FILE COPY

FILE COPY

COUNTY AND HIGHWAY	ROUTE AND SECTION	CLASS AND AGREEMENT		B. P. R. REGION DIVISION	SHEET NUMBER	TOTAL SHEETS
		STATE	FEDERAL			
13.1	4.2		13.39	4 WIS.	1	171

FILE COPY

~~CONTRACT NO. 1~~
~~TYPE: GRADING, BASE, CONC. PAV'T. & STRUCTS.~~
~~CONTRACTOR: WINGRA ENTERPRISES, INC.~~
~~PROJECT ENGINEER: TOM MORRIS~~
~~CONSTRUCTED: 1968 - 1969~~

INDEX OF SHEETS

SHEET NO. 1 TITLE
SHEET NO.2-2.23 TYPICAL CROSS SECTIONS & DETAILS
SHEET NO. 3 ESTIMATE OF QUANTITIES
SHEET NO.3A-3C MISCELLANEOUS QUANTITIES & EARTHWORK DETAILS
SHEET NO. 4-4.6 RIGHT OF WAY PLAT
SHEET NO.5 - 17 PLAN AND PROFILE STA. 144+00 TO STA. 300+00
SHEET NO18-18.17 STANDARD DETAILS
SHEET NO19-92 DRAINAGE STRUCTURES
SHEET NO.93-171 CROSS SECTIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

PLAN AND PROFILE OF PROPOSED

WEST MADISON BELTLINE

(MINERAL POINT ROAD - GILBERT ROAD SECTION)

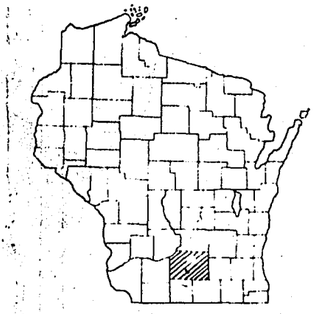
U.S.H. 12
DANE COUNTY
PROJECT F 04-2(39)

FILE COPY

I.D. 5301-2-71

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

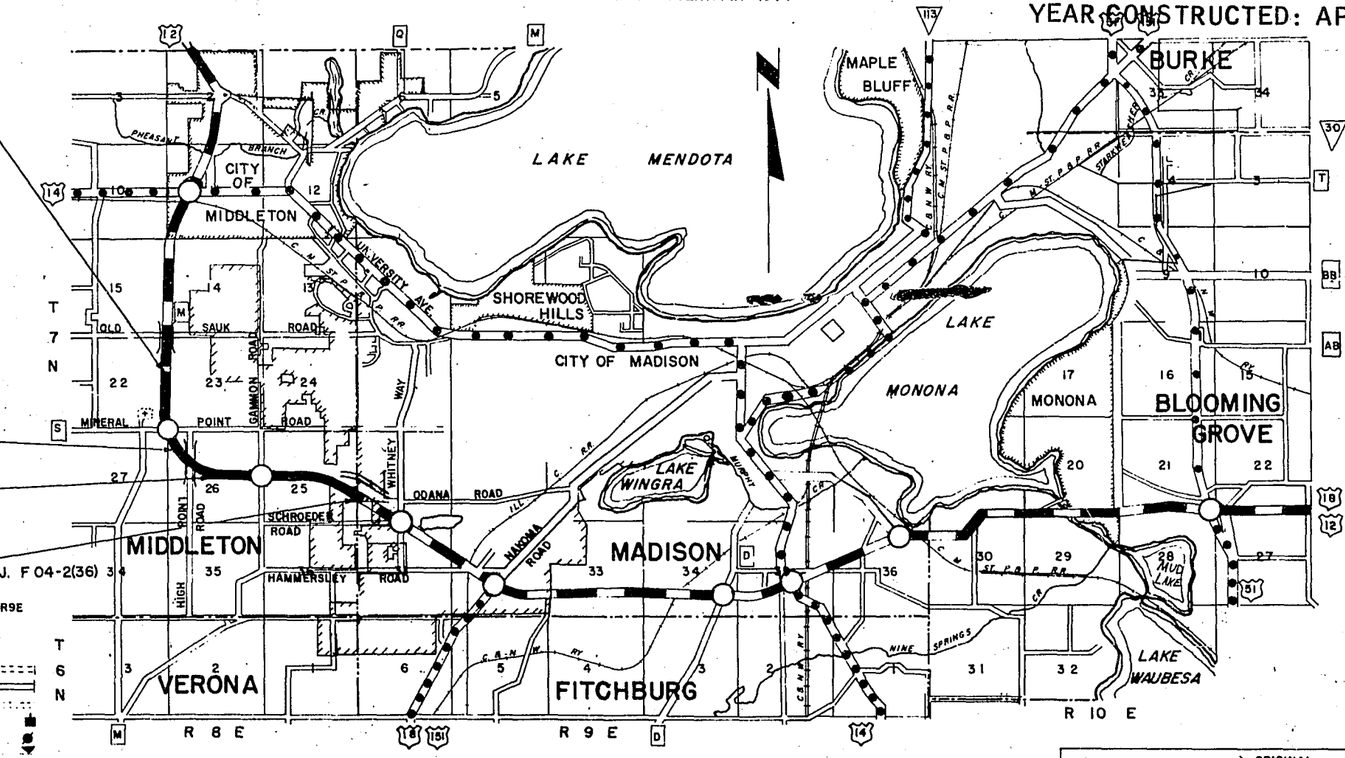
FILE COPY
CONTRACT NO. 1
TYPE: GRADING, BASE, CONC. PAVT. & STRUCTS.
CONTRACTOR: WINGRA ENTERPRISES
PROJECT ENGINEER: THOMAS G. MORRIS
YEAR CONSTRUCTED: APRIL 15, 1968-AUG. 5, 1969



as built file
2-2-71

BEGINNING OF PROJECT F 04-2(39)
STA. 144+00 =
STA. 144+04, PROJECT F 04-2(18)(22)
3153' N. & 64' W. OF SE. COR. OF SEC. 22, T7N, R8E

FILE COPY



DESIGN DESIGNATION
ADT 1964 = 7,010
ADT 1985 = 24,359
DHV = 2923
D = 60%
T = 10%
V = 70 MPH

EQUATION 188+26.05 BK. = 188+40.67 AH.

EQUATION 224+69.13 BK. = 224+66.84 AH.

END OF PROJECT F 04-2(39)
STA. 300+00 = STA. 300+00 BEGIN PROJ. F 04-2(36) 3.4
STA. 299+70 PROJECT F 04-2(18)(22)
1345' N. & 484' E. OF SW. COR. OF SEC. 30, T7N, R9E

CONVENTIONAL SIGNS

STATE LINE		CULVERTS IN PLACE	
COUNTY LINE		CULVERTS REQUIRED	
TOWNSHIP OR RANGE LINE		DROP INLET	
SECTION LINE		POWER POLE	
NEW RIGHT OF WAY LINE		TELEPHONE OR TELEGRAPH POLE	
PRE VT RIGHT OF WAY LINE		RIGHT OF WAY MARKERS	
WIRE ENCE WOVEN		REFERENCE STAKE FOR HUBS ONLY	
WIRE ENCE BARBED		MARSH	
LOT NE		HEDGE	
CORPORATE OR CITY LIMITS		TREES	
PROPERTY LINE	PL + 326		
TRAVELED WAY OR P.E.		GROUND ELEVATION	DATUM LINE 739
RAILROADS			
BASE OR SURVEY LINE	30	GRADE ELEVATION	DATUM LINE 7516
LAMP POLE		EXISTING RIGHT OF WAY MARKERS	
SIGNS		MONUMENT	
REMOVE CONC. PAVEMENT			

LAYOUT
SCALE 0 ½ 1 MI. 2 MI.

NET LENGTH OF CENTERLINE = 2.573 MI. (1R)
NET LENGTH OF CENTERLINE = 0.379 MI. (2U)
TOTAL NET LENGTH OF CENTERLINE = 2.952 MI.

FILE COPY

FILE COPY

ORIGINAL
PLANS PREPARED BY
GREEN ENGINEERING COMPANY INC.
MIDDLETON, WISCONSIN

DATE

KENNETH GREEN

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
MADISON, WISCONSIN

SURVEYOR GREEN, W.H.C. NOTE BOOK
DIVISION COMPUTER GREEN M O CHECKER W.H.B.
DISTRICT CHECKER WEE CORRECT

CORRECT:
DATE 10/16/67 E J Laduron
DISTRICT ENGINEER

RECOMMENDED FOR APPROVAL:
DATE 10/16/67 E. J. Burkett
CHIEF DESIGN ENGINEER

APPROVED.
DATE 5/16/68 W. H. Burmeister
STATE HIGHWAY ENGINEER

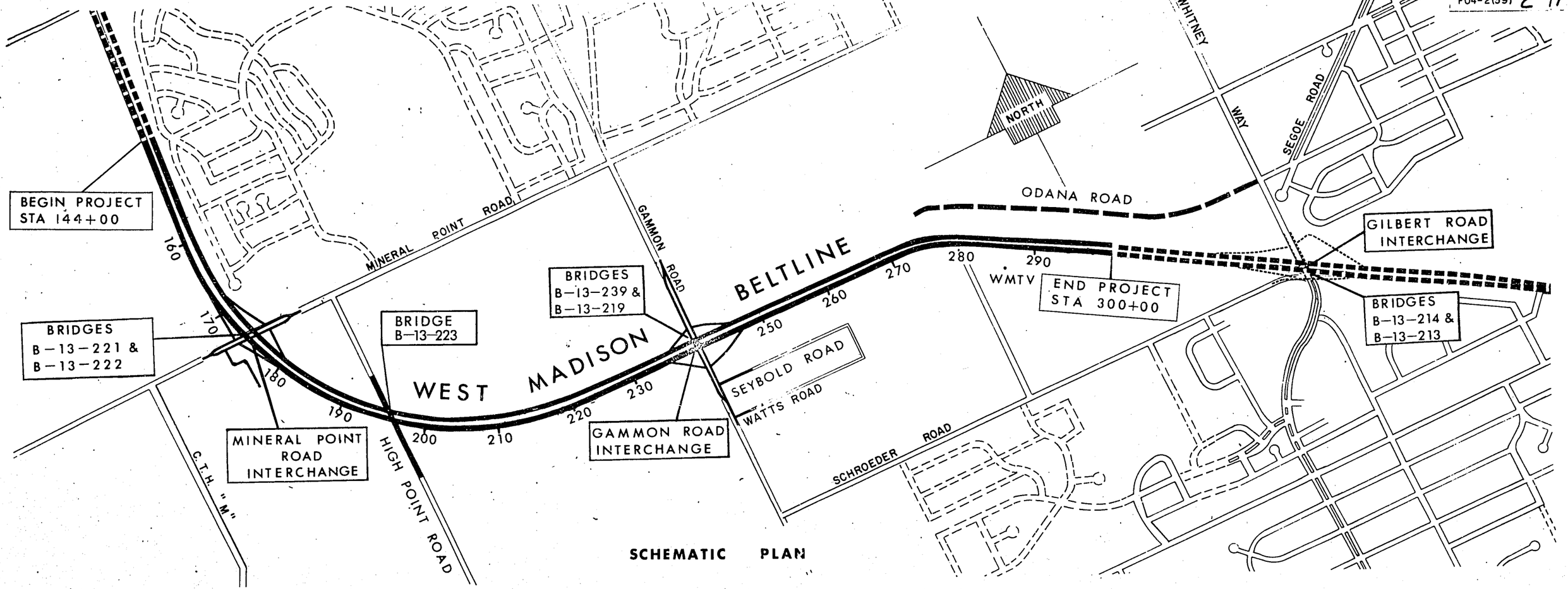
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

APPROVED:

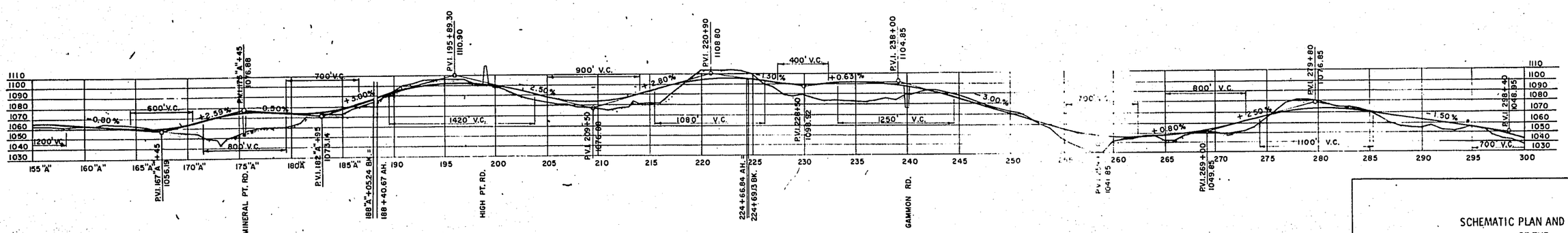
DATE

DIVISION ENGINEER

F 04-2(39)



SCHEMATIC PLAN



PROFILE ALONG WEST MADISON BELTLINE
(NORTH BOUND LANE)

scale 1" = 500' hor.; 50' vert.

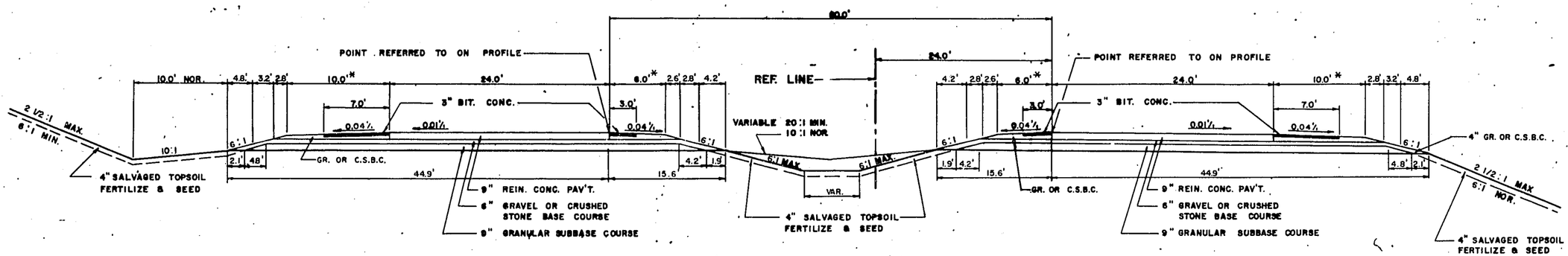
SCHEMATIC PLAN AND PROFILE
OF THE

WEST MADISON BELTLINE

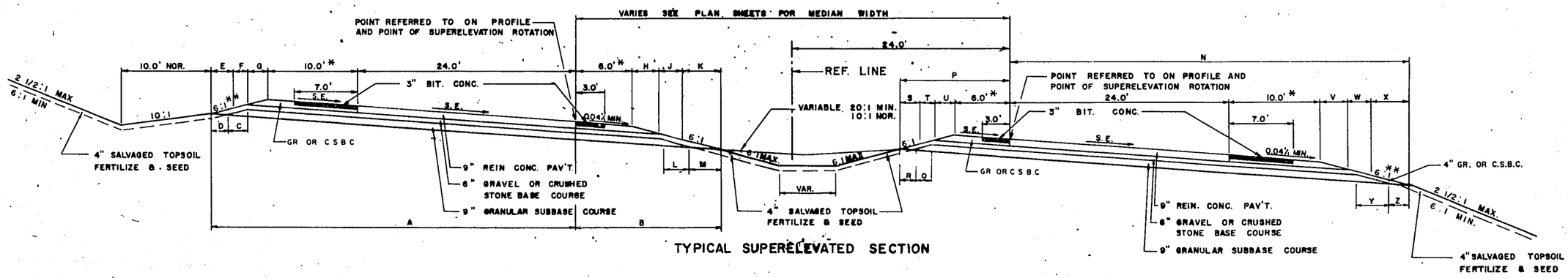
U. S. H 12 DANE COUNTY

PROJECT F 04-2(39)

Scale as shown.



TYPICAL FINISHED SECTION



TYPICAL SUPERELEVATED SECTION

SUPERELEVATION TABLE

SOUTHBOUND															
P.I.	CURVE	SE	RO	N	P	Q	R	S	T	U	V	W	X	Y	Z
168+12.85	1°-10' LT.	0.032	200	44.1	20.5	5.6	2.5	5.6	3.7	5.2	3.8	2.5	3.8	3.8	1.7
183+20.68	1°-45' LT.	0.049	-	43.3	23.0	6.4	2.8	6.4	4.2	6.4	3.5	2.3	3.5	3.5	1.5
208+04.87	1°-30' LT.	0.042	200	43.6	22.0	6.0	2.6	6.0	4.0	6.0	3.6	2.4	3.6	3.6	1.6
278+15.00	1°-00' RT.	0.028	200	47.5	16.2	3.8	1.7	3.8	2.6	3.8	4.5	3.6	5.4	5.4	2.4

NORTHBOUND															
P.I.	CURVE	SE	RO	A	B	C	D	E	F	G	H	J	K	L	M
168"A"+26.56	1°-15' LT.	0.035	200	48.8	15.9	5.7	2.5	5.7	3.8	5.3	3.7	2.5	3.7	3.7	1.7
181"A"+69.10	1°-45' LT.	0.049	-	50.9	15.3	6.4	2.8	6.4	4.2	6.4	3.5	2.3	3.5	3.5	1.5
186"A"+94.11	1°-30'-51" LT.	0.042	-	50.0	15.6	6.0	2.7	6.0	4.0	6.0	3.6	2.4	3.6	3.6	1.6
208+04.87	1°-30' LT.	0.042	200	50.0	15.6	6.0	2.7	6.0	4.0	6.0	3.6	2.4	3.6	3.6	1.6
278+15.00	1°-00' RT.	0.028	200	44.3	19.9	3.9	1.7	3.9	2.5	3.9	4.9	3.6	5.4	5.4	2.4

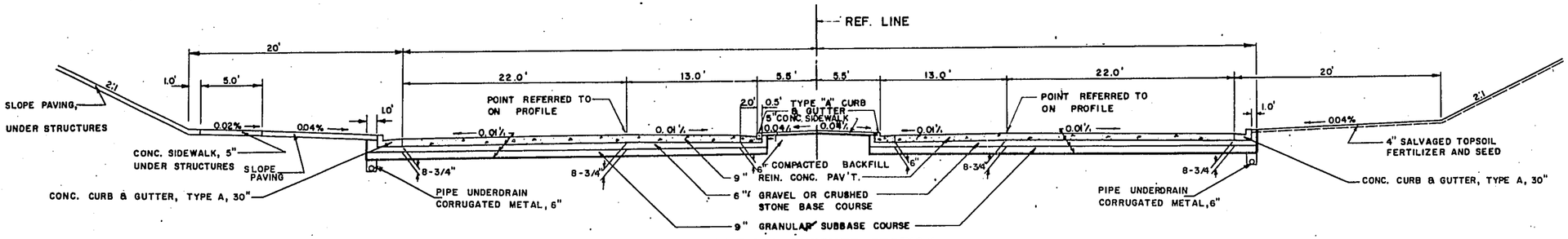
NOTE :

* SEE DETAIL FOR "TYPICAL SHOULDER WIDENING FOR BEAM GUARD ANCHORS"

** 4:1 STATION 171+00 TO STATION 181+00

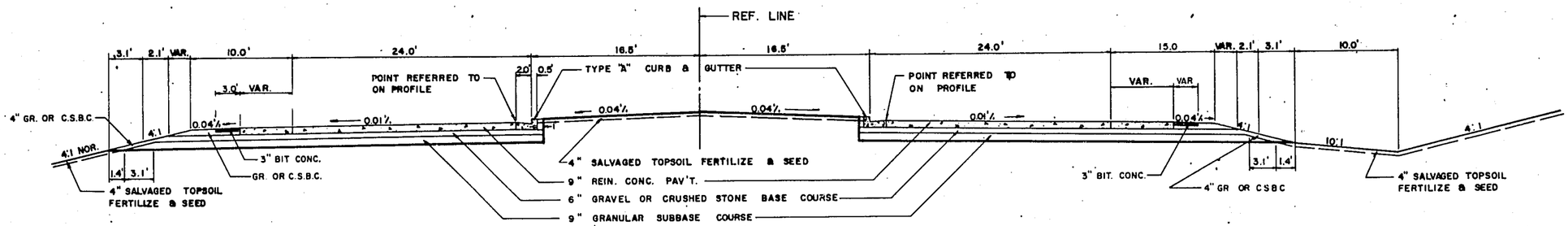
TYPICAL SECTIONS
FOR
DIVIDED ROADWAY
U.S.H. 12 DANE COUNTY
PROJECT F04-2(39)

B.P.R. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	F 04-2(39)	22	171



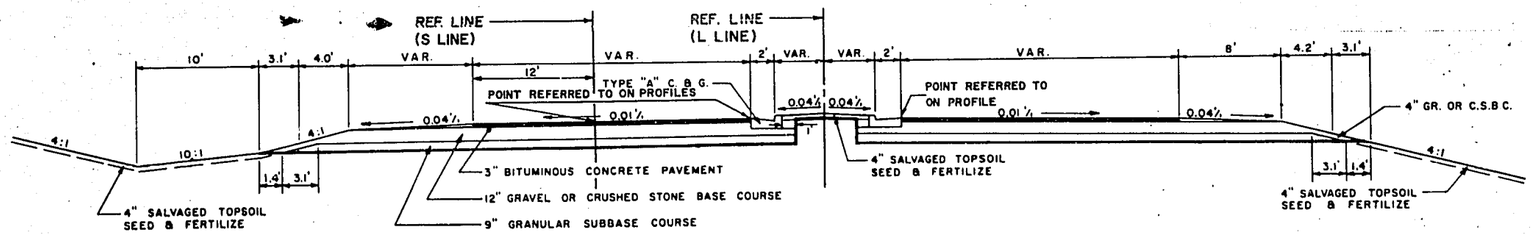
TYPICAL FINISHED SECTION
MINERAL POINT ROAD

STA. 18 L + 86 — STA. 20 L + 95

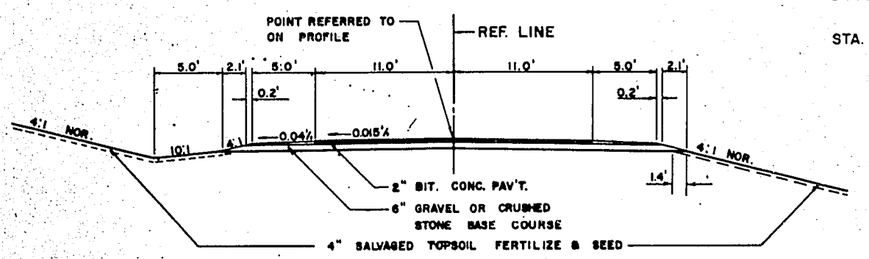


TYPICAL SECTION — MINERAL POINT ROAD ("L" LINE)

STA. 16 L + 40 — STA. 18 L + 15
STA. 21 L + 75 — STA. 22 L + 00



TYPICAL SECTION
MINERAL POINT ROAD (L LINE)
STA. 14 L + 86 — STA. 16 L + 40 & STA. 22 L + 00 — STA. 24 L + 70
GAMMON ROAD (S LINE)
STA. 11 S + 05 — STA. 15 S + 33 & STA. 25 S + 96 — STA. 28 S + 45

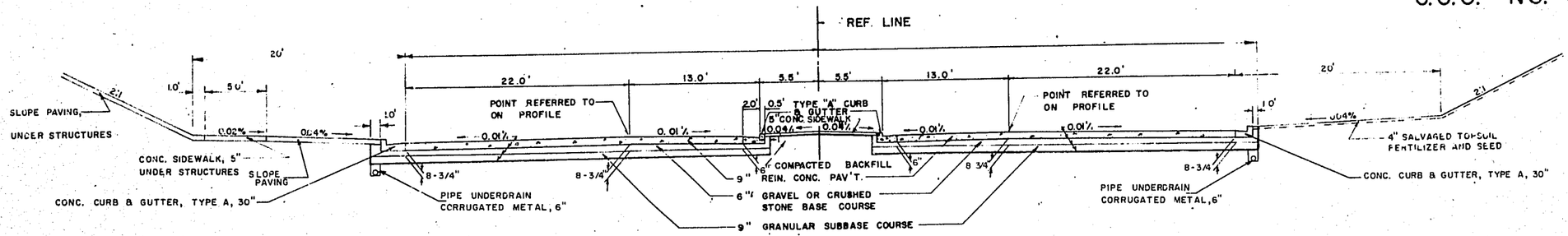


TYPICAL SECTION — FRONTAGE ROAD ("P" LINE)

Typical Sections
For
INTERCHANGES
U. S. H. 12 DANE COUNTY
PROJECT F 04-2(39)

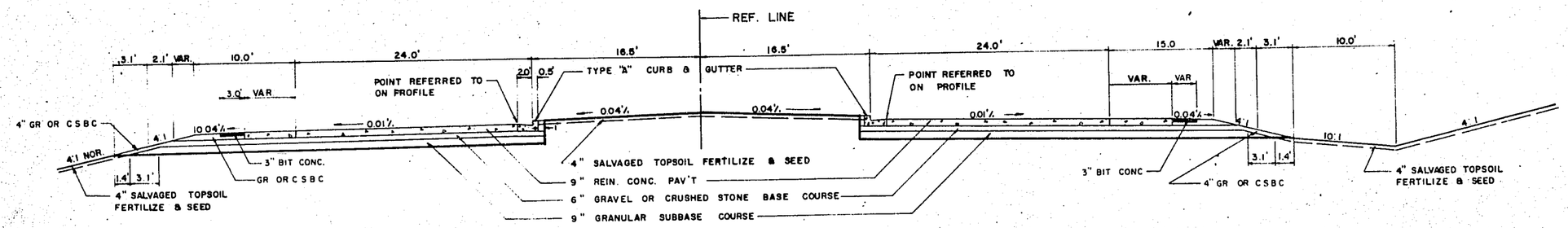
C.C.O. NO. 6

B.P.R. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	F 04-2(39)	22	171



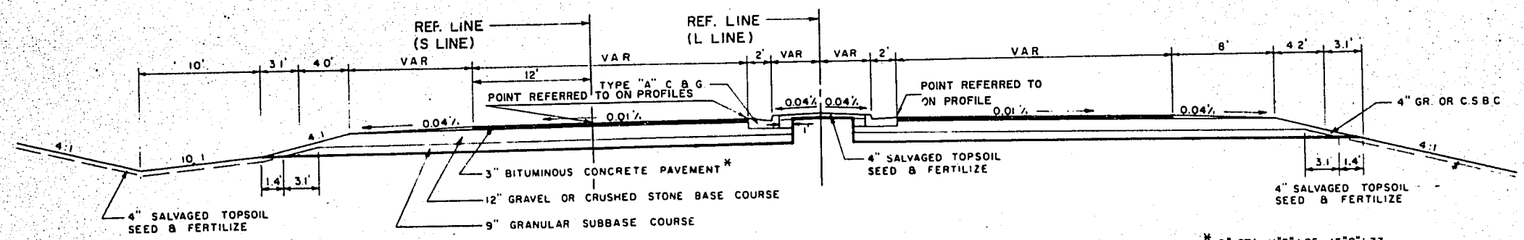
TYPICAL FINISHED SECTION
MINERAL POINT ROAD

STA. 18 L + 86 — STA. 20 L + 95



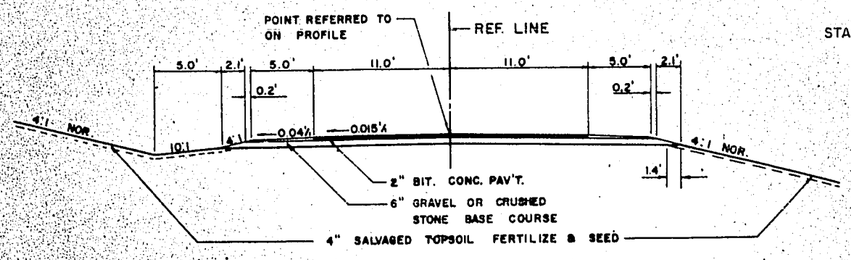
TYPICAL SECTION — MINERAL POINT ROAD ("L" LINE)

STA 16 L + 40 — STA. 18 L + 15
STA. 21 L + 75 — STA. 22 L + 00



* 2" STA. 11"S"+05 -15"S"+33

TYPICAL SECTION
MINERAL POINT ROAD (L LINE)
STA. 14 L + 86 - STA. 16 L + 40 & STA. 22 L + 00 - STA. 24 L + 70
GAMMON ROAD (S LINE)
STA. 11 S + 05 - STA. 15 S + 33 & STA. 25 S + 96 - STA. 28 S + 45

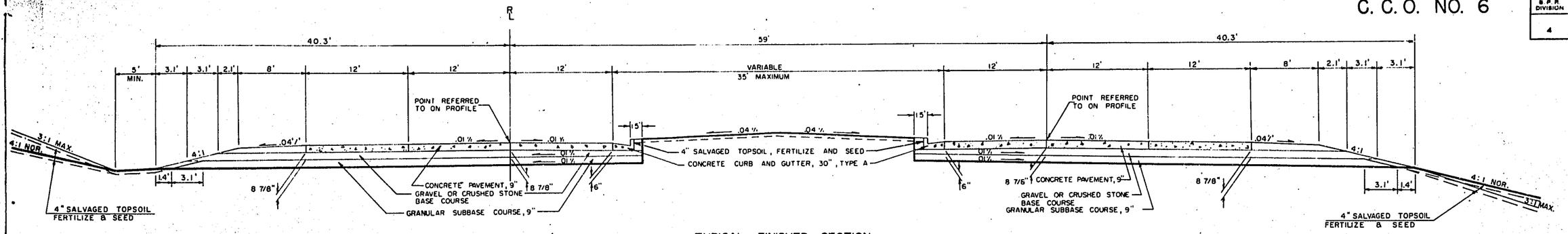


TYPICAL SECTION — FRONTAGE ROAD ("P" LINE)

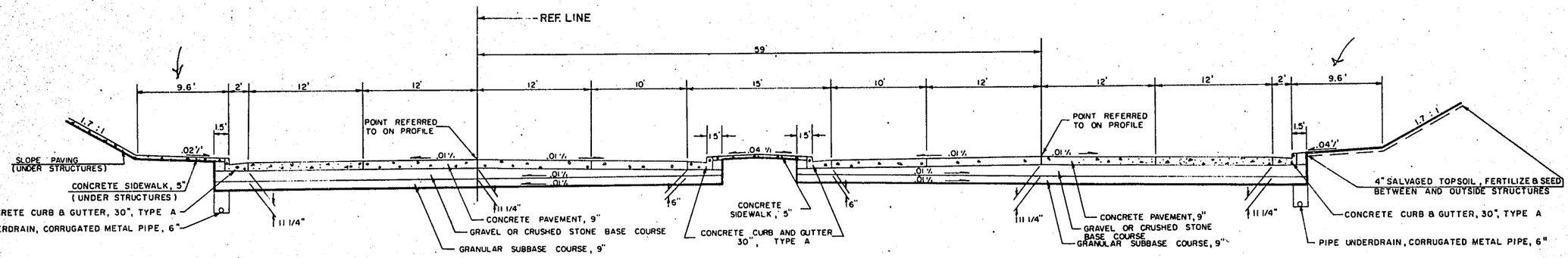
Typical Sections
For
INTERCHANGES
U. S. H. 12 DANE COUNTY
PROJECT F 04-2(39)

C. C. O. NO. 6

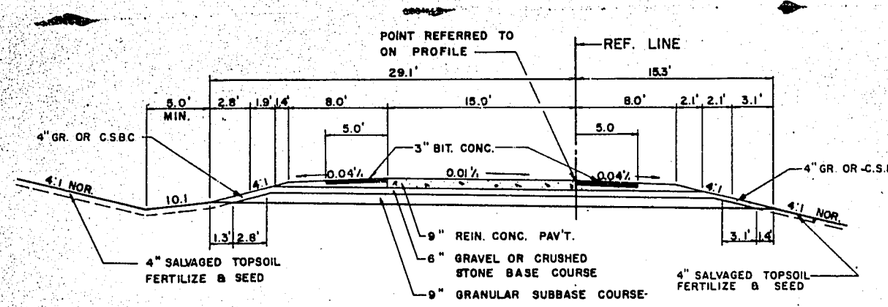
B.P.R. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	F 04-2(39)	23	171



TYPICAL FINISHED SECTION
GAMMON ROAD

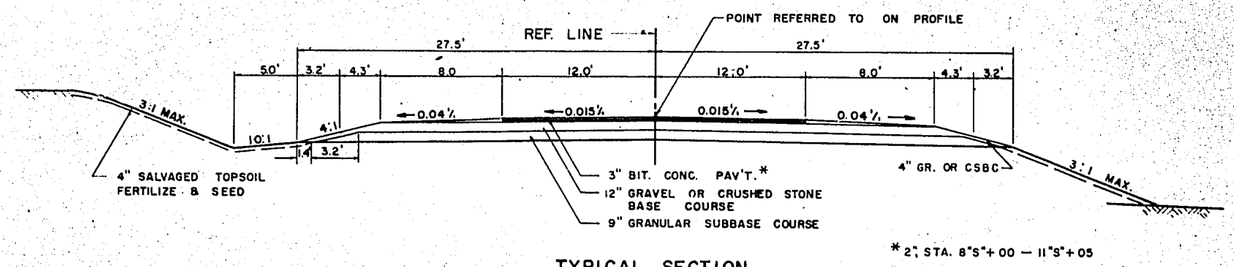


TYPICAL FINISHED SECTION
GAMMON ROAD



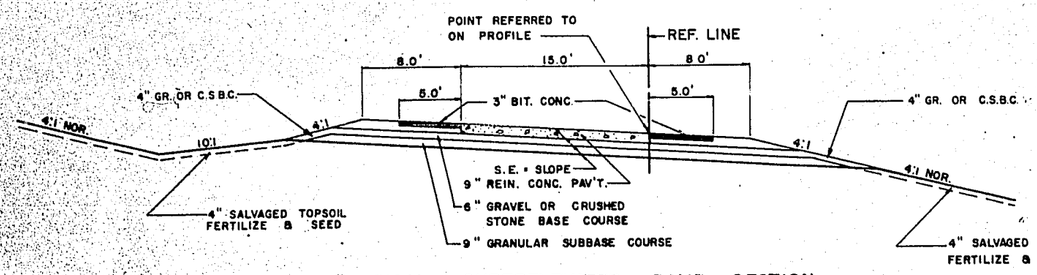
* TYPICAL RAMP SECTION

* TYPICAL RAMP SECTIONS SHOWN ARE FOR BOTH THE MINERAL POINT ROAD AND GAMMON ROAD INTERCHANGES



* 2, STA. 8+5"+00 — 11+5"+05

TYPICAL SECTION
GAMMON ROAD ("S" LINE)



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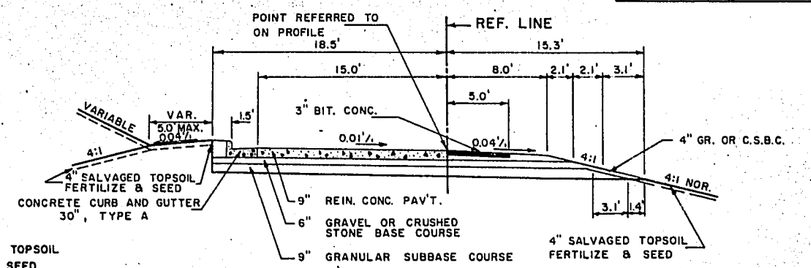
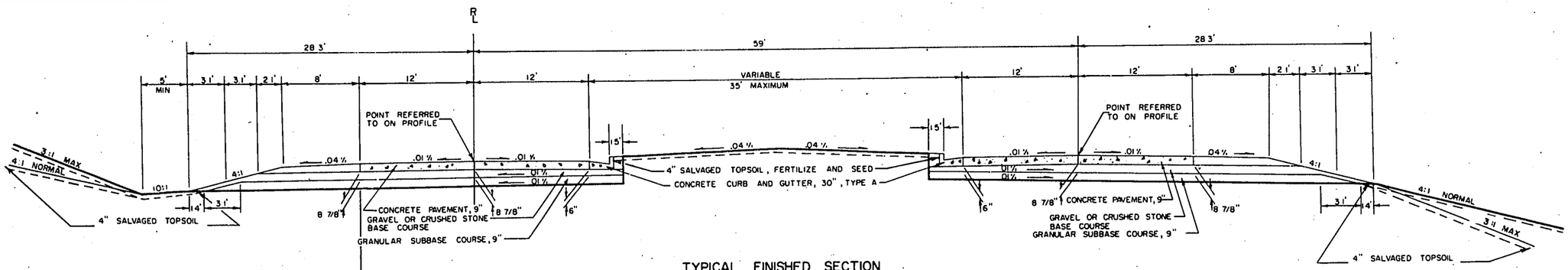


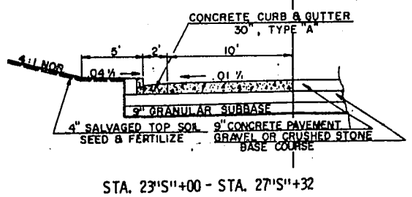
* TYPICAL RAMP SECTION WITH CURB

Typical Sections
For
INTERCHANGES
U. S. H. 12 DANE COUNTY
PROJECT F 04-2(39)

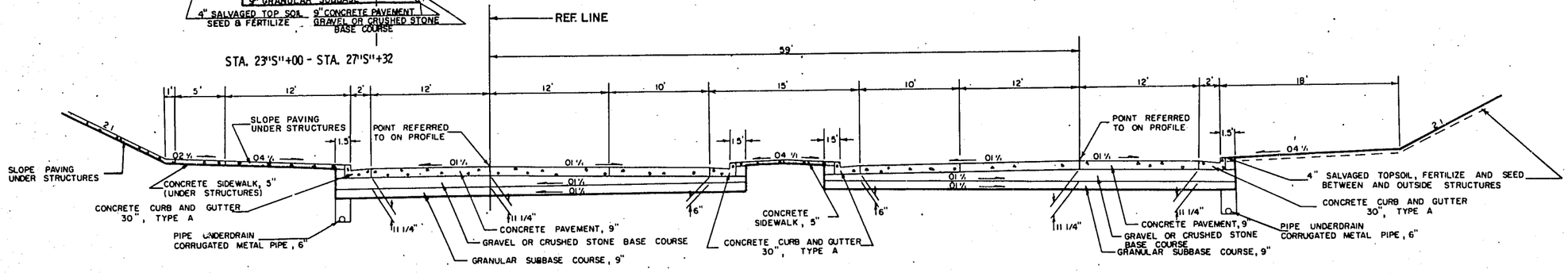
B.P.R. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	F 04-2(39)	23	171



TYPICAL FINISHED SECTION
GAMMON ROAD



STA. 23"S"+00 - STA. 27"S"+32



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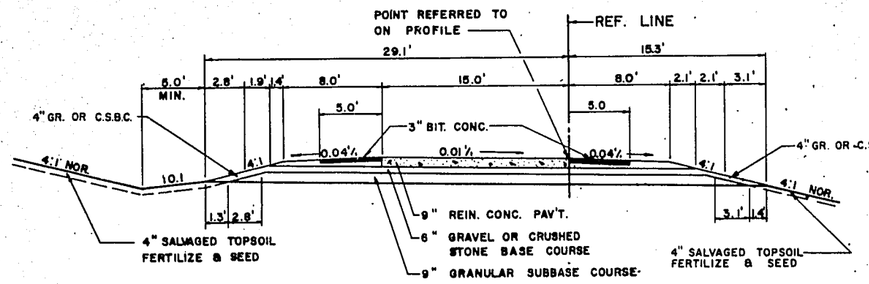
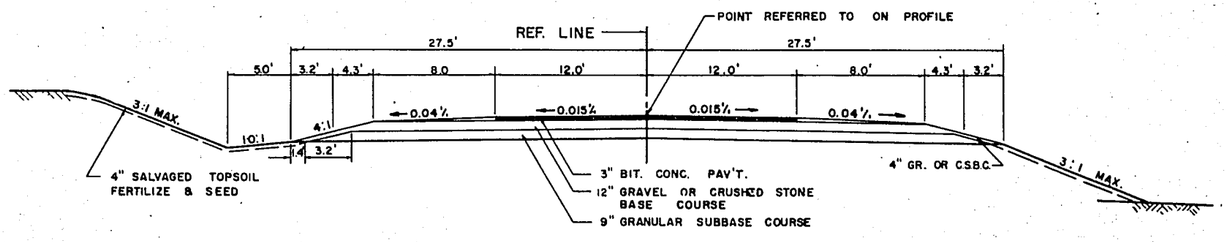
GAMMON ROAD



* TYPICAL RAMP SECTION

* TYPICAL RAMP SECTIONS SHOWN ARE FOR BOTH THE MINERAL POINT ROAD AND GAMMON ROAD INTERCHANGES



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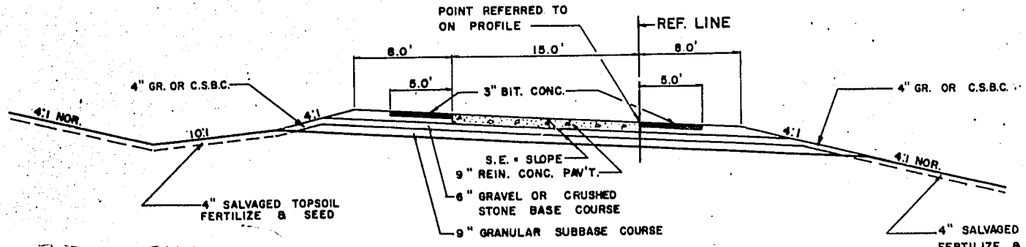
GAMMON ROAD ("S" LINE)



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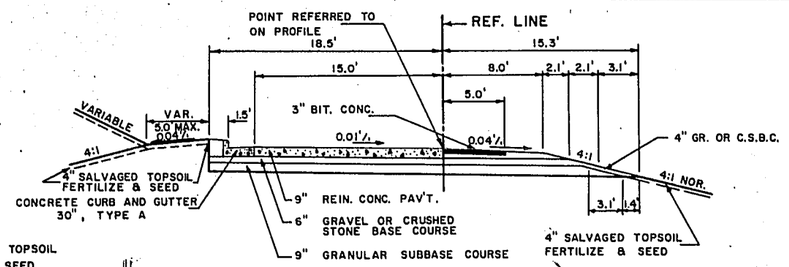
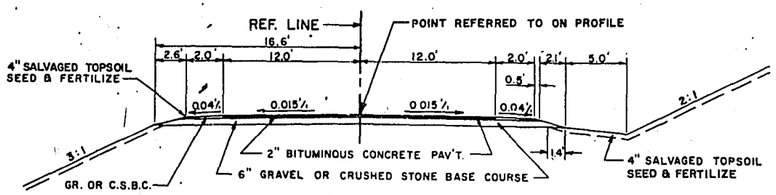


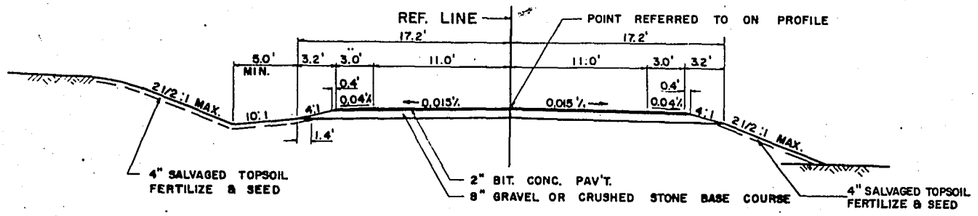
* TYPICAL RAMP SECTION WITH CURB

Typical Sections
For
INTERCHANGES
U. S. H. 12 DANE COUNTY
PROJECT F 04-2(39)

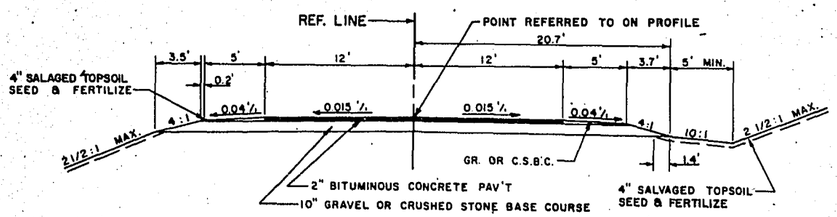
B.P.R. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	F 04-2(39)	24	171



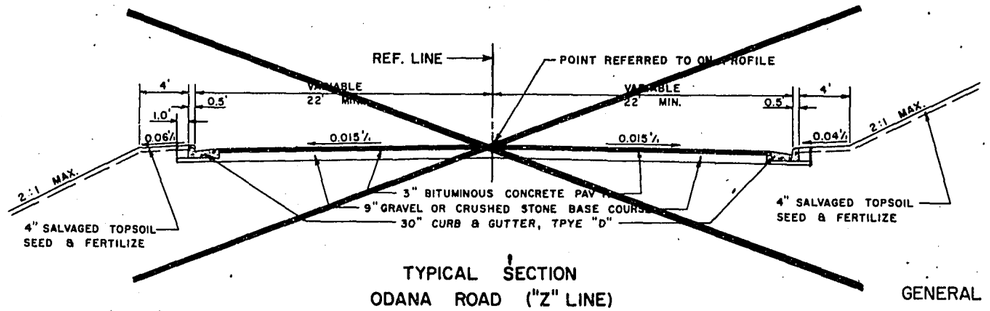
TYPICAL SECTION
TEMPORARY ROADWAYS



TYPICAL SECTION
HIGH POINT ROAD ("R" LINE)



TYPICAL SECTION
SEYBOLD ROAD ("SS" LINE)



TYPICAL SECTION
ODANA ROAD ("Z" LINE)
STA. 113"Z"+36' - STA. 120"Z"+63

STANDARD DETAIL DRAWINGS

2-1.1.12	CONCRETE PAVEMENT REINFORCEMENT
2-3.1.4	STRUCTURE APPROACH AND CONCRETE PAVEMENT APPROACH SLAB
3-1.1.7	CONCRETE CURB, GUTTER, COMBINATION CURB AND GUTTER, SURFACE DRAIN
4-4.4.8	LONGITUDINAL JOINTS - CONCRETE PAVEMENT
4-4.5.10	TRANSVERSE JOINTS - CONCRETE PAVEMENT
5-3.3.2	CATCH BASINS
5-3.4.8	CATCH BASIN AND INLET COVERS
5-3.5.2	INLETS
6-2.4.3	MORTAR RUBBLE MASONRY OR RIPRAP FOR CULVERT AND CATTLE PASS ENDWALLS
6-2.6.5	APRON ENDWALLS FOR CULVERT PIPE & PIPE ARCH
7-1.3.5	MARKER POST & MARKER POST FOR RIGHT OF WAY
7-2.4.12	STEEL PLATE BEAM GUARD & STEEL BEAM MEDIAN GUARD
7-4.1.5	CONSTRUCTION BARRICADE
8-5.1.6	METAL CONDUIT & FIBER CONDUIT
9-1.1.5	DESIGN & LAYOUT DETAILS FOR SIDE ROAD AT-GRADE INTERSECTIONS
12-1.1.2	LANDMARK REFERENCE MONUMENTS
8-3.3.7	SLOPE PAVING
10-1.1.4	WOVEN WIRE FENCE

STANDARD ABBREVIATIONS

NB	=	NORTHBOUND
SB	=	SOUTHBOUND
HP	=	HIGH POINT
ML	=	MATCHLINE
UNCL.	=	UNCLASSIFIED EXCAVATION
C.	=	CUT
F.	=	FILL
ME	=	MARSH EXCAVATION
B.	=	BORROW
L.H.E.	=	LIMITED HIGHWAY EASEMENT
C.P.	=	CULVERT PIPE
R.C.	=	REINFORCED CONCRETE
C.M.	=	CORRUGATED METAL
S.S.	=	STORM SEWER
P.C. CONC. PAV'T.	=	PORTLAND CEMENT CONCRETE PAVEMENT
BIT.CONC.	=	BITUMINOUS CONCRETE PAVEMENT
S.E.	=	SUPERELEVATION
R.O.	=	RUNOUT
E.B.S.	=	EXCAVATION BELOW SUBGRADE
C.B.	=	CATCH BASIN
M.H.	=	MANHOLE
R.H.F.	=	RIGHT HAND FORWARD
L.H.F.	=	LEFT HAND FORWARD
M.	=	MEDIAN
DT.	=	DITCH
MON.	=	MONUMENT
GR. OR C.S.B.C.	=	GRAVEL OR CRUSHED STONE BASE COURSE
W.	=	WASTE

UTILITIES

WISCONSIN TELEPHONE CO.
WISCONSIN POWER & LIGHT CO.
MADISON GAS & ELECTRIC CO.

GENERAL NOTES

ALL UNDERGROUND TANKS WITHIN THE RIGHT OF WAY WILL BE REMOVED BY THE CONTRACTOR AND PAID FOR AS UNCLASSIFIED EXCAVATION. THE LIMITS OF MEASUREMENTS FOR PAY MENT SHALL BE BOUNDED BY THE EXISTING GROUND SURFACE, THE ELEVATION OF THE BOTTOM OF THE TANKS, AND THE VERTICAL PLANES 18-INCHES OUTSIDE OF AND PARALLEL TO THE EXTREMITIES OF THESE TANKS.

CONTRACTION JOINTS IN PAVEMENT ADJACENT TO CURB AND GUTTER SHALL HAVE A MAXIMUM SPACING OF 50'± (40' MIN.) EXCEPT IF OTHERWISE SHOWN ON THE PLAN. CONTRACTION JOINTS IN RURAL TYPE PAVEMENT SHALL HAVE A MAXIMUM SPACING OF 80'(± 2') AS NOTED ON THE STANDARD DETAIL DRAWING.

NO TREES ARE TO BE REMOVED WITHOUT THE APPROVAL OF THE ENGINEER.

SHRINKAGE VARIABLE, ESTIMATED AT 30% - 35%.

SALVAGED TOPSOIL SHALL BE PLACED TO AN APPROXIMATE DEPTH OF 4" AT THE TIME OF PLACING ON ALL CUT AND FILL SLOPES.

ALL THE RIGHT OF WAY, EXCLUSIVE OF THE SUBGRADE AND AREAS ALREADY COVERED WITH SUITABLE GRASSES, SHALL BE FERTILIZED AND SEEDED. SEED AND FERTILIZE OVER THE GRAVEL TO THE FINISHED SHOULDER LINE.

CURVE DATA BASED ON ARC DEFINITION.

EXACT LOCATION OF ACCESS POINTS SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD, EXCEPT THE CONTROLLED LOCATIONS SHOWN ON THE MASTER PLAT.

WHEN THE QUANTITY OF THE ITEMS OF SUBBASE, BASE OR SURFACE COURSE IS MEASURED FOR PAYMENT BY THE TON OR CUBIC YARD, THE DEPTH OR THICKNESS OF THE COURSE SHOWN ON THE PLANS IS APPROXIMATE AND THE ACTUAL THICKNESS WILL DEPEND ON THE DISTRIBUTION OF THE MATERIAL AS DIRECTED BY THE ENGINEER.

BEARINGS SHOWN ON THIS PLAN ARE THE TRUE BEARINGS SHOWN TO THE NEAREST MINUTE.

CONSTRUCT FILLS TO THE ELEVATION OF THE TOP OF THE ABUTMENT FOOTINGS PRIOR TO CONSTRUCTION OF THE ABUTMENT.

ALL CATCH BASIN SUMPS ARE TO BE OMITTED.

WHERE 3" BITUMINOUS CONCRETE IS INDICATED ON THE PLANS, IT SHALL CONSIST OF 1-3/4" BINDER COURSE AND 1-1/4" SURFACE COURSE.

NO MARKER POSTS TO BE PLACED AT CULVERT PIPE.

BALANCE POINTS AND EARTHWORK YARDAGE SHOWN ON SHEET 3 C AND NOT SHOWN ON THE PLAN/PROFILE SHEETS.

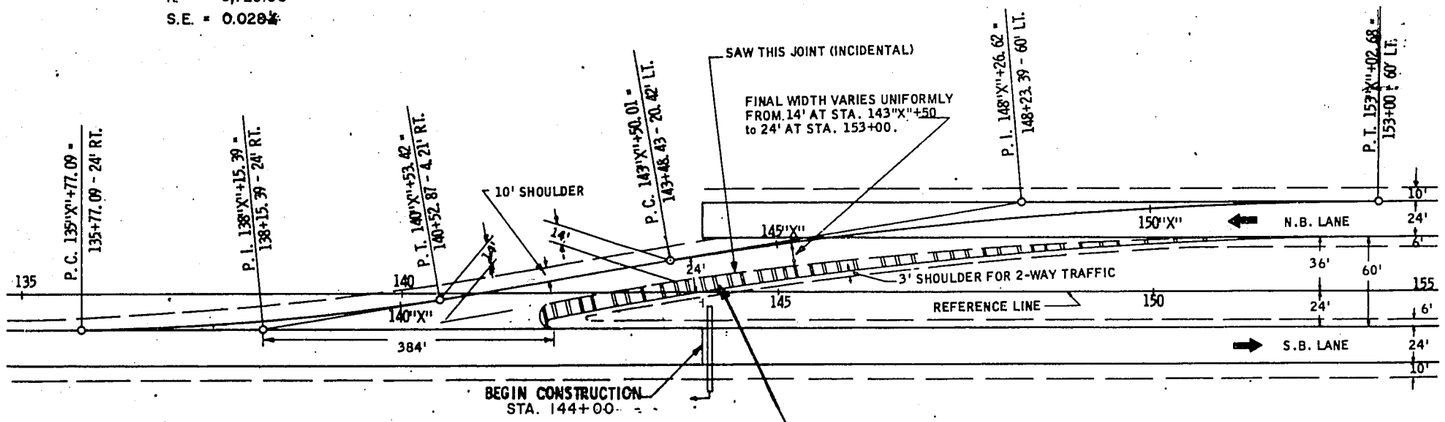
EXCAVATION BELOW SUBGRADE IS NOT USED TO BALANCE YARDAGE AND IS NOT USED ON THE CROSS SECTIONS, BUT IS MEASURED AND PAID FOR AS UNCLASSIFIED EXCAVATION.

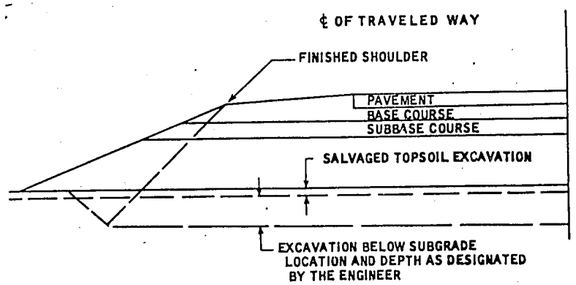
Typical Sections
For
SIDE ROADS & ODANA ROAD
U. S. H. 12 DANE COUNTY
PROJECT F 04-2(39)

B.P.R. REGION	PROJECT	SHEET NO.	TOTAL SHEETS
4	F 04-2(39)	25	171

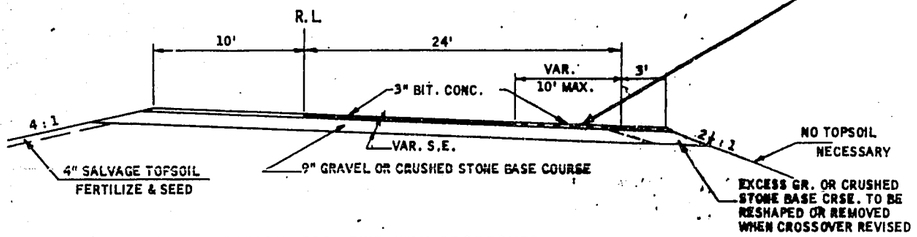
P. I. = 138"X"+15.39 = 138+15.39 = 24' RT.
I. = 175°-14'-12"
Δ. = 4°-45'-48"
D. = 1°-00' LT.
T. = 238.30'
L. = 476.33'
E. = 4.96
R. = 5,729.58'
S.E. = 0.028

P. I. = 148"X"+26.62 = 148+23.39 - 60' LT.
I. = 184°-45'-48"
Δ. = 4°-45'-48"
D. = 0°-30' RT.
T. = 476.61'
L. = 952.67'
E. = 9.91
R. = 11,459.16' S.E. = 0.01 %



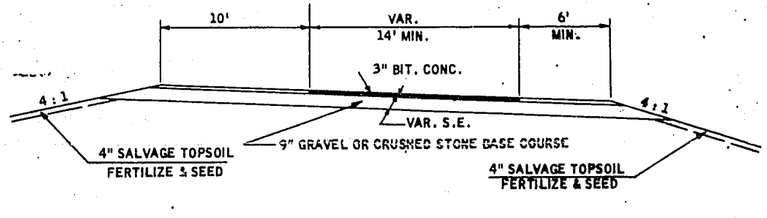


DETAIL FOR EXCAVATION BELOW SUBGRADE

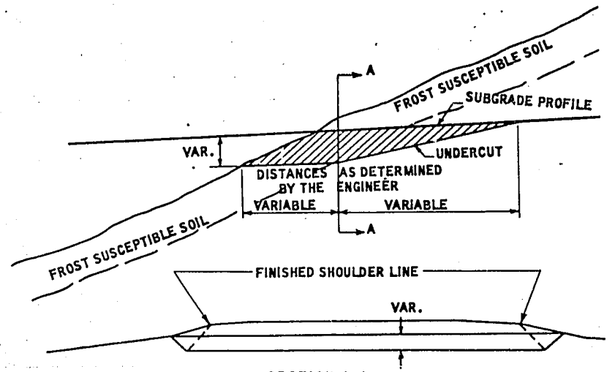


TYPICAL SECTION FOR TWO-WAY CROSSOVER

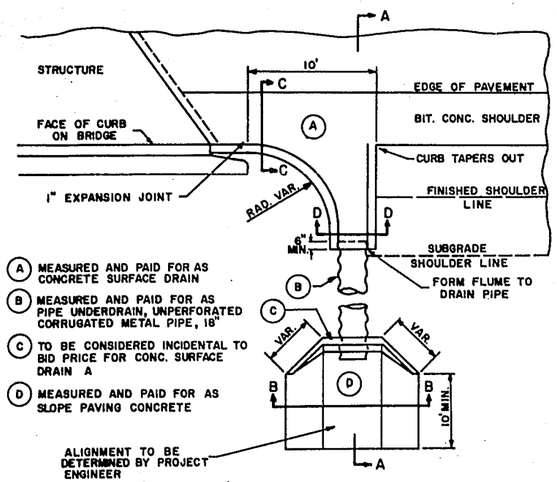
DETAIL FOR TEMPORARY CROSSOVER STA. 135 + 77 TO STA. 153+03

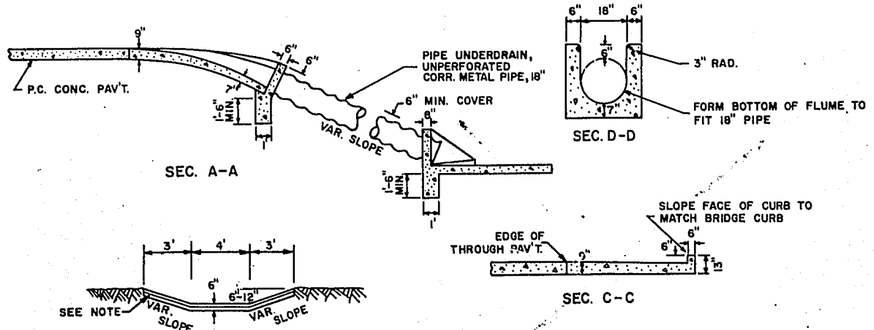


TYPICAL SECTION FOR COMPLETED CROSSOVER



SECTION A-A
CROSS SECTION SHOWING UNDERCUT
DETAIL FOR EXCAVATION AT MOUTH OF CUTS

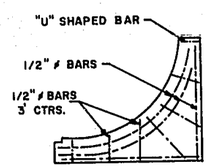




NOTE:
WELDED STEEL WIRE FABRIC, 4 GAGE 6" MESH OR EQUIVALENT. STEEL WIRE REINFORCEMENT TO BE INCLUDED IN THE BID PRICE FOR CONCRETE SLOPE PAVING.

CONSTRUCTION NOTES

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



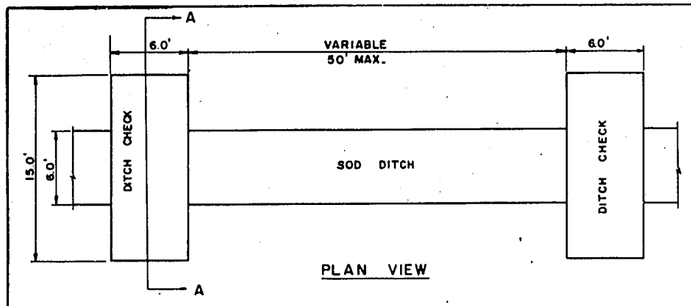
LAYOUT OF REINFORCING STEEL

REINFORCING STEEL TO BE INCLUDED IN BID PRICE FOR CONCRETE SURFACE DRAIN

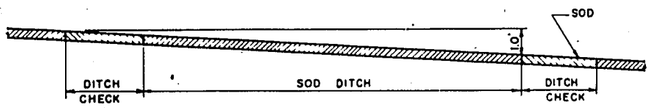
DETAIL FOR SLOPE DRAINS AT STRUCTURES

Details
For
WEST MADISON BELTLINE
U. S. H. 12 DANE COUNTY
PROJECT F 04-2(39)

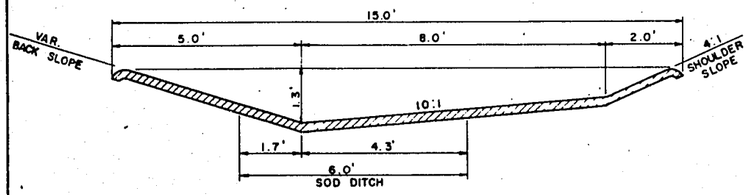
B P R DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	F 04-2(39)	26	171



PLAN VIEW

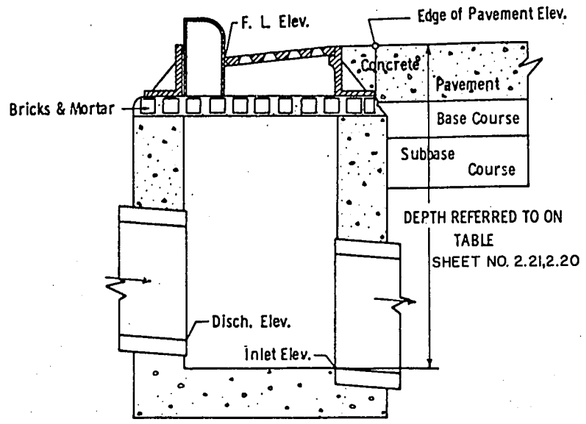


PROFILE OF DITCH GRADE

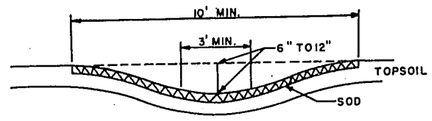


SECTION A-A

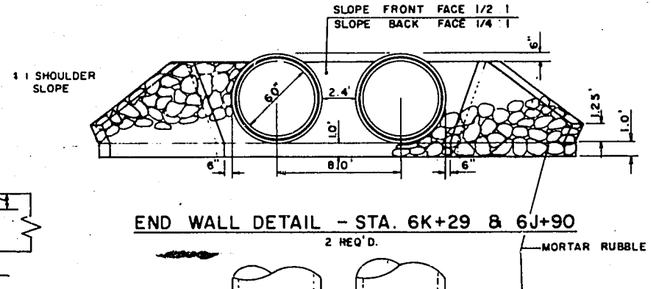
6' SOD DITCH
&
15' SOD DITCH CHECK



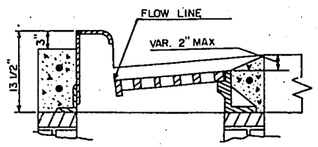
TYPICAL DETAIL OF CATCH BASINS



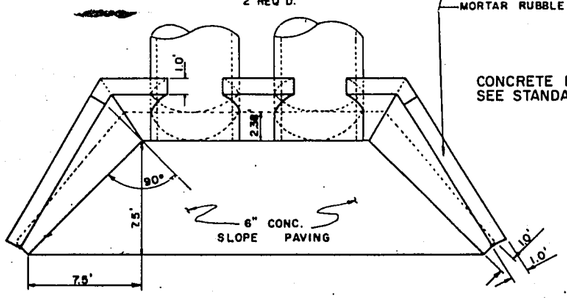
DETAIL FOR SPECIAL DITCH
37 "E" + 92
GAMMON ROAD INTERCHANGE



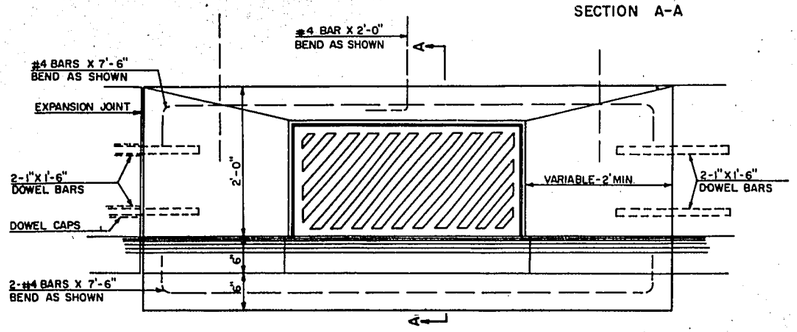
END WALL DETAIL - STA. 6K+29 & 6J+90



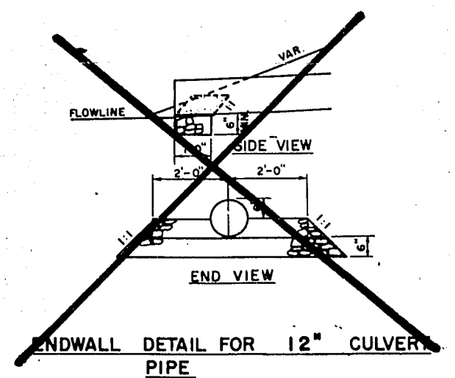
SECTION A-A



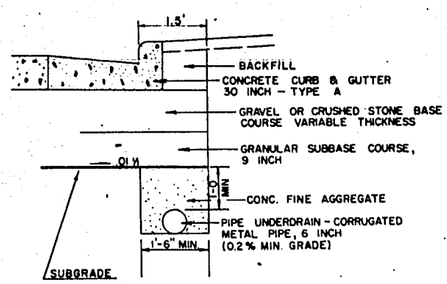
CONCRETE MASONRY MAY BE SUBSTITUTED
SEE STANDARD PLATE 6-2.4.3



CURB & GUTTER DETAIL AT CASTING



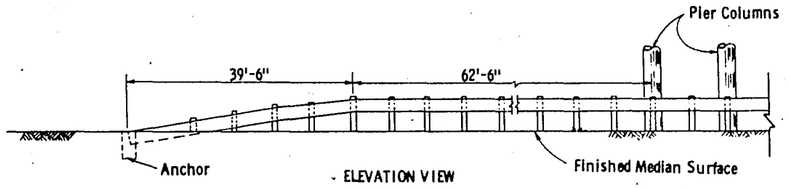
ENDWALL DETAIL FOR 12" CULVERT PIPE



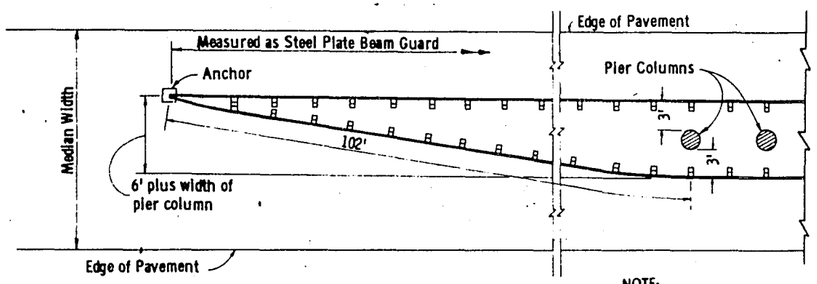
DETAIL
FOR
PIPE UNDERDRAIN

DETAILS
FOR
WEST MADISON BELTLINE
U. S. H. 12 DANE COUNTY
PROJECT F04-2(39)

B. P. R. Division	Project	Sheet Number	Total Sheets
4	F 04-2(39)	27	171



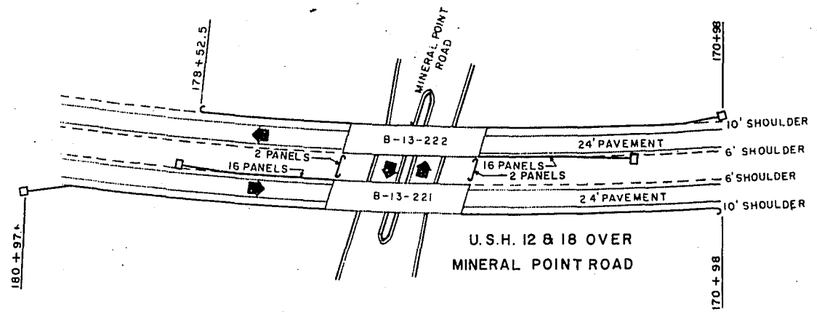
ELEVATION VIEW

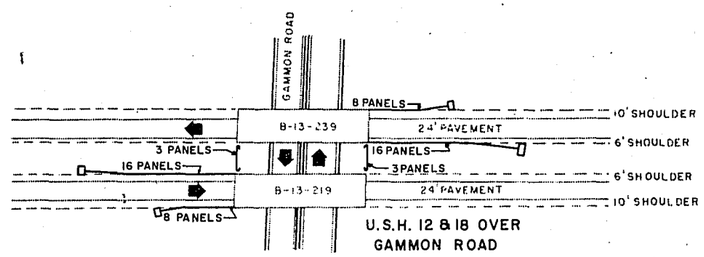


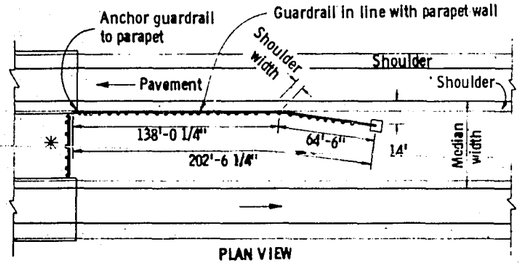
PLAN VIEW

INTRODUCED MEDIAN GUARDRAIL

NOTE:
Introduced guardrail on other side of structure identical but curved in reverse direction.

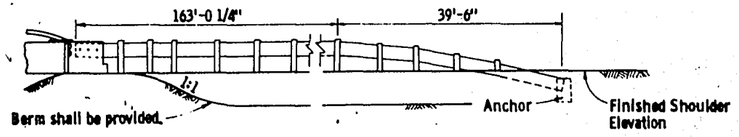






PLAN VIEW

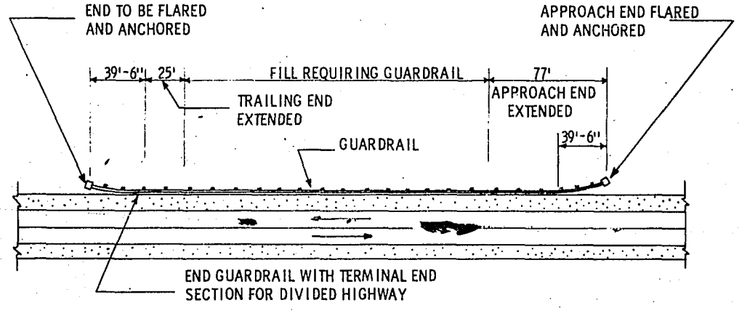
ROADWAY WIDTH EQUAL TO STRUCTURE WIDTH



ELEVATION VIEW

* Place fence behind guardrail if fencing is required. Top of fence and guardrail shall be at the same elevation. Guardrail between the structures shall have 6'-3" post spacing with Terminal End Sections.

DEPRESSED MEDIAN

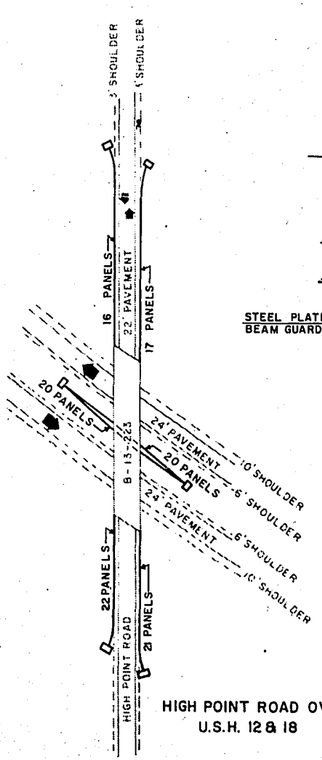


GUARDRAIL TERMINAL TREATMENT FOR ROADSIDE FILL CONSTRUCTION

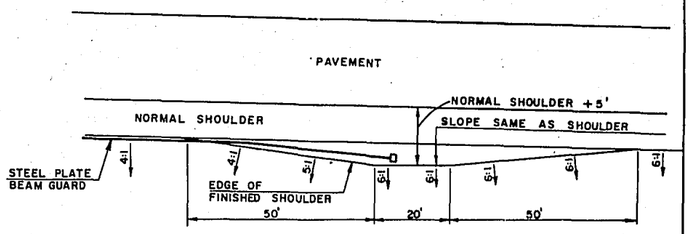
GENERAL NOTES

DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, APPLICABLE SPECIAL PROVISIONS, AND THE STANDARD DETAIL DRAWING FOR STEEL PLATE BEAM GUARD AND STEEL PLATE BEAM (MEDIAN) GUARD.

POST-FOOTING DETAIL AT PIERS SHALL BE USED WHEN GUARDRAIL POSTS ARE OVER STRUCTURE FOOTINGS AND LESS THAN 3'-6" OF EARTH IS PROVIDED OVER THE TOP OF THE FOOTING.



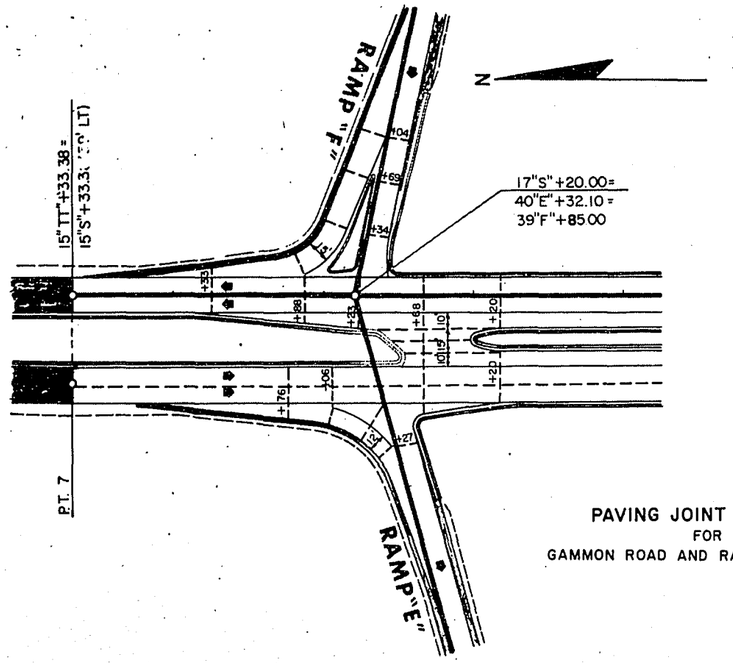
HIGH POINT ROAD OVER
U.S.H. 12 & 18

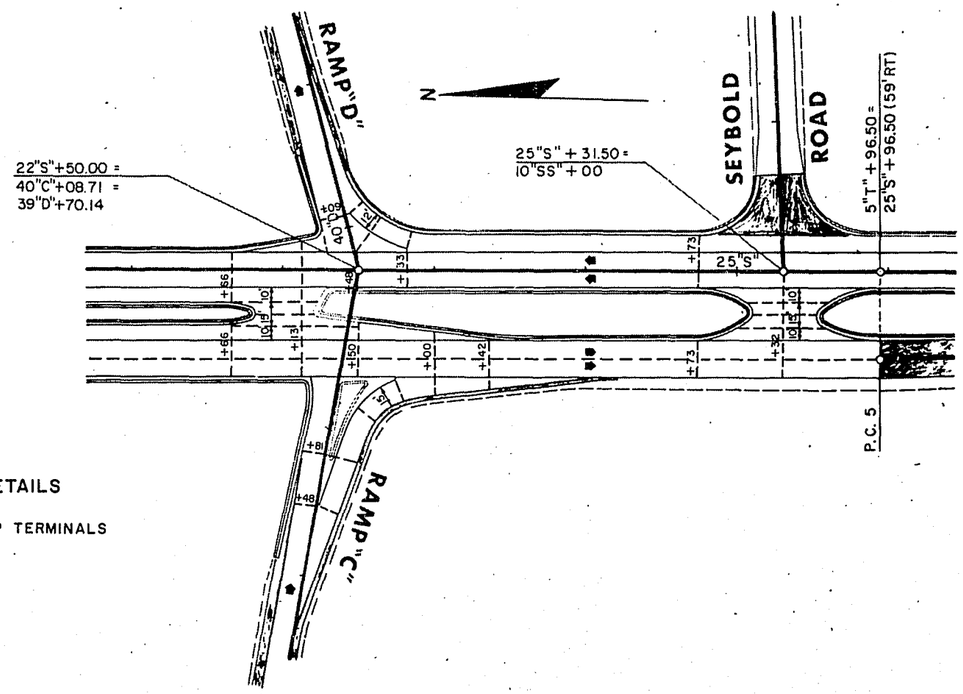


TYPICAL SHOULDER WIDENING
FOR
BEAM GUARD ANCHORS

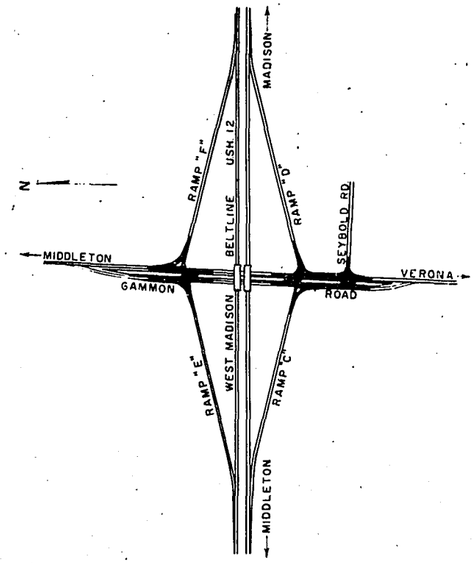
Steel Plate Beam Guard
And
Steel Plate Beam (Median) Guard
For
WEST MADISON BELT LINE
(MINERAL POINT ROAD - GILBERT ROAD SECTION)
U. S. H. 12 DANE COUNTY
PROJECT F 04-2(39)
Not to Scale

PROJECT	SHEET NUMBER	TOTAL SHEETS
F 04-2(39)	28	171

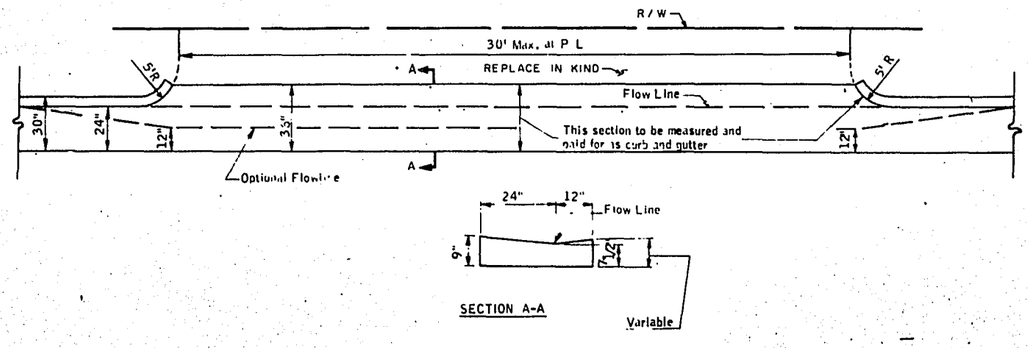




PAVING JOINT DETAILS
FOR
GAMMON ROAD AND RAMP TERMINALS



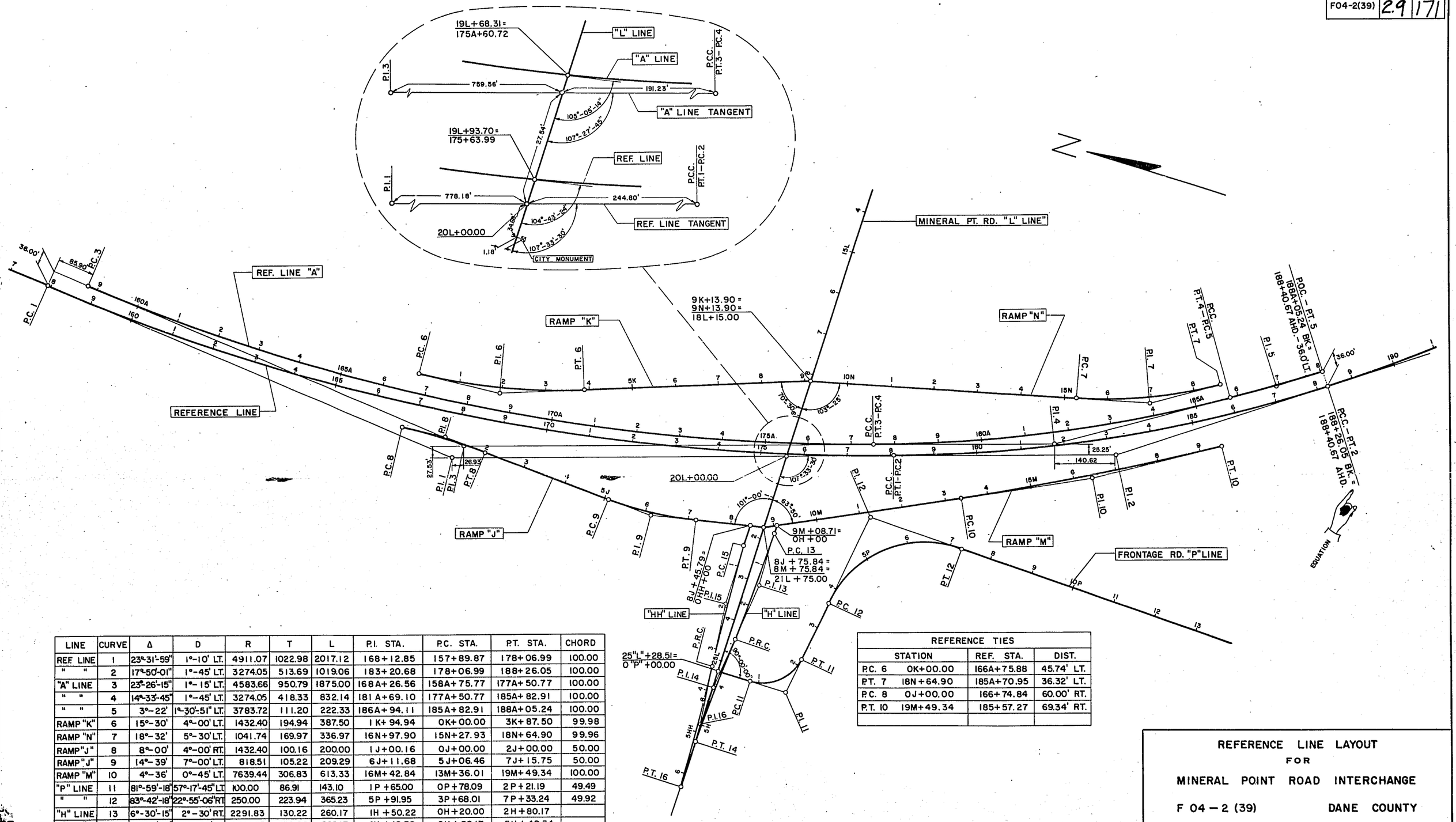
LOCATION
SKETCH



COMMERCIAL ENTRANCE

Details
For
WEST MADISON BELT LINE
U. S. H. 12 · DANE COUNTY
PROJECT F 04-2(39)

PROJECT	SHEET NUMBER	TOTAL SHEETS
F04-2(39)	2.9	171



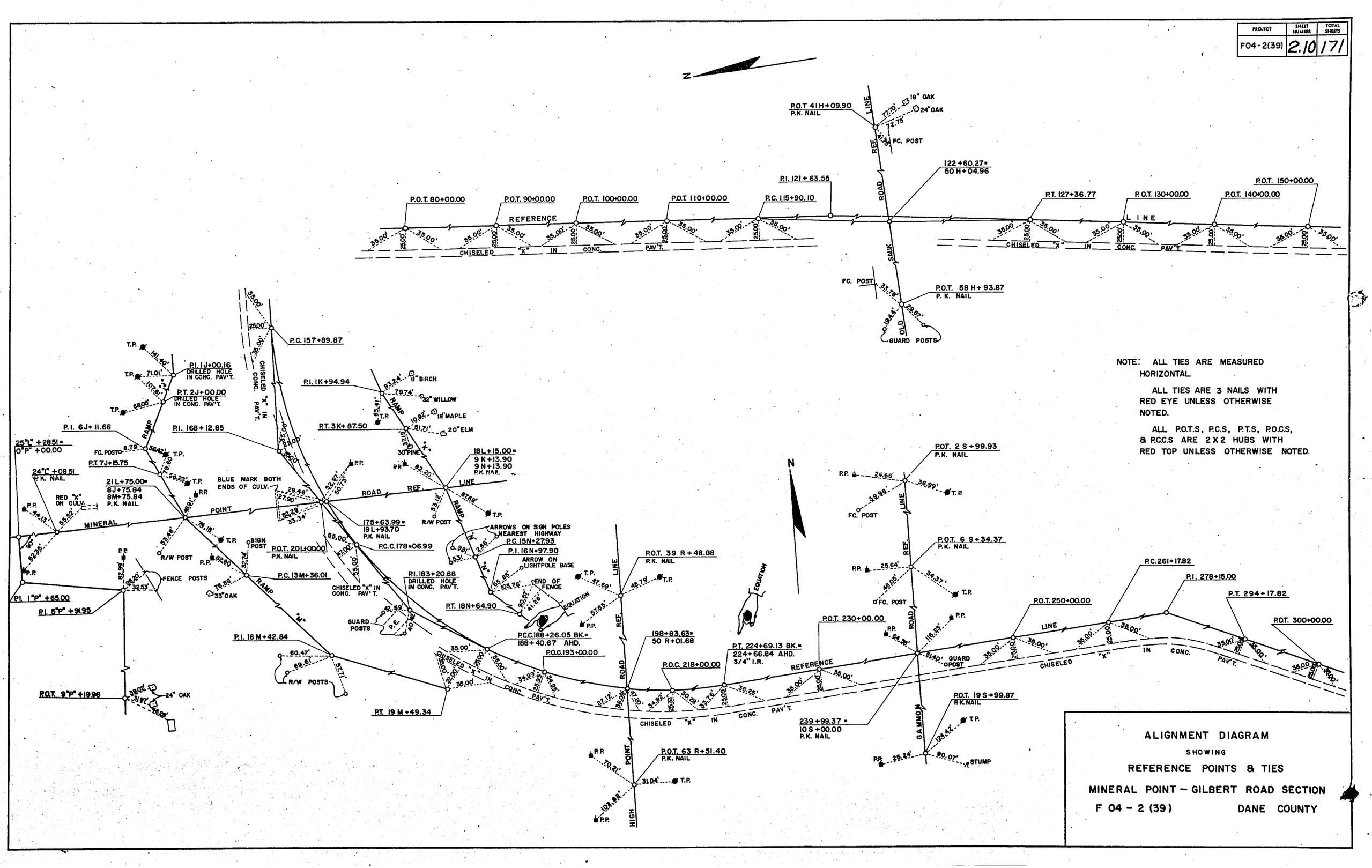
LINE	CURVE	Δ	D	R	T	L	P.I. STA.	P.C. STA.	P.T. STA.	CHORD
REF. LINE	1	23°-31'-59"	1°-10' LT.	4911.07	1022.98	2017.12	168+12.85	157+89.87	178+06.99	100.00
" "	2	17°-50'-01"	1°-45' LT.	3274.05	513.69	1019.06	183+20.68	178+06.99	188+26.05	100.00
"A" LINE	3	23°-26'-15"	1°-15' LT.	4583.66	950.79	1875.00	168A+26.56	158A+75.77	177A+50.77	100.00
" "	4	14°-33'-45"	1°-45' LT.	3274.05	418.33	832.14	181A+69.10	177A+50.77	185A+82.91	100.00
" "	5	3°-22'	1°-30'-51" LT.	3783.72	111.20	222.33	186A+94.11	185A+82.91	188A+05.24	100.00
RAMP "K"	6	15°-30'	4°-00' LT.	1432.40	194.94	387.50	1K+94.94	0K+00.00	3K+87.50	99.98
RAMP "N"	7	18°-32'	5°-30' LT.	1041.74	169.97	336.97	16N+97.90	15N+27.93	18N+64.90	99.96
RAMP "J"	8	8°-00'	4°-00' RT.	1432.40	100.16	200.00	1J+00.16	0J+00.00	2J+00.00	50.00
RAMP "J"	9	14°-39'	7°-00' LT.	818.51	105.22	209.29	6J+11.68	5J+06.46	7J+15.75	50.00
RAMP "M"	10	4°-36'	0°-45' LT.	7639.44	306.83	613.33	16M+42.84	13M+36.01	19M+49.34	100.00
"P" LINE	11	81°-59'-18"	57°-17'-45" LT.	100.00	86.91	143.10	1P+65.00	0P+78.09	2P+21.19	49.49
" "	12	83°-42'-18"	22°-55'-06" RT.	250.00	223.94	365.23	5P+91.95	3P+68.01	7P+33.24	49.92
"H" LINE	13	6°-30'-15"	2°-30' RT.	2291.83	130.22	260.17	1H+50.22	0H+20.00	2H+80.17	
" "	14	6°-30'-15"	2°-30' LT.	2291.83	130.22	260.17	4H+10.39	2H+80.17	5H+40.34	
"HH" LINE	15	5°-49'-00"	2°-00' LT.	2864.79	145.54	290.83	1HH+94.50	0HH+48.96	3HH+39.79	
" "	16	5°-49'-00"	2°-00' RT.	2864.79	145.54	290.83	4HH+85.33	3HH+39.79	6HH+30.62	

NOTE : CURVE DATA BASED ON ARC DEFINITION

REFERENCE TIES			
STATION		REF. STA.	DIST.
P.C. 6	0K+00.00	166A+75.88	45.74' LT.
P.T. 7	18N+64.90	185A+70.95	36.32' LT.
P.C. 8	0J+00.00	166+74.84	60.00' RT.
P.T. 10	19M+49.34	185+57.27	69.34' RT.

REFERENCE LINE LAYOUT
FOR
MINERAL POINT ROAD INTERCHANGE
F 04 – 2 (39) DANE COUNTY

PROJECT	SHEET NUMBER	TOTAL SHEETS
F04-2(39)	2.10	171



NOTE: ALL TIES ARE MEASURED HORIZONTAL.

ALL TIES ARE 3 NAILS WITH RED EYE UNLESS OTHERWISE NOTED.

ALL P.O.T.S, P.C.S, P.T.S, P.O.C.S, & P.C.C.S ARE 2X2 HUBS WITH RED TOP UNLESS OTHERWISE NOTED.

ALIGNMENT DIAGRAM

SHOWING

REFERENCE POINTS & TIES

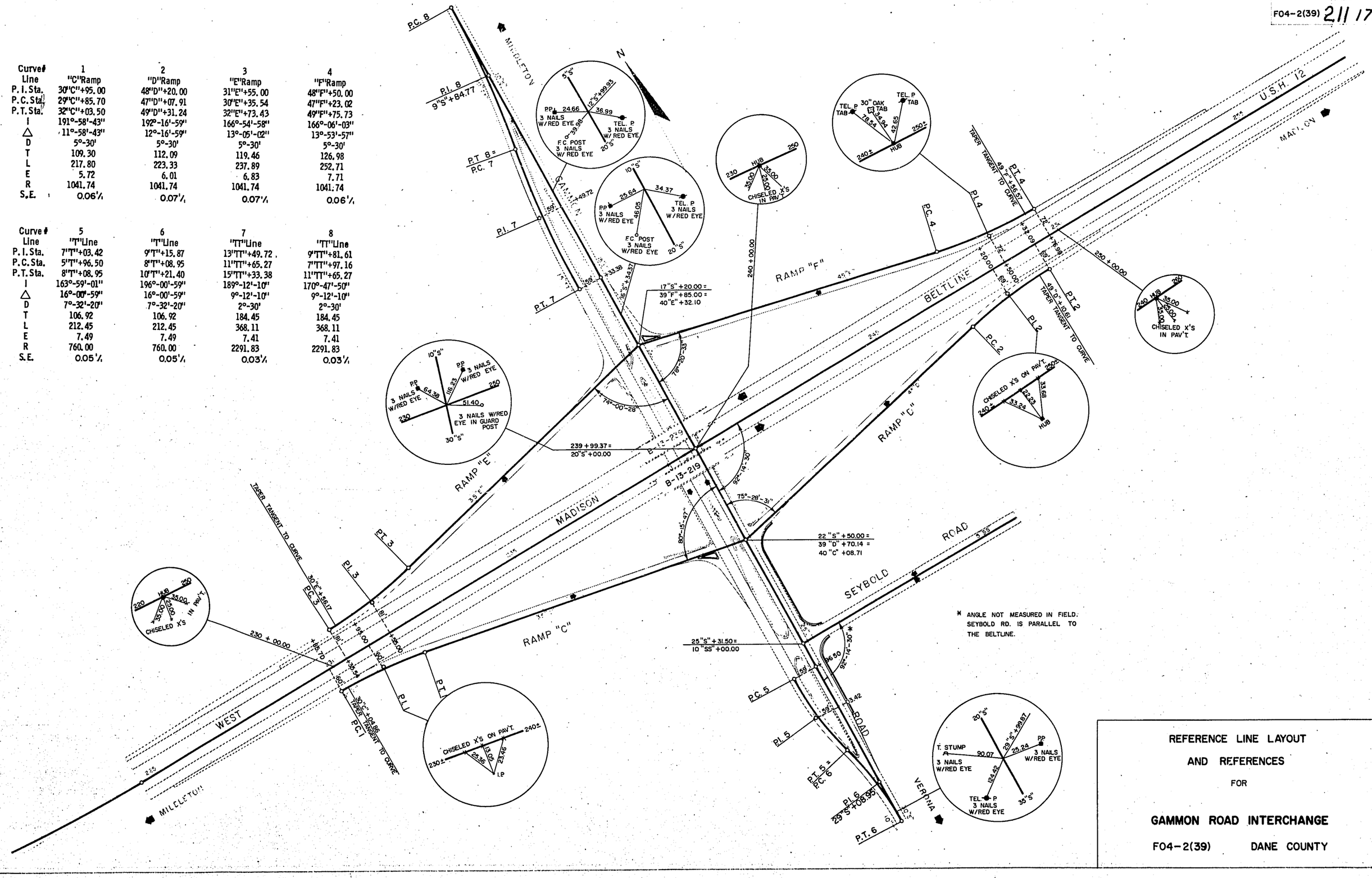
MINERAL POINT – GILBERT ROAD SECTION

F 04 – 2 (39) DANE COUNTY

F04-2(39) 211 171

Curve #	1	2	3	4
Line	"C" Ramp	"D" Ramp	"E" Ramp	"F" Ramp
P. I. Sta.	30"C"+95.00	48"D"+20.00	31"E"+55.00	48"F"+50.00
P. C. Sta.	29"C"+85.70	47"D"+07.91	30"E"+35.54	47"F"+23.02
P. T. Sta.	32"C"+03.50	49"D"+31.24	32"E"+73.43	49"F"+75.73
I	191°-58'-43"	192°-16'-59"	166°-54'-58"	166°-06'-03"
△	11°-58'-43"	12°-16'-59"	13°-05'-02"	13°-53'-57"
D	5°-30'	5°-30'	5°-30'	5°-30'
T	109.30	112.09	119.46	126.98
L	217.80	223.33	237.89	252.71
E	5.72	6.01	6.83	7.71
R	1041.74	1041.74	1041.74	1041.74
S.E.	0.06%	0.07%	0.07%	0.06%

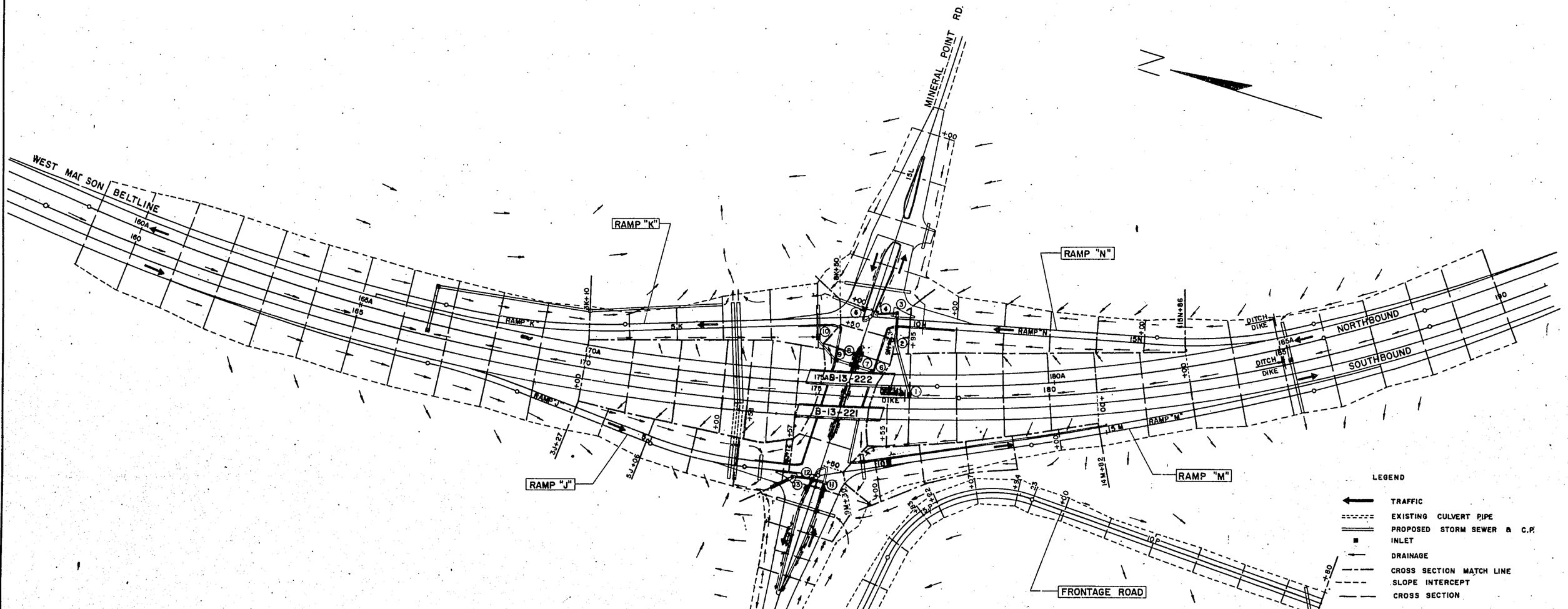
Curve #	5	6	7	8
Line	"T" Line	"T" Line	"TT" Line	"TT" Line
P. I. Sta.	7"T"+03.42	9"T"+15.87	13"TT"+49.72	9"TT"+81.61
P. C. Sta.	5"T"+96.50	8"T"+08.95	11"TT"+65.27	7"TT"+97.16
P. T. Sta.	8"T"+08.95	10"T"+21.40	15"TT"+33.38	11"TT"+65.27
I	163°-59'-01"	196°-00'-59"	189°-12'-10"	170°-47'-50"
△	16°-00'-59"	16°-00'-59"	9°-12'-10"	9°-12'-10"
D	7°-32'-20"	7°-32'-20"	2°-30'	2°-30'
T	106.92	106.92	184.45	184.45
L	212.45	212.45	368.11	368.11
E	7.49	7.49	7.41	7.41
R	760.00	760.00	2291.83	2291.83
S.E.	0.05%	0.05%	0.03%	0.03%



REFERENCE LINE LAYOUT AND REFERENCES FOR GAMMON ROAD INTERCHANGE

F04-2(39) DANE COUNTY

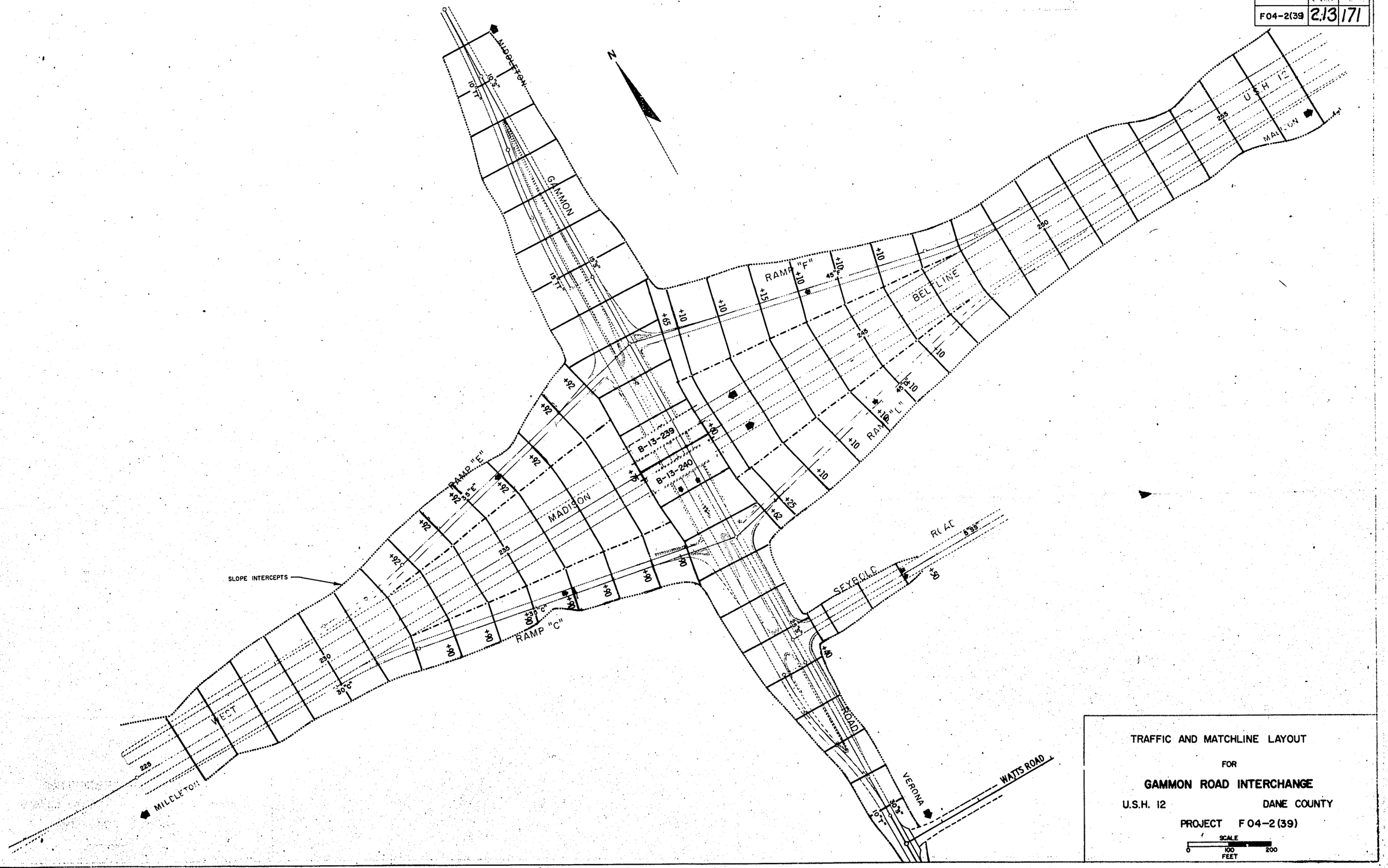
PROJECT	SHEET NUMBER	TOTAL SHEETS
F04-2(39)	2.12	171



TRAFFIC, DRAINAGE, AND MATCHLINE LAYOUT FOR MINERAL POINT ROAD INTERCHANGE WEST MADISON BELTLINE

F 04 – 2 (39) DANE COUNTY

F04-2(39	2.13	171



TRAFFIC AND MATCHLINE LAYOUT

FOR

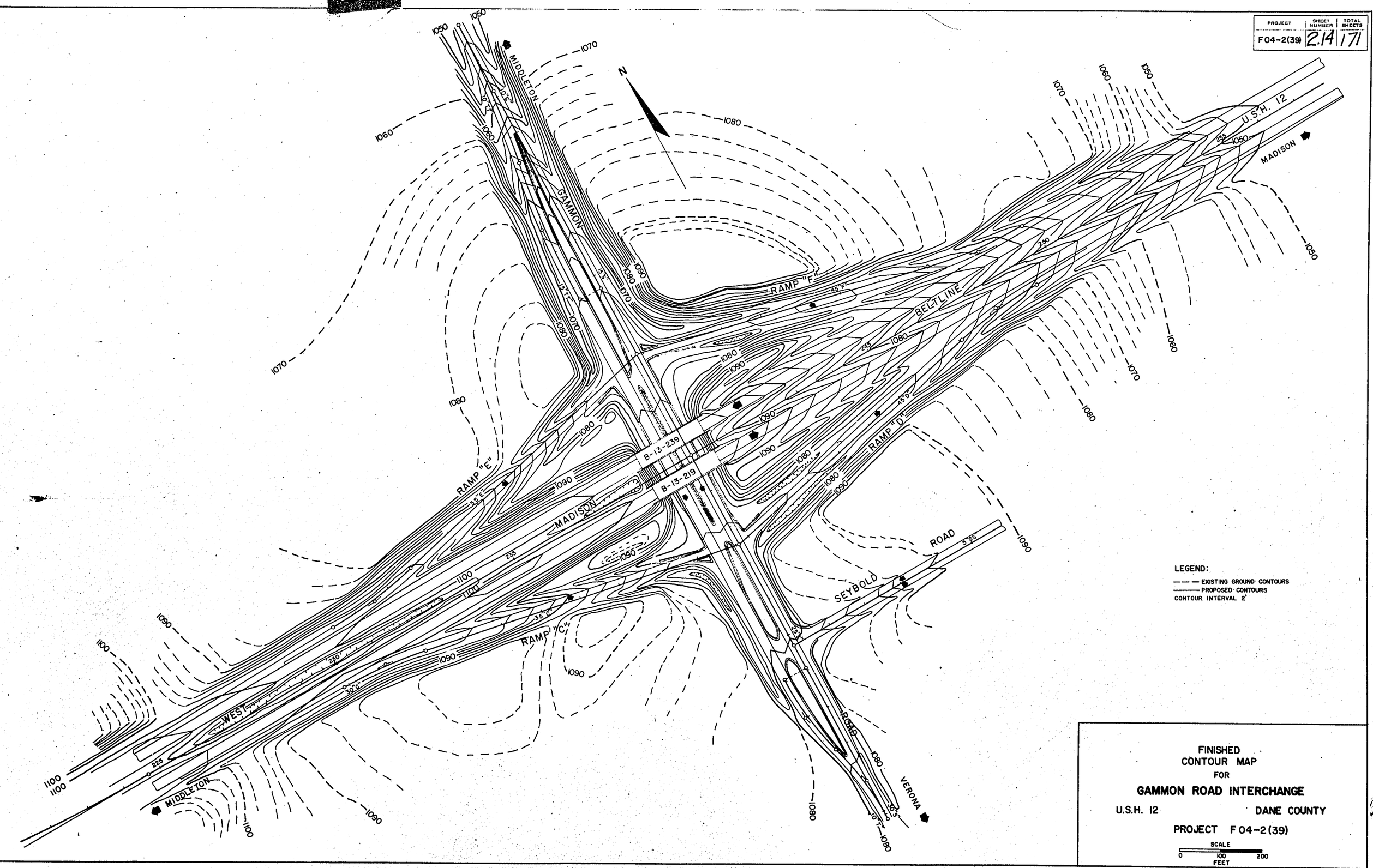
GAMMON ROAD INTERCHANGE

U.S.H. 12 DANE COUNTY

PROJECT F 04-2 (39)

SCALE
0 100 200
FEET

PROJECT	SHEET NUMBER	TOTAL SHEETS
F04-2(39)	2.14	171



LEGEND:

— — — EXISTING GROUND CONTOURS

——— PROPOSED CONTOURS

CONTOUR INTERVAL 2'

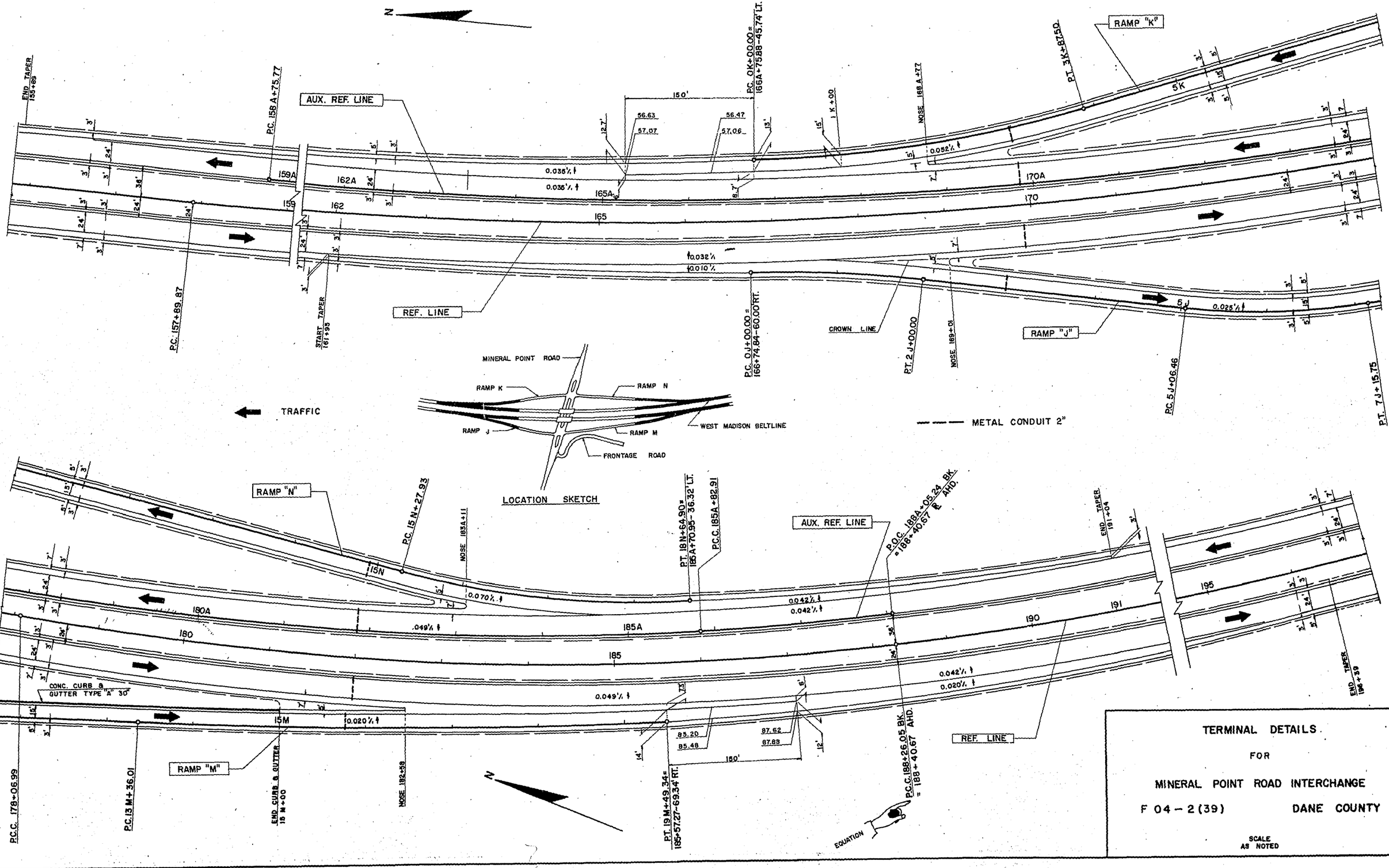
FINISHED
CONTOUR MAP
FOR
GAMMON ROAD INTERCHANGE

U.S.H. 12 DANE COUNTY

PROJECT F 04-2(39)

SCALE
0 100 200
FEET

PROJECT	SHEET NUMBER	TOTAL SHEETS
F04-2(39)	2.15	171



TERMINAL DETAILS

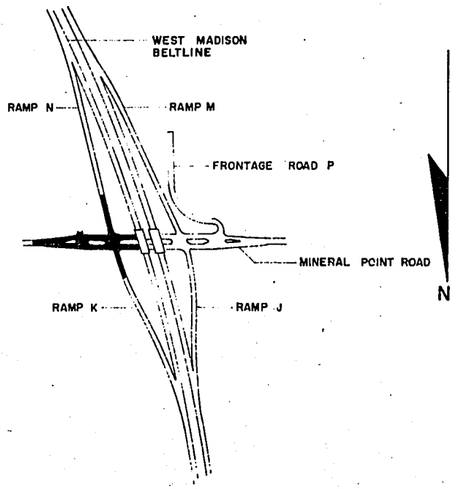
FOR

MINERAL POINT ROAD INTERCHANGE

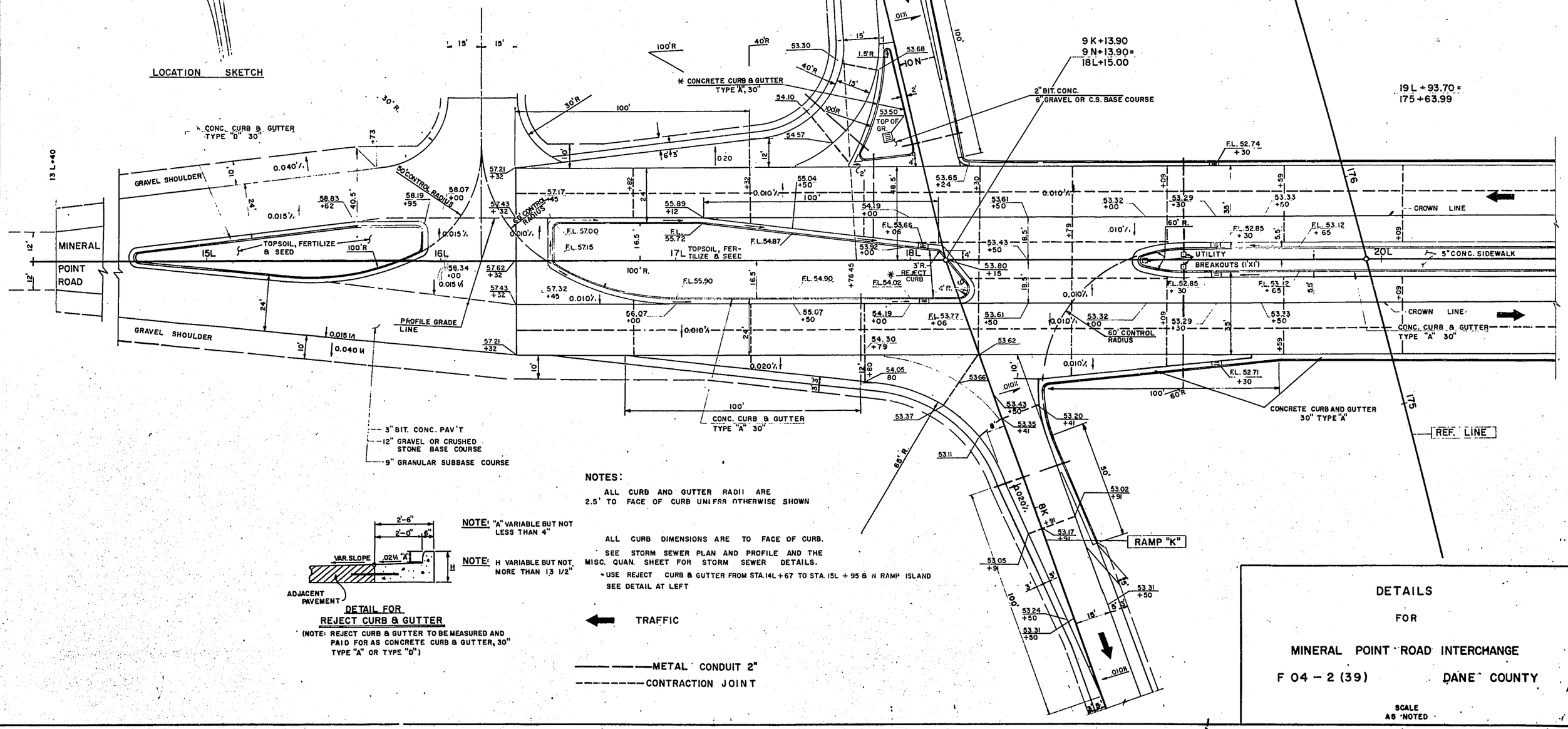
F 04 - 2 (39) DANE COUNTY

SCALE AS NOTED

PROJECT	SHEET NUMBER	TOTAL SHEETS
F04-2(39)	2.16	171



LOCATION SKETCH



NOTES:

ALL CURB AND GUTTER RADII ARE 2.5' TO FACE OF CURB UNLESS OTHERWISE SHOWN

ALL CURB DIMENSIONS ARE TO FACE OF CURB.

SEE STORM SEWER PLAN AND PROFILE AND THE MISC. QUAN. SHEET FOR STORM SEWER DETAILS.

+USE REJECT CURB & GUTTER FROM STA.14L+67 TO STA. 15L + 95 & N RAMP ISLAND SEE DETAIL AT LEFT

TRAFFIC

———— METAL CONDUIT 2"

– – – – – – – – CONTRACTION JOINT

NOTE: "A" VARIABLE BUT NOT LESS THAN 4"

NOTE: H VARIABLE BUT NOT MORE THAN 13 1/2"

DETAIL FOR REJECT CURB & GUTTER

(NOTE: REJECT CURB & GUTTER TO BE MEASURED AND PAID FOR AS CONCRETE CURB & GUTTER, 30" TYPE "A" OR TYPE "D")

DETAILS

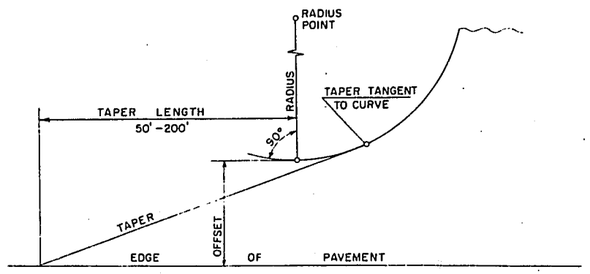
FOR

MINERAL POINT ROAD INTERCHANGE

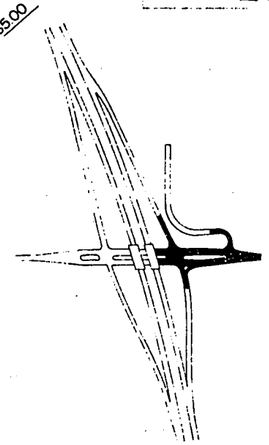
F 04 – 2 (39) DANE COUNTY

SCALE AS NOTED

PROJECT	SHEET NUMBER	TOTAL SHEETS
F04-2(39)	2.17	171



TYPICAL DESIGN AND LAYOUT DETAIL OF TAPER AT INTERSECTIONS AND RAMP TERMINALS



LOCATION SKETCH

CONC. CURB & GUTTER TYPE "A" 30"

RAMP "M"

9"M"+08.71 = 0"H"+00

P.C. 0"H"+20

P.I. 1"H"+50.22

P.C. 0"P"+78.09

P.R.C. 2"H"+80.17

P.I. 1"P"+65.00

P.T. 2"P"+21.19

25"L"+28.51 = 0"P"+00

P.I. 4"H"+10.39 = 25"L"+69.49

P.R.C. 3"HH"+39.79

19 "L" +93.70 = 175 + 63.99

CONCRETE CURB AND GUTTER, 30" TYPE A

8"M"+75.84 = 8"J"+75.84 = 21"L"+75.00

REF. LINE

8"J"+45.79 = 0"HH"+00

RAMP "J"

2" BIT. CONC 6 GR OR C S BASE COURSE REJECT CURB AROUND ISLAND CONCRETE CURB AND GUTTER, 30" TYPE A

P.C. 0"HH"+48.96

P.I. 4"HH"+85.33 = 26"L"+64.81

P.I. 1"HH"+94.50

EXISTING CULVERTS

END CONST.

P.T. 5"H"+40.34 = 26"L"+99.71

P.T. 6"HH"+30.62 = 28"L"+10.35

P.T. 7"J"+15.75

TAPER TANGENT TO CURVE STA 5J+76.01

UTILITY BREAKOUTS (1' X 1')

UTILITY BREAKOUT

5" CONC. SIDEWALK

CROWN LINE

60' CONTROL RADIUS

PC CONC PAVEMENT

BITUMINOUS CONC PAVEMENT

CONC CURB & GUTTER 30" TYPE "A"

CONC CURB & GUTTER 30" TYPE "D"

*REJECT CURB

TOPSOIL, FERTILIZE & SEED

TOP OF GRATE

ALL CURB AND GUTTER RADII ARE 2.5' TO FACE OF CURB UNLESS OTHERWISE SHOWN.

ALL CURB DIMENSIONS ARE TO FACE OF CURB.

SEE STORM SEWER PLAN AND PROFILE AND THE MISC. QUAN. SHEET FOR STORM SEWER DETAILS.

CONTRACTION JOINT
TRAFFIC
3" BIT. CONC. PAV'T.
METAL CONDUIT. 2"

* SEE REJECT CURB AND GUTTER DETAIL SHEET 2.18

DETAILS
FOR
MINERAL POINT ROAD INTERCHANGE
F 04-2(39) DANE COUNTY

SCALE AS NOTED

PROJECT	SHEET NUMBER	TOTAL SHEETS
F04-2(39)	2,18	171

N

EQUATION

P.T. 224 +69.13 BK. =
224 +66.84 AHD

1050' TAPER

+85.54
98.19

+85.54
98.43

+00
97.17

P.C. 30"E" +35.54
230 +35.54 (81' LT.)
PCC. 30"E" +56.17
TAPER TAN TO CURVE

P.T. 32"E" +73.48

RAMP "E" 0.01% 35"E"

NORTHBOUND

+85.54
98.55

+00
97.67

P.I. 31"E" +55.00 =
231 +55.00 (81' LT.)

220 225 230 235

SOUTHBOUND

480' TAPER

+00
97.90

P.C. 29"C" +85.70 =
229 +85.70 (60 RT.)
P.C.C. 30"C" +04.95
TAPER TAN. TO CURVE

"C" +77
97.46

P.I. 30"C" +95.00
230 +95.00 (60' RT.)

"C" +77
96.50

"C" +77
97.40

RAMP "C" 0.01 35"C"

P.T. 32"C" +03.50

45"F" RAMP "F"

P.C. 47"F" +23.02

"F" +80
71.25

P.C.C. 49"F" +56.57
TAPER TAN. TO CURVE
P.T. 49"F" +75.73 =
249 +76.98 (72' LT.)

+00
68.15

480' TAPER

P.I. 48"F" +50.00 =
248 +50.96 (72' LT.)

"F" +80
72.51

NORTHBOUND

245 250 255 260

P.I. 48"D" +20.00 =
248 +20.00 (69' RT.)

+00
67.73

+91.24
65.51

SOUTHBOUND

0.02%

150'

+81.24
65.27

1050' TAPER

45"D" RAMP "D"

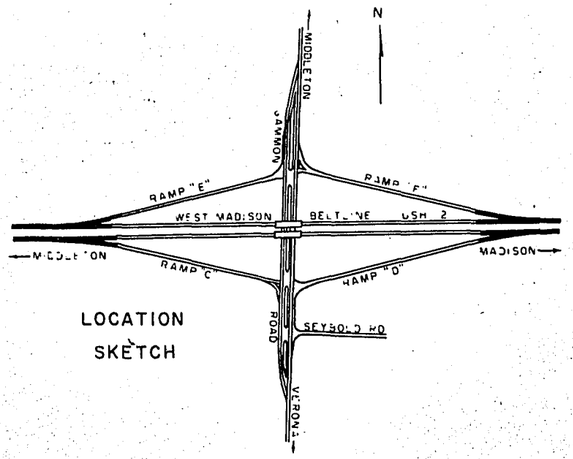
P.C. 47"D" +07.51

P.C.C. 49"D" +10.61
TAPER TAN. TO CURVE
P.T. 49"D" +31.24 =
249 +32.09 (69' RT.)

+00
67.35

— — — METAL CONDUIT 2"

LOCATION SKETCH



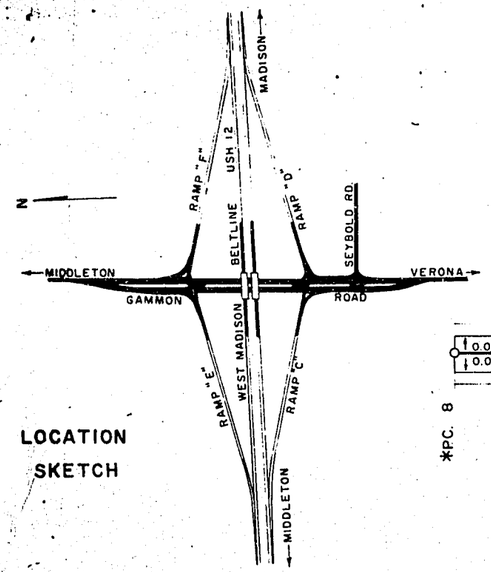
DETAIL
FOR
GAMMON ROAD
INTERCHANGE

PROJECT F04-2(39) DANE CO.

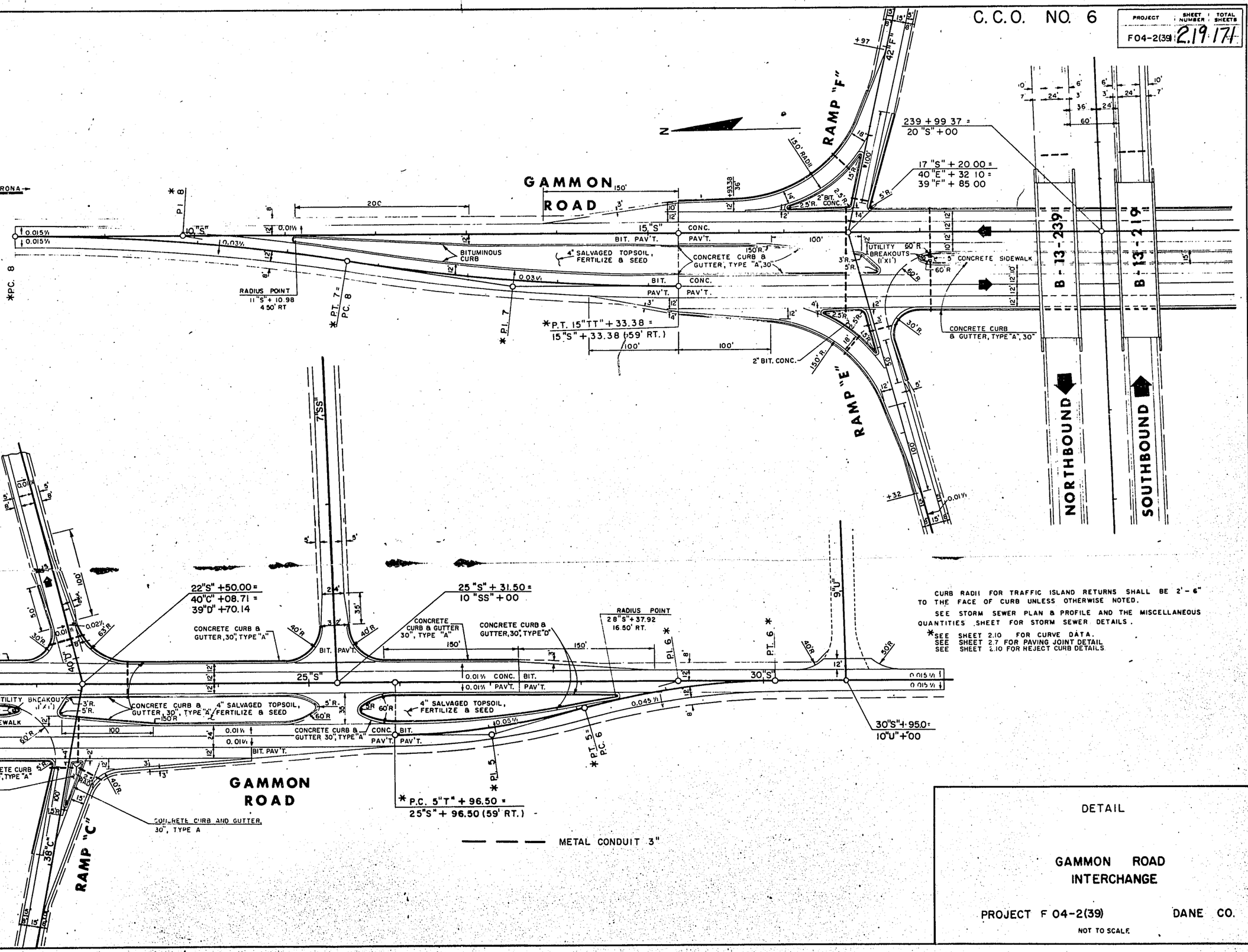
SCALE 1"=50'

C.C.O. NO. 6

PROJECT	SHEET NUMBER	TOTAL SHEETS
F04-2(39)	2.19	174



LOCATION SKETCH



CURB RADII FOR TRAFFIC ISLAND RETURNS SHALL BE 2'-6" TO THE FACE OF CURB UNLESS OTHERWISE NOTED.

SEE STORM SEWER PLAN & PROFILE AND THE MISCELLANEOUS QUANTITIES SHEET FOR STORM SEWER DETAILS.

*SEE SHEET 2.10 FOR CURVE DATA.
SEE SHEET 2.7 FOR PAVING JOINT DETAIL
SEE SHEET 2.10 FOR REJECT CURB DETAILS

DETAIL

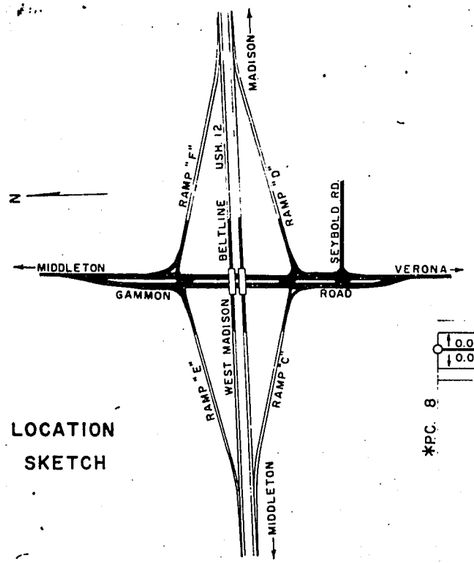
GAMMON ROAD INTERCHANGE

PROJECT F 04-2(39) DANE CO.

NOT TO SCALE

PROJECT	SHEET NUMBER	TOTAL SHEETS
F04-2(39)	2.19	171

LOCATION SKETCH



GAMMON ROAD

N

PI 8

PC. 8

10 "S"

0.015 ⅳ

0.03 ⅳ

200

0.01 ⅳ

REJECT CURB

RADIUS POINT
11 "S" + 10.98
450' RT

PT. 7 = P.C. 8

PI 7

CONCRETE CURB & GUTTER, TYPE "D", 30"

4" SALVAGED TOPSOIL, FERTILIZE & SEED

0.03 ⅳ

15 "S" BIT CONC PAV'T

0.01 ⅳ

BIT CONC. 0.01 ⅳ
PAV'T PAV'T. 0.01 ⅳ

*P.T. 15"TT" + 33.38 =
15"S" + 33.38 (59' RT.)

100

0.02 ⅳ

150'R

CONCRETE CURB & GUTTER, TYPE "A", 30"

RAMP "F"

41 "F" + 97.25

239 + 99.37 =
20 "S" + 00

2" BIT CONC
6" GR. OR C.S.B.C.

+80.34

17 "S" + 20.00 =
40 "E" + 32.10 =
39 "F" + 85.00

CONCRETE CURB AND GUTTER
30" TYPE A

UTILITY BREAKOUTS (1'X1')

5" CONCRETE SIDEWALK

CONCRETE CURB & GUTTER, TYPE "A", 30"

RAMP "E"

B-13-239

B-13-219

NORTHBOUND

SOUTHBOUND

Void

239 + 99.37 =
20 "S" + 00

CONCRETE CURB & GUTTER, 30", TYPE "A"

+96.50

22 "S" + 50.00 =
40 "C" + 08.71 =
39 "D" + 70.14

CONCRETE CURB & GUTTER, 30", TYPE "A"

25 "S" + 31.50 =
10 "SS" + 00

RADIUS POINT
28 "S" + 37.92
16.50' RT.

CONCRETE CURB & GUTTER 30", TYPE "A"

CONCRETE CURB & GUTTER, 30", TYPE "D"

25 "S"

30 "S"

6"U"

30"S" + 95.0 =
10"U" + 00

UTILITY BREAKOUTS (1'X1')

4" SALVAGED TOPSOIL, FERTILIZE & SEED

5" CONC. SIDEWALK

CONCRETE CURB & GUTTER, 30", TYPE "A"

CONCRETE CURB & GUTTER 30", TYPE "A"

0.045 ⅳ

0.05 ⅳ

*P.T. 5"T" + 96.50 =
25"S" + 96.50 (59' RT.)

PI. 5

P.T. 5 = P.C. 6

PI. 6

PT. 6

2" BIT CONC.
6" GR. OR C S B C

CONCRETE CURB AND GUTTER, 30", TYPE A

37"C" + 56.67

38"C"

RAMP "C"

150'R

— — — METAL CONDUIT 2"

CURB RADII FOR TRAFFIC ISLAND RETURNS SHALL BE 2'-6" TO THE FACE OF CURB UNLESS OTHERWISE NOTED.

SEE STORM SEWER PLAN & PROFILE AND THE MISCELLANEOUS QUANTITIES SHEET FOR STORM SEWER DETAILS.

*SEE SHEET 2.10 FOR CURVE DATA.
SEE SHEET 2.7 FOR PAVING JOINT DETAIL
SEE SHEET 2.10 FOR REJECT CURB DETAILS.

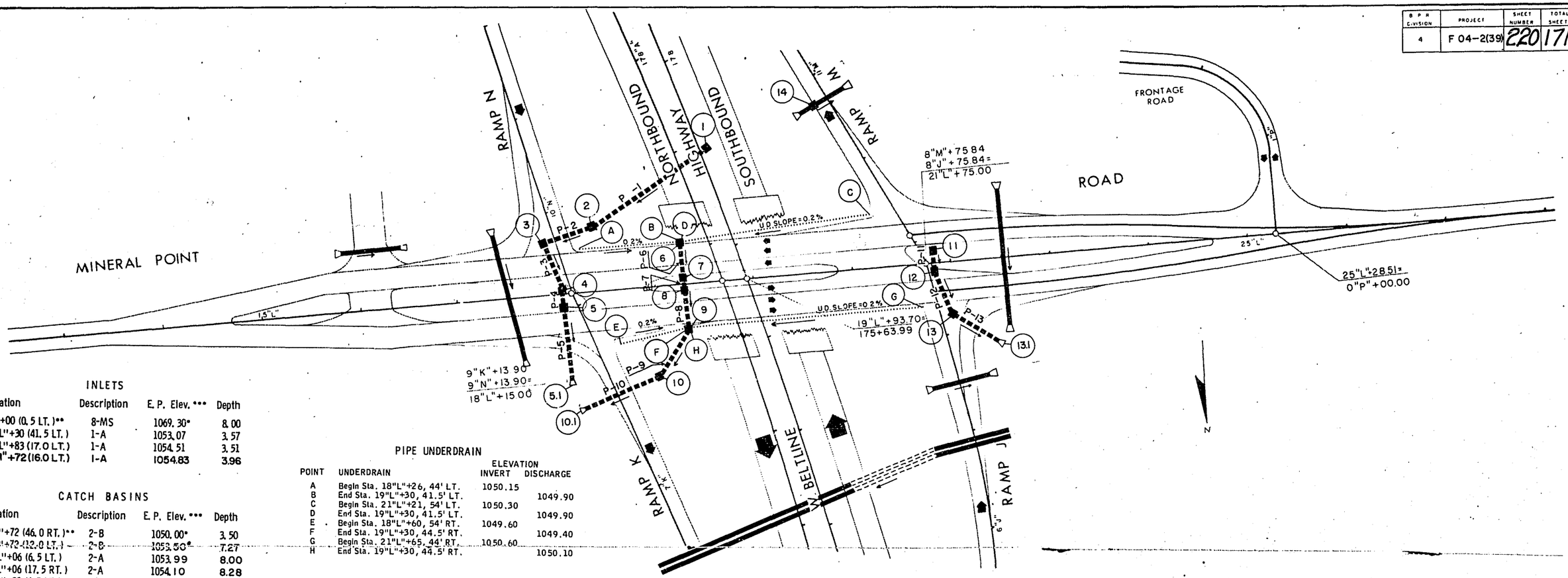
DETAIL

GAMMON ROAD
INTERCHANGE

PROJECT F 04-2(39) DANE CO.

NOT TO SCALE

B P R Division	Project	Sheet Number	Total Sheets
4	F 04-2(39)	220	171



INLETS

Code	Location	Description	E. P. Elev. ***	Depth
1	177+00 (0.5 LT.)**	8-MS	1069.30*	8.00
6	19"L"+30 (41.5 LT.)	1-A	1053.07	3.57
11	21"L"+83 (17.0 LT.)	1-A	1054.51	3.51
14	9"M"+72 (16.0 LT.)	1-A	1054.83	3.96

CATCH BASINS

Code	Location	Description	E. P. Elev. ***	Depth
2	9"N"+72 (46.0 RT.)**	2-B	1050.00*	3.50
3	9"N"+72 (12.0 LT.)	2-B	1053.50*	7.27
4	18"L"+06 (6.5 LT.)	2-A	1053.99	8.00
5	18"L"+06 (17.5 RT.)	2-A	1054.10	8.28
7	19"L"+30 (6.5 LT.)	2-A	1053.18	4.05
8	19"L"+30 (6.5 RT.)	2-A	1053.18	4.31
9	19"L"+30 (44.5 RT.)	2-A	1053.04	4.55
10	8"K"+01 (47.0 RT.)	2-B	1049.90*	3.20
12	21"L"+86 (7.0 RT.)	2-A	1054.36	3.65
13	8"J"+20 (11.0 RT.)	2-B	1054.00*	3.73

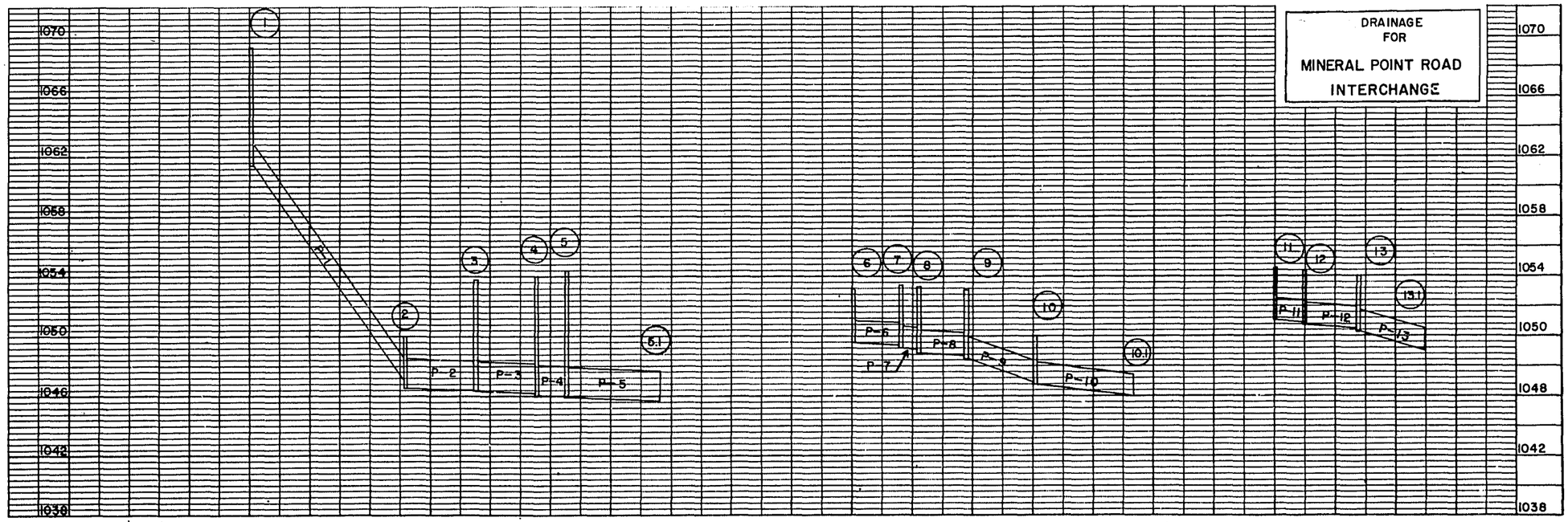
* Indicates Flow Line Elevation
** Offset Distances Given to Center of Catch Basin
*** Edge of Pavement Elevation (see Detail Sketch Sheet No. 2.5)

PIPE UNDERDRAIN

Point	Underdrain	Elevation Invert	Elevation Discharge
A	Begin Sta. 18"L"+26, 44' LT.	1050.15	
B	End Sta. 19"L"+30, 41.5' LT.		1049.90
C	Begin Sta. 21"L"+21, 54' LT.	1050.30	
D	End Sta. 19"L"+30, 41.5' LT.		1049.90
E	Begin Sta. 18"L"+60, 54' RT.	1049.60	
F	End Sta. 19"L"+30, 44.5' RT.		1049.40
G	Begin Sta. 21"L"+65, 44' RT.	1050.60	
H	End Sta. 19"L"+30, 44.5' RT.		1050.10

REINFORCED CULVERT PIPE STORM SEWER

Code	Location From	Location To	Size (Inch)	Length (Feet)	Grade (%)	Elevation Invert	Elevation Discharge
P-1	1	2	18	126	-11.30	1061.30	1047.05
P-2	2	3	24	56	-0.30	1046.50	1046.33
P-3	3	4	24	48	-0.30	1046.23	1046.09
P-4	4	5	24	22	-0.30	1045.99	1045.92
P-5	5	5.1	24	68	-0.30	1045.82	1045.59
P-6	6	7	18	34	-0.50	1049.50	1049.33
P-7	7	8	18	12	-0.50	1049.13	1049.07
P-8	8	9	18	36	-0.50	1048.87	1048.69
P-9	9	10	18	56	-2.84	1048.49	1046.90
P-10	10	10.1	18	80	-0.88	1046.70	1046.00
P-11	11	12	18	24	-0.50	1051.00	1050.88
P-12	12	13	18	48	-0.50	1050.71	1050.47
P-13	13	13.1	18	54	-2.36	1050.27	1049.00



4	F 04-2(39)	2.21	171

C. C. O. NO. 6

CATCH BASINS

CODE	LOCATION	FEET	DESCRIPTION	E. P. ELEV.	DEPTH
1	12"S"+00.0	(7.0 RT.)	C. B. Type 3A	1067.12	3.12
2	12"S"+00.0	(21.5 RT.)	C. B. Type 3A	1067.10	3.40
4	18"S"+20.0	(23.5 RT.)	C. B. Type 3A	1075.62	4.32
5	18"S"+20.0	(35.5 RT.)	C. B. Type 2A	1075.62	4.62
6	17"S"+90.0	(78.3 RT.)	C. B. Type 5D	1075.45	4.95
7	40"D"+24.0	(10.5 RT.)	C. B. Type 2A	1077.78	4.08
8	22"S"+27.0	(25.0 RT.)	C. B. Type 2A	1078.04	5.04
9	19"S"+70.0	(78.3 RT.)	C. B. Type 5D	1076.55	5.14
10	21"S"+90.0	(89.0 RT.)	C. B. Type 1D	1078.50	6.40
11	9"SS"+41.5	(16.0 RT.)	C. B. Type 3A	1080.28	3.28
12	9"SS"+41.5	(15.5 LT.)	C. B. Type 2A	1080.29	3.79
13	25"S"+80.0	(23.6 LT.)	C. B. Type 2A	1080.18	4.18

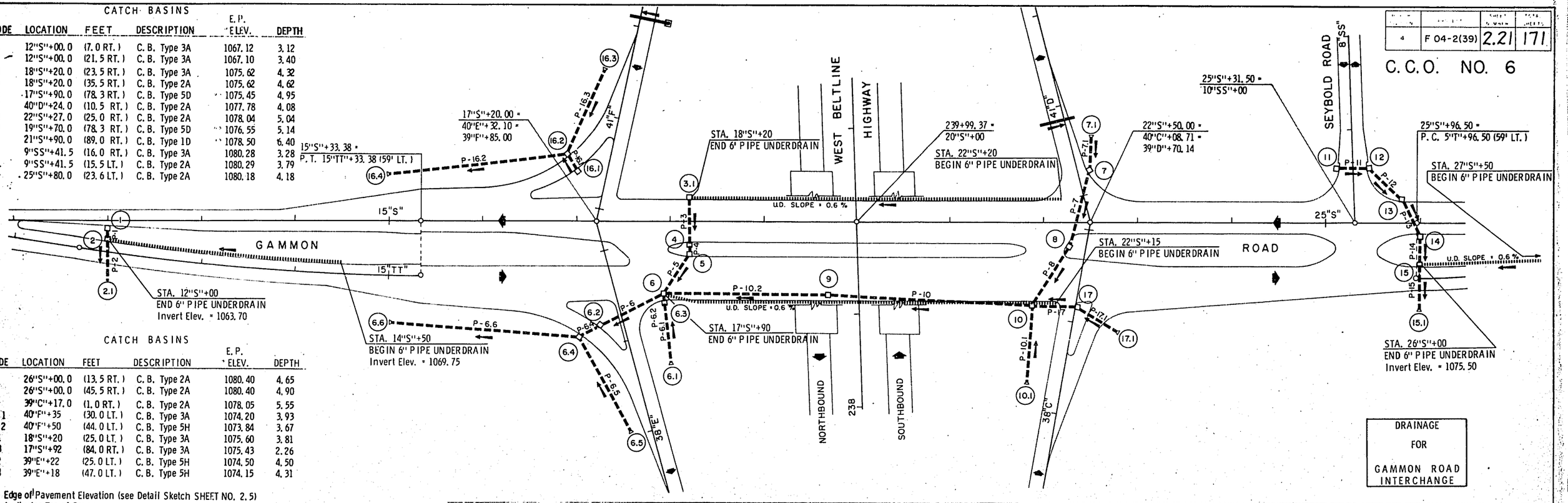
CATCH BASINS

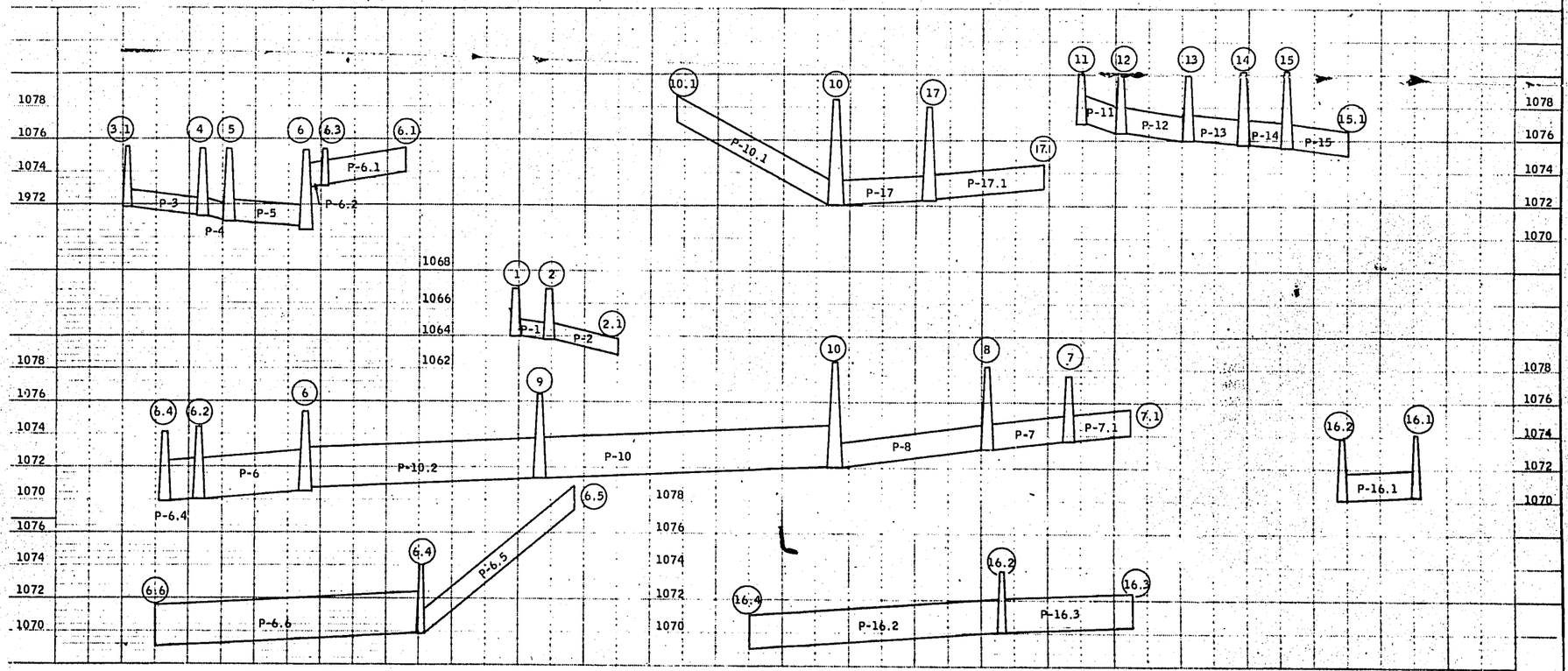
CODE	LOCATION	FEET	DESCRIPTION	E. P. ELEV.	DEPTH
14	26"S"+00.0	(13.5 RT.)	C. B. Type 2A	1080.40	4.65
15	26"S"+00.0	(45.5 RT.)	C. B. Type 2A	1080.40	4.90
17	39"C"+17.0	(1.0 RT.)	C. B. Type 2A	1078.05	5.55
16.1	40"F"+35	(30.0 LT.)	C. B. Type 3A	1074.20	3.93
16.2	40"F"+50	(44.0 LT.)	C. B. Type 5H	1073.84	3.67
3.1	18"S"+20	(25.0 LT.)	C. B. Type 3A	1075.60	3.81
6.3	17"S"+92	(84.0 RT.)	C. B. Type 3A	1075.43	2.26
6.2	39"E"+22	(25.0 LT.)	C. B. Type 5H	1074.50	4.50
6.4	39"E"+18	(47.0 LT.)	C. B. Type 5H	1074.15	4.31

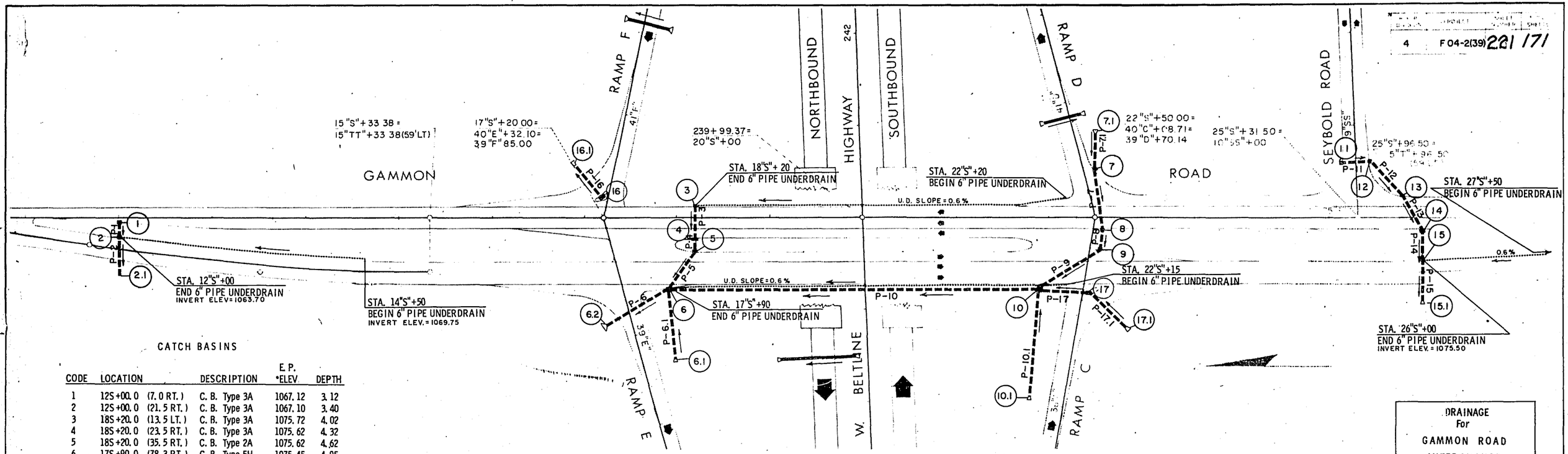
- Edge of Pavement Elevation (see Detail Sketch SHEET NO. 2.5)
- Indicates Top of Cover
- Offset Distances given to Center of Catch Basin

R. C. P. STORM SEWERS

CODE	LOCATION From	LOCATION To	SIZE (In.)	LENGTH Ft.	GRADE %	INVERT ELEVATION Inlet	INVERT ELEVATION Dischg.
P-1	1	2	12	12	1.67	1064.00	1063.80
P-2	2	2.1	12	44	1.59	1063.70	1063.00
P-3	3.1	4	12	44	0.88	1071.79	1071.40
P-4	4	5	12	8	2.50	1071.30	1071.10
P-5	5	6	15	50	0.60	1071.00	1070.70
P-6	6	6.2	30	70	0.69	1070.50	1070.00
P-6.1	6.1	6.3	18	64	1.25	1074.00	1073.20
P-7.1	7.1	7	18	34	1.17	1074.10	1073.70
P-7	7	8	18	80	0.88	1073.70	1073.00
P-8	8	10	18	70	1.28	1073.00	1072.10
P-10.1	10.1	10	18	82	6.22	1077.20	1072.10
P-10	10	9	30	220	0.35	1072.10	1071.31
P-11	11	12	18	30	1.50	1077.00	1076.55
P-12	12	13	18	48	0.94	1076.50	1076.05
P-13	13	14	18	40	0.50	1076.00	1075.80
P-14	14	15	18	30	0.67	1075.75	1075.55
P-15	15	15.1	18	46	0.71	1075.50	1075.20
P-17.1	17.1	17	18	48	2.30	1073.60	1072.50
P-17	17	10	18	42	0.95	1072.50	1072.10
P-16.1	16.1	16.2	18	18	0.50	1070.28	1070.17
P-16.3	16.3	16.2	24	96	0.26	1070.40	1070.17
P-16.2	16.2	16.4	24	190	0.62	1070.17	1069.00
P-6.4	6.2	6.4	30	20	0.80	1070.00	1069.84
P-6.2	6.3	6	18	4	1.25	1073.20	1073.10
P-6.5	6.5	6.4	18	114	5.32	1077.50	1069.84
P-6.6	6.4	6.6	30	200	0.37	1069.84	1069.10
P-10.2	9	6	30	178	0.35	1071.31	1070.70







CATCH BASINS

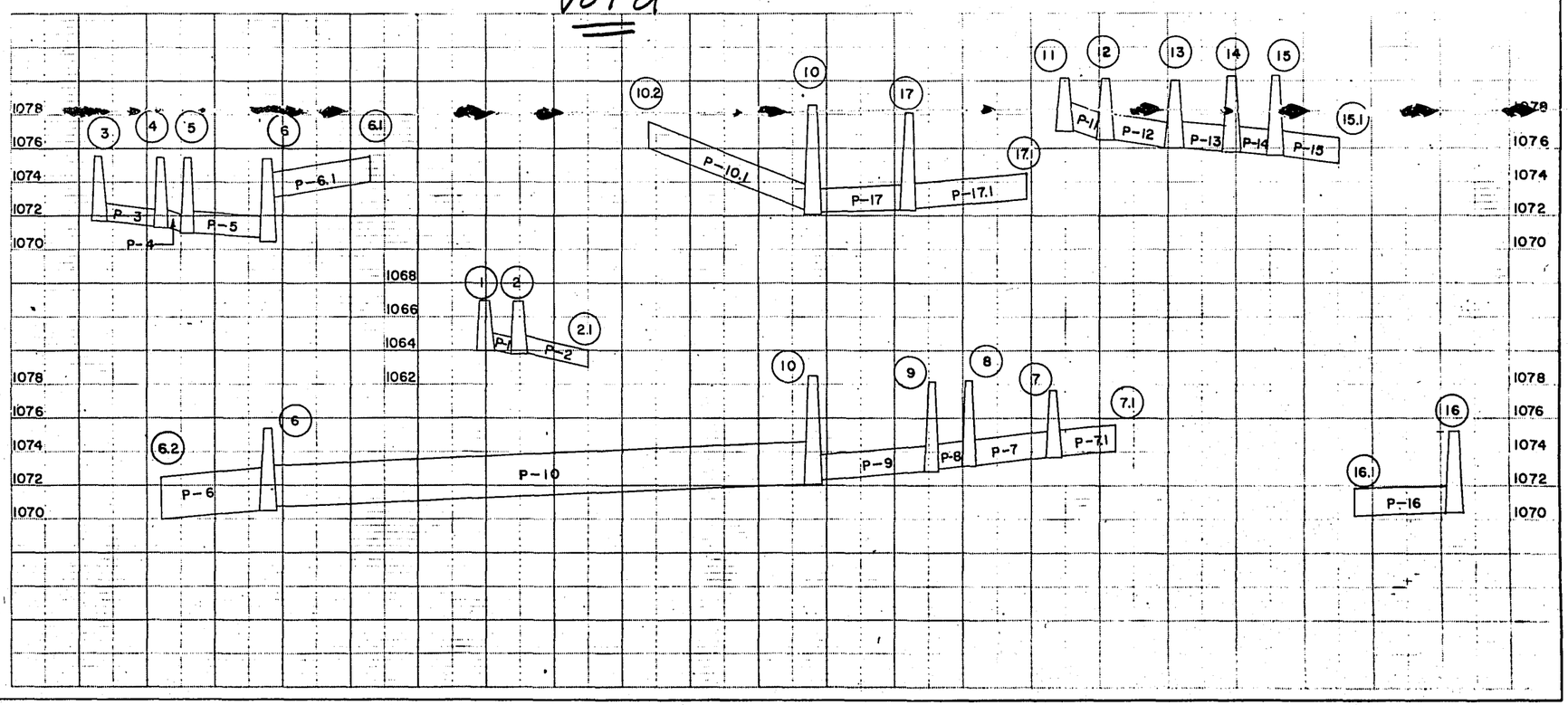
CODE	LOCATION	DESCRIPTION	E.P. *ELEV.	DEPTH
1	12S+00.0 (7.0 RT.)	C.B. Type 3A	1067.12	3.12
2	12S+00.0 (21.5 RT.)	C.B. Type 3A	1067.10	3.40
3	18S+20.0 (13.5 LT.)	C.B. Type 3A	1075.72	4.02
4	18S+20.0 (23.5 RT.)	C.B. Type 3A	1075.62	4.32
5	18S+20.0 (35.5 RT.)	C.B. Type 2A	1075.62	4.62
6	17S+90.0 (78.3 RT.)	C.B. Type 5H	1075.45	4.95
7	22S+50.0 (51.4 LT.)	C.B. Type 2A	1077.75	4.15
8	22S+57.5 (13.5 RT.)	C.B. Type 2A	1078.35	5.25
9	22S+55.0 (34.0 RT.)	C.B. Type 2A	1078.25	5.45
10	21S+89.8 (79.2 RT.)	C.B. Type 1D	**1078.50	6.40
11	9SS+41.5 (16.0 RT.)	C.B. Type 3A	1080.28	3.28
12	9SS+41.5 (15.5 LT.)	C.B. Type 2A	1080.29	3.79
13	25S+80.0 (23.6 LT.)	C.B. Type 2A	1080.18	4.18
14	26S+00.0 (13.5 RT.)	C.B. Type 2A	1080.40	4.65
15	26S+00.0 (45.5 RT.)	C.B. Type 2A	1080.40	4.90
16	40F+12.0 (10.0 LT.)	C.B. Type 2B	**1077.20	4.79
17	39C+25.0 (9.0 RT.)	C.B. Type 2B	**1078.20	5.71

*Edge of Pavement Elevation (see Detail Sketch SHEET NO. 2.5)
**Indicates Top of Cover
***Offset Distances given to Center of Catch Basin

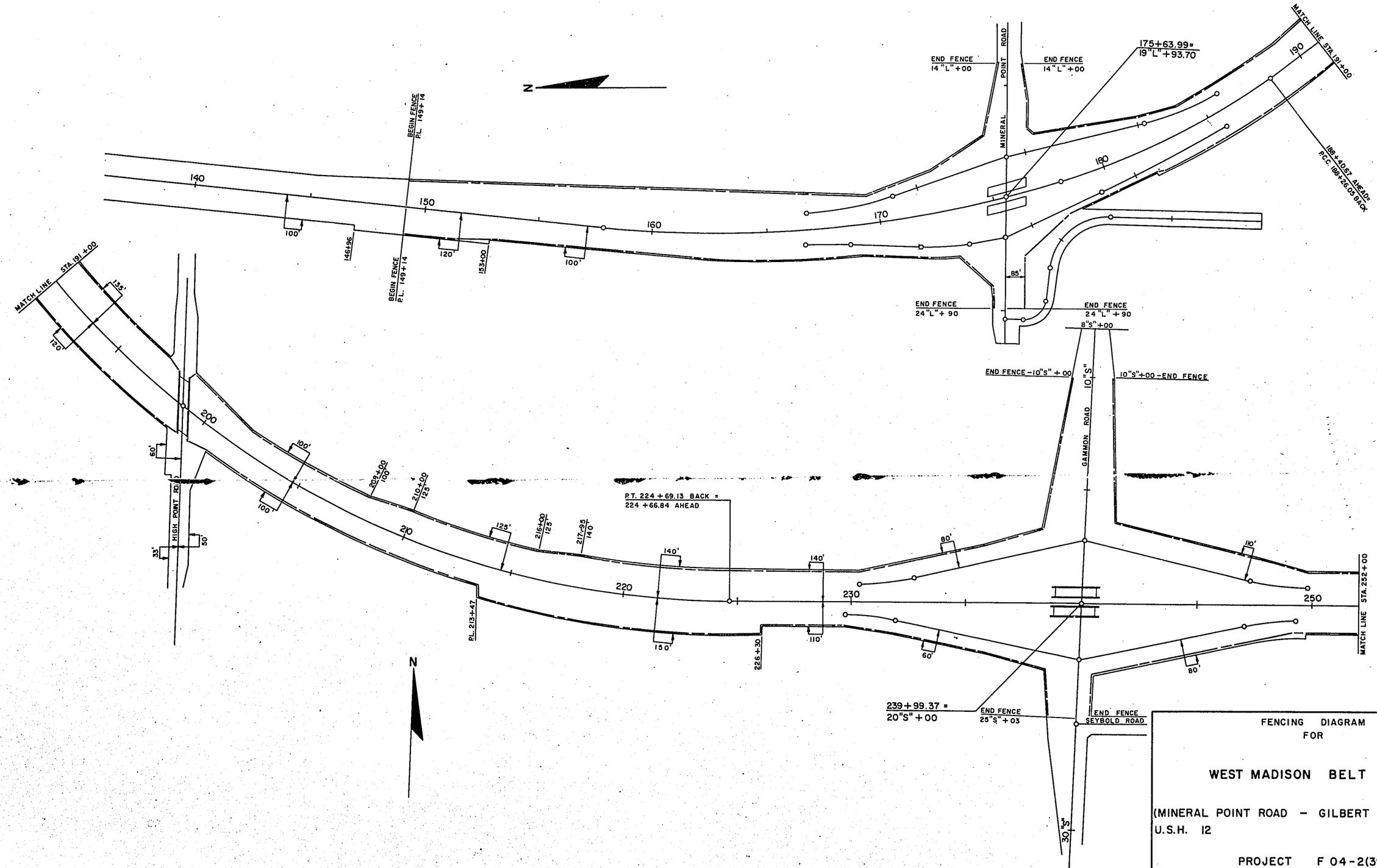
R. C. P. STORM SEWERS

CODE	LOCATION From	To	SIZE (In.)	LENGTH Ft.	GRADE %	INVERT ELEVATION Inlet	Dischg.
P-1	1	2	12	12	1.67	1064.00	1063.80
P-2	2	2.1	12	44	1.59	1063.70	1063.00
P-3	3	4	12	34	0.88	1071.70	1071.40
P-4	4	5	12	8	2.50	1071.30	1071.10
P-5	5	6	15	50	0.60	1071.00	1070.70
P-6	6	6.2	30	70	0.69	1070.50	1070.00
P-6.1	6.1	6	18	68	1.25	1074.00	1073.10
P-7.1	7.1	7	18	36	1.11	1074.10	1073.70
P-7	7	8	18	62	0.80	1073.60	1073.20
P-8	8	9	18	18	1.11	1073.10	1072.90
P-9	9	10	18	76	0.66	1072.80	1072.30
P-10.1	10.1	10	18	112	3.19	1076.00	1072.30
P-10	10	6	30	396	0.35	1072.10	1070.70
P-11	11	12	18	30	1.50	1077.00	1076.55
P-12	12	13	18	48	0.94	1076.50	1076.05
P-13	13	14	18	40	0.50	1076.00	1075.80
P-14	14	15	18	30	0.67	1075.75	1075.55
P-15	15	15.1	18	46	0.71	1075.50	1075.20
P-16	16	16.1	18	42	0.50	1070.41	1070.20
P-17.1	17.1	17	18	52	1.92	1073.60	1072.60
P-17	17	10	18	58	0.50	1072.49	1072.20

Void



PROJECT	SHEET NUMBER	TOTAL SHEETS
F 04 - 2(39)	2.22	171



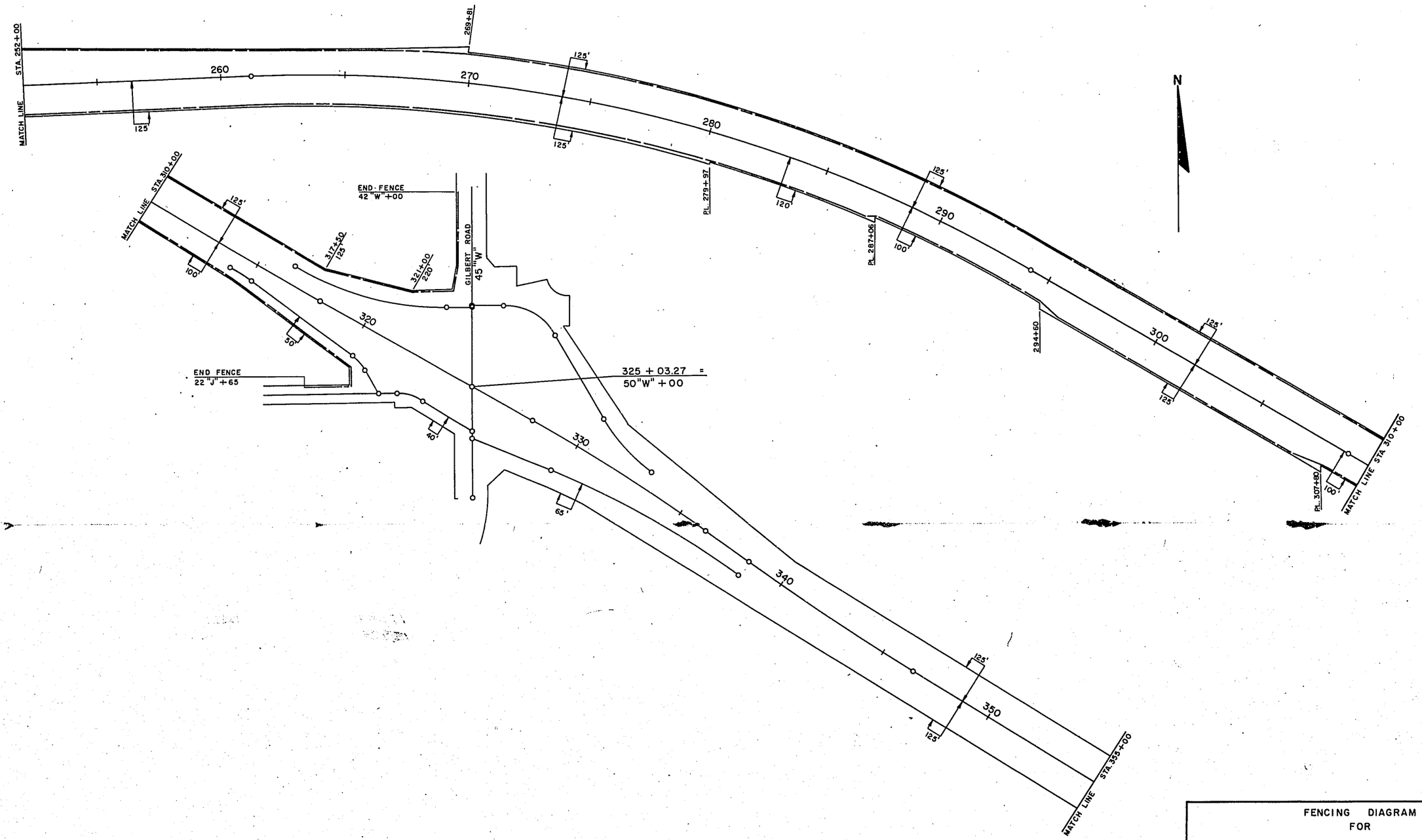
FENCING DIAGRAM
FOR

WEST MADISON BELT LINE

(MINERAL POINT ROAD - GILBERT ROAD SECTION)
U.S.H. 12 DANE COUNTY

PROJECT F 04-2(39)

PROJECT	SHEET NUMBER	TOTAL SHEETS
F 04-2(39)	2.23	171



FENCING DIAGRAM
FOR

WEST MADISON BELT LINE

(MINERAL POINT ROAD – GILBERT ROAD SECTION)
U.S.H. 12 DANE COUNTY

PROJECT F 04-2(39)

ESTIMATE OF QUANTITIES

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 APPROVED OCTOBER 16, 1963, FEDERAL AID REQUIRED CONTRACT PROVISIONS APPROVED OCTOBER 15, 1963, AND SPECIAL PROVISIONS AS ATTACHED TO THE PROPOSALS.

CONTRACT NO. 1

GRADING, SUBBASE, BASE, P.C.C. PAVEMENT, STRUCTURES B-13-219, 221, 222, 223, AND 239

BPR REGION	PROJECT	SHEET NO	TOTAL SHEETS
4	F 04-2(39)	3	171

SEC. NO.	STATION TO STATION	ITEM NO.	NET LENGTH OF CENTERLINE	CLEARING	GRUBBING	ROADSIDE CLEARING	REMOVING PAVEMENT	ABANDONING WELLS	EXCAVATION UNCLASSIFIED	EXCAVATION BORROW	GRANULAR SUBBASE COURSE	FINISHING ROADWAY	GRAVEL OR CRUSHED STONE BASE COURSE	BITUMINOUS MATERIAL FOR PRIME COAT	BITUMINOUS CONCRETE PAVEMENT	BITUMINOUS MATERIAL FOR SURFACE COURSE	CONCRETE PAVEMENT 9"	CONCRETE SURFACE DRAINS	CONCRETE PAVEMENT APPROACH SLAB	CONCRETE PAVEMENT REINFORCEMENT	MORTAR RUBBLE MASONRY	ANCHORAGES FOR STEEL PLATE BEAM GUARD	MARKER POSTS	MARKER POSTS FOR R/W	MAINTENANCE AND REPAIR OF HAUL ROADS	LAND MARK REFERENCE MONUMENTS	SALVAGED TOPSOIL	STRAW MULCH	JUTE MATTING	FERTILIZER	SEEDING	SODDING	FIELD OFFICE
				20101	20104	20201	20401	20444	20503	20801	21201	21301	30402	40202	40701	40702	40909	40934	40935	40950	51801	61412	61421	61422	61801	62101	62505	62701	62801	62901	63001	63101	90001
		UNIT	LIN.FT.	STA.	STA.	STA.	S.Y.	EACH	C.Y.	C.Y.	C.Y.	L.S.	TON	GAL.	TON	TON	S.Y.	C.Y.	S.Y.	S.Y.	C.Y.	EACH	EACH	EACH	L.S.	EACH	S.Y.	S.Y.	S.Y.	CWT.	S.Y.	S.Y.	L.S.
				44	40		~~30,375~~	1	~~[illegible]~~		61,630		123,589	2,795	10,740	574	106,450	7.22	475.6	106,450	0	16	31	51		9	~~[illegible]~~	86.71	16,093	220.5	236,616	2,354	1
1R	144+00.00-280+00		13,587.67	~~41~~	~~29~~	~~.6~~	~~30,895~~	~~2~~	~~454,050~~		~~61,717~~	0.9	~~121,024~~	~~3,760~~	~~9,197~~	~~507~~	~~109,771~~	~~6~~	~~477~~	~~109,771~~	~~21~~	~~14~~	~~26~~	~~42~~	• 0.9	~~6~~	~~187,630~~	~~44,050~~	~~11,062~~	~~200~~	~~220,900~~	~~1,880~~	0.9
				8	8	14	~~5,957~~		~~[illegible]~~	30,923			11,884		1113	57	11,327			11,327							~~21,957~~	7,302	1,661		27,954	10	
2U	280+00-300+00		2,000.00	~~7~~	~~7~~	~~5~~	~~6,105~~		~~18,370~~	~~9800~~	6,783	0.1	~~13,476~~		~~903~~	~~53~~	~~11,479~~			~~11,479~~					• 0.1		~~18,370~~	~~2,050~~	~~638~~	30	~~31,800~~	~~20~~	0.1
							36312		516,922																		244,777							
				52	48	20	~~39,167~~	1	~~[illegible]~~	30,923	68,413		135,478	2,795	11,853	631	117,777	7.22	475.6	117,777	0	16	31	51		9	~~[illegible]~~	94,013	17,754	250.5	264,572	2,364	
T			~~15,587.67~~	~~48~~	~~36~~	~~11~~	~~36,000~~	~~2~~	~~472,400~~ XX	~~9800~~	68,500	1	134,300	~~3,760~~	~~10,100~~	~~560~~	~~121,250~~	~~6~~	~~477~~	~~121,250~~	~~21~~	~~14~~	~~26~~	~~42~~	• 1	~~6~~	~~206,000~~	~~46,100~~	~~11,700~~	~~230~~	~~252,500~~	~~1,900~~	1

** INCLUDES 23,456 E.B.S

• Nonparticipating

BRIDGES (STRUCTURES OVER 20FT. SPAN)

SEC. NO.	EXCAVATION FOR STRUCTURES	GRANULAR BACKFILL	CONCRETE MASONRY	PRESTRESSED GIRDERS I-TYPE 45-INCH	BAR STEEL REINFORCEMENT	STRUCTURAL CARBON STEEL	STRUCTURAL LOW ALLOY STEEL	LUBRICATED BRONZE PLATES	BEARING PADS	BEARING PADS ELASTOMERIC	STEEL PILING, DELIVERED	STEEL PILING, DRIVEN	TUBULAR RAILING TYPE "G"	TUBULAR RAILING TYPE "H"	SLOPE PAVING, CONCRETE	STEEL TEST PILING STRUCTURE B-13-221	STEEL TEST PILING STRUCTURE B-13-222	STEEL TEST PILING STRUCTURE B-13-223	STEEL TEST PILING STRUCTURE B-13-239	SPLICES STEEL H PILING	CREDIT IN LIEU OF CUTTING CONC. PILE	GENERAL MOTORS PARAPETS	TEST ROLLING	WOVEN WIRE FENCE	REINFORCED CONCRETE END WALL FOR CULVERT PIPE 60"	REINFORCED CONCRETE END WALL FOR CULVERT PIPE 48"	METAL CONDUIT 3"	BITUMINOUS CONC. CURB	CAL. CHLORIDE SURFACE TREATMENT	TEMPORARY STEEL PLATE BEAM GUARD
	20601	20901	50201	50305	50501	50601	50605	50614	50621	50625	51110	51115	51332	51333	60404	51101	51102	51103	51104	51120	90004	90003	21001	61601	90002	52269	61303	62201	62301	90006
	C.Y.	C.Y.	C.Y.	L.F.	LB.	LB.	LB.	LB.	S.F.	S.F.	L.F.	L.F.	TON	L.F.	S.Y.	L.S.	L.S.	L.S.	L.S.	EA.		L.S.	L.S.		EACH	EACH	L.F.	L.F.	TON	L.F.
	~~2660~~	282			~~[illegible]~~	3,286					1,490	1,889	392		253										25,906	10					
1R	~~385~~	~~290~~	451.8	1,010	~~84,200~~	~~3,350~~	1,980	95	17	22	~~1,890~~	~~1,890~~	~~403~~		~~210~~	1				33	B-13-221		0.9		~~27,200~~	~~2~~	2	1,134	816.6	10	256
	~~[illegible]~~	282			~~84,650~~	3,286					1,770	1,463	392		252																
	~~385~~	~~290~~	451.8	1,010	~~84,150~~	~~3,350~~	1,980	95	17	22	~~1,890~~	~~1,890~~	~~403~~		~~210~~		1			1	B-13-222										
	~~[illegible]~~	294									430	637			347																
	~~330~~	~~400~~	507.3		91,460	151,950	91,000	~~[illegible]~~		26	~~[illegible]~~	~~770~~			~~340~~			1		27	B-13-239										
	~~[illegible]~~	349			~~[illegible]~~	3137							383		214																
	~~330~~	~~740~~	486.8	1,160	~~87,210~~	~~3,230~~	2,310	110	45				~~400~~		~~235~~						B-13-219										
	~~[illegible]~~	349			~~[illegible]~~	3137					662	975	383		218																
	~~300~~	~~520~~	468.1	1,160	~~85,000~~	~~3,230~~	2,310	110	45		~~840~~	~~840~~	~~400~~		~~235~~				1		B-13-239				9421						
2U	1381	1934																						0.1	~~9,000~~						
	~~[illegible]~~	~~[illegible]~~			~~[illegible]~~	164,796					4,650	4,665	1,542		1284						17004				35327	10					
T	~~1,370~~	~~2,240~~	2,365.8	4,340	~~432,920~~ 432,920	~~165,110~~	99,580	533	150	44	~~5,390~~	~~5,390~~	~~1,606~~	513	~~1230~~	1	1	1	1	61	[illegible]	1.0	1		36,200	~~0~~	2	1,134	816.6	10	256

SEC. NO.	CULVERT PIPE CLASS III 18"	CULVERT PIPE CLASS III 24"	APRON END-WALLS FOR CULVERT PIPE 18"	APRON END-WALLS FOR CULVERT PIPE 24"	REINFORCED CONCRETE CULVERT PIPE CLASS III 18"	CLASS III 24"	CLASS III 30"	CLASS III 36"	CLASS III 48"	CLASS III 60"	Sorting & Stacking not for waterway crossings	CLASS IV 60"	REINFORCED CONCRETE APRON ENDWALLS FOR CULVERT PIPE 18"	24"	30"	36"	CONCRETE CURB AND GUTTER 30" TYPE "A"	CONCRETE CURB AND GUTTER 30" TYPE "D"	CONCRETE SIDE-WALK 5"	SLOPE PAVING CONCRETE	REINFORCED CONCRETE PIPE CLASS III, STORM SEWER 12"	15"	18"	24"	30"	CATCH BASINS TYPE 1	TYPE 2	TYPE 3	TYPE 5	INLETS TYPE 1	TYPE 8	TYPE 9	CATCH BASIN COVERS TYPE "A"	TYPE "B"	TYPE D	TYPE "H"	INLET COVERS TYPE "A"	TYPE "MS"	PIPE UNDERDRAIN CORRUGATED METAL PIPE 6"	PIPE UNDERDRAIN UNPERFORATED CORRUGATED METAL PIPE 18"	METAL CONDUIT 2"	STEEL PLATE BEAM GUARD
	52003	52005	52061	52063	52203	52205	52207	52209	52211	52213	90005	52237	52261	52263	52265	52267	60123	60133	60205	60404	60825	60826	60827	60829	60831	61101	61102	61103	61105	61121	61123	61124	61131	61132	61134	61137	61161	61171	61201	61216	61302	61410
	L.F.	L.F.	EACH	EACH	L.F.	L.F	L.F.	L.F.	L.F.	L.F.		L.F.	EACH	EACH	EACH	EACH	L.F.	L.F.	S.F.	S.Y.	L.F.	L.F.	L.F.	L.F.	L.F.	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	L.F.	L.F.	L.F.	L.F.
	190	36	11		636	1,024		597	185	403.5		266	22	11			7,160	1,603	8811	399.5	108	46	1,256	472	685		19	8	5		5		21	5	3	3		19	1,730	54	792	4009
1R	~~116~~	~~44~~	~~6~~	2	~~796~~	1,050	204	~~602~~	~~184~~	~~388~~		~~264~~	~~27~~	~~9~~	3	6	~~6100~~	~~2460~~	~~7900~~	~~664~~	~~98~~	~~50~~	~~1,188~~	~~194~~	~~466~~	2	~~20~~	~~5~~	~~1~~	3	~~4~~	7	~~19~~	~~6~~	~~2~~	~~1~~	3	~~18~~	~~1,814~~	~~118~~	~~1,493~~	~~3,985~~
CO 11	46																																									
						266								5																													
2U						~~280~~								~~4~~																	1	1						3					
																								171.8	684.8																		
	236	36	11		636	1,290		597	185	403.5		266	22	16			7,160	1,603	8,811	399.5	108	46	1,256	[illegible]	[illegible]		19	8	5		6		21	5	3	3		22	1,730	54	792	4009
T	~~116~~	~~44~~	~~6~~	2	~~796~~	1,370	204	~~602~~	~~184~~	~~388~~	2145	~~264~~	~~27~~	~~13~~	3	6	~~6100~~	~~2460~~	~~7900~~	~~664~~	~~98~~	~~50~~	~~1,188~~	~~194~~	~~466~~	2	~~20~~	~~5~~	~~1~~	3	~~5~~	8	~~19~~	~~6~~	~~2~~	~~1~~	3	~~21~~	~~1,814~~	~~118~~	~~1,493~~	~~3,985~~

DETAIL SUMMARY SHEET OF MISCELLANEOUS QUANTITIES

B P R DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	F04-2(39)	3A	171

CLEARING & GRUBBING

Sec.	Station - Station	Clearing No. Sta.	Grubbing No. Sta.
1R	144+00-147+00	3	3
	169+00-176+00	7	7
	14"L"+00-15"L"+00	1	1
	24"L"+00-27"L"+00	3	3
	182+00-183+00	1	
	190+00-192+00	2	2
	219+00-227+00	8	8
	241+00-244+00	3	3
	10"S"+00-12"S"+00	2	2
	28"S"+00-29"S"+00	1	
	250+00-252+00	2	
	253+00-254+00	1	
	255+00-260+00	5	
	263+00-265+00	2	
2U	283+00-288+00	5	5
	297+00-299+00	2	2

ROADSIDE CLEARING

Sec.	Station - Station	No. Sta.
1R	215+00-219+00	4
	225+00-227+00	2
2U	283+00-288+00	5

REMOVING CONCRETE PAVEMENT

Sec.	Station - Station	Sq. Yd.
1R	144+00-169+00	6,695
	174+60-176+40	484
	182+00-229+50	12,782
	238+50-241+00	640
	242+00-280+00	10,094
2U	280+00-302+95	6,105

ABANDONING WELLS

Sec.	Station	Location	Quantity
1R	23"L"+50	70' RT.	1
	42"F"+10	53' LT.	1

UNCLASSIFIED EXCAVATION

Sec.	Station - Station	Cu. Yd.
1R	144+00-280+00 NB	295,930
	144+00-280+00 SB	134,978
	E. B. S.	23,122
2U	280+00-300+00 NB	12,081
	280+00-302+95 SB	5,955
	E. B. S.	334

BORROW EXCAVATION

SEC.	STATION-STATION	CU. YD.
2U	280+00-300+00	9800

GRANULAR SUBBASE

Sec.	Station - Station	Cu. Yd.
1R	144+00-280+00 NB	20,979
	144+00-280+00 SB	20,946
	0"J"+00-8"J"+25	1,087
	0"K"+00-8"K"+50	1,352
	9"M"+35-19"M"+50	1,363
	9"N"+65-18"N"+65	1,135
	29"C"+85-39"C"+35	1,187
	39"D"+85-49"D"+31	1,463
	30"E"+35-39"E"+55	1,460
	40"F"+00-49"F"+76	1,267
	13"L"+40-28"L"+10	3,979
	8"S"+00-32"S"+00	5,499
2U	280+00-300+00 NB	3,166
	280+00-302+95 SB	3,617

GRAVEL OR CRUSHED STONE BASE COURSE

Sec.	Station - Station	Base Tons	Shldrs. Tons
1R	144+00-280+00 NB	28,240	11,116
	144+00-280+00 SB	28,299	11,106
	0"J"+00-8"J"+25	1,397	522
	0"K"+00-8"K"+60	1,689	550
	9"M"+35-19"M"+50	1,647	415
	9"N"+65-18"N"+65	1,465	550
	29"C"+85-39"C"+35	1,498	521
	39"D"+85-49"D"+31	1,745	544
	30"E"+35-39"E"+55	1,734	574
	40"F"+00-49"F"+76	1,603	573
	13"L"+40-28"L"+10	5,487	122
	0"P"+30-13"P"+80	1,782	159
	43"R"+50-59"R"+00	2,060	81
	8"S"+00-32"S"+00	10,361	244
	6"SS"+50-9"SS"+75	705	23
	9"U"+76-9"U"+88	80	
	135+77-153+00 Temp. X-over	1,643	212
	Temp. Connections	1,685	20
	PE's	516	
2U	280+00-300+00 NB	4,289	1,707
	280+00-302+95 SB	4,883	1,890
	297+70-307+48 Temp. X-over	628	79

BITUMINOUS CONCRETE PAVEMENT

Sec.	Station - Station	Location	Bit. Mat. for Prime Coat Gal.	Bit. Conc. Pav't. Tons	Bit. Mat. for Surf. Course Tons
1R	144+00-280+00	NB		1,901	105.6
	144+00-280+00	SB		1,903	104.8
	161+42 RT. -8"J"+40	"J" Ramp		206	11.3
	155"A"+89 LT. -8"K"+54	"K" Ramp		313	17.2
	9"M"+41-196+39 RT.	"M" Ramp		301	16.6
	9"N"+50-191+57 LT.	"N" Ramp		221	12.2
	224+55 RT. -39"C"+35	"C" Ramp		229	12.6
	39"D"+84-259+82 RT	"D" Ramp		310	17.1
	219+88 LT. -39 "E"+56	"E" Ramp		311	17.1
	39"F"+99-255+10 LT.	"F" Ramp		235	12.9
	13"L"+40-28"L"+10	Side Road	936	675	37.1
	8"S"+00-32"S"+00	Side Road	1,089	874	47.9
	0"P"+18-13"P"+80	Side Road	767	387	21.3
	43"R"+50-59"R"+00	Side Road	704	355	19.5
	6"SS"+50-9"SS"+88	Side Road	210	116	6.4
	9"U"+76-9"U"+88	Side Road	23	11	0.6
	16"L"+15 LT.	P.E.	31	32	1.8
	135+77-153+00	Temp. X-over		392	21.6
	Temporary Connections			425	23.4
2U	280+00-300+00	NB		368	20.3
	280+00-302+95	SB		422	23.2
	Temp. M. L. Crossover			113	9.5

STEEL PLATE BEAM GUARD

Sec.	Station - Station	Location	Side	L.F.	Anchorage
1R	176+50-178+52.5	SB	RT.	202.5	
	176+70-180+97.	NB	LT.	427.0	1
	176+60-178+62	NB	Median	202.5	1
	170+98 - 174+50	SB	RT.	352.5	1
	172+59.5-174+62	SB	Median	202.5	1
	170+96-174+75	NB	LT.	375.0	
	174+75	Median		28.0	
	176+50	Median		28.0	
	46"R"+48-48"R"+50		RT.	202.5	1
	51"R"+10-53"R"+88		RT.	278.0	1
	51"R"+40-53"R"+93		LT.	252.5	1
	197+53-199+99		Median	508.0	2
	240+70-241+72	NB	LT.	102.5	1
	240+70-242+72	NB	Median	202.5	1
	237+63-238+65	SB	RT.	102.5	1
	236+63-238+65	SB	Median	202.5	1
	238+65	Median		40.5	
	240+70	Median		40.5	
	46"R"+64-48"R"+79		LT.	215.0	1

9-INCH CONCRETE PAVEMENT AND CONCRETE REINFORCEMENT

Sec.	Station - Station	Sq. Yd.
1R	144+00-280+00 NB	37,847
	144+00-280+00 SB	38,394
	161+95 RT. -8"J"+35	2,106
	155+89 LT. -8"K"+68	2,955
	9"M"+21-196+39 RT	3,110
	9"N"+26-191+04 LT.	2,324
	16"L"+40-22"L"+55	4,250
	225+05.7 RT. -39"C"+35.4	2,305
	39"D"+84-259+82.1	2,889
	219+87.8LT. -39"E"+56	2,911
	39"F"+98.8-254+57 LT.	2,416
	15"S"+33.4-25"S"+96.5	8,264
2U	280+00-300+00 NB	5,374
	280+00-300+40 SB	5,425
	300+40-302+95 SB	680

CONCRETE SURFACE DRAINS

Sec.	Station - Station	Location	Cu. Yd.
1R	174"A"+70	LT.	3.6
	48"R"+50	LT.	1.2
	48"R"+50	RT.	1.2

CONCRETE PAVEMENT APPROACH SLAB

Sec.	Station - Station	Sq. Yd.
1R	174"A"+54-174"A"+81 NB	63
	176"A"+51-176"A"+78 NB	63
	238+64-238+85 NB	56
	240+52-240+74 NB	56
	174+45-174+72 SB	63
	176+41-176+68 SB	64
	238+60-238+82 SB	56
	240+49-240+71 SB	56

CONCRETE CURB & GUTTER, 30-INCH, TYPE "A"

Sec.	Station - Station	Location	L.F.
1R	16"L"+46-18"L"+11	Median	367
	9"N"+61-10"N"+14	Island	117
	9"N"+88 RT. -21"L"+20 LT.		337
	9"M"+47 LT. -15"M"+00 LT.	"M" Ramp	557
	18"L"+88-20"L"+84	Median	381
	8"K"+11 RT. -8"K"+49 RT.	Ramp "K"	38
	18"L"+59 RT. -21"L"+65 RT.		306
	8"J"+00 LT. -8"J"+35 LT.	Ramp "J"	38
	7"J"+84-8"J"+31	Island	117
	21"L"+81-22"L"+54	Median	110
	15"S"+33-17"S"+30	Median	410
	39"F"+98-40"F"+65	Island	148
	40"F"+60 RT. -40"D"+24	LT. Side S.R."S"	552
	39"E"+20 RT. -38"C"+78 LT.	RT. Side S.R."S"	525
	18"S"+00-21"S"+80	Median	771
	22"S"+45-25"S"+05	Median	551
	38"C"+78-39"C"+38	Island	148
	40"D"+35 RT. -24"S"+77	LT. Side S.R."S"	252
	25"S"+82 LT. -27+32 LT.	LT. Side S.R."S"	150
	25"S"+46-27"S"+32	Median	225

CONCRETE CURB & GUTTER, 30-INCH, TYPE "D"

Sec.	Station - Station	Location	L.F.
1R	14"L"+68-15"L"+88	Median	260
	22"L"+00-24"L"+67	Median	482
	38"C"+10 LT. -38"C"+76 LT.	Shoulder Taper	66
	40"D"+22 LT. -40"D"+56 LT	Shoulder Taper	34
	38"E"+84 RT. -39"E"+18 RT.	Shoulder Taper	34
	40"F"+62 RT. -41"F"+28 RT.	Shoulder Taper	66
	11"S"+06-15"S"+33	Median	860
	24"S"+76 LT. -25"S"+88	"SS" Approach	126
	25"S"+96-28"S"+40	Median	366
	7"J"+36 LT. -8"J"+01 LT	Shoulder Taper	66
	7"K"+74 RT. -8"K"+08 RT.	Shoulder Taper	34
	9"N"+88 RT -10"N"+54 RT.	Shoulder Taper	66

CONCRETE SIDEWALK 5-INCH

Sec.	Station - Station	Location	S.F.
1R	18"L"+97-19"L"+17	Median Nose	140
	19"L"+17-20"L"+63	Median	1,403
	20"L"+63-20"L"+84	Median Nose	140
	18"S"+00-18"S"+21	Median Nose	147
	18"S"+21-21"S"+60	Median	3,343
	21"S"+60-21"S"+81	Median Nose	147
	19"S"+25-20"S"+63	LT.	690
	19"S"+30-20"S"+68	RT.	690
	19"L"+20-20"L"+40	LT.	600
	19"L"+50-20"L"+50	RT.	600

SLOPE PAVING

Sec.	Station	S.Y.
1R	33"E"+92	12.0
	240+60 LT.	56.0
	240+60 RT.	56.0
	6"K"+29	18.0
	6"J"+90	18.0
	19"S"+26-19"S"+74 LT&RT	123.0
	20"S"+16+2-"S"+62 LT&RT	123.0
	19"L"+40-19"L"+90 LT&RT	129.0
	20"L"+25-20"L"+75 LT&RT	129.0

DETAIL SUMMARY SHEET OF MISCELLANEOUS QUANTITIES

PROJECT	SHEET NUMBER	TOTAL SHEETS
F04-2(39)	38	171

CATCH BASINS

Sec.	Station	Location	Type	Cover Type
1R	8"J"+20	11.0' RT.	2	B
	8"K"+01	47.0' RT.	2	B
	18"L"+06	6.5' LT.	2	A
	18"L"+06	17.5' RT.	2	A
	19"L"+30	6.5' LT.	2	A
	19"L"+30	6.5' RT.	2	A
	19 "L"+30	44.5' RT.	2	A
	21 "L"+86	7.0' RT.	2	A
	9 "N"+72	12.0' LT.	2	B
	9"N"+72	46.0' RT.	2	B
	12"S"+00	7.0' RT.	3	A
	12"S"+00	21.5' RT.	3	A
	17"S"+90	78.3' RT.	5	H
	18"S"+20	13.5' LT.	3	A
	18"S"+20	23.5' RT.	3	A
	18"S"+20	35.5' RT.	2	A
	22"S"+50	51.4' LT.	2	A
	22"S"+55	34.0' RT.	2	A
	22"S"+57.5	13.5' RT.	2	A
	25"S"+80	23.6' LT.	2	A
	26"S"+00	13.5' RT.	2	A
	26"S"+00	45.5' RT.	2	A
	9"SS"+41.5	15.5' LT.	2	A
	9"SS"+41.5	16.0' RT.	3	A
	21"S"+89.8	79.2' RT.	1	D
	40F + 12.0	10.0 LT.	2	B
	39C + 25.0	9.0 RT.	2	B
	3 K + 10	30.0 RT.	1	D

INLETS

Sec.	Station	Location	Type	Cover Type
1R	9"M"+72	16' LT.	1	A
	272+22	9.5' LT.	9	2 MS
	166'A"+50	82.0' LT.	9	2 MS
	166+50	3.0' LT.	9	2 MS
	177+00	0.5' LT.	8	MS
	185+19	5.0' LT.	9	2 MS
	19"L"+30	41.5' LT.	1	A
	21"L"+83	17.0' LT.	1	A
	209+35 NB	8.0' LT.	9	2 MS
	229+00 NB	8.0' LT.	9	2 MS
	238+50 NB	11.0' LT.	8	MS
	250+00 NB	3.0' LT.	8	MS
	261+00 SB	6.0' LT.	9	2 MS
	46'F"+10	35.0' RT.	8	MS
2U	288+80	6.0' LT.	9	2 MS
	297+51	8.0' LT.	8	MS

6-INCH CORRUGATED METAL PIPE UNDERDRAIN

Sec.	Station - Station	Location	L.F.
1R	18"L"+26-19"L"+29	LT.	103
	18"L"+60-19"L"+29	RT.	69
	19"L"+29-21"L"+21	LT.	182
	19"L"+29-21"L"+65	RT.	236
	12"S"+00-14"S"+50	LT.	250
	17"S"+90-22"S"+15	RT.	424
	18"S"+20-22"S"+20	LT.	400
	26"S"+00-27"S"+50	RT.	150

METAL CONDUIT, 2-INCH

Sec.	Station	Location	L.F.
1R	170+00	SB & NB	52
	3"J"+00	"J" Ramp	17
	182+00	SB & NB	52
	15"N"+00	"N" Ramp	17
	16"M"+00	"M" Ramp	17
	3"K"+00	"K" Ramp	17
	8 "K"+15	"K" Ramp	25
	9 "N"+75	"N" Ramp	21.5
	9"N"+75-9"N"+90	"N" Ramp LT.	23.5
	17"L"+79	"L" Line RT.	38.5
	17"L"+90	"L" Line LT.	44.5
	19"L"+07	"L" Line LT.	37.5
	19"L"+07	"L" Line RT.	42
	20"L"+73	"L" Line LT.	42
	20"L"+73	"L" Line RT.	37.5
	22"L"+00	"L" Line LT.	36.5
	22"L"+00	"L" Line RT.	38.5
	8"J"+22		22.5
	8"J"+00-8"J"+22	RT.	23.5
	174+50	SB & NB	52
	177+80	SB & NB	52
	10'M"+72	"M" Ramp	25
	232+50	SB & NB	52
	32"C"+50	"C" Ramp	17
	32"E"+50	"E" Ramp	17
	247+50	SB & NB	52
	47"D"+50	"D" Ramp	17
	47"F"+50	"F" Ramp	17
	238+50	SB & NB	52
	240+75	SB & NB	52
	39"E"+00	"E" Ramp	26.5
	40"F"+10	"F" Ramp	20.0
	40"F"+10-40"F"+25	"F" Ramp	25.0
	39"C"+25	"C" Ramp	22.0
	39"C"+00-39"C"+25	"C" Ramp	21.5
	40'D"+35	"D" Ramp	29.5
	16"S"+90	"S" Line RT.	39.5
	17"S"+15	"S" Line	45
	18"S"+20	"S" Line	41
	18"S"+20	"S" Line RT.	41
	21"S"+60	"S" Line	41
	21"S"+60	"S" Line RT.	41
	22"S"+50	"S" Line RT.	47
	23"S"+00	"S" Line	43

MARKER POSTS

Sec.	Station	Location	Each
1R	170+98	SB RT.	1
	172+59	SB Median	1
	178+62	NB Median	1
	180+97	NB LT.	1
	8"J"+20	Traffic Island	3
	9"N"+70	Traffic Island	3
	46"R"+48	RT.	1
	53"R"+93	LT.	1
	197+53	Median	1
	199+99	Median	1
	237+63	SB RT.	1
	236+63	SB Median	1
	241+72	NB LT.	1
	242+72	NB Median	1
	39"C"+25	Traffic Island	3
	40"F"+10	Traffic Island	3
	46"R"+64	LT.	1
	53"R"+88	RT.	1

STRAW MULCH

Sec.	Station - Station	Location	Side	S.Y.
1R	170+00-174+88	NB	LT.	1,399
	170+00-174+88	SB	RT.	1,298
	5"J"+06-6"J"+90	Ramp	RT.	204
	176+55-187+00	NB	LT.	242
	176+55-187+00	SB	RT.	1,881
	192+00-194+00	NB	LT.	780
	47"R"+00-50"R"+00	S.R.	LT.	1,012
	47"R"+00-50"R"+00	S.R.	RT.	779
	51"R"+00-54"R"+00	S.R.	LT.	1,234
	51"R"+00-54"R"+00	S.R.	RT.	557
	216+00-218+00	NB	LT.	667
	219+00-225+00	NB	LT.	2,236
	219+00-225+00	SB	RT.	1,046
	228+00-238+00	NB	LT.	3,244
	228+00-238+00	SB	RT.	1,512
	32"C"+90-38"C"+90	Ramp	LT.	956
	32"C"+90-38"C"+90	Ramp	RT.	1,357
	40"D"+62-46"D"+10	Ramp	RT.	2,813
	31"E"+92-34"E"+92	Ramp	LT.	1,333
	37"E"+92-38"E"+92	Ramp	LT.	277
	41"F"+10-45"F"+10	Ramp	LT	2,660
	41"F"+10-45"F"+10	Ramp	RT.	1,534
	8"S"+00-17"S"+00	S R.	LT.	4,986
	8"S"+00-17"S"+00	S.R	RT.	3,302
	19"S"+00-22"S"+00	S R	LT	623
	19"S"+00-22"S"+00	S.R.	RT.	512
	246+00-249+00	SB	RT.	956
	255+00-260+00	NB	LT.	1,955
	255+00-260+00	SB	RT.	1,960
	276+00-279+00	NB	LT	735
2U	287+00-300+00	NB	LT.	850
	287+00-300+00	SB	RT.	1,200

JUTE MATTING

Sec.	Station - Station	Location	S.Y.
1R	144+10-151+00	Median	843
	144+00-148+00	LT.	333
	168+00-173+00	Median	611
	3"K"+50-8"K"+00	RT.	375
	10"M"+00-11"M"+00	LT.	83
	9"N"+80-14"N"+00	RT.	350
	10"N"+00-15"N"+00	LT.	417
	185+00-193+00	Median	978
	201+50-220+00	Median	2,276
	35"C"+50-38"C"+90	RT.	283
	35"C"+50-38"C"+00	LT.	208
	36"E"+50-38"E"+92	LT.	202
	33"E"+00-38"E"+50	RT.	458
	8"S"+00-13"S"+00	LT.	417
	240+75-246+00	RT.	438
	240+75-250+00	Median	1,130
	240+75-246+00	LT.	438
	250+00-260+00	Median	1,222
2U	296+00-297+50	Median	183
	297+75-300+45	Median	330
	295+00-296+50	LT.	125

SODDING

Sec.	Station	Location	S.Y.
1R	144+10	RT. Discharge	5
	166"A"+50	Median Inlet	5
	8"K"+20	RT. Inlet	8
	9"M"+72-10"M"+00	LT. Inlet	31
	9"N"+70	RT. Inlet	8
	177+00	Median Inlet	8
	185+00	Median Inlet	8
	198+51	Median Inlet	5
	209+35	Median Inlet	5
	175± - 176±	Structures	32
	239± - 240±	Structures	32
	229+00	Median Inlet	5
	238+50-38"E"+50	Special Ditch	167
	8"S"+00-17"S"+20	RT. Ditch	1,551
	250+00	Median Inlet	5
	260+00	Median Inlet	5
2U	288+86	Median Inlet	10
	297+51	Median Inlet	5
	300+45	Median Inlet	5

LANDMARKS REF. MONUMENTS

Sec.	Station	Each
1R	149+00	2
	175+67	2
	19"S"+01	2

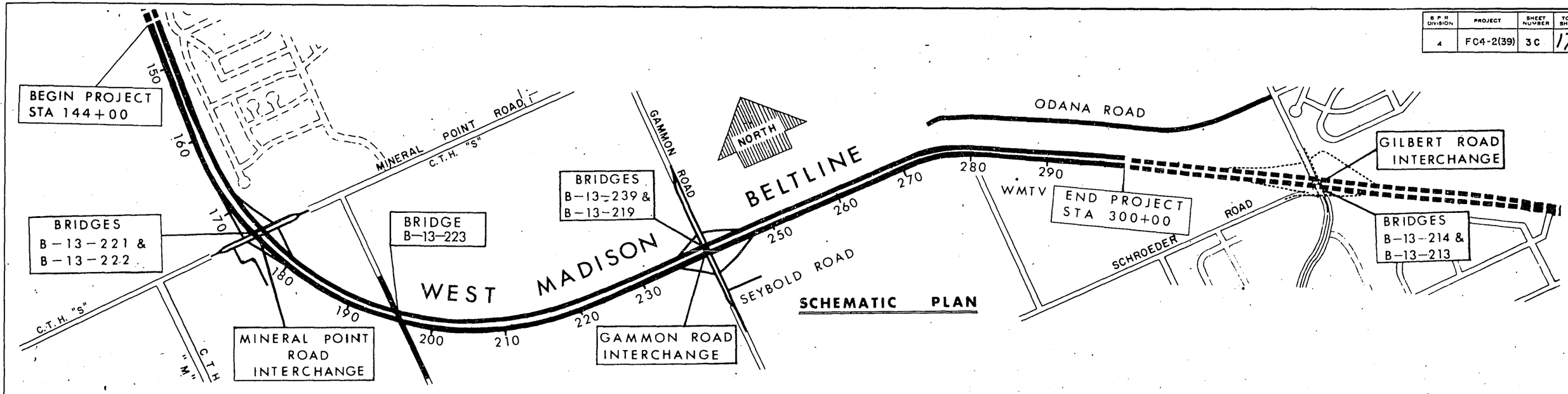
MINOR SIDE ROAD, PRIVATE ENTRANCE, & SLOPE DRAIN PIPES

Sec.	Station	Type	Class	Dia. Inch	Length Lin. Ft.	Location	Endwalls Apron	Endwalls MRM
1R	147+00	CP	HI	18	24	PE RT.	2	
	8"S"+00	CP	III	18	26	PE LT.	2	
	13'P"+55	CP	III	24	44		2	
	8'S"+00	CP	III	18	26	PE RT.	2	
	16"L"+17	CP	III	18	40	PE LT.	2	
	174'A"+70	PUUCMP		18	42	LT.		
	48'R"+50	PUUCMP		18	36	RT.		
	48'R"+50	PUUCMP		18	40	LT.		

CROSS DRAIN PIPES

Sec.	Station	Type	Class	Dia. Inch	Length Lin. Ft.	Apron Endwalls	M.R.M. C.Y.
1R	33"C"+90	RCCP	III	36	82	RT.	
	40"D"+85	RCCP	III	18	38	RT. & LT.	
	46"D"+10	RCCP	III	18	42	RT. & LT.	
	33"E"+92	RCCP	III	36	108	LT.	
	42"E"+10	RCCP	III	18	38	RT. & LT.	
	46"E"+10	RCCP	III	18	50	LT.	
	6"J"+90	RCCP	III	60	2 @ 70'		RT. 10.5
	7"J"+50	RCCP	III	18	62	RT. & LT.	
	8"J"+20	RCP SS	III	18	54	RT.	
	6"K"+29	RCCP	III	60	2 @ 76		LT. 10.5
	8"K"+01	RCP SS	III	18	80	LT.	
	169"A"+50-3"K"+10	RCCP	III	24	332		
	3"K"+10-6"K"+00	RCCP	III	24	284	LT.	
	17"L"+50	RCCP	III	36	140	RT. & LT.	
	19"L"+30	RCP SS	III	18	82		
	19"L"+30-8"K"+01	RCP SS	III	18	56		
	21"L"+83-21"L"+86	RCP SS	III	18	24		
	21"L"+86-8"J"+20	RCP SS	III	18	48		
	22"L"+50	RCCP	III	24	136	RT. & LT.	
	9"M"+72	RCCP	III	18	46	RT. & LT.	
	9"N"+72	RCP SS	III	24	56		
	9"N"+72-18"L"+06	RCP SS	III	24	48		
	18"L"+06	RCP SS	III	24	90	RT.	
	51"R"+50	RCCP	III	24	104	LT. & RT.	
	56"R"+00	RCCP	III	24	50	RT. & LT.	
	12"S"+00	RCP SS	III	12	56		
	17"S"+90-17"S"+20	RCP SS	III	30	70	RT.	
	18"S"+20-17"S"+90	RCP SS	III	15	50		
	18"S"+20	RCP SS	III	12	42		
	21"S"+90-17"S"+90	RCP SS	III	30	396		
	38"E"+65-17"S"+90	RCP SS	III	18	68	RT.	
	38"C"+10-21"S"+90	RCP SS	III	18	112	LT.	
	22"S"+55-21"S"+90	RCP SS	III	18	76		
	22"S"+50-22"S"+58	RCP SS	III	18	62		
	40"D"+60-22"S"+50	RCP SS	III	18	36	RT.	
	22"S"+58-22"S"+55	RCP SS	III	18	18		
	9"SS"+40-25"S"+80	RCP SS	III	18	48		
	25"S"+80-26"S"+00	RCP SS	III	18	116	RT.	
	29"S"+50	RCCP	III	18	54	RT. & LT.	
	9"SS"+42	RCP SS	III	18	30		
	144+10 SB	RCCP	III	18	54	RT. & LT.	
	166"A"+50 NB	RCCP	III	24	102		
	173"A"+22 NB	RCCP	IV	60	2 @ 132		
	177"A"+00-9"N"+72	RCP SS	III	18	126		
	185"A"+02	RCCP	III	36	80	LT.	
	185"A"+19 SB	RCCP	III	36	112	RT.	
	209+35 NB	RCCP	III	24	82	LT.	
	210+93 NB	RCCP	III	48	96	LT.	
	210+93 SB	RCCP	III	48	88	RT.	
	229+00 NB	RCCP	III	18	116	LT.	
	233+89 NB	RCCP	III	36	80		
	238+50 NB	RCCP	III	18	116	LT.	
	250+00 NB	RCCP	III	18	96	LT.	
	258+21 NB	RCCP	III	60	82	LT.	
	258+21 SB	RCCP	III	60	12	RT.	
	261+00 SB	RCCP	III	18	84	RT.	
	272+22	RCCP	III	30	204	RT. & LT.	
	40"F"+45-40"F"+12	RCP SS	III	18	42	LT.	
	39"C"+25	RCP SS	III	18	52	RT.	
	39"C"+25-21"S"+90	RCP SS	III	18	58		
2U	288+86 NB	RCCP	III	24	110	LT. & RT.	
	297+51 NB	RCCP	III	24	90	LT.	
	297+51 SB	RCCP	III	24	80	RT.	

B P H DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	FC4-2(39)	3C	171



SCHEMATIC PLAN

DETAILED LIST OF EARTHWORK QUANTITIES

BALANCE POINTS

NORTHBOUND ROADWAY

144+00 to 173+19: UNCL. = 30,816 C.Y.; FILL = 23,562; B. = 0; W. = 0; E.B.S. = 2,742

173+19 to 240+00: UNCL. = 218,061 C.Y.; FILL = 163,721; B. = 0; W. = 0; E.B.S. = 6,609

240+00 to 266+83: UNCL. = 30,895 C.Y.; FILL = 23,736; B. = 0; W. = 0; E.B.S. = 741

266+83 to 289+24: UNCL. = 23,861; FILL = 18,356; B. = 0; W. = 0; E.B.S. = 1,748

289+24 to 300+00: UNCL. = 4,378*; FILL = 10,932; B. = 9,800; W. = 0; E.B.S. = 344

*Includes Special Ditch STA. 306+00 - 313+00

SOUTHBOUND ROADWAY

144+00 to 173+70: UNCL. = 8,732 C.Y.; FILL = 6,667; B. = 0; W. = 0; E.B.S. = 1,871

173+70 to 240+00: UNCL. = 107,644 C.Y.; FILL = 81,343; B. = 0; W. = 0; E.B.S. = 9,401

240+00 to 253+56: UNCL. = 12,941 C.Y.; FILL = 2,496; B. = 0; W. = 9,570; E.B.S. = 0

253+56 to 281+00: UNCL. = 5,978; FILL = 4,599; B. = 0; W. = 0; E.B.S. = 0

281+00 to 302+95: UNCL. = 5,638; FILL = 992; B. = 0; W. = 4,348; E.B.S. = 0

TOTALS

NORTHBOUND ROADWAY

UNCL. = 308,011 C.Y.
FILL = 240,307
B. = 9,800
W. = 0
E.B.S. = 12,184

SOUTHBOUND ROADWAY

UNCL. = 140,933 C.Y.
FILL = 96,097
B. = 0
W. = 13,918
E.B.S. = 11,272

NORTHBOUND ROADWAY

BALANCE POINTS	LOCATION	UNCL.	FILL	EXCESS FILL	EXCESS CUT	E.B.S.
144+00 to 173+19	Mainline	30,816	23,562	0	0	2,742
173+19 to 240+00	Mainline	53,171	133,482	124,716	0	4,738
	Mineral Point Interchange					
	Ramp K	1,071	6,309	7,131	0	537
	Ramp N	7,704	33	0	7,662	408
	S.R. L (13L+40-20L+00)	11,149	97	0	11,022	926
	High Point Road					
	S.R. R (44R+00-49R+75)	48	6,557	8,477	0	0
	Gammon Road Interchange					
	Ramp E	5,363	17,243	17,915	0	0
	Ramp F (40F+65-45F+16)	41,801	0	0	41,801	0
	S.R. S (8S+00-20S+00)	97,754	0	0	97,754	0
240+00 to 266+83	Mainline	25,364	23,736	5,531	0	741
	Gammon Road Interchange					
	Ramp F (45F+16-47F+10)	5,531	0	0	5,531	0
266+83 to 289+24	Mainline	23,861	18,356	0	0	1,748
289+24 to 300+00	Mainline	3,194	10,932	10,984	0	344
	Special Ditch (306+00-313+00)	1,184	0	0	1,184	0

SOUTHBOUND ROADWAY

BALANCE POINTS	LOCATION	UNCL.	FILL	EXCESS FILL	EXCESS CUT	E.B.S.
144+00 to 173+70	Mainline	8,732	6,667	0	0	1,871
173+70 to 240+00	Mainline	13,606	47,696	49,774	0	2,667
	Mineral Point Interchange					
	Ramp J	185	5,478	6,937	0	1,901
	Ramp M	2,457	2,958	1,389	0	1,124
	S.R. L (20L+00-26L+56)	9,253	246	0	8,933	
	S.R. P (OP+50-13R+80)	1,240	3,250	2,985	0	2,081
	High Point Road					
	S.R. R (50R+60-59R+00)	78	11,329	14,651	0	814
	Gammon Road Interchange					
	Ramp C	11,924	10,120	1,738	0	
	Ramp D (40D+62-46D+03)	30,812	0	0	30,812	
	S.R. S (20S+00-32S+00)	36,637	266	0	36,277	814
	S.R. SS (6SS+50-9SS+40)	1,452	0	0	1,452	
240+00 to 253+56	Mainline	9,998	2,496	0	6,627	0
	Gammon Road Interchange					
	Ramp D (46D+03-47D+10)	2,943	0	0	2,943	
253+56 to 281+00	Mainline	5,978	4,599	0	0	0
281+00 to 302+95	Mainline	5,638	992	0	4,348	0

PROJECT TOTALS

UNCL. = 472,400C.Y.*
FILL = 336,404
B. = 9,800
W. = 13,918
E.B.S. = 23,456

* INCLUDES 23,456C.Y. E.B.S.

Detailed List
Of
Earthwork Quantities
WEST MADISON BELT LINE
(MINERAL POINT ROAD - GILBERT ROAD SECTION)
U.S.H. 12 DANE COUNTY
PROJECT F 04-2(39)

13.1 4.2 23 34

PROJ. F04-2(39) 4 171

SCHEDULE OF LANDS AND INTERESTS REQUIRED

PARCEL NO	SHEET NO	OWNER	INTERESTS REQUIRED	ACRES
1				
2				
3				
4				
5				
6				
7				
8				
9				
10				
11				
12				
13				
14				
15				
16				
17				
18				
19				
20				
21	4.2 4.3	RALPH W. FRISCH	FEE AND ACCESS RIGHTS	1.55
22	4.3	BERTHA FRISCH	FEE AND ACCESS RIGHTS	0.28
23	4.2 4.3	EDNA MALY, TRUSTEE	FEE AND ACCESS RIGHTS	0.86
24	4.3	BERNATA E. FERGUSON	FEE AND ACCESS RIGHTS	0.03
25	4.3	ROBERT NONN, ET AL	FEE AND ACCESS RIGHTS	0.43
26	4.3	MORRIS RESNICK INC.	FEE AND ACCESS RIGHTS	2.96
27	4.3	PEPPERMINT PARK ENTERPRISES INC.	FEE AND ACCESS RIGHTS	0.10
28	4.3	WAYNE K. LOVELAND, ET AL	ACCESS RIGHTS	--
29	4.3	MARVIN LEHR	FEE AND ACCESS RIGHTS	0.03
30	4.3	GEORGE BRASSINGTON	FEE AND ACCESS RIGHTS	0.02
31	4.3	WISCONSIN POWER & LIGHT CO.	UTILITY EASEMENT	--
32	4.3	MIDDLETON TWENTIETH CENTURY DRIVE-IN CORPORATION	FEE AND ACCESS RIGHTS	1.66
33	4.4	ALMA R. GANSER	FEE AND ACCESS RIGHTS	1.58
34	4.4	ROBERT H. MEYER	FEE AND ACCESS RIGHTS	5.48
35	4.4 4.5	WISCONSIN TELEPHONE CO.	UTILITY EASEMENT	--
36	4.4	RAYMOND G. FRISCH, ET AL	FEE AND ACCESS RIGHTS	3.28
37	4.4	JEAN-PIERRE GODARD	FEE & L.H.E.	0.08
38	4.4	ALLIED DEVELOPMENT CORP	FEE, ACCESS RIGHTS AND L.H.E.	0.11
39	4.4	ERNEST A. FRISCH	FEE AND ACCESS RIGHTS	1.17
40	4.4	THOMAS JACOBS, ET AL	FEE AND ACCESS RIGHTS	1.83
41	4.4	WISCONSIN POWER & LIGHT CO.	UTILITY EASEMENT	--
42	4.4 4.5	WILLIAM A. TANNER, ET AL	FEE AND ACCESS RIGHTS	3.98
43	4.5	MARGARET KEYES	ACCESS RIGHTS	--
44	4.5	JOSEPH F. KEYES	FEE, ACCESS RIGHTS AND L.H.E.	0.69
45	4.5	WISCONSIN TELEPHONE CO.	UTILITY EASEMENT	--
46	4.5	LOUIS W. WALDORF, ET AL	FEE, ACCESS RIGHTS AND L.H.E.	1.60
47	4.5	KENNETH C. BARNES, ET AL	FEE, ACCESS RIGHTS AND L.H.E.	1.09
48	4.5 4.6	WILLIAM G. GILBERT	FEE, ACCESS RIGHTS AND L.H.E.	1.47
49	4.6	GEORGE K. VITENSE	FEE AND ACCESS RIGHTS	0.05
50	4.6	PAUL T. CANDLIN	FEE AND ACCESS RIGHTS	0.99
51	4.6	MARSHALL ERDMAN & ASSOC., INC.	FEE AND ACCESS RIGHTS	2.58
52	4.6	WALTER A. MORTON	FEE, EASEMENT AND ACCESS RIGHTS	1.41
53	4.6	CITY OF MADISON, WATER DEPT.	FEE AND ACCESS RIGHTS	0.29
54	4.6	CITY OF MADISON	FEE, ACCESS RIGHTS AND L.H.E.	3.12
55	4.6	JOHN C. MC KENNA, JR.	FEE AND ACCESS RIGHTS	0.51
56	4.6	MADISON METROPOLITAN SEWERAGE DISTRICT	AGREEMENT	--
57	4.7	ILLINOIS CENTRAL RAILROAD CO.	AGREEMENT	--
58	4.7	BUILDERS CO.	FEE	0.02
59	4.7	BROOKS & WOODINGTON INC.	FEE	0.22

LEGEND

DENOTES NO ACCESS

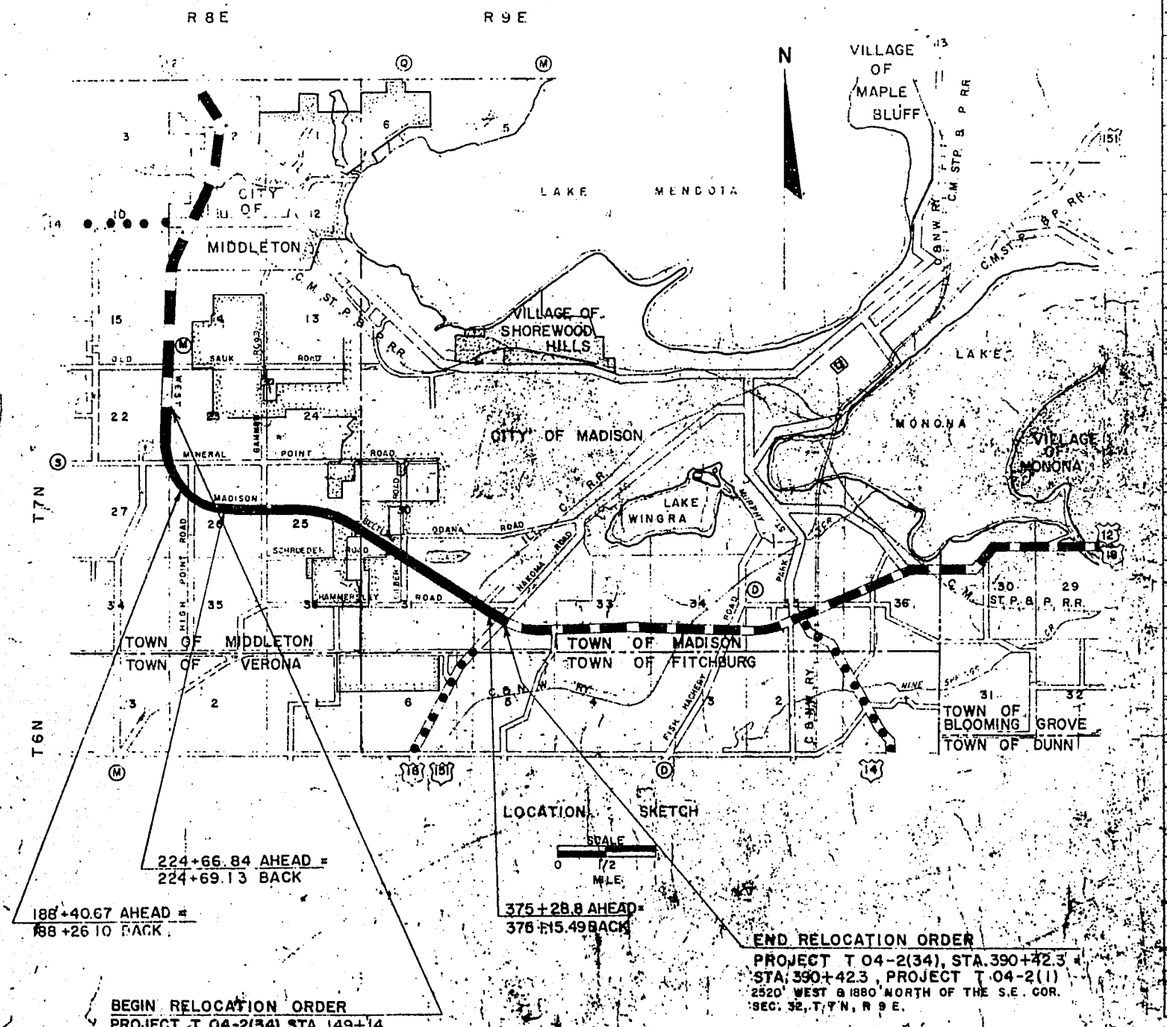
SCHEDULE OF LANDS AND INTERESTS REQUIRED

PARCEL NO	SHEET NO.	OWNER	INTERESTS REQUIRED	ACRES
60				
61	4.4	WEST PARK PROFESSIONAL OFFICES, INC.	FEE AND ACCESS RIGHTS	0.56
62	4.4	EUGENE A. COOMBS	FEE AND ACCESS RIGHTS	0.12
63	4.4	ALAN R. FREITAG	FEE AND ACCESS RIGHTS	0.06
64	4.4	HERMAN I. SCHNOOR	FEE AND ACCESS RIGHTS	0.04
65	4.4	PAUL H. GRAVEN, ET AL	FEE AND ACCESS RIGHTS	0.21
66	4.5	ELIZABETH S SEVERSON, ET AL	FEE, ACCESS RIGHTS AND L.H.E.	0.89
67	4.6	JAY F ZOOK, EMPLOYEES TRUST	L.H.E.	--
68	4.5	THE REGENTS OF THE UNIVERSITY OF WISCONSIN	FEE & L.H.E.	0.35
69	4.6	WEST SIDE BUSINESS MEN'S ASSOCIATION	FEE & L.H.E.	1.20
70	4.6	STATION DEVELOPMENT CORP.	L.H.E.	--

STANDARD ABBREVIATIONS

P.L.	PROPERTY LINE
A.P.	ACCESS POINT
BLDGS.,	BUILDINGS
H.	HOUSE
G.	GARAGE
RESV.	RESERVOIR
TRANS.	TRANSFORMER
STA.	STATION
L.H.E.	LIMITED HIGHWAY EASEMENT
REST.	RESTAURANT
MAINT.	MAINTENANCE
PERM.	PERMANENT
TEMP.	TEMPORARY

NOTE: BEARINGS SHOWN ON THIS PLAT ARE THE TRUE BEARINGS OF EACH TANGENT TO THE NEAREST MINUTE.



REVISION DATE
10/22/63
2/24/64
3/16/64
4/23/64
6/25/64
11/2/64
6/8/65
8/26/65
12/5/66

STATE HIGHWAY COMMISSION OF WISCONSIN

PLAT OF RIGHT OF WAY REQUIRED

PROJECT T 04-2(34)

MIDDLETON -- NAKOMA ROAD
(WEST MADISON BELTLINE)

U.S.H. 12 DANE COUNTY

SCALE
0 200 400 FEET

4.55E FEB 25 1953

CLASS AND AGREEMENT		FEDERAL DIVISION OFFICE	SHEET NUMBER	TOTAL SHEETS
STATE	FEDERAL			
13.1 4.2 23 34		4	4.1	
CONST. PROJ. F04-2(39)			4.1	171

N

LAKE MENDOTA

CITY OF MADISON

CITY OF MIDDLETON

TOWN OF MIDDLETON

MIDVALE BLVD.

ILL. CENTRAL R.R.

MADISON SEWERAGE METROPOLITAN DISTRICT

BROOKS & WOODINGTON, INC. 1.3 AC. (59)

BUILDERS CO. 17.1 AC. (58)

WALTER A. MORTON

(53) CITY OF MADISON WATER DEPT.

(54) CITY OF MADISON U.S.H. 12 & 14

JOHN C. MC KENNA JR. (55)

(56)

STATION DEVELOPMENT CORP (70)

JAY F. ZOOK, EMPLOYEES TRUST (67)

GILBERT ROAD

(52) 4.4 AC. R/L

5.2 AC.

WEST SIDE BUSINESS MEN'S ASSOCIATION 8.4 AC.

MARSHALL ERDMAN & ASSOC., INC. (51)

(69) 10.4 AC.

PAUL T. CANDLIN (50)

THE REGENTS OF THE UNIVERSITY OF WISCONSIN 217 AC. (68)

(48)

(49) 4.8 AC.

GEORGE K. VITENSE

WILLIAM G. GILBERT 14.2 AC.

(66)

ELIZABETH S. SEVERSON, ET AL 12.8 AC.

KENNETH C. BARNES, ET AL 17.3 AC. (47)

(46)

LOUIS W. WALDORF, ET AL 12.7 AC.

JOSEPH F. KEYES 5.2 AC. (44)

MARGARET KEYES 3.0 AC. (43)

BART ELL ROAD

WILLIAM A. TANNER, ET AL 186.2 AC. (42)

HERMAN I. SCHNOOR 1.0 AC. (64)

ALAN R. FREITAG 1.0 AC. (63)

EUGENE A. COOMBS 1.0 AC. (62)

WEST PARK PROFESSIONAL OFFICES, INC. 2.5 AC. (61)

JEAN-PIERRE GODARD 3.8 AC. (37)

GAMMON ROAD

(40) THOMAS JACOBS, ET AL 2.7 AC.

(65) PAUL H. GRAVEN, ET AL 0.8 AC.

(38) ALLIED DEVELOPMENT CORP. 1.9 AC.

ROBERT H. MEYER 79.8 AC. (34)

ERNEST A. FRISCH 1.5 AC. (39)

(36) RAYMOND G. FRISCH, ET AL 183.3 AC.

ALMA R. GANSER 208.5 AC. (33)

MARVIN LEHR 0.8 AC. (29)

GEORGE BRASSINGTON 2.3 AC. (30)

HIGH POINT ROAD

RALPH W. FRISCH 78.3 AC. (21)

BERTHA FRISCH 0.6 AC. (22)

(32) MIDDLETON TWENTIETH CENTURY DRIVE-IN CORPORATION 22.7 AC.

(28)

WAYNE K. LOVELAND, ET AL 7.4 AC. (27)

PEPPERMINT PARK ENTERPRISES, INC. 1.1 AC.

(23) EDNA MALY TRUSTEE 7.1.0 AC.

BERNATA F. FERGUSON 0.6 AC. (24)

(25) ROBERT NONN, ET AL 1.1 AC.

(26) MORRIS RESNICK INC. 77.9 AC.

DRAINAGE

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

R8E — R9E

T7N — T6N

LEGEND

BUILDINGS ●

NOTE ACREAGE SHOWN IN EACH PARCEL INCLUDES AREA IN EXISTING RIGHT OF WAY EXCEPT WHERE THE RIGHT OF WAY IS INDICATED AS A PROPERTY

REVISION DATE
10/22/63
2/24/64
3/16/64
4/23/64
6/25/64 NC
11/2/64
6/8/65
8/26/66
12/5/66

STATE HIGHWAY [illegible]

PLAT OF RIGHT OF WAY [illegible]

LAYOUT SHOWING PROPERTY [illegible]

PROJECT T 04-2(34)

DATED FEB 25, 1963

13.1	4.2	23 34	4	4.2
CONST. PROJECT F04-2(39)				4.2 171

175+63.99=
19 L+93.70

REF. LINE

175+67.1

66°-08'-00"

24185'

30°

36.83'

20 L-35.8

REF LINE L

P.L.

P.L.

HIGH POINT ROAD

P.L.

EQUATION

PCC 188+26.08 BK=
188+40.67 AHD

CONC. MONUMENT
WITH CAP
9K+13.90
9N+13.90=
18L+15.00

T 7 N
22 23 27 26
R 8 E

N

SW-NW

NW-SW

SW-SW

NW-NW

A. J. HAEN

BEGIN RELOCATION ORDER
PROJECT T 04-2(34), STA. 149+14=
STA 149+18, PROJECT T 04-2(1)

P.L. 149+14

PC 157+89.87

89.98'

33'

TAPER
155+89

147+11
110'

140'

24'

S04°-15'W

150

160

293.02'

120'

100'

146+96

107'

SLOPE
INTERCEPTS

A. J. HAEN
75 AC. REMAINING

H
WM.

B

EDNA MALY TRUSTEE (23)
55.1 AC. REMAINING

TAPER
161+95

P.L. 168+42.95

SEE SHEET 4.3

RALPH W. FRISCH
71.9 AC REMAINING

(21)

201+3.8

170

180

190

10M

15M

5K

5J

5L0

5P

5C

6J

6G

TAV

S88°-16'W

10L

15L

15°-15' E

S33°-01'E

PCC 178+06.99

PL 175+67.1

PL 183+20.68

PL 190+77

REF.
STAND

SCREEN

TICKET
OFFICE

REFERENCE LINE

30"L-PL
175+67.1

MINERAL POINT ROAD

L 88

SE-NE

NE-SE

SE-SE

NE-NE

P.L. 135+89

EASEMENT TO
A.J. HAEN

66'

TOWN OF MIDDLETON

C.T.H. "M"

P.I.	I.	Δ.	D.	T.	L.	E.	R.
168+12.85	156°-28'-01"	23°-31'-59"	1°-10'	1022.98	2017.12	105.39	4911.07
183+20.68	162°-09'-59"	17°-50'-01"	1°-45'	513.69	1019.06	40.05	3274.05
6J+11.68	165°-21'	14°-39'	7°-00'	105.22	209.29	6.73	818.51
16M+42.84	175°-24'	4°-36'	0°-45'	306.83	613.33	8.16	7639.44

NOTE : BEARINGS SHOWN ON THIS PLAT ARE THE TRUE BEARINGS OF EACH TANGENT TO THE NEAREST MINUTE.

* INDICATES ACCESS CONTROL UNDER CA.04-2 (1).

LEGEND

DENOTES NO ACCESS

REVISION DATE
4/23/64
6/25/64 NC
11/2/64
6/8/65
8/26/65 NC
12/5/66 NC

STATE HIGHWAY COMMISSION OF WISCONSIN

PLAT OF RIGHT OF WAY REQUIRED

PROJECT T04-2 (34)

SCALE
0 200 400
FEET

DATED 3/10/64

COUNTY AND HIGHWAY	ROUTE AND SECTION	CLASS AND AGREEMENT STATE	CLASS AND AGREEMENT FEDERAL	FEDERAL DIVISION OFFICE	SHEET NUMBER	TOTAL SHEETS
13.1	4.2	23.34		4	4.3	
CONST. PROJECT	F04-2(39)				4.3	171

175+63.99 = 19L+93.70

P.C.C. 178+06.99

REF LINE

PL 175+67.1

241.85'

3.00'

36.83'

20L+35.8

REF. LINE L

SW-SW

N

P.L.

P.L.

P.L.

H

50'

GEORGE BRASSINGTON
2.1 AC. REMAINING

30

S

I. A.P.#

B

PL 13L+65 RES.
54.8'0.5AC
1534' REMAINING

14 L +00

H S G

MARVIN LEHR

29

N 1°-44' W
14 L+00
45.3'

T 7 N
R 8 E
22 23 27 26

CONC. MONUMENT WITH CAP

WISCONSIN POWER & LIGHT COMPANY 31

9K+13.90
9N+13.90
18L+15.00

15L+58.15 W

PL 15L+60

PL 15L+93

I.A.P.# COMM.

16L+0.0

16L+50

169+50
131.2

170+90
155

172+54
190

17L+39

10K

S15°-09'E

P.C.C. 178+06.99

180

15M

S37°-07'E

P.I. 183+20.68

P.I. 19M+49.34

P.L. 190+77

191+90
135

TAPER
191+04

P.C.C. 188+26.05 BK=
186+40.67 AHD.

189+00
120'

120'

190'

240'

REF. LINE

EQUATION

NW-NW

175+63.99=
19L+93.70

MIDDLETON TWENTIETH CENTURY DRIVE-IN CORP.
21.0 AC. REMAINING

32

U.S.H. 12 & 14
OVER

SCREEN

TICKET OFFICE

184+10
117

182+00
155

S37°-07'E

P.L.

120'

120'

P.L. 15M+55

REF. STAND

27

PEPPERMINT PARK ENTERPRISES, INC.
1.0 AC. REMAINING 33'

28

WAYNE K. LOVELAND ET AL
5.2 AC. REMAINING

P.L. 11 M+73

P.L.

S00°-01'E

33'

P.I. 16M+42.84

P.C. 13M+36.01

P.I. 7 P + 33.24

P.C. 3 P + 68.01

26

MORRIS RESNICK INC.
74.2 AC. REMAINING

8 J + 75.84
8 M + 75.84 =
21L+75.00

P.I. 24L+31 = P.L. 2P+45

P.T. 2P+21.19

GAS PUMPS
UNDERGROUND TANK

NE-NE

P.I. 5 P + 91.95

P.L. 5 P + 91.95

P.L. 20 L + 35.8

170

7 J + 80

S27°-54'E 10 M

S19°-17'E

S01°-55'W

S04°-15'W

5 J

6 J + 25

50'

100'

120'

50'

50'

65'

50'

50'

50

COUNTY AND HIGHWAY	ROUTE AND SECTION	CLASS AND AGREEMENT STATE	CLASS AND AGREEMENT FEDERAL	FEDERAL DIVISION OFFICE	SHEET NUMBER	TOTAL SHEETS
13.1	4.2	23.34		4	4.4	
CONST. PROJECT	F04-2(39)				4.4	171

SLOPE INTERCEPTS

P.L. 190+77

P.L. 44 R+29

45 R+00 40.8

45 R+00 25.2'

46 R+00 45'

46 R+00 50'

47 R+00

48 R+00

55 R+00

57 R+00 50'

58 R+00 23.7'

SW-NW

SE-NW

ALMA R. GANSER

33

SW-NE

EQUATION

P.L. 226+92

P.T. 224+69.13 BK= 224+66.84 AHD.

P.C. 30 E +35.54= 230 +35.54-81' LT.

SLOPE INTERCEPTS

P.L.

N86°-27'E

N88°-27'E

S37°-07'E

N74°-42'E

S77°-38'E

S79°-34'E

S 0°-42'W

U.S.H. 12 & 14 UNDER

198+83.63= 50 R+01.68

THE ROMAN CATHOLIC DIOCESE OF MADISON

TAPER 196+39 197+00

200+50

206+00

208+00

210+00

216+00

217+95

32 E+73.43

36 E +00

25 S + 31.5= 10 SS+00

9 SS+20

8 SS+90

26 S + 63

26 S +11.5

26 S +41.5

23' OFFICE

DETAIL

SCALE 0 50 100 FEET

BLDGS.

NO BLDGS.

8 S +00

10 S +00

WISCONSIN TELEPHONE CO. 35

WISCONSIN POWER & LIGHT CO. 41

42 2 ROD R/W EASEMENT VOL. 646 OF DEEDS PAGE 174

ROBERT H. MEYER 72.4 AC. REM.

WILLIAM A. TANNER, ET AL 181.7 AC. REMAINING

T 7 N
26 25
R 8 E

17 S +20.00
40 E +32.10=
39 F +85.00

38 E +60.75-93.6'
16 S +75-190'

PAUL H. GRAVEN, ET AL 0.5 AC. LANDLOCKED

THOMAS JACOBS, ET AL 0.7 AC. LANDLOCKED

65 40

43 F+00

43 F+25

16 S +30

EQUIP. SALES

P.C. 47 F +23.02

P.T. 49 F +75.73= 249 +76.98 - 72' LT.

P.L. 14 S+01

P.L. 15 S+01

P.L. 19 S+01

P.L. 23 S+23

P.L. 25 S+28

P.C. 47 D+07.91

P.T. 49 D+31.24= 249+32.09-68' RT

36 C +00

38 C +69.53-74.7' 25 S +00-150

U.S.H. 12 & 14 OVER 239+99.37=

20 S +00.00

22 S+50.00=
39 D+70.14=
40 C+08.7

25 S +31.5= 10 SS+00

26 S+00

13 S +00

P.C. 29 C +85.70= 228 +85.70-60' RT

CONC. MONUMENT WITH CAP

P.L. 193+01

REF. LINE

REF. LINE S

NOTE FOR DIMENSIONS SEE DETAIL ABOVE

NE-SE

SW-NW

L.H.E. SLOPE 0.1 AC. TEMP.

JEAN-PIERRE GODARD

L.H.E. SLOPE 0.2 AC. TEMP.

3.2 AC. REM.

NW-SW

P.L. 30 S + 63

31 S+00

32.8

WATTS ROAD

WEST PARK DEVELOPMENT CORP.

ALLIED DEVELOPMENT CORP. 38

SEYBOLD ROAD

SEBO INC.

OFF.

61 62 63 64

555

BLDGS.

66'

SLOPE INTERCEPTS

SEPTIC TANKS

H

B

W

39 R+48.9

63 R+51.4

P.L. 198+73

REF. LINE R

HIGH POINT ROAD

NW-SW

NE-SW

NW-SE

ALMA R. GANSER 190.3 AC. REMAINING

RAYMOND G. FRISCH, ET. AL 179.4 AC. REMAINING VOL. 198 MISC., PG. 124

P.I. 208+04.87

P.L. 213+47

TOWN OF MIDDLETON

P.L.

(38) ALLIED DEVELOPMENT CORP. 1.6 AC. REM. L.H.E. SLOPE 0.1 AC. TEMP.

(39) ERNEST A. FRISCH 0.5 AC. LANDLOCKED

(61) WEST PARK PROFESSIONAL OFFICES, INC. 1.9 AC. REM.

(62) EUGENE A. COOMBS 0.9 AC. REM.

(63) ALAN R. FREITAG 0.9 AC. REM.

(64) HERMAN I. SCHNOOR 1.0 AC. REM.

P.I. = 208+04.87	P.I. = 30° C +98.00	P.I. = 48° D +20.00	P.I. = 31° E +55.00	P.I. = 48° F +50.00
I. = 48° - 34' - 23"	I. = 191° - 50' - 43"	I. = 192° - 16' - 39"	I. = 166° - 34' - 58"	I. = 168° - 06' - 03"
Δ. = 11° - 26' - 57"	Δ. = 11° - 56' - 43"	Δ. = 12° - 16' - 39"	Δ. = 13° - 05' - 02"	Δ. = 13° - 53' - 57"
D. = 5° - 30'	D. = 5° - 30'	D. = 5° - 30'	D. = 5° - 30'	D. = 5° - 30'
T. = 1964.20'	T. = 109.30'	T. = 112.09'	T. = 1194.46'	T. = 126.98'
L. = 3822.46'	L. = 217.60'	L. = 223.33'	L. = 237.89'	L. = 252.71'
E. = 478.44'	E. = 5.72'	E. = 6.01'	E. = 6.83'	E. = 7.71'
R. = 3819.72'	R. = 1041.74'	R. = 1041.74'	R. = 1041.74'	R. = 1041.74'

LEGEND

DENOTES NO ACCESS

NOTE: BEARINGS SHOWN ON THIS PLAT ARE THE TRUE BEARINGS OF EACH TANGENT TO THE NEAREST MINUTE.

* INDICATES ACCESS CONTROL UNDER CA. 04-2(1)

REVISIONS DATE	
4/23/64	NC.
6/26/64	NC
11/2/64	
6/8/65	
8/26/65	
12/5/66	

STATE HIGHWAY COMMISSION OF WISCONSIN

PLAT OF RIGHT OF WAY REQUIRED

PROJECT T 04-2(34)

SCALE 0 200 400 FEET

DATED 3/16/64

COUNTY AND HIGHWAY	ROUTE AND SECTION	CLASS AND AGREEMENT STATE	CLASS AND AGREEMENT FEDERAL	FEDERAL DIVISION OFFICE	SHEET NUMBER	NO. SHEETS
13.1	4.2	23.34		4	4.5	
CONST. PROJECT F04-2(36)					4	120
F04-2(39)					4.5	171

SE – NW

SW – NE

SE – NE

WILLIAM A. TANNER, ET AL
FOR AC. REM. SEE SHEET 4.4

WISCONSIN TELEPHONE CO.

THE REGENTS OF THE UNIVERSITY OF WISCONSIN
116.6 AC. REMAINING

TOWN OF MIDDLETON

N

P.I. = 84Z+10.73
I. = 212°-35'-33"
Δ. = 32°-35'-33"
D. = 8°-00'
T. = 209.38
L. = 407.41'
E. = 29.98'
R. = 716.20'
P.C. = 82Z + 01.35
P.T. = 86Z + 08.76

P.I. = 108Z + 47.18
I. = 147°-54'-13"
Δ. = 32°-05'-47"
D. = 8°-00'
T. = 206.02'
L. = 401.20'
E. = 29.04'
R. = 716.20'
P.C. = 106Z + 41.16
P.T. = 110Z + 42.36

T 7 N
25 30
R6E R9E

MADISON GAS AND ELECTRIC CO.

L.H.E. SLOPE 0.3 AC. TEMP.

WISCONSIN TELEPHONE CO. EASEMENT VOL. 198, MISC. PG. 197

UNDERGROUND CABLE

LOUIS W. WALDORF, ET AL
VOL. 198, MISC. PG. 127
9.4 AC. REM.

MARGARET KEYES
3.0 AC. REM.

JOSEPH F. KEYES
4.5 AC. REM.

L.H.E. SLOPE 0.4 AC. TEMP.

L.H.E. SLOPE 0.3 AC. TEMP.

KENNETH C. BARNES, ET AL
14.1 AC. REMAINING

WEST PARK DEVELOPMENT CORP.

SECURITY STATE BANK

WILSON – MONONA CORP.

SLOPE INTERCEPTS

U.S.H. 12 & 14

EMERALD REALTY CORP

FORWARD TELEVISION CO.

ELIZABETH S. SEVERSON, ET AL
10.2 AC. REMAINING

L.H.E. SLOPE 0.1 AC. TEMP.

L.H.E. SLOPE 0.2 AC. TEMP.

NE – SW

NW – SE

NW – SW

Δ TOWER
NE – SE

CITY OF MADISON

A.J. STRUCK

SE – SW

SW – SE

SE – SE

SW – SW

BARTELL ROAD

CITY LIMITS

MIDDLETON MADISON

TOWN OF MADISON

SLOPE INTERCEPTS

REFERENCE LINE

MADISON BANK AND TRUST CO. TRUSTEES
23.4 AC. REMAINING

GEORGE K. VITENSE

P.I. = 278+15.00
I. = 213°-00'
Δ. = 33°-00'
D. = 1°-00'
T. = 1697.18'
L. = 3300.00'
E. = 246.09'
R. = 5729.58'

P.I. = 84Z+10.73
I. = 212°-35'-33"
Δ = 32°-35'-33"
D. = 8°-00'
T. = 209.38'
L. = 407.41'
E. = 29.98'
R. = 716.20'
P.C. = 82Z +01.35
P.T. = 86Z+08.76

P.I. = 108Z+47.18
I. = 147°-54'-13"
Δ = 32°-05'-47"
D. = 8°-00'
T. = 206.02'
L. = 401.20'
E. = 29.04'
R. = 716.20'
P.C. = 106Z + 41.16
P.T. = 110Z + 42.36

TOWN OF MIDDLETON

SCHROEDER ROAD

T 7 N
25 30
36 31
R6E R9E

* ACCESS TO U.S.H. 12 FROM ABUTTING LANDS IN THE SE-NW, NE-SW, SW-NE, AND THE LANDS ABUTTING THE SOUTHWESTERLY RIGHT OF WAY LINE IN THE NE-SE, NW-SE, ALL IN SECTION 25, AND THE LANDS ABUTTING THE SOUTHWESTERLY RIGHT OF WAY LINE IN THE NW-SW, SW-SW, IN SECTION 30, WAS CONTROLLED BY PROJECT C A 04-2(1).

LEGEND
DENOTES NO ACCESS

NOTE: BEARINGS SHOWN ON THIS PLAT ARE THE TRUE BEARINGS OF EACH TANGENT TO THE NEAREST MINUTE.

* INDICATES ACCESS CONTROL UNDER CA 04-2 (1)

REVISION DATE	
10/22/63	
2/24/64	
3/16/64	
4/23/64	NC
6/25/64	NC
11/2/64	NC
6/8/65	
8/26/65	
12/5/66	

STATE HIGHWAY COMMISSION OF WISCONSIN

PLAT OF RIGHT OF WAY REQUIRED

PROJECT T04-2 (34)

SCALE
0 200 400 FEET

DATED FEB. 25, 1963

COUNTY AND HIGHWAY	ROUTE AND SECTION	CLASS AND AGREEMENT STATE	CLASS AND AGREEMENT FEDERAL	FEDERAL DIVISION OFFICE	SHEET NUMBER	TOTAL SHEETS
13.1	4.2	23.34		4	4.6	
CONST. PROJ. F04-2(36)					4.1	120
F04-2(39)					4.6	171

P.I. = 108Z+47.18
I. = 147°-54'-13"
Δ = 32°-05'-47"
D. = 8°-00'
T. = 206.02'
L. = 401.20'
E. = 29.04'
R. = 716.20'
P.C. = 106Z+41.16
P.T. = 110Z+42.36

P.I. = 313+50.00
I. = 177°-45'
Δ. = 2°-15'
D. = 0°-15'
T. = 450.06'
L. = 900.00'
E. = 4.47'
R. = 22,918.32'

P.I. = 332+01.31
I. = 166°-15'
Δ. = 6°-15'
D. = 0°-45'
T. = 417.08'
L. = 833.33'
E. = 11.38'
R. = 7,639.44'

P.I. = 342+42.54
I. = 176°-00'
Δ. = 4°-00'
D. = 0°-30'
T. = 400.16'
L. = 800.00'
E. = 6.99'
R. = 11,459.16'

P.I. = 10X+13.06
I. = 240°-19'
Δ. = 60°-19'
D. = 25°-00'
T. = 133.16'
L. = 241.27'
E. = 35.88'
R. = 229.18'

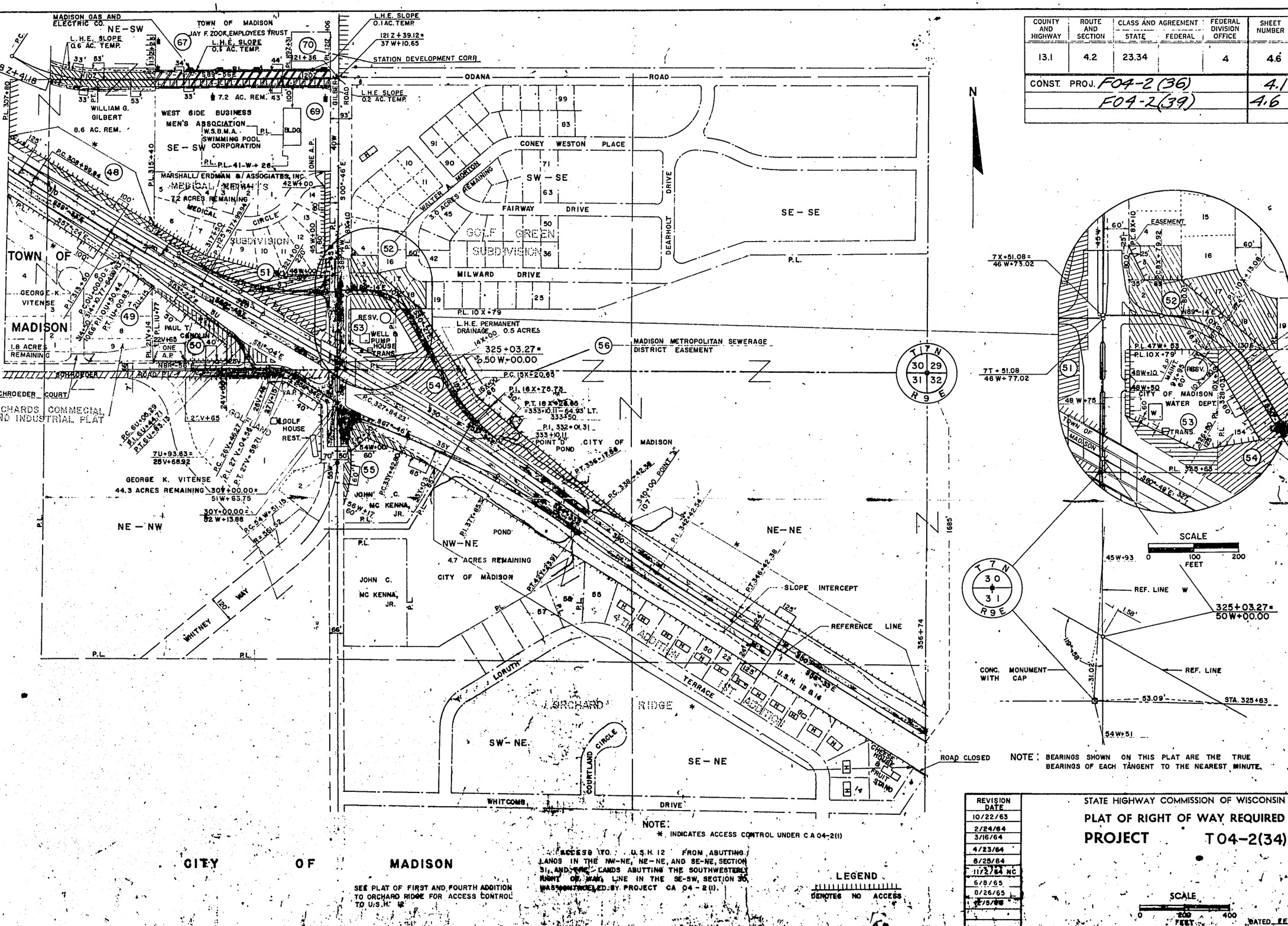
P.I. = 16X+76.73
I. = 157°-03'
Δ. = 22°-57'
D. = 7°-30'
T. = 155.08'
L. = 306.00'
E. = 15.58'
R. = 763.94'

P.I. = 27V+04.56
I. = 212°-30'
Δ. = 32°-30'
D. = 26°-39'
T. = 58.29'
L. = 113.44'
E. = 8.32'
R. = 199.99'

P.I. = 0U+50.44
I. = 184°-02'
Δ. = 4°-02'
D. = 4°-00'
T. = 50.44'
L. = 100.83'
E. = 0.89'
R. = 1432.40'

P.I. = 6U+44.71
I. = 202°-18'
Δ. = 22°-18'
D. = 26°-39'
T. = 39.42'
L. = 77.84'
E. = 3.85'
R. = 199.99'

P.I. = 37Y+65.32
I. = 193°-13'
Δ. = 13°-13'
D. = 1°-30'
T. = 442.52'
L. = 881.11'
E. = 25.55'
R. = 3819.72'



NOTE: * INDICATES ACCESS CONTROL UNDER C A 04-2(1)

ACCESS TO U.S.H. 12 FROM ABUTTING LANDS IN THE NW-NE, NE-NE, AND SE-NE, SECTION 31, AND SW-SE LANDS ABUTTING THE SOUTHWESTERLY RIGHT OF WAY LINE IN THE SE-SW, SECTION 30, WAS CONTROLLED BY PROJECT CA 04-2(1).

CITY OF MADISON

SEE PLAT OF FIRST AND FOURTH ADDITION TO ORCHARD RIDGE FOR ACCESS CONTROL TO U.S.H. 12

LEGEND
DENOTES NO ACCESS

NOTE: BEARINGS SHOWN ON THIS PLAT ARE THE TRUE BEARINGS OF EACH TANGENT TO THE NEAREST MINUTE.

REVISION DATE
10/22/63
2/24/64
3/16/64
4/23/64
6/25/64
11/2/64 NC
6/8/65
8/26/65
12/5/66

STATE HIGHWAY COMMISSION OF WISCONSIN

PLAT OF RIGHT OF WAY REQUIRED

PROJECT T04-2(34)

SCALE 0 200 400 FEET

DATED FEB. 21, 1963

B. P. R. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	F04-2(39)	5	171

BENCH MARKS

NO.	STATION	DESCRIPTION		ELEV.
25	131+45	SPK. IN 19" OAK	70'LT.	1010.78
26	141+46	SPK. IN 17" OAK	71'LT.	1032.87
27	149+00	SPK. IN 31" OAK	123'LT.	1059.67
28	160+11	SPK. IN T. P.	99'RT.	1064.21
1	154+85	SPK. IN ∅	95'RT.	1063.68

N

A. J. HAEN

NOTE:
SEE SHEET NO.2.4 FOR DETAILS OF TEMPORARY CROSSOVER

RALPH W. FRISCH

WOODS

B.M. 25

B.M. 26

FUTURE CONSTRUCTION

PI. 143+14

122.98'

B.M. 27

147+11
110'

BROKEN CONC.

TAPER 155+89

P.C. 157+89.87 = 157A+89.87-36' LT.

P.C. 158A+75.77

160A

160

130 135 140 S 04°-15' E 145 150 155

DITCH DIKE

+90 +00 +00

100'

FUTURE CONSTRUCTION

PI. 135+89

146+96

H

WINDMILL

120'

152+96

TBM #1

100'

B.M. 28

WISCONSIN TELEPHONE CO.

A. J. HAEN

EDNA MALY TRUSTEE

PI. 149+14

BEGINNING OF PROJECT F04-2(39)
STA. 144+00 BEGIN SEC. 1 R

B

1014.41 1014.91 1015.17 1015.51 1015.92 1016.42 1016.99 1017.63 1018.36 1019.17 1020.05 1021.01 1022.05 1023.17 1024.36 1025.63 1026.99 1028.42 1030.41 1034.41 1037.41 1040.41 1043.41 1046.41 1049.41 1050.90 1052.33 1053.68 1054.95 1056.14 1057.26 1058.29 1059.24 1060.12 1060.91 1061.63 1062.27 1062.82 1063.30 1063.70 1064.02 1064.26 1064.43 1064.51 1064.51 1064.44 1064.28 1064.05 1063.74 1062.95 1062.15

FINISHED GRADE MEDIAN EDGE NORTHBOUND

800' V.C.

P.C. 131+20 1013.02

P.T. 139+20 1029.01

+3.00%

+3.00% MED. DT.

STA 147+00 MEDIAN 18"x42" C.P. CL III

STA 147+00 RT 18"x24" C.P CL III PE

P.I. 152+30 1068.31

-0.80%

-0.50% LT. DT.

+0.50%

+0.80% MED. DT.

EXISTING GROUND MEDIAN EDGE NORTH BOUND

IDENTICAL POINT

+3.00%

1200' V.C.

P.T. 159+30 1063.41

P.C. 135+20 1017.01

STA 142+19 LT 18"x46 c.p. CL III

P.C. 146+30 1050.81

P.I. 151+34 1066.38

P.T. 139+30 1029.68

FUTURE CONSTRUCTION

+3.00%

FINISHED GRADE MEDIAN EDGE SOUTHBOUND

800' V.C.

P.C. 131+30 1015.66

-0.50%

IDENTICAL POINT

MATCH EXISTING PAVEMENT

+3.0%

1000' V.C.

145+50
STA. 144+10 R.C.C.P. CLASS III REQ'D.
+-18"x64'

EXISTING GRADE MEDIAN EDGE SOUTHBOUND

P.T. 156+64 1063.66

+0.50%

P.C. 146+54 1051.36

S.D. RT.

EXISTING GRADE MEDIAN EDGE SOUTHBOUND

F.I. 135+30 1017.66

1000 1010 1020 1030 1040 1050 1060

1015.01 1015.51 1015.77 1016.09 1016.48 1016.96 1017.52 1018.15 1018.66 1019.65 1020.52 1021.46 1022.48 1023.59 1024.77 1026.02 1027.36 1028.77 1043.74 1046.74 1049.74 1051.24 1052.70 1054.08 1055.37 1056.57 1057.68 1058.71 1059.65 1060.50 1061.26 1061.93 1062.53 1063.02 1063.44 1063.76 1064.00 1064.15 1064.22 1064.19 1064.08 1063.88 1063.63 1063.13 1062.63 1062.13

130 1 2 3 4 135 6 7 8 9 140 1 2 3 4 145 6 7 8 9 150 1 2 3 4 155 6 7 8 9 160

PLATE 1 - PLAN - PROFILE D. F. N. & R. E.
CHARLES BOWING COMPANY, INC.

F 04-2(39)	6	171

PC. 157+89.87

P.C. 158A+75.77

RALPH W. FRISCH

BENCH MARKS

NO.	STATION	DESCRIPTION	ELEV
28	160+11	SPK IN T P	99 RT 1064 21
29	169+60	SPK IN 30" OAK	67 LT 1057 53
29A	175+55	BRONZE CAP (MON)	40 RT 1056 42
30	183+03	SPK IN 6" POPULAR	127 LT 1072 56
31	190+17	SPK IN 24" CHERRY	76 RT 1094 29

PI = 168A+26.56
I = 156°-33'-45"
Δ = 23°-26'-15"
D = 1°-15' LT.
T = 950.79'
L = 1875.00'
R = 4583.66'
E = 97.54
S.E. = 0.035%

WISCONSIN POWER & LIGHT

NOTE. SEE STORM SEWER PLAN AND PROFILE FOR ADDITIONAL DRAINAGE DATA

PI = 181A+69.10
I = 165°-26'-15"
Δ = 14°-33'-45"
D = 1°-45' LT
T = 418.33'
L = 832.14'
R = 3274.05'
E = 26.62'
S.E. = 0.049%

PI = 186A+94.11
I = 176°-38'
Δ = 3°-22'
D = 1°-30'-51" LT
T = 111.20'
L = 222.33'
R = 3783.72'
E = 1.63'
S.E. = 0.042%

P.C.C. 185A+82.91

P.T. 188A+05.24 B.K. = P.C. 188+40.67 AHD - 360 LT.

MIDDLETON TWENTIETH CENTURY DRIVE-IN CORP

MARVIN LEHR

GEORGE BRASSINGTON

RALPH W. FRISCH

AUX. REF. LINE

BERTHA FRISCH
175A+60.72 = 19L+68.31

RAMP "K"

RAMP "N"

B.M. 29

B.M. 30

B.M. 28

B.M. 31

SCREEN

TICKET OFFICE

SIGN

DITCH DIKE

FOUNDATION

ORCHARD

MINERAL POINT ROAD

P.C.C. 177A+50.77

PC.C. 178+06.99

PI. 181A+69.10

PI 186A+94.11

S 37°-07' E

S 04°-15' W

S 19°-17' E

B-13-222

B-13-221

WISCONSIN TELEPHONE CO.

EDNA MALY TRUSTEE

REFERENCE LINE

RAMP "J"

EDNA MALY TRUSTEE

WAYNE K. LOVELAND ET AL

RAMP "M"

PEPPERMINT PARK ENTERPRISES, INC.

PI = 183+20.68
N 386,158.47
E 2,127,900.66
I = 162°-09'-59"
Δ = 17°-50'-01"
D = 1°-45' LT.
T = 513.69'
L = 1019.06'
R = 3274.05'
E = 40.04'
S.E. = 0.049%

P.T. 188+26.05 B.K. = P.C. 188+40.67 AHD.

