

COUNTY AND HIGHWAY	ROUTE AND SECTION	CLASS AND AGREEMENT		FEDERAL DIVISION OFFICE	SHEET NUMBER	TOTAL SHEETS
		STATE	FEDERAL			
70.1	37.1	21.3		WIS. 4	1	81

INDEX OF SHEETS

SHEET NO. 1 TITLE

SHEET NO. 2-21 TYPICAL CROSS SECTIONS & MISC. CONSTR. DETAILS.

SHEET NO. 3 ESTIMATE OF QUANTITIES

SHEET NO. 3A MISCELLANEOUS QUANTITIES

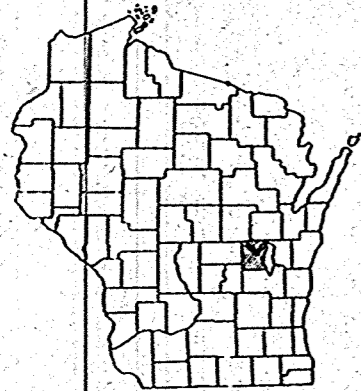
SHEET NO. 4-4.3 RIGHT OF WAY PLAT

SHEET NO. 5-19 PLAN AND PROFILE STA. 83+14.7 TO STA. 454+40

SHEET NO. 20-35 STANDARD DETAILS

SHEET NO. 36-38 DRAINAGE STRUCTURES

SHEET NO. 39-81 CROSS SECTIONS

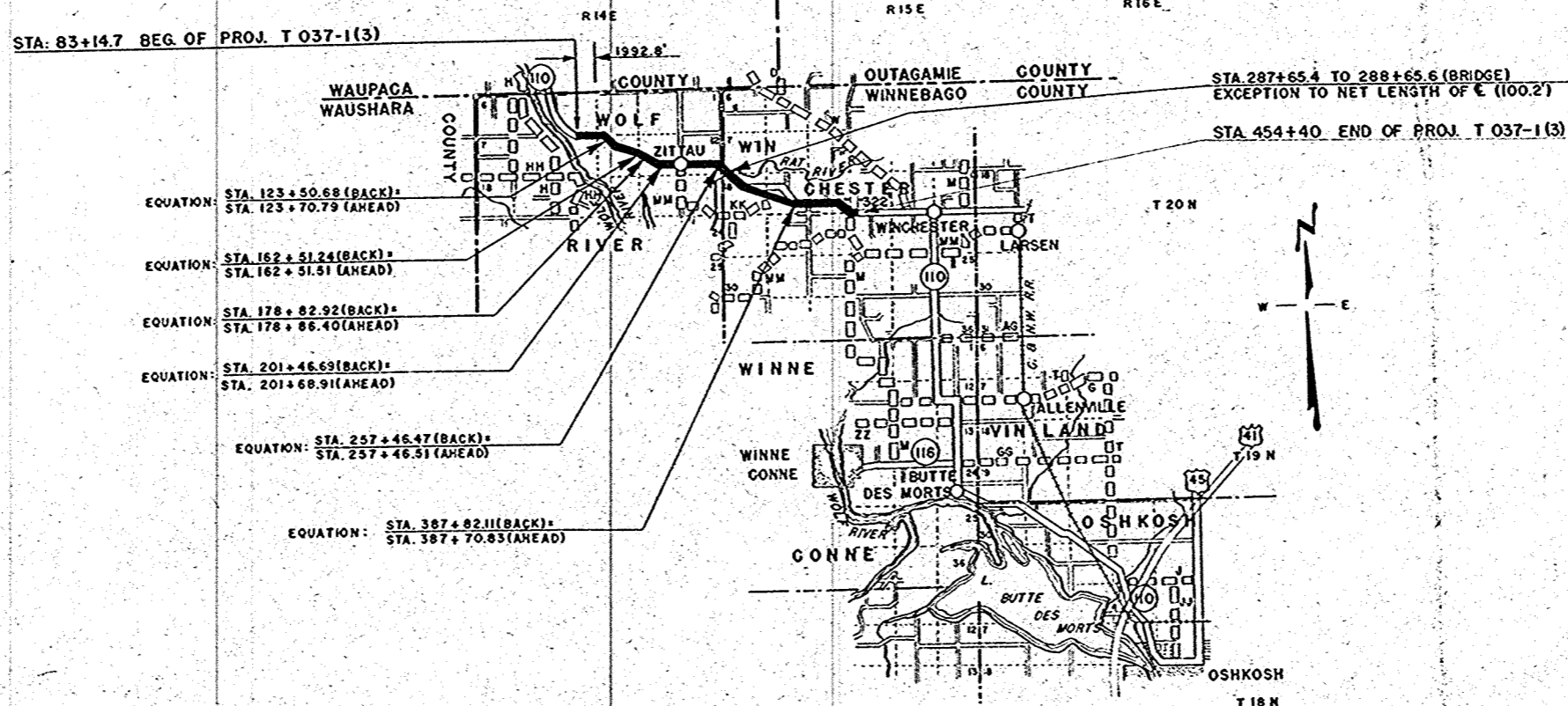
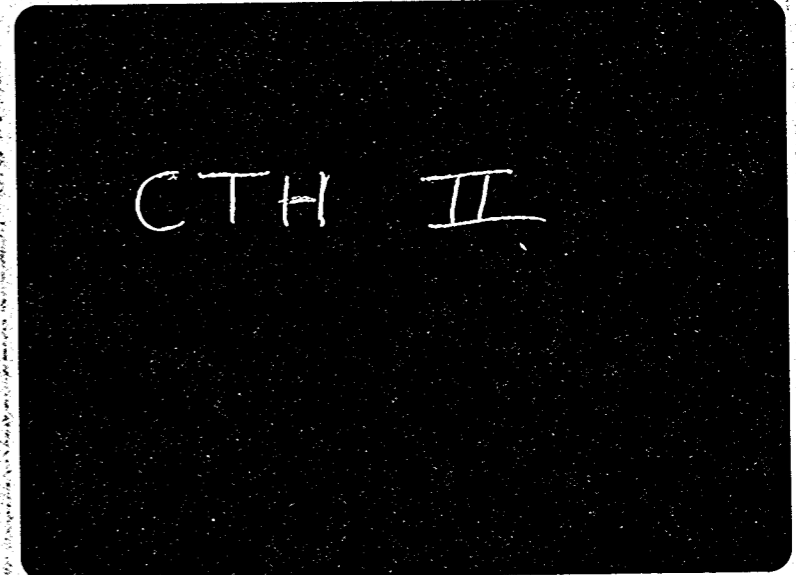


STATE OF WISCONSIN
STATE HIGHWAY COMMISSION OF WISCONSIN

PLAN AND PROFILE OF PROPOSED
OSHKOSH - FREMONT ROAD
 (WINCHESTER - NORTH COUNTY LINE)
 S.T.H. 110

PROJ. T 037-1(3)
 WINNEBAGO COUNTY

SCALES
 PLAN 1 IN. = 20 FT. H
 PROFILE HOR. 1 IN. = 100 FT. VERT. 1 IN. = 2 FT. H
 CROSS SECTIONS HOR. 1 IN. = 5 FT. VERT. 1 IN. = 5 FT.



CONVENTIONAL SIGNS

STATE LINE	-----	CULVERTS IN PLACE	-----
COUNTY LINE	-----	CULVERTS REQUIRED	-----
TOWNSHIP OR RANGE LINE	-----	DROP INLET	-----
RIGHT OF WAY LINE	-----	POWER POLE	-----
RIGHT OF WAY LINE (BARBED)	-----	TELEPHONE OR TELEGRAPH POLE	-----
RIGHT OF WAY LINE (NOVEN)	-----	RIGHT OF WAY MARKERS	-----
RIGHT OF WAY LINE (CORNER)	-----	REFERENCE STAKE FOR HUBS ONLY	-----
RIGHT OF WAY LINE (CITY LIMITS)	-----	MARSH	-----
RIGHT OF WAY LINE (ADJUTANT)	-----	HEDGE	-----
RIGHT OF WAY LINE (SURVEY LINE)	-----	TREES	-----
		GROUND ELEVATION	-----
		GRADE ELEVATION	-----

LAYOUT

SCALE 1" = 1 MILE

RURAL NET LENGTH OF CENTERLINE = 6.786 MI.
 URBAN " " " = 0.220 MI.
 TOTAL " " " = 7.006 MI.

STATE HIGHWAY COMMISSION OF WISCONSIN
 MADISON, WISCONSIN 53703

SURVEYOR: C.W.R. NOTE BOOK: 10254-10259

DISTRICT COMPUTER: C.W.R. M.D. CHECKER: C.W.R.

CORRECTED: DATE: 5/21/55

RECOMMENDED FOR APPROVAL: DATE: 5/17/55 J. J. Pelt ENGINEER OF DESIGN

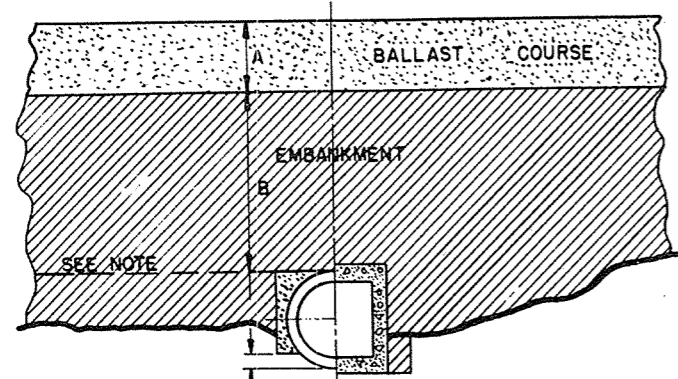
APPROVED: DATE: 5/18/55 E. C. Rostetter STATE HIGHWAY ENGINEER

DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS

APPROVED: [Signature]

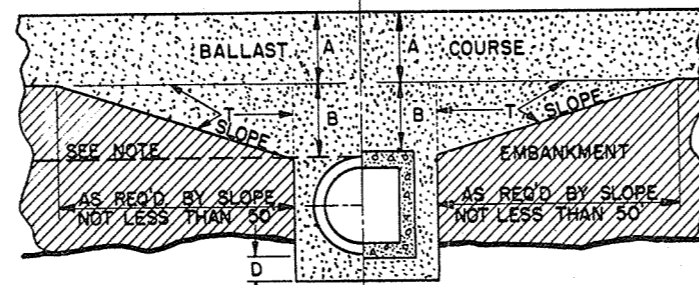
DISTRICT ENGINEER: C.W. ROLLMAN, CE

T 037-1(3)

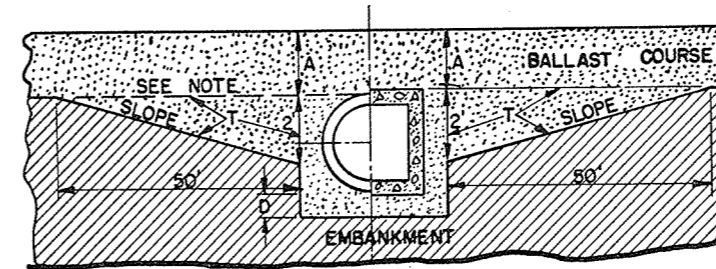


HALF SECTION - PIPE CULVERTS HALF SECTION - BOX CULVERTS
E = NOT LESS THAN 1/10 OUTSIDE DIAMETER.

TREATMENT WHEN A+B IS OVER 5 FT.



HALF SECTION - PIPE CULVERTS HALF SECTION - BOX CULVERTS
TREATMENT WHEN A+B IS FROM 0 TO 5 FT.
SLOPE: NOT STEEPER THAN 25:1



HALF SECTION - PIPE CULVERTS HALF SECTION - BOX CULVERTS
TREATMENT WHEN B = 0
SLOPE: NOT STEEPER THAN 25:1

GENERAL NOTES

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

DETAILS ARE NOT APPLICABLE FOR PRIVATE ENTRANCE CULVERTS. DETAILS APPLY TO BOTH PIPE AND CONCRETE BOX CULVERTS UNLESS OTHERWISE SHOWN ON OTHER PARTS OF THE PLAN OR IN THE CONTRACT.

EXCAVATION FOR AREAS MARKED "T" WILL BE PAID FOR AT THE CONTRACT UNIT PRICES FOR PERTINENT ITEMS OF "ROADWAY AND DRAINAGE EXCAVATION," WHEN SUCH EXCAVATION CONSISTS OF MATERIAL NOT PLACED UNDER THE CURRENT CONTRACT. BACKFILL IN THESE AREAS TO BE PAID FOR AT THE PERTINENT UNIT PRICE BID FOR "SAND GRAVEL FILL" OR FOR MATERIAL USED.

THE ELEVATION OF THE EXISTING GROUND OR PREVIOUSLY PLACED AND COMPACTED EMBANKMENT SHALL BE AT LEAST IN THE PLANE OF THE

TOP OF THE PROPOSED CULVERT PRIOR TO EXCAVATING THE TRENCH.

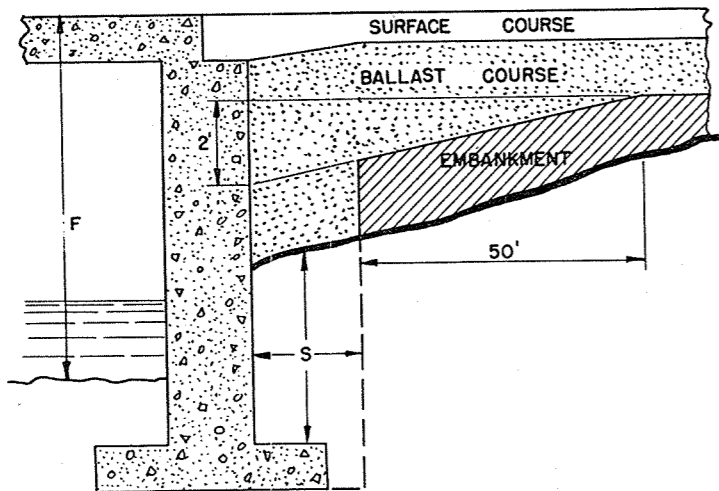
IN THE CASE OF CONCRETE BOX CULVERTS, THE EXCAVATION BELOW THE BOTTOM AND NECESSARY TO PREPARE THE TRENCH WILL BE MEASURED AND PAID FOR AT THE CONTRACT UNIT PRICE BID PER CUBIC YARD FOR "EXCAVATION FOR STRUCTURES, CULVERTS."

IN THE CASE OF PIPE CULVERTS, ALL EXCAVATION FOR FORMING THE BED SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER LINEAR FOOT OF THE SEVERAL TYPES AND SIZES OF CULVERT PIPE.

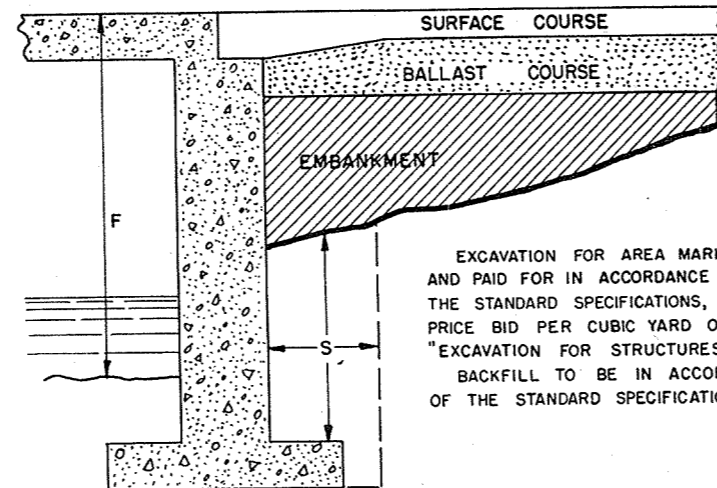
IN EITHER CASE, BACK FILL WILL BE PAID FOR AT THE PERTINENT CONTRACT PRICE FOR THE MATERIAL USED.

- A - DEPTH OF BALLAST COURSE.
- B - DISTANCE FROM TOP OF CULVERT TO BOTTOM OF BALLAST.
- D - VARIABLE. DEPTH OF BALLAST BELOW CULVERT. MINIMUM-12"

F - DISTANCE FROM FINISHED SURFACE TO STREAM BED.



