170	4.25	GRACE GUERNDT	0.53	0.12	0.41	FEE & L.H.E.
171	4.25	JOHN EDWARD HACKER & AUDREY T., H.W.	1.64	.64	1.00	FEE & L.H.E.
172	4.25	ERWIN M. FLEISCHMANN, & LORETTA B., H.W.	0.82	0.77	0.05	FEE & L.H.E.
173	4.20 & 4.21	CITY OF MILWAUKEE	15.274	13.810	1.464	FEE, ACCESS RIGHTS, RIGHT OF ENTRY
174(5)	4.27	ERWIN C. ESCHREICH	0.54	0.33	0.21	FEE & ACCESS RIGHTS
175(5)	4.27	PATER, DELMER	0.37	0.28	0.09	FEE & ACCESS RIGHTS
176(5)	4.24 & 4.25	JAY J. MITCHELL	0.26	0.24	0.02	FEE & L.H.E.
177(5)	4.24 & 4.25	JOSEPH THORN	0.27	0.15	0.12	FEE & L.H.E.
178(5)	4.20	ERNST E. SUTTER, ET AL				DEDICATION
179(5)	4.20	ERNST E. SUTTER, ET AL	1.101	0.920	0.181	FEE
180(5)	4.20	MORODER-INTERNATIONAL STATUARY & ALTAR INC.	0.940	0.940	—	L.H.E.
181(5)	4.10	KOHLS FOOD STORES OAKLAND, INC.	1.295	1.217	0.078	FEE & ACCESS RIGHTS
182(5)	4.20	RALPH KATZFEY	—	—	—	DEDICATION
184(6)	4.21	MAURICE M. SPRACKER	18.802	16.371	2.431	FEE, L.H.E. & ACCESS RTS.
185(9)	4.20	JOSEPH SHAUGHNESSY, ETAL	—	—	—	L.H.E.
186(9)	4.20	HUMBLE OIL & REFINING CO.	—	—	—	PERMIT
187(9)	4.21	CHICAGO & NORTHWESTERN RAILWAY	—	—	—	AGREEMENT
188(9)	4.32	JOHN E. HACKER & BARBARA, H.W.	0.731	0.691	0.04	FEE

COUNTY AND HIGHWAY	ROUTE AND SECTION	CLASS AND AGREEMENT STATE	CLASS AND AGREEMENT FEDERAL	FEDERAL DIVISION OFFICE	SHEET NUMBER	TOTAL SHEETS
40.2	352.0	22.10		4	42	
CONST. PROJECT T0352(13) 2140-1-71					4.1	324

REVISION DATE	
4-28-67	J.J.B.
7-10-67	R.A.H.
8-11-67	J.J.B.
11-16-67	J.J.B.
1-3-68	J.J.B.
1-24-68	J.J.B.
4-4-68	J.J.B.
5-17-68	J.J.B.
6-5-68	J.J.B.
6-19-68	R.A.H.

STATE HIGHWAY COMMISSION OF WISCONSIN

PLAT OF RIGHT OF WAY REQUIRED

PROJECT T 0352(10)

NORTH 76TH ST.

(W. FLORIST AVE. — N. COUNTY LINE)

S.T.H. 181 MILWAUKEE COUNTY

SCALE

0 40 80 FEET

LENGTH= 4.55 MILES

DATED NOV. 10, 1966

COUNTY AND HIGHWAY	ROUTE AND SECTION	CLASS AND AGREEMENT: STATE	CLASS AND AGREEMENT: FEDERAL	B. P. R. REGION DIVISION	SHEET NUMBER	TOTAL SHEETS
40.2	352.0	22.10		4 WIS.	4.4	
CONST. PROJECT T0352(13) 2140-1-71					4.2	324

106 FREDERICK A. STEIN & ANNA G., H.W. & ROLLAND R. SEWELL & MARY J., H.W. .677 ACRES

103 W.E.P.CO.

102 W.T.CO.

105 ANNA GERTRUDE STEIN 3.099 ACRES

104 W.E.P.CO.

109 W.T.CO.

101 JOHN D. GRIFFITHS, JR. & LORRAINE G., H.W. .498 ACRES

100 THOMAS C. CODDINGTON & GORDON R. CLARKE 5.077 ACRES

123 MARVIN W. KROENING & EILEEN A., H.W. .521 ACRES

122 EUGENE H. JUERGENS, EXECUTOR OF ESTATE OF EMMA JUERGENS 1.065 ACRES

120 LINDOR ROBERT MALETZKE, JR. .417 ACRES

119 EARL W. SCHIER & LAURINE M., H.W. 1.020 ACRES

HYMAN SMITH & LILLIAN, H.W. 8.680 ACRES 107

EUGENE H. JUERGENS & BERNICE, H.W. .521 ACRES 124

182 137 RALPH KATZFEY 1.436 AC.

178 180 MORODER — INTERNATIONAL STATUARY & ALTER INC., 0.940 AC.

179 ERNEST E. SUTTER 1.101 AC.

138 A.R. GIERINGER TOOL CO. 2.206 ACRES

135 HAROLD E. PENTLER .742 ACRES

185 133 JOSEPH SHAUGHNESSY, CYRIL SHAUGHNESSY, MARY SHAUGHNESSY DONNEL 3.021 ACRES

CITY OF MILWAUKEE 29.001 A. 141

96 W. T. CO.

98 W.E.P.CO.

99 THOMAS C. CODDINGTON & GORDON R. CLARKE & CAROLYN P., H.W., & JANIS A., H.W. 2.329 ACRES

111 W.E.P.CO.

112

126 W.E.P.CO.

127 W.T.CO.

110 ROBERT LEGLER & AMELIA, H.W. 4.666 ACRES

GUSTAVE LEGLER & FRANCES, H.W. 24.135 ACRES

115

PART OF N.1/2·SE1/4·NE1/4 SEC. 16-8-21

PAUL MARKIEWICZ & ELSIE, H.W. 4.779 ACRES

RALPH B. SCHWARTZ 14.925 ACRES

125 128

JOHN J. FOX & VERNIE, H.W. .899 ACRES 129

W.T.CO. 132

METZGER MACHINE & ENGINEERING CO. 7.716 ACRES 140

142 W.E.P.CO.

143 W.T.CO.

ARTHUR SCHMIDMAN, GERALDINE SCHMIDMAN, BERNARD E. MEYERS, MORRIS B. YOPACK, MAURICE M. SPRACKER, LILLIAN SPRACKER 73.76 ACRES 146

97 CITY OF MILWAUKEE 11.410 ACRES

108 WALTER J. GUMHOLD & VERLA P., H.W. ETAL 7.239 ACRES

SUBJ. TO LAND CONTRACT W/S. JOHNSON, ETAL.

113 CHICAGO & NORTHWESTERN RAILWAY 33.054 ACRES

116

117 W.T.CO.

LEASED TO MANLEY CORP. 121

CITY OF MILWAUKEE

131 MANLEY CORP. 2.019 A.

136 CITY OF MILWAUKEE 4.009 A.

118 MANLEY CORP. 3.987 ACRES

DOMAN REALTY CORP.

WOODARD & JAESCHKE

ETTENHEIM & ZIMMERMAN

BELL ROD

130 JOSEPH J. BUTLER & BERNICE, H.W. 3.997 ACRES

134 JOSEPH BOYLE & FLORENCE, H.W. 3.125 ACRES

LOTHAR WEICHERT

139 173 CITY OF MILWAUKEE 14.829 ACRES (PART OF S.1/2·W.1/2·SW.1/4·SEC.10)

184 MAURICE M. SPACKER 19 AC.

CHICAGO & NORTHWESTERN RAILWAY 145 187

139 HUMBLE OIL & REFINING CO. 1.761 186

LEASED TO: INLAND STEEL PRODUCTS CO. 45.895 A.

25' EASEMENT TO C & NW. RY.

S. 88° 57' 47" E. 1652.00

N. 0° 02' 25" W. 1272.26'

N. 89° 57' 35" E. 1223.91'

S. 39° 23' 35" E. 563.72' CHIC 260°

1005' N. 0° 02' 25" W.

876.47'

N. 76 TH ST.

N. 79 TH ST.

N. 80 TH ST.

N. 78 TH ST.

N. 73 RD ST.

W. CLINTON ROAD

W. PARKLAND AVE.

W. LOLITA AVE.

W. TOWER AVE.

W. HOPE ROAD

W. CALUMET

W. BRADLEY

C. M. ST. P. & P. R.R.

CHICAGO & NORTHWESTERN RAILWAY

W.E.P.CO.

W.T.CO.

343.76'

624.45'

625.24'

40 150 160 170 180 190 200

672'

646'

2640'

30'

T 8 N R 21 E 22 15 16

T 8 N R 21 E 15 16

T 8 N R 21 E 9 10

T 8 N R 21 E 9 10

N

REVISION DATE	
4-28-67	J.J.B.
7-10-67	R.A.H.
8-11-67	J.J.B.
11-16-67	J.J.B.
1-3-68	J.J.B.
1-24-68	J.J.B.
4-4-68	J.J.B.
5-17-68	J.J.B.
6-5-68	J.J.B.
6 19 68	R.A.H.

STATE HIGHWAY COMMISSION OF WISCONSIN

PLAT OF RIGHT OF WAY REQUIRED

PROJECT T 0352(10)

NORTH 76TH ST.

(W. FLORIST AVE. — N. COUNTY LINE)

S.T.H. 181 MILWAUKEE COUNTY

SCALE 0 300 600 FEET

LENGTH = 4.55 MILES

DATED NOV. 10, 1966

COUNTY AND HIGHWAY	ROUTE AND SECTION	CLASS AND AGREEMENT STATE	CLASS AND AGREEMENT FEDERAL	B. P. R. REGION DIVISION	SHEET NUMBER	TOTAL SHEETS
40.2	352.0	22.10		4 WIS.	4.5	
CONST. PROJECT T0352(13) 2140-1-71					4.3	324

T 8 N — T 9 N

N

NW. 1/4 - NE. 1/4 SEC. 4

S. 1/2 - NE. 1/4 SEC. 4

MILWAUKEE GAS LIGHT CO.

150

ROAD

JEROME SCHMIT & MARYLIN, H/W .515 ACRES 160

N. 01° 48' 30" E 814.66'

1782.13' W/L. OF E. 1/2 OF 1/4 SEC.

79.69'

MAX KOHL
SIDNEY KOHL
HERBERT KOHL
ALLEN KOHL
DOLORES KOHL SOLOVY
164

MAX KOHL, ETAL

SERVITE FATHERS OF WISCONSIN 147.200 ACRES 148

T 8 N R 21 E 4 3

T 9 N R 21 E 9 10

T 9 N R 21 E 4 3 33 34

T 8 N R 21 E 4 3

S. 16° 43' W 680.26'

235.59'

W.E.P. CO. 163

ST. CATHERINE'S CATH. CONG. 2.17 ACRES 152

20.0 21.0 22.0 23.0 24.0 25.0 26.0 27.0 28.0

N. 76 TH ST.

286+07.65 T/L

REC. AS DOC. #3753897 VOL. #3954 DEEDS PAGE #514

PART OF S. 20 A. W 1/2 NW. 1/4 - SEC. 10

ARTHUR SCHMIDMAN
GERALDINE SCHMIDMAN
BERNARD E. MEYERS
MORRIS B. YOPACK
MAURICE M. SPRACKER
LILLIAN SPRACKER
93.761 ACRES 146

HENRY J. EBERT & AMANDA C., H/W 19.033 ACRES 147

JAY J. MITCHELL 0.26 AC. 176

JOSEPH THORN 0.27 AC. 177

GRACE GUERNDT 0.53 AC. 170

JOHN E. HACKER 1.64 AC. 171

ERWIN M. FLEISCHMANN 0.82 AC. 172

PETER ROONEY & MARCELLA, H/W .281 ACRES 149

W. BROWN DEER ROAD

154

WILLIAM E. JAUTZ & DORTHY V., H/W .448 ACRES 155

JOHN J. HACKER & LUCY, H/W .900 ACRES 156

OTTO C. GERSCHKE & MARGUERITE, H/W 3.604 ACRES 157

161 ROBERT J. CERLETTY & AGNES, H.W. 0.455 ACRES

175 PATER DELMER 0.37 AC.

MAX KOHL, ETAL

ERWIN C. ESCHREICH 0.55 AC. 174

DONALD BILDER & JOYCE N., H/W .420 ACRES 159

JOHN E. HACKER & BARBARA, H.W. .71 ACRES 158 188

P.L.

P.L.

P.L.

P.L.

IDENTICAL POINT

MAX KOHL ETAL

MAX KOHL, ETAL

(N. 1/2 - NW 1/4 - NW 1/4 SEC. 3)

MAX KOHL, ETAL

W. 55 AC. S. 1/2, NW. 1/4 SEC. 3

T 8 N — T 9 N

NE 1/4 - NW 1/4 - SEC. 3

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4-28-67	J.J.B.
7-10-67	R.A.H.
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11-16-67	J.J.B.
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1-24-68	J.J.B.
4-4-68	J.J.B.
5-17-68	J.J.B.
6-5-68	J.J.B.
6-19-68	R.A.H.

STATE HIGHWAY COMMISSION OF WISCONSIN

PLAT OF RIGHT OF WAY REQUIRED

PROJECT T 0352(10)

NORTH 76 TH ST.

(W. FLORIST AVE — N. COUNTY LINE)

S.T.H. 181 MILWAUKEE COUNTY

SCALE 0 300 600 FEET

LENGTH = 4.55 MILES

DATED NOV. 10, 1965

COUNTY AND HIGHWAY	ROUTE AND SECTION	CLASS AND AGREEMENT		B. P. R. REGION DIVISION	SHEET NUMBER	TOTAL SHEETS
		STATE	FEDERAL			
40.2	352.0	22.10		4 WIS.	4.20	
CONST. PROJECT T0352(13) 2140-1-71					4.4	324

W/L. OF 1/4 SEC.
S.W. CORNER OF 1/4 SEC.
2186.10'
24.75'
PARALLEL TO W/L. OF 1/4 SEC. 208.76'
S. 01° 14' W. 100'
24.24' & PLL. W/ W. LI. OF 1/4 SEC.
S.E'LY 119'
220' & PLL. W/E. LI.
E./L. OF POLL-BER HEIGHTS
30'
55'
5'
W. BRADLEY
SUBJ. TO LAND CONTRACT W/ N.J. SCHMIDT
179
BARN
173'
469.89'
469.64' & PLL. W/S. LI.
GAR. & SHED
147'
#8075 1 STY. BR. & CONC. BLK.
469.80' & PLL. W/S. LI. 1/4 SEC.
W. TOWER AVE.
WALL
#8155 1 STY. BRK. & CONC. BLK. "METZGER MACHINE & ENGINEERING CO."
N
619.9'
WALL
91'
84'
20'
L.H.E. (SLOPE) TEMP. 0.08 AC.
185
P.I. 208.76' S. 01°15'30" W. (D)
469.89'
P.I. 181+49.39
PLL. W/S.LI.
SLOPE INTERCEPT 208.76'
MORODER INTERNATIONAL STATUARY AND ALTAR INC.
#8051 2 STY. STONE
84'
137
L.H.E. SLOPE (TEMP.) 030 A.
182
P.I. 183+92.63 PARALLEL TO SL. OF 1/4 SEC.
98'
102'
138
L.H.E. SLOPE (TEMP.) 045 A.
SLOPE INTERCEPT
P.I. 186+12.63
P.I. 186+62.64
SEE ALSO SHEET 4.21
140
SLOPE INTERCEPT
SLOPE INTERCEPT
133
L.H.E. SLOPE (TEMP.) 125 A.
M
#7967 2 STY. FR. DWEL.
20'
40'
208.76'
5'
5'
24.75'
24.75'
L.H.E. SLOPE (TEMP.) 032 A.
135
L.H.E. SLOPE TEMP. 0.021 AC.
180
178
9'
RESERVED FOR HIGHWAY
243.24'
RES. FOR HIGHWAY
220'
15' SEWER EASEMENT
330'
15' SEWER EASEMENT
60'
66'
50.01'
N. 76TH ST.
179+40.63
N. 1°08'31" E. (C)
N. 01° 15' 30" (E) (D) 208.76'
100.00'
143.24'
N. 0°00'11" W. (C)
REFERENCE LINE
185
190
S.T.
499.94'
310'
220'
CHIPPED STONE PLANTER
21' COM. WATER MAIN EASE.
ROCK GARDEN
#7974
CHIPPED STONE PLANTER
33'
55'
374.58'
408.30'
RIGHT OF ENTRY, SLOPE (TEMP.) 0.035 A.
173
SLOPE INTERCEPT
+62.64
105' E. 836.52' N.
SLOPE INTERCEPT FOR THE BY-PASS
TEMPORARY BY-PASS
N
SLOPE INTERCEPT
L.H.E. SLOPE (TEMP.) 064 A.
134
39'
GRANITE BLK. BLDG.
53'
S
74'
GRANITE PUMP HOUSE
M
92'
S
186
SLOPE INTERCEPT
L.H.E. SLOPE (TEMP.) 0058 A.
139
HUMBLE OIL & REFINING CO.
10'
PERMIT (SLOPE) 0.08 AC.
310'
62.63'
RD.
7' EASEMENT TO W.E.P. CO.
310'
33'
55'
55'
E./L. OF W. 1/2 OF W. 1/2 OF 1/4 SEC.
33'
SEE ALSO SHEET 4.21
CITY OF MILWAUKEE
PART OF S. 1/2 OF THE W. 1/2 OF THE W. 1/2 OF THE SW. 1/4 SEC. 10, T8N, R21E.

LEGEND
DENOTES NO ACCESS

NOTE:
"NO ACCESS" REFERRED TO ON THIS SHEET IS TO BE CONSTRUED SOLELY AS NO VEHICULAR INGRESS OR EGRESS.

REVISION DATE	
4-28-67	J.J.B.
7-10-67	R.A.H.
8-11-67	J.J.B.
11-16-67	J.J.B.
1-3-68	J.J.B.
1-24-68	J.J.B.
4-4-68	J.J.B.
5-17-68	J.J.B.
6-5-68	J.J.B.
6-19-68	R.A.H.

STATE HIGHWAY COMMISSION OF WISCONSIN

PLAT OF RIGHT OF WAY REQUIRED

PROJECT T 0352(10)

NORTH 76TH ST.
(W. FLORIST AVE. — N. COUNTY LINE)
S.T.H. 181 MILWAUKEE COUNTY

SCALE
0 40 60 FEET

LENGTH = 4.55 MILES

DATED NOV. 10, 1966

COUNTY AND HIGHWAY	ROUTE AND SECTION	CLASS AND AGREEMENT STATE	CLASS AND AGREEMENT FEDERAL	B. P. R. REGION DIVISION	SHEET NUMBER	TOTAL SHEETS
40.2	352.0	22.10		4 WIS.	4.21	
CONST. PROJECT T0352 (10) 2140-1-71					4.5	32.4

PART OF
N. ½ OF S.E. ¼ SEC. 9, T.8 N., R. 21E.

#8155
1 STY. BRK. & CONC. BLK.

64'

S/L OF N. 1/2 OF 1/4 SEC.

P.L.

28'

10' W. E.P.CO. & W.T.CO. EASE.

W.T. CO. (143)

W.E.P.CO. (142)

P.L. 192 + 69.72

R.O.W. REC. IN VOL. 427 D., PAGE 534 & VOL. 1210, PAGE 605

RAILWAY

100'

L.H.E. SLOPE (TEMP.)

SEE SHT. 4.22

(187)

AGREEMENT

80°

P.L. 192 + 23.96

(146)

SLOPE INTERCEPT

SEE ALSO SHEET 4.20

(140)

(141)

115' W.
1162.38' N.

LICENSE AGREEMENT W. WIS. NATURAL GAS CO. DOC. 3966903 REC. IN REEL 3, IMAGE 698 TO 708 INCL.

LICENSE AGREEMENT W. W.E.P. CO. DOC. 352627, REC. IN VOL. 4209 DEED, PAGE 161

54" STORM

60° TUNNEL

P.L. 193 + 43.83

90°

SLOPE INTERCEPT

137' W.
894.34' S.

(146)

L.H.E. SLOPE (TEMP.) 106A.

SLOPE INTERCEPT

#8325
2 STY. FR.

73'

60' W.
346.81' S.

N

(145)

192 + 83.90

N. 76TH ST.

190

195

N. 0° 00' 11" W. (C)

REFERENCE LINE

200

CHICAGO & NORTH WESTERN

PAGE 534
PAGE 600
PAGE 606

REC. IN VOL. 127 DEEDS

(173)

SEE ALSO SHEET 4.20

SLOPE INTERCEPT

RIGHT OF ENTRY (BY-PASS)
0.09 AC.

192 + 23.96

100'

193 + 43.83

P.L.

166' E
1049.63' S.

(184)

RUINS

℄ TEMPORARY BY PASS

SLOPE INTERCEPT

SLOPE INTERCEPT
FOR BY PASS.

L.H.E. (BY-PASS)
(TEMP.) 0.12 AC.

PART OF
N. ½ OF THE W. ½ OF THE W. ½ OF SW. ¼ SEC. 10, T.8 N., R.21E.

348.87' S.

L.H.E. SLOPE (TEMP.) 078A.

SLOPE INTERCEPT

(184)

LEGEND

DENOTES NO ACCESS

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4-28-67	J.J.B.
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1-24-68	J.J.B.
4-4-68	J.J.B.
5-17-68	J.J.B.
6-5-68	J.J.B.
6-19-68	R.A.H.

STATE HIGHWAY COMMISSION OF WISCONSIN

PLAT OF RIGHT OF WAY REQUIRED

PROJECT T 0352(10)

NORTH 76 TH ST.
(W. FLORISTAVE. — N. COUNTY LINE)
S.T.H. 181 MILWAUKEE COUNTY

SCALE
0 40 60
FEET

LENGTH = 4.55 MILES

DATED NOV. 10, 1966

COUNTY AND HIGHWAY	ROUTE AND SECTION	CLASS AND AGREEMENT STATE	CLASS AND AGREEMENT FEDERAL	B. P. R. REGION DIVISION	SHEET NUMBER	TOTAL SHEETS
40.2	352.0	22.10		4 WIS.	4.22	
CONST. PROJECT T0352(13) 2140-1-71					4.6	324

N

P

℄ PROPOSED FUTURE STREET

P.T. 212+83.97 R/L 212+70.51 - 115.18' L.T. T/L

+33

+00

N. 20°42'45" W 879.47'

N. 20°00'18" W (C)

S. 17°20'07" E. 661.14'

S. 88° 31' 24" W.

P.L.

(46) L.H.E. (DRAINAGE) (PERM.) 2250 SQ. FT.

L.H.E. SLOPE (TEMP.) 0.12 AC.

(48) L.H.E. SLOPE (TEMP.) .133 A.

SLOPE INTERCEPT

SLOPE INTERCEPT

PLL. TO E/L. OF 1/4 SEC.

60' W. 346.51' S.

410.67'

346.82'

15'

80'

241.16'

N. 03°20'01" W

FENCE

N. 76TH

N. 0°00'11" W. (C)

REFERENCE LINE

205

REFERENCE LINE

564' (D.)

794.41'

210

℄

TRANSIT LINE

N. 0°00'18" W. (C)

795.26'

90°

ST.

33'

60'

513'

249.71'

362.91'

210.33'

2°31'05.56" W

210.00

N. 0°16'04" E

306.07'

S. 8° 04' 52" E.

51'

96'

RES.

S. 89°57'28" E. (C.) 211+62.81 T/L

P.L. 212+58.81 T/L

S. 89°57'28" E. (D.)

FENCE

52'

58'

#8460 2 STY. FR.

#8470 2 STY. BRK.

#8482 1 1/2 STY. BRK.

155'

166'

G

G

GREENHOUSES

BARN

SLOPE INTERCEPT BY-PASS

℄ TEMPORARY BY-PASS

SLOPE INTERCEPT

L.H.E. SLOPE (TEMP.) SEE SHT. 4.21

(184)

25'

205+98.81

N. 89°56'W (D.) P.L.

L.H.E. (DRAINAGE) (PERM.) 375 SQ. FT.

N. 89°57'28" W. (C.)

SLOPE INTERCEPT

P.C. 206A+17.30 206A+17.30

L.H.E. SLOPE (TEMP.) .027 A.

(147)

P.I. 209+54.06 - 29.46' RT. R/L

209+54.06 T/L

CURVE DATA-R/L

P.I. = 209 + 54.06
I. = 20°-00'-00"
Δ. = 10°-00'-00"
D. = 3°-00'
T. = 336.76'
L. = 666.67'
E. = 29.46'
R. = 1909.86'

LEGEND

DENOTES NO ACCESS

NOTE:
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REVISION DATE	
4-28-67	J.J.B.
7-10-67	R.A.H.
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1-24-68	J.J.B.
4-4-68	J.J.B.
5-17-68	J.J.B.
6-5-68	J.J.B.
6-19-68	R.A.H.

STATE HIGHWAY COMMISSION OF WISCONSIN

PLAT OF RIGHT OF WAY REQUIRED

PROJECT T 0352(10)

NORTH 76TH ST.

(W. FLORIST AVE. — N. COUNTY LINE)

S.T.H. 181

MILWAUKEE COUNTY

SCALE 0 40 80 FEET

LENGTH = 4.55 MILES

DATED NOV. 10, 1966

COUNTY AND HIGHWAY	ROUTE AND SECTION	CLASS AND AGREEMENT		B. P. R. REGION DIVISION	SHEET NUMBER	TOTAL SHEETS
		STATE	FEDERAL			
40.2	352.0	22.10		4 WIS.	4.23	
CONST. PROJECT TO 352(13) 2140-1-71					4.7	324

CURVE DATA - R/L

P.I. = 224 + 46.84
I. = 35°-28'-23"
Δ. = 17°-44'-11.5"
D. = 2°-30'
T. = 733.03'
L. = 1418.92'
E. = 114.36'
R. = 2291.83'

REMAINING AREA = 124.482 AC.

N. 16°54'00" W. 742.94'

N. 20°42'45" W. 819.47'

P.C. 217+13.45 - R/L
216+74.09 - 262.08' LT. T/L

P.I. 224+46.48 - 114.36' LT. R/L
223+62.81 - 312.78' LT. T/L

REFERENCE LINE - E20

N. 0°00'18" W.

Q

P

CONC. DRIVEWAY (EXISTING)

N. 20°18'18" W. (C)

S. 17°20'27" E. 681.14'

THIS SEVERED AREA IS 2.048 AC.

148

S. 00°00'18" E. 613.06'

P.L. - 480.00' & P.L. W/E. LI. 1/4 SEC.

S. & P.L. W/E. LI. 1/4

N. 88°41'00" E. & P.L. W/N. LI. 1/4 SEC. 239.90'

P.L.

G.

30'

28'

S

152

8685
ST. CATHERINE CHURCH

CONC. WALK

BELFRY

CONC. WALK

CONC. RETAINING WALL

8661
1 1/2 STY. STONE

CONC. DRIVEWAY

STONE STATUE

S. 88°41'00" W. 230.00'

P.L. W/N. LI. 1/4 SEC.

S. 11°38'23" W. 259.26'

610.50' TO NE. COR. SEC. 9

N. 76TH ST.

33'

220 N. 00°00'18" W. (C) TRANSIT LINE

480.00' (D)

225

FENCE

STATUE

CEMETERY MARKERS

FENCE

STATUE

P.L. 217+36.63 T/L

P.L. 218+68.92 T/L

P.L.

P.L.

Q

ST. CATHERINE SCHOOL

NOTE:
"NO ACCESS" REFERRED TO ON THIS SHEET IS TO BE CONSTRUED SOLELY AS NO VEHICULAR INGRESS OR EGRESS.

LEGEND
DENOTES NO ACCESS

REVISION DATE	
4-28-67	J.J.B.
7-10-67	R.A.H.
8-11-67	J.J.B.
11-16-67	J.J.B.
1-3-68	J.J.B.
1-24-68	J.J.B.
4 4 68	J.J.B.
5-17-68	J.J.B.
6-5-68	J.J.B.
6-19-68	R.A.H.

STATE HIGHWAY COMMISSION OF WISCONSIN

PLAT OF RIGHT OF WAY REQUIRED

PROJECT T 0352(10)

NORTH 76TH ST.
(W. FLORIST AVE. — N. COUNTY LINE)
S.T.H. 181 MILWAUKEE COUNTY

SCALE 0 40 60 FEET

LENGTH = 4.55 MILES

DATED NOV. 10, 1966

COUNTY AND HIGHWAY	ROUTE AND SECTION	CLASS AND AGREEMENT STATE	CLASS AND AGREEMENT FEDERAL	FEDERAL DIVISION OFFICE	SHEET NUMBER	TOTAL SHEETS
40.2	352.0	22.10		4	4.24	
CONST. PROJECT T0352(13) 2140-1-71					4.8	324

E. 1/2 OF S.W. 1/4 SEC. 4, T. 4 N., R. 21 E.

SEE SHEET 4.26

SEE ALSO SHEETS 4.26 THRU 4.32

SEE SHEET 4.25

N. 76TH ST.

W. BROWN DEER RD.

700.20'

N 0° 00' 18" W

N. 15° 44' 59" W. 742.54'

P.I. 224+46.48 = 1418.36' LT. R/L
225+62.91' = 512.78' LT. T/L

225

230

REFERENCE LINE

P.I. 231+32.37' R/L
230+69.38' = 317.22' LT. T/L

S. 00° 00' 18" E. 615.06'

S. 8 PLL. W/E LI. 1/4

S. 89° 41' 00" W. 230.00'

S. 89° 41' 00" W. 265.00'

S. 1° 33' 23" W. 259.26'

S. 37° 08' 28" W. 165.61'

THIS SEVERED AREA IS 0.879 AC.

S. 00° 00' 18" E. 193.17'

S. 610.50' (D)
TRANSIT LINE

N. 0° 00' 18" W. (C)

443.13 TO NW COR. SEC. 10

℄ RELOCATED N. 76TH ST.

VACATED

226.18'

195.00'

S. 88° 40' 54" W.

N. 88° 40' 54" E.

2661.29'

600.00'

782.64'

S. 15° 16' 00" W.

233+18.80 R/L
232+49.05 = 267.48' LT. T/L
122+34.45 BD.

N. 15° 28' 13" E. (C)

238

S. 88° 40' 54" W.

600.32'

N. 0° 18' 54" E. (C)

211.20'

105.60'

255

S. 9° 38' 17" E.

S. 86° 40' 54" W.

N. 89° 43' 10" E.

S. 89° 57' E.

42.80

TELEPHONE BOOTH

FRUIT STAND

LEGEND
DENOTES NO ACCESS

NOTE:
"NO ACCESS" REFERRED TO ON THIS SHEET IS TO BE CONSTRUED SOLELY AS NO VEHICULAR INGRESS OR EGRESS.

STA. 232+55.20 ALONG T/L (PROJ. T0352(10)) =
STA. 187+01.90 ALONG BR. DEER RD. (PROJ. T034-1-(12)) =
STA. 124+99.93 ALONG BR. DEER RD. (PROJ. T0352(10))

#8685 ST. CATHERINE CHURCH

#8661 1 1/2 STY. STONE

CONC. DRIVEWAY

CONC. WALK

BELFRY

CONC. WALK

CONC. WALK

CONC. RETAINING WALL

ST. CATHERINE SCHOOL

#8716 1 1/2 STY. FR.

#8724 1 1/2 STY. FR.

#8730 1 1/2 STY. FR.

#8750 1 1/2 STY. FR.

#8759 1 1/2 STY. FR.

GEORGE G. LEBERFING

JOSEPH F. KRAJCIK

CONC. PILLARS

FENCE

CONC. DRIVEWAY

L.H.E. SLOPE (TEMP.) 0.03 AC.

L.H.E. SLOPE (TEMP.) 1.00 AC.

CH. 236.24'

175.50' (D)
179.33' (C)

230+60.20 T/L

HENRY PIEHL; REC. IN VOL. #1713 DEEDS, PAGE #354; DOC. #2306682

R = 167'

CURVE DATA - R/L
P.I. = 224 + 46.84
I. = 35°-28'-17"
Δ. = 17°-44'-08.5"
D. = 2°-30'
T. = 733.00'
L. = 1418.85'
E. = 114.36'
R. = 2291.83'

REVISION DATE	
4-28-67	J.J.B.
7-10-67	R.A.H.
8-11-67	J.J.B.
11-16-67	J.J.B.
1-3-68	J.J.B.
1-24-68	J.J.B.
4-4-68	J.J.B.
5-17-68	J.J.B.
6-5-68	J.J.B.
6-19-68	R.A.H.

STATE HIGHWAY COMMISSION OF WISCONSIN

PLAT OF RIGHT OF WAY REQUIRED

PROJECT T 0352(10)

NORTH 76TH ST.

(W. FLORIST AVE. — N. COUNTY LINE)

S.T.H. 181 MILWAUKEE COUNTY

SCALE 0 40 80 FEET

LENGTH = 4.55 MILES

DATED NOV. 10, 1966

COUNTY AND HIGHWAY	ROUTE AND SECTION	CLASS AND AGREEMENT: STATE	CLASS AND AGREEMENT: FEDERAL	FEDERAL DIVISION OFFICE	SHEET NUMBER	TOTAL SHEETS
40.2	352.0	22.10		4	4.25	
CONST. PROJECT T0352(13) 2140-1-71					4.9	324

N

T. 8 N.
R. 21 E.
3
10

LEGEND

DENOTES NO ACCESS

NOTE:
"NO ACCESS" REFERRED TO ON THIS SHEET IS TO BE CONSTRUED SOLELY AS NO VEHICULAR INGRESS OR EGRESS.

REVISION DATE	
4-28-67	J.J.B.
7-10-67	R.A.H.
9-[illegible]-67	J.J.B.
11-[illegible]-67	J.J.B.
1-3-68	J.J.B.
1-24-68	J.J.B.
4-4-68	J.J.B.
5-17-68	J.J.B.
6-[illegible]-68	J.J.B.
6-19-68	R.A.H.

STATE HIGHWAY COMMISSION OF WISCONSIN

PLAT OF RIGHT OF WAY REQUIRED

PROJECT T 0352(10)

NORTH 76TH ST.

(W. FLORIST AVE. — N. COUNTY LINE)

S.T.H. 181 MILWAUKEE COUNTY

SCALE 0 40 80 FEET

LENGTH = 4.55 MILES

DATED NOV. 10, 1966

COUNTY AND HIGHWAY	ROUTE AND SECTION	CLASS AND AGREEMENT STATE	CLASS AND AGREEMENT FEDERAL	FEDERAL DIVISION OFFICE	SHEET NUMBER	TOTAL SHEETS
40.2	352.0	22.10		4	4.26	
CONST. PROJECT T0352(13) 2140-1-71					4.10	324

420' N. (AS MEASURED AT RT. ∠S TO SEC. L.I.) OF S.L.I. SEC. 4

L.H.E. (DRAIN) TEMP. 0.78 AC.

L.H.E. (DRAIN) (PERM.) 0.19 AC.

N. 01°48'30"E. 2596.81' TO N.L.I. 1/4 SEC.

20'L

W.LI. OF THE E.1/2 OF SW.1/4 SEC.4 8-21

L.H.E. SLOPE (TEMP.), SEE SHEET 4.29

SEE ALSO SHEETS 4.25 & 4.27 THRU 4.32

(164)

STA 233+13.57 ℄ LK. IN 76 TH ST.
STA. 181+26.90, 74.0' LT. (BROWN DEER RD.)

SEE ALSO SHEET 4.24

STA 234+82.20
440' LT.

S. 15° 6' 00" W.

785.64

235

N. 15° 28' 13" E. 1.10

PROPOSED 10' X 5' CUL-V

960.92' S. 88° 40' 37" W. (C)

R

609'

W. BROWN DEER RD.

1301

T 8 N
R 21 E
4 4
9 9

35'

75'

60'

2661.29'

N. 88° 40' 37" E. (C)

575' TO S.E. COR. SEC 4

233+19.29 R/L
232+49.55 - 267.47' LT T/L

REFERENCE LINE

N. 0° 02' 36" E. (C) 750.2'

2628.34'

S. 88° 40' 37" W. 300'
S. 88° 40' 37" W. 1790.21'

S. 71° 31' 29" E. 279.88

℄ EASEMENT TO MILWAUKEE GAS LIGHT CO.
N.K.A. WIS. GAS CO.

5' 5'

N. 2° W. 26.50'

(148)

SEE ALSO SHEET 4.24

170.18' S. & P.L. TO E.LI.
605.14' W. & P.L. TO N.LI.

N. 0° 00' 18" W. 700.20'

LEGEND

DENOTES NO ACCESS

NOTE:
"NO ACCESS" REFERRED TO ON THIS SHEET IS TO BE CONSTRUED SOLELY AS NO VEHICULAR INGRESS OR EGRESS.

REVISION DATE	
4-28-67	J.J.B.
7-10-67	R.A.H.
9-11-67	J.J.B.
11-15-67	J.J.B.
1-3-68	J.J.B.
1-24-68	J.J.B.
4-1-68	J.J.B.
5-27-68	J.J.B.
6-5-68	J.J.B.
6-19-68	R.A.H.

STATE HIGHWAY COMMISSION OF WISCONSIN

PLAT OF RIGHT OF WAY REQUIRED

PROJECT T 0352(10)

NORTH 76TH ST.
(W. FLORIST AVE. — N. COUNTY LINE)
S.T.H. 181 MILWAUKEE COUNTY

SCALE
0 40 80 FEET

LENGTH = 4.55 MILES

DATED NOV. 10, 1966

COUNTY AND HIGHWAY	ROUTE AND SECTION	CLASS AND AGREEMENT STATE	CLASS AND AGREEMENT FEDERAL	B. P. R. REGION DIVISION	SHEET NUMBER	TOTAL SHEETS
40.2	352.0	22.10		4 WIS.	4.27	
CONST. PROJECT T0352(13) 2140-1-71					4.11	324

CURVE DATA - R/L
P.I. = 242 + 38.62
I = 15° 09'-11"
Δ = 7°-34'-35.5"
D = 3° 00'00"
T = 254.03'
L = 505.10'
E = 1266'
R = 1909.86'

E. ½ OF S.W. ¼ SEC.4, T.8N., R21E.

N

W. BROWN DEER RD.

N. 76TH

IDENTICAL POINTS

QUONSET HOUSE

2 STY. BRK.

SEE ALSO SHEETS 4.25, 4.26, 4.28 THRU 4.32

782.64' S. 15° 16' 00" W.

REFERENCE LINE Z

C W.E.P. CO. EASE.

W.E.P.CO.

P.C. 239A + 84.99 - R/L
238 + 90.18 - 93.43' LT. T/L

N. 15° 28' 13" E. (C)

PIPE CULVERT

P.T. 242A + 36.82 - 12.66' RT.
241 + 36.89 - 27.00 LT.

N. 0° 18' 54" E. (C)

TRANSIT LINE

777.06' N. OF S.W. COR. OF 1/4 SEC. 4

#8834 1½ STY. FR.

#8864 1½ STY. FR.

#8900 2 STY. FR.

#8876

#8910

#4336

#8900

PORTABLE PATIO

REMNANT = 0.84 AC.

REMNANT = 0.51 AC.

N 1/2 AC. S 1/2 AC. W. 12 1/2 RODS SW1/4 SEC. 3

218.20' & PLL. W/W. LI. P.L.

150.06' P.L.

P.L. 238+82.20 T/L

SEE ALSO SHT. 4.25

MATCH LINE

627' TO SEC. LI.

OVERLAP

& PIPE CULVERT

P.T. 244A + 85.82 - 27.00 LT.
243 + 85.82 - 27.00 LT. T/L

N. 0° 18' 54" E. (C)

LHE. DRAIN. (TEMP), SEE SHEET 4.26

NOTE:
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LEGEND
DENOTES NO ACCESS

REVISION DATE	
4-28-67	J.J.B.
7-10-67	R.A.H.
8-11-67	J.J.B.
11-16-67	J.J.B.
1-3-68	J.J.B.
1-24-68	J.J.B.
4-4-68	J.J.B.
5-17-68	J.J.B.
6-5-68	J.J.B.
6-19-68	R.A.H.

STATE HIGHWAY COMMISSION OF WISCONSIN

PLAT OF RIGHT OF WAY REQUIRED

PROJECT T 0352(10) (10)

NORTH 76 TH ST.

(W. FLORIST AVE. — N. COUNTY LINE)

S.T.H. 181 MILWAUKEE COUNTY

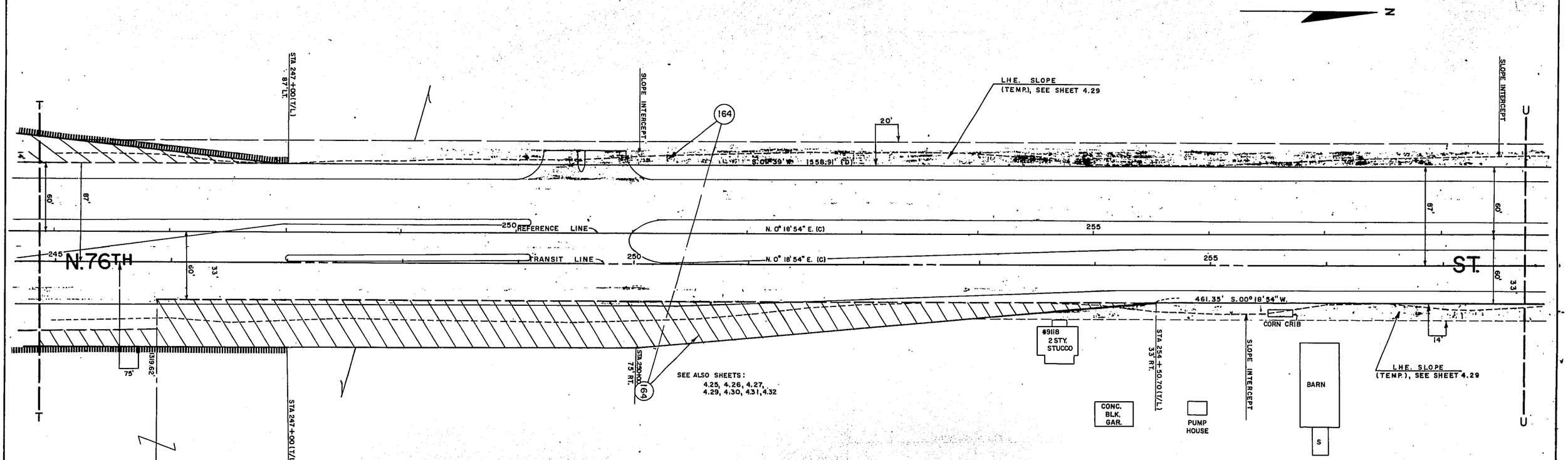
SCALE 0 40 80 FEET

LENGTH = 4.55 MILES

DATED NOV. 10, 1969

COUNTY AND HIGHWAY	ROUTE AND SECTION	CLASS AND AGREEMENT		FEDERAL DIVISION OFFICE	SHEET NUMBER	TOTAL SHEETS
		STATE	FEDERAL			
40.2	352.0	22.10		4 WIS.	428	
CONST. PROJECT T0352(13) 2140-1-71					4.12	324

E. ½ OF THE S.W. ¼ SEC. 4, T. 8N., R. 21E.



NOTE:
"NO ACCESS" REFERRED TO ON THIS SHEET IS TO BE CONSTRUED SOLELY AS NO VEHICULAR INGRESS OR EGRESS.

LEGEND
DENOTES NO ACCESS

REVISION DATE	
4-28-67	J.J.B.
7-10-67	R.A.H.
8-11-67	J.J.B.
11-16-67	J.J.B.
1-3-68	J.J.B.
1-24-68	J.J.B.
4-4-68	J.J.B.
5-17-68	J.J.B.
6-5-68	J.J.B.
6-19-68	R.A.H.

STATE HIGHWAY COMMISSION OF WISCONSIN

PLAT OF RIGHT OF WAY REQUIRED

PROJECT T 0352(10)

NORTH 76TH ST.

(W. FLORIST AVE — N. COUNTY LINE)

S.T.H. 181 MILWAUKEE COUNTY

SCALE 0 40 80 FEET

LENGTH = 4.55 MILES

DATED NOV. 10, 1966

COUNTY AND HIGHWAY	ROUTE AND SECTION	CLASS AND AGREEMENT		FEDERAL DIVISION OFFICE.	SHEET NUMBER	TOTAL SHEETS
		STATE	FEDERAL			
40.2	352.0	22.10		4 WIS.	4.29	
CONST. PROJECT T0352(13) 2140-1-71					4.13	324

W/L. OF E. 1/2 OF 1/4 SEC.

E. 1/2 OF SW. 1/4 SEC. 4, T.8 N., R.21 E.

S. 88° 32' 40" W.

SLOPE INTERCEPT

260+11.52

20'

30'

87.64'

60'

87'

N. 0° 18' 54" E. (C)

260

REFERENCE LINE

TRANSIT LINE

N. 76TH ST.

33'

33'

60'

U

(164)

L.H.E. SLOPE (TEMP) 4.22 AC.

NOTE: L.H.E. TO TERMINATE W/ COMPLETION OF RECONSTRUCTION OF BROWN DEER RD. UNDER PROJ. T034-1(12)

SLOPE INTERCEPT

1348.05' N. 00°03' 40" E.

1220.31' S. 0° 15' 07" W.

265

N. 0° 15' 07" E. (C)

1347.80'

1217.53' N. 0° 15' 07" E.

1349.94' S. 0° 15' 07" W.

N

V

SLOPE INTERCEPT

3' PIPE CULVERT

270

87'

60'

ST.

60'

L.H.E. DRAIN. (PERM.), SEE SHEET 4.32

SLOPE INTERCEPT

190'

25'

25'

L.H.E. DRAIN. (TEMP.), SEE SHEET 4.26

+80.00

259+12.05

SLOPE INTERCEPT

N. 89° 55' 02" E.

RUINS

RUINS

RUINS

FIELD STONE GAR.

RUINS

FR.

FR.

FR. RUINS

RUINS

SLOPE INTERCEPT

L.H.E. SLOPE (TEMP)

(164)

SEE ALSO SHEETS: 4.25 THRU 4.28, 4.30 & 4.31

REVISION DATE	
4-28-67	J.J.B.
7-10-67	R.A.H.
8-11-67	J.J.B.
11-16-67	J.J.B.
1-3-68	J.J.B.
1-24-68	J.J.B.
4-4-68	J.J.B.
5-17-68	J.J.B.
6-5-68	J.J.B.
6-19-68	R.A.H.

STATE HIGHWAY COMMISSION OF WISCONSIN

PLAT OF RIGHT OF WAY REQUIRED

PROJECT T 0352(10)

NORTH 76 TH ST.

(W. FLORIST AVE.— N. COUNTY LINE)

S.T.H. 181 MILWAUKEE COUNTY

SCALE

0 40 80 FEET

LENGTH= 4.55 MILES

DATED NOV. 10, 1966

COUNTY AND HIGHWAY	ROUTE AND SECTION	CLASS AND AGREEMENT		FEDERAL DIVISION OFFICE	SHEET NUMBER	TOTAL SHEETS
		STATE	FEDERAL			
40.2	352.0	22.10		4 WIS.	4.30	
CONST. PROJECT T0352(13) 2140-1-71					4.14	324

ARC = 242.41'
CH. = 242.32'
CH. BR. = N. 2°54'53" E.
I ANGLE = 5°19'32"
RADIUS = 2608'
TANGENT = 121.29'

℄ GAS LINE

S. LINE OF N. 1/2 OF 1/4 SEC.

272+59.85 T/L

S. 88°45' W.

(150) MILWAUKEE GAS LIGHT CO.

BARN

SHED

208'

184'

S

154'

GREENHOUSES

128'

G

149'

P.T. 274A+66.83 R/L
273+66.26 - 16.00' LT. T/L

275+37.92 R/L

276A+39.23 R/L

#9441
2 STY.
FR.

57'

SLOPE INTERCEPT

SLOPE INTERCEPT

P.C. 272A+30.00 R/L
271+29.77 - 27.00' LT. T/L

P.T. 273A+48.50 - 2.75' LT. R/L
272+48.27 - 27.00' LT. T/L

N

CURVE DATA — R/L.
P.I. = 282 + 44.74
I. = 5°-19'-32"
Δ. = 2°-39'-46"
D. = 2°-14'-55"
T. = 118.50'
L. = 236.83'
E. = 2.75'
R. = 2548.00'

V

W

(220.31)

S 5°34' 39" W. 770.51'

RT.

N 5°34' 39" E.

57.37'

644.66

N. 0° 15' 07" E. (C)

N. 0° 15' 07" E.

N. 76TH ST.

1347.80

1347.80

673.90'

275

TRANSIT LINE

REFERENCE LINE

N. 5° 34' 39" E. (C)

N. 0° 15' 07" E. (C)

280

673.90'

673.90'

33'

33'

60'

P.C.

49.06

48.88

S. 0° 15' 07" W. 1349.94

672.74

S. 89°25' 50" W. 97.25'

676.01' N. 5°34' 39" E.

578.68 S. 5°34' 39" W.

N. 0° 15' 07" E. (C)

S. 89°25' 50" W. 62.46'

RT.

N. 5° 34' 39" E. 80.95'

242.41'

P.C.

P.C.

N. 0° 15' 07" E.

186.21'

60'

SLOPE INTERCEPT

SLOPE INTERCEPT

SLOPE INTERCEPT

S. 87°25' 21" W.

272+59.85 T/L

S. LINE OF N. 1/2 OF 1/4 SEC.

ARC = 231.36'
CH. = 231.77'
CH. BR. = S. 2°54'53" W.
I ANG. = 5°19'32"
RADIUS = 2488'
TANGENT = 115.71'

L.H.E. SLOPE (TEMP) SEE SHEET 4.29

(64)

SEE ALSO SHEETS:
4.25 THRU 4.29 & 4.32

N. 89°25' 50" E. 279+33.75 T/L

P.C. 281A+26.24 R/L
280+22.62 - 45.20' RT. T/L

R. = 2608'
ARC. = 242.41'
CHD. = 242.32'
CHD. BRG. = S. 2°54'53" W.
I ANG. = 5°19'32"

L.H.E. SLOPE (TEMP)

(64)

P.I. 282A+44.74 - 2.75' RT. R/L
281+40.81 - 56.20' RT. T/L

R. = 2622'
ARC. = 243.71'
CHD. = 243.62'
CHD. BRG. = N. 2°54'55" E.
I ANG. = 5°19'32"

P.T.

P.T. 283A+63.07 R/L
282+59.31 - 56.20' RT. T/L

SLOPE INTERCEPT

N.1/2 · NW.1/4 · NW 1/4 SEC. 3-8-21

CURVE DATA — R/L.
P.I. = 273 + 48.50
I. = 5°-19'-32"
Δ. = 2°-39'-46"
D. = 2°-14'-55"
T. = 118.50'
L. = 236.83
E. = 2.75
R. = 2548.00

REVISION DATE	
4-28-67	J.J.B.
7-10-67	R.A.H.
8-11-67	J.J.B.
11-18-67	J.J.B.
1-3-68	J.J.B.
1-24-68	J.J.B.
4-4-68	J.J.B.
5-17-68	J.J.B.
6-5-68	J.J.B.
6-19-68	R.A.H.

STATE HIGHWAY COMMISSION OF WISCONSIN

PLAT OF RIGHT OF WAY REQUIRED

PROJECT T 0352(10)

NORTH 76TH ST.
(W. FLORIST AVE. — N. COUNTY LINE)
S.T.H. 181.

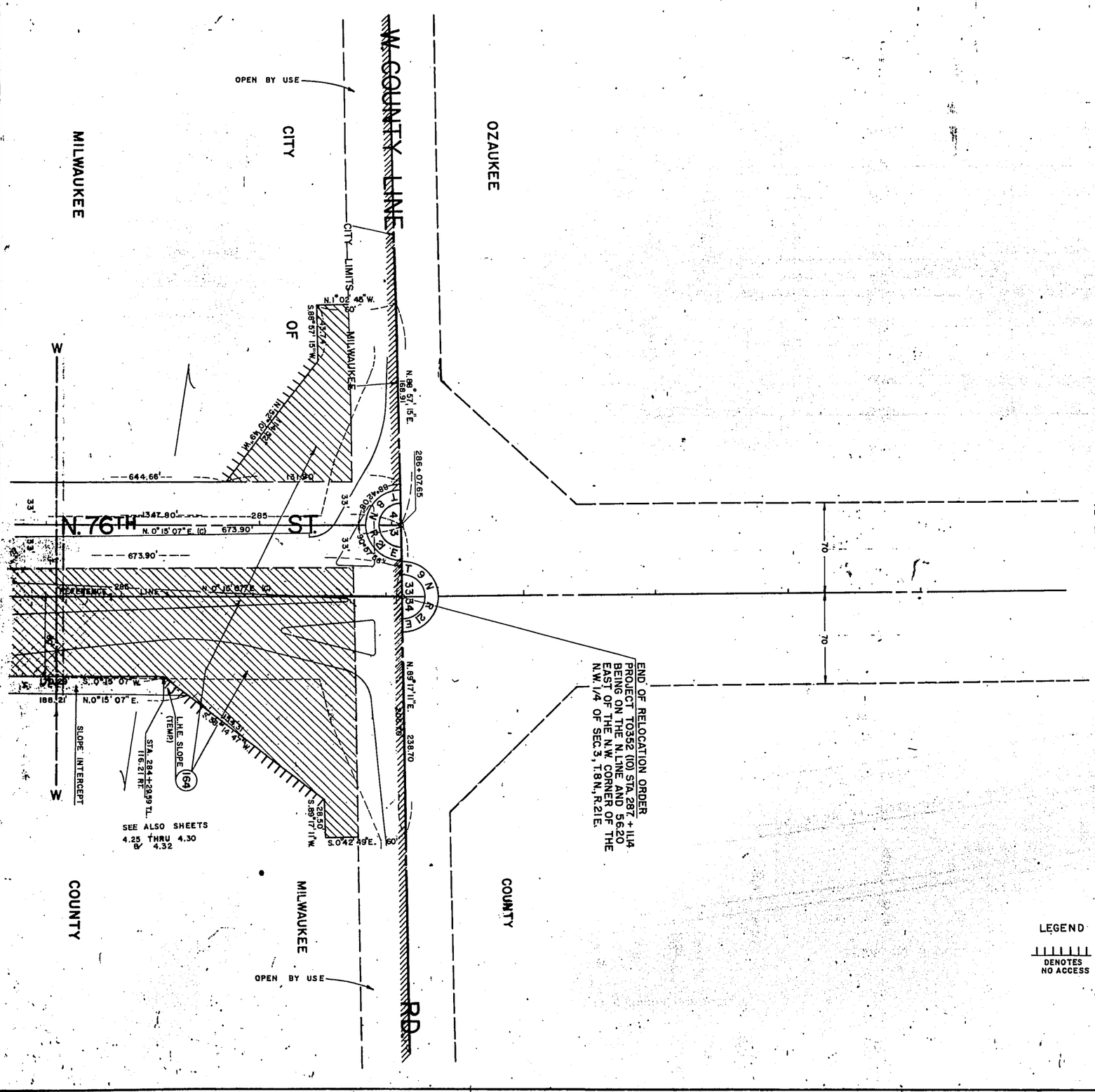
MILWAUKEE COUNTY

SCALE
0 40 80 FEET

LENGTH = 4.55 MILES

DATED NOV. 10, 1966

COUNTY AND HIGHWAY	ROUTE AND SECTION	CLASS AND AGREEMENT		FEDERAL DIVISION OFFICE	SHEET NUMBER	TOTAL SHEETS
		STATE	FEDERAL			
40.2	352.0	22.10		4 WIS.	4.31	
CONST. PROJECT T0352(13) 2140-1-71					4.15	324



N

NOTE:
"NO ACCESS" REFERRED TO ON THIS SHEET IS TO BE CONSTRUED SOLELY AS NO VEHICULAR INGRESS OR EGRESS.

LEGEND

DENOTES NO ACCESS

REVISION DATE	
4-28-67	J.J.B.
7-10-67	R.A.H.
8-11-67	J.J.B.
11-16-67	J.J.B.
1-3-68	J.J.B.
1-24-68	J.J.B.
4-4-68	J.J.B.
5-17-68	J.J.B.
6-5-68	J.J.B.
6-19-68	R.A.H.

STATE HIGHWAY COMMISSION OF WISCONSIN

PLAT OF RIGHT OF WAY REQUIRED

PROJECT T 0352(10)

NORTH 76TH ST.

(W. FLORIST AVE. — N. COUNTY LINE)

S.T.H. 181 MILWAUKEE COUNTY

SCALE 0 40 80 FEET

LENGTH= 4.55 MILES

DATED NOV. 10, 1966

N

N. 76TH

STD. B. M. NO. 62-7
N. 76TH ST. & W. BRADLEY RD.
N.W. COR. 20' N. OF C/L 49.50' ST. & 40' W. OF W/L 66' ST.
ELEV. 181.428

TO 352 (13) 5 324

2740-1-71

REMOVE CONC. CULVERT 180+98

TOE OF SLOPE

36" CONC. BOX CULVERT

EXIST PAV'T

SEC. LINE & T/L

LONG. JT.

CONST. JT.

F/L

R.D.

W. BRADLEY

NOT PART OF THIS CONTRACT

BEG. PROJECT TO352 (13)
STA. 180 + 16.93 =
END PROJECT TO352 (12)
STA. 180 + 16.93

EARTHWORK SUMMARY

UNCLASSIFIED EXCAVATION	318,000 C.Y.
FILL (INCLUDING 20% SHRINKAGE	345,000 C.Y.
BORROW	27,000 C.Y.

PROFILE ON LEFT

PROFILE ON RIGHT

TOP OF CURB

GUTTER

PRESENT GRADE ON C/L OF RDWY

FINISHED FLANGE GRADE 14' LT OF T/L

FINISHED FLANGE GRADE 14' RT OF T/L

-0.56%

+0.50%

BEG PROJECT TO352 (13) STA 180+16.93
END PROJECT TO352(12) STA 180+16.93

NOT PART OF THIS CONTRACT

ELEVATION PRESENT GRADE ON C/L OF RDWY

ELEVATION FINISHED FLANGE GRADE 14' LT & RT OF T/L

DIST.	COUNTY	PROJECT	SHEET NO.	TOTAL SHEETS
4		T 0352 (13)	6	321

2140-1-71

RELOCATED IN FIELD TO MOTEL EXIST DWY WITH PERMISSION OF OWNER AND ALSO TO MISS FIRE HYDRANT 8/18/69 RS

N. 76 TH

* TO BE BUILT BY CITY

CRUSHED STONE PAV'T.

CTR 25' R +92.04-73' LT

CTR 25' R +78.05-73' LT

R/W

ST. TOE OF SLOPE

TOE OF SLOPE

EXIST PAV'T

SEC. LINE & T/L

F/L

LONG. JT.

CONST. JT.

3" MET. COND.

2"MET. COND.

2-3" FIBER COND.

36" CONC. BOX CULVERT

24" STS.

CTR 7' R +53.1-5' RT

CTR 12' R +74.13

CTR 2.5' R +03.64-9.5' LT.

P.C. 60' R + 81.34 12 LT & RT

P.T. 60' R +92.75-2' RT.

P.C.60' R, + 44.79-12' RT.

P.C.C. +68.77- 7' RT.

P.C.C. +78.75- 6' RT.

P.C.C. +61.35 1.33' LT

CTR 26' R +61.62

PT 60' R +93.28 12' RT & LT

CHANGE TYPE Y TO TYPE 2 FRAME

+ 60.93

+ 90.93

+ 17.63

+ 47.63

PROFILE ON LEFT

PROFILE ON RIGHT

+0.51%

TOP OF CURB

GUTTER

PRESENT GRADE ON C/L OF RDWY

FINISHED FLANGE GRADE 14' LT & RT OF T/L

ELEVATION PRESENT GRADE ON C/L OF RDWY

ELEVATION FINISHED FLANGE GRADE 14' LT & RT OF T/L

PLATE 1, PLAN-PROFILE
KEUFFEL & ESSER CO.

DIST.	PROJECT	SHEET NO.	TOTAL SHEETS
4	T 0352 (13)	7	324

2140-1-71

EXIST 6" TILE DOCK DRAIN

ADD INLET TYPE 31 WITH COVER

CHANGE TO FOULET TYPE 31

CHANGE TO TYPE 15

N. 76° TH

R/W

TOE OF SLOPE

REMOVE EDGE OF EXIST. PAV'T. AT INSIDE WINGWALLS TO PERMIT PLACEMENT OF PILING.

REMOVE CONC. CULVERT 187+96

CONC. PAV'T. APPROACH SLAB

RY.

MEET STRUCTURE

B-40-380

B-40-381

LONG. JT.

EXIST PAV'T

36" CONC. BOX CULVERT

SEC. LINE & T/L

F/L

12" CMP

C & N.W.

C/L

192 +83.90 T/L & SEC. LINE
10+00 C/L OF TRACKS

PROFILE ON RIGHT

PROFILE ON LEFT

TOP OF CURB

GUTTER

+4.0%

FINISHED FLANGE GRADE 14' LT & RT OF T/L

PRESENT GRADE ON C/L OF RDWY

P.V.C. +08.90

MATCH STRUC. B-40-380

MATCH RT. FLG. STRUC. B-40-381

MATCH STRUC. LT. FLG. B-40-380

MATCH STRUC. B-40-381

NOTE: STATION 192 + 83.90
STRUCTURES B-40-380 AND B-40-381 REQUIRED.
THREE SPAN CONTINUOUS STEEL GIRDER CONSTRUCTION.
SEE DRAWINGS X34943 - X34955 AND X34956-X34967.
36' CLEAR ROADWAYS

ELEVATION PRESENT GRADE ON C/L OF RDWY

ELEVATION FINISHED FLANGE GRADE 14' LT & RT OF T/L

DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	T 0352 (13)	8	324

2140-1-71

REMOVE CONC. CULVERT
196+32

N

R.Y. R.O.W.

CONC. PAV'T. APPROACH SLAB

N. 76TH ST.

B-40-380

B-40-381

MEET STRUCTURE

EXIST. PAV'T

LONG. J.T.

36" CONC. BOX CULVERT

SEC. LINE & T/L

F/L

15" STUMP

C & N.W.

P.I. +33.90
207.50 LT & RT

+4.0%

-4.0%

CONC. PAV'T. APPROACH SLAB

STRUC. B-40-380

MATCH

MATCH STRUC. RT. FLG. B-40-381

MATCH STRUC. LT. FLG. B-40-380

STRUC. B-40-381

PROFILE ON LEFT

PROFILE ON RIGHT

TOP OF CURB

GUTTER

FINISHED FLANGE GRADE 14' LT & RT OF T/L

PRESENT GRADE ON C/L OF RDWY

ELEVATION PRESENT GRADE ON C/L OF RDWY

ELEVATION FINISHED FLANGE GRADE 14' LT & RT OF T/L

PLATE 1, PLAN-PROFILE
KEUFFEL & ESSER CO.

	PROJECT	SHEET NUMBER	TOTAL SHEETS
	T 0352 (13)	9	324

2140-1-71

N. 76TH ST.

R/W

TOE OF SLOPE

+52.30

LONG. JT.

54" ST. S.

EXIST. PAV'T.

SEC. LINE & T/L

F/L

CTR 12'R+38 +25

CTR 12'R +02 +25

CONST. JT.

+75+81.67

+49.10

199 200 201 202 203 204 205

+50

+81.67

+25

+02

+75

-40%

TOP OF CURB

GUTTER

FINISHED FLANGE GRADE 14' LT & RT OF T/L

+25 INL

+75 INL

PROFILE ON LEFT

PROFILE ON RIGHT

PVI +81.67 169.59 -0.50%

PRESENT GRADE ON C/L OF RDWY

ELEVATION PRESENT GRADE ON C/L OF RDWY

ELEVATION FINISHED FLANGE GRADE 14' LT & RT OF T/L

B.P.R. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	T 0352 (13)	10	329

2140-1-71

CURVE DATA
P.I. 209+54.06 T/L
R = 1909.86
Δ = 20°-00'-00"
T = 336.76
L = 666.67
D = 3°-00'-00"

Ⓗ CONSTRUCT 6" GRAVEL DRIVEWAY

REMOVE CONCRETE CULVERT
STA. 205+95

N. 76 TH

SEE DETAIL SHEET FOR STORM SEWER CROSSING STA. 205+91

ST.

R/W

TOE OF SLOPE

TOP OF SLOPE

LONG JT.

36" ST. S.

54" ST. S.

21" ST. S.

3'X3' CONC. BOX CULVERT

174 SEC. PLUG 205+98.81

PC 1909.86 R 168.37
206+17.30 A =
206+17.30 T/L +50

20' C & G TRANSITION

174 SEC. LINE

"A" LINE

EXIST. PAV'T.

2-3" FIBER COND.

T/L & SEC. LINE

205 206 207 207A 208 208A 209 209A 210 210A 211 211A

PROFILE ON LEFT

PROFILE ON RIGHT

TOP OF CURB

GUTTER

FINISHED FLANGE GRADE 14' LT & RT OF "A" LINE

PRESENT GRADE ON A LINE

-0.50 %

ELEVATION PRESENT GRADE ON "A" LINE

ELEVATION PROPOSED FLANGE GRADE 14' LT & RT OF "A" LINE

B P R DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	T 0352 (13)	11	329

2140-1-71

STD. B.M. 64-16
ON N. PROPERTY LINE,
OF 8482 N. 76 TH ST, EXTENDED
AND 29' E. OF SEC. LI. N. 76TH ST.
ELEV. 175.158

(H) CONSTRUCT 6" GRAVEL DRIVEWAY

(E) REMOVE EXIST. PAV'T & GRADE

TOP OF SLOPE

RELOCATED

N. 76 TH ST.

3' BERM

F/L

LONG. JT.

"A" LINE

211A

212A

213A

214A

215A

216A

217A

211

212

P.C. 212+36.50 A - 12' LT.

P.C. 212+36.50 A - 12' RT.

P.T. 212+83.97 A = 212+70.5 F/L - 115.18' LT.

∠ PT. 213+29.50 A - 48' LT.

∠ PT. 214+29.50 A - 50' LT. = 213+90.16 T/L - 211.94' LT. = 20+76.71 S.W.

P.C.C. 214+78.28 A - 7' LT.

P.T. 215+02.26 A - 12' LT.

P.C. 216+74.09 T/L - 262.07' LT. = 217+13.45 A

CONST. JT.

3' MET. COND.

FIBER COND.

60' R

CTR 2' R 212+68.00 A

CTR 2' R 213+32.00 A - 5' RT.

P.T. 213+54.30 A 2' LT. & 12' RT

CTR. 35' R 212+46.66 A - 83' RT. = 0+81.21 S - 55' RT.

CTR. 25' R 213+45.00 A - 73' RT. = 0+73.00 S - 45' RT.

18" ST. S

EXIST. PAV'T.

T/L & SEC. LI.

TOP OF SLOPE

HEAVILY WOODED & UNDERBRUSH

TREES

20' C & G TRANSITION

LONG. JT.

320'

PROFILE ON LEFT

0.50 %

TOP OF CURB

GUTTER

FINISHED FLANGE GRADE 14' LT. & RT. OF "A" LINE

PROFILE ON RIGHT

FINISHED FLANGE GRADE 14' RT. OF "A" LINE

FINISHED FLANGE GRADE 14' LT. OF "A" LINE

PRESENT GRADE ON "A" LINE

ELEVATION PRESENT GRADE ON "A" LINE

ELEVATION FINISHED FLANGE GRADE 14' LT. & RT. OF "A" LINE

211A +50 212A +36.50 +50 213A +25 +50 +75 214A +25 +50 +75 215A +25 +50 +75 216A +25 +50 +75 217A

N.P.R. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	T 0352 (13)	12	324

2140-1-71

RELOCATED N. 76 TH

TOP OF SLOPE

CONC DRIVE

3'BERM

F/L

S.W. RAMP

P.C.C. 222+04.64 T/L – 434.53' LT. = 222+64.86 A – 48' LT.

PT. 218+91.43 T/L – 394.38' LT. = 219+56.70 A – 63.24' LT. = 15+43.27 SW

PC 14+88.79 SW – 17.01' LT.

PC 221+17.10 A – 69.71' LT. = 13+18.91 SW – 20' LT.

PC 220+11.33 A – 40' LT

CTR 6' – 220+11.33 A – 46' LT. = 14+89.13 SW – 23' LT.

LONG JT.

A LINE

PC 216+74.09 T/L – 262.07' LT. = 217+13.45 A

LPT 216+90.51 T/L – 216.96' LT. = 217+13.45 A – 48' RT. = 0+00.00 SE.

PC 219+13.60 T/L – 272.88' LT. = 219+48.78 A – 60' RT. = 2+30.00 SE.

S.E. LINE

Ⓓ CONST. RUMBLE STRIP SEE DETAIL SHEET

TOP OF SLOPE

PROFILE ON LEFT

PROFILE ON RIGHT

TOP OF CURB

GUTTER

PRESENT GRADE ON "A" LINE

PRESENT GRADES ON "A" LINE

FINISHED FLANGE GRADE 14' RT OF "A" LINE

FINISHED FLANGE GRADE 14' LT OF "A" LINE

FINISHED FLANGE GRADES LT & RT OF "A" LINE

217A 218A 219A 220A 221A 222A 223A

K&E PLATE 1, PLAN-PROFILE KEUFFEL & ESSER CO.

B. P. R. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	T 0352 (13)	13	327

2140-1-71

11 S.W.

12 S.W.

S. W. RAMP

RELOCATED N. 76 TH ST.

LONG. JT.

MOUNTABLE CURB SEE DETAIL SHEET

PC 224+01.54A-54' RT.

20' C&G TRANSITION

CTR. 2R 224+01.54A-56' RT. = 6+67.76 S.E.-23' LT.

P.T. 6+67.76 S.E.-23' LT.

PC 7+27.76 S.E.-20' LT.

PC 225+24.05A-48' RT.

"A" LINE

F/L

3' BERM

S E. RAMP

6SE

7SE

8SE

9SE

CONSTRUCT RUMBLE STRIP SEE DETAIL SHEET

PROFILE ON LEFT

PROFILE ON RIGHT

PROFILE S.E. LINE

TOP OF CURB

GUTTER

PRESENT GRADE ON "A" LINE

PROPOSED FLANGE GRADE 14' RT. OF "A" LINE

PROPOSED FLANGE GRADE 14' LT. OF "A" LINE

ELEVATION PRESENT GRADE ON "A" LINE

ELEVATION FINISHED FLANGE GRADE LT. & RT. OF "A" LINE

223A 224A 225A 226A 227A 228A 229A

H. P. R. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	T 0352 (13)	14	329

2140-1-71

RELOCATED N. 76 TH

W. BROWN DEER RD.

CONC. PAV'T. APPROACH SLAB

STRUCTURE B-40-404

SUPERELEVATION

LONG. JT.

20' C.B.G. TRANSITION

"A" LINE

P.T. 230+69.38 T/L - 317.22' LT. = 231+32.37 A

MEET

F/L

73° 12' 32"

106° 47' 28"

122

123 RD.

ST.

229A 230A 231A 232A 233A 234A 235A

PROFILE ON LEFT

PROFILE ON RIGHT

TOP OF CURB

GUTTER

PRESENT GRADE ON "A" LINE

FINISHED FLANGE GRADE 14' RT. OF "A" LINE

FINISHED FLANGE GRADE 14' LT OF "A" LINE

FINISHED FLANGE GRADE 14' LT & RT. OF "A" LINE

MATCH STRUCTURE B-40-404

MATCH STRUC. B-40-404

MATCH STRUC. B-40-404 INL.

NOTE: STATION 233A + 18.80
STRUCTURE B-40-404 REQUIRED. TWO-SPAN CONTINUOUS PLATE GIRDER CONSTRUCTION. SEE DRAWINGS X-39424 TO X-39438. 36' CLEAR ROADWAYS.

ELEVATION PRESENT GRADE ON "A" LINE

ELEVATION FINISHED FLANGE GRADE 14' LT & RT. OF "A" LINE

K&E PLATE 1, PLAN PROFILE KEUFFEL & ESSER CO.

B.P.P. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	T 0352 (13)	15	327

2140-1-71

RELOCATED N. 76 TH

N. W. RAMP

ST.

P.C. 239+84.59 A - 48' LT.

P.T. 240+91.41 A - 48' LT.

P.C. 238+90.19 T/L - 93.40' LT. = 239+84.59 A

P.C. 238+44.26 T/L - 56.12' LT. = 239+50.00 A - 48' RT.

P.C. 240+89.08 A 4.88' RT.

LONG. JT.

F/L

"A" LINE

24" STUMP

20' C.&G. TRANS.

235A 236A 237A 238A 239A 240A 241A

N. 76 TH

239

240

T/L & SEC. LINE

N.E. RAMP

PROFILE ON LEFT

PRESENT GRADE ON "A" LINE

TOP OF CURB

GUTTER

-2.00 %

-0.75 %

P.V.I. 12769 LT. & RT.

P.V.C. 128.75

P.V.T. 126.00

FINISHED FLANGE GRADE 14' LT. & RT. OF "A" LINE

PROFILE ON RIGHT

ELEVATION PRESENT GRADE ON "A" LINE

ELEVATION FINISHED FLANGE GRADE 14' LT. & RT. OF "A" LINE

INL.

*RIGHT OUT VARIES

B.P.R. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	T 0352 (13)	16	324

2140-1-71

RELOCATED N. 76 TH ST.

Ⓓ CONST. RUMBLE STRIP SEE DETAIL SHEET

REMOVE CONC. CULVERT 243+27 T/L

RIP RAP FOR ENDWALL STA. 244A+25 94' RT. 11 C.Y.

TOP OF SLOPE

TOE OF SLOPE

R/W

MOUNTABLE CURB & GUTTER SEE DETAIL SHEET

20' C & G TRANSITION

CTR. 2'R 242+14.50 A-56.11' RT. = 312445 NW-25 LT.

P.C. 242+14.50 A-54' LT.

P.C. 243+10.70 T/L-10.40' LT. = 244+10.62 A-72.15' LT. = 3+46.29 NW

P.T. 240+91.41 A-48' LT.

P.C. 5+84.45 "NW"-20' LT.

P.C. 5+12.45 "NW"-23' LT.

N.W. RAMP

LONG. JT.

241A "A" LINE

PC. 240+89.08 A', 14.88' RT. = 239+88.66 T/L, 54.3' LT.

242A

243A

244A

245A

246A "A" LINE

247A

CURVE 9

EXIST. PAV'T.

CONC. BOX CULVERT

SUPERELEVATION

TRANSITION

P.T. 243+89.42 T/L-39' LT. = 244+89.69 A-12' LT.

P.T. 243+89.42 T/L 27' LT. = 244+89.69 A

PT. 244+94.57 CURVE 9 = 244+89.69 A, 26' RT.

CTR. 6'R. 241+46.14 T/L-14' RT. = 242+52.73 A-56.11' RT.

PC. 10+47.73 NE 17' LT.

20' C. & G. TRANS.

'NE' LINE

FOR OUTFALL SEE DETAIL

244+94.57 A BACK, 64' RT. = 12+91.19 'NE'

T/L & SEC. LINE

240

241

242

243

244

245

246

247

9 NE

10 NE

11 NE

12 NE

1 NW

2 NW

3 NW

4 NW

5 NW

6 NW

PROFILE ON LEFT

PROFILE ON RIGHT

PROFILE ALONG 'NW' LINE

PROFILE ALONG 'NE' LINE

PROFILE ALONG RT. OUTER CURB

TOP OF CURB

GUTTER

C & G TRANSITION

PRESENT GRADE ON T/L LINE

FINISHED FLANGE GRADE 14' LT. OF "A" LINE & 2' RT. OF CURVE 9

ELEVATION PRESENT GRADE ON T/L LINE

ELEVATION FINISHED FLANGE GRADE 14' LT. OF "A" LINE & 2' RT. OF CURVE 9

ELEV. FLANGE GRADE 14' LT. & 28' RT. OF "A" LINE

241 CURVE 9

242 CURVE 9

243 CURVE 9

244 CURVE 9

K-5

ADD 1-2" METAL CONDUIT (LENGTH 39') 34' OUT.

℄ PT. 246+50.00 T/L -75' LT. = 247+50.27 A -48' LT. = 0+00.00 NW

CTR. 25' R. 250A + 00.00 73' LT.

CTR. 25' R 251A +20.00 73' LT.

N. 76 TH ST.

TOE OF SLOPE

TOP OF SLOPE

36" LONG JT.

+90 - 6' LT.

+11 9' RT

ACT. L=109.5

ACT L=79.5

C. & G. TRANS.

EXIST. PAV'T.

LONG. JT.

3' BERM

T/L & SEC. LINE

"A" LINE

247A

248A

249A

250A

251A

252A

253A

℄ PT. 251A + 36.14

R/W

PROFILE ON LEFT

PROFILE ON RIGHT

TOP OF CURB

GUTTER

PRESENT GRADE ON T/L & SEC. LINE

FINISHED FLANGE GRADE 14' LT. OF "A" LINE

FINISHED FLANGE GRADE 28' RT. OF "A" LINE

+1.126 %

+1.125 %

ELEVATION PRESENT GRADE ON T/L & SEC. LINE

ELEVATION FINISHED FLANGE GRADE 14' LT & 28' RT. OF "A" LINE

K+E PLATE AN-PROFILE

T0352 (13) 17 324

2/40-1-71

D.P.R. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	T 0352 (13)	18	324

2140-1-71

REMOVE CONC. CULVERT
254+50 T/L

N.

TOP OF SLOPE

76TH

ST.

R/W

EXIST PAV'T

36" LONG JT.

36' ST

21"

18"

VARIES

253A +50 254A +50 253 +50 254 +50 255 +50 256A "A" LINE +50 257A +50 258A +50 259A

+80.16

+30.16

+100

+70

+60

+65

+51.94

+61.6 LT

+92.00

+25.00

+87.00

+63.44

+43.39

+68.00

+80.23

+98.00

+15.30

+82

+08.56

3 MET COND

2 FIBER

Q-3

36" CONC. BOX CULVERT

P.C. + 63.44

2'R + 87.00 5' LT

2-R + 25.00 5' LT

4'R + 92.00 54'R "A" 42' LT

3'R + 51.94 12'R "A"

P.C. + 43.39 48.26 RT "A"

100' R

256A +68.00 108.07' Rt 2+80.23 68' LT.

257A +98.00 73' RT 3 + 15.30 63' RT

2+80 ENT. RD.

25' RAD

30' RAD

TOE OF SLOPE

TOP OF SLOPE

B.M. SPIKE IN POLE NO. 36A7 ELEV. 127.921

PROFILE ON LEFT

PROFILE ON RIGHT

TOP OF CURB

GUTTER

INL.

+1.125 %

+0.50 %

PRESENT GRADE ON T/L & SEC. LINE

FINISHED FLANGE GRADE 14' LT. OF "A" LINE

FINISHED FLANGE GRADE 14' RT. OF "A" LINE

P.V.C.

P.V.T.

ELEVATION PRESENT GRADE ON T/L & SEC. LINE

ELEVATION FINISHED FLANGE GRADE 14' LT & RT. OF "A" LINE

253A +50 254A +50 255A +50 256A +50 +80.16 257A +30.16 +50 +80.16 258A +50 259A

K&E PLATE 1. PLAN-PROFILE KEUFFEL & ESSER CO.

WATER DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
	T 0352 (13)	19	324

2140-1-71

STD. B.M. NO. 64-15
29.7' W. OF SEC. LI.- N. 76TH ST.
& 17.52' S. OF 1/4 SEC. PLUG
ELEV. 129.501

N

TOP OF SLOPE — N. 76TH ST. — TOP OF SLOPE

2-3" FIBER COND.

3" MET COND

L = 57' (INCL 20' SWEEP)

PT 797.52

P.C. +43.44

2°

R 467.00

CTR 12' R +36

CONST. JT.

LONG. JT.

EXIST. PAV'T

F/L

"A" LINE

1/4 SEC. 259+12.50 T/L = 259 PLUG (260+12.32 A-27' RT +50

1/4 SEC. LINE

TOE OF SLOPE — TOE OF SLOPE — TOP OF SLOPE — R/W

124.69	124.94	125.19	125.44	125.69	125.94	126.19	R/W	126.44	126.69	126.86	126.69	126.44	126.19																		
124.39	124.64	124.89	125.14	125.39	125.64	125.89		126.14	126.39	125.89G 126.01F	126.56	126.14G 126.24F	126.39	126.14	125.89																
123.89	124.14	124.39	124.64	124.89	125.14	125.39		125.64	125.89G 126.01F		126.39		126.31	125.64	125.39																
124.31	124.56	30"	124.81	125.06	125.31	125.56	125.81	24"	126.06	126.31	126.44	126.39	126.06	27"	125.81																
124.79	125.04	125.29	125.54	125.79	126.04	126.29	126.54		126.79	126.87	126.92	126.87	126.79	126.50																	
125.37	125.62	125.87	126.12	126.37	126.62	126.87	127.12		127.37	127.45	127.50	127.45	127.37																		
124.37	124.62	124.87	125.12	125.37	125.62	125.87	126.12		126.37	126.50	F/L	126.60	126.87C 126.29G																		
124.87	125.12	125.37	125.62	125.87	126.12	126.37	126.62		126.87	126.95	127.00	126.95	126.87																		
124.29	124.54	124.79	125.04	125.29	125.54	125.79	126.04		126.29	126.37	126.42	126.37	126.29	126.00																	
123.81	124.06	18"	124.31	124.56	124.81	15"	125.06	125.31	125.56		125.81	125.89	125.94	125.89	125.81	LONG. JT.	125.56															
123.39	123.64	123.89	124.14	124.39	124.64	124.89	125.14		125.39	125.64	125.89	126.06	125.89	125.64																	
123.89	124.14	124.39	124.64	124.89	125.14	125.39		125.64	125.89		126.06		125.89		125.64																
124.19	124.44	124.69	124.94	125.19	125.44	125.69	125.94	R/W	126.19	126.36	126.19	125.94	125.69																		

258	+50	259	+50	260	+50	261	+50	262	+40	+50	263	+50	264																		
60' 36' 11' 12' 13' 87'																															
120' 24' 12' 9' 27' 33'																															
60' 36' 11' 12' 13' 87'																															

259A	+50	260A	+50	261A	+50	262A	+50	263A	+25	+50	+75	264A																			
60' 36' 11' 12' 13' 87'																															
120' 24' 12' 9' 27' 33'																															
60' 36' 11' 12' 13' 87'																															

PROFILE ON LEFT

TOP OF CURB — GUTTER — INL.

+0.50% — -0.50%

PRESENT GRADE ON T/L & SEC. LINE

FINISHED FLANGE GRADE 14' LT. OF "A" LINE

FINISHED FLANGE GRADE 14' RT. OF "A" LINE

P.V.C. 126.25 — P.V.I. +50 127.00 — P.V.I. +50 126.50 — P.V.T. 126.25

+00 126.75 — +00 126.75

PROFILE ON RIGHT

TOP OF CURB — GUTTER — INL.

126.39	126.56	126.39	126																												
125.89	126.14	125.89	125																												
124	123	131	130	128	127	126	125	124	123	126	125	124	123																		
125.89	126.06	125.89	126																												
125.39	125.64	125.39	125																												
124	123		124																												

ELEVATION PRESENT GRADE ON T/L & SEC. LINE

128.22	128.52	129.06	129.45	129.93	130.39	130.90																									
124.75 LT. 124.25 RT.	125.00 LT. 124.50 RT.	125.25 LT. 124.75 RT.	125.50 LT. 125.00 RT.	125.75 LT. 125.25 RT.	126.00 LT. 125.50 RT.	126.25 LT. 125.75 RT.																									
259A	+50	260A	+50	261A	+50	262A																									

ELEVATION FINISHED FLANGE GRADE 14' LT. & RT. OF "A" LINE

131.34	131.70	131.91	131.76	131.16	130.28																										
126.50 LT. 126.00 RT.	126.75 LT. 126.25 RT.	126.83 LT. 126.33 RT.	126.38 LT. 126.38 RT.	126.83 LT. 126.33 RT.	126.75 LT. 126.25 RT.	126.50 LT. 126.00 RT.	126.25 LT. 125.75 RT.																								
+50	263A	+25	+50	+75	264A	+50	265A																								

3" MET COND

T 80

B. P. R. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	T 0352 (13)	20	324

2140-1-71

REMOVE CONC. CULVERT
267+79

N. 76TH ST.

TOP OF SLOPE

TOP OF SLOPE

TOE OF SLOPE

TOE OF SLOPE

R/W

R/W

"A" LINE

CTR. 12' MEDIAN

3" MET. COND.

3" MET. COND.

LONG. JT.

LONG. JT.

LONG. JT.

LONG JT.

EXIST. PAV'T.

EXIST. PAV'T.

42" ST. S.

36" CONC. BOX CULVERT

INL. -3' RT

INL.

INL.

INL.

+05 INL.

+05 INL.

+95 2-3" FIBER COND.

BEGIN MEDIAN ℄ G 700

PROFILE ON LEFT

PROFILE ON RIGHT

TOP OF CURB

GUTTER

TOP OF CURB

GUTTER

FINISHED FLANGE GRADE 14' LT. OF "A" LINE

FINISHED FLANGE GRADE 14' RT. OF "A" LINE

PRESENT GRADE ON T/L & SEC. LINE

-0.50%

+0.50%

+1.24%

P.V.C. 124.00

P.V.I. +00 124.25

P.V.I. +00 123.75

P.V.T. 124.00

ELEVATION PRESENT GRADE ON T/L & SEC. LINE

ELEVATION FINISHED FLANGE GRADE LT & RT OF "A" LINE

265A | +50 | 266A | +50 | 267A | +50 | 268A | +50 | +75 | 269A | +50 | +50 | 270A | +50 | 271A

K&E PLATE 1, PLAN-PROFILE KEUFFEL & ESSER CO.

BY	DESIGN	PROJECT	SHEET NUMBER	TOTAL SHEETS
		T 0352 (13)	21	324

END MEDIAN CURB & GUTTER
+16

U.S.C.G.S. B.M. #6 KW-1956
STA. 272+34 T/L-30.5' LT.
ELEV. 131.051

BEGIN MEDIAN C&G
+80
2140-1-71

N. 76 TH ST.

TOP OF SLOPE

TOE OF SLOPE

LONG. JT.

EXIST. PAV'T.

P.C. 272+30.00A = 271+29.77 T/L-27' LT.

P.T. 274+66.83A = 273+66.26 T/L-16' LT.

CTR. 12'R. +68.83

CTR. 12'R. +04.33

"A" LINE

F/L

SEC. LINE & T/L

R/W

271A 272A 273A 274A 275A 276A 277A

CONSTRUCT MEDIAN OPENING USING 3" BIT. CONCRETE OVER 6" GRAVEL OR CRUSHED STONE BASE COURSE.

PROFILE ON LEFT

TOP OF CURB

GUTTER

+1.24%

-2.00%

FINISHED FLANGE GRADE 14' LT. OF "A" LINE

FINISHED FLANGE GRADE 14' RT. OF "A" LINE

PRESENT GRADE ON T/L & SEC. LINE

+0.50%

-1.25%

P.V.C. +50 126.00

P.V.I. +50 126.50

P.V.T. +50 125.25

TNL.

PROFILE ON RIGHT

ELEVATION PRESENT GRADE ON T/L & SEC. LINE

ELEVATION FINISHED FLANGE GRADE 14' LT & RT OF "A" LINE

	271A	+50	272A	+50	273A	+50	+75	274A	+25	+50	+75	275A	+25	+50	276A	+50	277A
Present Grade LT.	125.47	125.79	126.54	127.29	127.97	128.46	126.10 RT.	128.78	126.13 RT.	128.87	125.94 RT.	128.41	125.54 RT.	127.87	127.00	126.15	124.97
Present Grade RT.	124.75 RT.	125.50 RT.	125.25 RT.	125.50 RT.	125.75 RT.	126.00 RT.		126.14 RT.		126.06 RT.		125.76 RT.		125.23 RT.	124.62 RT.	124.00 RT.	123.37 RT.
Finished Flange Grade LT.	125.25 LT.	125.50 LT.	125.75 LT.	126.00 LT.	126.25 LT.	126.50 LT.		126.67 LT.		126.50 LT.		126.35 LT.		126.75 LT.	125.12 LT.	124.50 LT.	123.87 LT.
Finished Flange Grade RT.	124.75 RT.	125.00 RT.	125.25 RT.	125.50 RT.	125.75 RT.	126.00 RT.		126.14 RT.		126.06 RT.		125.76 RT.		125.25 RT.	124.62 RT.	124.00 RT.	123.37 RT.

N.D.P.R. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	T 0352 (13)	22	324

2140-1-71

Ⓑ CONST. 9" NON-REINFORCED CONC. PAV'T.

PROVIDE 18' PVMT OPENING R.S.

MATCH EXIST. GRAVEL PVMT R.S.

N. 76 TH ST.

TOP OF SLOPE

R/W

TOP OF SLOPE

TOE OF SLOPE R/W

"A" LINE

SEC. LINE & T/L

EXIST. PAV'T.

6" GRAVEL SHOULDER

3" BERM

PC 281+26.24 "A" = 280+72.82 TL-46.20 RT.

PC 281+26.24 "A" = 280+19.48 TL-81.04 RT.

PC 282+69 "A" = 281+66.52 TL-206.0 RT.

276 277 277A 278 278A 279 279A 280 280A 281 281A 282 282A 283A

PROFILE ON LEFT

PROFILE ON RIGHT

TOP OF CURB

GUTTER

FINISHED FLANGE GRADE 14' LT. OF "A" LINE

PRESENT GRADE ON C/L OF RDWY.

FINISHED FLANGE GRADE 14' RT. OF "A" LINE

RT. EDGE OF PAV'T.

LT. EDGE OF PAV'T.

-0.615 %

-2.525 %

-2.72 %

ELEVATION PRESENT GRADE ON C/L OF RDWY.

ELEVATION FINISHED GRADE 14' LT. & RT. OF "A" LINE

277A 150 278A 125 150 175 279A 150 280A 150 281A 150 282A 150 163.35 283A

PLATE 1, PLAN-PROFILE
KEUFFEL & ESSER CO.

B.P.R. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	T 0352 (13)	23	324

2140-1-71

Ⓐ CONST. 3" BIT. CONC. PAV'T. ON 9" GRAVEL OR CRUSHED STONE BASE

Ⓑ CONST. 9" NON-REINFORCED CONC. PAV'T.

Ⓒ LIMITS OF NEW VARIABLE THICKNESS BITUMINOUS CONC. SURFACING

N. 76th

N R/W

CTR. 50' R. 286+10.00 "A" - 7400' LT. = 9+23.73' CL - 100.25' RT.

282 +50 283 +50 SEC. LINE & T/L 284 +50 285

MILWAUKEE COUNTY

TOP OF SLOPE F/L 3' BERM 6" GRAVEL 27" SHOULDER 7' 8' 33' 56.20' 149.20'

PC 282+69 A = 281+66.52 T/L - 20.60' RT.

EXIST. PAV'T.

PT. 283+63.07 "A" = 282+59.31 T/L - 5.62' RT

283A +50 284A +50 285A +50 286A +50 287A

"A" LINE

CROWN LINE

CTR. 2' R. 283+45 "A" - 10' RT.

ANGLE RT. 28+5.00 "A" - 21.48' RT.

PT. 283+45 "A" = 282+41.25 T/L - 86.14' RT.

C & G TRANSITION

CTR. 2' R. 286+10.83 "A" - 23.40' RT.

C & G TRANS

6" GRAVEL SHOULDER 18" 60' 24" 6" GRAVEL SHOULDER

HIGHSIDE

CTR. 2' R. 10+42.22 "CL" - 22' RT.

LIMITS CITY OF MILWAUKEE

CTR. 25' R. 286+65.66 "A" - 81.34' RT. = 10+80.14 "CL" - 71.82' RT.

PT. 285+20 "A" = 284+16.24 T/L - 32.20' RT.

CTR. 2' R. 286+14.70 "A" 17' LT.

C & G TRANS. 46.00' LT. 286+14.34' LT. - 20' RT.

LT. 9+13.34 - 20' RT.

EXTEND 24" C.M.C.P. 48' STA. 9+50 C.L.

CTR. 2' R. 286+90.65 "A" - 17' LT. = 9+82.63 "CL" - 22' RT.

STA. 287+12.36, END PROJ. T 0352 (13)

287+12.36 "A" = 10+00 "CL" = 286+08.60 T.L. - 56.20' RT.

CTR. 2' R. 286+90.65 "A" - 17' RT. = 10+16.63 "CL" - 22' RT.

3" MET. COND.

+72 MATCH

288 SEC. LINE +50 289 EXIST. BIT. CONC. PAV'T.

MAT'L

W. COUNTY LINE

LIMITS OZAUKEE

RD. COUNTY ST.

C & G TRANS.

HIGHSIDE

CTR. 2' R. 9+16.54 "CL" - 22' RT.

FINISHED FLANGE GRADE RT. OF "A" LINE

FINISHED FLANGE GRADE 14' RT. OF "A" LINE

PRESENT GRADE ON C/L OF RDWY.

LT. EDGE OF PAV'T.

RT. EDGE OF PAV'T.

ELEVATION FINISHED FLANGE GRADE RT. OF "A" LINE

ELEVATION PRESENT GRADE ON C/L OF RDWY.

283A +45 +50 284A +50 285A +50 286A +50 287A 12.36 +50 +72 288A

TOP OF CURB

GUTTER

BEG. RAD. CTR. END

286+47.08A BEG.

286+47.08A END

286+90.65A BEG.

9+82.63 CL END

10+16.63 CL

10+42.22 CL

9+65.54 CL END

E P R DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	T0352(13)	27	324

2140-1-71

(A) CONST. 3" BIT. CONC. PAV'T. ON 9" GRAVEL OR CRUSHED STONE BASE

(B) CONST. 9" NON-REINFORCED CONC. PAV'T.

(C) LIMITS OF NEW VARIABLE THICKNESS BITUMINOUS CONC. SURFACING

W. COUNTY LINE — LIMITS — OZAUKEE — COUNTY — RD.

EXTEND 24" C.M.C.P. 48' STA. 9+50 CL

EXIST. BIT. CONC. PAV'T. MATCH +72

286+07.65T/L = 9+43.80CL

10+00.00CL = 287+12.36A = 286+08.60T/L-56.20'RT.

7CL 8CL 9CL 10CL CL LINE 11CL 12CL

EXIST. BIT. CONC. PAV'T. MATCH +29.99

6" GRAVEL 3' BERM SHOULDER — 200'R. — TOP OF SLOPE — F/L

CTR. 2'R. 9+16.54CL-22'RT.

C&G TRANS. — HIGH SIDE — CTR. 2'R. 286+90.65A-17'LT. = 9+82.63CL-22'RT.

CTR. 2'R. 286+90.65A-17'RT. = 10+16.63CL-22'RT.

C & G TRANS. — 6" GRAVEL SHOULDER

CTR. 25'R. 286+65.66A-81.34'RT. = 10+80.14CL-71.82'RT.

R.=200' L.C.=56.00' I.=68°06'42" T.=30.00'

P.T. 8+40.12CL-22.05'RT. — P.C. 8+97.57CL-36.80'RT.

CITY OF MILWAUKEE — MILWAUKEE COUNTY

N. 76th ST. — SEC. LINE & 1/4

CTR. 50'R. 286+10.00A-74'LT. = 9+23.73CL-100.25'LT

EXIST. PAV'T. "A" LINE — 24" C.M.C.P. 48' — 286+10A — C&G TRANS.

285 — 286A — 287A

R/W

NOTE: SEE N. 76TH STREET SHEET FOR CONDUIT & PULL BOX LAYOUT.

N

FINISHED GRADE ON CL LINE

RT. EDGE OF PAV'T.

TOP OF CURB — GUTTER

286+10.00A END RAD.

ELEVATION PRESENT GRADE ON CL LINE

ELEVATION FINISHED GRADE ON CL LINE

7CL +29.99 +50 8CL +50 9CL +50 10CL 50 11CL +50 12CL +50 W. COUNTY LINE RD.

K&E PLATE 1, PLAN-PROFILE REUFFEL & ESSER CO.

B P R DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	T 0352 (13)	25	324

2140-1-71

Ⓐ 3" BIT. CONC. PAV'T. ON 9" GRAVEL OR CRUSHED STONE BASE

Ⓒ LIMITS OF NEW VARIABLE THICKNESS BITUMINOUS CONC. SURFACING

Ⓔ REMOVE EXISTING PAV'T. & GRADE

Ⓖ RESHAPE EXISTING GRAVEL SHOULDERS

"A" LINE 212A +25

RELOCATED N. 76 TH ST.

N. 76 TH ST.

CTR. 25'R 213+45.00 A-73' RT = 0+73.00 S-45' LT.

PC 0+79.39 S = 213+12.73 T/L-46.06' LT.

CTR. 35'R 212+46.66 A-83' RT = 0+81.21 S-55' RT.

"S" LINE +31.21

TOP OF SLOPE

6" GRAVEL SHOULDER

CONST. JT.

5" STUMP

13" STUMP

MATCH +00

+25 MATCH

T/L & SEC. LINE

EXIST. PAV'T.

STD. B-M. 64-16 ON N. PROPERTY LINE, OF 8482 N. 76TH ST., EXTENDED AND 29' E. OF SEC. LI. N. 76TH ST. ELEV. 175.158

P.T. 1+64.91 S = 213+78.50 T/L

	212		213		214		215		216		217		218
	+50		+95.30	+25	+50	+75	+27	+50		+50	+50	+50	
			168.72		170.27		171.07	171.10	170.37	169.25	168.34	167.37	166.54
			168.35	168.48	170.03		170.83	170.93	170.86	170.23	169.03	168.12	167.04	166.21

PRESENT GRADE ON "S" LINE & T/L

FINISHED GRADE ON "S" LINE & T/L

ELEVATION PRESENT GRADE ON "S" LINE & T/L

ELEVATION FINISHED GRADE ON "S" LINE & T/L

	0+00S	+46	+50	+81.21	1S	+06.21	+31.21	+50	+56.21	213+95.30	214	+25	+50	+75	215	+27	+50	216	+50	217	+50	218
	176.5	165.08	176.0	165.75	175.3	166.24	166.91	174.64	167.66	168.59	174.14	168.72	169.58	173.31	170.27	170.76	172.42	171.07	171.17	171.23	171.10	170.20	170.37	169.08	169.25	168.13	168.34	167.20	167.37	166.33	166.54

S. ROAD – EXISTING N. 76TH ST.

H. D. R. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	T 0352 (13)	26	324

2140-1-71

Ⓒ LIMITS OF NEW VARIABLE THICKNESS BITUMINOUS CONC. SURFACING

Ⓖ RESHAPE EXISTING GRAVEL SHOULDERS

N. 76TH ST.

EXIST. PAV'T.

	218	+50	219	+50	220	+50	SEC. LINE & T/L 221	+50	222	+50	223	+50	224
	166.43	165.42	164.48	163.62	162.44	161.20	159.50	157.92	155.06	152.40	149.95	148.05	146.60
	166.54	165.64	164.70	163.84	162.68	161.42	159.72	158.14	155.28	152.62	150.17	148.27	146.82
	166.21	165.31	164.37	163.62	162.44	161.09	159.50	157.81	155.06	152.40	149.95	148.05	146.60

33' 66' 22' 33' 33' 22' 9'

166
165
160
159
160
159
147
146

FINISHED GRADE ON T/L

PRESENT GRADE ON T/L

FINISHED GRADE ON T/L

PRESENT GRADE ON T/L

ELEVATION PRESENT GRADE ON T/L

ELEVATION FINISHED GRADE ON T/L

166.33	165.48	164.54	163.68	162.49	161.17	159.50	157.88	155.09	152.40	149.93	148.00	146.60
166.54	165.64	164.70	163.84	162.68	161.42	159.72	158.14	155.28	152.62	150.17	148.27	146.82

218 +50 219 +50 220 +50 221 +50 222 +50 223 +50 224

K&E PLATE 1, PLAN-PROFILE KEUFFEL & ESSER CO.

EXISTING N. 76TH ST.

B P R DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	T0352 (13)	27	324

2140-1-71

Ⓐ 3" BIT. CONC. PAV'T. ON 9" GRAVEL OR CRUSHED STONE BASE
Ⓒ LIMITS OF NEW VARIABLE THICKNESS BITUMINOUS CONC. SURFACING
Ⓔ REMOVE EXIST. PAV'T. & GRADE
Ⓕ RECONSTRUCT DRIVEWAY
Ⓖ RESHAPE EXIST. GRAVEL SHOULDER

NEW CULVERT REQUIRED
STA. 10+00.00N-23'RT.
12" C.M.C.P. 30'

N. 76 TH ST.

148.05 | 146.60 | 145.46 | 144.70 | 143.70 | 141.93 | 139.82 | 136.90 | 133.85
+50 | 224 | +50 | 225 | +50 | 226 | +50 T/L & SEC. LINE | 227 | +50
148.27 | 146.82 | 145.79 | 144.81 | 143.92 | 142.15 | 140.93 | 137.01 | 133.96
148.05 | 146.60 | 145.57 | 144.59 | 143.70 | 141.93 | 140.82 | 136.79 | 133.74

EXIST. F/L — MATCH — 129.90 — 228 — 130.14 — 129.90 — EXIST. F/L

TOP OF SLOPE — F/L — 125.35 — 126.65 — 126.83 — 124.88 — 122.51 — 123.51 — 125.36 — 229 — 127.07 — 123.99 — 122.25 — 126.83 — 125.36 — 124.88 — 123.99 — 122.73 — 122.25 — 122.51 — 123.51 — 122.73 — 122.25 — 121.11 — 121.59 — 121.93 — 121.59 — 121.11 — 120.57 — 120.09 — 120.57

+50 — +25 — +50 — +75 — +25 — +50 — +75

8' — 12' — 24' — 33' — 6' — 6" — 14" — 18" — 6" GRAVEL SHOULDER — 6" GRAVEL SHOULDER — 3-6" 3-12" 3-18"

"N" LINE — 12N

127.47 F/L ELEV.

P.C. 228+12.07 T/L = 10+00.00 N

R/W

148 / 147 / 146

FINISHED GRADE ON T/L

PRESENT GRADE ON T/L

134 / 133

ELEVATION PRESENT GRADE ON T/L & "N" LINE

148.00 148.27 | 146.60 146.82 | 145.53 145.79 | 144.60 144.81 | 143.72 143.92 | 141.80 142.15 | 139.69 140.93 | 136.86 137.01 | 133.79 133.96 | 130.72 | 130.14 | 126.82 127.07 | 125.60 | 123.8 124.23 | 122.97 | 119.9 121.83

223+50 — 224 — +50 — 225 — +50 — 226 — +50 — 227 — +50 — 228 — 228+12.07=10+00.00N — +50 — +75 — 11N — +25 — +50

134 / 133

FINISHED GRADE ON T/L & "N" LINE

PRESENT GRADE ON T/L & "N" LINE

P.V.C.

122 / 121 / 120 / 119

ELEVATION FINISHED GRADE ON T/L & "N" LINE

EXISTING N. 76TH ST. - "N" ROAD

N.P.R. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	T0352(13)	28	324

2140-1-71

LOWER TO EL 115.00

LOWER TO EL 114.80

127+00BD = 13+14N-43'LT.

24"

P.T. 230+12.07TL-200.13RT. = 15+14.29N

P.C. 128+63.32BD-243'RT. = 14+77.32N

CTR. 25'R 129+58.30BD-80'RT. = 17+20.26N-45'LT.

CTR. 25'R 130+48.30BD-80'RT. = 17+20.20N-45'RT.

PT. 130+03.32BD-102.91'RT. = 16+97.32N

TOP OF SLOPE

R/W

6" GRAVEL SHOULDER

"N" LINE

F/L

Ⓐ 3" BIT. CONC. PAV'T. ON 9" GRAVEL OR CRUSHED STONE BASE

Ⓔ REMOVE EXIST. PAV'T. & GRADE

DWY

N

PRESENT GRADE ON "N" LINE

FINISHED GRADE ON "N" LINE

-6.14%

-0.73%

P.V.I. 117.86

P.V.T.

EDGE PAVT

EDGE SHLDR

ELEVATION PRESENT GRADE ON "N" LINE

ELEVATION FINISHED GRADE ON "N" LINE

SECT. HOR. 1"=50'

1"=2' VERT.

Comp By R.S.

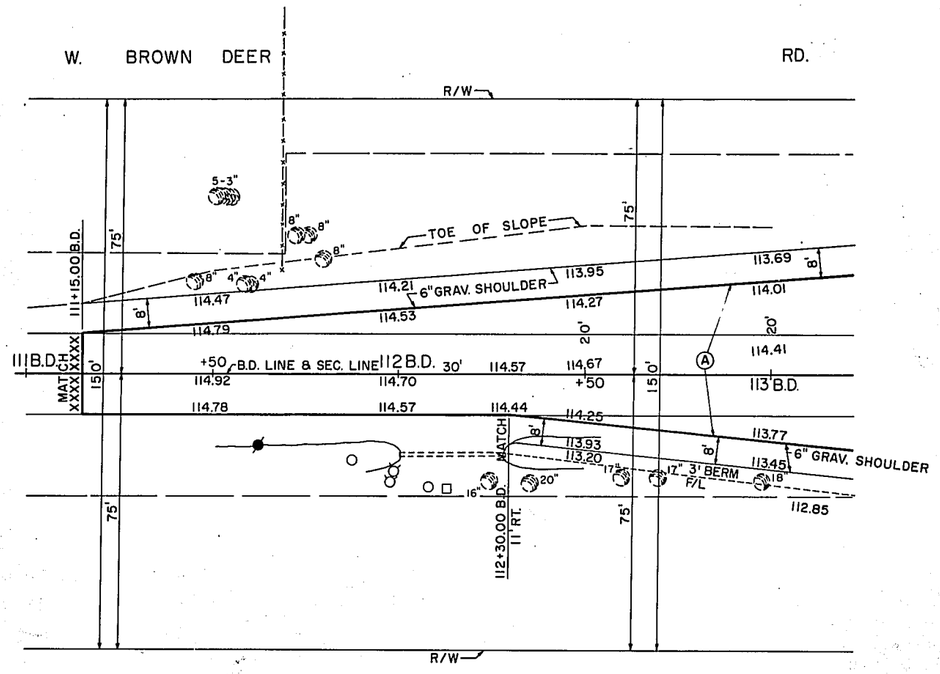
"N." ROAD

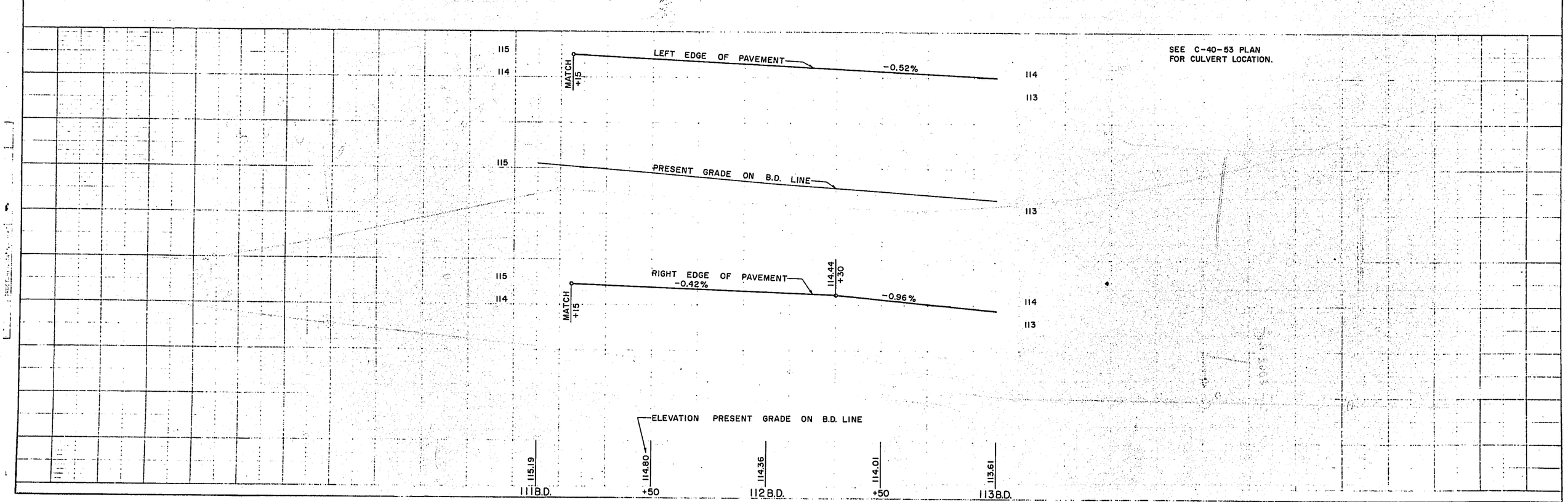
11+50N. 12N. 13N. 14N. 15N. 16N. 17N.

K&M PLATE 1, PLAN-PROFILE KEUFFEL & ESSER CO.

STATE PROJECT	SHEET NUMBER	TOTAL SHEETS
T0352(13)	29	324

2140-1-71





C.P.R. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	T 0352(13)	30	324

W. BROWN DEER RD.

Ⓐ 3" BIT. CONC. PAVT. ON 9" GRAVEL OR CRUSHED STONE BASE.

N

2140-1-71

B.D. LINE & SEC LINE

R/W

TOE OF SLOPE

6" GRAV. SHOULDER

3' BERM

F/L

TOP OF SLOPE

C.W.

LONG JT.

CTR. I'R.=113+70.00 B.D.-14' LT.

113 B.D. | 114 B.D. | 115 B.D. | 116 B.D. | 117 B.D. | 118 B.D.

L PT. 116+50.00 B.D.-55' RT.
=0+00.00 S.W.

PC. 117+94.69 B.D.-66.61' RT.
=1+45.16 S.W.

0 S.W. | 1 S.W. | S.W. LINE

BEGIN PROJECT

SEE C-40-53 PLAN FOR CULVERT LOCATION

PROFILE ON LEFT

-0.52%

LEFT EDGE OF PAVEMENT

TOP OF CURB

GUTTER

-0.50%

FINISHED FLANGE GRADE LT. & RT. OF MEDIAN

FINISHED FLANGE GRADE 17' LT. & RT. OF B.D. LINE

PRESENT GRADE ON B.D. LINE

-0.96%

RIGHT EDGE OF PAVEMENT

PROFILE ON RIGHT

ELEVATION PRESENT GRADE ON B.D. LINE

ELEVATION FINISHED FLANGE GRADE LT. & RT. OF MEDIAN

ELEVATION FINISHED FLANGE GRADE 17' LT. & RT. OF B.D. LINE

K&E PLATE 1, PLAN-PROFILE KEUFFEL & ESSER CO.

W. BROWN DEER RD.

S.P.R. SECTION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	T 0352 (13)	31	324

2140-1-71

N

REMOVE CONC. CULVERT
STA 121+13 B D

W. BROWN DEER

TOE OF SLOPE

TOP OF SLOPE

LONG. JT.

LONG JT

F/L

R/W

N.W. RAMP

S.W. RAMP

PT 119+38.28 BD-55' LT = 14+77.96 NW

PC 119+52.27 BD-66.99' LT R/T 14+50.15 N.W.

CTR 2'R 119+82.28 BD-57' LT

CTR 5'R 120+32.61 BD-60' LT. = 233+18.55 A = 208.65 LT.

CTR 5'R 120+69.56 BD -60' LT = 233+29.19 A = 173.28 LT

PT 60'R 119+73.57 BD-15' LT

CTR 2.5'R 121+00.50 BD-2.5' LT

PCC 120+19.86 BD-6.82' RT

P.C.C. 120+99.48 BD-0.22' LT

CTR 5'R 120+16.00 BD-10' RT

PT 120+71.63 BD-55' RT

24" CONC. BOX CULVERT

CTR 2'R 118+69.07 BD-61' RT

LPT 119+09.12 BD-55' RT

CTR-5'R. 120+12.22 BD-60' RT

PC 120+41.78 B D - 82.05' RT = 231+85.17 A - 158.84' LT

PC 117+94.69 BD-66.6' RT = 1+45.16 SW

PC 2+12.61 SW-22' LT

2+50 BD LINE & SEC LINE

118 B.D.

119 B.D.

120 B.D.

121 B.D.

122 B.D.

123 B.D.

124 B.D.

12' X 6' BOX

3" MET. COND.

24" CONC.

CTR 5'R 122+91.05 BD-5' LT.

PC 60' R 122+91.05 B.D.-5' LT.

122+32.45 BD = 233+18.80 A

PT 123+78.50 BD-75.23' LT = 233+26.93 TL-123.60 LT

PC 123+50.13 BD-55' LT.

CTR 5'R 123+96.00 BD-10' LT

P.C.C. 123-1578 BD-0.22' LT

P.C.C. 123+92.14 BD-6.82' LT

CTR 2.5'R 123+4.50 BD-2.5' RT

CTR 5'R 123+46.03 BD-60' RT

CTR 5'R 123+82.60 BD-60 RT.

C & G TRANSITION

234A

233A

PROFILE ON LEFT

PRESENT GRADE ON B.D. LINE

FINISHED FLANGE GRADE 17' LT OF "A" LINE

FINISHED FLANGE GRADE 17' RT OF "A" LINE

PROFILE ON RIGHT

1+50 SW

2 SW

ELEVATION PRESENT GRADE ON B.D. LINE

ELEVATION FINISHED FLANGE GRADE 17' LT & RT OF B.D. LINE

W BROWN DEER RD

STD B.M. 62-8
N 76 TH ST & W. BROWN DEER RD.
S.E. CORNER 5' N. OF S/L AND
10' E OF E/L (66' STREETS)
ELEV. 110.980

C.P.F. LOCATION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	T0352(13)	32	324

2140-1-71

FOR OUT FALL
SEE BOX CULVERT
DETAIL SHEET 10 OF 10

W. BROWN—DEER LONG. JT.

CTR. 5'R. 124+06.17 B.D.-60'LT. = 233+12.49T/L-95.51'LT.

CTR. 5'R. 123+96.00 B.D.-10'LT.

CTR. 2'R. 126+09.90 B.D.-61'LT.

L PT 125+69.90 B.D.-55'LT.

P.C. 126+10.89 B.D.-62.79'LT. = 2+07.88 N.E.-22'LT.

P.C. 126+76.07 B.D.-66.93'LT. = 1+50.00 N.E.

L PT 128+24.76 B.D.-55'LT. = 0+00.83 N.E.

P.C.C. 129+69.80 B.D.-3'LT.

P.C. 60'R. 129+33.80 B.D.-15'LT

CTR. 10'R. 129+63.80 B.D.-5'LT

P.T. 60'R. 124+38.43 B.D.-15'RT.

CTR. 2'R. 124+35.80 B.D.-57'RT.

CTR. 5'R. 123+82.60 B.D.-60'RT.

P.T. 124+79.82 B.D.-55'RT. = 15+87.40 S.B.

P.C. 231+83.14 T/L-45'LT. = 15+34.84 S.E.

CTR. 25'R. 129+58.30 B.D.-80'RT. = 17+20.26 N-45'LT.

2-3'l FIBER COND.

3" MET. COND.

12" X 6' BOX CULVERT

TOE OF SLOPE

TOP OF SLOPE

R/W

INE

2NE

N LINE

CONST. JT.

LONG. JT.

121" STUMP

124" STUMP

124B.D. | 125B.D. | 126B.D. | 127B.D. | 128B.D. | 129B.D. | 130B.D.

+50 B.D. & SEC. LINE

232+55.20 T/L = 125+00.00 B.D.

130+03.25 BD = 18+00.23 N

SEE C-40-53 PLAN
FOR CULVERT LOCATION
STA. 166+67.30 — STA. 126+78.98
CULVERT C-40-53 REQ.
SEE DRAWINGS X3925L — X39260

PROFILE ON LEFT

PROFILE ON RIGHT

+1.04%

+1.36

TOP OF CURB

GUTTER

PRESENT GRADE ON B.D. LINE & SEC. LINE

FINISHED FLANGE GRADE 17' LT. & RT. OF B.D. LINE

FINISHED FLANGE GRADE 17' RT. OF B.D. LINE

FINISHED FLANGE GRADE 17' LT. OF B.D. LINE

ELEVATION FINISHED FLANGE GRADE 17' LT. & RT. OF B.D. LINE

ELEVATION PRESENT GRADE ON B.D. LINE & SEC. LINE

W BROWN DEER RD.