EQUATION

PI = 168+12.85
N 387,611.86
E 2,127,402.10
I = 156°-28'-01"
Δ = 23°-31'-59"
D = 1°-10' LT.
T = 1022.98'
L = 2017.12'
R = 4911.07'
E = 105.39'
S.E. = 0.032%

LOCATION SKETCH

WEST MADISON BELTLINE

RAMP P

MINERAL POINT

RAMP J

RAMP N

FRONTAGE ROAD P

RAMP M

P.I. 168+12.85

P.I. 168+26.56

20L+00.00 = R.L. TANGENT

ABANDON WELL

175+63.99 = 19L+93.70

FRONTAGE RD. "P" LINE

M. RESNICK INC

STA 185+19 S.B.
1-24" X 120' R.C.C.P. IN PLACE
REMOVE

STA 166+50-82' LT. TO STA. 3"K"+10-30' LT. RCCP CL. III REQ'D.
1-24" X 332' 342

EXISTING GROUND MEDIAN EDGE NORTHBOUND

P.C. 164+45 1058.59

P.T. 170A+45 1063.99

P.I. 175A+45 1076.88

-0.80%

600' V.C.

+2.56%

-0.50%

800' V.C.

FINISHED GRADE MEDIAN EDGE NORTHBOUND

P.C. 171A+45 1066.84

P.C. P.T. 179A+45 1074.89

IDENTICAL POINT

700' V.C.

+3.00%

P.T. 186A+43 1083.64

188A+05.24 BK = P.C. 188A+40.67 AHD 1090.21

188A+40.67 AHD 1091.62

188+26.05 BK = P.C. 188+40.67 AHD 1089.60

STA. 166"A"+50 R.C.C.P. CLASS III REQ'D.
1-24" X 180'

1-TYPE 9MS INLET REQ'D. 23' RT.

1-TYPE 9"MS" INLET REQ'D. 82' LT.

P.C. 174+45 1056.19

STA. 175"A"+60.72 (N.B.) B-13-222 REQ'D.
2-SPAN 45° PRESTRESSED GIRDERS
39' ROADWAY, 171.67' LONG
SEE DRAWINGS X-36496 TO X-36509

P.I. 175+20 1074.43

P.I. 182A+95 1075.14

STA. 185+02 R.C.C.P. CLASS III REQ'D.
1-36" X 80'

STA. 173A+22 R.C.C.P. CLASS IV REQ'D.
2-60" X 133'
SKEW 7° R.H.F.

P.C. 164+62 1059.82

FINISHED GRADE MEDIAN EDGE SOUTHBOUND

600' V.C.

-0.50%

+2.125%

P.T. 170+62 1064.70

+0.00%

550' V.C.

P.C. 178+40 1074.43

950' V.C.

+3.00%

P.T. 187+90 1088.48

188+40.67 AHD 1088.60

P.C. 188+05.38 1089.13

IDENTICAL POINT

EXISTING GROUND MEDIAN EDGE SOUTHBOUND

EXISTING GRADE MEDIAN EDGE SOUTHBOUND

P.C. 172+45 1068.39

P.T. 177+95 1074.43

STA 175+37
2-60" X 92' R.C.C.P. IN PLACE
TO REMAIN

STA. 175+57.68 (S.B.) B-13-221 REQ'D.
2-SPAN 45° PRESTRESSED GIRDERS
39' ROADWAY, 171.67' LONG
SEE DRAWINGS X-36524 X-36538

STA. 185+19 R.C.C.P. CLASS III REQ'D.
1-36" X 115'
1-TYPE 9MS INLET REQ'D.

P.I. 183+15 1074.43

1080 1070 1060 1050 1040

1100 1090 1080 1070 1060

160 1 2 3 4 165 6 7 8 9 170 1 2 3 4 175 6 7 8 9 180 1 2 3 4 185 6 7 8 9 190

IN STRUCTURE NOTATIONS CHGD. IN AS NOTED NO

PLATE 1 - PLAN - PROFILE O. P. R. & B. E.
MADE AND PRINTED IN U.S.A.
CHARLES BRUNING COMPANY, INC.

PROJECT	SHEET NUMBER	TOTAL SHEETS
F 04-2(39)	7	171

BENCH MARKS

NO.	STATION	DESCRIPTION		ELEV.
28	160+11	SPK IN T.P.	99'RT.	1064.21
~~29~~	~~163+00~~	~~SPK IN 30" OAK~~	~~67'LT.~~	~~1057.53~~
~~29A~~	~~175+55~~	~~BRONZE CAP (MGN.)~~	~~40'RT.~~	~~1056.42~~
~~30~~	~~183+03~~	~~SPK IN 6" POPLAR~~	~~127'LT.~~	~~1072.56~~
31	190+17	SPK IN 24" CHERRY	76'RT.	1094.29
28A	166+50	PAINTED BOX, C.B.	13'LT.	1053.20
2	170+60	11 Gr. Conc. B.M.	12.5' LT	1053.39
		AUX. REF. LINE		
30A	185+19	PAINTED BOX INLET	20' LT.	1077.62

WISCONSIN POWER & LIGHT

NOTE: SEE STORM SEWER PLAN AND PROFILE FOR ADDITIONAL DRAINAGE DATA.

RALPH W. FRISCH

TAM #2

RALPH W. FRISCH

BERTHA FRISCH

175A+60.72 = 19L+68.31

B.M. #28-A

B.M. 28

B.M. 29

B.M. #30-A

B.M. 30

B.M. 31

MARVIN LEHR

GEORGE BRASSINGTON

MIDDLETON TWENTIETH CENTURY DRIVE - IN CORP.

SCREEN

TICKET OFFICE

SIGN

DITCH DIKE

FOUNDATION

ORCHARD

MINERAL POINT ROAD

RAMP "K"

RAMP "N"

RAMP "M"

RAMP "J"

B-13-222

B-13-221

TEMP. CONN.

TEMP. CONNECTION

EDNA MALY TRUSTEE

WISCONSIN TELEPHONE CO.

WAYNE K. LOVELAND ET AL

PEPPERMINT PARK ENTERPRISES, INC.

M. RESNICK INC.

FRONTAGE RD. "P" LINE

REFERENCE LINE

P.C. 0"J"+00.00 = 166+74.84 (60.00' RT.)

P.I. 1"J"+00.16

P.T. 2"J"+00.00

P.C. 5"J"+06.46

P.I. 6"J"+11.68

P.T. 7"J"+15.75

20L+00.00 = R.L. TANGENT

175+63.99 = 19L+93.70

P.C. 13"M"+36.01

P.I. 16"M"+42.84

P.T. 19"M"+49.34 = 158+57.27 (69.34' RT.)

P.C.C. 188+26.05 BK. = 188+40.67 AH.

P.O.C. 188A+05.24 BK. = 188+40.67 AH. - 360 LT.

EQUATION

LOCATION SKETCH

WEST MADISON BELTLINE

RAMP K

MINERAL POINT ROAD

RAMP J

RAMP N

RAMP M

FRONTAGE ROAD P

P.I.	= 1"J"+00.16	P.I.	= 6"J"+11.68
I.	= 188°-00'	I.	= 165°-21'
Δ	= 8°-00'	Δ	= 14°-39'
D.	= 4°-00' RT.	D.	= 7°-00' LT.
T.	= 100.16'	T.	= 105.22'
L.	= 200.00'	L.	= 209.29'
R.	= 1432.40'	R.	= 818.51'
E.	= 3.50'	E.	= 6.73'
S.E.	= SEE X-SECT.	S.E.	= 0.025'/'

P.I.	= 16"M"+42.84		
I.	= 175°-24'		
Δ	= 4°-36'		
D.	= 0°-45' L.T.		
T.	= 306.83'		
L.	= 613.33'		
R.	= 7639.44'		
E.	= 6.16'		
S.E.	= 0.020'		

FINISHED GRADE S.B. LANE

FINISHED GRADE RAMP "J"

℄ MINERAL POINT RD.

P.I. 3"J"+50 1063.34

+1.03%

240' V.C.

-3.76%

150' V.C.

+1.00%

P.C. 2"J"+30 1062.10

P.C. 6"J"+08 1055.12

P.I. 6"J"+83 1052.74

P.T. 7"J"+58 1053.49

P.T. 4"J"+70 1059.82

TEMPORARY CONNECTION

STA. 7"J"+50 R.C.C.P. CLASS III REQ'D. 1-18" X 62'

STA. 6"J"+90 R.C.C.P. CLASS III REQ'D. 2-60" X ~~76~~ 67

FINISHED GRADE S.B. LANE

FINISHED GRADE RAMP "M"

℄ MINERAL POINT RD.

P.I. 14M+50 1076.62

+1.27%

250' V.C.

P.T. 15M+75 1076.24

+5.07%

180' V.C.

+.67%

P.C. 9M+30 1054.35

P.T. 11M+10 1055.36

P.I. 10+20 1054.80

P.C. 13M+75 1070.28

TEMPORARY CONNECTION

STA. 9"M"+72 R.C.C.P. CLASS III REQ'D. 1-18" X 46'

PLAN & PROFILE SHEET FOR RAMPS "J" & "M" MINERAL POINT ROAD INTERCHANGE

STRUCTURE NOTATIONS CHKD

| | | |

PROJECT	SHEET NO.	TOTAL SHEETS
F04-2(39)	8	171

BENCH MARKS

NO.	STATION	DESCRIPTION	ELEV.
28	160+11	SPK. IN T.P.	99'RT. 1064.21
~~29~~	~~169+00~~	~~SPK. IN 36" OAK~~	~~67'LT. 1057.53~~
~~29A~~	~~175+35~~	~~BRONZE CAP (MON.)~~	~~40'RT. 1056.42~~
~~30~~	~~183+03~~	~~SPK. IN 6" POPLAR~~	~~127'LT. 1072.66~~
~~31~~	~~190+17~~	~~SPK. IN 24" CHERRY~~	~~76'RT. 1084.28~~
28A	166+50	PAINTED E.I. INLET	15'LT. 1076.20
2	170+60	PAINTED CCR. CONC. SLAB 125' LT.	1057.39
30A	185+19	PAINTED E.I. INLET	80'LT. 1071.43

WISCONSIN POWER & LIGHT

NOTE: SEE STORM SEWER PLAN AND PROFILE FOR ADDITIONAL DRAINAGE DATA.

RALPH W. FRISCH

TBM #2

9"K"+13.90
9"N"+13.90
18"L"+15.00

BERTHA FRISCH
175A+60.72=
19L+68.31

RAMP "K"

RAMP "N"

MARVIN - EHR GEORGE BRASSINGTON

MIDDLETON TWENTIETH CENTURY DRIVE - IN CORP

P.I. = 16"N"+97.90
I. = 161° 28'
Δ. = 18° 32'
D. = 5° 30' LT.
T. = 169.97'
L. = 336.97'
E. = 13.77'
R. = 1041.74'
SE. = 0.070'/'

P.O.C. 188+05.24 BK. = 188+40.67 AH. - 360' LT.

P.C.C. 188+26.05 BK. = 188+40.67 AH.

EQUATION

P.C. 0"K"+00 = 164+75.88 = 485.74 LT.

P.T. 3"K"+87.50

P.I. "K"+94.94

P.I. 16"N"+97.90

B.M. 28

B.M. 28-A

B.M. 29

B.M. 30

B.M. 30-A

B.M. 31

B-13-222

B-13-221

WISCONSIN TELEPHONE CO.

EDNA MALY TRUSTEE

REFERENCE LINE

RAMP "J"

EDNA MALY TRUSTEE

20L+00.00 = R.L. TANGENT

WAYNE K. LOVELAND ET AL

PEPPERMINT PARK ENTERPRISES, INC.

FRONTAGE RD. "P" LINE

M RESNICK INC.

175+63.99 = 19L+93.70

LOCATION SKETCH

WEST MADISON BELTLINE
RAMP K
MINERAL POINT ROAD
RAMP J
RAMP N
RAMP M
FRONTAGE ROAD P

P.I. = 1"K"+94.94
I. = 164° 30'
Δ. = 15° 30'
D. = 4° 00' LT.
T. = 194.94'
L. = 387.50'
E. = 13.20'
R. = 1432.40'
SE. = 0.052'/'

STA. 3"K"+10-30 LT. TO STA. 6"K"+00-36 LT. RCCP CL. III REQ'D.
1-24" x 284' 221

STA. 6"K"+29 RCCP CLASS III REQ'D
1-60" x 76' 71.0 ~~72.5~~

FINISHED GRADE N.B. LANE

FINISHED GRADE RAMP "K"

EXISTING GROUND RAMP "K"

P.C. 2"K"+00 1058.24
P.I. 3"K"+50 1061.49
P.C. 6"K"+60 1054.46
P.I. 8"K"+50 1053.82
P.I. 5"K"+00 1047.57
P.I. 7"K"+60 1052.52
300' V.C.
200' V.C.
-1.50%
-1.95%
+1.00%

R/W MINERAL POINT ROAD

FINISHED GRADE RAMP "N"

EXISTING GROUND RAMP "N"

P.C. 10N+20 1053.24
P.I. 12N+20 1055.91
P.C. 11N+40 1067.20
P.I. 15N+65 1073.04
P.C. 17N+14 1075.81
P.I. 18N+14 1078.31
P.I. 6N+90 1076.38
P.I. 7N+64 1076.75
200' V.C.
250' V.C.
100' V.C.
-1.00%
+4.61%
+1.86%
+3.13%

FINISHED GRADE N.B. LANE

PLAN & PROFILE SHEET FOR RAMPS "K" & "N" MINERAL POINT ROAD INTERCHANGE

	OK	1	2	3	4	5K	6	7	8	9
RT EDGE	1057.10	1056.57	1056.70	1057.04	1057.56	1056.24	1056.85	1059.17	1059.20	1056.94
	1057.36	1057.78		1058.35	1059.03	1059.62	1059.92	1059.98	1059.30	1058.58
	1058.40	1057.72	1057.57	1056.60	1056.75	1055.78	1055.63	1054.81	1054.66	1053.97
	1053.80	1053.31	1053.31	1052.96	1053.18	1053.22	1053.43			
R/W										
RT EDGE	1053.29	1053.29	1053.07	1053.06	1053.35	1053.50	1054.34	1054.49	1056.00	1056.15
	1058.31	1058.46	1060.65	1060.80	1062.99	1063.14	1065.33	1065.48	1067.66	1067.85
	1069.81	1070.33	1071.67	1072.62	1073.24	1074.29	1074.54	1075.59	1075.55	1076.60
	1076.56	1077.88	1079.44							

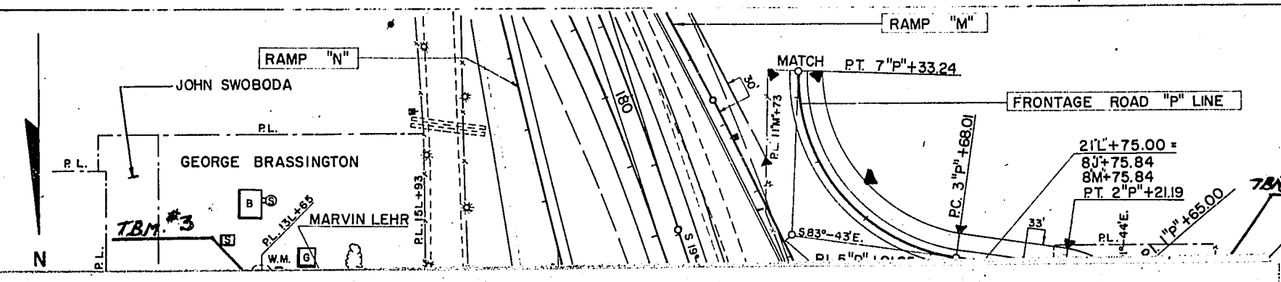
	1ON	1	2	3	4	5N	6	7	8

PLATE 1 — PLAN — PROFILE O. P. R. & R. E.
MADE AND PRINTED IN U.S.A.
CHARLES BRUNING COMPANY, INC.

L.P.R. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	F 04-2(39)	9	171

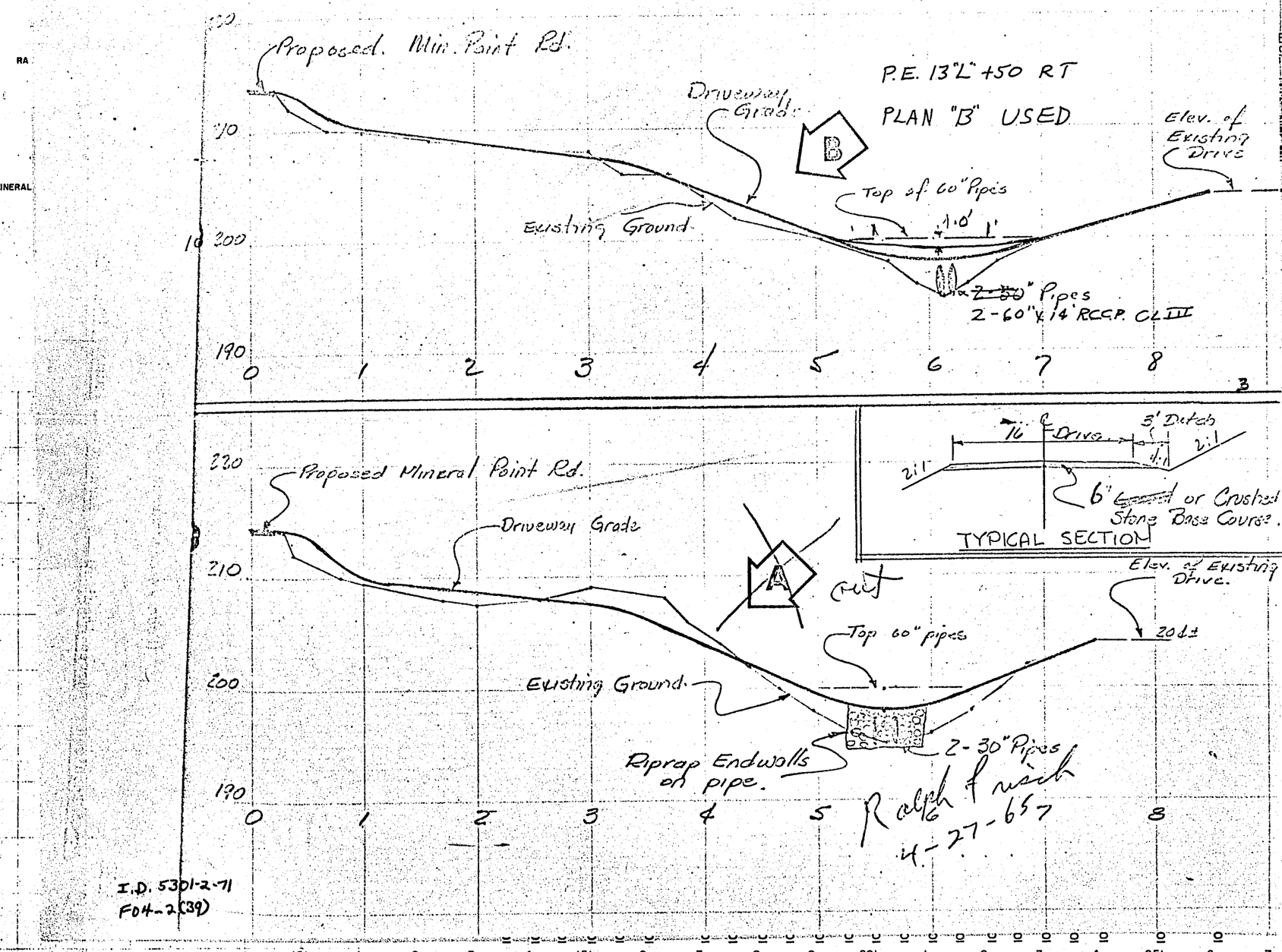
BENCH MARKS

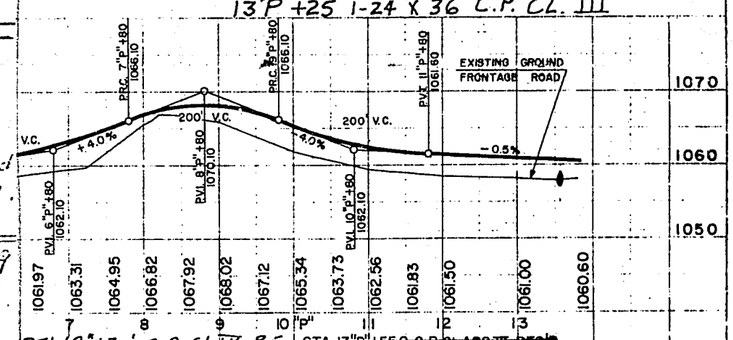
NO.	STATION	DESCRIPTION	ELEV.
~~20A~~	~~175+55~~	~~BRONZE CAP (MON) 40'RT.~~	~~1056.42~~
3	14"L+95	SPK. IN 15" HICKORY 68'LT	1063.38
4	23"L+80	PAINTED ✕ ON GAS PUMP & NE COR. 70' LT.	1054.40
4A	100"P+25	SPK. IN 24" OAK 35' LT.	1064.05



P.I. = 1"P" +65.00
I. = 98°-00'-42"
Δ = 81°-59'-18"
D. = 57°-17'-45"
T. = 86.91'
L. = 143.10'
E = 32.49
R = 100'
S.E. = 0.03'/'

P.I. = 5"P" +91.95
I. = 263°-42'-18"
Δ. = 83°-42'-18"
D. = 22°-55'-06"
T. = 223.94'
L. = 365.23'
E. = 85.63'
R. = 250.00'
S.E. = 0.08'/'





I.D. 5301-2-71
F04-2(39)

L P H DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	F 04-2(39)	9	171

BENCH MARKS

NO.	STATION	DESCRIPTION	ELEV.
~~2A~~	~~175+55~~	~~BRONZE CAP (MON) 40'RT.~~	~~1056.42~~
3	14"L+95	SPK. IN 15" HICKORY 68'LT.	1063.53
4	25"L+80	PAINTED X ON S83 CORNER 70'LT.	1054.40
4A	10"P+25	SPK. IN 24" OAK 35'LT.	1064.05

RAMP "N"

JOHN SWOBODA

GEORGE BRASSINGTON

MARVIN LEHR

TBM #3

RAMP "M"

MATCH P.T. 7"P"+33.24

FRONTAGE ROAD "P" LINE

21"L"+75.00 = 8J+75.84 = 8M+75.84

P.T. 2"P"+21.19

P.C. 3"P"+68.01

S83°-43'E.

P.I. = 1"P"+65.00
I. = 98°-00'-42"
Δ = 81°-59'-18"
D. = 57°-17'-45"
T. = 86.91'
L. = 143.10'
E = 32.49
R = 100'
S.E. = 0.03'/'

TBM #4

25"L"+28.51
0"P"+00.00

M. RESNICK INC.

SEPTIC TANK

END CONST.

"P"+78.09

ROUND

MINERAL POINT ROAD

GAS LINE

18.6' L.H.E.

13"P"+86 END CONST.

TBM #4-A

ARCADE

MIN. R.R.

P.I. = 5"P"+91.95
I. = 263°-42'-18"
Δ. = 83°-42'-18"
D. = 22°-55'-06"
T. = 223.94'
L. = 365.23'
E. = 85.63'
R. = 250.00'
S.E. = 0.08'/'

MATCH P.T. 7"P"+33.24

2,128,000 E

2,128,500 E

Grain Tanks

Ralph Frisch

P.E. 13"L"+50 RT.

PLAN "B" USED IN PLACE

MINERAL

EXISTING WEST MADISON BELTLINE

ID. 5301-2-71
F04-2(39)

13"P"+25 1-24"X 36' C.P. CL. III

1061.97	1063.31	1064.95	1066.82	1067.92	1068.02	1067.12	1065.34	1063.73	1062.56	1061.83	1061.50	1061.00	1060.60
7	8	9	10	P'	11	12	13						

~~851-1/8"X30' C.P CL III RE~~ LT

~~STA. 13"P"+55.0, C.P CLASS III REQ'D.~~
~~1-24" X 44'~~
~~SKEW 30° R.H.F.~~

EXISTING GRADE MINERAL POINT ROAD

R.C.C.P CLASS III REQ'D.

STA. 27L+20 PIPE ARCH IN PLACE
2-44" X 72" X 55' TO REMAIN

PLAN & PROFILE SHEET FOR
MINERAL POINT ROAD FRONTAGE ROAD "P"
MINERAL POINT ROAD INTERCHANGE

C P H DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	F 04-2(39)	9	171

BENCH MARKS

NO.	STATION	DESCRIPTION	ELEV.
~~29A~~	~~175+55~~	~~BRONZE CAP (MON) 16 RT.~~	~~1056.42~~
3	14"L"495	SPK. IN 15" HICKORY 68' LT.	1063.58
4	25"L"+80	PAINTED ✕ ON G.A.S. PUMP NE. COR. 70' LT.	1054.40
4A	10"P"25	SPK. IN 24" OAK 35' LT.	1064.05

P.I. = 1"P" +65.00
I. = 98°-00'-42"
Δ = 81°-59'-18"
D. = 57°-17'-45"
T. = 86.91'
L. = 143.10'
E = 32.49
R = 100'
S.E. = 0.03'/'

P.I. = 5"P" +91.95
I. = 263°-42'-18"
Δ. = 83°-42'-18"
D. = 22°-55'-06"
T. = 223.94'
L. = 365.23'
E. = 85.63'
R. = 250.00'
S.E. = 0.08'/'

RAMP "M"
RAMP "N"
JOHN SWOBODA
GEORGE BRASSINGTON
MARVIN LEHR
WISCONSIN TELEPHONE CO.
WISCONSIN POWER & LIGHT COMPANY
RALPH W. FRISCH
BERTHA FRISCH
EDNA MALY TRUSTEE
BERNETA E. FERGUSON
ROBERT NONN ET AL
M. RESNICK INC.
RAMP "K"
RAMP "J"
FRONTAGE ROAD "P" LINE
MINERAL POINT ROAD
ARCADE
MIN. R.R.
MATCH P.T. 7"P"+33.24
13"P"+86 END CONST.
TBM #3
TBM #4
TBM #4-A
WEST MADISON BELTLINE
FRONTAGE ROAD P
RAMP N
RAMP M
RAMP K
RAMP J
LOCATION SKETCH
20L+00.00= R.L. TANGENT
18L+15.00= 9K+13.90 9N+13.90
19L+68.31= 175A+60.72
19L+93.70= 175+63.99
21L+75.00 = 8J+75.84 8M+75.84
P.T. 2"P"+21.19
25"L"+28.51 = 0"P"+00.00
P.C. 0"P"+78.09
FOUNDATIONS
UNDERGROUND TANKS
SEPTIC TANK
GAS LINE
ORCHARD
NOTE: SEE STORM SEWER PLAN AND PROFILE FOR ADDITIONAL DRAINAGE DATA.

STA. 16L+87
2-30" X 55' C.M.P. IN PLACE
REMOVE

STA. 20L+04
1-24" X 60' C.M.P. IN PLACE
REMOVE

STA. 21L+30
1-24" X 55' C.M.P. IN PLACE
REMOVE

16"L"+17 LT-18" X 54' C.P. CL III P.E. LT

13"P"+25 1-24" X 36' C.P. CL. III

STA 12"P"+85 1-18" X 30' C.P. CL III P.E. LT

~~STA. 13"P"+55.0, C.P. CLASS III REQ'D. 1-24" X 44' SKEW 30° R.H.F.~~

STA. 17"L"+50 R.C.C.P. CLASS III REQ'D.
1-36" X 140'
SKEW 10° R.H.F.

STA. 22L+50 R.C.C.P. CLASS III REQ'D.
1-24" X ~~36'~~ 124'

STA. 27L+20 PIPE ARCH IN PLACE
2-44" X 72" X 55' TO REMAIN

C MINERAL POINT RD.
25"L"+28.51 = 0"P"+00
FINISHED GRADE FRONTAGE ROAD
EXISTING GROUND FRONTAGE ROAD
FINISHED GRADE MINERAL POINT RD.
REF. LINE
℄ FRONTAGE ROAD
EXISTING GRADE MINERAL POINT ROAD

PLAN & PROFILE SHEET FOR
MINERAL POINT ROAD
FRONTAGE ROAD "P"
MINERAL POINT ROAD
INTERCHANGE

U.P.R. DIVISION	PROJECT	SHEET NO. WITHIN	TOTAL SHEETS
4	F 04-2(39)	10	171

MIDDLETON TWENTIETH CENTURY DRIVE-IN CORP.

ALMA R. GANSER

THE ROMAN CATHOLIC DIOCESE OF MADISON

ALMA R. GANSER

RAYMOND G. & LOUIS F. FRISCH ET AL

ALMA R. GANSER

WISCONSIN POWER & LIGHT

WISCONSIN TELEPHONE CO

BENCH MARKS

NO.	STATION	DESCRIPTION	ELEV.
~~31~~	~~190+17~~	~~SPK. IN 24" CHERRY 76' RT.~~	~~1094.29~~
~~32~~	~~200+02~~	~~SPK. IN P.P. 113' RT.~~	~~1101.65~~
~~33~~	~~213+78~~	~~SPK. IN 24" T. ELM 94' RT.~~	~~1087.81~~
	48"R"+65	BRASS MON. 18' Rt.	1120.27
33A	209+35	PAINTED □ INLET 8' Lt.	1079.42

P.I. = 208+04.87
N 384,173.69
E 2,129,383.70
I. = 125°-34'-23"
Δ. = 54°-25'-37"
D. = 1°-30' LT.
T. = 1964.20'
L. = 3628.46'
R. = 3819.72'
E. = 475.44'
S.E. = 0.042'/.

198+83.63 = 50R+01.68

BM. (MON.)

BM. # 33-A

~~B.M. 31~~

B.M. 32

~~B.M. 33~~

P.L. 190+77

P.L. 198+73

P.L. 215+47

STA. 198+23
1-24"X58' R.C.C.P. IN PLACE
REMOVE

STA. 210+93 S.B.
1-36"X 96' R.C.C.P. IN PLACE
REMOVE

STA. 212+90 S.B.
1-72"X 52' R.C.C.P. IN PLACE
REMOVE

P.I. 208+04.87

STA. 209+35 N.B. R.C.C.P. CLASS III REQ'D
1-24"X 82' I-TYPE 9MS INLET REQ'D.

STA. 210+93 N.B. R.C.C.P. CLASS III REQ'D
1-48"X 96'

STA. 210+93 S.B. R.C.C.P. CLASS III REQ'D
1-48"X 89'

FINISHED GRADE MEDIAN EDGE SOUTHBOUND

FINISHED GRADE MEDIAN EDGE NORTHBOUND

EXISTING GROUND MEDIAN EDGE NORTHBOUND

EXISTING GRADE MEDIAN EDGE SOUTHBOUND

P.I. 195+89.30 1110.90

P.I. 195+89 1112.17

P.I. 220+90 1106.90

P.I. 219+62 1107.38

P.C. 205+00 1088.13

P.T. 202+99.30 1093.18

P.T. 203+66 1092.97

P.C. 205+70 1087.62

P.I. 209+70 1076.88

P.T. 213+70 1089.62

P.C. 214+12 1090.84

P.T. 214+00 1093.48

P.C. 215+50 1093.68

1420' V.C.

1536' V.C.

900' V.C.

800' V.C.

1060' V.C.

1100' V.C.

+3.00%

-0.50%

-2.50%

+2.80%

+3.00

LT. OT.

DPI DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	F 04-2(39)	11	171

BENCH MARKS

NO.	STATION	DESCRIPTION		ELEV.
~~32~~	~~200+02~~	~~SPK. IN P.P.~~	~~113' RT.~~	~~1101.65~~
5	44"R"+25	SPK. IN ⌀	25' Rt	1106.57
	48"R"+65	BRASS MON.	18' Rt.	1120.27
6	57"R"+50	SPK. IN 36" OAK	30' Rt	1109.47

198+83.63 = 50R+01.68

ALMA R. GANSER

BEGIN CONSTRUCTION STA. 43"R"+50

S 00°-03' W

40R

HIGH POINT ROAD

BOARD FENCE

T.B.M. # 5

P.I. 44R+25.0

45R+00 25.2

46R+00 50

48R+00

45R+00 40.8

46R+00 45

47R+00

45

50

33'

33'

ALMA R. GANSER

DRIVE-IN THEATER PARKING LOT

MIDDLETON TWENTIETH CENTURY DRIVE-IN CORP.

200+50

206+00

100'

100'

DITCH DIKE 200

B.M. 32

B13-223

DITCH DIKE

APPLE ORCHARD

60'

P.I. 198+73

BM (MON.)

197+00

135'

195

120

ALMA R. GANSER

55R+00

50

57R+00 50

58R+00 23.7

33'

T.B.M. # 6

END CONSTRUCTION STA. 59"R"+00

WISCONSIN TELEPHONE CO

55R

60R

SEPTIC TANK

H

SEPTIC TANK

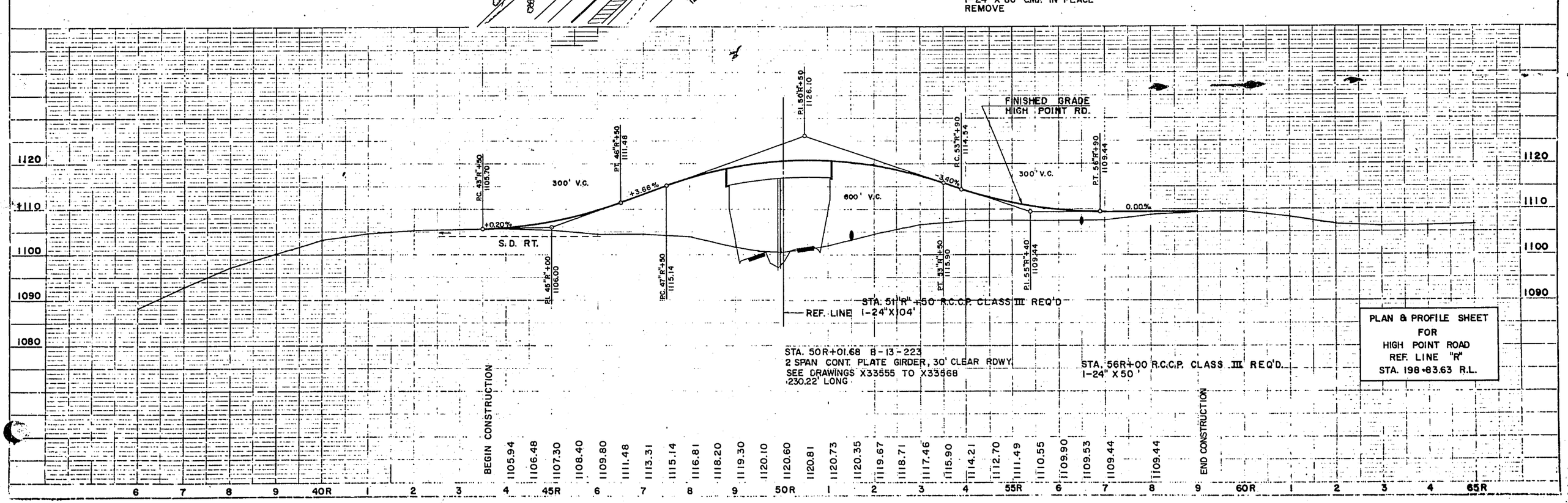
WELL

B

WISCONSIN POWER & LIGHT

THE ROMAN CATHOLIC DIOCESE OF MADISON

STA. 50R+00
1-24" X 86' CMP IN PLACE
REMOVE



PLAN & PROFILE SHEET
FOR
HIGH POINT ROAD
REF. LINE "R"
STA. 198+83.63 R.L.

BENCH MARKS

NO.	STATION	DESCRIPTION	ELEV.
~~34~~	~~222+69~~	~~CPK IN 9" POPULAR~~	~~88' LT.~~ ~~1096.27~~
~~35~~	~~22~~	~~W.S. C.S. (MON.)~~	~~26' RT.~~ ~~1087.88~~
34A	229+00	PAINTED D. INLET	10' Lt. 1097.08
	238+75	BRASS MON.	50' Rt. 1098.72

ALMA R. GANSER

EQUATION
P.T. 224+69.13 BK. =
224+66.84 AHD.

ROBERT H. MEYER

BM #34-A

WISCONSIN TELEPHONE CO.

BM #34

17"S"+ 20.00 =
40"E"+ 32.10 =
39"F"+ 85.00

239 + 99.37 =
20S + 00.00

THOMAS JACOBS, ET AL.

LOADING PLATFORM

UNDERGROUND TANKS

WELL

ROAD MACH.

RAMP "E"

35"E"

RAMP "F"

45"F"

B-13-239

B-13-219

NORTHBOUND

SOUTHBOUND

RAMP "C"

35"C"

RAMP "D"

45 D"

REMOVE SIGN BASE

ERNEST A FRISCH

ALAN R. FREITAG

BM.

23 S+00
BM 35.15

22"S"+ 50.00 =
39"D"+ 70.14 =
40"C"+ 08.71

WISCONSIN POWER & LIGHT

ALLIED DEVELOPMENT CORP.

WEST PARK PROFESSIONAL OFFICES, INCORPORATED

E.A. COOMBS

H. SCHNOOR

F.E. SEYBOLD

SEBO, INC.

RAYMOND G. & LOUIS F. FRISCH, ET AL

STA. 233+89 S.B. R.C.C.P. IN PLACE
1-36" X 86'
TO REMAIN

STA. 239+99.37 B-13-239 REQ'D
2 SPAN PRESTRESSED GIRDER, 168.50' LONG
SEE DRAWINGS-X32787 TO X32800
39' CLEAR ROADWAY

STA 229+00 NB R.C.C.P. CLASS III REQ'D
1-18"X116' I-TYPE 9MS INLET REQ'D

STA 233+89 NB R.C.C.P. CLASS III REQ'D
1-36" X 80'

STA 238+50 NB R.C.C.P. CLASS III REQ'D
1-18" X116' I-TYPE 8MS INLET

STA. 239+99.37 B-13-219 REQ'D.
2 SPAN PRESTRESSED GIRDER, 168.50' LONG
SEE DRAWINGS-X32008 TO X32023
39' CLEAR RDWY.

FINISHED GRADE NORTHBOUND

FINISHED GRADE SOUTHBOUND

EXISTING GRADE MEDIAN EDGE SOUTHBOUND

PLATE 1-PLAN-PROFILE

BENCH MARKS			
NO.	STATION	DESCRIPTION	ELEV.
~~34~~	~~226+68~~	~~SPK. IN 8" POPULAR 88' LT.~~	~~1096.27~~
~~35~~	~~225+60~~	~~W16 C.G. (MON.) 26' RT.~~	~~1087.80~~
34A	229+00	PAINTED CI. INLET, 10' Lt.	1097.08
	238+75	BRASS MON. 50' Rt.	1098.72

F 04-2(39) 13 171

P.I. = 30"C"+95.00
I. = 191°-58'-43"
Δ. = 11°-58'-43"
D. = 5°-30'
T. = 109.30'
L. = 217.80'
E. = 5.72'
R. = 1041.74'
S.E. = 0.06½

P.I. = 48"D"+20.00
I. = 192°-16'-59"
Δ. = 12°-16'-59"
D. = 5°-30'
T. = 112.09'
L. = 223.33'
E. = 6.01'
R. = 1041.74'
S.E. = 0.07½

PLAN & PROFILE SHEET
FOR
RAMPS "C" & "D"
GAMMON ROAD
INTERCHANGE

STA. 33"C"+90 RCCP CLASS III EXT REQD
1-36 X 82'

~~STA. 40"D"+85 R.C.C.P. CLASS III REQ'D.~~
~~1-18" X 38'~~

STA 40"D"+87
~~STA 46"D"+10~~ R.C.C.P. CLASS III REQ'D.
1-18" X 38'

PLATE 1 - PLAN - PROFILE

Base Course Progress Taken

B P R DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	F 04-2(39)	14	171

BENCH MARKS

NO.	STATION	DESCRIPTION	ELEV
~~34~~	~~226+88~~	~~SPK IN 6" POPULAR~~	~~80' LT.~~ ~~1096.27~~
~~35~~	~~125+60~~	~~W/S 6 S (MON.)~~	~~26' RT.~~ ~~1087.88~~
34A	229+00	PAINTED □, IN LET	10' LT. 1097.08
	238+75	BRASS MON. ALMA R. GANSER	50' RT. 1098.72

EQUATION

P.T. 224+69.13 BK. =
224+66.84 AHD.

P.I. 226+92
140'

WOODS

B.M. 34

B.M. #34-A

ROBERT H. MEYER

WISCONSIN TELEPHONE CO.

P.C. 30"E"+35.54=
230+35.54 (81' LT.) - 59'

30"E"+56.17
TAPER TANGENT TO CURVE

P.I. 31"E"+55.00=
231+55.00 (81' LT.)

P.T. 32"E"+73.43

239+99.37 =
20S+00.00

35"E" RAMP "E"

80'
80'

16°-54'-58"

78°-20'-33"

14°-00'

WISCONSIN POWER & LIGHT

THOMAS JACOBS, ET AL

17"S"+20.00=
39"F"+85.00=40"E"+32.10

UNDERGROUND TANKS

LOADING PLATFORM

WELL

ROAD MACH SHED

RAMP "F"

45"F"

110'

P.C. 47"F"+23.02
80 110'

P.I. 48"F"+50.00
244+50.00 (72' LT.)

49"F"+56.57
TAPER TANGENT TO CURVE

P.T. 49"F"+75.73=
249+76.98 (72' LT.) - 78

WILLIAM A. TANNER & WILLIAM LUETKE

GAMMON ROAD

N

B-13-239

NORTHBOUND

B-13-219

SOUTHBOUND

N 88°-27' E

RAMP "C"

RAMP "D"

ERNEST A. FRISCH

ALAN R. FREITAG

WEST PARK PROFESSIONAL OFFICES INC.

E.A. COOMBS

H. SCHNOOR

F.E. SEYBOLD

SEBO INC.

ALLIED DEVELOPMENT CORP

OFFICE

RAYMOND G. & LOUIS F. FRISCH, ET AL

B.M. (MON.)

B.M. 23S+00 35150

22"S"+50.00=
39"D"+70.14=
40"C"+08.71

P.I.	= 31"E"+55.00	P.I.	= 48"F"+50.00
I.	= 166°-54'-58"	I.	= 166°-06'-03"
Δ.	= 13°-05'-02"	Δ.	= 13°-53'-57"
D.	= 5°-30'	D.	= 5°-30'
T.	= 119.46'	T.	= 126.98'
L.	= 237.89'	L.	= 252.71'
E.	= 6.83'	E.	= 7.71'
R.	= 1041.74'	R.	= 1041.74
S.E.	= 0.07%	S.E.	= 0.06%

MEDIAN EDGE PAVEMENT N.B.

P.I. 34"E"+00
1097.60

-0.55%

400' V.C.

P.C. 32"E"+00
1098.69

-4.80%

P.T. 36"E"+00
1088.00

P.C. 38"E"+30
1076.96

100' V.C.

P.T. 39"E"+30
1075.15

+0.64%

P.I. 38"E"+80
1074.56

+58.92 1075.22 OUTSIDE EDGE GAMMON RD. S.B.

+70.92 1075.34 ℄ GAMMON RD. S.B.

STA. 33"E"+92 R.C.C.P. CLASS III REQ'D.
1-36" X ~~88'~~ 100'
SKEW 13° L.H.F.

+85 1075.24 ℄ GAMMON RD. N.B.

+97 1075.12 OUTSIDE EDGE GAMMON RD.

P.C. 40"F"+40
1074.69

200' V.C.

P.T. 42"F"+40
1075.40

+1.71%

P.I. 41"F"+40
1073.69

P.C. 43"F"+70
1077.63

300' V.C.

P.I. 45"F"+20
1080.19

P.T. 46"F"+70
1076.47

-2.48%

MEDIAN EDGE PAVEMENT N.B.

STA 42"F"+10 RCCP CLASS III REQ'D.
1-18" X 38'
1-TYPE 8 MS INLET REQ'D.

~~STA 46"F"+10 RCCP CLASS III REQ'D.~~
~~1-18" X 50'~~

PLAN & PROFILE SHEET
FOR
RAMPS "E" & "F"
GAMMON ROAD
INTERCHANGE

| | | |

P.P.P. PROJECT	SHEET NUMBER	TOTAL SHEETS
4 F 04-2(39)	15	171

BENCH MARKS

NO.	STATION	DESCRIPTION		ELEV.
~~35~~	~~13 S+60~~	~~W S G S (MON.)~~	~~26' RT~~	~~1087.88~~
8	7"S"+50	SPK. IN 30" OAK	30' Lt.	1045.20
	238+75	BRASS MON.	50' Rt.	1098.72
35A	25"S"+93	USGS. MON.	63' Lt.	1083.97
	(USGS EL. 1084.050')			
10	32"S"+60	SPK. IN 30" ELM,	35' Lt.	1086.16

WILLIAM A. TANNER &
WILLIAM V. LUETKE

WEST PARK PROFESSIONAL OFFICES INC.

ALLIED DEVELOPMENT CORP.

ERNEST A. FRISCH

JEAN-PIERRE GODARD

RAYMOND G. & LOUIS F. FRISCH ET AL

WISCONSIN TELEPHONE CO.

WISCONSIN POWER & LIGHT

ROBERT H. MEYER

PAUL H. GRAVEN ET. AL.

THOMAS JACOBS ET. AL.

T.BM. # 8

T.BM. # 10

BM. # 35-A (USGS. MON.)

BM. 35

BM. (MON)

P.I. 13 "TT"+49.72

P.I. 9"TT"+81.61
29"S"+84.77

P.I. 9"T"+15.87
29"S"+08.95

P.I. 7"T"+03.42

P.R.C. 8"T"+08.95

P.T. 10"T"+21.40 =
30"S"+15.87

P.C. 5"T"+96.50 =
25"S"+96.50 - 59' RT.

P.R.C. 11"TT"+65.27

P.T. 15"TT"+33.38 =
15"S"+33.38 - 59' RT.

P.C. 7"TT"+97.16 - 60'
8"S"+00.32 =

17"S"+20.00 =
39"F"+85.00 =
40"E"+32.10

22"S"+50.00 =
39"D"+70.14 =
40"C"+08.71

25"S"+31.5 =
10"S"+00

239+99.37 =
20"S"+00.00

NORTHBOUND

SOUTHBOUND

N88°-27'E

B-13-239

B-13-219

RAMP "C"

RAMP "D"

RAMP "E"

RAMP "F"

SEYBOLD RD.

WATTS RD.

GAMMON ROAD

STA. 9"S"+76
1-18" X 40' C.M.C.P. IN PLACE
REMOVE

30"S"+95 18"X40' C.P. CL III LT

PLAN & PROFILE SHEET
FOR
GAMMON ROAD AND
SEYBOLD ROAD
GAMMON ROAD
INTERCHANGE

STA. 29"S"+50 R.C.C.P. CLASS III REQ'D.
1-18"X 54'

EXISTING PAVEMENT
GAMMON ROAD

MATCH EXISTING PAV'T
32"S"+00

MATCH EXISTING PAV'T
8"S"+00

RAMP
℄

FINISHED GRADE
GAMMON ROAD

+5.0%

+0.6%

400' V.C.

P.C. 11"S"+00
1062.72

P.I. 15"S"+00
1072.72

P.T. 15"S"+00
1073.92

SEYBOLD RD.

P.T. 9"SS"+90
1080.01

P.C. 8"SS"+90
1082.03

P.I. 9"SS"+40
1079.99

-4.0%

100' V.C.

-4.07%

P.I. 7"SS"+00
1089.75

P.T. 7"SS"+50
1087.71

P.C. 6"SS"+50
1091.29

MATCH EXISTING
PAV'T 6"SS"+50

1080.31 1081.64 1083.64 1085.68 1087.71 1089.63 1091.29

10"SS" 9 8 7 6 5"SS"

5"S" 6 7 8 9 10"S" 1 2 3 4 15"S" 6 7 8 9 20"S" 1 2 3 4 25"S" 6 7 8 9 30"S" 1 2 3

1052.72 1057.72 1062.72 1065.08 1067.17 1068.98 1070.52 1071.78 1072.77 1073.48 1073.92 1074.52 1075.12 1075.72 1076.32 1076.92 1077.52 1078.12 1078.72 1079.32 1079.92 1080.52 1081.12 1081.72 1082.32 1082.92 1083.52 1084.12

1090 1080 1070 1060 1050 1040

PLATE 1 - PLAN - PROFILE

BASE Course
Progress + Final Taken

BENCH MARKS			
NO.	STATION	DESCRIPTION	ELEV
~~36~~	~~263+83~~	~~SPK. IN PP. & T.P. 95' LT.~~	~~1055.64~~
~~37~~	~~263+77~~	~~SPK. IN PP. & T.P. 98' LT.~~	~~1045.17~~
~~38~~	~~273+39~~	~~SPK. IN PP. & T.P. 218' LT.~~	~~1056.43~~
36A	250+00	PAINTED □ INLET 10' LT.	1066.14
9	253+90	SPK. IN & 90' LT.	1055.68
11B	259+90	SPK. IN & 70' LT.	1040.02

NO.	STA.	DESCRIPTION	ELEV.
37-A	261+00	PAINTED □ INLET, 5' LT.	1040.89
11-A	266+65	SPK. IN & 70' LT.	1045.10
38-A	272+22	PAINTED □ INLET, RT.	1054.65
11	273+35	SPK. IN & 150' LT.	1056.91

PI = 278+15.00
N 384,326.02
E 2,136,691.43
I = 213°-00'
Δ = 33°-00'
D = 1°-00' RT.
T. = 1697.19'
L = 3300.00'
R = 5729.58'
E. = 246.09'
S.E. = 0.028 ft

STATE PROJECT	SHEET NUMBER	TOTAL SHEETS
4 F 04-2(39)	16	171

N

WISCONSIN TELEPHONE CO

WILLIAM A. TANNER & WILLIAM V. LUETKE

MARGARET KEYES

T.BM.# 9
~~B.M. 36~~

T.BM.# 11-B

BM.# 37-A

T.BM.# 11-A

T.BM.# 11
~~B.M. 38~~

BM.# 36-A

BM.# 38-A

P.I. 278+15.00

P.I. 279+97

S 58°-33' E

WOOD RAIL FENCE

BRUSH

STORES

RETAIL STORE

SEBO, INC.

H. SCHNOOR

F.E. SEYBOLD

WEST PARK DEVELOPMENT CORP.

SECURITY STATE BANK

#5

WILSON MONONA CORP.

RAY-O-VAC

BARTELL ROAD

P.C. 261+17.82

P.T. -150'

150'

+00

150'

125'

36'

24'

P.L. +73

P.L. +73

P.L. +79

P.L. +18

P.L. +54

P.L. +53

STA. 265+86 S.B. R.C.C.P. IN PLACE
1-24" X 86'
REMOVE

STA. 269+18 S.B. R.C.C.P. IN PLACE
1-30" X 65'
REMOVE

STA. 250+00 N.B. R.C.C.P. CLASS III REQ'D.
1-18" X 96' 1-TYPE 8MS INLET REQ'D.
1-18" X 90'

STA. 261+00 S.B. R.C.C.P. CLASS III REQ'D.
1-18" X 84' 1-TYPE 9MS INLET REQ'D.

STA. 258+21 N.B. R.C.C.P. CLASS III EXT. REQ'D
1-60" X 82'

STA. 258+21 S.B. R.C.C.P. IN PLACE
1-60" X 120' TO REMAIN
1-60" X 12' R.C.C.P. CLASS III REQ'D, EXT. RT.

STA. 272+22 R.C.C.P. CLASS III REQ'D.
1-30" X 204'
1-TYPE 9MS INLET REQ'D

FINISHED GRADE NORTHBOUND

FINISHED GRADE SOUTHBOUND

EXISTING PAVEMENT SOUTHBOUND

-3.00%

+0.80%

+2.50%

700' V.C.

600' V.C.

1100' V.C.

P.C. 255+50 1052.35

P.T. 262+50 1044.65

P.C. 265+00 1046.65

P.I. 265+00 1049.85

P.T. 273+00 1059.85

P.C. 274+30 1063.10

P.I. 279+90 1077.35

P.I. 279+80 1076.85

P.C. 255+75 1051.07

P.I. 259+00 1041.85

P.I. 258+75 1042.07

P.T. 261+75 1044.47

P.C. 264+75 1046.87

P.I. 268+75 1050.07

P.T. 272+75 1060.07

P.C. 274+40 1064.20

1068.85 1065.85 1062.85 1059.85 1056.85 1053.85 1052.35 1050.92 1049.62 1048.46 1047.44 1046.55 1045.79 1045.17 1044.69 1044.35 1044.14 1044.06 1044.12 1044.32 1044.65 1045.05 1045.85 1046.65 1047.08 1047.56 1048.09 1048.67 1049.31 1050.01 1050.75 1051.55 1052.40 1053.31 1054.26 1055.27 1056.34 1057.46 1058.63 1059.85 1062.35 1063.59 1064.76 1065.84 1066.82 1067.72 1068.52 1069.24 1069.86 1070.39 1070.83 1071.18 1071.44 1071.61

1071.32 1068.32 1065.32 1062.32 1059.32 1056.32 1053.32 1051.82 1050.34 1049.00 1047.81 1046.79 1045.92 1045.21 1044.66 1044.27 1044.04 1043.96 1044.05 1044.29 1044.67 1045.47 1046.27 1046.67 1047.08 1047.53 1048.04 1048.59 1049.21 1049.87 1050.59 1051.36 1052.19 1053.06 1053.99 1054.98 1056.02 1057.11 1058.25 1059.45 1060.70 1063.20 1064.45 1065.63 1066.73 1067.74 1068.65 1069.47 1070.20 1070.85 1071.40 1071.85 1072.22 1072.50 1072.69

250 1 2 3 4 255 6 7 8 9 260 1 2 3 4 265 6 7 8 9 270 1 2 3 4 275 6 7 8 9 280

1080 1070 1060 1050

DIRECTION OF STREAM FLOW

PLATE 1 - PLAN - PROFILE

S.P.R. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	F 04-2(39)	17	171

CITY OF MADISON

BENCH MARKS

NO.	STATION	DESCRIPTION		ELEV.
39	288+33	SPK. IN 20" OAK	116'RT.	1058.35
40	301+47	SPK. IN 18" OAK	115'RT.	1040.62
12	281+80	SPK. IN ∅	125'Lt.	1072.18
13	288+75	PAINTED □ INLET	5' Lt.	1060.85
14	297+50	PAINTED □ INLET	10' Lt.	1046.37

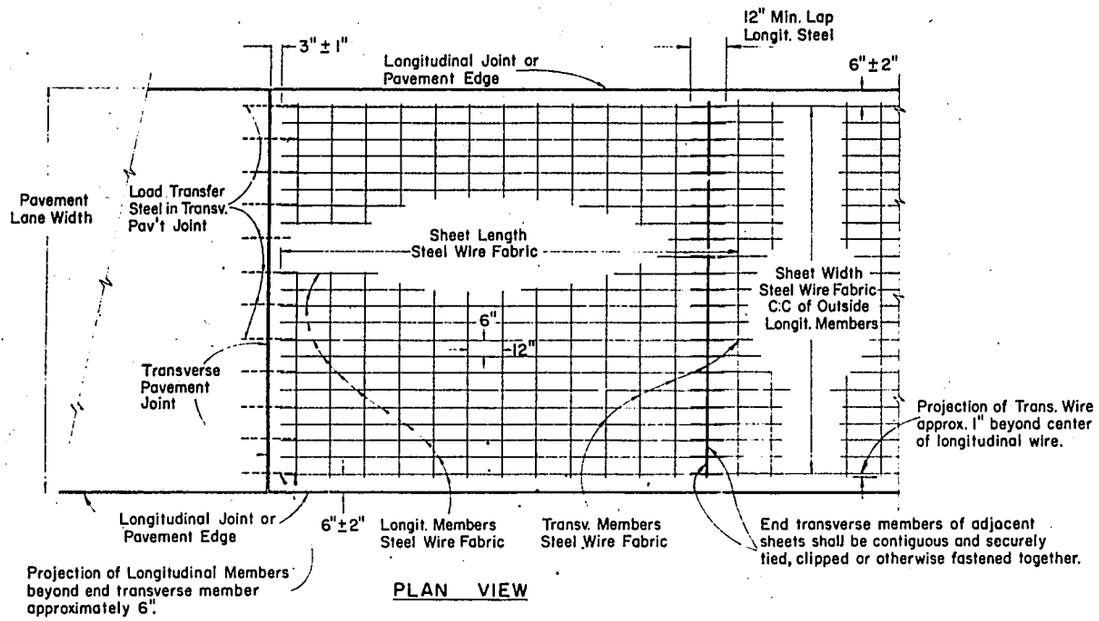
P.I. = 278+15.00
N 384,326.02
E 2,136,691.43
I. = 213°-00'
Δ = 33°-00'
D. = 1°-00' RT.
T. = 1697.18
L. = 3300.00'
R. = 5729.58'
E. = 246.09
S.E. = 0.028'/.

EASEMENT (20')
WIS. TELEPHONE CO. UNDERGROUND CABLE
JOSEPH KEYES
LOUIS W. WALDORF ET. AL.
KENNETH C. BARNES
TEMPORARY CROSSOVER
1°-00 REVERSE CURVES
WILLIAM G. GILBERT
P.I. 278+15.00
P.I. 279+90
P.I. 287+06
P.I. 287+28
P.I. 294+60
P.I. 307+80
P.C. 308+99.94
TBM. # 12
TBM. # 13
TBM. # 14
WELL
WOODS
REMOVE CROSSOVER
NORTHBOUND
SOUTHBOUND
MIDDLETON
S58°-33'E
24" R.C.C.P.
72" R.C.C.P.
B.M. 39
B.M. 40
FORWARD TELEVISION CO.
A.J. STRUCK
EMERALD REALTY CORP.
KENNETH C. BARNES
GEORGE K. VITENSE
WMTV
BARTELL ROAD
T.V. TOWER
END OF PROJECT F 04-2(39)
STA. 300+00 END SECTION 2U
END SECTION 1R
BEGIN SECTION 2U
P.T. 294+17.82
STA. 297+51
1-24" R.C.C.P. IN PLACE
REMOVE

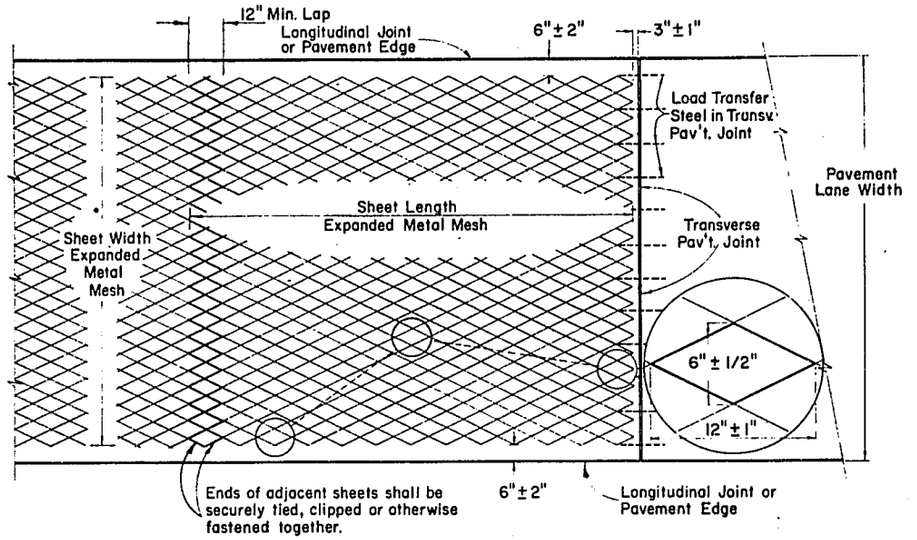
FINISHED GRADE MEDIAN EDGE NORTHBOUND
EXISTING GROUND MEDIAN EDGE NORTHBOUND
EXISTING PAVEMENT
IDENTICAL POINT
1100' V.C.
700' V.C.
STA 300+50 RT. 1-24"X2' RCCP CL III
1 Apron ENDWALL (EXTEND)
STA. 288+86 N.B. R.C.C.P. CLASS III REQ'D.
1-24" X 90'
SKEW 19° L.H.F.
STA. 297+51 N.B. R.C.C.P. CLASS III REQ'D.
1-24" X 90' - TYPE 8 MS INLET REQ'D.
STA. 297+51 R.C.C.P. CLASS III REQ'D.
1-24" X 80'
STA. 288+80 R.C.C.P. IN PLACE
1-24" X 106'
RT. 84' TO REMAIN
LT. 12' REMOVE
1-TYPE 9 MS INLET REQD.
FINISHED GRADE MEDIAN EDGE SOUTHBOUND
EXISTING GRADE MEDIAN EDGE SOUTHBOUND

PLATE 1 - PLAN & PROFILE S.P.R. 4.4.5
CHARLES BERGER COMPANY, INC.

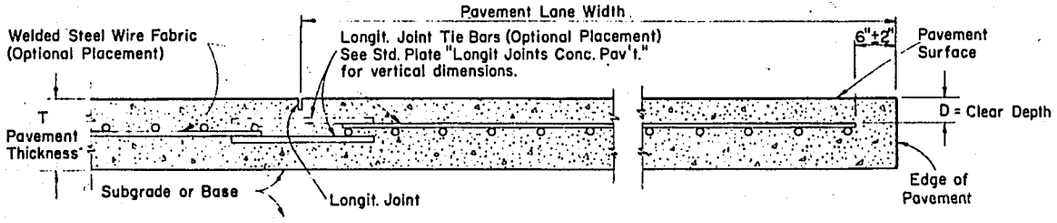
18-171



PLAN VIEW

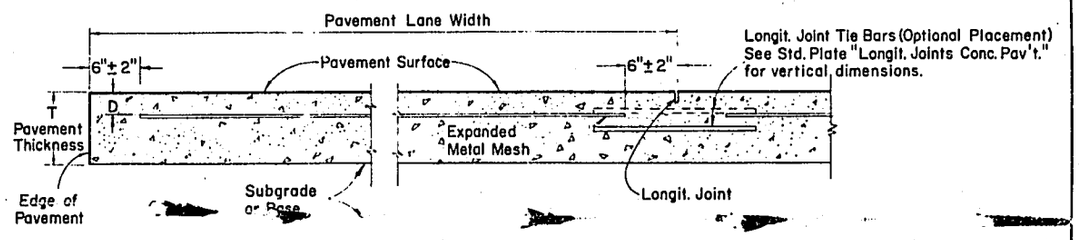


PLAN VIEW



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

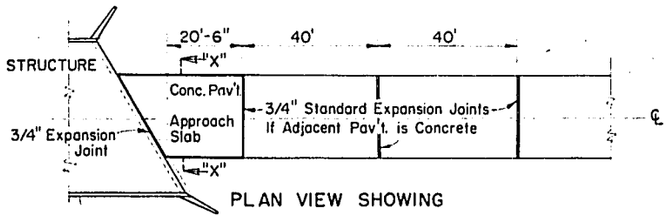
RECOMMENDED FOR APPROVAL:

2/2/66 — DATE — E. J. Bykit — CHIEF DESIGN ENGINEER

APPROVED:

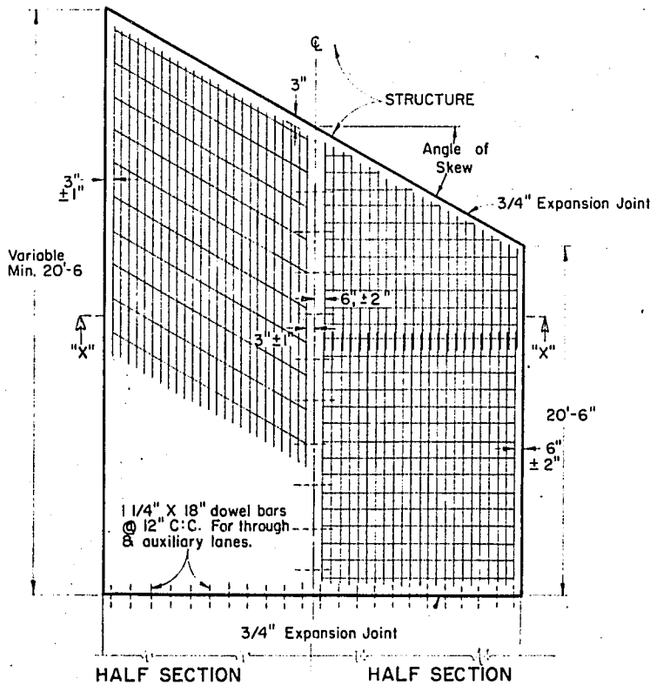
2/2/66 — DATE — A. K. Zimmerman — STATE HIGHWAY ENGINEER

PLATE NO. 2-1.1.12



PLAN VIEW SHOWING

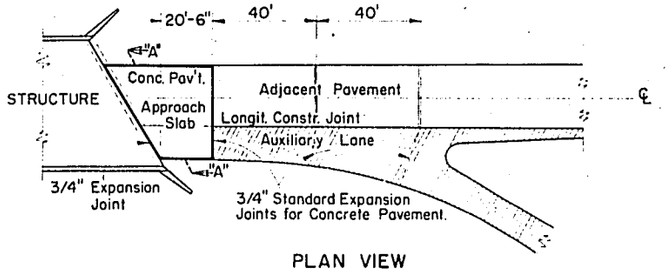
CONCRETE PAVEMENT APPROACH SLAB & ADJACENT PAVEMENT



HALF SECTION SHOWING REINF. STEEL IN BOTTOM OF SLAB

HALF SECTION SHOWING REINF. STEEL IN TOP OF SLAB

CONCRETE PAVEMENT APPROACH SLAB



PLAN VIEW

CONCRETE PAVEMENT APPROACH SLAB WITH AUXILIARY LANE & ADJACENT PAVEMENT

INFORMATION FOR BIDDING PURPOSES

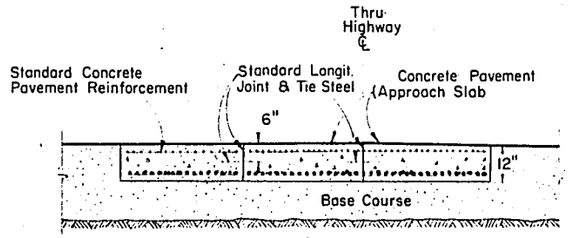
ESTIMATE QUANTITIES FOR VARIOUS SKEWED STRUCTURE APPROACHES (ONE END ONLY) 24 FOOT WIDTH PAVEMENT

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	2,563	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

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.

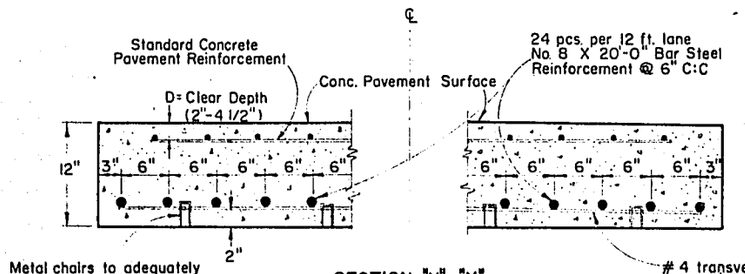
Details for Standard Concrete Pavement Reinforcement shall conform to the pertinent requirements of the Standard Detail Drawing for such reinforcement.



SECTION "A"-"A" SHOWING REINFORCEMENT STEEL

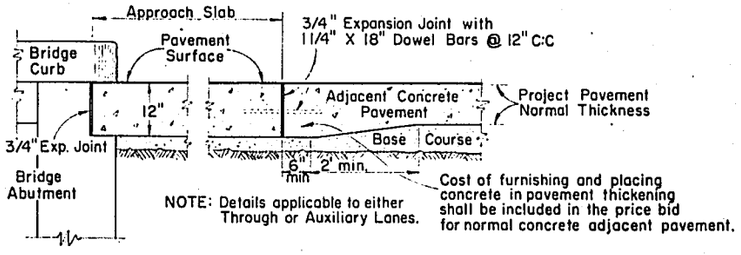
NOTE: Size, Spacing & Positioning of steel in pavement same as shown for section "X"-"X".

APPROACH SLAB



SECTION "X"-"X" SHOWING REINFORCEMENT STEEL AND POSITIONING DETAILS

APPROACH SLAB



ELEVATION SHOWING

APPROACH SLAB & ADJACENT PAVEMENT TRANSITION DETAILS

STRUCTURE APPROACH AND CONCRETE PAVEMENT APPROACH SLAB

STATE HIGHWAY COMMISSION OF WISCONSIN

RECOMMENDED FOR APPROVAL:

2/2/66
DATE

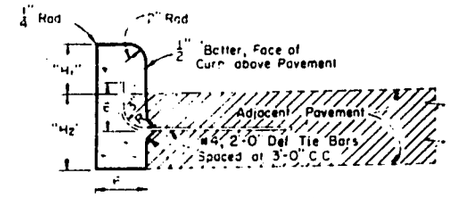
CHIEF DESIGN ENGINEER

APPROVED
2/2/66
DATE

STATE HIGHWAY ENGINEER

PLATE NO. 2-3.1.4

18.2-171

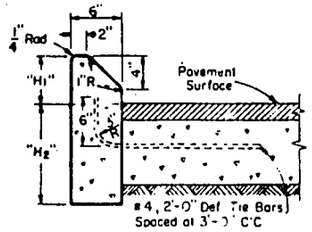


Tie Bar recess positioned in reverse when Concrete Curb is constructed first

"H1" = 9" max. and 3 1/2" min. and shall be 6" unless otherwise shown on the plans
"H2" = Same as adjacent pavement thickness for rigid pavement
"H2" = 12" For other than rigid pavement (Tie Bars Omitted)

TYPE "A" (Including Tie Bars) TYPE "D" (Excluding Tie Bars)

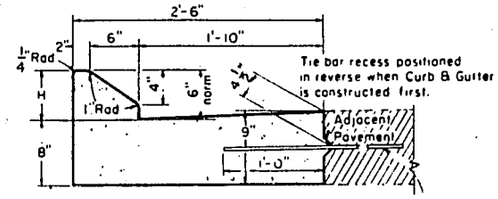
CONCRETE CURB



"H1" = 9" Max. and 4" min. and shall be 6" unless otherwise shown on plans
"H2" = Same as adjacent pavement thickness for rigid pavement and 12" for other than rigid pavement (Tie Bars Omitted)

TYPE "G" (Including Tie Bars) TYPE "J" (Excluding Tie Bars)

CONCRETE CURB
(Mountable Type)



"H" = 9" max. and 4" min. & shall be 6" unless otherwise shown on the plans

#4, 2'-0" Def Tie Bars or alternate Bolt Type instal. may be used, spaced at 3'-0" C.C

TYPE "G" (Including Tie Bars) TYPE "J" (Excluding Tie Bars)

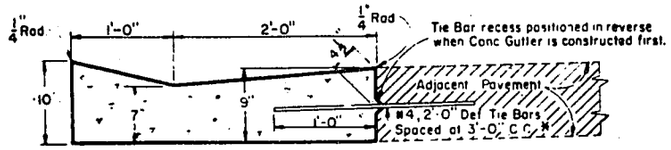
CONCRETE CURB AND GUTTER
(Mountable Type)

GENERAL NOTES

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

JOINTS -

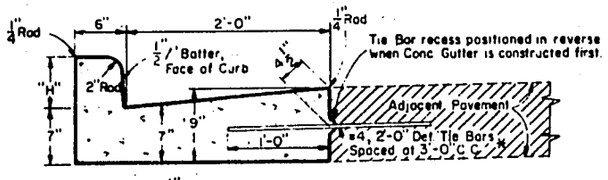
Joints shall not be sealed in concrete curb, concrete gutter, concrete curb and gutter, or concrete surface drains.



* Alternate Tie Bars or Bolt Type installations may be used as shown for Longitudinal Joints.

TYPE "A" (Including Tie Bars) TYPE "D" (Excluding Tie Bars)

CONCRETE GUTTER

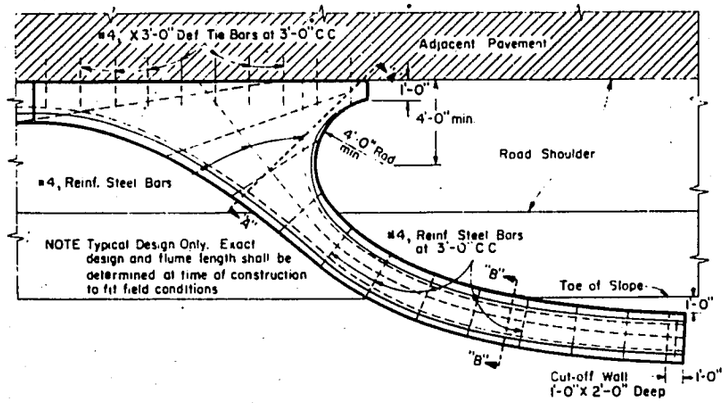


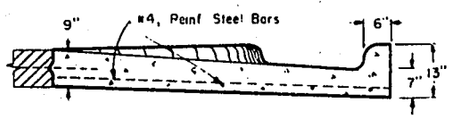
"H" = 9" Max., 3 1/2" Min. and shall be 6" unless otherwise shown on the plans

* Alternate Tie Bars or Bolt Type installations may be used as shown for Longitudinal Joints

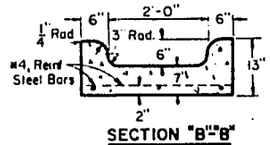
TYPE "A" (Including Tie Bars) TYPE "D" (Excluding Tie Bars)

CONCRETE CURB AND GUTTER
(Barrier Type)





SECTION "A"-"A"



SECTION "B"-"B"

CONCRETE INLET OR DISCHARGE FOR CURB AND GUTTER SURFACE DRAIN

CONCRETE CURB, CONCRETE GUTTER CONCRETE CURB AND GUTTER AND CONCRETE SURFACE DRAINS

STATE HIGHWAY COMMISSION OF WISCONSIN

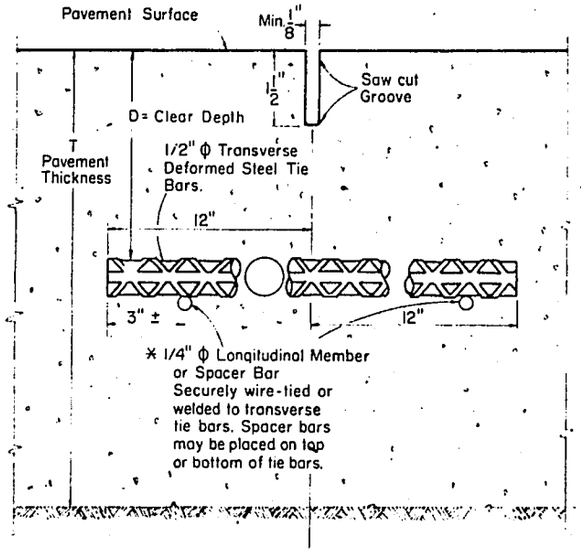
RECOMMENDED FOR APPROVAL

2-5-63 DATE — J. L. Pfiff ENGINEER OF DESIGN

APPROVED:

2/6/63 DATE — E. C. Rettinger STATE HIGHWAY ENGINEER

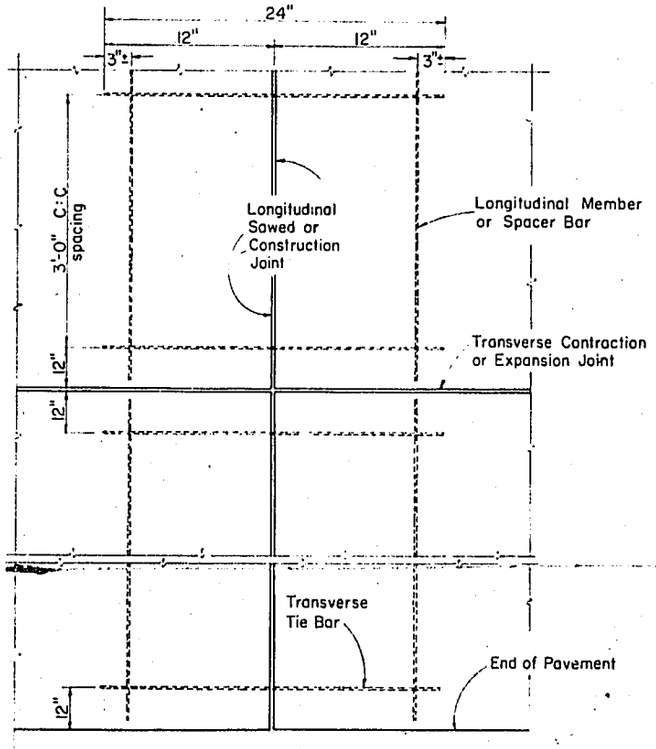
PLATE NO. 3-1.1.7



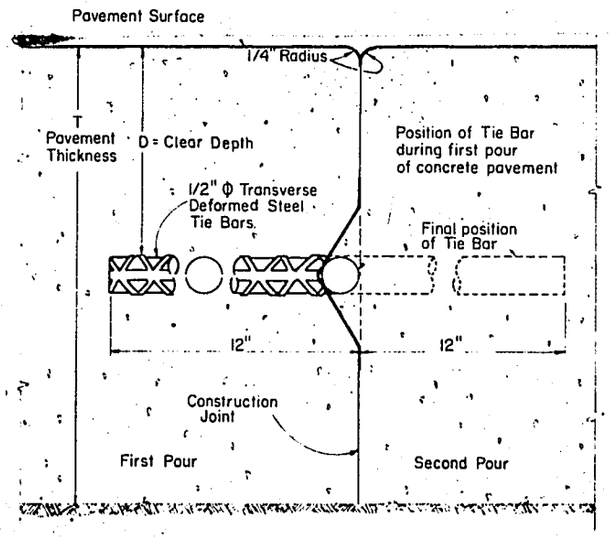
SAWED JOINT

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. Bykit CHIEF DESIGN ENGINEER

APPROVED:

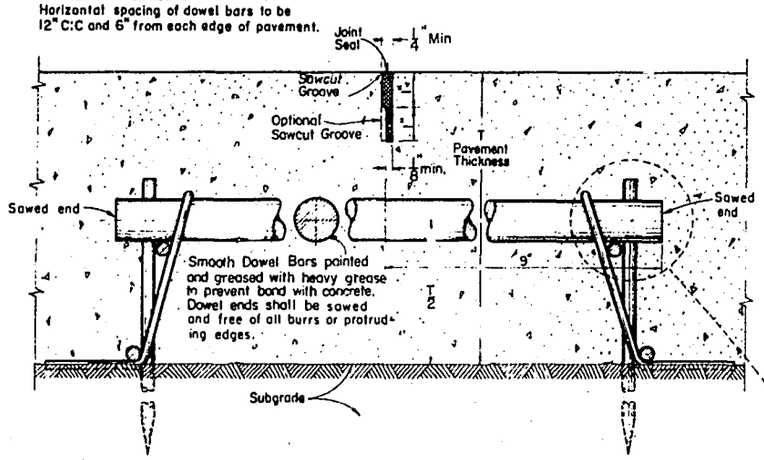
2-3-66 DATE — STATE HIGHWAY ENGINEER

PLATE NO. 4-4.4.8

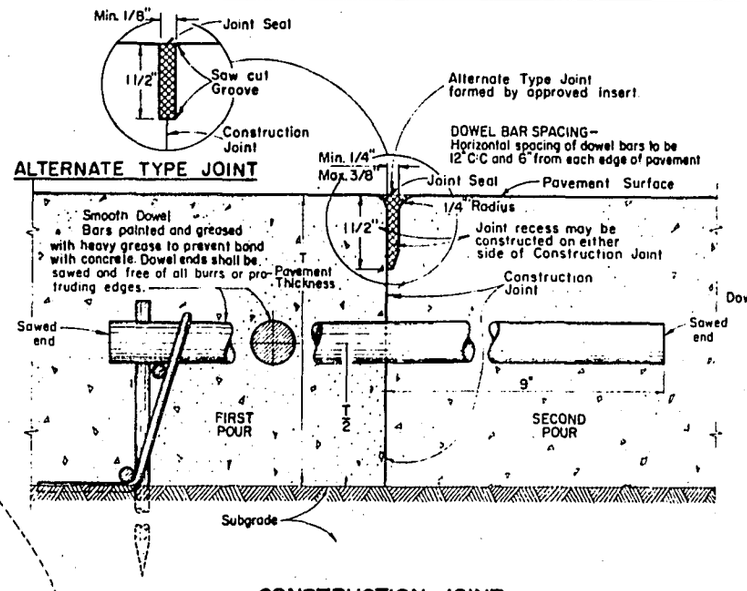
18.4-171

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

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

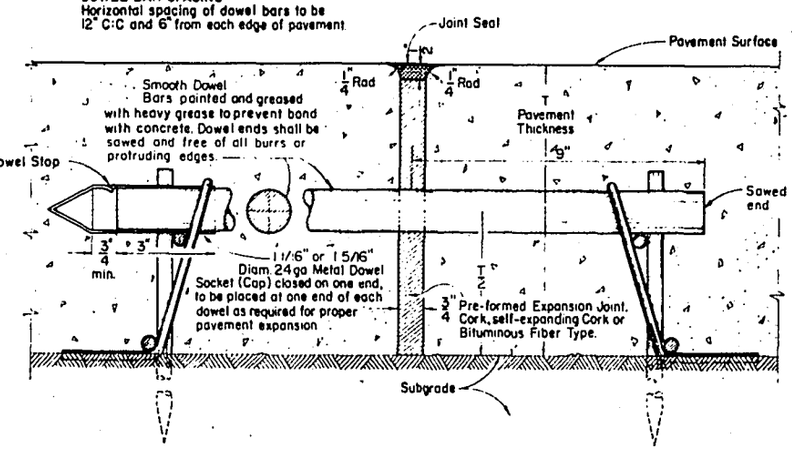


CONTRACTION JOINT



CONSTRUCTION JOINT

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

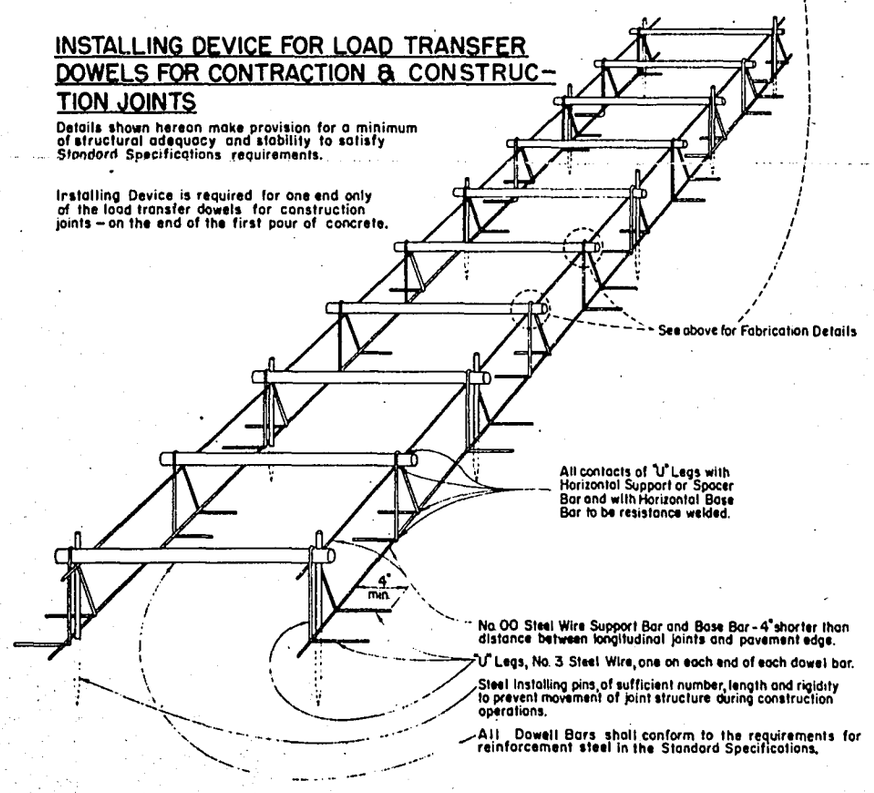


EXPANSION JOINT

INSTALLING DEVICE FOR LOAD TRANSFER DOWELS FOR CONTRACTION & CONSTRUCTION JOINTS

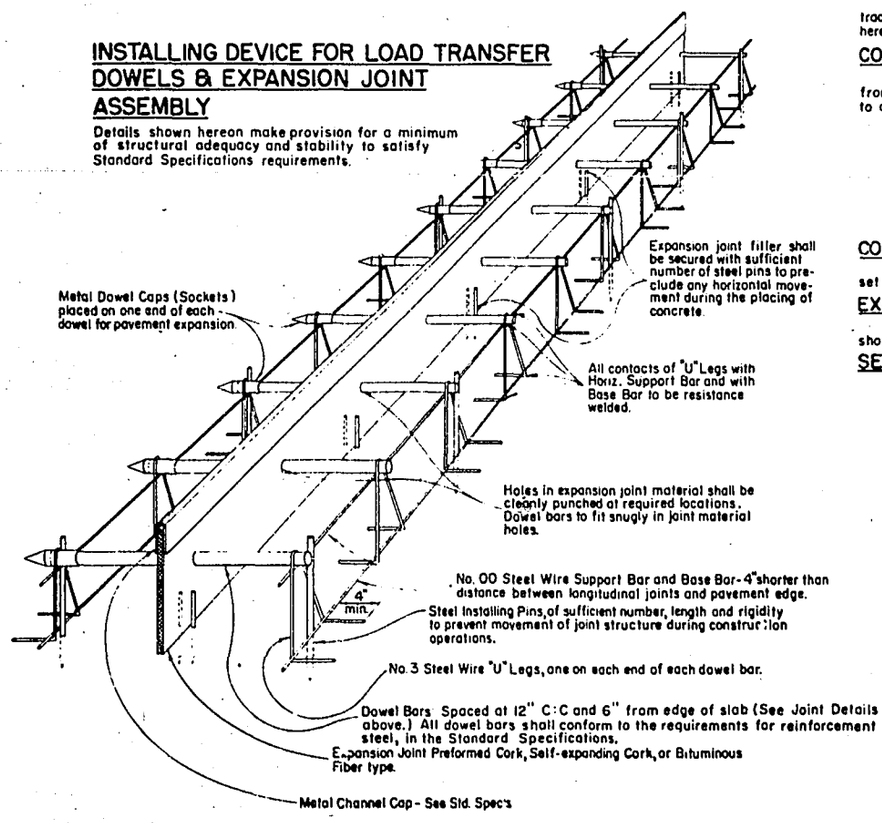
Details shown hereon make provision for a minimum of structural adequacy and stability to satisfy Standard Specifications requirements.

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



INSTALLING DEVICE FOR LOAD TRANSFER DOWELS & EXPANSION JOINT ASSEMBLY

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



GENERAL NOTES-

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

ALTERNATE DESIGNS-

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

CONTRACTION JOINTS-

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

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

CONSTRUCTION JOINTS-

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

EXPANSION JOINTS-

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

SEALING JOINTS-

Joints to be sealed as shown.

TRANSVERSE JOINTS CONCRETE PAVEMENT

STATE HIGHWAY COMMISSION OF WISCONSIN

RECOMMENDED FOR APPROVAL:

2/3/60
DATE

E. J. Bystrit
ENGINEER OF DESIGN

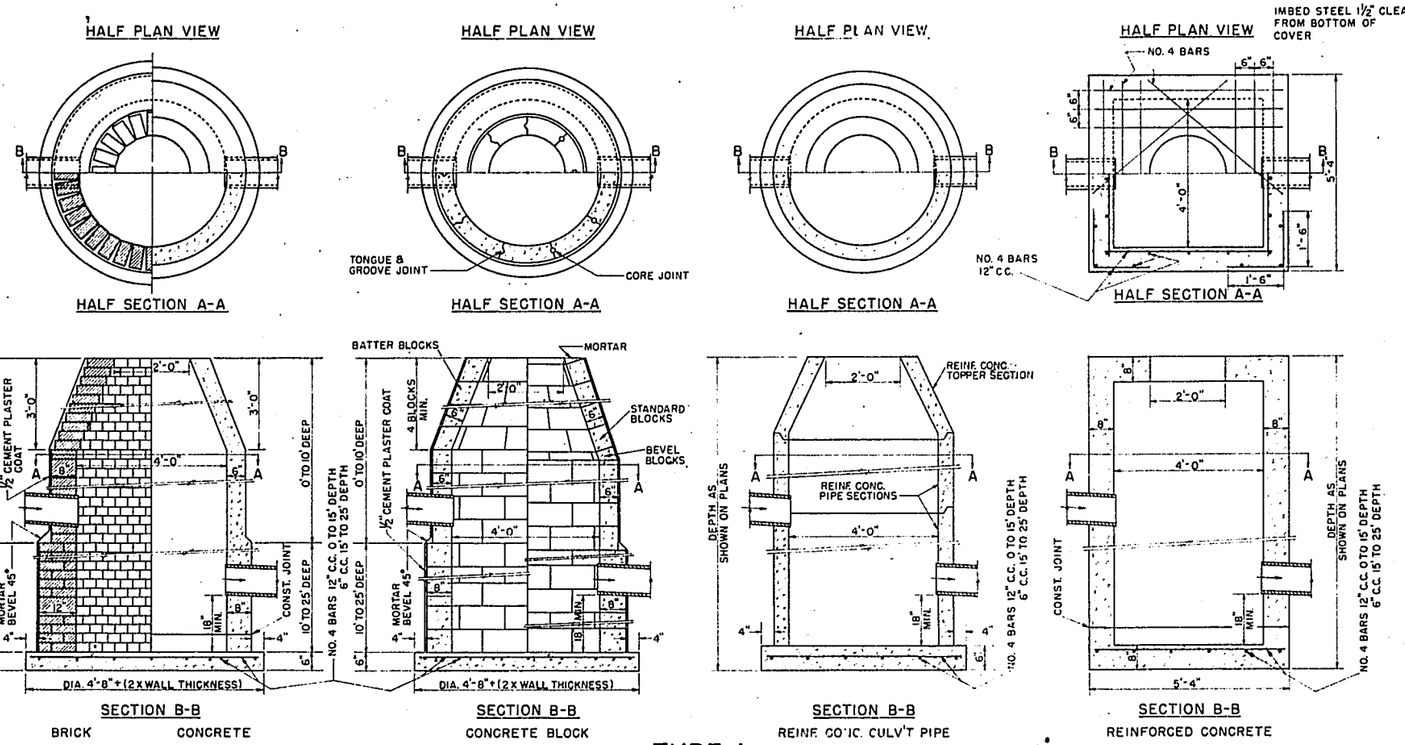
APPROVED:

2-4-60
DATE

L. K. Zimmerlee
STATE HIGHWAY ENGINEER

PLATE NO. 4 - 4.5.10

18.5-171



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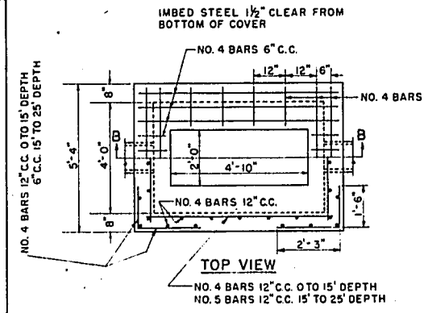
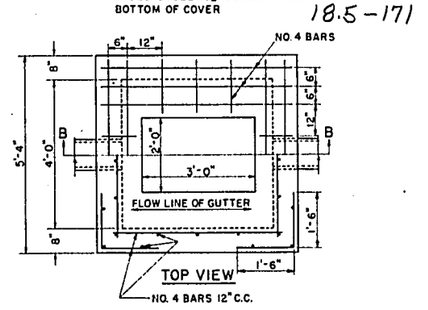


TYPE 4



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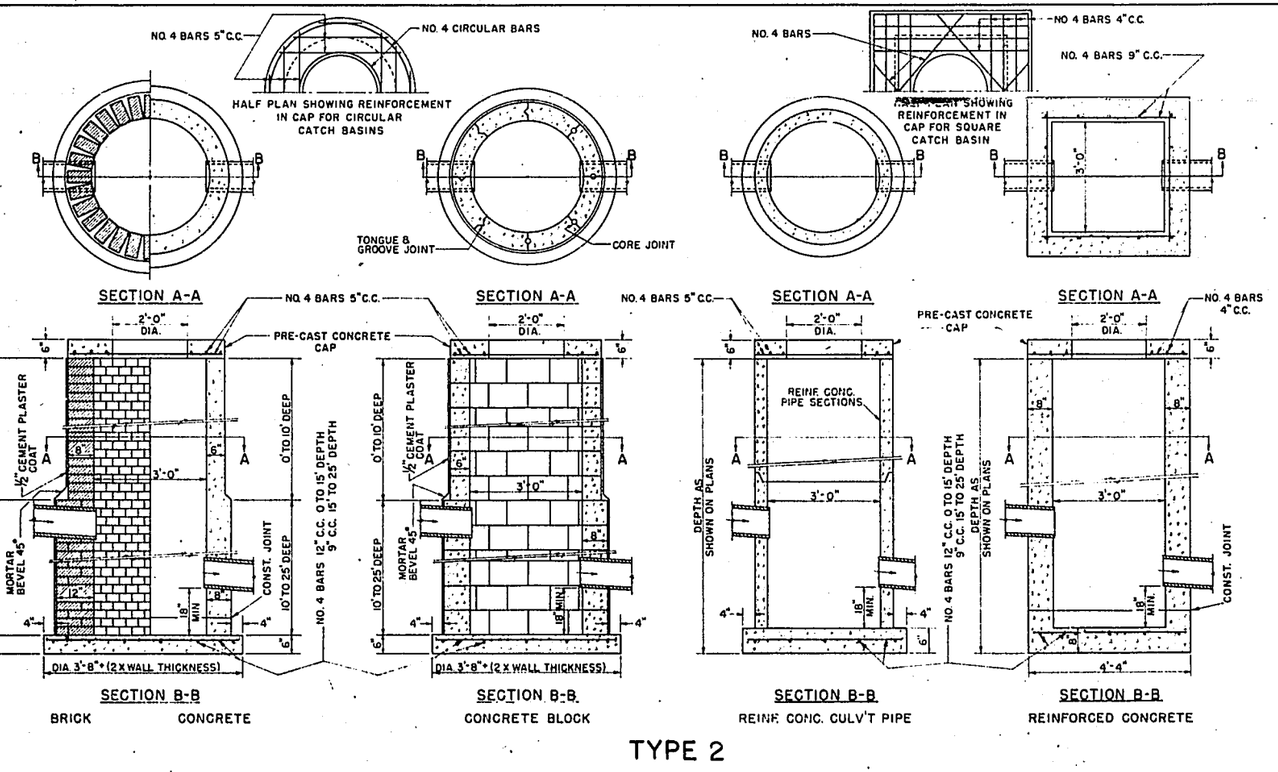
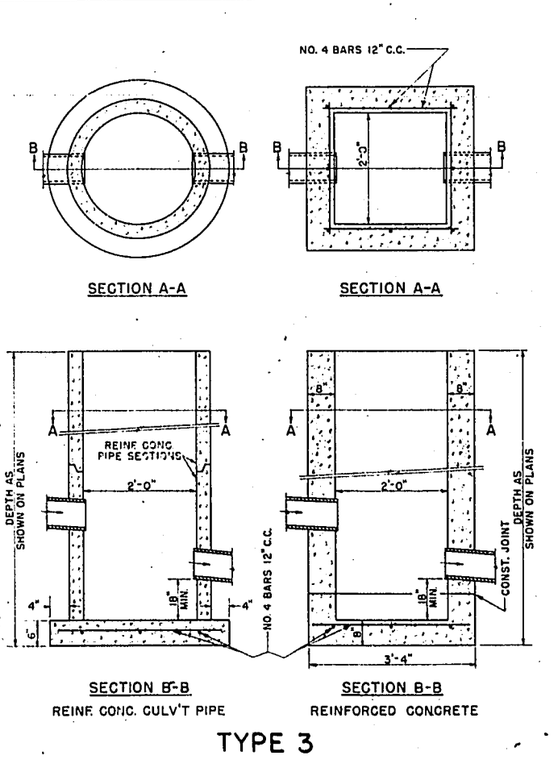


TYPE 2



TYPE 3

CONSTRUCTION NOTES

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

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

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

STRUCTURES ARE CALLED FOR ON THE PLANS AS "CATCH BASIN 1-C", "CATCH BASINS 2-C" ETC, THE NUMERAL DESIGNATES THE OPTIONAL MASONRY PORTION OF THE STRUCTURE AND THE LETTER DESIGNATES THE FIXTURE TO BE USED THEREON.

REINFORCED CONCRETE TOPPER SECTION, AS SHOWN FOR TYPE I REINF CONC. CULV'T PIPE CATCH BASIN, MAY BE USED AS AN ALTERNATE FOR CONE ON TYPE I BRICK, CONCRETE OR CONCRETE BLOCK CATCH BASINS.

WHEN ANY STRUCTURE IS CONSTRUCTED OF CONCRETE, CONCRETE BLOCK OR REINF. CONC. CULV'T PIPE, THE TOP OF THE MASONRY SHALL BE LEFT SUFFICIENTLY LOW TO PERMIT PROPER ADJUSTMENT OF COVER TO GRADE BY THE USE OF MORTAR AND BRICK.

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

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

CATCH BASINS

STATE HIGHWAY COMMISSION OF WISCONSIN

RECOMMENDED FOR APPROVAL

2-5-63
DATE

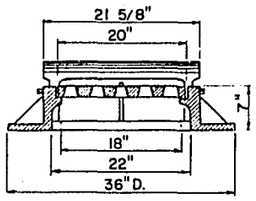
J. S. Gill
ENGINEER OF DESIGN

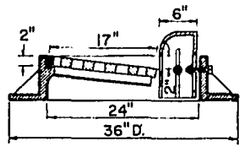
APPROVED:

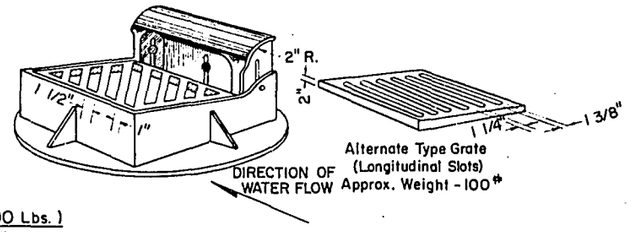
2/6/63
DATE

E. G. Ruetten
STATE HIGHWAY ENGINEER

PLATE 5-33.2

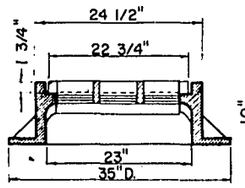


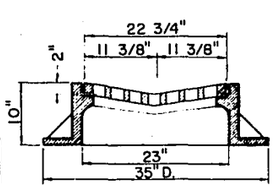


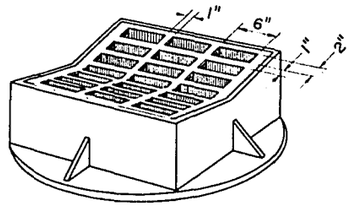


TYPE "A" - (Approx. Weight 390 Lbs.)

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

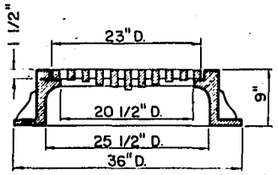


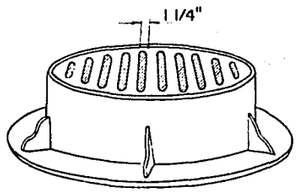




TYPE "B" - (Approx. Weight 414 Lbs.)

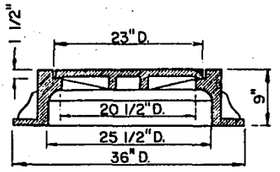
Frame Weight - 275#
Grate " - 139#

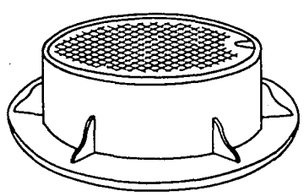




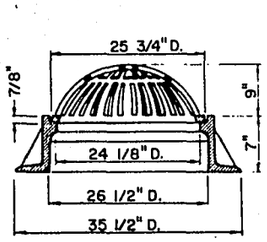
TYPE "C" - (Approx. Weight 370 Lbs.)

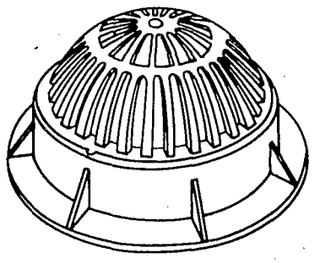
Frame Weight Type "C" & Type "D" - 255#
Slotted Grate Weight - 115#
Solid Cover Weight - 150#
(Note: Frame for Type "C" same as for Type "D")





TYPE "D" - (Approx. Weight 405 Lbs.)
(Note: Frame for Type "D" same as for Type "C")



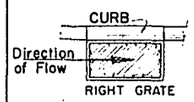


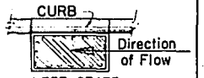
TYPE "E" - (Approx. Weight 325 Lbs.)

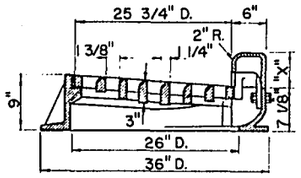
SPECIAL NOTE

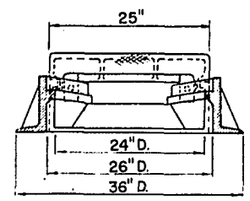
Diagonal Slots shall be oriented to the direction of flow as shown hereon. Hence RIGHT and LEFT Grates shall be furnished depending on direction of flow. (See Sketch Below)

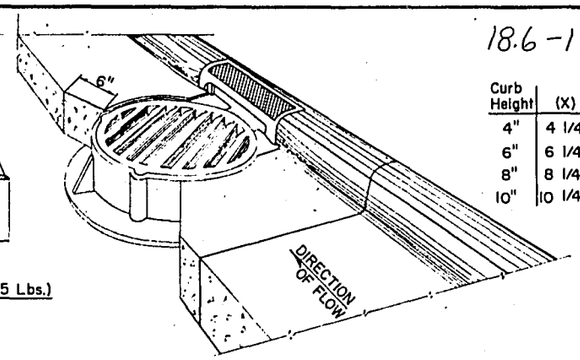
Longitudinal slot type grates may be used ONLY where bicycles are prohibited.







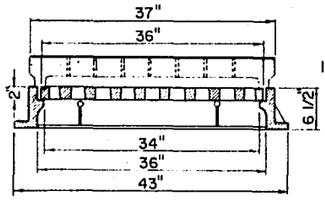


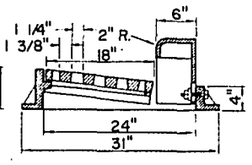


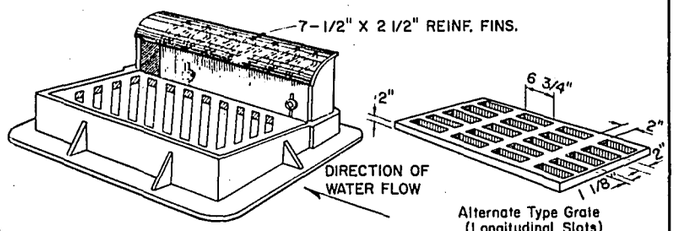
Curb Height	(X)	Weight
4"	4 1/4"	60#
6"	6 1/4"	70#
8"	8 1/4"	90#
10"	10 1/4"	100#

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

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

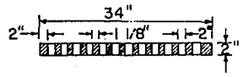




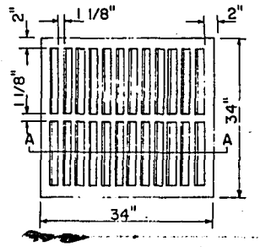


TYPE "H" - (Approx. Weight 530 Lbs.)

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

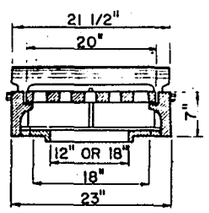


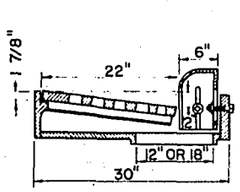
SECTION A - A

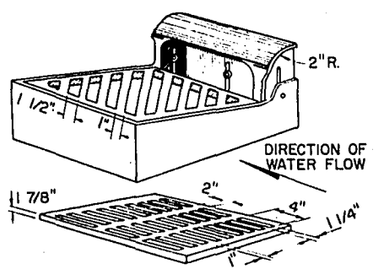


INLET COVER TYPE MS

GRATE WEIGHT 270#

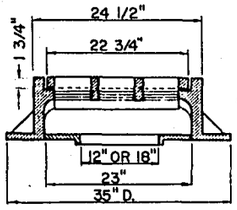


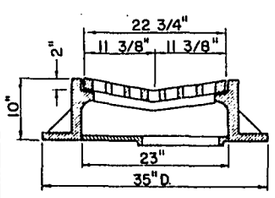


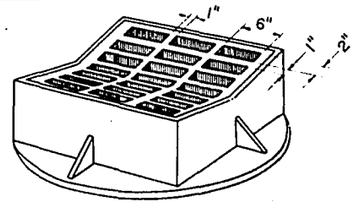


Alternate Type Grate
(Longitudinal Slots)

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







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

GENERAL NOTES

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

BEARING SURFACES

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

NOMENCLATURE

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

ADJUSTMENTS

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

ALTERNATE DESIGNS

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

CATCH BASIN & INLET COVERS

State Highway Commission of Wisconsin

RECOMMENDED FOR APPROVAL

DATE

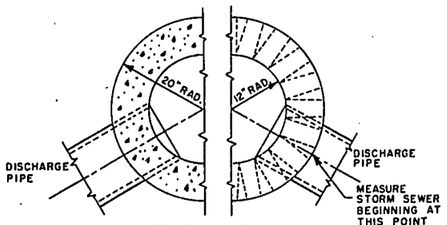
CHIEF DESIGN ENGINEER

APPROVED 8/17/67

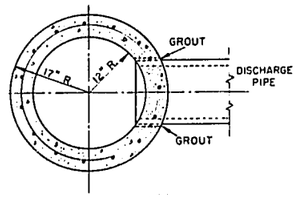
DATE

STATE HIGHWAY ENGINEER

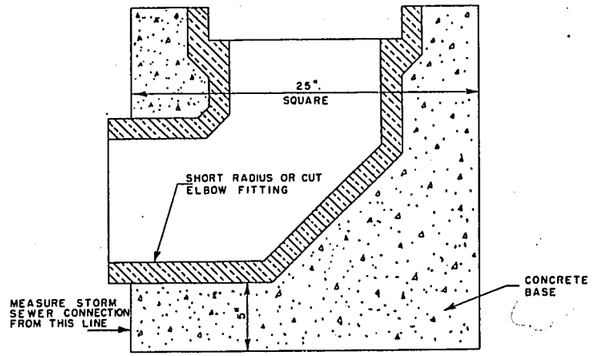
18.7-171



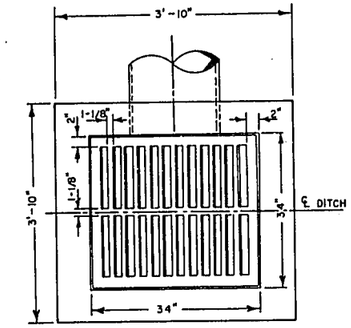
PLAN VIEW



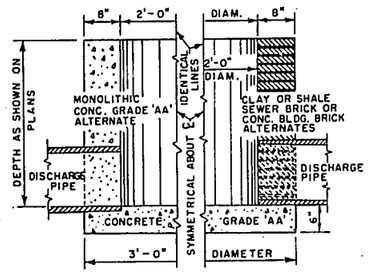
PLAN VIEW



INLET TYPE 2

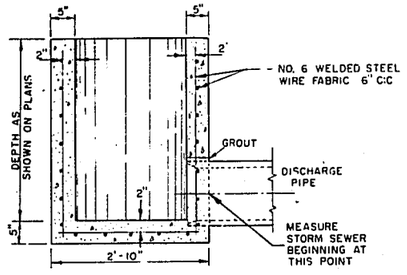


PLAN VIEW



ELEVATION VIEW

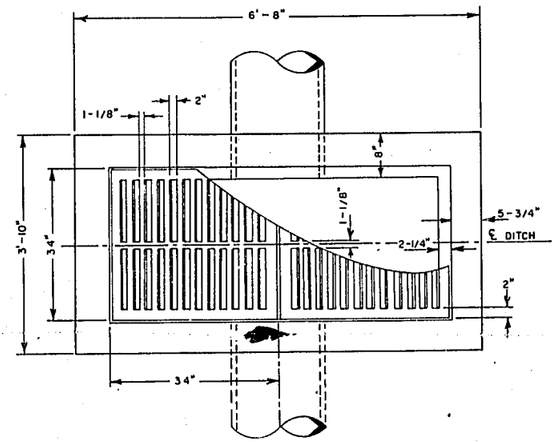
SHOWING DETAILS FOR MONOLITHIC CONCRETE, CLAY OR SHALE SEWER BRICK, OR CONCRETE BUILDING BRICK ALTERNATES FOR



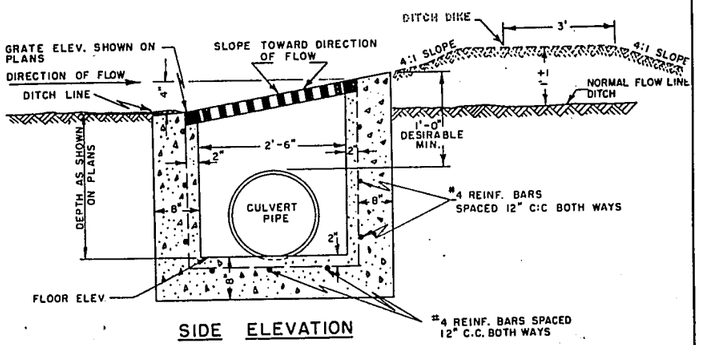
ELEVATION VIEW

SHOWING DETAILS FOR PRE-CAST CONCRETE ALTERNATE FOR

INLET TYPE 1

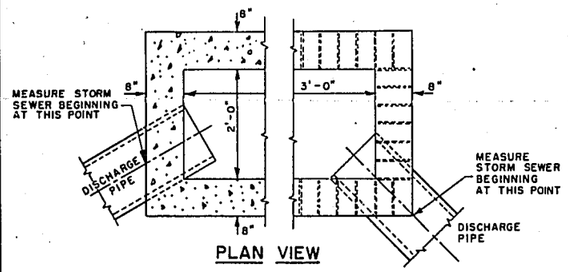


PLAN VIEW

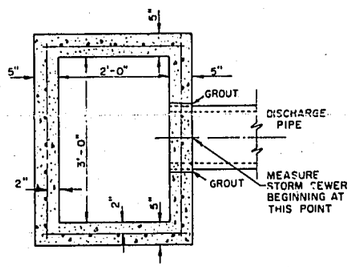


SIDE ELEVATION

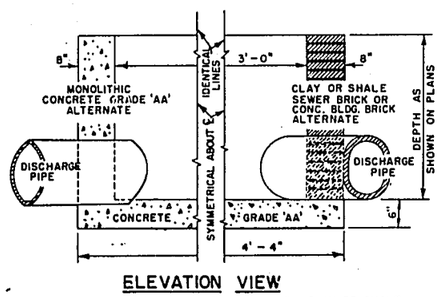
INLET TYPE 8



PLAN VIEW

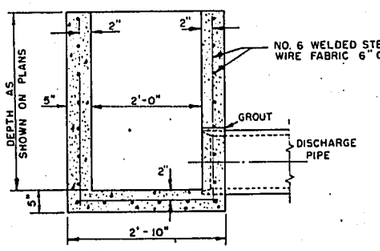


PLAN VIEW



ELEVATION VIEW

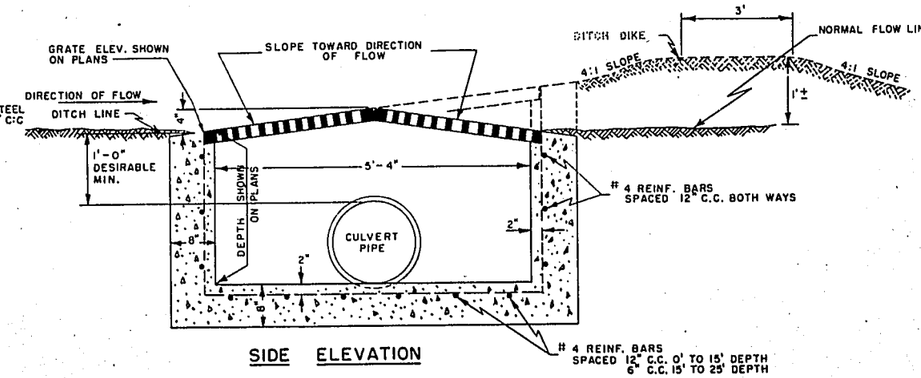
SHOWING DETAILS FOR MONOLITHIC CONCRETE, CLAY OR SHALE SEWER BRICK, OR CONCRETE BUILDING BRICK ALTERNATES FOR



ELEVATION VIEW

SHOWING DETAILS FOR PRE-CAST CONCRETE ALTERNATE FOR

INLET TYPE 3



SIDE ELEVATION

INLET TYPE 9

GENERAL NOTES:

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

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

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

INLETS

STATE HIGHWAY COMMISSION OF WISCONSIN

RECOMMENDED FOR APPROVAL

11-21-63
DATE

J. S. Pfaff
ENGINEER OF DESIGN

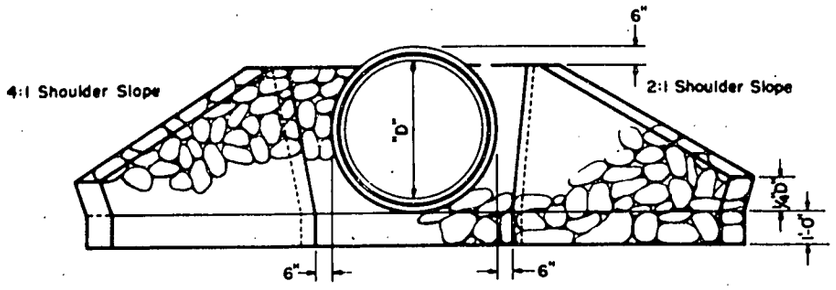
APPROVED:

12/3/63
DATE

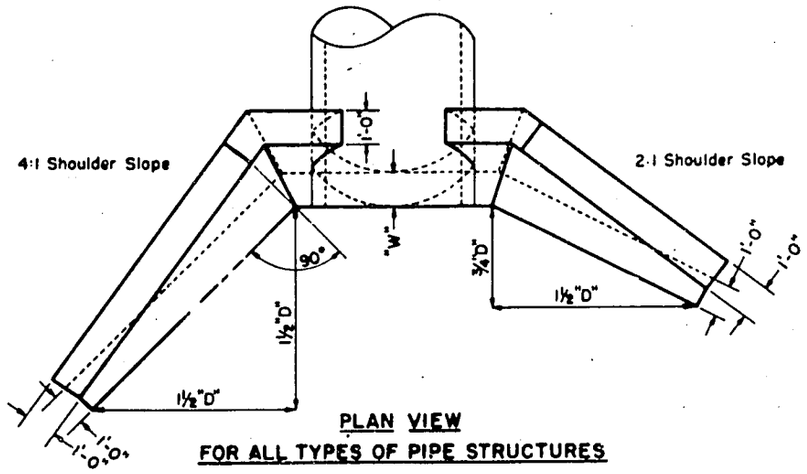
L. L. [illegible]
STATE HIGHWAY ENGINEER

PLATE NO. 5-3.5.2

18.8-171



END ELEVATION
SHOWING CONCRETE CIRCULAR PIPE INCL. CATTLE PASS



PLAN VIEW
FOR ALL TYPES OF PIPE STRUCTURES

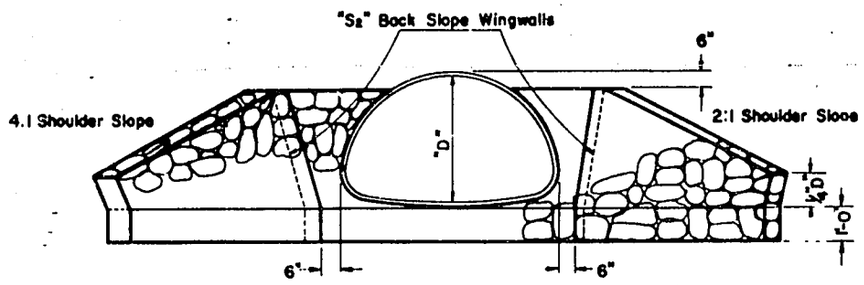
CIRCULAR PIPE		Cu Yds Mortar Rubble Masonry or Riprap per Endwall		"A" (Feet)	"B" (Feet)	Front Slope "S1"	Back Slope "S2"	Width of Footing at "W" (Feet)
Size of Pipe	Type of Pipe	4:1 Slope	2:1 Slope	4:1 Slope	2:1 Slope			
24"	R.C.C.P.	1.2	1.0	3.4	0.8	½:1	½:1	1.0
	C.M.C.P.	1.0	0.8	2.8	0.6	"	"	"
30"	R.C.C.P.	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

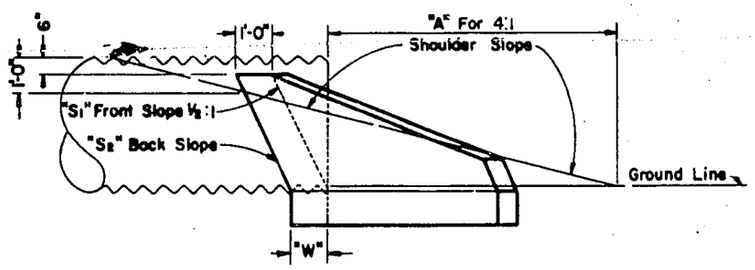
29"x18"	C.M.C.P.	1.0	0.8	1.1	0.3	½:1	½:1	1.0
36"x22"	"	1.3	1.0	2.2	0.5	"	"	"
43"x27"	"	1.7	1.2	3.7	1.0	"	"	"
50"x31"	"	1.9	1.4	4.9	1.5	"	"	"
58"x36"	"	2.1	1.7	6.3	2.1	"	"	"
65"x40"	"	2.5	2.0	7.5	2.6	"	"	"
72"x44"	"	2.9	2.4	8.6	3.1	"	"	"

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

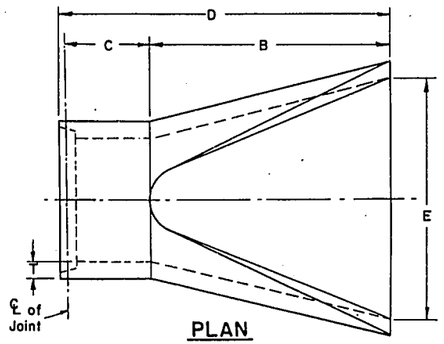
RECOMMENDED FOR APPROVAL:

DATE 2-5-63 — J. S. Pilt, ENGINEER OF DESIGN

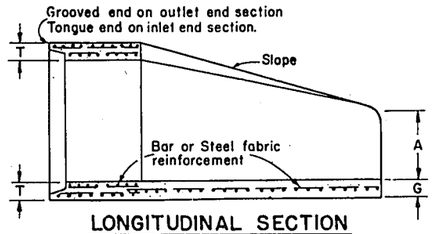
APPROVED:

DATE 2/6/63 — E. C. Rozetjes, STATE HIGHWAY ENGINEER

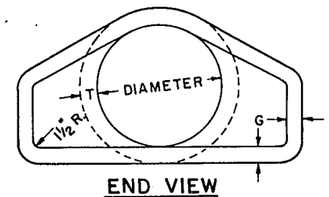
PLATE NO. 6-2.4.3



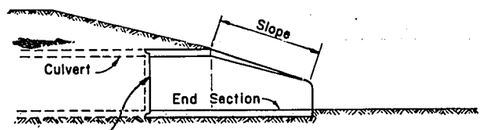
PLAN



LONGITUDINAL SECTION



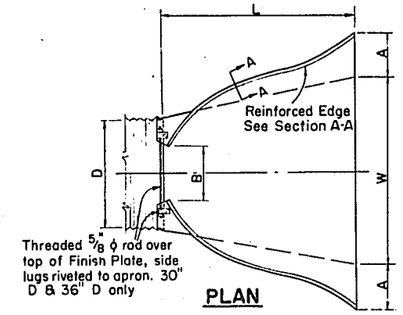
END VIEW



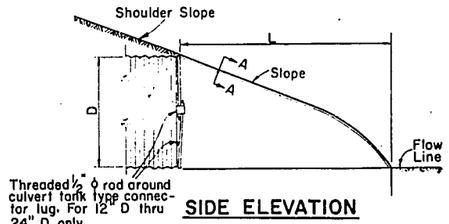
SLOPE DETAIL

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	2 2/3 to 1	5½"	27"	65"	33¼" min 35" max	36¼" min 100" max	90"	5"
60"	8730	2 to 1	6"	30" min. 33" 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"

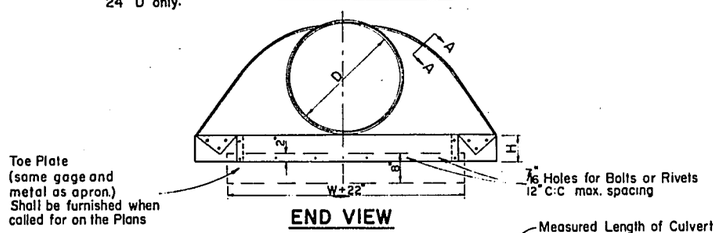
REINFORCED CONCRETE APRON ENDWALLS



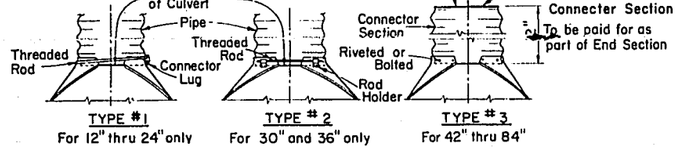
PLAN



SIDE ELEVATION



END VIEW

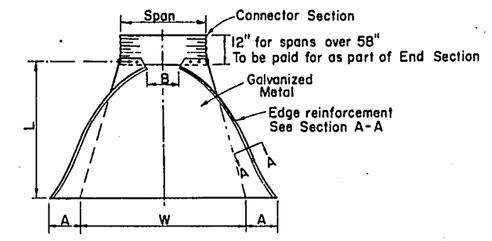


CONNECTION DETAILS

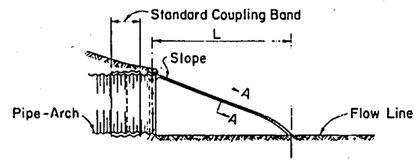
D Pipe Diam.	Gage Min.	Dimensions A ± 1"	B Max.	H ± 1"	L ± 1½"	W ± 2"	Approx. Slope
12"	16	6"	6"	6"	21"	24"	2½ to 1
15"	16	7"	8"	6"	26"	30"	"
18"	16	8"	10"	6"	31"	36"	"
21"	16	9"	12"	6"	36"	42"	"
24"	16	10"	13"	6"	41"	48"	"
30"	14	12"	16"	8"	51"	60"	"
36"	14	14"	19"	9"	60"	72"	"
42"	12	16"	22"	11"	69"	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.

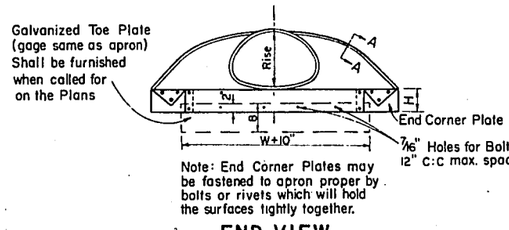
METAL APRON ENDWALLS



PLAN
showing alternate type with connector section

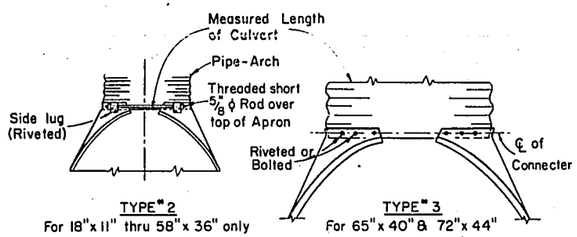


SIDE ELEVATION



Note: End Corner Plates may be fastened to apron proper by bolts or rivets which will hold the surfaces tightly together.

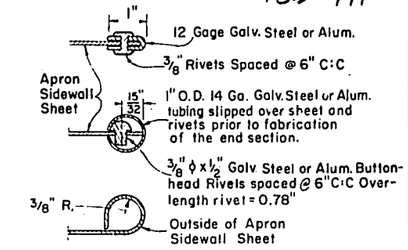
END VIEW



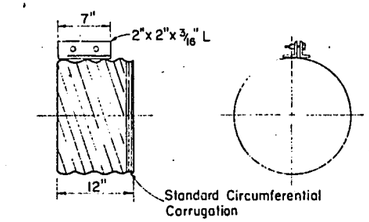
CONNECTION DETAILS

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.



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 54 inch and larger 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

APRON ENDWALLS FOR PIPE ARCH

APRON ENDWALLS FOR CULVERT PIPE & PIPE ARCH

STATE HIGHWAY COMMISSION OF WISCONSIN

RECOMMENDED FOR APPROVAL

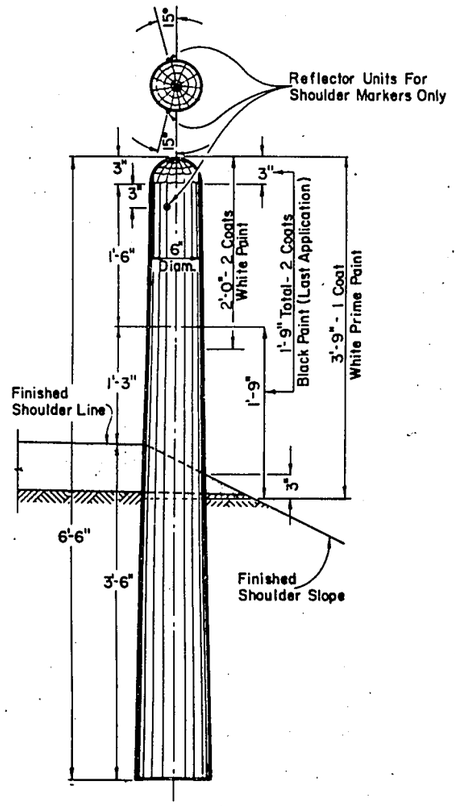
DATE 1-16-67 — E. J. Ruthick, CHIEF DESIGN ENGINEER

DATE 3/16/67 — H. F. Bormuth, STATE HIGHWAY ENGINEER

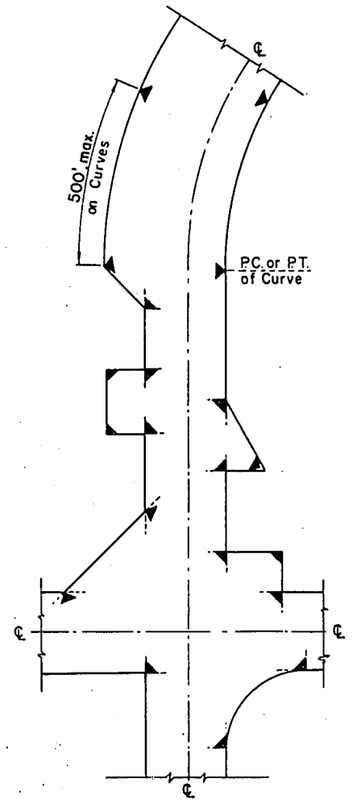
PLATE NO 6-2.6.5

PLATE NO. 6-2.6.5

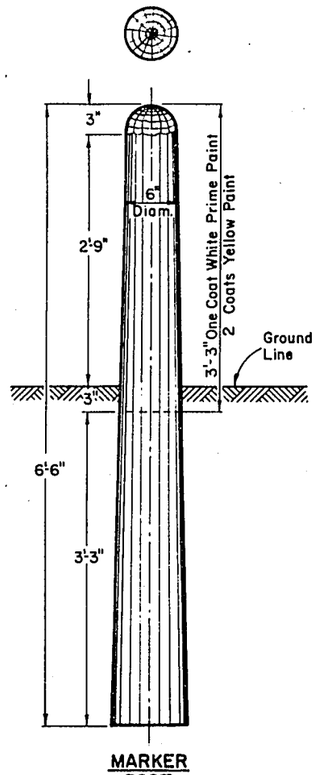
18.10-171



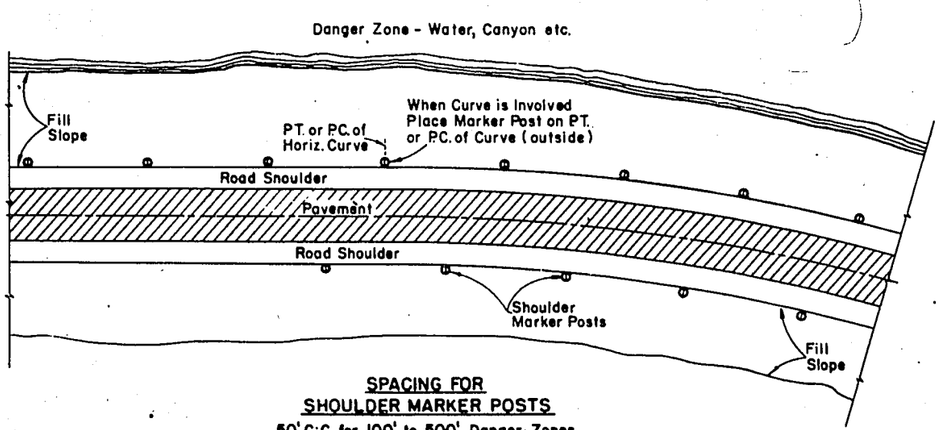
MARKER POST FOR ROAD SHOULDERS



LOCATION DIAGRAM SHOWING TYPICAL LOCATIONS OF MARKER POSTS FOR RIGHT OF WAY



MARKER POST FOR RIGHT OF WAY



SPACING FOR SHOULDER MARKER POSTS

50' C:C for 100' to 500' Danger Zones
100 C:C for Over 500' Danger Zones

LOCATION DIAGRAM SHOWING RELATIVE LOCATIONS OF SHOULDER MARKER POSTS

MARKER POSTS FOR ROAD SHOULDERS

MARKER POST FOR RIGHT OF WAY

GENERAL NOTES

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

MARKER POSTS FOR RIGHT OF WAY

Right of Way Marker Posts shall be erected in advance of grading operations. Posts shall be placed at the outer limits of the highway Right of Way, but entirely within the Right of Way, and shall be so placed that the outer edge of the posts shall be tangent to the Right of Way line or lines extended. The exact location of all Right of Way posts will be staked in the field by the Engineer.

REFLECTOR UNITS

Reflector Units shall be installed in road shoulder marker posts only. Reflector Units shall have plastic crystal lens 7/8" in diameter. Unit assembly shall be a minimum of 7/8" in length. Reflector Units shall be furnished with flared expanding metal clips for wood mounting. Units shall be mounted in tightest fit possible and securely stayed in posts.

MARKER POSTS &
MARKER POSTS FOR RIGHT OF WAY

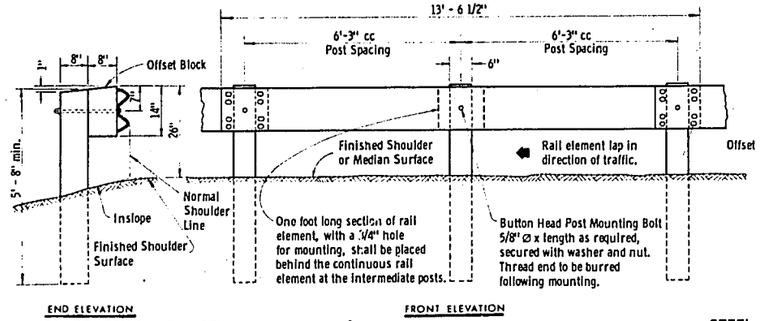
State Highway Commission of Wisconsin

RECOMMENDED FOR APPROVAL
7/6/66 DATE — E. J. Bykit CHIEF DESIGN ENGINEER

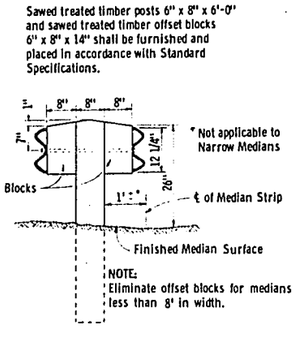
APPROVED:
7/5/66 DATE — H. C. Lawrence STATE HIGHWAY ENGINEER

Plate No. 7-1.3.5

18.11-171

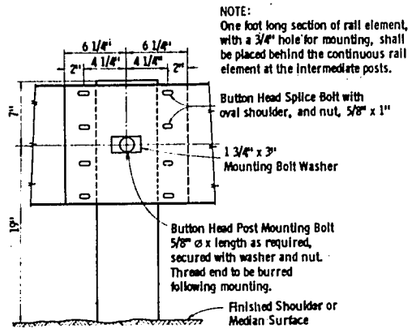


STEEL PLATE BEAM GUARD

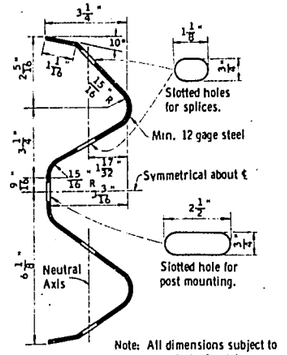


STEEL PLATE BEAM (MEDIAN) GUARD

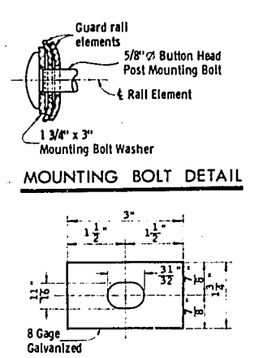
STEEL PLATE BEAM GUARD OR STEEL PLATE BEAM (MEDIAN) GUARD



RAIL ELEMENT SPLICING AND POST MOUNTING DETAILS

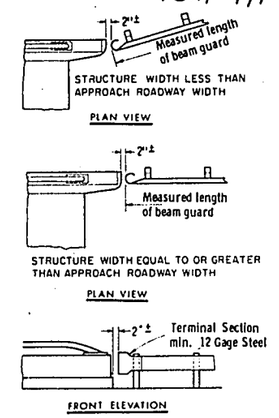


SECTION THRU RAIL ELEMENT



MOUNTING BOLT DETAIL

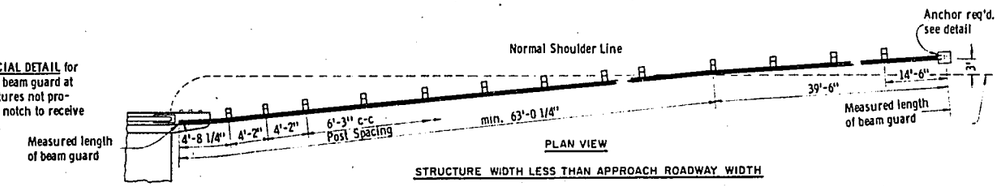
MOUNTING BOLT WASHER

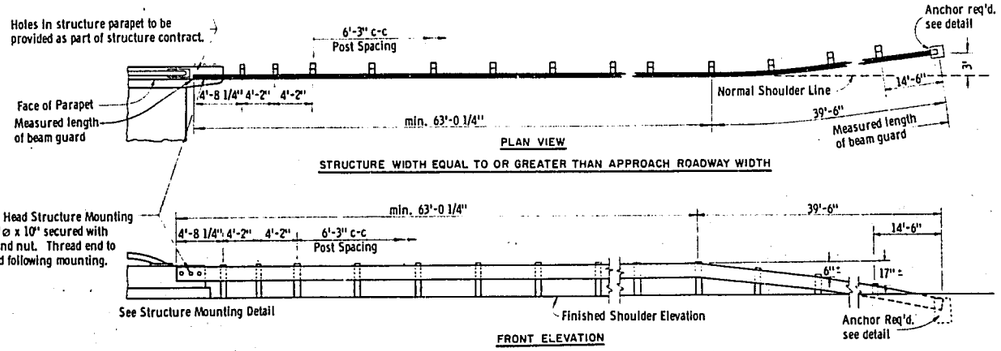


SPECIAL DETAIL

For terminating beam guard at structures not provided with a notch to receive beam guard.

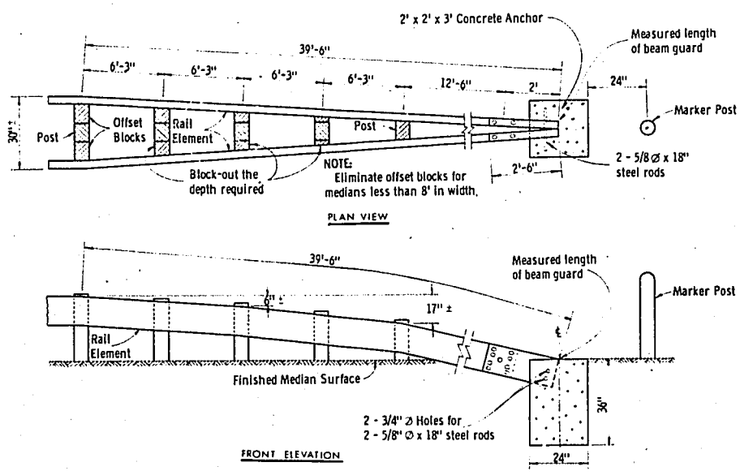
NOTE:
See SPECIAL DETAIL for terminating beam guard at those structures not provided with a notch to receive beam guard.



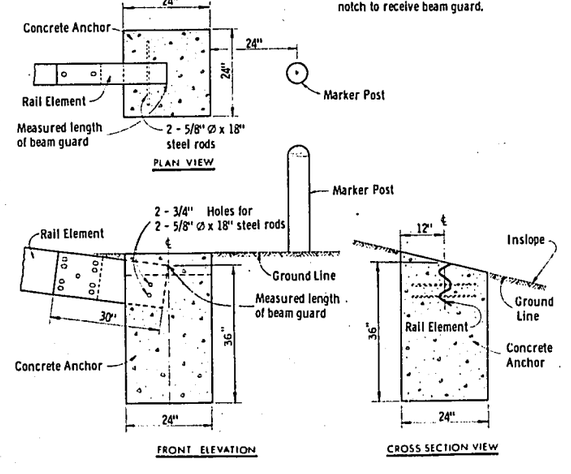


TYPICAL INSTALLATION AT STRUCTURES

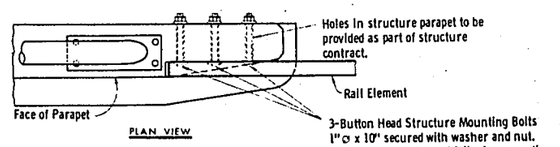
For structures constructed with notch to receive beam guard.



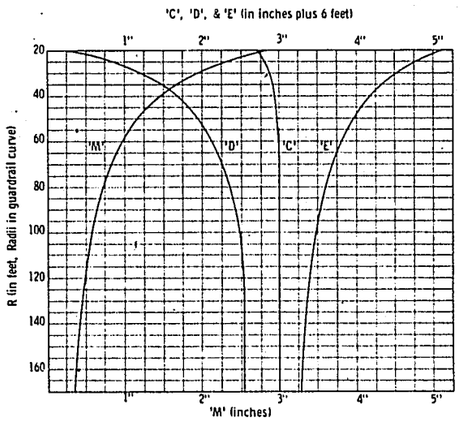
ANCHOR DETAIL FOR DOUBLE RAIL ELEMENT INSTALLATION



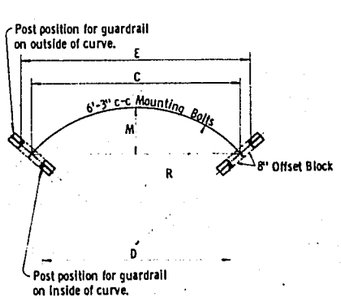
ANCHOR DETAIL FOR SINGLE RAIL ELEMENT INSTALLATION



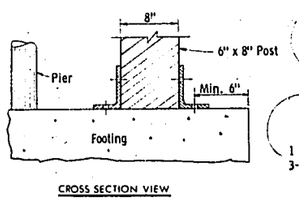
STRUCTURE MOUNTING DETAIL



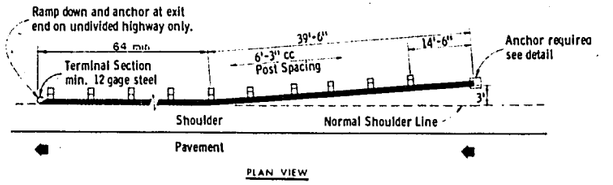
CURVE DATA FOR POST SPACING AND BEAM CURVING



Chord lengths for post spacing and middle ordinates for beam curving



POST - FOOTING DETAIL AT PIERS



TYPICAL INSTALLATION AT LOCATIONS OTHER THAN STRUCTURES

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.

POST-FOOTING DETAIL AT PIERS
The Post-Footing Details shall be used when guardrail posts are over structure footings and less than 3'-6" of earth is provided over the top of the footing.

STEEL PLATE BEAM(MEDIAN) GUARD
Eliminate offset blocks for medians less than 8 foot in width.

ALTERNATE ANCHORS
Round anchors will be permitted. Round anchors shall be a minimum of 30 inches in diameter.

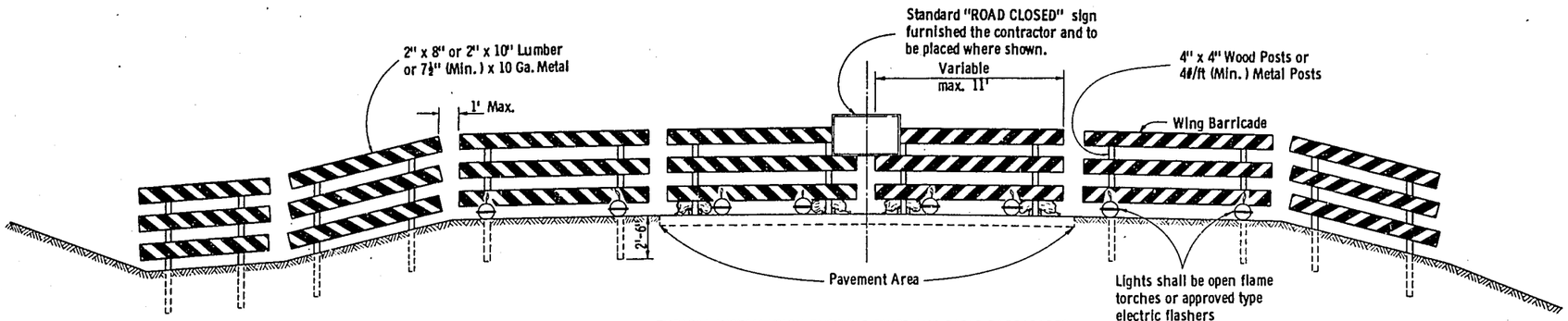
STEEL PLATE BEAM GUARD & STEEL PLATE BEAM (MEDIAN) GUARD

State Highway Commission of Wisconsin

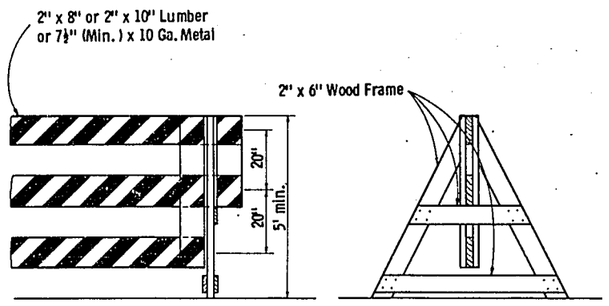
RECOMMENDED FOR APPROVAL
DATE
CHIEF DESIGN ENGINEER
APPROVED
DATE 1/29/66
STATE HIGHWAY ENGINEER

Plate No. 7-2.4.12

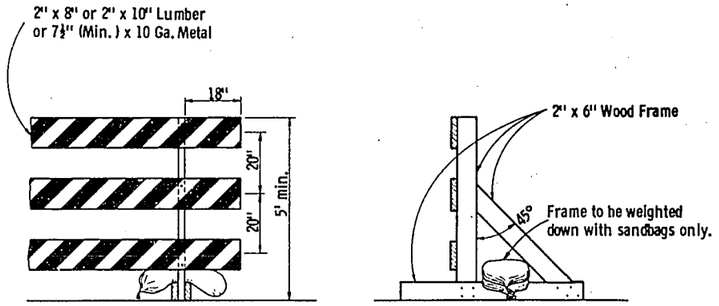
18.12-171



TYPICAL INSTALLATION SHOWING FIXED AND RIGID BARRICADES

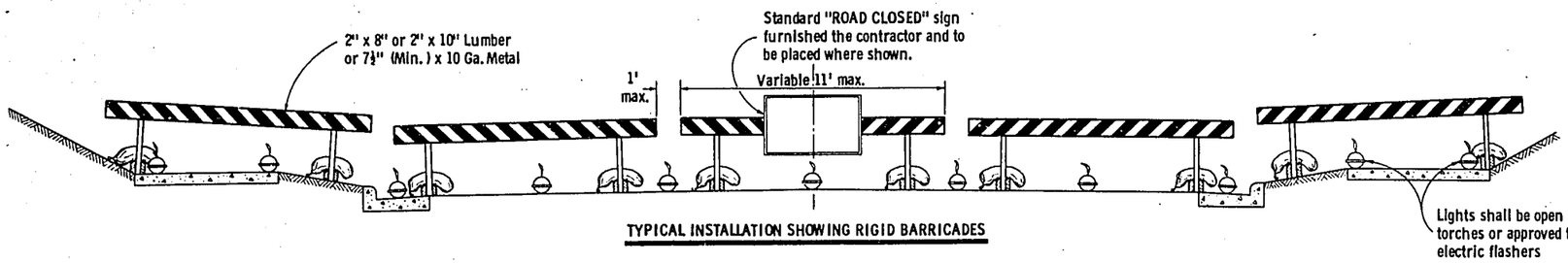


ALTERNATE TYPE INSTALLATION (DEMOUNTABLE)

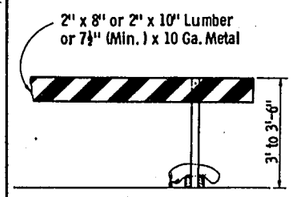


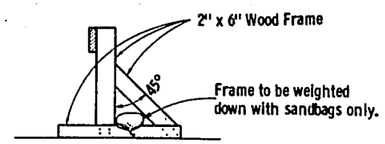
ALTERNATE TYPE INSTALLATION (RIGID)

CLASS I BARRICADES

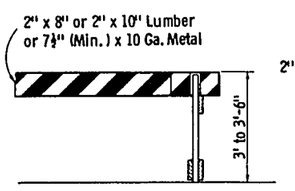


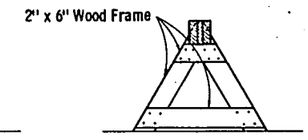
TYPICAL INSTALLATION SHOWING RIGID BARRICADES



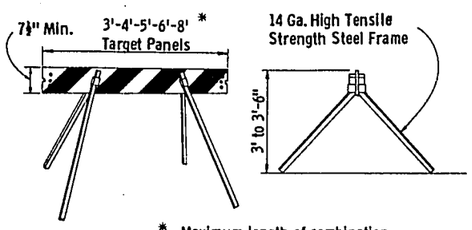


ALTERNATE TYPE INSTALLATION (RIGID)





ALTERNATE TYPE INSTALLATION (DEMOUNTABLE)



* Maximum length of combination panels 16'

ALTERNATE TYPE INSTALLATION (DEMOUNTABLE)

CLASS II BARRICADES

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:

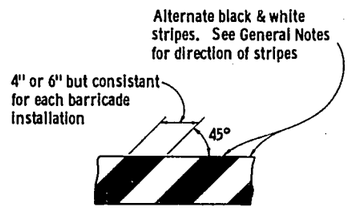
Where a barricade extends entirely across the roadway with no vehicle access provision, the stripes shall slope downward toward the highway centerline.
Where vehicle access is permitted, the stripes shall slope downward in the direction toward which vehicles must turn in detouring.
Where both right and 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

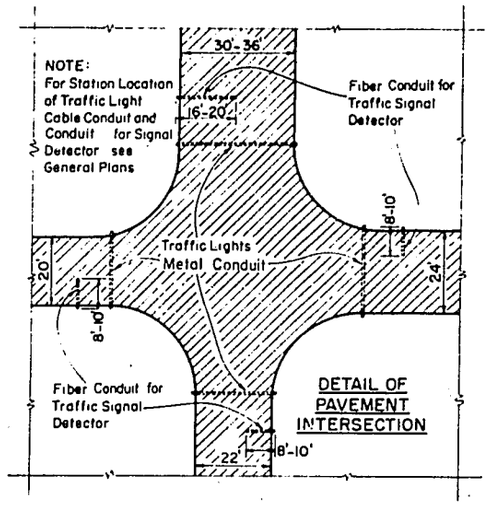
State Highway Commission of Wisconsin

RECOMMENDED FOR APPROVAL:
1/11/67 (DATE) — CHIEF DESIGN ENGINEER
APPROVED:
1/13/67 (DATE) — STATE HIGHWAY ENGINEER

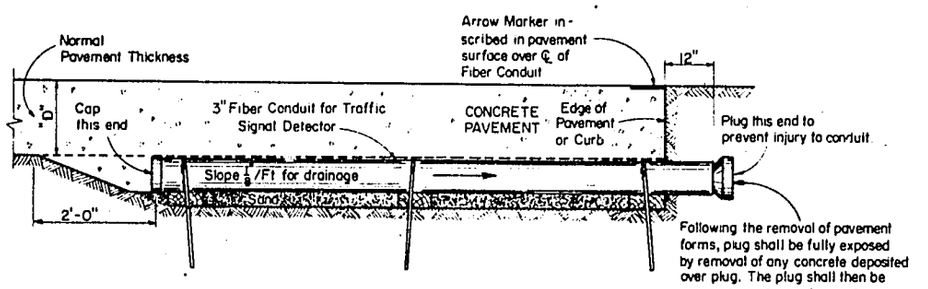
Plate No. 7-4.1.5

Plate No. 7-4.1.5

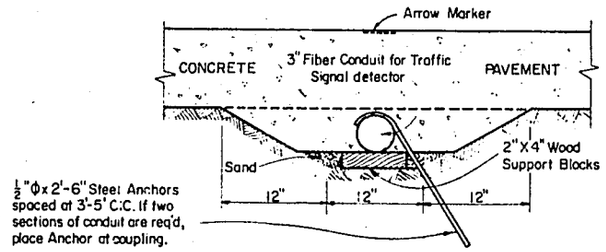
18.13-171



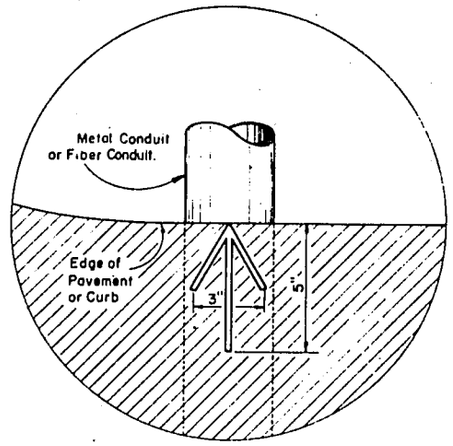
PLAN VIEW
SHOWING RELATIVE POSITION OF
TRAFFIC LIGHT CONDUITS AND
TRAFFIC SIGNAL DETECTOR CONDUITS
AT UNDIVIDED HIGHWAY INTERSECTIONS



TRAFFIC SIGNAL DETECTOR FOR
UNDIVIDED HIGHWAYS

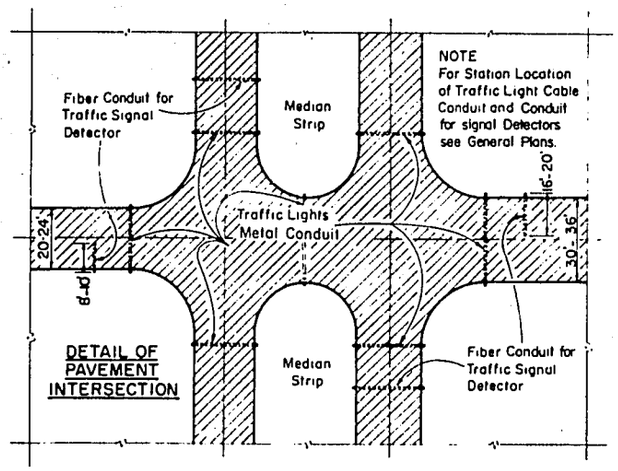


SIDE & END ELEVATIONS
SHOWING PLACEMENT DETAILS
FOR TRAFFIC SIGNAL DETECTOR CONDUIT

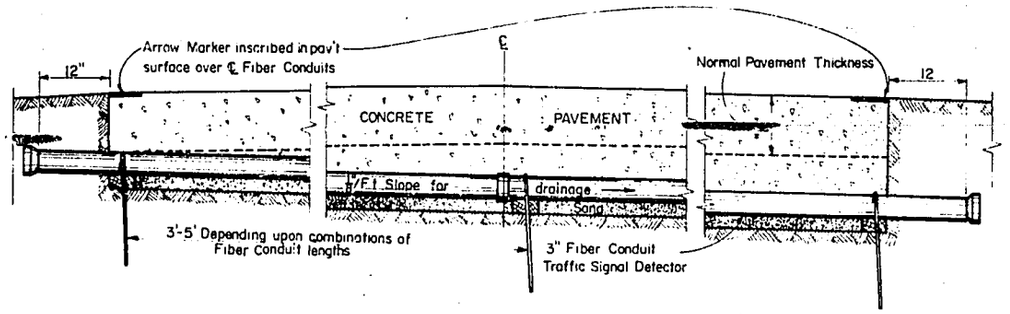


Arrow Marker to be inscribed in fresh concrete and/or bituminous surfacing ¼" to ⅜" deep at each location where pipe conduit or fiber cond. are placed under rigid surfacing.

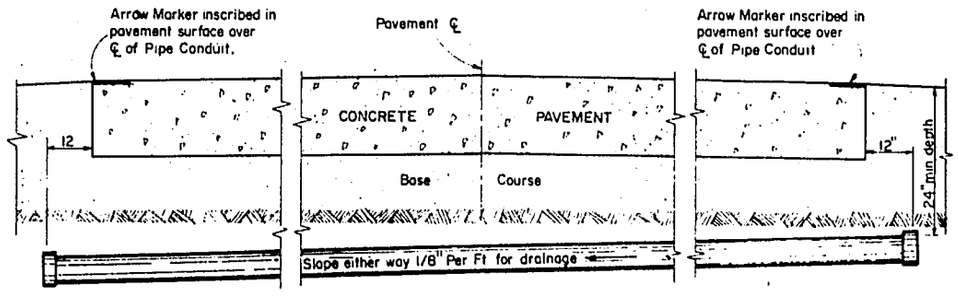
PLAN VIEW - ARROW MARKER



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

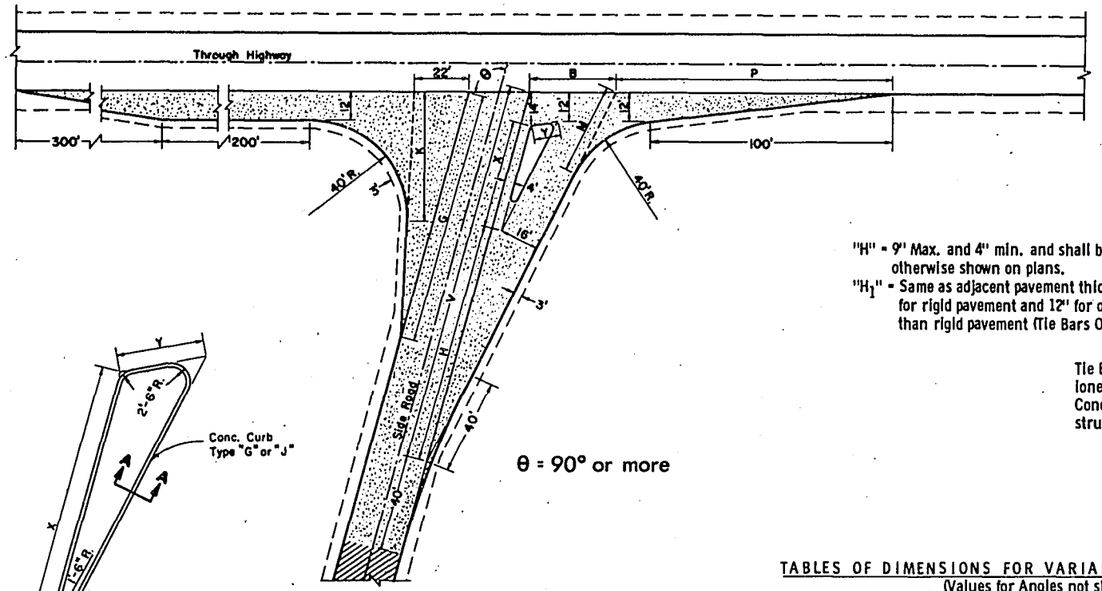
J. S. Pelt
ENGINEER OF DESIGN

APPROVED

4/5/63
DATE

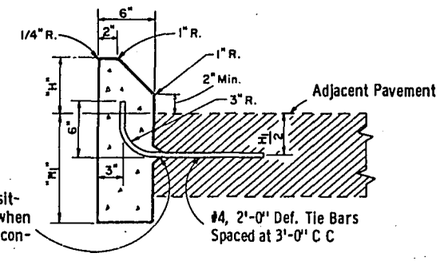
E. L. Rettiger
STATE HIGHWAY ENGINEER

PLATE NO. 8-5.1.6



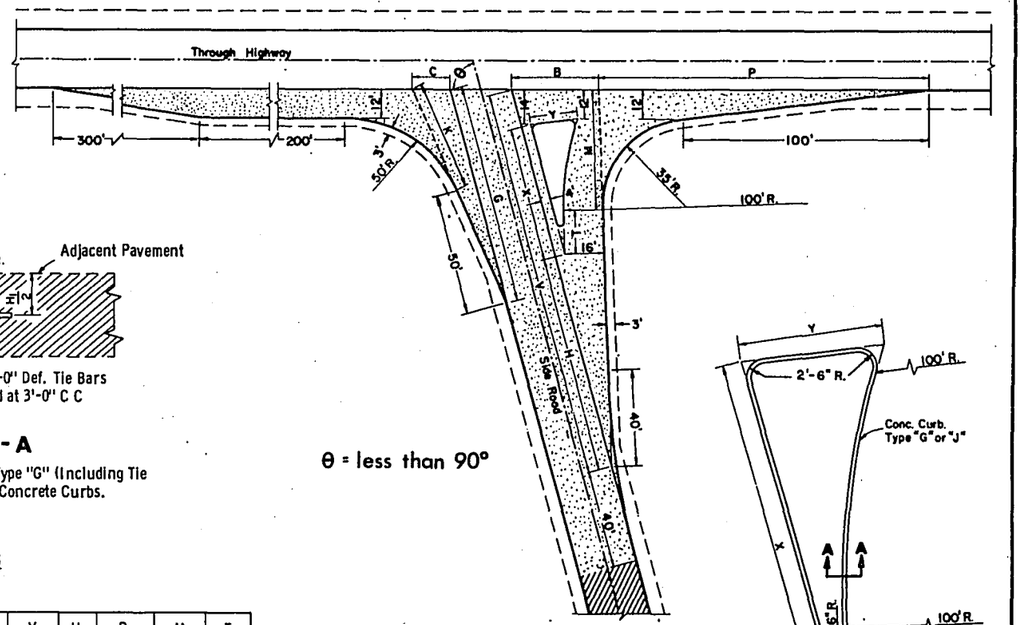
θ = 90° or more

"H" = 9" Max. and 4" min. and shall be 6" unless otherwise shown on plans.
"H_1" = Same as adjacent pavement thickness for rigid pavement and 12" for other than rigid pavement (Tie Bars Omitted).

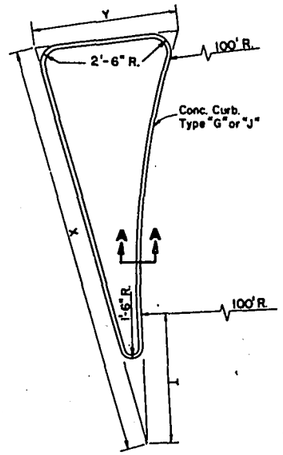


SECTION **A - A**

Note: To be measured and paid for as Type "G" (Including Tie Bars) or Type "J" (Excluding Tie Bars) Concrete Curbs.



θ = less than 90°



TABLES OF DIMENSIONS FOR VARIABLE SIDE ROAD INTERSECTION ANGLES
(Values for Angles not shown shall be interpolated)

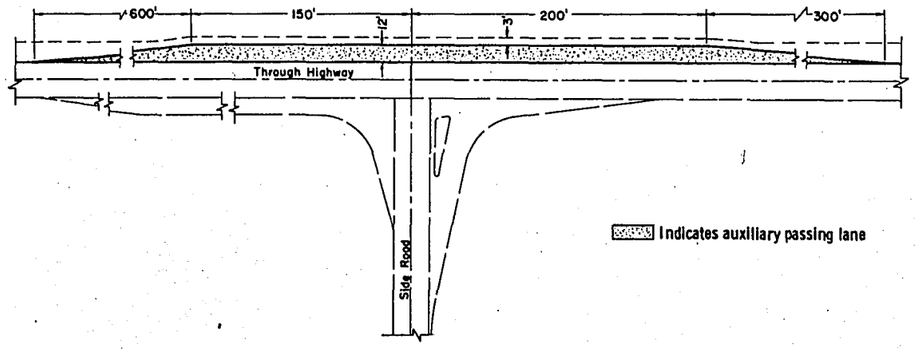
θ	G	K	B	V	H	X	Y	P	M
90	90	43.8	33.9	156.0	94	48.0	11.0	125.0	44.2
95	94	46.7	34.0	156.7	96	47.0	11.0	121.3	41.9
100	98	50.0	34.4	157.4	98	45.9	11.0	117.7	39.7
105	102	53.8	35.2	158.3	100	44.9	11.2	114.2	37.8
110	106	58.2	36.4	159.2	102	43.7	11.4	110.6	36.2
115	110	63.4	38.4	161.8	104	42.6	11.7	107.1	34.8
*120	114	69.4	40.1	161.2	106	41.4	12.2	103.4	33.7

*Maximum angle of intersection

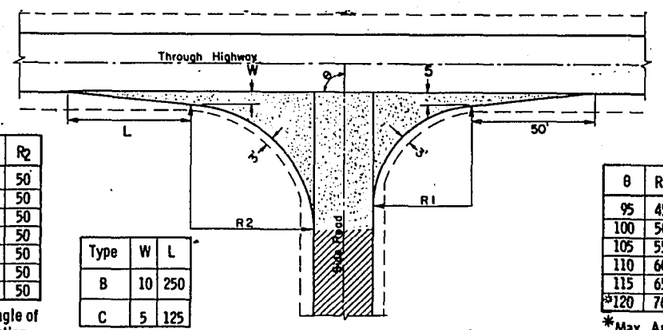
θ	C	G	K	B	V	X	Y	H	P	M	T
*60	19.7	76.3	38.6	41.5	169.9	67.4	29.3	84	144.5	58.8	21.6
65	17.8	82.6	40.6	39.4	166.9	63.6	25.0	86	141.2	54.9	20.7
70	15.8	87.2	43.1	37.4	164.1	59.7	21.9	88	136.8	51.4	19.2
75	15.7	90.9	45.6	35.7	161.4	55.9	19.3	90	132.7	48.2	17.4
80	15.9	94.9	48.3	34.4	158.9	51.9	17.0	92	128.8	45.3	14.9
85	16.2	99.3	51.4	33.4	156.4	48.0	15.0	94	125.2	42.7	10.4

*Desirable Minimum angle of intersection

TYPE "A" SIDE ROAD INTERSECTION DETAILS



PASSING LANE DETAIL



θ	R_1	R_2
*60	40	50
65	40	50
70	40	50
75	40	50
80	40	50
85	40	50
90	40	50

*Min. Angle of Intersection

Type	W	L
B	10	250
C	5	125

θ	R_1	R_2
95	45	49
100	50	48
105	55	47
110	60	46
115	65	45
*120	70	44

*Max. Angle of Intersection

TYPE "B" & "C" SIDE ROAD INTERSECTION DETAILS

GENERAL NOTES

Designs may be used interchangeably in combination or separately for any one complete intersection depending upon intersection angle and surfacing of each approach roadway.

Details on this drawing are for minimum design only, and not applicable to special conditions, as shown elsewhere on the plans.

SIDE ROAD SURFACING NOTE

If the side road is not presently paved, pavement shall be placed to the limits shown. In the case where the construction limits are beyond the paving limits, gravel or crushed stone surfacing shall be placed between the paving limits and construction limits.

If the side road is presently paved, new pavement shall be placed to the limits of design as shown and beyond, if necessary, to meet existing pavement.

If side road is the construction project, the intersection surfacing shall be the same as for the project.

New Pavement

Existing Surface

LAYOUT DETAILS FOR AT-GRADE SIDE ROAD INTERSECTIONS

State Highway Commission of Wisconsin

RECOMMENDED FOR APPROVAL:
8/9/67 — DATE — CHIEF DESIGN ENGINEER

APPROVED:
8/9/67 — DATE — STATE HIGHWAY ENGINEER

Plate No. 9-1.1.5

Plate No. 9-1.1.5

REF
E $\frac{1}{4}$ COR.
SEC + 35
T22N-R6W
69.7'N

T25N R17E

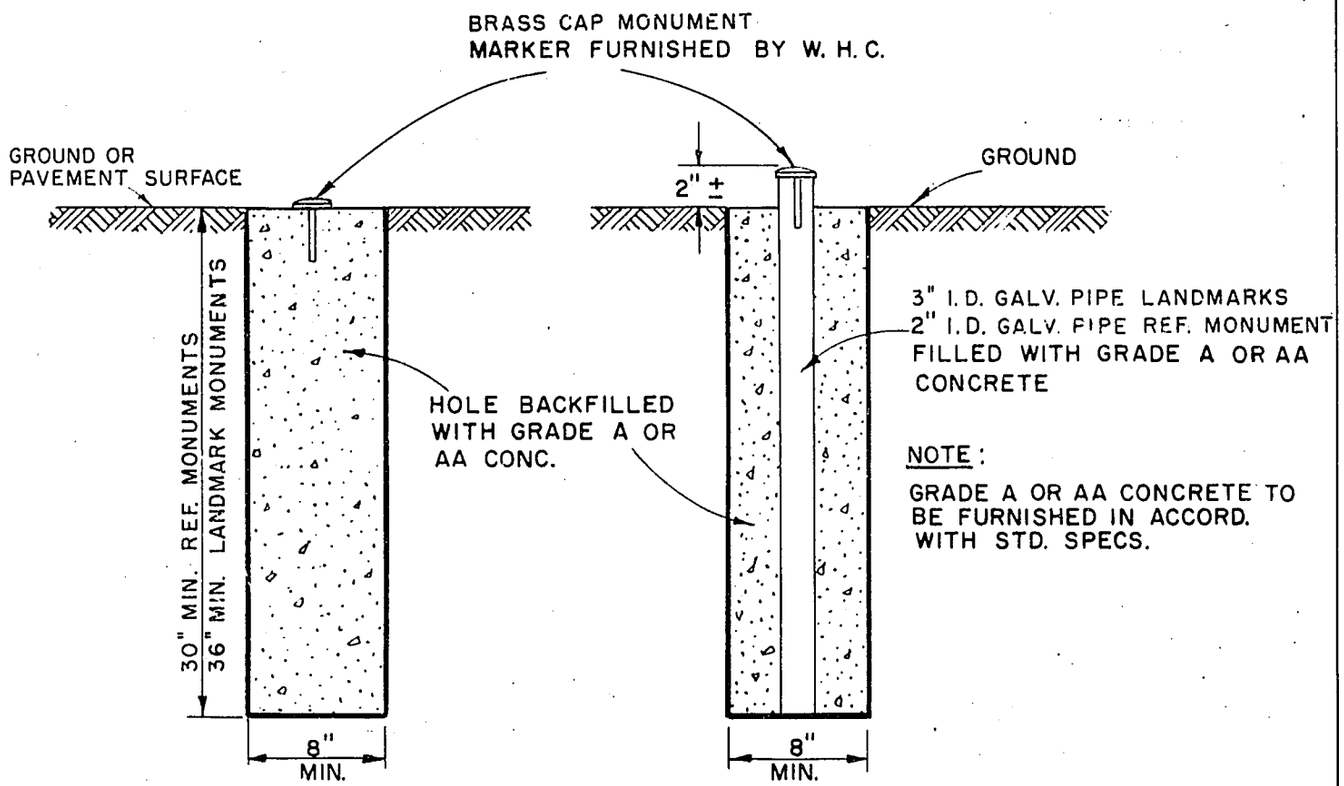
S23	S24
S26	S25

1961

REF
E $\frac{1}{4}$ COR.
+
S35T22NR6W
89.87'N.

BRASS MONUMENT MARKER

(FURNISHED TO CONTRACTOR WITHOUT COST.)



TYPE "A" TYPE "B"

GENERAL NOTES

MONUMENT CONSTRUCTION SHOWN HEREON CONFORMS TO WISCONSIN STATUTES, SECTIONS 59.635 AND 60.37 BRASS MONUMENT MARKER TO BE FURNISHED AND PROPERLY STAMPED BY WIS. HIGHWAY COMM. UNLESS OTHERWISE SPECIFIED IN THE CONTRACT. MONUMENTS CONFORMING TO EITHER TYPE A OR TYPE B AS SHOWN HEREON TO BE PLACED WHERE AND AS DIRECTED BY THE ENGINEER.

MEASUREMENT AND PAYMENT-

LANDMARK REFERENCE MONUMENTS SHALL BE MEASURED AND PAID FOR AS COMPLETED UNITS IN PLACE, WHICH PRICE SHALL INCLUDE FURNISHING AND PLACING OF CONCRETE, PIPE, EXCAVATION AND DISPOSITION THEREOF, PLACEMENT OF BRASS MARKER AND SITE RESTORATION.

LANDMARK REFERENCE MONUMENTS

STATE HIGHWAY COMMISSION OF WISCONSIN

RECOMMENDED FOR APPROVAL:

2-5-63
DATE

J. S. Pilz
ENGINEER OF DESIGN

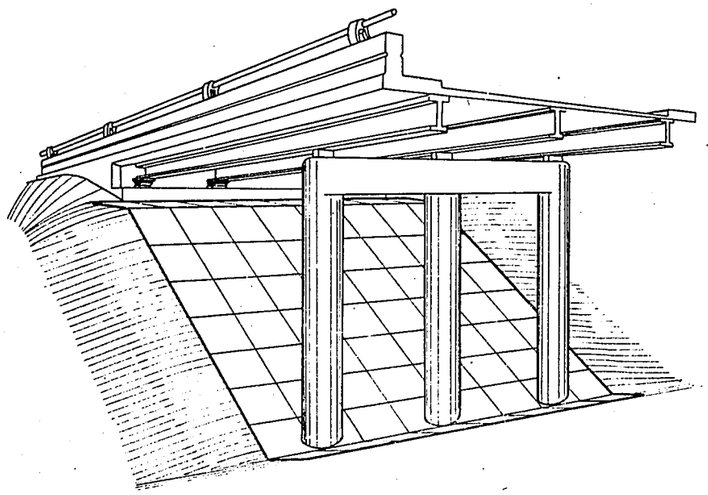
APPROVED:

3/6/63
DATE

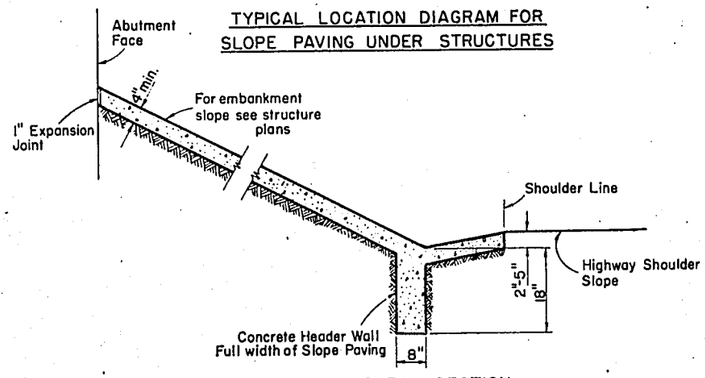
E. C. Rostinger
STATE HIGHWAY ENGINEER

12-1.1.2

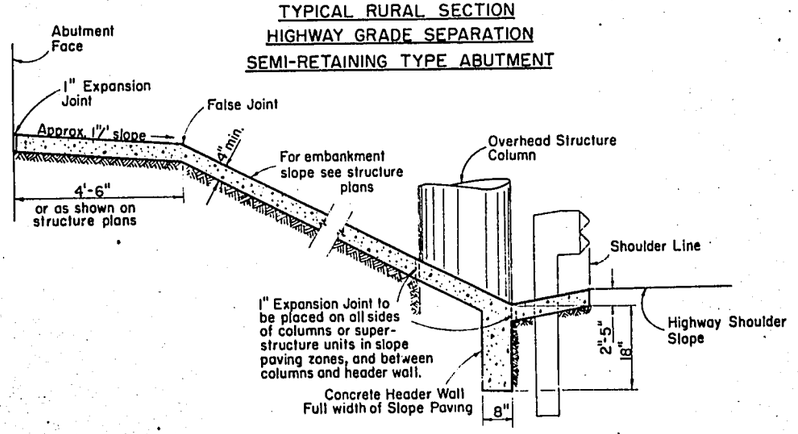
18.16-171



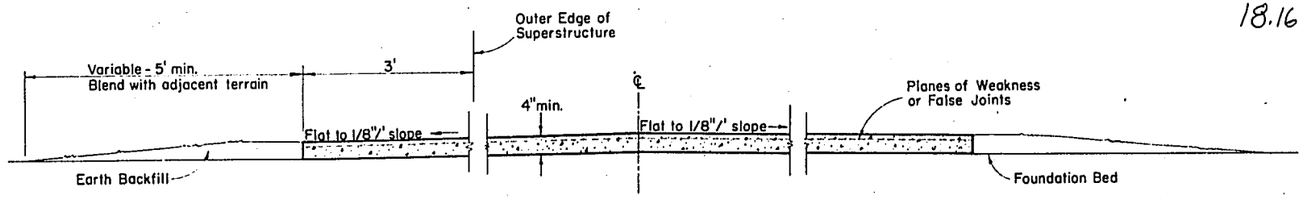
TYPICAL LOCATION DIAGRAM FOR
SLOPE PAVING UNDER STRUCTURES



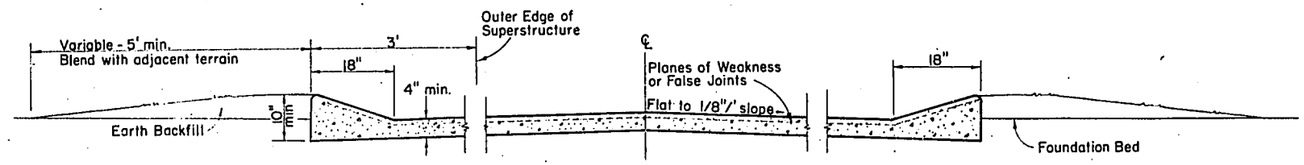
TYPICAL RURAL SECTION
HIGHWAY GRADE SEPARATION
SEMI-RETAINING TYPE ABUTMENT



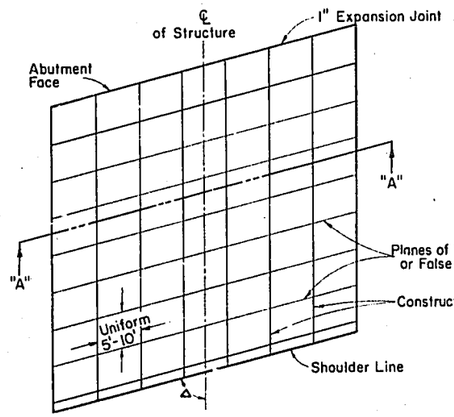
TYPICAL RURAL SECTION
HIGHWAY GRADE SEPARATION
SILL TYPE ABUTMENT



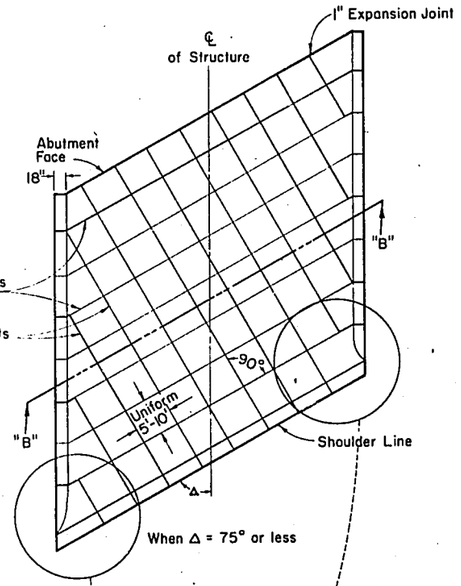
SECTION "A-A"
To be used when Δ = 75°+ to 90°



SECTION "B-B"
To be used when Δ = 75° or less

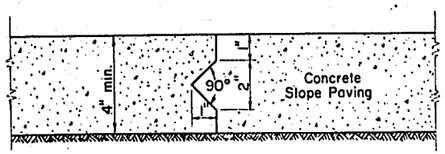


When Δ = 75°+ to 90°

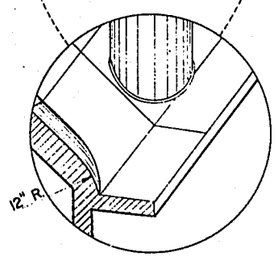


When Δ = 75° or less

Sketches Showing Planes of Weakness
Construction Joint Designs for
SKEWED TYPE INSTALLATIONS



CONSTRUCTION JOINT



GENERAL NOTES

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

CONCRETE MASONRY

All concrete masonry shall conform to the Standard Specifications requirements for Grade AA.

EXPANSION JOINTS

Expansion joint filler, where required as shown hereon shall conform to the Standard Specifications.

METHOD OF MEASUREMENT & PAYMENT

This work shall be measured and paid for by the square yard, which yardage shall be the summation of the total area measured on the plane of the surface thereof, which area includes the header wall and thickened edges, but exclusive of the areas occupied by the structure piers or columns, and as provided for in the Standard Specifications.

SLOPE PAVING

(CONCRETE CAST-IN-PLACE)

STATE HIGHWAY COMMISSION OF WISCONSIN

RECOMMENDED FOR APPROVAL:

11-5-64
DATE

CHIEF DESIGN ENGINEER

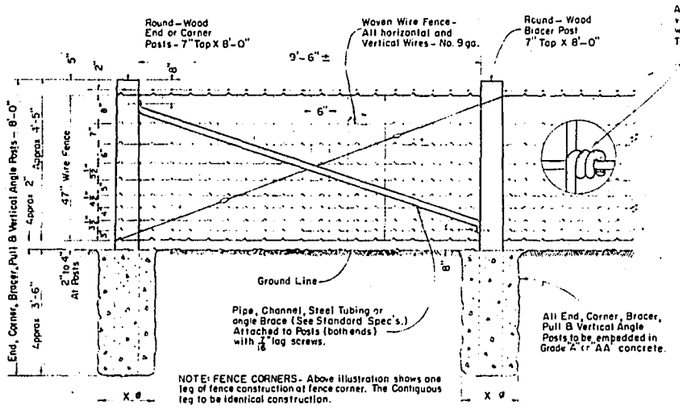
APPROVED:

11/5/64
DATE

STATE HIGHWAY ENGINEER

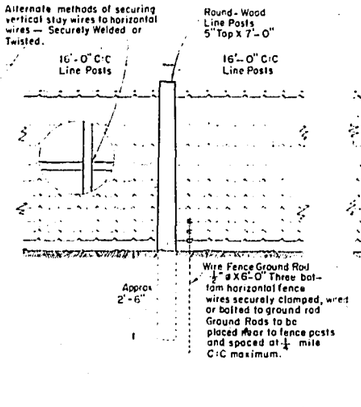
PLATE NO. 8-3.3.7

18.17-171

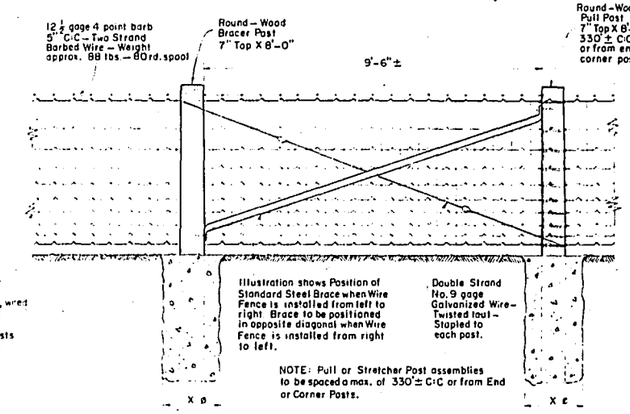


NOTE: FENCE CORNERS- Above illustration shows one leg of fence construction at fence corner. The Contiguous leg to be identical construction.

END OR CORNER POSTS—ASSEMBLY

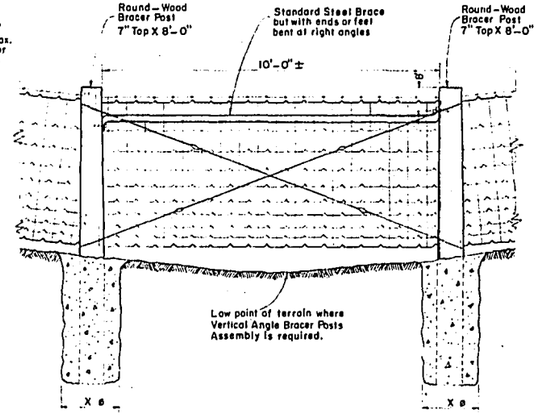


LINE FENCE CONSTRUCTION



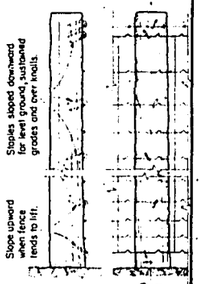
NOTE: Pull or Stretcher Post assemblies to be spaced a max. of 330'± C:C or from End or Corner Posts.

PULL OR STRETCHER POSTS—ASSEMBLY



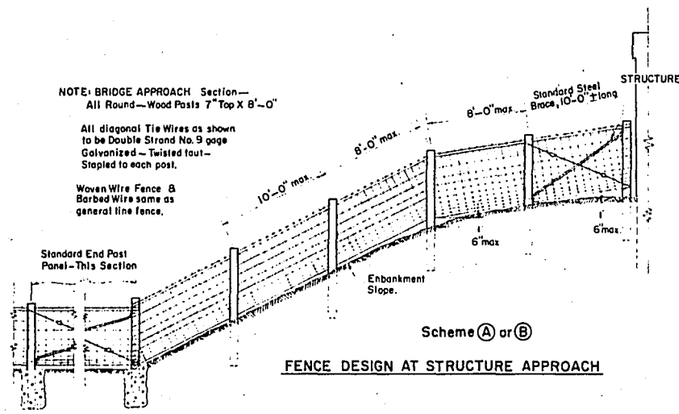
VERTICAL ANGLE BRACER POSTS—ASSEMBLY

Sketch showing arrangement of Staples for mounting Woven Wire & Barbed Wire fence to line posts. Staple arrangement shall be the same for all other posts except that they shall be driven tight to posts.

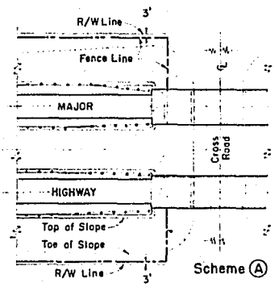


FENCE MOUNTING DETAILS

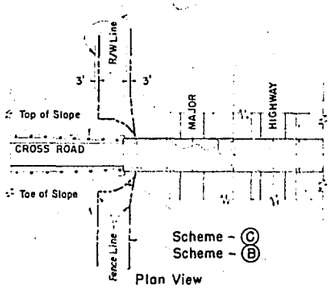
GENERAL ROADSIDE VIEW --- WOVEN WIRE FENCE



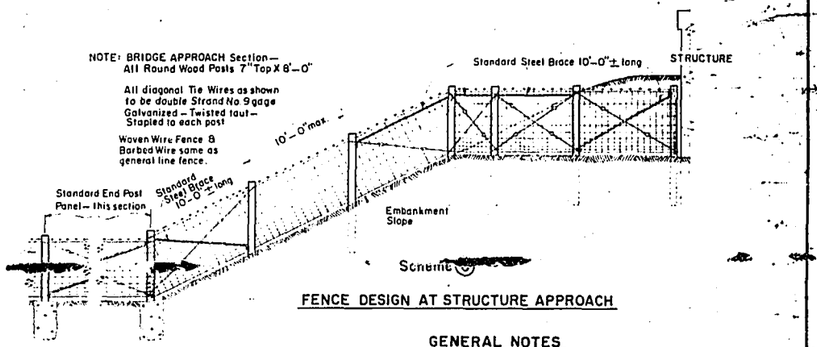
FENCE DESIGN AT STRUCTURE APPROACH



Plan View
FENCE LOCATION AT STRUCTURES
MAJOR HIGHWAY OVERPASS



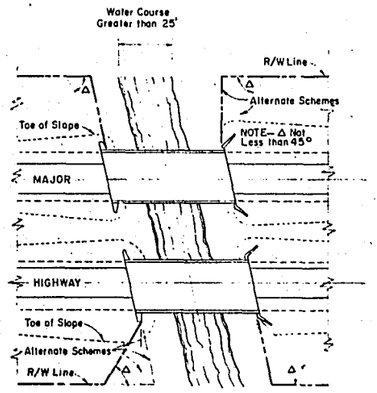
Plan View
FENCE LOCATION AT STRUCTURES
MAJOR HIGHWAY UNDERPASS



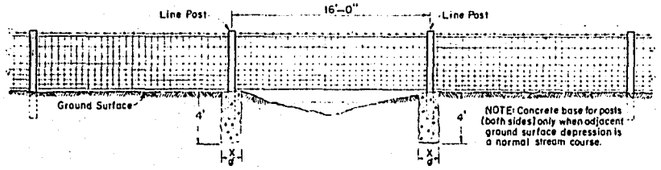
FENCE DESIGN AT STRUCTURE APPROACH

GENERAL NOTES

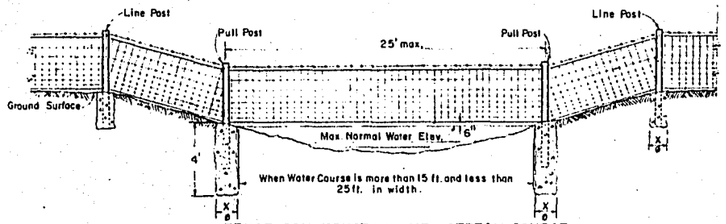
Details of construction not shown hereon shall conform to the pertinent requirements of the standard specifications and the applicable special provisions.



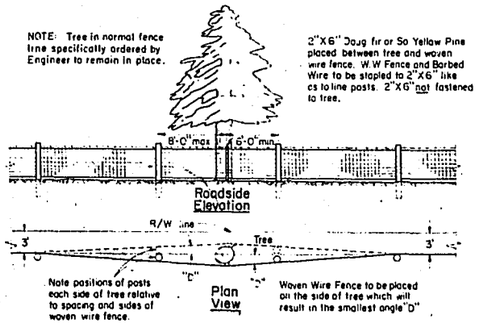
FENCE LOCATION DETAILS
STREAM COURSE CROSSINGS OF
GREATER THAN 25 FT. IN WIDTH



FENCE CONSTRUCTION OVER STREAM
COURSES OF 15 FT. OR LESS IN WIDTH



FENCE CONSTRUCTION OVER STREAM COURSE
OF WIDTHS MORE THAN 15 FT. & LESS THAN 25 FT.



FENCE DESIGN AT TREES REMAINING
IN NORMAL FENCE LINE

"X Ø" = Diam. of post plus 12"

WOVEN WIRE FENCE

STATE HIGHWAY COMMISSION OF WISCONSIN

RECOMMENDED FOR APPROVAL

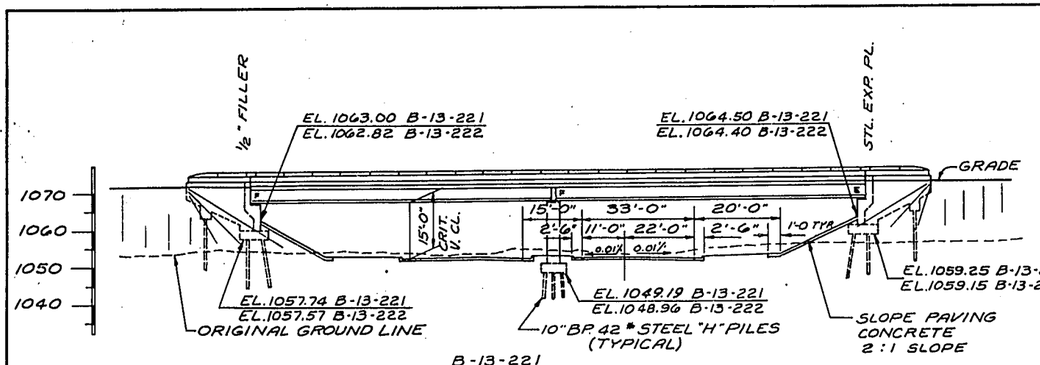
2-5-63 DATE — ENGINEER OF DESIGN

2/6/63 DATE — STATE HIGHWAY ENGINEER

PLATE NO. 10-1.1.3

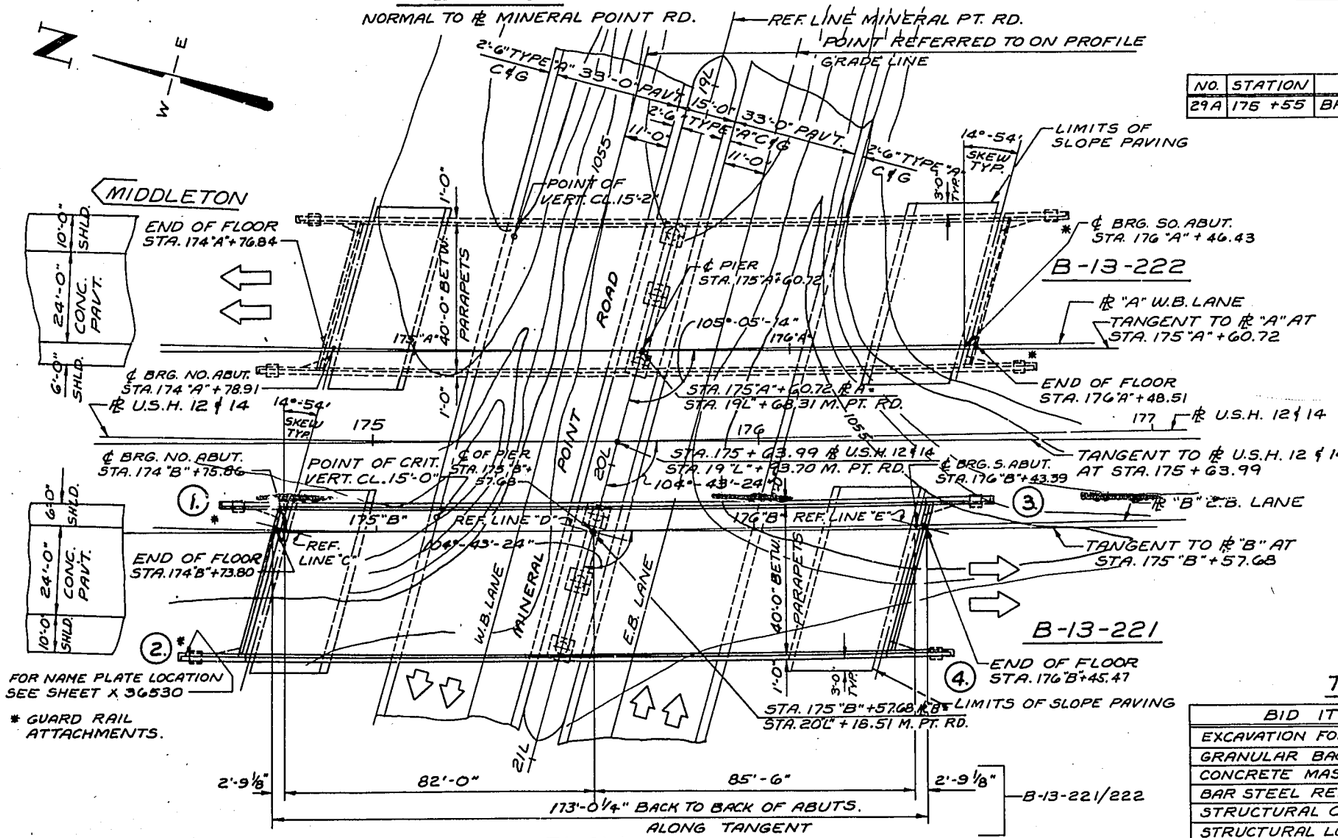
FORM E-B-11-62

COUNTY & HIGHWAY	ROUTE & SECTION	CLASS & AGREEMENT STATE	CLASS & AGREEMENT FEDERAL	B P M DIVISION	PROJECT	SHEET NO.	TOTAL SHEETS
13.1	4.2	23.34		4	F04-2(39)	19	171



B-13-221

ELEVATION

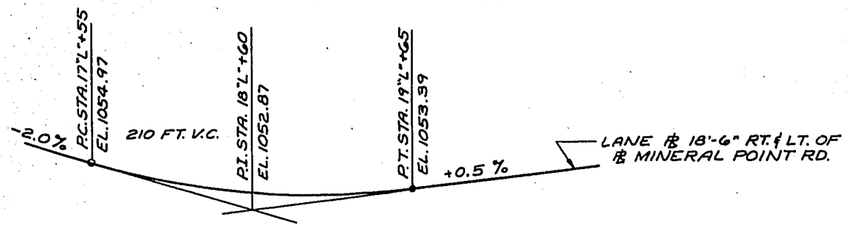


* GUARD RAIL ATTACHMENTS.

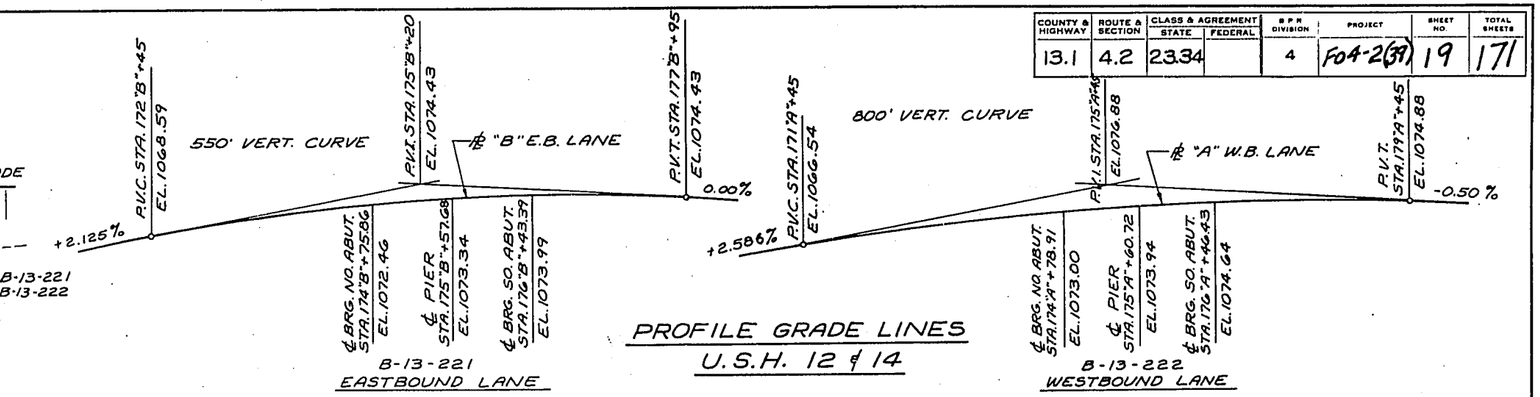
FOR NAME PLATE LOCATION SEE SHEET X 36530

PLAN

2 SPAN CONTINUOUS PRESTRESSED CONCRETE GIRDERS



PROFILE GRADE LINE MINERAL POINT RD. C.T.H. "S".



PROFILE GRADE LINES U.S.H. 12 ℄ 14

BENCH MARK

NO.	STATION	DESCRIPTION	ELEV.
29A	176 +55	BRONZE CAP (MON) 40' RT.	1056.42

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.
BAR STEEL REINFORCEMENT SHALL BE IMBEDDED 2" CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

THE SLOPE IN FRONT OF THE ABUTMENTS SHALL BE COVERED WITH SLOPE PAVING AS SHOWN ON THIS SHEET AND ON SHEETS X 36532 AND X 36534.

UPPER LIMITS FOR "EXCAVATION FOR STRUCTURES" IS CONSIDERED TO BE THE FINISHED GRADED SECTION AT THE PIER, AND AS SHOWN ON SHEET X 36535 AT THE ABUTMENTS AND THE ESTIMATED QUANTITIES ARE COMPUTED FROM THESE LINES.

ELASTOMERIC BEARING PADS NEED NOT BE INDIVIDUALLY MOLDED PROVIDED THE CUT EDGES ARE SMOOTH & TRUE.

HOT POURED ELASTIC TYPE JOINT SEALER SHALL CONFORM TO A.S.T.M. DESIGNATION D 1190.

EXPANSION JOINT FILLER SHALL CONFORM TO A.A.S.H.O. DESIGNATION M 153, TYPE I.

Void

TOTAL ESTIMATED QUANTITIES

BID ITEMS	UNIT	SUPER.	N. ABUT.	PIER	S. ABUT	TOTAL
EXCAVATION FOR STRUCTURES	C.Y.	———	130	45	130	305
GRANULAR BACKFILL	C.Y.	———	140	———	150	290
CONCRETE MASONRY	C.Y.	201.0	101.7	44.0	105.1	451.8
BAR STEEL REINFORCEMENT	LBS.	68,170	4,580	6,650	4,800	84,200
STRUCTURAL CARBON STEEL	LBS.	3,350	———	———	———	3,350
STRUCTURAL LOW ALLOY STEEL	L.BS.	1,980	———	———	———	1,980
LUBRICATED BRONZE PLATES	LBS.	95	———	———	———	95
BEARING PADS	S.F.	17	———	———	———	17
TUBULAR RAILING, TYPE "G"	L.F.	403	———	———	———	403
** STEEL TEST PILING	L.S.	———	———	———	———	1
STEEL PILING, DELIVERED	L.F.	———	700	630	560	1,890
STEEL PILING, DRIVEN	L.F.	———	700	630	560	1,890
SLOPE PAVING (CONCRETE)	S.Y.	———	90	———	120	210
PRESTRESSED GIRDER, I TYPE 45"	L.F.	1010	———	———	———	1,010
BEARING PADS, ELASTOMERIC	S.F.	22	———	———	———	22
NON-BID ITEMS						
ALUMINUM OR ZINC PLATE	S.F.	23	———	———	———	23
FILLER	SIZE	———	———	———	———	¼ & ½
6" RUBBER WATERSTOP	L.F.	43	———	———	———	43

** DRIVE ONE STEEL TEST PILE 65'-0" LONG AT THE NORTH ABUTMENT.
DRIVE ONE STEEL TEST PILE 60'-0" LONG AT THE PIER.
DRIVE ONE STEEL TEST PILE 55'-0" LONG AT THE SOUTH ABUTMENT.

CURVE DATA

℄ "A" W. B. LANE
D = 1°-12'-30"
R = 4741.72
SE = .035

℄ "B" E.B. LANE
D = 1°-12'-56"
R = 4713.72
SE = .032

NOTE:
HORIZONTAL CURVES ON STRUCTURES TO BE MET BY RDWY. HORIZONTAL CURVES.

LIST OF DRAWINGS

1. GENERAL PLAN ——— X 36524
2. SUPERSTRUCTURE ——— X 36525
3. SUPERSTRUCTURE ——— X 36526
4. 45" PRESTRESSED GIRDER DETAILS — X 36527
5. BEARING DETAILS ——— X 36528
6. EXPANSION JOINT ——— X 36529
7. RAIL PARAPET DETAILS ——— X 36530
8. DETAILS FOR TYPE "G" TUBULAR ALUMINUM & STEEL RAILING ——— X 36531
9. NORTH ABUTMENT ——— X 36532
10. PIER ——— X 36533
11. SOUTH ABUTMENT ——— X 36534
12. ABUTMENT DETAILS ——— X 36535
13. BILL OF BARS ——— X 36536
14. BILL OF BARS ——— X 36537
15. SUBSURFACE EXPLORATION ——— X 36538

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.

PRESTRESSED GIRDERS — CONC. MASONRY f_c = 6,000 P.S.I.
STRANDS = ½" ℄ WITH ULTIMATE TENSILE STRENGTH OF 270,000 P.S.I.

FOUNDATION DATA:
THE NO. ABUT. FOOTINGS SHALL BE SUPPORTED ON 10" B.P. 42# STEEL "H" PILING EST. 50'-0" LONG AND DRIVEN TO A MIN. BRG. VALUE OF 50 TONS PER PILE.
THE PIER SHALL BE SUPPORTED ON 10" B.P. 42# STEEL "H" PILING EST. 45'-0" LONG AND DRIVEN TO A MIN. BRG. VALUE OF 50 TONS PER PILE.
THE SO. ABUT. FOOTINGS SHALL BE SUPPORTED ON 10" B.P. 42# STEEL "H" PILING EST. 40'-0" LONG AND DRIVEN TO A MIN. BRG. VALUE OF 50 TONS PER PILE.

REVISED

STATE HIGHWAY COMMISSION OF WISCONSIN

GENERAL PLAN

CO. DANE | CITY, VIL. OR TN. MIDDLETON | STA. 175 + 63.99
SECTION 22,23,24,27 TOWN 7 N | RANGE 8 E
DESIGN SPEC. A.A.S.H.O. '61 | LOADING HS 20 | CONST. SPEC. 1963
DATE 11-29-62 | DESIGN R.L.R. | DRAWN A.B.Y. | CKD. H.E.A.

RECOMMENDED W.A. Kline — CHIEF BRIDGE ENGINEER
APPROVED L.K. Sammitt — STATE HIGHWAY ENGINEER

STRUCTURE B-13-221 | SHEET 1 OF 15

X 36524

FILE COPY

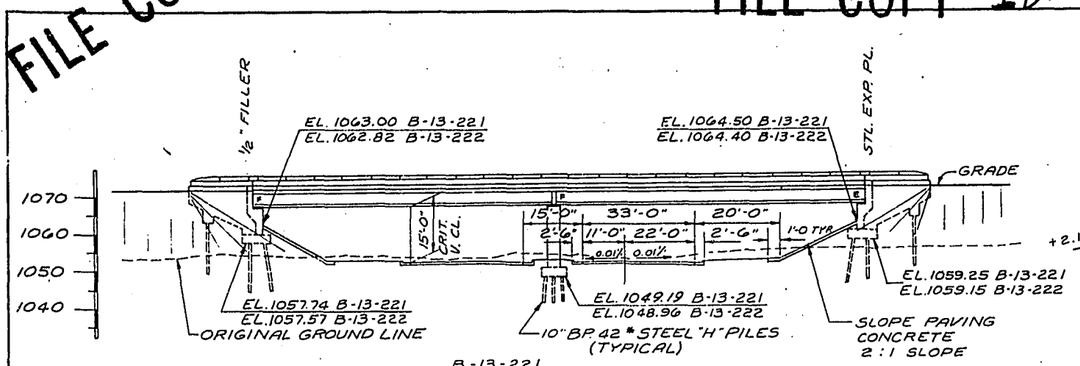
FILE COPY ID: 5301-2-71

FILE COPY

File Copy

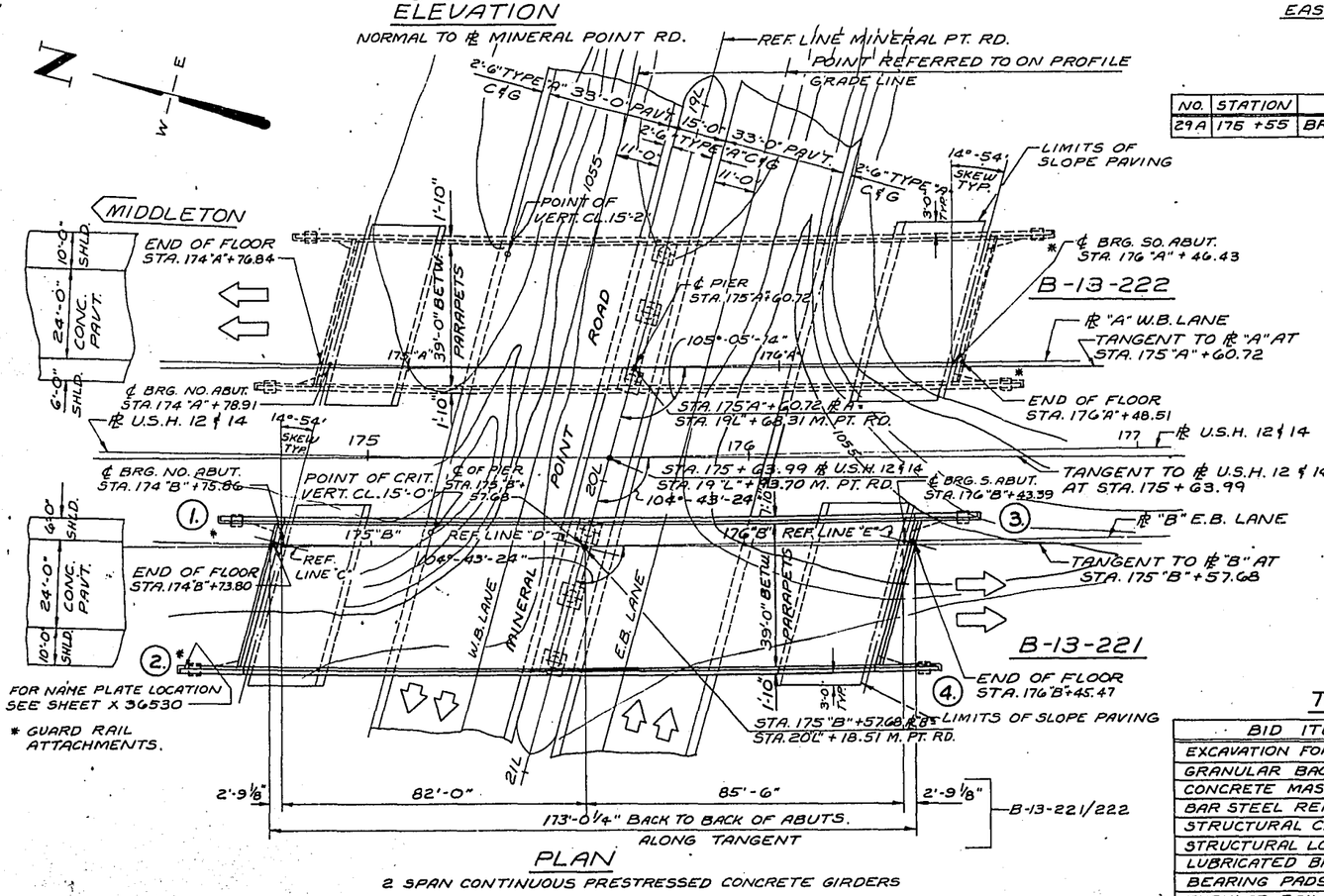
FORM E-B-11-62

COUNTY & HIGHWAY	ROUTE & SECTION	CLASS & AGREEMENT STATE	CLASS & AGREEMENT FEDERAL	B.P.R. DIVISION	PROJECT	SHEET NO	TOTAL SHEETS
13.1	4.2	23.34		4	F04-2(39)	19	171



B-13-221

ELEVATION



FOR NAME PLATE LOCATION SEE SHEET X 36530

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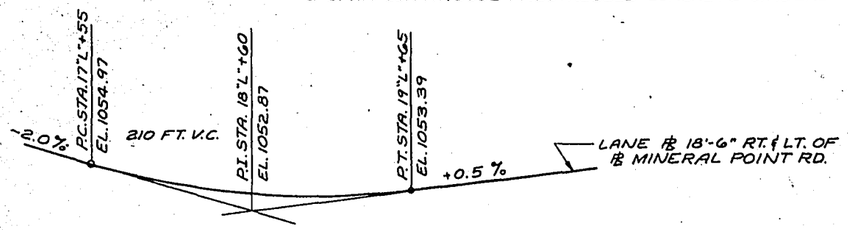
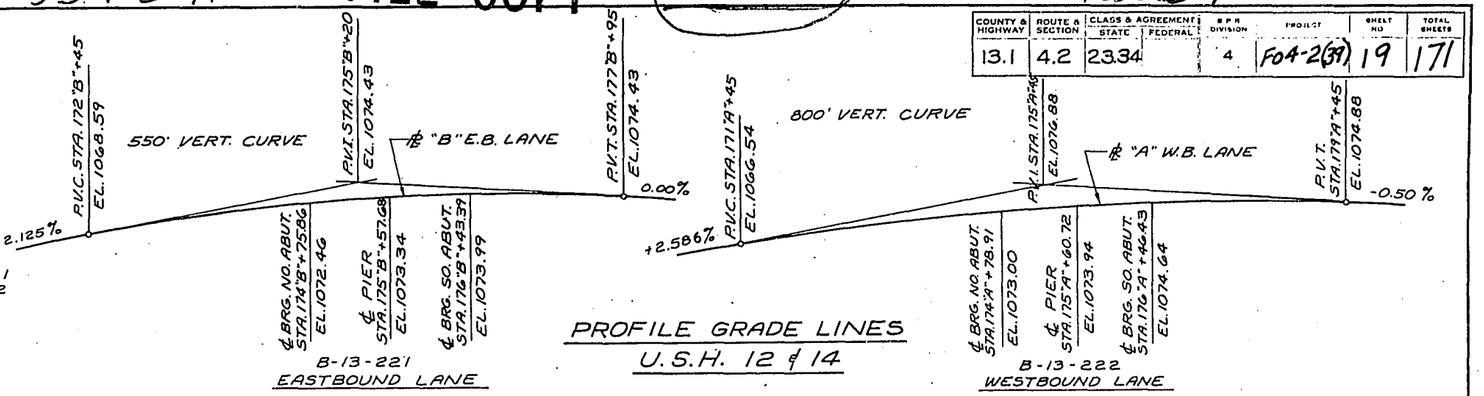
PLAN

2 SPAN CONTINUOUS PRESTRESSED CONCRETE GIRDERS



PROFILE GRADE LINE MINERAL POINT RD. C.T.H. "S"



PROFILE GRADE LINES
U.S.H. 12 ℄ 14

BENCH MARK

NO.	STATION	DESCRIPTION	ELEV.
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D = 1°-12'-30"
R = 4741.72
SE = .035

℄ "B" E.B. LANE
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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.

PRESTRESSED GIRDERS — CONC. MASONRY f_c = 6,000 P.S.I.
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THE SO. ABUT. FOOTINGS SHALL BE SUPPORTED ON 10" B.P. 42# STEEL "H" PILING EST. 40'-0" LONG AND DRIVEN TO A MIN. BRG. VALUE OF 50 TONS PER PILE.

TOTAL ESTIMATED QUANTITIES

BID ITEMS	UNIT	SUPER.	N. ABUT.	PIER	S. ABUT	TOTAL	
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GRANULAR BACKFILL	C.Y.	———	140	———	150	~~290~~	282
CONCRETE MASONRY	C.Y.	201.0	101.7	44.0	105.1	451.8	
BAR STEEL REINFORCEMENT	LBS.	68,700	4,540	6,650	4,780	84,670	
STRUCTURAL CARBON STEEL	LBS.	3,350	20	———	———	~~3,370~~	3286
STRUCTURAL LOW ALLOY STEEL	L.BS.	1,980	———	———	———	1,980	
LUBRICATED BRONZE PLATES	LBS.	95	———	———	———	95	
BEARING PADS	S.F.	17	———	———	———	17	
TUBULAR RAILING, TYPE "G"	L.F.	393	———	———	———	~~393~~	391.8
** STEEL TEST PILING	L.S.	———	———	———	———	1	
STEEL PILING, DELIVERED	L.F.	———	700	630	560	~~1,890~~	1490
STEEL PILING, DRIVEN	L.F.	———	700	630	560	~~1,890~~	1889
SLOPE PAVING (CONCRETE)	S.Y.	———	90	———	120	~~210~~	253
PRESTRESSED GIRDER, I TYPE 45"	L.F.	1010	———	———	———	1,010	
BEARING PADS, ELASTOMERIC	S.F.	22	———	———	———	22	
STEEL PILING SPLICES	EACH	—	—	—	—		33
NON-BID ITEMS							
ALUMINUM OR ZINC PLATE	S.F.	23	———	———	———	23	
FILLER	SIZE	———	———	———	———	¼ & ½	
6" RUBBER WATERSTOP	L.F.	43	———	———	———	43	

** DRIVE ONE STEEL TEST PILE 65'-0" LONG AT THE NORTH ABUTMENT.
DRIVE ONE STEEL TEST PILE 60'-0" LONG AT THE PIER.
DRIVE ONE STEEL TEST PILE 55'-0" LONG AT THE SOUTH ABUTMENT.

REVISED W.K. S.W. 4-5-68

STATE HIGHWAY COMMISSION OF WISCONSIN

GENERAL PLAN

CO. DANE | VILL. OR TWN. MIDDLETON | STA. 175 + 63.99
SECTION 22,23,26,27 | TOWN 7 N | RANGE 8 E
DESIGN SPEC. A.A.S.H.O. '61 | LOADING HS 20 | CONST. SPEC. 1963
DATE 11-29-66 | DESIGN R.L.R. | DRAWN A.S.B. | CHD. H.E.A.

RECOMMENDED W.A. Kline CHIEF BRIDGE ENGINEER
APPROVED STATE HIGHWAY ENGINEER

STRUCTURE B-13-221 | SHEET 1 OF 15

X 36524

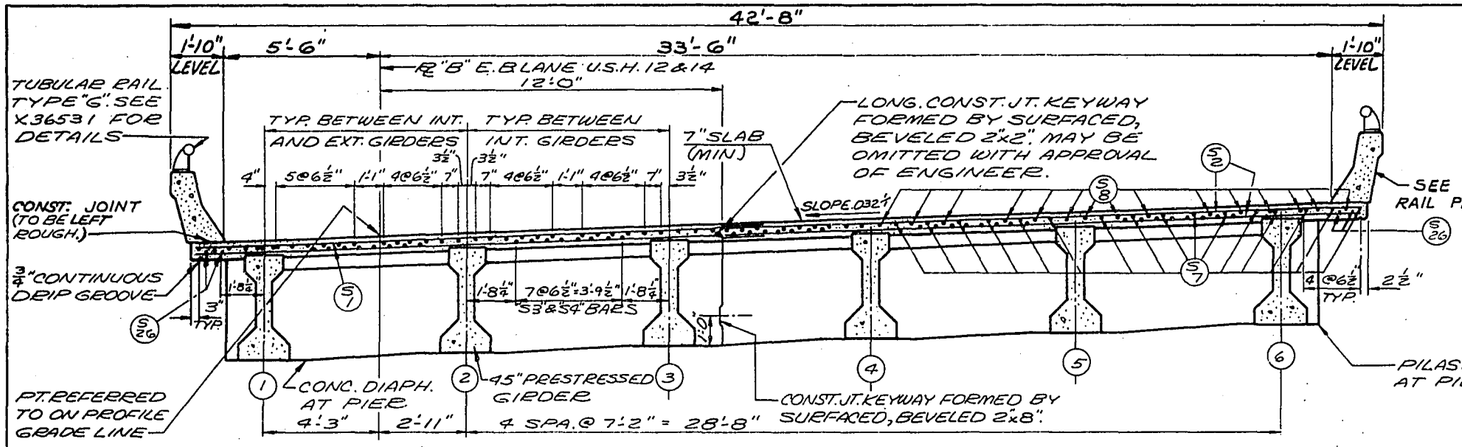
C.E.O. No. 12

FORM E-B-12-62

B. P. R. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	F094-2(39)	20	171

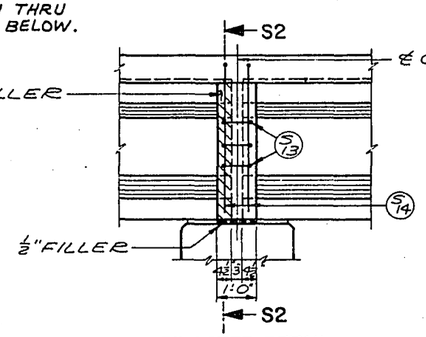
NOTE: TOP & BOTT. TRANSVERSE BARS IN SLAB SHALL BE SUPPORTED BY CONTINUOUS BAR CHAIRS ON OR ADJACENT TO EACH GIRDER & BY INDIVIDUAL BAR CHAIRS AT 3'-0" CTRS. APPROX. MIDWAY BETWEEN GIRDERS.

TRANS. BAR STEEL REINF. IN SLAB SHALL BE PLACED PARALLEL TO SUBSTRUCTURE UNITS.

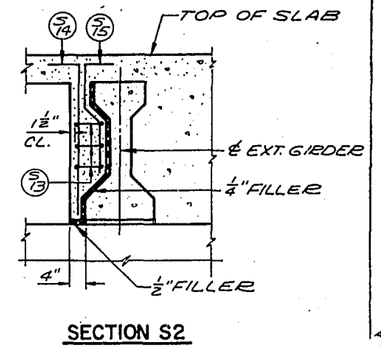


CROSS SECTION THRU ROADWAY

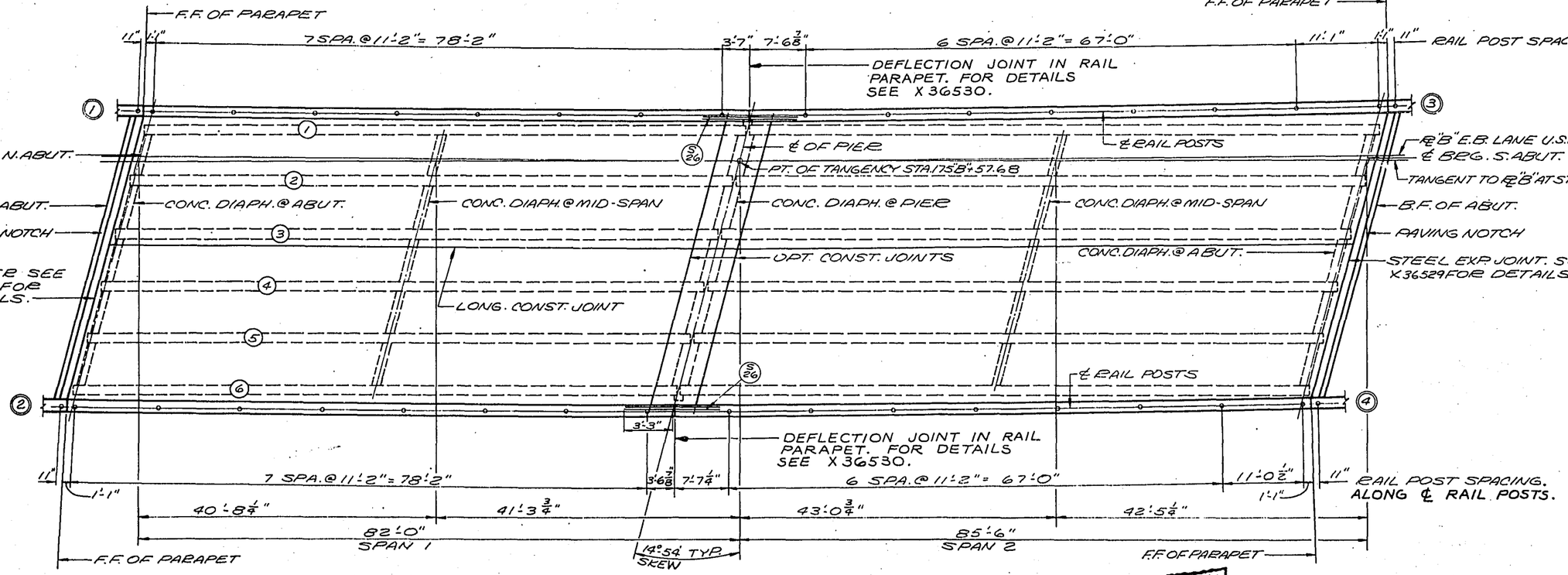
AT ℄'S TO TANGENT LINE AT STA. 175"B"+57.68 - LOOKING SOUTH



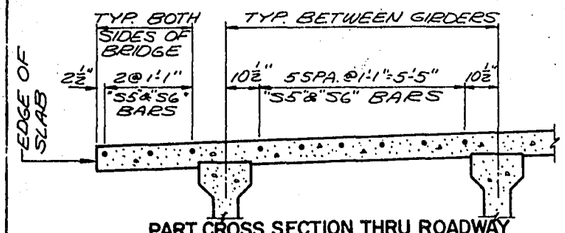
PILASTER DETAIL



SECTION S2

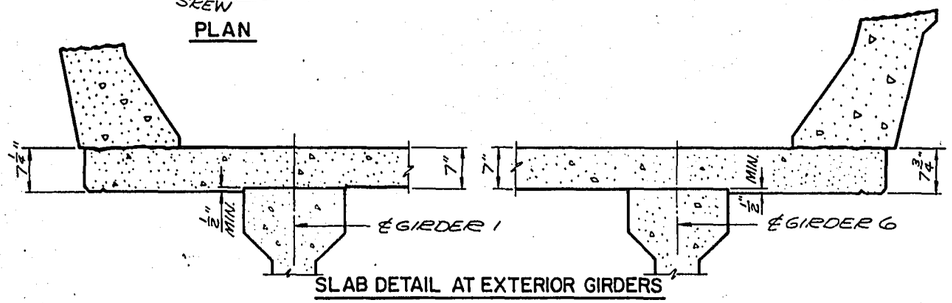


PLAN

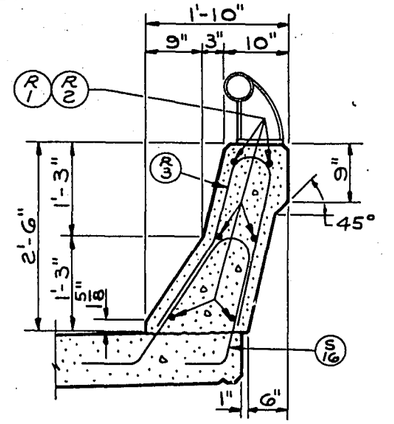


PART CROSS SECTION THRU ROADWAY

AT ℄'S TO TANGENT LINE - IN SPAN. SHOWING TOP LONG. BAR STEEL ONLY.



SLAB DETAIL AT EXTERIOR GIRDERS



SECTION THRU RAIL PARAPET

NOTE: FOR BILL OF BARS & BENDING DETAILS SEE SHEET X 36536.

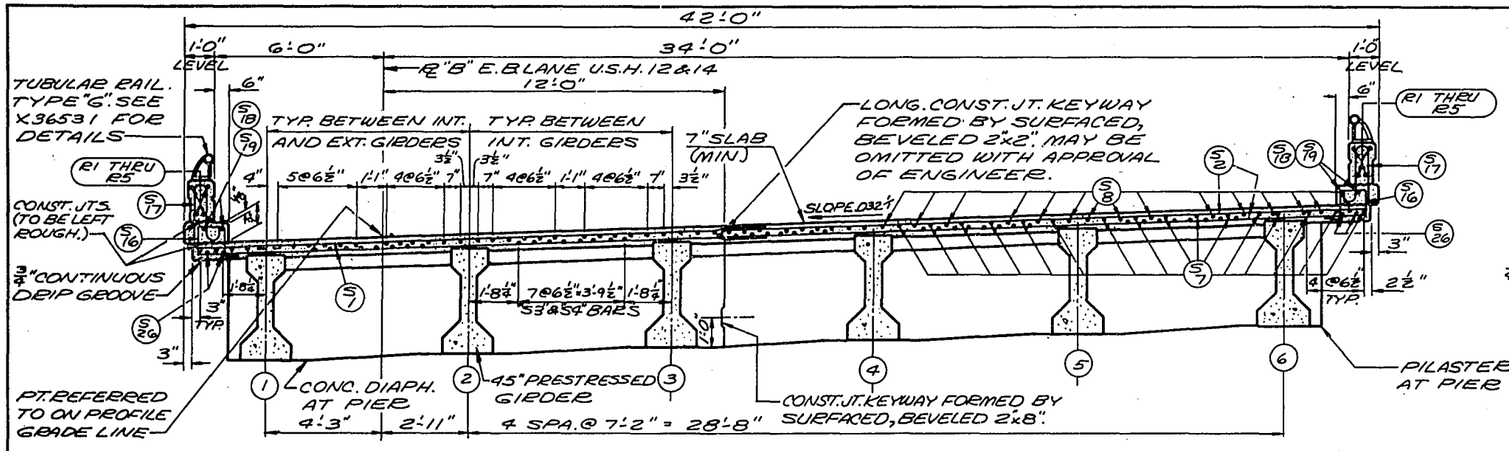
REVISED	STATE HIGHWAY COMMISSION OF WISCONSIN
W.K. 5-W. - 4-5-68	SUPERSTRUCTURE
	DESIGN SPEC. A.A.S.H.O. '61 LOADING H520 CHKD. 1963
	DATE 11-29-66 DESIGN B.L.R. DRAWN J.H.G. CHK'D H.E.A.
STRUCTURE B-13-221	SHEET 2 OF 15

X 36525

FORM E-B-12-62

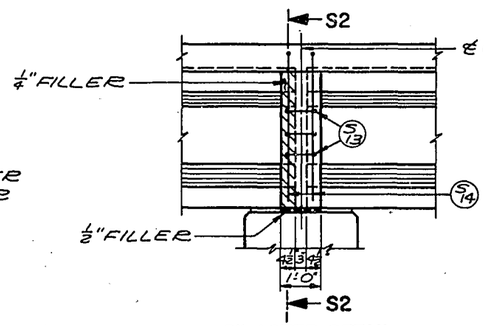
B.F.R. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	F04-2(39)	20	171

NOTE: TOP & BOTT. TRANSVERSE BARS IN SLAB SHALL BE SUPPORTED BY CONTINUOUS BAR CHAIRS ON OR ADJACENT TO EACH GIRDER & BY INDIVIDUAL BAR CHAIRS AT 3'-0" CTRS. APPROX. MIDWAY BETWEEN GIRDERS. THE 9" HEIGHT OF CURB IS TO BE MAINTAINED AT ALL POINTS OF BEARING.
TRANS. BAR STEEL REINF. IN SLAB SHALL BE PLACED PARALLEL TO SUBSTRUCTURE UNITS.

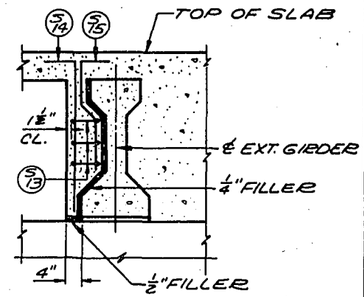


CROSS SECTION THRU ROADWAY

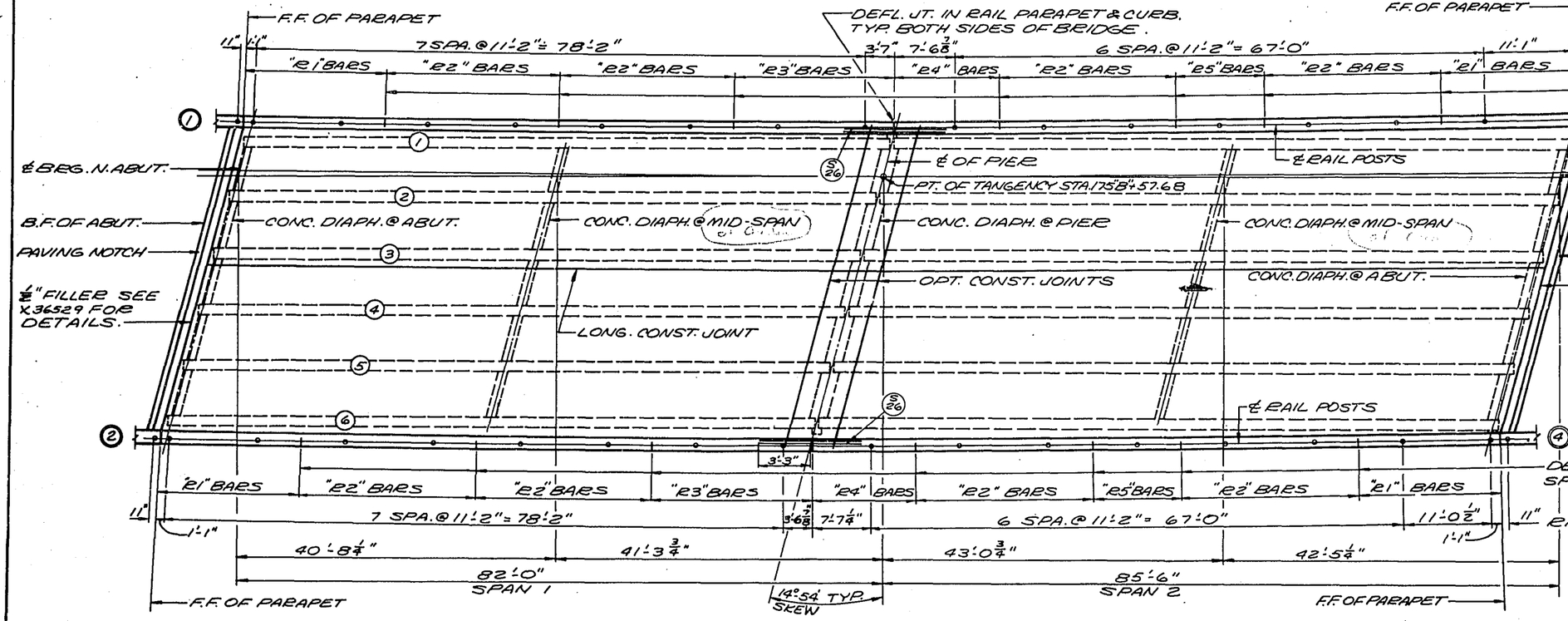
AT ℄'S TO TANGENT LINE AT STA. 175"B"+57.68 - LOOKING SOUTH



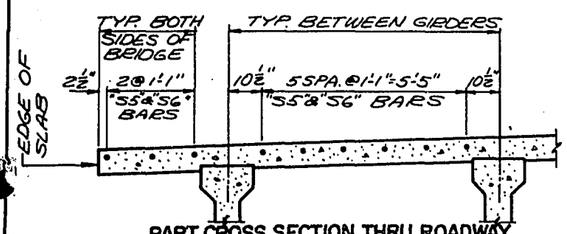
PILASTER DETAIL



SECTION S2

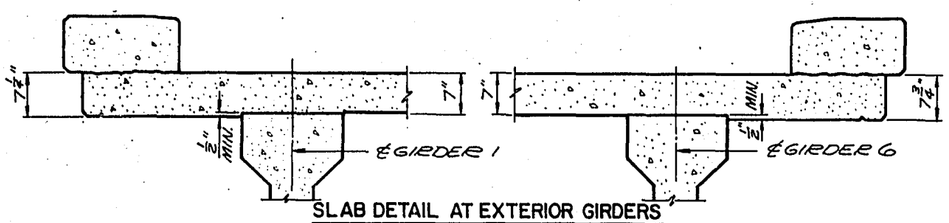


PLAN



PART CROSS SECTION THRU ROADWAY

AT ℄'S TO TANGENT LINE - IN SPAN. SHOWING TOP LONG. BAR STEEL ONLY.



SLAB DETAIL AT EXTERIOR GIRDERS

NOTE: FOR BILL OF BARS & BENDING DETAILS SEE SHEET X.36536.

Void

REVISED	STATE HIGHWAY COMMISSION OF WISCONSIN
	SUPERSTRUCTURE
	DESIGN SPEC. A.A.S.H.O.'61 | LOADING H S20 | CONST. SPEC. 1963
	DATE 1-29-66 | DESIGN E.L.P. | DRAWN J.H.G. | CKD. H.E.A.
	STRUCTURE B-13-221 | SHEET 2 OF 15

X 36525

FORM E-B-12-62

B P R DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	FAP-2(39)	21	171

NOTE: CONC. BETWEEN CONST. JTS. OVER PIER TO BE PLACED AFTER CONC. SLAB IN TWO ADJACENT SPANS IS IN PLACE. CONST. JTS. MAY BE OMITTED & CONC. FOR THE TWO ADJACENT SPANS PLACED IN ONE CONTINUOUS POUR IF PLACEMENT OF EACH SPAN CAN BE MADE IN NOT LONGER THAN A 5 HOUR PERIOD.

OPT. CONST. JOINTS FORMED BY SURFACED, BEVELED 1"x 2".

Beam Length 82' 4½"

Beam Length 85'-10½"

EDGE 3"x12" PLANK SEE X 36529

PAVING NOTCH

END OF GIRDER

F.F. OF PARAPET

℄ OF BRG. N. ABUT.

¾" FILLER FOR DETAILS SEE SHEET X36529.

FIXED BRG. SEE X 36528.

CONC. DIAPH. @ MID-SPAN TO EXTEND BETWEEN INSIDE FACES OF EXTERIOR GIRDERS. (TYP. BOTH SPANS)

CONC. DIAPH. AT PIER TO EXTEND BETWEEN OUTSIDE FACES OF EXTERIOR GIRDERS.

2" BEVEL

½" ELASTOMERIC BRG. PAD & ½" PREFORMED FILLER. FOR DETAILS SEE X 36528.

CONST. JT. FORMED BY SURFACED, BEVELED, 2"x6".

℄ OF PIER

CONC. DIAPH. @ ABUT. TO EXTEND BETWEEN INSIDE FACES OF EXT. GIRDERS. (TYP. @ ABUTS.)

EXPANSION BRG SEE X 36528.

℄ OF BRG. S. ABUT.

STEEL EXP. JOINT SEE X 36529 FOR DETAILS.

OPT. KEYED CONST. JOINT FORMED BY SURFACED, BEVELED 2"x6" (TYP. AT ABUTS.)

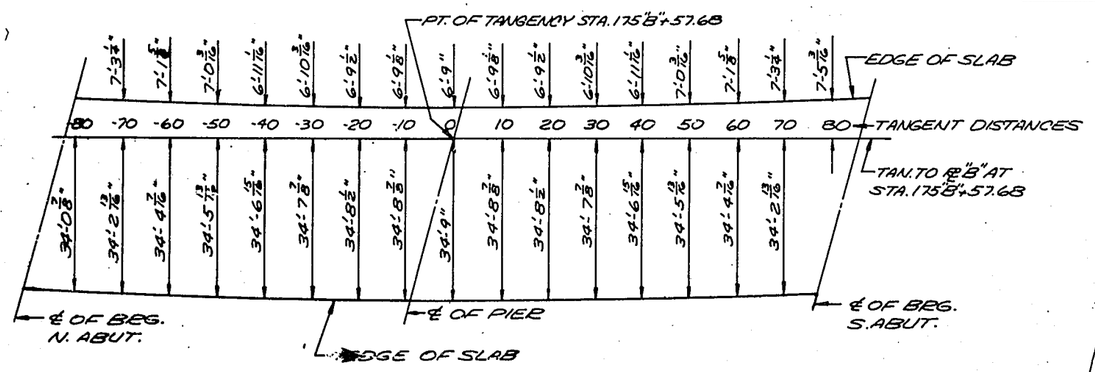
41'-0 | 40'-8¼" | 41'-3 | 41'-3¾ | 42'-7½" | 42'-11½" | 43'-3 | 42'-9" | 42'-5¼"

41'-6 | 41'-2¼ | 43'-0¾" | 85'-6"

* DIMENSION IS TAKEN NORMAL TO ℄ OF SUBSTRUCTURE UNITS.

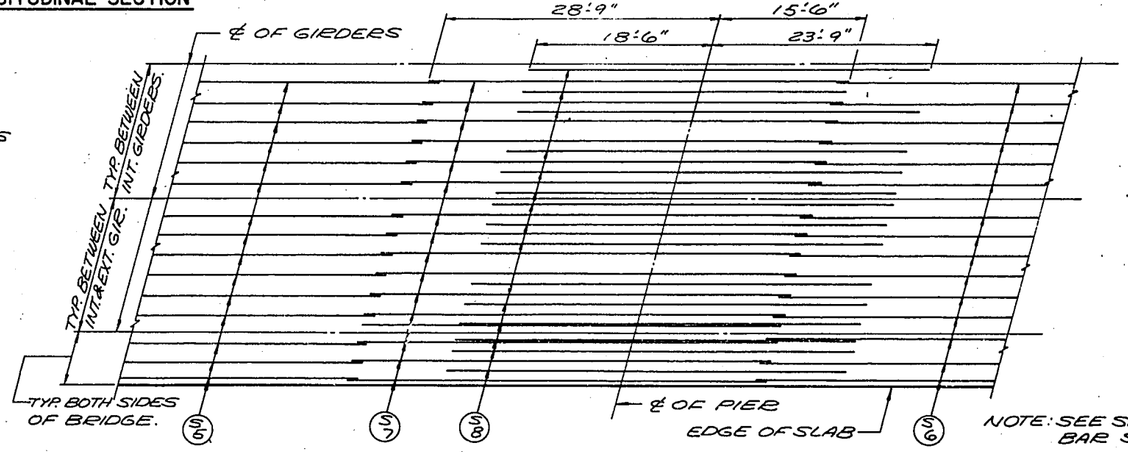
● DIMENSION TO BE PARALLEL TO GIRDER.

LONGITUDINAL SECTION



SLAB PLAN

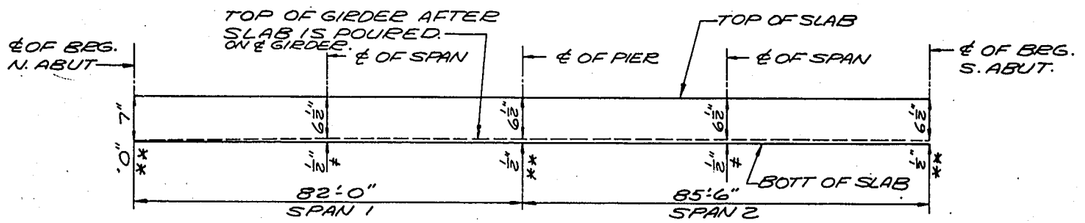
SHOWING OFFSETS NORMAL TO TANGENT LINE



NOTE: SEE SHEET X36525 FOR BAR STEEL SPACING.

PART SLAB PLAN

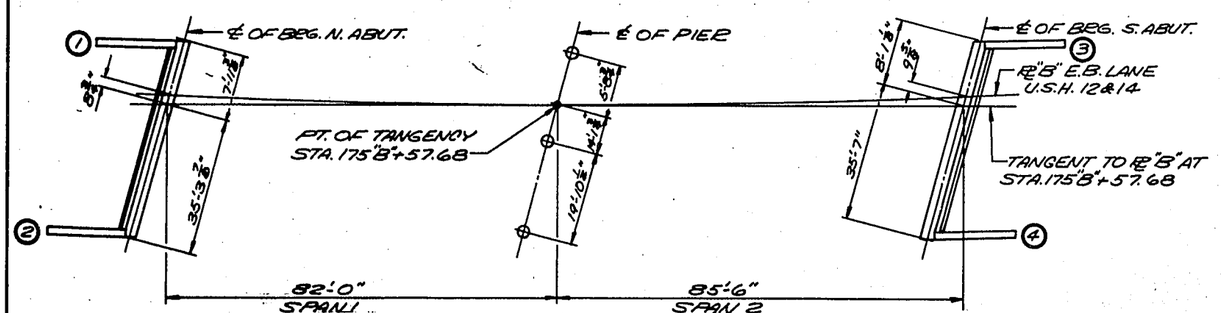
SHOWING TOP LONGITUDINAL BAR STEEL ONLY.



SLAB FORMING DIAGRAM

* TO COMPENSATE FOR VARIATIONS IN PRESTRESS CAMBER AND OTHER MINOR CONSTRUCTION DISCREPANCIES THE IMBEDMENT AT THE ℄ OF SPAN MAY BE VARIED WITH A MAXIMUM OF 1½" ALLOWABLE IMBEDMENT AND THE SLAB HELD TO PLAN THICKNESS.

** IF VARIATIONS IN PRESTRESS CAMBER AND OTHER CONSTRUCTION DISCREPANCIES ARE OF SUCH A MAGNITUDE SO THAT THE MAXIMUM ALLOWABLE IMBEDMENT AS NOTED ABOVE WILL BE EXCEEDED THESE DIMENSIONS WILL BE REVISED. THE 1½" IMBEDMENT AND THE PLAN SLAB THICKNESS WILL BE HELD WHILE THE GRADE LINE WILL BE REVISED.



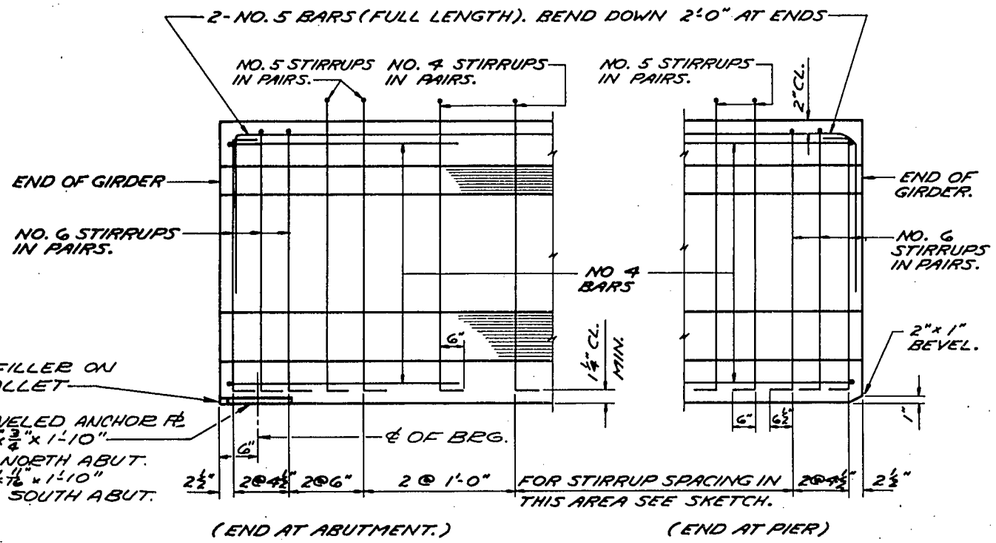
SUBSTRUCTURE LAYOUT

REVISED	STATE HIGHWAY COMMISSION OF WISCONSIN
	SUPERSTRUCTURE
	DESIGN SPEC. A.A.S.H.O.'61 | LOADING H S20 | CONST. SPEC. 1963
	DATE 1-29-66 | DESIGN R.L.E. | DRAWN J.H.G. | CKD. H.E.A.
STRUCTURE B-13-221	SHEET 3 OF 15

X 36526

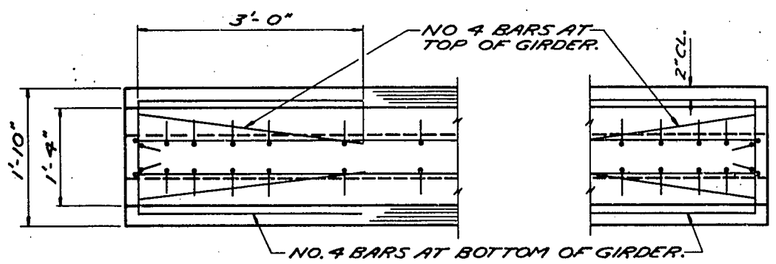
FORM E-8-12-62

B. P. R. DIVISION	PROJECT	SHEET NO.	TOTAL SHEETS
4	FOA-2(39)	22	171

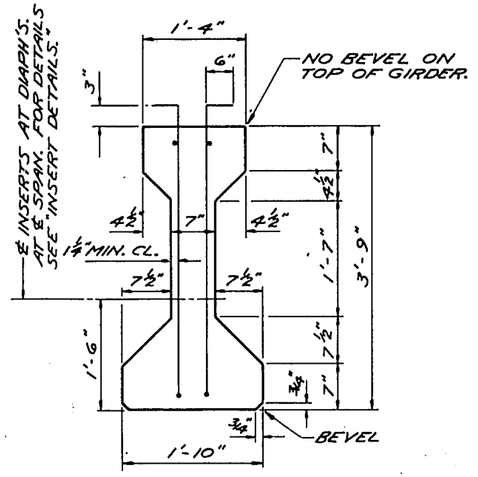


(END AT ABUTMENT.) (END AT PIER)

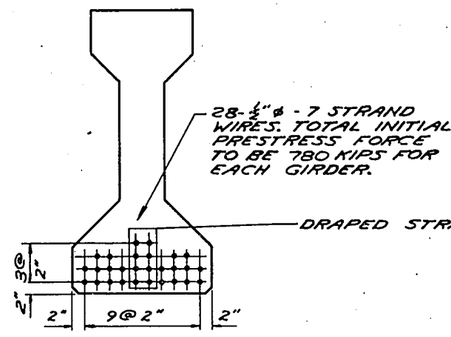
SIDE VIEW OF GIRDER



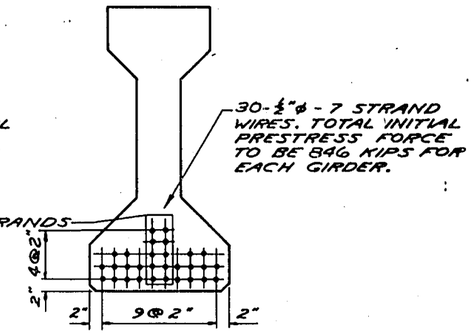
TOP VIEW OF GIRDER



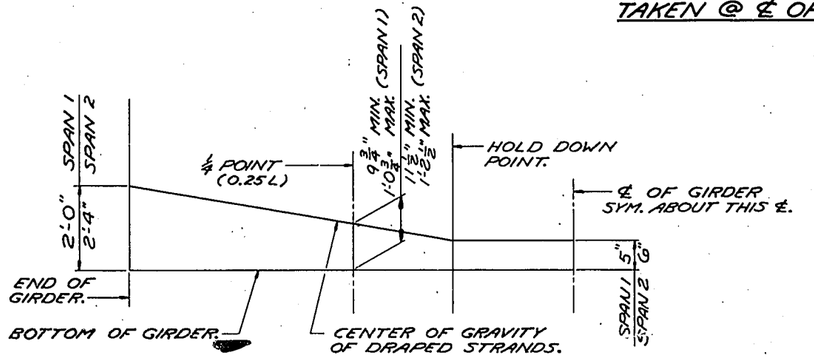
SECTION THRU GIRDER



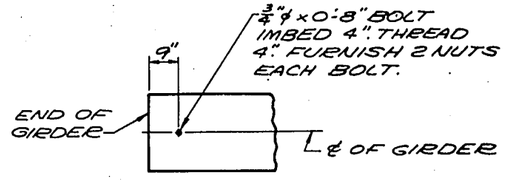
SECTION THRU GIRDER TAKEN @ ℄ OF SPAN 1



SECTION THRU GIRDER TAKEN @ ℄ OF SPAN 2

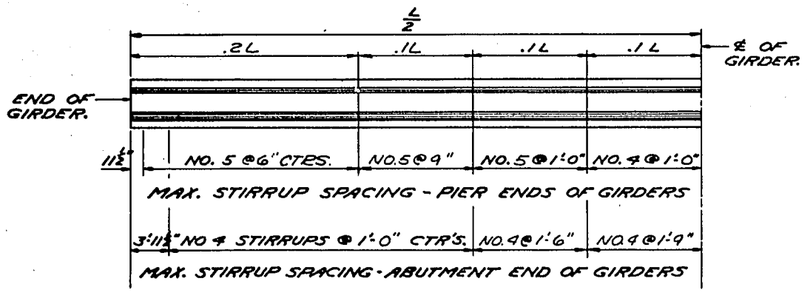


DRAPED STRAND PROFILE



EXPANSION PLATE ANCHOR BOLT LAYOUT

AT SOUTH ABUT. ONLY



SKETCH SHOWING MAXIMUM STIRRUP SPACING

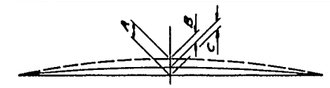
ALL STIRRUPS TO BE IN PAIRS AS SHOWN ABOVE.
THE LOCATION OF STIRRUPS SHALL BE SUBMITTED FOR APPROVAL ON THE SHOP DRAWINGS.
THE OVERALL LENGTH OF GIRDERS "L" IS 82'-4½" FOR GIRDERS IN SPAN 1 AND 85'-10½" FOR GIRDERS IN SPAN 2.

MINIMUM CYLINDER STRENGTH OF CONCRETE AT TIME OF TRANSFER OF PRE-STRESS FORCE f'_{ci} (psi).

GIRDER TYPE	SPAN 1	SPAN 2
DRAPED PATTERN	5,000	5,000

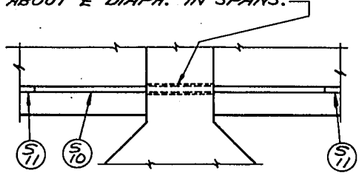
DEFLECTION DATA

CAMBER	SPAN 1	SPAN 2
* A - PRE-STRESS CAMBER	2"	2⅛"
* B - DEAD LOAD DEFLECTION	⅞"	1⅛"
* C - RESIDUAL CAMBER	1⅛"	1"

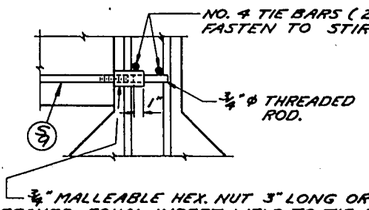


* PRE-STRESS CAMBER AND DEAD LOAD DEFLECTION DATA SHOWN ARE THEORETICAL AND MAY VARY WITH CONCRETE STRENGTH, VARIABLE PRESTRESSING CONDITIONS AND PRE-STRESS LOSSES.

2-1" I.D. SLEEVE INSERTS AT 6" CENTERS PLACED SYMMETRICAL ABOUT ℄ DIAPH. IN SPANS.



INTERIOR GIRDERS



2-INSERTS AT 6" CTR'S PLACED SYMMETRICAL ABOUT ℄ DIAPHRAGMS IN SPANS.

EXTERIOR GIRDERS

INSERT DETAILS

GENERAL NOTES

TOP OF GIRDERS TO BE ROUGH FLOATED AND BROOMED TRANSVERSELY FOR BONDING TO SLAB.

THE GIRDER MANUFACTURER SHALL PROVIDE A SUITABLE LIFTING DEVICE FOR HANDLING AND ERECTING THE GIRDERS. THE DETAILS OF THE LIFTING DEVICE USED SHALL BE SUBMITTED FOR APPROVAL.

ALL GIRDERS SHALL BE CAST FULL LENGTH AS SHOWN.

WIRES SHALL BE FLUSH WITH END OF GIRDERS.

PRESTRESSING WIRES SHALL HAVE AN ULT. STRENGTH OF 270,000 psi.

ENDS OF WIRES SHALL BE PAINTED WITH NON-STAINING GRAY TWO COMPONENT POLY-SULFIDE LIQUID POLYMER (GUN GRADE) WITH SURFACE PRIMER, CONFORMING TO A.S.A.-A-116.1-1960. (AT ABUTMENT ENDS ONLY)

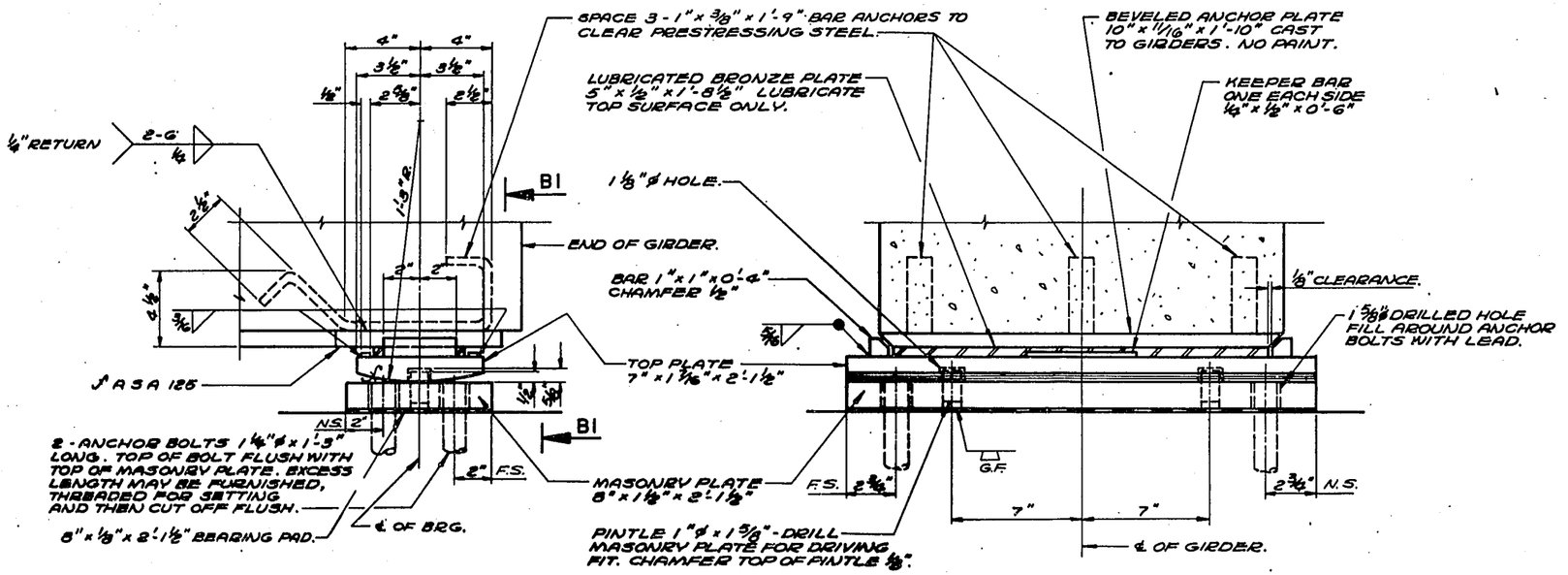
f'_c = 6000 P.S.I. AT 28 DAYS.

REVISED	STATE HIGHWAY COMMISSION OF WISCONSIN
	45" PRESTRESSED GIRDER DETAILS
	DESIGN SPEC. A.A.S.H.O.G. LOADING H S 20 CONST. SPEC. 1963
	DATE 11-29-66 DESIGN ST'D. DRAWN J.H.G. CKD. H.E.A.
	STRUCTURE B-13-221 SHEET 4 OF 15

V.36527

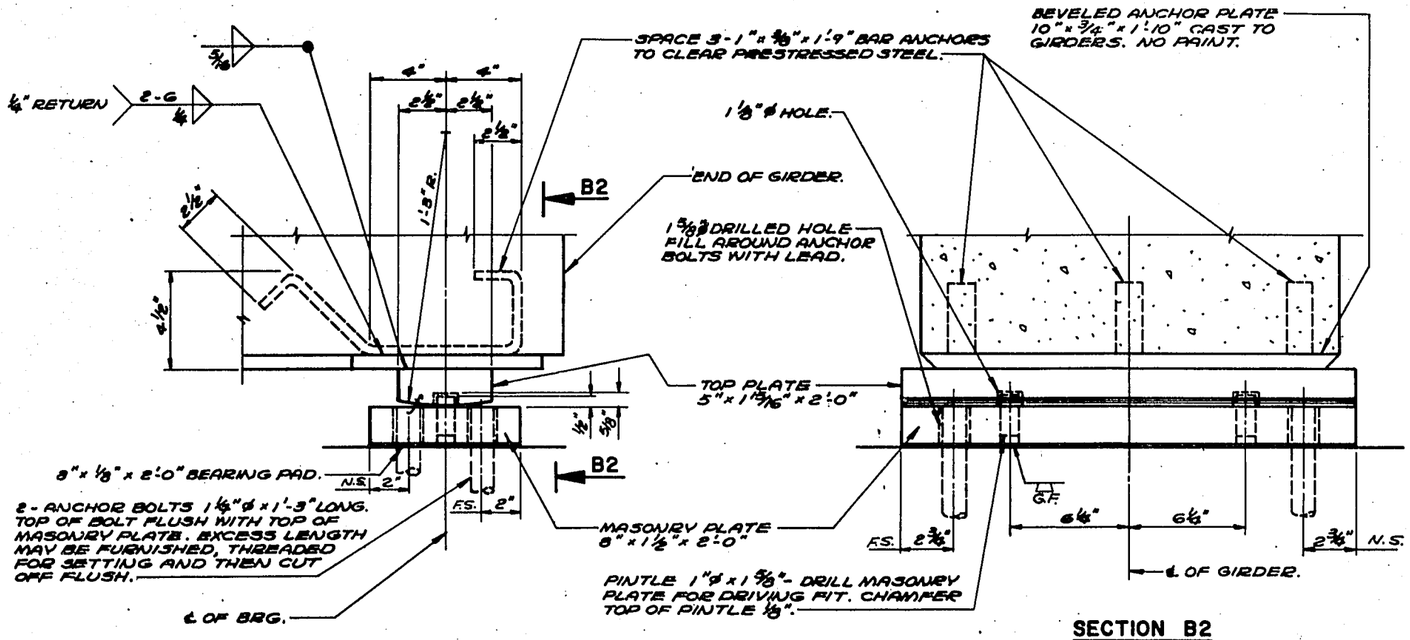
FORM E-B-12-62

S.P.R. DIVISION	PROJECT	SHEET NO.	TOTAL SHEETS
4	FOA-2(39)	23	171



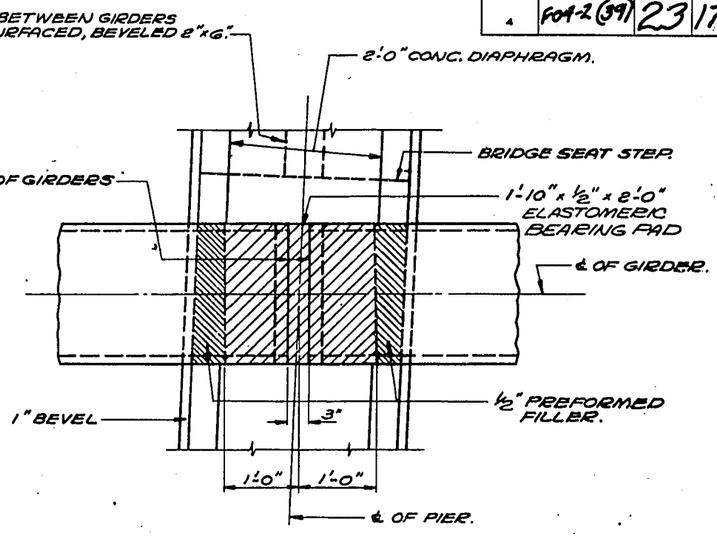
SECTION B1

EXPANSION BEARING
6 REQ'D. AT SOUTH ABUT.



SECTION B2

FIXED BEARING
6 REQ'D. AT NORTH ABUT.



BEARING PAD DETAIL AT PIER

BEARING NOTES

ALL MATERIAL EXCEPT ANCHOR BOLTS SHALL BE MADE OF A242 STEEL WITH A CORROSIVE RESISTANCE OF 4 OR MORE TIMES THAT OF A36 STEEL.

ALL BEARING MATERIAL EXCEPT BRONZE PLATES, BEARING PADS, AND ANCHOR PLATES SHALL BE PAID FOR AT THE UNIT PRICE BID FOR "STRUCTURAL LOW ALLOY STEEL."

ALL STRUCTURAL STEEL 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 J SHALL BE MACHINE FINISHED.

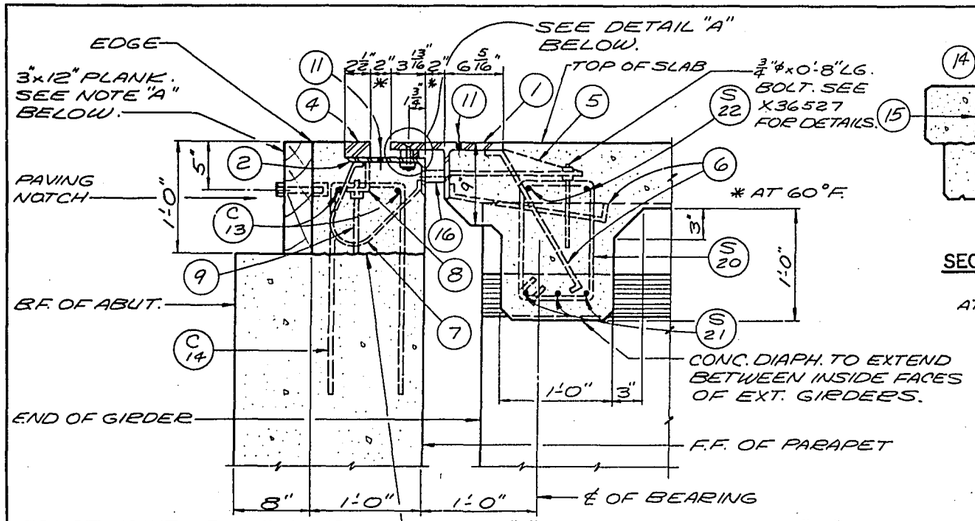
REVISED	STATE HIGHWAY COMMISSION OF WISCONSIN
	BEARING DETAILS
	DESIGN SPEC. A.A.S.H.O. '61 LOADING HS 20 CONST. SPEC. 1963
	DATE 11-28-66 DESIGNED —— DRAWN J.N.G. CHK. H.E.A.
STRUCTURE B-13-221	SHEET 5 OF 15

X 36528

FORM E-B-12-62

B. P. R. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	F04-2(39)	24	171

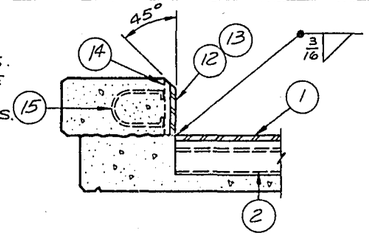
VOID



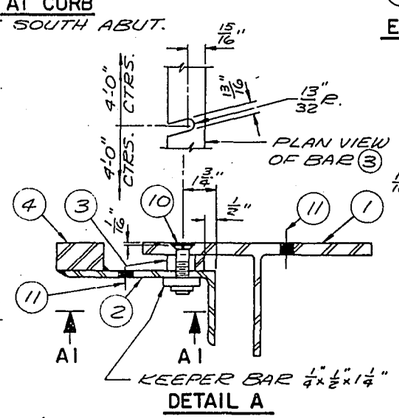
SECTION E1

CONST. JOINT – POUR CONC. ABOVE THIS JOINT AFTER SUPERSTRUCTURE CONC. IS IN PLACE. LEAVE JOINT ROUGH.