TREATMENT WHEN F IS LESS THAN 10 FT.



TREATMENT WHEN F IS 10 FT. OR MORE.

EXCAVATION FOR AREA MARKED "S" SHALL BE MEASURED AND PAID FOR IN ACCORDANCE WITH SECTION 2107.04 OF THE STANDARD SPECIFICATIONS, AND AT THE CONTRACT UNIT PRICE BID PER CUBIC YARD OF ORIGINAL VOLUME FOR "EXCAVATION FOR STRUCTURES, BRIDGES." BACKFILL TO BE IN ACCORDANCE WITH SECTION 2107.03 OF THE STANDARD SPECIFICATIONS.

EXCAVATION AND BACKFILL FOR PIPE CULVERTS - BOX CULVERTS ABUTMENTS

STATE HIGHWAY COMMISSION OF WISCONSIN

RECOMMENDED FOR APPROVAL:

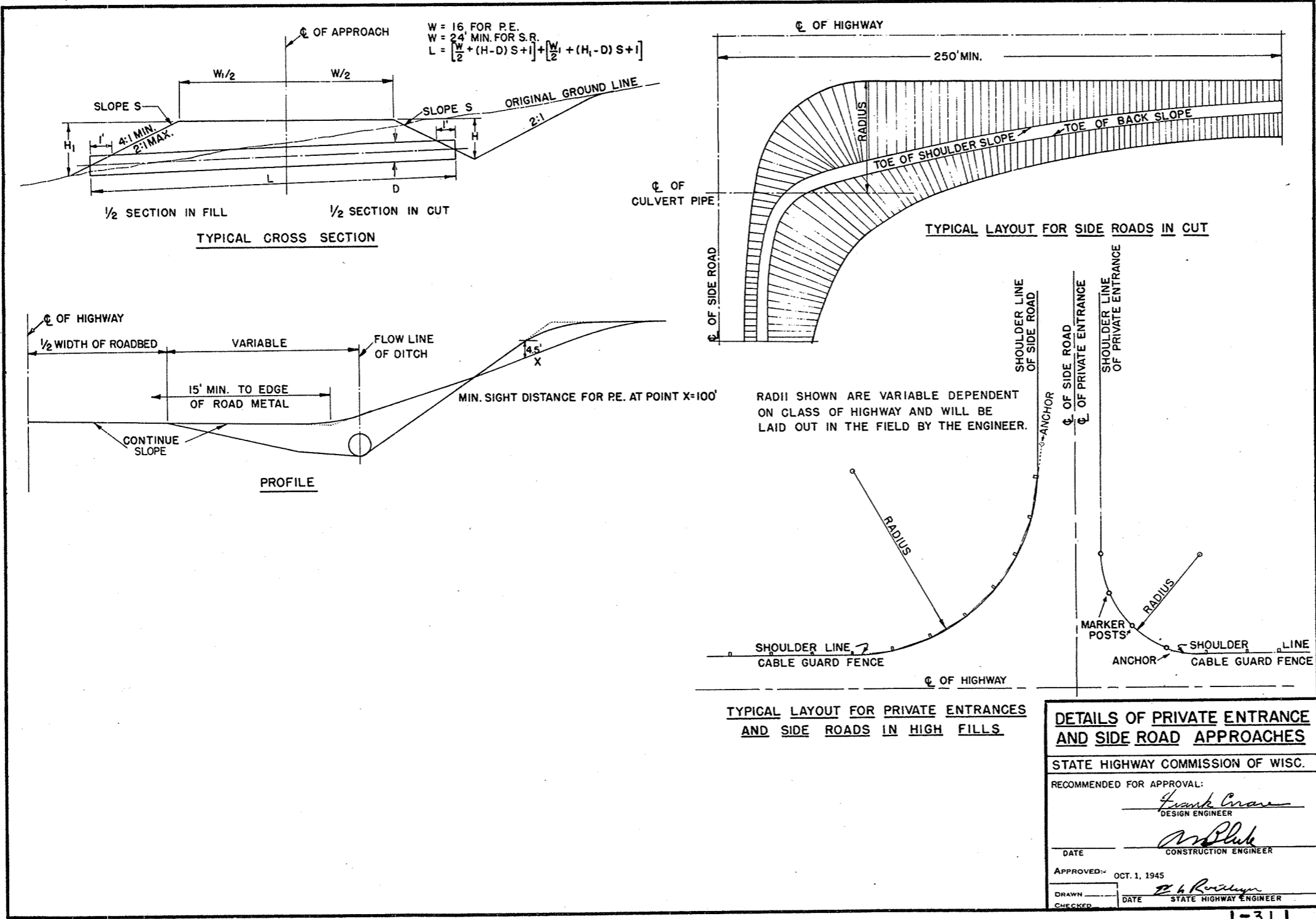
Frank Brown
DESIGN ENGINEER

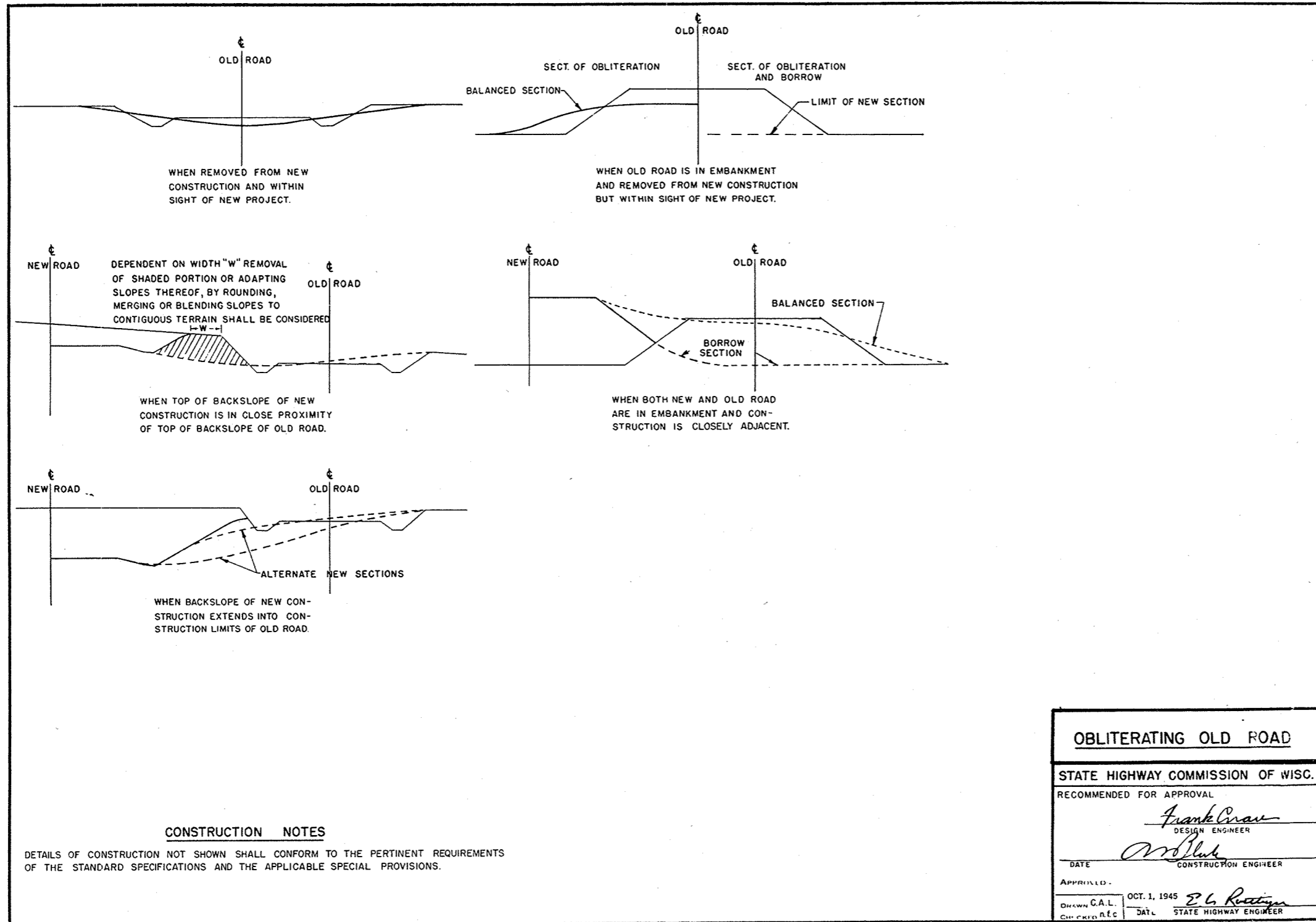
Art Bluh
CONSTRUCTION ENGINEER

APPROVED OCT. 3, 1945

DRAWN N.F.C.
CHECKED F.C.

E.G. Reilly
STATE HIGHWAY ENGINEER



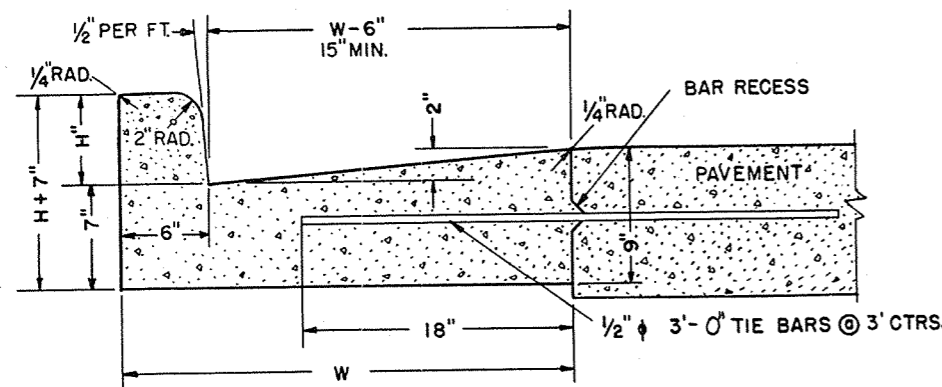


CONSTRUCTION NOTES

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

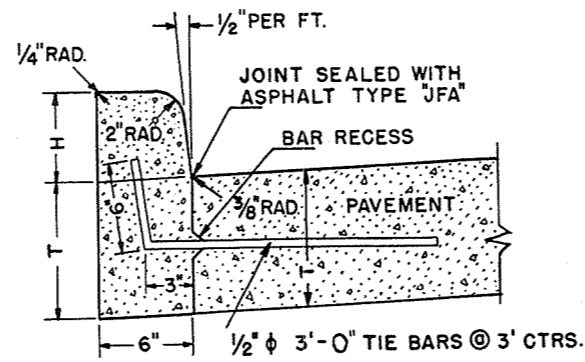
OBLITERATING OLD ROAD	
STATE HIGHWAY COMMISSION OF WISC.	
RECOMMENDED FOR APPROVAL	
<i>Frank Crav</i> DESIGN ENGINEER	
<i>W. Bluh</i> CONSTRUCTION ENGINEER	
DATE	
APPROVED:	
DRAWN C.A.L.	OCT. 1, 1945 <i>E. L. Rottiger</i>
CHECKED R.E.C.	DATE STATE HIGHWAY ENGINEER

1-4.1.1



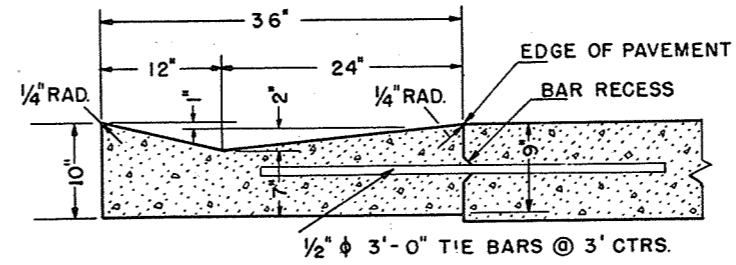
NOTE - "H" SHALL BE 6" UNLESS OTHERWISE INDICATED ON PLAN OR PROFILES.
MAX. VALUE OF "H" = 9" - MIN. VALUE OF "H" = 3 1/2"

TYPE A
COMBINATION CURB AND GUTTER



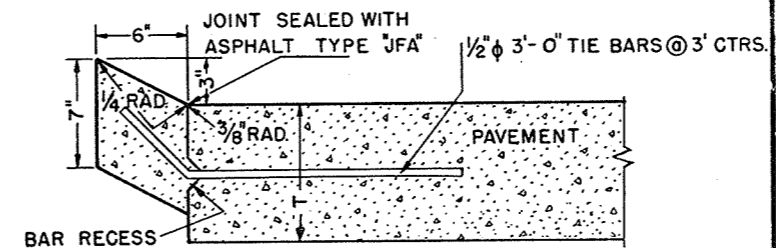
NOTE - "H" SHALL BE 6" UNLESS OTHERWISE INDICATED ON PLAN OR PROFILES.
MAX. VALUE OF "H" = 9" - MIN. VALUE OF "H" = 3 1/2"

TYPE B
CONCRETE CURB

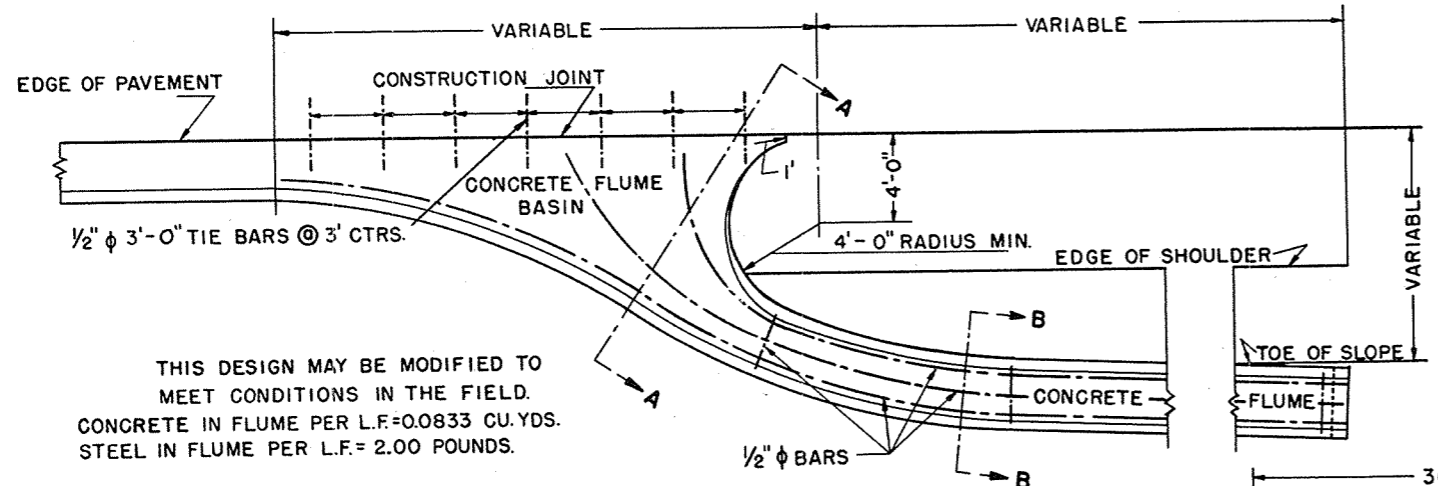


CONCRETE PER L.F. = 0.0756 CU. YDS.