K+E PLATE 1, PLAN-PROFILE
KEUFFEL & ESSER CO.

B P R DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	T 0352 (13)	33	324

2140-1-71

END OF PROJECT

Ⓐ 3" BIT. CONC. PAV'T ON
9" GRAVEL OR CRUSHED STONE BASE.

N

W. BROWN DEER RD.

R/W

TOE OF SLOPE

6" GRAVEL

SHOULDER

LONG. ST.

3" MET. COND.

PT. 60'R. 130+75.20 B.D.-12.26'LT.

PCC. 130+37.51 B.D.-349'LT.

CONST. JT.

130+03.25 B.D. = 18+00.23 N.

CTR. 10'R. 130+42.80 B.D.-5'RT.

CONST. ST.

3" MET. 5" COND.

CTR 25'R. 130+48.30 B.D.-80'RT.= 17+20.20 N.-45'RT

F/L

FIBER COND.

2-3" C.W.

B.D. LINE & SEC. LINE

EXIST. PAV'T.

MATCH

XXXXXXXXXX

+67.80 11'LT.

+81.80 60'LT.

CTR 1'R. +27.80-14'RT

TOP OF SLOPE

130 B.D. | 131 B.D. | 132 B.D. | 133 B.D. | 134 B.D. | 135 B.D. | 136 B.D.

PROFILE ON LEFT

PROFILE ON RIGHT

LEFT EDGE OF PAV'T.

RIGHT EDGE OF PAV'T.

FINISHED FLANGE GRADE LT & RT OF MEDIAN

PRESENT GRADE ON B.D. LINE & SEC. LINE

+1.05%

TOP OF CURB

GUTTER

RAD. 17+20.20 N

BEG. 130+48.30 B.D.

END

INL +49.40

ELEVATION PRESENT GRADE ON BD. LINE & SEC. LINE

ELEVATION FINISHED FLANGE GRADE LT & RT OF MEDIAN

W BROWN DEER RD

D. P. R. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	T 0352 (13)	34	324

2140-1-71

N. 76TH ST. — 76th ST. — EXIST. PAV'T. — T/L & SEC. LINE

P.I. 186+00 T/L = 10+79.53 "Z"

P.C. 185+20.47 T/L = 10+00.00 "Z"

P.T. 186+76.78 T/L - 207.2' RT. = 11+58.14 "Z"

185 +50 186 +50 187 +50 188 +50 189 +50 190 +50 191

EXIST. SHOULDER — EXIST. F/L — MATCH — TOP OF SLOPE — R/W — 6" GRAVEL SHOULDER — TOE OF SLOPE — BYPASS BARRICADE

P.C. 190+64.92 T/L - 126.46' RT. = 15+60.16 "Z"

Z

BYPASS BARRICADE
18" MAXIMUM DISTANCE BETWEEN RAIL ELEMENTS

6' 24' 10' 12' 12' 6'

.02 ↑↓ 3" BIT. CONC. PAV'T. .02 ↑↓ .04' SLOPE .04' SLOPE 2:1 SLOPE 2:1 SLOPE 2:1 SLOPE

6" GRAVEL OR CRUSHED STONE SHOULDER — 8" GRAVEL OR CRUSHED STONE BASE COURSE — 6" GRAVEL OR CRUSHED STONE SHOULDER

TYPICAL CROSS SECTION - TEMPORARY BY-PASS
(LOOKING NORTH)

CURVE ①
P.I. 186+00 T/L = 10+79.53 "Z"
R = 600.00
= 15°-06'-04"
T = 79.53'
D = 9°-32'-57"
L = 158.14'

CURVE ②
P.I. 192+30 T/L - 170' RT. = 17+31.14 "Z"
R = 800.00
= 24°-07'-43"
T = 170.98'
D = 7°-09'-43"
L = 336.90'

CURVE ③
P.I. 203+00 T/L = 28+09.5 "Z"
R = 600.00
= 9°-01'-35"
T = 47.37'
D = 9°-32'-57"
L = 94.54'

182

FINISHED GRADE ON "Z" LINE

PRESENT GRADE ON "Z" LINE

ELEVATION PRESENT GRADE ON "Z" LINE

ELEVATION FINISHED GRADE ON "Z" LINE

10Z +50 11Z +50 +75 12Z +25 +50 13Z +25 +50 +75 14Z +25 +50 +75 15Z +50 16Z

K&E PLATE 1, PLAN-PROFILE KEUFFEL & ESSER CO.

BY-PASS ROAD "Z"

B. P. R. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	T 0352 (13)	35	324

2140-1-71

Z

191 +50 N. 192 76th +50 193 +50 T/L & SEC. LINE 194 +50 EXIST. PAV'T. 195 +50 ST. 196 +50 197

NEW CULVERT REQ.
STA. 16 + 72 Z – 18" C.M.C.P – 58' LONG
STA. 16 + 94 Z – 18" C.M.C.P – 60' LONG

CHICAGO & NORTHWESTERN RAILWAY R.O.W. 100'

58'-18" C.M.C.P.

60'-18" C.M.C.P.

TOP OF SLOPE E/L 16975 6" GRAVEL SHOULDER R/W TOE OF SLOPE

191+85.88 T/L -148.28' RT. = 16+83.38 "Z" = 11+76 RY. R.O.W.

P.I. 192+30 T/L -170' RT. = 17+31.14 "Z"

PT. 193+98.87 T/L-143.17' RT. = 18+97.06 "Z"

BY PASS BARRICADE

16Z 17Z 18Z 19Z 20Z 21Z 22Z

FINISHED GRADE ON "Z" LINE

PRESENT GRADE ON "Z" LINE

ELEVATION PRESENT GRADE ON "Z" LINE

ELEVATION FINISHED GRADE ON "Z" LINE

STRUCTURE NOTATIONS CH NO

K+E PLATE 1, PLAN-PROFILE

BY-PASS ROAD "Z"

B P R DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
	T0352(13)	36	326

2140-1-71

197 +50 N. 198 76th +50 199 +50 200 T/L & SEC LI. +50 201 EXIST. PAV'T. +50 ST. 202 +50 203 +50 282

P.C. 202+53.22 T/L-743' RT = 27+62.14 "Z"

P.T. 203+47.37 T/L = 28+56.68 "Z"

EXIST. GRAVEL SHOULDER

MATCH

MATCH ③

MATCH

6" GRAVEL SHOULDER

6" GRAVEL-SHOULDER

SLOPE

TOE OF

TOP OF

F/L

BYPASS BARRICADE

R/W

22Z 23Z 24Z 25Z 26Z 27Z 28Z

PRESENT GRADE ON "Z" LINE

FINISHED GRADE ON "Z" LINE

ELEVATION PRESENT GRADE ON "Z" LINE

ELEVATION FINISHED GRADE ON "Z" LINE

22Z +50 23Z +50 24Z +50 25Z +50 26Z +50 +75 27Z+20 +42 +50 28Z +50

170 169 168 167

K+E PLATE 1, PLAN-PROFILE KEUFFEL & ESSER CO.

BY-PASS ROAD "Z"

U.P.R. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
	T0352 (13)	37	324

2140-1-71

PT. 227+46.19 T/L-265.40' LT
10+67.63 S.E.- 20' LT

20' C&G TRANSITION

PC 229+70.24 T/L-193.69' LT=
12+97.99 SE - 38 LT.

PT 229+53.28 T/L-159.68' LT=
12+97.99 SE

PC 230+20.00 T/L-151.95
13+60.76 SE - 23.95 LT

CTR 2°R.
13+61.21 SE - 22' LT.

CBG TRANSITION

P.V.I. 13+80.84 SE
109.13

PROFILE ON LEFT

PROFILE ALONG S.E. LINE

PROFILE ON LEFT

PROFILE ALONG S.E. LINE

8 SE +50 9 SE +50 10 SE +50 11 SE +50 12 SE +50 13 SE +50 14 SE

S.E. RAMP

2140-1-71

B.P.R. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	T 0352 (13)	38	324

REMOVE EXISTING PAV'T. AND GRADE

REMOVE CONC. CULVERT 234+45 T/L

P.C. 236+30.92, 28.56' LT. = 5+32.69 NE, 65.56' LT.

P.C. 123+50.13 B.D. - 55' LT.

CTR. 5'R 123+46.03 B.D. - 60' RT.

P.T. 231+18.83 T/L-15870' LT. = 14+46.56 S.E. - 72.98' LT.

P.C. 230+20.14 T/L-15312' LT. = 13+60.76 S.E. - 23.95' LT.

P.T. 231+14.98 T/L-13300' LT. = 14+54.81 S.E. - 48.20' LT.

CTR. 5'R 123+82.60 B.D. - 60' RT.

CTR 2' R 13+61.21 S.E. - 22' LT.

CTR 2' R 124+35.80 - 57' RT.

P.T. 124+38.43 B.D. - 15 RT.

P.C. 231+83.14 T/L - 45.07' LT. =

P.T. 124+79.82 B.D. - 55' RT. = 15+87.40 S.E.

232+55.20 T/L = 125+0000 B.D.

P.T. 233+26.93 T/L=12360' LT. = 123+78.50 B.D.-75.23' LT.

CTR 5'R 124+06.17 B.D. - 60' LT.

233+12.49 T/L - 95.51' LT.

CTR 5'R 123+96.00 B.D. - 10' LT.

P.C. 5+44.59 NE 41.06' LT. = 236+42.82 T/L 4.06' LT.

P.T. 3+74.35 NE - 20' LT. = 234+72.56 T/L 37' RT. =

3+00 N.E. - 80' LT.

4'X 8' CONC. BOX CULVERT

BOX CULVERT 233

TOP OF SLOPE

TOE OF SLOPE

SEC. LINE & T/L

EXIST. PAV'T.

N. 76 TH ST.

DEER BROWN RD.

126 B.D. & SEC. LINE

R/W

N

PROFILE ON LEFT

PROFILE ALONG SE LINE

PROFILE ALONG N.E. LINE

SE RAMP-LEFT

N.E. RAMP LEFT

TOP OF CURB

GUTTER

0.50%

0.46%

1.22%

1.36

13+50 S.E. | 14 S.E. | +50 | 15 S.E. | +50 | 2 N.E. | +50 | 3 N.E. | +50 | 4 N.E. | +50 | 5 N.E. | +50

S.E. & N.E. RAMP

K·E PLATE 1, PLAN-PROFILE KEUFFEL & ESSER CO.

B. P. R. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	T0352 (13)	39	324

2140-1-71

P.C. 236+30.92, 28.56' LT. = 5+32.69 NE, 65.56' LT.

P.C. 238+44.26 T/L 56.12 LT. 239+50.00 A 48' RT.

P.C. 239+88.66 T/L 54.31' LT. 240+89.08 A, 14.88 RT.

P.C.C. 241+47.05 T/L 8.07' RT. 242+52.90 A, 50.12 RT.

CTR. 6°R 242+52.73 A, 56.11' RT.

241+46.14 T/L 14.00' RT.

P.C. 10+47.73 NE, 17' LT.

P.T. 239+29.32 T/L 17' RT. = 8+31.09 NE, 20' LT.

℄ P.T. 240+46.06 T/L 17' RT. 9+47.83 NE, 20' LT.

P.C. 5+44.59 NE 41.06 LT. 236+42.82 T/L 4.06 LT.

P.T. 6+11.34 NE 23.95 LT. 237+09.57 T/L 13.05 RT.

2°R. 6+10.91 NE 22' LT. 237+09.14 T/L 15' RT.

20' C & G TRANSITION

N.E. RAMP

NE LINE

R/W

EXIST. PAV'T.

F/L

T/L & SEC. LINE

3' BERM

PROFILE ON LEFT

PROFILE ON RIGHT

TOP OF CURB

GUTTER

1.60%

1.32%

1.32%

0.98%

C & G TRANSITION

PLATE 1—PLAN—PROFILE

N.E. RAMP

B.P.R. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	T0352(13)	90	324

2140-1-71

N

TOP OF SLOPE

R/W

TOP OF SLOPE

3' BERM

"S.W." LINE

"A" LINE

24" ST S

P.C.C. 14 1+89.15'SW"
17.01' LT.

CTR. 6'R. 220+33'A'-46'LT.=
141+89.49'SW'-23'LT.

P.C.C. 220+11.33"A"
40' LT.

P.C. 221+17.10"A"-59.71'LT.=
131+79.27'SW'-20'LT.

20'G.B.G. TRANSITION

12"

24"

F/L

220 +50 221 +50 222 +50 223 +50 224

PROFILE ALONG "SW" LINE

TOP OF CURB

GUTTER

+40%

INL.

PROFILE ON LEFT

15SW +50 14SW +50 13SW +50 12SW +50 11SW +50 10SW +50 9SW

K&E PLATE 1. PLAN-PROFILE KEUFFEL & ESSER CO.

S.W. RAMP

B.P.R. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	T 0352 (13)	41	324

2140-1-71

R/W

TOP OF SLOPE

TOP OF SLOPE

N

9SW 8SW 7SW 6SW 5SW 4SW 3SW

3' BERM

20' C & G TRANSITION

P.C. 225+75.47 T/L-515.00' LT.= 226+25.30 'A'-117.59' LT.= 8+45.50 "SW"

"SW" LINE

S. W. RAMP

P.T. 227+69.42 'A'-104.00' LT.= 6+96 'SW'-25.65' LT.

P.T. 229+72.71 T/L-515.00' LT.= 229+96.39 'A'-169.23' LT.= 4+47.90 'SW'

P.T. 4+47.90 'SW'-20' LT.

CTR. 2' R. 4+52.85 'SW'-22' LT.

F/L

.24"

12"

PROFILE ALONG "SW" LINE

TOP OF CURB

GUTTER

14.0%

PROFILE ON LEFT

PROFILE ON LEFT

PROFILE ON LEFT

SW RAMP LEFT

RAD. +52.85 S.W.

BEG. 2.85

END

INL

C & G TRANSITION

SW. RAMP

U.P.R. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	T 0352(13)	42	321

2140-1-71

N

R/W

TOP OF SLOPE

3 BERM

4SW

S.W. RAMP

"SW" LINE

F/L

3SW 11+12.61 S.W. 11057 109.92F

CTR 2 R 119+69.12 B.D. 61 RT.

W. 119BD BROWN

+50 DEER

"SW" LINE

12"

12088

36"

CTR 5' R 120+12.22 BD-60' RT

PC 120+14.76 BD-82.06 RT = 231+85.17 A-158.84 LT.

PT 120+71.63 B.D.-95 RT

+50 RD.

P.T. 119+38.28 B.D.-55 LT. 14+77.96 N.W.

PC 119+62.27 BD-66.99 LT = 14+50.15 NW

PC 14+46.15 NW-20 LT.

CTR 2 R 119+82.28 BD-52 LT.

CTR 5' R 120+32.61 BD-60 LT. = 233+18.51 A-208.62 LT.

PCC 120+37.49 BD-58.90 LT. 18" 233+18.86 A-20.366 LT.

PCC 13+10.92 "NW"-23.90 LT. = 234+34.00 A-20.533 LT.

PCC 233+28.87 A-178.27 LT.

CTR 5' R 120+69.56 BD-60 LT. 233+29.19 A-178.23 LT.

CTR 2 R 13+04.53 NW-22 LT.

PT 234+57.11 T/L-433.20 LT. = 12+17.44 NW-214.78 LT. = 66.09 NW

"NW" LINE

TOP OF SLOPE

3' BERM

12NW

13NW

14NW

N. W. RAMP

TOE OF SLOPE

R/W

PROFILE ALONG "SW" LINE

PROFILE ON LEFT

SW RAMP - LEFT

PROFILE ALONG "NW" LINE

PROFILE ON LEFT

NW RAMP - LEFT

TOP OF CURB

GUTTER

+1.15%

+1.16%

+1.60%

PLATE 1, PLAN-PROFILE

KEUFFEL & ESSER CO.

SW & NW RAMPS

B.P.R. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	T0352(13)	43	324

2140-1-71

PG 236+75.91 T/L-36.08' LT =
236+11.27 A-176.21' LT =
11+27.00 "NW"

TOP OF SLOPE

R/W

PG 236+01.26 "A"-157.91' LT =
11+32.84 "NW" -20.01' LT

RAMP

"NW" LINE

P.T. 238+06.90 T/L-241.97' LT =
238+65.36 "A"-121.63' LT =
8+67.10 "NW"

P.T. 238+61.16 "A"-102.08' LT =
8+67.10 "NW" -20' LT

TOP OF SLOPE

3' BERM

PROFILE ALONG "NW" LINE

TOP OF CURB

GUTTER

-1.15%

+1.64%

P.V.I. 7+00 NW 116.38

PROFILE ON LEFT

TOP OF CURB

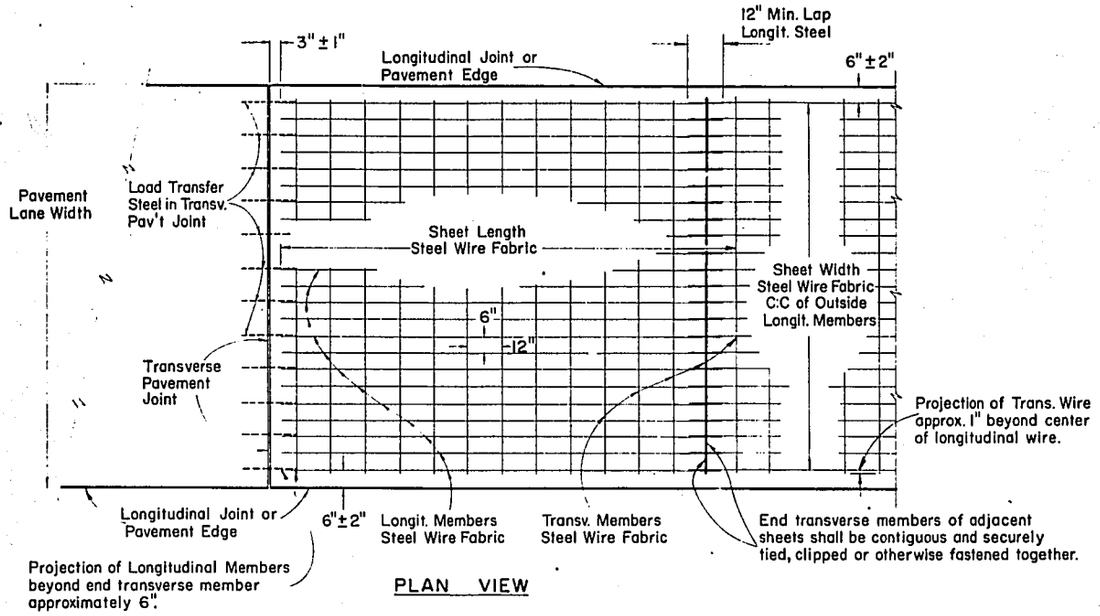
GUTTER

-1.15%

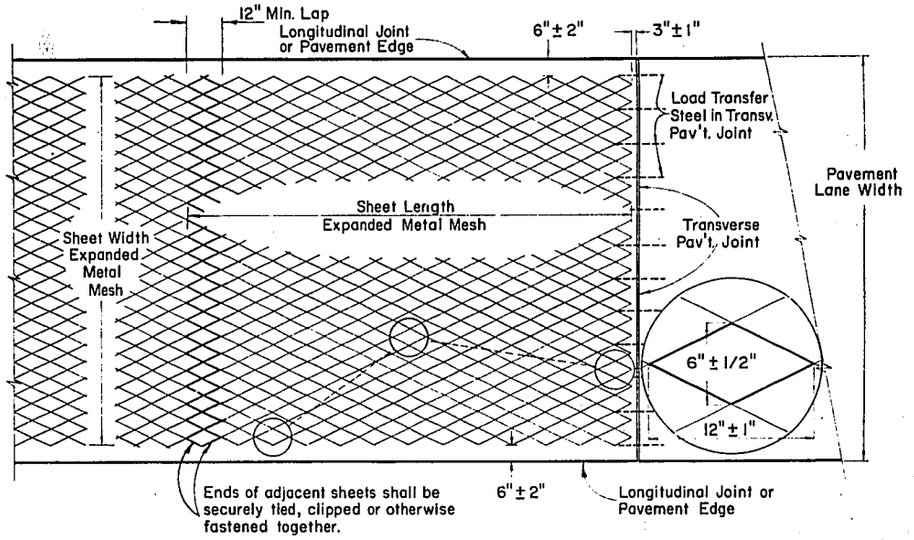
12NW +50 11NW +50 10NW +50 9NW +50 +25 8NW +75 +50 +25 7NW +75 +50 +25 6NW

N.W. RAMP

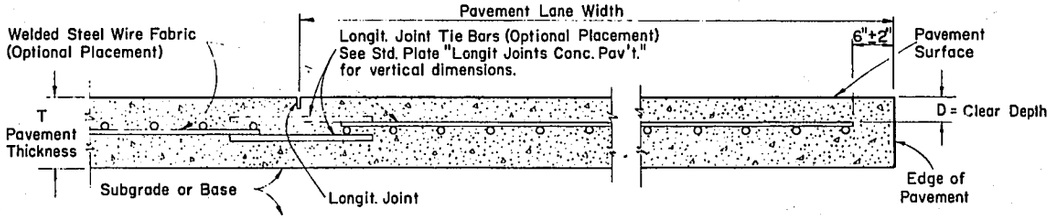
44.0-324



PLAN VIEW

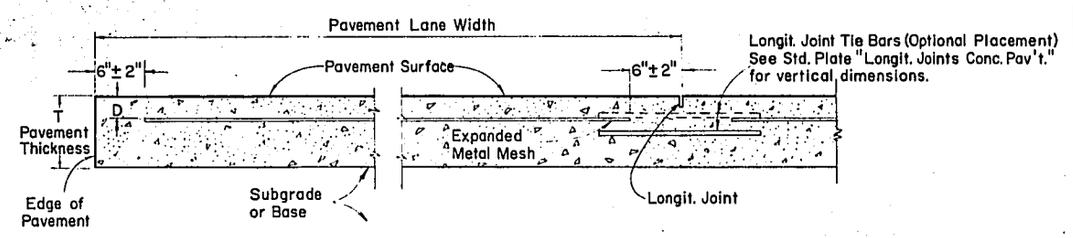


PLAN VIEW



CROSS SECTION

WELDED STEEL WIRE FABRIC



CROSS SECTION

EXPANDED METAL MESH

Pavement Thickness	"D"
8"	2"-4"
9"	2"-4 1/2"
10"	2"-5"

GENERAL NOTES-

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

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 A.A.S.H.O. Designation M55.
Side lap of adjacent sheets approximate 6"

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"

SHIPPING REQUIREMENTS

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

CONCRETE PAVEMENT REINFORCEMENT

STATE HIGHWAY COMMISSION OF WISCONSIN

RECOMMENDED FOR APPROVAL:

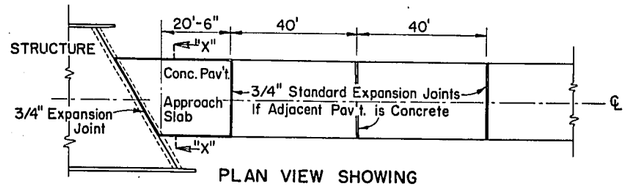
2/2/66 DATE — E. J. Bychki CHIEF DESIGN ENGINEER

APPROVED:

2/2/66 DATE — A. J. Zimmerman STATE HIGHWAY ENGINEER

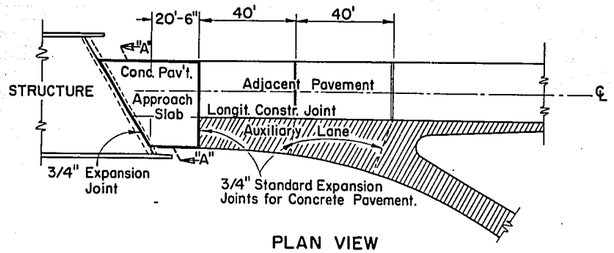
PLATE NO. 2-1.1.12

44.1-324



PLAN VIEW SHOWING

CONCRETE PAVEMENT APPROACH SLAB & ADJACENT PAVEMENT



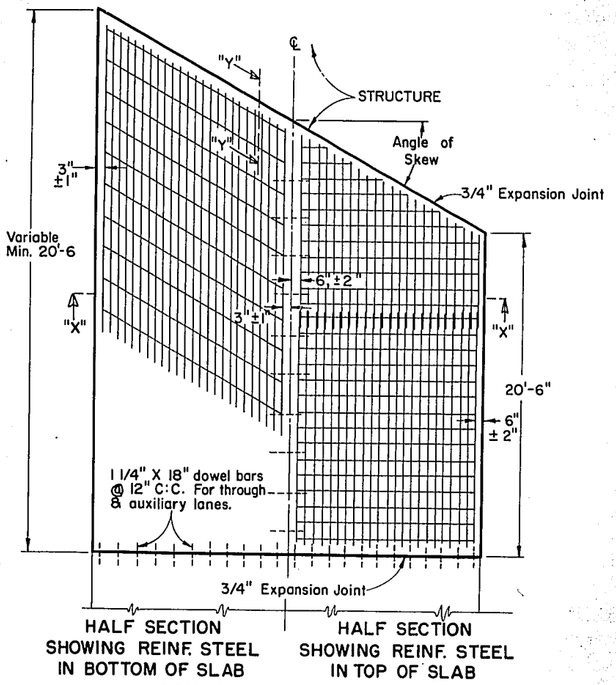
PLAN VIEW

CONCRETE PAVEMENT APPROACH SLAB WITH AUXILIARY LANE & ADJACENT PAVEMENT

INFORMATION FOR BIDDING PURPOSES

ESTIMATE QUANTITIES FOR VARIOUS SKEWED STRUCTURE APPROACHES (ONE END ONLY) 24 FOOT WIDTH PAVEMENT

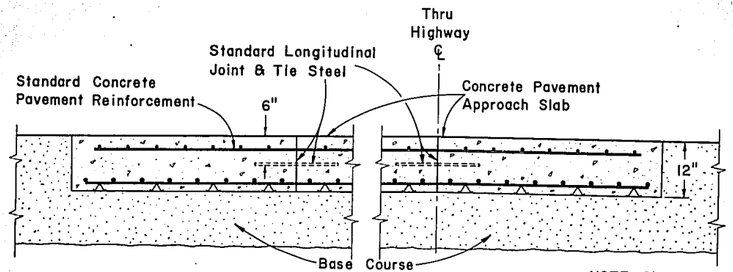
Angle of Skew	Concrete Pavement Sq. Yards	Concrete Pavement Cu. Yards	Concrete Pavement Reinforc't. Sq. Yards	Bar Steel 48 Pcs. No. 8 x 20'-0" Pounds	Bar Steel Spacer Bars No. 4 Pounds
0°	54.7	18.2	54.7	2,701	156
15°	63.2	21.1	63.2	"	162
30°	73.2	24.4	73.2	"	180
45°	86.7	28.9	86.7	"	220
60°	110.1	36.7	110.1	"	313



HALF SECTION SHOWING REINF. STEEL IN BOTTOM OF SLAB

HALF SECTION SHOWING REINF. STEEL IN TOP OF SLAB

CONCRETE PAVEMENT APPROACH SLAB



NOTE: Size, Spacing & Positioning of steel in pavement same as shown for section "X"-"X"

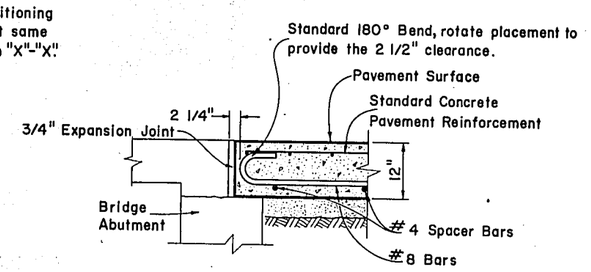
SECTION "A"-"A" SHOWING REINFORCEMENT STEEL

APPROACH SLAB

GENERAL NOTES-

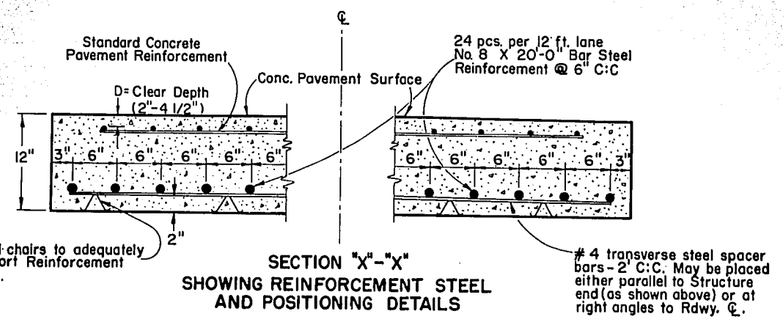
Details of construction not shown on this drawing shall conform to the pertinent requirements of the Standard Specifications and the applicable Special Provisions.

Details for Standard Concrete Pavement Reinforcement shall conform to the pertinent requirements of the Standard Detail Drawing for such reinforcement.



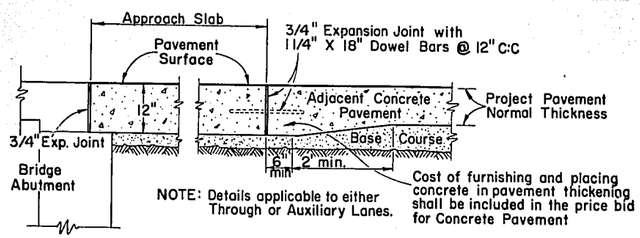
SECTION "Y"-"Y"

BEND DETAIL FOR REINF. STEEL IN BOTTOM OF SLAB



SECTION "X"-"X" SHOWING REINFORCEMENT STEEL AND POSITIONING DETAILS

APPROACH SLAB



NOTE: Details applicable to either Through or Auxiliary Lanes.

ELEVATION SHOWING

APPROACH SLAB & ADJACENT PAVEMENT TRANSITION DETAILS

STRUCTURE APPROACH AND CONCRETE PAVEMENT APPROACH SLAB

State of Wisconsin
Department of Transportation
Division of Highways

RECOMMENDED FOR APPROVAL:

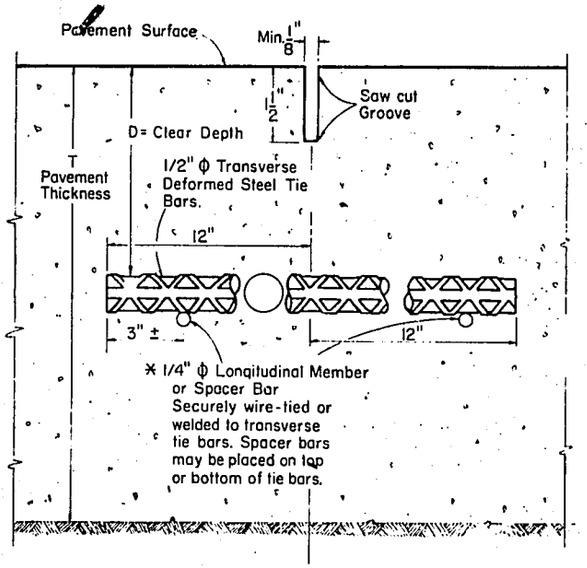
DATE 11/25/68 — E. J. Bychit, CHIEF DESIGN ENGINEER

APPROVED:

DATE 2/8/68 — H. K. Bernhardt, STATE HIGHWAY ENGINEER

Plate No. 2-3.1.5

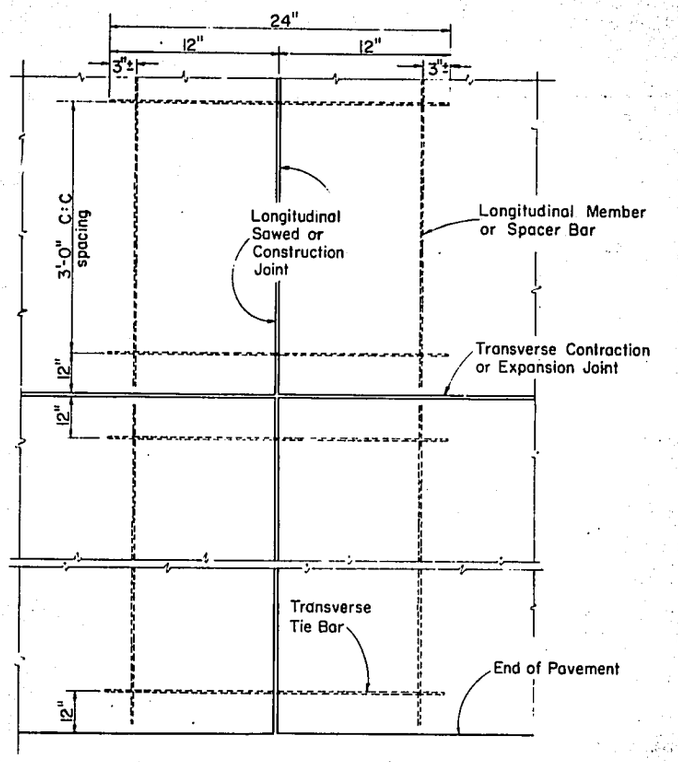
44.2-324



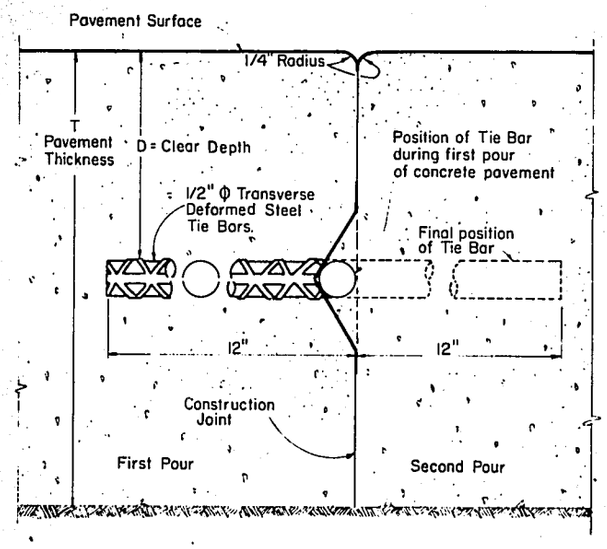
SAWED JOINT

ELEVATION, Showing Tie Bars and Positioning Details

Pavement Thickness	"D"
8"	2"-4 3/4"
9"	2"-5 1/2"
10"	2"-5 3/4"



PLAN VIEW, Showing Tie Bars and Location Details



CONSTRUCTION JOINT

ELEVATION, Showing Tie Bars and Positioning 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-

Longitudinal Joints shall not 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

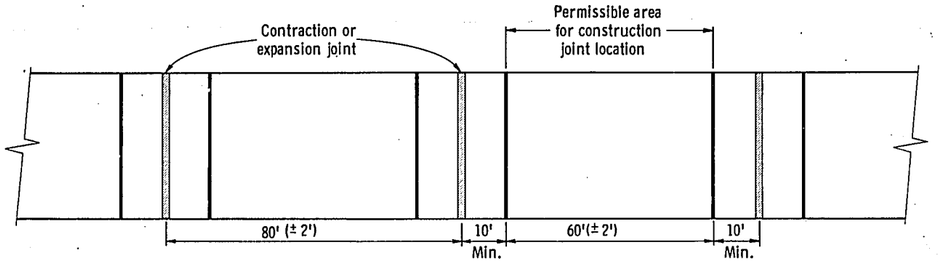
RECOMMENDED FOR APPROVAL:

2/3/66 DATE — E. J. Bychkit CHIEF DESIGN ENGINEER

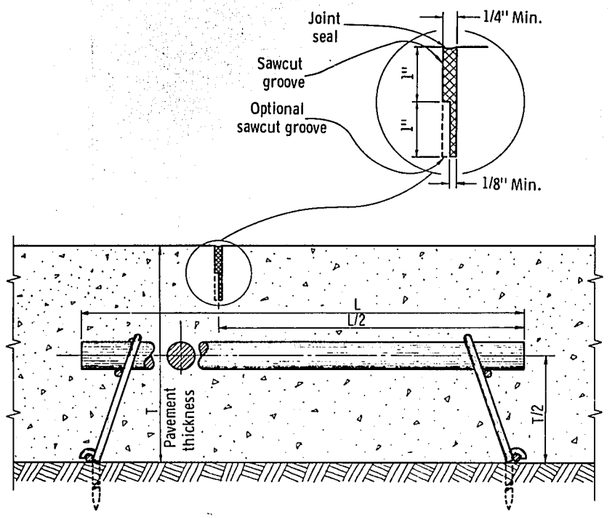
APPROVED:

2/3/66 DATE — STATE HIGHWAY ENGINEER

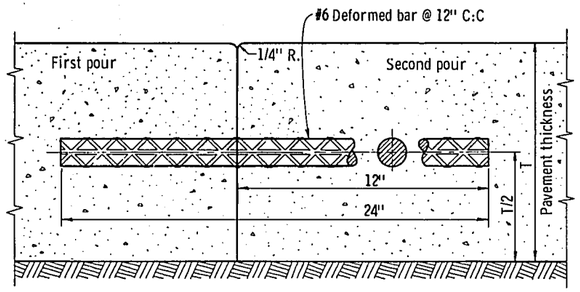
PLATE NO. 4-4.4.8



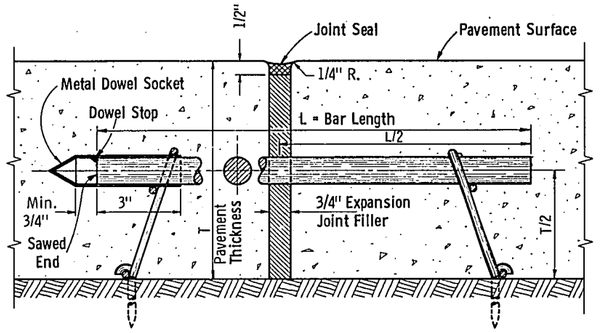
SCHEMATIC SHOWING JOINT LOCATIONS



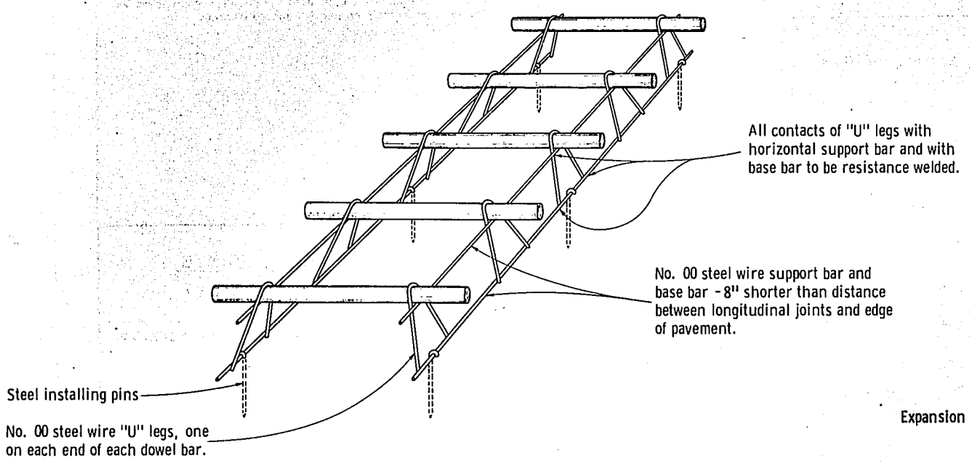
CONTRACTION JOINT



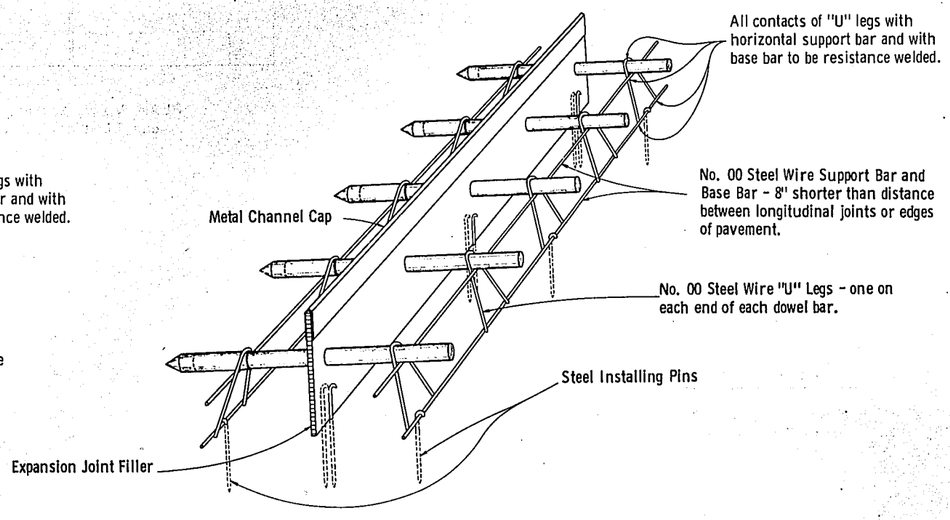
CONSTRUCTION JOINT



EXPANSION JOINT



INSTALLING DEVICE FOR LOAD TRANSFER DOWELS FOR CONTRACTION JOINTS



INSTALLING DEVICE FOR LOAD TRANSFER DOWELS AND EXPANSION JOINT ASSEMBLY

GENERAL NOTES 44.3-324

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

Steel installing pins of sufficient number, length, and rigidity shall be placed so as to prevent movement of the joint assembly during construction operations.

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

ALTERNATE DESIGNS

Alternate designs for load transfer dowels for contraction 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 contraction or expansion 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

Deformed bars shall be spaced at 12" C:C and 6" from each edge of pavement.

Deformed bars may be inserted after the concrete has been poured.

Construction joints shall be installed as necessary, except that a construction joint shall be not less than 10 feet from the nearest contraction or expansion joint.

EXPANSION JOINTS

Expansion joints are required only at structure approaches and/or where shown on the plans. The locations may be shifted to avoid stationary fixtures in the pavement.

Expansion joint filler shall be secured with sufficient number of steel pins to preclude any horizontal movement during the placing of concrete.

Metal dowel socket (CAP), 1 1/16" or 1 5/16" Dia., 24 gauge, closed on one end, shall be placed on the sawed end of each dowel bar as required for proper pavement expansion.

SEALING JOINTS

Joints shall be sealed as shown.

DOWEL BARS

Dowel bars shall be spaced at 12" C:C and 6" from each edge of pavement.

One end of each dowel bar shall be sawed and free of all burrs or protruding edges.

Dowel bars shall be painted with a rust inhibitive paint and coated for at least 2/3 their length with liquid asphalt MC 70 or MC 250, or other approved lubricant, to prevent bonding with concrete. The asphalt coating shall be applied to the sawed and capped end of the dowel bar and shall be sufficiently dry so that it will not be removed by the handling and placing of the dowel assembly.

Dowel bar dimensions:

For 7" P.C. Pavement = 1" Ø x 18"
For 8" P.C. Pavement = 1" Ø x 18"
For 9" P.C. Pavement = 1 1/4" Ø x 18"
For 10" P.C. Pavement = 1 1/4" Ø x 18"

TRANSVERSE JOINTS FOR CONCRETE PAVEMENT

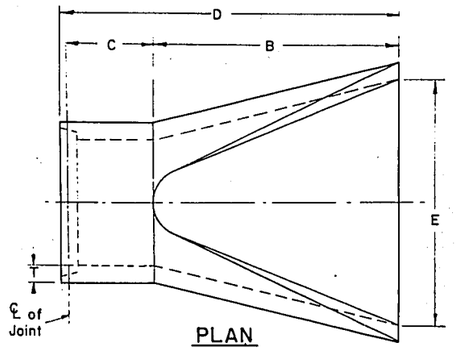
State of Wisconsin
Department of Transportation
Division of Highways

RECOMMENDED FOR APPROVAL:
5/24/68 DATE — E. J. Ryfkiel CHIEF DESIGN ENGINEER

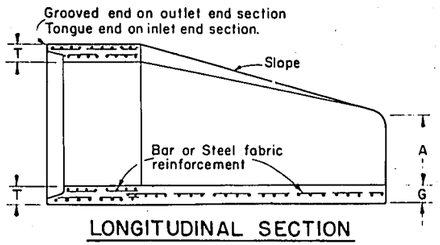
APPROVED:
5/27/68 DATE — H. Kuemmerlein STATE HIGHWAY ENGINEER

Plate No. 4-4.5.11

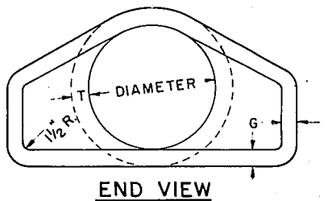
Plate No. 4-4.5.11



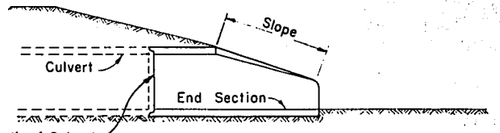
PLAN



LONGITUDINAL SECTION



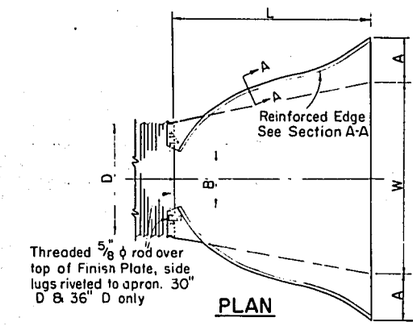
END VIEW



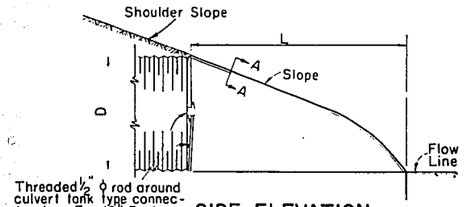
SLOPE DETAIL

DIA.	APPROX. WEIGHT/ SECTION	APPROX SLOPE	T	A	B	C	D	E	G
12"	530	3 to 1	2"	4"	24"	48 7/8"	72 7/8"	24"	2"
15"	740	3 to 1	2¼"	6"	27"	46"	73"	30"	2¼"
18"	990	3 to 1	2½"	9"	27"	46"	73"	36"	2½"
21"	1280	3 to 1	2¾"	9"	36"	37½"	73½"	42"	2¾"
24"	1520	3 to 1	3"	9½"	43½"	30"	73½"	48"	3"
27"	1930	3 to 1	3¼"	10½"	49½"	24"	73½"	54"	3¼"
30"	2190	3 to 1	3½"	12"	54"	19¾"	73¾"	60"	3½"
36"	4100	3 to 1	4"	15"	63"	34¾"	97¾"	72"	4"
42"	5380	3 to 1	4½"	21"	63"	35"	98"	78"	4½"
48"	6550	3 to 1	5"	24"	72"	26"	98"	84"	5"
54"	8040	2⅔ to 1	5½"	27"	65"	33¼" min 35" max.	98¾" min 100" max.	90"	5"
60"	8730	2 to 1	6"	30" min 35" max.	60"	39"	99"	96"	5"
66"	10,630	2 to 1	6½"	24" min 30" max.	72" min. 78" max.	21" min 27" max.	99"	102"	5½"
72"	12,520	2 to 1	7"	24" min. 36" max.	78"	21"	99"	108"	6"
78"	14,430	2 to 1	7½"	24" min. 36" max.	78"	21"	99"	114"	6½"
84"	18,160	1½ to 1	8"	36"	90½"	21"	111½"	120"	6½"

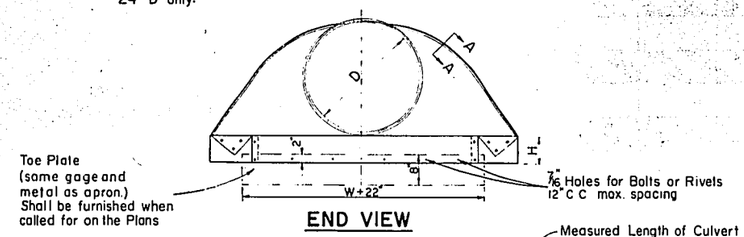
REINFORCED CONCRETE APRON ENDWALLS



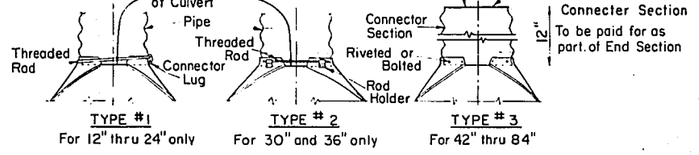
PLAN



SIDE ELEVATION



END VIEW



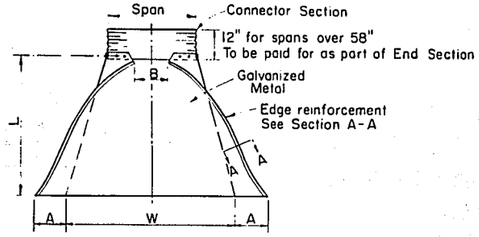
CONNECTION DETAILS

D Pipe Diam.	Gage Min.	Dimensions A ± 1"	B Max.	H ± 1"	L ± 1½"	W ± 2"	Approx. Slope
12"	16	6"	6"	6"	21"	24"	2½ to 1
15"	16	7"	8"	6"	26"	30"	"
18"	16	8"	10"	6"	31"	36"	"
21"	16	9"	12"	6"	36"	42"	"
24"	16	10"	13"	6"	41"	48"	"
30"	14	12"	16"	8"	51"	60"	"
36"	14	14"	19"	9"	60"	72"	"
42"	12	16"	22"	11"	69"	84"	"
48"	12	18"	27"	12"	78"	90"	2¼ to 1
54"	12	18"	30"	12"	84"	102"	2 to 1
60"	12	18"	33"	12"	87"	114"	1¾ to 1
66"	12	18"	36"	12"	87"	120"	1½ to 1
72"	12	18"	39"	12"	87"	126"	1⅓ to 1
78"	12	18"	42"	12"	87"	132"	1¼ to 1
84"	12	18"	45"	12"	87"	138"	1⅛ to 1

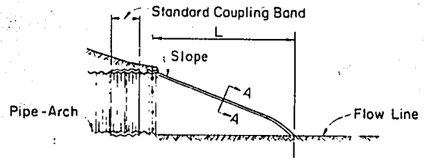
Note: All splices to be lap riveted or bolted.

METAL APRON ENDWALLS

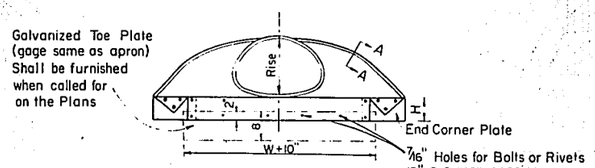
APRON ENDWALLS FOR CULVERT PIPE



PLAN
showing alternate type with connector section

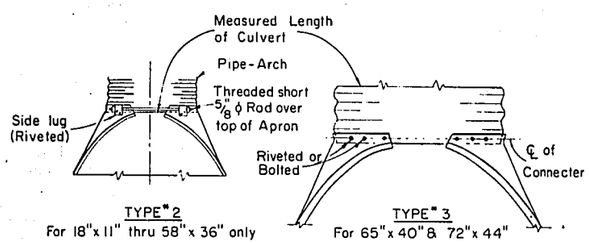


SIDE ELEVATION



Note: End Corner Plates may be fastened to apron proper by bolts or rivets which will hold the surfaces tightly together.

END VIEW



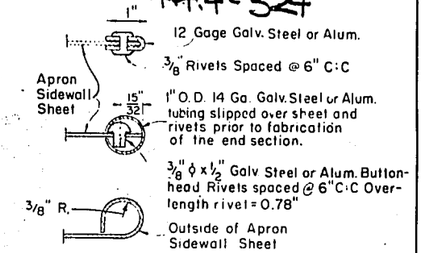
CONNECTION DETAILS

Pipe-Arch Dimensions Span	Rise	Gage Min.	Dimensions A ± 1"	B Max.	H ± 1"	L ± 1½"	W ± 2"	Approx. Slope
18"	11"	16	7"	9"	6"	19"	30"	2½ to 1
22"	13"	16	7"	10"	6"	23"	36"	"
25"	16"	16	8"	12"	6"	28"	42"	"
29"	18"	16	9"	14"	6"	32"	48"	"
36"	22"	14	10"	16"	6"	39"	60"	"
43"	27"	14	12"	18"	8"	46"	75"	"
50"	31"	12	13"	21"	9"	53"	85"	"
58"	36"	12	18"	26"	12"	63"	90"	"
65"	40"	12	18"	30"	12"	70"	102"	2¼ to 1
72"	44"	12	18"	33"	12"	77"	114"	"

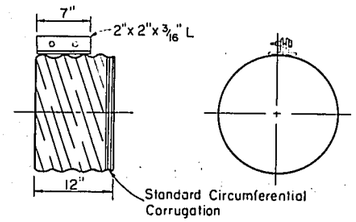
Note: All splices to be lap riveted or bolted

APRON ENDWALLS FOR PIPE ARCH

4.4.4-324



SECTION A-A



END SECTION CONNECTION
For 12" thru 21" Diameter Helically Corrugated Metal Pipe

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.

NOTE

Variations of the dimensions and designs shown hereon will be permitted providing equivalent capacity and structural integrity are attained, and prior approval of the Engineer is obtained.

Reinforced concrete apron endwalls shall be used with concrete pipe culvert installations, steel apron endwalls shall be used with corrugated steel pipe culvert installations, and aluminum apron endwalls shall be used with corrugated aluminum pipe culvert installations, except that steel apron endwalls may be used on corrugated aluminum pipe culverts when a non-metalic insulation material is placed between the steel and aluminum. The non-metalic insulation material shall be so placed between the two metals so as to prohibit galvanic action from occurring.

When two or more pipes or pipe arches with apron endwalls are to be laid adjacent to each other, they shall be separated by the following amount:

Pipes: Total width of apron endwall less the diameter of pipe plus 6 inches.

Pipe Arches: Total width of apron endwall less the span dimension of the pipe arch plus 6 inches.

APRON ENDWALLS FOR CULVERT PIPE & PIPE ARCH

State of Wisconsin
Department of Transportation
Division of Highways

RECOMMENDED FOR APPROVAL:
11/7/68 DATE — E. J. Bykit CHIEF DESIGN ENGINEER

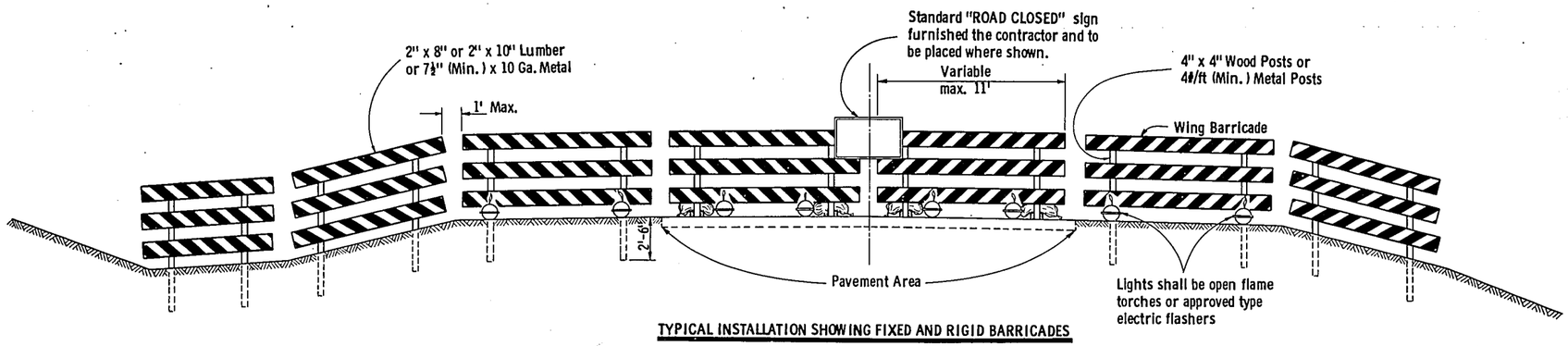
APPROVED:
1/19/68 DATE — H. J. Burmeister STATE HIGHWAY ENGINEER

Plate No. 6-2.6.6

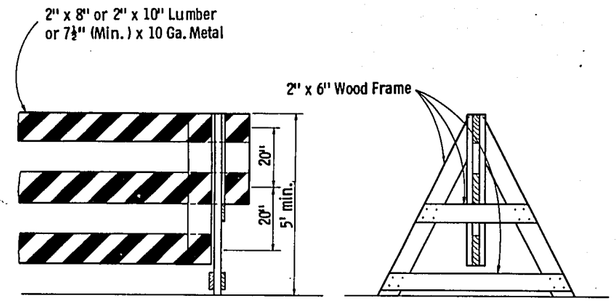
Plate No. 6-2.6.6

445-324

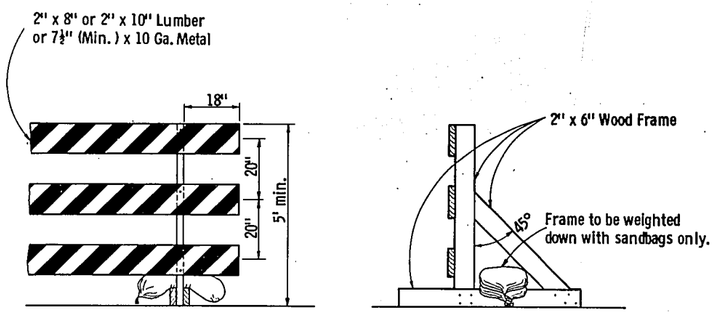
CLASS I BARRICADES



TYPICAL INSTALLATION SHOWING FIXED AND RIGID BARRICADES

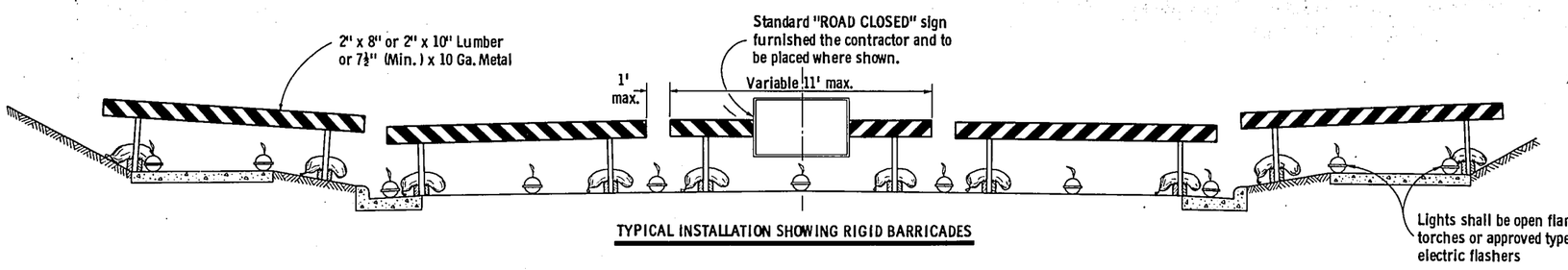


ALTERNATE TYPE INSTALLATION (DEMOUNTABLE)

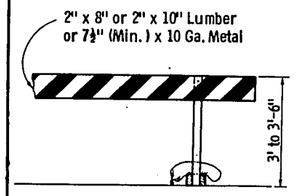


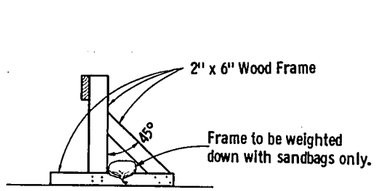
ALTERNATE TYPE INSTALLATION (RIGID)

CLASS II BARRICADES

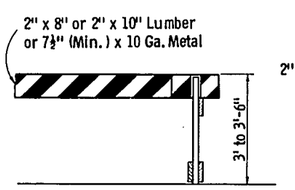


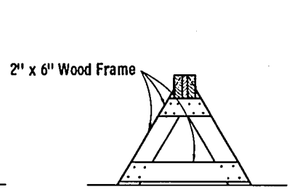
TYPICAL INSTALLATION SHOWING RIGID BARRICADES



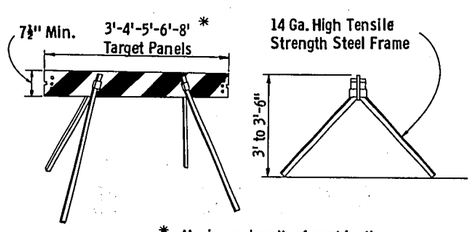


ALTERNATE TYPE INSTALLATION (RIGID)





ALTERNATE TYPE INSTALLATION (DEMOUNTABLE)



* Maximum length of combination panels 16'

ALTERNATE TYPE INSTALLATION (DEMOUNTABLE)

GENERAL NOTES

The contractor shall construct, place and maintain barricades as shown on the drawing and as required by the Standard Specifications or applicable Special Provisions.

CLASS 1 BARRICADE:

Class 1 Barricades shall be of variable length as indicated, and long barricades shall be assembled from these units. The Class 1 Barricade is the type normally required for major operations, where the barricade will remain in place for extended periods. Class 1 Barricades shall be used at points where the road is closed to traffic. Gates or movable sections of a barricade shall be provided when necessary, for access of equipment or other authorized vehicles.
Wing Barricades are Class 1 Barricades erected on the shoulder on one or both sides of the pavement to give Traffic the perceptive effect of a narrowing or restricted roadway. The ends closest to traffic of all three members of a wing barricade shall be in a vertical line. If used in a series, they should start at the outer edge of the shoulder and be brought progressively closer to the pavement. Wing Barricades may be used as a mounting for the advance warning or guide signs or for flashers. When used on two-way roadways, the back of the wing barricade shall be painted reflectorized white.

CLASS 11 BARRICADE:

Class 11 Barricades 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.

MATERIAL & 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.
Metal shall be 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 woodworking and metalworking practices.
All lumber or timber dimensions stated are nominal.

PAINTING:

All barricades shall be painted in alternate 4" or 6" black and white stripes at a 45° angle. The width of stripe shall be consistent for each complete barricade installation.
Black stripes shall be painted with weather resistant and durable black paint. White stripes shall be primed, followed by two coats of white reflectorized paint or reflective wide angle sheeting.

DIRECTION OF DIAGONAL STRIPES:

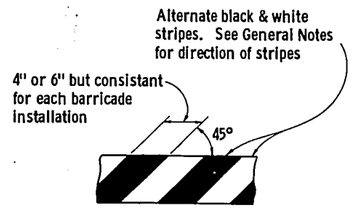
Where a barricade extends entirely across the roadway with no vehicle access provision, the stripes shall slope downward toward the highway centerline.
Where vehicle access is permitted, the stripes shall slope downward in the direction toward which vehicles must turn in detouring.
Where both right and left turns are provided for, the stripes shall slope downward in both directions from the center.
The stripes on wing barricades shall point downward toward the roadway.

LIGHTING:

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

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.



TYPICAL DIAGONAL STRIPES

Applies to all Classes & Types of Barricades

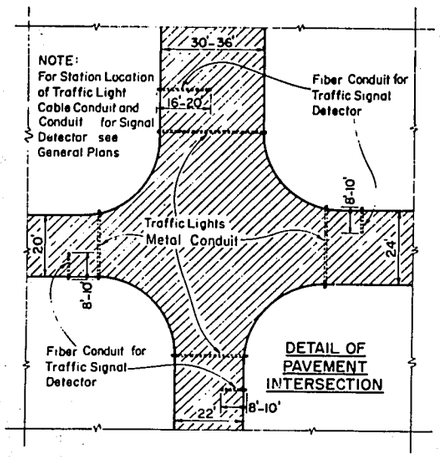
CONSTRUCTION BARRICADE

State Highway Commission of Wisconsin

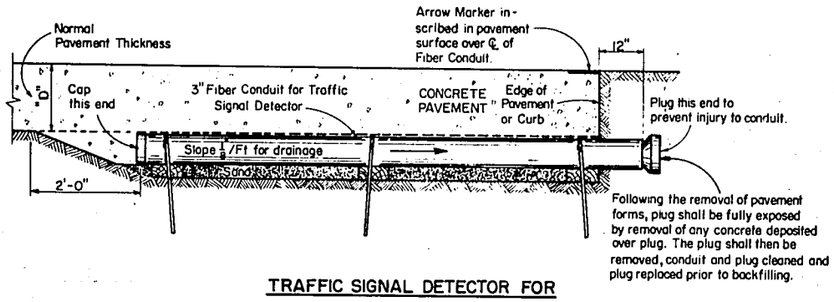
RECOMMENDED FOR APPROVAL:
1/11/67 (DATE) — E. J. Bublitz, CHIEF DESIGN ENGINEER
APPROVED:
1/13/67 (DATE) — W. J. Cunningham, STATE HIGHWAY ENGINEER

Plate No 7-41.5

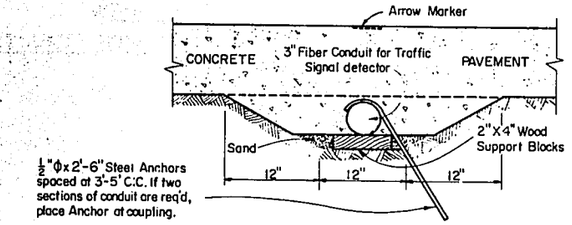
44.6-324



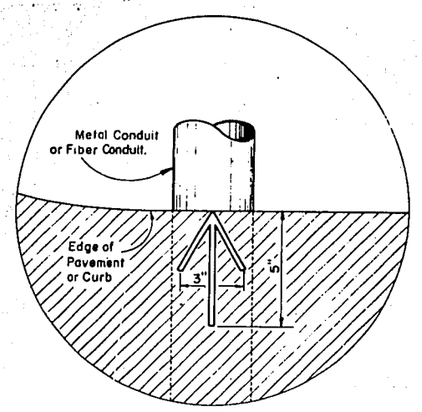
PLAN VIEW
SHOWING RELATIVE POSITION OF
TRAFFIC LIGHT CONDUITS AND
TRAFFIC SIGNAL DETECTOR CONDUITS
AT UNDIVIDED HIGHWAY INTERSECTIONS



TRAFFIC SIGNAL DETECTOR FOR
UNDIVIDED HIGHWAYS

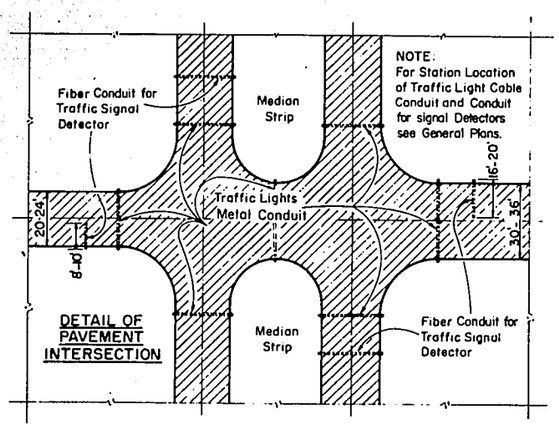


SIDE & END ELEVATIONS
SHOWING PLACEMENT DETAILS
FOR TRAFFIC SIGNAL DETECTOR CONDUIT

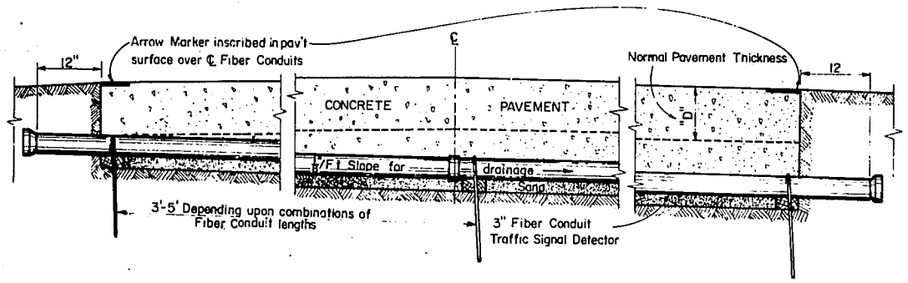


Arrow Marker to be inscribed in fresh concrete and/or bituminous surfacing ¼" to ⅜" deep at each location where pipe conduit or fiber cond. are placed under rigid surfacing.

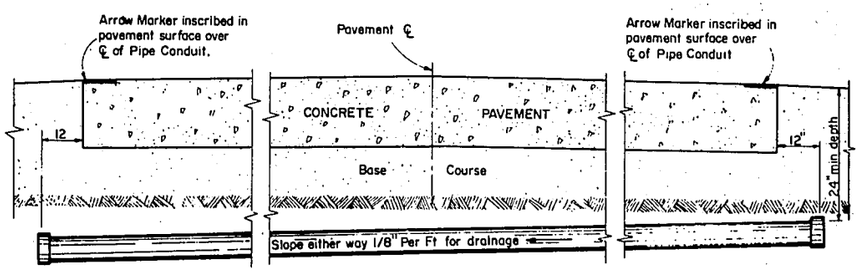
PLAN VIEW - ARROW MARKER



PLAN VIEW
SHOWING RELATIVE POSITION OF
TRAFFIC LIGHT CONDUITS AND
TRAFFIC SIGNAL DETECTOR CONDUITS
AT DIVIDED HIGHWAY INTERSECTIONS



TRAFFIC SIGNAL DETECTOR FOR
DIVIDED HIGHWAYS



ELEVATION ON CENTERLINE
SHOWING PLACEMENT DETAILS
FOR TRAFFIC SIGNAL CONDUIT

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.

MATERIALS

Metal Conduit shall be furnished and placed as shown hereon and in accord with the Standard Specifications.

Fiber Conduit shall be furnished and placed as shown hereon and in accord with the Standard Specifications.

MEASUREMENT & PAYMENT

The item of Fiber Conduit shall be measured and paid for by the linear foot complete in place and in accord with Standard Specifications

CONDUIT SIZE

Unless shown or required otherwise on the plans, Metal Conduit shall be 2" I.D.

METAL CONDUIT & FIBER CONDUIT

STATE HIGHWAY COMMISSION OF WISCONSIN

RECOMMENDED FOR APPROVAL:

4-3-63
DATE

J. J. Pelt
ENGINEER OF DESIGN

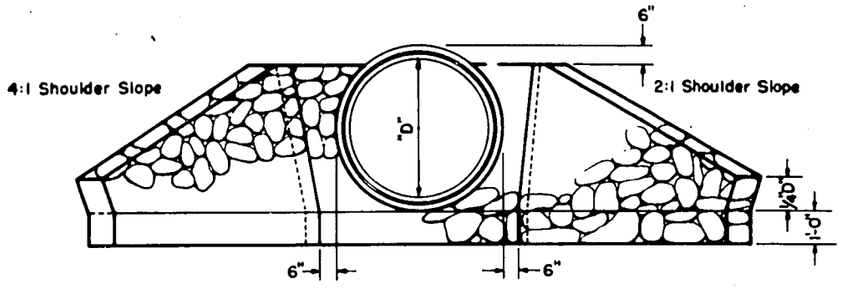
APPROVED:

4/5/63
DATE

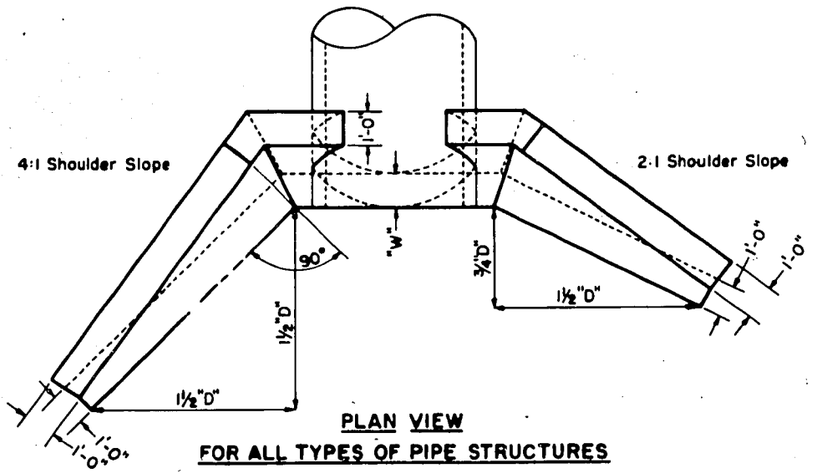
E. L. Roettiger
STATE HIGHWAY ENGINEER

PLATE NO. 8-5.1.6

447324



END ELEVATION
SHOWING CONCRETE CIRCULAR PIPE INCL. CATTLE PASS



PLAN VIEW
FOR ALL TYPES OF PIPE STRUCTURES

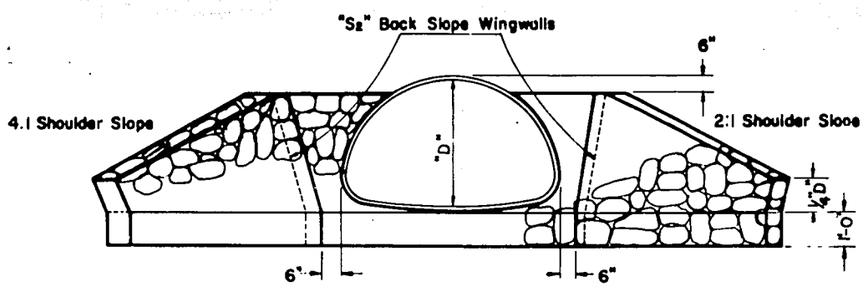
CIRCULAR PIPE		Cu. Yds Mortar Rubble Masonry or Riprap per Endwall		"A" (Feet)	"B" (Feet)	Front Slope "S1"	Back Slope "S2"	Width of Footing at "W" (Feet)
Size of Pipe	Type of Pipe	4:1 Slope	2:1 Slope	4:1 Slope	2:1 Slope			
24"	R.C.C.P.	1.2	1.0	3.4	0.8	½:1	½:1	1.0
	C.M.C.P.	1.0	0.8	2.8	0.6	"	"	"
30"	R.C.C.P.	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	"	¼:1	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

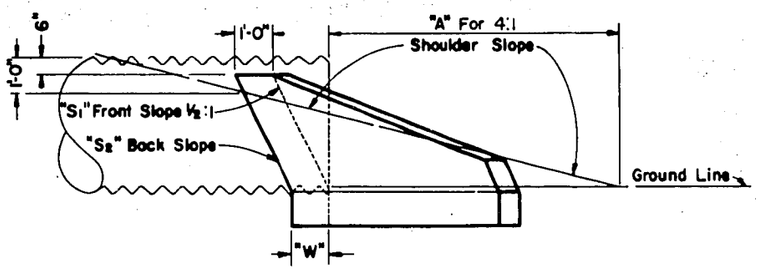
29"x18"	C.M.C.P.	1.0	0.8	1.1	0.3	½:1	½:1	1.0
36"x22"	"	1.3	1.0	2.2	0.5	"	"	"
43"x27"	"	1.7	1.2	3.7	1.0	"	"	"
50"x31"	"	1.9	1.4	4.9	1.5	"	"	"
58"x36"	"	2.1	1.7	6.3	2.1	"	"	"
65"x40"	"	2.5	2.0	7.5	2.6	"	"	"
72"x44"	"	2.9	2.4	8.6	3.1	"	"	"

CATTLE PASS

72"	ALTERNATE	12.4	9.9	18.3	7.1	"	"	2.68



END ELEVATION
SHOWING CORRUGATED METAL PIPE ARCH



SIDE ELEVATION

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.

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.

MORTAR RUBBLE MASONRY OR RIPRAP FOR CULVERT & CATTLE PASS ENDWALLS

STATE HIGHWAY COMMISSION OF WISCONSIN

RECOMMENDED FOR APPROVAL:

2-5-63
DATE

J. J. Pilf
ENGINEER OF DESIGN

APPROVED:

2/6/63
DATE

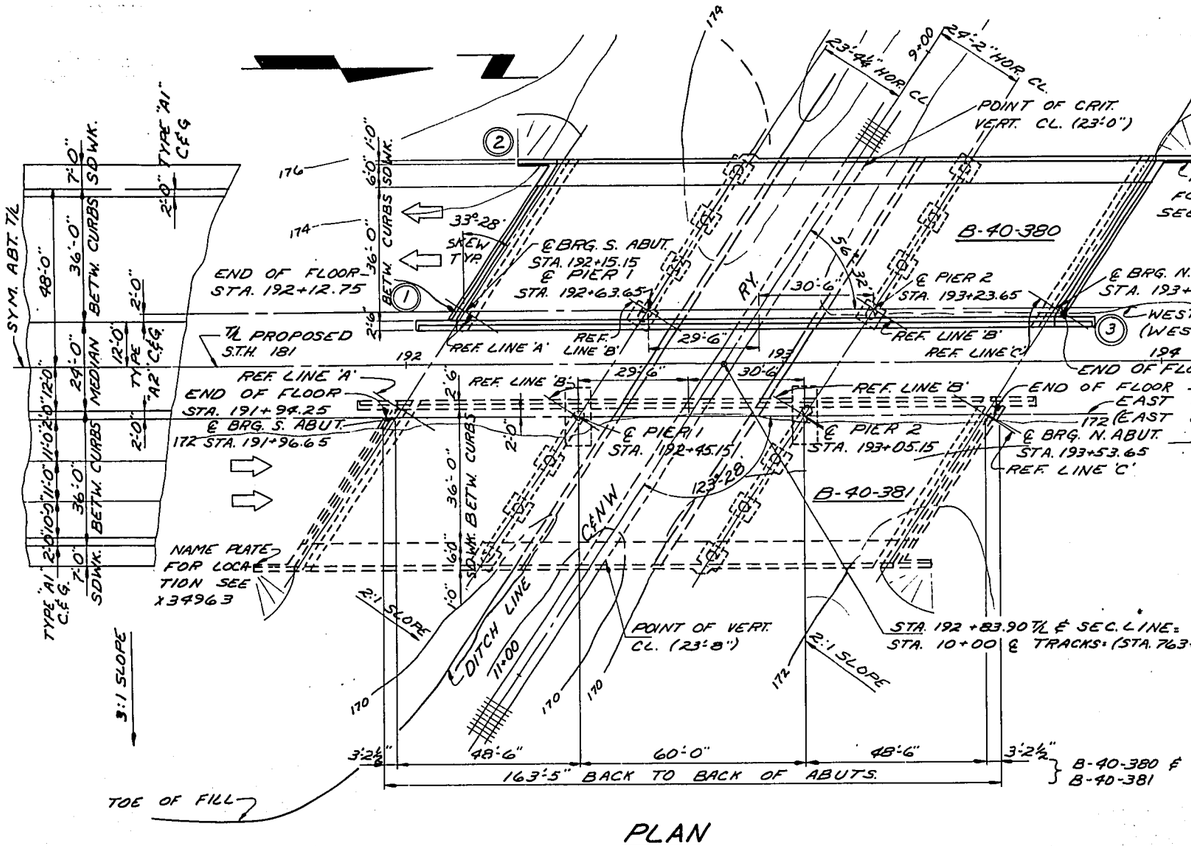
E. C. Rustigan
STATE HIGHWAY ENGINEER

PLATE NO. 6-2.4.3

FORM E-B-11-62

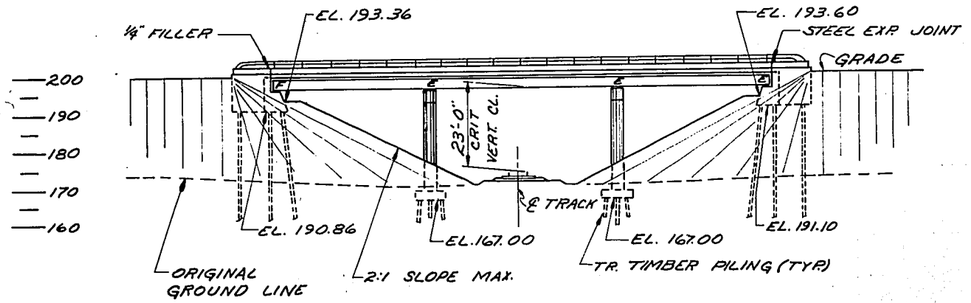
COUNTY & HIGHWAY	ROUTE & SECTION	CLASS & AGREEMENT STATE	CLASS & AGREEMENT FEDERAL	B. P. R. DIVISION	PROJECT	SHEET NO.	TOTAL SHEETS
40.2	352.0	22.10		4	T0352(13	95	324

2190-1-71



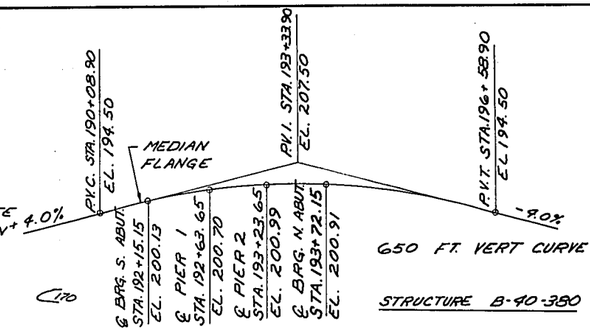
PLAN

3 SPAN CONTINUOUS STEEL GIRDER

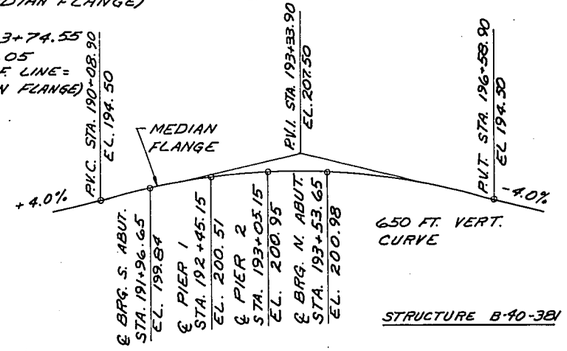


ELEVATION

NORMAL TO ℄ TRACK

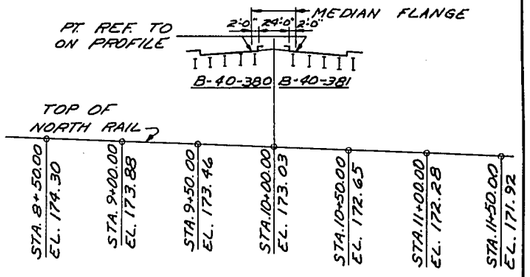


WEST LANE



EAST LANE

PROFILE S.T.H. 181



PROFILE C&NW RY.

LIST OF DRAWINGS

1.	GENERAL PLAN	X34943
2.	SUPERSTRUCTURE	X34944
3.	SUPERSTRUCTURE	X34945
4.	SUPERSTRUCTURE	X34946
5.	BEARING DETAILS	X34947
6.	EXPANSION JOINT	X34948
7.	STRUCTURE LIGHTING DETAILS	X34949
8.	RAILING PARAPET DETAILS	X34950
9.	SOUTH ABUTMENT	X34951
10.	PIERS 1 & 2	X34952
11.	NORTH ABUTMENT	X34953
12.	BILL OF BARS	X34954
13.	SUBSURFACE EXPLORATION	X34955

FOR "DETAILS FOR TYPE 'H' TUBULAR ALUMINUM & STEEL RAILING" SEE B-40-381 SHEET X34962.

TOTAL ESTIMATED QUANTITIES

	BID ITEMS	UNIT	SUPER	S. ABUT	PIER 1	PIER 2	N ABUT.	TOTALS
	EXCAVATION FOR STRUCTURES	C.Y.	——	60	140	100	60	360
	GRANULAR BACKFILL	C.Y.	——	25	——	——	25	50
	CONCRETE MASONRY	C.Y.	208.8	77.2	56.0	56.1	79.5	477.6
	BAR STEEL REINFORCEMENT	L.B.	66,260	2,180	10,020	10,060	2,220	90,760
	STRUCTURAL CARBON STEEL	L.B.	136,350	——	——	——	——	136,350
	STRUCTURAL LOW ALLOY STEEL	L.B.	3,250	——	——	——	——	3,250
	LUBRICATED BRONZE PLATES	L.B.	196	——	——	——	——	196
	BEARING PADS	S.F.	24	——	——	——	——	24
*	TREATED TIMBER TEST PILING	L.S.	——	——	——	——	——	1
	TREATED TIMBER PILING, DELIVERED	L.F.	——	720	405	405	720	2250
	TREATED TIMBER PILING, DRIVEN	L.F.	——	378	405	405	378	1566
	TUBULAR RAILING, TYPE 'H'	L.F.	356	——	——	——	——	356
	PREBORING-TREATED TIMBER PILING	L.F.	——	342	——	——	342	684
**	ELECTRICAL WORK, B-40-380	L.S.	——	——	——	——	——	1
		L.F.						
	NON-BID ITEMS							
	FILLER	SIZE	——	——	——	——	——	¼"
	ALUMINUM OR ZINC PLATE	S.F.	30	——	——	——	——	30
	6" RUBBER WATERSTOP	L.F.	49	——	——	——	——	49

* DRIVE ONE 25'-0" TEST PILE AT EACH PIER AND ONE 50'-0 TEST PILE AT EACH ABUTMENT.
** FOR ESTIMATED QUANTITY SEE SHEET X34949.

NOTE: SEE SHEET X34944 FOR "GENERAL NOTES."

DESIGN DATA

LIVE LOAD - HS 20
ALLOWABLE DESIGN STRESSES
CONCRETE MASONRY, GRADE "AA" f'_c = 1,400 PSI
BAR STEEL REINFORCEMENT f_s = 20000 PSI
STRUCTURAL CARBON STEEL f_s = 20000 PSI
STRUCTURAL LOW-ALLOY STEEL
TO AND INCLUDING ¾" THICK f_s = 27000 PSI
OVER ¾" TO AND INCLUDING 1½" THICK f_s = 25000 PSI
OVER 1½" THICK f_s = 23000 PSI

FOUNDATION DATA
PILING AT THE ABUTMENTS SHALL BE TREATED TIMBER PILES ESTIMATED 40'-0" LONG AND DRIVEN TO A MINIMUM BEARING VALUE OF 16 TONS PER PILE.
PILING AT THE PIERS SHALL BE TREATED TIMBER PILES ESTIMATED 15'-0" LONG AND DRIVEN TO A MINIMUM BEARING VALUE OF 24 TONS PER PILE.

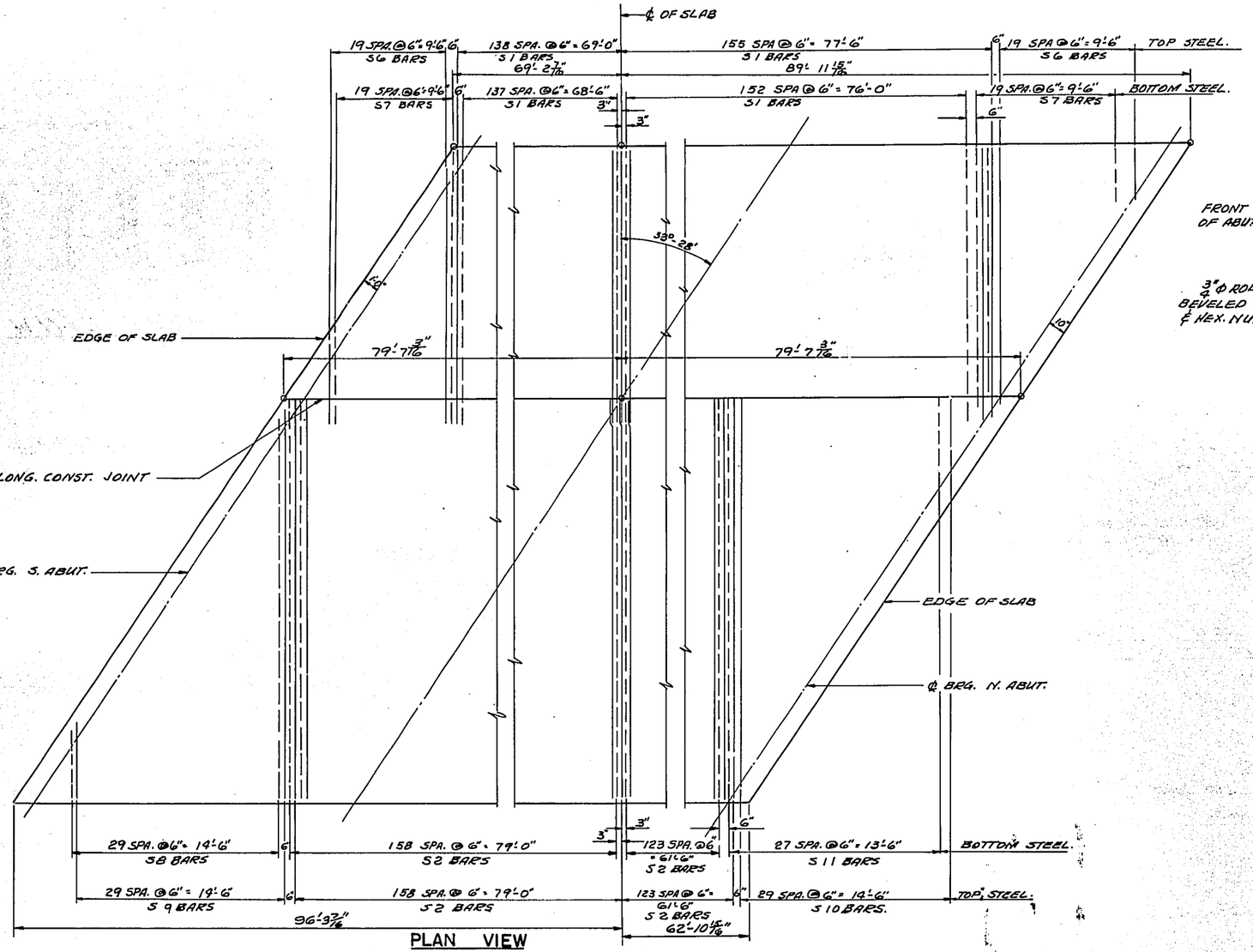
REVISED	STATE HIGHWAY COMMISSION OF WISCONSIN
	GENERAL PLAN
	CO. MILWAUKEE CITY MILWAUKEE STA. 192+83.90
	SECTION 9 TOWN 8N RANGE 21E
	DESIGN SPEC. AASHO '61 LOADING HS 20 CONST. SPEC. 1963
	DATE 5-12-66 DESIGN GEE DRAWN [illegible] CKD. EMKZ
	RECOMMENDED W. A. Kline CHIEF BRIDGE ENGINEER
	APPROVED [signature] STATE HIGHWAY ENGINEER
	STRUCTURE B-40-380 SHEET 1 OF 13

X 34943

FORM E-B-12-62

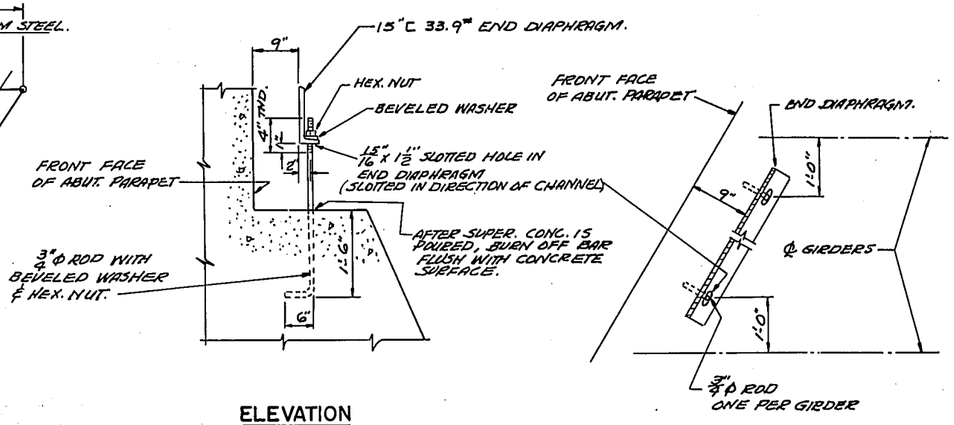
B. P. R. DIVISION	PROJECT	SHEET NO.	TOTAL SHEETS
4	T0352(13)	46	324

2|40-1-71



PLAN VIEW

(SHOWING TRANSVERSE REINF. STEEL)
TRANSVERSE REINF. STEEL TO BE LAID PERPENDICULAR TO LONG. CONST. JOINT.

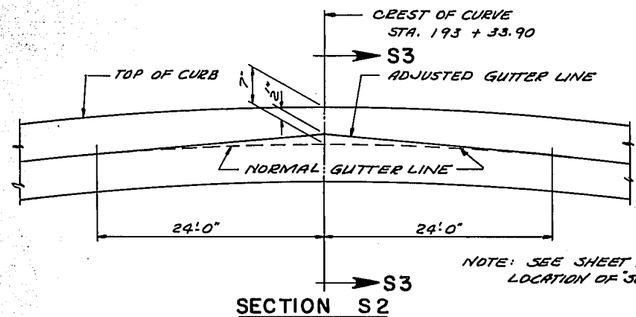


ELEVATION

SECTION

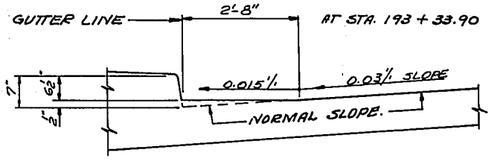
TEMPORARY HOLD DOWN DEVICE

NOTE:
TEMPORARY HOLD DOWN DEVICES SHALL BE PLACED AT THAT END OF ALL CONTINUOUS STEEL GIRDER UNITS WHERE THE SLAB POUR TERMINATES.
TO BE PAID FOR AS STRUCTURAL CARBON STEEL.



NOTE: SEE SHEET X 34945 FOR LOCATION OF "SECTION S2"

SECTION S2



SECTION S3

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.
IMBED ALL BAR STEEL REINFORCEMENT 2" CLEAR UNLESS OTHERWISE SHOWN OR NOTED.
THE CONTRACTOR MAY USE THREE SHOP OR FIELD WELDED 7/8" DIAMETER x 4" LONG STUDS, EQUALLY SPACED WITH A MINIMUM OF 1 1/2" CLEAR FROM THE FLANGE EDGE AT ALL PLACES WHERE AN ANGLE SHEAR CONNECTOR IS DETAILED.

UPPER LIMITS FOR "EXCAVATION FOR STRUCTURES" AT THE PIERS IS CONSIDERED TO BE THE EXISTING GROUND LINE AND THE ESTIMATED QUANTITY IS COMPUTED FROM THIS LINE.
UPPER LIMITS FOR "EXCAVATION FOR STRUCTURES" AND "GRANULAR BACKFILL" FOR THE ABUTMENTS IS CONSIDERED TO BE THE TOP OF BERM AND THE ESTIMATED QUANTITY IS COMPUTED FROM THIS LINE. FOR ADDITIONAL INFORMATION SEE X34951 & X34953.
ALL EXCAVATED VOLUME NOT OCCUPIED BY THE ABUTMENTS SHALL BE BACKFILLED WITH "GRANULAR BACKFILL". PAYMENT WILL BE MADE ONLY FOR MATERIAL ACTUALLY PLACED WITHIN THE LIMITS SPECIFIED FOR "EXCAVATION FOR STRUCTURES."
ALL FIELD CONNECTIONS SHALL BE MADE WITH 3/4" ℄ HIGH TENSILE STRENGTH FRICTION TYPE BOLTS UNLESS OTHERWISE SPECIFIED.
HOT POURED ELASTIC TYPE JOINT SEALER SHALL CONFORM TO A.S.T.M. DESIGNATION, D1190.
JOINT FILLER SHALL CONFORM TO A.A.S.H.O. DESIGNATION, M153, TYPE I.
PILING AT THE ABUTMENTS SHALL BE PREBORED TO ORIGINAL GROUND LINE.

REVISED	STATE HIGHWAY COMMISSION OF WISCONSIN
7-2-68 7-5-68 BR.L. BMG.	SUPERSTRUCTURE
	DESIGN SPEC. AASHO '61 LOADING H S 20 CONST. SPEC. 1963
	DATE 5-12-66 DESIGN G.E.B. DRAWN L.L.J CKD. B.M.G.
STRUCTURE B-40-380	SHEET 2 OF 13

X 34944

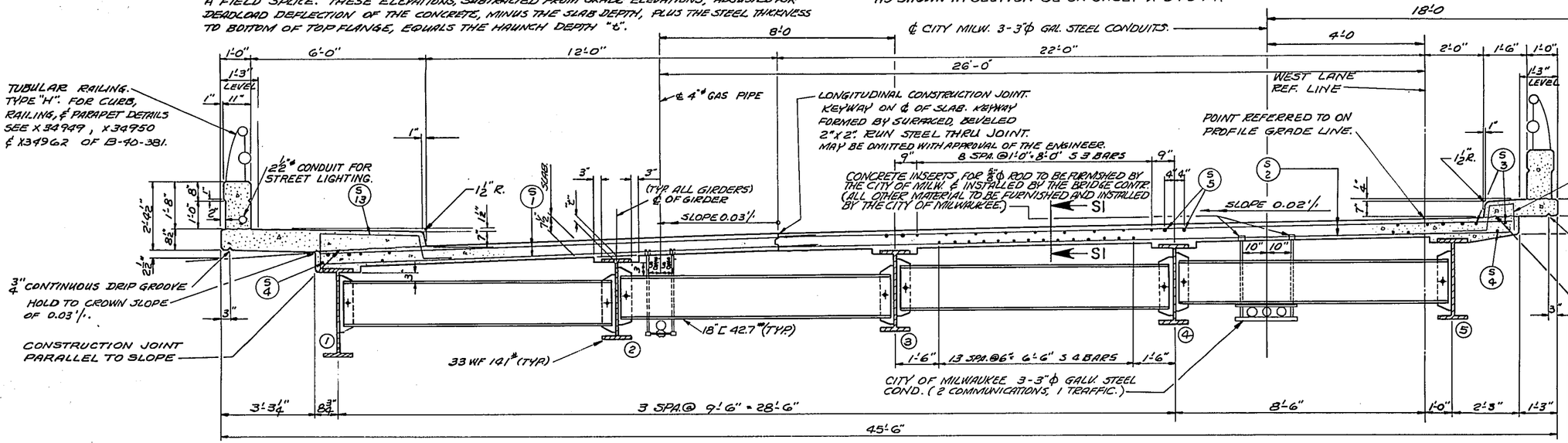
FORM E-B-12-62

B. P. R. DIVISION	PROJECT	SHEET NO.	TOTAL SHEETS
4	T0352(13)	47	329

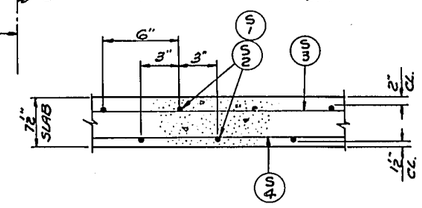
2140-1-71

TO DETERMINE "C": AFTER ALL STRUCTURAL STEEL HAS BEEN ERECTED, ELEVATIONS OF THE TOP FLANGES, TOP OF SPLICE PLATES, OR TOP OF COVER PLATES, WHICHEVER APPLIES, SHALL BE TAKEN AT CENTER LINE OF BEARINGS, CENTER LINE OF FIELD SPLICES, AND AT QUARTER POINTS OF EACH SPAN WHICH ARE MORE THAN SIX FEET FROM A FIELD SPLICE. THESE ELEVATIONS, SUBTRACTED FROM GRADE ELEVATIONS, ADJUSTED FOR DEADLOAD DEFLECTION OF THE CONCRETE, MINUS THE SLAB DEPTH, PLUS THE STEEL THICKNESS TO BOTTOM OF TOP FLANGE, EQUALS THE HAUNCH DEPTH "C".

NOTE: TOP AND BOTTOM TRANSVERSE BARS IN SLAB SHALL BE SUPPORTED BY CONTINUOUS BAR CHAIRS ON OR ADJACENT TO EACH GIRDER ℄ BY INDIVIDUAL BAR CHAIRS AT 3'-0" CENTERS AT APPROXIMATELY THE ⅓ POINTS BETWEEN GIRDERS.
THE 7" HEIGHT OF CURB IS TO BE MAINTAINED AT ALL POINTS OF BEARING, EXCEPT AS SHOWN IN SECTION S2 ON SHEET X-34944.



SECTION S1



ESTIMATE OF QUANTITIES FOR NON-PARTICIPATING CONCRETE INSERTS		
UTILITY CO.	INSERT TYPE	QUANTITY
GAS CO.	FOR ⅝" BOLT	24
COMMUNICATIONS & TRAFFIC	FOR ⅝"ϕ BOLT	32

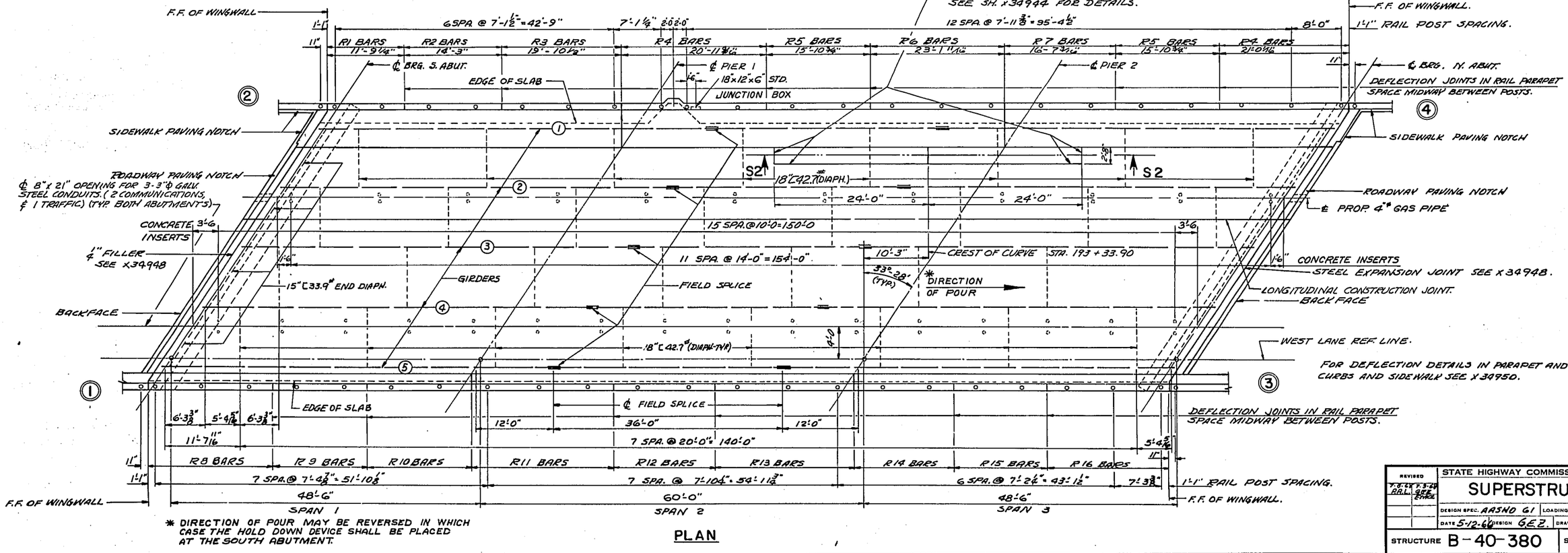
INSERTS TO BE FURNISHED BY THE UTILITY AND INSTALLED BY THE BRIDGE CONTRACTOR. THE COST OF INSTALLATION TO BE COVERED BY THE CONTRACTORS PRICE FOR CONCRETE MASONRY.

NOTE: LIGHTING MATERIALS SHOWN IN THE ESTIMATED QUANTITIES TABLE SHEET X34943 ARE TO BE FURNISHED AND INSTALLED BY THE CONTRACTOR.

NOTE: TOP & BOTTOM TRANSVERSE BARS IN SLAB SHALL BE PLACED NORMAL TO "WEST LANE REF. LINE."

CROSS SECTION THRU ROADWAY

AT RT. ANGLES TO WEST LANE REF. LINE. LOOKING NORTH.



* DIRECTION OF POUR MAY BE REVERSED IN WHICH CASE THE HOLD DOWN DEVICE SHALL BE PLACED AT THE SOUTH ABUTMENT.

PLAN

REVISED	STATE HIGHWAY COMMISSION OF WISCONSIN
7-6-64 & 8-12-64 P.R.L. GEE ENKL	SUPERSTRUCTURE
	DESIGN SPEC. AASHO 61 LOADING H 20 CONST. SPEC. 1963
	DATE 5-12-64 DESIGN G.E.Z. DRAWN J.L.J. CKD. ENKL.
STRUCTURE B-40-380	SHEET 3 OF 13

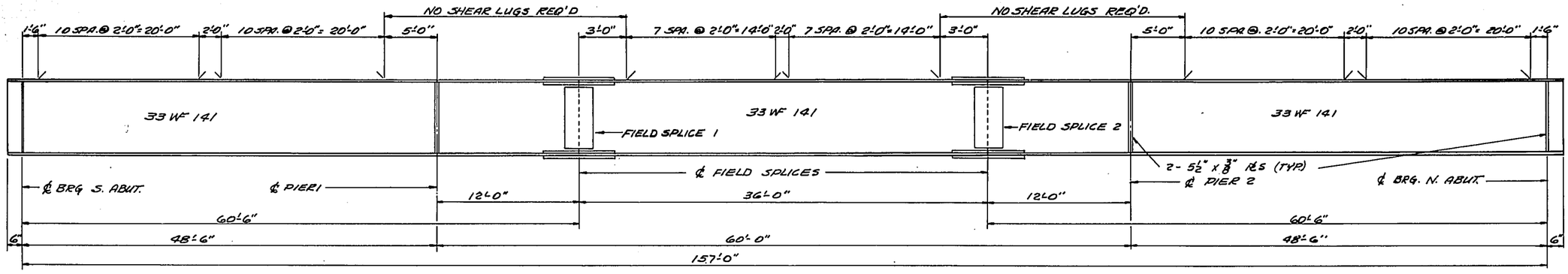
X34945

FORM E-B-12-62

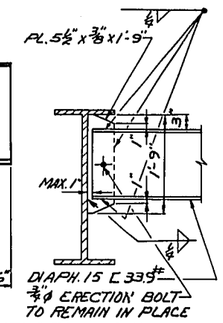
B. P. R. DIVISION	PROJECT	SHEET NO.	TOTAL SHEETS
4	T0352(13)	48	329

2190-1-71

NOTE: FIELD WELDING ON THE TOP FLANGE FOR CONSTRUCTION PURPOSES IS PROHIBITED IN THE AREA OVER THE PIERS BETWEEN THE SHEAR LUGS.



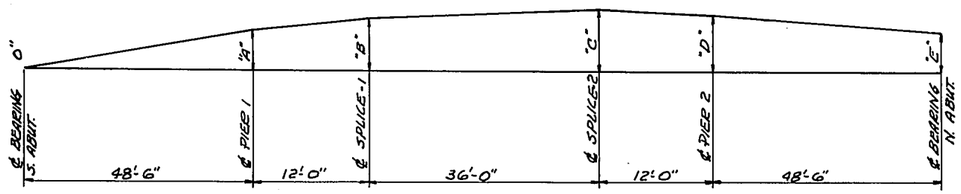
GIRDER ELEVATION



WELDED CONNECTION

TYPICAL BETWEEN GIRDERS 1&2

(NO CAMBER)



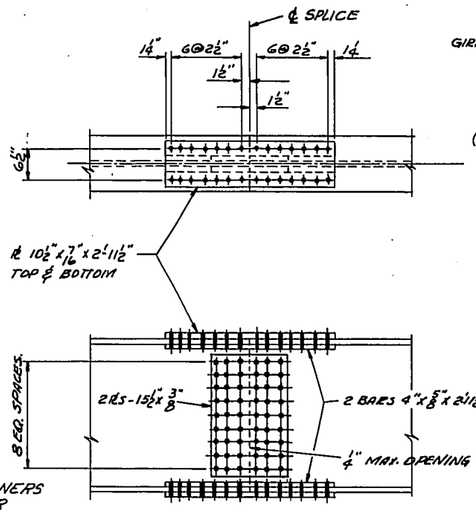
GIRDER	"A"	"B"	"C"	"D"	"E"
1	4 9/16"	5 7/8"	6 9/16"	6"	3 11/16"
2	5 1/16"	6 5/16"	7 1/16"	7"	5 3/8"
3	5 2"	6 8"	8 3/8"	8"	6 9/16"
4	5 15/16"	7 3/8"	9 4"	9"	8"
5	6 3/8"	7 15/16"	10 3/8"	10"	9 2"

BLOCKING DIAGRAM

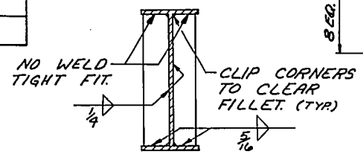
GIRDER	℄ BRG. S. ABUT.	℄ PIER 1	℄ SPLICE 1	℄ SPLICE 2	℄ PIER 2	℄ BRG. N. ABUT.
1	198.92	199.30	199.43	199.50	199.42	199.22
2	199.13	199.55	199.69	199.78	199.71	199.55
3	199.29	199.75	199.90	200.02	199.96	199.82
4	199.40	199.89	200.05	200.20	200.15	200.07
5	199.50	200.03	200.20	200.38	200.33	200.29

THESE ELEVATIONS ARE TO TOP OF STEEL (SPLICE AND COVER PLATE THICKNESS, IF APPLICABLE, ARE ACCOUNTED FOR) AND THEY ARE FOR THE MATERIAL AS ERECTED. THE ELEVATION OF THE TOP OF STEEL AT THE FIELD SPLICE POINTS SHALL BE CHECKED, AND CORRECTED, IF POSSIBLE, AFTER ERECTION AND BEFORE PERMANENTLY WELDING OR BOLTING THE DIAPHRAGMS IN PLACE.

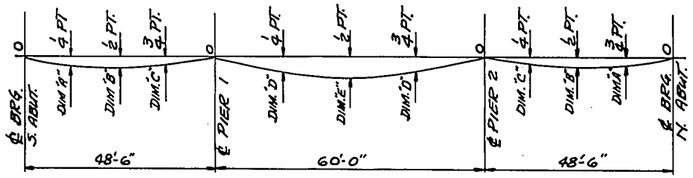
ERECTION ELEVATIONS



FIELD SPLICE

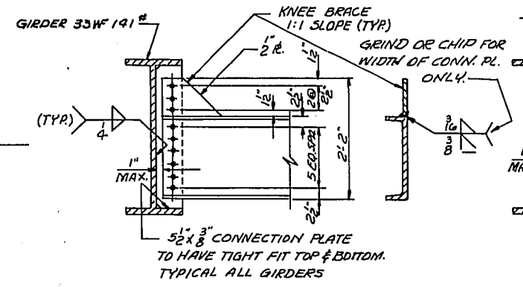


BEARING STIFFENER DETAILS



DEAD LOAD DEFLECTIONS

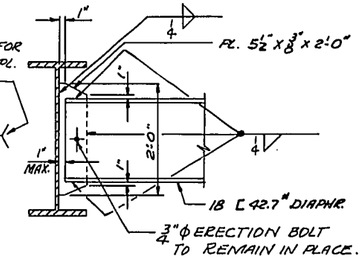
DIM.	"A"	"B"	"C"	"D"	"E"
CONC. ONLY	3/16"	3/16"	1/16"	1/8"	1/4"
TOTAL	1/4"	1/4"	1/8"	3/16"	5/16"



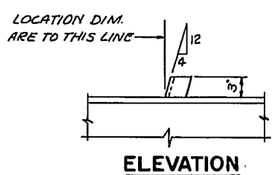
BOLTED CONNECTION

ALTERNATE

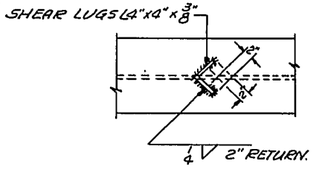
TYPICAL BETWEEN GIRDERS 2 THRU 5



WELDED CONNECTION

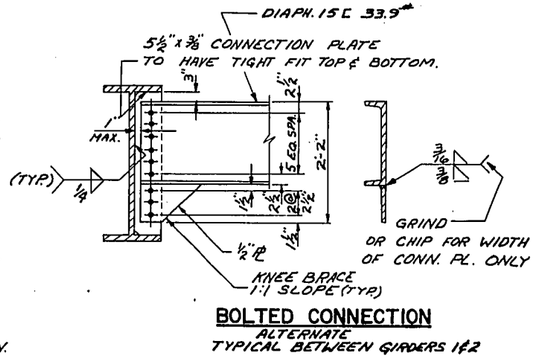


ELEVATION



PLAN

SHEAR LUG DETAILS



BOLTED CONNECTION

ALTERNATE

TYPICAL BETWEEN GIRDERS 1&2

DIAPHRAGM CONNECTIONS

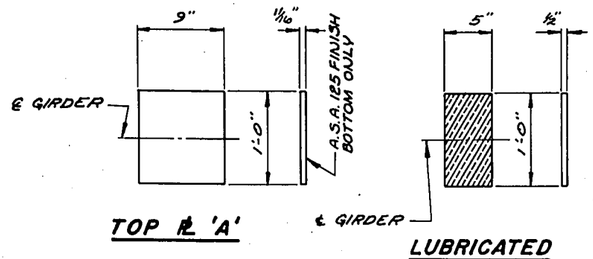
REVISED	STATE HIGHWAY COMMISSION OF WISCONSIN			
	SUPERSTRUCTURE			
	DESIGN SPEC. AASHO '61	LOADING H.S 20	CONST. SPEC. 1963	
	DATE 5-12-66	DESIGN G.E.Z.	DRAWN I.L.J	CKD. EMZ.
STRUCTURE B-40-380	SHEET 4 OF 13			

X34946

FORM E-B-12-62

B.P.R. DIVISION	PROJECT	SHEET NO.	TOTAL SHEETS
4	T0352(13)	19	321

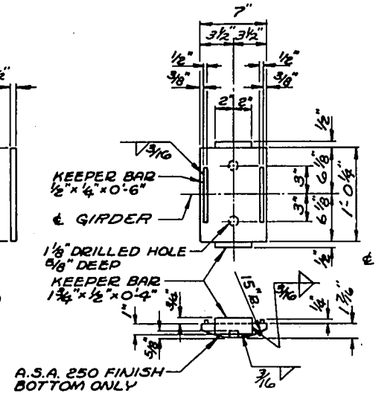
2-10-1-71



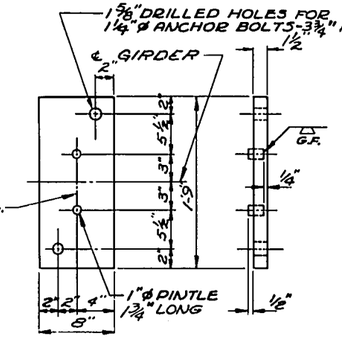
TOP ℄ 'A'

LUBRICATED BRONZE ℄

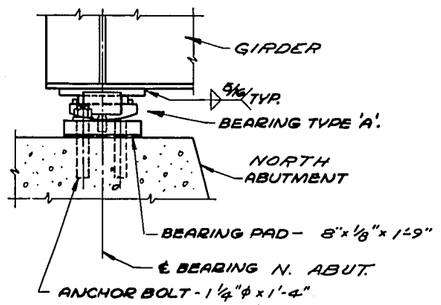
LUBRICATE TOP SURFACE ONLY



ROCKER ℄ 'A'



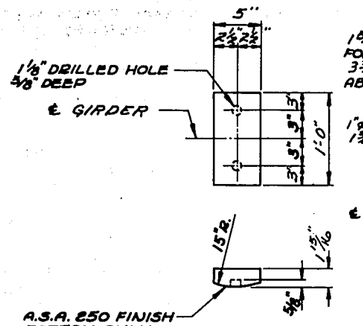
MASONRY ℄ 'A'



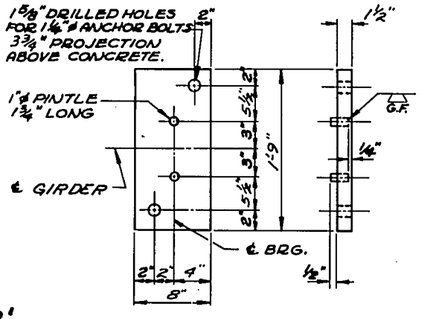
BEARING TYPE 'A' ASSEMBLY

BEARING TYPE 'A'

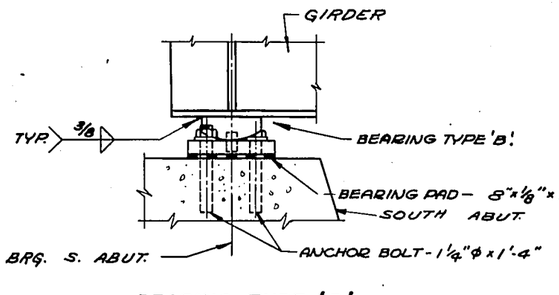
5 REQ'D. @ NORTH ABUTMENT



ROCKER ℄ 'B'



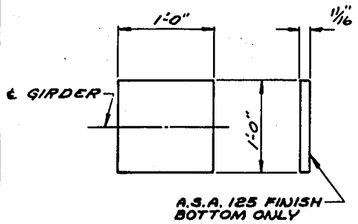
MASONRY ℄ 'B'



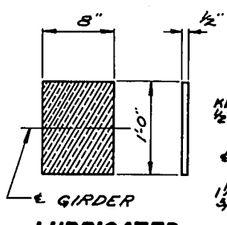
BEARING TYPE 'B' ASSEMBLY

BEARING TYPE 'B'

5 REQ'D. @ SOUTH ABUTMENT

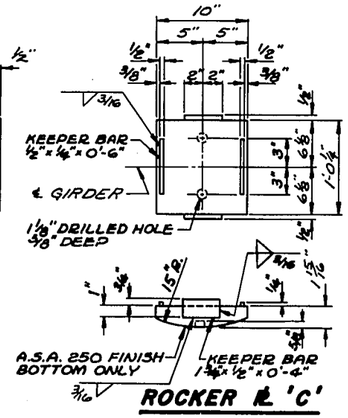


TOP ℄ 'C'

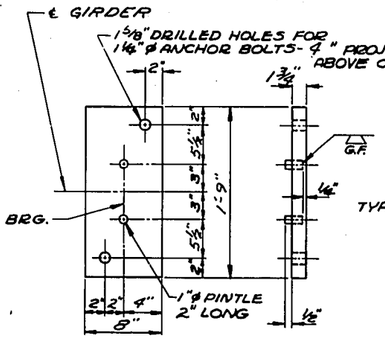


LUBRICATED BRONZE ℄

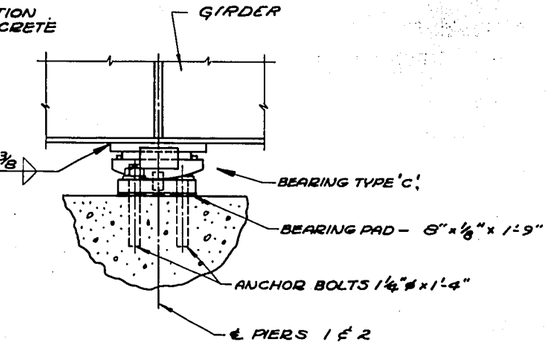
LUBRICATE TOP SURFACE ONLY



ROCKER ℄ 'C'



MASONRY ℄ 'C'



BEARING TYPE 'C' ASSEMBLY

BEARING TYPE 'C'

10 REQ'D. @ PIERS

NOTE: TOP PLATE OF EXPANSION BEARING TO BE FINISHED IN DIRECTION OF MOVEMENT.