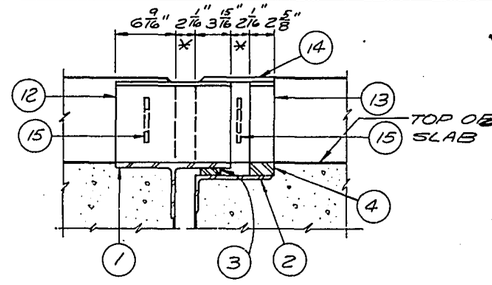
NOTE "A": PROVIDE HARDWOOD 3"x12" PLANK x WIDTH OF ROWY. ATTACH PLANK TO PAVING BLOCK WITH 3/4"ϕ BOLTS & THREADED INSERTS AT APPROX. 3'-0" CTRS. REMOVE BOLTS & PLANK WHEN PLACING APPROACH SLAB CONC. (INCLUDE IN BID PRICE FOR CONCRETE MASONRY.)



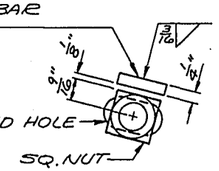
SECTION THRU JOINT AT CURB
AT SOUTH ABUT.



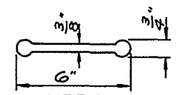
DETAIL A



ELEVATION AT CURB
AT SOUTH ABUT.



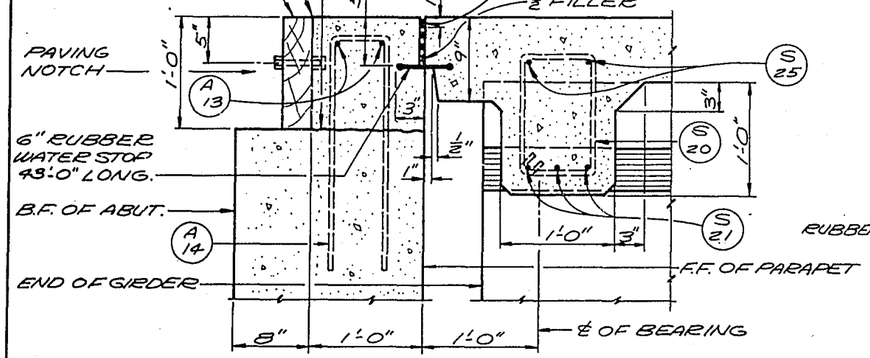
VIEW A1



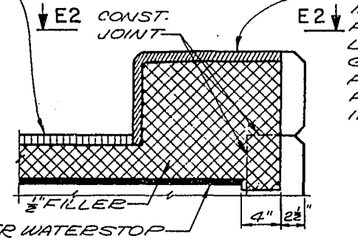
RUBBER WATERSTOP DETAIL

LEGEND

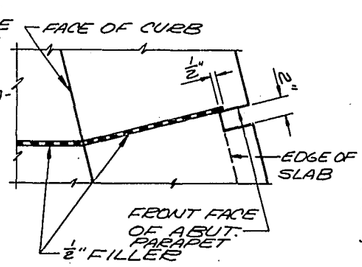
1. S.T. 6"WF 39.5 # x ROWY. WIDTH.
2. L 8"x4"x7/16" x ROWY. WIDTH. LONG DIM. OF 13/16"x1 1/2" SLOTTED HOLE PARALLEL TO ℄ ROWY.
3. BAR 2"x3/8" x ROWY. WIDTH. WELD TO L #2 WITH 2 LINES OF 1/4" FILLET WELD. 2@6. LONG DIMENSION OF 13/16" SLOT TO BE PARALLEL TO ℄ ROWY.
4. BAR 2 1/2"x1 1/2" x ROWY. WIDTH. WELD TO L #2 WITH 2 LINES OF 1/4" FILLET WELD. 2@6.
5. L 3 1/2"x3"x5/8". PROVIDE 1 3/8"ϕ HOLE IN 3 1/2" LEG FOR 3/4"ϕx0'-8" BOLT. FILLET WELD TO FLANGE & WEB OF STRUCTURAL TEE #1 NEAR SIDE & FAR SIDE.
6. 5/8"□ BENT BAR @ 0'-9" ALTERNATE CTRS. BETWEEN GIRDERS. 1'-3" LONG. WELD TO S.T. #1 WITH 1/4" FILLET WELD ALL AROUND.
7. 5/8"□ BENT BAR AT 1'-0" CTRS. 1'-9" LONG. WELD TO L #2.
8. L 3"x2 1/2"x3/8"x0'-3" @ 3'-0" CTRS. WELD TO L #2. PROVIDE 5/8"ϕ HOLE IN 2 1/2" LEG FOR ROD #9.
9. 1/2"ϕ ROD x 0'-9" LONG & NUT. TACK WELD NUT TO L #8. THREAD 3".
10. 3/4"ϕ FLAT HD. CAP SCREW x 0'-2 3/4" LG. WITH SQ. NUT @ 4'-0" CTRS. GREASE FOR EASY REMOVAL. 1/4"x1/2"x1 1/4" KEEPER BAR. WELD TO L #2 TO KEEP SQ. NUT FROM TURNING. 13/16"x1 1/2" HOLE IN L #2. 1/2"ϕ HOLE CSK. 1/16" DEEP IN S.T. #1. 13/16" SLOT IN BAR #3 AS SHOWN.
11. VENT HOLES, 13/16"ϕ, PLACED @ 2'-0" CTRS. ON L #2 AND S.T. #1.
12. PL 12 3/4"x3/8" ——— CHAMFER AS SHOWN. FIELD WELD TO S.T. #1
13. PL 2 5/8"x3/8" ——— CHAMFER AS SHOWN. WELD TO PL #14 WITH 1 LINE OF 3/16" FILLET WELD. FIELD WELD TO BAR #4.
14. PL 8 5/8"x3/8" ——— CHAMFER AS SHOWN.
15. 5/8"□ BENT BAR x 2'-0" LONG. WELD TO PL #12 & #14.
16. BLOCK & BOLT FOR SHIPMENT WITH PIPE SLEEVE AND 5/8"ϕ BOLT. PROVIDE 7/16"ϕ HOLES @ 3'-0" CTRS IN S.T. #1 & L #2 FOR 1/2"ϕ BOLT.



SECTION AT NORTH ABUTMENT
NORMAL TO ℄ OF ABUT.



SECTION THRU CURB AT FILLER
AT NORTH ABUT.



VIEW E2

NOTES

EXPANSION JOINT SHALL BE BUILT TO CONFORM TO ROWY. SUPERELEVATION AND GRADE.

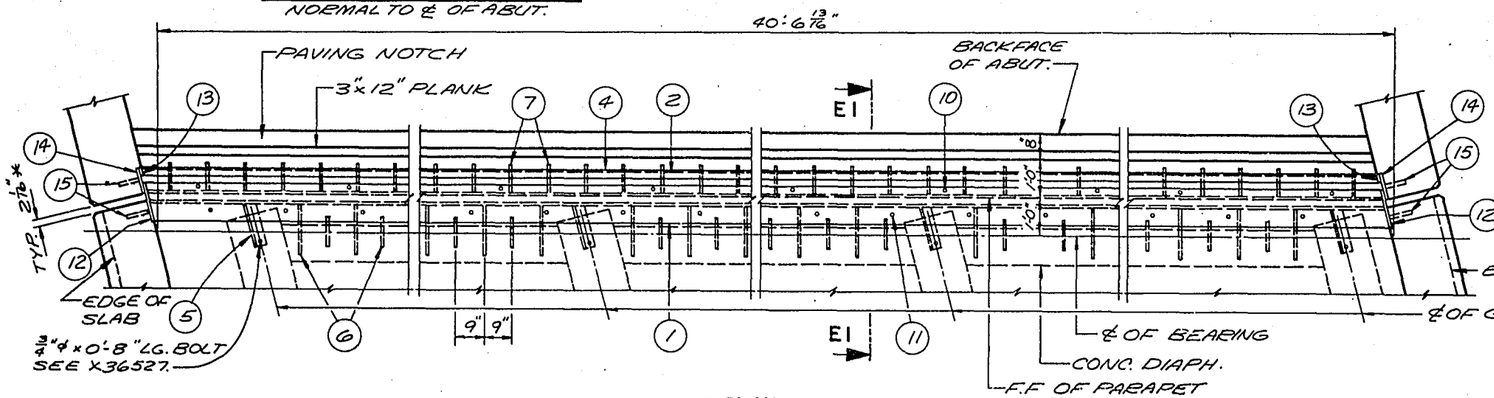
ONE FIELD SPLICE SHALL BE PERMITTED.

AFTER CONCRETE HAS SET REMOVE SCREW NO. 10 AND FILL HOLES WITH HOT POURED ELASTIC TYPE JOINT SEALER.

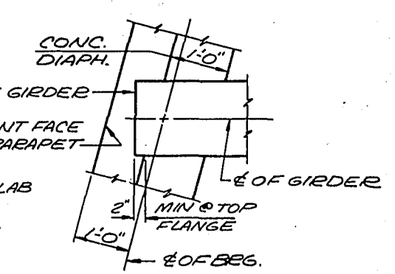
AFTER CONCRETE HAS SET THE JOINT OPENING SHALL BE THOROUGHLY CLEANED.

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
AT SOUTH ABUT. ONLY



PLAN AT ABUTMENTS

VOID

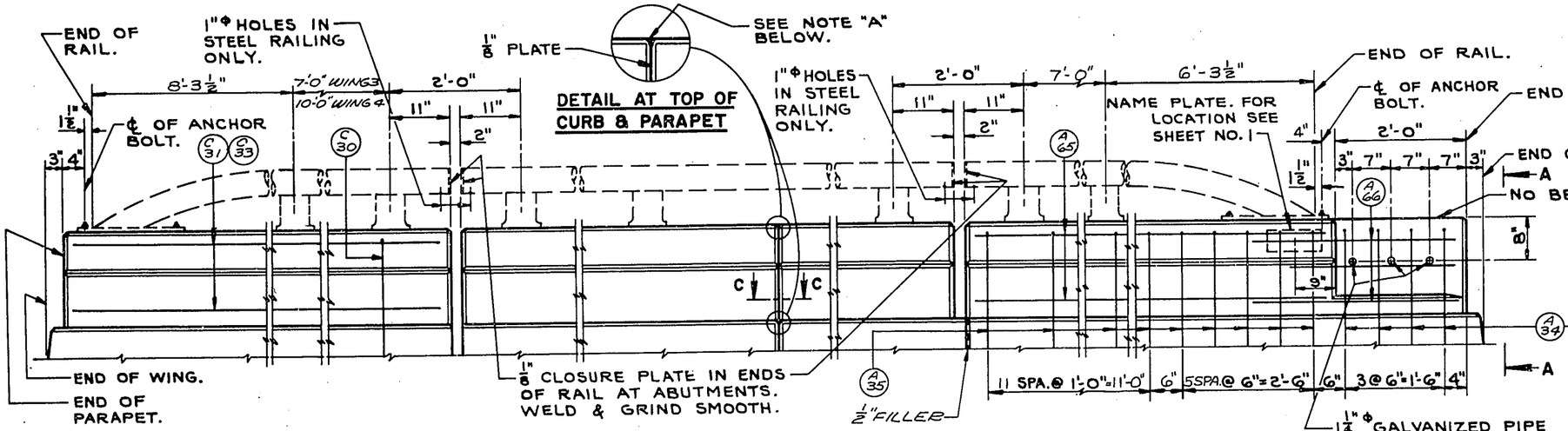
REVISED	STATE HIGHWAY COMMISSION OF WISCONSIN
	EXPANSION JOINT
	DESIGN SPEC. AASHO '61 · LOADING HS20 · CONST. SPEC. 1963
	DATE 11-29-66 · DESIGN R.L.R. · DRAWN J.H.G. · CKD. H.E.A.
	STRUCTURE B-13-221 · SHEET 6 OF 15

X 36529

FORM E-B-12-62

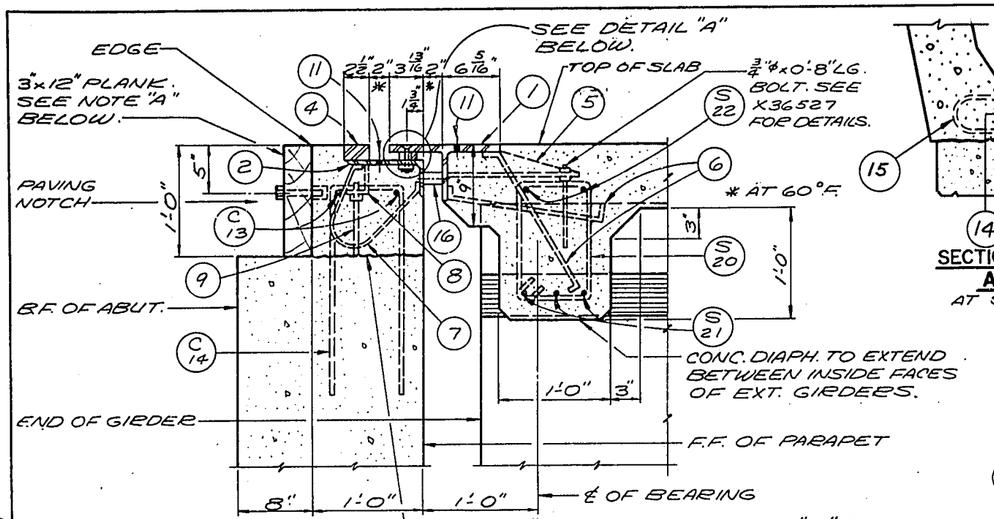
B P R DIVISION	PROJECT	SHEET NO	TOTAL SHEETS
	F04-2(39)	25	171

VOID


END OF RAIL.
1"Φ HOLES IN STEEL RAILING ONLY.
1" PLATE
SEE NOTE "A" BELOW.
8'-3½"
7'-0" WING 3
10'-0" WING 4
2'-0"
11"
11"
2"
1" ½
℄ OF ANCHOR BOLT.
C 31
C 33
C 30
3" 4"
DETAIL AT TOP OF CURB & PARAPET
1"Φ HOLES IN STEEL RAILING ONLY.
2'-0"
7'-0"
6'-3½"
11"
11"
2"
A 65
NAME PLATE. FOR LOCATION SEE SHEET NO. 1
END OF RAIL.
℄ OF ANCHOR BOLT.
END OF PARAPET.
4"
2'-0"
1" ½
3" 7" 7" 7" 3"
END OF WING.
A
A 66
NO BEVEL
8"
9"
A 34
A
END OF WING.
END OF PARAPET.
1" ½ CL.
1" ½ CL.
11"
1" 3½
1" 7½
A 66
1'-2½"
3"
1" ½ CL.
1" ½ CL.
2'-6"
1" ½ CL.
1" ½ CL.
1" ½ CL.

FORM E-B-12-62

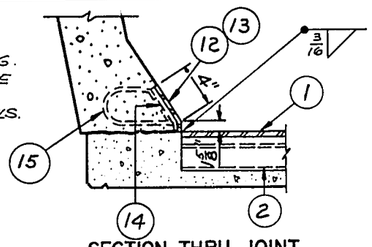
D.P.I. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	F04-2(39)	24	171



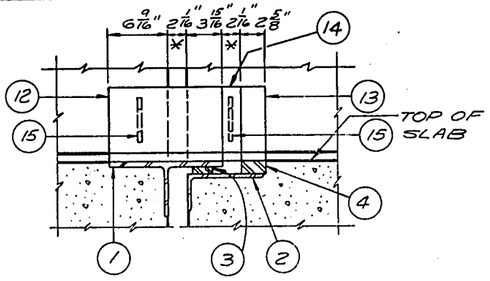
CONST. JOINT - POUR CONC. ABOVE THIS JOINT AFTER SUPERSTRUCTURE CONC. IS IN PLACE. LEAVE JOINT ROUGH.

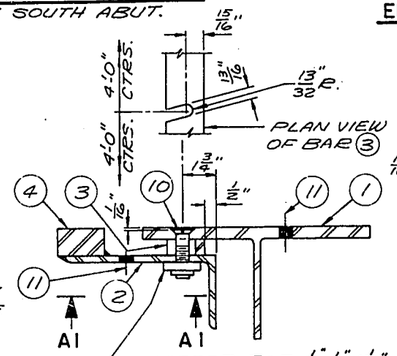
NOTE "A": PROVIDE HARDWOOD 3"x12" PLANK x WIDTH OF RDWY. ATTACH PLANK TO PAVING BLOCK WITH 3/4"ϕ BOLTS & THREADED INSERTS AT APPROX. 3'-0" CTRS. REMOVE BOLTS & PLANK WHEN PLACING APPROACH SLAB CONC. (INCLUDE IN BID PRICE FOR CONCRETE MASONRY.)

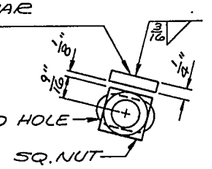
SECTION E1



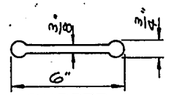
SECTION THRU JOINT AT RAIL PARAPET
AT SOUTH ABUT.





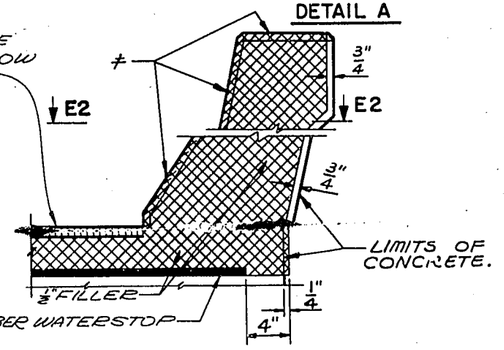


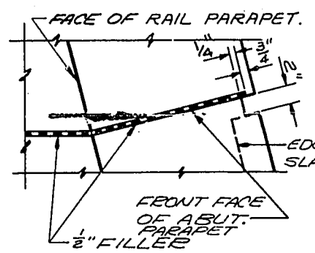
VIEW A1



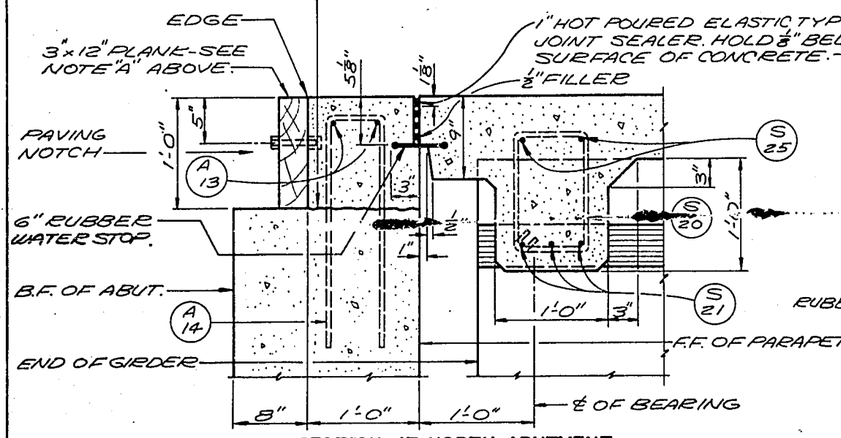
RUBBER WATERSTOP DETAIL

DETAIL A

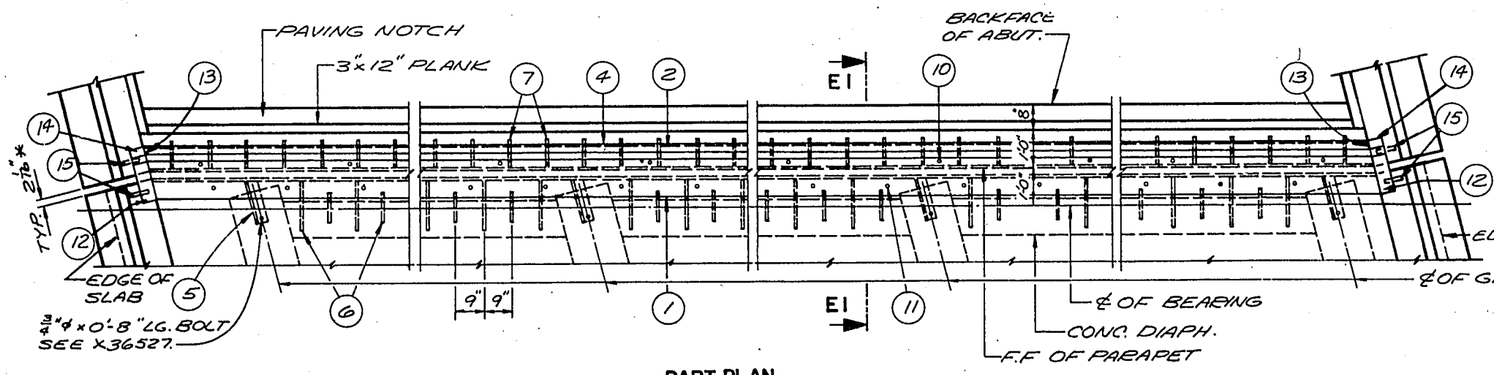




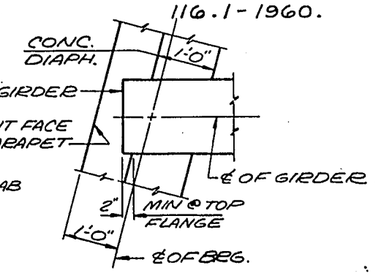
VIEW E2



SECTION AT NORTH ABUTMENT
NORMAL TO ℄ OF ABUT.



PART PLAN
AT SOUTH ABUT. ONLY



PLAN AT ABUTMENTS

LEGEND

1. S.T. 6"WF 39.5 #/ft x RDWY. WIDTH.
2. L 8"x4"x7/16" x RDWY. WIDTH. LONG DIM. OF 13/16"x1 1/2" SLOTTED HOLE PARALLEL TO ℄ RDWY.
3. BAR 2"x3/4" x RDWY. WIDTH. WELD TO L #2 WITH 2 LINES OF 1/4" FILLET WELD. 2@6. LONG DIMENSION OF 13/16" SLOT TO BE PARALLEL TO ℄ RDWY.
4. BAR 2 1/2"x1 1/2" x RDWY. WIDTH. WELD TO L #2 WITH 2 LINES OF 1/4" FILLET WELD. 2@6.
5. L 3 1/2"x3"x5/16". PROVIDE 1 3/8"ϕ HOLE IN 3 1/2" LEG FOR 3/4"ϕx0'-8" BOLT. FILLET WELD TO FLANGE & WEB OF STRUCTURAL TEE #1 NEAR SIDE & FAR SIDE.
6. 5/8"□ BENT BAR @ 0'-9" ALTERNATE CTRS. BETWEEN GIRDERS. 1'-3" LONG. WELD TO S.T. #1 WITH 1/4" FILLET WELD ALL AROUND.
7. 5/8"□ BENT BAR AT 1'-0" CTRS. 1'-9" LONG. WELD TO L #2.
8. L 3"x2 1/2"x3/8"x0'-3" @ 3'-0" CTRS. WELD TO L #2. PROVIDE 5/8"ϕ HOLE IN 2 1/2" LEG FOR ROD #9.
9. 1/2"ϕ ROD x 0'-9" LONG & NUT. TACK WELD NUT TO L #8. THREAD 3".
10. 3/4"ϕ FLAT HD. CAP SCREW x 0'-2 3/4" LG. WITH SQ. NUT @ 4'-0" CTRS. GREASE FOR EASY REMOVAL. 1/4"x1/2"x1 1/4" KEEPER BAR. WELD TO L #2 TO KEEP SQ. NUT FROM TURNING. 13/16"x1 1/2" HOLE IN L #2. 13/16"ϕ HOLE C'SK. 7/16" DEEP IN S.T. #1. 13/16" SLOT IN BAR #3 AS SHOWN.
11. VENT HOLES, 13/16"ϕ, PLACED @ 2'-0" CTRS. ON L #2 AND S.T. #1.
12. PL 12 3/16"x3/8" ——— BEND AS SHOWN. FIELD WELD TO S.T. #1
13. PL 2 5/8"x3/8" ——— BEND AS SHOWN. WELD TO PL #14 WITH 1 LINE OF 3/16" FILLET WELD. FIELD WELD TO BAR #4.
14. PL 8 5/8"x3/8".
15. 5/8"□ BENT BAR x 2'-0" LONG. WELD TO PL #12 & #14.
16. BLOCK & BOLT FOR SHIPMENT WITH PIPE SLEEVE AND 5/8"ϕ BOLT. PROVIDE 9/16"ϕ HOLES @ 3'-0" CTRS IN S.T. #1 & L #2 FOR 1/2"ϕ BOLT.

NOTES

EXPANSION JOINT SHALL BE BUILT TO CONFORM TO RDWY. SUPERELEVATION AND GRADE.

ONE FIELD SPLICE SHALL BE PERMITTED.

AFTER CONCRETE HAS SET REMOVE SCREW NO. 10 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.

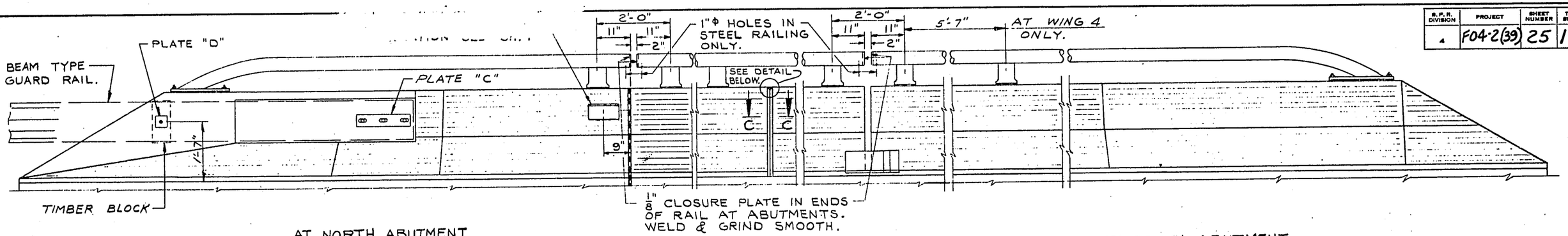
≠ FILL WITH NON-STAINING BLACK TWO COMPONENT POLYSULFIDE LIQUID POLYMER (GUN GRADE) WITH SURFACE PRIMER, CONFORMING TO A.S.A.-A-116.1-1960.

REVISED	STATE HIGHWAY COMMISSION OF WISCONSIN
W.K. 4-5-68 S.W. GB.	EXPANSION JOINT
DESIGN SPEC AASHO '61 LOADING H520 COMPT SPEC 1963	
DATE 11-29-66 DESIGN R.L.R. DRAWN J.H.G. CKD H.E.A.	
STRUCTURE B-13-221	SHEET 6 OF 15

C.C.O. No. 12

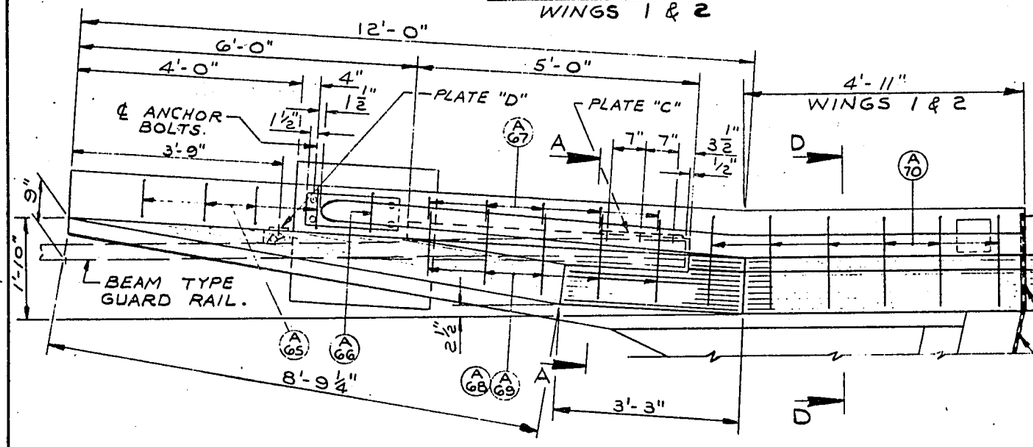
FORM K-B-12-62

S.P.R. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	F04-2(39)	25	171

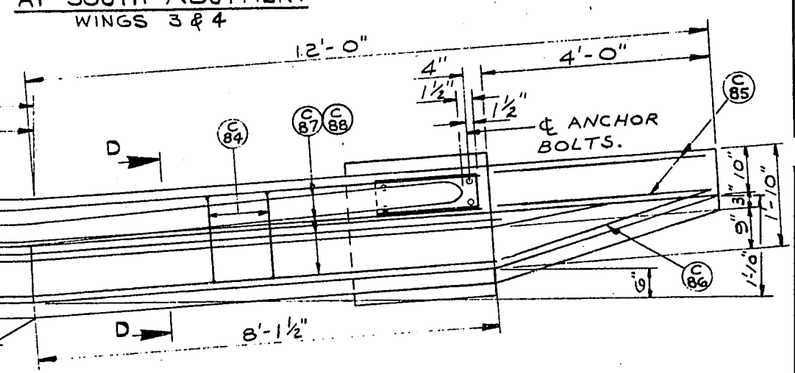


ELEVATION OF RAIL PARAPET

AT NORTH ABUTMENT
WINGS 1 & 2

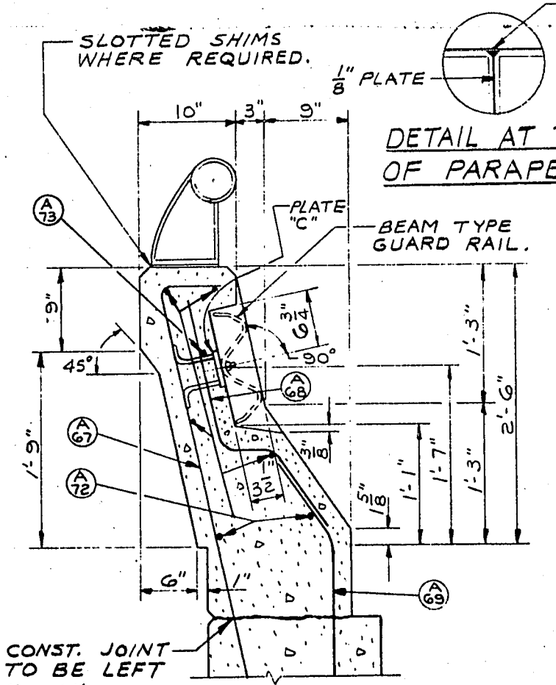


AT SOUTH ABUTMENT
WINGS 3 & 4



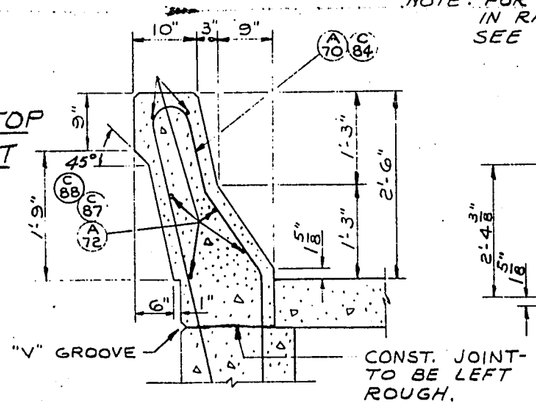
PLAN OF RAIL PARAPET

NOTE: FOR BAR STEEL REINFORCEMENT IN RAIL PARAPET ON BRIDGE SEE X36525.



SECTION A

DETAIL AT TOP OF PARAPET



SECTION D

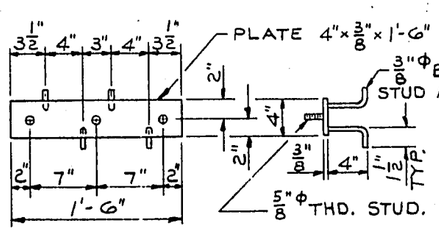


PLATE C

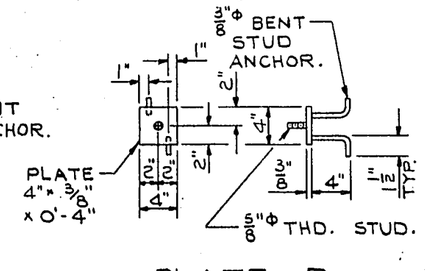
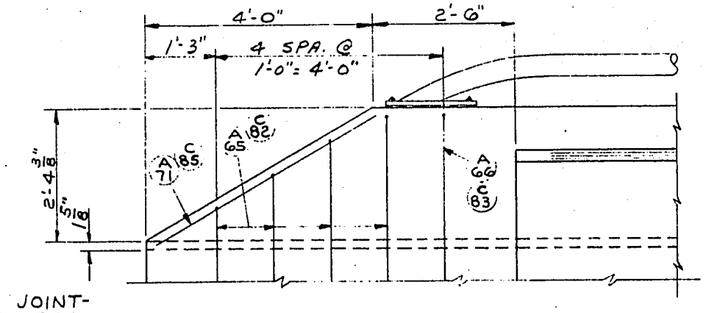
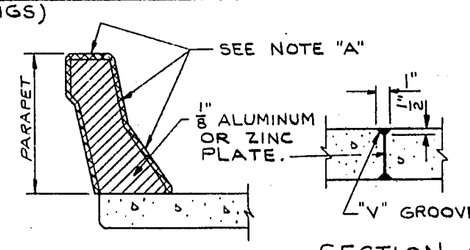


PLATE D



VIEW SHOWING OUTSIDE FACE OF PARAPET
(TYPICAL ALL WINGS)



SECTION B

SECTION C

NOTES

WHEN PARAPETS 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 ARE USED AT THE DEFLECTION JOINTS ONE SIDE OF THE JOINT SHALL BE COATED WITH BITUMINUOUS PAINT AND PLATE SEPARATORS MAY BE OMITTED.

ENTIRE ASSEMBLIES OF PLATES "C" & "D" SHALL BE GALVANIZED. COST OF PLATES "C" & "D" SHALL BE INCLUDED IN UNIT PRICE BID FOR STRUCTURAL CARBON STEEL.

WORK THIS SHEET WITH SHEET TITLED "DETAILS FOR TYPE "G" 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.

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.

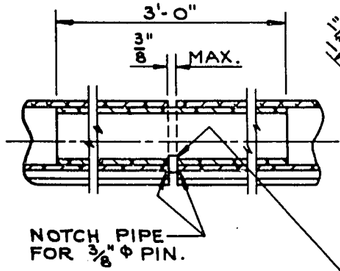
REVISED	STATE HIGHWAY COMMISSION OF WISCONSIN
W.K. 5.W. 4-5-68	RAIL PARAPET DETAILS
	DESIGN SPEC. AASHO 1961 LOADING —— CONST. SPEC. 1963
	DATE 11-29-66 DESIGN —— DRAWN W.K. CKD S.W.
STRUCTURE B-13-221	SHEET 7 OF 15

X36530

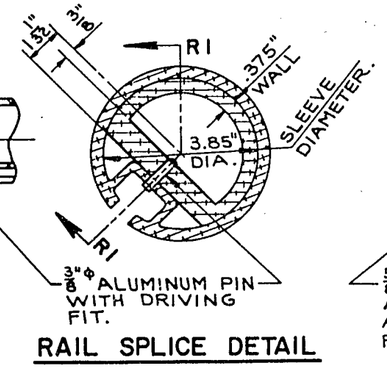
FORM E-8-12-62

B.P.R. DIVISION	PROJECT	SHEET NO	TOTAL SHEETS
4	FAP-2(39) 26171		

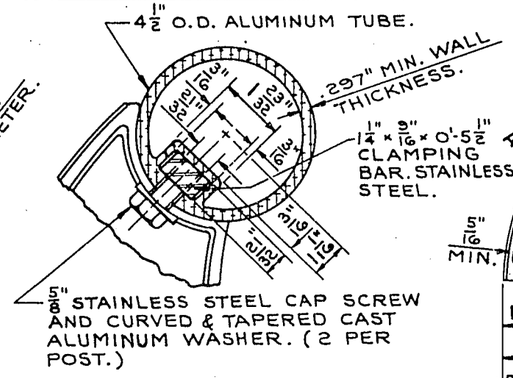
ALUMINUM RAILING DETAILS



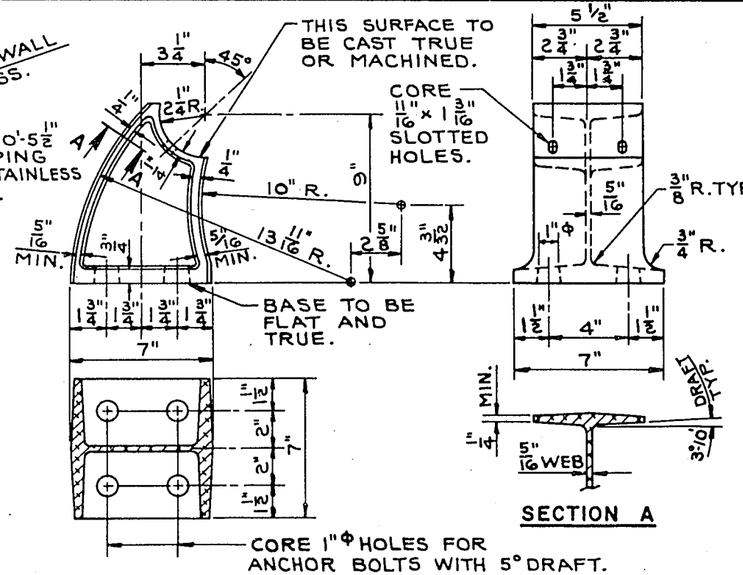
SECTION R1



RAIL SPLICE DETAIL



DETAIL OF RAIL ATTACHMENT TO POST



ALUMINUM POST CASTING

SECTION A

Void

NOTES

RAILING SPLICES SHALL BE LOCATED SUCH THAT ℄ OF SPLICE IS 1/16 PANEL LENGTH ±4" OFF NEAREST POST.

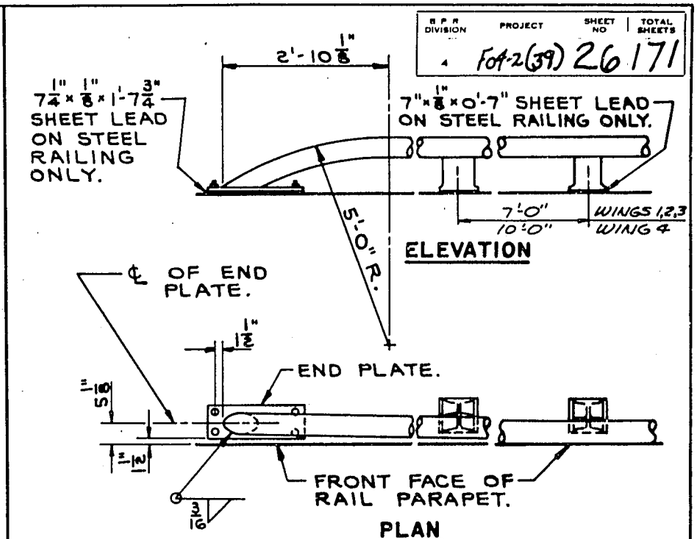
ALUMINUM SHIMS SHALL BE USED UNDER POSTS AND END PLATES WHERE REQUIRED FOR ALIGNMENT.

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.

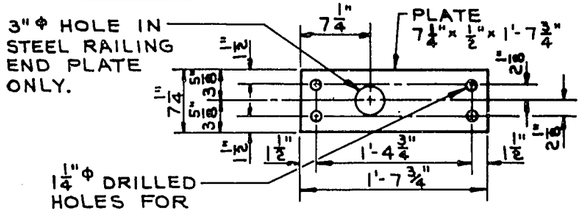
RAILING SHALL BE BUILT STRAIGHT AND SPRUNG INTO PLACE.



ELEVATION

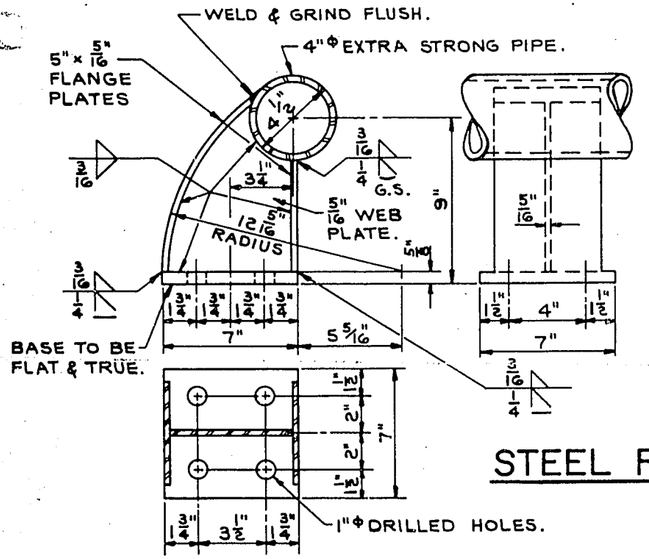
PLAN

DETAIL OF RAIL BEND AT ABUTMENTS

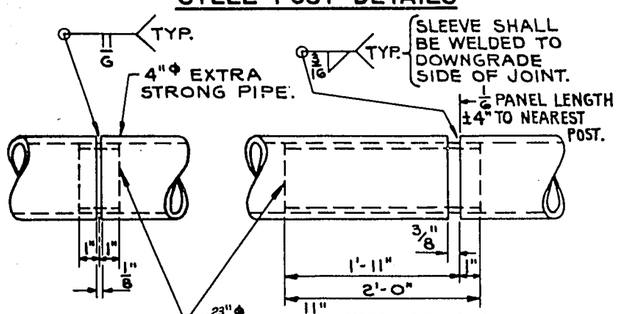


END PLATE

STEEL RAILING DETAILS



STEEL POST DETAILS



SHOP RAIL SPLICE DETAIL

THE LOCATION OF THE SHOP SPLICE SHALL BE SHOWN ON THE SHOP DRAWINGS.

FIELD ERECTION JOINT DETAIL

NOTES

RAILING SHALL BE FABRICATED IN 2 & 3 PANEL LENGTHS.

STEEL SHIMS SHALL BE USED UNDER POSTS AND UNDER END PLATES WHERE REQUIRED FOR ALIGNMENT.

THE FOLLOWING MATERIALS SHALL BE USED:

RAILING SHALL BE 4" Φ EXTRA STRONG PIPE CONFORMING TO ASTM DESIGNATION A53, GRADE B.

SLEEVES SHALL BE 3 23/32" Φ O.D. x 11/32" THICK SEAMLESS MECHANICAL TUBING MADE OF STEEL WITH A MINIMUM ULTIMATE TENSILE STRENGTH OF 60,000 P.S.I. AND A MINIMUM ELONGATION OF 10%.

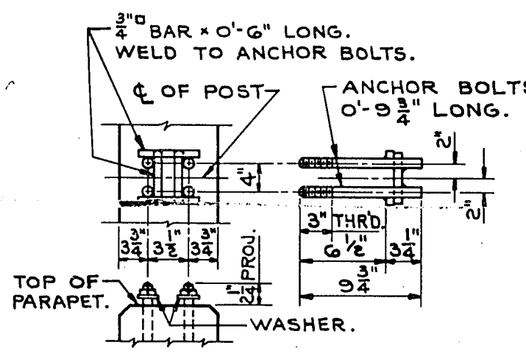
POSTS SHALL BE FABRICATED FROM MATERIAL CONFORMING TO ASTM DESIGNATION A36.

ANCHOR BOLTS TO BE MADE FROM MATERIAL CONFORMING TO ASTM A307.

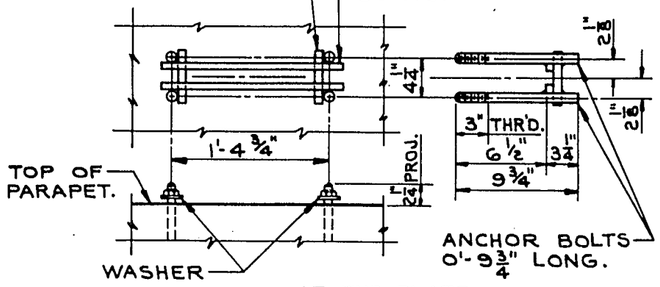
CAULK EXPOSED OPENINGS BETWEEN SHIMS WITH LEAD WOOL.

GALVANIZE ENTIRE RAILING AFTER FABRICATION INCLUDING NUTS, WASHERS, SHIMS AND TOP 3 1/2" OF ANCHOR BOLTS.

RAILING SHALL BE BUILT STRAIGHT AND SPRUNG INTO PLACE.



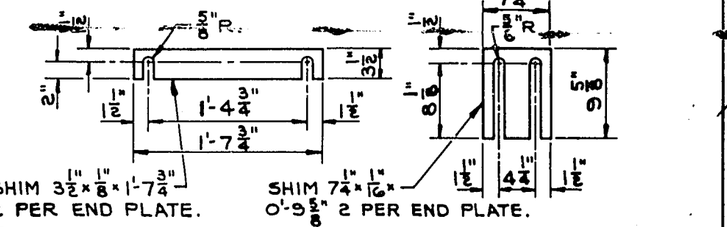
AT POSTS



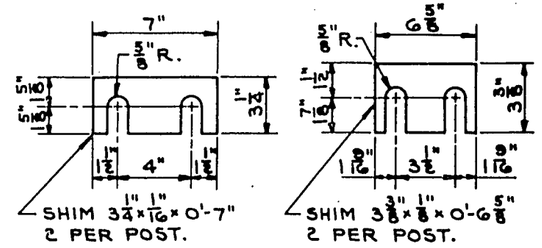
AT END PLATE

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 "G" TUBULAR ALUMINUM & STEEL RAILING
	DESIGN SPEC A.A.S.H.O. '61 LOADING — CONST. SPEC. 1963
	DATE 11-29-66 DESIGN — DRAWN J.H.G. CKD H.E.A.
STRUCTURE B-13-221.	SHEET 8 OF 15

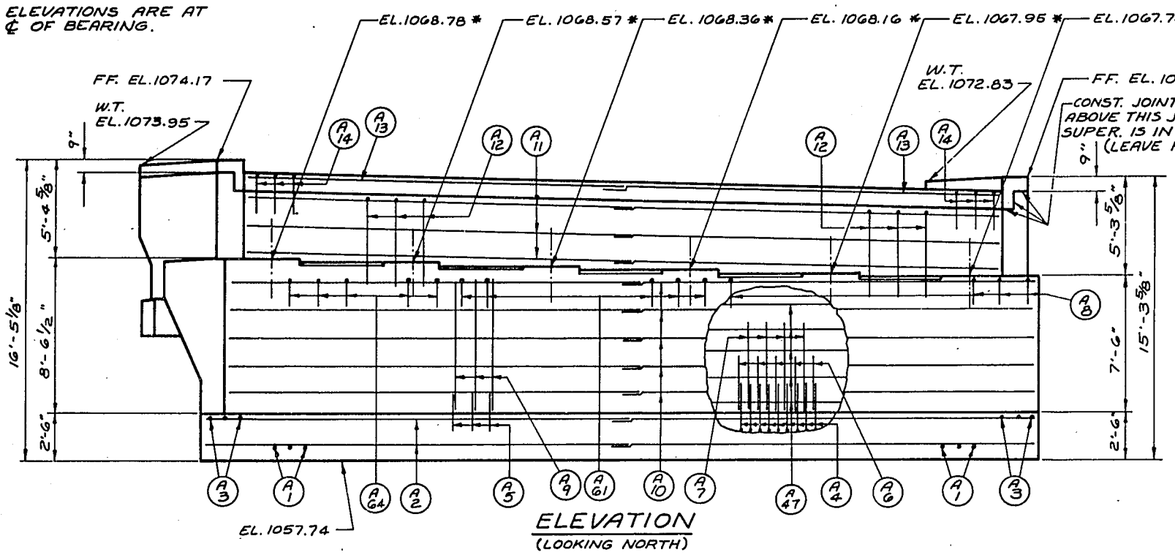
V 36531

FORM E-B-12-62

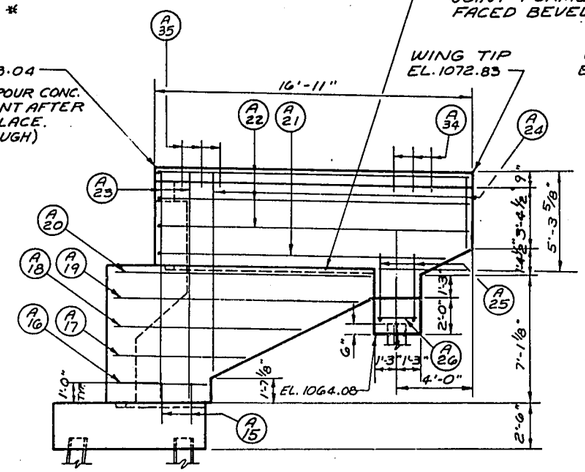
B. P. R. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	FAP-2(39)	27	171

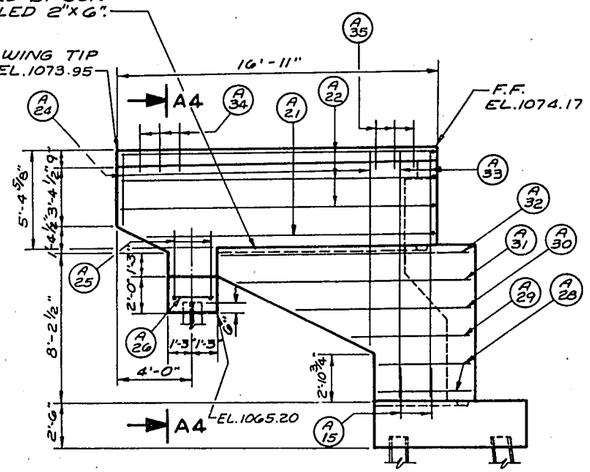
* ELEVATIONS ARE AT ℄ OF BEARING.

NOTE : RAILING PARAPET NOT SHOWN FOR DETAILS SEE SHEET X 36530



ELEVATION
(LOOKING NORTH)

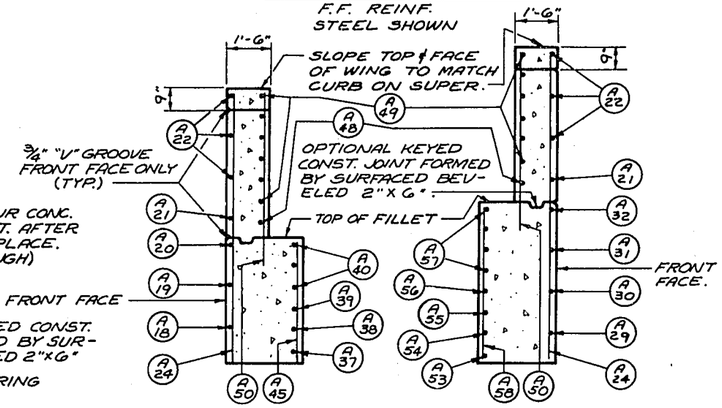




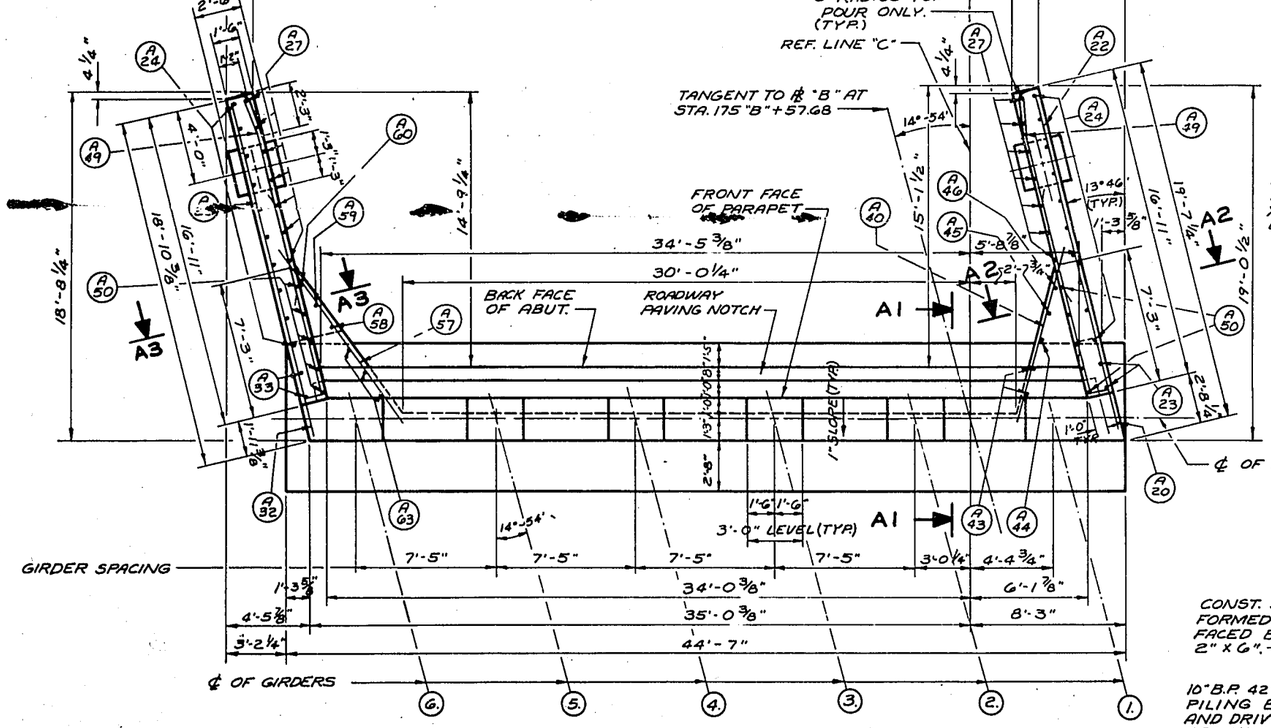
ELEVATION WING 1
F.F. REINF. STEEL SHOWN

ELEVATION WING 2
F.F. REINF. STEEL SHOWN

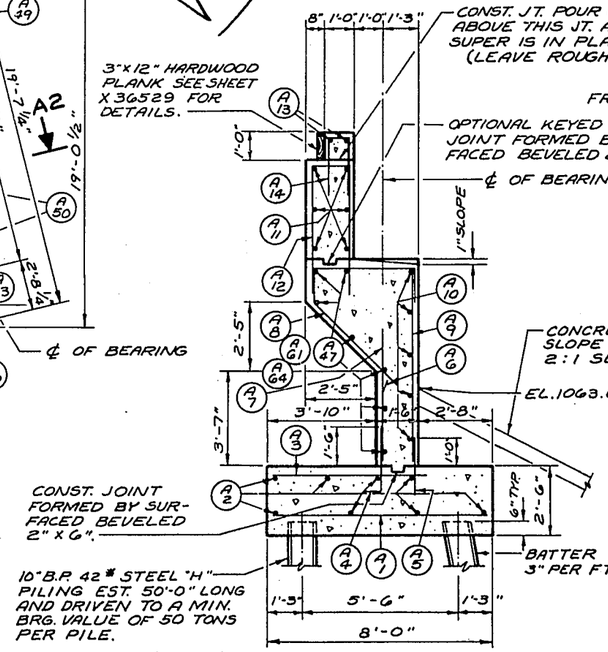
Void



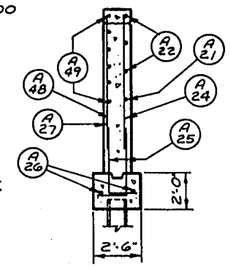
SECTION A2 SECTION A3



PLAN



SECTION A1

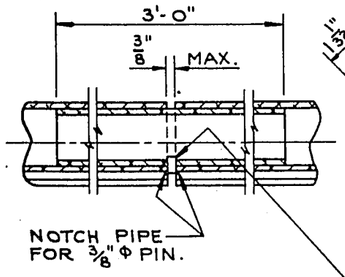


SECTION A4

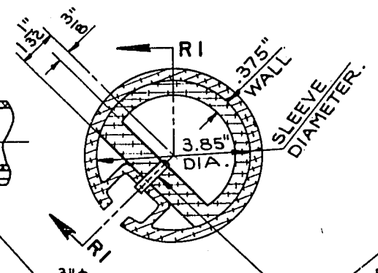
NOTE :
FOR BILL OF BARS AND BENDING DETAILS SEE SHEET X 36536
FOR FOOTING PLAN AND BACKFACE REINF STEEL IN WINGS SEE SHEET X 36535
FOR PAY LIMITS FOR "EXCAVATION FOR STRUCTURES" AND "GRANULAR BACKFILL" SEE SHEET X 36535
FOR PILE SPLICE DETAIL SEE SHEET X 36533

REVISED	STATE HIGHWAY COMMISSION OF WISCONSIN
	NORTH ABUTMENT
	DESIGN SPEC. A.A.S.H.O '61 LOADING H S 20 CONST. SPEC. 1963
	DATE 11-2960 DESIGN R.L.R. DRAWN A.S. CKD. H.E.A.
	STRUCTURE B-13-221 SHEET 9 OF 15

X 36532

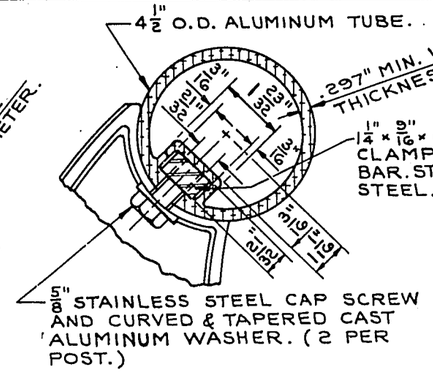


SECTION R1

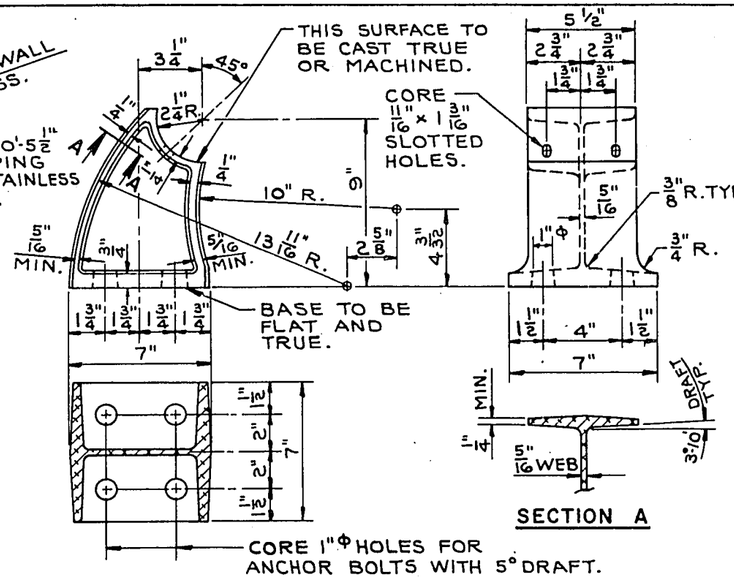


RAIL SPLICE DETAIL

ALUMINUM RAILING DETAILS

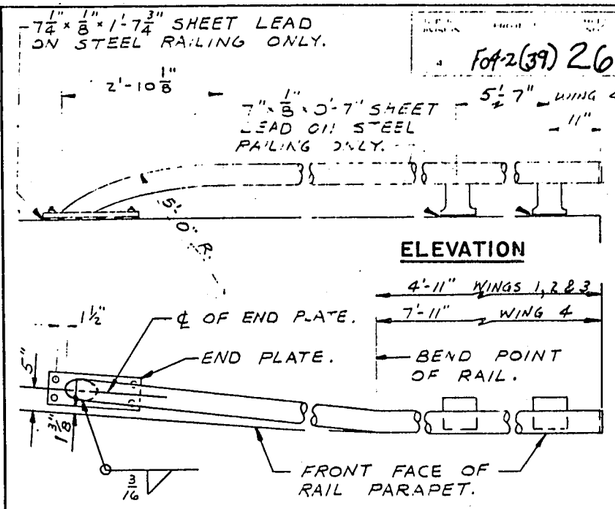


DETAIL OF RAIL ATTACHMENT TO POST

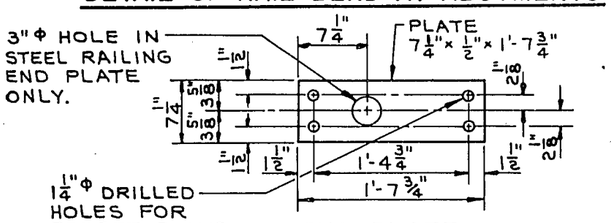


ALUMINUM POST CASTING

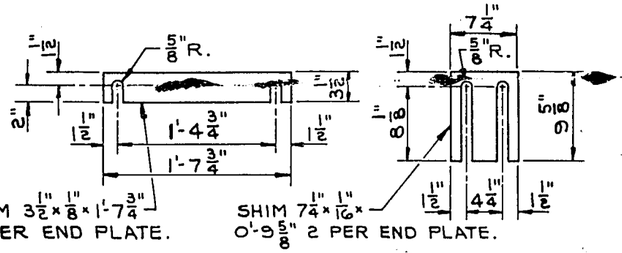
SECTION A



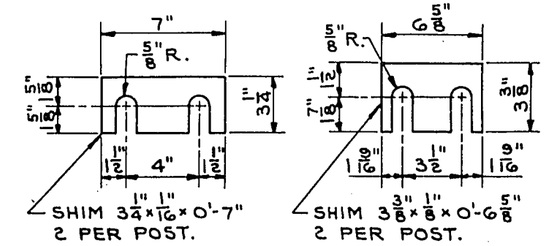
DETAIL OF RAIL BEND AT ABUTMENTS



END PLATE

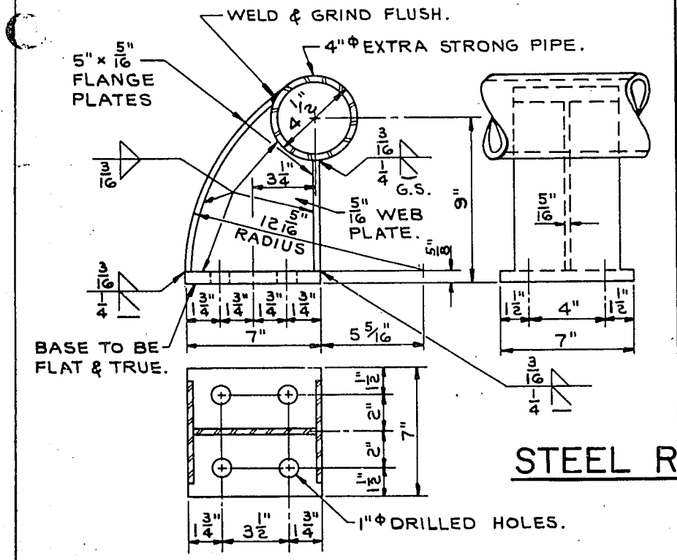


END PLATE SHIM DETAILS

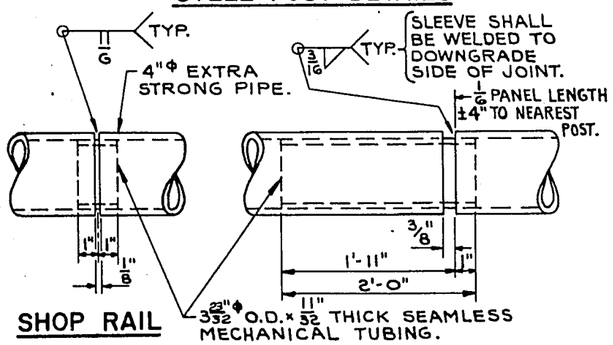


POST SHIM DETAILS

WORK THIS SHEET WITH SHEET TITLED "RAIL PARAPET DETAILS"



STEEL POST DETAILS



SHOP RAIL SPLICE DETAIL

THE LOCATION OF THE SHOP SPLICE SHALL BE SHOWN ON THE SHOP DRAWINGS.

FIELD ERECTION JOINT DETAIL

STEEL RAILING DETAILS

NOTES

RAILING SPLICES SHALL BE LOCATED SUCH THAT ℄ OF SPLICE IS 1/16 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.

RAILING SHALL BE BUILT STRAIGHT AND SPRUNG INTO PLACE.

NOTES

RAILING SHALL BE FABRICATED IN 2 & 3 PANEL LENGTHS.

STEEL SHIMS SHALL BE USED UNDER POSTS AND UNDER END PLATES WHERE REQUIRED FOR ALIGNMENT.

THE FOLLOWING MATERIALS SHALL BE USED:

RAILING SHALL BE 4"Φ EXTRA STRONG PIPE CONFORMING TO ASTM DESIGNATION A53, GRADE B.

SLEEVES SHALL BE 3 29/32"Φ O.D. x 11/32 THICK SEAMLESS MECHANICAL TUBING MADE OF STEEL WITH A MINIMUM ULTIMATE TENSILE STRENGTH OF 60,000 P.S.I. AND A MINIMUM ELONGATION OF 10%.

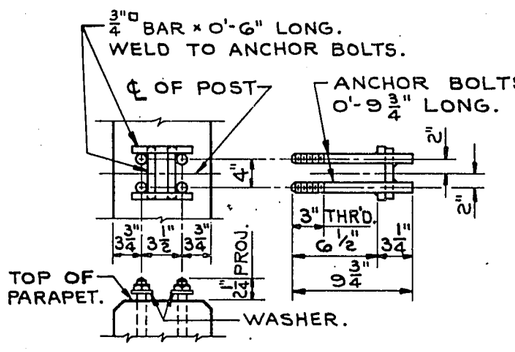
POSTS SHALL BE FABRICATED FROM MATERIAL CONFORMING TO ASTM DESIGNATION A36.

ANCHOR BOLTS TO BE MADE FROM MATERIAL CONFORMING TO ASTM A307.

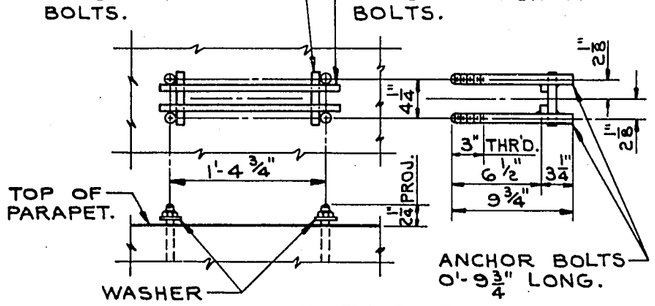
CAULK EXPOSED OPENINGS BETWEEN SHIMS WITH LEAD WOOL.

GALVANIZE ENTIRE RAILING AFTER FABRICATION INCLUDING NUTS, WASHERS, SHIMS AND TOP 3 1/2" OF ANCHOR BOLTS.

RAILING SHALL BE BUILT STRAIGHT AND SPRUNG INTO PLACE.



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.

REVISED	STATE HIGHWAY COMMISSION OF WISCONSIN		
W.S. S.W.	DETAILS FOR TYPE "G" TUBULAR ALUMINUM & STEEL RAILING		
	A.A.S.H.O. '61		1963
	DATE 11-29-66	J.H.G.	H.E.A.
STRUCTURE B-13-221		SHEET 8 OF 15	

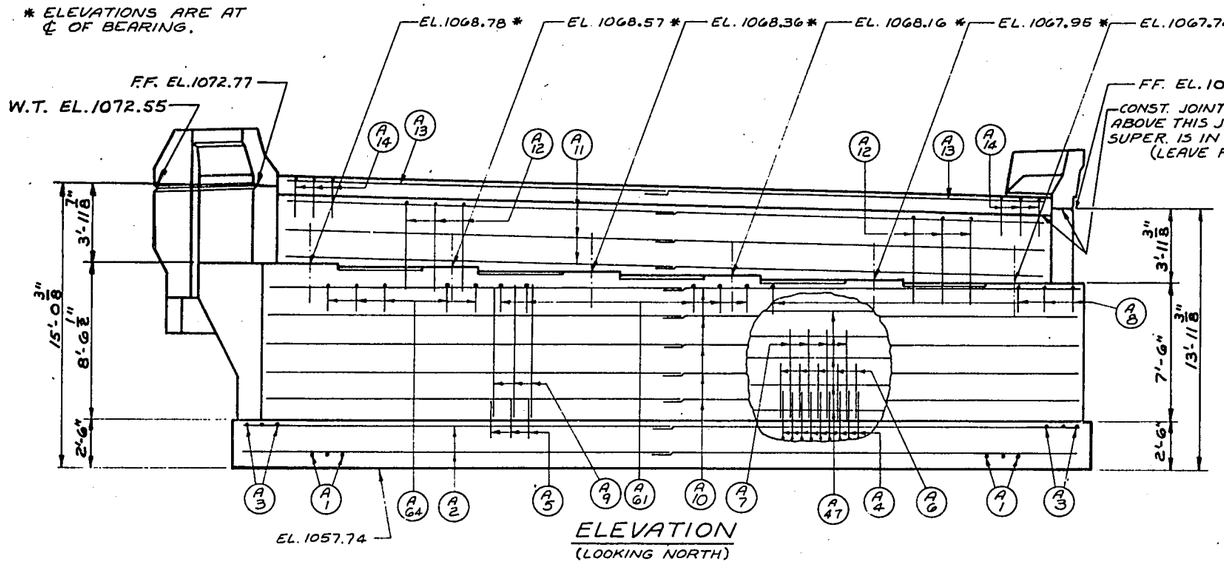
X 36531

C.C.O. No. 12

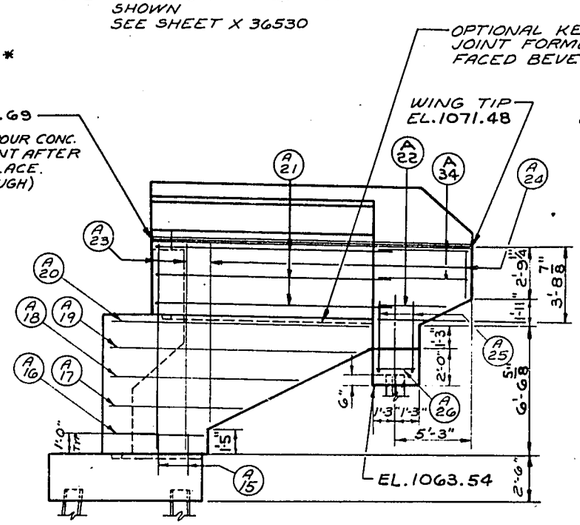
U.P.H. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	F04-2(39)	27	171

NOTE: FOR DETAILS OF RAILING PARAPET NOT SHOWN SEE SHEET X 36530

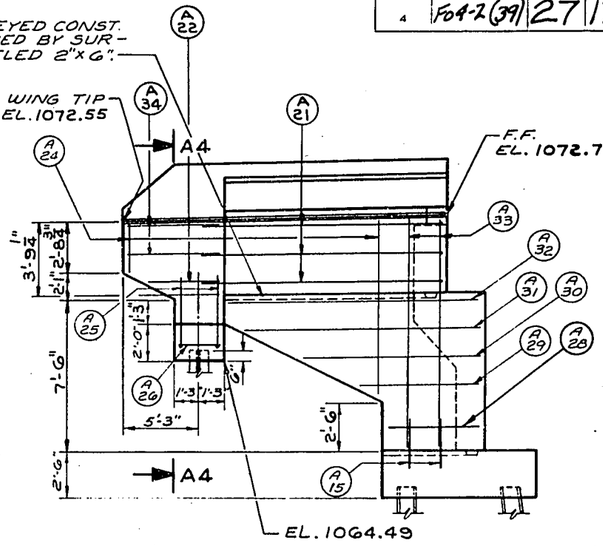
* ELEVATIONS ARE AT ℄ OF BEARING.



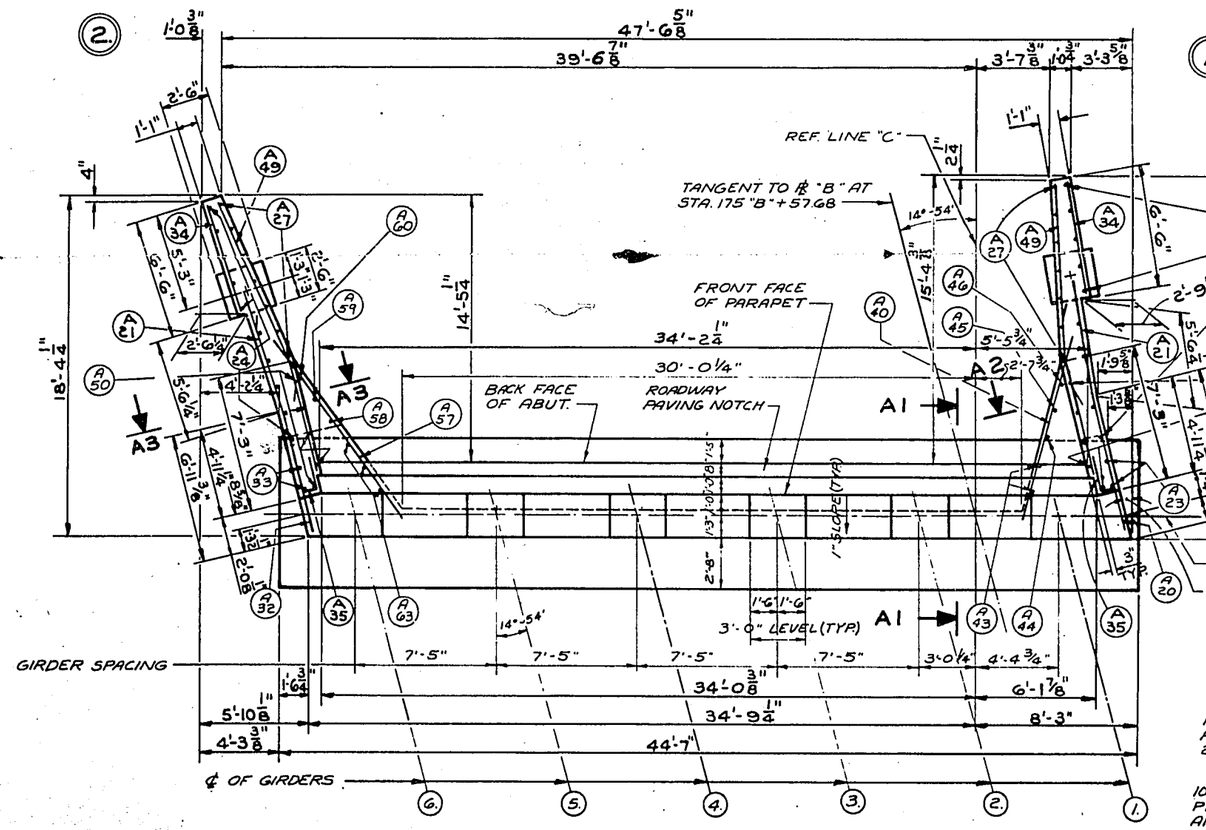
ELEVATION
(LOOKING NORTH)



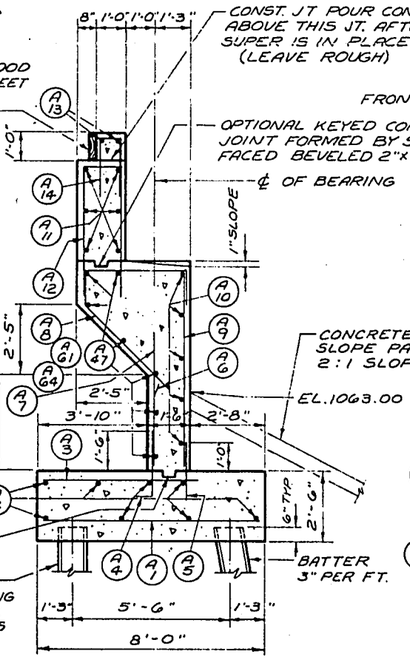
ELEVATION WING 1
F.F. REINF. STEEL SHOWN



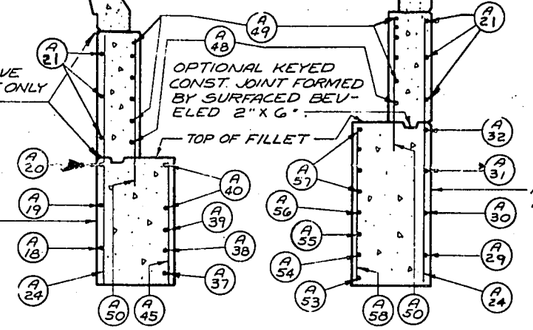
ELEVATION WING 2
F.F. REINF. STEEL SHOWN



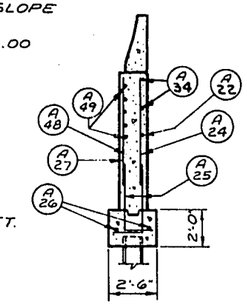
PLAN



SECTION A1



SECTION A2 SECTION A3



SECTION A4

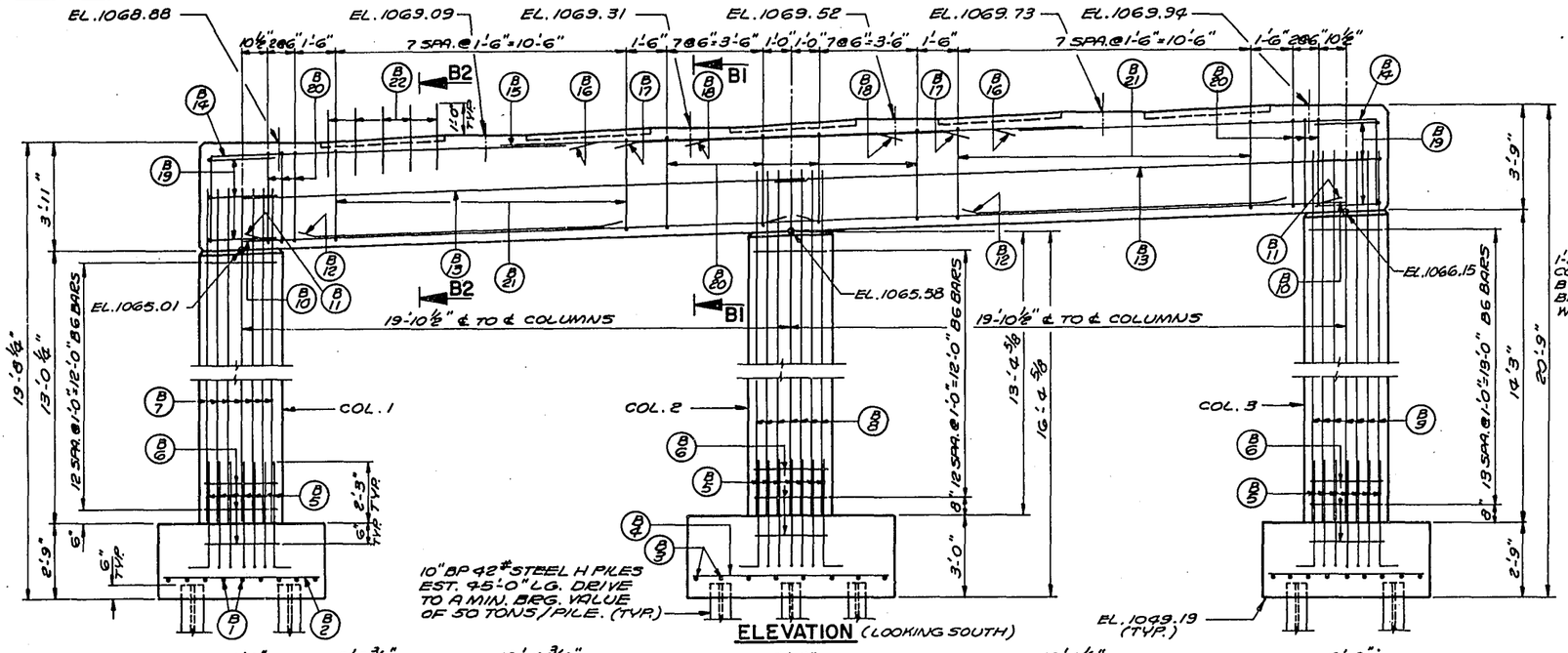
NOTE:
FOR BILL OF BARS AND BENDING DETAILS SEE SHEET X 36536
FOR FOOTING PLAN AND BACKFACE REINF. STEEL IN WINGS SEE SHEET X 36535
FOR PAY LIMITS FOR "EXCAVATION FOR STRUCTURES" AND "GRANULAR BACKFILL" SEE SHEET X 36535
FOR PILE SPLICE DETAIL SEE SHEET X 36533

REVISED	STATE HIGHWAY COMMISSION OF WISCONSIN
W.K. 4-5-68	NORTH ABUTMENT
DESIGN SPEC. AASHO '61 LOADING HS 20 CONST. SPEC 1963	
DATE 11-29-66 DESIGN R.L.R. DRAWN A.S. CKD H.E.A.	
STRUCTURE B-13-221	SHEET 9 OF 15

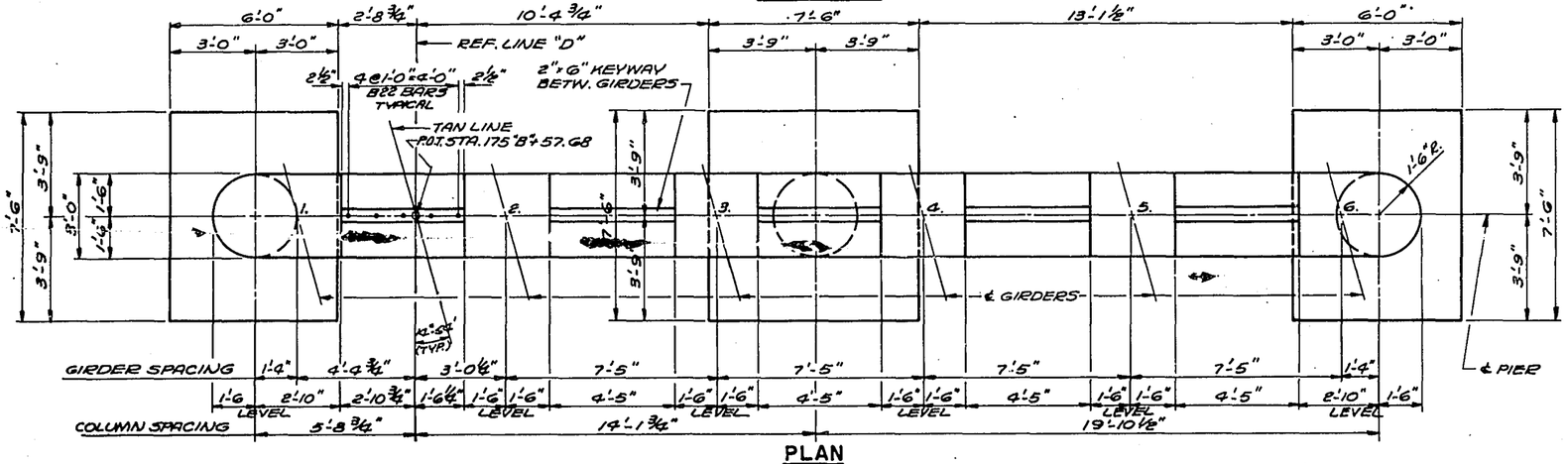
X 36532

FORM E-B-12-62

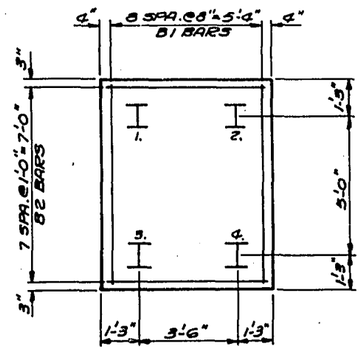
B.P.R. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	F01-2(31)	28	171

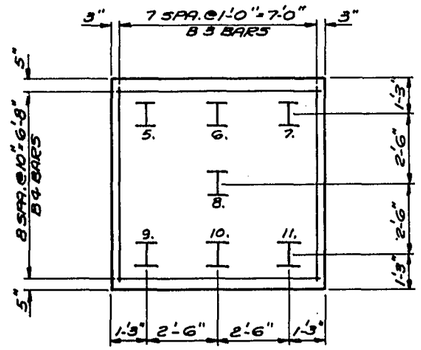


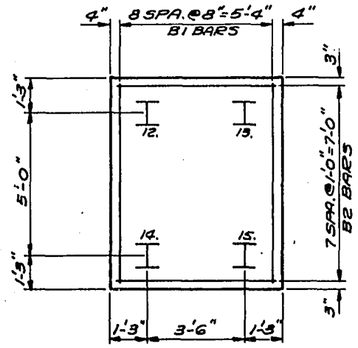
ELEVATION (LOOKING SOUTH)



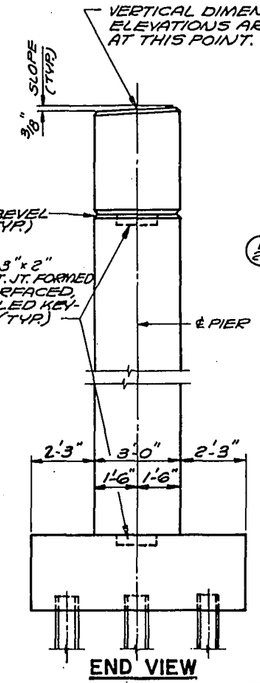
PLAN



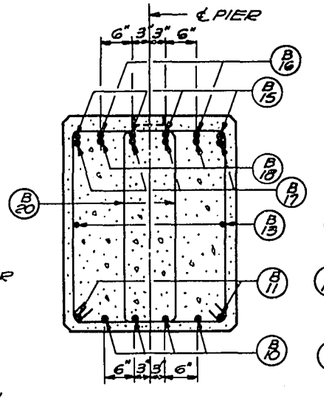




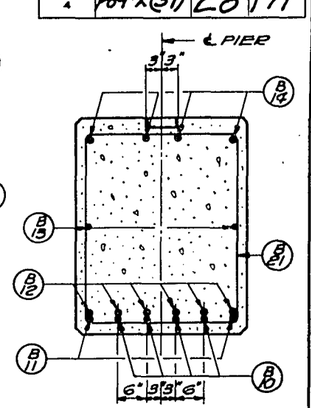
FOOTING & PILE PLAN



END VIEW

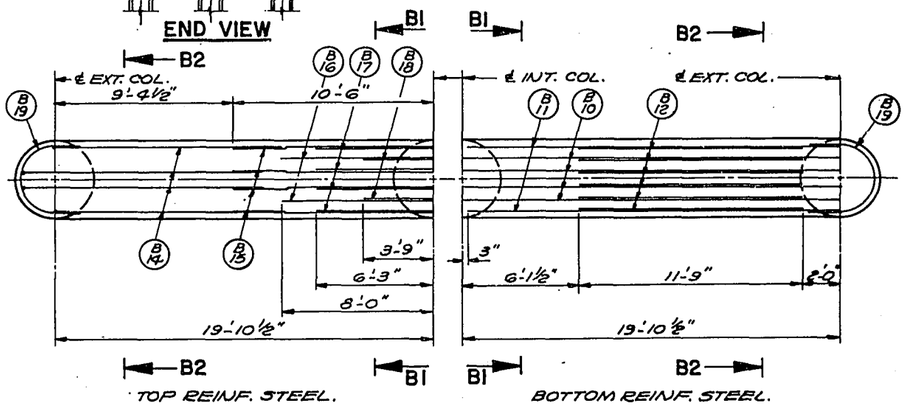


SECTION B1



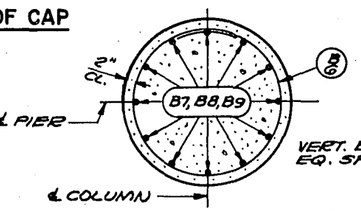
SECTION B2

BUNDLED BARS TO BE BUNDLED VERTICALLY AS SHOWN

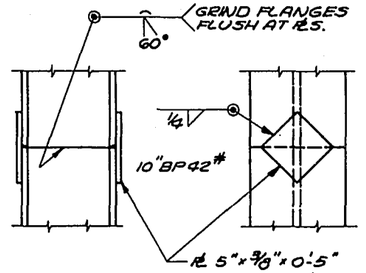


TOP REINF. STEEL. BOTTOM REINF. STEEL.

PLAN OF CAP



SECTION THRU COLUMNS



PILE SPLICE DETAIL

ESTIMATED CONCRETE MASONRY

FOOTINGS	15.4 C.Y.
COLUMNS	10.6 C.Y.
CAP	18.0 C.Y.
TOTAL	44.0 C.Y.

NOTE: FOR BILL OF BARS AND BENDING DETAILS SEE SHT. X 36536

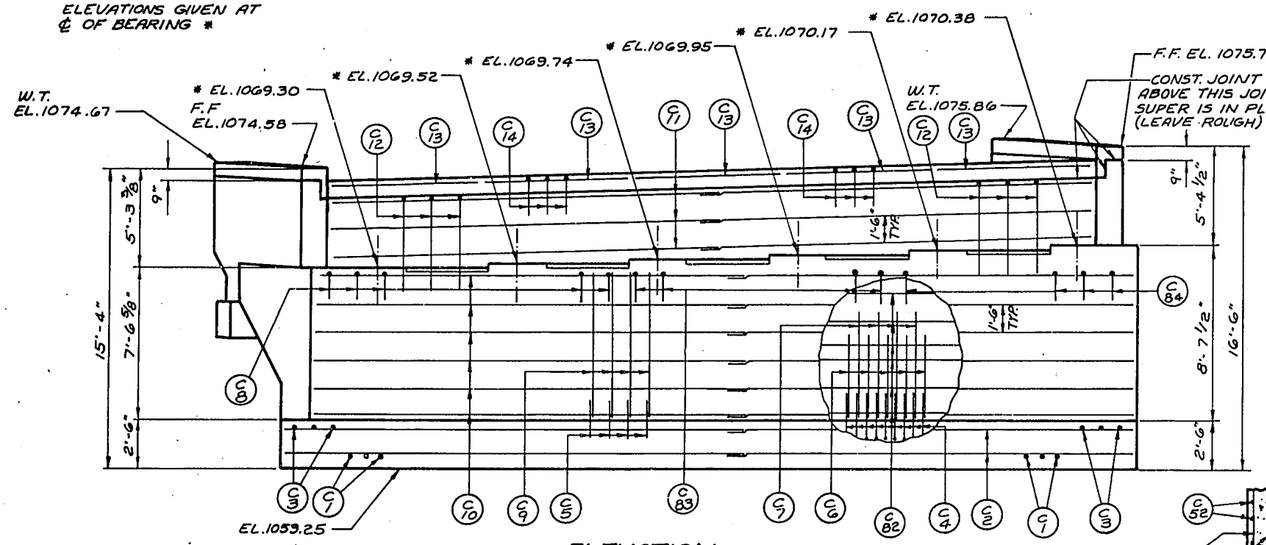
REVISED	STATE HIGHWAY COMMISSION OF WISCONSIN
	PIER
	DESIGN SPEC. AASHO '61 LOADING H S 20 CONST. SPEC. 1963
	DATE 1-29-66 DESIGN R.L.P. DRAWN CCF CKD. H.E.A.
STRUCTURE B-13-221	SHEET 10 OF 15

X 36533

FORM E-B-12-62

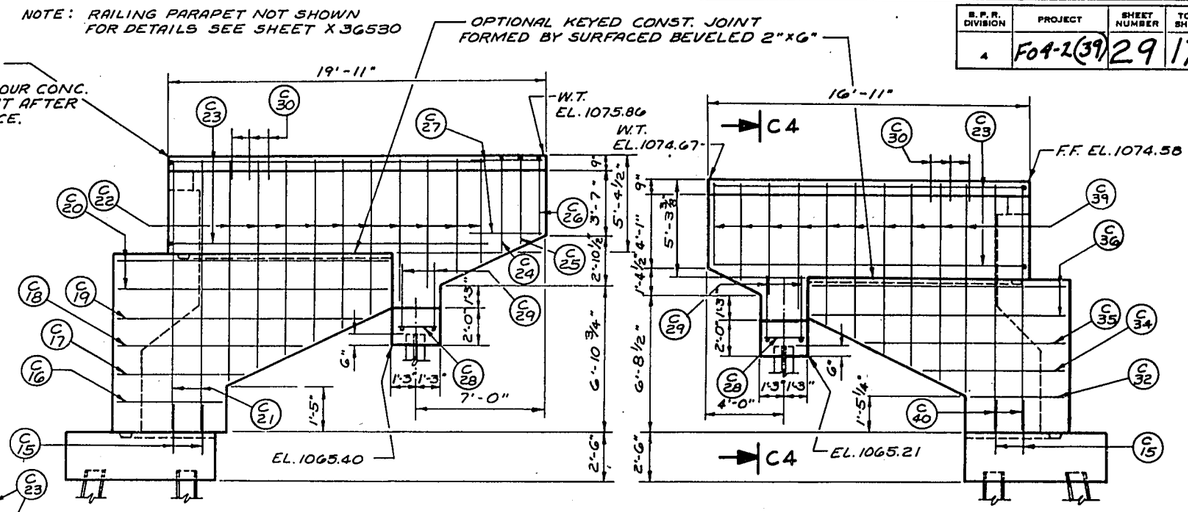
B.P.R. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	F04-2(39)	29	171

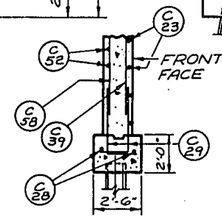
ELEVATIONS GIVEN AT ℄ OF BEARING *



ELEVATION
(LOOKING SOUTH)

NOTE: RAILING PARAPET NOT SHOWN FOR DETAILS SEE SHEET X 36530

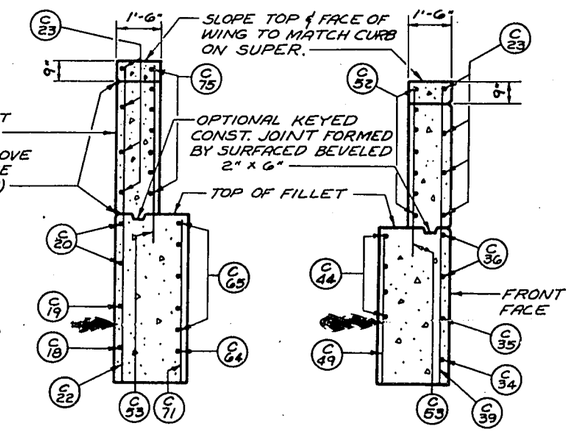




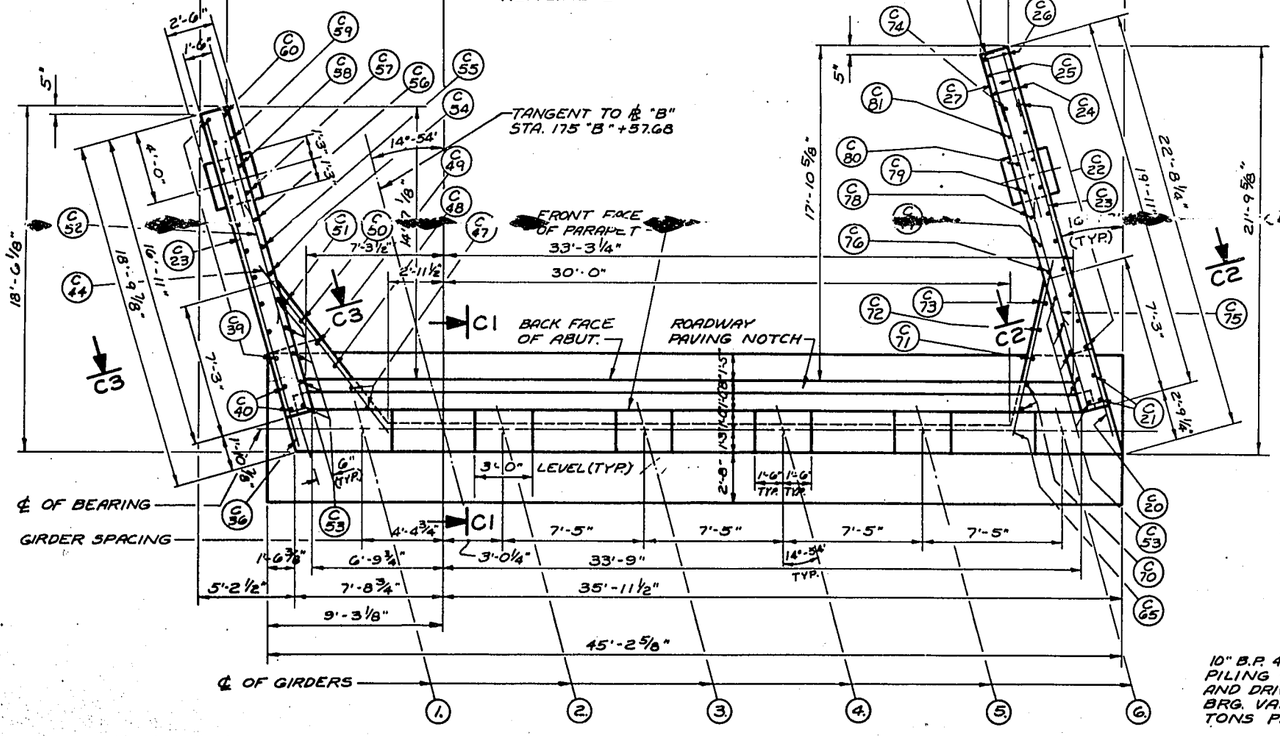
PART SECTION C4

ELEVATION WING 4
F.F. REINF. STEEL SHOWN

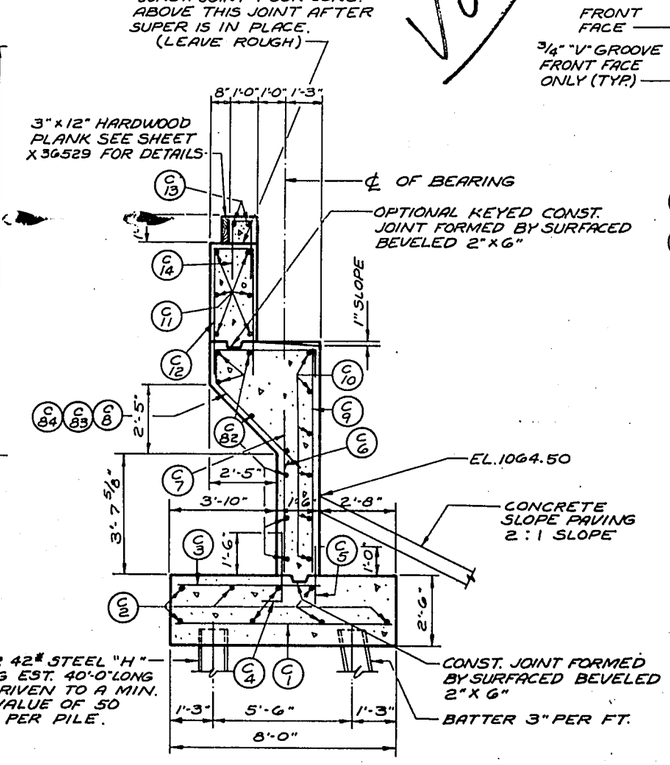
ELEVATION WING 3
F.F. REINF. STEEL SHOWN



SECTION C2 SECTION C3



PLAN



SECTION C1

NOTE:
FOR BILL OF BARS AND BENDING DETAILS SEE SHEET X 36537
FOR FOOTING PLAN AND BACKFACE REINF. STEEL IN WINGS SEE SHEET X 36535
FOR PAY LIMITS FOR "EXCAVATION FOR STRUCTURES" AND "GRANULAR BACKFILL" SEE SHEET X 36535
FOR PILE SPLICE DETAIL SEE SHEET X 36533

REVISED	STATE HIGHWAY COMMISSION OF WISCONSIN	
	SOUTH ABUTMENT	
	DESIGN SPEC. A.A.S.H.O. '61 LOADING H S 20	CONST. SPEC. 1963
	DATE 11-29-64 DESIGN R.L.R. DRAWN A.S.Y.	CKD. H.E.A.
STRUCTURE B-13-221	SHEET 11 OF 15	

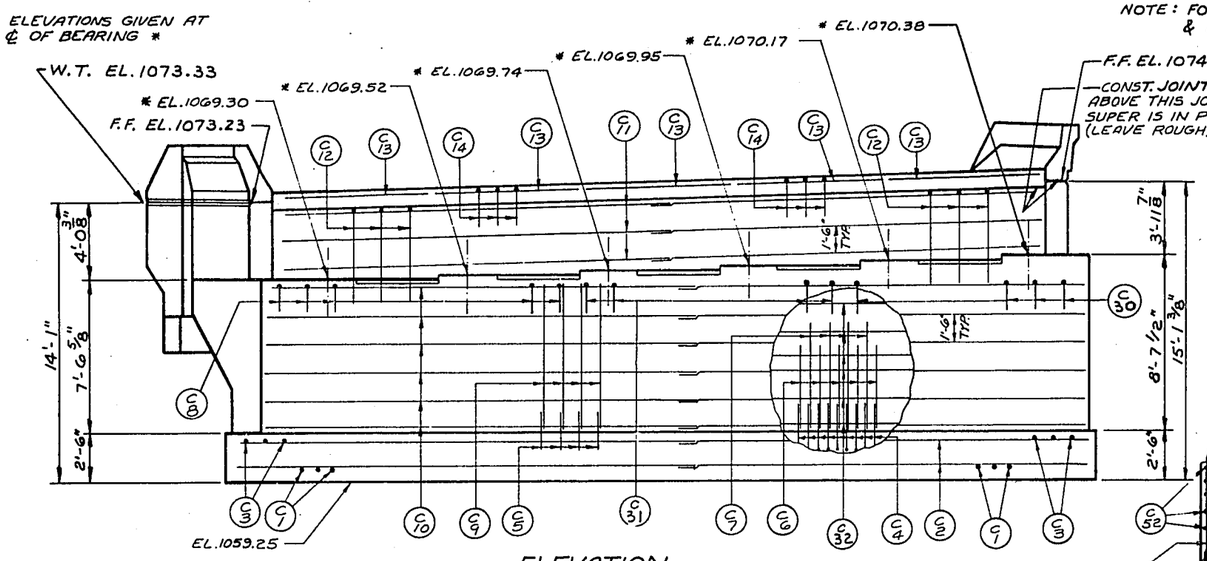
X 36534

FORM E-B-12-62

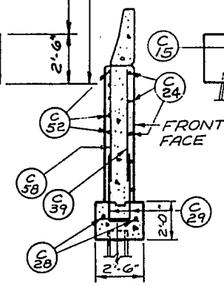
B. P. R. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	F04-2(39)	29	171

ELEVATIONS GIVEN AT ℄ OF BEARING *

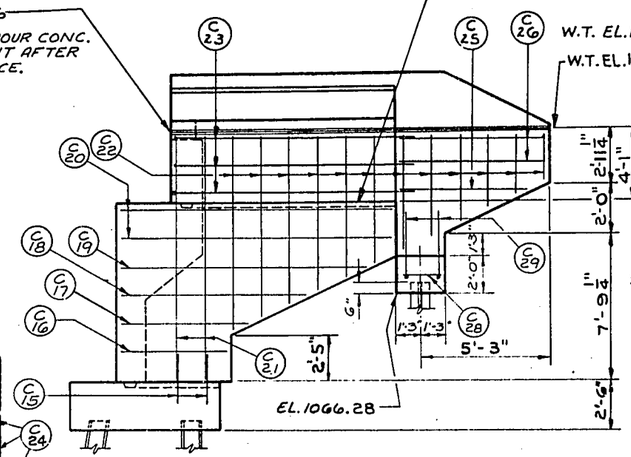
NOTE: FOR DETAILS OF RAILING PARAPET NOT SHOWN & BAR STEEL REINF. —— SEE SHEET X 36530.



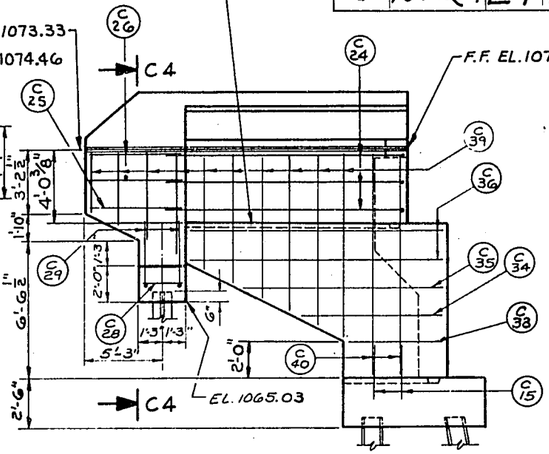
ELEVATION
(LOOKING SOUTH)



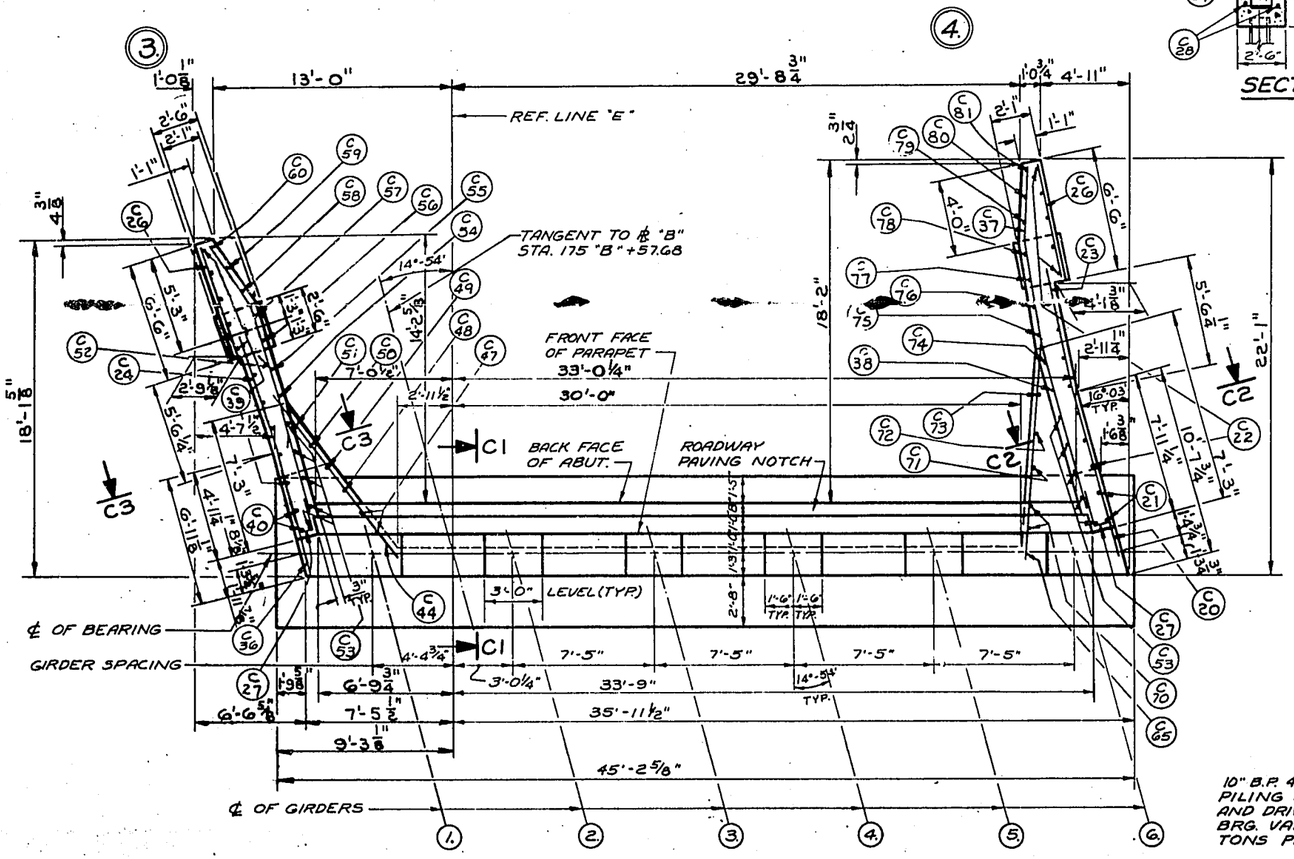
SECTION C4



ELEVATION WING 4
F.F. REINF. STEEL SHOWN

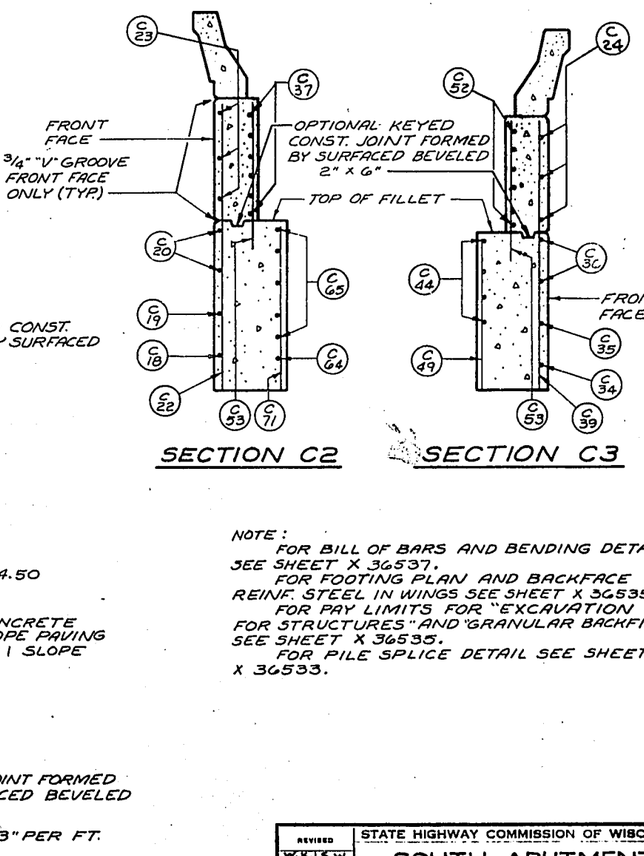


ELEVATION WING 3
F.F. REINF. STEEL SHOWN



PLAN

SECTION C1



SECTION C2 SECTION C3

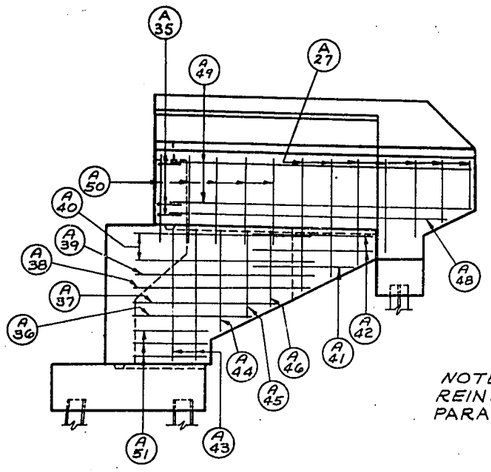
NOTE:
FOR BILL OF BARS AND BENDING DETAILS SEE SHEET X 36537.
FOR FOOTING PLAN AND BACKFACE REINF. STEEL IN WINGS SEE SHEET X 36535.
FOR PAY LIMITS FOR "EXCAVATION FOR STRUCTURES" AND "GRANULAR BACKFILL" SEE SHEET X 36535.
FOR PILE SPLICE DETAIL SEE SHEET X 36533.

REVISED	STATE HIGHWAY COMMISSION OF WISCONSIN
W.K. 4-3 S.W. 6-8	SOUTH ABUTMENT
	DESIGN SPEC. A.A.S.H.O. '61 LOADING H S 20 CONST. SPEC. 1963
	DATE 11-29-66 DESIGN R.L.R. DRAWN A.S.Y. CKD. H.E.A.
STRUCTURE B-13-221	SHEET 11 OF 15

C.C.O. No. 12

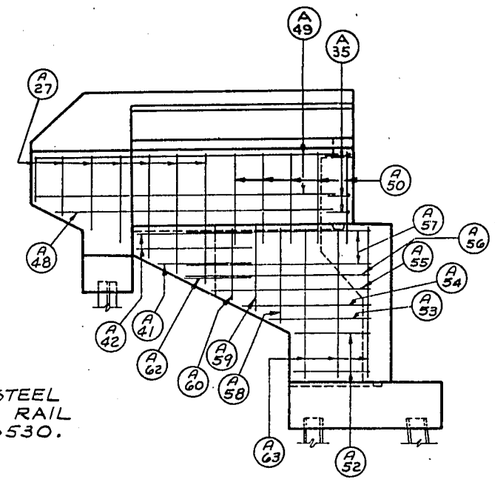
FORM E-B-12-62

B.P.R. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	F04-2(39)	30	171

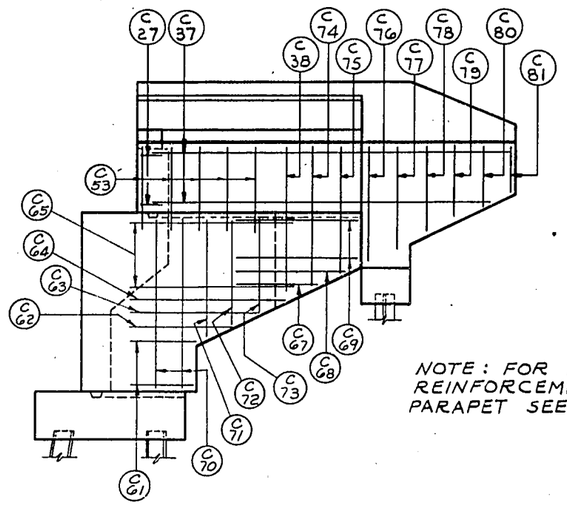


NOTE: FOR BAR STEEL REINFORCEMENT IN RAIL PARAPET SEE X36530.

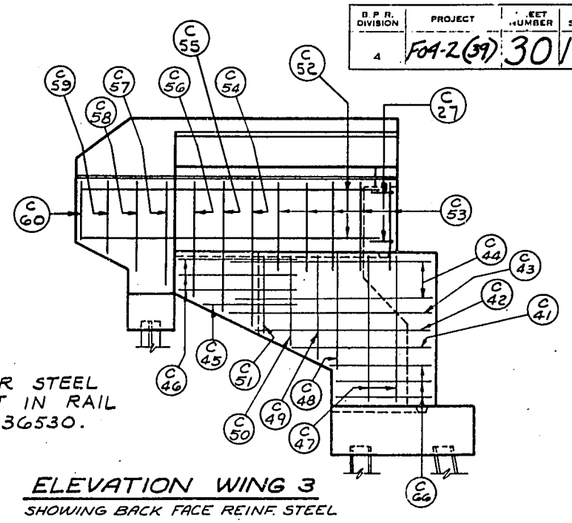
ELEVATION WING 1
SHOWING BACK FACE REINF. STEEL



ELEVATION WING 2
SHOWING BACK FACE REINF. STEEL

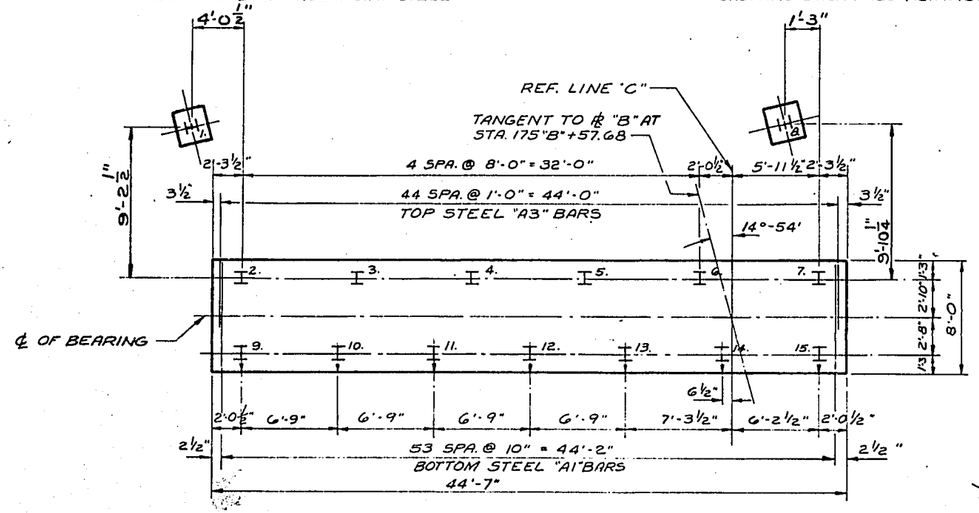


ELEVATION WING 4
SHOWING BACK FACE REINF. STEEL



NOTE: FOR BAR STEEL REINFORCEMENT IN RAIL PARAPET SEE X36530.

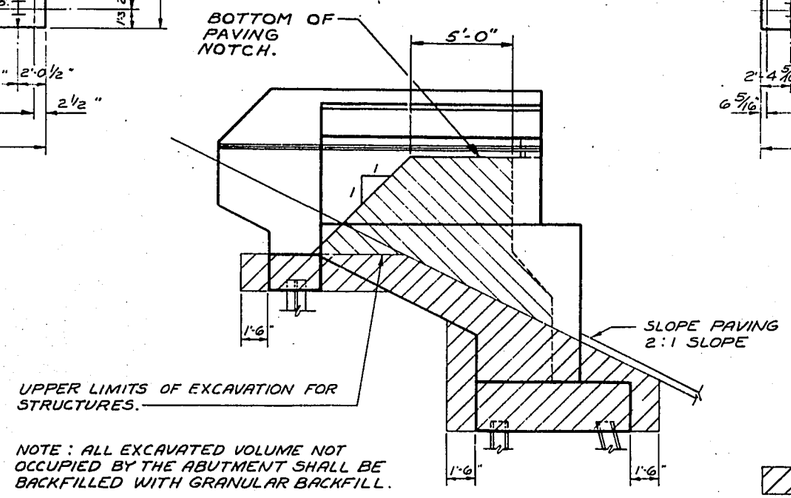
ELEVATION WING 3
SHOWING BACK FACE REINF. STEEL



PILE SPACING NORTH ABUT.

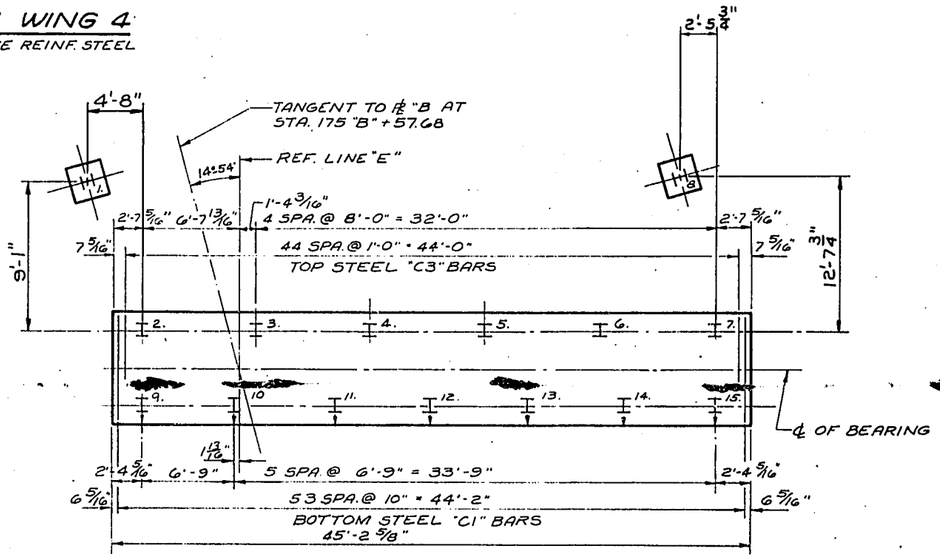
NOTE: FOR PILE SPLICE DETAIL SEE SHEET X 36505

DENOTES DIRECTION OF BATTERED PILING.



NOTE: ALL EXCAVATED VOLUME NOT OCCUPIED BY THE ABUTMENT SHALL BE BACKFILLED WITH GRANULAR BACKFILL.

PAY LIMITS FOR EXCAVATION FOR STRUCTURES & GRANULAR BACKFILL



PILE SPACING SOUTH ABUT.

EXCAVATION FOR STRUCTURES & GRANULAR BACKFILL.

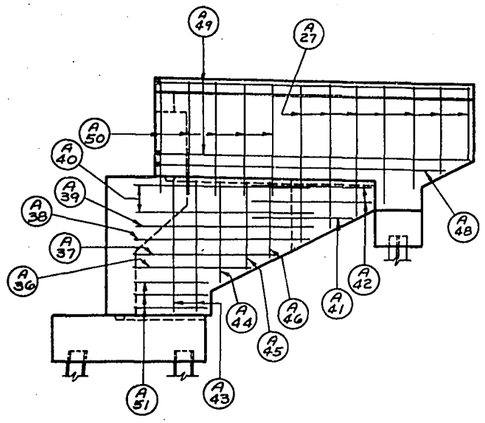
GRANULAR BACKFILL BETWEEN OUTSIDE FACES OF WING WALLS.

REVISED	STATE HIGHWAY COMMISSION OF WISCONSIN
W.H.T. 8-W. 4-5-68	ABUTMENT DETAILS
	DESIGN SPEC A.A.S.H.O '61 LOADING HS 20 CONST. SPEC. 1963
	DATE 11-29-66 DESIGN R.L.R. DRAWN Q.B.Y. CHK. H.E.A.
STRUCTURE B-13-221	SHEET 12 OF 15

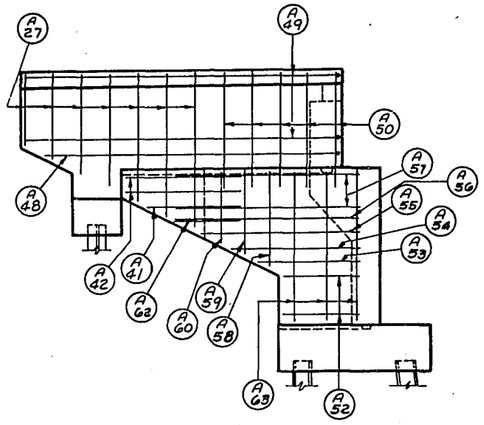
X 36535

FORM E-B-12-62

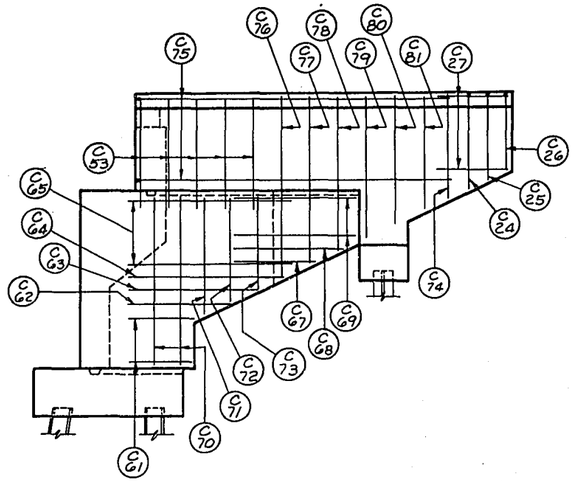
B.F.R. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	FA-2(39)	30	171



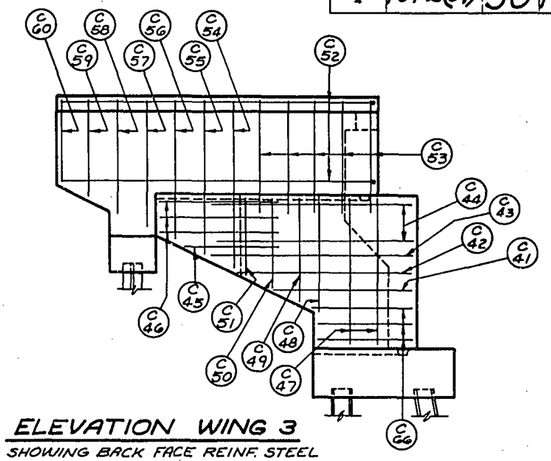
ELEVATION WING 1
SHOWING BACK FACE REINF. STEEL



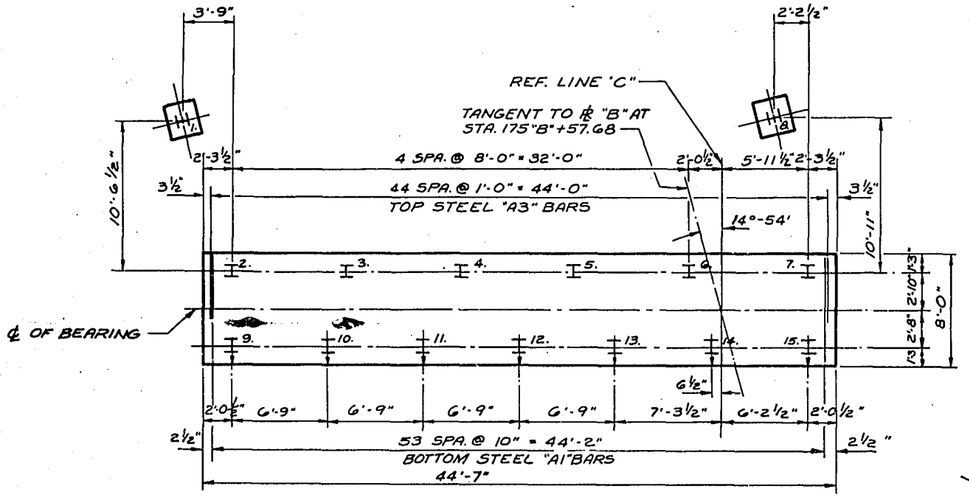
ELEVATION WING 2
SHOWING BACK FACE REINF. STEEL



ELEVATION WING 4
SHOWING BACK FACE REINF. STEEL



ELEVATION WING 3
SHOWING BACK FACE REINF. STEEL

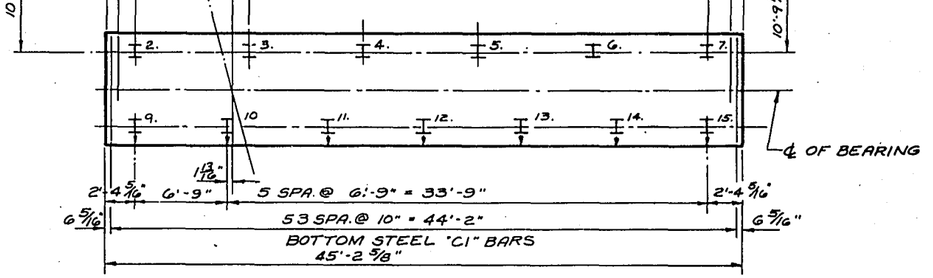


PILE SPACING NORTH ABUT.

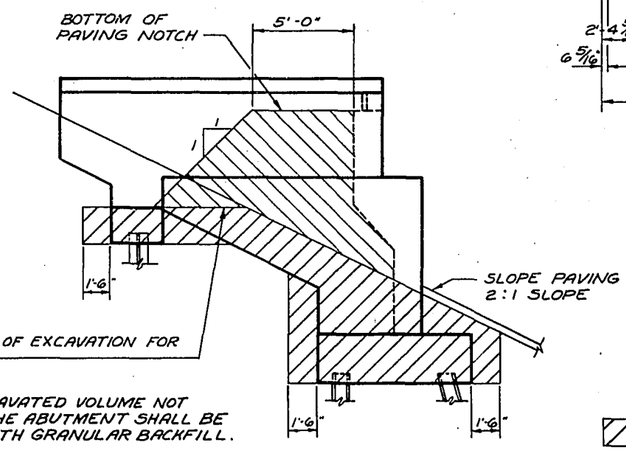
NOTE: FOR PILE SPLICE DETAIL SEE SHEET X 36505

DENOTES DIRECTION OF BATTERED PILING.

Void



PILE SPACING SOUTH ABUT.



UPPER LIMITS OF EXCAVATION FOR STRUCTURES.

NOTE: ALL EXCAVATED VOLUME NOT OCCUPIED BY THE ABUTMENT SHALL BE BACKFILLED WITH GRANULAR BACKFILL.

PAY LIMITS FOR EXCAVATION FOR STRUCTURES & GRANULAR BACKFILL

EXCAVATION FOR STRUCTURES & GRANULAR BACKFILL.

GRANULAR BACKFILL BETWEEN OUTSIDE FACES OF WING WALLS.

REVISED	STATE HIGHWAY COMMISSION OF WISCONSIN
	ABUTMENT DETAILS
	DESIGN SPEC. A.A.S.H.O '61 | LOADING H.S. 20 | CONST. SPEC. 1963
	DATE 11-29-66 | DESIGN R.L.R. | DRAWN A.S. | CKD. H.E.A.
STRUCTURE B-13-221	SHEET 12 OF 15

X 36535

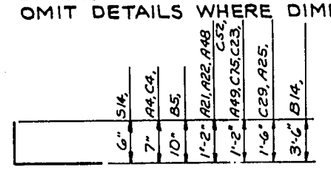
POUR	MARK	NO.	SIZE	LENGTH	SPACING	LOCATION	DET.
SUPERSTRUCTURE 68,170 #	S1	574	6	24-9	SHOWN	SLAB - TOP & BOTT. TRANS.	
	S2	574	6	19-0	"	" " " "	
	S3	132	5	27-9	"	" - BOTT. LONG. SPAN 1	
	S4	132	5	28-9	"	" " " SPAN 2	
	S5	72	5	28-6	"	" - TOP - LONG - SPAN 1	
	S6	108	5	24-6	"	" " " SPAN 2	
	S7	38	9	44-3	"	" " " @ PIER	
	S8	36	9	42-3	"	" " " @ "	
	S9	8	6	1-6	"	DIAPH. @ MID-SPAN - PLAIN BAR THREAD 1 END 3	
	S10	16	6	3-0	"	" " " "	
	S11	20	6	6-6	"	DIAPH. @ MID-SPAN	
	S12	50	4	5-3	"	DIAPH. @ PIER	
	S13	6	3	3-9	6	PILASTER @ PIER - BEND IN FIELD	L
	S14	4	4	4-3	SHOWN	" " "	A
	S15	4	4	3-6	"	" " "	C
	S16	338	5	3-9	1-0	SLAB & CURB	E
	S17	338	5	5-0	1-0	CURB & PARAPET	D
	S18	12	5	28-9	SHOWN	CURB SPAN 1	
	S19	12	5	29-9	"	CURB SPAN 2	
	S20	60	4	4-9	1-0	DIAPH. @ ABUTS.	L
	S21	30	6	6-0	SHOWN	DIAPH. @ ABUTS.	
	S22	10	4	6-0	"	DIAPH. S. ABUT.	
	S23	30	5	9-3	1-0	DIAPH. @ PIER	B
	S24	30	5	10-0	1-0	" " "	K
	S25	4	4	22-9	SHOWN	DIAPH. @ N. ABUT.	
	S26	4	5	6-6	"	SLAB BOTT. - SYM ABOUT ℄ OF PIER	
	R1	16	5	17-3	SHOWN	RAILING PARAPET	
	R2	32	5	22-6	"	RAILING PARAPET	
	R3	8	5	20-0	"	RAILING PARAPET	
	R4	8	5	12-9	"	" " "	
	R5	8	5	10-9	"	" " "	
NORTH ABUTMENT 4,580 #	A1	54	6	7-6	SHOWN	FOOTING BOTTOM	
	A2	16	4	23-0	SHOWN	FOOTING TOP & BOTTOM	
	A3	45	4	4-9	SHOWN	FOOTING TOP	
	A4	67	6	3-0	0-6	FOOTING DOWELS B.F.	A
	A5	43	4	2-0	1-0	FOOTING DOWELS F.F.	
	A6	33	6	4-3	1-0	BODY VERT. B.F.	
	A7	34	6	5-0	1-0	BODY VERT. B.F.	
	A8	11	5	10-3	1-6	BODY STIRRUPS	N
	A9	43	4	7-3	1-6	BODY VERT. F.F.	
	A10	10	4	22-0	1-6	BODY HORIZ. F.F.	
	A11	12	4	20-6	1-6	PARAPET HORIZ. F.F. & B.F.	
	A12	27	5	10-3	1-6	PARAPET VERT.	B
	A13	4	4	20-6	SHOWN	PAVING BLOCK HORIZ.	
	A14	41	5	4-9	1-0	PAVING BLOCK VERT.	B
	A15	4	4	2-0	1-6	FOOTING DOWELS WING 1 & 2 F.F.	
	A16	1	4	5-3	1-6	WING 1 HORIZ. F.F.	
	A17	1	4	7-3	1-6	WING 1 HORIZ. F.F.	
	A18	1	4	10-3	1-6	WING 1 HORIZ. F.F.	
	A19	1	4	13-0	1-6	WING 1 HORIZ. F.F.	
	A20	1	4	13-9	1-6	WING 1 HORIZ. F.F.	
	A21	2	4	16-3	1-6	WING 1 & 2 HORIZ. F.F.	A
	A22	6	4	17-9	1-6	WING 1 & 2 HORIZ. F.F.	A
	A23	2	4	12-6	1-6	WING 1 VERT. F.F.	
	A24	10	4	14-6	1-6	WING 1 & 2 VERT. F.F.	†
	A25	8	4	5-3	SHOWN	WING 1 & 2 FOOTINGS	A
	A26	4	4	2-0	SHOWN	WING 1 & 2 FOOTINGS	
	A27	7	4	12-3	1-6	WING 1 & 2 VERT. B.F.	†
	A28	2	4	4-9	1-6	WING 2 HORIZ. F.F.	
	A29	1	4	6-9	1-6	WING 2 HORIZ. F.F.	
	A30	1	4	9-9	1-6	WING 2 HORIZ. F.F.	
	A31	1	4	12-6	1-6	WING 2 HORIZ. F.F.	
	A32	1	4	13-3	1-6	WING 2 HORIZ. F.F.	
	A33	2	4	13-6	1-6	WING 2 VERT. F.F.	
	A34	8	5	5-6	SHOWN	RAIL. PARAPET VERT. WING 1 & 2	M
	A35	36	5	5-9	SHOWN	RAIL. PARAPET VERT. WING 1 & 2	M
	A36	1	4	6-3	0-9	WING 1 HORIZ. FILLET	
	A37	1	4	7-6	0-9	WING 1 HORIZ. FILLET	
	A38	1	4	8-6	0-9	WING 1 HORIZ. FILLET	
	A39	1	4	9-6	0-9	WING 1 HORIZ. FILLET	
	A40	3	4	10-0	0-9	WING 1 HORIZ. FILLET	

POUR	MARK	NO.	SIZE	LENGTH	SPACING	LOCATION	DET.
NORTH ABUTMENT (CONT.)	A41	2	4	5-6	0-9	WING 1 & 2 BF HORIZ.	
	A42	4	4	6-6	0-9	WING 1 & 2 BF HORIZ.	
	A43	2	4	7-0	1-6	WING 1 VERT. FILLET	
	A44	1	4	5-3	1-6	WING 1 VERT. FILLET	
	A45	1	4	4-9	1-6	WING 1 VERT. FILLET	
	A46	1	4	4-0	1-6	WING 1 VERT. FILLET	
	A47	14	4	17-0	SHOWN	BODY HORIZ. BF.	
	A48	2	4	16-6	0-9	WING 1 & 2 HORIZ. BF.	A
	A49	12	4	17-9	0-9	WING 1 & 2 HORIZ. BF.	A
	A50	10	4	6-3	1-6	WING 1 & 2 VERT. BF.	
	A51	3	4	4-6	0-9	WING 1 HORIZ. FILLET	
	A52	4	4	5-0	0-9	WING 2 HORIZ. FILLET	
	A53	1	4	7-0	0-9	WING 2 HORIZ. FILLET	
	A54	1	4	9-0	0-9	WING 2 HORIZ. FILLET	
	A55	1	4	10-6	0-9	WING 2 HORIZ. FILLET	
	A56	1	4	11-0	0-9	WING 2 HORIZ. FILLET	
	A57	4	4	12-0	0-9	WING 2 HORIZ. FILLET	
	A58	1	4	5-0	1-6	WING 2 VERT. FILLET	
	A59	1	4	4-3	1-6	WING 2 VERT. FILLET	
	A60	1	4	3-6	1-6	WING 2 VERT. FILLET	
	A61	10	5	11-3	1-6	BODY STIRRUPS	N
	A62	1	4	4-0	0-9	WING 2 HORIZ. BF.	
	A63	3	4	8-0	1-6	WING 2 VERT. FILLET	
	A64	8	5	12-0	1-6	BODY STIRRUPS	N
	AG5	8	5	14-3	SHOWN	RAILING PARAPET HORIZ.	
	AG6	8	5	3-3	"	" " "	
FOOTINGS	B1	18	7	7-0	SHOWN	FOOTINGS - EXTERIOR	
	B2	16	5	5-6	SHOWN	FOOTINGS - EXTERIOR	
	B3	8	8	7-0	SHOWN	FOOTINGS - INTERIOR	
	B4	9	6	7-0	SHOWN	FOOTINGS - INTERIOR	
	B5	36	9	4-6	SHOWN	FOOTINGS - DOWELS	A
	B6	3	4	9-6	SHOWN	FOOTINGS - HOOPS	J
COLUMNS	B6	40	4	9-6	SHOWN	COLUMNS - HOOPS	J
	B7	12	9	15-3	"	COL. 1 - VERT.	
	B8	12	9	15-6	"	COL. 2 - VERT.	
	B9	12	9	16-6	"	COL. 3 - VERT.	
PIER 6,650 #	B10	4	9	39-9	SHOWN	CAP - BOTTOM	#
	B11	4	9	19-6	"	CAP - BOTTOM	#
	B12	12	9	11-9	"	CAP - BOTTOM	#
	B13	4	5	2-6	"	CAP - SIDES	
	B14	8	8	17-3	"	CAP - TOP	A
	B15	4	10	21-0	"	CAP - TOP	#
	B16	2	10	16-0	"	CAP - TOP	#
	B17	4	10	12-6	"	CAP - TOP	#
	B18	2	10	7-6	"	CAP - TOP	#
CAP	B19	6	5	6-9	"	CAP - ENDS	H
	B20	44	5	11-9	"	CAP - STIRRUPS - DOUBLE	L
	B21	16	4	13-0	"	CAP - STIRRUPS - SINGLE	L
	B22	25	5	2-6	"	CAP - TOP - DOWELS	

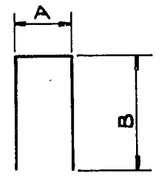
BAR BENDING DETAILS

DIMENSIONS IN BENDING DETAILS ARE OUT TO OUT.
OMIT DETAILS WHERE DIMENSIONS ARE BLANK.

D.P.W. DIVISION	PROJECT	SHEET NO.	TOTAL SHEETS
	FAP-2(39)	31	171

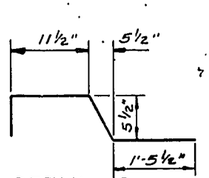


DETAIL A

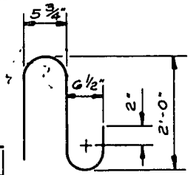


DETAIL B

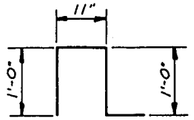
MARK	DIM. "A"	DIM. "B"
C14,	8"	2'-0½"
A14,	6"	2'-1½"
C24,	1'-2"	5'-0½"
C25,	1'-2"	4'-5½"
C12, A12,	1'-4"	4'-5½"
C26,	1'-2"	4'-0½"
S23,	1'-8"	3'-9½"



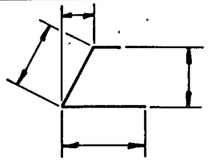
DETAIL C



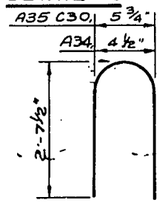
DETAIL D



DETAIL E

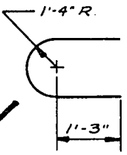


DETAIL F

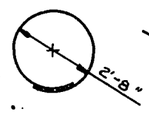


DETAIL M

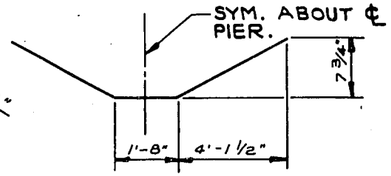
Void



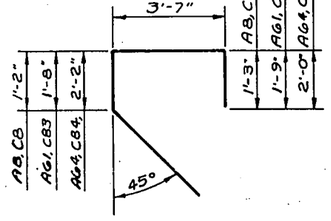
DETAIL H



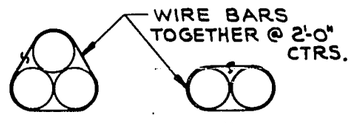
DETAIL J



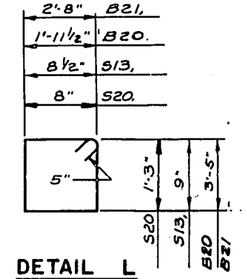
DETAIL K



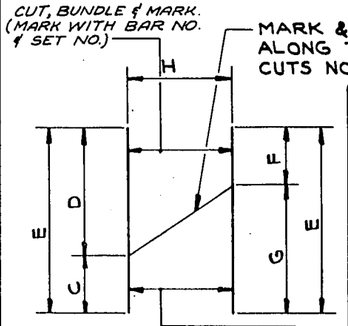
DETAIL N



BUNDLING DETAIL



DETAIL L



"H" IS NUMBER OF BARS, BEFORE CUTTING.

MARK		C	D	E	F	G	H	SETS REQ'D.
A24	SET 1	3'-9"	——	14'-6"	——	10'9"	10	1 SET 1
	SET 2	——	10'-9"		3'-9"	——		1 SET 2
A27	SET 3	8'-6"	——	12'-3"	——	3'-9"	7	1 SET 3
	SET 4	——	3'-9"		8'-6"	——		1 SET 4
C22	SET 5	12'-0"	5'-6"	17'-6"	8'-4½"	9'-1½"	5	1 SET 5
C39	SET 6	11'-3"	4'-6"	15'-9"	7'-6"	8'-3"	5	1 SET 6

BENT BARS, IF USED, IN CUTTING DIAGRAM SHALL BE BENT AFTER CUTTING.

CUTTING DIAGRAM

BY	DATE	REVISED

STATE HIGHWAY COMMISSION OF WISCONSIN

BILL OF BARS

DESIGN SPEC. AASHO '61 | LOADING HS 20 | CONST. SPEC. 1963
DRAWN 11-29-66 | CHECKED — | QUANTITIES A.B. | ALL H.E.A.

STRUCTURE B - 13-221 | SHEET 13 OF 15

X 36536

FORM E-B-12-62

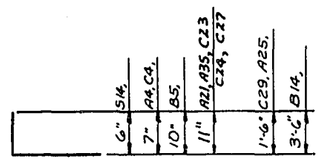
B.P.R. DIVISION	PROJECT	SHEET NO.	TOTAL SHEETS
4	FOA-2(39)	31	171

POUR	MARK	NO.	SIZE	LENGTH	SPACING	LOCATION	DET.
SUPERSTRUCTURE 68,700#	S1	574	6	24-9	SHOWN	SLAB - TOP & BOTT. TRANS.	
	S2	574	6	19-0	"	" " " "	
	S3	132	5	27-9	"	" - BOTT. LONG. SPAN 1	
	S4	132	5	28-9	"	" " " SPAN 2	
	S5	72	5	28-6	"	" - TOP - LONG - SPAN 1	
	S6	108	5	24-6	"	" " " SPAN 2	
	S7	38	9	44-3	"	" " " @ PIER	
	S8	36	9	42-3	"	" " " @ "	
	S9	8	6	1-6	"	DIAPH. @ MID-SPAN - PLAIN BAR THREAD 1 END 3"	
	S10	16	6	3-0	"	" " " "	
	S11	20	6	6-6	"	DIAPH. @ MID-SPAN	
	S12	50	4	5-3	"	DIAPH. @ PIER	
	S13	6	3	3-9	6	PILASTER @ PIER - BEND IN FIELD	L
	S14	4	4	4-3	SHOWN	" " "	A
	S15	4	4	3-6	"	" " "	C
	S16	340	5	5-0	1-0	SLAB & RAIL PARAPET	D
	S20	60	4	4-9	1-0	DIAPH. @ ABUTS.	L
	S21	30	6	6-0	SHOWN	DIAPH. @ ABUTS.	
	S22	10	4	6-0	"	DIAPH. S. ABUT.	
	S23	30	5	9-3	1-0	DIAPH. @ PIER	B
	S24	30	5	10-0	1-0	" " "	K
	S25	4	4	22-9	SHOWN	DIAPH. @ N. ABUT.	
	S26	4	5	6-6	"	SLAB BOTT. - SYM ABOUT ℄ OF PIER	
	R1	36	5	28-6	SHOWN	RAILING PARAPET - SPAN 1	
	R2	36	5	29-9	"	RAILING PARAPET - SPAN 2	
	R3	340	5	5-0	1-0	RAILING PARAPET	E
NORTH ABUTMENT 4,540#	A1	54	6	7-6	SHOWN	FOOTING BOTTOM	
	A2	16	4	23-0	SHOWN	FOOTING TOP & BOTTOM	
	A3	45	4	4-9	SHOWN	FOOTING TOP	
	A4	67	6	3-0	0-6	FOOTING DOWELS B.F.	A
	A5	43	4	2-0	1-0	FOOTING DOWELS F.F.	
	A6	33	6	4-3	1-0	BODY VERT. B.F.	
	A7	34	6	5-0	1-0	BODY VERT. B.F.	
	A8	11	5	10-3	1-6	BODY STIRRUPS	N
	A9	43	4	7-3	1-0	BODY VERT. F.F.	
	A10	10	4	22-0	1-6	BODY HORIZ. F.F.	
	A11	12	4	20-6	1-6	PARAPET HORIZ. F.F. & B.F.	
	A12	27	5	10-3	1-6	PARAPET VERT.	B
	A13	4	4	20-6	SHOWN	PAVING BLOCK HORIZ.	
	A14	41	5	4-9	1-0	PAVING BLOCK VERT.	B
	A15	4	4	2-0	1-6	FOOTING DOWELS WING 1 & 2 F.F.	
	A16	1	4	5-3	1-6	WING 1 HORIZ. F.F.	
	A17	1	4	5-9	1-6	WING 1 HORIZ. F.F.	
	A18	1	4	8-9	1-6	WING 1 HORIZ. F.F.	
	A19	1	4	11-6	1-6	WING 1 HORIZ. F.F.	
	A20	1	4	12-3	1-6	WING 1 HORIZ. F.F.	
	A21	6	4	12-6	1-6	WING 1 & 2 HORIZ. F.F.	A
	A22	2	4	4-9	1-6	WING 1 & 2 HORIZ. F.F.	
	A23	2	4	11-0	1-6	WING 1 VERT. F.F.	
	A24	10	4	11-6	1-6	WING 1 & 2 VERT. F.F.	†
	A25	8	4	5-3	SHOWN	WING 1 & 2 FOOTINGS	A
	A26	4	4	2-0	SHOWN	WING 1 & 2 FOOTINGS	
	A27	7	4	9-3	1-6	WING 1 & 2 VERT. B.F.	†
	A28	1	4	4-9	1-6	WING 2 HORIZ. F.F.	
	A29	1	4	5-3	1-6	WING 2 HORIZ. F.F.	
	A30	1	4	8-3	1-6	WING 2 HORIZ. F.F.	
	A31	1	4	11-3	1-6	WING 2 HORIZ. F.F.	
	A32	1	4	12-0	1-6	WING 2 HORIZ. F.F.	
	A33	2	4	12-0	1-6	WING 2 VERT. F.F.	
	A34	4	4	6-0	1-6	WINGS 1 & 2 - HORIZ. - F.F.	
	A35	10	4	2-9	0-9	" 1 & 2 - " - B.F.	A
	A36	1	4	6-0	0-9	WING 1 HORIZ. FILLET	
	A37	1	4	7-6	0-9	WING 1 HORIZ. FILLET	
	A38	1	4	8-6	0-9	WING 1 HORIZ. FILLET	
	A39	1	4	9-6	0-9	WING 1 HORIZ. FILLET	
	A40	2	4	10-0	0-9	WING 1 HORIZ. FILLET	

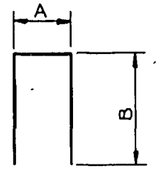
POUR	MARK	NO.	SIZE	LENGTH	SPACING	LOCATION	DET.
NORTH ABUTMENT (CONT.)	A41	2	4	5-6	0-9	WING 1 & 2 BF HORIZ.	
	A42	4	4	6-6	0-9	WING 1 & 2 BF HORIZ.	
	A43	2	4	7-0	1-6	WING 1 VERT. FILLET	
	A44	1	4	4-6	1-6	WING 1 VERT. FILLET	
	A45	1	4	4-0	1-6	WING 1 VERT. FILLET	
	A46	1	4	3-3	1-6	WING 1 VERT. FILLET	
	A47	14	4	17-0	SHOWN	BODY HORIZ. BF.	
	A48	2	4	13-6	0-9	WING 1 & 2 HORIZ. BF.	
	A49	10	4	15-6	0-9	WING 1 & 2 HORIZ. BF.	
	A50	10	4	4-9	1-6	WING 1 & 2 VERT. BF.	
	A51	3	4	4-6	0-9	WING 1 HORIZ. FILLET	
	A52	3	4	5-0	0-9	WING 2 HORIZ. FILLET	
	A53	1	4	7-0	0-9	WING 2 HORIZ. FILLET	
	A54	1	4	9-0	0-9	WING 2 HORIZ. FILLET	
	A55	1	4	10-6	0-9	WING 2 HORIZ. FILLET	
	A56	1	4	11-0	0-9	WING 2 HORIZ. FILLET	
	A57	4	4	12-0	0-9	WING 2 HORIZ. FILLET	
	A58	1	4	5-0	1-6	WING 2 VERT. FILLET	
	A59	1	4	4-3	1-6	WING 2 VERT. FILLET	
	A60	1	4	3-6	1-6	WING 2 VERT. FILLET	
	A61	10	5	11-3	1-6	BODY STIRRUPS	N
	A62	1	4	4-0	0-9	WING 2 HORIZ. BF.	
	A63	3	4	8-0	1-6	WING 2 VERT. FILLET	
	A64	8	5	12-0	1-6	BODY STIRRUPS	N
	A65	4	5	14-3	1-0	RAIL PARAPET	P†
	A66	2	5	9-0	1-0	" "	M
	A67	10	5	4-9	1-0	" "	F
	A68	10	5	3-0	1-0	" "	G
	A69	10	5	3-0	1-0	" "	T
	A70	12	5	9-0	1-0	" "	R
	A71	4	5	4-6	SHOWN	" "	
	A72	12	5	12-6	"	" "	
	A73	2	5	5-0	"	" "	
PIER 6,650# FOOTINGS	B1	18	7	7-0	SHOWN	FOOTINGS - EXTERIOR	
	B2	16	5	5-6	"	" - "	
	B3	8	8	7-0	"	" - INTERIOR	
	B4	9	6	7-0	"	" - "	
	B5	36	9	4-6	"	" - DOWELS	A
	B6	3	4	9-6	"	" - HOOPS	J
COLUMNS	B6	40	4	9-6	SHOWN	COLUMNS - HOOPS	J
	B7	12	9	15-3	"	COLUMN 1 - VERTICAL	
	B8	12	9	15-6	"	" 2 - "	
	B9	12	9	16-6	"	" 3 - "	
CAP	B10	4	9	39-9	SHOWN	CAP - BOTTOM	#
	B11	4	9	19-6	"	" - "	#
	B12	12	9	11-9	"	" - "	#
	B13	4	5	20-6	"	" - SIDES	
	B14	8	8	17-3	"	" - TOP	A
	B15	4	10	21-0	"	" - "	#
	B16	2	10	16-0	"	" - "	#
	B17	4	10	12-6	"	" - "	#
	B18	2	10	7-6	"	" - "	#
	B19	6	5	6-9	"	" - ENDS	H
	B20	44	5	11-9	"	" - STIRRUPS - DOUBLE	L
	B21	16	4	13-0	"	" - " - SINGLE	L
	B22	25	5	2-6	"	" - TOP - DOWELS	

BAR BENDING DETAILS

DIMENSIONS IN BENDING DETAILS ARE OUT TO OUT.

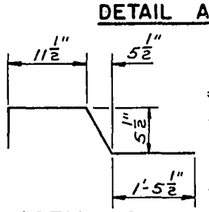


DETAIL A

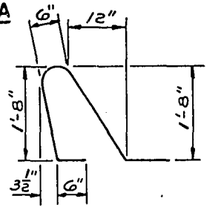


DETAIL B

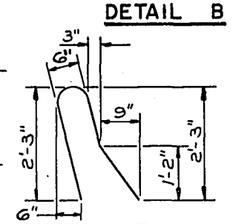
MARK	DIM. "A"	DIM. "B"
C14,	8"	2'-0½"
A14,	6"	2'-1½"
C12, A12,	1'-4"	4'-5½"
S23,	1'-8"	3'-9½"



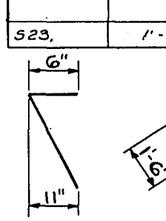
DETAIL C



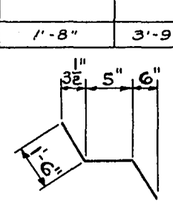
DETAIL D



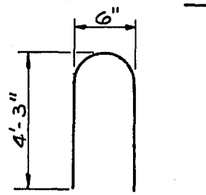
DETAIL E



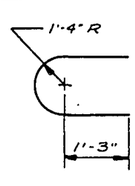
DETAIL F



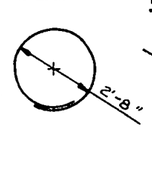
DETAIL G



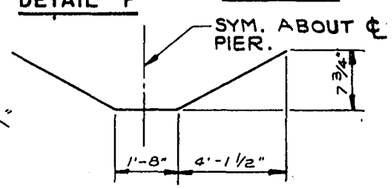
DETAIL M



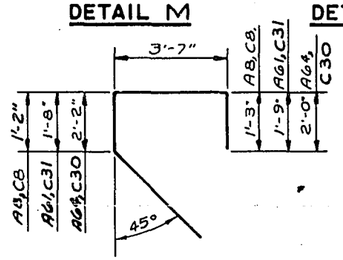
DETAIL H



DETAIL J



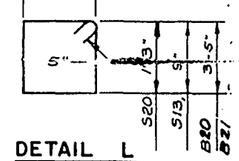
DETAIL K



DETAIL N

BUNDLING DETAIL

MARK	DIM. "B"
2'-8"	B21,
1'-11½"	B20
8½"	S13,
8"	S20,

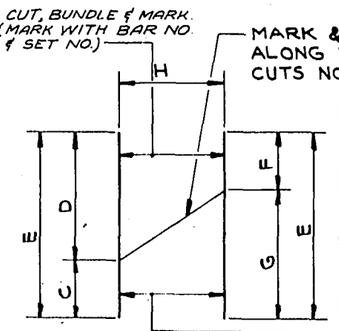


DETAIL L

CUT, BUNDLE & MARK. (MARK WITH BAR NO. & SET NO.)

MARK & CUT ALL BARS ALONG THIS LINE. MAKE ALL CUTS NORMAL TO BAR AXIS.

"H" IS NUMBER OF BARS, BEFORE CUTTING.

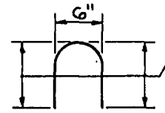


CUT, BUNDLE & MARK. (MARK WITH BAR NO. & SET NO.)

BENT BARS, IF USED, IN CUTTING DIAGRAM SHALL BE BENT AFTER CUTTING.

† CUTTING DIAGRAM

MARK		C	D	E	F	G	H	SETS REQ'D.
A24	SET 1	2'-3"	——	11'-6"	——	9'-3"	10	1 SET 1
	SET 2	——	9'-3"		2'-3"	——		1 SET 2
A27	SET 3	7'-0"	——	9'-3"	——	2'-3"	7	1 SET 3
	SET 4	——	2'-3"		7'-0"	——		1 SET 4
C22	SET 5	9'-9"	3'-0"	12'-9"	6'-0"	6'-9"	6	1 SET 5
C39	SET 6	9'-3"	3'-0"	12'-3"	5'-9"	6'-6"	5	1 SET 6
A65	SET 7	5'-6"	——	14'-3"	——	8'-9"	4	1 SET 7
	SET 8	——	8'-9"		5'-6"	——		1 SET 8
C82	SET 9	5'-6"	——	14'-3"	——	8'-9"	4	1 SET 9
	SET 10	——	8'-9"		5'-6"	——		1 SET 10



EQUAL LEGS.

DETAIL P

REVISED	STATE HIGHWAY COMMISSION OF WISCONSIN
W.K. 4-5-63	BILL OF BARS
	AASHO '61 · HS 20 · 1963
	11-29-66 · — · 2-63 · H.E.A.
STRUCTURE B-13-221	SHEET 13 OF 15

X 36536

C.C.O. No. 1/2

S P R DIVISION	PROJECT	SHEET NO	TOTAL SHEETS
4	F09-2(39)	32	171

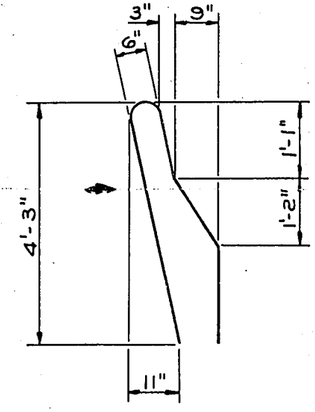
POUR — SOUTH ABUTMENT — 4,780 #

MARK	NO.	SIZE	LENGTH	SPACING	LOCATION	DET.
C1	54	6	7-6	SHOWN	FOOTING BOTTOM	
C2	16	4	23-0	"	FOOTING TOP & BOTTOM	
C3	45	4	4-9	"	FOOTING TOP	
C4	68	6	3-0	0-6	FOOTING DOWELS B.F.	A
C5	44	4	2-0	1-0	FOOTING DOWELS F.F.	
C6	34	6	4-6	1-0	BODY VERT. B.F.	
C7	34	6	5-3	1-0	BODY VERT. B.F.	
C8	12	5	10-3	1-6	BODY STIRRUPS	N
C9	44	4	7-3	1-0	BODY VERT. F.F.	
C10	12	4	22-3	1-5	BODY HORIZ. F.F.	
C11	12	4	20-9	1-6	PARAPET HORIZ. F.F. & B.F.	
C12	27	5	10-3	1-6	PARAPET VERT.	B
C13	10	4	7-9	SHOWN	PAVING BLOCK HORIZ.	
C14	41	5	4-9	1-0	PAVING BLOCK VERT.	B
C15	4	4	2-0	1-6	FOOTING DOWELS WING 3 & 4 F.F.	
C16	1	4	5-6	1-6	WING 4 HORIZ. F.F.	
C17	1	4	5-6	1-6	WING 4 HORIZ. F.F.	
C18	1	4	9-0	1-6	WING 4 HORIZ. F.F.	
C19	1	4	12-6	1-6	WING 4 HORIZ. F.F.	
C20	2	4	15-3	1-6	WING 4 HORIZ. F.F.	
C21	2	4	12-3	1-6	WING 4 VERT. F.F.	
C22	6	4	12-9	1-6	WING 4 VERT. F.F.	†
C23	3	4	15-6	1-6	WING 4 HORIZ. F.F.	A
C24	3	4	12-6	1-6	WING 3 - " F.F.	A
C25	2	4	5-0	1-6	WINGS 3 & 4 - HORIZ. - F.F.	
C26	4	4	6-0	1-6	" 3 & 4 - " - F.F.	
C27	12	4	2-9	0-9	" 3 & 4 - " - B.F.	A
C28	4	4	2-0	SHOWN	WING 3 & 4 HORIZ.	
C29	8	4	5-3	SHOWN	WING 3 & 4 VERT.	A
C30	8	5	12-0	1-6	BODY STIRRUPS	N
C31	10	5	11-3	1-6	" "	N
C32	16	4	17-0	SHOWN	" - HORIZ. B.F.	
C33	1	4	5-0	1-6	WING 3 - HORIZ. - F.F.	
C34	1	4	6-9	1-6	WING 3 HORIZ. F.F.	
C35	1	4	9-9	1-6	WING 3 HORIZ. F.F.	
C36	2	4	12-0	1-6	WING 3 HORIZ. F.F.	
C37	6	4	18-6	0-9	WING 4 - HORIZ. - B.F.	*
C38	1	4	8-6	1-6	" 4 - VERT. - B.F.	
C39	5	4	12-3	1-6	WING 3 VERT. F.F.	†
C40	2	4	12-3	1-6	WING 3 VERT. F.F.	
C41	1	4	5-9	0-9	WING 3 HORIZ. FILLET	
C42	1	4	7-6	0-9	WING 3 HORIZ. FILLET	
C43	1	4	9-3	0-9	WING 3 HORIZ. FILLET	
C44	4	4	12-0	0-9	WING 3 HORIZ. FILLET	
C45	1	4	5-3	0-9	WING 3 HORIZ. B.F.	
C46	3	4	6-3	0-9	WING 3 HORIZ. B.F.	
C47	2	4	7-0	1-6	WING 3 VERT. FILLET	
C48	1	4	5-0	1-6	WING 3 VERT. FILLET	
C49	1	4	4-9	1-6	WING 3 VERT. FILLET	
C50	1	4	4-0	1-6	WING 3 VERT. FILLET	
C51	1	4	3-6	1-6	WING 3 VERT. FILLET	
C52	6	4	15-6	0-9	WING 3 HORIZ. B.F.	*
C53	10	4	4-9	1-6	WING 3 & 4 VERT. B.F.	
C54	1	4	7-0	1-6	WING 3 VERT. B.F.	
C55	1	4	6-3	1-6	WING 3 VERT. B.F.	
C56	1	4	5-6	1-6	WING 3 VERT. B.F.	
C57	1	4	5-0	1-6	WING 3 VERT. B.F.	
C58	1	4	4-3	1-6	WING 3 VERT. B.F.	
C59	1	4	3-9	1-6	WING 3 VERT. B.F.	
C60	1	4	3-0	1-6	WING 3 VERT. B.F.	
C61	4	4	4-3	0-9	WING 4 HORIZ. FILLET	
C62	1	4	5-9	0-9	WING 4 HORIZ. FILLET	
C63	1	4	7-0	0-9	WING 4 HORIZ. FILLET	
C64	1	4	8-6	0-9	WING 4 HORIZ. FILLET	
C65	5	4	9-9	0-9	WING 4 HORIZ. FILLET	
C66	3	4	5-0	0-9	WING 3 HORIZ. FILLET	
C67	1	5	4-3	0-9	WING 4 HORIZ. B.F.	
C68	1	5	5-9	0-9	WING 4 HORIZ. B.F.	
C69	4	5	6-3	0-9	WING 4 HORIZ. B.F.	
C70	2	4	8-3	1-6	WING 4 VERT. FILLET	
C71	1	4	5-6	1-6	WING 4 VERT. FILLET	
C72	1	4	5-0	1-6	WING 4 VERT. FILLET	
C73	1	4	4-3	1-6	WING 4 VERT. FILLET	
C74	1	4	7-9	1-6	WING 4 VERT. B.F.	
C75	1	4	7-0	1-6	WING 4 VERT. B.F.	

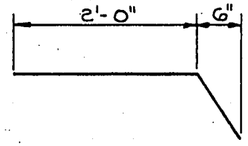
POUR — SOUTH ABUTMENT (CONT.)

MARK	NO.	SIZE	LENGTH	SPACING	LOCATION	DET.
C76	1	4	6-3	1-6	WING 4 VERT. B.F.	
C77	1	4	5-9	1-6	WING 4 VERT. B.F.	
C78	1	4	5-0	1-6	WING 4 VERT. B.F.	
C79	1	4	4-6	1-6	WING 4 VERT. B.F.	
C80	1	4	3-9	1-6	WING 4 VERT. B.F.	
C81	1	4	3-0	1-6	WING 4 VERT. B.F.	
C82	4	5	14-3	1-0	RAIL PARAPET	PT
C83	2	5	9-0	1-0	" "	m
C84	25	5	9-0	1-0	" "	R
C85	4	5	4-6	SHOWN	" "	
C86	2	5	4-0	"	" "	
C87	6	5	12-6	"	" " - WING 3	
C88	6	5	15-6	"	" " - " 4	

* BEND IN FIELD.



DETAIL R



DETAIL T

REVISED	STATE HIGHWAY COMMISSION OF WISCONSIN
W.K. 4-5-68	BILL OF BARS
	A.R.S.H.O.'61 — H520 — 1963
	DATE 11-29-66 — DRAWN A.S. — CKD W.E.A.
STRUCTURE B-13-221	SHEET 14 OF 15

X 36537

FORM E-B-12-62

B.F.R. DIVISION	PROJECT	SHEET NO.	TOTAL SHEETS
4	F012(39)	32	171

. SOUTH ABUTMENT 4,800 *

POUR	MARK	NO.	SIZE	LENGTH	SPACING	LOCATION	DET.
	C1	54	6	7-6	SHOWN	FOOTING BOTTOM	
	C2	16	4	23-0	"	FOOTING TOP & BOTTOM	
	C3	45	4	4-9	"	FOOTING TOP	
	C4	68	6	3-0	0-6	FOOTING DOWELS BF.	A
	C5	44	4	2-0	1-0	FOOTING DOWELS FF	
	C6	34	6	4-6	1-0	BODY VERT. BF	
	C7	34	6	5-3	1-0	BODY VERT. BF	
	C8	12	5	10-3	1-6	BODY STIRRUPS	N
	C9	44	4	7-3	1-0	BODY VERT. FF	
	C10	12	4	22-3	1-5	BODY HORIZ. FF	
	C11	12	4	20-9	1-6	PARAPET HORIZ. FF & BF	
	C12	27	5	10-3	1-6	PARAPET VERT.	B
	C13	10	4	7-9	SHOWN	PAVING BLOCK HORIZ.	
	C14	41	5	4-9	1-0	PAVING BLOCK VERT.	B
	C15	4	4	2-0	1-6	FOOTING DOWELS WING 3 & 4 FF	
	C16	1	4	5-6	1-6	WING 4 HORIZ. FF	
	C17	1	4	7-3	1-6	WING 4 HORIZ. FF	
	C18	1	4	10-3	1-6	WING 4 HORIZ. FF	
	C19	1	4	13-3	1-6	WING 4 HORIZ. FF	
	C20	2	4	14-0	1-6	WING 4 HORIZ. FF	
	C21	2	4	13-9	1-6	WING 4 VERT. FF	
	C22	5	4	17-6	1-6	WING 4 VERT. FF	†
	C23	8	4	17-9	1-6	WING 3 & 4 HORIZ. FF	A
	C24	1	4	11-3	1-0	WING 4 VERT.	B
	C25	1	4	10-3	1-0	WING 4 VERT.	B
	C26	1	4	9-3	1-0	WING 4 VERT.	B
	C27	10	4	3-9	1-0	WING 4 HORIZ. FF & BF	
	C28	4	4	2-0	SHOWN	WING 3 & 4 HORIZ.	
	C29	8	4	5-3	SHOWN	WING 3 & 4 VERT.	A
	C30	37	5	5-9	SHOWN	RAIL, PARA. WING 3 & 4	M
	C31	4	5	19-3	SHOWN	RAIL, PARA. WING 4 HORIZ.	
	C32	1	4	5-0	1-6	WING 3 HORIZ. FF	
	C33	4	5	16-3	SHOWN	RAIL PARAPET HORIZ. WING 3	
	C34	1	4	7-9	1-6	WING 3 HORIZ. FF	
	C35	1	4	10-9	1-6	WING 3 HORIZ. FF	
	C36	2	4	13-3	1-6	WING 3 HORIZ. FF	
	C39	5	4	15-9	1-6	WING 3 VERT. FF	†
	C40	2	4	12-3	1-6	WING 3 VERT. FF	
	C41	1	4	6-9	0-9	WING 3 HORIZ. FILLET	
	C42	1	4	8-6	0-9	WING 3 HORIZ. FILLET	
	C43	1	4	10-3	0-9	WING 3 HORIZ. FILLET	
	C44	4	4	12-0	0-9	WING 3 HORIZ. FILLET	
	C45	1	4	5-3	0-9	WING 3 HORIZ. BF.	
	C46	3	4	6-3	0-9	WING 3 HORIZ. BF.	
	C47	2	4	7-0	1-6	WING 3 VERT. FILLET	
	C48	1	4	6-0	1-6	WING 3 VERT. FILLET	
	C49	1	4	5-6	1-6	WING 3 VERT. FILLET	
	C50	1	4	4-9	1-6	WING 3 VERT. FILLET	
	C51	1	4	4-3	1-6	WING 3 VERT. FILLET	
	C52	7	4	17-9	0-9	WING 3 HORIZ. BF.	A
	C53	10	4	6-3	1-6	WING 3 & 4 VERT. BF.	
	C54	1	4	9-0	1-6	WING 3 VERT. BF.	
	C55	1	4	8-3	1-6	WING 3 VERT. BF.	
	C56	1	4	7-3	1-6	WING 3 VERT. BF.	
	C57	1	4	6-9	1-6	WING 3 VERT. BF.	
	C58	1	4	6-0	1-6	WING 3 VERT. BF.	
	C59	1	4	5-3	1-6	WING 3 VERT. BF.	
	C60	1	4	4-6	1-6	WING 3 VERT. BF.	
	C61	4	4	4-3	0-9	WING 4 HORIZ. FILLET	
	C62	1	4	5-9	0-9	WING 4 HORIZ. FILLET	
	C63	1	4	7-0	0-9	WING 4 HORIZ. FILLET	
	C64	1	4	8-6	0-9	WING 4 HORIZ. FILLET	
	C65	5	4	9-9	0-9	WING 4 HORIZ. FILLET	
	C66	3	4	5-0	0-9	WING 3 HORIZ. FILLET	
	C67	1	5	4-3	0-9	WING 4 HORIZ. BF.	
	C68	1	5	5-9	0-9	WING 4 HORIZ. BF.	
	C69	4	5	6-3	0-9	WING 4 HORIZ. BF.	
	C70	2	4	8-3	1-6	WING 4 VERT. FILLET	
	C71	1	4	6-6	1-6	WING 4 VERT. FILLET	
	C72	1	4	6-0	1-6	WING 4 VERT. FILLET	
	C73	1	4	5-3	1-6	WING 4 VERT. FILLET	
	C74	1	4	5-6	1-6	WING 4 VERT. BF.	
	C75	7	5	17-9	0-9	WING 4 HORIZ. BF.	A

POUR	MARK	NO.	SIZE	LENGTH	SPACING	LOCATION	DET.
	C76	1	4	10-0	1-6	WING 4 VERT. BF.	
	C77	1	4	9-3	1-6	WING 4 VERT. BF.	
	C78	1	4	8-6	1-6	WING 4 VERT. BF.	
	C79	1	4	7-9	1-6	WING 4 VERT. BF.	
	C80	1	4	7-0	1-6	WING 4 VERT. BF.	
	C81	1	4	6-3	1-6	WING 4 VERT. BF.	
	C82	16	4	17-0	SHOWN	BODY HORIZ. BF.	
	C83	10	5	11-3	1-6	BODY STIRRUPS	N
	C84	8	5	12-0	1-6	BODY STIRRUPS	N

Size App Total wts

#4 -

#5 -

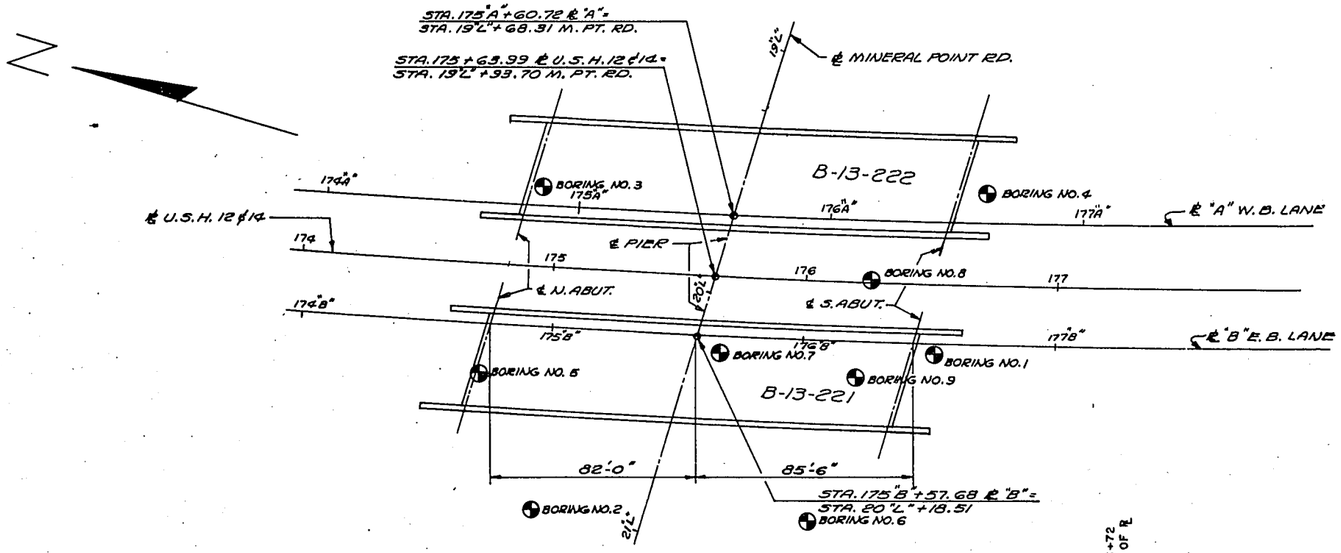
#6 -

Void

REVISED	STATE HIGHWAY COMMISSION OF WISCONSIN
	BILL OF BARS
	A.R.S.H.O.'61 LOADING H S 20 STRUCT. SPEC. 1963
	DATE 11-29-66 DESIGN — DRAWN Q.C. CKD H.E.A.
STRUCTURE B-13-221	SHEET 14 OF 15

X 36537

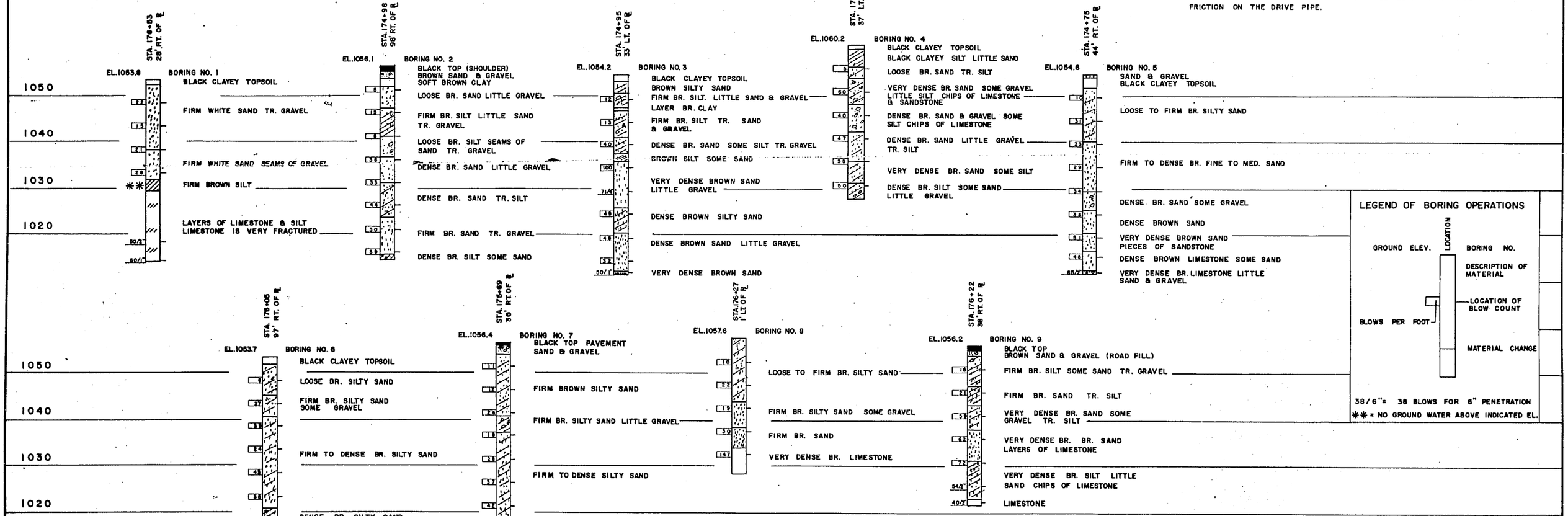
B.P.R. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	FOA-2(39)	33	171



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 SAID USE.

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 LB. HAMMER HAVING A FREE FALL OF 30 INCHES. THE BLOW COUNT IS TAKEN IN UNDISTURBED SOIL IMMEDIATELY BELOW A CASED OR OPEN HOLE ELIMINATING SIDE FRICTION ON THE DRIVE PIPE.



LEGEND OF BORING OPERATIONS

38/6" = 38 BLOWS FOR 6" PENETRATION

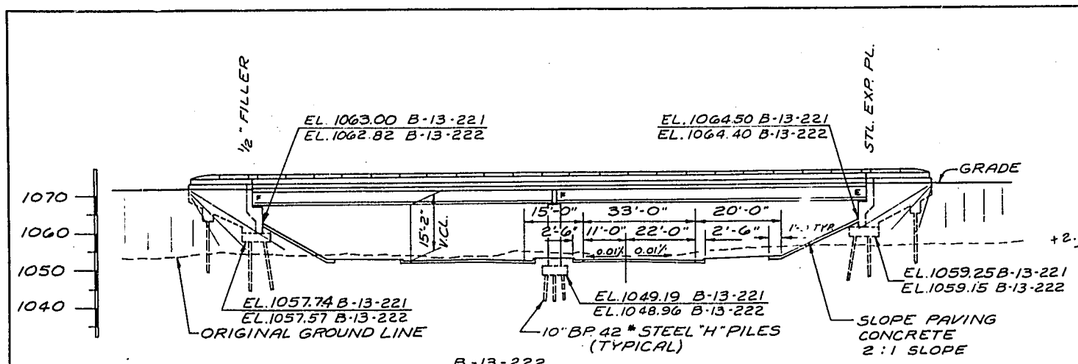
** = NO GROUND WATER ABOVE INDICATED EL.

REVISED	STATE HIGHWAY COMMISSION OF WISCONSIN
	SUBSURFACE EXPLORATION
	DESIGN SPEC. AASHO. 1961 LOADING —— CONST. SPEC. 1963
	DATE 11-29-66 DESIGN —— DRAWN J CHD.
	STRUCTURE B-13-221 SHEET 15 OF 15

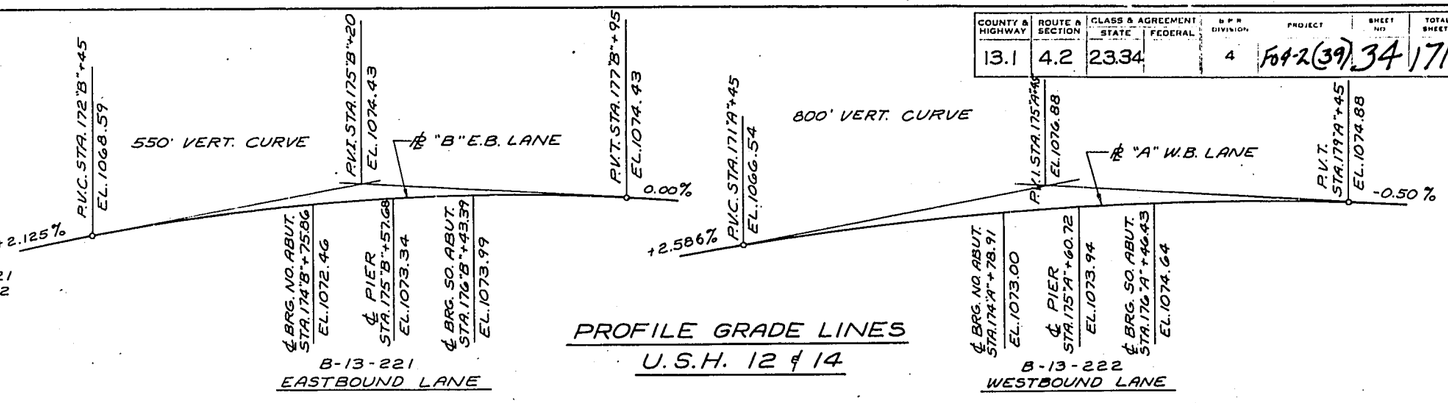
X 36538

FORM E-B-11-62

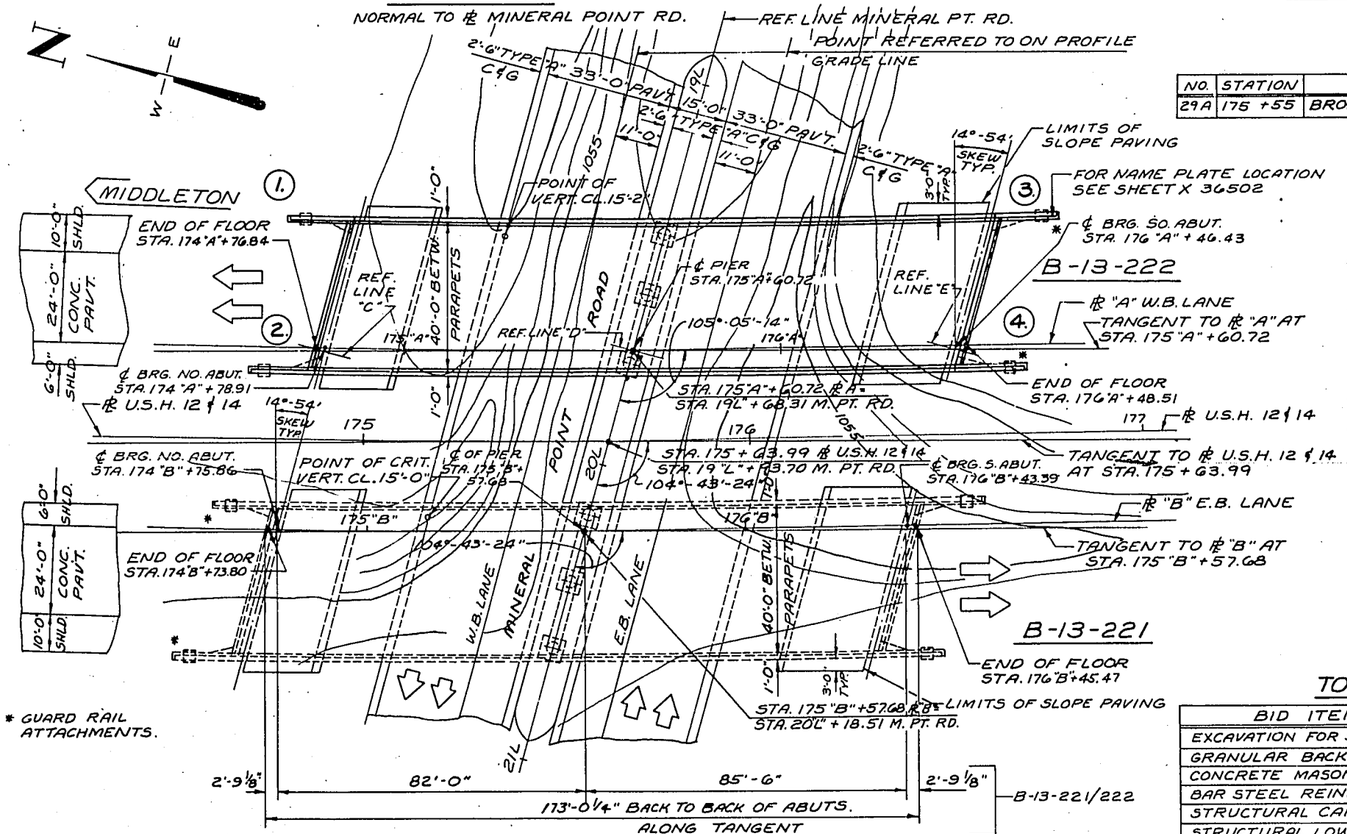
COUNTY & HIGHWAY	ROUTE & SECTION	CLASS & AGREEMENT STATE	CLASS & AGREEMENT FEDERAL	B P R DIVISION	PROJECT	SHEET NO	TOTAL SHEETS
13.1	4.2	23.34		4	F04-2(39)	34	171



ELEVATION

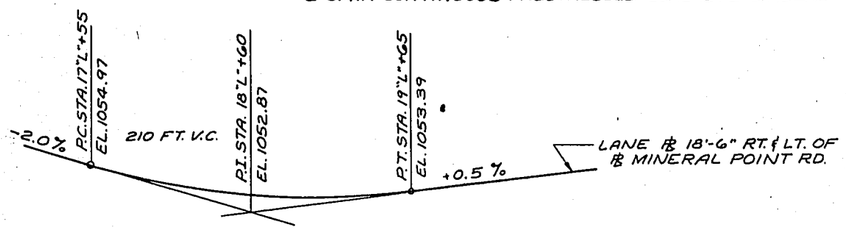


PROFILE GRADE LINES
U.S.H. 12 ℄ 14



PLAN

2 SPAN CONTINUOUS PRESTRESSED CONCRETE GIRDERS



PROFILE GRADE LINE MINERAL POINT RD. C.T.H. "S"

BENCH MARK

NO.	STATION	DESCRIPTION		ELEV.
29A	175 +55	BRONZE CAP (MON)	40' RT.	1056.42

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

BAR STEEL REINFORCEMENT SHALL BE IMBEDDED 2" CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

THE SLOPE IN FRONT OF THE ABUTMENTS SHALL BE COVERED WITH SLOPE PAVING AS SHOWN ON THIS SHEET AND ON SHEETS X 36504 AND X 36506.

UPPER LIMITS FOR "EXCAVATION FOR STRUCTURES" IS CONSIDERED TO BE THE FINISHED GRADED SECTION AT THE PIER, AND AS SHOWN ON SHEET X 36507 AT THE ABUTMENTS AND THE ESTIMATED QUANTITIES ARE COMPUTED FROM THESE LINES.

ELASTOMERIC BEARING PADS NEED NOT BE INDIVIDUALLY MOLDED PROVIDED THE CUT EDGES ARE SMOOTH & TRUE.

HOT POURED ELASTIC TYPE JOINT SEALER SHALL CONFORM TO A.S.T.M. DESIGNATION D 1190.

EXPANSION JOINT FILLER SHALL CONFORM TO A.A.S.H.O. DESIGNATION M 153, TYPE I.

CURVE DATA

℄ "A" W. B. LANE
D = 1°-12'-30"
R = 4741.72
SE = .035

℄ "B" E. B. LANE
D = 1°-12'-56"
R = 4713.72
SE = .032

NOTE: HORIZONTAL CURVES ON STRUCTURES TO BE MET BY RDWY. HORIZONTAL CURVES.

LIST OF DRAWINGS

1. GENERAL PLAN	X 36496
2. SUPERSTRUCTURE	X 36497
3. SUPERSTRUCTURE	X 36498
4. 45" PRESTRESSED GIRDER DETAILS	X 36499
5. BEARING DETAILS	X 36500
6. EXPANSION JOINT	X 36501
7. RAIL PARAPET DETAILS	X 36502
8. DETAILS FOR TYPE "G" TUBULAR ALUMINUM & STEEL RAILING	X 36503
9. NORTH ABUTMENT	X 36504
10. PIER	X 36505
11. SOUTH ABUTMENT	X 36506
12. ABUTMENT DETAILS	X 36507
13. BILL OF BARS	X 36508
14. BILL OF BARS	X 36509

NOTE: FOR SUBSURFACE EXPLORATION SEE B-13-221 SHEET X 36538

Void

TOTAL ESTIMATED QUANTITIES

BID ITEMS	UNIT	SUPER.	N. ABUT.	PIER	S. ABUT	TOTAL
EXCAVATION FOR STRUCTURES	C.Y.	———	130	45	130	305
GRANULAR BACKFILL	C.Y.	———	140	———	150	290
CONCRETE MASONRY	C.Y.	201.0	101.7	44.0	105.1	451.8
BAR STEEL REINFORCEMENT	LBS.	68,170	4,500	6,650	4,830	84,150
STRUCTURAL CARBON STEEL	LBS.	3,350	———	———	———	3,350
STRUCTURAL LOW ALLOY STEEL	LBS.	1,980	———	———	———	1,980
LUBRICATED BRONZE PLATES	LBS.	95	———	———	———	95
BEARING PADS	S.F.	17	———	———	———	17
TUBULAR RAILING, TYPE "G"	L.F.	403	———	———	———	403
** STEEL TEST PILING	L.S.	———	———	———	———	1
STEEL PILING, DELIVERED	L.F.	———	700	630	560	1,890
STEEL PILING, DRIVEN	L.F.	———	700	630	560	1,890
SLOPE PAVING (CONCRETE)	S.Y.	———	90	———	120	210
PRESTRESSED GIRDER, I TYPE 45"	L.F.	1010	———	———	———	1,010
BEARING PADS, ELASTOMERIC	S.F.	22	———	———	———	22
NON-BID ITEMS						
ALUMINUM OR ZINC PLATE	S.F.	23	———	———	———	23
FILLER	SIZE	———	———	———	———	½ & ½
6" RUBBER WATERSTOP	L.F.	43	———	———	———	43

** DRIVE ONE STEEL TEST PILE 65'-0" LONG AT THE NORTH ABUTMENT.
DRIVE ONE STEEL TEST PILE 60'-0" LONG AT THE PIER.
DRIVE ONE STEEL TEST PILE 55'-0" LONG AT THE SOUTH ABUTMENT.

DESIGN DATA

LIVELOAD - HS 20

ALLOWABLE DESIGN STRESSES:
CONCRETE MASONRY GRADE "AA" f'_c = 1,400 P.S.I.
BAR STEEL REINFORCEMENT ——— f_s = 20,000 P.S.I.

PRESTRESSED GIRDERS — CONC. MASONRY f'_c = 6,000 P.S.I.
STRANDS = ½" ϕ WITH ULTIMATE TENSILE STRENGTH OF ——— 270,000 P.S.I.

FOUNDATION DATA:
THE NO. ABUT. FOOTINGS SHALL BE SUPPORTED ON 10" B.P. 42# STEEL "H" PILING EST. 50'-0" LONG AND DRIVEN TO A MIN. BRG. VALUE OF 50 TONS PER PILE.
THE PIER SHALL BE SUPPORTED ON 10" B.P. 42# STEEL "H" PILING EST. 45'-0" LONG AND DRIVEN TO A MIN. BRG. VALUE OF 50 TONS PER PILE.
THE SO. ABUT. FOOTINGS SHALL BE SUPPORTED ON 10" B.P. 42# STEEL "H" PILING EST. 40'-0" LONG AND DRIVEN TO A MIN. BRG. VALUE OF 50 TONS PER PILE.

REVISED

STATE HIGHWAY COMMISSION OF WISCONSIN

GENERAL PLAN

CO. DANE — RURAL / VILLAGE / CITY / TN. MIDDLETON — STA. 175 + 63.99

SECTION 22, 23, 24, 27 TOWN 7 N RANGE 8 E

DESIGN SPEC. A.A.S.H.O. '61 LOADING HS 20 CONST. SPEC. 1963

DATE 11-21-64 DESIGN R.L.R. DRAWN A.B.S. CKD. H.E.A.

RECOMMENDED W.A. Kline CHIEF BRIDGE ENGINEER

APPROVED [signature] STATE HIGHWAY ENGINEER

STRUCTURE B-13-222 | SHEET 1 OF 14

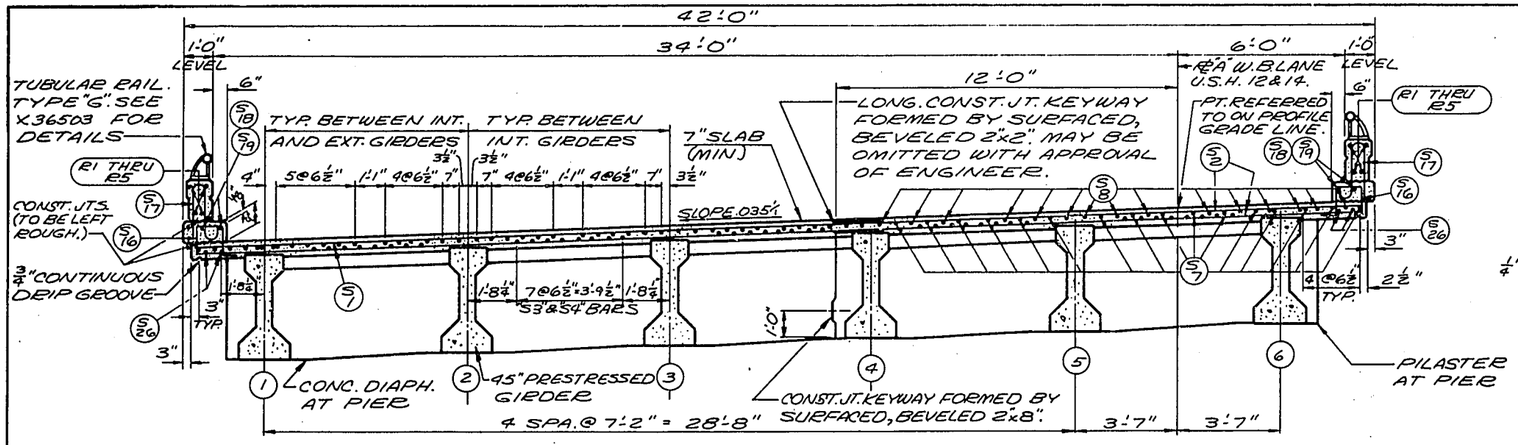
X 36496

FORM E-B-12-62

B P R DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	FA-2(39)	35	171

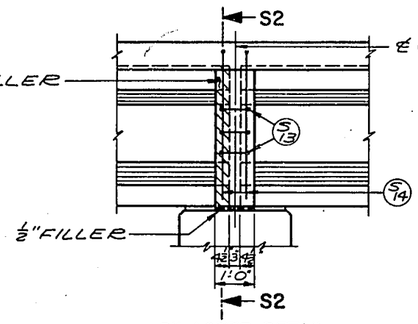
NOTE: TOP & BOTT. TRANSVERSE BARS IN SLAB SHALL BE SUPPORTED BY CONTINUOUS BAR CHAIRS ON OR ADJACENT TO EACH GIRDER & BY INDIVIDUAL BAR CHAIRS AT 3'-0" CTRS. APPROX. MIDWAY BETWEEN GIRDERS. THE 9" HEIGHT OF CURB IS TO BE MAINTAINED AT ALL POINTS OF BEARING.

TRANS. BAR STEEL REINF IN SLAB SHALL BE PLACED PARALLEL TO SUBSTRUCTURE UNITS.

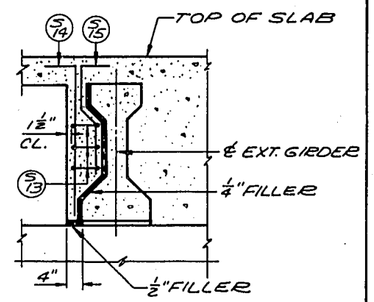


CROSS SECTION THRU ROADWAY

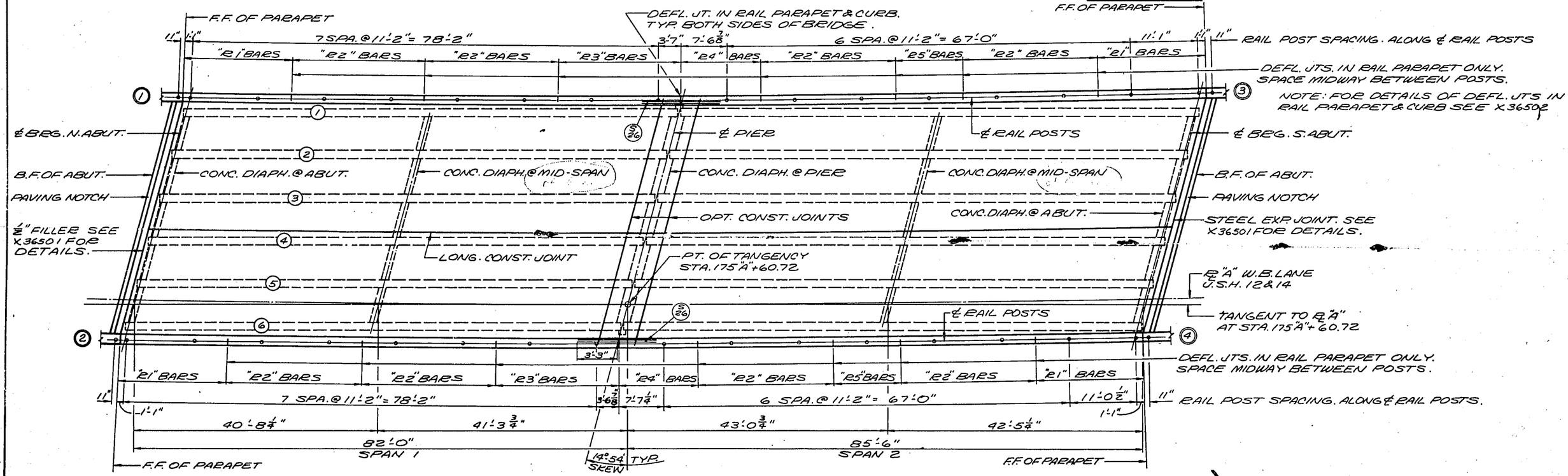
AT PT. ℄'S TO TANGENT LINE AT STA. 175"A"+60.72 - LOOKING SOUTH



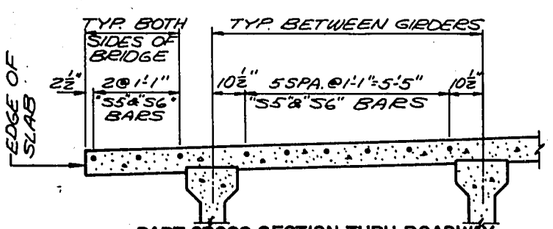
PILASTER DETAIL



SECTION S2

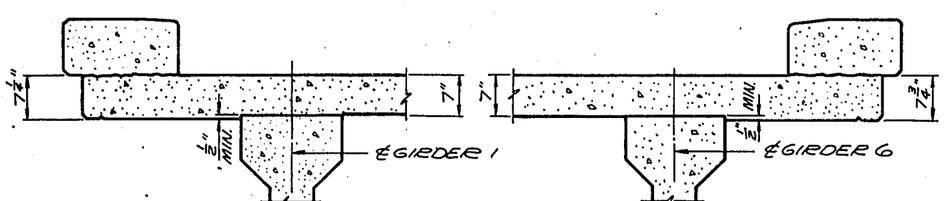


PLAN



PART CROSS SECTION THRU ROADWAY

AT PT. ℄'S TO TANGENT LINE - IN SPAN. SHOWING TOP LONG. BAR STEEL ONLY.



SLAB DETAIL AT EXTERIOR GIRDERS

Void

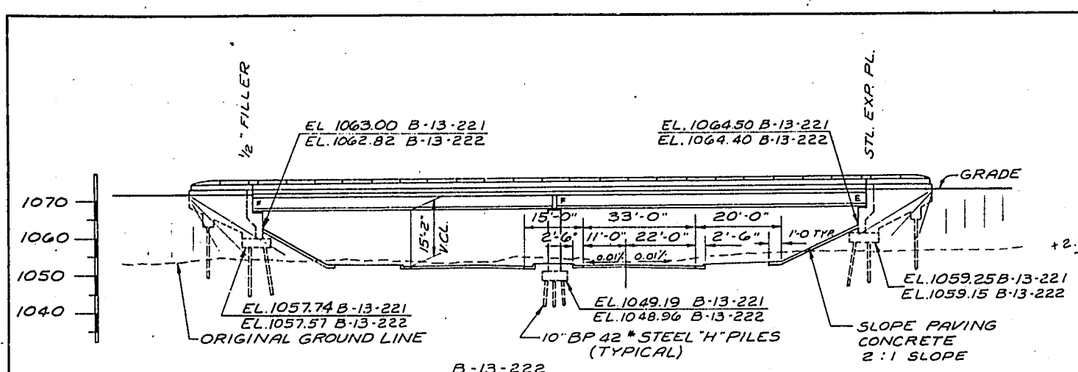
NOTE: FOR BILL OF BARS & BENDING DETAILS SEE SHEET X36508.

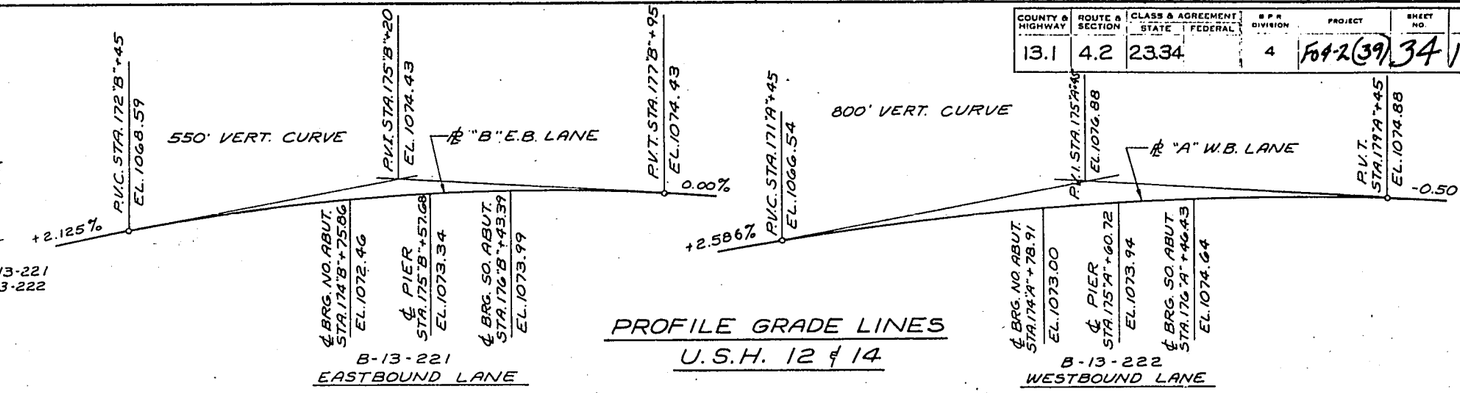
REVISED	STATE HIGHWAY COMMISSION OF WISCONSIN
	SUPERSTRUCTURE
	DESIGN SPEC. A.A.S.H.O.'61 LOADING H.S.20 CONST. SPEC. 1963
	DATE 12-21-66 DESIGN B.L.R. DRAWN J.H.G. CKD. H.E.A.
STRUCTURE B-13-222	SHEET 2 OF 14

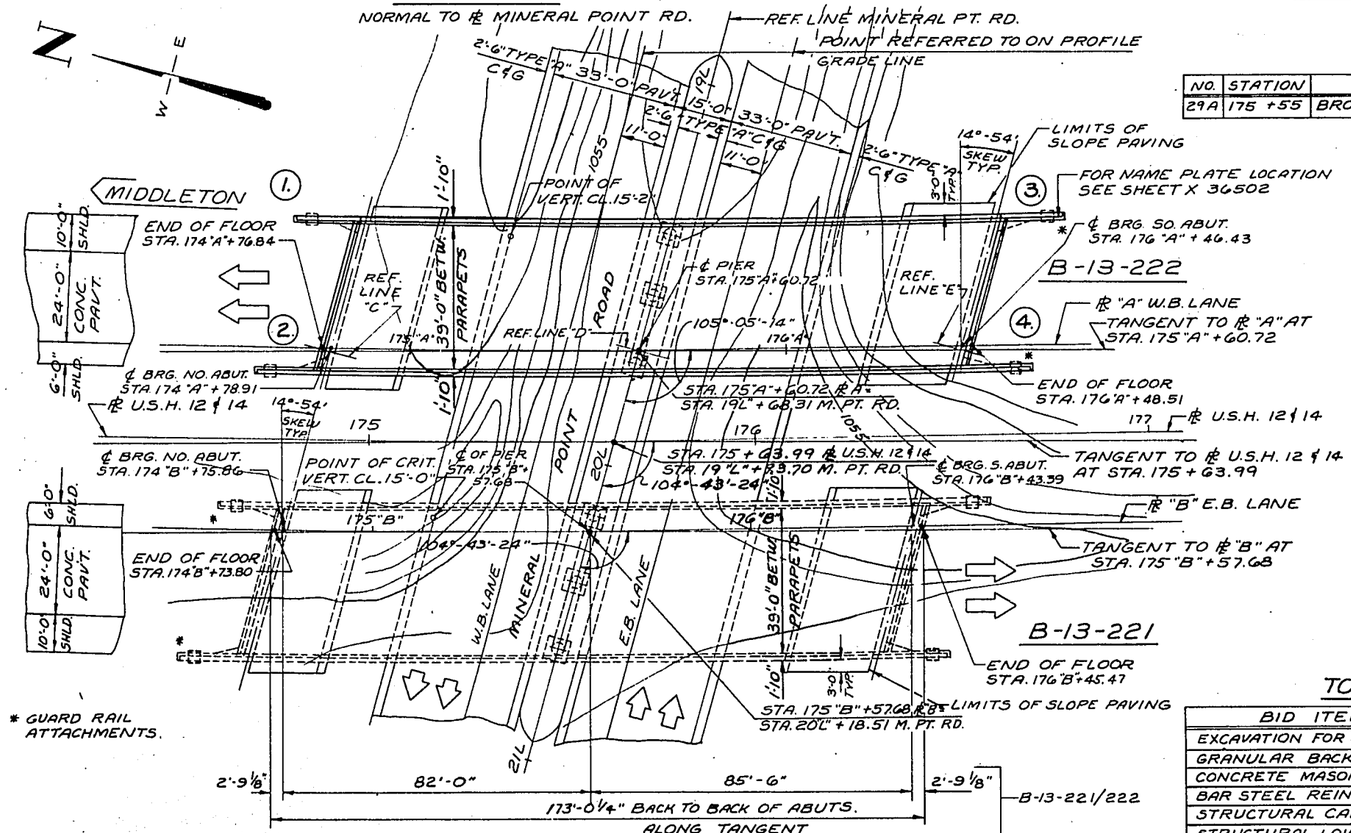
X 36497

FORM E-B-11-62

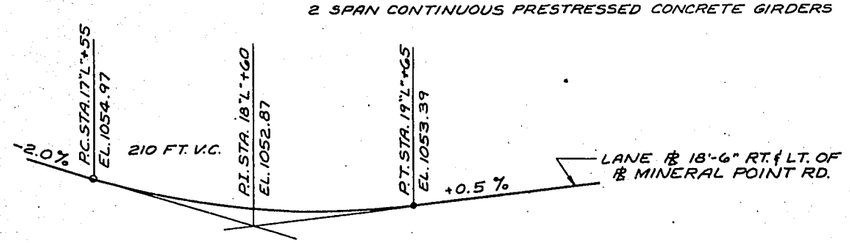
COUNTY & HIGHWAY	ROUTE & SECTION	CLASS & AGREEMENT STATE	CLASS & AGREEMENT FEDERAL	B.P.R. DIVISION	PROJECT	SHEET NO.	TOTAL SHEETS
13.1	4.2	23.34		4	F04-2(39)	34	171







* GUARD RAIL ATTACHMENTS.



BENCH MARK

NO.	STATION	DESCRIPTION	ELEV.
29A	175 +55	BRONZE CAP (MON) 40' RT.	1056.42

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.
BAR STEEL REINFORCEMENT SHALL BE IMBEDDED 2" CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

THE SLOPE IN FRONT OF THE ABUTMENTS SHALL BE COVERED WITH SLOPE PAVING AS SHOWN ON THIS SHEET AND ON SHEETS X 36504 AND X 36506.

UPPER LIMITS FOR "EXCAVATION FOR STRUCTURES" IS CONSIDERED TO BE THE FINISHED GRADED SECTION AT THE PIER, AND AS SHOWN ON SHEET X 36507 AT THE ABUTMENTS AND THE ESTIMATED QUANTITIES ARE COMPUTED FROM THESE LINES.

ELASTOMERIC BEARING PADS NEED NOT BE INDIVIDUALLY MOLDED PROVIDED THE CUT EDGES ARE SMOOTH & TRUE.

HOT POURED ELASTIC TYPE JOINT SEALER SHALL CONFORM TO A.S.T.M. DESIGNATION D 1190.

EXPANSION JOINT FILLER SHALL CONFORM TO A.A.S.H.O. DESIGNATION M 153, TYPE I.

CURVE DATA

℄ "A" W. B. LANE
D = 1°-12'-30"
R = 4741.72
SE = .035

℄ "B" E.B. LANE
D = 1°-12'-56"
R = 4713.72
SE = .032

NOTE:
HORIZONTAL CURVES ON STRUCTURES TO BE MET BY RDWY. HORIZONTAL CURVES.

LIST OF DRAWINGS

1. GENERAL PLAN — X 36496
2. SUPERSTRUCTURE — X 36497
3. SUPERSTRUCTURE — X 36498
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5. BEARING DETAILS — X 36500
6. EXPANSION JOINT — X 36501
7. RAIL PARAPET DETAILS — X 36502
8. DETAILS FOR TYPE "G" TUBULAR ALUMINUM & STEEL RAILING — X 36503
9. NORTH ABUTMENT — X 36504
10. PIER — X 36505
11. SOUTH ABUTMENT — X 36506
12. ABUTMENT DETAILS — X 36507
13. BILL OF BARS — X 36508
14. BILL OF BARS — X 36509

NOTE: FOR SUBSURFACE EXPLORATION SEE B-13-221 SHEET X 36538

TOTAL ESTIMATED QUANTITIES

BID ITEMS	UNIT	SUPER.	N. ABUT.	PIER	S. ABUT	TOTAL
EXCAVATION FOR STRUCTURES	C.Y.	———	130	45	130	~~305~~ 257
GRANULAR BACKFILL	C.Y.	———	140	———	150	~~290~~ 282
CONCRETE MASONRY	C.Y.	201.0	101.7	44.0	105.1	451.8
BAR STEEL REINFORCEMENT	LBS.	68,700	4,510	6,650	4,790	84,650
STRUCTURAL CARBON STEEL	LBS.	3,350	———	———	20	~~3,370~~ 3280
STRUCTURAL LOW ALLOY STEEL	L.BS.	1,980	———	———	———	1,980
LUBRICATED BRONZE PLATES	LBS.	95	———	———	———	95
BEARING PADS	S.F.	17	———	———	———	~~17~~ 24
TUBULAR RAILING, TYPE "G"	L.F.	393	———	———	———	~~393~~ 392.2
** STEEL TEST PILING	L.S.	———	———	———	———	1
STEEL PILING, DELIVERED	L.F.	———	700	630	560	~~1,890~~ 1770
STEEL PILING, DRIVEN	L.F.	———	700	630	560	~~1,890~~ 1462
SLOPE PAVING (CONCRETE)	S.Y.	———	90	———	120	~~210~~ 252
PRESTRESSED GIRDER, I TYPE 45"	L.F.	1010	———	———	———	1,010
BEARING PADS, ELASTOMERIC	S.F.	22	———	———	———	22
STEEL PILING SPLICES	EACH	—	—	—	—	1
NON-BID ITEMS						
ALUMINUM OR ZINC PLATE	S.F.	23	———	———	———	23
FILLER	SIZE	———	———	———	———	½ & ½
6" RUBBER WATERSTOP	L.F.	43	———	———	———	43

** DRIVE ONE STEEL TEST PILE 65'-0" LONG AT THE NORTH ABUTMENT.
DRIVE ONE STEEL TEST PILE 60'-0" LONG AT THE PIER.
DRIVE ONE STEEL TEST PILE 55'-0" LONG AT THE SOUTH ABUTMENT.

DESIGN DATA

LIVELOAD - HS 20
ALLOWABLE DESIGN STRESSES:
CONCRETE MASONRY GRADE "AA" f_c = 1,400 P.S.I.
BAR STEEL REINFORCEMENT ——— f_s = 20,000 P.S.I.

PRESTRESSED GIRDERS — CONC. MASONRY f_c = 6,000 P.S.I.
STRANDS = ½" ϕ WITH ULTIMATE TENSILE STRENGTH OF ——— 270,000 P.S.I.

FOUNDATION DATA:
THE NO. ABUT. FOOTINGS SHALL BE SUPPORTED ON 10" B.P. 42# STEEL "H" PILING EST. 50'-0" LONG AND DRIVEN TO A MIN. BRG. VALUE OF 50 TONS PER PILE.
THE PIER SHALL BE SUPPORTED ON 10" B.P. 42# STEEL "H" PILING EST. 45'-0" LONG AND DRIVEN TO A MIN. BRG. VALUE OF 50 TONS PER PILE.
THE SO. ABUT. FOOTINGS SHALL BE SUPPORTED ON 10" B.P. 42# STEEL "H" PILING EST. 40'-0" LONG AND DRIVEN TO A MIN. BRG. VALUE OF 50 TONS PER PILE.

REVISED	STATE HIGHWAY COMMISSION OF WISCONSIN
W.H. S.W. 4-3-68	GENERAL PLAN
	CO. DANE — CITY, VILLAGE, TOWN MIDDLETON — STA. 175 + 63.99
	SECTION 22,23,24,27 TOWN 7 N — RANGE 8 E
	DESIGN SPEC. A.A.S.H.O. '61 — LOADING HS 20 — CONST. SPEC. 1963
	DATE 11-21-66 — DESIGN R.L.R. — DRAWN A.S.B. — CKD. H.E.A.
	RECOMMENDED W.A. Kline, CHIEF BRIDGE ENGINEER
	APPROVED W.J. Burmeister, STATE HIGHWAY ENGINEER
	STRUCTURE B-13-222 — SHEET 1 OF 14

W 36496

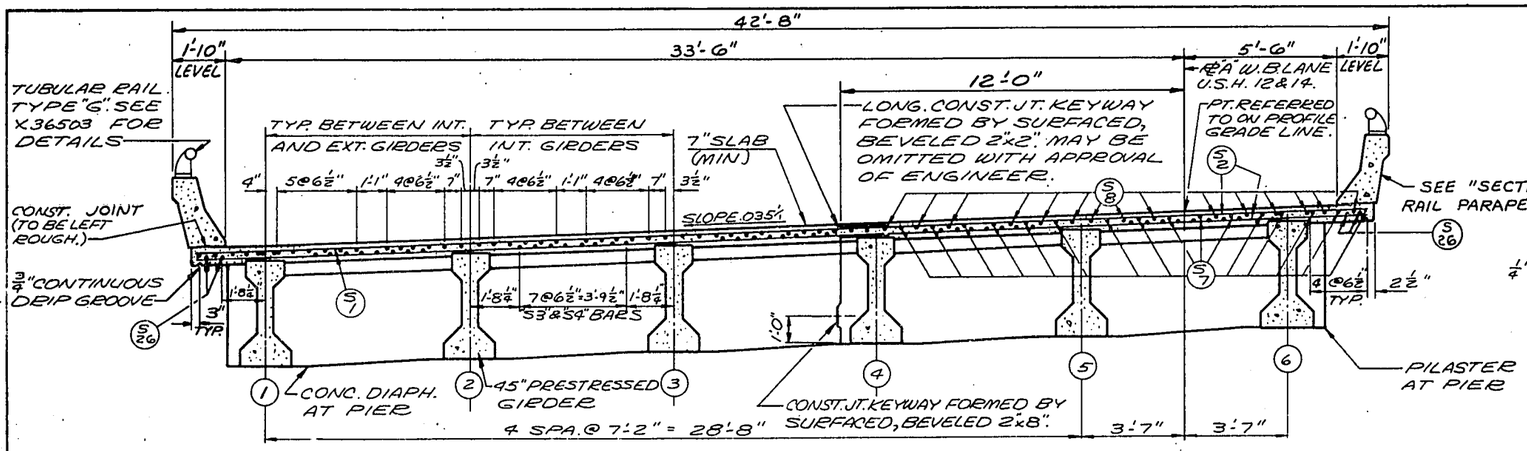
c.c.o. No. 12

FORM E-B-12-62

S.F.R. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	F01-2(39)	35	171

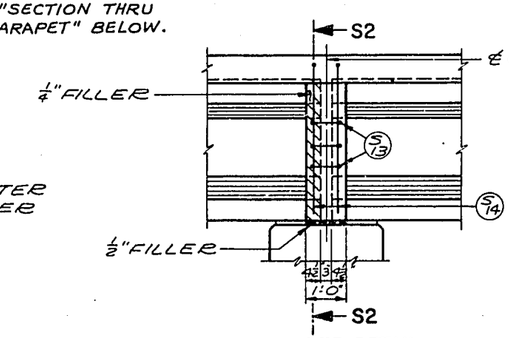
NOTE: TOP & BOTT. TRANSVERSE BARS IN SLAB SHALL BE SUPPORTED BY CONTINUOUS BAR CHAIRS ON OR ADJACENT TO EACH GIRDER & BY INDIVIDUAL BAR CHAIRS AT 3'-0" CTRS. APPROX. MIDWAY BETWEEN GIRDERS.

TRANS. BAR STEEL REINF. IN SLAB SHALL BE PLACED PARALLEL TO SUBSTRUCTURE UNITS.

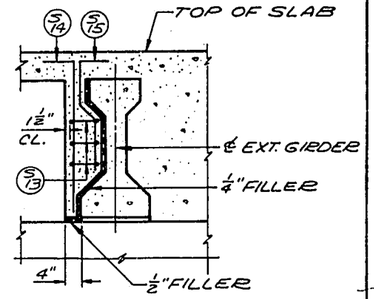


CROSS SECTION THRU ROADWAY

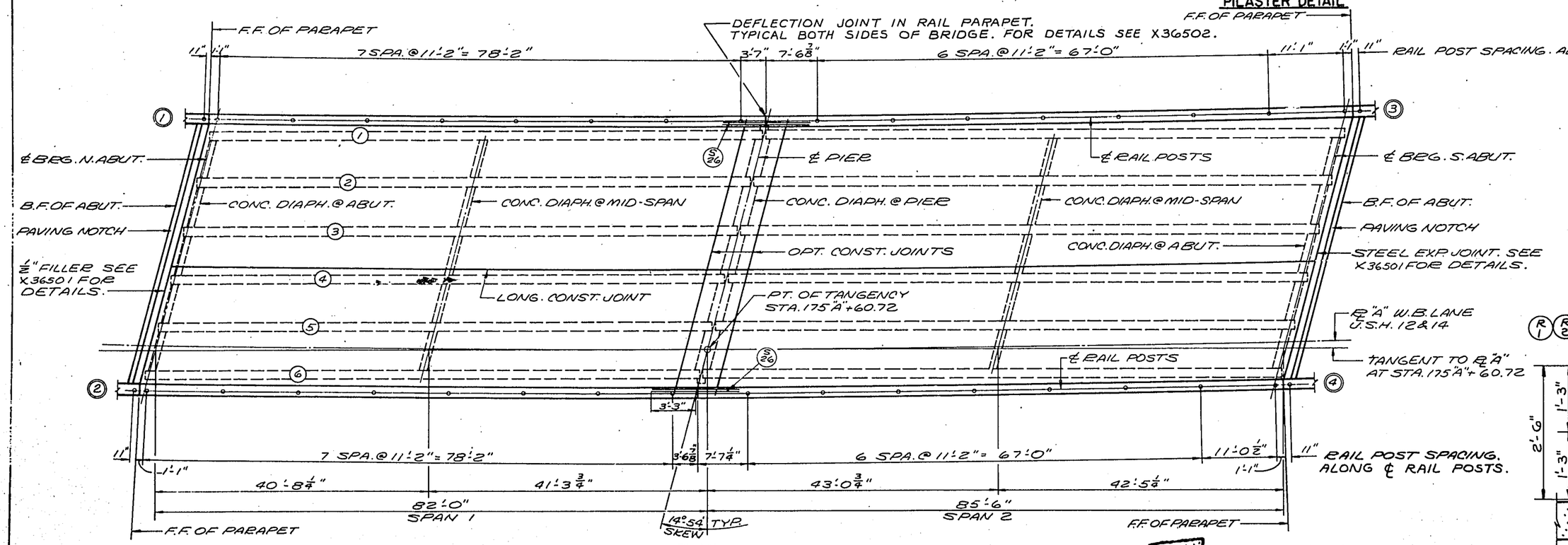
AT ℄'S TO TANGENT LINE AT STA. 175"A"+60.72 - LOOKING SOUTH



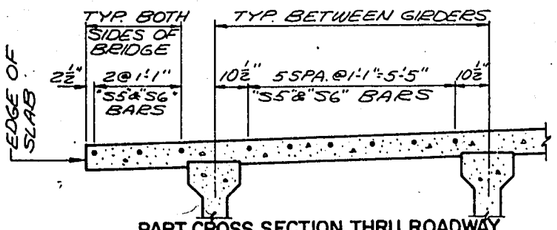
PILASTER DETAIL



SECTION S2

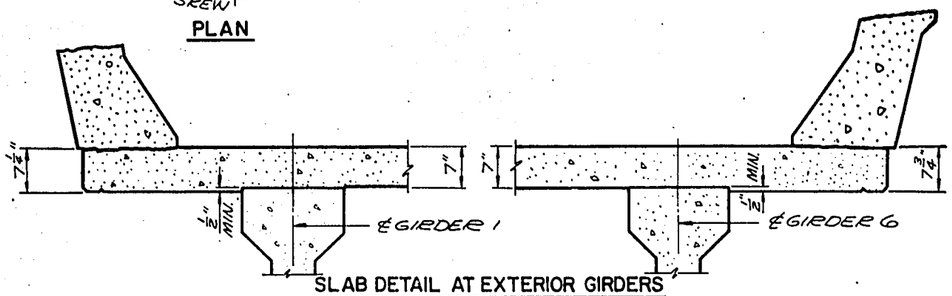


PLAN

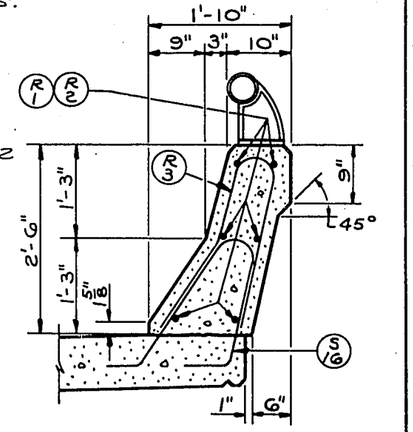


PART CROSS SECTION THRU ROADWAY

AT ℄'S TO TANGENT LINE - IN SPAN. SHOWING TOP LONG. BAR STEEL ONLY.



SLAB DETAIL AT EXTERIOR GIRDERS



SECTION THRU RAIL PARAPET

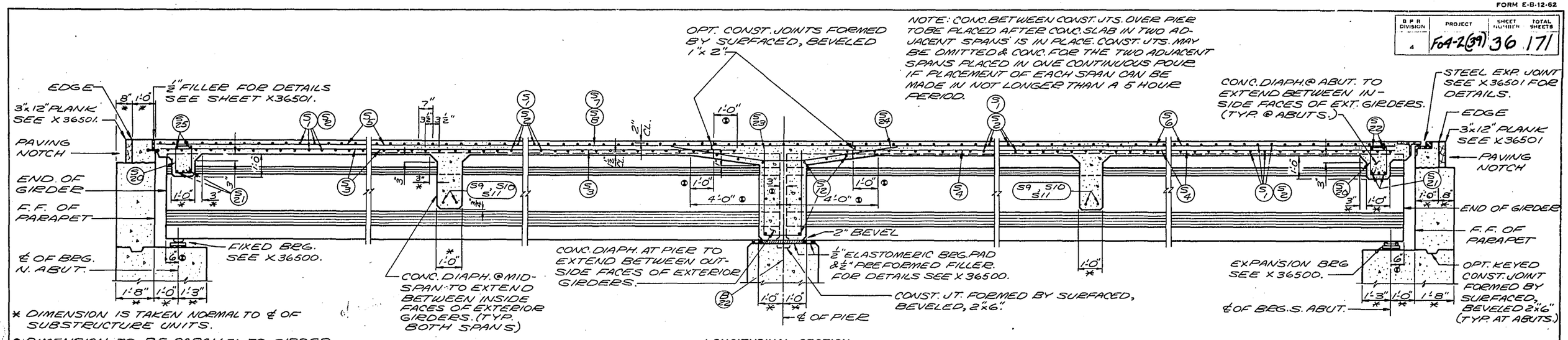
NOTE: FOR BILL OF BARS & BENDING DETAILS SEE SHEET X-36508.

REVISED	STATE HIGHWAY COMMISSION OF WISCONSIN
W.K. 4-5-66	SUPERSTRUCTURE
DESIGN SPEC A.A.S.H.O. '61 LOADING H S 20	SUPPL. SPEC 1963
DATE 12-12-66 DESIGN B.L.R.	DRAWN J.H.G. CKD. H.E.A.
STRUCTURE B-13-222	SHEET 2 OF 14

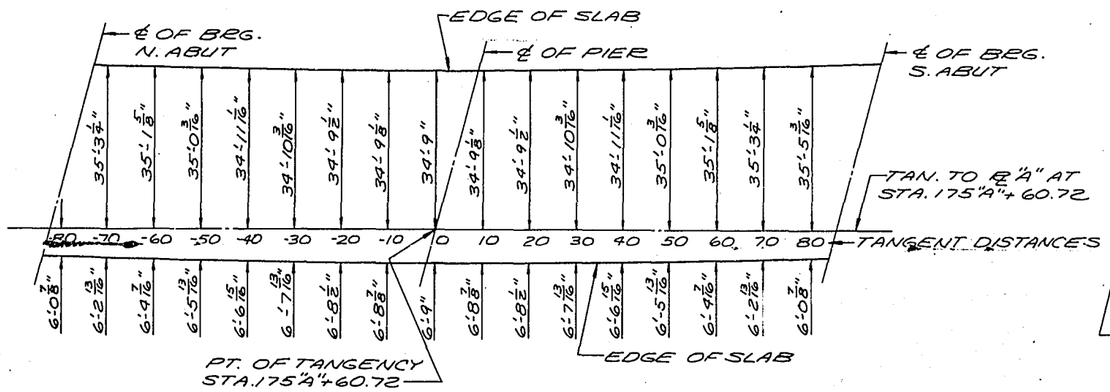
X 36497

FORM E-B-12-62

B P R DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	FOA-2(39)	36	171

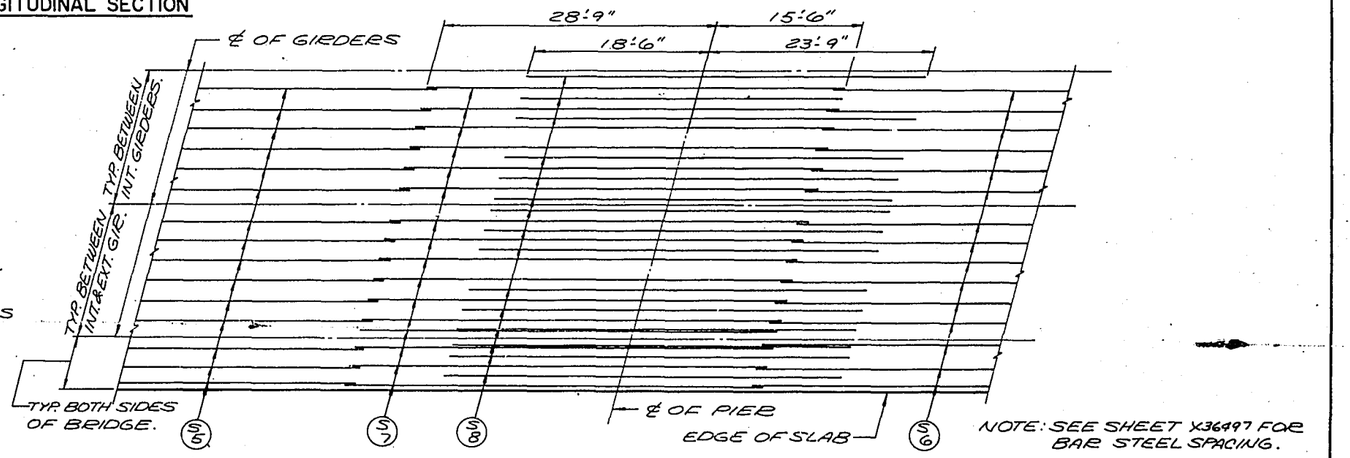


LONGITUDINAL SECTION



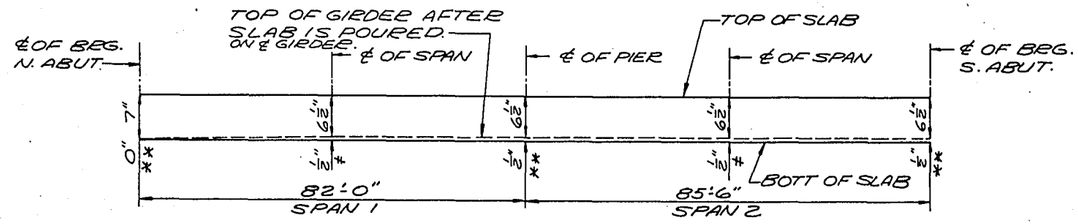
SLAB PLAN

SHOWING OFFSETS NORMAL TO TANGENT LINE



PART SLAB PLAN

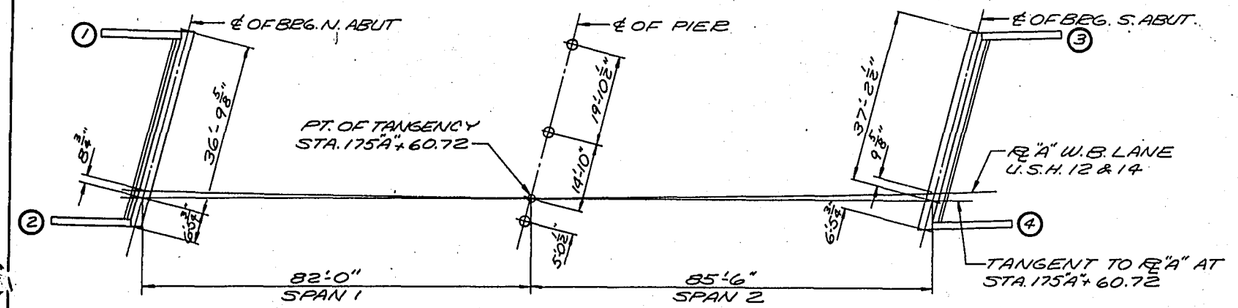
SHOWING TOP LONGITUDINAL BAR STEEL ONLY.



SLAB FORMING DIAGRAM

* TO COMPENSATE FOR VARIATIONS IN PRESTRESS CAMBER AND OTHER MINOR CONSTRUCTION DISCREPANCIES THE IMBEDMENT AT THE ℄ OF SPAN MAY BE VARIED WITH A MAXIMUM OF 1½" ALLOWABLE IMBEDMENT AND THE SLAB HELD TO PLAN THICKNESS.

** IF VARIATIONS IN PRESTRESS CAMBER AND OTHER CONSTRUCTION DISCREPANCIES ARE OF SUCH A MAGNITUDE SO THAT THE MAXIMUM ALLOWABLE IMBEDMENT AS NOTED ABOVE WILL BE EXCEEDED THESE DIMENSIONS WILL BE REVISED. THE 1½" IMBEDMENT AND THE PLAN SLAB THICKNESS WILL BE HELD WHILE THE GRADE LINE WILL BE REVISED.



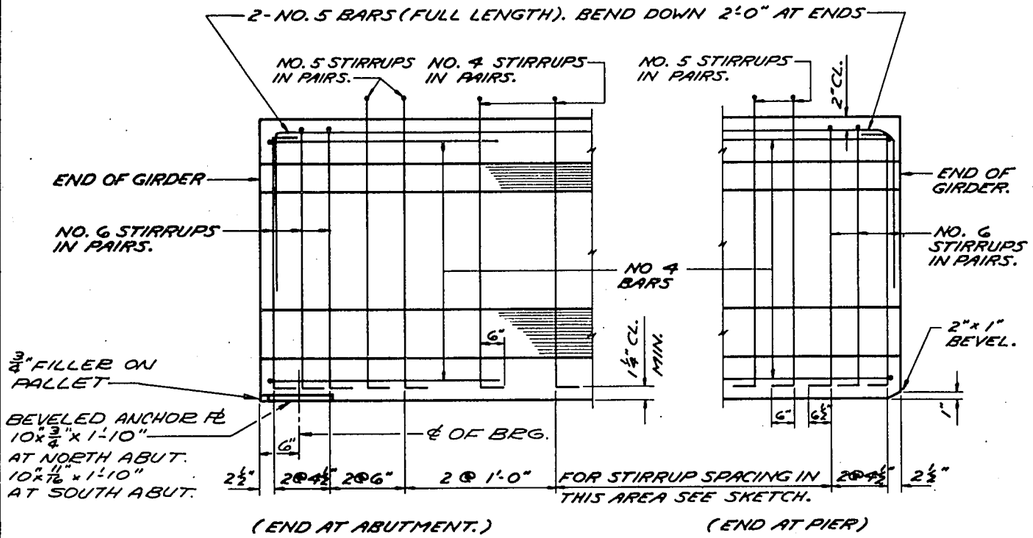
SUBSTRUCTURE LAYOUT

REVISED	STATE HIGHWAY COMMISSION OF WISCONSIN
	SUPERSTRUCTURE
	HIGH SPEC. A.A.S.H.O.'61 | LOADING H520 | CONST. SPEC. 1963
	DATE 11-21-66 | DESIGN R.L.R. | DRAWN J.H.G. | CKD H.E.A.
STRUCTURE B-13-222	SHEET 3 OF 14

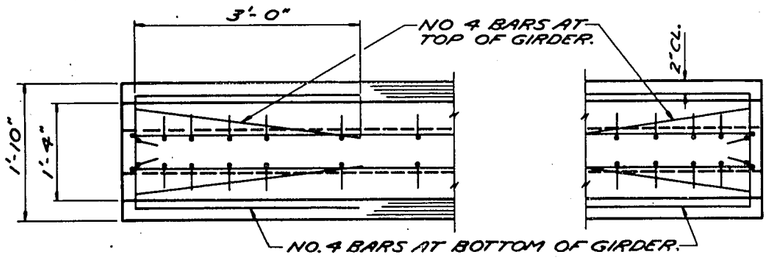
X 36498

FORM E-B-12-62

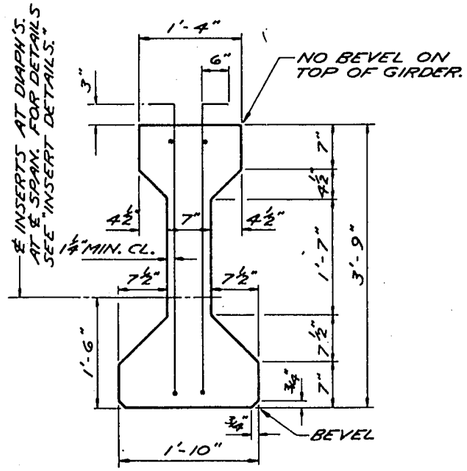
B.P.R. DIVISION	PROJECT	SHEET NO.	TOTAL SHEETS
4	FAA-2(39)	37	171



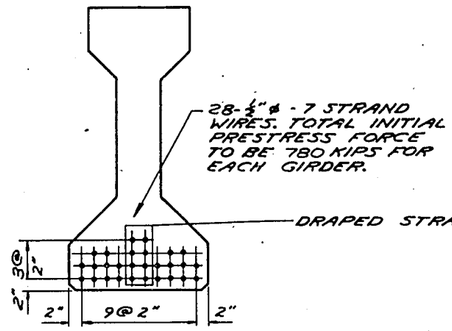
SIDE VIEW OF GIRDER



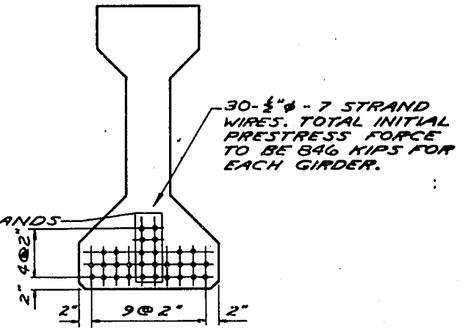
TOP VIEW OF GIRDER



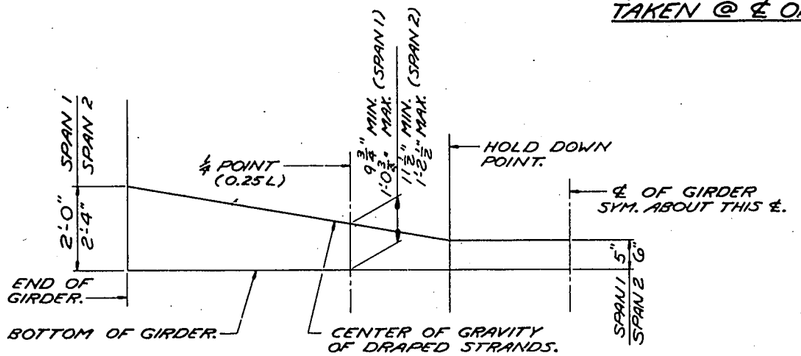
SECTION THRU GIRDER



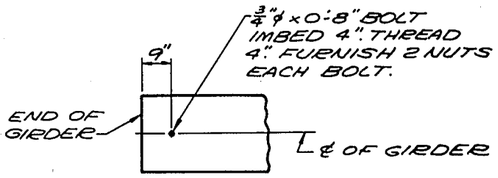
SECTION THRU GIRDER TAKEN @ ℄ OF SPAN 1



SECTION THRU GIRDER TAKEN @ ℄ OF SPAN 2

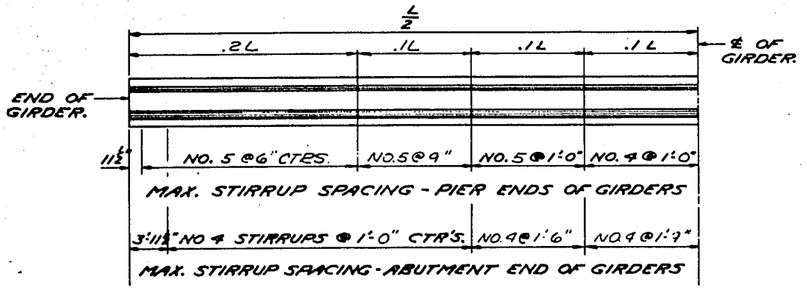


DRAPED STRAND PROFILE



EXPANSION PLATE ANCHOR BOLT LAYOUT

AT SOUTH ABUT. ONLY



SKETCH SHOWING MAXIMUM STIRRUP SPACING

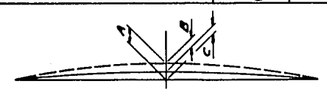
ALL STIRRUPS TO BE IN PAIRS AS SHOWN ABOVE.
THE LOCATION OF STIRRUPS SHALL BE SUBMITTED FOR APPROVAL ON THE SHOP DRAWINGS.
THE OVERALL LENGTH OF GIRDERS "L" IS 82'-4 1/2" FOR GIRDERS IN SPAN 1 AND 85'-10 1/2" FOR GIRDERS IN SPAN 2.

MINIMUM CYLINDER STRENGTH OF CONCRETE AT TIME OF TRANSFER OF PRE-STRESS FORCE f'ci (psi).

GIRDER TYPE	SPAN 1	SPAN 2
DRAPED PATTERN	5,000	5,000

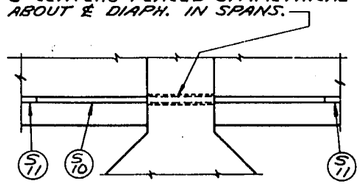
DEFLECTION DATA

CAMBER	SPAN 1	SPAN 2
* A: PRE-STRESS CAMBER	2"	2 1/8"
* B: DEAD LOAD DEFLECTION	7/8"	1 1/8"
* C: RESIDUAL CAMBER	1 1/8"	1"

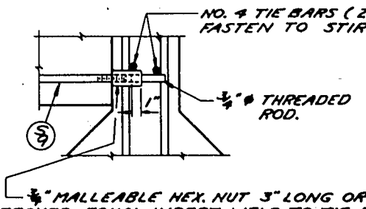


* PRE-STRESS CAMBER AND DEAD LOAD DEFLECTION DATA SHOWN ARE THEORETICAL AND MAY VARY WITH CONCRETE STRENGTH, VARIABLE PRESTRESSING CONDITIONS AND PRE-STRESS LOSSES.

2-1" I.D. SLEEVE INSERTS AT 6" CENTERS PLACED SYMMETRICAL ABOUT ℄ DIAPH. IN SPANS.



INTERIOR GIRDERS



3/4"ø MALLEABLE HEX. NUT 3" LONG OR APPROVED EQUAL INSERT. WELD TO TIE BARS. 2-INSERTS AT 6" CTR'S PLACED SYMMETRICAL ABOUT ℄ DIAPHRAGMS IN SPANS.

EXTERIOR GIRDERS

INSERT DETAILS

GENERAL NOTES

TOP OF GIRDERS TO BE ROUGH FLOATED AND BROOMED TRANSVERSELY FOR BONDING TO SLAB.

THE GIRDER MANUFACTURER SHALL PROVIDE A SUITABLE LIFTING DEVICE FOR HANDLING AND ERECTING THE GIRDERS. THE DETAILS OF THE LIFTING DEVICE USED SHALL BE SUBMITTED FOR APPROVAL.

ALL GIRDERS SHALL BE CAST FULL LENGTH AS SHOWN.

WIRES SHALL BE FLUSH WITH END OF GIRDERS.

PRESTRESSING WIRES SHALL HAVE AN ULT. STRENGTH OF 270,000 psi.

ENDS OF WIRES SHALL BE PAINTED WITH NON-STAINING GRAY TWO COMPONENT POLY-SULFIDE LIQUID POLYMER (GUN GRADE) WITH SURFACE PRIMER, CONFORMING TO A.S.A.-A-116.1-1960. (AT ABUTMENT ENDS ONLY)

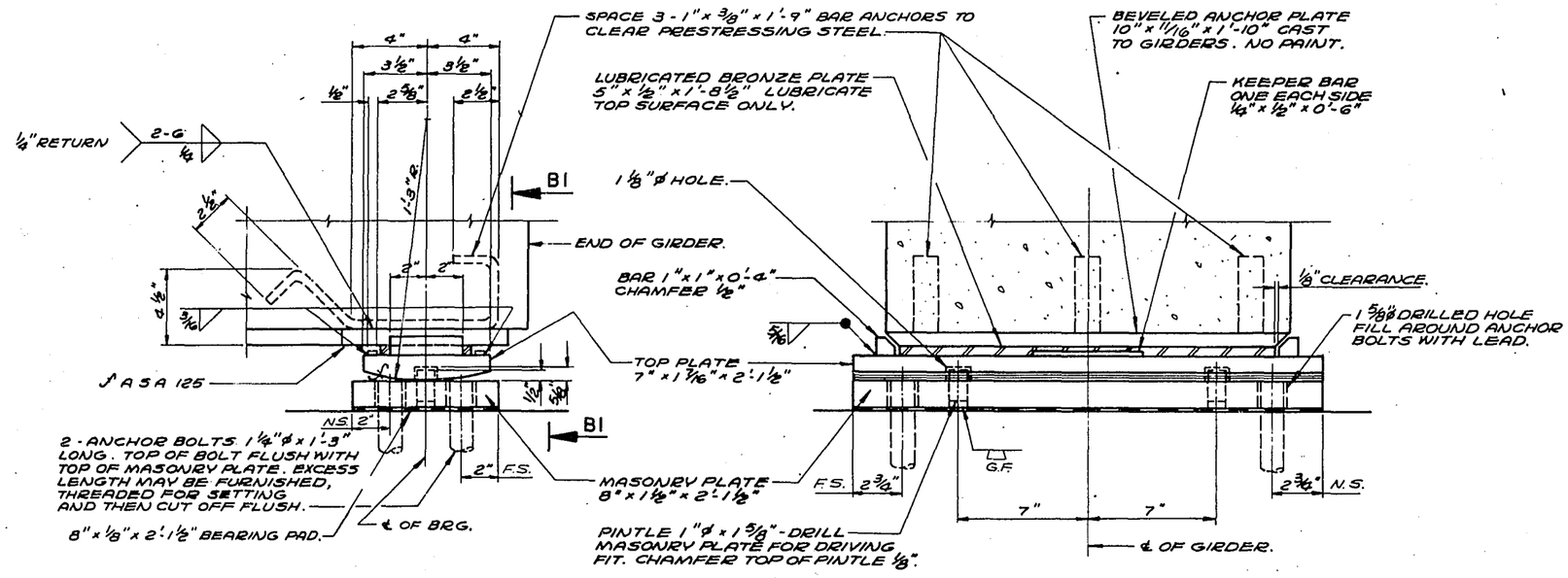
f'c = 6000 P.S.I. AT 28 DAYS.

REVISED	STATE HIGHWAY COMMISSION OF WISCONSIN
	45" PRESTRESSED GIRDER DETAILS
	DESIGN SPEC A.A.S.H.O.G. LOADING HS20 CONST. SPEC. 1963
	DATE 11-21-66 DESIGN ST'D. DRAWN W.N.G. CKD H.E.A.
STRUCTURE B-13-222	SHEET 4 OF 14

X36499

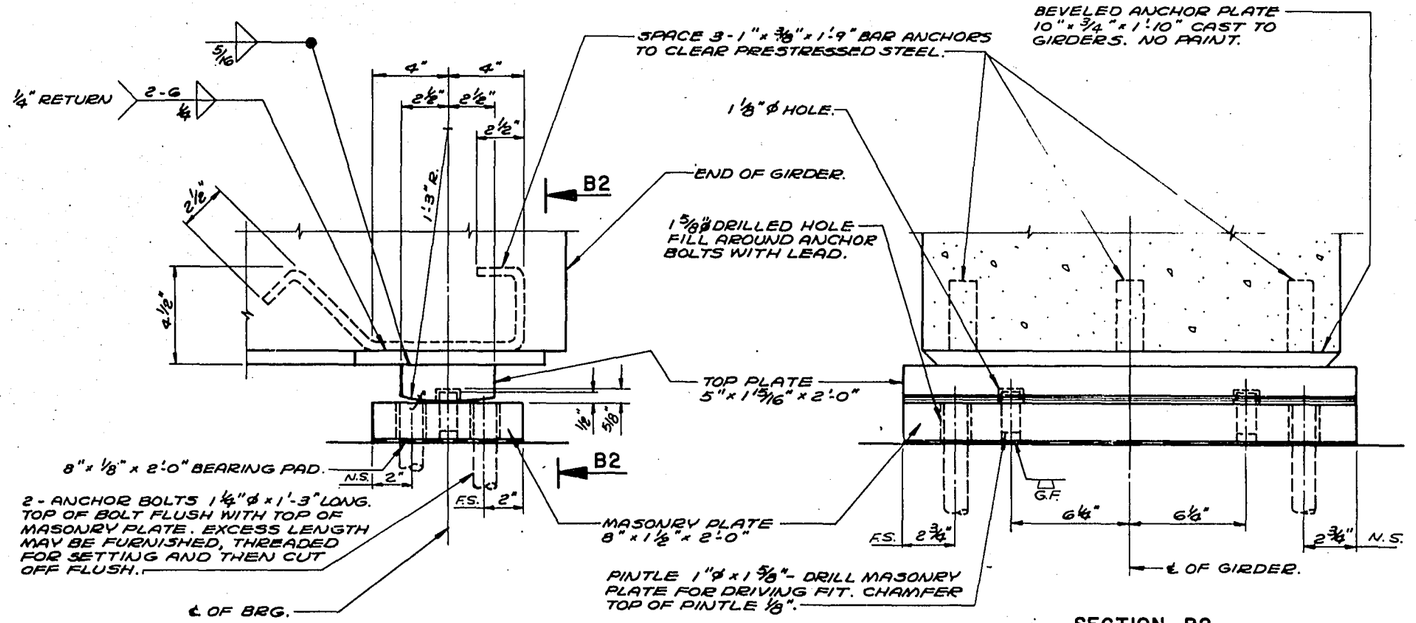
FORM E-B-12-62

B.P.R. DIVISION	PROJECT	SHEET NO.	TOTAL SHEETS
4	F042(39)	38	171



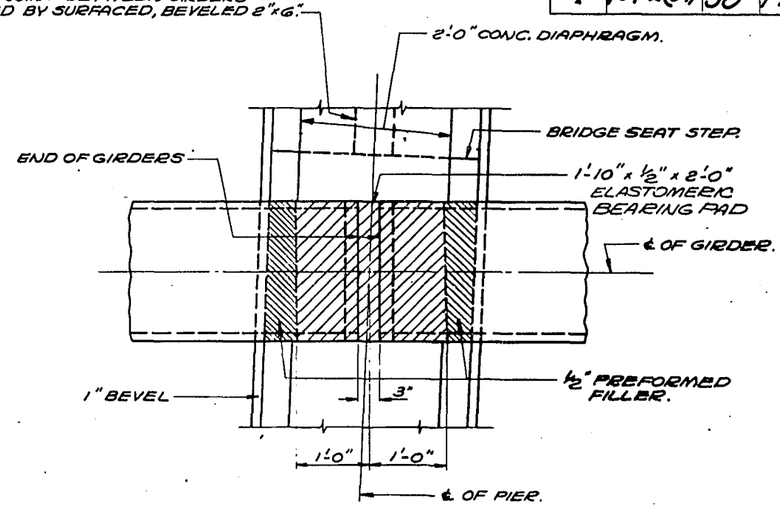
EXPANSION BEARING
6 REQ'D. AT SOUTH ABUT.

SECTION B1



FIXED BEARING
6 REQ'D. AT NORTH ABUT.

SECTION B2



BEARING PAD DETAIL AT PIER

BEARING NOTES

ALL MATERIAL EXCEPT ANCHOR BOLTS SHALL BE MADE OF A242 STEEL WITH A CORROSIVE RESISTANCE OF 4 OR MORE TIMES THAT OF A36 STEEL.

ALL BEARING MATERIAL EXCEPT BRONZE PLATES, BEARING PADS, AND ANCHOR PLATES SHALL BE PAID FOR AT THE UNIT PRICE BID FOR "STRUCTURAL LOW ALLOY STEEL."

ALL STRUCTURAL STEEL 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.

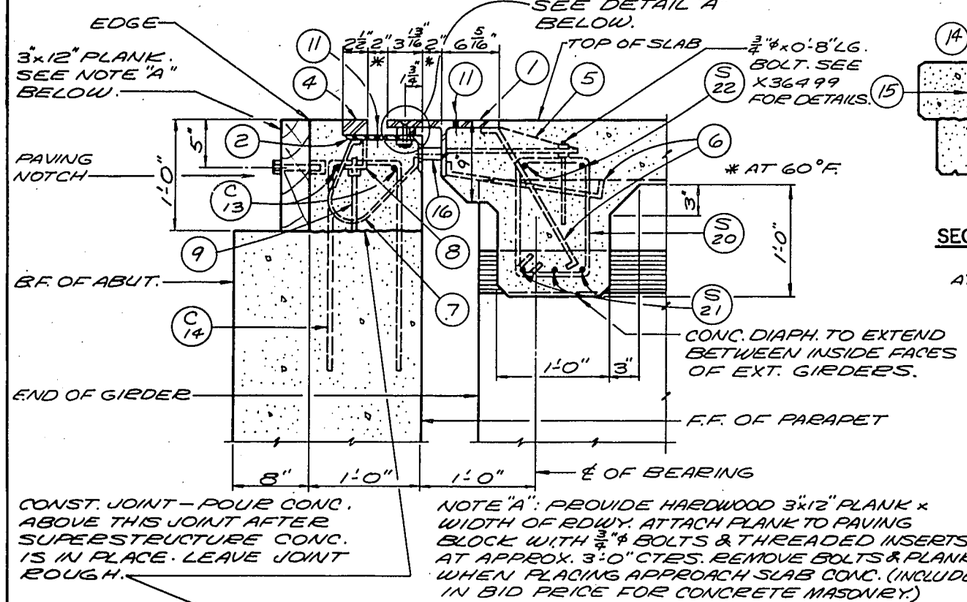
ALL SURFACES MARKED √ SHALL BE MACHINE FINISHED.

REVISED	STATE HIGHWAY COMMISSION OF WISCONSIN
	BEARING DETAILS
	DESIGN SPEC. A.A.S.H.O. '61 LOADING HS 20 CONST. SPEC. 1963
	DATE 11-21-66 DESIGN —— DRAWN J.H.G. CHD H.E.A.
STRUCTURE B — 13 — 222	SHEET 5 OF 14

X 36500

FORM E-B-12-62

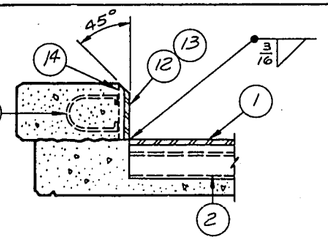
B.P.R. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	F04-2(39)	39	171



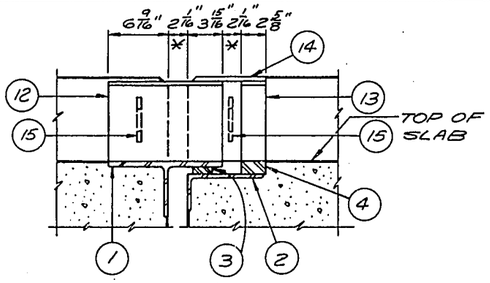
CONST. JOINT — POUR CONC. ABOVE THIS JOINT AFTER SUPERSTRUCTURE CONC. IS IN PLACE. LEAVE JOINT ROUGH.

NOTE "A": PROVIDE HARDWOOD 3"x12" PLANK x WIDTH OF ROWY. ATTACH PLANK TO PAVING BLOCK WITH 3/4"ϕ BOLTS & THREADED INSERTS AT APPROX. 3'-0" CTRS. REMOVE BOLTS & PLANK WHEN PLACING APPROACH SLAB CONC. (INCLUDE IN BID PRICE FOR CONCRETE MASONRY.)

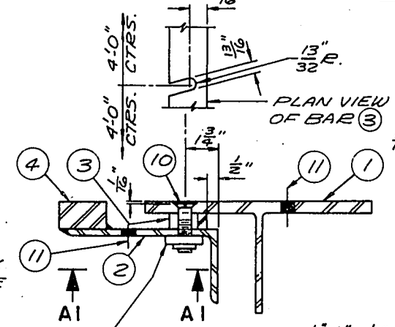
SECTION E1



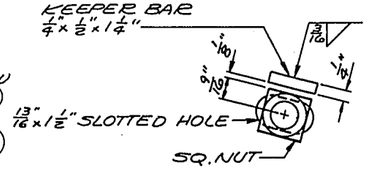
SECTION THRU JOINT AT CURB
AT SOUTH ABUT.



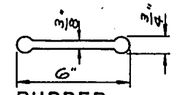
ELEVATION AT CURB
AT SOUTH ABUT.



DETAIL A



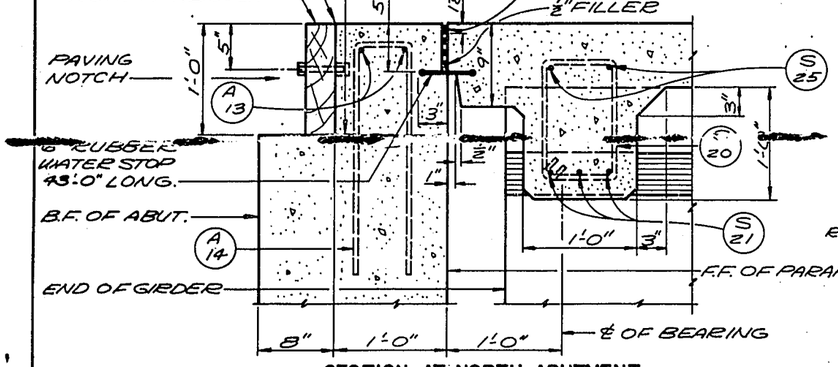
VIEW A1



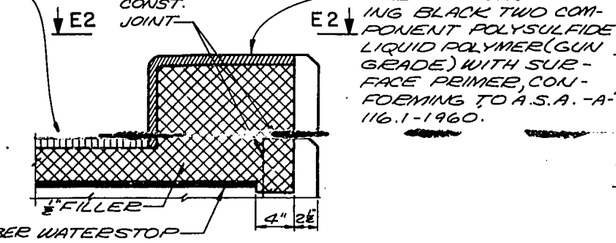
RUBBER WATERSTOP DETAIL

LEGEND

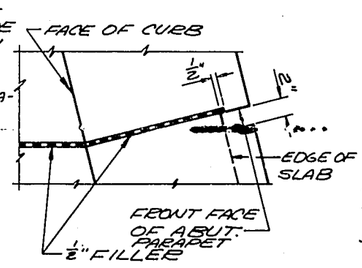
1. S.T. 6"WF 39.5 # x BDWY. WIDTH.
2. L 8"x4"x7/16" x BDWY. WIDTH. LONG DIM. OF 13/16"x1 1/2" SLOTTED HOLE PARALLEL TO ℄ BDWY.
3. BAR 2"x3/8" x BDWY. WIDTH. WELD TO L #2 WITH 2 LINES OF 1/4" FILLET WELD. 2@6. LONG DIMENSION OF 13/16" SLOT TO BE PARALLEL TO ℄ BDWY.
4. BAR 2 5/8"x1 1/2" x BDWY. WIDTH. WELD TO L #2 WITH 2 LINES OF 1/4" FILLET WELD. 2@6.
5. L 3 1/2"x3"x3/8". PROVIDE 1 1/8"ϕ HOLE IN 3 1/2" LEG FOR 3/4"ϕx0'-8" BOLT. FILLET WELD TO FLANGE & WEB OF STRUCTUBAL TEE #1 NEAR SIDE & FAR SIDE.
6. 5/8"□ BENT BAR @ 0'-9" ALTERNATE CTRS. BETWEEN GIRDERS. 1'-3" LONG. WELD TO S.T. #1 WITH 1/4" FILLET WELD ALL AROUND.
7. 5/8"□ BENT BAR AT 1'-0" CTRS. 1'-9" LONG. WELD TO L #2.
8. L 3"x2 1/2"x3/8" x 0'-3" @ 3'-0" CTRS. WELD TO L #2. PROVIDE 5/8"ϕ HOLE IN 2 1/2" LEG FOR BOD #9.
9. 1 1/2"ϕ BOD x 0'-9" LONG & NUT. TACK WELD NUT TO L #8. THREAD 3".
10. 3/4"ϕ FLAT HD. CAP SCREW x 0'-2 3/4" LG. WITH SQ. NUT @ 4'-0" CTRS. GREASE FOR EASY REMOVAL. 1/4"x1/2"x1 1/4" KEEPER BAR. WELD TO L #2 TO KEEP SQ. NUT FROM TURNING. 13/16"x1 1/2" HOLE IN L #2. 13/16"ϕ HOLE CSK. 7/16" DEEP IN S.T. #1. 13/16" SLOT IN BAR #3 AS SHOWN.
11. VENT HOLES, 13/16"ϕ, PLACED @ 2'-0" CTRS. ON L #2 AND S.T. #1.
12. PL 12 7/16"x3/8" ——— CHAMFER AS SHOWN. FIELD WELD TO S.T. #1
13. PL 2 5/8"x3/8" ——— CHAMFER AS SHOWN. WELD TO PL #14 WITH 1 LINE OF 3/16" FILLET WELD. FIELD WELD TO BAR #4.
14. PL 8 5/8"x3/8" ——— CHAMFER AS SHOWN.
15. 5/8"□ BENT BAR x 2'-0" LONG. WELD TO PL #12 & #14.
16. BLOCK & BOLT FOR SHIPMENT WITH PIPE SLEEVE AND 1/2"ϕ BOLT. PROVIDE 3/16"ϕ HOLES @ 3'-0" CTRS IN S.T. #1 & L #2 FOR 1/2"ϕ BOLT.



SECTION AT NORTH ABUTMENT
NORMAL TO ℄ OF ABUT.



SECTION THRU CURB AT FILLER
AT NORTH ABUT.



VIEW E2

NOTES

EXPANSION JOINT SHALL BE BUILT TO CONFORM TO GRADE & SUPERELEVATION AND GRADE.

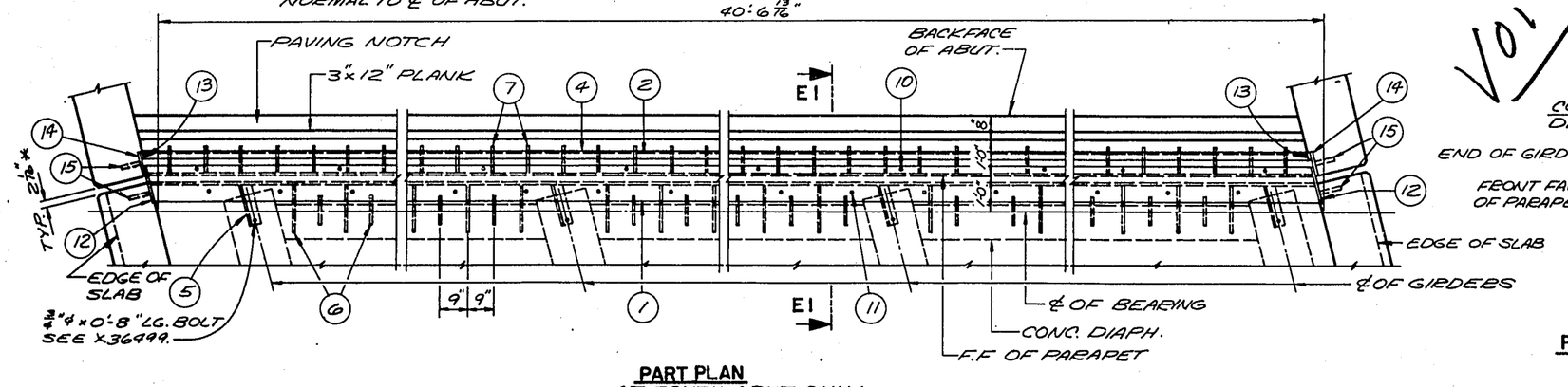
ONE FIELD SPLICE SHALL BE PERMITTED.