TYPE C
CONCRETE GUTTER

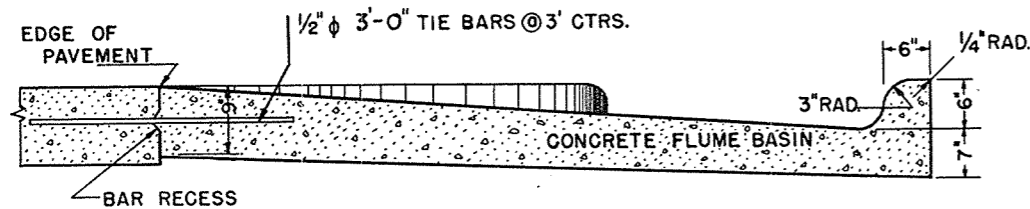


TYPE D
CONCRETE CURB (RURAL)

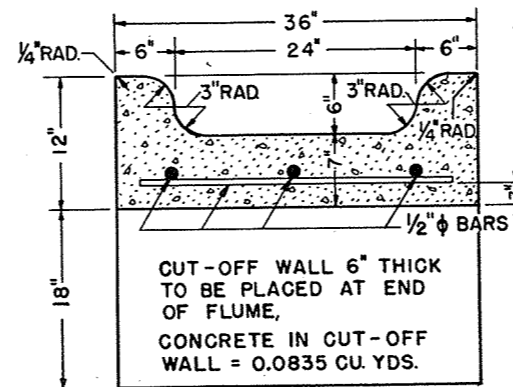


THIS DESIGN MAY BE MODIFIED TO MEET CONDITIONS IN THE FIELD.
CONCRETE IN FLUME PER L.F. = 0.0833 CU. YDS.
STEEL IN FLUME PER L.F. = 2.00 POUNDS.

PLAN



SECTION A-A



SECTION B-B

GENERAL CONSTRUCTION NOTES

DETAILS OF CONSTRUCTION NOT SHOWN SHALL BE IN ACCORDANCE WITH THE PERTINENT REQUIREMENTS OF THE STANDARD AND THE PERTINENT SPECIFICATIONS.
CURB AND CURB AND GUTTER TO HAVE SEPARATOR PLATE JOINTS NOT LESS THAN 6' NOR MORE THAN 10' APART, WITH A JOINT IN LINE WITH EACH ADJACENT PAVEMENT CONTRACTION JOINT IN ADDITION TO EXPANSION JOINTS AS REQUIRED BY THE STANDARD SPECIFICATIONS.

STANDARD DESIGN
CONCRETE CURB, GUTTER, COMBINATION CURB & GUTTER, SURFACE DRAIN

STATE HIGHWAY COMMISSION OF WISCONSIN

RECOMMENDED FOR APPROVAL:

[Signature]
CONSTRUCTION ENGINEER

APPROVED:

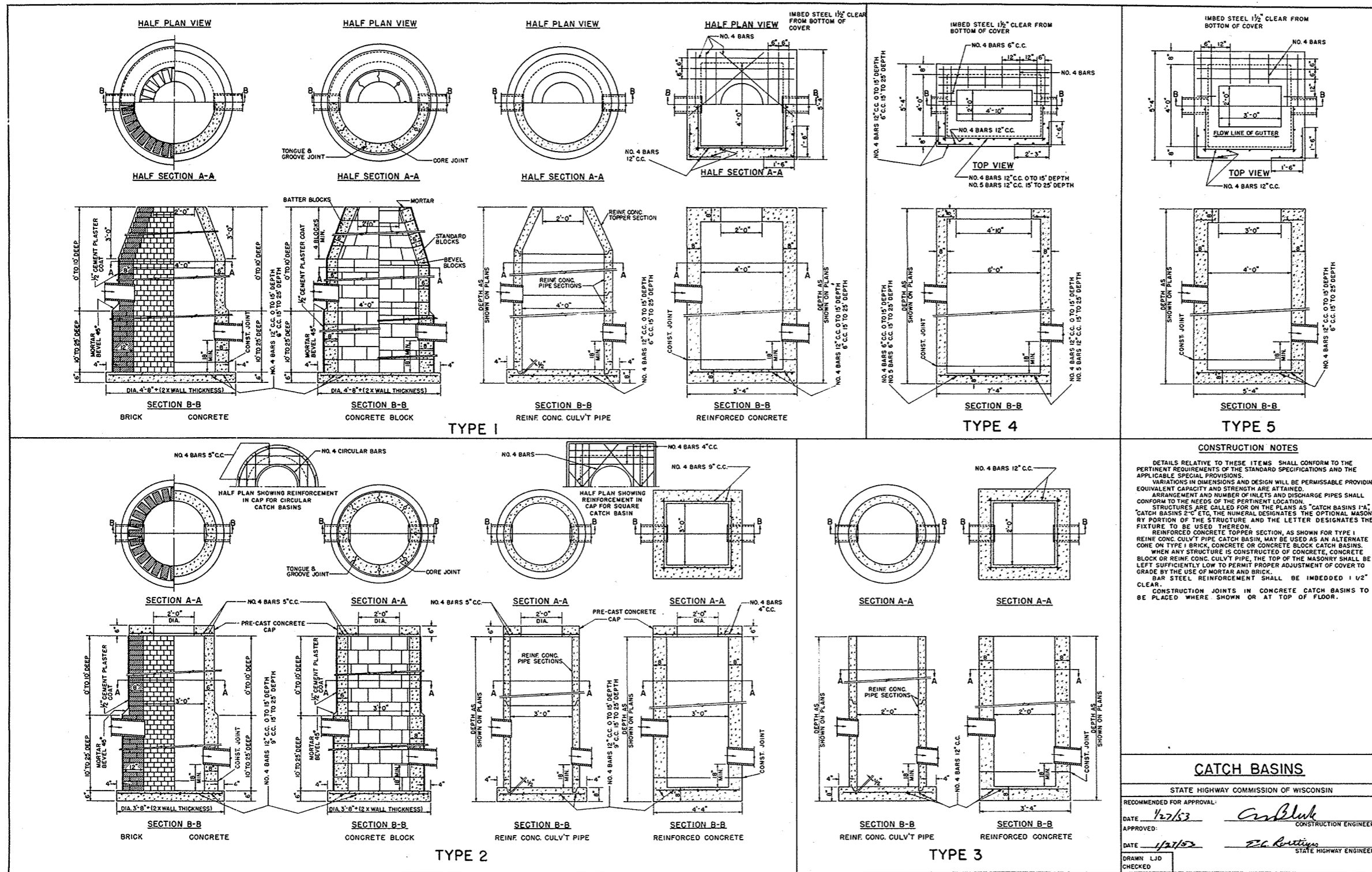
DATE:

DRAWN BY: D.V.D.

CHECKED BY:

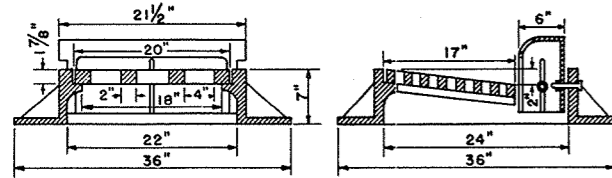
[Signature]
STATE HIGHWAY ENGINEER

INLET OR DISCHARGE FOR STANDARD CURB AND GUTTER SURFACE DRAIN.



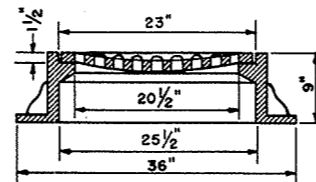
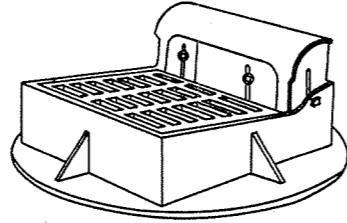
CATCH BASINS	
STATE HIGHWAY COMMISSION OF WISCONSIN	
RECOMMENDED FOR APPROVAL:	
DATE 1/27/53	<i>Carl Bluk</i> CONSTRUCTION ENGINEER
APPROVED:	
DATE 1/27/53	<i>E. G. Bastien</i> STATE HIGHWAY ENGINEER
DRAWN LJD	
CHECKED	

CURB BOX ADJUSTABLE 4" TO 9"
ADJUST CURB BOX FOR HEIGHT
AFTER CURB FORM IS IN PLACE.



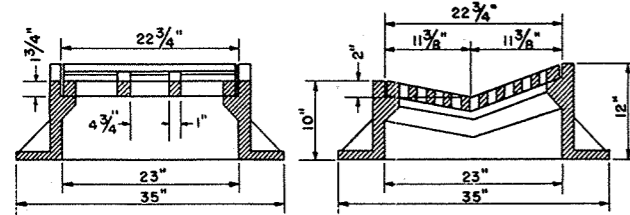
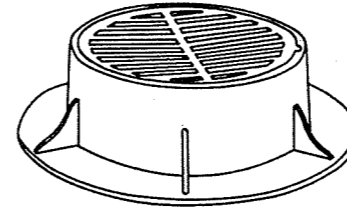
WEIGHT 400 LBS.

TYPE A



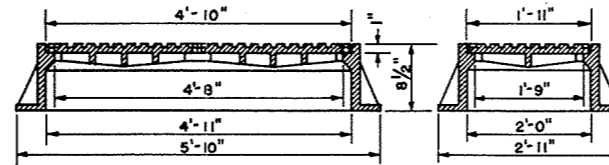
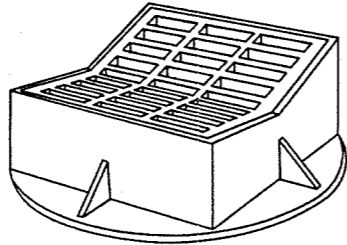
WEIGHT 350 LBS.

TYPE F



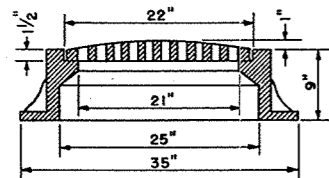
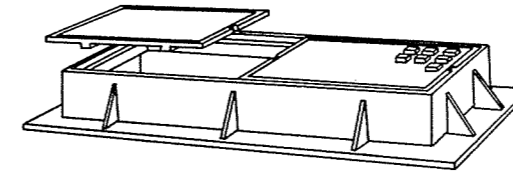
WEIGHT 440 LBS.

TYPE B



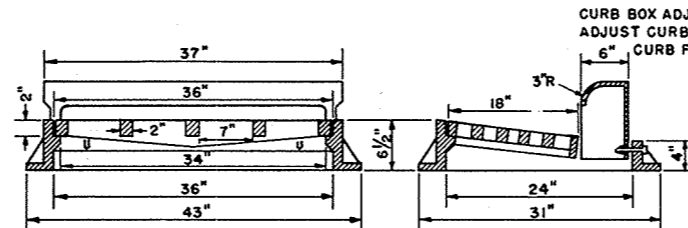
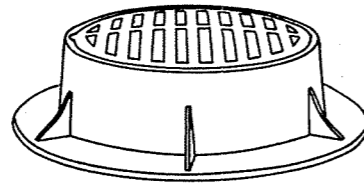
WEIGHT 1000 LBS

TYPE G



WEIGHT 310 LBS.

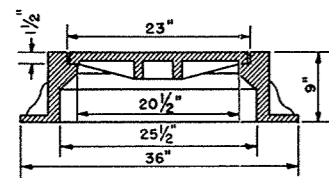
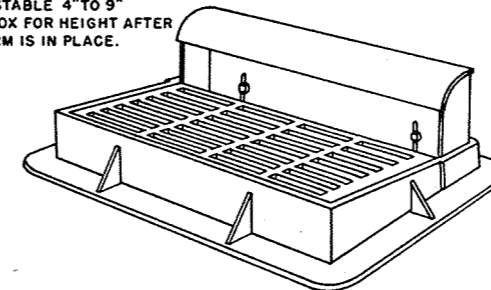
TYPE C



WEIGHT 500 LBS.

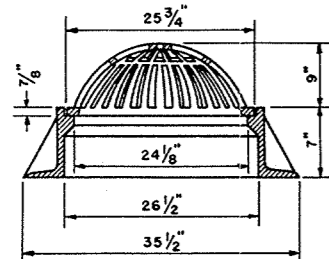
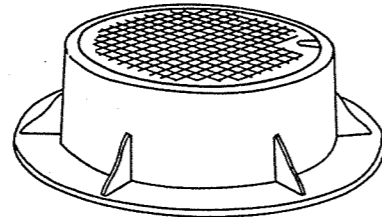
TYPE H

CURB BOX ADJUSTABLE 4" TO 9"
ADJUST CURB BOX FOR HEIGHT AFTER
6" CURB FORM IS IN PLACE.



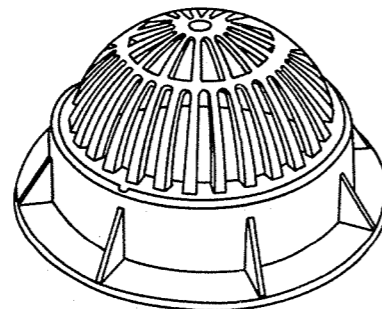
WEIGHT 400 LBS.

TYPE D



WEIGHT 325 LBS.

TYPE E



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.

CATCH BASINS ARE CALLED FOR ON THE PLANS AS "CATCH BASINS 1-A," "CATCH BASINS 3-C," ETC., THE NUMERAL DESIGNATES THE MASONRY PORTION OF THE STRUCTURE AND THE LETTER DESIGNATES THE FIXTURE TO BE USED THEREON. CATCH BASIN FRAMES AND COVERS SUBJECT TO TRAFFIC TO BE MACHINED OR NON-ROCKING TYPE.

CATCH BASIN COVERS

STATE HIGHWAY COMMISSION OF WISCONSIN

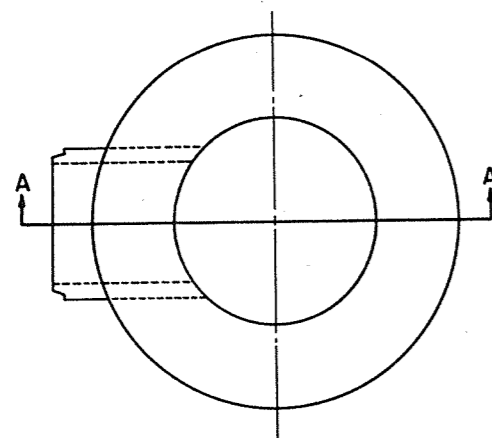
RECOMMENDED FOR APPROVAL:

DATE 1/27/53 *C. B. Bluk*
CONSTRUCTION ENGINEER

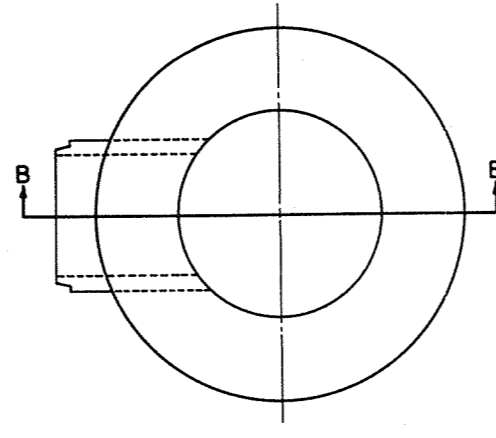
APPROVED:

DATE 1/27/53 *E. C. Rutledge*
STATE HIGHWAY ENGINEER

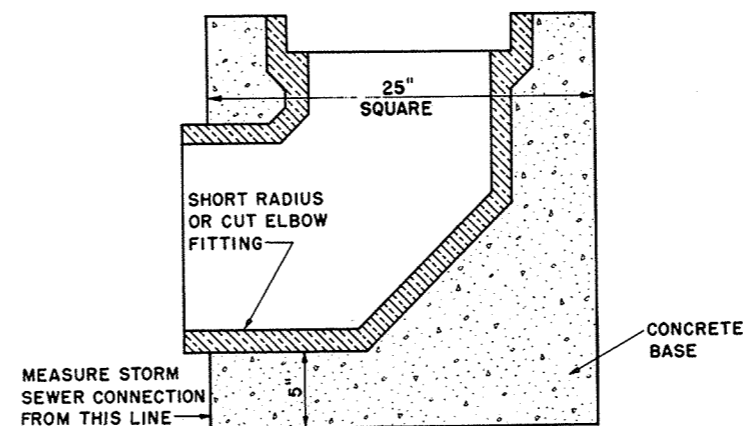
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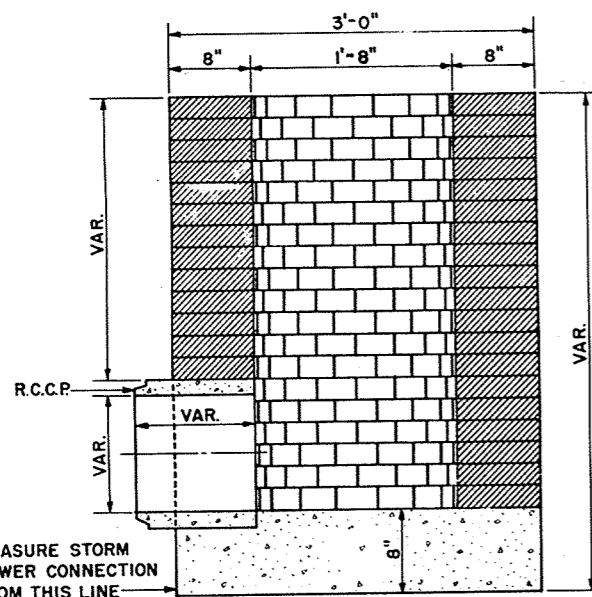
TOP OF INLET