BEARING NOTES

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

ALL PLATE CUTS SHALL BE MACHINE OR MACHINE FLAME CUTS.

ANCHOR BOLTS SHALL BE THREADED 3". PROVIDE ONE STANDARD WROUGHT WASHER AND ONE HEX. NUT PER BOLT.

ALL MATERIAL INCLUDING SHIMS BUT EXCLUDING ANCHOR BOLTS, NUTS AND WASHERS SHALL BE MADE OF A 242 STEEL WITH A CORROSIVE RESISTANCE OF 4 OR MORE TIMES THAT OF A36 STEEL.

THE TOP 4 1/2" OF ANCHOR BOLTS, WASHERS AND NUTS SHALL BE GALVANIZED.

ALL MATERIAL IN BEARINGS, EXCLUDING BRONZE PLATES AND BEARING PADS SHALL BE PAID FOR AT THE UNIT PRICE BID FOR "STRUCTURAL LOW ALLOY STEEL."

CHAMFER TOP OF PINTLES 1/8". DRILL HOLES FOR PINTLES IN ALL MASONRY PLATES FOR DRIVING FIT.

REVISED	STATE HIGHWAY COMMISSION OF WISCONSIN
	BEARING DETAILS
	DESIGN SPEC. A.A.S.H.O.'61 LOADING —— CONST. SPEC. 1963
	DATE 5-12-66 DESIGN GEZ DRAWN KWH CHK. BHZ
	STRUCTURE B-40-380 SHEET 5 OF 13

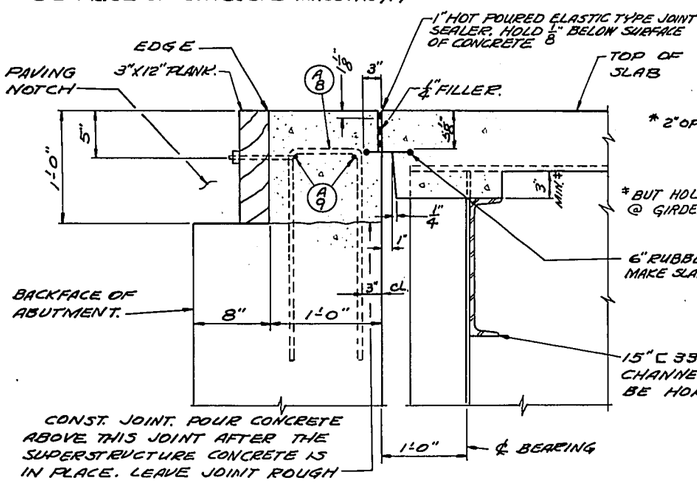
X34947

FORM E-B-12-62

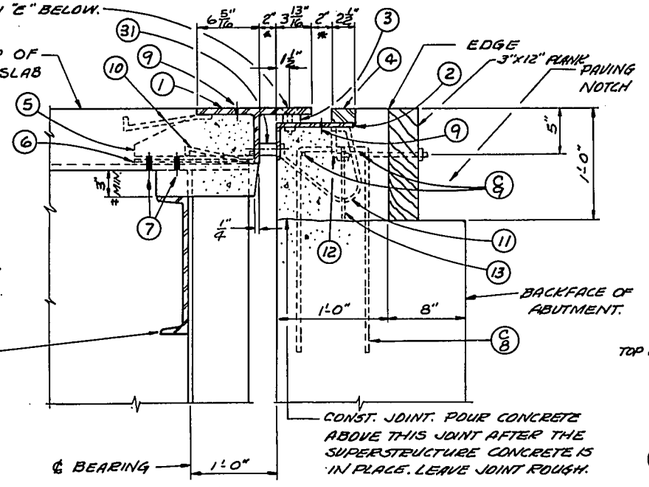
B. P. R. DIVISION	PROJECT	SHEET NO.	TOTAL SHEETS
4	T0352(13)	50	329

2-90-1-71

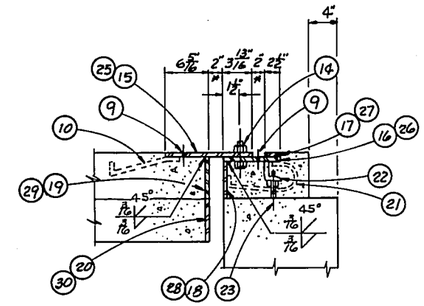
PROVIDE 3"X12" HARDWOOD PLANK X LENGTH OF RDWY. PAVING NOTCH. ATTACH PLANK TO PAVING BLOCK WITH $\frac{3}{4}$"ϕ BOLTS X 0'-8" LG. & THRD. INSERTS AT APPROX. 3'-0" CTRS. REMOVE PLANK & CUT BOLTS WHEN PLACING APPROACH SLAB. (INCLUDE IN BID PRICE OF CONCRETE MASONRY.)



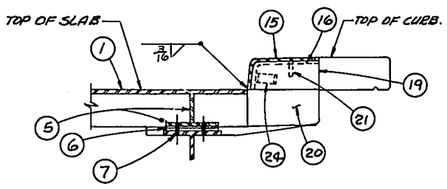
FIXED END
(AT SOUTH ABUTMENT)



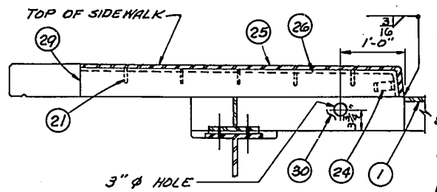
SECTION E1
(AT NORTH ABUTMENT)



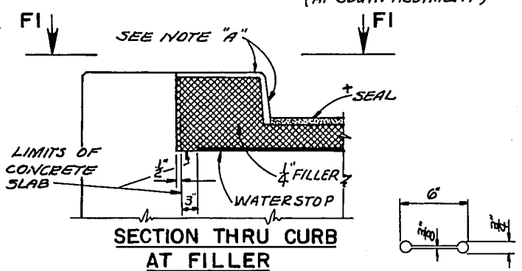
SECTION THRU CURB & SDWK.
(PARALLEL TO SECTION E1)



SECTION THRU JOINT AT CURB

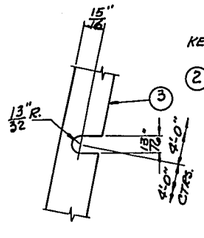


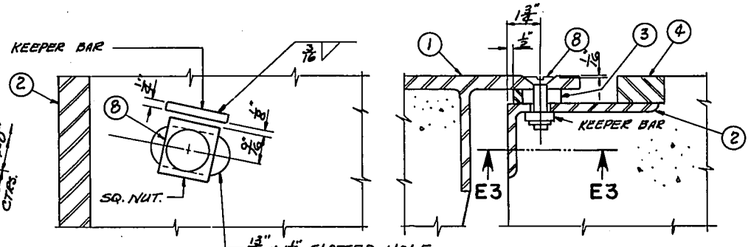
SECTION THRU JOINT AT SIDEWALK



SECTION THRU CURB AT FILLER

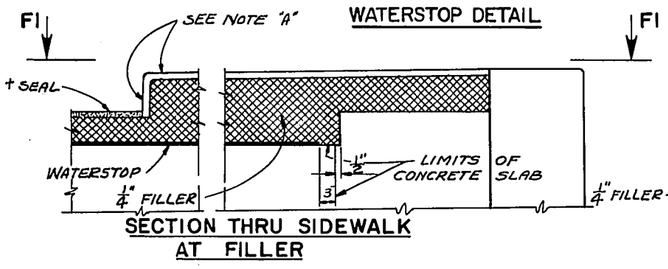
WATERSTOP DETAIL



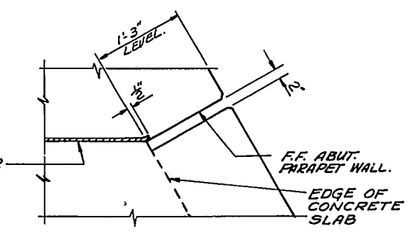


VIEW "E3"

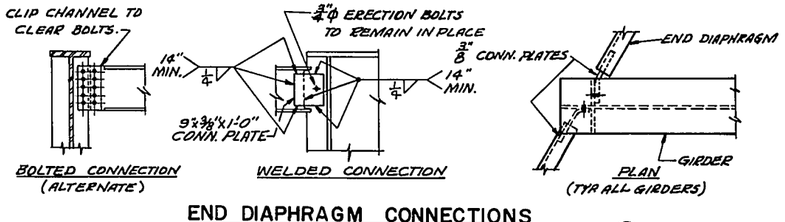
SECTION "E"



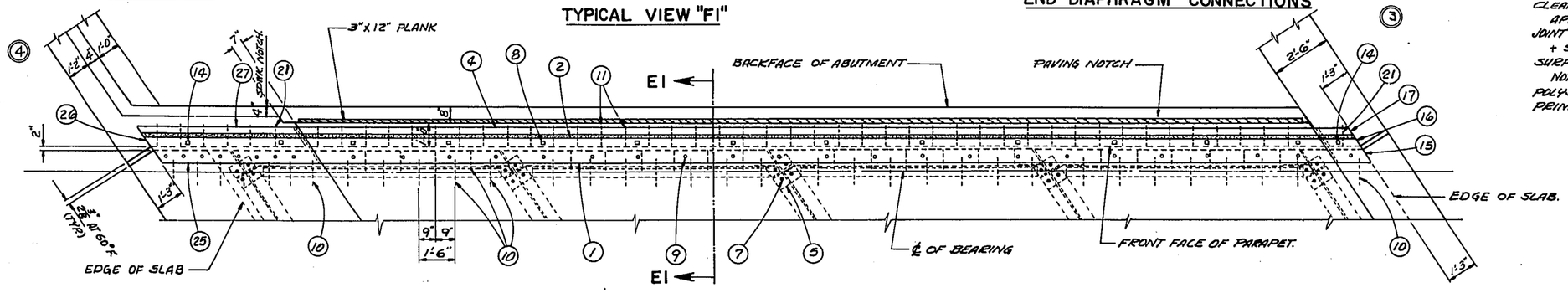
SECTION THRU SIDEWALK AT FILLER



TYPICAL VIEW "F1"



END DIAPHRAGM CONNECTIONS



PLAN
(AT NORTH ABUTMENT)

LEGEND

1. S.T. 6" WF 39.5# x RDWY. WIDTH.
2. L 8" x 4" x 7/16" x RDWY. WIDTH. LONG DIM. OF 13/16" x 1½" SLOTTED HOLE PARALLEL TO ℄ OF ROADWAY.
3. BAR 2"x⅜" x RDWY. WIDTH. WELD TO L"2 WITH 2 LINES OF ¼" FILLET WELD. 2 SIDES. LONG DIMENSION OF 13/16" SLOT PARALLEL TO ℄ OF ROADWAY.
4. BAR 2⅜" x 1⅝" x RDWY. WIDTH. WELD TO L"2 WITH 2 LINES OF ¼" FILLET WELD 2 SIDES.
5. FABRICATE FROM ⅜" WELDED PL. WELD TO STEM & FLG OF ST."1 WITH ¼" FILLET WELD. NEAR SIDE AND FAR SIDE.
6. ⅜" MIN. LAMINATED AND SLOTTED SHIM.
7. DRILL HOLES IN GIRDER FLANGE IN FIELD FOR 4-¾" ϕ ERECTION BOLTS.
8. ¾" ϕ FLAT HD. CAP SCREW x 0'-2½" LG. WITH SQ. NUT AT 4'-0" CTRS. GREASE FOR EASY REMOVAL. ⅜" x 5½" x 1⅝" KEEPER BAR. WELD TO L"2 TO KEEP SQ NUT FROM TURNING. 13/16" x 1½" SLOTTED HOLE IN L"2. 1⅜" HOLE CSK 1/16" DEEP IN ST."1 ½" SLOT IN BAR "3 AS SHOWN.
9. VENT HOLES ½" ϕ, PLACED AT 2'-0" CENTERS ON L"2 & ST."1 AND AT 9" CENTERS ON PLS "15, "16, "25 & "26.
10. ⅜" □ BENT BAR @ 0'-9" ALTERNATE CENTERS BETWEEN GIRDERS. 1'-3" LONG. WELD TO S.T. "1 & PLS. "15 & "25.
11. ⅜" □ BENT BAR @ 1'-0" CENTERS. WELD TO L"2. - 1'-9" LONG.
12. L 3" x 2½" x 5/16" x 0'-3" @ 3'-0" CTRS. WELD TO L"2. PROVIDE ⅞" ϕ HOLE IN 2½" LEG FOR BOLT "13.
13. ½" ϕ BOLT x 9" LONG & NUT. TACK WELD NUT TO L"12.
14. ⅞" ϕ BOLT WITH SQ. NUT. TACK WELD NUT TO PL"16 & "26. GREASE FOR EASY REMOVAL.
15. PL 12 1/8" x ⅜" - BEND DOWN FLUSH WITH FACE OF CURB AS SHOWN. WELD TO PL"19 AS SHOWN. FIELD WELD TO S.T. "1. 13/16" x 1½" SLOTTED HOLE FOR BOLT "14. LONG DIM. PARALLEL TO ℄ RDWY.
16. PL. 8" x ⅜" - BEND DOWN FLUSH WITH FACE OF CURB AS SHOWN. WELD TO PL "18 AS SHOWN.
17. PL. 2½" x ⅜" - BEND DOWN FLUSH WITH FACE OF CURB AS SHOWN. WELD TO PL"16 WITH 1 LINE OF 7/16" FILLET WELD. FIELD WELD TO BAR "4.
18. 6" x ⅜" PL. CUT TO CURB LIMITS AS SHOWN.
19. ⅜" PLATE. CUT TO CURB LIMITS AS SHOWN. FIELD WELD TO PC."20.
20. ⅜" PLATE. CUT TO CURB LIMITS AS SHOWN. SHOP WELD TO S.T. "1.
21. ⅜" □ BENT BAR 1'-6" LONG WELD TO PLS "16, "18, "26, & "28 WITH 3/16" FILLET WELD ALL AROUND.
22. L 8" x 2½" x ⅜" x 0'-3" WELD TO PLS "16 & "26. PROVIDE ⅞" ϕ HOLE IN 2½" LEG FOR BOLT "23
23. ½" ϕ BOLT x 0'-5" LONG & NUT. TACK WELD NUT TO L"22.
24. ANCHOR BAR 12" x ⅜" x 0'-8" ⌐ WELD TO PLS "15, "16, "25 & "26.
25. R 12 5/8" x ⅜" BEND DOWN FLUSH WITH FACE OF CURB AS SHOWN. WELD TO PL "29 AS SHOWN. FIELD WELD TO S.T. "1. 13/16" x 1½" SLOTTED HOLE FOR BOLT "14 - LONG DIM. IS TO ℄ RDWY.
26. PL. 8" x ⅜" - BEND DOWN FLUSH WITH FACE OF CURB AS SHOWN. WELD TO PL " 28 AS SHOWN.
27. PL. 2½" x ⅜" - BEND DOWN FLUSH WITH FACE OF CURB AS SHOWN. WELD TO PL "26 WITH 1 LINE OF 7/16" FILLET WELD. FIELD WELD TO BAR "4.
28. 6" x ⅜" PL. CUT TO CURB LIMITS AS SHOWN.
29. ⅜" PLATE. CUT TO CURB LIMITS AS SHOWN. FIELD WELD TO PL "30
30. ⅜" PLATE. CUT TO CURB LIMITS AS SHOWN. SHOP WELD TO S.T. "1 & SUPPORT "5.
31. BLOCK & BOLT FOR SHIPMENT WITH PIPE SLEEVE & ½" ϕ BOLT. PROVIDE 9/16" ϕ HOLES AT 3'-0" CENTERS IN S.T. "1 & L"2 FOR ½" ϕ BOLT.

EXPANSION JOINT SHALL BE BUILT TO CONFORM TO RDWY CROWN & GRADE. ONE FIELD SPLICE SHALL BE PERMITTED.

ALL MATERIAL IN EXPANSION JOINT SHALL BE PAID FOR AS STRUCTURAL CARBON STEEL.

AFTER CONCRETE HAS SET REMOVE BOLT "8 & "14 AND FILL HOLES WITH HOT POURED ELASTIC TYPE JOINT SEALER.

AFTER CONCRETE HAS SET THE JOINT OPENING SHALL BE THOROUGHLY CLEANED.

APPLY ± 1/16" COAT OF BITUMASTIC TO METAL SURFACES FORMING THE JOINT AND FILL OPENING WITH HOT POURED ELASTIC TYPE JOINT SEALER.

+ SEAL - 1" HOT POURED ELASTIC TYPE JOINT SEALER. HOLD ¼" BELOW SURFACE OF CONCRETE.

NOTE "A". FILL WITH NON-STAINING BLACK TWO COMPONENT POLYSULFIDE LIQUID POLYMER (GUN GRADE) WITH SURFACE PRIMER CONFORMING TO ASA-A116.1-1960.

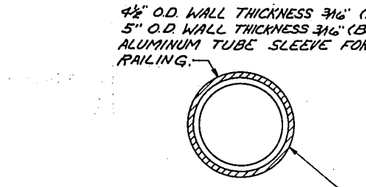
REVISED	STATE HIGHWAY COMMISSION OF WISCONSIN
	EXPANSION JOINT
	DESIGN SPEC. AASHO-1960 LOADING H.S.20 CONST. SPEC. 1963
	DATE 5-12-66 DESIGN G.E.Z. DRAWN L.E.J. CKD. E.K.Z.
	STRUCTURE B-40-380 SHEET 6 OF 13

X34948

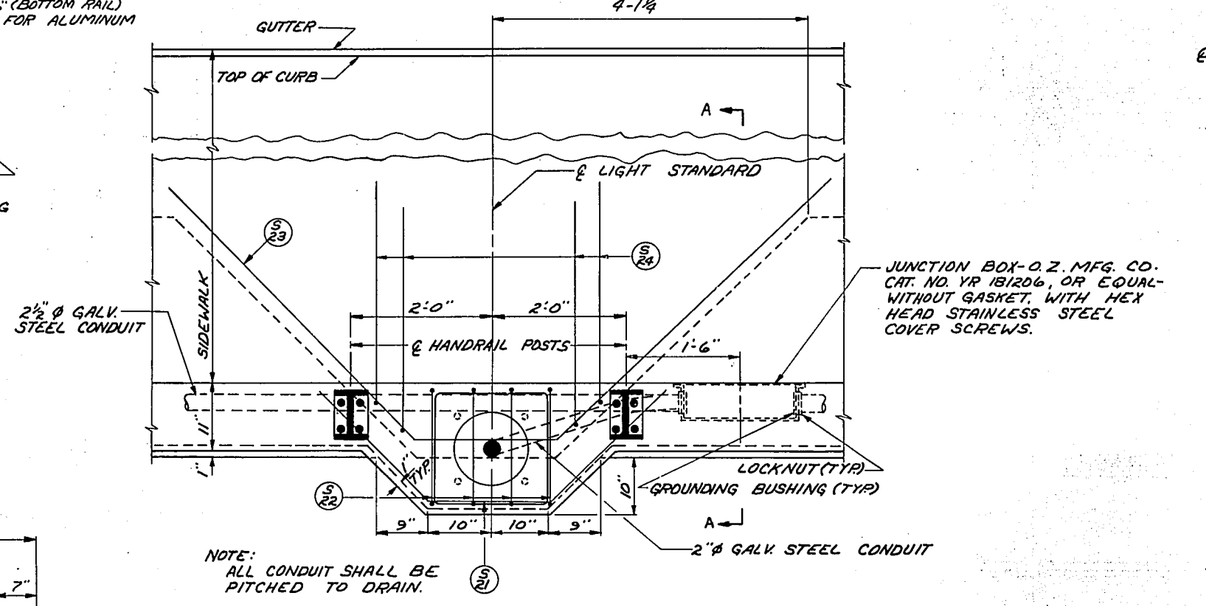
FORM E-B-12-62

B.F.B. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	T035 2(13)	51	329

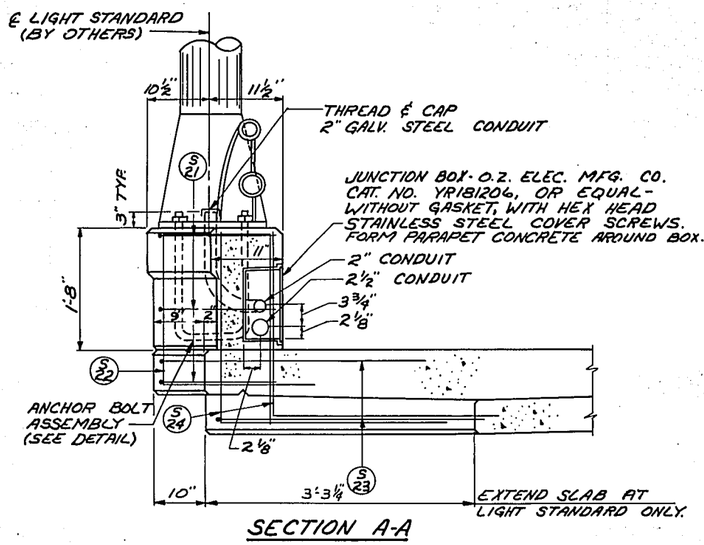
2 # 90-1-7 #



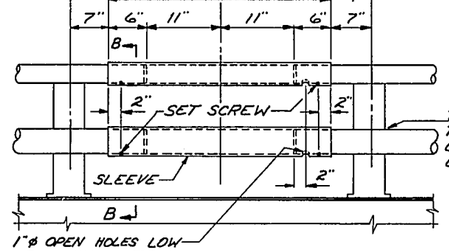
SECTION B-B



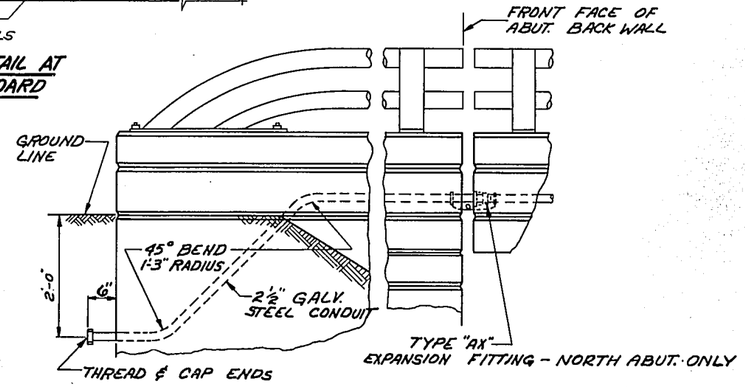
PLAN AT LIGHT STANDARD



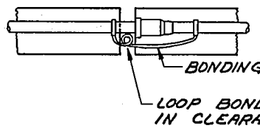
SECTION A-A



RAILING DETAIL AT LIGHT STANDARD



DETAIL OF CONDUIT AT WINGWALLS



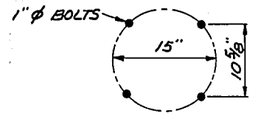
DETAIL OF EXPANSION FITTING, TYPE AX

ELECTRICAL WORK QUANTITY TABLE

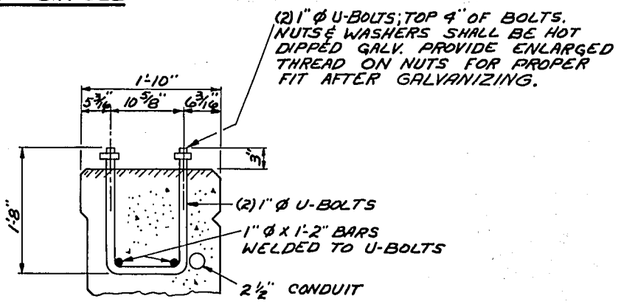
ITEM	UNIT	QUANTITY
2" Ø GALVANIZED STEEL CONDUITS	L.F.	5
2" Ø GALVANIZED STEEL PIPE CAPS	EACH	1
2½" Ø EXPANSION FITTING TYPE AX	EACH	1
2½" Ø GALVANIZED STEEL CONDUIT	L.F.	185
2½" Ø GALVANIZED STEEL PIPE CAPS	EACH	2
JUNCTION BOX	EACH	1

QUANTITIES GIVEN ARE FOR B-40-380 ONLY, QUANTITIES FOR B-40-381 ARE SIMILAR.

NOTES:
1) PAINT ALL EMBEDDED CONDUITS, 18" ON EACH SIDE OF DEFLECTION JOINTS IN PARAPET, AT PIERS ONLY, WITH A HEAVY COAT OF BITUMINOUS PAINT.
2) FOR CONDUITS AT EXPANSION JOINTS INSTALL EXPANSION FITTING, O.Z. MFG. CO. TYPE "AX" OR EQUAL. (SEE DETAIL OF EXPANSION FITTING.)



DETAIL OF BOLT CIRCLE



ANCHOR BOLT DETAIL FOR TRANSFORMER BASE POLE

ANCHOR ASSEMBLY TO BE INCLUDED IN THE COST OF THE ITEM "STRUCTURAL LOW ALLOY STEEL".

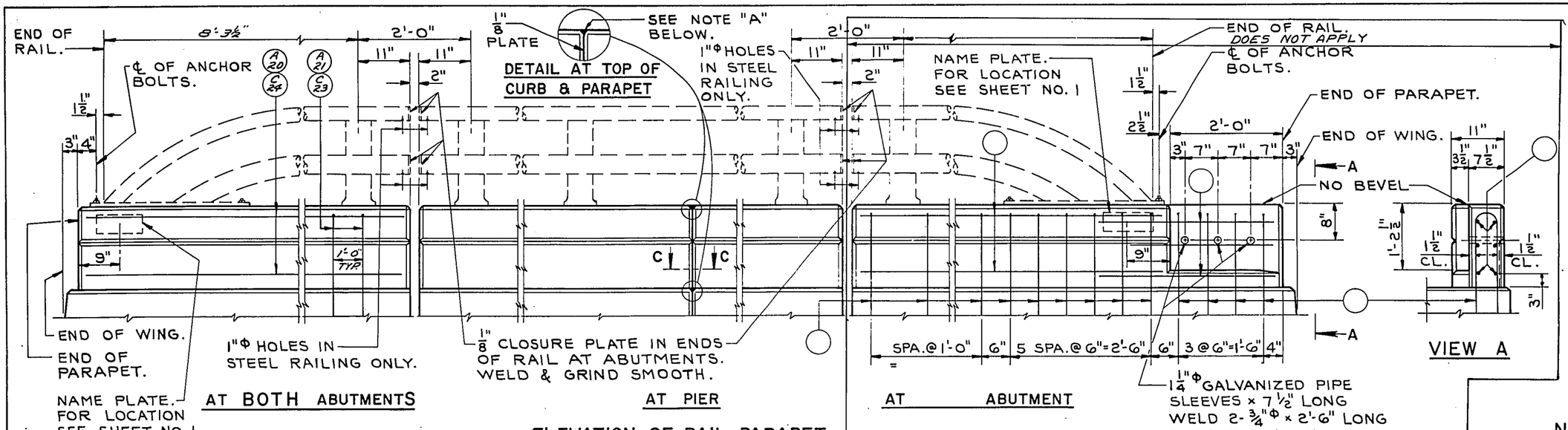
REVISED	STATE HIGHWAY COMMISSION OF WISCONSIN
	STRUCTURE LIGHTING DETAILS
	DESIGN SPEC. AASHO '61 · LOADING HS20 · CONST. SPEC. 1963
	DATE 5-12-66 · DESIGN ST'D · DRAWN [illegible] · CKD. BKZ
STRUCTURE B-40-380	SHEET 7 OF 13

X 34949

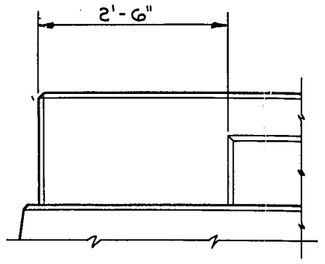
FORM E-B-12-62

B P R DIVISION	PROJECT	SHEET NO.	TOTAL SHEETS
4	T0352(13)	52	329

2140-1-71

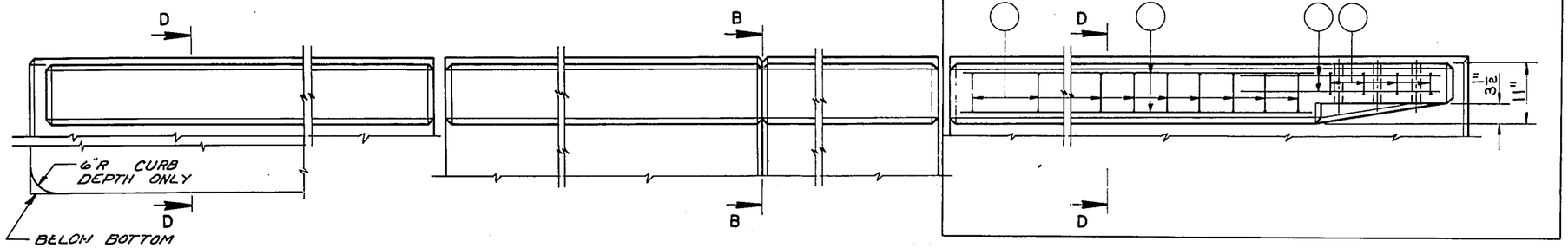


ELEVATION OF RAIL PARAPET



VIEW SHOWING OUTSIDE FACE OF RAIL PARAPET

DOES NOT APPLY



PLAN OF RAIL PARAPET

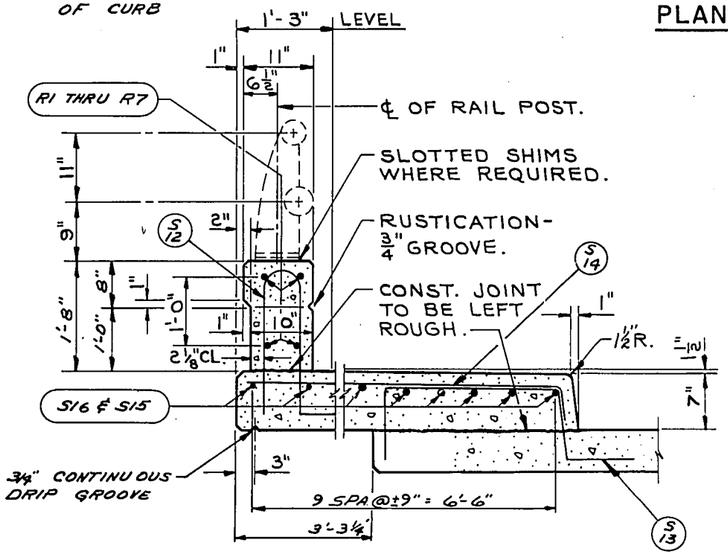
NOTE "A": FILL WITH NON-STAINING GRAY TWO COMPONENT POLYSULFIDE LIQUID POLYMER (GUN GRADE) WITH SURFACE PRIMER, CONFORMING TO A.S.A.-A-116.1-1960.

NOTES

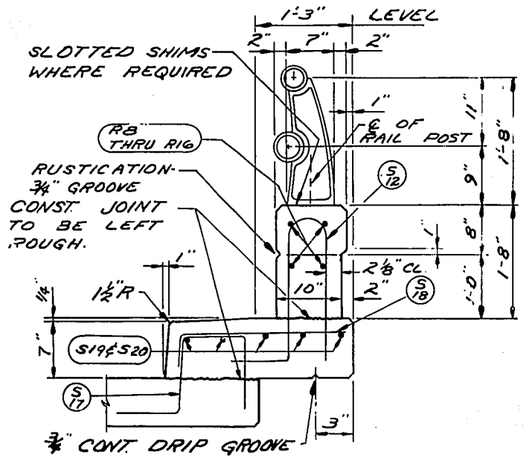
WHEN PARAPETS AND CURBS ARE POURED CONTINUOUSLY FROM END TO END THEY SHALL BE SEPARATED AT THE DEFLECTION JOINTS BY A PIECE OF ⅛" ZINC OR ALUMINUM PLATE CUT AS SHOWN IN SECTION "B" BY SHADED AREA. IF CONSTRUCTION JOINTS IN PARAPETS AND CURBS ARE USED AT THE DEFLECTION JOINTS ONE SIDE OF JOINT SHALL BE COATED WITH BITUMINOUS PAINT AND PLATE SEPARATORS MAY BE OMITTED.

WORK THIS SHEET WITH SHEET TITLED "DETAILS FOR TYPE "H" TUBULAR ALUMINUM AND STEEL RAILING".

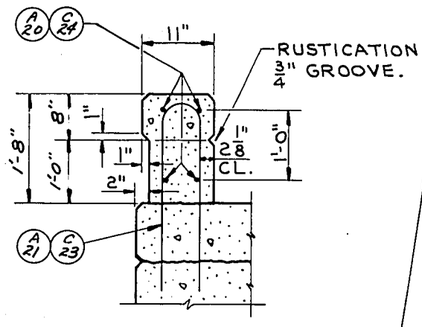
ALL POST SPACINGS ARE TAKEN HORIZONTALLY ALONG ¢ OF RAILING AT BASE OF POSTS. ALL POSTS SHALL BE SET NORMAL TO GRADE.



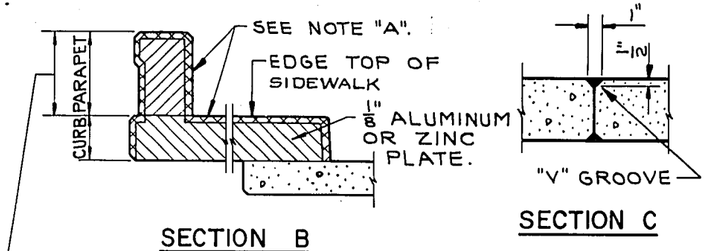
SECTION THRU PARAPET & SIDEWALK ON BRIDGE



SECTION THRU PARAPET & CURB ON BRIDGE



SECTION D



SECTION B

SECTION C

DETAILS OF DEFLECTION JOINTS IN PARAPET ONLY- SIMILAR TO THAT SHOWN IN THIS AREA.

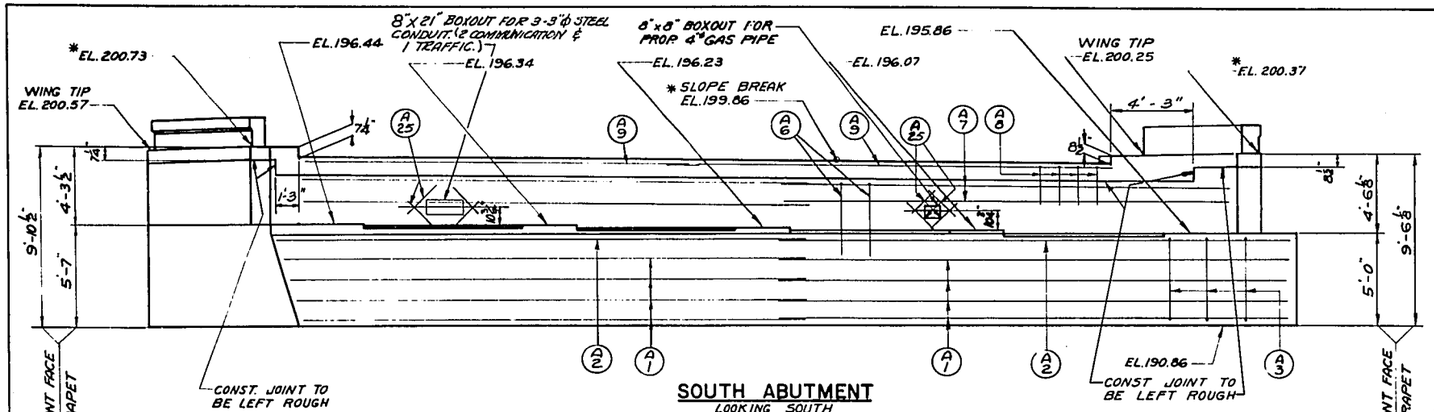
REVISED	STATE HIGHWAY COMMISSION OF WISCONSIN
	RAIL PARAPET DETAILS
	DESIGNED AASHO '61 — DRAWN — CHKD 1963
	DATE 5-12-66 — TRACED — CHKD BMZ
STRUCTURE B-40-380	SHEET 8 OF 13

X 34950

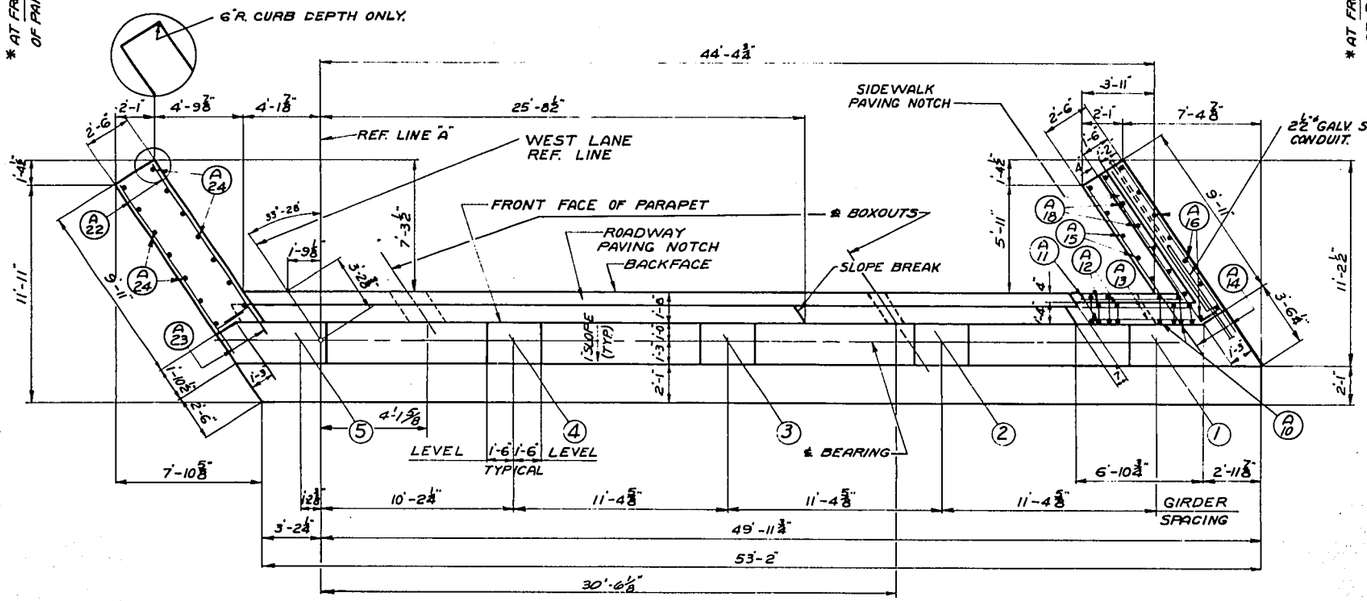
FORM E-8-12-62

PROJECT	SHEET NO.	TOTAL SHEETS
T0352(13)	53	324

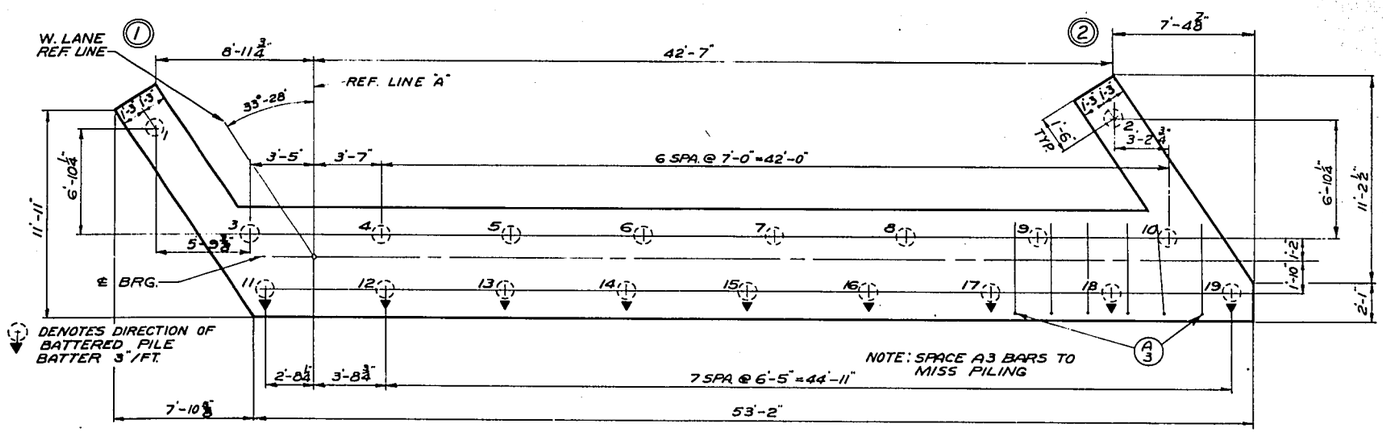
1140-1-71



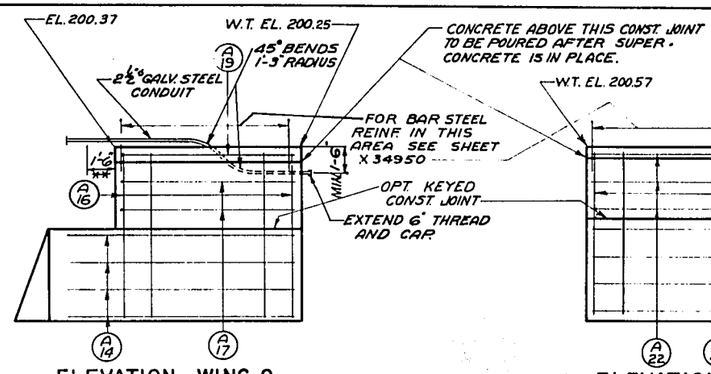
SOUTH ABUTMENT
LOOKING SOUTH



PLAN

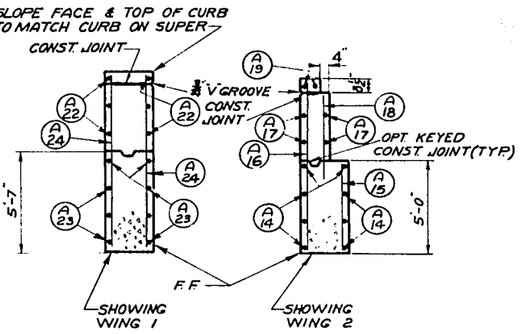


PILE PLAN



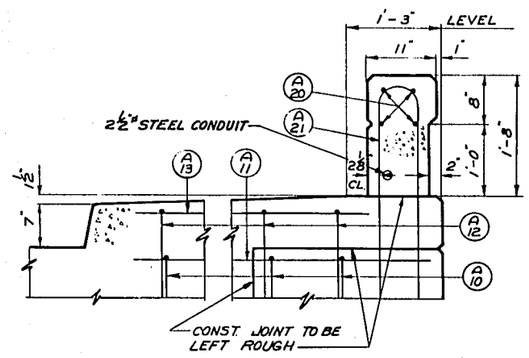
ELEVATION - WING 2

ELEVATION - WING 1

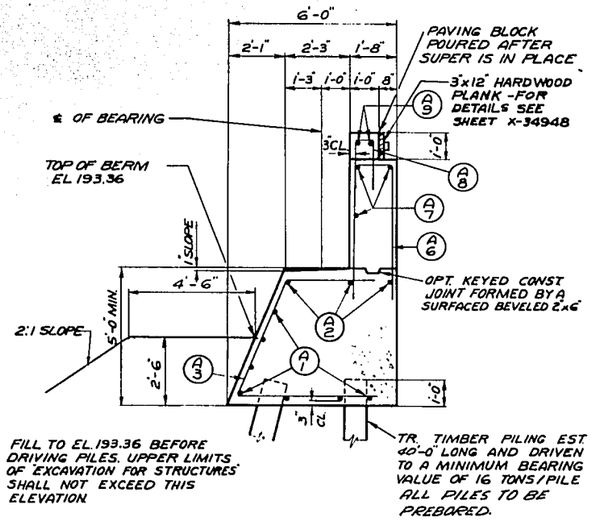


SECTION THRU WINGS

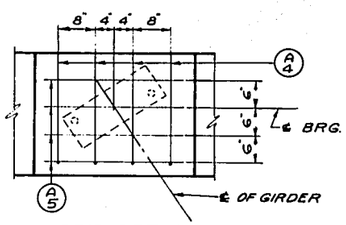
NOTE: ANY REINFORCING STEEL WHICH INTERFERES WITH THE PLACING OF BOXOUTS OR CONDUITS, SHALL BE CUT OFF OR BENT AROUND OPENING.



SIDEWALK DETAIL



SECTION THRU BODY



GRID DETAIL

FOR BILL OF BARS AND BAR BENDING DETAILS SEE SHEET X34954.

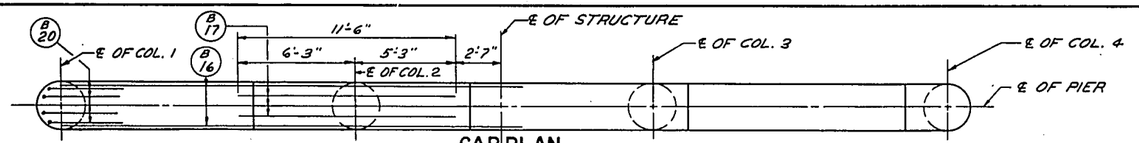
REVISED: 7-3-69 7-3-68 CLER. APPR.	STATE HIGHWAY COMMISSION OF WISCONSIN
	SOUTH ABUTMENT
	AA S.H.O. 61 · H5-20 · 1963
	DATE 5-12-66 · DESIGNED G.E.Z. · DRAWN LBJ · CHK. EMK.
STRUCTURE B-40-380	SHEET 9 OF 13

X34951

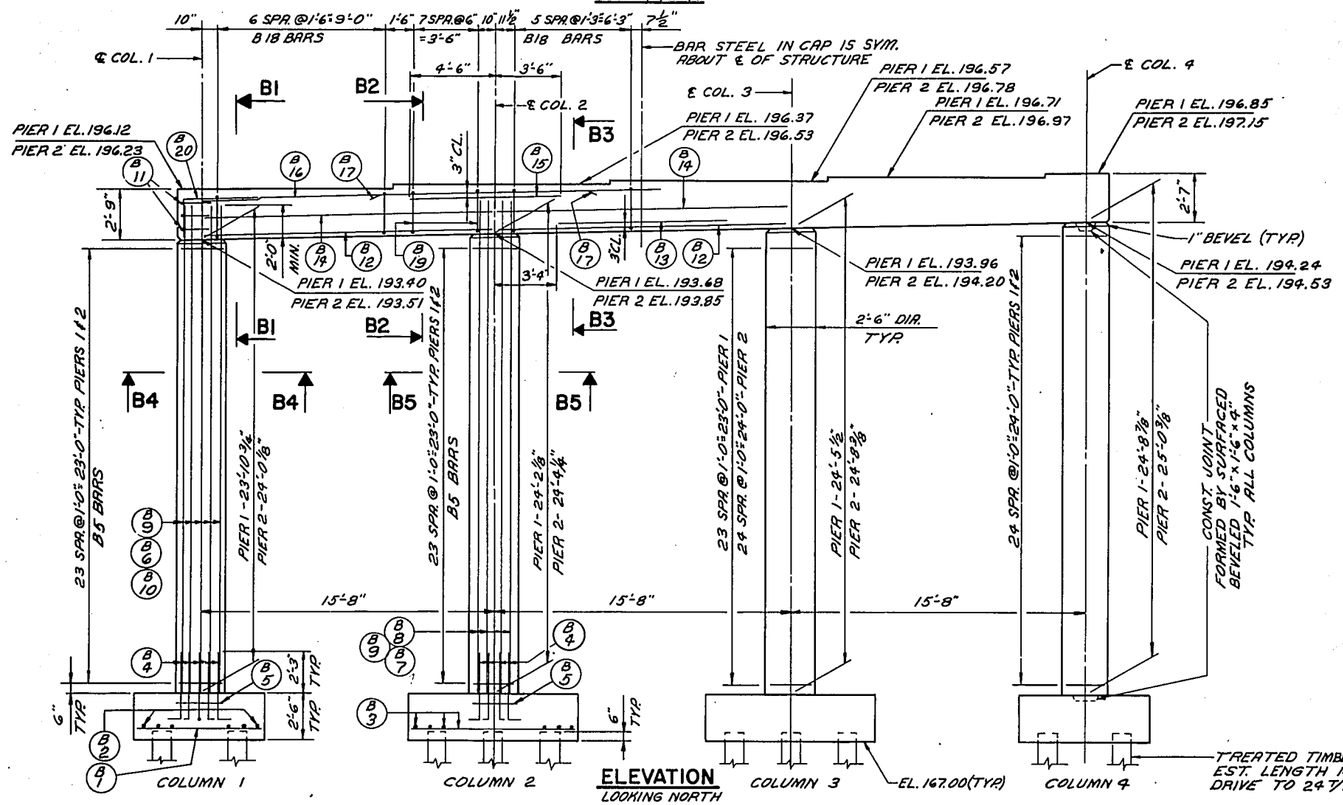
FORM E-B-12-62

B.P.R. DIVISION	PROJECT	SHEET NO.	TOTAL SHEETS
4	T0352(13)	54	324

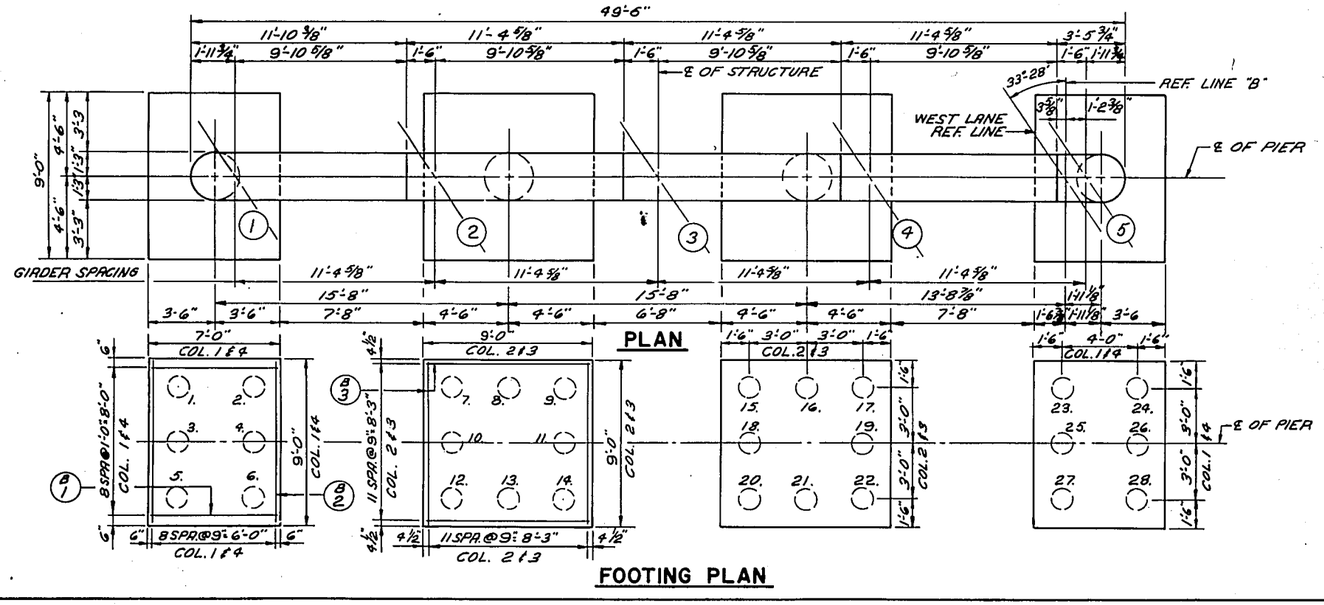
2190-1-71



CAP PLAN

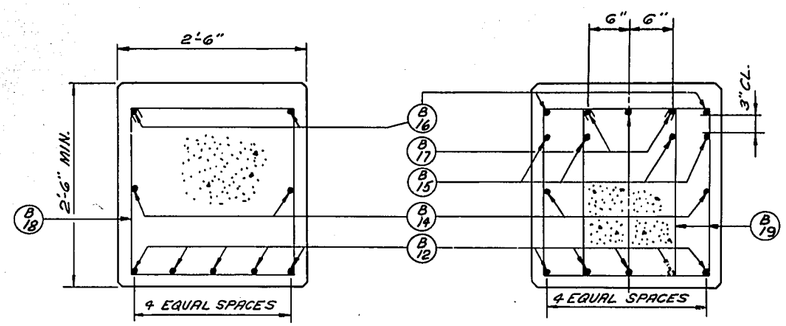


ELEVATION
LOOKING NORTH



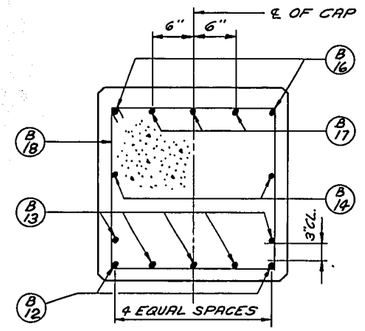
PLAN

FOOTING PLAN

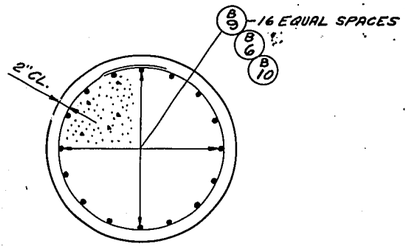


SECTION B1

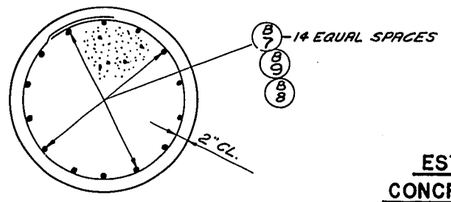
SECTION B2



SECTION B3



SECTION B4



SECTION B5

ESTIMATED CONCRETE MASONRY

	PIER 1	PIER 2
CAP	12.0 C.Y.	12.0 C.Y.
COLUMNS	17.7 C.Y.	17.8 C.Y.
FOOTINGS	26.3 C.Y.	26.3 C.Y.
TOTAL	56.0 C.Y.	56.1 C.Y.

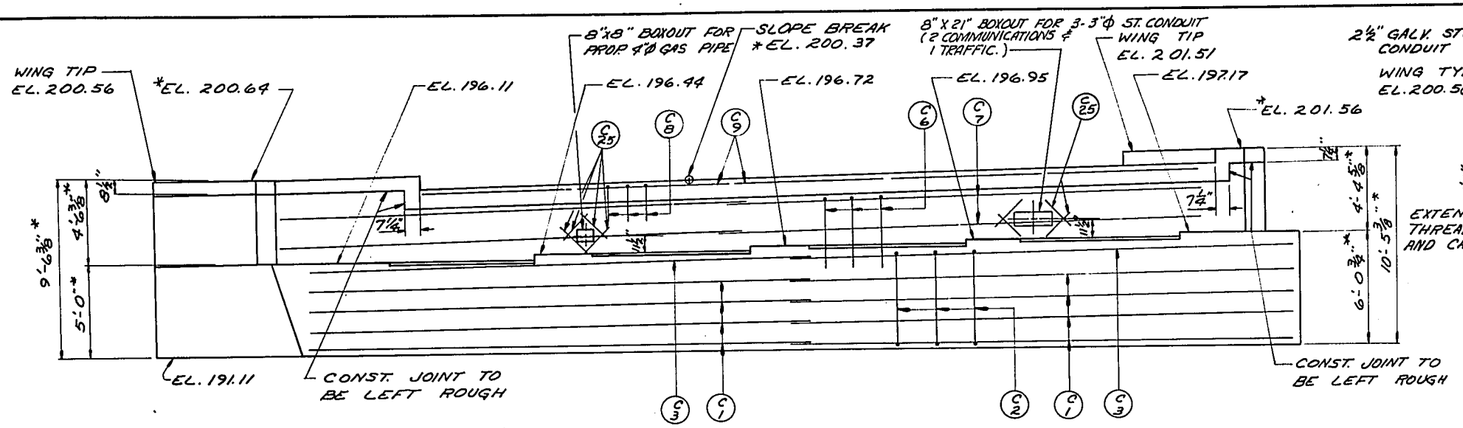
REVISED	STATE HIGHWAY COMMISSION OF WISCONSIN
	PIERS 1 & 2
	DESIGN SPEC. A.A.S.H.O. '61 | LOADING HS-20 | CONST. SPEC. 1963
	DATE 5-12-66 | DESIGN G.E.Z. | DRAWN P.R.L. | CKD. EMZ
STRUCTURE B-40-380	SHEET 10 OF 13

X 34952

FORM E-B-12-62

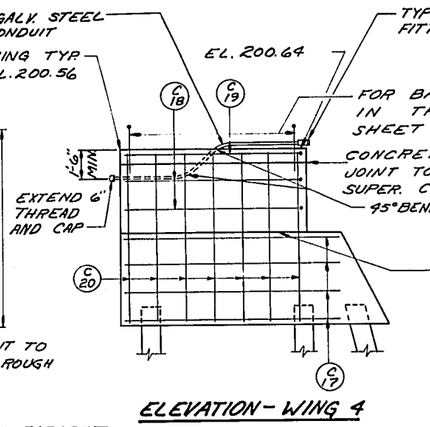
B. P. R. DIVISION	PROJECT	SHEET NO.	TOTAL SHEETS
4	T0352(13)	55	321

2149-1-71

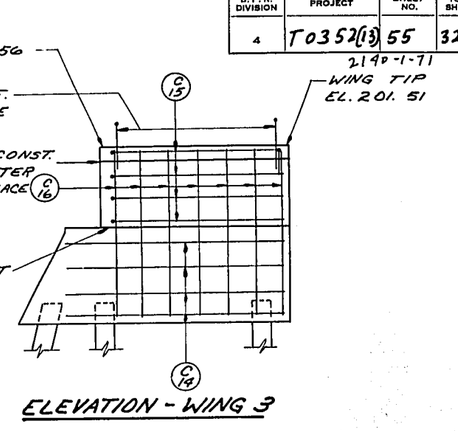


ELEVATION
LOOKING NORTH

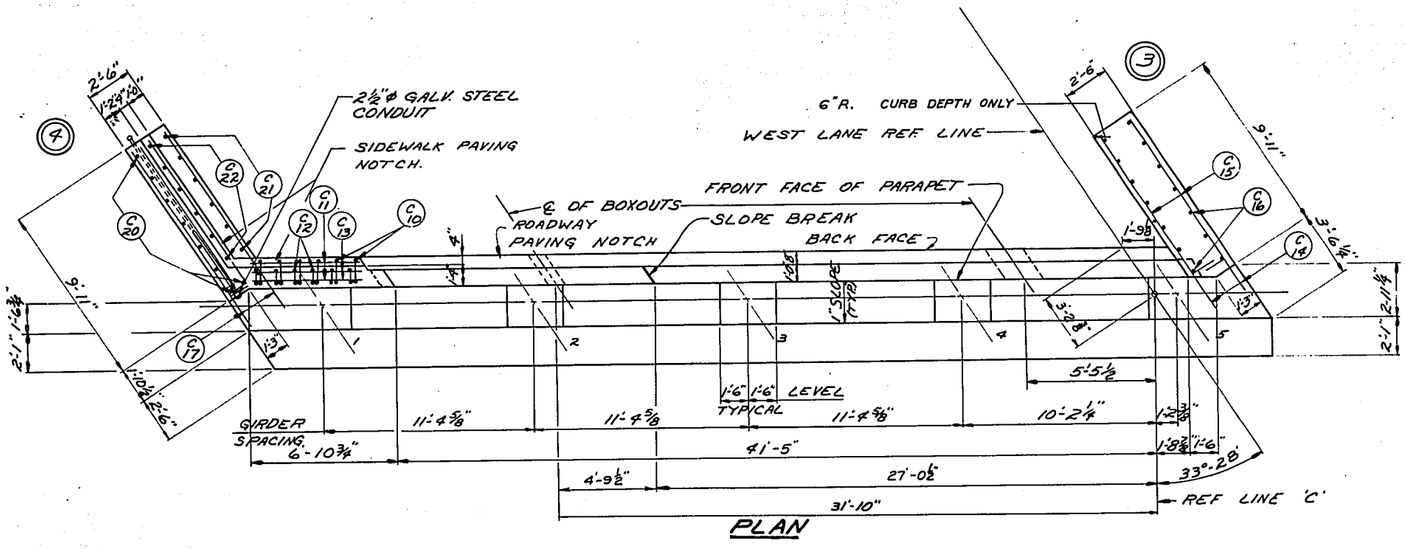
*TAKEN AT FRONT FACE OF PARAPET



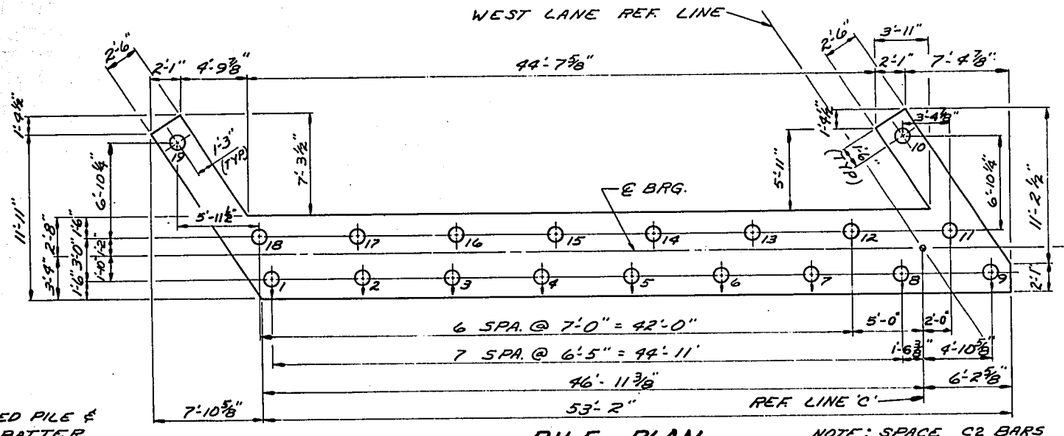
ELEVATION - WING 4



ELEVATION - WING 3



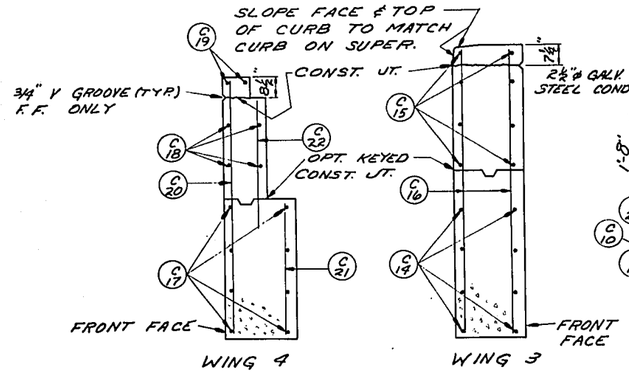
PLAN



PILE PLAN

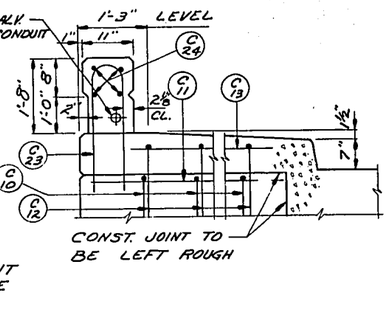
NOTE: SPACE C2 BARS TO MISS PILES

○ DENOTES BATTERED PILE & DIRECTION OF BATTER



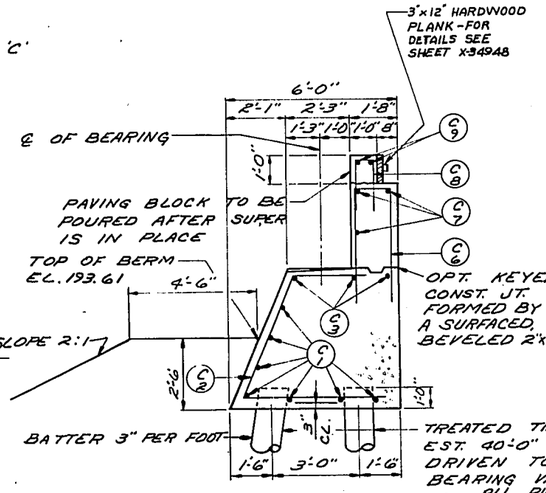
WING 4 WING 3

SECTION THRU WINGS



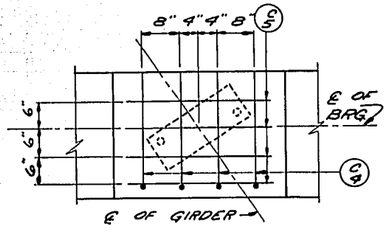
SIDEWALK DETAIL

NOTE: ANY REINFORCEING STEEL WHICH INTERFERES WITH THE PLACING OF BOXOUTS OR CONDUITS, SHALL BE CUT OFF OR BENT AROUND OPENING.



SECTION THRU BODY

FILL TO EL. 193.61 BEFORE DRIVING PILES. UPPER LIMITS OF 'EXCAVATION FOR STRUCTURES' SHALL NOT EXCEED THIS ELEVATION.



GRID DETAIL

FOR BILL OF BARS AND BAR BENDING DETAILS SEE SHEET X34954

REVISED	STATE HIGHWAY COMMISSION OF WISCONSIN
7-3-68 7-8-68 BKF GEE BMD	NORTH ABUTMENT
	DESIGN SPEC. AASHO 61 LOADING HS-20 CONST. SPEC. 1963
	DATE 5-12-66 DESIGN GEE DRAWN KPW/RJ CKD. BMD.
STRUCTURE B-40-380	SHEET 11 OF 13

X 34953

FORM E-B-12-62

B P R DIVISION	PROJECT	SHEET NO	TOTAL SHEETS
4	T0352(3)	56	321

2/90-1-71

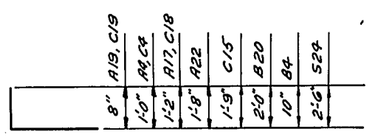
TOTAL = 90,750#

POUR	MARK	NO.	SIZE	LENGTH	SPACING	LOCATION	DET.
SUPERSTRUCTURE 66,260#	S 1	585	6	17-0	Shown	Slab-Transverse-Top & Bottom	
	S 2	565	6	25-0	"	" " " " "	
	S 3	152	5	40-6	"	" Longitudinal-Top	
	S 4	232	5	40-6	"	" " Bottom	
	S 5	20	5	15-0	"	" " Sym. about Piers	
	S 6	20	6	18-9	"	" Transverse-Top	†
	S 7	20	6	19-3	"	" " Bottom	†
	S 8	15	6	26-6	"	" " "	†
	S 9	15	6	27-0	"	" " Top	†
	S10	15	6	28-0	"	" " "	†
	S11	14	6	25-6	"	" " Bottom	†
	S12	320	5	5-0	1-0	Rail Parapet	E
	S13	190	5	6-0	10	Sidewalk & Slab	G
	S14	190	6	7-0	10	" Top	C
	S15	40	5	26-3	Shown	" " Spans 1 & 3	
	S16	20	5	30-6	"	" " Span 2	
	S17	157	5	3-9	1-0	Curb & Slab	G
	S18	157	6	2-6	1-0	" Top	C
	S19	20	5	26-3	6	" " Spans 1 & 3	
	S20	10	5	30-6	6	" " Span 2	
	S21	3	5	6-0	Shown	At Light Standard	K
	S22	4	5	7-9	"	" " "	M
	S23	2	5	12-0	"	" " "	K
	S24	4	5	5-6	"	" " "	A
	R 1	4	5	11-3	Shown	Railing Parapet-Sidewalk Side	
	R 2	4	5	13-9	"	" " " "	
	R 3	4	5	19-6	"	" " " "	
	R 4	8	5	20-6	"	" " " "	
	R 5	8	5	15-6	"	" " " "	
	R 6	4	5	22-9	"	" " " "	
	R 7	4	5	16-3	"	" " " "	
	R 8	4	5	19-3	"	" " Curb Side	
	R 9	4	5	14-3	"	" " " "	
	R10	4	5	15-9	"	" " " "	
	R11	4	5	21-6	"	" " " "	
	R12	4	5	15-3	"	" " " "	
	R13	4	5	21-9	"	" " " "	
	R14	4	5	15-0	"	" " " "	
	R15	4	5	14-0	"	" " " "	
	R16	4	5	18-9	"	" " " "	
SOUTH ABUTMENT 2,190#	A 1	14	4	27-3	Shown	Body	
	A 2	6	6	27-6	"	" Top	
	A 3	26	4	13-9	2-0	"	F
	A 4	20	4	3-9	Shown	Grid	A
	A 5	20	4	2-6	"	"	
	A 6	30	5	9-0	1-6	Parapet	B
	A 7	6	4	22-0	Shown	"	
	A 8	43	5	4-9	1-0	Paving Block	B
	A 9	4	4	22-0	Shown	" "	
	A10	6	5	11-3	1-0	Parapet	B
	A11	2	4	5-6	Shown	"	
	A12	6	5	6-9	1-0	Sidewalk	B
	A13	2	4	5-6	Shown	"	
	A14	8	4	11-3	1-6	Wing 2-Horizontal-Both Faces	
	A15	5	4	4-6	1-6	" 2-Vertical-B.F.	
	A16	8	4	9-0	1-6	" 2 " F.F.	
	A17	4	4	10-9	1-6	" 2-Horizontal-Both Faces	A
	A18	6	4	4-9	1-6	" 2-Vertical-B.F.	
	A19	2	4	10-3	1-6	" 2-Horizontal-Top	A
	A20	8	5	9-3	Shown	Railing Parapet	
	A21	20	5	5-9	1-0	" "	N
	A22	6	4	11-3	1-6	Wing 1-Horizontal-Both Faces	A
	A23	8	4	11-3	1-6	" 1 " " "	
	A24	14	4	9-3	1-6	" 1-Vertical-Both Faces	
	A25	16	4	2-0	SHOWN	BOX-OUT DETAIL	

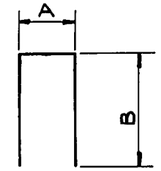
POUR		MARK	NO.	SIZE	LENGTH	SPACING	LOCATION	DET.
PIERS 1&2 20,080#	CAP	B 1	36	6	6-6	Shown	Exterior	
		B 2	36	6	8-6	"	"	
		B 3	96	7	8-6	"	Interior	
		B 4	120	9	5-0	"	Dowels	A
		B 5	8	4	7-9	"	Hoops	J
	COLUMNS	B 5	195	4	7-9	Shown	Hoops	J
		B 6	32	9	26-0	"	Column 1-Piers 1 & 2	
		B 7	14	9	26-3	"	" 2-Pier 1	
		B 8	28	9	26-6	"	" 2-Pier 2 & Column 3-Pier 1	
		B 9	30	9	26-9	"	" 3 " 2 " " 4 " 1	
		B10	16	9	27-0	"	" 4 " 2	
	FOOTINGS	B11	12	5	6-0	Shown	Ends	H
		B12	24	8	15-9	"	Bottom	
		B13	10	8	9-0	"	"	
		B14	12	5	15-9	"	Sides	
		B15	16	8	8-0	"	Top	
		B16	8	8	24-6	"	"	
		B17	12	8	11-6	"	"	
		B18	52	4	9-6	"	Stirrups-Single	L
		B19	64	4	8-6	"	" Double	L
		B20	16	8	6-0	"	Ends	A
NORTH ABUTMENT 2,220#		C 1	14	4	27-3	Shown	Body	
		C 2	26	4	13-9	2-0	"	F
		C 3	6	6	27-6	Shown	" Top	
		C 4	20	4	3-9	"	Grid	A
		C 5	20	4	2-6	"	"	
		C 6	30	5	9-0	1-6	Parapet	B
		C 7	6	4	22-0	Shown	"	
		C 8	43	5	5-0	1-0	Paving Block	B
		C 9	10	4	8-6	Shown	" "	
		C10	6	5	11-3	1-0	Parapet	B
		C11	2	4	5-6	Shown	"	
		C12	6	5	4-9	1-0	Sidewalk	B
		C13	2	4	5-6	Shown	"	
		C14	8	4	11-3	1-6	Wing 3-Horizontal-Both Faces	
		C15	8	4	10-6	1-6	" 3 " " "	A
		C16	14	4	10-0	1-6	" 3-Vertical- " "	
		C17	8	4	11-6	1-6	" 4-Horizontal-Both Faces	
		C18	4	4	10-9	1-6	" 4 " " "	A
		C19	2	4	10-3	1-6	" 4 " Top	A
		C20	8	4	9-0	1-6	" 4-Vertical-F.F.	
		C21	6	4	4-6	1-6	" 4 " B.F.	
		C22	6	4	4-9	1-6	" 4 " B.F.	
		C23	20	5	5-9	1-0	Railing Parapet	N
		C24	8	5	9-3	Shown	" "	
		C25	16	4	2-0	"	BOX-OUT DETAIL	

BAR BENDING DETAILS

DIMENSIONS IN BENDING DETAILS ARE OUT TO OUT.
OMIT DETAILS WHERE DIMENSIONS ARE BLANK.

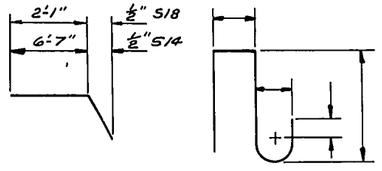


DETAIL A



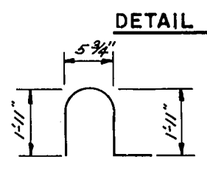
DETAIL B

MARK	DIM. "A"	DIM. "B"
A6, C6	1'-4"	3'-10"
A8	7"	2'-1"
C8	8"	2'-1"
C10	1'-4"	4'-11½"
C12	1'-0"	1'-10½"
A10	1'-3"	5'-0"
A12	11"	2'-11"

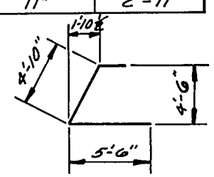


DETAIL C

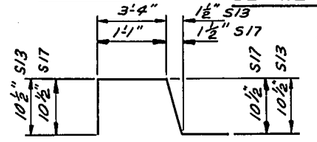
DETAIL D

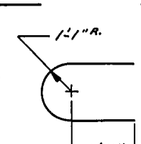


DETAIL E



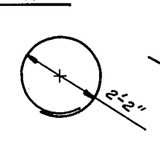
DETAIL F



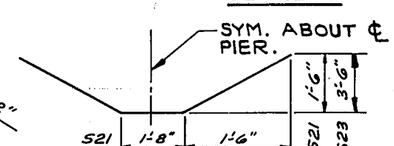


DETAIL G

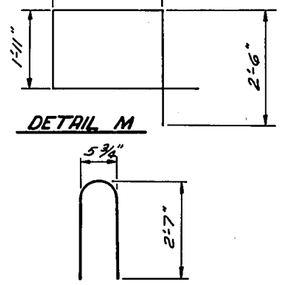
DETAIL H



DETAIL J

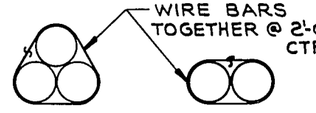


DETAIL K

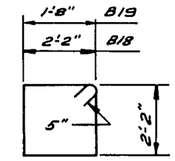


DETAIL M

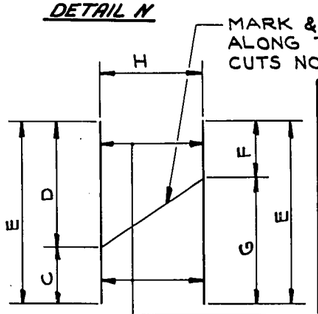
DETAIL N



BUNDLING DETAIL



DETAIL L



CUT, BUNDLE & MARK. (MARK WITH BAR NO. & SET NO.)

BENT BARS, IF USED, IN CUTTING DIAGRAM SHALL BE BENT AFTER CUTTING.

CUTTING DIAGRAM

"H" IS NUMBER OF BARS, BEFORE CUTTING.

MARK		C	D	E	F	G	H	SETS REQ'D.
S6	SET 1	2'-3"	-	18'-9"	-	16'-6"	20	1 SET 1
	SET 2	-	16'-6"		2'-3"	-		1 SET 2
S7	SET 3	2'-6"	-	19'-3"	-	16'-9"	20	1 SET 3
	SET 4	-	16'-9"		2'-6"	-		1 SET 4
S8	SET 5	2'-3"	24'-3"	26'-6"	13'-7½"	12'-10½"	15	1 SET 5
S9	SET 6	2'-6"	24'-6"	27'-0"	13'-10½"	13'-1½"	15	1 SET 6
S10	SET 7	3'-3"	24'-9"	28'-0"	14'-5"	13'-7"	15	1 SET 7
S11	SET 8	2'-6"	23'-0"	25'-6"	13'-1½"	12'-4½"	14	1 SET 8

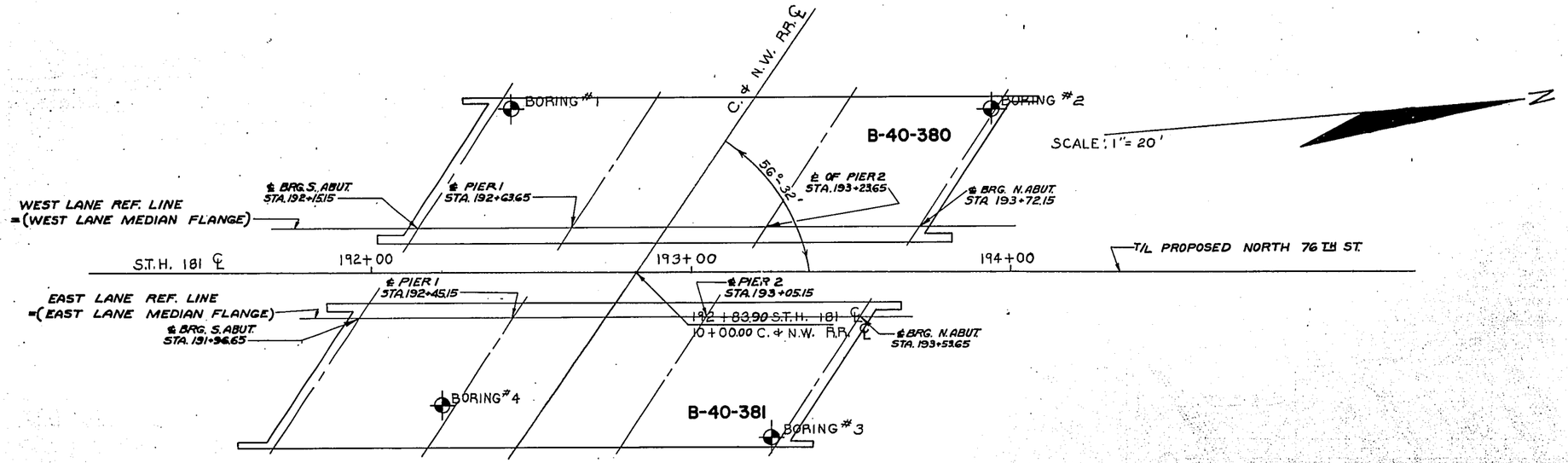
REVISED	STATE HIGHWAY COMMISSION OF WISCONSIN
7-3-68 RAL, 7-10-68 SEE SHT.	BILL OF BARS
	DESIGN NO. A.A.S.H.O. '61 LOADING H S-20 YEAR 1963
	DATE 5-12-66 DRAWN G.E.Z. CHECKED P.R.L. REV. BMZ
	STRUCTURE B -40-380 SHEET 12 OF 13

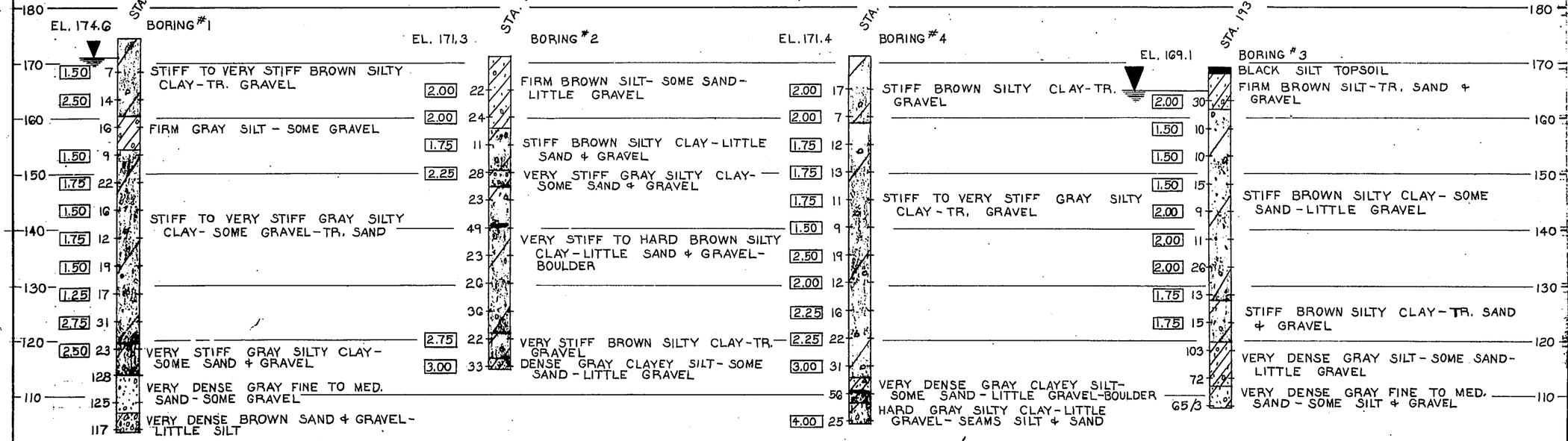
34954

FORM E-B-12-62

B.P.R. DIVISION	PROJECT	SHEET NO.	TOTAL SHEETS
4	T0352(3)	57	329

2140-1-71





SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN

FOR THE DESIGN OF THE STRUCTURE FOUNDATION, TO OBTAIN RELATIVE DATA CONCERNING THE CHARACTER OF MATERIAL IN AND UPON WHICH THE FOUNDATION MIGHT BE BUILT, BORINGS AND/OR SOUNDINGS WERE MADE AT POINTS APPROXIMATELY AS INDICATED ON THIS DRAWING, WITH THE LOG OF SUCH EXPLORATION DATA AS INTERPRETED FOR SUCH DESIGN PURPOSE AS SHOWN. THE EXPLORATIONS WERE MADE BY ORDINARY AND CONVENTIONAL METHODS AND CARE DEEMED ADEQUATE FOR SUCH PURPOSE. HOWEVER, SINCE IT IS A MATTER OF COMMON KNOWLEDGE THAT THE EXACT CHARACTER OF ANY MATERIAL AND ITS REACTION IS DIFFICULT TO DETERMINE FROM SUCH SUBSURFACE EXPLORATION AND THAT THE KIND AND CHARACTER OF MATERIAL AT THE SITE WHERE THE FOUNDATIONS ARE BUILT MAY VARY SUBSTANTIALLY FROM THAT INDICATED BY THE LOG THEY ARE MADE AVAILABLE TO THE BIDDERS SIMPLY FOR WHAT THEY ARE WORTH, WITHOUT ANY WARRANTY, EXPRESSED OR IMPLIED THAT THE MATERIAL TO BE ENCOUNTERED IN BUILDING THE FOUNDATION WILL CONFORM THEREWITH. IF THE LOG IS USED BY THE CONTRACTOR IN MAKING HIS BID, IT IS HEREBY EXPRESSLY STIPULATED THAT THE COMMISSION ACCEPTS NO RESPONSIBILITY FOR SUCH USE.

UNLESS OTHERWISE SPECIFIED THE BORINGS WERE MADE BY DRIVING A 2" OD x 1.4" ID SPLIT SPOON SAMPLER WITH A 140 LB. HAMMER HAVING A DROP OF 30". THE BLOW COUNT IS TAKEN IN UNDISTURBED SOIL IMMEDIATELY BELOW A CASED OR OPEN HOLE ELIMINATING SIDE FRICTION ON THE DRIVE PIPE.

LEGEND OF STA. ELEV. PROBE
AVERAGE BLOWS PER FT.
REFUSAL 95/6
95/6 = 95 BLOWS FOR 6" PENETRATION
PROBING TAKEN WITH A 350 LB. WT. FALLING 18" ON A 2" O.D. POINT

LEGEND OF BORING STA. ELEV.
BORING NO.
DESCRIPTION OF MATERIAL
UNCONFINED STRENGTH
BLOWS PER FT. USING 140 LB. WT. FALLING 30"
WASH SAMPLE
SHELBY TUBE
GROUND WATER ELEVATION
NO GROUND WATER OBSERVED ABOVE THIS ELEVATION
BOULDERS OR COBBLES
MATERIAL CHANGE

SUBSURFACE EXPLORATION

DESIGN SPEC. AASHO '61 | LOADING HS-20 | CONST. SPEC. 1963
DATE 5-12-66 DESIGN — | DRAWN JTO CKD. —

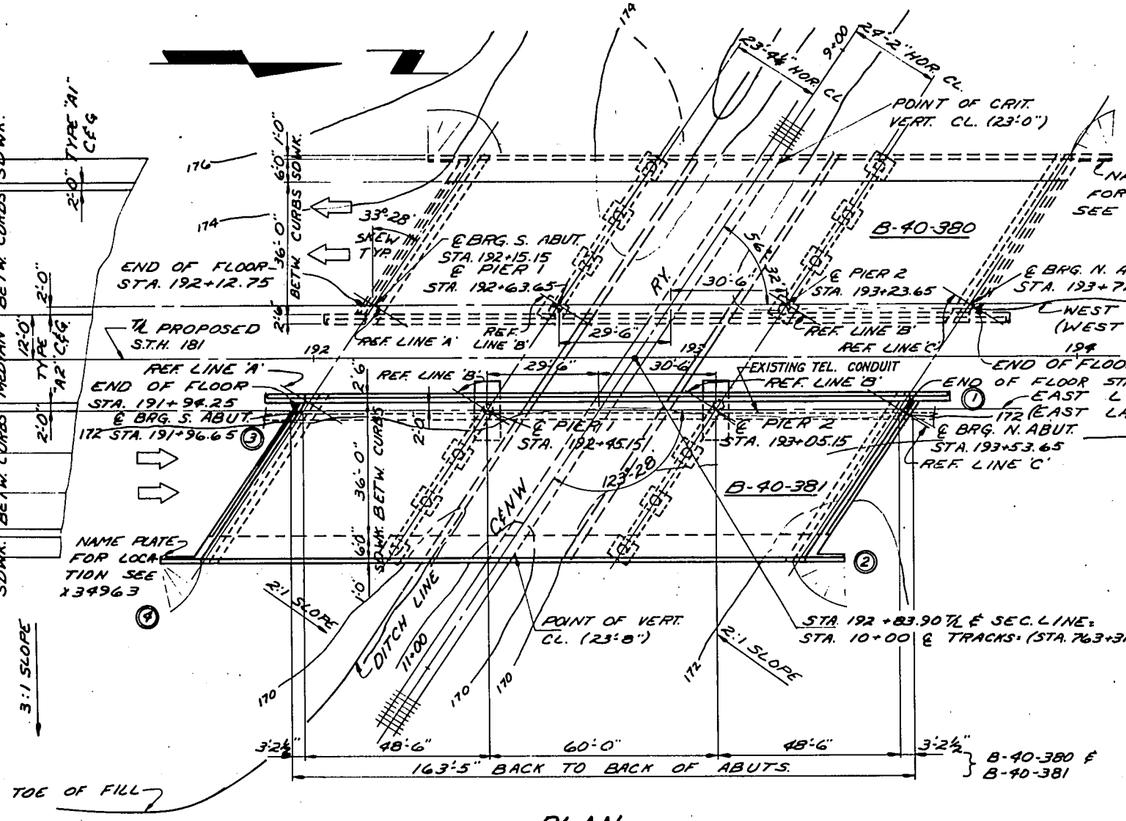
STRUCTURE B-40-380/381 | SHEET 13 OF 13

X34955

FORM E-B-11-62

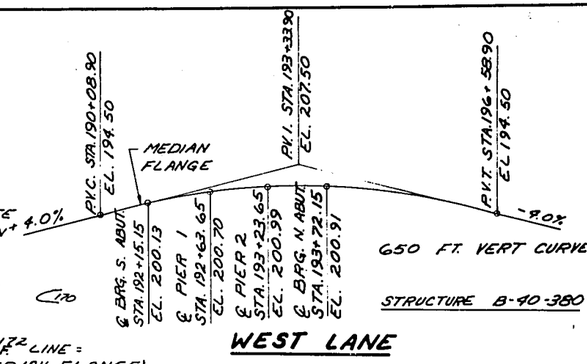
COUNTY & HIGHWAY	ROUTE & SECTION	CLASS & AGREEMENT STATE / FEDERAL	B P R DIVISION	PROJECT	SHEET NO.	TOTAL SHEETS
40.2	352.0	22.10	4	T0352(13)	58	324

2190-1-71

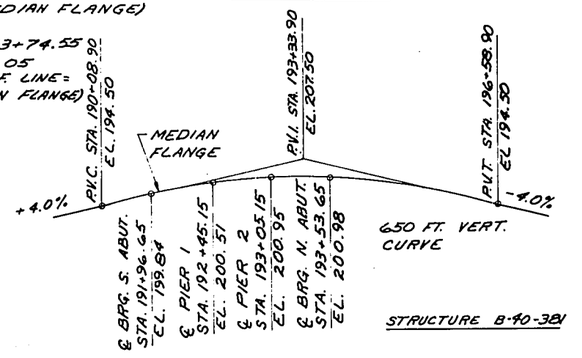


PLAN

3 SPAN CONTINUOUS STEEL GIRDER

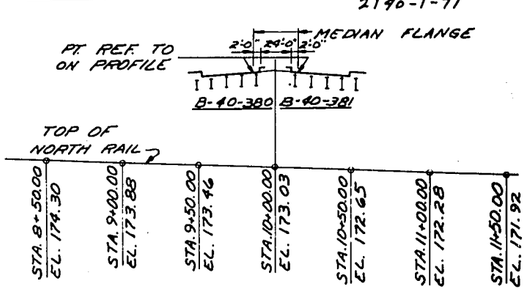


WEST LANE



EAST LANE

PROFILE S.T.H. 181

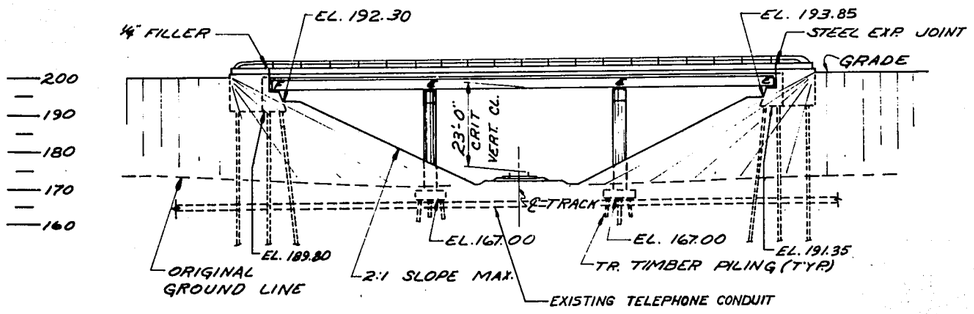


PROFILE C.E.N.W. RY.

LIST OF DRAWINGS

1.	GENERAL PLAN	X34956
2.	SUPERSTRUCTURE	X34957
3.	SUPERSTRUCTURE	X34958
4.	SUPERSTRUCTURE	X34959
5.	BEARING DETAILS	X34960
6.	EXPANSION JOINT	X34961
7.	DETAILS FOR TYPE 'H' TUBULAR ALUMINUM & STEEL RAILING	X34962
8.	RAILING PARAPET DETAILS	X34963
9.	SOUTH ABUTMENT	X34964
10.	PIERS 1 & 2	X34965
11.	NORTH ABUTMENT	X34966
12.	BILL OF BARS	X34967

FOR "SUBSURFACE EXPLORATION" SEE B-40-380 SHEET X34955.
FOR "STRUCTURE LIGHTING DETAILS" SEE B-40-380 SHEET X34949.



ELEVATION

NORMAL TO ℄ TRACK

TOTAL ESTIMATED QUANTITIES

	BID ITEMS	UNIT	SUPER	S. ABUT.	PIER 1	PIER 2	N. ABUT.	TOTALS
	EXCAVATION FOR STRUCTURES	C.Y.		60	90	70	60	280
	GRANULAR BACKFILL	C.Y.		25			25	50
	CONCRETE MASONRY	C.Y.	208.8	80.6	60.7	61.2	79.1	490.4
	BAR STEEL REINFORCEMENT	LB.	66,300	2,180	10,620	10,740	2,170	92,010
	STRUCTURAL CARBON STEEL	LB.	137,060					137,060
	STRUCTURAL LOW ALLOY STEEL	LB.	3,250					3,250
	LUBRICATED BRONZE PLATES	LB.	196					196
	BEARING PADS	S.F.	24					24
*	TREATED TIMBER TEST PILING	L.S.						1
	TREATED TIMBER PILING, DELIVERED	L.F.		720	405	405	720	2250
	TREATED TIMBER PILING, DRIVEN	L.F.		354	405	405	318	1482
	TUBULAR RAILING, TYPE 'H'	L.F.	356					356
	SLOPE PAVING, CRUSHED							
**	ELECTRICAL WORK, B-40-381	L.S.						1
	PREBORING-TREATED TIMBER PILING	L.F.		366			402	768
	NON-BID ITEMS							
	FILLER	SIZE						1/4
	ALUMINUM OR ZINC PLATE	S.F.	30					30
	6" RUBBER WATERSTOP	L.F.	49					49

* DRIVE ONE 25'-0" TEST PILE AT EACH PIER AND ONE 50'-0 TEST PILE AT EACH ABUTMENT.
** FOR ESTIMATED QUANTITY SEE B-40-380 SHEET X34949.

NOTE: SEE SHEET X34957 FOR GENERAL NOTES.

DESIGN DATA

LIVELOAD - HS20

ALLOWABLE DESIGN STRESSES

CONCRETE MASONRY, GRADE "AA"	f_c = 1,400 PSI
BAR STEEL REINFORCEMENT	f_s = 20,000 PSI
STRUCTURAL CARBON STEEL	f_s = 20,000 PSI
STRUCTURAL LOW-ALLOY STEEL	
TO AND INCLUDING 3/4" THICK	f_s = 27,000 PSI
OVER 3/4" TO AND INCLUDING 1 1/2" THICK	f_s = 25,000 PSI
OVER 1 1/2" THICK	f_s = 23,000 PSI

FOUNDATION DATA

PILING AT THE ABUTMENTS SHALL BE TREATED TIMBER PILES ESTIMATED 40'-0" LONG. ALL PILES SHALL BE DRIVEN TO A MINIMUM BEARING VALUE OF 16 TONS PER PILE.

PILING AT THE PIERS SHALL BE TREATED TIMBER PILES ESTIMATED 15'-0" LONG AND DRIVEN TO A MINIMUM BEARING VALUE OF 24 TONS PER PILE.

REVISED

STATE HIGHWAY COMMISSION OF WISCONSIN

GENERAL PLAN

CO. MILWAUKEE | CITY MILWAUKEE | STA. 192+83.90

SECTION 9 | TOWN 8N | RANGE 21E

DESIGN SPEC AASHO '61 | LOADING HS 20 | CONST SPEC. 1963

DATE 5-12-66 | DESIGN GEZ | DRAWN [illegible] | CKD. EMZ

RECOMMENDED W. A. Kline, CHIEF BRIDGE ENGINEER

APPROVED M. J. Burmister, STATE HIGHWAY ENGINEER

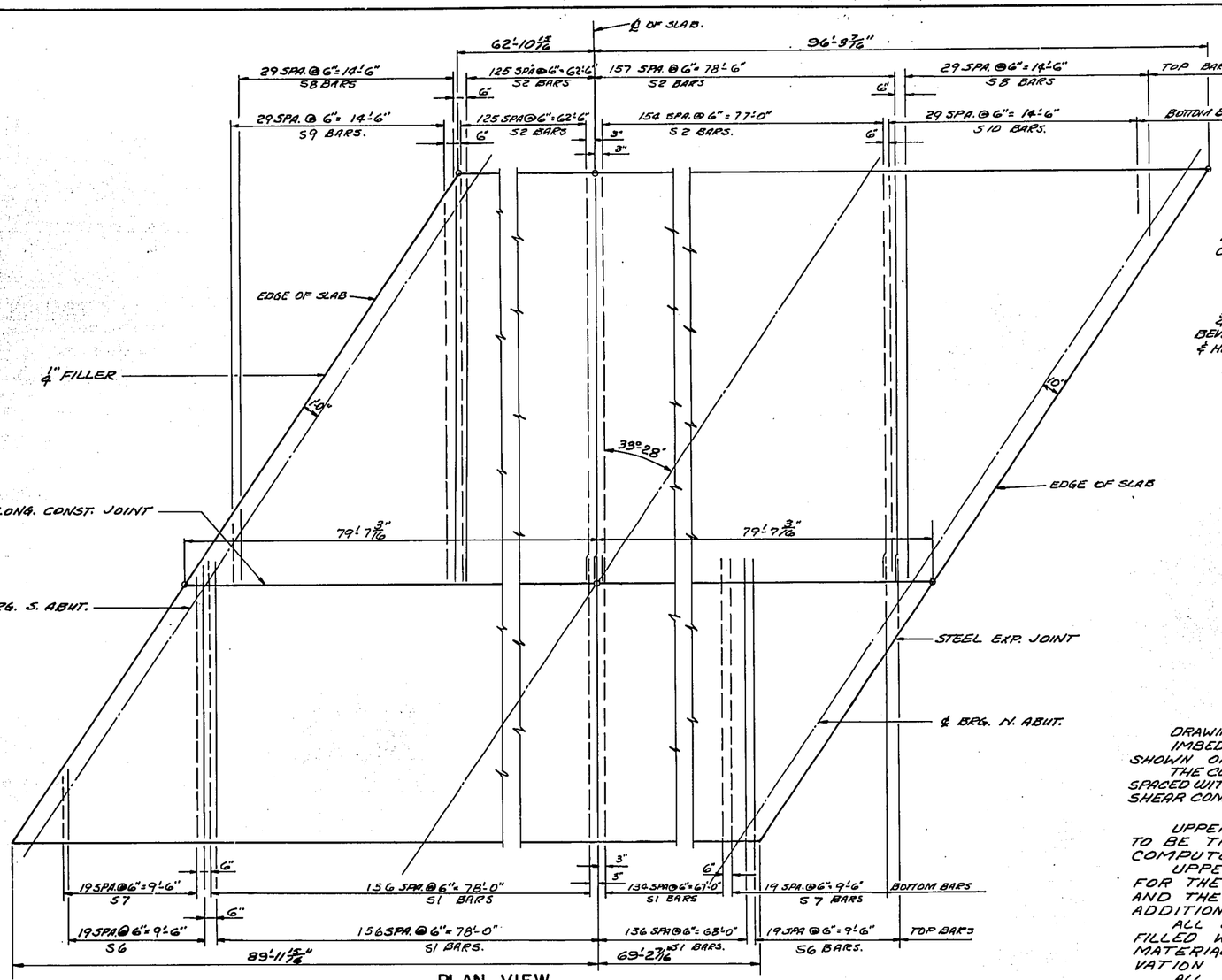
STRUCTURE B-40-381 | SHEET 1 OF 12

X34956

FORM E-B-12-62

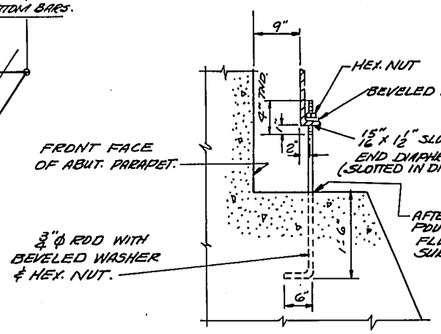
B. P. R. DIVISION	PROJECT	SHEET NO.	TOTAL SHEETS
4	T0362(13)	59	324

2140-1-71

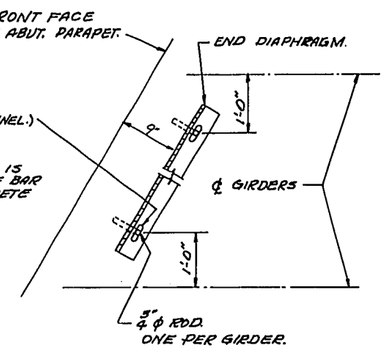


PLAN VIEW

(SHOWING TRANSVERSE REINF. STEEL)
TRANSVERSE REINF. STEEL TO BE LAID PERPENDICULAR TO LONG. CONST. JOINT



ELEVATION



SECTION

TEMPORARY HOLD DOWN DEVICE

NOTE:
TEMPORARY HOLD DOWN DEVICES SHALL BE PLACED AT THAT END OF ALL CONTINUOUS STEEL GIRDER UNITS WHERE THE SLAB POUR TERMINATES.
TO BE PAID FOR AS STRUCTURAL CARBON STEEL.

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.
IMBED ALL BAR STEEL REINFORCEMENT 2" CLEAR UNLESS OTHERWISE SHOWN OR NOTED.
THE CONTRACTOR MAY USE THREE SHOP OR FIELD WELDED 7/8" DIAMETER x 4" LONG STUDS, EQUALLY SPACED WITH A MINIMUM OF 1 1/2" CLEAR FROM THE FLANGE EDGE AT ALL PLACES WHERE AN ANGLE SHEAR CONNECTOR IS DETAILED.

UPPER LIMITS FOR "EXCAVATION FOR STRUCTURES" AT THE PIERS IS CONSIDERED TO BE THE EXISTING GROUND LINE AND THE ESTIMATED QUANTITY IS COMPUTED FROM THIS LINE.
UPPER LIMITS FOR "EXCAVATION FOR STRUCTURES" AND "GRANULAR BACKFILL" FOR THE ABUTMENTS IS CONSIDERED TO THE TOP OF BERM AND THE ESTIMATED QUANTITY IS COMPUTED FROM THIS LINE. FOR ADDITIONAL INFORMATION SEE SHEETS X34964 & X34966.
ALL EXCAVATED VOLUME NOT OCCUPIED BY THE ABUTMENTS SHALL BE BACK-FILLED WITH "GRANULAR BACKFILL". PAYMENT WILL BE MADE ONLY FOR MATERIAL ACTUALLY PLACED WITHIN THE LIMITS SPECIFIED FOR "EXCAVATION FOR STRUCTURES."
ALL FIELD CONNECTIONS SHALL BE MADE WITH 7/8" ℄ HIGH TENSILE STRENGTH FRICTION TYPE BOLTS UNLESS OTHERWISE SPECIFIED.
HOT POURED ELASTIC TYPE JOINT SEALER SHALL CONFORM TO A.S.T.M. DESIGNATION, D1190.
JOINT FILLER SHALL CONFORM TO AASHO DESIGNATION, M153, TYPE I.
PILING AT ABUTMENTS SHALL BE PREBORED TO ORIGINAL GROUND LINE EXCEPT AS NOTED ON SHEETS X34964 & X34966

REVISED		STATE HIGHWAY COMMISSION OF WISCONSIN			
7-5-68 A.R.L.	7-5-68 E.M.Z.	SUPERSTRUCTURE			
		DESIGN SPEC. AASHO '61	LOADING H.S. 20	CONST. SPEC. 1963	
		DATE 5-12-66	DESIGN G.E.B.	DRAWN I.L.J.	CKD. E.M.Z.
STRUCTURE B-40-381		SHEET 2 OF 12			

X 34957

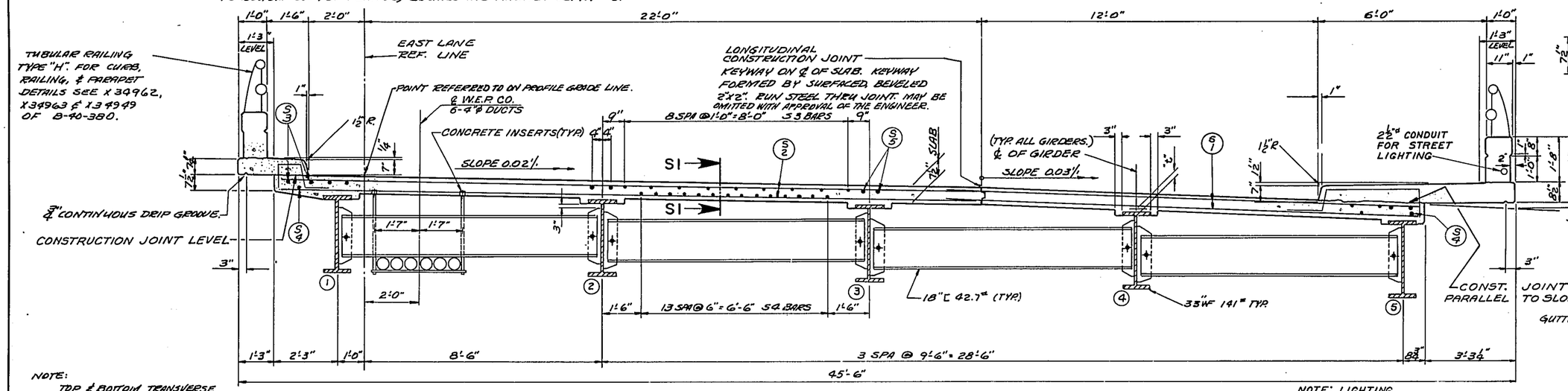
FORM E-B-12-62

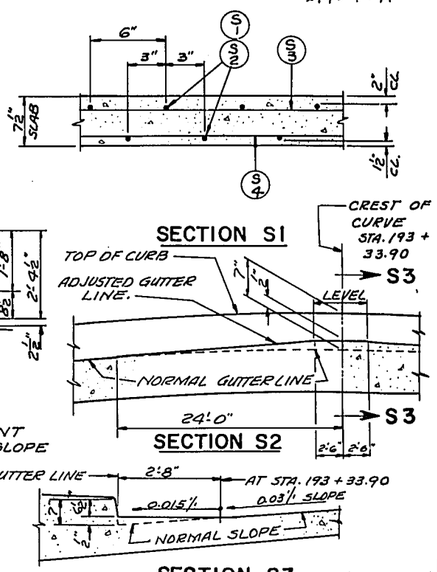
B. P. R. DIVISION	PROJECT	SHEET NO.	TOTAL SHEETS
4	T0352(13)	60	324

2140-1-71

TO DETERMINE "E": AFTER ALL STRUCTURAL STEEL HAS BEEN ERECTED, ELEVATIONS OF THE TOP FLANGES, TOP OF SPLICE PLATES, OR TOP OF COVER PLATES, WHICHEVER APPLIES, SHALL BE TAKEN AT CENTER LINE OF BEARINGS, CENTER LINE OF FIELD SPLICES, AND AT QUARTER POINTS OF EACH SPAN WHICH ARE MORE THAN SIX FEET FROM A FIELD SPLICE. THESE ELEVATIONS, SUBTRACTED FROM GRADE ELEVATIONS, ADJUSTED FOR DEADLOAD DEFLECTION OF THE CONCRETE, MINUS THE SLAB DEPTH, PLUS THE STEEL THICKNESS TO BOTTOM OF TOP FLANGE, EQUALS THE HAUNCH DEPTH "E".

NOTE: TOP AND BOTTOM TRANSVERSE BARS IN SLAB SHALL BE SUPPORTED BY CONTINUOUS BAR CHAIRS ON OR ADJACENT TO EACH GIRDER ℄ BY INDIVIDUAL BAR CHAIRS AT 3'-0" CENTERS AT APPROXIMATELY THE ⅓ POINTS BETWEEN GIRDERS.
THE 7" HEIGHT OF CURB IS TO BE MAINTAINED AT ALL POINTS OF BEARING, EXCEPT AS SHOWN IN SECTION 32.





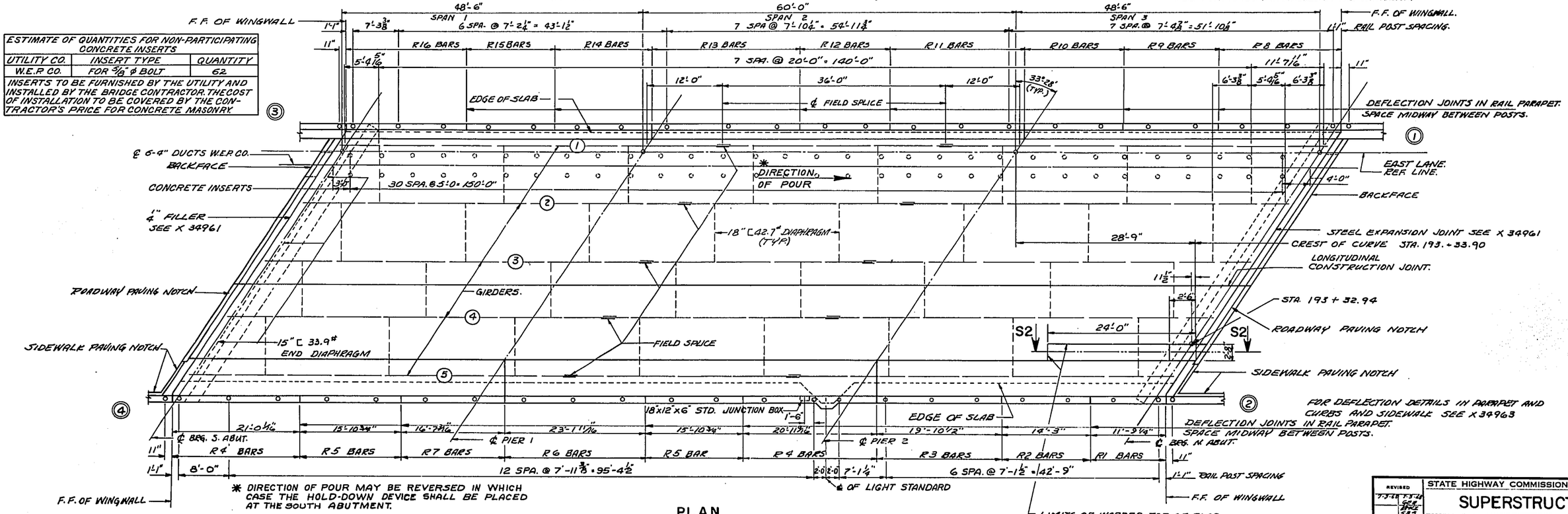
NOTE: TOP & BOTTOM TRANSVERSE BARS IN SLAB SHALL BE PLACED NORMAL TO "EAST LANE REF. LINE."

NOTE: LIGHTING MATERIALS SHOWN IN THE ESTIMATED QUANTITIES TABLE SHEET X34956 ARE TO BE FURNISHED & INSTALLED BY THE CONTRACTOR.

CROSS SECTION THRU ROADWAY

(AT RIGHT ANGLES TO E. LANE REF. LINE. LOOKING NORTH.)

ESTIMATE OF QUANTITIES FOR NON-PARTICIPATING CONCRETE INSERTS		
UTILITY CO.	INSERT TYPE	QUANTITY
W.E.P. CO.	FOR ⅝" ϕ BOLT	62
INSERTS TO BE FURNISHED BY THE UTILITY AND INSTALLED BY THE BRIDGE CONTRACTOR. THE COST OF INSTALLATION TO BE COVERED BY THE CONTRACTOR'S PRICE FOR CONCRETE MASONRY.		



* DIRECTION OF POUR MAY BE REVERSED IN WHICH CASE THE HOLD-DOWN DEVICE SHALL BE PLACED AT THE SOUTH ABUTMENT.