AFTER CONCRETE HAS SET REMOVE SCREW NO. 10 AND FILL HOLES WITH HOT POURED ELASTIC TYPE JOINT SEALER.

AFTER CONCRETE HAS SET THE JOINT OPENING SHALL BE THOROUGHLY CLEANED.

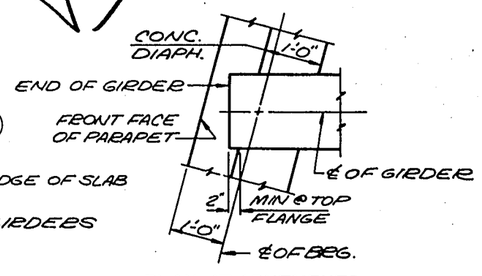
APPLY 1/16" COAT OF BITUMASTIC TO METAL SURFACES FORMING THE JOINT AND FILL OPENING WITH HOT POURED ELASTIC TYPE JOINT SEALER.

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
AT SOUTH ABUT. ONLY

Void



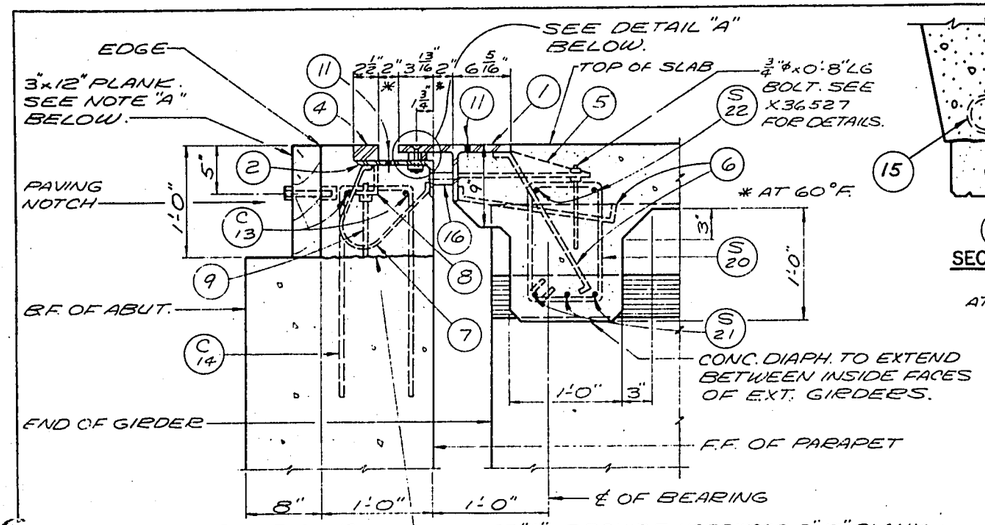
PLAN AT ABUTMENTS

REVISED	STATE HIGHWAY COMMISSION OF WISCONSIN
	EXPANSION JOINT
	DESIGN SPEC. AASHO '61 · LOADING H520 · CONST. SPEC. 1963
	DATE 11-21-66 · DESIGN R.L.R. · DRAWN J.H.G. · CKD. H.E.A.
	STRUCTURE B-13-222 · SHEET 6 OF 14

X 36501

FORM E-B-12-62

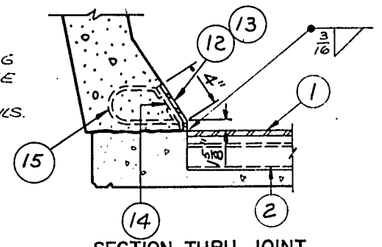
L.P.P. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	1042(39)	39	171



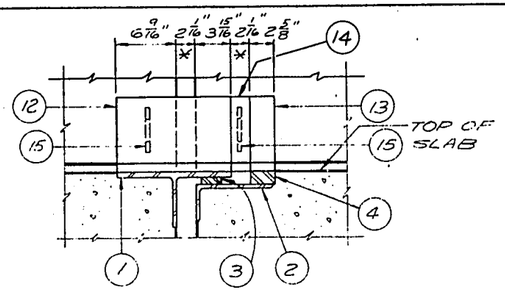
CONST. JOINT – POUR CONC. ABOVE THIS JOINT AFTER SUPERSTRUCTURE CONC. IS IN PLACE. LEAVE JOINT ROUGH.

NOTE "A": PROVIDE HARDWOOD 3"x12" PLANK x WIDTH OF ROWY. ATTACH PLANK TO PAVING BLOCK WITH 3/4"ϕ BOLTS & THREADED INSERTS AT APPROX. 3'-0" CTRS. REMOVE BOLTS & PLANK WHEN PLACING APPROACH SLAB CONC. (INCLUDE IN BID PRICE FOR CONCRETE MASONRY.)

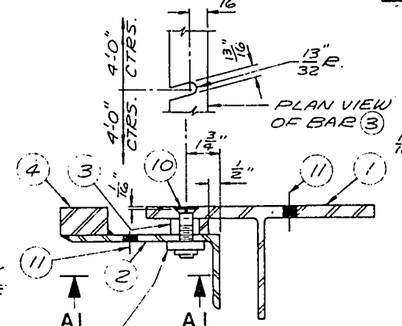
SECTION E1

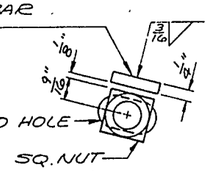


SECTION THRU JOINT AT RAIL PARAPET
AT SOUTH ABUT.

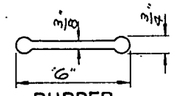


ELEVATION AT RAIL PARAPET
AT SOUTH ABUT.

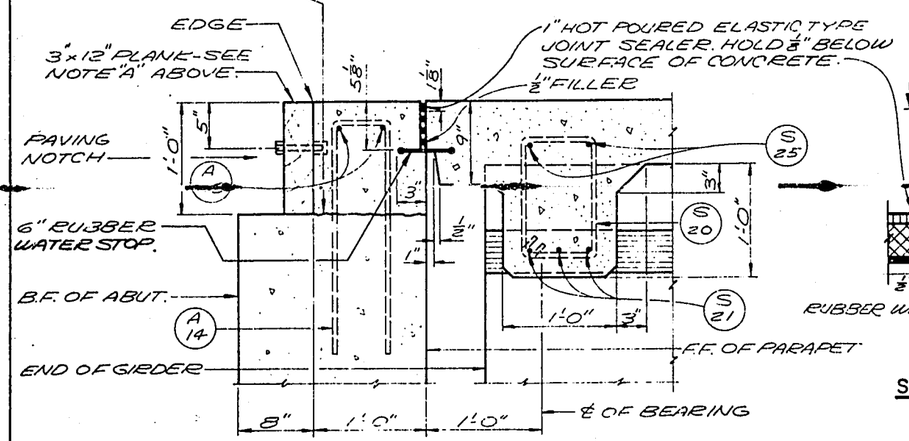




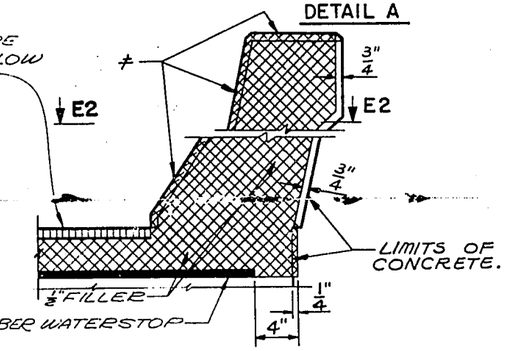
VIEW A1



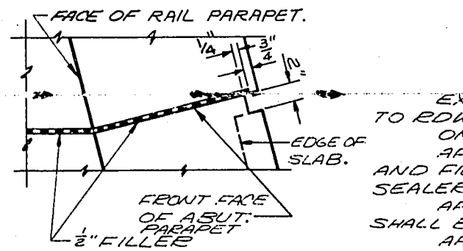
RUBBER WATERSTOP DETAIL



SECTION AT NORTH ABUTMENT
NORMAL TO ℄ OF ABUT.



SECTION THRU RAIL PARAPET AT FILLER
AT NORTH ABUT.



VIEW E2

LEGEND

1. S.T. 6"WF 39.5 # x ROWY. WIDTH.
2. L 8"x4"x7/16" x ROWY WIDTH. LONG DIM OF 13/16"x1 1/2" SLOTTED HOLE PARALLEL TO ℄ ROWY.
3. BAR 2"x3/8" x ROWY. WIDTH. WELD TO L #2 WITH 2 LINES OF 1/4" FILLET WELD. 2@6. LONG DIMENSION OF 13/16" SLOT TO BE PARALLEL TO ℄ ROWY.
4. BAR 2 5/8"x1 1/2" x ROWY. WIDTH WELD TO L #2 WITH 2 LINES OF 1/4" FILLET WELD. 2@6.
5. L 3 1/2"x3"x3/8". PROVIDE 1 1/8"ϕ HOLE IN 3 1/2" LEG FOR 3/4"ϕx0'-8" BOLT. FILLET WELD TO FLANGE & WEB OF STRUCTURAL TEE #1 NEAR SIDE & FAR SIDE.
6. 5/8" □ BENT BAR @ 0'-9" ALTERNATE CTRS. BETWEEN GIRDERS. 1'-3" LONG. WELD TO S.T. #1 WITH 1/4" FILLET WELD ALL AROUND.
7. 5/8" □ BENT BAR AT 1'-0" CTRS. 1'-9" LONG. WELD TO L #2.
8. L 3"x2 1/2"x3/8"x0'-3" @ 3'-0" CTRS. WELD TO L #2. PROVIDE 5/8"ϕ HOLE IN 2 1/2" LEG FOR ROD #9.
9. 5/8"ϕ ROD x 0'-9" LONG & NUT. TACK WELD NUT TO L #8. THREAD 3".
10. 3/4"ϕ FLAT HD. CAP SCREW x 0'-2 3/4" LG. WITH SQ. NUT @ 4'-0" CTRS. GREASE FOR EASY REMOVAL. 1/4"x1 1/2"x1 1/4". KEEPER BAR. WELD TO L #2 TO KEEP SQ. NUT FROM TURNING. 13/16"x1 1/2" HOLE IN L #2. 13/16"ϕ HOLE CSK. 7/16" DEEP IN S.T. #1. 13/16" SLOT IN BAR #3 AS SHOWN.
11. VENT HOLES, 13/16"ϕ, PLACED @ 2'-0" CTRS. ON L #2 AND S.T. #1.
12. RE 12 7/16"x3" ——— BEND AS SHOWN. FIELD WELD TO S.T. #1
13. RE 2 5/8"x3/8" ——— BEND AS SHOWN. WELD TO RE #14 WITH 1 LINE OF 3/16" FILLET WELD. FIELD WELD TO BAR #4.
14. RE 8 5/8"x3/8".
15. 5/8" □ BENT BAR x 2'-0" LONG. WELD TO RE #12 & #14.
16. BLOCK & BOLT FOR SHIPMENT WITH PIPE SLEEVE AND 5/8"ϕ BOLT. PROVIDE 9/16"ϕ HOLES @ 3'-0" CTRS IN S.T. #1 & L #2 FOR 1/2"ϕ BOLT.

NOTES

EXPANSION JOINT SHALL BE BUILT TO CONFORM TO ROWY. SUPERELEVATION AND GRADE.

ONE FIELD SPLICE SHALL BE PERMITTED.

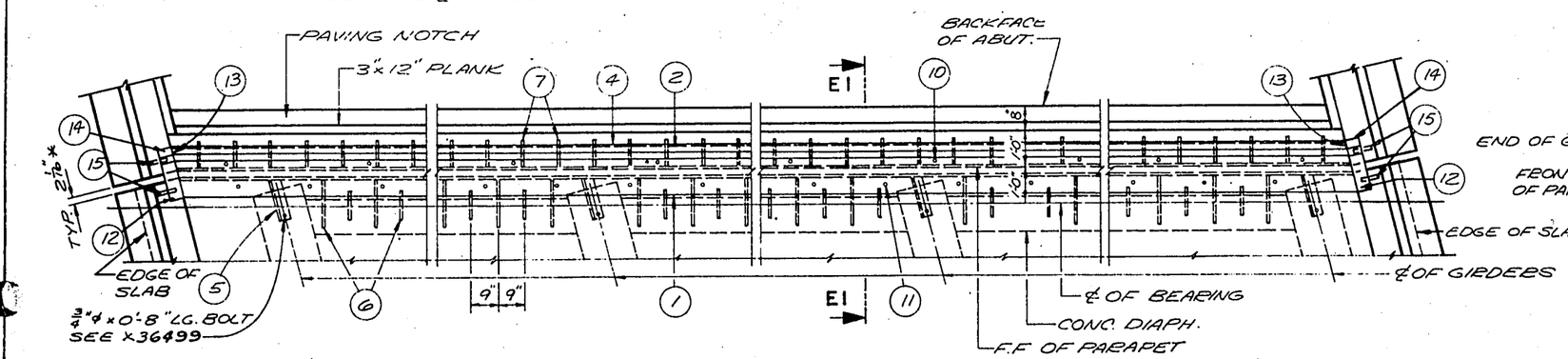
AFTER CONCRETE HAS SET REMOVE SCREW NO. 10 AND FILL HOLES WITH HOT POURED ELASTIC TYPE JOINT SEALER.

AFTER CONCRETE HAS SET THE JOINT OPENING SHALL BE THOROUGHLY CLEANED.

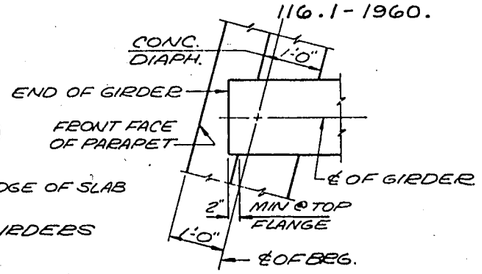
APPLY 1 COAT OF BITUMASTIC TO METAL SURFACES FORMING THE JOINT AND FILL OPENING WITH HOT POURED ELASTIC TYPE JOINT SEALER.

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.

≠ FILL WITH NON-STAINING BLACK TWO COMPONENT POLYSULFIDE LIQUID POLYMER (GUN GRADE) WITH SURFACE PRIMER, CONFORMING TO A.S.A.-A-116.1-1960.



PART PLAN
AT SOUTH ABUT. ONLY



PLAN AT ABUTMENTS

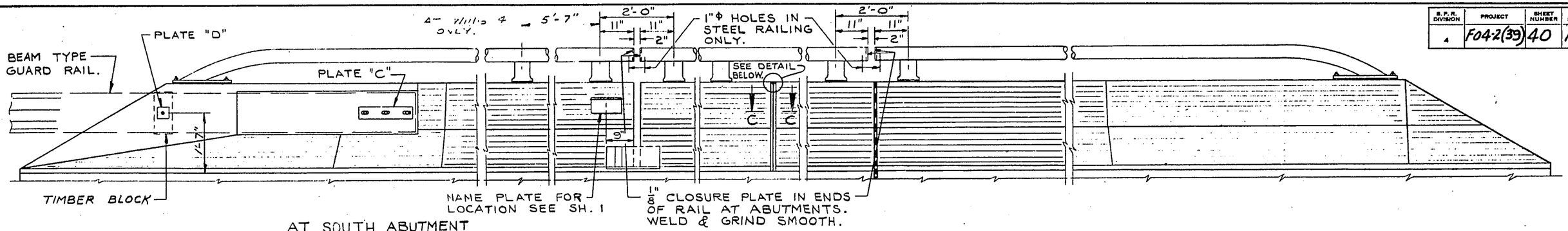
REVISED	STATE HIGHWAY COMMISSION OF WISCONSIN
	EXPANSION JOINT
	DESIGN SPEC AASHO '61 LOADING HS20 CONST SPEC 1963
	DATE 11-21-66 DESIGN R.L.R. DRAWN J.H.G. CKD. H.E.A.
STRUCTURE B-13-222	SHEET 6 OF 14

X 36501

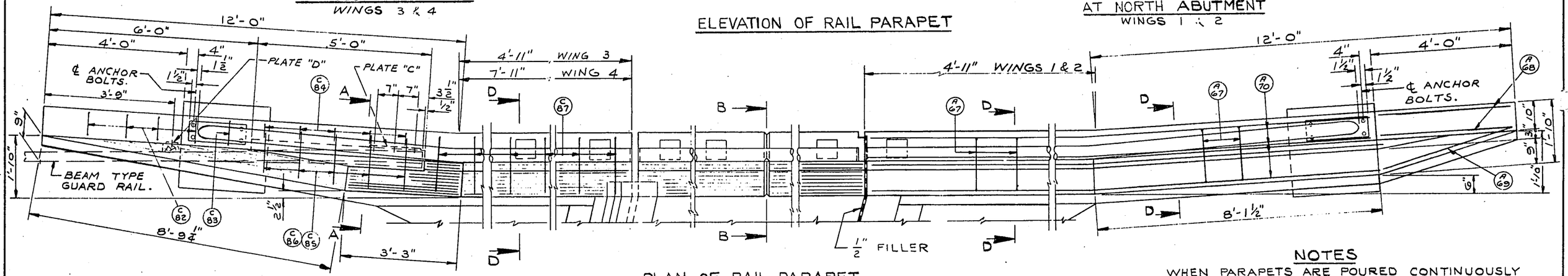
C.C.O. No. 12

FORM E-B-12-62

S.P.R. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	F042(39)	40	171



ELEVATION OF RAIL PARAPET



PLAN OF RAIL PARAPET

NOTE: FOR BAR STEEL REINFORCEMENT IN RAIL PARAPET ON BRIDGE SEE X36497.

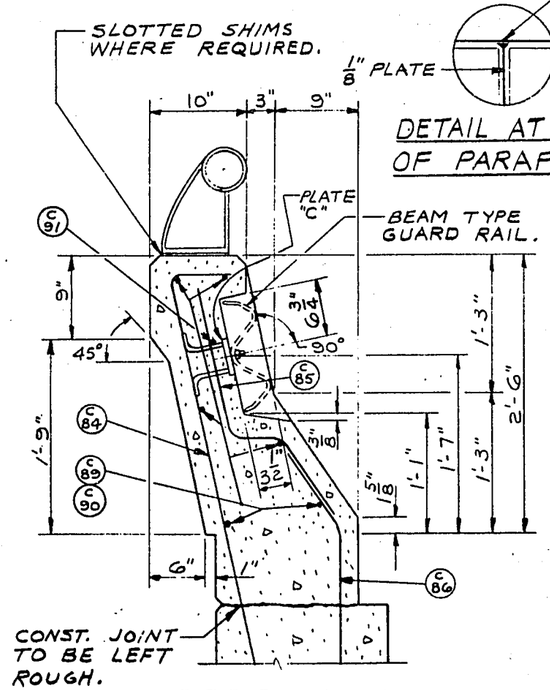
NOTES

WHEN PARAPETS ARE POURED CONTINUOUSLY FROM END TO END THEY SHALL BE SEPARATED AT THE DEFLECTION JOINTS BY A PIECE OF 1/8" ZINC OR ALUMINUM PLATE CUT AS SHOWN IN SECTION "B" BY SHADED AREA. IF CONSTRUCTION JOINTS IN PARAPETS ARE USED AT THE DEFLECTION JOINTS ONE SIDE OF THE JOINT SHALL BE COATED WITH BITUMINUOUS PAINT AND PLATE SEPARATORS MAY BE OMITTED.

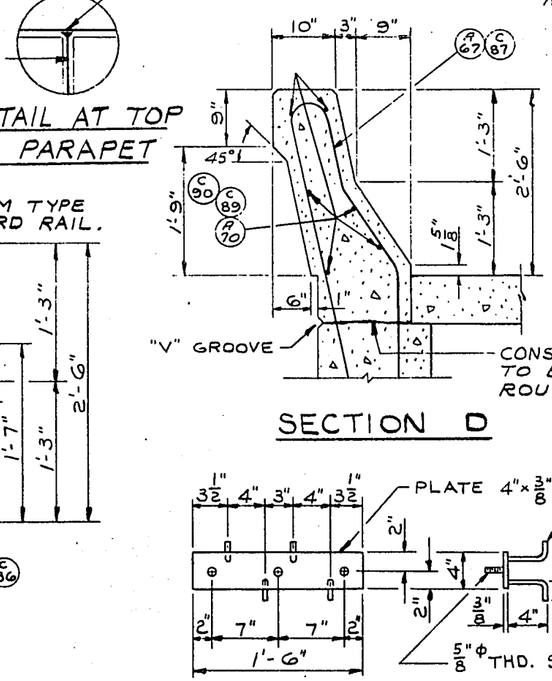
ENTIRE ASSEMBLIES OF PLATES "C" & "D" SHALL BE GALVANIZED. COST OF PLATES "C" & "D" SHALL BE INCLUDED IN UNIT PRICE BID FOR STRUCTURAL CARBON STEEL.

WORK THIS SHEET WITH SHEET TITLED "DETAILS FOR TYPE "G" TUBULAR ALUMINUM AND STEEL RAILING".

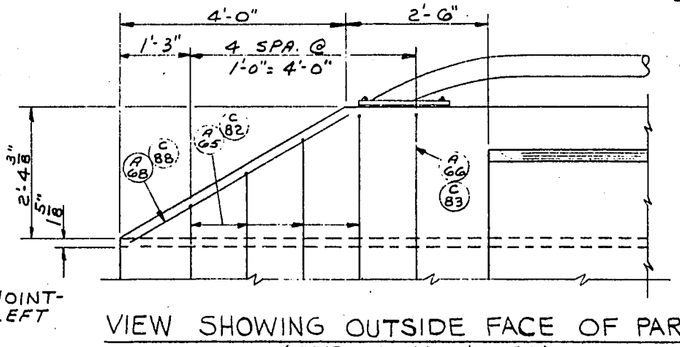
ALL POST SPACINGS ARE TAKEN HORIZONTALLY ALONG ℄ OF RAILING AT BASE OF POSTS. ALL POSTS SHALL BE SET NORMAL TO GRADE.



SECTION A



SECTION D



VIEW SHOWING OUTSIDE FACE OF PARAPET
(TYPICAL ALL WINGS)

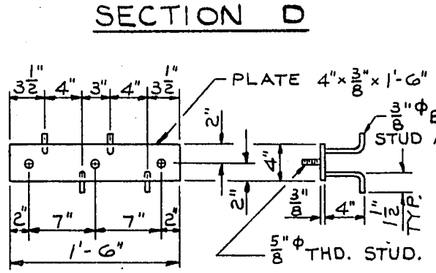


PLATE C

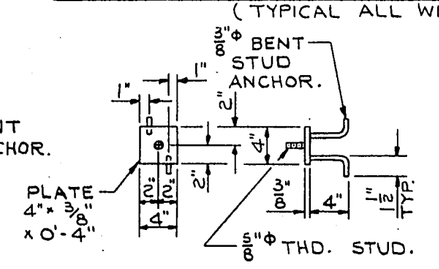
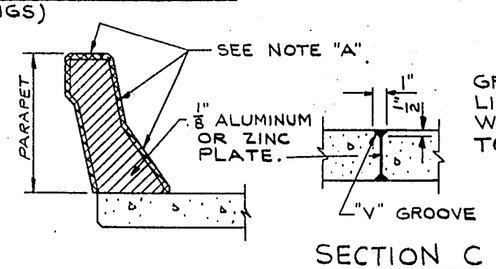


PLATE D



SECTION B

SECTION C

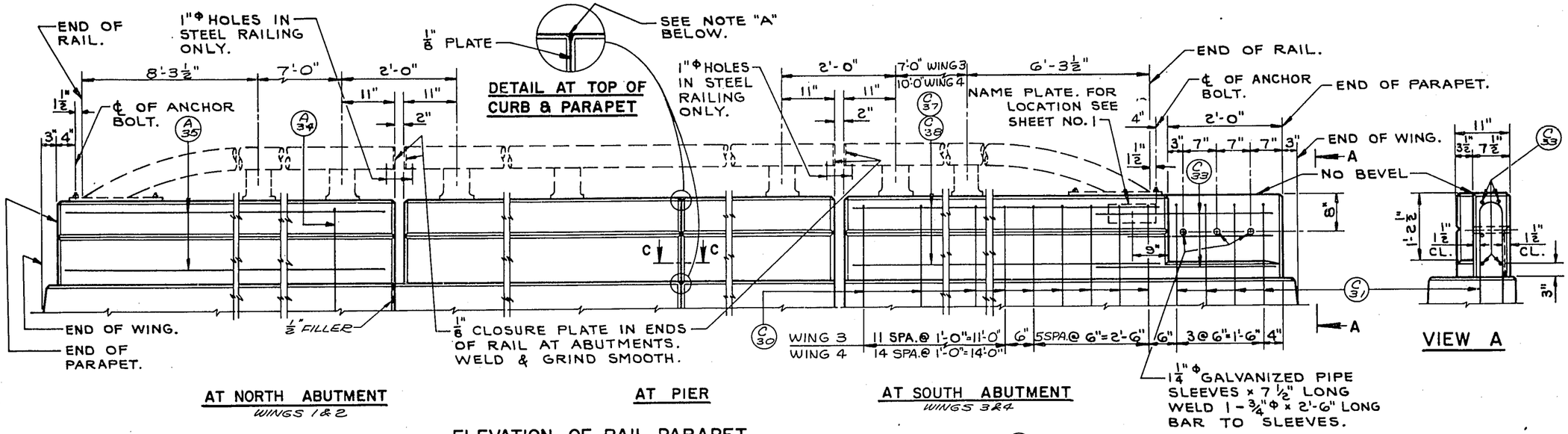
NOTE "A": FILL WITH NON-STAINING GRAY TWO COMPONENT POLYSULFIDE LIQUID POLYMER (GUN GRADE) WITH SURFACE PRIMER, CONFORMING TO A.S.A.-A.-116.1-1960.

REVISED	STATE HIGHWAY COMMISSION OF WISCONSIN
W.K. 4-3-68 S.W.	RAIL PARAPET DETAILS
	DESIGN SPEC. AASHO 1961 LOADING —— CONST. SPEC. 1968
	DATE 11-21-66 DESIGN —— DRAWN W.K. CKD S.W.
	STRUCTURE B-13-222 SHEET 7 OF 14

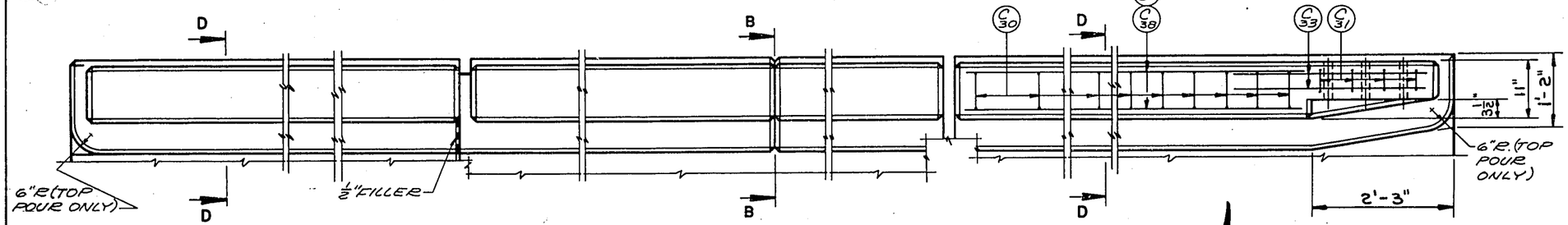
X 36502

FORM E-B-12-62

D P R DIVISION	PROJECT	SHEET NO	TOTAL SHEETS
4	FAP-2(39)	40	171

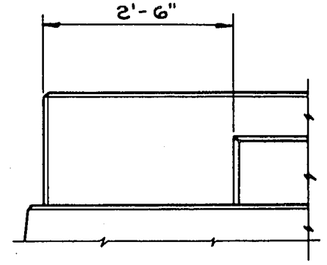


ELEVATION OF RAIL PARAPET



PLAN OF RAIL PARAPET

VIEW A



VIEW SHOWING OUTSIDE FACE OF RAIL PARAPET

TYPICAL ALL WINGS

NOTES

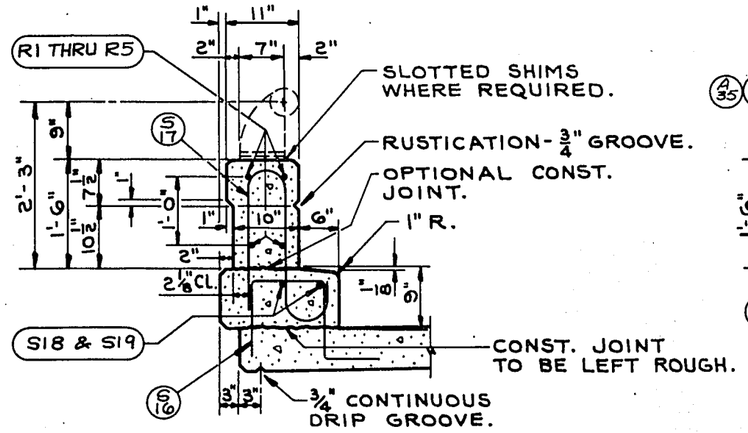
WHEN PARAPETS AND CURBS ARE POURED CONTINUOUSLY FROM END TO END THEY SHALL BE SEPARATED AT THE DEFLECTION JOINTS BY A PIECE OF 1/8" ZINC OR ALUMINUM PLATE CUT AS SHOWN IN SECTION "B" BY SHADED AREA. IF CONSTRUCTION JOINTS IN PARAPETS AND CURBS ARE USED AT THE DEFLECTION JOINTS ONE SIDE OF JOINT SHALL BE COATED WITH BITUMINOUS PAINT AND PLATE SEPARATORS MAY BE OMITTED.

COST OF 1 1/4" Φ GALVANIZED PIPE SLEEVES AND 3/4" Φ BAR TO BE INCLUDED IN UNIT PRICE BID FOR CONCRETE MASONRY.

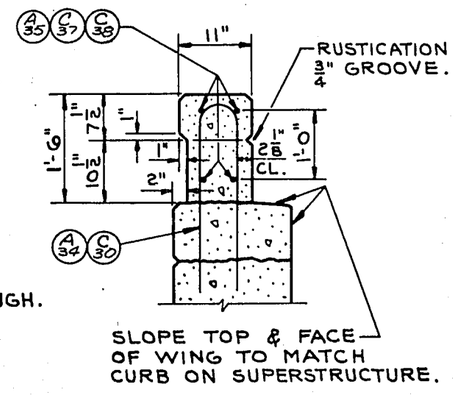
WORK THIS SHEET WITH SHEET TITLED "DETAILS FOR TYPE "G" TUBULAR ALUMINUM AND STEEL RAILING".

ALL POST SPACINGS ARE TAKEN HORIZONTALLY ALONG ℄ OF RAILING AT BASE OF POSTS. ALL POSTS SHALL BE SET NORMAL TO GRADE.

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.



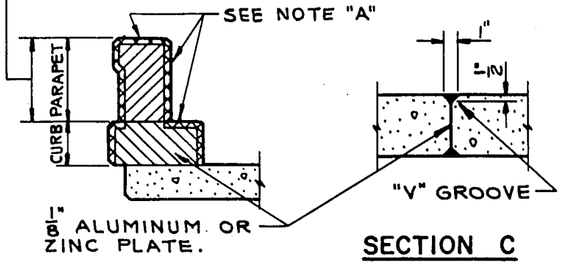
SECTION THRU PARAPET & CURB ON BRIDGE



SECTION D

Void

DETAILS OF DEFLECTION JOINTS IN PARAPET ONLY - SIMILAR TO THAT SHOWN IN THIS AREA.



SECTION B

SHOWING DEFLECTION JOINT IN CURB AND PARAPET AT PIER.

SECTION C

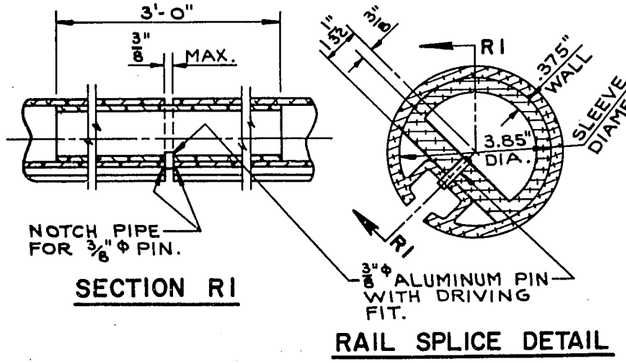
REVISED:	STATE HIGHWAY COMMISSION OF WISCONSIN	
	RAIL PARAPET DETAILS	
	DESIGNED A.A.S.H.O. '61	DATE 1963
	DETAILED 11-21-66	CHECKED J.H.G.
STRUCTURE B-13-222	SHEET 7 OF 14	

X 36502

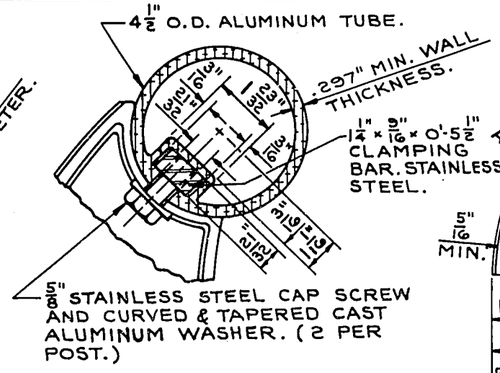
FORM E-B-12-62

D.P.R. DIVISION | PROJECT | SHEET NO. | TOTAL SHEETS
4 | FAP-2(39) | 41 | 171

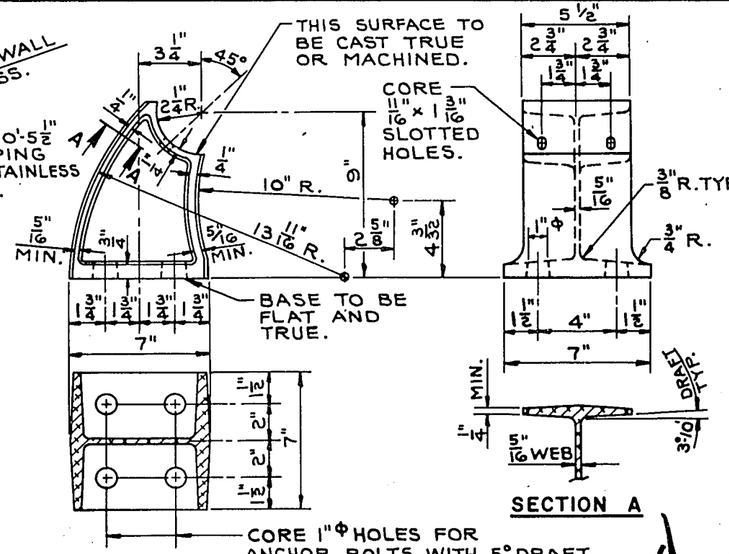
ALUMINUM RAILING DETAILS



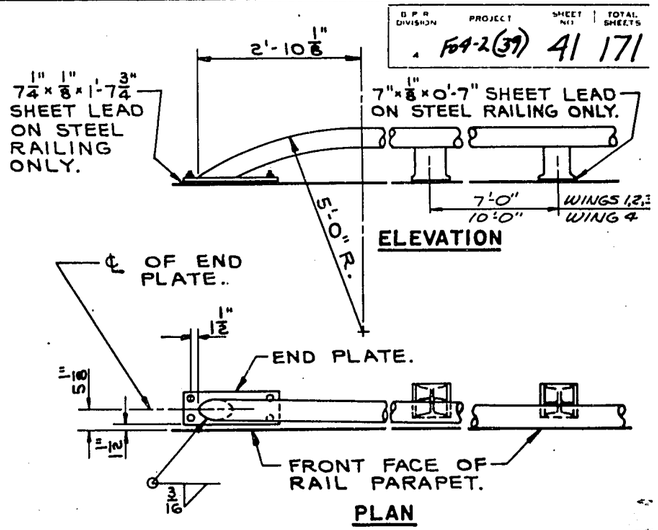
RAIL SPLICE DETAIL



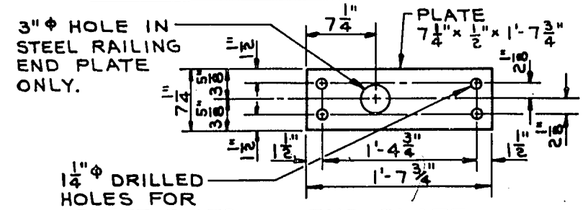
DETAIL OF RAIL ATTACHMENT TO POST



ALUMINUM POST CASTING



DETAIL OF RAIL BEND AT ABUTMENTS



NOTES

RAILING SPLICES SHALL BE LOCATED SUCH THAT ℄ OF SPLICE IS 1/16 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.

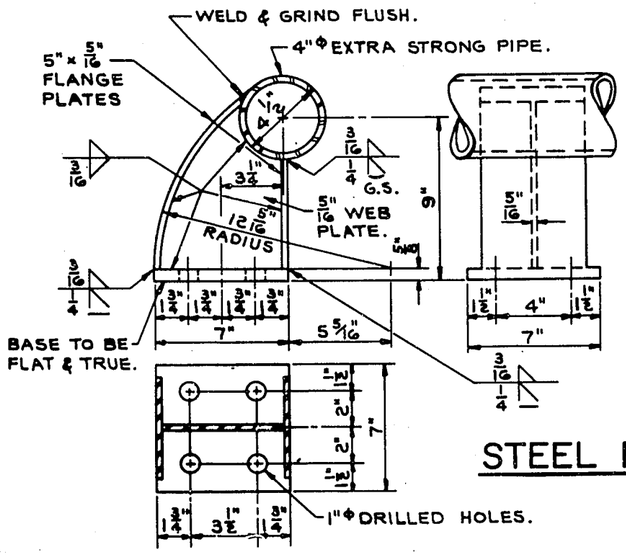
ANCHOR BOLTS, NUTS & WASHERS TO BE STAINLESS STEEL.

WALL THICKNESS OF TUBING SHOWN ABOVE SHALL BE MINIMUM NOMINAL AVERAGE WALL THICKNESS.

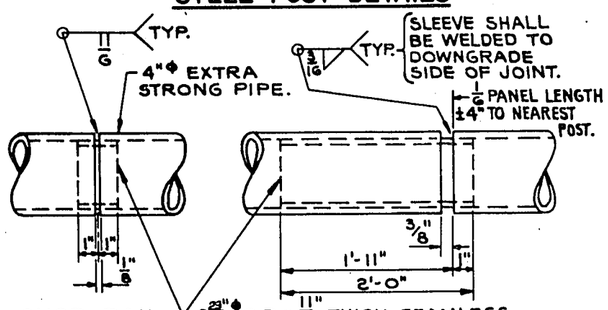
RAILING SHALL BE BUILT STRAIGHT AND SPRUNG INTO PLACE.

VOID

STEEL RAILING DETAILS



STEEL POST DETAILS



SHOP RAIL SPLICE DETAIL

THE LOCATION OF THE SHOP SPLICE SHALL BE SHOWN ON THE SHOP DRAWINGS.

FIELD ERECTION JOINT DETAIL

NOTES

RAILING SHALL BE FABRICATED IN 2 & 3 PANEL LENGTHS.

STEEL SHIMS SHALL BE USED UNDER POSTS AND UNDER END PLATES WHERE REQUIRED FOR ALIGNMENT.

THE FOLLOWING MATERIALS SHALL BE USED:

RAILING SHALL BE 4" Φ EXTRA STRONG PIPE CONFORMING TO ASTM DESIGNATION A53, GRADE B.

SLEEVES SHALL BE 3 23/32" Φ O.D. x 11/32" THICK SEAMLESS MECHANICAL TUBING MADE OF STEEL WITH A MINIMUM ULTIMATE TENSILE STRENGTH OF 60,000 P.S.I. AND A MINIMUM ELONGATION OF 10%.

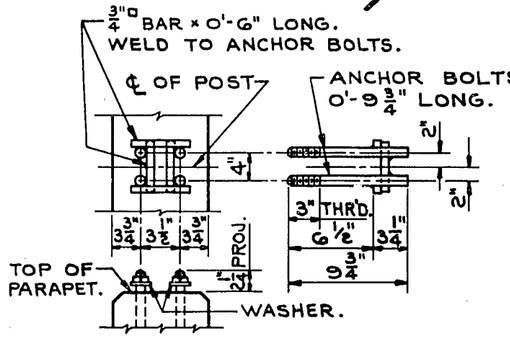
POSTS SHALL BE FABRICATED FROM MATERIAL CONFORMING TO ASTM DESIGNATION A36.

ANCHOR BOLTS TO BE MADE FROM MATERIAL CONFORMING TO ASTM A307.

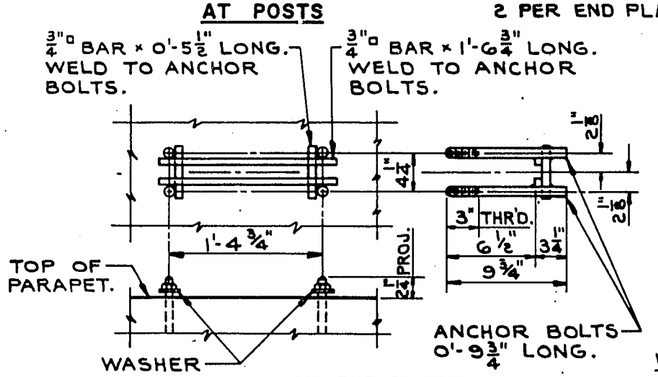
CAULK EXPOSED OPENINGS BETWEEN SHIMS WITH LEAD WOOL.

GALVANIZE ENTIRE RAILING AFTER FABRICATION INCLUDING NUTS, WASHERS, SHIMS AND TOP 3 1/2" OF ANCHOR BOLTS.

RAILING SHALL BE BUILT STRAIGHT AND SPRUNG INTO PLACE.



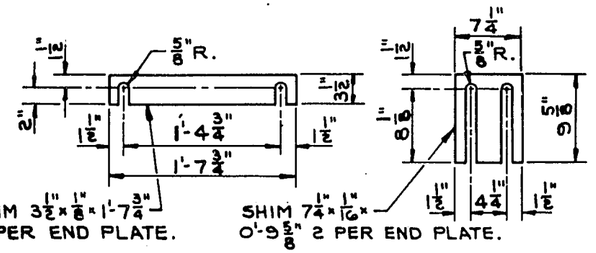
AT POSTS



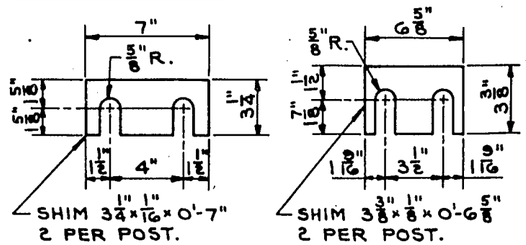
AT END PLATE

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



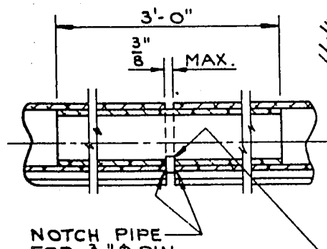
POST SHIM DETAILS

WORK THIS SHEET WITH SHEET TITLED "RAIL PARAPET DETAILS"

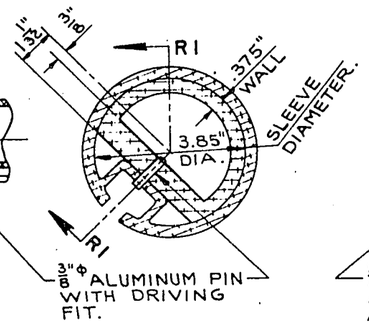
REVISED	STATE HIGHWAY COMMISSION OF WISCONSIN
	DETAILS FOR TYPE "G" TUBUL ALUMINUM & STEEL RAILING
DESIGN SPEC. A.A.S.H.O. '61	CURRENT SPEC. 1963
DATE 11-21-66	DRAWN J.H.G. CK. H.E.A.
STRUCTURE B-13-222	SHEET 8 OF 14

X 36503

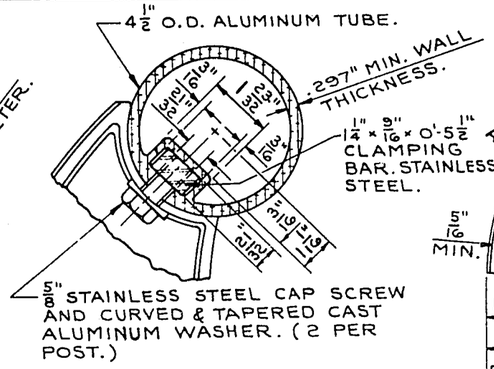
ALUMINUM RAILING DETAILS



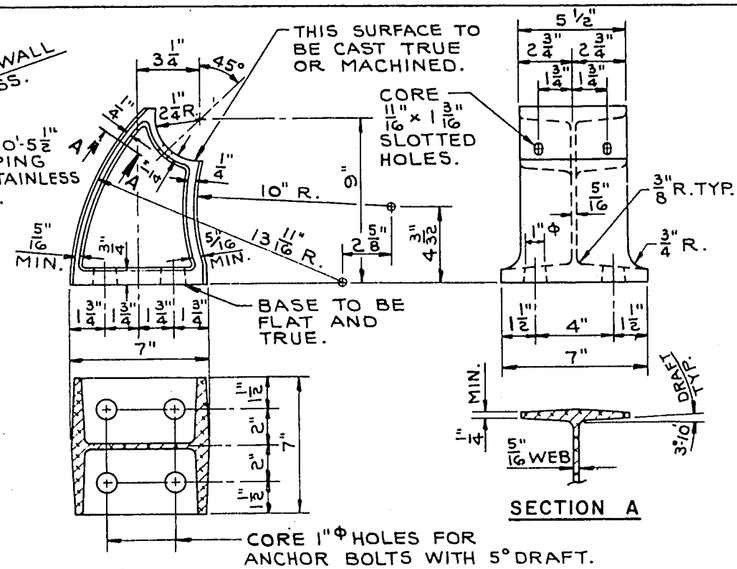
SECTION R1



RAIL SPLICE DETAIL



DETAIL OF RAIL ATTACHMENT TO POST



SECTION A

ALUMINUM POST CASTING

NOTES

RAILING SPLICES SHALL BE LOCATED SUCH THAT ℄ OF SPLICE IS 1/16 PANEL LENGTH ±4" OFF NEAREST POST.

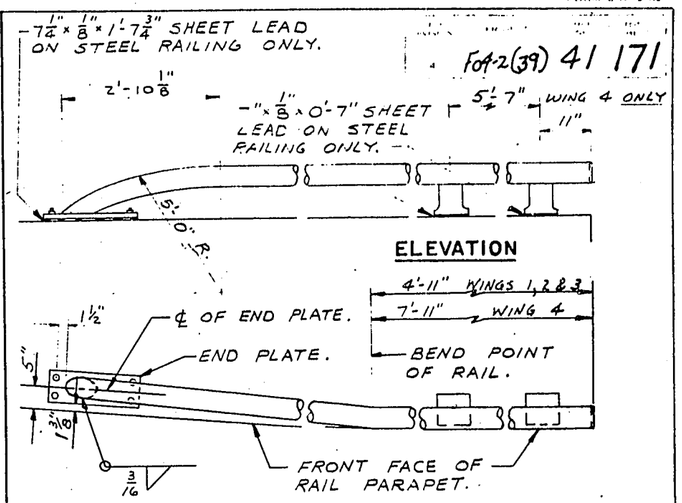
ALUMINUM SHIMS SHALL BE USED UNDER POSTS AND END PLATES WHERE REQUIRED FOR ALIGNMENT.

RAILING SHALL BE FABRICATED IN TWO AND THREE PANEL LENGTHS.

ANCHOR BOLTS, NUTS & WASHERS TO BE STAINLESS STEEL.

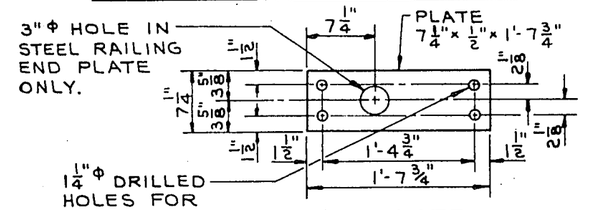
WALL THICKNESS OF TUBING SHOWN ABOVE SHALL BE MINIMUM NOMINAL AVERAGE WALL THICKNESS.

RAILING SHALL BE BUILT STRAIGHT AND SPRUNG INTO PLACE.

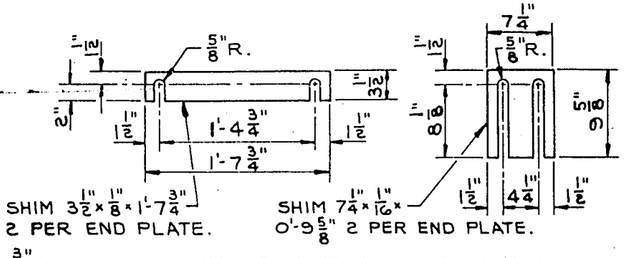


PLAN

DETAIL OF RAIL BEND AT ABUTMENTS

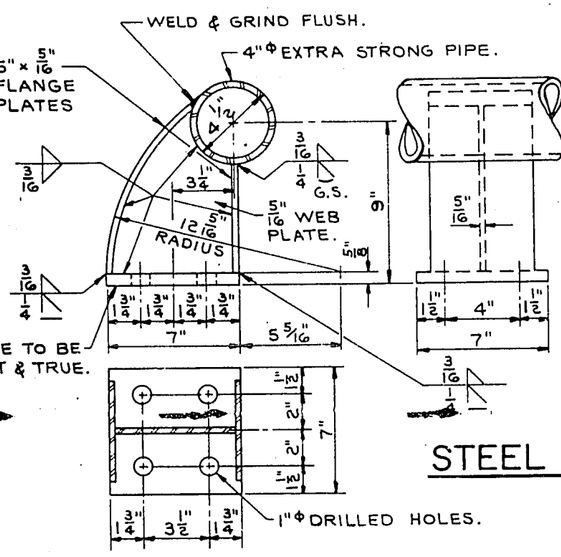


END PLATE

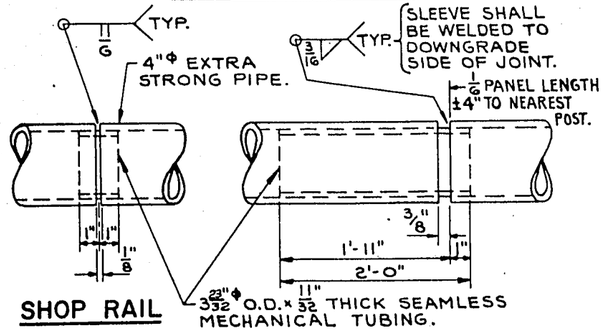


END PLATE SHIM DETAILS

STEEL RAILING DETAILS



STEEL POST DETAILS



SHOP RAIL SPLICE DETAIL

THE LOCATION OF THE SHOP SPLICE SHALL BE SHOWN ON THE SHOP DRAWINGS.

FIELD ERECTION JOINT DETAIL

NOTES

RAILING SHALL BE FABRICATED IN 2 & 3 PANEL LENGTHS.

STEEL SHIMS SHALL BE USED UNDER POSTS AND UNDER END PLATES WHERE REQUIRED FOR ALIGNMENT.

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SLEEVES SHALL BE 3 23/32" Φ O.D. x 11/32" THICK SEAMLESS MECHANICAL TUBING MADE OF STEEL WITH A MINIMUM ULTIMATE TENSILE STRENGTH OF 60,000 P.S.I. AND A MINIMUM ELONGATION OF 10%.

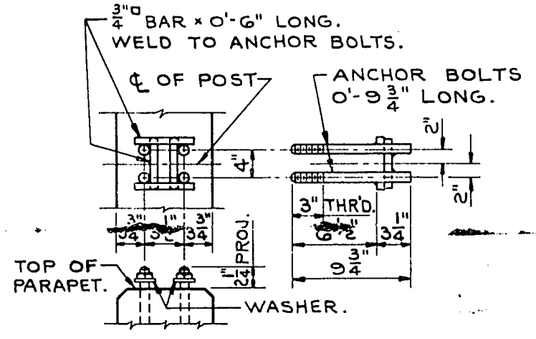
POSTS SHALL BE FABRICATED FROM MATERIAL CONFORMING TO ASTM DESIGNATION A36.

ANCHOR BOLTS TO BE MADE FROM MATERIAL CONFORMING TO ASTM A307.

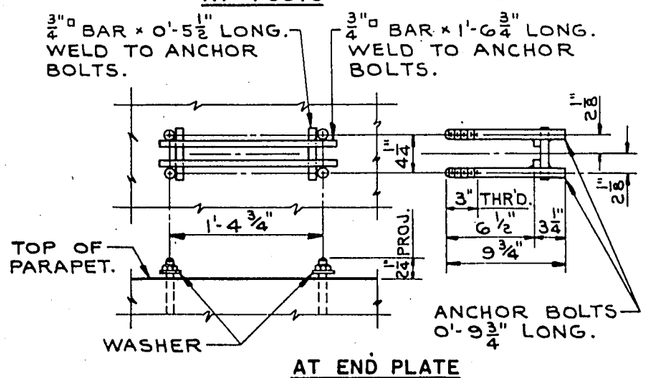
CAULK EXPOSED OPENINGS BETWEEN SHIMS WITH LEAD WOOL.

GALVANIZE ENTIRE RAILING AFTER FABRICATION INCLUDING NUTS, WASHERS, SHIMS AND TOP 3 1/2" OF ANCHOR BOLTS.

RAILING SHALL BE BUILT STRAIGHT AND SPRUNG INTO PLACE.



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.

POST SHIM DETAILS

WORK THIS SHEET WITH SHEET TITLED "RAIL PARAPET DETAILS"

	STATE HIGHWAY COMMISSION OF WISCONSIN	
	DETAILS FOR TYPE "G" TUBULAR ALUMINUM & STEEL RAILING	
	A.A.S.H.O. '61	1963
	11-21-66 J.H.G.	H.E.A.
STRUCTURE B-13-222	SHEET 8 OF 14	

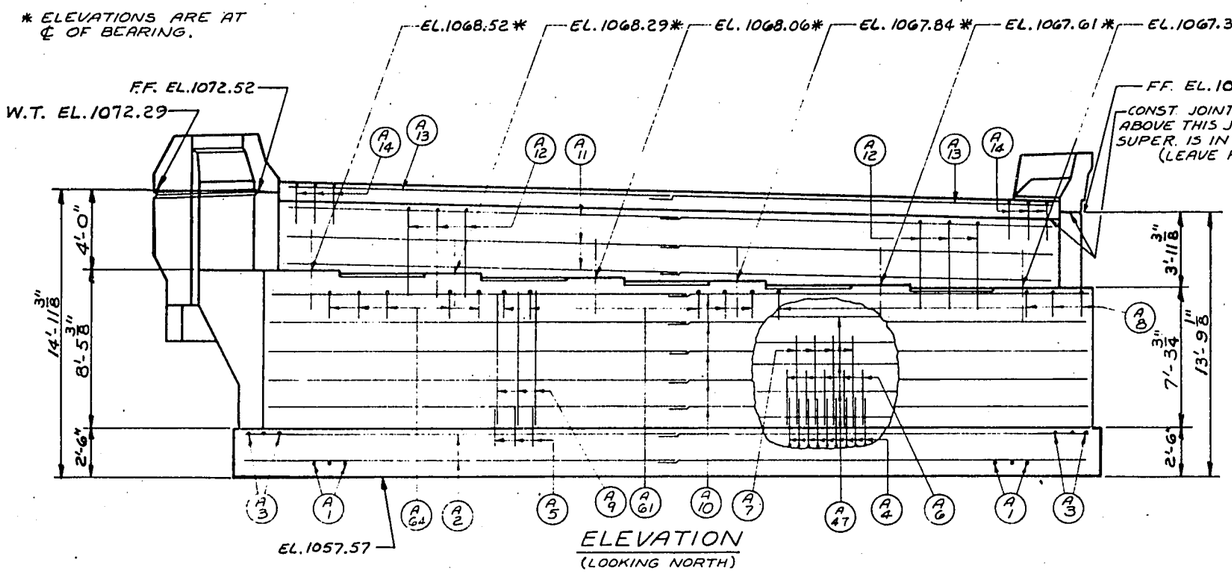
V 36503

C.C.O. No. 12

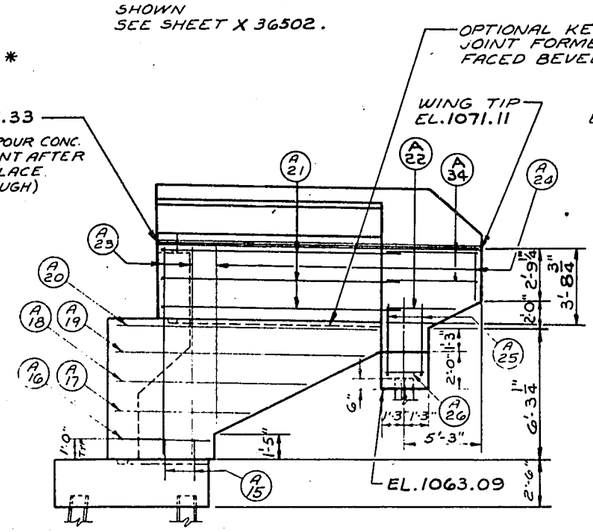
DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	F04-2(39)	42	171

NOTE: FOR DETAILS OF RAILING PARAPET NOT SHOWN SEE SHEET X 36502.

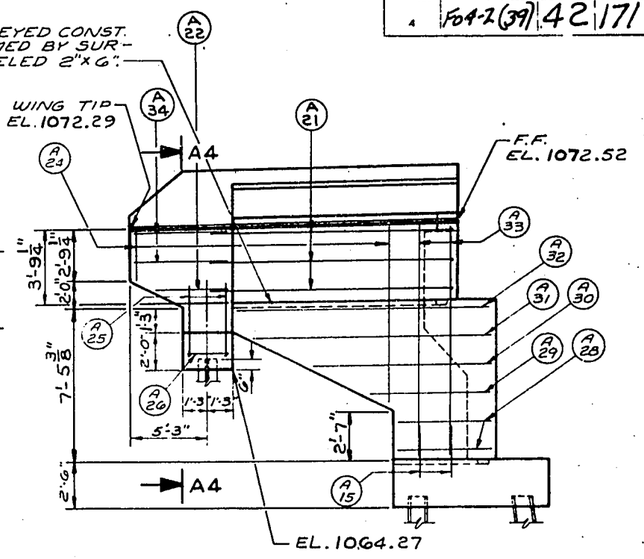
* ELEVATIONS ARE AT ℄ OF BEARING.



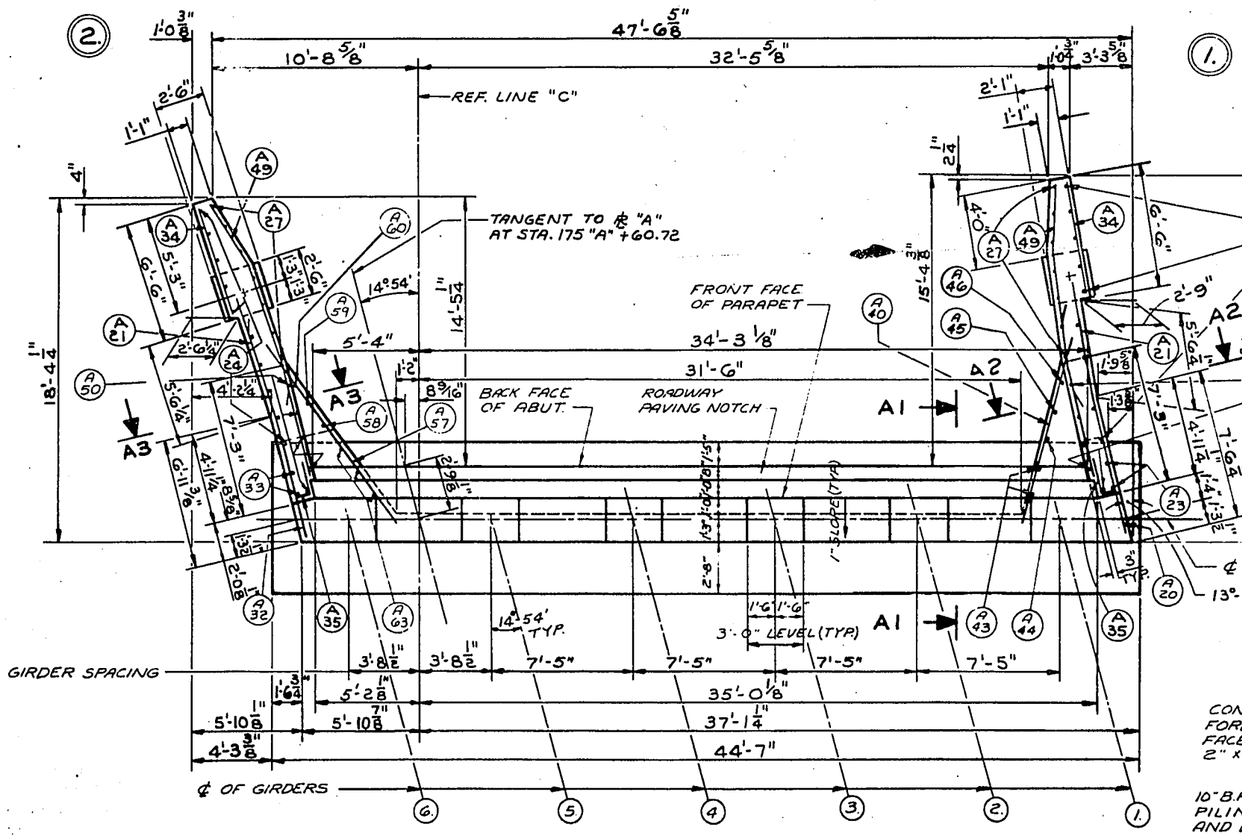
ELEVATION
(LOOKING NORTH)



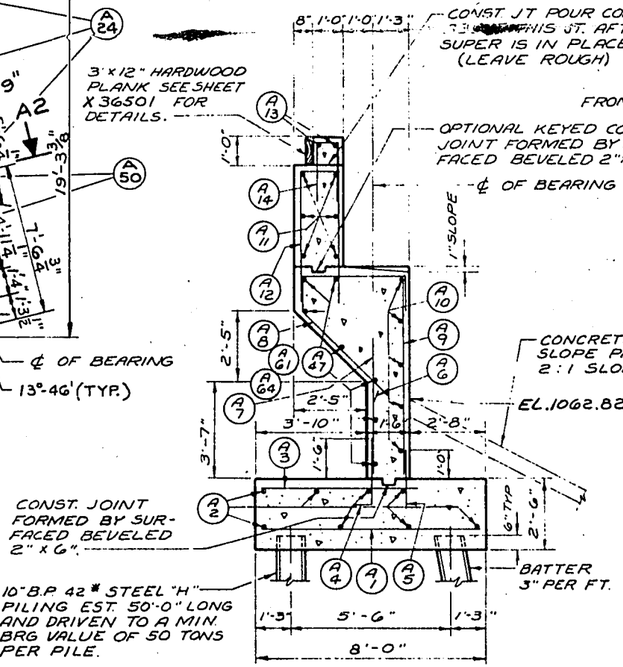
ELEVATION WING 1
F.F. REINF. STEEL SHOWN



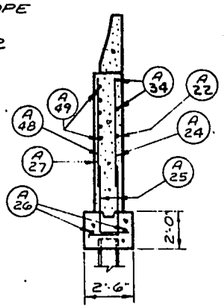
ELEVATION WING 2
F.F. REINF. STEEL SHOWN



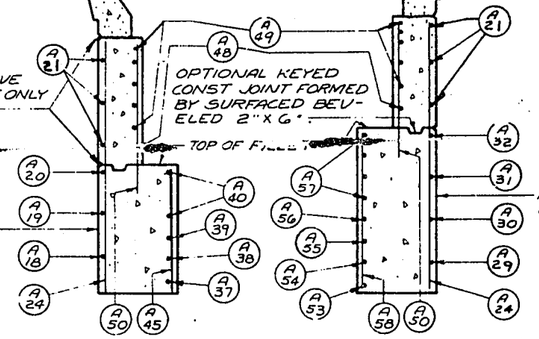
PLAN



SECTION A1



SECTION A4



SECTION A2 SECTION A3

NOTE:
FOR BILL OF BARS AND BENDING DETAILS SEE SHEET X 36508.
FOR FOOTING PLAN AND BACKFACE REINF. STEEL IN WINGS SEE SHEET X 36507.
FOR PAY LIMITS FOR "EXCAVATION FOR STRUCTURES" AND "GRANULAR BACKFILL" SEE SHEET X 36507.
FOR PILE SPLICE DETAIL SEE SHEET X 36505.

REVISED	
4-5	4-8

STATE HIGHWAY COMMISSION OF WISCONSIN

NORTH ABUTMENT

DESIGN SPEC: A.A.S.H.O '61 LOADING HS 20 | CONST SPEC 1963
DATE 11-21-66 DESIGN R.L.R. | DRAWN A.G.S. | CHK. H.E.A.

STRUCTURE B - 13 - 222 | SHEET 9 OF 14

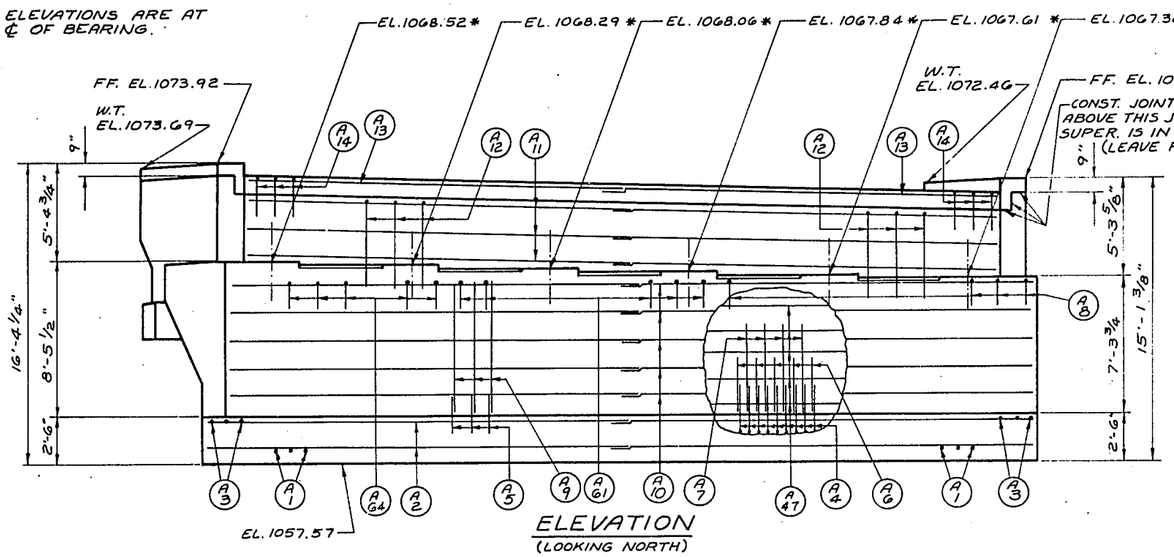
X 36504

FORM E-B-12-62

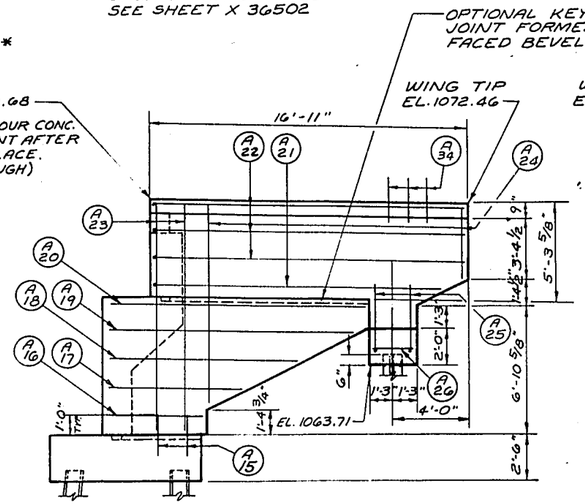
B.P.R. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	F09-2(39)	42	171

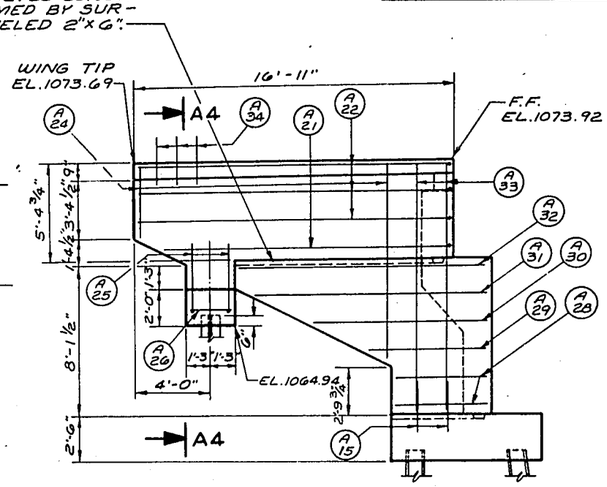
NOTE : RAILING PARAPET NOT SHOWN FOR DETAILS SEE SHEET X 36502

* ELEVATIONS ARE AT ℄ OF BEARING.



ELEVATION
(LOOKING NORTH)

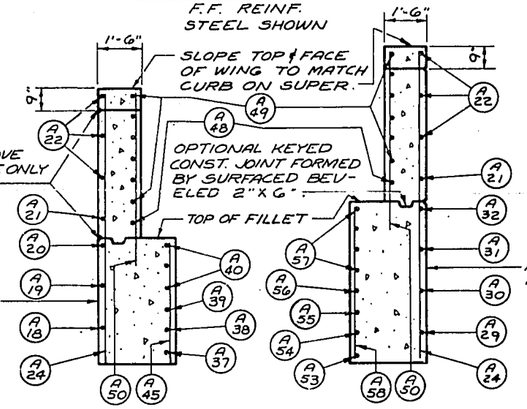




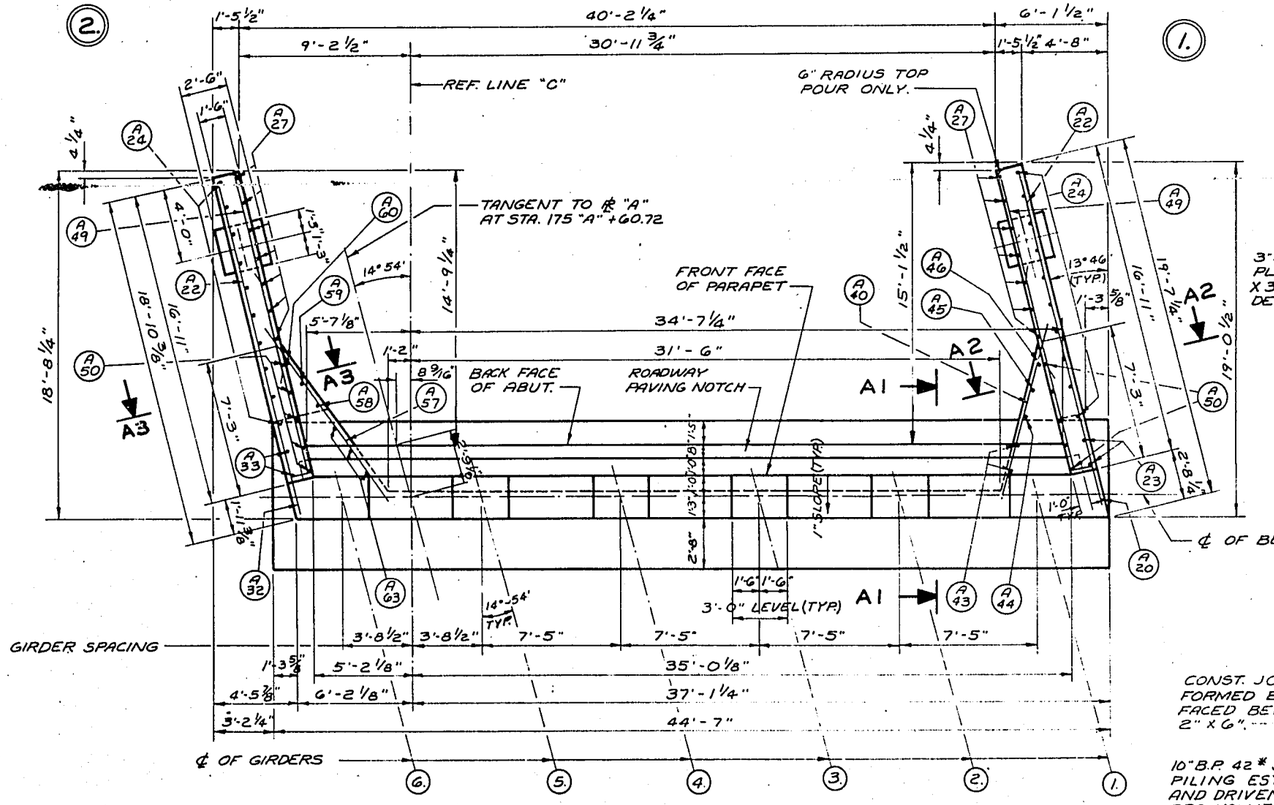
ELEVATION WING 1
F.F. REINF. STEEL SHOWN

Void

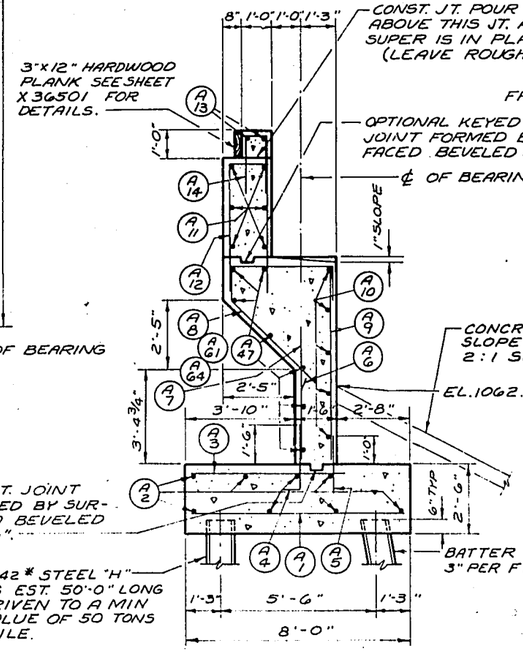
ELEVATION WING 2
F.F. REINF. STEEL SHOWN



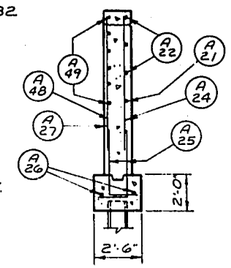
SECTION A2 SECTION A3



PLAN



SECTION A1



SECTION A4

NOTE :
FOR BILL OF BARS AND BENDING DETAILS SEE SHEET X 36508.
FOR FOOTING PLAN AND BACKFACE REINF. STEEL IN WINGS SEE SHEET X 36507
FOR PAY LIMITS FOR "EXCAVATION FOR STRUCTURES" AND "GRANULAR BACKFILL" SEE SHEET X 36507
FOR PILE SPLICE DETAIL SEE SHEET X 36505

REVISED

STATE HIGHWAY COMMISSION OF WISCONSIN

NORTH ABUTMENT

DESIGNED A.A.S.H.O. '61 LOADING H S 20 CODE 1963

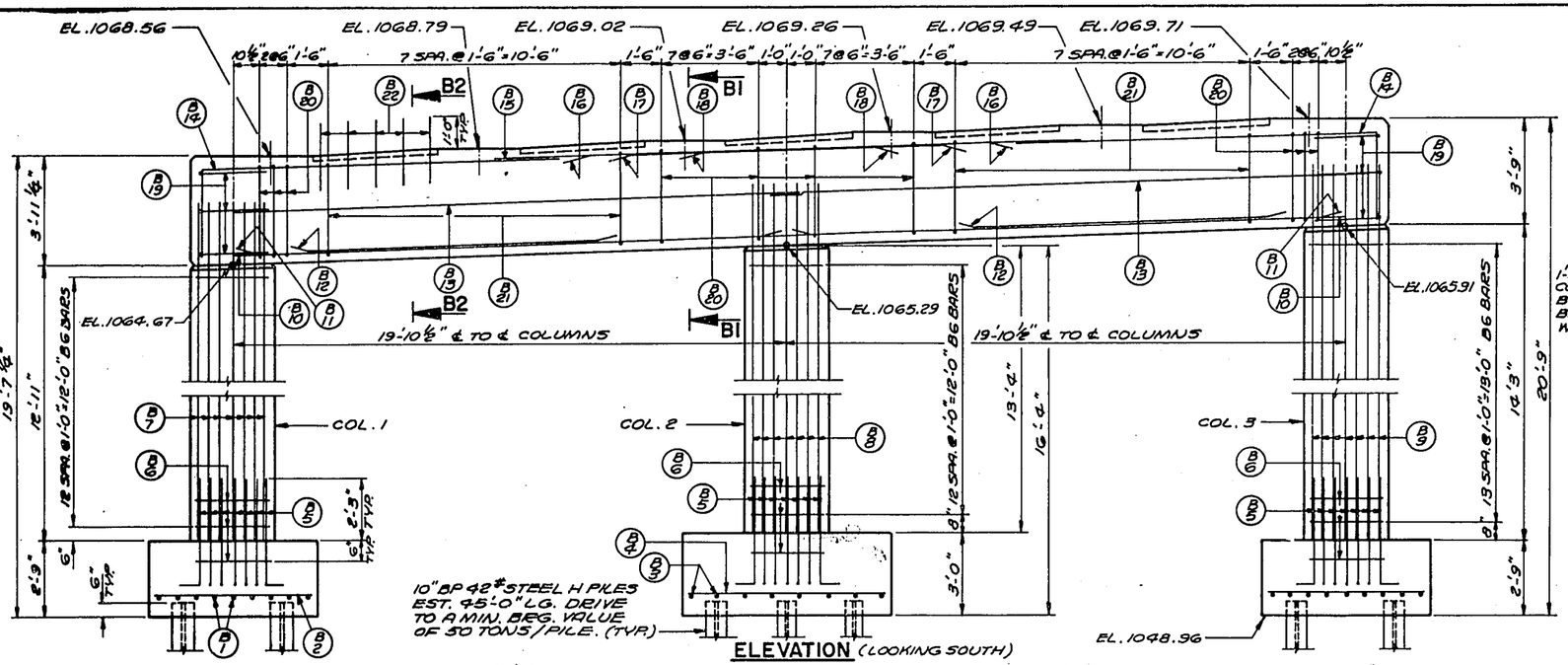
DRAWN 11-21-66 CHECKED R.L.R. QUANTITIES Q.B.Y. CHECKED H.E.A.

STRUCTURE B - 13 - 222 | SHEET 9 OF 14

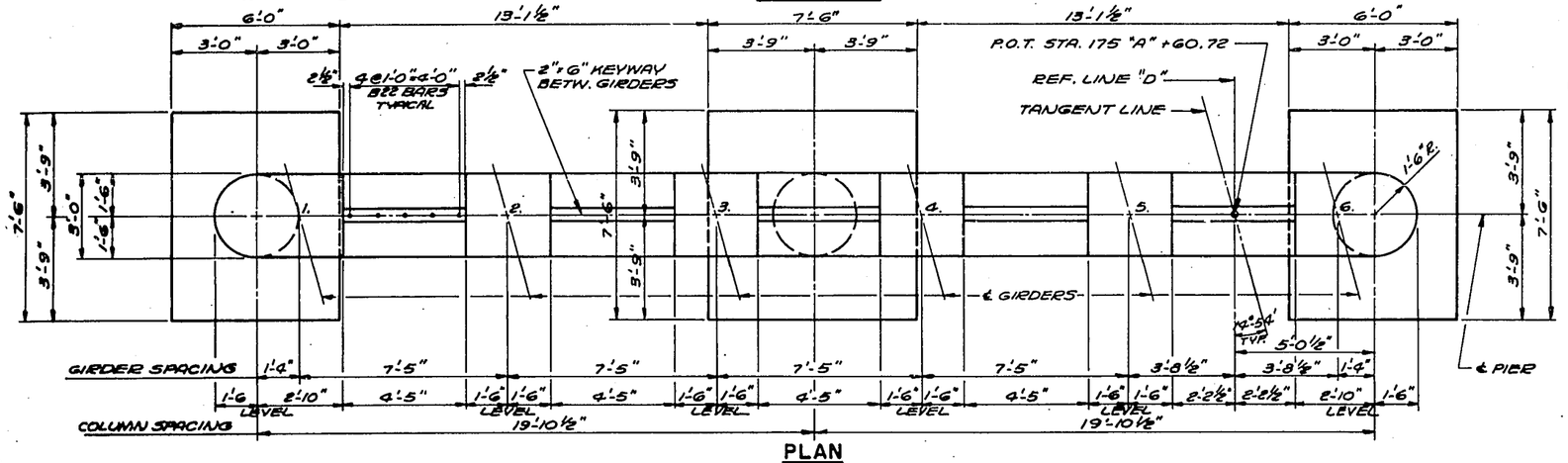
X 36504

FORM E-B-12-62

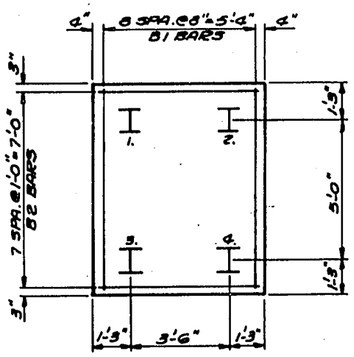
B.P.R. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	54-2(39)	43	171

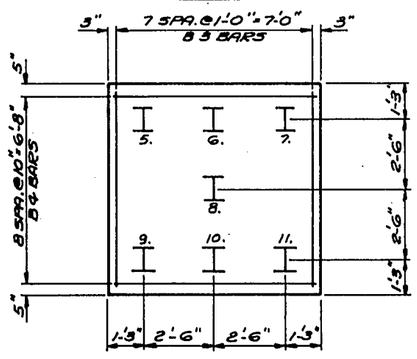


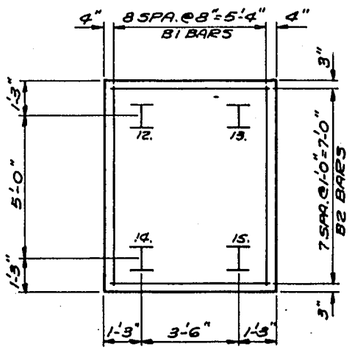
ELEVATION (LOOKING SOUTH)



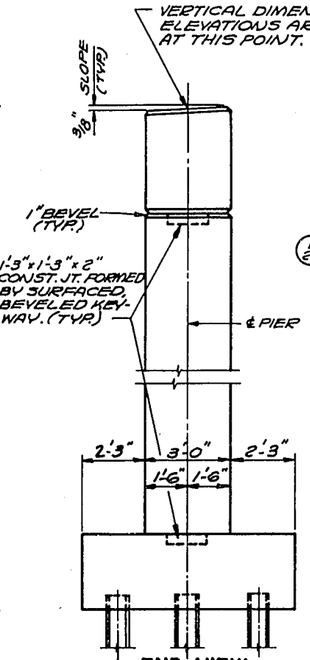
PLAN



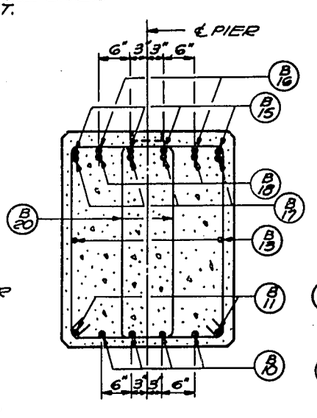




FOOTING & PILE PLAN

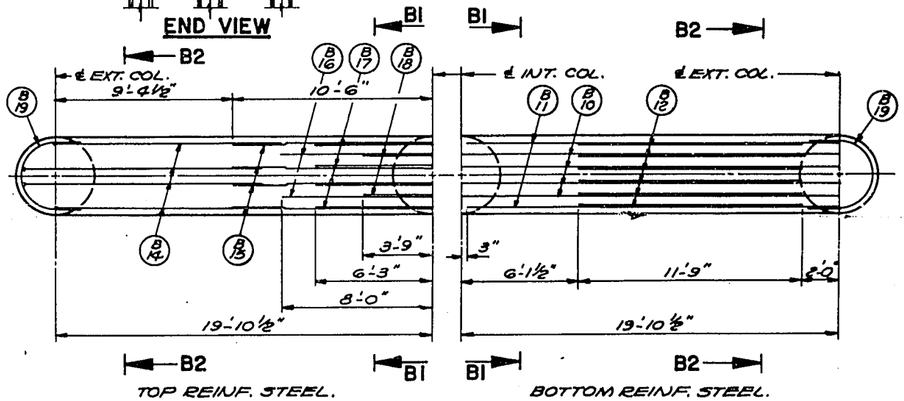


END VIEW

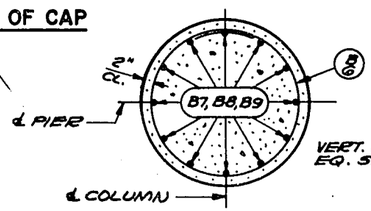


BUNDLED BARS TO BE BUNDLED VERTICALLY AS SHOWN

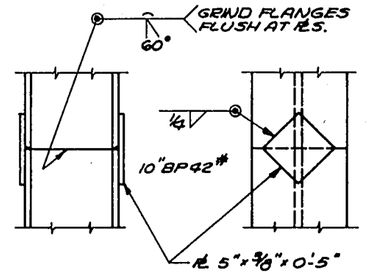
SECTION B1 SECTION B2



PLAN OF CAP



SECTION THRU COLUMNS



PILE SPLICE DETAIL

NOTE: FOR BILL OF BARS AND BENDING DETAILS SEE SHT. X 36508

ESTIMATED CONCRETE MASONRY

FOOTINGS	15.4 C.Y.
COLUMNS	10.6 C.Y.
CAP	18.0 C.Y.
TOTAL	44.0 C.Y.

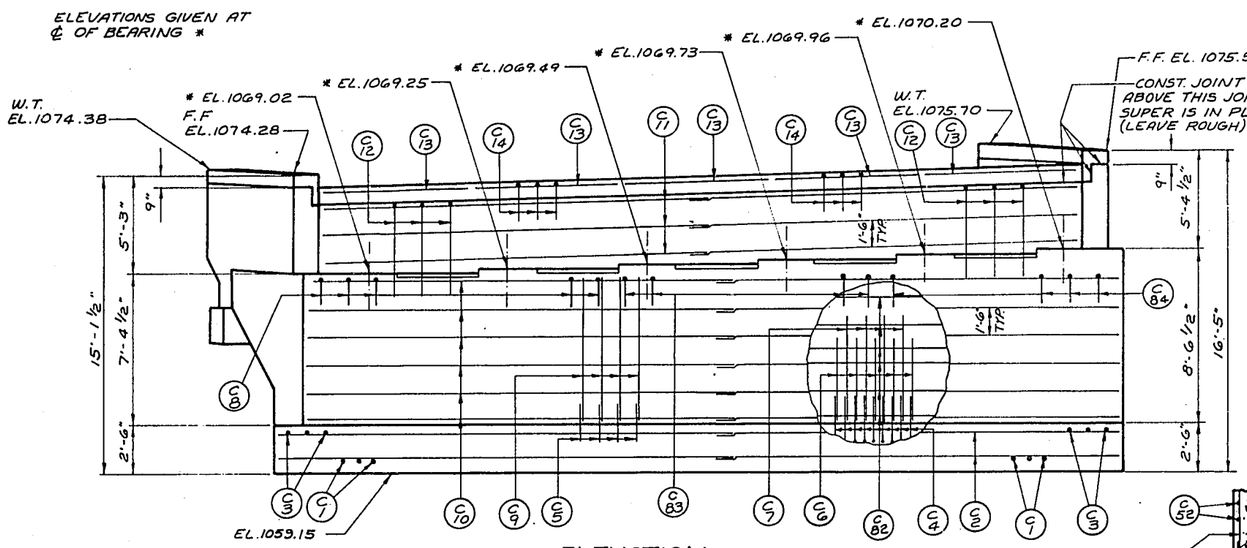
REVISED	STATE HIGHWAY COMMISSION OF WISCONSIN
	PIER
	DESIGN SPEC. AASHO '61 LOADING H520 CONST. SPEC. 1963
	DATE 11-21-66 DESIGN R.C.E. DRAWN COF CKD. H.E.A.
	STRUCTURE B-13-222 SHEET 10 OF 14

X 36505

FORM E-D-12-62

B.P.R. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	F04-2(39)	44	171

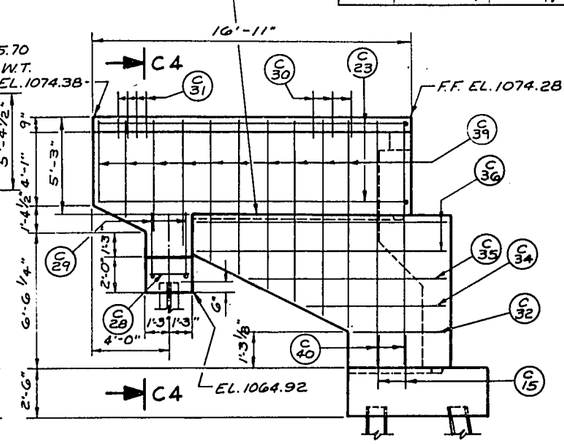
ELEVATIONS GIVEN AT ℄ OF BEARING *

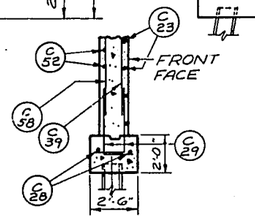


ELEVATION
(LOOKING SOUTH)

NOTE: RAILING PARAPET NOT SHOWN FOR DETAILS SEE SHEET X 36502

OPTIONAL KEYED CONST. JOINT FORMED BY SURFACED BEVELED 2"x6"



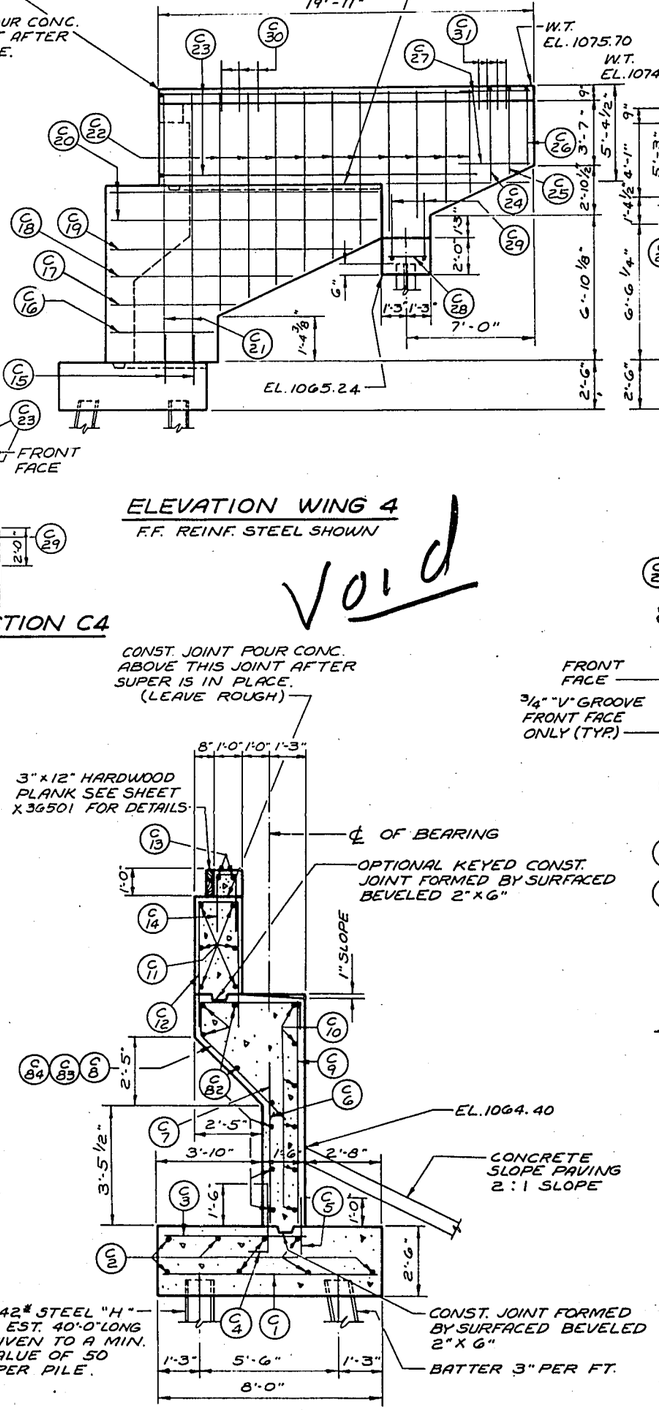


PART SECTION C4

ELEVATION WING 4
F.F. REINF. STEEL SHOWN

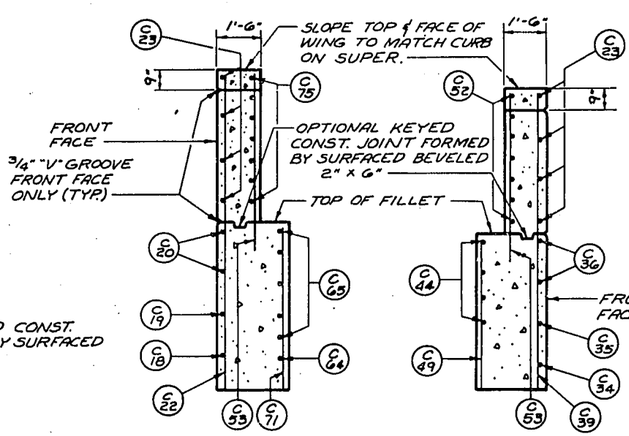
Void

CONST. JOINT POUR CONC. ABOVE THIS JOINT AFTER SUPER IS IN PLACE. (LEAVE ROUGH)



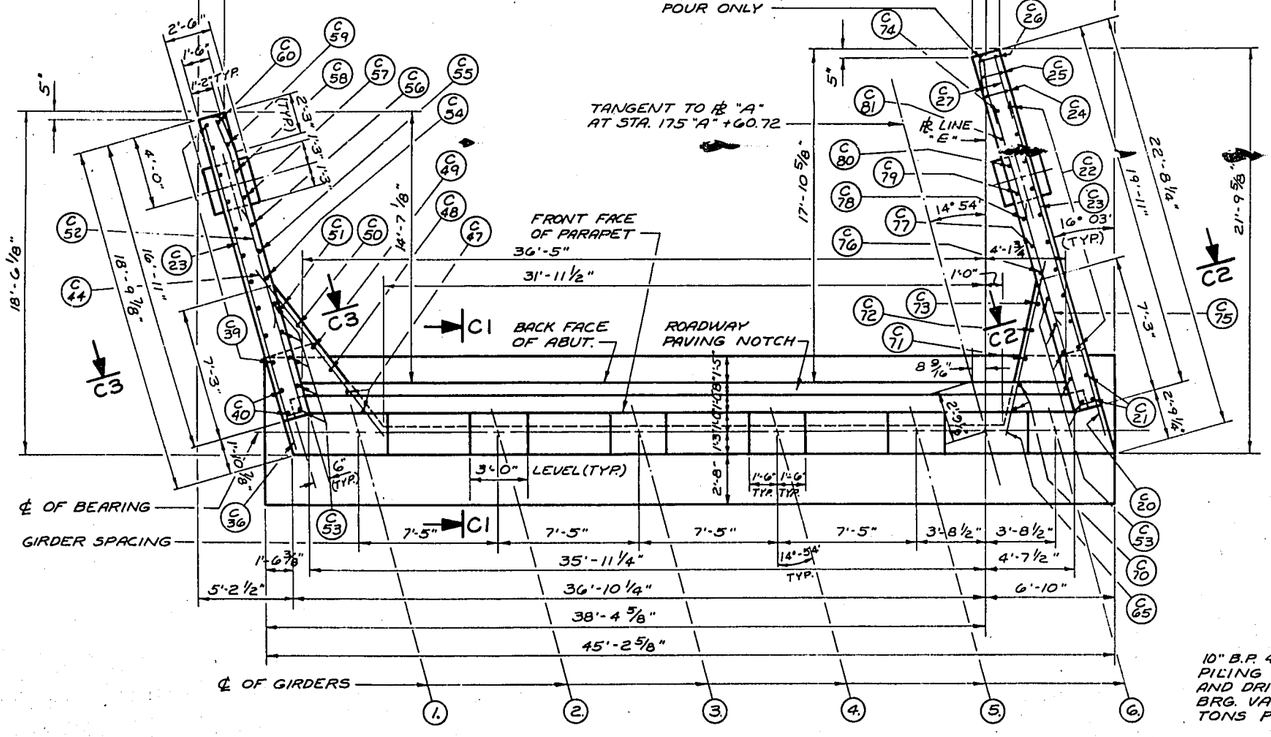
SECTION C1

ELEVATION WING 3
F.F. REINF. STEEL SHOWN



SECTION C2

SECTION C3



PLAN

NOTE:
FOR BILL OF BARS AND BENDING DETAILS SEE SHEET X 36508.
FOR FOOTING PLAN AND BACKFACE REINF. STEEL IN WINGS SEE SHEET X 36507
FOR PAY LIMITS FOR "EXCAVATION FOR STRUCTURES" AND "GRANULAR BACKFILL" SEE SHEET X 36507
FOR PILE SPLICE DETAIL SEE SHEET X 36505.

REVISED

STATE HIGHWAY COMMISSION OF WISCONSIN

SOUTH ABUTMENT

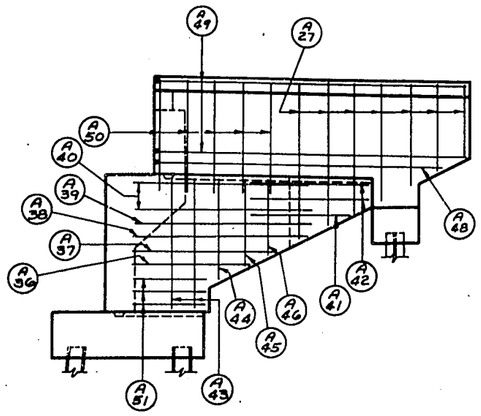
DESIGN SPEC A.A.S.H.O. '61 | LOADING H S 20 | CONST. SPEC 1963
DATE 11-21-62 | DESIGN R.L.R. | DRAWN A.G.S. | CKD. H.E.A.

STRUCTURE B-13-222 | SHEET 11 OF 14

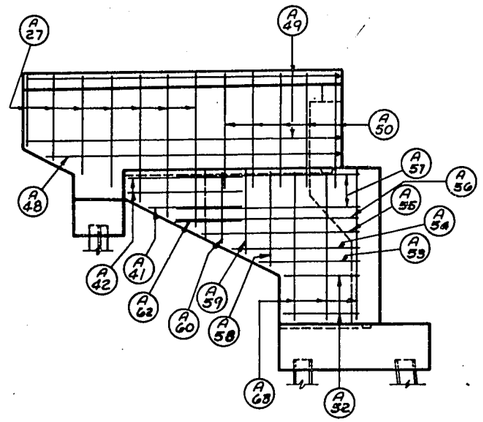
X 36506

FORM E-B-12-62-

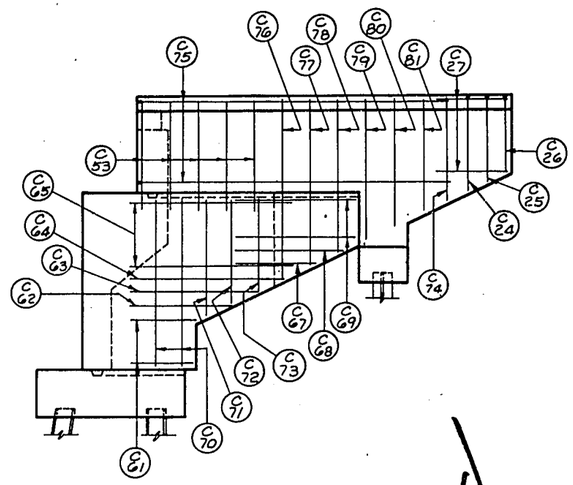
B.P.R. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	FAP-2(39)	45	171



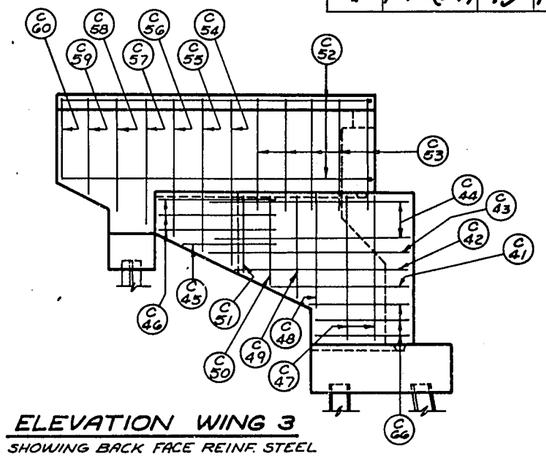
ELEVATION WING 1
SHOWING BACK FACE REINF. STEEL



ELEVATION WING 2
SHOWING BACK FACE REINF. STEEL



ELEVATION WING 4
SHOWING BACK FACE REINF. STEEL

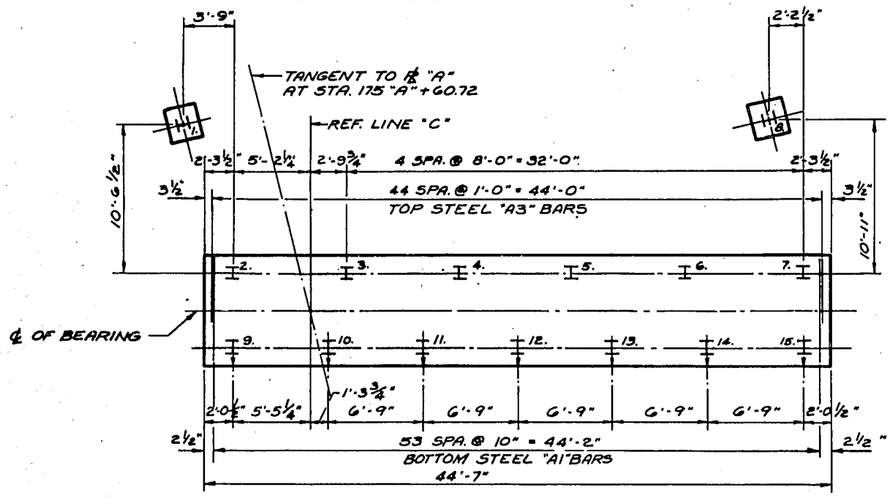


ELEVATION WING 3
SHOWING BACK FACE REINF. STEEL

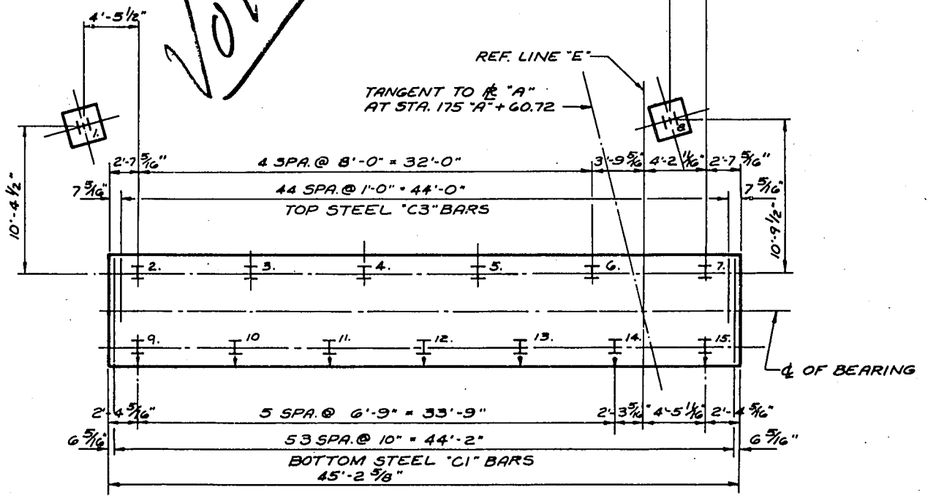
Void

NOTE : FOR PILE SPLICE DETAIL SEE SHEET X 36505

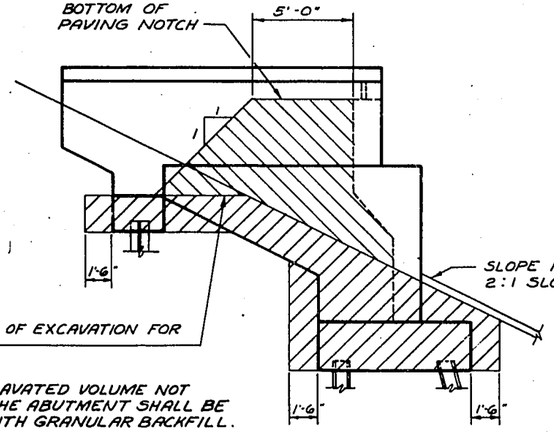
DENOTES DIRECTION OF BATTERED PILING.



PILE SPACING NORTH ABUT.



PILE SPACING SOUTH ABUT.



NOTE : ALL EXCAVATED VOLUME NOT OCCUPIED BY THE ABUTMENT SHALL BE BACKFILLED WITH GRANULAR BACKFILL.

EXCAVATION FOR STRUCTURES & GRANULAR BACKFILL.

GRANULAR BACKFILL BETWEEN OUTSIDE FACES OF WING WALLS.

PAY LIMITS FOR EXCAVATION FOR STRUCTURES & GRANULAR BACKFILL

REVISED	STATE HIGHWAY COMMISSION OF WISCONSIN
	ABUTMENT DETAILS
	DESIGN SPEC. A.A.S.H.O. '61 | LOADING H S 20 | CONST. SPEC. 1963
	DATE 11-21-66 | DESIGN R.L.R. | DRAWN A.S.K. | CKD. H.E.A.
STRUCTURE B - 13 - 222	SHEET 12 OF 14

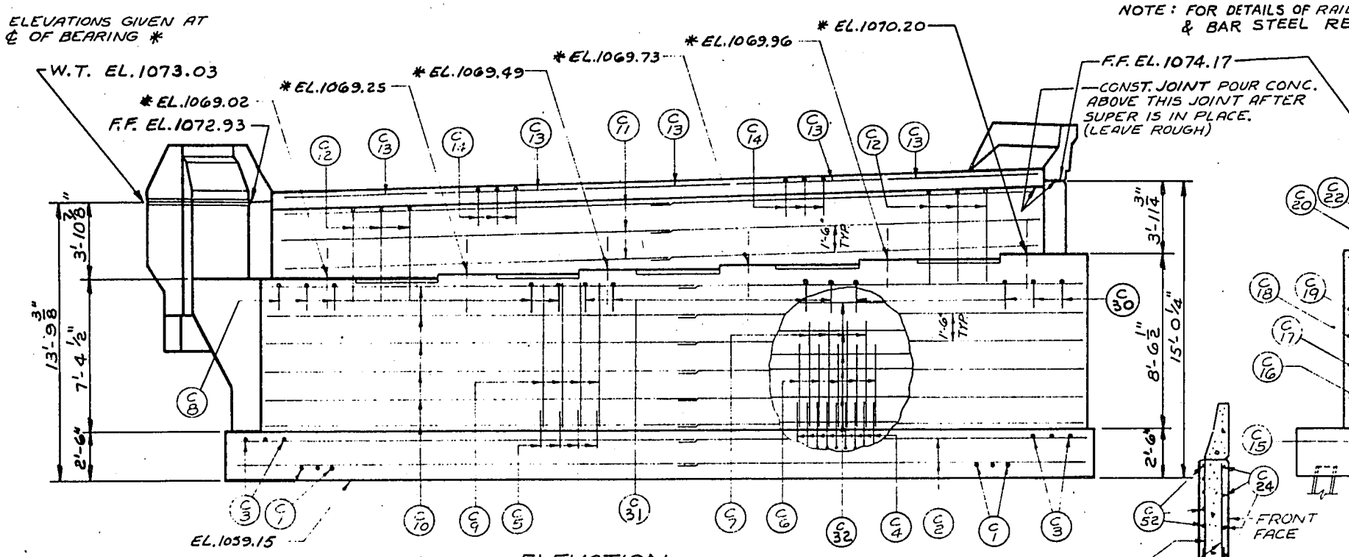
X 36507

FORM E-B-12-62

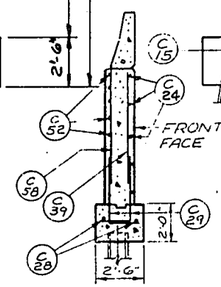
B.P.R. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	F04-2(39)	44	171

ELEVATIONS GIVEN AT ℄ OF BEARING *

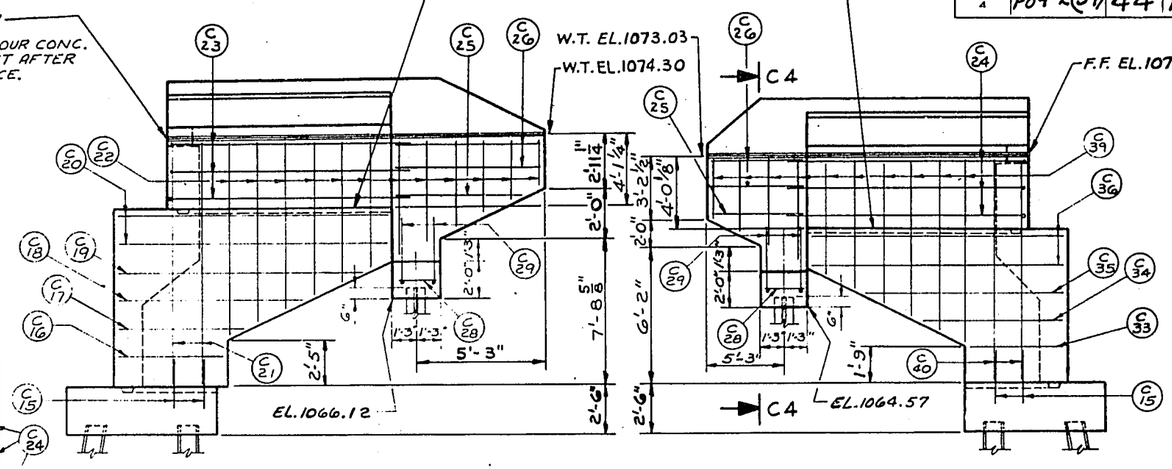
NOTE: FOR DETAILS OF RAILING PARAPET NOT SHOWN & BAR STEEL REINF. — SEE SHEET X36502.



ELEVATION
(LOOKING SOUTH)



SECTION C4



ELEVATION WING 4
F.F. REINF. STEEL SHOWN

ELEVATION WING 3
F.F. REINF. STEEL SHOWN

PLAN

CONST. JOINT POUR CONC. ABOVE THIS JOINT AFTER SUPER IS IN PLACE. (LEAVE ROUGH)

SECTION C1

SECTION C2

SECTION C3

NOTE:
FOR BILL OF BARS AND BENDING DETAILS SEE SHEET X 36508.
FOR FOOTING PLAN AND BACKFACE REINF. STEEL IN WINGS SEE SHEET X 36507.
FOR PAY LIMITS FOR "EXCAVATION FOR STRUCTURES" AND "GRANULAR BACKFILL" SEE SHEET X 36507.
FOR PILE SPLICE DETAIL SEE SHEET X 36505.

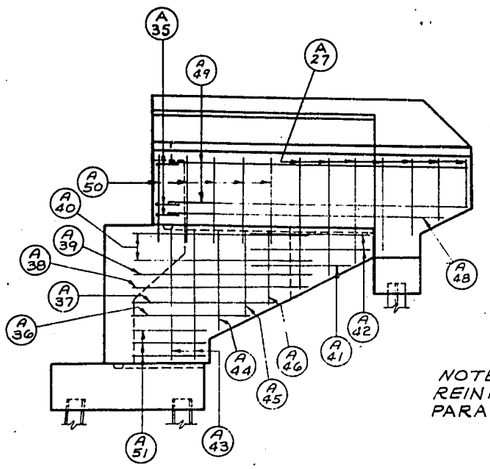
REVISED	STATE HIGHWAY COMMISSION OF WISCONSIN
	SOUTH ABUTMENT
	DESIGN SPEC. A.A.S.H.O. '61 LOADING H S 20 CONST SPEC. 1963
	DATE 11-21-66 DESIGN R.L.R. DRAWN A.S.Y. CKD. H.E.A.
STRUCTURE B-13-222	SHEET 11 OF 14

X 36506

C.C.O. No. 12

FORM E-B-12-62

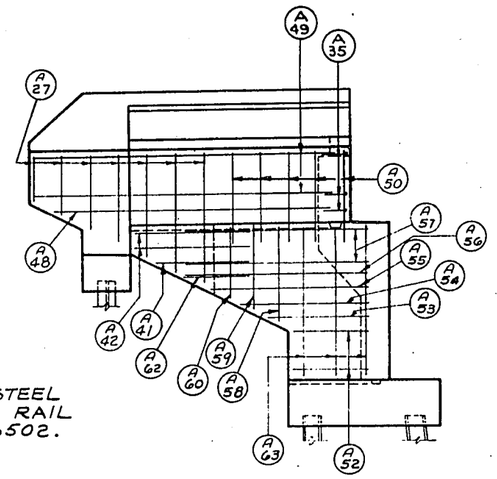
B P R DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	FAI-2(39)	45	171



NOTE: FOR BAR STEEL REINFORCEMENT IN RAIL PARAPET SEE X36502.

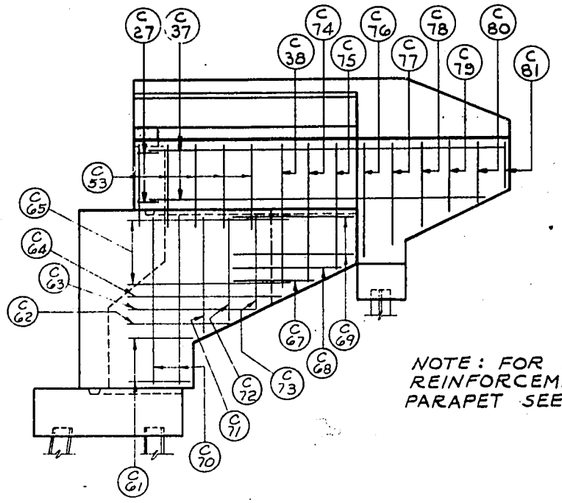
ELEVATION WING 1

SHOWING BACK FACE REINF. STEEL



ELEVATION WING 2

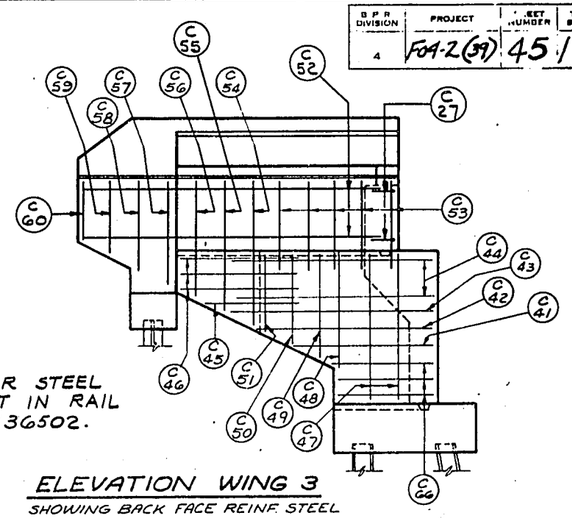
SHOWING BACK FACE REINF. STEEL



ELEVATION WING 4

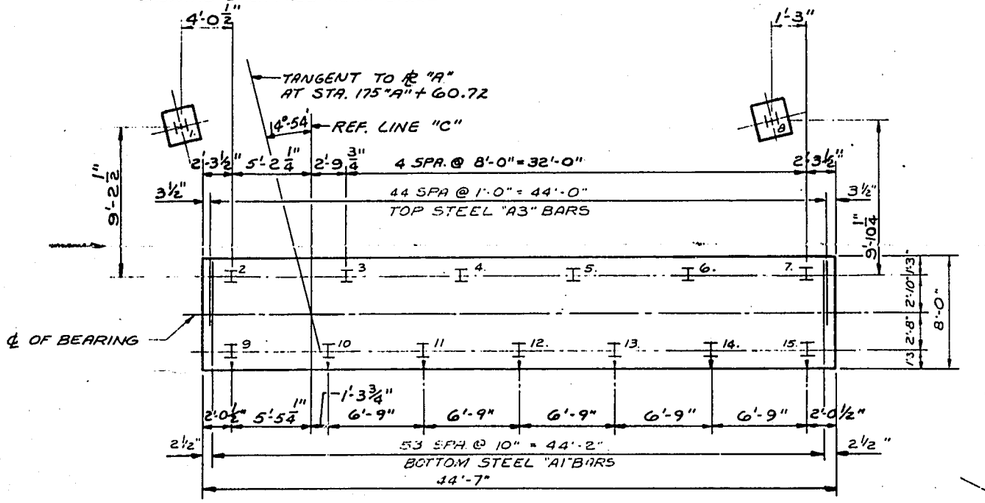
SHOWING BACK FACE REINF. STEEL

NOTE: FOR BAR STEEL REINFORCEMENT IN RAIL PARAPET SEE X36502.

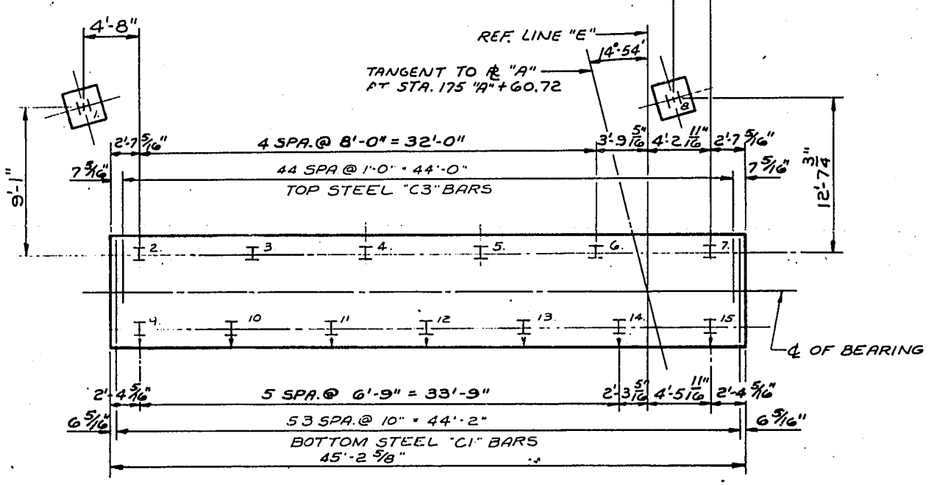


ELEVATION WING 3

SHOWING BACK FACE REINF. STEEL



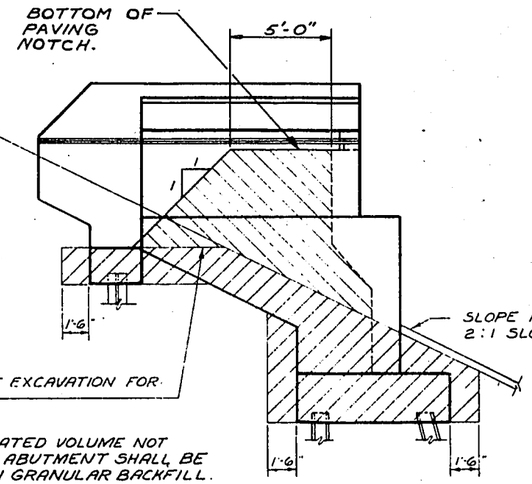
PILE SPACING NORTH ABUT.



PILE SPACING SOUTH ABUT.

NOTE: FOR PILE SPLICE DETAIL SEE SHEET X 36505.

DENOTES DIRECTION OF BATTERED PILING.



NOTE: ALL EXCAVATED VOLUME NOT OCCUPIED BY THE ABUTMENT SHALL BE BACKFILLED WITH GRANULAR BACKFILL.

PAY LIMITS FOR EXCAVATION FOR STRUCTURES & GRANULAR BACKFILL

EXCAVATION FOR STRUCTURES & GRANULAR BACKFILL.

GRANULAR BACKFILL BETWEEN OUTSIDE FACES OF WING WALLS.

REVISED	STATE HIGHWAY COMMISSION OF WISCONSIN
	ABUTMENT DETAILS
	DESIGN SPEC. A.A.S.H.O '61 | LOADING HS 20 | CONST. SPEC. 1963
	DATE 11-21-66 | DESIGN R.L.R. | DRAWN A.S.Y. | CHK. H.E.A.
STRUCTURE B - 13 - 222	SHEET 12 OF 14

X 36507

FORM E-B-12-62

B.F.&E. DIVISION	PROJECT	SHEET NO.	TOTAL SHEETS
4	F04-2(39) 46171		

BAR BENDING DETAILS

DIMENSIONS IN BENDING DETAILS ARE OUT TO OUT.
OMIT DETAILS WHERE DIMENSIONS ARE BLANK.

MARK	DIM. "A"	DIM. "B"
C14,	8"	2'-0½"
A14,	6"	2'-1½"
C24,	1'-2"	5'-0½"
C25,	1'-2"	4'-5⅛"
C12, A12,	1'-4"	4'-5½"
C26,	1'-2"	4'-0½"
S23,	1'-8"	3'-9½"

DETAIL A

DETAIL B

DETAIL C

DETAIL D

DETAIL E

DETAIL F

DETAIL M

DETAIL H

DETAIL J

DETAIL K

DETAIL N

BUNDLING DETAIL

DETAIL L

Void

CUT, BUNDLE & MARK. (MARK WITH BAR NO. & SET NO.)

MARK & CUT ALL BARS ALONG THIS LINE. MAKE ALL CUTS NORMAL TO BAR AXIS.

"H" IS NUMBER OF BARS, BEFORE CUTTING.

MARK		C	D	E	F	G	H	SETS REQ'D.
A24	SET 1	3'-9"	——	14'-6"	——	10'9"	10	1 SET 1
	SET 2	——	10'-9"		3'-9"	——		1 SET 2
A27	SET 3	8'-6"	——	12'-3"	——	3'-9"	7	1 SET 3
	SET 4	——	3'-9"		8'-6"	——		1 SET 4
C22	SET 5	12'-0"	5'-6"	17'-6"	8'-4½"	9'-1½"	5	1 SET 5
C39	SET 6	11'-3"	4'-6"	15'-9"	7'-6"	8'-3"	5	1 SET 6

CUT, BUNDLE & MARK. (MARK WITH BAR NO. & SET NO.)

BENT BARS, IF USED, IN CUTTING DIAGRAM SHALL BE BENT AFTER CUTTING.

CUTTING DIAGRAM

POUR	MARK	NO.	SIZE	LENGTH	SPACING	LOCATION	DET.
SUPERSTRUCTURE 68,170 #	S1	574	6	24-9	SHOWN	SLAB - TOP & BOTT. TRANS.	
	S2	574	6	19-0	"	" " " "	
	S3	132	5	27-9	"	" - BOTT. LONG. SPAN 1	
	S4	132	5	28-9	"	" " " SPAN 2	
	S5	72	5	28-6	"	" - TOP - LONG - SPAN 1	
	S6	108	5	24-6	"	" " " SPAN 2	
	S7	38	9	44-3	"	" " " @ PIER	
	S8	36	9	42-3	"	" " " @ "	
	S9	8	6	1-6	"	DIAPH. @ MID-SPAN - PLAIN BAR THREAD 1 END 3"	
	S10	16	6	3-0	"	" " " "	
	S11	20	6	6-6	"	DIAPH. @ MID-SPAN	
	S12	50	4	5-3	"	DIAPH. @ PIER	
	S13	6	3	3-9	6	PILASTER @ PIER - BEND IN FIELD	L
	S14	4	4	4-3	SHOWN	" " "	A
	S15	4	4	3-6	"	" " "	C
	S16	338	5	3-9	1-0	SLAB & CURB	E
	S17	338	5	5-0	1-0	CURB & PARAPET	D
	S18	12	5	28-9	SHOWN	CURB SPAN 1	
	S19	12	5	29-9	"	CURB SPAN 2	
	S20	60	4	4-9	1-0	DIAPH. @ ABUTS.	L
	S21	30	6	6-0	SHOWN	DIAPH. @ ABUTS.	
	S22	10	4	6-0	"	DIAPH. S. ABUT.	
	S23	30	5	9-3	1-0	DIAPH. @ PIER	B
	S24	30	5	10-0	1-0	" " "	K
	S25	4	4	22-9	SHOWN	DIAPH. @ N. ABUT.	
	S26	4	5	6-6	"	SLAB BOTT. - SYM ABOUT ℄ OF PIER	
	R1	16	5	17-3	SHOWN	RAILING PARAPET	
	R2	32	5	22-6	"	RAILING PARAPET	
	R3	8	5	20-0	"	RAILING PARAPET	
	R4	8	5	12-9	"	" "	
	R5	8	5	10-9	"	" "	
NORTH ABUTMENT 4,500 #	A1	54	6	7-6	SHOWN	FOOTING BOTTOM	
	A2	16	4	23-0	SHOWN	FOOTING TOP & BOTTOM	
	A3	45	4	4-9	SHOWN	FOOTING TOP	
	A4	67	6	3-0	0-6	FOOTING DOWELS B.F.	A
	A5	43	4	2-0	1-0	FOOTING DOWELS F.F.	
	A6	33	6	4-3	1-0	BODY VERT. B.F.	
	A7	34	6	5-0	1-0	BODY VERT. B.F.	
	A8	11	5	10-3	1-6	BODY STIRRUPS	N
	A9	43	4	7-0	1-0	BODY VERT. F.F.	
	A10	10	4	22-0	1-6	BODY HORIZ. F.F.	
	A11	12	4	20-6	1-6	PARAPET HORIZ. F.F. & B.F.	
	A12	27	5	10-3	1-6	PARAPET VERT.	B
	A13	4	4	20-6	SHOWN	PAVING BLOCK HORIZ.	
	A14	41	5	4-9	1-0	PAVING BLOCK VERT.	B
	A15	4	4	2-0	1-6	FOOTING DOWELS WING 1 & 2 F.F.	
	A16	1	4	5-3	1-6	WING 1 HORIZ. F.F.	
	A17	1	4	7-3	1-6	WING 1 HORIZ. F.F.	
	A18	1	4	10-3	1-6	WING 1 HORIZ. F.F.	
	A19	1	4	13-0	1-6	WING 1 HORIZ. F.F.	
	A20	1	4	13-9	1-6	WING 1 HORIZ. F.F.	
	A21	2	4	16-3	1-6	WING 1 & 2 HORIZ. F.F.	A
	A22	6	4	17-9	1-6	WING 1 & 2 HORIZ. F.F.	A
	A23	2	4	12-6	1-6	WING 1 VERT. F.F.	
	A24	10	4	14-6	1-6	WING 1 & 2 VERT. F.F.	†
	A25	8	4	5-3	SHOWN	WING 1 & 2 FOOTINGS	A
	A26	4	4	2-0	SHOWN	WING 1 & 2 FOOTINGS	
	A27	7	4	12-3	1-6	WING 1 & 2 VERT. B.F.	†
	A28	2	4	4-9	1-6	WING 2 HORIZ. F.F.	
	A29	1	4	6-9	1-6	WING 2 HORIZ. F.F.	
	A30	1	4	9-9	1-6	WING 2 HORIZ. F.F.	
	A31	1	4	12-6	1-6	WING 2 HORIZ. F.F.	
	A32	1	4	13-3	1-6	WING 2 HORIZ. F.F.	
	A33	2	4	13-6	1-6	WING 2 VERT. F.F.	
	A34	34	5	5-9	1-0	RAIL. PARAPET VERT. WING 1 & 2	M
	A35	8	5	16-3	SHOWN	RAIL. PARAPET HORIZ. WING 1 & 2	
	A36	1	4	6-3	0-9	WING 1 HORIZ. FILLET	
	A37	1	4	7-6	0-9	WING 1 HORIZ. FILLET	
	A38	1	4	8-6	0-9	WING 1 HORIZ. FILLET	
	A39	1	4	9-6	0-9	WING 1 HORIZ. FILLET	
	A40	3	4	10-0	0-9	WING 1 HORIZ. FILLET	
NORTH ABUTMENT (CONT.)	A41	2	4	5-6	0-9	WING 1 & 2 BF HORIZ.	
	A42	4	4	6-6	0-9	WING 1 ½ 2 BF HORIZ.	
	A43	2	4	7-0	1-6	WING 1 VERT. FILLET	
	A44	1	4	5-3	1-6	WING 1 VERT. FILLET	
	A45	1	4	4-9	1-6	WING 1 VERT. FILLET	
	A46	1	4	4-0	1-6	WING 1 VERT. FILLET	
	A47	14	4	17-0	SHOWN	BODY HORIZ. B.F.	
	A48	2	4	16-6	0-9	WING 1 & 2 HORIZ. B.F.	A
	A49	12	4	17-9	0-9	WING 1 & 2 HORIZ. B.F.	A
	A50	10	4	6-3	1-6	WING 1 & 2 VERT. B.F.	
	A51	3	4	4-6	0-9	WING 1 HORIZ. FILLET	
	A52	4	4	5-0	0-9	WING 2 HORIZ. FILLET	
	A53	1	4	7-0	0-9	WING 2 HORIZ. FILLET	
	A54	1	4	9-0	0-9	WING 2 HORIZ. FILLET	
	A55	1	4	10-6	0-9	WING 2 HORIZ. FILLET	
	A56	1	4	11-0	0-9	WING 2 HORIZ. FILLET	
	A57	4	4	12-0	0-9	WING 2 HORIZ. FILLET	
	A58	1	4	5-0	1-6	WING 2 VERT. FILLET	
	A59	1	4	4-3	1-6	WING 2 VERT. FILLET	
	A60	1	4	3-6	1-6	WING 2 VERT. FILLET	
	A61	10	5	11-3	1-6	BODY STIRRUPS	N
	A62	1	4	4-0	0-9	WING 2 HORIZ. BF.	
	A63	3	4	8-0	1-6	WING 2 VERT. FILLET	
	A64	8	5	12-0	1-6	BODY STIRRUPS	N
G,650 # PIER FOOTINGS	B1	18	7	7-0	SHOWN	FOOTINGS - EXTERIOR	
	B2	16	5	5-6	SHOWN	FOOTINGS - EXTERIOR	
	B3	8	8	7-0	SHOWN	FOOTINGS - INTERIOR	
	B4	9	6	7-0	SHOWN	FOOTINGS - INTERIOR	
	B5	36	9	4-6	SHOWN	FOOTINGS - DOWELS	A
	B6	3	4	9-6	SHOWN	FOOTINGS - HOOPS	J
COLUMNS	B6	40	4	9-6	SHOWN	COLUMNS - HOOPS	J
	B7	12	9	15-3	"	COL. 1 - VERT.	
	B8	12	9	15-6	"	COL. 2 - VERT.	
	B9	12	9	16-6	"	COL. 3 - VERT.	
CAP	B10	4	9	39-9	SHOWN	CAP - BOTTOM	#
	B11	4	9	19-6	"	CAP - BOTTOM	#
	B12	12	9	11-9	"	CAP - BOTTOM	#
	B13	4	5	20-6	"	CAP - SIDES	
	B14	8	8	17-3	"	CAP - TOP	A
	B15	4	10	21-0	"	CAP - TOP	#
	B16	2	10	16-0	"	CAP - TOP	#
	B17	4	10	12-6	"	CAP - TOP	#
	B18	2	10	7-6	"	CAP - TOP	#
	B19	6	5	6-9	"	CAP ENDS	H
	B20	44	5	11-9	"	CAP - STIRRUPS - DOUBLE	L
	B21	16	4	13-0	"	CAP - STIRRUPS - SINGLE	L
	B22	25	5	2-6	"	CAP - TOP - DOWELS	

	STATE HIGHWAY COMMISSION OF WISCONSIN
	BILL OF BARS
	AASHO '61 · HS 20 · 1963
	11-21-66 · — · 2-9 · H.E.A.
STRUCTURE	B - 13-222 · SHEET 13 OF 14

V 36508

FORM E-B-12-62

B P R DIVISION	PROJECT	SHEET NO	TOTAL SHEETS
4	FAP-2(39)	47	171

SOUTH ABUTMENT 4,830 #

POUR	MARK	NO.	SIZE	LENGTH	SPACING	LOCATION	DET.
	C1	54	6	7-6	SHOWN	FOOTING BOTTOM	
	C2	16	4	23-0	"	FOOTING TOP & BOTTOM	
	C3	45	4	4-9	"	FOOTING TOP	
	C4	68	6	3-0	0-6	FOOTING DOWELS BF	A
	C5	44	4	2-0	1-0	FOOTING DOWELS FF	
	C6	34	6	4-3	1-0	BODY VERT. BF	
	C7	34	6	5-0	1-0	BODY VERT. BF	
	C8	12	5	10-3	1-6	BODY STIRRUPS	N
	C9	44	4	7-0	1-0	BODY VERT. FF	
	C10	12	4	22-3	1-5	BODY HORIZ. FF	
	C11	12	4	20-9	1-6	PARAPET HORIZ. FF & BF	
	C12	27	5	10-3	1-6	PARAPET VERT.	B
	C13	10	4	7-9	SHOWN	PAVING BLOCK HORIZ.	
	C14	41	5	4-9	1-0	PAVING BLOCK VERT.	B
	C15	4	4	2-0	1-6	FOOTING DOWELS WING 3 & 4 FF	
	C16	1	4	5-6	1-6	WING 4 HORIZ. FF	
	C17	1	4	7-3	1-6	WING 4 HORIZ. FF	
	C18	1	4	10-3	1-6	WING 4 HORIZ. FF	
	C19	1	4	13-3	1-6	WING 4 HORIZ. FF	
	C20	2	4	14-0	1-6	WING 4 HORIZ. FF	
	C21	2	4	13-9	1-6	WING 4 VERT. FF	
	C22	5	4	17-6	1-6	WING 4 VERT. FF	†
	C23	8	4	17-9	1-6	WING 3 & 4 HORIZ. FF	A
	C24	1	4	11-3	1-0	WING 4 VERT.	B
	C25	1	4	10-3	1-0	WING 4 VERT.	B
	C26	1	4	9-3	1-0	WING 4 VERT.	B
	C27	10	4	3-9	1-0	WING 4 HORIZ. FF & BF	
	C28	4	4	2-0	SHOWN	WING 3 & 4 HORIZ.	
	C29	8	4	5-3	SHOWN	WING 3 & 4 VERT.	A
	C30	39	5	5-9	SHOWN	RAIL, PARA, WING 3 & 4	M
	C31	8	5	5-6	SHOWN	RAIL, PARA, WING 3 & 4	M
	C32	1	4	5-0	1-6	WING 3 HORIZ. FF	
	C33	8	5	3-3	SHOWN	RAIL PARAPET HORIZ. WING 3 & 4	
	C34	1	4	7-9	1-6	WING 3 HORIZ. FF	
	C35	1	4	10-9	1-6	WING 3 HORIZ. FF	
	C36	2	4	13-3	1-6	WING 3 HORIZ. FF	
	C37	4	5	14-3	SHOWN	RAIL, PARA, WING 3	
	C38	4	5	17-3	"	RAIL, PARA, WING 4	
	C39	5	4	15-9	1-6	WING 3 VERT. FF	†
	C40	2	4	12-3	1-6	WING 3 VERT. FF	
	C41	1	4	6-9	0-9	WING 3 HORIZ. FILLET	
	C42	1	4	8-6	0-9	WING 3 HORIZ. FILLET	
	C43	1	4	10-3	0-9	WING 3 HORIZ. FILLET	
	C44	4	4	12-0	0-9	WING 3 HORIZ. FILLET	
	C45	1	4	5-3	0-9	WING 3 HORIZ. BF	
	C46	3	4	6-3	0-9	WING 3 HORIZ. BF	
	C47	2	4	7-0	1-6	WING 3 VERT. FILLET	
	C48	1	4	6-0	1-6	WING 3 VERT. FILLET	
	C49	1	4	5-6	1-6	WING 3 VERT. FILLET	
	C50	1	4	4-9	1-6	WING 3 VERT. FILLET	
	C51	1	4	4-3	1-6	WING 3 VERT. FILLET	
	C52	7	4	17-9	0-9	WING 3 HORIZ. BF	A
	C53	10	4	6-3	1-6	WING 3 & 4 VERT. BF	
	C54	1	4	9-0	1-6	WING 3 VERT. BF	
	C55	1	4	8-3	1-6	WING 3 VERT. BF	
	C56	1	4	7-3	1-6	WING 3 VERT. BF	
	C57	1	4	6-9	1-6	WING 3 VERT. BF	
	C58	1	4	6-0	1-6	WING 3 VERT. BF	
	C59	1	4	5-3	1-6	WING 3 VERT. BF	
	C60	1	4	4-6	1-6	WING 3 VERT. BF	
	C61	4	4	4-3	0-9	WING 4 HORIZ. FILLET	
	C62	1	4	5-9	0-9	WING 4 HORIZ. FILLET	
	C63	1	4	7-0	0-9	WING 4 HORIZ. FILLET	
	C64	1	4	8-6	0-9	WING 4 HORIZ. FILLET	
	C65	5	4	9-9	0-9	WING 4 HORIZ. FILLET	
	C66	3	4	5-0	0-9	WING 3 HORIZ. FILLET	
	C67	1	5	4-3	0-9	WING 4 HORIZ. BF	
	C68	1	5	5-9	0-9	WING 4 HORIZ. BF	
	C69	4	5	6-3	0-9	WING 4 HORIZ. BF	
	C70	2	4	8-3	1-6	WING 4 VERT. FILLET	
	C71	1	4	6-6	1-6	WING 4 VERT. FILLET	
	C72	1	4	6-0	1-6	WING 4 VERT. FILLET	
	C73	1	4	5-3	1-6	WING 4 VERT. FILLET	
	C74	1	4	5-6	1-6	WING 4 VERT. BF	
	C75	7	5	17-9	0-9	WING 4 HORIZ. BF	A

POUR	MARK	NO.	SIZE	LENGTH	SPACING	LOCATION	DET.
	C76	1	4	10-0	1-6	WING 4 VERT. BF	
	C77	1	4	9-3	1-6	WING 4 VERT. BF	
	C78	1	4	8-6	1-6	WING 4 VERT. BF	
	C79	1	4	7-9	1-6	WING 4 VERT. BF	
	C80	1	4	7-0	1-6	WING 4 VERT. BF	
	C81	1	4	6-3	1-6	WING 4 VERT. BF	
	C82	16	4	17-0	SHOWN	BODY HORIZ. BF	
	C83	10	5	11-3	1-6	BODY STIRRUPS	N
	C84	8	5	12-0	1-6	BODY STIRRUPS	N

VOID

REVISED	STATE HIGHWAY COMMISSION OF WISCONSIN
	BILL OF BARS
	DESIGN SPEC. A.A.S.H.O. '61 LOADING HS20 SURVEY SPEC. 1963
	DATE 11-21-66 DESIGN — DRAWN Q.B. CKD. H.E.A.
STRUCTURE B-13-222	SHEET 14 OF 14

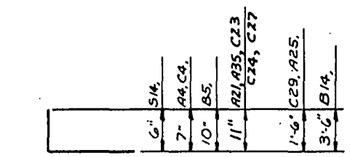
X 36509

BAR BENDING DETAILS

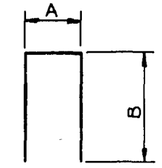
DIMENSIONS IN BENDING DETAILS ARE OUT TO OUT.

B.F.R. DIVISION	PROJECT	SHEET NO.	TOTAL SHEETS
4	FAP-2(39)	46	171

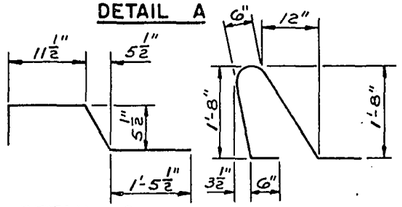
MARK	DIM. "A"	DIM. "B"
C14,	8"	2'-0½"
A14,	6"	2'-1½"
C12, A12,	1'-4"	4'-5½"
S23,	1'-8"	3'-9½"



DETAIL A

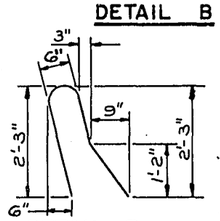


DETAIL B



DETAIL C

DETAIL D



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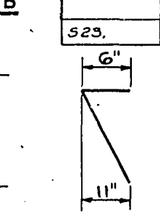
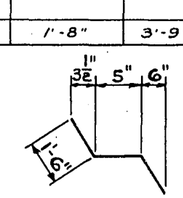
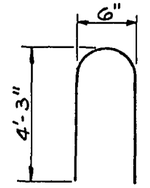


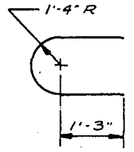
DETAIL F



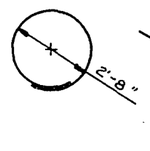
DETAIL G



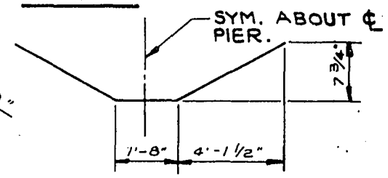
DETAIL M



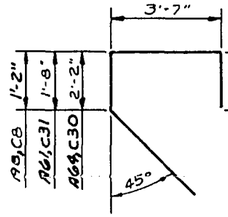
DETAIL H



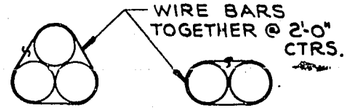
DETAIL J



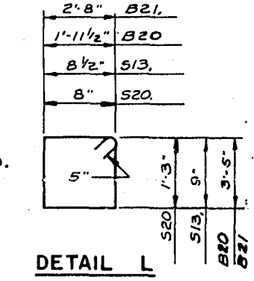
DETAIL K



DETAIL N



BUNDLING DETAIL

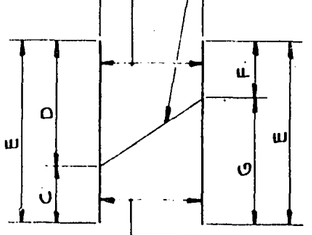


DETAIL L

CUT, BUNDLE & MARK (MARK WITH BAR NO & SET NO.)

MARK & CUT ALL BARS ALONG THIS LINE. MAKE ALL CUTS NORMAL TO BAR AXIS.

"H" IS NUMBER OF BARS, BEFORE CUTTING.

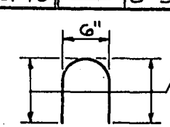


CUT, BUNDLE & MARK. (MARK WITH BAR NO. & SET NO.)

BENT BARS, IF USED, IN CUTTING DIAGRAM SHALL BE BENT AFTER CUTTING.

† CUTTING DIAGRAM

MARK		C	D	E	F	G	H	SETS REQ'D.
A24	SET 1	2'-3"	——	11'-6"	——	9'-3"	10	1 SET 1
	SET 2	——	9'-3"		2'-3"	——		1 SET 2
A27	SET 3	7'-0"	——	9'-3"	——	2'-3"	7	1 SET 3
	SET 4	——	2'-3"		7'-0"	——		1 SET 4
C22	SET 5	9'-9"	3'-0"	12'-9"	6'-0"	6'-9"	6	1 SET 5
C39	SET 6	9'-3"	3'-0"	12'-3"	5'-9"	6'-6"	5	1 SET 6
A65	SET 7	5'-6"	——	14'-3"	——	8'-9"	4	1 SET 7
	SET 8	——	8'-9"		5'-6"	——		1 SET 8
C82	SET 9	5'-6"	——	14'-3"	——	8'-9"	4	1 SET 9
	SET 10	——	8'-9"		5'-6"	——		1 SET 10



DETAIL P

EQUAL LEGS.

SUPERSTRUCTURE 68,700#

POUR	MARK	NO.	SIZE	LENGTH	SPACING	LOCATION	DET.
	S1	574	6	24-9	SHOWN	SLAB TOP & BOTT. TRANS.	
	S2	574	6	19-0	"	" " " "	
	S3	132	5	27-9	"	" BOTT. LONG. SPAN 1	
	S4	132	5	28-9	"	" " " SPAN 2	
	S5	72	5	28-6	"	" TOP - LONG SPAN 1	
	S6	108	5	24-6	"	" " " SPAN 2	
	S7	38	9	44-3	"	" " @ PIER	
	S8	36	9	42-3	"	" " " @ "	
	S9	8	6	1-6	"	DIAPH. @ MID-SPAN - PLAIN BAR THREAD 1 END 3	
	S10	16	6	3-0	"	" " " "	
	S11	20	6	6-6	"	DIAPH. @ MID-SPAN	
	S12	50	4	5-3	"	DIAPH. @ PIER	
	S13	6	3	3 9	6	PILASTER @ PIER - BEND IN FIELD	L
	S14	4	4	4-3	SHOWN	" " "	A
	S15	4	4	3-6	"	" " "	C
	S16	340	5	5-0	1-0	SLAB & RAIL PARAPET	D
	S20	60	4	4-9	1 0	DIAPH. @ ABUTS.	L
	S21	30	6	6-0	SHOWN	DIAPH. @ ABUTS.	
	S22	10	4	6 0	"	DIAPH. S. ABUT.	
	S23	30	5	9-3	1 0	DIAPH. @ PIER	B
	S24	30	5	10-0	1 0	" " "	K
	S25	4	4	22-9	SHOWN	DIAPH. @ N. ABUT.	
	S26	4	5	6 6	"	SLAB BOTT. - SYM ABOUT ℄ OF PIER	
	R1	36	5	28-6	SHOWN	RAILING PARAPET - SPAN 1	
	R2	36	5	29-9	"	RAILING PARAPET - SPAN 2	
	R3	340	5	5-0	1-0	RAILING PARAPET	E

NORTH ABUTMENT 4,510#

POUR	MARK	NO.	SIZE	LENGTH	SPACING	LOCATION	DET.
	A1	54	6	7-6	SHOWN	FOOTING BOTTOM	
	A2	16	4	23-0	SHOWN	FOOTING TOP & BOTTOM	
	A3	45	4	4-9	SHOWN	FOOTING TOP	
	A4	67	6	3-0	0-6	FOOTING DOWELS B.F.	A
	A5	43	4	2-0	1-0	FOOTING DOWELS F.F.	
	A6	33	6	4-3	1-0	BODY VERT. B.F.	
	A7	34	6	5-0	1-0	BODY VERT. B.F.	
	A8	11	5	10-3	1-6	BODY STIRRUPS	N
	A9	43	1	[illegible]	1-0	BODY VERT. F.F.	
	A10	10	4	22-0	1-6	BODY HORIZ. F.F.	
	A11	12	4	20-6	1-6	PARAPET HORIZ. F.F. & B.F.	
	A12	27	5	10-3	1 6	PARAPET VERT.	B
	A13	4	4	20-6	SHOWN	PAVING BLOCK HORIZ.	
	A14	41	5	4-9	1-0	PAVING BLOCK VERT.	B
	A15	4	4	2-0	1-6	FOOTING DOWELS WING 1 & 2 F.F.	
	A16	1	4	5-3	1-6	WING 1 HORIZ. F.F.	
	A17	1	4	5-9	1-6	WING 1 HORIZ. F.F.	
	A18	1	4	8-9	1-6	WING 1 HORIZ. F.F.	
	A19	1	4	11-6	1-6	WING 1 HORIZ. F.F.	
	A20	1	4	12-3	1-6	WING 1 HORIZ. F.F.	
	A21	6	4	12-6	1-6	WING 1 & 2 HORIZ. F.F.	A
	A22	2	4	4-9	1-6	WING 1 & 2 HORIZ. F.F.	
	A23	2	4	10-9	1-6	WING 1 VERT. F.F.	
	A24	10	4	11-6	1-6	WING 1 & 2 VERT. F.F.	†
	A25	8	4	5-3	SHOWN	WING 1 & 2 FOOTINGS	A
	A26	4	4	2-0	SHOWN	WING 1 & 2 FOOTINGS	
	A27	7	4	9-3	1-6	WING 1 & 2 VERT. B.F.	†
	A28	1	4	4-9	1-6	WING 2 HORIZ. F.F.	
	A29	1	4	5-3	1-6	WING 2 HORIZ. F.F.	
	A30	1	4	8-3	1-6	WING 2 HORIZ. F.F.	
	A31	1	4	11-3	1-6	WING 2 HORIZ. F.F.	
	A32	1	4	12-0	1-6	WING 2 HORIZ. F.F.	
	A33	2	4	12-0	1-6	WING 2 VERT. F.F.	
	A34	4	4	6-0	1-6	WINGS 1 & 2 - HORIZ. - F.F.	
	A35	10	4	2-9	0-9	" 1 & 2 - " - B.F.	A
	A36	1	4	6-0	0-9	WING 1 HORIZ. FILLET	
	A37	1	4	7-6	0-9	WING 1 HORIZ. FILLET	
	A38	1	4	8-6	0-9	WING 1 HORIZ. FILLET	
	A39	1	4	9-6	0-9	WING 1 HORIZ. FILLET	
	A40	2	4	10-0	0-9	WING 1 HORIZ. FILLET	

NORTH ABUTMENT (CONT.)

POUR	MARK	NO.	SIZE	LENGTH	SPACING	LOCATION	DET.
	A41	2	4	5-6	0-9	WING 1 & 2 BF HORIZ.	
	A42	4	4	6-6	0-9	WING 1 & 2 BF HORIZ.	
	A43	2	4	7-0	1-6	WING 1 VERT. FILLET	
	A44	1	4	4-6	1-6	WING 1 VERT. FILLET	
	A45	1	4	4-0	1-6	WING 1 VERT. FILLET	
	A46	1	4	3-3	1-6	WING 1 VERT. FILLET	
	A47	14	4	17-0	SHOWN	BODY HORIZ. BF.	
	A48	2	4	13-6	0-9	WING 1 & 2 HORIZ. BF.	*
	A49	10	4	15-6	0-9	WING 1 & 2 HORIZ. BF.	*
	A50	10	4	4-9	1-6	WING 1 & 2 VERT. BF.	
	A51	3	4	4-6	0-9	WING 1 HORIZ. FILLET	
	A52	3	4	5-0	0-9	WING 2 HORIZ. FILLET	
	A53	1	4	7-0	0-9	WING 2 HORIZ. FILLET	
	A54	1	4	9-0	0-9	WING 2 HORIZ. FILLET	
	A55	1	4	10-6	0-9	WING 2 HORIZ. FILLET	
	A56	1	4	11-0	0-9	WING 2 HORIZ. FILLET	
	A57	4	4	12-0	0-9	WING 2 HORIZ. FILLET	
	A58	1	4	5-0	1-6	WING 2 VERT. FILLET	
	A59	1	4	4-3	1-6	WING 2 VERT. FILLET	
	A60	1	4	3-6	1-6	WING 2 VERT. FILLET	
	A61	10	5	11-3	1-6	BODY STIRRUPS	N
	A62	1	4	4-0	0-9	WING 2 HORIZ. BF.	
	A63	3	4	8-0	1-6	WING 2 VERT. FILLET	
	A64	8	5	12-0	1-6	BODY STIRRUPS	N
	A65	4	5	14-3	1-0	RAIL PARAPET	P†
	A66	2	5	9-0	1-0	" "	m
	A67	22	5	9-0	1-0	" "	R
	A68	4	5	4-6	SHOWN	" "	
	A69	2	5	4-0	"	" "	
	A70	12	5	12-6	"	" "	

PIER 6,650#

POUR		MARK	NO.	SIZE	LENGTH	SPACING	LOCATION	DET.
	FOOTINGS	B1	18	7	7-0	SHOWN	FOOTINGS - EXTERIOR	
		B2	16	5	5-6	"	" - "	
		B3	8	8	7-0	"	" - INTERIOR	
		B4	9	6	7-0	"	" - "	
		B5	36	9	4-6	"	" - DOWELS	A
		B6	3	4	9-6	"	" - HOOPS	J
	COLUMNS	B6	40	4	9-6	SHOWN	COLUMNS - HOOPS	J
		B7	12	9	15-3	"	COLUMN 1 - VERTICAL	
		B8	12	9	15-6	"	" 2 - "	
		B9	12	9	16-6	"	" 3 - "	
	CAP	B10	4	9	39-9	SHOWN	CAP - BOTTOM	#
		B11	4	9	19-6	"	" - "	#
		B12	12	9	11-9	"	" - "	#
		B13	4	5	20-6	"	" - SIDES	
		B14	8	8	17-3	"	" - TOP	A
		B15	4	10	21-0	"	" - "	#
		B16	2	10	16-0	"	" - "	#
		B17	4	10	12-6	"	" - "	#
		B18	2	10	7-6	"	" - "	#
		B19	6	5	6-9	"	" - ENDS	H
		B20	44	5	11-9	"	" - STIRRUPS - DOUBLE	L
		B21	16	4	13-0	"	" - " - SINGLE	L
		B22	25	5	2-6	"	" - TOP - DOWELS	

* BEND IN FIELD.

STATE HIGHWAY COMMISSION OF WISCONSIN

BILL OF BARS

APPROVED | NS 20 | 1963

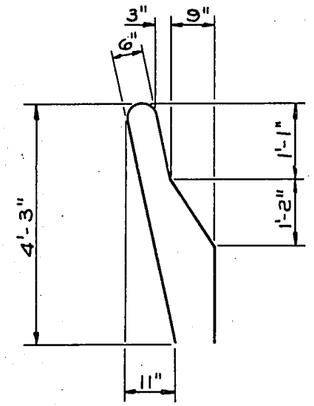
11-21-66 | 0.0 | H.E.A.

STRUCTURE B - 13 - 222 | SHEET 13 OF 14

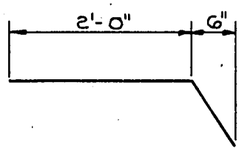
X 36508

C.C.O. No. 12

POUR	MARK	NO.	SIZE	LENGTH	SPACING	LOCATION	DET.
SOUTH ABUTMENT 4,790#	C1	54	6	7-6	SHOWN	FOOTING BOTTOM	
	C2	16	4	23-0	"	FOOTING TOP & BOTTOM	
	C3	45	4	4-9	"	FOOTING TOP	
	C4	68	6	3-0	0-6	FOOTING DOWELS B.F.	A
	C5	44	4	2-0	1-0	FOOTING DOWELS F.F.	
	C6	34	6	4-6	1-0	BODY VERT. B.F.	
	C7	34	6	5-3	1-0	BODY VERT. B.F.	
	C8	12	5	10-3	1-6	BODY STIRRUPS	N
	C9	44	4	7-0	1-0	BODY VERT. F.F.	
	C10	12	4	22-3	1-5	BODY HORIZ. F.F.	
	C11	12	4	20-9	1-6	PARAPET HORIZ. F.F. & B.F.	
	C12	27	5	10-3	1-6	PARAPET VERT.	B
	C13	10	4	7-9	SHOWN	PAVING BLOCK HORIZ.	
	C14	41	5	4-9	1-0	PAVING BLOCK VERT.	B
	C15	4	4	2-0	1-6	FOOTING DOWELS WING 3 & 4 F.F.	
	C16	1	4	5-6	1-6	WING 4 HORIZ. F.F.	
	C17	1	4	5-6	1-6	WING 4 HORIZ. F.F.	
	C18	1	4	9-0	1-6	WING 4 HORIZ. F.F.	
	C19	1	4	12-6	1-6	WING 4 HORIZ. F.F.	
	C20	2	4	15-3	1-6	WING 4 HORIZ. F.F.	
	C21	2	4	12-3	1-6	WING 4 VERT. F.F.	
	C22	6	4	12-9	1-6	WING 4 VERT. F.F.	†
	C23	3	4	15-6	1-6	WING 4 HORIZ. F.F.	A
	C24	3	4	12-6	1-6	WING 3 - " F.F.	A
	C25	2	4	5-0	1-6	WINGS 3 & 4 - HORIZ. - F.F.	
	C26	4	4	6-0	1-6	" 3 & 4 - " - F.F.	
	C27	12	4	2-9	0-9	" 3 & 4 - " - B.F.	A
	C28	4	4	2-0	SHOWN	WING 3 & 4 HORIZ.	
	C29	8	4	5-3	SHOWN	WING 3 & 4 VERT.	A
	C30	8	5	12-0	1-6	BODY STIRRUPS	N
	C31	10	5	11-3	1-6	" "	N
	C32	16	4	17-0	SHOWN	" - HORIZ. B.F.	
	C33	1	4	5-0	1-6	WING 3 - HORIZ. - F.F.	
	C34	1	4	6-9	1-6	WING 3 HORIZ. F.F.	
	C35	1	4	9-9	1-6	WING 3 HORIZ. F.F.	
	C36	2	4	12-0	1-6	WING 3 HORIZ. F.F.	
	C37	6	4	18-6	0-9	WING 4 - HORIZ. - B.F.	
	C38	1	4	8-6	1-6	" 4 - VERT. - B.F.	
	C39	5	4	12-3	1-6	WING 3 VERT. F.F.	†
	C40	2	4	10-9	1-6	WING 3 VERT. F.F.	
	C41	1	4	5-9	0-9	WING 3 HORIZ. FILLET	
	C42	1	4	7-6	0-9	WING 3 HORIZ. FILLET	
	C43	1	4	9-3	0-9	WING 3 HORIZ. FILLET	
	C44	4	4	12-0	0-9	WING 3 HORIZ. FILLET	
	C45	1	4	5-3	0-9	WING 3 HORIZ. B.F.	
	C46	3	4	6-3	0-9	WING 3 HORIZ. B.F.	
	C47	2	4	7-0	1-6	WING 3 VERT. FILLET	
	C48	1	4	5-0	1-6	WING 3 VERT. FILLET	
	C49	1	4	4-9	1-6	WING 3 VERT. FILLET	
	C50	1	4	4-0	1-6	WING 3 VERT. FILLET	
	C51	1	4	3-6	1-6	WING 3 VERT. FILLET	
	C52	6	4	15-6	0-9	WING 3 HORIZ. B.F.	
	C53	10	4	4-9	1-6	WING 3 & 4 VERT. B.F.	
	C54	1	4	7-0	1-6	WING 3 VERT. B.F.	
	C55	1	4	6-3	1-6	WING 3 VERT. B.F.	
	C56	1	4	5-6	1-6	WING 3 VERT. B.F.	
	C57	1	4	5-0	1-6	WING 3 VERT. B.F.	
	C58	1	4	4-3	1-6	WING 3 VERT. B.F.	
	C59	1	4	3-9	1-6	WING 3 VERT. B.F.	
	C60	1	4	3-0	1-6	WING 3 VERT. B.F.	
	C61	4	4	4-3	0-9	WING 4 HORIZ. FILLET	
	C62	1	4	5-9	0-9	WING 4 HORIZ. FILLET	
	C63	1	4	7-0	0-9	WING 4 HORIZ. FILLET	
	C64	1	4	8-6	0-9	WING 4 HORIZ. FILLET	
	C65	5	4	9-9	0-9	WING 4 HORIZ. FILLET	
	C66	3	4	5-0	0-9	WING 3 HORIZ. FILLET	
	C67	1	5	4-3	0-9	WING 4 HORIZ. B.F.	
	C68	1	5	5-9	0-9	WING 4 HORIZ. B.F.	
	C69	4	5	6-3	0-9	WING 4 HORIZ. B.F.	
	C70	2	4	8-3	1-6	WING 4 VERT. FILLET	
	C71	1	4	5-6	1-6	WING 4 VERT. FILLET	
	C72	1	4	5-0	1-6	WING 4 VERT. FILLET	
	C73	1	4	4-3	1-6	WING 4 VERT. FILLET	
	C74	1	4	7-9	1-6	WING 4 VERT. B.F.	
	C75	1	4	7-0	1-6	WING 4 VERT. B.F.	
SOUTH ABUTMENT (CONT.)	C76	1	4	6-3	1-6	WING 4 VERT. B.F.	
	C77	1	4	5-9	1-6	WING 4 VERT. B.F.	
	C78	1	4	5-0	1-6	WING 4 VERT. B.F.	
	C79	1	4	4-6	1-6	WING 4 VERT. B.F.	
	C80	1	4	3-9	1-6	WING 4 VERT. B.F.	
	C81	1	4	3-0	1-6	WING 4 VERT. B.F.	
	C82	4	5	14-3	1-0	RAIL PARAPET	PT
	C83	2	5	9-0	1-0	" "	M
	C84	10	5	4-9	1-0	" "	F
	C85	10	5	3-0	1-0	" "	G
	C86	10	5	3-0	1-0	" "	T
	C87	15	5	9-0	1-0	" "	R
	C88	4	5	4-6	SHOWN	" "	
	C89	6	5	12-6	"	" " - WING 3	
	C90	6	5	15-6	"	" " - " 4	
	C91	2	5	5-0	"	" "	



DETAIL R



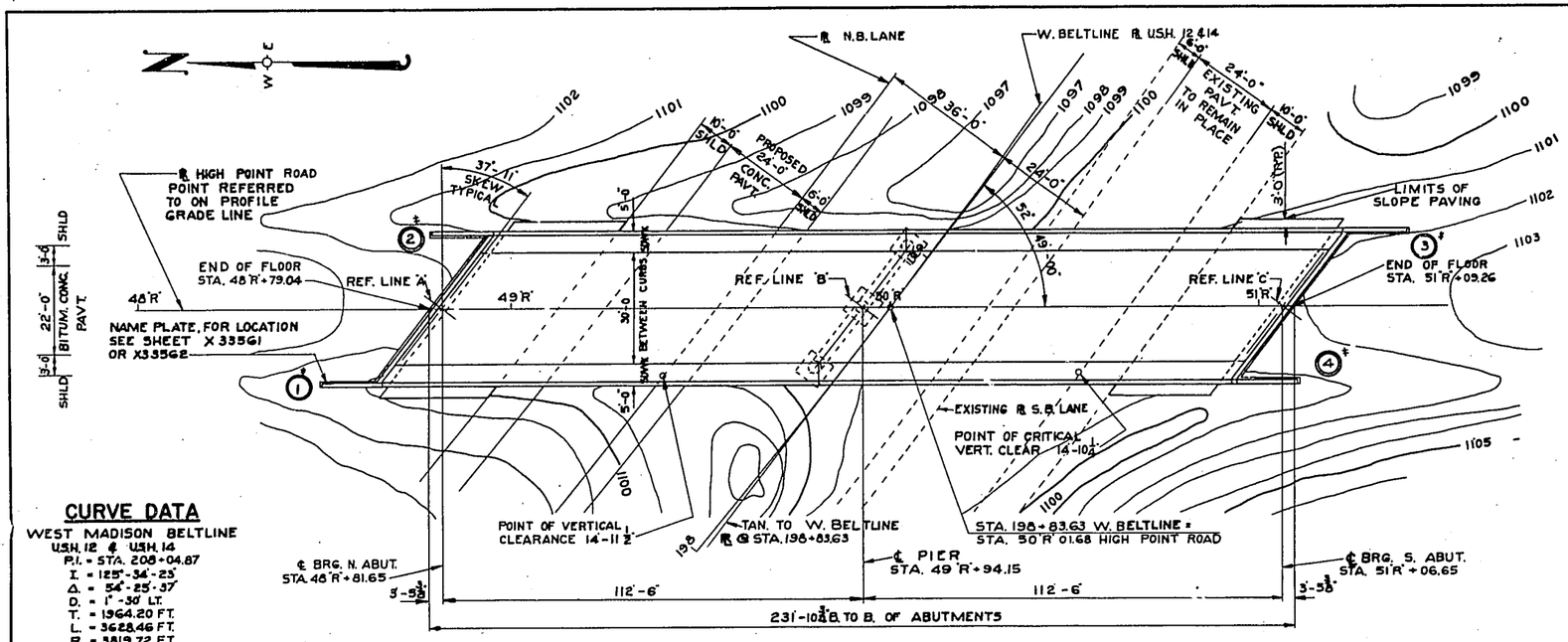
DETAIL T

REVISED	STATE HIGHWAY COMMISSION OF WISCONSIN
W.H. S.W. 4-3 -61	BILL OF BARS
	AASHO '61 HS20 1963
	DATE 11-21-66 DRAWN Q.B. CHD H.E.A.
STRUCTURE B-13-222	SHEET 14 OF 14

X 36509

FORM E-B-11-62

COUNTY & HIGHWAY	ROUTE & SECTION	CLASS & AGREEMENT STATE	CLASS & AGREEMENT FEDERAL	B.P.R. DIVISION	PROJECT	SHEET NO.	TOTAL SHEETS
13.1	4.2	23.34		4	FA-2(39)	48	171



CURVE DATA

WEST MADISON BELTLINE
U.S.H. 12 & U.S.H. 14
P.I. = STA. 208+04.87
I. = 125°-34'-23"
Δ. = 54°-25'-37"
D. = 1°-30' LT.
T. = 1964.20 FT.
L. = 3628.46 FT.
R. = 3819.72 FT.
E. = 475.44 FT.
S.E. = 0.042'

PLAN

2 SPAN CONTINUOUS STEEL HAUNCH GIRDER

* ATTACH GUARD RAIL TO ABUTMENT WINGS.

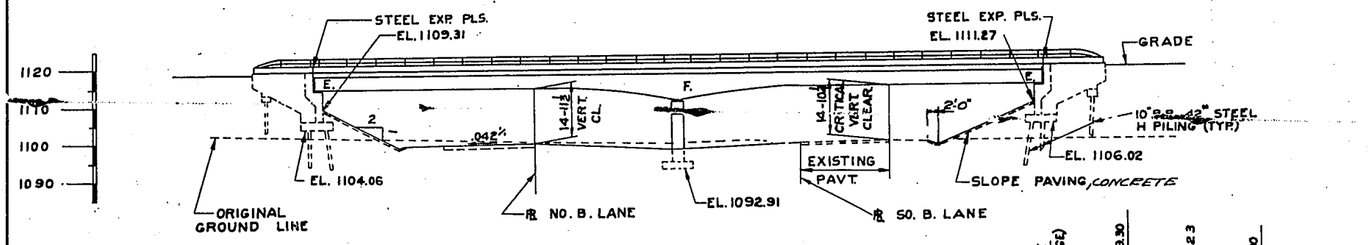
TOTAL ESTIMATED QUANTITIES

	BID ITEMS	UNIT	SUPER	N. ABUT.	PIER	S. ABUT.	TOTAL	
	EXCAVATION FOR STRUCTURES	C.Y.	———	130	70	130	~~330~~	343
	GRANULAR BACKFILL	C.Y.	———	200	———	200	~~400~~	244
	CONCRETE MASONRY	C.Y.	244.3	106.8	51.6	104.6	507.3	
	BAR STEEL REINFORCEMENT	LBS.	72,020	4,970	9,570	4,900	91,460	
	STRUCTURAL CARBON STEEL	LBS.	151,950	———	———	———	151,950	
	STRUCTURAL LOW ALLOY STEEL	LBS.	91,000	———	———	———	91,000	
	LUBRICATED BRONZE PLATES	LBS.	123	———	———	———	123	
	BEARING PADS	S.F.	26	———	———	———	26	
*	STEEL TEST PILING	L.S.	———	———	———	———	1	
	STEEL PILING DELIVERED	L.F.	———	280	———	490	~~770~~	430
	STEEL PILING DRIVEN	L.F.	———	280	———	490	~~770~~	637
	TUBULAR RAILING, TYPE H	L.F.	513	———	———	———	513	
	SLOPE PAVING, (CONCRETE)	S.Y.	———	170	———	170	~~340~~	347
	STEEL PILING, SPLICES	EACH	—	—	—	—		27
	NON BID ITEMS							
	ALUMINUM OR ZINC PLATES	S.F.	37	———	———	———	37	

* DRIVE ONE 30'-0" STEEL TEST PILE AT THE NORTH ABUTMENT AND ONE 45'-0" STEEL TEST PILE AT THE SOUTH ABUTMENT.

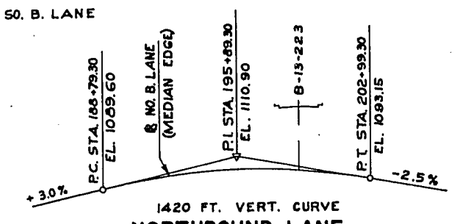
LIST OF DRAWINGS

1. GENERAL PLAN — X33555
2. SUPERSTRUCTURE — X33556
3. SUPERSTRUCTURE — X33557
4. SUPERSTRUCTURE — X33558
5. BEARING DETAILS — X33559
6. EXPANSION JOINT — X33560
7. TUBULAR ALUMINUM RAILING TYPE 'H' — X33561
8. TUBULAR STEEL RAILING TYPE 'H' — X33562
9. NORTH ABUTMENT — X33563
10. ABUTMENT DETAILS — X33564
11. PIER — X33565
12. SOUTH ABUTMENT — X33566
13. BILL OF BARS — X33567
14. PARAPET DETAILS — X55067A
15. SUBSURFACE EXPLORATION — X55068

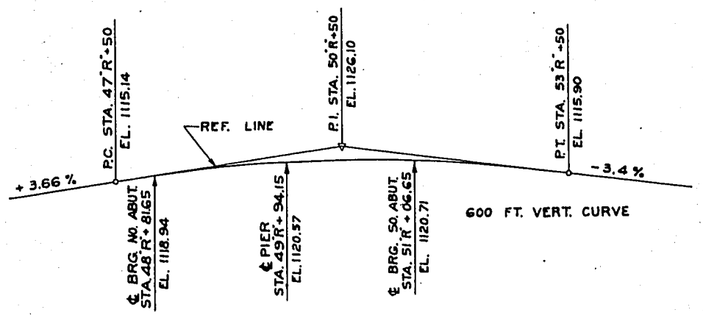


ELEVATION

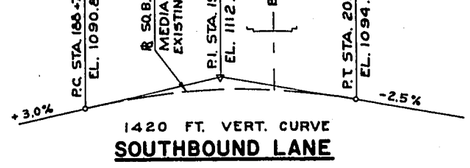
NORMAL TO TAN. TO W. BELTLINE ℄ AT STA. 198+83.63



NORTHBOUND LANE



PROFILE GRADE LINE HIGH POINT RD.



SOUTHBOUND LANE

PROFILE GRADE LINE W. MADISON BELTLINE

U.S.H. 12 AND U.S.H. 14

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED
BEVEL EXPOSED EDGES OF CONCRETE 1" UNLESS OTHERWISE SPECIFIED.
IMBED ALL BAR STEEL 2" CL. UNLESS OTHERWISE SHOWN OR NOTED.
THE SLOPE OF THE FILL IN FRONT OF THE ABUTMENTS SHALL BE COVERED WITH SLOPE PAVING AS SHOWN ON THIS SHEET AND ON SHEETS X 33563 AND X33566.
UPPER LIMITS OF EXCAVATION FOR STRUCTURES SHALL BE THE FINISHED GRADED SECTION AT THE PIER.
UPPER LIMITS OF EXCAVATION FOR STRUCTURES AND GRANULAR BACKFILL FOR ABUTMENTS SHALL BE AS SHOWN ON SHEET X 33564.
ALL FIELD CONNECTIONS SHALL BE MADE WITH ¾" HIGH TENSILE STRENGTH FRICTION BOLTS UNLESS OTHERWISE SPECIFIED.
HOT POURED ELASTIC TYPE JOINT SEALER SHALL CONFORM TO A.S.T.M. DESIGNATION, D1190.

DESIGN DATA

LIVE LOAD H20
ALLOWABLE DESIGN STRESSES
CONCRETE MASONRY GRADE AA — f_c = 1,400 p.s.i.
BAR STEEL REINFORCEMENT — f_s = 20,000 p.s.i.
STRUCTURAL CARBON STEEL — f_s = 20,000 p.s.i.
STRUCTURAL LOW ALLOY STEEL
TO & INCLUDING ½" THICK — f_s = 27,000 p.s.i.
OVER ½" TO & INCLUDING 1½" THICK — f_s = 25,000 p.s.i.
OVER 1½" THICK — f_s = 23,000 p.s.i.

FOUNDATION DATA
PIERS SHALL BE SUPPORTED ON SPREAD FOOTINGS WITH A MAX. ALLOWABLE BEARING PRESSURE OF 3 TONS PER SQ. FT.
ABUTMENTS SHALL BE SUPPORTED ON 10 B.P. 42# STEEL H PILING ESTIMATED 20' LONG AT NORTH ABUT. AND ESTIMATED 35' LONG AT SOUTH ABUTMENT. PILING SHALL BE DRIVEN TO A MINIMUM BEARING VALUE OF 50 TONS PER PILE.

BENCH MARK

NO.	STATION	DESCRIPTION	ELEV.
32	200+02.00	SPK. IN P.P. 113' RT.	1101.65

REVISED	STATE HIGHWAY COMMISSION OF WISCONSIN
	GENERAL PLAN
	CO. DANE · CITY, VILL. OR TN. MIDDLETON · STA. 50'R+01.68
	SECTION 26 · TOWN 7N · RANGE 8E
	DESIGN SPEC. A.A.S.H.O. '61 · LOADING H20 · CONST. SPEC. 1963
	DATE 12-10-65 · DESIGN DFS. · DRAWN LBJ · CKD. H.E.A.
	RECOMMENDED W. B. Schultz, CHIEF BRIDGE ENGINEER
	APPROVED W. J. Cunningham, STATE HIGHWAY ENGINEER
	STRUCTURE B-13-223 · SHEET 1 OF 15

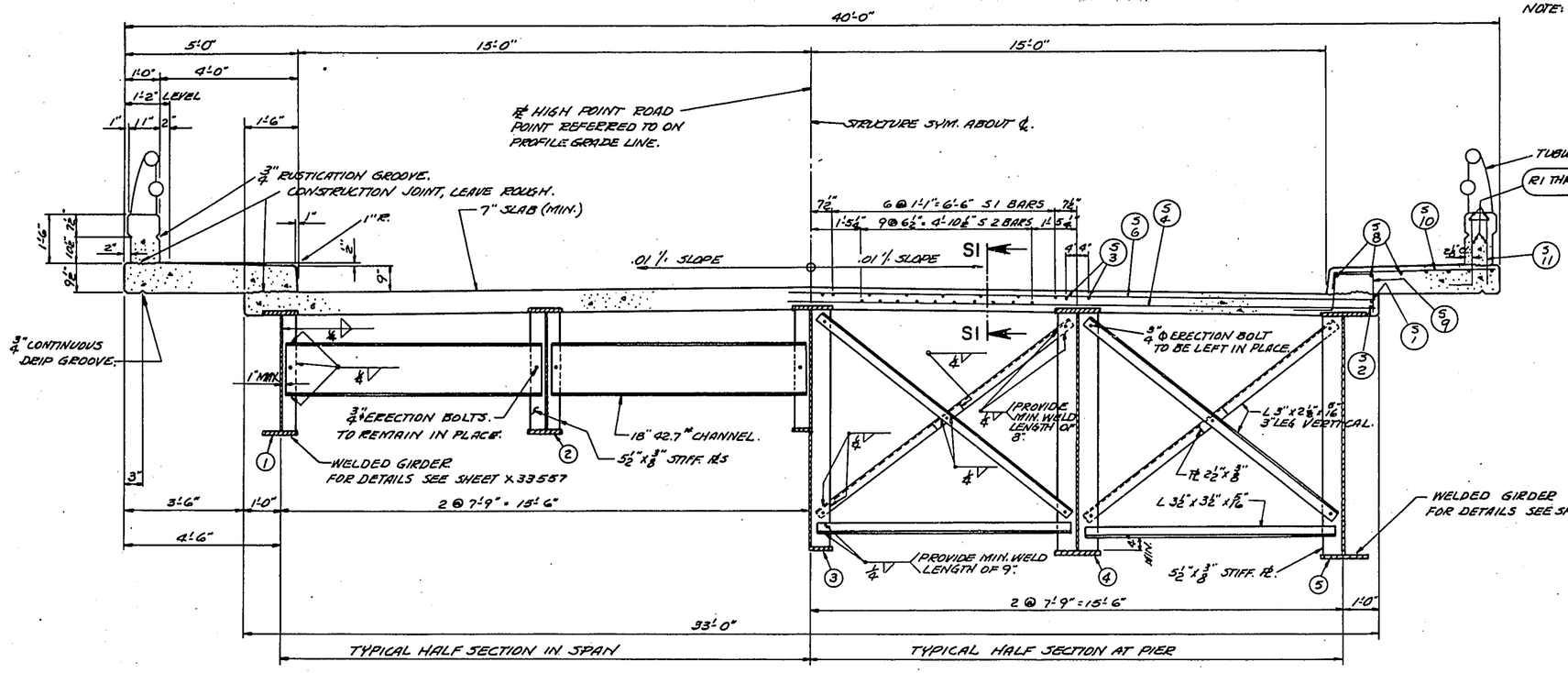
X33555

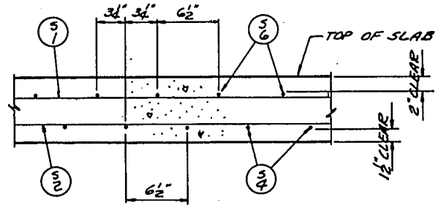
FORM E-B-12-62

B. P. R. DIVISION	PROJECT	SHEET NO.	TOTAL SHEETS
4	FAP-2(39)	49	171

NOTE: FOR BILL OF BARS & BENDING DETAILS SEE SHEET X 33567.
FOR ADDITIONAL RAILING INFORMATION REFER TO DRAWING X33561 OR X33562.

NOTE: THE 9" HEIGHT OF CURB IS TO BE MAINTAINED AT ALL POINTS OF BEARING.
TOP AND BOTTOM TRANSVERSE BARS IN SLAB SHALL BE SUPPORTED BY CONTINUOUS BAR CHAIRS ON OR ADJACENT TO EACH GIRDER AND BY INDIVIDUAL BAR CHAIRS AT 3'-0" CENTERS AT APPROXIMATELY THE ⅓ POINTS BETWEEN GIRDERS.
WHEN EMBEDMENT OF GIRDER FLANGE EXCEEDS 1½" THE BOTTOM TRANSVERSE SLAB REINFORCEMENT SHALL BE TIED DOWN TO HOLD 1½" CLEAR AT MID-SPAN BETWEEN GIRDERS.

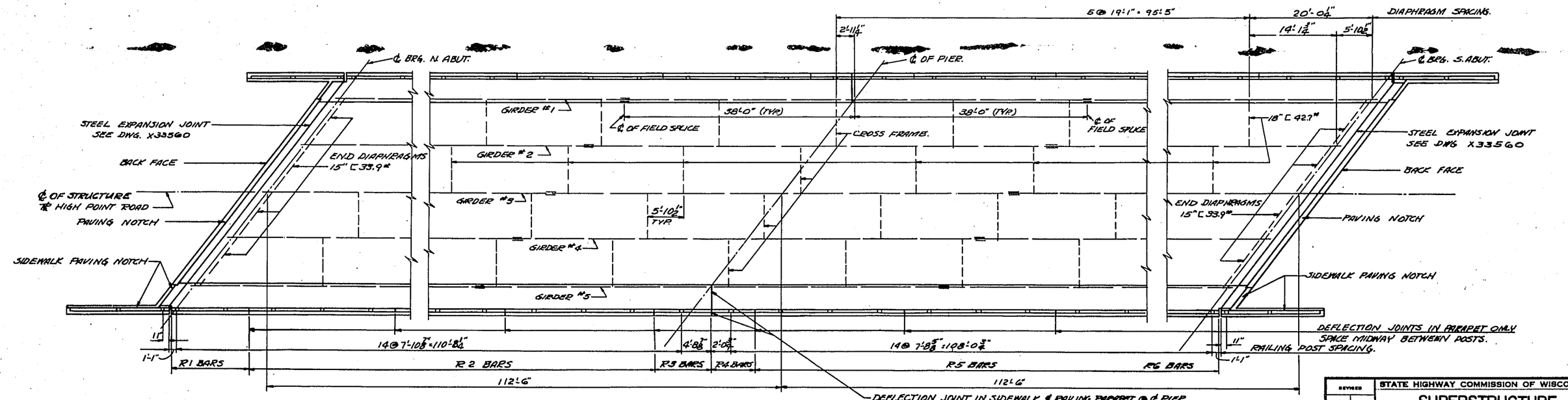




SECTION SI

CROSS SECTION THRU ROADWAY

AT RIGHT ANGLES TO ℄ HIGH POINT ROAD. (LOOKING SOUTH)



PLAN

NOTE: FOR DEFLECTION JOINT DETAILS SEE SHEETS X33561 OR X33562.
RAILING IS SYM. ABOUT ℄ OF STRUCTURE BY ROTATION OF 180°.

REVISED	STATE HIGHWAY COMMISSION OF WISCONSIN
	SUPERSTRUCTURE
DESIGN SPEC. AASHO '61	LOADING H 20	CONST. SPEC. 1963
DATE 12-10-62	DESIGN D.F.S.	DRAWN J.L.J.	CKD. H.E.A.
STRUCTURE B-13-223	SHEET 2 OF 15

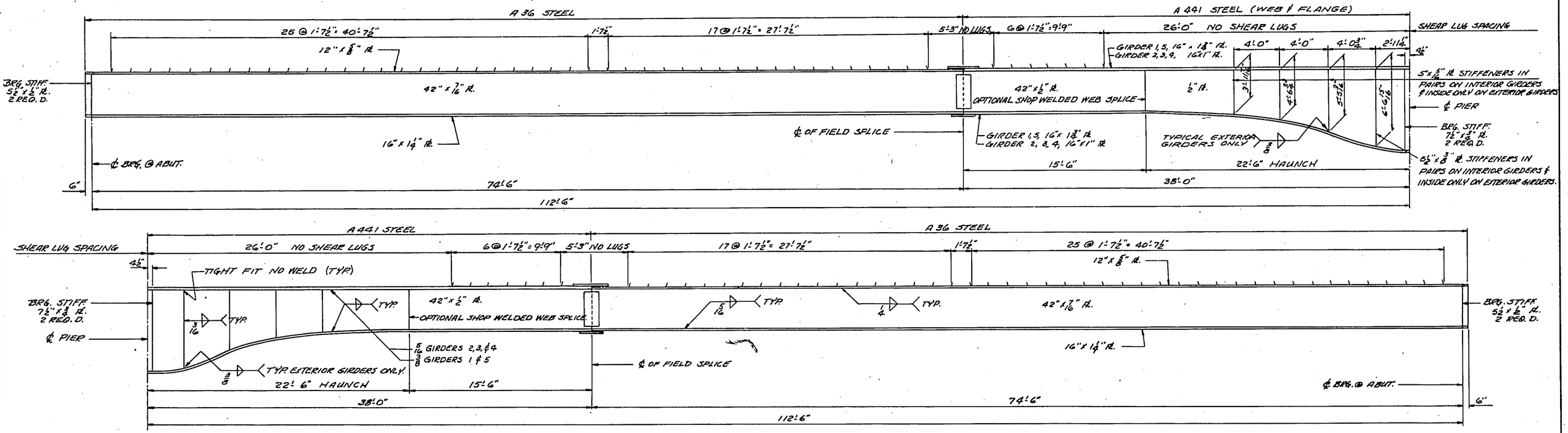
X 33556

FORM E-B-12-62

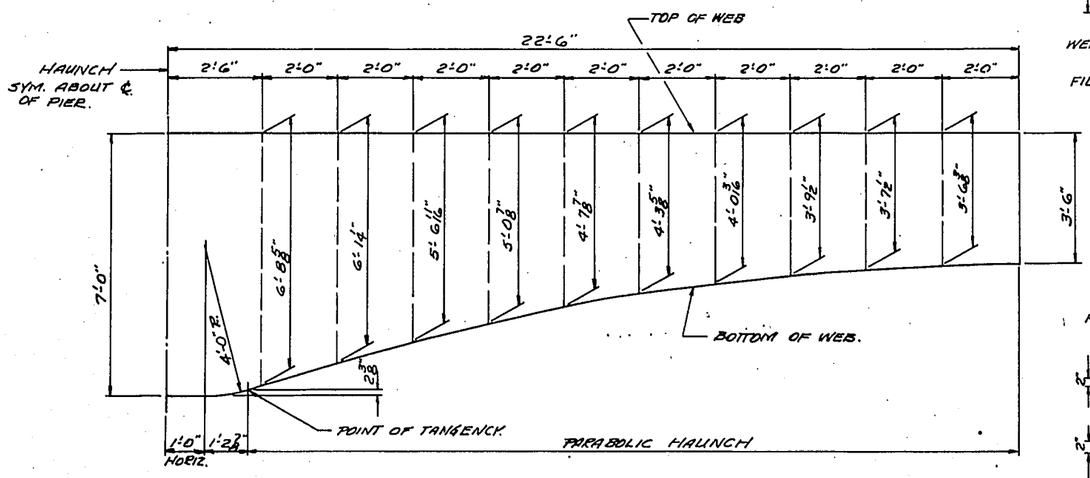
B.P.R. DIVISION	PROJECT	SHEET NO.	TOTAL SHEETS
4	F09-2(39)	50	171

NOTE:
ONE SHOP SPLICE PERMITTED IN FLANGE OR WEB PLATES OVER 60'-0" IN LENGTH. LOCATION SHALL BE SHOWN ON THE SHOP DRAWINGS AND SUBJECT TO THE APPROVAL OF THE ENGINEER. WELDS TO BE GROUND FLUSH.

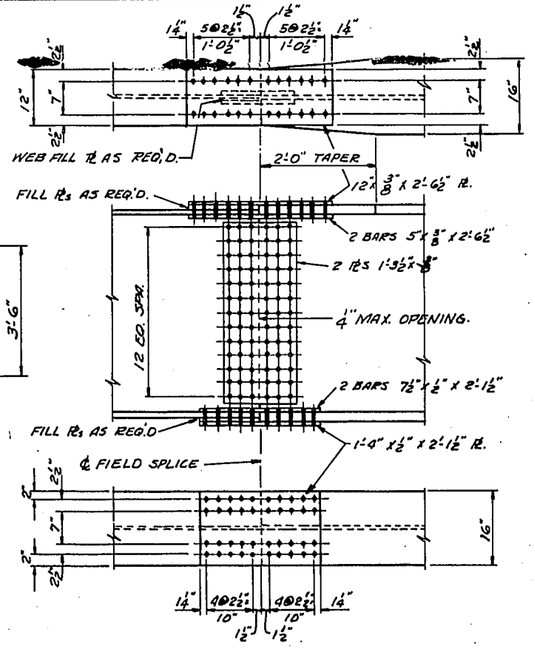
NOTE:
FIELD WELDING ON TOP FLANGE FOR CONSTRUCTION PURPOSES IS PROHIBITED IN THE AREA OVER THE PIER BETWEEN THE SHEAR LUGS.



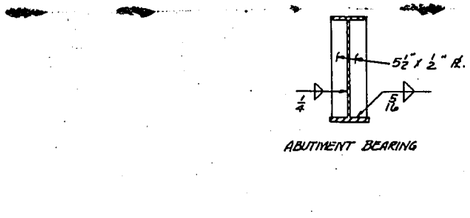
LONGITUDINAL SECTION OF GIRDER



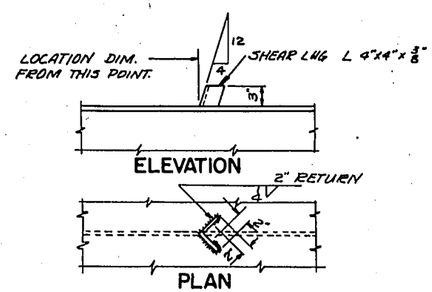
HALF LONGITUDINAL DETAIL OF HAUNCH



FIELD SPLICE DETAILS



STIFFENER DETAILS



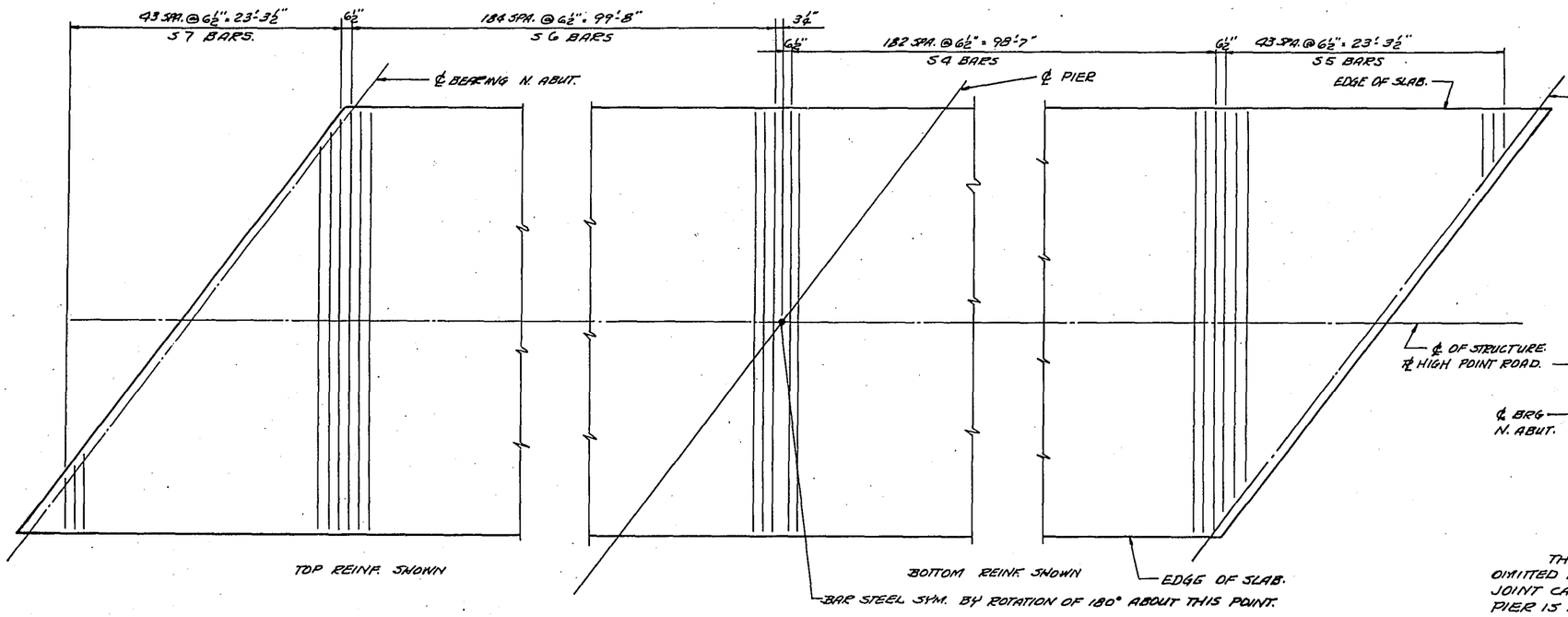
SHEAR LUG DETAILS

REVISED	STATE HIGHWAY COMMISSION OF WISCONSIN
	SUPERSTRUCTURE
	DESIGN SPEC. AASHO '61 · LOADING H 20 · CONST. SPEC. 1963
	DATE 2-10-64 · DESIGN D.F.S. · DRAWN I.L.V. · CKD. H.E.A
	STRUCTURE B-13-223 · SHEET 3 OF 15

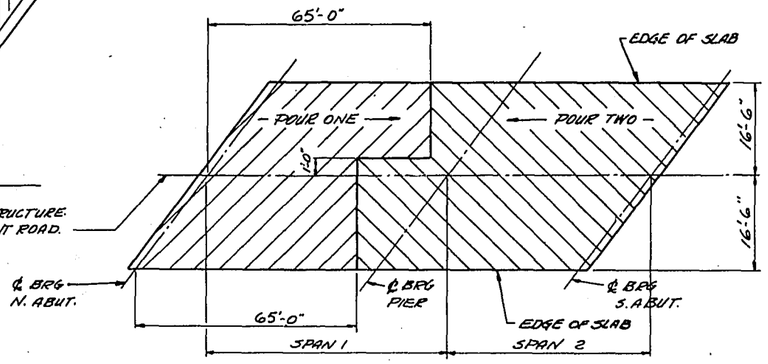
X.33557

FORM E-B-12-62

B.F.R. DIVISION	PROJECT	SHEET NO.	TOTAL SHEETS
4	F04-2(39)	51	171



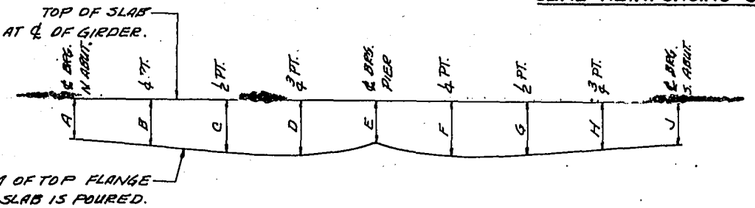
SLAB REINFORCING STEEL LAYOUT



SLAB POURING DIAGRAM

THE TWO POURS MAY BE COMBINED AND THE TRANSVERSE CONSTRUCTION JOINTS OMITTED IF THE POUR FOR AN ENTIRE SPAN OR THE PORTION OF A SPAN TO A CONST. JOINT CAN BE COMPLETED WITHIN FOUR HOURS AFTER CONCRETE OVER THE ADJACENT PIER IS PLACED.

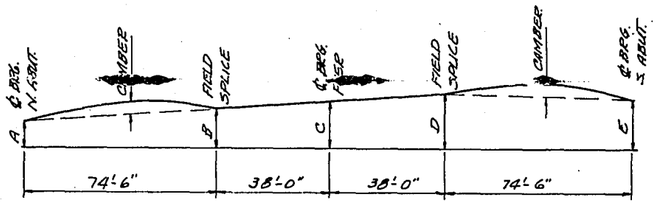
DIRECTION OF POUR MAY BE REVERSED IF PORTION OF POUR FROM THE PIER CAN BE COMPLETED IN A FOUR HOUR PERIOD.



GIRDER	A	B	C	D	E	F	G	H	J
1	7"	7"	7⅛"	7⅛"	7"	7⅛"	7⅛"	7"	7"
2	7"	7"	7⅛"	7⅛"	7"	7⅛"	7⅛"	7"	7"
3	7"	7"	7⅛"	7⅛"	7"	7⅛"	7⅛"	7"	7"
4	7"	7"	7⅛"	7⅛"	7"	7⅛"	7⅛"	7"	7"
5	7"	7"	7⅛"	7⅛"	7"	7⅛"	7⅛"	7"	7"

SLAB THICKNESS SHOWN ARE THEORETICAL AND MAY NEED TO BE CHANGED TO COMPENSATE FOR VARIATIONS IN GIRDERS AND OTHER CONSTRUCTION DISCREPANCIES.

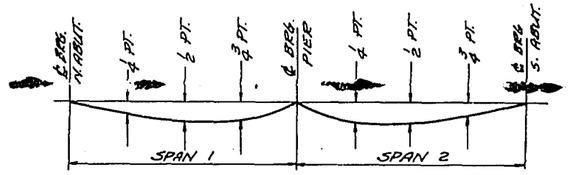
SLAB THICKNESS DIAGRAM



GIRDER	A	B	C	D	E	CAMBER
1	0	1¼"	1½"	1¾"	1 7/16"	2 3/4"
2	0	1 4/4"	1 9/16"	1 13/16"	1 5/8"	2 5/8"
3	0	1 5/16"	1⅝"	1 15/16"	1¾"	2 5/8"
4	0	1⅜"	1 11/16"	2"	1 15/16"	2 5/8"
5	0	1 7/16"	1¾"	2⅛"	2 1/16"	2¾"

GIRDER BLOCKING

VOID



LOCATION	SPAN 1				SPAN 2		
	¼ PT.	½ PT.	¾ PT.		¼ PT.	½ PT.	¾ PT.
TOTAL DEFL.	2"	2 3/16"	2¾"		2¾"	2 3/16"	2"
CONCRETE ONLY	1 9/16"	1 11/16"	1 9/16"		1 7/16"	1 11/16"	1 9/16"

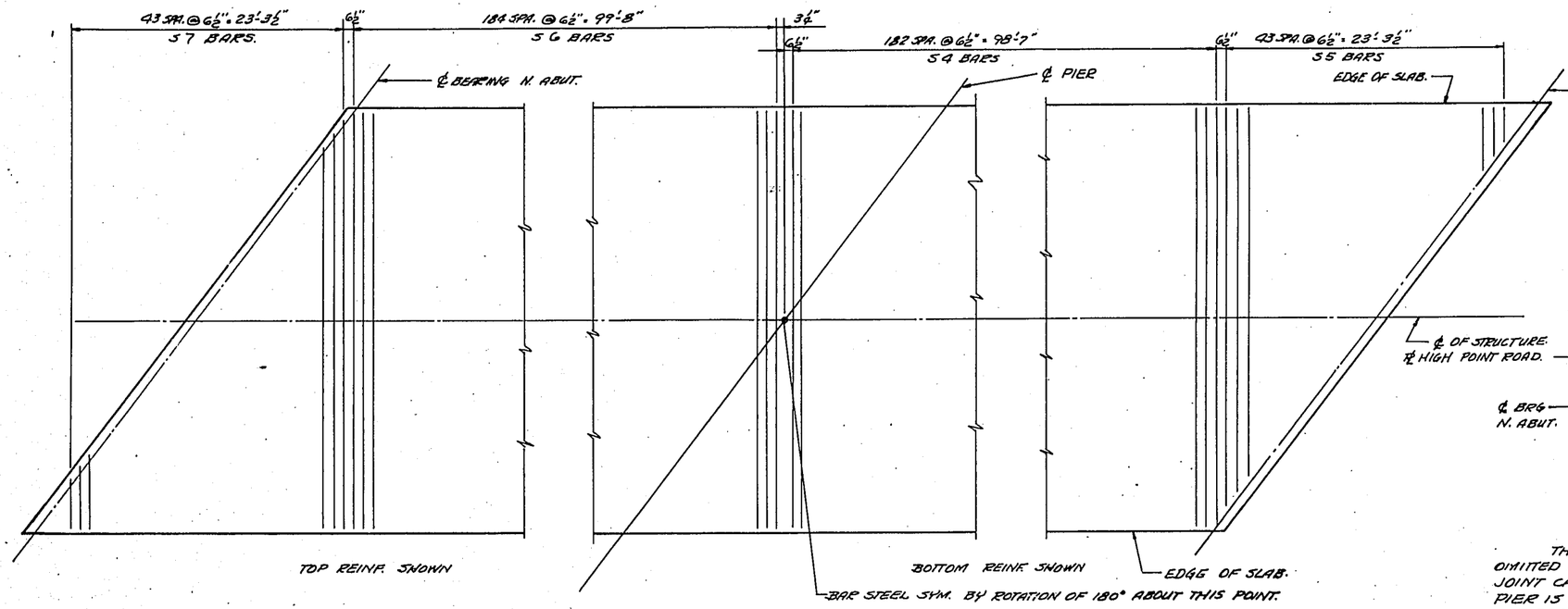
DEADLOAD DEFLECTIONS

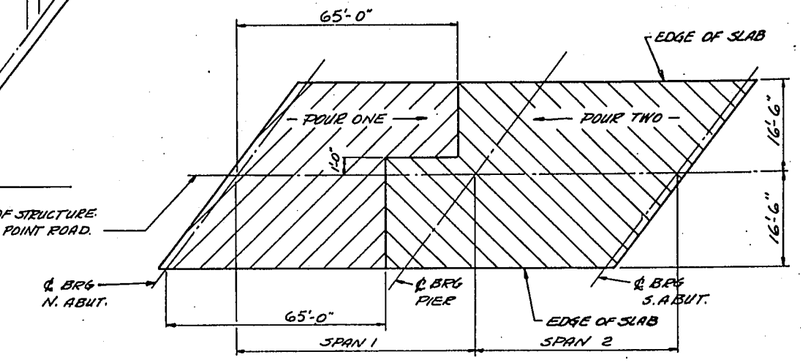
REVISED	STATE HIGHWAY COMMISSION OF WISCONSIN
	SUPERSTRUCTURE
	DESIGN SPEC. AASHO '61 LOADING H 20 CONST. SPEC. 1963
	DATE 12-10-63 DESIGN D.F.S. DRAWN J.L.J. CKD. H.E.A.
STRUCTURE B-13-223	SHEET 4 OF 15

X 33558

FORM E-B-15-62

B.P.R. DIVISION	PROJECT	SHEET NO.	TOTAL SHEETS
4	F04-2(39)	51	171





SLAB POURING DIAGRAM

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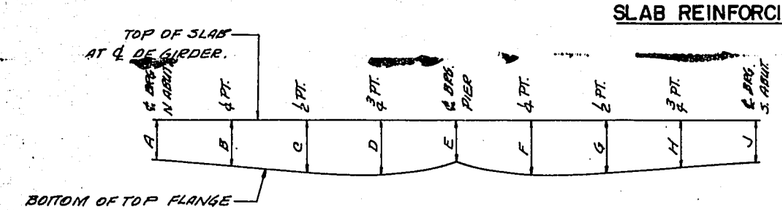
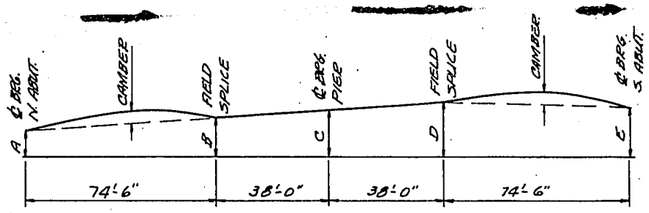
SLAB REINFORCING STEEL LAYOUT



GIRDER	A	B	C	D	E	F	G	H	J
1	7"	7"	7⅛"	7⅛"	7"	7⅛"	7⅛"	7"	7"
2	7"	7"	7⅛"	7⅛"	7"	7⅛"	7⅛"	7"	7"
3	7"	7"	7⅛"	7⅛"	7"	7⅛"	7⅛"	7"	7"
4	7"	7"	7⅛"	7⅛"	7"	7⅛"	7⅛"	7"	7"
5	7"	7"	7⅛"	7⅛"	7"	7⅛"	7⅛"	7"	7"

SLAB THICKNESS ARE THEORETICAL AND MAY NEED TO BE CHANGED TO COMPENSATE FOR VARIATIONS IN GIRDERS AND OTHER CONSTRUCTION DISCREPANCIES.

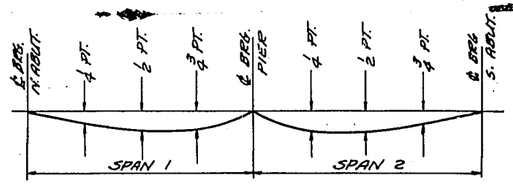
SLAB THICKNESS DIAGRAM



GIRDER	A	B	C	D	E	CAMBER
1	0	1¼"	1½"	1¾"	1 1/16"	2¾"
2	0	1⅜"	1 7/16"	1 13/16"	1⅝"	2⅝"
3	0	1 5/16"	1⅝"	1 15/16"	1¾"	2⅝"
4	0	1⅜"	1 11/16"	2"	1 15/16"	2⅝"
5	0	1 7/16"	1¾"	2⅛"	2 1/16"	2¾"

GIRDER BLOCKING

GIRDER	A	B	C	D	E
1	0	1'-2¾"	1'-5 11/16"	1'-8⅝"	1'-5½"
2	0	1'-3⅜"	1'-6⅝"	1'-9⅞"	1'-7⅝"
3	0	1'-4"	1'-7 9/16"	1'-11⅛"	1'-9¼"
4	0	1'-4 9/16"	1'-8½"	2'-0⅜"	1'-11⅛"
5	0	1'-5⅜"	1'-9⅜"	2'-1 9/16"	2'-0⅞"



LOCATION	SPAN 1				SPAN 2		
	¼ PT.	½ PT.	¾ PT.		¼ PT.	½ PT.	¾ PT.
TOTAL DEFL.	2"	2 3/16"	2"		2"	2 3/16"	2"
CONCRETE ONLY	1 9/16"	1 11/16"	1 9/16"		1 9/16"	1 11/16"	1 11/16"

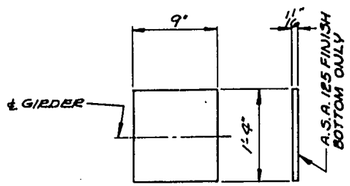
DEADLOAD DEFLECTIONS

REVISED	STATE HIGHWAY COMMISSION OF WISCONSIN
H.E.A.	SUPERSTRUCTURE
	DESIGN SPEC. AASHO '61 LOADING H 20 CONST. SPEC. 1963
	DATE 12-10-62 DESIGN D.F.S. DRAWN J.L.V. CKD. H.E.A.
	STRUCTURE B-13-223 SHEET 4 OF 15

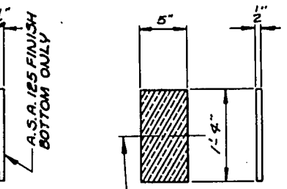
I.D. 5301-2-71 C.C.O. #2 X 33558

B. P. R. DIVISION	PROJECT	SHEET NO.	TOTAL SHEETS
4	F04-2(39)	52	171

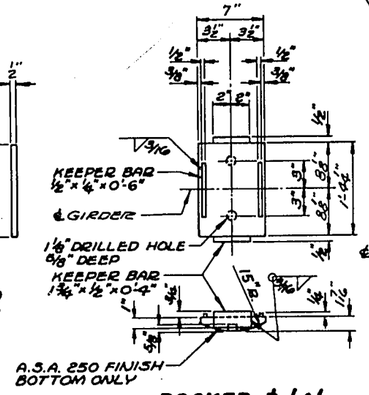
NOTE:
TOP PLATE OF EXPANSION BEARING TO BE FINISHED IN DIRECTION OF MOVEMENT.



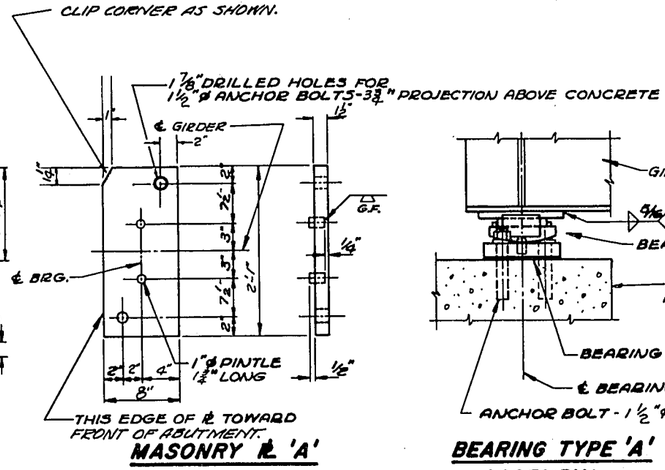
TOP ℄ 'A'



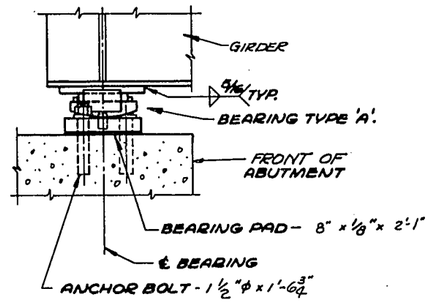
LUBRICATED BRONZE ℄
LUBRICATE TOP SURFACE ONLY



ROCKER ℄ 'A'



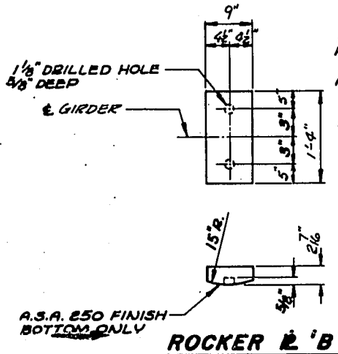
MASONRY ℄ 'A'



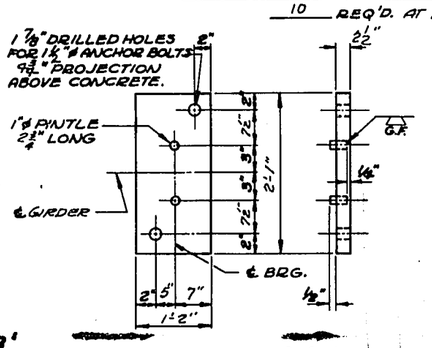
BEARING TYPE 'A' ASSEMBLY

BEARING TYPE 'A'

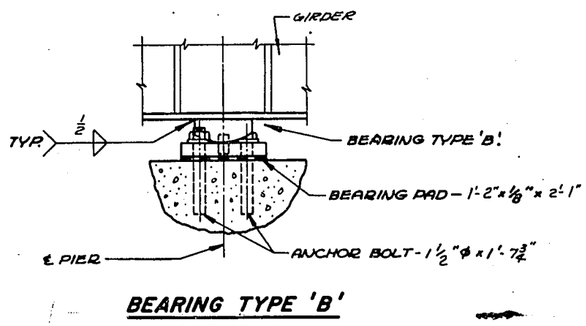
10 REQ'D. AT ABUTMENTS.



ROCKER ℄ 'B'



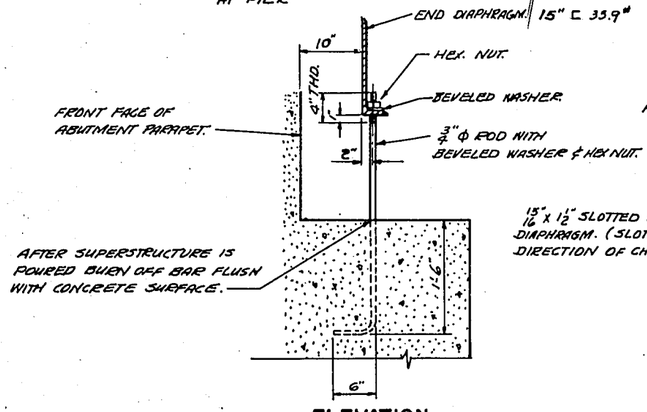
MASONRY ℄ 'B'



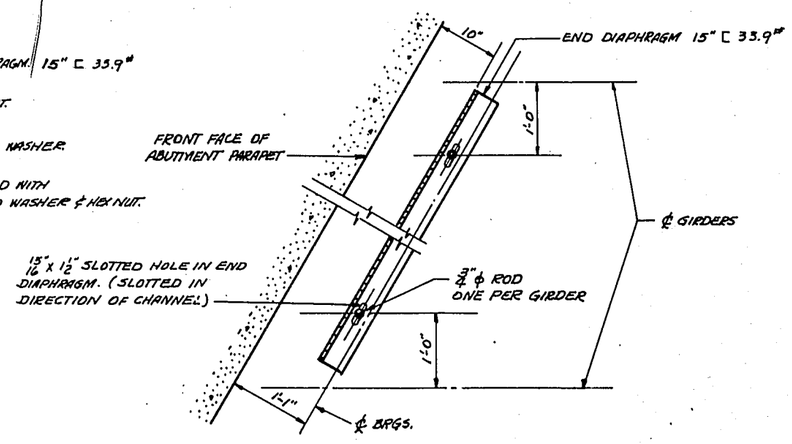
BEARING TYPE 'B' ASSEMBLY

BEARING TYPE 'B'

5 REQ'D. AT PIER



ELEVATION



SECTION

TEMPORARY HOLD DOWN DEVICE

TEMPORARY HOLD DOWN DEVICES SHALL BE PLACED AT THE SOUTH ABUTMENT. IF THE TWO SLAB POURS ARE COMBINED THE TEMPORARY HOLD DOWN DEVICES SHALL BE PLACED AT THE ABUTMENT WHERE THE POUR TERMINATES.

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 A242 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."

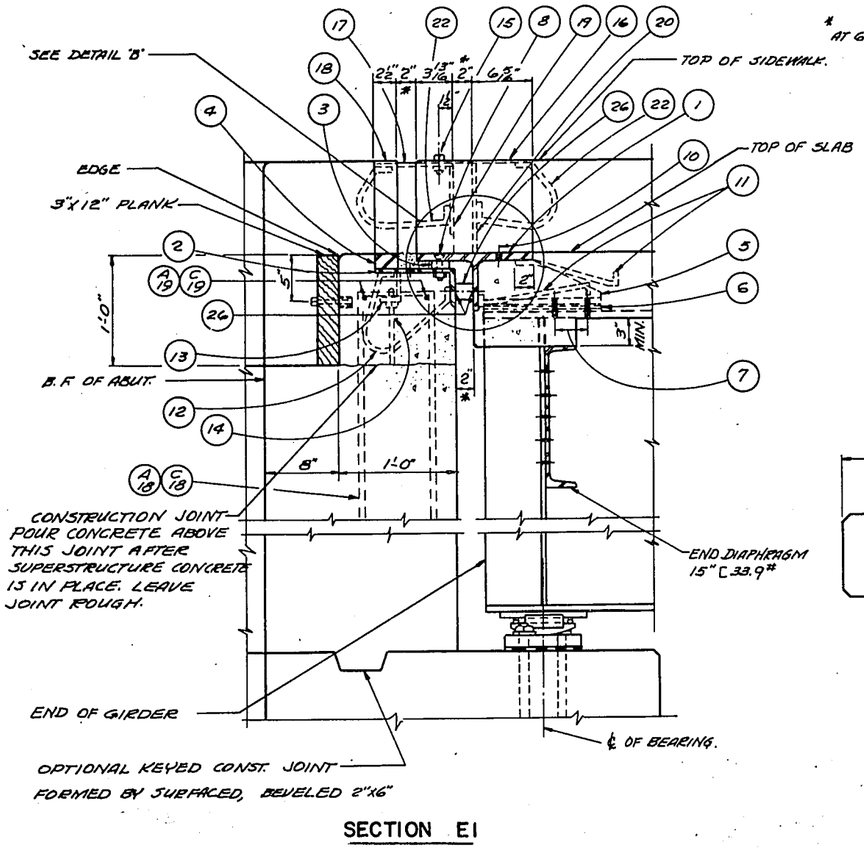
CHAMFER TOP OF PINTLES 1/8". DRILL HOLES FOR PINTLES IN ALL MASONRY PLATES FOR DRIVING FIT.

REVISED	STATE HIGHWAY COMMISSION OF WISCONSIN	
	BEARING DETAILS	
	DESIGN SPEC. A.A.S.H.O. 61 LOADING ——	CONST. SPEC. 1963
	DATE 2-10-65 DESIGN D.F.S. DRAWN I.L.J.	CHKD. H.E.A.
STRUCTURE B-13-223	SHEET 5 OF 15	

X33559

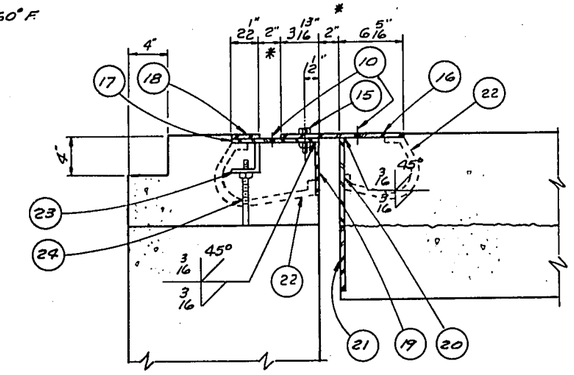
FORM E-B-12-62

B. P. R. DIVISION	PROJECT	SHEET NO.	TOTAL SHEETS
4	F09-2(39)	53	171

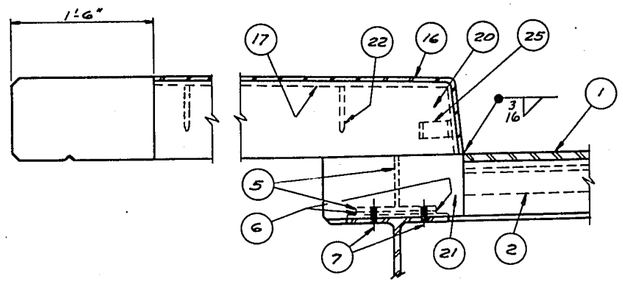


SECTION E1

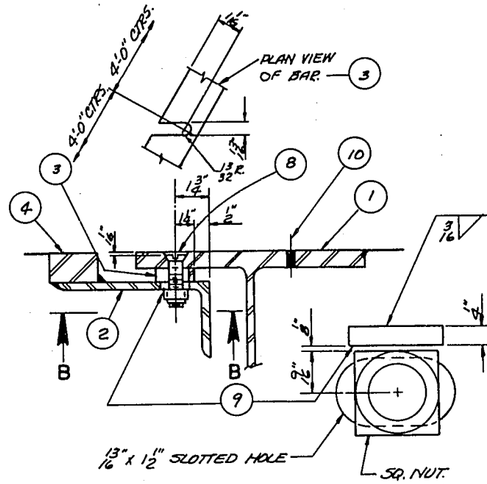
* AT 60° F.



SECTION E 2

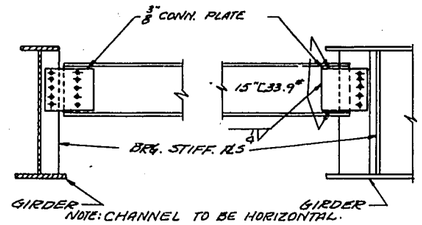


SECTION THRU JOINT AT SIDEWALK



DETAIL B

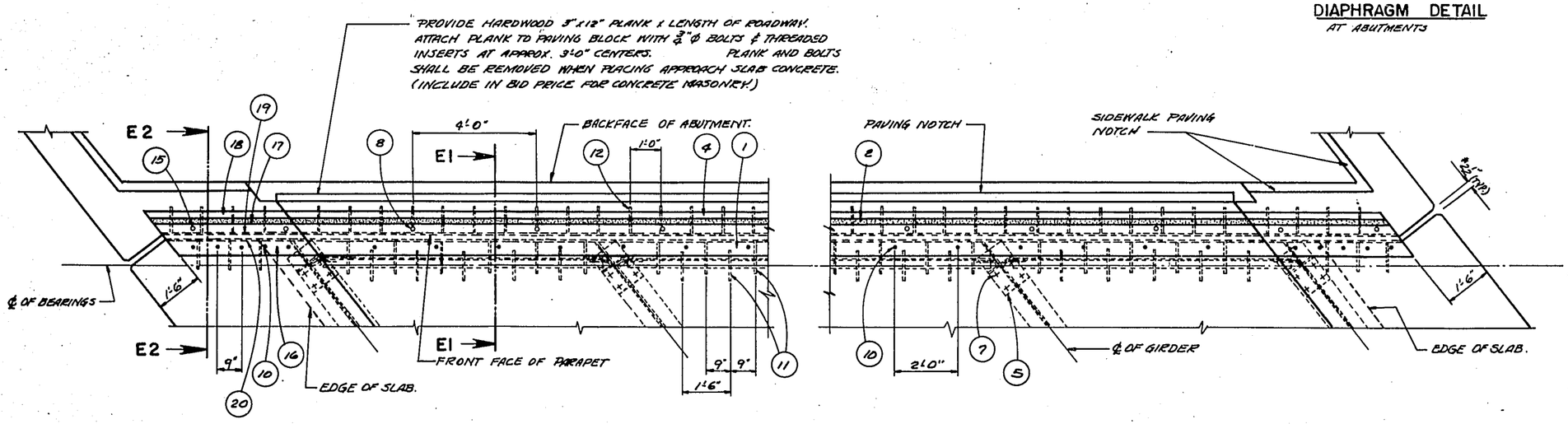
VIEW B



DIAPHRAGM DETAIL
AT ABUTMENTS

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 1 1/2" SLOTTED HOLE PARALLEL TO ℄ RDWY.
3. BAR 2" x 3/8" x RDWY. WIDTH. WELD L #2 WITH 2 LINES OF 5/16" FILLET WELD. 2@6". LONG DIM. OF 13/16" SLOT PARALLEL TO ℄ OF RDWY.
4. BAR 2 1/2" x 1/2" x RDWY. WIDTH. WELD TO L #2 WITH 2 LINES OF 1/4" FILLET WELD. 2@6.
5. FABRICATE FROM 3/8" WELDED PL. WELD TO STEM ℄ FLG. OF S.T. #1 PL #21 WITH 1/4" FILLET WELD. NEAR SIDE ℄ FAR SIDE.
6. 5/8" MIN. LAMINATED ℄ SLOTTED SHIM.
7. DRILL HOLES IN GIRDER FLANGE IN FIELD FOR 4 7/8" ϕ ERECTION BOLTS.
8. 3/4" ϕ FLAT HEAD CAP SCREW x 0'-2 3/4" LONG WITH SQ. NUT AT 4'-0" CENTERS. GREASE FOR EASY REMOVAL. 13/16" x 1 1/2" SLOTTED HOLE IN L #2. 1 1/2" ϕ HOLE CSK 1/16" DEEP IN S.T. #1. 13/16" SLOT IN BAR #3 AS SHOWN.
9. 1/4" x 1" x 1'-1 1/4" KEEPER BAR. WELD TO L #2 TO KEEP SQ. NUT FROM TURNING.
10. VENT HOLES. 13/16" ϕ. PLACED AT 2'-0" CENTERS ON L #2 ℄ S.T. #1 AND AT 9" CENTERS ON PLS 16 ℄ 17.
11. 5/8" □ BENT BAR @ 0'-9" ALTERNATE CENTERS BETWEEN GIRDERS 1'-3" LONG. WELD TO S.T. #1.
12. 3/8" □ BENT BAR @ 1'-0" CENTERS. WELD TO L #2. 2'-0" LONG.
13. L 3" x 2 1/2" x 3/8" x 0'-3" LONG. @ 3'-0" CENTERS. WELD TO L #2 PROVIDE 3/4" ϕ HOLE IN 2 1/2" LEG FOR BOLT #14.
14. 1/2" ϕ BOLT 9" LONG ℄ NUT. TACK WELD NUT TO L #13
15. 3/4" ϕ BOLT WITH SQ. NUT. TACK WELD TO PL #17. GREASE FOR EASY REMOVAL.
16. PL. 12 1/2" x 3/8". BEND DOWN FLUSH WITH FACE OF CURB AS SHOWN. WELD TO PL #20 AS SHOWN. FIELD WELD TO S.T. #1. 13/16" x 1 1/2" SLOTTED HOLE FOR BOLT #15. LONG DIM. PARALLEL TO ℄ RDWY.
17. PL 8" x 3/8". BEND DOWN FLUSH WITH FACE OF CURB AS SHOWN. WELD TO PL 19 AS SHOWN.
18. PL. 2 1/2" x 3/8" BEND DOWN FLUSH WITH FACE OF CURB AS SHOWN. WELD TO PL 17 WITH 1 LINE OF 3/16" FILLET WELD. FIELD WELD TO BAR #4.
19. 6" x 3/8" PL. CUT TO CURB LIMITS AS SHOWN.
20. 6 3/8" PL. CUT TO CURB LIMITS AS SHOWN. FIELD WELD TO PL #21.
21. 3/8" PL. CUT TO CURB LIMITS AS SHOWN. SHOP WELD TO S.T. #1 ℄ SUPPORT #5.
22. 5/8" □ BENT BAR. 1'-6" LONG. WELD TO PLS 17 ℄ 19 AND PLS 16 ℄ 20 WITH 5/16" FILLET WELD ALL AROUND.
23. L 3" x 2 1/2" x 3/8" x 0'-3". WELD TO PL 17. PROVIDE 5/8" ϕ HOLE IN 2 1/2" LEG FOR BOLT #24.
24. 1/2" ϕ BOLT 0'-7" LONG ℄ NUT. TACK WELD NUT TO L #23.
25. ANCHOR BAR 2 1/2" x 3/8" x 0'-8" ⌐. WELD TO PLS 16 ℄ 17.
26. BLOCK ℄ BOLT FOR SHIPMENT WITH PIPE SLEEVE ℄ 1" ϕ BOLT. PROVIDE 13/16" ϕ HOLES AT 3'-0" CENTERS IN S.T. #1 ℄ L #2 FOR 1/2" ϕ BOLT.



PART PLAN

GENERAL NOTES

EXPANSION JOINT SHALL BE BUILT TO CONFORM TO RDWY. CROWN ℄ GRADE.

ONE FIELD SPLICE SHALL BE PERMITTED IN JOINT.

ALL MATERIAL IN EXPANSION JOINT SHALL BE PAID FOR AS STRUCTURAL CARBON STEEL.

AFTER CONCRETE HAS SET REMOVE SCREW NO. 8 ℄ BOLT #15 AND FILL HOLES WITH HOT POURED ELASTIC TYPE JOINT SEALER.

AFTER CONCRETE HAS SET THE JOINT OPENING SHALL BE THOROUGHLY CLEANED.

APPLY 2 1/2 COAT OF BITUMASTIC TO METAL SURFACES FORMING THE JOINT AND FILL OPENING WITH HOT POURED ELASTIC TYPE JOINT SEALER.

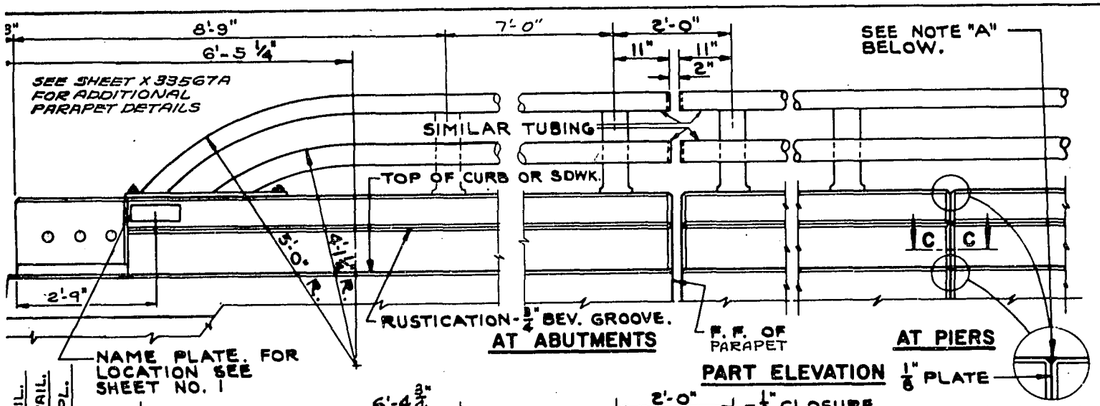
THE CONTRACTOR MAY PROPOSE AN ALTERNATE TYPE OF EXPANSION JOINT ANCHOR. THE PROPOSED ANCHORS SHALL BE SHOWN ON THE SHOP DRAWINGS AND WILL BE SUBJECT TO THE APPROVAL OF THE ENGINEER.

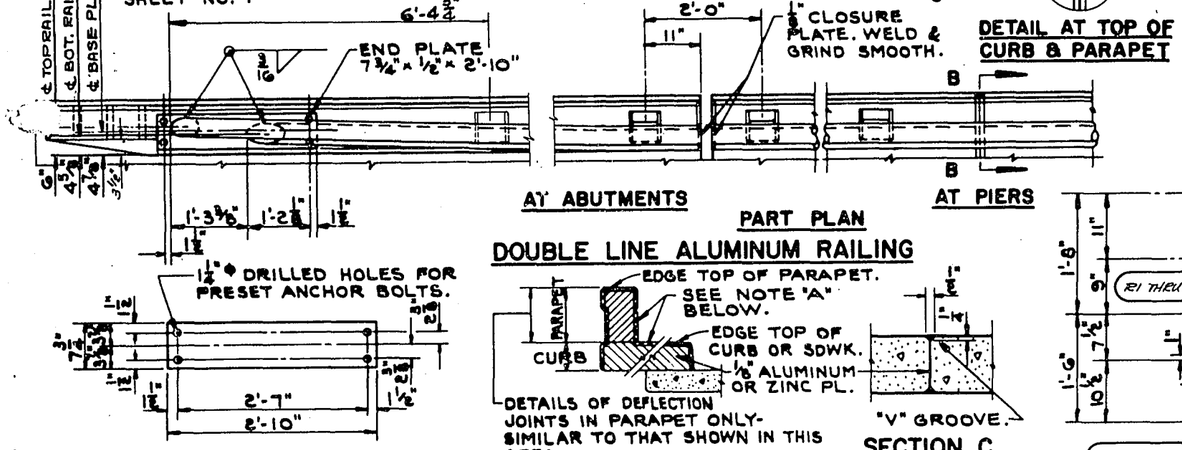
REVISED	STATE HIGHWAY COMMISSION OF WISCONSIN			
	EXPANSION JOINT			
	DESIGN SPEC. AASHO 61	LOADING H 20	CONST. SPEC. 1963	
	DATE 12-10-65	DESIGN D.F.S.	DRAWN I.L.J.	CKD. H.E.A.
STRUCTURE B-13-223		SHEET 6 OF 15		

X33560

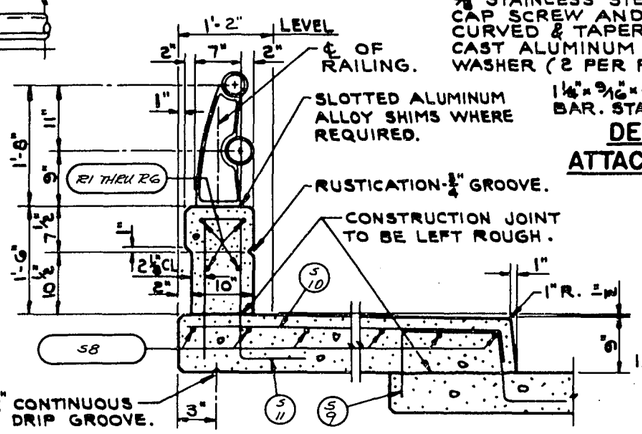
FORM E-8-12-62

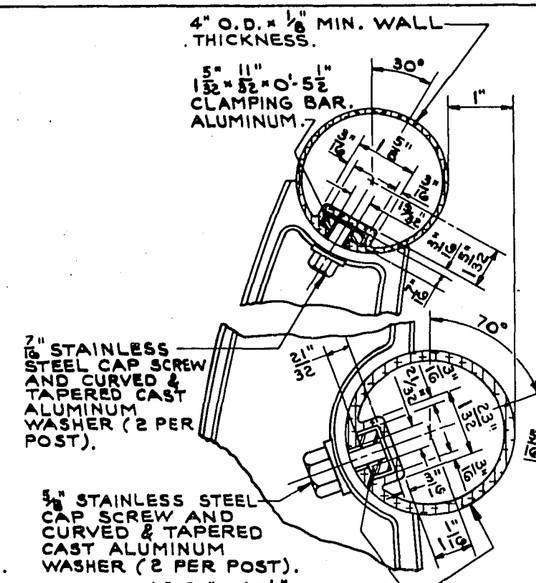
S.P.R. DIVISION	PROJECT	SHEET NO.	TOTAL SHEETS
4	F04-2(39)	54	171

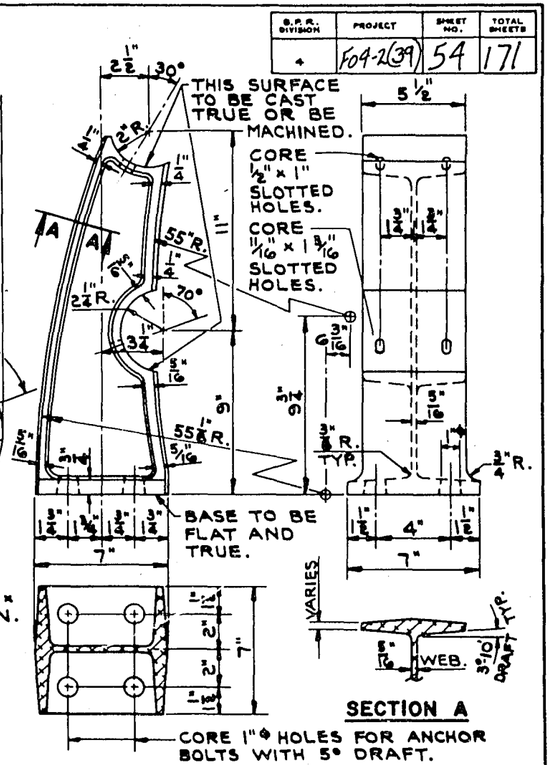




END PLATE



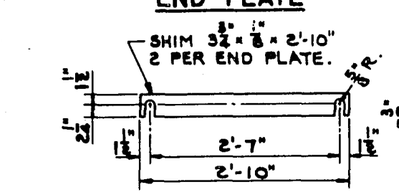


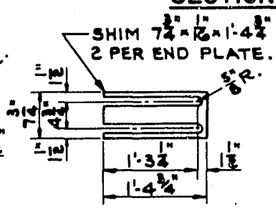


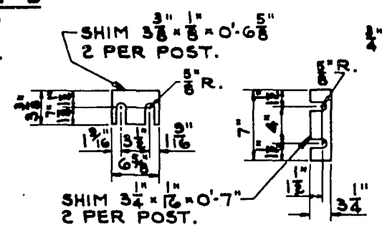
ALUMINUM POST CASTING

GENERAL NOTES

1. WHEN PARAPETS AND CURBS ARE POURED CONTINUOUSLY FROM END TO END THEY SHALL BE SEPARATED AT THE DEFLECTION JOINTS BY A PIECE OF 1/8" ZINC OR ALUMINUM PLATE CUT AS SHOWN IN SECTION "B" BY SHADED AREA. IF CONSTRUCTION JOINTS IN PARAPET AND CURBS ARE USED AT THE DEFLECTION JOINTS ONE SIDE OF JOINT SHALL BE COATED WITH BITUMINOUS PAINT AND PLATE SEPARATORS MAY BE OMITTED.
2. ALL POST SPACINGS ARE TAKEN HORIZONTALLY ALONG ℄ OF RAILING AT BASE OF POSTS.
3. RAILING SPLICES SHALL BE LOCATED APPROXIMATELY AT ¼ POINTS BETWEEN POSTS.
4. ALUMINUM SHIMS SHALL BE USED UNDER POSTS AND END PLATES WHERE REQUIRED FOR ALIGNMENT.
5. RAILING SHALL BE FABRICATED IN TWO AND THREE PANEL LENGTHS.

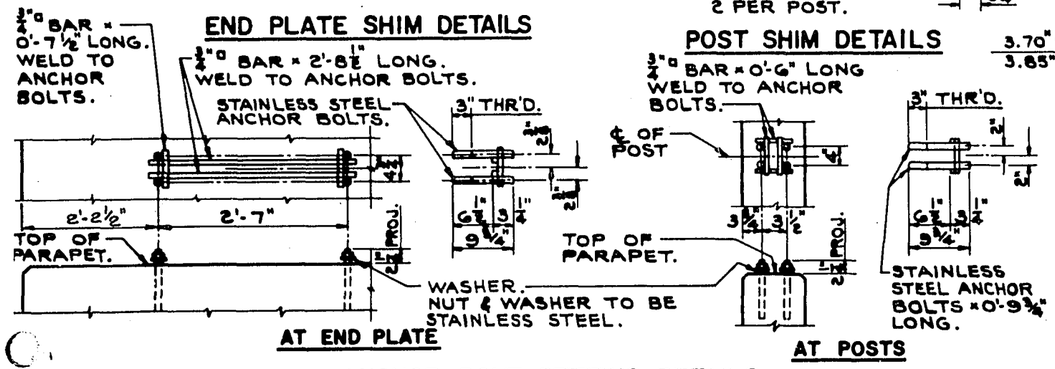






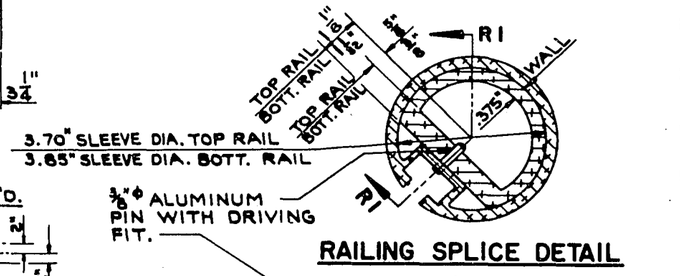
END PLATE SHIM DETAILS

POST SHIM DETAILS

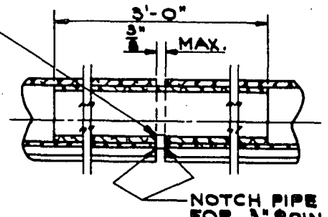


ANCHOR BOLT SETTING DETAILS

THE SHANK AND ROOT OF THREAD DIAMETER FOR ANCHOR BOLTS SHALL BE A MINIMUM OF 0.62 INCHES.



RAILING SPLICE DETAIL



SECTION R1

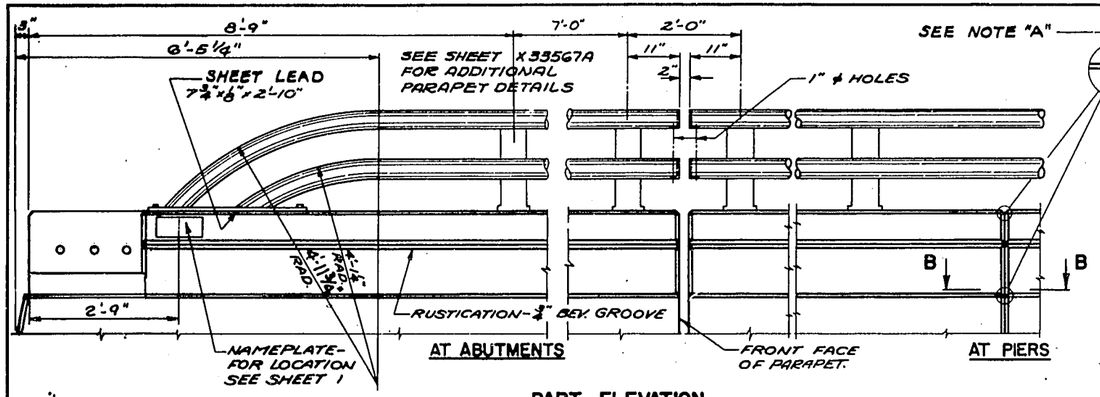
NOTE "A": FILL WITH NON-STAINING GRAY TWO COMPONENT POLYSULFIDE LIQUID POLYMER (GUN GRADE) WITH SURFACE PRIMER, *CONFORMING TO A.S.A.-A-116.1-1960.*

REVISED	STATE HIGHWAY COMMISSION OF WISCONSIN
	TUBULAR ALUMINUM RAILING TYPE "H"
	DESIGN SPEC. A.A.S.H.O. '61 LOADING —— CONST. SPEC. 1963
	DATE 12-10-63 DESIGN STD. DRAWN I.L.J. CHD. A.E.A.
STRUCTURE B-13-223	SHEET 7 OF 15

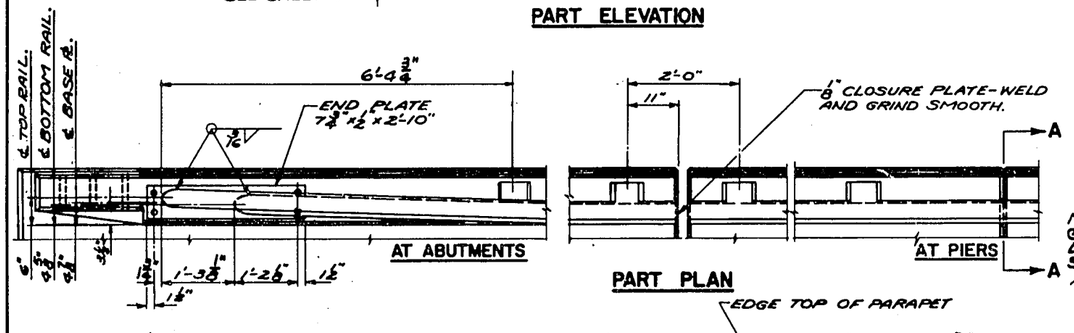
X 33561

FORM E-B-12-62

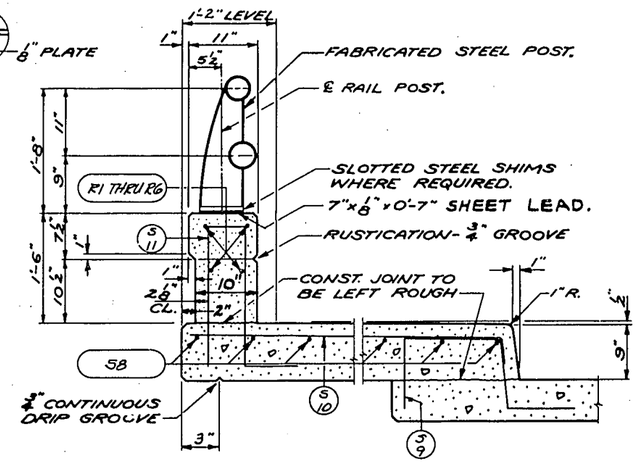
B.P.R. DIVISION	PROJECT	SHEET NO.	TOTAL SHEETS
4	604-2(37)	55	171



PART ELEVATION

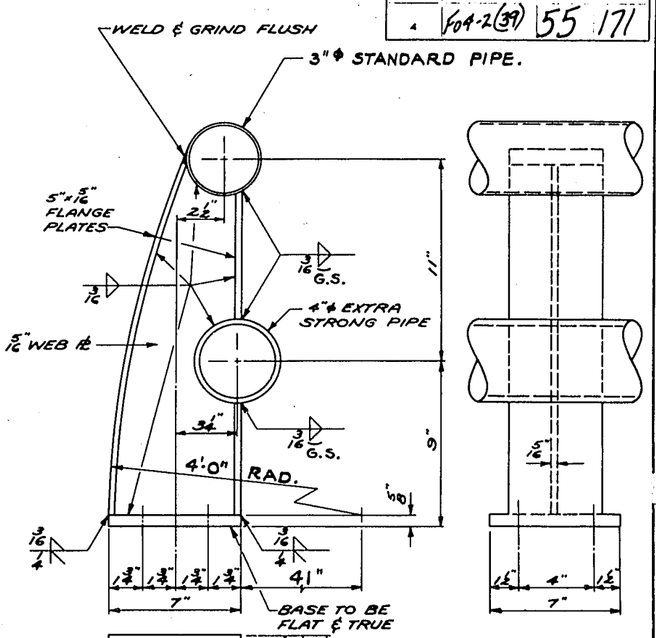


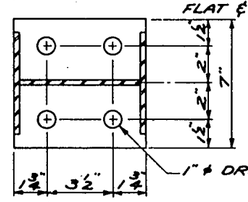
PART PLAN



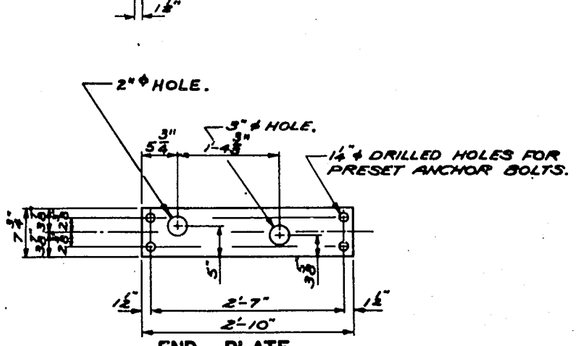
SECTION THRU SIDEWALK

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.

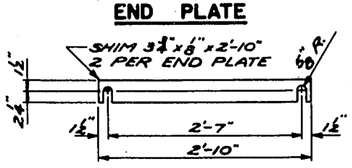




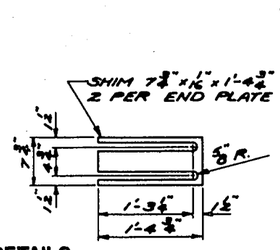
POST DETAILS

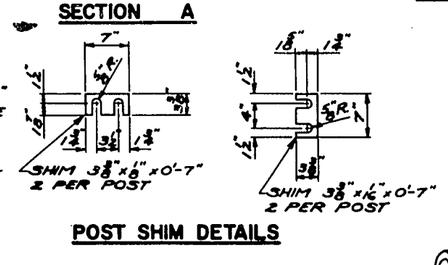


END PLATE

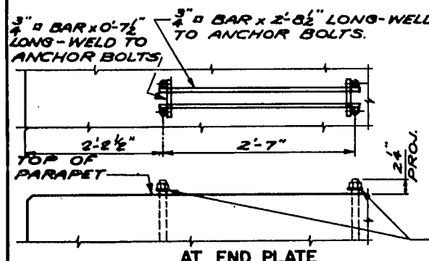


END PLATE SHIM DETAILS

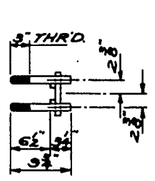


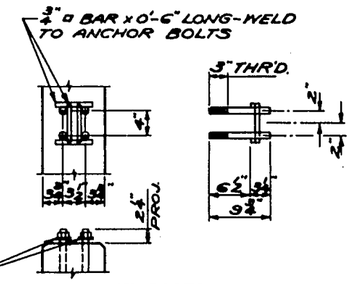


POST SHIM DETAILS



AT END PLATE

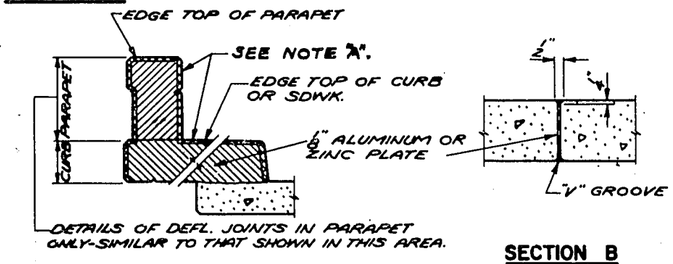




AT POSTS

THE SHANK AND ROOT OF THREAD DIAMETER FOR ANCHOR BOLTS SHALL BE A MINIMUM OF 0.62 INCHES.

ANCHOR BOLT SETTING DETAILS



SECTION A

1"
11"
5 1/2"
1"
1"
1

FORM E-8-12-62

S.P.R. DIVISION	PROJECT	SHEET NO	TOTAL SHEETS
4	FO4-2(39)	56	171

WING TIP EL. 1118.81

EL. 1119.22

* DENOTES DIMENSIONS ARE AT FRONT FACE OF PARAPET.

1113.98 EL. ~~1114.07~~ 1114.18 EL. ~~1114.18~~ EL. 1114.39

WING TIP EL. 1119.47 EL. ~~1118.18~~ 1119.43

EL. 1119.82 EL. ~~1118.08~~ 1114.47

EL. 1104.06

SEE SHEET X33567A FOR RAILING PARAPET DETAILS.

WING TIP EL. 1119.47

EL. 1110.70

¾" V GROOVE IN FRONT FACE OF WING WALL. (TYPICAL)

OPT. CONST. JOINT FORMED BY A SURFACED BEVELED 2"x6"

SHOWING FRONT FACE REINFORCEMENT

SHOWING BACK FACE REINFORCEMENT

ELEVATION

LOOKING NORTH

SIDEWALK PAVING NOTCH

℄ HIGH POINT ROAD

REF. LINE 'A'

BACKFACE

ROADWAY PAVING NOTCH

FRONT FACE OF PARAPET

℄ BEARING

GIRDER SPACING

PLAN

ELEVATION WING 2

FOR ADDITIONAL WING DETAILS SEE SHEET X33564.

WING TIP EL. 1118.81

OPT. CONST. JOINT FORMED BY A SURFACED BEVELED, 2"x 6".

POUR CONCRETE ABOVE THIS CONST. JOINT AFTER SUPER. CONCRETE IN PLACE LEAVE JOINT ROUGH. (TYPICAL)

EL. 1110.07

SHOWING FRONT FACE REINFORCEMENT

SHOWING BACK FACE REINFORCEMENT

ELEVATION WING 1

FOR ADDITIONAL WING DETAILS SEE SHEET X33564.

EDGE

℄ BEARING

OPT. KEYED CONST. JOINT KEYWAY FORMED BY A SURFACED, BEVELED 2"x 6"

KEYED CONST. JOINT FORMED BY A SURFACED, BEVELED 2"x 6".

SIDEWALK NOTCH

BACKFACE

EL. 1109.31

SLOPE PAVING, CONCRETE 2:1 SLOPE

SECTION A 2

NOTE: FOR PILE SPLICE DETAILS SEE SHEET X 33564.

SLOPE TOP & FACE OF SIDEWALK TO MATCH SIDEWALK ON SUPER.

CONST. JOINT TO BE LEFT ROUGH.

SECTION A 1

FOR ADDITIONAL RAILING PARAPET DETAILS SEE SHEET X33560 OR X33562

10" B.P. 42# STEEL 'H' PILING EST. 20'-0" LONG. AND DRIVEN TO A MIN. BEARING VALUE OF 50 TONS PER PILE.

NOTE: FOR BILL OF BARS AND BENDING DETAILS SEE SHEET X 33567.

DENOTES BATTERED PILES & DIRECTION OF BATTER. BATTER 3" PER FOOT.

PILE & FOOTING PLAN

SECTION THRU BODY

REVISED	STATE HIGHWAY COMMISSION OF WISCONSIN
F-2348 M.E.A.	NORTH ABUTMENT
	DESIGN SPEC. A.A.S.H.O. '61 LOADING H20 STRUCT. SPAN 1963
	DATE 12-10-65 DESIGN D.F.S. DRAWN B.T.R. CHK. H.E.A.
	STRUCTURE B-13-223 SHEET 9 OF 15

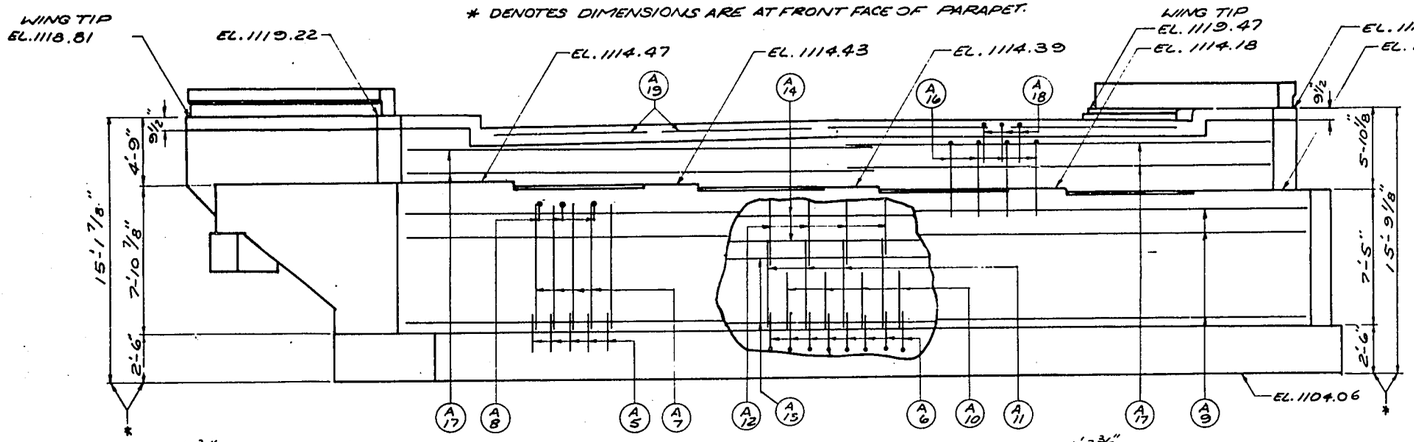
I.D. 5301-2-71 C.C.O. #2

X 33563

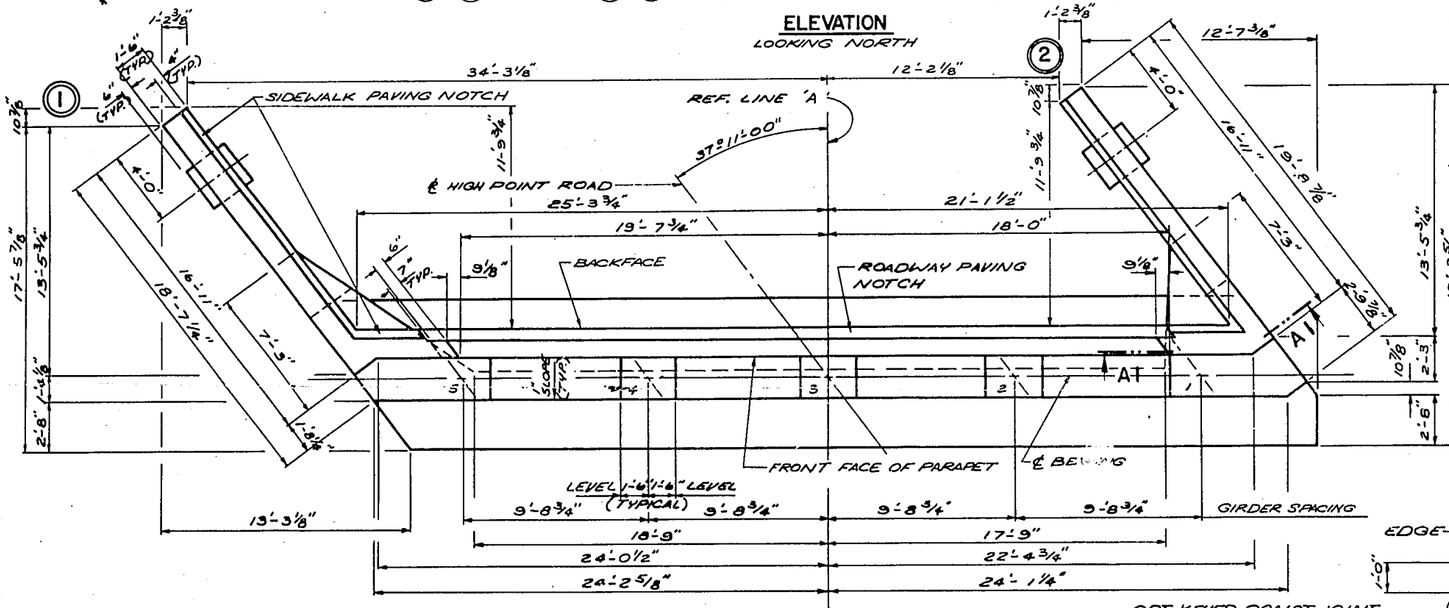
FORM E.B-12-62

B & R DIVISION	PROJECT	SHEET NO.	TOTAL SHEETS
4	F04-2(39)	56	171

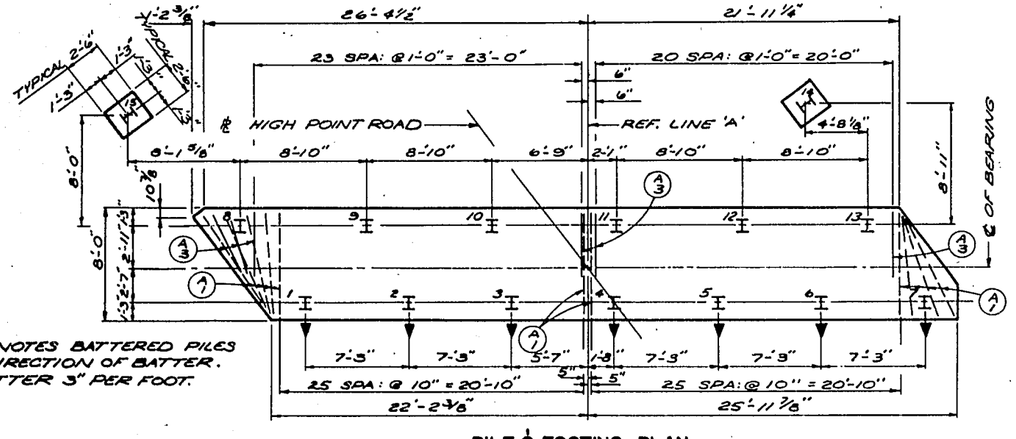
* DENOTES DIMENSIONS ARE AT FRONT FACE OF PARAPET.



ELEVATION
LOOKING NORTH

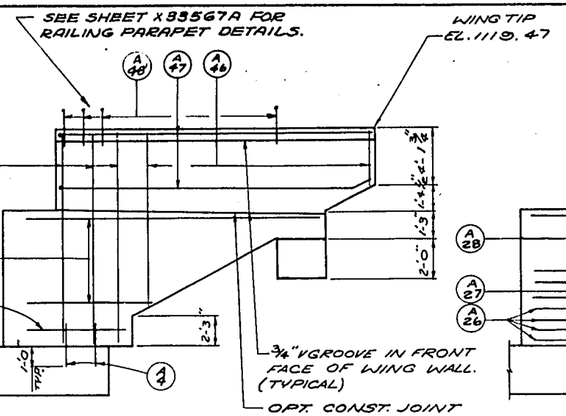


PLAN

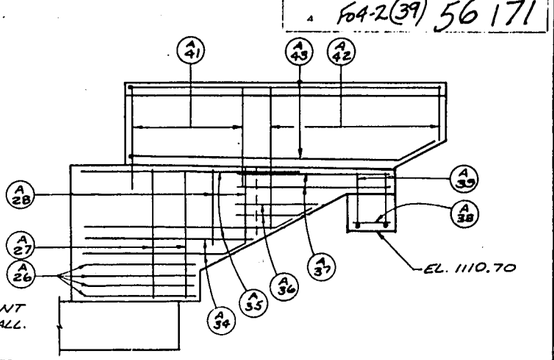


DENOTES BATTERED PILES & DIRECTION OF BATTER. BATTER 3" PER FOOT.

PILE & FOOTING PLAN

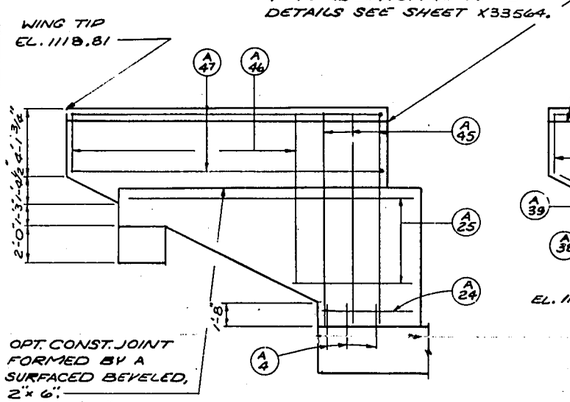


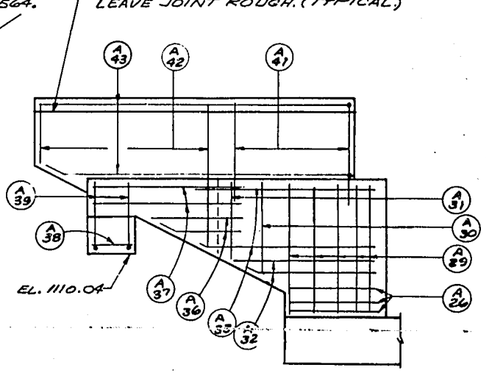
SHOWING FRONT FACE REINFORCEMENT



SHOWING BACK FACE REINFORCEMENT

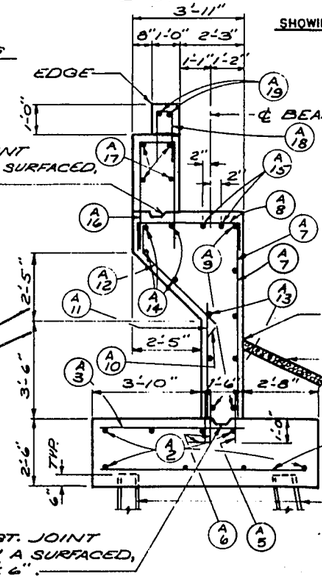
ELEVATION WING 2
FOR ADDITIONAL WING DETAILS SEE SHEET X33564.





SHOWING FRONT FACE REINFORCEMENT

ELEVATION WING 1
FOR ADDITIONAL WING DETAILS SEE SHEET X33564.



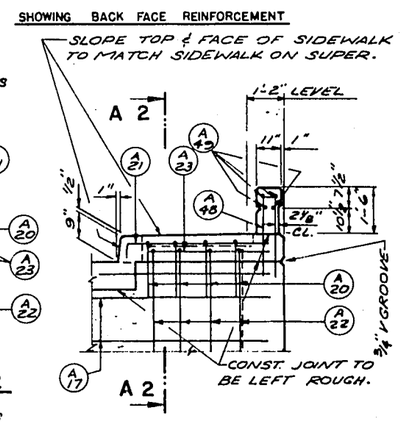
OPT. KEYED CONST. JOINT KEYWAY FORMED BY A SURFACED, BEVELED 2"x 6"

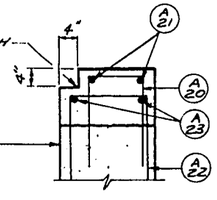
VOID

KEYED CONST. JOINT FORMED BY A SURFACED, BEVELED 2"x 6".