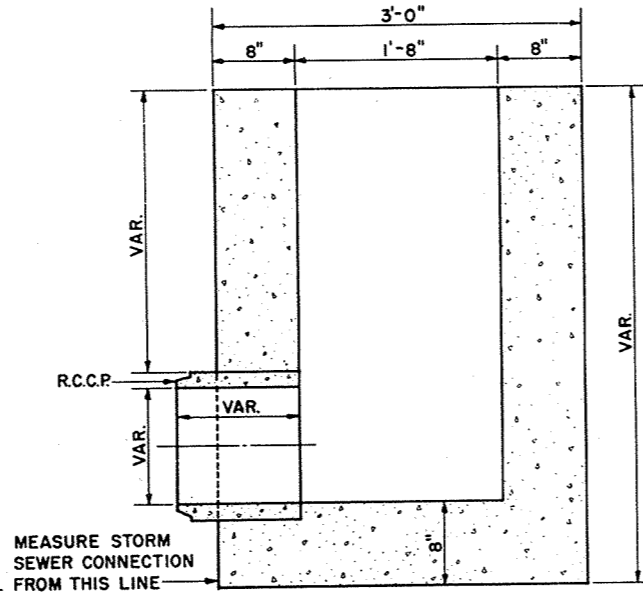
TOP OF INLET



TYPE 2



SECTION A-A
BRICK



SECTION B-B
CONCRETE

TYPE 1

GENERAL NOTES

DETAILS RELATIVE TO THESE ITEMS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS. VARIATIONS IN DIMENSIONS AND DESIGN WILL BE PERMISSIBLE PROVIDING EQUIVALENT CAPACITY AND STRENGTH ARE ATTAINED. ARRANGEMENT, 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-N," "INLETS 2-R," ETC., THE NUMERAL DESIGNATES THE MASONRY PORTION OF THE STRUCTURE AND THE LETTER DESIGNATES THE COVER TO BE USED THEREON. WHEN CONCRETE IS USED IN THE CONSTRUCTION OF TYPE 1 INLET, 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.

INLETS

STATE HIGHWAY COMMISSION OF WISCONSIN

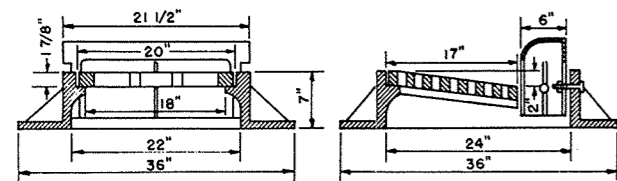
RECOMMENDED FOR APPROVAL:

DATE 1/27/53 *W. Bluk*
CONSTRUCTION ENGINEER

APPROVED:

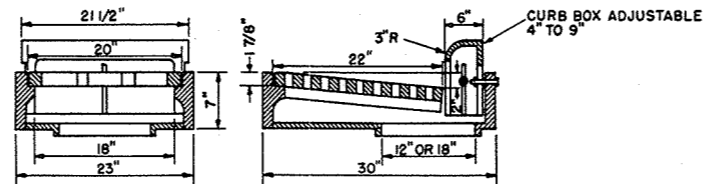
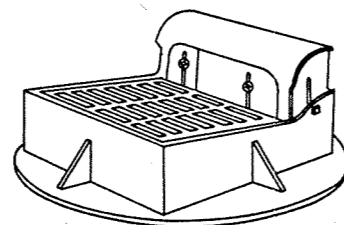
DATE 1/27/53 *E. C. Ruttiger*
STATE HIGHWAY ENGINEER

DRAWN LJD
CHECKED



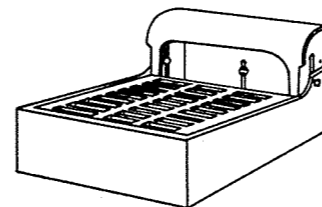
WEIGHT 400 LBS

TYPE "N"



WEIGHT 450 LBS

TYPE "R"

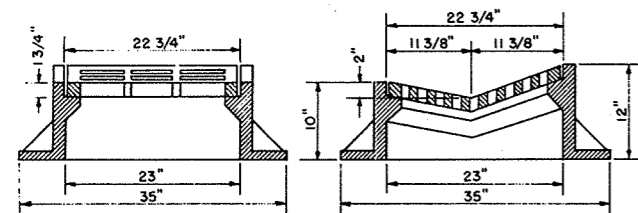


CONSTRUCTION NOTES

DETAILS RELATIVE TO THESE ITEMS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS. VARIATIONS IN DIMENSIONS AND DESIGN WILL BE PERMISSIBLE PROVIDING EQUIVALENT CAPACITY AND STRENGTH ARE ATTAINED.

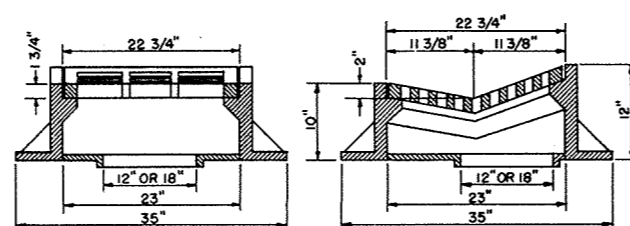
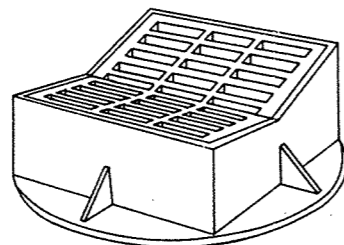
ADJUST CURB BOX FOR HEIGHT AFTER CURB FORM IS IN PLACE.

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



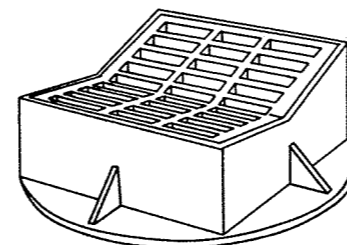
WEIGHT 440 LBS

TYPE "P"



WEIGHT 450 LBS

TYPE "S"



INLET COVERS

STATE HIGHWAY COMMISSION OF WISCONSIN

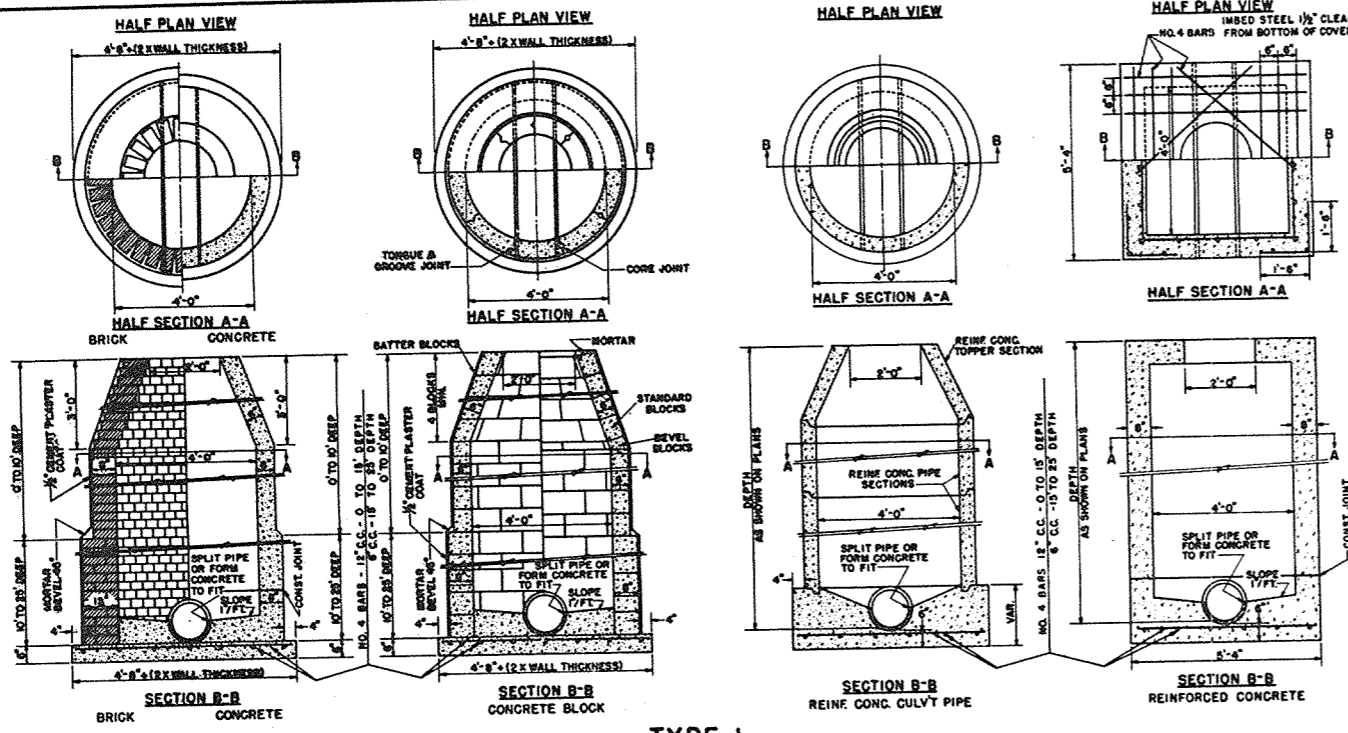
RECOMMENDED FOR APPROVAL:

DATE 4/27/53 *[Signature]*
CONSTRUCTION ENGINEER

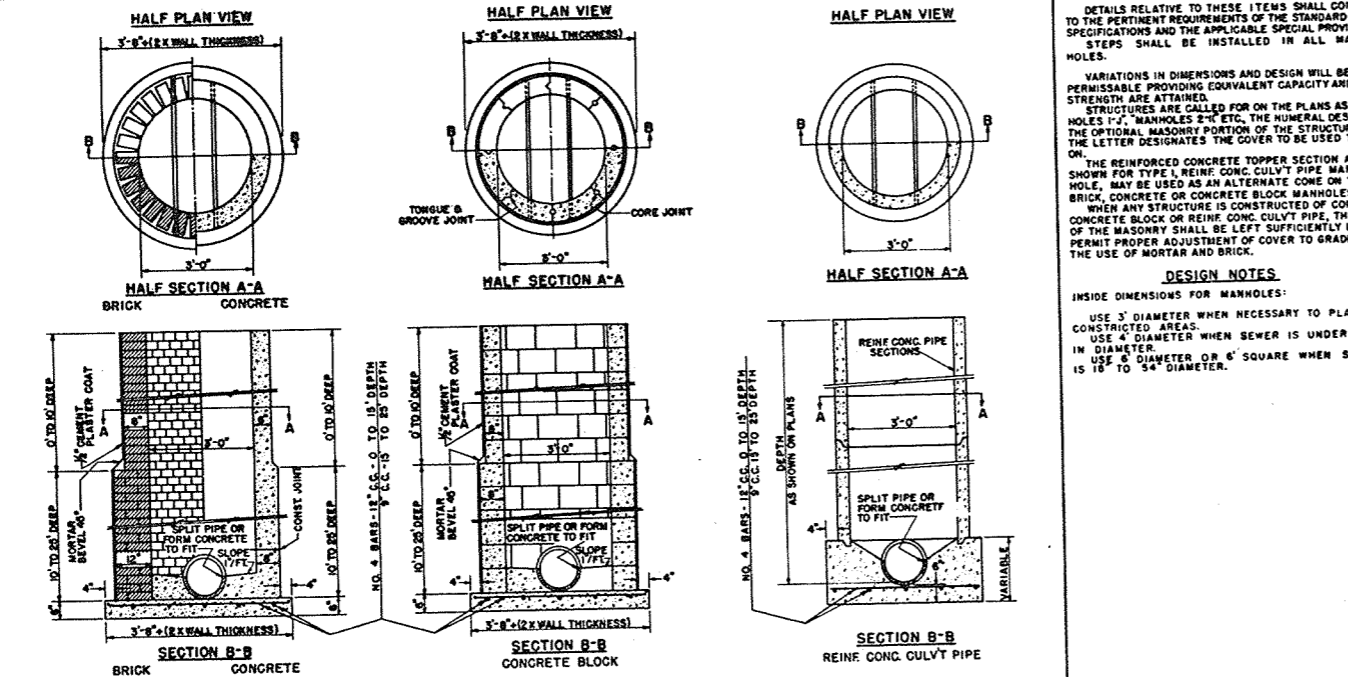
APPROVED:

DATE 1/27/53 *[Signature]*
STATE HIGHWAY ENGINEER

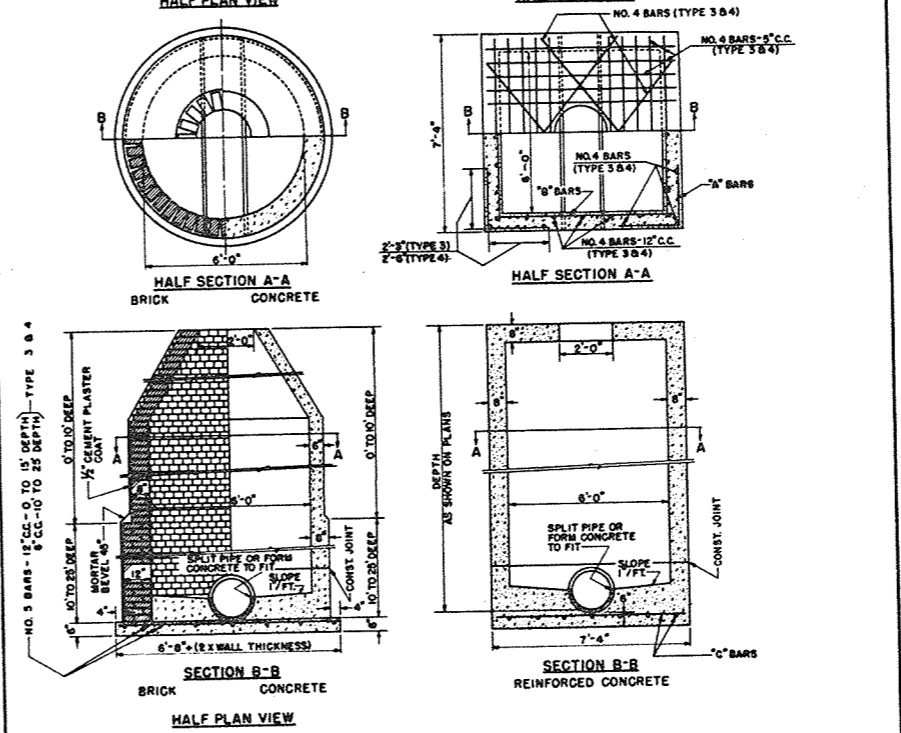
DRAWN LJD
CHECKED



TYPE 1

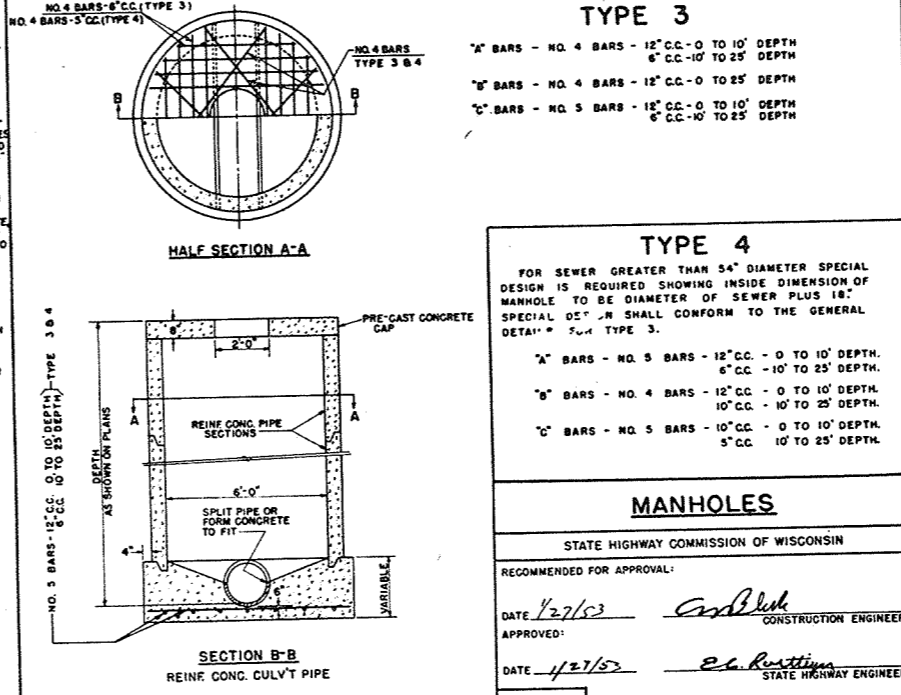


TYPE 2



TYPE 3

- "A" BARS - NO. 4 BARS - 12" C.C. - 0 TO 10' DEPTH
6" C.C. - 10' TO 25' DEPTH
- "B" BARS - NO. 4 BARS - 12" C.C. - 0 TO 25' DEPTH
- "C" BARS - NO. 5 BARS - 18" C.C. - 0 TO 10' DEPTH
6" C.C. - 10' TO 25' DEPTH