PLAN

REVISED	STATE HIGHWAY COMMISSION OF WISCONSIN
7-3-68 7-3-68 SCR 3-4-69 SCR	SUPERSTRUCTURE
DESIGN SPEC. AASHO '61	LOADING H5-20 CONST. SPEC. 1963
DATE 5-12-66 DESIGN G.E.Z.	DRAWN I.L.U. CKD. B.K.Z.
STRUCTURE B-40-381	SHEET 3 OF 12

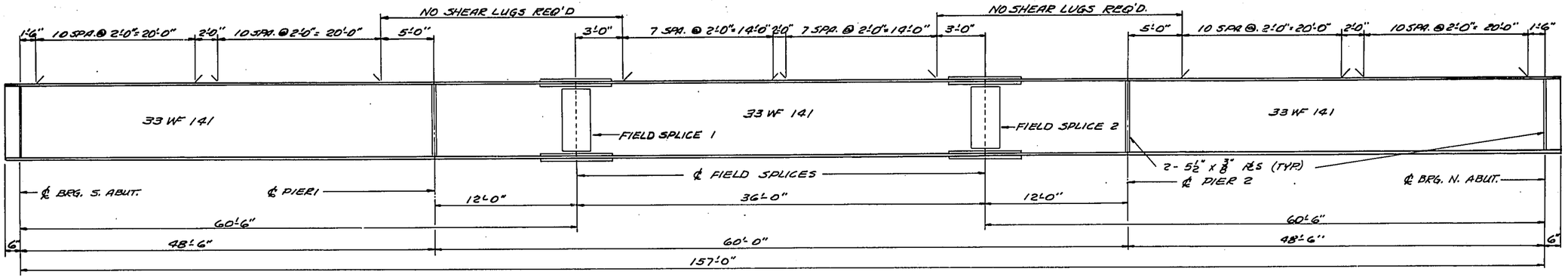
X 34958

FORM E-B-12-62

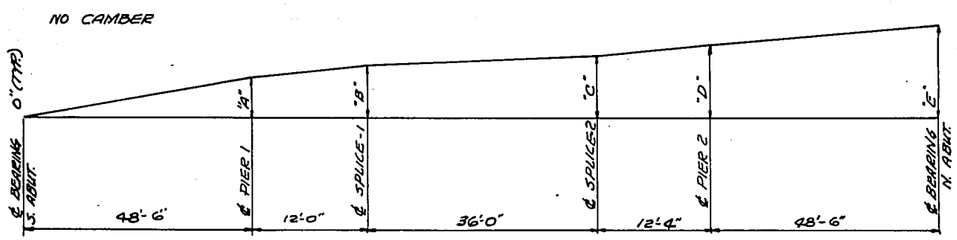
B. P. R. DIVISION	PROJECT	SHEET NO.	TOTAL SHEETS
4	T0352(13)	61	324

2190-1-71

NOTE: FIELD WELDING ON THE TOP FLANGE FOR CONSTRUCTION PURPOSES IS PROHIBITED IN THE AREA OVER THE PIERS BETWEEN THE SHEAR LUGS.



GIRDER ELEVATION



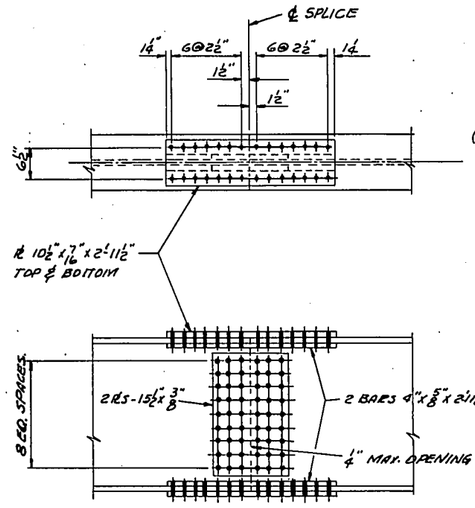
GIRDER	A	B	C	D	E
1	7 5/8"	9 1/2"	1'-0 9/16"	1'-0 3/4"	1'-1 1/2"
2	8 1/16"	10 1/16"	1'-1 1/2"	1'-1 3/4"	1'-2 15/16"
3	8 1/2"	10 5/8"	1'-2 3/8"	1'-2 3/4"	1'-4 3/8"
4	8 15/16"	11 3/16"	1'-3 1/4"	1'-3 13/16"	1'-5 13/16"
5	9 7/16"	11 3/4"	1'-4 3/16"	1'-4 13/16"	1'-7 5/16"

BLOCKING DIAGRAM

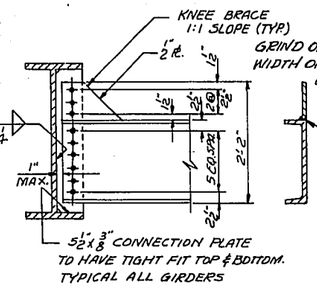
GIRDER	℄ BRG S. ABUT.	℄ PIER 1	℄ SPLICE 1	℄ SPLICE 2	℄ PIER 2	℄ BRG N. ABUT.
1	199.23	199.86	200.05	200.31	200.29	200.35
2	198.93	199.60	199.80	200.09	200.08	200.17
3	198.63	199.34	199.55	199.86	199.86	199.99
4	198.26	199.01	199.23	199.57	199.58	199.75
5	197.86	198.64	198.87	199.24	199.26	199.46

THESE ELEVATIONS ARE TO TOP OF STEEL (SPLICE AND COVER PLATE THICKNESS, IF APPLICABLE, ARE ACCOUNTED FOR) AND THEY ARE FOR THE MATERIAL AS ERECTED. THE ELEVATION OF THE TOP OF STEEL AT THE FIELD SPLICE POINTS SHALL BE CHECKED, AND CORRECTED, IF POSSIBLE, AFTER ERECTION AND BEFORE PERMANENTLY WELDING OR BOLTING THE DIAPHRAGMS IN PLACE.

ERECTION ELEVATIONS

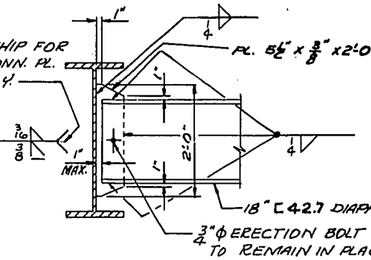


FIELD SPLICE



BOLTED CONNECTION

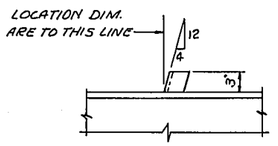
ALTERNATE



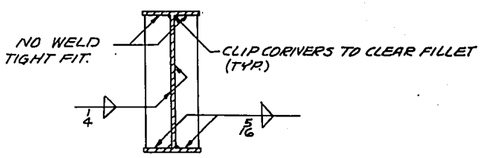
WELDED CONNECTION

TYPICAL ALL GIRDERS

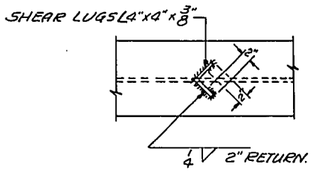
DIAPHRAGM CONNECTIONS



ELEVATION

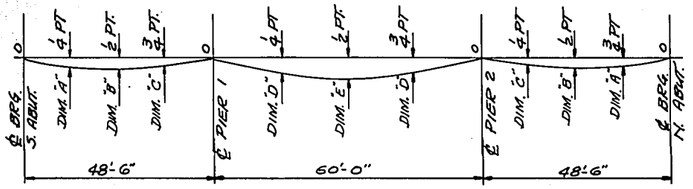


BEARING STIFFENER DETAILS



PLAN

SHEAR LUG DETAILS



DEAD LOAD DEFLECTIONS

DIM.	"A"	"B"	"C"	"D"	"E"
CONC. ONLY	3/16	3/16	1/16	1/8	1/4
TOTAL	1/4	1/4	1/8	3/16	5/16

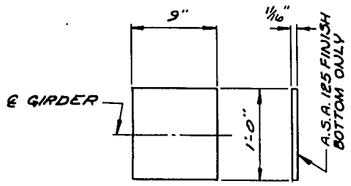
REVISED	STATE HIGHWAY COMMISSION OF WISCONSIN
	SUPERSTRUCTURE
	DESIGN SPEC. AASHO '61 LOADING H.S. 20 CONST. SPEC. 1963
	DATE 5-12-64 DESIGN G.E.E. DRAWN I.C.J. CKD. BMZ
STRUCTURE B-40-381	SHEET 4 OF 12

X34959

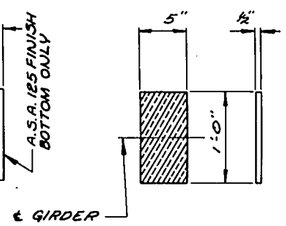
FORM E-B-12-62

B P R DIVISION	PROJECT	SHEET NO	TOTAL SHEETS
4	T0352(13) 62		329

2190-1-71

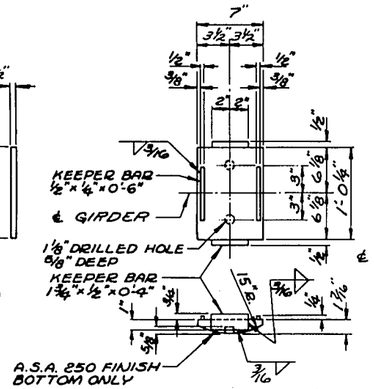


TOP ⏤ 'A'

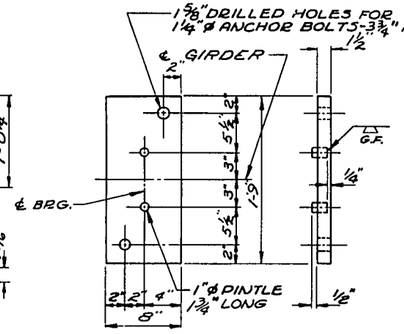


LUBRICATED BRONZE ⏤

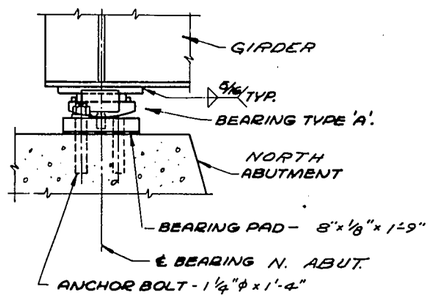
LUBRICATE TOP SURFACE ONLY



ROCKER ⏤ 'A'



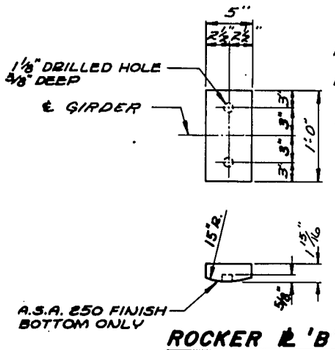
MASONRY ⏤ 'A'



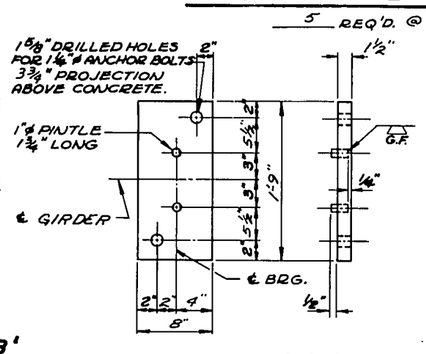
BEARING TYPE 'A' ASSEMBLY

BEARING TYPE 'A'

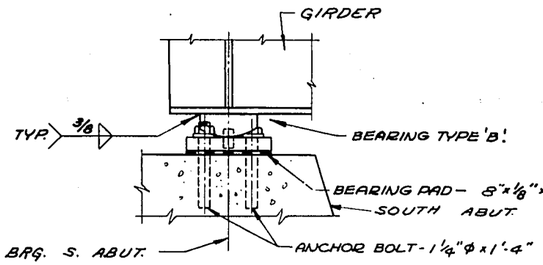
5 REQ'D. @ NORTH ABUTMENT



ROCKER ⏤ 'B'



MASONRY ⏤ 'B'



BEARING TYPE 'B' ASSEMBLY

BEARING TYPE 'B'

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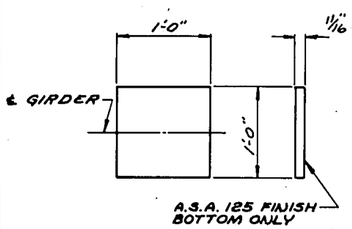
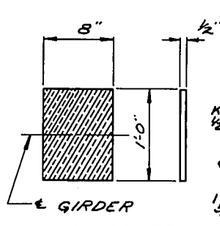
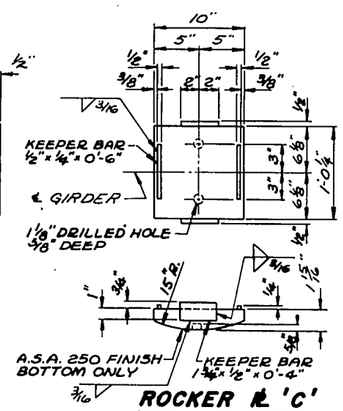


TOP ⏤ 'C'



LUBRICATED BRONZE ⏤

LUBRICATE TOP SURFACE ONLY



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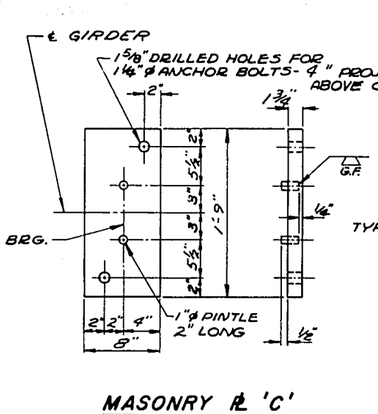
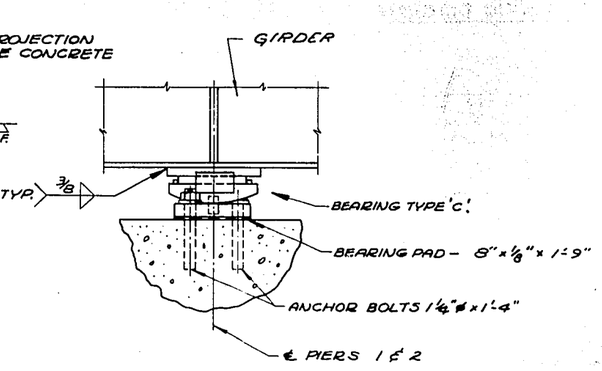


MASONRY ⏤ 'C'



BEARING TYPE 'C' ASSEMBLY

BEARING TYPE 'C'

10 REQ'D. @ PIERS

NOTE: TOP PLATE OF EXPANSION BEARING TO BE FINISHED IN DIRECTION OF MOVEMENT.

BEARING NOTES

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

ALL PLATE CUTS SHALL BE MACHINE OR MACHINE FLAME CUTS.

ANCHOR BOLTS SHALL BE THREADED 3". PROVIDE ONE STANDARD WROUGHT WASHER AND ONE HEX. NUT PER BOLT.

ALL MATERIAL INCLUDING SHIMS BUT EXCLUDING ANCHOR BOLTS, NUTS AND WASHERS SHALL BE MADE OF A 242 STEEL WITH A CORROSIVE RESISTANCE OF 4 OR MORE TIMES THAT OF A36 STEEL.

THE TOP 4 1/2" OF ANCHOR BOLTS, WASHERS AND NUTS SHALL BE GALVANIZED.

ALL MATERIAL IN BEARINGS, EXCLUDING BRONZE PLATES AND BEARING PADS SHALL BE PAID FOR AT THE UNIT PRICE BID FOR "STRUCTURAL LOW ALLOY STEEL."

CHAMFER TOP OF PINTLES 1/8". DRILL HOLES FOR PINTLES IN ALL MASONRY PLATES FOR DRIVING FIT.

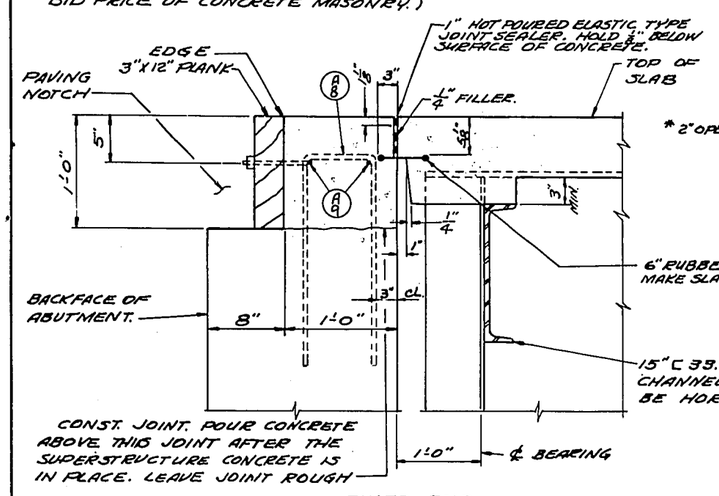
REVISED	STATE HIGHWAY COMMISSION OF WISCONSIN			
	BEARING DETAILS			
	DESIGN SPEC A.A.S.H.O.6/	LOADING ——	CONST. SPEC 1963	
	DATE 5-12-66	DESIGN GEZ	DRAWN [illegible]	CHK. BKZ
STRUCTURE B - 40-381		SHEET 5 OF 12		

X34960

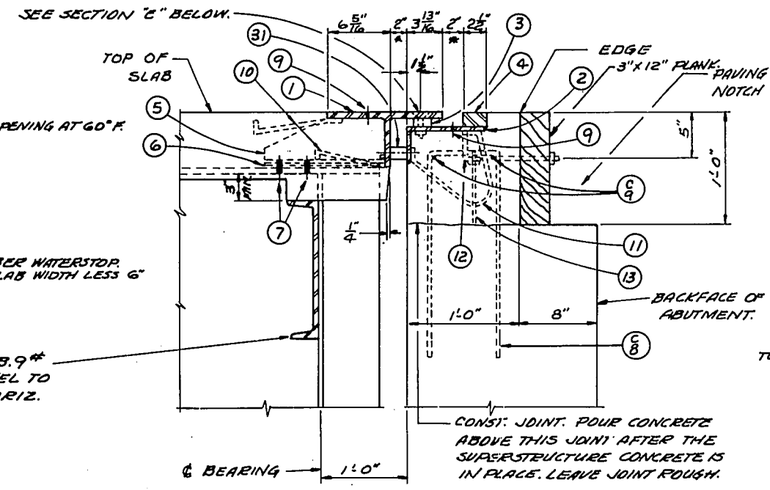
B P R DIVISION	PROJECT	SHEET NO	TOTAL SHEETS
4	T0352(13)	63	329

2190-1-71

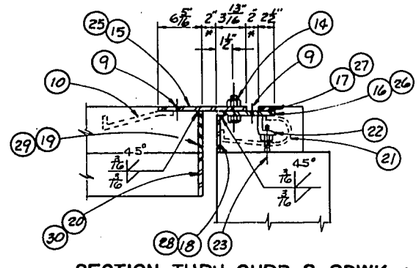
PROVIDE 3"X12" HARDWOOD PLANK x LENGTH OF RDWY. PAVING NOTCH. ATTACH PLANK TO PAVING BLOCK WITH $\frac{3}{4}$"ϕ BOLTS x 0'-8" LG. & THR'D. INSERTS AT APPROX. 3'-0" CTRS. REMOVE PLANK & CUT BOLTS WHEN PLACING APPROACH SLAB. (INCLUDE IN BID PRICE OF CONCRETE MASONRY.)



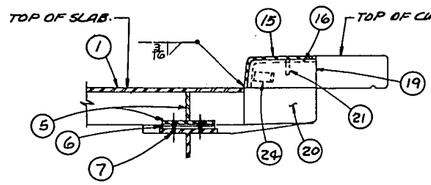
FIXED END
(AT SOUTH ABUTMENT)



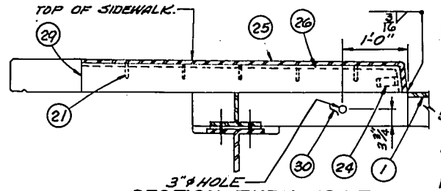
SECTION EI
(AT NORTH ABUTMENT)



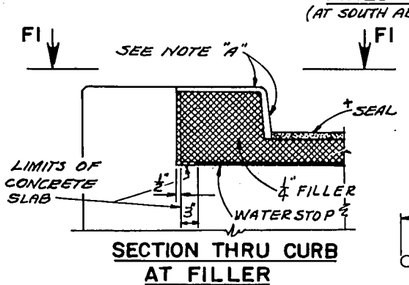
SECTION THRU CURB & SDWK.
(PARALLEL TO SECTION E1)



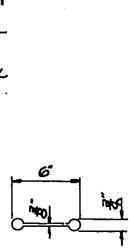
SECTION THRU JOINT AT CURB



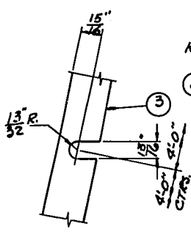
SECTION THRU JOINT AT SIDEWALK

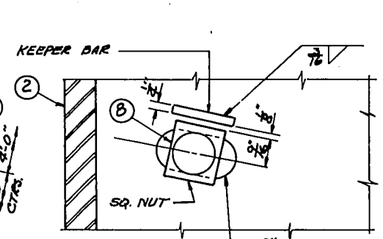


SECTION THRU CURB AT FILLER

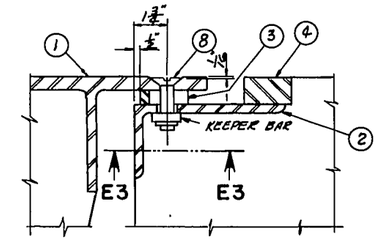


WATERSTOP DETAIL





VIEW "E3"



SECTION "E"

LEGEND

1. S.T. 6" WF 39.5# x RDWY. WIDTH.
2. L 8" x 4" x 1/2" x RDWY. WIDTH. LONG DIM. OF 1 3/32" x 1½" SLOTTED HOLE PARALLEL TO ℄ OF ROADWAY.
3. BAR 2" x 1 3/32" x RDWY WIDTH. WELD TO L#2 WITH 2 LINES OF ¼" FILLET WELD. 2 ℄s. LONG DIMENSION OF 1 3/32" SLOT PARALLEL TO ℄ OF ROADWAY.
4. BAR 2½" x 1/2" x RDWY. WIDTH. WELD TO L2 WITH 2 LINES OF ¼" FILLET WELD 2 ℄s.
5. FABRICATE FROM ⅜" WELDED PL. WELD TO STEM ℄ PLS OF ST.#1 WITH ¼" FILLET WELD. NEAR SIDE AND FAR SIDE.
6. ⅜" MIN. LAMINATED AND SLOTTED SHIM.
7. DRILL HOLES IN GIRDER FLANGE IN FIELD FOR 4 - ¾" ϕ ERECTION BOLTS.
8. ¾" ϕ FLAT HD. CAP SCREW x 0'-2¾" LG. WITH SQ. NUT AT 4'-0" CTRS. GREASE FOR EASY REMOVAL. ½" x 1½" x 1'-6" KEEPER BAR. - WELD TO L#2 TO KEEP SQ NUT FROM TURNING. 1 3/32" x 1½" SLOTTED HOLE IN L#2. 1 3/32" HOLE CSK 1/16" DEEP IN ST.#1. 1 3/32" SLOT IN BAR #3 AS SHOWN.
9. VENT HOLES 1 3/32" ϕ, PLACED AT 2'-0" CENTERS ON L#2 & ST.#1 AND AT 9" CENTERS ON PLS #15, #16, #25, & #26.
10. ⅜" ▭ BENT BAR @ 0'-9" ALTERNATE CENTERS BETWEEN GIRDERS. 1'-3" LONG. WELD TO S.T. #1 & PLS #15 & #25.
11. ⅜" ▭ BENT BAR @ 1'-0" CENTERS. WELD TO L#2. - 1'-9" LONG
12. L 3" x 2½" x 3/16" x 0'-3" @ 3'-0" CTRS. WELD TO L#2. PROVIDE ⅞" ϕ HOLE IN 2½" LEG FOR BOLT #13.
13. ½" ϕ BOLT x 9" LONG & NUT. TACK WELD NUT TO L#12.
14. ⅞" ϕ BOLT WITH SQ. NUT. TACK WELD NUT TO PL#16 & #26. GREASE FOR EASY REMOVAL.
15. PL 12⅛" x ⅜" - BEND DOWN FLUSH WITH FACE OF CURB AS SHOWN. WELD TO PL#19 AS SHOWN. FIELD WELD TO S.T. #1. 1 3/32" x 1½" SLOTTED HOLE FOR BOLT #13. LONG DIM PARALLEL TO ℄ RDWY.
16. PL. 8" x ⅜" - BEND DOWN FLUSH WITH FACE OF CURB AS SHOWN. WELD TO PL #18 AS SHOWN.
17. PL. 2½" x ⅜" - BEND DOWN FLUSH WITH FACE OF CURB AS SHOWN. WELD TO PL#16 WITH 1 LINE OF 5/16" FILLET WELD. FIELD WELD TO BAR #2.
18. 6" x ⅜" PL. CUT TO CURB LIMITS AS SHOWN.
19. ⅜" PLATE. CUT TO CURB LIMITS AS SHOWN. FIELD WELD TO PL.#20.
20. ⅜" PLATE. CUT TO CURB LIMITS AS SHOWN. SHOP WELD TO S.T. #1.
21. ⅜" ▭ BENT BAR 1'-6" LONG WELD TO PLS #16, #18, #26 & #28 WITH 3/16" FILLET WELD ALL AROUND.
22. L 8" x 2½" x ⅜" x 0'-3". WELD TO #2, #16 & #26. PROVIDE ⅞" ϕ HOLE IN 2½" LEG FOR BOLT #23
23. ½" ϕ BOLT x 0'-5" LONG & NUT. TACK WELD NUT TO L#22.
24. ANCHOR BAR 1½" x ⅜" x 0'-8" ⌊ WELD TO PLS #15, #16, #25, & #26.
25. PL 12⅝" x ⅜". BEND DOWN FLUSH WITH FACE OF CURB AS SHOWN. WELD TO PL.#24 AS SHOWN. FIELD WELD TO S.T.#1 WITH 1 1/32" x 1½" SLOTTED HOLE FOR BOLT #13 - LONG DIM 11 TO ℄ RDWY.
26. PL. 8" x ⅜" - BEND DOWN FLUSH WITH FACE OF CURB AS SHOWN. WELD TO PL #28 AS SHOWN.
27. PL 2½" x ⅜" - BEND DOWN FLUSH WITH FACE OF CURB AS SHOWN. WELD TO PL #26 WITH 1 LINE OF 5/16" FILLET WELD. FIELD WELD TO BAR #4.
28. 6" x ⅜" PL. CUT TO CURB LIMITS AS SHOWN.
29. ⅜" PLATE. CUT TO CURB LIMITS AS SHOWN. FIELD WELD TO PL #30
30. ⅜" PLATE. CUT TO CURB LIMITS AS SHOWN. SHOP WELD TO S.T. #1 & SUPPORT #5.
31. BLOCK & BOLT FOR SHIPMENT WITH PIPE SLEEVE & ½" ϕ BOLT. PROVIDE 7/16" ϕ HOLES AT 3'-0" CENTERS IN S.T. #1, & L#2 FOR ⅜" ϕ BOLT.

EXPANSION JOINT SHALL BE BUILT TO CONFORM TO RDWY CROWN & GRADE. ONE FIELD SPLICE SHALL BE PERMITTED.

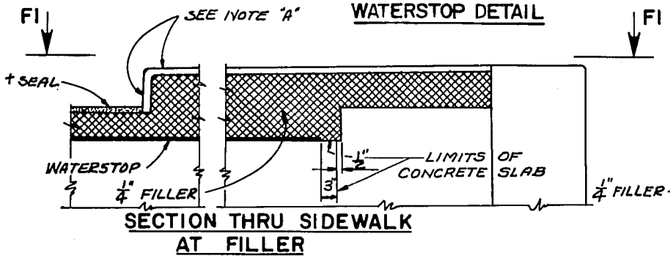
ALL MATERIAL IN EXPANSION JOINT SHALL BE PAID FOR AS STRUCTURAL CARBON STEEL.

AFTER CONCRETE HAS SET REMOVE BOLT #18 & #14 AND FILL HOLES WITH HOT POURED ELASTIC TYPE JOINT SEALER.

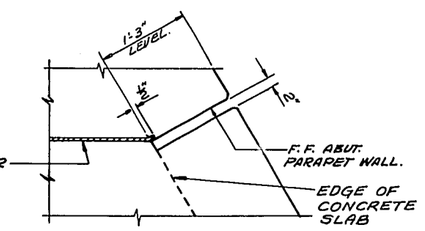
AFTER CONCRETE HAS SET THE JOINT OPENING SHALL BE THOROUGHLY CLEANED.

APPLY ± 1/16" COAT OF BITUMASTIC TO METAL SURFACES FORMING THE JOINT AND FILL OPENING WITH HOT POURED ELASTIC TYPE JOINT SEALER.
+ SEAL - 1" HOT POURED ELASTIC TYPE JOINT SEALER. HOLD ⅛" BELOW SURFACE OF CONCRETE.

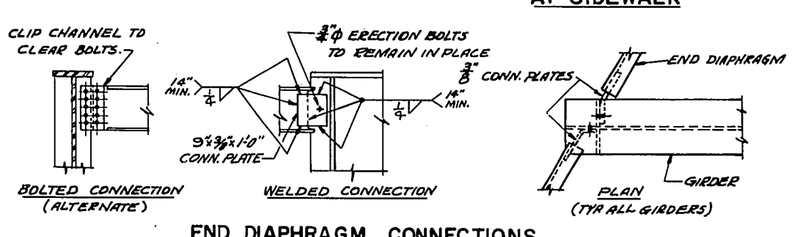
NOTE "A": FILL WITH NON-STAINING BLACK TWO COMPONENT POLYSULFIDE LIQUID POLYMER (GUN GRADE) WITH SURFACE PRIMER CONFORMING TO ASA-A116.1-1960.



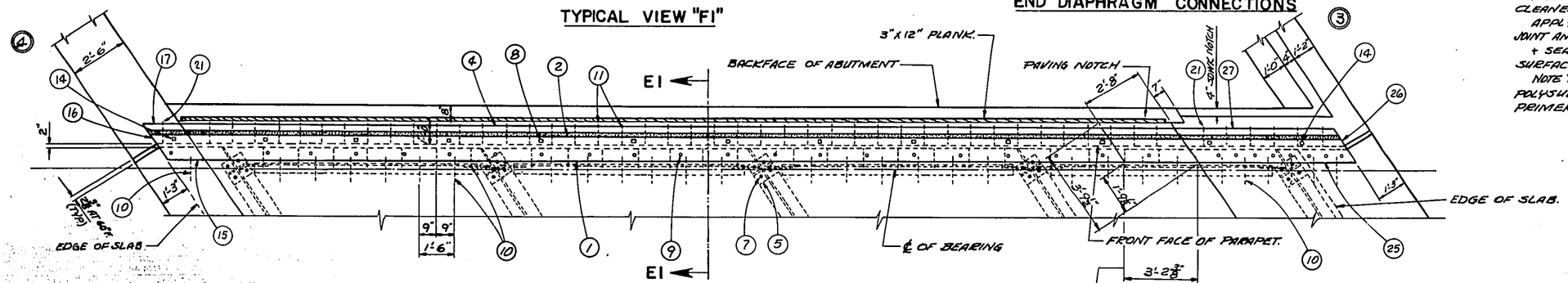
SECTION THRU SIDEWALK AT FILLER



TYPICAL VIEW "FI"



END DIAPHRAGM CONNECTIONS



PLAN
(AT NORTH ABUTMENT)

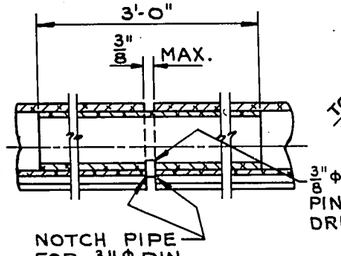
REVISED	STATE HIGHWAY COMMISSION OF WISCONSIN
	EXPANSION JOINT
	DESIGN SPEC AASHO-1960 LOADING H.S. 20 CONST. SPEC. 1963
	DATE 5-12-66 DESIGN G.E.E. DRAWN I.C.J. CKD. EMK
STRUCTURE B-40-381	SHEET 6 OF 12

X 34961

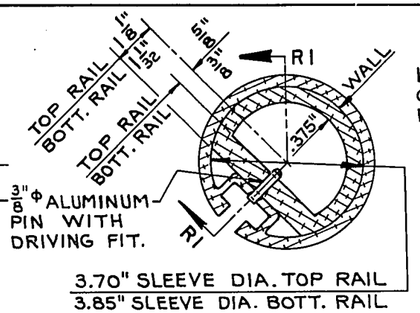
FORM E-B-12-62

B.P.R. DIVISION	PROJECT	SHEET NO.	TOTAL SHEETS
4	T0352 (13)	69	329

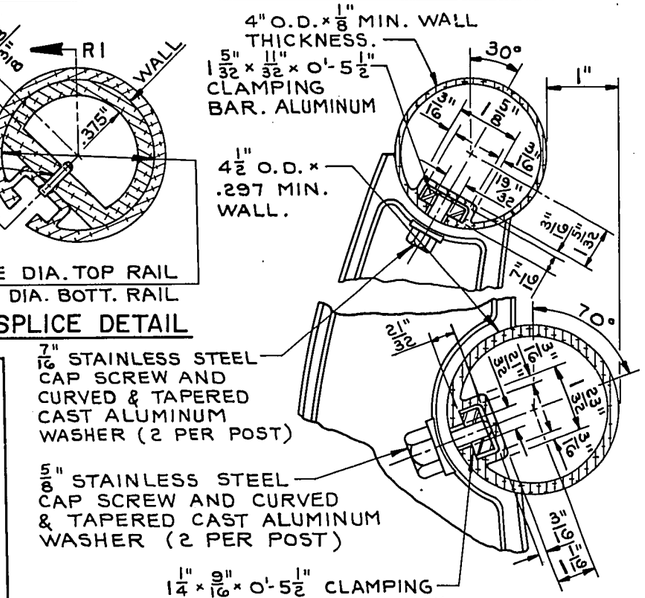
2190-1-71



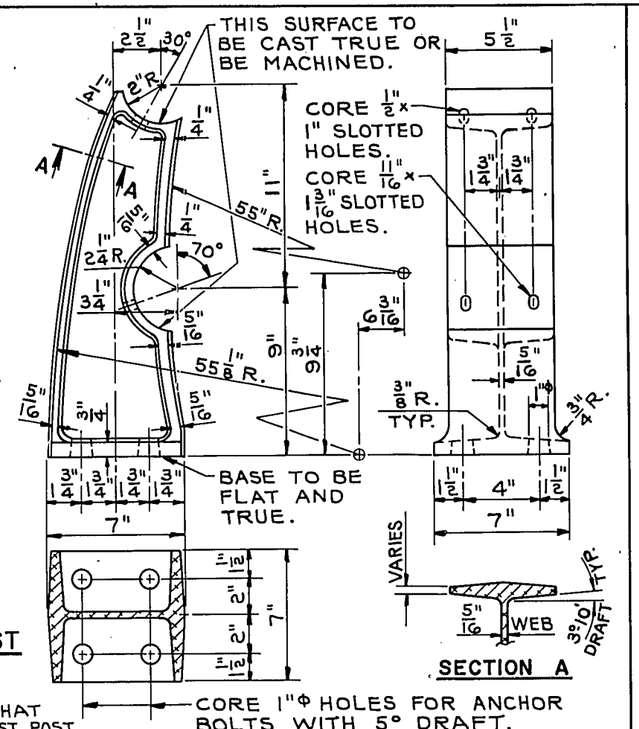
SECTION R1



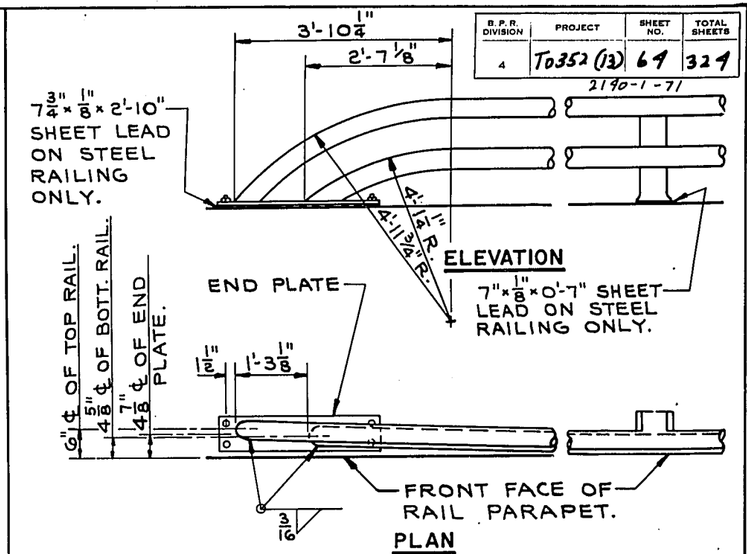
RAIL SPLICE DETAIL



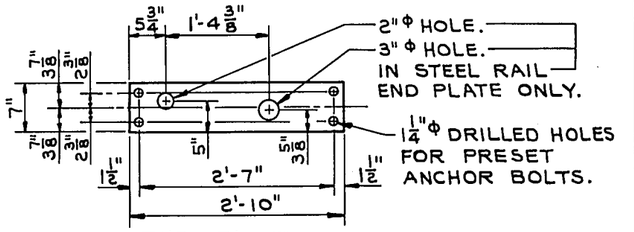
DETAIL OF RAIL ATTACHMENT TO POST

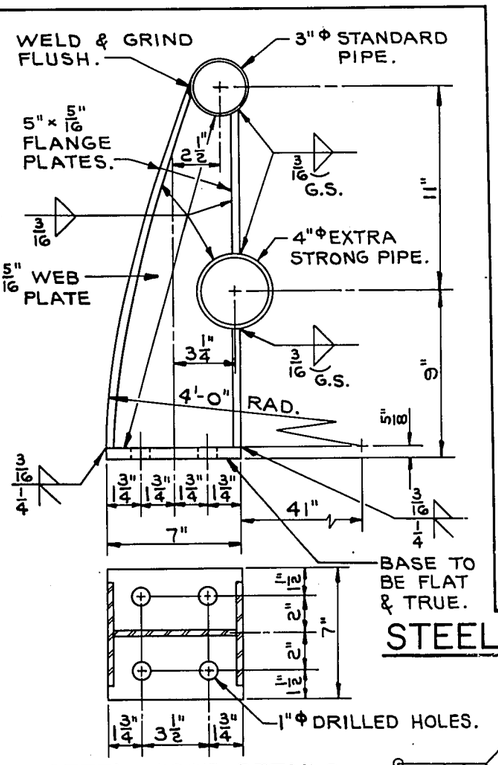


ALUMINUM POST CASTING

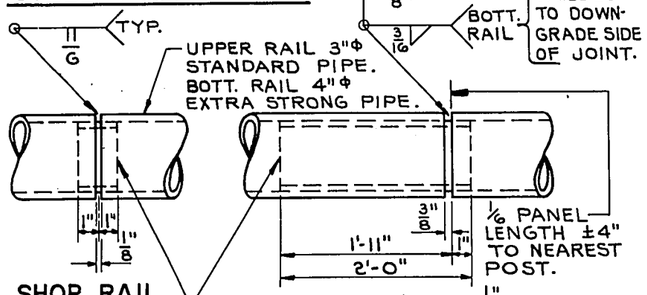


DETAIL OF RAIL BEND AT ABUTMENTS





STEEL POST DETAILS



SHOP RAIL SPLICE DETAIL

THE LOCATION OF THE SHOP SPLICE SHALL BE SHOWN ON THE SHOP DRWGS.

FIELD ERECTION JOINT DETAIL

STEEL RAILING DETAILS

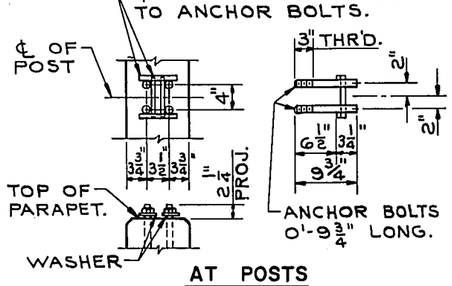
NOTES

RAILING SPLICES SHALL BE LOCATED SUCH THAT ℄ OF SPLICE IS 1/6 PANEL LENGTH ± 4" OFF NEAREST POST.
ALUMINUM SHIMS SHALL BE USED UNDER POSTS AND END PLATES WHERE REQUIRED FOR ALIGNMENT.
RAILING SHALL BE FABRICATED IN TWO AND THREE PANEL LENGTHS.
ANCHOR BOLTS, NUTS, & WASHERS TO BE STAINLESS STEEL.
WALL THICKNESS OF TUBING SHOWN ABOVE SHALL BE MINIMUM NOMINAL AVERAGE WALL THICKNESS.

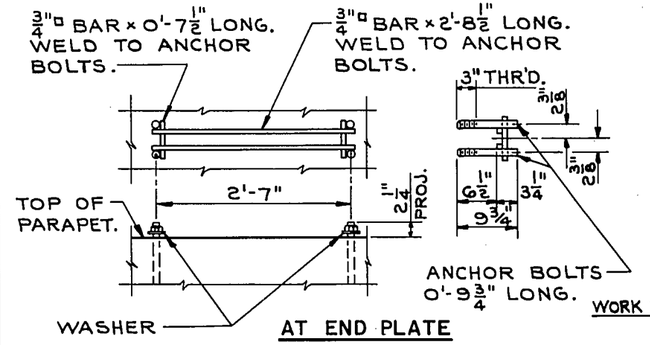
ALUMINUM RAILING DETAILS

NOTES

RAILING SHALL BE FABRICATED IN TWO AND THREE PANEL LENGTHS.
STEEL SHIMS SHALL BE USED UNDER POSTS AND END PLATES WHERE REQUIRED FOR ALIGNMENT.
THE FOLLOWING MATERIALS SHALL BE USED:
UPPER RAIL SHALL BE 3" Φ STANDARD PIPE CONFORMING TO ASTM DESIGNATION A53.
LOWER RAIL SHALL BE 4" Φ EXTRA STRONG PIPE CONFORMING TO ASTM DESIGNATION A53, GRADE B.
SLEEVES FOR UPPER RAIL SHALL BE 3" Φ O.D. × 1/4" SEAMLESS MECHANICAL TUBING. SLEEVES FOR LOWER RAIL SHALL BE 3 3/4" Φ O.D. × 11/32" SEAMLESS MECHANICAL TUBING. BOTH SLEEVES SHALL BE MADE OF STEEL WITH A MINIMUM ELONGATION OF 10%.
POSTS SHALL BE FABRICATED FROM MATERIAL CONFORMING TO ASTM DESIGNATION A36.
ANCHOR BOLTS TO BE MADE FROM MATERIAL CONFORMING TO ASTM DESIGNATION A307.
CAULK EXPOSED OPENINGS BETWEEN SHIMS WITH LEAD WOOL.
GALVANIZE ENTIRE RAILING AFTER FABRICATION INCLUDING NUTS, WASHERS, SHIMS AND TOP 3 1/2" OF ANCHOR BOLTS.



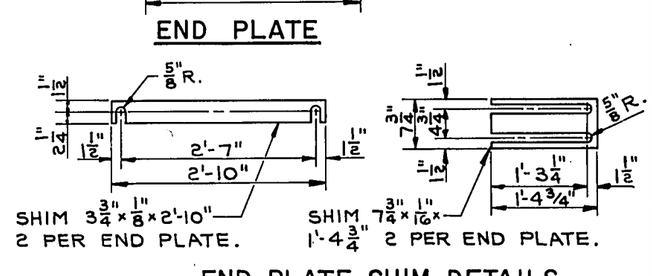
AT POSTS



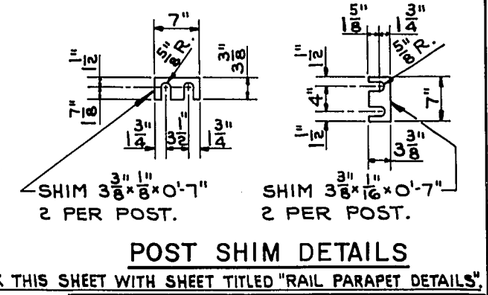
AT END PLATE

ANCHOR BOLT SETTING DETAILS

THE SHANK AND ROOT OF THREAD DIAMETER FOR ANCHOR BOLTS SHALL BE A MINIMUM OF 0.62 INCHES.



END PLATE SHIM DETAILS



POST SHIM DETAILS

WORK THIS SHEET WITH SHEET TITLED "RAIL PARAPET DETAILS".

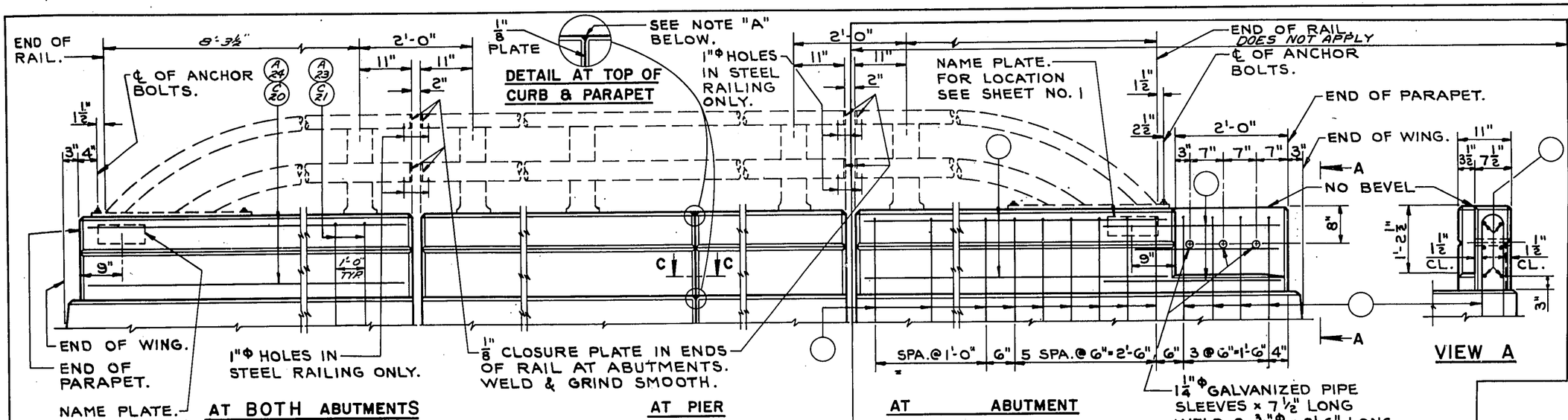
REVISED	STATE HIGHWAY COMMISSION OF WISCONSIN
	DETAILS FOR TYPE "H" TUBULAR ALUMINUM & STEEL RAILING
	DESIGN SPEC AASHO '61 · LOADING — · CONST. SPEC 1963
	DATE 5 12 66 · DESIGN — · DRAWN MWW · CKD BRZ
STRUCTURE B-40-381	SHEET 7 OF 12

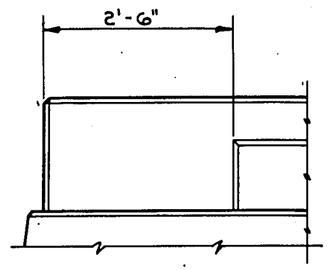
X34962

FORM E-B-12-62

B.P.R. DIVISION	PROJECT	SHEET NO.	TOTAL SHEETS
4	TD352(13)	65	327

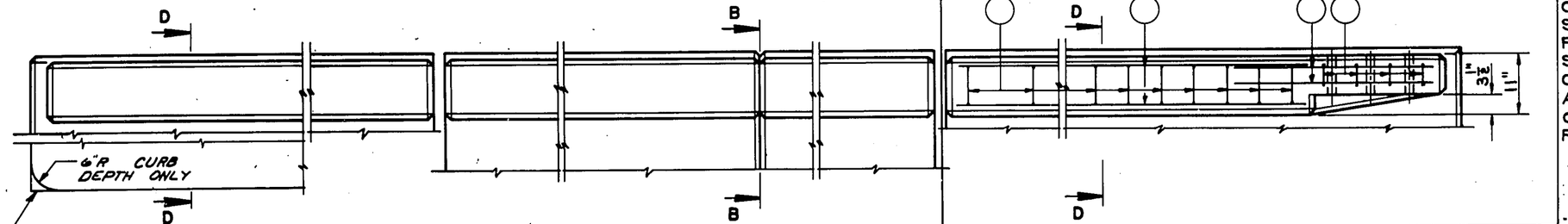
2190-1-71





VIEW SHOWING OUTSIDE FACE OF RAIL PARAPET

DOES NOT APPLY



PLAN OF RAIL PARAPET

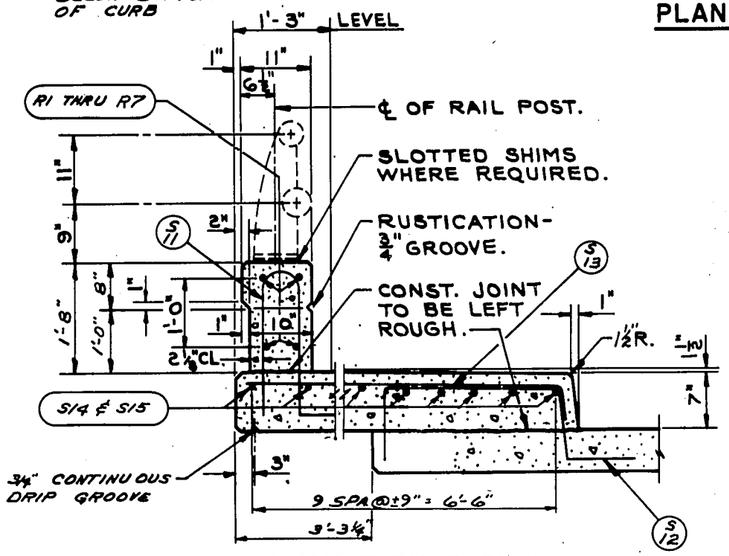
NOTE "A": FILL WITH NON-STAINING GRAY TWO COMPONENT POLYSULFIDE LIQUID POLYMER (GUN GRADE) WITH SURFACE PRIMER, CONFORMING TO A.S.A.-A-116.1-1960.

NOTES

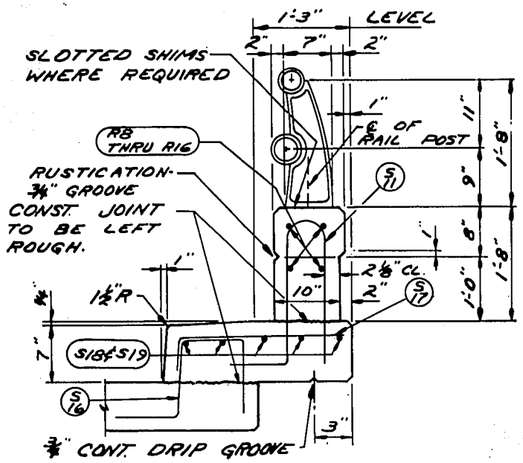
WHEN PARAPETS AND CURBS ARE POURED CONTINUOUSLY FROM END TO END THEY SHALL BE SEPARATED AT THE DEFLECTION JOINTS BY A PIECE OF ⅛" ZINC OR ALUMINUM PLATE CUT AS SHOWN IN SECTION "B" BY SHADED AREA. IF CONSTRUCTION JOINTS IN PARAPETS AND CURBS ARE USED AT THE DEFLECTION JOINTS ONE SIDE OF JOINT SHALL BE COATED WITH BITUMINOUS PAINT AND PLATE SEPARATORS MAY BE OMITTED.

WORK THIS SHEET WITH SHEET TITLED "DETAILS FOR TYPE "H" TUBULAR ALUMINUM AND STEEL RAILING"

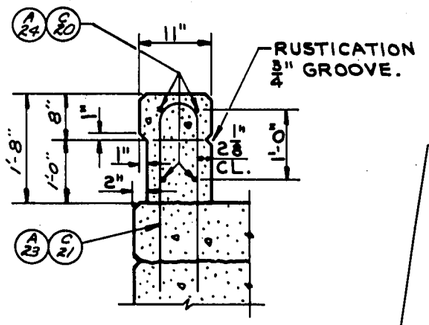
ALL POST SPACINGS ARE TAKEN HORIZONTALLY ALONG ℄ OF RAILING AT BASE OF POSTS. ALL POSTS SHALL BE SET NORMAL TO GRADE.



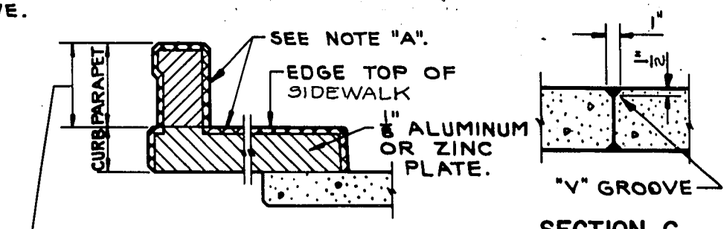
SECTION THRU PARAPET & SIDEWALK ON BRIDGE



SECTION THRU PARAPET & CURB ON BRIDGE



SECTION D



SECTION B

SECTION C

DETAILS OF DEFLECTION JOINTS IN PARAPET ONLY- SIMILAR TO THAT SHOWN IN THIS AREA.

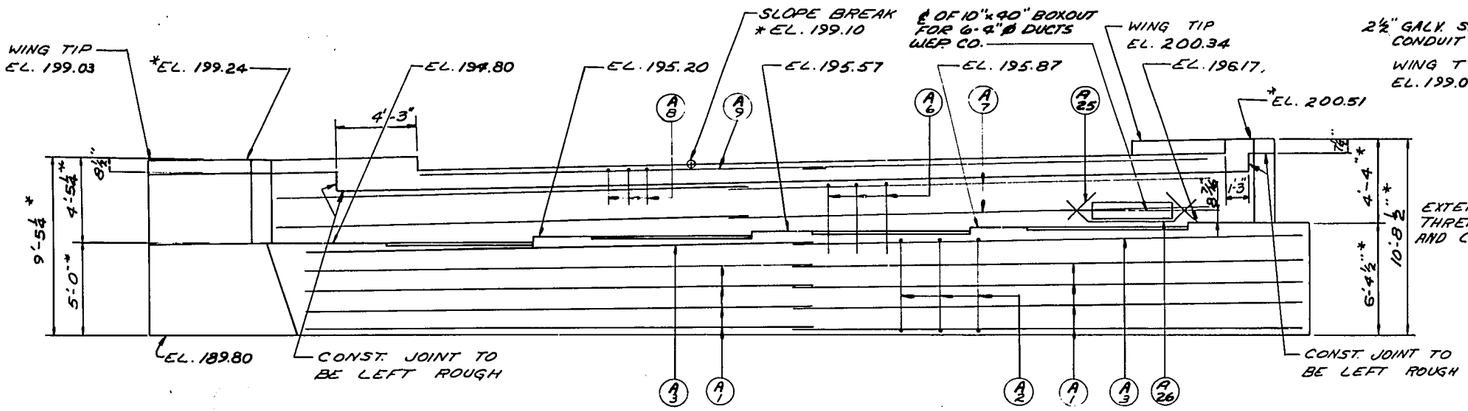
REVISED	STATE HIGHWAY COMMISSION OF WISCONSIN
	RAIL PARAPET DETAILS
DESIGN SPEC AASHO '61	LOADING — CONST. SPEC. 1963
DATE 5-12-66 DESIGN —	DRAWN [illegible] CKD. EMK
STRUCTURE B-40-381	SHEET 8 OF 12

X 34963

FORM E-B-12-6

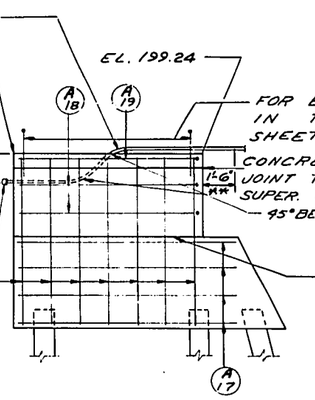
B.P.R. DIVISION	PROJECT	SHEET NO	TOTAL SHEETS
4	T0352(13)	66	324

2190-1-71

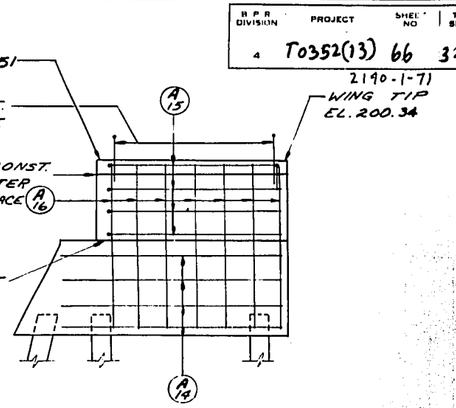


ELEVATION
LOOKING SOUTH

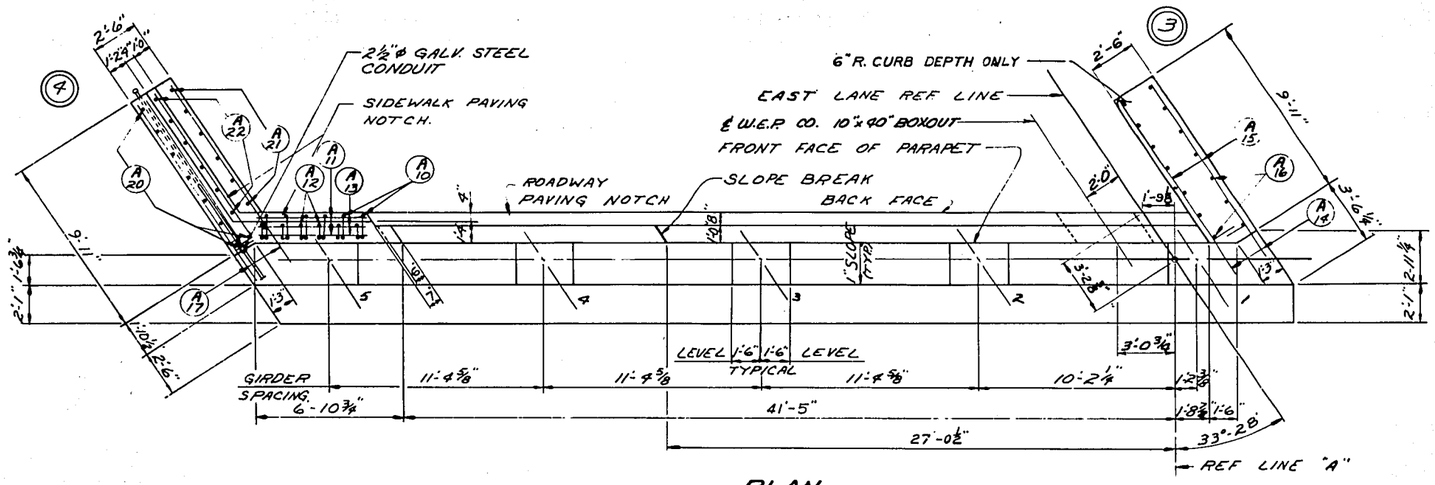
*TAKEN AT FRONT FACE OF PARAPET



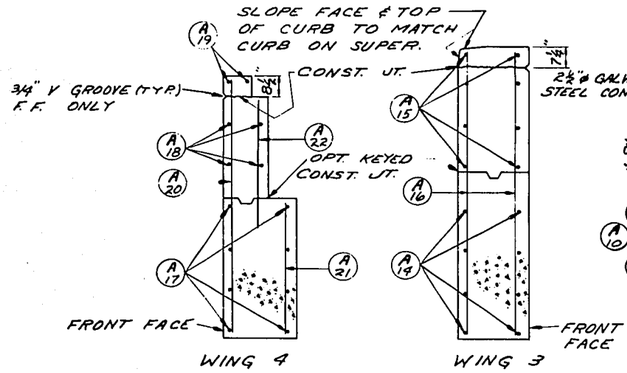
ELEVATION - WING 4



ELEVATION - WING 3

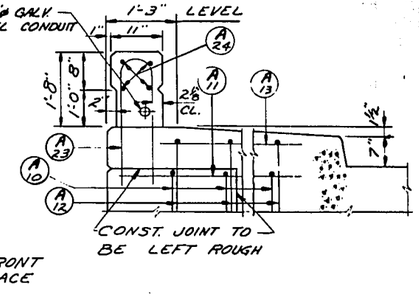


PLAN

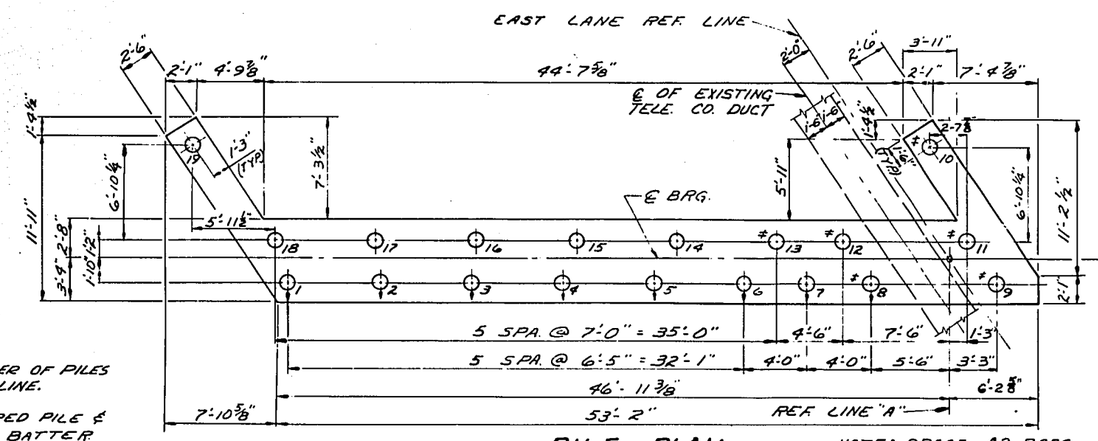


WING 4 WING 3

SECTION THRU WINGS



SIDEWALK DETAIL



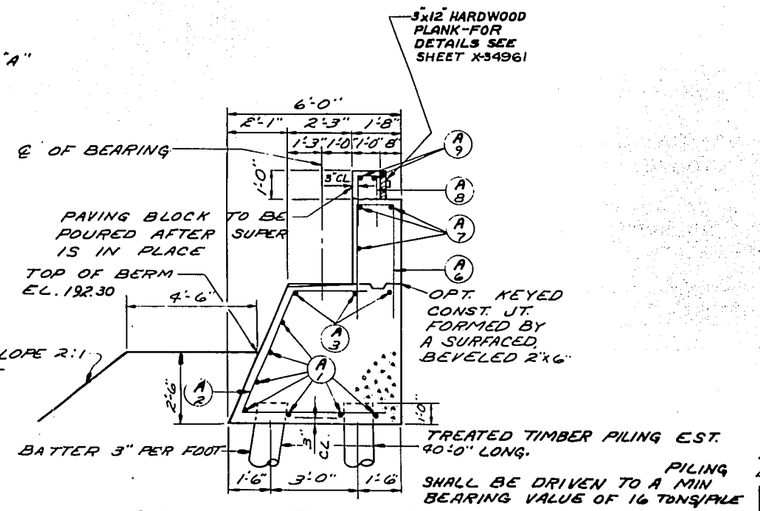
PILE PLAN

NOTE:
PREBORE REMAINDER OF PILES TO ORIGINAL GROUND LINE.

○ DENOTES BATTERED PILE & DIRECTION OF BATTER
BATTER ONLY WHERE INDICATED.

‡ PREBORE PILES 8,9, 10,11,12,&13 TO EL. 165.00

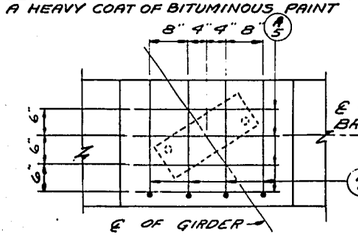
NOTE: SPACE A2 BARS TO MISS PILES



SECTION THRU BODY

FILL TO EL. 192.30 BEFORE DRIVING PILES. UPPER LIMITS OF 'EXCAVATION FOR STRUCTURES' SHALL NOT EXCEED THIS ELEVATION.

** PAINT CONDUIT FOR A LENGTH OF 18" BEYOND THE F.F. OF THE PARAPET WITH A HEAVY COAT OF BITUMINOUS PAINT



GRID DETAIL

FOR BILL OF BARS AND BAR BENDING DETAILS SEE SHEET X-34967

REVISED 7-1-68 7-7-68 REF. BMZ

STATE HIGHWAY COMMISSION OF WISCONSIN

SOUTH ABUTMENT

DESIGN SPEC. AASHO 61 STRUCTURE NO. B-40-381 CONST. SPEC. 1963

DATE 5-12-66 DESIGN GEZ DRAWN JWW CHKD. BMZ

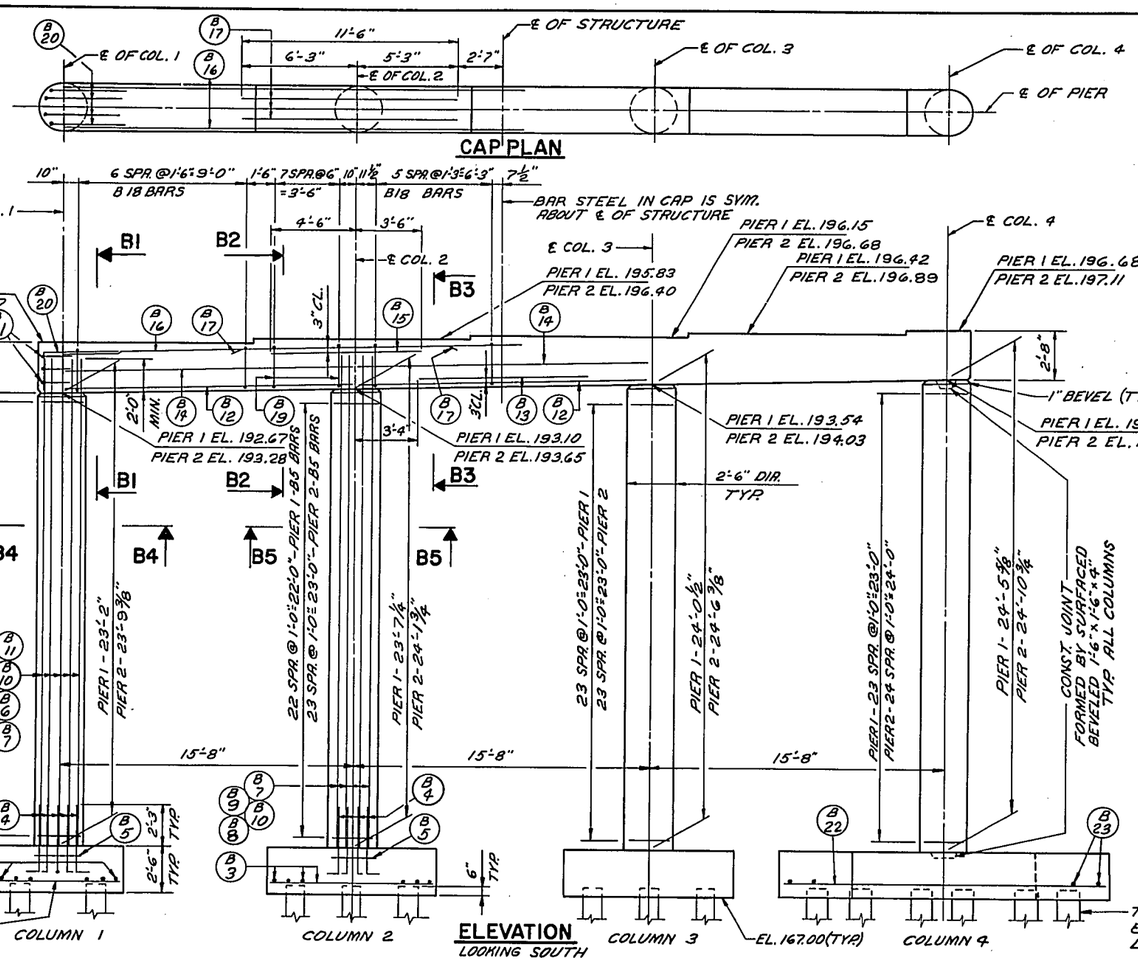
STRUCTURE B-40-381 SHEET 9 OF 12

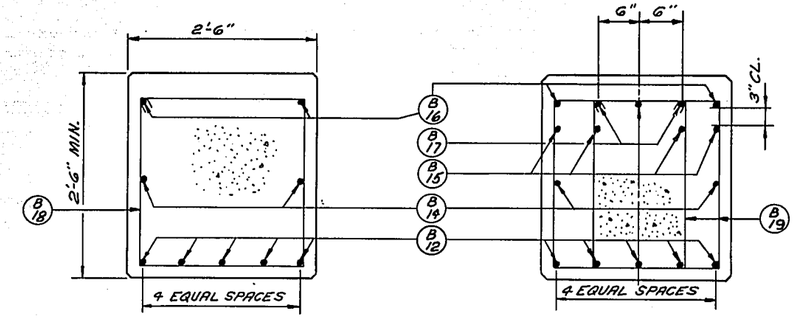
X-34964

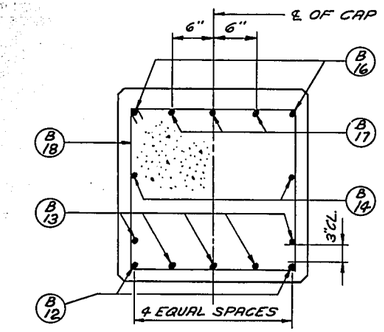
FORM E-B-12-62

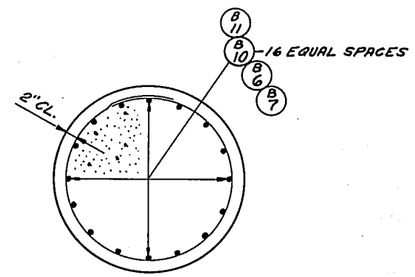
B. P. R. DIVISION	PROJECT	SHEET NO.	TOTAL SHEETS
4	T0352(13)	67	329

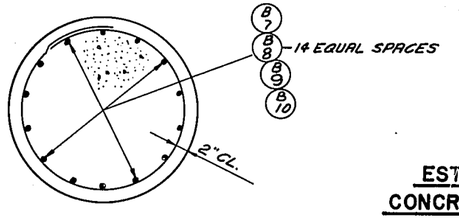
2190-1-71







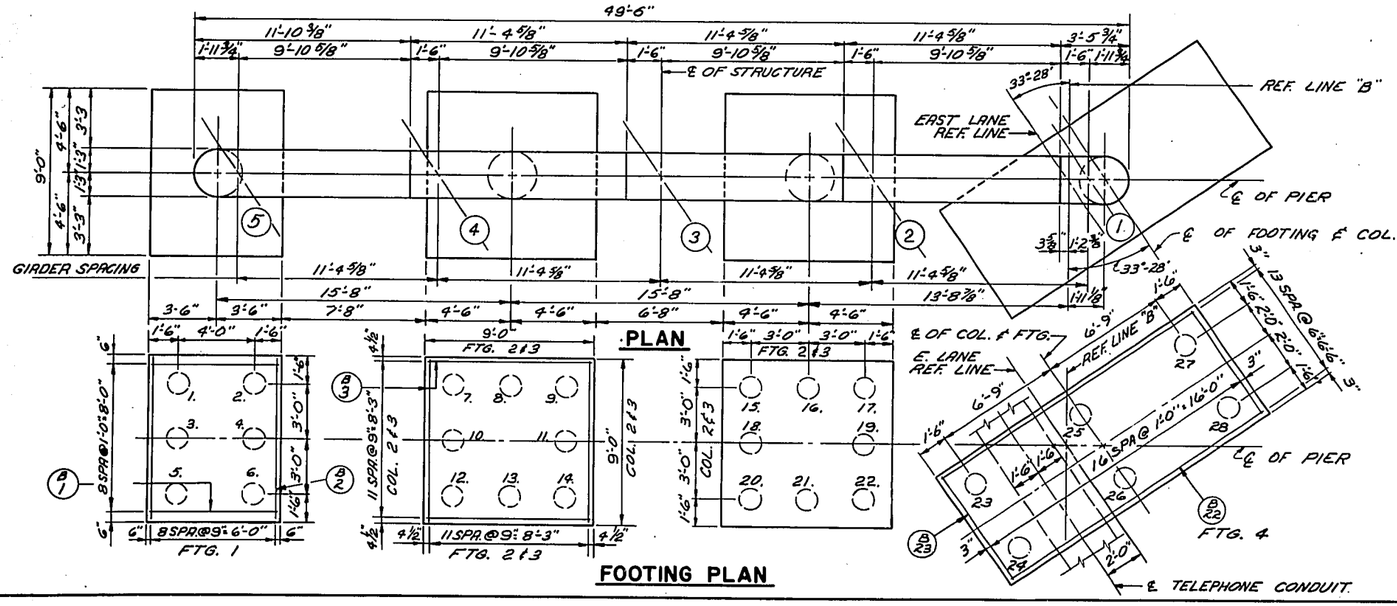




ESTIMATED CONCRETE MASONRY

	PIER 1	PIER 2
CAP	12.3 C.Y.	12.4 C.Y.
COLUMNS	17.3 C.Y.	17.7 C.Y.
FOOTINGS	31.1 C.Y.	31.1 C.Y.
TOTAL	60.7 C.Y.	61.2 C.Y.

NOTE: EXPOSE THE CABLE DUCTS TO VIEW IN THE AREA ADJACENT TO FTGS. PRIOR TO PILE DRIVING.



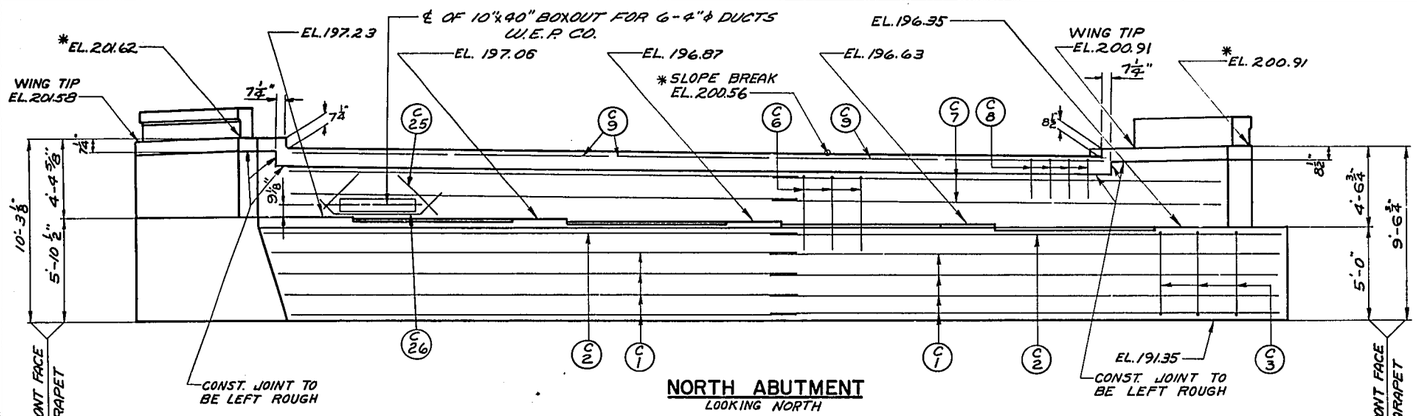
REVISED	STATE HIGHWAY COMMISSION OF WISCONSIN
	PIERS 1 & 2
	DESIGN SPEC. A.A.S.H.O. '61 · LOADING HS-20 · CONST. SPEC. 1963
	DATE 5-12-66 · DESIGN G.E.Z. · DRAWN P.R.L. · CKD. EMZ
	STRUCTURE B-40-381 · SHEET 10 OF 12

X 34965

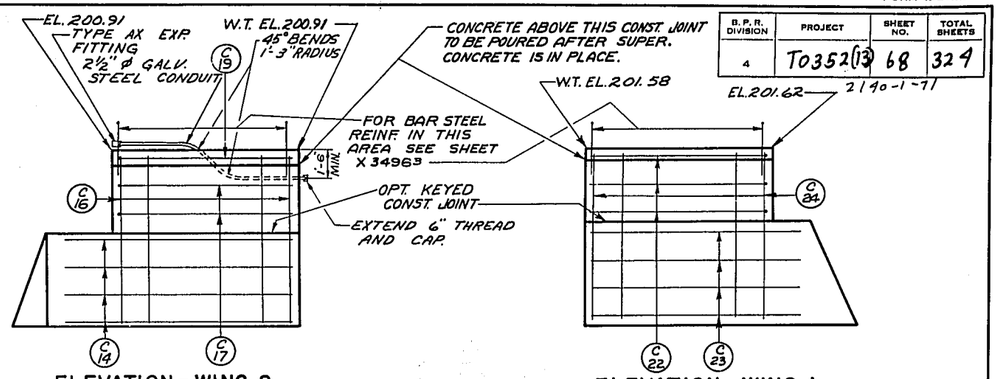
FORM E-B-12-62

B.P.R. DIVISION	PROJECT	SHEET NO.	TOTAL SHEETS
4	T0352(13)	68	324

2190-1-71

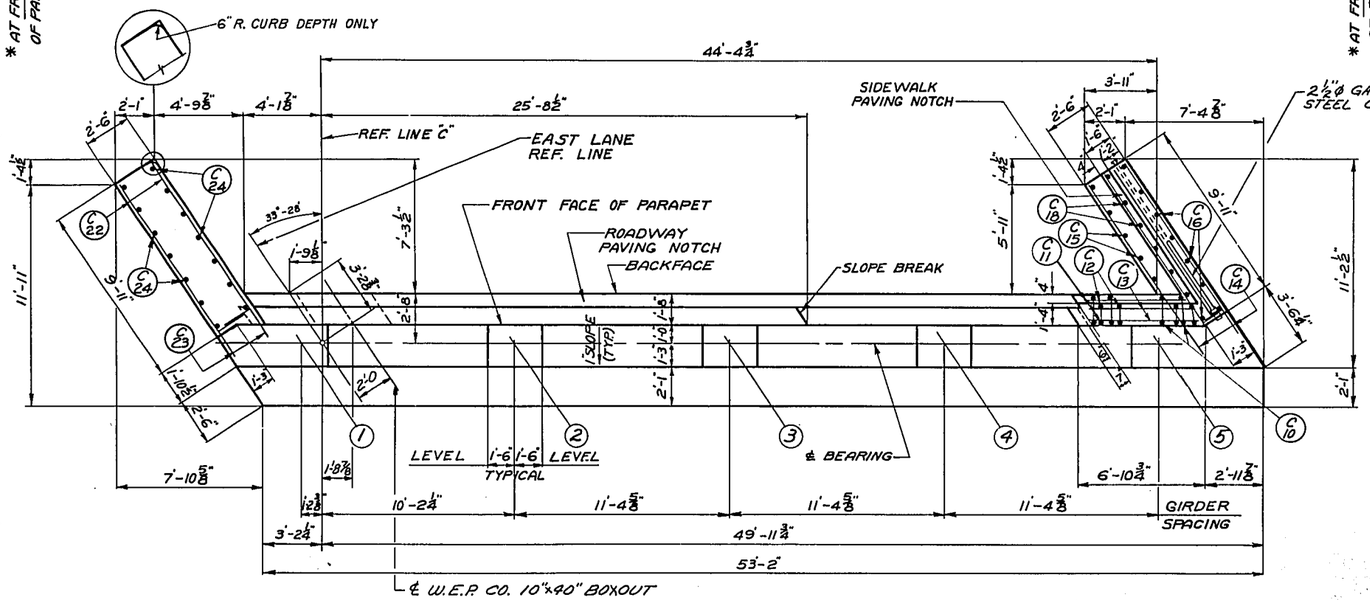


NORTH ABUTMENT
LOOKING NORTH

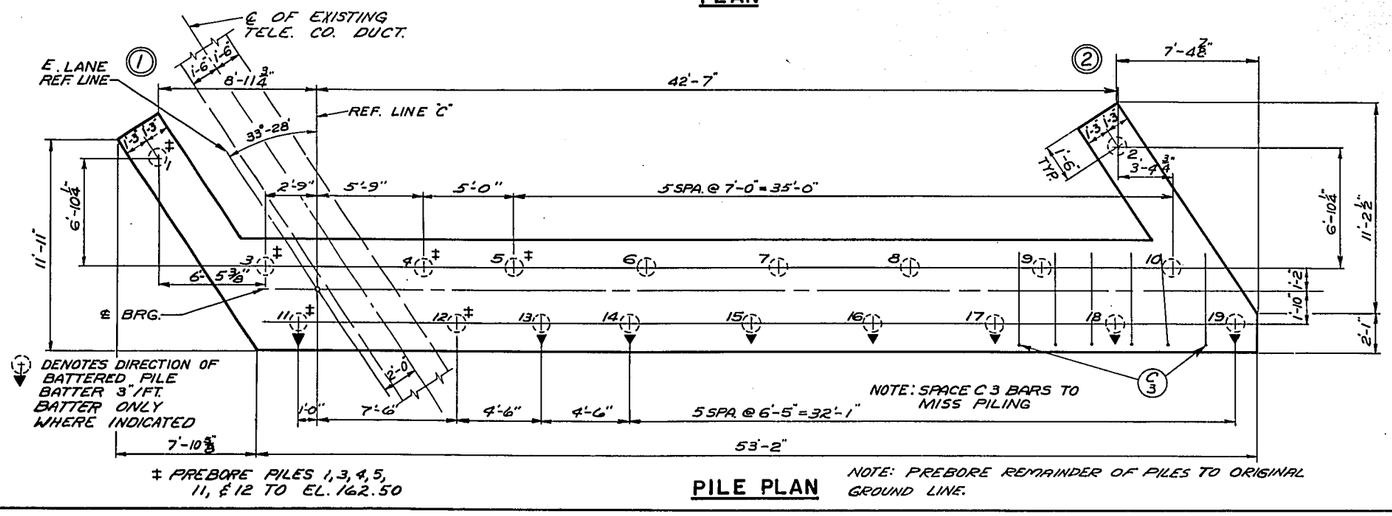


ELEVATION - WING 2

ELEVATION - WING 1

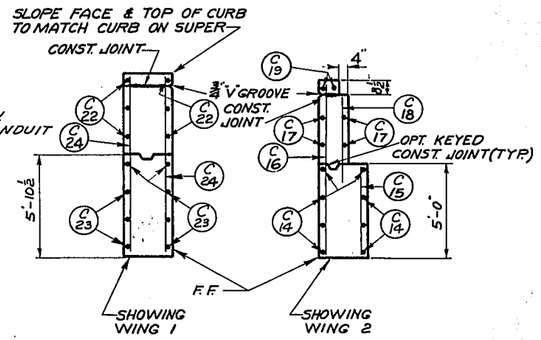


PLAN

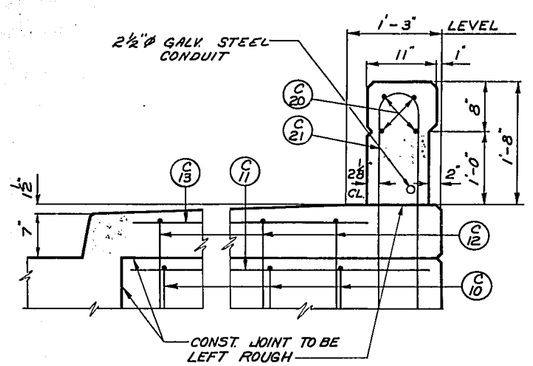


PILE PLAN

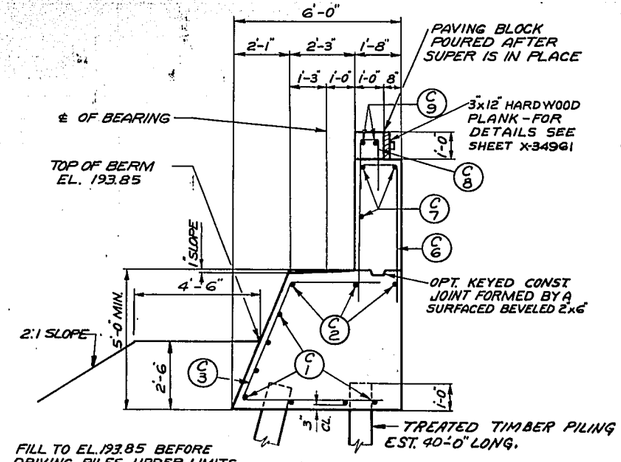
NOTE: PREBORE REMAINDER OF PILES TO ORIGINAL GROUND LINE.



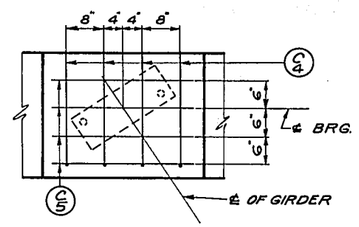
SECTION THRU WINGS



SIDEWALK DETAIL



SECTION THRU BODY



GRID DETAIL

FOR BILL OF BARS AND BAR BENDING DETAILS SEE SHEET X 34954

REVISED	STATE HIGHWAY COMMISSION OF WISCONSIN
2-3-66 7-3-66 P.R.L. G.E.B. BMZ	NORTH ABUTMENT
	DESIGN SPEC: AASHO 61 LOADING H5-20 CONST. SPEC. 1963
	DATE 5-12-66 DESIGN G.E.Z. DRAWN L.B.J. CKD. BMZ
	STRUCTURE B-40-381 SHEET 11 OF 12

X34966

FORM E-8-12-62

TOTAL = 92,010#

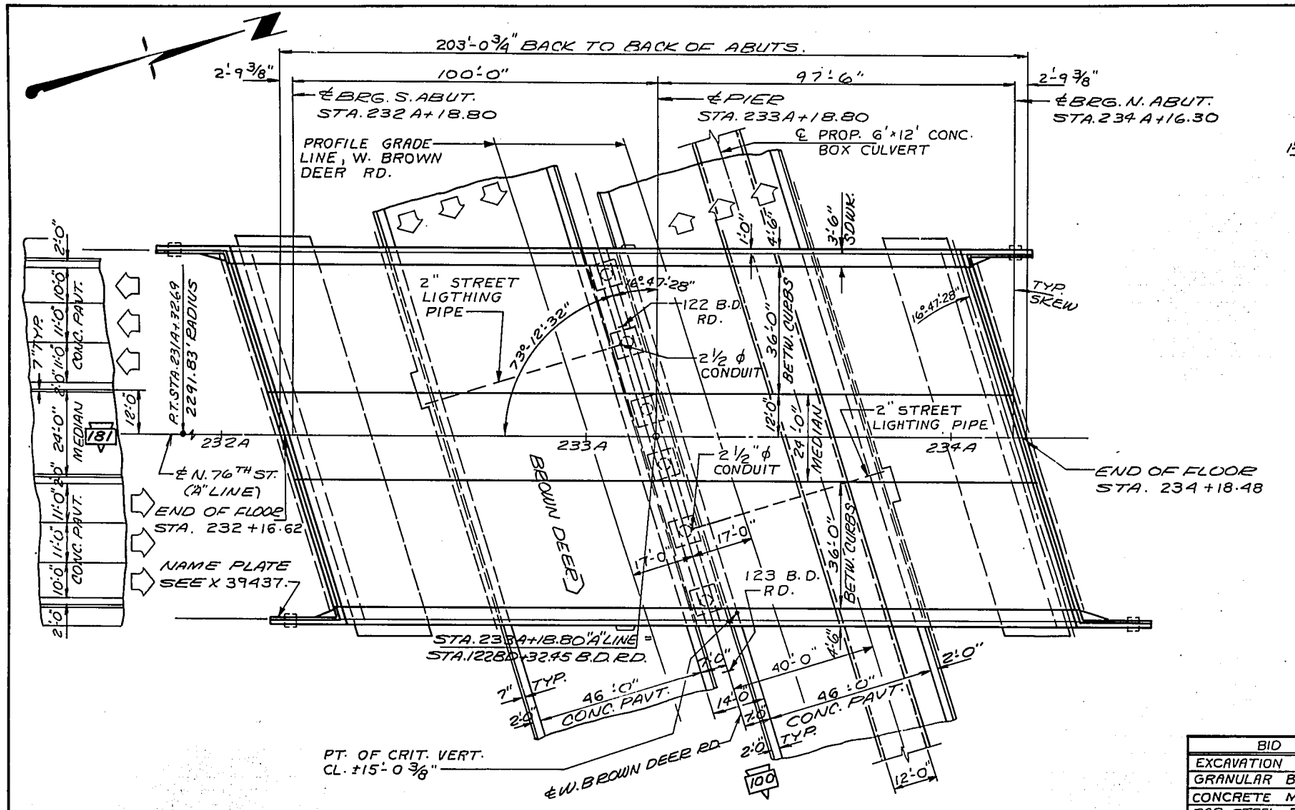
POUR	MARK	NO.	SIZE	LENGTH	SPACING	LOCATION	DET.
SUPERSTRUCTURE 66,300#	S 1	585	6	17-0	Shown	Slab-Transverse-Top & Bottom	
	S 2	564	6	25-0	"	" " " " "	
	S 3	152	5	40-6	"	" Longitudinal-Top	
	S 4	232	5	40-6	"	" " Bottom	
	S 5	20	5	15-0	"	" " Sym. about Piers	
	S 6	20	6	19-3	"	" Transverse-Top	†
	S 7	20	6	18-6	"	" " Bottom	†
	S 8	30	6	27-6	"	" " Top	†
	S 9	15	6	26-9	"	" " Bottom	†
	S10	15	6	27-6	"	" " "	†
	S11	320	5	5-0	1-0	Rail Parapet	E
	S12	190	5	6-0	10	Sidewalk & Slab	G
	S13	190	6	7-0	10	" Top	C
	S14	40	5	26-3	Shown	" "-Spans 1 & 3	
	S15	20	5	30-6	"	" " Span 2	
	S16	157	5	3-9	1-0	Curb & Slab	G
	S17	157	6	2-6	1-0	" -Top	C
	S18	20	5	26-3	6	" " Spans 1 & 3	
	S19	10	5	30-6	6	" " Span 2	
	S20	3	5	6-0	Shown	At Light Standard	K
	S21	4	5	7-9	"	" " "	M
	S22	2	5	12-0	"	" " "	K
	S23	4	5	5-6	"	" " "	A
	R 1	4	5	11-3	Shown	Railing Parapet-Sidewalk Side	
	R 2	4	5	13-9	"	" " " " "	
	R 3	4	5	19-6	"	" " " " "	
	R 4	8	5	20-6	"	" " " " "	
	R 5	8	5	15-6	"	" " " " "	
	R 6	4	5	22-9	"	" " " " "	
	R 7	4	5	16-3	"	" " " " "	
	R 8	4	5	19-3	"	" " Curb Side	
	R 9	4	5	14-3	"	" " " "	
	R10	4	5	15-9	"	" " " "	
	R11	4	5	21-6	"	" " " "	
	R12	4	5	15-3	"	" " " "	
	R13	4	5	21-9	"	" " " "	
	R14	4	5	15-0	"	" " " "	
	R15	4	5	14-0	"	" " " "	
	R16	4	5	18-9	"	" " " "	
SOUTH ABUTMENT 2,180#	A 1	14	4	27-3	Shown	Body	
	A 2	26	4	13-9	2-0	"	F
	A 3	6	6	27-6	Shown	" Top	
	A 4	20	4	3-9	"	Grid	A
	A 5	20	4	2-6	"	"	
	A 6	30	5	9-0	1-6	Parapet	B
	A 7	6	4	22-0	Shown	"	
	A 8	43	5	4-9	1-0	Paving Block	B
	A 9	4	4	22-0	Shown	" "	
	A10	6	5	11-3	1-0	Parapet	B
	A11	2	4	5-6	Shown	"	
	A12	6	5	6-9	1-0	Sidewalk	B
	A13	2	4	5-6	Shown	"	
	A14	8	4	11-3	1-6	Wing 3-Horizontal-Both Faces	
	A15	8	4	10-6	1-6	" 3 " " "	A
	A16	14	4	10-3	1-6	" 3-Vertical-Both Faces	
	A17	8	4	11-6	1-6	" 4-Horizontal-Both Faces	
	A18	4	4	10-9	1-6	" 4 " " "	A
	A19	2	4	10-3	1-6	" 4 " Top	A
	A20	8	4	8-9	1-6	" 4-Vertical-F.F.	
	A21	6	4	4-6	1-6	" 4 " B.F.	
	A22	6	4	4-6	1-6	" 4 " B.F.	
	A23	20	5	5-9	1-0	Railing Parapet	N
	A24	8	5	9-3	Shown	" "	
	A25	4	4	2-0	"	BOX-OUT DETAIL	
	A26	2	4	7-6	"	" " "	K

POUR	MARK	NO.	SIZE	LENGTH	SPACING	LOCATION	DET.
PIERS 1 & 2 21,360#	B 1	18	6	6-6	Shown	Footing 1	
	B 2	18	6	8-6	"	" 1	
	B 3	96	7	8-6	"	Footings 2 & 3	
	B 4	120	9	5-0	"	Dowels	A
	B 5	199	4	7-9	"	Hoops	J
	B 6	16	9	25-3	Shown	Column 1-Pier 1	
	B 7	30	9	25-9	"	" 2-Pier 1 & Column 1-Pier 2	
	B 8	14	9	26-0	"	" 3-Pier 1	
	B 9	14	9	26-3	"	" 2-Pier 2	
	B10	30	9	26-6	"	" 4-Pier 1 & Column 3-Pier 2	
	B11	16	9	27-0	"	" 4-Pier 2	
	B12	24	8	15-9	Shown	Cap-Bottom	
	B13	10	8	9-0	"	" "	
	B14	12	5	15-9	"	" Sides	
	B15	16	8	8-0	"	" Top	
	B16	8	8	24-6	"	" "	
	B17	12	8	11-6	"	" "	
	B18	52	4	9-6	"	" Stirrups-Single	L
	B19	64	4	8-6	"	" " Double	L
	B20	16	8	6-0	"	" Ends	A
	B21	12	5	6-0	"	" "	H
	B22	28	9	16-0	"	Footing 4	
	B23	34	6	6-6	"	" 4	
NORTH ABUTMENT 2,170#	C 1	14	4	27-3	Shown	Body	
	C 2	6	6	27-6	"	" Top	
	C 3	26	4	13-9	2-0	"	F
	C 4	20	4	3-9	Shown	Grid	A
	C 5	20	4	2-6	"	"	
	C 6	30	5	9-0	1-6	Parapet	B
	C 7	6	4	22-0	Shown	"	
	C 8	43	5	5-0	1-0	Paving Block	B
	C 9	10	4	8-6	Shown	" "	
	C10	6	5	11-3	1-0	Parapet	B
	C11	2	4	5-6	Shown	"	
	C12	6	5	4-9	1-0	Sidewalk	B
	C13	2	4	5-6	Shown	"	
	C14	8	4	11-3	1-6	Wing 2-Horizontal-Both Faces	
	C15	5	4	4-6	1-6	" 2-Vertical-B.F.	
	C16	8	4	9-3	1-6	" 2 " F.F.	
	C17	4	4	10-9	1-6	" 2-Horizontal-Both Faces	A
	C18	6	4	4-9	1-6	" 2-Vertical-B.F.	
	C19	2	4	10-3	1-6	" 2-Horizontal-Both Faces	A
	C20	8	5	9-3	Shown	Railing Parapet	
	C21	20	5	5-9	1-0	" "	N
	C22	6	4	11-3	1-6	Wing 1-Horizontal-Both Faces	A
	C23	8	4	11-3	1-6	" 1 " " "	
	C24	14	4	9-9	1-6	" 1-Vertical-Both Faces	
	C25	4	4	2-0	SHOWN	BOX-OUT DETAIL	
	C26	2	4	7-6	"	" " "	K

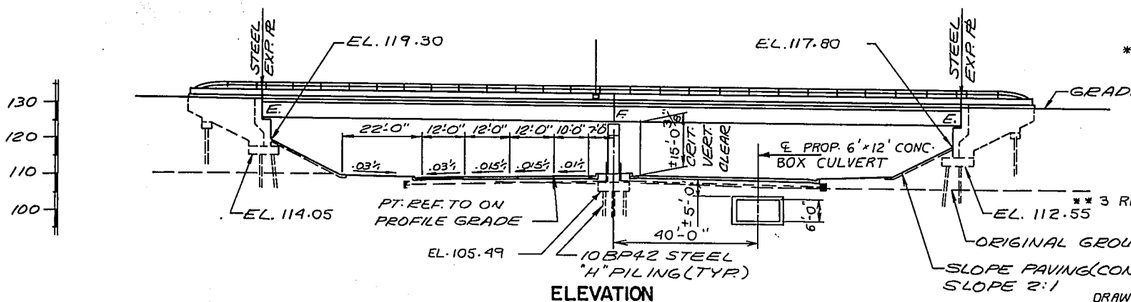
Form E-8-11-67

County & Highway	Route & Section	Class & Agreement State	Class & Agreement Federal	B. P. R. Division	Project	Sheet No.	Total Sheets
40.2	3520	22.13		4	T0352(13)	70	324

2)90-1-71

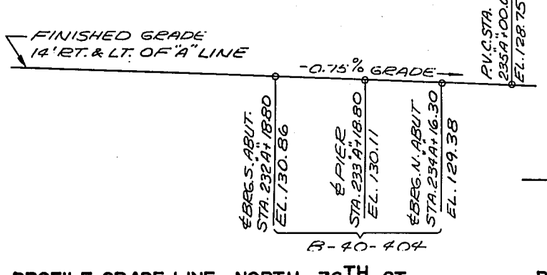


PLAN

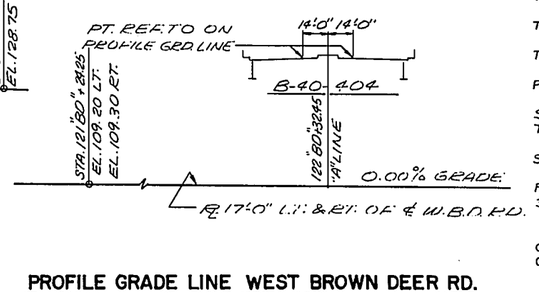


ELEVATION

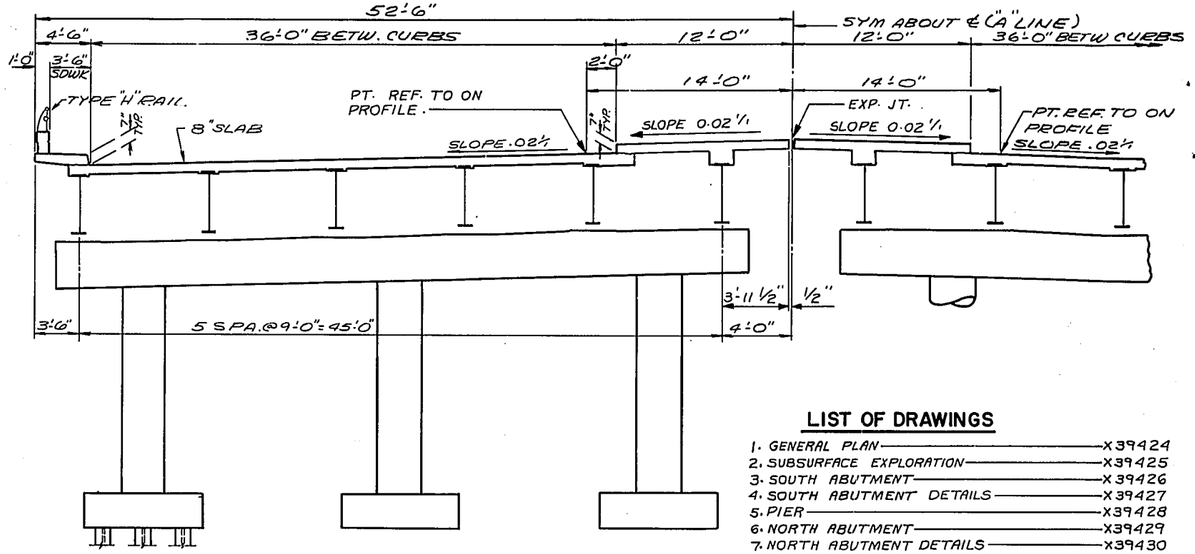
NORMAL TO ℄ W. BROWN DEER RD.



PROFILE GRADE LINE NORTH 76TH ST.



PROFILE GRADE LINE WEST BROWN DEER RD.



HALF CROSS SECTION THRU RDWY.

AT RT L'S TO "A" LINE, LOOKING NORTH

TOTAL ESTIMATED QUANTITIES

BID ITEMS	UNIT	SUPER	S. ABUT.	PIER	N. ABUT	TOTAL
EXCAVATION	C.Y.		260	70	260	590
GRANULAR BACKFILL	C.Y.		425		425	850
CONCRETE MASONRY	C.Y.	586.9	235.7	106.6	231.9	1161.1
BAR STEEL REINFORCEMENT	LBS.	162,460	12,100	18,150	12,280	204,990
STRUCTURAL CARBON STEEL	LBS.	271,230				271,230
STRUCTURAL LOW-ALLOY STEEL	LBS.	181,120				181,120
LUBRICATED BRONZE PLATES	LBS.	337				337
BEARING PADS	S.F.	59				59
STEEL TEST PILING	L.S.					1
STEEL PILING, DELIVERED	L.F.		900	900	900	2,700
STEEL PILING, DRIVEN	L.F.		900	900	900	2,700
TUBULAR RAILING, TYPE "H"	L.F.	477				477
SLOPE PAVING, CONCRETE	S.Y.		305		275	580
ELECTRICAL WORK	L.S.					1
NON-BID ITEM						
ALUMINUM OR ZINC PLATE	S.F.	32				32
POLYVINYL CHLORIDE WATERSTOP	L.F.		15		15	30

DRIVE ONE 10BP42 STEEL TEST PILE EST. 40'-0" LONG AT EACH ABUTMENT.
DRIVE ONE 10BP42 STEEL TEST PILE EST. 35'-0" LONG AT PIER.

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2" CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

HOT-POURED ELASTIC TYPE JOINT SEALER SHALL CONFORM TO A.S.T.M DESIGNATION, D1190.

ALL FIELD CONNECTIONS SHALL BE MADE WITH ¾" DIAMETER FRICTION TYPE HIGH-TENSILE STRENGTH BOLTS UNLESS SHOWN OR NOTED OTHERWISE.

THE SLOPE OF THE FILL IN FRONT OF THE ABUTMENTS SHALL BE COVERED WITH SLOPE PAVING (CONCRETE) TO THE EXTENT SHOWN ON THIS SHEET AND ON SHEETS X39427 & X39430.

THE UPPER LIMITS FOR EXCAVATION FOR STRUCTURES" SHALL BE THE FINISHED GRADED SECTION AT PIERS AND AS SHOWN ON X39433 AT THE ABUTMENTS, AND THE ESTIMATED QUANTITIES ARE COMPUTED FROM THESE LIMITS.

AT ABUTMENTS ALL EXCAVATED VOLUME NOT OCCUPIED BY THE NEW ABUTMENT SHALL BE FILLED WITH GRANULAR BACKFILL. FOR PAY LIMITS SEE X39433.

BAR STEEL BENDS SHALL CONFORM TO RECOMMENDED HOOKS, ALL GRADES, AND RECOMMENDED SIZES FOR STIRRUP AND TIE HOOKS AS FOUND IN A.C.I. STANDARD 315.

THE CONTRACTOR MAY USE THREE SHOP OR FIELD WELDED ⅞" DIAMETER OF 4" LONG STUDS, EQUALLY SPACED WITH A MINIMUM OF 1½" CLEAR FROM THE FLANGE EDGE AT ALL PLACES WHERE AN ANGLE SHEAR CONNECTOR IS DETAILED.

LIST OF DRAWINGS

1. GENERAL PLAN — X39424
2. SUBSURFACE EXPLORATION — X39425
3. SOUTH ABUTMENT — X39426
4. SOUTH ABUTMENT DETAILS — X39427
5. PIER — X39428
6. NORTH ABUTMENT — X39429
7. NORTH ABUTMENT DETAILS — X39430
8. SUPERSTRUCTURE — X39431
9. SUPERSTRUCTURE — X39432
10. SUPERSTRUCTURE — X39433
11. BEARING DETAILS — X39434
12. EXPANSION JOINT — X39435
13. ELECTRICAL WORK — X39436
14. RAIL PARAPET DETAILS — X39437
15. DETAILS FOR TYPE "H" TUBULAR ALUMINUM & STEEL RAILING. — X39438

DESIGN DATA

LIVE LOAD: HS 20

ALLOWABLE DESIGN STRESSES:

CONCRETE MASONRY GRADE "AA"
FLOOR SLAB - fc = 1,200 P.S.I.
ALL OTHERS - fc = 1,400 P.S.I.

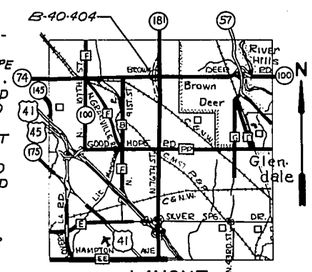
BAR STEEL REINF. fs = 20,000 P.S.I.

STRUCT. CARBON STEEL fs = 20,000 P.S.I.
" LOW ALLOY STEEL
TO & INCL. ¾" THICK fs = 27,000 P.S.I.
OVER ¾" TO & INCL. 1½" THICK fs = 25,000 P.S.I.

FOUNDATION DATA:

ABUTMENTS ARE TO BE SUPPORTED ON 10BP42 STEEL "H" PILES EST. 25'-0" LONG DRIVEN TO A MIN BRG. VALUE OF 37 TONS / PILE.

PIER IS TO BE SUPPORTED ON 10BP42 STEEL "H" PILES EST. 20'-0" LONG DRIVEN TO A MIN. BRG VALUE OF 37 TONS / PILE



LAYOUT

No.	Date	Revision	By

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

STRUCTURE B-40-404

N. 76 TH. ST. OVER W. BROWN DEER RD.

County MILWAUKEE		City MILWAUKEE	
Design Spec. A.A.S.H.O. "65"		Load HS-20	Const. Spec. 1963
Designed By L.J.S.	Design Checked M.W.	Drawn By L.N.F.	Plans Checked MW

Approved W. A. Kline, Chief Bridge Engineer — Date 1-8-68

GENERAL PLAN

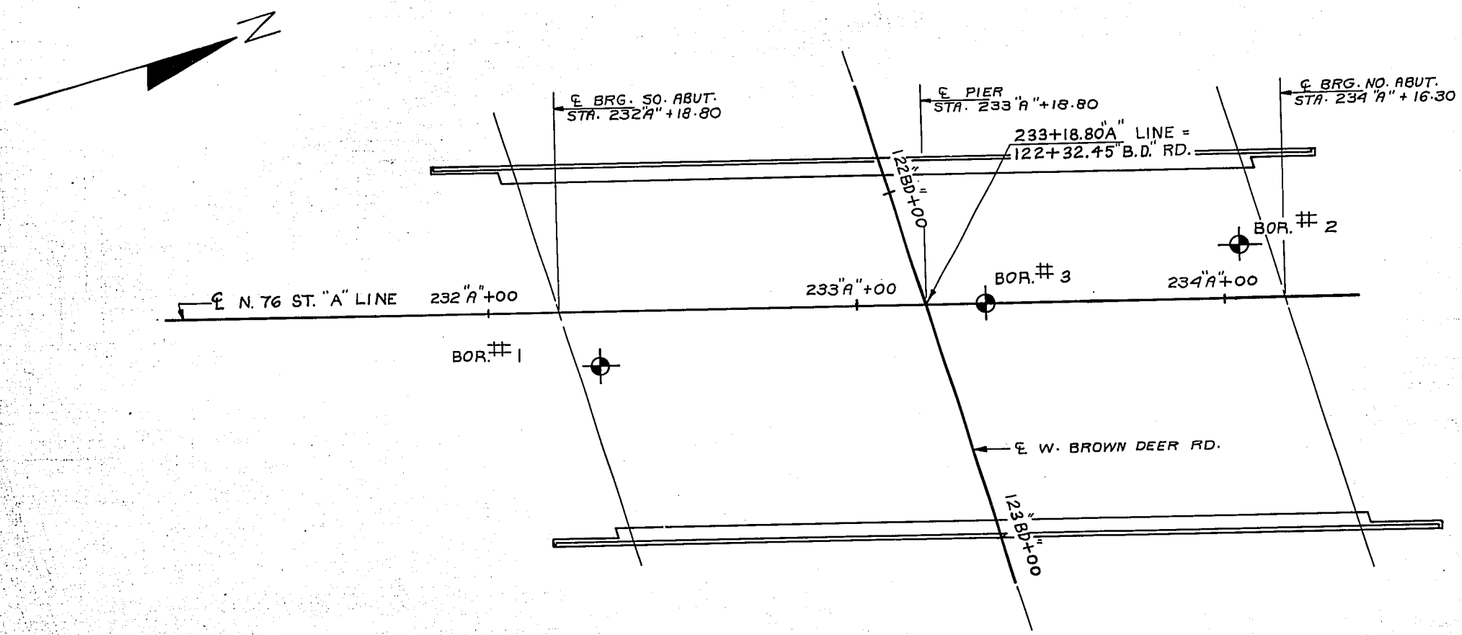
SHEET 1 OF 15

X39424

Form E-B-45-67

B. P. R. Division	Project	Sheet Number	Total Sheets
4	T0352(13)	70.1	329

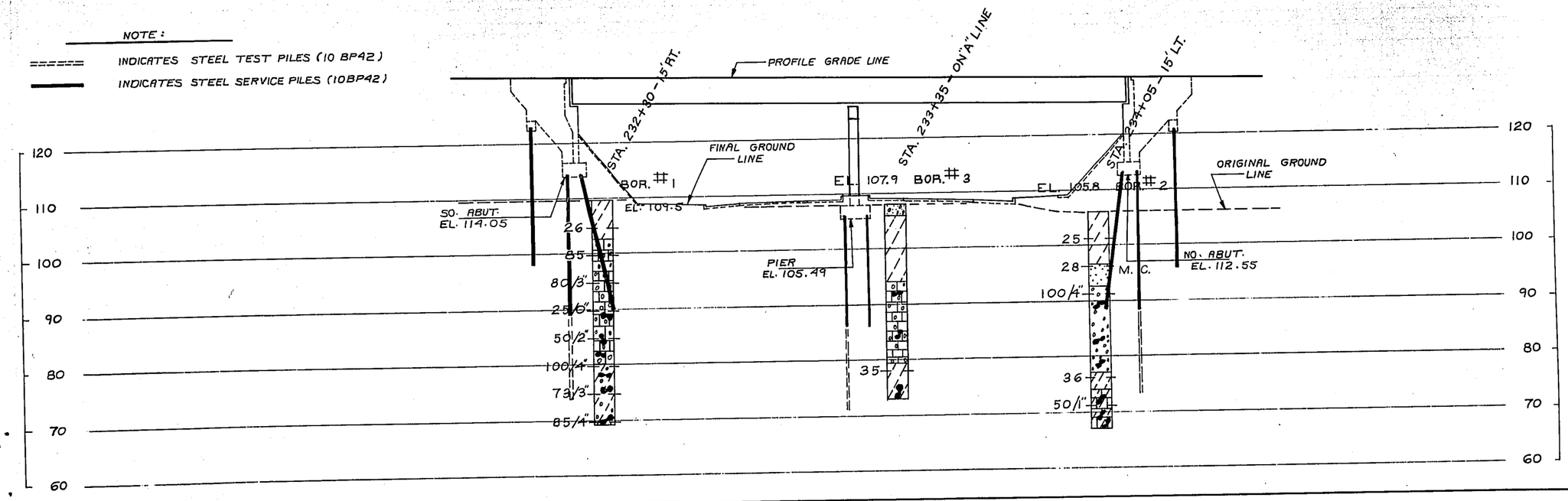
2190-1-71



NOTE:

====== INDICATES STEEL TEST PILES (10 BP42)

——— INDICATES STEEL SERVICE PILES (10BP42)



ABBREVIATIONS

F — Fine M — Medium C — Coarse

Ws — Weathered So — Sound

MATERIAL SYMBOLS

Topsoil, Sand, Gravel, Silt, Peat, Clay, Sandstone, Limestone, Igneous Rock

LEGEND OF PROBING

95/6=95 Blows for 6" Penetration
Probing taken with a 350# wt. Falling 18" on a 2" O. D. Point.

Probing No.
Sta.
Elevation
7 Average Blows Per Foot
Refusal 95/6

LEGEND OF BORING

Boring No.
Sta.
Elev.
Unconfined Strength → 7.7
Blows Per Ft. Using 140# Wt. Falling 30"
Wash Sample
Shelby Tube — S. T.
Ground Water Elevation
No Ground Water Observed Above This Elevation
Sandy Gravel
F.
Boulders or Cobbles
Sand
Silty Clay
So
Limestone

Unless otherwise specified, the blows per foot at the locations indicated are based on driving a 2" O. D. x 1.4" I. D. split spoon sampler with a 140# hammer having a free fall of 30". The blow count is taken in undisturbed soil immediately below a cased or open hole eliminating side friction on the drive pipe.

SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

To obtain relative data concerning the character of material in and upon which the foundation might be built, borings and/or soundings were made at points approximately as indicated on this drawing. The data presented herein represents the findings of the subsurface explorations made. However, because the depths investigated are limited and the area of the borings and/or soundings is very small in relation to the entire area, the Division of Highways does not warrant conditions below the depths investigated or that the classification of material encountered in these investigations is necessarily typical of the entire site.

No.	Date	Revision	By

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

STRUCTURE B-40-404

Const. Spec.	Drawn By	Plans Checked
1963	L.N.F.	MW

SUBSURFACE EXPLORATION

SHEET 2 OF 15

X39425

Form E-B-12-67

B.P.R. Division	Project	Sheet Number	Total Sheets
4	T0352(13)	70.2	329

2 Mo-1-71

* EL.124.85 F.F. EL. 130.94 — * EL.125.05 A419 WT. EL. 131.09 — * EL.125.25 A520 — * EL.125.45 A421 — * EL.125.65 A418 — * EL.125.85 EL.131.46 A423 A522 — * EL.125.85 EL.131.73 A520 — * EL.125.71 A424 A522 — * EL.125.55 EL.131.51 A520 — * EL.125.39 A417 — * EL.125.23 A421 — * EL.125.07 F.F. EL.130.66 A419 A520 W.T. EL.130.81

* THESE ELEVATIONS ARE GIVEN AT ℄ OF BEARING.

CONST. JOINT - STRIKE OFF AND LEAVE ROUGH.

16'-10 3/4" · 8'-3 5/8" · 2'-6" · 6'-1 1/8" · 7" TYP. · 3/4" "V" GROOVE (TYP.) · 5'-7 1/8" · 8'-6 1/4" · 16'-7 3/8" · 2'-6"

A514 A516 A406 A405 A515 EL. 114.05 A408 A583 A407 A409 A413 A610-A611 A612 A515 A405 A516 A514 A407

11.0" TYP. · 11.6" TYP. · 6" TYP.

ELEVATION
(LOOKING SOUTH)

7'-4 3/4" · 1:1 1/2" · 47'-2 1/4" · 59'-4 1/8" · 5/4" · 1:1 1/2" · 1'-6" TYP. · 1'-5 1/4" · 1/4" · 5/4" · (1.)

A481 A563 A582 A437 A429 A485 A465 A428 A427 A426 A451 A450 A449 A441 A440 A439 A465 A438 A446 A468 A467 A466 A674 A402 A401 A403 A404 A457 A435

(2.) · 1'-6" TYP. · 1'-0" TYP. · 7'-0" (TYP.) · 20'-0" · 17'-11" · 20'-7" · 20'-1 3/4" · 2'-9 1/2" · 2'-9 3/8" · 2'-9 1/2" · 1'-10 3/4" · 2'-8" · 1:1.5 SLOPE TYP. · 2'-9 3/8" · 1'-0" TYP. · 1'-6" TYP. · 1'-6" TYP. · 1'-4 1/4" · 7'-1 1/2"

REF. LINE "A" · ℄ NORTH 76 TH ST. (A LINE) · 16°-47'-28" SKEW TYP. · FRONT FACE OF PARAPET · ROADWAY PAVING NOTCH · POLYWINYL CHLORIDE WATERSTOP FROM TOP OF FOOTING TO TOP OF MEDIAN. FOR DETAIL SEE SH. X39433. · SIDEWALK PAVING NOTCH (TYP)

12'-2 3/4" · 12'-10" · 49'-6 1/2" · 49'-8 3/8" · 52'-11 5/8" · 53'-6 7/8" · 6" · 9 5/8" · 2'-9 3/8" · 3 5/8" · 4'-2 1/8" · 4'-2 1/8" · PROVIDE 1/4" x 8" x 2'-3" SHIM PLATE.