SECTION THRU BODY

SHOWING BACK FACE REINFORCEMENT





SECTION A 2

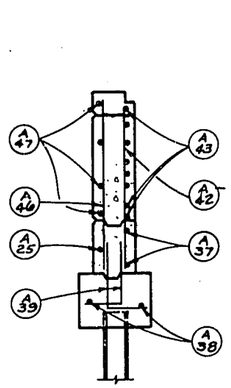
SECTION A 1
FOR ADDITIONAL RAILING PARAPET DETAILS SEE SHEET X33561 OR X33562

REVISED	STATE HIGHWAY COMMISSION OF WISCONSIN		
	NORTH ABUTMENT		
	A.A.S.H.O. '61 · H20 · 1963		
	12-10-65 · D.F.S. · STR. · H.E.A.		
STRUCTURE B-13-223	SHEET 9 OF 15		

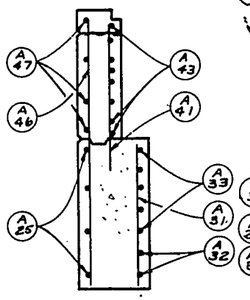
X 33563

FORM E-B-12-62

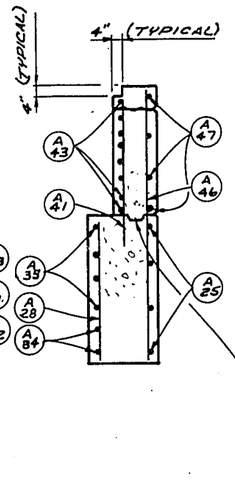
B. P. R. DIVISION	PROJECT	SHEET NO.	TOTAL SHEETS
4	F09-2(39)	57	171



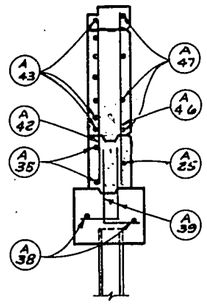
SECTION A 3



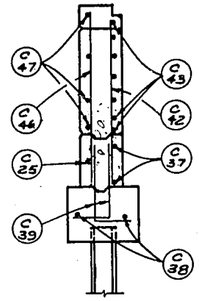
SECTION A 4



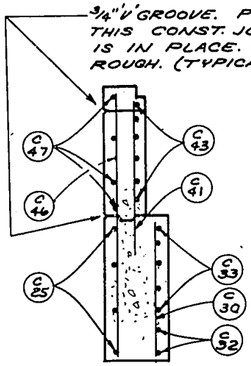
SECTION A 5



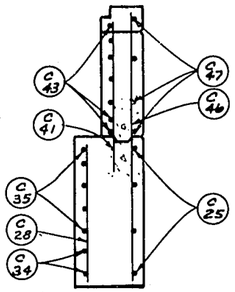
SECTION A 6



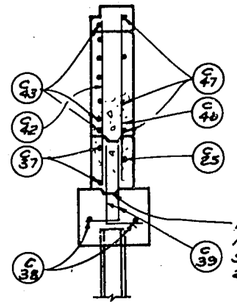
SECTION C 3



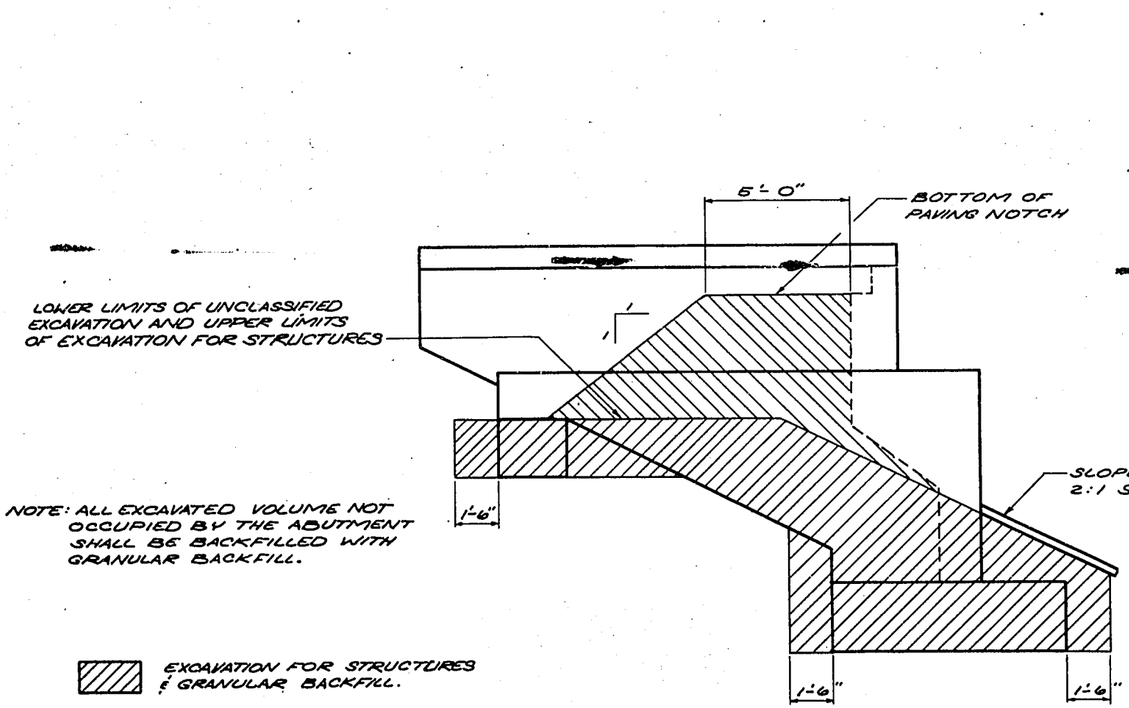
SECTION C 4



SECTION C 5

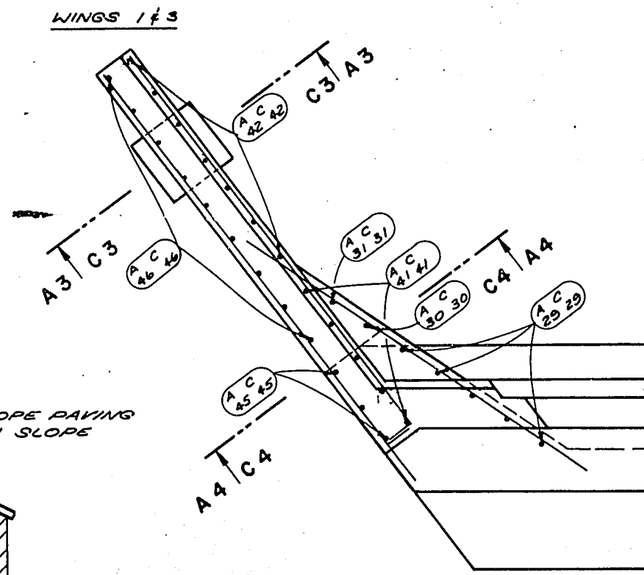


SECTION C 6



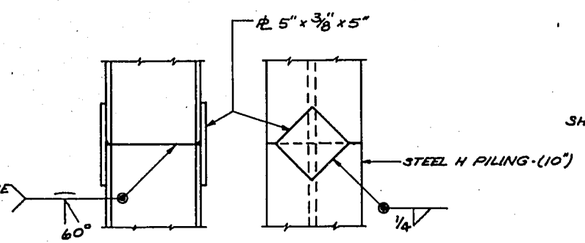
PAY LIMITS OF EXCAVATION FOR STRUCTURES & GRANULAR BACKFILL

WINGS 1 & 3



WINGS 2 & 4

PART PLAN
SHOWING BAR STEEL REINFORCEMENT



PILE SPLICE

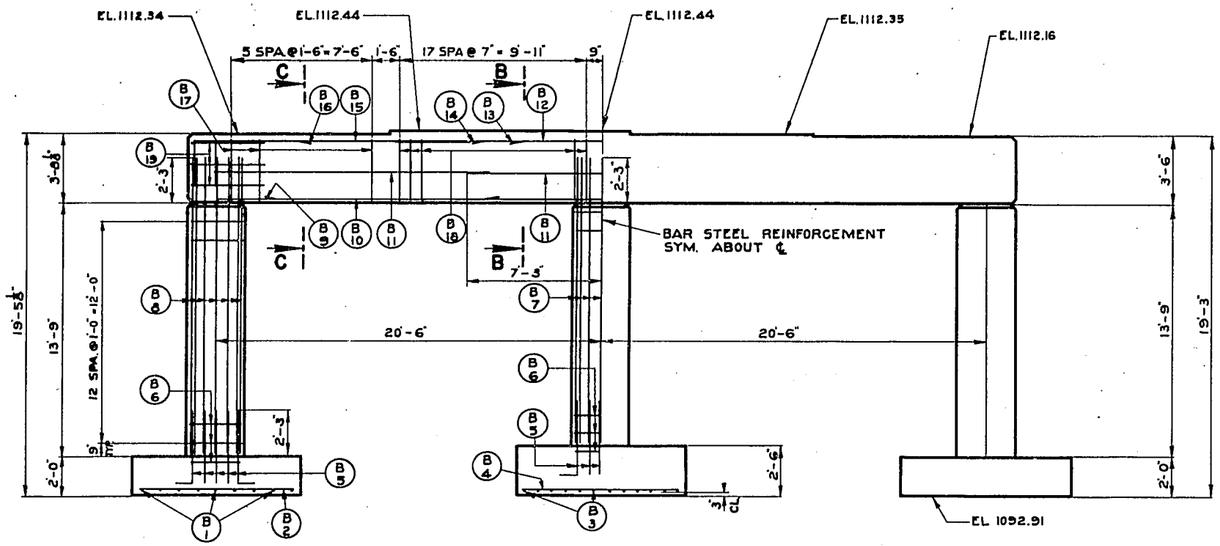
REVISED	STATE HIGHWAY COMMISSION OF WISCONSIN
	ABUTMENT DETAILS
	DESIGN SPEC. A.A.S.H.O. '61 LOADING H 20 CONST. SPEC. 1963
	DATE 12-10-65 DESIGN D.F.S. DRAWN J.T.K. CKD. H.E.A.
STRUCTURE B-13-223	SHEET 10 OF 15

X 33564

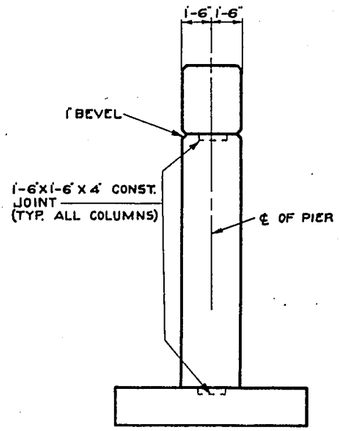
FORM E-B-12-62

NOTE: FOR BILL OF BARS AND BENDING DETAILS SEE SHEET X 33567.

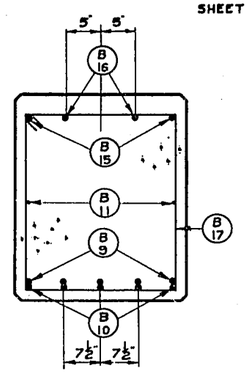
S.F.R. DIVISION	PROJECT	SHEET NO.	TOTAL SHEETS
4	F04-2(39)	58	171



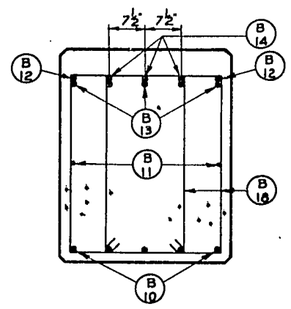
ELEVATION
LOOKING SOUTH



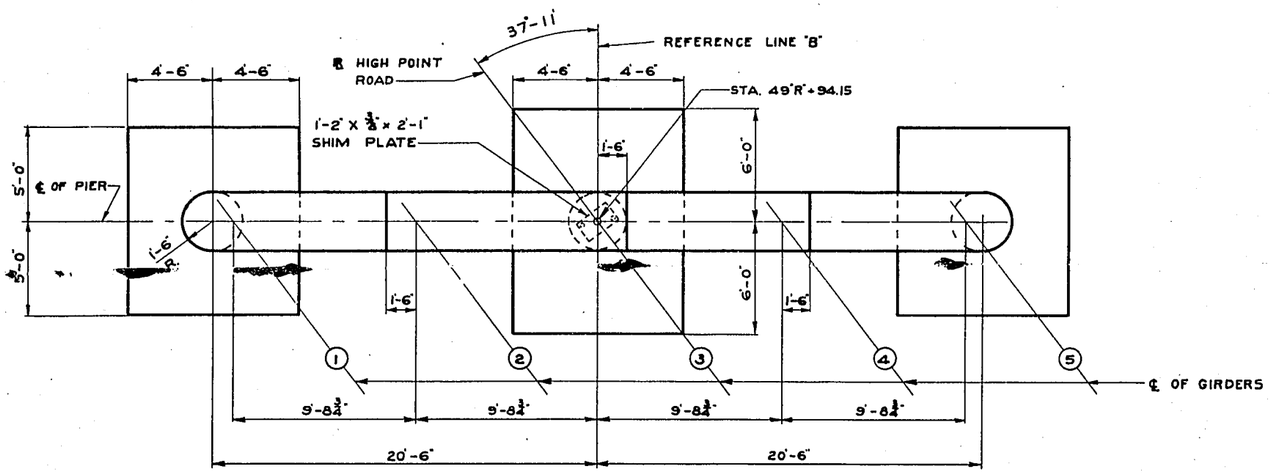
END VIEW



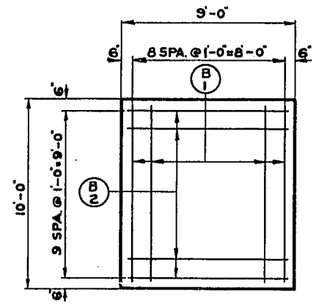
SECTION C



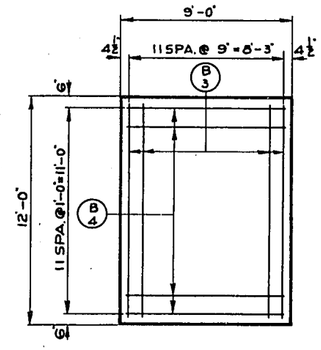
SECTION B



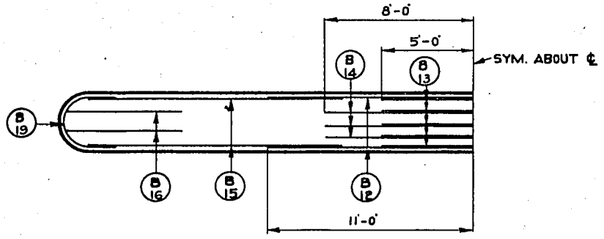
PLAN



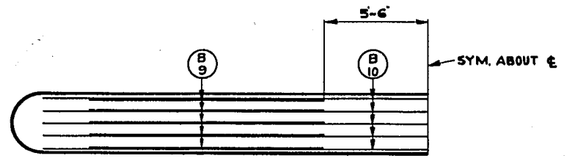
BAR STEEL REINFORCEMENT EXTERIOR FOOTING



BAR STEEL REINFORCEMENT INTERIOR FOOTING

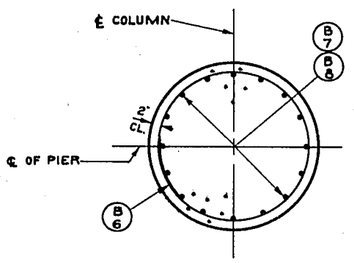


HALF PLAN SHOWING TOP REINF. STEEL IN CAP



HALF PLAN SHOWING BOTTOM REINF. STEEL IN CAP

NOTE: VERTICAL BARS ARE EQUALLY SPACED



SECTION THRU COLUMNS

CONCRETE MASONRY

FOOTINGS	233 C.Y.
COLUMNS	10.6 C.Y.
CAP	17.7 C.Y.
TOTAL	51.8 C.Y.

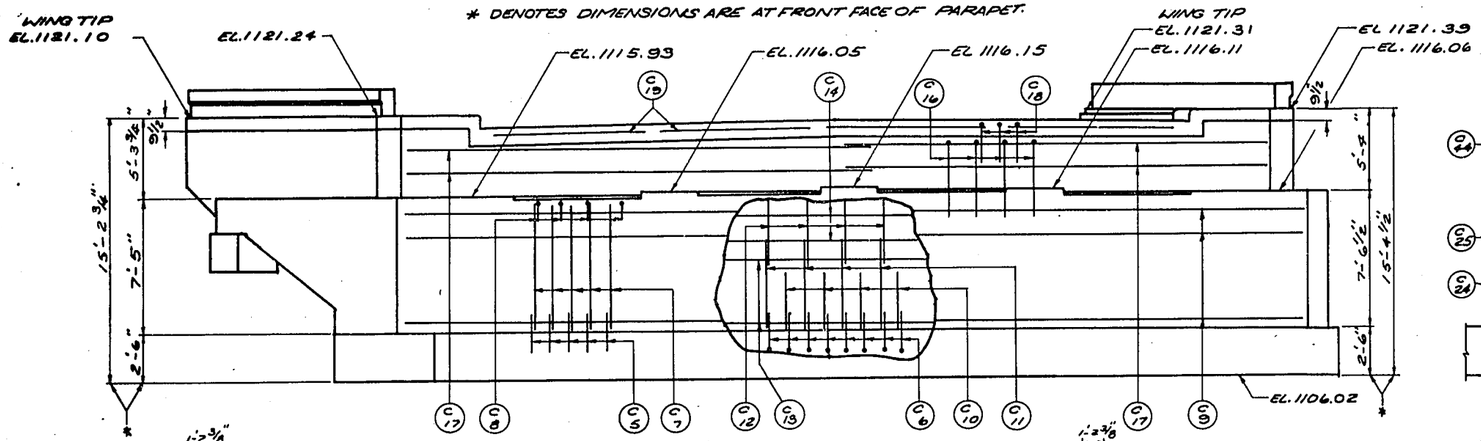
REVISED	STATE HIGHWAY COMMISSION OF WISCONSIN		
	PIER		
	DESIGN SPEC. A.A.S.H.O. '61	LOADING H20	CONST. SPEC. 1963
	DATE 12-10-65	DESIGN DFS	DRAWN LBJ	CKD. H.E.A.
STRUCTURE B-13-223	SHEET 11 OF 15		

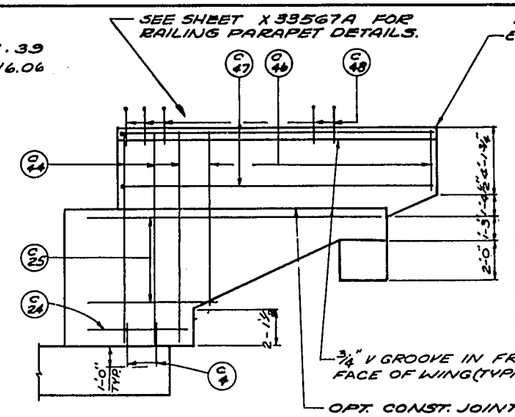
X 33565

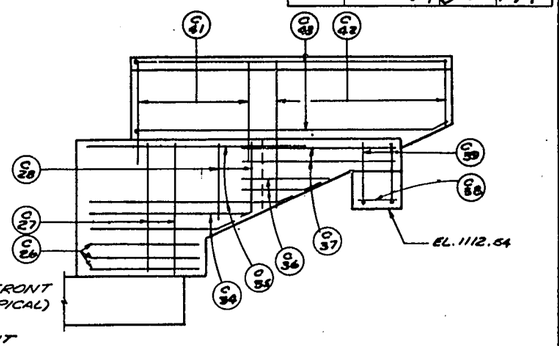
FORM X-B-12-62

B.P.R. DIVISION	PROJECT	SHEET NO.	TOTAL SHEETS
4	F04-2(39)	59	171

* DENOTES DIMENSIONS ARE AT FRONT FACE OF PARAPET.



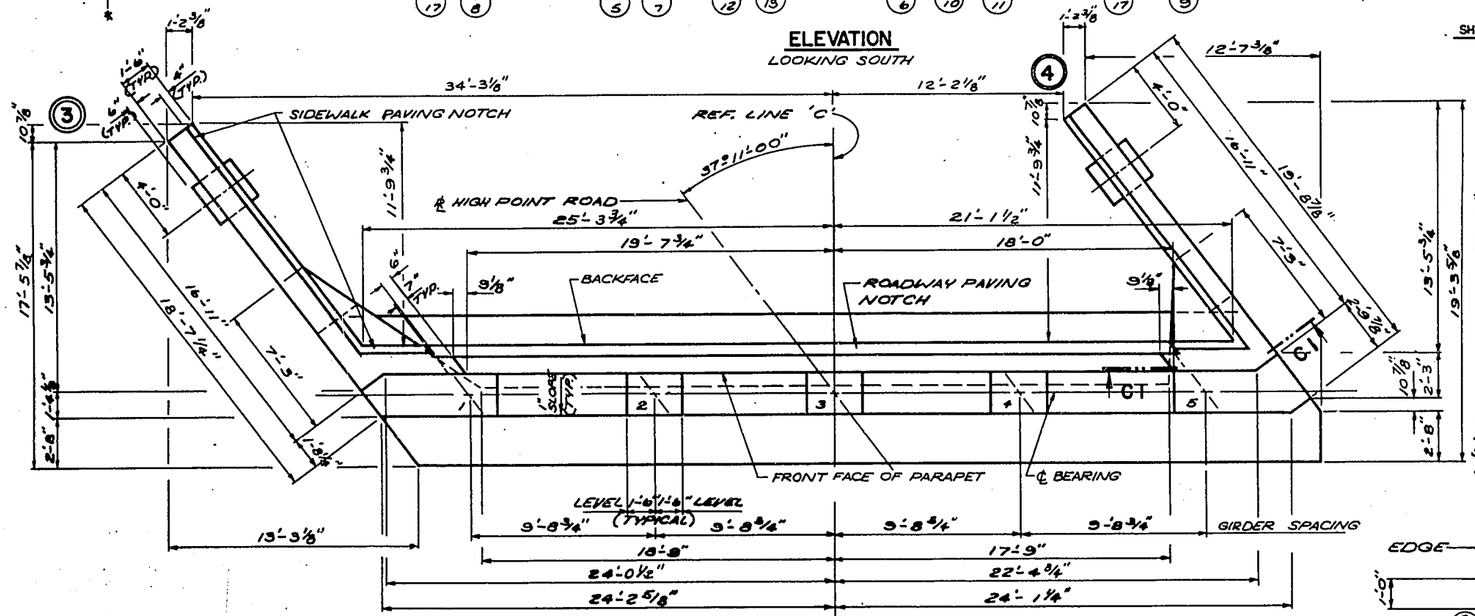




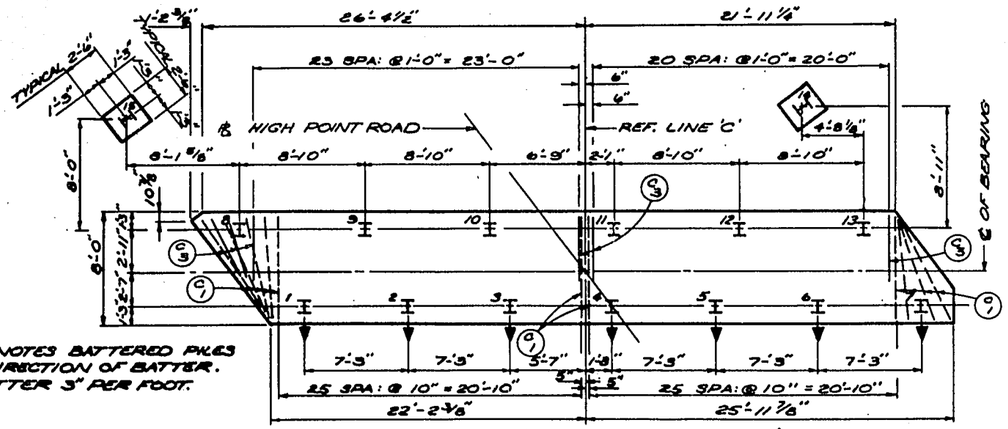
SHOWING FRONT FACE REINFORCEMENT

SHOWING BACK FACE REINFORCEMENT

ELEVATION
LOOKING SOUTH

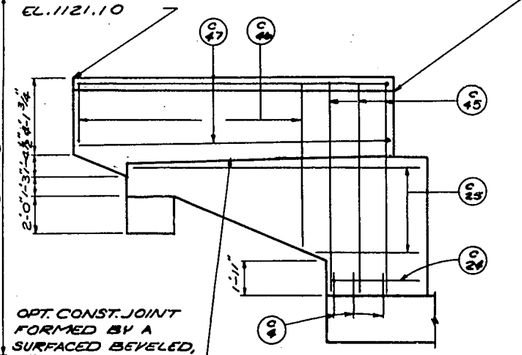


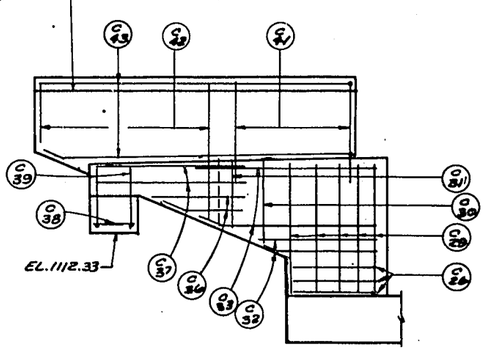
PLAN



PILE ℄ FOOTING PLAN

ELEVATION WING 4
FOR ADDITIONAL WING DETAILS SEE SHEET X33564.

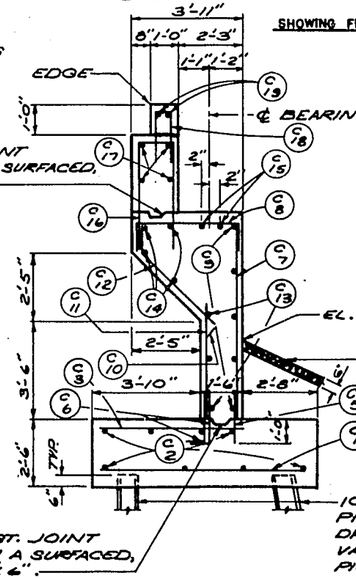




SHOWING FRONT FACE REINFORCEMENT

SHOWING BACK FACE REINFORCEMENT

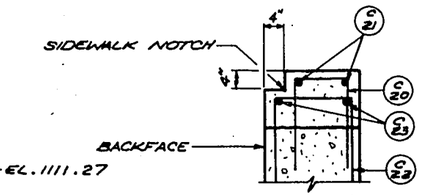
ELEVATION WING 3
FOR ADDITIONAL WING DETAILS SEE SHEET X33564.



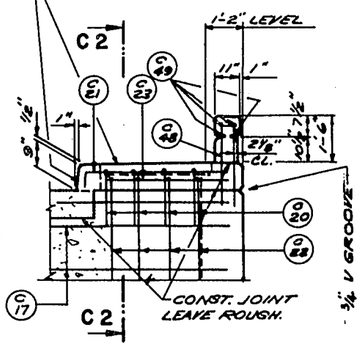
OPT. KEYED CONST. JOINT KEYWAY FORMED BY A SURFACED, BEVELED 2"x6"

SECTION THRU BODY

NOTE: FOR BILL OF BARS AND BENDING DETAILS SEE SHEET X 33567.



SECTION C2



SECTION C1
FOR ADDITIONAL RAILING PARAPET DETAILS SEE SHEET X 33561 OR X 33562.

REVISED	STATE HIGHWAY COMMISSION OF WISCONSIN
	SOUTH ABUTMENT
	DESIGN SPEC. A.A.S.H.O. '61 LOADING H20 CONST. SPEC. 1963
	DATE 12-10-63 DESIGN D.F.S. DRAWN C.R. CKD. H.E.A.
	STRUCTURE B-13-223 SHEET 12 OF 15

X 33566

FORM E-B-12-62

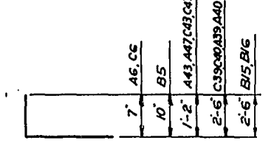
B.P.R. DIVISION	PROJECT	SHEET NO	TOTAL SHEETS
4	F09-2(39)	60	171

POUR	MARK	NO.	SIZE	LENGTH	SPACING	LOCATION	DET.
SUPERSTRUCTURE 72,020#	S 1	180	5	38-6	Shown	Top of Slab	
	S 2	252	5	38-6	"	Bottom of Slab	
	S 3	10	5	15-0	"	Top of Slab-Symmetrical about Pier	
	S 4	366	6	32-6	"	Bottom of Slab	
	S 5	44	6	33-9	"	" " "	†
	S 6	370	6	32-6	"	Top of Slab	
	S 7	44	6	35-3	"	" " "	†
	S 8	84	5	39-6	9	Sidewalk	
	S 9	544	5	4-0	10	"	G
	S10	544	6	5-0	10	"	C
	S11	452	5	5-0	1-0	Railing Parapet & Sidewalk	E
	R 1	8	5	12-3	Shown	Railing Parapet	
	R 2	32	5	23-3	"	" "	
	R 3	8	5	8-3	"	" "	
	R 4	8	5	5-6	"	" "	
	R 5	32	5	22-9	"	" "	
	R 6	8	5	12-0	"	" "	
NORTH ABUTMENT 4,970#	A 1	59	6	7-6	Shown	Footing	
	A 2	16	4	25-6	"	"	
	A 3	47	4	4-9	"	"	
	A 4	5	4	2-0	1-6	" Dowels	
	A 5	49	4	2-0	1-0	" & Stem Dowels-F.F.	
	A 6	73	6	3-0	0-6	" " " " B.F.	A
	A 7	49	4	7-0	1-0	Stem-Vertical-F.F.	
	A 8	33	5	6-0	1-6	" Top	B
	A 9	10	4	25-0	1-6	" Horizontal-F.F.	
	A10	37	6	3-3	1-0	" Vertical-B.F.	
	A11	36	6	5-0	1-0	" " B.F.	
	A12	25	5	5-0	1-6	" " B.F.	M
	A13	6	4	19-3	1-6	" Horizontal-B.F.	
	A14	8	4	19-3	1-6	" " B.F.-Top	
	A15	10	4	2-6	Shown	Girder Seats	
	A16	26	5	12-0	1-6	Parapet Wall	B
	A17	8	4	24-3	Shown	" "	
	A18	39	5	5-0	1-0	Paving Block	B
	A19	8	4	9-0	Shown	" "	
	A20	8	5	5-0	1-0	Sidewalk Parapet	B
	A21	4	4	4-6	Shown	" "	C
	A22	8	5	15-0	1-0	" "	B
	A23	4	4	3-6	Shown	" "	
	A24	2	4	5-3	1-6	Wings-F.F.	
	A25	4	4	20-9	1-6	" F.F.	†
	A26	7	4	5-0	0-9	" Fillet-B.F.	
	A27	2	4	7-0	1-6	" 2-Fillet-B.F.	
	A28	2	4	4-3	1-6	" 2 " B.F.	
	A29	5	4	7-6	1-6	" 1 "	
	A30	1	4	5-0	1-6	" 1 "	
	A31	1	4	4-0	1-6	" 1 "	
	A32	2	4	10-6	0-9	" 1 "	
	A33	5	4	12-0	0-9	" 1 "	
	A34	2	4	6-0	0-9	" 2 "	
	A35	4	4	8-0	0-9	" 2 "	
	A36	4	4	5-0	0-9	" 1 & 2	
	A37	4	4	8-3	0-9	" 1 & 2	
	A38	4	4	2-0	Shown	Wing Footings	
	A39	8	4	4-0	"	" "	A
	A40	5	4	3-9	1-6	Wing 2	A
	A41	10	4	6-6	1-6	Wings 1 & 2-B.F.	
	A42	7	4	12-3	1-6	" 1 & 2-B.F.	†
	A43	15	4	17-9	0-9	" 1 & 2-B.F.	A
	A44	3	4	12-9	1-6	Wing 2-F.F.	
	A45	3	4	12-3	1-6	" 1-F.F.	
	A46	9	4	13-9	1-6	Wings 1 & 2-F.F.	†
	A47	8	4	17-9	1-6	" 1 & 2-F.F.	A
	A48	36	5	5-9	Shown	Railing Parapet	B
	A49	8	5	14-3	"	" "	
	A50	8	5	3-3	"	" "	
	A51	8	5	5-6	"	" "	N

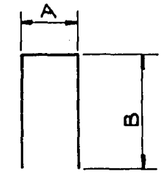
POUR	MARK	NO.	SIZE	LENGTH	SPACING	LOCATION	DET.
PIER 9,570# FOOTINGS	B 1	18	10	9-6	Shown	Footings-Exterior	
	B 2	20	9	8-6	"	" "	
	B 3	12	10	11-6	"	" Interior	
	B 4	12	8	8-6	"	" "	
	B 5	48	9	4-6	"	" Dowels	A
	B 6	3	4	9-6	"	" Hoops	J
COLUMNS	B 6	39	4	9-6	Shown	Columns-Hoops	J
	B 7	16	9	15-6	"	"	
	B 8	32	9	16-0	"	"	
CAPS	B 9	10	11	12-6	Shown	Cap	#
	B10	10	11	21-6	"	"	#
	B11	6	4	14-6	"	"	
	B12	2	11	22-0	"	"	#
	B13	5	11	10-0	"	"	#
	B14	3	11	16-0	"	"	#
	B15	4	11	15-0	"	"	A
	B16	4	11	8-9	"	"	A
	B17	12	4	12-6	"	"	L
	B18	72	4	11-3	"	"	L
	B19	6	5	6-9	"	"	H
SOUTH ABUTMENT 4,900#	C 1	59	6	7-6	Shown	Footing	
	C 2	16	4	25-6	"	"	
	C 3	47	4	4-9	"	"	
	C 4	5	4	2-0	1-6	" Dowels-F.F.	
	C 5	49	4	2-0	1-0	" & Stem Dowels-F.F.	
	C 6	73	6	3-0	0-6	" " " " B.F.	A
	C 7	49	4	7-0	1-0	Stem-Vertical-F.F.	
	C 8	33	5	6-0	1-6	" Top	B
	C 9	10	4	25-0	1-6	" Horizontal-F.F.	
	C10	37	6	3-3	1-0	" Vertical-B.F.	
	C11	36	6	5-0	1-0	" " B.F.	
	C12	25	5	5-0	1-6	" " B.F.	M
	C13	6	4	19-3	1-6	" Horizontal-B.F.	
	C14	8	4	19-3	1-6	" " B.F.-Top	
	C15	10	4	2-6	Shown	Girder Seats	
	C16	26	5	10-6	1-6	Parapet Wall	B
	C17	8	4	24-3	Shown	" "	
	C18	39	5	5-0	1-0	Paving Block	B
	C19	8	4	9-0	Shown	" "	
	C20	8	5	5-0	1-0	Sidewalk Parapet	B
	C21	4	4	4-6	Shown	" "	C
	C22	8	5	13-6	1-0	" "	B
	C23	4	4	3-6	Shown	" "	
	C24	2	4	4-9	1-6	Wings-F.F.	
	C25	4	4	20-9	1-6	" F.F.	†
	C26	6	4	5-0	0-9	" Fillets	
	C27	2	4	7-0	1-6	Wing 4-Fillet	
	C28	2	4	4-9	1-6	" 4 "	
	C29	5	4	7-0	1-6	" 3 "	
	C30	1	4	5-0	1-6	" 3 "	
	C31	1	4	4-0	1-6	" 3 "	
	C32	2	4	10-6	0-9	" 3 "	
	C33	5	4	12-0	0-9	" 3 "	
	C34	2	4	6-0	0-9	" 4 "	
	C35	5	4	8-0	0-9	" 4 "	
	C36	4	4	5-6	0-9	Wings 3 & 4-Fillet	
	C37	4	4	8-3	0-9	" 3 & 4	
	C38	4	4	2-0	Shown	Wing Footings	
	C39	8	4	4-0	"	" "	A
	C40	5	4	3-9	1-6	Wing 4	A
	C41	10	4	6-3	1-6	Wings 3 & 4-B.F.	
	C42	7	4	12-3	1-6	" 3 & 4-B.F.	†
	C43	14	4	17-9	0-9	" 3 & 4-B.F.	A
	C44	3	4	12-6	1-6	Wing 4-F.F.	
	C45	3	4	12-3	1-6	" 3-F.F.	
	C46	9	4	13-9	1-6	Wings 3 & 4	†
	C47	8	4	17-9	1-6	" 3 & 4	A
	C48	36	5	5-9	Shown	Railing Parapet	B
	C49	8	5	14-3	"	" "	
	C50	8	5	3-3	"	" "	
	C51	8	5	5-6	"	" "	N

BAR BENDING DETAILS

DIMENSIONS IN BENDING DETAILS ARE OUT TO OUT.
OMIT DETAILS WHERE DIMENSIONS ARE BLANK.

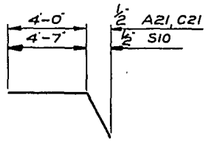


DETAIL A

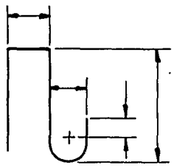


DETAIL B

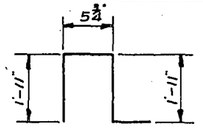
MARK	DIM. "A"	DIM. "B"
A48, C48	5 3/4"	2'-7 1/2"
A8, C8	3'-7"	1'-2 1/2"
A16	1'-4"	5'-4"
A18, C18	8"	2'-1"
A20, C20	1'-0"	2'-0"
A22	1'-4"	6'-10"
C16	1'-4"	4'-7"
C22	1'-4"	6'-1"



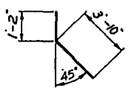
DETAIL C



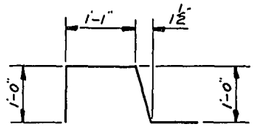
DETAIL D



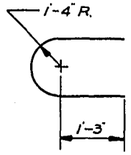
DETAIL E



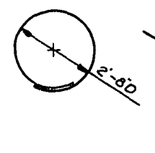
DETAIL M



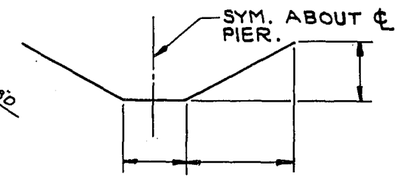
DETAIL G



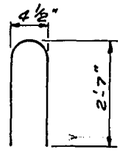
DETAIL H



DETAIL J



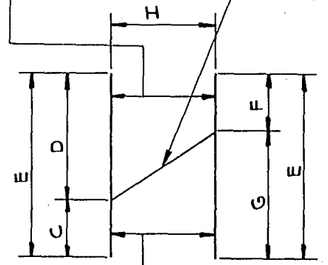
DETAIL K



DETAIL N

MARK & CUT ALL BARS ALONG THIS LINE. MAKE ALL CUTS NORMAL TO BAR AXIS.

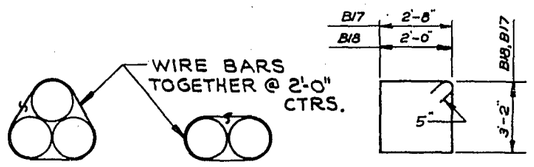
CUT, BUNDLE & MARK (MARK WITH BAR No. & SET NO.)



CUT, BUNDLE & MARK. (MARK WITH BAR NO. & SET NO.)

BENT BARS, IF USED, IN CUTTING DIAGRAM SHALL BE BENT AFTER CUTTING.

† CUTTING DIAGRAM



# # #

BUNDLING DETAIL

DETAIL L

MARK		C	D	E	F	G	H	SETS REQ'D
S5	SET1	1'-7"		33-9		32-2"	44	1 SET1
	SET2		32-2"		1'-7"			1 SET2
S7	SET3	2'-10"		35'-3"		32'-5"	44	1 SET3
	SET4		32'-5"		2'-10"			1 SET4
A25	SET5	6'-0"		20'-9"		14'-9"	4	1 SET5
	SET6		14'-9"		6'-0"			1 SET6
A42	SET7	3'-9 1/2"		12'-3"		8'-5 1/2"	7	1 SET7
	SET8		8'-5 1/2"		3'-9 1/2"			1 SET8
A46	SET9	3'-9"		13'-9"		10'-0"	9	1 SET9
	SET10		10'-0"		3'-9"			1 SET10
C25	SET11	5'-9"		20'-9"		15'-0"	4	1 SET11
	SET12		15'-0"		5'-9"			1 SET12
C42	SET13	3'-11"		12'-3"		8'-4"	7	1 SET13
	SET14		8'-4"		3'-11"			1 SET14
C46	SET15	3'-11"		13'-9"		9'-10"	9	1 SET15
	SET16		9'-10"		3'-11"			1 SET16

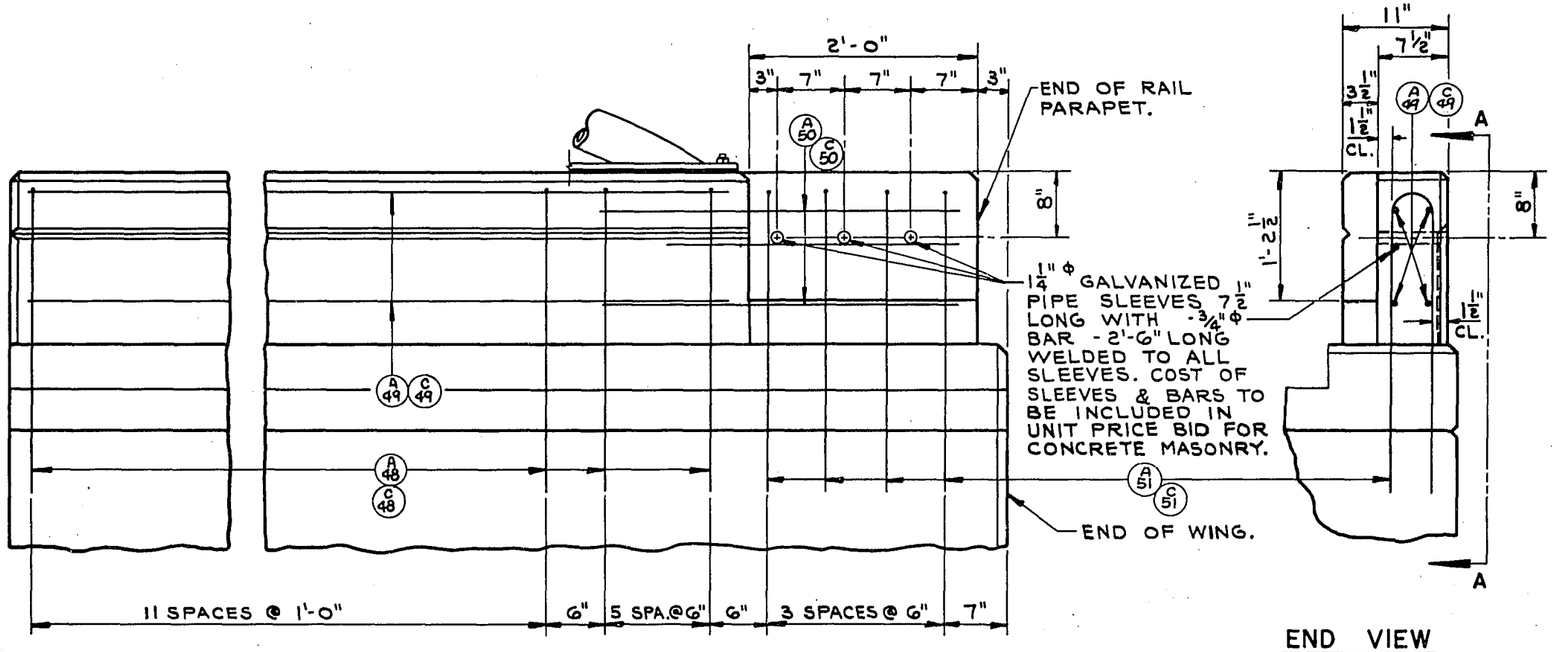
"H" IS NUMBER OF BARS BEFORE CUTTING

REVISED	STATE HIGHWAY COMMISSION OF WISCONSIN
	BILL OF BARS
	DESIGN SPEC. A.A.S.H.O. '61 — LIVE LOAD H20 — CONST. SPEC. 1963
	DATE 12-10-65 — DESIGN — — DRAWN L.B.J. — CHD. H.E.A.
	STRUCTURE B-13-223 — SHEET 13 OF 15

V 33567

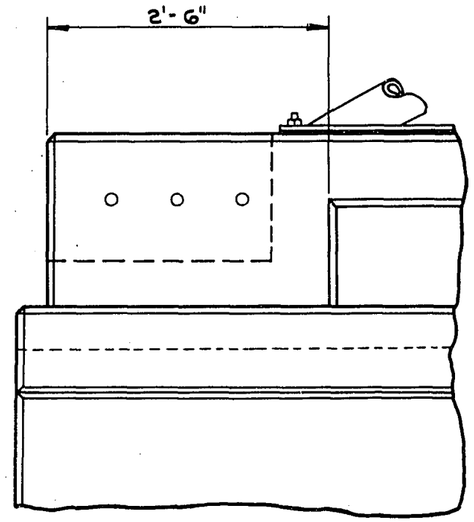
FORM E-B-12-62

G.P.R. DIVISION	PROJECT	SHEET NO.	TOTAL SHEETS
4	59-2(59)	61	171

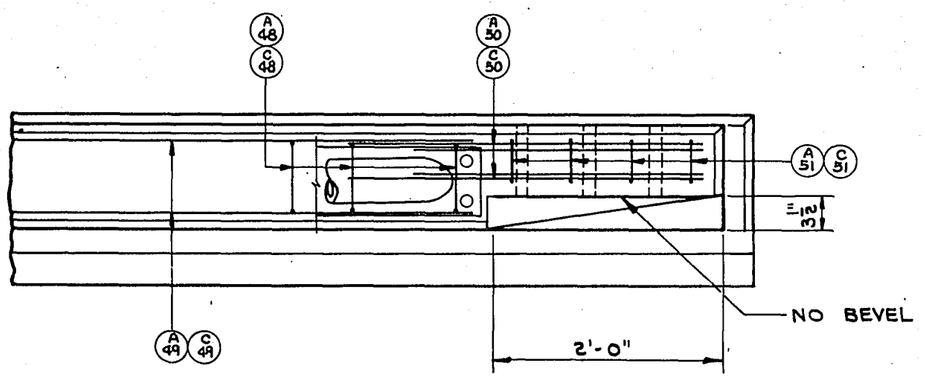


ELEVATION

END VIEW



VIEW A



PLAN

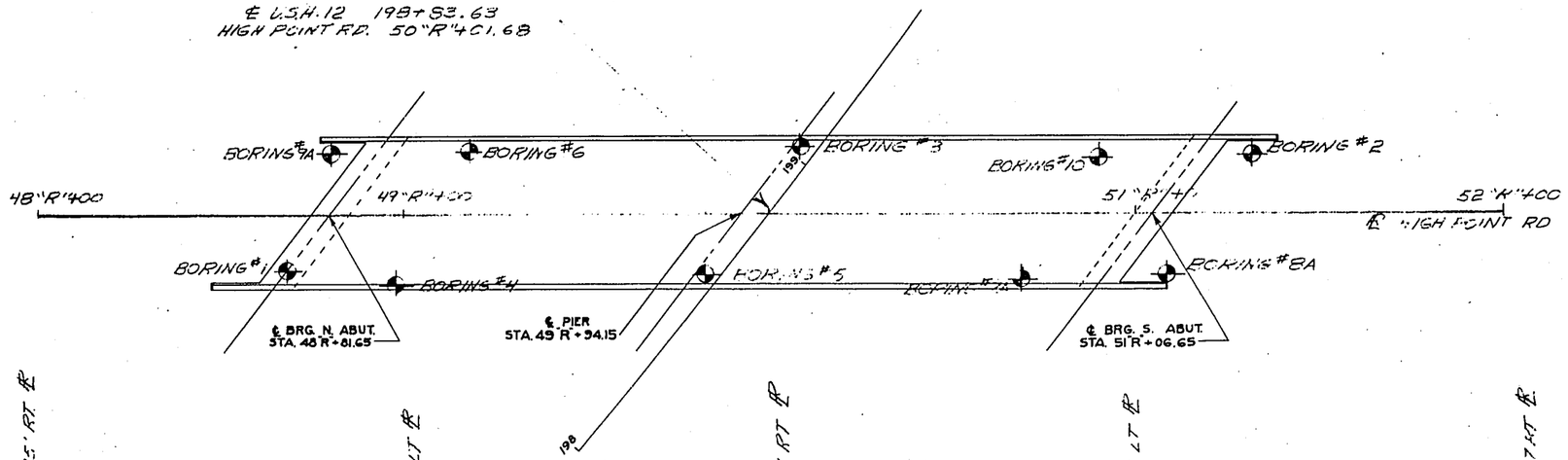
REVISED	STATE HIGHWAY COMMISSION OF WISCONSIN
	PARAPET DETAILS
	DESIGN SPEC AASHO '61 LOADING —— CONST SPEC. 1963
	DATE 12-10-63 DESIGN —— DRAWN CCF CKD R.L.A.
STRUCTURE B-13-223	SHEET 14 OF 15

X33567A

B.P.R. DIVISION	PROJECT	SHEET NO.	TOTAL SHEETS
4	609-14-01	62	177

NORTH

℄ U.S.H. 12 198+53.63
HIGH POINT RD. 50"R"401.68



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 SAID USE.

UNLESS OTHERWISE SPECIFIED THE BLOWS PER FOOT AT THE LOCATIONS INDICATED ARE BASED ON DRIVING A 2" OD x 1.4" ID SPLIT SPOON SAMPLER WITH A 140 LB. HAMMER HAVING A FREE FALL OF 30 INCHES. THE BLOW COUNT IS TAKEN IN UNDISTURBED SOIL IMMEDIATELY BELOW A CASED OR OPEN HOLE ELIMINATING SIDE FRICTION ON THE DRIVE PIPE.

STA 48"R"468 15' RT ℄

EL. 1101.9 BORING #1

12 / 85 / 35/6 / 26/6

FIRM BR SILTY SAND LITTLE GRAVEL

VERY DENSE WEATHERED LIMESTONE.

VERY DENSE WEATHERED LIMESTONE SOME SILT & CLAY

WEATHERED LIMESTONE CORED 60% RECOVERY

STA 48"R"485 17' LT ℄

EL. 1101.4 BORING #9A

AUGER BORING

BR SILTY TOPSOIL
BR SILT
BR SANDY SILT
BR SAND TR SILT & GRAVEL
BR SAND & LIMESTONE GRAVEL TR SILT
BR WEATHERED LIMESTONE
BROWN LIMESTONE

STA 48"R"498 19' RT ℄

EL. 1100.8 BORING #4

25

BROWN SANDY SILT
FIRM BR SILTY SAND & GRAVEL
WEATHERED LIMESTONE
WEATHERED LIMESTONE 100% RECOVERY

STA 49"R"416 17' LT ℄

EL. 1100.9 BORING #6

19 / 13½ / 20/6

FIRM BR SILTY SAND SOME GRAVEL
VERY DENSE WEATHERED LIMESTONE
BR WEATHERED LIMESTONE CORED 100% RECOVERY

STA. 49"R"483 17' RT ℄

EL. 1100.0 BORING #5

17

FIRM BR SILTY SAND
WEATHERED BR LIMESTONE
WEATHERED LIMESTONE CORED 100% RECOVERY

STA 50"R"405 15' LT ℄

EL. 1100.0 BORING #3

23 / 31 / 30/6

FIRM BR SILTY SAND LITTLE GRAVEL
VERY DENSE WEATHERED LIMESTONE
VERY DENSE LIMESTONE SOME SILTY CLAY
BR LIMESTONE CORE BARREL PLUG IN SILTY CLAY

STA 50"R"468 15' RT ℄

EL. 1101.4 BORING #7A

AUGER BORING

BLACK TOP ROAD
BR. SAND & GRAVEL ROAD FILL
BR SILT SOME SAND
BR SAND SOME GRAVEL TR SILT
BR SAND LITTLE GRAVEL
BR. LIMESTONE — AUGER REFUSAL

STA 50"R"485 15' LT ℄

EL. 1101.0 BORING #10

95 / 32 / 37 / 61

BLACK TOP
VERY DENSE BR SILTY SAND & GRAVEL
DENSE BR SAND LITTLE SILT & GRAVEL
DENSE BR SILTY SAND & GRAVEL
VERY DENSE WEATHERED LIMESTONE BROWN LIMESTONE

STA 51"R"408 17' RT ℄

EL. 1101.5 BORING #8A

AUGER BORINGS

BR. SILTY TOPSOIL
BR SILT LITTLE CLAY
BR SANDY SILT
BR SAND TR SILT & GRAVEL
BR SAND SOME GRAVEL TR SILT
BR SILTY SAND TR GRAVEL
BROWN SAND TR SILT
BROWN SAND SOME SILT LITTLE GRAVEL
BR SILTY SAND SOME LIMESTONE GRAVEL
WEATHERED LIMESTONE BR LIMESTONE

STA. 51"R"431 15.5' LT ℄

EL. 1101.8 BORING # 2

4 / 17 / 41 / 15 / ** 17 / 77

VERY SOFT BROWN CLAY TR SAND
FIRM TO DENSE SILTY SAND SOME GRAVEL
FIRM BROWN SILTY CLAY LITTLE SAND & GRAVEL
VERY LEV & BROWN LIMESTONE GRAVEL SOME SILTY CLAY
BROWN LIMESTONE SOME SILTY CLAY

NO GROUND WATER ABOVE ELEV 76.3 7 DAY READINGS

LEGEND OF BORING

STA.
ELEV. BORING
BLOWS PER FT USING 140# WT FALLING 30" — DESCRIPTION OF MATERIAL
NO GROUND WATER ABOVE THIS ELEV.** — MATERIAL CHANGE

REVISED	STATE HIGHWAY COMMISSION OF WISCONSIN
	SUBSURFACE EXPLORATION
	DESIGN SPEC. A.A.S.H.O. '61 | LOADING H20 | CONST. SPEC. 1963
	DATE 12-10-65 | DESIGN — | DRAWN | CKD.
STRUCTURE B-13-223	SHEET 15 OF 15

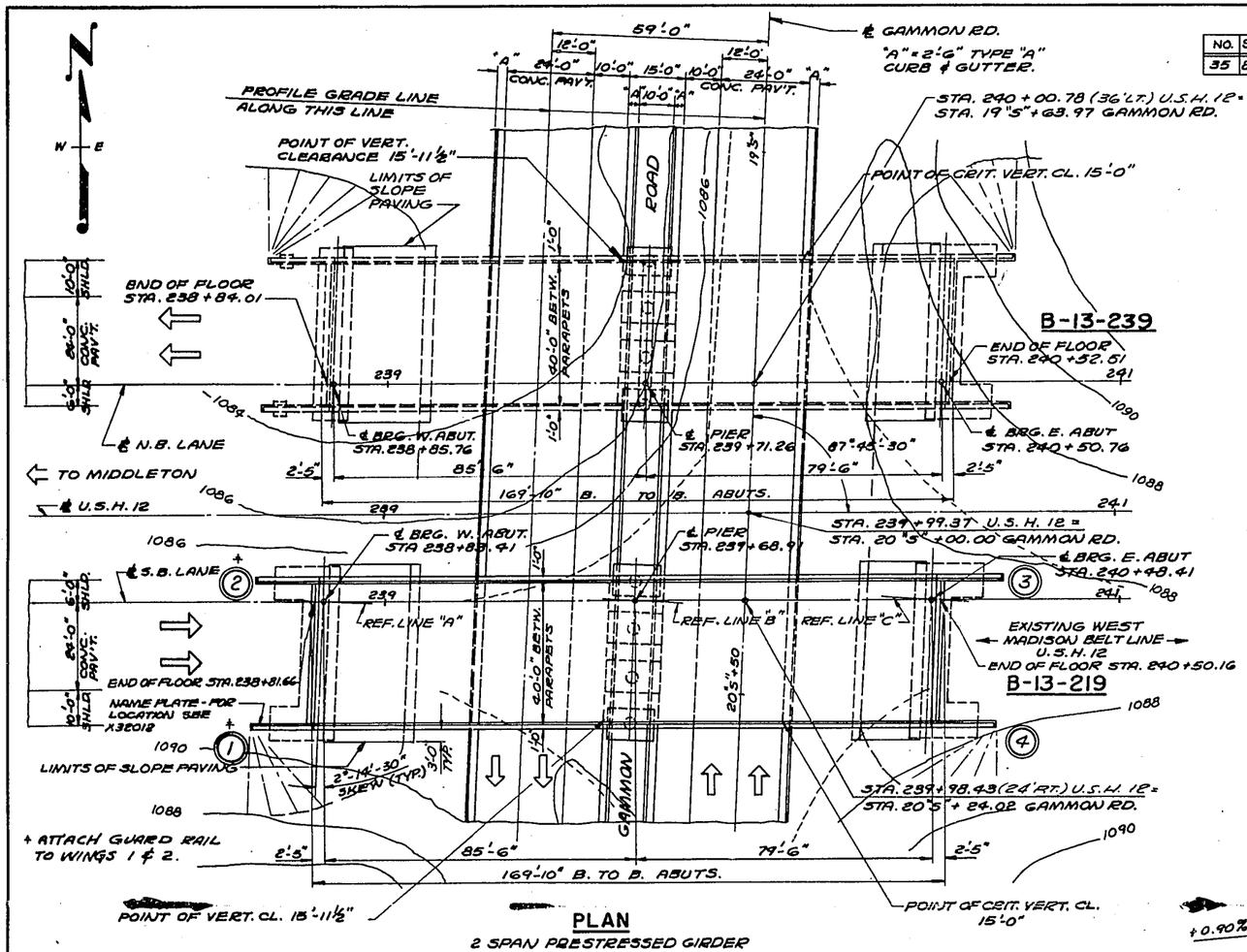
X 33568

FORM E-B-11-62

COUNTY & HIGHWAY	ROUTE & SECTION	CLASS & AGREEMENT STATE	CLASS & AGREEMENT FEDERAL	B.P.R. DIVISION	PROJECT	SHEET NO.	TOTAL SHEETS
13.1	4.2	23.34		4	F04-2(39)	63	171

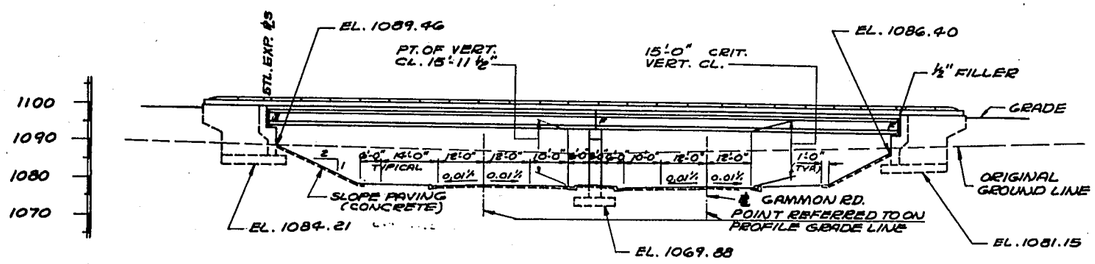
BENCH MARK

NO.	STATION	DESCRIPTION	ELEV.
35	22'5"+60.00	WIS. G.S. (MON.) 26' RT.	1087.88



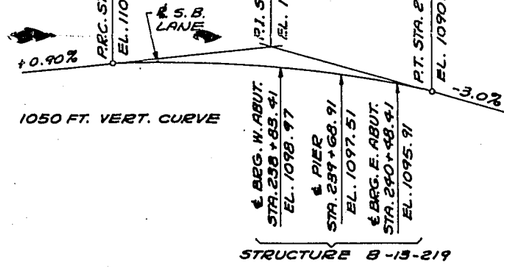
PLAN

2 SPAN PRESTRESSED GIRDER



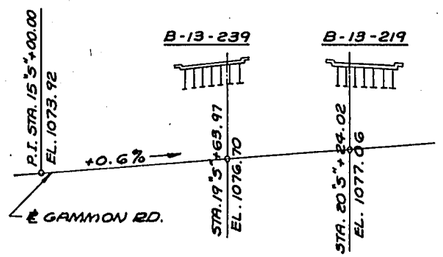
ELEVATION

B-13-219



1050 FT. VERT. CURVE

PROFILE GRADE LINE U.S.H. 12



PROFILE GRADE LINE GAMMON RD.

TOTAL ESTIMATED QUANTITIES

BID ITEMS	UNIT	SUPER.	W. ABUT.	PIER	E. ABUT.	TOTAL
EXCAVATION FOR STRUCTURES	C.Y.	——	140	120	70	330
GRANULAR BACKFILL	C.Y.	——	360	90	290	740
CONCRETE MASONRY	C.Y.	185.7	115.0	71.4	114.7	486.8
PRESTRESSED GIRDER, I TYPE 45"	L.F.	1160	——	——	——	1160
BAR STEEL REINFORCEMENT	LB.	63,190	6,210	12,080	5,730	87,210
STRUCTURAL CARBON STEEL	LB.	3230	——	——	——	3230
STRUCTURAL LOW-ALLOY STEEL	LB.	2310	——	——	——	2310
LUBRICATED BRONZE PLATES	LB.	110	——	——	——	110
BEARING PADS	S.F.	45	——	——	——	45
TUBULAR RAILING - TYPE "G"	L.F.	400	——	——	——	400
SLOPE PAVING, (CONCRETE)	S.Y.	——	135	——	100	235
NON-BID ITEMS						
ALUMINUM OR ZINC PLATE	S.F.	21	——	——	——	21
FILLER	SIZE	——	——	——	——	½"

Void

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

BEVEL ALL EXPOSED EDGES OF CONCRETE 1" UNLESS OTHERWISE SHOWN OR NOTED.

BAR STEEL REINFORCEMENT SHALL BE IMBEDDED 2" CLEAR UNLESS OTHERWISE SPECIFIED.

THE SLOPE IN FRONT OF THE ABUTMENTS SHALL BE COVERED WITH SLOPE PAVING AS SHOWN ON THIS SHEET AND ON SHEETS X32016 AND X32019.

UPPER LIMITS FOR "EXCAVATION FOR STRUCTURES" SHALL BE THE FINISHED GRADED SECTION AT THE PIER.

EXPANSION JOINT FILLER SHALL CONFORM TO A.A.S.H.O. DESIGNATION M153, TYPE I.

HOT-POURED ELASTIC TYPE JOINT SEALER SHALL CONFORM TO A.S.T.M. DESIGNATION, D1190.

DESIGN DATA

LIVE LOAD - HS 20

ALLOWABLE DESIGN STRESSES

CONCRETE MASONRY, GRADE "AA" _____ f_c = 1,400 P.S.I.
BAR STEEL REINFORCEMENT _____ f_s = 20,000 P.S.I.
STRUCTURAL LOW-ALLOY STEEL
TO AND INCLUDING ¾" THICK _____ f_s = 27,000 P.S.I.
OVER ¾" TO AND INCL. 1½" THICK _____ f_s = 25,000 P.S.I.
OVER 1½" THICK _____ f_s = 23,000 P.S.I.
STRUCTURAL CARBON STEEL _____ f_s = 20,000 P.S.I.
PRESTRESSED GIRDERS
CONCRETE MASONRY _____ f'_c = 5,000 P.S.I.
STRANDS - ½"ø WITH ULT. TENSILE STR. OF 270,000 P.S.I.

FOUNDATION DATA

ALL SUBSTRUCTURE UNITS TO BE SUPPORTED ON SPREAD FOOTINGS-MAXIMUM ALLOWABLE BEARING PRESSURE 2 TONS PER SQ. FT.

LIST OF DRAWINGS

1. GENERAL PLAN _____ X32008
2. SUPERSTRUCTURE _____ X32009
3. SUPERSTRUCTURE _____ X32010
4. PRESTRESSED GIRDER DETAILS _____ X32011
5. RAIL PARAPET DETAILS _____ X32012
6. DETAILS FOR TYPE "G" TUBULAR ALUM. & STEEL RAILING _____ X32013
7. EXPANSION JOINT _____ X32014
8. BEARING DETAILS _____ X32015
9. WEST ABUTMENT _____ X32016
10. WEST ABUTMENT _____ X32017
11. PIER _____ X32018
12. EAST ABUTMENT _____ X32019
13. EAST ABUTMENT _____ X32020
14. BILL OF BARS _____ X32021
15. SUBSURFACE EXPLORATION _____ X32022
16. SUBSURFACE EXPLORATION _____ X32023

REVISED

STATE HIGHWAY COMMISSION OF WISCONSIN

GENERAL PLAN

CO. DANE | ALSO IN TN. MIDDLETON | STA. 239+99.37
SECTION 25/26 | TOWN 7N | RANGE 8/9E
DESIGN SPEC. A.A.S.H.O. '61 | LOADING HS 20 | CONST. SPEC. 1965
DATE 7-22-65 | DESIGN J.J.Z. | DRAWN CCF | CKD. H.E.A.

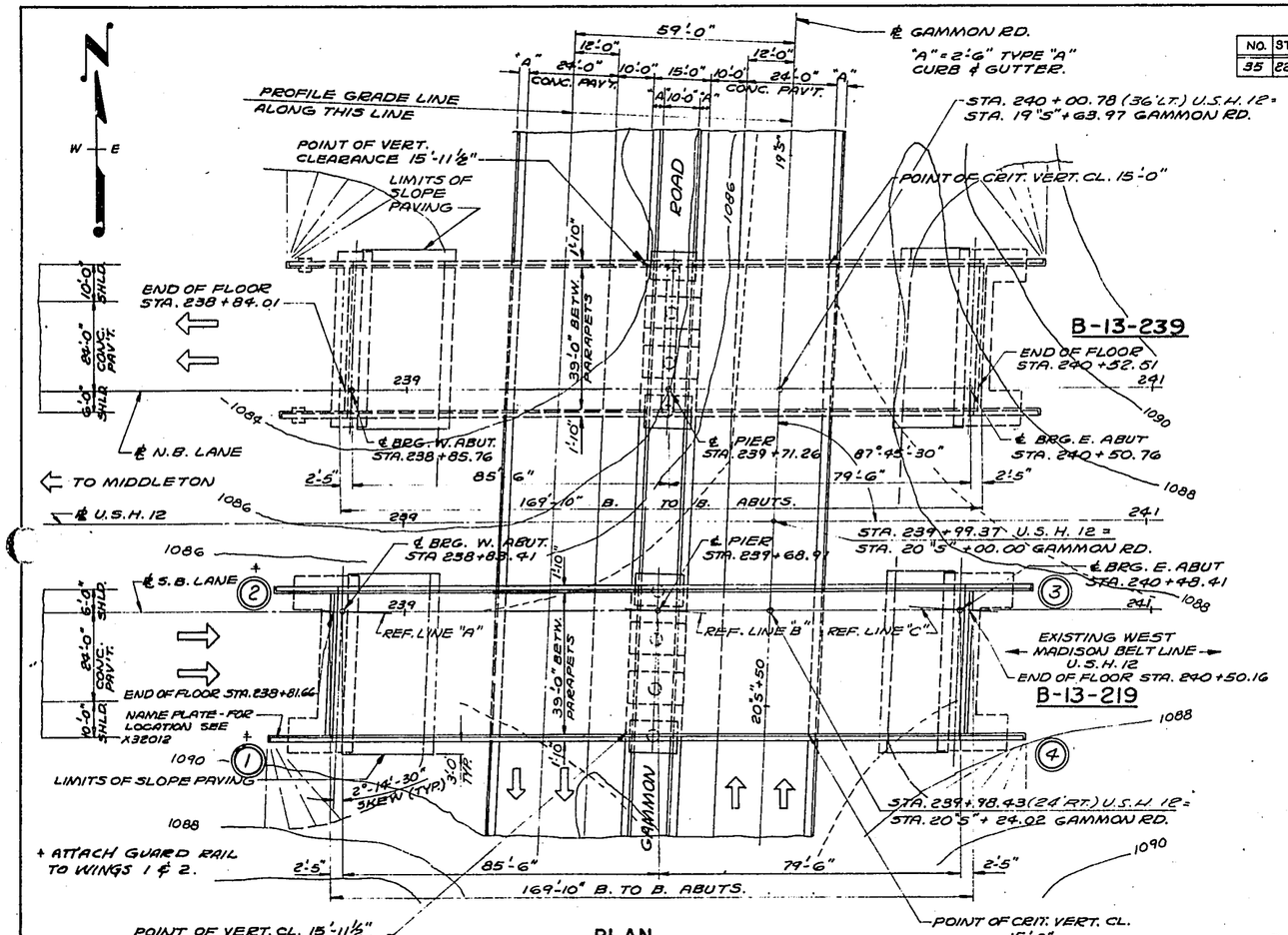
RECOMMENDED H. B. Schultz CHIEF BRIDGE ENGINEER
APPROVED: A. J. Bruemmer STATE HIGHWAY ENGINEER

STRUCTURE B-13-219 | SHEET 1 OF 16

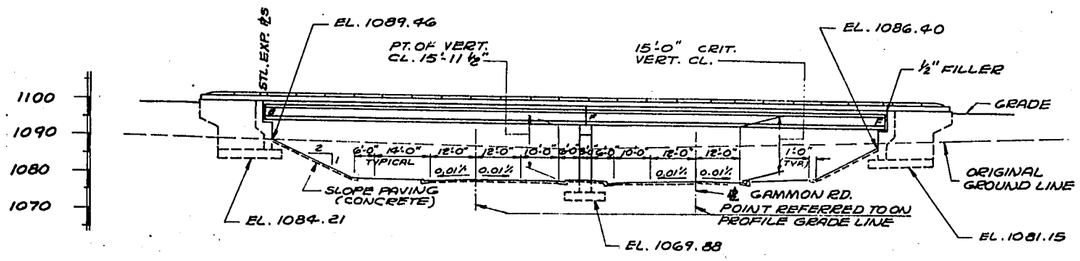
X32008

FORM E-B-11-62

COUNTY & HIGHWAY	ROUTE & SECTION	CLASS & AGREEMENT STATE	CLASS & AGREEMENT FEDERAL	B P R DIVISION	PROJECT	SHEET NO.	TOTAL SHEETS
13.1	4.2 23.34			4	F04-2(39)	63	171



PLAN
2 SPAN PRESTRESSED GIRDER



ELEVATION
B-13-219

BENCH MARK

NO.	STATION	DESCRIPTION		ELEV.
95	22'5"+60.0	W.S. G.S. (MON.)	26' RT.	1087.88

TOTAL ESTIMATED QUANTITIES

BID ITEMS	UNIT	SUPER.	W. ABUT.	PIER	E. ABUT.	TOTAL
EXCAVATION FOR STRUCTURES	C.Y.	——	140	120	70	~~330~~ 295
GRANULAR BACKFILL	C.Y.	——	360	90	290	~~740~~ 574
CONCRETE MASONRY	C.Y.	185.7	115.0	71.4	114.7	486.8
PRESTRESSED GIRDER, I TYPE 45"	L.F.	1160	——	——	——	1160
BAR STEEL REINFORCEMENT	LB.	63,600	5,750	12,080	5,730	87,160
STRUCTURAL CARBON STEEL	LB.	3230	20	——	——	~~3250~~ 3137
STRUCTURAL LOW-ALLOY STEEL	LB.	2310	——	——	——	2310
LUBRICATED BRONZE PLATES	LB.	110	——	——	——	110
BEARING PADS	S.F.	45	——	——	——	45
TUBULAR RAILING - TYPE "G"	L.F.	390	——	——	——	~~390~~ 382.7
SLOPE PAVING, (CONCRETE)	S.Y.	——	135	——	100	~~335~~ 214
NON-BID ITEMS						
ALUMINUM OR ZINC PLATE	S.F.	21	——	——	——	21
FILLER	SIZE	——	——	——	——	½"

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

BEVEL ALL EXPOSED EDGES OF CONCRETE 1" UNLESS OTHERWISE SHOWN OR NOTED.

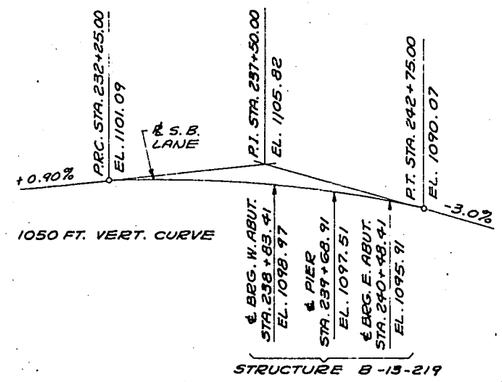
BAR STEEL REINFORCEMENT SHALL BE IMBEDDED 2" CLEAR UNLESS OTHERWISE SPECIFIED.

THE SLOPE IN FRONT OF THE ABUTMENTS SHALL BE COVERED WITH SLOPE PAVING AS SHOWN ON THIS SHEET AND ON SHEETS X32016 AND X32019.

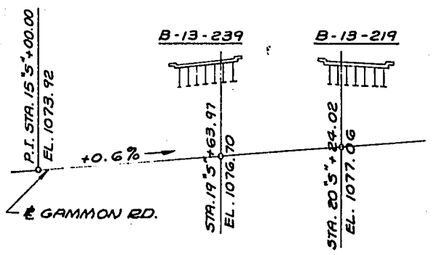
UPPER LIMITS FOR "EXCAVATION FOR STRUCTURES" SHALL BE THE FINISHED GRADED SECTION AT THE PIER.

EXPANSION JOINT FILLER SHALL CONFORM TO A.A.S.H.O. DESIGNATION M153, TYPE I.

HOT-POURED ELASTIC TYPE JOINT SEALER SHALL CONFORM TO A.S.T.M. DESIGNATION, D1190.



PROFILE GRADE LINE U.S.H. 12



PROFILE GRADE LINE GAMMON RD.

DESIGN DATA

LIVE LOAD - HS 20

ALLOWABLE DESIGN STRESSES

CONCRETE MASONRY, GRADE "AA" ____ f'_c = 1,400 P.S.I.
BAR STEEL REINFORCEMENT ____ f_s = 20,000 P.S.I.
STRUCTURAL LOW-ALLOY STEEL
TO AND INCLUDING ¾" THICK ____ f_s = 27,000 P.S.I.
OVER ¾" TO AND INCL. 1½" THICK ____ f_s = 25,000 P.S.I.
OVER 1½" THICK ____ f_s = 23,000 P.S.I.
STRUCTURAL CARBON STEEL ____ f_s = 20,000 P.S.I.
PRESTRESSED GIRDERS
CONCRETE MASONRY ____ f'_c = 5,000 P.S.I.
STRANDS - ½"ø WITH ULT. TENSILE STR. OF 270,000 P.S.I.

FOUNDATION DATA

ALL SUBSTRUCTURE UNITS TO BE SUPPORTED ON SPREAD FOOTINGS-MAXIMUM ALLOWABLE BEARING PRESSURE 2 TONS PER SQ. FT.

LIST OF DRAWINGS

1. GENERAL PLAN ____ X32008
2. SUPERSTRUCTURE ____ X32009
3. SUPERSTRUCTURE ____ X32010
4. PRESTRESSED GIRDER DETAILS ____ X32011
5. RAIL PARAPET DETAILS ____ X32012
6. DETAILS FOR TYPE 'G' TUBULAR ALUM. & STEEL RAILING ____ X32013
7. EXPANSION JOINT ____ X32014
8. BEARING DETAILS ____ X32015
9. WEST ABUTMENT ____ X32016
10. WEST ABUTMENT ____ X32017
11. PIER ____ X32018
12. EAST ABUTMENT ____ X32019
13. EAST ABUTMENT ____ X32020
14. BILL OF BARS ____ X32021
15. SUBSURFACE EXPLORATION ____ X32022
16. SUBSURFACE EXPLORATION ____ X32023

REVISED W.K. S.W. 4-29-66

STATE HIGHWAY COMMISSION OF WISCONSIN

GENERAL PLAN

CO. DANE | CITY, VILLAGE OR TN. MIDDLETON | STA. 239+99.37
SECTION 25/26 | TOWN 7N | RANGE 8/9E
DESIGN SPEC. A.A.S.H.O. '61 | LOADING HS 20 | CONST. SPEC. 1963
DATE 7-22-65 | DESIGN J.J.Z. | DRAWN CCF | CKD. H.E.A.

RECOMMENDED: H. B. Schultz, CHIEF BRIDGE ENGINEER
APPROVED: H. J. Zimmerman, STATE HIGHWAY ENGINEER

STRUCTURE B-13-219 | SHEET 1 OF 16

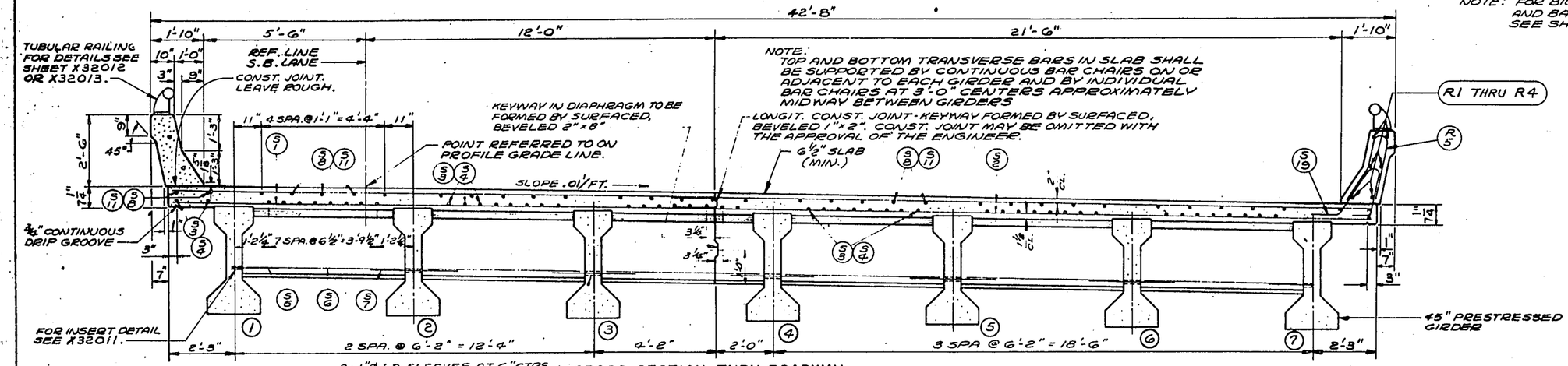
X32008

C.C.O. No. 12

FORM E-B-12-62

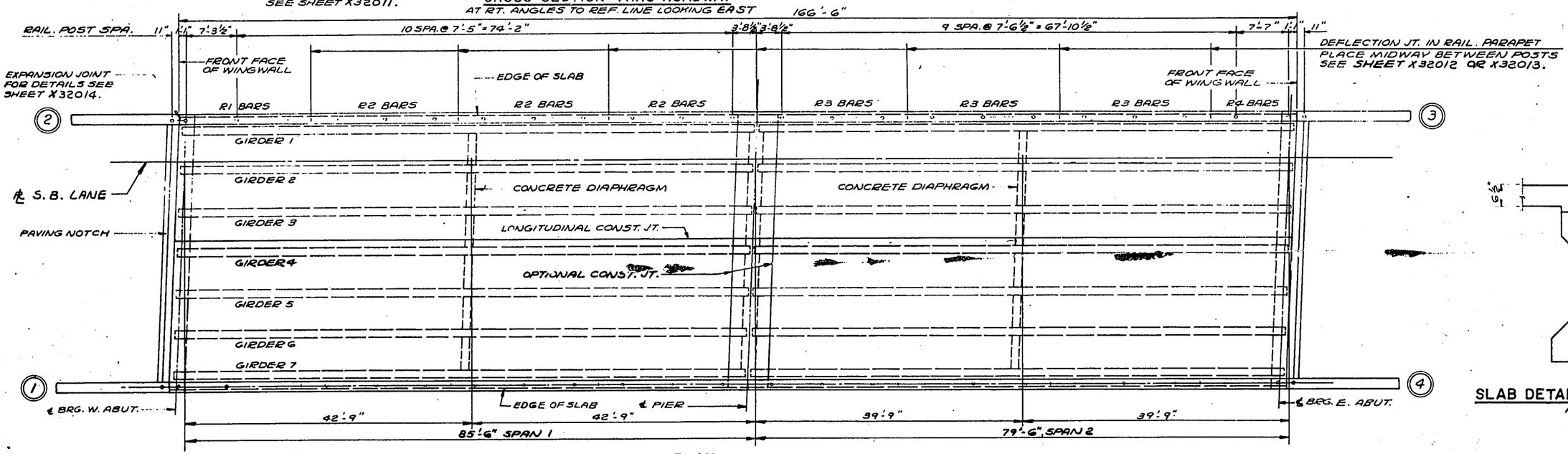
B.P.R. DIVISION	PROJECT	SHEET	TOTAL SHEETS
4	F04-2(39)64		171

NOTE: FOR BILL OF BARS AND BAR DETAILS SEE SHEET X32021.

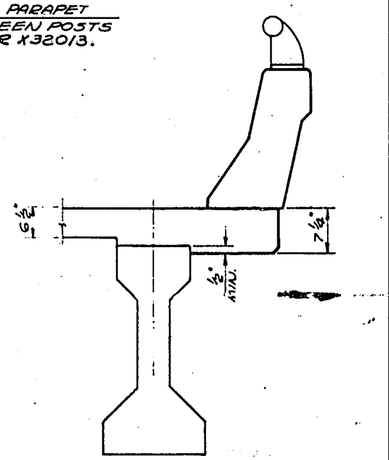


2-1"ø I.D. SLEEVES AT 6" CTRS. SEE SHEET X32011.

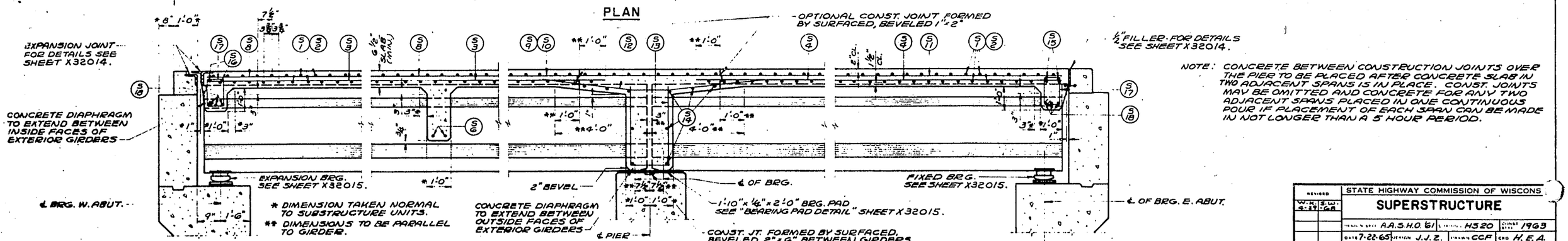
CROSS SECTION THRU ROADWAY
AT RT. ANGLES TO REF. LINE LOOKING EAST



PLAN



SLAB DETAILS AT EXT. GIRDERS
AT PIER



LONGITUDINAL SECTION

NOTE: CONCRETE BETWEEN CONSTRUCTION JOINTS OVER THE PIER TO BE PLACED AFTER CONCRETE SLAB IN TWO ADJACENT SPANS IS IN PLACE. CONST. JOINTS MAY BE OMITTED AND CONCRETE FOR ANY TWO ADJACENT SPANS PLACED IN ONE CONTINUOUS POUR IF PLACEMENT OF EACH SPAN CAN BE MADE IN NOT LONGER THAN A 5 HOUR PERIOD.

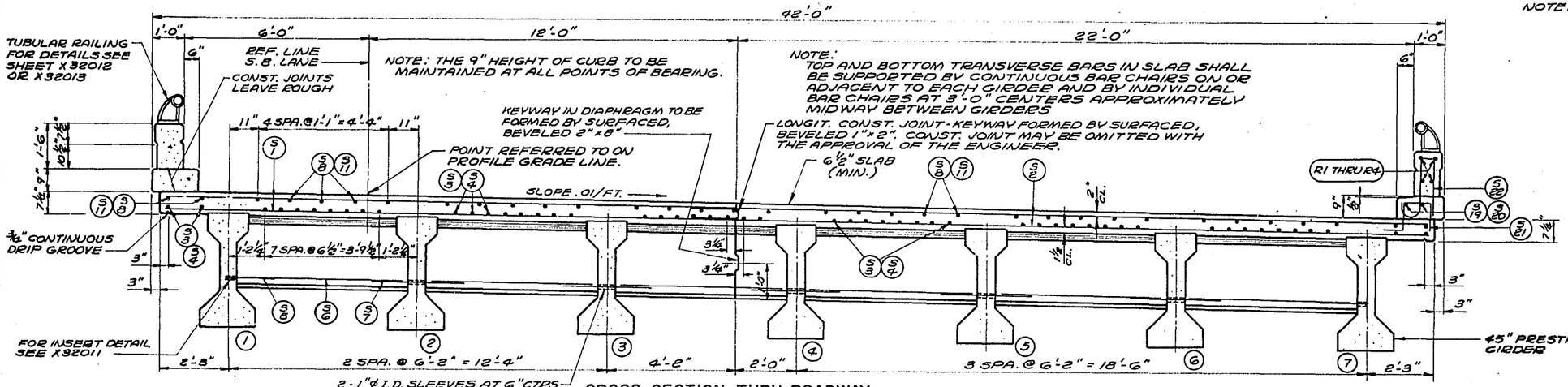
REVISED	STATE HIGHWAY COMMISSION OF WISCONSIN	
W.H. 4-29-66 S.W. GR	SUPERSTRUCTURE	
	DESIGN SPEC. A.A.S.H.O. '61 LOADING H520	CURRENT RATING 1963
	DATE 7-22-65 DESIGNED J.J.Z. DRAWN C.C.F. CHKD H.E.A.	
STRUCTURE B-13-219	SHEET 2 OF 16	

X32009

FORM E-B-12-62

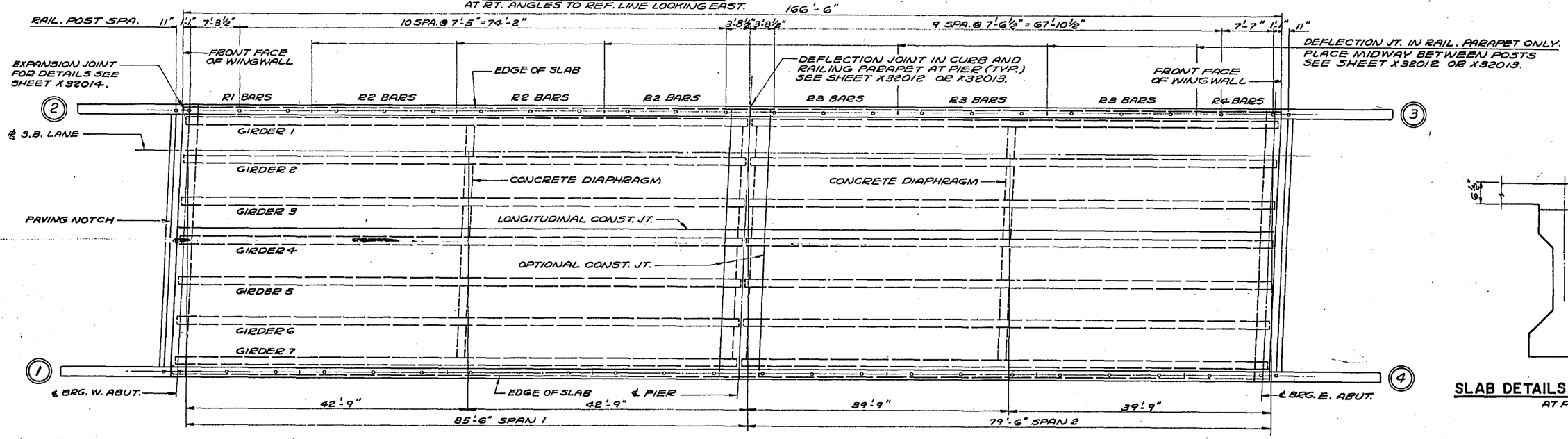
B. P. R. DIVISION	PROJECT	SHEET NO.	TOTAL SHEETS
4	F09-2(39)	64	171

NOTE: FOR BILL OF BARS AND BAR DETAILS SEE SHEET X32021.



CROSS SECTION THRU ROADWAY

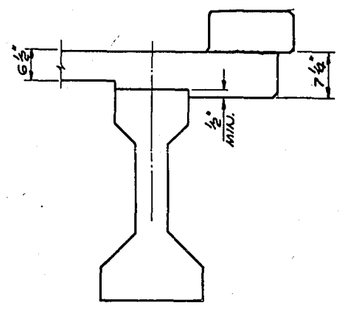
AT RT. ANGLES TO REF. LINE LOOKING EAST.



PLAN

LONGITUDINAL SECTION

NOTE: CONCRETE BETWEEN CONSTRUCTION JOINTS OVER THE PIER TO BE PLACED AFTER CONCRETE SLAB IN TWO ADJACENT SPANS IS IN PLACE. CONST. JOINTS MAY BE OMITTED AND CONCRETE FOR ANY TWO ADJACENT SPANS PLACED IN ONE CONTINUOUS POUR IF PLACEMENT OF EACH SPAN CAN BE MADE IN NOT LONGER THAN A 5 HOUR PERIOD.



SLAB DETAILS AT EXT. GIRDERS

AT PIER

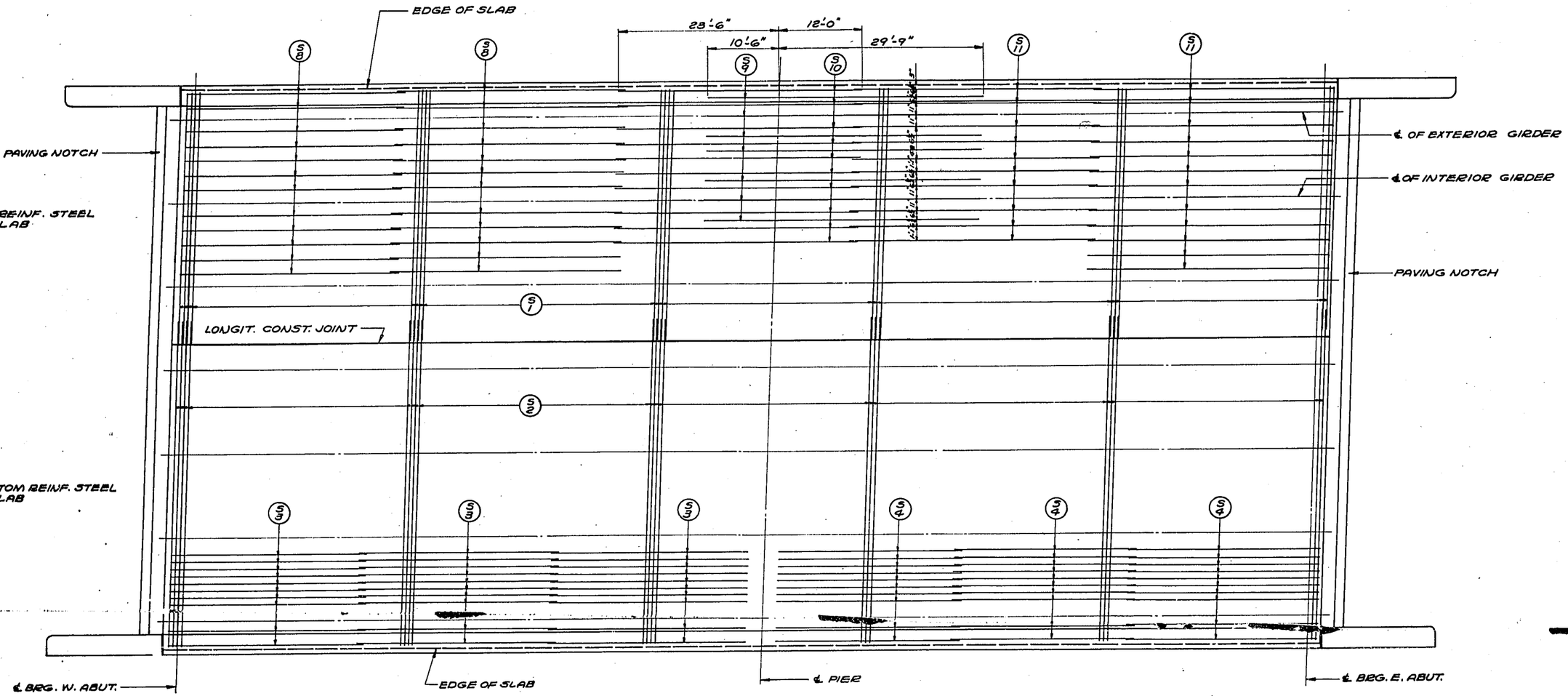
Void

REVISED	STATE HIGHWAY COMMISSION OF WISCONSIN
	SUPERSTRUCTURE
	DESIGN SPEC. A.A.S.H.O. '61 | LOADING H 520 | CONST. SPEC. 1963
	DATE 7-22-66 | DESIGN J.J.Z. | DRAWN C.C.F. | CKD. H.E.A.
STRUCTURE B-13-219	SHEET 2 OF 16

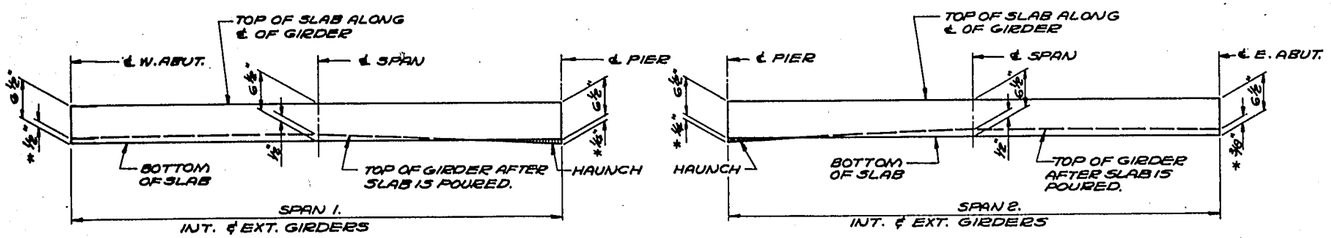
X32009

FORM E-8-12-62

B. P. R. DIVISION	PROJECT	SHEET NO.	TOTAL SHEETS
4	F04-2(39)	65	171



PLAN SHOWING TOP & BOTTOM REINF. STEEL IN SLAB



SLAB FORMING DIAGRAMS

NOTE: TO COMPENSATE FOR VARIATIONS IN PRE-STRESS CAMBER AND OTHER MINOR CONSTRUCTION DISCREPANCIES, THE IMBEDMENT SHOWN AT THE ℄ MAY BE INCREASED TO A MAXIMUM OF 1½" AND THE SLAB HELD TO PLAN THICKNESS.

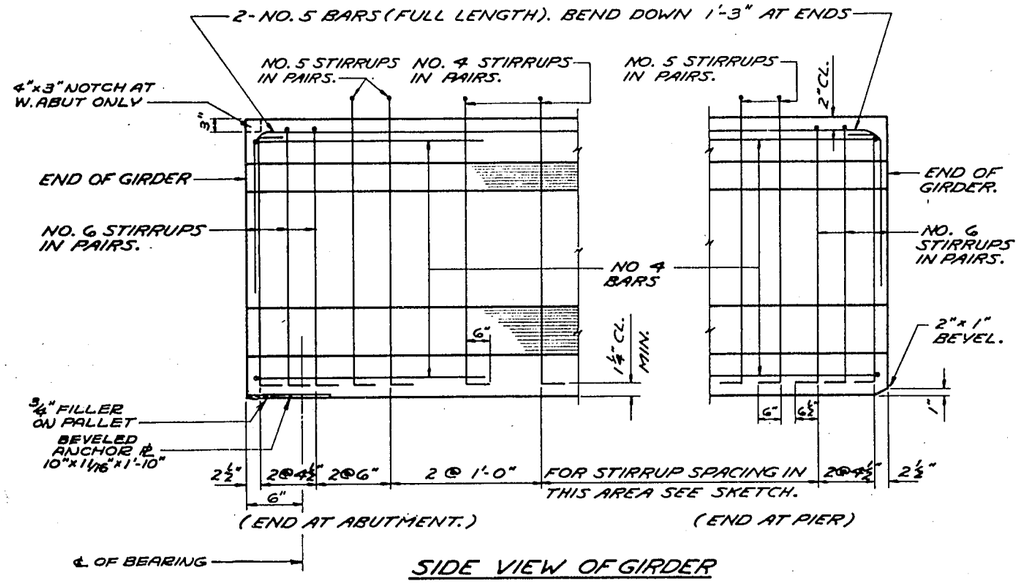
* IF VARIATIONS IN PRESTRESS CAMBER AND OTHER CONSTRUCTION DISCREPANCIES ARE OF SUCH A MAGNITUDE SO THAT THE MAXIMUM ALLOWABLE IMBEDMENT AS NOTED ABOVE WILL BE EXCEEDED THESE DIMENSIONS WILL BE REVISED. THE 1½" IMBEDMENT AND THE PLAN SLAB THICKNESS WILL BE HELD WHILE THE GRADE LINE WILL BE REVISED.

REVISED	STATE HIGHWAY COMMISSION OF WISCONSIN			
	SUPERSTRUCTURE			
	DESIGN SPEC. A.A.S.H.O. '61	LOADING H S 20	CONST. SPEC. 1963	
	DATE 7-22-65	DESIGN J.J.Z.	DRAWN CCF	CKD. H.E.A.
STRUCTURE B-13-219		SHEET 3 OF 16		

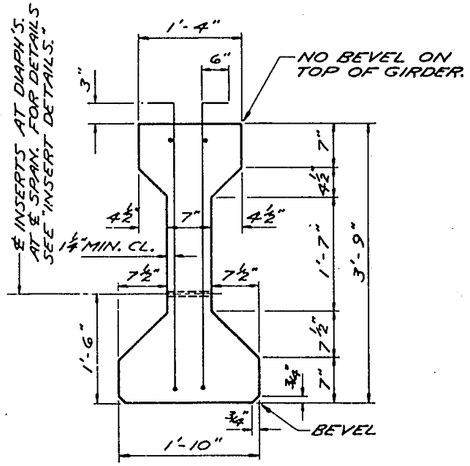
X 32010

FORM E-B-12-62

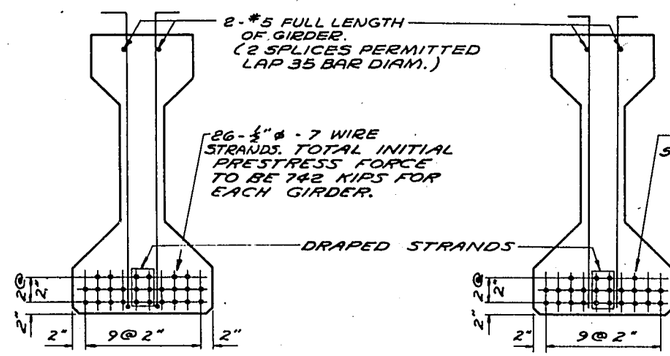
B P R DIVISION	PROJECT	SHEET NO.	TOTAL SHEETS
4	FOA-2(39)	66	171



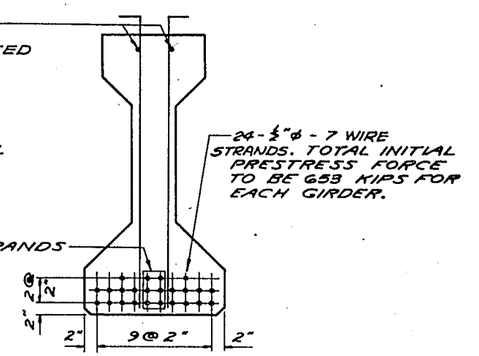
SIDE VIEW OF GIRDER



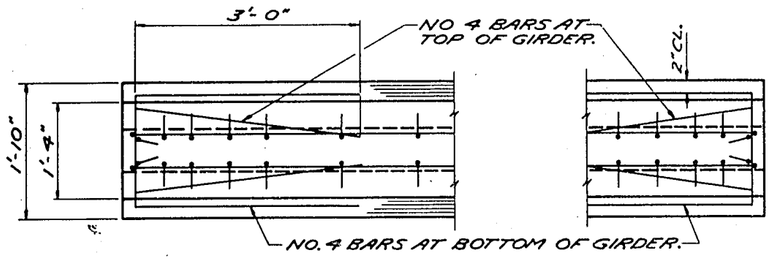
SECTION THRU GIRDER



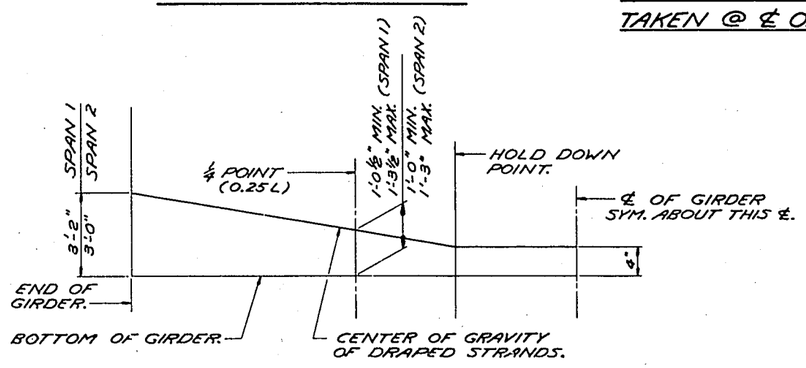
SECTION THRU GIRDER TAKEN @ ℄ OF SPAN 1



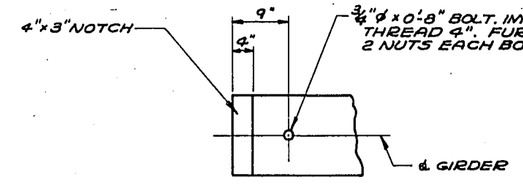
SECTION THRU GIRDER TAKEN @ ℄ OF SPAN 2



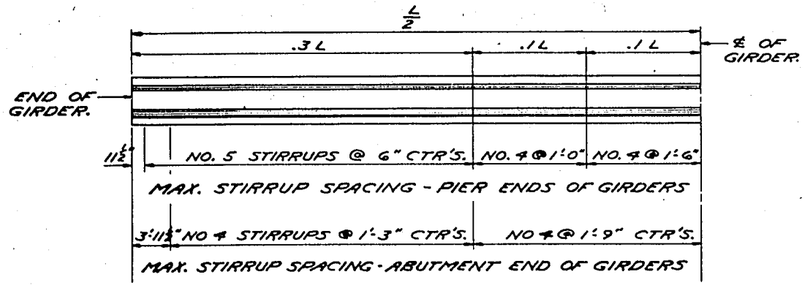
TOP VIEW OF GIRDER



DRAPED STRAND PROFILE



EXPANSION PLATE ANCHOR BOLT LAYOUT
AT W. ABUT. ONLY



SKETCH SHOWING MAXIMUM STIRRUP SPACING

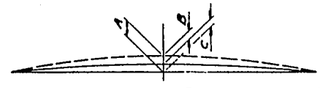
ALL STIRRUPS TO BE IN PAIRS AS SHOWN ABOVE.
THE LOCATION OF STIRRUPS SHALL BE SUBMITTED FOR APPROVAL ON THE SHOP DRAWINGS.
THE OVERALL LENGTH OF GIRDERS "L" IS 85'-10 1/2" FOR GIRDERS IN SPAN 1 AND 79'-10 1/2" FOR GIRDERS IN SPAN 2.

MINIMUM CYLINDER STRENGTH OF CONCRETE AT TIME OF TRANSFER OF PRE-STRESS FORCE f'_{ci} (psi).

GIRDER TYPE	SPAN 1	SPAN 2
DRAPED PATTERN	4000	4000

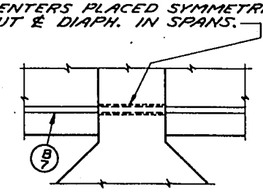
DEFLECTION DATA

CAMBER	SPAN 1	SPAN 2
* A - PRE-STRESS CAMBER	1 3/4"	1 3/8"
* B - DEAD LOAD DEFLECTION	1/8"	5/8"
* C - RESIDUAL CAMBER	1/8"	3/4"

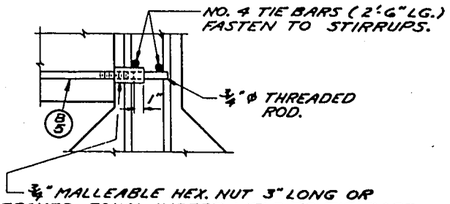


* PRE-STRESS CAMBER AND DEAD LOAD DEFLECTION DATA SHOWN ARE THEORETICAL AND MAY VARY WITH CONCRETE STRENGTH, VARIABLE PRESTRESSING CONDITIONS AND PRE-STRESS LOSSES.

2-1" I.D. SLEEVE INSERTS AT 6" CENTERS PLACED SYMMETRICAL ABOUT ℄ DIAPH. IN SPANS.



INTERIOR GIRDERS



2-INSERTS AT 6" CTR'S PLACED SYMMETRICAL ABOUT ℄ DIAPHRAGMS IN SPANS.

EXTERIOR GIRDERS
INSERT DETAILS

GENERAL NOTES

TOP OF GIRDERS TO BE ROUGH FLOATED AND BROOMED TRANSVERSELY FOR BONDING TO SLAB.

THE GIRDER MANUFACTURER SHALL PROVIDE A SUITABLE LIFTING DEVICE FOR HANDLING AND ERECTING THE GIRDERS. THE DETAILS OF THE LIFTING DEVICE USED SHALL BE SUBMITTED FOR APPROVAL.

ALL GIRDERS SHALL BE CAST FULL LENGTH AS SHOWN.

WIRES SHALL BE FLUSH WITH END OF GIRDERS.

PRESTRESSING WIRES SHALL HAVE AN ULT. STRENGTH OF 270,000 psi.

AT THE ABUTMENTS THE WIRES AT THE END OF GIRDERS SHALL BE PAINTED WITH NON-STAINING GRAY TWO-COMPONENT POLYSULFIDE LIQUID POLYMER (GUN GRADE) WITH SURFACE PRIMER, MEETING APPROVAL OF THE ENGINEER.

REVISED	STATE HIGHWAY COMMISSION OF WISCONSIN
	PRESTRESSED GIRDER DETAILS
	DESIGN SPEC A.A.S.H.O.G. LOADING M 30 CONST. SPEC 1963
	DATE 7-22-63 DESIGN ST'D. DRAWN CCF CKD H.E.A.
STRUCTURE B-13-219	SHEET 4 OF 16

X 32011

FORM E-B-12-62

U.P.R. DIVISION | PROJECT | SHEET NO. | TOTAL SHEETS

4 | FAP-2(39) | 67 171

END OF RAIL. | 1"Φ HOLES IN STEEL RAILING ONLY. | 1/8" PLATE | SEE NOTE "A" BELOW.

8'-3½" | 7'-0" | 2'-0" | 11" | 11" | 2"

DETAIL AT TOP OF CURB & PARAPET

1"Φ HOLES IN STEEL RAILING ONLY.

2'-0" | 7'-0" | 6'-5" | 11" | 11" | 2"

NAME PLATE. FOR LOCATION SEE SHEET NO. 1

END OF RAIL. | ℄ OF ANCHOR BOLT. | END OF PARAPET. | END OF WING. | A | NO BEVEL

1½" | 3¼" | 9" | 8" | 3" | 2'-0" | 3" 7" 7" 7" 3"

C 33 | C 32 | A 39 | A 38 | A 32

C | C

END OF WING. | END OF PARAPET. | NAME PLATE. FOR LOCATION SEE SH. NO. 1 | 1/8" CLOSURE PLATE IN ENDS OF RAIL AT ABUTMENTS. WELD & GRIND SMOOTH. | ½" FILLER.

11 SPA. @ 1'-0" = 11'-0" | 6" | 5 SPA. @ 6" = 2'-6" | 6" | 3 @ 6" = 1'-6" | 4"

1¼"Φ GALVANIZED PIPE SLEEVES × 7½" LONG WELD 1 - ¾"Φ × 2'-6" LONG BAR TO SLEEVES.

AT EAST ABUTMENT | AT PIER | AT WEST ABUTMENT

ELEVATION OF RAIL PARAPET

VIEW A

Void

2'-6"

VIEW SHOWING OUTSIDE FACE OF RAIL PARAPET

TYPICAL ALL WINGS

D | B | D | A 32 | A 33 | A 39 | A 38

ROUND TO A 6" R. CURB DEPTH ONLY | D | ½" FILLER | B | D | FROM TOP OF CURB TO GUTTER LINE. | 2'-3" | ROUND TO A 6" R. CURB DEPTH ONLY | FROM GUTTER LINE DOWN

FROM GUTTER LINE DOWN

PLAN OF RAIL PARAPET

NOTES

WHEN PARAPETS AND CURBS ARE POURED CONTINUOUSLY FROM END TO END THEY SHALL BE SEPARATED AT THE DEFLECTION JOINTS BY A PIECE OF 1/8" 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.

COST OF 1¼"Φ GALVANIZED PIPE SLEEVES AND ¾"Φ BAR TO BE INCLUDED IN UNIT PRICE BID FOR CONCRETE MASONRY.

WORK THIS SHEET WITH SHEET TITLED "DETAILS FOR TYPE "G" 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.

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.

R1 THRU R4 | S 22 | S 19, S 20 | S 21

1" | 11" | 2" | 7" | 2" | 9" | 2'-3" | 1'-9" | 1½" | 7½" | 10½" | 1" | 10" | 6" | 2" | 2⅛" CL. | 3" | 3"

SLOTTED SHIMS WHERE REQUIRED. | RUSTICATION - ¾" GROOVE. | OPTIONAL CONST. JOINT. | 1" R. | CONST. JOINT TO BE LEFT ROUGH. | ¾" CONTINUOUS DRIP GROOVE.

SECTION THRU PARAPET & CURB ON BRIDGE

A 33 | C 33 | A 32 | C 32

11" | 1'-9" | 1½" | 7½" | 10½" | 2" | 2⅛" CL.

RUSTICATION ¾" GROOVE. | SLOPE TOP & FACE OF WING TO MATCH CURB ON SUPERSTRUCTURE.

SECTION D

DETAILS OF DEFLECTION JOINTS IN PARAPET ONLY - SIMILAR TO THAT SHOWN IN THIS AREA.

EDGE TOP OF PARAPET. | SEE NOTE "A" | EDGE TOP OF CURB. | PARAPET | CURB | 1/8" ALUMINUM OR ZINC PLATE. | 1" | ½" | 2" | "V" GROOVE

SECTION B

SHOWING DEFLECTION JOINT IN CURB AND PARAPET AT PIERS.

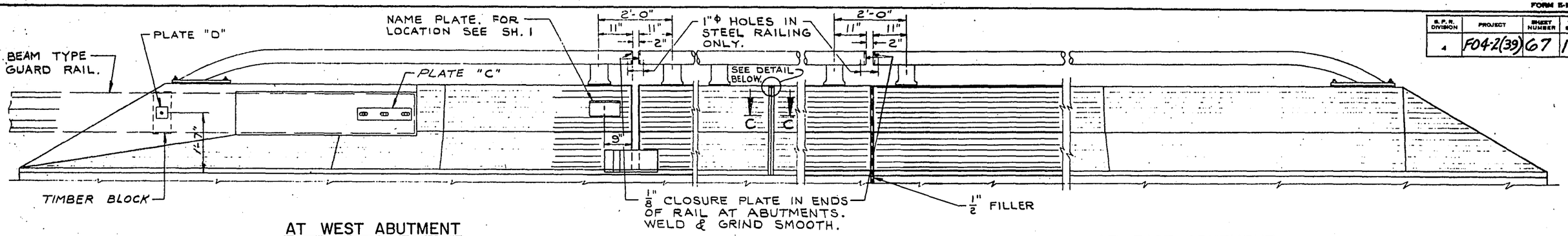
SECTION C

REVISED:	STATE HIGHWAY COMMISSION OF WISCONSIN	
	RAIL PARAPET DETAILS	
	DESIGNED AASHO '61	DRAWN 1963
	DATE 7-22-66	CHECKED J.C.J.
STRUCTURE B-13-219	SHEET 5 OF 16	

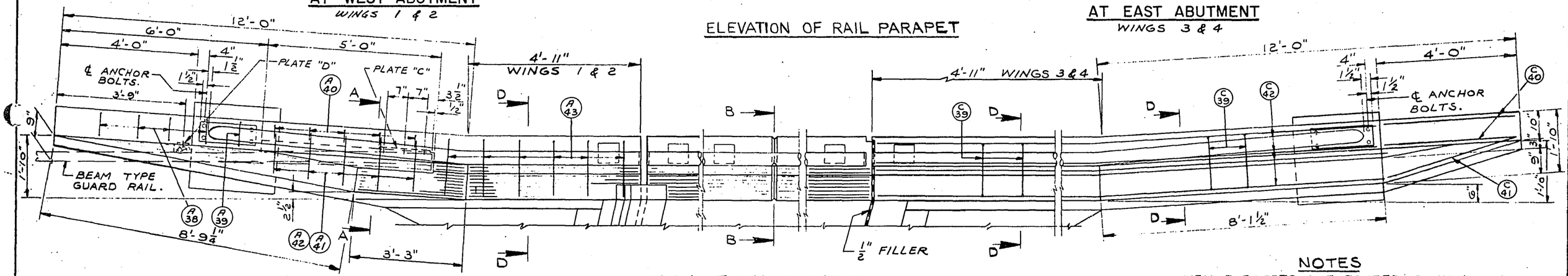
X32012

FORM S-B-12-62

S. P. R. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	F04-2(39)	67	171

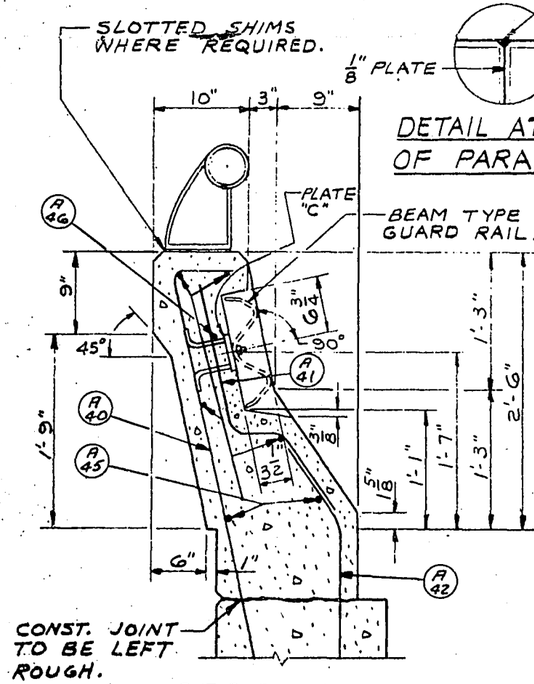


ELEVATION OF RAIL PARAPET

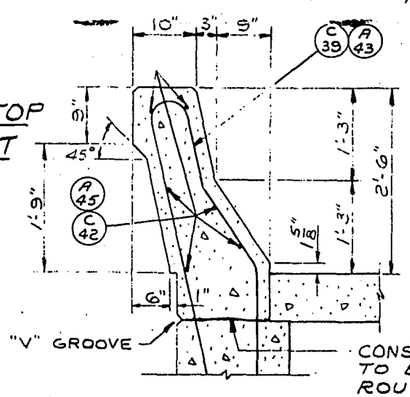


PLAN OF RAIL PARAPET

NOTE: FOR BAR STEEL REINFORCEMENT IN RAIL PARAPET ON BRIDGE SEE X 32009.



SECTION A



SECTION D

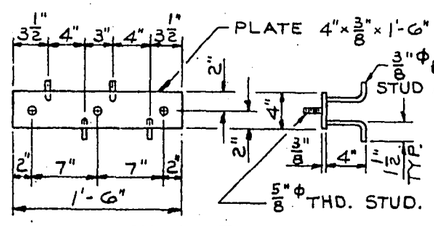
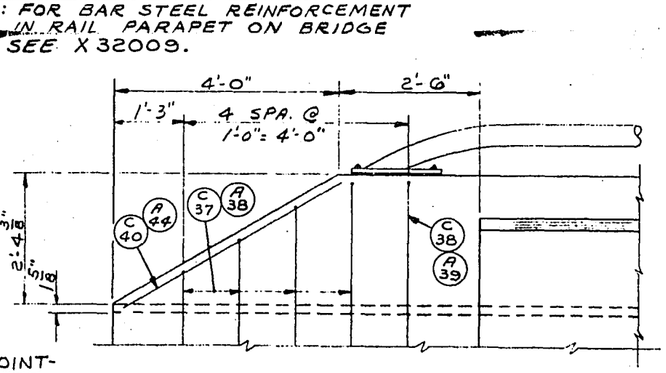


PLATE C



VIEW SHOWING OUTSIDE FACE OF PARAPET
(TYPICAL ALL WINGS)

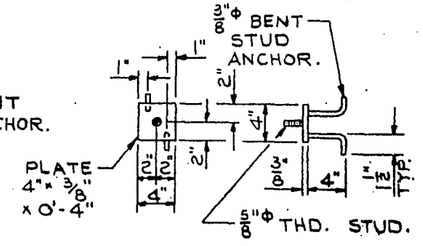
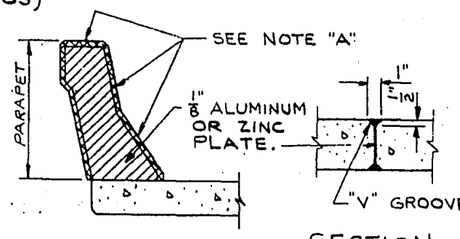


PLATE D



SECTION B

SECTION C

NOTES

WHEN PARAPETS ARE POURED CONTINUOUSLY FROM END TO END THEY SHALL BE SEPARATED AT THE DEFLECTION JOINTS BY A PIECE OF 1/8" ~~ZINC~~ OR ALUMINUM PLATE CUT AS SHOWN IN SECTION "B" BY SHADED AREA. IF CONSTRUCTION JOINTS IN PARAPETS ARE USED AT THE DEFLECTION JOINTS ONE SIDE OF THE JOINT SHALL BE COATED WITH BITUMINUOUS PAINT AND PLATE SEPARATORS MAY BE OMITTED.

ENTIRE ASSEMBLIES OF PLATES "C" & "D" SHALL BE GALVANIZED. COST OF PLATES "C" & "D" SHALL BE INCLUDED IN UNIT PRICE BID FOR STRUCTURAL CARBON STEEL.

WORK THIS SHEET WITH SHEET TITLED "DETAILS FOR TYPE "G" 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.

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.

REVISED	STATE HIGHWAY COMMISSION OF WISCONSIN	
W.K. S.W. 4-27-66 C.A.	RAIL PARAPET DETAILS	
DESIGN SPEC. AASHO 1961	LOADING ——	SPECIFICATIONS 1968
DATE 7-22-65	DESIGN ——	DRAWN W.K. CHKD. SW
STRUCTURE B-13-219	SHEET 5 OF 16	

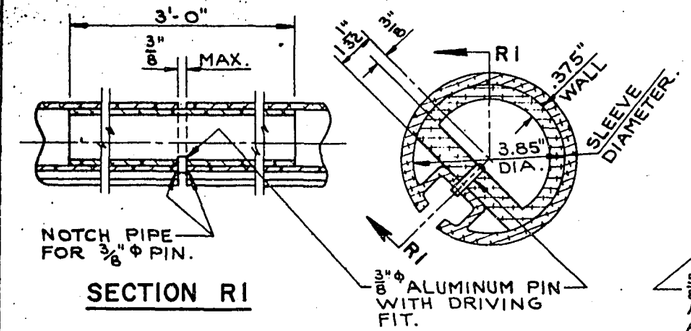
X 32012

C.C.O. No. 12

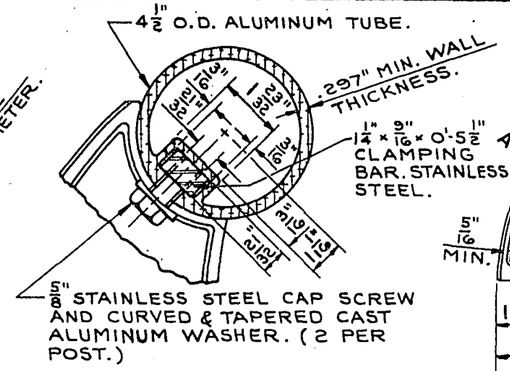
FORM E-8-13 6-62

S.R.R. DIVISION	PROJECT	SHEET NO	TOTAL SHEETS
4	F09-2(39)	68	171

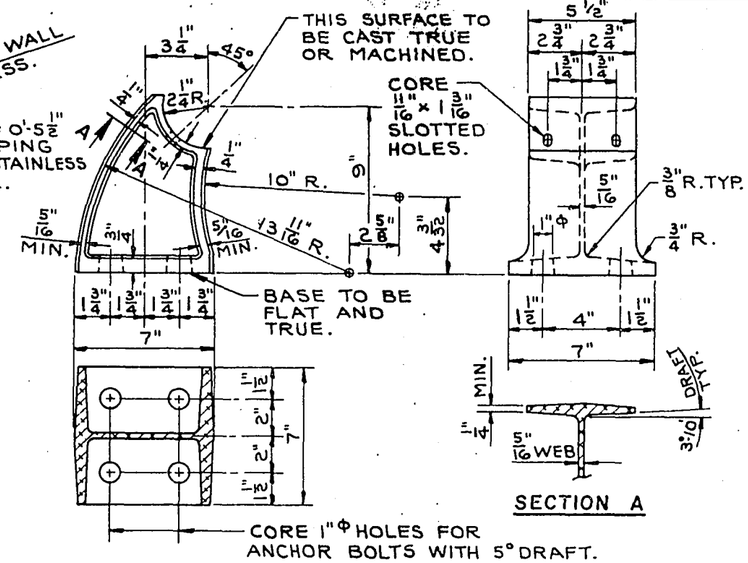
ALUMINUM RAILING DETAILS



RAIL SPLICE DETAIL



DETAIL OF RAIL ATTACHMENT TO POST



ALUMINUM POST CASTING

NOTES

RAILING SPLICES SHALL BE LOCATED SUCH THAT ℄ OF SPLICE IS 1/16 PANEL LENGTH ±4" OFF NEAREST POST.

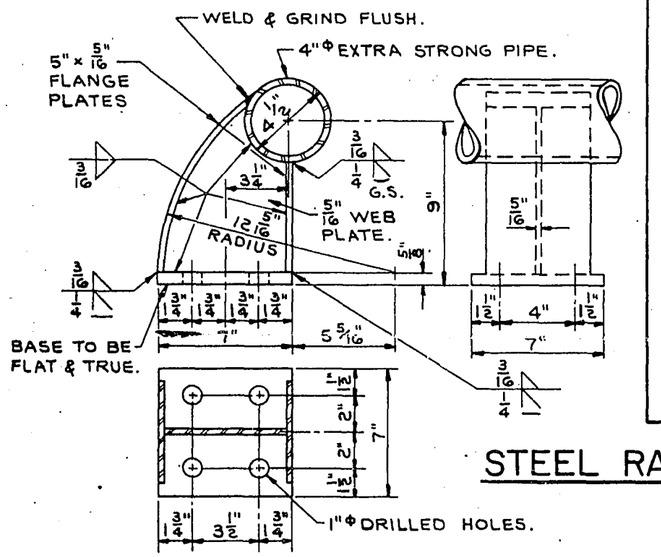
ALUMINUM SHIMS SHALL BE USED UNDER POSTS AND END PLATES WHERE REQUIRED FOR ALIGNMENT.

RAILING SHALL BE FABRICATED IN TWO AND THREE PANEL LENGTHS.

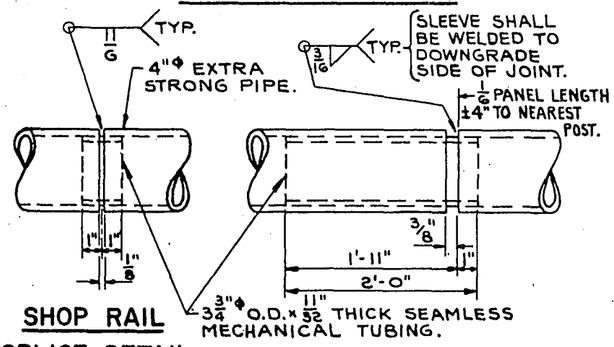
ANCHOR BOLTS, NUTS & WASHERS TO BE STAINLESS STEEL.

WALL THICKNESS OF TUBING SHOWN ABOVE SHALL BE MINIMUM NOMINAL AVERAGE WALL THICKNESS.

STEEL RAILING DETAILS



STEEL POST DETAILS



SHOP RAIL SPLICE DETAIL

THE LOCATION OF THE SHOP SPLICE SHALL BE SHOWN ON THE SHOP DRAWINGS.

FIELD ERECTION JOINT DETAIL

NOTES

RAILING SHALL BE FABRICATED IN 2 & 3 PANEL LENGTHS.

STEEL SHIMS SHALL BE USED UNDER POSTS AND UNDER END PLATES WHERE REQUIRED FOR ALIGNMENT.

THE FOLLOWING MATERIALS SHALL BE USED:

RAILING SHALL BE 4" Φ EXTRA STRONG PIPE CONFORMING TO ASTM DESIGNATION A53, GRADE B.

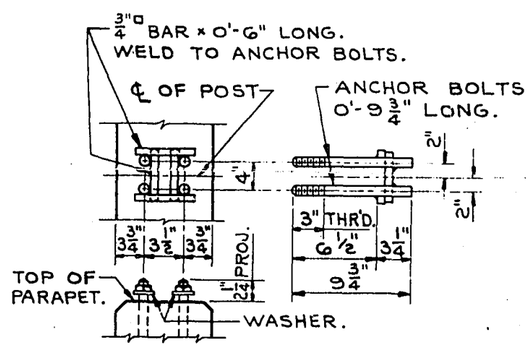
SLEEVES SHALL BE 3 3/4" Φ O.D. x 11/32" THICK SEAMLESS MECHANICAL TUBING MADE OF STEEL WITH A MINIMUM ULTIMATE TENSILE STRENGTH OF 60,000 P.S.I. AND A MINIMUM ELONGATION OF 10%.

POSTS SHALL BE FABRICATED FROM MATERIAL CONFORMING TO ASTM DESIGNATION A36.

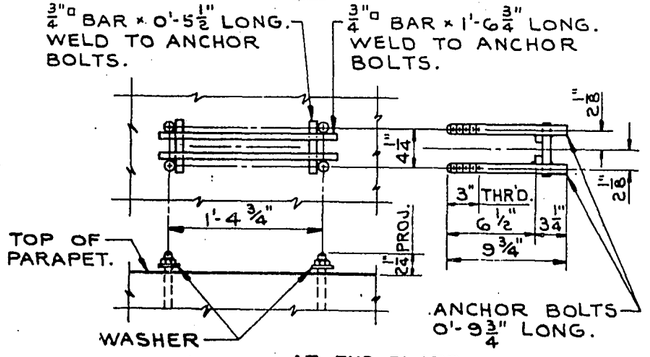
ANCHOR BOLTS TO BE MADE FROM MATERIAL CONFORMING TO ASTM A307.

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.



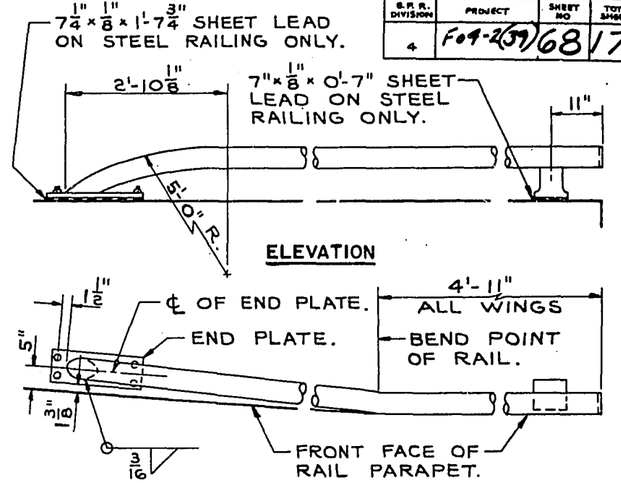
AT POSTS



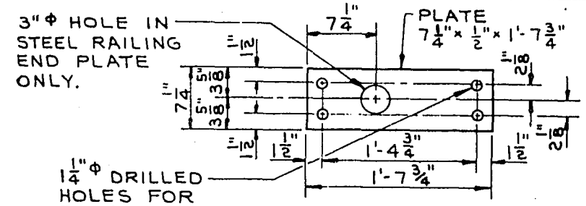
AT END PLATE

ANCHOR BOLT SETTING DETAILS

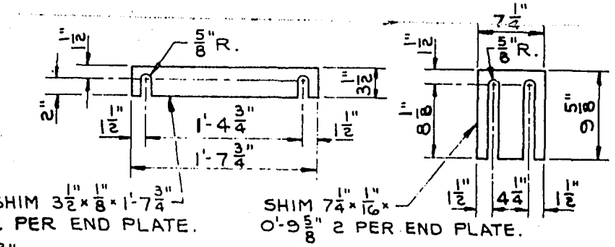
THE SHANK AND ROOT OF THREAD DIAMETER FOR ANCHOR BOLTS SHALL BE A MINIMUM OF 0.62 INCHES.



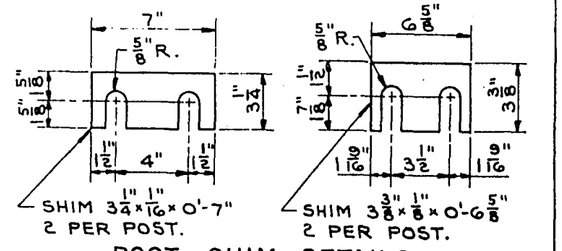
DETAIL OF RAIL BEND AT ABUTMENTS



END PLATE



END PLATE SHIM DETAILS



POST SHIM DETAILS

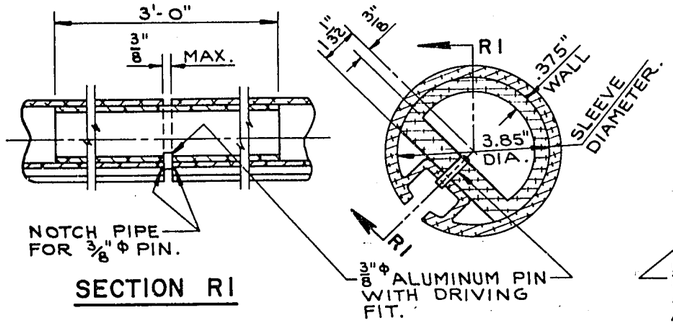
WORK THIS SHEET WITH SHEET TITLED "RAIL PARAPET DETAILS"

REVISED	STATE HIGHWAY COMMISSION OF WISCONSIN
	DETAILS FOR TYPE "G" TUBULAR ALUMINUM & STEEL RAILING
	AASHO '61 — 1963
	7-22-65 — A.L.J.
STRUCTURE	B-13-219 — SHEET 6 OF 16

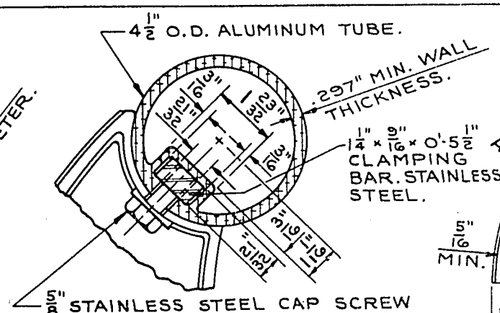
X32013

F04-2(39) 68171

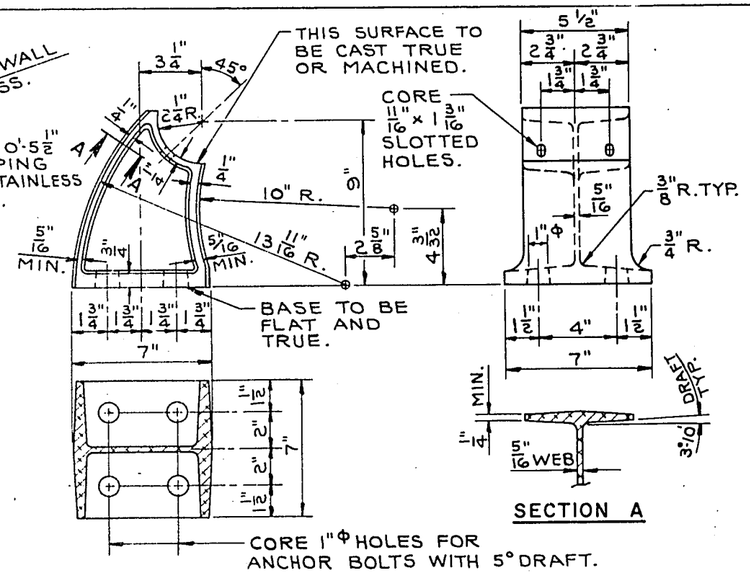
ALUMINUM RAILING DETAILS



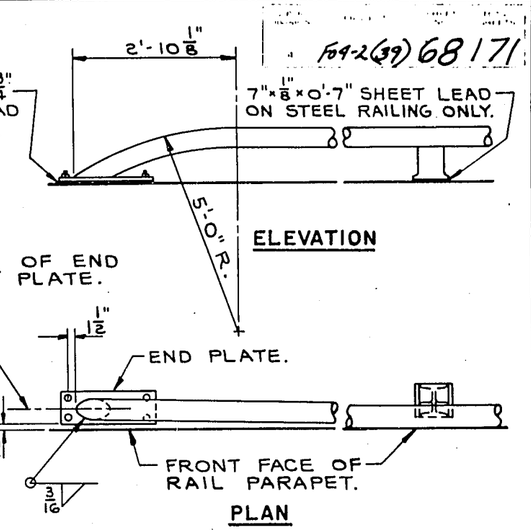
RAIL SPLICE DETAIL



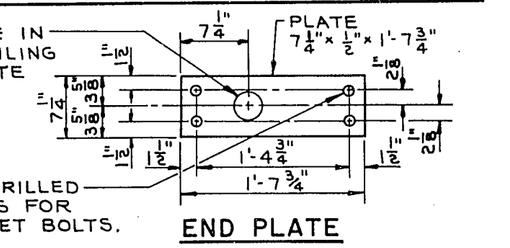
DETAIL OF RAIL ATTACHMENT TO POST



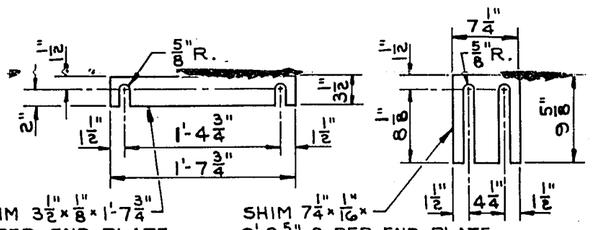
ALUMINUM POST CASTING



DETAIL OF RAIL BEND AT ABUTMENTS

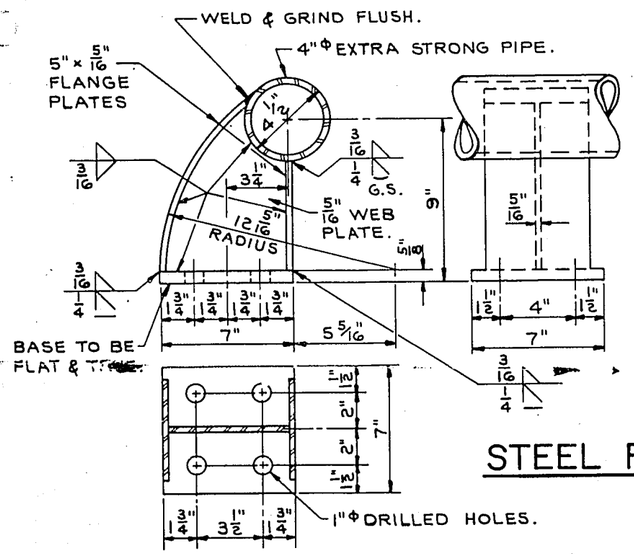


END PLATE

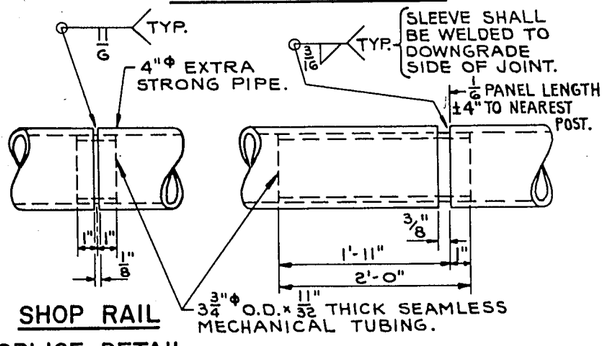


END PLATE SHIM DETAILS

STEEL RAILING DETAILS



STEEL POST DETAILS



SHOP RAIL SPLICE DETAIL

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FIELD ERECTION JOINT DETAIL

NOTES

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ANCHOR BOLTS, NUTS & WASHERS TO BE STAINLESS STEEL.

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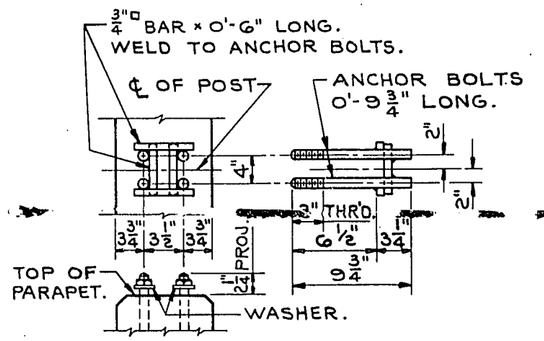
VOID



ANCHOR BOLT SETTING DETAILS

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WORK THIS SHEET WITH SHEET TITLED "RAIL PARAPET DETAILS"

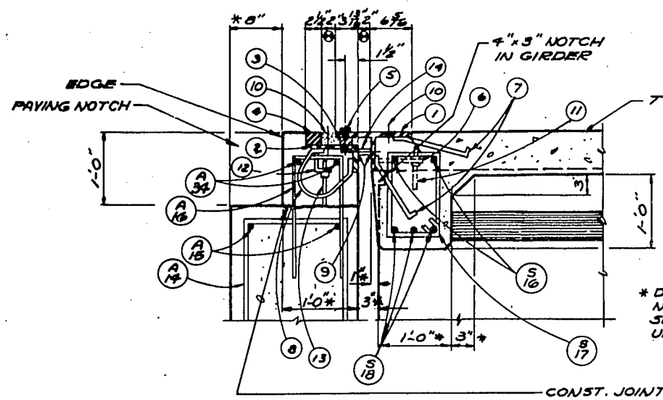
REVISED	STATE HIGHWAY COMMISSION OF WISCONSIN
	DETAILS FOR TYPE "G" TUBULAR ALUMINUM & STEEL RAILING
	AASHO '61 — 1963
	7-22-65 —
STRUCTURE B-13-219	SHEET 6 OF 16

32013

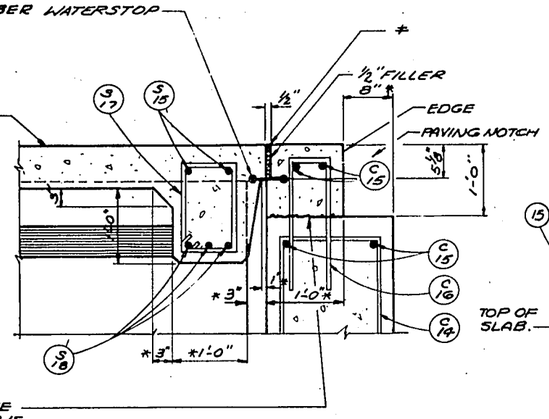
FORM E-B-12-62

B P R DIVISION	PROJECT	SHEET NO.	TOTAL SHEETS
4	F04-2(39)	69	171

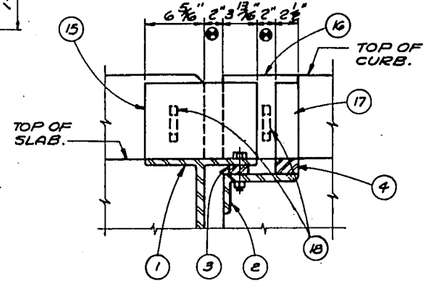
Ⓐ: 2" OPENING AT 60° F.



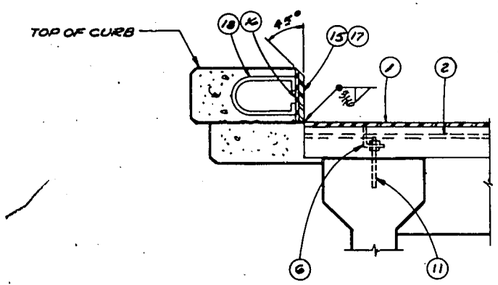
SECTION E1



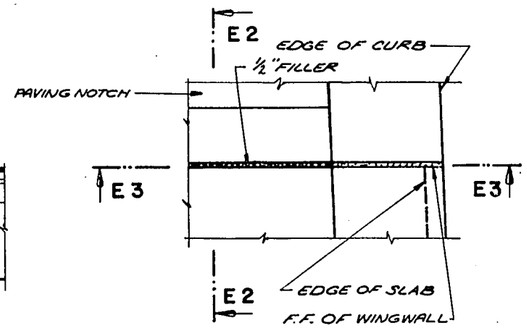
SECTION E2



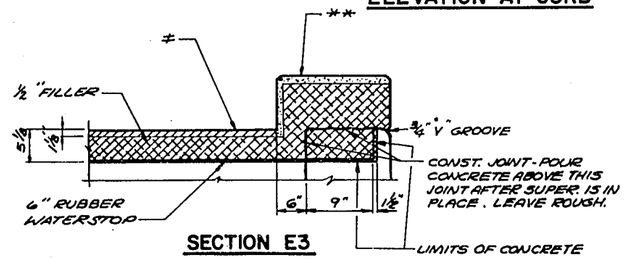
ELEVATION AT CURB



SECTION THRU JOINT AT CURB



PART PLAN
AT EAST ABUTMENT



SECTION E3

LEGEND

1. S.T. 6" W.F. 39.5# x ROADWAY WIDTH.
2. L 8"x4"x 7/16" x ROADWAY WIDTH.
3. BAR 2"x ¾"x ROADWAY WIDTH. WELD TO L #2 WITH 2 LINES OF ¼" FILLET WELD. 2@6.
4. BAR 2½"x 1½" x ROADWAY WIDTH. WELD TO L #2 WITH 2 LINES OF ¼" FILLET WELD. 2@6.
5. ¾" ø BOLT WITH SQ. NUT @ 2'-0" CTRS. TACK WELD NUT TO L #2. GREASE FOR EASY REMOVAL. 13/16" x 1¾" SLOTTED HOLE IN ST. #1. LONG DIMENSION OF SLOTTED HOLE TO BE PARALLEL TO ℄ OF ROADWAY. PROVIDE 13/16" ø HOLE IN BAR #3 ℄ L #2.
6. L 3½"x 3"x ⅜" FILLET WELD TO FLANGE ℄ STEM OF ST #1 N.S ℄ F.S. PROVIDE 13/16" ø HOLE IN 3½" LEG FOR BOLT #11.
7. ⅝" ø BENT BAR. WELD S.T. # 1 @ 9" CTRS BETWEEN GIRDERS AND ALTERNATE AS SHOWN.
8. ⅝" ø BENT BAR @ 1'-0" CTRS 2'-0" LONG WELD TO L #2.
9. PROVIDE 9/16" ø HOLES @ 3'-0" CENTERS IN S.T. #1 ℄ L #2 FOR BOLT #14.
10. 13/16" ø VENT HOLES. PLACE AT 2'-0" CTRS ON L #2 AND ST #1.
11. ¾" ø x 0'-8" BOLT. IMBED IN GIRDER 4". PROVIDE 2 ℞ WASHERS ℄ 2 HEX. NUTS PER GIRDER ℄ THREAD BOLT 4".
12. L 3" x 2½" x ⅜" x 0'-3" @ 3'-0" CTRS. WELD TO L #2. 5/8" ø HOLE IN 2½" LEG FOR BOLT #13.
13. ½" ø BOLT x 0'-9" LG. ℄ NUT. TACK WELD NUT TO L #12.
14. BLOCK ℄ BOLT FOR SHIPMENT WITH PIPE SLEEVE AN ½" ø BOLT.
15. ℞ 12⅝" x ⅜". CHAMFER AS SHOWN. FIELD WELD TO S.T. #1.
16. ℞ 8⅝" x ⅜". CHAMFER AS SHOWN. WELD TO ℞ #17 WITH 1 LINE OF ⅜ FILLET WEL
17. ℞ 2½" x ⅜". CHAMFER AS SHOWN. FIELD WELD TO BAR #4.
18. ⅝" ø BENT BAR. WELD TO ℞ #13 ℄ #16 IN CURB. 1'-9" LG.

NOTES:

EXPANSION JOINT SHALL BE BUILT TO CONFORM TO ROADWAY CROWN ℄ GRADE.

ONE FIELD SPLICE SHALL BE PERMITTED.

AFTER CONCRETE HAS SET REMOVE BOLT #5 AND FILL HOLES WITH HOT POURED ELASTIC TYPE JOINT SEALER.

EXPANSION JOINT MATERIAL SHALL BE PAID FOR AS STRUCTURAL CARBON STEEL.

* HOT POURED ELASTIC TYPE JOINT SEALER. HOLD ⅛" BELOW SURFACE OF CONCRETE.

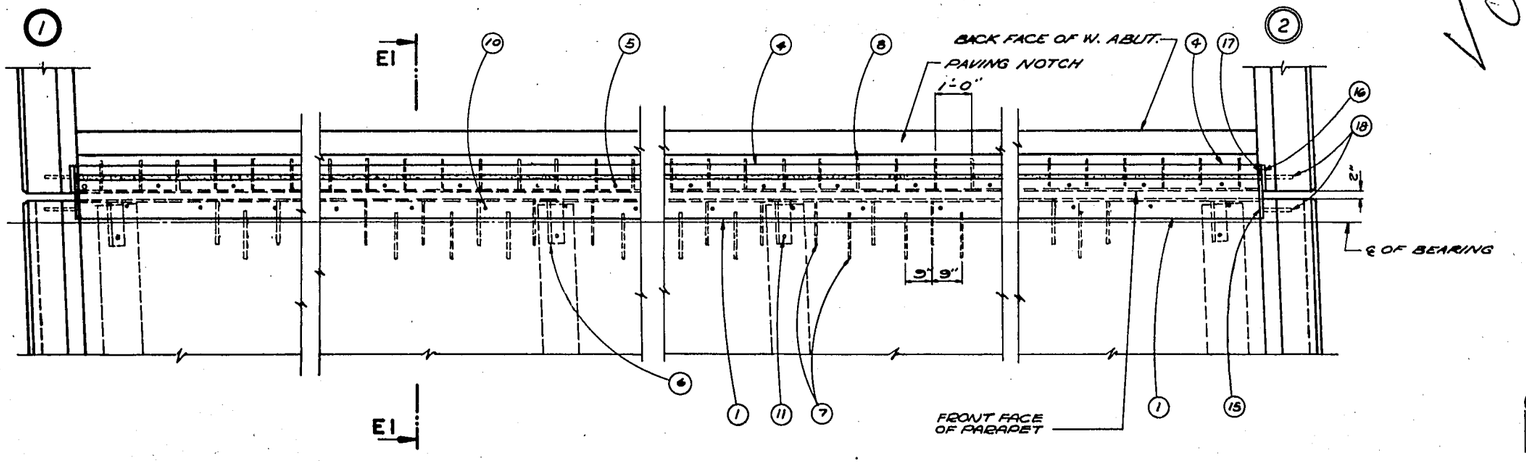
** FILL WITH NON-STAINING GRAY TWO COMPONENT POLYSULFIDE, LIQUID POLYMER (GUN GRADE) WITH SURFACE PRIMER, MEETING APPROVAL OF THE ENGINEER.

AFTER CONCRETE HAS SET THE JOINT OPENINGS SHALL BE THOROUGHLY CLEANED.

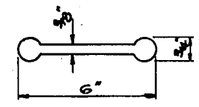
APPLY ± 1/16" COAT OF BITUMASTIC TO METAL SURFACES FORMING THE JOINT AND FILL OPENING WITH HOT POURED ELASTIC TYPE JOINT SEALER.

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.

VOID



PART PLAN
AT WEST ABUTMENT



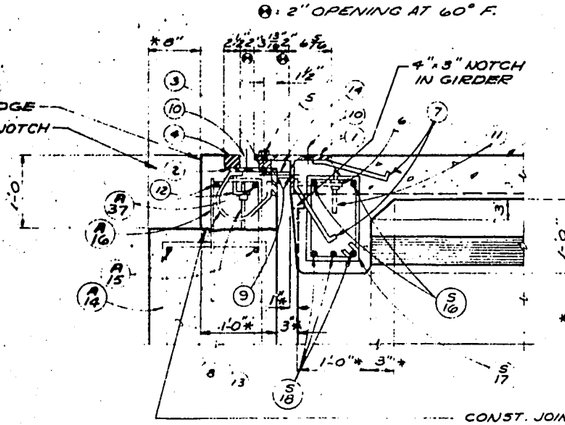
WATERSTOP DETAIL

REVISED	STATE HIGHWAY COMMISSION OF WISCONSIN
	EXPANSION JOINT
	DESIGN SPEC A.A.S.H.O. '61 · LOADING H S 20 · CONST. SPEC 1963
	DATE 7-22-65 · DESIGN —— · DRAWN OCF · CKD H.E.A.
STRUCTURE B-13-219	SHEET 7 OF 16

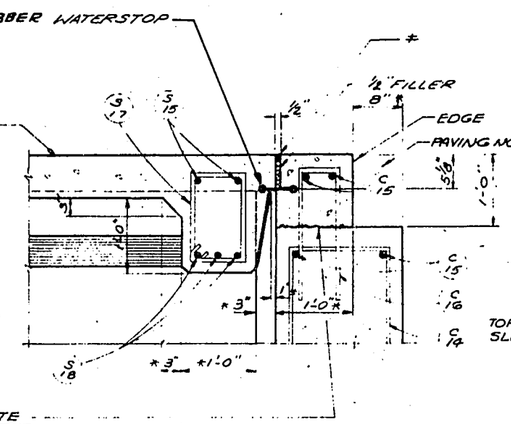
X32014

FORM E B-12-62

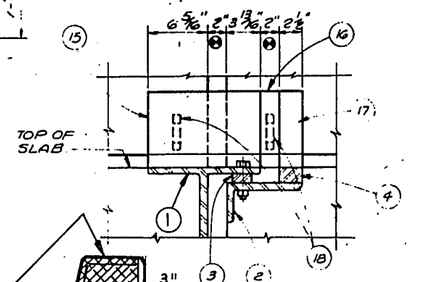
S.P.R. DIVISION	PROJECT	SHEET NO.	TOTAL SHEETS
4	F64-2(39)	69	171



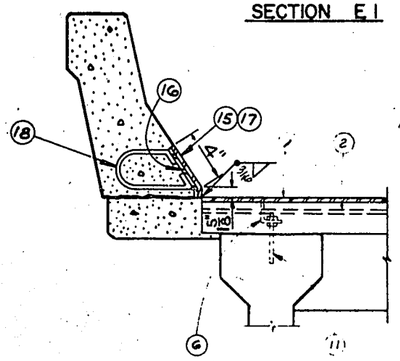
SECTION E1



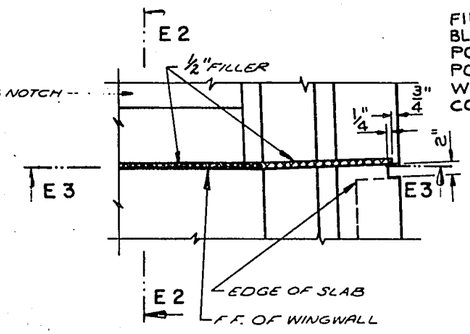
SECTION E2



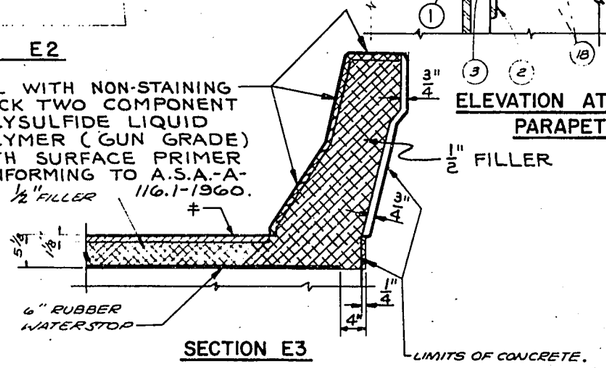
ELEVATION AT RAIL PARAPET



SECTION THRU JOINT AT RAIL PARAPET



PART PLAN
AT EAST ABUTMENT



SECTION E3

LEGEND

1. ST. 6" W. F. 39 5# x ROADWAY WIDTH.
2. L 8" x 4" x 3/16" x ROADWAY WIDTH.
3. BAR 2" x 3/8" x ROADWAY WIDTH. WELD TO L #2 WITH 2 LINES OF 1/4" FILLET WELD. 2@6.
4. BAR 2 1/2" x 1 1/2" x ROADWAY WIDTH. WELD TO L #2 WITH 2 LINES OF 1/4" FILLET WELD 2@6
5. 3/4" ø BOLT WITH SQ NUT @ 2'-0" CTRS TACK WELD NUT TO L #2. GREASE FOR EASY REMOVAL. 13/16" x 1 3/8" SLOTTED HOLE IN ST #1 LONG DIMENSION OF SLOTTED HOLE TO BE PARALLEL TO ℄ OF ROADWAY PROVIDE 13/16" ø HOLE IN BAR #3 & L #2.
6. L 3 1/2" x 3" x 3/8" FILLET WELD TO FLANGE & STEM OF ST #1 N.S. & F.S. PROVIDE 13/16" ø HOLE IN 3 1/2" LEG FOR BOLT #11.
7. 5/8 ø BENT BAR. WELD S.T. #1 @ 9" CTRS BETWEEN GIRDERS AND ALTERNATE AS SHOWN.
8. 5/8 ø BENT BAR @ 1'-0" CTRS 2'-0" LONG WELD TO L #2
9. PROVIDE 9/16" ø HOLES @ 3'-0" CENTERS IN S.T. #1 & L #2 FOR BOLT #14.
10. 13/16 ø VENT HOLES PLACE AT 2'-0" CTRS ON L #2 AND ST #1.
11. 3/4" ø x 0'-8" BOLT IMBED IN GIRDER 4". PROVIDE 2 R WASHERS & 2 HEX NUTS PER GIRDER & THREAD BOLT #.
12. L 3" x 2 1/2" x 3/8" x 0'-3" @ 3'-0" CTRS. WELD TO L #2. 5/8" ø HOLE IN 2 1/2" LEG FOR BOLT #13.
13. 1/2" ø BOLT x 0'-9" LG & NUT. TACK WELD NUT TO L #12.
14. BLOCK & BOLT FOR SHIPMENT WITH PIPE SLEEVE AND 1/2" ø BOLT.
15. R 12 1/8", 3/8" —— BEND AS SHOWN. FIELD WELD TO S.T. #1.
16. R 8 3/4" x 3/8". —— BEND AS SHOWN. WELD TO R #17 WITH LINE OF 3/16 FILLET WELD.
17. R 2 1/2" x 3/8". —— FIELD WELD TO BAR #4.
18. 3/8 ø BENT BAR. WELD TO RS #15 & #16 —— 1'-9" LG.

NOTES:

EXPANSION JOINT SHALL BE BUILT TO CONFORM TO ROADWAY CROWN & GRADE.

[illegible] FIELD [illegible] SHALL [illegible] PERMITTED.

AFTER CONCRETE HAS SET REMOVE BOLT #5 AND FILL HOLES WITH HOT POURED ELASTIC TYPE JOINT SEALER.

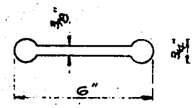
EXPANSION JOINT MATERIAL SHALL BE PAID FOR AS STRUCTURAL CARBON STEEL.

℄ HOT POURED ELASTIC TYPE JOINT SEALER HOLD 1/8" BELOW SURFACE OF CONCRETE.

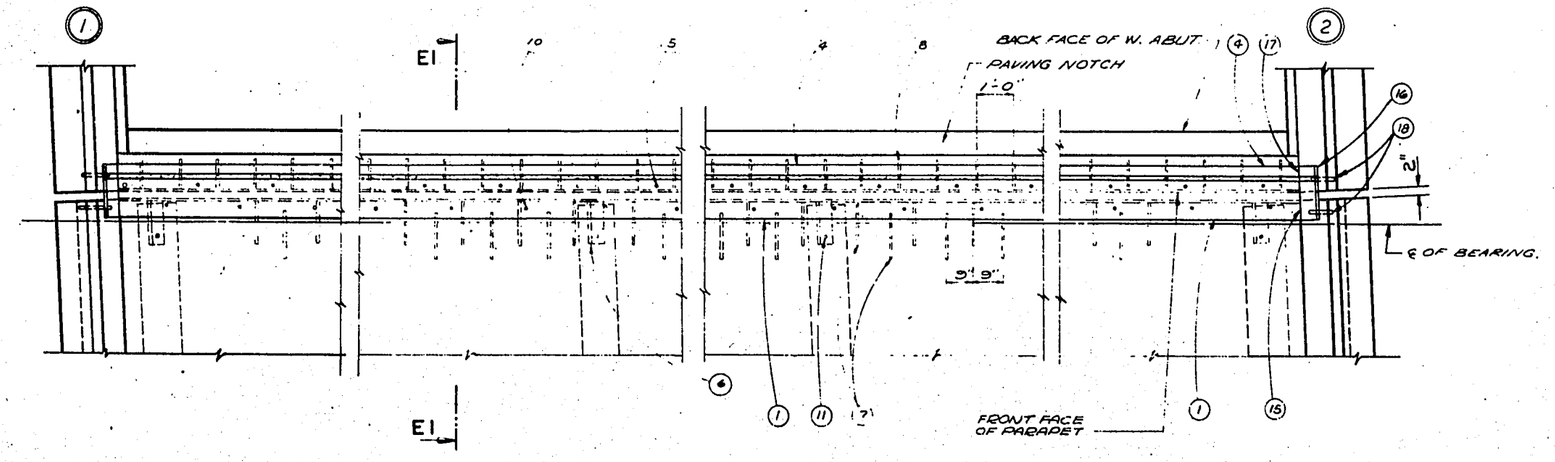
AFTER CONCRETE HAS SET, THE JOINT OPENINGS SHALL BE THOROUGHLY CLEANED.

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.



WATERSTOP DETAIL



PART PLAN
AT WEST ABUTMENT

REVISED	STATE HIGHWAY COMMISSION OF WISCONSIN		
W.R.C. 4-21-66 S.W. 6-8	EXPANSION JOINT		
	AASHO M1	NB 20	1963
	7-22-65	CCF	M.E.A.
STRUCTURE B-13-219		SHEET 7 OF 16	

X32014

C.C.O. No. 12

FORM E-B-12-62

B.P.R. DIVISION	PROJECT	SHEET NO.	TOTAL SHEETS
4	FAP-2(39)	71	171

EL.1098.07
W.T. EL.1098.33
EL.1098.67
EL.1094.13
EL.1094.19
EL.1094.24
EL.1094.30
EL.1094.36
EL.1094.42
EL.1094.48
EL.1099.04
EL.1098.44
EL.1084.27

ELEVATION
LOOKING WEST

NOTE: FOR BILL OF BARS AND BAR DETAILS SEE SHEET X32021.

CONST. JT. - POUR CONC. ABOVE THIS JT. AFTER SUPER IS IN PLACE. - LEAVE ROUGH

WING 2 WING TIP EL.1098.70

¾" V-GROOVE IN F.F. OF WINGWALL ONLY.

4"ϕ WEEP HOLE (EACH WING)

ELEVATION OF WING
SHOWING FRONT FACE REINF. STEEL.

PLAN

REF. LINE "A"
℄ S.B. LANE U.S.H. 12
BACK FACE OF ABUT.
PAVING NOTCH
STA. 238+83.41
A1
A2
7. LEVEL
1" SLOPE
6. LEVEL
5. LEVEL
4. LEVEL
3. LEVEL
2. LEVEL
1. LEVEL
℄ BRG.
GIRDER SPACING
SLOPE SPACING

NOTE: SEE SHEET X32017 FOR BACK FACE REINF. STEEL IN WINGS & FILLET.

¾" V-GROOVE IN FRONT FACE OF WINGWALL ONLY

TOP OF FILLET

FRONT FACE

SECTION A2

KEYED CONST. JT. FORMED BY SURFACED, BEVELED 2"x6"

OPTIONAL KEYED CONST. JT. FORMED BY SURFACED, BEVELED 2"x6"

EL. 1089.46

SLOPE PAVING 2:1 SLOPE (CONCRETE.)

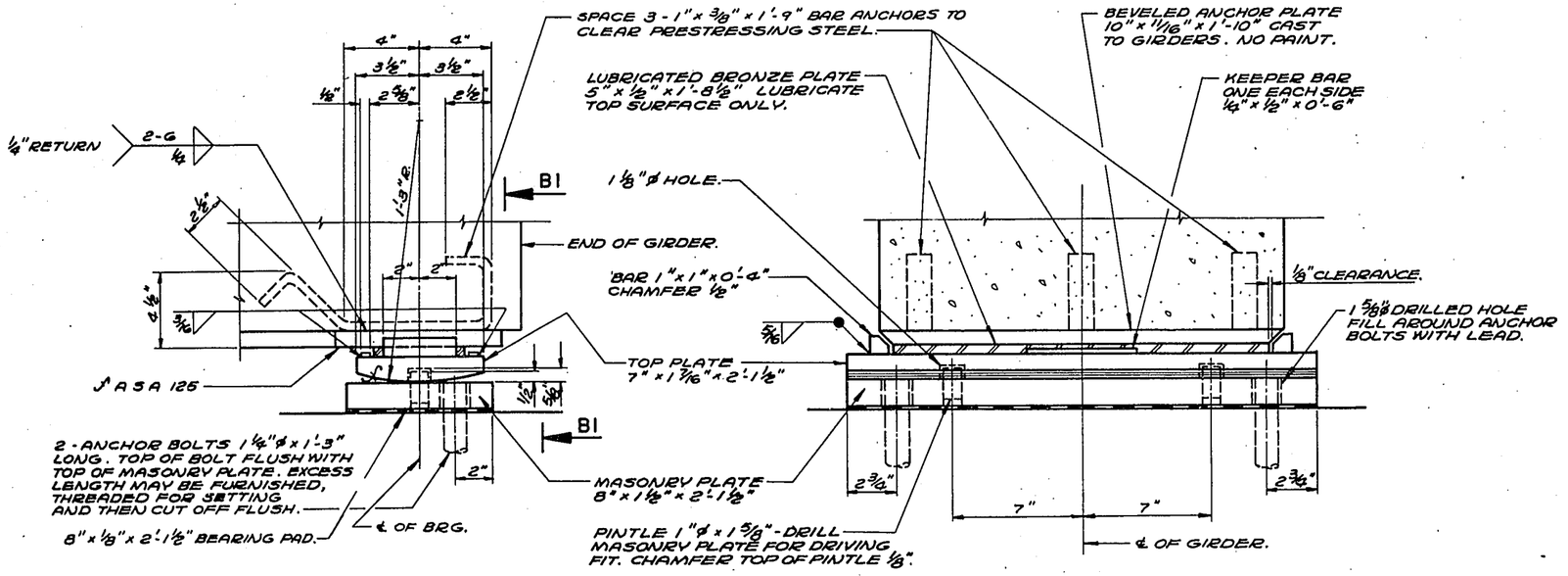
SECTION A1

APPROVED	STATE HIGHWAY COMMISSION OF WISCONSIN
W.K. 5-24-66	**WEST ABUTMENT**
	DESIGNED AASHO '61 · LOADING HS 20 · CONST. 1969
	DATE 7-22-65 · DRAWN J.J.Z. · CHKD. C.C.F. · QUAN. H.E.A.
STRUCTURE B-13-219	SHEET 9 OF 16

X32016

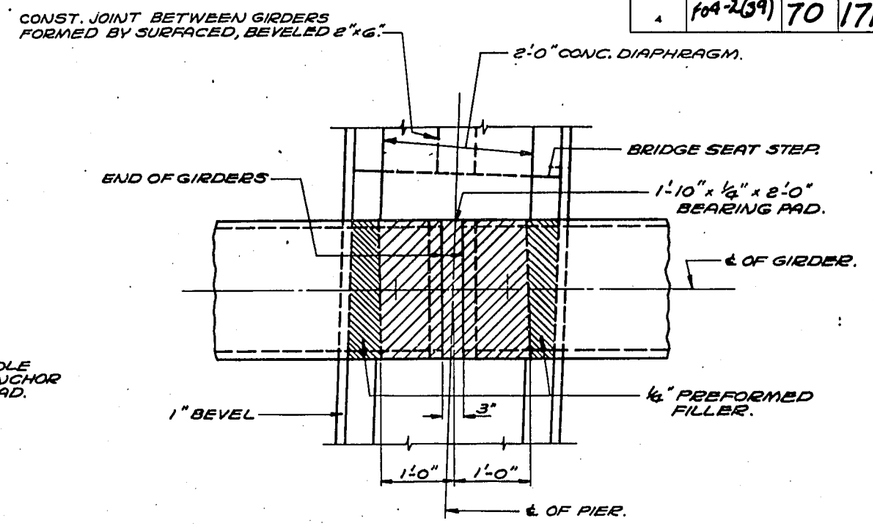
FORM E-B-12-62

B.P.R. DIVISION	PROJECT	SHEET NO.	TOTAL SHEETS
4	f04-2(39)	70	171

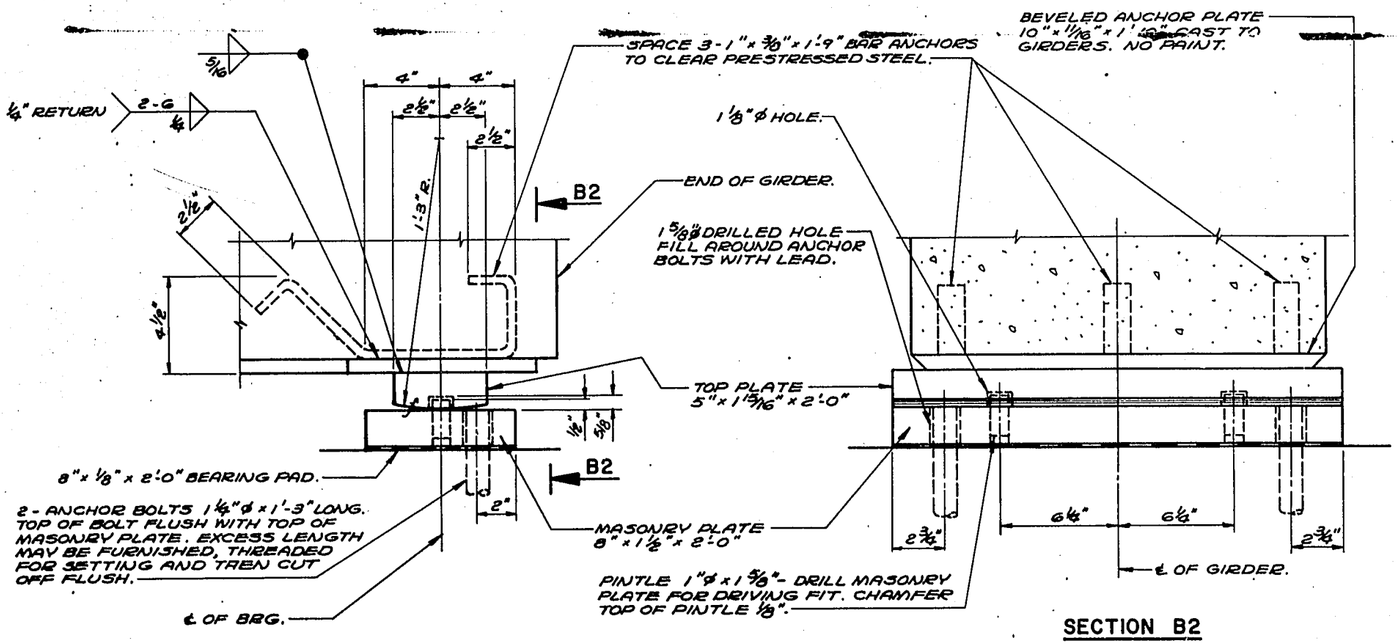


EXPANSION BEARING
AT WEST ABUTMENT

SECTION B1



BEARING PAD DETAIL AT PIER



FIXED BEARING
AT EAST ABUTMENT

SECTION B2

BEARING NOTES

ALL MATERIAL EXCEPT ANCHOR BOLTS SHALL BE MADE OF A242 STEEL WITH A CORROSIVE RESISTANCE OF 4 OR MORE TIMES THAT OF A36 STEEL.

ALL BEARING MATERIAL EXCEPT BRONZE PLATES, BEARING PADS, AND ANCHOR PLATES SHALL BE PAID FOR AT THE UNIT PRICE BID FOR "STRUCTURAL LOW ALLOY STEEL."

ALL STRUCTURAL STEEL 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 MACHINE FINISHED.

REVISED	STATE HIGHWAY COMMISSION OF WISCONSIN
	BEARING DETAILS
	DESIGN SPEC. A.A.S.H.O. '61 LOADING H S 20 CONST. SPEC. 1963
	DATE 7-28-65 DESIGN —— DRAWN C.C.F. CKD. H.E.A.
STRUCTURE B-13-219	SHEET 8 OF 16

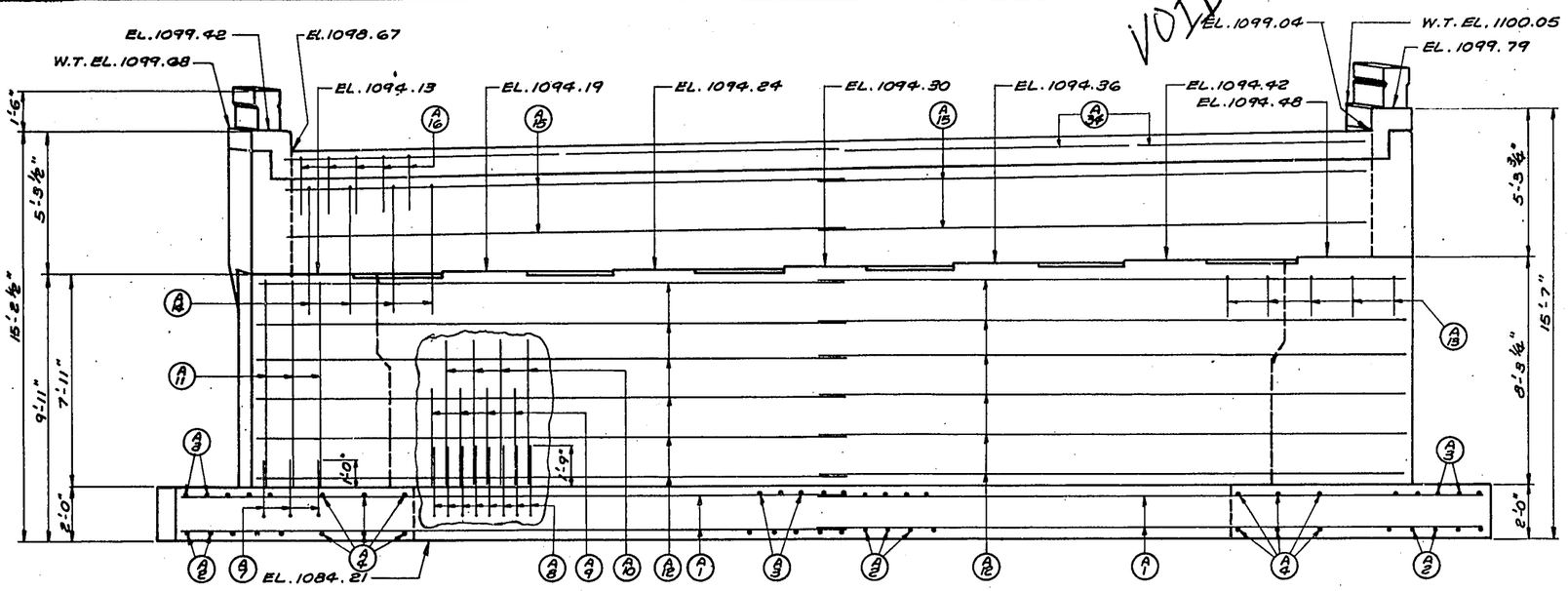
X 32015

FORM E-B-12-62

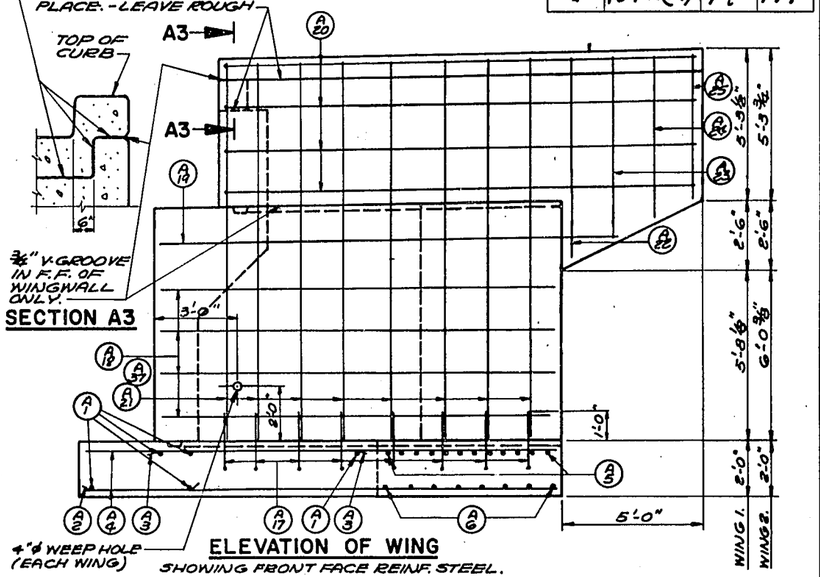
B.P.R. DIVISION	PROJECT	SHEET NO.	TOTAL SHEETS
4	609-2(39)	71	171

NOTE: FOR BILL OF BARS AND BAR DETAILS SEE SHEET X 32021

VOID

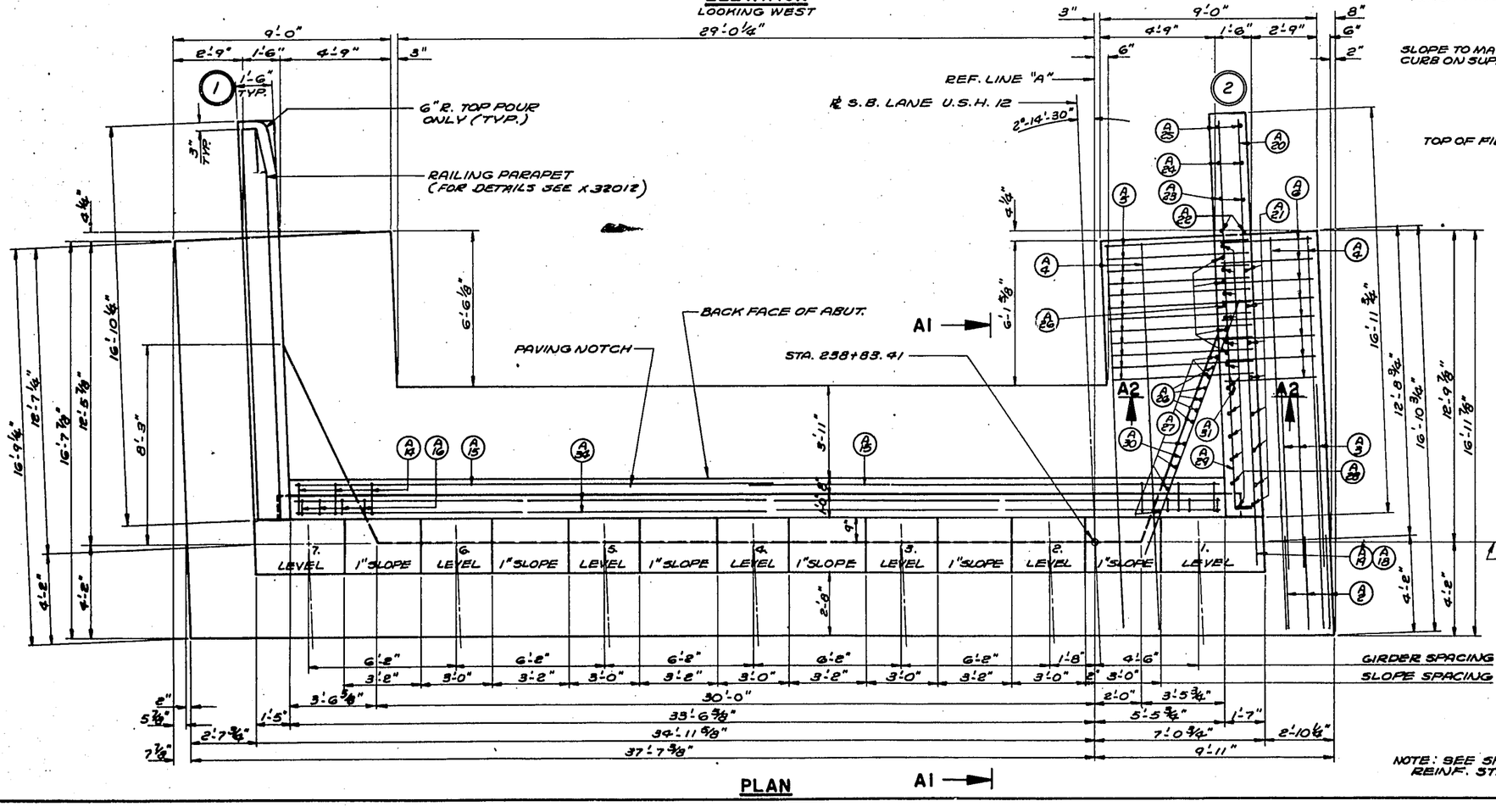


ELEVATION
LOOKING WEST

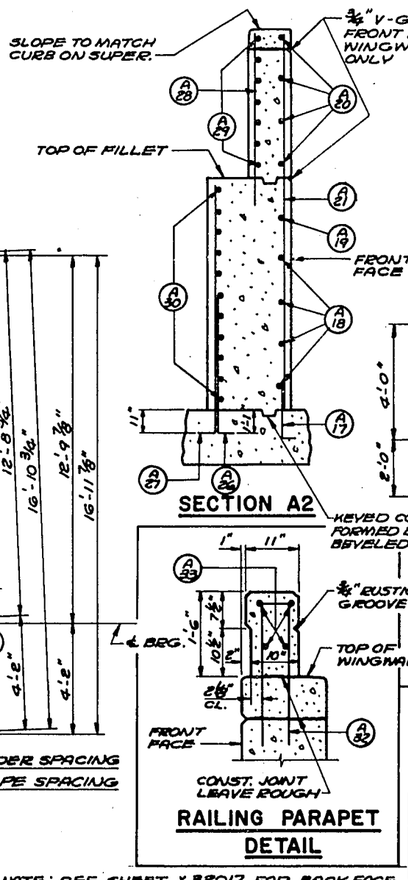


SECTION A3

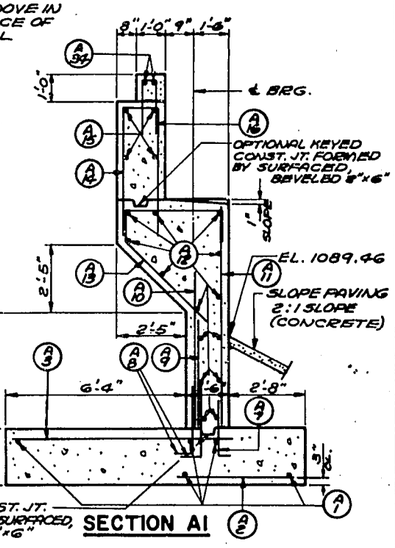
ELEVATION OF WING
SHOWING FRONT FACE REINF. STEEL.



PLAN
A1 →



SECTION A2



SECTION A1

RAILING PARAPET DETAIL

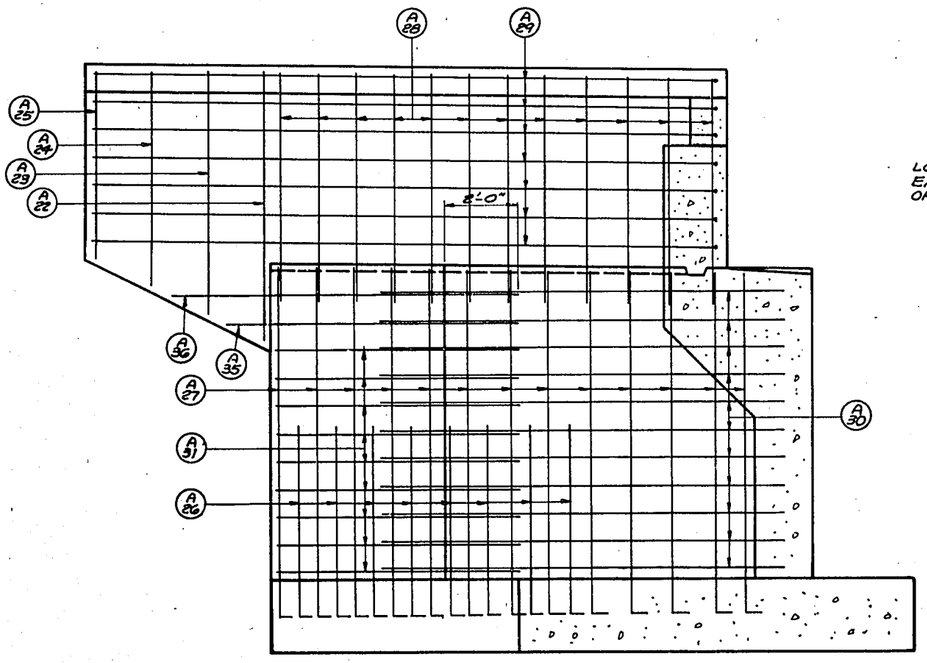
NOTE: SEE SHEET X 32017 FOR BACK FACE REINF. STEEL IN WINGS & FILLET.

REVISED	STATE HIGHWAY COMMISSION OF WISCONSIN
	WEST ABUTMENT
	DESIGN SPEC. AASHO '61 · LOADING HS 20 · CONST. SPEC. 1963
	DATE 7-22-65 · DESIGN J.J.Z. · DRAWN CCF · CKD. H.E.A
	STRUCTURE B — 13 — 219 · SHEET 9 OF 16

X 32016

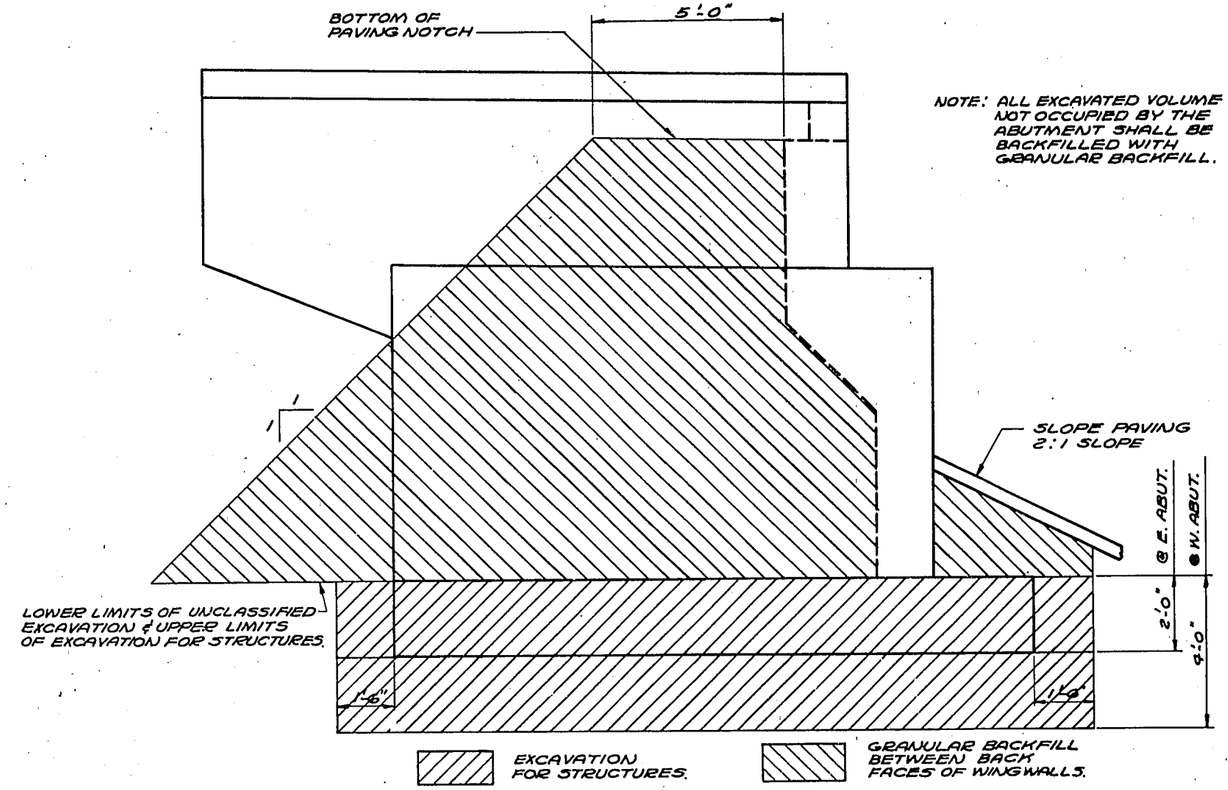
FORM E-B-12-62

B. F. R. DIVISION	PROJECT	SHEET NO.	TOTAL SHEETS
4	F09-2(39)	72	171



ELEVATION OF WING

SHOWING BACK FACE REINF. STEEL



PAY LIMITS FOR EXCAVATION FOR STRUCTURES AND GRANULAR BACKFILL

NOTE: AT WEST ABUTMENT BACKFILL WITH GRANULAR BACKFILL (ACCORDING TO SPECIAL COMPACTION TECHNIQUE) TO BOTTOM OF FOOTING.

Void

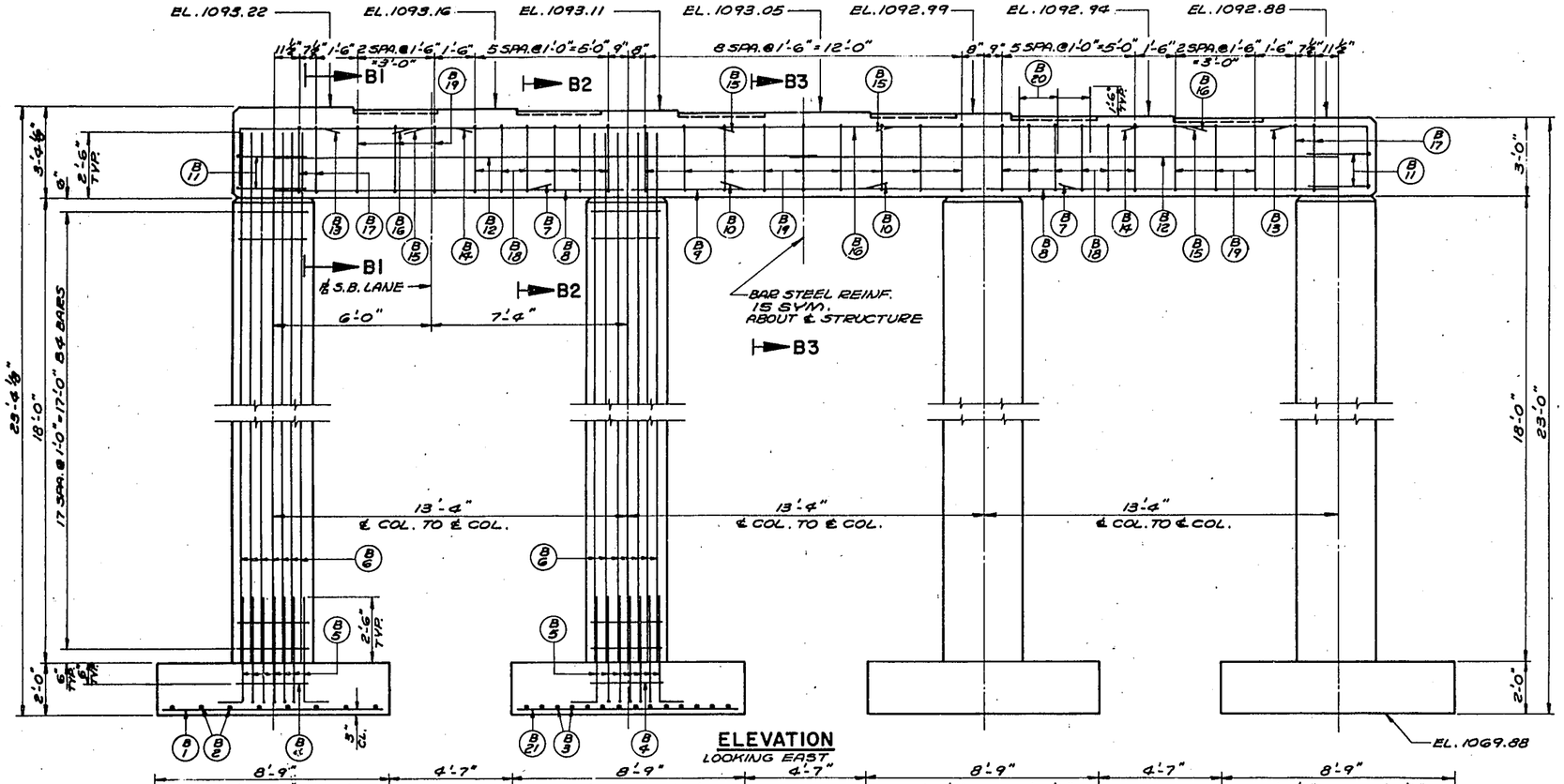
REVISED	STATE HIGHWAY COMMISSION OF WISCONSIN		
	WEST ABUTMENT		
	DESIGN SPEC. A.A.S.H.O. '61	LOADING H S 20	CONST. SPEC. 1963
	DATE 7-22-65 DESIGN J.J.Z.	DRAWN CCF	CKD. H.E.A.
STRUCTURE B-13-219	SHEET 10 OF 16		

Y-32017

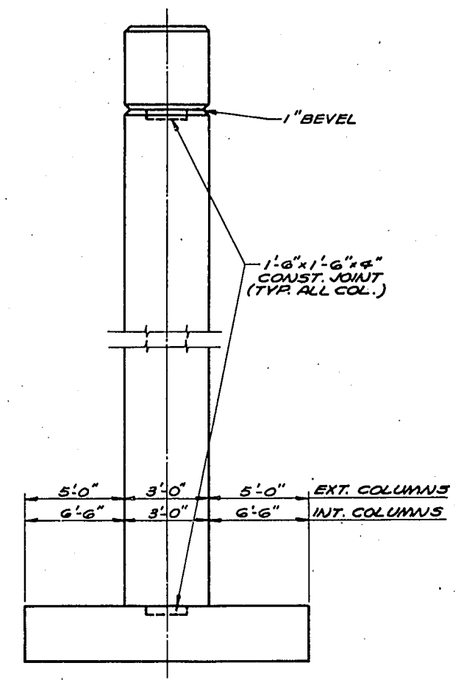
FORM E-B-12-62

B.P.R. DIVISION	PROJECT	SHEET NO.	TOTAL SHEETS
4	F04-2(39)	73	171

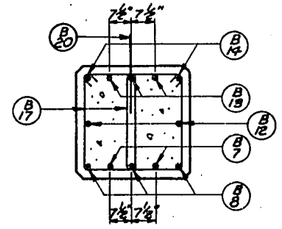
NOTE: FOR BILL OF BARS AND BAR DETAILS SEE SHEET X32021



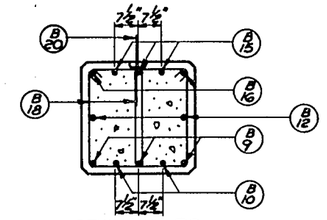
ELEVATION
LOOKING EAST



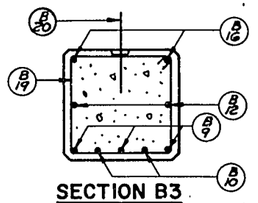
END VIEW



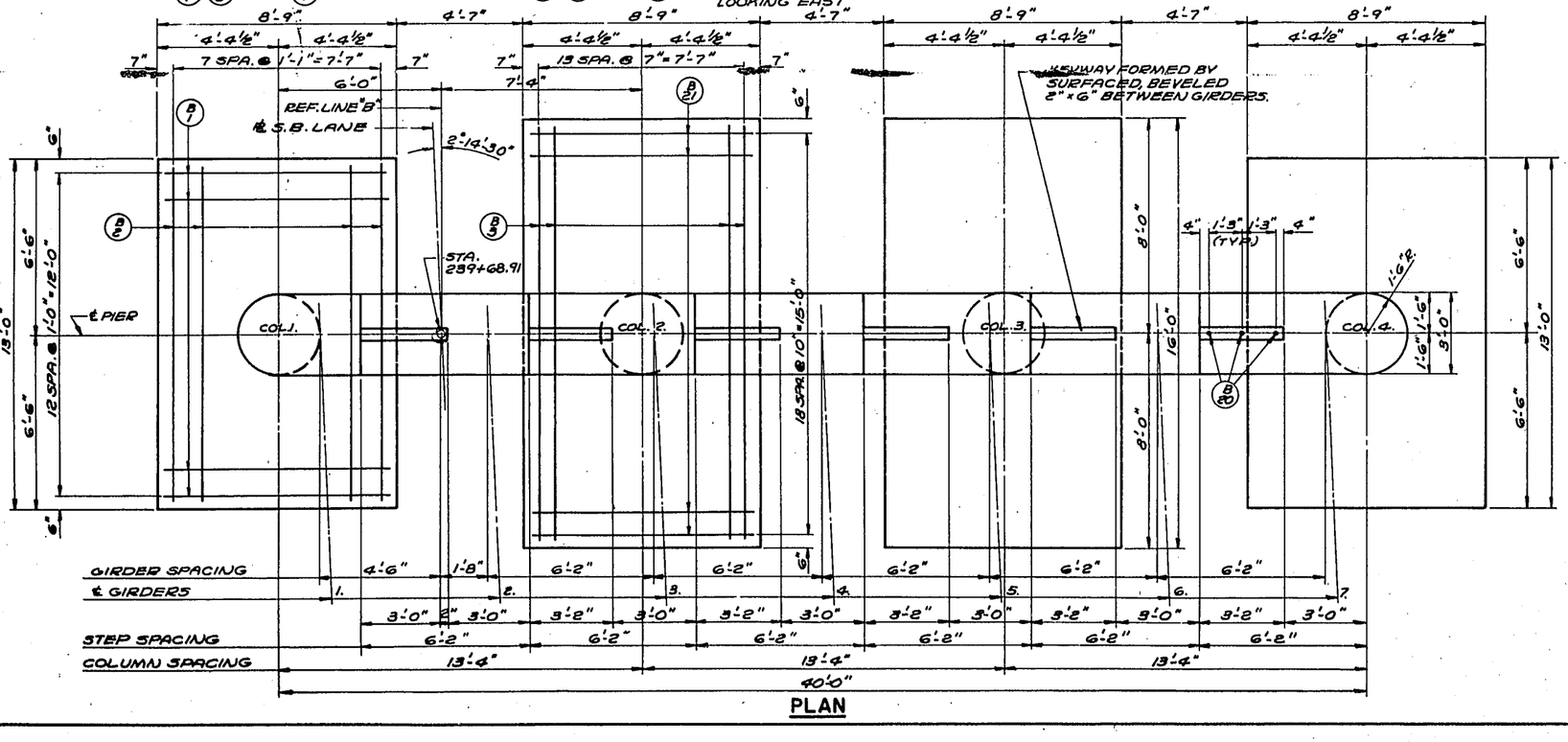
SECTION B1



SECTION B2

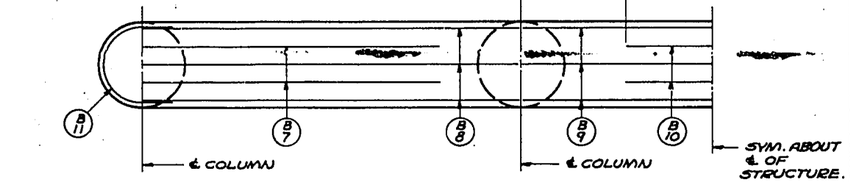


SECTION B3

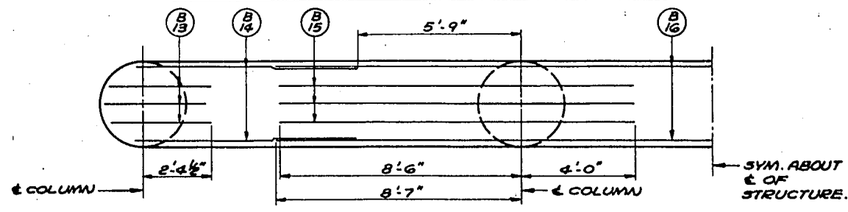


WAY FORMED BY SURFACED, BEVELED 2" x 6" BETWEEN GIRDERS.

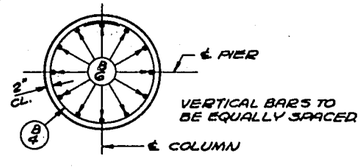
PLAN



HALF-PLAN OF BOTTOM REINF. STEEL IN CAP



HALF-PLAN OF TOP REINF. STEEL IN CAP



SECTION THRU COLUMNS

ESTIMATED CONCRETE MASONRY

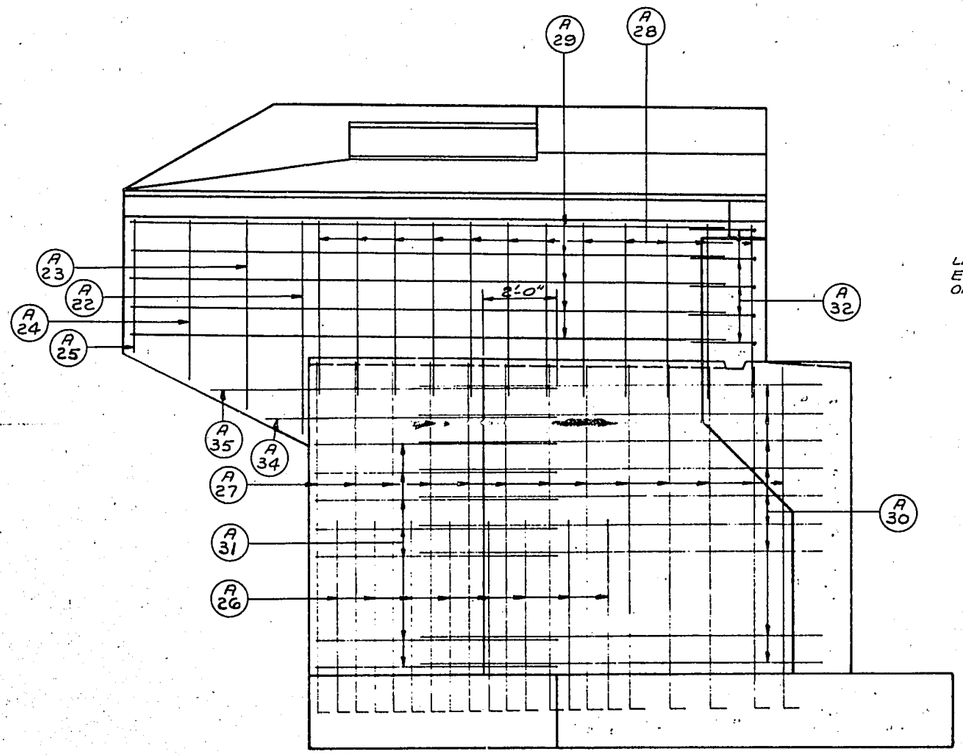
FOOTINGS	37.6 C.Y.
COLUMNS	18.9 C.Y.
CAP	14.9 C.Y.
TOTAL	71.4 C.Y.

REVISED	STATE HIGHWAY COMMISSION OF WISCONSIN
	PIER
	DESIGN SPEC. A.A.S.H.O. '61 LOADING H S 20 CONST. SPEC. 1963
	DATE 7-22-69 DESIGN J.J.Z. DRAWN CCF CKD. HEA
STRUCTURE B-13-219	SHEET 11 OF 16

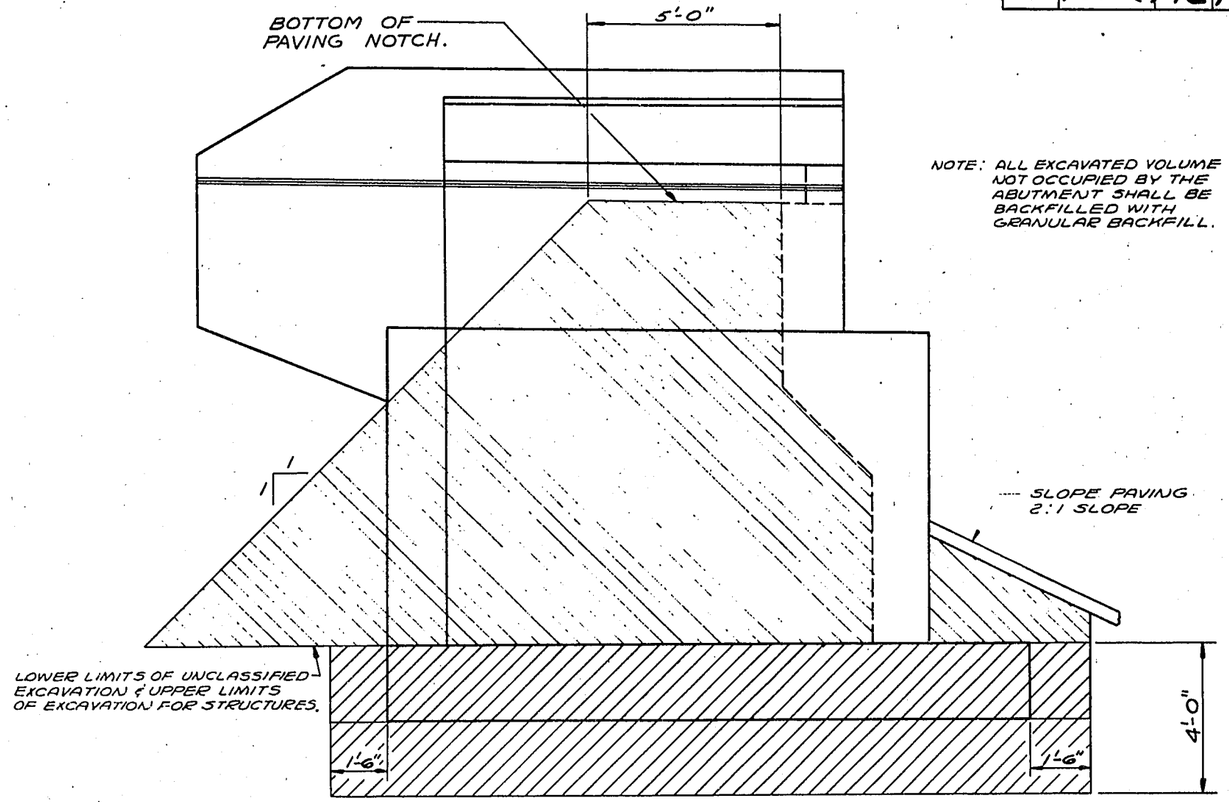
X32018

FORM E-8-12-62

B P R DIVISION	PROJECT	SHEET NO	TOTAL SHEETS
4	F04-2(39)	72	171



ELEVATION OF WING
SHOWING BACK FACE REINF STEEL



PAY LIMITS FOR EXCAVATION FOR STRUCTURES AND GRANULAR BACKFILL

NOTE: AT WEST ABUTMENT BACKFILL WITH GRANULAR BACKFILL (ACCORDING TO SPECIAL COMPACTION TECHNIQUE) TO BOTTOM OF FOOTING.

REVISED		STATE HIGHWAY COMMISSION OF WISCONSIN
W.M. 4-21	S.W.J. 6-8	WEST ABUTMENT
		DESIGN A.A.S.H.O. '61 LOADING H S 20 DATE 1963
		DATE 7-22-65 CHK'D J.J.Z. QUANS CCF CHK'D H.E.A.
STRUCTURE B-13-219		SHEET 10 OF 16

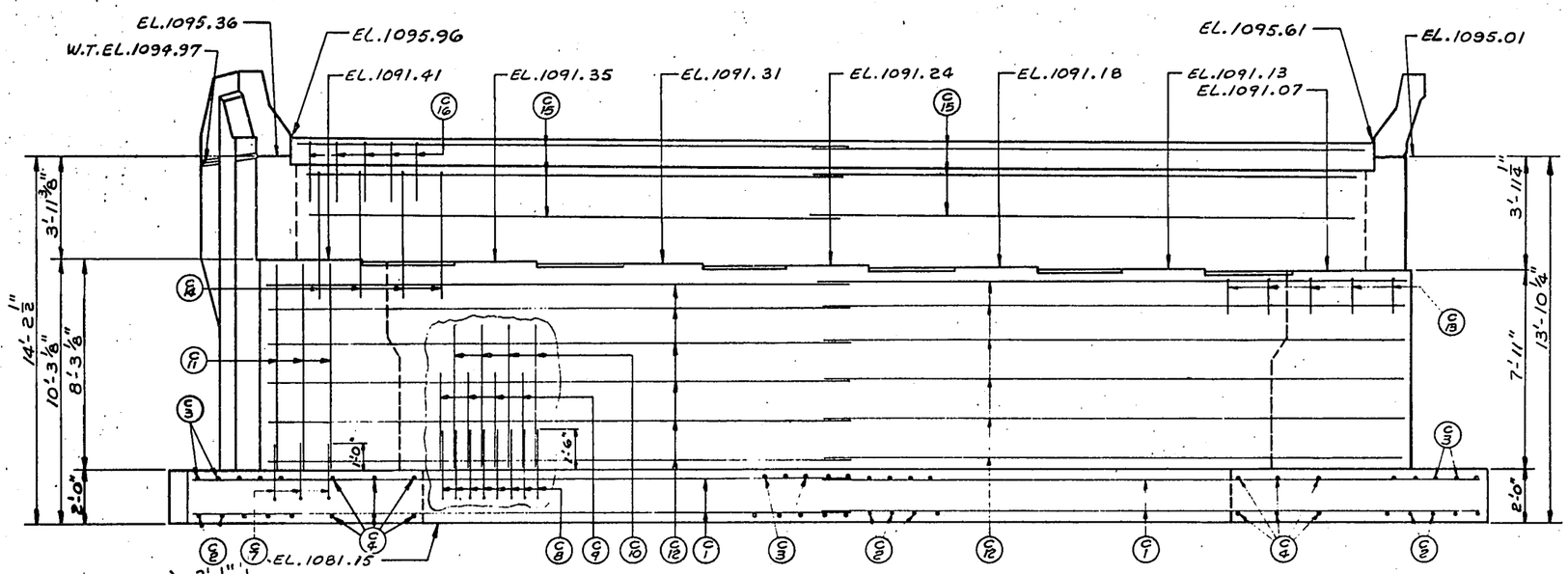
X32017

C.C.O. No. 12

FORM E-B-12-62

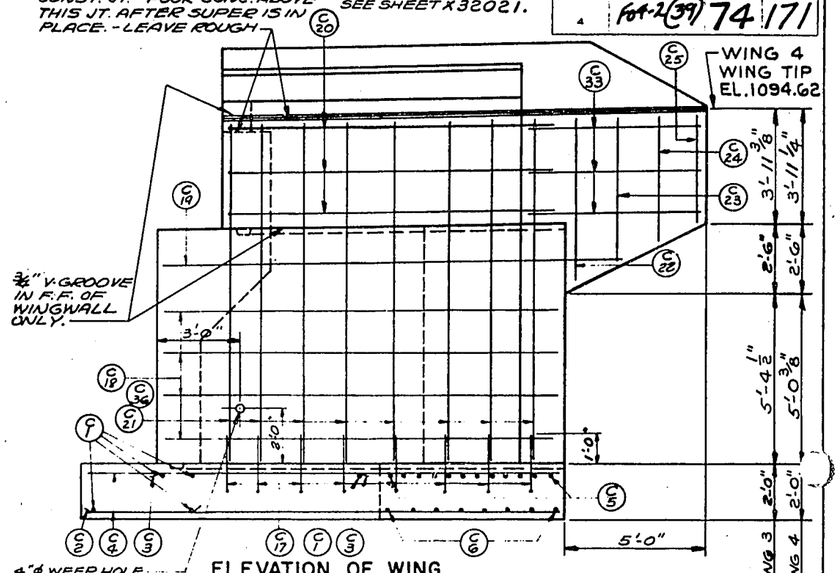
B P R DIVISION	PROJECT	SHEET NO	TOTAL SHEETS
4	FAP-2(39)	74	171

NOTE: FOR BILL OF BARS AND BAR DETAILS SEE SHEET X32021.



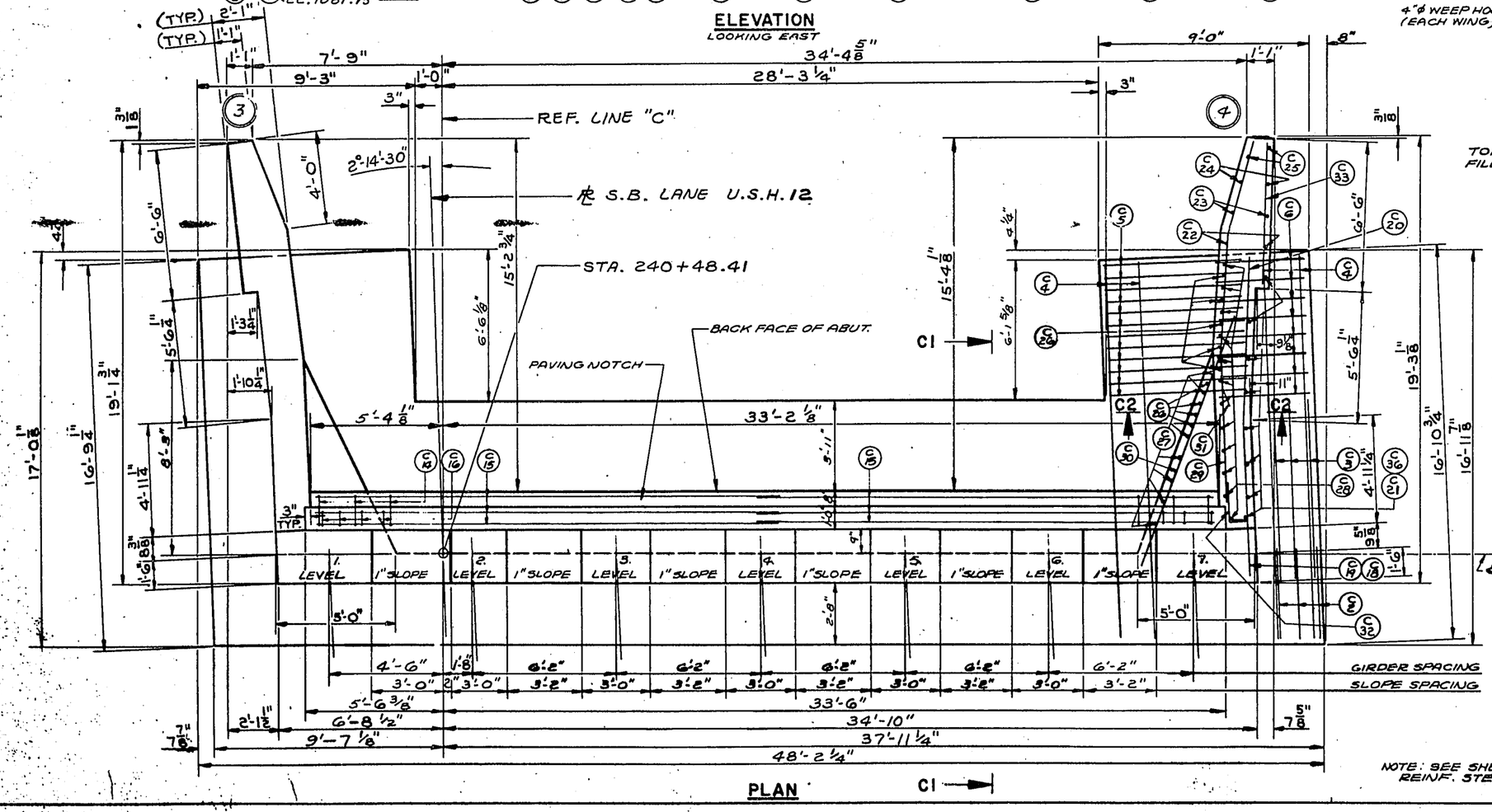
ELEVATION
LOOKING EAST

CONST. JT. - POUR CONC. ABOVE THIS JT. AFTER SUPER IS IN PLACE. - LEAVE ROUGH

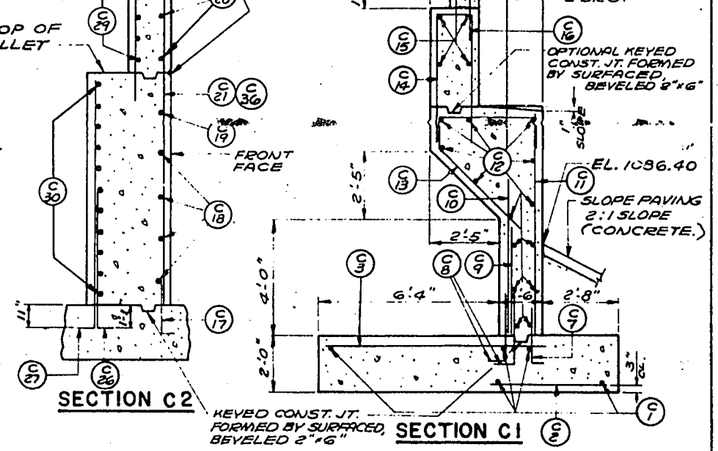


4"ø WEEP HOLE (EACH WING)

ELEVATION OF WING
SHOWING FRONT FACE REINF. STEEL.



PLAN



NOTE: SEE SHEET X32020 FOR PAY LIMITS FOR EXCAVATION FOR STRUCTURES AND GRANULAR BACKFILL.

NOTE: SEE SHEET X32020 FOR BACK FACE REINF. STEEL IN WINGS & FILLET.

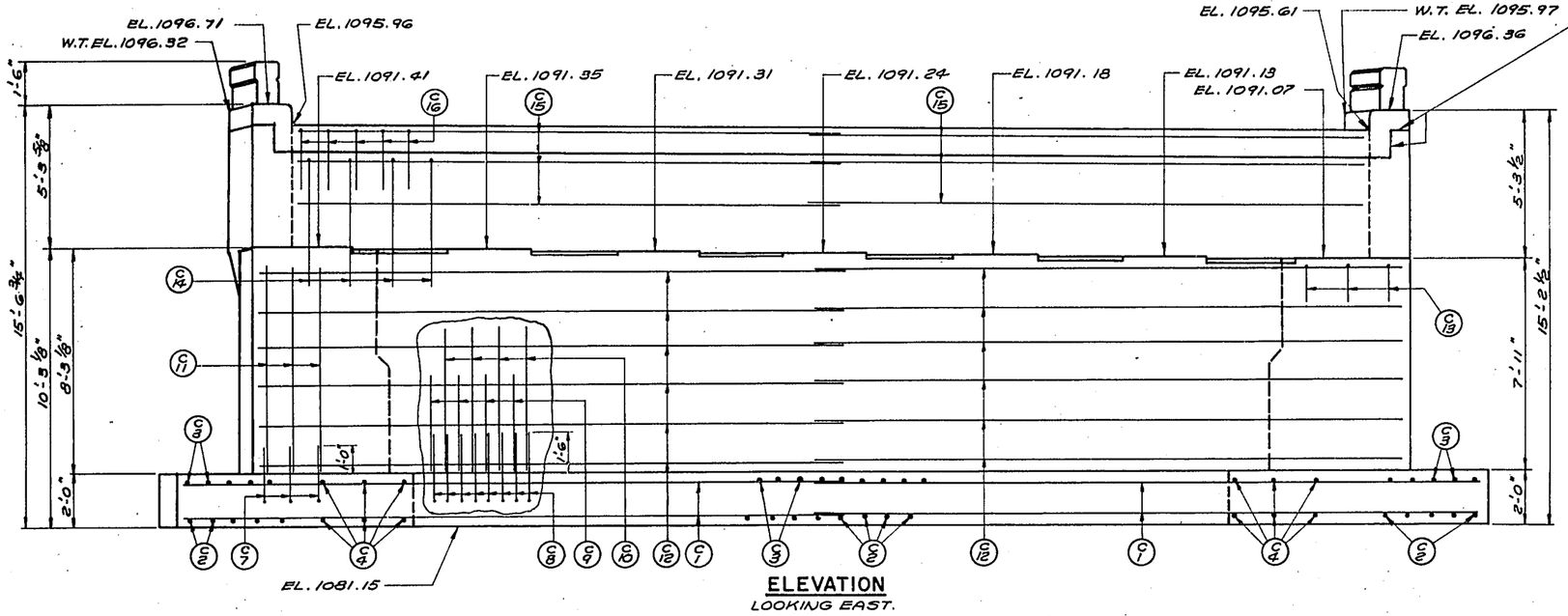
REVISED	STATE HIGHWAY COMMISSION OF WISCONSIN
W.K. 4-29-66 S.W.J. 6-8-66	EAST ABUTMENT
	DESIGN SPEC. AASHO '61 LIVE LOAD HS 20 CONST. SPEC 1963
	DATE 7-22-65 DESIGN J.J.Z. DRAWN C.C.F. CHKD H.E.A.
	STRUCTURE B-13-219 SHEET 12 OF 16

X 32019

FORM E-B-12-62

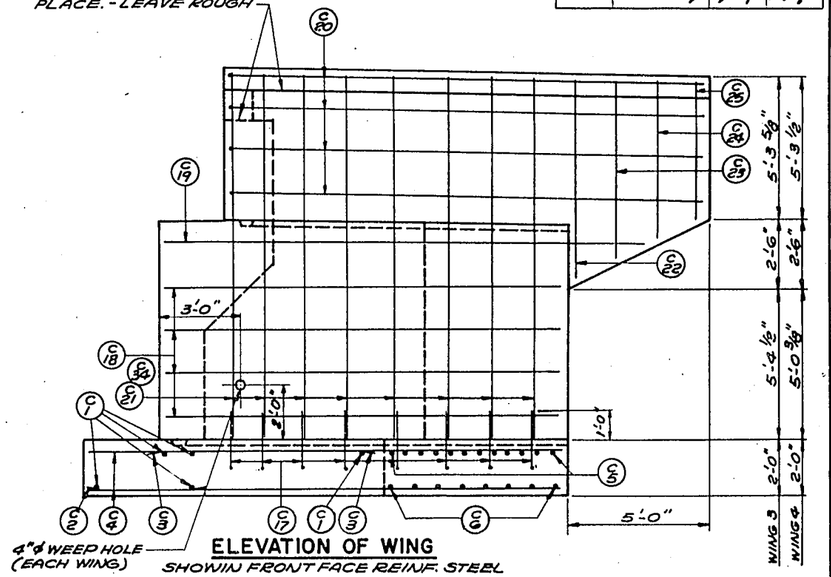
B. P. R. DIVISION	PROJECT	SHEET NO.	TOTAL SHEETS
4	FOA-2(39)	74	171

NOTE: FOR BILL OF BARS AND BAR DETAILS SEE SHEET X32021.



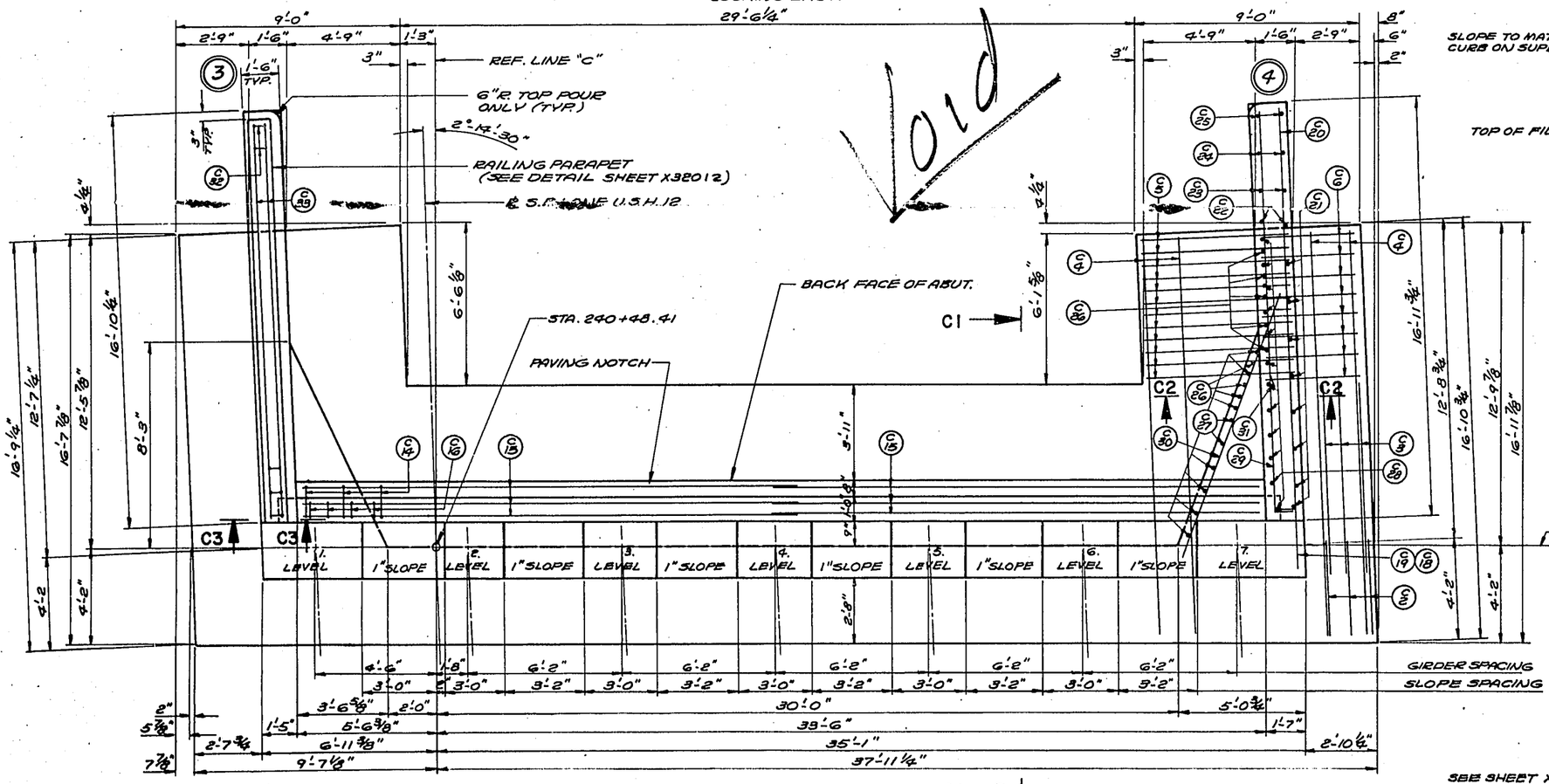
ELEVATION

LOOKING EAST.



ELEVATION OF WING

SHOWING FRONT FACE REINF. STEEL



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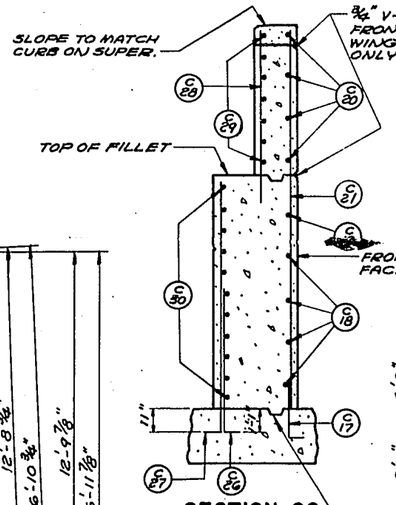
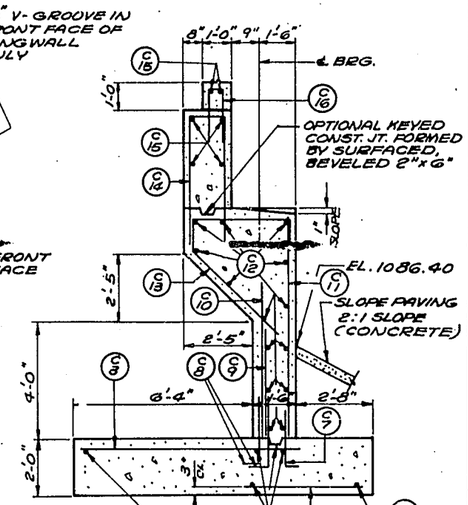


SECTION C2



SECTION C1

NOTE: SEE SHEET X32017 FOR PAY LIMITS FOR EXCAVATION FOR STRUCTURES AND GRANULAR BACKFILL.

NOTE: SEE SHEET X32020 FOR BACK FACE REINF. STEEL IN WINGS & FILLET.

SEE SHEET X32020 FOR "RAILING PARAPET DETAIL"

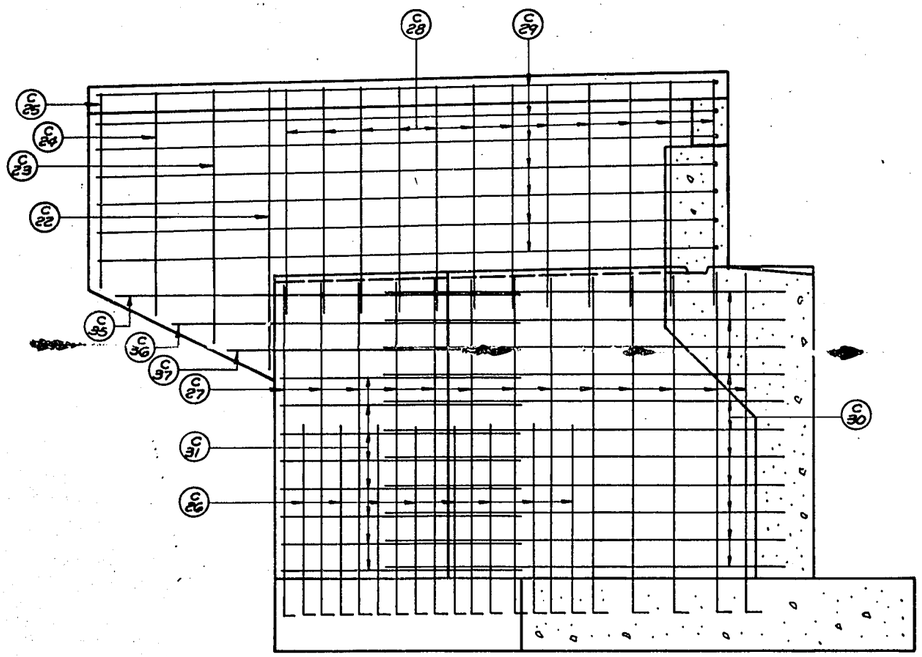
REVISED	STATE HIGHWAY COMMISSION OF WISCONSIN
	EAST ABUTMENT
	DESIGN SPEC. A.A.S.H.O. '61 LOADING H520 CONST. SPEC. 1963
	DATE 7-22-65 DESIGN J.J.Z. DRAWN CCF CKD. H.F.A.
	STRUCTURE B-13-219 SHEET 12 OF 16

X 32019

FORM E-B-12-62

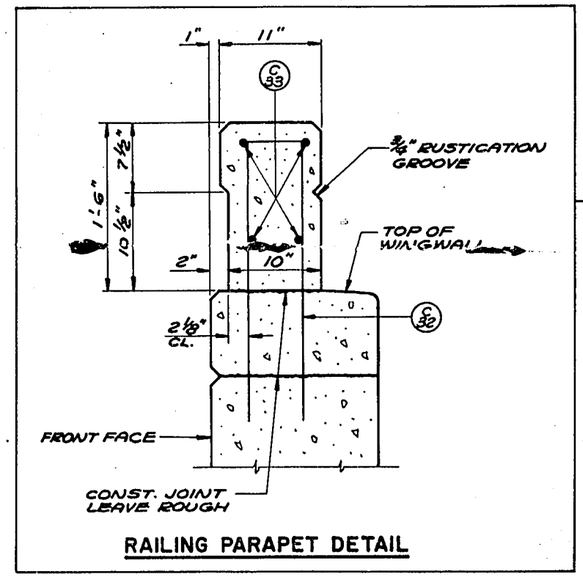
B. P. R. DIVISION	PROJECT	SHEET NO.	TOTAL SHEETS
4	FOA-Z(39)	75	171

Void



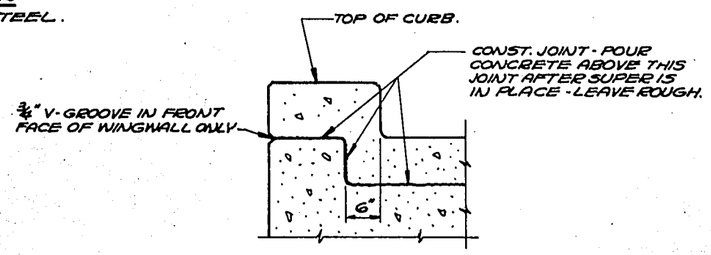
ELEVATION OF WING

SHOWING BACKFACE REINF. STEEL.



SEE X-32012 FOR RAIL PARAPET DETAILS.

RAILING PARAPET DETAIL



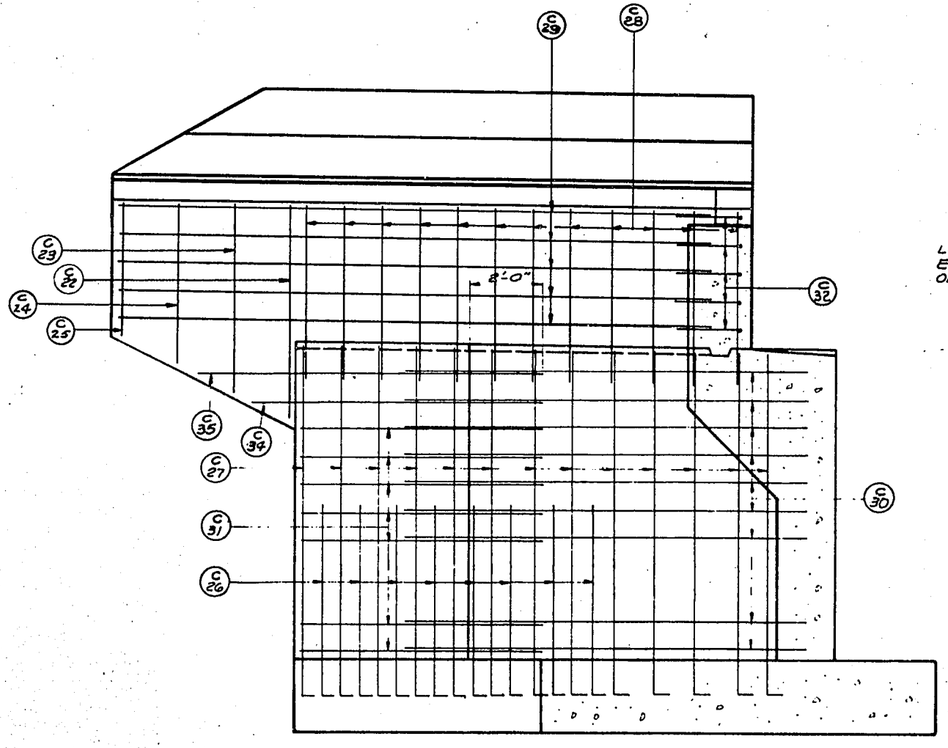
SECTION C3

REVISED	STATE HIGHWAY COMMISSION OF WISCONSIN
	EAST ABUTMENT
	DESIGN SPEC. A.A.S.H.O. '61 LOADING H 20 CONST. SPEC. 1963
	DATE 7-28-65 DESIGN J.J.Z. DRAWN CCF CKD. W.E.A.
STRUCTURE B-13-219	SHEET 13 OF 16

X 32020

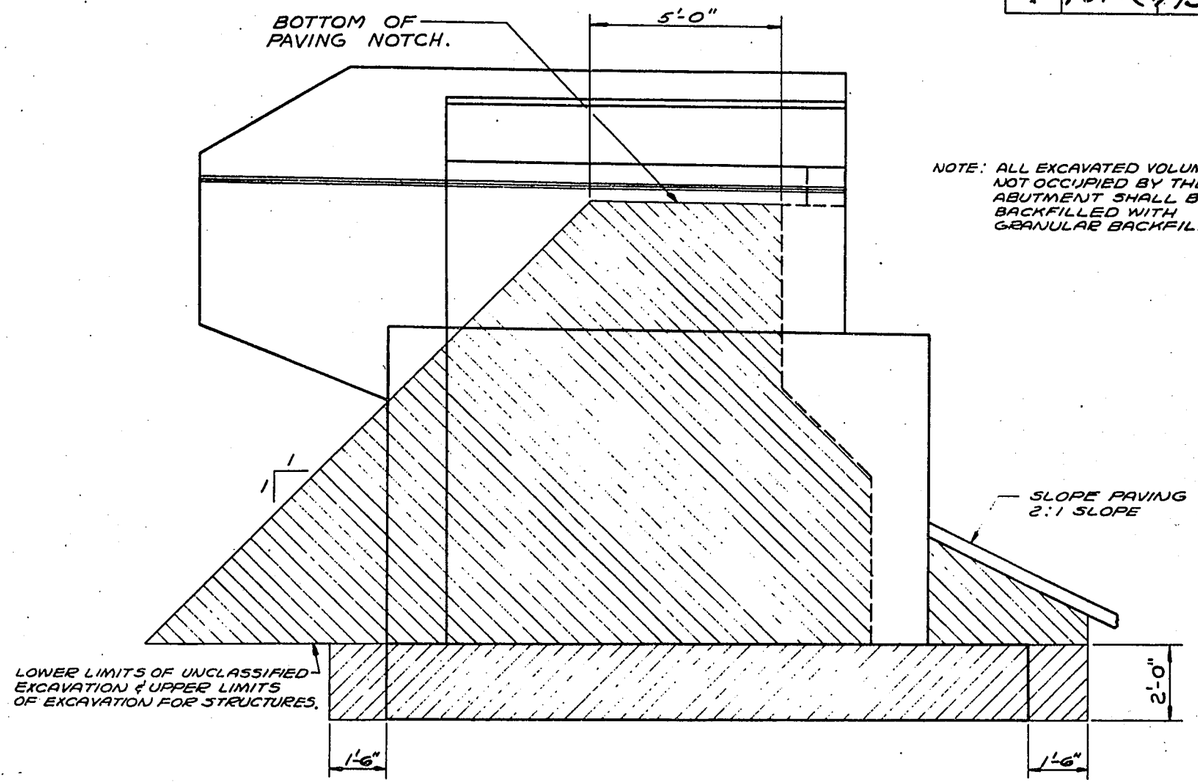
FORM E-8-12-62

B P R DIVISION	PROJECT	SHEET NO	TOTAL SHEETS
4	F04-2(39)	75	171



ELEVATION OF WING

SHOWING BACK FACE REINF. STEEL



PAY LIMITS FOR EXCAVATION FOR STRUCTURES AND GRANULAR BACKFILL

REVISED	STATE HIGHWAY COMMISSION OF WISCONSIN
W.R. 4-25-66 S.M.S. 4-8-	EAST ABUTMENT
	DESIGN SPEC A.A.S.H.O. '61 LOADING H S 20 CONST. SPEC 1963
	DATE 7-22-65 CHKD J.J.Z. DRAWN C.C.F. CKD H.E.A.
STRUCTURE B-13-219	SHEET 13 OF 16

X 32020

C.S.O. No. 12

FORM E-B-12-62

B.P.R. DIVISION	PROJECT	SHEET NO.	TOTAL SHEETS
4	F04-2(39)	76	171

BAR BENDING DETAILS

DIMENSIONS IN BENDING DETAILS ARE OUT TO OUT.

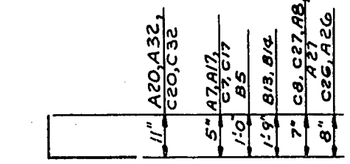
MARK	DIM. "A"	DIM. "B"
S13	1'-8"	3'-6½"
A14, C14	1'-4"	4'-7"
A16, C16	8"	2'-1"

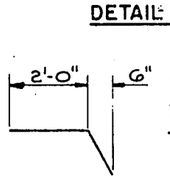
POUR	MARK	NO.	SIZE	LENGTH	SPACING	LOCATION	DET.
SUPERSTRUCTURE 63,600#	S 1	524	6	18-6	7½	Slab-Top & Bottom-Transverse	
	S 2	524	6	24-0	7½	" " " "	
	S 3	156	5	28-9	Shown	" Bottom-Longitudinal-Span 1	
	S 4	156	5	27-0	"	" " " " 2	
	S 5	8	6	1-6	"	Diaphram-Exterior Girders	
	S 6	24	6	5-3	"	"	
	S 7	20	6	3-0	"	" Interior Girders	
	S 8	68	5	32-9	"	Slab-Top-Longitudinal-Span 1	
	S 9	23	10	40-3	"	" " " at Pier	
	S10	34	10	35-6	"	" " " "	
	S11	68	5	35-0	"	" " " Span 2	
	S12	30	5	9-6	1-0	Diaphragm at Pier	K
	S13	30	5	8-9	1-0	" " "	B
	S14	60	4	4-0	Shown	" " "	
	S15	4	4	18-6	"	" Transverse at East Abutment	
	S16	12	4	5-9	"	" " " West "	
	S17	60	4	4-6	1-0	" at Abutments	L
	S18	36	6	5-0	Shown	" " "	
	S19	334	5	5-0	1-0	RAIL PARAPET	D
	R 1	12	5	19-0	Shown	Railing Parapet	
	R 2	36	5	21-9	"	" "	
	R 3	36	5	22-3	"	" "	
	R 4	12	5	12-0	"	" "	
	R5	334	5	5-0	1-0	" "	E
WEST ABUTMENT 5,750#	A 1	10	4	24-3	SHOWN	FOOTING - TRANSVERSE	
	A 2	57	5	4-0	10	" - BOTTOM - LONGIT.	
	A 3	63	5	7-9	9	" - TOP	
	A 4	24	4	16-6	1-6	" - " & BOT. AT WINGS	
	A 5	24	5	6-0	6	" - " AT WINGS	
	A 6	16	4	3-9	10	" - BOTTOM AT WINGS	
	A 7	42	4	2-0	1-0	" & BODY-VERT.-DOWELS	A
	A 8	83	6	3-0	6	" " " - " - "	A
	A 9	41	6	3-9	1-0	BODY - VERTICAL - BACK FACE	
	A10	42	6	5-6	1-0	" - " - " "	
	A11	42	4	7-6	1-0	" - " - FRONT "	
	A12	28	4	21-6	1-6	" - HORIZONTAL	
	A13	28	5	9-3	1-6	" - STIRRUPS	M
	A14	26	5	10-6	1-6	PARAPET - VERTICAL	B
	A15	8	4	20-0	SHOWN	" - HORIZONTAL	
	A16	39	5	5-0	1-0	" & PAVING BLOCK	B
	A17	16	4	2-0	1-6	WINGS - FRONT FACE - DOWELS	A
	A18	8	4	13-9	1-6	" - " " - HORIZ.	
	A19	2	4	16-3	1-6	" - " " - "	
	A20	6	4	12-9	1-6	" - " " - "	A
	A21	8	4	11-6	1-6	WING 4 - VERT. - FRONT FACE	
	A22	4	4	5-9	1-6	WINGS - F. & B. FACE - VERT.	
	A23	4	4	5-0	1-6	" - F. & B. " - "	
	A24	4	4	4-3	1-6	" - F. & B. " - "	
	A25	4	4	3-6	1-6	" - F. & B. " - "	
	A26	16	7	5-6	1-0	" & FILLET - BACK FACE	A
	A27	26	6	9-3	1-0	" " " - " "	A
	A28	24	4	5-0	1-0	" ABOVE FILLET-VERT.-B.F.	
	A29	10	4	15-6	9	" " - HORIZ: B.F.	
	A30	22	4	11-6	9	FILLET - HORIZONTAL	
	A31	16	4	6-3	9	WINGS - BACK FACE - HORIZ.	
	A32	10	4	2-9	9	" - " " - "	A
	A33	6	4	6-0	1-6	" - FRONT FACE - "	
	A34	2	4	7-6	9	" - BACK FACE - "	
	A35	2	4	8-9	9	" - " " - "	
	A36	8	4	11-0	1-6	WING 3 - VERT. - FRONT FACE	
	A37	8	4	9-0	SHOWN	PAVING BLOCK	
	A38	4	5	14-3	1-0	RAIL PARAPET	P†
	A39	2	5	9-0	1-0	" "	N
	A40	10	5	4-9	1-0	" "	F
	A41	10	5	3-0	1-0	" "	G
	A42	10	5	3-0	1-0	" "	C
	A43	12	5	9-0	1-0	" "	R
	A44	4	5	4-6	SHOWN	" "	
	A45	12	5	12-6	SHOWN	" "	
	A46	2	5	5-0	SHOWN	" "	

POUR	MARK	NO.	SIZE	LENGTH	SPACING	LOCATION	DET.
PIER 12,080#	B1	26	6	8-3	SHOWN	FOOTINGS - EXTERIOR - TRANS.	
	B2	16	11	12-6	"	" " - " - LONGIT.	
	B3	28	11	15-6	"	" INTERIOR - "	
	B4	76	4	9-6	"	" & COLUMNS - HOOPS	J
	B5	48	10	5-0	"	" & COLUMNS - DOWELS	A
	B6	48	10	20-6	"	" VERTICAL	
	B 7	4	11	10-6	"	Cap-Bottom	
	B 8	6	11	13-3	"	" "	
	B 9	3	9	13-3	"	" "	
	B10	2	9	6-0	"	" "	
	B11	4	5	6-9	"	" Ends	H
	B12	4	4	20-6	"	" Sides	
	B13	6	7	5-3	"	" Top	A
	B14	4	7	9-9	"	" "	A
	B15	6	11	12-6	"	" "	
	B16	2	11	30-6	"	"	
	B17	8	5	9-3	"	" Stirrups-Double	L
	B18	24	4	9-3	"	" " "	L
	B19	12	4	11-6	"	" " Single	L
	B20	18	6	3-0	"	" Top-Dowels	
	B21	38	6	8-3	"	Footings-Interior-Transverse	
EAST ABUTMENT 5,730#	C 1	10	4	24-3	Shown	Footing-Transverse	
	C 2	57	5	4-0	10	" Bottom-Longitudinal	
	C 3	63	5	7-9	9	" Top "	
	C 4	24	4	16-6	1-6	" " & Bottom at Wings	
	C 5	24	5	6-0	6	" " at Wings	
	C 6	16	4	3-9	10	" Bottom at Wings	
	C 7	42	4	2-0	1-0	" & Body-Vertical-Dowels	A
	C 8	83	6	3-0	6	" " " " "	A
	C 9	41	6	3-9	1-0	Body-Vertical-Back Face	
	C10	42	6	5-6	1-0	" " "	
	C11	42	4	7-6	1-0	" " Front Face	
	C12	28	4	21-6	1-6	" Horizontal	
	C13	28	5	9-3	1-6	" Stirrups	M
	C14	26	5	10-6	1-6	Parapet-Vertical	B
	C15	12	4	20-0	Shown	" Horizontal	
	C16	39	5	5-0	1-0	" & Paving Block	B
	C17	16	4	2-0	1-6	Wings-Front Face-Dowels	A
	C18	8	4	13-9	1-6	" " " Horizontal	
	C19	2	4	16-3	1-6	" " " "	
	C20	6	4	12-9	1-6	" " " "	A
	C21	8	4	11-6	1-6	Wing 4-Vertical-Front Face	
	C22	4	4	5-9	1-6	Wings-F. & B. Face-Vertical	
	C23	4	4	5-0	1-6	" F. & B. " "	
	C24	4	4	4-3	1-6	" F. & B. " "	
	C25	4	4	3-6	1-6	" F. & B. " "	
	C26	16	7	5-6	1-0	" & Fillet-Back Face	A
	C27	26	6	9-3	1-0	" " " " "	A
	C28	24	4	5-0	1-0	" Above Fillet-Vertical-B.F.	
	C29	10	4	15-6	9	" " " Horizontal-B.F.	*
	C30	22	4	11-6	9	Fillet-Horizontal	
	C31	16	4	6-3	9	Wings-Back Face-Horizontal	
	C32	10	4	2-9	9	" - " " - "	A
	C33	6	4	6-0	1-6	" - FRONT FACE - HORIZONTAL	
	C34	2	4	7-6	9	Wings-B.F.-Horizontal	
	C35	2	4	8-9	9	" B.F. "	
	C36	8	4	11-0	1-6	Wing 3-Vertical Front Face	
	C37	4	5	14-3	1-0	RAIL PARAPET	P†
	C38	2	5	9-0	1-0	" "	N
	C39	22	5	9-0	1-0	" "	R
	C40	4	5	4-6	SHOWN	" "	
	C41	2	5	4-0	SHOWN	" "	
	C42	12	5	12-6	SHOWN	" "	

* BEND IN FIELD.

DETAIL A





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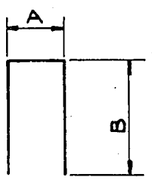
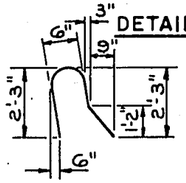
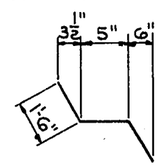




DETAIL C

DETAIL D



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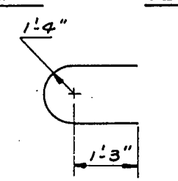
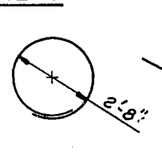
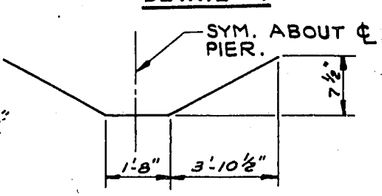


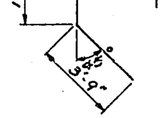
DETAIL F



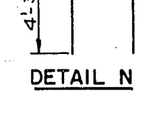
DETAIL G



DETAIL H

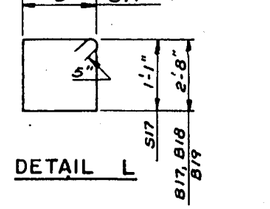


DETAIL J

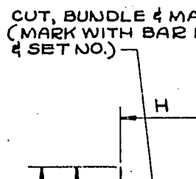


DETAIL K

DETAIL L



DETAIL M



MARK & CUT ALL BARS ALONG THIS LINE. MAKE ALL CUTS NORMAL TO BAR AXIS.

"H" IS NUMBER OF BARS, BEFORE CUTTING.

BENT BARS, IF USED, IN CUTTING DIAGRAM SHALL BE BENT AFTER CUTTING.

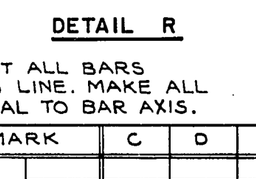
† CUTTING DIAGRAM

MARK		C	D	E	F	G	H	SETS REQ'D.
A38	SET 1	5'-6"	—	14'-3"	—	8'-9"	4	1 SET
	SET 2	—	8'-9"	14'-3"	5'-6"	—		1 SET
C37	SET 3	5'-6"	—	14'-3"	—	8'-9"	4	1 SET
	SET 4	—	8'-9"	14'-3"	5'-6"	—		1 SET

DETAIL N

DETAIL P

DETAIL R



DIVISION	STATE HIGHWAY COMMISSION OF WISCONSIN
W.S.H. 4-1-58	BILL OF BARS
	A.A.S.H.O. '61 — H520 — 1963
	DATE 7-22-65 — — — CCM — H.E.A.
STRUCTURE B-13-219	SHEET 14 OF 16

X 32021

FORM E-B-12-62

10 FD

B.F.R. DIVISION	PROJECT	SHEET NO.	TOTAL SHEETS
4	F09-2(39)	76	171

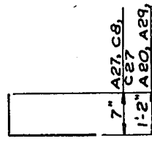
BAR BENDING DETAILS

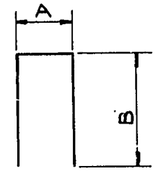
DIMENSIONS IN BENDING DETAILS ARE OUT TO OUT.
OMIT DETAILS WHERE DIMENSIONS ARE BLANK.

MARK	DIM. "A"	DIM. "B"
S13	1'-8"	3'-6½"
A14, C14	1'-4"	4'-7"
A16, C16	8"	2'-1"

POUR	MARK	NO.	SIZE	LENGTH	SPACING	LOCATION	DET.
SUPERSTRUCTURE 63,190#	S 1	524	6	18-6	7½	Slab-Top & Bottom-Transverse	
	S 2	524	6	24-0	7½	" " " " "	
	S 3	156	5	28-9	Shown	" Bottom-Longitudinal-Span 1	
	S 4	156	5	27-0	"	" " " " 2	
	S 5	8	6	1-6	"	Diaphram-Exterior Girders	
	S 6	24	6	5-3	"	"	
	S 7	20	6	3-0	"	" Interior Girders	
	S 8	68	5	32-9	"	Slab-Top-Longitudinal-Span 1	
	S 9	23	10	40-3	"	" " " at Pier	
	S10	34	10	35-6	"	" " " "	
	S11	68	5	35-0	"	" " " Span 2	
	S12	30	5	9-6	1-0	Diaphragm at Pier	K
	S13	30	5	8-9	1-0	" " "	B
	S14	60	4	4-0	Shown	" " "	
	S15	4	4	18-6	"	" Transverse at East Abutment	
	S16	12	4	5-9	"	" " at West Abutment	
	S17	60	4	4-6	1-0	" at Abutments	L
	S18	36	6	5-0	Shown	" " "	
	S19	8	5	40-6	"	Curbs-Span 2	
	S20	8	5	43-6	"	" " 1	
	S21	334	5	3-9	1-0	" & Slab	E
	S22	334	5	5-0	1-0	Railing Parapet & Curbs	D
	R 1	8	5	19-0	Shown	Railing Parapet	
	R 2	24	5	21-9	"	" "	
	R 3	24	5	22-3	"	" "	
	R 4	8	5	12-0	"	" "	
WEST ABUTMENT 6,210#	A 1	10	4	24-3	Shown	Footing-Transverse	
	A 2	57	5	4-0	10	" Bottom-Longitudinal	
	A 3	63	5	7-9	9	" Top "	
	A 4	24	4	16-6	1-6	" " & Bottom at Wings	
	A 5	24	5	6-0	6	" " at Wings	
	A 6	16	4	3-9	10	" Bottom at Wings	
	A 7	42	4	2-0	1-0	" & Body-Vertical-Dowels	A
	A 8	83	7	3-6	6	" " " " "	A
	A 9	41	7	3-9	1-0	Body-Vertical-Back Face	
	A10	42	7	5-6	1-0	" " " "	
	A11	42	4	7-6	1-0	" " Front Face	
	A12	28	4	21-6	1-6	" Horizontal	
	A13	28	5	9-3	1-6	" Stirrups	M
	A14	26	5	10-6	1-6	Parapet-Vertical	B
	A15	8	4	20-0	1-6	" Horizontal	
	A16	39	5	5-0	1-0	" & Paving Block	B
	A17	16	4	2-0	1-6	Wings-Front Face-Dowels	A
	A18	8	4	13-9	1-6	" " " Horizontal	
	A19	2	4	16-3	1-6	" " " "	
	A20	8	4	17-6	1-6	" " " "	A
	A21	8	4	13-3	1-6	Wing 2-Front Face-Vertical	
	A22	4	4	7-6	1-6	" F. & B. Face-Vertical	
	A23	4	4	6-6	1-6	" F. & B. " "	
	A24	4	4	5-9	1-6	" F. & B. " "	
	A25	4	4	5-0	1-6	" F. & B. " "	
	A26	16	7	5-6	1-0	" & Fillet-Back Face	A
	A27	26	6	9-3	1-0	" " " Vertical-Back Face	A
	A28	24	4	6-3	1-0	Wings-Back Face-Above Fillet-Vertical	
	A29	14	4	17-6	9	" " " " " Horizontal	A
	A30	22	4	11-6	9	Fillet-Horizontal	
	A31	18	4	6-3	9	Wings-Back Face-Horizontal	
	A32	36	5	5-9	1-0	Railing Parapet	N
	A33	8	5	14-0	Shown	" " -Horizontal	
	A34	8	4	9-0	"	Paving Block	
	A35	2	4	7-9	9	Wings-Back Face-Horizontal	
	A36	2	4	8-9	9	" " " "	
	A37	8	4	13-0	1-6	Wing 1-Front Face-Vertical	
	A38	8	5	5-6	SHOWN	RAILING PARAPET	N
	A39	8	5	3-3	"	" "	

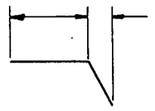
POUR	MARK	NO.	SIZE	LENGTH	SPACING	LOCATION	DET.
PIER 12,080#	B 1	26	6	8-3	Shown	Footings-Exterior-Transverse	
	B 2	16	11	12-6	"	" Exterior-Longitudinal	
	B 3	28	11	15-6	"	" Interior "	
	B 4	76	4	9-6	"	" & Columns-Hoops	J
	B 5	48	10	5-0	"	" & Columns-Dowels	A
	B 6	48	10	20-6	"	" Vertical	
	B 7	4	11	10-6	Shown	Cap-Bottom	
	B 8	6	11	13-3	"	" "	
	B 9	3	9	13-3	"	" "	
	B10	2	9	6-0	"	" "	
	B11	4	5	6-9	"	" Ends	H
	B12	4	4	20-6	"	" Sides	
	B13	6	7	5-3	"	" Top	A
	B14	4	7	9-9	"	" "	A
	B15	6	11	12-6	"	" "	
	B16	2	11	30-6	"	" "	
	B17	8	5	9-3	"	" Stirrups-Double	L
	B18	24	4	9-3	"	" " "	L
	B19	12	4	11-6	"	" " Single	L
	B20	18	6	3-0	"	" Top-Dowels	
	B21	38	6	8-3	"	Footings-Interior-Transverse	
EAST ABUTMENT 5,730#	C 1	10	4	23-9	Shown	Footing-Transverse	
	C 2	57	5	4-0	10	" Bottom-Longitudinal	
	C 3	63	5	7-9	9	" Top-Longitudinal	
	C 4	24	4	16-6	1-6	" Top & Bottom- at Wings	
	C 5	24	5	6-0	6	" Top at Wings	
	C 6	16	4	3-9	10	" Bottom at Wings	
	C 7	42	4	2-0	1-0	" & Body-Vertical-Dowels	A
	C 8	83	6	3-0	6	" " " " "	A
	C 9	41	6	3-9	1-0	Body-Vertical-Back Face	
	C10	42	6	5-6	1-0	" " " "	
	C11	42	4	7-6	1-0	" " Front Face	
	C12	28	4	21-6	1-6	" Horizontal	
	C13	28	5	9-3	1-6	" Stirrups	M
	C14	26	5	10-6	1-6	Parapet-Vertical	B
	C15	12	4	20-0	Shown	" Horizontal	
	C16	39	5	5-0	1-0	" & Paving Block	B
	C17	16	4	2-0	1-6	Wings-Front Face-Dowels	A
	C18	8	4	13-9	1-6	" " " Horizontal	
	C19	2	4	16-3	1-6	" " " "	
	C20	8	4	17-6	1-6	" " " "	A
	C21	8	4	12-6	1-6	Wing 4-Front Face-Vertical	
	C22	4	4	7-6	1-6	Wings-Front & Back Face-Vertical	
	C23	4	4	6-6	1-6	" " " " " "	
	C24	4	4	5-9	1-6	" " " " " "	
	C25	4	4	5-0	1-6	" " " " " "	
	C26	16	7	5-6	1-0	" & Fillet-Back Face	A
	C27	26	6	9-3	1-0	" " " " " -Vertical	A
	C28	24	4	6-3	1-0	" Above Fillet-Vertical-Back Face	
	C29	14	4	17-6	9	" " " Horizontal-Back Face	A
	C30	22	4	11-6	9	Fillet-Horizontal	
	C31	16	4	6-3	9	Wing-Back Face-Horizontal	
	C32	34	5	5-9	1-0	Railing Parapet	N
	C33	8	5	16-3	Shown	" " -Horizontal	
	C34	8	4	12-9	1-6	Wing 3-Front Face-Vertical	
	C35	2	4	10-6	9	Wings-Back Face-Horizontal	
	C36	2	4	9-9	9	" " " "	
	C37	2	4	8-3	9	" " " "	





DETAIL A

DETAIL B



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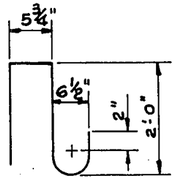

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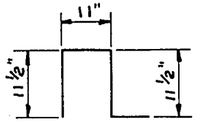

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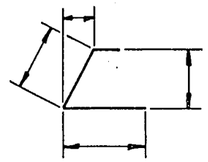

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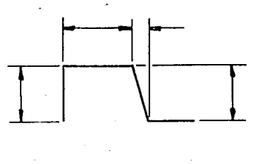

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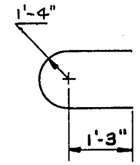

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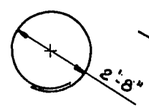

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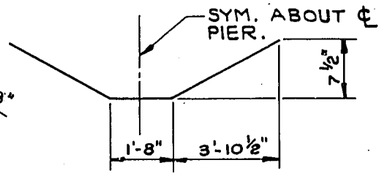
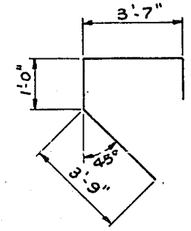
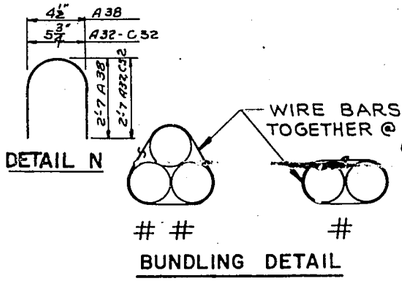


DETAIL K

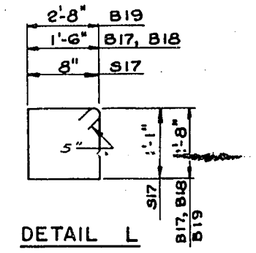


DETAIL M

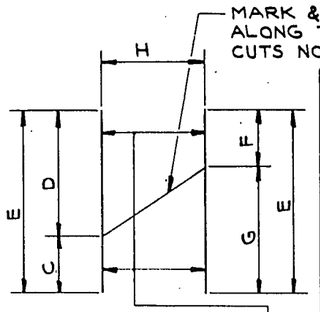


DETAIL N

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.

REVISED

STATE HIGHWAY COMMISSION OF WISCONSIN

BILL OF BARS

A.A.S.H.O. '61 | HS 20 | 1963

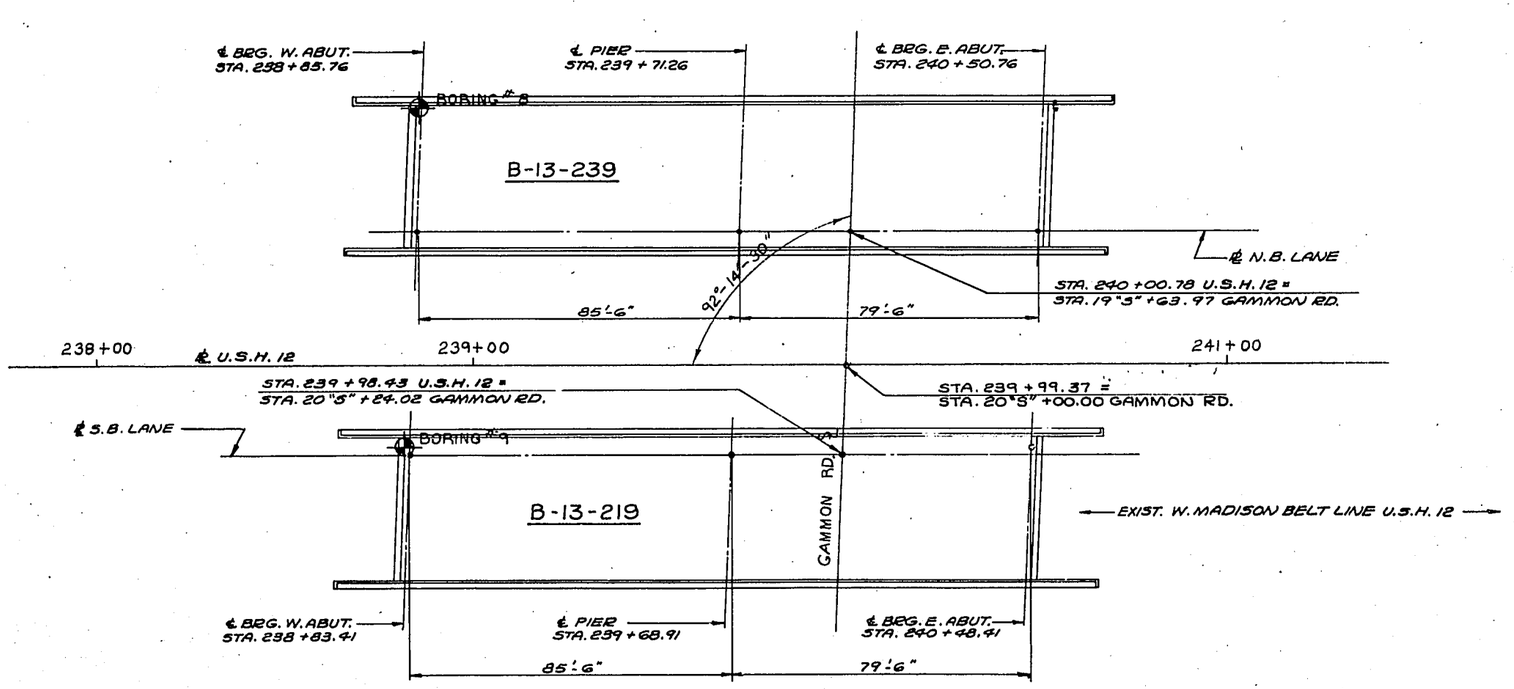
DATE 7-22-65 | — | CCF | HE-A

STRUCTURE B-13-219 | SHEET 14 OF 16

32021

FORM E-B-12-62

B.P.R. DIVISION	PROJECT	SHEET NO.	TOTAL SHEETS
4	F04-2(39)	77	171

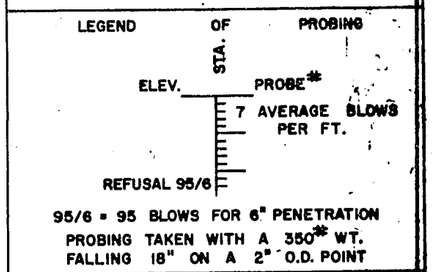


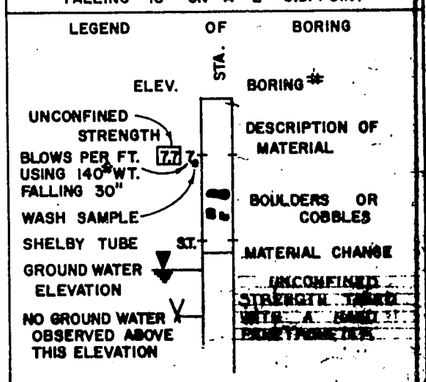
N

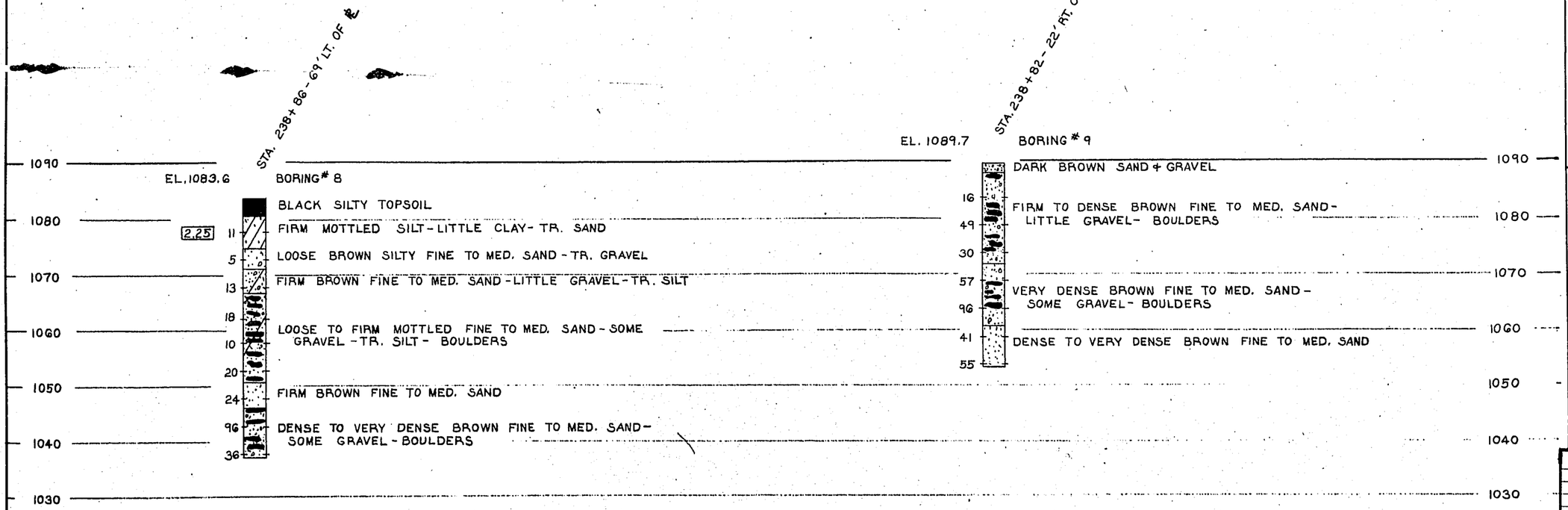
SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN

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 SAID USE.