TYPE 4

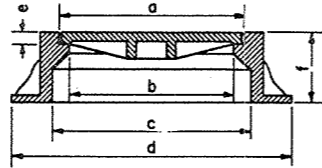
- FOR SEWER GREATER THAN 54" DIAMETER SPECIAL DESIGN IS REQUIRED SHOWING INSIDE DIMENSION OF MANHOLE TO BE DIAMETER OF SEWER PLUS 18" SPECIAL DETAIL SHALL CONFORM TO THE GENERAL DETAIL FOR TYPE 3.
- "A" BARS - NO. 5 BARS - 12" C.C. - 0 TO 10' DEPTH
6" C.C. - 10' TO 25' DEPTH
 - "B" BARS - NO. 4 BARS - 12" C.C. - 0 TO 10' DEPTH
10" C.C. - 10' TO 25' DEPTH
 - "C" BARS - NO. 5 BARS - 10" C.C. - 0 TO 10' DEPTH
5" C.C. - 10' TO 25' DEPTH

CONSTRUCTION NOTES
 DETAILS RELATIVE TO THESE ITEMS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS. STEPS SHALL BE INSTALLED IN ALL MANHOLES.
 VARIATIONS IN DIMENSIONS AND DESIGN WILL BE PERMISSIBLE PROVIDING EQUIVALENT CAPACITY AND STRENGTH ARE ATTAINED.
 STRUCTURES ARE CALLED FOR ON THE PLANS AS "MANHOLES 1'-J", "MANHOLES 2'-K" ETC. THE NUMERAL DESIGNATES THE OPTIONAL MASONRY PORTION OF THE STRUCTURE AND THE LETTER DESIGNATES THE COVER TO BE USED THEREON.
 THE REINFORCED CONCRETE TOPPER SECTION AS SHOWN FOR TYPE 1, REINFORCED CONCRETE CULVERT PIPE MANHOLE, MAY BE USED AS AN ALTERNATE COVER ON TYPE 1, BRICK, CONCRETE OR CONCRETE BLOCK MANHOLES.
 WHEN ANY STRUCTURE IS CONSTRUCTED OF CONCRETE, CONCRETE BLOCK OR REINFORCED CONCRETE CULVERT PIPE, THE TOP OF THE MASONRY SHALL BE LEFT SUFFICIENTLY LOW TO PERMIT PROPER ADJUSTMENT OF COVER TO GRADE BY THE USE OF MORTAR AND BRICK.

DESIGN NOTES
 INSIDE DIMENSIONS FOR MANHOLES:
 USE 3' DIAMETER WHEN NECESSARY TO PLACE IN CONSTRICTED AREAS.
 USE 4' DIAMETER WHEN SEWER IS UNDER 18" IN DIAMETER.
 USE 6' DIAMETER OR 6' SQUARE WHEN SEWER IS 18" TO 34" DIAMETER.

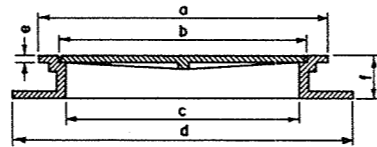
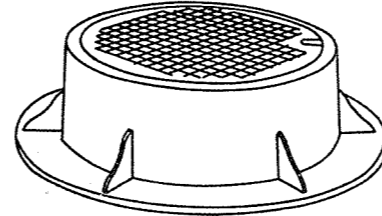
MANHOLES

STATE HIGHWAY COMMISSION OF WISCONSIN
 RECOMMENDED FOR APPROVAL:
 DATE 1/27/53 *Carl Bluh* CONSTRUCTION ENGINEER
 APPROVED:
 DATE 1/27/53 *E. L. Rustum* STATE HIGHWAY ENGINEER
 DRAWN LJD
 CHECKED



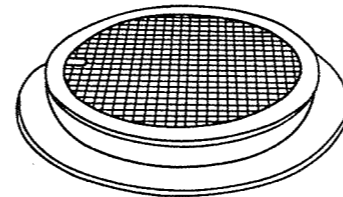
	a	b	c	d	e	f	Weight
TYPE "J"	23"	20 1/2"	25 1/2"	36"	1 1/2"	9"	400 Lbs.
TYPE "K"	32 1/2"	30"	36"	46"	1 1/2"	10"	750 Lbs.

TYPE "J" & "K"



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

TYPE "L" & "M"



CONSTRUCTION NOTES

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

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

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

DESIGN NOTES

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

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

MANHOLE COVERS

STATE HIGHWAY COMMISSION OF WISCONSIN

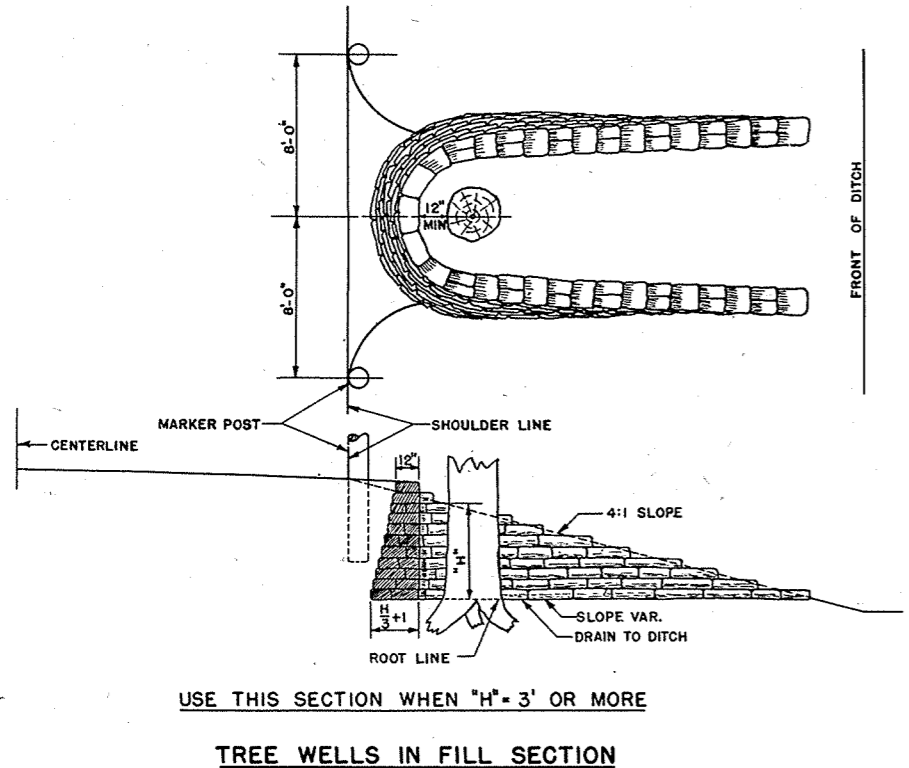
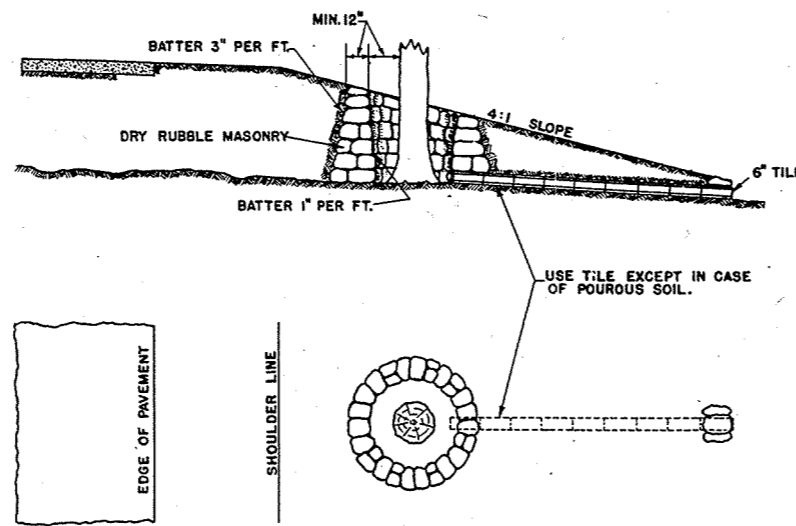
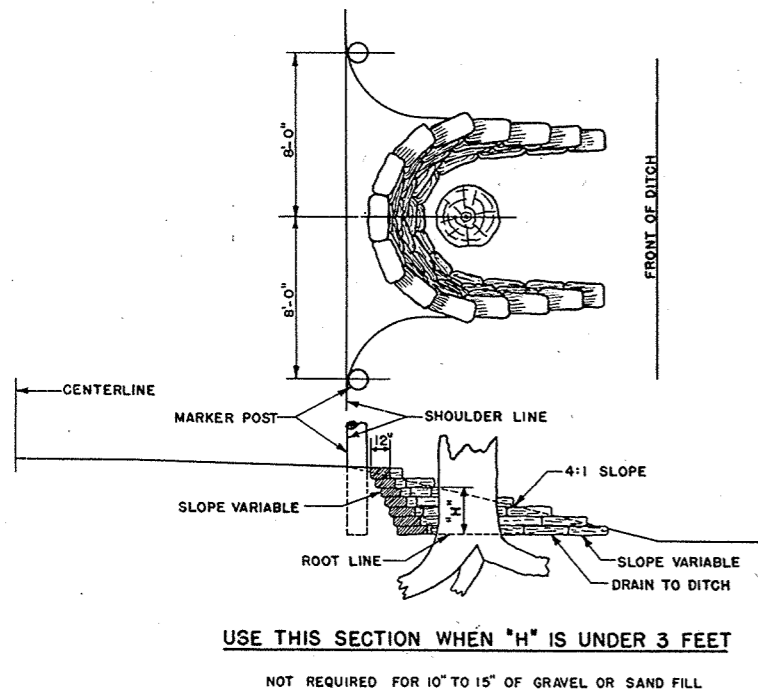
RECOMMENDED FOR APPROVAL:

DATE 4/27/53 *Ans. Black*
CONSTRUCTION ENGINEER

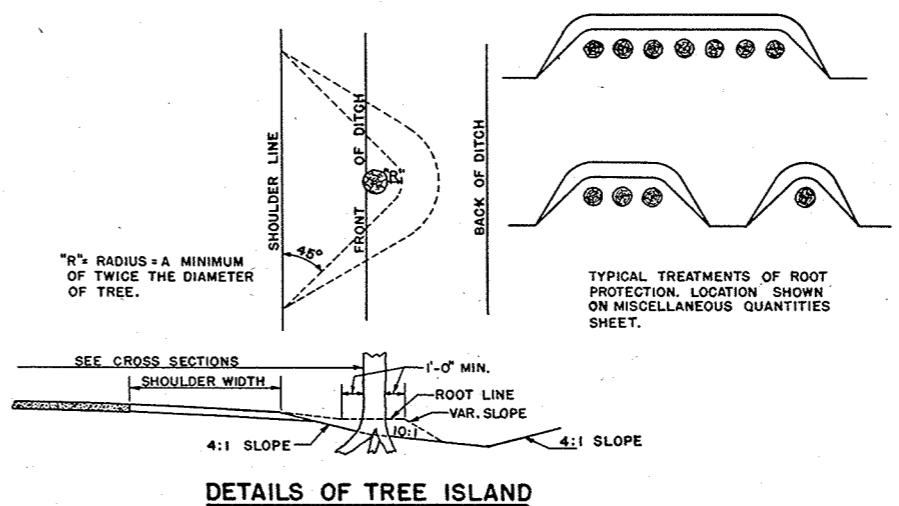
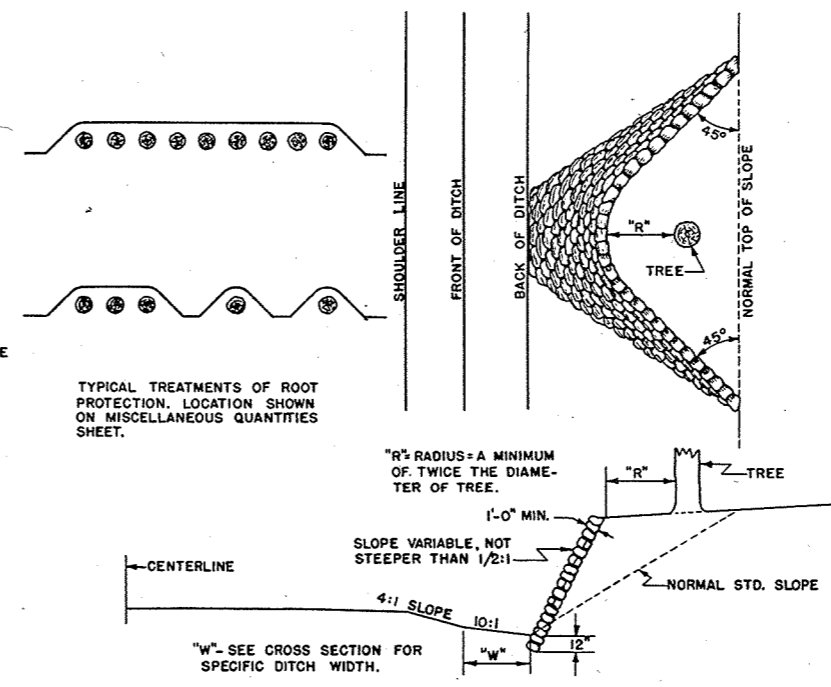
APPROVED:

DATE 1/27/53 *E.C. Ruetimann*
STATE HIGHWAY ENGINEER

DRAWN LJD
CHECKED



DETAILS FOR TREE WELLS
SECTIONS SHOWING METHODS TO BE USED FOR PROTECTING AND / OR PRESERVING TREES.



GENERAL NOTES
WALLS TO BE BUILT TO APPROXIMATE SHAPE AND DIMENSIONS SHOWN. STONE TO CONFORM TO SPECIFICATIONS FOR DRY RUBBLE MASONRY AND TO BE BID AS SUCH.
THESE DESIGNS ARE NOT INTENDED AS A CRITERION OF THE DISTANCE FROM THE CENTERLINE OR SHOULDER LINE TO WHICH TREES SHALL OR SHALL NOT BE REMOVED, BUT MERELY AS A DETAIL OF THE CONSTRUCTION TO BE USED WHEN IT IS OTHERWISE FOUND NECESSARY OR DESIRABLE TO LEAVE TREES IN THE LOCATIONS INDICATED IN THE DETAILS PORTRAYED.