℄ OF BEARING · GIRDER SPACING · ℄ OF GIRDERS · 5 SPA. @ 9'-4 3/4" = 46'-11 3/4" · 56'-0 1/4" · 5 SPA. @ 9'-4 3/4" = 46'-11 3/4" · 53'-7 7/8" · 109'-8 1/8"

12 11 10 9 8 7 6 5 4 3 2 1

PLAN

NOTE:
FOR WING BAR STEEL REINF. & BILL OF BARS SEE X 39427
FOR PAY LIMITS FOR "EXCAVATION FOR STRUCTURES" & GRANULAR BACKFILL SEE X 39433

1'-2 1/2" · 1:1 1/2 · 5'-2 1/4" · 1:1 1/2 · ℄ OF BEARING · REF. LINE "A" · 16°-47'-28" SKEW TYP. · ℄ NORTH 76 TH. ST. (A LINE)

10'-10" · 2'-10 1/8" · 6 SPA. @ 8'-0" = 48'-0" · 3'-1 3/4" · 4'-10 1/8" · 6 SPA. @ 8'-0" = 48'-0" · 2'-10" · 10'-4 3/4" · 2'-7 7/8" · 5/4" · 1'-2 3/4" · 1'-0" TYP. · 5/4" · 8'-0" · 1:1.5 2'-2 1/2" 2'-10 1/2" 2'-8" · 4'-3 1/16" · 7'-6 3/4" · 2'-3 1/4"

A402 A401 A404 A403 A404

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37

A601 · 10' TYP. · 9 5/8" · 4'-5 3/8" · 2'-4 · 10 SPA. @ 5'-3" = 52'-6" · 9 SPA. @ 5'-3" = 47'-3" · 2'-4

SHOWING BOTTOM STEEL · FOOTING PLAN · SHOWING TOP STEEL

DENOTES DIRECTION OF BATTERED PILING.

No.	Date	Revision	By

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

STRUCTURE B-40-404

Const. Spec.	Drawn By	Plans Checked
1963	A.G.	MW

SOUTH ABUTMENT

SHEET 3 OF 15

X 39426

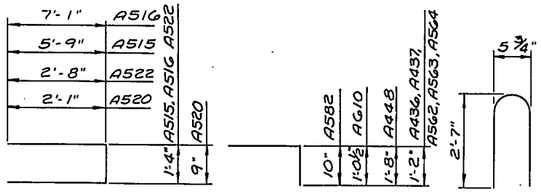
Form E-B-12-67

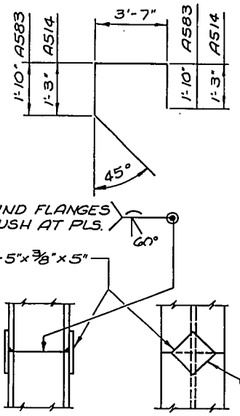
B.P.R. Division	Project	Sheet Number	Total Sheets
4	T 0352(13)	70.3	329

2190-1-71

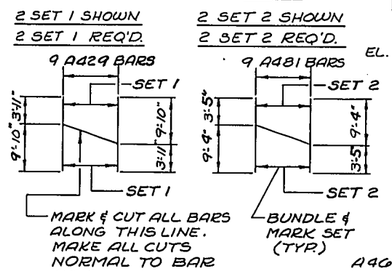
BILL OF BARS

MARK	NO. REQ'D.	LENGTH	BENT	CUT DIAGR.	LOCATION
A401	132	7-6			FOOTING BOT.
A402	16	28-6			" BOT. & TOP
A403	16	28-0			" " " "
A404	110	4-9			" TOP
A405	110	2-0			" DOWELS F.F.
A406	55	8-1			BODY VERT. F.F.
A407	55	8-4			" " "
A408	16	28-4			" HORIZ. "
A409	16	27-5			" " "
A410	200	3-8	X		FOOTING DOWELS B.F.
A411	100	5-0			" VERT. "
A412	100	6-0			" " "
A413	24	26-8			BODY HORIZ. B.F.
A514	42	10-0	X		" STIRRUPS
A515	102	12-7	X		PARAPET VERT.
A516	6	15-3	X		" "
A417	12	27-0			" HORIZ.
A418	12	26-10			" "
A419	4	2-10			" "
A520	80	4-8	X		PAVING BLOCK VERT.
A421	20	7-4			" " HORIZ.
A522	25	5-10	X		MEDIAN STRIP VERT.
A423	2	11-5			" " HORIZ.
A424	2	12-2			" " "
A425	4	2-0			DOWELS WING 1 & 2 F.F.
A426	2	13-11			WING 1 VERT. F.F.
A427	1	12-1			" " " "
A428	1	11-4			" " " "
A429	9	13-9		X	WING 1 & 2 VERT. F.F.
A430	1	4-9			WING 1 HORIZ. F.F.
A431	1	5-6			" " " "
A432	1	8-6			" " " "
A433	1	11-7			" " " "
A434	1	15-9			" " " "
A435	1	17-7			" " " "
A436	2	19-3	X		WING 1 & 2 HORIZ. F.F.
A437	6	20-9	X		" " " " "
A438	2	14-1			" 2 VERT. F.F.
A439	1	12-0			" " " "
A440	1	11-3			" " " "
A441	1	10-6			" " " "
A442	2	5-7			" 2 HORIZ. "
A443	1	8-4			" " " "
A444	1	11-5			" " " "
A445	1	16-7			" " " "
A446	1	17-7			" " " "
A447	4	2-2			WING 1 & 2 HORIZ.
A448	8	5-4	X		" " " " VERT.
A449	3	8-4			WING 1 FILLET VERT.
A450	1	5-10			" " " "
A451	1	5-3			" " " "
A452	2	6-2			" " " HORIZ.
A453	1	6-10			" " " "
A454	1	8-9			" " " "
A455	1	10-6			" " " "
A456	1	12-5			" " " "
A457	5	13-0			" " " "
A458	1	3-8			WING 1 HORIZ. B.F.
A459	1	5-3			" " " "
A460	2	8-9			" " " "
A461	1	10-0			" " " "
A562	2	19-1	X		WING 1 & 2 HORIZ. B.F.
A563	10	20-9	X		" " " " "
A564	1	18-2	X		WING 2 HORIZ. B.F.
A465	10	6-11			WING 1 & 2 VERT. B.F.
A466	2	8-2			WING 2 VERT. FILLET
A467	1	6-4			" " " "
A468	1	5-9			" " " "
A469	2	5-0			" " FILLET HORIZ.
A470	1	6-0			" " " "
A471	1	7-4			" " " "
A472	1	8-9			" " " "
A473	1	10-3			" " " "
A474	5	10-6			" " " "
A475	1	4-6			WING 2 HORIZ. B.F.
A476	1	6-0			" " " "
A477	2	8-10			" " " "
A478	1	10-5			WING 2 HORIZ. B.F.
A579	40	5-5	X		RAIL PARAPET WING 1&2
A580	8	19-4			" " " " "
A481	9	12-9		X	WING 1 & 2 VERT. B.F.
A582	2	20-5	X		" " " " HORIZ. "
A583	33	11-2	X		BODY STIRRUPS
A584	24	2-8			BODY HORIZ.
A485	1	10-6			WING 1 VERT. F.F.

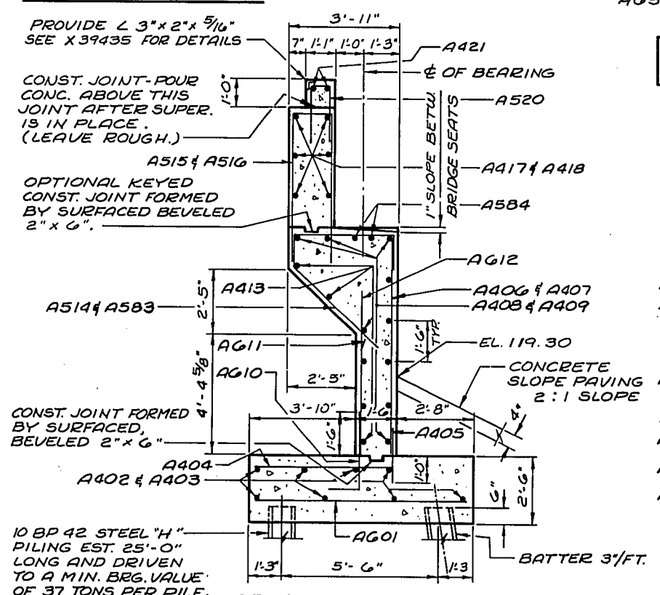




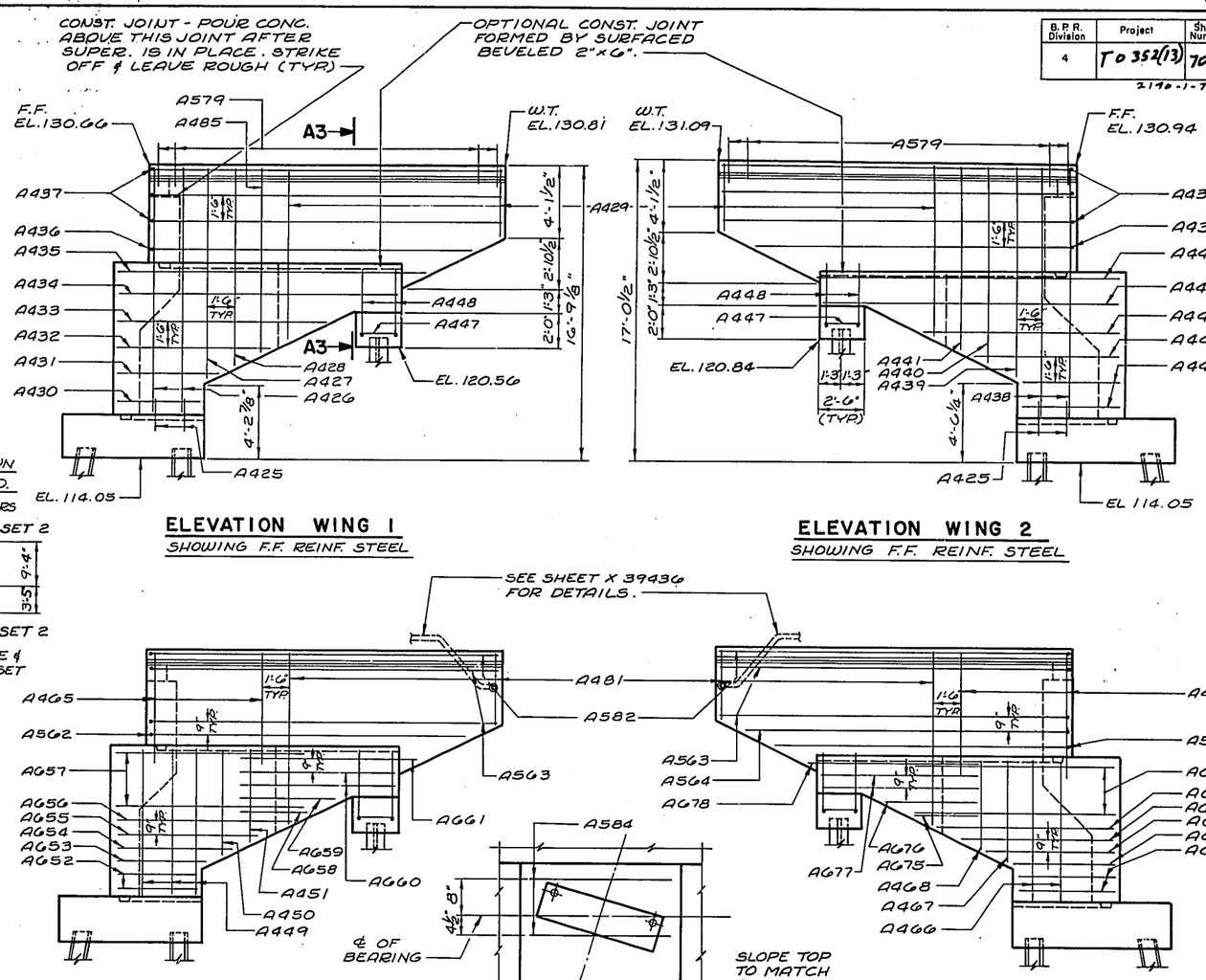
CUTTING DIAGRAM



PILE SPLICE DETAIL



SECTION THRU BODY



ELEVATION WING 1

SHOWING F.F. REINF. STEEL

ELEVATION WING 2

SHOWING F.F. REINF. STEEL

ELEVATION WING 1

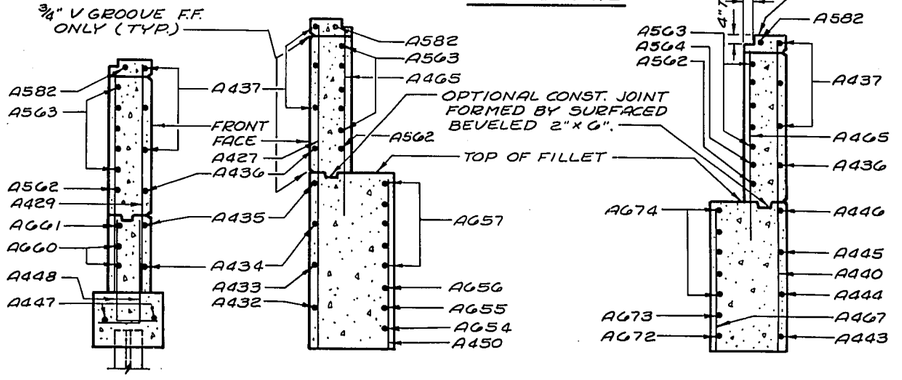
SHOWING B.F. REINF. STEEL

GRID DETAIL

ELEVATION WING 2

SHOWING B.F. REINF. STEEL

SLOPE TOP TO MATCH CURB ON SUPER. (TYP.)



SECTION A3

SECTION A1

SECTION A2

NOTE:
ALL BENDING DIMENSIONS ARE OUT TO OUT OF BAR.
THE FIRST DIGIT OF A THREE DIGIT BAR MARK SIGNIFIES THE BAR SIZE.
FOR RAIL PARAPET DETAIL SEE X 39437

No.	Date	Revision	By

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

STRUCTURE B-40-404

Const. Spec.	Drawn By	Plans Checked
1963	A.G.	MW

SOUTH ABUTMENT DETAILS

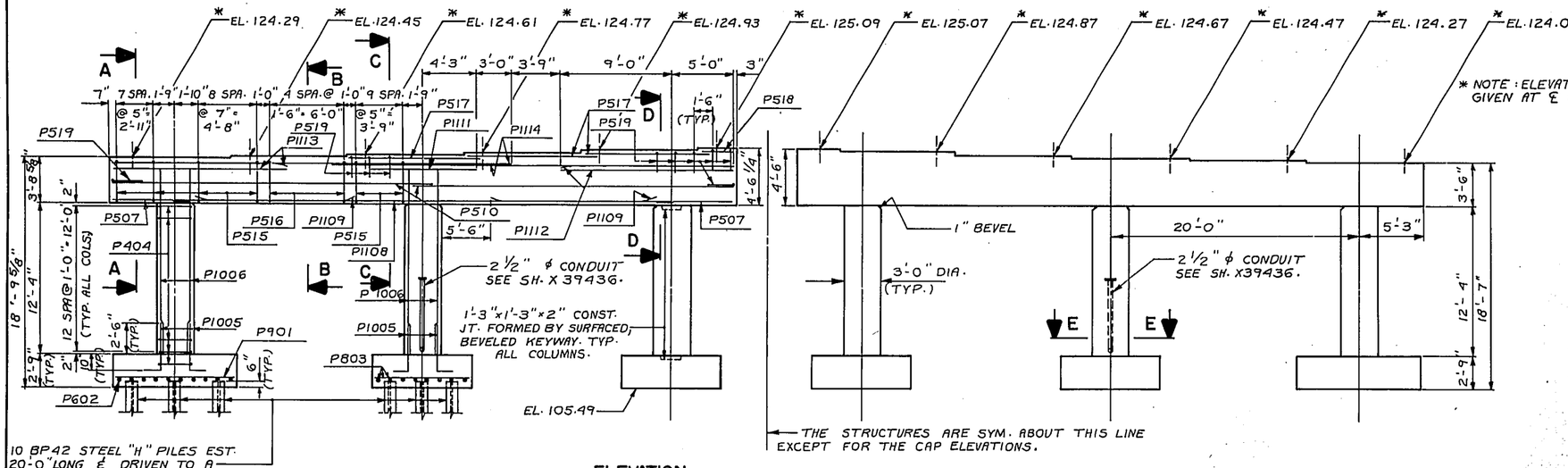
SHEET 4 OF 15

X 39427

Form E-B-12-67

B.F.R. Division	Project	Sheet Number	Total Sheets
4	T0352(13)	70.9	329

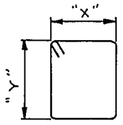
2170-1-71



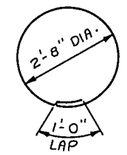
BILL OF BARS

DIMENSIONS IN BENDING DETAILS ARE OUT TO OUT. THE FIRST DIGIT IN A THREE DIGIT MARK AND THE FIRST TWO DIGITS IN A FOUR DIGIT MARK SIGNIFIES THE BAR SIZE.

MARK	NO. REQ'D	LENGTH	BENT	BUNDLED	LOCATION
P901	16	9'-6"			FOOTING @ COLS. 1 & 6
P602	20	7'-6"			" " " & "
P803	64	7'-6"			" " " 2, 3, 4, & 5
P404	84	9'-5"	X		" & COLUMN - HOOPS
P1005	48	5'-9"	X		" " " - DOWELS
P1006	48	15'-4"			COLUMN & CAP
P507	16	6'-3"			CAP - BOTTOM
P1108	10	40'-0"		X	" - "
P1109	8	13'-0"		X	" - "
P510	8	25'-9"			" - SIDES
P1111	8	8'-6"			" - TOP
P1112	16	14'-0"		X	" - "
P1113	12	12'-3"		X	" - "
P1114	16	32'-3"		X	" - "
P515	216	11'-3"	X		" - STIRRUPS - DOUBLE
P516	20	12'-3"	X		" - " - SINGLE
P517	12	10'-4"			" - TOP
P518	4	2'-11"			" - " & SIDES AT ENDS
P519	46	4'-11"	X		" - "



MARK	"X"	"Y"
P515	2'-2"	3'-2"
P516	2'-8"	3'-2"

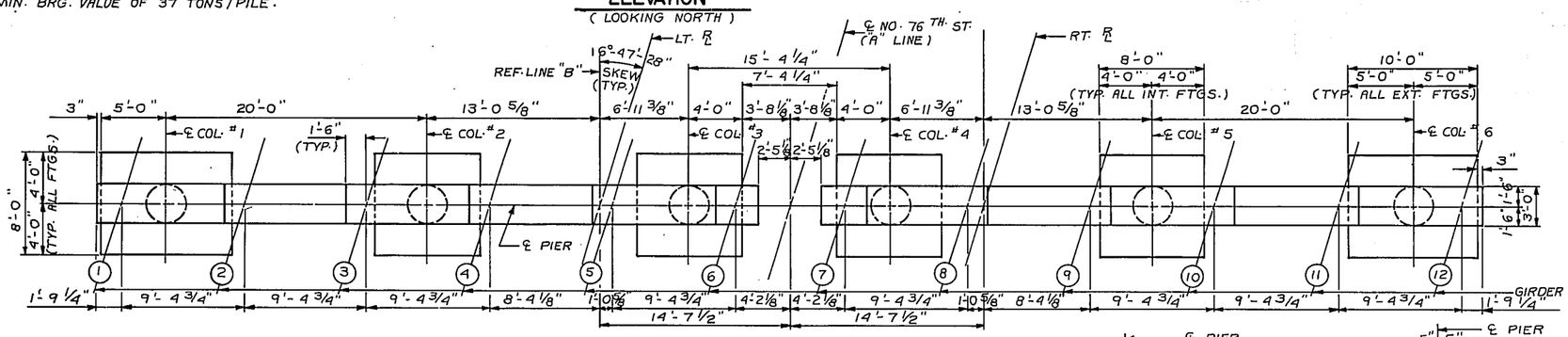


P404

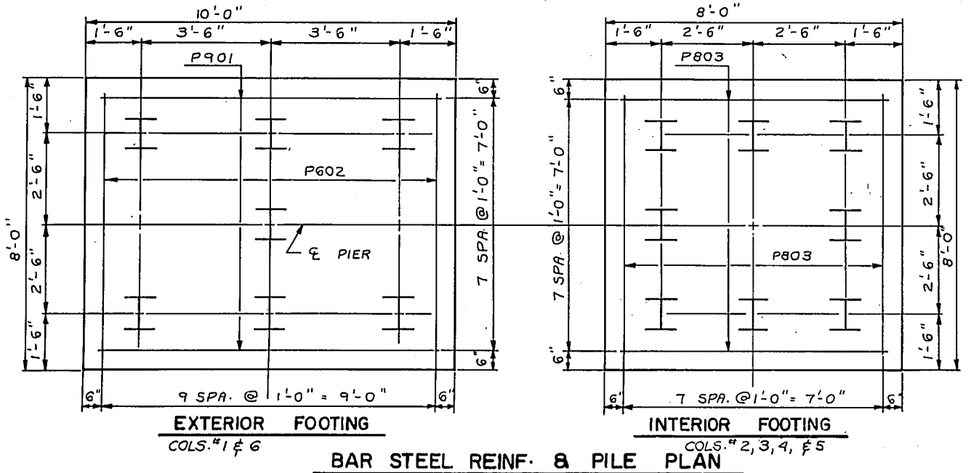
WIRE BARS TOGETHER AT 2'-0" CENTERS.

ELEVATION

(LOOKING NORTH)



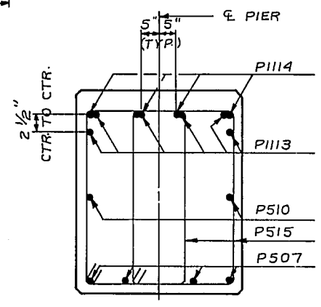
PLAN



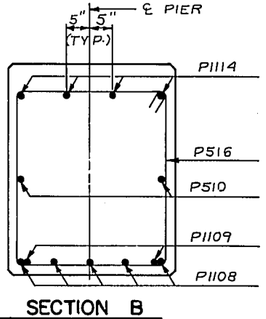
EXTERIOR FOOTING
COLS. # 1 & 6

INTERIOR FOOTING
COLS. # 2, 3, 4, & 5

BAR STEEL REINF. & PILE PLAN



SECTION A



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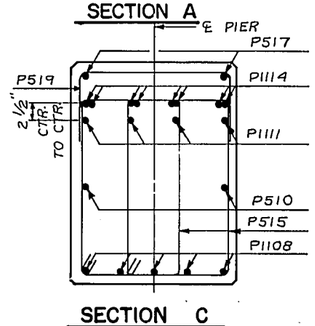
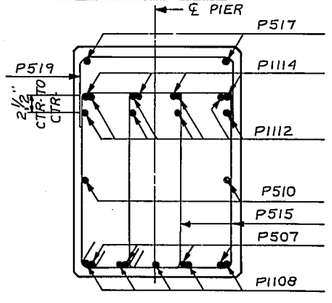


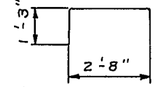
SECTION C



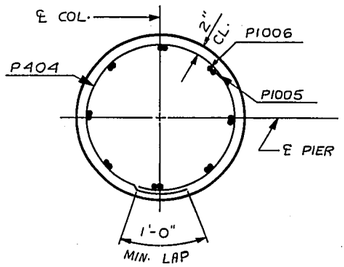
SECTION D

BUNDLING DETAIL

P1005



P519



SECTION E

NOTE: VERTICAL BARS ARE EQUALLY SPACED

NOTE: FOR PILE SPLICE DETAIL SEE SH. X39427.

ESTIMATED CONCRETE MASONRY

FOOTINGS	42.4 C.Y.
COLUMNS	19.4 C.Y.
PIER CAP	44.8 C.Y.
TOTAL	106.6 C.Y.

No.	Date	Revision	By

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

STRUCTURE B-40-404

Const. Spec.	Drawn By	Plans Checked
1963	L.N.F.	MW

PIER

SHEET 5 OF 15

X39428

Form E-8-12-67

B.P.R. Division	Project	Sheet Number	Total Sheets
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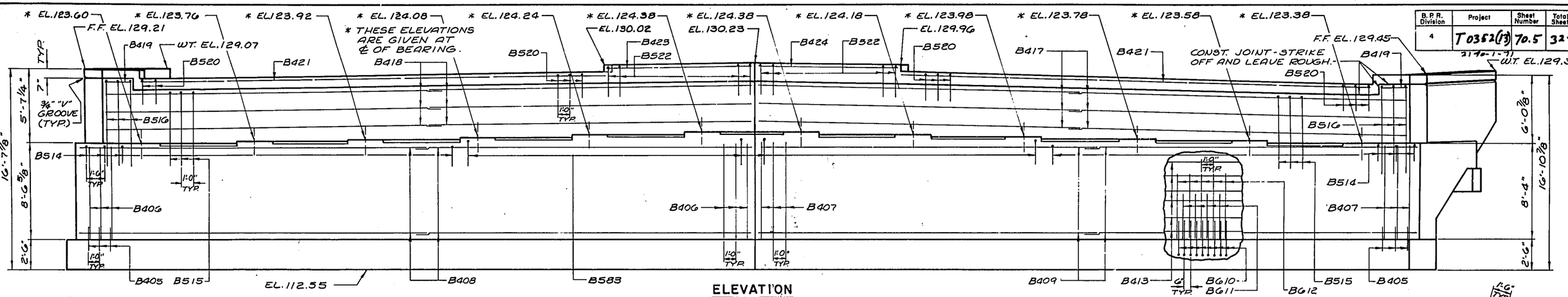
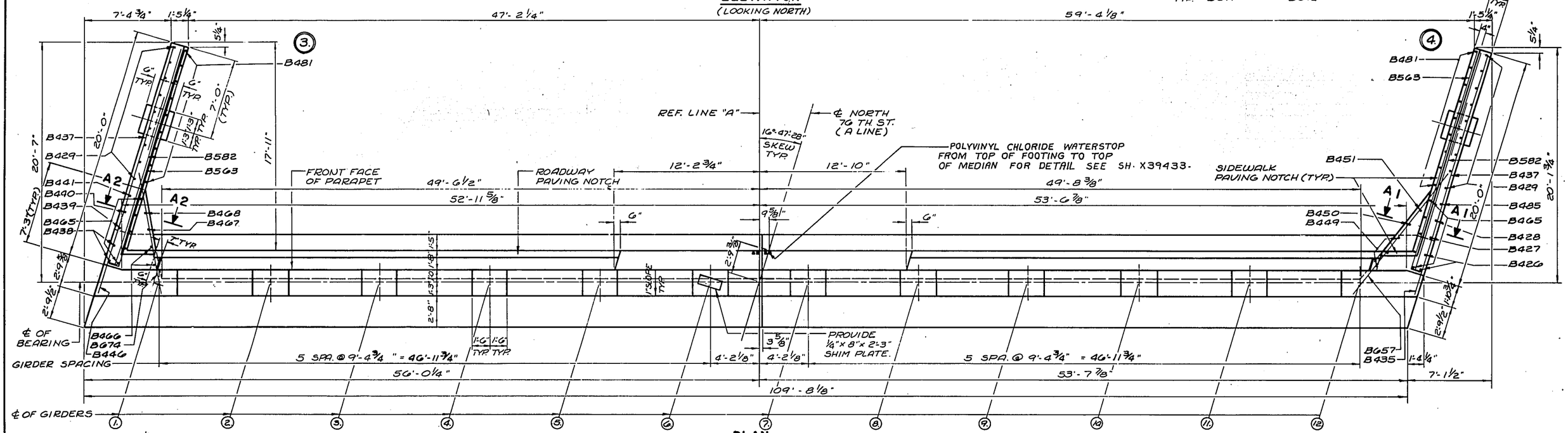
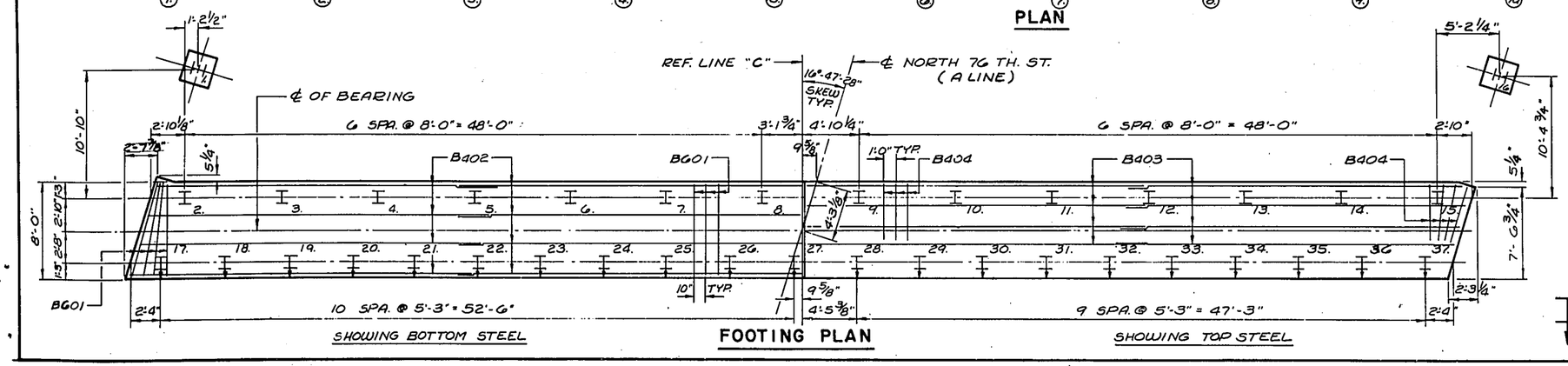


ELEVATION
(LOOKING NORTH)



PLAN



FOOTING PLAN

DENOTES DIRECTION OF BATTERED PILING.

NOTE :
FOR WING BAR STEEL REINF. & BILL OF BARS SEE X 39430
FOR PAY LIMITS FOR "EXCAVATION FOR STRUCTURES" AND GRANULAR BACKFILL SEE X 39433

No.	Date	Revision	By

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

STRUCTURE B-40-404

Const. Spec.	Drawn By	Plans Checked
1963	A.G.	MW

NORTH ABUTMENT

SHEET 6 OF 15

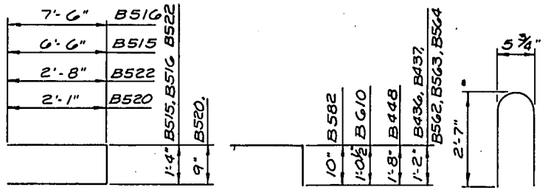
X 39429

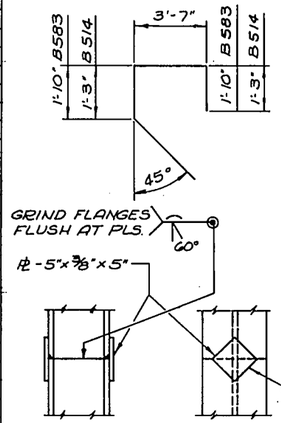
B.F.R. Division	Project	Sheet Number	Total Sheets
4	F 035-2(13)	70.6	327

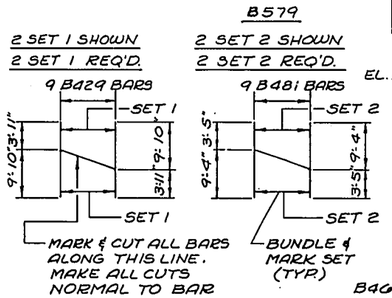
2140-1-71

BILL OF BARS

MARK	NO. REQ'D.	LENGTH	BENT	CUT. DIAGR.	LOCATION
B401	132	7-6			FOOTING BOT.
B402	16	28-6			" BOT. & TOP
B403	16	28-0			" " " "
B404	110	4-9			" TOP
B405	110	2-0			" DOWELS F.F.
B406	55	8-4			BODY VERT. F.F.
B407	55	8-1			" " "
B408	16	28-4			" HORIZ. "
B409	16	27-5			" " "
B410	200	3-8	X		FOOTING DOWELS B.F.
B411	100	5-0			" VERT. "
B412	100	6-0			" " "
B413	24	26-8			BODY HORIZ. "
B514	42	10-0	X		" STIRRUPS
B515	102	14-1	X		PARAPET VERT.
B516	6	16-1	X		" "
B417	12	27-0			" HORIZ.
B418	12	26-10			" "
B419	4	2-10			" "
B520	80	4-8	X		PAVING BLOCK VERT.
B421	20	7-4			" " HORIZ.
B522	25	5-10	X		MEDIAN STRIP VERT.
B423	2	11-5			" " HORIZ.
B424	2	12-2			" " "
B425	4	2-0			DOWELS WING 3 & 4 F.F.
B426	2	14-4			WING 4 VERT. F.F.
B427	1	12-3			" " " "
B428	1	11-6			" " " "
B429	9	13-9		X	" 3 & 4 " "
B430	1	4-9			WING 4 HORIZ. F.F.
B431	1	5-2			" " " "
B432	1	8-1			" " " "
B433	1	11-1			" " " "
B434	1	15-9			" " " "
B435	1	16-10			" " " "
B436	2	19-3	X		" 3 & 4 HORIZ. F.F.
B437	6	20-9	X		WING 3 & 4 HORIZ. F.F.
B438	2	14-0			WING 3 VERT. F.F.
B439	1	12-3			" " " "
B440	1	11-6			" " " "
B441	1	10-9			" " " "
B442	1	6-9			" " HORIZ. "
B443	1	9-10			" " " "
B444	1	12-10			" " " "
B445	1	16-7			" " " "
B446	1	18-6			" " " "
B447	4	2-2			WING 3 & 4 HORIZ.
B448	8	5-4	X		" " " VERT.
B449	3	8-2			" 4 FILLET VERT.
B450	1	5-10			" " " "
B451	1	5-3			" " " "
B652	2	6-2			" " " HORIZ.
B653	1	6-10			" " " "
B654	1	8-9			" " " "
B655	1	10-6			" " " "
B656	1	12-5			" " " "
B657	5	13-0			" " " "
B658	1	3-8			" " HORIZ. B.F.
B659	1	5-3			" " " "
B660	2	8-9			" " " "
B661	1	10-0			" " " "
B562	2	19-1	X		WING 3 & 4 " B.F.
B563	10	20-9	X		" " " " "
B564	1	19-1	X		" 3 " "
B465	10	6-11			" 3 & 4 VERT. B.F.
B466	2	8-4			" " FILLET VERT.
B467	1	6-4			" " " "
B468	1	5-9			" " " "
B669	2	5-0			" " " HORIZ.
B670	1	6-0			" " " "
B671	1	7-4			" " " "
B672	1	8-9			" " " "
B673	1	10-3			" " HORIZ. FILLET
B674	5	10-6			" " " "
B675	1	4-6			" " " B.F.
B676	1	6-0			" " " "
B677	2	8-10			" " " "
B678	1	10-5			WING 3 HORIZ. FILLET
B579	40	5-5	X		RAIL PARAPET WING 3 & 4
B580	8	19-4			" " " " " "
B481	9	12-9		X	WING 3 & 4 VERT. B.F.
B582	2	20-5	X		" " " HORIZ.
B583	33	11-2	X		BODY STIRRUPS
B584	24	2-8			" HORIZ.
B485	1	10-7			WING 4 VERT. F.F.
B486	1	5-7			WING 3 HORIZ. F.F.

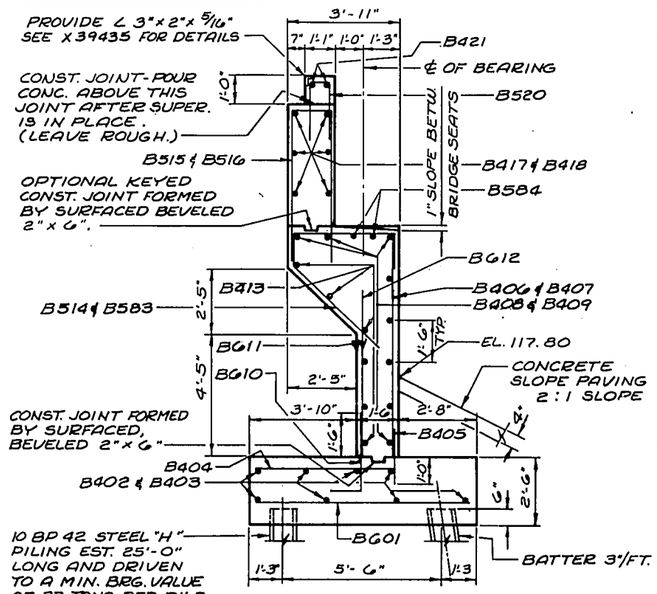




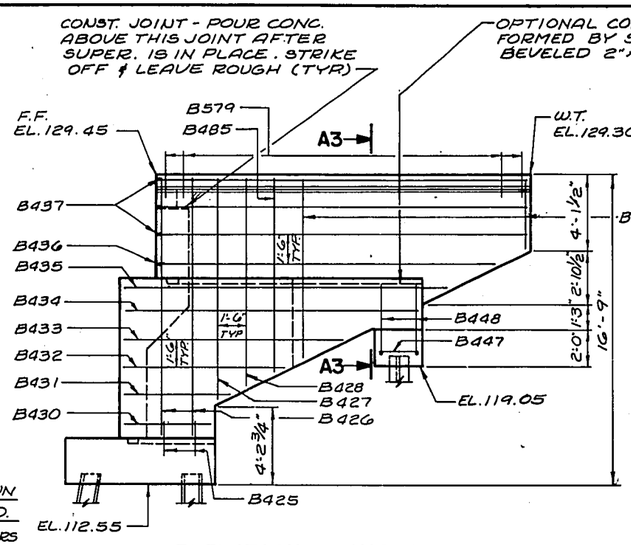


CUTTING DIAGRAM

PILE SPLICE DETAIL

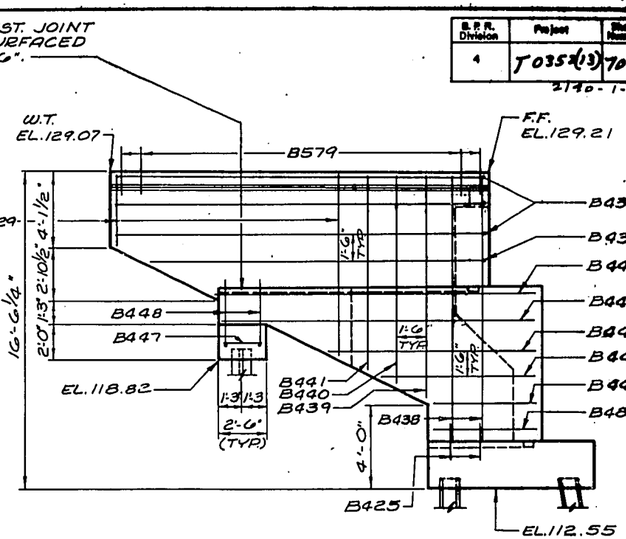


SECTION THRU BODY



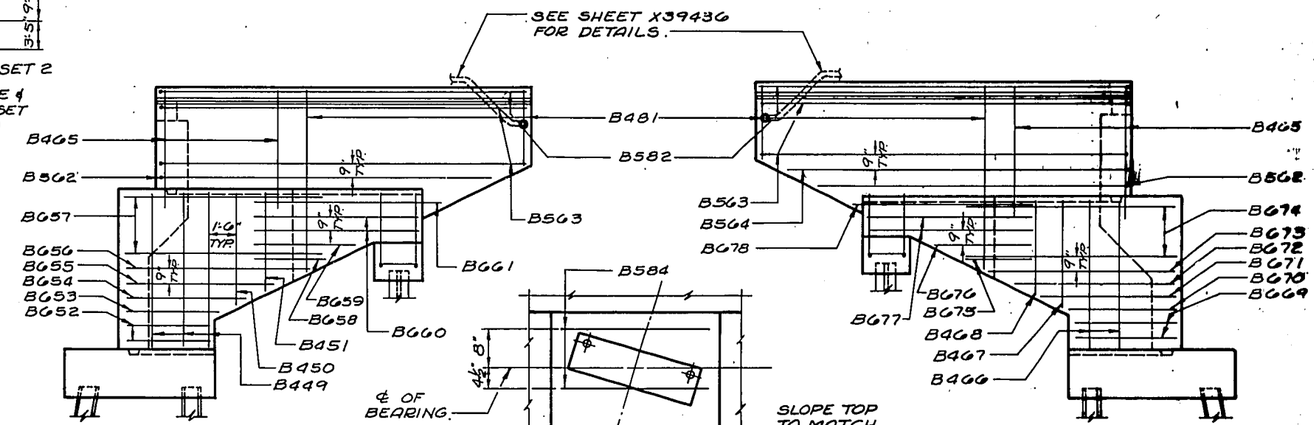
ELEVATION WING 4

SHOWING F.F. REINF. STEEL



ELEVATION WING 3

SHOWING F.F. REINF. STEEL



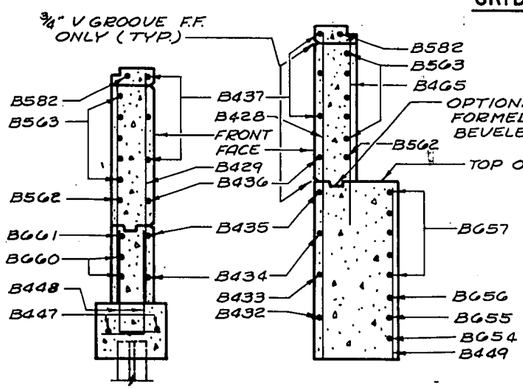
ELEVATION WING 4

SHOWING B.F. REINF. STEEL

GRID DETAIL

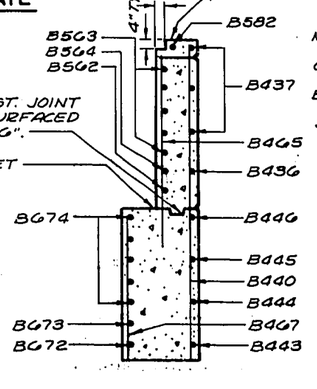
ELEVATION WING 3

SHOWING B.F. REINF. STEEL



SECTION A3

SECTION A1



SECTION A2

NOTE:
ALL BENDING DIMENSIONS ARE OUT TO OUT OF BAR. THE FIRST DIGIT OF A THREE DIGIT BAR MARK SIGNIFIES THE BAR SIZE. FOR RAIL PARAPET DETAILS SEE SHEET X 39437

No.	Date	Revision	By

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

STRUCTURE B-40-404

Const. Spec.	Drawn By	Plans Checked
1963	A.G.	MW

NORTH ABUTMENT DETAILS

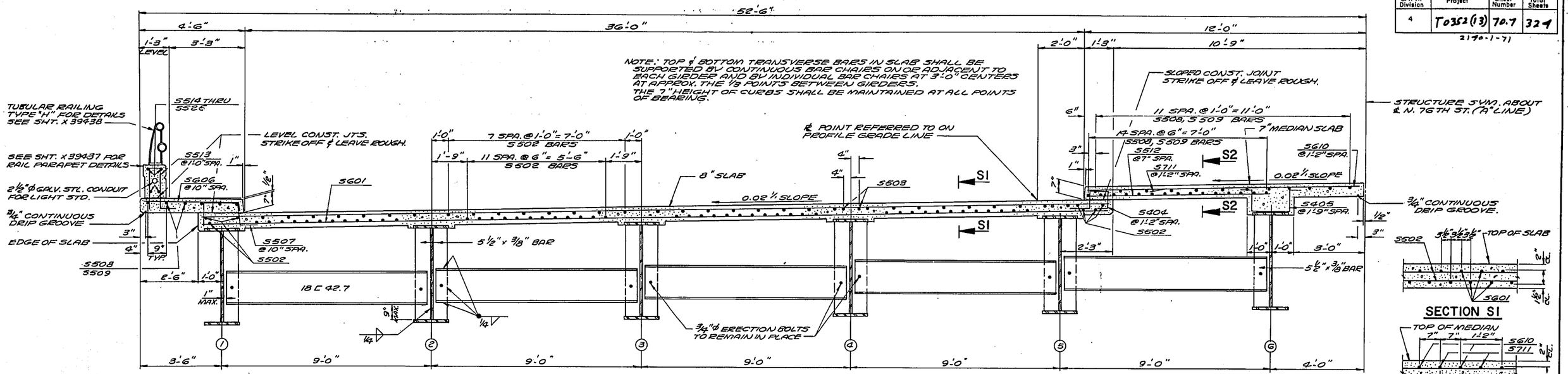
SHEET 7 OF 15

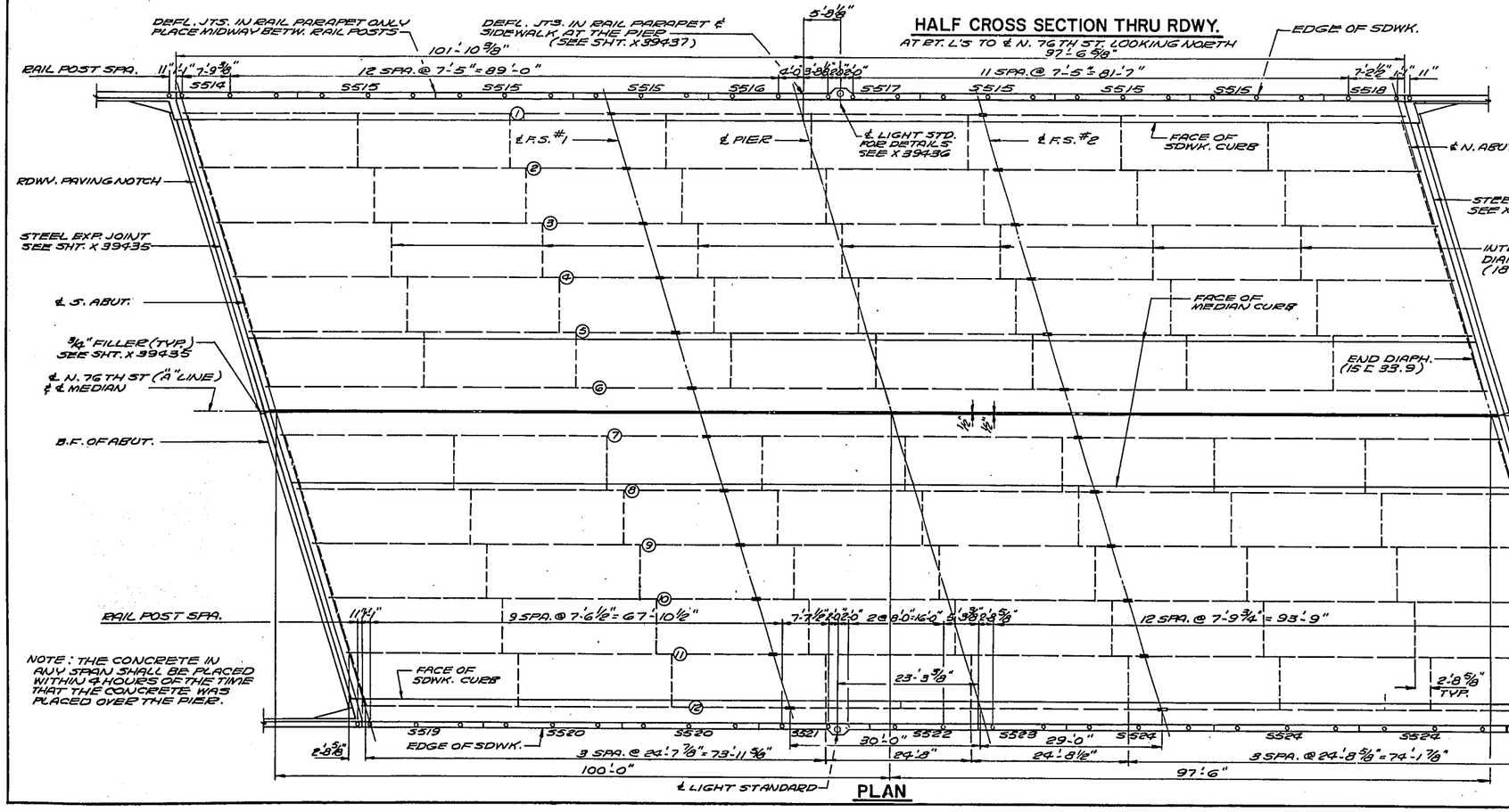
X 39430

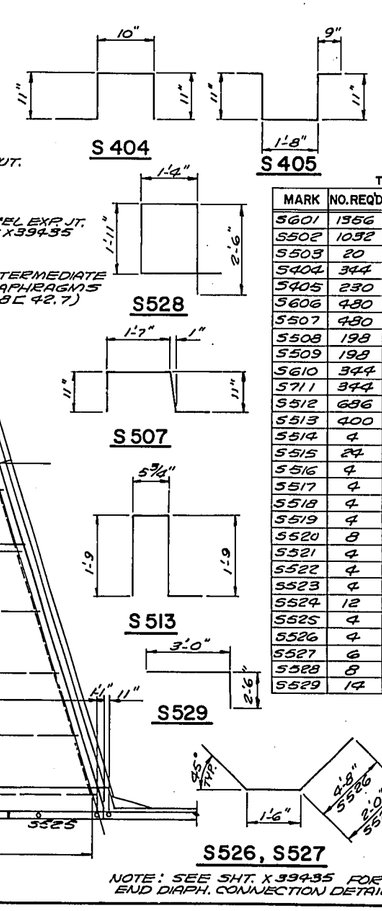
Form E-8-12-67

B. P. R. Division	Project	Sheet Number	Total Sheets
4	T0352(13)	70.7	324

2170-1-71







NOTE: SEE SHT. X 39435 FOR END DIAPH. CONNECTION DETAIL.

BILL OF BARS

ALL BENDING DIMENSIONS ARE OUT TO OUT OF BAR
THE FIRST DIGIT OF THE MARK SIGNIFIES THE BAR SIZE

MARK	NO. REQ'D	LENGTH	BENT	LOCATION
S601	1356	40-8		SLAB - TRANS. - TOP & BOTTOM
S502	1052	34-2		" LONGIT. " " "
S503	20	15-0		" " " SYM. @ PIER
S404	344	3-3	X	MEDIAN
S405	230	4-8	X	"
S606	480	4-5	X	SDWK.
S507	480	4-4	X	" & SLAB
S508	198	34-8		" " MEDIAN LONGIT.
S509	198	33-6		" " " "
S610	344	11-6		MEDIAN - TRANS. - TOP
S711	344	9-0		" " "
S512	686	7-9		" " BOTTOM
S513	400	4-9	X	RAIL PARAPET & SDWK.
S514	4	19-6		" "
S515	24	21-11		" "
S516	4	13-9		" "
S517	4	18-4		" "
S518	4	11-7		" "
S519	4	19-6		" "
S520	8	22-8		" "
S521	4	19-0		" "
S522	4	16-11		" "
S523	4	14-1		" "
S524	12	23-1		" "
S525	4	12-4		" "
S526	4	10-9	X	LIGHT STANDARD
S527	6	5-5	X	" "
S528	8	7-7	X	" "
S529	14	5-5	X	" "

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

STRUCTURE B-40-404

Const. Spec.	1963	Drawn By	FARR	Plans Checked	RLP

SUPERSTRUCTURE

SHEET 8 OF 15

X 39431

Form E-8-12-67

B. P. R. Division	Project	Sheet Number	Total Sheets
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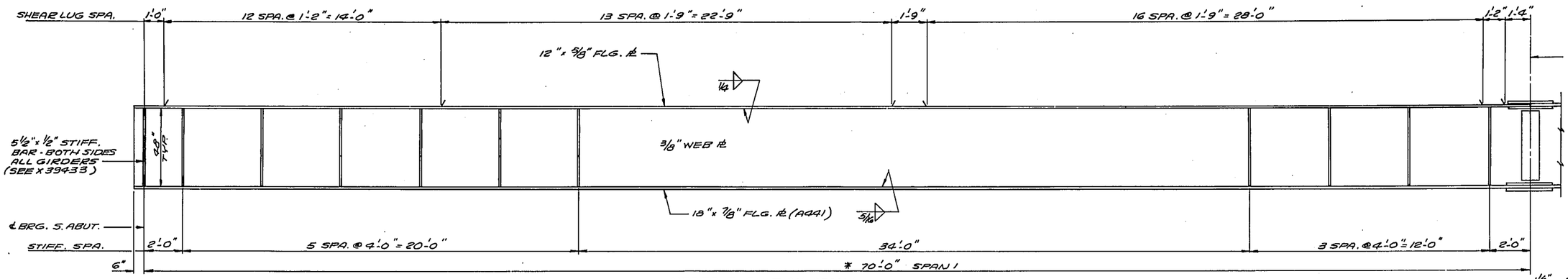
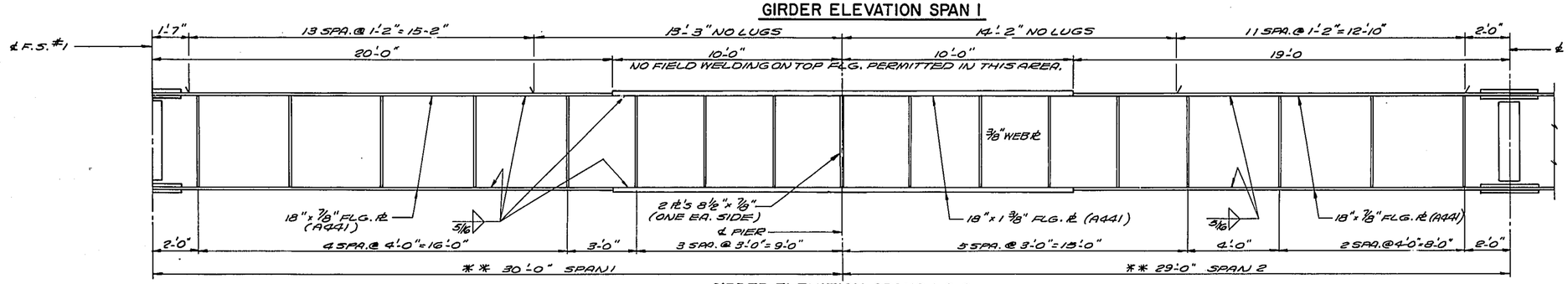
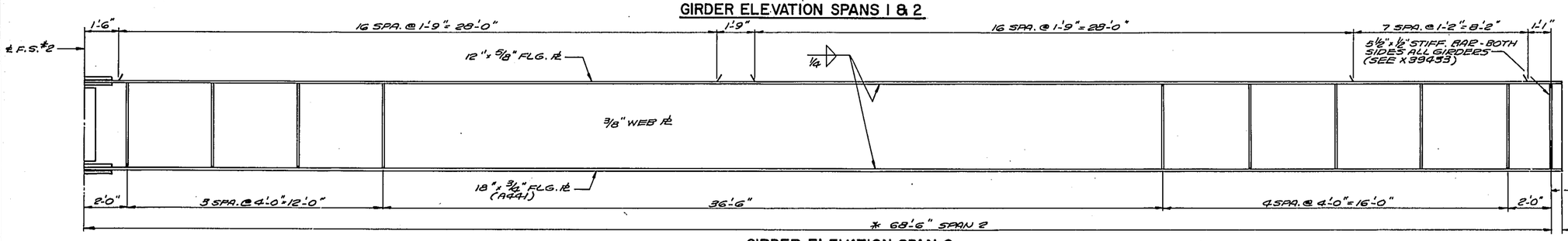
2190-1-71



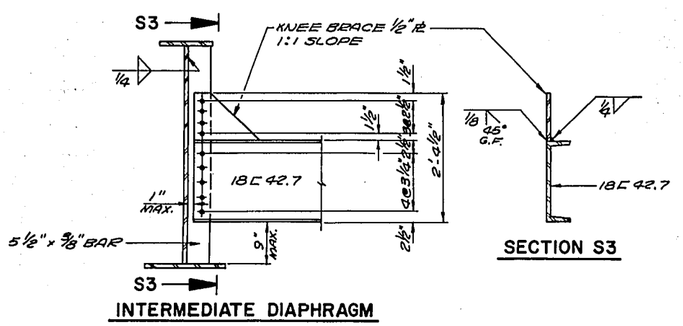
GIRDER ELEVATION SPAN 1



GIRDER ELEVATION SPANS 1 & 2

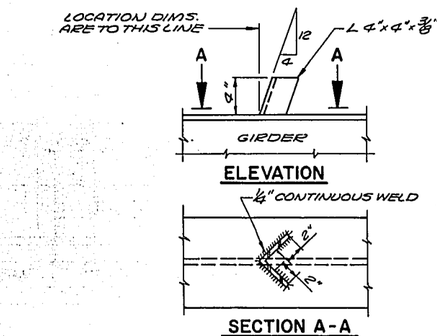


GIRDER ELEVATION SPAN 2



ALTERNATE BOLTED CONNECTION DETAIL

NOTE: DIAPHRAGM CONNECTIONS MAY BE EITHER BOLTED OR WELDED, BUT THE SAME TYPE CONNECTIONS SHALL BE USED THROUGHOUT. PAYMENT SHALL BE BASED ON THE WELDED TYPE CONNECTION.

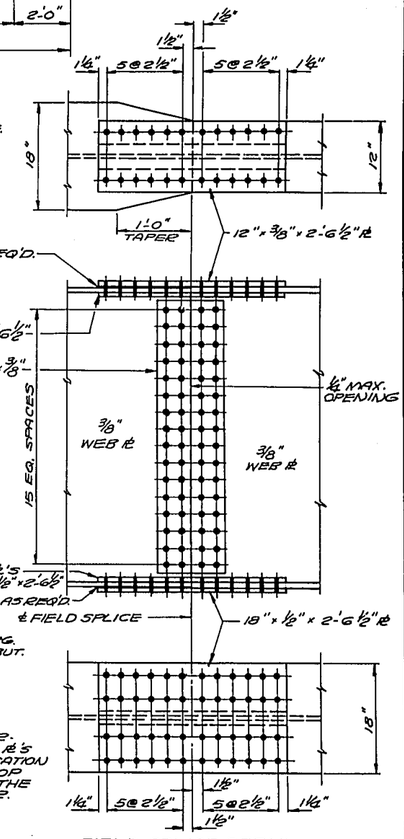


SHEAR LUG DETAILS

NOTE: ONE SHOP SPLICE PER-MITTED IN FLANGE OR WEB PL'S OVER 60'-0" IN LENGTH. LOCATION SHALL BE SHOWN ON THE SHOP DRAWINGS AND SUBJECT TO THE APPROVAL OF THE ENGINEER.

* WELD INTERMEDIATE STIFF. AND INTERMEDIATE DIAPHRAGM CONN. BARS TO TOP FLANGE IN THIS AREA.

** WELD INTERMEDIATE STIFF. AND INTERMEDIATE DIAPHRAGM CONN. BARS TO BOTTOM FLANGE IN THIS AREA.



FIELD SPLICE DETAIL

No.	Date	Revision	By

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

STRUCTURE B-40-404

Const. Spec. 1963	Drawn By FARR	Plans Checked RLP

SUPERSTRUCTURE

SHEET 9 OF 15

X 39432

Form E-8-12-67

B.P.R. Division	Project	Sheet Number	Total Sheets
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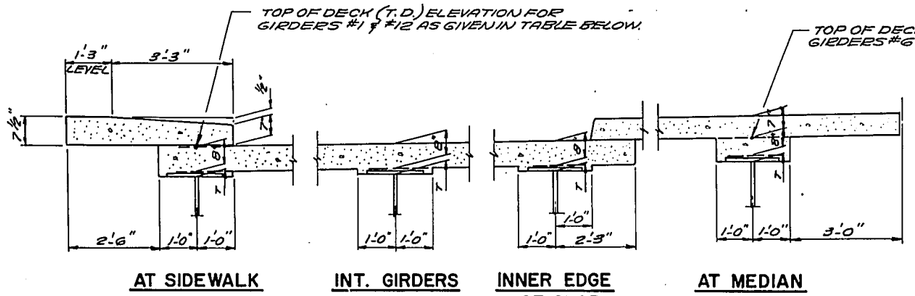
2170-1-71

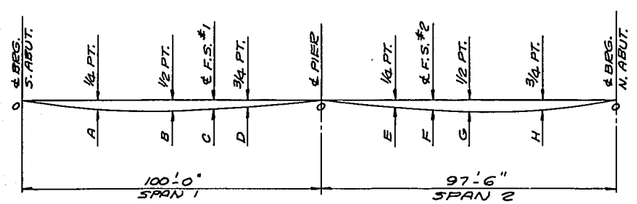


TYPICAL PART SECTION THRU SLAB

TO DETERMINE "T" AFTER ALL STRUCTURAL STEEL HAS BEEN ERECTED, ELEVATIONS OF THE TOP FLANGES, TOP OF SPLICE PLATES, OR TOP OF COVER PLATES, WHICHEVER APPLIES, SHALL BE TAKEN AT CENTERLINE OF BEARINGS, CENTERLINE OF FIELD SPLICES, AND AT QUARTER POINTS OF EACH SPAN WHICH ARE MORE THAN SIX FEET FROM A FIELD SPLICE. THESE ELEVATIONS, SUBTRACTED FROM THE GRADE ELEVATIONS, ADJUSTED FOR DEADLOAD DEFLECTION OF THE CONCRETE, MINUS THE SLAB DEPTH, PLUS THE STEEL THICKNESS TO BOTTOM OF TOP FLANGE, EQUALS THE HAUNCH DEPTH "T".

ELEVATIONS AT TOP OF DECK (T.D.) AND TOP OF STEEL (T.S.)

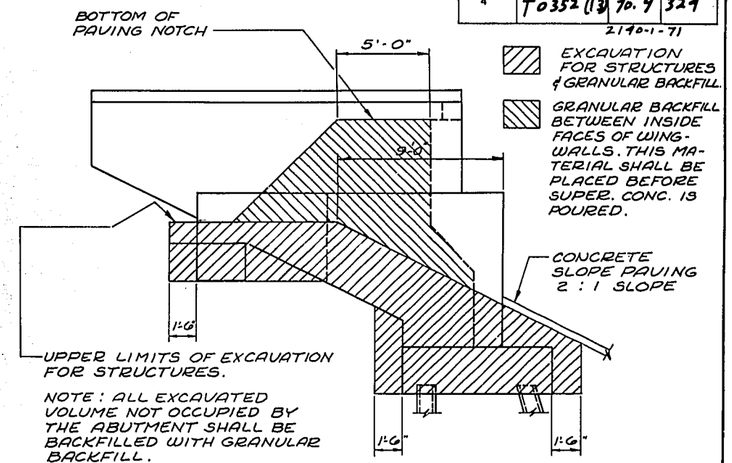
GIRDEES		℄ BRG. S. ABUT.	1/4 SPAN	1/2 SPAN	℄ F.S. #1	3/4 SPAN	℄ PIER	1/4 SPAN	℄ F.S. #2	1/2 SPAN	3/4 SPAN	℄ BRG. N. ABUT.
1	T.D.	130.27	130.08	129.90	129.75	129.71	129.52	129.34	129.30	129.15	128.97	128.79
	T.S.	129.55	———	———	129.14	———	128.85	———	128.69	———	———	128.07
2	T.D.	130.43	130.24	130.06	129.91	129.87	129.68	129.50	129.46	129.31	129.13	128.95
	T.S.	129.71	———	———	129.30	———	129.01	———	128.85	———	———	128.23
3	T.D.	130.59	130.40	130.21	130.06	130.03	129.84	129.66	129.62	129.47	129.29	129.11
	T.S.	129.87	———	———	129.46	———	129.17	———	129.01	———	———	128.39
4	T.D.	130.75	130.56	130.37	130.22	130.19	130.00	129.82	129.78	129.63	129.45	129.27
	T.S.	130.03	———	———	129.62	———	129.33	———	129.17	———	———	128.55
5	T.D.	130.91	130.72	130.53	130.38	130.35	130.16	129.98	129.94	129.79	129.61	129.43
	T.S.	130.19	———	———	129.78	———	129.49	———	129.33	———	———	128.71
6	T.D.	131.07	130.88	130.69	130.54	130.51	130.32	130.14	130.10	129.95	129.77	129.59
	T.S.	130.35	———	———	129.94	———	129.65	———	129.49	———	———	128.87
7	T.D.	131.05	130.86	130.68	130.53	130.49	130.30	130.12	130.08	129.93	129.75	129.57
	T.S.	130.33	———	———	129.92	———	129.63	———	129.47	———	———	128.85
8	T.D.	130.85	130.66	130.48	130.33	130.29	130.10	129.92	129.88	129.73	129.55	129.37
	T.S.	130.13	———	———	129.72	———	129.43	———	129.27	———	———	128.65
9	T.D.	130.65	130.46	130.27	130.12	130.09	129.90	129.72	129.68	129.53	129.35	129.17
	T.S.	129.93	———	———	129.52	———	129.23	———	129.07	———	———	128.45
10	T.D.	130.45	130.26	130.07	129.92	129.87	129.70	129.52	129.48	129.33	129.15	128.97
	T.S.	129.73	———	———	129.32	———	129.03	———	128.87	———	———	128.25
11	T.D.	130.25	130.06	129.87	129.72	129.69	129.50	129.32	129.28	129.13	128.95	128.77
	T.S.	129.55	———	———	129.12	———	128.83	———	128.67	———	———	128.05
12	T.D.	130.05	129.86	129.67	129.52	129.49	129.30	129.12	129.08	128.93	128.75	128.57
	T.S.	129.33	———	———	128.92	———	128.63	———	128.47	———	———	127.85



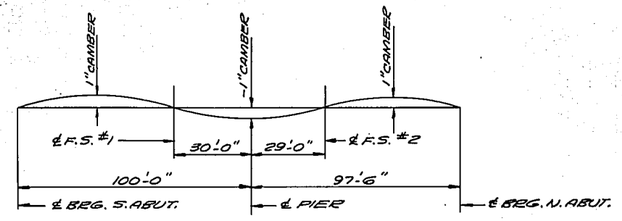
DEFLECTION DIAGRAM

SHOWING DEADLOAD DEFLECTION ONLY

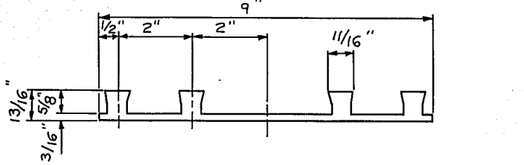
DEFLECTION		A	B	C	D	E	F	G	H
GIRDEES 1 THRU 12	CONC. ONLY	1 1/4"	1 3/16"	3/4"	9/16"	1/2"	5/8"	1 1/4"	1 1/8"
	TOTAL	1 1/2"	1 5/8"	7/8"	11/16"	9/16"	3/4"	1 7/16"	1 3/16"



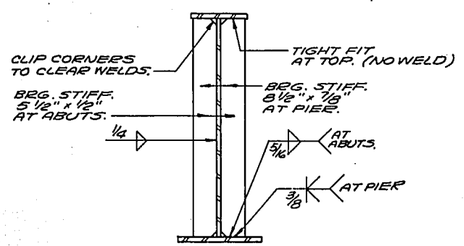
PAY LIMITS FOR EXCAVATION FOR STRUCTURES & GRANULAR BACKFILL



CAMBER DIAGRAM

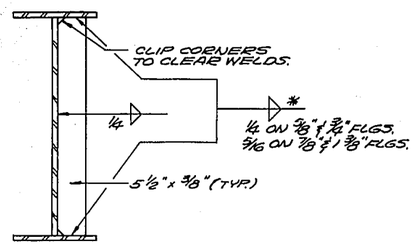


POLYVINYL CHLORIDE WATERSTOP DETAIL



BEARING STIFF. DETAIL

AT ABUTS. BEARING STIFFS. TO BE PLACED ALONG SKEW EXCEPT FOR OUTSIDE STIFFS. ON EXT. GIRDERS #1, 6, 7 & 12



* FILLET WELD TO FLG. AS SHOWN ON SHT. X39432 WITH TIGHT FIT ON OPPOSITE SIDE.

INTERMEDIATE STIFF. AND INTERMEDIATE DIAPHRAGM CONN. DETAIL

PLACE INTERMEDIATE STIFF. BARS ON ONE FACE ONLY OF INT. GIRDERS AND ON INSIDE FACE ONLY OF EXT. GIRDERS.

No.	Date	Revision	By

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

STRUCTURE B-40-404

Const. Spec. 1963	Drawn By FARR	Plans Checked RLP

SUPERSTRUCTURE

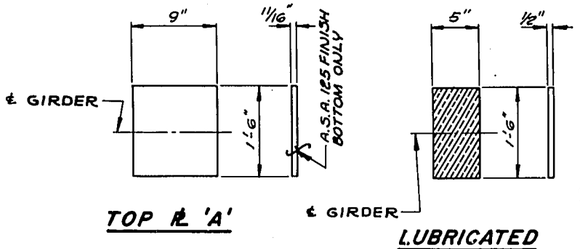
SHEET 10 OF 15

X 39433

FORM E-8-12-62

B.F.R DIVISION	PROJECT	SHEET NO.	TOTAL SHEETS
4	T0352(13)	70.10	324

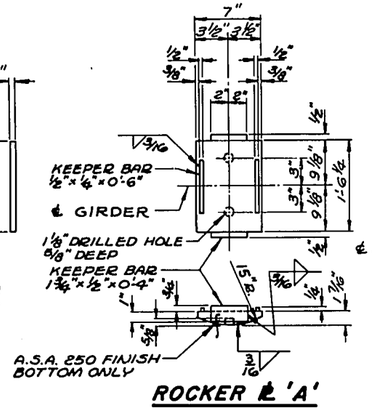
2140-1-71



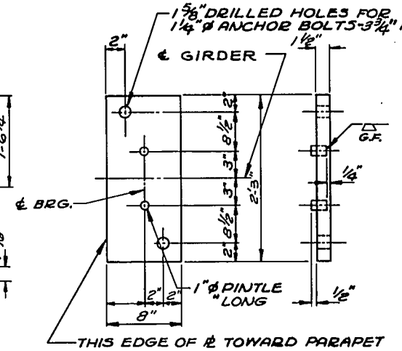
TOP ℄ 'A'

LUBRICATED BRONZE ℄

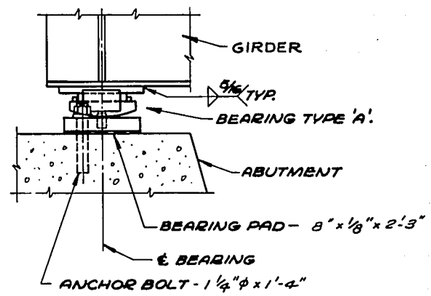
LUBRICATE TOP SURFACE ONLY



ROCKER ℄ 'A'

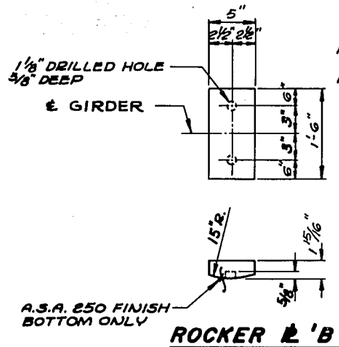


MASONRY ℄ 'A'

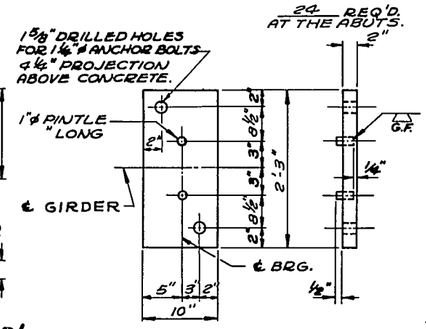


BEARING TYPE 'A' ASSEMBLY

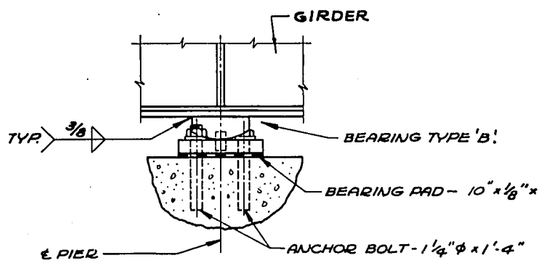
BEARING TYPE 'A'



ROCKER ℄ 'B'



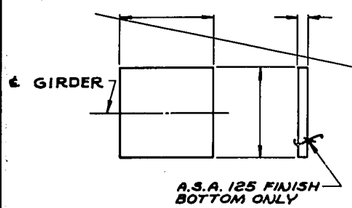
MASONRY ℄ 'B'



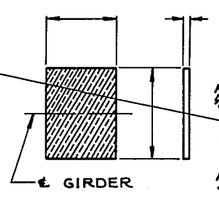
BEARING TYPE 'B' ASSEMBLY

BEARING TYPE 'B'

12 REQ'D. AT THE PIER

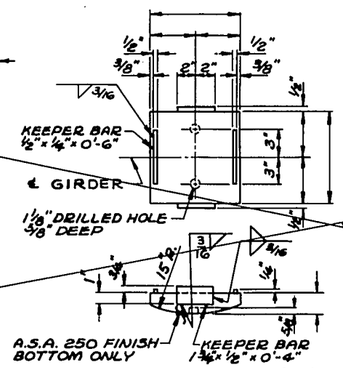


TOP ℄ 'C'

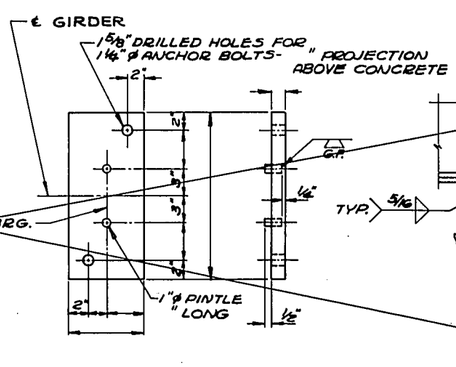


LUBRICATED BRONZE ℄

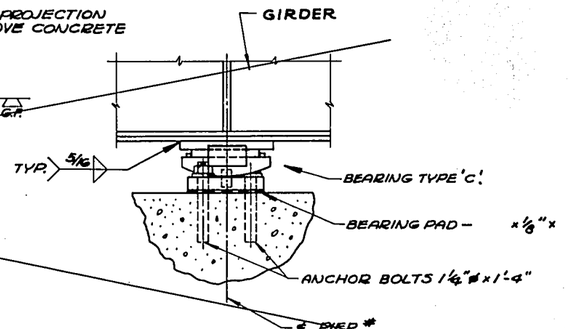
LUBRICATE TOP SURFACE ONLY



ROCKER ℄ 'C'



MASONRY ℄ 'C'



BEARING TYPE 'C' ASSEMBLY

NOTE: TOP PLATE OF EXPANSION BEARING TO BE FINISHED IN DIRECTION OF MOVEMENT.

BEARING TYPE 'C'

_____ REQ'D.

BEARING NOTES

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

ALL PLATE CUTS SHALL BE MACHINE OR MACHINE FLAME CUTS.

ALL SURFACES MARKED ℄ SHALL BE MACHINED FINISHED BY AN AUTOMATIC PROCESS.

ANCHOR BOLTS SHALL BE THREADED 3". PROVIDE ONE STANDARD WROUGHT WASHER AND ONE HEX. NUT PER BOLT.

ALL MATERIAL INCLUDING SHIMS BUT EXCLUDING ANCHOR BOLTS, NUTS AND WASHERS SHALL BE MADE OF A 242 STEEL WITH A CORROSIVE RESISTANCE OF 4 OR MORE TIMES THAT OF A36 STEEL.

THE TOP 4 1/2" OF ANCHOR BOLTS, WASHERS AND NUTS SHALL BE GALVANIZED.

ALL MATERIAL IN BEARINGS, EXCLUDING BRONZE PLATES AND BEARING PADS SHALL BE PAID FOR AT THE UNIT PRICE BID FOR "STRUCTURAL LOW ALLOY STEEL."

CHAMFER TOP OF PINTLES 1/8". DRILL HOLES FOR PINTLES IN ALL MASONRY PLATES FOR DRIVING FIT.

No.	Date	Revision	By

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

STRUCTURE B-40-404

Const. Spec. 1963	Drawn By FARR	Plans Checked RLP

BEARING DETAILS

SHEET 11 OF 15

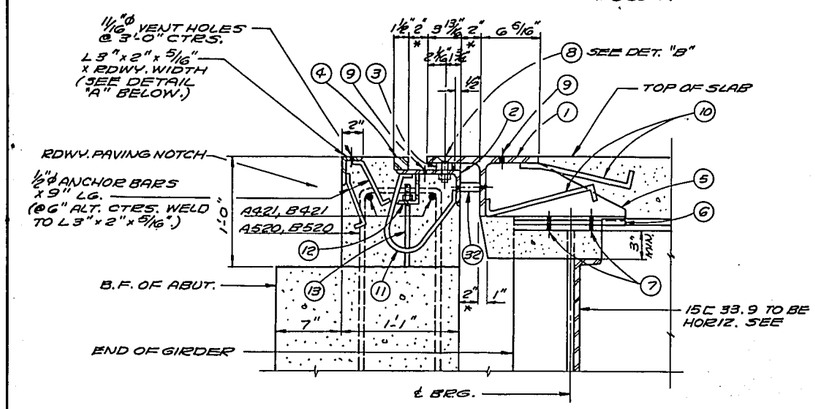
X 39434

Form E-B-12-67

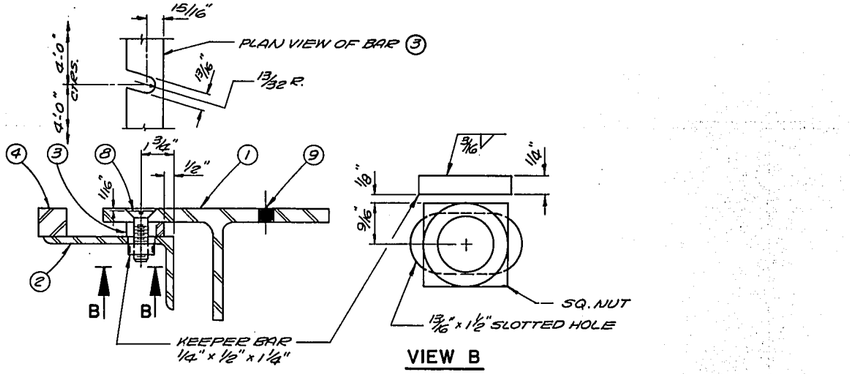
B. P. R. Division	Project	Sheet Number	Total Sheets
4	T0352(13)	7a11	329

2190-1-71

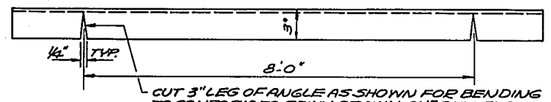
* @ 60° F.



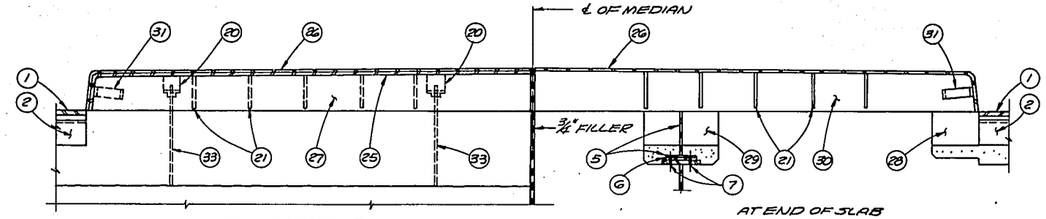
SECTION E1



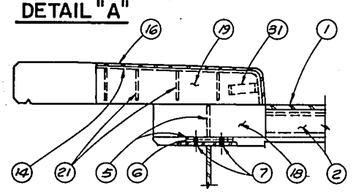
DETAIL B



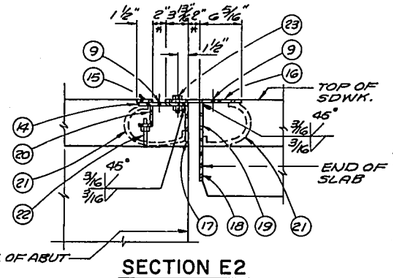
DETAIL "A"



SECTION THRU JOINT AT MEDIAN



SECTION THRU JOINT AT SIDEWALK



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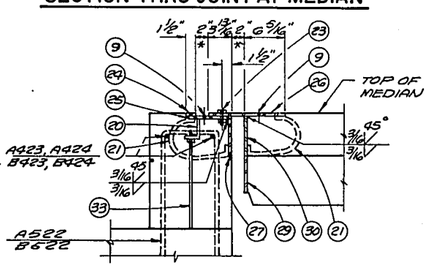

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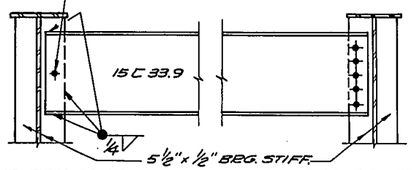


END DIAPHRAGM CONNECTION DETAIL

LEGEND

1. S.T. 6"W.F. 39.5#
2. L 7"x 4"x 7/16" LONG. DIM. OF 13/16"x1 1/2" SLOTTED HOLE PARALLEL TO ℄ RDWY.
3. BAR 2"x 3/8" WELD TO L #2 WITH 2 LINES OF 1/4" FILLET WELD. 2 @ 6" LONG. DIM. OF 13/16" SLOT PARALLEL TO ℄ RDWY.
4. BAR 1 1/2"x 1 1/2" WELD TO L #2 WITH 2 LINES OF 1/4" FILLET WELD 2@6".
5. FABRICATE FROM 3/8" WELDED ℄. WELD TO STEM ℄ FLG. OF ST. #1 WITH 1/4" FILLET WELD NEAR SIDE ℄ FAR SIDE.
6. 5/8" (MAX.) LAMINATED ℄ SLOTTED SHIM.
7. 1 3/16"ø HOLES INDICATE PLG. 1/8"ø HOLES IN #5. ALL HOLES SHOP DRILLED. PROVIDE 5/8"ø EREECTION BOLTS WITH 2 1/2" O.D. WASHERS.
8. 3/4"ø FLAT HD. CAP SCREW. x 0'-2 3/4" LG. WITH SQ. NUT AT 4'-0" CTRS. GREASE FOR EASY REMOVAL. 1/4" x 1/2" x 1 1/4" KEEPER BAR - WELD TO L #2 TO KEEP SQ. NUT FROM TURNING. 13/16" x 1 1/2" SLOTTED HOLE IN L #2. 13/16"ø HOLE C5K 11/16" DEEP IN S.T. #1. 13/16" SLOT IN BAR #3 AS SHOWN.
9. VENT HOLES 13/16"ø, PLACED AT 2'-0" CTRS ON L #2 AND S.T. #1, AND AT 9" CTRS. ON #5, #14, 16, 25 ℄ 26.
10. 5/8"ø BENT BAR x 1'-3" LG. @ 0'-9" ALTERNATE CTRS. BETWEEN GIRDERS. WELD TO S.T. #1.
11. 5/8"ø BENT BAR x 1'-9" LG. @ 1'-0" CTRS. WELD TO L #2.
12. L 3"x 2 1/2" x 3/8" x 0'-3" @ 3'-0" CTRS. WELD TO L #2. PROVIDE 5/8"ø HOLE IN 2 1/2" LEG FOR ROD #13.
13. 1/2"ø ROD x 0'-9" LG. ℄ NUT. TACK WELD NUT TO L #12. THREAD 3".
14. #8 x 3/8" - BEND DOWN FLUSH WITH FACE OF SDWK. AS SHOWN. WELD TO #17 AS SHOWN.
15. #8 x 1 1/2" x 3/8" - BEND DOWN FLUSH WITH FACE OF SDWK. AS SHOWN. WELD TO #14 WITH 1 LINE OF 3/16" FILLET WELD. FIELD WELD TO BAR #2.
16. #8 12 1/2" x 3/8" - BEND DOWN FLUSH WITH FACE OF SDWK. AS SHOWN. FIELD WELD TO S.T. #1. 13/16" x 1 1/2" SLOTTED HOLE FOR BOLT # 23 LONG. DIM. TO BE PARALLEL TO ℄ RDWY. WELD TO #8 19 AS SHOWN.
17. 6" x 3/8" #8 - CUT TO SDWK. LIMITS AS SHOWN.
18. 3/8" #8 - CUT TO SDWK. LIMITS AS SHOWN. SHOP WELD TO S.T. #1, ℄ SUPPORT #5.
19. 3/8" #8 - CUT TO SDWK. LIMITS AS SHOWN. FIELD WELD TO #8 #18.
20. L 9" x 2 1/2" x 3/8" x 0'-9" WELD TO #8 #14 ℄ #8 #25. PROVIDE 5/8"ø HOLE IN 2 1/2" LEG FOR BOLT # 22. PLACE AT 3'-0" CTRS.
21. 5/8"ø BENT BAR x 1'-6" LG. WELD TO #5 #14 ℄ #17, #5 #16 ℄ #19, #5 #25 ℄ #27 AND #5 #26 ℄ #30 WITH 3/16" FILLET WELD ALL AROUND. PLACE AT 9" CTRS.
22. 1/2"ø BOLT x 5" LG. ℄ NUT. TACK WELD NUT TO L #20.
23. 5/8"ø BOLT WITH SQ. NUT. TACK WELD NUT TO #5 #14 ℄ #25. GREASE FOR EASY REMOVAL.
24. 1/2 x 3/8 - BEND DOWN FLUSH WITH FACE OF MEDIAN AND WELD TO #8 #25 WITH 1 LINE OF 3/16" FILLET WELD. WELD TO BAR #4 IN FIELD.
25. 7" x 3/8" #8 - BEND DOWN FLUSH WITH FACE OF MEDIAN AND WELD TO #8 #27 AS SHOWN.
26. #8 12 1/2" x 3/8" - BEND DOWN FLUSH WITH FACE OF MEDIAN AND WELD TO #8 #30 AS SHOWN. FIELD WELD TO S.T. #1. PROVIDE 13/16" x 1 1/2" SLOTTED HOLE FOR BOLT # 23 #.
27. 6" x 3/8" #8 CUT TO MEDIAN LIMITS AS SHOWN. WELD TO #8 #25 AS SHOWN.
28. 3/8" #8 - CUT TO SLAB LIMITS AS SHOWN. SHOP WELD TO S.T. #1 AND #8 #30 AS SHOWN.
29. 3/8" #8 - CUT TO SLAB LIMITS AS SHOWN. WELD TO #8 #30 ℄ SUPPORT #5 AS SHOWN.
30. 3/8" #8 - CUT TO MEDIAN LIMITS AS SHOWN. FIELD WELD TO #5 #28 ℄ 29. WELD TO #8 #26 AS SHOWN.
31. ANCHOR BAR 1 1/2" x 3/8" x 0'-8" L. WELD TO #5 #14 ℄ #16 ℄ #5 #25 ℄ 26.
32. BLOCK ℄ BOLT FOR SHIPMENT WITH PIPE SLEEVE AND 1/2"ø BOLT. PROVIDE 9/16"ø HOLES @ 3'-0" CTRS. IN S.T. #1 AND L #2 FOR 1/2"ø BOLT.
33. 1/2"ø BOLT x 1'-5" LG. ℄ NUT. TACK WELD NUT TO L #20.

℄ LONGIT. DIM. OF SLOTTED HOLE TO BE PARALLEL TO ℄ RDWY.

NOTES

EXPANSION JOINT SHALL BE BUILT TO CONFORM TO ROADWAY CROWN ℄ GRADE.

ONE FIELD SPLICE SHALL BE PERMITTED IN JOINT.

ALL MATERIAL IN EXPANSION JOINT SHALL BE PAID FOR AS STRUCTURAL CARBON STEEL.

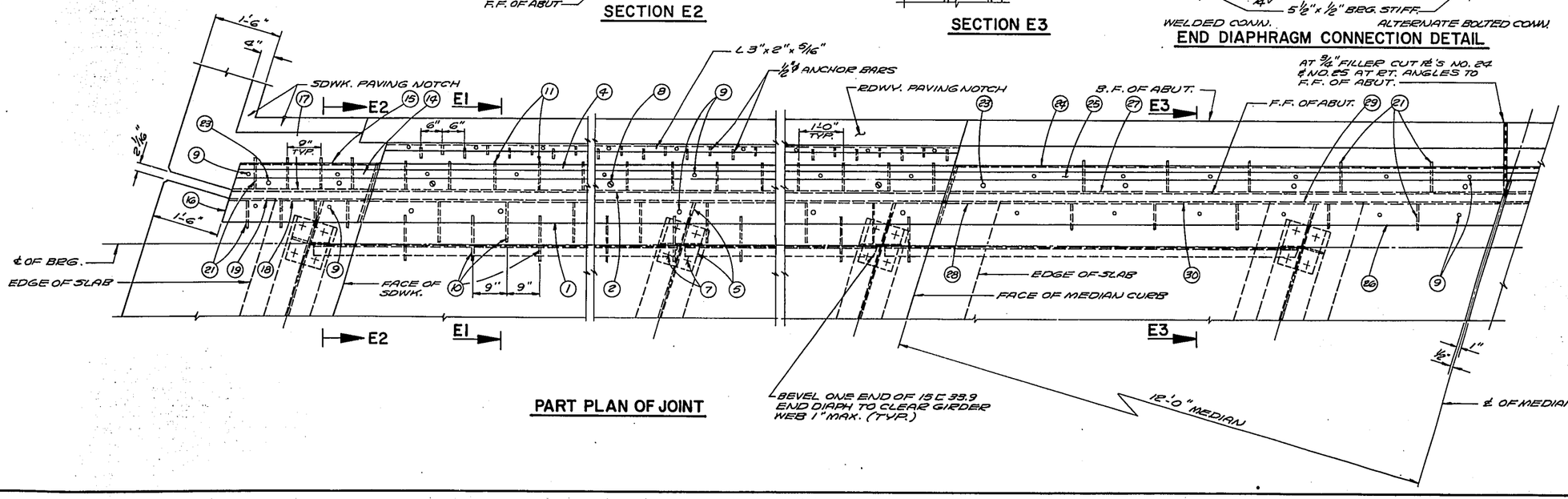
PLACE HOLES (7) IN (5) TO CLEAR BRG. STIFFENER BY 2" MIN.

AFTER CONCRETE HAS SET REMOVE BOLTS #23 AND SCREWS #8 AND FILL HOLES WITH HOT POURED ELASTIC TYPE JOINT SEALER.

AFTER CONCRETE HAS SET THE JOINT OPENING SHALL BE THOROUGHLY CLEANED.

APPLY 1/16" COAT OF BITUMASTIC TO METAL SURFACES FORMING THE JOINT AND FILL OPENING WITH HOT POURED ELASTIC TYPE JOINT SEALER.

THE CONTRACTOR MAY PROPOSE AN ALTERNATE TYPE OF EXPANSION JOINT ANCHOR. THE PROPOSED ANCHORS SHALL BE SHOWN ON THE SHOP DRAWINGS AND WILL BE SUBJECT TO THE APPROVAL OF THE ENGINEER.



PART PLAN OF JOINT

No.	Date	Revision	By

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

STRUCTURE B-40-404

Const. Spec.	Drawn By	Plans Checked
1963	FARR	RLP

EXPANSION JOINT

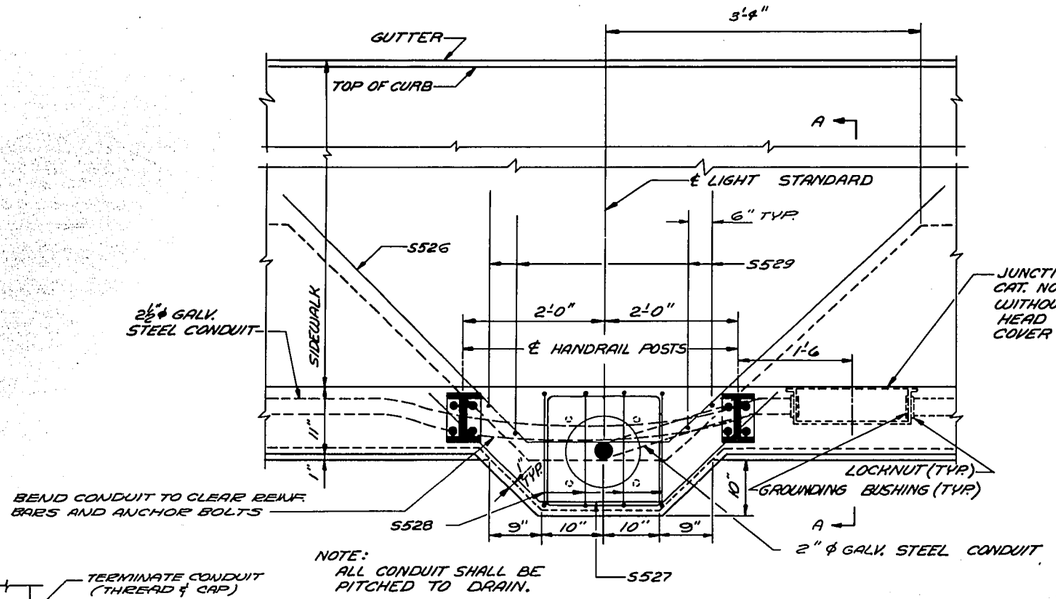
SHEET 12 OF 15

X 39435

Form E-8-12-67

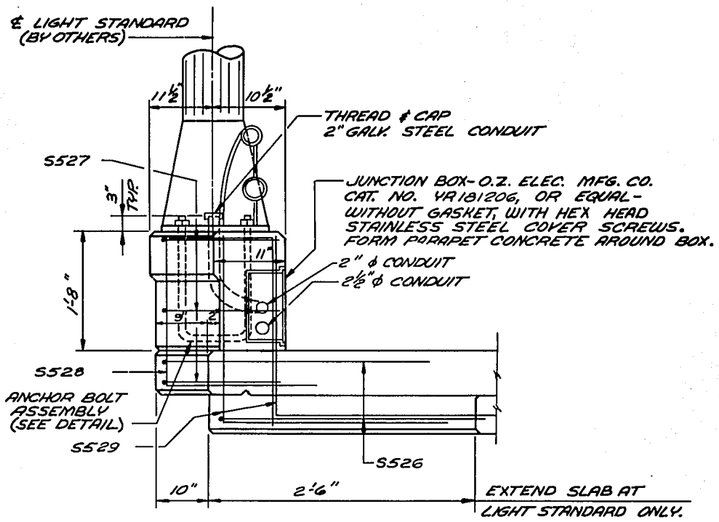
B.P.R. Division	Project	Sheet Number	Total Sheets
4	T0352(13)	70.12	329

2190-1-71

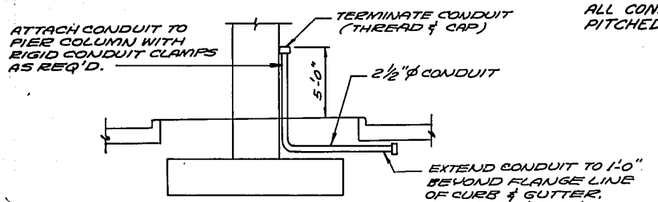


NOTE:
ALL CONDUIT SHALL BE PITCHED TO DRAIN.

PLAN AT LIGHT STANDARD

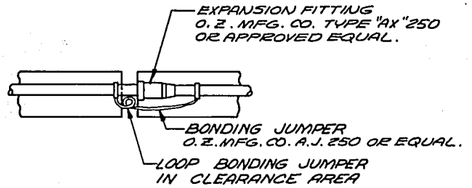


SECTION A-A

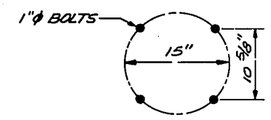


DETAIL OF CONDUIT AT PIER (COLS. 2 & 5)

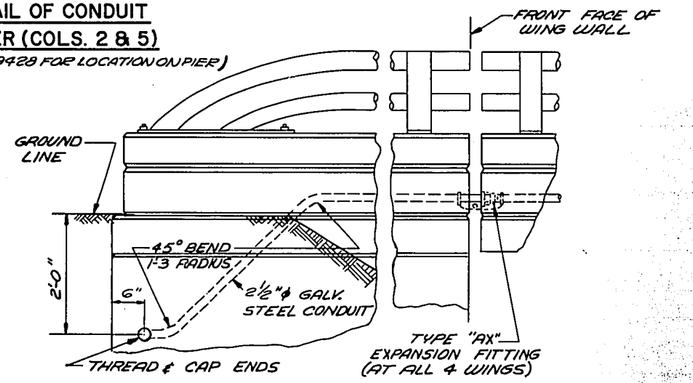
(SEE SHT. X39428 FOR LOCATION ON PIER)



DETAIL OF EXPANSION FITTING TYPE AX



DETAIL OF BOLT CIRCLE

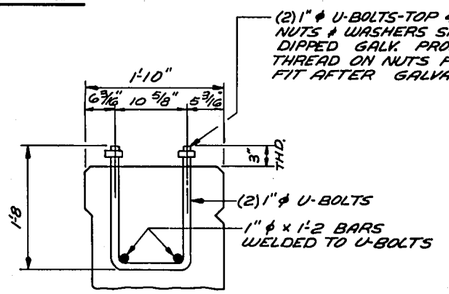


DETAIL OF CONDUIT AT WINGWALLS

(SHOWING BACK FACE OF ABUT. WINGWALL)

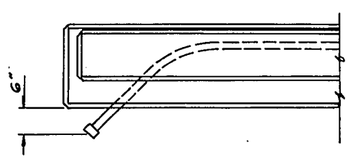
ELECTRICAL WORK QUANTITY TABLE

ITEM	UNIT	QUANTITY
2" ϕ GALVANIZED STEEL CONDUITS	L.F.	8
2½" ϕ GALVANIZED STEEL CONDUITS	L.F.	518
2½" ϕ EXPANSION FITTING TYPE "AX" 250	EACH	4
18"x12"x6" JUNCTION BOX	EACH	2
LIGHT STD. ANCHOR BOLT ASSEMBLY	EACH	2



ANCHOR BOLT DETAIL FOR TRANSFORMER BASE POLE

(INCLUDE IN THE UNIT BID PRICE FOR ELECTRICAL WORK.)



PART PLAN OF CONDUIT AT ABUT. WINGS

NOTES:
1) PAINT ALL EMBEDDED CONDUITS 18" ON EACH SIDE OF DEFLECTION JOINTS IN PARAPET, AT PIERS ONLY, WITH A HEAVY COAT OF BITUMINOUS PAINT.

No.	Date	Revision	By

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

STRUCTURE B-40-404

Const. Spec.	Drawn By	Plans Checked
1963	FARR	RLP

ELECTRICAL WORK

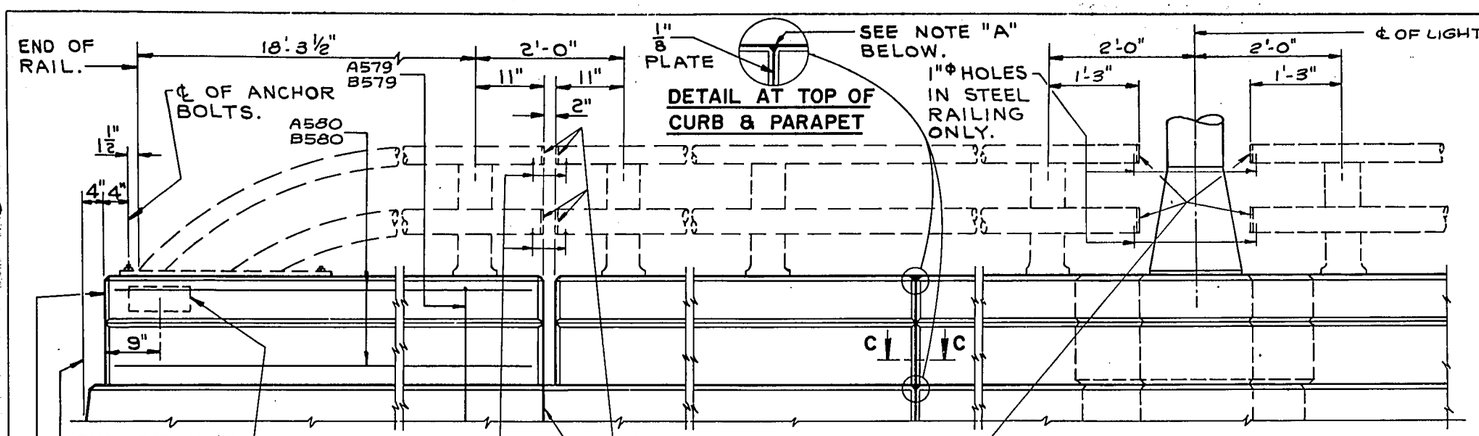
SHEET 13 OF 15

X 39436

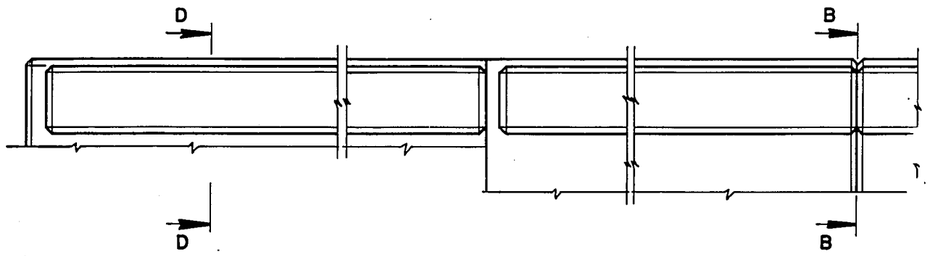
FORM E-B-12-62

B.P.R. DIVISION	PROJECT	SHEET NO.	TOTAL SHEETS
4	T0352(13) 7a13 327		

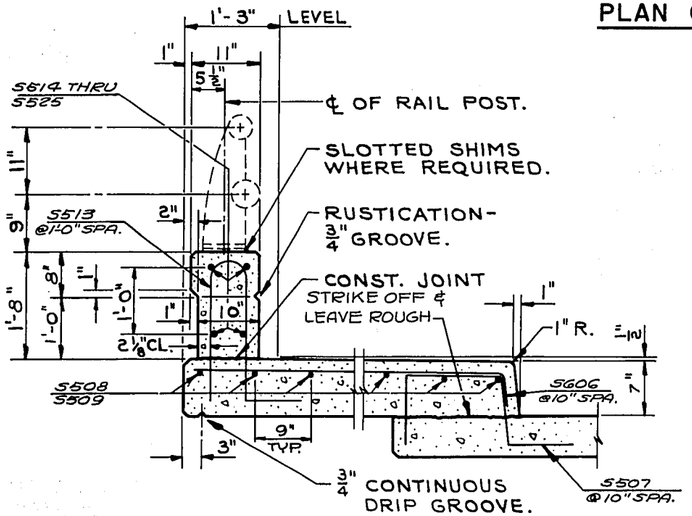
2140-1-71



ELEVATION OF RAIL PARAPET

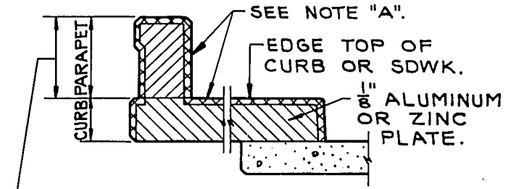


PLAN OF RAIL PARAPET

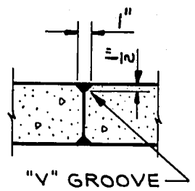


SECTION THRU PARAPET & SIDEWALK ON BRIDGE

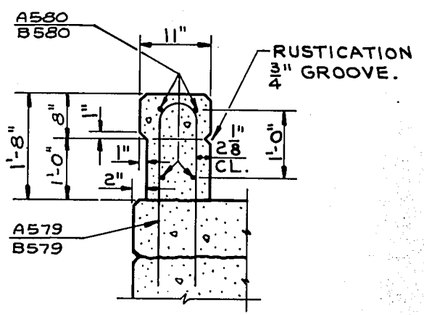
NOTE "A": FILL WITH NON-STAINING GRAY TWO COMPONENT POLYSULFIDE LIQUID POLYMER (GUN GRADE) WITH SURFACE PRIMER, CONFORMING TO A.S.A.-A-116.1-1960.



SECTION B



SECTION C



SECTION D

NOTES

WHEN PARAPETS AND CURBS ARE POURED CONTINUOUSLY FROM END TO END THEY SHALL BE SEPARATED AT THE DEFLECTION JOINTS BY A PIECE OF ⅛" ZINC OR ALUMINUM PLATE CUT AS SHOWN IN SECTION "B" BY SHADED AREA. IF CONSTRUCTION JOINTS IN PARAPETS AND CURBS ARE USED AT THE DEFLECTION JOINTS ONE SIDE OF JOINT SHALL BE COATED WITH BITUMINOUS PAINT AND PLATE SEPARATORS MAY BE OMITTED.

WORK THIS SHEET WITH SHEET TITLED "DETAILS FOR TYPE "H" TUBULAR ALUMINUM AND STEEL RAILING".

ALL POST SPACINGS ARE TAKEN HORIZONTALLY ALONG ℄ OF RAILING AT BASE OF POSTS. ALL POSTS SHALL BE SET NORMAL TO GRADE.

No.	Date	Revision	By

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

STRUCTURE B-40-404

Const. Spec	Drawn By	Plans Checked
1963	FARR	RLP

RAIL PARAPET DETAILS

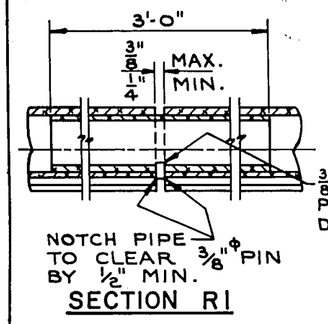
SHEET 14 OF 15

X 39437

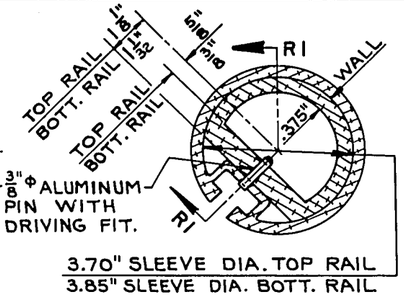
FORM E-8-12-62

B.P.R. DIVISION	PROJECT	SHEET NO.	TOTAL SHEETS
4	T0352(13)	70.14	329

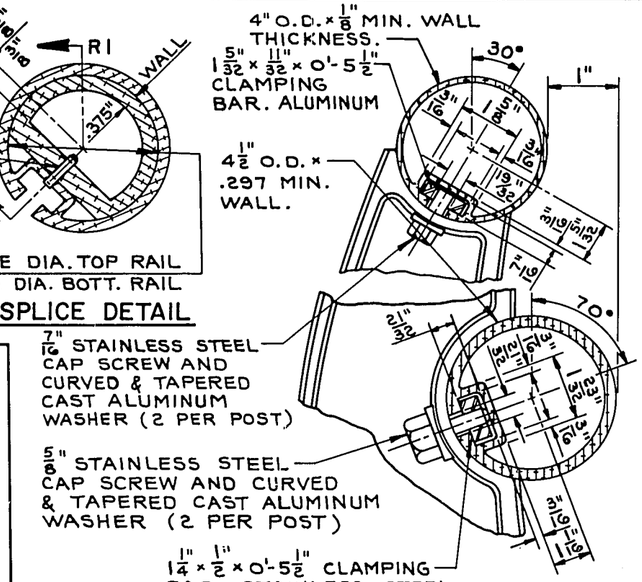
2170-1-71

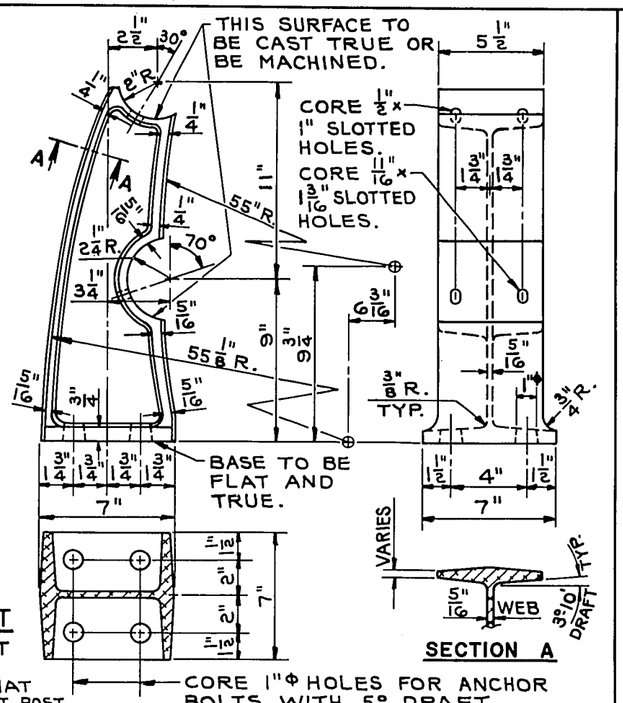


SECTION R1



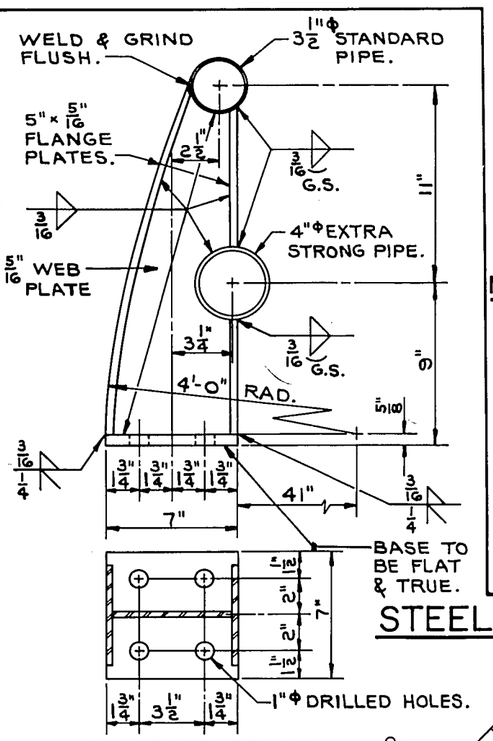
RAIL SPLICE DETAIL





SECTION A

ALUMINUM POST CASTING



NOTES: DETAIL OF RAIL ATTACHMENT TO POST

MAXIMUM REDUCTION IN DIAMETER OF BENT SECTION SHALL BE 3%.

RAILING SPLICES SHALL BE LOCATED SUCH THAT ℄ OF SPLICE IS 1/6 PANEL LENGTH ± 4" OFF NEAREST POST.

ALUMINUM SHIMS SHALL BE USED UNDER POSTS AND END PLATES WHERE REQUIRED FOR ALIGNMENT.

RAILING SHALL BE FABRICATED IN TWO AND THREE PANEL LENGTHS.

ANCHOR BOLTS, NUTS, & WASHERS TO BE STAINLESS STEEL.

WALL THICKNESS OF TUBING SHOWN ABOVE SHALL BE MINIMUM NOMINAL AVERAGE WALL THICKNESS.

CAULK EXPOSED OPENINGS BETWEEN SHIMS WITH LEAD WOOL.

MAXIMUM REDUCTION IN SLOT WIDTH IN BENT TUBING SHALL BE 3/16".

ALUMINUM RAILING DETAILS

STEEL RAILING DETAILS

NOTES

RAILING SHALL BE FABRICATED IN TWO AND THREE PANEL LENGTHS.

STEEL SHIMS SHALL BE USED UNDER POSTS AND END PLATES WHERE REQUIRED FOR ALIGNMENT.

THE FOLLOWING MATERIALS SHALL BE USED:

UPPER RAIL SHALL BE 3 1/2"Φ STANDARD PIPE CONFORMING TO A S T M DESIGNATION A 53.

LOWER RAIL SHALL BE 4" Φ EXTRA STRONG PIPE CONFORMING TO ASTM DESIGNATION A53, GRADE B.

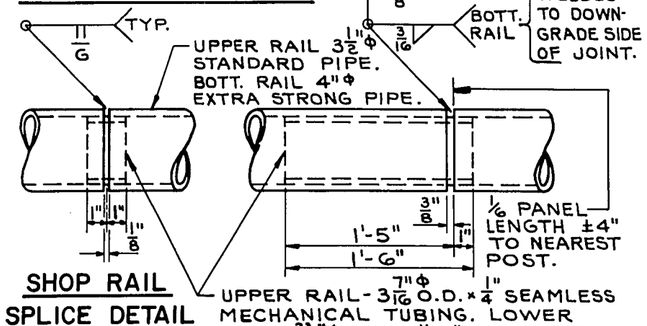
SLEEVES FOR UPPER RAIL SHALL BE 3 7/16"Φ O.D. × 1/4" SEAMLESS MECHANICAL TUBING. SLEEVES FOR LOWER RAIL SHALL BE 3 23/32"Φ O.D. × 11/32" SEAMLESS MECHANICAL TUBING. BOTH SLEEVES SHALL BE MADE OF STEEL WITH A MINIMUM ELONGATION OF 10% AND WITH A MINIMUM ULTIMATE TENSILE STRENGTH OF 60,000 P.S.I.

ANCHOR BOLTS TO BE MADE FROM MATERIAL CONFORMING TO ASTM DESIGNATION A307.

CAULK EXPOSED OPENINGS BETWEEN SHIMS WITH LEAD WOOL.

GALVANIZE ENTIRE RAILING AFTER FABRICATION INCLUDING NUTS, WASHERS, SHIMS AND TOP 3 1/2" OF ANCHOR BOLTS.

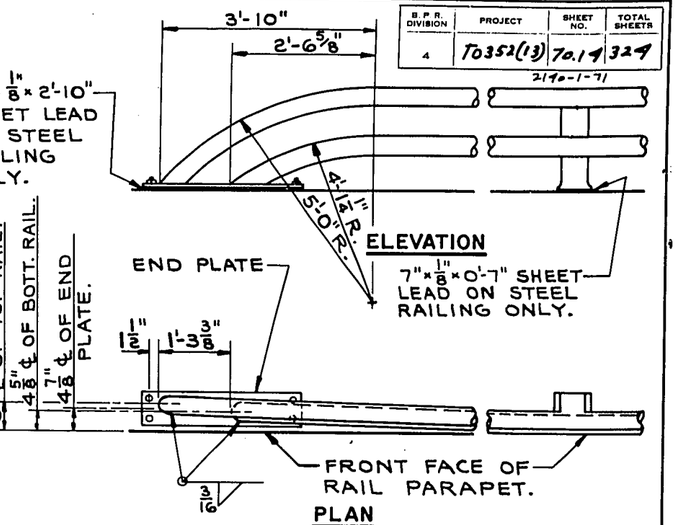
POSTS SHALL BE FABRICATED FROM MATERIAL CONFORMING TO ASTM DESIGNATION A 36.



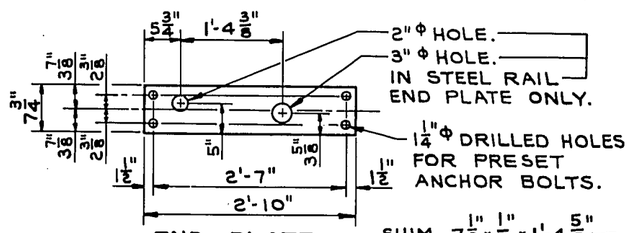
SHOP RAIL SPLICE DETAIL

THE LOCATION OF THE SHOP SPLICE SHALL BE SHOWN ON THE SHOP DRWGS.