UNLESS OTHERWISE SPECIFIED THE BLOWS PER FOOT AT THE LOCATIONS INDICATED ARE BASED ON DRIVING A 2" OD x 1.4" ID SPLIT SPOON SAMPLER WITH A 140 LB. 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.







STATE HIGHWAY COMMISSION OF WISCONSIN

SUBSURFACE EXPLORATION

DESIGN SPEC. A.A.S.H.O.'61 | LOADING H S 20 | CONST. SPEC. 1963

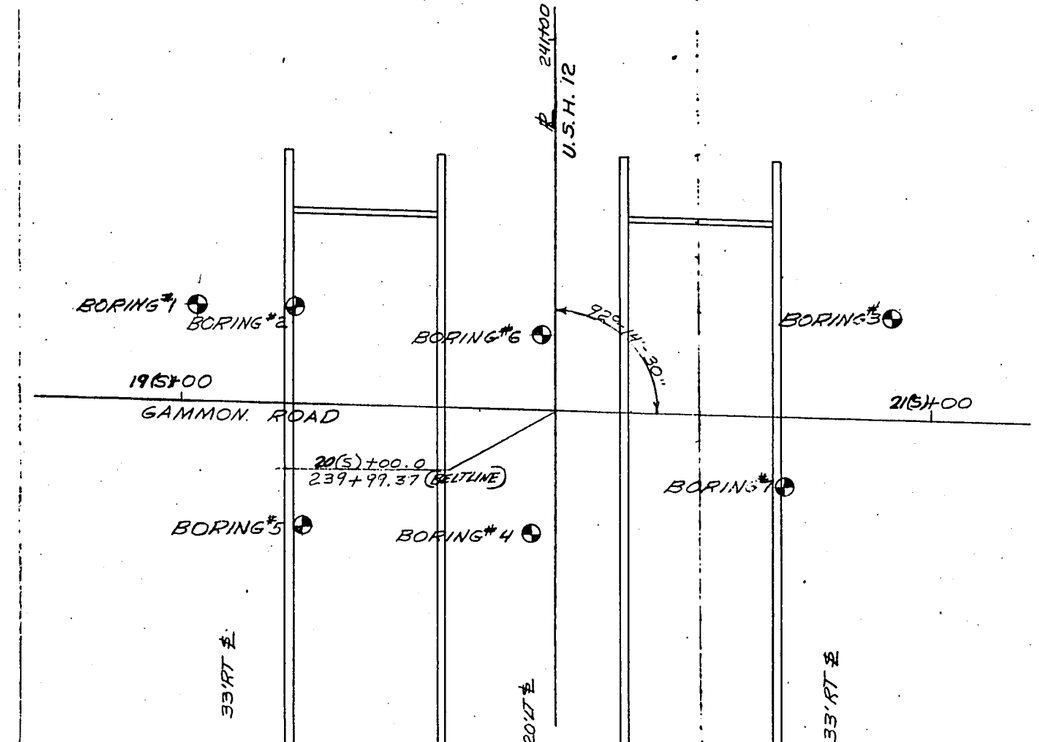
DATE 7-22-65 | DESIGN — | DRAWN MB | CKD. T.L.H.

STRUCTURE B-13-219 | SHEET 15 OF 16

X 32022

S. F. R. DIVISION	PROJECT	SHEET NO.	TOTAL SHEETS
4	F09-2(39)	78	171

NORTH



STA 195+04 26'LT ℄

ELEV. 1088.1
BORING #1

10		BLACK SILTY TOPSOIL
13		LOOSE BR SAND SOME GRAVEL
34		FIRM BR. SAND & GRAVEL (STONE IN END OF S.S.)
30		NO RECOVERY
14		NO RECOVERY
32		NO RECOVERY
47		VERY DENSE BR SAND & GRAVEL LITTLE CLAY
21		FIRM BR SAND & GRAVEL TR SILT
100/0.1		NO RECOVERY
17		FIRM BR SAND LITTLE GRAVEL TR CLAY
50/0.1		

11 DAY GROUND WATER READING DRY HOLE

STA 195+30 26'LT ℄

ELEV. 1087.8
BORING #2

13		BLACK SILTY TOPSOIL
32		FIRM TO DENSE BR SAND & GRAVEL LITTLE SILT
19		FIRM BR SAND & GRAVEL LITTLE SILT
46		
30		
60		DENSE TO VERY DENSE SAND & GRAVEL LITTLE SILT
55		
65		
30		WASH SAMPLE

9 DAY GROUND WATER READING DRY HOLE

STA 195+33 33'RT ℄

ELEV. 1085.1
BORING #5

11		FIRM BR CLAYEY SILT TR SAND & GRAVEL
13		FIRM BR SAND LITTLE GRAVEL TR SILT
22		
10		LOOSE BR SAND TR SILT
100/0.1		
22		FIRM BR SAND & GRAVEL TR SILT SEAMS SAND

STA 195+95 20'LT ℄

ELEV. 1088.7
BORING #6

14		ASPHALT
12		BR SAND & GRAVEL TR SILT
25		FIRM BR SILT SOME CLAY
14		FIRM BR SAND TR GRAVEL & SILT
15		FIRM BR SAND & GRAVEL SOME SILT
12		(STONE IN END OF S.S.)
15		FIRM BR SAND TR GRAVEL & SILT

STA 195+84 33'RT ℄

EL. 1087.0
BORING #4

6		BROWN CLAYEY GRAVEL LOOSE BR CLAYEY SILT
4		
4		SOFT BROWN SILTY CLAY
22		FIRM BR SAND LITTLE SILT & GRAVEL (BOULDER)
31		
75		DENSE TO VERY DENSE BR SAND & GRAVEL TR SILT & CLAY (BOULDERS)
36		
38		

STA 205+61 18'RT ℄

EL. 1089.1
BORING #7

18		ASPHALT
15		BR SAND & GRAVEL LITTLE SILT & CLAY (FILL)
14		FIRM BR. SAND LITTLE GRAVEL TR SILT
34 1/2		STONE IN S.S.
22		(BOULDERS) WASH SAMPLE

STA 205+90 27'LT ℄

EL. 1087.6
BORING #3

21		TOPSOIL
19		
17		FIRM BR SAND & GRAVEL TR SILT
16		FIRM BR SAND SOME GRAVEL
32		DENSE BR SAND & GRAVEL TR SILT
50		
67		VERY DENSE BR SAND SOME GRAVEL TR SILT
29		FIRM BR SAND SOME GRAVEL TR SILT

9 DAY GROUND WATER READING DRY HOLE

1090
1080
1070
1060
1050
1040
1030
1020

LEGEND OF BORING

ELEV.	BORING #
BLOW PER FT USING 140# WT. WITH A 30" FALL	DESCRIPTION OF MATERIAL CHANGE
NO GROUND WATER ABOVE THIS LEVEL	

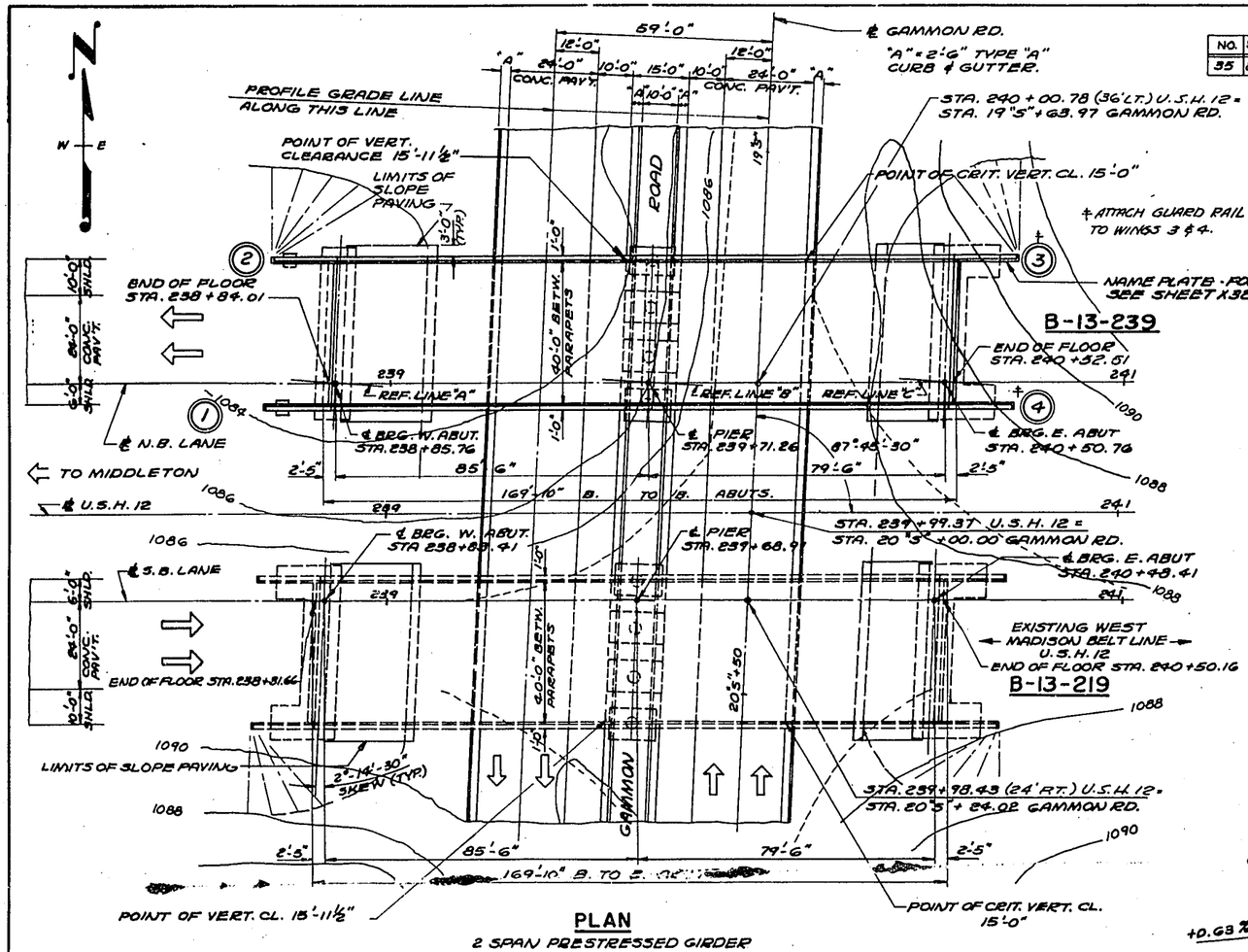
REVISED	STATE HIGHWAY COMMISSION OF WISCONSIN
	SUBSURFACE EXPLORATION
	DESIGN SPEC. AASHO. '61 LOADING HS 20 STRUCT. NGS
	DATE 7/22/65 DESIGN —— DRAWN J.R.D. CHK. T.W.M.
STRUCTURE B-13-219	SHEET 16 OF 16

FORM E-B-11-62

COUNTY & HIGHWAY	ROUTE & SECTION	CLASS & AGREEMENT STATE	CLASS & AGREEMENT FEDERAL	B.P.R. DIVISION	PROJECT	SHEET NO.	TOTAL SHEETS
13.1	4.2	23.34		4	F04-2(39)	79	171

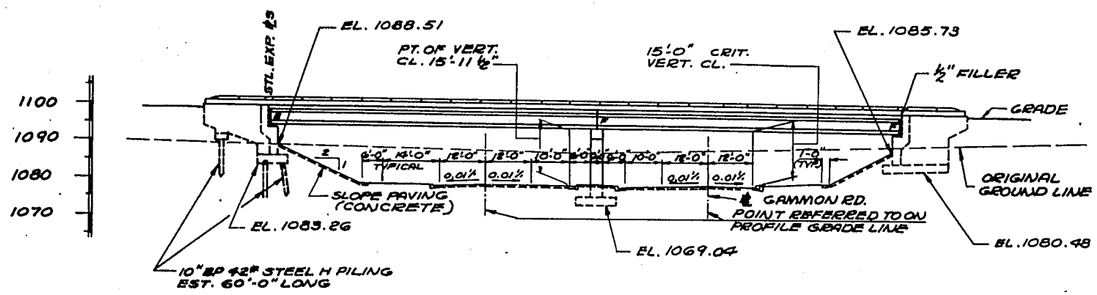
BENCH MARK

NO.	STATION	DESCRIPTION	ELEV.
35	22°S°+60.00	WIS. G.S. (MON.) 26' RT.	1087.88



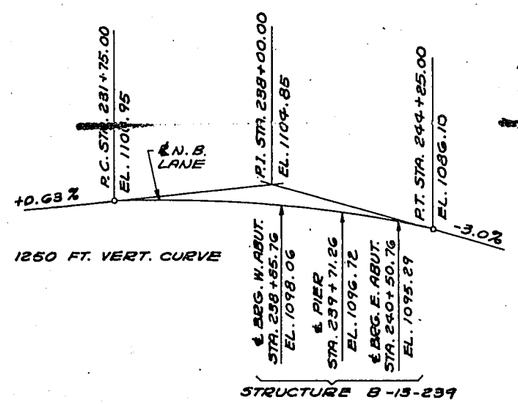
PLAN

2 SPAN PRESTRESSED GIRDER

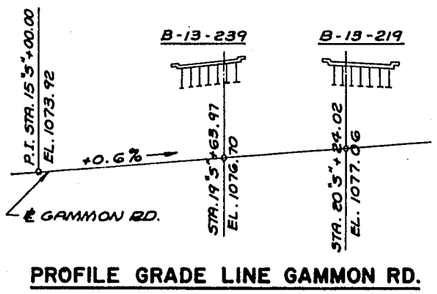


ELEVATION

B-13-239



PROFILE GRADE LINE U.S.H. 12



PROFILE GRADE LINE GAMMON RD.

TOTAL ESTIMATED QUANTITIES

	BID ITEMS	UNIT	SUPER.	W. ABUT.	PIER	E. ABUT.	TOTAL
	EXCAVATION FOR STRUCTURES	C.Y.	——	110	120	70	300
	GRANULAR BACKFILL	C.Y.	——	140	90	290	520
	CONCRETE MASONRY	C.Y.	185.7	96.2	71.4	114.8	468.1
	PRESTRESSED GIRDER, I TYPE 45"	L.F.	1160	——	——	——	1160
	BAR STEEL REINFORCEMENT	LB.	63,190	9,850	12,080	5,780	85,900
	STRUCTURAL CARBON STEEL	LB.	3230	——	——	——	3230
	STRUCTURAL LOW-ALLOY STEEL	LB.	2310	——	——	——	2310
	LUBRICATED BRONZE PLATES	LB.	110	——	——	——	110
	BEARING PADS	S.F.	45	——	——	——	45
	TUBULAR RAILING - TYPE "G"	L.F.	400	——	——	——	400
	SLOPE PAVING, CONCRETE	S.Y.	——	135	——	100	235
*	STEEL TEST PILING	L.S.	——	——	——	——	1
	STEEL PILING, DELIVERED	L.F.	——	840	——	——	840
	STEEL PILING, DRIVEN	L.F.	——	840	——	——	840
	NON-BID ITEMS						
	ALUMINUM OR ZINC PLATE	S.F.	21	——	——	——	21
	FILLER	SIZE	——	——	——	——	½"

* DRIVE ONE STEEL TEST PILE 70'-0" LONG AT WEST ABUT.

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

BEVEL ALL EXPOSED EDGES OF CONCRETE 1" UNLESS OTHERWISE SHOWN OR NOTED.

BAR STEEL REINFORCEMENT SHALL BE IMBEDDED 2" CLEAR UNLESS OTHERWISE SPECIFIED.

THE SLOPE IN FRONT OF THE ABUTMENTS SHALL BE COVERED WITH SLOPE PAVING AS SHOWN ON THIS SHEET AND ON SHEETS X32795 AND X32798.

UPPER LIMITS FOR "EXCAVATION FOR STRUCTURES" SHALL BE THE FINISHED GRADED SECTION AT THE PIER.

EXPANSION JOINT FILLER SHALL CONFORM TO A.A.S.H.O. DESIGNATION M153, TYPE I.

HOT-POURED ELASTIC TYPE JOINT SEALER SHALL CONFORM TO A.S.T.M. DESIGNATION D1190.

DESIGN DATA

LIVE LOAD - HS 20

ALLOWABLE DESIGN STRESSES

CONCRETE MASONRY, GRADE "AA" ____ f_c = 1,400 P.S.I.
BAR STEEL REINFORCEMENT ____ f_s = 20,000 P.S.I.
STRUCTURAL LOW-ALLOY STEEL
TO AND INCLUDING ¾" THICK ____ f_s = 27,000 P.S.I.
OVER ¾" TO AND INCL. 1½" THICK ____ f_s = 25,000 P.S.I.
OVER 1½" THICK ____ f_s = 23,000 P.S.I.
STRUCTURAL CARBON STEEL ____ f_s = 20,000 P.S.I.
PRESTRESSED GIRDERS
CONCRETE MASONRY ____ f'_c = 5,000 P.S.I.
STRANDS - ½" ϕ WITH ULT. TENSILE STR. OF 270,000 P.S.I.

FOUNDATION DATA

ALL SUBSTRUCTURE UNITS TO BE SUPPORTED ON SPREAD FOOTINGS-MAXIMUM ALLOWABLE BEARING PRESSURE 2 TONS PER SQ. FT. EXCEPT WEST ABUTMENT. 10"BP 42# STEEL H PILING AT WEST ABUTMENT EST. 60'-0" LONG AND DRIVEN TO A MINIMUM BEARING VALUE OF 45 TONS/PILE.

NOTE: FOR SUBSURFACE EXPLORATION SEE B-13-219 SHEET X32022 AND X32023.

LIST OF DRAWINGS

1. GENERAL PLAN ____ X32787
2. SUPERSTRUCTURE ____ X32788
3. SUPERSTRUCTURE ____ X32789
4. PRESTRESSED GIRDER DETAILS ____ X32790
5. RAIL PARAPET DETAILS ____ X32791
6. DETAILS FOR TYPE "G" TUBULAR ALUM. & STEEL RAILING ____ X32792
7. EXPANSION JOINT ____ X32793
8. BEARING DETAILS ____ X32794
9. WEST ABUTMENT ____ X32795
10. WEST ABUTMENT ____ X32796
11. PIER ____ X32797
12. EAST ABUTMENT ____ X32798
13. EAST ABUTMENT ____ X32799
14. BILL OF BARS ____ X32800

REVISED

STATE HIGHWAY COMMISSION OF WISCONSIN

GENERAL PLAN

CO. DANE | ALSO IN TN. MIDDLETON | STA. 239+99.37

SECTION 25/26 | TOWN 7N | RANGE 8/9E

DESIGN SPEC. A.A.S.H.O.'61 | LOADING HS 20 | CONST. SPEC. 1963

DATE 8-31-65 | DESIGN J.J.Z. | DRAWN CCF | CKD. H.E.A.

RECOMMENDED W.B. Schultz CHIEF BRIDGE ENGINEER

APPROVED: W. C. Burmeister STATE HIGHWAY ENGINEER

STRUCTURE B-13-239 | SHEET 1 OF 14

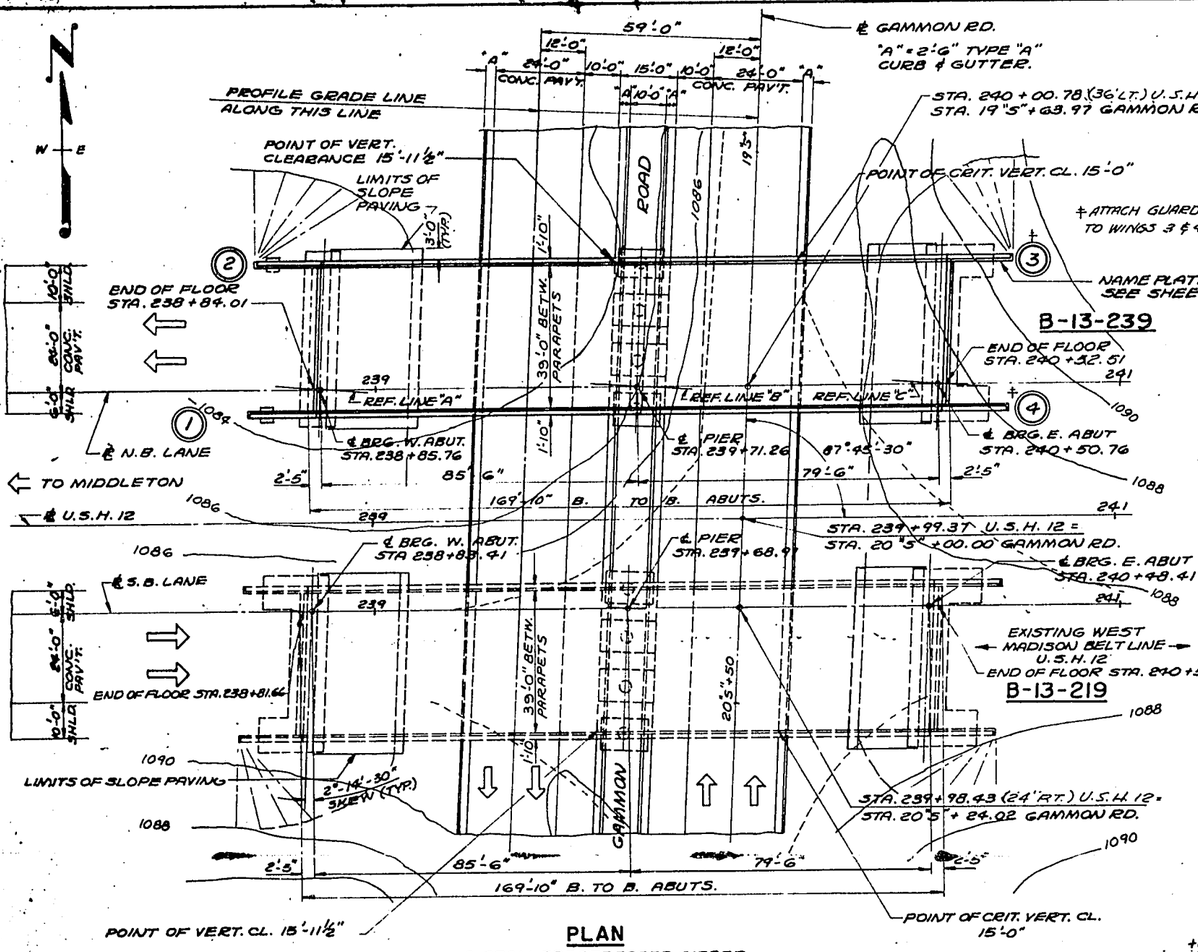
X32787

FORM E-B-11-62

COUNTY & HIGHWAY	ROUTE & SECTION	CLASS & AGREEMENT STATE	FEDERAL	B P R DIVISION	PROJECT	SHEET NO.	TOTAL SHEETS
13.1	4.2	23.34		4	F04-2(39)	79	171

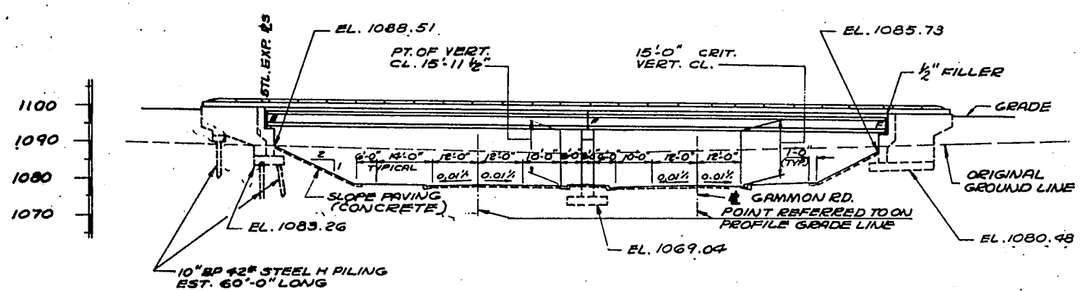
BENCH MARK

NO.	STATION	DESCRIPTION	ELEV.
35	22°5"+60.0	WIS. G.S. (MON.) 26' RT.	1087.88



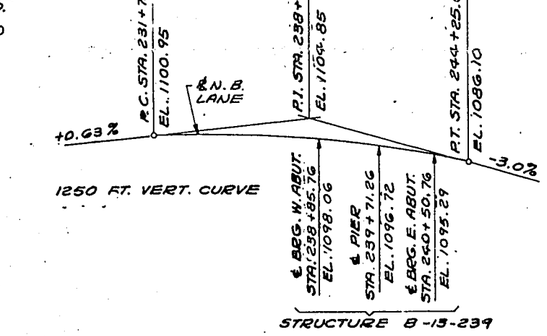
PLAN

2 SPAN PRESTRESSED GIRDER

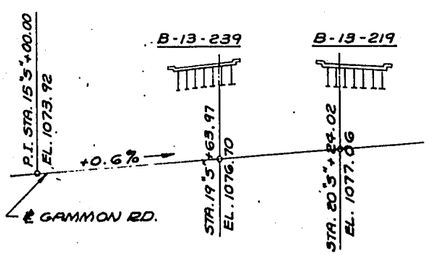


ELEVATION

B-13-239



PROFILE GRADE LINE U.S.H. 12



PROFILE GRADE LINE GAMMON RD.

TOTAL ESTIMATED QUANTITIES

BID ITEMS	UNIT	SUPER.	W. ABUT.	PIER	E. ABUT.	TOTAL	
EXCAVATION FOR STRUCTURES	C.Y.	——	110	120	70	~~300~~	226
GRANULAR BACKFILL	C.Y.	——	140	90	290	~~520~~	502
CONCRETE MASONRY	C.Y.	185.7	96.2	71.4	114.8	468.1	
PRESTRESSED GIRDER, I TYPE 45"	L.F.	1160	——	——	——	1160	
BAR STEEL REINFORCEMENT	LB.	63,600	4,860	12,080	5,750	86,290	
STRUCTURAL CARBON STEEL	LB.	3230	——	——	20	~~3250~~	3137
STRUCTURAL LOW-ALLOY STEEL	LB.	2310	——	——	——	2310	
LUBRICATED BRONZE PLATES	LB.	110	——	——	——	110	
BEARING PADS	S.F.	45	——	——	——	~~45~~	38
TUBULAR RAILING - TYPE "G"	L.F.	390	——	——	——	~~390~~	3829
SLOPE PAVING, CONCRETE	S.Y.	——	135	——	100	~~235~~	218
* STEEL TEST PILING	L.S.	——	——	——	——	1	
STEEL PILING, DELIVERED	L.F.	——	840	——	——	~~840~~	975
STEEL PILING, DRIVEN	L.F.	——	840	——	——	~~840~~	662
NON-BID ITEMS							
ALUMINUM OR ZINC PLATE	S.F.	21	——	——	——	21	
FILLER	SIZE	——	——	——	——	½"	

* DRIVE ONE STEEL TEST PILE 70'-0" LONG AT WEST ABUT.

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

BEVEL ALL EXPOSED EDGES OF CONCRETE 1" UNLESS OTHERWISE SHOWN OR NOTED.

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THE SLOPE IN FRONT OF THE ABUTMENTS SHALL BE COVERED WITH SLOPE PAVING AS SHOWN ON THIS SHEET AND ON SHEETS X32795 AND X32798.

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EXPANSION JOINT FILLER SHALL CONFORM TO A.A.S.H.O. DESIGNATION M153, TYPE I.

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DESIGN DATA

LIVE LOAD - HS 20

ALLOWABLE DESIGN STRESSES

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STRUCTURAL LOW-ALLOY STEEL
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PRESTRESSED GIRDERS
CONCRETE MASONRY ____ f'_c = 5,000 P.S.I.
STRANDS - ½"ϕ WITH ULT. TENSILE STR. OF 270,000 P.S.I.

FOUNDATION DATA

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NOTE: FOR SUBSURFACE EXPLORATION SEE B-13-219 SHEET X32022 AND X32023.

LIST OF DRAWINGS

1. GENERAL PLAN ____ X32787
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11. PIER ____ X32797
12. EAST ABUTMENT ____ X32798
13. EAST ABUTMENT ____ X32799
14. BILL OF BARS ____ X32800

REVISED W. H. - B.W. 4-4-68 4-4-69

STATE HIGHWAY COMMISSION OF WISCONSIN

GENERAL PLAN

CO. DANE | CITY, VILL. OR TN. MIDDLETON | STA. 239 + 99.37
SECTION 25/26 | TOWN 7N | RANGE 8/9E
DESIGN SPEC. A.A.S.H.O. '61 | LOADING HS 20 | CONST SPEC. 1963
DATE 8-31-65 | DESIGN J.J.Z. | DRAWN CCF | CKD. H.E.A.

RECOMMENDED W. B. Schultz CHIEF BRIDGE ENGINEER
APPROVED: [illegible] STATE HIGHWAY ENGINEER

STRUCTURE B-13-239 | SHEET 1 OF 14

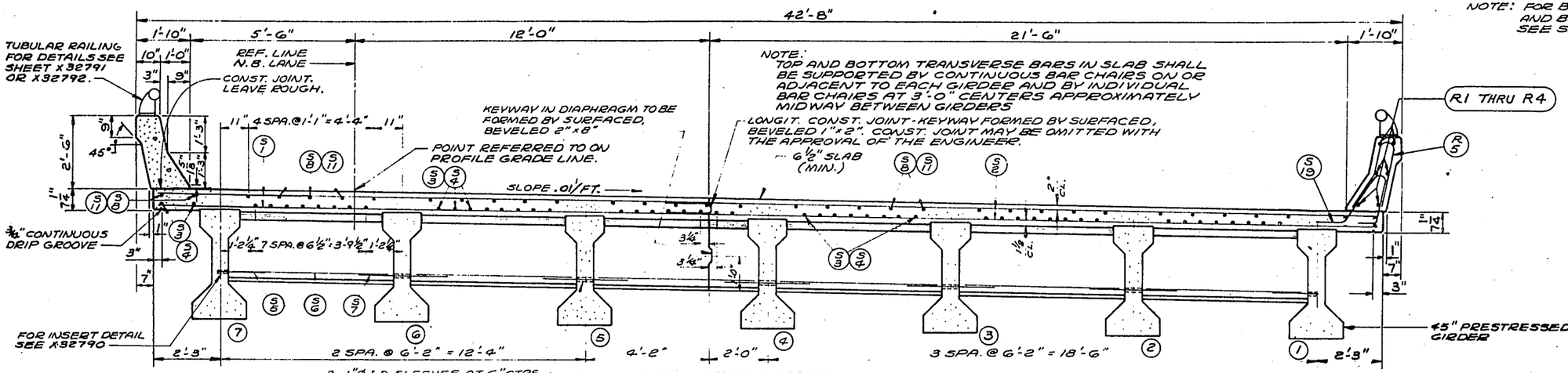
X32787

C.C.O. No. 12

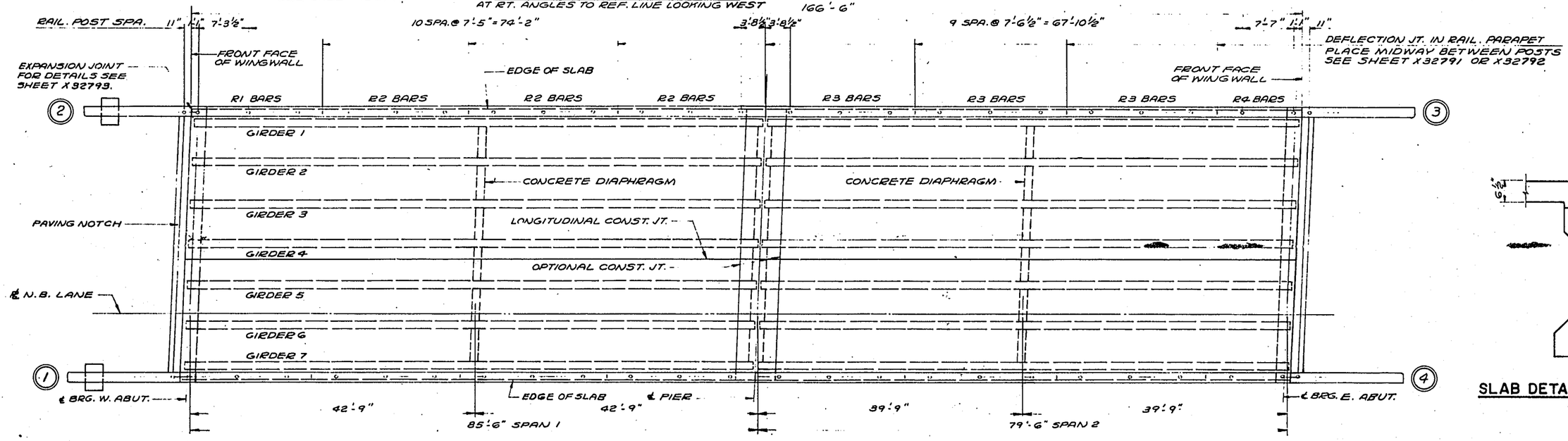
FORM E-B-12-62

B.P.R. DIVISION	PROJECT	SHEET NO.	TOTAL SHEETS
4	F04-2(37)80171		

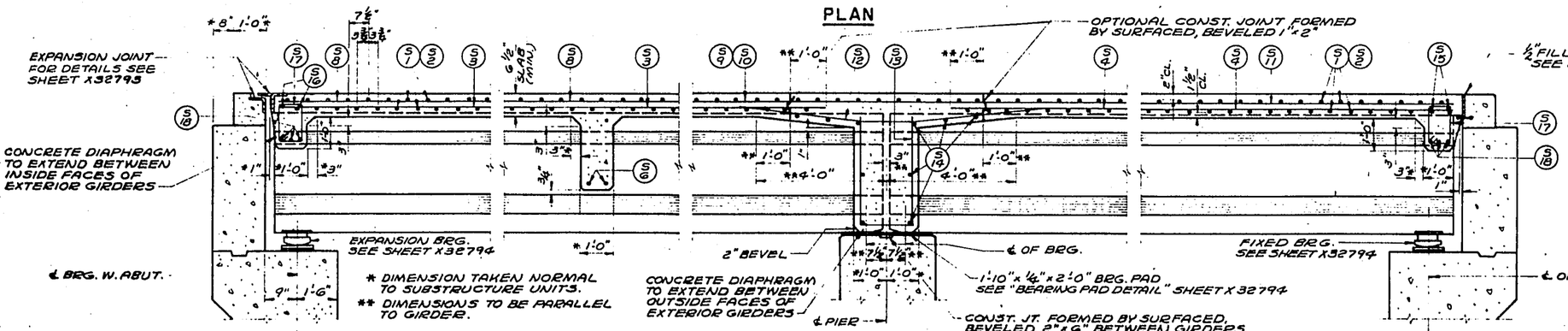
NOTE: FOR BILL OF BARS AND BAR DETAILS SEE SHEET X32800



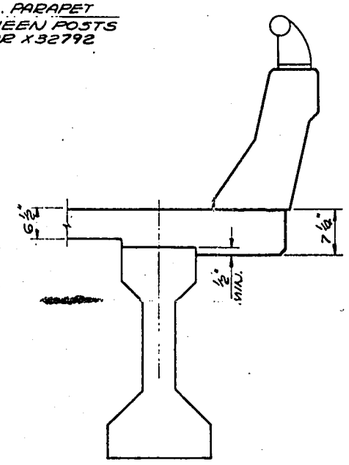
CROSS SECTION THRU ROADWAY
AT RT. ANGLES TO REF. LINE LOOKING WEST



PLAN



LONGITUDINAL SECTION



SLAB DETAILS AT EXT. GIRDERS
AT PIER

NOTE: CONCRETE BETWEEN CONSTRUCTION JOINTS OVER THE PIER TO BE PLACED AFTER CONCRETE SLAB IN TWO ADJACENT SPANS IS IN PLACE. CONST. JOINTS MAY BE OMITTED AND CONCRETE FOR ANY TWO ADJACENT SPANS PLACED IN ONE CONTINUOUS POUR IF PLACEMENT OF EACH SPAN CAN BE MADE IN NOT LONGER THAN A 5 HOUR PERIOD.

REVISED W.K. 5-W. 8-W-62.

STATE HIGHWAY COMMISSION OF WISCONSIN

SUPERSTRUCTURE

DESIGN SPEC. A.A.S.H.O. '61 LOAD H 320 | CONST. 1963

DATE 8-31-62 DESIGN J.J.Z. DRAWN CCF CHKD. H.E.A.

STRUCTURE B-13-239 | SHEET 2 OF 14

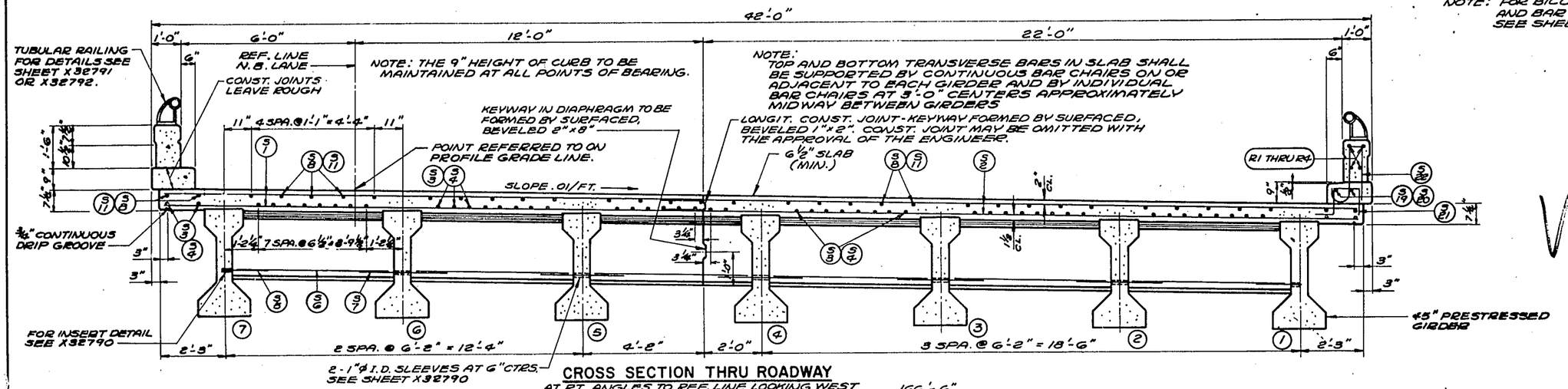
X32788

FORM E-B-12-62

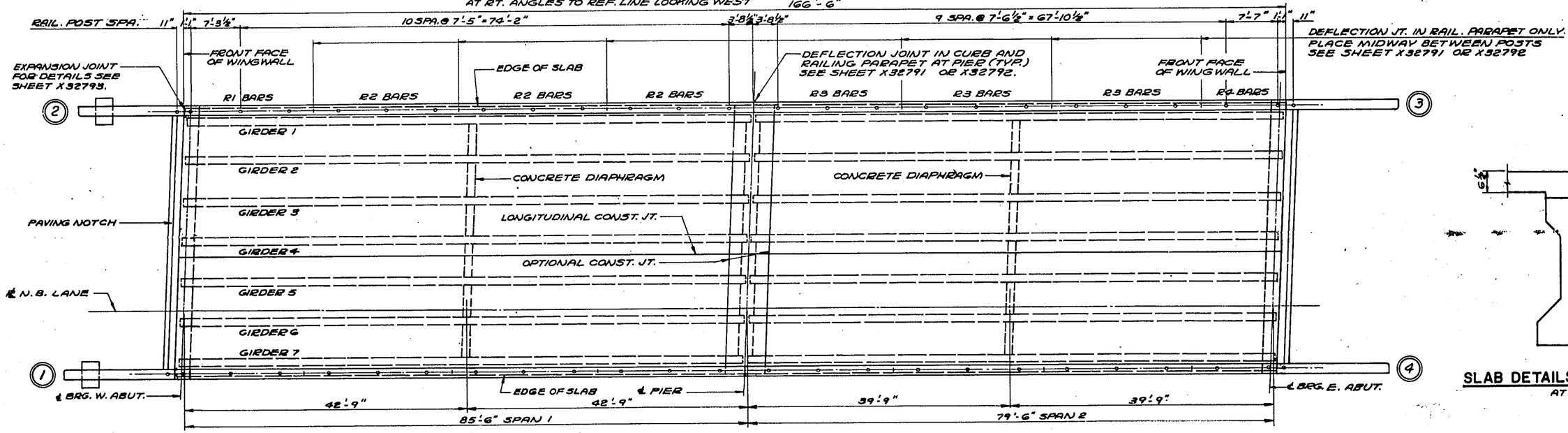
B.P.R. DIVISION	PROJECT	SHEET NO.	TOTAL SHEETS
4	F04-2(37)	80	171

NOTE: FOR BILL OF BARS AND BAR DETAILS SEE SHEET X32800

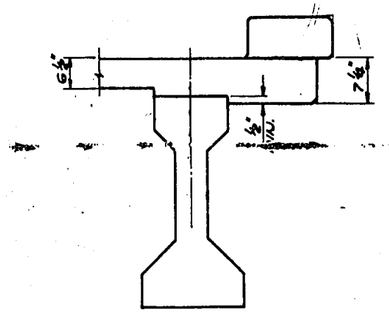
Void



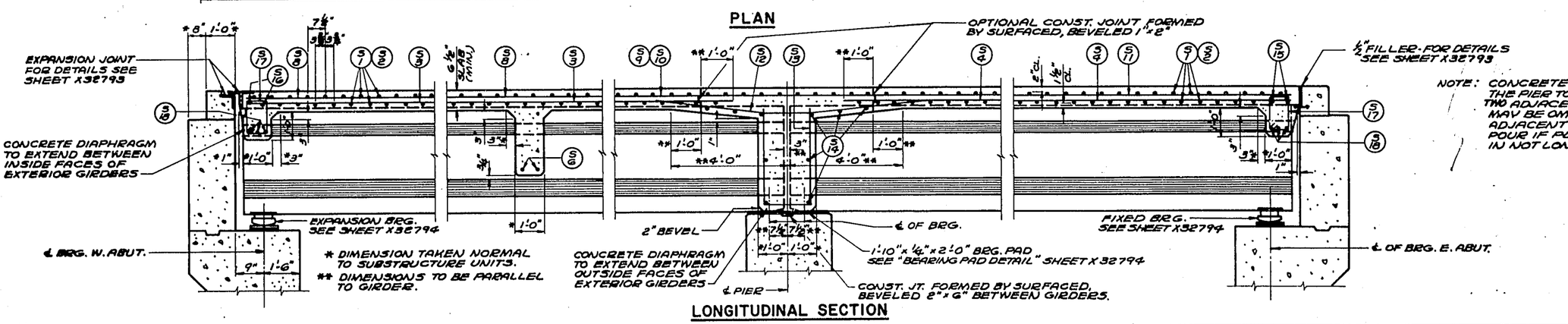
CROSS SECTION THRU ROADWAY
AT RT. ANGLES TO REF. LINE LOOKING WEST



PLAN



SLAB DETAILS AT EXT. GIRDERS
AT PIER



LONGITUDINAL SECTION

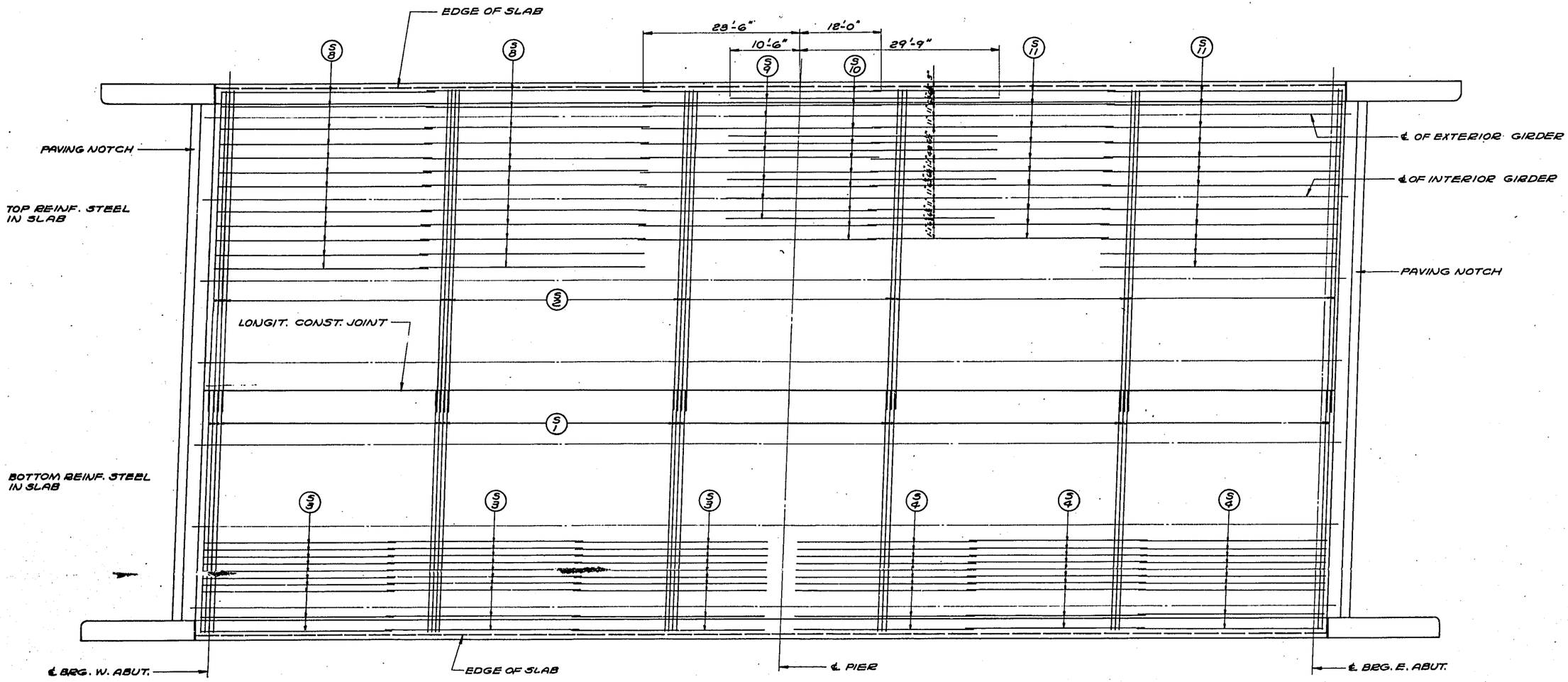
NOTE: CONCRETE BETWEEN CONSTRUCTION JOINTS OVER THE PIER TO BE PLACED AFTER CONCRETE SLAB IN TWO ADJACENT SPANS IS IN PLACE. CONST. JOINTS MAY BE OMITTED AND CONCRETE FOR ANY TWO ADJACENT SPANS PLACED IN ONE CONTINUOUS POUR IF PLACEMENT OF EACH SPAN CAN BE MADE IN NOT LONGER THAN A 5 HOUR PERIOD.

REVISED	STATE HIGHWAY COMMISSION OF WISCONSIN			
	SUPERSTRUCTURE			
	DESIGN SPEC. A.A.S.H.O. '61	LOADING H520	CONST. SPEC. 1963	
	DATE 8-31-66	DESIGN J.J.Z.	DRAWN C.C.F.	CKD. H.E.A.
STRUCTURE B-13-239		SHEET 2 OF 14		

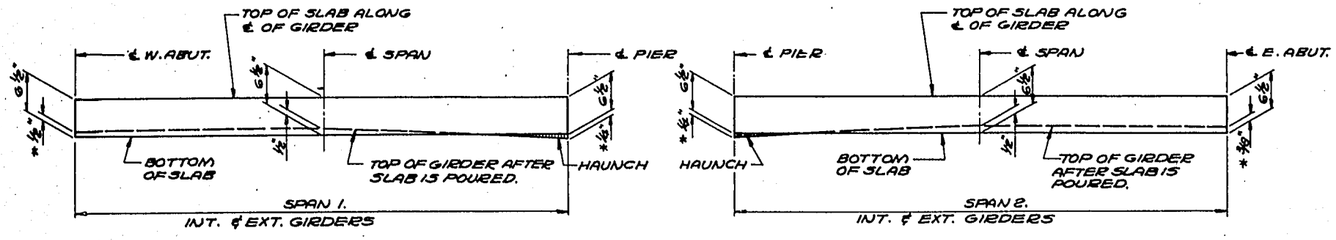
X32788

FORM E-B-12-62

B. P. R. DIVISION	PROJECT	SHEET NO.	TOTAL SHEETS
4	F04-2(39)	81	171



PLAN SHOWING TOP & BOTTOM REINF. STEEL IN SLAB



SLAB FORMING DIAGRAMS

NOTE: TO COMPENSATE FOR VARIATIONS IN PRE-STRESS CAMBER AND OTHER MINOR CONSTRUCTION DISCREPANCIES, THE IMBEDMENT SHOWN AT THE ℄ MAY BE INCREASED TO A MAXIMUM OF 1½" AND THE SLAB HELD TO PLAN THICKNESS.

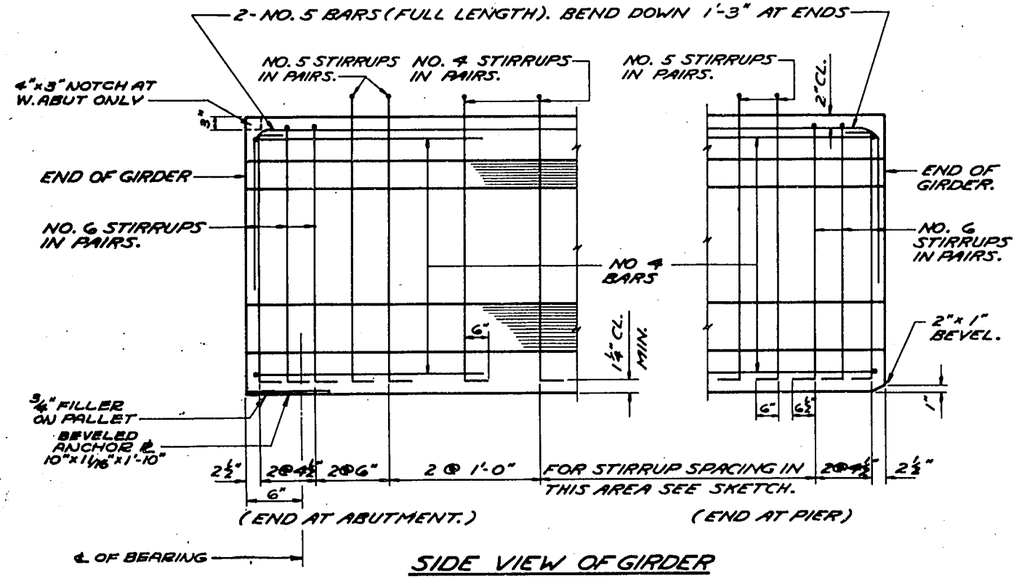
* IF VARIATIONS IN PRESTRESS CAMBER AND OTHER CONSTRUCTION DISCREPANCIES ARE OF SUCH A MAGNITUDE SO THAT THE MAXIMUM ALLOWABLE IMBEDMENT AS NOTED ABOVE WILL BE EXCEEDED THESE DIMENSIONS WILL BE REVISED. THE 1½" IMBEDMENT AND THE PLAN SLAB THICKNESS WILL BE HELD WHILE THE GRADE LINE WILL BE REVISED.

REVISED	STATE HIGHWAY COMMISSION OF WISCONSIN			
	SUPERSTRUCTURE			
	DESIGN SPEC A.A.S.H.O. '61	LOADING H S 20	CONST. SPEC. 1963	
	DATE 8-31-65	DESIGN J.J.Z.	DRAWN CCF	CKD. H.E.A.
STRUCTURE B-13-239	SHEET 3 OF 14			

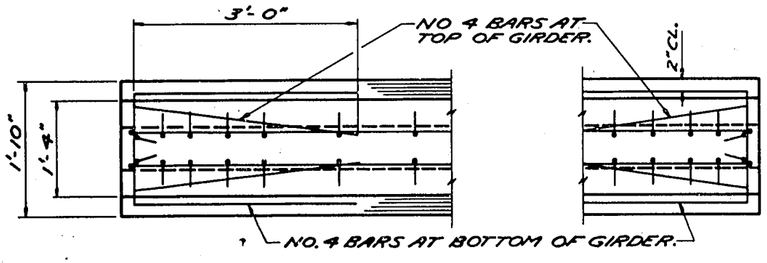
X 32789

FORM E-B-12-62

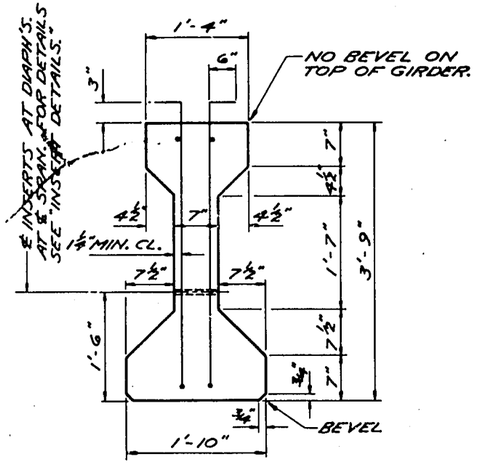
B P R DIVISION	PROJECT	SHEET NO.	TOTAL SHEETS
4	F04-2(39)	82	171



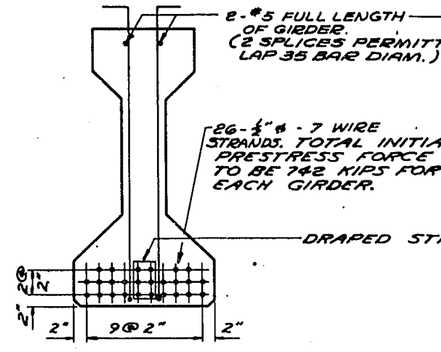
SIDE VIEW OF GIRDER



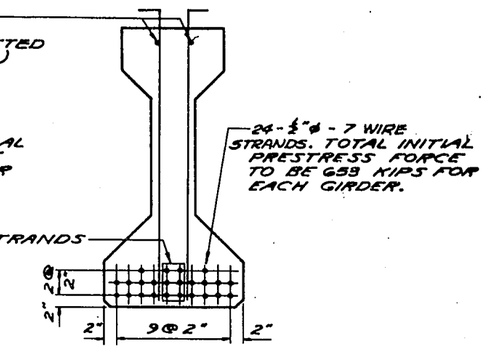
TOP VIEW OF GIRDER



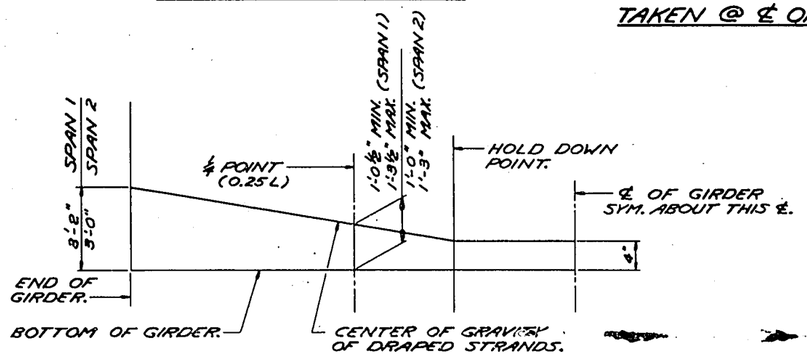
SECTION THRU GIRDER



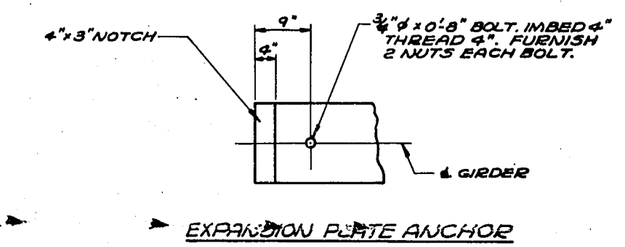
SECTION THRU GIRDER TAKEN @ ℄ OF SPAN 1



SECTION THRU GIRDER TAKEN @ ℄ OF SPAN 2



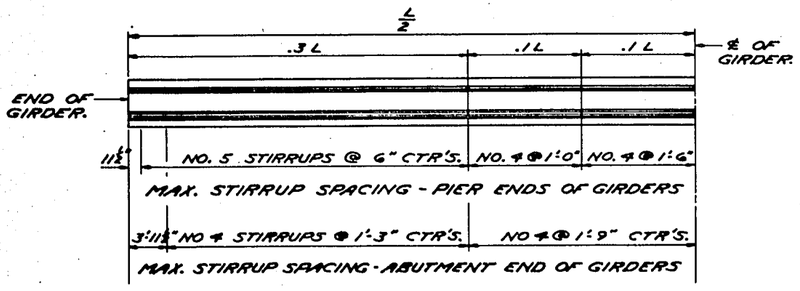
DRAPED STRAND PROFILE



EXPANSION PLATE ANCHOR BOLT LAYOUT
AT W. ABUT. ONLY

MINIMUM CYLINDER STRENGTH OF CONCRETE AT TIME OF TRANSFER OF PRE-STRESS FORCE f'_{ci} (psi).

GIRDER TYPE	SPAN 1	SPAN 2
DRAPED PATTERN	4000	4000

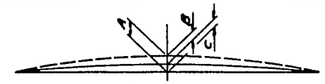


SKETCH SHOWING MAXIMUM STIRRUP SPACING

ALL STIRRUPS TO BE IN PAIRS AS SHOWN ABOVE. THE LOCATION OF STIRRUPS SHALL BE SUBMITTED FOR APPROVAL ON THE SHOP DRAWINGS. THE OVERALL LENGTH OF GIRDERS "L" IS 85'-10½" FOR GIRDERS IN SPAN 1 AND 79'-10½" FOR GIRDERS IN SPAN 2.

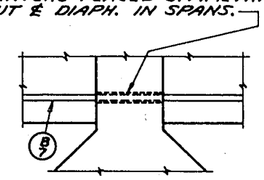
DEFLECTION DATA

CAMBER	SPAN 1	SPAN 2
* A - PRE-STRESS CAMBER	1 3/4"	1 3/8"
* B - DEAD LOAD DEFLECTION	7/8"	5/8"
* C - RESIDUAL CAMBER	7/8"	3/4"

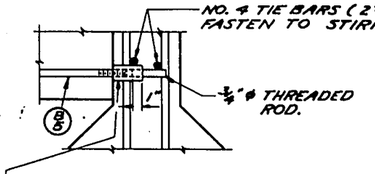


* PRE-STRESS CAMBER AND DEAD LOAD DEFLECTION DATA SHOWN ARE THEORETICAL AND MAY VARY WITH CONCRETE STRENGTH, VARIABLE PRESTRESSING CONDITIONS AND PRE-STRESS LOSSES.

2-1" I.D. SLEEVE INSERTS AT 6" CENTERS PLACED SYMMETRICAL ABOUT ℄ DIAPH. IN SPANS.



INTERIOR GIRDERS



⅝" MALLEABLE HEX. NUT 3" LONG OR APPROVED EQUAL INSERT. WELD TO TIE BARS. 2-INSERTS AT 6" CTR'S PLACED SYMMETRICAL ABOUT ℄ DIAPHRAGMS IN SPANS.

EXTERIOR GIRDERS

INSERT DETAILS

GENERAL NOTES

TOP OF GIRDERS TO BE ROUGH FLOATED AND BROOMED TRANSVERSELY FOR BONDING TO SLAB.

THE GIRDER MANUFACTURER SHALL PROVIDE A SUITABLE LIFTING DEVICE FOR HANDLING AND ERECTING THE GIRDERS. THE DETAILS OF THE LIFTING DEVICE USED SHALL BE SUBMITTED FOR APPROVAL.

ALL GIRDERS SHALL BE CAST FULL LENGTH AS SHOWN.

WIRES SHALL BE FLUSH WITH END OF GIRDERS.

PRESTRESSING WIRES SHALL HAVE AN ULT. STRENGTH OF 270,000 psi.

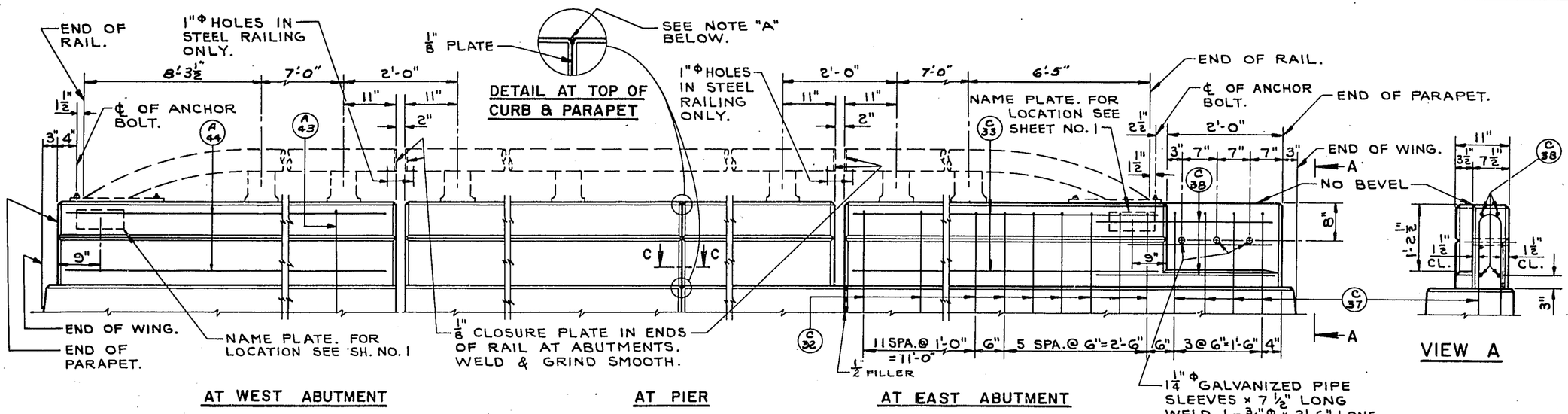
AT THE ABUTMENTS THE WIRES AT THE END OF GIRDERS SHALL BE PAINTED WITH NON-STAINING GRAY TWO-COMPONENT POLYSULFIDE LIQUID POLYMER (GUN GRADE) WITH SURFACE PRIMER, MEETING APPROVAL OF THE ENGINEER.

REVISED	STATE HIGHWAY COMMISSION OF WISCONSIN
	PRESTRESSED GIRDER DETAILS
DESIGN SPEC. A.A.S.H.O.G.	LOADING H20
CONST. SPEC. 1963	
DATE 8-31-66	DESIGN ST'D.
DRAWN CCF	CKD. M.E.A.
STRUCTURE B-13-239	SHEET 4 OF 14

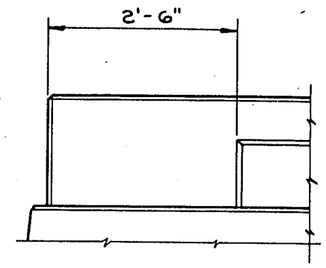
W 32790

FORM E-8-12-62

F04-2(39)83171

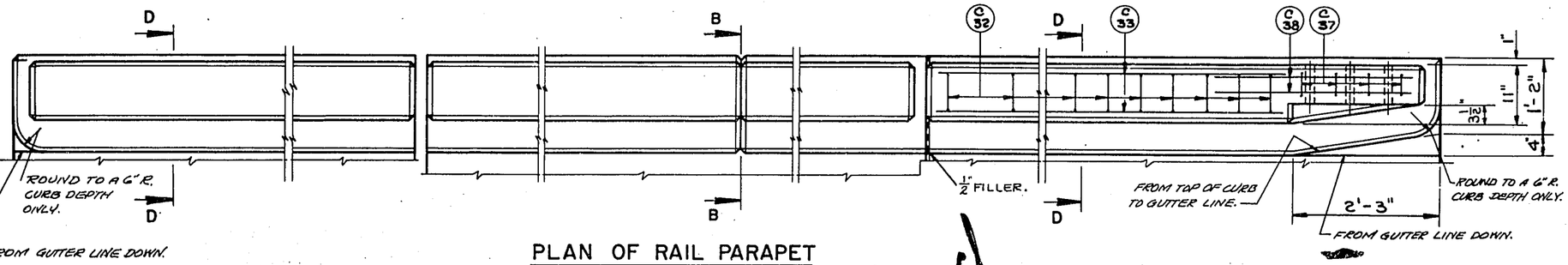


ELEVATION OF RAIL PARAPET



VIEW SHOWING OUTSIDE FACE OF RAIL PARAPET

TYPICAL ALL WINGS



PLAN OF RAIL PARAPET

NOTES

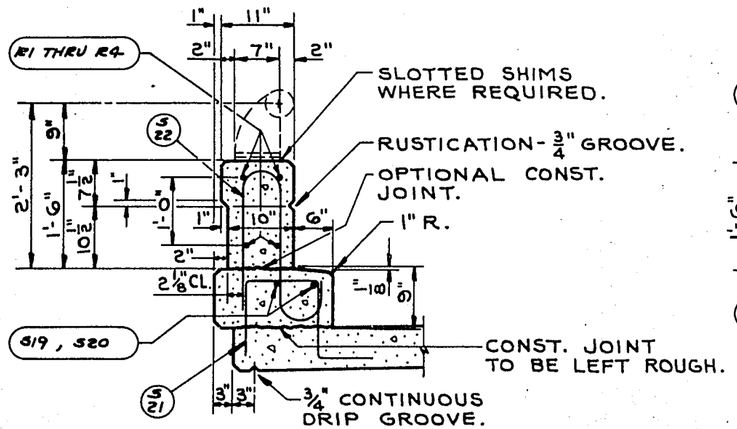
WHEN PARAPETS AND CURBS ARE POURED CONTINUOUSLY FROM END TO END THEY SHALL BE SEPARATED AT THE DEFLECTION JOINTS BY A PIECE OF 1/8" ZINC OR ALUMINUM PLATE CUT AS SHOWN IN SECTION "B" BY SHADED AREA. IF CONSTRUCTION JOINTS IN PARAPETS AND CURBS ARE USED AT THE DEFLECTION JOINTS ONE SIDE OF JOINT SHALL BE COATED WITH BITUMINOUS PAINT AND PLATE SEPARATORS MAY BE OMITTED.

COST OF 1 1/4" ϕ GALVANIZED PIPE SLEEVES AND 3/4" ϕ BAR TO BE INCLUDED IN UNIT PRICE BID FOR CONCRETE MASONRY.

WORK THIS SHEET WITH SHEET TITLED "DETAILS FOR TYPE "G" TUBULAR ALUMINUM AND STEEL RAILING".

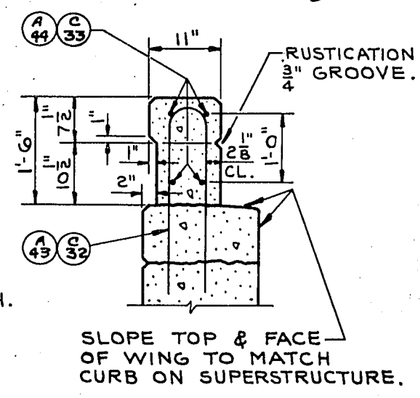
ALL POST SPACINGS ARE TAKEN HORIZONTALLY ALONG ℄ OF RAILING AT BASE OF POSTS. ALL POSTS SHALL BE SET NORMAL TO GRADE.

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.

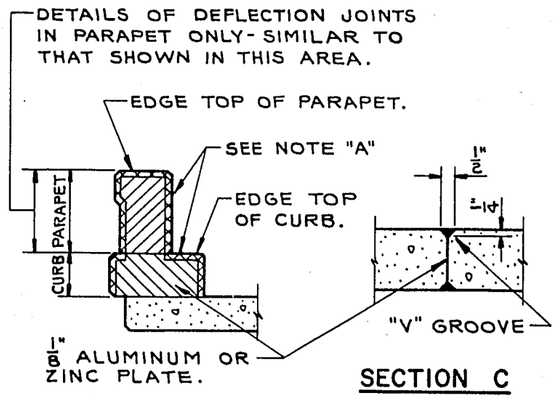


SECTION THRU PARAPET & CURB ON BRIDGE

Void



SECTION D



SECTION B

SHOWING DEFLECTION JOINT IN CURB AND PARAPET AT PIERS.

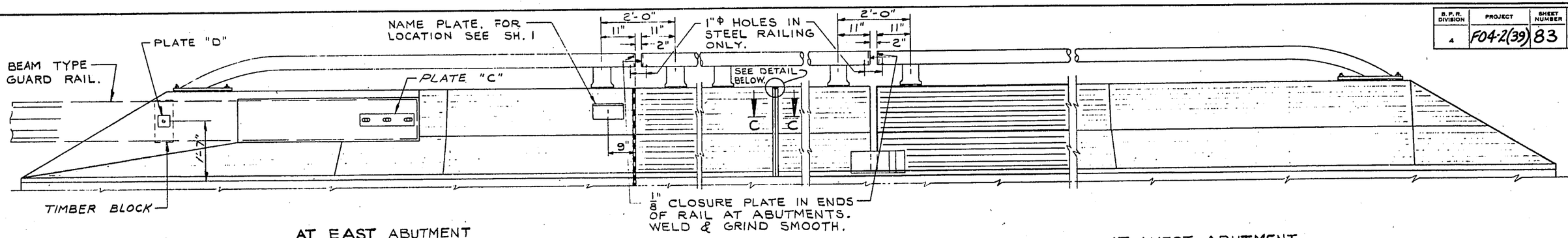
SECTION C

STATE HIGHWAY COMMISSION OF WISCONSIN		
RAIL PARAPET DETAILS		
AASHO '61	—	1963
8-31-65	I.L.J.	
STRUCTURE B-13-239	SHEET 5 OF 14	

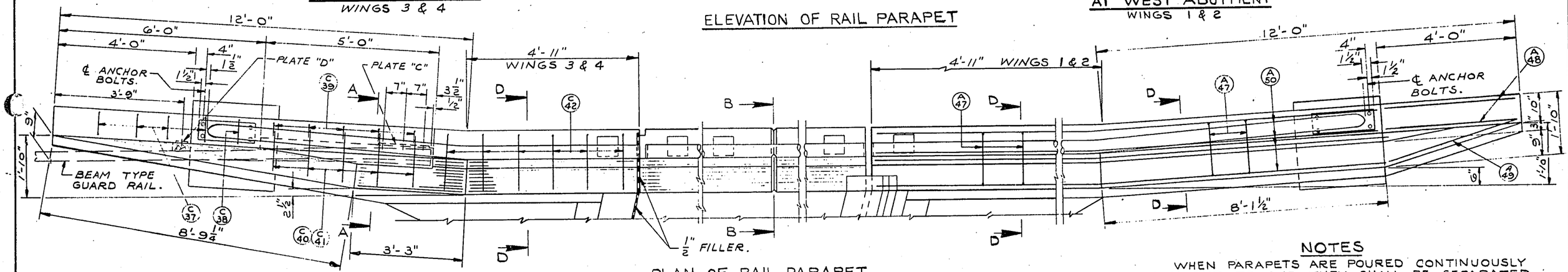
X 32791

FORM E-8-12-62

B.F.R. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	F04-2(39)	83	171

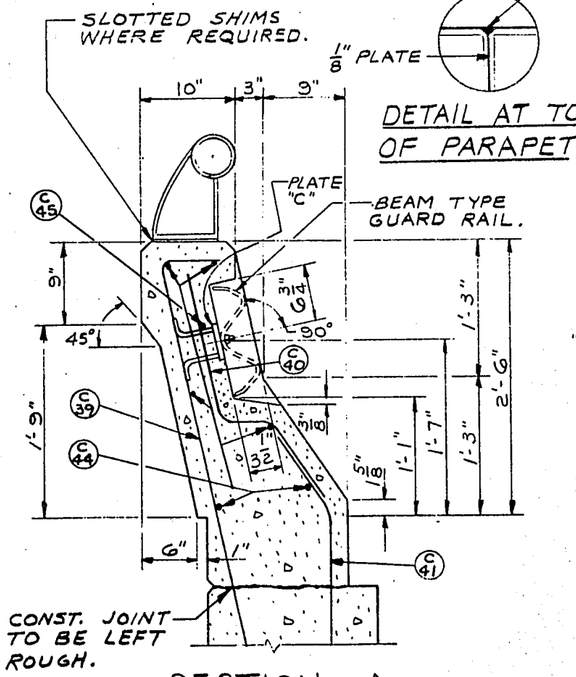


ELEVATION OF RAIL PARAPET

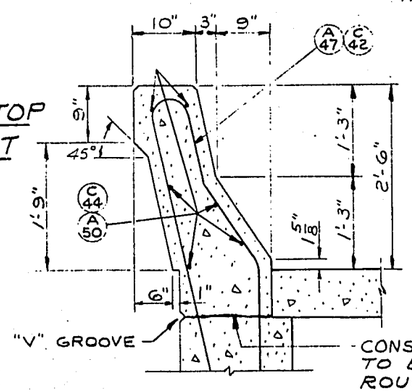


PLAN OF RAIL PARAPET

NOTE: FOR BAR STEEL REINFORCEMENT IN RAIL PARAPET ON BRIDGE SEE X 32788.



SECTION A



SECTION D

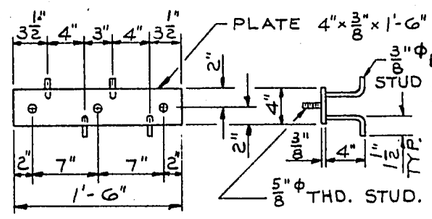


PLATE C

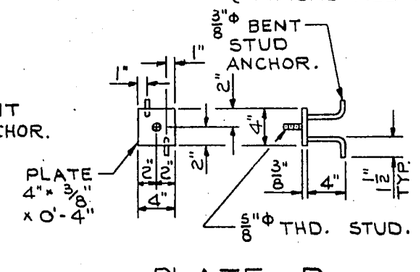
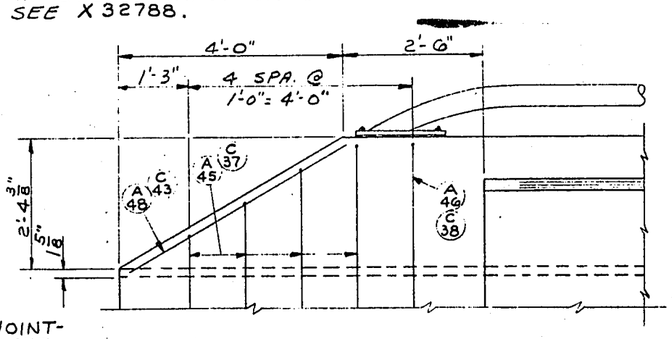
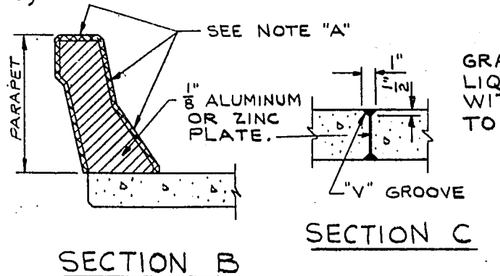


PLATE D



VIEW SHOWING OUTSIDE FACE OF PARAPET (TYPICAL ALL WINGS)



SECTION B

SECTION C

NOTES

WHEN PARAPETS ARE POURED CONTINUOUSLY FROM END TO END THEY SHALL BE SEPARATED AT THE DEFLECTION JOINTS BY A PIECE OF 1/8" ZINC OR ALUMINUM PLATE CUT AS SHOWN IN SECTION "B" BY SHADED AREA. IF CONSTRUCTION JOINTS IN PARAPETS ARE USED AT THE DEFLECTION JOINTS ONE SIDE OF THE JOINT SHALL BE COATED WITH BITUMINUOUS PAINT AND PLATE SEPARATORS MAY BE OMITTED.

ENTIRE ASSEMBLIES OF PLATES "C" & "D" SHALL BE GALVANIZED. COST OF PLATES "C" & "D" SHALL BE INCLUDED IN UNIT PRICE BID FOR STRUCTURAL CARBON STEEL.

WORK THIS SHEET WITH SHEET TITLED "DETAILS FOR TYPE "G" 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.

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.

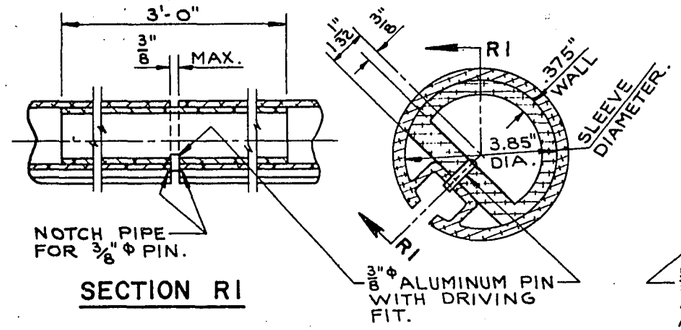
REVISED	STATE HIGHWAY COMMISSION OF WISCONSIN	
W.K. S.W. 4-3-67	RAIL PARAPET DETAILS	
	DESIGN SPEC. AASHO 1961 LOADING ——	CONST. SPEC. 1968
	DATE 8-31-65 DESIGN —— DRAWN W.K. CKD. S.W.	
	STRUCTURE B-13-239	SHEET 5 OF 14

X 32791

C. C. O. No. 12

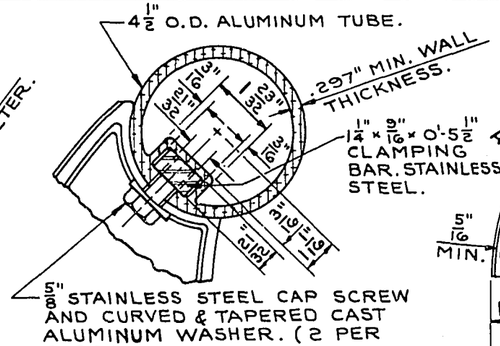
FORM B-13-61

B.P.R. DIVISION	PROJECT	SHEET NO	TOTAL SHEETS
4	F04-2(39)84		171

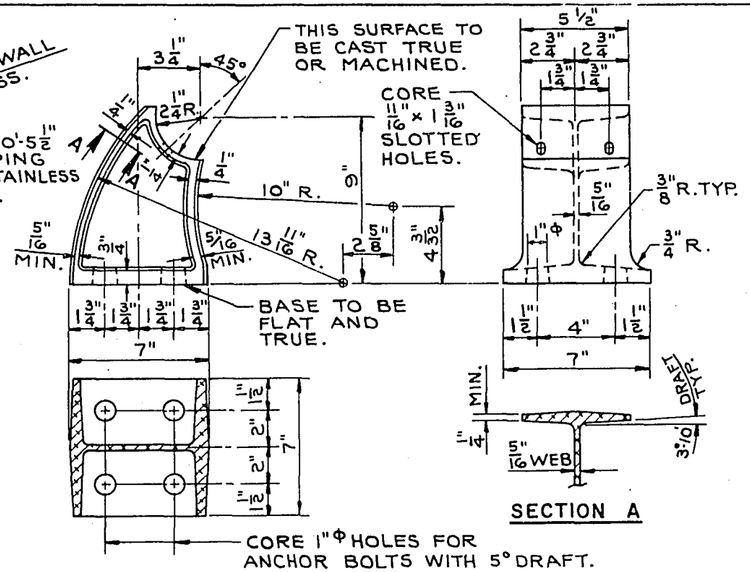


RAIL SPLICE DETAIL

ALUMINUM RAILING DETAILS



DETAIL OF RAIL ATTACHMENT TO POST



SECTION A

ALUMINUM POST CASTING

NOTES

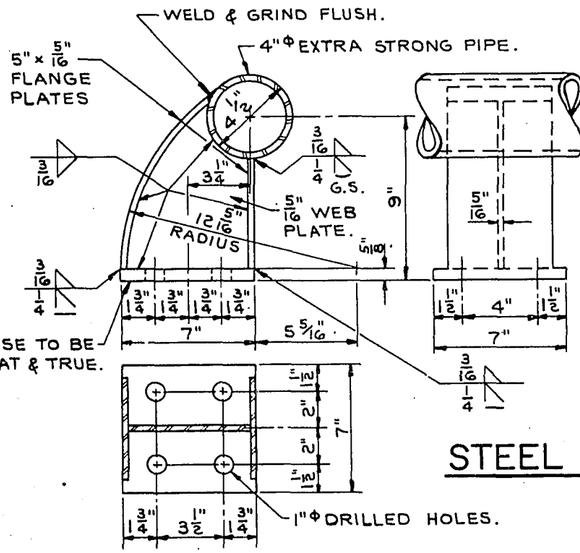
RAILING SPLICES SHALL BE LOCATED SUCH THAT ℄ OF SPLICE IS 1/16 PANEL LENGTH ±4" OFF NEAREST POST.

ALUMINUM SHIMS SHALL BE USED UNDER POSTS AND END PLATES WHERE REQUIRED FOR ALIGNMENT.

RAILING SHALL BE FABRICATED IN TWO AND THREE PANEL LENGTHS.

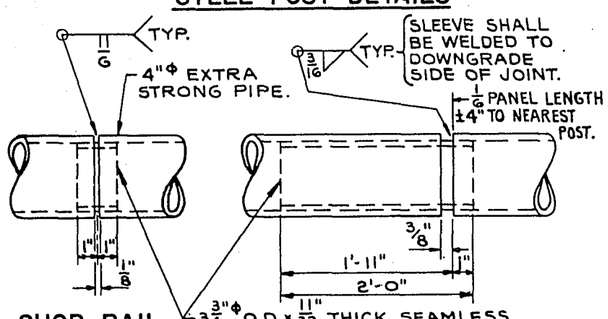
ANCHOR BOLTS, NUTS & WASHERS TO BE STAINLESS STEEL.

WALL THICKNESS OF TUBING SHOWN ABOVE SHALL BE MINIMUM NOMINAL AVERAGE WALL THICKNESS.



SHOP RAIL SPLICE DETAIL

THE LOCATION OF THE SHOP SPLICE SHALL BE SHOWN ON THE SHOP DRAWINGS.



FIELD ERECTION JOINT DETAIL

STEEL RAILING DETAILS

STEEL POST DETAILS

NOTES

RAILING SHALL BE FABRICATED IN 2 & 3 PANEL LENGTHS.

STEEL SHIMS SHALL BE USED UNDER POSTS AND UNDER END PLATES WHERE REQUIRED FOR ALIGNMENT.

THE FOLLOWING MATERIALS SHALL BE USED:

RAILING SHALL BE 4" Φ EXTRA STRONG PIPE CONFORMING TO ASTM DESIGNATION A53, GRADE B.

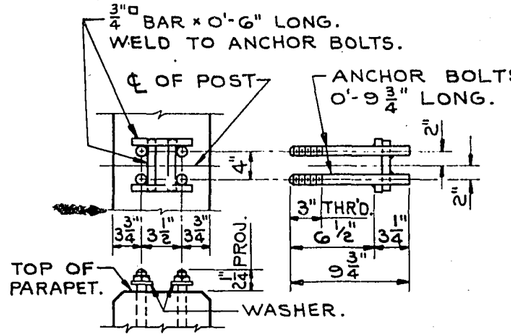
SLEEVES SHALL BE 3 3/4" Φ O.D. x 11/32" THICK SEAMLESS MECHANICAL TUBING MADE OF STEEL WITH A MINIMUM ULTIMATE TENSILE STRENGTH OF 60,000 P.S.I. AND A MINIMUM ELONGATION OF 10%.

POSTS SHALL BE FABRICATED FROM MATERIAL CONFORMING TO ASTM DESIGNATION A36.

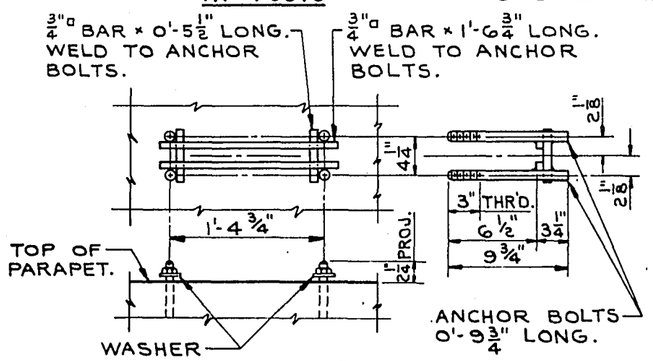
ANCHOR BOLTS TO BE MADE FROM MATERIAL CONFORMING TO ASTM A307.

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.



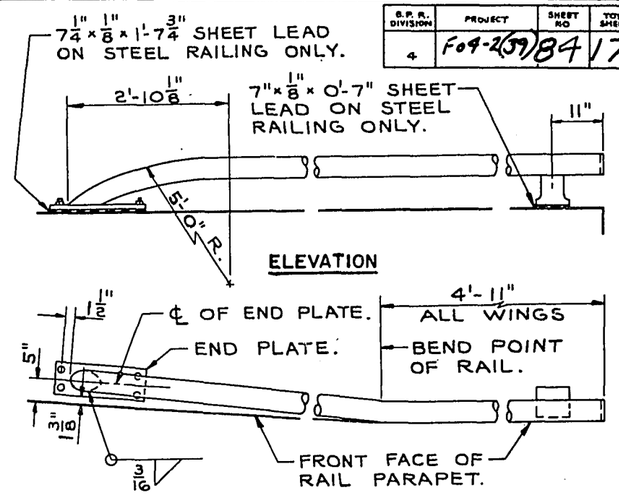
AT POSTS



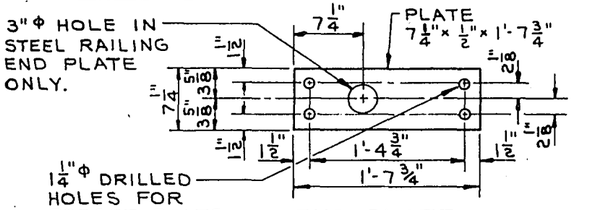
AT END PLATE

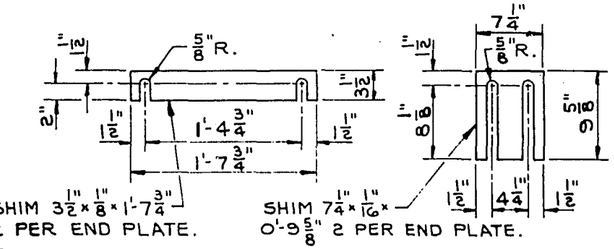
ANCHOR BOLT SETTING DETAILS

THE SHANK AND ROOT OF THREAD DIAMETER FOR ANCHOR BOLTS SHALL BE A MINIMUM OF 0.62 INCHES.

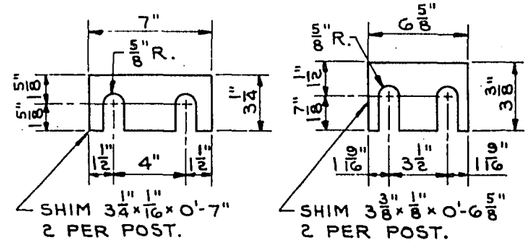


DETAIL OF RAIL BEND AT ABUTMENTS





END PLATE SHIM DETAILS



POST SHIM DETAILS

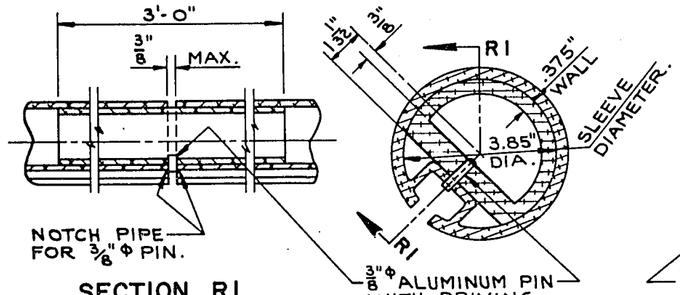
WORK THIS SHEET WITH SHEET TITLED "RAIL PARAPET DETAILS"

STATE HIGHWAY COMMISSION OF WISCONSIN		
DESIGNED W.K.T. DRAWN W.K.T. CHECKED	DETAILS FOR TYPE "G" TUBULAR ALUMINUM & STEEL RAILING	
	AASHO '61 —	1963
	8-31-65 —	I.L.M.
STRUCTURE B-13-239	SHEET 6 OF 14	

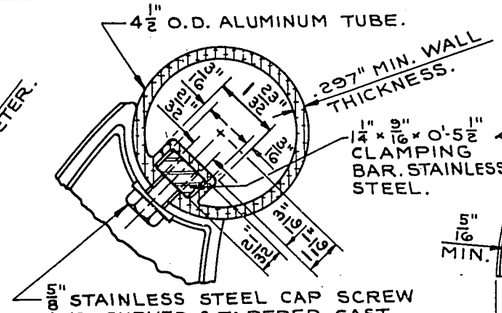
X32792

F09-2(37)84 171

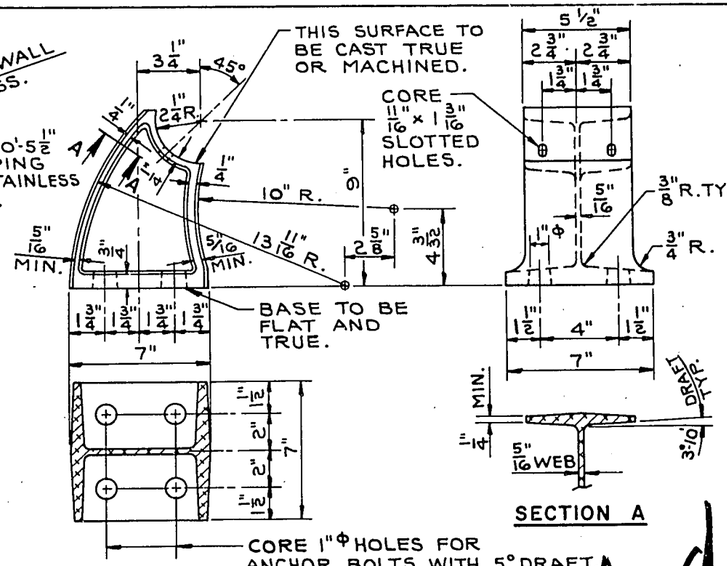
ALUMINUM RAILING DETAILS



RAIL SPLICE DETAIL



DETAIL OF RAIL ATTACHMENT TO POST



ALUMINUM POST CASTING

NOTES

RAILING SPLICES SHALL BE LOCATED SUCH THAT ℄ OF SPLICE IS 1/16 PANEL LENGTH ±4" OFF NEAREST POST.

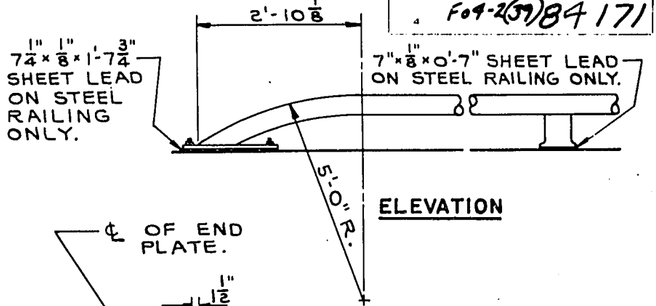
ALUMINUM SHIMS SHALL BE USED UNDER POSTS AND END PLATES WHERE REQUIRED FOR ALIGNMENT.

RAILING SHALL BE FABRICATED IN TWO AND THREE PANEL LENGTHS.

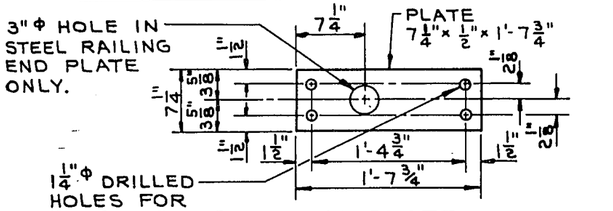
ANCHOR BOLTS, NUTS & WASHERS TO BE STAINLESS STEEL.

WALL THICKNESS OF TUBING SHOWN ABOVE SHALL BE MINIMUM NOMINAL AVERAGE WALL THICKNESS.

Void

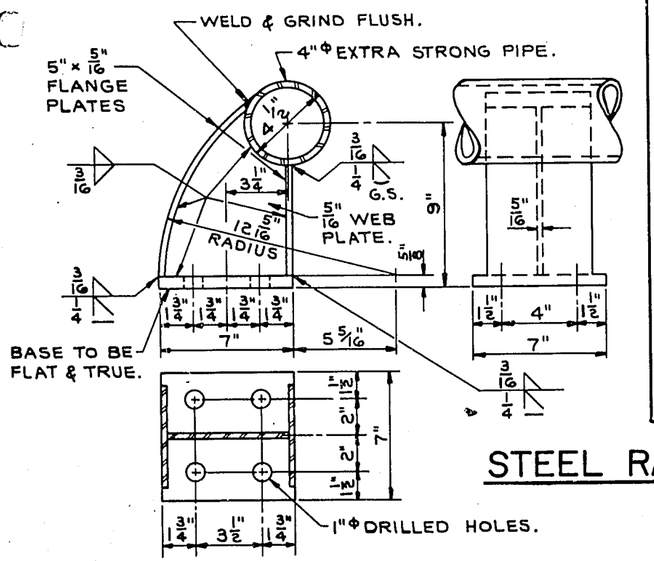


DETAIL OF RAIL BEND AT ABUTMENTS

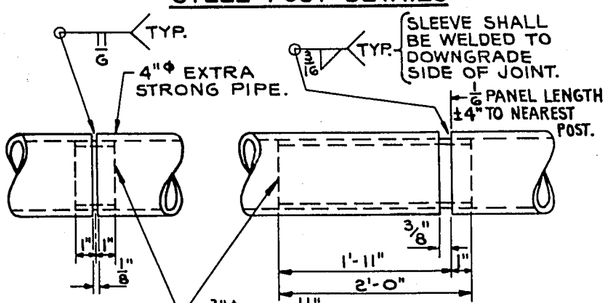


END PLATE

STEEL RAILING DETAILS



STEEL POST DETAILS



SHOP RAIL SPLICE DETAIL

THE LOCATION OF THE SHOP SPLICE SHALL BE SHOWN ON THE SHOP DRAWINGS.

FIELD ERECTION JOINT DETAIL

NOTES

RAILING SHALL BE FABRICATED IN 2 & 3 PANEL LENGTHS.

STEEL SHIMS SHALL BE USED UNDER POSTS AND UNDER END PLATES WHERE REQUIRED FOR ALIGNMENT.

THE FOLLOWING MATERIALS SHALL BE USED:

RAILING SHALL BE 4" Φ EXTRA STRONG PIPE CONFORMING TO ASTM DESIGNATION A53, GRADE B.

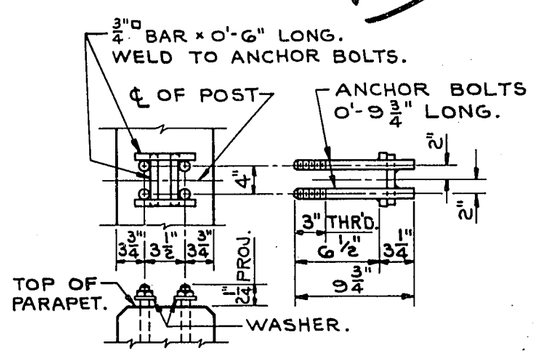
SLEEVES SHALL BE 3 3/4" Φ O.D. x 11/32" THICK SEAMLESS MECHANICAL TUBING MADE OF STEEL WITH A MINIMUM ULTIMATE TENSILE STRENGTH OF 60,000 P.S.I. AND A MINIMUM ELONGATION OF 10%.

POSTS SHALL BE FABRICATED FROM MATERIAL CONFORMING TO ASTM DESIGNATION A36.

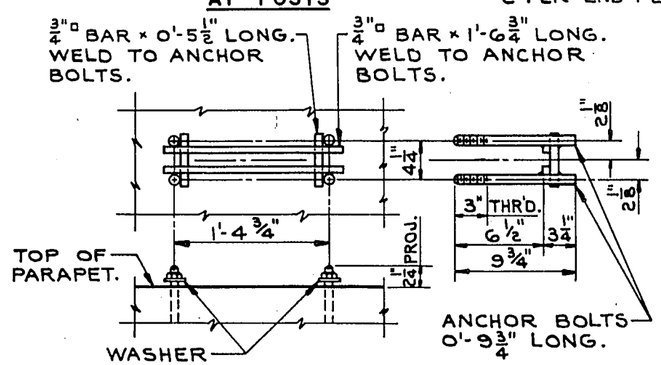
ANCHOR BOLTS TO BE MADE FROM MATERIAL CONFORMING TO ASTM A307.

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.



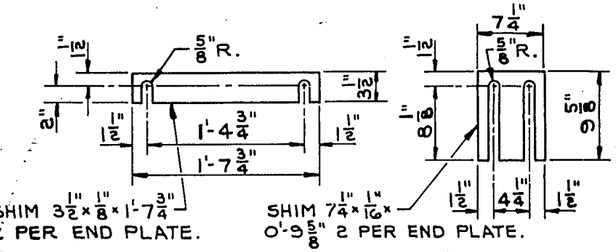
AT POSTS



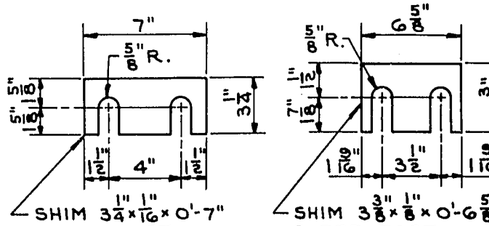
AT END PLATE

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

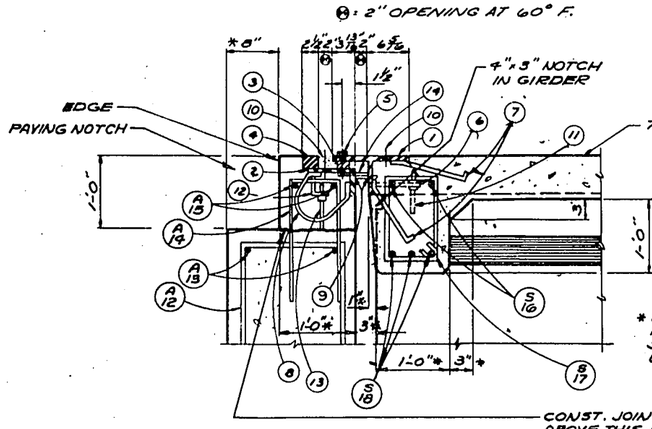
WORK THIS SHEET WITH SHEET TITLED "RAIL PARAPET DETAILS"

REVISED	STATE HIGHWAY COMMISSION OF WISCONSIN
	DETAILS FOR TYPE "G" TUBULAR ALUMINUM & STEEL RAILING
	DESIGNED AASHO '61 — CHECKED — DATE 1963
	DATE 8-31-65 — DRAWN L.L.V. — CHECKED
STRUCTURE B-13-239	SHEET 6 OF 14

X 32792

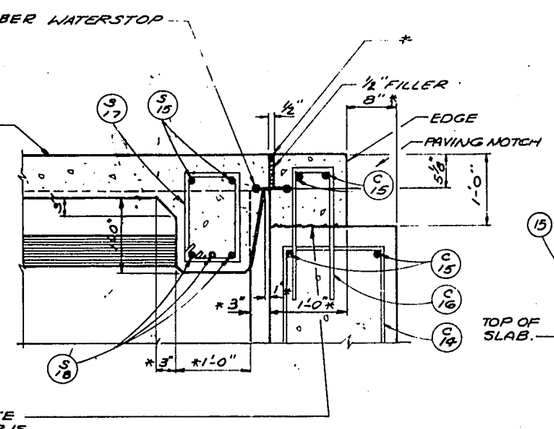
FORM E-B-12-62

B.P.P. DIVISION	PROJECT	SHEET NO.	TOTAL SHEETS
4	FOA-2(39) 85 1171		

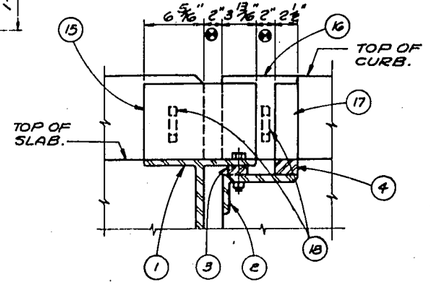


SECTION E1

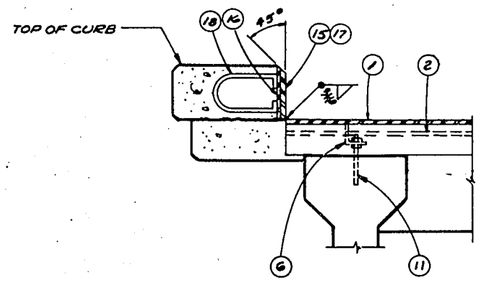
* DIMENSIONS TAKEN NORMAL TO SUBSTRUCTURE UNITS.



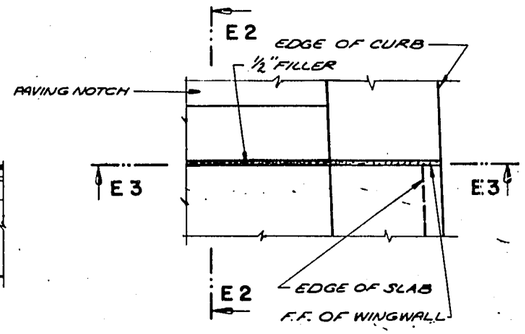
SECTION E2



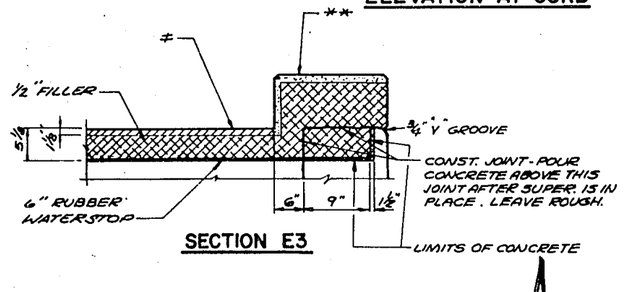
ELEVATION AT CURB



SECTION THRU JOINT AT CURB

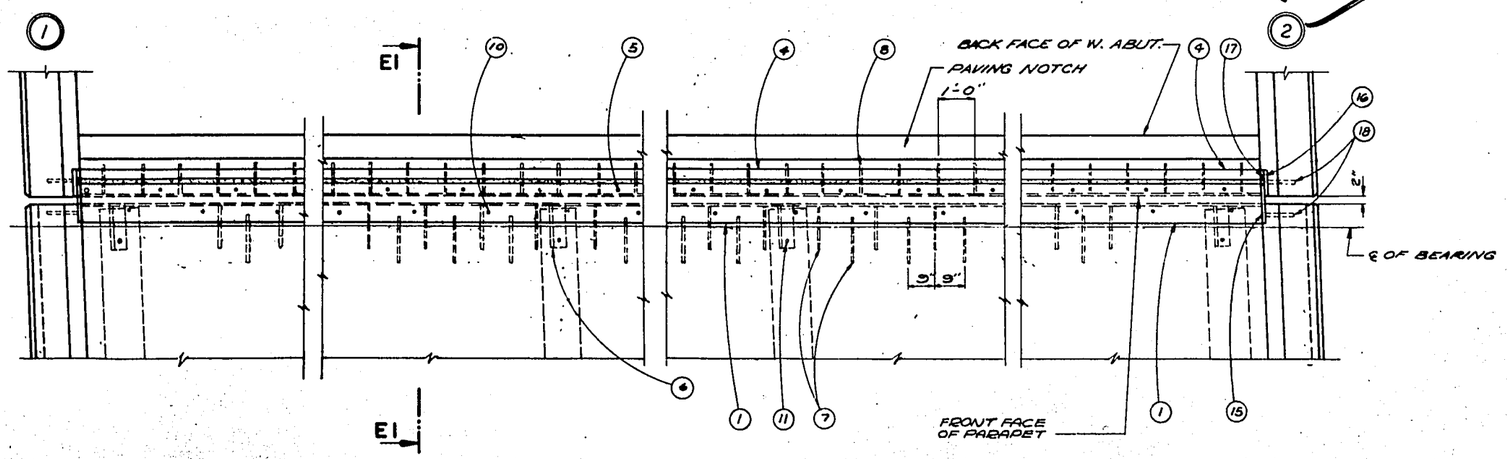


PART PLAN
AT EAST ABUTMENT

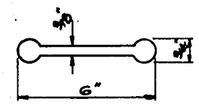


SECTION E3

Void



PART PLAN
AT WEST ABUTMENT



WATERSTOP DETAIL

LEGEND

1. ST. 6" W.F. 39.5# x ROADWAY WIDTH.
2. L 8"x4"x 7/16" x ROADWAY WIDTH.
3. BAR 2"x¾"x ROADWAY WIDTH. WELD TO L #2 WITH 2 LINES OF ¼" FILLET WELD. 2@6.
4. BAR 2½"x1½" x ROADWAY WIDTH. WELD TO L #2 WITH 2 LINES OF ¼" FILLET WELD. 2@6.
5. ¾"Ø BOLT WITH SQ. NUT @ 2'-0" CTRS. TACK WELD NUT TO L #2. GREASE FOR EASY REMOVAL. 13/16"x1-3/4" SLOTTED HOLE IN ST. #1. LONG DIMENSION OF SLOTTED HOLE TO BE PARALLEL TO ℄ OF ROADWAY. PROVIDE 13/16"Ø HOLE IN BAR #3 & L #2.
6. L 3½"x3"x⅜" FILLET WELD TO FLANGE & STEM OF ST #1 N.S & F.S. PROVIDE 13/16"Ø HOLE IN 3½" LEG FOR BOLT #11.
7. ⅝"D BENT BAR. WELD ST. #1 @ 9" CTRS BETWEEN GIRDERS AND ALTERNATE AS SHOWN.
8. ⅜"D BENT BAR @ 1'-0" CTRS 2'-0" LONG WELD TO L #2.
9. PROVIDE 9/16"Ø HOLES @ 3'-0" CENTERS IN ST. #1 & L #2 FOR BOLT #14.
10. 13/16"Ø VENT HOLES. PLACE AT 2'-0" CTRS ON L #2 AND ST #1.
11. ¾"Ø x 0'-8" BOLT. IMBED IN GIRDER #1. PROVIDE 2 R WASHERS & 2 HEX. NUTS PER GIRDER & THREAD BOLT ¼".
12. L 3"x2½"x⅜"x0'-3" @ 3'-0" CTRS. WELD TO L #2. 5/8" Ø HOLE IN 2½" LEG FOR BOLT #13.
13. ½"Ø BOLT x 0'-9" LG. & NUT. TACK WELD NUT TO L #12.
14. BLOCK & BOLT FOR SHIPMENT WITH PIPE SLEEVE AND ½" Ø BOLT.
15. R 12⅛"x⅜". CHAMFER AS SHOWN. FIELD WELD TO S.T. #1.
16. R 8 5/16"x⅜". CHAMFER AS SHOWN. WELD TO R #17 WITH 1 LINE OF 5/16 FILLET WELD.
17. R 2½"x⅜". CHAMFER AS SHOWN. FIELD WELD TO BAR #4.
18. ⅝"D BENT BAR. WELD TO R #3 @ 15 & 16 IN CURB. 1'-9" LG.

NOTES:

EXPANSION JOINT SHALL BE BUILT TO CONFORM TO ROADWAY CROWN & GRADE.

ONE FIELD SPLICE SHALL BE PERMITTED.

AFTER CONCRETE HAS SET REMOVE BOLT #5 AND FILL HOLES WITH HOT POURED ELASTIC TYPE JOINT SEALER.

EXPANSION JOINT MATERIAL SHALL BE PAID FOR AS STRUCTURAL CARBON STEEL.

* HOT POURED ELASTIC TYPE JOINT SEALER. HOLD ⅛" BELOW SURFACE OF CONCRETE.

** FILL WITH NON-STAINING GRAY TWO COMPONENT POLYSULFIDE LIQUID POLYMER (GUN GRADE) WITH SURFACE PRIMER, MEETING APPROVAL OF THE ENGINEER.

AFTER CONCRETE HAS SET THE JOINT OPENINGS SHALL BE THOROUGHLY CLEANED.

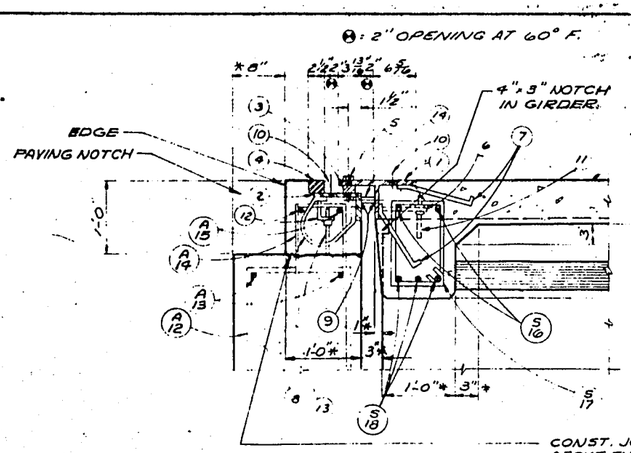
APPLY ± 1/16" COAT OF BITUMASTIC TO METAL SURFACES FORMING THE JOINT AND FILL OPENING WITH HOT POURED ELASTIC TYPE JOINT SEALER.

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.

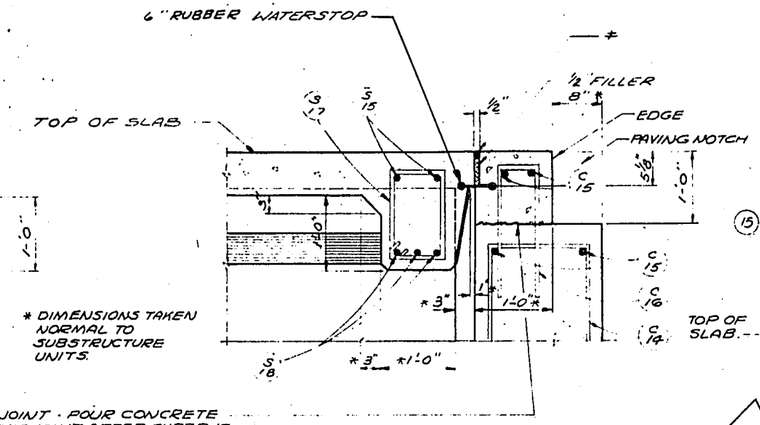
REVISED	STATE HIGHWAY COMMISSION OF WISCONSIN
	EXPANSION JOINT
	DESIGN SPEC A.A.S.H.O. '61 LOADING H S 20 CHKD'T DATE 1963
	DATE 8-31-65 DESIGN —— DRAWN OGF CKD H.E.A.
STRUCTURE B-13-239	SHEET 7 OF 14

X32793

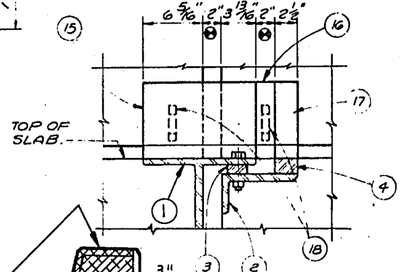
DIST.	COUNTY	PROJECT	SHEET	TOTAL SHEETS
4		F04-2(39)	85 171	



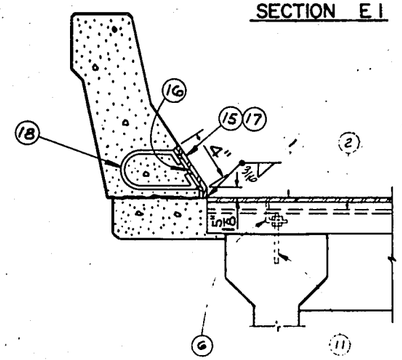
SECTION E1



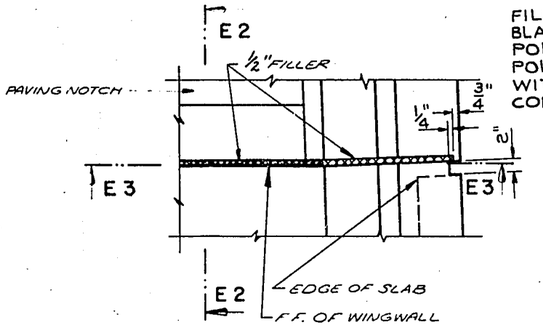
SECTION E2



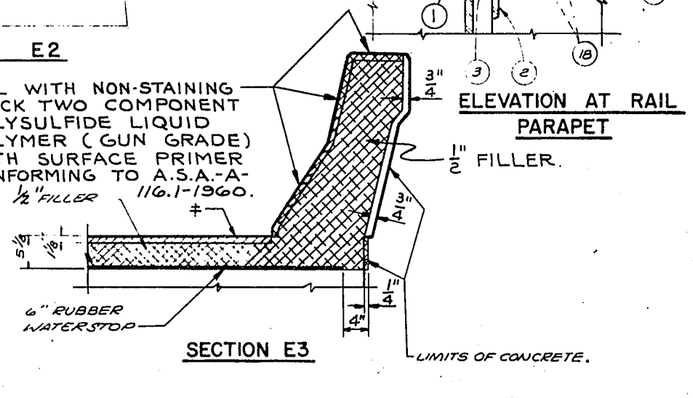
ELEVATION AT RAIL PARAPET



SECTION THRU JOINT AT RAIL PARAPET



PART PLAN
AT EAST ABUTMENT



SECTION E3

LEGEND

1. ST. 6" W.F. 39.5# x ROADWAY WIDTH.
2. L 8" x 4" x 3/16" x ROADWAY WIDTH.
3. BAR 2" x 3/4" x ROADWAY WIDTH. WELD TO L #2 WITH 2 LINES OF 1/4" FILLET WELD. 2@6.
4. BAR 2 1/2" x 1 1/2" x ROADWAY WIDTH. WELD TO L #2 WITH 2 LINES OF 1/4" FILLET WELD 2@6
5. 3/4" ø BOLT WITH SQ NUT @ 2'-0" CTRS TACK WELD NUT TO L #2. GREASE FOR EASY REMOVAL. 3/16" x 1 3/16" SLOTTED HOLE IN ST. #1. LONG DIMENSION OF SLOTTED HOLE TO BE PARALLEL TO ℄ OF ROADWAY. PROVIDE 13/16" ø HOLE IN BAR #3 ℄ L #2.
6. L 3 1/2" x 3" x 3/8" FILLET WELD TO FLANGE ℄ STEM OF ST #1 N.S ℄ F.S. PROVIDE 13/16" ø HOLE IN 3 1/2" LEG FOR BOLT #11.
7. 5/8 ø BENT BAR. WELD S.T. #1 @ 9" CTR'S BETWEEN GIRDERS AND ALTERNATE AS SHOWN.
8. 5/8 ø BENT BAR @ 1'-0" CTRS 2'-0" LONG WELD TO L #2
9. PROVIDE 9/16" ø HOLES @ 3'-0" CENTERS IN S.T. #1 ℄ L #2 FOR BOLT #14.
10. 13/16" ø VENT HOLES PLACE AT 2'-0" CTRS ON L #2 AND ST #1.
11. 3/4" ø x 0'-8" BOLT IMBED IN GIRDER 4". PROVIDE 2 ℛ WASHERS ℄ 2 HEX. NUTS PER GIRDER ℄ THREAD BOLT ℄.
12. L 3" x 2 1/2" x 3/8" x 0'-3" @ 3'-0" CTRS. WELD TO L #2. 5/8" ø HOLE IN 2 1/2" LEG FOR BOLT #13.
13. 1/2" ø BOLT x 0'-9" LG. ℄ NUT. TACK WELD NUT TO L #12.
14. BLOCK ℄ BOLT FOR SHIPMENT WITH PIPE SLEEVE AND 1/2" ø BOLT.
15. ℛ 12 1/8" x 3/8" —— BEND AS SHOWN. FIELD WELD TO S.T. #1.
16. ℛ 8 5/16" x 3/8" —— BEND AS SHOWN. WELD TO ℛ #17 WITH 1 LINE OF 3/16 FILLET WELD.
17. R 2 5/8" x 3/8" —— FIELD WELD TO BAR #14.
18. 5/8 ø BENT BAR. WELD TO RS #15 ℄ 7/16 —— 1'-9" LG.

NOTES:

EXPANSION JOINT SHALL BE BUILT TO CONFORM TO ROADWAY CROWN ℄ GRADE.

ONE FIELD SPLICE SHALL BE PERMITTED.

AFTER CONCRETE HAS SET REMOVE BOLT #5 AND FILL HOLES WITH HOT POURED ELASTIC TYPE JOINT SEALER.

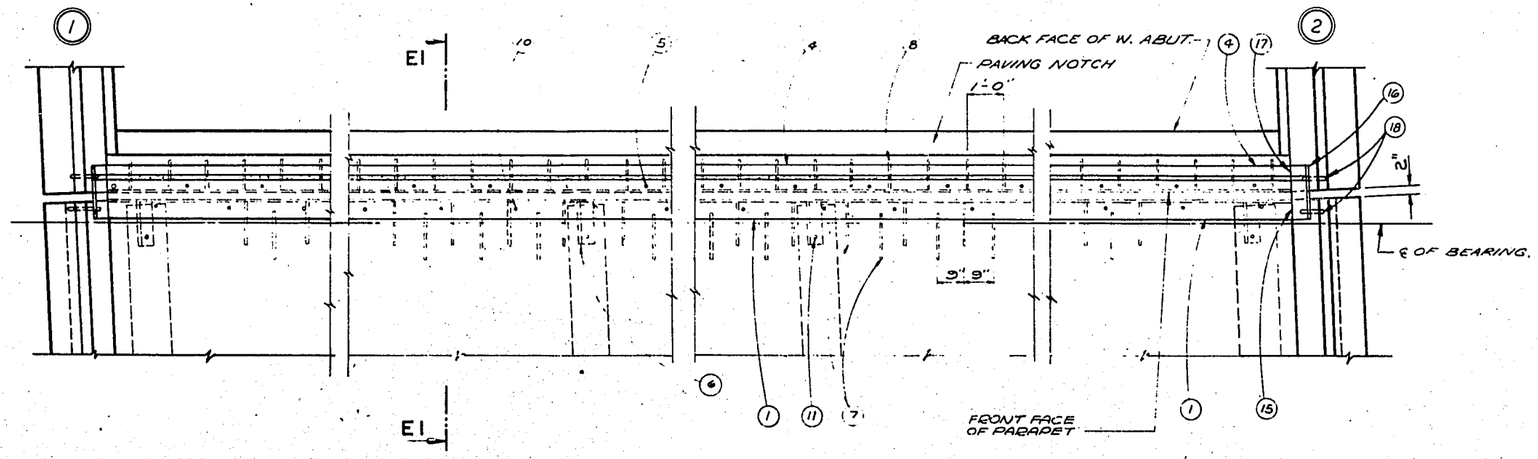
EXPANSION JOINT MATERIAL SHALL BE PAID FOR AS STRUCTURAL CARBON STEEL.

± HOT POURED ELASTIC TYPE JOINT SEALER. HOLD 1/8" BELOW SURFACE OF CONCRETE.

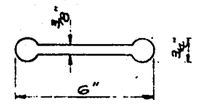
AFTER CONCRETE HAS SET THE JOINT OPENINGS SHALL BE THOROUGHLY CLEANED.

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
AT WEST ABUTMENT



WATERSTOP DETAIL

REVISED		STATE HIGHWAY COMMISSION OF WISCONSIN		
W.R. H.W.	S.W. G.F.	EXPANSION JOINT		
		AASHO 61	HS 20	1963
		8-31-65	———	H.E.A.
STRUCTURE B-13-239			SHEET 7 OF 14	

X32793

E.C.O. No. 12

FORM E-B-12-62

B.P.R. DIVISION	PROJECT	SHEET NO	TOTAL SHEETS
4	F09-2(39)	87	171

WING TIP EL. 1097.77

EL. 1097.51

EL. 1098.11

EL. 1093.57 EL. 1093.50 EL. 1093.44 EL. 1093.37 EL. 1093.31 EL. 1093.24 EL. 1093.18

EL. 1097.70

EL. 1097.10

A12 A15 A13 A14 A9 A8 A2 A1 A4 A6 A7 A11 A3 A5

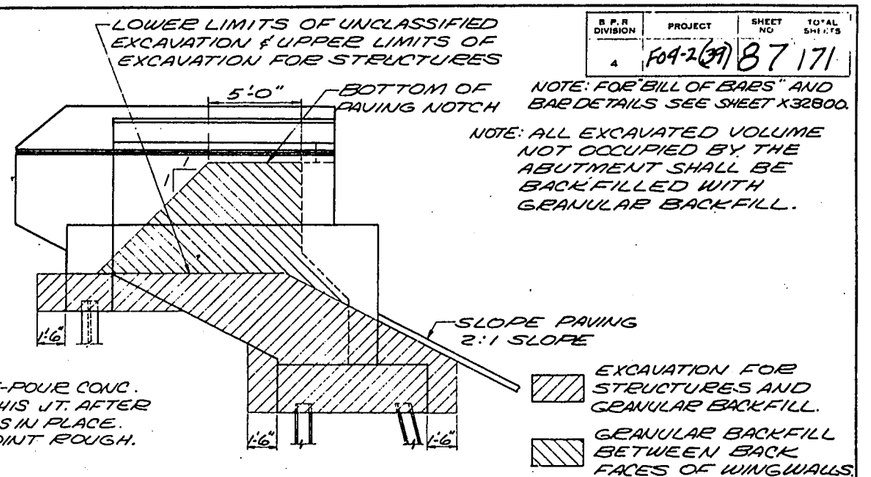
14'-3" 3'-11¼" 7'-9¾" 2'-6" 1:9" 1:0" 3'-11" 7'-5" 13'-10"

CONST. JT.-POUR CONC. ABOVE THIS JT. AFTER SUPER. IS IN PLACE. LEAVE JOINT ROUGH.

EL. 1083.26

ELEVATION
LOOKING WEST

(1)



NOTE: FOR "BILL OF BARS" AND BAR DETAILS SEE SHEET X32800.

NOTE: ALL EXCAVATED VOLUME NOT OCCUPIED BY THE ABUTMENT SHALL BE BACKFILLED WITH GRANULAR BACKFILL.

PAY LIMITS FOR EXCAVATION FOR STRUCTURES AND GRANULAR BACKFILL

3" 1/8 1'-1" 7'-9" 34'-4 5/8"

2'-1" (TYP.) 1'-1" (TYP.) 1'-1" 3" 3/8

2°14'-30" ℄ N.B. LANE U.S.H. 12

REF. LINE "A"

STA. 238+85.76

5'-4 1/8" 33'-2 1/8"

BACK FACE OF ABUT.

PAVING NOTCH

F.F. OF PARAPET

℄ OF BRG.

A44 A21 A41 A28 A29 A30 A31 A32 A20 A19 A18 A33 A43 A17

1'-6" 4'-0" 1'-3 1/4" 5'-6 1/4" 1'-10 1/2" 8'-0" 4'-11 1/4" 8 3/8" 1'-6" 19'-1 3/4" 15'-2 3/4" 1.5" 2'-8" 1'-6"

LEVEL 1" SLOPE LEVEL 1" SLOPE LEVEL 1" SLOPE LEVEL 1" SLOPE LEVEL 1" SLOPE LEVEL 1" SLOPE LEVEL

A23 THRU A27 5:0" ⑦ ⑥ ⑤ ④ ③ ② ① 5:0"

2' 2 1/2" 1:6" A34 THRU A39 1:6" 1:6" 1:6" 1:6" 1:6" 1:6" 1:6" 1:6" 1:6" 1:6" 1:6" 1:6" 1:6" 2'-3"

4'-6" 1:8" 6:2" 6:2" 6:2" 6:2" 6:2"

2'-1 1/2" 6'-8 1/2" 34'-10 1/4" GIRDER SPACING 7 5/8"

3 3/4" 6'-10 1/8" 35'-2 1/4"

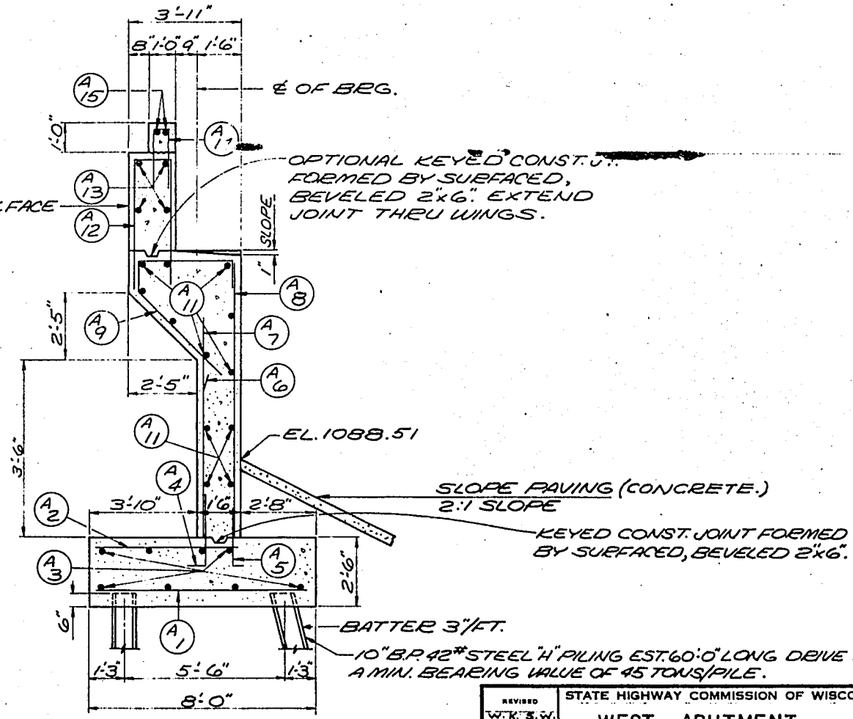
5'-6 3/8" 33'-6"

(TYP.) 2'-6" 4'-0" 6'-6" 15'-4 1/8" 19'-3 1/8" 9 1/8" 11" 5'-6 1/4" 3 3/16" 1'-1" 4'-11 1/4" 5 9/8" 1'-6"

EL. 1088.51

PLAN

(2)



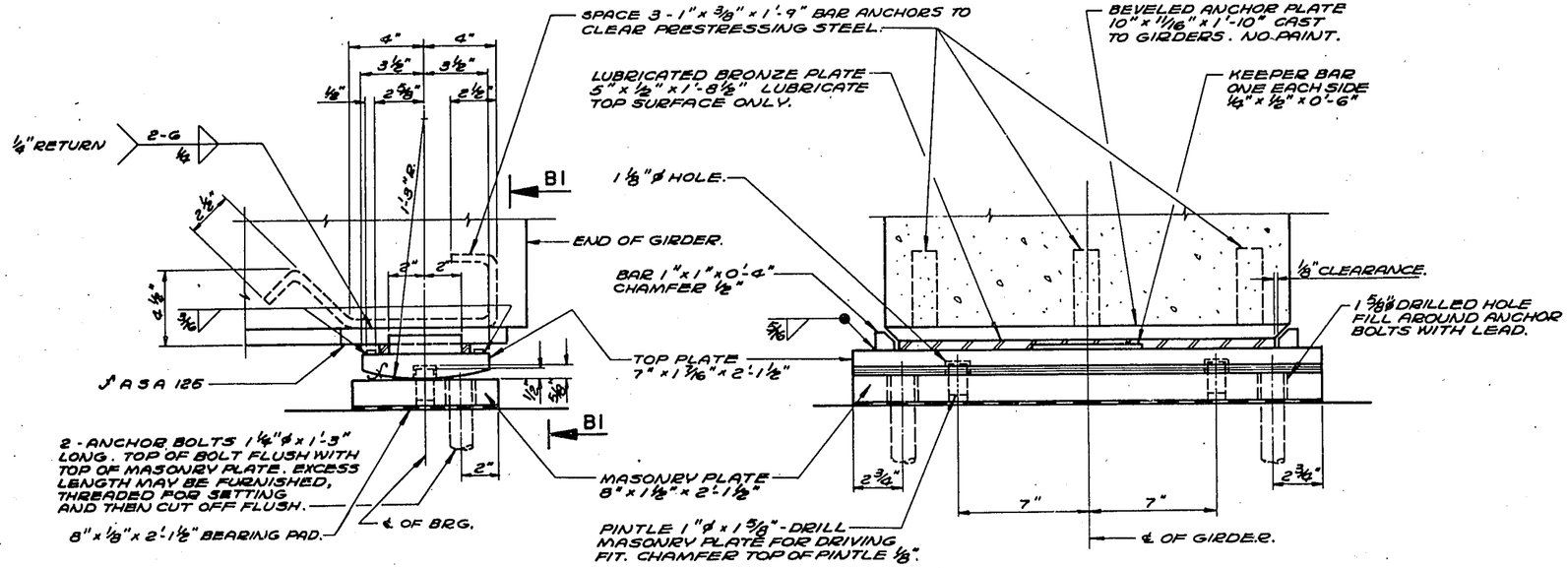
TYP. SECTION THRU ABUT.

REVISED	STATE HIGHWAY COMMISSION OF WISCONSIN
W.T.S.W. 1-64	WEST ABUTMENT
	DESIGN SPEC. A.A.S.H.O. '61 LOADING H S 20 CONST. SPEC. 1963
	DATE 8-31-65 DESIGN J.U.Z. DRAWN J.H.G. CKD. H.E.A.
STRUCTURE B-13-239	SHEET 9 OF 14

X32795

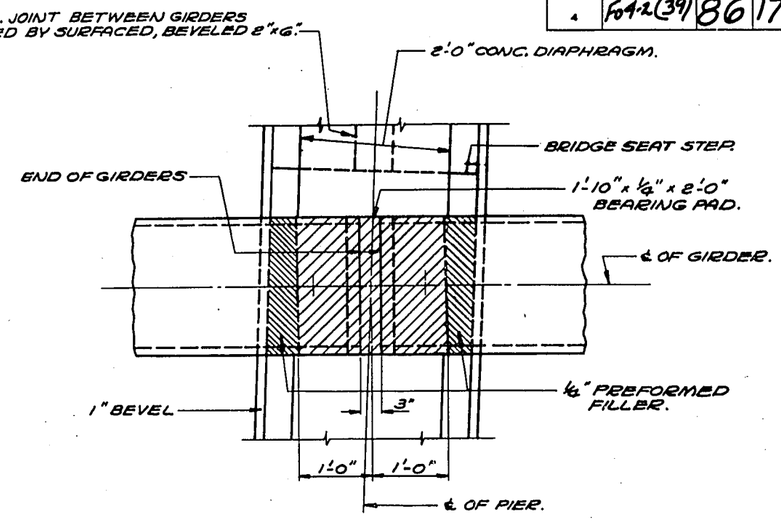
FORM E-B-12-62

S.P.R. DIVISION	PROJECT	SHEET NO.	TOTAL SHEETS
4	FG42(39)	86	171

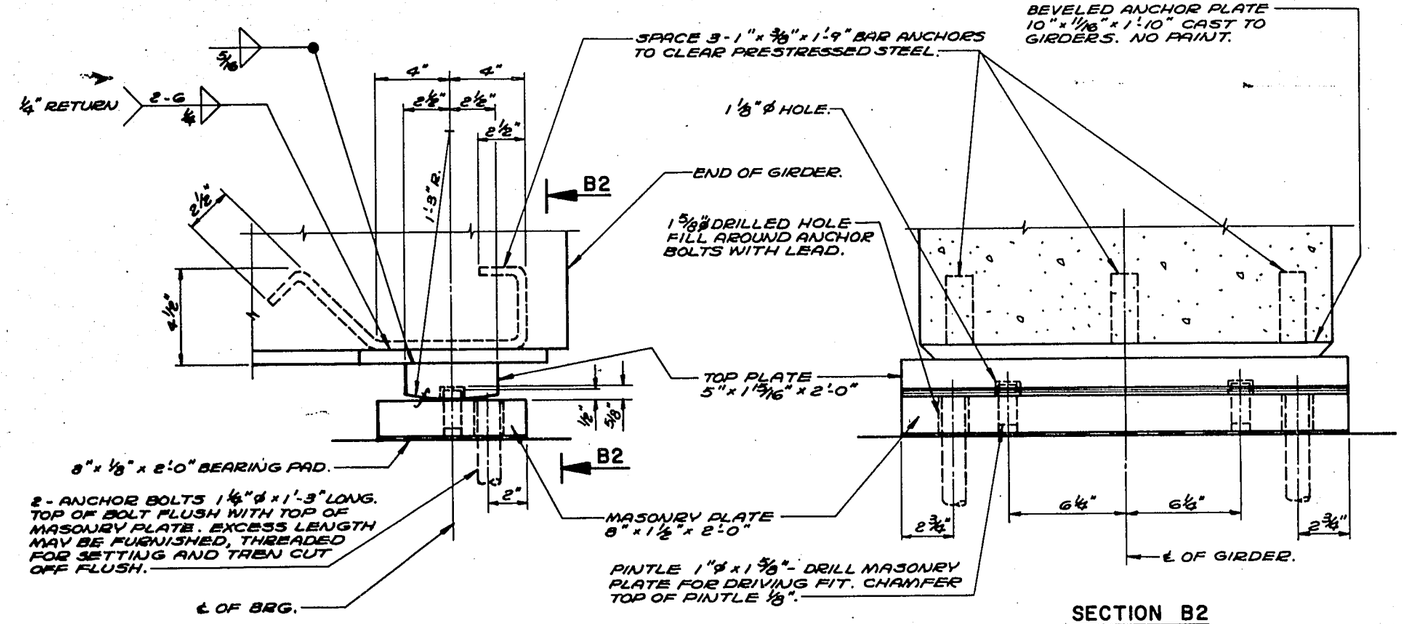


EXPANSION BEARING
AT WEST ABUTMENT

SECTION B1



BEARING PAD DETAIL AT PIER



FIXED BEARING
AT EAST ABUTMENT

SECTION B2

BEARING NOTES

ALL MATERIAL EXCEPT ANCHOR BOLTS SHALL BE MADE OF A242 STEEL WITH A CORROSIVE RESISTANCE OF 4 OR MORE TIMES THAT OF A36 STEEL.

ALL BEARING MATERIAL EXCEPT BRONZE PLATES, BEARING PADS, AND ANCHOR PLATES SHALL BE PAID FOR AT THE UNIT PRICE BID FOR "STRUCTURAL LOW ALLOY STEEL."

ALL STRUCTURAL STEEL 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 MACHINE FINISHED.

REVISED	STATE HIGHWAY COMMISSION OF WISCONSIN
	BEARING DETAILS
	DESIGN SPEC. A.A.S.H.O. '61 LOADING H S 20 CONST. SPEC. 1963
	DATE 8-21-68 DESIGN —— DRAWN CCR CKD. H.E.A.
STRUCTURE B-13-239	SHEET 8 OF 14

X 32794

FORM E-B-12-62

B.P.R. DIVISION	PROJECT	SHEET NO.	TOTAL SHEETS
4	F04-2(39)	87	171

WING TIP EL.1099.12 — EL.1098.86 — EL.1093.57 — EL.1093.50 — EL.1093.44 — EL.1093.37 — EL.1093.31 — EL.1093.24 — EL.1093.18 — EL.1097.70 — WING TIP EL.1098.70 — EL.1098.45 — EL.1093.11 — 9" TYP. — 6" TYP. — 15'-7¼" — 5'-3½" — 7'-9¾" — 2'-6" — 1'-9" — 1'-0" — 5'-3¼" — 7'-5" — 15'-2¼" — 2'-6" — EL.1083.26

CONST. JT.-POUR CONC. ABOVE THIS JT. AFTER SUPER. IS IN PLACE. LEAVE JOINT ROUGH.

ELEVATION
LOOKING WEST

LOWER LIMITS OF UNCLASSIFIED EXCAVATION & UPPER LIMITS OF EXCAVATION FOR STRUCTURES

5'-0" — BOTTOM OF PAVING NOTCH — 1:1 — 1'-6" — SLOPE PAVING 2:1 SLOPE

EXCAVATION FOR STRUCTURES AND GRANULAR BACKFILL.

GRANULAR BACKFILL BETWEEN BACK FACES OF WINGWALLS.

NOTE: FOR "BILL OF BARS" AND BAR DETAILS SEE SHEET X32800.

NOTE: ALL EXCAVATED VOLUME NOT OCCUPIED BY THE ABUTMENT SHALL BE BACKFILLED WITH GRANULAR BACKFILL.

PAY LIMITS FOR EXCAVATION FOR STRUCTURES AND GRANULAR BACKFILL

SEE X32791 FOR RAIL PARAPET DETAILS.

1'-0" — 1" — 1'-9" — 2'-7" — 10" — 1" — A44 — RUSTICATION ¾" GROOVE — SLOPE TOP OF WING TO MATCH CURB ON SUPERSTRUCTURE — F.F. — ¾" V-GROOVE — A43 — LEAVE CONST. JT. ROUGH

RAILING PARAPET

3'-11" — 8" 1'-0" 9" 1'-6" — ℄ OF BEG. — OPTIONAL KEYED CONST. JT. FORMED BY SURFACED, BEVELED 2"x6". EXTEND JOINT THRU WINGS. — BACK FACE — SLOPE — 1" — 1'-0" — 2'-5" — 2'-5" — 3'-6" — EL.1088.51 — SLOPE PAVING (CONCRETE.) 2:1 SLOPE — KEYED CONST. JOINT FORMED BY SURFACED, BEVELED 2"x6". — 3'-10" — 1'-6" — 2'-8" — 2'-6" — 6" — BATTER 3"/FT. — 10" B.P. 42# STEEL "H" PILING EST. 60'-0" LONG DRIVE TO A MIN. BEARING VALUE OF 45 TONS/PILE. — 1'-3" — 5'-6" — 1'-3" — 8'-0"

TYP. SECTION THRU ABUT.

BOUND TO 6" R. TOP POUR ONLY — 1:6" 10¼" — 7⅛" — 2'-9" — 2'-6"

Void

RE N.B. LANE U.S.H. 12 — 2°-14'-30" — REF. LINE "A" — STA. 238+85.76 — BACK FACE OF ABUT. — PAVING NOTCH — F.F. OF PARAPET — ℄ OF BEG. — 5'-7⅛" — 33'-5⅛" — 2'-1" — 2'-1 9¼" — 16'-10½" — 2'-6" — 8'-0" — 2'-3" — 2'-8" — 1'-5" — 1'-9" — 1'-0" — 16'-11¾" — 21'-10¾" — 21'-10½"

LEVEL — 1" SLOPE — LEVEL — 1" — 1'-6" — 9" — SLOPE — LEVEL — 1" SLOPE — LEVEL — 1" SLOPE — LEVEL — 1" SLOPE — LEVEL — 1" SLOPE — LEVEL — 1" SLOPE — LEVEL

A23 THRU A27 — A34 THRU A39 — 5'-0" — 5'-0" — ⑦ ⑥ ⑤ ④ ③ ② ①

6" — 1'-6" — 6" — 2'-5⅜" — 1'-6" — 1'-6" — 1'-6" — 1'-6" — 1'-6" — 1'-6" — 1'-6" — 1'-6" — 1'-6" — 1'-6" — 1'-6" — 1'-6" — 1'-6" — 2'-7" — 1¼" — 1¼" — 4"-6" — 1'-8" — 6'-2" — 6'-2" — 6'-2" — 6'-2" — 6'-2" — 6'-2" — GIRDER SPACING — 10¼" — 6'-10⅛" — 35'-2¼"

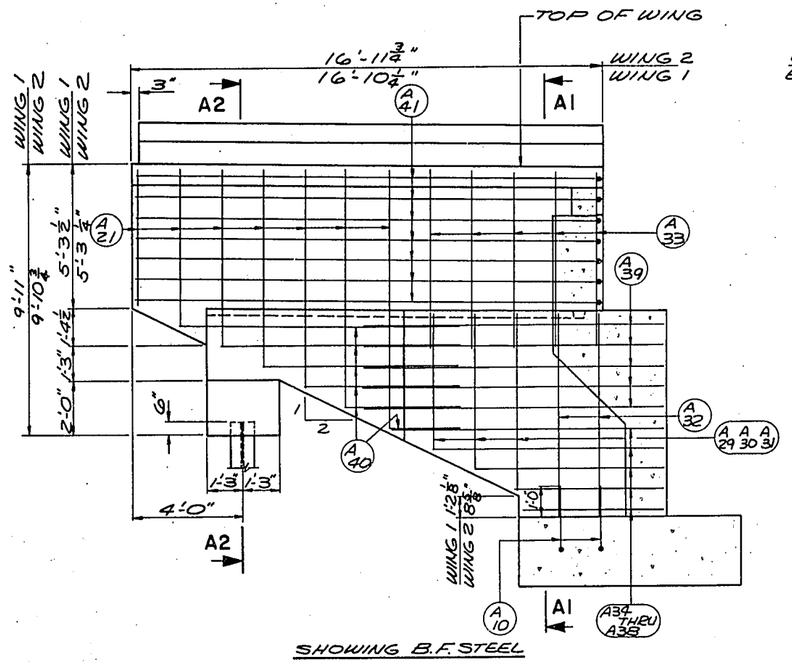
PLAN

REVISED	STATE HIGHWAY COMMISSION OF WISCONSIN
	WEST ABUTMENT
	DESIGN SPEC. AASHO '61 — LOADING H S 20 — CONST. SPEC. 1963
	DATE 8-31-65 — DESIGN J.J.Z. — DRAWN J.H.G. — CKD. H.E.A.
	STRUCTURE B-13-239 — SHEET 9 OF 14

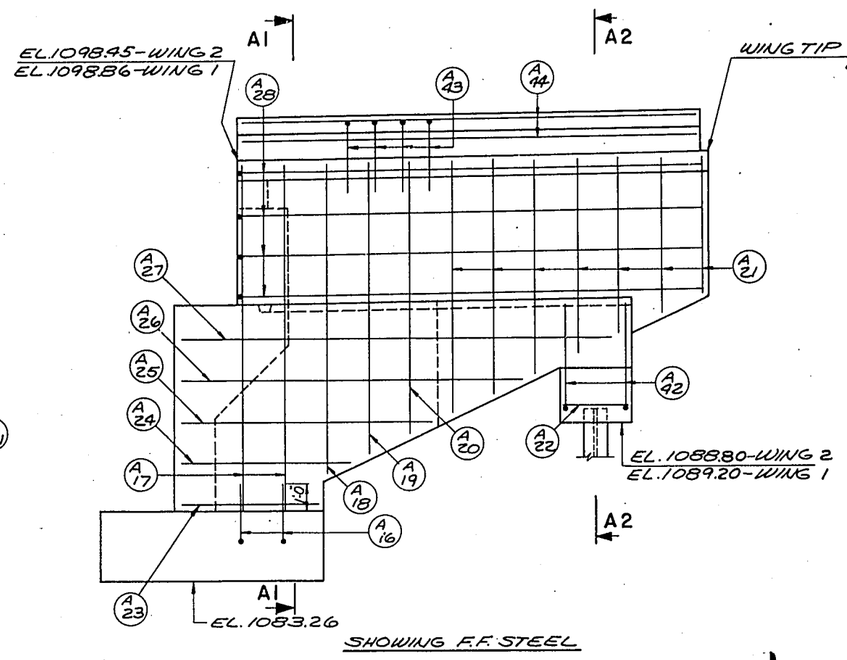
X32795

FORM E-B-12-62

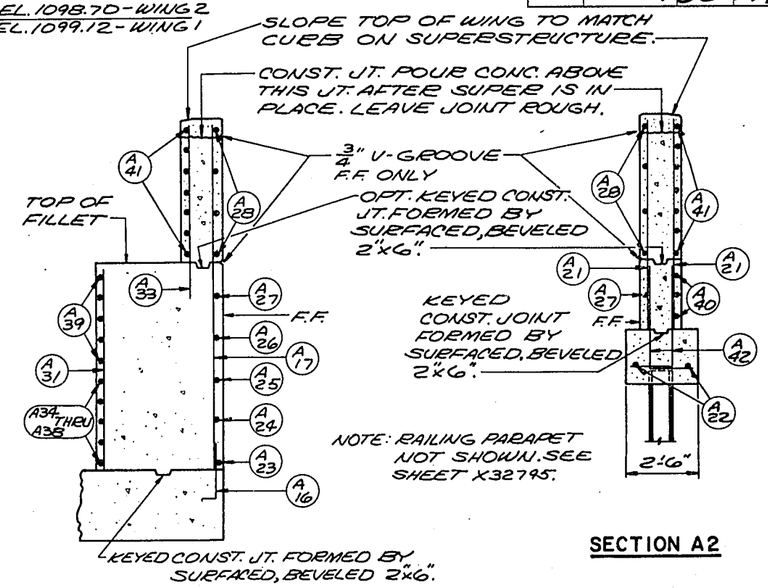
B. P. R. DIVISION	PROJECT	SHEET NO.	TOTAL SHEETS
4	F042(39)	88	171



SHOWING B.F. STEEL



SHOWING F.F. STEEL

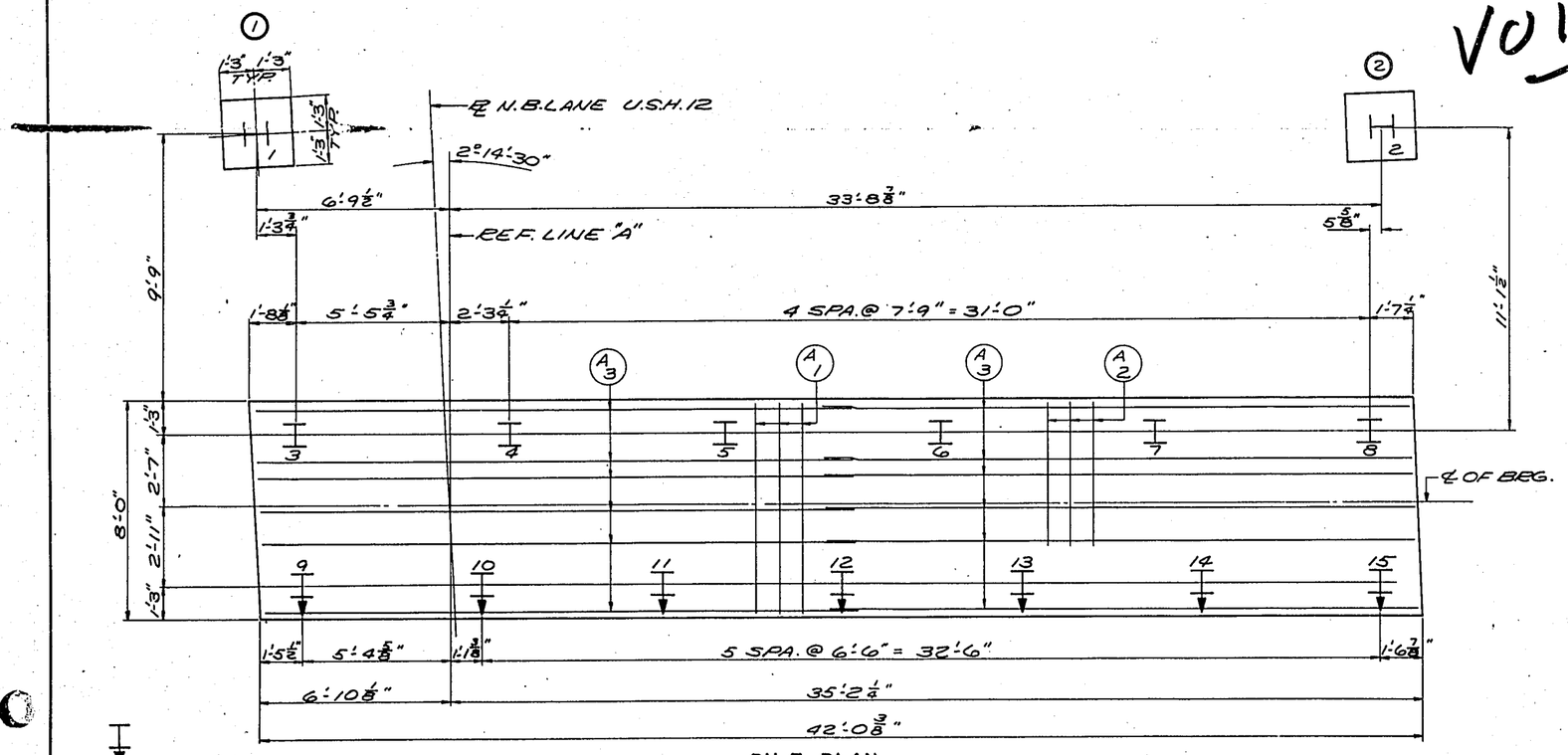


SECTION A2

SECTION A1

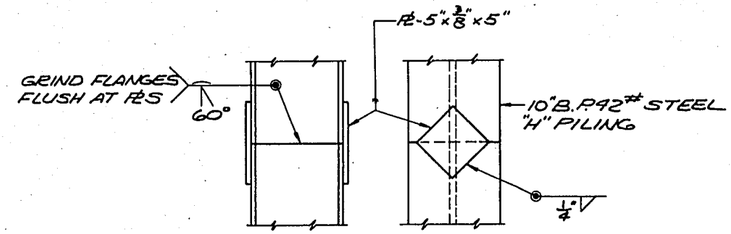
TYPICAL WING ELEVATION

VOID



PILE PLAN

DENOTES DIRECTION OF BATTERED PILING.



PILE SPLICE DETAIL

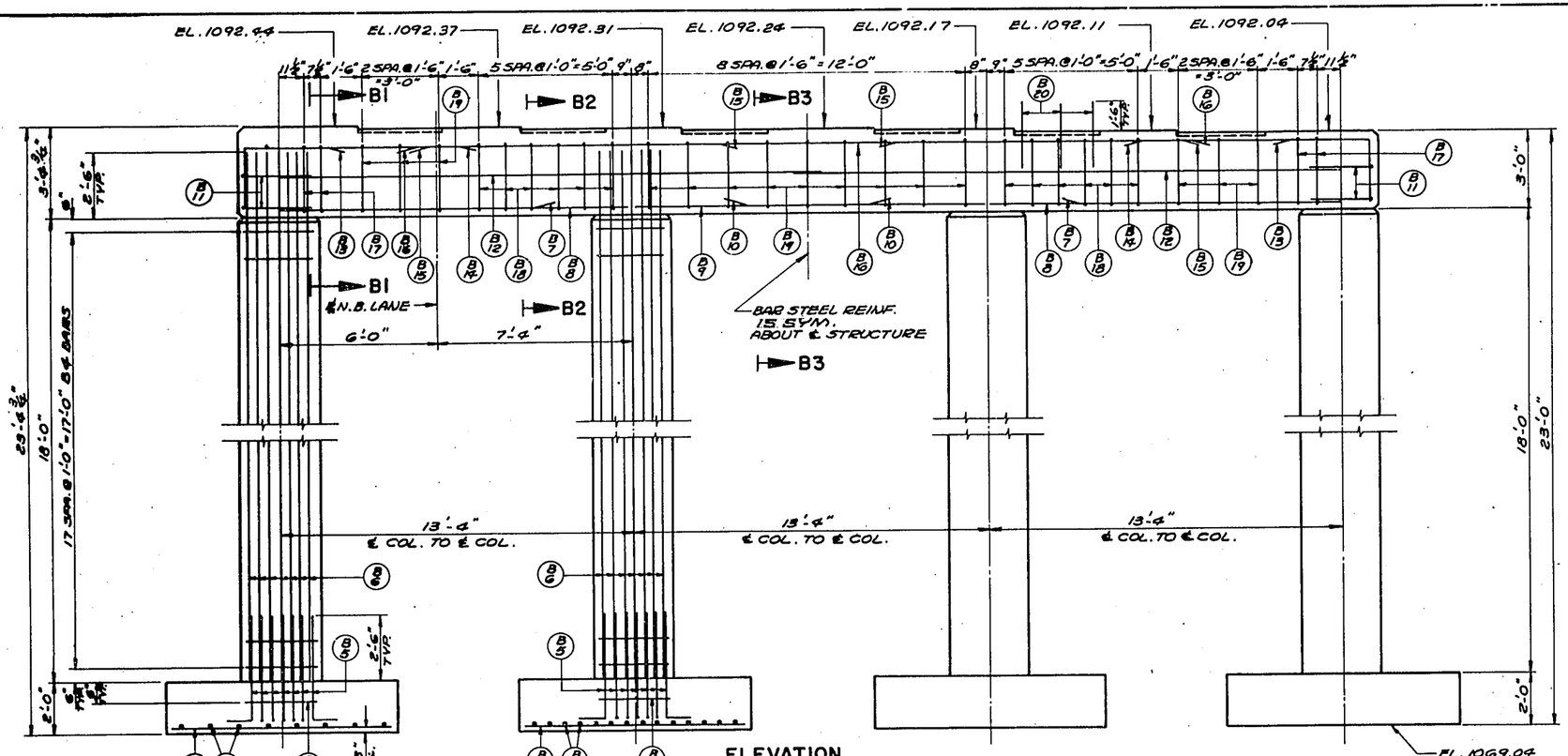
REVISED	STATE HIGHWAY COMMISSION OF WISCONSIN	
	WEST ABUTMENT	
	DESIGN SPEC. A.A.S.H.O. '61 LOADING H20	CONST. SPEC. 1963
	DATE 8-31-65 DESIGN J.U.Z. DRAWN J.H.G. CKD. H.E.A.	
STRUCTURE B-13-239	SHEET 10 OF 14	

X 32796

FORM E-B-12-62

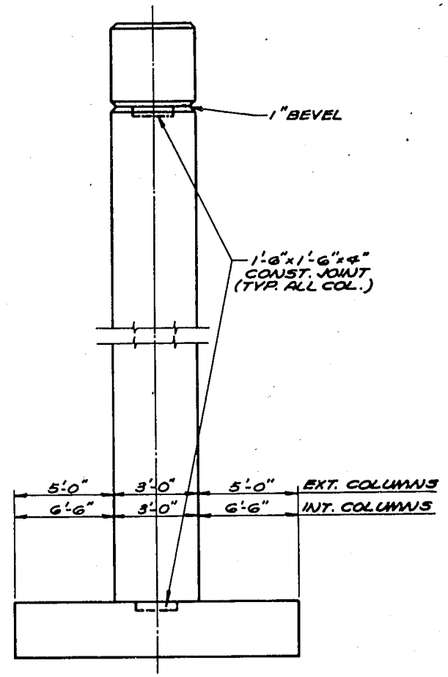
B.P.R. DIVISION	PROJECT	SHEET NO.	TOTAL SHEETS
4	64-2(39)	89	171

NOTE: FOR BILL OF BARS AND BAR DETAILS SEE SHEET X32800

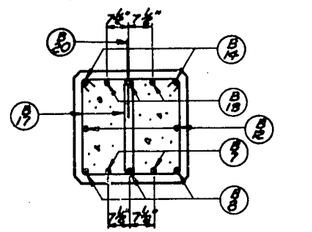


ELEVATION

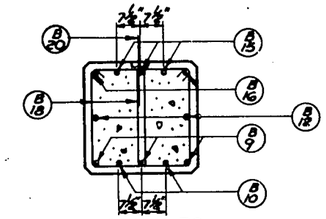
LOOKING WEST



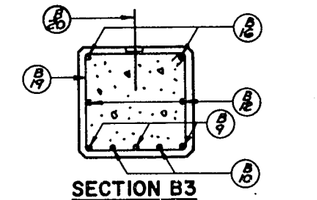
END VIEW



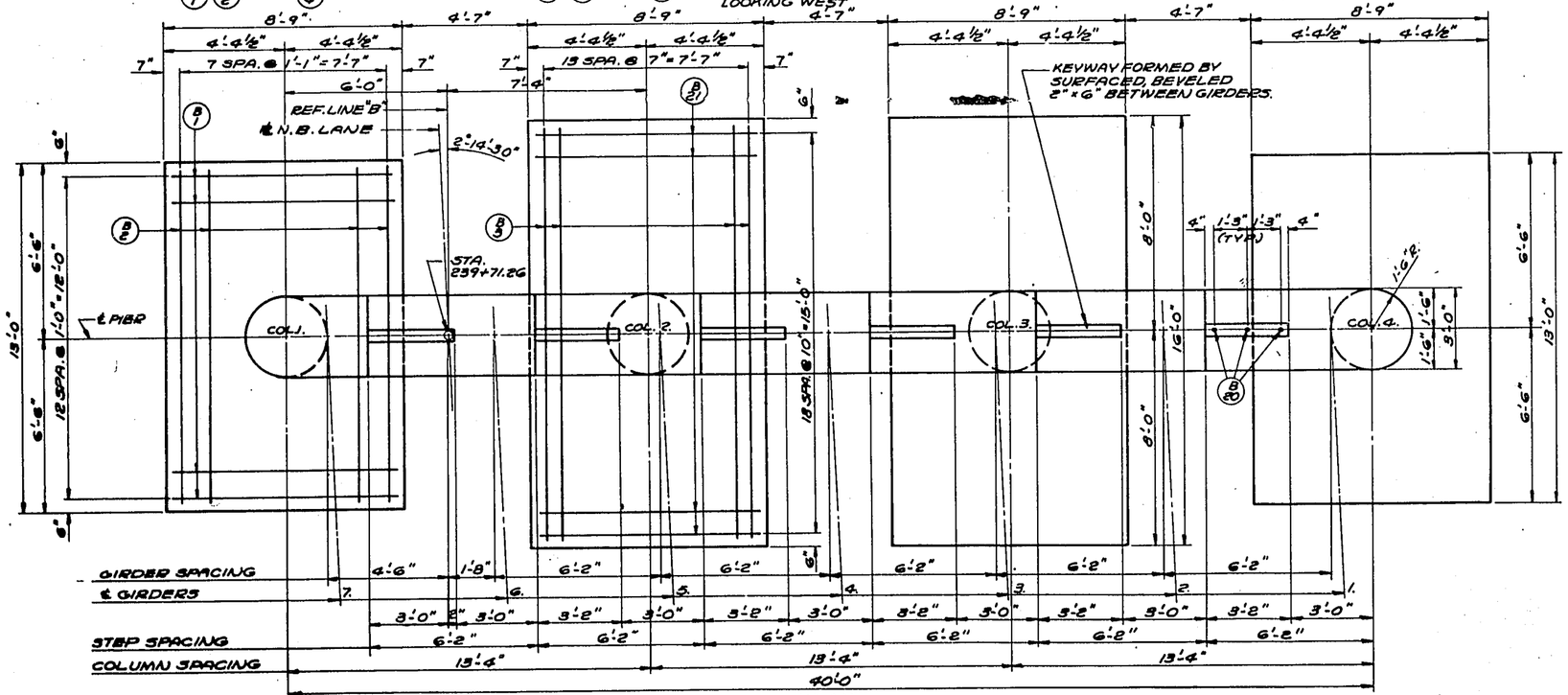
SECTION B1



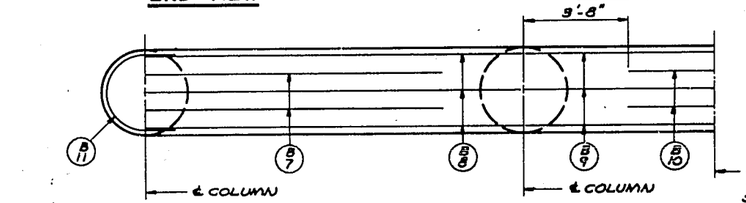
SECTION B2



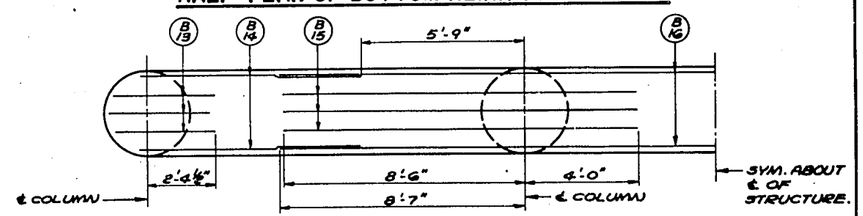
SECTION B3



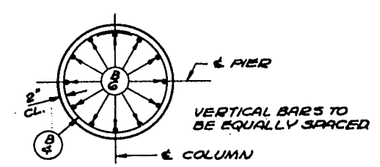
PLAN



HALF-PLAN OF BOTTOM REINF. STEEL IN CAP



HALF-PLAN OF TOP REINF. STEEL IN CAP



SECTION THRU COLUMNS

ESTIMATED CONCRETE MASONRY

FOOTINGS	37.6 C.Y.
COLUMNS	18.9 C.Y.
CAP	14.9 C.Y.
TOTAL	71.4 C.Y.

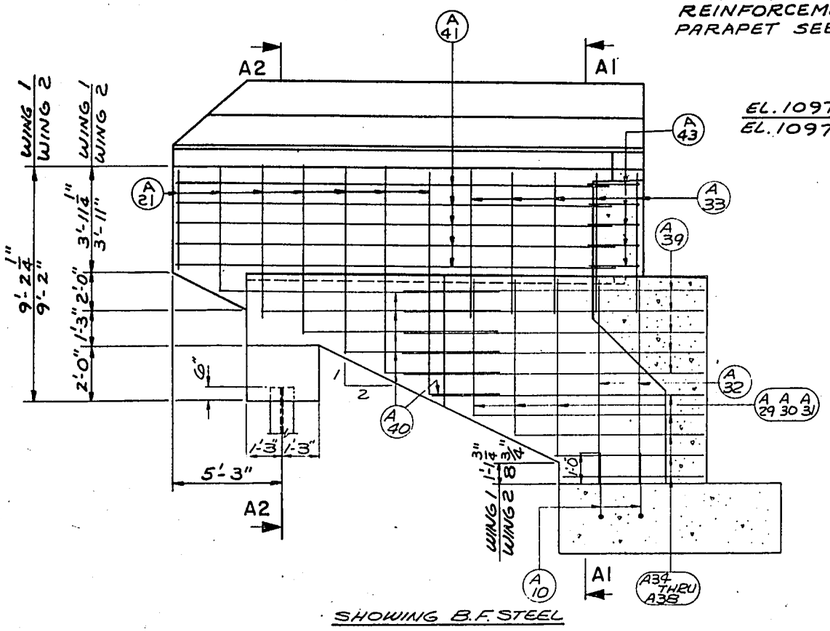
REVISED	STATE HIGHWAY COMMISSION OF WISCONSIN		
	PIER		
	DESIGN SPEC. A.A.S.H.O. '61	LOADING H 20	CONST. SPEC. 1963
	DATE 8-31-62	DESIGN J.J.Z.	DRAWN CCF	CKD. H.E.A.
STRUCTURE B-13-239		SHEET 11 OF 14	

X32797

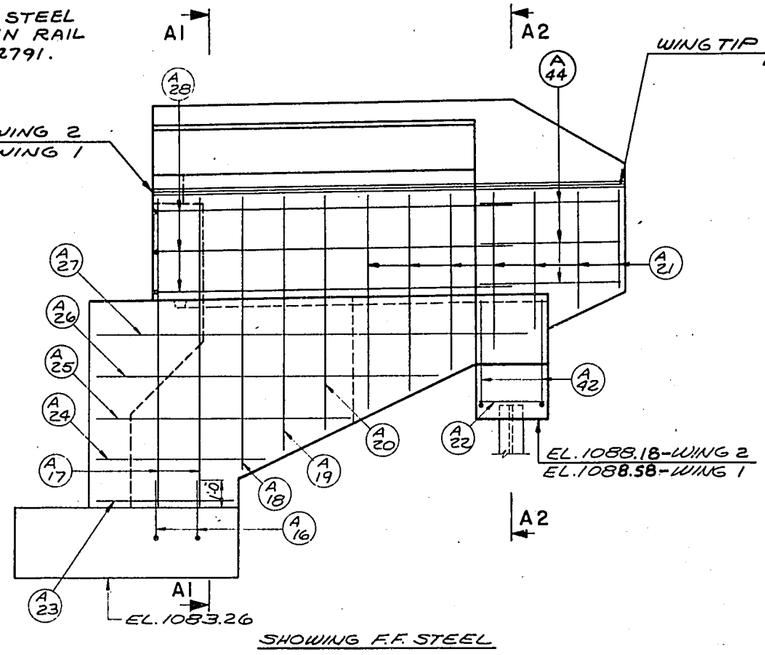
FORM E-B-12-62

B.P.R. DIVISION	PROJECT	SHEET NO.	TOTAL SHEETS
4	F042(39)	88	171

NOTE: FOR BAR STEEL REINFORCEMENT IN RAIL PARAPET SEE X 32791.

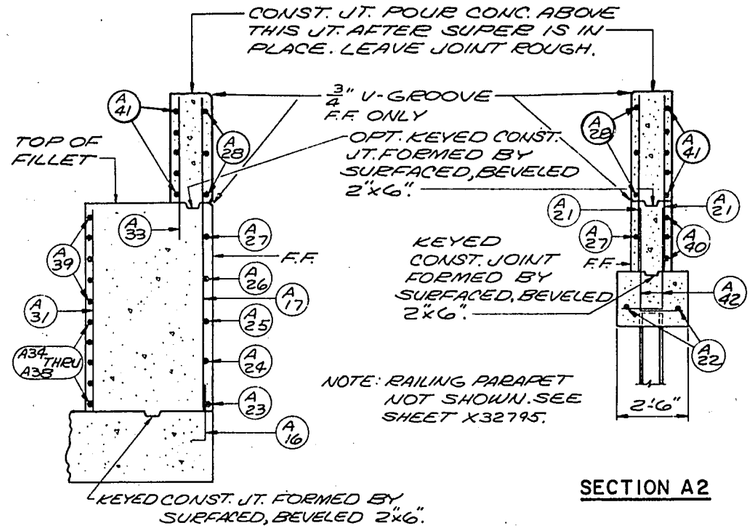


SHOWING B.F. STEEL



SHOWING F.F. STEEL

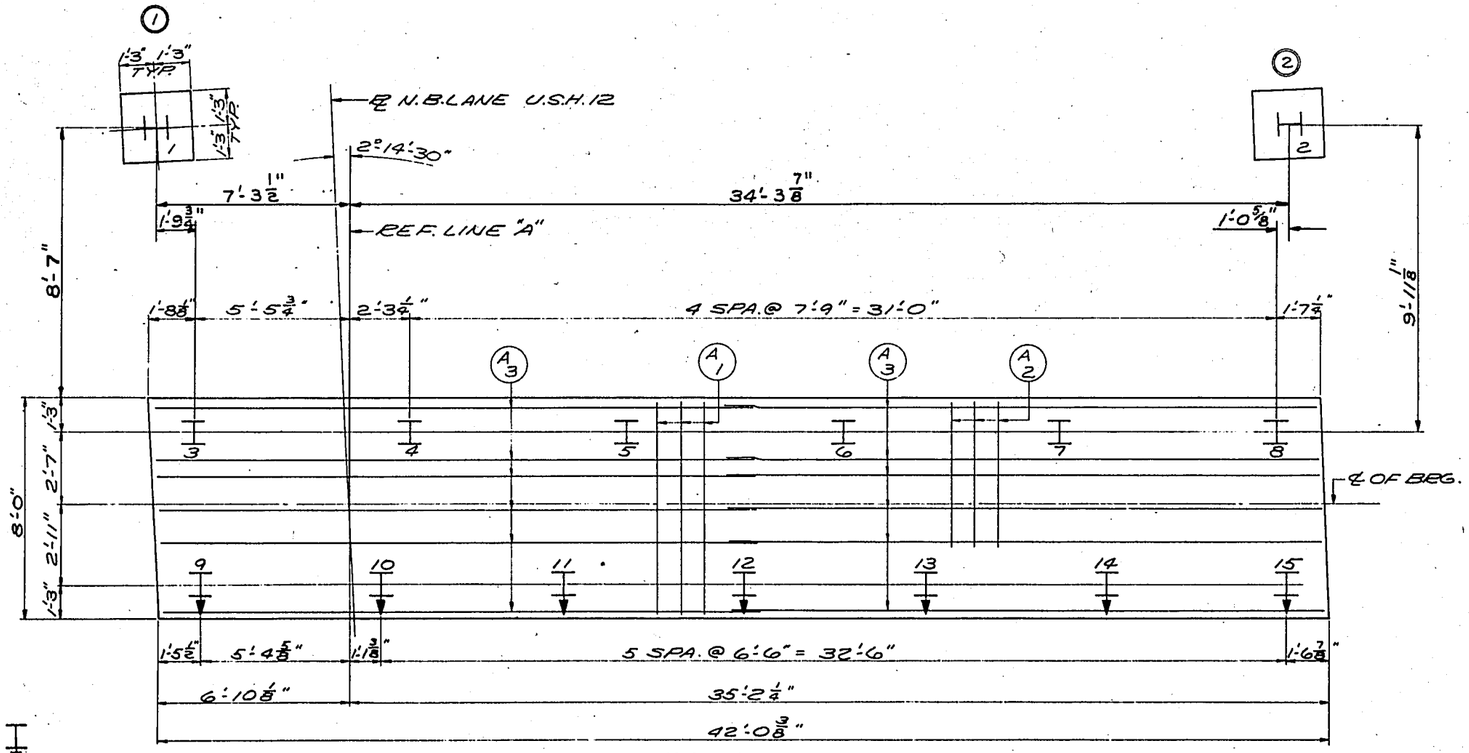
TYPICAL WING ELEVATION



KEYED CONST. JT. FORMED BY SURFACED, BEVELED 2"x6".

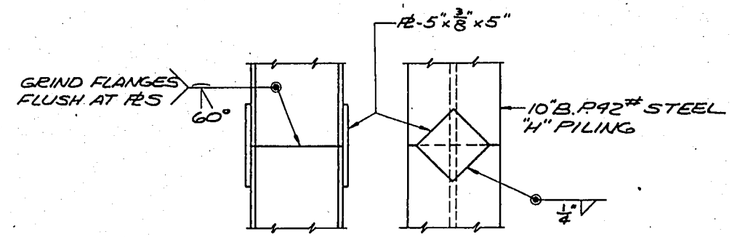
SECTION A2

SECTION A1



DENOTES DIRECTION OF BATTERED PILING.

PILE PLAN



PILE SPLICE DETAIL

REVISED	STATE HIGHWAY COMMISSION OF WISCONSIN
W.R.S.W. 4-14-67	WEST ABUTMENT
	DESIGN SPEC. A.A.S.H.O. '61 | LOADING H-20 | CONST. SPEC. 1963
	DATE 8-31-65 | DESIGN J.J.Z. | DRAWN J.H.G. | CKD. H.E.A.
STRUCTURE B-13-239	SHEET 10 OF 14

C.C.I. No. 12

FORM E-B-12-62

D P R DIVISION	PROJECT	SHEET NO	TOTAL SHEETS
4	FA-2(39) 90 171		

NOTE: FOR BILL OF BARS AND BAR DETAILS SEE SHEET X 32800.

EL. 1094.33
W.T. EL. 1093.99
EL. 1094.93
EL. 1090.40
EL. 1090.46
EL. 1090.53
EL. 1090.60
EL. 1090.66
EL. 1090.73
EL. 1090.80
EL. 1095.35
EL. 1094.75
EL. 1080.48

ELEVATION
LOOKING EAST

ELEVATION OF WING
SHOWING FRONT FACE REINF. STEEL.

CONST. JT. - POUR CONC. ABOVE THIS JT. AFTER SUPER IS IN PLACE. - LEAVE ROUGH

¾" V-GROOVE IN F.F. OF WINGWALL ONLY.

4"ø WEEP HOLE (EACH WING)

WING 3 WING 4

¾" V-GROOVE IN FRONT FACE OF WINGWALL ONLY

TOP OF FILLET

FRONT FACE

SECTION C2

KEYED CONST. JT. FORMED BY SURFACED, BEVELED 2"x6"

OPTIONAL KEYED CONST. JT. FORMED BY SURFACED, BEVELED 2"x6"

SLOPE PAVING 2:1 SLOPE (CONCRETE.)

SECTION C1

BACK FACE OF ABUT.

PAVING NOTCH

STA. 240+50.76

℄ N. B. LANE U.S.H. 12

REF. LINE "C"

1. LEVEL | 1" SLOPE | 2. LEVEL | 1" SLOPE | 3. LEVEL | 1" SLOPE | 4. LEVEL | 1" SLOPE | 5. LEVEL | 1" SLOPE | 6. LEVEL | 1" SLOPE | 7. LEVEL

GIRDER SPACING
SLOPE SPACING

PLAN

NOTE: SEE SHEET X 32799 FOR BACK FACE REINF. STEEL IN WINGS & FILLET.

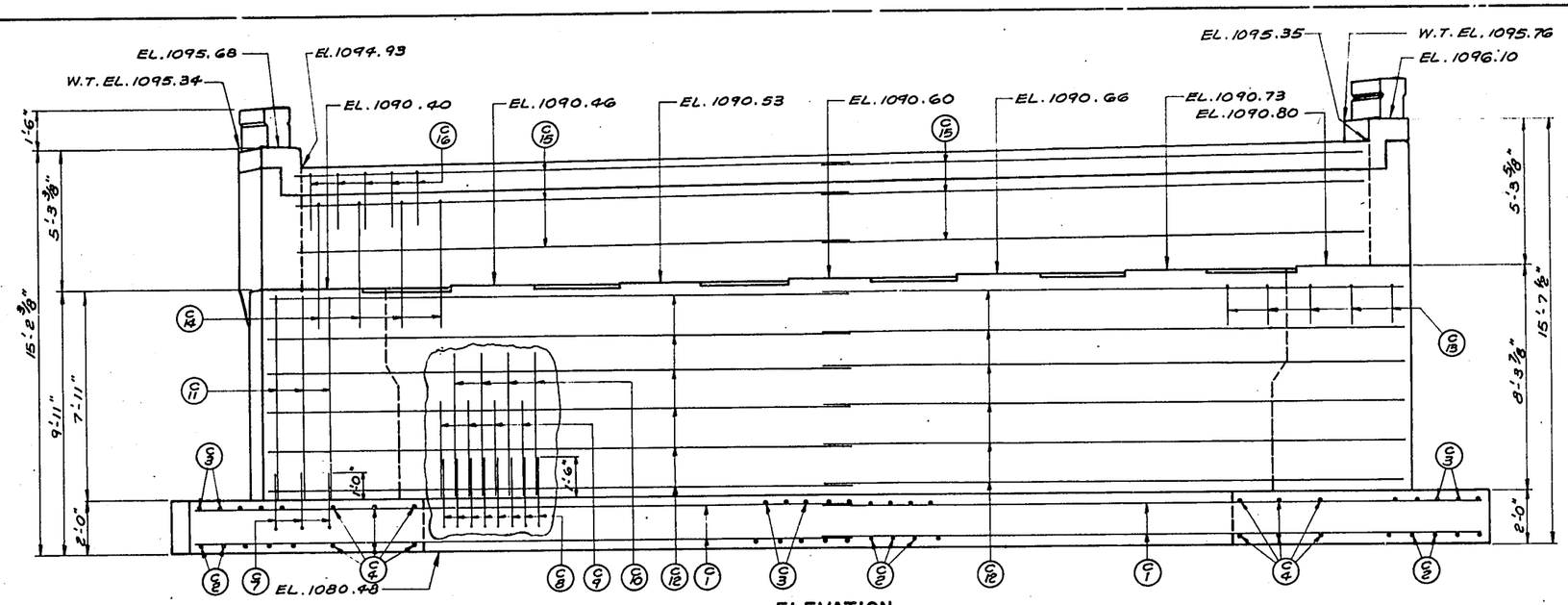
REVISED	STATE HIGHWAY COMMISSION OF WISCONSIN
W.K. S.W. K.W. C.E.	EAST ABUTMENT
	DESIGN SPEC. AASHO '61 LOADING H 20 CONST. SPEC. 1963
	DATE 8-31-65 DESIGN J.J.Z. DRAWN C.C.F. CHK'D H.E.A.
	STRUCTURE B-13-239 SHEET 12 OF 14

X 32798

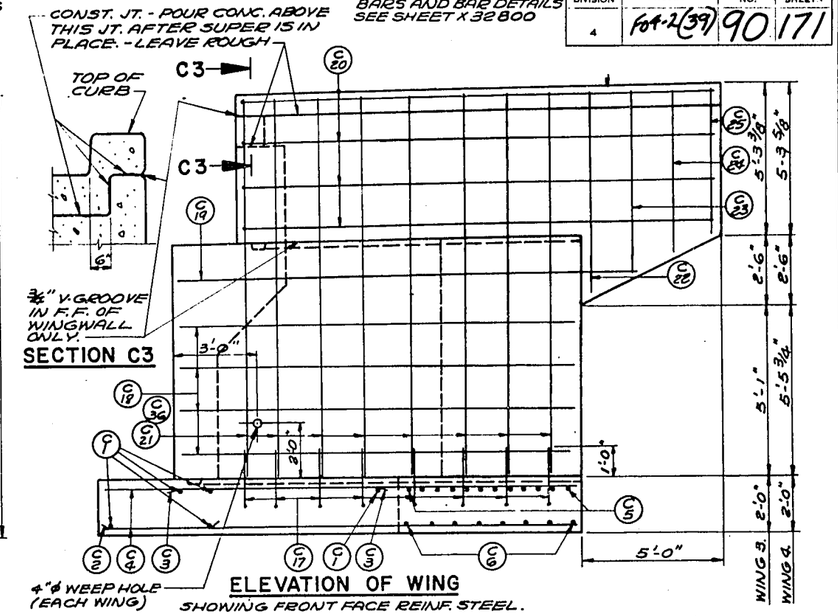
FORM E-B-12-62

B.P.R. DIVISION	PROJECT	SHEET NO.	TOTAL SHEETS
4	FAP-2(39)	90	171

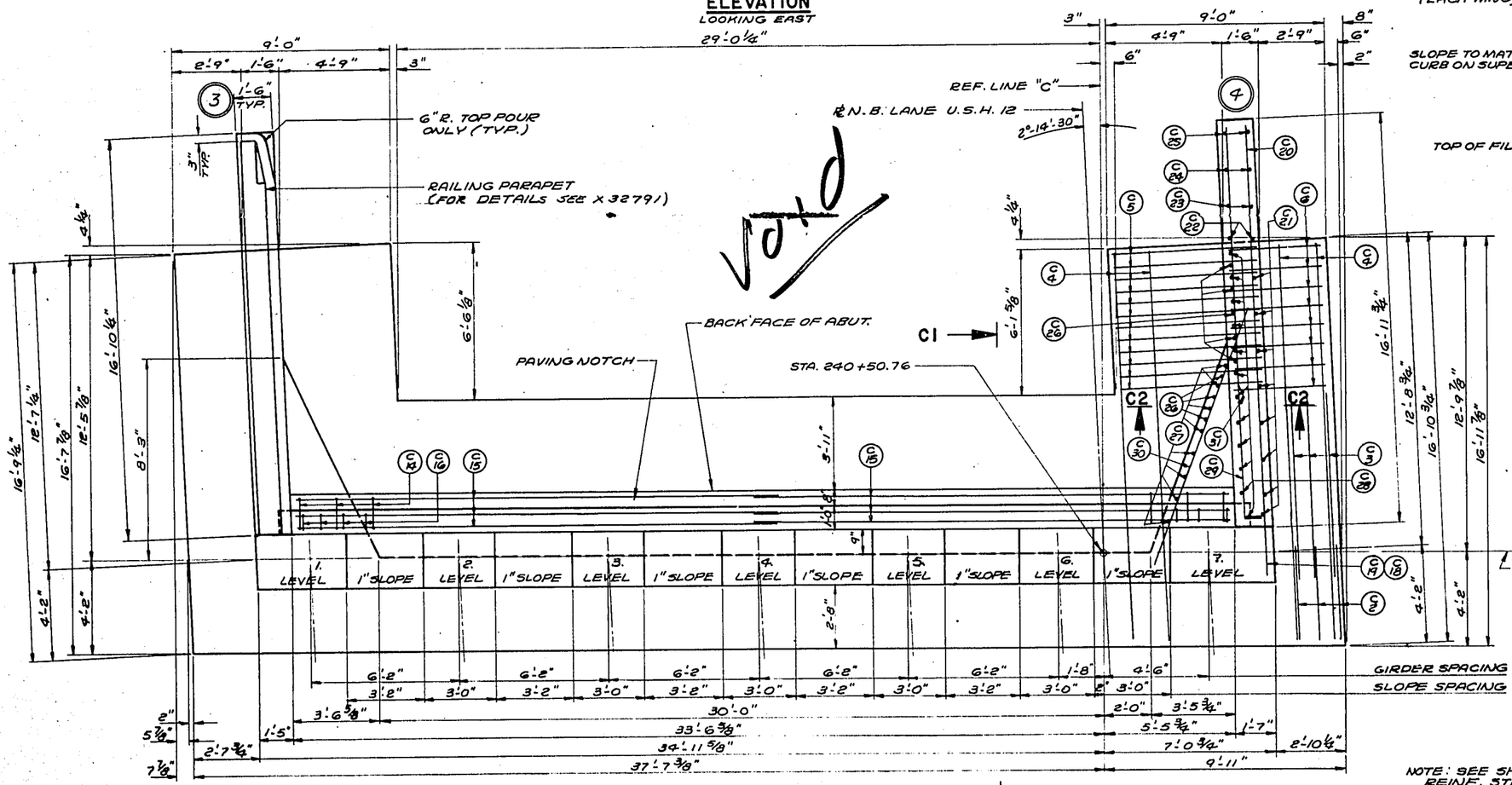
NOTE: FOR BILL OF BARS AND BAR DETAILS SEE SHEET X 32800



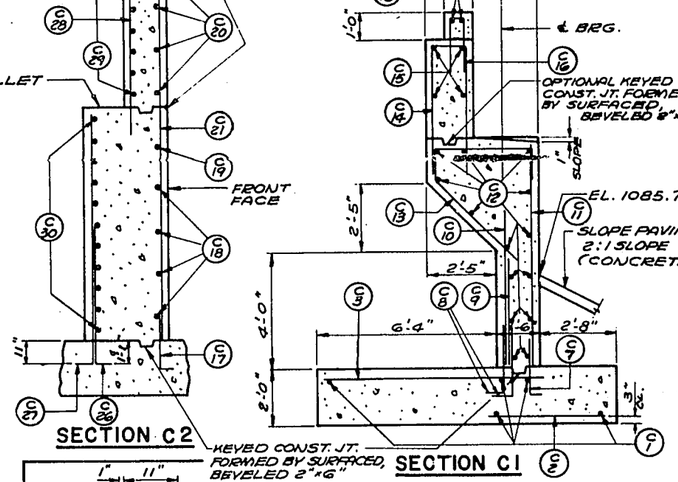
ELEVATION
LOOKING EAST

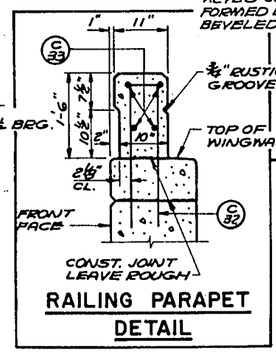


ELEVATION OF WING
SHOWING FRONT FACE REINF. STEEL.



PLAN C1 →





RAILING PARAPET DETAIL

SEE X 32791 FOR REVISED RAIL PARAPET DETAILS.

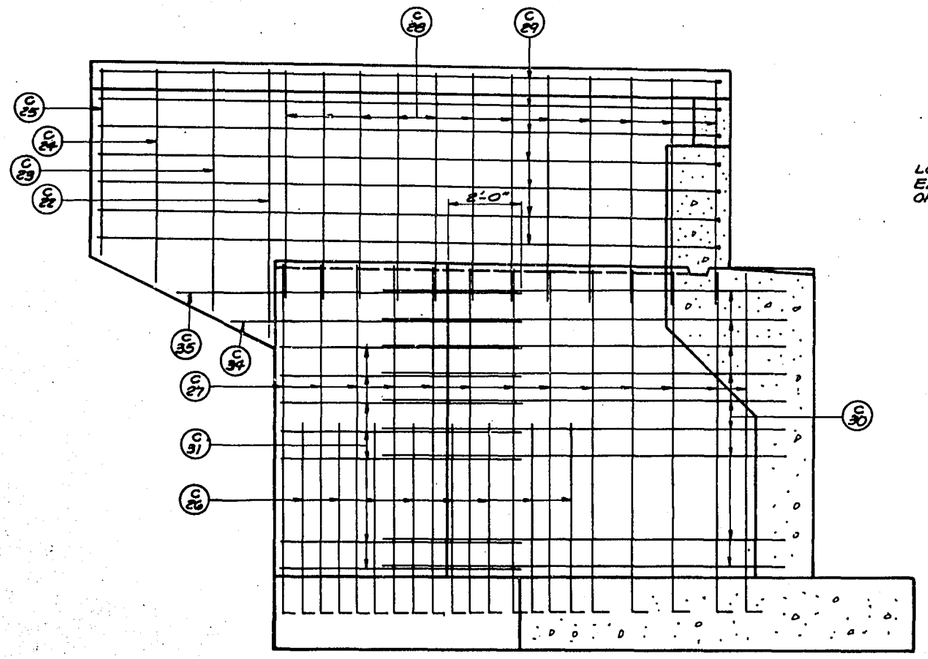
NOTE: SEE SHEET X 32799 FOR BACK FACE REINF. STEEL IN WINGS & FILLET.

REVISED	STATE HIGHWAY COMMISSION OF WISCONSIN
	EAST ABUTMENT
	DESIGN SPEC A.A.S.H.O. '61 LOADING H S 20 CONST SPEC 1963
	DATE 8-31-65 DESIGN J.J.Z. DRAWN C.C.F. CKD H.E.A.
	STRUCTURE B-13-239 SHEET 12 OF 14

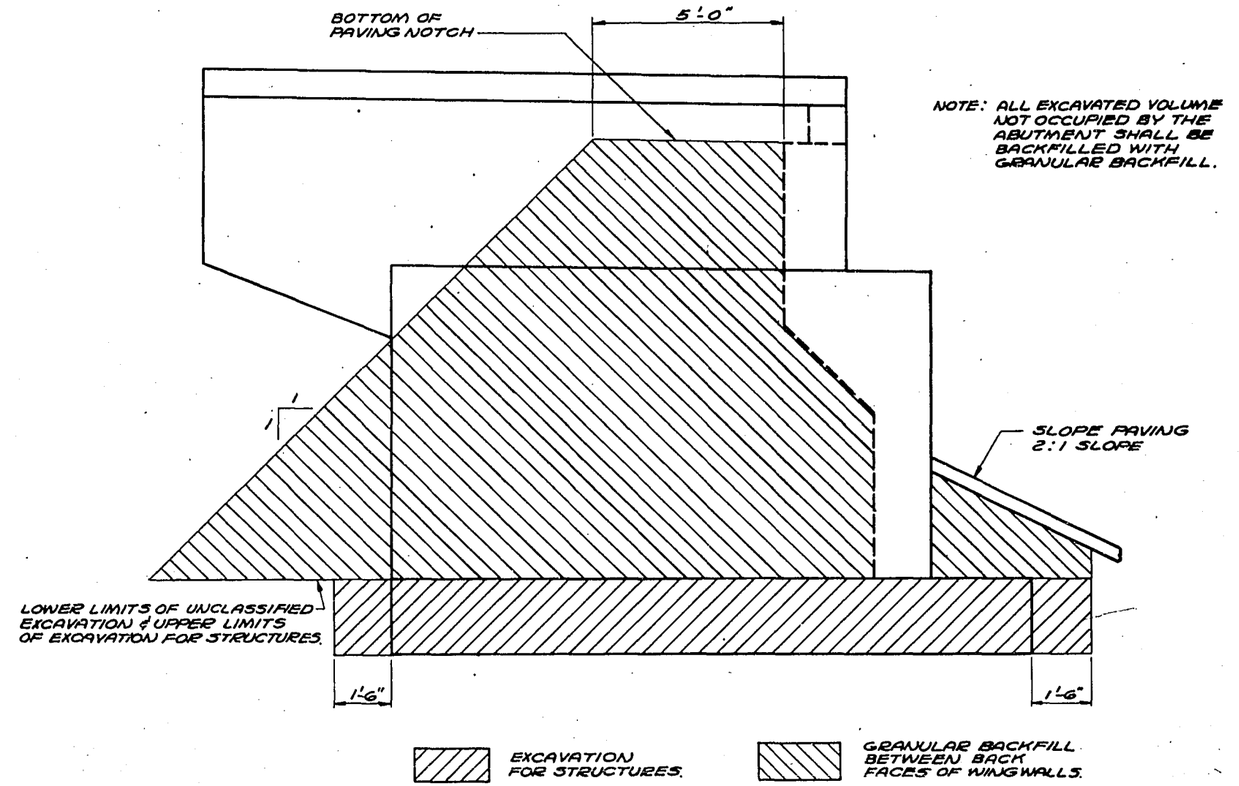
X 32798

FORM S-6-12-62

S. P. R. DIVISION	PROJECT	SHEET NO.	TOTAL SHEETS
4	F04-2(39)91		171



ELEVATION OF WING
SHOWING BACK FACE REINF. STEEL



PAY LIMITS FOR EXCAVATION FOR STRUCTURES AND GRANULAR BACKFILL

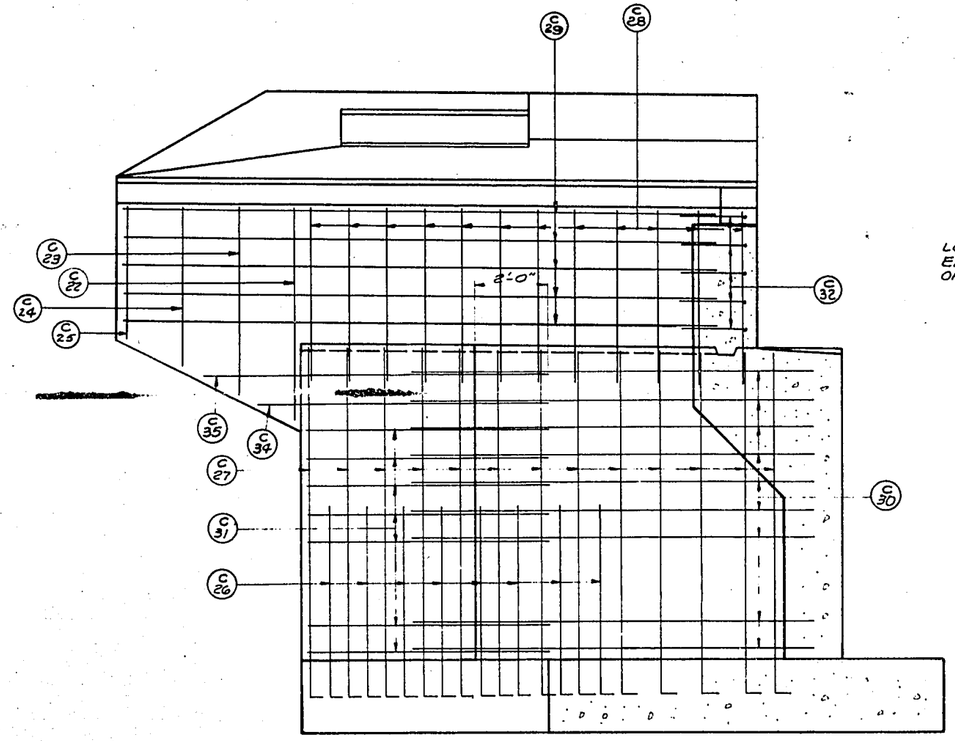
Void

REVISED	STATE HIGHWAY COMMISSION OF WISCONSIN		
	EAST ABUTMENT		
	DESIGN SPEC. A.A.S.H.O. '61	LOADING H S 20	CONST. SPEC. 1963
	DATE 8-31-65 DESIGN J.J.Z.	DRAWN CCF	CKD. H.E.A.
STRUCTURE B-13-239		SHEET 13 OF 14	

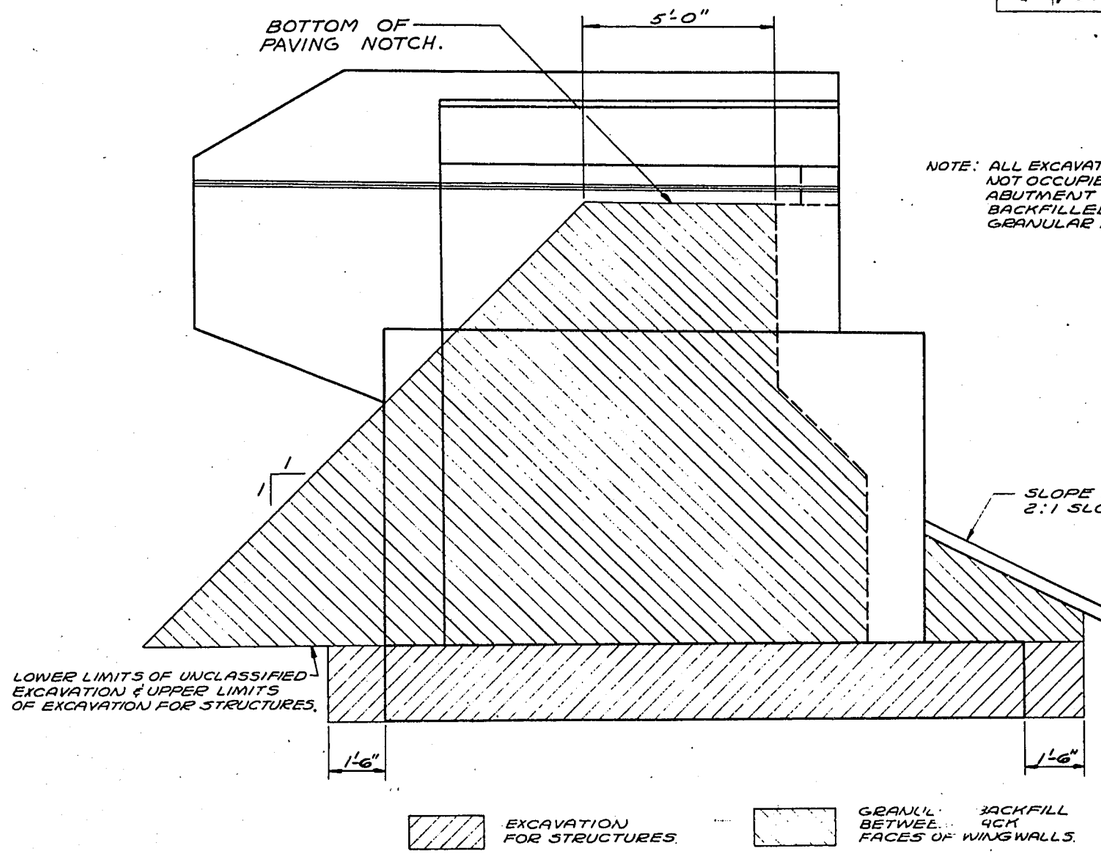
X32799

FORM E-B-12-62

B.P.R. DIVISION	PROJECT	SHEET NO.	TOTAL SHEETS
4	F09-2(39)91		171



ELEVATION OF WING
SHOWING BACK FACE REINF. STEEL



NOTE: ALL EXCAVATED VOLUME NOT OCCUPIED BY THE ABUTMENT SHALL BE BACKFILLED WITH GRANULAR BACKFILL.

PAY LIMITS FOR EXCAVATION FOR STRUCTURES AND GRANULAR BACKFILL

REVISED	STATE HIGHWAY COMMISSION OF WISCONSIN
W.K. S.W.F.	EAST ABUTMENT
	DESIGN SPEC. A.A.S.H.O. '61 LOADING H S 20 CURRENT SPEC. 1963
	DATE 8-31-65 DESIGN J.J.Z. DRAWN C.C.F. CHK. H.E.A.
STRUCTURE B-13-239	SHEET 13 OF 14

X32799

C. C. G. No. 12

FORM E-B-12-62

BAR BENDING DETAILS

DIMENSIONS IN BENDING DETAILS ARE OUT TO OUT.

B.P.R. DIVISION | PROJECT | SHEET NO. | TOTAL SHEETS
4 | F04-2(39) | 92 | 171

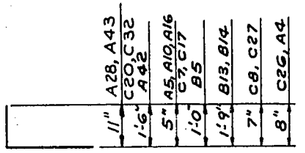
WEST ABUTMENT 4,860

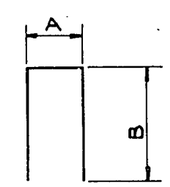
POUR	MARK	NO.	SIZE	LENGTH	SPACING	LOCATION	DET.
SUPERSTRUCTURE 63,600 #	S 1	524	6	18-6	7½	Slab-Top & Bottom-Transverse	
	S 2	524	6	24-0	7½	" " " " "	
	S 3	156	5	28-9	Shown	" Bottom-Longitudinal-Span 1	
	S 4	156	5	27-0	"	" " " " " 2	
	S 5	8	6	1-6	"	Diaphram-Exterior Girders	
	S 6	24	6	5-3	"	"	
	S 7	20	6	3-0	"	" Interior Girders	
	S 8	68	5	32-9	"	Slab-Top-Longitudinal-Span 1	
	S 9	23	10	40-3	"	" " " at Pier	
	S10	34	10	35-6	"	" " " " "	
	S11	68	5	35-0	"	" " " Span 2	
	S12	30	5	9-6	1-0	Diaphragm at Pier	K
	S13	30	5	8-9	1-0	" " "	B
	S14	60	4	4-0	Shown	" " "	
	S15	4	4	18-6	"	" Transverse at East Abutment	
	S16	12	4	5-9	"	" " " West "	
	S17	60	4	4-6	1-0	" at Abutments	L
	S18	36	6	5-0	Shown	" " "	
	S19	334	5	5-0	1-0	RAIL PARAPET	D
	R 1	12	5	19-0	Shown	Railing Parapet	
	R 2	36	5	21-9	"	" "	
	R 3	36	5	22-3	"	" "	
	R 4	12	5	12-0	"	" "	
	R5	334	5	5-0	1-0	" "	E
	A 1	51	6	7-6	10	Footing	
	A 2	43	4	4-9	1-0	"	
	A 3	16	4	21-6	Shown	"	
	A 4	85	7	3-0	6	" &B.F.-Abutment Dowels	A
	A 5	43	4	2-0	1-0	" &F.F. " "	A
	A 6	42	7	3-3	1-0	B.F. Abutment	
	A 7	43	7	5-0	1-0	B.F. Abutment	
	A 8	43	4	7-0	1-0	F.F. Abutment	
	A 9	28	5	9-3	1-6	Top Abutment	M
	A10	4	4	2-0	1-6	Wings-Dowels	A
	A11	24	4	21-6	1-6	Abutment-Horizontal	
	A12	26	5	10-6	1-6	" Parapet	B
	A13	8	4	20-3	1-6	" "	
	A14	39	5	4-9	1-0	Paving Block	B
	A15	10	4	7-6	Shown	" "	
	A16	4	4	2-0	1-6	Footing & Wings-F.F.-Dowels	A
	A17	4	4	11-0	1-6	Wings-F.F.	
	A18	2	4	9-9	1-6	" F.F.	
	A19	2	4	9-0	1-6	" F.F.	
	A20	2	4	8-3	1-6	" F.F.	
	A21	14	4	11-3	1-6	" F.F. & B.F.	
	A22	4	4	2-0	Shown	Wings-Pile Footing	
	A23	2	4	5-0	1-6	" F.F.-Horizontal	
	A24	2	4	6-0	1-6	" F.F. "	
	A25	2	4	9-3	1-6	" F.F. "	
	A26	2	4	12-3	1-6	" F.F. "	
	A27	2	4	14-0	1-6	" F.F. "	
	A28	6	4	12-9	1-6	" F.F. "	A
	A29	2	4	4-9	1-6	" B.F.-Vertical-Fillet	
	A30	2	4	5-6	1-6	" B.F. " "	
	A31	2	4	6-3	1-6	" B.F. " "	
	A32	4	4	7-3	1-6	" B.F. " "	
	A33	10	4	4-9	1-6	" B.F. " "	
	A34	2	4	9-9	9	" B.F.-Horizontal-Fillet	
	A35	2	4	8-3	9	" B.F. " "	
	A36	2	4	6-9	9	" B.F. " "	
	A37	2	4	5-3	9	" B.F. " "	
	A38	2	4	5-0	9	" B.F. " "	
	A39	10	4	10-6	9	" B.F. " "	
	A40	6	4	13-0	9	" B.F. "	†
	A41	10	4	15-6	9	" B.F. "	*
	A42	4	4	5-6	Shown	Wing Pile-Footing	A
	A43	10	4	2-9	9	WINGS-B.F.-HORIZ.	A
	A44	6	4	6-0	1-6	" -F.F.- "	
	A45	4	5	14-3	1-0	RAIL PARAPET	P†
	A46	2	5	9-0	1-0	" "	N
	A47	22	5	9-0	1-0	" "	R
	A48	4	5	4-6	SHOWN	" "	

EAST ABUTMENT 5,750

POUR	MARK	NO.	SIZE	LENGTH	SPACING	LOCATION	DET.
	A49	2	5	4-0	Shown	RAIL PARAPET	
	A50	12	5	12-6	"	" "	
PIER 12,080 #	B1	26	6	8-3	SHOWN	FOOTINGS-EXTERIOR-TRANS.	
	B2	16	11	12-6	"	" " - LONGIT.	
	B3	28	11	15-6	"	" INTERIOR - "	
	B4	76	4	9-6	"	" & COLUMNS-HOOPS	J
	B5	48	10	5-0	"	" & COLUMNS-DOWELS	A
	B6	48	10	20-6	"	" VERTICAL	
	B 7	4	11	10-6	"	Cap-Bottom	
	B 8	6	11	13-3	"	" "	
	B 9	3	9	13-3	"	" "	
	B10	2	9	6-0	"	" "	
	B11	4	5	6-9	"	" Ends	H
	B12	4	4	20-6	"	" Sides	
	B13	6	7	5-3	"	" Top	A
	B14	4	7	9-9	"	" "	A
	B15	6	11	12-6	"	" "	
	B16	2	11	30-6	"	"	
	B17	8	5	9-3	"	" Stirrups-Double	L
	B18	24	4	9-3	"	" " "	L
	B19	12	4	11-6	"	" " Single	L
	B20	18	6	3-0	"	" Top-Dowels	
	B21	38	6	8-3	"	Footings-Interior-Transverse	
	C 1	10	4	24-3	Shown	Footing-Transverse	
	C 2	57	5	4-0	10	" Bottom-Longitudinal	
	C 3	63	5	7-9	9	" Top "	
	C 4	24	4	16-6	1-6	" " & Bottom at Wings	
	C 5	24	5	6-0	6	" " at Wings	
	C 6	16	4	3-9	10	" Bottom at Wings	
	C 7	42	4	2-0	1-0	" & Body-Vertical-Dowels	A
	C 8	83	6	3-0	6	" " " " "	A
	C 9	41	6	3-9	1-0	Body-Vertical-Back Face	
	C10	42	6	5-6	1-0	" " " "	
	C11	42	4	7-6	1-0	" " Front Face	
	C12	28	4	21-6	1-6	" Horizontal	
	C13	28	5	9-3	1-6	" Stirrups	M
	C14	26	5	10-6	1-6	Parapet-Vertical	B
	C15	12	4	20-0	Shown	" Horizontal	
	C16	39	5	5-0	1-0	" & Paving Block	B
	C17	16	4	2-0	1-6	Wings-Front Face-Dowels	A
	C18	8	4	13-9	1-6	" " " Horizontal	
	C19	2	4	16-3	1-6	" " " "	
	C20	6	4	12-9	1-6	" " " "	A
	C21	8	4	11-6	1-6	Wing 4-Vertical-Front Face	
	C22	4	4	5-9	1-6	Wings-F. & B. Face-Vertical	
	C23	4	4	5-0	1-6	" F. & B. " "	
	C24	4	4	4-3	1-6	" F. & B. " "	
	C25	4	4	3-6	1-6	" F. & B. " "	
	C26	16	7	5-6	1-0	" & Fillet-Back Face	A
	C27	26	6	9-3	1-0	" " " " "	A
	C28	24	4	5-0	1-0	" Above Fillet-Vertical-B.F.	
	C29	10	4	15-6	9	" " " Horizontal-B.F.	
	C30	22	4	11-6	9	Fillet-Horizontal	
	C31	16	4	6-3	9	Wings-Back Face-Horizontal	
	C32	10	4	2-9	9	" - " " - "	A
	C33	6	4	6-0	1-6	" - FRONT FACE-HORIZONTAL	
	C34	2	4	7-6	9	Wings-B.F.-Horizontal	
	C35	2	4	8-9	9	" B.F. "	
	C36	8	4	11-0	1-6	Wing 3-Vertical Front Face	
	C37	4	5	14-3	1-0	RAIL PARAPET	P†
	C38	2	5	9-0	1-0	" "	N
	C39	10	5	4-9	1-0	" "	F
	C40	10	5	3-0	1-0	" "	G
	C41	10	5	3-0	1-0	" "	C
	C42	12	5	9-0	1-0	" "	R
	C43	4	5	4-6	SHOWN	" "	
	C44	12	5	12-6	"	" "	
	C45	2	5	5-0	"	" "	

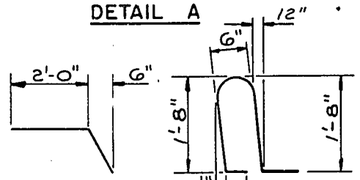
* BEND IN FIELD.



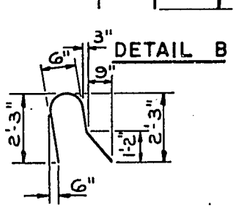


MARK	DIM. "A"	DIM. "B"
S13	1'-8"	3'-6½"
A12, C14	1'-4"	4'-7"
A14, C16	8"	2'-1"

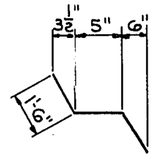
DETAIL A



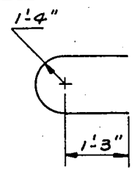
DETAIL B



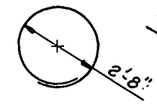
DETAIL C



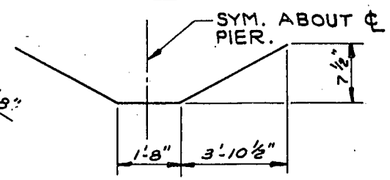
DETAIL D



DETAIL E



DETAIL F



DETAIL G

DETAIL N

DETAIL M

DETAIL H

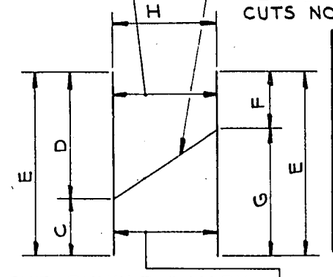
DETAIL J

DETAIL R

DETAIL K

DETAIL L

CUT, BUNDLE & MARK. (MARK WITH BAR NO. & SET NO.)



MARK & CUT ALL BARS ALONG THIS LINE. MAKE ALL CUTS NORMAL TO BAR AXIS.

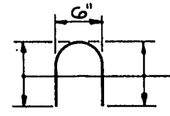
CUT, BUNDLE & MARK. (MARK WITH BAR NO. & SET NO.)

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.
A21	SET 1	3'-6"	—	11'-3"	—	7'-9"	7	2 SETS
	SET 2	—	7'-9"	11'-3"	3'-6"	—		2 SETS
A45	SET 3	5'-6"	—	14'-3"	—	8'-9"	4	1 SET
	SET 4	—	8'-9"	14'-3"	5'-6"	—		1 SET
C37	SET 5	5'-6"	—	14'-3"	—	8'-9"	4	1 SET
	SET 6	—	8'-9"	14'-3"	5'-6"	—		1 SET



EQUAL LEGS.

DETAIL P

REVISED | STATE HIGHWAY COMMISSION OF WISCONSIN

BILL OF BARS

DESIGNED A.A.S.H.O. '61 | CHECKED H520 | CHKD. 1963
DATE 8-31-65 | CHECKED CCF | CHD. H.E.A.

STRUCTURE B-13-239 | SHEET 14 OF 14

X 32800

FORM E-B-12-62

B.F.R. DIVISION	PROJECT	SHEET NO.	TOTAL SHEETS
4	F04-2(39)	92	171

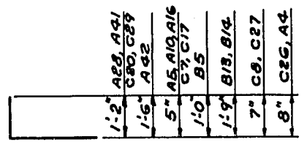
BAR BENDING DETAILS

DIMENSIONS IN BENDING DETAILS ARE OUT TO OUT.
OMIT DETAILS WHERE DIMENSIONS ARE BLANK.

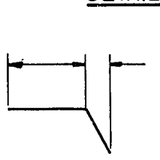
MARK	DIM. "A"	DIM. "B"
S13	1'-8"	3'-6½"
A12, C14	1'-4"	4'-7"
A14, C16	8"	2'-1"
	—	

POUR	MARK	NO.	SIZE	LENGTH	SPACING	LOCATION	DET.
SUPERSTRUCTURE 63,190#	S 1	524	6	18-6	7½	Slab-Top & Bottom-Transverse	
	S 2	524	6	24-0	7½	" " " " "	
	S 3	156	5	28-9	Shown	" Bottom-Longitudinal-Span 1	
	S 4	156	5	27-0	"	" " " " 2	
	S 5	8	6	1-6	"	Diaphram-Exterior Girders	
	S 6	24	6	5-3	"	"	
	S 7	20	6	3-0	"	" Interior Girders	
	S 8	68	5	32-9	"	Slab-Top-Longitudinal-Span 1	
	S 9	23	10	40-3	"	" " " at Pier	
	S10	34	10	35-6	"	" " " "	
	S11	68	5	35-0	"	" " " Span 2	
	S12	30	5	9-6	1-0	Diaphragm at Pier	K
	S13	30	5	8-9	1-0	" " "	B
	S14	60	4	4-0	Shown	" " "	
	S15	4	4	18-6	"	" Transverse at East Abutments	
	S16	12	4	5-9	"	" " " West "	
	S17	60	4	4-6	1-0	" at Abutments	L
	S18	36	6	5-0	Shown	" " "	
	S19	8	5	40-6	"	Curbs-Span 2	
	S20	8	5	43-6	"	" " 1	
	S21	334	5	3-9	1-0	" & Slab	E
	S22	334	5	5-0	1-0	Railing Parapet & Curbs	D
	R 1	8	5	19-0	Shown	Railing Parapet	
	R 2	24	5	21-9	"	" "	
	R 3	24	5	22-3	"	" "	
	R 4	8	5	12-0	"	" "	
WEST ABUTMENT 4,850#	A 1	51	6	7-6	10	Footing	
	A 2	43	4	4-9	1-0	"	
	A 3	16	4	21-6	Shown	"	
	A 4	85	7	3-0	6	" & B.F.-Abutment Dowels	A
	A 5	43	4	2-0	1-0	" & F.F. " "	A
	A 6	42	7	3-3	1-0	B.F. Abutment	
	A 7	43	7	5-0	1-0	B.F. Abutment	
	A 8	43	4	7-0	1-0	F.F. Abutment	
	A 9	28	5	9-3	1-6	Top Abutment	M
	A10	4	4	2-0	1-6	Wings-Dowels	A
	A11	24	4	21-6	1-6	Abutment-Horizontal	
	A12	26	5	10-6	1-6	" -Parapet	
	A13	8	4	20-3	1-6	" "	
	A14	39	5	4-9	1-0	Paving Block	B
	A15	10	4	7-6	Shown	" "	
	A16	4	4	2-0	1-6	Footing & Wings-F.F.-Dowels	A
	A17	4	4	12-6	1-6	Wings-F.F.	
	A18	2	4	11-3	1-6	" F.F.	
	A19	2	4	10-6	1-6	" F.F.	
	A20	2	4	9-9	1-6	" F.F.	
	A21	14	4	14-3	1-6	" F.F. & B.F.	†
	A22	4	4	2-0	Shown	Wings-Pile Footing	
	A23	2	4	5-0	1-6	" F.F.-Horizontal	
	A24	2	4	6-0	1-6	" F.F. "	
	A25	2	4	9-3	1-6	" F.F. "	
	A26	2	4	12-3	1-6	" F.F. "	
	A27	2	4	16-0	1-6	" F.F. "	
	A28	8	4	17-6	1-6	" F.F. "	A
	A29	2	4	4-9	1-6	" B.F.-Vertical-Fillet	
	A30	2	4	5-6	1-6	" B.F. " "	
	A31	2	4	6-3	1-6	" B.F. " "	
	A32	4	4	7-3	1-6	" B.F. " "	
	A33	10	4	6-3	1-6	" B.F. " "	
	A34	2	4	9-9	9	" B.F.-Horizontal-Fillet	
	A35	2	4	8-3	9	" B.F. " "	
	A36	2	4	6-9	9	" B.F. " "	
	A37	2	4	5-3	9	" B.F. " "	
	A38	2	4	5-0	9	" B.F. " "	
	A39	10	4	10-6	9	" B.F. " "	
	A40	6	4	13-0	9	" B.F. " "	†
	A41	14	4	17-6	9	" B.F. " "	A
	A42	4	4	5-6	Shown	Wing Pile-Footing	A
	A43	34	5	5-9	1-0	Curb & Parapet	N
	A44	8	5	16-6	Shown	Railing Parapet	

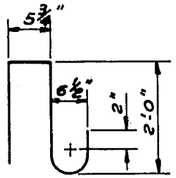
POUR	MARK	NO.	SIZE	LENGTH	SPACING	LOCATION	DET.
PIER 12,080#	B 1	26	6	8-3	Shown	Footings-Exterior-Transverse	
	B 2	16	11	12-6	"	" Exterior-Longitudinal	
	B 3	28	11	15-6	"	" Interior "	
	B 4	76	4	9-6	"	" & Columns - Hoops	J
	B 5	48	10	5-0	"	" & Columns-Dowels	A
	B 6	48	10	20-6	"	" Vertical	
	B 7	4	11	10-6	"	Cap-Bottom	
	B 8	6	11	13-3	"	" "	
	B 9	3	9	13-3	"	" "	
	B10	2	9	6-0	"	" "	
	B11	4	5	6-9	"	" Ends	H
	B12	4	4	20-6	"	" Sides	
	B13	6	7	5-3	"	" Top	A
	B14	4	7	9-9	"	" "	A
	B15	6	11	12-6	"	" "	
	B16	2	11	30-6	"	"	
	B17	8	5	9-3	"	" Stirrups-Double	L
	B18	24	4	9-3	"	" " "	L
	B19	12	4	11-6	"	" " Single	L
	B20	18	6	3-0	"	" Top-Dowels	
	B21	38	6	8-3	"	Footings-Interior-Transverse	
EAST ABUTMENT 5,780#	C 1	10	4	24-3	Shown	Footing-Transverse	
	C 2	57	5	4-0	10	" Bottom-Longitudinal	
	C 3	63	5	7-9	9	" Top "	
	C 4	24	4	16-6	1-6	" " & Bottom at Wings	
	C 5	24	5	6-0	6	" " at Wings	
	C 6	16	4	3-9	10	" Bottom at Wings	
	C 7	42	4	2-0	1-0	" & Body-Vertical-Dowels	A
	C 8	83	6	3-0	6	" " " "	A
	C 9	41	6	3-9	1-0	Body-Vertical-Back Face	
	C10	42	6	5-6	1-0	" " " "	
	C11	42	4	7-6	1-0	" " Front Face	
	C12	28	4	21-6	1-6	" Horizontal	
	C13	28	5	9-3	1-6	" Stirrups	M
	C14	26		10-6	1-6	Parapet-Vertical	B
	C15	12	4	20-0	Shown	" Horizontal	
	C16	39	5	5-0	1-0	" & Paving Block	B
	C17	16	4	2-0	1-6	Wings-Front Face-Dowels	A
	C18	8	4	13-9	1-6	" " " Horizontal	
	C19	2	4	16-3	1-6	" " " "	
	C20	8	4	17-6	1-6	" " " "	A
	C21	8	4	13-0	1-6	Wing 4-Vertical-Front Face	
	C22	4	4	7-3	1-6	Wings-F. & B. Face-Vertical	
	C23	4	4	6-6	1-6	" F. & B. " "	
	C24	4	4	5-9	1-6	" F. & B. " "	
	C25	4	4	5-0	1-6	" F. & B. " "	
	C26	16	7	5-6	1-0	" & Fillet-Back Face	A
	C27	26	6	9-3	1-0	" " " " "	A
	C28	24	4	6-3	1-0	" Above Fillet-Vertical-B.F.	
	C29	14	4	17-6	9	" " " Horizontal-B.F.	A
	C30	22	4	11-6	9	Fillet-Horizontal	
	C31	16	4	6-3	9	Wings-Back Face-Horizongal	
	C32	36	5	5-9	1-0	Railing Parapet	N
	C33	8	5	14-0	Shown	" " -Horizontal	
	C34	2	4	7-6	9	Wings-B.F.-Horizontal	
	C35	2	4	8-9	9	" B.F. "	
	C36	8	4	12-6	1-6	Wing 3-Vertical Front Face	
	C37	8	5	5-6	SHOWN	RAILING PARAPET	N
	C38	8	5	3-3	"	" "	

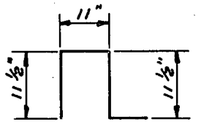


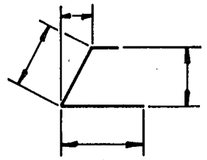
DETAIL A



DETAIL B







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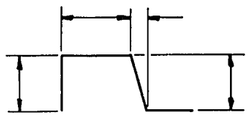
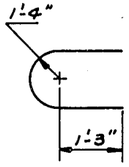
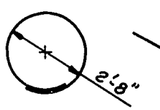


DETAIL D



DETAIL E



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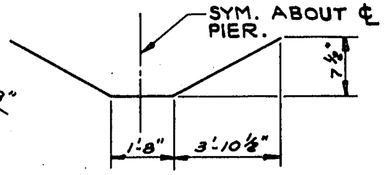

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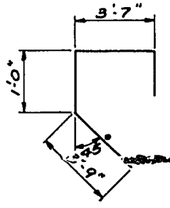

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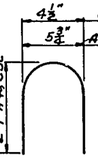
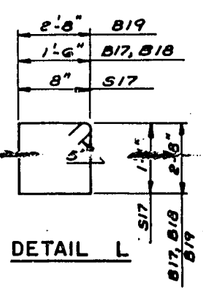
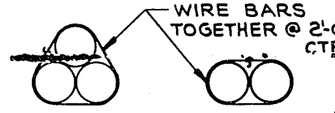


DETAIL J

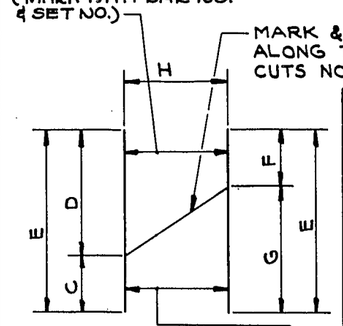
DETAIL K



DETAIL M



BUNDLING DETAIL



"H" IS NUMBER OF BARS, BEFORE CUTTING.

MARK		C	D	E	F	G	H	SETS REQ'D.
A21	SET 1	5'-0"	—	14'-3"	—	9'-3"	7	2 SETS
	SET 2	—	9'-3"	14'-3"	5'-0"	—		2 SETS
A40	SET 3	2'-9"	—	13'-0"	—	10'-3"	6	1 SET
	SET 4	—	10'-3"	13'-0"	2'-9"	—		1 SET

BENT BARS, IF USED, IN CUTTING DIAGRAM SHALL BE BENT AFTER CUTTING.

† CUTTING DIAGRAM

REVISED	STATE HIGHWAY COMMISSION OF WISCONSIN
	BILL OF BARS
	DESIGN SPEC. A.A.S.H.O. '61 | LOADING H520 | CONST. SPEC. 1963
	DATE 8-31-65 | DESIGN — | DRAWN CCF | CKD. H.E.A.
STRUCTURE B-13-239	SHEET 14 OF 14

X 32800

Void

B.P.R. DISTRICT OFFICE	PROJECT	SHEET NUMBER	TOTAL SHEETS
WIS. 4	F 04-2(39)	93	171

R

R/W

43.4'

NB SB

45.74

40.6

R/W

144+00
1040

Begin Earthwork Asphalty
Sta 144+00

STA 144+10 SB RCCD, CLASS III REQD
1 16'x 54"

FUTURE CONSTRUCTION

2 APRON ENDWALL REQD

40.4'

37.6

143+00
1040

37.4'

34.6

142+00
1030

34.4'

31.6

141+00
1030

31.4'

28.6

140+00
1030

CMP

YARDAGE
EXCAVATION

STATION	RD. DIAG.	UNCL.
144		
	100	
143		
	100	
142		
	100	
141		
	100	
140		
	100	
139		

SHEET TOTA

NO AREAS CHECKED

NO AREAS CHECKED

BRUNING NO. 664

PLATE 3 CROSS SECTION O P. R. & R. E. STANDARD
100% RAG PAPER - MADE AND PRINTED IN U. S. A.
CHARLES BRUNING COMPANY, INC

FORM E-B-12-62

BAR BENDING DETAILS

DIMENSIONS IN BENDING DETAILS ARE OUT TO OUT.

B.F.F. DIVISION | PROJECT | SHEET NO | TOTAL SHEETS
4 | F04-2(39) 92 171

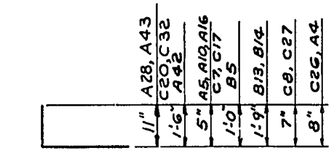
WEST ABUTMENT 4,860

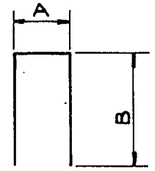
POUR	MARK	NO.	SIZE	LENGTH	SPACING	LOCATION	DET.
SUPERSTRUCTURE 63,600 #	S 1	524	6	18-6	7½	Slab-Top & Bottom-Transverse	
	S 2	524	6	24-0	7½	" " " "	
	S 3	156	5	28-9	Shown	" Bottom-Longitudinal-Span 1	
	S 4	156	5	27-0	"	" " " " 2	
	S 5	8	6	1-6	"	Diaphram-Exterior Girders	
	S 6	24	6	5-3	"	"	
	S 7	20	6	3-0	"	" Interior Girders	
	S 8	68	5	32-9	"	Slab-Top-Longitudinal-Span 1	
	S 9	23	10	40-3	"	" " " at Pier	
	S10	34	10	35-6	"	" " " " "	
	S11	68	5	35-0	"	" " " Span 2	
	S12	30	5	9-6	1-0	Diaphragm at Pier	K
	S13	30	5	8-9	1-0	" " "	B
	S14	60	4	4-0	Shown	" " "	
	S15	4	4	18-6	"	" Transverse at East Abutment	
	S16	12	4	5-9	"	" " " West "	
	S17	60	4	4-6	1-0	" at Abutments	L
	S18	36	6	5-0	Shown	" " "	
	S19	334	5	5-0	1-0	RAIL PARAPET	D
	R 1	12	5	19-0	Shown	Railing Parapet	
	R 2	36	5	21-9	"	" "	
	R 3	36	5	22-3	"	" "	
	R 4	12	5	12-0	"	" "	
	R5	334	5	5-0	1-0	" "	E
	A 1	51	6	7-6	10	Footing	
	A 2	43	4	4-9	1-0	"	
	A 3	16	4	21-6	Shown	"	
	A 4	85	7	3-0	6	" &B.F.-Abutment Dowels	A
	A 5	43	4	2-0	1-0	" &F.F. " "	A
	A 6	42	7	3-3	1-0	B.F. Abutment	
	A 7	43	7	5-0	1-0	B.F. Abutment	
	A 8	43	4	7-0	1-0	F.F. Abutment	
	A 9	28	5	9-3	1-6	Top Abutment	M
	A10	4	4	2-0	1-6	Wings-Dowels	A
	A11	24	4	21-6	1-6	Abutment-Horizontal	
	A12	26	5	10-6	1-6	" Parapet	B
	A13	8	4	20-3	1-6	" "	
	A14	39	5	4-9	1-0	Paving Block	B
	A15	10	4	7-6	Shown	" "	
	A16	4	4	2-0	1-6	Footing & Wings-F.F.-Dowels	A
	A17	4	4	11-0	1-6	Wings-F.F.	
	A18	2	4	9-9	1-6	" F.F.	
	A19	2	4	9-0	1-6	" F.F.	
	A20	2	4	8-3	1-6	" F.F.	
	A21	14	4	11-3	1-6	" F.F. & B.F.	†
	A22	4	4	2-0	Shown	Wings-Pile Footing	
	A23	2	4	5-0	1-6	" F.F.-Horizontal	
	A24	2	4	6-0	1-6	" F.F. "	
	A25	2	4	9-3	1-6	" F.F. "	
	A26	2	4	12-3	1-6	" F.F. "	
	A27	2	4	14-0	1-6	" F.F. "	
	A28	6	4	12-9	1-6	" F.F. "	A
	A29	2	4	4-9	1-6	" B.F.-Vertical-Fillet	
	A30	2	4	5-6	1-6	" B.F. " "	
	A31	2	4	6-3	1-6	" B.F. " "	
	A32	4	4	7-3	1-6	" B.F. " "	
	A33	10	4	4-9	1-6	" B.F. " "	
	A34	2	4	9-9	9	" B.F.-Horizontal-Fillet	
	A35	2	4	8-3	9	" B.F. " "	
	A36	2	4	6-9	9	" B.F. " "	
	A37	2	4	5-3	9	" B.F. " "	
	A38	2	4	5-0	9	" B.F. " "	
	A39	10	4	10-6	9	" B.F. " "	
	A40	6	4	13-0	9	" B.F. "	†
	A41	10	4	15-6	9	" B.F. "	*
	A42	4	4	5-6	Shown	Wing Pile-Footing	A
	A43	10	4	2-9	9	WINGS- B.F.- HORIZ.	A
	A44	6	4	6-0	1-6	" - F.F. - "	
	A45	4	5	14-3	1-0	RAIL PARAPET	P†
	A46	2	5	9-0	1-0	" "	N
	A47	22	5	9-0	1-0	" "	R
	A48	4	5	4-6	SHOWN	" "	

EAST ABUTMENT 5,750

POUR	MARK	NO.	SIZE	LENGTH	SPACING	LOCATION	DET.
	A49	2	5	4-0	Shown	RAIL PARAPET	
	A50	12	5	12-6	"	" "	
PIER 12,080 #	B 1	26	6	8-3	SHOWN	FOOTINGS-EXTERIOR-TRANS.	
	B 2	16	11	12-6	"	" " - " - LONGIT.	
	B 3	28	11	15-6	"	" INTERIOR - "	
	B 4	76	4	9-6	"	" & COLUMNS-HOOPS	J
	B 5	48	10	5-0	"	" & COLUMNS-DOWELS	A
	B 6	48	10	20-6	"	" VERTICAL	
	B 7	4	11	10-6	"	Cap-Bottom	
	B 8	6	11	13-3	"	" "	
	B 9	3	9	13-3	"	" "	
	B10	2	9	6-0	"	" "	
	B11	4	5	6-9	"	" Ends	H
	B12	4	4	20-6	"	" Sides	
	B13	6	7	5-3	"	" Top	A
	B14	4	7	9-9	"	" "	A
	B15	6	11	12-6	"	" "	
	B16	2	11	30-6	"	"	
	B17	8	5	9-3	"	" Stirrups-Double	L
	B18	24	4	9-3	"	" " "	L
	B19	12	4	11-6	"	" " Single	L
	B20	18	6	3-0	"	" Top-Dowels	
	B21	38	6	8-3	"	Footings-Interior-Transverse	
	C 1	10	4	24-3	Shown	Footing-Transverse	
	C 2	57	5	4-0	10	" Bottom-Longitudinal	
	C 3	63	5	7-9	9	" Top "	
	C 4	24	4	16-6	1-6	" " & Bottom at Wings	
	C 5	24	5	6-0	6	" " at Wings	
	C 6	16	4	3-9	10	" Bottom at Wings	
	C 7	42	4	2-0	1-0	" & Body-Vertical-Dowels	A
	C 8	83	6	3-0	6	" " " " "	A
	C 9	41	6	3-9	1-0	Body-Vertical-Back Face	
	C10	42	6	5-6	1-0	" " "	
	C11	42	4	7-6	1-0	" " Front Face	
	C12	28	4	21-6	1-6	" Horizontal	
	C13	28	5	9-3	1-6	" Stirrups	M
	C14	26	5	10-6	1-6	Parapet-Vertical	B
	C15	12	4	20-0	Shown	" Horizontal	
	C16	39	5	5-0	1-0	" & Paving Block	B
	C17	16	4	2-0	1-6	Wings-Front Face-Dowels	A
	C18	8	4	13-9	1-6	" " " Horizontal	
	C19	2	4	16-3	1-6	" " " "	
	C20	6	4	12-9	1-6	" " " "	A
	C21	8	4	11-6	1-6	Wing 4-Vertical-Front Face	
	C22	4	4	5-9	1-6	Wings-F. & B. Face-Vertical	
	C23	4	4	5-0	1-6	" F. & B. " "	
	C24	4	4	4-3	1-6	" F. & B. " "	
	C25	4	4	3-6	1-6	" F. & B. " "	
	C26	16	7	5-6	1-0	" & Fillet-Back Face	A
	C27	26	6	9-3	1-0	" " " " "	A
	C28	24	4	5-0	1-0	" Above Fillet-Vertical-B.F.	
	C29	10	4	15-6	9	" " " Horizontal-B.F.	
	C30	22	4	11-6	9	Fillet-Horizontal	
	C31	16	4	6-3	9	Wings-Back Face-Horizontal	
	C32	10	4	2-9	9	" - " " - "	A
	C33	6	4	6-0	1-6	" - FRONT FACE - HORIZONTAL	
	C34	2	4	7-6	9	Wings-B.F.-Horizontal	
	C35	2	4	8-9	9	" B.F. "	
	C36	8	4	11-0	1-6	Wing 3-Vertical Front Face	
	C37	4	5	14-3	1-0	RAIL PARAPET	P†
	C38	2	5	9-0	1-0	" "	N
	C39	10	5	4-9	1-0	" "	F
	C40	10	5	3-0	1-0	" "	G
	C41	10	5	3-0	1-0	" "	C
	C42	12	5	9-0	1-0	" "	R
	C43	4	5	4-6	SHOWN	" "	
	C44	12	5	12-6	"	" "	
	C45	2	5	5-0	"	" "	

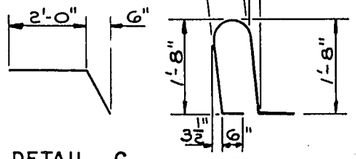
* BEND IN FIELD.



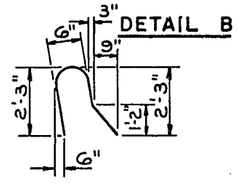


MARK	DIM. "A"	DIM. "B"
S13	1'-8"	3'-6½"
A12, C14	1'-4"	4'-7"
A14, C16	8"	2'-1"

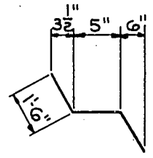
DETAIL A



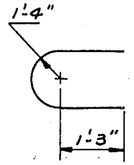
DETAIL B



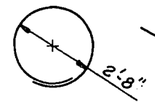
DETAIL C



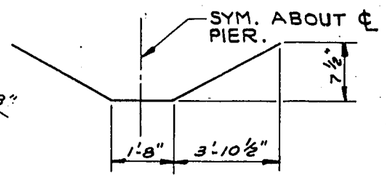
DETAIL D



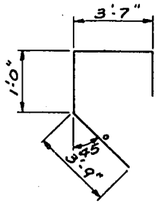
DETAIL E



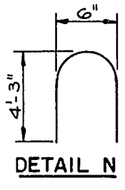
DETAIL F



DETAIL G

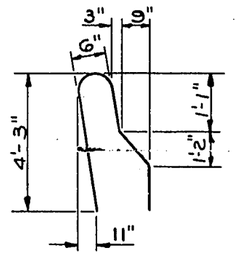


DETAIL H



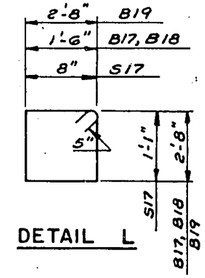
DETAIL N

DETAIL J



DETAIL R

DETAIL K

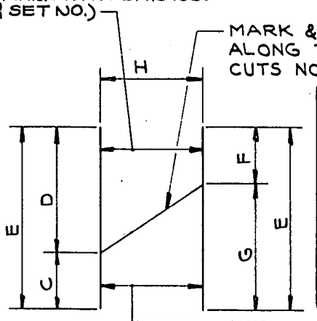


DETAIL L

DETAIL M

CUT, BUNDLE & MARK. (MARK WITH BAR NO. & SET NO.)

MARK & CUT ALL BARS ALONG THIS LINE. MAKE ALL CUTS NORMAL TO BAR AXIS.



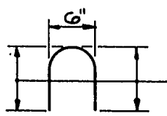
CUT, BUNDLE & MARK. (MARK WITH BAR NO. & SET NO.)

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.
A21	SET 1	3'-6"	—	11'-3"	—	7'-9"	7	2 SETS
	SET 2	—	7'-9"	11'-3"	3'-6"	—		2 SETS
A45	SET 3	5'-6"	—	14'-3"	—	8'-9"	4	1 SET
	SET 4	—	8'-9"	14'-3"	5'-6"	—		1 SET
C37	SET 5	5'-6"	—	14'-3"	—	8'-9"	4	1 SET
	SET 6	—	8'-9"	14'-3"	5'-6"	—		1 SET
A40	SET 7	2'-9"	—	13'-0"	—	10'-3"	6	1 SET
	SET 8	—	10'-3"	13'-0"	2'-9"	—		1 SET



EQUAL LEGS.

DETAIL P

REVISED

STATE HIGHWAY COMMISSION OF WISCONSIN

BILL OF BARS

DESIGN SPEC. A.A.S.H.O. '61 | LOADING H520 | CONST. TYPE 1963
DATE 8-31-65 | DESIGN — | DRAWN CCP | CHKD H.E.A.
STRUCTURE B-13-239 | SHEET 14 OF 14

X 32800

C.C.O. No. 12

B.P.R. DISTRICT OFFICE	PROJECT	SHEET NUMBER	TOTAL SHEETS
WIS. 4	F04-2(39)	94	171

AREAS CHECKED

NO.

R/W

NB 58

57.26

57.65

55.14

4:1

3:1

R/W 20'

149+00
1050

R/W

NB 58

54.95

55.37

52.1

4:1

6:1

148+00
1050

R/W

NB 58

52.33

52.70

49.5

4:1

4:1

147+00
1050

R/W

NB 58

49.41

49.76

47.5

4:1

3:1

146+00
1050

R/W

NB 58

46.41

46.74

43.6

4:1

3:1

145+00
1040

SCALE
0 10 20

STATION	2% TANG.	UNCL (NS)	UNCL (SB)	EXCAVATION	FILL (SB)
				YARDAGE	
R/W					
149					
		100	607	388	0 0
148					
		100	324	438	2 0
147					
		100	428	446	2 0
146					
		100	413	399	11 0
145					
		100	267	404	93 0
144					
SHEET TOTAL		2057	2075		106 0

PLATE 5 CROSS SECTIONS & ROAD E STANDARD

B.P.R. DISTRICT OFFICE	PROJECT	SHEET NUMBER	TOTAL SHEETS
WIS. 4	FO4-2(39)	95	171

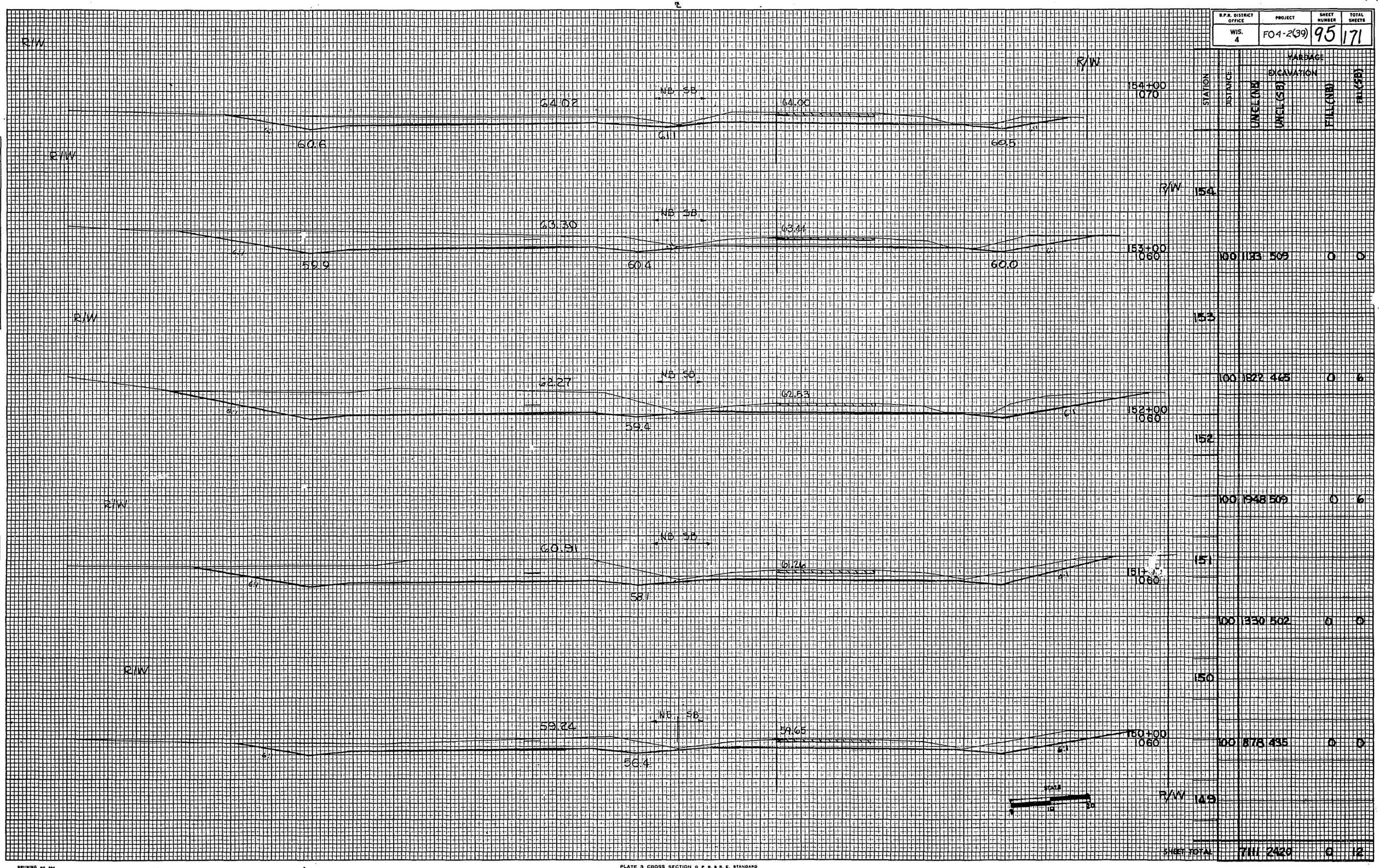
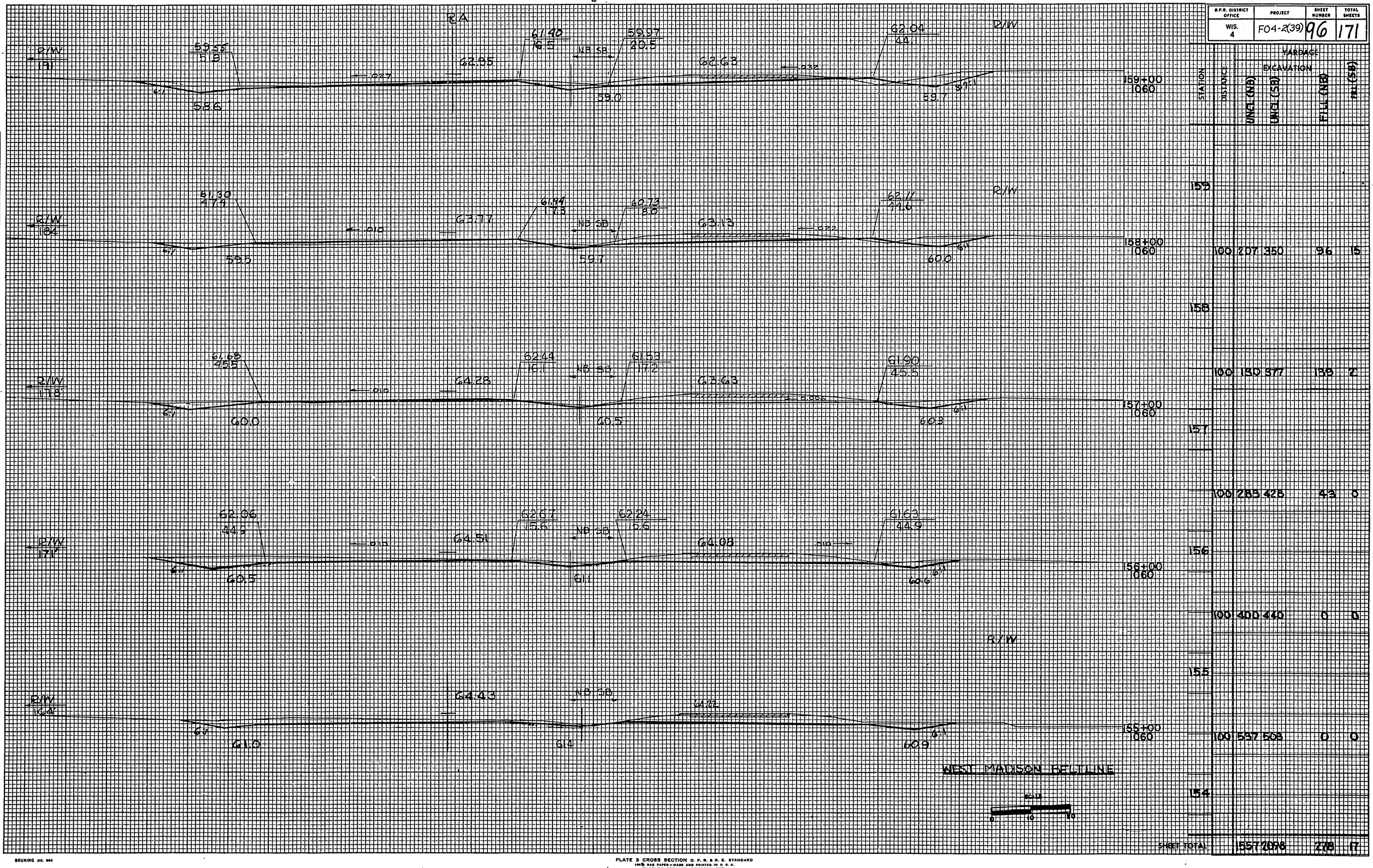


PLATE 3 CROSS SECTION O. P. R. & R. C. STANDARD
100% RAG PAPER—MADE AND PRINTED IN U. S. A.
CHARLES BRUNING COMPANY, INC

BRUNING NO. 664

B.P.R. DISTRICT OFFICE	PROJECT	SHEET NUMBER	TOTAL SHEETS
WIS. 4	F04-2(39)	96	171



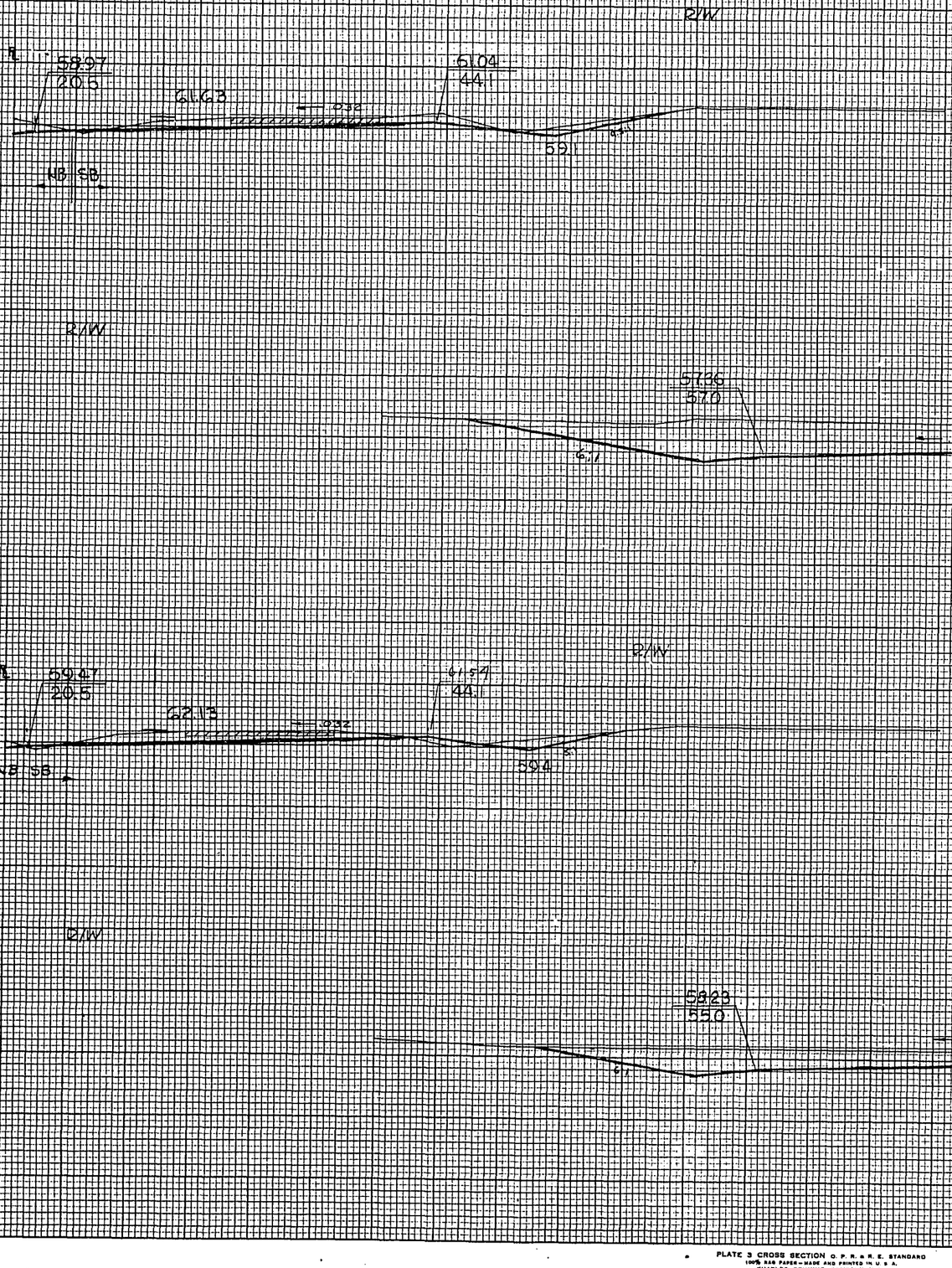
STATION	DISTANCE	YARDAGE EXCAVATION UNCL (NB)	UNCL (SB)	FILL (NB)	FILL (SB)
159+00	100				
1060					
158+00	100	207	350	96	15
1060					
157+00	100	150	577	155	2
1060					
156+00	100	285	428	43	0
1060					
155+00	100	400	440	0	0
1060					
	100	557	508	0	0
SHEET TOTAL		1557	2078	298	17

NOTE: VERTICAL AREAS AREAS CHECKED NO.

BRUNING NO. 604

PLATE 3 CROSS SECTION O. P. R. & R. E. STANDARD
100% RAG PAPER—MADE AND PRINTED IN U. S. A.
CHARLES BRUNING COMPANY, INC.

B.P.R. DISTRICT OFFICE	PROJECT	SHEET NUMBER	TOTAL SHEETS
WIS. 4	F04-2(39)	97	171



STATION	DISTANCE	UNCL (NB)	UNCL (SB)	EXCAVATION (FILL) (NB)	EXCAVATION (FILL) (SB)	YARDAGE
161+00						
	1060					
		161				
	100	1452	230	0	0	
161+00						
	1060					
		160				
	100	649	326	0	19	
160+00						
	1060					
		159				
160+00						
	1060					
SHEET TOTAL		2871	556	0	19	

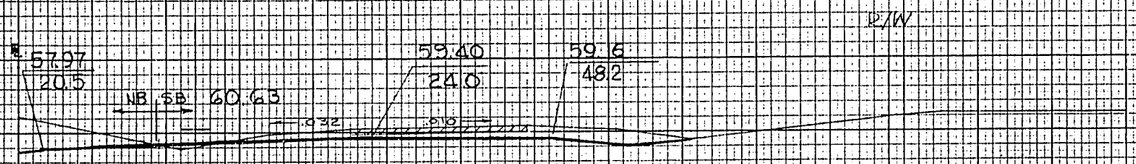
WEST MADISON BELTLINE

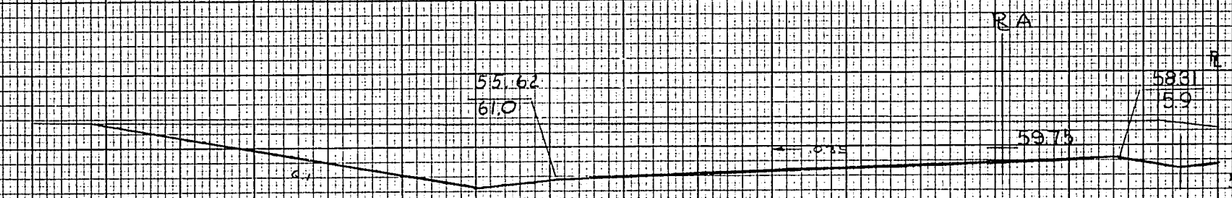
DWN 12/15/66

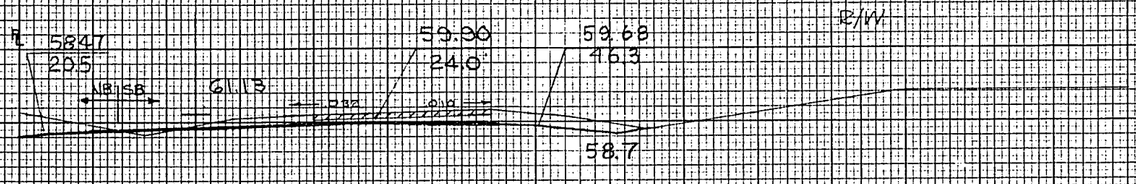
BRUNING NO. 994

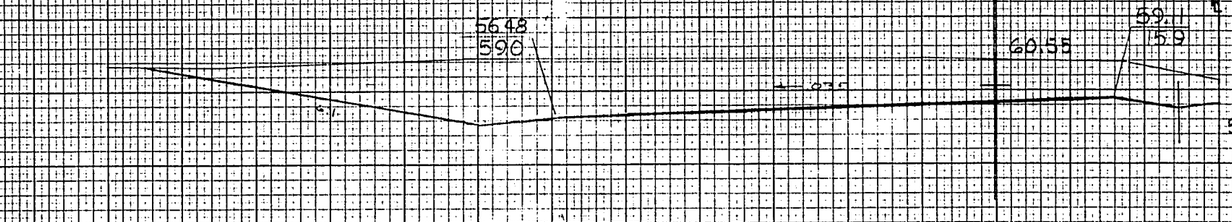
PLATE 3 CROSS SECTION O. P. R. & R. E. STANDARD
100% RAG PAPER—MADE AND PRINTED IN U. S. A.
CHARLES BRUNING COMPANY, INC.

B.P.R. DISTRICT OFFICE	PROJECT	SHEET NUMBER	TOTAL SHEETS
WIS. 4	F04-2(39)	98	171





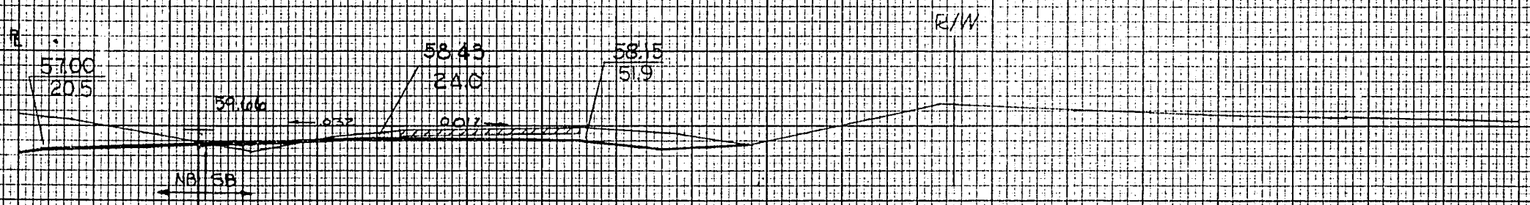


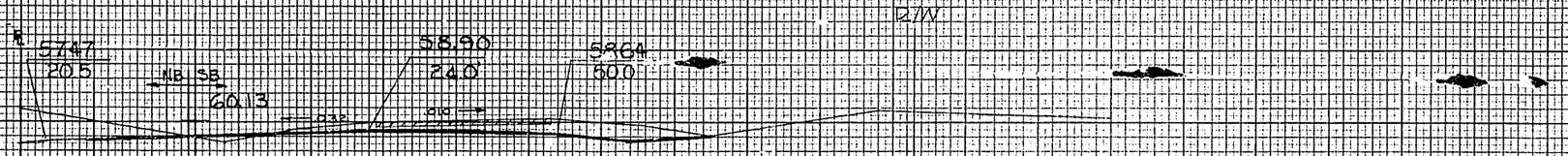


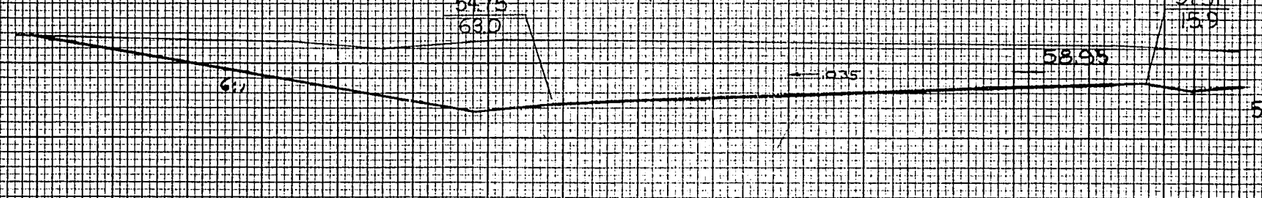
WEST MADISON BELTLINE

STATION	DISTANCE	EXCAVATION UNCL. (NB)	EXCAVATION UNCL. (SB)	VARDAGE FILL (NB)	VARDAGE FILL (SB)
163+00					
060					
163					
163+00					
060	100	2928	261	0	0
162					
162+00					
060					
	100	2459	254	0	0
161					
162+00					
060					
SHEET TOTAL		5387	515	0	0

O.P.R. DISTRICT OFFICE	PROJECT	SHEET NUMBER	TOTAL SHEETS
WIS. 4	F04-2(39)	99	171







WEST MADISON BELTLINE

SCALE
0 0 60

STATION	DISTANCE	EXCAVATION UNCL (NB)	EXCAVATION UNCL (SB)	FILL (NB)	FILL (SB)
165+00	1060				
165					
100	3161	257		0	30
165+00	1060				
164					
164+00	060				
100	2976	270		0	11
164+00	060				
163					
SHEET TOTAL		6137	527	0	46

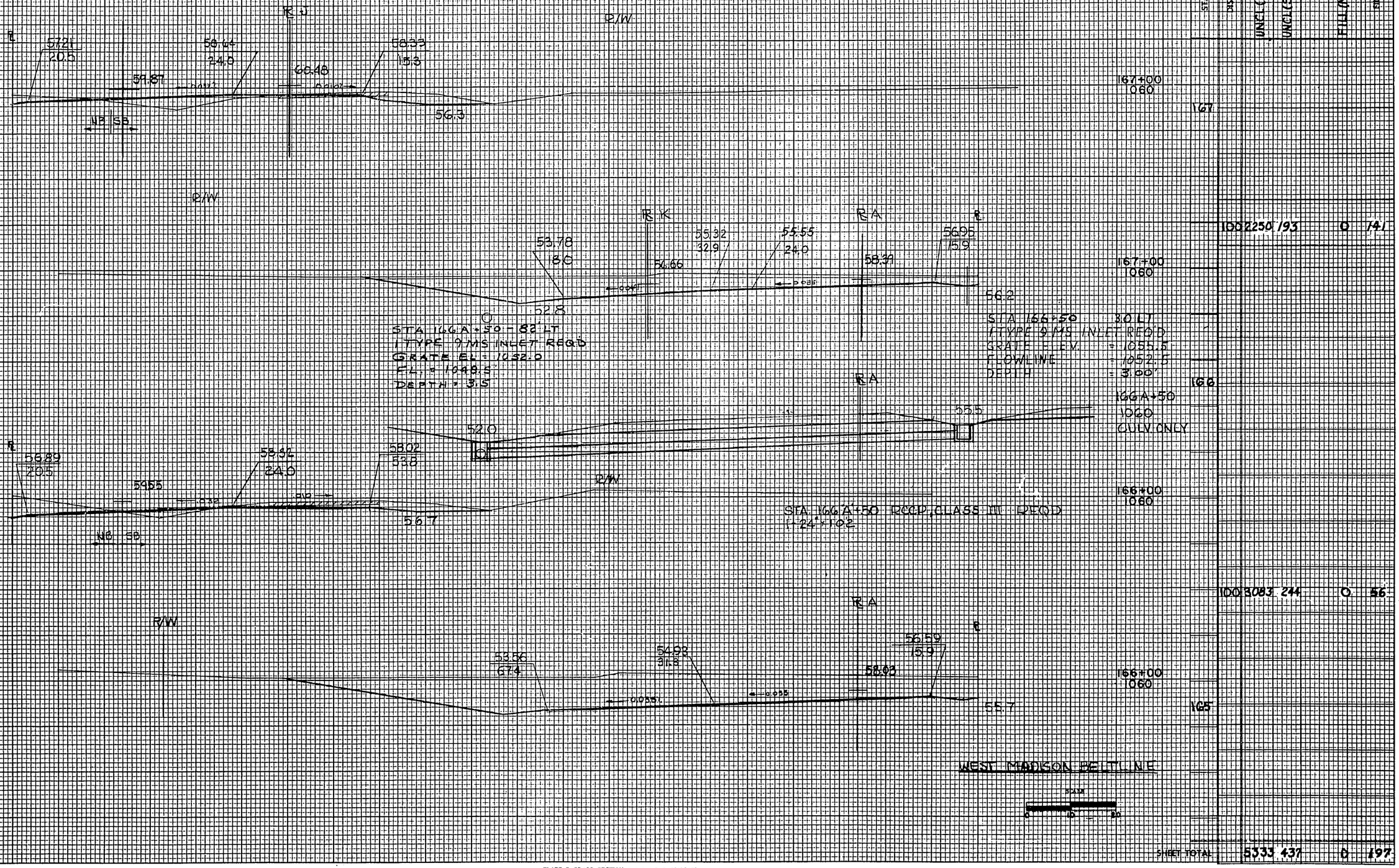
NO. AREAS CHECKED

DRAWN 12/16/68

BRUNING NO. 664

PLATE 3 CROSS SECTION O P R A R C STANDARD
100% RAG PAPER—MADE AND PRINTED IN U S A
CHARLES BRUNING COMPANY, INC

B.P.R. DISTRICT OFFICE	PROJECT	SHEET NUMBER	TOTAL SHEETS
WIS. 4	FO4-2(39)	100	171



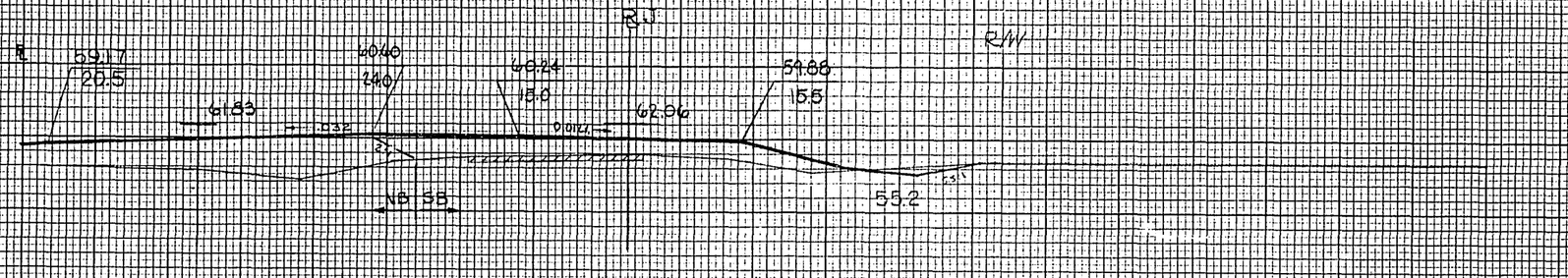
STATION	DISTANCE	EXCAVATION UNCL. (NB)	EXCAVATION UNCL. (SB)	FILL (NB)	FILL (SB)
167+00	060				
	167				
		1002250	193	0	141
167+00	060				
	166				
166+50	1060				
166+00	1060				
		1003083	244	0	56
166+00	1060				
	165				
SHEET TOTAL		5333	437	0	197

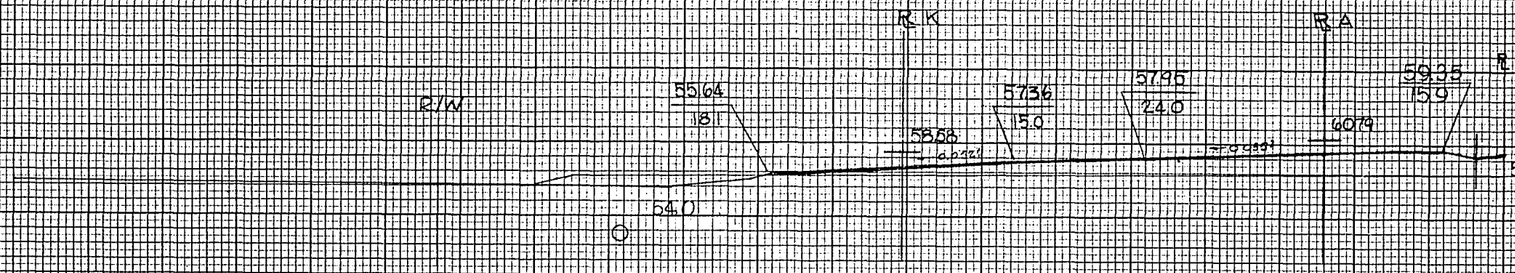
AREAS CHECKED
NO.