TREE PRESERVATION DETAILS

STATE HIGHWAY COMMISSION OF WISCONSIN

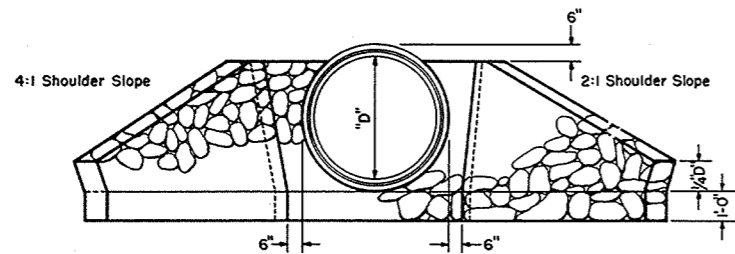
RECOMMENDED FOR APPROVAL:

APPROVED:

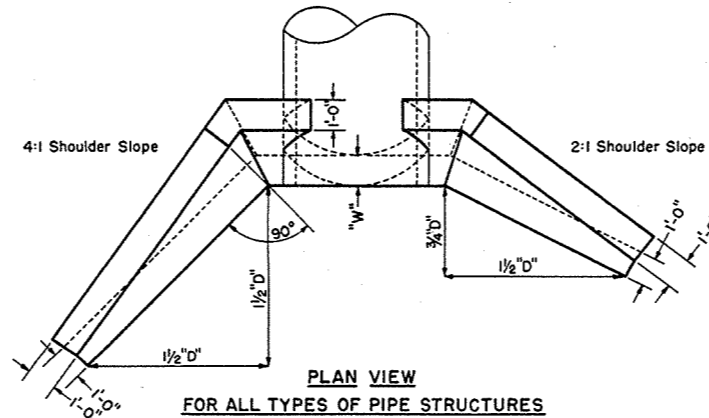
DESIGN ENGINEER: *Franklin*
CONSTRUCTION ENGINEER: *Bluh*

DATE: OCT. 1, 1945
STATE HIGHWAY ENGINEER: *L. Ruetz*

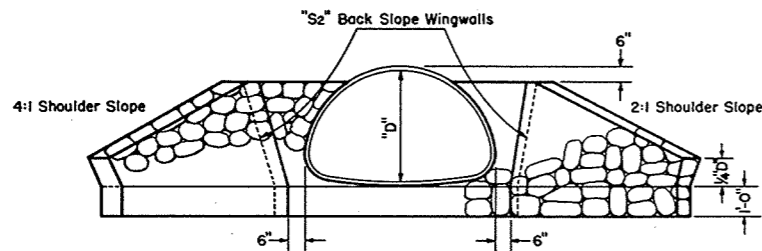
DRAWN-R.D.S.
CHKD.-N.F.C.



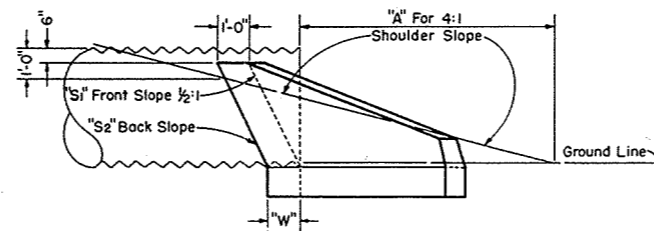
END ELEVATION
SHOWING CONCRETE CIRCULAR PIPE INCL. CATTLE PASS



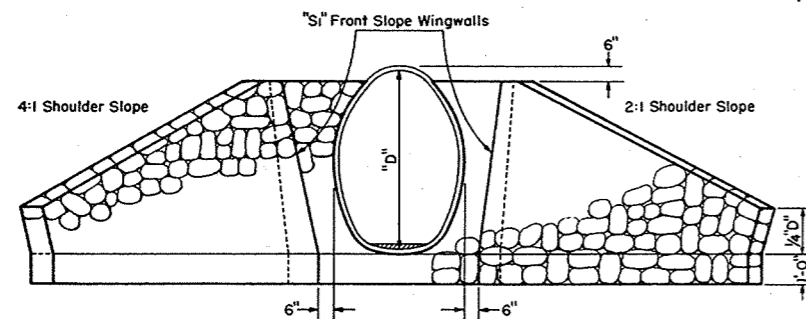
PLAN VIEW
FOR ALL TYPES OF PIPE STRUCTURES



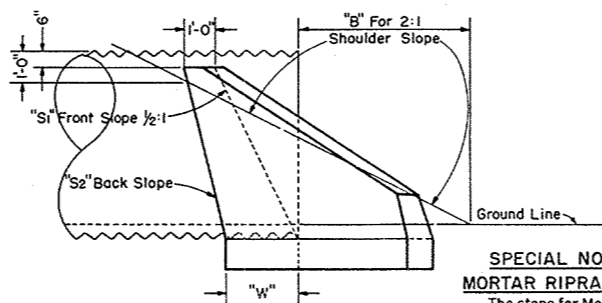
END ELEVATION
SHOWING CORRUGATED METAL PIPE ARCH



SIDE ELEVATION



END ELEVATION
SHOWING CORRUGATED METAL PIPE CATTLE PASS



SIDE ELEVATION

SPECIAL NOTES

MORTAR RIPRAP

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

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

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

BID ITEMS

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

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

PIPE ARCH

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

CATTLE PASS

CATTLE PASS	Type of Pipe	Cu. Yds. Mortar Rubble Masonry, Riprap or Mortar Riprap per Endwall	"A" (Feet)	"B" (Feet)	Front Slope "S1"	Back Slope "S2"	Width of Footing at "W" (Feet)	
48"x70"	C.M.C.P.	9.3	7.3	15.2	5.8	1/2:1	1/4:1	2.37
72"	R.C.C.P.	12.4	9.9	18.3	7.1	"	"	2.68

GENERAL NOTES

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

CONCRETE MASONRY SUBSTITUTE

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

MORTAR RUBBLE MASONRY, RIPRAP OR MORTAR RIPRAP FOR CULVERT & CATTLE PASS ENDWALLS

STATE HIGHWAY COMMISSION OF WISCONSIN

RECOMMENDED FOR APPROVAL:

12-21-53
DATE

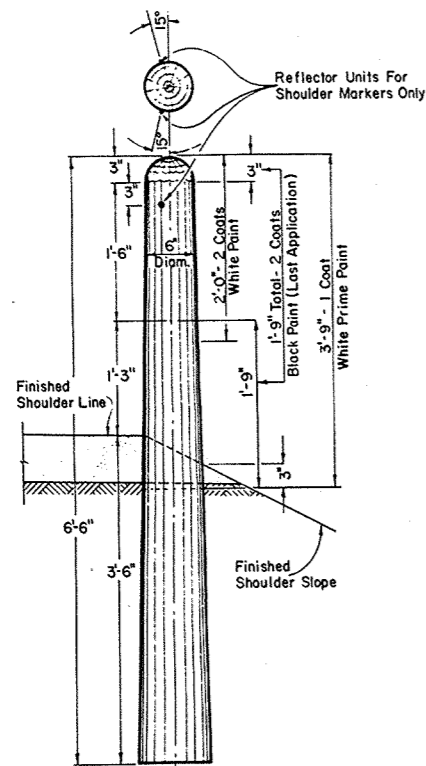
APPROVED:

12/21/53
DATE

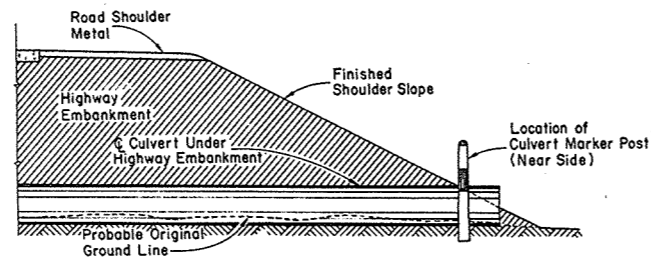
J. J. Pitt
ENGINEER OF DESIGN

E. C. Postique
STATE HIGHWAY ENGINEER

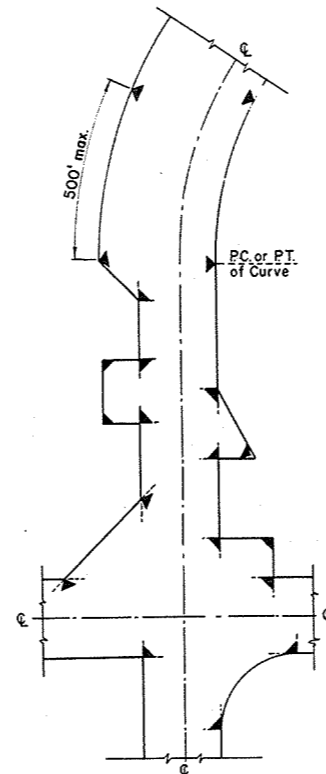
PLATE NO. 6-2.4.1



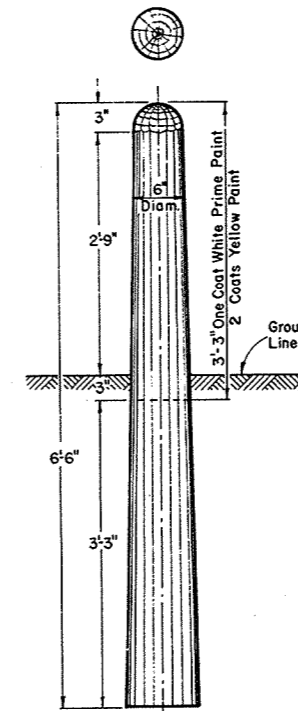
MARKER POST FOR ROAD SHOULDERS AND CULVERTS



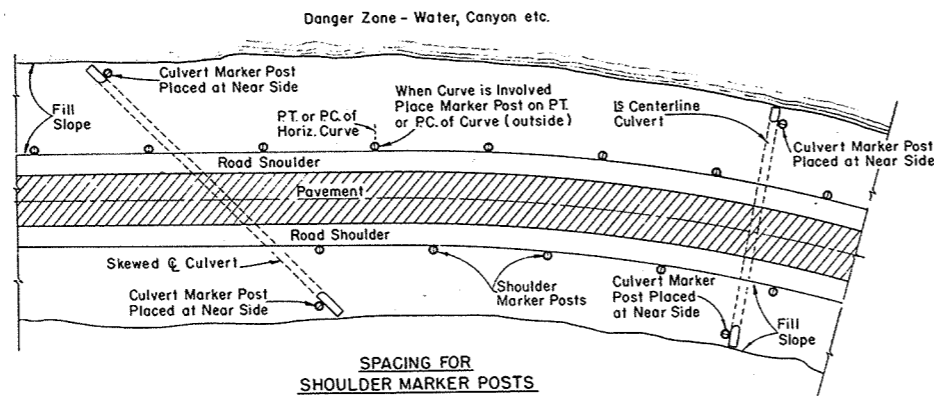
SECTION SHOWING RELATIVE LOCATION OF MARKER POST FOR CULVERTS



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



MARKER POST FOR RIGHT OF WAY



SPACING FOR SHOULDER MARKER POSTS
 50' C:C for 100' to 500' Danger Zones
 100' C:C for Over 500' Danger Zones
LOCATION DIAGRAM SHOWING RELATIVE LOCATIONS OF SHOULDER MARKER POSTS AND CULVERT MARKER POSTS

MARKER POSTS FOR ROAD SHOULDERS AND CULVERTS

MARKER POST FOR RIGHT OF WAY

GENERAL NOTES:

Details of Construction not shown on this drawing shall conform to the pertinent requirements of the Standard Specifications Sections 2523, 4124 and 4125 and the applicable Special Provisions.

All posts for Road Shoulder Markers, Culvert Markers and Right of Way Markers are identical except for Painting and Reflector Units. All Posts shall be round and untreated and shall be either Northern White Cedar, Southern Yellow Pine, Norway Pine, White Pine or Jack Pine.

MARKER POSTS FOR RIGHT OF WAY

Right of Way Marker Posts shall be erected in advance of Grading Operations. Posts may be shaped and painted prior to erection. Any damaged areas occurring to paint surface during erection or other subsequent operations must be repainted prior to acceptance.

Posts shall be placed at the outer limits of the Highway Right of Way, but entirely within the Right of Way, and shall be so placed that the outer edge of the posts shall be tangent to the Right of Way line or lines extended. The exact location of all Right of Way Posts shall be staked in the field by the Engineer. Reflector Units for Right of Way Marker Posts will not be required.

REFLECTOR UNITS

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

BID ITEMS

No. 2523-3 Marker Posts.....Each
 No. 2523-4 Marker Posts for Right of Way.....Each

MARKER POSTS & MARKER POSTS FOR RIGHT OF WAY

STATE HIGHWAY COMMISSION OF WISCONSIN

RECOMMENDED FOR APPROVAL

4/6/54
 DATE

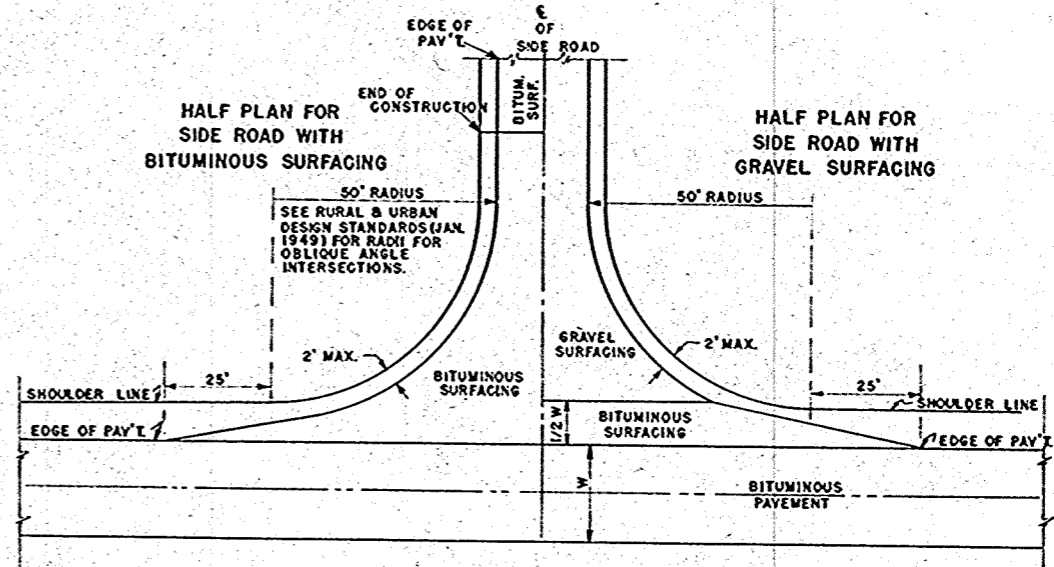
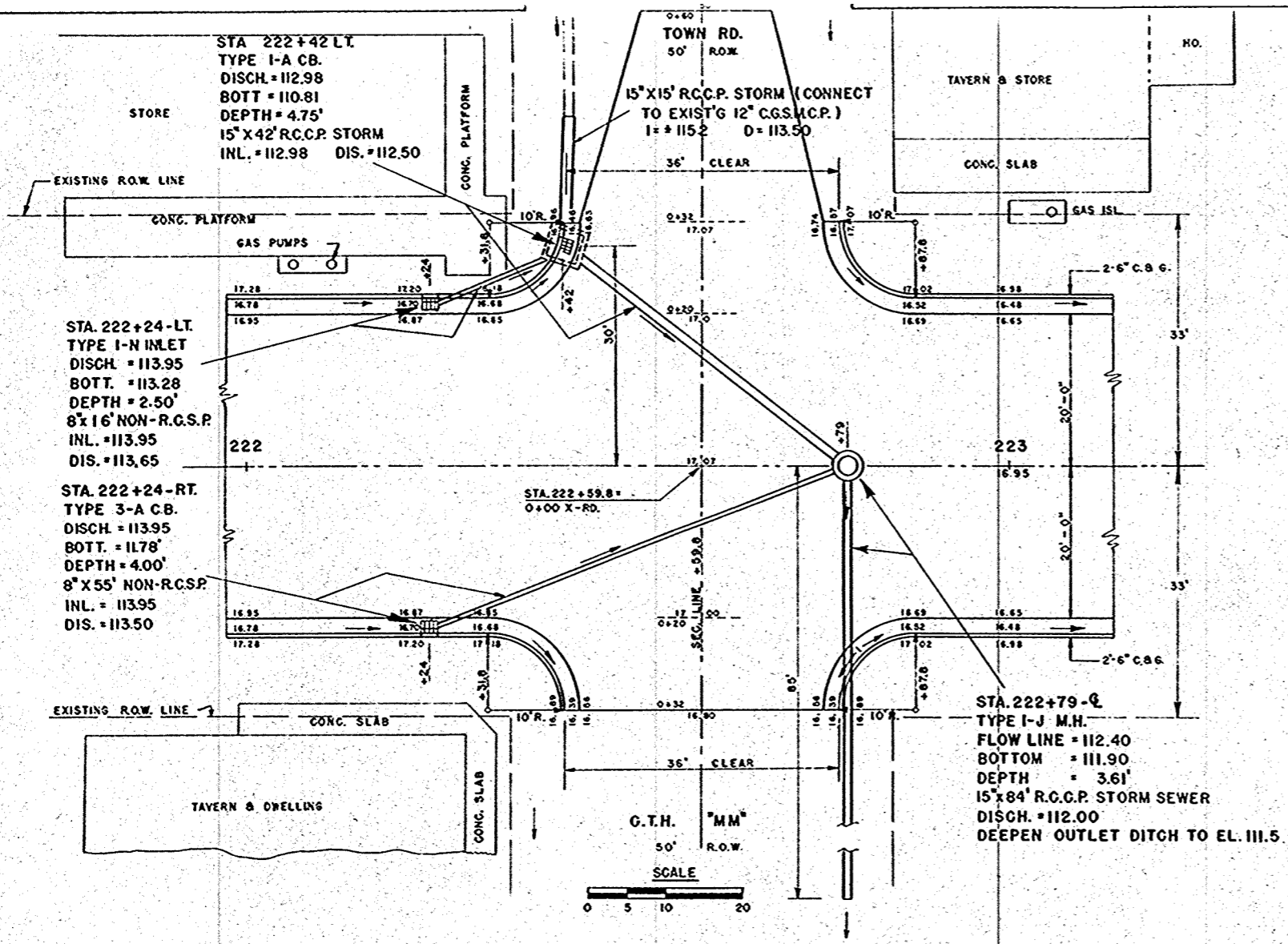
J. Peltz
 ENGINEER OF DESIGN