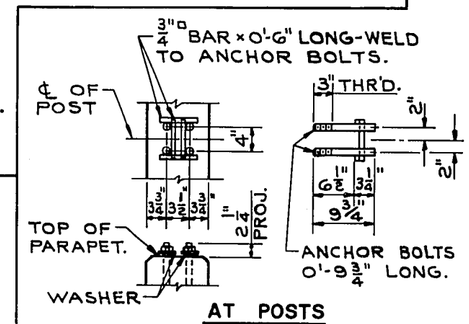
FIELD ERECTION JOINT DETAIL



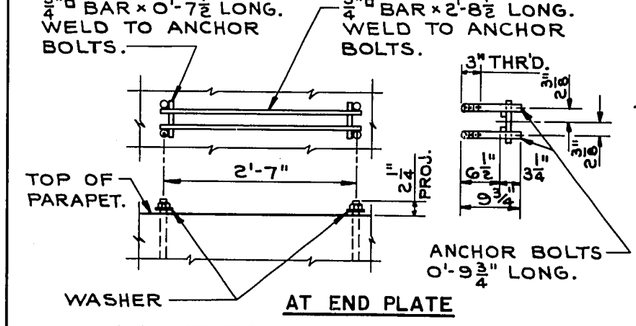
DETAIL OF RAIL BEND AT ABUTMENTS



END PLATE



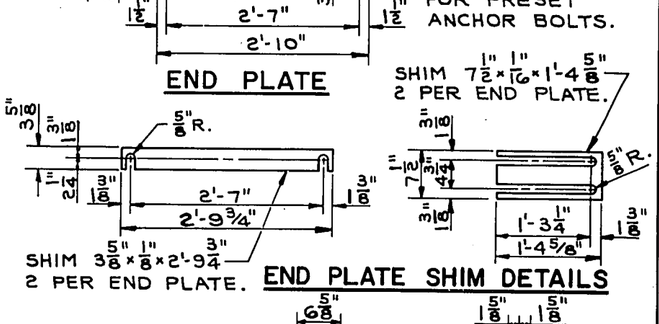
AT POSTS



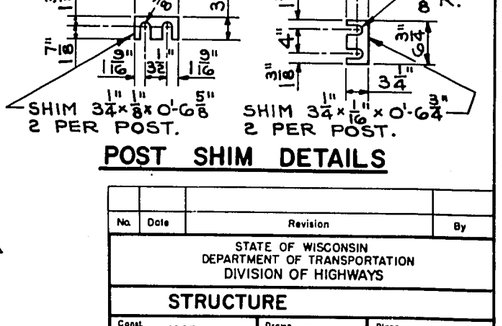
AT END PLATE

ANCHOR BOLT SETTING DETAILS

THE SHANK AND ROOT OF THREAD DIAMETER FOR ANCHOR BOLTS SHALL BE A MINIMUM OF 0.62 INCHES.



END PLATE SHIM DETAILS



POST SHIM DETAILS

No.	Date	Revision	By

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

STRUCTURE

Const. Spec. 1963	Drawn By FARR	Plans Checked RLP

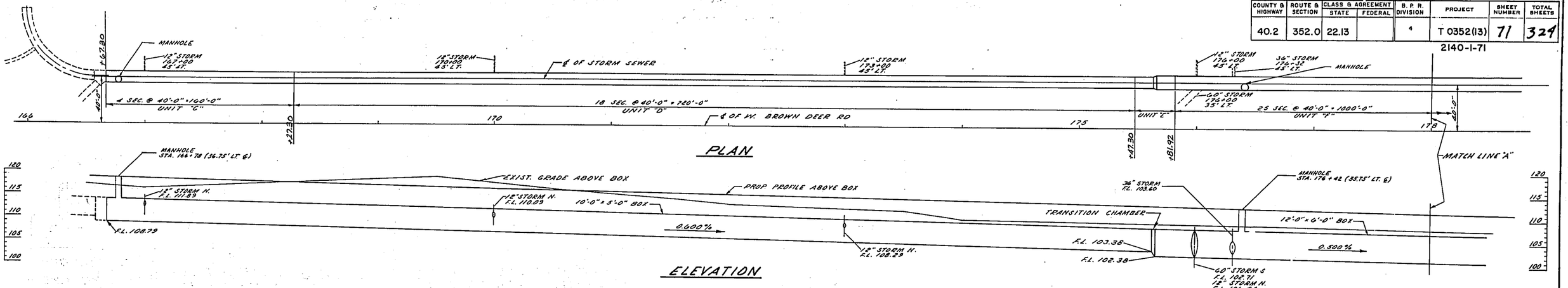
DETAILS FOR TYPE "H" TUBULAR ALUMINUM & STEEL RAILING

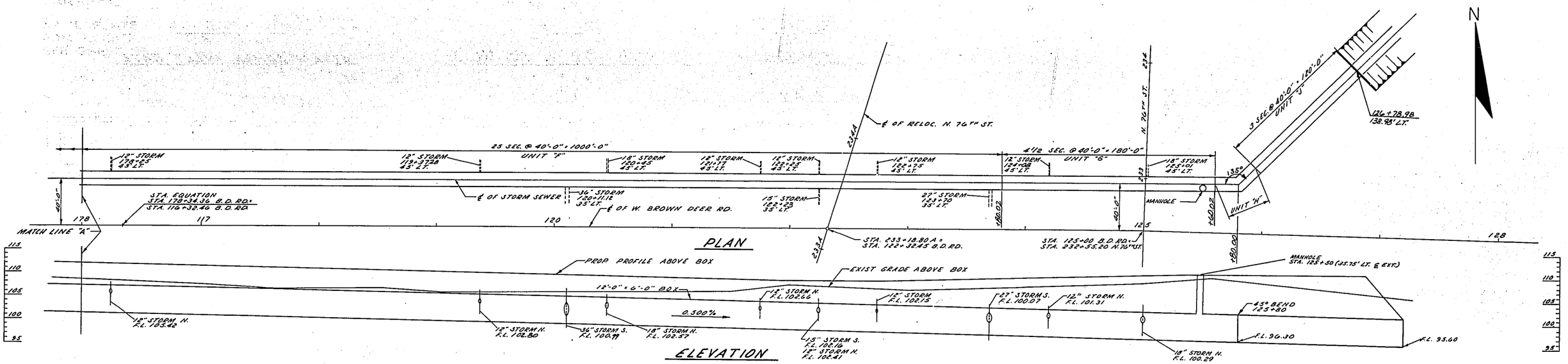
SHEET 15 OF 15

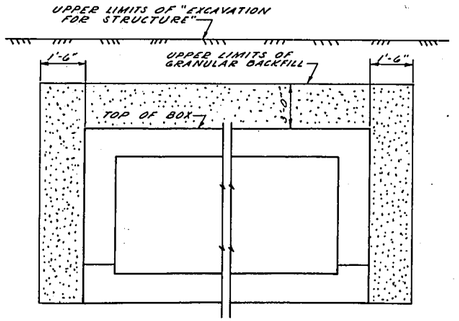
X 39438

COUNTY & HIGHWAY	ROUTE & SECTION	CLASS & AGREEMENT STATE	CLASS & AGREEMENT FEDERAL	B. P. R. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
40.2	352.0	22.13		4	T 0352(13)	71	329

2140-1-71







TYPICAL SECTION THRU CULVERT

UNIT	DEPTH OF FILL DESIGNED FOR:
A	3.5 FT.
B	3.5 FT.
C	4.0 FT.
D	3.5 FT.
E	3.5-4.0 FT.
F	4.0-6.0 FT.
G	7.0 FT.
H	8.0 FT.
J	8.0 FT.

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.
BAR STEEL REINFORCEMENT SHALL BE IMBEDDED 2" CLEAR UNLESS OTHERWISE SHOWN OR NOTED.
BEVEL EXPOSED EDGES OF CONCRETE 1" UNLESS OTHERWISE SPECIFIED.
ALL SPACES EXCAVATED AND NOT OCCUPIED BY THE NEW STRUCTURE SHALL BE BACKFILLED WITH GRANULAR BACKFILL AS SHOWN.
PAYMENT WILL BE MADE ONLY FOR MATERIAL ACTUALLY PLACED WITHIN THE LIMITS SPECIFIED FOR "EXCAVATION FOR STRUCTURES".
UPPER LIMITS OF "EXCAVATION FOR STRUCTURES" SHALL BE THE EXISTING GROUND LINE.
PROVIDE AND INSTALL FOR ALL OPENINGS TO BE OCCUPIED BY FUTURE STORM SEWER, A SHORT LENGTH OF PIPE WITH SOCKET END OUT AND ENCASE IN CONCRETE AND BULKHEAD AT SOCKET END.

DESIGN DATA

LIVELOAD ..... HS 20
ALLOWABLE DESIGN STRESSES
CONCRETE, MASONRY GRADE "AA" f'_c = 1400 p.s.i.
BAR STEEL REINFORCEMENT f_s = 20,000 p.s.i.

TOTAL ESTIMATED QUANTITIES

BID ITEMS	UNIT	A	B	C	D	E	F	G	H	J	TOTAL
EXCAVATION FOR STRUCTURES	C.Y.	260	40	815	3270	140	4,520	1,300	330	890	11,565
GRANULAR BACKFILL	C.Y.	182	28	368	1653	87	2,676	883	107	322	5,906
CONCRETE MASONRY	C.Y.	57	12	132	593	35	1,127	211	48	165	2,380
BAR STEEL REINFORCEMENT	LB.	11,745	2,688	31,576	142,511	7,901	245,972	46,530	11,466	33,271	535,660
STRUCTURAL CARBON STEEL	LB.	175								1,055	1,230

LIST OF DRAWINGS

1. GENERAL PLAN & ELEVATION ..... X 39251
2. GENERAL PLAN, UNIT "A" DETAIL & INLET ..... X 39252
3. UNIT "B" & MANHOLE DETAILS ..... X 39253
4. UNITS "C" & "D" DETAILS ..... X 39254
5. UNIT "E" DETAILS & 60" OPENING ..... X 39255
6. UNITS "F" & "G" DETAILS ..... X 39256
7. UNITS "H" & "J" DETAILS ..... X 39257
8. OUTLET DETAILS ..... X 39258
9. BAR SCHEDULE & DETAILS ..... X 39259
10. DRAINAGE GRADING DETAILS ..... X 39260

WISCONSIN PROFESSIONAL ENGINEER — JEREMY CLAY ZIMMERMAN E-9677 WEST ALLIS, WIS.

No.	Date	Revision	By

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

STRUCTURE C-40-53

W. BROWN DEER ROAD OVER STORM SEWER

County MILWAUKEE		City MILWAUKEE	
Design Spec. AASHO 1965		Load HS 20	Const. 1963 Spec.
Designed By K.P.K.	Design Checked J.E.S.	Drawn By D.S.P.	Plans Checked J.C.Z.

Approved W. A. Vlieg, Chief Bridge Engineer — 6-7-68 Date

J. C. ZIMMERMAN ENGINEERING CORP.
CONSULTING ENGINEERS
WEST ALLIS, WISCONSIN

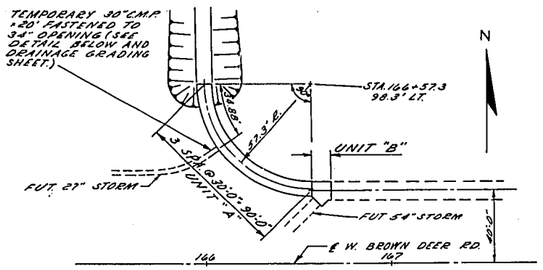
GENERAL PLAN & ELEVATIONS

SHEET 1 OF 10

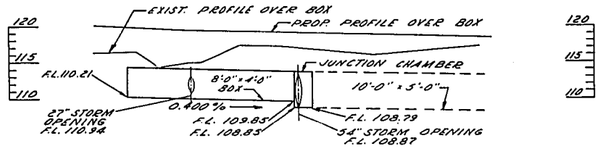
X 39251

B. F. & DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	T035 2(13)	72	324

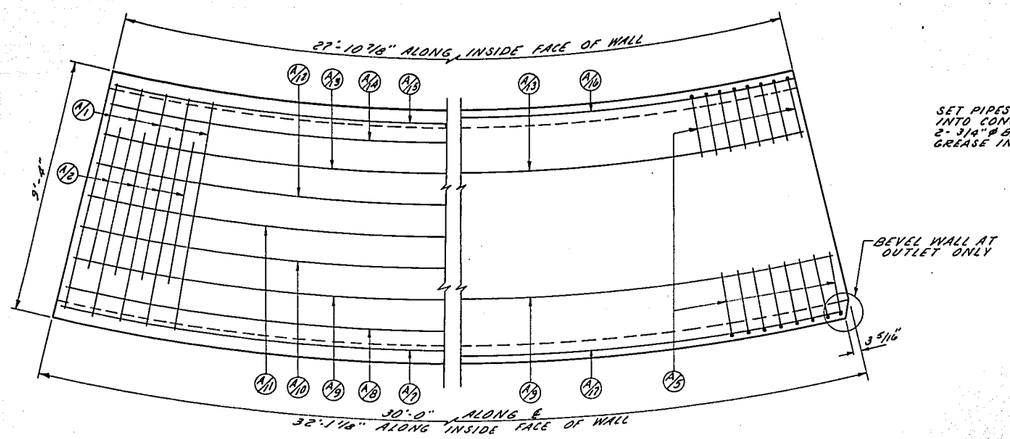
2140-1-71



PLAN



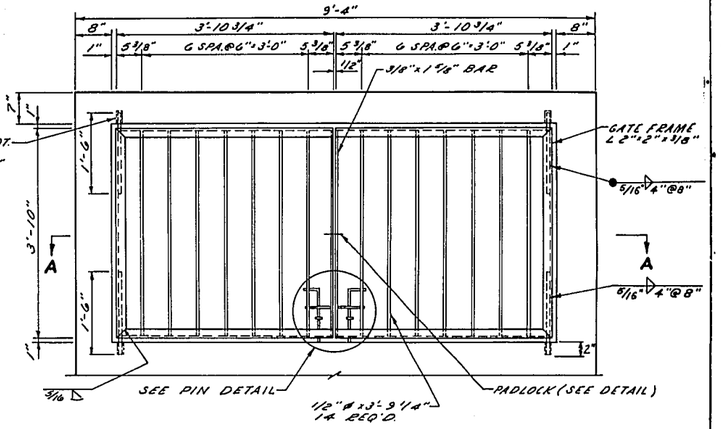
ELEVATION



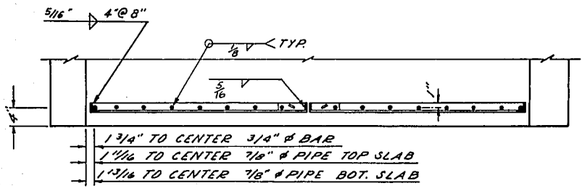
SLAB PLAN

UNIT "A"

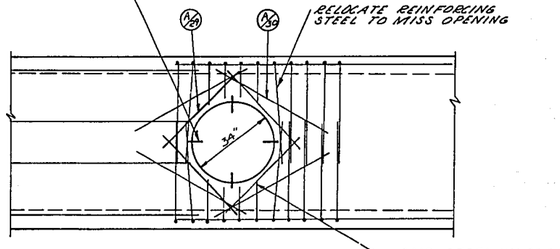
TOP & BOTTOM SLAB SIMILAR



STORM SEWER INLET GATE

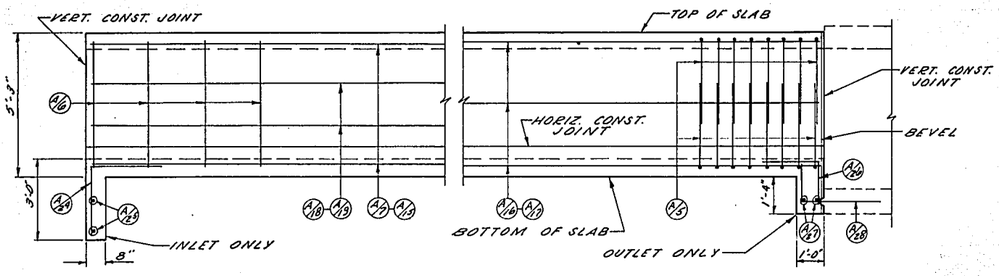


SEC. A-A



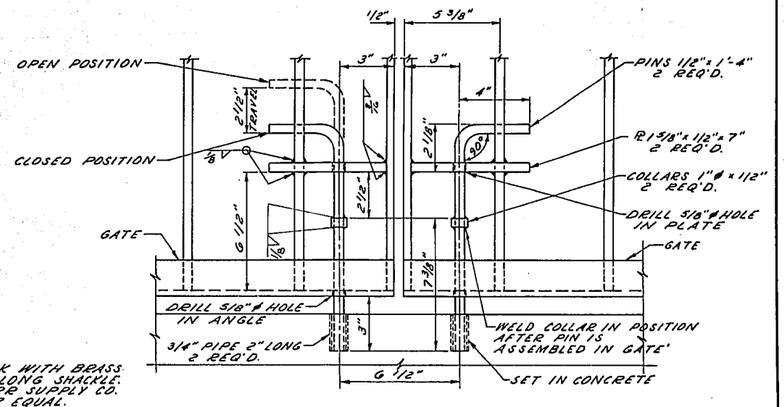
WALL ELEVATION

OPENING FOR 27" R.C.P. IN UNIT "A"

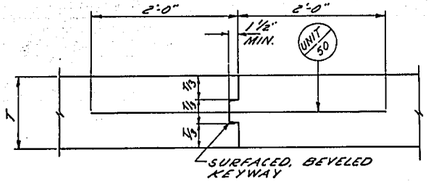


WALL ELEVATION

UNIT "A"

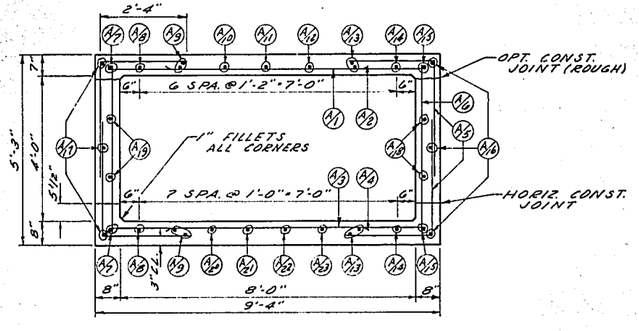


PIN DETAIL



VERT. CONST. JOINT

(TYPICAL)

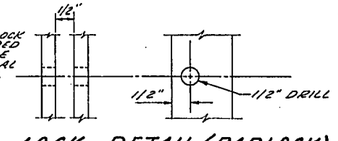


TYPICAL SECTION

UNIT "A"

PROVIDE PADLOCK WITH BRASS CYLINDER AND LONG SHACKLE: "MCMASTER-CARR SUPPLY CO. NO. 1191 F23" OR EQUAL.

NOTE: COST OF PADLOCK TO BE INCLUDED IN BID PRICE FOR STRUCTURAL CARBON STEEL.



LOCK DETAIL (PADLOCK)

No.	Date	Revision	By

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

STRUCTURE C-40-53

Const. Spec. 1963	Drawn By B.F.K. O.S.P.	Plans Checked J.C.Z.

J. C. ZIMMERMAN ENGINEERING CORP.
CONSULTING ENGINEERS
WEST ALLIS, WISCONSIN

GENERAL PLAN
UNIT "A" DETAIL
& INLET

SHEET 2 OF 10

X39252

B.P.R. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
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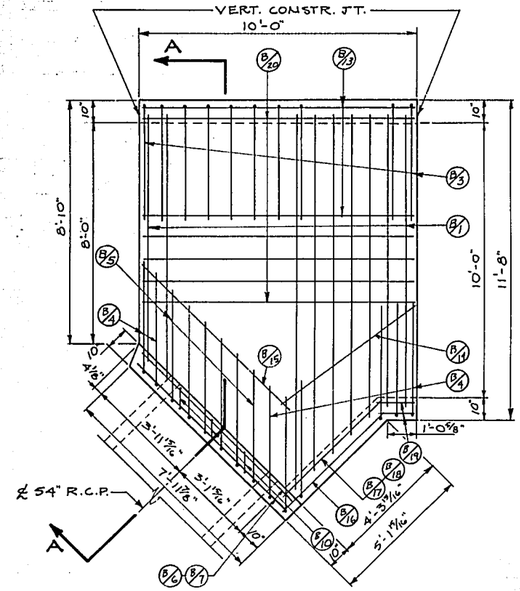
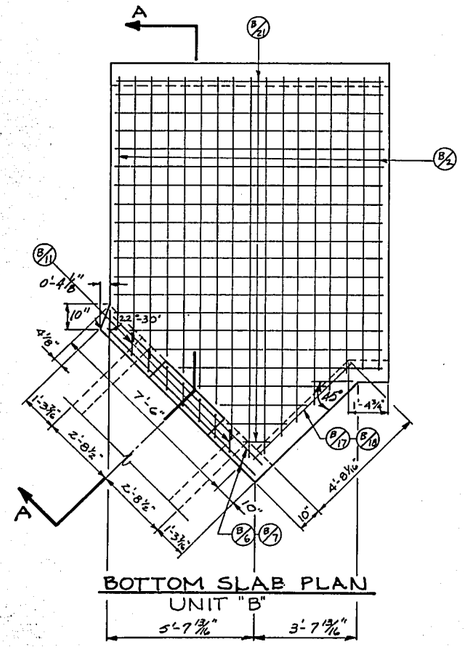
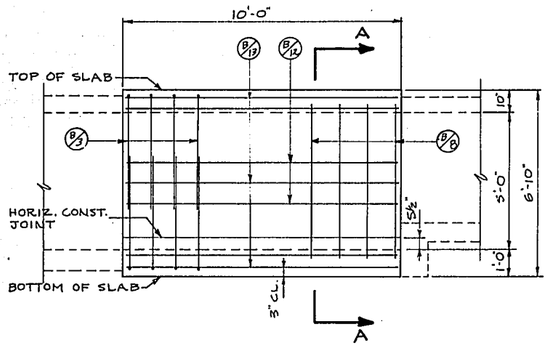
2140-1-71



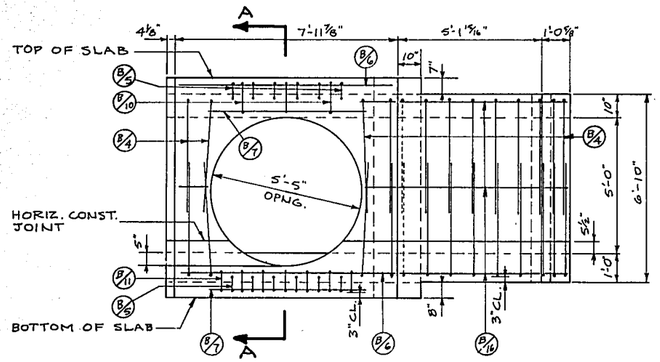
TOP SLAB PLAN
UNIT "B"



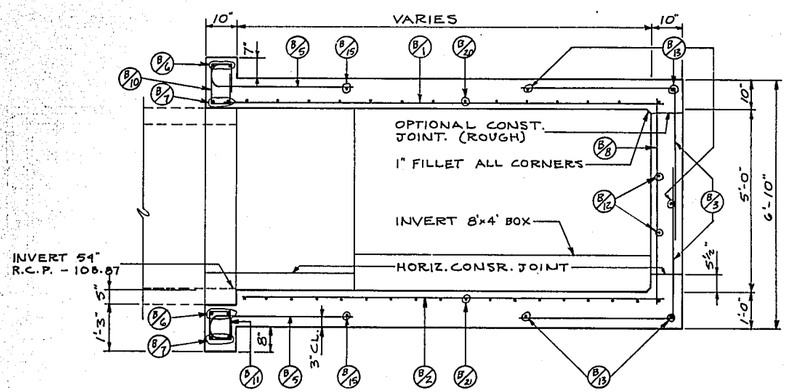
BOTTOM SLAB PLAN
UNIT "B"



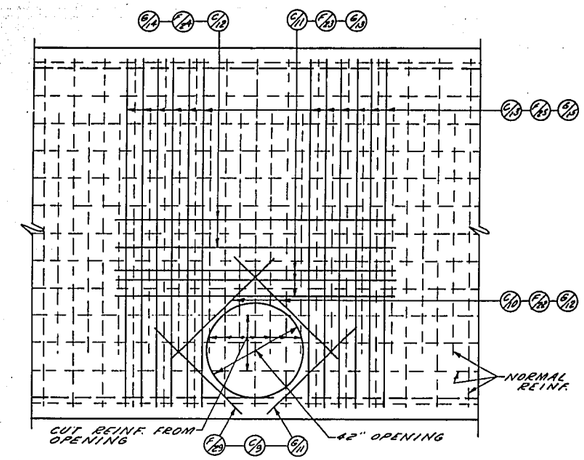
NORTH WALL ELEVATION
UNIT "B"



SOUTH WALL ELEVATION
UNIT "B"

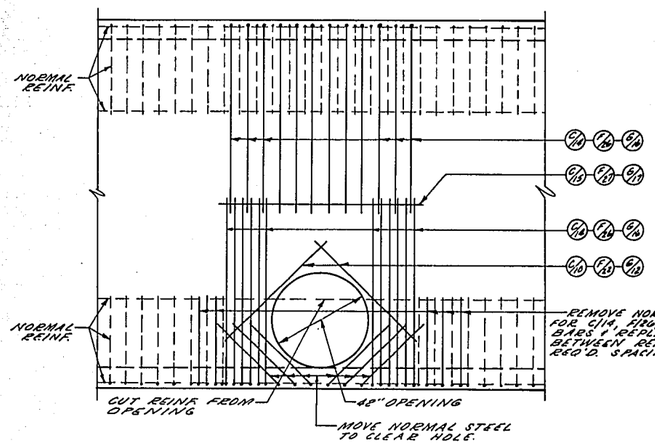


SECTION A-A
UNIT "B"



CUT REINFORCEMENT STEEL FROM OPENING
ADD TO NORMAL REINF. AS SHOWN

INSIDE FACE



CUT REINFORCEMENT STEEL FROM OPENING
ADD TO NORMAL REINF. AS SHOWN

OUTSIDE FACE

MANHOLE REINFORCEMENT

NOTE:
BAR STEEL REINF. SHOWN IN "MANHOLE REINF. DETAILS" IS IN ADDITION TO THE NORMAL REINF. REQUIRED. THIS ADDITIONAL REINF. SHALL BE PLACED MIDWAY BETWEEN NORMAL REINF. WHERE POSSIBLE. FOR MANHOLE LOCATIONS REFER TO DRAWING X39251.

INSTALL MANHOLE STEPS IN WALL OF C-40-53 TO CONNECT TO STEPS IN MANHOLES. COST TO BE CONSIDERED INCIDENTAL TO COST OF OTHER CONTRACT ITEMS.

STA. 12+50 BD, 176+42 BD, 186+78 BD

No.	Date	Revision	By

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

STRUCTURE C-40-53

Const. Spec. 1963	Drawn By K.P.K.	Plans Checked J.C.Z.

J. C. ZIMMERMAN ENGINEERING CORP.
CONSULTING ENGINEERS
WEST ALLIS, WISCONSIN

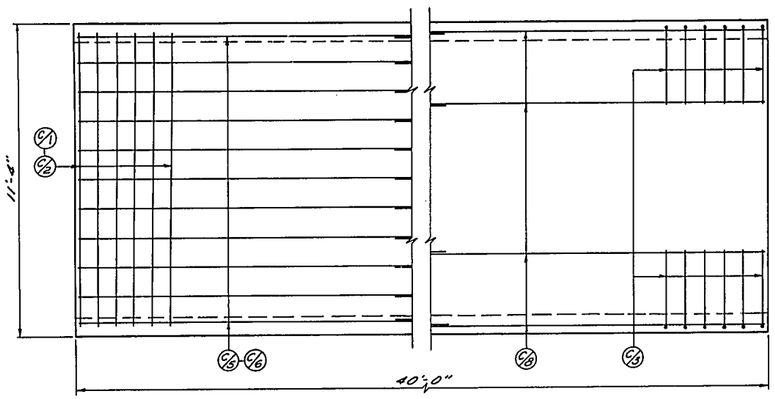
UNIT "B" & M.H. DETAILS

SHEET 3 OF 10

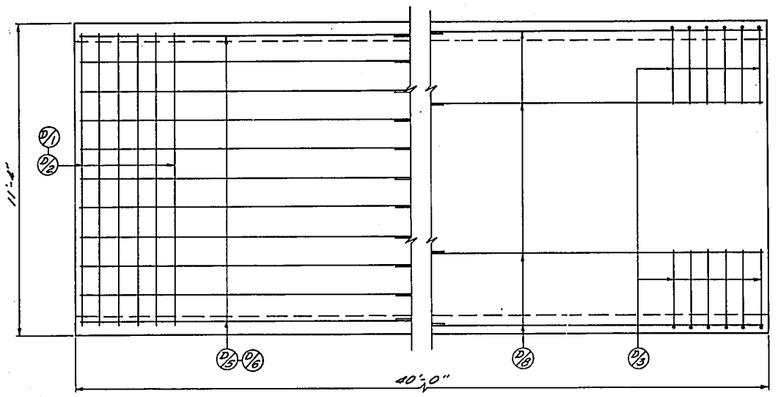
X 39253

B. P. R. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	T0352(13)	74	324

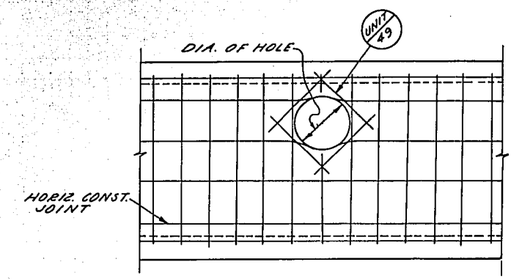
2140-1-71



SLAB PLAN
UNIT "C"
TOP & BOTTOM SLAB SIMILAR

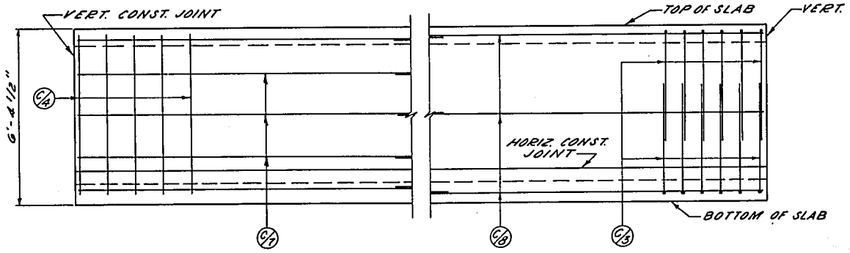


SLAB PLAN
UNIT "D"
TOP & BOTTOM SLAB SIMILAR

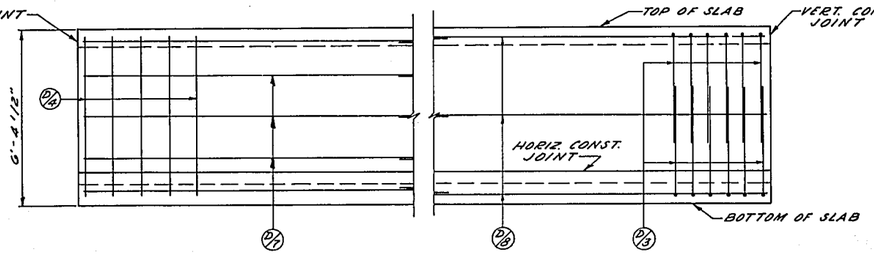


TYPICAL DETAIL OF
LATERAL PIPE OPENINGS

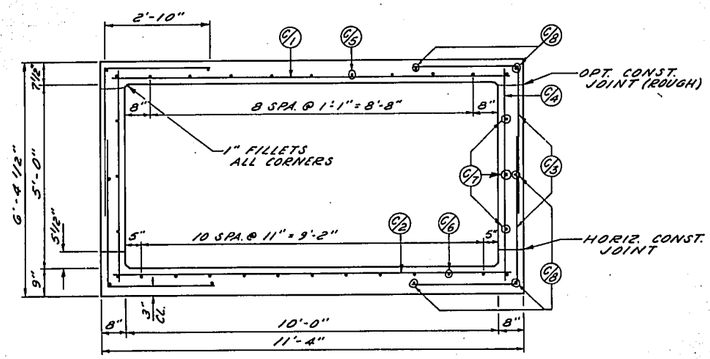
PROVIDE OPENINGS FOR STORM SEWER PIPE. BEND REINFORCING STEEL TO MISS HOLE. CLIP STEEL WHERE BENDING IS IMPRACTICAL.



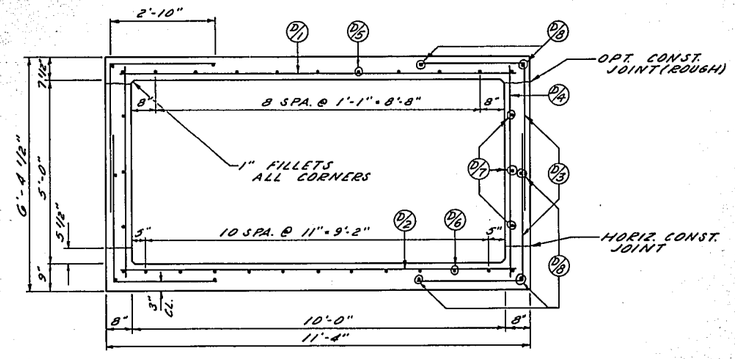
WALL ELEVATION
UNIT "C"



WALL ELEVATION
UNIT "D"



TYPICAL SECTION
UNIT "C"



TYPICAL SECTION
UNIT "D"

No.	Date	Revision	By

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

STRUCTURE C-40-53

Const. Spec. 1963	Drawn By B.F.L. D.S.A.	Plans Checked J.C.Z.

J. C. ZIMMERMAN
ENGINEERING CORP.
CONSULTING ENGINEERS
WEST ALLIS, WISCONSIN

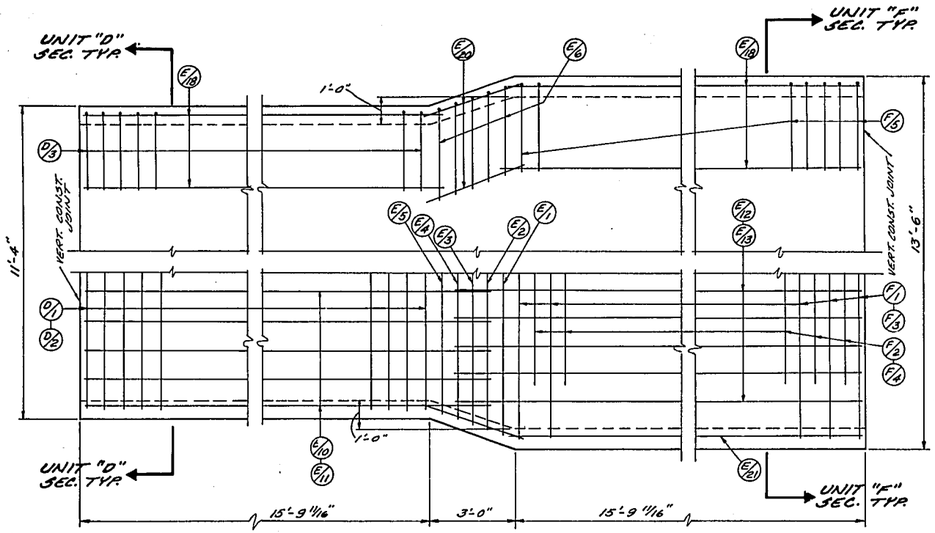
UNITS "C" & "D"
DETAILS

SHEET 4 OF 10

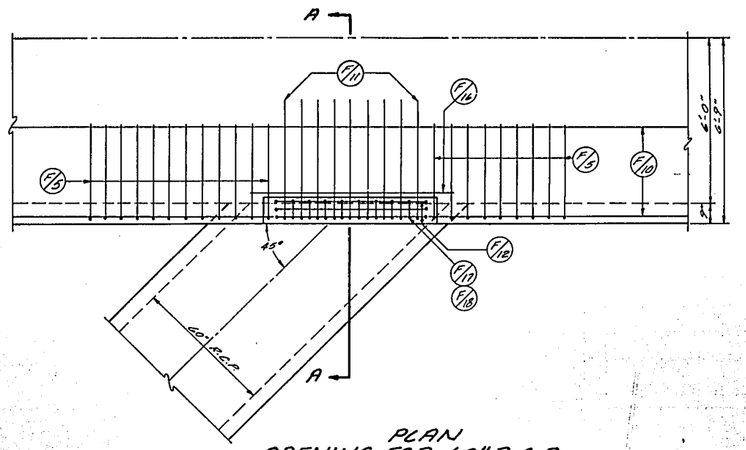
X 39254

B. P. R. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
	T0352(13)	75	329

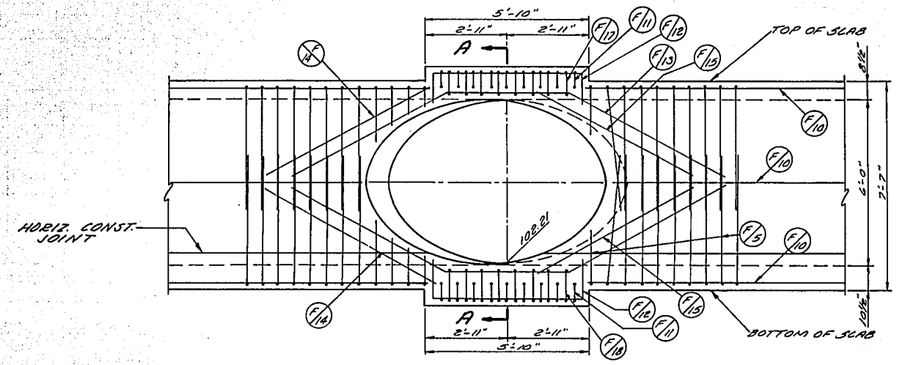
2140-1-71



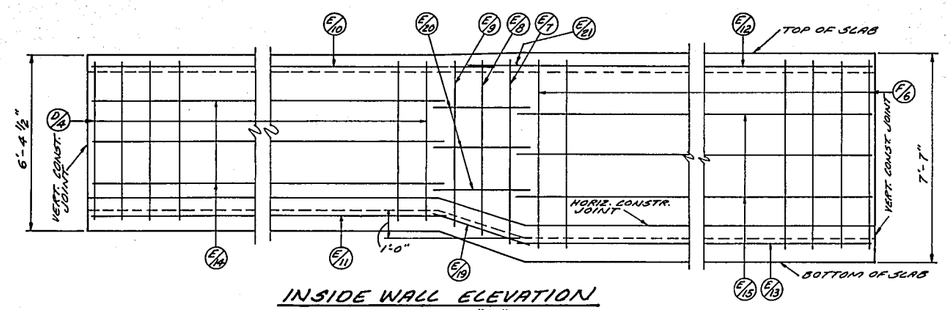
SLAB PLAN
UNIT "E"
TOP & BOTTOM SLAB SIMILAR



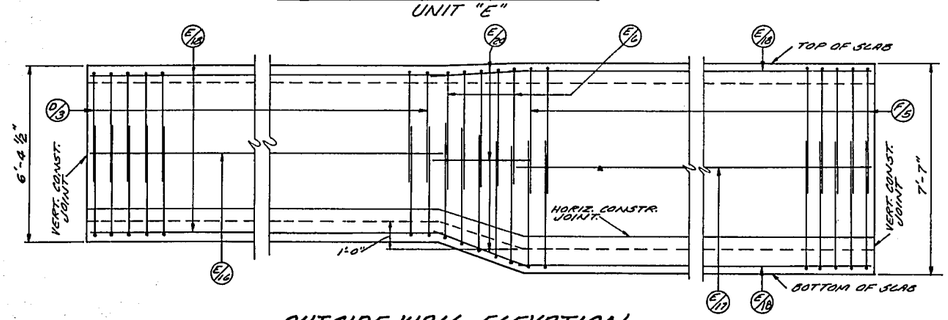
PLAN
OPENING FOR 60" R. C. P.
IN UNIT "F"



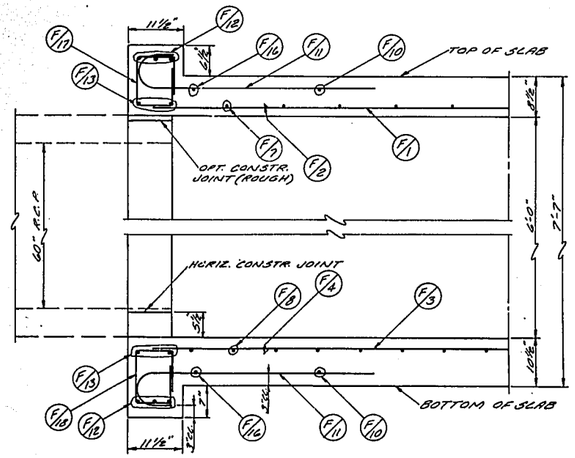
WALL ELEVATION
IN UNIT "F"



INSIDE WALL ELEVATION
UNIT "E"



OUTSIDE WALL ELEVATION
UNIT "E"



SECTION A-A
UNIT "F"

No.	Date	Revision	By

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

STRUCTURE C-40-53

Const Spec. 1963	Drawn By T. W.	Plans Checked J. C. Z.

J. C. ZIMMERMAN
ENGINEERING CORP.
CONSULTING ENGINEERS
WEST ALLIS, WISCONSIN

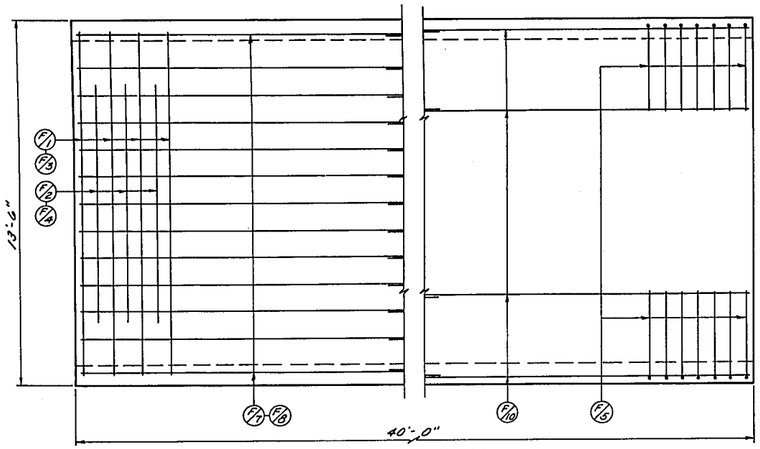
UNIT " E"
DETAIL 8
60" OPENING

SHEET 5 OF 10

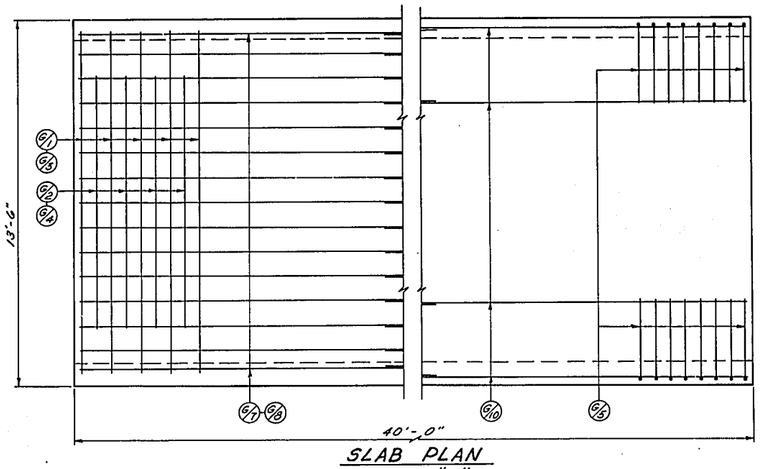
X 39255

B. P. R. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	T 0352(13)	76	329

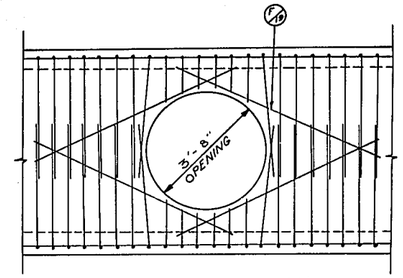
2140-1-71



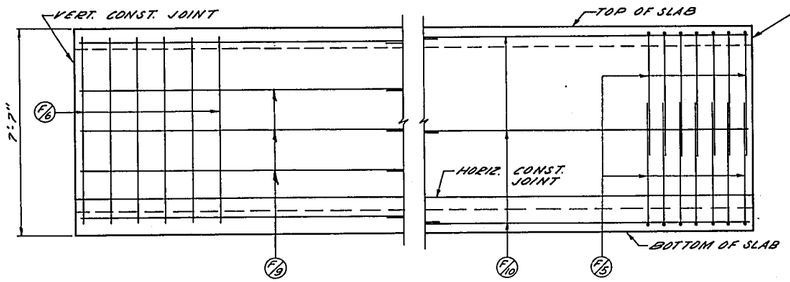
SLAB PLAN
UNIT "F"
TOP & BOTTOM SLAB SIMILAR



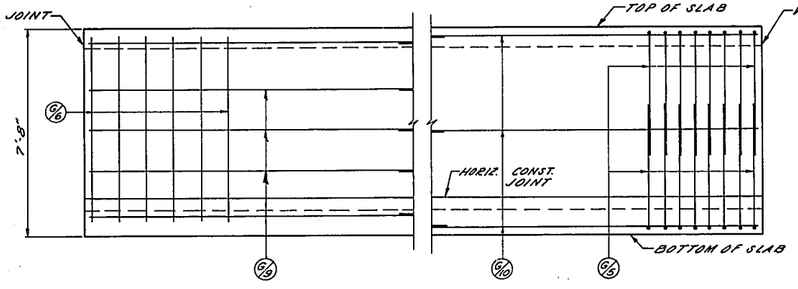
SLAB PLAN
UNIT "G"
TOP & BOTTOM SLAB SIMILAR



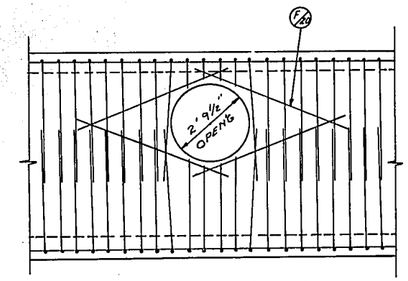
WALL ELEVATION
OPENING FOR 36" R.C.P.
IN UNIT "F"



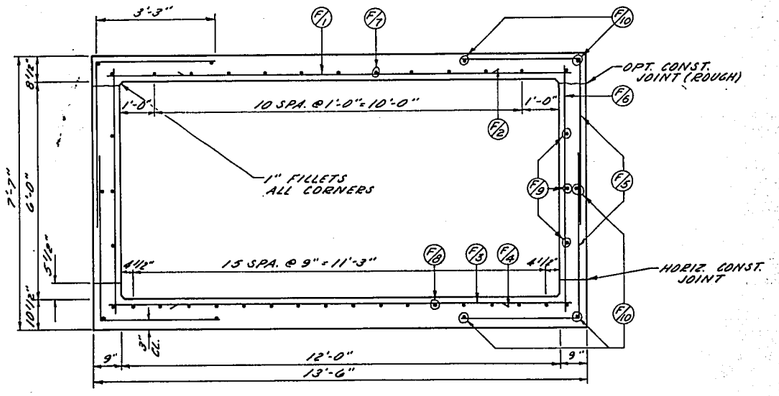
WALL ELEVATION
UNIT "F"



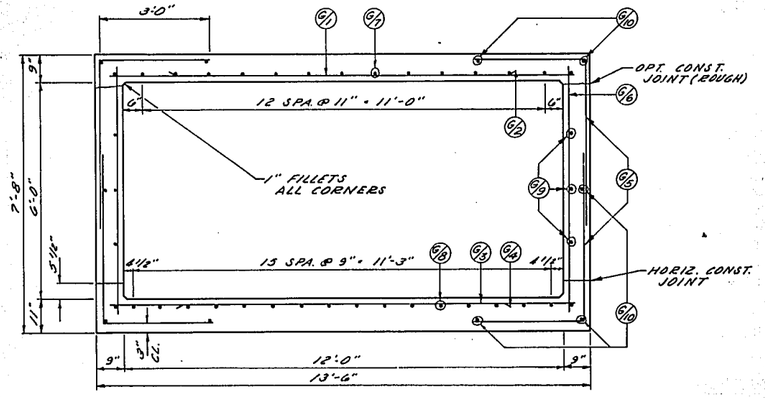
WALL ELEVATION
UNIT "G"



WALL ELEVATION
OPENING FOR 27" R.C.P.
IN UNIT "F"



TYPICAL SECTION
UNIT "F"



TYPICAL SECTION
UNIT "G"

No.	Date	Revision	By

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

STRUCTURE C-40-53

Const. Spec. 1963	Drawn By B.F.I. D.S.P.	Plans Checked J.C.Z.

J. C. ZIMMERMAN
ENGINEERING CORP.
CONSULTING ENGINEERS
WEST ALLIS, WISCONSIN

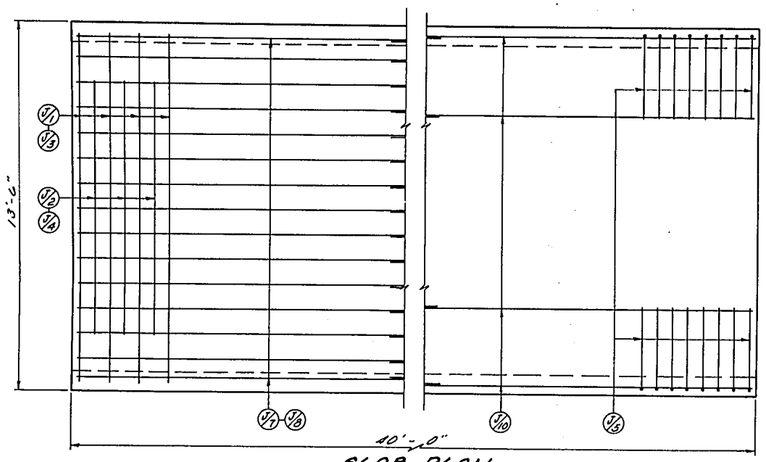
UNITS "F" & "G"
DETAILS

SHEET 6 OF 10

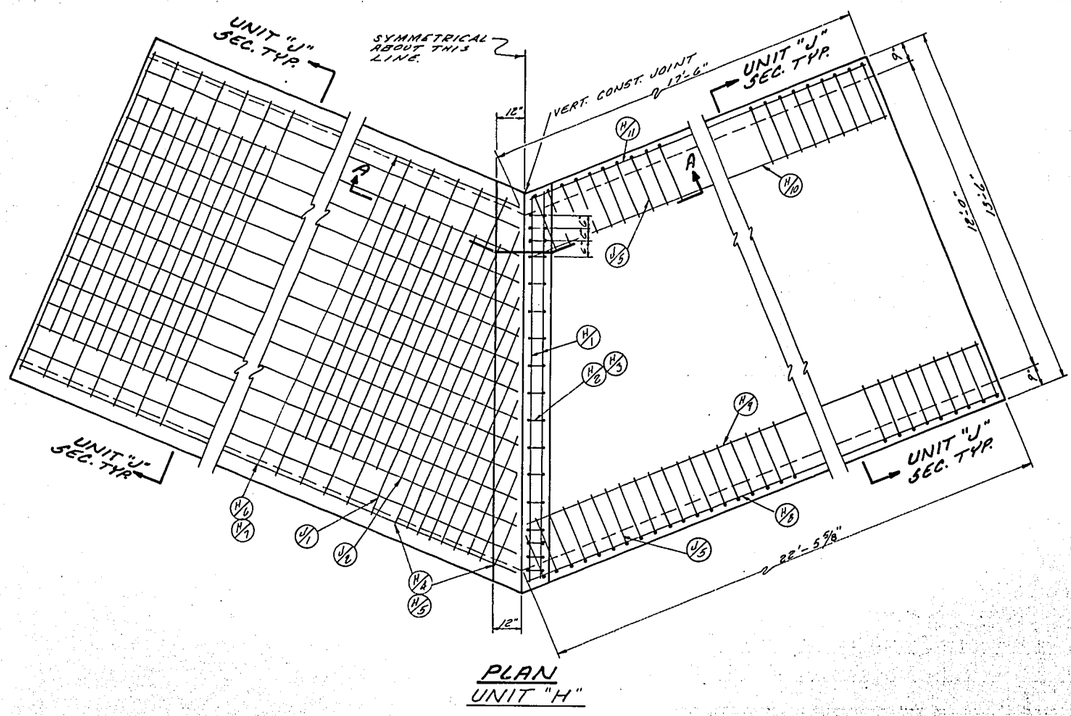
X 39256

B. P. R. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	T0352(13)	77	329

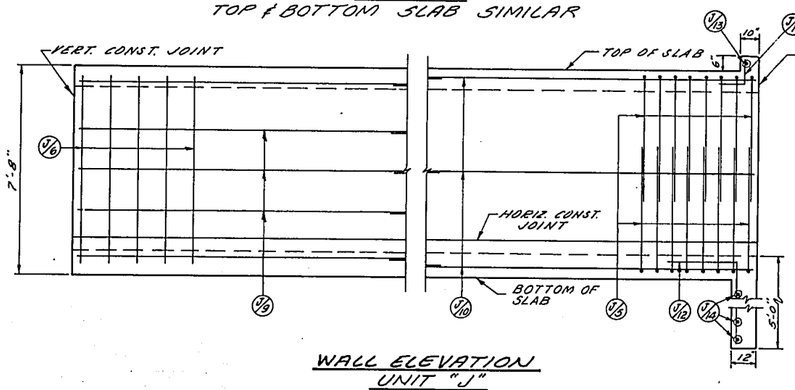
2140-1-71



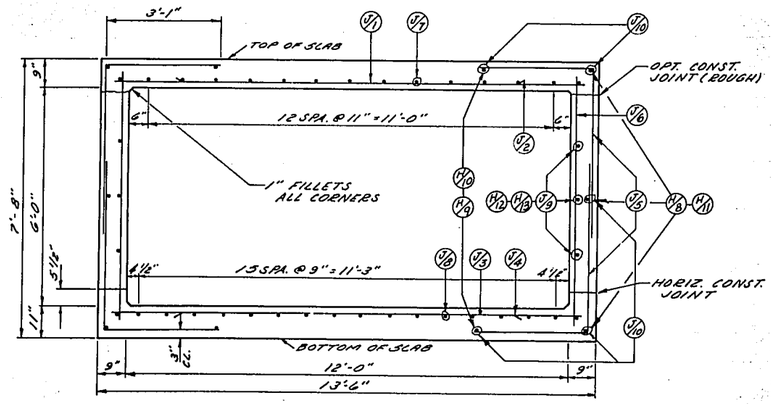
SLAB PLAN
UNIT "J"
TOP & BOTTOM SLAB SIMILAR



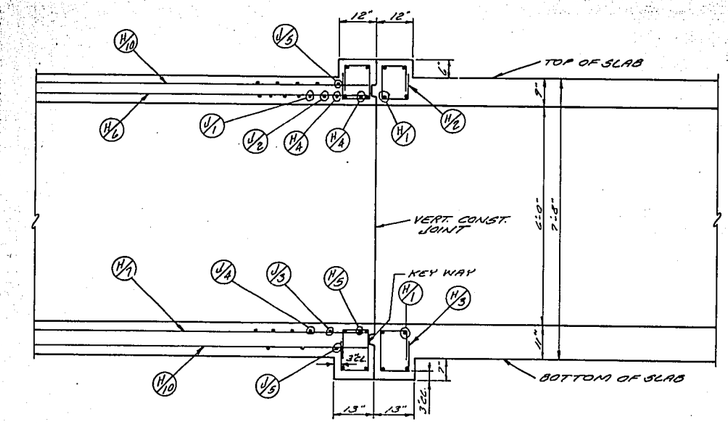
PLAN
UNIT "H"



WALL ELEVATION
UNIT "J"



TYPICAL SECTION
UNIT "J"



SECTION A-A
UNIT "H"

No.	Date	Revision	By

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

STRUCTURE C-40-53

Const. Spec. 1983 | Drawn By T.W.I. D.S.P. | Plans Checked J.C.Z.

J. C. ZIMMERMAN ENGINEERING CORP.
CONSULTING ENGINEERS
WEST ALLIS, WISCONSIN

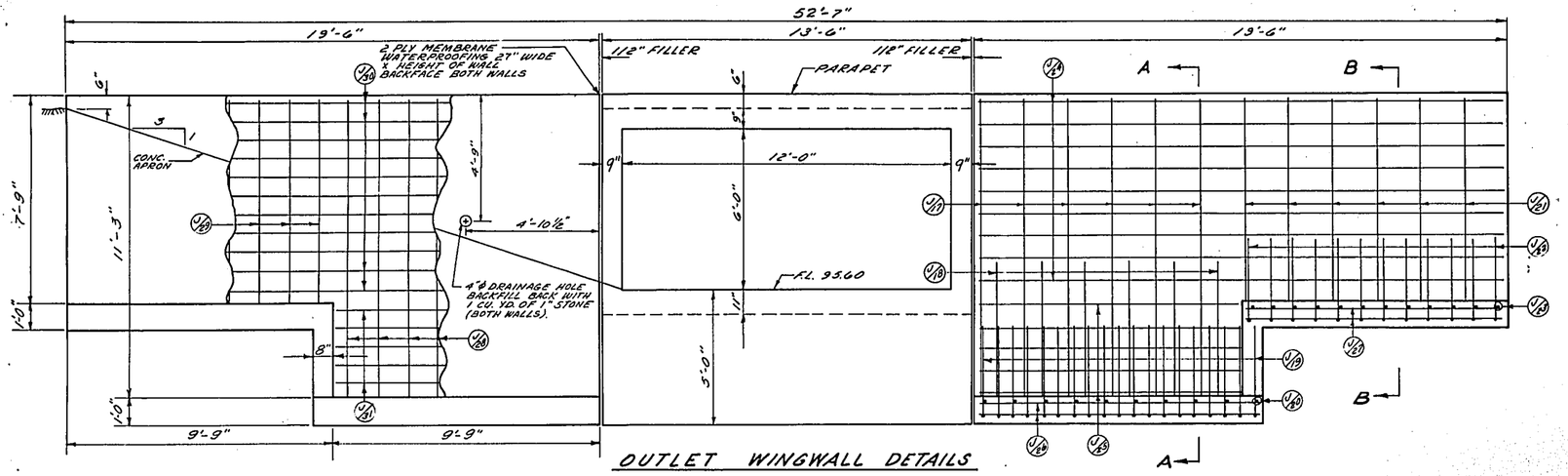
UNITS "H" & "J" DETAILS

SHEET 7 OF 10

X 39257

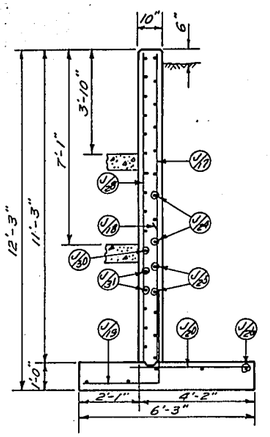
B.P.R. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
	T 0352(13)	78	324

2140-1-71



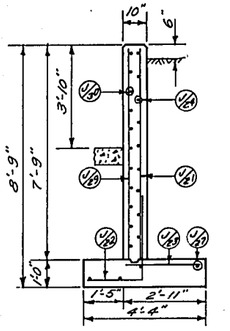
OUTLET WINGWALL DETAILS

UNIT "J"



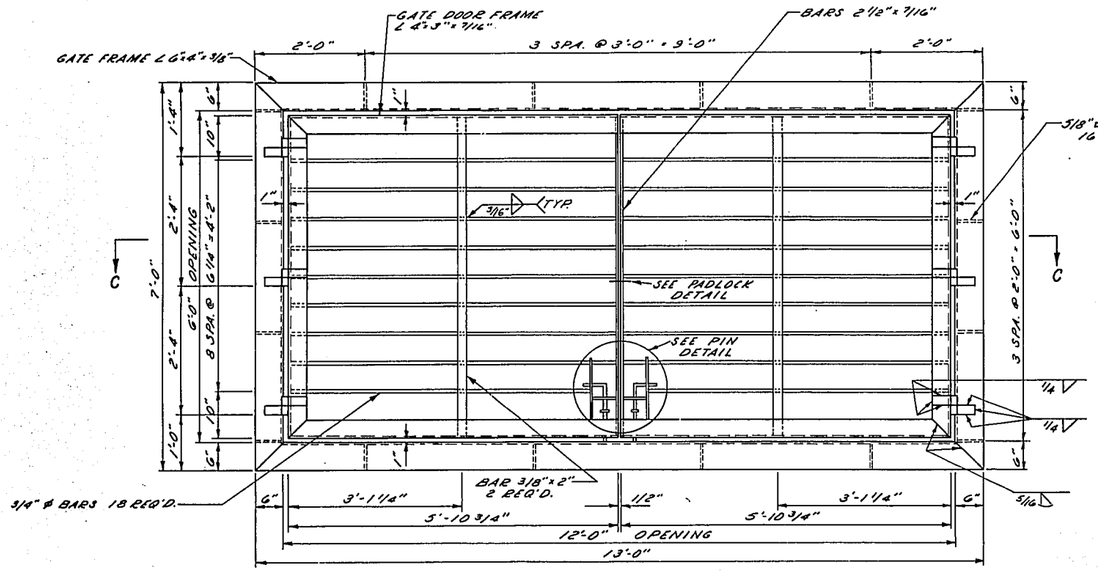
SEC. A-A

UNIT "J"



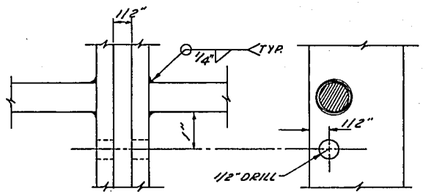
SEC. B-B

UNIT "J"



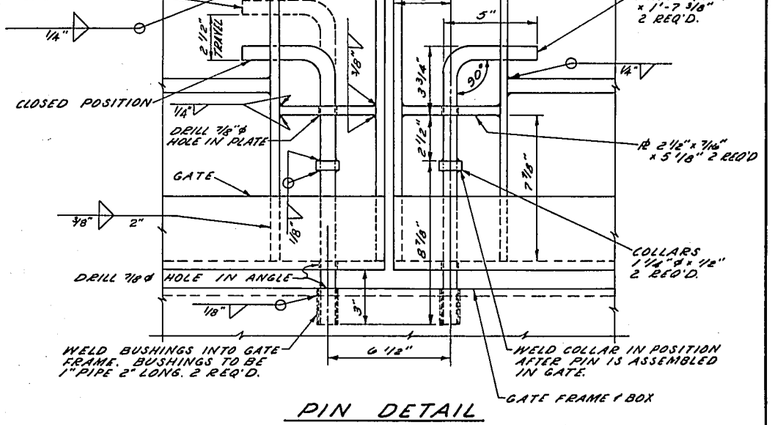
STORM SEWER OUTLET GATE

UNIT "J"

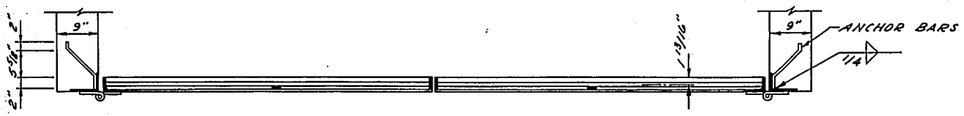


LOCK DETAIL (PADLOCK)

PROVIDE PADLOCK WITH BRASS CYLINDER AND LONG SHACKLE. "McMASTER-CARR SUPPLY CO. NO. 1195F23" OR EQUAL. COST OF PADLOCK TO BE INCLUDED IN BID PRICE FOR STRUCTURAL CARBON STEEL.

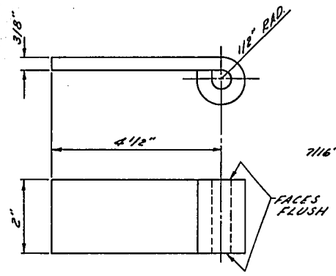


PIN DETAIL



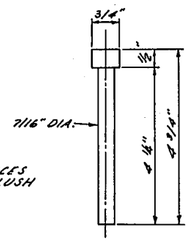
SEC. C-C

UNIT "J"



HINGE

12 REQ'D.



HINGE PIN

6 REQ'D.

No.	Date	Revision	By

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

STRUCTURE C-40-53

Const. Spec. 1963	Drawn By D.S.P.	Plans Checked J.C.Z.

J. C. ZIMMERMAN ENGINEERING CORP.
CONSULTING ENGINEERS
WEST ALLIS, WISCONSIN

OUTLET DETAILS

SHEET 8 OF 10

X 39258

B.P.R. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	T0352(13)	79	329

2140-1-71

UNIT "A" 8'x 4' BOX 11,745

MARK	NO.	SIZE	LENGTH	SPACING	LOCATION	DET.
A 1	97	5	8-6	1-0	Top Slab	
A 2	97	5	5-6	1-0	Top Slab	
A 3	97	6	8-6	1-0	Bot. Slab	
A 4	97	6	6-4	1-0	Bot. Slab	
A 5	660	6	5-6	7	Top Slab & Bot. Slab Corners	A
A 6	90	4	4-8	2-0	Walls-Vert.	
A 7	6	4	31-9	Shown	Top & Bot. Slab Corners	
A 8	6	4	31-5	"	Top Slab & BOT. SLAB	
A 9	12	4	30-10	"	Top Slab & BOT. SLAB	
A10	3	4	30-3	"	Top Slab	
A11	3	4	29-8	"	Top Slab	
A12	3	4	29-1	"	Top Slab	
A13	12	4	28-6	"	Top Slab & BOT. SLAB	
A14	6	4	27-11	"	Top Slab & BOT. SLAB	
A15	6	4	27-6	"	Top & Bot. Slab Corners	
A16	9	4	27-6	"	Top & Bot. & Wall Corners	
A17	9	4	31-9	"	Top & Bot. & Wall Corners	
A18	6	4	27-6	1-6	Walls	
A19	6	4	31-10	1-6	Walls	
A20	3	4	30-5	Shown	Bot. Slab	
A21	3	4	29-11	"	Bot. Slab	
A22	3	4	29-3	"	Bot. Slab	
A23	3	4	28-10	"	Bot. Slab	
A24	10	4	5-0	1-0	Inlet Footings	A
A25	2	4	8-10	Shown	Inlet Footings	
A26	10	4	3-7	1-0	Outlet Footings	A
A27	2	4	8-10	Shown	Outlet Footings	
A28	10	5	4-0	1-0	Dowels-Vert.Const.Jt.at Outlet	A
A29	4	4	3-9	Shown	27" Open.-Inside Face	
A30	4	6	4-9	Shown	27" Open.-Outside Face	
A50	75	5	4-0	1-0	Dowels-Vert.Const. Jt.	

UNIT "B" JUNCTION CHAMBER 2,688

MARK	NO.	SIZE	LENGTH	SPACING	LOCATION	DET.
B 1	2	7	10-8	8	Top Slab	
	1	7	11-1	8	Top Slab	
	1	7	11-9	8	Top Slab	
	1	7	12-5	8	Top Slab	
	1	7	13-0	8	Top Slab	
	1	7	13-9	8	Top Slab	
	1	7	14-0	8	Top Slab	
	1	7	13-0	8	Top Slab	
	1	7	12-4	8	Top Slab	
	1	7	11-8	8	Top Slab	
	1	7	11-1	8	Top Slab	
	1	7	10-5	8	Top Slab	
	1	7	9-9	8	Top Slab	
	1	7	9-1	8	Top Slab	
B 2	2	7	10-9	7	Bot. Slab	
	1	7	10-10	7	Bot. Slab	
	1	7	11-6	7	Bot. Slab	
	1	7	12-0	7	Bot. Slab	
	1	7	12-7	7	Bot. Slab	
	1	7	13-2	7	Bot. Slab	
	1	7	13-9	7	Bot. Slab	
	1	7	13-11	7	Bot. Slab	
	1	7	13-3	7	Bot. Slab	
	1	7	12-0	7	Bot. Slab	
	1	7	11-5	7	Bot. Slab	
	1	7	10-9	7	Bot. Slab	
	1	7	10-3	7	Bot. Slab	
	1	7	10-4	7	Bot. Slab	
	1	7	9-9	7	Bot. Slab	
	1	7	9-2	7	Bot. Slab	
B 3	26	8	8-4	10	North Wall Top & Bot. Slab Corners	A
B 4	24	8	8-4	7	South Wall Top & Bot. Slab Corners	
B 5	12	8	5-1	7	TOP & BOT. SLAB OVER 54" OPENING	E
B 6	4	7	7-8	Shown	South Wall in Beams Top & Bot. over Open.	
B 7	4	7	5-9	Shown	South Wall in Beams Top & Bot. over Open.	
B 8	11	4	5-9	1-0	North Wall-Vert.	
B 9	9	4	5-9	1-0	South Wall-Vert.(INSIDE FACE- NOT SHOWN)	
B10	3	4	4-1	1-2	Stirrups-Beam Over 54" Open.	B
B11	7	4	3-7	7	Stirrups-Beam Under 54" Open.	B
B12	2	4	9-8	1-6	Northwall Horiz.	
B13	5	4	9-8	Shown	Top & Bot. Slab & Wall	
B14	2	4	6-1	Shown	Top & Bot. Slab	
B15	2	4	7-6	Shown	Top & Bot. Slab	
B16	3	4	5-2	Shown	South Wall	
B17	2	4	5-0	Shown	South Wall Horiz.	
B18	2	4	5-0	1-6	South Wall Horiz.	
B19	8	4	1-4	Shown	South Wall Horiz.	
B20	11	4	9-8	10	Top Slab	
	1	4	9-3	10	Top Slab	
	1	4	8-6	10	Top Slab	
	1	4	6-1	10	Top Slab	
	1	4	4-5	10	Top Slab	
	1	4	3-0	10	Top Slab	
	1	4	1-10	10	Top Slab	
B21	14	4	9-8	8	Bot. Slab	
	1	4	9-2	8	Bot. Slab	
	1	4	8-3	8	Bot. Slab	
	1	4	7-4	8	Bot. Slab	
	1	4	4-8	8	Bot. Slab	
	1	4	3-2	8	Bot. Slab	
	1	4	2-2	8	Bot. Slab	
	1	4	1-0	8	Bot. Slab	
B50	34	5	4-0	1-0	Dowels-Vert.Constr. Jt.	

UNIT "C" 10' x 5' BOX 31,576

MARK	NO.	SIZE	LENGTH	SPACING	LOCATION	DET.
C 1	240	7	10-8	8	Top Slab	
C 2	276	7	10-8	7	Bot. Slab	
C 3	960	7	6-10	8	Top & Bot. Slab Corners	A
C 4	322	4	5-9	1-0	Walls-Vert.	
C 5	88	4	20-3	1-1	Top Slab	
C 6	104	4	20-3	11	Bot. Slab	
C 7	48	4	20-3	1-6	Wall-Horiz.	
C 8	80	4	20-6	Shown	Top & Bot. Slabs & Wall	
C 9	2	4	4-6	Shown	Manhole Opening	
C10	4	4	5-3	"	Manhole Opening	
C11	3	7	11-0	"	Manhole Opening	
C12	2	4	11-0	"	Manhole OPening	
C13	12	7	10-8	"	Manhole Opening	
C14	20	7	9-10	"	Manhole OPening	A
C15	1	4	9-6	"	Manhole Opening	
C49	4	6	3-0	"	Wall Open. - Outside Face	
C50	132	5	4-0	1-0	Dowel-Vert.Const.Jt.	

UNIT "D" 10'x 5' BOX 142,511

MARK	NO.	SIZE	LENGTH	SPACING	LOCATION	DET.
D 1	1080	7	10-8	8	Top Slab	
D 2	1242	7	10-8	7	Bot. Slab	
D 3	4608	7	6-10	7 1/2	Top & Bot. Slab Corners	A
D 4	1440	4	5-9	1-0	Walls-Vert.	
D 5	396	4	20-3	1-1	Top Slab	
D 6	468	4	20-3	11	Bot. Slab	
D 7	216	4	20-3	1-6	Wall-Horiz.	
D 8	360	4	20-3	Shown	Top & Bot. Slabs & Wall	
D49	8	6	3-0	"	Wall Open.-Outside Face	
D50	594	5	4-0	1-0	Dowel-Vert.Const. Jt.	

UNIT "E" TRANSITION CHAMBER 7,901

MARK	NO.	SIZE	LENGTH	SPACING	LOCATION	DET.
D 1	24	7	10-8	8	Top Slab	
D 2	29	7	10-8	7	Bot. Blab	
D 3	104	7	6-10	7 1/2	Top & Bot. Slab Corners	A
D 4	32	4	5-9	1-0	Walls-Vert.	
F 1	15	7	12-8	1-1	Top Slab	
F 2	15	7	8-9	1-1	Top Slab	
F 3	18	7	12-8	11	Bot. Slab	
F 4	18	7	9-3	11	Bot. Slab	
F 5	112	7	7-10	7	Top & Bot. Slab Corners	A
F 6	32	4	6-10	1-0	Walls-Vert.	
E 1	2	7	12-6	6 1/2	Top & Bot. Slabs	
E 2	2	7	12-1	6 1/2	Top & Bot. Slabs	
E 3	2	7	11-8	6 1/2	Top & Bot. Slabs	A
E 4	2	7	11-3	6 1/2	Top & Bot. Slabs	
E 5	2	7	10-10	6 1/2	Top & Bot. Slabs	
E 6	20	7	7-4	7	Top & Bot. Slab Corners	
E 7	2	4	6-9	1-0	Wall-Vert.	
E 8	2	4	6-4	1-0	Wall-Vert.	
E 9	2	4	5-11	1-0	Wall-Vert.	
E10	11	4	17-10	1-1	Top Slab	
E11	13	4	16-1	11	Bot. Slab	
E12	9	4	17-10	1-0	Top Slab	
E13	18	4	16-1	9	Bot. Slab	
E14	6	4	16-1	1-6	Wall-Horiz.	
E15	6	4	16-1	1-6	Wall-Horiz.	
E16	2	4	16-1	Shown	Wall-Horiz.	
E17	2	4	16-1	Shown	Wall-Horiz.	
E18	16	4	16-1	Shown	Top & Bot. Slab Corners	
E19	18	4	3-6	9	Bot. Slab	
E20	16	4	3-6	Shown	Top & Bot. Slab Corners	
E21	4	4	16-1	Shown	Top & Bot. Slab Corners	
E50	40	5	4-0	1-0	Dowels-Vert.Const.Jt.	

UNIT "F" 12'x 6' BOX 245,972

MARK	NO.	SIZE	LENGTH	SPACING	LOCATION	DET.
F 1	925	7	12-8	1-1	Top Slab	
F 2	925	7	8-9	1-1	Top Slab	
F 3	1100	7	12-8	11	Bot. Slab	
F 4	1100	7	9-3	11	Bot. Slab	
F 5	6900	7	7-10	7	Top & Bot. Slab Corners	A
F 6	2000	4	6-10	1-0	Wall-Vert.	
F 7	650	4	20-3	1-0	Top Slab	
F 8	900	4	20-3	9	Bot. Slab	
F 9	300	4	20-3	1-6	Wall-Horiz.	
F10	500	4	20-3	Shown	Top & Bot. Slab & Walls	
F11	18	7	5-3	7	60" Open.-Top & Bot. Slab	E
F12	6	6	7-3	Shown	60" Open. Top & Bot. Slab Beam	D
F13	4	7	17-0	Shown	60" Open.-Wall	C
F14	2	7	7-0	Shown	60" Open.-Wall-Outside Face	
F15	2	7	6-6	Shown	60" Open.-Wall-Outside Face	
F16	2	4	7-3	Shown	60" Open.-Top & Bot. Slab	
F17	8	4	3-7	7	60" Open.-Top & Bot.Beam Stirrups	B
F18	8	4	3-10	7	" " "	B
F19	8	6	8-0	Shown	36" Open.-Walls	
F20	4	6	6-0	"	27" Open.-Walls	
F21	2	4	4-6	"	Manhole Opening	
F22	4	4	5-3	"	Manhole Opening	
F23	3	7	10-0	"	Manhole Opening	
F24	2	4	10-0	"	Manhole Opening	
F25	12	7	12-8	"	Manhole Opening	
F26	24	7	11-5	"	Manhole Opening	A
F27	1	4	7-3	"	Manhole Opening	
F49	32	6	3-0	"	Wall Open.-Outside Face	
F50	750	5	4-0	1-0	Dowel - Vert.Const.Jt.	

UNIT "G" 12'x 6' BOX 46,530

MARK	NO.	SIZE	LENGTH	SPACING	LOCATION	DET.
G 1	167	7	12-8	1-1	Top Slab	
G 2	167	7	9-3	1-1	Top Slab	
G 3	198	7	12-8	11	Bot. Slab	
G 4	198	7	9-5	11	Bot. Slab	
G 5	1332	7	7-7 1/2	6 1/2	Top & Bot. Slab Corners	A
G 6	360	4	6-10	1-0	Wall-Vert.	
G 7	120	4	20-3	11	Top Slab	
	15	4	19-8	11	Top Slab - 1/2 Sec.	
G 8	144	4	20-3	9	Bot. Slab	
	18	4	19-8	9	Bot. Slab - 1/2 Sec.	
G 9	48	4	20-3	1-6	Wall-Horiz.	
	6	4	19-8	1-6	Wall-Horiz.-1/2 Sec.	
G10	80	4	20-3	Shown	Top & Bot. Slab & Walls	
G11	2	4	4-6	Shown	Manhole Opening	
G12	4	4	5-3	"	Manhole Opening	
G13	3	7	10-0	"	Manhole Opening	
G14	2	4	10-0	"	Manhole Opening	
G15	12	7	12-8	"	Manhole Opening	
G16	20	7	11-5½	"	Manhole Opening	A
G17	1	4	7-3	"	Manhole Opening	
G49	8	6	3-0	"	Open.-Wall	
G50	198	5	4-0	1-0	Dowel-Vert.Const.Jt.	

UNIT "H" 45° BEND 11,466

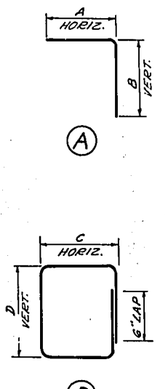
MARK	NO.	SIZE	LENGTH	SPACING	LOCATION	DET.
J 1	34	7	12-8	1-1	Top Slab	
J 2	34	7	9-3	1-1	Top Slab	
J 3	40	7	12-8	11	Bot. Slab	
J 4	40	7	9-7	11	Bot. Slab	
J 5	300	7	7-8 1/2	6 1/2	Top & Bot. Slab Corners	A
J 6	82	4	6-10	1-0	Wall-Vert.(INSIDE FACE- NOT SHOWN)	
H 1	16	9	14-0	Shown	Beam-Top & Bot. Slab	
H 2	34	4	3-8	1-0	Stirrups - Beams Top Slab	B
H 3	34	4	4-0	1-0	Stirrups - Beams Bot. Slab	B
H 4	2	7	12-2	6 1/2	Top Slab	
	2	7	10-10	6 1/2	Top Slab	
	2	7	9-5	6 1/2	Top Slab	
	2	7	8-0	6 1/2	Top Slab	
	2	7	6-7	6 1/2	Top Slab	
	2	7	5-3	6 1/2	Top Slab	
	2	7	3-11	6 1/2	Top Slab	
	2	7	2-6	6 1/2	Top Slab	
H 5	2	7	11-7	5 1/2	Bot. Slab	
	2	7	10-5	5 1/2	Bot. Slab	
	2	7	9-4	5 1/2	Bot. Slab	
	2	7	8-3	5 1/2	Bot. Slab	
	2	7	7-2	5 1/2	Bot. Slab	
	2	7	6-0	5 1/2	Bot. Slab	
	2	7	4-10	5 1/2	Bot. Slab	
	2	7	3-8	5 1/2	Bot. Slab	
	2	7	2-6	5 1/2	Bot. Slab	
H 6	2	4	17-0	11	Top Slab	
	2	4	17-5	11	Top Slab	
	2	4	17-10	11	Top Slab	
	2	4	18-2	11	Top Slab	
	2	4	18-7	11	Top Slab	
	2	4	18-11	11	Top Slab	
	2	4	19-4	11	Top Slab	
	2	4	19-8	11	Top Slab	
	2	4	20-0	11	Top Slab	
	2	4	20-5	11	Top Slab	
	2	4	20-10	11	Top Slab	
	2	4	21-2	11	Top Slab	
	2	4	21-6	11	Top Slab	
	2	4	21-10	11	Top Slab	
	2	4	22-2	11	Top Slab	
H 7	2	4	17-0	9	Bot. Slab	
	2	4	17-4	9	Bot. Slab	
	2	4	17-8	9	Bot. Slab	
	2	4	18-0	9	Bot. Slab	
	2	4	18-4	9	Bot. Slab	
	2	4	18-7	9	Bot. Slab	
	2	4	18-11	9	Bot. Slab	
	2	4	19-3	9	Bot. Slab	
	2	4	19-6	9	Bot. Slab	
	2	4	19-10	9	Bot. Slab	
	2	4	20-2	9	Bot. Slab	
	2	4	20-6	9	Bot. Slab	
	2	4	20-10	9	Bot. Slab	
	2	4	21-2	9	Bot. Slab	
	2	4	21-6	9	Bot. Slab	
	2	4	21-10	9	Bot. Slab	
	2	4	22-2	9	Bot. Slab	
H 8	6	4	22-1	Shown	Walls-Horiz.	
H 9	4	4	21-3	Shown	Top & Bot. Slab	
H10	4	4	17-10	Shown	Top & Bot. Slab	
H11	6	4	17-0	Shown	Walls-Horiz.	
H50	79	5	4-0	1-0	Dowels-Vert.Const.Jt.	
H12	6	4	22-0	Shown	WALL HORIZ. SIMILAR TO J9	
H13	6	4	17-0	Shown	WALL HORIZ. " " "	

UNIT "J" 12'x 6' BOX & OUTLET 33,271

MARK	NO.	SIZE	LENGTH	SPACING	LOCATION	DET.
J 1	111	7	12-8	1-1	Top Slab	
J 2	111	7	9-3	1-1	Top Slab	
J 3	132	7	12-8	11	Bot. Slab	
J 4	132	7	9-7	11	Bot. Slab	
J 5	888	7	7-8 1/2	6 1/2	Top & Bot. Slab Corners	A
J 6	243	4	6-10	1-0	Wall-Vert.	
J 7	90	4	20-3	11	Top Slab	
J 8	111	4	20-3	9	Bot. Slab	
J 9	36	4	20-3	1-6	Wall-Horiz.	
J10	60	4	20-3	Shown	Top & Bot. Slab & Walls	
J11	15	4	1-10	11	Parapet At Outlet	A
J12	18	4	7-1	9	Footing At Outlet	A
J13	1	4	12-8	Shown	Parapet At Outlet	
J14	5	4	12-8	8	Footing At Outlet	
J15	14	4	11-1	1-6	Wing Walls	
J16	12	4	9-0	1-6	Wing Walls	

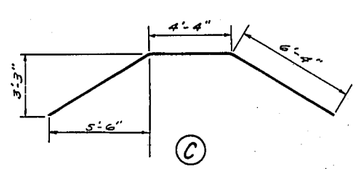
UNIT "J" 12'x 6' BOX & OUTLET

MARK	NO.	SIZE	LENGTH	SPACING	LOCATION	DET.
J17	12	6	11-1	1-7 1/2	Wing Wall-Back Face	
J18	12	6	5-0	1-7 1/2	Wing Wall-Back Face	
J19	38	6	6-2	6 1/2	Wing Wall Footings	A
J20	20	6	4-3	1-1	Wing Wall Footings	
J21	12	4	7-7	1-8	Wing Wall-Back Face	
J22	24	4	5-0	10	Wing Wall Footings	A
J23	24	4	2-7	10	Wing Wall Footings	
J24	18	4	19-2	10	Wing Wall-Back Face	
J25	10	4	9-5	10	Wing Wall-Back Face	
J26	10	4	10-0	Shown	Wing Wall Footings	
J27	8	4	9-5	"	Wing Wall Footings	
J28	18	4	11-1	1-1	Wing Wall-Front Face	
J29	18	4	7-7	1-1	Wing Wall-Front Face	
J30	22	4	19-2	8	Wing Wall-Front Face	
J31	10	4	9-5	8	Wing Wall-Front Face	
J50	80	5	4-0	1-0	Dowels-Vert.Const.Jt.	



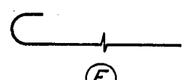
DETAIL "A"

MARK	A	B
A5	2-4	3-2
A24	2-5	2-7
A26	2-0	1-7
A28	2-10	1-2
B3	4-2	4-2
C3,D3	2-10	4-0
E3	3-3	4-1
F5	3-3	4-7
G5	3-0	4-7½
J5	3-1	4-7½
J11	1-0	0-10
J12	2-6	4-7
J19	2-9	3-5
J22	1-11	3-1
C14	5-10	4-0
F26	6-10	4-7
G16	6-10	4-7½



DETAIL "B"

MARK	C	D
B10	8½	1-1
B11	8½	10
F17	7½	11
F18	7½	1-0½
H2	8	11
H3	8	1-1



E

STANDARD HOOK

No.	Date	Revision	By

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

STRUCTURE C-40-53

Const. Spec 1963	Drawn By	Plans Checked J.C.Z.

J. C. ZIMMERMAN ENGINEERING CORP.
CONSULTING ENGINEERS
WEST ALLIS, WISCONSIN

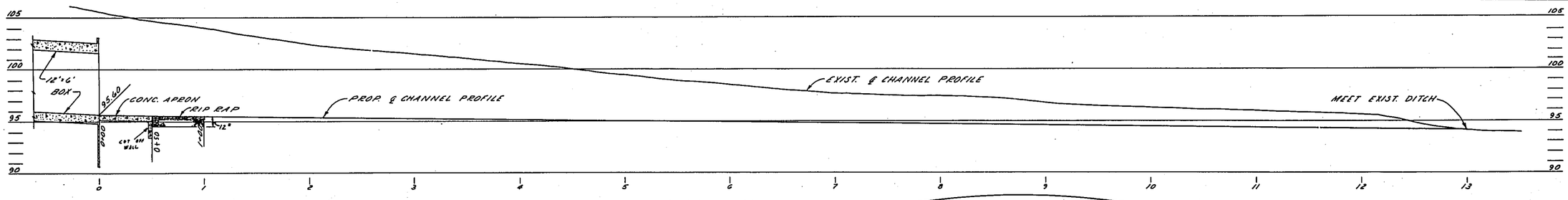
BAR SCHEDULE & DETAILS

SHEET 9 OF 10

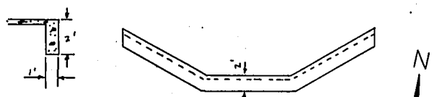
X 39259

2140-1-71

B.P.R. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	T 0352(13)	80	329

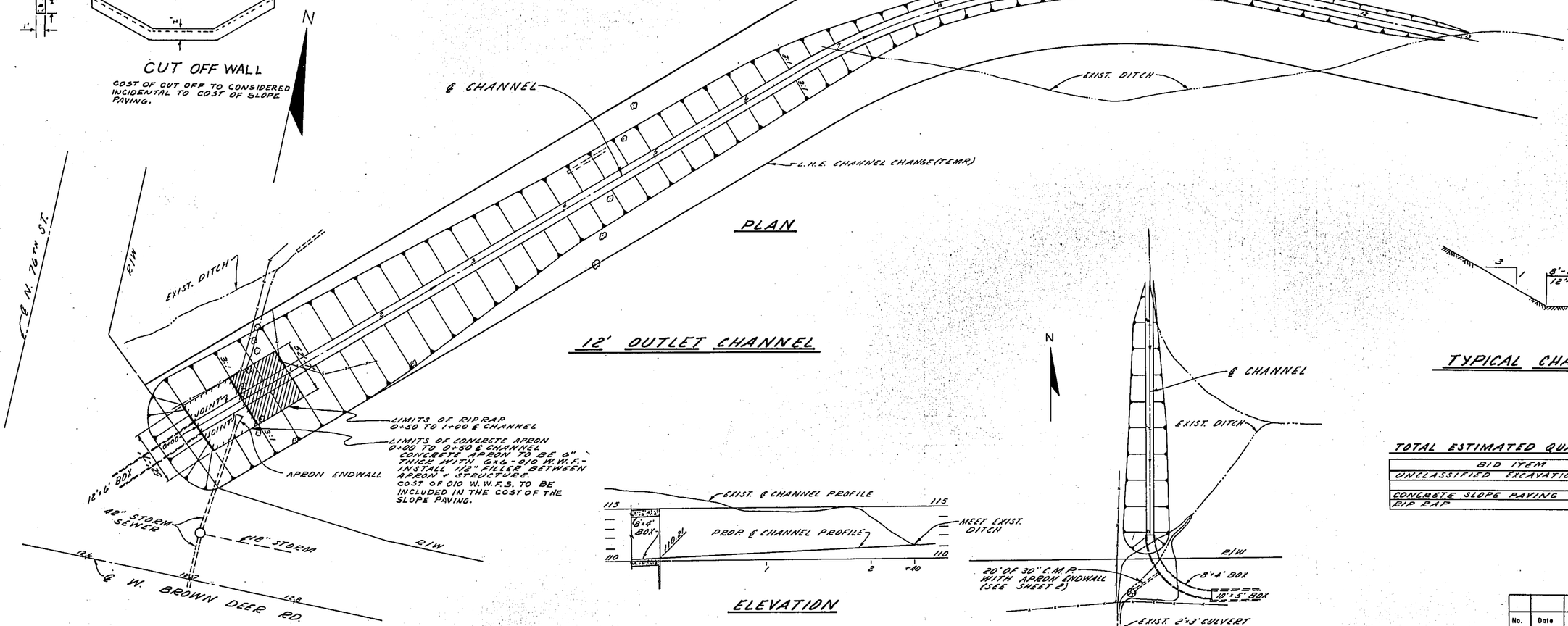


ELEVATION



CUT OFF WALL

COST OF CUT OFF TO CONSIDERED INCIDENTAL TO COST OF SLOPE PAVING.



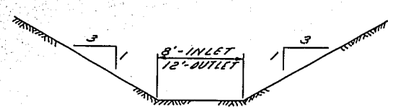
PLAN

12' OUTLET CHANNEL

ELEVATION

PLAN

8' INLET CHANNEL



TYPICAL CHANNEL SECTION

TOTAL ESTIMATED QUANTITIES

BID ITEM	UNIT	TOTAL
UNCLASSIFIED EXCAVATION	C.Y.	7,940
CONCRETE SLOPE PAVING	S.Y.	300
RIP RAP	C.Y.	100

No.	Date	Revision	By

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

STRUCTURE C-40-53

Const. Spec. 1963	Drawn By D.S.P.	Plans Checked J.C.Z.

J. C. ZIMMERMAN ENGINEERING CORP.
CONSULTING ENGINEERS
WEST ALLIS, WISCONSIN

DRAINAGE GRADING DETAILS

SHEET 10 OF 10

X 39260

T.0352 (13)
2.140-1-71 81-329

184.10 T/L 184.10

181+50
182

183.84 183.84

181+00
182

183.59 183.50

180+50
182

183.44 183.22

180+16.93
182

T/L

1 = 05 HOR
1 = 02 VER

82

T0352 (12)
2140-1-71 82-324

T/L

184.61

184.61

183+50

184

184.90

184.90

183+00

184

184.61

184.61

182+50

184

184.35

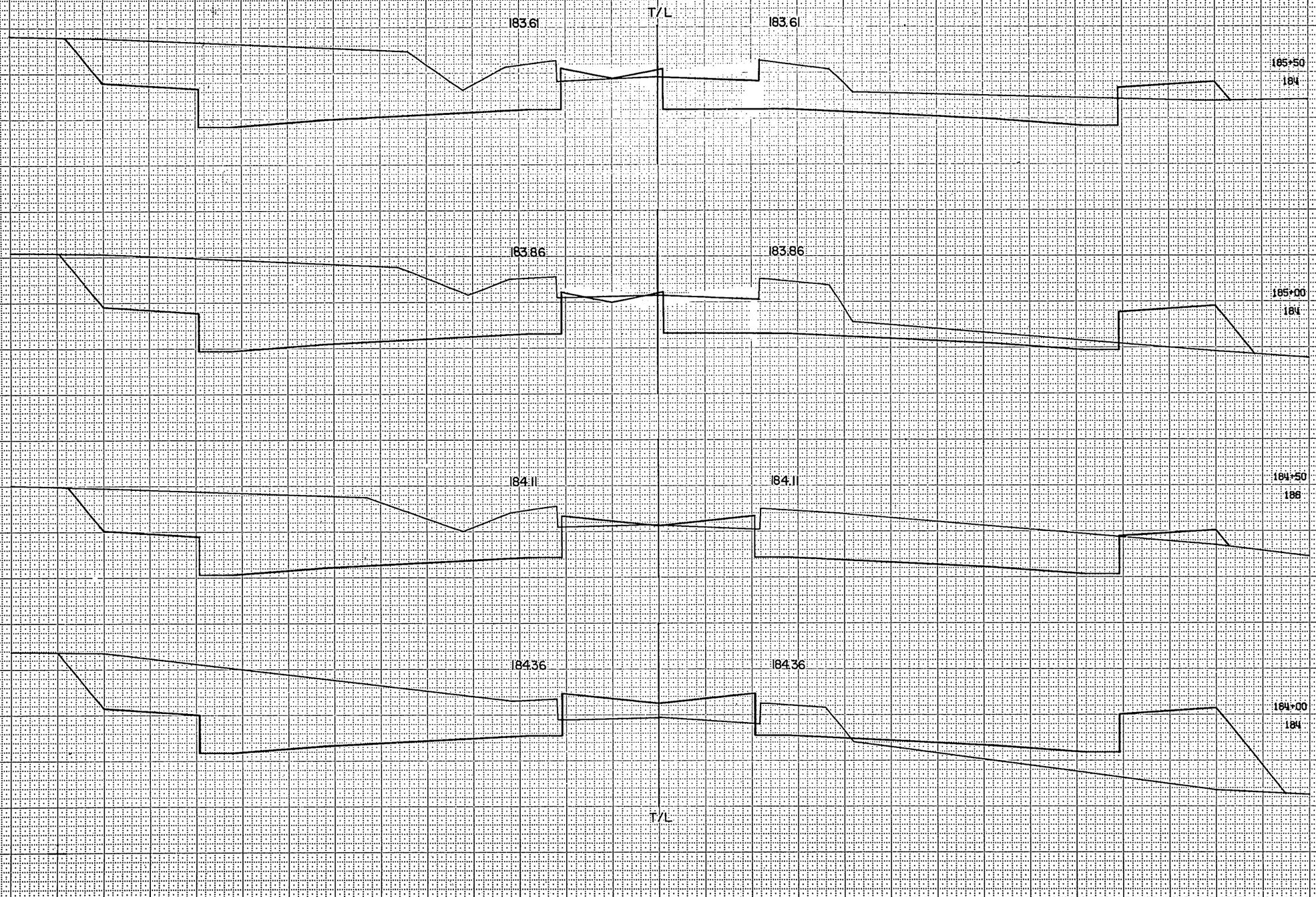
184.35

182+00

184

T/L

1 = .05 HOR
1 = .02 VER
2


183.61
T/L
183.61
185+50
184
183.86
183.86
185+00
184
184.11
184.11
184+50
186
184.36
184.36
184+00
184
T/L
1 = 05 HOR
1 = 02 VER
3

84
T0352(13)
2140-1-71 84-324

T/L

183.90

167+00

184

℄ Z

183.90

167+00

184

MATCH W. TOWER RD.

183.47

183.47

℄ Z

188+50

182

183.44

183.44

186+00

184

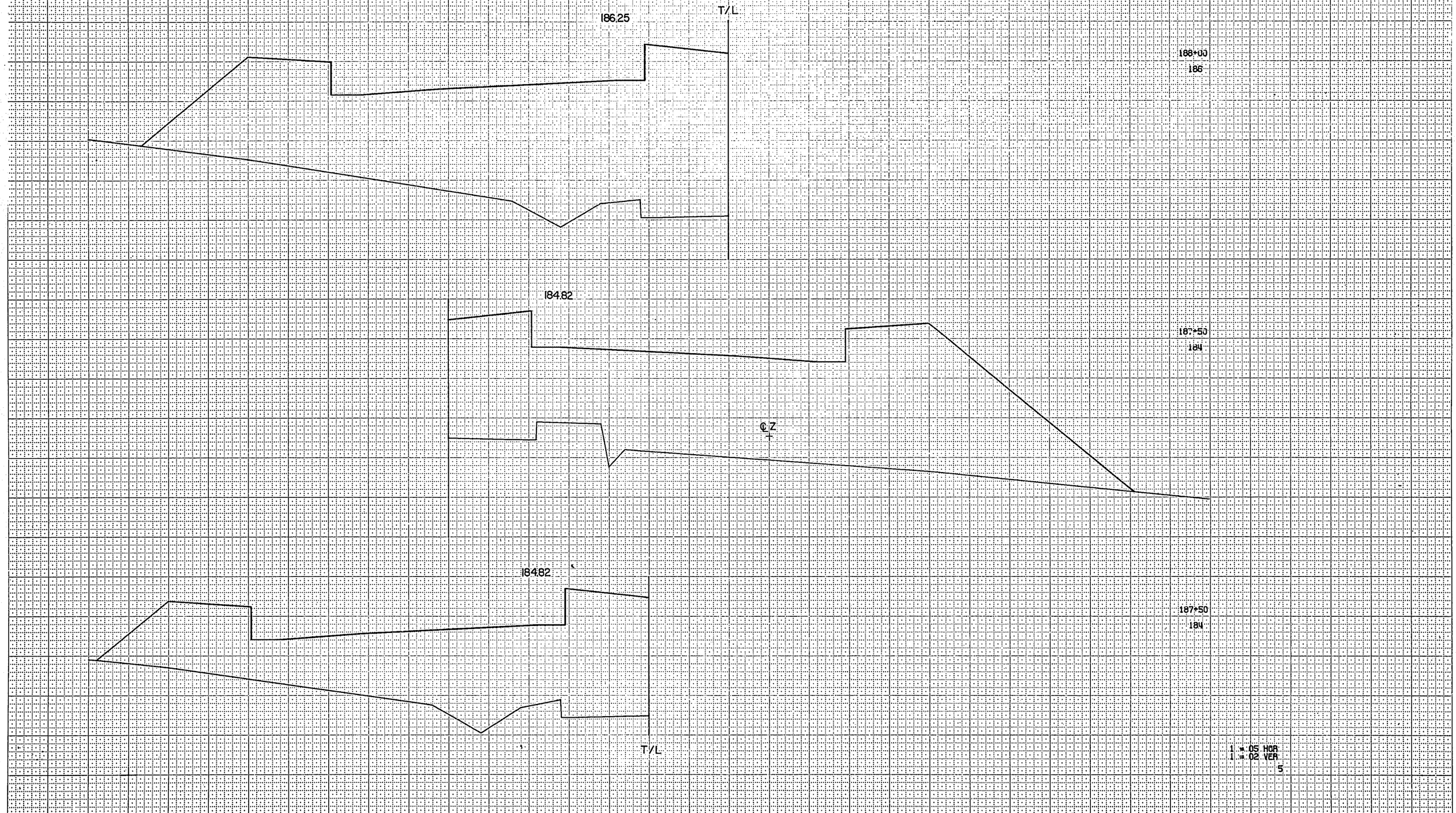
T/L

1" = 05 HOR
1" = 02 VER

85

T 0352 (13)
2146-1-71

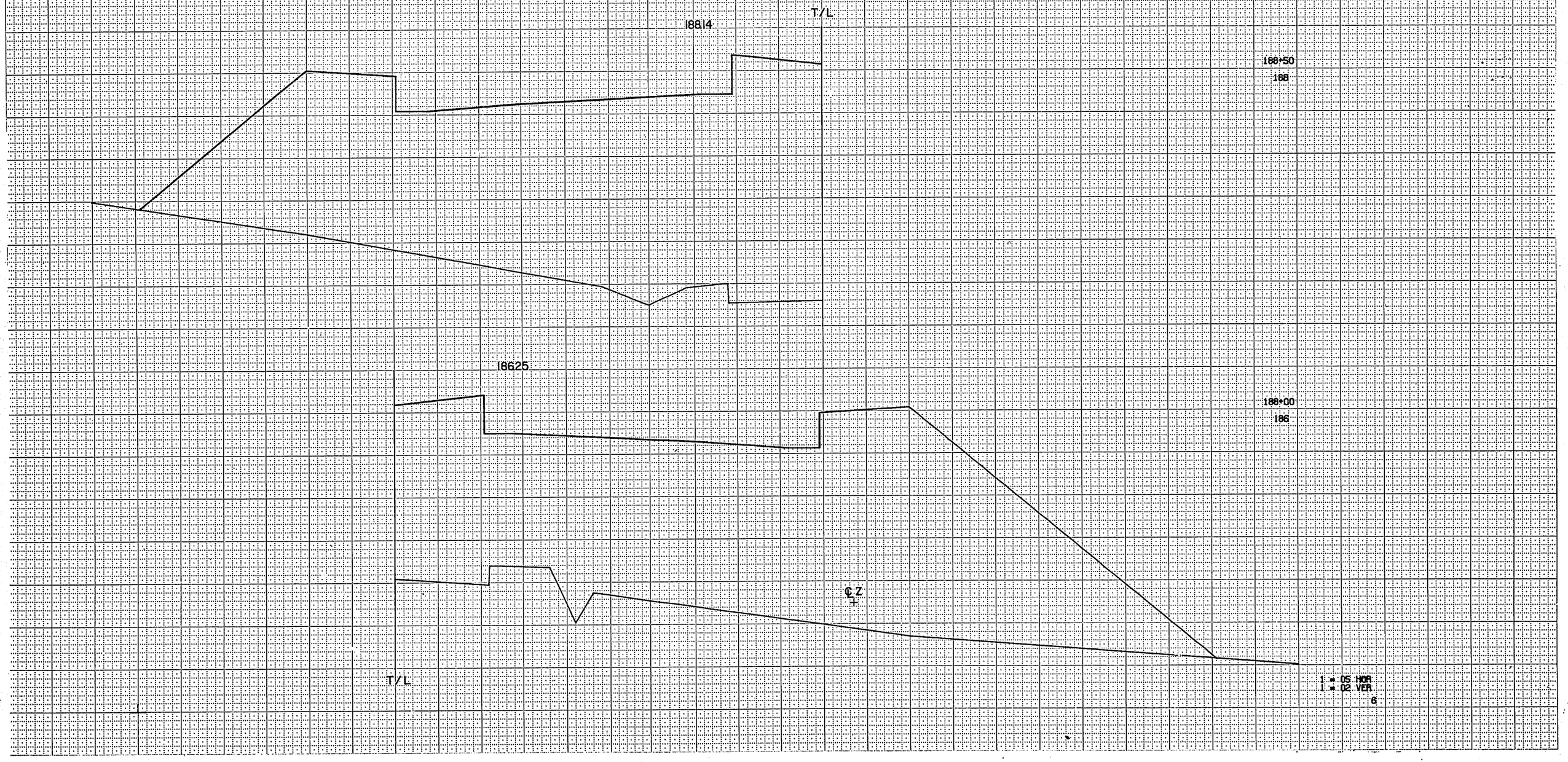
85-324



84

T0352(3)
2140-1-71

86-324



87
T.0352 (3)
2140-1-77
87.324

190.14

T/L

169+00

190

188.14

188+50

188

℄ Z

T/L

1 = 05 HOR
1 = 02 VER

88

T.0352 (13)
2140-1-71

88329

T/L

190.14

189+00

190

C.Z

T/L

1 = 05 HOR
1 = 02 VER

8

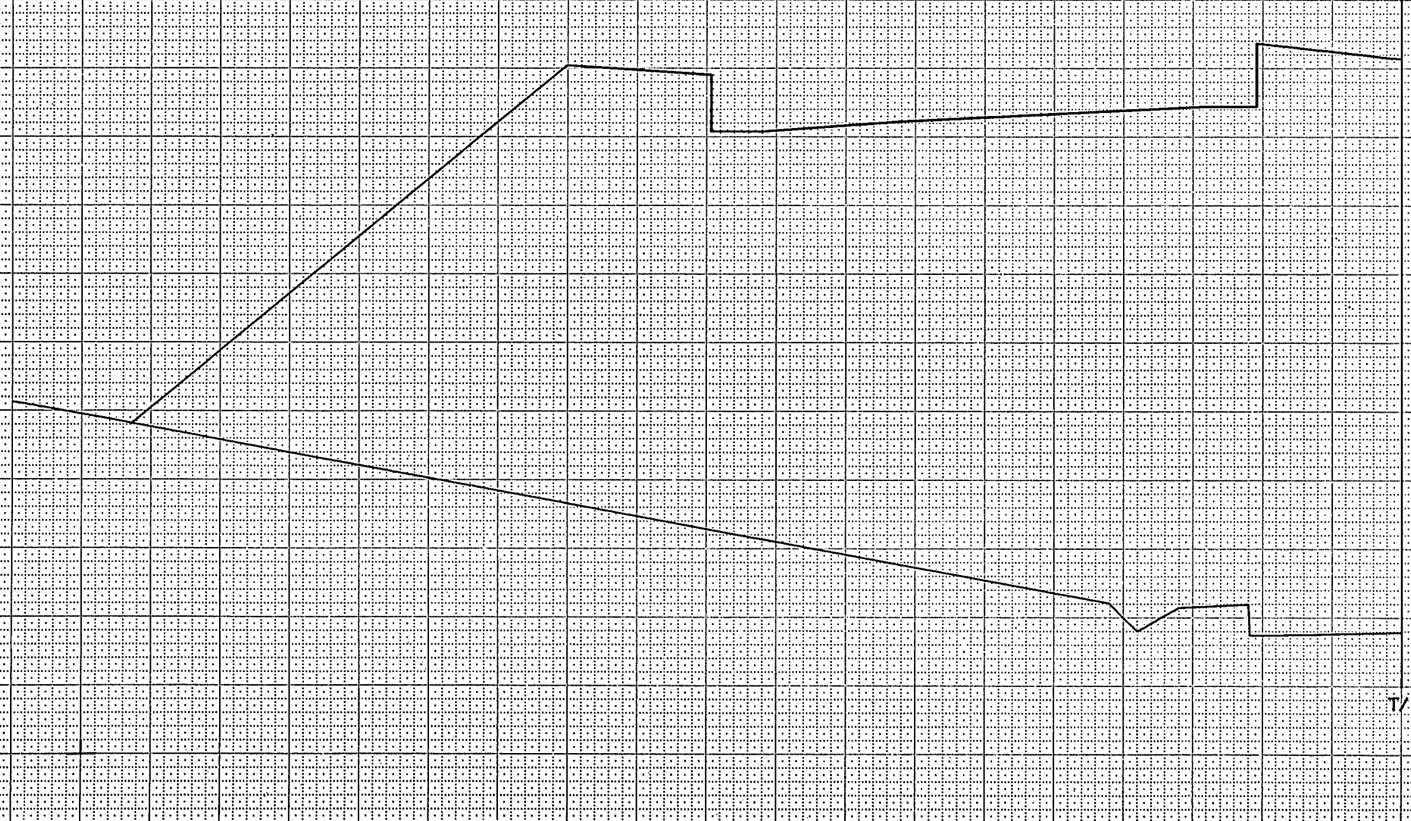
89/
T 0352 (13)
2140-1-71
89-329

192.14

T/L

189+50

192



T/L

1 = 05 HOR
1 = 02 VER

9

T035-2 (03)
2140-1-71

90-324

T/L

192.14

189+50

192

℄ Z

T/L

1 = 05 HOR
1 = 02 VER

10

91
T0352.(3)
2140-1-71 91-324

194.14

T/L

190+00

194

T/L

1 = 05 HOR
1 = 02 VER
11

92/
T 0352 (3)
21.40-1-71 92-324

T/L

194+14

190+00

194

℄ Z

T/L

1 = 05 HOR
1 = 02 VER

12

93/
T.0352 (13)
2140-1-71 93-324

196.04

T/L

190+50

196

T/L

1 = 05 HOR
1 = 02 VER
13

T0352(13)
2140-1-71 97-321

T/L

196.04

190+50

196

℄ Z

T/L

1 = 05 HOR
1 = 02 VER

14

95

T 0352(13)
2110-1-71 95-324

197.63

T/L

191+00

196

T/L

1 = 05 HOR
1 = 02 VER

15

T.0352(13)
2140-1-71 96-324

T/L

197.63

191+00

196

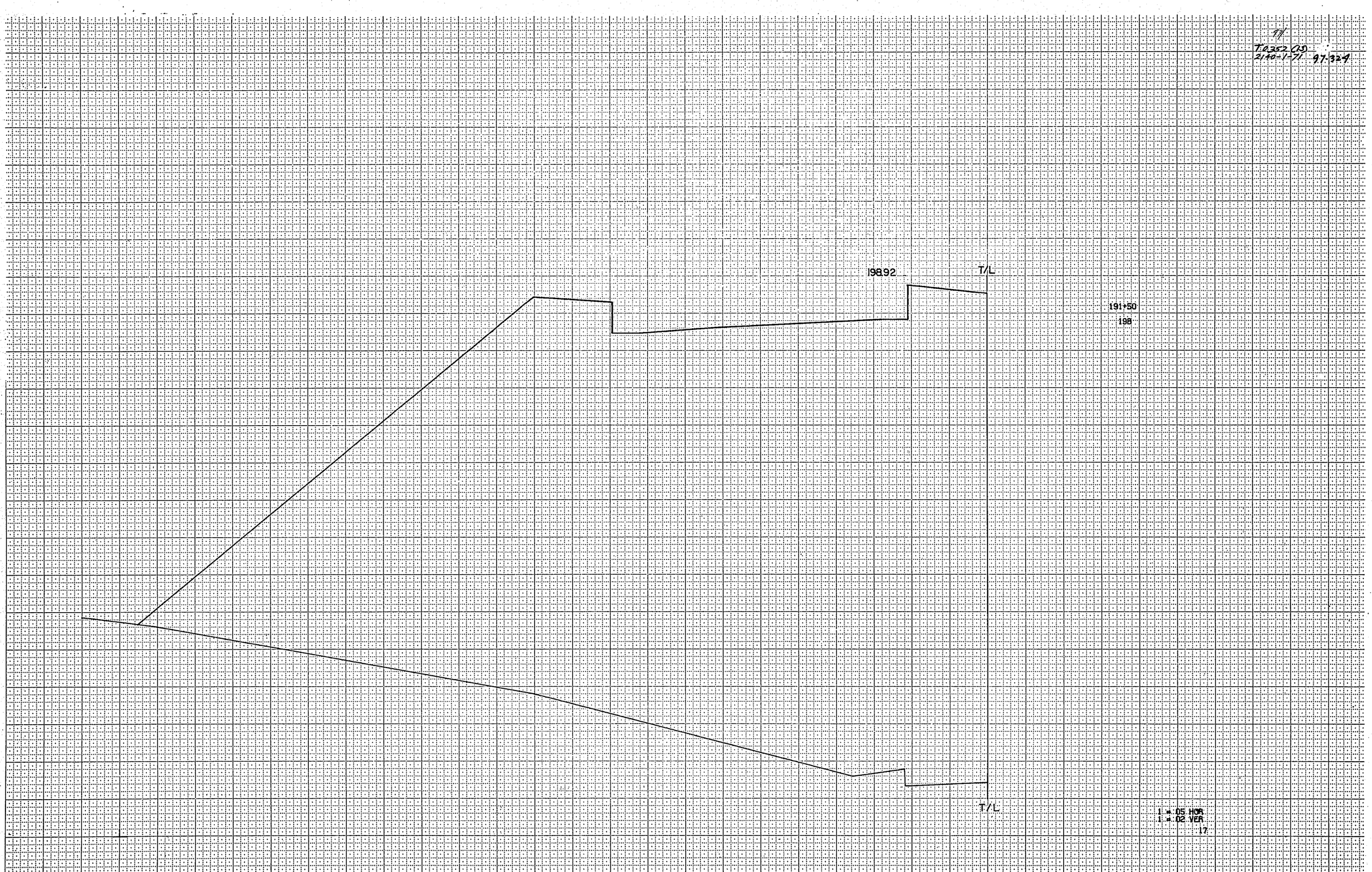
℄ Z

T/L

1 = 05 HOR
1 = 02 VER

16

T.0352 (19)
2140-1-71 97-324



98

T0352 (13)
2140-1-11 98-329

T/L

198.92

191+50

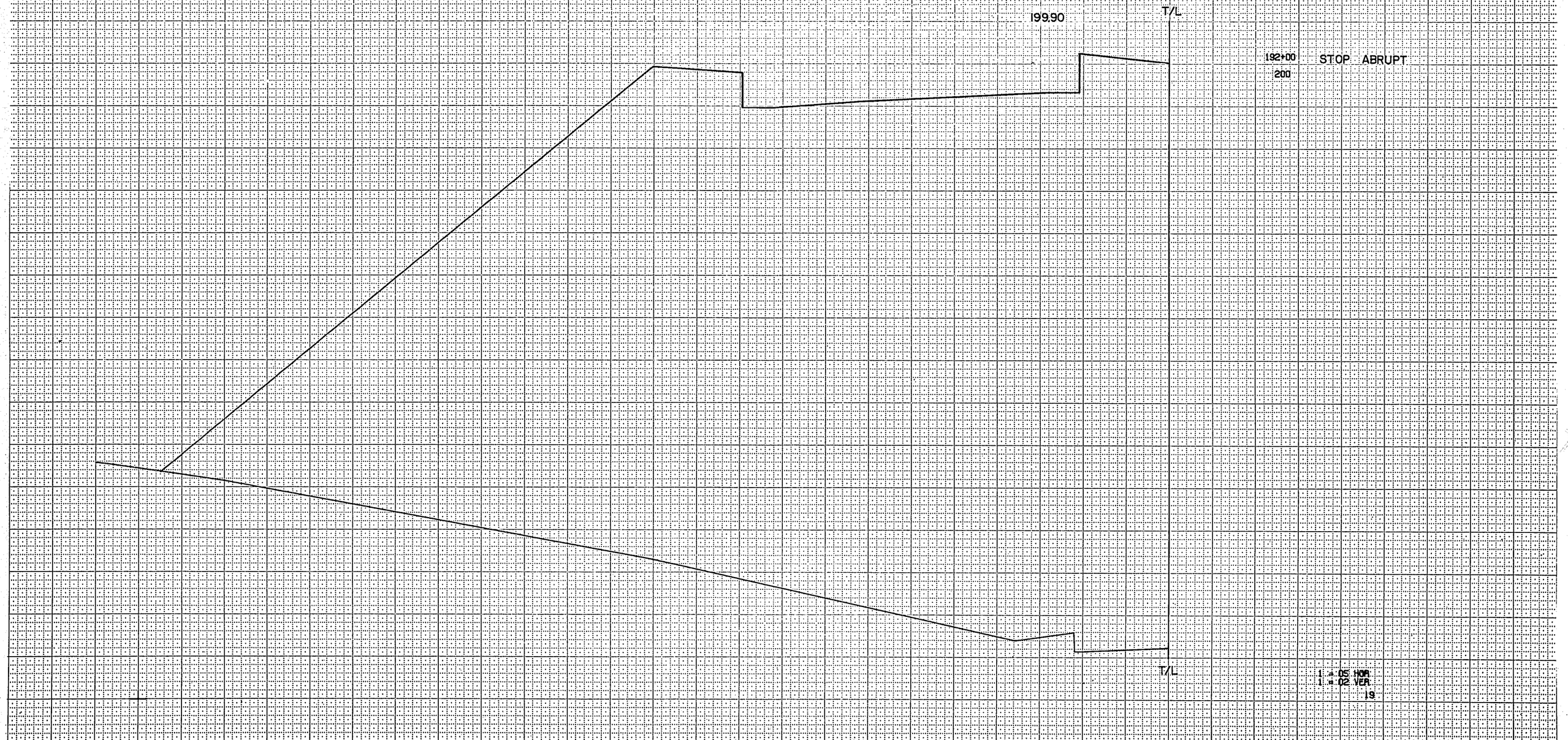
198

℄Z
+

T/L

1 = 05 HOR
1 = 02 VER

18


199.90
T/L
192+00
200
STOP ABRUPT
T/L
1 = 05 HOR
1 = 02 VER

100/
T0352(13)
2140-11 100-32-1

T/L

199.90

STOP ABRUPT

192+00

200

℄ Z

T/L

1 = 05 HOR
1 = 02 VER

20

Roll
T0352(13)
21.10-1-71 101-324 F

20098

T/L

193+50

200

START ABRUPT

T/L

1 = 05 HOR
1 = 02 VER

21

roll
T0352(15)
2149-1-71 101-324

200.98

T/L

193+50

200

START ABRUPT

T/L

1 = 05 HOR
1 = 02 VER

21

T/L

20098

START ABRUPT

193+50

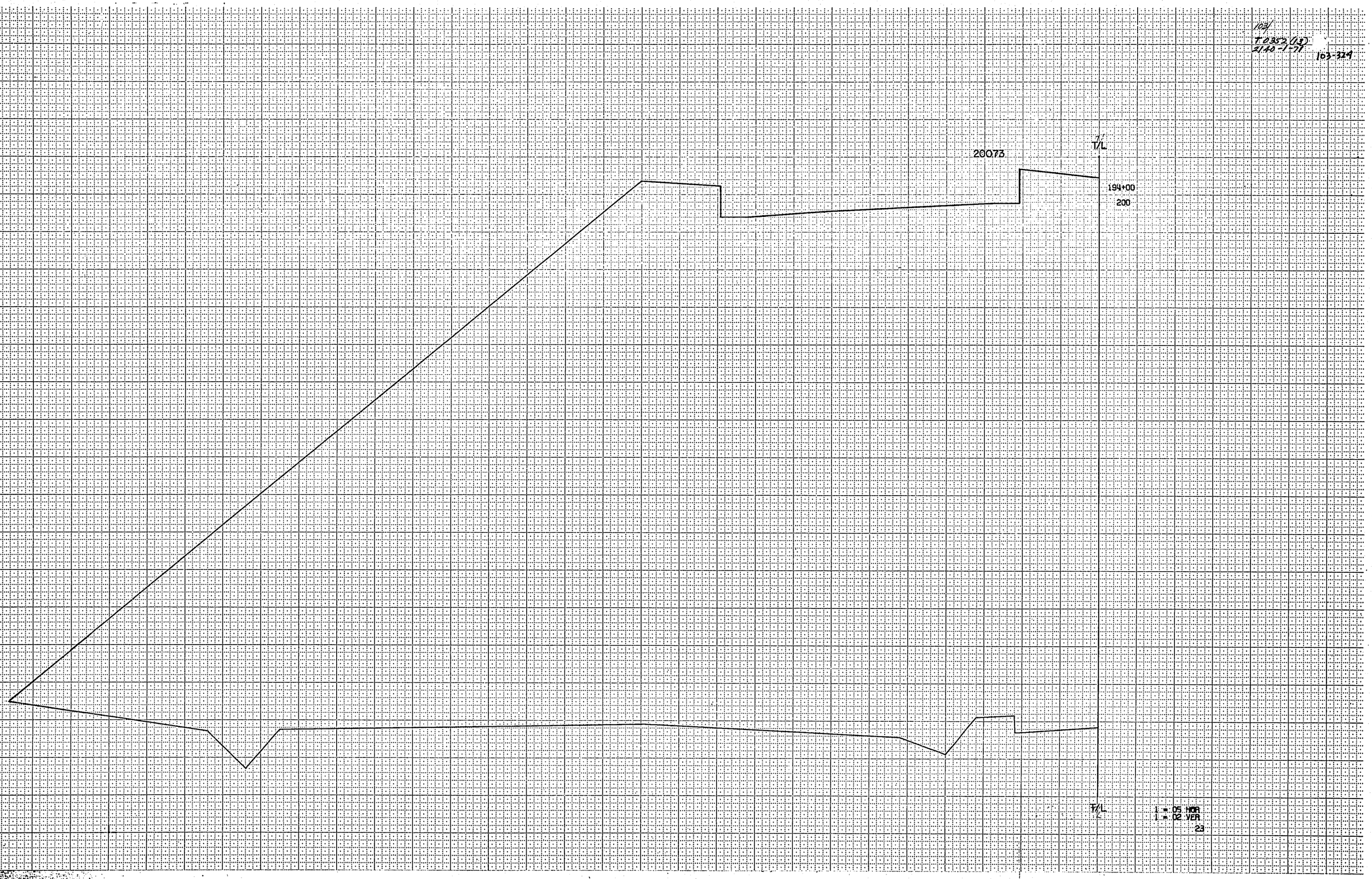
200

℄ Z

T/L

L = 05 HOR
L = 02 VER
22

103/
T 0352 (13)
2140-1-71 103-329



T/L

200.73

194+00

200

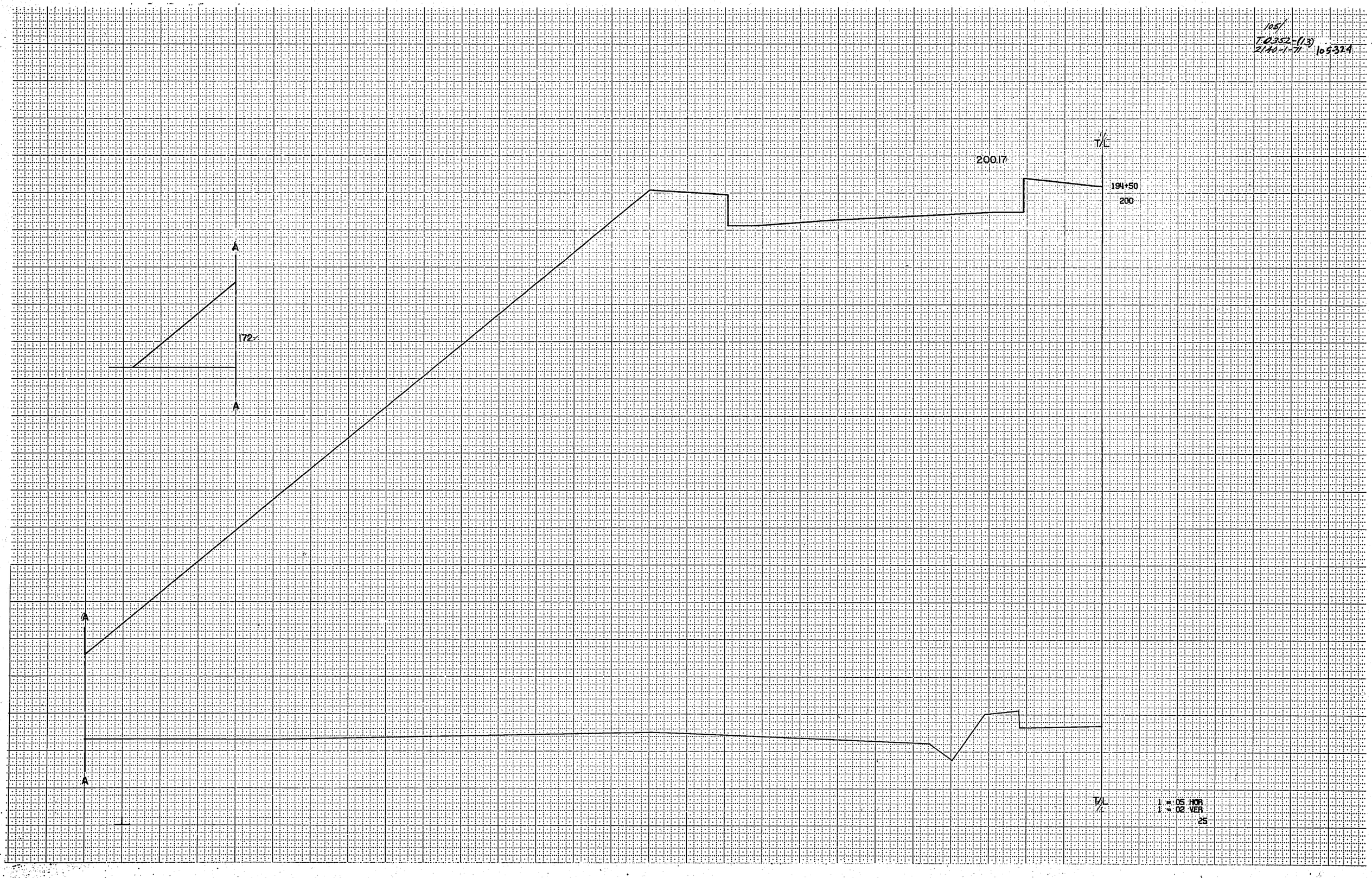
℄Z

T/L

1 = 05 HOR
1 = 02 VER

24

105'
T.0352-(13)
2/10-1-71 105324



106
T0352(13)
2140-1-71 106-329

T/C

200.17

194+50

200

℄ Z

T/L

1 = 05 HOR
1 = 02 VER

26

107
T.0352 (3)
2140-1-77 107-321

199.30

T/L

195+00

198

A

176

A

A

T/L

1 = 05 HOR
1 = 02 VER

27

T0352(13) 108-32 1
2140-1-71

T/L

19930

195+00

198

℄Z

T/L

1 = 05 HOR
1 = 02 VER

28

109
T0352 (13)
2140-1-71
109-329

198.13

T/L

195+50

198

T/L

1 = 05 HOR
1 = 02 VER

29

111/
T.0352 (13)
2140-1-7/ 110-32-1

T/L

19813

19550

198

℄ Z

T/L

1 = 05 HOR
1 = 02 VER
30

///
T.0352 (13)
2140-1-71 111-324

T/L

196.64

196+00

196

T/L

1 = 05 HOR
1 = 02 VER

31

11/
T 0352 (3)
2140-1-71 112-324

T/L

196.64

196+00

196

℄ Z

T/L

1 = 05 HOR
1 = 02 VER

32

113/
T 0352 (03) 113-329
2170-1-77

19485

T/L

196+50

194

T/L

1 = 05 HOR.
1 = 02 VER.