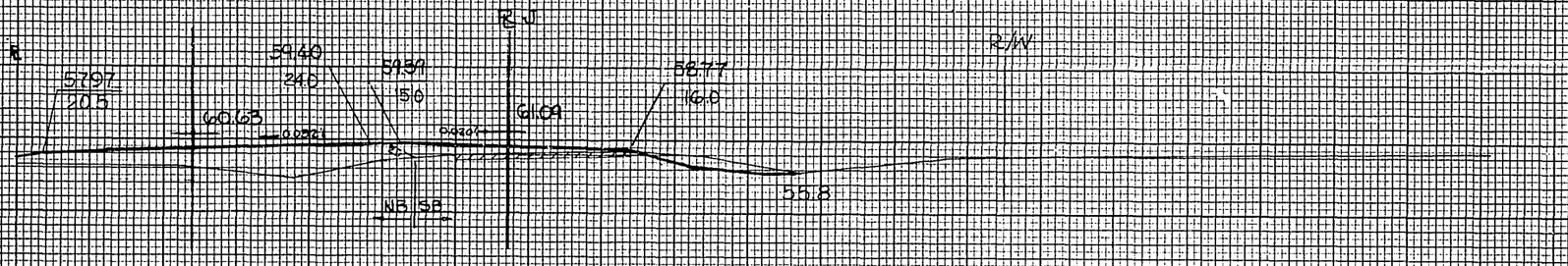
BRUNING NO. 694

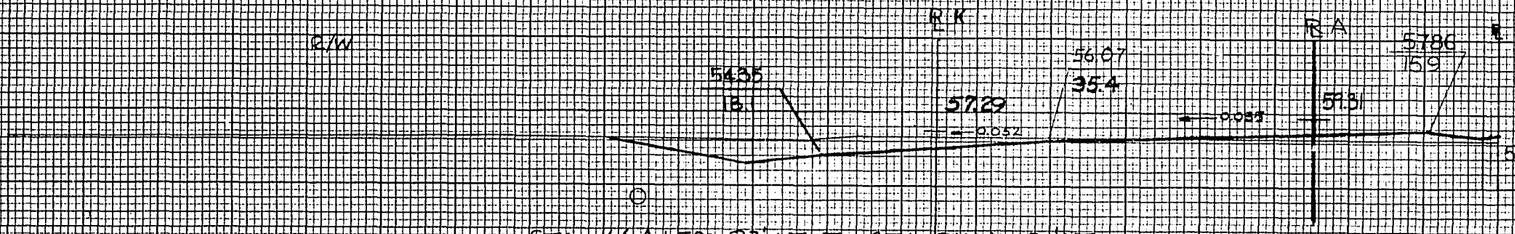
PLATE 3 CROSS SECTION O. P. R. & T. E. STANDARD
100% RAG PAPER—MADE AND PRINTED IN U. S. A.

B.P.R. DISTRICT OFFICE	PROJECT	SHEET NUMBER	TOTAL SHEETS
WIS. 4	F04-2(39)	101	171









STA 166A+50.82' LT. TO STA 3K+10.30' LT.
RCCP CLASS III R&OD
1-24" X 332'

WEST MADISON BELTLINE

STATION	DISTANCE	UNCL (UNS)	UNCL (SS)	EXCAVATION FILL (UNS)	FILL (SS)
169+00	060				
169					
169+00	060	100	197 17		1034 346
168					
168+00	060				
		100	967 87		315 165
168+00	060				
167					
SHEET TOTAL		1161 104			1409 511

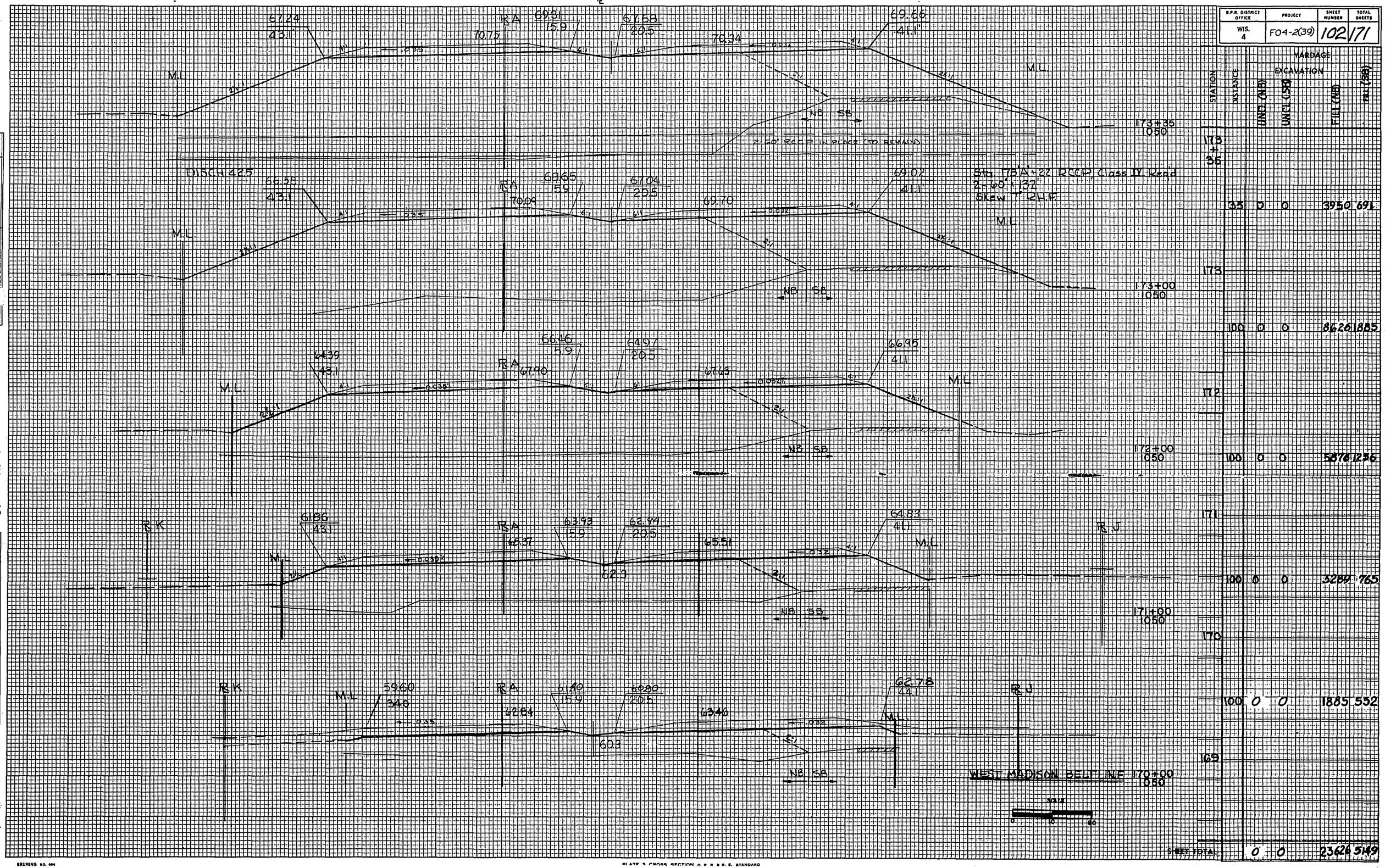
NO. AREAS CHECKED

BRUNING NO. 664

PLATE 3 CROSS SECTION O. P. R. & R. E. STANDARD
100% RAG PAPER—MADE AND PRINTED IN U. S. A.
CHARLES BRUNING COMPANY, INC

B.P.R. DISTRICT OFFICE	PROJECT	SHEET NUMBER	TOTAL SHEETS
WIS. 4	F04-2(39)	102	171

DESIGNED
DRAWN
CHECKED
QUANTITIES CHECKED
NO.

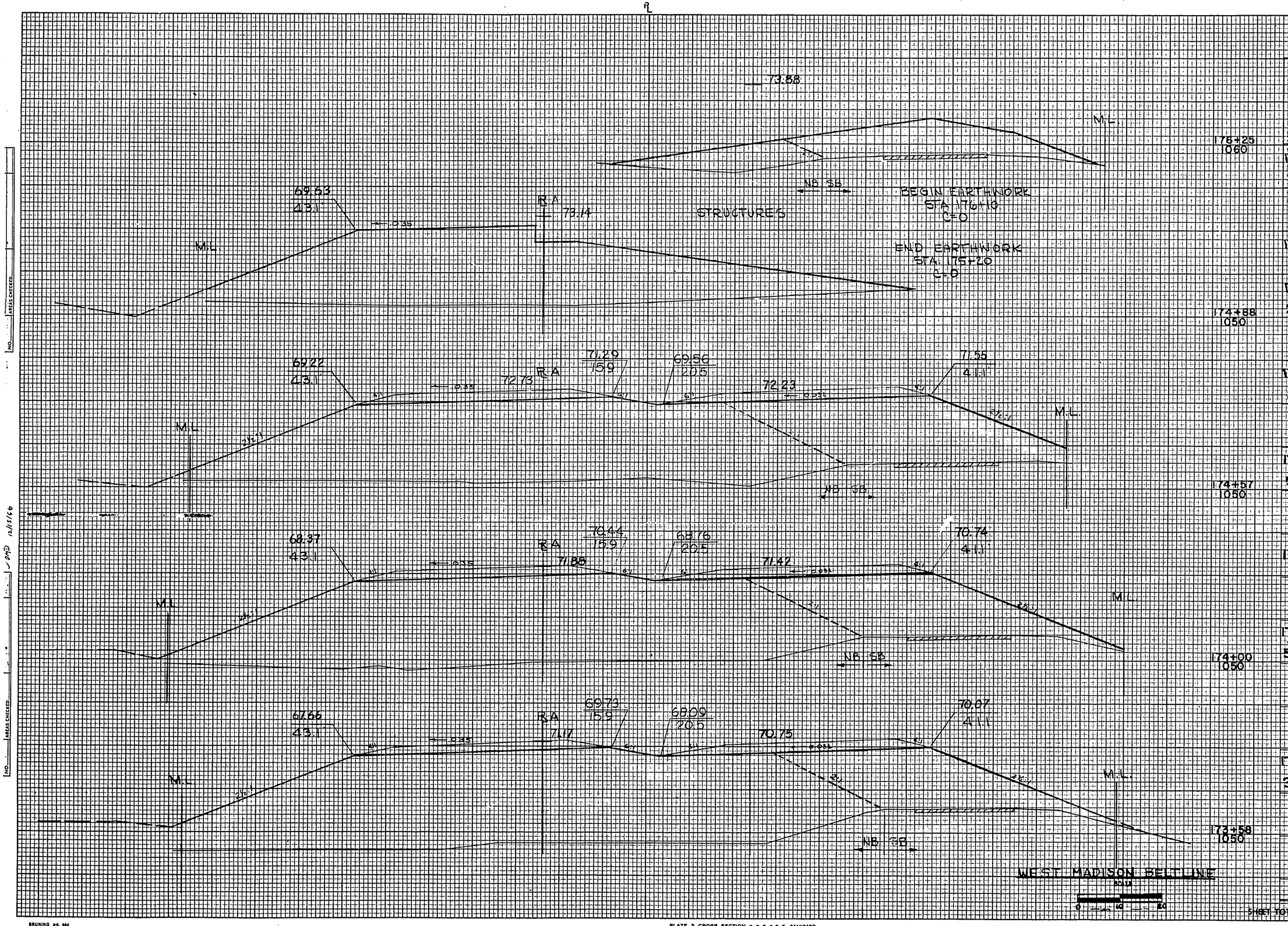


STATION	DISTANCE	EXCAVATION UNCL (CY)	EXCAVATION UNCL (NB)	HARDAGE FILL (NB)	HARDAGE FILL (SB)
173+35					
	35	0	0	3950	691
173					
	100	0	0	8626	1885
172					
	100	0	0	5876	1236
171					
	100	0	0	3289	765
170					
	100	0	0	1885	552
169					
SHEET TOTAL		0	0	23626	5149

BRUNING NO. 666

PLATE 3 CROSS SECTION O.P.R.B.P.E. STANDARD

B.P.R. DISTRICT OFFICE	PROJECT	SHEET NUMBER	TOTAL SHEETS
WIS. 4	F04-2(39)	103	171



STATION	DISTANCE	YARDAGE EXCAVATION UNCL. (NB)	UNCL. (SB)	FILL (NB)	FILL (SB)
176+25					
176 + 25	15	0	0	54	107
176 + 10		STRUCTURES			
175 + 20	32	0	0	1056	0
174+88					
174 + 88	31	0	0	2291	443
174+57					
174 + 57	57	0	0	5004	1572
174	42	0	0	4173	1013
173 + 58	23	0	0	2667	443
173 + 35					
173+58					
SHEET TOTAL		0	0	15245	3578

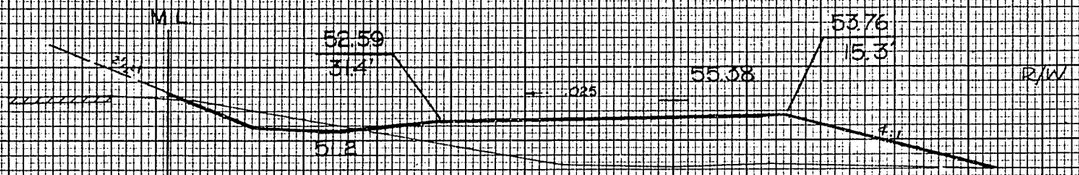
NO. _____ AREAS CHECKED _____

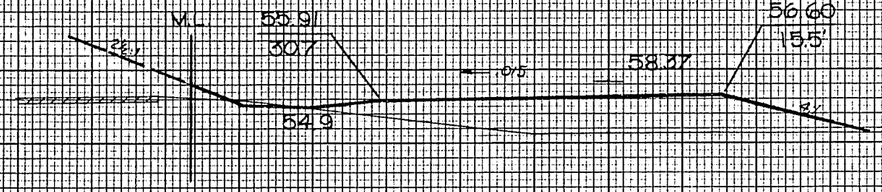
12/15/66 Date

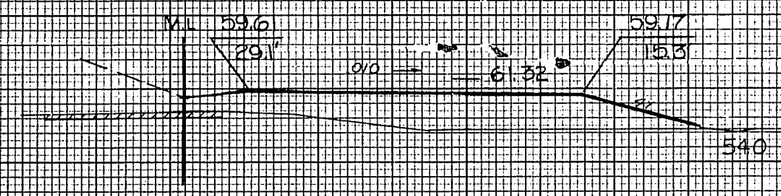
BRUNING NO. 664

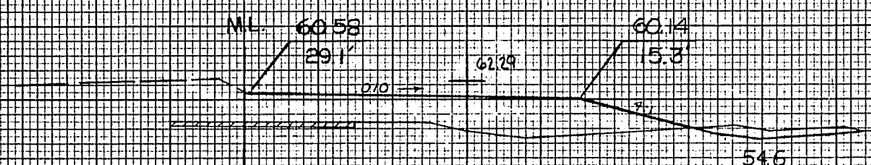
PLATE 3 CROSS SECTION O. P. R. & R. E. STANDARD
100% RAG PAPER - MADE AND PRINTED IN U. S. A.
CHARLES BRUNING COMPANY, INC

B.P.R. DISTRICT OFFICE	PROJECT	SHEET NUMBER	TOTAL SHEETS
WIS. 4	FO4-2(39)	104	171









STATION	DISTANCE	UNCL. EXCAVATION	YARDAGE	PAL
6J+00 1050				
6J				
	94	78		1082
5J + 06				
5J+06 1060				
	106	15		1035
4J				
4J+00 1060				
	73	0		502
3J + 27				
3J+27 1060				
SHEET TOTAL	93			2626

BEGIN EARTHWORK ABRUPTLY STA. 3J+27

SCALE 0 10 20

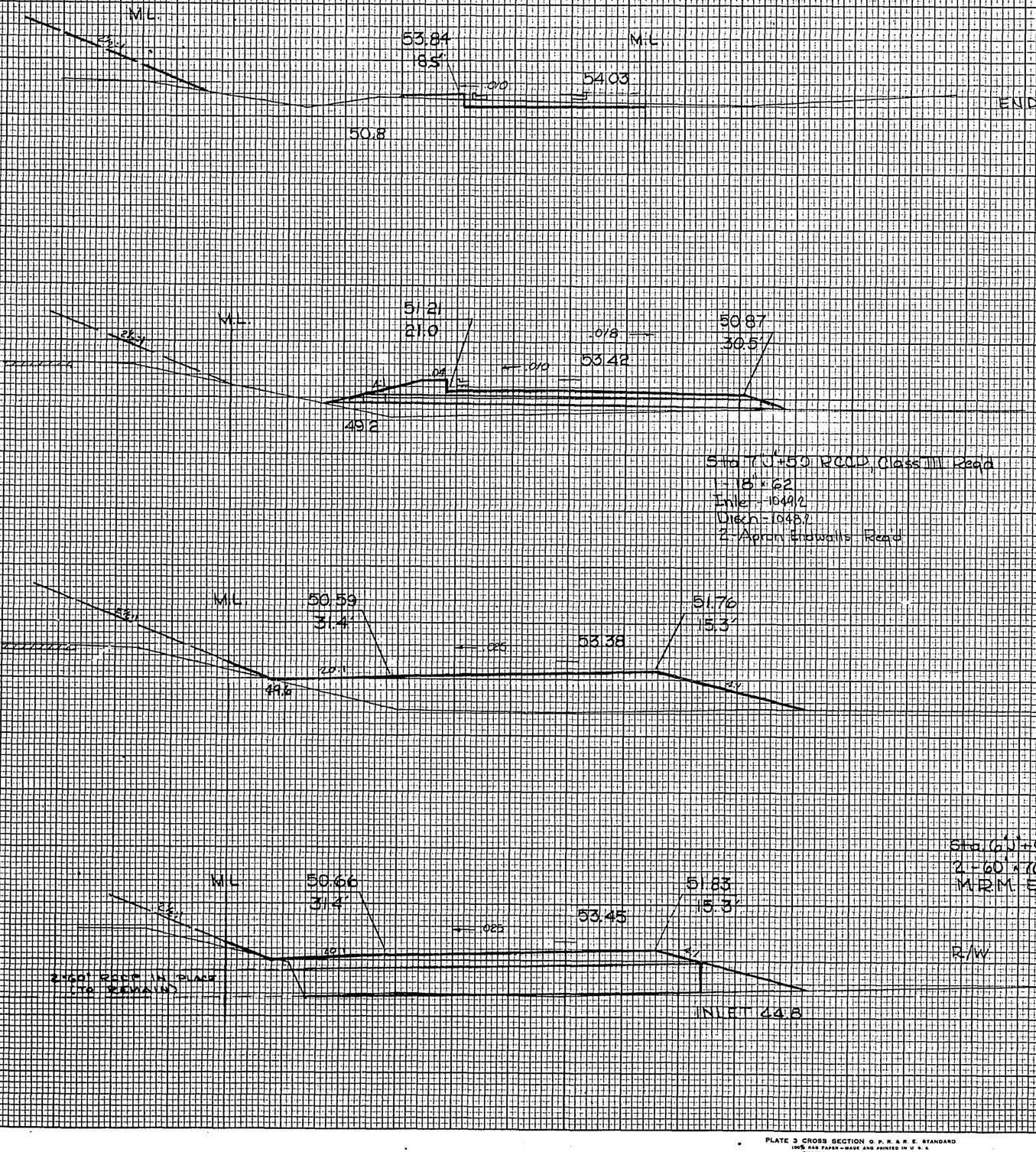
RAMP J
MINERAL PT. RD. INTERCH.

AREAS
AREAS CHECKED
NO.

BRUNING NO. 604

PLATE 3 CROSS SECTION O. P. R. & R. E. STANDARD
100% RAG PAPER—MADE AND PRINTED IN U. S. A.

B.P.R. DISTRICT OFFICE	PROJECT	SHEET NUMBER	TOTAL SHEETS
WIS. 4	FO4-2(39)	105	171



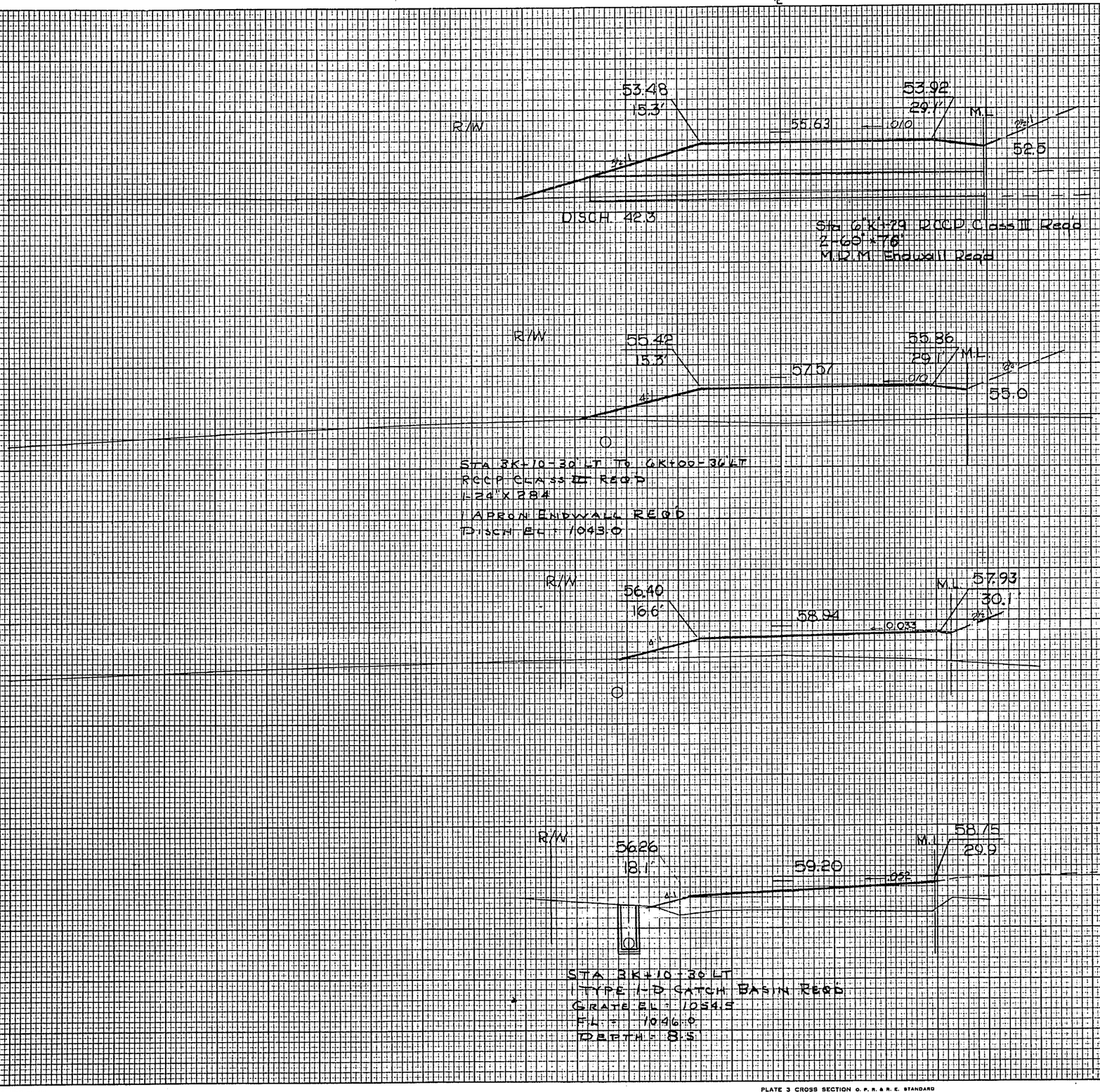
STATION	DISTANCE	UNCL.	YARDAGE EXCAVATION	
				FILL
8J + 12				
	G2	31		350
7J + 50				
	50	0		211
7J				
	10	0		198
6J + 90				
	90	6		1593
6J				
SHEET TOTAL		92		2852

AREAS CHECKED
NO.

BRUNING NO. 644

PLATE 3 CROSS SECTION O. P. R. & R. E. STANDARD
1965 HAR PAPER - MADE AND PRINTED IN U. S. A.
CHARLES BRUNING COMPANY, INC

B.P.R. DISTRICT OFFICE	PROJECT	SHEET NUMBER	TOTAL SHEETS
WIS. 4	F04-2(39)	106	171



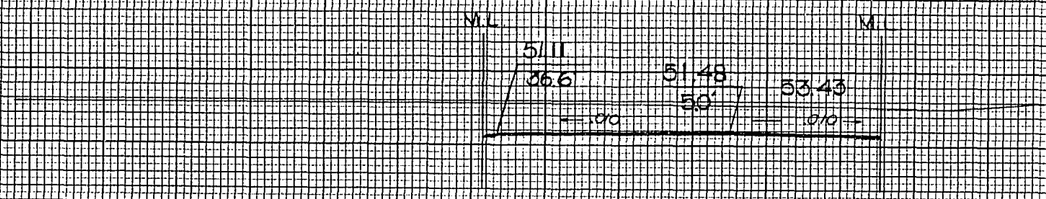
STATION	DISTANCE	YARDAGE UNCL EXCAVATION	YARDAGE UNCL FILL
6K+00 1050			
6K			
	100	0	2080
5K			
5K+00 1050			
	100	44	1200
4K			
4K+00 050			
	90	89	743
3K + 10			
3K+10 050			
SHEET TOTAL		133	4023

AREAS CHECKED
NO.

BRUNING NO. 604

PLATE 3 CROSS SECTION O. P. R. & R. E. STANDARD
100% RAG PAPER—MADE AND PRINTED IN U. S. A.

B.P.R. DISTRICT OFFICE	PROJECT	SHEET NUMBER	TOTAL SHEETS
WIS. 4	F04-2(39)	107	171



END EARTHWORK ABRUPTLY
STA. 8K+50

RAMP K
MINERAL PT. RD. INTERCH.

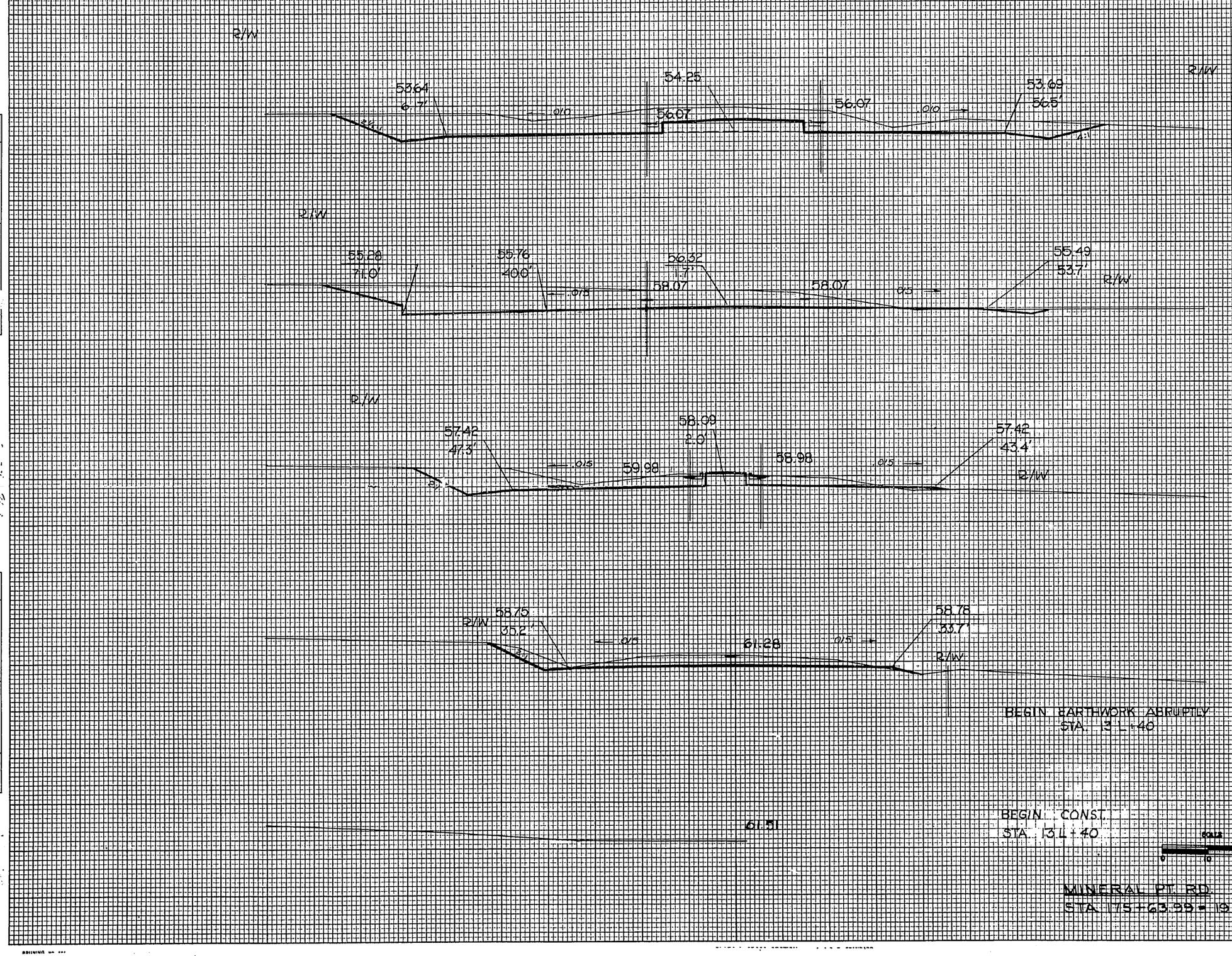
STATION	DISTANCE	UNCL.	YARDAGE EXCAVATION	FILL
8K + 50				
8K+50 1050				
	50	444		7
8K				
8K+00 1050				
	100	494		496
7K				
7K+00 1050				
	100	0		1783
6K				
SHEET TOTAL		938		2286

AREAS
AREAS CHECKED
NO.

BRUNING NO. 604

PLATE 3 CROSS SECTION O. P. R. & R. E. STANDARD
100% RAG PAPER - MADE AND PRINTED IN U. S. A.
CHARLES BRUNING COMPANY, INC

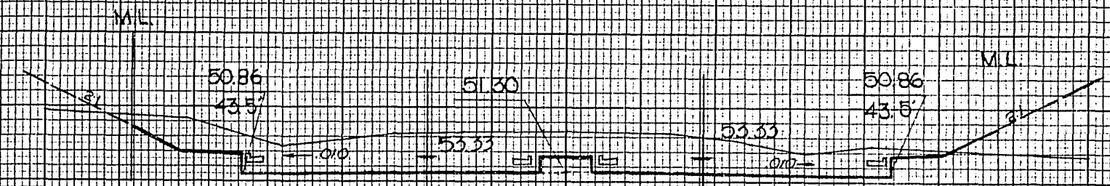
B.P.R. DISTRICT OFFICE	PROJECT	SHEET NUMBER	TOTAL SHEETS
WIS. 4	F04-2(39)	108	171

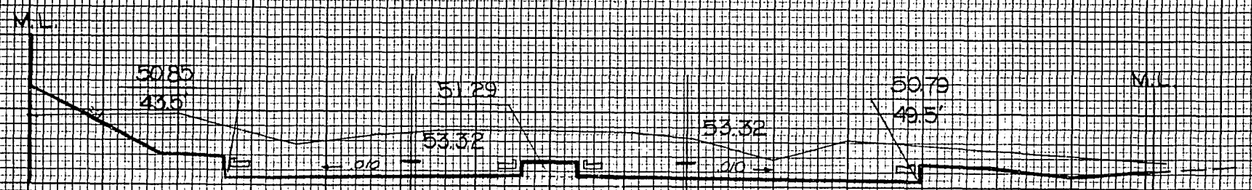


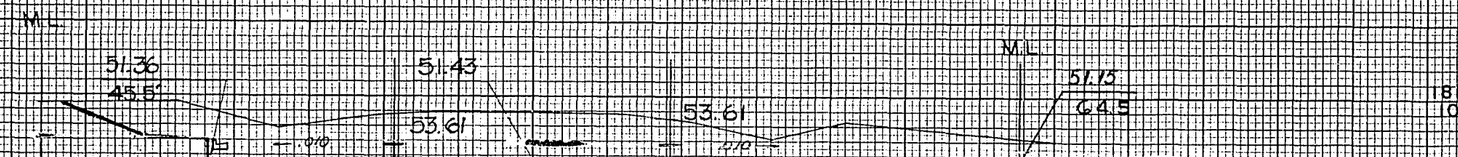
STATION	DISTANCE	UNCL. EXCAVATION	AVERAGE EXCAVATION	REM.
17L+00	1060			
17L				
	100	1793		0
16L				
16L+00	1060			
	100	1211		6
15L				
15L+00	1060			
	100	680		2
14L				
	60	304		4
14L+00	1060			
13L + 40				
13L+74	1060			
P.E. L.T.				
SHEET TOTAL		3988		19

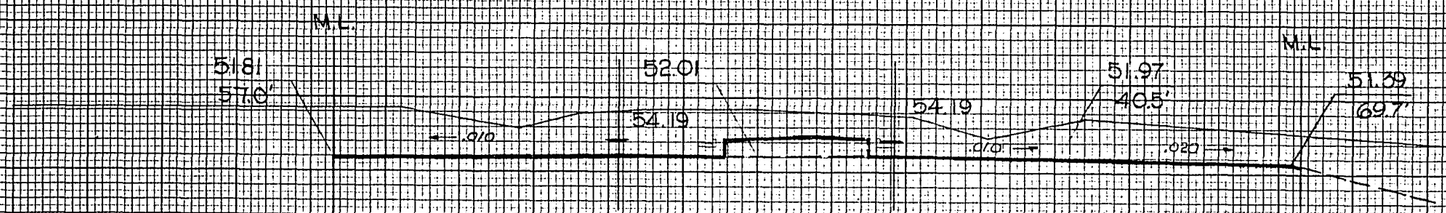
B.P.R. DISTRICT OFFICE	PROJECT	SHEET NUMBER	TOTAL SHEETS
WIS. 4	FO4-2(39)	109	171

℄

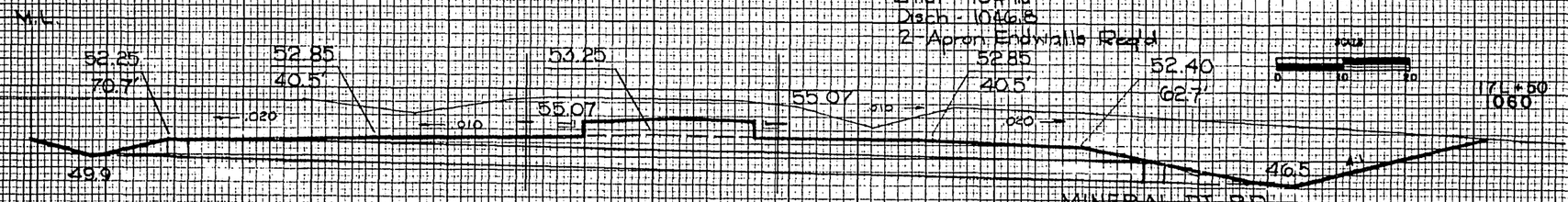








Sta 17'L+50 RCCP Class III Reqd
1-36" x 140'
Skew 10° RH.F.
Inlet - 1049.8
Disch - 1046.8
2-Apron Endwalls Reqd



MINERAL PT. RD
STA 175+63.30 = 19L+93.70

STATION	DISTANCE	UNCL.	YARDAGE EXCAVATION	FILL
19L+50				
1050				
19L + 50				
50	1002		22	
19L				
19L+00				
1060				
50	1167		15	
18L + 50				
18L+50				
1060				
50	1172		6	
18L				
50	1594		0	
18L+00				
1060				
17L + 50				
50	1511		0	
17L				
17L+50				
1060				
SHEET TOTAL		6446	37	

AREAS CHECKED

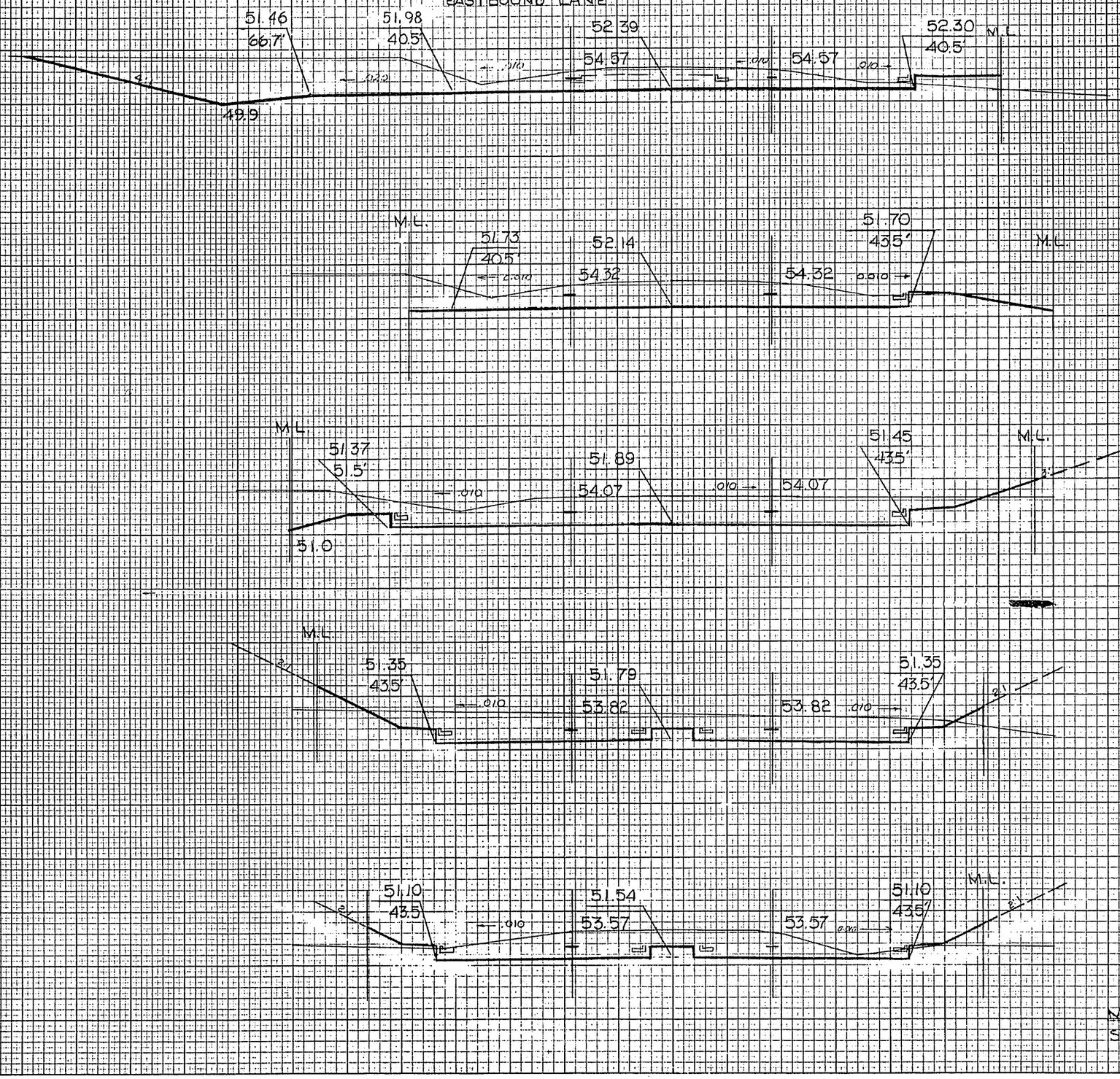
NO.

BRUNING NO. 604

PLATE 3 CROSS SECTION O. P. R. & R. E. STANDARD
100% RAG PAPER - MADE AND PRINTED IN U. S. A.
CHARLES BRUNING COMPANY, INC

B.P.R. DISTRICT OFFICE	PROJECT	SHEET NUMBER	TOTAL SHEETS
WIS. 4	F04-2(39)	110	171

STA 221-00
END CONCRETE PAVEMENT
EASTBOUND LANE



STATION	DISTANCE	LINCL	YARDAGE EXCAVATION	PIT
22L+00 060				
	22L			
	50	978		30
21L+50 060				
	21L + 50			
	50	887		13
21L+00 060				
	21L			
	50	954		41
	20L + 50			
20L+50 060				
	50	720		61
	20L			
	50	715		41
20L+00 060				
	19L + 50			

SCALE 0 10 20

MINERAL PT. RD.
STA. 175+63.99 = 19L+93.70

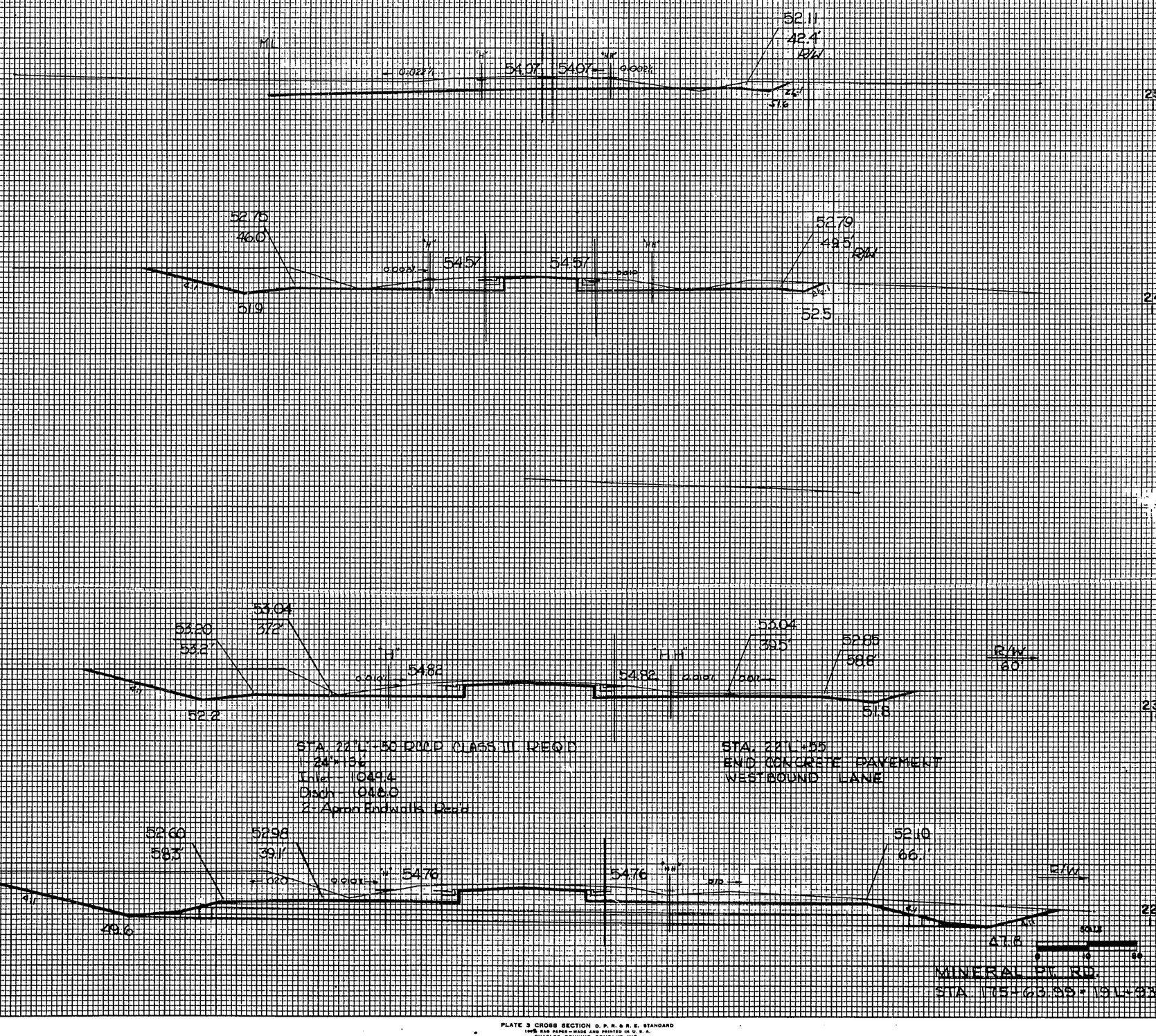
SHEET TOTAL 4254 186

BRUNING NO. 604

PLATE 3 CROSS SECTION O.P.R.A.R.E. STANDARD

B.P.R. DISTRICT OFFICE	PROJECT	SHEET NUMBER	TOTAL SHEETS
WIS. 4	F04-2(39)	111	171

AREAS
AREAS CHECKED
NO.

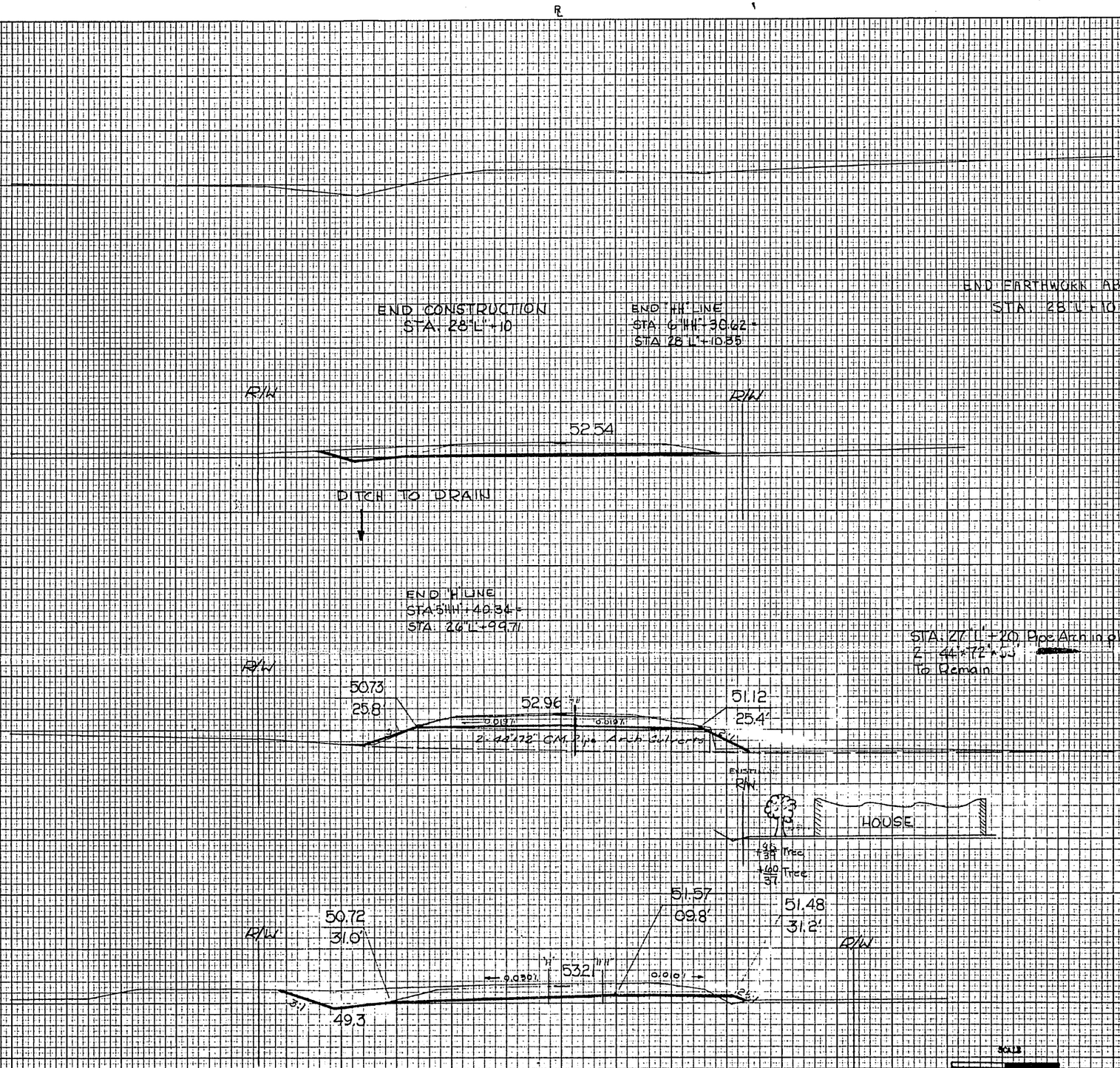


STATION	DISTANCE	YARDAGE EXCAVATION UNCL.	YARDAGE EXCAVATION PRL
25L+00			
050			
25L			
100	778		0
24L			
24L+00			
050			
100	1041		0
23L			
50	939		0
23L+00			
050			
22L			
+			
50			
50	1252		31
22L			
22L+50			
050			
SHEET TOTAL		4010	31

BRUNING NO. 994

PLATE 3 CROSS SECTION O. P. R. & R. E. STANDARD
100% RAG PAPER—MADE AND PRINTED IN U. S. A.
CHARLES BRUNING COMPANY, INC

B.P.R. DISTRICT OFFICE	PROJECT	SHEET NUMBER	TOTAL SHEETS
WIS. 4	F04-2(39)	112	171



STATION	DISTANCE	YARDAGE EXCAVATION UNCL.	YARDAGE FILL
29L+00	050		
28L+10	10	50	0
28L	100	133	28
28L+00	050		
27L			
	100	530	35
27L+00	050		
26L			
	100	691	7
25L			
26L+00	050		
SHEET TOTAL		1704	70

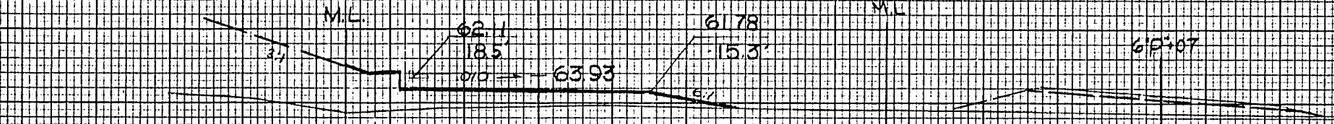
AS CHECKED
NO. AS CHECKED

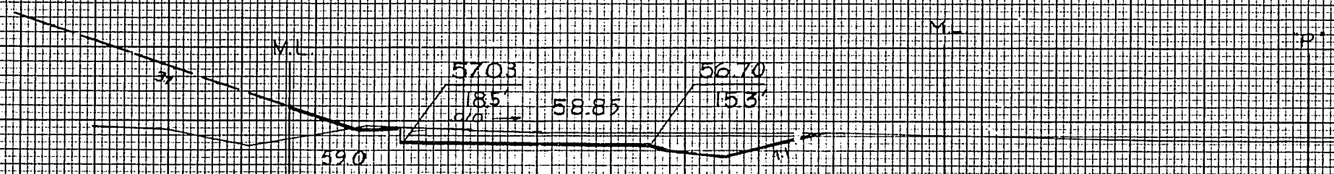
BRUNING NO. 604

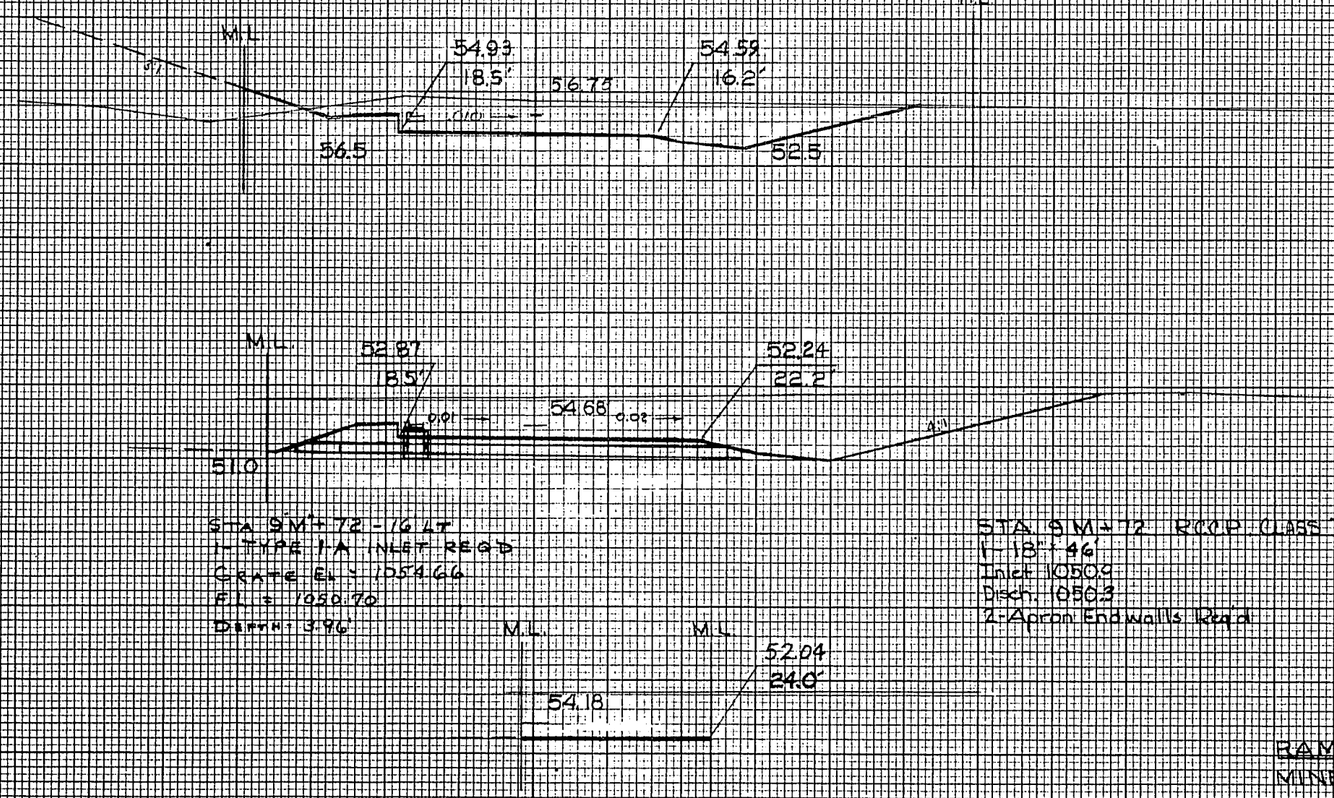
PLATE 3 CROSS SECTION O. P. R. & R. E. STANDARD

B.P.R. DISTRICT OFFICE	PROJECT	SHEET NUMBER	TOTAL SHEETS
WIS. 4	F04-2(39)	113	171

AREAS
AREAS CHECKED
NO.







STA 9M+72 - 16 LT
1-TYPE 1A INLET REQ'D
GRATE EL = 1054.66
F.L. = 1050.70
DEPTH: 3.96'

STA 9M+72 RCCP CLASS III REQD
1-18" @ 46'
Inlet 1050.9
Disch. 050.3
2-Apron Endwalls Reqd

BEGIN EARTHWORK ABRUPTLY
STA 9M+30

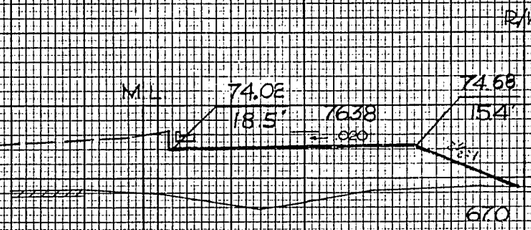
RAMP M
MINERAL PT. RD. INTERCH.

STATION	DISTANCE	YARDAGE EXCAVATION	YARDAGE FILL
12M+00	1060		
12M			
100	233		239
11M			
11M+00	1060		
50		4.06	
10M			
+50			
10M+80	1060		
		76.1757	
9M			
+72			
9M+72	1060		
		42.561	0
9M			
+30			
9M+30	1060		
SHEET TOTA		2457	239

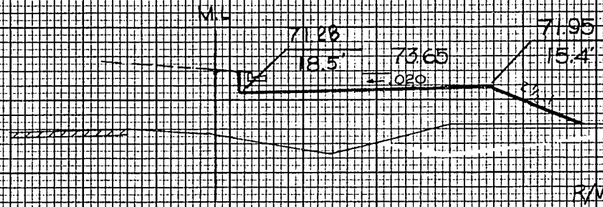
BRUNING NO. 664

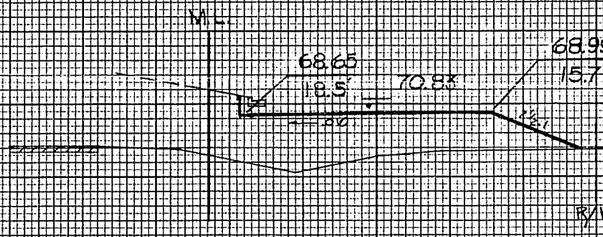
PLATE 3 CROSS SECTION O. P. R. & R. E. STANDARD
100% RAG PAPER—MADE AND PRINTED IN U. S. A.
CHARLES BRUNING COMPANY, INC

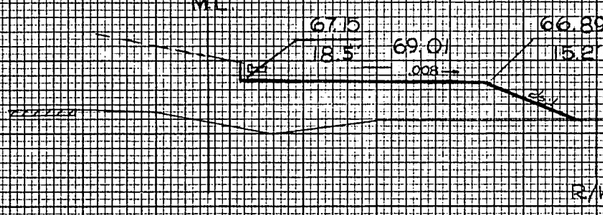
B.P.R. DISTRICT OFFICE	PROJECT	SHEET NUMBER	TOTAL SHEETS
WIS. 4	F04-2(39)	114	171

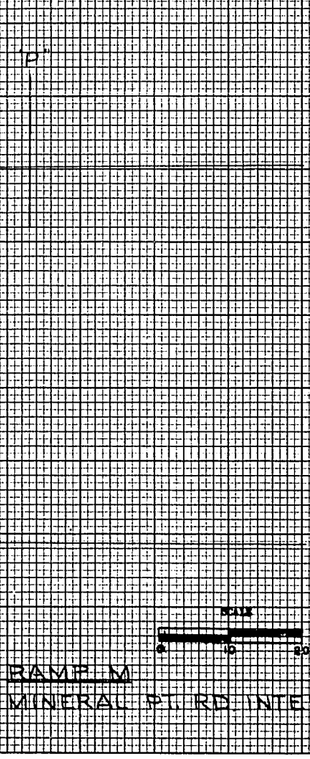


END EARTHWORK ABRUPTLY
STA. 14M+82









STATION	DISTANCE	YARDAGE EXCAVATION UNCL	YARDAGE FILL
14M+82 1070			
14M + 82			
	82	0	930
14M+00 1070			
14M			
	64	0	685
13M+38 1060			
13M + 36			
	36	0	367
13M			
	100	0	733
13M+00 1060			
12M			

SCALE
0 10 20

RAMP M
MINERAL PT. RD. INTERCH.

SHEET TOTAL 0 2719

AREAS CHECKED
NO. AREAS CHECKED

BRUNING NO. 664

PLATE 3 CROSS SECTION O. P. R. & R. E. STANDARD
100% RAG PAPER—MADE AND PRINTED IN U. S. A.

B.P.R. DISTRICT OFFICE	PROJECT	SHEET NUMBER	TOTAL SHEETS
WIS. 4	F04-2(39)	115	171

℄

R/W 58.50 15.3' 58.94 M.L. 29.1' 60.65 .010 2%

R/W 53.85 15.3' 54.29 29.1' 56.00 .010 .010 2%

R/W 50.93 21.2' 51.64 29.1' 53.35 .010 .010 51.0 2%

M.L. 51.60 .110 51.29 20.0 53.49 .010 50.5 2%

M.L. 51.53 .85 53.71 .010 2%

BEGIN EARTHWORK ABRUPTLY STA. 9N+73

M.L.

RAMP N
MINERAL PT. RD. INTERCH.

STATION	DISTANCE	YARDAGE EXCAVATION	
13N+00	1060		
13N		100.1324	D
12N+00	1060		
12N		100.2435	D
11N+00	1060		
11N		105.2504	D
9N+85	1060	22.385	D
9N+73	1060		
		SHEET TOTAL 6632	D

AREAS CHECKED

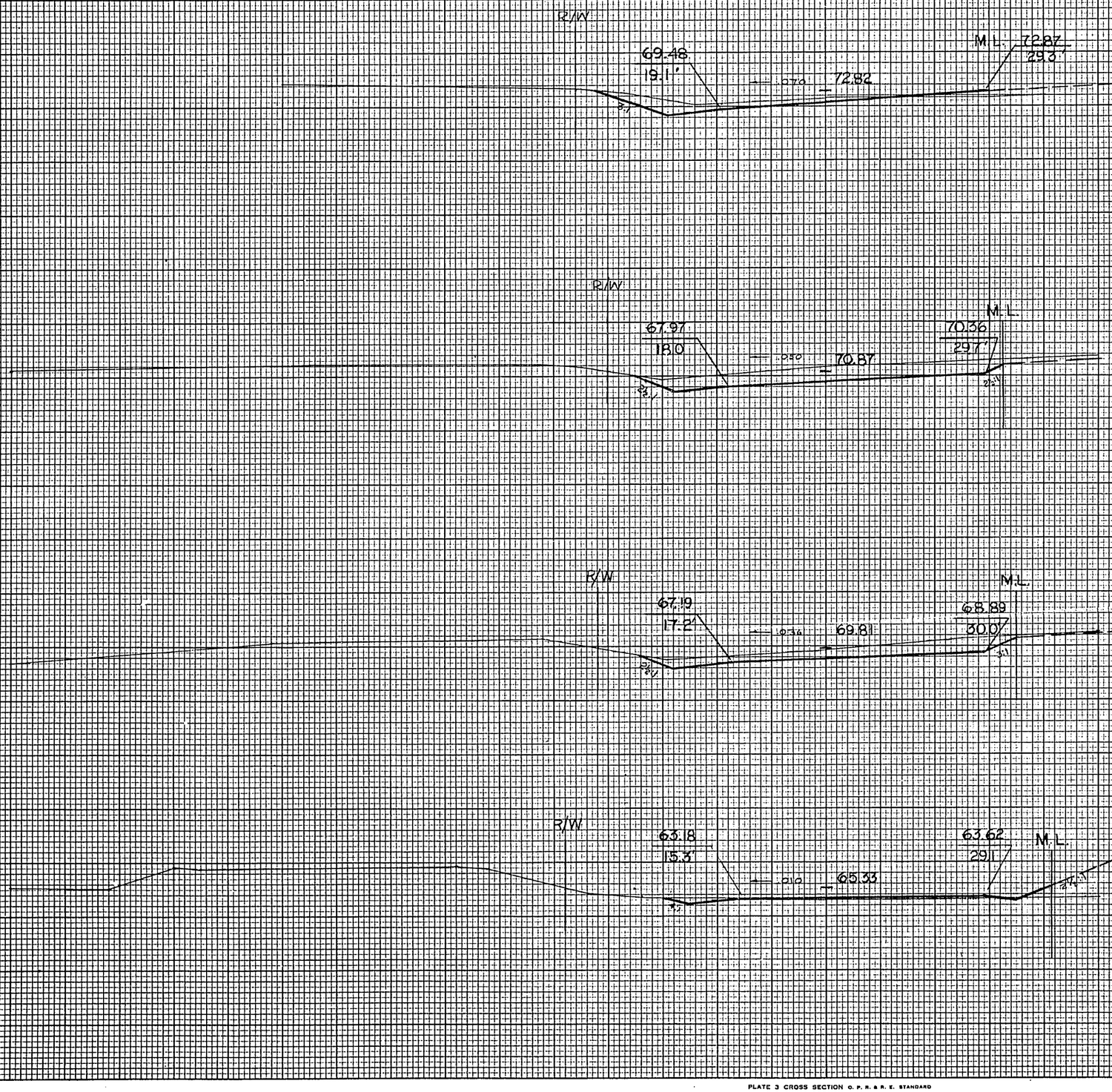
NO. _____ AREAS CHECKED _____ DATE _____

12-29-66 / 67

BRUNING NO. 664

PLATE 3 CROSS SECTION O. P. R. & R. E. STANDARD
100% RAG PAPER-MADE AND PRINTED IN U. S. A.
CHARLES BRUNING COMPANY, INC

B.P.R. DISTRICT OFFICE	PROJECT	SHEET NUMBER	TOTAL SHEETS
WIS. 4	F04-2(39)	116	171

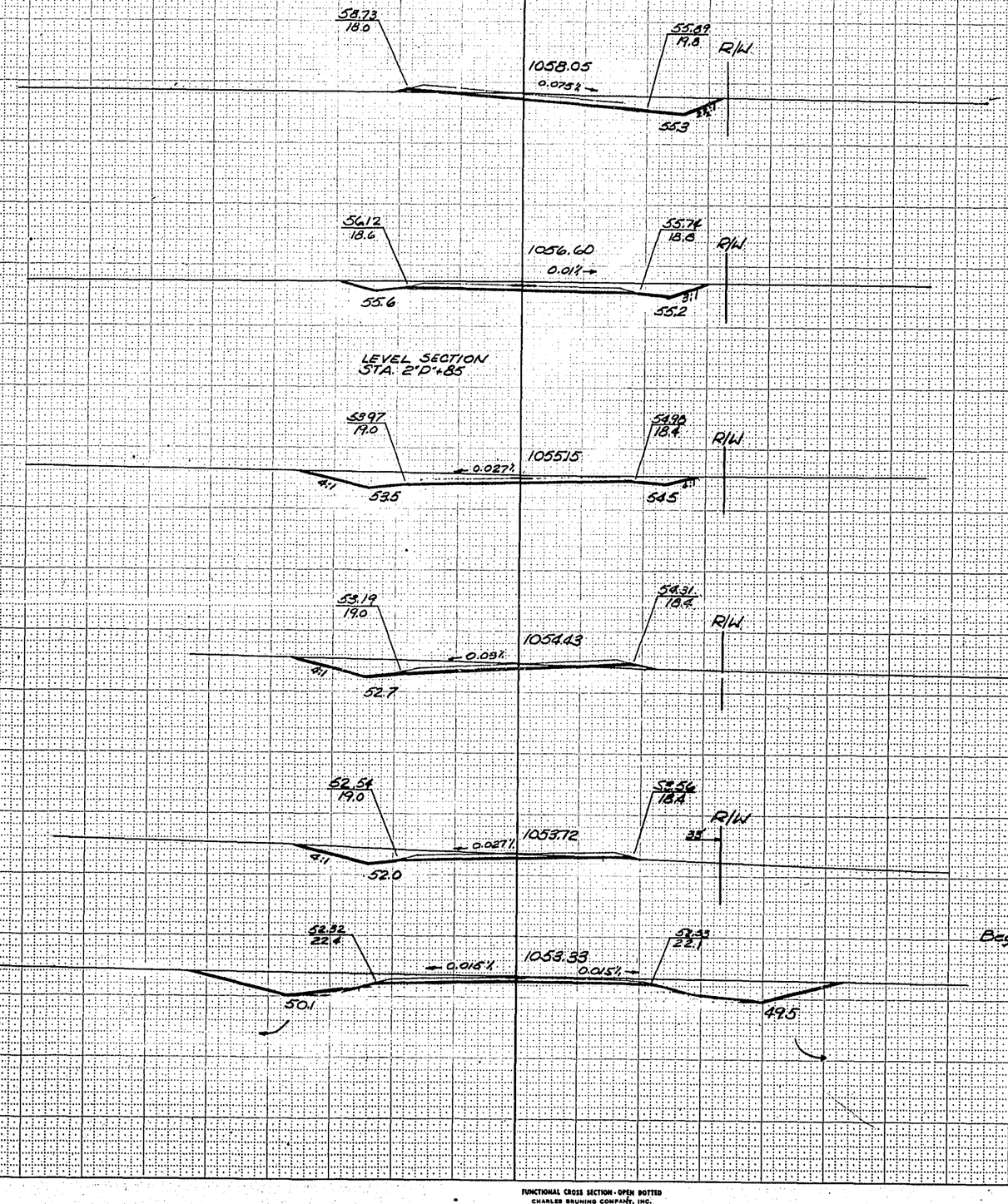


STATION	DISTANCE	UNCL	YARDAGE: EXCAVATION	
15N + 86				
	58	248		11
15N + 28				
	28	156		6
15N				
	100	272		11
14N				
	100	376		11
13N				
SHEET TOTAL		1052		33

BRUNING NO. 684

PLATE 3 CROSS SECTION O. P. R. & R. E. STANDARD

B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	F04-2(39)	117	171

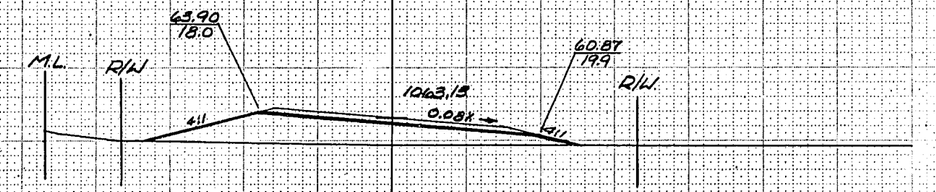


STATION	DISTANCE	YARDAGE EXCAVATION UNCL.	YARDAGE FILL
4"P"+00 1050			
4"P" +00			
	100	271	6
3"P"+00 1050			
3"P" +00			
	100	332	0
2"P"+00 1050			
2"P" +00			
	50	144	4
1"P"+50 1050			
1"P" +50			
	50	109	5
1"P"+00 1050			
1"P" +00			
	50	225	1
0"P"+50 1050			
0"P" +50			
SHEET TOTAL		1081	16

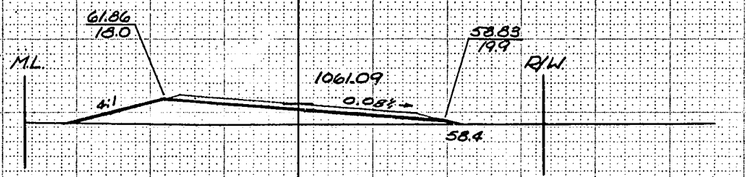
AREA MEAS CHECKED
NO.

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

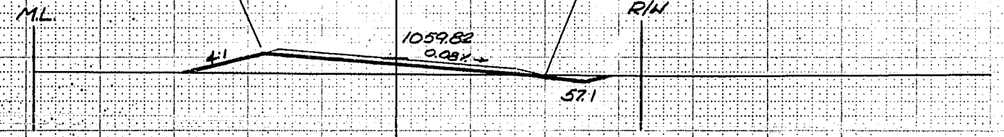
BPR REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	F04-2(39)	118	171



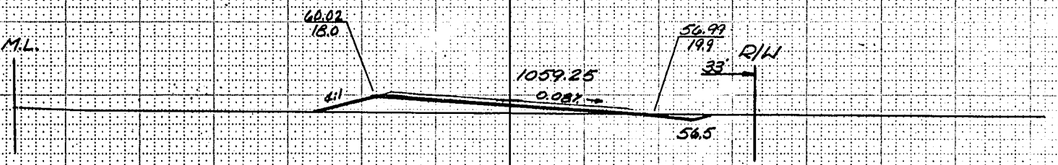
6"P"+94
1060



6"P"+07
1060



5"P"+22
1060



4"P"+83
1060

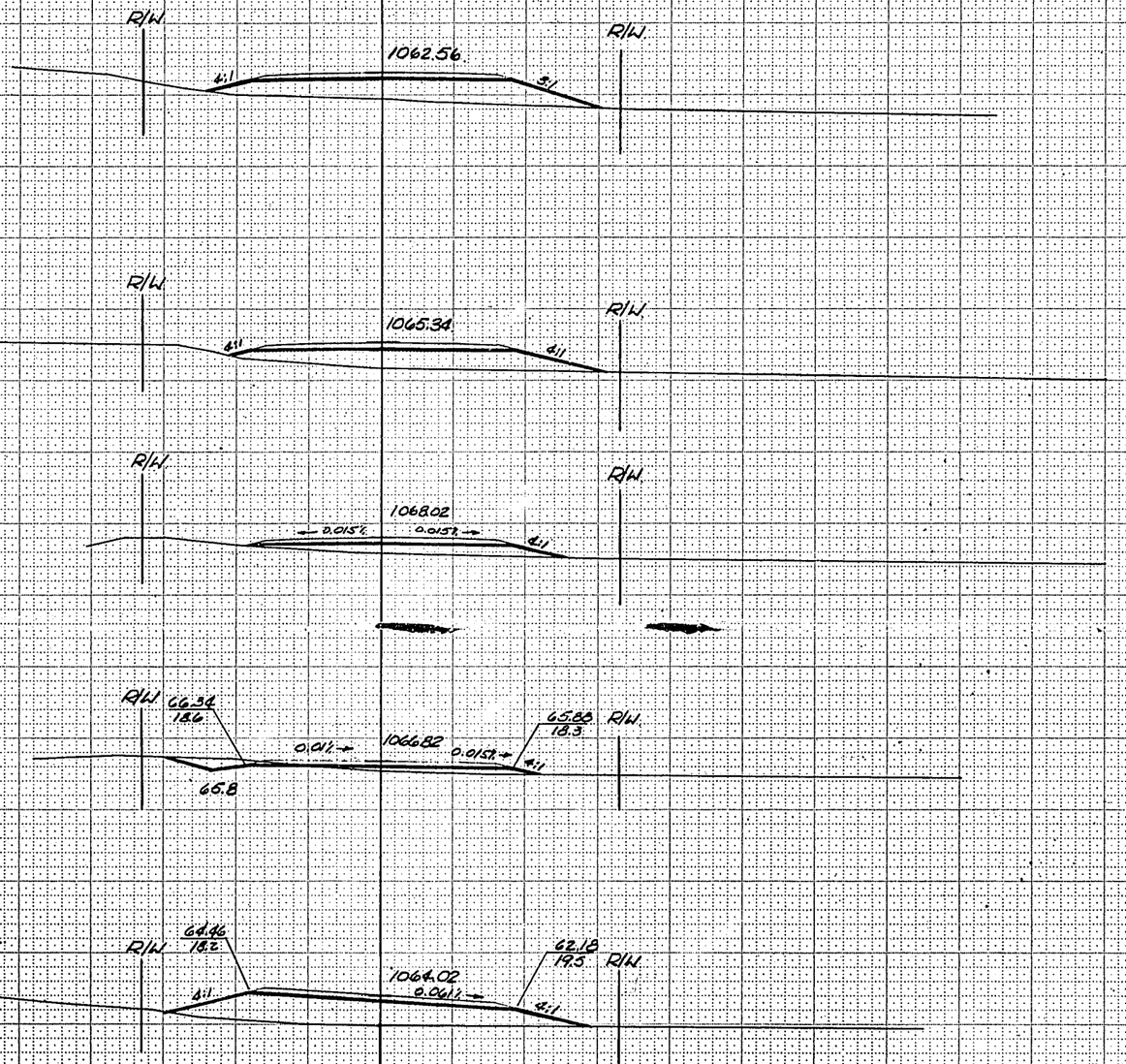
FRONTAGE ROAD "P" LINE

SCALE: 1" = 10'

STATION	DISTANCE	YARDAGE EXCAVATION UNCL.	YARDAGE EXCAVATION	YARDAGE EXCAVATION	YARDAGE EXCAVATION	YARDAGE FILL
6"P"+94						
87	87	0				408
6"P"+07						
85	85	9				268
5"P"+22						
39	39	9				86
4"P"+83						
83	83	102				82
4"P"+00						
SHEET TOTAL		120				844

FUNCTIONAL CROSS SECTION - OPEN DITCH
CHARLES BRINKIN COMPANY, INC.

BPR REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	F04-2(39)	119	171



STATION	DISTANCE	YARDAGE EXCAVATION UNCL	YARDAGE EXCAVATION	YARDAGE FILL
11"P" +00				
	100	0		478
10"P" +00				
	100	0		318
9"P" +00				
	100	22		144
8"P" +00				
	73	17		272
7"P" +23				
	29	0		171
6"P" +94				
SHEET TOTAL		39		1383

FRONTAGE ROAD "P" LINE

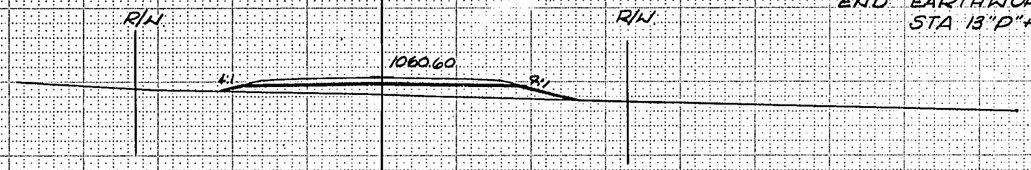
SCALE : 1" = 10'

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

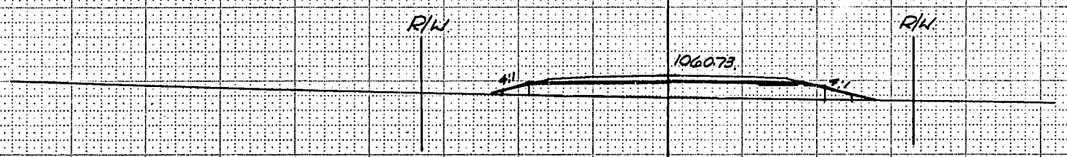
B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	F04-2(39)	120	171

END CONSTRUCTION
STA. 13"P"+80

END EARTHWORK ABRUPTLY
STA 13"P"+80

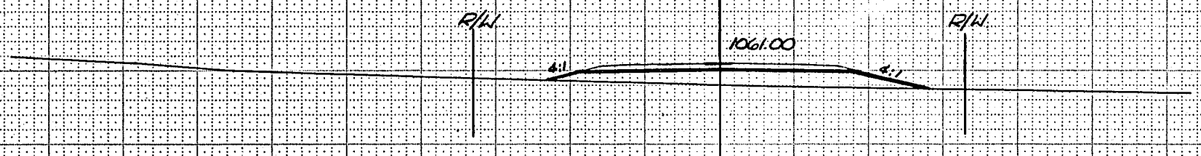


13"P"+80
1060



Sta. 13"P"+55, C.P. Class III Req'd
1-24"x44'
Inlet 1058.1
Disch. 1057.4
Skew 30°- R.H.F.
2 Apron Endwalls Req'd

13"P"+55
1060



13"P"+00
1060

12"P"+00
1060

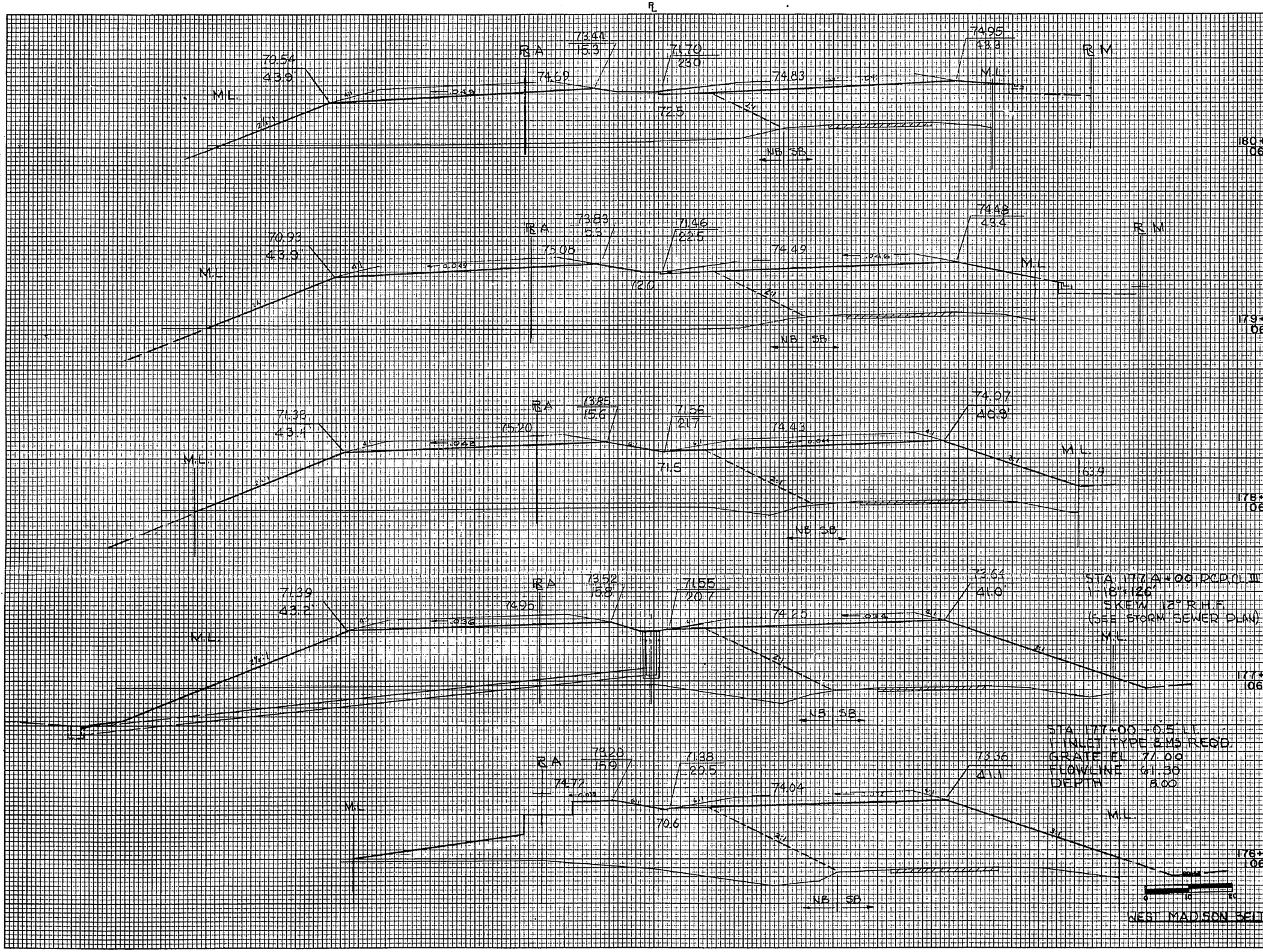
FRONTAGE ROAD "P" LINE

SCALE : 1" = 10'

STATION	DISTANCE	YARDAGE EXCAVATION UNCL.	YARDAGE EXCAVATION	YARDAGE FILL
13"P" +80				
	80	0		232
13"P" +00				
	100	0		339
12"P" +00				
	100	0		436
11"P" +00				
SHEET TOTAL		0		1007

FUNCTIONAL CROSS SECTION - OPEN DOTTED

B.P.R. DISTRICT OFFICE	PROJECT	SHEET NUMBER	TOTAL SHEETS
WIS. 4	F04-2(39)	121	171



STATION	DISTANCE	YARDAGE EXCAVATION UNCL (NB)	UNCL (SB)	FILL (NB)	FILL (SB)
180+00					
060					
180					
	100	0	0		4687.2085
179					
179+00					
060					
	100	0	0		5358.2711
178					
178+00					
060					
	100	0	0		5534.3224
177					
	45	0	0		2024.1359
177+00					
060					
176+55					
	30	0	0		628.746
176+25					
176+55					
060					
SHEET TOTAL		0	0		18231.0325

BRUNING NO. 664

PLATE 3 CROSS SECTION O. P. R. & R. E. STANDARD
100% RAG PAPER-MADE AND PRINTED IN U. S. A.
CHARLES BRUNING COMPANY, INC

B.P.R. DISTRICT OFFICE	PROJECT	SHEET NUMBER	TOTAL SHEETS
WIS. 4	F04-2(39)	122	171

℄ L

℄ N

V.L.

73.08
24.0

+ .04%

76.26

75.01
153

74.64
23.0

74.0

NB SB

77.29
31.0

77.41
15.0

+ .02%

77.77

+ .04%

℄ A

℄ M

79.71

78.62
15.4

℄ R/W

183+00
070

183

100 0 0 483 302

℄ N

11.09
43.9

V.L.

+ .04%

75.24

73.99
153

73.35
23.0

73.5

NB SB

76.00
31.0

76.12
15.0

+ .02%

76.48

+ .04%

℄ A

℄ M

78.42

76.78
15.4

℄ R/W

182+00
070

182

100 0 0 1748 1356

℄ N

70.56
43.9

V.L.

+ .04%

74.71

73.46
53

72.37
23.0

73.0

NB SB

75.62
43.5

75.50

+ .00%

℄ A

℄ M

181+00
060

181

180

100 0 0 3613 1448

SCALE

0 50 100

WEST MADISON BELTLINE

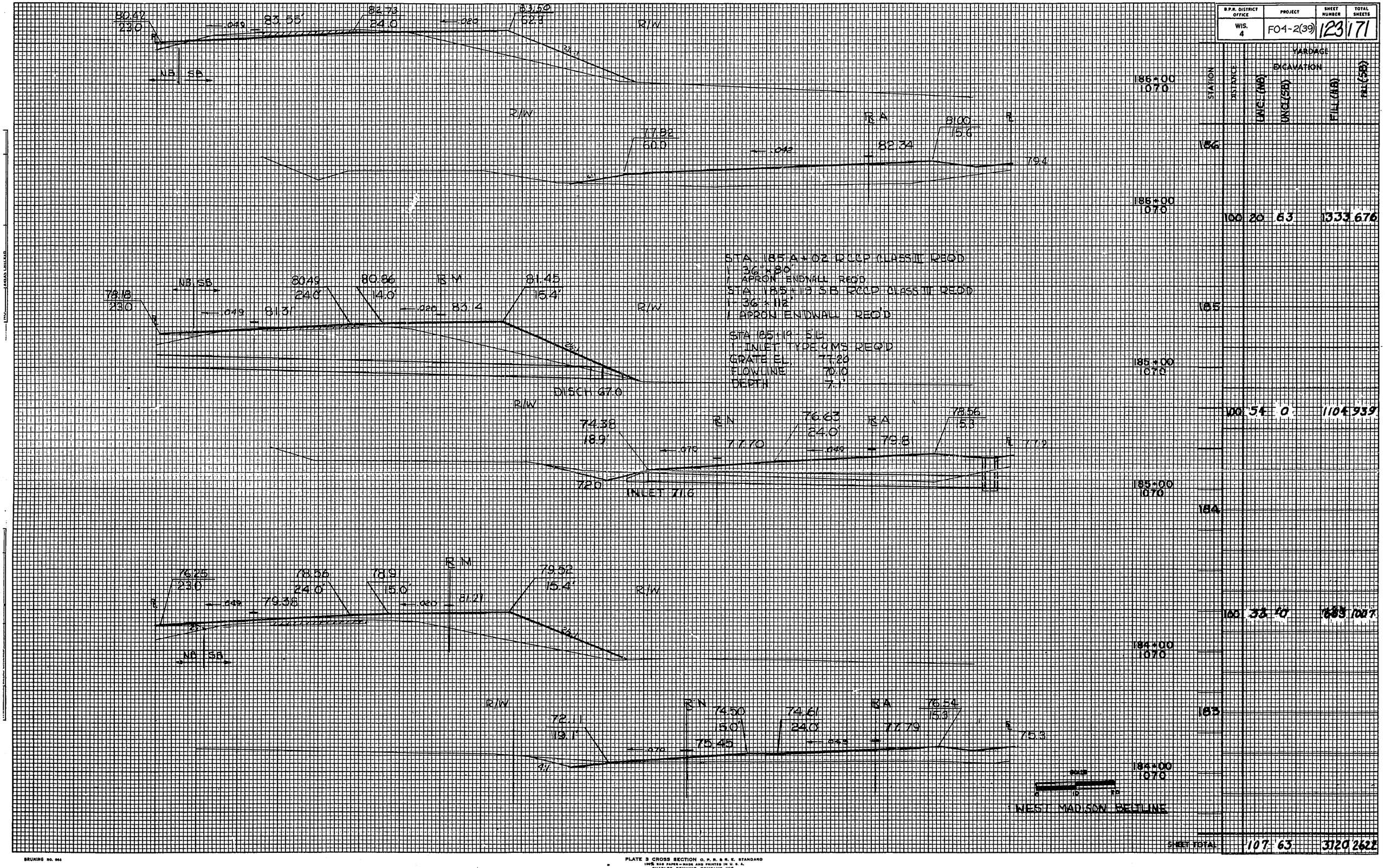
SHEET TOTAL 0 0 5844 4106

STATION | DISTANCE | EXCAVATION UNCL (NB) | EXCAVATION UNCL (SB) | YARDAGE FILL (NB) | YARDAGE FILL (SB)

LINE CHECKED

AREAS CHECKED

B.P.R. DISTRICT OFFICE	PROJECT	SHEET NUMBER	TOTAL SHEETS
WIS. 4	F04-2(39)	123	171



STATION	DISTANCE	YARDAGE EXCAVATION UNC. (AB)	UNC. (SB)	FILL (AB)	FILL (SB)
186+00	1070				
186					
186+00	1070			100 20 63	1333 676
185					
185+00	1070			100 54 0	1104 939
185					
185+00	1070				
184					
184+00	1070			100 33 40	683 1087
184					
184+00	1070				
SHEET TOTAL		107 63		3120 2622	

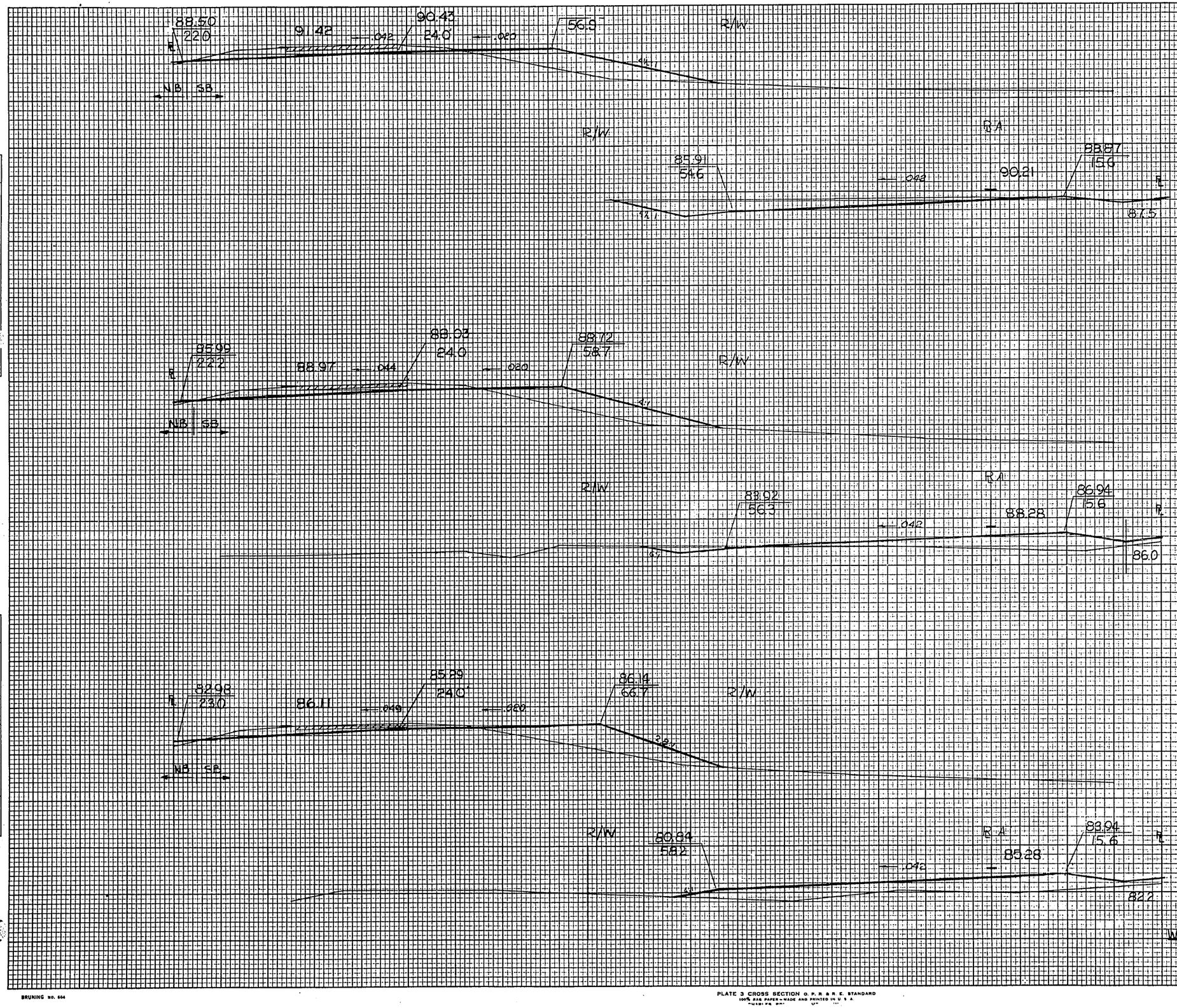
BRUNING NO. 844

PLATE 3 CROSS SECTION O. P. R. & R. E. STANDARD
100% RAG PAPER—MADE AND PRINTED IN U. S. A.
CHARLES BRUNING COMPANY, INC

B.P.R. DISTRICT OFFICE	PROJECT	SHEET NUMBER	TOTAL SHEETS
WIS. 4	F04-2(39)	124	171

AS / TEAS CHECKED
NO.

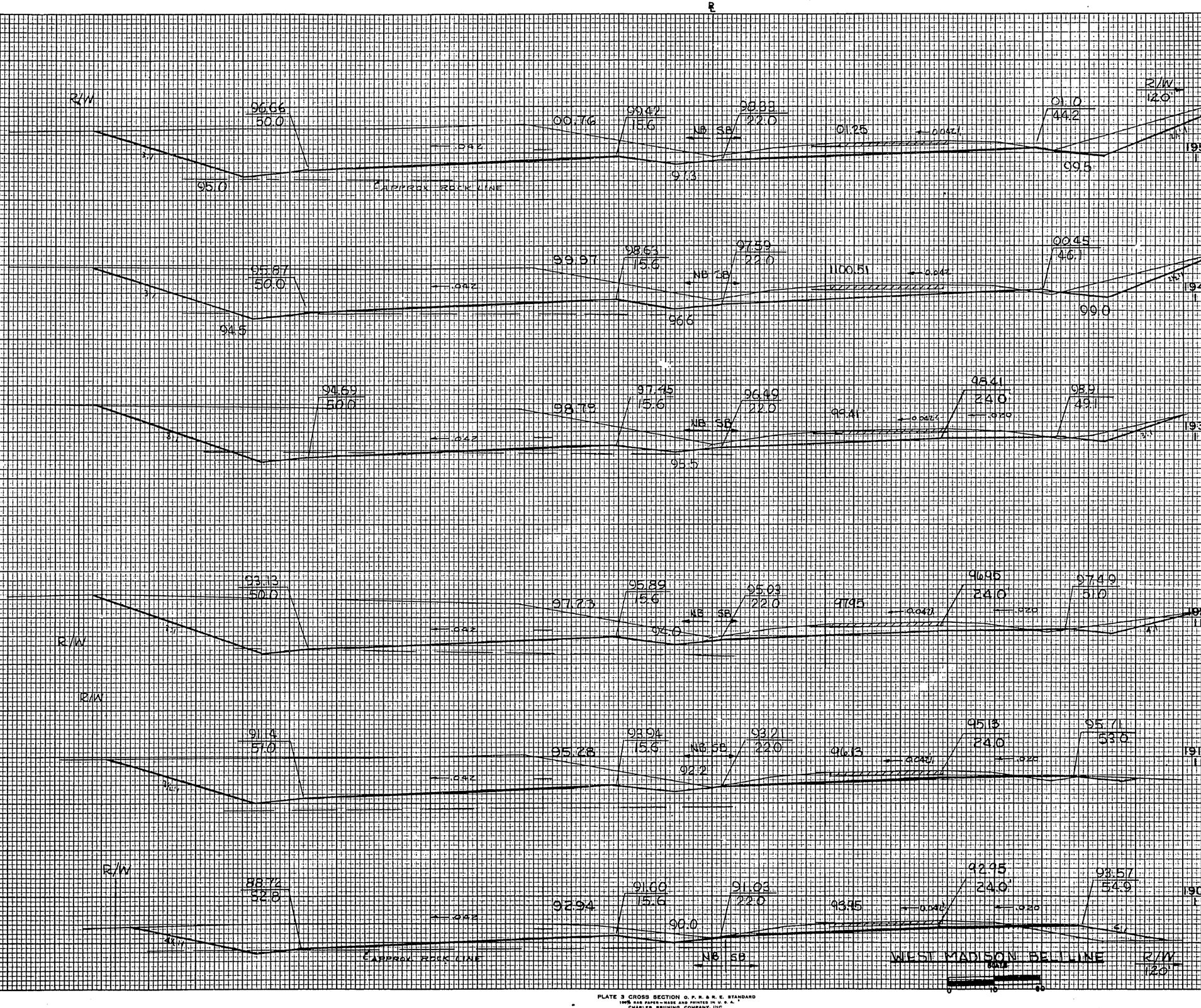
AREAS CHECKED 12-4 3-7
NO.



STATION	DISTANCE	VARDAGE EXCAVATION UNCL (NB)	UNCL (SB)	FILL (NB)	FILL (SB)
189+00	080				
189					
189+00	080				
188+00	080				
188					
188+00	080				
187					
187+00	080				
187+00	080				
186					
		85	272	240	291 237
		100	20 243		717 215
		100	0 178		1096 348
		SHEET TOTAL	292 669		2104 800

WEST MADISON BELTLINE

B.P.R. DISTRICT OFFICE	PROJECT	SHEET NUMBER	TOTAL SHEETS
WIS. 4	F04-2(39)	125	171



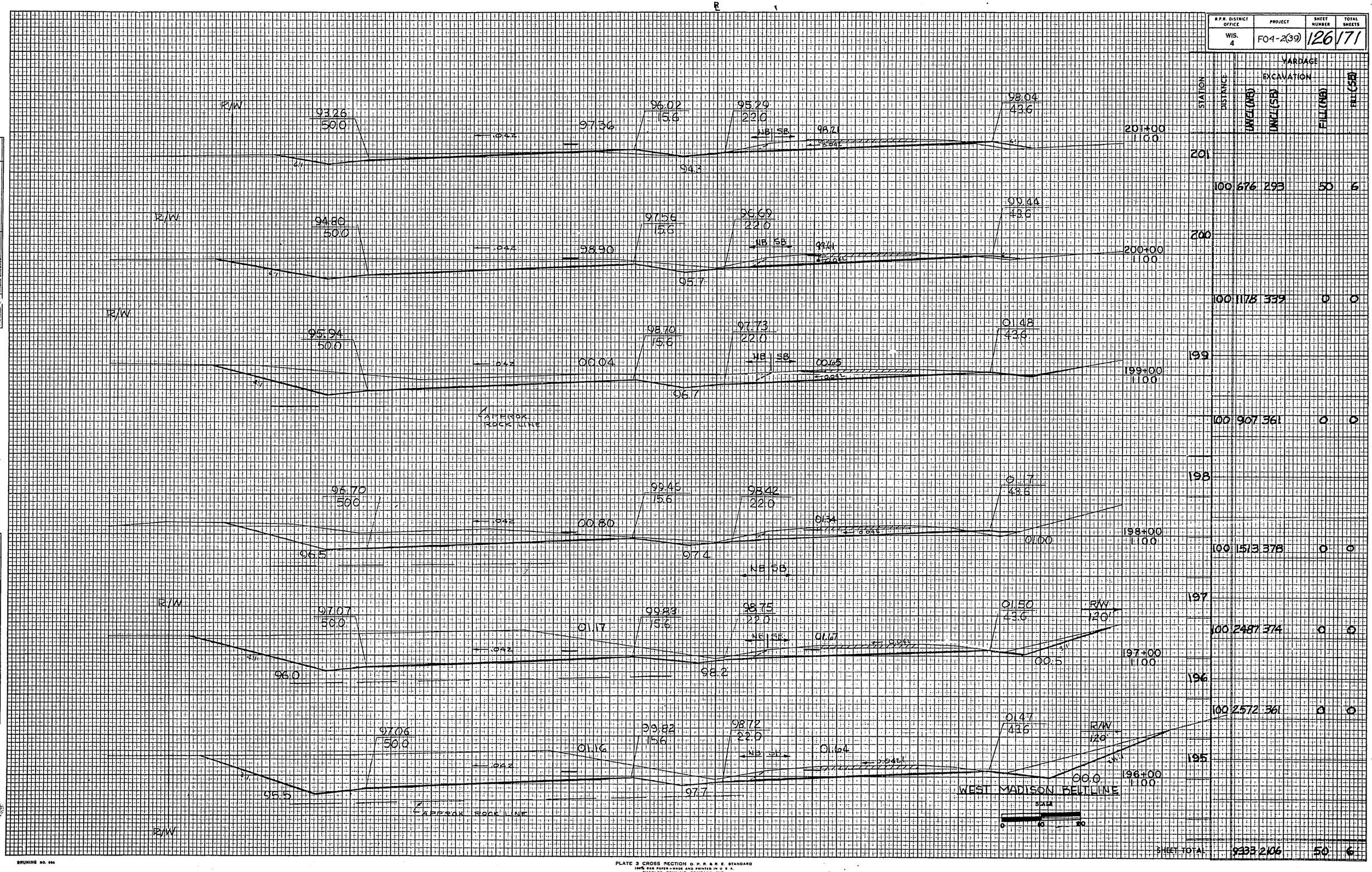
STATION	DISTANCE	EXCAVATION (NB)	EXCAVATION (SB)	FILL (NB)	FILL (SB)
		YARDAGE			
195					
	100	2699	346	0	22
194					
	100	2894	339	0	73
193					
	100	3007	332	0	33
192					
	100	2732	315	0	39
191					
	100	1993	283	0	85
190					
	100	989	278	13	193
189					
SHEET TOTAL		43301	895	13	405

AREAS CHECKED
NO.

BRUNING NO. 694

PLATE 3 CROSS SECTION O. P. R. & R. E. STANDARD
100% RAG PAPER - MADE AND PRINTED IN U. S. A.
CHARLES BRUNING COMPANY, INC.

B.P.R. DISTRICT OFFICE	PROJECT	SHEET NUMBER	TOTAL SHEETS
WIS. 4	F04-2(39)	126	171



STATION	DISTANCE	EXCAVATION (WB)	EXCAVATION (SB)	YARDAGE FILL (WB)	YARDAGE FILL (SB)
201					
	100	676	293	50	6
200					
	100	1178	339	0	0
199					
	100	907	361	0	0
198					
	100	1513	378	0	0
197					
	100	2487	374	0	0
196					
	100	2572	361	0	0
195					
SHEET TOTAL		9333	2106	50	6

AREAS CHECKED
NO. AREAS MADE

BRUNING NO. 664

PLATE 3 CROSS SECTION O. P. R. & R. E. STANDARD
100% RAG PAPER - MADE AND PRINTED IN U. S. A.
CHARLES BRUNING COMPANY, INC

B.P.R. DISTRICT OFFICE	PROJECT	SHEET NUMBER	TOTAL SHEETS
WIS. 4	F04-2(39)	127	171

AREAS CHECKED NO.

℄

R/W

1107.30

03.5

04.0

1105.94

03.5

04.0

R/W

R/W

STATION	DISTANCE	YARDAGE EXCAVATION UNCL.	FILL
45R+00	1100		
45R			
	100	48	56
44R+00	1100		
44R			

BEGIN CONST.
STA. 44R+00

BEGIN EARTHWORK ABRUPTLY
STA 44R+00

43R+00
1100

42R+00
1100

41R+00
1100

CONTOUR INTERVAL

0 5 10

HIGH POINT ROAD
STA. 198+83.63=50R+01.68

SHEET TOTAL 48 56

BRUNING NO. 004

PLATE 3 CROSS SECTION O. P. R. & R. E. STANDARD
100% RAG PAPER—MADE AND PRINTED IN U. S. A.
CHARLES BRUNING COMPANY, INC

B.P.R. DISTRICT OFFICE	PROJECT	SHEET NUMBER	TOTAL SHEETS
WIS. 4	F04-2(39)	128	171

STATION	DISTANCE	CURVE	YARDAGE EXCAVATION	FILL
49R+50 1100				
49R+00 1100	25	0		167
48R				
	100	0		2720
43R+00 1100				
48R				
	100	0		2024
47R				
47R+00 1100				
	100	0		1146
46R				
	100	0		444
45R				
46R+00 1100				
SHEET TOTAL		0		6501

HIGH POINT ROAD
STA. 198+8363 = 50R+0168

BRUNING no. 844

B.P.R. DISTRICT OFFICE	PROJECT	SHEET NUMBER	TOTAL SHEETS
WIS. 4	F04-2(39)	129	171

℄

R/W

1117.46

2½:1

3:1

R/W

1119.67

3:1

2½:1

6:1

INL

STA 51R+50 RCCP CLASS III REQD
1-24" X 104'
2 APRON ENDWALLS REQD

1120.73

3½:1

07.0

R/W

STRUCTURE

120.60

BEGIN EARTHWORK
STA. 50R+60
C=0

SCALE
0 40 80

HIGH POINT ROAD
STA. 198+83.63 = 50R+01.68

STATION	DISTANCE	YARDAGE UNCL	YARDAGE EXCAVATION	YARDAGE FILL
53R+00				
1100				
53R				
	100	0		3115
52R				
52R+00				
1100				
	100	0		3902
51R				
51R+00				
1100				
	40	0		467
50R				
50R+60				
50R+62				
1100				
50R+00				
1100				
SHEET TOTAL		0		7484

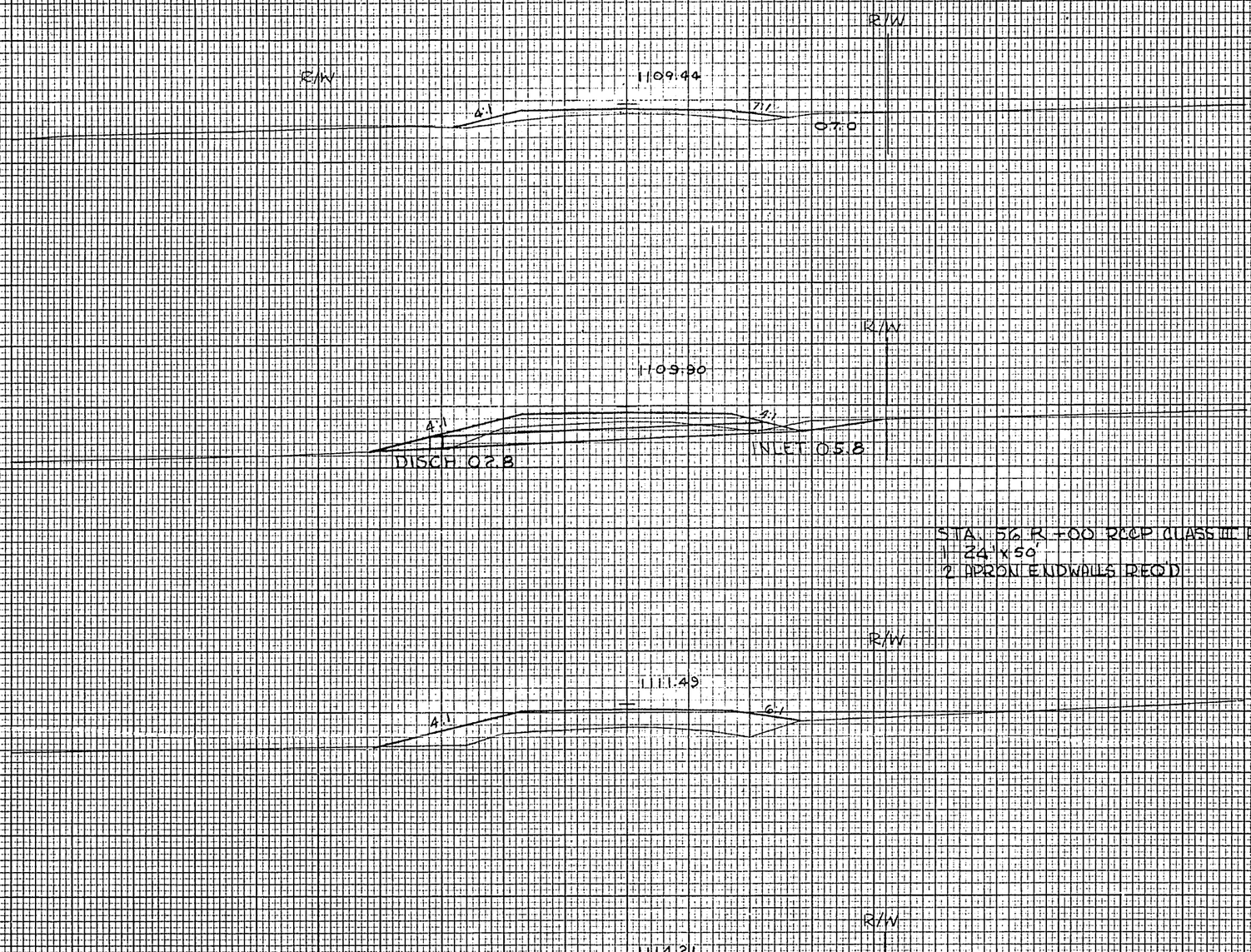
NO. AREAS CHECKED

NO. AREAS CHECKED

BRUNING NO. 664

PLATE 3 CROSS SECTION O P N & R. E. STANDARD
100% RAG PAPER - MADE AND PRINTED IN U. S. A.
CHARLES BRUNING COMPANY, INC.

B.P.R. DISTRICT OFFICE	PROJECT	SHEET NUMBER	TOTAL SHEETS
WIS. 4	F04-2(39)	130	171



STATION	DISTANCE	UNCL.	YARDAGE EXCAVATION	FILL
57R+00 1100				
57R				
	100	0		330
56R+00 1100				
56R				
	100	0		587
55R+00 1100				
55R				
	100	0		1002
54R+00 1100				
54R				
	100	0		1817
53R+00 1100				
53R				
SHEET TOTAL		0		3736

STA. 56 R +00 RCCP CLASS III REQ'D
1 24" x 50'
2 APRON ENDWALLS REQ'D

SCALE
0 10 20

HIGH POINT ROAD
STA. 198+83.63 = 50 R+01.68

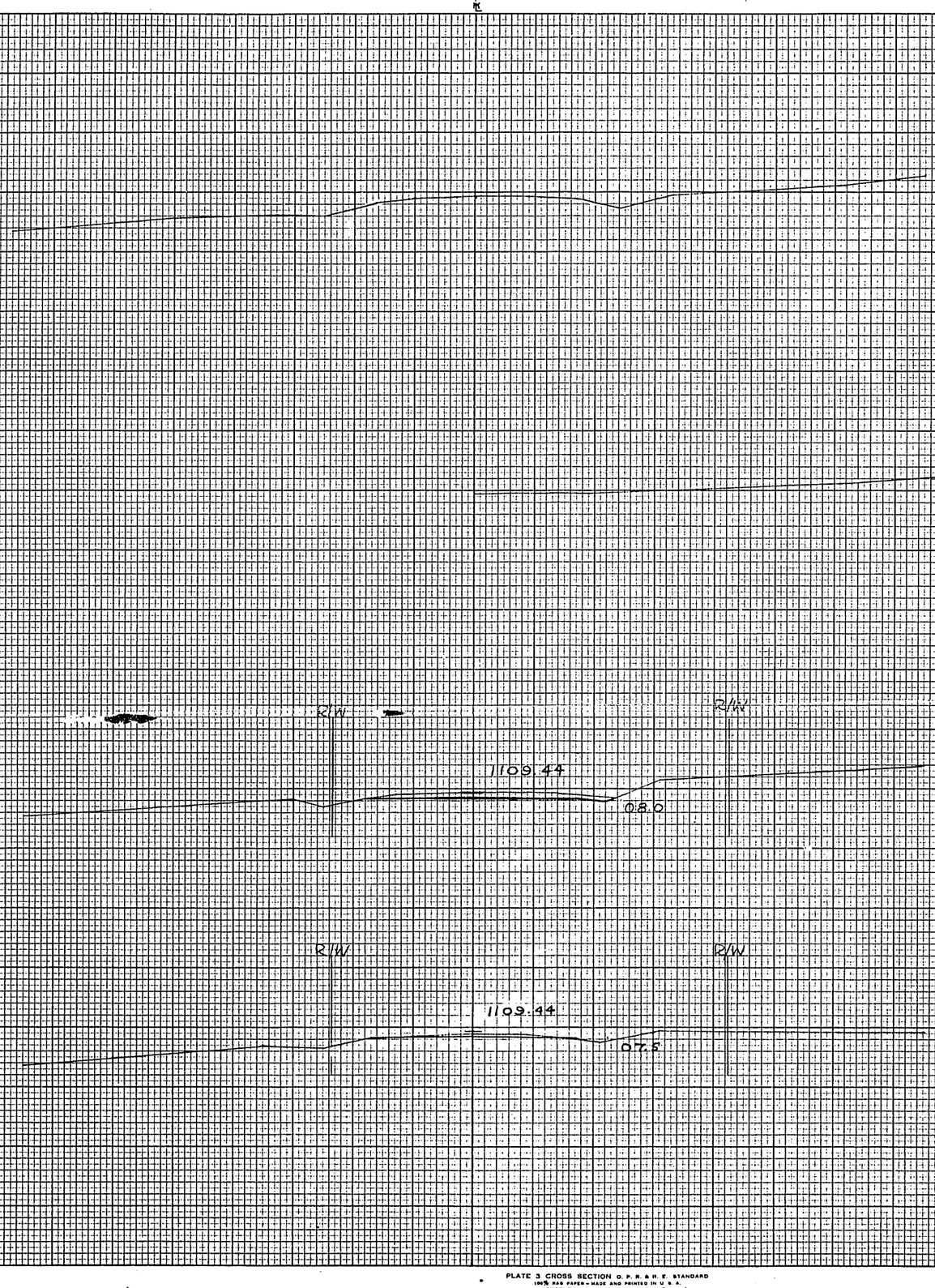
AREAS CHECKED
NO. AREAS CHECKED

BRUNING NO. 604

PLATE 3 CROSS SECTION O. P. R. & R. C. STANDARD
100% RAG PAPER—MADE AND PRINTED IN U. S. A.

B.P.R. DISTRICT OFFICE	PROJECT	SHEET NUMBER	TOTAL SHEETS
WIS. 4	F04-2(39)	131	171

AREAS
AREAS CHECKED
NO.



STATION	DISTANCE	UNCL.	VARDAGE EXCAVATION	FILL
60R+00 1110				
59R+36 1110				
59R				
59R+00 1110				
END CONST STA 59R+00				
END EARTH WORK ABRUPTLY STA 59R+00		100	63	0
58R				
58R+00 1110		100	15	109
57R				
SHEET TOTAL		78		109

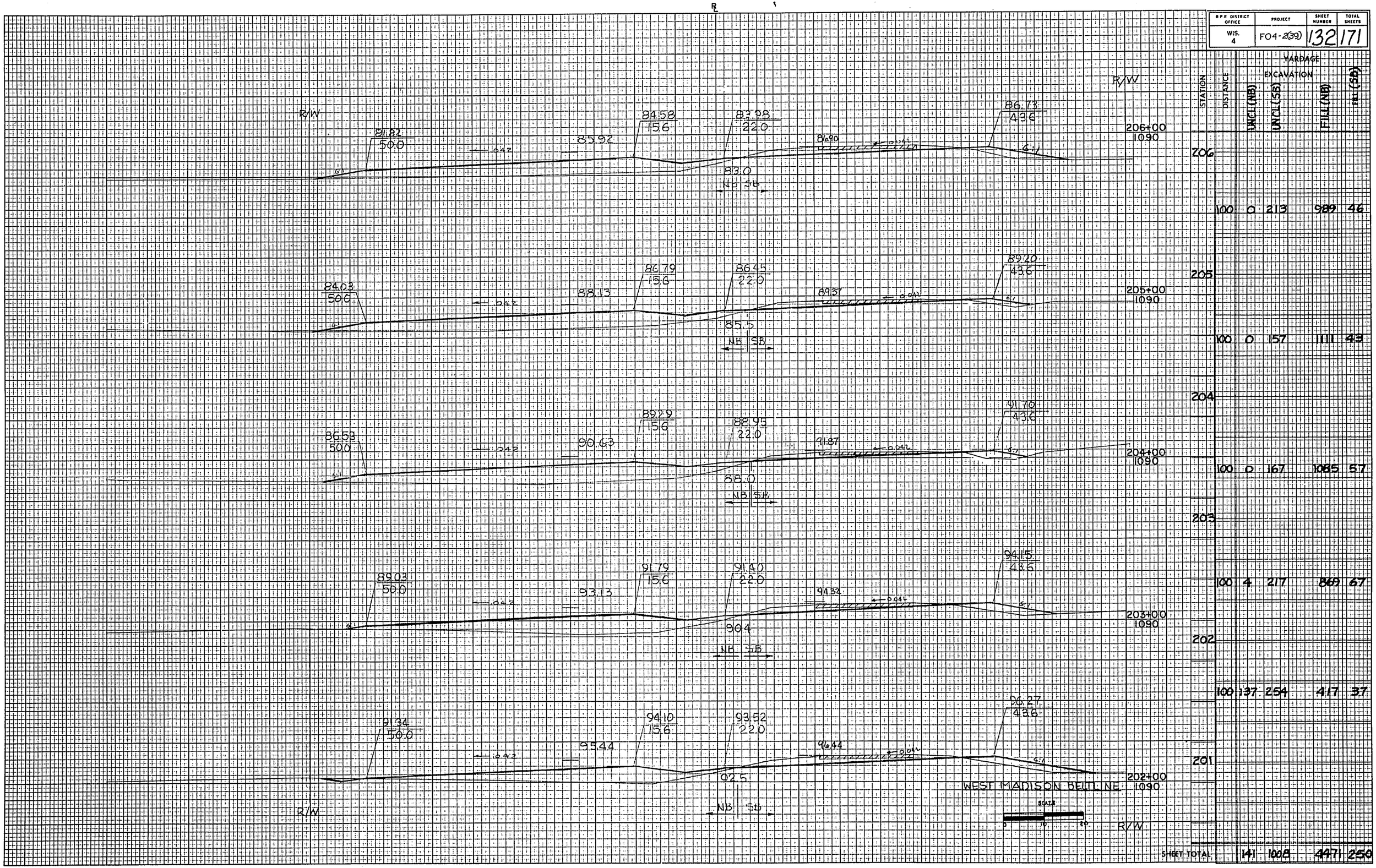
SCALE
0 10 20

HIGH POINT ROAD
STA 198+83.63 = 50R+01.68

BRUNING No. 666

PLATE 3 CROSS SECTION O. P. R. & P. E. STANDARD
100% RAG PAPER—MADE AND PRINTED IN U. S. A.
CHARLES BRUNING COMPANY, INC

B.P.R. DISTRICT OFFICE	PROJECT	SHEET NUMBER	TOTAL SHEETS
WIS. 4	F04-2(39)	132	171



STATION	DISTANCE	EXCAVATION UNCL (NB)	EXCAVATION UNCL (SB)	FILL (NB)	FILL (SB)
206					
	100	0	213	989	46
205					
	100	0	157	1111	43
204					
	100	0	167	1085	57
203					
	100	4	217	869	67
202					
	100	137	254	417	37
201					
SHEET TOTAL		141	1008	4471	250

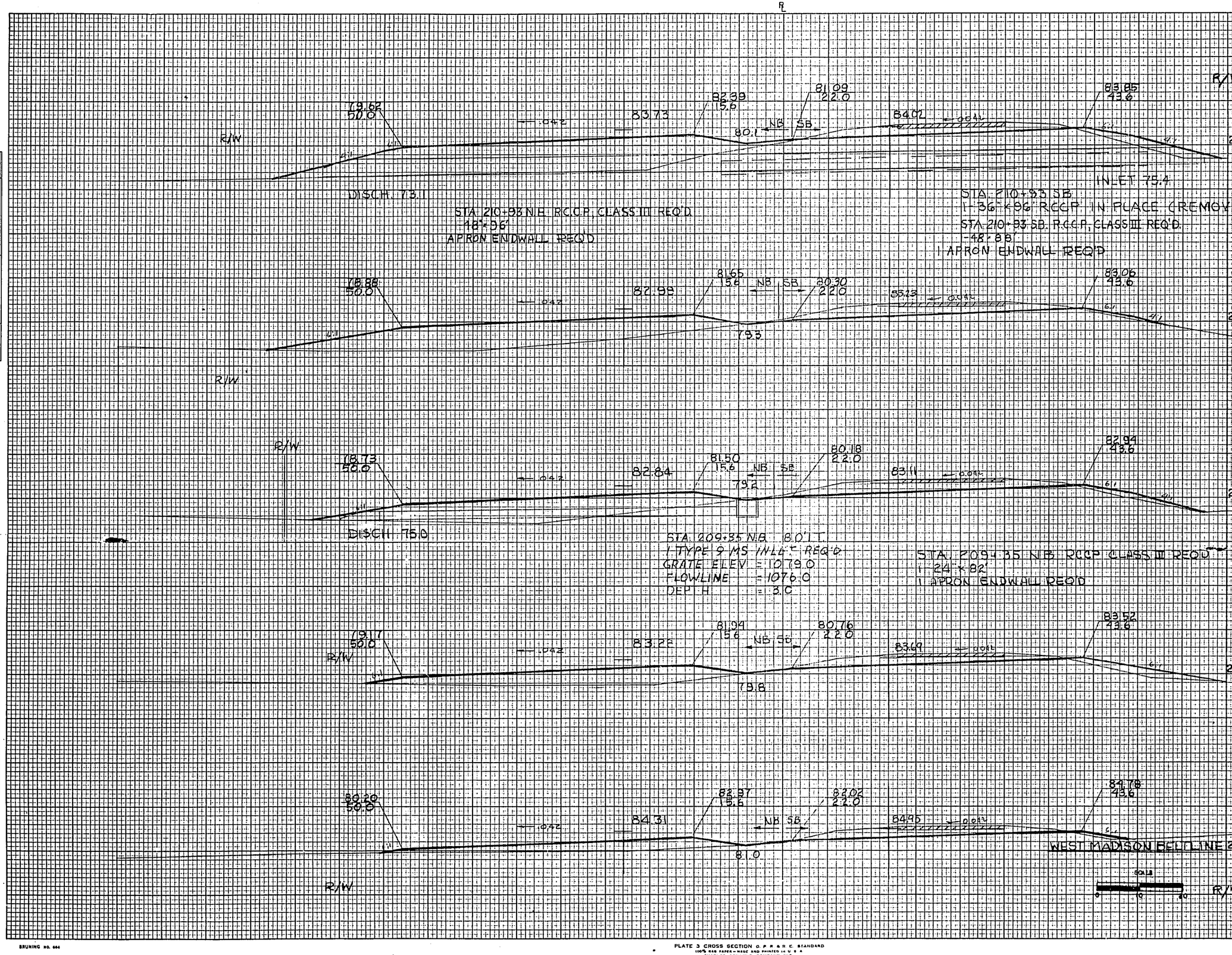
YARDAGE

IND. _____ LADGS CHECKED

BRUNING NO. 604

PLATE 3 CROSS SECTION B.P.R.A.S.E. STANDARD

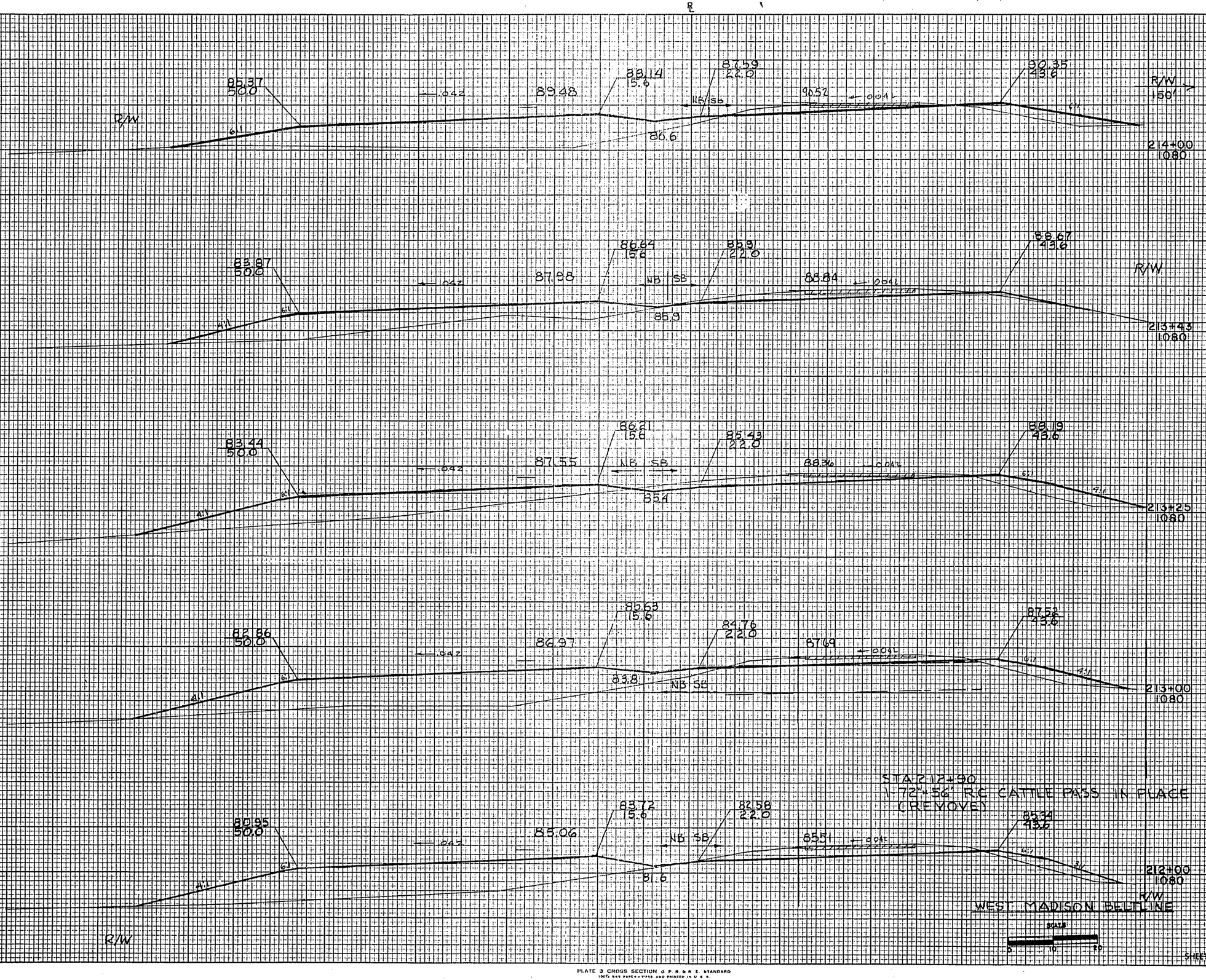
B.P.R. DISTRICT OFFICE	PROJECT	SHEET NUMBER	TOTAL SHEETS
WIS. 4	F04-2(39)	133	171



STATION	DISTANCE	YARDAGE EXCAVATION (UNCL. (NB))	(UNCL. (SB))	FILL (LVS)	FILL (SAND)
211					
	100	0	409	1776	0
210					
	100	0	483	1400	0
209					
	100	0	444	883	0
208					
	100	0	391	674	0
207					
	100	0	311	904	26
206					
SHEET TOTAL		0	2038	5637	26

AREAS
AREAS CHECKED
NO.

B.P.R. DISTRICT OFFICE	PROJECT	SHEET NUMBER	TOTAL SHEETS
WIS. 4	F04-2(39)	134	171



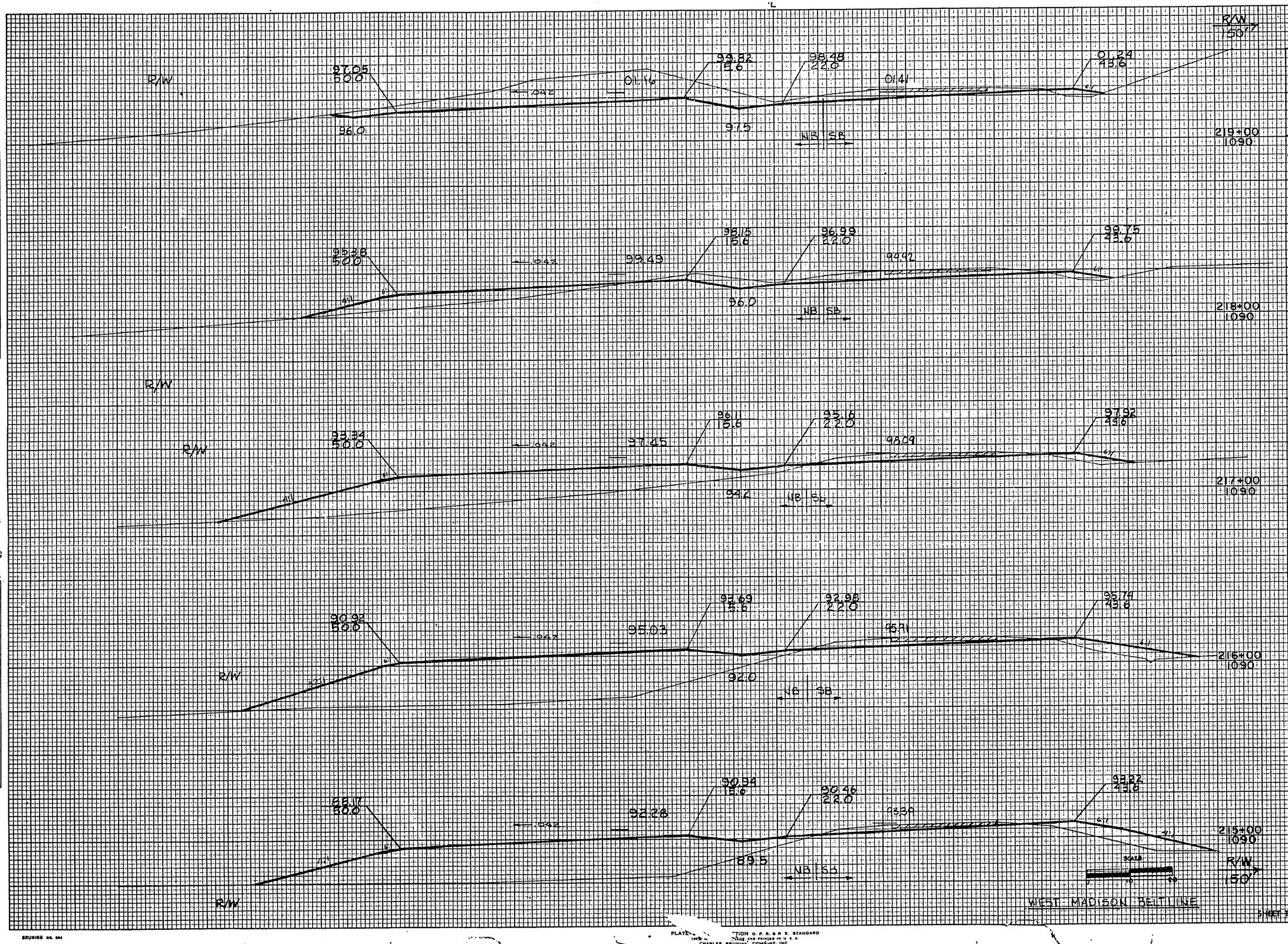
STATION	DISTANCE	EXCAVATION (UNCLASS)	EXCAVATION (CLASS)	FILL (CY)	TOTAL (CY)
					YARDAGE
214					
	57	0	154	879	27
213+43					
	18	0	63	233	11
213+25					
	25	0	85	447	17
213					
	100	0	315	2206	7
212					
	100	0	327	2094	0
211					
	SHEET TOTAL	0	944	5859	62

NO. AREAS CHECKED

BRUNING NO. 664

PLATE 3 CROSS SECTION U. P. R. & R. E. STANDARD
1955 8½ PAPER—MADE AND PRINTED IN U. S. A.

B.P.R. DISTRICT OFFICE	PROJECT	SHEET NUMBER	TOTAL SHEETS
WIS. 4	F04-2(39)	135	171



STATION	DISTANCE	EXCAVATION UNCL (NB)	EXCAVATION UNCL (SB)	FILL (NB)	FILL (SB)
219					
	100	804	259	230	56
218					
	100	83	237	1211	52
217					
	100	10	216	2557	68
216					
	100	0	202	2989	124
215					
	100	0	202	2309	132
214					
SHEET TOTAL		897	1116	9276	427

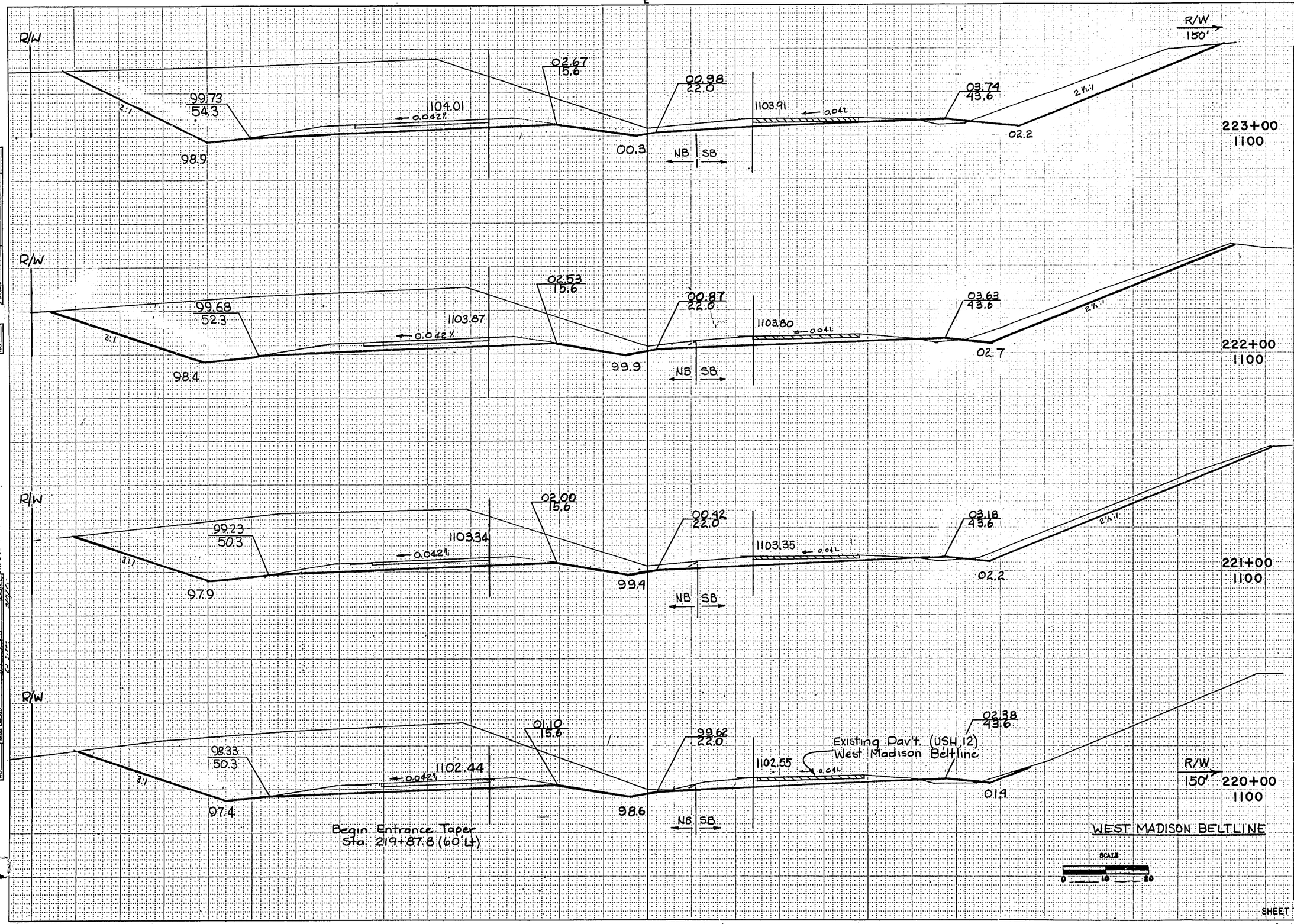
AREAS CHECKED

NO.

BRUNING NO. 664

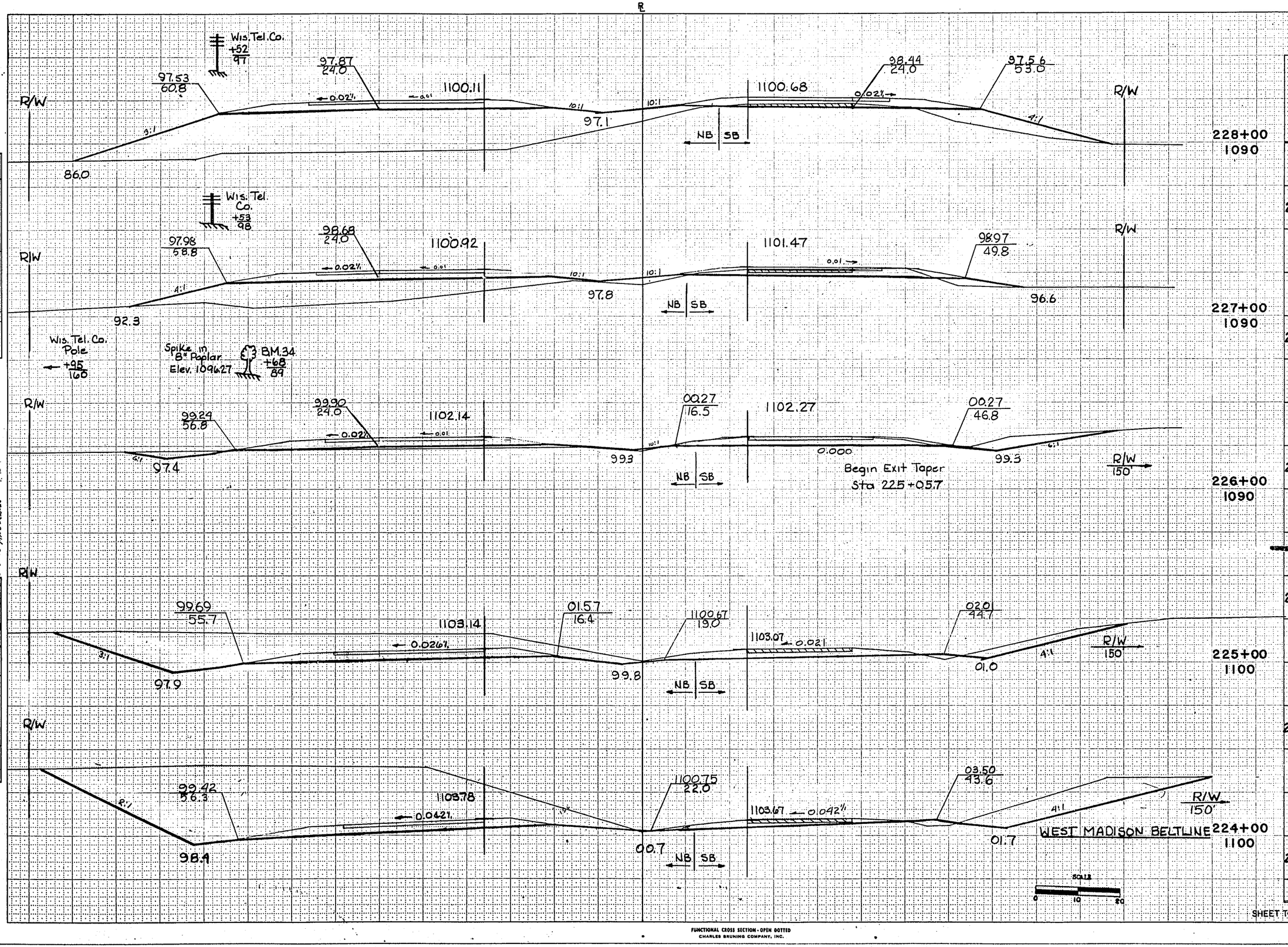
PLATE ... TION O. P. R. & R. E. STANDARD
... AND PRINTED IN U. S. A.
CHARLES BRUNING COMPANY, INC

B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	F04-2(39)	136	171



STATION	DISTANCE	YARDAGE EXCAVATION UNCL (NB)	UNCL (SB)	FILL (NB)	FILL (SB)
223					
	100	5083	944	0	22
222					
	100	4489	337	0	22
221					
	100	4637	300	0	26
220					
	100	3165	277	0	41
219					
SHEET TOTAL		17374	1258	0	111

B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	F04-2(39)	137	171



STATION	DISTANCE	YARDAGE EXCAVATION UNCL. (NB)	UNCL. (SB)	FILL (NB)	FILL (SB)
228					
	100	0	200	2430	233
227					
	100	22	370	726	22
226					
	100	1219	417	30	9
225					
	100	3948	337	0	28
224					
	100	5539	302	0	30
223					
SHEET TOTAL		10728	1626	3186	322

AREA MEAS. CHECKED
NO.

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

B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	F04-2(39)	138	171

M.L.

32°E+92
1097.74
-0.042%

1101.50

10:1

98.2

10:1

M.L.

1101.67

32°C+90
1098.45
0.017% →

233+00
1090

See Ramp 'E' Cross-Sections

NB | SB

See Ramp 'C' Cross-Sections

Wis. Tel. Co.
+52
97

95.37
76.1

3:1

31°E+92
1098.71
-0.07%

97.76
43.0

95.85
24.0

1101.09

Pivot Line

97.8

Ramp 'E' Ahd

Beltline Ahd

Back

NB | SB

1100.88

98.64
24.0

97.61
41.5

31°C+90
1098.97
0.043% →

96.20
74.2

3:1

R/W

232+00
1090

Beltline Ahead

Ramp 'C' Ahead

Back

Wis. Tel. Co.
+52
97

95.45
65.8

Ramp "E"
℄

97.65
34.4
-0.07%

98.21
24.0

1100.48

10:1

97.4

1100.27

98.03
24.0

30°C+90
1098.97
0.06% →

95.96
59.0

R/W

R/W
152'

3:1

3:1

231+00
1090

NB | SB

End Entrance Taper
Sta. 230+35.5

Wis. Tel. Co.
+53
98

95.83
68.3

97.35
32.2
-0.042%

96.68
24.0

1099.92

10:1

97.1

Ramp "C"
℄

97.79
24.0

1100.03

0.050% →

95.93
61.1

R/W

R/W

6:1

2½:1

230+00
1090

NB | SB

End Pavement Removal
Sta. 229+50

Wis. Tel. Co.
+52
98

96.75
62.8

97.40
30.3
-0.02%

97.53
24.0

1099.77
-0.01%

End Exit Taper
Sta. 229+85.7

97.93
24.0

1100.17

0.01% →

0.026% →

97.10
55.9

R/W

R/W

5:1

3:1

229+00
1090

NB | SB

Existing Pavt. USH 12
West Madison Beltline

DISCHARGE

Sta. 229+00 (NB) R.C.C.P., Class III Required
1 - 18" × 116'

Disch - 1085.7
1 - Apron Endwalls Req'd

STA. 229+00 8.0 LT
1 TYPE 9 MS INLET REQ'D
GRATE ELEV = 1096.8
FLOWLINE = 1092.0
DEPTH = 4.80'

WEST MADISON BELTLINE

SCALE
0 10 20

STATION	DISTANCE	YARDAGE EXCAVATION UNCL (NB)	UNCL (SB)		FILL (NB)	FILL (SB)
233						
	100	0	0		4032	1609
232						
	100	0	0		6522	2898
231						
	100	0	0		6837	1770
230						
	100	0	0		4306	1089
229						
	100	0	52		3824	609
228						
SHEET TOTAL		0	52		25521	7975

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

B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	F04-2(39)	139	171

M.L.

1099.19

95.5 (+50)

82.46 (-50)

6:1

4:1

NB SB

Sta. 238+50 (NB) RCCP Class III Req'd
1-18"x116'

Disch - 1083.0
1-Apron Endwall Req'd

STA 238+50 NB 11.0 LT
1-TYPE 8 MS INLET REQ'D
GRATE ELEV = 1095.5
FLOWLINE = 1090.5
DEPTH = 5.0

1100.13

END EARTHWORK
STA 238+95 (Fill=0)

Note: For estimating yardage Sta 238+75 was assummed to have the same end area as Sta 238+00. PLUS the cut section at Sta. 239+00.

238+00
1080

Wis. Tel. Co.
+51
98

1100.23

1101.18

10:1

237+00
1080

Wis. Tel. Co.
+52
102

+52
94

1100.98

1101.86

3:1

236+00
1080

Wis. Tel. Co.
+53
98

1101.45

1102.17

235+00
1080

Wis. Tel. Co.
+52
97

1101.62

1102.10

98.7

See Ramp "E" Cross-Sections

See Ramp "C" Cross-Sections

Existing Pavement (USH 12)
West Madison Beltline

Wis. Tel. Co.
+51
97

Sta. 233+89.0 (NB), R.C.C.P. Class III Extension Required
1-36"x80'
Inlet - 1080.85
Disch - 1080.00

Sta 233+89.0 (SB) R.C.C.P. in place
1-36"x86'
Inlet - 1081.31
Disch - 1080.85

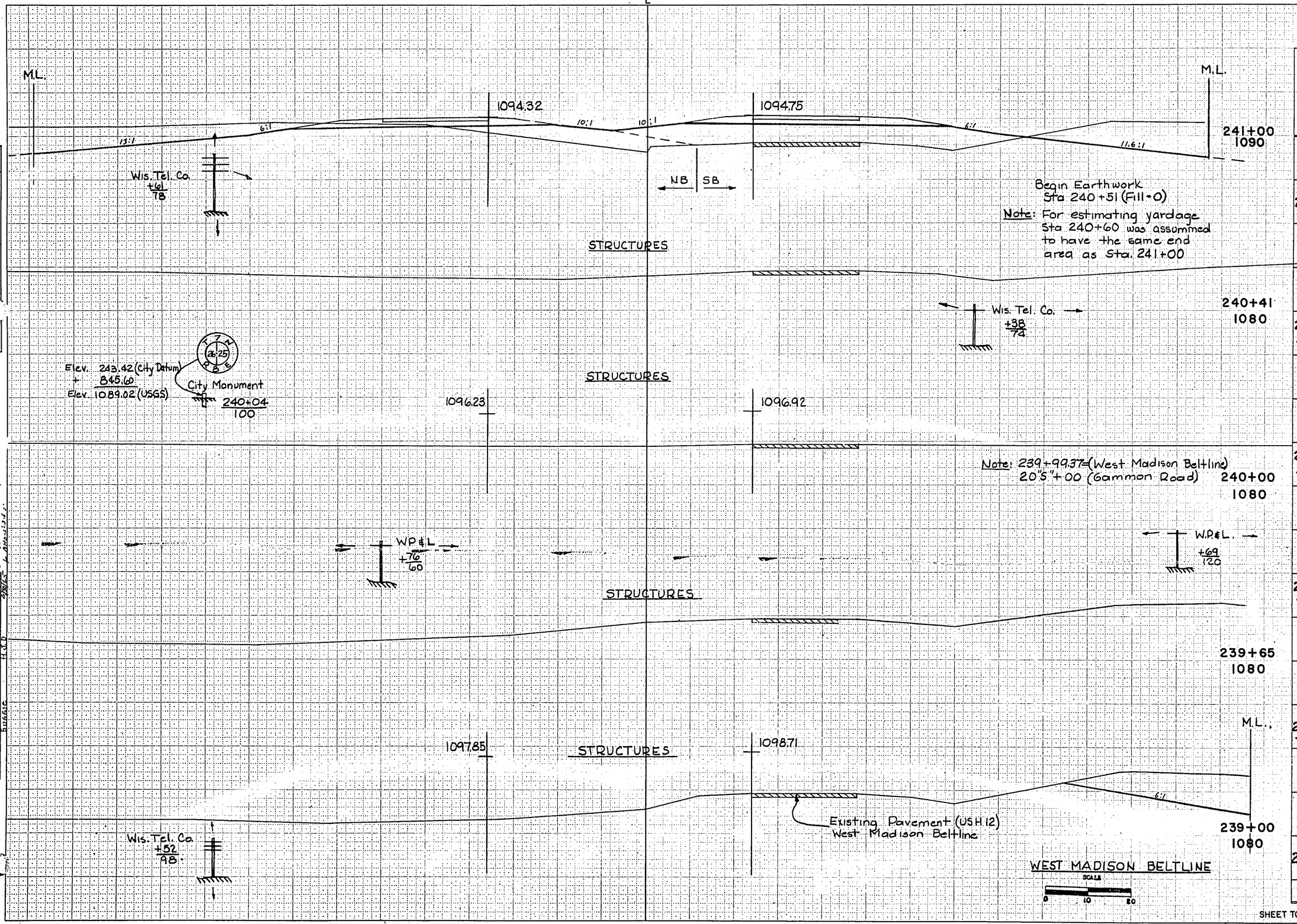
WEST MADISON BELTLINE

SCALE
0 10 20

STATION	DISTANCE	YARDAGE EXCAVATION UNCL (NB)	YARDAGE EXCAVATION UNCL (SB)	YARDAGE FILL (NB)	YARDAGE FILL (SB)
238					
	100	0	0	5400	2793
237					
	100	0	0	6737	3124
236					
	100	0	0	6532	3415
235					
	100	0	0	5709	3246
234					
	100	0	0	4989	2526
233					
SHEET TOTAL		0	0	29367	15104

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

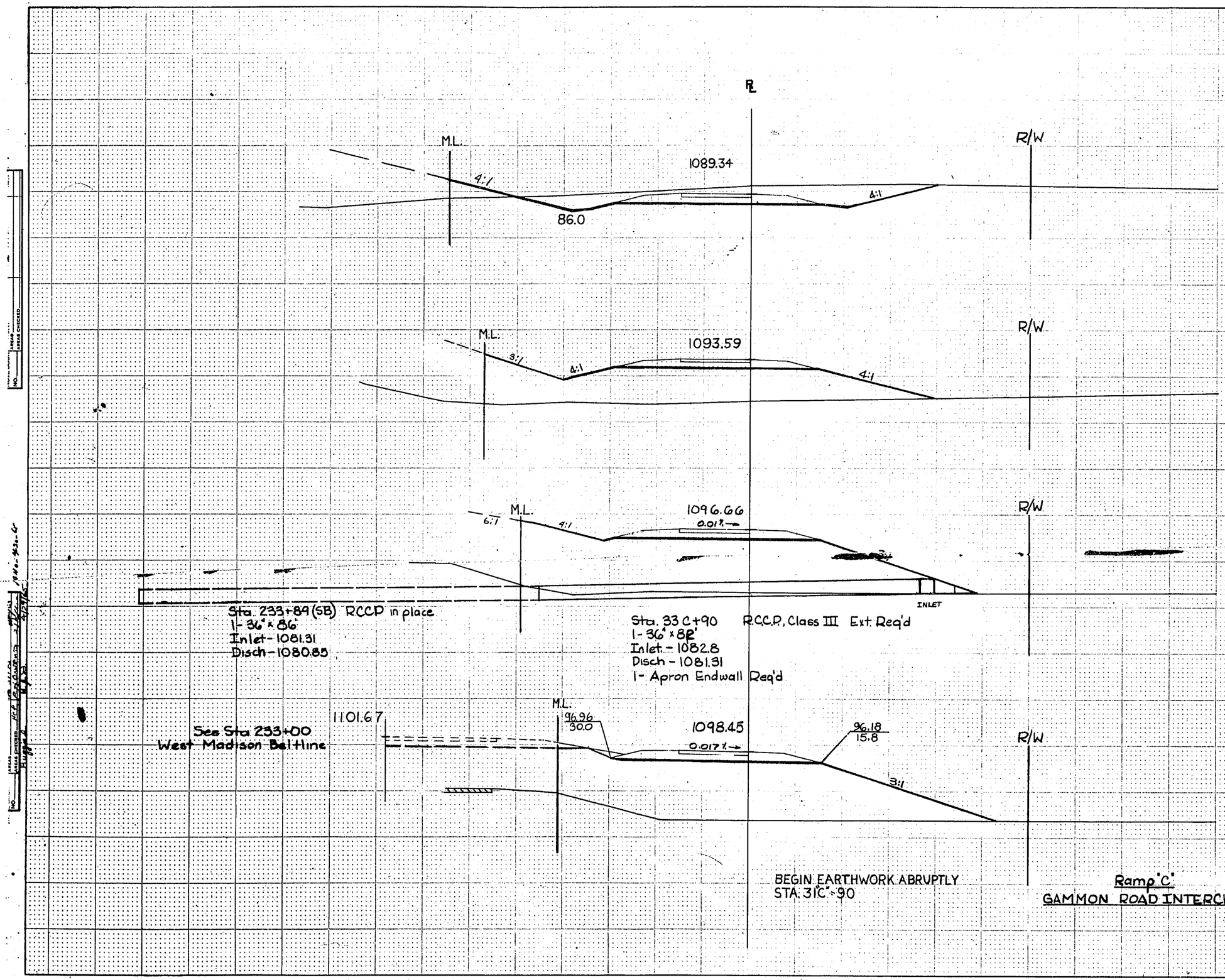
B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	F04-2(39)	140	171



STATION	DISTANCE	YARDAGE EXCAVATION UNCL. (NB)	UNCL. (SB)		FILL (NB)	FILL (SB)
241						
	40	424	206		202	484
240 +60						
	9	48	23		23	55
240 +51						
238 +95						
	20	0	175		435	270
238 +75						
	75	0	656		3264	2028
238						
SHEET TOTAL		472	1060		3924	2837

FUNCTIONAL CROSS SECTION - OPEN DITCH

B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	F04-2(39)	141	171

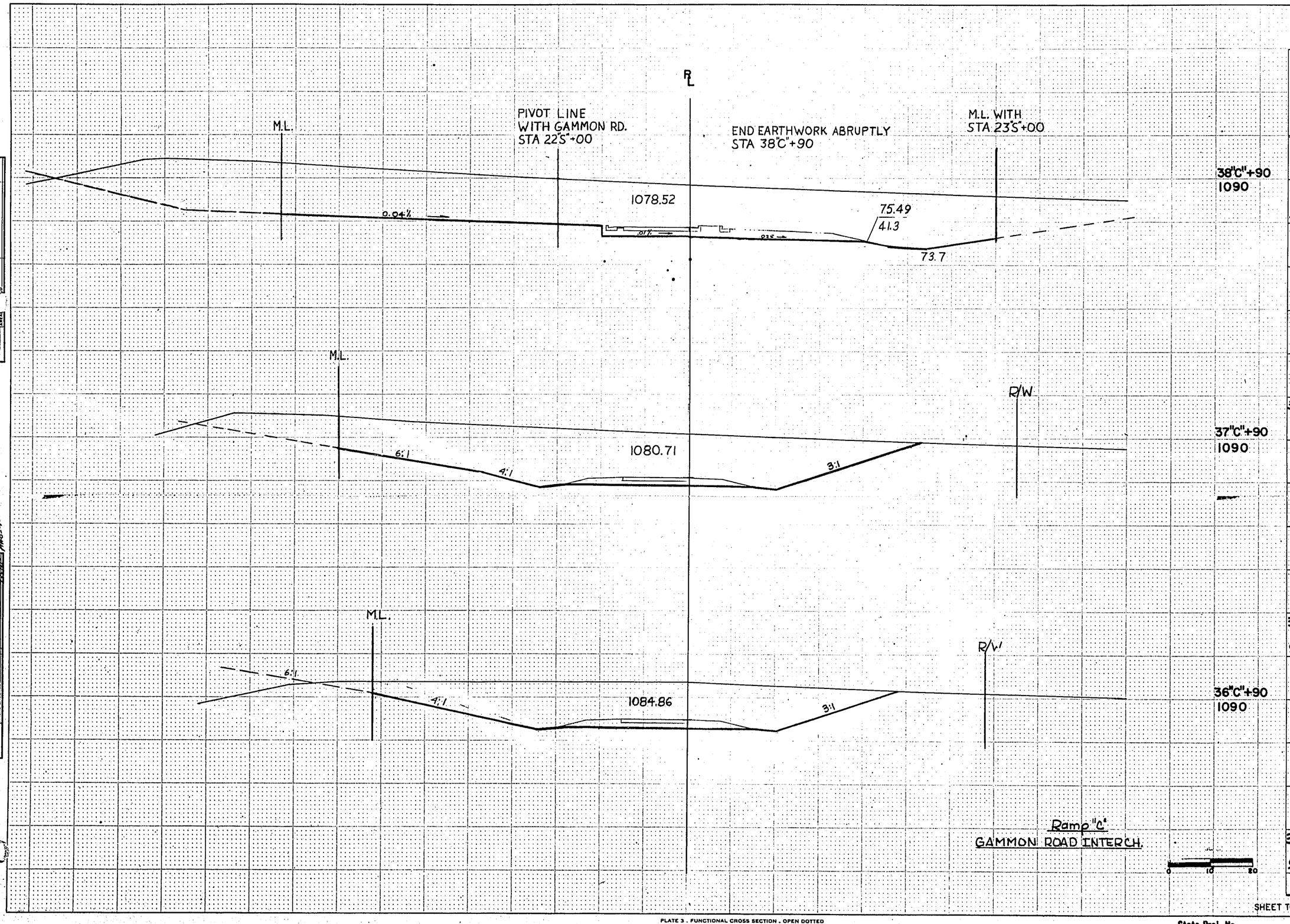


STATION	DISTANCE	YARDAGE EXCAVATION UNCL.	YARDAGE FILL
35"C" + 90			
	100	459	1028
34"C" + 90			
	100	0	2772
33"C" + 90			
	100	0	3439
32"C" + 90			
	100	0	2887
31"C" + 90			
SHEET TOTAL		459	10120

PLATE 3 . FUNCTIONAL CROSS SECTION . OPEN DOTTED
NATIONAL TRACING PAPER DIVISION
I. D. P. & L. CO. INC. INDIANAPOLIS INDIANA

State Proj. No. ..... Sheet No. ..... of ..... Sheets

BPR REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	F04-2(39)	142	171



STATION	DISTANCE	YARDAGE EXCAVATION UNCL.	YARDAGE FILL
38"C" + 90			
	100	5398	0
37"C" + 90			
	100	3924	0
36"C" + 90			
	100	2143	0
35"C" + 90			
SHEET TOTAL		11465	0

PLATE 3 . FUNCTIONAL CROSS SECTION . OPEN DOTTED

State Proj No

Sheet No of Sheets

B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	F04-2(39)	143	171

STATION	DISTANCE	YARDAGE EXCAVATION UNCL.	YARDAGE FILL
43"D" + 10			
	1090		
42"D" + 10			
	1090		
41"D" + 25			
	1090		
40"D" + 62			
		100 7346	0
		85 5600	0
		63 3537	0
		SHEET TOTAL 36483	0

R/L

M.L.

7.5:1

1078.68

3:1

R/W

+47/45

Ernest A. Frisch House.

M.L.

7.5:1

1077.93

3:1

R/W

M.L.

6:1:1

1078.05

75.2

74.7

R/W

Begin Earthwork Abruptly
Sta 40"D"+62

Sta 40"D"+85, RCCP Class III Req'd
1-18"x 38'
Inlet-1075.0
Disch-1074.5
2-Apron Endwalls Req'd

Ramp "D"
GAMMON ROAD INTERCH.

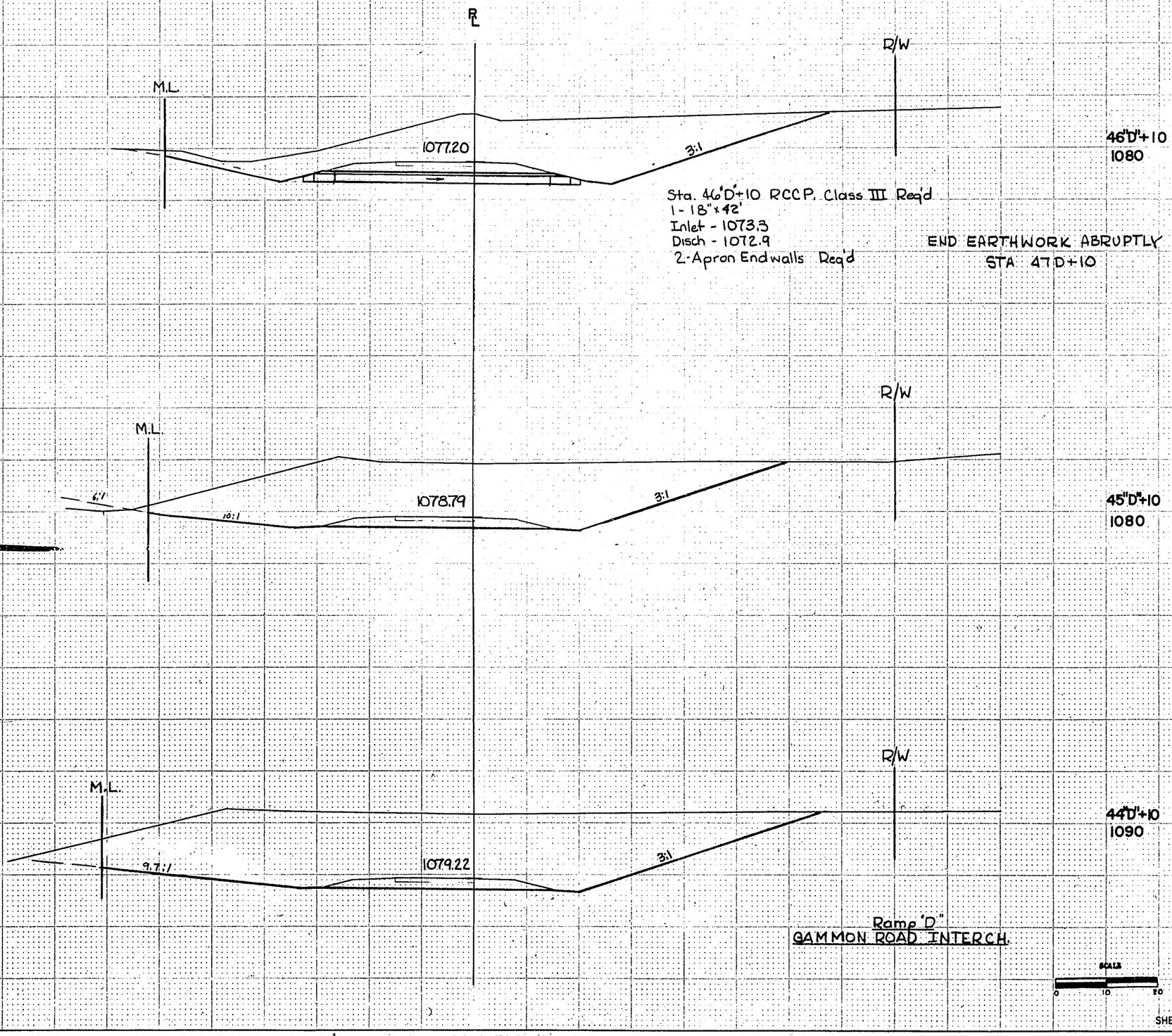
SCALE

0 10

PLATE 3 - FUNCTIONAL CROSS SECTION - OPEN DOTTED
NATIONAL TRACING PAPER DIVISION
I. B. P. S. CO., INC. INDIANAPOLIS, INDIANA

State Proj. No. ..... Sheet No. ..... of ..... Sheets

B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	F04-2(39)	144	171



STATION	DISTANCE	YARDAGE EXCAVATION UNCL.	YARDAGE FILL
47'D' + 10			
	100	2689	0
46'D' + 10			
	100	3641	0
45'D' + 10			
	100	4698	0
44'D' + 10			
	100	6244	0
43'D' + 10			
SHEET TOTAL		17272	0

B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	NO. SHTS.
4 WIS.	F04-2(39)	145	171

STATION	DISTANCE	YARDAGE EXCAVATION UNCL.	YARDAGE FILL
35E +92			
35"E"+92 1080			
	100	0	2606
34E +92			
34"E"+92 1080			
	100	0	4211
33E +92			
33"E"+92 1080			
	100	0	4942
32E +92			
	100	0	4486
31E +92			
SHEET TOTAL		0	

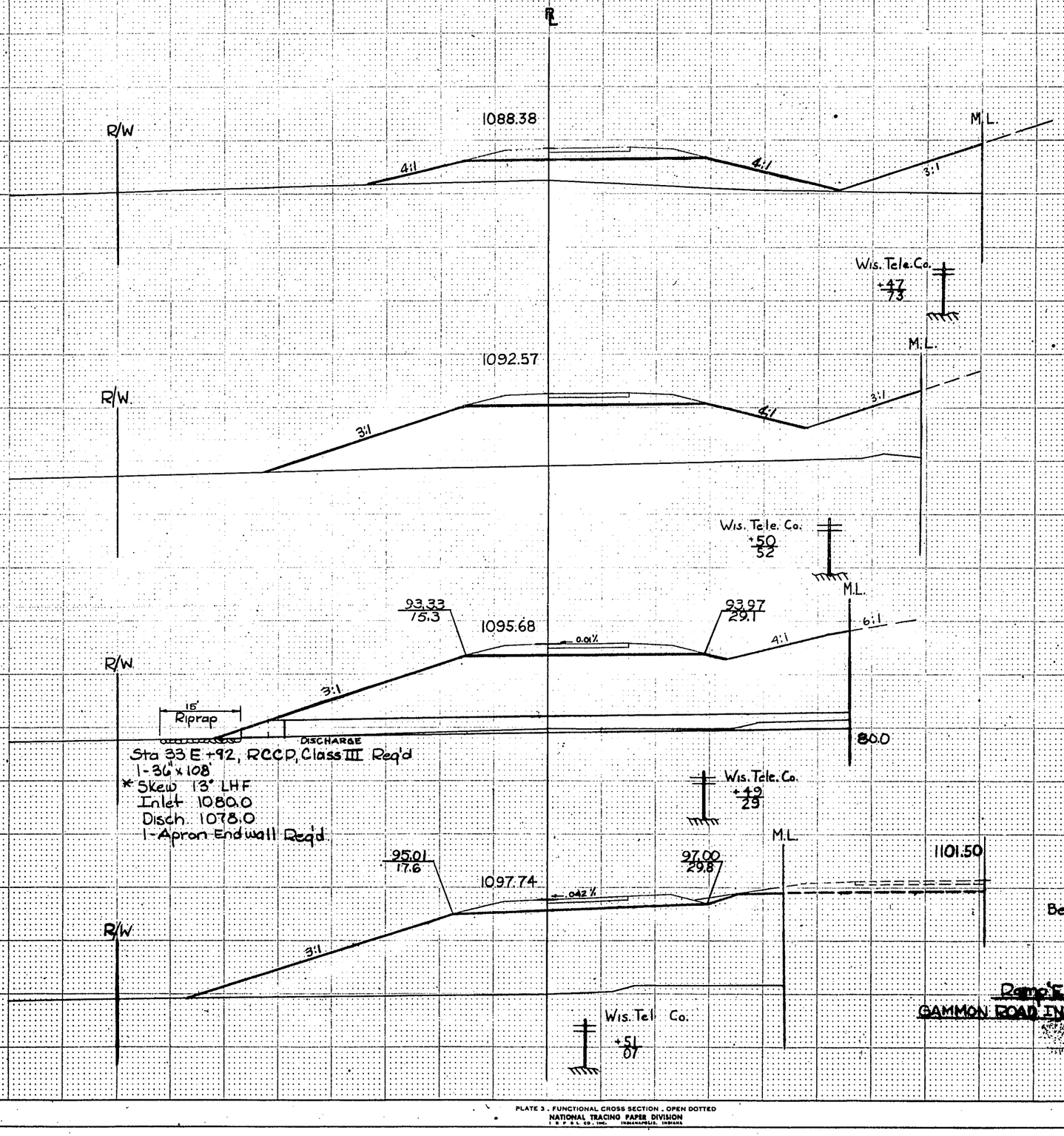
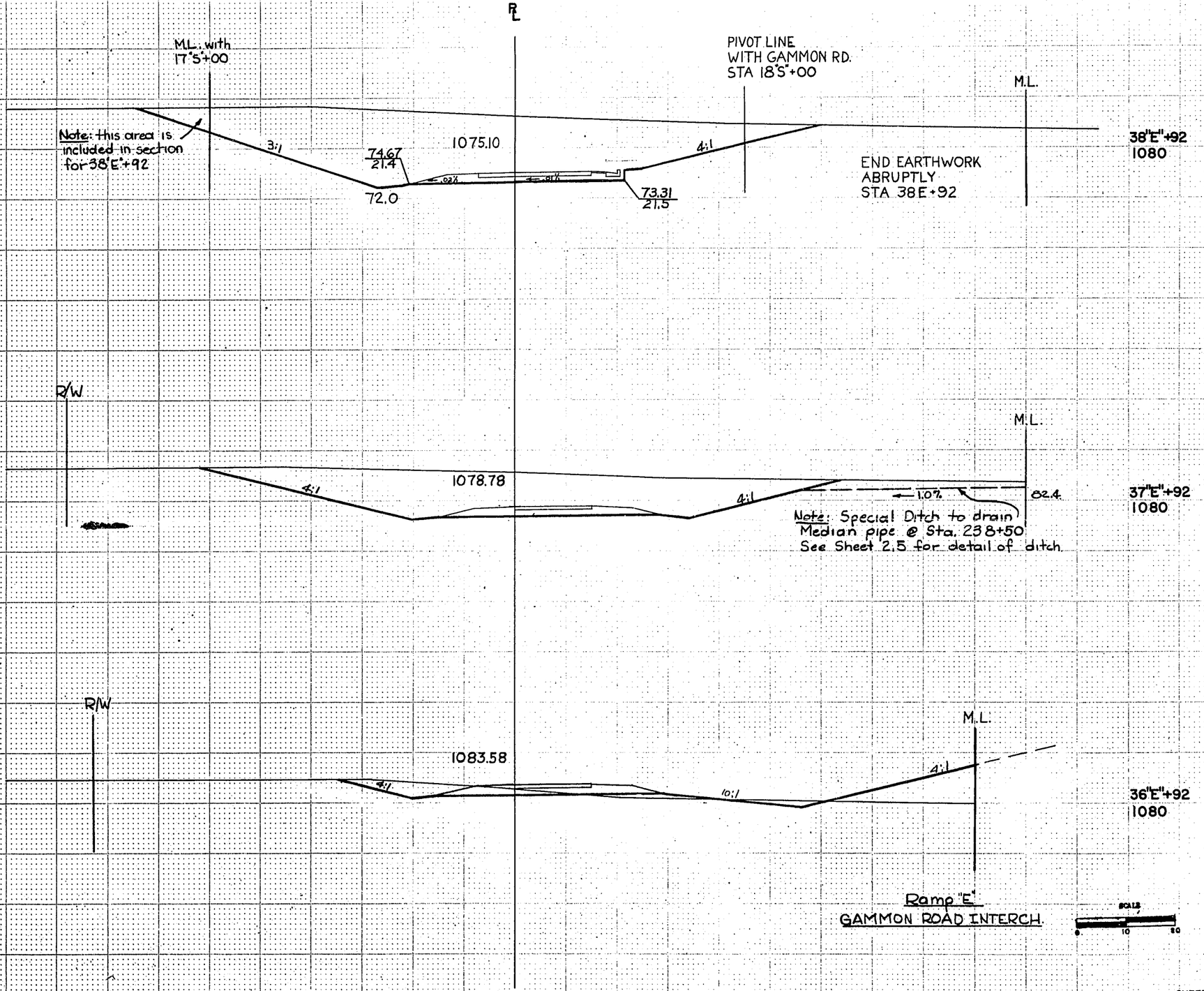


PLATE 3 - FUNCTIONAL CROSS SECTION - OPEN DOTTED
NATIONAL TRACING PAPER DIVISION
I. P. P. L. CO., INC. INDIANAPOLIS, INDIANA

State Proj. No. Sheet No. of

B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	F04-2(39)	146	171

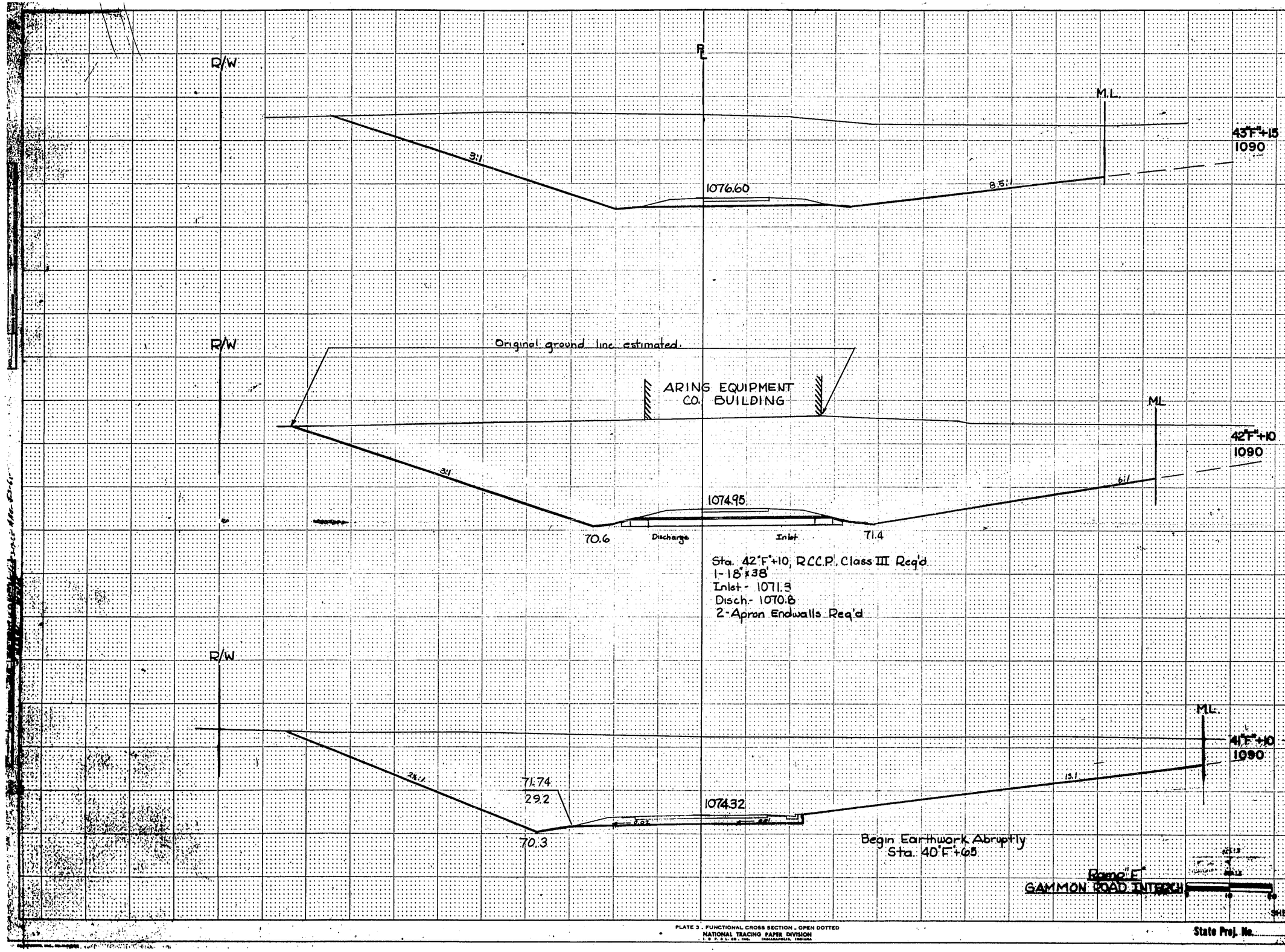


STATION	DISTANCE	YARDAGE EXCAVATION UNCL.	YARDAGE FILL
38E + 92			
	100	3757	0
37E + 92			
	100	1606	33
36E + 92			
	100	0	778
35E + 92			
SHEET TOTAL		5363	811

PLATE 3 . FUNCTIONAL CROSS SECTION . OPEN DOTTED
NATIONAL TRACING PAPER DIVISION

State Proj. No. ..... Sheet No. ..... of ..... Sheets

B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	F04-2(39)	147	171



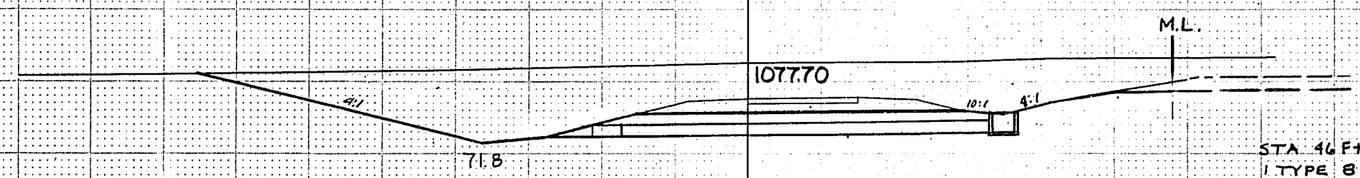
STATION	DISTANCE	YARDAGE EXCAVATION UNCL.	YARDAGE FILL
43F + 15			
	10511.55		0
42F + 10			
	10012.018		0
41F + 10			
	45.5300		0
40F + 65			
SHEET TOTAL	20473		0

PLATE 3 . FUNCTIONAL CROSS SECTION - OPEN DOTTED
NATIONAL TRACING PAPER DIVISION
I. D. P. & L. CO., INC. INDIANAPOLIS, INDIANA

State Proj. No. _____ Sheet No. _____ of _____ Sheets

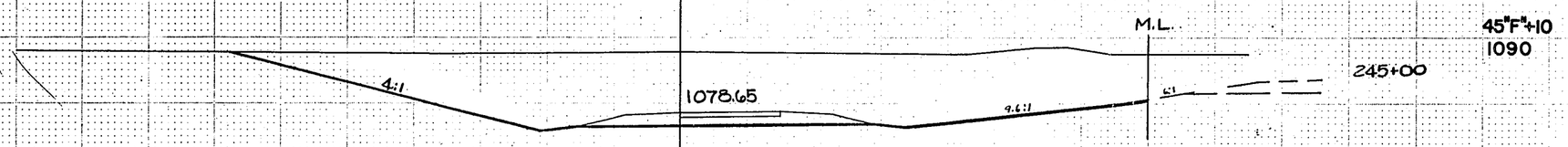
B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	F01-2(39)	148	171

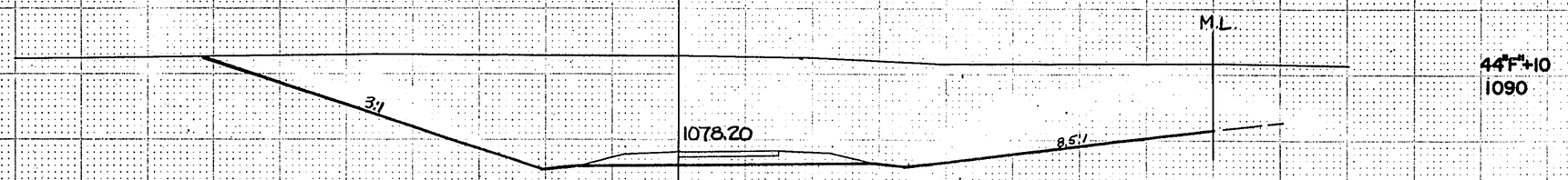
End Earthwork Abruptly
Sta. 47F+10



STA 46F+10 - 35' RT.
1 TYPE S MS INLET REQD
GRATE = 1075.40
F.L. = 1072.90
DEPTH = 2.50'

Sta 46F+10, RCCP, Class III Req'd
1-18", 50'
Inlet - 1072.9
Disch. - 1072.4
1 - Apron Endwalls Req'd





Ramp "F"
GAMMON ROAD INTERCH.

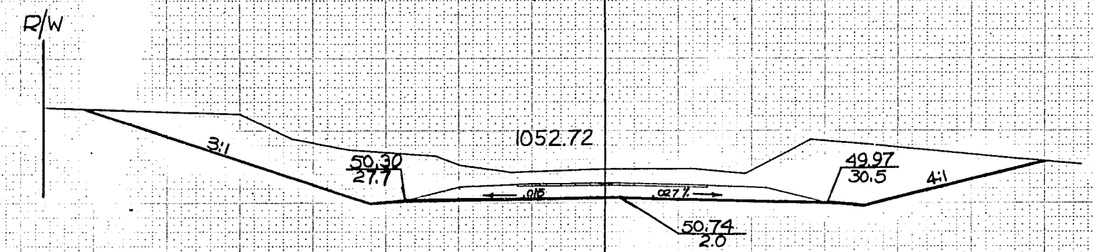
SCALE
0 10 20

STATION	DISTANCE	YARDAGE EXCAVATION UNCL.	YARDAGE FILL
47F+10			
	100	2280	0
46F+10			
	100	3467	0
45F+10			
	100	5591	0
44F+10			
	95	7521	0
43F+15			
SHEET TOTAL		18859	0

PLATE 3 FUNCTIONAL CROSS SECTION . OPEN DOTTED

State Proj. No. | Sheet No. | of | Sheets

BPR REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	F04-2(39)	149	171



Begin Earthwork Abruptly
Sta 8'S"+00

9"S"+00
1060

8"S"+00
1040

7"S"+00
1040

6"S"+00
1040

GAMMON ROAD

SCALE
0 10 20

STATION	DISTANCE	YARDAGE EXCAVATION UNCL.	YARDAGE FILL
9S 00+			
	100	1204	0
8S 00			
SHEET TOTAL		1204	0

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

B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	F04-2(39)	150	171

℄

R/W

TELE. POLE +15 34

3:1 68.02 28.2 | 1070.52 | 0.01% 0.01% 0.01% | 68.45 14.8 | 68.06 31.6 | 1070.52 | 0.3% | 69.33 74.2 3:1 68.5

R/W 130'

13"S"+00 1080

POWER POLE +94 24

R/W

3:1 64.79 27.7 | 1067.17 | 0.01% 0.01% 0.01% | 65.16 8.9 | 65.05 19.1 | 1067.17 | 0.008% | 65.39 62.4 3:1 63.0

R/W

12"S"+00 1070

TELE. POLE +56 35

10" OAK +52 25

7"℄9" OAK +92 21

STA 12"S"+00 R.C.P. CLASS III STORM SEWER REQ'D.
1-12"x12"
1-12"x44'

R/W

POWER POLE +62 23

3:1 60.45 27.3 | 1062.72 | 0.1% | 0.24% 0.016% | R 60.72 | 60.91 1.7 | 1062.72 | 60.28 47.4 3:1

R/W

11"S"+00 1070

R/W

TELE. POLE +07 34

POWER POLE +29 25

3:1 55.44 27.9 | 1057.72 | 0.04% 0.2% 0.3% | 55.79 3.3 | 55.55 8.7 | 1057.55 | 54.69 37.4 4:1

R/W

10"S"+00 1060

GAMMON ROAD

SCALE 0 10 20

SHEET TOTAL 22335 0

STATION	DISTANCE	YARDAGE EXCAVATION UNCL.	YARDAGE FILL
13S+00			
	100.7470		0
12S+00			
	100.6737		0
11S+00			
	100.4924		0
10S+00			
	100.3204		0
9S+00			

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

B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	F04-2(39)	151	171

STATION	DISTANCE	YARDAGE EXCAVATION UNCL.	YARDAGE EXCAVATION	YARDAGE FILL
175 + 00				
	100	4905		0
165 + 00				
	100	3796		0
155 + 00				
	100	3822		0
145 + 00				
	100	8165		0
135 + 00				
SHEET TOTAL		47,686		0

M.L. with 40'F"+65

M.L. with 38'E"+92

17"S"+00 1090

16"S"+00 1090

15"S"+00 1080

14"S"+00 1080

R/W

R/W 180'

R/W 165'

R/W 150'

3:1

72.37 50.9

1075.12

0.03% 0.01% 0.01% 0.01%

70.0

TELE. POLE +39 34

POWER POLE +52 32

22.5 72.95

43.5 73.04

1075.12

0.01% 0.01% 0.02% 0.01%

72.47 99.8

69.7

71.95 33.2

1074.52

0.01% 0.01% 0.01% 0.01%

69.8

15.5 72.44

43.5 72.44

1074.52

0.01% 0.01% 0.01% 0.01%

71.99 88.3

69.4

71.40 28.3

1073.92

0.01% 0.01% 0.01%

69.5

15.5 71.84

43.5 71.84

1073.92

0.01% 0.01% 0.01% 0.01%

71.40 87.3

69.1

TELE. POLE +78 35

POWER POLE +85 24

70.25 28.3

1072.77

0.1% 0.1%

69.0

15.5 70.69

39.6 70.31

6" P.U.

1072.77

0.3%

71.58 82.2

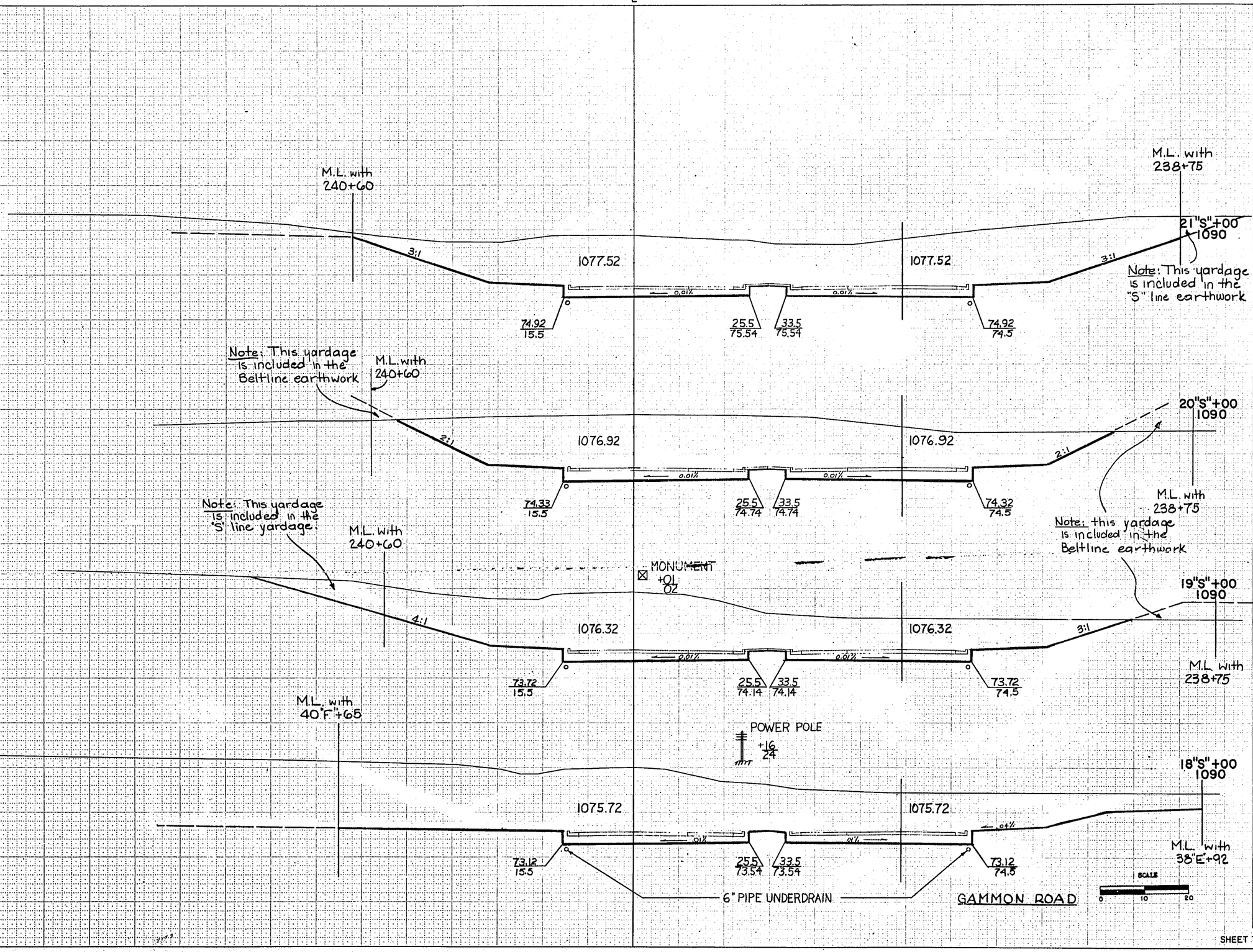
68.8

GAMMON ROAD

SCALE 0 10 50

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

B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	F04-2(39)	152	171

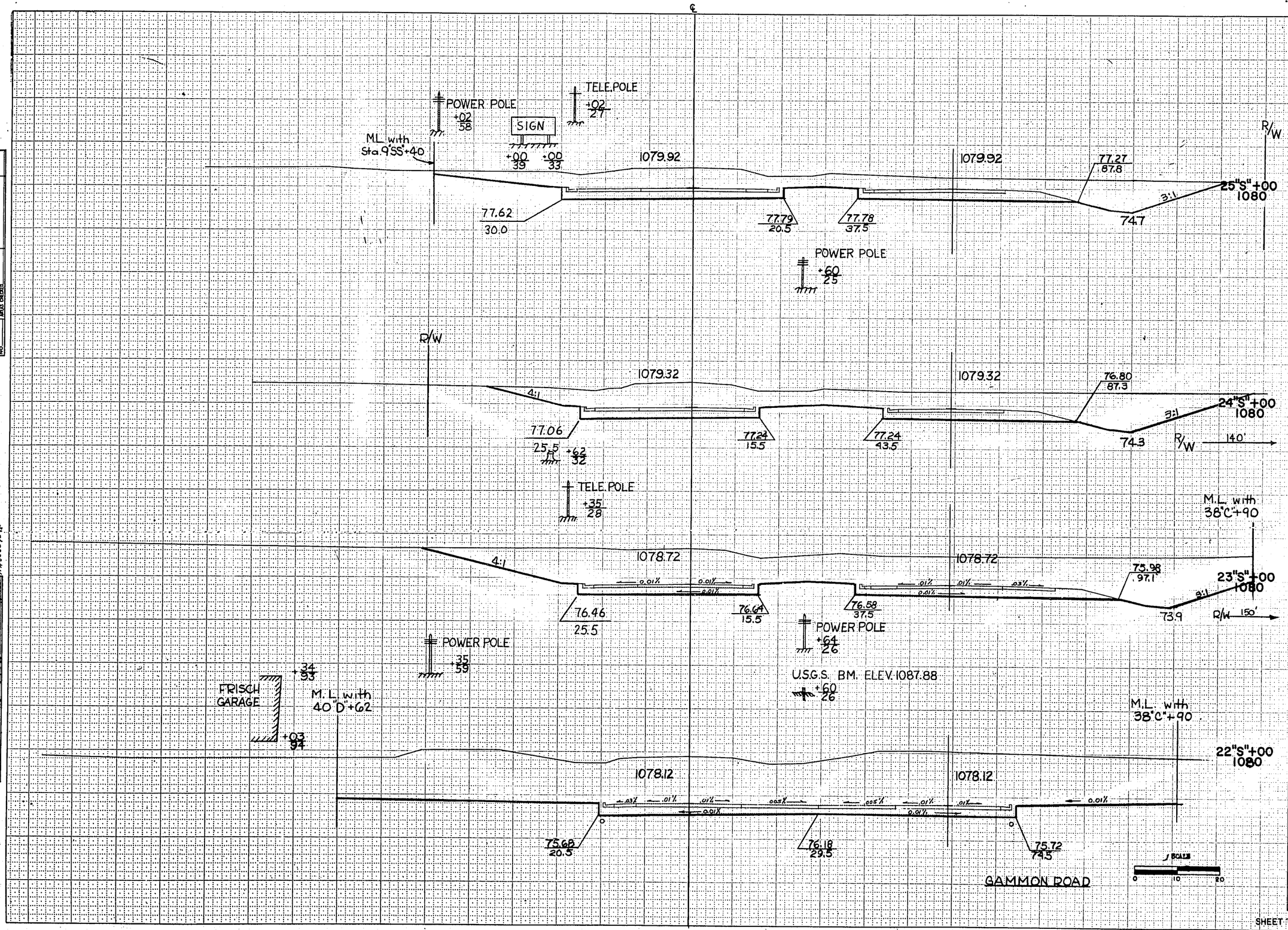


STATION	DISTANCE	YARDAGE EXCAVATION UNCL.	YARDAGE FILL
21S + 00			
	100	6709	0
20S + 00			
	100	6104	0
19S + 00			
	100	8953	0
18S + 00			
	100	11,470	0
17S + 00			
SHEET TOTAL		33,236	0

AS DECIDED

FUNCTIONAL CROSS SECTION - OPEN DOTTED

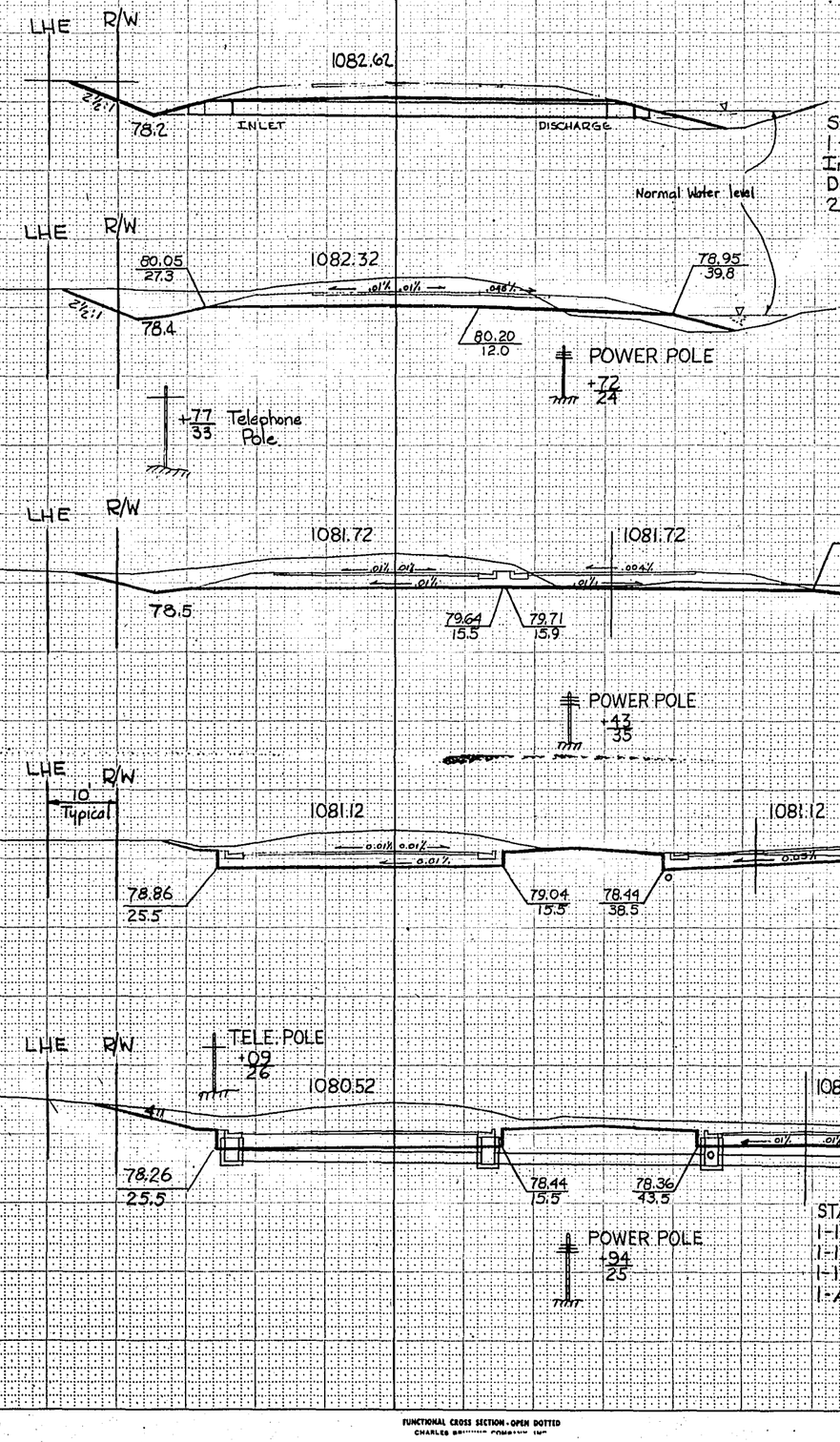
B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	F04-2(39)	153	171



STATION	DISTANCE	YARDAGE EXCAVATION UNCL.	YARDAGE FILL
25S 8+			
	100	3352	0
24S + 00			
	100	4622	0
23S + 00			
	100	7109	0
22S + 00			
	100	7905	0
21S + 00			
SHEET TOTAL		22988	0

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

BPR REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	F04-2(39)	154	171

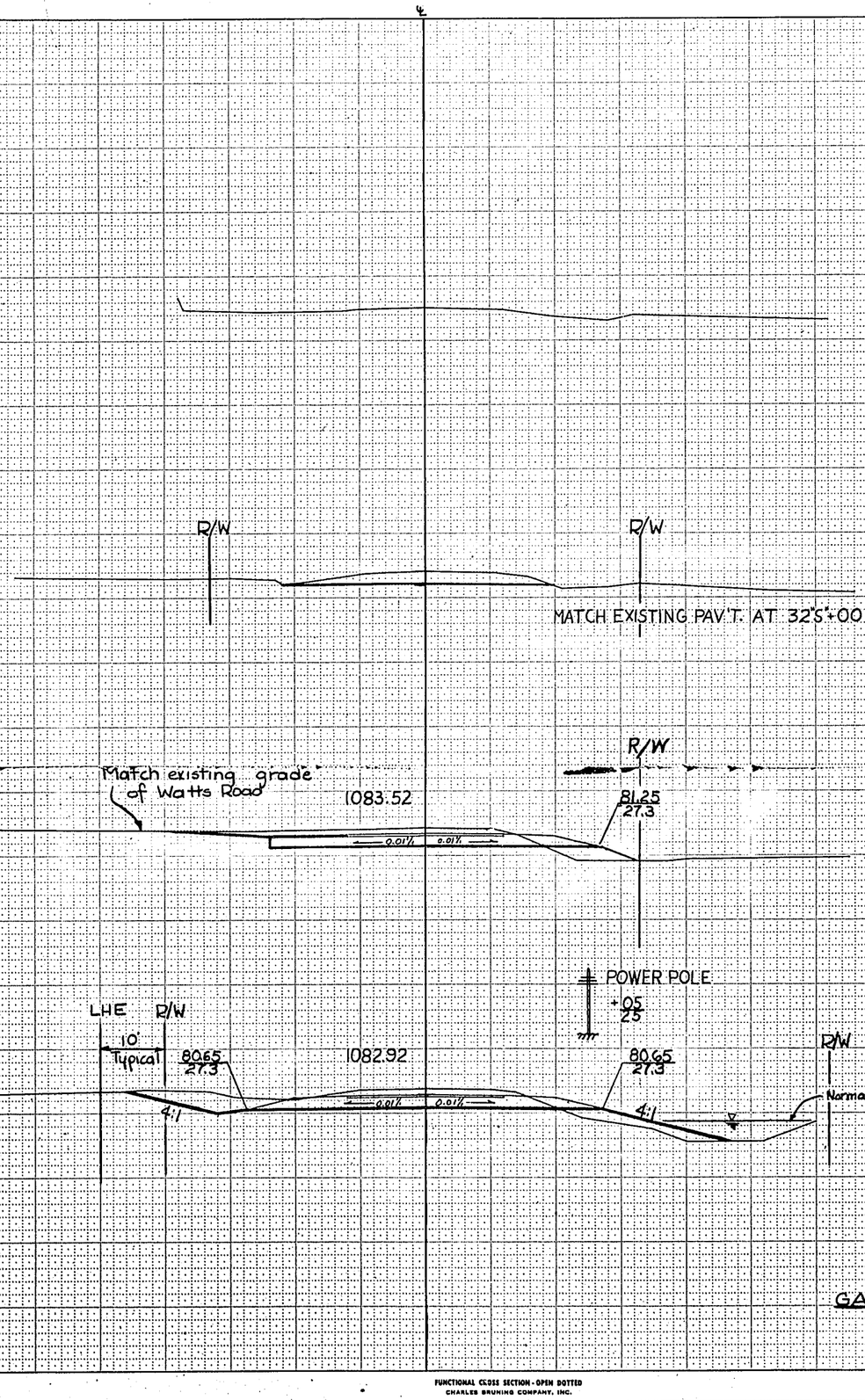


STATION	DISTANCE	YARDAGE EXCAVATION UNCL.	FILL
29S + 00			
	100	841	50
28S + 00			
	100	935	0
27S + 00			
	100	1433	0
26S + 00			
	100	2567	0
25S + 00			
SHEET TOTAL		5776	50

FUNCTIONAL CROSS SECTION - OPEN DOTTED
CHARLES

B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	F04-2(39)	155	171

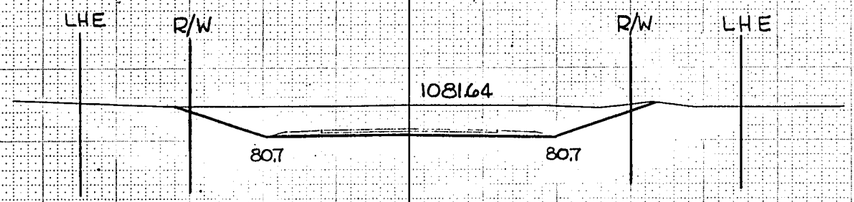
STATION	DISTANCE	YARDAGE EXCAVATION UNCL.	FILL
33"S"+00 1080			
32 S + 00			
32"S"+00 1080			
	100	207	33
31 S + 00			
31"S"+00 1080			
	100	400	83
30 S + 00			
30"S"+00 1080			
	100	557	100
29 S + 00			
SHEET TOTAL		1164	216



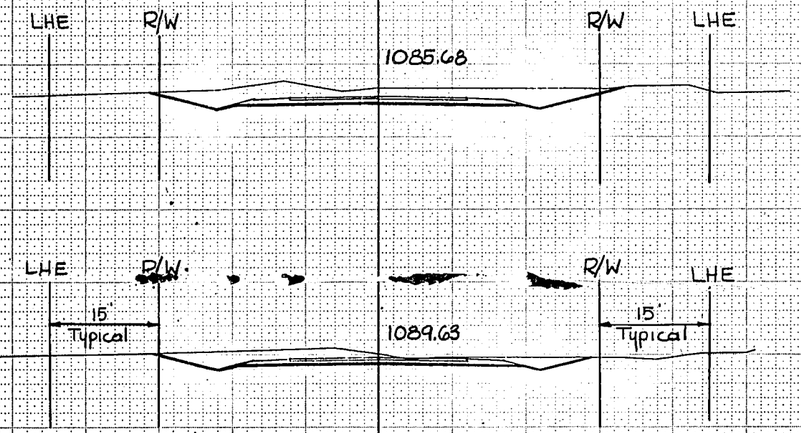
FUNCTIONAL CROSS SECTION - OPEN DOTTED
CHARLES BRUNING COMPANY, INC.

B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	F04-2(39)	156	171

Specialized Sound Systems Building



End Earthwork abruptly
Sta 9"SS" + 40



Match existing pavement
Sta 6"SS" + 00

Begin Earthwork Abruptly
Sta 6"SS" + 50

Seybold Road

SCALE
0 10 20

GAMMON ROAD INTERCH.

STATION	DISTANCE	YARDAGE EXCAVATION UNCL.	YARDAGE FILL
9SS + 40			
	40	334	0
9"SS"+00 1080			
9SS + 00			
	100	652	0
8SS + 00			
8"SS"+00 1090			
	100	389	0
7SS + 00			
7"SS"+00 1090			
	50	77	0
6SS + 50			
6"SS"+00 1090			
SHEET TOTAL		1452	0

B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	F04-2(39)	157	171

℄

Wis. Tel. Co. +60/102 +60/95

M.L. 1080.85 NB SB 1080.32 M.L.

46°F+10

10:1 10:1 6:1

246+00 1080

Wis. Tel. Co. +60/99

246

M.L. 1083.85 1083.32 M.L.

45°F+10

9.5:1 6:1 10:1 10:1 6:1 10:1

245+00 1080

NB SB

Wis. Tel. Co. +60/99

245

M.L. 1086.85 1086.32 M.L.

44°F+10

9.5:1 6:1 10:1 10:1 6:1 7.7:1

244+00 1090

Wis. Tel. Co. +60/98

NB SB

244

M.L.

243

M.L. 1089.62 1089.32 M.L.

8.5:1 6:1 10:1 10:1 6:1 7.5:1

243+00 1090

Wis. Tel. Co. +60/98

NB SB

242

M.L. 1092.12 1092.22 M.L.

6:1 10:1 10:1 6:1 7.5:1

242+00 1090

WIS. TEL. CO +60/99

NB SB

241

WEST MADISON BELTLINE

SCALE 0 10 20

STATION	DISTANCE	YARDAGE EXCAVATION UNCL. (NB)	UNCL. (SB)		FILL (NB)	FILL (SB)
246						
	100	1304	291		0	0
245						
	100	1717	189		0	67
244						
	100	1846	156		0	272
243						
	100	1398	269		89	609
242						
	100	1057	439		341	1009
241						
SHEET TOTAL		7922	1344		430	1957

NO. | MEAS. | MEAS. CHECKED | DATE | REMARKS

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

B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	F04-2(39)	158	171

R

R/W 150

63.01 / 54.2 — 63.61 / 24.0 — 1065.85 — NB SB — 1065.32 — 63.08 / 24.0 — 62.32 / 62.1 — R/W — 251+00 1070

0.02% ← 0.01% ← 0.02% →

4:1 — 10:1 — 10:1 — 10:1 — 4:1

60.5

R/W 150' — 65.19 / 59.4 — 66.61 / 24.0 — 1068.85 — NB SB — 1068.32 — 66.08 / 24.0 — 65.73 / 32.0 — 64.69 / 66.0 — R/W — 250+00 1070

0.04% ← 0.01% ← 0.032% →

4:1 — 4:1 — 10:1 — 10:1 — 3.7:1

61.5

Begin Exit Taper
249+77.0 (72' Lt)

STA. 250+00 3.0' LT.
1 TYPE 8 MS INLET REQ'D
GRATE ELEV. = 1065.2
FLOWLINE = 1063.0
DEPTH = 2.2

STA. 250+00(NB) RCCP CLASS III REQ'D
1-18" x 96'
DISCH = 1061.8
1-APRON ENDWALL REQ'D

64.1

Begin Entrance Taper
Sta. 249+32.1 (69' Rt)

67.59 / 57.5 — Ramp "F" — 69.61 / 24.0 — 1071.85 — NB SB — 1071.32 — 69.08 / 24.0 — 68.36 / 12.0 — Ramp "D" — 66.46 / 18.6 — 249+00 1070

1070.70 — 0.06% — 0.062% →

4:1 — 10:1 — 10:1 — 10:1 — 4:1

7.2

Existing Pavement (USH 12)
West Madison Beltline

69.89 / 16.5 — 48"F"+10 — 1071.9 / 15.0 — 72.61 / 24.0 — Pivot Line — 1074.85 — NB SB — 1074.32 — 72.08 / 24.0 — PIVOT LINE — 71.94 / 38.0 — 48"D"+10 — 69.55 / 19.1 — 248+00 1080

1073.00 — 0.06% — 0.07% →

4:1 — 10:1 — 10:1

Match existing Pavement
Sta. 247+00 (SB)

End Pavement Removal
Sta 247+00

Ahead — M.L — Ramp "F" Beltline BK — BK — 1077.85 — NB SB — 1077.32 — Beltline BK — Ramp "D" BK — Ahead — M.L

72.78 / 17.5 — 47"F"+10 — 47"D"+10 — 71.99 / 16.6 — 247+00 1080

1075.48 — 0.04% — 1074.74 — 0.045% →

4:1 — 10:1 — 10:1 — 3:1

71.0

WEST MADISON BELTLINE

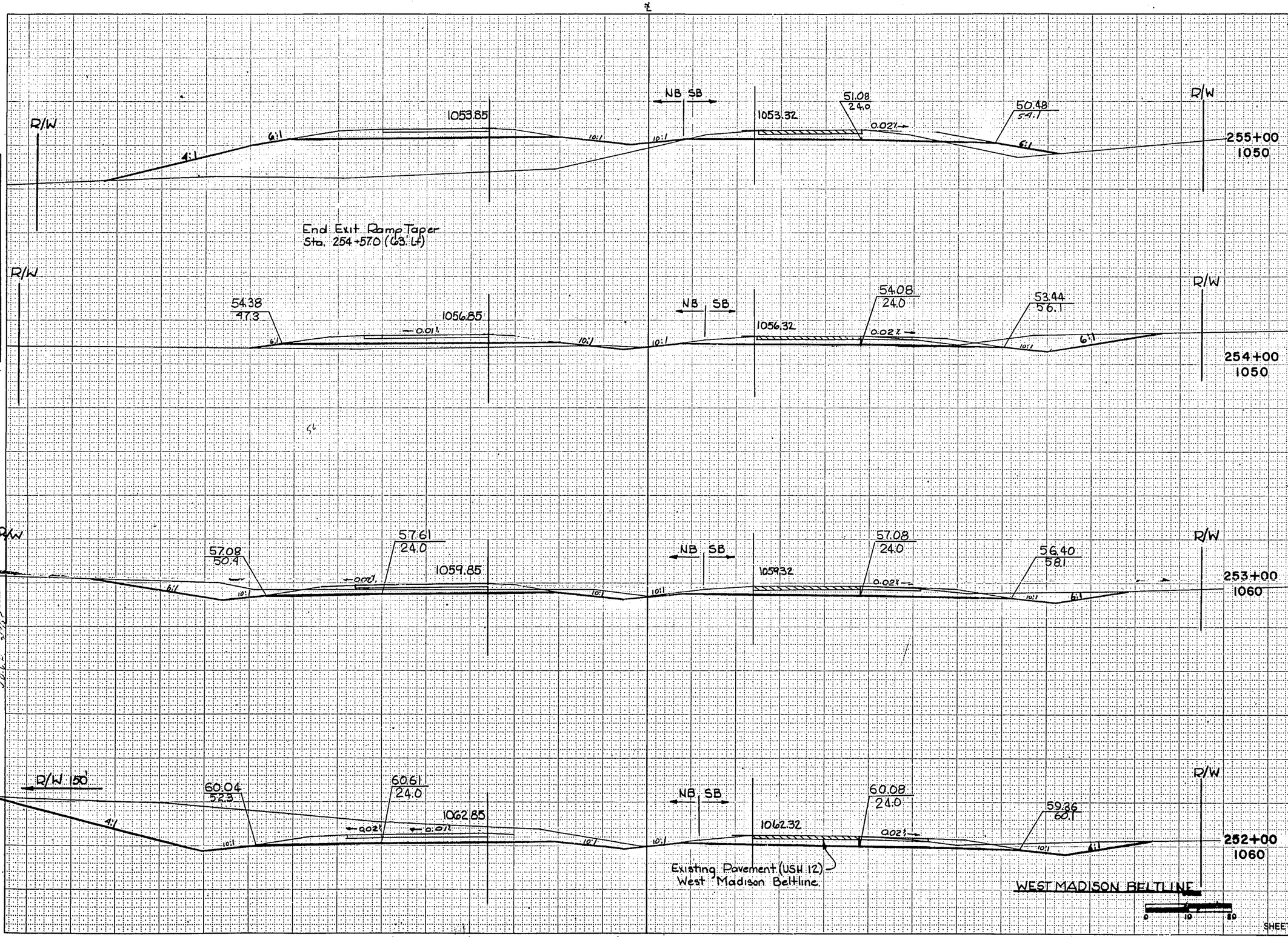
SCALE 0 10 20

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

STATION	DISTANCE	YARDAGE EXCAVATION UNCL (NB)	UNCL (SB)	FILL (NB)	FILL (SB)
251					
	100	2939	924	0	0
250					
	100	2455	1411	0	0
249					
	100	2091	1959	0	0
248					
	100	2320	2289	0	0
247					
	100	959	300	0	0
246					
SHEET TOTAL		10764	6883	0	0

NO. — AREA CHECKED — BY — DATE

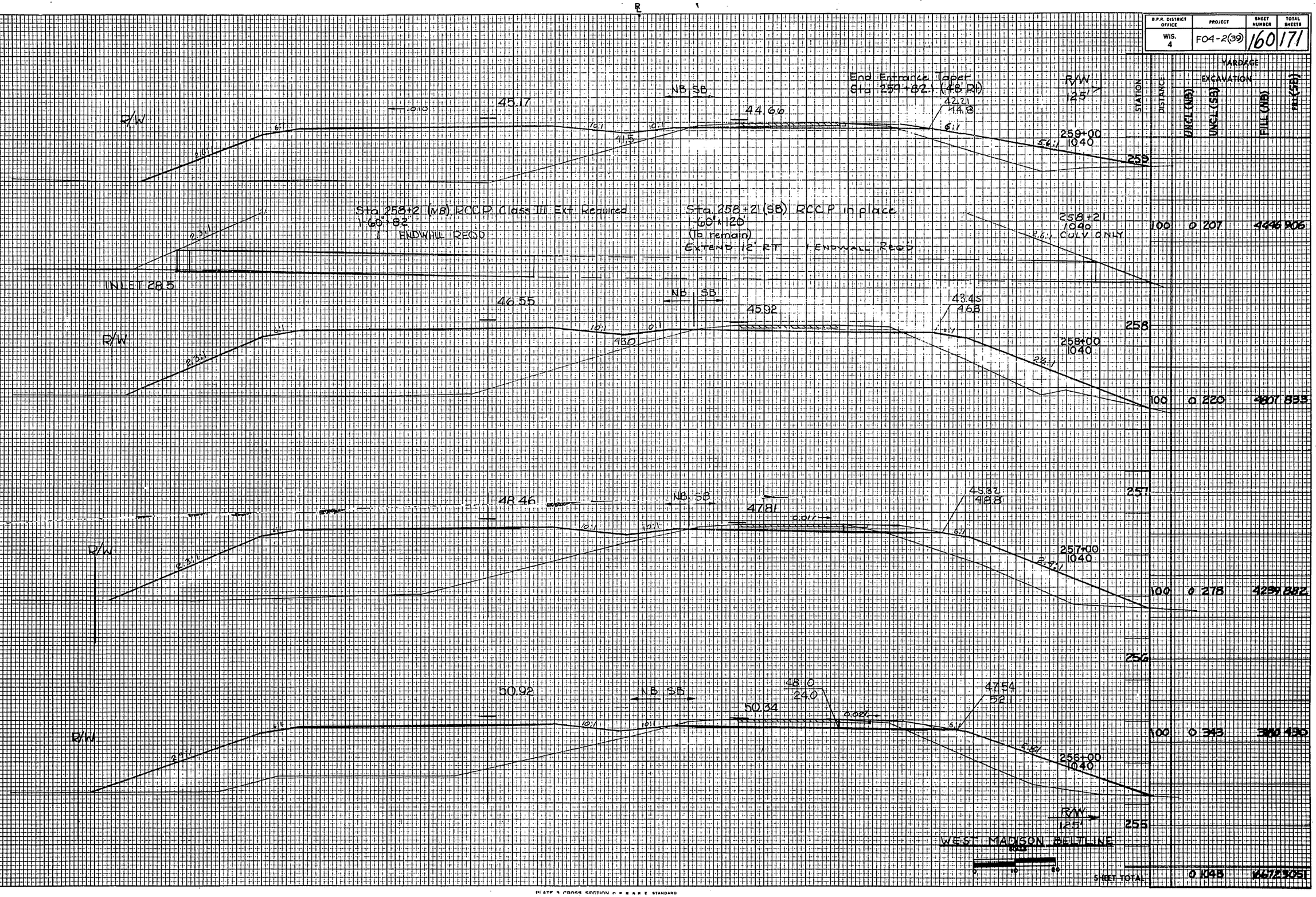
B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	F04-2(39)	159	171



STATION	DISTANCE	YARDAGE EXCAVATION UNCL (NB)	UNCL (SB)	FILL (NB)	FILL (SB)
255					
	100	22	459	1422	90
	100	263	559	117	0
253					
	100	1441	548	0	0
252					
	100	2763	683	0	0
251					
SHEET TOTAL		4489	2249	1539	90

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

B.P.R. DISTRICT OFFICE	PROJECT	SHEET NUMBER	TOTAL SHEETS
WIS. 4	F04-2(39)	160	171



STATION	DISTANCE	YARDAGE EXCAVATION UNCL (NB)	UNCL (SB)	FILL (NB)	FILL (SB)
258+21 1040 CULV ONLY	100	0.207		4446.906	
258+00 1040	100	0.220		4807.833	
257+00 1040	100	0.278		4239.882	
256+00 1040	100	0.343		3661.430	
SHEET TOTAL		0.1048		16722.051	

DESIGNED
DRAWN
TRACED
CHECKED
QUANTITIES
NO. AREAS CHECKED
DATE

BRUNING NO. 804

PLATE 3 CROSS SECTION O P R A R E STANDARD

B.P.R. DISTRICT OFFICE	PROJECT	SHEET NUMBER	TOTAL SHEETS
WIS. 4	F04-2(39)	161	171

℄

STATION	DISTANCE	YARDAGE EXCAVATION UNCL. (NB)	UNCL. (SB)	FILL (NB)	FILL (SB)
265					
	100	376	250		454 96
264					
	100	781	280		0 28
263					
	100	539	302		0 4
262					
	100	309	237		0 0
261					
	100	253	232	167	0
260					
	100	57	217	2170	183
259					
SHEET TOTAL		2235	518	2791	311

R/W 45.89 44.3 — 46.65 — 44.08 13.9 — 45.54 16.2 — 41.08 — 43.75 47.5 — R/W 125' → — 265+00 1040

R/W 45.09 44.3 — 45.85 — 43.29 13.9 — 44.73 16.2 — 46.27 — 42.84 47.5 — 264+00 1050

R/W 44.29 44.3 — 45.05 — 42.49 13.9 — 43.93 16.2 — 45.47 — 42.16 47.5 — 263+00 1050

R/W 43.56 44.3 — 44.32 — 41.76 9.3 — 43.12 6.2 — 44.67 — 41.34 47.5 — 262+00 1040

R/W 42.82 42.9 — 44.06 — 41.75 18.4 — 42.34 16.9 — 44.05 — 41.27 15.8 — 261+00 1040

STA. 261+00(SB) 6' LT.
1 TYPE DMS INLET REQ'D
GRATE ELEV = 1040.5
FLOW LINE = 1038.5
DEPTH = 2.0'

STA 261+00 (SB) RECEP CL III REQ'D
1-18" × 84"

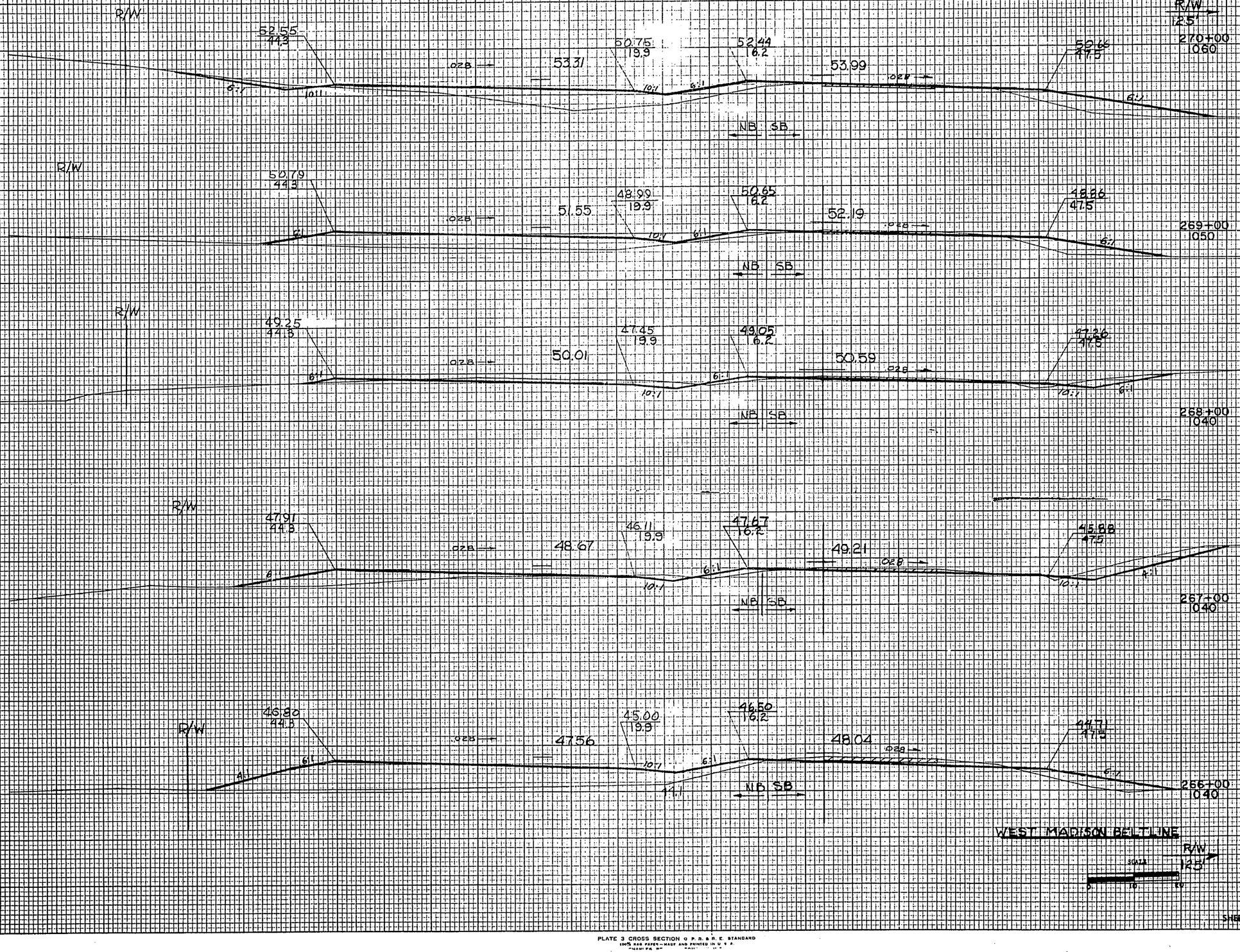
R/W 42.49 43.6 — 44.35 — 42.30 16.9 — 42.21 11.1 — 44.04 — 41.59 44.9 — 260+00 1040 — 35.8

R/W 125' →

BRUNING NO. 664

PLATE 3 CROSS SECTION O. P. R. & R. E. STANDARD
100% RAG PAPER—MADE AND PRINTED IN U. S. A.
CHARLES BRUNING COMPANY, INC.

B.P.R. DISTRICT OFFICE	PROJECT	SHEET NUMBER	TOTAL SHEETS
WIS. 4	F04-2(39)	162	171



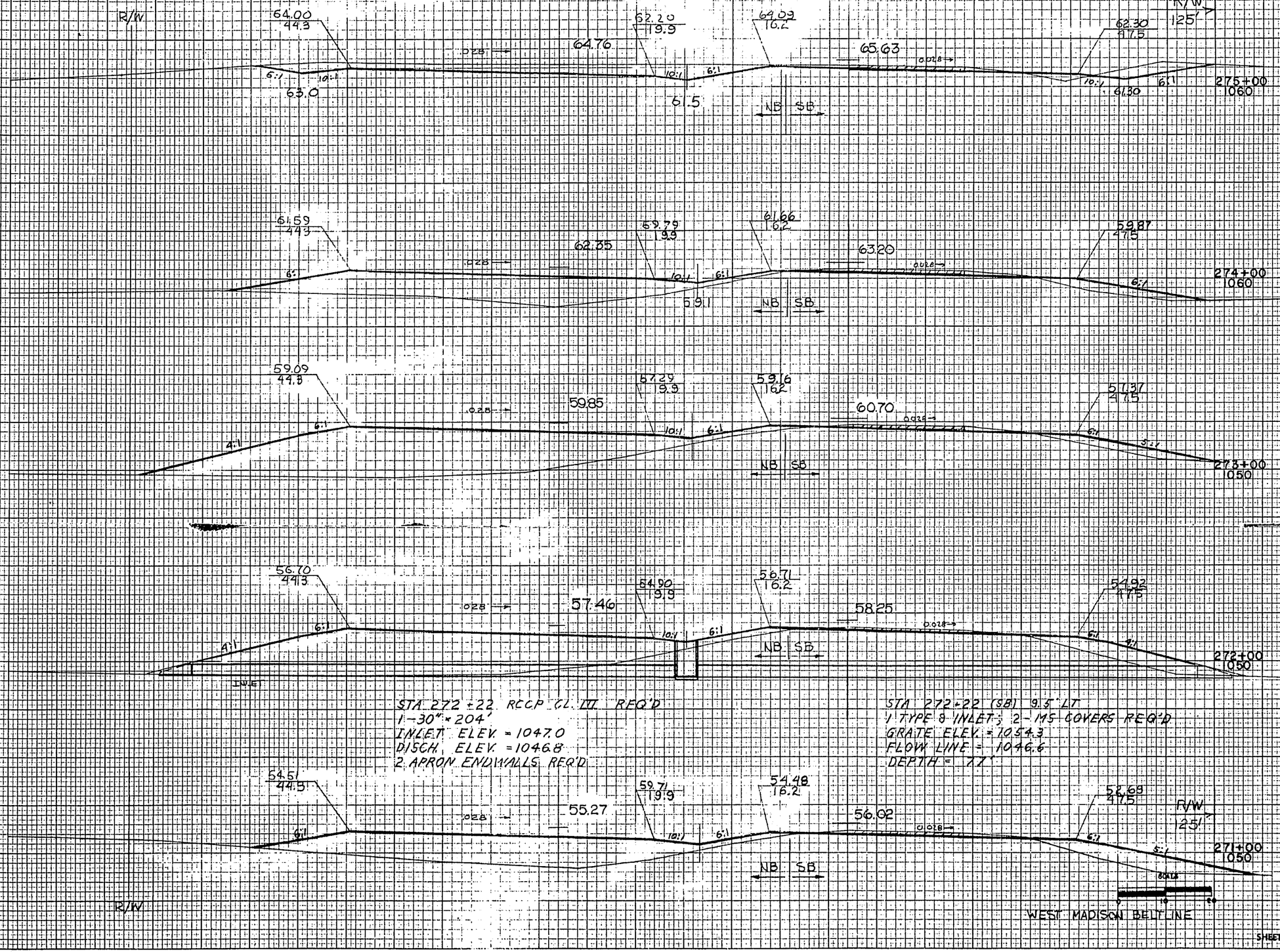
STATION	DISTANCE	YARDAGE EXCAVATION UNCLASS (CB)	YARDAGE EXCAVATION UNCLASS (EB)	YARDAGE FILL (EB)	YARDAGE FILL (CB)
270					
	100	11	32	833	759
269					
	100	93	68	454	76
268					
	100	119	106	206	11
267					
	100	26157	491	76	
266					
	100	0	233	1253	146
265					
SHEET TOTAL		249	540	3749	468

AREAS CROSS CHECKED NO. AREAS CHECKED

BRUNING NO. 604

PLATE 3 CROSS SECTION © P. R. & R. E. STANDARD
100% RAG PAPER—MADE AND PRINTED IN U. S. A.

B.P.R. DISTRICT OFFICE	PROJECT	SHEET NUMBER	TOTAL SHEETS
WIS. 4	F04-2(39)	163	171



STA 272+22 RCCP CL. III REQ'D
1-30" x 204'
INLET ELEV. = 1047.0
DISCH. ELEV. = 1046.8
2 APRON ENDWALLS REQ'D

STA 272+22 (SB) 9.3' LT
1 TYPE 8 INLET; 2-M5 COVERS REQ'D
GRATE ELEV. = 1054.3
FLOW LINE = 1046.6
DEPTH = 7.7'

YARDAGE

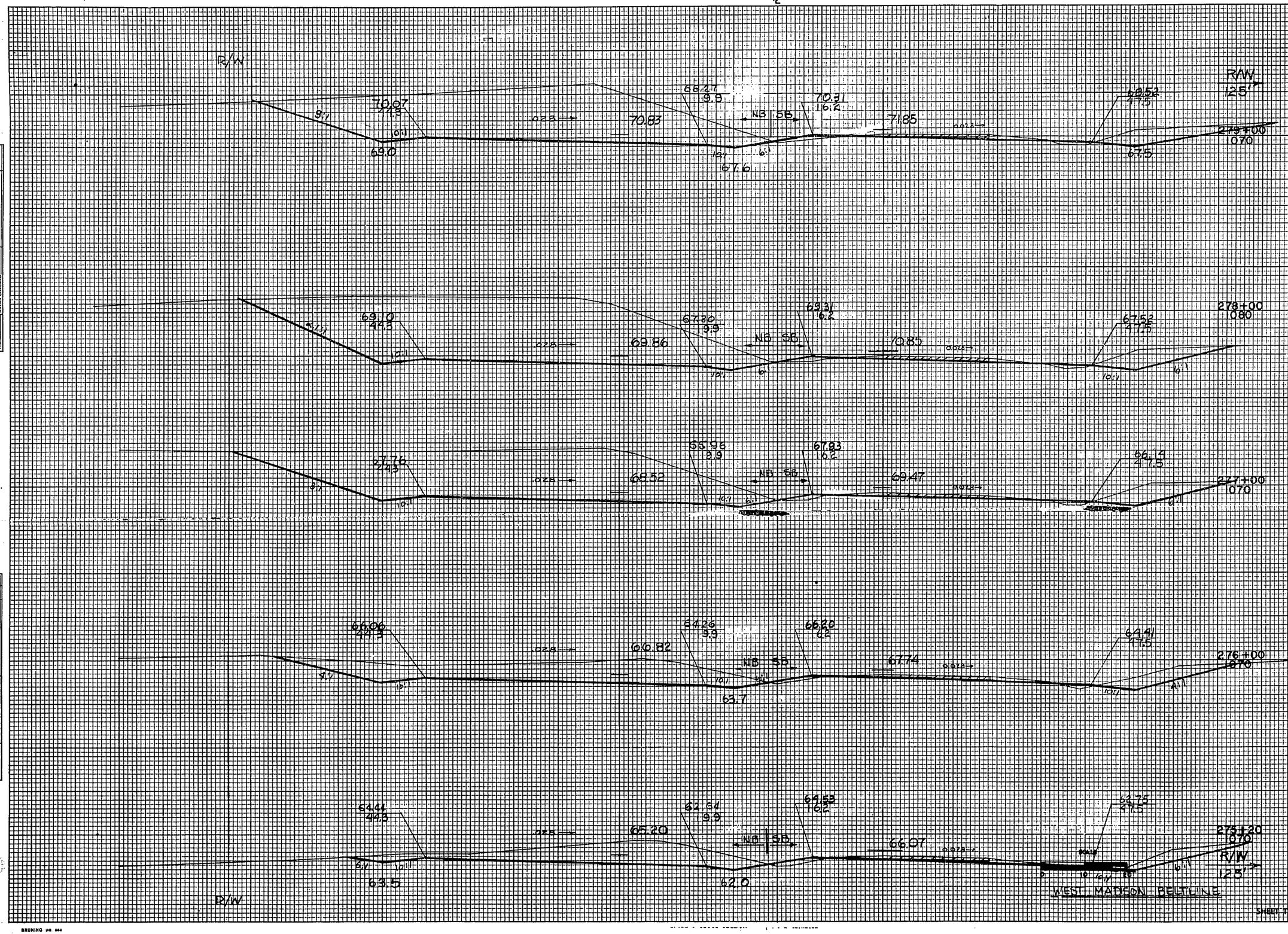
STATION	DISTANCE	EXCAVATION UNCL. (NB)	EXCAVATION UNCL. (SB)	FILL (NB)	FILL (SB)
275					
	100	361	154	741	41
274					
	100	0	118	2111	39
273					
	100	0	106	2670	107
272					
	100	0	104	2133	165
271					
	100	0	57	1239	169
270					
SHEET TOTAL		361	539	8894	621

AREAS CHECKED
NO.

BRUNING NO. 664

PLATE 3 CROSS SECTION O P R & R E STANDARD
100% RAG PAPER-MADE AND PRINTED IN U.S.A.
CHARLES BRUNING COMPANY, INC.

W.P.R. DISTRICT OFFICE	PROJECT	SHEET NUMBER	TOTAL SHEETS
WIS. 4	F04-2(39)	164	171



AREAS CHECKED

NO.

BRUNING NO. 664

B.P.R. DISTRICT OFFICE	PROJECT	SHEET NUMBER	TOTAL SHEETS
WIS. 4	F04-2(39)	165	171

R

R/W 70.81 / 44.3' 6:1 69.5 .02a 71.57 69.01 / 19.9' 71.15 / 16.2' 68.4 NB SB .02a 72.70 69.37 / 47.5' 10:1 6:1 68.1 R/W

70.53 / 44.3' 6:1 69.9 .02a 71.69 69.13 / 19.9' 71.23 / 16.2' 68.8 NB SB .02a 72.78 69.45 / 47.5' 10:1 6:1 68.5

70.93 / 44.3' 6:1 69.9 .02a 71.69 69.13 / 19.9' 71.23 / 16.2' 68.6 NB SB .02a 72.78 69.45 / 47.5' 10:1 6:1 68.5

70.93 / 44.3' 6:1 69.9 .02a 71.69 69.13 / 19.9' 71.23 / 16.2' 68.6 NB SB .02a 72.78 69.45 / 47.5' 10:1 6:1 68.5

70.68 / 44.3' 6:1 69.5 .02a 71.44 68.89 / 19.9' 70.95 / 16.2' 68.1 NB SB .02a 72.50 69.17 / 47.5' 10:1 6:1 68.0 R/W

0 5 10

WEST MADISON BELTLINE

STATION	DISTANCE	YARDAGE EXCAVATION UNCL. (NB)	UNCL. (SB)	FILL	PAVEMENT
282 + 00	1070				
282					
		66 807 148		0	26
281 + 34	1070				
		30 354 75		0	3
281 + 04					
		A 55 11		0	0
281					
		100 2361 317		0	20
281 + 00	1070				
280		R/W			
		100 3343 272		0	39
280 + 00	1070	R/W			
279		125			
		SHEET TOTAL		6626 623	0 88

AREAS CHECKED NO. AREAS CHECKED

BRUNING NO. 664

PLATE 3 CROSS SECTION U. P. R. A. E. STANDARD
100% RAG PAPER MADE AND PRINTED IN U. S. A.
CHARLES BRUNING COMPANY, INC.

B.P.R. DISTRICT OFFICE	PROJECT	SHEET NUMBER	TOTAL SHEETS
WIS. 4	F04-2(39)	166	171

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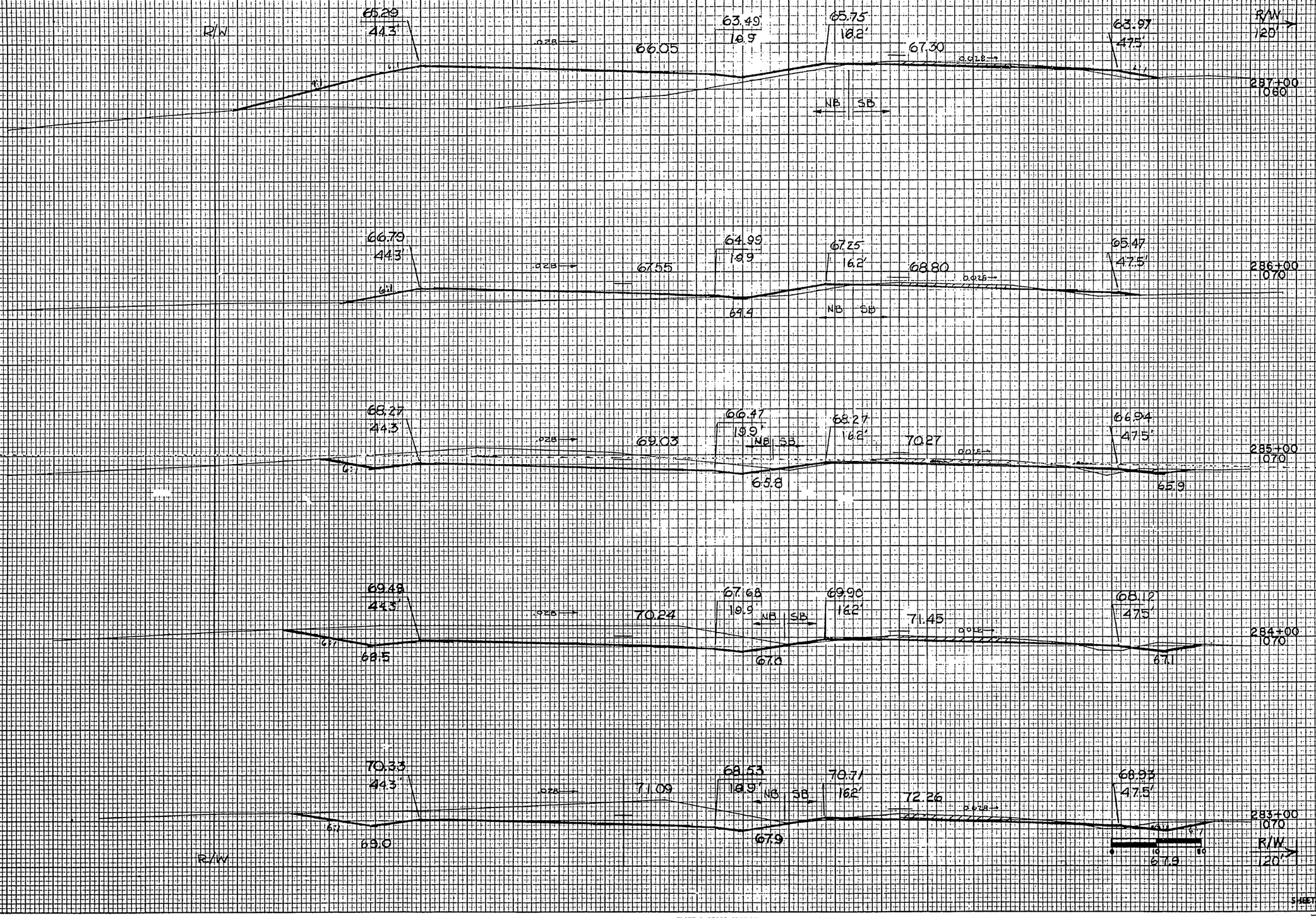


YARDAGE

STATION	DISTANCE	EXCAVATION UNCL (NB)	EXCAVATION UNCL (SB)	FILL (NB)	FILL
287					
	100	0	104	1452	76
286					
	100	494	133	293	98
285					
	100	180	152	0	59
284					
	100	1300	156	0	37
283					
	100	1152	193	0	44
282					
SHEET TOTAL		4126	738	1745	314

NOTE BOOK | PLATE | LAS | AREAS CHECKED | NO.

NOTE BOOK | JUMPAT | AREAS | AREAS CHECKED | NO. | 124 | 52

BRUNING NO. 904

PLATE 3 CROSS SECTION O. P. R. & H. E. STANDARD
100% RAG PAPER—MADE AND PRINTED IN U. S. A.

72.70

72.53
76

B.P.R. DISTRICT OFFICE	PROJECT	SHEET NUMBER	TOTAL SHEETS
WIS. 4	F04-2(39)	167	171

R/W

57.79 44.8 — 55.99 19.3 — 58.26 6.2 — 56.47 47.5 — R/W

58.55 — 59.80 — 292+00 1060

.028 — 6:1 — 4:1 — 10:1 — 6:1 — .0018 — NB SB

59.29 44.3 — 61.49 9.9 — 59.76 6.2 — 57.97 47.5

60.05 — 61.30 — 291+00 1060

.028 — 6:1 — 6:1 — 10:1 — 6:1 — .0018 — NB SB

60.79 44.3 — 59.99 9.9 — 61.26 6.2 — 57.47 47.5

61.55 — 62.80 — 290+00 1060

.028 — 6:1 — 6:1 — 10:1 — 6:1 — .0018 — NB SB

R/W

STA 288+86 N.B. RCCP CLASS III REQ'D
24"x 110'
SKEW 13° L.H.F. 2 APRON END-WALL REQ'D.

STA 288+80 - 6' LT.
TYPE 9 MS INLET REQD.
GRATE EL. 1060.20
FLOW - NE 1053.30
DEPTH 7.00'

R/W

289+00 1060

62.29 44.3 — 60.98 19.9 — 62.76 6.2 — 60.97 47.5

63.05 — 64.30

.028 — 6:1 — 2.6:1 — 10:1 — 6:1 — .0018 — NB SB

60.0

DISCH 18.2

STA 288+86 (SB) RCCP in place
1-24"x 100'
Rt 94' to remain
Lt 12' REMOVED

288+80 1050 CULV. ONLY

63.79 44.3 — 61.99 19.9 — 64.26 6.2 — 62.47 47.5

64.55 — 65.80

.028 — 6:1 — 3.3:1 — 10:1 — 6:1 — .0018 — NB SB

61.9

288+00 1060

R/W

R/W

STATION	DISTANCE	YARDAGE EXCAVATION (UNCL. (CY))	EXCAVATION (ROCK (CY))	FILL (NET)	FILL (CY)
292					
	100	0	124	1463	48
291					
	100	0	130	1657	54
290					
	100	0	98	2565	61
289					
	100	0	96	2686	50
288					
	100	0	109	2578	32
287					
SHEET TOTAL		0	557	11098	245

NO. AREAS CHECKED

BRUNING NO. 664

PLATE 3 CROSS SECTION O. P. R. & R. L. STANDARD
100% RAG PAPER - MADE AND PRINTED IN U. S. A.
CHARLES BRUNING COMPANY, INC

B.P.R. DISTRICT'S OFFICE	PROJECT	SHEET NUMBER	TOTAL SHEETS
WIS. 4	F01-2(39)	168	171

STA 297+51 SB RDCF CLASS II ROAD
1-24"x80'
1-APRON ENDWALL REQ'D

297+51
1050
CULV ONLY

DISCH 40.8

STA 297+51 NB RDCP CLASS II Road
1-24"x90'
1 Apron Endwall Reqd

297+00
1050

STA 297+81 8.0' LT
1 TYPE B MS INLET REQD
GRATE ELEV = 1046.0
FLOWLINE = 1043.0
DEPTH = 3.0

296+00
1050

235+00
1050

294+00
1050

293+00
1050

R/W

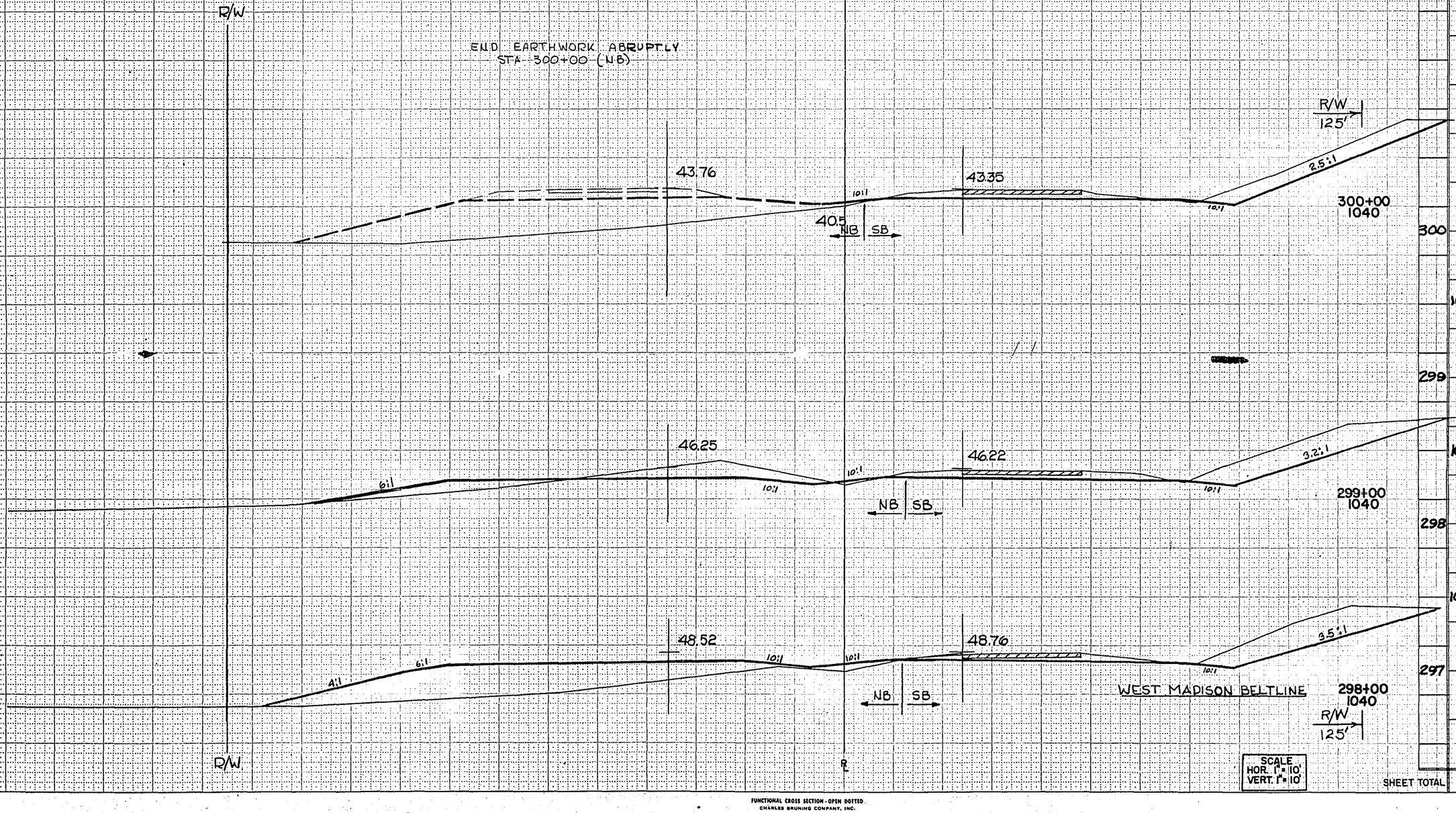
WEST MADISON BELTLINE

STATION	DISTANCE	EXCAVATION UNC (CY)	EXCAVATION UNC (CY)	EXCAVATION EMBKMT	FILL (CY)
297					
	100	943	248	44	80
296					
	100	963	113	46	70
295					
	100	463	100	280	86
294					
	100	0	118	1061	48
293					
	100	0	117	1761	48
292					
SHEET TOTAL		2369	696	3172	382

BRUNING NO. 604

PLATE 3 CROSS SECTION O F B A R S STANDARD

B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	F04-2(39)	169	171

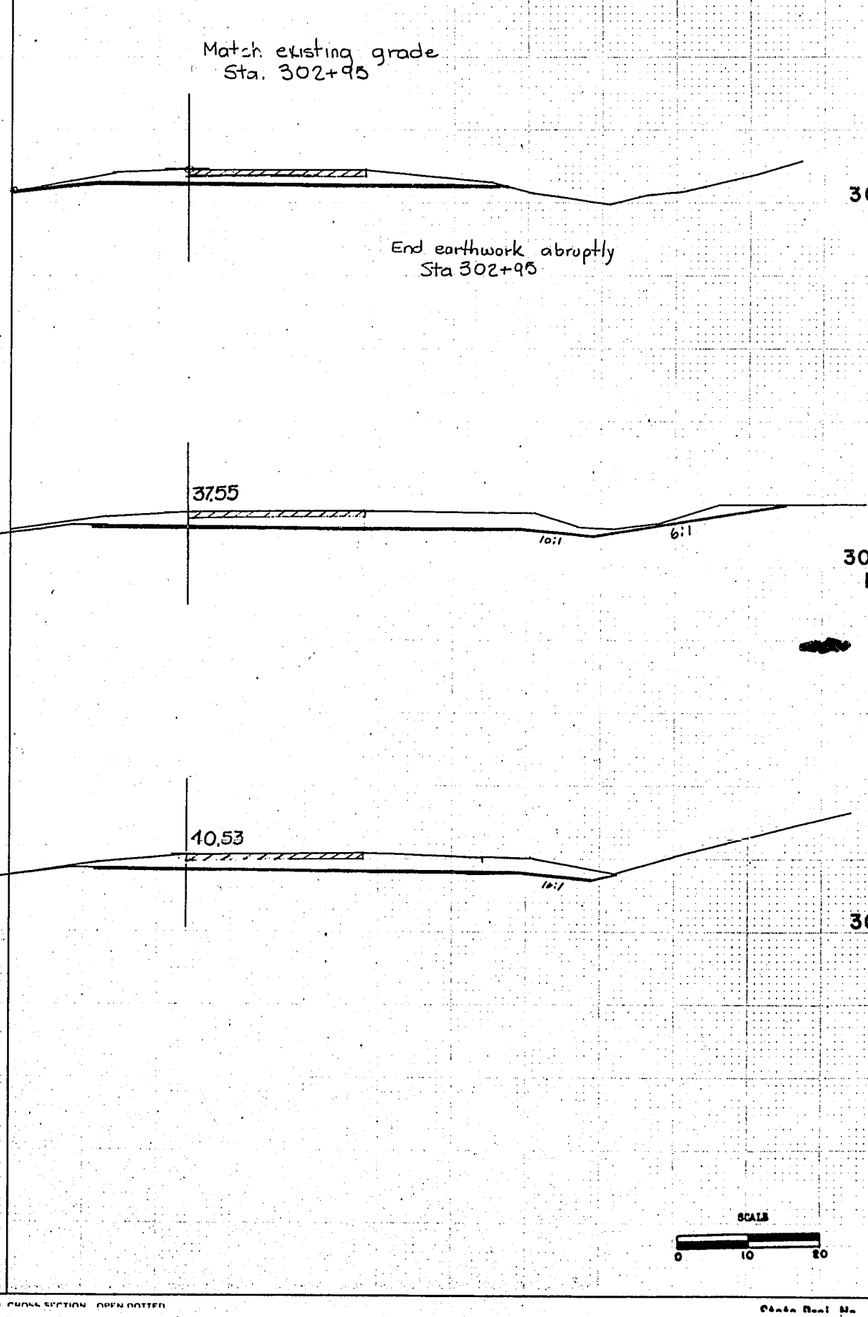


STATION	DISTANCE	YARDAGE EXCAVATION UNCL (NB)	EXCAVATION UNCL (SB)	FILL (NB)	FILL (SB)
300	100	191	635	1085	0
299	100	191	680	819	32
298	100	443	522	769	70
297					
SHEET TOTAL		825	1837	2673	102

SCALE
HOR. 1" = 10'
VERT. 1" = 10'

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

B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	F04-2(39)	170	171



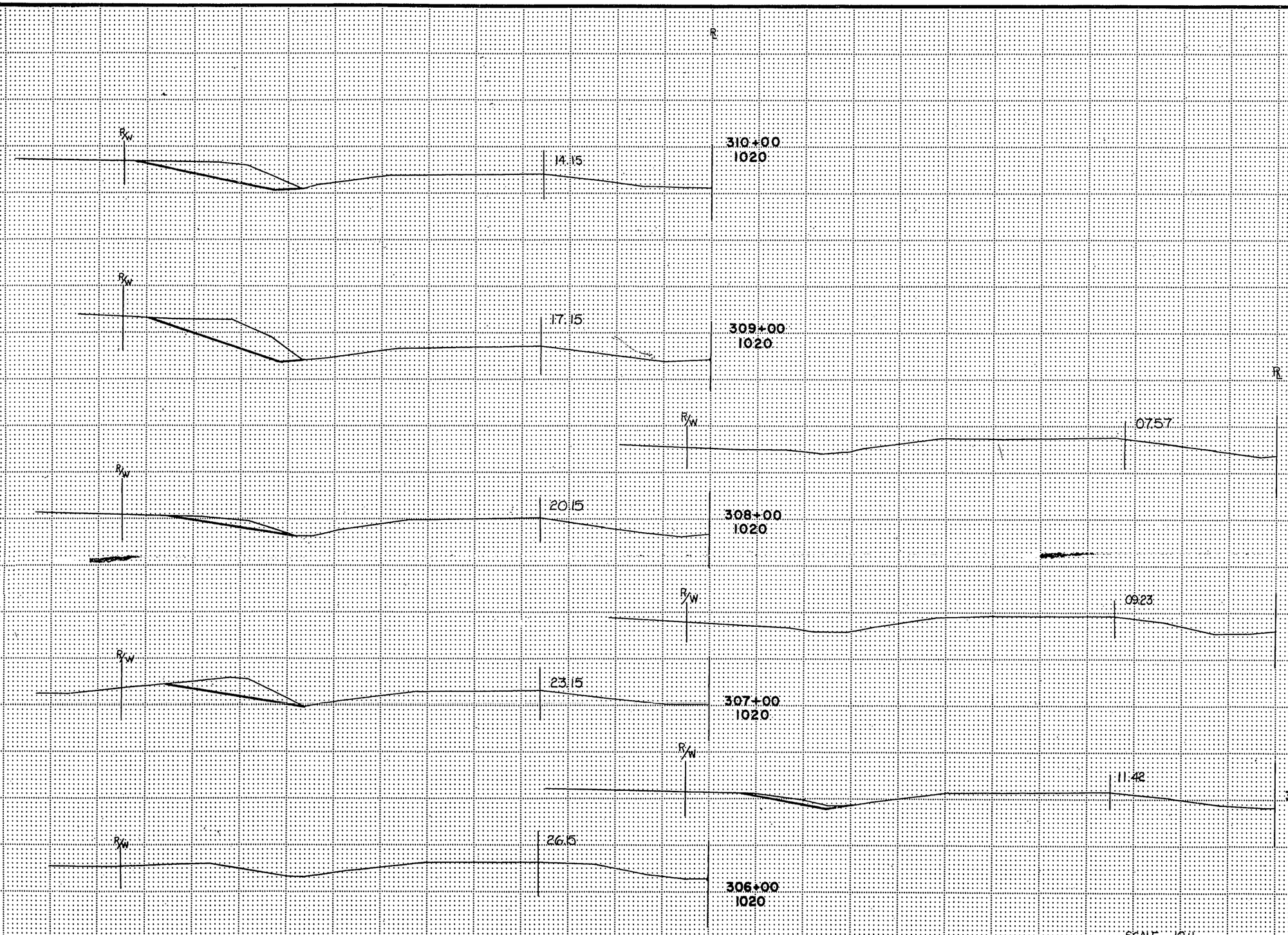
STATION	DISTANCE	YARDAGE EXCAVATION UNCL (NB)	UNCL (SB)	FILL (NB)	FILL (SB)
302 +95					
R/W					
302+95 1030	95		467		0
302					
302+00 1030	100		550		0
301					
301+00 1030	100		559		0
R/W					
300					
SHEET TOTAL			1576		0

PLATE 3 FUNCTIONAL CROSS SECTION OPEN DOTTED

State Proj. No. Sheet No. of Sheets

B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	FO 42(39)	171	171

STATION	DISTANCE	YARDAGE EXCAVATION UNCL.	FILL
313+00			
	100	0	0
312+00			
	100	35	0
311+00			
	100	191	0
310+00			
	100	372	0
309+00			
	100	270	0
308+00			
	100	185	0
307+00			
	100	131	0
306+00			
SHEET TOTAL		1184	0



SCALE 1"=1'

NOTE BOOK TEMPLATE AREA AREA CHECKED NO.

1-3-67
2-2-67

STATION 144+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1042.89	150.0	1041.89	109.0	1042.49	91.0	1039.49	62.0	1042.49	33.0	1043.19	12.0	1040.69	0.0	1042.89	11.0
1043.67	24.0	1043.67	48.0	1042.88	59.0	1041.38	67.0	1041.28	72.0	1042.88	79.0	1042.75	92.0		

STATION 144+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1042.55	110.0	1042.65	102.0	1042.21	99.5	1039.85	89.0	1040.96	80.9	1041.57	20.3	1040.55	10.0	1040.55	0.0
1041.90	8.3	1041.29	68.9	1040.75	77.0	1042.75	92.0	1042.75	92.0	1042.55	98.0				

STATION 145+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1044.29	150.0	1043.79	127.0	1044.39	96.0	1043.59	69.0	1045.69	41.0	1046.39	14.0	1043.79	0.0	1045.99	13.0
1046.74	24.0	1046.69	24.1	1046.68	48.0	1045.88	60.0	1044.08	69.0	1044.78	73.0	1046.88	79.0	1048.68	88.0
1049.68	102.0	1049.28	130.0												

STATION 145+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1043.85	106.0	1044.25	99.0	1044.33	99.0	1042.35	90.0	1043.96	80.9	1044.57	20.3	1043.85	10.0	1043.85	0.0
1044.90	8.3	1044.29	68.9	1043.35	78.0	1049.36	97.5	1049.45	98.0	1049.45	100.0				

STATION 146+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1046.54	150.0	1047.14	130.0	1048.94	104.0	1046.94	70.0	1051.14	18.0	1046.74	0.0	1049.04	12.0	1049.80	24.0
1049.80	48.0	1049.08	60.0	1047.48	66.0	1047.18	71.0	1051.08	87.0	1052.18	92.0	1052.80	95.5	1053.00	101.5
1052.70	111.5	1051.90	131.0												

STATION 146+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1046.95	113.0	1048.94	104.0	1048.91	103.5	1045.95	91.0	1046.96	80.9	1047.57	20.3	1046.65	4.0	1047.25	0.0
1047.88	8.3	1047.27	68.9	1046.95	78.0	1052.88	98.0	1053.25	99.0	1053.05	101.0				

STATION 147+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1047.44	169.0	1049.04	142.0	1050.70	114.0	1051.00	112.5	1051.30	109.5	1051.70	104.5	1051.40	100.5	1050.70	92.0
1049.64	78.0	1051.34	56.0	1052.04	12.0	1049.74	0.0	1050.44	5.0	1052.24	16.0	1052.85	24.0	1052.73	48.0
1052.36	60.0	1051.96	69.0	1052.26	91.0	1052.26	120.0	1052.26	137.0						

MOORE BUSINESS FORMS, INC 27

STATION 147+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1050.35	118.0	1051.55	108.0	1051.46	107.5	1048.35	89.0	1049.75	83.0	1049.83	80.9	1050.49	20.3	1049.55	0.0
1050.86	8.3	1050.20	68.9	1049.45	78.0	1052.26	92.0	1052.65	95.0	1052.65	100.0				

STATION 148+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1051.44	156.0	1051.04	121.0	1052.74	109.0	1053.24	60.0	1054.44	15.0	1052.34	0.0	1054.74	13.0	1055.52	24.0
1055.52	48.0	1054.76	60.0	1052.86	70.0	1055.16	84.0	1056.16	108.0	1058.36	138.0				

STATION 148+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1051.45	118.0	1052.95	106.0	1052.80	103.5	1050.95	89.0	1052.45	80.9	1053.11	20.3	1052.35	15.0	1051.55	7.0
1052.45	0.0	1053.53	8.3	1052.87	68.9	1051.85	79.0	1053.95	90.0	1056.04	105.0	1056.05	105.0	1056.15	108.0

STATION 149+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1057.07	160.0	1057.90	122.0	1056.80	118.0	1056.50	112.0	1056.40	108.0	1056.20	100.0	1057.87	49.0	1059.37	15.0
1055.37	0.0	1057.17	12.0	1057.95	24.0	1057.88	48.0	1057.06	60.0	1055.16	70.0	1060.96	95.0	1064.40	110.0
1065.10	138.0														

STATION 149+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1057.43	117.0	1057.03	112.0	1056.39	107.5	1053.33	89.0	1054.76	80.9	1055.42	20.3	1054.13	7.0	1055.03	0.0
1055.84	8.3	1055.18	68.9	1054.33	77.0	1060.13	98.0	1064.55	116.0	1064.73	117.0	1064.73	120.0		

STATION 150+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1059.97	150.0	1059.70	129.5	1059.50	114.5	1059.40	109.5	1059.30	107.5	1059.40	102.5	1058.77	71.0	1060.47	17.0
1057.67	0.0	1059.07	12.0	1059.86	24.0	1059.90	48.0	1059.16	60.0	1057.36	70.0	1061.86	95.0	1062.56	119.0
1062.56	138.0														

STATION 150+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1060.23	130.0	1060.13	125.0	1060.03	118.0	1059.51	115.0	1057.63	104.0	1055.43	89.0	1056.74	80.9	1057.40	20.3
1056.13	6.0	1056.73	0.0	1057.81	8.3	1057.15	68.9	1056.63	78.0	1059.63	93.0	1062.44	115.0	1062.63	117.0
1063.03	121.0														

MOORE BUSINESS FORMS, INC 27

STATION 151+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1062.67	150.0	1062.90	134.0	1062.90	124.0	1062.40	120.0	1062.77	75.0	1064.07	65.0	1064.17	22.0	1059.07	0.0
1060.77	12.0	1061.51	24.0	1061.49	48.0	1060.87	61.0	1059.07	70.0	1062.17	86.0	1064.67	99.0	1065.27	122.0
1065.07	144.0														

STATION 151+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1062.93	135.0	1063.03	131.0	1063.13	125.0	1062.90	124.0	1059.53	104.0	1057.53	89.0	1058.41	80.9	1059.07	20.3
1057.93	7.0	1058.63	0.0	1059.42	8.3	1058.76	68.9	1058.13	78.0	1062.03	99.0	1065.14	117.0	1065.23	118.0
1065.43	122.0														

STATION 152+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1069.17	150.0	1067.40	129.0	1066.90	127.0	1066.30	123.0	1065.47	81.0	1066.37	71.0	1065.17	18.0	1060.57	0.0
1061.97	13.0	1062.76	24.0	1062.78	48.0	1061.97	60.0	1060.57	65.0	1060.17	77.0	1062.57	81.0	1064.57	90.0
1065.37	102.0	1065.47	119.0	1065.27	135.0										

STATION 152+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1069.53	146.0	1069.63	143.0	1069.13	140.0	1067.93	131.0	1066.90	127.0	1063.63	115.0	1058.93	89.0	1059.77	80.9
1060.43	20.3	1058.93	5.0	1059.43	0.0	1060.69	8.3	1060.03	68.9	1059.43	79.0	1065.46	117.5	1065.43	118.0
1065.53	120.0														

STATION 153+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1066.57	150.0	1065.37	131.0	1065.37	92.0	1064.37	37.0	1063.87	14.0	1061.27	0.0	1063.07	12.0	1063.71	24.0
1063.71	48.0	1062.87	61.0	1061.07	67.0	1061.07	73.0	1064.07	86.0	1064.17	108.0				

STATION 153+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1067.23	146.0	1068.23	134.0	1067.23	128.0	1065.37	119.0	1063.13	110.0	1059.83	89.0	1060.80	80.9	1061.46	20.3
1059.63	6.0	1060.23	0.0	1061.60	8.3	1060.94	68.9	1060.03	80.0	1062.23	91.0	1064.16	106.0	1064.53	109.0
1064.43	111.0														

MOORE BUSINESS FORMS, INC.