APPROVED:

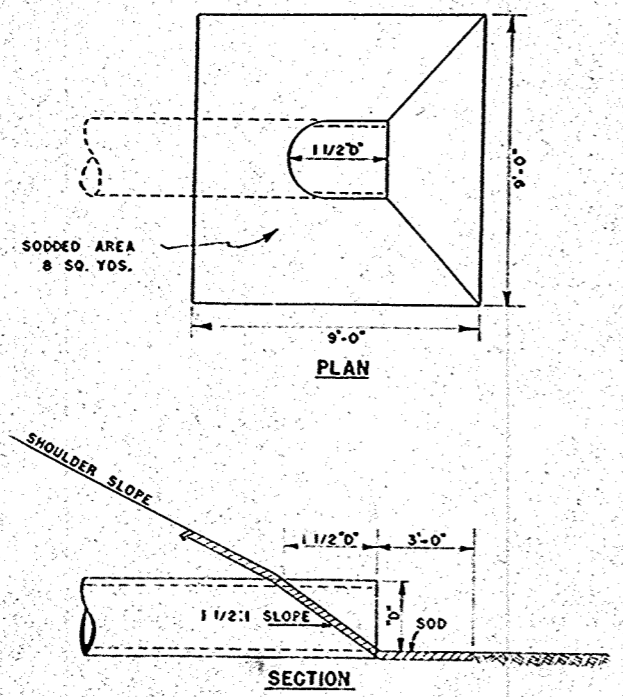
11/27/54
 DATE

E. L. Rollins
 STATE HIGHWAY ENGINEER

PLATE NO. 7-1.3.2.



DETAILS FOR BITUMINOUS SURFACING AT SIDE ROADS



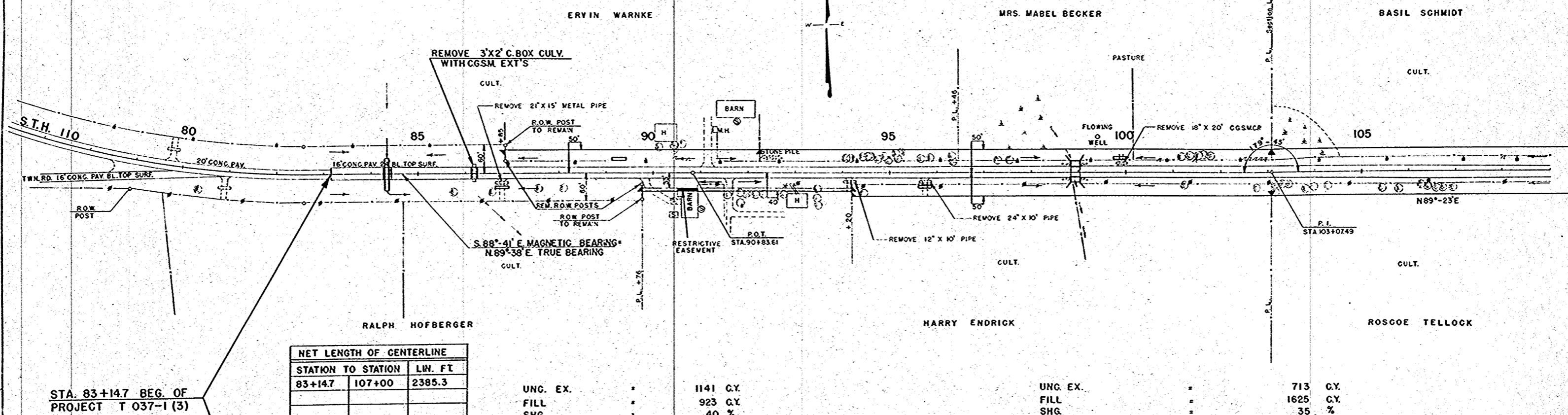
DETAIL OF SOD ENDWALLS FOR PIPES UNDER SIDE RDS. & PRIV. ENTR.

INTERSECTION DETAILS AT STA 222 + 59.8 AND MISCELLANEOUS CONSTRUCTION DETAILS

SCALE VARIABLE

BENCH MARKS			
NO.	STATION	DESCRIPTION	ELEV.
1	80+38	SPIKE IN 42" ELM - 37' RT.	97.29
2	91+40	PNT. MK. - S.E. COR. STK. TNK. - 86L	100.64
3	103+10	SPIKE IN 24" W. OAK - 185' RT.	96.56

D.P. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	T 037-1 (3)	5	81



NET LENGTH OF CENTERLINE		
STATION TO STATION	LW.	FT.
83+14.7	107+00	2385.3

STA. 83+14.7 BEG. OF PROJECT T 037-1 (3)

UNC. EX. = 1141 C.Y.
 FILL = 923 C.Y.
 SHG. = 40 %

UNC. EX. = 713 C.Y.
 FILL = 1625 C.Y.
 SHG. = 35 %

HAUL IN 155 C.Y. FROM STA. 08+00 - 120+60

HAUL IN 1458 C.Y. FROM STA. 108+00 - 120+60

GENERAL NOTES

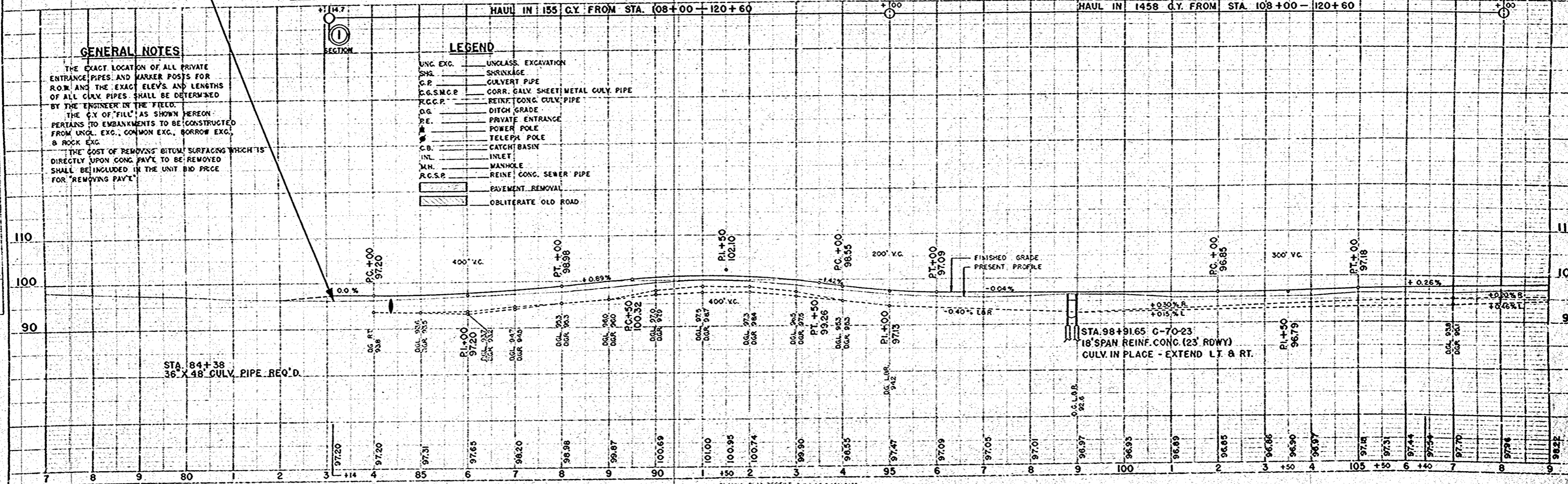
THE EXACT LOCATION OF ALL PRIVATE ENTRANCE PIPES AND MARKER POSTS FOR R.O.W. AND THE EXACT ELEV. AND LENGTHS OF ALL CULV. PIPES SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

THE C.Y. OF "FILL" AS SHOWN HEREON PERTAINS TO EMBANKMENTS TO BE CONSTRUCTED FROM UNCL. EXC., COMMON EXC., BORROW EXC., & ROCK EXC.

THE COST OF REMOVING BITUM. SURFACING WHICH IS DIRECTLY UPON CONG. PAV. TO BE REMOVED SHALL BE INCLUDED IN THE UNIT BID PRICE FOR "REMOVING PAVT."

LEGEND

- UNC. EXC. UNCLASS. EXCAVATION
- SHG. SHRINKAGE
- C.P. CULVERT PIPE
- C.G.S.M.C.P. CORR. GALV. SHEET METAL CULV. PIPE
- R.C.C.P. REINF. CONG. CULV. PIPE
- D.G. DITCH GRADE
- P.E. PRIVATE ENTRANCE
- P.P. POWER POLE
- T.P. TELEPH. POLE
- C.B. CATCH BASIN
- INL. INLET
- M.H. MANHOLE
- R.C.S.P. REINF. CONG. SEWER PIPE
- PAV. REMOVAL
- OBLITERATE OLD ROAD



DATE: 12/24/54
 DRAWN BY: [Name]
 CHECKED BY: [Name]
 IN CHARGE: [Name]

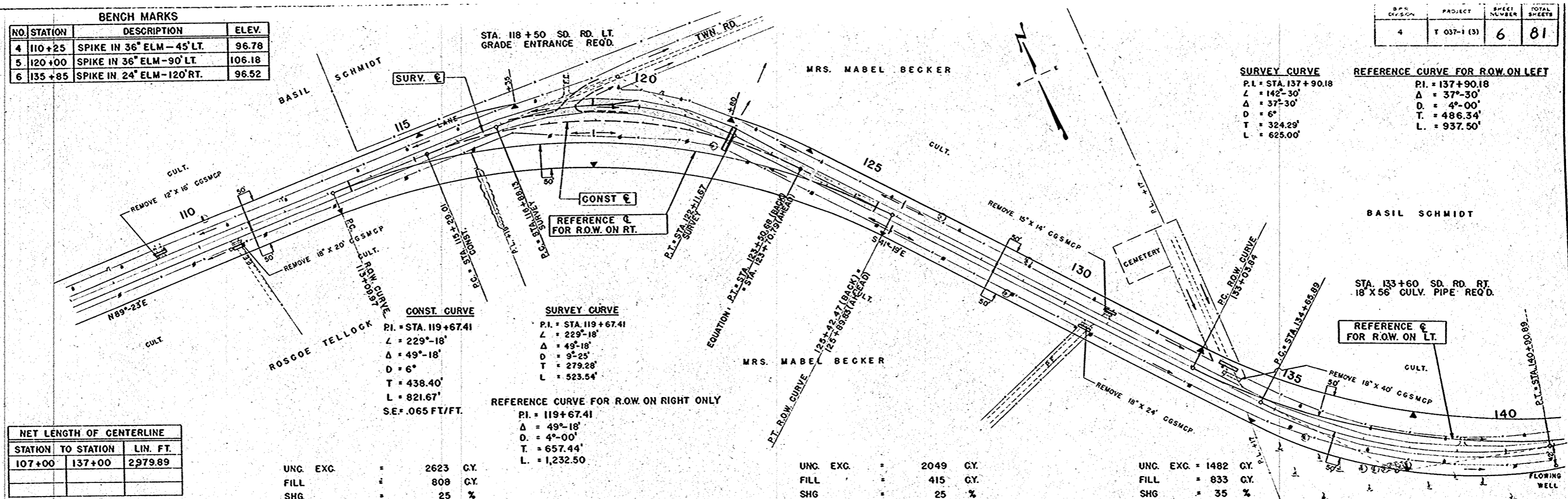
DATE: 12/24/54
 DRAWN BY: [Name]
 CHECKED BY: [Name]
 IN CHARGE: [Name]

BENCH MARKS

NO.	STATION	DESCRIPTION	ELEV.
4	110+25	SPIKE IN 36" ELM-45' LT.	96.78
5	120+00	SPIKE IN 36" ELM-90' LT.	106.18
6	135+85	SPIKE IN 24" ELM-120' RT.	96.52

SURVEY CURVE

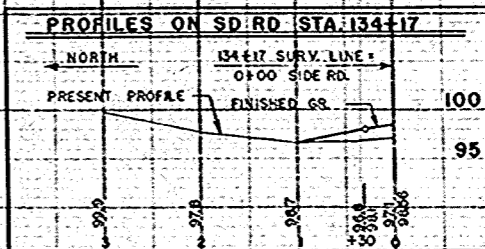
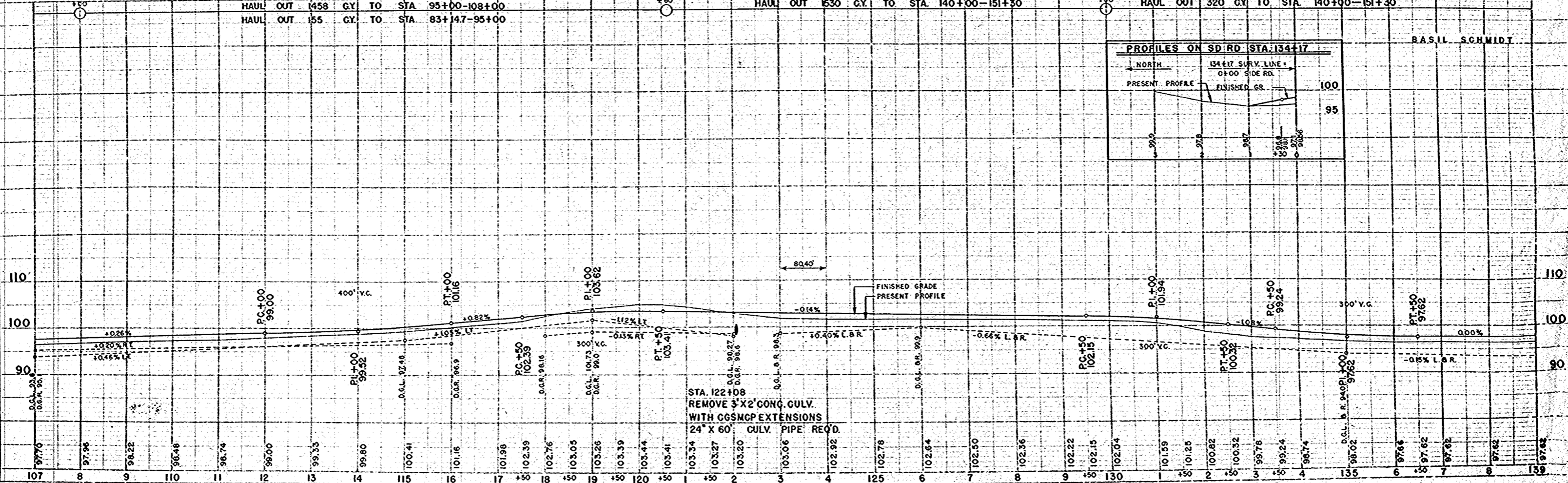
P.L. = STA. 137+90.18	REFERENCE CURVE FOR R.O.W. ON LEFT
L = 142'-30'	P.I. = 137+90.18
Δ = 37°-30'	Δ = 37°-30'
D = 6°	D = 4°-00'
T = 324.29'	T = 486.34'
L = 625.00'	L = 937.50'