33

114
T 0352 (13) 114-324
2140-1.77

T/L

194.85

196+50

194

℄ Z

T/L

1 = 05 HOR
1 = 02 VER
34

115-324

T0352 (13)
2.140-1-71

192.86

T/L

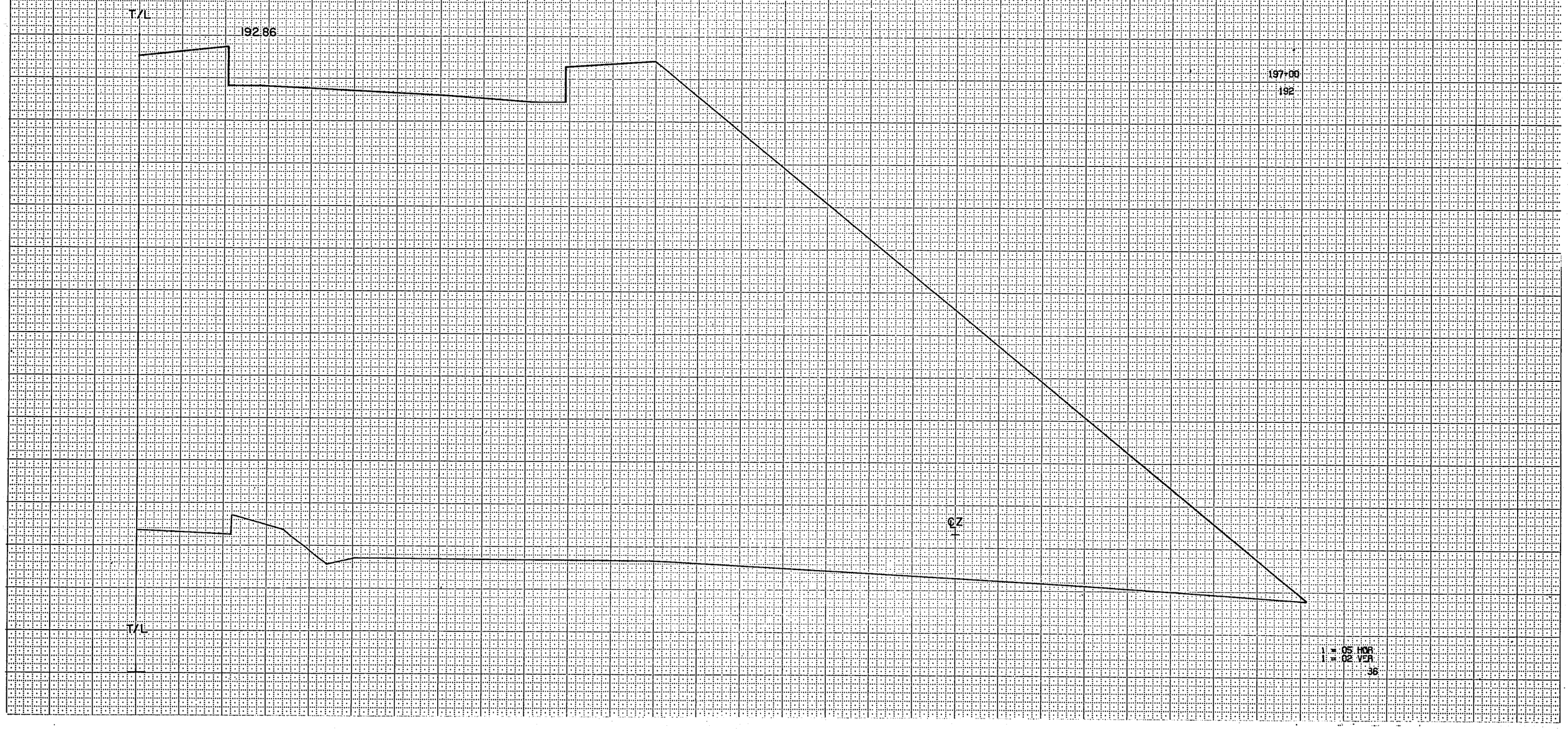
197+00

192

T/L

1 = 05 HOR
1 = 02 VER

35


T/L
192.86
197+00
192
℄Z
T/L
1 = 05 HOR
1 = 02 VER
36

117
T.0352(13) :
2140-1-71 117-324

190.86

T/L

197+50

190

T/L

1 = 05 HOR
1 = 02 VER

37

111
T.0352(13)
2140-1-71 118+329

T/L

190.86

197+50

190

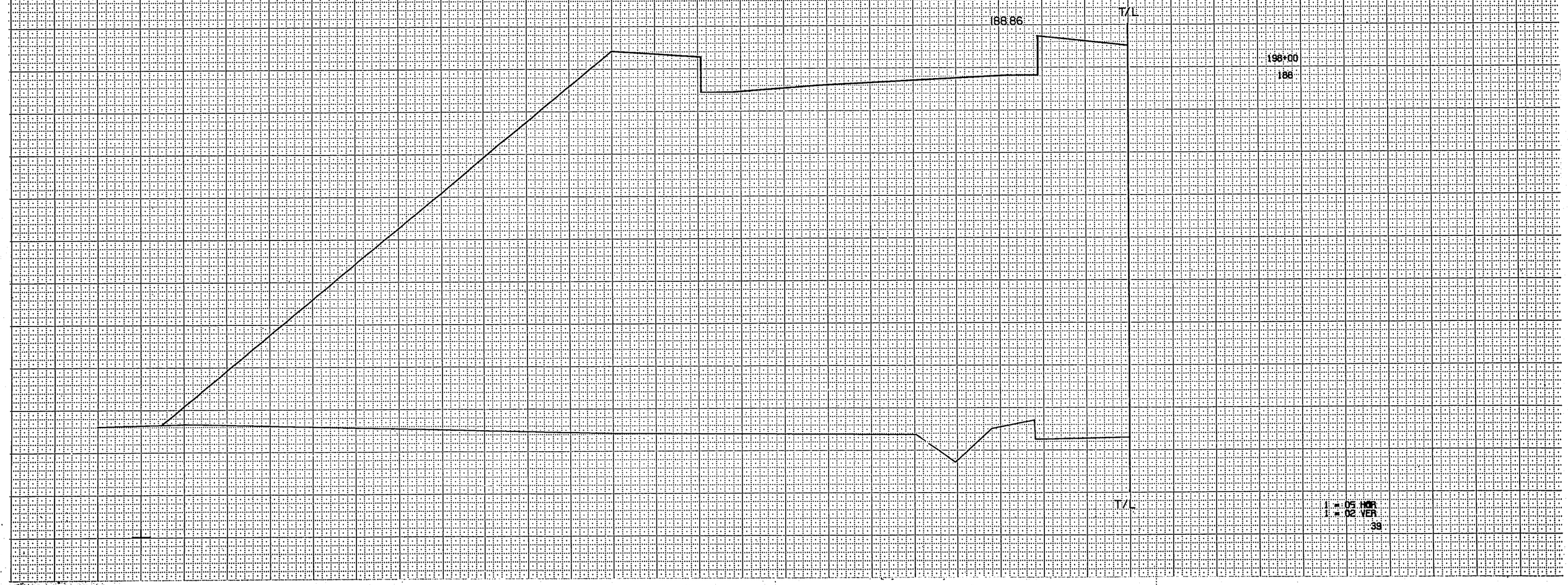
℄Z

T/L

1 = 05 HOR
1 = 02 VER

38

119.
T.0352(13)
2.140-1-71 119.329



120
T0352(13)
2140-71
120-324

T/L

18886

198+00

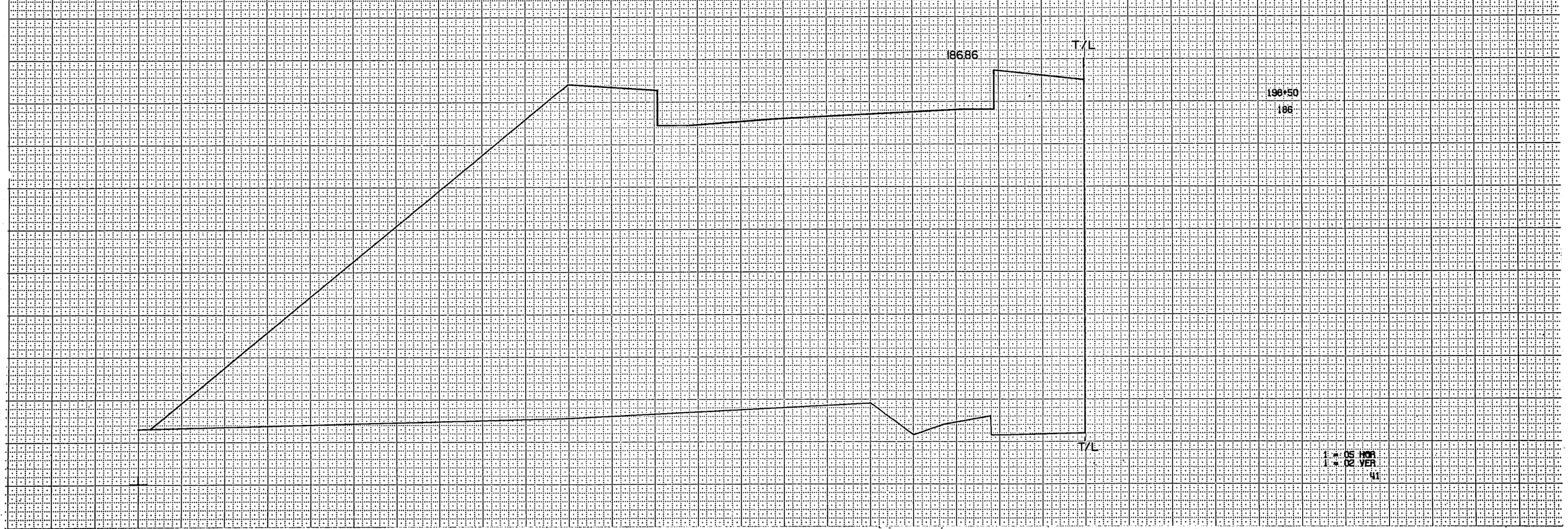
186

℄Z

T/L

1 = 05 HOR
1 = 02 VER
40

T0352 (13)
2140-191 121-324



122/
T0358(12)
2140-1-71 122-329

T/L

186.86

198+50

186

℄Z

T/L

1 = 05 HOR
1 = 02 VER

42

123/
70352(03)
2140-1-71 123-324

T/L

184.86

199+00

184

℄Z

184.86

199+00

184

T/L

1 = 05 HOR
1 = 02 VER

43

124

TO 35-2-(13)
2140-1-11
124-324

T/L

182.86

199+50

182

℄

182.86

199+50

182

T/L

1 = 05 HOR
1 = 02 VER

44

125/
#0352(13)
2140-1-11
125-324

T/L

180.86

200+00

180

℄

180.86

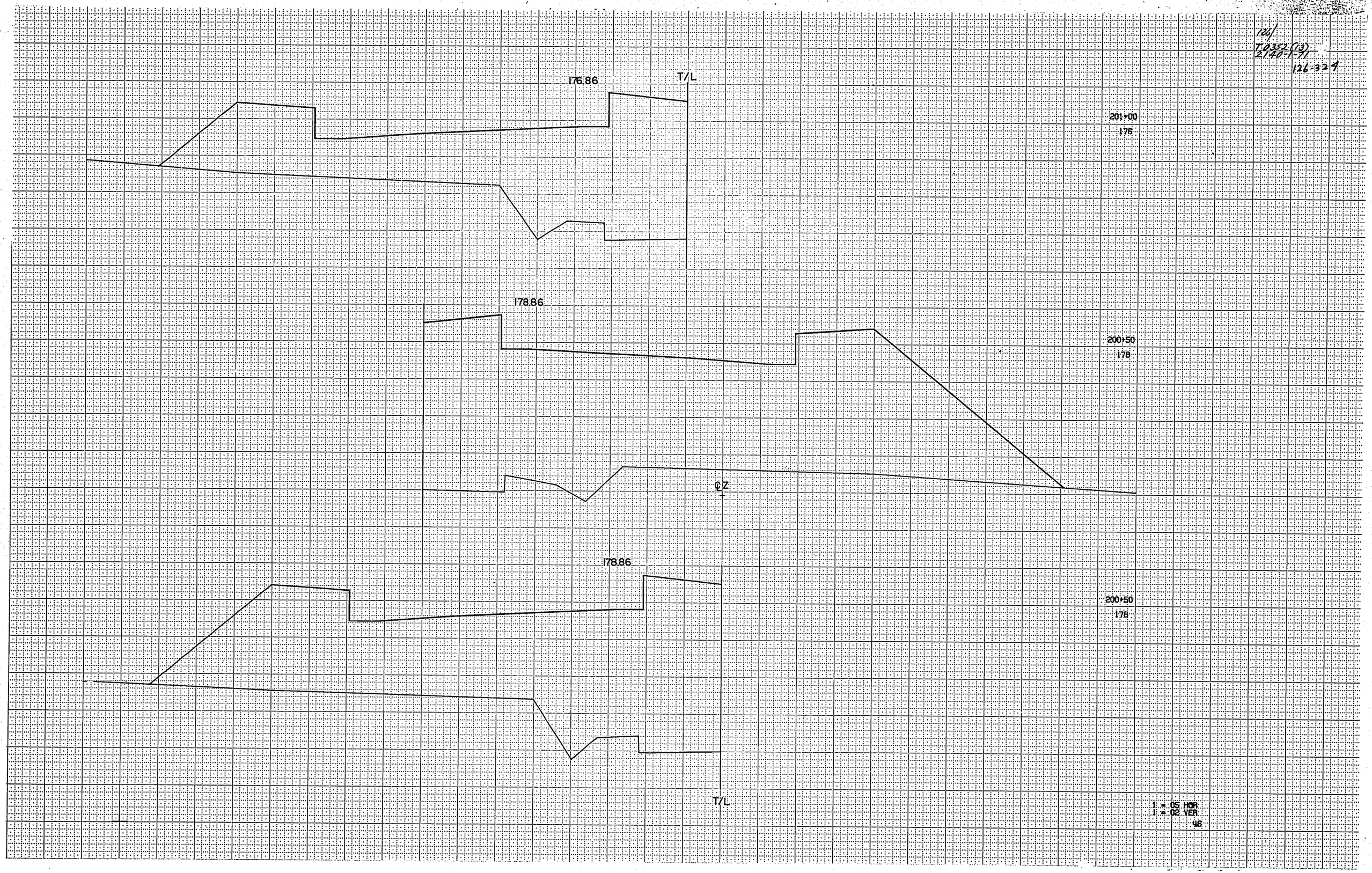
200+00

180

T/L

1 = 05 HOR
1 = 02 VER
45

126/
T.0352(3)
2140-1-71
126-321



127/
T0352 (13)
2140-1-7/ 127-324

172.89

T/L

202+00

172

174.86

201+50

174

℄ Z

174.86

201+50

174

176.86

201+00

176

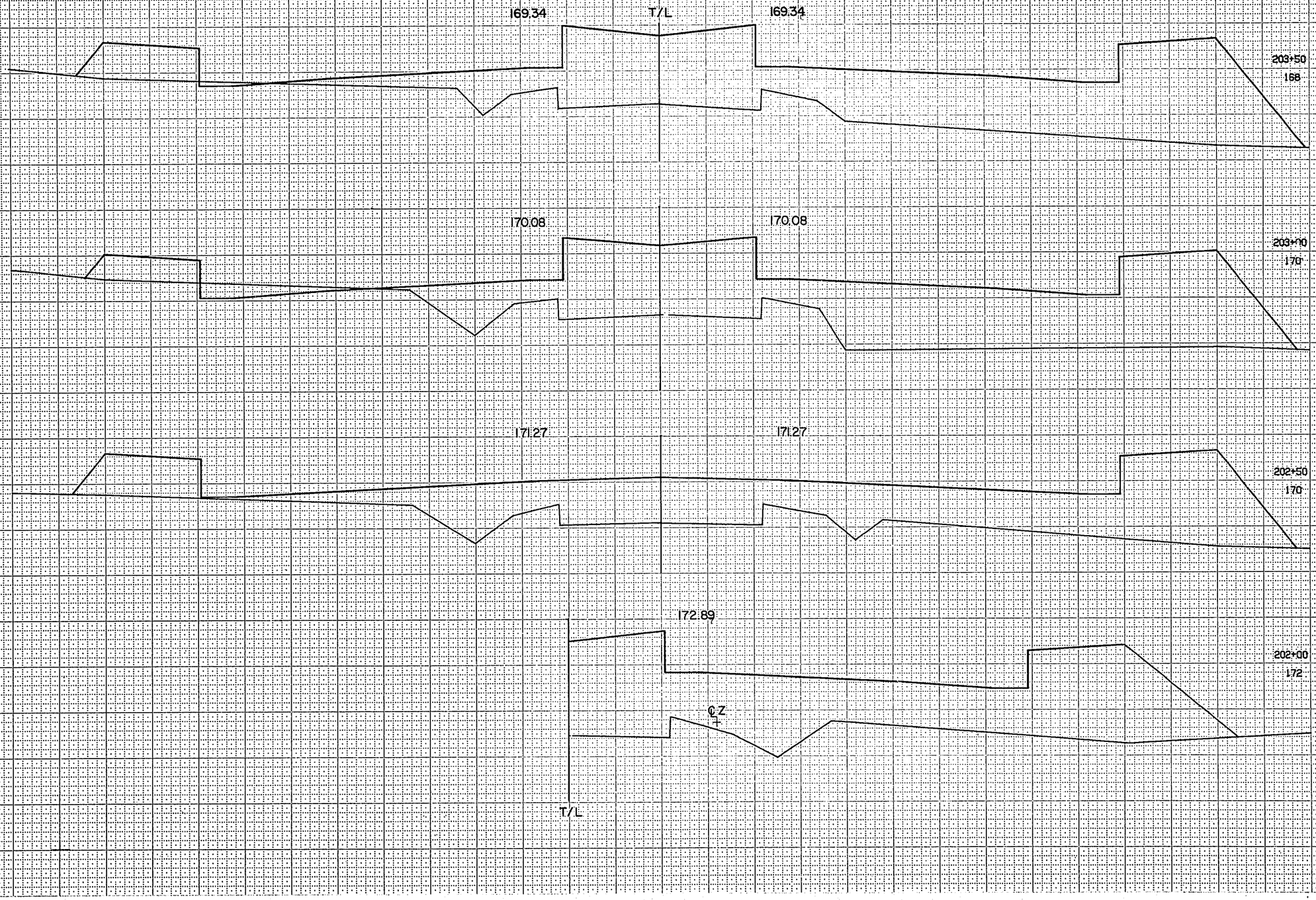
℄ Z

T/L

1 = 05 HOR
1 = 02 VER

47

121
T 0352 (13)
2140-1-77
128-324



1 = 05 HOR
1 = 02 VER
4B

191
T 0352 (13)
2140-1-71
129-324

T/L

168.75

204+50

168

168.75

204+50

168

169.00

204+00

168

169.00

204+00

168

T/L

1 = 05 HOR
1 = 02 VER

49

121/
T0352(13)
2140:1-71
130-324

T/L

168.25

205+50

168

168.50

205+00

168

168.50

205+00

168

T/L

1 = 05 HOR
1 = 02 VER

50

13//
T0352(13)
2140-1-71
131-324

T/L

168.00

206+00

166

168.00

206+00

165

168.25

205+50

168

T/L

1 = 05 HOR
1 = 02 VER

51

134
T 0352(13)
2140-1-71 132-324

"A" LINE

167.50

207+00 A
166

167.75

206+50 A
166

167.75

206+50 A
168

"A" LINE

STATION EQUATION
206+17.30T/L = 206+17.30A

1 = 05 HOR
1 = 02 VER
52

133/
T-0352(13)
2140-1-71 133-324

"A" LINE

167.00

208+00 A
166

167.25

207+50 A
166

167.25

207+50 A
166

167.50

207+00 A
166

"A" LINE

1 = 05 HOR
1 = 02 VER
53

134/
T0352(13)
2140-1-71
13-4-324

"A" LINE

166.50

209+00A
166

166.75

208+50A
166

166.75

208+50A
166

167.00

208+00A
166

"A" LINE

1 = 05 HOR
1 = 02 VER

135
T0352(03)
2140-1-71
135-329

"A" LINE

166.00

210+00 A
166

166.00

209+50 A
168

166.25

209+50 A
168

166.25

209+00 A
166

"A" LINE

1 = 05 HOR.
1 = 02 VER.
55

184/
T0352(03)-
2140-1-71
136-324

"A" LINE

165.75

210+50A
166

165.75

210+50A
165

166.00

210+00A
168

"A" LINE

1 = 05 HOR
1 = 02 VER
56

137
T0352.C(3)
2140-1-71 137-324

"A" LINE

165.50

211+00A
166

165.50

211+00A
166

"A" LINE

1 = 05 HOR
1 = 02 VER
57

138/
T0352 (13)
2140-1-71
138-324

"A" LINE

I6525

211+50 A

166

I65.25

211+50 A

168

"A" LINE

1 = 05 HOR
1 = 02 VER

58

139
T0352(13)
2140-1-71

139-327

A

170

A

"A" LINE

A

165.00

212+00A

166

A

16500

212+00A

166

"A" LINE

1 = 05 HOR
1 = 02 VER

59

(140)
T0352 (13)
2140-1-71
190-324

A

172

A

"A" LINE

A

212+50A

166

164.75

AHEAD

212+50A

166

164.75

"A" LINE

FULL SECTION BACK

1 = 05 HOR
1 = 02 VER

60

141/
T0352 (13)
2140-1-71
141-324

"A" LINE

164.50

MATCH "S" LINE

213+00A

164

164.50

213+00A

164

"A" LINE

1 = 05 HOR
1 = 02 VER

61

(42)
T-0352 (13)
2140-1-71
142-329

"A" LINE

164.22

213+50 A
166

164.22

213+50 A
168

"A" LINE

1 = 05 HOR
1 = 02 VER
62

"A" LINE

16389

214+00 A

164

HG
T0352 (13)
2140-1-71
193-329

16389

214+00 A

161

"A" LINE

1 = 05 HOR.
1 = 02 VER.

63

144

T 0352 (13)
2140-1-71

144:329

"A" LINE

163.49

214+50 A

164

163.49

214+50 A

164

"A" LINE

1 = 05 HOR.
1 = 02 VER.

64

14
T 0352(13) -
2140-71 145-32

"A" LINE

163.04

215+00 A

164

163.04

215+00 A

164

"A" LINE

1 = 05 HOR
1 = 02 VER

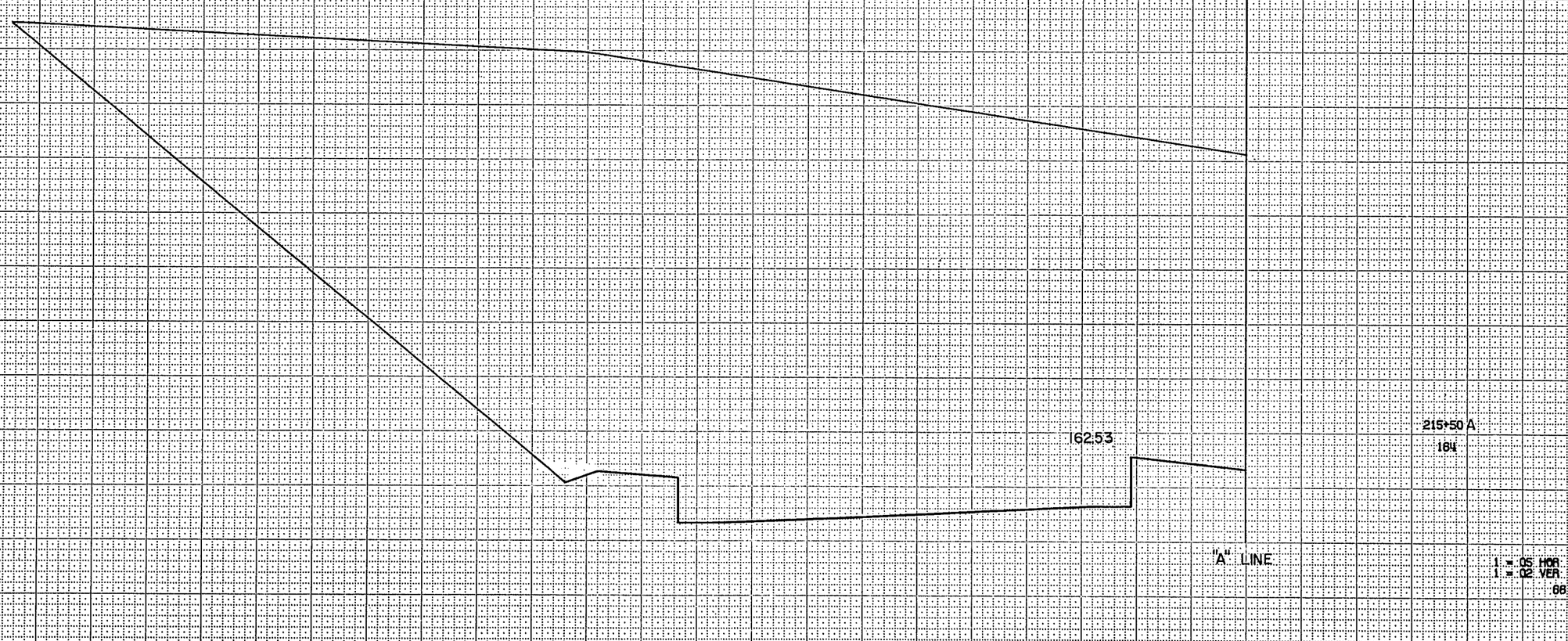
65

144/
T0352 (13)
2140-1-11
196-324

"A" LINE

162.53

215+50A
164



162.53

215+50 A
184

"A" LINE

1 = 05 HOR
1 = 02 VER
68

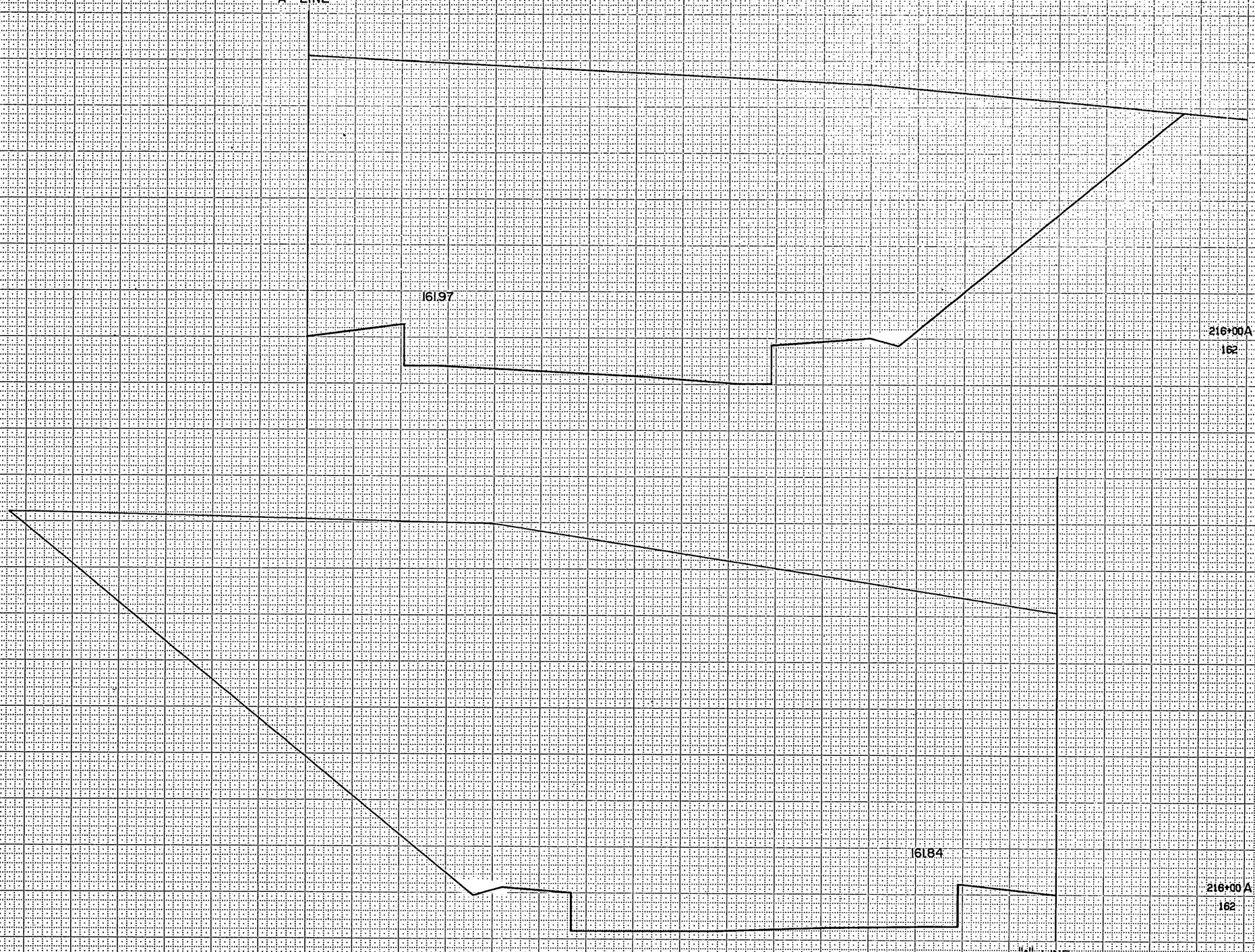
147
T.0352(03)
2140-1-11
147-324

"A" LINE

161.97

216+00A

162



216+00A

162

"A" LINE

1 = 05 HOR
1 = 02 VER

67

140/
T.0352 (13) ::
2140-1-71
198-329

"A" LINE

161.34

216+50 A
162

161.08

216+50 A
162

"A" LINE

1 = 05 HOR
1 = 02 VER

68

149
T0352 (3)
2140-1-71
199-324

"A" LINE

160.27

217+00 A
162

"A" LINE

1 = 05 HOR
1 = 02 VER
69

151/
T 0352 (13)
2140-1-71
150-327

"A" LINE

160.77

217+00 A

182

"A" LINE

1 = 05 HOR
1 = 02 VER

70

151
T.0352(13)
2140-1-71 181-374

"A" LINE

159.39

217+50.A

160

"A" LINE

1 = 05 HOR
1 = 02 VER
71

152/
TO352 (13)
2140-1-71
152-329

"A" LINE

160.14

217+50 A
160

"A" LINE

1 = 05 HOR
1 = 02 VER
72

123/
T0352(03)
2/40-1-71 153-324

"A" LINE

159.34

218+00A

160

158.47

218+00A

160

"A" LINE

1 = 05 HOR
1 = 02 VER

73

124
T 1352 (13)
2140-1-71
154-324

"A" LINE

158.49

218+50 A

158

1576

218+50 A

158

"A" LINE

1 = 05 HOR
1 = 02 VER

74

159
T0352(13)
2140-1-71
155-324

"A" LINE

157.58

219+00 A
158

156.70

219+00 A
158

"A" LINE

1 = 05 HOR
1 = 02 VER
75

154
TD352(13)
2140-1-71
156-329

"A" LINE

156.61

219+50A

156

155.73

219+50A

158

"A" LINE

1 = 05 HOR
1 = 02 VER

76

157
T9352 (3)
2140-1-71
157-32-4

"A" LINE

155.58

220+00 A
156

154.70

220+00 A
156

"A" LINE

1 = 05 HOR
1 = 02 VER
77

128

B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	T0352(13)	158	329

2140-1-71

STATION	DISTANCE	YARDAGE EXCAVATION	YARDAGE FILL

NO. AREA DESIGN

A

160

A

"A" LINE

A

154.50

220+50A – 154

THIS SECTION AHEAD ONLY
ON S.W. RAMP

153.62

FULL SECTION BACK ONLY

220+50A – 154

SCALE:
HOR. 1" = 5'
VER. 1" = 2'

78

SHEET TOTAL

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

"A" LINE

MATCH S.W. RAMP

151.28

221+50A

152

153.36

221+00A

154

MATCH S.W. RAMP

152.48

221+00A

154

"A" LINE

1 = 05 HOR
1 = 02 VER

79

164/
T035+C(13)
2140-1-71
160-329

"A" LINE

150.90

B

222+00A

150

B

B

"A" LINE

MATCH S.W. RAMP

150.02

152

A

156

B

222+00A

150

A

A

152.16

221+50A

152

A

"A" LINE

1 = 05 HOR
1 = 02 VER

80

141/
70382(3)
2140-1-71 161-324

"A" LINE

MATCH S.W. RAMP

147.36

223+00 A

148

A

149.59

222+50 A

150

A

A

150

A

MATCH S.W. RAMP

148.71

222+50 A

150

"A" LINE

1 = 05 HOR
1 = 02 VER
81

162/
TO 352 (3)
2/140-7-7/ 162-329

"A" LINE

MATCH S.W. RAMP

145.94

148.22

"A" LINE

A

152

A

223+50 A

146

A

223+00 A

148

A

1" = 05 HOR
1" = 02 VER

62

163/
T.Dwg (s)
2140-197 163-324

"A" LINE

146.82

"A" LINE

223+50A
146

1 = 05 HOR
1 = 02 VER
83

164/
T 0352 (13)
2144-1-7

164-329

"A" LINE

MATCH S.W. RAMP

144.54

224+00 A

146

"A" LINE

1 = 05 HOR
1 = 02 VER

84

T0352(13)
2140-1(17) 165-329

"A" LINE

MATCH S.W. RAMP

14317

14405

MATCH S.E. RAMP

224+50 A
144

THIS SECTION AHEAD ONLY

14542

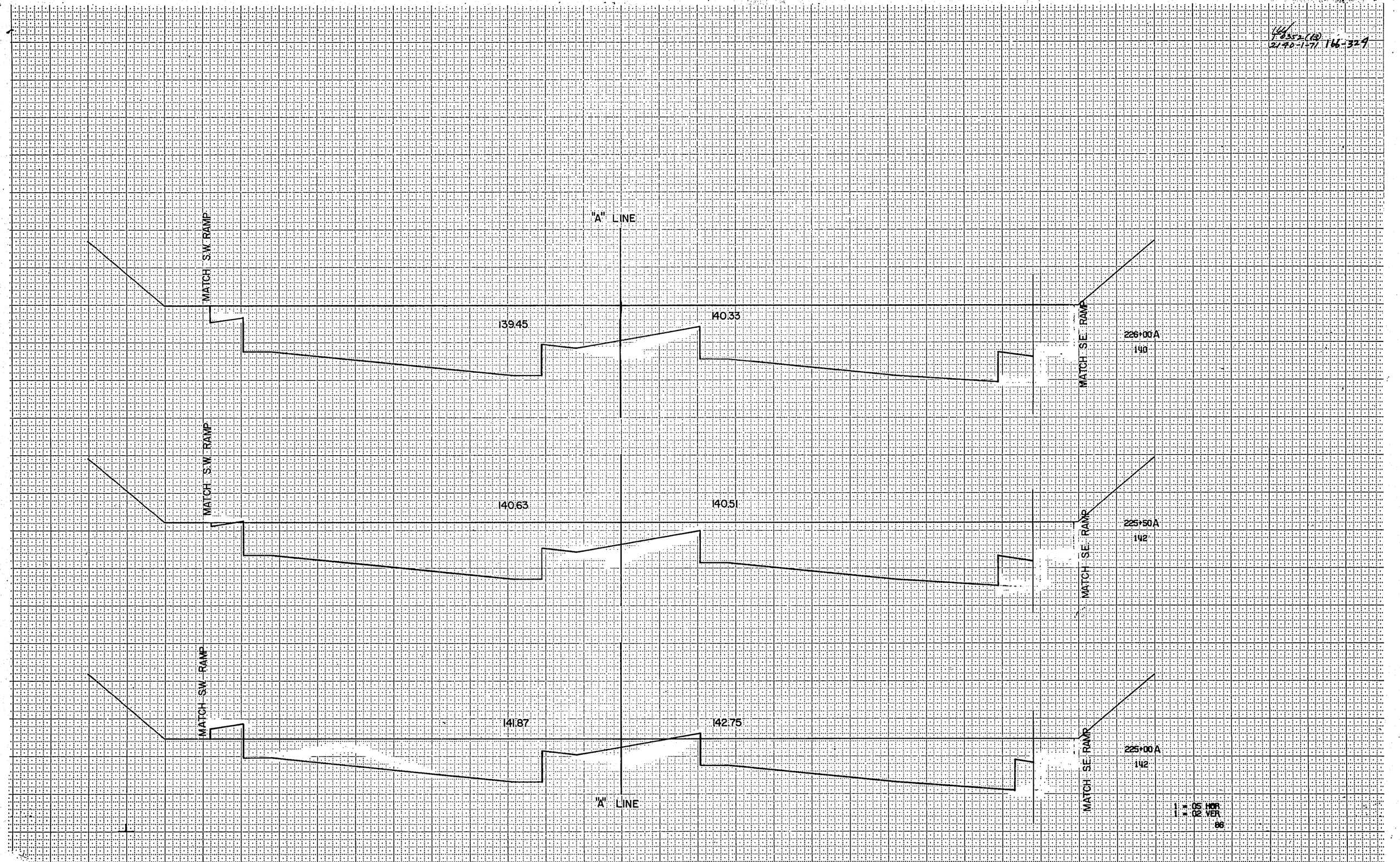
FULL SECTION BACK ONLY

224+00 A
146

"A" LINE

1 = 05 HOR
1 = 02 VER

(44)
I-835-2(12)
2140-1-71 116-329



167
F0352 (13)
2140-171

167-324

"A" LINE

MATCH S.W. RAMP

136.31

137.19

MATCH S.E. RAMP

227+50A

138

MATCH S.W. RAMP

137.29

138.17

MATCH S.E. RAMP

227+00A

138

MATCH S.W. RAMP

138.34

139.72

MATCH S.E. RAMP

226+50A

140

"A" LINE

1 = 05 HOR
1 = 02 VER

87

149
T0352(03)
2140-1-71
168-324

"A" LINE

MATCH S.W. RAMP

133.02

133.90

MATCH S.E. RAMP

229+50A

132

MATCH S.W. RAMP

133.74

134.62

MATCH S.E. RAMP

229+00A

134

MATCH S.W. RAMP

134.53

135.41

MATCH S.E. RAMP

228+50A

136

MATCH S.W. RAMP

135.39

136.27

MATCH S.E. RAMP

228+00A

136

A LINE

1" = 05 HOR
1" = 02 VER

88

169
T 0352 (13)
2140-1-71

169-329

"A" LINE

127.69

127.69

MATCH N.W. RAMP

MATCH N.E. RAMP

236+00A START ABRUPT

126

... section of steerage, it should follow sheet 169

132.35

133.23

MATCH S.W. RAMP

MATCH S.E. RAMP

230+00A STOP ABRUPT

132

"A" LINE

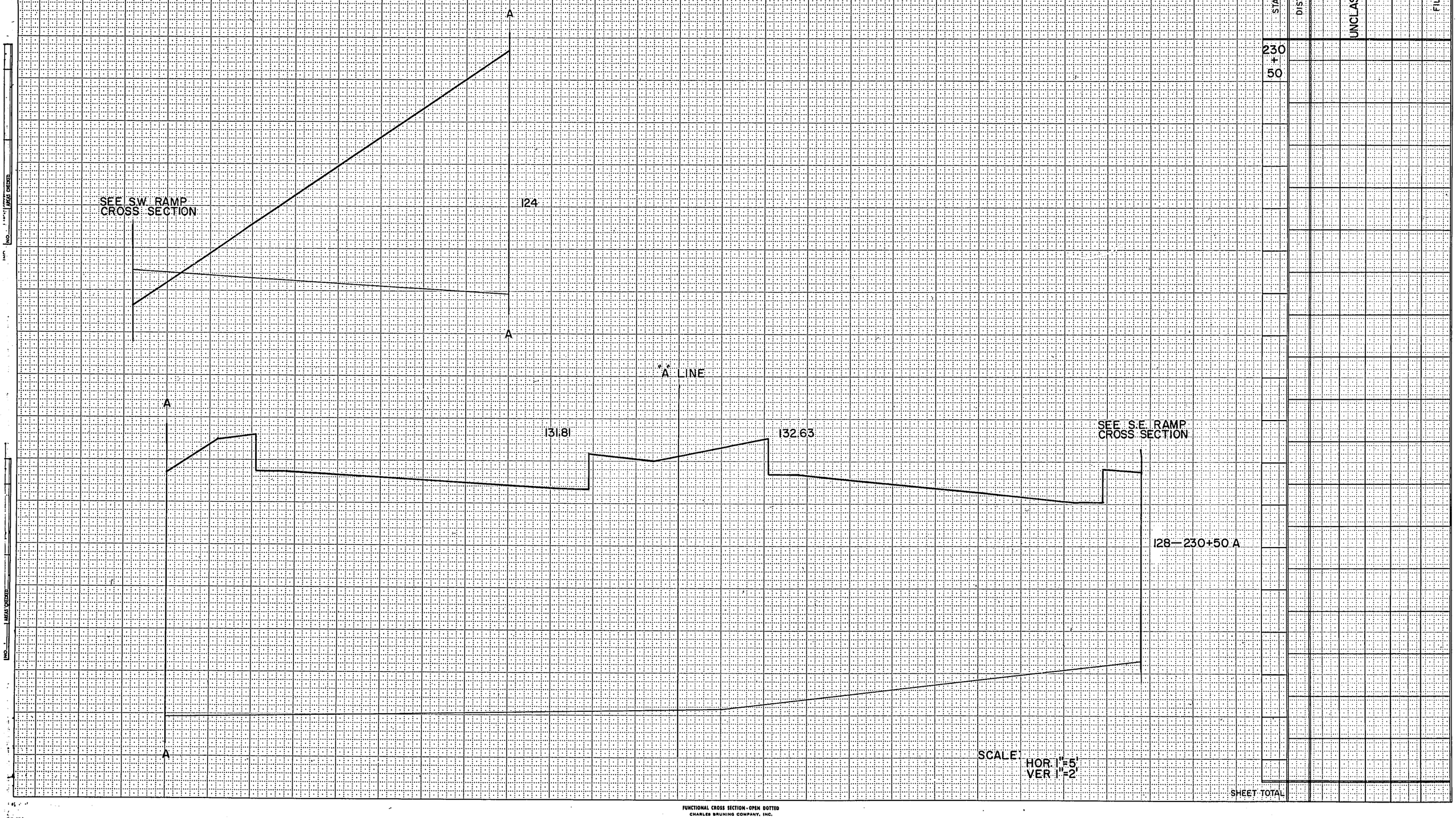
1 = 05 HOR.
1 = 02 VER.

89

B.P.R. REGION DIVISION	PROJECT		SHEET NUMBER	TOTAL SHEETS
4 WIS.	T10352	(13)	170	329

2140-1-71

STATION	DISTANCE	YARDAGE EXCAVATION UNCLASS	YARDAGE FILL
230 + 50			



SCALE: HOR. 1"=5'
VER 1"=2'

SHEET TOTAL

AREAS CHECKED

NO. AREAS CHECKED

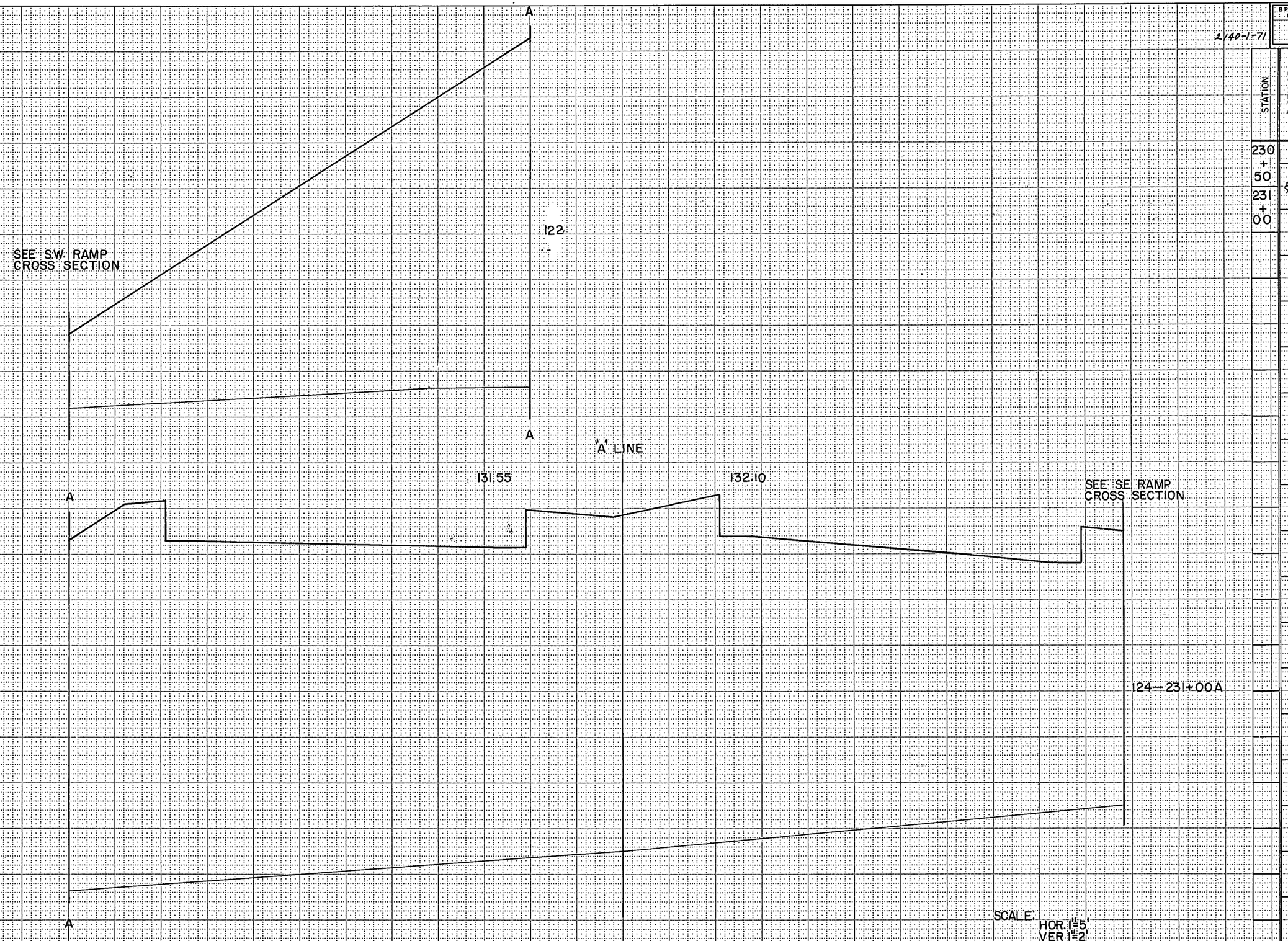
FUNCTIONAL CROSS SECTION - OPEN DOTTED
CHARLES BRUNING COMPANY, INC.

BPR REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	T 0352 (13)	171	329

1211

2/40-1-71

STATION	DISTANCE	YARDAGE EXCAVATION UNCLASS	YARDAGE FILL
230 + 50	50		
231 + 00			



SCALE: HOR. 1"=5'
VER 1"=2'

SHEET TOTAL

AREAS CHECKED

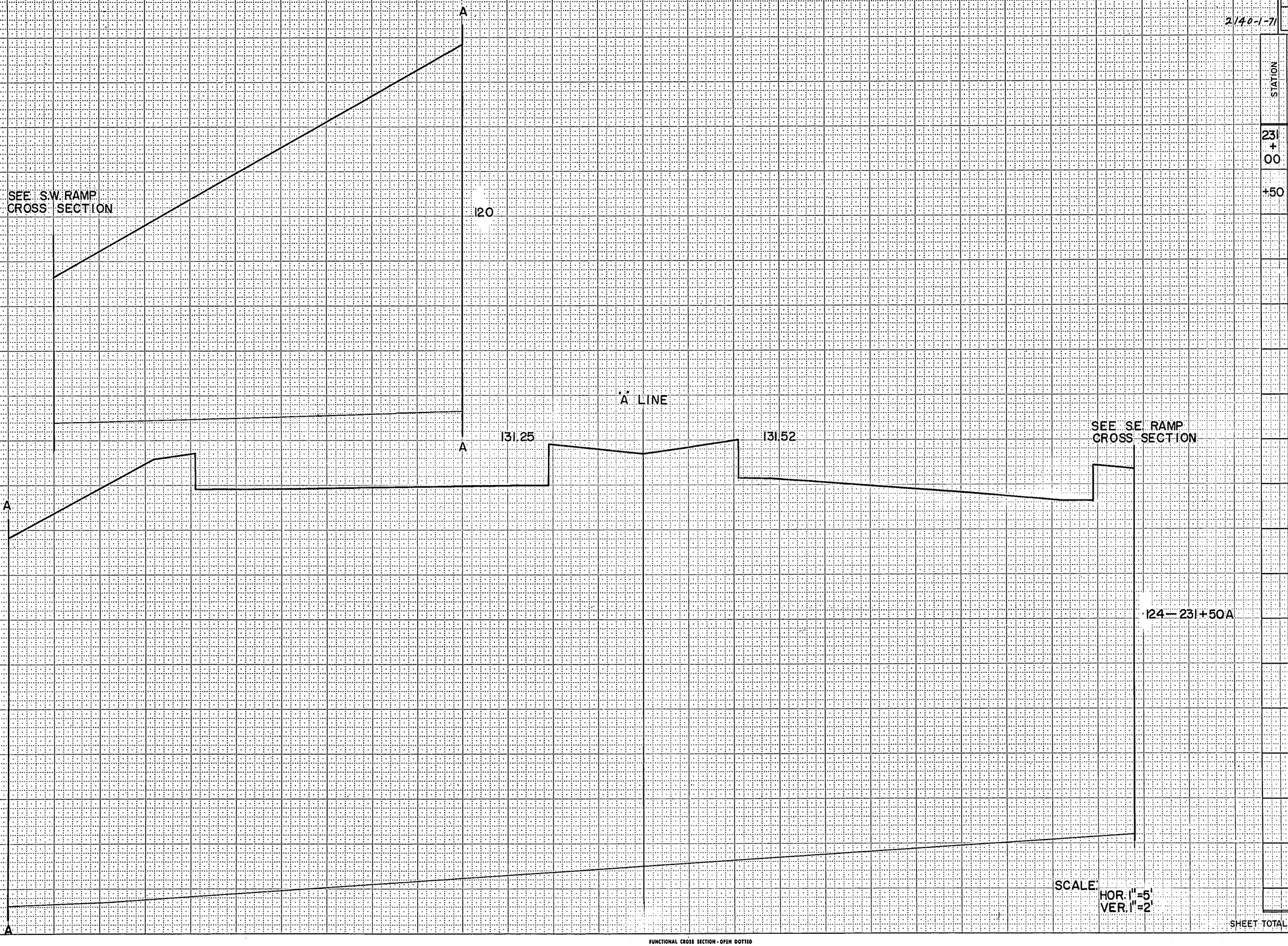
NO

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

B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	T0382 (13)	172	324

2/40-1-71

STATION	DISTANCE	YARDAGE EXCAVATION UNCLASS	YARDAGE FILL
231 + 00	50		
+50			



SCALE:
HOR. 1"=5'
VER. 1"=2'

SHEET TOTAL

NO. AREAS MEAS CHECKED

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

B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	T0352 (13)	173	324

2/40-1-71

"A" LINE

SEE W. BROWN DEER RD. CROSS SECTION

131.00

131.00

SEE SE. RAMP CROSS SECTION

122 — 232+00A

STATION	DISTANCE	YARDAGE EXCAVATION UNCLASS	YARDAGE FILL
231+50	50		
232+00			

SCALE: HOR. 1"=5'
VER. 1"=2'

SHEET TOTAL

AREAS CHECKED

NO.

AREAS CHECKED

NO.

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

BPR REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	T 0382 (13)	174	324

2/40-1-71

124

STATION	DISTANCE	YARDAGE EXCAVATION UNCLASS	YARDAGE FILL
232 + 00	14		
+14			
234 + 20			

SEE NW RAMP CROSS SECTION

"A" LINE

129.35

126 — 234+20 A

"A" LINE

130.90

SEE S.E. RAMP CROSS SECTION

SEE W. BROWN DEER RD. CROSS SECTION

126 — 232+14 A

START ABRUPT

STOP ABRUPT

SCALE:
HOR. 1"=5'
VER. 1"=2'

SHEET TOTAL

AREAS MEAS CHECKED
NO.

FACTOR
AREAS MEAS CHECKED
NO.

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

B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	T0352 (13)	175	329

175

2/22-71

STATION	DISTANCE	YARDAGE EXCAVATION UNCLASS	FILL
234 + 20	30		
+50			

SEE N.W. RAMP CROSS SECTION

129.12

'A' LINE

129.22

SEE BROWN DEER RD. CROSS SECTION

116-234+50A

SCALE: HOR. 1"=5'
VER. 1"=2'

SHEET TOTAL

NOTE BOOK | LOCATION | NO. | AREA | AREA CHECKED

NOTE BOOK | LOCATION | NO. | AREA | AREA CHECKED

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

B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	T 0352 (13)	176	329

126

2140-1-71

STATION	DISTANCE	YARDAGE EXCAVATION UNCLASS	YARDAGE FILL
234 + 50			
235 + 00			

"A" LINE

128.75

SEE BROWN DEER RD. CROSS SECTION

112 – 235+00A

SCALE: HOR. 1"=5'
VER. 1"=2'

SHEET TOTAL

AREAS CHECKED

NO. AREAS CHECKED

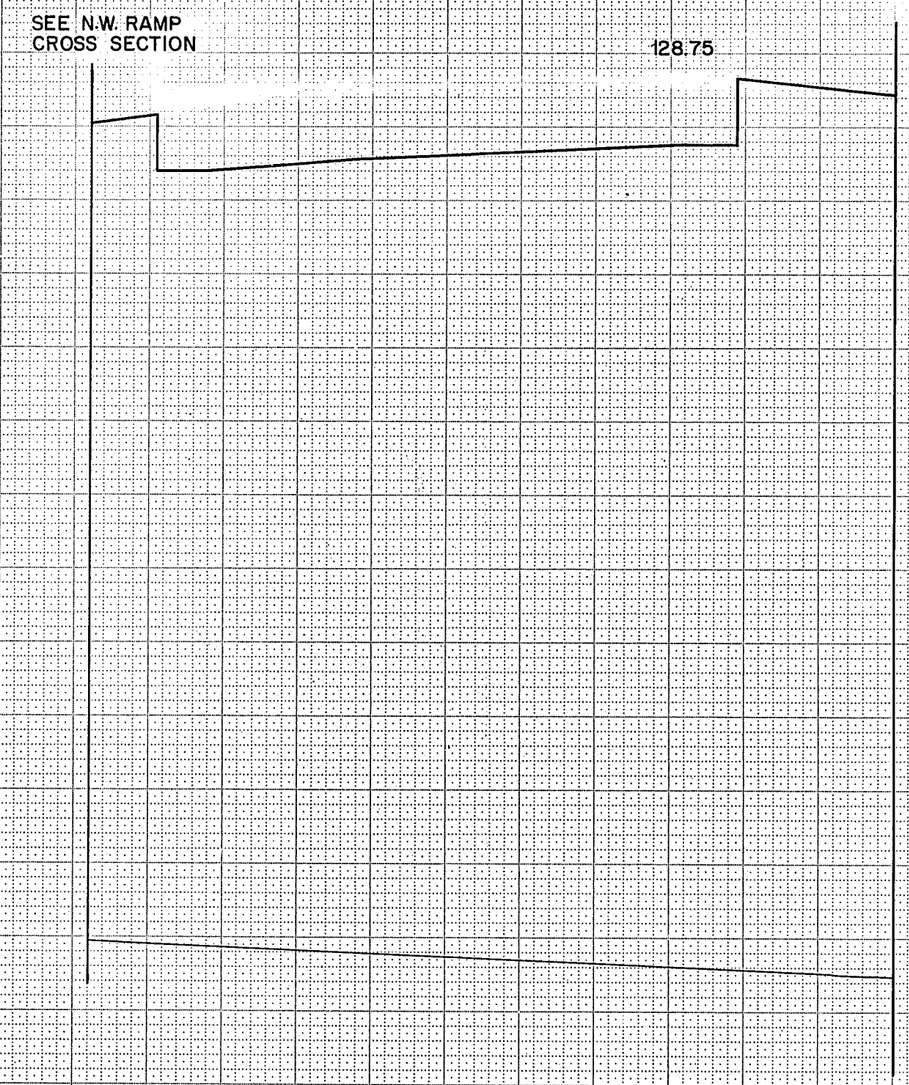
FUNCTIONAL CROSS SECTION - OPEN DOTTED
CHARLES BRUNING COMPANY, INC.

BPR REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	T 0352 (13)	177	329

2/40-1-71

NO. AREAS CHECKED

NO. AREAS CHECKED



STATION	DISTANCE	YARDAGE EXCAVATION UNCLASS	YARDAGE FILL
234 + 50			
	50		
235 + 00			

SCALE:
HOR. 1"=5'
VER. 1"=2'

SHEET TOTAL

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

B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	T 0352 (13)	178	329

128

2/20-1-71

STATION	DISTANCE	YARDAGE EXCAVATION UNCLASS	YARDAGE FILL
235 + 00	50		
+ 50			

"A" LINE

SEE N.W. RAMP CROSS SECTION

28.29

22—235+50A

SCALE
HOR. 1"=5'
VER. 1"=2'

SHEET TOTAL

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

B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	T 0352 (13)	179	329

2140-1-71

STATION	DISTANCE	YARDAGE EXCAVATION UNCLASS	YARDAGE FILL
235 + 00			
+50			

"A" LINE

128.29

118-235+50A

SEE BROWN DEER RD CROSS SECTION

SCALE: HOR. 1"=5'
VER. 1"=2'

SHEET TOTAL

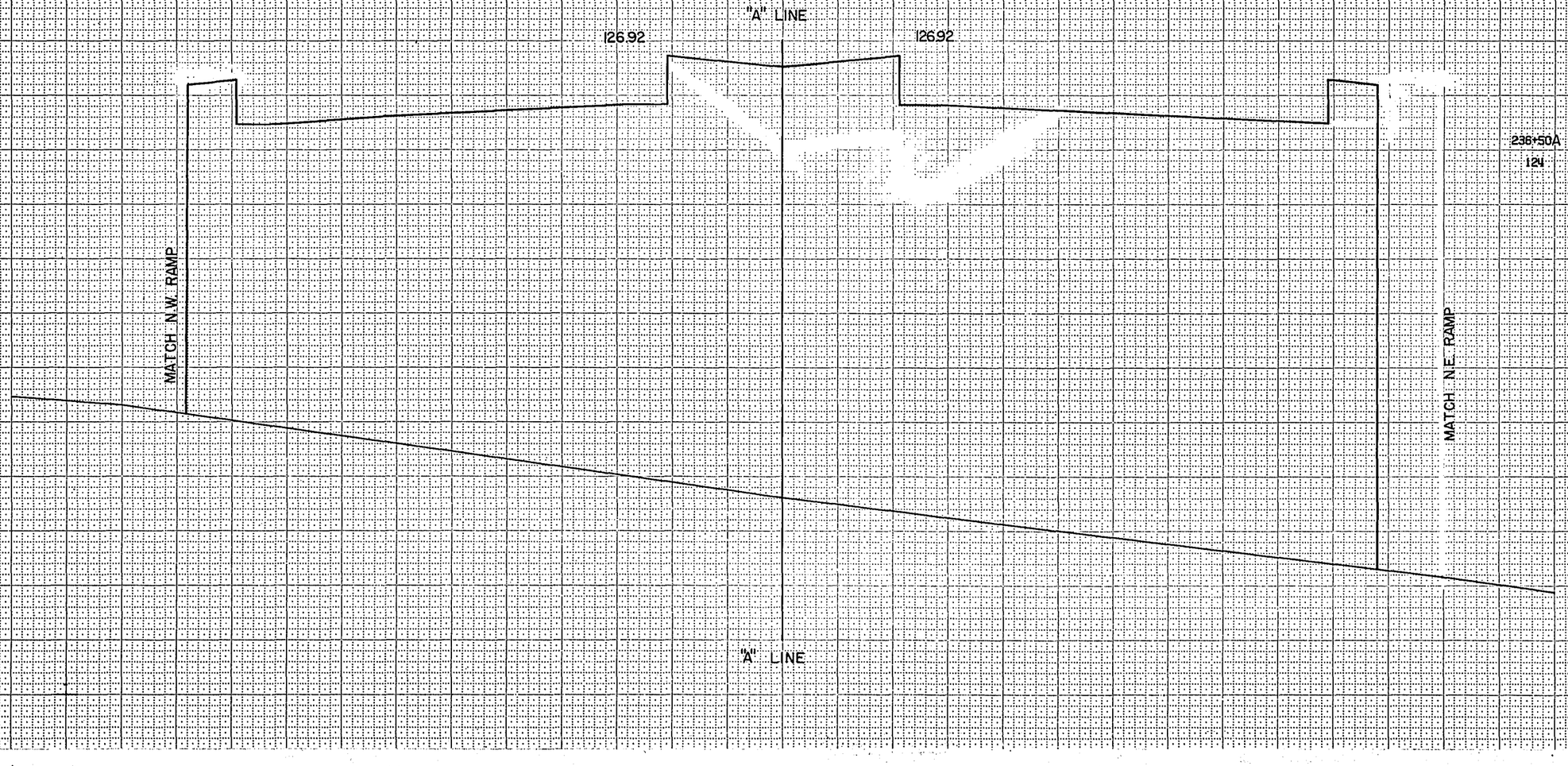
AREAS CHECKED

NO. AREAS CHECKED

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

T 0252(13)
2140-1-71

180-324



236+50A

124

Size: 11x17 230x100 out of 1 sequence.
Size limit 10%.

100

1 = 05 HOR
1 = 02 VER

16/
T 0352(13)
2140-1-71 181-324

125.00 "A" LINE 125.00

MATCH N.W. RAMP

237+50A
124

MATCH N.E. RAMP

126.00 126.00

237+00A
126

MATCH N.W. RAMP

MATCH N.E. RAMP

"A" LINE

1" = 05 HOR
1" = 02 VER

101

182
T 0352(13)
2170-1-71 182-324

MATCH N.W. RAMP

"A" LINE

123.00

123.00

238+50A

122

MATCH N.E. RAMP

MATCH N.W. RAMP

124.00

124.00

238+00A

124

MATCH N.E. RAMP

102

"A" LINE

1" = 05 HOR
1" = 02 VER

183/
T-0352(15)
2140-1-71 183-324

"A" LINE

MATCH N.W. RAMP

120.00

120.00

MATCH N.E. RAMP

240+00 A

120

MATCH N.W. RAMP

121.00

121.00

MATCH N.E. RAMP

239+50 A

120

MATCH N.W. RAMP

122.00

122.00

MATCH N.E. RAMP

239+00 A

122

"A" LINE

1 = 05 HOR
1 = 02 VER

103

184
T0352 (13)
2140-1-71 184-321

"A" LINE

MATCH N.W. RAMP

117.00

117.00

241+50A
118

MATCH N.E. RAMP

MATCH N.W. RAMP

118.00

118.00

241+00A
118

MATCH N.E. RAMP

MATCH N.W. RAMP

119.00

119.00

240+50A
120

MATCH N.E. RAMP

"A" LINE

1 = 05 HOR
1 = 02 VER

185

B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	F 0352 (13)	185	324

2140-1-71

STATION	DISTANCE	YARDAGE EXCAVATION	YARDAGE FILL

AREAS CHECKED
NO.

THIS SECTION BACK ONLY

"A" LINE

15.07

FULL SECTION AHEAD ONLY 242+50A
114

B

114

R/W

B

THIS SECTION BACK ONLY

MATCH N.W. RAMP

116.00

FULL SECTION AHEAD ONLY

242+00A
114

B

"A" LINE

SCALE: HOR. 1"=5'
VER. 1"=2'

SHEET TOTAL
~~95~~

186/
T0352(13)
2/40-1-71
186-324

"A" LINE

114.26

243+00A
114

R/W

114.26

243+00A
114

115.07

242+50A
114

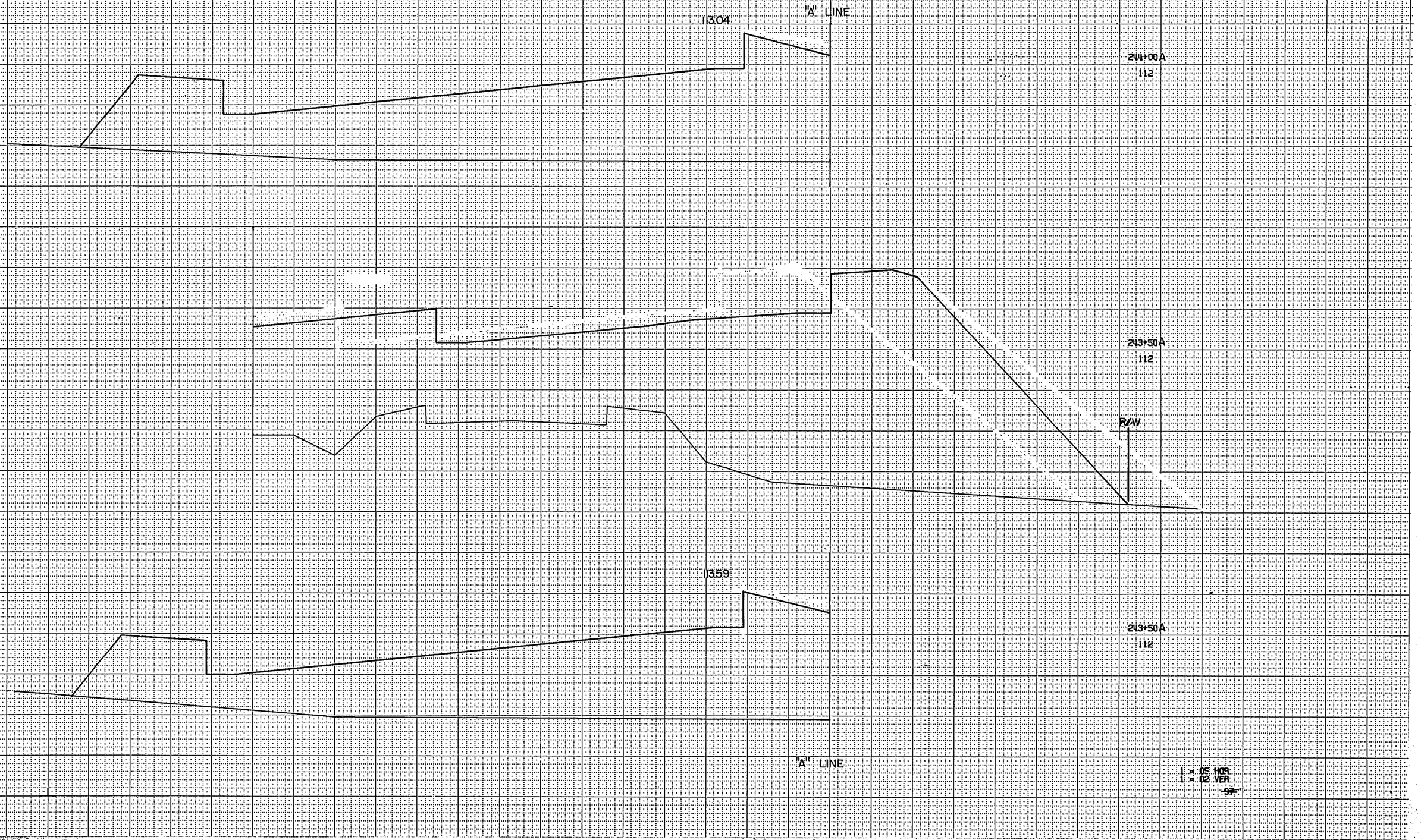
R/W

"A" LINE

106

1" = 05 HOR
1" = 02 VER
96

187
T1352(43)
2140-1-71
187-32.1



107

188
T0352(13)
2140-1-71
188-324

"A" LINE

112.63

244+50A

112

R/W

112.63

244+50A

112

113.04

244+00A

112

R/W

"A" LINE

1 = 05 HOR
1 = 02 VER

96

189
T0352(13)
2/40-1-71
IBP-329

"A" LINE

112.19

245+50A

110

112.35

245+00A

112

R/W

112.35

245+00A

112

"A" LINE

1 = 05 HOR
1 = 02 VER

99

109

"A" LINE

112.28

246+50 A

112

112.17

246+00 A

112

112.17

246+00 A

112

112.19

245+50 A

110

RAW

"A" LINE

110

1 = 05 HOR.
1 = 02 VER.

100

190/
T-0352.(13)
2140-1-71

190-329

191
T 0352 (13)
2140-1-71 191-329

"A" LINE

112.89

247+50A

112

112.52

247+00A

112

R/W

112.52

247+00A

112

112.28

246+50A

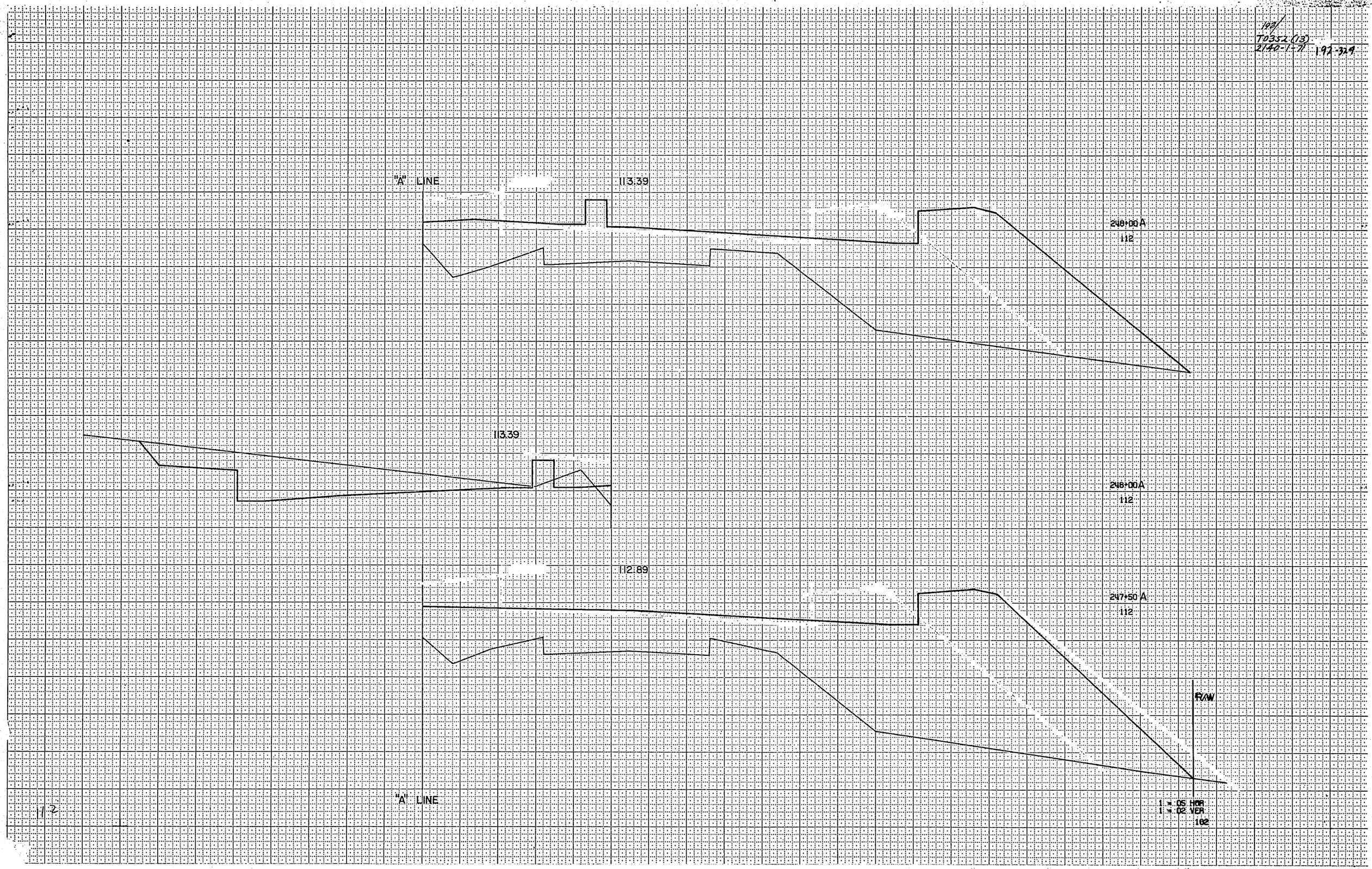
112

"A" LINE

1 = 05 HOR
1 = 02 VER

101

102/
T0352(13)
2140-1-71 192-319



112

112/
70352(3)
2140-1-11 193-32-1

"A" LINE

114.35

249+00 A

114

STOP ABRUPT

114.52

249+00 A

114

113.87

248+50 A

112

113.95

248+50 A

112

"A" LINE

1 = 05 HOR
1 = 02 VER

~~108~~

"A" LINE

114.83

249+50 A

116

115.09

249+50 A

116

249+00 A

116

114.35

START ABRUPT

114.52

249+00 A

116

"A" LINE

1 = 05 HOR
1 = 02 VER

194

T0352 (13)
2140-1-71 194-324

194

T.0352 (13). 195-324
2140-1-71

A

A

"A" LINE

116.22

250+50 A
116

A

115.32

250+00 A
116

115.65

250+00 A
116

"A" LINE

115

1 in. = .05 HOR
1 in. = .02 VER

196
T.D.352 (13)
2140-1-17 196-32.1

"A" LINE

116.28

251+00 A

118

116.78

251+00 A

118

115.80

250+50 A

116

"A" LINE

1" = 05 HOR.
1" = 02 VER.

116

197/
T.0352(13)
2140-1-71 197-329

"A" LINE

117.91

252+00 A
118

116.85

251+50 A
118

117.34

251+50 A
118

"A" LINE

1" = 05 HOR.
1" = 02 VER.

1991
T0352(13)
21.42-1-71 198-321

"A" LINE

117.97

252+50 A

120

118.48

252+50 A

120

117.41

252+00 A

118

"A" LINE

1" = 05 HOR
1" = 02 VER

109/
T-9352(3)
2140-1-71
199-324

"A" LINE

119.60

253+50 A
120

118.54

253+00 A
120

119.04

253+00 A
120

"A" LINE

1" = 05 HOR.
1" = 02 VER.

6

200/
T.0352 (13)
21-90-1-77 200-324

"A" LINE

254+00 A
120

120.17

254+00 A
120

253+50 A
120

"A" LINE

120

1 = .05 HOR
1 = .02 VER

241/
T.0352(13)-
2140-1-71 201-329

"A" LINE

121.87

121.36

255+50 A

120

121.30

120.80

255+00 A

122

120.23

254+50 A

122

120.73

254+50 A

122

"A" LINE

1 = 05 HOR.
1 = 02 VER.

202/
T.0352(13)
2140-1-71 202-329

"A" LINE

123.54

123.04

257+00 A

124

122.99

122.49

258+50 A

124

122.43

121.92

258+00 A

124

"A" LINE

1 = 05 HOR.
1 = 02 VER.

122

"A" LINE

123.75

258+00 A

124

124.25

258+00 A

124

123.47

257+50 A

124

123.97

257+50 A

124

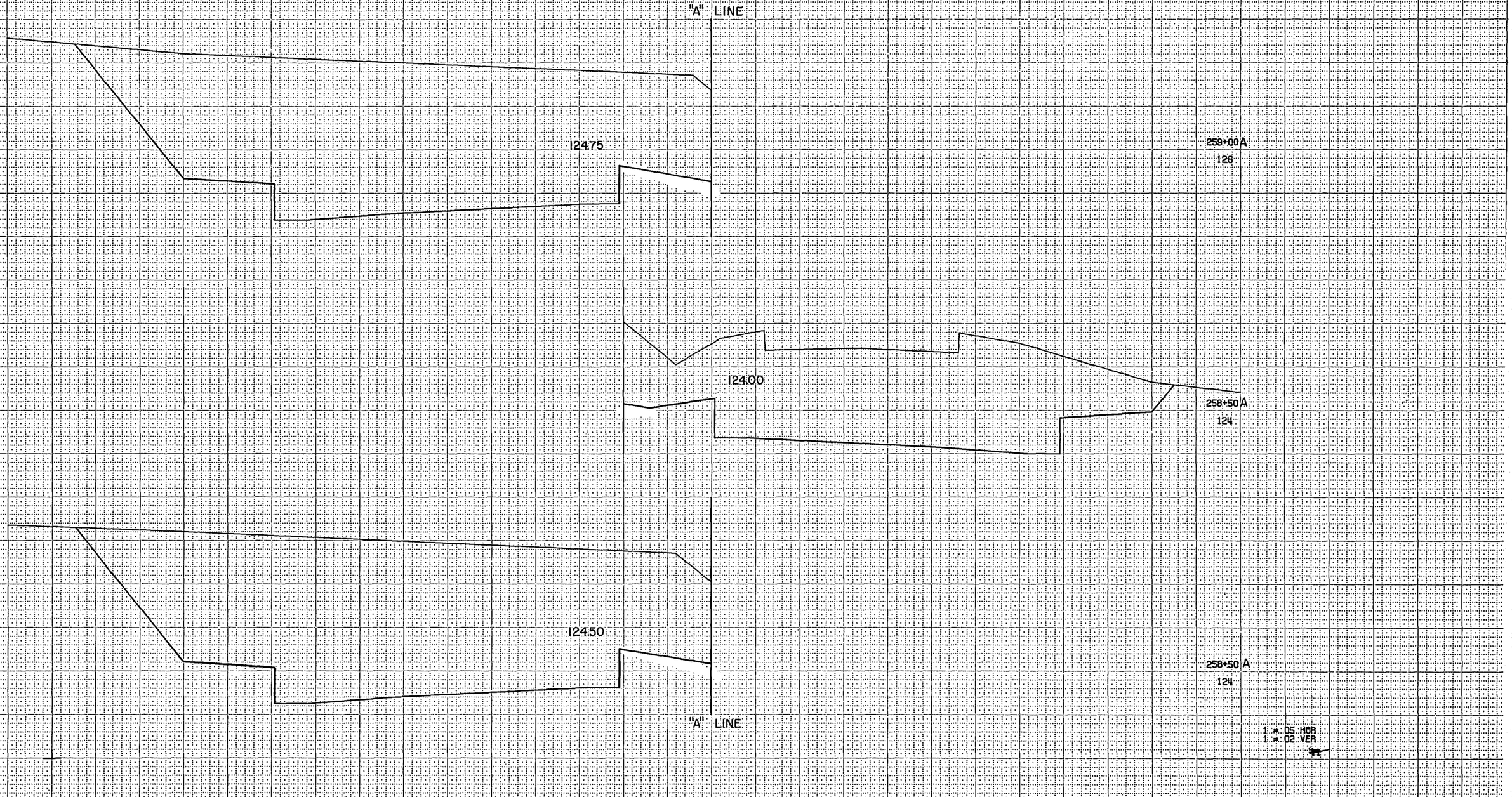
"A" LINE

1 = 05 HOR
1 = 02 VER

203/
T-0352 (13)
2140-1-77 203-324

204

T-2352(3)
2/22-1.71 204-329



205/
T.0352(13)
2140-171 265-321

"A" LINE

124.50

259+50 A
126

125.00

259+50 A
126

124.25

259+00 A
126

"A" LINE

1 = 05 HOR
1 = 02 VER

125

24/
7035.2 (3)-
2140-7-71

24A-329

"A" LINE

12550

260+50 A
126

12475

260+00 A
126

12525

260+00 A
126

"A" LINE

1 = 05 HOR
1 = 02 VER
15

207
70352 (03)
2140-1-7
207-324

"A" LINE

125.25

261+00 A

126

125.75

261+00 A

126

125.00

260+50 A

126

"A" LINE

1 = 05 HOR.
1 = 02 VER.

127

2011
T0352 (13)
2140-1-11 208-324

"A" LINE

126.25

262+00 A
126

125.50

261+50 A
126

126.00

261+50 A
126

"A" LINE

1 = 05 HOR
1 = 02 VER

15

12?

209/
T0352(13)
2140-1-7 209-324

"A" LINE

126.00

262+50 A
126

126.50

262+50 A
126

125.75

262+00 A
126

"A" LINE

1 = 05 HOR
1 = 02 VER

210/
T0352 (3)
2140-1-71/ 210-329

"A" LINE

126.25

263+00 A

128

126.75

263+00 A

128

"A" LINE

1 = 05 HOR
1 = 02 VER

130

2111/
T0352(13)
2140-I-71
211-324

"A" LINE

126.38

263+50 A

128

126.88

263+50 A

128

"A" LINE

1 = 05 HOR
1 = 02 VER

16

"A" LINE

126.25

264+00 A

128

126.75

264+00 A

128

"A" LINE

1" = 05 HOR
1" = 02 VER

"A" LINE

126.25

265+00 A

126

126.00

264+50 A

126

126.50

264+50 A

126

"A" LINE

1 = 05 HOR
1 = 02 VER

2/3/
T.0352 (03).
2/4a-1-71
213-52-1

214
T0352(13)
2140-1-77 211-321

"A" LINE

125.50

265+50 A
126

126.00

265+50 A
126

125.75

265+00 A
126

"A" LINE

1 = 05 HOR
1 = 02 VER

134

2/87
T-0352(03)
2140-1-71 215-329

"A" LINE

125.50

268+50 A
126

125.25

266+00 A
126

125.75

266+00 A
126

"A" LINE

1 = 05 HOR.
1 = 02 VER.

214
T.0352 (13)
2140-1-71 216-329

"A" LINE

124.75

124.25

268+00 A

126

125.00

124.50

267+50 A

126

125.25

124.75

267+00 A

126

125.00

268+50 A

126

"A" LINE

1 = 05 HOR
1 = 02 VER

1 1/6

2/7

1- T0352(13)
2/10-1-71 217-32-7

"A" LINE

125.00

124.50

270+50 A

126

124.75

124.25

270+00 A

126

124.50

124.00

269+50 A

124

124.37

123.87

269+00 A

124

124.50

124.00

268+50 A

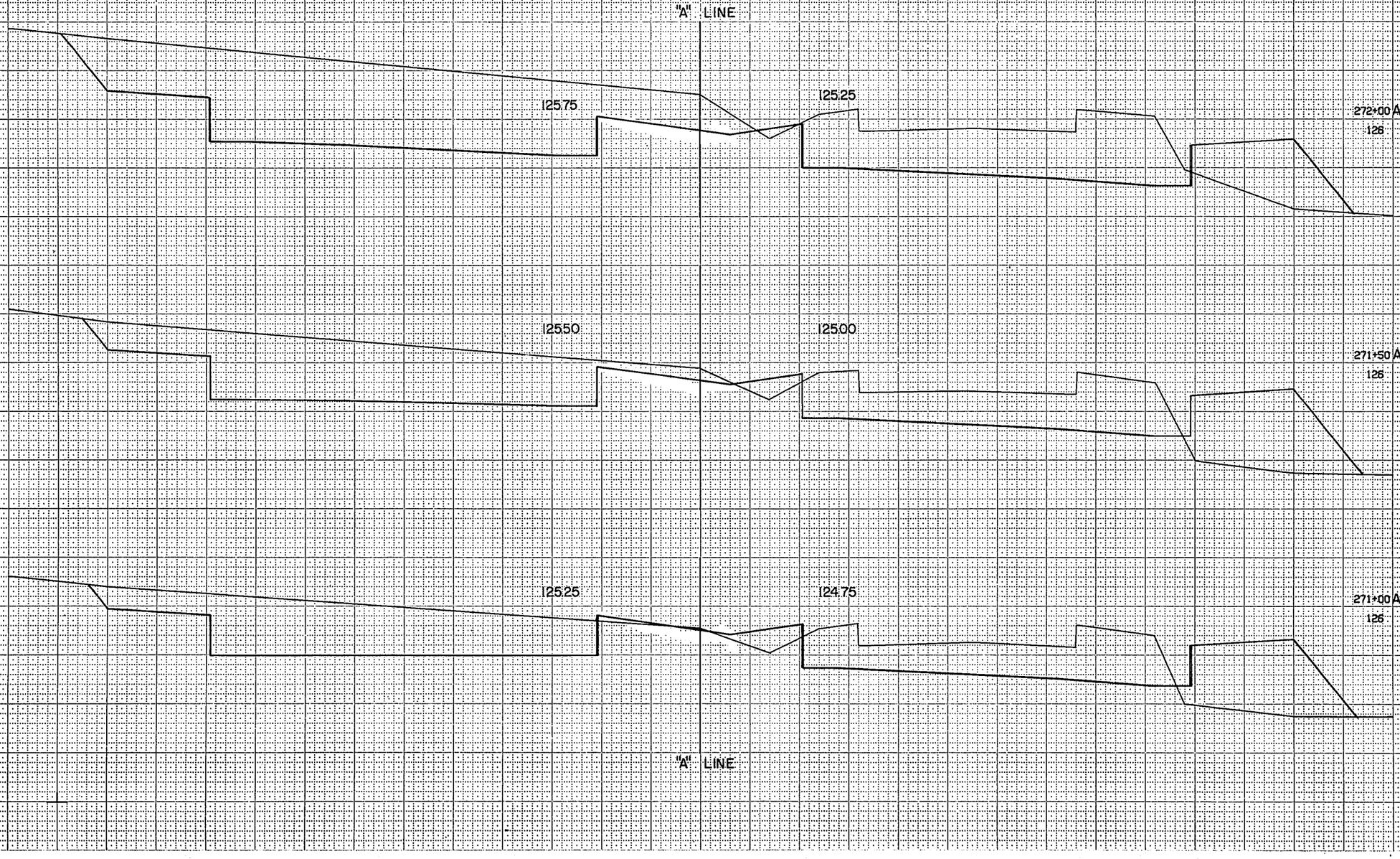
124

"A" LINE

1 = 05 HOR
1 = 02 VER

07

21A
T0352(3)
2140-1111
218-329



219/
T.0352 (13)
2/40-1-71

219-329

"A" LINE

126.50

126.00

273+50 A

126

125.75

126.25

273+00 A

126

126.00

125.50

272+50 A

126

"A" LINE

1 = 05 HOR
1 = 02 VER

220/
T0352(03)
2/40-1-71 220-324

"A" LINE

126.35

125.76

275+00 A
128

126.50

126.06

274+50 A
126

126.67

126.14

274+00 A
128

"A" LINE

1 = 05 HOR
1 = 02 VER

221
T-0352 (3)
2140-1-71 221-324

"A" LINE

276+50 A
126

124.50

124.00

276+00 A
126

125.12

124.62

275+50 A
126

125.25

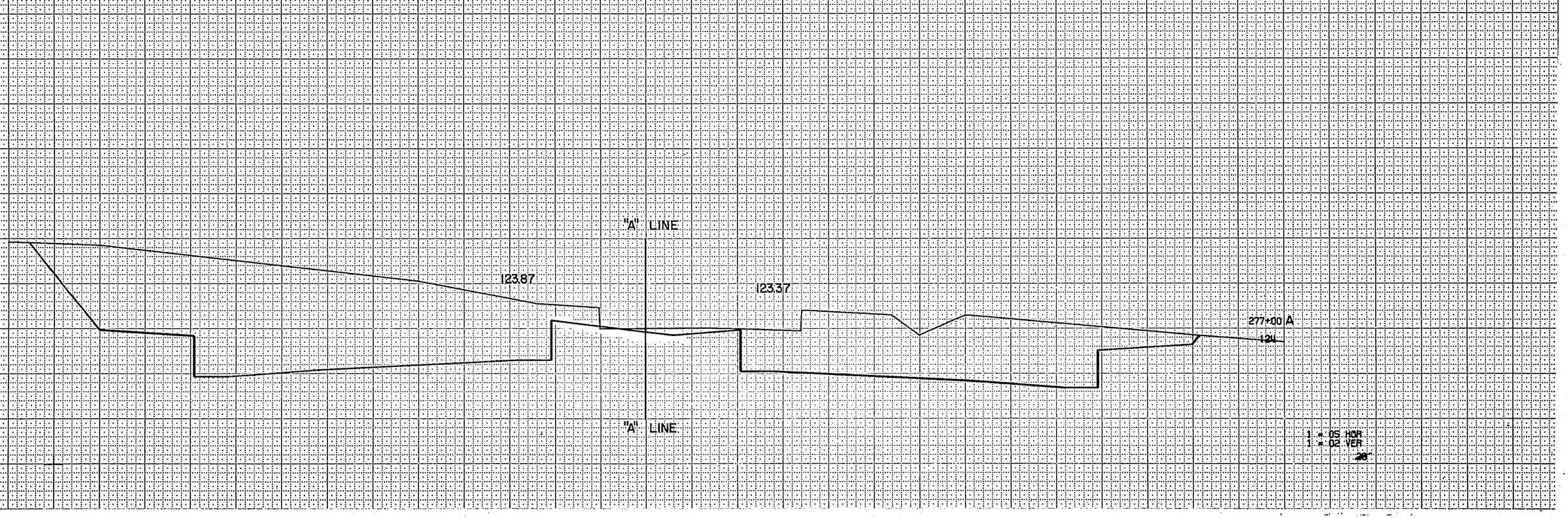
275+50 A
126

125.75

"A" LINE

1 = 05 HOR
1 = 02 VER
28

223/
T0352 (13)
2/10-1-71 222-324



A LINE

223

BPR REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	T0352(13)	223	324

2140-1-71

121.83 121.33 122-278+50A

122.63 122.13 122-278+00A

123.25 122.75 124-277+50A

123.87 123.37 124-277+00A

STATION	DISTANCE	YARDAGE EXCAVATION UNCLASS	YARDAGE FILL
277 + 00			
	50		
+50			
	50		
278 + 00			
	50		
+50			

FULL SECTION AHEAD

SCALE HOR. 1" = 5'
VER. 1" = 2'

SHEET TOTAL

AREAS CHECKED BY

NO.

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

"A" LINE

B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	T0352(13)	224	324

224

2140-1-71

STATION	DISTANCE	YARDAGE EXCAVATION UNCLASS	YARDAGE FILL
278 + 50			
	50		
279 + 00			
	50		
+50			
	50		
280 + 00			
	50		
+50			

116.77 116.34 114-280+50A

118.07 117.63 116-280+00A

119.38 118.92 118-279+50A

120.69 120.21 118-279+00A

SCALE: HOR. 1" = 5'
VER. 1" = 2'

SHEET TOTAL

NO.	MISS CHECKED

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

B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	T0352(13)	225	324

2140-1-71

℄ LINE

111.53 111.18 — 110-282+50A

112.84 112.47 — 112-282+00A

114.14 113.77 — 114-281+50A

115.46 115.06 — 114-281+00A

FULL SECTION AHEAD

115.46 115.06 — 114-281+00A

FULL SECTION BACK

SCALE HOR. 1" = 5'
VER. 1" = 2'

STATION	DISTANCE	YARDAGE EXCAVATION UNCLASS	YARDAGE FILL
280 + 50			
	50		
281 + 00			
	50		
+50			
	50		
282 + 00			
	50		
+50			

SHEET TOTAL

NO. AREAS CHECKED

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

A LINE

226/

B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	T0352(13)	226	329

2140-1-71

106-285+00A

106-284+50A

108-284+00A

110-283+50A

110-283+00A

110.29

109.96

STATION	DISTANCE	YARDAGE EXCAVATION UNCLASS	YARDAGE EXCAVATION FILL
282 + 50			
	50		
283 + 00			
	50		
+50			
	50		
284 + 00			
	50		
+50			
	50		
285 + 00			

SCALE
HOR. 1" = 5'
VER. 1" = 2'

SHEET TOTAL

NO. ____ MEAS CHECKED ____

NO. ____ MEAS CHECKED ____

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

B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	TQ352(3)	227	324

2140-1-71

A LINE

104-287+12.36A

STOP ABRUPT

SEE COUNTY LINE RD. CROSS SECTION

SEE COUNTY LINE RD. CROSS SECTION

102-286+50A

104-286+10.83A

FULL SECTION AHEAD

104-286+10.83A

FULL SECTION BACK

106-285+50A

STATION	DISTANCE	YARDAGE EXCAVATION UNCLASS	YARDAGE FILL
285 + 00			
	50		
+50			
	60.83		
286 + 10.83			
	39.17		
+50			
	62.36		
287 + 12.36			

SCALE HOR 1" = 5'
VER 1" = 2'

SHEET TOTAL

INCL. AREAS CHECKED

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

B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	T 0352 (13)	228	327

2140-1-71

C.L. LINE.

START ABRUPT

102-10+50 C.L.

C.L LINE

102-9+50 C.L.

STOP ABRUPT

C.L. LINE

104-9+00 C.L.

104-8+50 C.L.

102-8+00 C.L.

102-7+29.99 C.L.

STATION	DISTANCE	YARDAGE EXCAVATION UNCLASS	YARDAGE FILL
7+29.99	70.01		
8+00	50		
+50	50		
9+00	50		
+50			

SCALE: HOR. 1" = 5'
VER. 1" = 2'

SHEET TOTAL

AREAS CHECKED

NO.

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

COUNTY LINE RD

B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	T 0352 (13)	229	329

2/40-1-71

C.L. LINE

STATION	DISTANCE	YARDAGE EXCAVATION UNCLASS	YARDAGE FILL
102-12+00 C.L.			
10+50	50		
11+00	50		
+50	50		
12+00			
102-11+50 C.L.			
102-11+00 C.L.			

SCALE: HOR 1" = 5'
VER. 1" = 2'

SHEET TOTAL

NO. AREA AREA CHECKED

NO. AREA AREA CHECKED

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

COUNTY LINE RD

BPR REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	TO352 (13)	230	327

2140-1-71

℄ LINE

172-1+50S

167.39

SEE RELOCATED N. 76TH. ST. CROSS SECTION

174-1+00S

166.08

SEE RELOCATED N. 76TH ST. CROSS SECTION

172-0+81.21S

165.75

START ABRUPT

SCALE: HOR. 1"=5'
VER. 1"=2'

STATION	DISTANCE	YARDAGE EXCAVATION UNCLASS	YARDAGE FILL
0+81.21	1879		
1+00	50		
+50			

SHEET TOTAL

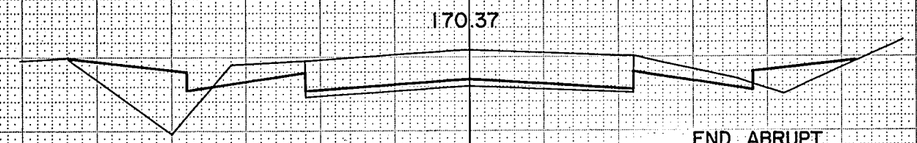
AREA DESIRED

AREA DESIRED

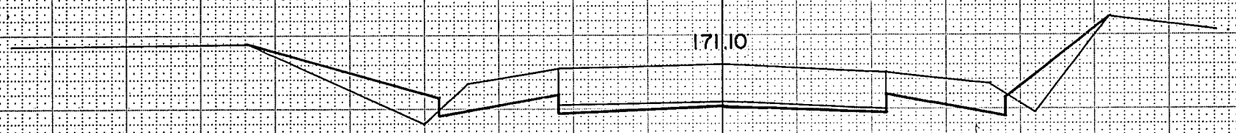
FUNCTIONAL CROSS SECTION - OPEN DOTTED
CHARLES BRUNING COMPANY, INC.

B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	TD352 (13)	231	329

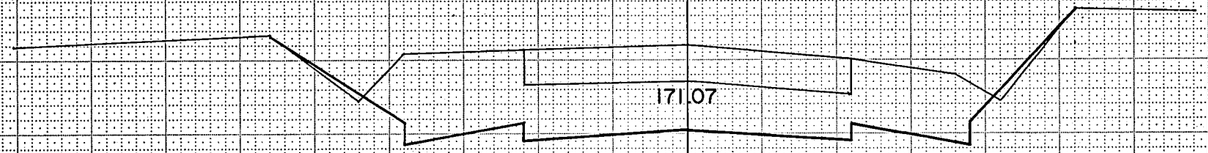
2140-1-71



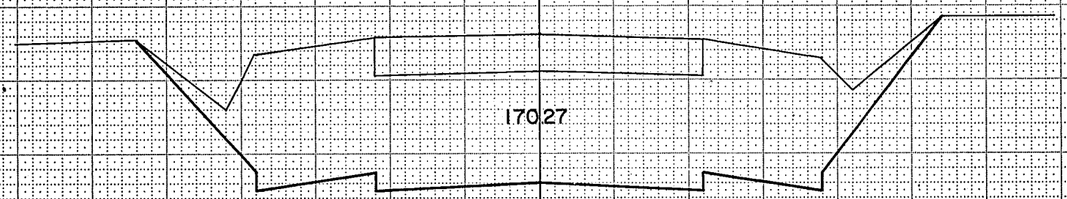
170-216+00 T/L



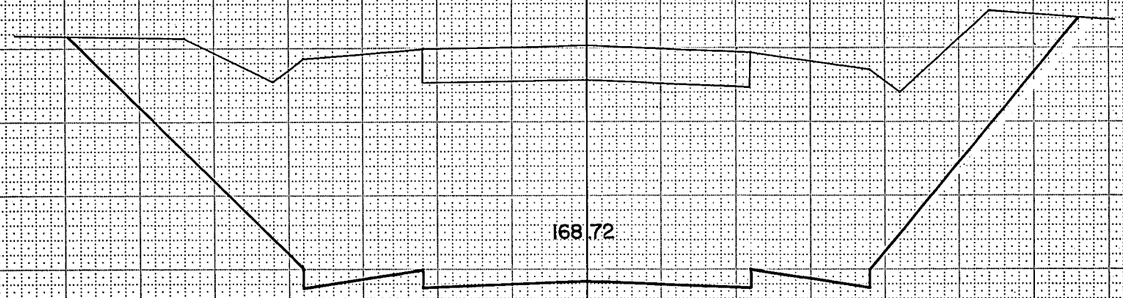
170-215+50 T/L



172-215+00 T/L



172-214+50 T/L



174-1+86.41 S=
214+00.00 T/L

STATION	DISTANCE	YARDAGE EXCAVATION UNCLASS	YARDAGE FILL
1+50S	364		
214+00	50		
+50	50		
215+00	50		
+50	50		
216+00			

SCALE:
HOR. 1"=5'
VER. 1"=2'

SHEET TOTAL

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

EXIST. N.76TH. ST.

B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	T0352 (13)	232	329

2140-1-71

T/L LINE

165 64

164-218+50 T/L

166 54

166-218+00T/L

167 37

166-217+50T/L

168 34

168-217+00T/L

169 25

168-216+50T/L

170 37

170-216+00T/L

START ABRUPT

SCALE: HOR. 1"=5'
VER. 1"=2'

STATION	DISTANCE	YARDAGE EXCAVATION UNCLASS	YARDAGE FILL
216 + 00			
	50		
+50			
	50		
217 + 00			
	50		
+50			
	50		
218 + 00			
	50		
+50			

SHEET TOTAL

AREAS
AREAS CHECKED
NO.

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

EXIST. N 76TH ST.

B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	T0352 (13)	233	329

2140-1-71

"L" LINE

158 14

158-221+50T/L

159 72

158-221+00T/L

161 42

160-220+50T/L

162 68

162-220+00T/L

163 84

162-219+50T/L

164 70

164-219+00T/L

STATION	DISTANCE	YARDAGE EXCAVATION UNCLASS	YARDAGE FILL
218 + 50			
	50		
219 + 00			
	50		
+50			
	50		
220 + 00			
	50		
+50			
	50		
221 + 00			
	50		
+50			

SCALE HOR. 1" = 5'
VER. 1" = 2'

SHEET TOTAL

AREAS MASS DIAGRAM
NO. DATE BOOK

AREAS MASS DIAGRAM
NO.

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

EXIST. N 76TH ST - "N" LINE

B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	T0352 (13)	234	321

2140-1-71

T/L LINE

145.79

146-224+50 T/L

146.82

146-224+00 T/L

148.27

148-223+50 T/L

150.17

150-223+00 T/L

152.62

152-222+50 T/L

155.28

154-222+00 T/L

STATION	DISTANCE	YARDAGE EXCAVATION UNCLASS	YARDAGE FILL
221 + 50			
	50		
222 + 00			
	50		
+50			
	50		
223 + 00			
	50		
+50			
	50		
224 + 00			
	50		
+50			

SCALE:
HOR. 1"=5'
VER. 1"=2'

SHEET TOTAL

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

EXIST. NZOTH ST. "N" LINE

NOTE BOOK
NO.
MEAS.
MEAS. CHECKED

B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	T0352 (13)	235	329

2140-1-71

NO. AREAS CHECKED

NO. AREAS CHECKED

℄ LINE

133.96

134-227+50 T/L

137.01

136-227+00 T/L

139.93

138-226+50 T/L

142.15

140-226+00 T/L

143.92

142-225+50 T/L

144.81

144-225+00 T/L

STATION	DISTANCE	YARDAGE EXCAVATION UNCLASS	YARDAGE FILL
224+50			
	50		
225+00			
	50		
+50			
	50		
226+00			
	50		
+50			
	50		
227+00			
	50		
+50			

SCALE:
HOR. 1"=5'
VER. 1"=2'

SHEET TOTAL

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

EXIST. N 76TH ST - "J" LINE

B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	T0352(13)	236	329

2140-1-71

"N" LINE

119.89

118-12+00N

121.83

120-11+50N

124.23

122-11+00N

127.07

126-10+50N

130.14

130-10+00N

START ABRUPT

T/L LINE

130.14

130-228+12.07 T/L = 10+00.00N

END ABRUPT

SCALE: HOR. 1" = 5'
VER. 1" = 2'

STATION	DISTANCE	YARDAGE EXCAVATION UNCLASS	YARDAGE FILL
227 + 50			
	62.07		
228 + 2.07			
10 + 00			
	50		
+50			
	50		
11 + 00			
	50		
+50			
	50		
12 + 00			
SHEET TOTAL			

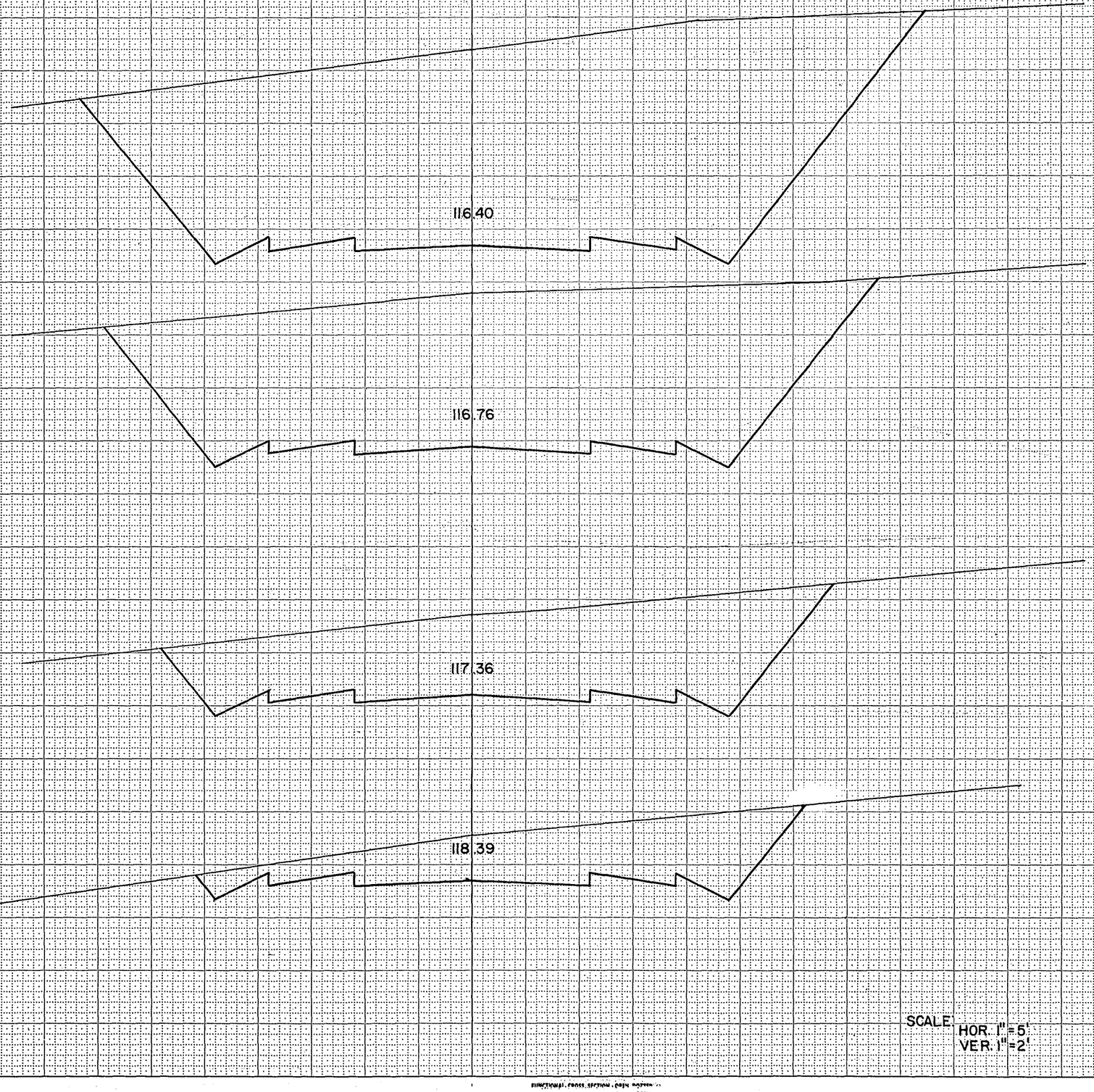
FUNCTIONAL CROSS SECTION - OPEN DOTTED
CHARLES BRUNING COMPANY, INC.

"N" LINE

BPR REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	T0352 (13)	237	324

237

2/140-1-71



STATION	DISTANCE	YARDAGE EXCAVATION UNCLASS	YARDAGE FILL
12 + 00			
	50		
+50			
	50		
13 + 00			
	50		
+50			
	50		
14 + 00			

SCALE: HOR. 1" = 5'
VER. 1" = 2'

SHEET TOTAL

NOTE BOOK ____ NO ____ TEMPLATE ____ AREA ____ AREAS CHECKED ____

AREAS CHECKED ____ NO ____

FUNCTIONAL CROSS SECTION - PAGE NUMBER

N LINE

BPR REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	T0352 (13)	238	329

230

2140-1-71

STATION	DISTANCE	YARDAGE EXCAVATION UNCLASS	YARDAGE FILL
14 + 00			
	50		
+50			
	50		
15 + 00			

120-15+00N

115.78

120-14+50N

116.03

SCALE: HOR. 1"=5'
VER. 1"=2'

SHEET TOTAL

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

AREAS MISS CHECKED

NO.