STATION 154+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1065.07	150.0	1065.10	132.0	1065.30	123.0	1064.90	115.0	1064.80	109.0	1064.60	103.0	1063.77	86.0	1063.27	12.0
1061.47	0.0	1064.67	13.0	1064.26	24.0	1064.24	48.0	1063.37	60.0	1061.87	67.0	1061.77	77.0	1063.67	84.0
1063.27	99.0														

STATION 154+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1065.03	155.0	1064.93	152.0	1067.73	130.0	1065.43	116.0	1064.88	113.5	1062.93	105.0	1060.43	91.0	1060.23	89.0
1061.52	80.9	1062.18	20.3	1060.33	4.0	1060.83	0.0	1062.16	8.3	1061.50	68.9	1060.63	78.0	1063.35	96.0
1063.53	98.0	1063.53	100.0												

STATION 155+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1064.13	150.0	1064.60	131.0	1064.30	119.0	1063.90	107.0	1063.70	101.0	1063.30	95.0	1063.63	75.0	1062.73	13.0
1061.63	0.0	1063.73	14.0	1064.30	24.0	1064.25	48.0	1063.63	60.0	1062.43	66.0	1062.23	101.0	1061.53	104.0
1061.63	150.0														

STATION 155+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1063.80	163.0	1063.70	157.0	1066.70	142.0	1068.20	131.0	1067.30	123.0	1063.92	107.5	1062.30	101.0	1060.60	89.0
[illegible]	80.9	[illegible]	20.3	1062.20	16.0	[illegible]	5.0	1060.80	0.0	1062.38	8.3	1061.72	68.9	1060.80	79.0
1062.00	97.0	1062.24	98.5	1062.00	100.0										

STATION 156+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1063.13	150.0	1063.13	111.0	1063.73	84.0	1062.63	14.0	1061.33	0.0	1063.33	13.0	1064.09	24.0	1064.09	48.0
1063.13	60.0	1061.73	72.0	1062.53	84.0	1062.63	102.0	1061.73	150.0						

STATION 156+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1063.20	176.0	1063.00	168.0	1063.00	163.0	1066.70	148.0	1068.30	136.0	1067.50	125.0	1064.10	111.0	1063.26	105.0
1060.50	90.0	1061.90	83.0	1062.01	80.9	1062.67	20.3	1060.50	4.0	1060.90	0.0	1062.24	8.3	1061.58	68.9
1060.30	81.0	1062.60	96.0	1062.70	97.0	1062.70	100.0								

MOORE BUSINESS FORMS, INC.

STATION 157+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1063.13	150.0	1061.43	106.0	1061.93	87.0	1061.93	15.0	1060.83	0.0	1062.53	12.0	1063.63	24.0	1063.61	48.0
1062.83	60.0	1061.33	73.0	1062.73	100.0	1062.03	150.0								

STATION 157+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1060.70	180.0	1060.70	174.0	1060.70	171.0	1063.30	160.0	1065.60	152.0	1067.50	136.0	1066.70	127.0	1063.20	110.0
1061.61	99.0	1060.20	91.0	1061.30	84.0	1061.77	81.5	1062.44	20.3	1060.70	10.0	1060.10	4.0	1060.60	0.0
1061.55	6.7	1061.94	68.7	1060.20	81.0	1062.57	97.0	1062.70	98.0	1062.50	100.0				

STATION 158+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1062.63	150.0	1061.33	118.0	1060.83	70.0	1060.93	8.0	1060.33	0.0	1062.53	12.0	1063.14	24.0	1063.13	48.0
1062.23	60.0	1060.83	72.0	1062.23	81.0	1062.83	102.0	1062.43	111.0	1062.23	150.0				

STATION 158+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1059.90	190.0	1059.80	180.0	1064.90	160.0	1067.20	144.0	1067.20	140.0	1064.80	124.0	1061.19	105.0	1060.50	102.0
1059.70	93.0	1061.27	83.4	1061.91	18.7	1059.80	4.0	1060.10	0.0	1060.73	6.0	1062.11	68.6	1060.00	81.0
1062.60	98.0	1062.74	99.0	1062.60	101.0										

STATION 159+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1062.33	150.0	1061.23	119.0	1060.83	72.0	1061.33	18.0	1060.13	0.0	1062.03	15.0	1062.62	26.0	1062.63	50.0
1061.73	62.0	1060.03	70.0	1063.13	90.0	1063.63	104.0	1063.63	114.0	1063.53	150.0				

STATION 159+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1060.50	196.0	1060.40	188.0	1060.50	183.0	1062.90	173.0	1065.70	158.0	1067.10	146.0	1064.40	131.0	1062.10	119.0
1061.17	112.0	1058.50	95.0	1059.55	86.8	1061.40	19.5	1059.40	5.0	1059.80	0.0	1059.97	3.5	1062.04	68.1
1059.90	81.0	1063.42	98.0	1063.80	100.0	1063.80	102.0								

STATION 160+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1062.90	148.5	1062.50	136.5	1062.00	126.5	1061.80	119.5	1061.76	106.0	1061.56	18.0	1060.76	4.0	1060.06	0.0
1058.86	5.0	1061.36	18.0	1062.04	29.0	1062.17	53.0	1061.56	64.0	1059.96	72.0	1063.76	108.0	1063.46	119.0

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STATION 160+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1062.20	200.0	1062.10	192.0	1062.30	187.0	1064.20	176.0	1066.00	163.0	1067.00	154.0	1064.80	138.0	1061.84	121.0
1061.60	120.0	1058.90	106.0	1057.60	96.0	1058.22	88.5	1060.71	17.0	1060.30	12.0	1059.00	0.0	1059.47	3.5
1061.54	68.1	1059.60	81.0	1061.10	92.0	1062.81	99.0	1063.30	101.0	1063.70	105.0				

STATION 161+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1063.60	161.0	1063.40	155.0	1062.80	135.5	1062.70	131.0	1062.66	106.0	1063.46	99.0	1062.26	9.0	1060.86	0.0
1058.76	11.0	1060.66	22.0	1061.41	35.0	1061.80	59.0	1062.36	69.0	1059.36	81.0	1061.10	97.5	1063.20	103.5
1064.00	110.0	1063.56	114.0	1063.76	120.0	1063.66	150.0								

STATION 161+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1063.60	200.0	1063.50	193.0	1065.90	174.0	1067.00	156.0	1065.60	146.0	1062.70	131.0	1061.70	126.0	1056.70	95.0
1057.36	88.5	1059.91	15.5	1058.50	3.0	1058.60	0.0	1058.97	3.5	1061.04	68.1	1059.30	82.0	1060.00	91.0
1062.70	104.0	1063.75	108.0	1063.70	108.0	1063.70	110.0								

STATION 162+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1063.56	150.0	1063.46	134.0	1064.36	102.0	1064.16	40.0	1063.86	13.0	1061.16	0.0	1058.16	17.0	1060.26	29.0
1060.98	40.0	1061.49	64.0	1060.66	74.0	1058.96	85.0	1064.16	120.0	1064.16	150.0				

STATION 162+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1064.00	197.0	1063.90	192.0	1064.20	185.0	1065.40	171.0	1065.80	160.0	1064.50	147.0	1063.50	141.0	1061.10	130.0
1057.70	109.0	1055.90	96.0	1056.48	89.2	1059.11	14.0	1057.70	3.0	1057.70	0.0	1058.47	3.5	1059.90	48.0
1059.68	70.3	1058.90	82.0	1059.19	83.5	1063.50	110.0	1064.20	112.0	1064.30	114.0				

STATION 163+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1063.56	150.0	1063.06	109.0	1063.26	8.0	1062.16	0.0	1057.66	22.0	1059.76	34.0	1060.41	45.0	1060.91	69.0
1060.16	81.0	1058.86	91.0	1061.96	119.0	1062.56	125.0	1062.56	150.0						

STATION 163+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1063.45	195.0	1063.55	189.0	1064.35	175.0	1065.15	160.0	1063.51	145.5	1063.05	144.0	1059.15	123.0	1055.25	96.0
1055.62	90.1	1058.31	13.2	1057.15	5.0	1057.55	0.0	1057.97	3.5	1059.40	48.0	1059.16	72.2	1058.35	85.0
1059.12	89.0	1062.05	110.0	1061.95	116.0										

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STATION 164+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1063.32	150.0	1062.92	126.0	1062.02	114.0	1063.22	98.0	1062.52	17.0	1061.82	0.0	1057.22	28.0	1059.02	38.0
1060.04	49.0	1060.43	73.0	1059.72	85.0	1058.12	95.0	1061.82	118.0	1060.72	150.0				

STATION 164+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1063.15	192.0	1063.25	188.0	1064.05	175.0	1065.05	162.0	1063.36	152.5	1061.85	145.0	1057.85	123.0	1054.15	99.0
1054.75	91.1	1057.51	12.3	1056.65	3.0	1056.75	0.0	1057.47	3.5	1058.90	48.0	1058.66	74.0	1057.55	87.0
1060.77	111.5	1061.75	118.0	1061.75	120.0										

STATION 165+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1062.72	200.0	1062.12	171.0	1062.52	153.0	1061.42	99.0	1062.32	91.0	1061.72	0.0	1060.82	8.0	1056.52	31.0
1058.62	42.0	1059.53	51.0	1059.92	75.0	1059.02	88.0	1057.62	98.0	1063.02	123.0	1061.62	158.0	1061.20	177.0
1060.80	200.0														

STATION 165+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1063.35	182.0	1063.35	179.0	1063.75	158.0	1062.50	152.0	1057.05	126.0	1053.15	99.0	1055.38	91.9	1058.22	11.0
1056.55	0.0	1055.58	3.5	1057.01	48.0	1056.73	75.9	1057.05	89.0	1060.86	113.0	1062.05	120.0	1062.75	123.0

STATION 166+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1062.32	200.0	1061.60	152.5	1061.00	151.5	1060.80	146.5	1060.50	142.5	1060.90	134.5	1060.52	83.0	1061.42	78.0
1060.72	0.0	1055.82	32.0	1058.02	45.0	1058.98	56.0	1059.38	80.0	1058.42	93.0	1057.12	104.0	1061.72	127.0
1061.12	148.0	1061.90	154.5	1062.10	162.5	1060.92	163.0	1062.40	169.5	1060.72	180.0	1060.52	200.0		

STATION 166+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1062.65	172.0	1062.35	167.0	1061.35	148.0	1060.50	142.5	1057.15	124.0	1052.85	96.0	1053.56	92.4	1054.93	56.3
1056.59	9.1	1056.15	3.0	1056.25	0.0	1056.89	3.5	1058.32	48.0	1058.02	77.8	1056.65	93.0	1058.95	110.0
1061.72	127.0	1061.85	127.0	1061.85	129.0										

STATION 167+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1059.42	200.0	1058.42	147.0	1058.22	72.0	1059.02	68.0	1058.62	0.0	1057.82	17.0	1055.12	36.0	1057.82	48.0
1058.58	58.0	1058.98	82.0	1058.32	93.0	1056.32	105.0	1058.72	122.0	1058.62	142.0	1058.92	163.0	1059.22	200.0

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STATION 167+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1059.59	163.0	1059.79	157.0	1058.39	137.0	1058.09	135.0	1054.69	116.0	1052.79	103.0	1053.78	90.0	1055.32	57.9
1055.55	49.0	1056.95	9.1	1056.49	0.0	1057.21	3.5	1058.64	48.0	1058.33	76.2	1058.19	80.0	1056.09	96.0
1057.19	109.0	1058.70	125.5	1058.99	128.0	1058.99	131.0								

STATION 168+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1056.22	200.0	1056.20	143.5	1056.40	139.5	1056.70	136.5	1056.90	133.5	1056.70	125.5	1056.80	113.5	1056.70	101.5
1056.12	92.0	1056.82	86.0	1056.32	0.0	1056.22	23.0	1054.72	38.0	1057.12	50.0	1058.03	60.0	1058.48	84.0
1057.92	94.0	1055.82	107.0	1057.82	127.0	1058.12	150.0	1058.82	200.0						

STATION 168+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1056.19	148.0	1056.99	136.0	1056.87	134.0	1055.89	120.0	1053.69	102.0	1054.35	91.0	1056.07	59.4	1057.87	8.1
1057.49	0.0	1057.97	3.5	1059.40	48.0	1059.39	52.5	1058.77	84.0	1055.89	105.0	1055.89	110.0	1056.89	119.0
1057.85	129.0	1058.09	131.0	1057.89	135.0										

STATION 169+C ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1054.42	200.0	1054.22	130.0	1055.42	125.0	1055.72	71.0	1056.02	0.0	1055.82	23.0	1054.22	38.0	1056.92	51.0
1057.52	61.0	1057.92	85.0	1057.42	97.0	1055.52	108.0	1056.92	131.0	1056.82	148.0	1056.92	[illegible]		

STATION 169+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1054.29	137.0	1054.24	136.0	1054.89	124.0	1054.39	112.0	1055.49	101.0	1055.64	98.7	1057.36	65.5	1057.95	48.0
1059.35	8.1	1058.79	0.0	1059.17	3.5	1060.60	48.0	1060.24	68.0	1059.88	98.5	1059.29	102.0	1056.29	115.0
1055.89	122.0	1056.69	133.0	1056.90	134.0	1056.69	145.0								

STATION 170+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1053.01	163.0	1053.51	151.5	1054.51	126.5	1053.81	111.0	1052.51	108.0	1052.51	103.0	1053.21	101.0	1052.91	71.0
1053.11	64.0	1055.61	60.0	1055.01	34.0	1055.11	0.0	1055.21	30.0	1053.81	38.0	1054.61	45.0	1055.61	50.0
1056.91	62.0	1057.41	86.0	1056.91	95.0	1054.81	109.0	1055.01	113.0	1055.71	117.0	1056.41	135.0	1055.81	139.0
1055.41	180.0														

MOORE BUSINESS FORMS, INC.

STATION 170+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1054.19	142.0	1054.19	140.0	1054.05	138.0	1053.79	136.0	1053.49	129.0	1055.09	118.0	1056.26	109.6	1058.75	62.6
1058.59	62.0	1059.60	58.0	1061.40	8.1	1061.09	0.0	1060.80	3.5	1062.88	68.1	1061.59	72.0	1060.58	73.0
1060.14	117.3	1055.09	139.0	1055.72	148.0	1056.19	153.0	1055.69	160.0						

STATION 170+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1053.01	163.0	1053.51	151.5	1054.51	126.5	1053.81	111.0	1052.51	108.0	1052.51	103.0	1053.21	101.0	1052.91	71.0
1053.11	64.0	1055.61	60.0	1055.01	34.0	1055.11	0.0	1055.21	30.0	1053.81	38.0	1054.61	45.0	1055.61	50.0
1056.91	62.0	1057.41	86.0	1056.91	95.0	1054.81	109.0	1055.01	113.0	1055.71	117.0	1056.41	135.0	1055.81	139.0
1055.41	180.0														

STATION 170+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1058.59	62.0	1058.59	62.0	1059.60	58.0	1061.40	8.1	1061.09	0.0	1060.80	3.5	1062.88	68.1	1061.59	72.0
1061.59	72.0														

STATION 171+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1051.41	183.0	1052.61	149.0	1052.51	110.0	1051.81	96.0	1050.81	93.0	1051.41	88.0	1051.21	73.0	1051.01	69.0
1050.91	50.0	1053.11	47.0	1053.81	41.0	1053.11	0.0	1052.71	17.0	1053.41	31.0	1053.11	41.0	1055.01	48.0
1056.41	62.0	1056.81	86.0	1056.51	94.0	1054.11	108.0	1053.41	121.0	1053.91	139.0	1052.91	159.0	1052.41	192.0

STATION 171+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1057.99	78.0	1057.99	78.0	1057.89	76.0	1059.39	71.0	1061.86	66.6	1063.93	7.6	1062.99	0.0	1062.85	3.5
1064.83	65.1	1064.99	68.0	1062.09	80.0	1062.09	80.0								

STATION 172+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1046.71	184.0	1046.91	176.0	1047.01	136.0	1048.01	94.0	1048.71	86.0	1049.01	74.0	1048.01	72.0	1048.81	69.0
1049.01	31.0	1049.61	0.0	1049.01	19.0	1050.51	32.0	1053.81	48.0	1055.61	53.0	1055.91	63.0	1056.41	87.0
1056.01	96.0	1049.61	138.0	1048.31	153.0	1050.11	157.0	1048.81	162.0	1048.11	200.0				

MOORE BUSINESS FORMS, INC 27

STATION 172+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1055.59	90.0	1055.59	90.0	1058.69	83.0	1064.39	66.6	1066.46	7.6	1065.29	0.0	1064.97	3.5	1066.95	66.6
1064.19	80.0	1060.79	88.0	1060.79	88.0										

STATION 173+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1042.24	196.0	1042.24	147.0	1043.84	136.0	1043.04	127.0	1043.94	100.0	1043.84	62.0	1047.94	54.0	1048.64	43.0
1047.04	0.0	1047.84	28.0	1054.14	49.0	1055.44	63.0	1055.84	87.0	1055.24	100.0	1045.74	148.0	1045.44	183.0
1044.94	200.0														

STATION 173+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1053.88	102.0	1053.88	102.0	1058.88	88.0	1061.18	83.0	1066.58	66.6	1068.65	7.6	1067.38	0.0	1067.04	3.5
1069.02	66.6	1065.98	78.0	1060.78	92.0	1057.88	99.0	1057.88	99.0						

STATION 173+35 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1042.24	199.0	1042.04	136.0	1041.94	100.0	1041.94	67.0	1043.14	0.0	1043.34	29.0	1043.35	123.0	1044.14	126.0
1044.94	169.0	1045.04	217.0												

STATION 173+35 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1053.88	104.0	1053.88	104.0	1059.28	90.0	1067.24	66.6	1069.31	7.6	1068.08	0.0	1067.68	3.5	1069.66	66.6
1069.38	70.0	1064.88	83.0	1060.18	95.0	1056.38	106.0	1056.38	106.0						

STATION 173+58 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1045.04	210.0	1045.84	184.0	1046.14	140.0	1045.54	110.0	1045.14	67.0	1045.94	44.0	1047.24	38.0	1047.44	0.0
1047.84	25.0	1054.34	48.0	1055.44	61.0	1055.84	85.0	1055.24	96.0	1045.14	137.0	1044.64	169.0	1045.34	196.0
1045.04	220.0														

STATION 173+58 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1053.58	107.0	1053.58	107.0	1059.18	91.0	1063.48	80.0	1067.66	67.1	1069.73	8.1	1068.38	0.0	1068.09	3.5
1070.07	66.6	1069.88	69.0	1066.18	81.0	1059.08	99.0	1055.98	109.0	1055.98	109.0				

MOORE BUSINESS FORMS, INC.

STATION 174+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1046.44	212.0	1047.64	119.0	1047.84	95.0	1047.84	52.0	1049.54	28.0	1049.94	0.0	1049.94	27.0	1055.14	48.0
1055.56	60.0	1055.94	84.0	1055.64	97.0	1048.24	143.0	1048.14	167.0						

STATION 174+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1052.18	110.0	1052.18	110.0	1058.98	94.0	1068.37	67.1	1070.44	8.1	1069.28	0.0	1068.76	3.5	1070.74	66.6
1070.18	70.0	1067.58	79.0	1060.28	98.0	1056.68	110.0	1056.68	110.0						

STATION 174+57 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1050.06	157.0	1050.96	120.0	1051.26	100.0	1050.96	82.0	1051.16	49.0	1051.46	16.0	1052.16	0.0	1051.16	19.0
1051.06	30.0	1054.96	46.0	1055.66	59.0	1056.16	83.0	1055.96	95.0	1051.16	126.0	1051.66	138.0	1051.16	163.0

STATION 174+57 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1054.58	106.0	1054.58	106.0	1061.08	90.0	1064.48	82.0	1069.17	67.2	1071.24	8.2	1070.18	0.0	1069.52	3.5
1071.50	66.6	1066.68	76.0	1061.38	95.0	1058.38	107.0	1058.38	107.0						

STATION 177+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1058.40	120.0	1058.40	100.0	1058.60	87.0	1059.20	0.0	1055.00	29.0	1056.90	35.0	1057.74	40.0	1058.28	50.0
1058.86	74.0	1058.40	84.0	1057.30	90.0										

STATION 177+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1059.70	100.0	1059.70	100.0	1064.00	89.0	1067.30	79.0	1071.29	67.7	1073.52	9.7	1071.70	0.0	1070.55	3.3
1073.64	66.0	1067.90	84.0	1060.80	102.0	1060.80	102.0								

STATION 178+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1058.30	110.0	1058.30	62.0	1059.00	0.0	1059.00	12.0	1057.20	26.0	1059.00	32.0	1059.57	36.0	1060.15	46.0
1060.57	70.0														

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STATION 178+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1058.60	103.0	1058.60	103.0	1063.40	91.0	1067.10	81.0	1071.38	68.4	1073.85	10.4	1072.00	0.0	1071.56	2.3
1074.07	64.9	1071.90	74.0	1069.20	82.0	1063.80	95.0	1063.80	95.0						

STATION 179+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1059.30	110.0	1059.10	43.0	1059.00	0.0	1059.20	19.0	1061.30	30.0	1061.91	36.0	1062.22	43.0	1062.65	60.0

STATION 179+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1061.00	99.0	1061.00	99.0	1064.10	91.0	1067.30	82.0	1070.93	71.4	1073.83	11.2	1071.50	0.0	1071.46	1.5
1074.48	67.4	1072.60	74.0	1068.80	85.0	1068.80	85.0								

STATION 180+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1060.46	100.0	1060.46	50.0	1061.16	0.0	1061.86	19.0	1064.16	29.0	1064.95	39.0	1065.44	60.0		

STATION 180+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1062.30	96.0	1062.30	96.0	1065.80	87.0	1069.10	78.0	1070.54	72.9	1073.44	13.7	1071.70	0.0	1071.70	1.0
1074.95	67.3	1073.70	74.0	1071.90	76.0	1071.90	76.0								

STATION 181+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1062.56	90.0	1063.36	47.0	1065.16	0.0	1065.16	7.0	1065.06	15.0	1067.36	25.0	1067.86	36.0	1068.26	50.0

STATION 181+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1065.90	87.0	1065.90	87.0	1068.20	82.0	1070.50	75.0	1070.56	69.4	1073.46	14.2	1072.90	9.0	1072.50	0.0
1072.37	1.0	1075.62	67.3	1075.62	67.3										

STATION 181+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1062.56	90.0	1063.36	47.0	1065.16	0.0	1065.16	7.0	1065.06	15.0	1067.36	25.0	1067.86	36.0	1068.26	50.0

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STATION 181+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1065.90	87.0	1065.90	87.0	1068.20	82.0	1070.50	75.0	1070.56	69.4	1073.46	14.2	1072.90	9.0	1072.50	0.0
1072.37	1.0	1075.62	67.3	1074.00	69.5	1071.28	70.0	1071.95	103.9	1074.30	107.0	1070.20	118.0	1069.40	119.0
1068.80	123.0														

STATION 182+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1070.56	70.0	1072.16	47.0	1073.56	25.0	1072.76	14.0	1070.16	0.0	1068.06	10.0	1070.06	22.0	1071.01	33.0
1071.49	57.0	1071.06	69.0	1068.86	83.0	1070.36	96.0	1070.06	128.0	1070.86	164.0	1068.56	200.0		

STATION 182+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1071.09	74.5	1071.09	74.5	1073.99	15.8	1073.30	7.0	1073.30	0.0	1073.35	1.0	1076.00	55.0	1076.12	67.0
1076.73	97.4	1074.10	106.0	1070.40	119.0	1070.13	120.0	1070.30	124.0						

STATION 183+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1072.26	40.0	1072.56	9.0	1071.56	0.0	1070.76	6.0	1073.26	19.0	1073.89	30.0	1074.47	54.0	1072.76	93.0
1069.86	134.0	1069.66	154.0	1068.56	200.0										

STATION 183+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1072.94	64.0	1072.94	64.0	1073.08	56.0	1075.01	16.5	1074.24	6.0	1074.64	0.0	1074.64	1.0	1077.29	55.0
1077.41	60.5	1078.02	91.0	1077.34	99.0	1072.84	114.0	1070.57	124.0	1070.54	124.0	1070.34	128.0		

STATION 183+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1072.26	40.0	1072.56	9.0	1071.56	0.0	1070.76	6.0	1073.26	19.0	1073.89	30.0	1074.47	54.0	1072.76	93.0
1069.86	134.0	1069.66	154.0	1068.56	200.0										

STATION 183+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1073.14	138.0	1072.74	135.0	1071.44	128.0	1071.41	127.5	1069.04	118.0	1069.54	113.1	1072.94	64.0	1073.08	56.0
1075.01	16.5	1074.24	6.0	1074.64	0.0	1074.64	1.0	1077.29	55.0	1077.41	60.5	1078.02	91.0	1077.34	99.0
1072.84	114.0	1070.57	124.0	1070.54	124.0	1070.34	128.0								

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STATION 184+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1075.66	200.0	1074.26	126.0	1072.56	98.0	1072.26	64.0	1072.76	19.0	1072.16	3.0	1072.56	0.0	1076.16	17.0
1076.93	28.0	1077.42	52.0	1077.06	64.0	1067.56	113.0	1067.86	126.0	1067.56	152.0	1066.46	200.0		

STATION 184+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1074.64	120.0	1073.62	115.5	1071.24	105.0	1072.11	98.6	1074.50	64.5	1074.61	57.0	1076.54	17.7	1075.44	7.0
1076.34	0.0	1076.25	1.0	1078.56	48.0	1078.91	57.5	1079.52	87.0	1076.54	100.0	1069.44	124.0	1067.84	128.0
1069.34	129.0														

STATION 185+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1079.98	182.0	1076.88	171.0	1076.38	119.0	1074.38	105.0	1071.78	19.0	1075.58	0.0	1078.88	16.0	1079.89	26.0
1080.28	50.0	1079.88	62.0	1066.38	120.0	1065.38	200.0								

STATION 185+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1076.64	117.0	1075.94	113.0	1073.94	99.0	1074.11	96.0	1074.38	80.9	1076.63	58.0	1078.56	18.7	1077.34	7.0
1077.94	0.0	1078.18	1.0	1080.49	48.0	1080.86	56.0	1081.45	85.4	1080.94	87.0	1079.44	95.0	1078.04	97.0
1071.54	113.0	1066.84	127.0	1066.27	129.0	1066.84	130.0								

STATION 186+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1082.04	184.0	1076.24	170.0	1078.74	163.0	1078.84	130.0	1075.84	112.0	1074.44	72.0	1075.44	24.0	1078.84	0.0
1082.14	14.0	1082.93	26.0	1083.47	50.0	1082.84	62.0	1070.74	114.0	1066.64	200.0				

STATION 186+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1075.64	111.0	1075.24	105.0	1075.53	103.0	1075.84	100.0	1077.82	95.0	1081.00	19.4	1079.74	7.0	1080.64	0.0
1080.42	1.0	1082.73	48.0	1083.50	86.3	1082.64	92.0	1077.64	106.0	1070.44	125.0	1070.17	126.0	1069.54	130.0

STATION 187+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1078.40	185.0	1080.70	174.0	1080.80	142.0	1080.10	132.0	1078.10	78.0	1080.40	56.0	1079.90	30.0	1081.80	0.0
1085.10	14.0	1085.96	26.0	1086.47	50.0	1086.00	62.0	1077.40	108.0	1075.10	146.0	1073.20	200.0		

MOORE BUSINESS FORMS, INC. 27

STATION 187+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1079.64	117.0	1079.84	111.0	1079.03	103.0	1079.34	102.0	1080.84	94.2	1083.94	20.4	1083.14	18.0	1081.54	7.0
1082.74	0.0	1082.98	1.0	1085.29	48.0	1086.14	90.7	1085.44	95.0	1082.04	106.0	1077.44	120.0	1076.49	123.0
1076.34	127.0														

STATION 188+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1082.50	200.0	1082.50	184.0	1083.20	148.0	1082.00	138.0	1084.30	128.0	1084.27	122.0	1084.17	60.0	1082.97	16.0
1084.87	0.0	1087.97	14.0	1088.82	26.0	1089.42	50.0	1088.87	62.0	1080.27	100.0	1076.97	160.0	1076.07	200.0

STATION 188+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1084.51	120.0	1084.91	115.0	1084.25	109.0	1084.01	108.0	1082.91	99.0	1083.92	92.3	1086.94	20.4	1084.91	10.0
1085.01	5.0	1085.81	0.0	1085.99	1.8	1088.03	48.0	1088.82	82.7	1088.51	90.0	1085.11	103.0	1081.61	115.0
1079.01	125.0	1078.84	126.0	1078.11	138.0										

STATION 189+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1088.36	118.0	1088.36	69.0	1088.66	40.0	1087.86	0.0	1090.66	13.0	1091.41	25.0	1091.96	48.0	1091.36	58.0
1084.36	93.0	1081.96	148.0	1081.36	200.0										

STATION 189+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1088.81	120.0	1089.11	117.0	1088.81	115.0	1088.36	112.5	1087.31	109.0	1084.81	98.0	1085.91	90.6	1088.87	20.4
1087.21	9.0	1087.91	0.0	1088.50	2.0	1090.43	48.0	1091.09	80.9	1090.71	84.0	1089.11	96.0	1085.31	112.0
1083.01	125.0	1082.92	126.0	1083.01	135.0										

STATION 190+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1093.47	120.0	1094.07	90.0	1093.97	38.0	1093.57	24.0	1090.87	0.0	1093.27	15.0	1094.13	25.0	1094.65	48.0
1094.26	60.0	1090.16	83.0	1090.36	100.0										

STATION 190+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1093.21	125.0	1092.91	123.0	1093.41	123.0	1090.61	108.0	1088.21	95.0	1088.72	88.8	1091.60	20.4	1090.11	8.0
1090.91	0.0	1091.03	2.0	1092.95	48.0	1093.57	78.9	1093.31	82.0	1092.11	89.0	1090.35	99.5	1090.01	101.0
1089.91	110.0														

MOORE BUSINESS FORMS, INC 27

STATION 191+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1099.57	125.0	1099.77	73.0	1100.27	40.0	1093.27	0.0	1095.67	13.0	1096.55	25.0	1097.03	48.0	1096.76	59.0
1094.76	72.0	1095.86	79.0	1094.96	100.0										

STATION 191+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1099.55	131.0	1098.91	130.0	1098.51	128.0	1096.11	118.0	1089.91	94.0	1091.14	87.0	1093.94	20.4	1092.31	9.0
1092.91	0.0	1093.21	2.0	1095.13	48.0	1095.61	77.0	1094.01	89.0	1094.96	100.0	1094.91	101.0	1094.61	107.0

STATION 192+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1104.57	150.0	1104.97	129.0	1103.87	80.0	1102.77	41.0	1095.47	0.0	1097.47	13.0	1098.54	25.0	1098.93	48.0
1098.67	58.0	1096.67	71.0	1099.87	94.0	1099.87	100.0								

STATION 192+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1105.43	140.0	1106.93	136.0	1104.91	132.0	1104.23	131.0	1100.13	120.0	1095.33	105.0	1092.23	93.0	1093.13	86.0
1095.89	20.4	1094.03	8.0	1094.93	0.0	1095.03	2.0	1096.95	48.0	1097.49	75.0	1097.33	77.0	1096.33	85.0
1097.33	91.0	1099.43	102.0	1099.87	103.0	1099.03	106.0								

STATION 193+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1105.87	150.0	1105.67	122.0	1105.07	81.0	1104.77	41.0	1096.97	0.0	1099.07	13.0	1100.12	26.0	1100.56	48.0
1100.07	59.0	1098.27	72.0	1099.07	79.0	1103.67	100.0	1104.33	105.0						

STATION 193+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1105.43	138.0	1106.93	135.0	1105.93	131.0	1105.73	130.0	1101.03	118.0	1096.53	105.0	1093.23	94.0	1094.69	86.0
1097.45	20.4	1097.03	18.0	1095.43	7.0	1096.33	0.0	1096.49	2.0	1098.41	48.0	1098.91	73.1	1098.93	75.0
1098.13	83.0	1100.83	92.0	1104.33	105.0	1104.33	105.0	1102.93	115.0						

STATION 194+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1105.64	150.0	1105.44	125.0	1105.04	73.0	1105.24	38.0	1098.24	0.0	1100.34	12.0	1101.36	25.0	1101.74	48.0
1101.00	60.0	1099.36	70.0	1102.16	83.0	1105.06	93.0	1107.16	102.0	1107.46	107.0	1106.86	109.0	1106.66	120.0

MOORE BUSINESS FORMS, INC. 27

STATION 194+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1105.63	140.0	1106.73	136.0	1106.23	133.0	1105.48	130.5	1098.83	111.0	1095.53	100.0	1094.53	93.0	1095.87	86.0
1098.63	20.4	1096.63	7.0	1097.53	0.0	1097.59	2.0	1100.45	70.1	1099.33	82.0	1103.33	94.0	1107.31	107.5
1107.33	108.0	1106.13	116.0	1105.83	125.0										

STATION 195+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1104.84	150.0	1105.44	106.0	1105.24	70.0	1106.14	40.0	1099.14	0.0	1101.04	13.0	1102.04	26.0	1102.47	48.0
1102.15	59.0	1100.25	70.0	1108.55	100.0	1109.84	110.0	1109.00	114.0	1110.60	150.0				

STATION 195+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1105.33	134.0	1105.33	132.0	1105.10	131.0	1099.53	114.0	1095.83	99.0	1095.43	94.0	1096.66	86.0	1099.42	20.4
1098.93	17.0	1097.43	9.0	1098.03	0.0	1098.33	2.0	1101.10	68.2	1099.83	78.0	1104.03	93.0	1109.42	112.0
1109.63	113.0	1108.83	120.0	1108.93	127.0										

STATION 196+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1104.74	150.0	1105.14	92.0	1106.24	41.0	1099.24	0.0	1101.44	13.0	1102.49	26.0	1102.88	48.0	1102.35	59.0
1100.85	71.0	1108.65	100.0	1110.34	106.0	1111.30	108.0	1110.90	122.0	1111.40	143.0				

STATION 196+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1105.33	137.0	1105.33	135.0	1103.33	132.0	1107.83	110.0	1105.04	106.0	1096.23	94.0	1097.06	86.0	1099.82	20.4
1099.64	0.0	1098.72	2.0	1101.47	67.6	1103.03	88.0	1108.33	104.0	1111.10	115.0	1111.43	116.0	1110.93	122.0
1111.03	127.0														

STATION 197+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1104.64	150.0	1104.84	111.0	1106.24	47.0	1099.34	0.0	1101.54	13.0	1102.47	26.0	1102.88	48.0	1102.35	59.0
1100.95	71.0	1107.95	100.0	1110.54	109.0	1111.80	113.0	1111.50	139.0						

STATION 197+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1104.43	134.0	1104.43	131.0	1104.74	131.0	1101.63	116.0	1098.73	102.0	1097.43	92.0	1097.07	86.0	1099.83	20.4
1098.23	7.0	1098.63	0.0	1098.75	2.0	1101.50	67.6	1100.93	78.0	1105.33	95.0	1111.75	117.0	1112.03	118.0
1111.63	125.0														

MOORE BUSINESS FORMS, INC 27

STATION 198+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1101.94	150.0	1102.99	136.0	1102.44	105.0	1100.34	88.0	1101.44	56.0	1098.14	0.0	1101.04	13.0	1102.06	26.0
1102.44	48.0	1102.11	58.0	1099.91	71.0	1101.21	79.0	1102.71	85.0	1106.51	96.0	1109.24	123.0	1110.50	150.0

STATION 198+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1102.93	122.0	1102.72	121.0	1096.50	96.0	1096.70	86.0	1099.46	20.4	1098.03	8.0	1098.43	0.0	1098.42	2.0
1101.17	67.6	1100.93	79.0	1105.43	97.0	1107.22	103.0	1109.93	112.0	1109.73	116.0	1109.53	121.0		

STATION 199+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1102.44	150.0	1102.14	115.0	1098.54	73.0	1099.94	33.0	1099.84	0.0	1101.16	26.0	1101.59	48.0	1100.64	68.0
1099.94	77.0	1106.54	116.0	1107.04	150.0										

STATION 199+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1101.83	144.0	1101.83	141.0	1101.43	126.0	1101.97	113.0	1101.13	111.0	1098.83	99.0	1095.94	86.0	1098.70	20.4
1097.23	5.0	1097.43	0.0	1097.73	2.0	1100.48	67.6	1108.13	77.0	1110.83	89.0	1111.03	100.0	1111.03	100.0

STATION 200+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1098.17	150.0	1098.77	102.0	1098.47	57.0	1098.47	25.0	1096.37	0.0	1099.07	13.0	1100.00	26.0	1100.34	48.0
1099.88	59.0	1098.48	72.0	1099.98	90.0	1102.38	127.0	1103.50	133.0	1104.20	150.0				

STATION 200+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1098.25	127.0	1098.35	124.0	1098.50	124.0	1096.25	110.0	1093.55	95.0	1094.80	86.0	1097.56	20.4	1096.05	7.0
1096.75	0.0	1096.69	2.0	1099.44	67.6	1106.25	75.0	1110.75	85.0	1110.75	85.0				

STATION 201+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1093.87	150.0	1094.47	104.0	1094.77	67.0	1095.27	33.0	1094.07	8.0	1094.77	0.0	1097.47	13.0	1098.29	25.0
1098.63	48.0	1098.18	58.0	1095.98	72.0	1097.38	97.0	1099.08	150.0						

MOORE BUSINESS FORMS, INC. 27

STATION 201+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1094.05	114.0	1094.55	108.0	1094.43	107.0	1091.65	95.0	1093.26	86.0	1096.02	20.4	1093.95	8.0	1095.15	0.0
1095.29	2.0	1098.04	67.6	1097.95	70.0	1096.65	80.0	1096.48	81.0	1097.55	96.0	1097.85	100.0		

STATION 202+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1090.27	150.0	1091.17	102.0	1090.67	58.0	1089.57	16.0	1092.37	0.0	1095.27	13.0	1096.25	25.0	1096.57	48.0
1096.08	58.0	1092.08	82.0	1092.28	98.0	1094.48	150.0								

STATION 202+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1091.55	103.0	1091.65	101.0	1091.12	98.0	1089.85	93.0	1091.34	86.0	1094.10	20.4	1091.75	7.0	1092.95	0.0
1093.52	2.0	1096.27	67.6	1094.85	77.0	1092.35	94.0	1092.25	95.5	1092.45	97.0				

STATION 203+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1087.28	150.0	1088.18	104.0	1087.78	65.0	1086.38	32.0	1086.88	15.0	1089.68	0.0	1092.88	13.0	1093.71	25.0
1094.12	48.0	1093.68	58.0	1090.98	75.0	1092.08	98.0								

STATION 203+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1088.25	103.0	1088.25	101.0	1088.13	99.0	1087.15	93.0	1087.85	88.0	1089.03	86.0	1091.79	20.4	1089.65	8.0
1090.55	0.0	1091.40	2.0	1094.15	67.6	1091.75	85.0	1091.53	86.5	1091.95	97.0	1092.05	99.0		

STATION 204+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1085.27	150.0	1085.07	144.0	1084.37	91.0	1083.77	43.0	1085.17	9.0	1086.87	0.0	1090.37	13.0	1091.26	25.0
1091.67	49.0	1091.07	61.0	1089.87	66.0	1089.47	73.0	1091.17	80.0	1086.87	98.0	1093.17	101.0		

STATION 204+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1084.75	100.0	1084.75	99.0	1084.41	94.0	1084.65	93.0	1086.53	86.0	1089.29	20.4	1087.55	7.0	1088.55	0.0
1088.95	2.0	1091.70	67.6	1090.93	79.0	1090.55	81.0	1091.75	87.0	1092.75	97.0	1092.75	99.0	1093.17	101.0

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STATION 205+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1082.37	150.0	1081.67	104.0	1081.67	57.0	1082.77	15.0	1084.37	0.0	1088.17	15.0	1088.85	26.0	1089.22	50.0
1088.87	62.0	1087.07	73.0	1088.27	83.0	1088.57	90.0	1088.67	102.0						

STATION 205+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1082.25	100.0	1081.67	99.0	1082.35	97.0	1084.03	86.0	1086.79	20.4	1085.45	7.0	1086.35	0.0	1086.45	2.0
1089.20	67.6	1087.75	82.0	1088.53	89.0	1089.25	97.0	1088.25	100.0	1088.25	102.0				

STATION 206+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1079.37	150.0	1079.47	102.0	1079.97	52.0	1080.87	9.0	1082.67	0.0	1085.97	13.0	1086.75	25.0	1087.19	49.0
1086.37	61.0	1083.77	73.0	1083.27	88.0	1083.57	102.0								

STATION 206+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1080.32	100.0	1079.50	99.0	1080.42	97.0	1081.82	86.0	1084.58	20.4	1083.42	7.0	1084.02	0.0	1083.98	2.0
1086.73	67.6	1083.72	87.0	1083.44	96.0	1083.22	98.0								

STATION 207+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1078.37	150.0	1079.17	118.0	1079.67	82.0	1079.87	35.0	1081.67	0.0	1084.37	12.0	1085.33	26.0	1085.72	50.0
1084.77	62.0	1082.37	74.0	1082.87	88.0	1083.77	102.0								

STATION 207+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1080.22	102.0	1080.22	100.0	1079.43	99.0	1079.72	97.0	1080.21	86.0	1082.97	20.4	1082.32	12.0	1081.62	4.0
1082.12	0.0	1082.03	2.0	1084.78	67.6	1082.83	87.0	1082.62	88.0	1083.92	98.0	1083.82	100.0		

STATION 208+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1078.38	150.0	1077.98	101.0	1077.28	65.0	1077.58	29.0	1080.98	0.0	1083.38	12.0	1084.48	26.0	1084.73	50.0
1084.03	62.0	1079.13	83.0	1078.43	101.0										

MOORE BUSINESS FORMS, INC.

STATION 208+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1078.72	100.0	1078.22	97.0	1077.88	96.0	1078.32	93.0	1079.18	86.0	1081.94	20.4	1080.42	8.0	1080.92	0.0
1080.77	2.0	1083.52	67.6	1081.62	80.0	1079.42	93.0	1078.47	100.0	1078.32	101.0	1078.32	103.0		

STATION 209+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1075.98	150.0	1075.08	103.0	1074.28	55.0	1080.58	0.0	1083.18	13.0	1084.07	26.0	1084.33	50.0	1083.43	63.0
1080.23	76.0	1076.83	94.0	1077.03	103.0										

STATION 209+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1075.52	114.0	1075.52	111.0	1075.23	111.0	1077.22	97.0	1078.74	86.0	1081.50	20.4	1079.72	7.0	1080.22	0.0
1080.19	2.0	1082.94	67.6	1082.72	70.0	1080.52	83.0	1077.32	99.0	1077.22	100.0	1076.99	101.0		

STATION 210+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1074.18	150.0	1073.38	105.0	1073.28	70.0	1076.08	36.0	1080.58	0.0	1083.18	13.0	1084.09	26.0	1084.45	50.0
1083.43	64.0	1080.13	80.0	1076.73	101.0	1076.63	104.0								

STATION 210+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1073.90	124.0	1073.70	123.0	1073.90	122.0	1077.20	100.0	1078.89	86.0	1081.65	20.4	1079.70	8.0	1080.20	0.0
1080.31	2.0	1083.06	67.6	1080.60	84.0	1077.20	99.0	1076.89	100.0	1076.90	119.0				

STATION 211+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1071.98	150.0	1072.58	111.0	1073.38	79.0	1074.28	31.0	1077.78	18.0	1080.58	0.0	1083.48	13.0	1084.69	26.0
1085.18	50.0	1084.78	62.0	1076.98	90.0	1076.88	105.0								

STATION 211+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1072.60	125.0	1072.40	123.0	1072.70	122.0	1074.60	112.0	1078.30	97.0	1079.63	86.0	1082.39	20.4	1080.30	8.0
1081.00	0.0	1081.10	2.0	1083.85	67.6	1081.90	80.0	1076.92	99.0	1076.50	100.0	1077.10	127.0		

MOORE BUSINESS FORMS, INC. 27

STATION 212+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1071.78	150.0	1072.88	101.0	1075.88	42.0	1082.18	0.0	1084.78	13.0	1086.08	26.0	1086.48	50.0	1085.98	61.0
1078.38	89.0	1077.58	104.0												

STATION 212+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1072.40	130.0	1072.25	129.0	1072.70	127.0	1074.40	122.0	1078.40	102.0	1080.96	86.0	1083.72	20.4	1081.40	8.0
1082.20	0.0	1082.59	2.0	1085.34	67.6	1083.10	82.0	1078.00	100.0	1077.74	101.0	1079.20	135.0		

STATION 213+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1072.71	150.0	1073.61	128.0	1076.91	75.0	1076.91	39.0	1083.51	0.0	1087.01	13.0	1088.02	26.0	1088.31	50.0
1087.88	60.0	1082.03	82.0	1080.48	103.0										

STATION 213+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1073.10	140.0	1073.10	136.0	1073.28	136.0	1075.50	122.0	1079.30	106.0	1080.90	98.0	1082.87	86.0	1085.63	20.4
1083.60	7.0	1084.20	0.0	1084.77	2.0	1087.52	67.6	1083.90	86.0	1080.90	98.0	1080.78	99.0	1081.50	141.0
1081.90	147.0														

STATION 213+25 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1072.71	150.0	1076.01	103.0	1078.71	66.0	1086.71	0.0	1087.61	12.0	1088.54	25.0	1088.74	49.0	1088.33	61.0
1084.53	75.0	1081.43	88.0	1081.53	110.0										

STATION 213+25 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1073.73	135.5	1073.60	135.0	1076.70	121.0	1081.10	101.0	1083.45	86.0	1086.21	20.4	1084.40	7.0	1085.30	0.0
1085.44	2.0	1088.19	67.6	1086.10	81.0	1081.90	99.0	1081.48	100.0	1082.20	111.0	1082.60	147.0	1082.20	150.0

STATION 213+43 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1075.91	150.0	1076.81	123.0	1077.91	87.0	1083.41	40.0	1082.51	22.0	1086.41	0.0	1087.91	12.0	1088.89	25.0
1089.25	49.0	1088.63	64.0	1085.03	86.0	1081.93	102.0	1082.23	127.0						

MOORE BUSINESS FORMS, INC.

STATION 213+43 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1076.71	126.0	1077.00	125.0	1077.70	122.0	1082.70	94.0	1084.74	86.0	1087.50	20.4	1084.90	8.0	1085.80	0.0
1085.05	2.0	1087.80	67.6	1087.00	80.0	1083.00	97.0	1082.61	98.5	1084.00	122.0	1083.90	150.0		

STATION 214+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1079.01	150.0	1081.01	103.0	1080.71	63.0	1080.41	26.0	1085.71	0.0	1089.11	13.0	1090.24	26.0	1090.57	50.0
1089.73	63.0	1085.33	85.0	1085.83	99.0	1086.13	125.0	1087.93	161.0						

STATION 214+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1079.81	125.0	1079.81	122.0	1080.35	118.5	1082.91	100.0	1085.38	86.0	1088.14	20.4	1086.71	7.0	1087.21	0.0
1087.60	2.0	1090.35	67.6	1089.01	77.0	1087.01	87.0	1085.69	95.0	1085.31	97.0	1086.51	124.0	1087.21	152.0

STATION 215+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1079.91	150.0	1080.11	102.0	1080.11	70.0	1081.31	25.0	1088.21	0.0	1092.01	14.0	1092.96	26.0	1093.28	50.0
1092.43	62.0	1090.23	70.0	1086.63	86.0	1086.53	97.0	1088.03	124.0	1090.53	156.0				

STATION 215+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1080.01	125.0	1080.21	124.0	1080.91	122.0	1087.01	94.0	1088.18	86.0	1090.94	20.4	1089.61	7.0	1090.21	0.0
1090.47	2.0	1093.22	67.6	1092.01	78.0	1088.71	98.0	1087.03	106.0	1089.61	126.0	1091.21	154.0		

STATION 216+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1078.51	150.0	1080.51	106.0	1081.11	63.0	1082.61	33.0	1091.61	0.0	1094.81	13.0	1095.70	26.0	1095.98	50.0
1095.22	63.0	1092.72	72.0	1090.42	84.0	1089.82	85.0	1090.32	86.0	1091.22	101.0	1094.02	131.0	1096.32	152.0

STATION 216+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1078.91	146.0	1078.92	141.0	1079.21	140.0	1083.01	122.0	1088.41	100.0	1090.93	86.0	1093.69	20.4	1091.91	6.0
1092.71	0.0	1092.99	2.0	1095.74	67.6	1095.91	70.0	1093.51	86.0	1092.81	105.0	1095.01	140.0	1095.71	143.0

MOORE BUSINESS FORMS, INC 27

STATION 217+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1082.22	150.0	1084.22	102.0	1089.42	39.0	1093.72	0.0	1097.12	14.0	1097.96	26.0	1098.34	50.0	1097.72	62.0
1095.22	74.0	1095.62	82.0	1096.72	107.0	1098.22	129.0	1099.82	152.0						

STATION 217+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1081.91	147.0	1082.11	143.0	1082.64	140.0	1083.91	132.0	1089.01	109.0	1092.31	94.0	1093.35	86.0	1096.11	20.4
1094.41	7.0	1095.01	0.0	1095.17	2.0	1097.92	67.6	1096.06	92.0	1095.81	97.0	1097.31	111.0	1098.01	124.0

STATION 218+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1083.52	200.0	1085.92	160.0	1090.52	100.0	1094.32	58.0	1099.72	18.0	1097.22	0.0	1099.12	13.0	1099.94	25.0
1100.29	49.0	1099.72	61.0	1097.82	69.0	1097.42	74.0	1100.42	90.0	1101.02	119.0	1101.72	139.0	1101.72	151.0

STATION 218+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1087.67	137.0	1087.68	137.0	1089.17	128.0	1091.87	114.0	1094.17	97.0	1095.39	86.0	1098.15	20.4	1097.07	14.0
1096.17	7.0	1096.87	0.0	1097.00	2.0	1099.75	67.6	1098.77	79.0	1099.11	83.0	1100.77	94.0	1100.87	100.0

STATION 219+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1087.64	200.0	1092.34	139.0	1097.94	90.0	1101.84	64.0	1104.24	55.0	1106.54	29.0	1098.84	0.0	1100.54	13.0
1101.51	24.0	1101.94	48.0	1101.28	61.0	1099.88	66.0	1098.88	72.0	1110.28	104.0	1116.10	125.0	1115.60	137.0
1116.50	150.0														

STATION 219+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1092.47	136.0	1093.57	124.0	1094.34	121.5	1096.57	115.0	1096.07	100.0	1096.27	95.0	1097.06	86.0	1099.82	20.4
1097.77	7.0	1098.47	0.0	1098.49	2.0	1101.24	67.6	1100.77	76.0	1100.66	77.0	1105.37	90.0		

STATION 220+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1098.93	200.0	1107.23	146.0	1111.13	111.0	1113.43	81.0	1115.43	42.0	1099.93	0.0	1100.03	6.0	1101.73	13.0
1102.74	25.0	1103.09	49.0	1102.48	61.0	1101.28	65.0	1101.58	75.0	1106.58	91.0	1116.80	115.0	1126.20	138.0
1126.50	144.0	1125.50	151.0												

MOORE BUSINESS FORMS, INC. 27

STATION 220+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1107.87	141.0	1108.37	137.0	1108.46	135.0	1108.27	130.0	1101.67	109.0	1097.57	93.0	1098.34	86.0	1101.10	20.4
1098.97	7.0	1099.67	0.0	1099.63	2.0	1102.38	67.6	1101.87	76.0	1102.21	77.0	1106.87	90.0	1111.37	102.0

STATION 221+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1103.86	200.0	1105.76	165.0	1108.06	132.0	1113.36	84.0	1114.36	41.0	1101.06	0.0	1102.26	11.0	1103.48	24.0
1103.81	48.0	1103.18	61.0	1102.28	66.0	1103.18	75.0	1110.08	93.0	1122.10	122.0	1128.40	141.0	1128.70	146.0
1128.00	150.0	1128.30	160.0												

STATION 221+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1107.27	137.0	1108.07	134.0	1108.03	132.5	1105.57	124.0	1100.07	105.0	1098.17	95.0	1099.24	86.0	1102.00	20.4
1100.57	11.0	1099.57	6.0	1100.47	0.0	1100.43	2.0	1103.18	67.6	1102.87	76.0	1104.17	81.0	1110.77	96.0
1121.27	122.0	1125.42	132.0	1125.17	132.0	1127.57	142.0	1128.07	175.0						

STATION 222+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1106.20	200.0	1107.26	170.0	1108.56	151.0	1110.56	130.0	1113.26	90.0	1115.26	41.0	1101.66	0.0	1102.86	11.0
1103.93	24.0	1104.32	48.0	1103.58	60.0	1102.58	66.0	1102.98	72.0	1106.08	81.0	1114.30	102.0	1125.00	132.0
1124.00	140.0	1123.90	150.0												

STATION 222+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1108.87	150.0	1109.17	147.0	1109.67	146.0	1109.51	141.0	1108.97	138.0	1108.17	134.0	1106.57	127.0	1104.27	118.0
1098.47	97.0	1099.68	88.3	1102.53	20.4	1100.37	6.0	1100.77	0.0	1100.88	2.0	1103.63	67.6	1103.17	78.0
1103.87	82.0	1109.77	98.0	1113.77	107.0	1120.67	124.0	1123.67	135.0	1123.99	140.5	1124.17	150.0	1124.37	163.0

STATION 223+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1114.56	158.0	1115.96	96.0	1117.76	48.0	1101.66	0.0	1102.86	11.0	1103.92	24.0	1104.32	48.0	1103.66	61.0
1102.46	66.0	1102.86	72.0	1111.86	97.0	1119.60	118.0	1120.90	133.0						

STATION 223+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1114.47	155.0	1114.84	145.5	1114.57	145.0	1108.97	128.0	1105.37	116.0	1098.97	99.0	1099.73	90.3	1102.67	20.4
1101.87	13.0	1100.87	5.0	1101.07	0.0	1100.99	2.0	1103.74	67.6	1102.57	79.0	1104.67	87.0	1110.37	105.0
1117.57	126.0	1119.27	133.0	1121.59	141.0	1119.17	150.0	1119.17	163.0						

MOORE BUSINESS FORMS, INC.

STATION 224+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1115.39	150.0	1116.29	100.0	1115.79	49.0	1100.79	0.0	1102.49	12.0	1103.64	24.0	1104.04	48.0	1103.36	60.0
1102.06	65.0	1102.16	70.0	1108.66	91.0	1113.60	106.0	1113.40	121.0	1113.70	127.0				

STATION 224+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1115.17	160.0	1115.27	146.0	1115.47	145.5	1114.17	141.0	1107.57	125.0	1100.47	105.0	1098.87	100.0	1099.42	92.3
1102.44	20.4	1101.57	12.0	1100.57	5.0	1100.87	0.0	1100.75	2.0	1103.50	67.6	1101.67	80.0	1102.47	85.0
1109.67	110.0	1112.67	122.0	1113.65	126.0	1112.87	150.0	1112.67	165.0						

STATION 225+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1106.69	150.0	1107.29	119.0	1106.69	83.0	1106.69	34.0	1100.39	0.0	1102.19	12.0	1103.08	24.0	1103.31	48.0
1102.26	61.0	1100.66	69.0	1107.66	99.0	1110.00	121.0	1110.40	148.0						

STATION 225+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1108.85	146.0	1109.15	141.0	1107.25	134.0	1107.04	132.0	1103.05	121.0	1098.55	102.0	1099.45	94.0	1099.69	91.7
1101.57	19.6	1101.15	12.0	1100.25	4.0	1100.45	0.0	1100.67	5.0	1102.01	68.7	1100.65	80.0	1101.65	86.0
1103.25	92.0	1105.65	102.0	1109.63	117.5	1109.65	118.0	1110.05	141.0	1110.35	165.0				

STATION 226+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1098.49	150.0	1097.99	123.0	1099.39	67.0	1099.79	14.0	1098.89	0.0	1101.29	12.0	1102.14	24.0	1102.12	48.0
1101.46	59.0	1099.96	67.0	1099.76	75.0	1102.26	84.0	1103.96	118.0	1104.06	147.0				

STATION 226+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1099.15	142.0	1098.55	124.0	1098.14	117.0	1096.95	107.0	1097.35	104.0	1098.35	97.0	1099.24	92.8	1099.90	60.0
1100.30	20.4	1100.85	14.0	1099.75	4.0	1100.05	0.0	1100.27	7.5	1100.27	70.8	1099.55	81.0	1100.35	88.0
1102.05	98.0	1103.23	103.5	1104.05	109.0	1103.75	117.0	1104.45	136.0	1105.25	156.0				

STATION 227+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1090.79	150.0	1093.29	100.0	1091.99	89.0	1093.59	57.0	1098.19	16.0	1097.19	0.0	1099.99	13.0	1100.82	24.0
1100.82	48.0	1101.06	60.0	1096.96	72.0	1096.56	84.0	1096.56	114.0	1096.36	121.0				

MOORE BUSINESS FORMS, INC. 27

STATION 227+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1092.64	139.0	1091.69	132.0	1093.14	124.0	1095.44	108.0	1097.98	94.8	1098.68	60.0	1099.08	20.4	1099.54	13.0
1099.24	5.0	1099.54	0.0	1099.94	6.0	1099.63	8.4	1098.97	73.8	1098.34	81.0	1097.04	92.0	1096.56	97.0
1096.94	118.0	1097.24	148.0												

STATION 228+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1085.79	150.0	1086.49	102.0	1087.79	96.0	1088.09	68.0	1088.59	31.0	1094.99	0.0	1098.09	13.0	1099.03	24.0
1099.01	48.0	1098.26	59.0	1098.26	61.0	1094.76	72.0	1090.96	93.0	1089.46	104.0	1089.26	123.0		

STATION 228+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1086.24	160.0	1085.76	152.0	1086.94	146.0	1091.44	123.0	1094.64	109.0	1097.53	96.8	1097.87	48.0	1098.27	20.4
1098.04	6.0	1098.34	0.0	1098.84	8.4	1098.44	48.0	1097.56	77.0	1097.34	80.0	1095.04	90.0	1091.44	102.0
1089.41	109.0	1090.54	122.0	1090.94	147.0										

STATION 229+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1084.29	150.0	1085.19	102.0	1086.09	97.0	1086.19	50.0	1087.49	26.0	1093.49	0.0	1095.99	12.0	1097.08	24.0
1097.06	48.0	1096.30	60.0	1088.70	91.0	1088.40	106.0	1087.50	111.0						

STATION 229+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1083.94	160.0	1084.46	141.0	1084.54	140.0	1088.64	129.0	1092.84	115.0	1096.75	98.8	1097.40	66.3	1097.53	60.0
1097.93	20.4	1097.54	14.0	1096.84	9.0	1096.84	6.0	1097.64	0.0	1098.32	8.4	1097.92	48.0	1097.10	79.9
1093.54	92.0	1088.64	107.0	1087.68	110.0	1088.14	125.0	1088.34	150.0						

STATION 230+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1082.14	150.0	1084.84	98.0	1084.84	60.0	1089.94	27.0	1091.14	0.0	1094.14	12.0	1095.20	24.0	1095.18	48.0
1094.30	60.0	1086.90	93.0	1086.60	108.0										

STATION 230+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1083.24	160.0	1081.98	153.0	1085.04	142.0	1088.44	130.0	1089.54	126.0	1093.24	113.0	1095.83	104.3	1097.35	68.2
1097.68	60.0	1098.08	20.4	1097.24	7.0	1097.94	0.0	1098.18	8.4	1097.88	48.0	1095.93	85.1	1093.24	95.0
1088.54	110.0	1086.34	118.0	1086.38	119.0	1086.54	129.0	1086.74	150.0						

MOORE BUSINESS FORMS, INC

STATION 231+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1083.44	150.0	1084.74	100.0	1083.94	64.0	1084.34	31.0	1089.74	0.0	1092.34	12.0	1093.32	24.0	1093.27	48.0
1092.40	60.0	1086.20	93.0	1086.20	106.0	1085.60	113.0								

STATION 231+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1082.20	160.0	1082.10	156.0	1083.41	151.0	1083.30	150.0	1089.50	132.0	1093.30	117.0	1095.50	104.0	1095.45	101.8
1097.65	70.4	1098.24	60.0	1098.64	20.4	1097.50	8.0	1098.00	0.0	1098.42	84.0	1098.02	48.0	1095.96	83.0
1095.80	87.0	1092.70	99.0	1085.40	124.0	1084.23	129.0	1086.00	150.0						

STATION 232+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1080.56	150.0	1081.66	98.0	1081.96	63.0	1083.26	24.0	1088.06	0.0	1090.96	12.0	1091.69	24.0	1091.69	48.0
1090.50	61.0	1085.10	88.0	1085.20	106.0	1084.80	113.0								

STATION 232+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1081.10	200.0	1079.92	180.0	1081.30	175.0	1084.60	161.0	1089.60	142.0	1093.20	126.0	1095.20	115.0	1095.37	112.1
1097.76	79.0	1098.85	60.0	1099.25	20.4	1098.00	8.0	1098.20	0.0	1099.04	8.4	1098.64	48.0	1097.61	65.5
1096.20	98.2	1095.80	102.0	1092.30	115.0	1087.90	127.0	1083.29	139.5	1084.70	140.0	1084.70	150.0		

STATION 232+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1080.56	150.0	1081.66	98.0	1081.96	63.0	1083.26	24.0	1088.06	0.0	1090.96	12.0	1091.69	24.0	1091.69	48.0
1090.50	61.0	1085.10	88.0	1085.20	106.0	1084.80	113.0								

STATION 232+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1098.85	60.0	1098.85	60.0	1099.25	20.4	1098.00	8.0	1098.20	0.0	1099.04	8.4	1098.64	48.0	1098.64	48.0

STATION 233+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1079.16	150.0	1080.36	103.0	1081.36	71.0	1082.26	23.0	1086.96	0.0	1089.66	12.0	1090.43	24.0	1090.45	48.0
1089.70	60.0	1083.90	87.0	1083.90	103.0	1083.60	111.0								

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STATION 233+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1099.13	73.0	1099.13	73.0	1099.66	20.4	1098.30	6.0	1098.80	0.0	1099.83	8.4	1099.30	61.0	1099.30	61.0

STATION 234+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1078.86	150.0	1080.06	104.0	1081.16	98.0	1081.36	55.0	1082.56	12.0	1086.16	0.0	1088.66	12.0	1089.63	25.0
1089.70	49.0	1088.08	61.0	1082.68	87.0	1082.88	106.0	1082.88	110.0						

STATION 234+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1098.20	86.0	1098.20	86.0	1099.17	80.9	1099.78	20.3	1098.60	6.0	1099.10	0.0	1100.26	8.3	1099.65	68.9
1098.50	75.0	1098.50	75.0												

STATION 235+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1079.86	150.0	1080.96	101.0	1080.46	71.0	1081.36	20.0	1085.46	0.0	1088.56	12.0	1089.29	25.0	1089.33	49.0
1088.78	62.0	1083.68	91.0	1083.08	106.0	1083.88	110.0								

STATION 235+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1094.60	100.0	1094.60	100.0	1097.20	90.0	1099.00	80.9	1099.61	20.3	1099.50	6.0	1099.90	0.0	1100.40	7.0
1100.33	8.3	1099.72	68.9	1098.00	79.0	1095.80	88.0	1095.80	88.0						

STATION 236+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1080.76	150.0	1080.66	100.0	1080.06	66.0	1081.26	18.0	1084.96	0.0	1088.26	12.0	1089.24	25.0	1089.27	49.0
1088.68	61.0	1086.48	73.0	1089.08	105.0	1089.08	109.0								

STATION 236+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1091.30	113.0	1091.30	113.0	1096.10	94.0	1098.53	80.9	1099.14	20.3	1098.80	7.0	1099.20	0.0	1099.90	6.0
1100.02	8.3	1099.41	68.9	1097.90	80.0	1092.90	101.0	1092.90	101.0						

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STATION 237+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1080.26	150.0	1080.16	102.0	1080.26	60.0	1082.66	20.0	1085.76	0.0	1088.36	13.0	1089.26	25.0	1089.34	49.0
1088.64	61.0	1086.84	70.0	1093.54	107.0	1093.24	110.0								

STATION 237+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1088.20	126.0	1088.20	126.0	1095.60	92.0	1097.78	80.9	1098.39	20.3	1097.50	9.0	1098.30	0.0	1099.34	8.3
1098.73	68.9	1097.50	82.0	1093.10	106.0	1090.80	114.0	1090.80	114.0						

STATION 238+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1084.10	150.0	1083.10	117.0	1081.80	96.0	1084.70	50.0	1089.00	13.0	1087.00	0.0	1088.50	12.0	1089.25	24.0
1089.26	49.0	1088.54	61.0	1086.94	71.0	1095.24	107.0	1095.24	111.0						

STATION 238+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1085.20	139.0	1085.20	139.0	1090.20	113.0	1095.00	92.0	1096.74	80.9	1097.35	20.3	1096.40	10.0	1097.10	0.0
1098.29	8.3	1097.68	68.9	1097.70	71.0	1096.60	83.0	1093.00	105.0	1088.20	127.0	1088.20	127.0		

STATION 239+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1083.40	150.0	1083.10	102.0	1082.30	71.0	1083.20	32.0	1085.60	0.0	1088.60	12.0	1089.33	24.0	1089.31	48.0
1088.34	61.0	1086.94	70.0	1094.34	107.0	1094.54	110.0								

STATION 238+75 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1081.60	150.0	1081.60	150.0	1082.80	141.0	1087.40	120.0	1090.80	103.0	1093.60	84.0	1095.73	80.9	1096.34	20.3
1096.30	12.0	1095.70	0.0	1097.22	8.3	1096.61	68.9	1095.50	77.0	1093.40	95.0	1093.40	95.0		

STATION 240+41 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1089.30	150.0	1088.70	111.0	1087.60	67.0	1087.07	19.0	1087.87	0.0	1088.98	24.0	1089.03	48.0	1088.28	66.0
1086.88	78.0	1089.48	122.0	1090.78	148.0										

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STATION 240+60 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1081.44	134.0	1081.44	134.0	1085.84	105.0	1092.63	80.9	1093.24	20.3	1091.44	10.0	1091.44	0.0	1093.78	8.3
1093.17	68.9	1089.44	79.0	1083.84	114.0	1082.34	135.0	1082.34	135.0						

STATION 241+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1092.28	150.0	1092.28	118.0	1093.08	85.0	1092.58	50.0	1086.38	0.0	1087.58	0.9	1088.21	20.0	1088.53	24.0
1088.08	54.0	1087.48	62.0	1086.58	68.0	1086.58	73.0	1088.88	85.0	1091.88	94.0	1093.38	104.0	1093.38	110.0

STATION 241+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1082.84	139.0	1082.84	139.0	1089.74	97.0	1091.87	80.9	1092.48	20.3	1091.84	9.0	1092.14	0.0	1092.92	8.3
1092.31	68.9	1091.64	78.0	1088.34	97.0	1083.64	127.0	1083.64	127.0						

STATION 242+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1094.48	150.0	1094.18	109.0	1093.48	70.0	1093.78	40.0	1084.98	0.0	1086.68	12.0	1087.62	24.0	1087.38	54.0
1086.98	61.0	1085.78	67.0	1085.88	74.0	1087.38	79.5	1091.08	92.0	1094.78	105.0				

STATION 242+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1082.94	126.0	1082.94	126.0	1085.54	111.0	1088.34	94.0	1089.67	80.9	1090.28	20.3	1089.54	4.0	1089.64	0.0
1090.38	8.3	1089.77	68.9	1088.94	78.0	1086.64	98.0	1084.04	114.0	1084.04	114.0				

STATION 243+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1094.28	158.0	1094.48	104.0	1092.78	78.0	1092.48	38.0	1083.58	0.0	1085.28	12.0	1086.29	24.0	1086.29	48.0
1085.18	54.0	1085.38	61.0	1084.28	66.0	1084.48	72.0	1084.78	74.0	1087.58	85.0	1091.38	98.0		

STATION 243+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1082.54	113.0	1082.54	113.0	1085.54	96.0	1087.17	80.9	1087.78	20.3	1087.04	5.0	1087.14	0.0	1087.48	8.3
1086.87	68.9	1085.74	83.0	1082.74	101.0	1082.74	101.0								

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STATION 244+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1092.08	150.0	1091.88	101.0	1091.08	43.0	1082.18	0.0	1083.68	12.0	1084.57	24.0	1084.64	48.0	1084.38	54.0
1083.48	61.0	1082.48	66.0	1082.58	70.0	1082.68	72.0	1086.98	88.0	1090.88	102.0				

STATION 244+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1082.64	100.0	1082.64	100.0	1083.74	91.0	1084.40	80.9	1085.01	20.3	1083.04	6.0	1084.24	0.0	1084.48	8.3
1083.87	68.9	1082.84	78.0	1081.54	88.0	1081.54	88.0								

STATION 245+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1088.40	150.0	1086.80	115.0	1088.03	100.0	1087.23	83.0	1087.73	32.0	1080.33	0.0	1081.83	13.0	1082.49	24.0
1082.54	48.0	1082.28	54.0	1081.68	60.0	1080.18	66.0	1080.08	70.0	1080.18	71.0	1083.18	85.0	1086.68	96.0
1088.78	103.0														

STATION 245+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1081.14	86.0	1081.14	86.0	1081.40	80.9	1082.01	20.3	1081.54	9.0	1080.94	0.0	1081.48	8.3	1080.87	68.9
1080.54	75.0	1080.54	75.0												

STATION 246+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1082.93	150.0	1083.53	102.0	1082.93	69.0	1084.03	27.0	1077.53	0.0	1079.13	13.0	1080.08	24.0	1080.16	48.0
1079.25	60.0	1077.55	69.0	1086.75	111.0	1086.65	123.0	1086.65	126.0						

STATION 246+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1078.48	73.0	1078.48	73.0	1079.01	20.3	1078.88	9.0	1077.88	0.0	1078.48	8.3	1077.95	61.0	1077.95	61.0

STATION 247+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1079.13	150.0	1079.43	114.0	1080.33	100.0	1080.13	71.0	1080.13	25.0	1074.63	0.0	1076.43	13.0	1077.33	24.0
1077.31	48.0	1076.55	60.0	1075.45	70.0	1083.55	122.0	1085.85	126.0	1084.50	168.5				

MOORE BUSINESS FORMS, INC. 27

STATION 247+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1075.61	60.0	1075.61	60.0	1076.01	20.3	1073.98	6.0	1074.98	0.0	1075.48	8.3	1075.08	48.0	1075.08	48.0

STATION 247+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1079.13	150.0	1079.43	114.0	1080.33	100.0	1080.13	71.0	1080.13	25.0	1074.63	0.0	1076.43	13.0	1077.33	24.0
1077.31	48.0	1076.55	60.0	1075.45	70.0	1083.55	122.0	1085.85	126.0	1084.50	168.5				

STATION 247+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1078.78	200.0	1078.78	185.0	1079.58	176.0	1078.95	171.5	1077.18	163.0	1071.78	139.0	1073.08	127.0	1072.78	124.5
1074.60	79.0	1075.44	77.0	1076.01	20.3	1074.28	5.0	1074.98	0.0	1075.48	8.3	1074.87	68.9	1073.82	70.0
1071.98	110.0	1071.28	118.0	1072.38	122.0	1079.08	139.0	1082.28	150.0	1084.74	161.0	1084.88	162.0	1085.48	177.0

STATION 248+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1076.13	150.0	1076.63	100.0	1076.63	65.0	1076.23	21.0	1071.63	0.0	1073.43	13.0	1074.32	24.0	1074.39	48.0
1073.60	59.0	1072.70	68.0	1078.40	97.0	1082.80	112.0	1082.10	123.0	1082.20	127.0				

STATION 248+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1075.78	148.0	1076.16	147.0	1075.78	146.0	1071.68	128.0	1068.98	115.0	1069.58	110.0	1071.90	72.0	1072.61	60.0
1073.01	20.3	1072.88	18.0	1071.78	4.0	1071.78	0.0	1072.28	6.0	1072.48	8.3	1072.08	48.0	1071.94	62.0
1069.55	96.0	1069.08	104.0	1071.58	114.0	1078.38	133.0	1082.28	146.0	1082.70	147.0	1082.98	150.0	1082.78	162.0

STATION 249+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1074.00	155.0	1073.80	123.0	1074.28	99.0	1074.38	66.0	1073.28	21.0	1068.68	0.0	1070.58	12.0	1071.33	24.0
1071.37	48.0	1070.50	60.0	1069.70	73.0	1079.40	112.0	1078.80	123.0	1076.90	127.0	1076.90	151.0		

STATION 249+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1069.50	160.0	1069.50	160.0	1070.00	121.0	1066.75	101.5	1067.59	93.5	1069.61	60.0	1070.01	20.3	1068.98	0.0
1069.48	8.3	1069.08	48.0	1068.36	58.0	1066.96	88.0	1066.08	93.0	1068.58	99.0	1068.78	109.0	1074.48	125.0
1076.90	135.0	1077.98	140.0	1077.68	150.0										

MOORE BUSINESS FORMS, INC. 27

STATION 250+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1072.58	145.0	1073.28	100.0	1071.78	46.0	1071.08	25.0	1065.28	0.0	1067.48	12.0	1068.31	24.0	1068.37	48.0
1067.62	59.0	1066.62	68.0	1072.12	99.0	1071.02	115.0	1071.52	123.0	1071.52	126.0				

STATION 250+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1065.54	150.0	1065.54	150.0	1066.24	121.0	1063.04	105.0	1065.19	95.4	1066.61	50.0	1067.01	20.3	1065.74	4.0
1066.04	0.0	1066.48	8.3	1066.08	48.0	1065.73	56.0	1064.64	90.0	1064.24	96.0	1065.94	104.0	1071.52	125.0
1071.34	125.0	1071.04	142.0												

STATION 251+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1073.90	150.0	1073.48	132.0	1073.28	95.0	1071.38	66.0	1068.38	25.0	1062.38	0.0	1064.28	13.0	1065.30	24.0
1065.33	48.0	1064.52	59.0	1063.32	69.0	1066.82	95.0	1064.72	148.0						

STATION 251+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1063.44	150.0	1063.44	150.0	1064.94	135.0	1064.24	115.0	1061.24	100.0	1063.01	90.2	1063.61	50.0	1064.01	20.3
1063.14	3.0	1063.24	0.0	1063.48	8.3	1063.08	48.0	1062.32	86.1	1061.04	96.0	1064.14	110.0	1065.14	120.0
1065.63	125.0	1065.24	127.0												

STATION 252+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1071.38	150.0	1069.68	108.0	1065.48	62.0	1063.88	24.0	1059.78	0.0	1061.38	12.0	1062.38	24.0	1062.33	48.0
1061.52	60.0	1060.32	69.0	1061.22	103.0	1061.72	148.0								

STATION 252+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1060.04	150.0	1060.04	150.0	1061.64	139.0	1062.54	112.0	1059.04	96.0	1060.04	88.3	1060.61	60.0	1061.01	20.3
1060.14	4.0	1060.14	0.0	1060.48	8.3	1060.08	48.0	1059.36	84.1	1057.74	92.0	1059.04	104.0	1061.34	113.5
1061.24	114.0	1061.24	121.0												

STATION 253+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1061.66	150.0	1060.06	97.0	1058.56	89.0	1058.36	12.0	1056.96	0.0	1058.56	13.0	1059.34	24.0	1059.34	48.0
1058.82	60.0	1057.72	72.0	1058.22	108.0	1059.42	148.0								

MOORE BUSINESS FORMS, INC 27

STATION 253+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1056.24	145.0	1056.24	145.0	1058.74	122.0	1059.14	106.0	1056.74	94.0	1057.08	86.4	1057.61	60.0	1058.01	20.3		
1056.94	3.0	1057.14	0.0	1057.48	8.3	1057.08	48.0	1056.40	82.1	1054.94	93.0	1057.84	113.0	1058.40	114.0		
1057.84	120.0																

STATION 254+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1054.16	150.0	1053.56	67.0	1054.16	10.0	1053.76	0.0	1055.46	13.0	1056.34	24.0	1056.38	48.0	1055.40	60.0		
1054.30	69.0	1056.70	86.0	1057.80	148.0												

STATION 254+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1048.84	142.0	1048.84	142.0	1051.84	122.0	1053.94	85.0	1054.38	83.3	1055.01	20.3	1053.74	4.0	1053.94	0.0		
1054.48	8.3	1054.08	48.0	1053.44	80.1	1051.44	98.0	1056.44	122.0	1057.43	127.0	1056.14	132.0				

STATION 255+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1041.75	150.0	1042.75	98.0	1042.45	69.0	1044.45	21.0	1049.25	0.0	1052.35	13.0	1053.21	25.0	1053.30	48.0		
1052.40	58.0	1047.20	82.0	1051.60	125.0	1051.70	128.0										

STATION 255+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1042.76	127.0	1042.21	126.0	1044.16	117.0	1047.06	105.0	1049.96	93.0	1051.06	83.0	1051.40	80.9	1052.01	20.3		
1050.56	3.0	1050.76	0.0	1051.48	8.3	1051.08	48.0	1050.48	78.1	1049.26	88.0	1048.48	94.5	1046.96	103.0		
1047.96	121.0	1047.46	139.0														

STATION 256+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1032.55	150.0	1032.75	100.0	1036.55	86.0	1036.35	44.0	1046.35	0.0	1049.45	13.0	1050.19	24.0	1050.19	48.0		
1049.25	60.0	1044.65	95.0	1032.25	110.0	1031.85	120.0										

STATION 256+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1032.76	143.0	1032.60	136.5	1032.36	136.0	1033.46	130.0	1038.46	116.0	1042.16	107.0	1046.96	95.0	1048.47	80.9		
1049.08	20.3	1047.96	4.0	1047.96	0.0	1048.50	8.3	1048.10	48.0	1047.54	76.1	1046.46	87.0	1041.86	107.0		
1041.96	117.0	1043.06	133.0	1044.26	150.0	1044.26	170.0	1044.26	170.0								

MOORE BUSINESS FORMS, INC. 27

STATION 257+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1028.85	150.0	1028.75	107.0	1030.15	52.0	1043.45	0.0	1046.45	14.0	1047.14	24.0	1047.14	48.0	1045.05	60.0
1028.05	115.0	1026.45	130.0												

STATION 257+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1029.76	148.0	1028.82	135.0	1030.06	131.0	1034.66	119.0	1040.96	103.0	1044.16	94.0	1046.01	80.9	1046.62	20.3
1046.16	11.0	1045.46	3.0	1045.56	0.0	1045.97	8.3	1045.32	72.6	1045.26	76.0	1044.36	84.0	1042.96	90.0
1039.06	100.0	1035.46	111.0	1036.36	126.0	1035.86	144.0	1035.86	144.0						

STATION 258+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1028.35	150.0	1028.15	60.0	1028.45	40.0	1040.65	0.0	1044.15	14.0	1045.13	24.0	1045.13	48.0	1044.65	60.0
1028.35	96.0	1029.45	102.0	1025.55	120.0										

STATION 258+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1028.46	147.0	1028.30	129.0	1028.66	127.0	1038.96	101.0	1041.26	95.0	1042.16	91.0	1044.10	80.9	1044.71	20.3
1043.46	3.0	1043.56	0.0	1044.08	8.3	1043.45	70.8	1042.16	81.0	1040.66	88.0	1037.66	97.0	1033.06	108.0
1026.66	128.0	1025.96	150.0	1025.96	150.0										

STATION 259+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1030.45	150.0	1029.95	122.0	1030.15	79.0	1029.45	36.0	1034.75	17.0	1039.35	0.0	1043.05	4.0	1043.83	24.0
1043.83	48.0	1043.05	60.0	1032.05	97.0	1033.05	110.0								

STATION 259+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1030.55	132.0	1029.95	121.0	1031.55	119.0	1033.75	111.0	1036.05	105.0	1038.45	99.0	1040.95	91.0	1042.45	83.0
1042.72	80.9	1043.33	20.3	1042.15	4.0	1042.25	0.0	1042.82	8.3	1042.21	68.8	1042.05	72.0	1041.25	80.0
1039.55	90.0	1034.65	112.0	1033.65	121.0	1033.93	121.5	1035.25	129.0	1035.95	137.0				

STATION 260+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1038.31	150.0	1040.91	105.0	1041.51	85.0	1041.01	61.0	1040.81	37.0	1041.01	17.0	1040.31	0.0	1042.51	14.0
1043.37	24.0	1043.39	48.0	1043.19	53.0	1042.49	60.0	1039.99	71.0	1039.59	76.0	1040.79	85.0	1040.19	108.0
1040.09	129.0														

MOORE BUSINESS FORMS, INC. 27

STATION 260+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1040.05	112.0	1040.55	103.0	1040.95	92.0	1041.30	92.0	1042.49	81.8	1042.30	19.1	1041.45	5.0	1041.65	0.0
1042.21	6.9	1041.59	68.9	1039.85	83.0	1036.75	101.0	1036.95	109.0	1040.13	121.0	1040.05	122.0	1040.15	126.0

STATION 261+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1042.81	150.0	1042.61	136.0	1043.01	109.0	1043.41	75.0	1043.01	53.0	1042.61	34.0	1042.81	13.0	1041.11	0.0
1042.71	13.0	1043.57	24.0	1043.24	48.0	1042.29	61.0	1040.49	70.0	1040.39	73.0	1042.19	81.0	1041.29	108.0
1041.09	127.0														

STATION 261+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1042.65	110.0	1042.85	102.0	1043.10	101.5	1041.55	90.0	1042.82	80.9	1041.75	19.6	1040.55	7.0	1041.25	0.0
1042.21	7.1	1041.27	69.8	1040.35	79.0	1039.45	84.0	1037.85	98.0	1041.17	119.5	1040.95	120.0	1041.25	125.0

STATION 262+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1042.51	150.0	1042.51	132.0	1042.61	109.0	1043.41	79.0	1043.51	65.0	1043.01	32.0	1043.51	14.0	1042.11	0.0
1043.31	13.0	1044.21	25.0	1043.80	48.0	1042.89	61.0	1041.19	67.0	1041.09	72.0	1043.09	86.0	1042.19	113.0
1042.09	132.0														

STATION 262+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1042.25	106.0	1042.90	98.0	1042.55	97.0	1042.25	89.0	1043.56	80.3	1041.76	16.1	1041.55	7.0	1042.25	0.0
1043.12	7.8	1041.36	71.5	1040.45	82.0	1042.52	103.0	1042.35	104.0	1042.55	122.0	1042.15	132.0		

STATION 263+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1047.81	150.0	1047.31	134.0	1047.01	115.0	1046.11	92.0	1044.81	69.0	1045.71	44.0	1046.71	21.0	1043.01	0.0
1044.41	13.0	1045.01	24.0	1044.58	48.0	1043.49	60.0	1041.89	68.0	1041.89	72.0	1044.69	86.0	1044.79	107.0
1044.39	134.0														

STATION 263+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1046.65	107.0	1046.65	105.0	1046.56	103.5	1043.35	88.0	1044.29	80.3	1042.49	16.1	1041.95	8.0	1042.85	0.0
1043.93	7.8	1042.14	71.5	1041.45	81.0	1044.25	93.0	1044.73	94.0	1044.35	107.0	1044.55	123.0	1044.25	134.0

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STATION 264+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1043.81	165.0	1043.11	123.0	1043.41	107.0	1047.31	59.0	1047.01	38.0	1045.71	13.0	1043.81	0.0	1045.01	12.0
1045.76	24.0	1045.31	48.0	1044.19	60.0	1039.99	76.0	1039.49	108.0	1039.39	132.0				

STATION 264+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1043.25	105.0	1043.35	102.0	1044.35	92.0	1045.44	82.0	1045.09	80.3	1043.29	16.1	1042.65	7.0	1043.65	0.0
1044.73	7.8	1042.94	71.5	1042.65	74.0	1041.45	83.0	1039.55	94.0	1039.70	94.5	1039.75	109.0	1039.15	133.0

STATION 265+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1045.42	150.0	1045.12	120.0	1044.32	112.0	1044.02	103.0	1042.12	93.0	1041.62	16.0	1043.52	0.0	1045.62	12.0
1046.42	24.0	1046.05	48.0	1044.99	60.0	1041.89	71.0	1038.49	89.0	1038.09	110.0	1037.79	138.0		

STATION 265+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1043.83	102.0	1044.15	101.0	1044.05	94.0	1045.89	80.3	1044.09	16.1	1043.45	8.0	1044.25	0.0	1045.25	5.0
1045.54	7.8	1043.75	71.5	1043.55	74.0	1041.65	85.0	1038.65	102.0	1038.20	104.0	1038.35	110.0	1038.05	122.0
1038.15	125.0														

STATION 266+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1040.32	150.0	1041.12	127.0	1040.62	110.0	1040.52	72.0	1041.52	10.0	1043.82	0.0	1046.42	12.0	1047.19	24.0
1046.77	48.0	1045.59	61.0	1040.79	81.0	1039.89	89.0	1041.09	113.0	1042.79	139.0				

STATION 266+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1040.71	113.0	1041.75	107.0	1044.65	94.0	1046.55	83.0	1046.80	80.3	1045.00	16.1	1044.05	9.0	1045.25	0.0
1046.15	5.0	1046.50	7.8	1044.71	71.5	1042.65	85.0	1040.55	100.0	1040.49	101.0	1040.65	103.0		

STATION 267+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1041.42	150.0	1043.92	129.0	1044.82	120.0	1044.42	110.0	1044.62	83.0	1046.32	53.0	1046.72	10.0	1045.72	0.0
1047.22	11.0	1048.00	24.0	1047.55	48.0	1046.37	63.0	1046.37	70.0	1045.07	73.0	1049.37	90.0	1052.27	105.0
1052.47	127.0														

MOORE BUSINESS FORMS, INC. 27

STATION 267+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1044.65	110.0	1044.47	103.0	1045.15	100.0	1047.91	80.3	1046.11	16.1	1045.45	8.0	1046.45	0.0	1047.67	7.8		
1045.88	71.5	1044.75	81.0	1046.75	90.0	1049.35	98.0	1051.85	110.0	1052.32	111.0	1051.95	115.0				

STATION 268+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1044.62	155.0	1044.72	138.0	1046.02	133.0	1046.92	125.0	1048.42	75.0	1049.12	50.0	1048.82	37.0	1048.42	16.0		
1048.02	10.0	1047.12	0.0	1048.32	11.0	1049.02	24.0	1048.57	48.0	1047.97	62.0	1046.47	69.0	1046.67	73.0		
1048.07	82.0	1049.17	94.0	1050.27	117.0												

STATION 268+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1046.70	114.0	1046.90	107.0	1047.50	93.0	1047.94	91.0	1048.90	82.0	1049.25	80.3	1047.45	16.1	1046.40	7.0		
1047.70	0.0	1049.05	7.8	1047.26	71.5	1046.50	81.0	1049.27	96.0	1049.20	98.0	1049.60	103.0				

STATION 269+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1050.22	150.0	1050.02	145.0	1047.42	74.0	1046.52	20.0	1048.42	0.0	1049.92	11.0	1050.43	24.0	1050.02	48.0		
1049.07	62.0	1045.07	76.0	1044.57	100.0	1044.47	121.0										

STATION 269+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1047.90	120.0	1047.90	98.0	1048.26	97.0	1050.60	83.0	1050.79	80.3	1048.99	16.1	1048.30	7.0	1049.60	0.0		
1050.65	7.8	1048.86	71.5	1047.20	86.0	1044.55	105.0	1044.40	105.0	1044.40	122.0						

STATION 270+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1059.25	150.0	1057.25	128.0	1052.25	89.0	1050.65	58.0	1046.65	29.0	1047.95	9.0	1049.35	0.0	1051.55	11.0		
1052.32	24.0	1051.86	48.0	1050.77	61.0	1045.37	82.0	1044.67	96.0	1044.27	124.0						

STATION 270+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1056.70	121.0	1055.46	114.0	1053.80	107.0	1051.30	93.0	1052.50	83.0	1052.55	80.3	1050.75	16.1	1049.90	8.0		
1051.30	0.0	1052.45	7.8	1050.66	71.5	1049.10	83.0	1044.90	104.0	1044.53	105.5	1043.50	108.0				

MOORE BUSINESS FORMS, INC. 27

STATION 271+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1053.55	150.0	1053.45	140.0	1052.75	120.0	1050.65	93.0	1048.15	63.0	1046.85	32.0	1048.65	17.0	1051.95	0.0		
1053.95	12.0	1054.57	24.0	1054.12	48.0	1053.17	61.0	1048.87	76.0	1045.77	89.0	1045.17	112.0	1045.07	117.0		
1045.17	125.0																

STATION 271+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1053.20	121.0	1052.10	113.0	1052.13	112.0	1051.90	102.0	1053.30	92.0	1054.60	82.0	1054.51	80.3	1052.71	16.1		
1052.20	10.0	1054.10	0.0	1054.50	4.0	1054.48	7.8	1052.69	71.5	1051.60	79.0	1049.40	89.0	1045.40	106.0		
1045.30	107.0	1045.60	112.0														

STATION 272+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1048.05	150.0	1047.45	123.0	1047.05	78.0	1047.25	48.0	1049.35	25.0	1054.45	0.0	1056.45	12.0	1057.01	24.0		
1056.58	48.0	1055.28	61.0	1051.28	76.0	1047.50	92.0	1046.40	114.0	1046.50	127.0						

STATION 272+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1050.70	189.0	1049.90	183.0	1048.80	158.0	1047.49	125.0	1048.00	122.0	1051.10	110.0	1055.30	93.0	1056.80	82.0		
1056.70	80.3	1054.90	16.1	1054.70	10.0	1055.20	0.0	1056.71	7.8	1054.92	71.5	1053.10	83.0	1049.30	97.0		
1046.88	104.5	1046.10	106.0	1047.20	111.0	1047.10	113.0										

STATION 273+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1049.15	150.0	1049.15	127.0	1048.45	70.0	1049.55	43.0	1052.95	22.0	1057.05	0.0	1058.75	12.0	1059.54	24.0		
1058.97	48.0	1057.78	62.0	1052.18	88.0	1051.58	104.0	1053.58	130.0								

STATION 273+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1050.38	192.0	1049.68	172.0	1049.38	141.0	1049.13	125.0	1049.78	122.0	1053.98	104.0	1057.68	91.0	1059.09	80.3		
1057.29	16.1	1056.48	7.0	1057.78	0.0	1059.16	7.8	1057.37	71.5	1056.48	80.0	1054.58	91.0	1052.08	104.0		
1051.66	105.0	1052.08	106.0	1052.28	112.0												

STATION 274+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1056.96	150.0	1057.46	108.0	1056.26	62.0	1053.96	37.0	1056.76	14.0	1063.16	0.0	1061.46	11.0	1062.00	24.0		
1061.49	48.0	1060.48	61.0	1057.38	74.0	1055.28	91.0	1055.88	130.0								

MOORE BUSINESS FORMS, INC. 27

STATION 274+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1056.26	132.0	1056.56	122.0	1056.76	111.0	1057.45	109.0	1059.86	94.0	1061.59	80.3	1059.79	16.1	1058.76	6.0
1060.16	0.0	1061.66	7.8	1059.87	71.5	1058.66	81.0	1056.46	96.0	1055.56	104.0	1055.53	107.0	1055.26	108.0

STATION 275+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1061.36	150.0	1062.86	127.0	1064.46	102.0	1065.06	85.0	1064.86	63.0	1064.36	0.0	1064.45	24.0	1063.96	48.0
1062.86	60.0	1061.26	69.0	1065.06	89.0	1063.46	131.0								

STATION 275+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1064.06	110.0	1064.56	102.0	1064.53	100.0	1062.86	90.0	1063.76	82.0	1064.00	80.3	1062.20	16.1	1061.46	8.0
1063.16	0.0	1063.96	4.0	1064.09	7.8	1062.30	71.5	1061.66	80.0	1062.66	85.0	1064.83	95.0	1065.56	100.0
1066.26	110.0	1066.46	122.0												

STATION 275+20 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1062.76	150.0	1063.36	127.0	1064.36	104.0	1065.56	85.0	1065.66	70.0	1068.56	33.0	1068.36	27.0	1067.46	21.0
1062.56	0.0	1062.76	3.0	1064.46	12.0	1064.96	24.0	1064.37	48.0	1064.36	61.0	1063.26	61.1	1061.66	77.0
1066.76	90.0	1068.16	108.0												

STATION 275+20 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1063.76	112.0	1064.66	100.0	1064.74	98.0	1063.36	89.0	1064.44	80.3	1062.64	16.1	1061.66	8.0	1063.46	0.0
1064.53	7.8	1062.74	71.5	1062.26	80.0	1063.46	86.0	1067.26	107.0	1068.55	113.0	1067.86	123.0		

STATION 276+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1070.30	150.0	1071.10	118.0	1069.86	95.0	1068.76	85.0	1069.36	45.0	1070.20	31.0	1069.56	23.0	1064.46	0.0
1066.06	11.0	1066.60	24.0	1066.06	48.0	1065.06	61.0	1063.46	69.0	1066.06	82.0	1068.66	91.0	1069.56	111.0
1070.06	131.0														

STATION 276+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1070.96	120.0	1071.09	118.5	1070.96	118.0	1068.56	107.0	1064.86	89.0	1066.06	80.3	1064.26	16.1	1063.36	8.0
1065.26	0.0	1066.20	7.8	1064.41	71.5	1063.86	80.0	1067.56	94.0	1069.25	104.0	1069.66	108.0	1069.96	121.0

MOORE BUSINESS FORMS, INC. 27

STATION 277+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1078.17	150.0	1078.07	127.0	1077.97	83.0	1078.67	40.0	1077.57	33.0	1066.57	0.0	1066.77	7.0	1067.77	11.0
1067.26	24.0	1067.83	48.0	1066.66	61.0	1065.46	66.0	1065.56	69.0	1070.36	85.0	1070.96	104.0	1071.46	126.0

STATION 277+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1077.62	125.0	1078.06	124.0	1077.32	122.0	1073.22	110.0	1068.22	94.0	1066.72	89.0	1067.76	80.3	1065.96	16.1
1065.12	9.0	1066.82	0.0	1067.93	7.8	1066.14	71.5	1065.22	80.0	1065.22	82.0	1070.96	104.0	1071.62	108.0
1071.62	114.0														

STATION 278+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1081.47	156.0	1082.87	130.0	1083.77	97.0	1083.07	46.0	1081.87	38.0	1068.47	2.0	1068.17	0.0	1068.27	8.0
1068.97	11.0	1069.72	24.0	1069.24	48.0	1067.86	61.0	1066.86	65.0	1066.96	70.0	1071.16	82.0	1071.96	107.0
1072.76	129.0														

STATION 278+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1082.52	125.0	1083.10	121.5	1082.82	121.0	1076.22	106.0	1068.32	88.0	1069.10	80.3	1067.30	16.1	1066.42	8.0
1067.92	0.0	1069.31	7.8	1067.52	71.5	1066.42	80.0	1070.42	94.0	1071.80	102.0	1072.72	110.0	1072.92	121.0

STATION 279+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1077.20	150.0	1078.40	119.0	1080.10	81.0	1082.30	42.0	1068.90	0.0	1069.90	11.0	1070.76	24.0	1070.26	48.0
1069.06	61.0	1068.06	64.0	1067.96	70.0	1071.36	81.0	1072.66	105.0	1073.16	127.0				

STATION 279+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1078.32	124.0	1078.42	122.0	1078.22	119.0	1078.40	119.0	1076.72	113.0	1074.72	108.0	1069.22	88.0	1070.07	80.3
1068.27	16.1	1067.52	7.0	1069.12	0.0	1070.31	7.8	1068.52	71.5	1067.12	79.0	1070.52	96.0	1072.76	109.5
1073.32	114.0	1073.32	119.0												

STATION 280+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1074.50	150.0	1076.20	128.0	1077.20	100.0	1078.50	64.0	1079.50	35.0	1078.10	25.0	1073.40	11.0	1070.00	0.0
1069.90	5.0	1070.80	11.0	1071.42	24.0	1070.95	48.0	1069.89	61.0	1068.39	68.0	1073.49	88.0	1075.09	99.0
1075.60	122.0														

MOORE BUSINESS FORMS, INC. 27

STATION 280+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1076.12	124.0	1076.42	122.0	1076.45	121.0	1072.62	104.0	1070.12	88.0	1070.68	80.3	1068.88	16.1	1068.42	8.0		
1069.82	0.0	1070.96	7.8	1069.17	71.5	1067.92	80.0	1071.22	94.0	1074.92	112.0	1075.41	113.5	1075.82	117.0		
1076.12	120.0																

STATION 281+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1070.21	150.0	1072.01	122.0	1072.91	109.0	1075.11	68.0	1076.81	36.0	1073.61	22.0	1071.11	0.0	1071.11	6.0		
1071.68	24.0	1071.20	48.0	1070.09	61.0	1068.99	65.0	1069.19	72.0	1073.19	85.0	1076.60	98.0	1077.50	114.0		
1078.30	143.0																

STATION 281+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1071.72	122.0	1072.15	120.0	1072.12	109.0	1070.22	91.0	1070.93	80.3	1069.13	16.1	1068.72	8.0	1070.12	0.0		
1071.24	7.8	1069.45	71.5	1068.62	81.0	1074.22	104.0	1077.22	116.0	1077.58	117.0	1077.82	122.0				

STATION 281+04 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1070.21	150.0	1071.41	123.0	1073.31	90.0	1073.41	74.0	1072.41	41.0	1071.61	0.0	1071.71	24.0	1071.18	48.0		
1069.99	61.0	1068.99	66.0	1069.19	73.0	1073.19	86.0	1075.99	95.0	1077.30	114.0	1078.60	145.0				

STATION 281+04 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1071.52	122.0	1072.02	109.0	1072.24	108.5	1070.22	91.0	1070.93	80.3	1069.13	16.1	1068.72	8.0	1070.22	0.0		
1071.24	7.8	1069.45	71.5	1068.72	81.0	1074.32	104.0	1076.82	116.0	1077.47	118.0	1077.22	122.0				

STATION 281+34 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1070.51	150.0	1071.71	121.0	1072.41	98.0	1073.71	76.0	1075.51	30.0	1070.31	0.0	1070.91	10.0	1071.69	24.0		
1071.21	48.0	1070.19	60.0	1068.89	67.0	1068.99	77.0	1071.29	80.0	1074.59	91.0	1074.39	101.0	1074.69	122.0		
1075.79	146.0																

STATION 281+34 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1071.52	119.0	1072.22	112.0	1072.12	107.5	1071.42	102.0	1070.02	89.0	1070.93	80.3	1069.13	16.1	1070.02	0.0		
1071.24	7.8	1069.45	71.5	1068.62	81.0	1071.82	97.0	1074.51	109.5	1074.32	110.0	1074.82	116.0	1074.42	119.0		

MOORE BUSINESS FORMS, INC 27

STATION 282+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1069.11	150.0	1071.71	110.0	1072.71	63.0	1074.31	26.0	1069.71	0.0	1070.91	13.0	1071.58	24.0	1071.10	48.0
1069.99	61.0	1068.69	66.0	1068.59	69.0	1071.89	84.0	1071.69	112.0	1071.49	140.0				

STATION 282+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1071.46	118.0	1071.76	108.0	1071.80	106.0	1070.66	98.0	1069.86	89.0	1070.81	80.3	1069.01	16.1	1068.76	6.0
1069.86	0.0	1071.16	7.8	1069.37	71.5	1068.76	81.0	1070.16	94.0	1071.70	110.0	1071.66	112.0	1071.66	118.0

STATION 283+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1070.81	150.0	1070.81	125.0	1071.71	105.0	1072.11	76.0	1074.51	27.0	1069.21	0.0	1070.61	13.0	1071.13	24.0
1070.64	48.0	1069.49	61.0	1068.09	68.0	1068.29	73.0	1069.59	79.0	1069.79	93.0	1069.49	116.0	1068.69	143.0

STATION 283+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1071.56	121.0	1071.86	111.0	1071.62	107.0	1070.86	102.0	1069.36	90.0	1070.33	80.3	1068.53	16.1	1068.06	9.0
1069.56	0.0	1070.72	7.8	1068.93	71.5	1068.26	81.0	1069.36	91.0	1069.78	92.0	1069.56	100.0	1069.56	118.0

STATION 284+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1069.71	150.0	1071.30	126.0	1072.71	89.0	1072.71	69.0	1072.71	45.0	1072.61	24.0	1068.31	0.0	1069.61	21.0
1070.30	24.0	1069.75	48.0	1068.59	62.0	1067.09	67.0	1067.09	72.0	1068.79	80.0	1067.99	105.0	1067.79	128.0
1067.49	140.0														

STATION 284+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1072.26	120.0	1072.26	110.0	1072.00	107.5	1070.16	99.0	1068.66	92.0	1068.56	89.0	1069.48	80.3	1067.68	16.1
1067.06	9.0	1068.46	0.0	1069.91	7.8	1068.12	71.5	1067.26	81.0	1067.96	93.0	1068.21	98.0	1067.66	117.0

STATION 285+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1064.21	200.0	1066.91	149.0	1067.91	125.0	1069.61	98.0	1071.91	68.0	1070.41	39.0	1066.41	0.0	1068.31	12.0
1069.06	24.0	1068.48	48.0	1067.19	61.0	1065.59	69.0	1066.89	76.0	1066.59	93.0	1066.99	117.0	1066.39	142.0

MOORE BUSINESS FORMS, INC. 27

STATION 285+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1068.16	118.0	1069.23	104.0	1068.96	103.0	1066.96	89.0	1068.27	80.3	1066.47	16.1	1065.76	9.0	1067.36	0.0
1068.73	7.8	1066.94	71.5	1066.06	80.0	1066.64	90.0	1066.56	98.0	1066.36	118.0				

STATION 286+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1062.02	200.0	1062.02	170.0	1063.52	123.0	1063.62	85.0	1063.72	60.0	1064.92	0.0	1067.02	13.0	1067.56	24.0
1067.00	48.0	1065.56	61.0	1064.46	67.0	1064.86	76.0	1065.16	107.0	1065.16	140.0				

STATION 286+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1063.66	120.0	1063.58	101.0	1063.86	99.0	1066.79	80.3	1064.99	16.1	1064.66	8.0	1066.06	0.0	1067.26	7.8
1065.47	71.5	1064.96	81.0	1064.92	82.0	1065.16	87.0	1065.26	106.0	1064.76	118.0				

STATION 287+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1049.13	200.0	1052.53	158.0	1056.53	100.0	1055.93	68.0	1058.73	27.0	1063.13	0.0	1065.33	13.0	1065.99	24.0
1065.45	48.0	1064.26	61.0	1061.86	76.0	1062.56	81.0	1062.76	91.0	1061.76	112.0	1062.06	140.0		

STATION 287+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1056.86	122.0	1057.06	118.0	1055.36	117.0	1059.76	104.0	1062.96	94.0	1065.29	80.3	1063.49	16.1	1063.06	10.0
1063.16	7.0	1064.36	0.0	1065.76	7.8	1063.97	71.5	1062.66	84.0	1062.66	86.0	1062.26	97.0	1061.76	117.0

STATION 288+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1047.13	200.0	1046.83	166.0	1048.53	122.0	1053.23	78.0	1054.53	30.0	1061.03	0.0	1063.83	12.0	1064.48	24.0
1063.89	48.0	1062.86	61.0	1059.76	80.0	1057.16	101.0	1057.96	110.0						

STATION 288+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1048.30	128.0	1049.26	126.0	1050.26	124.0	1055.76	108.0	1061.16	93.0	1063.79	80.3	1061.99	16.1	1062.06	8.0
1063.36	0.0	1064.26	7.8	1062.47	71.5	1061.36	82.0	1057.78	96.0	1057.76	96.0	1057.26	102.0		

MOORE BUSINESS FORMS, INC 27

STATION 289+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1047.83	200.0	1048.03	155.0	1048.83	110.0	1052.93	61.0	1054.03	23.0	1059.33	0.0	1062.23	12.0	1063.01	24.0
1062.50	48.0	1061.46	61.0	1059.06	72.0	1054.70	95.0	1054.60	116.0						

STATION 289+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1049.01	125.0	1048.58	124.0	1049.41	122.0	1060.51	91.0	1062.29	80.3	1060.49	16.1	1060.81	12.0	1062.01	0.0
1062.76	7.8	1060.97	71.5	1059.51	81.0	1054.81	94.0	1054.70	95.0	1054.21	100.0				

STATION 290+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1049.73	200.0	1050.53	169.0	1051.73	120.0	1052.63	76.0	1053.73	24.0	1057.73	0.0	1060.83	13.0	1061.47	24.0
1061.00	48.0	1058.82	61.0	1058.72	65.0	1058.52	75.0	1059.32	76.0	1060.52	103.0	1060.72	115.0		

STATION 290+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1052.31	122.0	1051.71	121.0	1053.21	116.0	1059.41	90.0	1060.79	80.3	1058.99	16.1	1058.81	16.0	1058.91	7.0
1060.01	0.0	1061.26	7.8	1059.47	71.5	1058.11	80.0	1060.51	92.0	1060.51	96.0	1060.25	97.0		

STATION 291+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1053.73	200.0	1054.23	148.0	1054.33	100.0	1054.63	58.0	1056.63	0.0	1059.43	15.0	1060.02	24.0	1059.52	48.0
1058.32	61.0	1057.12	66.0	1056.92	73.0	1059.02	82.0	1059.52	97.0	1060.42	119.0				

STATION 291+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1054.41	122.0	1054.30	112.0	1054.71	110.0	1059.29	80.3	1057.49	16.1	1057.21	13.0	1057.21	7.0	1058.41	0.0
1059.76	7.8	1057.97	71.5	1056.91	80.0	1059.42	94.0	1059.71	97.0	1059.81	100.0				

STATION 292+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1050.53	200.0	1050.13	164.0	1049.93	116.0	1050.63	74.0	1051.53	27.0	1055.03	0.0	1057.83	13.0	1058.54	24.0
1058.09	48.0	1056.72	62.0	1055.62	66.0	1055.12	72.0	1056.02	83.0	1056.92	106.0	1057.62	121.0		

MOORE BUSINESS FORMS, INC. 27

STATION 289+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1047.83	200.0	1048.03	155.0	1048.83	110.0	1052.93	61.0	1054.03	23.0	1059.33	0.0	1062.23	12.0	1063.01	24.0
1062.50	48.0	1061.46	61.0	1059.06	72.0	1054.70	95.0	1054.60	116.0						

STATION 289+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1049.01	125.0	1048.58	124.0	1049.41	122.0	1060.51	91.0	1062.29	80.3	1060.49	16.1	1060.81	12.0	1062.01	0.0
1062.76	7.8	1060.97	71.5	1059.51	81.0	1054.81	94.0	1054.70	95.0	1054.21	100.0				

STATION 290+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1049.73	200.0	1050.53	169.0	1051.73	120.0	1052.63	76.0	1053.73	24.0	1057.73	0.0	1060.83	13.0	1061.47	24.0
1061.00	48.0	1058.82	61.0	1058.72	65.0	1058.52	75.0	1059.32	76.0	1060.52	103.0	1060.72	115.0		

STATION 290+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1052.31	122.0	1051.71	121.0	1053.21	116.0	1059.41	90.0	1060.79	80.3	1058.99	16.1	1058.81	16.0	1058.91	7.0
1060.01	0.0	1061.26	7.8	1059.47	71.5	1058.11	80.0	1060.51	92.0	1060.51	96.0	1060.25	97.0		

STATION 291+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1053.73	200.0	1054.23	148.0	1054.33	100.0	1054.63	58.0	1056.63	0.0	1059.43	15.0	1060.02	24.0	1059.52	48.0
1058.32	61.0	1057.12	66.0	1056.92	73.0	1059.02	82.0	1059.52	97.0	1060.42	119.0				

STATION 291+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1054.41	122.0	1054.30	112.0	1054.71	110.0	1059.29	80.3	1057.49	16.1	1057.21	13.0	1057.21	7.0	1058.41	0.0
1059.76	7.8	1057.97	71.5	1056.91	80.0	1059.42	94.0	1059.71	97.0	1059.81	100.0				

STATION 292+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1050.53	200.0	1050.13	164.0	1049.93	116.0	1050.63	74.0	1051.53	27.0	1055.03	0.0	1057.83	13.0	1058.54	24.0
1058.09	48.0	1056.72	62.0	1055.62	66.0	1055.12	72.0	1056.02	83.0	1056.92	106.0	1057.62	121.0		

MOORE BUSINESS FORMS, INC. 27

STATION 292+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1050.11	123.0	1049.94	118.0	1050.51	116.0	1056.21	91.0	1057.79	80.3	1055.99	16.1	1055.31	12.0	1055.21	7.0
1056.61	0.0	1058.26	7.8	1056.47	71.5	1055.61	78.0	1055.31	79.0	1056.21	86.0	1056.71	96.0	1056.71	100.0

STATION 293+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1048.63	200.0	1048.63	155.0	1049.23	99.0	1050.13	42.0	1053.23	0.0	1056.23	12.0	1056.66	24.0	1056.59	48.0
1055.22	62.0	1053.42	69.0	1053.92	77.0	1054.12	93.0	1056.02	123.0						

STATION 293+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1049.01	123.0	1049.05	116.0	1049.61	114.0	1053.21	96.0	1056.29	80.3	1054.49	16.1	1053.91	12.0	1053.71	6.0
1055.21	0.0	1056.76	7.8	1054.97	71.5	1053.81	79.0	1053.96	80.0	1054.01	86.0	1054.11	98.0	1054.11	102.0

STATION 294+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1046.18	200.0	1047.38	170.0	1049.58	141.0	1051.08	105.0	1052.28	68.0	1052.08	0.0	1054.68	12.0	1055.53	24.0
1055.07	48.0	1053.72	62.0	1052.72	67.0	1052.32	72.0	1053.02	78.0	1053.72	100.0	1054.02	114.0		

STATION 294+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1051.01	124.0	1051.21	121.0	1050.87	110.0	1052.51	96.0	1054.48	80.7	1053.15	17.1	1052.61	12.0	1052.41	7.0
1053.71	0.0	1055.13	7.4	1053.81	70.4	1053.02	78.0	1052.71	79.0	1053.11	90.0	1053.31	98.0		

STATION 295+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1045.68	200.0	1049.08	157.0	1054.18	102.0	1055.18	53.0	1054.38	14.0	1051.08	0.0	1052.98	13.0	1053.90	25.0
1053.78	49.0	1052.72	63.0	1051.42	74.0	1052.12	80.0	1051.42	95.0	1051.02	123.0				

STATION 295+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1053.27	124.0	1053.87	107.0	1053.95	104.5	1051.47	92.0	1052.37	81.5	1051.93	18.7	1051.27	8.0	1051.17	4.0
1051.97	0.0	1053.26	6.8	1052.64	68.9	1051.47	78.0	1050.97	89.0	1051.38	98.0	1051.17	99.0		

MOORE BUSINESS FORMS, INC 27

STATION 296+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1040.98	200.0	1042.68	177.0	1047.48	139.0	1052.78	89.0	1054.48	26.0	1049.08	0.0	1051.18	13.0	1052.18	24.0
1052.17	48.0	1051.21	62.0	1049.81	65.0	1049.31	72.0	1050.81	80.0	1048.61	105.0	1047.11	127.0		

STATION 296+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1050.17	120.0	1050.57	109.0	1051.08	105.0	1050.77	104.0	1048.47	92.0	1050.10	81.1	1052.53	20.1	1049.47	11.0
1049.27	7.0	1050.27	0.0	1051.35	8.0	1050.74	68.9	1049.37	78.0	1050.46	84.0	1050.47	86.0	1048.87	103.0

STATION 297+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1038.98	200.0	1039.38	165.0	1041.58	116.0	1043.68	66.0	1048.78	17.0	1046.88	0.0	1049.58	13.0	1050.23	24.0
1050.26	48.0	1049.31	60.0	1047.31	68.0	1047.41	71.0	1053.11	91.0	1053.61	110.0	1053.51	127.0		

STATION 297+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1044.07	123.0	1041.79	111.0	1043.97	107.0	1043.87	101.0	1048.13	80.9	1048.74	20.4	1047.67	8.0	1047.67	6.0
1048.37	0.0	1049.24	8.4	1048.63	68.9	1046.67	79.0	1048.67	91.0	1053.37	115.0	1053.58	115.5	1053.37	123.0

STATION 298+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1038.05	200.0	1037.35	155.0	1037.95	110.0	1040.25	58.0	1045.85	13.0	1044.95	0.0	1047.45	13.0	1048.15	24.0
1048.15	48.0	1047.21	61.0	1046.51	65.0	1046.11	71.0	1054.61	91.0	1058.20	103.0	1057.50	127.0		

STATION 298+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1038.47	125.0	1037.89	118.0	1038.37	117.0	1041.87	101.0	1046.07	80.9	1046.68	20.3	1046.47	17.0	1045.87	10.0
1045.37	2.0	1045.67	0.0	1046.92	8.3	1046.31	68.9	1044.67	79.0	1050.17	100.0	1056.57	124.0	1056.77	126.0
1057.50	127.0														

MOORE BUSINESS FORMS, INC. 27

STATION 31+90 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1091.64	35.0	1091.44	27.0	1090.74	20.0	1088.34	11.0	1086.04	0.0	1085.24	7.0	1085.14	15.0	1085.14	26.0
1084.14	29.0	1084.84	47.0	1085.24	66.0										

STATION 31+90 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1098.56	32.5	1098.56	32.5	1096.96	0.0	1096.16	17.0	1095.46	21.0	1093.36	28.0	1090.76	36.0	1084.96	55.0
1085.09	59.0	1085.06	68.0												

STATION 32+90 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1090.55	65.0	1090.46	55.0	1089.55	51.0	1083.75	19.0	1083.55	0.0	1083.75	44.0	1083.75	100.0		

STATION 32+90 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1099.16	40.0	1099.16	40.0	1096.96	30.0	1096.36	0.0	1096.16	15.8	1095.86	19.0	1092.16	31.0	1087.16	45.0
1083.75	56.5	1083.76	57.0	1083.66	71.0										

STATION 33+90 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1089.55	73.0	1089.15	64.0	1084.25	48.0	1082.65	38.0	1083.05	21.0	1083.05	0.0	1083.05	37.0	1083.15	100.0

STATION 33+90 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1098.46	48.0	1098.46	48.0	1094.06	31.0	1094.96	29.1	1094.66	0.0	1094.56	15.3	1093.86	19.0	1088.86	35.0
1083.16	51.0	1083.07	51.1	1083.16	72.0										

STATION 34+90 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1088.75	84.0	1088.45	83.0	1084.65	66.0	1083.85	53.0	1084.15	39.0	1083.95	21.0	1084.45	0.0	1085.45	55.0
1086.45	100.0														

STATION 34+90 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1095.66	55.0	1095.66	55.0	1091.06	35.0	1091.86	29.1	1091.56	0.0	1091.46	15.3	1088.76	28.0	1085.36	40.0
1085.19	40.5	1085.36	57.0												

STATION 35+90 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1086.85	97.0	1086.55	91.0	1088.35	66.0	1089.05	43.0	1091.25	0.0	1091.75	35.0	1090.85	100.0		

STATION 35+90 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1092.76	63.0	1092.76	63.0	1086.46	36.0	1087.56	29.1	1087.26	0.0	1087.16	15.3	1086.26	25.0	1091.56	46.0
1091.60	46.1	1091.46	64.0												

STATION 36+90 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1088.26	112.0	1092.86	91.0	1093.26	81.0	1093.66	44.0	1093.26	0.0	1091.36	52.0	1090.06	100.0		

STATION 36+90 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1090.60	72.0	1090.60	72.0	1084.69	51.0	1082.09	37.0	1083.19	29.1	1082.89	0.0	1082.79	15.3	1082.09	27.0
1086.59	44.0	1091.12	60.9	1081.89	61.0	1090.39	80.0								

STATION 37+90 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1090.36	122.0	1095.26	104.0	1094.96	84.0	1093.56	63.0	1090.96	0.0	1089.16	45.0	1087.36	100.0		

STATION 37+90 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1088.19	80.0	1088.19	80.0	1083.79	62.0	1078.49	40.0	1078.99	29.1	1078.69	0.0	1078.49	22.3	1078.49	26.0
1077.79	34.0	1083.39	52.0	1088.29	67.0	1088.44	67.1	1088.09	82.0						

STATION 38+55 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1088.49	145.0	1094.19	121.0	1094.69	115.0	1094.19	100.0	1092.79	77.0	1091.69	53.0	1090.59	31.0	1089.79	10.0
1089.19	0.0	1088.59	17.0	1087.99	33.0	1087.39	49.0	1086.89	61.0	1085.99	81.0	1085.49	96.0	1084.89	127.0
1084.69	144.0														

STATION 38+55 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1093.29	125.0	1093.24	125.0	1088.99	97.0	1086.69	84.0	1085.49	78.0	1080.59	55.0	1078.79	30.0	1076.59	24.0
1076.99	0.0	1077.29	35.3	1076.09	38.0	1075.49	46.0	1077.29	52.0	1081.69	61.0	1085.99	71.0	1085.99	75.0
1085.99	75.0														

STA 31+90 ORIG

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1091.64	35.0	1091.44	27.0	1090.74	20.0	1088.34	11.0	1086.04	0.0	1085.24	7.0	1085.14	15.0	1085.14	26.0
1084.14	29.0	1084.84	47.0	1085.24	66.0										

STA 32+90 ORIG

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1090.55	65.0	1090.46	55.0	1089.55	51.0	1083.75	19.0	1083.55	0.0	1083.75	44.0	1083.75	100.0		

STA 33+90 ORIG

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1089.55	73.0	1089.15	64.0	1084.25	48.0	1082.65	38.0	1083.05	21.0	1083.05	0.0	1083.05	37.0	1083.15	100.0

STA 34+90 ORIG

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1088.75	84.0	1088.45	83.0	1084.65	66.0	1083.85	53.0	1084.15	39.0	1083.95	21.0	1084.45	0.0	1085.45	55.0
1086.45	100.0														

STA 35+90 ORIG

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1086.85	97.0	1086.55	91.0	1088.35	66.0	1089.05	43.0	1091.25	0.0	1091.75	35.0	1090.85	100.0		

STA 36+90 ORIG

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1088.26	112.0	1092.86	91.0	1093.26	81.0	1093.66	44.0	1093.26	0.0	1091.36	52.0	1090.06	100.0		

STA 37+90 ORIG

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1090.36	122.0	1095.26	104.0	1094.96	84.0	1093.56	63.0	1090.96	0.0	1089.16	45.0	1087.36	100.0		

STA 38+55 ORIG

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1088.49	145.0	1094.19	121.0	1094.69	115.0	1094.19	100.0	1092.79	77.0	1091.69	53.0	1090.59	31.0	1089.79	10.0
1089.19	0.0	1088.59	17.0	1087.99	33.0	1087.39	49.0	1086.89	61.0	1085.99	81.0	1085.49	96.0	1084.89	127.0
1084.69	144.0														

STA 31+90 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1098.56	32.5	1096.96	0.0	1096.16	17.0	1095.46	21.0	1093.36	28.0	1090.76	36.0	1084.96	55.0	1085.06	68.0

STA 32+90 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1099.16	40.0	1096.96	30.0	1096.36	0.0	1096.16	15.8	1095.86	19.0	1092.16	31.0	1087.16	45.0	1083.76	57.0
1083.66	71.0														

STA 33+90 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1098.46	48.0	1094.06	31.0	1094.96	29.1	1094.66	0.0	1094.56	15.3	1093.86	19.0	1088.86	35.0	1083.16	51.0
1083.16	72.0														

STA 34+90 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1095.66	55.0	1091.06	35.0	1091.86	29.1	1091.56	0.0	1091.46	15.3	1088.76	28.0	1085.36	40.0	1085.36	57.0

STA 35+90 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1092.76	63.0	1086.46	36.0	1087.56	29.1	1087.26	0.0	1087.16	15.3	1086.26	25.0	1091.56	46.0	1091.46	64.0

STA 36+90 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1090.60	72.0	1084.69	51.0	1082.09	37.0	1083.19	29.1	1082.89	0.0	1082.79	15.3	1082.09	27.0	1086.59	44.0
1081.89	61.0	1090.39	80.0												

STA 37+90 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1088.19	80.0	1083.79	62.0	1078.49	40.0	1078.99	29.1	1078.69	0.0	1078.49	22.3	1078.49	26.0	1077.79	34.0
1083.39	52.0	1088.29	67.0	1088.09	82.0										

STA 38+55 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1093.29	125.0	1088.99	97.0	1086.69	84.0	1085.49	78.0	1080.59	55.0	1078.79	30.0	1076.59	24.0	1076.99	0.0
1077.29	35.3	1076.09	38.0	1075.49	46.0	1077.29	52.0	1081.69	61.0	1085.99	71.0	1085.99	75.0		

STATION 40+62 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1088.99	190.0	1088.39	174.0	1087.89	165.0	1086.89	158.0	1086.59	150.0	1087.69	138.0	1090.59	121.0	1092.29	108.0
1092.19	100.0	1091.59	68.0	1088.19	57.0	1088.09	41.0	1088.19	0.0	1088.19	18.0	1087.19	37.0	1087.19	69.0
1086.89	84.0	1086.49	100.0	1086.59	120.0										

STATION 40+62 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1081.53	100.0	1081.53	100.0	1079.53	82.0	1077.63	43.0	1077.63	22.0	1075.83	21.0	1075.63	0.0	1075.43	19.0
1075.13	21.0	1073.93	27.0	1078.53	42.0	1086.63	66.0	1087.19	67.0	1087.13	73.0	1087.23	82.0		

STATION 41+25 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1093.06	120.0	1093.26	114.0	1092.86	89.0	1088.56	76.0	1087.86	44.0	1088.56	13.0	1089.86	10.0	1090.26	0.0
1089.76	20.0	1088.96	53.0	1088.66	84.0	1088.36	100.0								

STATION 41+25 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1083.93	94.0	1083.93	94.0	1078.93	69.0	1076.03	49.0	1075.13	36.0	1076.33	29.1	1076.03	0.0	1075.93	15.3
1074.43	27.0	1084.93	58.0	1088.78	71.5	1088.53	72.0	1088.33	87.0						

STATION 42+10 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1091.16	112.0	1095.36	96.0	1094.46	86.0	1093.86	53.0	1093.46	21.0	1093.16	0.0	1092.86	29.0	1091.60	60.0
1091.60	100.0														

STATION 42+10 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1083.93	88.0	1083.93	88.0	1082.13	75.0	1079.33	59.0	1075.23	38.0	1076.23	29.1	1075.93	0.0	1075.83	15.3
1075.23	26.0	1080.93	44.0	1087.33	61.0	1091.60	72.0	1086.63	73.0	1087.33	77.0	1087.93	92.0	1087.33	100.0

STATION 43+10 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1086.87	100.0	1091.97	81.0	1094.57	69.0	1093.57	62.0	1093.77	0.0	1093.57	43.0	1093.47	70.0	1093.77	129.0

STATION 43+10 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1086.63	78.0	1086.63	78.0	1085.63	70.0	1082.83	52.0	1080.23	36.0	1081.03	29.1	1080.73	0.0	1080.63	15.3
1079.73	25.0	1088.03	50.0	1090.83	58.0	1093.49	74.0	1092.93	77.0	1093.43	87.0	1093.63	100.0		

STATION 44+10 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1082.47	89.0	1087.27	69.0	1092.87	47.0	1092.17	37.0	1091.87	0.0	1092.07	56.0	1092.17	89.0	1092.17	100.0

STATION 44+10 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1081.46	71.0	1081.46	71.0	1079.86	58.0	1076.36	36.0	1077.46	29.1	1077.16	0.0	1077.06	15.3	1076.16	24.0
1080.16	38.0	1086.86	58.0	1090.66	70.0	1091.96	76.0	1092.13	76.5	1092.26	84.0	1092.16	95.0		

STATION 45+10 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1080.57	78.0	1079.97	71.0	1080.27	65.0	1090.37	26.0	1089.57	18.0	1089.07	0.0	1089.67	47.0	1090.47	79.0
1091.07	100.0														

STATION 45+10 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1080.46	62.0	1080.46	62.0	1077.36	43.0	1075.76	35.0	1077.06	29.1	1076.76	0.0	1076.66	15.3	1075.66	25.0
1080.56	38.0	1084.06	49.0	1088.96	63.0	1090.22	69.0	1090.26	70.0	1090.36	75.0	1090.46	85.0		

STATION 46+10 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1079.95	69.0	1079.25	56.0	1077.45	48.0	1077.35	43.0	1079.45	30.0	1086.25	3.0	1086.15	0.0	1085.05	5.0
1085.95	34.0	1086.95	70.0	1087.85	100.0										

STATION 46+10 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1077.96	55.0	1077.96	55.0	1078.16	48.0	1076.46	36.0	1075.46	29.1	1075.16	0.0	1075.06	15.3	1073.96	24.0
1077.96	36.0	1086.46	60.0	1086.70	61.0	1087.56	71.0	1087.56	81.0						

STATION 47+10 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1077.13	46.0	1076.63	38.0	1076.03	32.0	1074.93	26.0	1074.93	18.0	1076.73	9.0	1079.33	0.0	1082.53	13.0
1083.73	22.0	1083.13	25.0	1083.43	34.0	1084.03	48.0	1084.63	66.0	1085.23	79.0	1085.93	96.0		

STATION 47+10 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1074.76	45.0	1074.76	45.0	1073.76	23.8	1072.66	0.0	1071.96	17.0	1070.96	25.0	1076.26	41.0	1080.56	52.0
1084.46	65.0	1084.63	66.0	1085.16	74.0	1085.56	83.0								

STA 40+62 ORIG

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1088.99	190.0	1088.39	174.0	1087.89	165.0	1086.89	158.0	1086.59	150.0	1087.69	138.0	1090.59	121.0	1092.29	108.0
1092.19	100.0	1091.59	68.0	1088.19	57.0	1088.09	41.0	1088.19	0.0	1088.19	18.0	1087.19	37.0	1087.19	69.0
1086.89	84.0	1086.49	100.0	1086.59	120.0										

STA 41+25 ORIG

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1093.06	120.0	1093.26	114.0	1092.86	89.0	1088.56	76.0	1087.86	44.0	1088.56	13.0	1089.86	10.0	1090.26	0.0
1089.76	20.0	1088.96	53.0	1088.66	84.0	1088.36	100.0								

STA 42+10 ORIG

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1091.16	112.0	1095.36	96.0	1094.46	86.0	1093.86	53.0	1093.46	21.0	1093.16	0.0	1092.86	29.0	1091.60	60.0
1091.60	100.0														

STA 43+10 ORIG

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1086.87	100.0	1091.97	81.0	1094.57	69.0	1093.57	62.0	1093.77	0.0	1093.57	43.0	1093.47	70.0	1093.77	129.0

STA 44+10 ORIG

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1082.47	89.0	1087.27	69.0	1092.87	47.0	1092.17	37.0	1091.87	0.0	1092.07	56.0	1092.17	89.0	1092.17	100.0

STA 45+10 ORIG

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1080.57	78.0	1079.97	71.0	1080.27	65.0	1090.37	26.0	1089.57	18.0	1089.07	0.0	1089.67	47.0	1090.47	79.0
1091.07	100.0														

STA 46+10 ORIG

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1079.95	69.0	1079.25	56.0	1077.45	48.0	1077.35	43.0	1079.45	30.0	1086.25	3.0	1086.15	0.0	1085.05	5.0
1085.95	34.0	1086.95	70.0	1087.85	100.0										

STA 47+10 ORIG

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1077.13	46.0	1076.63	38.0	1076.03	32.0	1074.93	26.0	1074.93	18.0	1076.73	9.0	1079.33	0.0	1082.53	13.0
1083.73	22.0	1083.13	25.0	1083.43	34.0	1084.03	48.0	1084.63	66.0	1085.23	79.0	1085.93	96.0		

STA 40+62 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1081.53	100.0	1079.53	82.0	1077.63	43.0	1077.63	22.0	1075.83	21.0	1075.63	0.0	1075.43	19.0	1075.13	21.0
1073.93	27.0	1078.53	42.0	1086.63	66.0	1087.13	73.0	1087.23	82.0						

STA 41+25 FINAL

*ERROR RDG ELEV 1074.43 27.0 1084.93 58.0

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1083.93	94.0	1078.93	69.0	1076.03	49.0	1075.13	36.0	1076.33	29.1	1076.03	0.0	1075.93	15.3	1074.43	27.0
1084.93	58.0	1088.53	72.0	1088.33	87.0										

STA 42+10 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1083.93	88.0	1082.13	75.0	1079.33	59.0	1075.23	38.0	1076.23	29.1	1075.93	0.0	1075.83	15.3	1075.23	26.0
1080.93	44.0	1087.33	61.0	1086.63	73.0	1087.33	77.0	1087.93	92.0	1087.33	100.0				

STA 43+10 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1086.63	78.0	1085.63	70.0	1082.83	52.0	1080.23	36.0	1081.03	29.1	1080.73	0.0	1080.63	15.3	1079.73	25.0
1088.03	50.0	1090.83	58.0	1092.93	77.0	1093.43	87.0	1093.63	100.0						

STA 44+10 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1081.46	71.0	1079.86	58.0	1076.36	36.0	1077.46	29.1	1077.16	0.0	1077.06	15.3	1076.16	24.0	1080.16	38.0
1086.86	58.0	1090.66	70.0	1091.96	76.0	1092.26	84.0	1092.16	95.0						

STA 45+10 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1080.46	62.0	1077.36	43.0	1075.76	35.0	1077.06	29.1	1076.76	0.0	1076.66	15.3	1075.66	25.0	1080.56	38.0
1084.06	49.0	1088.96	63.0	1090.26	70.0	1090.36	75.0	1090.46	85.0						

STA 46+10 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1077.96	55.0	1078.16	48.0	1076.46	36.0	1075.46	29.1	1075.16	0.0	1075.06	15.3	1073.96	24.0	1077.96	36.0
1086.46	60.0	1087.56	71.0	1087.56	81.0										

STA 47+10 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1074.76	45.0	1073.76	23.8	1072.66	0.0	1071.96	17.0	1070.96	25.0	1076.26	41.0	1080.56	52.0	1084.46	65.0
1085.16	74.0	1085.56	83.0												

STA 31+92 ORIG

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1081.04	81.0	1081.04	67.0	1080.84	47.0	1080.84	23.0	1080.64	12.0	1082.04	5.0	1081.94	0.0	1081.84	11.0
1082.14	25.0	1082.34	43.0	1082.64	56.0	1083.74	72.0								

STA 32+92 ORIG

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1078.75	100.0	1079.15	59.0	1080.05	0.0	1080.25	12.0	1081.45	16.0	1081.45	44.0				

STA 33+92 ORIG

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1077.15	100.0	1078.05	58.0	1079.85	0.0	1079.95	34.0	1081.05	39.0	1081.45	56.0				

STA 34+92 ORIG

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1076.75	100.0	1078.35	30.0	1079.15	0.0	1080.25	58.0	1081.35	62.0	1080.85	69.0				

STA 35+92 ORIG

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1079.95	100.0	1081.45	45.0	1082.35	0.0	1080.95	38.0	1080.05	80.0						

STA 36+92 ORIG

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1084.55	100.0	1084.65	28.0	1082.75	0.0	1081.15	20.0	1080.05	90.0						

STA 37+92 ORIG

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1086.45	100.0	1086.75	46.0	1085.75	0.0	1084.45	28.0	1083.55	100.0						

STA 38+92 ORIG

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1087.95	100.0	1088.15	40.0	1086.15	0.0	1084.85	40.0	1083.45	114.0						

MOORE BUSINESS FORMS, INC. 27

STA 31+92 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1081.06	110.0	1081.66	94.0	1081.36	81.0	1085.16	65.0	1090.76	44.0	1095.26	21.0	1095.96	17.6	1096.66	0.0
1097.96	29.8	1098.76	33.0												

STA 32+92 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1078.46	100.0	1079.26	84.0	1080.16	76.0	1085.86	54.0	1091.66	32.0	1094.96	17.6	1095.66	0.0	1096.96	29.8
1098.86	32.0	1098.96	41.0												

STA 33+92 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1076.86	82.0	1077.56	69.0	1084.06	49.0	1085.26	45.0	1089.56	31.0	1093.56	15.3	1093.66	0.0	1093.96	29.1
1093.86	35.0	1095.96	44.0	1098.06	51.0										

STA 34+92 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1081.00	49.0	1086.90	29.0	1090.40	15.3	1090.60	0.0	1090.90	29.1	1090.00	38.0	1094.50	61.0		

STA 35+92 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1082.90	30.0	1084.90	21.0	1086.20	15.3	1086.40	0.0	1086.70	19.1	1085.60	40.0	1087.60	53.0	1090.90	70.0

STA 36+92 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1084.40	34.0	1080.50	20.0	1081.40	15.3	1081.60	0.0	1081.90	29.1	1081.10	41.0	1085.00	65.0	1088.00	81.0

STA 37+92 FINAL

*ERROR RDG SEQ 1077.10 29.1

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1086.10	100.0	1087.40	79.0	1086.40	60.0	1081.10	39.0	1078.30	28.0	1076.10	22.0	1076.20	18.0	1076.70	14.0
1076.80	0.0	1077.10	29.1	1077.10	28.0	1076.60	37.0	1079.00	52.0	1082.10	66.0	1085.10	91.0		

STA 38+92 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1081.28	70.0	1077.58	53.0	1074.48	41.0	1072.28	40.0	1073.08	0.0	1073.28	20.0	1075.78	21.0	1075.88	32.0
1077.38	49.0	1077.48	67.0	1078.68	100.0										

MOORE BUSINESS FORMS, INC 27

STATE HIGHWAY COMMISSION OF WISCONSIN ORIGINAL- A006 FINAL- A006

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STATION 31+92 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1081.04	81.0	1081.04	67.0	1080.84	47.0	1080.84	23.0	1080.64	12.0	1082.04	5.0	1081.94	0.0	1081.84	11.0
1082.14	25.0	1082.34	43.0	1082.64	56.0	1083.74	72.0								

STATION 31+92 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1081.06	110.0	1081.66	94.0	1081.04	82.0	1081.36	81.0	1085.16	65.0	1090.76	44.0	1095.26	21.0	1095.96	17.6
1096.66	0.0	1097.96	29.8	1098.76	33.0	1098.76	33.0								

STATION 32+92 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1078.75	100.0	1079.15	59.0	1080.05	0.0	1080.25	12.0	1081.45	16.0	1081.45	44.0				

STATION 32+92 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1078.46	100.0	1078.84	91.0	1079.26	84.0	1080.16	76.0	1085.86	54.0	1091.66	32.0	1094.96	17.6	1095.66	0.0
1096.96	29.8	1098.86	32.0	1098.96	41.0	1098.96	41.0								

STATION 33+92 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1077.15	100.0	1078.05	58.0	1079.85	0.0	1079.95	34.0	1081.05	39.0	1081.45	56.0				

STATION 33+92 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1076.86	82.0	1077.56	69.0	1077.82	68.5	1084.06	49.0	1085.26	45.0	1089.56	31.0	1093.56	15.3	1093.66	0.0
1093.96	29.1	1093.86	35.0	1095.96	44.0	1098.06	51.0	1098.06	51.0						

STATION 34+92 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1076.75	100.0	1078.35	30.0	1079.15	0.0	1080.25	58.0	1081.35	62.0	1080.85	69.0				

STATION 34+92 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1077.64	61.0	1081.00	49.0	1086.90	29.0	1090.40	15.3	1090.60	0.0	1090.90	29.1	1090.00	38.0	1094.50	61.0
1094.50	61.0														

MOORE BUSINESS FORMS, INC. 27

STATION 35+92 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1079.95	100.0	1081.45	45.0	1082.35	0.0	1080.95	38.0	1080.05	80.0						

STATION 35+92 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1081.65	35.0	1082.90	30.0	1084.90	21.0	1086.20	15.3	1086.40	0.0	1086.70	19.1	1085.60	40.0	1087.60	53.0
1090.90	70.0	1090.90	70.0												

STATION 36+92 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1084.55	100.0	1084.65	28.0	1082.75	0.0	1081.15	20.0	1080.05	90.0						

STATION 36+92 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1084.64	35.0	1084.40	34.0	1080.50	20.0	1081.40	15.3	1081.60	0.0	1081.90	29.1	1081.10	41.0	1085.00	65.0
1088.00	81.0	1088.00	81.0												

STATION 37+92 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1086.45	100.0	1086.75	46.0	1085.75	0.0	1084.45	28.0	1083.55	100.0						

STATION 37+92 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1086.10	100.0	1087.40	79.0	1086.67	61.0	1086.40	60.0	1081.10	39.0	1078.30	28.0	1076.10	22.0	1076.20	18.0
1076.70	14.0	1076.80	0.0	1077.10	29.1	1077.10	28.0	1076.60	37.0	1079.00	52.0	1082.10	66.0	1085.10	91.0
1085.10	91.0														

STATION 38+92 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1087.95	100.0	1088.15	40.0	1086.15	0.0	1084.85	40.0	1083.45	114.0						

STATION 38+92 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1081.28	70.0	1081.28	70.0	1077.58	53.0	1074.48	41.0	1072.28	40.0	1073.08	0.0	1073.28	20.0	1075.78	21.0
1075.88	32.0	1077.38	49.0	1077.48	67.0	1078.68	100.0	1078.68	100.0						

MOORE BUSINESS FORMS, INC 27

STATION 41+10 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1093.76	100.0	1093.26	87.0	1093.16	54.0	1092.16	0.0	1092.16	33.0	1092.46	85.0	1091.86	135.0		

STATION 40+65 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1072.31	35.0	1072.31	35.0	1072.51	0.0	1072.31	20.0	1074.51	21.0	1074.11	32.0	1076.21	65.0	1076.41	100.0
1081.41	130.0	1081.41	130.0												

STATION 41+10 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1093.76	100.0	1093.26	87.0	1093.16	54.0	1092.16	0.0	1092.16	33.0	1092.46	85.0	1091.86	135.0		

STATION 41+10 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1095.50	136.0	1095.50	124.0	1096.70	111.0	1094.90	101.0	1093.66	97.5	1085.01	73.0	1082.71	69.0	1077.11	54.0
1073.51	43.0	1073.01	30.0	1071.71	29.2	1072.21	0.0	1072.41	23.0	1074.61	34.0	1075.01	55.0	1078.11	81.0
1082.91	114.0	1082.91	114.0												

STATION 42+10 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1094.16	100.0	1095.96	0.0	1096.16	27.0	1095.96	35.0	1095.36	58.0	1094.76	61.0	1094.06	125.0		

STATION 42+10 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1095.60	130.0	1096.10	115.0	1096.00	108.0	1097.10	100.0	1094.33	90.5	1093.00	86.0	1086.01	70.0	1076.01	45.0
1070.51	28.0	1072.71	15.3	1072.91	0.0	1073.21	29.0	1072.11	42.0	1073.61	53.0	1077.21	73.0	1081.01	94.0
1082.81	106.0	1082.81	106.0												

STATION 43+10 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1089.50	100.0	1090.60	48.0	1095.96	0.0	1095.26	19.0	1093.86	38.0	1093.46	94.0	1093.96	110.0		

STATION 43+15 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1094.30	112.0	1095.10	96.0	1096.10	89.0	1092.70	77.0	1090.13	70.2	1086.41	60.0	1081.51	46.0	1074.51	25.0
1073.81	22.0	1074.41	15.3	1074.61	0.0	1074.91	29.1	1074.41	38.0	1076.61	52.0	1079.31	74.0	1082.41	95.0
1082.41	95.0														

STATION 44+10 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1092.20	100.0	1093.00	46.0	1092.70	0.0	1092.56	29.0	1091.66	39.0	1091.66	81.0	1091.16	100.0		

STATION 44+10 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1093.00	98.0	1093.20	90.0	1094.20	79.0	1092.60	73.0	1091.20	67.0	1082.90	44.0	1074.90	21.0	1076.10	15.3
1076.20	0.0	1076.50	29.1	1075.70	38.0	1077.60	50.0	1080.00	66.0	1082.50	83.0	1082.50	83.0		

STATION 45+10 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1087.96	100.0	1087.56	38.0	1087.76	0.0	1087.16	43.0	1088.46	53.0	1088.26	59.0	1087.26	64.0	1087.36	85.0

STATION 45+10 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1088.40	100.0	1087.90	83.0	1089.20	74.0	1087.75	68.0	1085.20	58.0	1079.30	40.0	1074.90	23.0	1076.40	15.3
1076.60	0.0	1076.90	29.1	1076.30	37.0	1078.30	50.0	1081.10	71.0	1081.10	71.0				

STATION 46+10 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1080.96	100.0	1081.56	43.0	1082.56	0.0	1082.76	28.0	1083.16	41.0	1083.16	72.0				

STATION 46+10 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1082.10	100.0	1082.20	83.0	1083.10	70.0	1082.30	67.0	1081.35	62.8	1078.40	50.0	1074.60	35.0	1073.20	28.0
1073.20	26.0	1075.50	15.3	1075.70	0.0	1076.00	29.1	1076.40	42.0	1078.30	53.0	1078.50	60.0	1078.50	60.0

STATION 47+10 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1079.00	100.0	1079.00	61.5	1079.50	6.0	1079.80	0.0	1080.50	7.0	1080.40	48.0				

STATION 47+10 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1078.10	100.0	1077.80	80.0	1078.00	69.0	1079.00	62.0	1079.00	61.5	1075.80	49.0	1071.20	28.0	1071.10	26.0
1073.40	15.3	1073.50	0.0	1073.20	29.1	1075.50	48.0	1075.50	48.0						

STA 40+65 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1072.31	35.0	1072.51	0.0	1072.31	20.0	1074.51	21.0	1074.11	32.0	1076.21	65.0	1076.41	100.0	1081.41	130.0

STA 41+10 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1095.50	136.0	1095.50	124.0	1096.70	111.0	1094.90	101.0	1085.01	73.0	1082.71	69.0	1077.11	54.0	1073.51	43.0
1073.01	30.0	1071.71	29.2	1072.21	0.0	1072.41	23.0	1074.61	34.0	1075.01	55.0	1078.11	81.0	1082.91	114.0

STA 42+10 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1095.60	130.0	1096.10	115.0	1096.00	108.0	1097.10	100.0	1093.00	86.0	1086.01	70.0	1076.01	45.0	1070.51	28.0
1072.71	15.3	1072.91	0.0	1073.21	29.0	1072.11	42.0	1073.61	53.0	1077.21	73.0	1081.01	94.0	1082.81	106.0

STA 43+15 FINAL

*ERROR STA INT

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1094.30	112.0	1095.10	96.0	1096.10	89.0	1092.70	77.0	1086.41	60.0	1081.51	46.0	1074.51	25.0	1073.81	22.0
1074.41	15.3	1074.61	0.0	1074.91	29.1	1074.41	38.0	1076.61	52.0	1079.31	74.0	1082.41	95.0		

STA 44+10 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1093.00	98.0	1093.20	90.0	1094.20	79.0	1091.20	67.0	1082.90	44.0	1074.90	21.0	1076.10	15.3	1076.20	0.0
1076.50	29.1	1075.70	38.0	1077.60	50.0	1080.00	66.0	1082.50	83.0						

STA 45+10 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1088.40	100.0	1087.90	83.0	1089.20	74.0	1085.20	58.0	1079.30	40.0	1074.90	23.0	1076.40	15.3	1076.60	0.0
1076.90	29.1	1076.30	37.0	1078.30	50.0	1081.10	71.0								

STA 46+10 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1082.10	100.0	1082.20	83.0	1083.10	70.0	1082.30	67.0	1078.40	50.0	1074.60	35.0	1073.20	28.0	1073.20	26.0
1075.50	15.3	1075.70	0.0	1076.00	29.1	1076.40	42.0	1078.30	53.0	1078.50	60.0				

STA 47+10 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1078.10	100.0	1077.80	80.0	1078.00	69.0	1079.00	62.0	1075.80	49.0	1071.20	28.0	1071.10	26.0	1073.40	15.3
1073.50	0.0	1073.20	29.1	1075.50	48.0										

STA 40+65 ORIG
*ERROR FORMAT

STA 41+10 ORIG

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1093.76	100.0	1093.26	87.0	1093.16	54.0	1092.16	0.0	1092.16	33.0	1092.46	85.0	1091.86	135.0		

STA 42+10 ORIG

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1094.16	100.0	1095.96	0.0	1096.16	27.0	1095.96	35.0	1095.36	58.0	1094.76	61.0	1094.06	125.0		

STA 43+10 ORIG

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1089.50	100.0	1090.60	48.0	1095.96	0.0	1095.26	19.0	1093.86	38.0	1093.46	94.0	1093.96	110.0		

STA 44+10 ORIG

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1092.20	100.0	1093.00	46.0	1092.70	0.0	1092.56	29.0	1091.66	39.0	1091.66	81.0	1091.16	100.0		

STA 45+10 ORIG

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1087.96	100.0	1087.56	38.0	1087.76	0.0	1087.16	43.0	1088.46	53.0	1088.26	59.0	1087.26	64.0	1087.36	85.0

STA 46+10 ORIG

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1080.96	100.0	1081.56	43.0	1082.56	0.0	1082.76	28.0	1083.16	41.0	1083.16	72.0				

STA 47+10 ORIG

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1079.00	100.0	1079.00	61.5	1079.50	6.0	1079.80	0.0	1080.50	7.0	1080.40	48.0				

STA 3+27 ORIG

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1056.95	40.0	1056.91	15.0	1056.78	5.0	1055.78	0.0	1054.78	8.0	1056.38	36.0	1055.78	41.0	1056.08	51.0
1055.68	53.0	1055.58	150.0												

STA 4+00 ORIG

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1056.54	60.0	1056.94	33.0	1056.58	23.0	1054.18	5.0	1054.48	0.0	1054.38	28.0	1054.38	64.0	1052.88	130.0
1053.08	150.0														

STA 5+06 ORIG

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1056.13	80.0	1056.43	61.0	1055.88	49.0	1051.08	10.0	1051.18	0.0	1051.38	14.0	1051.28	50.0	1050.78	89.0
1049.68	150.0														

STA 6+00 ORIG

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1055.93	90.0	1056.06	76.0	1055.52	65.0	1046.82	15.0	1046.22	0.0	1046.82	13.0	1046.02	43.0	1045.92	98.0
1044.72	133.0														

STA 6+90 ORIG

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1055.67	86.0	1055.40	74.0	1049.72	49.0	1043.27	46.1	1043.48	46.0	1044.12	30.0	1043.72	0.0	1044.72	26.0

STA 7+00 ORIG

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1055.81	100.0	1055.84	87.0	1055.32	76.0	1044.62	30.0	1044.22	0.0	1044.92	30.0	1044.82	84.0	1047.32	150.0

STA 7+58 ORIG

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1057.96	87.0	1057.96	77.0	1057.26	73.0	1050.56	37.0	1050.26	31.0	1050.26	0.0	1050.86	37.0	1050.56	54.0
1050.56	100.0														

STA 8+12 ORIG

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1056.34	90.0	1056.03	76.0	1051.82	47.0	1053.52	34.0	1052.82	0.0	1052.02	32.0	1054.22	68.0		

STATION 3+27 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1056.95	40.0	1056.91	15.0	1056.78	5.0	1055.78	0.0	1054.78	8.0	1056.38	36.0	1055.78	41.0	1056.08	51.0
1055.68	53.0	1055.58	150.0												

STATION 3+27 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1062.37	38.0	1062.37	38.0	1060.57	30.0	1060.27	0.0	1060.17	15.3	1056.87	26.0	1056.04	30.0	1055.07	34.0
1054.77	48.0	1054.87	56.0												

STATION 4+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1056.54	60.0	1056.94	33.0	1056.58	23.0	1054.18	5.0	1054.48	0.0	1054.38	28.0	1054.38	64.0	1052.88	130.0
1053.08	150.0														

STATION 4+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1061.37	48.0	1061.37	48.0	1058.17	38.0	1057.57	34.0	1057.47	31.0	1059.57	29.1	1059.27	0.0	1059.17	15.3
1057.87	17.0	1055.97	24.0	1054.38	29.4	1053.07	34.0	1052.67	38.0	1052.77	54.0				

STATION 5+06 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1056.13	80.0	1056.43	61.0	1055.88	49.0	1051.08	10.0	1051.18	0.0	1051.38	14.0	1051.28	50.0	1050.78	89.0
1049.68	150.0														

STATION 5+06 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1059.77	61.0	1059.77	61.0	1055.47	49.0	1053.27	37.0	1054.07	33.0	1055.91	30.7	1056.37	0.0	1056.60	15.5
1054.07	20.0	1052.67	26.0	1051.33	30.9	1047.57	45.0	1047.37	54.0						

STATION 6+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1055.93	90.0	1056.06	76.0	1055.52	65.0	1046.82	15.0	1046.22	0.0	1046.82	13.0	1046.02	43.0	1045.92	98.0
1044.72	133.0														

STATION 6+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1055.95	76.5	1055.55	67.5	1055.05	56.0	1051.85	40.0	1051.85	34.0	1052.59	31.4	1053.38	0.0	1053.76	15.3		
1049.95	31.0	1046.55	45.0	1046.00	52.0	1045.85	56.0										

STATION 6+90 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1055.67	86.0	1055.40	74.0	1049.72	49.0	1043.27	46.1	1043.48	46.0	1044.12	30.0	1043.72	0.0	1044.72	26.0		

STATION 6+90 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1056.45	60.0	1056.45	60.0	1053.25	49.0	1049.55	35.0	1050.66	31.4	1051.45	0.0	1051.83	15.3	1052.35	21.0		
1050.05	27.0	1044.96	32.3	1044.45	33.0	1044.75	47.0	1045.25	57.0								

STATION 7+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1055.81	100.0	1055.84	87.0	1055.32	76.0	1044.62	30.0	1044.22	0.0	1044.92	30.0	1044.82	84.0	1047.32	150.0		

STATION 7+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1056.25	60.0	1056.25	60.0	1050.25	37.0	1050.59	31.4	1051.38	0.0	1051.76	15.1	1052.15	22.0	1044.91	36.0		
1044.55	37.0	1044.75	44.0	1045.45	55.0												

STATION 7+58 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1057.96	87.0	1057.96	77.0	1057.26	73.0	1050.56	37.0	1050.26	31.0	1050.26	0.0	1050.86	37.0	1050.56	54.0		
1050.56	100.0																

STATION 7+50 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1056.35	60.0	1056.35	60.0	1054.15	48.0	1052.35	37.0	1053.55	26.0	1053.75	21.1	1051.21	21.0	1051.02	0.0		
1050.87	30.5	1047.45	45.0	1047.95	61.0	1050.56	68.0										

STATION 7+58 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1057.96	87.0	1057.96	77.0	1057.26	73.0	1050.56	37.0	1050.26	31.0	1050.26	0.0	1050.86	37.0	1050.56	54.0		
1050.56	100.0																

STATION 7+58 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1056.55	61.0	1056.55	61.0	1053.25	40.0	1053.55	26.0	1053.75	21.1	1051.21	21.0	1051.02	0.0	1050.87	30.5
1051.45	34.0	1048.55	45.0	1047.85	54.0	1047.85	54.0								

STATION 8+12 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1056.34	90.0	1056.03	76.0	1051.82	47.0	1053.52	34.0	1052.82	0.0	1052.02	32.0	1054.22	68.0		

STATION 8+12 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1057.35	66.0	1057.35	66.0	1054.95	51.0	1054.05	30.0	1054.35	18.6	1051.84	18.5	1052.02	0.0	1052.15	13.0
1052.15	13.0														

STA 3+27 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1062.37	38.0	1060.57	30.0	1060.27	0.0	1060.17	15.3	1056.87	26.0	1055.07	34.0	1054.77	48.0	1054.87	56.0

STA 4+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1061.37	48.0	1058.17	38.0	1057.57	34.0	1057.47	31.0	1059.57	29.1	1059.27	0.0	1059.17	15.3	1057.87	17.0
1055.97	24.0	1053.07	34.0	1052.67	38.0	1052.77	54.0								

STA 5+06 FINAL

*ERROR STA INT

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1059.77	61.0	1055.47	49.0	1053.27	37.0	1054.07	33.0	1055.91	30.7	1056.37	0.0	1056.60	15.5	1054.07	20.0
1052.67	26.0	1047.57	45.0	1047.37	54.0										

STA 6+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1055.95	76.5	1055.05	56.0	1051.85	40.0	1051.85	34.0	1052.59	31.4	1053.38	0.0	1053.76	15.3	1049.95	31.0
1046.55	45.0	1045.85	56.0												

STA 6+90 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1056.45	60.0	1053.25	49.0	1049.55	35.0	1050.66	31.4	1051.45	0.0	1051.83	15.3	1052.35	21.0	1050.05	27.0
1044.45	33.0	1044.75	47.0	1045.25	57.0										

STA 7+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1056.25	60.0	1050.25	37.0	1050.59	31.4	1051.38	0.0	1051.76	15.1	1052.15	22.0	1044.55	37.0	1044.75	44.0
1045.45	55.0														

STA 7+50 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1056.35	60.0	1054.15	48.0	1052.35	37.0	1053.55	26.0	1053.75	21.1	1051.21	21.0	1051.02	0.0	1050.87	30.5
1047.45	45.0	1047.95	61.0												

STA 7+58 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1056.55	61.0	1053.25	40.0	1053.55	26.0	1053.75	21.1	1051.21	21.0	1051.02	0.0	1050.87	30.5	1051.45	34.0
1048.55	45.0	1047.85	54.0												

STA 8+12 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1057.35	66.0	1054.95	51.0	1054.05	30.0	1054.35	18.6	1051.84	18.5	1052.02	0.0	1052.15	13.0		

STA 3+10 ORIG

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1055.13	40.0	1054.13	25.0	1052.63	20.0	1053.33	13.0	1053.53	0.0	1053.03	29.0	1055.63	33.0	1055.23	40.0

STA 4+00 ORIG

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1049.03	150.0	1050.63	111.0	1052.43	50.0	1053.13	0.0	1052.33	26.0	1050.73	50.0				

STA 5+00 ORIG

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1044.54	150.0	1046.74	110.0	1048.34	72.0	1049.54	37.0	1048.54	0.0	1049.54	40.0	1049.24	60.0		

STA 6+00 ORIG

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1042.87	150.0	1042.67	94.0	1042.77	49.0	1043.57	0.0	1043.87	26.0	1043.97	66.0	1043.87	80.0		

STA 7+00 ORIG

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1047.95	150.0	1045.45	84.0	1045.75	58.0	1047.05	0.0	1047.65	6.0	1048.65	31.0	1049.75	73.0	1050.45	90.0

STA 8+00 ORIG

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1050.95	150.0	1048.65	120.0	1050.55	83.0	1051.15	46.0	1051.15	0.0	1052.15	29.0	1053.15	47.0	1054.15	100.0

STA 8+35 ORIG

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1053.60	120.0	1054.00	99.0	1054.10	46.0	1054.20	0.0	1054.50	38.0	1055.50	85.0				

STA 3+10 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1053.85	43.0	1053.65	37.0	1054.45	29.0	1056.25	18.1	1057.15	0.0	1058.75	29.9				

STA 4+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1053.05	55.0	1053.05	53.0	1053.85	43.0	1053.95	41.0	1053.25	34.0	1053.85	30.0	1056.35	18.0	1056.35	16.6
1056.85	0.0	1057.85	30.0	1058.05	32.0										

STA 5+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1050.25	50.0	1050.35	44.0	1054.65	22.0	1055.35	15.3	1055.55	0.0	1055.85	29.1	1055.25	33.0	1055.45	36.0

STA 6+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1042.70	60.0	1043.00	43.0	1047.75	33.0	1051.95	24.0	1053.25	18.0	1053.45	15.3	1053.55	0.0	1053.85	29.1
1053.85	31.0	1053.25	36.0	1053.85	39.5										

STA 7+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1046.15	81.0	1046.45	60.0	1045.05	50.0	1045.05	44.0	1048.95	30.0	1051.45	20.0	1051.55	15.3	1051.75	0.0
1052.05	29.1	1052.05	32.0	1051.65	38.0	1052.95	42.0								

STA 8+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1050.65	105.0	1052.05	88.0	1051.85	73.0	1045.95	51.0	1045.95	42.0	1049.15	36.0	1050.25	22.0	1050.75	21.2
1051.15	0.0	1050.95	20.0	1053.35	20.1	1051.55	35.0	1050.45	46.0	1050.85	50.0				

STA 8+35 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1054.20	99.0	1053.90	97.0	1047.10	65.0	1046.30	50.0	1048.00	44.0	1050.40	34.0	1050.75	23.0	1051.25	0.0
1051.05	20.0	1050.95	31.0												

STATION 3+10 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1055.13	40.0	1054.13	25.0	1052.63	20.0	1053.33	13.0	1053.53	0.0	1053.03	29.0	1055.63	33.0	1055.23	40.0

STATION 3+10 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1053.85	43.0	1053.65	37.0	1054.45	29.0	1054.40	29.0	1056.25	18.1	1057.15	0.0	1058.75	29.9	1058.75	29.9

STATION 4+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1049.03	150.0	1050.63	111.0	1052.43	50.0	1053.13	0.0	1052.33	26.0	1050.73	50.0				

STATION 4+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1053.05	55.0	1053.05	53.0	1053.85	43.0	1053.95	41.0	1052.60	38.0	1053.25	34.0	1053.85	30.0	1056.35	18.0
1056.35	16.6	1056.85	0.0	1057.85	30.0	1058.05	32.0	1058.05	32.0						

STATION 5+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1044.54	150.0	1046.74	110.0	1048.34	72.0	1049.54	37.0	1048.54	0.0	1049.54	40.0	1049.24	60.0		

STATION 5+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1050.25	50.0	1049.10	49.9	1050.35	44.0	1054.65	22.0	1055.35	15.3	1055.55	0.0	1055.85	29.1	1055.25	33.0
1055.45	36.0	1055.45	36.0												

STATION 6+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1042.87	150.0	1042.67	94.0	1042.77	49.0	1043.57	0.0	1043.87	26.0	1043.97	66.0	1043.87	80.0		

STATION 6+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1042.70	60.0	1042.86	43.5	1043.00	43.0	1047.75	33.0	1051.95	24.0	1053.25	18.0	1053.45	15.3	1053.55	0.0
1053.85	29.1	1053.85	31.0	1053.25	36.0	1053.85	39.5	1053.85	39.5						

STATION 7+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1047.95	150.0	1045.45	84.0	1045.75	58.0	1047.05	0.0	1047.65	6.0	1048.65	31.0	1049.75	73.0	1050.45	90.0

STATION 7+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1046.15	81.0	1046.45	60.0	1045.81	55.5	1045.05	50.0	1045.05	44.0	1048.95	30.0	1051.45	20.0	1051.55	15.3
1051.75	0.0	1052.05	29.1	1052.05	32.0	1051.65	38.0	1052.95	42.0	1052.95	42.0				

STATION 8+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1050.95	150.0	1048.65	120.0	1050.55	83.0	1051.15	46.0	1051.15	0.0	1052.15	29.0	1053.15	47.0	1054.15	100.0

STATION 8+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1050.65	105.0	1052.05	88.0	1051.85	73.0	1050.77	69.2	1045.95	51.0	1045.95	42.0	1049.15	36.0	1050.25	22.0
1050.75	21.2	1051.15	0.0	1050.95	20.0	1053.35	20.1	1051.55	35.0	1050.45	46.0	1050.85	50.0	1050.85	50.0

STATION 8+35 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1053.60	120.0	1054.00	99.0	1054.10	46.0	1054.20	0.0	1054.50	38.0	1055.50	85.0				

STATION 8+35 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1054.20	99.0	1054.00	99.0	1053.90	97.0	1047.10	65.0	1046.30	50.0	1048.00	44.0	1050.40	34.0	1050.75	23.0
1051.25	0.0	1051.05	20.0	1050.95	31.0	1050.95	31.0								

STATION 14+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1065.84	100.0	1064.54	53.0	1063.14	46.0	1059.04	35.0	1061.24	21.0	1061.44	12.0	1061.46	0.0	1060.89	14.0
1060.24	22.0	1057.14	40.0	1058.14	48.0	1057.44	58.0	1055.34	100.0						

STATION 14+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1064.90	63.0	1064.70	55.0	1064.58	54.5	1064.18	54.0	1059.08	42.0	1058.75	35.2	1059.28	0.0	1058.78	30.5
1058.78	33.7	1059.38	41.0												

STATION 15+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1062.94	100.0	1061.84	48.0	1058.14	33.0	1059.94	20.0	1060.53	12.0	1060.48	0.0	1059.88	13.0	1059.44	21.0
1056.74	38.0	1056.84	51.0	1055.14	100.0										

STATION 15+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1062.78	81.0	1062.58	71.0	1062.32	70.5	1055.98	54.0	1057.42	47.3	1058.09	0.0	1057.42	43.4	1056.18	52.0
1056.56	59.0	1056.28	60.0												

STATION 16+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1061.84	100.0	1060.84	38.0	1060.04	15.0	1060.00	0.0	1059.54	13.0	1058.64	21.0	1055.64	39.0	1056.04	50.0
1055.84	55.0	1055.84	100.0												

STATION 16+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1060.28	102.0	1060.28	102.0	1059.28	86.0	1057.78	71.1	1055.28	71.0	1055.76	40.0	1056.32	0.0	1055.49	53.7
1054.68	60.0	1055.84	70.0	1055.78	70.0	1055.78	78.0								

STATION 17+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1058.54	100.0	1058.34	53.0	1056.84	43.0	1057.44	32.0	1058.64	24.0	1059.14	17.0	1059.17	0.0	1058.34	20.0
1054.74	34.0	1056.84	48.0	1054.34	100.0										

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STATION 17+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1057.18	87.0	1057.18	87.0	1056.98	85.0	1051.98	74.0	1053.64	61.7	1054.25	0.0	1053.69	56.5	1052.48	68.0
1055.30	80.0	1055.58	82.0	1054.48	93.0										

STATION 17+50 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1058.40	125.0	1058.24	100.0	1058.24	51.0	1056.24	35.0	1058.34	21.0	1058.65	14.0	1058.64	0.0	1058.31	13.0
1057.54	21.0	1054.44	32.0	1057.64	44.0	1056.94	64.0	1055.20	92.0	1053.90	114.0	1050.60	148.0		

STATION 17+50 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1052.25	69.0	1052.25	69.0	1052.85	40.5	1053.25	0.0	1052.85	40.5	1052.40	62.7	1052.68	65.0	1049.88	80.0
1053.78	101.0	1054.28	105.0	1054.28	105.0										

STATION 18+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1058.34	100.0	1058.64	48.0	1055.94	32.0	1057.84	24.0	1058.25	14.0	1058.27	0.0	1057.92	13.0	1057.34	21.0
1054.54	31.0	1057.34	44.0	1056.94	50.0	1053.44	100.0								

STATION 18+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1051.81	57.0	1051.81	57.0	1052.01	0.0	1051.97	40.5	1051.39	69.7	1050.88	78.0	1048.08	88.0	1048.08	88.0

STATION 18+50 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1059.04	60.0	1059.34	48.0	1055.84	34.0	1057.44	21.0	1057.92	13.0	1057.88	0.0	1057.61	12.0	1056.84	21.0
1054.14	32.0	1056.54	42.0	1054.04	70.0										

STATION 18+50 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1050.38	68.0	1050.38	68.0	1051.18	63.0	1053.88	45.6	1051.36	45.5	1051.43	0.0	1051.15	70.0	1051.15	70.0

STATION 18+70 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1058.20	140.0	1058.60	100.0	1059.50	49.0	1055.80	35.0	1055.90	32.0	1057.10	25.0	1057.70	14.0	1057.60	0.0
1057.40	12.0	1056.20	21.0	1054.20	29.0	1054.00	32.0	1056.40	41.0	1056.00	48.0	1052.80	80.0	1050.80	111.0
1049.20	148.0														

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STATION 18+70 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1058.18	73.0	1058.18	73.0	1053.18	55.0	1053.68	45.6	1051.15	45.5	1051.33	0.0	1050.95	64.0	1050.95	64.0

STATION 19+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1058.20	140.0	1058.60	111.0	1059.40	70.0	1059.60	50.0	1055.40	34.0	1056.90	24.0	1057.40	14.0	1057.39	0.0
1057.16	11.0	1056.40	19.0	1053.80	30.0	1056.20	40.0	1054.20	70.0	1051.90	102.0	1051.60	140.0		

STATION 19+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1059.84	70.0	1059.84	70.0	1055.44	60.0	1054.34	57.0	1053.54	52.0	1053.34	43.6	1050.84	43.5	1051.29	0.0
1050.79	49.5	1053.34	49.6	1052.64	56.0	1053.24	86.0	1053.14	90.0	1053.14	90.0				

STATION 19+50 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1058.50	149.0	1059.20	101.0	1059.40	70.0	1058.40	51.0	1054.70	38.0	1056.30	23.0	1056.72	14.0	1056.85	0.0
1056.55	14.0	1055.80	22.0	1053.80	32.0	1054.90	41.0	1053.30	70.0	1050.40	114.0				

STATION 19+50 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1054.24	60.0	1054.24	60.0	1053.34	43.6	1050.84	43.5	1051.30	0.0	1050.84	43.5	1053.34	43.6	1054.14	58.0
1054.14	58.0														

STATION 20+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1054.10	100.0	1053.90	70.0	1053.10	42.0	1056.28	19.0	1056.42	0.0	1056.06	16.0	1055.60	21.0	1051.80	34.0
1053.50	49.0	1053.40	70.0	1052.00	100.0										

STATION 20+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1054.14	56.0	1054.14	56.0	1053.64	43.6	1051.10	43.5	1051.54	0.0	1051.10	43.5	1053.64	43.6	1054.04	57.0
1054.04	57.0														

MOORE BUSINESS FORMS, INC.

STATION 20+50 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1057.80	100.0	1057.64	70.0	1056.68	16.0	1056.56	0.0	1055.65	40.0	1055.30	49.0	1055.00	51.0	1054.40	75.0
1057.80	100.0														

STATION 20+50 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1057.04	65.0	1057.04	65.0	1054.24	59.0	1053.84	43.6	1051.34	43.5	1051.79	0.0	1051.34	43.5	1053.84	43.6
1054.34	57.0	1054.34	57.0												

STATION 21+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1058.60	100.0	1058.20	80.0	1058.20	70.0	1058.10	63.0	1056.90	57.0	1054.10	39.0	1056.40	25.0	1056.65	20.0
1056.91	0.0	1056.63	23.0	1056.32	70.0	1056.00	100.0								

STATION 21+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1052.14	70.0	1052.14	70.0	1053.64	55.0	1053.84	51.6	1051.37	51.5	1051.94	0.0	1051.44	43.5	1051.94	43.6
1052.34	52.0	1053.74	58.0	1054.38	60.0	1056.64	67.0								

STATION 21+23 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1060.76	100.0	1060.16	52.0	1059.56	48.0	1055.66	36.0	1055.56	32.0	1058.36	22.0	1058.66	14.0	1058.86	0.0
1058.26	26.0	1057.46	36.0	1055.36	56.0	1055.16	100.0								

STATION 21+23 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1052.74	60.0	1052.74	60.0	1052.14	0.0	1051.54	43.5	1052.04	43.6	1052.24	52.0	1053.84	58.0	1056.24	68.0
1057.34	75.0	1057.34	75.0												

STATION 21+50 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1058.80	100.0	1058.30	70.0	1058.10	49.0	1053.70	33.0	1055.80	21.0	1056.39	13.0	1056.78	0.0	1056.51	16.0
1056.00	24.0	1053.90	37.0	1054.30	50.0	1053.00	70.0	1050.20	100.0						

MOORE BUSINESS FORMS, INC.

STATION 21+50 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1051.84	48.0	1051.84	48.0	1051.73	40.5	1052.24	0.0	1051.70	43.5	1054.24	43.6	1054.44	52.0	1053.84	57.0
1054.64	70.0	1054.64	70.0												

STATION 22+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1059.10	125.0	1059.00	100.0	1058.30	66.0	1058.40	60.0	1058.60	50.0	1053.50	35.0	1055.30	21.0	1056.20	12.0
1056.49	0.0	1056.08	14.0	1055.50	22.0	1053.20	36.0	1053.30	42.0	1051.40	71.0	1050.90	80.0	1049.20	100.0

STATION 22+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1050.94	80.0	1050.94	80.0	1051.42	66.7	1051.98	40.5	1052.39	0.0	1052.30	40.5	1054.84	40.6	1054.84	61.0
1054.84	61.0														

STATION 22+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1059.10	125.0	1059.00	100.0	1058.30	66.0	1058.40	60.0	1058.60	50.0	1053.50	35.0	1055.30	21.0	1056.20	12.0
1056.49	0.0	1056.08	14.0	1055.50	22.0	1053.20	36.0	1053.30	42.0	1051.40	71.0	1050.90	80.0	1049.20	100.0

STATION 22+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1058.54	120.0	1058.54	120.0	1054.34	100.0	1050.94	80.0	1051.42	66.7	1051.98	40.5	1052.39	0.0	1052.30	40.5
1054.84	40.6	1054.84	61.0	1054.84	61.0										

STATION 22+50 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1058.50	130.0	1058.50	87.0	1058.30	70.0	1058.30	50.0	1053.10	34.0	1055.50	21.0	1055.92	13.0	1056.05	0.0
1055.73	14.0	1055.30	21.0	1054.00	28.0	1054.80	40.0	1053.00	70.0	1052.60	75.0	1050.00	95.0	1048.50	110.0

STATION 22+50 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1057.94	110.0	1058.50	103.0	1057.64	100.0	1057.04	96.0	1054.84	88.0	1052.14	75.0	1050.54	63.0	1052.74	60.0
1052.60	58.3	1052.98	39.1	1052.70	0.0	1052.10	66.1	1051.44	70.0	1049.24	73.0	1048.14	100.0	1047.94	105.0
1047.94	105.0														

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STATION 23+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1058.00	100.0	1058.10	47.0	1053.10	36.0	1055.10	21.0	1055.90	11.0	1055.83	0.0	1055.34	13.0	1055.30	14.0
1054.40	22.0	1053.00	32.0	1051.70	55.0	1051.80	63.0	1051.60	75.0	1050.20	87.0	1049.00	100.0	1047.60	200.0

STATION 23+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1057.64	110.0	1057.84	100.0	1058.01	94.5	1058.04	94.0	1056.14	83.0	1052.34	68.0	1051.84	61.0	1053.20	53.2
1053.04	37.2	1053.44	0.0	1053.04	39.5	1052.85	58.8	1050.94	64.0	1050.34	70.0	1051.48	76.0	1051.54	76.0
1051.54	97.0	1049.94	127.0	1048.34	165.0	1047.64	200.0								

STATION 24+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1056.90	100.0	1056.80	51.0	1056.90	46.0	1052.70	32.0	1054.20	20.0	1054.99	12.0	1055.10	0.0	1054.40	20.0
1052.10	32.0	1054.60	44.0	1053.20	79.0	1052.00	100.0								

STATION 24+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1056.94	92.0	1056.85	76.5	1056.74	76.0	1054.64	66.0	1052.34	54.0	1052.75	46.0	1053.34	0.0	1052.79	49.5
1051.74	54.0	1053.84	62.0	1053.86	62.5	1053.54	65.0	1053.24	100.0	1052.34	126.0	1051.34	152.0	1050.44	177.0
1049.74	200.0														

STATION 25+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1054.77	100.0	1053.77	59.0	1053.57	21.0	1054.06	15.0	1054.37	0.0	1054.25	12.0	1053.77	19.0	1051.67	34.0
1053.37	43.0	1053.37	50.0	1053.07	74.0	1053.07	100.0								

STATION 25+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1052.51	84.0	1053.97	67.0	1052.21	61.0	1049.01	50.0	1050.04	0.0	1050.08	42.4	1051.61	45.0	1053.33	53.0
1053.41	54.0	1053.41	71.0												

STATION 26+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1050.67	100.0	1050.87	86.0	1052.47	77.0	1052.67	61.0	1052.17	41.0	1052.67	32.0	1053.14	16.0	1053.56	0.0
1053.50	18.0	1053.27	20.0	1052.37	26.0	1049.87	31.0	1050.47	34.0	1050.57	70.0				

MOORE BUSINESS FORMS, INC. 27

STATION 26+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1052.51	52.0	1052.45	52.0	1049.31	41.0	1050.72	31.0	1051.51	0.0	1051.57	10.0	1051.48	31.2	1050.48	38.5
1050.21	39.0														

STATION 27+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1049.37	100.0	1048.47	55.0	1047.47	40.0	1047.47	34.0	1051.07	24.0	1052.57	19.0	1052.81	12.0	1053.04	0.0
1052.81	13.0	1052.50	18.0	1049.70	28.0	1050.00	37.0	1046.17	62.0	1045.87	100.0				

STATION 27+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1050.73	25.8	1050.89	24.5	1051.31	0.0	1051.10	23.0	1051.11	25.4						

STATION 28+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1050.71	100.0	1050.71	55.0	1052.30	15.0	1052.54	0.0	1052.10	19.0	1050.41	29.0	1050.61	39.0	1051.31	73.0

STATION 28+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1051.66	31.0	1050.21	27.0	1050.51	0.0	1050.21	29.0	1050.43	30.0						

MOORE BUSINESS FORMS, INC. 77

STATION 9+30 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1058.12	2.0	1058.12	0.0	1058.42	38.0	1058.52	60.0	1058.34	100.0						

STATION 9+30 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1052.24	1.5	1052.24	1.5	1052.24	0.0	1052.04	24.0	1052.34	46.0	1050.94	56.0	1050.94	56.0		

STATION 9+72 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1058.14	36.0	1058.32	16.0	1058.42	0.0	1058.92	34.0	1059.22	88.0	1058.92	100.0	1058.12	150.0		

STATION 9+72 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1052.04	36.0	1052.04	36.0	1051.64	33.0	1054.74	24.0	1054.94	19.0	1052.94	18.5	1052.74	0.0	1052.24	22.2
1051.04	28.0	1051.44	34.0	1053.34	48.0	1056.74	65.0	1058.54	78.0	1059.18	81.5	1058.54	100.0		

STATION 9+80 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1057.44	78.0	1056.94	65.0	1055.34	59.0	1055.14	51.0	1058.24	36.0	1058.44	0.0	1059.34	54.0	1059.24	100.0

STATION 9+80 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1057.04	85.0	1057.04	85.0	1058.24	66.0	1057.54	54.0	1054.44	42.0	1054.84	24.0	1055.04	19.0	1053.04	18.5
1052.84	0.0	1052.34	22.2	1053.14	23.0	1051.84	31.0	1053.74	45.0	1056.34	58.0	1058.54	70.0	1058.64	73.0
1058.64	73.0	1058.64	85.0												

STATION 10+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1057.74	76.0	1057.04	61.0	1055.84	57.0	1055.34	52.0	1058.14	34.0	1059.24	0.0	1059.24	41.0	1058.54	100.0

STATION 10+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1065.04	67.0	1062.54	59.0	1062.54	59.0	1054.64	36.0	1055.34	24.0	1055.54	19.0	1053.54	18.5	1053.34	0.0
1053.14	21.0	1052.44	28.0	1056.44	53.0	1058.54	67.0	1058.54	67.0	1058.44	77.0				

STATION 10+50 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1058.36	70.0	1057.82	58.0	1055.92	44.0	1059.42	18.0	1059.22	14.0	1058.92	0.0	1058.32	53.0	1057.72	100.0
1057.72	150.0														

STATION 10+50 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1060.04	40.0	1060.04	40.0	1057.14	33.0	1056.94	24.0	1057.24	19.0	1054.94	18.5	1054.84	0.0	1054.64	16.2
1054.54	19.0	1054.04	25.0	1055.94	40.0	1057.54	54.0	1057.84	58.0	1057.84	58.0	1058.04	69.0		

STATION 11+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1059.14	60.0	1058.82	50.0	1056.72	39.0	1059.12	23.0	1058.72	9.0	1058.62	0.0	1058.32	41.0	1057.62	85.0
1057.52	100.0	1057.22	150.0												

STATION 11+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1060.44	34.0	1060.44	34.0	1058.74	29.0	1059.04	19.0	1057.04	18.5	1056.84	0.0	1056.74	15.3	1056.64	18.0
1055.94	25.0	1057.54	37.0	1058.14	55.0	1058.14	55.0								

STATION 12+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1061.05	50.0	1060.62	38.0	1058.62	26.0	1059.12	14.0	1059.42	0.0	1059.82	9.0	1059.22	21.0	1059.02	45.0
1058.32	100.0	1058.32	150.0												

STATION 12+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1064.74	26.0	1064.74	26.0	1064.34	23.0	1064.34	19.0	1062.14	18.5	1061.94	0.0	1061.84	15.3	1061.54	17.0
1059.44	28.0	1059.44	47.0	1059.44	47.0										

STATION 13+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1063.11	50.0	1063.20	41.0	1062.95	30.0	1059.95	14.0	1061.85	0.0	1061.75	56.0	1058.75	68.0	1058.85	100.0
1058.75	150.0														

STATION 13+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1069.28	23.0	1069.28	23.0	1069.28	19.0	1067.08	18.5	1066.98	0.0	1066.88	15.2	1066.88	16.0	1066.68	17.0
1064.58	24.0	1062.08	32.0	1061.79	33.0	1062.18	37.0								

STATION 13+36 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1064.05	50.0	1064.19	38.0	1063.75	27.0	1060.45	11.0	1062.85	0.0	1063.65	9.0	1063.85	37.0	1064.05	74.0
1060.35	92.0	1060.05	100.0	1060.35	150.0										

STATION 13+36 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1070.98	23.0	1070.98	23.0	1070.58	19.0	1068.58	18.5	1068.78	0.0	1068.98	15.7	1068.58	17.0	1064.28	31.0
1063.83	33.5	1063.78	35.0	1063.78	40.0										

STATION 14+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1065.75	50.0	1065.95	34.0	1065.45	23.0	1062.65	6.0	1064.05	0.0	1062.25	10.0	1066.55	42.0	1066.35	91.0
1066.55	100.0	1066.65	114.0	1064.15	130.0	1064.25	150.0								

STATION 14+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1073.68	22.0	1073.68	22.0	1073.28	19.0	1071.28	18.5	1071.58	0.0	1071.98	15.4	1071.48	17.0	1069.58	24.0
1066.78	33.0	1066.48	39.0	1066.48	41.5										

STATION 14+82 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1068.31	40.0	1068.37	30.0	1067.85	19.0	1065.85	6.0	1066.75	0.0	1068.15	9.0	1068.85	24.0	1068.75	36.0
1068.25	88.0	1067.95	100.0	1067.35	150.0										

STATION 14+82 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1075.58	22.0	1075.58	22.0	1075.98	19.0	1073.98	18.5	1074.38	0.0	1074.68	15.4	1074.18	18.0	1072.98	21.0
1068.78	32.9	1068.78	33.0	1068.78	35.0										

STA 9+30 ORIG

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1058.12	2.0	1058.12	0.0	1058.42	38.C	1C58.52	6C.0	1058.34	1CC.0						

STA 9+72 ORIG

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1058.14	36.0	1058.32	16.0	1058.42	0.C	1C58.92	34.0	1059.22	88.0	1058.92	100.0	1058.12	15C.0		

STA 9+80 ORIG

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1057.44	78.0	1056.94	65.0	1055.34	59.0	1055.14	51.C	1058.24	36.C	1058.44	0.0	1059.34	54.0	1C59.24	1CC.0

STA 10+00 ORIG

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1057.74	76.0	1057.04	61.0	1055.84	57.C	1055.34	52.0	1058.14	34.0	1059.24	0.0	1059.24	41.0	1C58.54	1CC.C

STA 10+50 ORIG

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1058.36	70.0	1057.82	58.0	1055.92	44.0	1059.42	18.0	1059.22	14.0	1058.92	0.0	1058.32	53.0	1C57.72	1CC.0
1057.72	150.0														

STA 11+00 ORIG

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1059.14	60.0	1058.82	50.0	1056.72	39.C	1C59.12	23.0	1058.72	9.0	1058.62	0.0	1058.32	41.C	1C57.62	85.C
1057.52	100.0	1057.22	150.0												

STA 12+00 ORIG

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1061.05	50.0	1060.62	38.0	1058.62	26.C	.1C59.12	14.0	1059.42	0.0	1059.82	9.0	1059.22	21.C	1C59.02	45.0
1058.32	100.0	1058.32	150.0												

STA 13+00 ORIG

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1063.11	50.0	1063.20	41.0	1062.95	30.C	1059.95	14.0	1061.85	0.C	1061.75	56.0	1058.75	68.0	1C58.85	100.C
1058.75	150.0														

STA 13+36 ORIG

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1064.05	50.0	1064.19	38.0	1063.75	27.C	1C6C.45	11.0	1062.85	0.0	1063.65	9.0	1063.85	37.C	1C64.05	74.C
1060.35	92.0	1060.05	100.0	1060.35	150.C										

STA 14+00 ORIG

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1065.75	50.0	1065.95	34.0	1065.45	23.C	1062.65	6.0	1064.05	0.0	1062.25	10.0	1066.55	42.C	1C66.35	91.0
1066.55	100.0	1066.65	114.0	1064.15	130.C	1064.25	150.0								

STA 14+82 ORIG

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1068.31	40.0	1068.37	30.0	1067.85	19.C	1065.85	6.0	1066.75	0.0	1068.15	9.0	1068.85	24.C	1C68.75	36.0
1068.25	88.0	1067.95	100.0	1067.35	150.C										

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STA 9+30		FINAL													
ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1052.24	1.5	1052.24	0.0	1052.04	24.0	1052.34	46.0	1050.94	56.0						

STA 9+72		FINAL													
ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1052.04	36.0	1051.64	33.0	1054.74	24.0	1054.94	19.0	1052.94	18.5	1052.74	0.0	1052.24	22.2	1051.04	28.0
1051.44	34.0	1053.34	48.0	1056.74	65.0	1058.54	78.0	1058.54	100.0						

STA 9+80		FINAL													
ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1057.04	85.0	1058.24	66.0	1057.54	54.0	1054.44	42.0	1054.84	24.0	1055.04	19.0	1053.04	18.5	1052.84	0.0
1052.34	22.2	1053.14	23.0	1051.84	31.0	1053.74	45.0	1056.34	58.0	1058.54	70.0	1058.64	73.0	1058.64	85.0

STA 10+00		FINAL													
ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1065.04	67.0	1062.54	59.0	1054.64	36.0	1055.34	24.0	1055.54	19.0	1053.54	18.5	1053.34	0.0	1053.14	21.0
1052.44	28.0	1056.44	53.0	1058.54	67.0	1058.44	77.0								

STA 10+50		FINAL													
ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1060.04	40.0	1057.14	33.0	1056.94	24.0	1057.24	19.0	1054.94	18.5	1054.84	0.0	1054.64	16.2	1054.54	19.0
1054.04	25.0	1055.94	40.0	1057.54	54.0	1057.84	58.0	1058.04	69.0						

STA 11+00		FINAL													
ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1060.44	34.0	1058.74	29.0	1059.04	19.0	1057.04	18.5	1056.84	0.0	1056.74	15.3	1056.64	18.0	1055.94	25.0
1057.54	37.0	1058.14	55.0												

STA 12+00		FINAL													
ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1064.74	26.0	1064.34	23.0	1064.34	19.0	1062.14	18.5	1061.94	0.0	1061.84	15.3	1061.54	17.0	1059.44	28.0
1059.44	47.0														

STA 13+00		FINAL													
ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1069.28	23.0	1069.28	19.0	1067.08	18.5	1066.98	0.0	1066.88	15.2	1066.88	16.0	1066.68	17.0	1064.58	24.0
1062.08	32.0	1062.18	37.0												

STA 13+36 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1070.98	23.0	1070.58	19.0	1068.58	18.5	1068.78	0.0	1068.98	15.7	1068.58	17.0	1064.28	31.0	1063.78	35.0
1063.78	40.0														

STA 14+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1073.68	22.0	1073.28	19.0	1071.28	18.5	1071.58	0.0	1071.98	15.4	1071.48	17.0	1069.58	24.0	1066.78	33.0
1066.48	39.0														

STA 14+82 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1075.58	22.0	1075.98	19.0	1073.98	18.5	1074.38	0.0	1074.68	15.4	1074.18	18.0	1072.98	21.0	1068.78	33.0
1068.78	35.0														

STATION 9+73 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1058.15	2.0	1058.15	0.0	1058.95	60.0										

STATION 9+73 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1051.31	1.5	1051.31	1.5	1051.31	0.0	1051.51	18.5	1053.91	19.0	1051.51	31.0	1049.91	45.0	1058.11	70.0
1058.11	70.0														

STATION 9+95 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1058.25	50.0	1058.25	30.0	1058.15	0.0	1058.25	29.0	1058.65	60.0						

STATION 9+95 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1052.31	48.0	1052.31	48.0	1051.21	21.5	1051.61	11.0	1051.31	0.0	1051.31	20.0	1051.31	30.0	1050.11	40.0
1053.51	54.0	1059.61	67.0	1059.61	67.0										

STATION 10+26 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1058.50	100.0	1058.30	51.0	1058.30	0.0	1058.30	46.0	1058.50	92.0						

STATION 10+26 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1059.81	92.0	1059.81	92.0	1059.61	83.0	1055.71	68.0	1052.01	57.0	1049.51	49.0	1050.41	35.0	1051.21	0.0
1051.41	21.0	1051.11	30.0	1050.21	39.0	1053.21	51.0	1058.31	65.0	1058.31	65.0				

STATION 10+50 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1057.50	93.0	1058.40	45.0	1058.40	0.0	1058.30	75.0	1058.40	100.0						

STATION 10+50 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1059.21	78.0	1059.21	78.0	1058.51	75.0	1055.51	62.0	1051.91	51.0	1049.71	43.0	1050.51	31.0	1051.11	0.0
1051.31	22.0	1051.01	30.0	1050.41	39.0	1052.81	48.0	1057.61	61.0	1058.91	64.0	1058.91	64.0		

MOORE BUSINESS FORMS, INC. 27

STATION 11+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1062.85	150.0	1062.95	130.0	1059.35	102.0	1060.95	97.0	1060.75	92.0	1058.65	85.0	1058.65	50.0	1058.65	23.0
1058.65	0.0	1058.65	28.0	1058.75	45.0	1058.35	60.0	1058.40	100.0						

STATION 11+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1059.01	72.0	1059.01	68.0	1058.65	66.0	1056.41	58.0	1052.41	43.0	1050.91	21.2	1051.41	17.1	1051.41	0.0
1051.61	29.1	1051.41	31.0	1051.11	38.0	1053.61	48.0	1058.41	60.0	1058.41	60.0				

STATION 12+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1064.60	150.0	1064.60	117.0	1064.40	110.0	1062.55	100.0	1061.15	94.0	1060.25	84.0	1059.65	58.0	1059.55	31.0
1059.45	0.0	1059.35	9.0	1061.05	22.0	1061.45	26.0	1059.55	33.0	1059.15	60.0	1059.10	100.0		

STATION 12+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1059.91	60.0	1059.91	56.0	1059.91	54.0	1059.63	52.5	1056.11	38.0	1053.21	24.0	1053.81	15.3	1054.01	0.0
1054.31	29.1	1054.11	31.0	1053.61	36.0	1056.51	45.0	1060.81	55.0	1060.81	55.0				

STATION 13+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1064.82	150.0	1066.72	141.0	1066.82	136.0	1068.72	87.5	1066.42	84.0	1061.92	58.0	1060.42	28.0	1060.82	0.0
1061.32	19.0	1060.72	25.0	1060.72	50.0	1060.80	100.0								

STATION 13+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1061.31	52.0	1061.31	49.0	1061.42	48.0	1059.61	34.0	1057.31	22.0	1058.51	15.3	1058.61	0.0	1058.91	29.1
1058.61	31.0	1057.71	37.0	1059.21	42.0	1062.11	47.0	1062.11	47.0						

STATION 14+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1065.22	150.0	1065.12	132.0	1069.12	120.0	1068.82	115.0	1069.32	68.0	1068.92	62.0	1064.12	44.0	1063.42	33.0
1063.32	18.0	1063.02	0.0	1063.12	27.0	1063.42	50.0								

MOORE BUSINESS FORMS, I

STATION 14+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1068.95	62.0	1068.79	61.5	1068.75	49.0	1065.85	37.0	1061.55	24.0	1062.55	18.0	1063.25	15.3	1063.35	0.0
1063.65	29.1	1063.05	33.0	1065.75	42.0	1065.75	42.0								

STATION 15+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1067.01	150.0	1070.91	102.0	1071.41	52.0	1067.41	29.0	1069.31	0.0	1071.51	25.0	1072.81	50.0		

STATION 15+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1071.25	48.0	1071.25	46.0	1070.35	41.0	1068.25	33.0	1067.93	32.0	1066.45	24.0	1067.05	18.0	1067.25	17.2
1067.85	0.0	1068.85	30.0	1071.25	35.0	1071.25	35.0								

STATION 15+28 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1071.11	150.0	1072.11	95.0	1072.11	52.0	1071.71	45.0	1069.11	30.0	1071.81	0.0	1072.41	20.0	1073.71	50.0

STATION 15+28 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1072.25	50.0	1072.15	47.0	1071.77	46.0	1069.75	37.0	1067.05	25.0	1067.95	18.0	1068.95	0.0	1070.45	29.7
1071.05	32.0	1071.05	32.0												

STATION 15+86 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1074.21	100.0	1073.31	46.0	1072.51	37.0	1070.11	24.0	1071.31	0.0	1071.71	30.0	1072.01	40.0		

STATION 15+86 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1073.15	46.0	1073.35	43.0	1072.95	42.0	1071.25	35.0	1068.85	25.0	1069.55	19.1	1070.65	0.0	1072.95	29.3
1072.85	30.0	1072.85	30.0												

MOORE BUSINESS FORMS, INC. 27

STA 9+73		FINAL													
ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1051.31	1.5	1051.31	0.0	1051.51	18.5	1053.91	19.0	1051.51	31.0	1049.91	45.0	1058.11	70.0		

STA 9+95		FINAL													
ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1052.31	48.0	1051.21	21.5	1051.61	11.0	1051.31	0.0	1051.31	20.0	1051.31	30.0	1050.11	40.0	1053.51	54.0
1059.61	67.0														

STA 10+26		FINAL													
ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1059.81	92.0	1059.61	83.0	1055.71	68.0	1052.01	57.0	1049.51	49.0	1050.41	35.0	1051.21	0.0	1051.41	21.0
1051.11	30.0	1050.21	39.0	1053.21	51.0	1058.31	65.0								

STA 10+50		FINAL													
ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1059.21	78.0	1058.51	75.0	1055.51	62.0	1051.91	51.0	1049.71	43.0	1050.51	31.0	1051.11	0.0	1051.31	22.0
1051.01	30.0	1050.41	39.0	1052.81	48.0	1057.61	61.0	1058.91	64.0						

STA 11+00		FINAL													
ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1059.01	72.0	1059.01	68.0	1056.41	58.0	1052.41	43.0	1050.91	21.2	1051.41	17.1	1051.41	0.0	1051.61	29.1
1051.41	31.0	1051.11	38.0	1053.61	48.0	1058.41	60.0								

STA 12+00		FINAL													
ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1059.91	60.0	1059.91	56.0	1059.91	54.0	1056.11	38.0	1053.21	24.0	1053.81	15.3	1054.01	0.0	1054.31	29.1
1054.11	31.0	1053.61	36.0	1056.51	45.0	1060.81	55.0								

STA 13+00		FINAL													
ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1061.31	52.0	1061.31	49.0	1059.61	34.0	1057.31	22.0	1058.51	15.3	1058.61	0.0	1058.91	29.1	1058.61	31.0
1057.71	37.0	1059.21	42.0	1062.11	47.0										

STA 14+00		FINAL													
ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1068.95	62.0	1068.75	49.0	1065.85	37.0	1061.55	24.0	1062.55	18.0	1063.25	15.3	1063.35	0.0	1063.65	29.1
1063.05	33.0	1065.75	42.0												

STA 15+00		FINAL													
ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1071.25	48.0	1071.25	46.0	1070.35	41.0	1068.25	33.0	1066.45	24.0	1067.05	18.0	1067.25	17.2	1067.85	0.0
1068.85	30.0	1071.25	35.0												

MOORE BUSINESS FORMS, INC. 27

STA 15+28 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1072.25	50.0	1072.15	47.0	1069.75	37.0	1067.05	25.0	1067.95	18.0	1068.95	0.0	1070.45	29.7	1071.05	32.0

STA 15+86 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1073.15	46.0	1073.35	43.0	1071.25	35.0	1068.85	25.0	1069.55	19.1	1070.65	0.0	1072.95	29.3	1072.85	30.0

MOORE BUSINESS FORMS, INC.

STATE HIGHWAY COMMISSION OF WISCONSIN ORIGINAL- A003

03/12/69 1 W MADISON BELT LINE N LINE 5301 2 71 31 ORIGINAL TERRAIN PAGE 1

STA	9+73		ORIG														
	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	
	1058.15	2.0	1058.15	0.0	1058.95	60.0											
STA	9+95		ORIG														
	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	
	1058.25	50.0	1058.25	30.0	1058.15	0.0	1058.25	29.0	1058.65	60.0							
STA	10+26		ORIG														
	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	
	1058.50	100.0	1058.30	51.0	1058.30	0.0	1058.30	46.0	1058.50	92.0							
STA	10+50		ORIG														
	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	
	1057.50	93.0	1058.40	45.0	1058.40	0.0	1058.30	75.0	1058.40	100.0							
STA	11+00		ORIG														
	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	
	1062.85	150.0	1062.95	130.0	1059.35	102.0	1060.95	97.0	1060.75	92.0	1058.65	85.0	1058.65	50.0	1058.65	23.0	
	1058.65	0.0	1058.65	28.0	1058.75	45.0	1058.35	60.0	1058.40	100.0							
STA	12+00		ORIG														
	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	
	1064.60	150.0	1064.60	117.0	1064.40	110.0	1062.55	100.0	1061.15	94.0	1060.25	84.0	1059.65	58.0	1059.55	31.0	
	1059.45	0.0	1059.35	9.0	1061.05	22.0	1061.45	26.0	1059.55	33.0	1059.15	60.0	1059.10	100.0			
STA	13+00		ORIG														
	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	
	1064.82	150.0	1066.72	141.0	1066.82	136.0	1066.72	87.0	1066.42	84.0	1061.92	58.0	1060.42	28.0	1060.82	0.0	
	1061.32	19.0	1060.72	25.0	1060.72	50.0	1060.80	100.0									
STA	14+00		ORIG														
	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	
	1065.22	150.0	1065.12	132.0	1069.12	120.0	1068.82	115.0	1069.32	68.0	1068.92	62.0	1064.12	44.0	1063.42	33.0	
	1063.32	18.0	1063.02	0.0	1063.12	27.0	1063.42	50.0									
STA	15+00		ORIG														
	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	
	1067.01	150.0	1070.91	102.0	1071.41	52.0	1067.41	29.0	1069.31	0.0	1071.51	25.0	1072.81	50.0			

MOORE BUSINESS FORMS, INC. 27

STA 15+28 ORIG

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1071.11	150.0	1072.11	95.0	1072.11	52.0	1071.71	45.0	1069.11	30.0	1071.81	0.0	1072.41	20.0	1073.71	50.0

STA 15+86 ORIG

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1074.21	100.0	1073.31	46.0	1072.51	37.0	1070.11	24.0	1071.31	0.0	1071.71	30.0	1072.01	40.0		

MOORE BUSINESS FORMS, INC

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STA 0+50 ORIG

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1056.70	125.0	1056.80	100.0	1056.10	86.0	1055.10	70.0	1053.90	59.0	1054.90	48.0	1053.60	42.0	1053.40	0.0
1053.20	40.0	1052.90	75.0												

STA 1+50 ORIG

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1056.19	55.0	1055.59	19.0	1054.59	0.0	1054.29	4.0	1052.39	10.0	1052.09	34.0	1052.79	52.0		

STA 2+00 ORIG

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1056.29	45.0	1056.19	0.0	1056.39	22.0	1055.09	36.0								

STA 3+00 ORIG

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1057.39	50.0	1057.49	0.0	1057.39	40.0										

STA 4+00 ORIG

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1058.39	42.0	1057.89	0.0	1057.79	42.0										

STA 5+00 ORIG

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1057.69	50.0	1057.39	0.0	1057.29	60.0										

STA 6+00 ORIG

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1058.99	50.0	1058.09	0.0	1058.49	50.0										

STA 7+00 ORIG

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1060.02	34.0	1059.72	28.0	1059.12	0.0	1058.92	50.0								

STA 8+00 ORIG

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1064.92	33.0	1063.62	23.0	1062.82	0.0	1062.12	48.0								

STA 9+00 ORIG

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1068.28	28.0	1067.88	22.0	1066.98	0.0	1066.08	50.0								

STA 10+00		ORIG													
ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1064.58	34.0	1063.68	30.0	1062.08	0.0	1060.88	33.0								
STA 11+00		ORIG													
ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1061.61	32.0	1060.51	27.0	1059.21	0.0	1057.91	44.0								
STA 12+00		ORIG													
ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1059.61	32.0	1058.81	26.0	1058.11	0.0	1057.01	40.0								
STA 13+00		ORIG													
ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1059.31	34.0	1058.61	30.0	1057.91	0.0	1057.31	45.0								
STA 13+86		ORIG													
ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1058.41	30.0	1057.91	0.0	1057.71	33.0										

STA 0+50 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1052.26	36.0	1052.36	21.1	1052.66	0.0	1052.36	20.8	1051.96	28.0	1052.86	39.0				

STA 1+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1055.56	46.0	1055.16	41.0	1052.16	24.0	1052.56	17.7	1053.06	0.0	1052.56	17.1	1053.56	20.0	1053.76	49.0

STA 1+50 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1055.76	43.0	1055.76	41.0	1052.46	27.0	1053.26	16.8	1053.76	0.0	1054.26	17.1	1053.66	26.0	1053.96	41.0

STA 2+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1056.36	40.0	1056.26	38.0	1053.16	26.0	1053.96	16.8	1054.46	0.0	1054.96	17.1	1054.46	22.0	1055.36	26.0
1055.56	34.0														

STA 3+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1057.46	35.0	1057.46	34.0	1055.56	26.0	1056.06	16.8	1055.96	0.0	1055.76	16.8	1055.16	25.0	1057.16	33.0
1057.46	37.0														

STA 4+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1059.76	33.0	1059.56	31.0	1057.66	27.0	1058.66	17.0	1057.36	0.0	1055.96	18.5	1055.76	24.0	1057.96	36.0
1057.96	38.0														

STA 5+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1057.53	34.0	1059.03	31.0	1059.03	25.0	1060.13	16.0	1058.83	0.0	1057.33	18.6	1056.73	24.0	1057.43	34.0
1057.43	37.0														

STA 6+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1058.93	47.0	1059.73	32.0	1061.63	17.0	1060.33	0.0	1058.83	18.0	1058.03	27.0	1058.33	32.0	1058.33	35.0

STA 7+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1060.73	39.0	1059.93	35.0	1060.63	29.0	1063.53	17.0	1062.13	0.0	1060.73	18.0	1059.33	33.0	1059.03	39.0

STA 8+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1064.63	34.0	1064.43	30.0	1063.93	27.0	1064.43	17.8	1064.23	0.0	1064.03	16.3	1062.23	32.0	1062.13	35.0

STA 9+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1069.68	36.0	1069.58	33.0	1064.68	22.0	1064.88	17.0	1065.18	0.0	1064.88	17.0	1064.08	22.0	1066.08	35.0
1065.98	38.0														

STA 10+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1064.18	32.0	1062.68	24.0	1063.58	17.0	1063.78	0.0	1063.58	17.0	1061.08	33.0	1060.88	37.0		

STA 11+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1061.39	33.0	1060.19	27.0	1061.49	17.0	1061.69	0.0	1061.49	17.0	1057.89	35.0	1057.69	40.0		

STA 12+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1060.19	35.0	1060.19	34.0	1059.19	31.0	1060.59	17.0	1060.79	0.0	1060.59	17.0	1056.59	39.0	1057.19	41.0
1057.39	47.0														

STA 13+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1059.89	37.0	1058.19	29.0	1058.09	17.0	1060.29	0.0	1060.09	17.0	1057.39	33.0	1057.39	37.0		

STA 13+86 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1058.49	32.0	1058.49	29.0	1059.59	17.0	1059.89	0.0	1059.59	17.0	1057.69	33.0	1057.69	37.0		

STATION 0+50 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1056.70	125.0	1056.80	100.0	1056.10	86.0	1055.10	70.0	1053.90	59.0	1054.90	48.0	1053.60	42.0	1053.40	0.0
1053.20	40.0	1052.90	75.0												

STATION 0+50 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1052.26	36.0	1052.26	36.0	1052.36	21.1	1052.66	0.0	1052.36	20.8	1051.96	28.0	1052.86	39.0	1053.18	42.6

STATION 0+50 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1056.70	125.0	1056.80	100.0	1056.10	86.0	1055.10	70.0	1053.90	59.0	1054.90	48.0	1053.60	42.0	1053.40	0.0
1053.20	40.0	1052.90	75.0												

STATION 1+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1055.56	46.0	1055.16	41.0	1053.55	32.5	1052.16	24.0	1052.56	17.7	1053.06	0.0	1052.56	17.1	1053.30	19.5
1053.56	20.0	1053.76	49.0												

STATION 1+50 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1056.19	55.0	1055.59	19.0	1054.59	0.0	1054.29	4.0	1052.39	10.0	1052.09	34.0	1052.79	52.0		

STATION 1+50 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1055.76	43.0	1055.97	41.5	1055.76	41.0	1052.46	27.0	1053.26	16.8	1053.76	0.0	1054.26	17.1	1053.66	26.0
1052.32	40.0	1053.96	41.0												

STATION 2+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1056.29	45.0	1056.19	0.0	1056.39	22.0	1055.09	36.0								

STATION 2+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1056.36	40.0	1056.26	38.0	1056.27	38.0	1053.16	26.0	1053.96	16.8	1054.46	0.0	1054.96	17.1	1054.46	22.0
1055.36	26.0	1055.55	31.0	1055.56	34.0										

STATION 3+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1057.39	50.0	1057.49	0.0	1057.39	40.0										

STATION 3+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1057.46	35.0	1057.42	34.1	1057.46	34.0	1055.56	26.0	1056.06	16.8	1055.96	0.0	1055.76	16.8	1055.16	25.0
1057.16	33.0	1057.40	34.5	1057.46	37.0										

STATION 4+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1058.39	42.0	1057.89	0.0	1057.79	42.0										

STATION 4+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1059.76	33.0	1059.56	31.0	1058.22	28.0	1057.66	27.0	1058.66	17.0	1057.36	0.0	1055.96	18.5	1055.76	24.0
1057.81	35.0	1057.96	36.0	1057.96	38.0										

STATION 5+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1057.69	50.0	1057.39	0.0	1057.29	60.0										

STATION 5+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1057.53	34.0	1057.59	33.8	1059.03	31.0	1059.03	25.0	1060.13	16.0	1058.83	0.0	1057.33	18.6	1056.73	24.0
1057.33	33.0	1057.43	34.0	1057.43	37.0										

STATION 6+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1058.99	50.0	1058.09	0.0	1058.49	50.0										

STATION 6+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1058.94	47.1	1058.93	47.0	1059.73	32.0	1061.63	17.0	1060.33	0.0	1058.83	18.0	1058.03	27.0	1058.34	31.8
1058.33	32.0	1058.33	35.0												

STATION 7+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1060.02	34.0	1059.72	28.0	1059.12	0.0	1058.92	50.0								

STATION 7+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1060.73	39.0	1059.93	35.0	1059.99	33.5	1060.63	29.0	1063.53	17.0	1062.13	0.0	1060.73	18.0	1059.33	33.0
1058.96	38.8	1059.03	39.0												

STATION 8+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1064.92	33.0	1063.62	23.0	1062.82	0.0	1062.12	48.0								

STATION 8+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1064.63	34.0	1064.43	30.0	1063.93	27.0	1063.88	25.0	1064.43	17.8	1064.23	0.0	1064.03	16.3	1062.37	31.0
1062.23	32.0	1062.13	35.0												

STATION 9+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1068.28	28.0	1067.88	22.0	1066.98	0.0	1066.08	50.0								

OK, fits pencil line on plot dcH 2-4-70

STATION 9+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1069.68	36.0	1069.64	34.8	1069.58	33.0	1064.68	22.0	1064.88	17.0	1065.18	0.0	1064.88	17.0	1064.08	22.0
1066.08	35.0	1065.98	38.0												

STATION 10+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1064.58	34.0	1063.68	30.0	1062.08	0.0	1060.88	33.0								

//

STATION 10+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1064.18	32.0	1063.56	27.7	1062.68	24.0	1063.58	17.0	1063.78	0.0	1063.58	17.0	1060.89	32.8	1061.08	33.0
1060.88	37.0														

STATION 11+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1061.61	32.0	1060.51	27.0	1059.21	0.0	1057.91	44.0								

STATION 11+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1061.39	33.0	1060.19	27.0	1060.42	25.2	1061.49	17.0	1061.69	0.0	1061.49	17.0	1058.26	32.2	1057.89	35.0
1057.69	40.0														

STATION 12+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1059.61	32.0	1058.81	26.0	1058.11	0.0	1057.01	40.0								

STATION 12+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1060.19	35.0	1060.19	34.0	1059.19	31.0	1059.18	28.8	1060.59	17.0	1060.79	0.0	1060.59	17.0	1057.13	35.5
1056.59	39.0	1057.19	41.0	1057.39	47.0										

STATION 13+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1059.31	34.0	1058.61	30.0	1057.91	0.0	1057.31	45.0								

STATION 13+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1059.89	37.0	1059.80	36.8	1058.19	29.0	1060.09	17.0	1060.29	0.0	1060.09	17.0	1057.49	31.5	1057.39	33.0
1057.39	37.0														

STATION 13+86 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1058.41	30.0	1057.91	0.0	1057.71	33.0										

STATION 13+86 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1058.49	32.0	1058.49	29.0	1058.38	28.0	1059.59	17.0	1059.89	0.0	1059.59	17.0	1057.72	31.5	1057.69	33.0
1057.69	37.0														

STA 44+00		FINAL													
ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1103.72	36.0	1104.02	30.0	1103.62	29.0	1104.86	17.2	1105.12	0.0	1104.86	17.2	1104.22	22.0	1105.12	24.0
1105.52	40.0	1105.52	43.0												

STA 45+00		FINAL													
ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1103.72	41.0	1103.82	38.0	1105.72	20.0	1106.22	17.2	1106.48	0.0	1106.22	17.2	1106.32	19.0	1104.62	35.0
1105.12	39.0	1105.02	45.0												

STA 46+00		FINAL													
ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1101.62	58.0	1101.72	46.0	1105.92	34.0	1108.52	19.0	1108.72	17.2	1108.98	0.0	1108.72	17.2	1106.42	32.0
1104.22	41.0	1104.12	52.0												

STA 47+00		FINAL													
ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1101.22	67.0	1102.12	52.0	1109.62	31.0	1111.82	19.0	1112.23	17.2	1112.49	0.0	1112.23	17.2	1112.12	18.0
1110.52	28.0	1104.22	49.0	1104.12	60.0										

STA 48+00		FINAL													
ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1102.32	65.0	1102.72	52.0	1107.92	38.0	1114.62	27.0	1115.62	19.0	1115.73	17.2	1115.99	0.0	1115.73	17.2
1115.62	18.0	1110.12	36.0	1105.42	55.0	1103.62	71.0								

STA 49+00		FINAL													
ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1101.72	84.0	1102.42	69.0	1105.72	50.0	1109.62	30.0	1108.22	10.0	1104.82	0.0	1101.02	10.0	1100.92	11.0

STA 51+00		FINAL													
*ERROR STA INT															
ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1100.86	31.0	1100.96	30.0	1110.16	0.0	1115.16	16.0	1116.86	21.0	1115.36	37.0	1107.76	63.0	1107.56	86.0

STA 52+00		FINAL													
ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1098.56	100.0	1098.86	96.0	1100.36	82.0	1108.56	58.0	1116.96	30.0	1118.66	19.0	1118.59	17.2	1118.85	0.0
1118.59	17.2	1118.56	21.0	1114.56	36.0	1107.66	57.0	1107.76	72.0	1108.06	80.0				

MOORE BUSINESS FO'MS, INC

STA 53+00		FINAL													
ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1100.56	89.0	1102.16	64.0	1110.16	40.0	1114.36	27.0	1116.16	18.0	1116.38	17.2	1116.64	0.0	1116.38	17.2
1116.16	19.0	1111.56	34.0	1108.96	44.0	1109.46	51.0								

STA 54+00		FINAL													
ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1103.46	64.0	1104.76	47.0	1109.86	31.0	1113.13	17.2	1113.39	0.0	1113.13	17.2	1113.56	18.0	1112.86	24.0
1111.26	28.0	1111.56	38.0												

STA 55+00		FINAL													
ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1104.16	56.0	1104.36	44.0	1108.96	27.0	1110.41	17.2	1110.67	0.0	1110.41	17.2	1108.86	28.0	1109.36	32.0

STA 56+00		FINAL													
ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1102.06	55.0	1102.66	40.0	1106.46	29.0	1108.82	17.2	1109.08	0.0	1108.82	17.2	1108.76	21.0	1106.06	28.0
1107.66	36.0	1107.86	44.0												

STA 57+00		FINAL													
ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1105.96	32.0	1105.76	30.0	1108.36	17.2	1108.62	0.0	1108.36	17.2	1107.26	26.0	1107.76	30.0		

STA 58+00		FINAL													
ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1106.76	23.0	1107.36	21.0	1108.36	17.2	1108.62	0.0	1108.36	17.2	1107.46	22.0	1109.56	31.0	1109.56	35.0

MOORE BUSINESS FORMS, INC.

STA 44+00 ORIG

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1101.17	100.0	1102.17	72.0	1103.87	36.0	1103.47	25.0	1105.56	10.0	1105.81	0.0	1105.62	8.0	1105.27	14.0
1104.27	21.0	1106.17	30.0	1106.57	82.0	1106.77	100.0								

STA 45+00 ORIG

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1101.77	100.0	1104.27	37.0	1104.07	32.0	1103.27	24.0	1104.57	16.0	1105.06	11.0	1105.36	0.0	1105.13	8.0
1104.97	14.0	1103.87	20.0	1105.17	29.0	1105.37	100.0								

STA 46+00 ORIG

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1098.97	150.0	1100.37	100.0	1102.87	35.0	1102.07	23.0	1103.67	17.0	1104.14	11.0	1104.53	0.0	1104.35	8.0
1103.97	14.0	1102.97	20.0	1104.07	28.0	1104.57	100.0	1104.97	150.0						

STA 47+00 ORIG

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1098.87	150.0	1100.17	100.0	1102.77	33.0	1102.37	25.0	1103.77	18.0	1104.20	11.0	1104.62	0.0	1104.51	7.0
1104.17	14.0	1103.07	21.0	1104.27	28.0	1104.37	96.0	1104.67	150.0						

STA 48+00 ORIG

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1097.27	200.0	1099.87	138.0	1102.17	68.0	1103.47	35.0	1102.37	25.0	1103.17	20.0	1103.74	11.0	1103.96	0.0
1103.73	8.0	1103.17	15.0	1102.67	20.0	1104.77	30.0	1105.57	120.0	1105.57	170.0				

STA 49+00 ORIG

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1098.27	200.0	1099.67	164.0	1101.67	91.0	1102.67	47.0	1099.67	27.0	1100.97	19.0	1101.45	11.0	1101.67	0.0
1101.36	7.0	1100.97	11.0	1099.77	22.0	1101.17	30.0	1102.87	53.0	1102.47	93.0				

STA 51+00 ORIG

*ERROR STA INT

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1100.50	62.0	1100.63	37.0	1101.96	0.0	1101.64	11.0	1101.24	15.0	1100.44	24.0	1106.94	60.0	1108.04	105.0
1109.44	133.0	1111.10	155.0	1111.40	178.0	1112.70	200.0								

STA 52+00 ORIG

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1098.14	179.0	1098.04	165.0	1096.54	134.0	1099.34	96.0	1102.14	25.0	1103.44	18.0	1104.13	13.0	1104.55	0.0
1104.44	6.0	1102.94	19.0	1107.64	41.0	1109.44	109.0	1111.04	133.0	1112.30	160.0	1112.90	179.0		

MOORE BUSINESS FORMS, INC.

STA 53+00 ORIG

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1093.20	200.0	1098.30	120.0	1101.30	82.0	1103.80	35.0	1103.80	27.0	1105.50	19.0	1106.08	13.0	1106.62	0.0
1106.42	5.0	1105.90	12.0	1104.50	19.0	1109.00	29.0	1111.80	106.0	1113.20	131.0	1113.90	152.0	1114.90	170.0
1116.00	200.0														

STA 54+00 ORIG

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1100.30	150.0	1101.60	98.0	1105.90	34.0	1105.00	24.0	1106.60	18.0	1107.07	13.0	1107.40	0.0	1107.26	6.0
1106.80	11.0	1105.90	18.0	1111.50	31.0	1113.10	86.0	1114.80	131.0	1114.60	150.0				

STA 55+00 ORIG

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1102.70	150.0	1103.70	96.0	1104.40	37.0	1104.70	26.0	1106.40	20.0	1107.05	12.0	1107.49	0.0	1107.41	5.0
1106.90	13.0	1105.90	20.0	1108.60	28.0	1111.10	88.0	1113.20	129.0	1114.80	150.0				

STA 56+00 ORIG

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1101.10	100.0	1101.90	58.0	1103.00	33.0	1103.10	29.0	1106.40	20.0	1106.91	12.0	1107.36	0.0	1107.23	7.0
1106.70	14.0	1105.80	21.0	1107.40	30.0	1108.30	71.0	1109.10	100.0						

STA 57+00 ORIG

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1103.90	100.0	1104.30	91.0	1105.90	35.0	1105.60	26.0	1106.70	18.0	1107.40	11.0	1107.82	0.0	1107.69	8.0
1107.30	13.0	1106.40	22.0	1107.70	30.0	1108.00	55.0	1108.90	100.0						

STA 58+00 CRIG

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1103.84	75.0	1107.14	35.0	1106.54	25.0	1108.14	18.0	1108.48	10.0	1108.90	0.0	1108.69	9.0	1108.24	15.0
1107.44	21.0	1109.64	31.0	1109.34	65.0	1109.44	75.0								

MOORE BUSINESS FORMS, INC. 27

STATION 44+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1101.17	100.0	1102.17	72.0	1103.87	36.0	1103.47	25.0	1105.56	10.0	1105.81	0.0	1105.62	8.0	1105.27	14.0
1104.27	21.0	1106.17	30.0	1106.57	82.0	1106.77	100.0								

STATION 44+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1103.72	36.0	1104.02	30.0	1103.62	29.0	1103.60	28.5	1104.86	17.2	1105.12	0.0	1104.86	17.2	1104.22	22.0
1105.12	24.0	1105.11	25.0	1105.52	40.0	1105.52	43.0								

STATION 45+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1101.77	100.0	1104.27	37.0	1104.07	32.0	1103.27	24.0	1104.57	16.0	1105.06	11.0	1105.36	0.0	1105.13	8.0
1104.97	14.0	1103.87	20.0	1105.17	29.0	1105.37	100.0								

STATION 45+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1103.72	41.0	1103.82	38.0	1104.19	35.0	1105.72	20.0	1106.22	17.2	1106.48	0.0	1106.22	17.2	1106.32	19.0
1104.62	35.0	1105.20	39.0	1105.12	39.0	1105.02	45.0								

STATION 46+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1098.97	150.0	1100.37	100.0	1102.87	35.0	1102.07	23.0	1103.67	17.0	1104.14	11.0	1104.53	0.0	1104.35	8.0
1103.97	14.0	1102.97	20.0	1104.07	28.0	1104.57	100.0	1104.97	150.0						

STATION 46+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1101.62	58.0	1101.72	46.0	1102.52	44.0	1105.92	34.0	1108.52	19.0	1108.72	17.2	1108.98	0.0	1108.72	17.2
1106.42	32.0	1104.22	41.0	1104.16	41.5	1104.12	52.0								

STATION 47+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1098.87	150.0	1100.17	100.0	1102.77	33.0	1102.37	25.0	1103.77	18.0	1104.20	11.0	1104.62	0.0	1104.51	7.0
1104.17	14.0	1103.07	21.0	1104.27	28.0	1104.37	96.0	1104.67	150.0						

MOORE BUSINESS FORMS, INC.

STATION 47+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1101.22	67.0	1101.99	53.0	1102.12	52.0	1109.62	31.0	1111.82	19.0	1112.23	17.2	1112.49	0.0	1112.23	17.2
1112.12	18.0	1110.52	28.0	1104.30	48.0	1104.22	49.0	1104.12	60.0						

STATION 48+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1097.27	200.0	1099.87	138.0	1102.17	68.0	1103.47	35.0	1102.37	25.0	1103.17	20.0	1103.74	11.0	1103.96	0.0
1103.73	8.0	1103.17	15.0	1102.67	20.0	1104.77	30.0	1105.57	120.0	1105.57	170.0				

STATION 48+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1102.32	65.0	1102.78	52.5	1102.72	52.0	1107.92	38.0	1114.62	27.0	1115.62	19.0	1115.73	17.2	1115.99	0.0
1115.73	17.2	1115.62	18.0	1110.12	36.0	1105.42	55.0	1105.02	58.5	1103.62	71.0				

STATION 49+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1098.27	200.0	1099.67	164.0	1101.67	91.0	1102.67	47.0	1099.67	27.0	1100.97	19.0	1101.45	11.0	1101.67	0.0
1101.36	7.0	1100.97	11.0	1099.77	22.0	1101.17	30.0	1102.87	53.0	1102.47	93.0				

STATION 49+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1101.72	84.0	1102.16	69.5	1102.42	69.0	1105.72	50.0	1109.62	30.0	1108.22	10.0	1104.82	0.0	1101.12	9.5
1101.02	10.0	1100.92	11.0												

STATION 51+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1100.50	62.0	1100.63	37.0	1101.96	0.0	1101.64	11.0	1101.24	15.0	1100.44	24.0	1106.94	60.0	1108.04	105.0
1109.44	133.0	1111.10	155.0	1111.40	178.0	1112.70	200.0								

STATION 51+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1100.86	31.0	1100.86	30.5	1100.96	30.0	1110.16	0.0	1115.16	16.0	1116.86	21.0	1115.36	37.0	1107.76	63.0
1107.06	65.0	1107.56	86.0												

MOORE BUSINESS FORMS, INC 27

STATION 52+00 CRIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1098.14	179.0	1098.04	165.0	1096.54	134.0	1099.34	96.0	1102.14	25.0	1103.44	18.0	1104.13	13.0	1104.55	0.0
1104.44	6.0	1102.94	19.0	1107.64	41.0	1109.44	109.0	1111.04	133.0	1112.30	160.0	1112.90	179.0		

STATION 52+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1098.56	100.0	1098.86	96.0	1099.81	84.0	1100.36	82.0	1108.56	58.0	1116.96	30.0	1118.66	19.0	1118.59	17.2
1118.85	0.0	1118.59	17.2	1118.56	21.0	1114.56	36.0	1108.04	56.0	1107.66	57.0	1107.76	72.0	1108.06	80.0

STATION 53+00 CRIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1093.20	200.0	1098.30	120.0	1101.30	82.0	1103.80	35.0	1103.80	27.0	1105.50	19.0	1106.08	13.0	1106.62	0.0
1106.42	5.0	1105.90	12.0	1104.50	19.0	1109.00	29.0	1111.80	106.0	1113.20	131.0	1113.90	152.0	1114.90	170.0
1116.00	200.0														

STATION 53+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1100.56	89.0	1102.16	64.0	1102.31	63.0	1110.16	40.0	1114.36	27.0	1116.16	18.0	1116.38	17.2	1116.64	0.0
1116.38	17.2	1116.16	19.0	1111.56	34.0	1109.45	41.5	1108.96	44.0	1109.46	51.0				

STATION 54+00 CRIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1100.30	150.0	1101.60	98.0	1105.90	34.0	1105.00	24.0	1106.60	18.0	1107.07	13.0	1107.40	0.0	1107.26	6.0
1106.80	11.0	1105.90	18.0	1111.50	31.0	1113.10	86.0	1114.80	131.0	1114.60	150.0				

STATION 54+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1103.46	64.0	1104.76	47.0	1105.13	45.5	1109.86	31.0	1113.13	17.2	1113.39	0.0	1113.13	17.2	1113.56	18.0
1112.86	24.0	1111.26	28.0	1111.28	30.5	1111.56	38.0								

STATION 55+00 CRIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1102.70	150.0	1103.70	96.0	1104.40	37.0	1104.70	26.0	1106.40	20.0	1107.05	12.0	1107.49	0.0	1107.41	5.0
1106.90	13.0	1105.90	20.0	1108.60	28.0	1111.10	88.0	1113.20	129.0	1114.80	150.0				

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STATION 55+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1104.16	56.0	1104.31	44.5	1104.36	44.0	1108.96	27.0	1110.41	17.2	1110.67	0.0	1110.41	17.2	1108.86	28.0
1108.62	28.5	1109.36	32.0												

STATION 56+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1101.10	100.0	1101.90	58.0	1103.00	33.0	1103.10	29.0	1106.40	20.0	1106.91	12.0	1107.36	0.0	1107.23	7.0
1106.70	14.0	1105.80	21.0	1107.40	30.0	1108.30	71.0	1109.10	100.0						

STATION 56+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1102.06	55.0	1102.66	40.0	1102.71	39.5	1106.46	29.0	1108.82	17.2	1109.08	0.0	1108.82	17.2	1108.76	21.0
1106.06	28.0	1107.52	35.5	1107.66	36.0	1107.86	44.0								

STATION 57+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1103.90	100.0	1104.30	91.0	1105.90	35.0	1105.60	26.0	1106.70	18.0	1107.40	11.0	1107.82	0.0	1107.69	8.0
1107.30	13.0	1106.40	22.0	1107.70	30.0	1108.00	55.0	1108.90	100.0						

STATION 57+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1105.96	32.0	1105.75	30.5	1105.76	30.0	1108.36	17.2	1108.62	0.0	1108.36	17.2	1107.26	26.0	1107.21	27.0
1107.76	30.0														

STATION 58+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1103.84	75.0	1107.14	35.0	1106.54	25.0	1108.14	18.0	1108.48	10.0	1108.90	0.0	1108.69	9.0	1108.24	15.0
1107.44	21.0	1109.64	31.0	1109.34	65.0	1109.44	75.0								

STATION 58+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1106.76	23.0	1107.36	21.0	1108.14	18.0	1108.36	17.2	1108.62	0.0	1108.36	17.2	1107.44	21.0	1107.46	22.0
1109.56	31.0	1109.56	35.0												

MOORE BUSINESS FORMS, INC 27

STATE HIGHWAY COMMISSION OF WISCONSIN ORIGINAL- 1586 FINAL- 1586

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STATION 8+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1047.85	66.0	1047.15	40.0	1047.75	16.0	1047.25	13.0	1047.69	9.0	1047.92	0.0	1047.96	11.0	1047.35	18.0
1046.85	31.0	1046.45	60.0												

STATION 8+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1047.67	55.0	1047.47	52.0	1047.07	49.0	1045.17	36.0	1045.77	30.0	1045.57	27.7	1045.97	0.0	1045.57	27.7
1045.17	36.0	1046.68	43.0	1046.87	43.0	1046.57	48.0								

STATION 9+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1062.89	66.0	1062.09	50.0	1058.99	43.0	1057.39	35.0	1056.49	23.0	1055.19	20.0	1054.09	13.0	1054.51	8.0
1054.81	0.0	1054.67	12.0	1053.99	19.0	1058.89	28.0	1057.99	37.0	1055.09	65.0				

STATION 9+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1063.50	100.0	1064.20	82.0	1063.49	78.0	1062.70	74.0	1056.87	56.0	1049.77	36.0	1050.57	29.0	1050.27	27.7
1050.77	0.0	1049.97	30.5	1049.57	39.0	1053.07	52.0	1055.47	60.0	1055.56	60.5	1054.07	73.0		

STATION 10+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1070.26	66.0	1069.76	41.0	1067.96	35.0	1067.86	27.0	1062.76	14.0	1062.94	9.0	1063.12	0.0	1063.07	11.0
1061.36	17.0	1062.26	20.0	1063.86	25.0	1064.56	[illegible]	1063.46	33.0	1063.36	42.0	1062.26	64.0		

STATION 10+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1071.50	100.0	1071.20	97.0	1072.00	88.0	1071.10	83.0	1070.57	81.5	1060.47	52.0	1054.87	36.0	1056.44	27.9
1055.79	3.3	1055.72	0.0	1055.55	8.7	1054.69	37.4	1054.27	46.0	1058.27	58.0	1061.78	73.5	1062.60	77.0
1061.90	87.0	1061.80	97.0												

STATION 11+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1074.95	67.0	1075.05	36.0	1076.15	33.0	1075.55	28.0	1069.25	19.0	1068.85	15.0	1069.29	11.0	1069.69	0.0
1069.45	8.0	1068.55	14.0	1069.15	16.0	1075.45	24.0	1075.95	29.0	1074.25	31.0	1073.65	50.0	1073.35	66.0

MOORE BUSINESS FORMS, INC.

STATION 11+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1076.67	108.0	1076.37	97.0	1077.17	89.0	1075.97	82.0	1074.91	79.0	1066.87	55.0	1059.77	34.0	1060.37	29.0
1060.45	27.3	1060.72	0.0	1060.91	7.7	1060.28	47.4	1059.27	57.0	1066.47	79.0	1071.87	100.0	1072.65	103.0
1071.37	109.0	1071.27	119.0												

STATION 12+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1080.33	61.0	1079.73	37.0	1080.53	33.0	1080.03	28.0	1074.13	17.0	1074.96	11.0	1075.41	0.0	1075.31	8.0
1074.33	14.0	1075.83	18.0	1079.93	24.0	1080.23	27.0	1078.83	36.0	1078.43	68.0				

STATION 12+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1080.87	110.0	1080.67	100.0	1081.57	90.0	1080.97	86.5	1080.07	82.0	1075.97	67.0	1069.67	51.0	1064.47	35.0
1064.79	27.7	1065.07	0.0	1065.16	8.9	1065.27	19.1	1065.39	62.4	1063.27	74.0	1066.17	82.0	1074.97	108.0
1077.75	122.0	1078.27	124.0	1077.27	144.0										

STATION 13+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1083.53	72.0	1083.33	33.0	1082.43	28.0	1080.43	26.0	1079.73	15.0	1080.38	13.0	1080.79	0.0	1080.50	7.0
1080.03	12.0	1080.23	16.0	1082.13	22.0	1081.73	30.0	1081.03	37.0	1080.73	64.0				

STATION 13+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1084.27	110.0	1084.27	100.0	1085.17	93.0	1083.87	85.0	1083.59	84.5	1075.47	58.0	1071.17	45.0	1067.27	36.0
1068.02	28.2	1068.30	0.0	1068.45	14.8	1068.06	31.6	1069.33	74.2	1066.67	85.0	1069.37	95.0	1076.07	120.0
1079.91	138.0	1080.27	139.0	1079.47	147.0	1079.17	164.0								

STATION 14+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1086.45	63.0	1086.25	31.0	1084.15	28.0	1083.15	25.0	1083.05	15.0	1083.83	12.0	1084.37	0.0	1084.21	7.0
1082.85	11.0	1083.35	13.0	1085.05	15.0	1085.05	28.0	1084.15	31.0	1083.25	68.0	1082.00	200.0		

STATION 14+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1088.32	118.0	1088.32	108.0	1089.32	100.0	1086.63	91.0	1085.12	86.0	1076.82	62.0	1068.52	36.0	1070.25	28.3
1070.53	0.0	1070.69	15.5	1070.31	39.6	1071.58	82.2	1068.82	94.0	1074.42	118.0	1079.32	137.0	1081.92	151.0
1082.45	153.0	1081.32	160.0	1081.22	178.0										

MOORE BUSINESS FORMS, INC.

STATION 15+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1093.97	219.0	1094.57	195.0	1094.67	143.0	1093.27	91.0	1091.97	52.0	1092.07	33.0	1088.17	28.0	1087.47	16.0
1087.88	13.0	1088.39	0.0	1088.00	7.0	1087.07	10.0	1087.97	19.0	1089.27	23.0	1089.27	29.0	1088.27	32.0
1087.57	58.0	1085.57	117.0	1083.67	189.0	1082.07	245.0								

STATION 15+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1093.62	133.0	1093.42	122.0	1094.22	116.0	1093.89	114.0	1085.92	90.0	1075.42	59.0	1069.02	42.0	1071.40	28.3
1071.92	0.0	1071.84	15.5	1071.84	43.5	1071.37	91.7	1071.62	95.0	1069.22	100.0	1072.02	105.0	1078.22	132.0
1081.82	151.0	1084.12	164.0	1084.30	165.0	1083.62	173.0	1083.32	192.0						

STATION 15+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1093.97	219.0	1094.57	195.0	1094.67	143.0	1093.27	91.0	1091.97	52.0	1092.07	33.0	1088.17	28.0	1087.47	16.0
1087.88	13.0	1088.39	0.0	1088.00	7.0	1087.07	10.0	1087.97	19.0	1089.27	23.0	1089.27	29.0	1088.27	32.0
1087.57	58.0	1085.57	117.0	1083.67	189.0	1082.07	245.0								

STATION 15+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1093.62	133.0	1093.42	122.0	1094.22	116.0	1093.89	114.0	1085.92	90.0	1075.42	59.0	1072.52	48.0	1071.40	28.3
1071.92	0.0	1071.84	15.5	1071.84	43.5	1071.37	91.7	1071.62	95.0	1071.72	100.0	1072.02	105.0	1078.22	132.0
1081.82	151.0	1084.44	160.0												

STATION 16+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1095.84	216.0	1095.74	153.0	1094.64	119.0	1093.64	97.0	1094.14	46.0	1093.64	38.0	1092.94	27.0	1091.14	20.0
1091.24	15.0	1091.91	13.0	1092.20	0.0	1091.83	7.0	1090.94	10.0	1091.74	17.0	1091.84	28.0	1091.04	32.0
1090.14	53.0	1089.34	82.0	1087.04	153.0	1085.44	222.0	1084.74	246.0						

STATION 16+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1095.92	153.0	1095.52	139.0	1096.42	132.0	1094.83	125.0	1094.52	124.0	1087.32	100.0	1080.92	83.0	1074.22	60.0
1072.42	48.0	1074.35	40.1	1071.85	40.0	1072.35	0.0	1072.44	15.5	1072.44	43.5	1071.96	92.0	1074.46	92.1
1075.22	104.0	1078.12	135.0	1083.82	161.0	1086.45	178.5	1086.42	179.0	1085.92	187.0	1085.92	200.0		

MOORE BUSINESS FORMS, INC

STATION 16+50 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1095.40	206.0	1094.60	152.0	1093.80	120.0	1093.00	100.0	1093.40	45.0	1093.50	31.0	1090.60	21.0	1090.60	18.0
1091.40	14.0	1092.00	0.0	1091.70	7.0	1090.40	10.0	1091.40	15.0	1091.40	30.0	1090.40	34.0	1088.80	100.0
1087.50	150.0	1086.10	232.0												

STATION 16+50 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1095.72	164.0	1096.62	152.0	1094.72	135.0	1094.11	132.5	1089.32	114.0	1084.82	100.0	1078.12	80.0	1073.92	66.0
1074.25	55.6	1071.75	55.5	1072.65	0.0	1072.70	18.5	1072.74	43.5	1071.92	105.0	1074.42	105.1	1073.62	119.0
1078.22	139.0	1084.62	168.0	1086.94	183.0	1087.22	185.0	1087.02	200.0						

STATION 17+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1096.14	232.0	1095.14	194.0	1094.64	179.0	1093.54	151.0	1092.34	103.0	1092.24	69.0	1092.34	36.0	1090.44	22.0
1091.14	15.0	1091.04	13.0	1091.39	0.0	1091.20	6.0	1089.74	11.0	1091.04	14.0	1091.14	25.0	1090.94	32.0
1089.84	36.0	1089.44	57.0	1088.44	142.0	1086.84	243.0								

STATION 17+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1071.70	85.0	1071.70	85.0	1072.37	50.9	1072.88	0.0	1072.95	22.5	1072.86	43.5	1072.47	99.8	1071.90	125.0
1074.40	125.1	1079.92	152.0	1079.92	152.0	1083.92	168.0	1086.82	189.0						

STATION 18+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1096.09	221.0	1095.39	184.0	1094.49	172.0	1093.79	169.0	1092.89	141.0	1091.59	76.0	1090.59	39.0	1089.49	29.0
1088.59	25.0	1088.59	21.0	1089.69	15.0	1089.78	11.0	1090.06	0.0	1089.77	7.0	1086.99	19.0	1086.29	29.0
1085.29	36.0	1084.39	56.0	1084.39	129.0	1085.39	180.0	1084.49	216.0	1083.59	248.0				

STATION 18+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1076.42	65.0	1076.42	65.0	1075.62	45.0	1075.50	27.6	1073.00	27.5	1073.28	0.0	1073.54	25.5	1073.54	33.5
1073.00	86.5	1075.50	86.6	1075.42	91.0	1076.62	100.0	1076.92	125.0	1076.92	125.0				

STATION 19+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1093.99	224.0	1094.59	170.0	1093.99	127.0	1092.89	89.0	1091.59	62.0	1088.99	45.0	1087.69	32.0	1087.69	21.0
1088.59	18.0	1088.86	14.0	1089.19	0.0	1088.99	7.0	1088.69	11.0	1087.09	19.0	1084.49	29.0	1083.39	47.0
1082.99	134.0	1083.29	181.0	1081.09	249.0										

MOORE BUSINESS FORMS, INC.

STATION 19+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1084.82	55.0	1084.82	55.0	1080.82	44.0	1076.32	30.0	1076.10	27.6	1073.60	27.5	1073.88	0.0	1074.22	25.5
1074.22	33.5	1073.60	86.5	1076.10	86.6	1076.52	90.0	1084.02	109.0	1087.72	128.0	1087.72	128.0		

STATION 20+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1082.89	240.0	1085.59	180.0	1086.49	106.0	1087.29	73.0	1087.39	60.0	1087.65	53.0	1088.32	32.0	1088.76	0.0
1088.55	22.0	1088.09	39.0	1084.89	71.0	1084.99	103.0	1088.19	133.0	1088.59	174.0	1088.39	215.0	1087.19	249.0

STATION 20+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1089.74	58.0	1089.74	58.0	1087.44	54.0	1077.34	33.0	1076.71	27.6	1074.21	27.5	1074.49	0.0	1074.74	25.5
1074.74	33.5	1074.21	86.5	1076.71	86.6	1077.14	90.0	1081.64	100.0	1093.84	123.0	1093.84	123.0		

STATION 21+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1095.12	243.0	1094.52	183.0	1093.82	138.0	1093.22	107.0	1091.22	76.0	1088.82	57.0	1087.22	43.0	1087.12	29.0
1088.62	18.0	1088.59	14.0	1088.98	0.0	1087.95	20.0	1087.62	25.0	1086.92	31.0	1086.62	48.0	1089.82	75.0
1092.92	109.0	1093.02	155.0	1092.52	212.0	1092.62	242.0								

STATION 21+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1088.34	62.0	1088.34	62.0	1083.84	50.0	1079.84	39.0	1078.04	33.5	1077.31	27.6	1074.81	27.5	1075.09	0.0
1075.34	25.5	1075.34	33.5	1074.81	86.5	1077.31	86.6	1076.84	89.0	1081.14	100.0	1087.44	115.0	1090.04	120.0
1091.04	127.0	1093.34	136.0	1093.34	136.0										

STATION 22+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1092.32	207.0	1091.72	188.0	1090.22	183.0	1090.72	161.0	1088.62	147.0	1088.12	126.0	1088.12	97.0	1088.32	67.0
1090.12	61.0	1090.42	43.0	1087.32	26.0	1087.32	19.0	1088.32	16.0	1088.73	12.0	1088.98	0.0	1088.71	10.0
1087.42	18.0	1087.52	26.0	1089.12	36.0	1090.52	43.0	1090.62	55.0	1089.52	96.0	1090.62	176.0	1091.92	247.0

STATION 22+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1079.04	80.0	1079.04	80.0	1078.10	27.6	1075.60	27.5	1075.88	0.0	1076.18	29.5	1075.60	86.5	1078.10	86.6
1077.54	100.0	1077.34	117.0	1077.94	140.0	1077.94	140.0								

MOORE BUSINESS FORMS, INC.

STATION 23+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1090.91	229.0	1089.71	199.0	1087.81	150.0	1086.71	74.0	1086.81	23.0	1086.50	14.0	1086.80	0.0	1086.47	8.0
1085.21	13.0	1084.71	16.0	1085.91	34.0	1085.31	44.0	1085.51	113.0	1086.21	166.0	1086.71	180.0	1087.81	242.0

STATION 23+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1086.74	100.0	1086.94	90.0	1086.14	84.0	1084.74	65.0	1081.04	42.0	1078.73	27.6	1076.23	27.5	1076.48	0.0
1076.64	15.5	1076.58	37.5	1076.24	107.3	1076.24	110.0	1074.84	122.0	1074.84	125.0	1079.14	135.0	1083.94	148.0
1085.44	155.0	1086.04	165.0	1086.04	165.0										

STATION 24+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1088.61	241.0	1085.61	192.0	1084.71	100.0	1084.21	79.0	1083.91	32.0	1083.01	22.0	1083.51	19.0	1083.81	16.0
1084.60	13.0	1085.01	0.0	1084.70	9.0	1083.11	15.0	1083.11	27.0	1083.81	30.0	1083.11	48.0	1083.11	90.0
1084.51	151.0	1084.61	241.0												

STATION 24+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1084.14	52.0	1084.14	51.0	1084.03	50.5	1082.44	41.0	1079.24	30.0	1079.31	27.6	1076.81	27.5	1077.08	0.0
1077.24	15.5	1077.24	43.5	1076.91	99.9	1076.94	103.0	1074.94	114.0	1080.24	130.0	1083.44	142.0	1084.40	146.0
1083.64	154.0														

STATION 25+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1088.21	244.0	1086.71	185.0	1085.21	111.0	1084.51	83.0	1083.71	69.0	1083.51	31.0	1082.91	26.0	1083.31	21.0
1084.13	14.0	1084.55	0.0	1084.29	8.0	1084.11	11.0	1082.51	17.0	1082.71	27.0	1083.21	31.0	1082.71	50.0
1082.41	138.0	1083.11	192.0	1083.31	244.0										

STATION 25+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1083.94	65.0	1083.94	57.0	1083.64	55.5	1081.24	40.0	1079.79	30.1	1077.29	30.0	1077.59	0.0	1077.78	20.5
1077.77	37.5	1077.64	94.5	1075.64	106.0	1078.24	116.0	1081.64	125.0	1082.44	131.0	1082.43	131.5	1082.54	140.0

STATION 26+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1085.65	60.0	1085.35	53.0	1083.95	34.0	1082.55	25.0	1082.55	21.0	1083.99	12.0	1084.38	0.0	1084.12	9.0
1083.45	14.0	1082.35	18.0	1082.25	22.0	1082.65	24.0	1082.15	36.0	1081.35	65.0				

MOORE BUSINESS FORMS, INC.

STATION 26+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1085.20	48.0	1084.70	40.0	1084.32	39.0	1082.30	35.0	1080.53	27.6	1078.03	27.5	1078.28	0.0	1078.44	15.5
1078.36	43.5	1078.25	86.1	1075.60	100.0	1078.60	112.0	1079.91	117.0	1080.80	121.0	1080.80	135.0		

STATION 27+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1082.85	66.0	1082.65	32.0	1081.95	28.0	1081.95	23.0	1083.69	12.0	1084.20	0.0	1083.87	9.0	1083.45	12.0
1081.55	21.0	1081.65	27.0	1081.15	33.0	1080.25	73.0								

STATION 27+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1082.90	65.0	1082.90	62.0	1082.67	35.5	1082.50	35.0	1081.11	27.6	1078.61	27.5	1078.88	0.0	1079.04	15.5
1078.44	38.5	1080.20	78.7	1076.50	95.0	1079.44	109.0	1080.00	111.0	1079.90	124.0				

STATION 28+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1082.25	65.0	1081.95	48.0	1081.45	38.0	1082.55	25.0	1083.55	18.0	1083.95	11.0	1084.34	0.0	1083.94	10.0
1082.95	17.0	1079.55	23.0	1079.75	35.0	1080.25	40.0	1079.75	68.0						

STATION 28+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1082.00	59.0	1081.78	44.5	1081.60	44.0	1078.70	35.0	1079.20	29.1	1079.48	0.0	1079.64	15.5	1079.71	15.9
1079.26	60.2	1077.20	72.0	1079.10	83.0	1079.45	85.0	1079.70	91.0	1079.70	100.0				

STATION 29+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1082.64	65.0	1082.94	41.0	1082.24	30.0	1082.24	21.0	1083.04	17.0	1083.75	11.0	1084.24	0.0	1084.16	10.0
1083.84	14.0	1083.04	18.0	1079.04	25.0	1078.14	35.0	1076.34	42.0	1076.44	48.0	1077.34	53.0	1079.14	58.0
1079.94	63.0														

STATION 29+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1082.40	67.0	1082.82	51.0	1082.40	50.0	1078.80	36.0	1079.90	29.0	1080.05	27.3	1080.32	0.0	1078.95	39.8
1077.50	50.0	1078.06	55.0	1078.10	57.0	1080.00	68.0	1079.70	82.0						

MOORE BUSINESS FORMS, INC

STATION 30+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1083.04	69.0	1083.24	47.0	1083.64	43.0	1083.24	33.0	1082.34	29.0	1082.14	20.0	1083.54	10.0	1083.88	0.0
1083.72	10.0	1083.24	14.0	1079.34	24.0	1077.54	35.0	1075.34	40.0	1075.74	52.0	1078.64	60.0		

STATION 30+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1082.97	65.0	1083.22	49.0	1082.87	48.0	1078.87	36.0	1080.65	27.3	1080.92	0.0	1080.65	27.3	1078.57	38.0
1078.97	50.0	1079.37	62.0	1079.37	64.0	1079.47	81.0								

STATION 31+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1084.14	68.0	1083.94	28.0	1084.13	10.0	1084.33	0.0	1084.01	10.0	1083.34	14.0	1079.24	23.0	1079.14	37.0
1079.54	41.0	1079.64	65.0												

STATION 31+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1084.17	46.0	1084.07	40.0	1083.99	38.0	1083.00	24.1	1081.00	24.0	1081.52	0.0	1081.25	27.3	1079.27	37.0
1079.19	37.5	1079.87	44.0	1079.67	55.0										

STATION 32+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1083.34	63.0	1083.04	39.0	1083.04	30.0	1082.94	23.0	1082.14	22.0	1082.24	19.0	1083.84	9.0	1084.04	0.0
1083.84	11.0	1083.24	16.0	1083.24	16.1	1081.64	21.0	1081.74	28.0	1082.14	33.0	1081.04	53.0	1080.84	66.0

STATION 32+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1085.37	37.0	1084.97	29.0	1082.97	21.0	1082.67	19.0	1082.00	0.0	1081.77	26.0	1081.17	32.0	1081.77	40.0
1081.17	51.0														

MOORE BUSINESS FORMS, INC. 27

STATION 7+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1089.74	61.0	1090.24	28.0	1091.04	6.0	1090.54	0.0	1089.54	4.0	1089.74	8.0	1089.84	33.0	1089.44	38.0
1090.14	44.0	1090.14	50.0	1090.54	51.0										

STATION 7+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1090.56	40.0	1090.76	35.0	1090.18	31.7	1088.16	21.0	1088.46	14.0	1088.66	0.0	1088.56	13.0	1088.26	20.0
1089.83	29.6	1090.46	33.0	1090.46	41.0										

STATION 8+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1085.94	50.0	1086.44	22.0	1087.84	13.0	1086.24	5.0	1086.69	0.0	1086.70	25.0	1086.44	31.0	1087.04	35.0
1087.04	42.0	1086.04	46.0	1086.24	56.0										

STATION 8+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1086.26	44.0	1087.16	35.0	1086.27	31.5	1084.56	22.0	1084.96	15.0	1084.96	0.0	1084.56	13.0	1083.76	22.0
1085.86	33.0	1086.16	42.0	1086.04	46.0										

STATION 9+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1085.64	54.0	1084.84	33.0	1084.64	15.0	1084.55	8.0	1084.88	0.0	1084.87	19.0	1084.54	26.0	1085.14	33.0
1084.44	39.0	1084.64	59.0												

STATION 9+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1084.96	36.0	1084.84	33.1	1084.96	33.0	1080.26	21.0	1080.76	15.0	1080.46	0.0	1080.66	14.0	1080.46	21.0
1084.46	35.0	1084.50	38.5	1084.76	46.0										

STATION 9+40 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1085.46	59.0	1084.96	45.0	1084.36	30.0	1084.06	19.0	1084.06	12.0	1084.56	0.0	1084.36	12.0	1084.06	20.0
1083.86	29.0	1083.86	43.0	1083.96	69.0	1083.96	90.0								

STATION 9+40 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1084.86	46.0	1084.58	35.5	1084.46	35.0	1080.16	23.0	1079.86	16.0	1079.26	15.9	1079.46	0.0	1079.26	15.9
1080.06	16.0	1080.06	17.0	1083.86	29.9	1083.96	30.0	1083.96	35.0						

STA	6+00		ORIG													
	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
	1092.64	18.0	1093.14	0.0	1092.57	15.0	1092.84	26.0	1092.47	39.0	1092.34	40.0	1092.54	46.0	1093.54	55.0
	1094.44	58.0	1094.54	64.0												

STA	7+00		ORIG													
	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
	1089.74	61.0	1090.24	28.0	1091.04	6.0	1090.54	0.0	1089.54	4.0	1089.74	8.0	1089.84	33.0	1089.44	38.0
	1090.14	44.0	1090.14	50.0	1090.54	51.0										

STA	8+00		ORIG													
	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
	1085.94	50.0	1086.44	22.0	1087.84	13.0	1086.24	5.0	1086.69	0.0	1086.70	25.0	1086.44	31.0	1087.04	35.0
	1087.04	42.0	1086.04	46.0	1086.24	56.0										

STA	9+00		ORIG													
	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
	1085.64	54.0	1084.34	33.0	1084.64	15.0	1084.55	8.0	1084.88	0.0	1084.87	19.0	1084.54	26.0	1085.14	33.0
	1084.44	39.0	1084.64	59.0												

STA	9+40		ORIG													
	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
	1085.46	59.0	1084.96	45.0	1084.36	30.0	1084.06	19.0	1084.06	12.0	1084.56	0.0	1084.36	12.0	1084.06	20.0
	1083.86	29.0	1083.86	43.0	1083.96	69.0	1083.96	90.0								

STA 7+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1090.56	40.0	1090.76	35.0	1088.16	21.0	1088.46	14.0	1088.66	0.0	1088.56	13.0	1088.26	20.0	1090.46	33.0
1090.46	41.0														

STA 8+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1086.26	44.0	1087.16	35.0	1084.56	22.0	1084.96	15.0	1084.96	0.0	1084.56	13.0	1083.76	22.0	1085.86	33.0
1086.16	42.0														

STA 9+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1084.96	36.0	1084.96	33.0	1080.26	21.0	1080.76	15.0	1080.46	0.0	1080.66	14.0	1080.46	21.0	1084.46	35.0
1084.76	46.0														

STA 9+40 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1084.86	46.0	1084.46	35.0	1080.16	23.0	1079.86	16.0	1079.26	15.9	1079.46	0.0	1079.26	15.9	1080.06	16.0
1080.06	17.0	1083.96	30.0	1083.96	35.0										

STATION 3+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1050.08	30.0	1050.68	0.0	1051.48	27.0										

STATION 3+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1050.24	22.0	1049.56	20.0	1049.96	15.0	1050.06	10.0	1050.16	0.0	1050.26	10.0	1050.96	13.0	1051.07	13.3
1051.16	17.0														

STATION 3+50 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1047.58	30.0	1047.88	12.0	1048.38	0.0	1049.58	18.0								

STATION 3+50 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1047.80	16.5	1047.76	16.0	1047.86	18.0	1048.46	12.0	1048.66	0.0	1048.66	8.0	1048.36	9.0	1049.21	12.5
1049.56	14.0	1049.26	16.0												

STATION 4+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1044.78	29.0	1044.58	14.0	1044.98	0.0	1046.98	12.0								

STATION 4+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1044.36	25.0	1044.68	21.2	1044.76	21.0	1046.86	11.0	1047.36	0.0	1047.16	9.0	1046.60	9.7	1046.46	10.0
1046.96	12.0														

STATION 4+20 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1043.08	34.0	1043.28	0.0	1044.48	30.0										

STATION 4+20 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1043.36	24.0	1043.15	22.2	1043.26	22.0	1046.86	10.0	1047.36	0.0	1047.36	10.0	1044.96	19.0	1044.66	22.0
1044.20	23.0														

STATION 4+70 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1042.58	29.0	1042.68	0.0	1042.28	30.0										

STATION 4+70 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1041.56	24.0	1041.86	21.0	1042.61	19.5	1047.56	10.0	1047.86	0.0	1047.56	10.0	1042.26	21.0	1042.39	21.5
1042.16	23.0														

STATION 5+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1042.88	32.0	1057.90	0.0	1057.94	34.0										

STATION 5+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1043.26	27.0	1047.10	23.0	1043.66	20.0	1047.16	9.0	1047.86	0.0	1047.76	11.0	1043.56	20.0	1057.92	21.0
1043.46	25.0														

STATION 5+50 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1046.08	31.0	1045.48	0.0	1044.78	28.0	1045.38	42.0								

STATION 5+50 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1045.96	27.0	1046.16	22.0	1045.56	18.0	1045.78	15.5	1046.96	7.0	1047.36	0.0	1047.36	13.0	1045.36	28.0
1044.95	32.0	1045.16	37.0												

STATION 6+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1048.98	38.0	1048.28	22.0	1047.08	0.0	1046.68	24.0	1047.28	48.0						

STATION 6+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1048.36	24.0	1048.26	22.0	1048.25	21.5	1046.56	13.0	1047.46	8.0	1047.66	0.0	1047.76	12.0	1046.76	19.0
1046.56	21.0	1047.36	32.0												

STATION 6+50 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1051.38	37.0	1048.68	0.0	1048.78	21.0	1050.28	45.0								

STATION 6+50 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1050.33	23.0	1050.21	21.0	1049.93	20.0	1047.63	11.0	1048.23	8.0	1048.43	0.0	1048.43	12.0	1047.83	17.0
1049.00	24.5	1049.83	30.0	1050.93	35.0										

STATION 7+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1053.48	48.0	1050.78	15.0	1051.98	0.0	1053.78	24.0	1054.68	46.0						

STATION 7+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1051.23	22.0	1051.15	19.5	1051.03	19.0	1048.93	11.0	1049.63	9.0	1050.03	0.0	1050.03	11.0	1049.73	15.0
1053.88	26.5	1053.93	27.0	1054.03	29.0										

STATION 7+40 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1053.48	47.0	1052.58	24.0	1052.48	0.0	1053.58	17.0	1054.58	31.0	1055.18	44.0				

STATION 7+40 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1053.03	26.0	1052.83	22.0	1052.57	21.0	1050.33	14.0	1051.13	10.0	1051.33	0.0	1051.23	10.0	1050.53	13.0
1054.01	23.0	1054.33	24.0	1054.53	29.0										

STATION 8+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1055.98	45.0	1055.38	0.0	1055.18	21.0	1054.98	43.0								

STATION 8+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1055.83	27.0	1055.83	25.0	1055.71	24.5	1052.23	12.0	1052.83	10.0	1052.93	0.0	1052.93	10.0	1052.13	13.0
1055.16	22.7	1055.13	23.0	1055.23	25.0										

MOORE BUSINESS FORMS, INC. 27 1486

STATION 8+50 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1055.18	39.0	1055.58	20.0	1055.48	0.0	1055.88	26.0								

STATION 8+50 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1055.33	26.0	1055.51	23.1	1055.43	23.0	1053.13	14.0	1053.83	10.0	1054.13	0.0	1054.13	10.0	1053.63	14.0
1055.79	20.0	1056.03	21.0	1056.03	24.0										

STATION 9+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1054.58	41.0	1054.78	26.0	1055.38	0.0	1056.58	38.0								

STATION 9+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1054.83	23.0	1054.93	19.0	1054.94	18.9	1054.23	15.0	1055.13	11.0	1055.53	0.0	1055.53	9.0	1055.13	14.0
1055.98	19.0	1056.13	20.0	1056.23	24.0										

STATION 9+50 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1054.88	34.0	1056.28	20.0	1056.68	16.0	1056.88	0.0	1054.98	36.0						

STATION 9+50 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1055.88	24.0	1055.13	22.0	1055.03	17.0	1056.53	9.0	1056.83	0.0	1057.03	11.0	1056.84	17.0	1056.53	27.0

STATION 10+00 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1055.18	28.0	1056.68	0.0	1057.78	20.0										

STATION 10+00 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1055.20	26.0	1055.10	23.0	1055.53	21.5	1058.20	10.0	1058.40	0.0	1058.10	10.0	1057.70	24.0	1057.70	24.0

STATION 10+30 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1055.38	35.0	1055.38	28.0	1055.98	22.0	1057.28	0.0	1057.98	18.0						

STATION 10+30 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1055.60	32.0	1055.80	30.0	1055.38	29.0	1056.20	25.0	1059.20	12.0	1059.30	0.0	1059.10	10.0	1058.80	25.0
1058.80	25.0														

STATION 10+57 ORIGINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1056.78	30.0	1056.98	0.0	1057.18	30.0										

STATION 10+57 FINAL

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1056.81	26.0	1057.30	24.0	1059.80	13.0	1059.80	0.0	1059.80	11.0	1059.50	20.0	1059.50	20.0		

STA 3+00		FINAL													
ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1049.56	20.0	1049.96	15.0	1050.06	10.0	1050.16	0.0	1050.26	10.0	1050.96	13.0	1051.16	17.0		

STA 3+50		FINAL													
*ERROR RDG SEQ			1047.86	18.0											
ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1047.76	16.0	1047.86	18.0	1048.46	12.0	1048.66	0.0	1048.66	8.0	1048.36	9.0	1049.56	14.0	1049.26	16.0

STA 4+00		FINAL													
ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1044.36	25.0	1044.76	21.0	1046.86	11.0	1047.36	0.0	1047.16	9.0	1046.46	10.0	1046.96	12.0		

STA 4+20		FINAL													
ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1043.36	24.0	1043.26	22.0	1046.86	10.0	1047.36	0.0	1047.36	10.0	1044.96	19.0	1044.66	22.0		

STA 4+70		FINAL													
ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1041.56	24.0	1041.86	21.0	1047.56	10.0	1047.86	0.0	1047.56	10.0	1042.26	21.0	1042.16	23.0		

STA 5+00		FINAL													
ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1043.26	27.0	1043.66	20.0	1047.16	9.0	1047.86	0.0	1047.76	11.0	1043.56	20.0	1043.46	25.0		

STA 5+50		FINAL													
ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1045.96	27.0	1046.16	22.0	1045.56	18.0	1046.96	7.0	1047.36	0.0	1047.36	13.0	1045.36	28.0	1045.16	37.0

STA 6+00		FINAL													
ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1048.36	24.0	1048.26	22.0	1046.56	13.0	1047.46	8.0	1047.66	0.0	1047.76	12.0	1046.56	21.0	1047.36	32.0

STA 6+50		FINAL													
ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1050.33	23.0	1049.93	20.0	1047.63	11.0	1048.23	8.0	1048.43	0.0	1048.43	12.0	1047.83	17.0	1049.83	30.0
1050.93	35.0														

STA 7+00		FINAL													
ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1051.23	22.0	1051.03	19.0	1048.93	11.0	1049.63	9.0	1050.03	0.0	1050.03	11.0	1049.73	15.0	1053.93	27.0
1054.03	29.0														

STA 7+40		FINAL													
ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1053.03	26.0	1052.83	22.0	1050.33	14.0	1051.13	10.0	1051.33	0.0	1051.23	10.0	1050.53	13.0	1054.33	24.0
1054.53	29.0														

STA 8+00		FINAL													
ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1055.83	27.0	1055.83	25.0	1052.23	12.0	1052.83	10.0	1052.93	0.0	1052.93	10.0	1052.13	13.0	1055.13	23.0
1055.23	25.0														

STA 8+50		FINAL													
ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1055.33	26.0	1055.43	23.0	1053.13	14.0	1053.83	10.0	1054.13	0.0	1054.13	10.0	1053.63	14.0	1056.03	21.0
1056.03	24.0														

STA 9+00		FINAL													
ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1054.83	23.0	1054.93	19.0	1054.23	15.0	1055.13	11.0	1055.53	0.0	1055.53	9.0	1055.13	14.0	1056.13	20.0
1056.23	24.0														

STA 9+50		FINAL													
ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1055.13	22.0	1055.03	17.0	1056.53	9.0	1056.83	0.0	1057.03	11.0	1056.53	27.0				

STA 10+00		FINAL													
ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1055.20	26.0	1055.10	23.0	1058.20	10.0	1058.40	0.0	1058.10	10.0	1057.70	24.0				

STA 10+30		FINAL													
ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1055.60	32.0	1055.80	30.0	1056.20	25.0	1059.20	12.0	1059.30	0.0	1059.10	10.0	1058.80	25.0		

STA 10+57		FINAL													
ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1057.30	24.0	1059.80	13.0	1059.80	0.0	1059.80	11.0	1059.50	20.0						

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STA 3+00 ORIG

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1050.08	30.0	1050.68	0.0	1051.48	27.0										

STA 3+50 ORIG

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1047.58	30.0	1047.88	12.0	1048.38	0.0	1049.58	18.0								

STA 4+00 ORIG

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1044.78	29.0	1044.58	14.0	1044.98	0.0	1046.98	12.0								

STA 4+20 ORIG

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1043.08	34.0	1043.28	0.0	1044.48	30.0										

STA 4+70 ORIG

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1042.58	29.0	1042.68	0.0	1042.28	30.0										

STA 5+00 ORIG

*ERROR RDG ELEV 1057.90 0.0 1042.88 32.0

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1042.88	32.0	1057.90	0.0	1057.94	34.0										

STA 5+50 ORIG

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1046.08	31.0	1045.48	0.0	1044.78	28.0	1045.38	42.0								

STA 6+00 ORIG

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1048.98	38.0	1048.28	22.0	1047.08	0.0	1046.68	24.0	1047.28	48.0						

STA 6+50 ORIG

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1051.38	37.0	1048.68	0.0	1048.78	21.0	1050.28	45.0								

STA 7+00 ORIG

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1053.48	48.0	1050.78	15.0	1051.98	0.0	1053.78	24.0	1054.68	46.0						

STA 7+40 ORIG

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1053.48	47.0	1052.58	24.0	1052.48	0.0	1053.58	17.0	1054.58	31.0	1055.18	44.0				

STA 8+00 ORIG

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1055.98	45.0	1055.38	0.0	1055.18	21.0	1054.98	43.0								

STA 8+50 ORIG

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1055.18	39.0	1055.58	20.0	1055.48	0.0	1055.88	26.0								

STA 9+00 ORIG

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1054.58	41.0	1054.78	26.0	1055.38	0.0	1056.58	38.0								

STA 9+50 ORIG

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1054.88	34.0	1056.28	20.0	1056.68	16.0	1056.88	0.0	1054.98	36.0						

STA 10+00 ORIG

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1055.18	28.0	1056.68	0.0	1057.78	20.0										

STA 10+30 ORIG

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1055.38	35.0	1055.38	28.0	1055.98	22.0	1057.28	0.0	1057.98	18.0						

STA 10+57 ORIG

ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST	ELEV	DIST
1056.78	30.0	1056.98	0.0	1057.18	30.0										