N LINE

239

B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	T0352 (13)	239	329

2140-1-71

STATION	DISTANCE	YARDAGE EXCAVATION UNCLASS	YARDAGE FILL
15+00	50		
+50	50		
16+00			

120-16+00N

115.28

122-15+50N

115.53

SCALE: HOR. 1"=5'
VER. 1"=2'

SHEET TOTAL

AREAS CHECKED

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

EXIST. NORTH ST. "B" LINE

"N" LINE

240

B.P.R. REGION DIVISION	PROJECT		SHEET NUMBER	TOTAL SHEETS
4 WIS.	T0352	(13)	240	324

SEE BROWN DEER RD. CROSS SECTION

2/40-1-71

STATION	DISTANCE	YARDAGE EXCAVATION UNCLASS	YARDAGE FILL
118—17+20.20N			
16+00	50		
114.68			
+50	50		
END ABRUPT			
17+00	20.20		
+20.20			
118—17+00N			
114.78			
120—16+50N			
115.03			

SCALE:
HOR. 1"=5'
VER. 1"=2'

SHEET TOTAL

AREAS NO. AREAS CHECKED

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

EXIST. N. 76TH ST. "N" LINE

B.D. LINE

B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	T 0352 (13)	241	329

2140-1-71

STATION	DISTANCE	YARDAGE EXCAVATION UNCLASS	YARDAGE FILL
111 + 15.00			
	35		
+50			
	50		
112 + 00			
	50		
+50			

112-112+50 B.D.

112-112+00 B.D.

112-111+50 B.D.

113-111+15.00 B.D.

BACK TO SECTION 111+00 B.D.

FULL SECTION AHEAD

114-111+00 B.D.

SCALE:
HOR 1"=5'
VER 1"=2'

SHEET TOTAL

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

BROWN DEER RD.

NO. AREAS CHECKED

NO. AREAS CHECKED

B.P.R. REGION DIVISION	PROJECT		SHEET NUMBER	TOTAL SHEETS
4 WIS.	T 0352	(13)	292	329

2/140-1-71

STATION	DISTANCE	YARDAGE EXCAVATION UNCLASS	YARDAGE FILL
112 + 50			
	50		
113 + 00			
	50		
+50			
	50		
114 + 00			
	50		
+50			

113.38 113.38

112 - 114+50 B.D.

113.72 113.72

112-114+00 B.D.

112-113+50 B.D.

112-113+00 B.D.

SCALE
HOR. 1"=5'
VERT 1"=2

SHEET TOTAL

BROWN DEER RD

SURVEY NOTE BOOK NO. — SURVEYED, TEMPLATE AREAS, AREAS DREDGED

NOTE BOOK NO. — TEMPLATE AREAS, AREAS DREDGED

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

BD.LINE

B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	T 0352 (13)	243	324

2140-1-71

STATION	DISTANCE	YARDAGE EXCAVATION UNCLASS	YARDAGE FILL
114 + 50			
	50		
115 + 00			
	50		
115 + 50			
	50		
116 + 00			
	50		
116 + 50			

A

108

A

112.00

112.00

112-116 +50 B.D.

END TRANSITION CROSS SECTION

BEGIN ULTIMATE CROSS SECTION

112.34

112.34

112-116+00 B.D.

112.69

112.69

112- 115+50 B.D.

113.03

113.03

112- 115+00 B.D.

SCALE

HOR 1"=5'

VER 1"=2'

SHEET TOTAL

AREAS
AREAS CHECKED
NO.

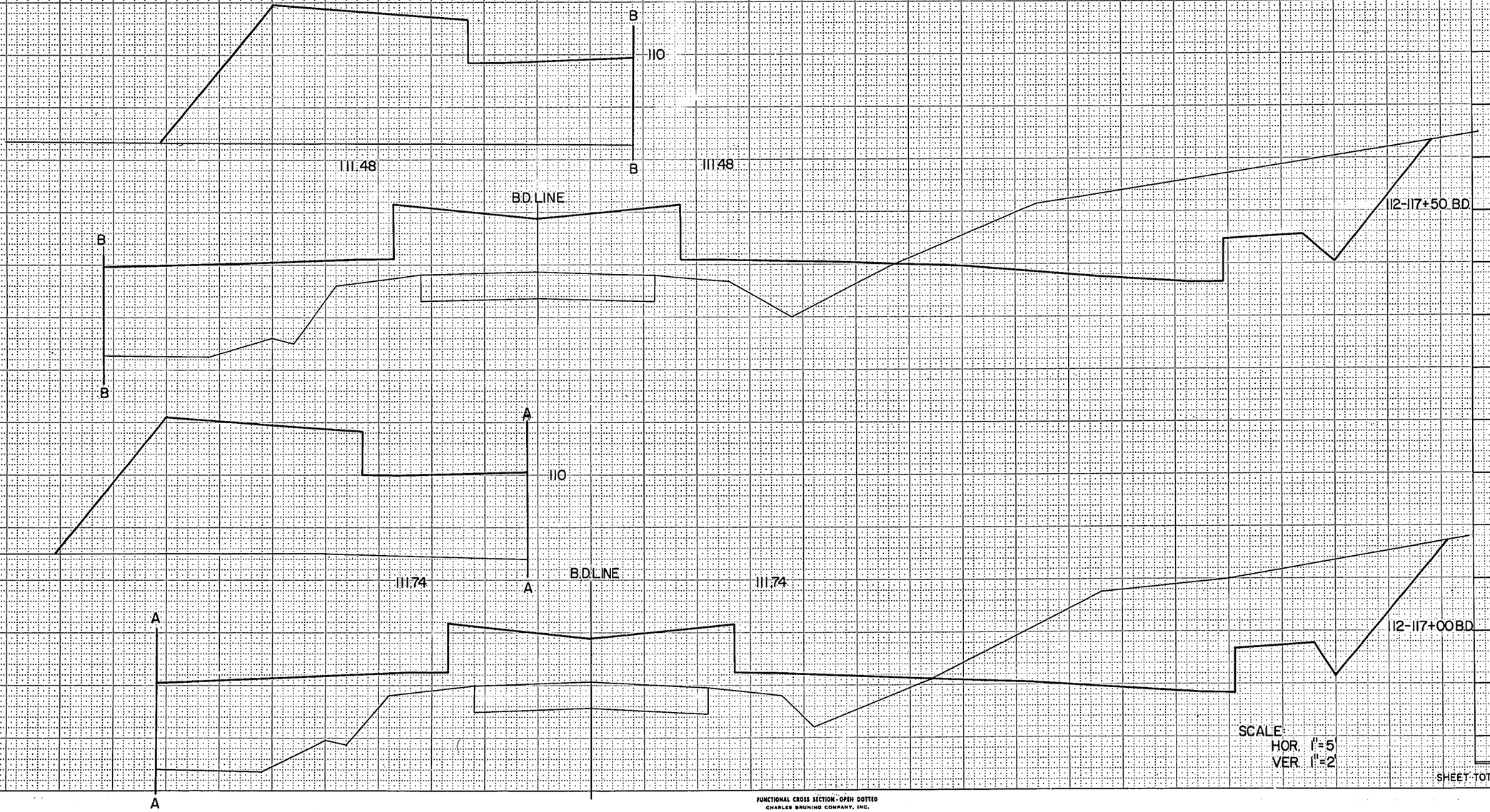
FUNCTIONAL CROSS SECTION - OPEN DOTTED
CHARLES BRUNING COMPANY, INC.

BROWN DEER RD.

B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	TO 352 (13)	244	324

2140-1-71

STATION	DISTANCE	YARDAGE EXCAVATION UNCLASS	YARDAGE EXCAVATION FILL
116 + 50			
	50		
117 + 00			
	50		
+50			



SCALE:
HOR. 1"=5'
VER. 1"=2'

SHEET TOTAL

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

AREAS CHECKED

NO.

B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	T O 352 (13)	245	329

2140-1-71

STATION	DISTANCE	YARDAGE EXCAVATION UNCLASS	YARDAGE FILL
117 + 50			
	50		
118 + 00			
	50		
+50			

B

110

B

110.96 B.D. LINE 110.96

SEE SW. RAMP CROSS SECTION

B

B

108-118+50 B.D.

A

110

A

111.22 B.D. LINE 111.22

A

A

108-118+00 B.D.

SCALE:
HOR 1"=5'
VER 1"=2'

SHEET TOTAL

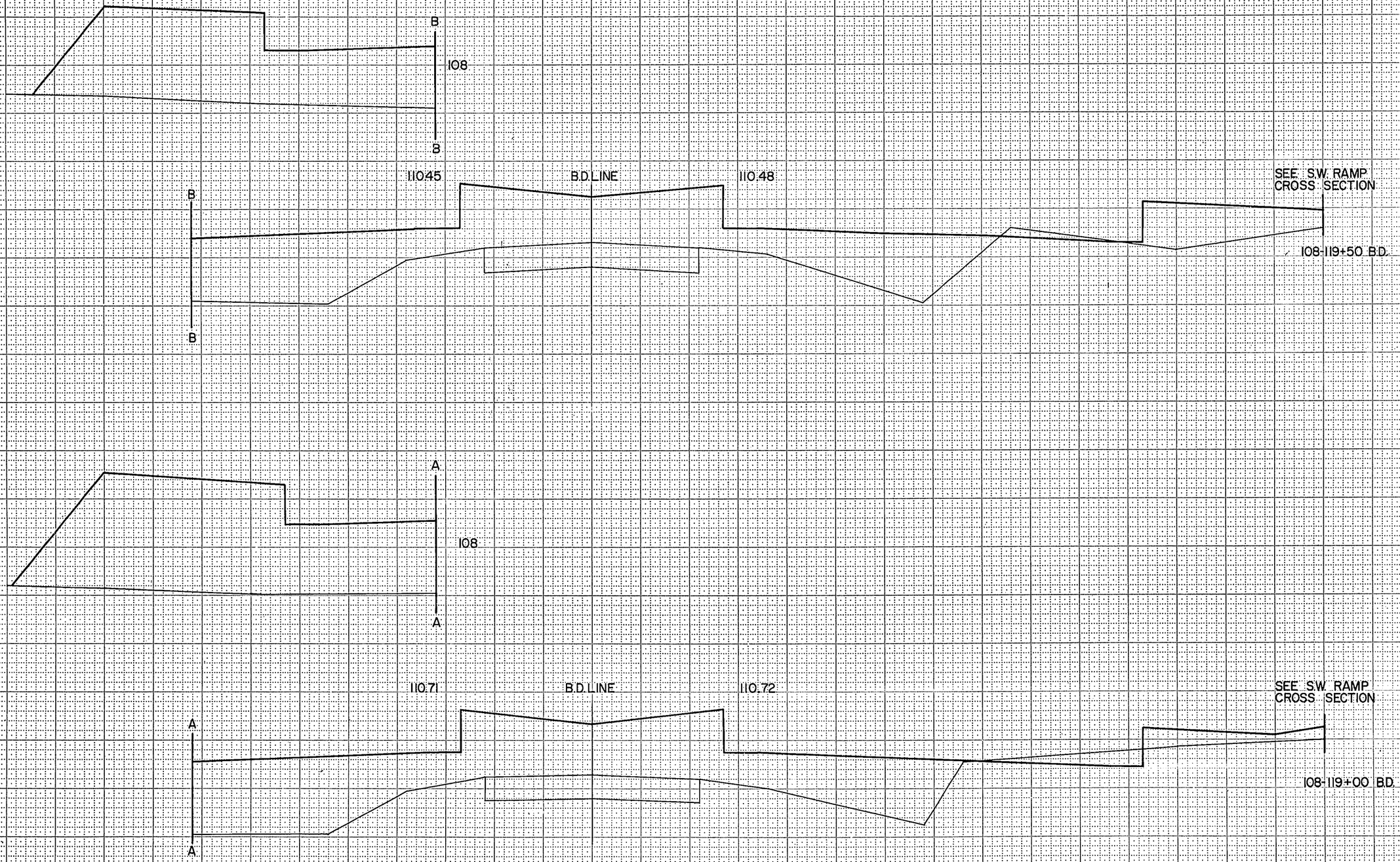
FUNCTIONAL CROSS SECTION - OPEN DOTTED
CHARLES BRUNING COMPANY, INC.

BROWN DEER RD.

B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	T 0352. (13)	246	329

2140-1-71

STATION	DISTANCE	YARDAGE EXCAVATION UNCLASS	YARDAGE EXCAVATION FILL
118 + 50			
	50		
119 + 00			
	50		
+50			



SHEET TOTAL

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

BROWN DEER RD

B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	T0.362 (13)	247	324

2140-1-71

STATION	DISTANCE	YARDAGE EXCAVATION UNCLASS	YARDAGE FILL
119 + 50	50		
120 + 00	50		
+50			

SEE N.W. RAMP CROSS SECTION

109.93

B.D. LINE

108

SEE S.W. RAMP CROSS SECTION

B.D. LINE

110.00

108-120+50 B.D.

A

A

SEE N.W. RAMP CROSS SECTION

110.19

B.D. LINE

110.24

SEE S.W. RAMP CROSS SECTION

A

A

108-120+00 B.D.

SCALE: HOR 1"=5'
VER 1"=2'

SHEET TOTAL

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

BROWN DEER RD

B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
2 WIS.	T0352 (13)	248	324

248

2140-17

SEE N.W. RAMP CROSS SECTION

B

108

B

B.D. LINE

109.36

109.46

B

B

SEE RELOCATED N.76TH ST. CROSS SECTION

STATION	DISTANCE	YARDAGE EXCAVATION UNCLASS	YARDAGE EXCAVATION FILL
120 + 50			
	50		
121 + 00			
	50		
+50			

108 - 121+50 B.D.

SEE N.W. RAMP CROSS SECTION

A

108

A

B.D. LINE

A

109.76

109.76

A

SEE RELOCATED N.76TH ST. CROSS SECTION

108 - 121+00 B.D.

SCALE:
HOR. 1"=5'
VER. 1"=2'

SHEET TOTAL

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

BROWN DEER RD.

B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	TD352 (13)	249	324

249

2140-1-71

STATION	DISTANCE	YARDAGE EXCAVATION UNCLASS	YARDAGE EXCAVATION FILL
121 + 50	50		
122 + 00	50		
+50			

SEE N. 76TH ST. CROSS SECTION

B

08

B

B.D. LINE

109.30

109.40

B

SEE S.E. RAMP CROSS SECTION

08-122+50 B.D.

SEE N. LO. RAMP CROSS SECTION

A

A

B.D. LINE

109.30

0940

A

A

SEE N. 76TH ST. CROSS SECTION

06-122+00 B.D.

SCALE: HOR. 1" = 5'
VER. 1" = 2'

SHEET TOTAL

AREAS
AREAS CHECKED
NO.

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

BROWN DEER RD.

250

B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	T 0352 (13)	250	324

2/40-1-71

STATION	DISTANCE	YARDAGE EXCAVATION UNCLASS	YARDAGE FILL
122 + 50	50		
123 + 00			

SEE N. 76TH ST. CROSS SECTION

A

108

A

B.D. LINE

10935

10945

A

A

SEE S.E. RAMP CROSS SECTION

08 - 123+00 B.D.

SCALE:
HOR. 1"=5'
VER. 1"=2'

SHEET TOTAL

AREAS CHECKED

NO.

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

BROWN DEER RD

B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	T 0352 (13)	251	329

2140-1-71

SEE N.E. RAMP CROSS SECTION

B

B

B.D. LINE

109.96

110.04

B

B

SEE S.E. RAMP CROSS SECTION

108-124+00 B.D.

STATION	DISTANCE	YARDAGE EXCAVATION UNCLASS	YARDAGE FILL
106			
123 + 00	50		
+50			
124 + 00	50		

MEAS. CHECKED

NO.

SEE N.E. RAMP CROSS SECTION

A

108

A

B.D. LINE

109.62

109.77

A

A

SEE S.E. RAMP CROSS SECTION

106-123+50 B.D.

SCALE:
HOR. 1"=5'
VER. 1"=2'

SHEET TOTAL

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

BROWN DEER RD

252/

B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	TO 362 (13)	252	324

2140-1-71

AREAS
AREAS CHECKED
NO.

SEE N.E. RAMP
CROSS SECTION

A
110
A

B.D. LINE

110.64

110.69

A
A

SEE S.E. RAMP
CROSS SECTION

110 - 125+00 B.D.

STATION	DISTANCE	YARDAGE EXCAVATION UNCLASS	YARDAGE EXCAVATION FILL
124 + 00	50		
+50	50		
125 + 00			

E.N.E. RAMP
OSS SECTION

110.30

B.D. LINE

106 - 124+50 B.D.

AREAS
AREAS CHECKED
NO.

B.D. LINE

110.37

SEE S.E. RAMP
CROSS SECTION

108 - 124+50 B.D.

SCALE:
HOR. 1" = 5'
VER. 1" = 2'

SHEET TOTAL

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

BROWN DEER RD.

253

B.P.R. REGION DIVISION		PROJECT	SHEET NUMBER	TOTAL SHEETS
4	WIS.	T.0352 (15)	253	324

2/10-1-71

NO. AREAS CHECKED

SEE N.E. RAMP CROSS SECTION

B

110

B

111.32

111.35

B.D. LINE

B

B

110 – 126+00 B.D.

SEE N.E. RAMP CROSS SECTION

A

110

A

110.98

B.D. LINE

111.02

A

110 – 125+50 B.D.

SCALE:
HOR. 1" = 5'
VER. 1" = 2'

STATION	DISTANCE	YARDAGE EXCAVATION UNCLASS	YARDAGE EXCAVATION FILL
125 + 00			
	50		
+50			
	50		
126 + 00			

SHEET TOTAL

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

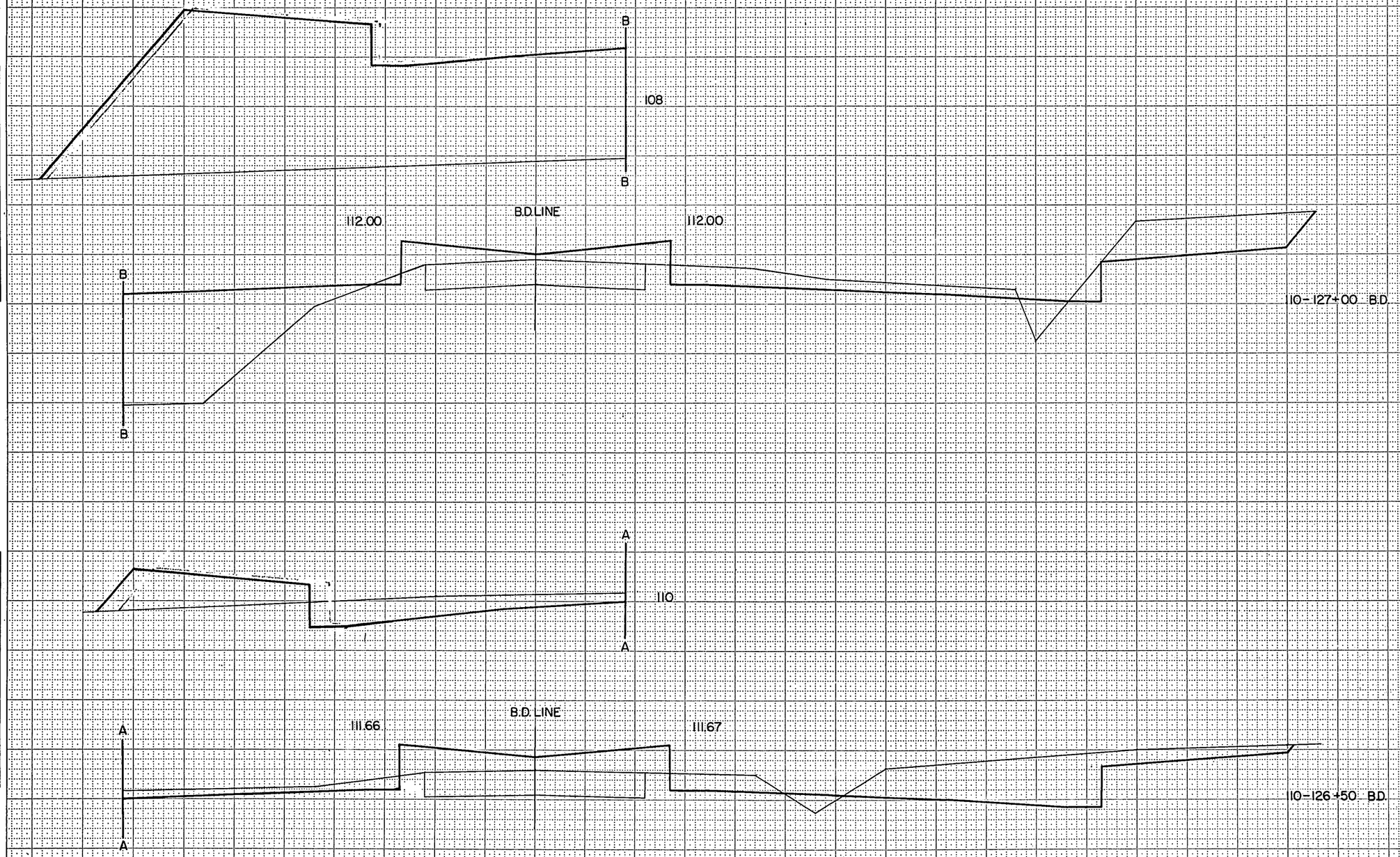
BROWN DEER RD.

BPR REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	T 0352 (13)	254	324

254

2/10-1-71

STATION	DISTANCE	YARDAGE EXCAVATION UNCLASS	YARDAGE FILL
126 + 00			
	50		
+50			
	50		
127 + 00			



SCALE:
HOR. 1"=5
VER. 1"=2

SHEET TOTAL

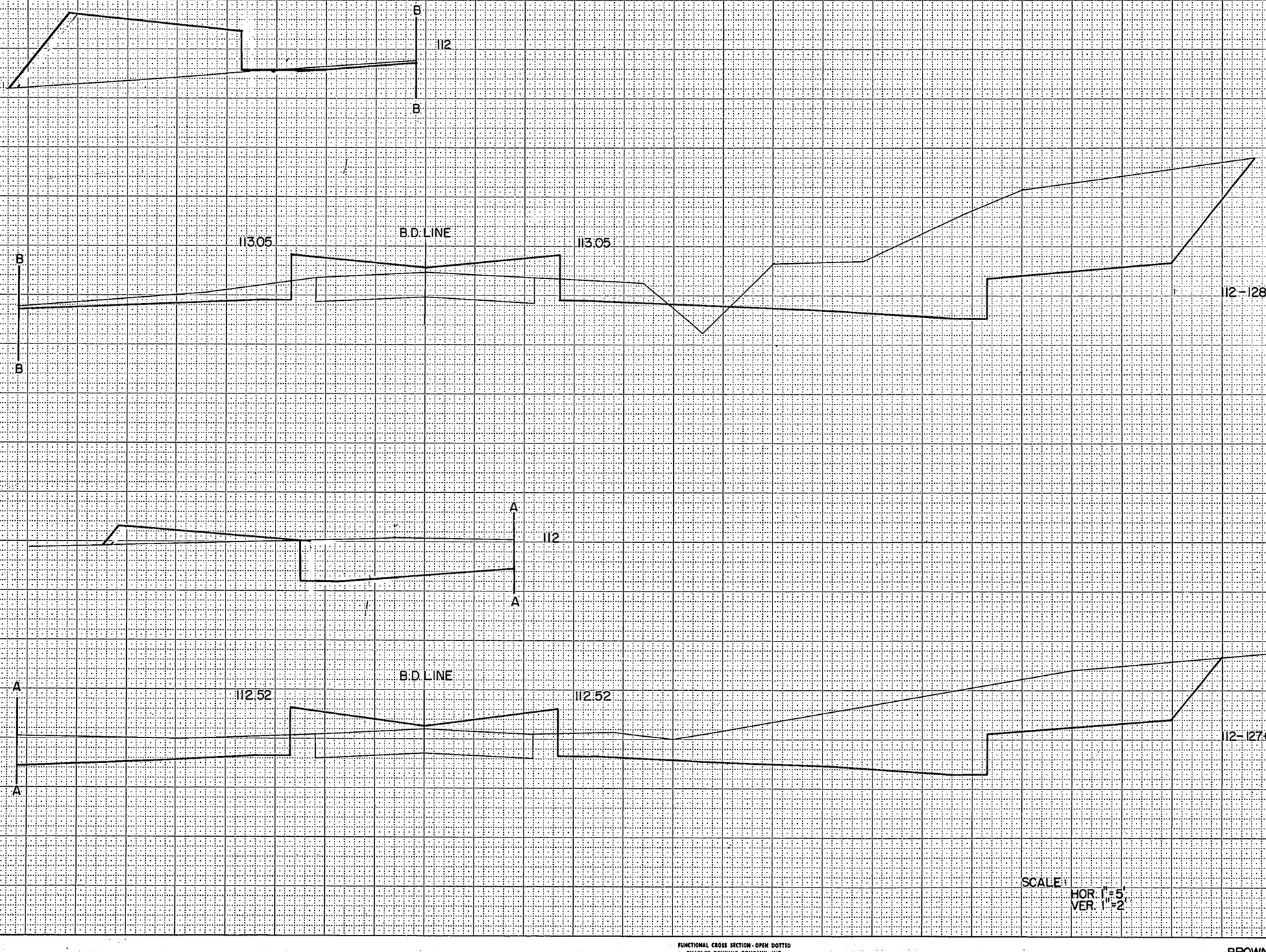
NO. | MEAS. | MEAS. CHECKED

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

255

B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	T 0352 (13)	255	329

2140-1-71



STATION	DISTANCE	YARDAGE EXCAVATION UNCLASS	YARDAGE FILL
127 + 00	50		
+50	50		
128 + 00			

SCALE:
HOR. 1"=5'
VER. 1"=2'

SHEET TOTAL

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

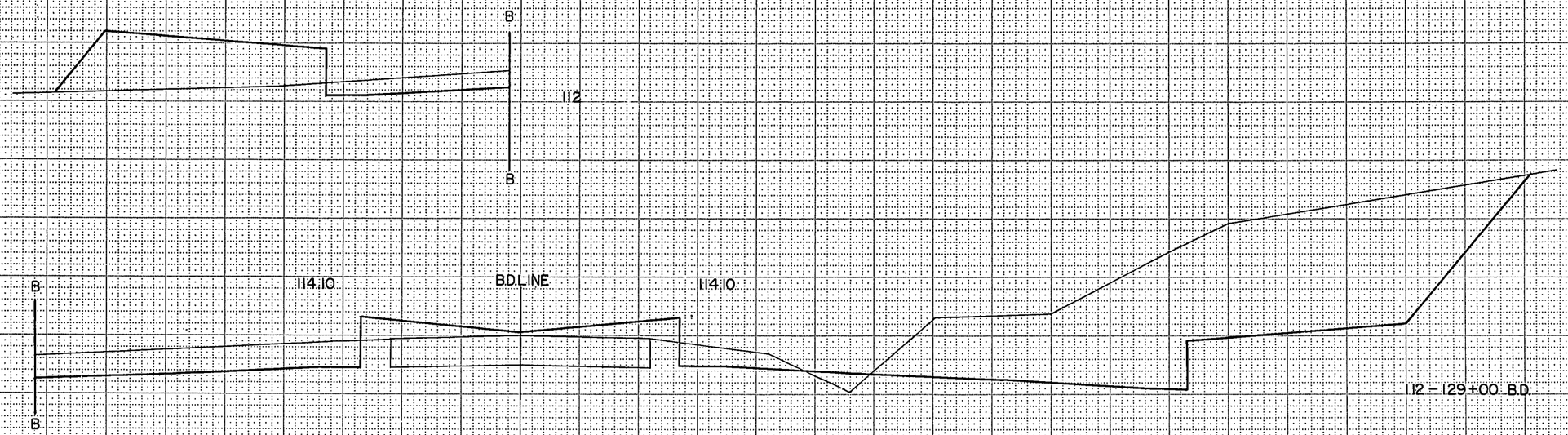
BROWN DEER RD

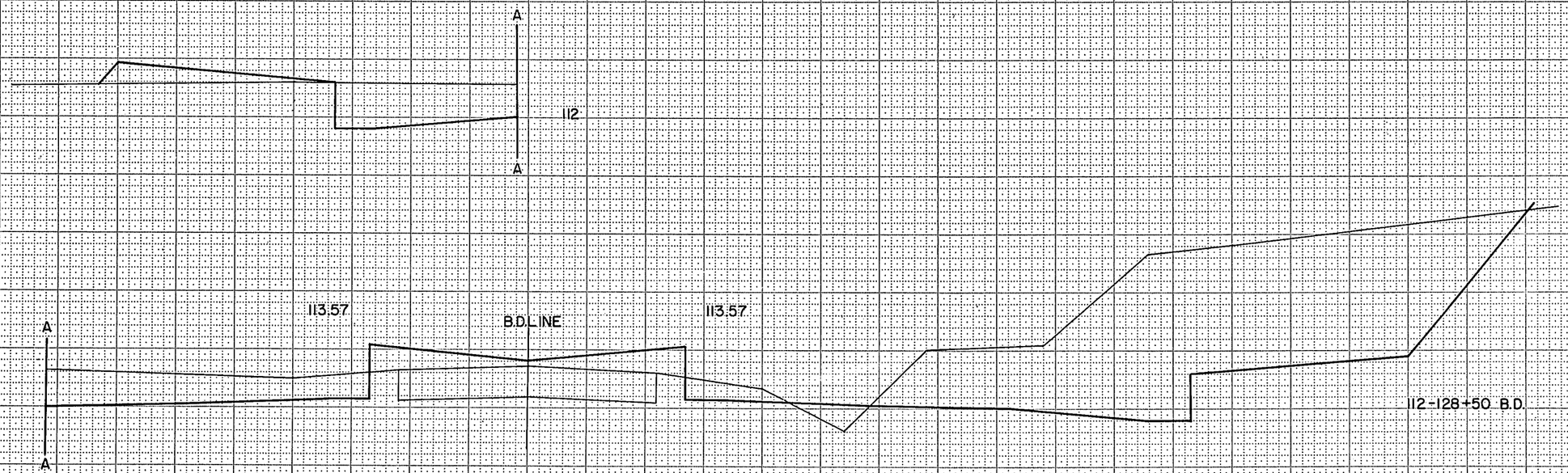
256

B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	T 0352 113	256	321

2140-1-71

STATION	DISTANCE	YARDAGE EXCAVATION UNCLASS	YARDAGE FILL
128 + 00			
	50		
+50			
	50		
129 + 00			





SCALE: 1"=5'
1"=2'

SHEET TOTAL

FUNCTIONAL CROSS SECTION - OPEN DOTTED

BROWN DEER RD

NO. | MEAS. CHECKED

B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	T 0352 (13)	257	324

2140-1-71

STATION	DISTANCE	YARDAGE EXCAVATION UNCLASS	YARDAGE FILL
129 + 00			
	50		
+50			
	50		
130 + 00			

B

114

B

B.D. LINE

115.15

115.15

SEE N. LINE CROSS SECTION

116 - 130 + 00 B.D.

A

114

A

B.D. LINE

114.62

114.62

114 - 129 + 50 B.D.

SCALE:
HOR. 1" = 5'
VER. 1" = 2'

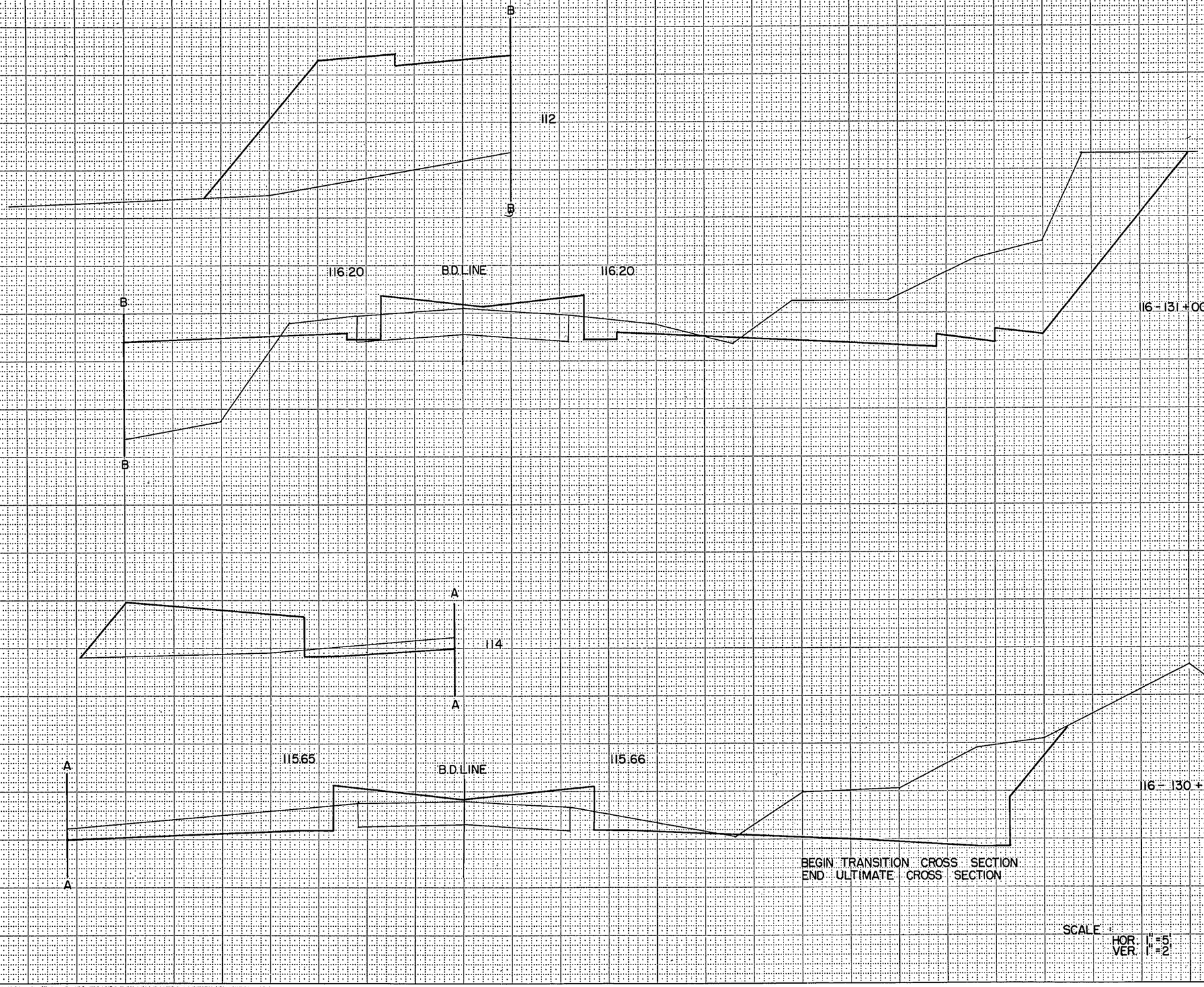
SHEET TOTAL

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

BROWN DEER RD.

B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	T 0352 (13)	258	329

2/40-1-71



STATION	DISTANCE	YARDAGE EXCAVATION UNCLASS	YARDAGE EXCAVATION FILL
130 + 00			
	48.3		
+48.3			
	51.7		
131 + 00			

NOTE: BOOK NO. AREAS AREAS CHECKED

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

SHEET TOTAL

BROWN DEER RD

B.D. LINE

259

B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	T 0352 (13)	259	324

2/40-1-71

117.77 117.77

116-132+50 B.D.

117.25 117.25

116-132+00 B.D.

116.72 116.72

116-131+50 B.D.

STATION	DISTANCE	YARDAGE EXCAVATION UNCLASS	YARDAGE EXCAVATION FILL
131 + 00			
	50		
+50			
	50		
132 + 00			
	50		
+50			

SCALE: HOR. 1"=5'
VER. 1"=2'

SHEET TOTAL

NO. AREAS CHECKED

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

BROWN DEER RD.

B.D. LINE

B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	T 0362 (13)	260	327

260/

2/40-1-71

STATION	DISTANCE	YARDAGE EXCAVATION UNCLASS	YARDAGE EXCAVATION FILL
132 + 50			
	50		
133 + 00			
	50		
+50			
	50		
134 + 00			
	50		
+50			

118-134+50 B.D.

118-134+00 B.D.

118-133+50 B.D.

118.30 118.30

116-133+00 B.D.

SCALE:
HOR. 1"=5'
VER. 1" 2'

SHEET TOTAL

NOTE BOOK, SUBGRADE, AREAS, MASS DIAGRAM

NO.	AREAS	MASS DIAGRAM

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

BROWN DEER RD.

B.P.R. REGION - DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	T 0352 (13)	261	329

2140-1-71

B.D. LINE

118-135+81.80 B.D.

118-135+50 B.D.

118-135+00 B.D.

FULL SECTION BACK

AHEAD TO SECTION STA. 135+00 B.D.

118-134+6780 B.D.

STATION	DISTANCE	YARDAGE EXCAVATION UNCLASS	YARDAGE FILL
134+50			
	17.8		
134+678			
	32.2		
135+00			
	50		
+50			
	31.80		
135+81.80			

SCALE:
HOR. 1"=5'
VER. 1"=2'

SHEET TOTAL

BROWN DEER RD.

AREAS CHECKED NO.

FUNCTIONAL CROSS SECTION - OPEN DOTTED
CHARLES BRUNING COMPANY, INC.
NATIONAL TRACING PAPER DIVISION

B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	T0352(13)	262	324

2/40-1-71

"Z"/L

178.44

180.43

181.91

12+50 "Z"
178

12+00 "Z"
180

11+50"Z"
182

11+00"Z"
183

10+50"Z"
184

10+00"Z"
184

START ABRUPT

STATION	DISTANCE	YARDAGE EXCAVATION UNCLASS.	YARDAGE EXCAVATION FILL
10 + 00Z			
	50		
+50			
	50		
11 + 00Z			
	50		
+50			
	50		
12 + 00Z			
	50		
+50			

SCALE: HOR. 1"=5'
VER. 1"=2'

BY PASS ROAD "Z" SHEET TOTAL

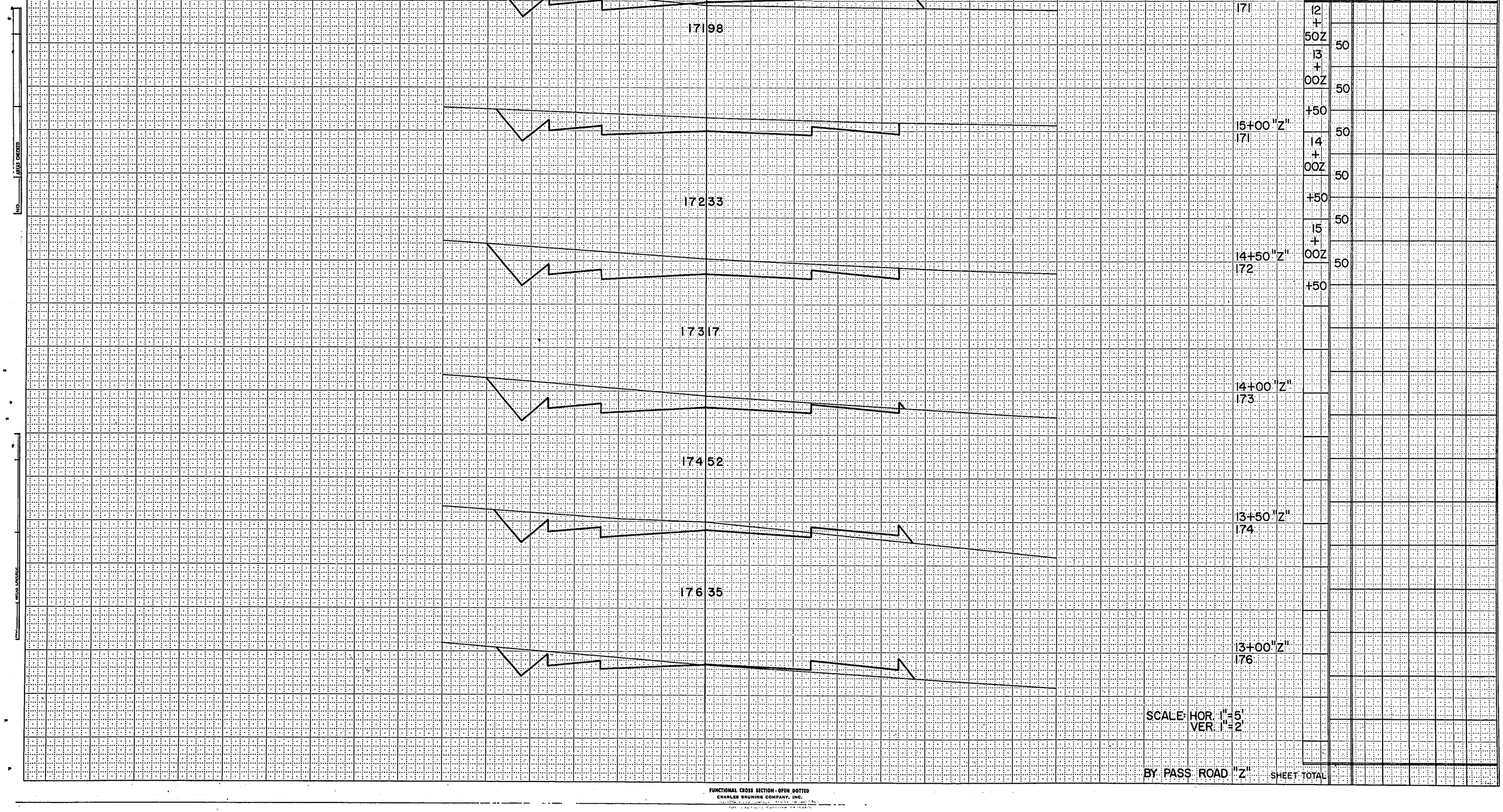
State Proj. No. ..... Sheet No. ..... of ..... Sheets

AREAS CHECKED

PLATE 3 . FUNCTIONAL CROSS SECTION . OPEN DOTTED
NATIONAL TRACING PAPER DIVISION

B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	T0352 (13)	263	324

2/40-1-71



STATION	DISTANCE	YARDAGE EXCAVATION UNCLASS.	YARDAGE FILL
12 + 50Z			
	50		
13 + 00Z			
	50		
+50			
	50		
14 + 00Z			
	50		
+50			
	50		
15 + 00Z			
	50		
+50			

SCALE: HOR. 1"=5'
VER. 1"=2'

BY PASS ROAD "Z" SHEET TOTAL

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

B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	T0352 (13)	264	329

2140-1-71

"Z"/L

171 38

171 48

171 62

171 60

171 66

171 78

START ABRUPT

STOP ABRUPT

STATION	DISTANCE	YARDAGE EXCAVATION UNCLASS.	YARDAGE FILL
18+00 "Z" 171			
15 + 50	50		
16 + 00Z	50		
+50	26		
17+50 "Z" 171			
+76			
16 + 90Z	60		
16+90 "Z" 171			
17 + 50Z	50		
18 + 00Z	50		
16+76 "Z" 171			
16+50 "Z" 171			
16+00 "Z" 171			

SCALE: HOR. 1"=5'
VER. 1"=2'

BY PASS ROAD "Z" SHEET TOTAL

NO. AREAS DECIDED

NO. AREAS DECIDED

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

B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	T0352 (13)	265	324

2/40-1-71

STATION	DISTANCE	YARDAGE EXCAVATION UNCLASS.	YARDAGE FILL
18 + 00Z			
	50		
+50			
	50		
19 + 00Z			
	50		
+50			
	50		
20 + 00Z			
	50		
+50			

"Z" L

170 88

20+50 "Z"
170

170 98

20+00 "Z"
170

171 08

19+50 "Z"
170

171 18

19+00 "Z"
170

171 28

18+50 "Z"
171

SCALE: HOR. 1"=5'
VER. 1"=2'

BY PASS ROAD "Z" SHEET TOTAL

NO. DATE DRAWN

NO. DATE CHECKED

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

B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	T0352 (13)	266	324

2/40-1-71

"Z"L

170 38

170 48

170 58

170 68

170 78

STATION	DISTANCE	YARDAGE EXCAVATION UNCLASS.	YARDAGE EXCAVATION FILL
23+00 "Z" 169			
20 + 50Z	50		
21 + 00Z	50		
+50	50		
22 + 00Z	50		
22+50 "Z" 169			
+50	50		
23 + 00Z			
22+00 "Z" 169			
21+50 "Z" 169			
21+00 "Z" 169			

SCALE HOR 1"=5'
VER 1"=2'

BY PASS ROAD "Z"

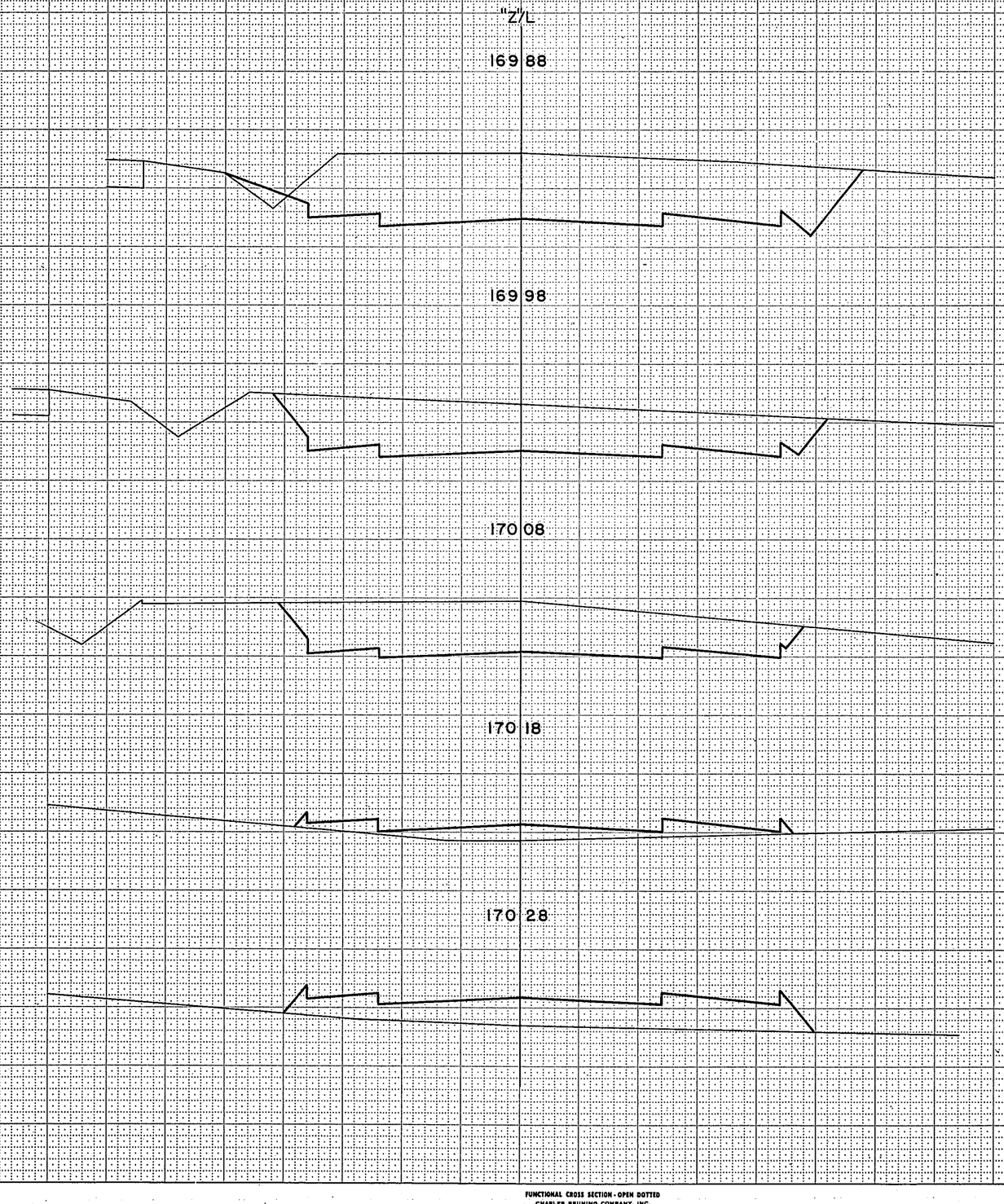
SHEET TOTAL

AREAS
AREAS CHECKED
NO.

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

BPR REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	T0352 (13)	267	329

2/40-1-71



STATION	DISTANCE	YARDAGE EXCAVATION UNCLASS.	YARDAGE FILL
23 + 00Z			
	50		
+50			
24 + 00Z	50		
	50		
+50			
25 + 00Z	50		
+50			

25+50 "Z"
168

25+00 "Z"
168

24+50 "Z"
169

24+00"Z"
169

23+50 "Z"
169

SCALE HOR. 1"=5'
VER. 1"=2

BY PASS ROAD "Z"

SHEET TOTAL

NO. AREAS CHECKED

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

B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	T 0352 (13)	268	329

2/40-1-71

"Z" L

STOP ABRUPT

28+5668 "Z"
168

28+00 "Z"
168

27+50 "Z"
168

27+00 "Z"
168

26+50 "Z"
168

26+00 "Z"
168

169 58

169 68

169 78

STATION	DISTANCE	YARDAGE EXCAVATION UNCLASS	YARDAGE FILL
25 + 50Z	50		
26 + 00Z	50		
+50	50		
27 + 00Z	50		
+50	50		
28 + 00Z	5668		
+ 5668			

SCALE: HOR. 1"=5'
VER. 1"=2'

BY PASS ROAD "Z" SHEET TOTAL

NO. AREAS CHECKED

NO. AREAS CHECKED

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

B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	T0352(13)	269	329

2/10/71

STATION	DISTANCE	YARDAGE EXCAVATION UNCLASS	YARDAGE FILL
6 + 66			

S.E. LINE

SEE RELOCATED N.76TH. ST. CROSS SECTION

142.75

146-6+66S.E.

START ABRUPT

SCALE: HOR. 1"=5'
VER. 1"=2'

SHEET TOTAL

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

SF RAMP

NO. | AREAS CHECKED

B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	T0311.2(13)	270	324

2140-1-71

STATION	DISTANCE	YARDAGE EXCAVATION UNCLASS	YARDAGE FILL
6+66	34		
7+00			

SE. LINE

SEE RELOCATED N. 76TH. ST. CROSS SECTION

141.57

146 - 7+00 S.E.

SCALE: HOR. 1"=5'
VER. 1"=2'

SHEET TOTAL

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

NO. ITEM MEAS CHECKED

NO. ITEM MEAS CHECKED

B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	TO352(13)	271	329

2140-1-71

STATION	DISTANCE	YARDAGE EXCAVATION UNCLASS	YARDAGE FILL
7+00	50		
+50			

S.E. LINE

SEE RELOCATED N. 76TH. ST. CROSS SECTION

144-7+50 S.E.

139.67

SCALE: HOR. 1"=5'
VER. 1"=2'

SHEET TOTAL

MEAS.
MEAS. CHECKED
NO.

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

S.E. RAMP

272

B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	TC352(13)	272	324

2140-1-71

SEE RELOCATED N.76TH. ST. CROSS SECTION

S.E. LINE

137.57

142-8+00 S.E.

STATION	DISTANCE	YARDAGE EXCAVATION UNCLASS	YARDAGE EXCAVATION	YARDAGE FILL
7+50				
	50			
8+00				

SCALE: HOR. 1"=5'
VER. 1"=2'

SHEET TOTAL

MEAN MEAN ORDERED
NO. DATE

MEAN MEAN ORDERED
NO. DATE

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

B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	TO352(13)	273	329

273

2140-1-71

STATION	DISTANCE	YARDAGE EXCAVATION UNCLASS	YARDAGE EXCAVATION FILL
8+00	50		
+50			

S.E. LINE

SEE RELOCATED N.76TH. ST. CROSS SECTION

135.27

140-8+50 S.E.

SCALE: HOR. 1"=5'
VER. 1"=2'

SHEET TOTAL

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

SE RAMP

NO. AREAS CHECKED

NO. AREAS CHECKED

B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	T 0352 (13)	274	329

2140-1-7

STATION	DISTANCE	YARDAGE EXCAVATION UNCLASS	YARDAGE FILL
8+50			
	50		
9+00			

S.E. LINE

SEE RELOCATED N.76TH. ST. CROSS SECTION

132.79

136-9+00 S.E.

SCALE HOR. 1" = 5'
VER. 1" = 2'

SHEET TOTAL

NO. ____ AREAS CHECKED

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

275/

B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	T0352(13)	275	329

2140-1-71

NO. AREAS CHECKED

SEE RELOCATED N.76TH. ST. CROSS SECTION

S.E. LINE

130.29

134-9+50 S.E.

STATION	DISTANCE	YARDAGE EXCAVATION UNCLASS	YARDAGE FILL
9 + 00	50		
+50			

SCALE: HOR. 1" = 5'
VER. 1" = 2'

SHEET TOTAL

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

SEE PLANS

B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	T0352(13)	276	329

276

2140-1-71

STATION	DISTANCE	YARDAGE EXCAVATION UNCLASS	YARDAGE EXCAVATION FILL
9 + 50			
	50		
10 + 00			

S.E. LINE

SEE RELOCATED N.76TH. ST. CROSS SECTION

127.79

132-10+00 S.E.

SCALE HOR. 1"=5'
VER. 1"=2'

SHEET TOTAL

NO. | AREAS CHECKED

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

S.E. RAMP

B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	T0352(13)	277	329

277

2140-1-71

STATION	DISTANCE	YARDAGE EXCAVATION UNCLASS	YARDAGE FILL
10+00			
	50		
+50			

SEE RELOCATED N.76TH. ST. CROSS SECTION

A

140

A

SE. LINE

A

125.29

130+10+50S.E.

SCALE:
HOR. 1"=5'
VER. 1"=2'

SHEET TOTAL

NO. AREAS CHECKED

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

SE RAMP

B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	T035203	278	324

278/

2140-1-71

SEE RELOCATED N.76TH. ST. CROSS SECTION

A

134

A

S.E. LINE

A

A

122.79

128-11+00 S.E.

SCALE
HOR. 1" = 5'
VER. 1" = 2'

STATION	DISTANCE	YARDAGE EXCAVATION UNCLASS	YARDAGE EXCAVATION FILL
10+50	50		
11+00			

SHEET TOTAL

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

S.E. RAMP

BPR REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	T0352(13)	279	327

279

2/40-1-71

SEE RELOCATED N.76TH ST. CROSS SECTION

A

130

A

S.E. LINE

A

A

120.29

124-11+50 S.E.

SCALE
HOR. 1"=5'
VER. 1"=2'

STATION	DISTANCE	YARDAGE EXCAVATION UNCLASS	YARDAGE EXCAVATION	YARDAGE FILL
11 + 00				
	50			
+50				

SHEET TOTAL

NO. _____ MEAS CHECKED

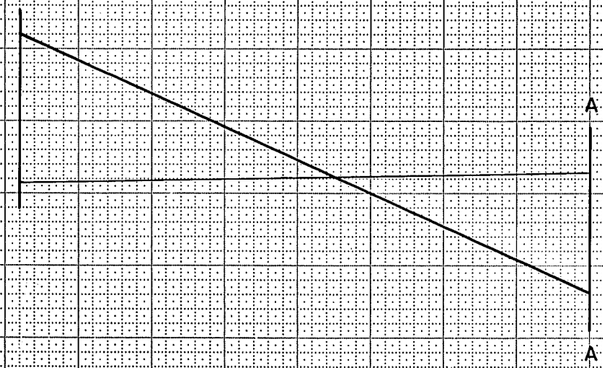
FUNCTIONAL CROSS SECTION - OPEN DOTTED
CHARLES BRUNING COMPANY, INC.

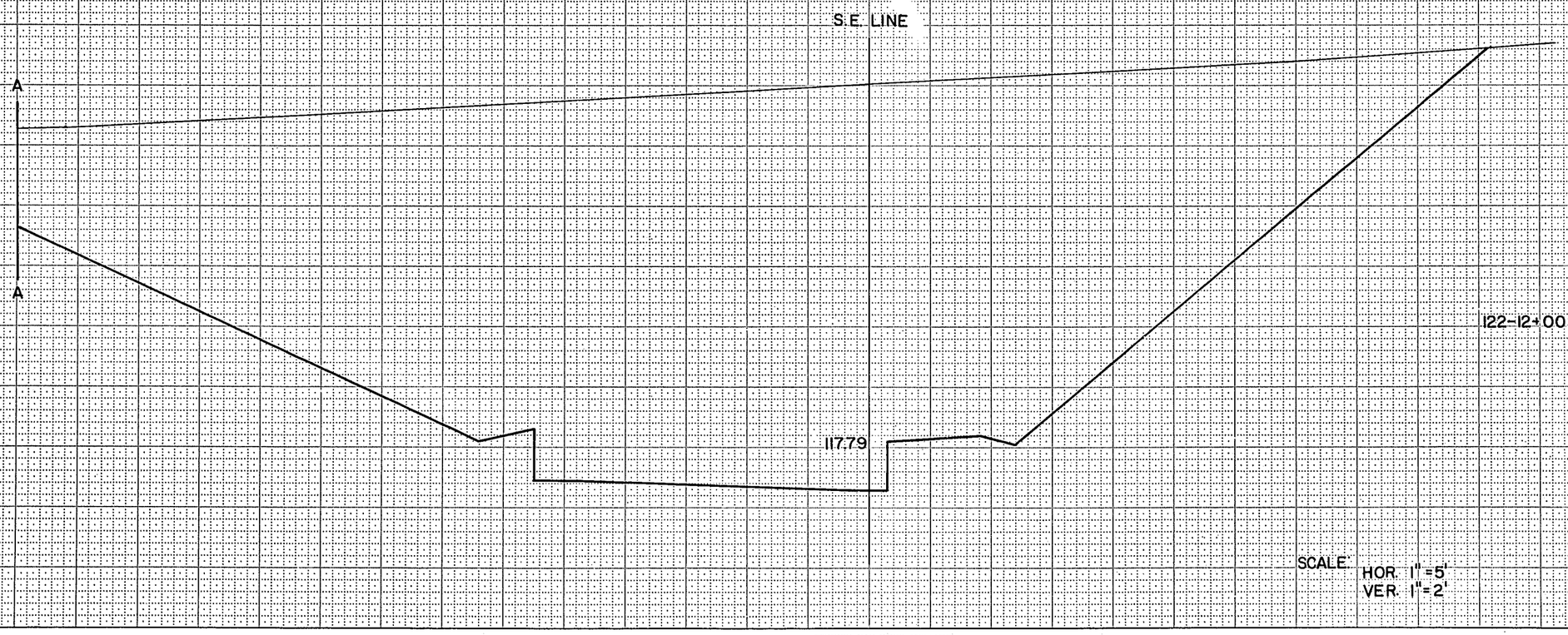
280

B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	T0352(13)	280	324

2/40-1-71

SEE RELOCATED N. 76TH. ST. CROSS SECTION





SCALE HOR. 1" = 5'
VER. 1" = 2'

STATION	DISTANCE	YARDAGE EXCAVATION UNCLASS	YARDAGE EXCAVATION FILL
11 + 50			
	50		
12 + 00			

SHEET TOTAL

NO. ____ AREAS CHECKED

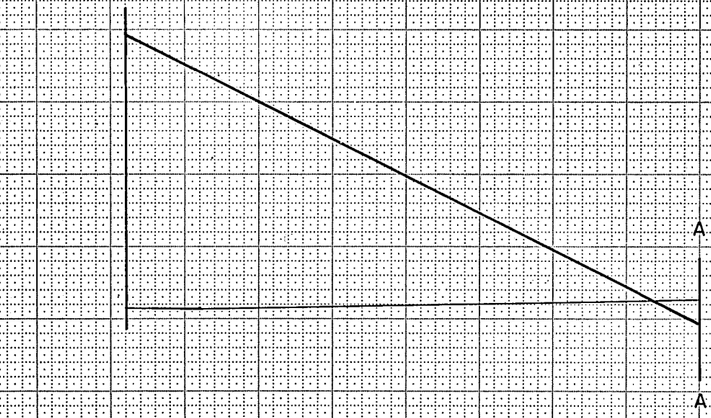
FUNCTIONAL CROSS SECTION - OPEN DOTTED
CHARLES BRUNING COMPANY, INC.

281

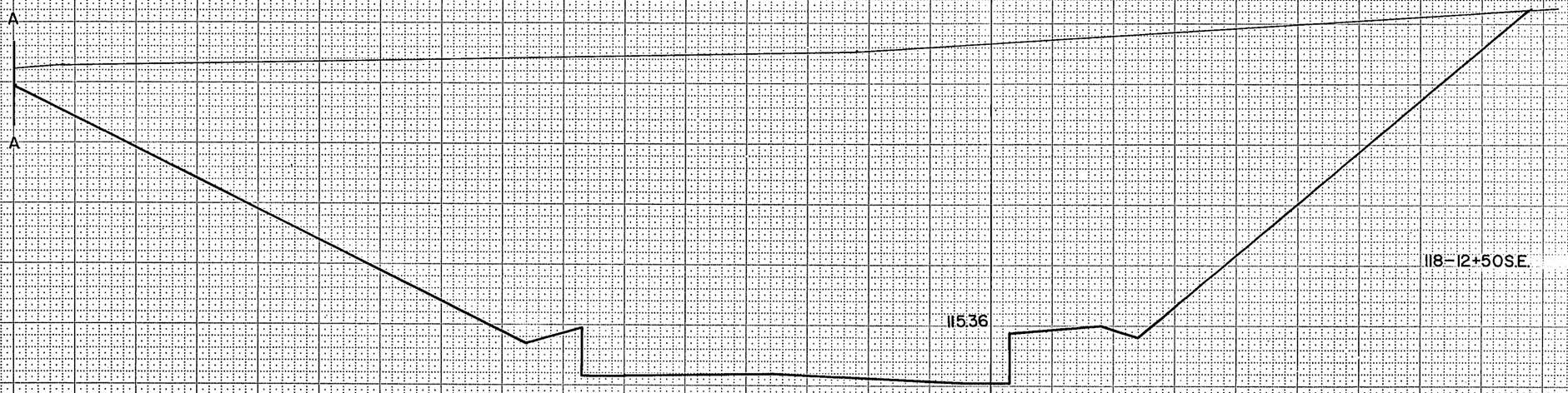
B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	T0352(13)	281	324

2/40-1-71

SEE RELOCATED N.76TH. ST. CROSS SECTION



S.E. LINE



STATION	DISTANCE	YARDAGE EXCAVATION UNCLASS	YARDAGE FILL
12 + 00	50		
+50			

SCALE: HOR. 1" = 5'
VER. 1" = 2'

SHEET TOTAL

S.E. RAMP

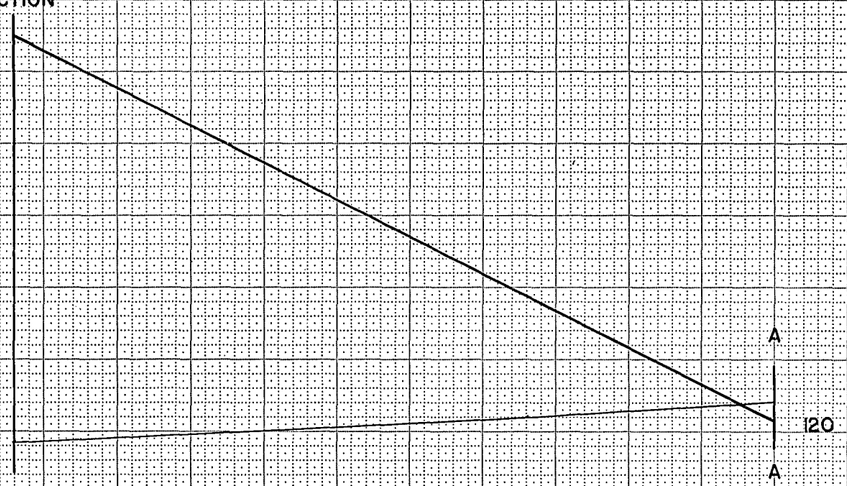
FUNCTIONAL CROSS SECTION - OPEN DOTTED
CHARLES BRUNING COMPANY, INC.

NO. AREAS CHECKED

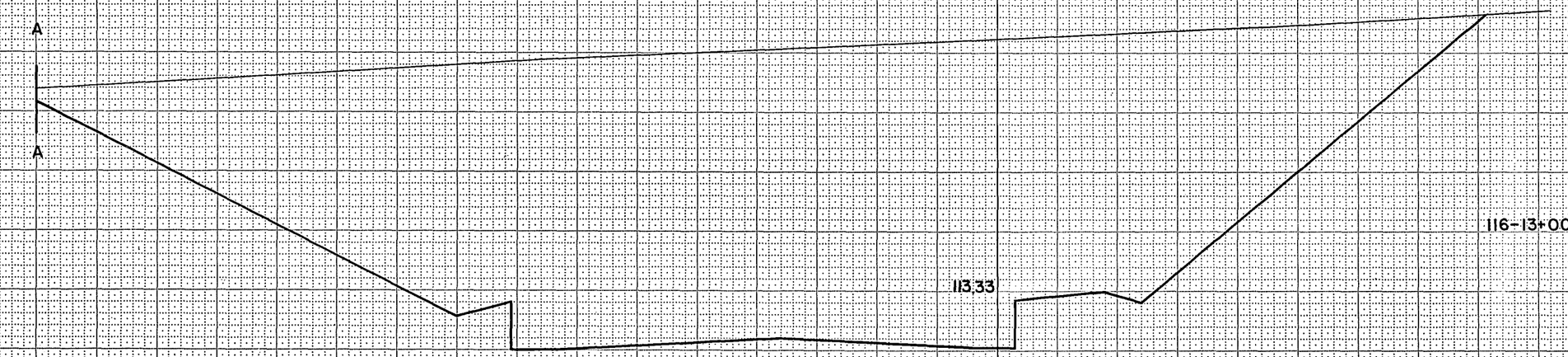
B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	T0352(13)	282	327

2/40-1-71

SEE RELOCATED N.76TH. ST. CROSS SECTION



S.E. LINE



STATION	DISTANCE	YARDAGE EXCAVATION UNCLASS	YARDAGE FILL
12 + 50	50		
13 + 00			

SCALE HOR. 1" = 5'
VER. 1" = 2'

SHEET TOTAL

ORIGINAL SURVEY
NOTE BOOK
NO.
SURVEYED
PLOTTED
TEMPLATE
AREAS
MASS CHECKED
BY
DATE

FINAL SURVEY
NOTE BOOK
NO.
SURVEYED
PLOTTED
TEMPLATE
AREAS
MASS CHECKED

02

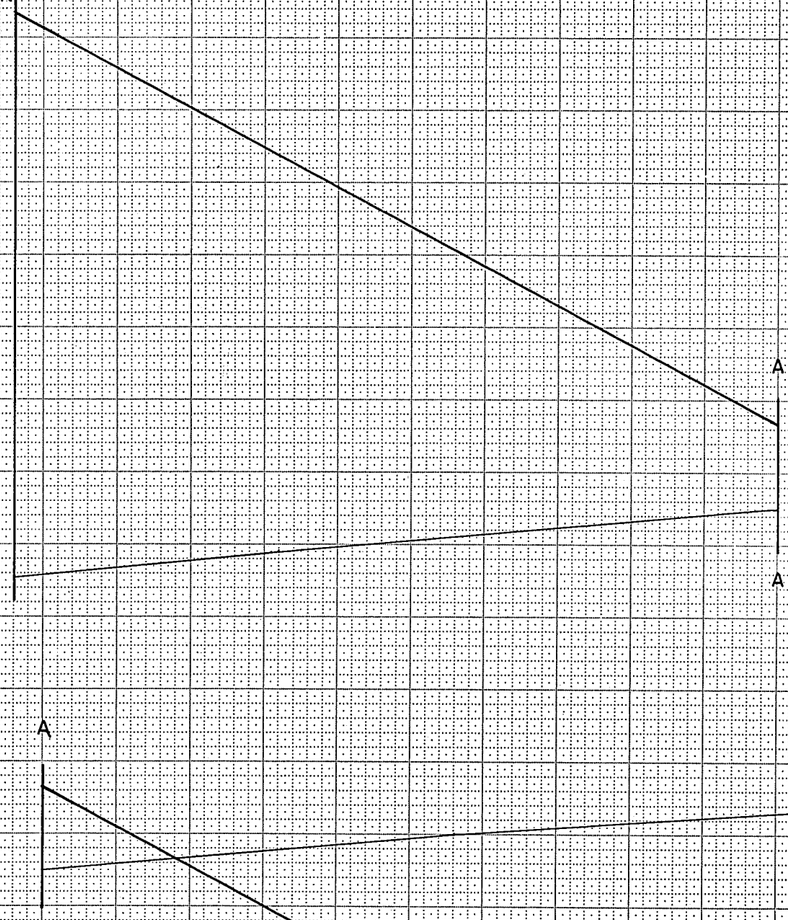
ADDITIONAL CROSS SECTIONS PLOTTED

S.E. RAMP

B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	T0352(13)	283	324

2140-1-71

SEE RELOCATED N. 76TH. ST. CROSS SECTION



STATION	DISTANCE	YARDAGE EXCAVATION UNCLASS	YARDAGE EXCAVATION FILL
13			
00			
	50		
+50			

SCALE: HOR. 1" = 5'
VER. 1" = 2'

SHEET TOTAL

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

S.E. RAMP

B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	T.035203	284	329

2/40-1-71

SEE RELOCATED N.76TH. ST. CROSS SECTION

A

114

A

S.E. LINE

A

A

110.55

110-14+00 S.E.

SCALE:
HOR. 1"=5'
VER. 1"=2'

STATION	DISTANCE	YARDAGE EXCAVATION UNCLASS	YARDAGE EXCAVATION FILL
13 + 50			
	50		
14 + 00			

SHEET TOTAL

NO. MDS CHECKED

NO. MDS CHECKED

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

B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	T0352(13)	285	329

285

2/40-1-71

STATION	DISTANCE	YARDAGE EXCAVATION UNCLASS	YARDAGE EXCAVATION	YARDAGE FILL
14 + 00				
	50			
+50				
	50			
15 + 00				

S.E. LINE

109.49

110-15+00 S.E.

STOP ABRUPT

SEE BROWN DEER RD CROSS SECTION

A

110

A

A

A

S.E. LINE

109.71

110-14+50 S.E.

SCALE:
HOR. 1"=5'
VER. 1"=2'

SHEET TOTAL

AREAS CHECKED

NO. AREAS CHECKED

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

S.E. RAMP

B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	T0352 (13)	286	329

286/

2/10-1-71

SEE N. 76 TH ST. CROSS SECTION

108

A

A

N.E. LINE

109.20

A

A

SEE N. 76 TH ST. CROSS SECTION

N.E. LINE

108.91

SEE BROWN DEER RD. CROSS SECTION

109.24

SEE BROWN DEER RD. CROSS SECTION

START ABRUPT

STATION	DISTANCE	YARDAGE EXCAVATION UNCLASS	YARDAGE FILL
2 + 00			
	50		
+50			
	50		
3 + 00			
	50		
+50			

108 - 3+50 N.E.

108 - 3+00 N.E.

108 - 2+50 N.E.

110 - 2+00 N.E.

SCALE: HOR 1" = 5'
VER 1" = 2'

SHEET TOTAL

MEAS
MEAS CHECKED
NO

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

B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	T 0352 (13)	287	324

2/40-1-71

STATION	DISTANCE	YARDAGE EXCAVATION UNCLASS	YARDAGE EXCAVATION FILL
3 + 50	50		
4 + 00			

SEE N. 76 TH ST CROSS SECTION

110

A

A

N.E. LINE

109.80

108 – 4+00 N.E.

A

SCALE:
HOR. 1" = 5'
VER. 1" = 2'

SHEET TOTAL

N.E. RAMP

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

211

B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	T0352 (13)	288	324

2/40-1-71

SEE N. 76TH ST. CROSS SECTION

STATION	DISTANCE	YARDAGE EXCAVATION UNCLASS	YARDAGE FILL
4 + 00			
	50		
+50			

A

112

A

A

N.E. LINE

110.31

110-4+50 N.E.

SCALE:
HOR. 1" = 5'
VER. 1" = 2'

SHEET TOTAL

MEAS. AREAS CHECKED NO.

MEAS. AREAS CHECKED NO.

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

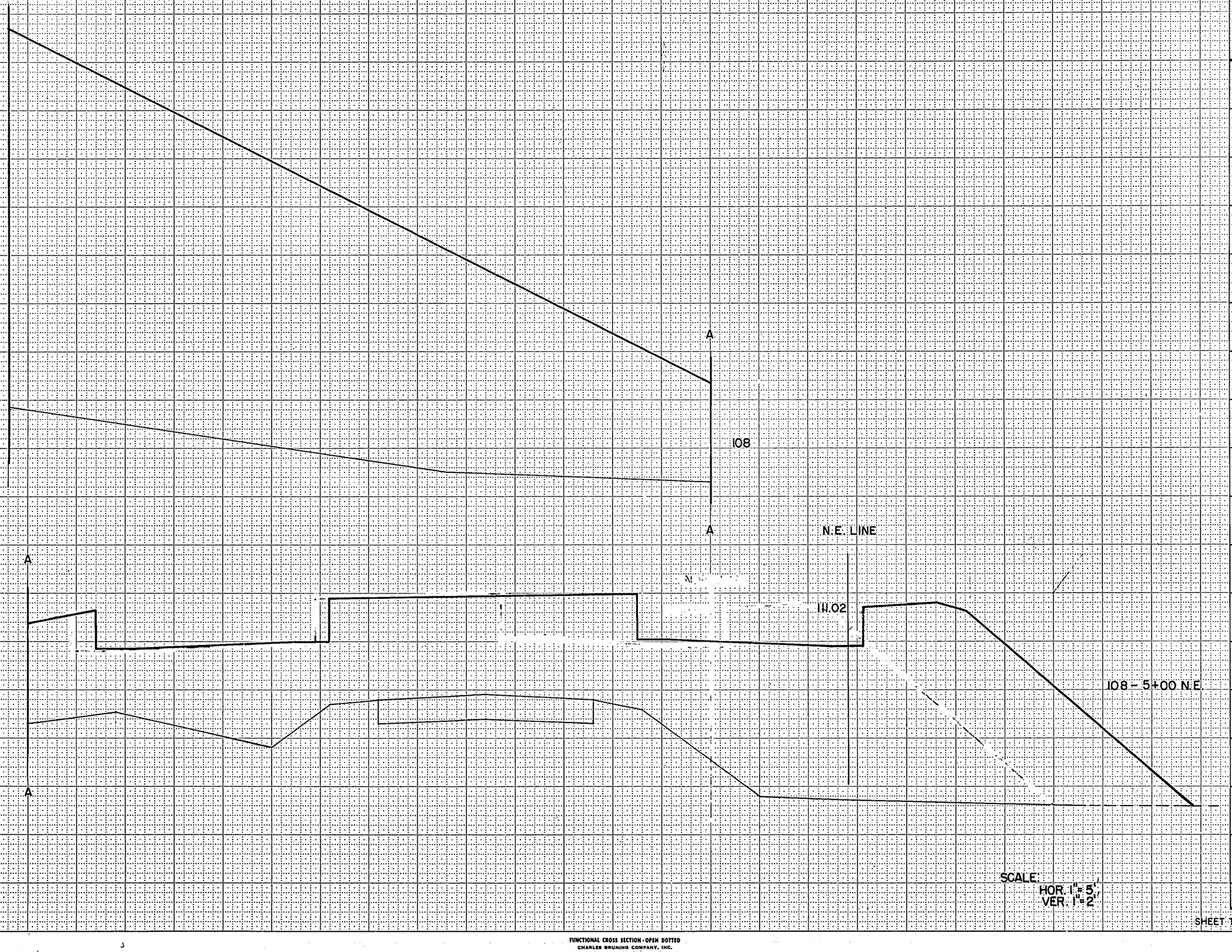
N.E. RAMP

289/

BPR REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	T0352 (13)	289	324

2140-1-71

SEE N. 76TH ST. CROSS SECTION



STATION	DISTANCE	YARDAGE EXCAVATION UNCLASS	YARDAGE FILL
4 + 50			
	50		
5 + 00			

SCALE:
HOR. 1" = 5'
VER. 1" = 2'

SHEET TOTAL

AREAS CHECKED
NO.

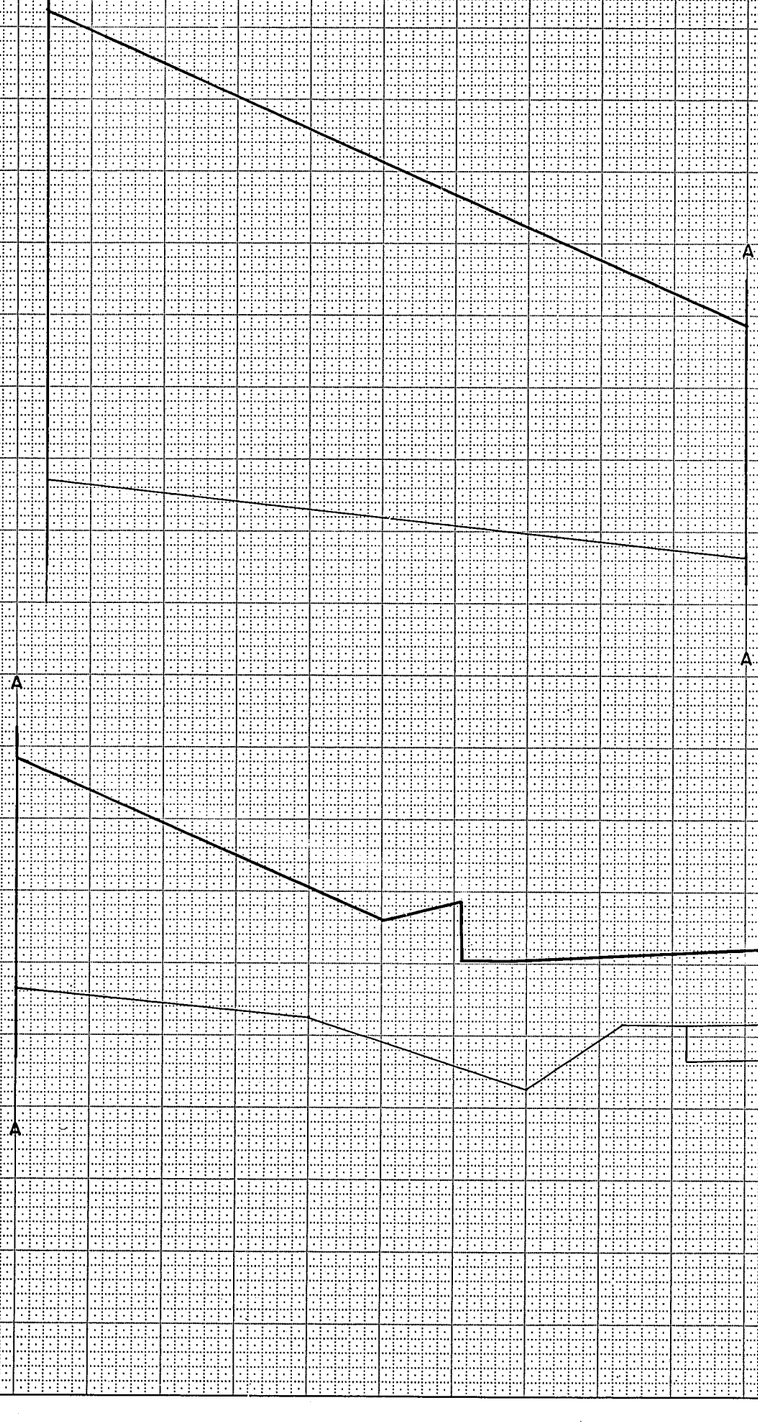
FUNCTIONAL CROSS SECTION - OPEN DOTTED
CHARLES BRUNING COMPANY, INC.

N.E. RAMP

B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	T 0352 (13)	290	329

2/40-1-71

SEE N. 76TH ST. CROSS SECTION



STATION	DISTANCE	YARDAGE EXCAVATION UNCLASS	YARDAGE FILL
5 + 00			
	50		
+50			

110-5+50 N.E.

SCALE:
HOR. 1"=5'
VER. 1"=2'

SHEET TOTAL

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

N.E. RAMP

NO.	MADE	AREA CHECKED

B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	T0352 (13)	291	324

291

2/40-1-71

SEE N. 76 TH ST. CROSS SECTION

N.E. LINE

112.84

112-6+50 N.E.

SEE N. 76TH ST. CROSS SECTION

A

A

116

A

N.E. LINE

112.23

110-6+00 N.E.

STATION	DISTANCE	YARDAGE EXCAVATION UNCLASS	FILL
5 + 50			
	50		
6 + 00			
	50		
+50			

SCALE:
HOR. 1"=5'
VER. 1"=2'

SHEET TOTAL

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

B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	T 0352 (13)	292	321

292

2140-1-71

SEE N.76 TH ST. CROSS SECTION

N.E. LINE

114.05

112 – 7+50 N.E.

SEE N.76 TH ST. CROSS SECTION

113.45

112 – 7+00 N.E.

STATION	DISTANCE	YARDAGE EXCAVATION UNCLASS	YARDAGE FILL
6 + 50	50		
7 + 00	50		
+50			

SCALE: HOR. 1"=5'
VER. 1"=2'

SHEET TOTAL

AREAS AREAS CHECKED

NO.

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

B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	T0352 (13)	293	329

293

2140-1-71

N.E. LINE

SEE N. 76 TH ST. CROSS SECTION

115.28

112 – 8+50 N.E.

STATION	DISTANCE	YARDAGE EXCAVATION UNCLASS	YARDAGE FILL
7 + 50			
	50		
8 + 00			
	50		
+50			

SEE N. 76 TH ST. CROSS SECTION

114.67

N.E. LINE

110 – 8+00 N.E.

SCALE:
HOR 1" = 5'
VER. 1" = 2'

SHEET TOTAL

AREAS MEAS CHECKED

NO. AREAS MEAS CHECKED

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

N.E. RAMP

B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	T 0352 (13)	294	324

2/44-1-71

N.E. LINE

N. 76 TH ST. CROSS SECTION

END ABRUPT

116.49

114 – 9+93 N.E.

SEE N. 76 TH ST. CROSS SECTION

116.42

114 – 9+50 N.E.

SEE N. 76 TH ST. CROSS SECTION

115.89

114 – 9+00 N.E.

SCALE:
HOR. 1" = 5'
VER. 1" = 2'

STATION	DISTANCE	YARDAGE EXCAVATION LAND CLASS	YARDAGE EXCAVATION FILL
8+50			
	50		
9+00			
	50		
9+50			
	43		
9+93			

SHEET TOTAL

MEAS.
AREAS CHECKED
NO.

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

BPR REGION DIVISION	PROJECT		SHEET NUMBER	TOTAL SHEETS
4 WIS.	T0352	(13)	2.95	324

2/40-1-71

STATION	DISTANCE	YARDAGE EXCAVATION UNCLASS	YARDAGE FILL
2 + 00			
	50		
+50			
	50		
3 + 00			

S.W. LINE

110.74

110 – 3+00 S.W.

SEE W. BROWN DEER RD. CROSS SECTION

S.W. LINE

110.08

SEE W. BROWN DEER RD. CROSS SECTION

110 – 2+50 S.W.

SEE W. BROWN DEER RD. CROSS SECTION

109.86

START ABRUPT

110 – 2+00 S.W.

SCALE:
HOR. 1" = 5'
VER. 1" = 2'

SHEET TOTAL

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

B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	T0352 (13)	296	324

296/

2/40-1-71

SEE RELOCATED N.76TH ST. CROSS SECTION

S.W. LINE

113.39

114 ~ 4+00 S.W.

SEE W BROWN DEER RD. CROSS SECTION

A

110

A

S.W. LINE

111.84

112 – 3+50 S.W.

A

A

SCALE:
HOR 1"=5'
VER 1"=2'

STATION	DISTANCE	YARDAGE EXCAVATION UNCLASS	YARDAGE FILL
3+00	50		
+50	50		
4+00			

SHEET TOTAL

NOTE BOOK | TEMPLATE
NO. | AREA
AREAS CHECKED

NOTE BOOK | TEMPLATE
NO. | AREA
AREAS CHECKED

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

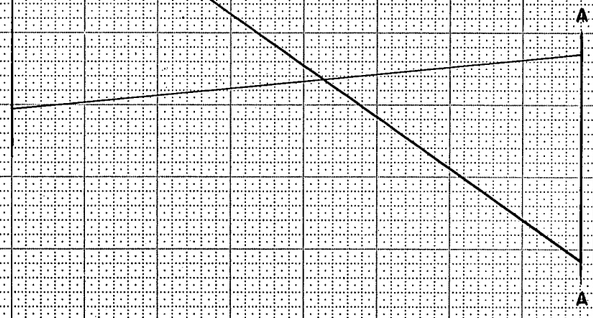
S.W. RAMP

297/

B.P.R. REGION DIVISION	PROJECT		SHEET NUMBER	TOTAL SHEETS
4 WIS.	T\0352	(13)	297	324

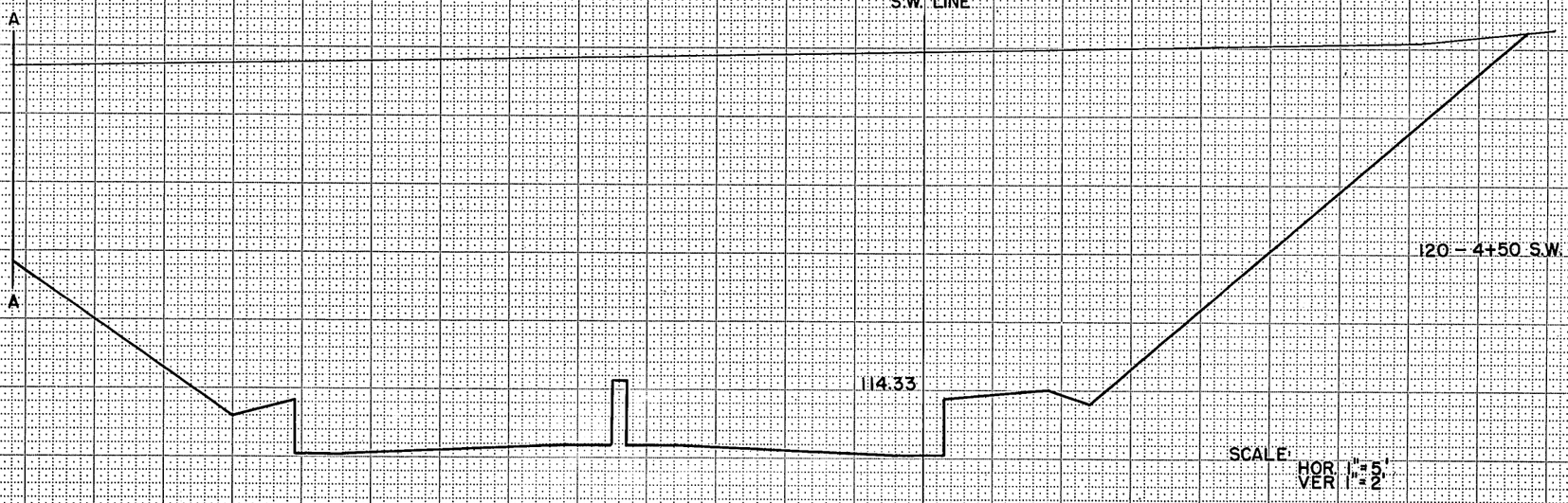
2/40-1-71

SEE W. BROWN DEER RD. CROSS SECTION



122

STATION	DISTANCE	YARDAGE EXCAVATION UNCLASS	YARDAGE FILL
4+00			
	50		
+50			



SHEET TOTAL

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

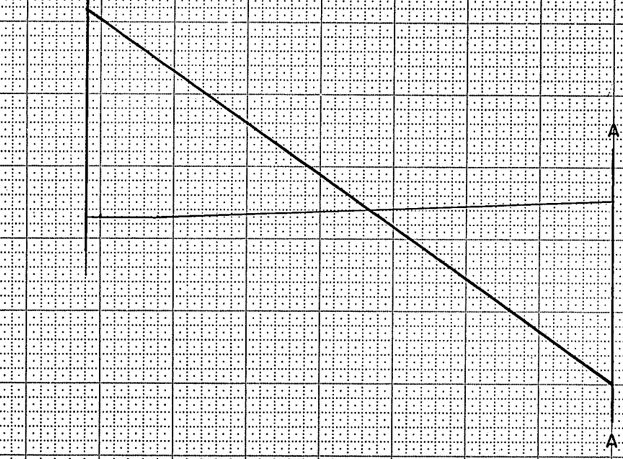
S.W. RAMP

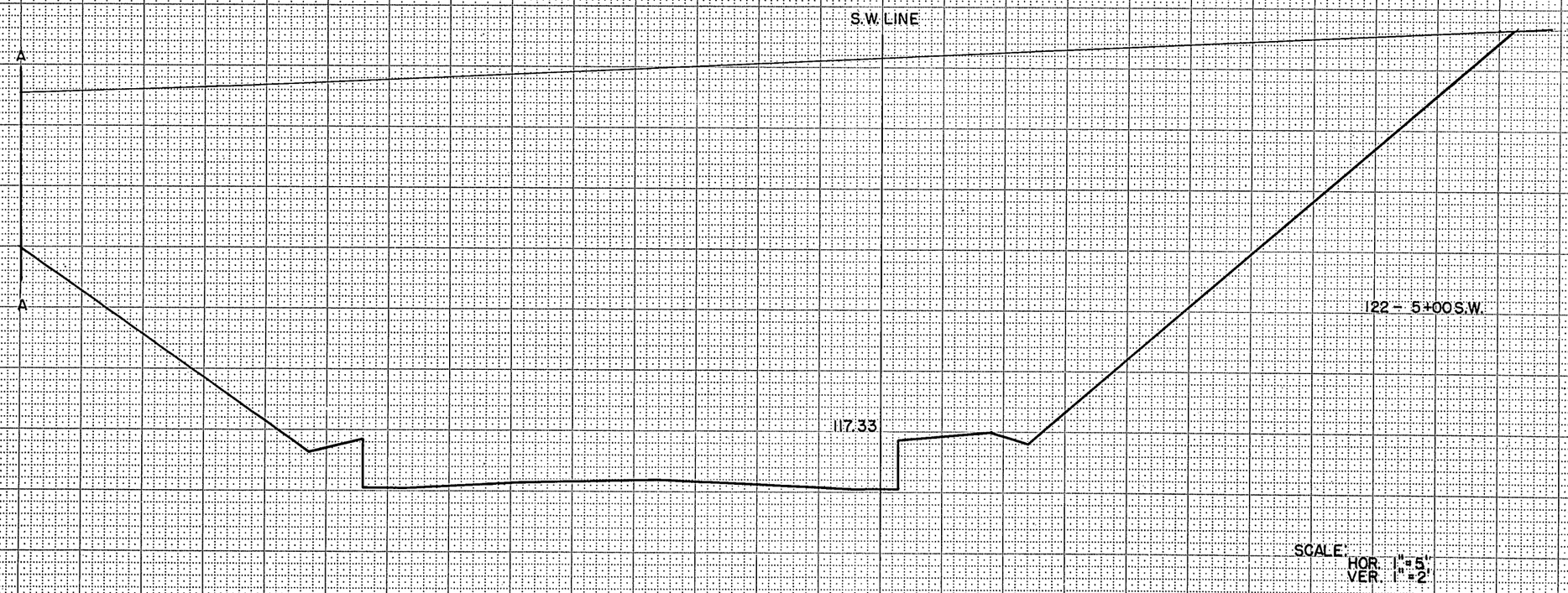
R.P.P. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	T0352 (13)	298	324

2/140-1-71

STATION	DISTANCE	YARDAGE EXCAVATION UNCLASS	YARDAGE FILL
4 + 50	50		
5 + 00			

SEE W. BROWN DEER RD. CROSS SECTION





SCALE: HOR. 1"=5'
VER. 1"=2'

SHEET TOTAL

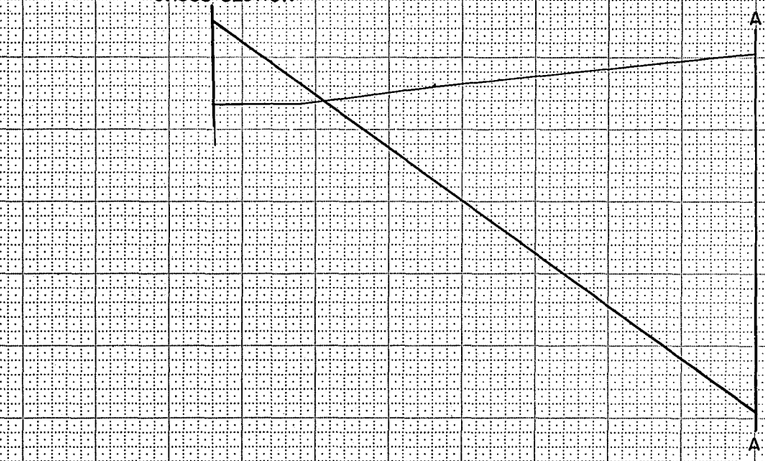
ROUTE BOOK MAP NO. AREAS MEAS CHECKED

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

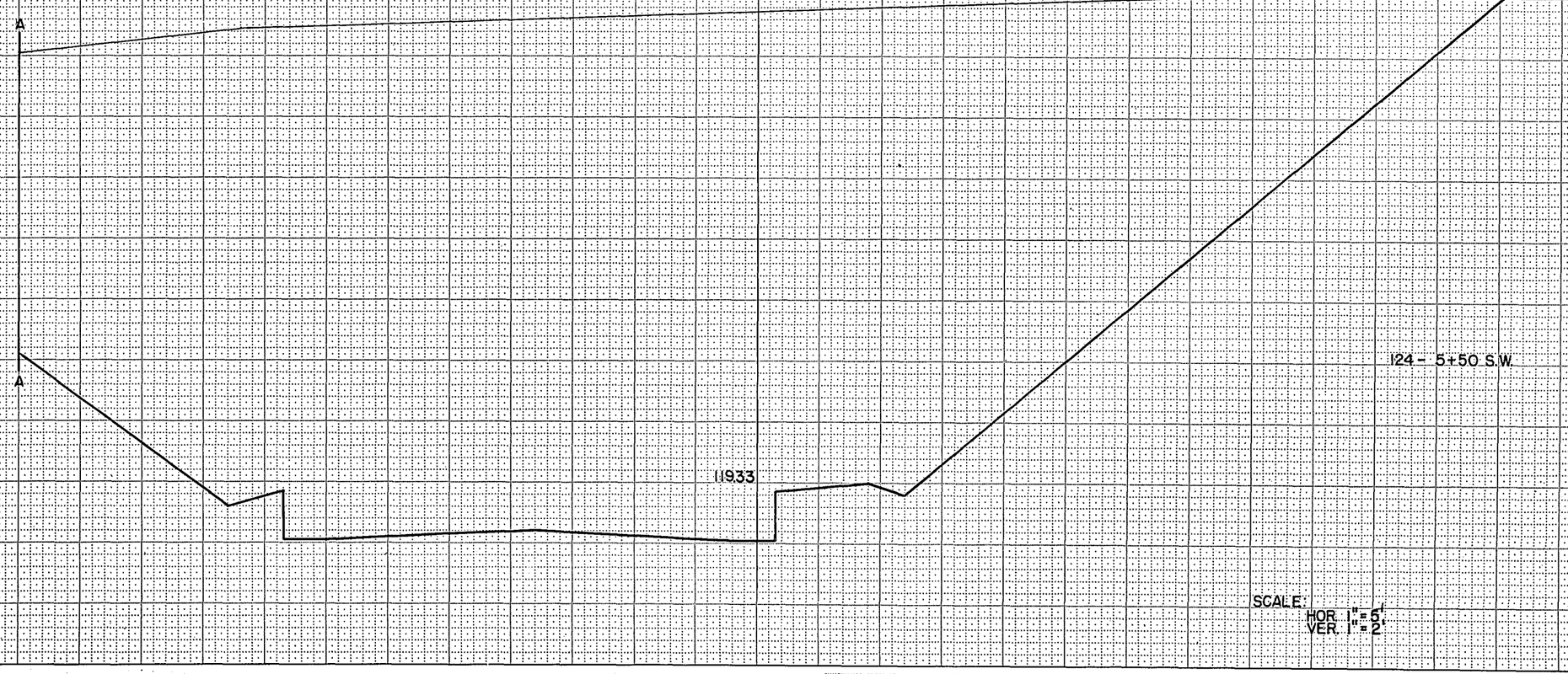
B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	T0352 (13)	299	324

2140-1-71

SEE N. 76 TH ST. CROSS SECTION



S.W LINE



STATION	DISTANCE	YARDAGE EXCAVATION UNCLASS	YARDAGE FILL
5 + 00	50		
+50			

SCALE:
HOR 1" = 5'
VER 1" = 2'

SHEET TOTAL

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

B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	T0352 (13)	300	324

300

2140-1-71

SEE N. 76TH ST. CROSS SECTION

132

A

A

S.W. LINE

126 - 6+00 S.W.

121.33

A

STATION	DISTANCE	YARDAGE EXCAVATION UNCLASS	YARDAGE EXCAVATION FILL
5 + 50	50		
6 + 00			

SCALE:
HOR. 1"=5'
VER. 1"=2'

SHEET TOTAL

NO. | AREAS | AREAS CHECKED

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

B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	T 0352 (13)	301	329

2/10-1-71

STATION	DISTANCE	YARDAGE EXCAVATION UNCLASS	YARDAGE FILL
6+00	50		
+50			

SEE N. 76TH ST. CROSS SECTION

A

138

A

S.W. LINE

A

A

132 – 6+50 S.W.

123.33

SCALE:
HOR. 1" = 5'
VER. 1" = 2'

SHEET TOTAL

S.W. RAMP

NO. AREAS CHECKED

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

302/

B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	T 0352 (13)	302	329

2/40-1.7/

STATION	DISTANCE	YARDAGE EXCAVATION UNCLASS	YARDAGE EXCAVATION FILL
6+50	50		
7+00			

S.W. LINE

SEE N.76TH ST. CROSS SECTION

134-7+00 S.W.

12533

SCALE: HOR 1"=5'
VER 1"=2'

SHEET TOTAL

S.W. RAMP

NO.	REVISIONS	AREA MEAS CHECKED

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

B.P.R. REGION DIVISION		PROJECT	SHEET NUMBER	TOTAL SHEETS
4	WIS.	T 0352 (13)I	303	327

2/40-1-71

STATION	DISTANCE	YARDAGE EXCAVATION UNCLASS	YARDAGE FILL
7 + 00	50		
+50			

S.W. LINE

SEE N. 76 TH ST. CROSS SECTION

127.33

132 - 7+50 S.W.

SCALE:
HOR. 1" = 5'
VER. 1" = 2'

SHEET TOTAL

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

B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	T0352 (13)	304	324

2140-1-71

STATION	DISTANCE	YARDAGE EXCAVATION UNCLASS	YARDAGE FILL
7 + 50			
	50		
8 + 00			

SEE N. 76 TH ST. CROSS SECTION

S.W. LINE

136 - 8+00 S.W.

129.33

SCALE:
HOR. 1"=5'
VER. 1"=2'

SHEET TOTAL

NO.	AREA	AREA CHECKED

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

305

B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	T.0352 (13)	305	329

2/40-1-71

STATION	DISTANCE	YARDAGE EXCAVATION UNCLASS	YARDAGE FILL
8 + 00	50		
+50			

S.W. LINE

SEE RELOCATED N.76TH ST. CROSS SECTION

138-8+50 S.W.

131.33

SCALE: HOR 1"=5'
VER 1"=2

SHEET TOTAL

MEAS.
MEAS. CHECKED
NO.

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

S.W. RAMP

306

B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	T 0352 (13)	306	324

2140-1-71

STATION	DISTANCE	YARDAGE EXCAVATION UNCLASS	YARDAGE FILL
8+50	50		
9+00			

SEE RELOCATED N.76TH. ST. CROSS SECTION

S.W. LINE

133.33

140-9+00 S.W.

SCALE: HOR. 1"=5'
VER. 1"=2'

SHEET TOTAL

NOTE BOOK NO. | TEMPLATE | AREA | AREAS CHECKED

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

S.W. RAMP

307

B.P.R. REGION DIVISION	PROJECT		SHEET NUMBER	TOTAL SHEETS
4 WIS.	T 0352	(13)	307	324

2140-1-71

STATION	DISTANCE	YARDAGE EXCAVATION UNCLASS	YARDAGE FILL
9 + 00			
	50		
+50			

SEE RELOCATED N.76TH. ST. CROSS SECTION

S.W. LINE

135.33

140-9+50 S.W.

SCALE:
HOR. 1"=5'
VER. 1"=2'

SHEET TOTAL

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

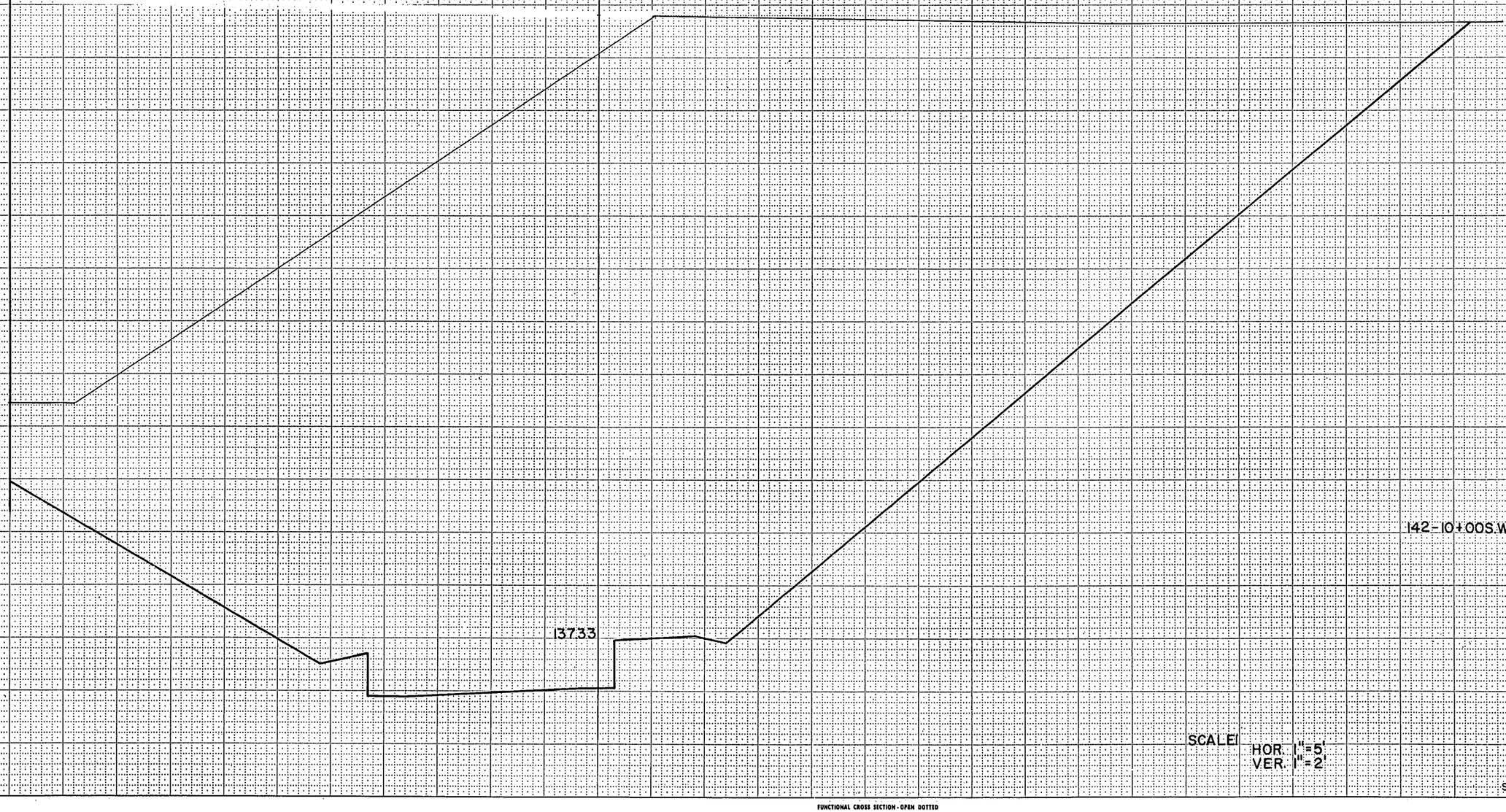
B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	T0352 (13)	308	324

2/10-1-71

STATION	DISTANCE	YARDAGE EXCAVATION UNCLASS	YARDAGE FILL
9+50	50		
10+00			

SEE RELOCATED N.76TH ST. CROSS SECTION

S.W. LINE



SCALE: HOR. 1"=5'
VER. 1"=2'

SHEET TOTAL

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

NO. | AREA | AREAS CHECKED

309/

B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	T 0352 (13)	309	327

2/40-1-71

AREAS CHECKED

NO.

SEE RELOCATED N.76TH. ST. CROSS SECTION

S.W. LINE

139.33

146-10+50 S.W.

STATION	DISTANCE	YARDAGE EXCAVATION UNCLASS	YARDAGE FILL
10 + 00			
	50		
+50			

SCALE: HOR. 1" = 5'
VER. 1" = 2'

SHEET TOTAL

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

S.W. RAMP

B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	T 0352 (13)	310	327

2140-1-71

STATION	DISTANCE	YARDAGE EXCAVATION UNCLASS	YARDAGE FILL
10 + 50			
	50		
11 + 00			

SEE RELOCATED N.76TH. ST. CROSS SECTION

S.W. LINE

141.33

148-11+00 S.W.

SCALE: HOR. 1"=5'
VER. 1"=2'

SHEET TOTAL

NO. | MADE CHECKED

NO. | MADE DESIGN

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

B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	T0352 (13)	311	324

2/40-1-71

NO. AREAS CHECKED

SEE RELOCATED N.76TH ST. CROSS SECTION

S.W. LINE

143.33

148-11+50 S.W.

STATION	DISTANCE	YARDAGE EXCAVATION UNCLASS	YARDAGE FILL
11 + 00			
	50		
+50			

SCALE HOR 1"=5'
VER 1"=2'

SHEET TOTAL

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

S.W. LINE

B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	T 0352 (13)	3/2	321

3/2

2/10-1-71

STATION	DISTANCE	YARDAGE EXCAVATION UNCLASS	YARDAGE FILL
11+50	50		
12+00	50		
+50			

152-12+50 S.W.

147.33

SEE RELOCATED N. 76TH. ST. CROSS SECTION

150-12+00 S.W.

145.33

SCALE:
HOR 1"=5'
VER 1"=2'

SHEET TOTAL

AREAS
AREAS CHECKED
NO.

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

S.W. LINE

B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	T0352 (13)	313	329

313

2140-1-71

STATION	DISTANCE	YARDAGE EXCAVATION UNCLASS	YARDAGE FILL
12+50			
	50		
13+00			
	50		
+50			

151.33

152-13+50 S.W.

SEE RELOCATED N. 76TH. ST. CROSS SECTION

149.33

152-13+00 S.W.

SCALE HOR. 1"=5'
VER. 1"=2'

SHEET TOTAL

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

S.W. RAMP

NO. AREAS CHECKED

S.W. LINE

3/41

B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	T 0352 (13)	319	329

2/40-1-71

STATION	DISTANCE	YARDAGE EXCAVATION UNCLASS	YARDAGE FILL
13+50			
	50		
14+00			
	46		
14+46			

154.98

158-14+46 S.W.

END ABRUPT

SEE RELOCATED N.76TH. ST. CROSS SECTION

153.33

156-14+00 S.W.

SCALE: HOR. 1" = 5'
VER. 1" = 2'

SHEET TOTAL

NO. MARK | AREAS CHECKED

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

N.W. LINE

316

B.P.R. REGION - DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	TO352 (13)	315	329

2140-1-71

STATION	DISTANCE	YARDAGE EXCAVATION UNCLASS	YARDAGE FILL
4+92			
	58		
5+50			
	50		
6+60			
	50		
+50			

118-6+50 N.W.

114.71

118-6+00 N.W.

114.24

SEE RELOCATED N.76 TH. ST. CROSS SECTION

113.54

114-5+50 N.W.

112.59

112-4+92 N.W.

START ABRUPT

SCALE: HOR 1"=5'
VER 1"=2'

SHEET TOTAL

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

NO. ____ MISS. CHECKED

NW RAMP

B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	T0352 (13)	316	329

2140-1-71

N.W. LINE

STATION	DISTANCE	YARDAGE EXCAVATION UNCLASS	YARDAGE EXCAVATION FILL
6 + 50			
	50		
7 + 60			
	50		
+50			

118-7+50 N.W.

114.95

SEE RELOCATED N.76TH. ST. CROSS SECTION

118-7+00 N.W.

114.95

SCALE: HOR. 1" = 5'
VER. 1" = 2'

SHEET TOTAL

AREAS CHECKED

NO. ____ AREAS CHECKED ____

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

NW RAMP

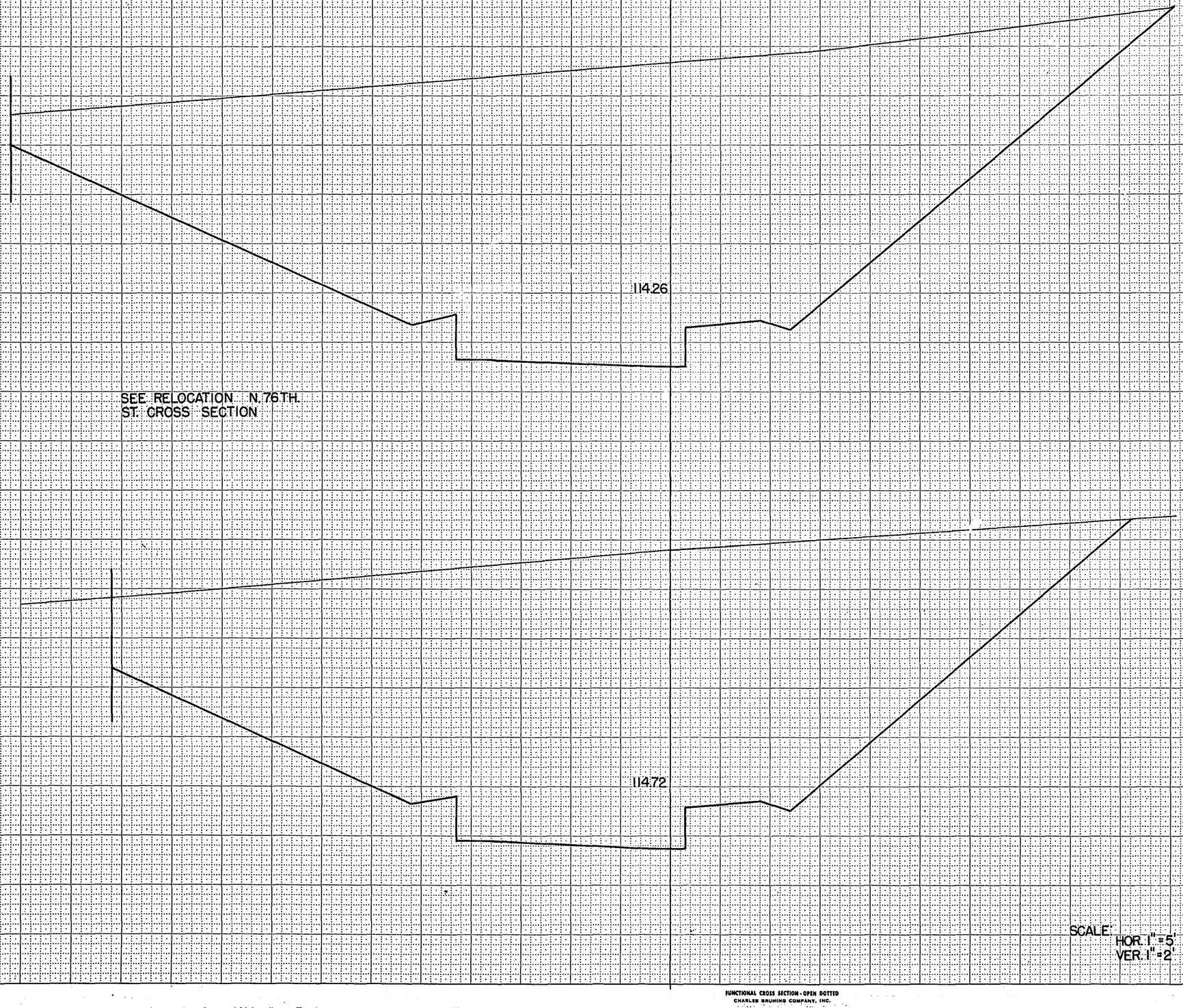
N.W. LINE

317

B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	T0352 (13)	317	329

2/40-1-71

STATION	DISTANCE	YARDAGE EXCAVATION UNCLASS	YARDAGE EXCAVATION FILL
7+50	50		
8+60	50		
+50			



SHEET TOTAL

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

N.W. RAMP

N.W. LINE

B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	T0352 (13)	318	327

318

2/40-1-71

STATION	DISTANCE	YARDAGE EXCAVATION UNCLASS	YARDAGE FILL
8+50			
	50		
9+00			
	50		
+50			

118-9+50 N.W.

113.10

SEE RELOCATED N.76 TH. ST. CROSS SECTION

118-9+00 N.W.

113.68

SCALE:
HOR. 1"=5'
VER. 1"=2'

SHEET TOTAL

NO. AREAS CHECKED

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

NW RAMP

N.W. LINE

B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	T 0352 (13)	319	329

3/9

2140-1-71

STATION	DISTANCE	YARDAGE EXCAVATION UNCLASS	YARDAGE FILL
9 + 50			
	50		
10 + 00			
	50		
10 + 50			

111.95

112-10+50 N.W.

SEE RELOCATED N.76 TH. ST. CROSS SECTION

112.53

114-10+00 N.W.

SCALE HOR. 1"=5'
VER. 1"=2'

SHEET TOTAL

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

N.W. RWB

NO. ITEM CHECKED

320/

B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	T 0352 (13)	320	329

2140-1-71

STATION	DISTANCE	YARDAGE EXCAVATION UNCLASS	YARDAGE EXCAVATION FILL
10 + 50	50		
11 + 00	50		
+50			

N.W. LINE

114—11+50 N.W.

110.80

SEE RELOCATED N. 76 TH. ST. CROSS SECTION

N.W. LINE

111.38

110—11+00 N.W.

SCALE: HOR 1"=5'
VER. 1"=2'

SHEET TOTAL

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

B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	T0352 (13)	321	324

321

2/40-1-71

SEE RELOCATED N. 76TH. ST. CROSS SECTION

STATION	DISTANCE	YARDAGE EXCAVATION UNCLASS	YARDAGE FILL
11 + 50			
	50		
12 + 00			

A

116

A

A

N.W. LINE

114 — 12+00 N.W.

110.23

SCALE HOR. 1"=5'
VER. 1"=2'

SHEET TOTAL

AREAS CHECKED NO.

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

N.W. RAMP

B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	T 0352 (13)	322	329

2/40-1-71

SEE RELOCATED N.76TH ST. CROSS SECTION

STATION	DISTANCE	YARDAGE EXCAVATION UNCLASS	YARDAGE FILL
12 + 00			
	50		
+50			

A

114

A

A

N.W. LINE

12–12+50 N.W.

109.65

SCALE: HOR. 1"=5'
VER. 1"=2'

SHEET TOTAL

NO. AREAS AREAS CHECKED

NO. AREAS AREAS CHECKED

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

NW RAMP

323/

BPR REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	T0352 (13)	323	329

2140-1-71

SEE W. BROWN DEER RD. CROSS SECTION

STATION	DISTANCE	YARDAGE EXCAVATION UNCLASS	YARDAGE FILL
12 + 50	50		
13 + 00			

A

110

A

N.W. LINE

112 — 13+00 N.W.

109.08

A

SCALE:
HOR. 1"=5'
VER. 1"=2'

SHEET TOTAL

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

B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	T0352 (13)	329	329

2140-1-71

STATION	DISTANCE	YARDAGE EXCAVATION UNCLASS	YARDAGE FILL
13 + 00			
	50		
+50			
	50		
14 + 00			

N.W. LINE

109.10

ABRUPT STOP

108-14+00 N.W.

SEE W. BROWN DEER RD. CROSS SECTION

N.W. LINE

108.80

108 – 13+50 N.W.

SCALE:
HOR. 1"=5'
VER. 1"=2'

SHEET TOTAL

NO. AREAS CHECKED

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