NET LENGTH OF CENTERLINE

STATION TO STATION	LIN. FT.	
107+00	137+00	2979.89

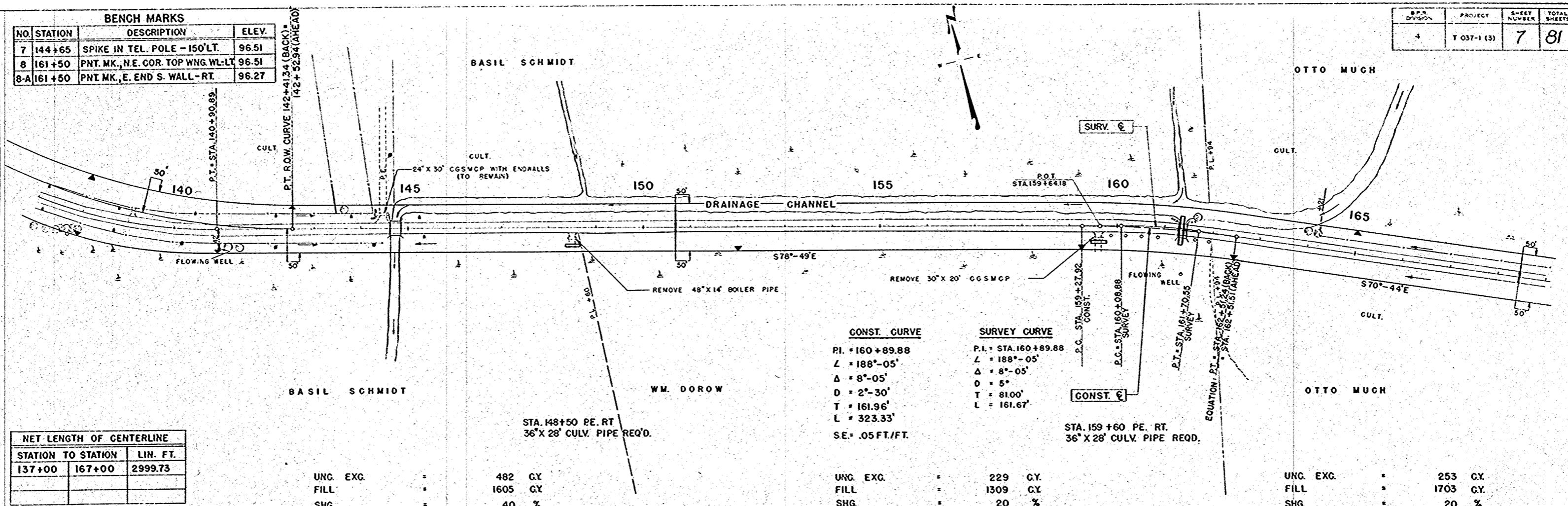
UNC. EXC. = 2623 CY.	UNC. EXC. = 2049 CY.	UNC. EXC. = 1482 CY.
FILL = 808 CY.	FILL = 415 CY.	FILL = 833 CY.
SHG. = 25 %	SHG. = 25 %	SHG. = 35 %



PLAN
SCALE
1" = 100.00'
DATE
11/23/33
BY
W.E.H.

PROF.
SCALE
1" = 10.00'
DATE
11/23/33
BY
W.E.H.

BENCH MARKS			
NO.	STATION	DESCRIPTION	ELEV.
7	144+65	SPIKE IN TEL. POLE - 150' LT.	96.51
8	161+50	PNT. MK., N.E. COR. TOP WNG. WL-LT	96.51
8-A	161+50	PNT. MK., E. END S. WALL-RT.	96.27



CONST. CURVE
 P.I. = 160+89.88
 L = 188'-05"
 Δ = 8°-05'
 D = 2°-30'
 T = 161.96'
 L = 323.33'
 S.E. = .05 FT./FT.

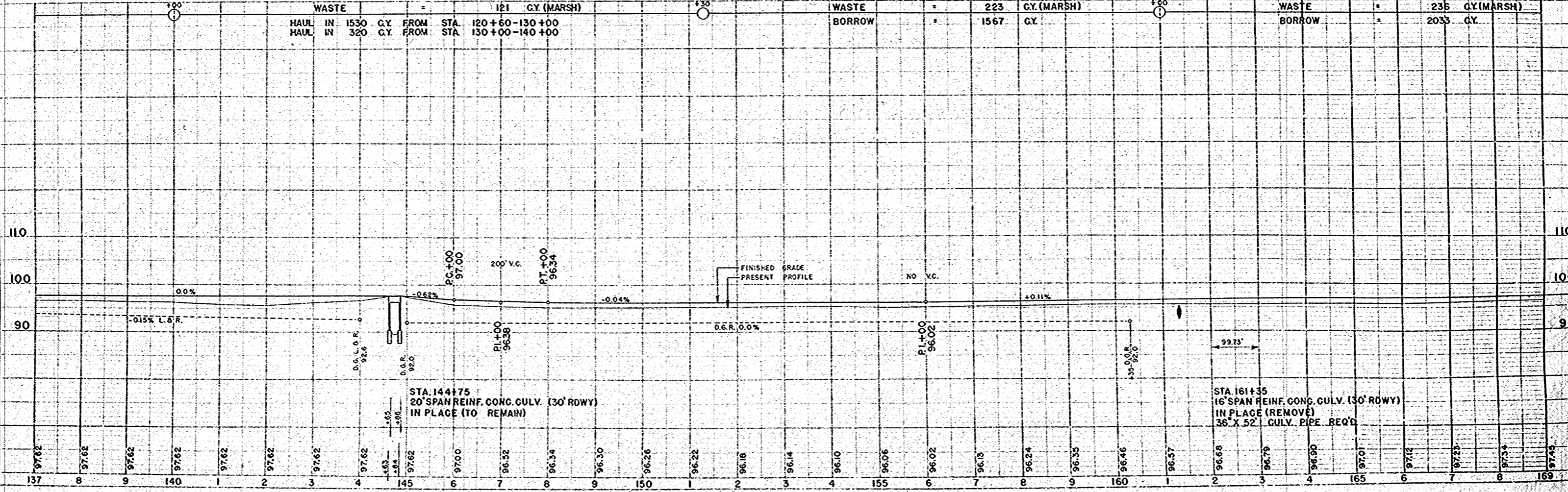
SURVEY CURVE
 P.I. = STA. 160+89.88
 L = 188'-05"
 Δ = 8°-05'
 D = 5°
 T = 81.00'
 L = 161.67'

NET LENGTH OF CENTERLINE		
STATION TO STATION	LIN. FT.	
137+00	167+00	2999.73

UNC. EXC. = 482 CY
 FILL = 1605 CY
 SHG. = 40 %
 WASTE = 121 CY (MARSH)
 HAUL IN 1530 CY FROM STA. 120+60-130+00
 HAUL IN 320 CY FROM STA. 130+00-140+00

UNC. EXC. = 229 CY
 FILL = 1309 CY
 SHG. = 20 %
 WASTE = 223 CY (MARSH)
 BORROW = 1567 CY

UNC. EXC. = 253 CY
 FILL = 1703 CY
 SHG. = 20 %
 WASTE = 235 CY (MARSH)
 BORROW = 2033 CY



DATE: 11/84
 CWR: [Signature]
 CDR: [Signature]
 WEN: [Signature]
 NO. 10250

DATE: 11/84
 CWR: [Signature]
 CDR: [Signature]
 WEN: [Signature]
 NO. 10250

BENCH MARKS

NO.	STATION	DESCRIPTION	ELEV.
9	178+25	SPIKE IN 10" ELM - 55' LT.	101.66
10	186+35	SPIKE IN 14" HICKORY - 75' RT.	99.80
11	197+10	SPIKE IN 8" S. MAPLE - 50' RT.	106.94
11-A	198+22	TOP CAP, U.S.C. & G.A. STA. - 35' RT.	106.17

SURVEY CURVE	CONST. CURVE	REF. CURVE FOR ROW ON RT.
P.I. = STA. 176+50.28 L = 208'-32" Δ = 28°-32" D = 9" T = 161.92' L = 317.04'	P.I. = STA. 176+50.28 L = 208'-32" Δ = 28°-32" D = 6" T = 242.92' L = 475.56' STA. 179+70 P.E. LT. ENTRANCE GRADE REQ'D. S.E. = .065 FT./FT.	P.I. = 176+50.28 Δ = 28°-32" D = 3°-00" T = 485.68' L = 951.11'

OTTO MUCH

NEW 24" x 48" CGSMCP RECENTLY PLACED BY TOWN FIRE DEPARTMENT - MOVE BACK TO NEW DITCH LINE. NOTE: THE COST FOR THIS WORK SHALL BE INCLUDED IN THE COST FOR OTHER ITEMS.

PASTURE

WELL

USCGS TIE POINTS

USCGS & POINT "Zitter" 1954

ROADSIDE PARK

NET LENGTH OF CENTERLINE

STATION TO STATION	LIN. FT.	
167+00	197+00	2996.52

REFERENCE E FOR ROW ON RT

REF. CURVE FOR ROW ON LT.

P.I. = 197+75.95
Δ = 47°-25'
D = 4°-00'
T = 629.14
L = 1185.42

CONST. CURVE

P.I. = STA. 197+75.95
L = 132°-35'
Δ = 47°-25'
D = 6"
T = 419.54'
L = 790.28'
S.E. = .065 FT./FT.

SURVEY CURVE

P.I. = STA. 197+75.95
L = 132°-35'
Δ = 47°-25'
D = 11"
T = 228.82'
L = 431.06'

EMIL P. NIEMUTH

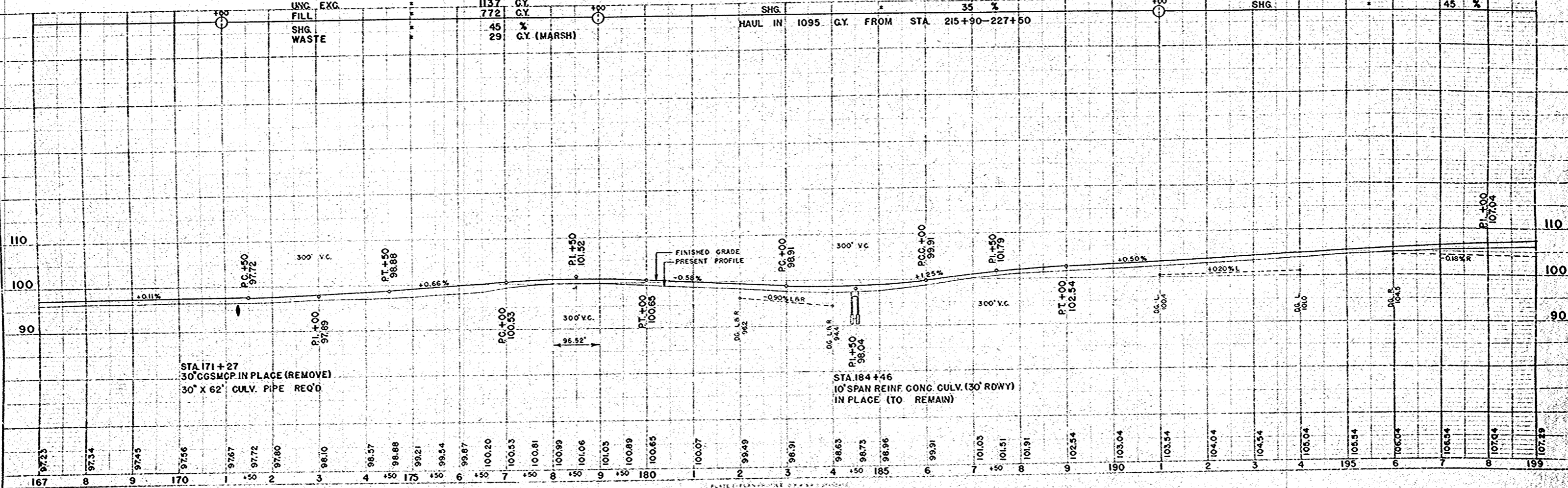
UNC. EXC. FILL	1137 GY
SHG. WASTE	45 %
	29 GY (MARSH)

UNC. EXC. FILL = 411 GY

SHG. = 35 %

HAUL IN 1095 GY FROM STA. 215+90-227+50

UNC. EXC. FILL	1478 GY
SHG.	45 %



PLAN

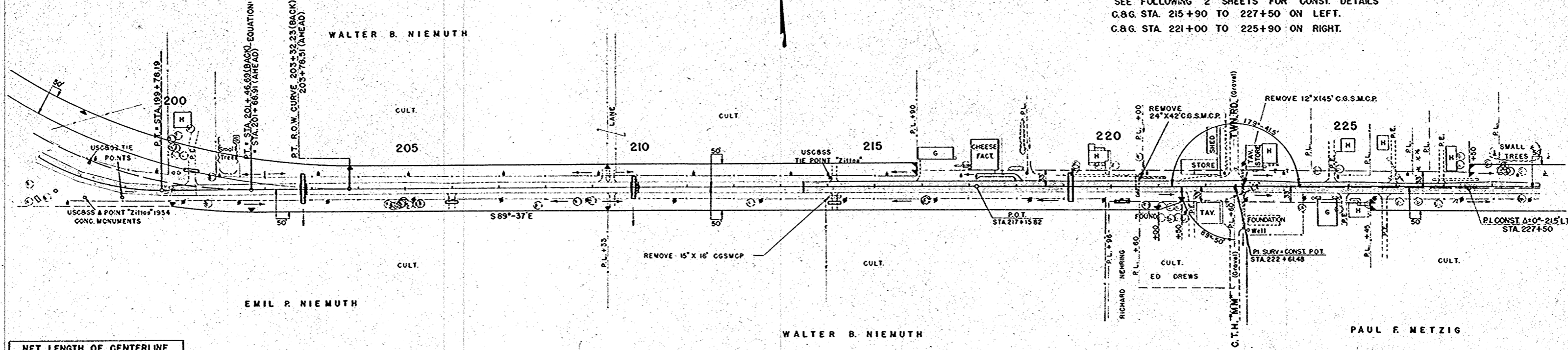
NO. 10260

PROFILE

NO. 10258

BENCH MARKS			
NO.	STATION	DESCRIPTION	ELEV.
12	209+30	SPIKE IN 16" ELM-185' RT.	106.17
13	217+62	PNT. MK., CONC. S.W.-15'E., S.E. COR. CHEESE FACT.	119.25
14	224+32	S.W. COR. PUMP ISLAND BASE-23' RT.	116.96

NOTE
 SEE FOLLOWING 2 SHEETS FOR CONST. DETAILS
 C.B.G. STA. 215+90 TO 227+50 ON LEFT.
 C.B.G. STA. 221+00 TO 225+90 ON RIGHT.

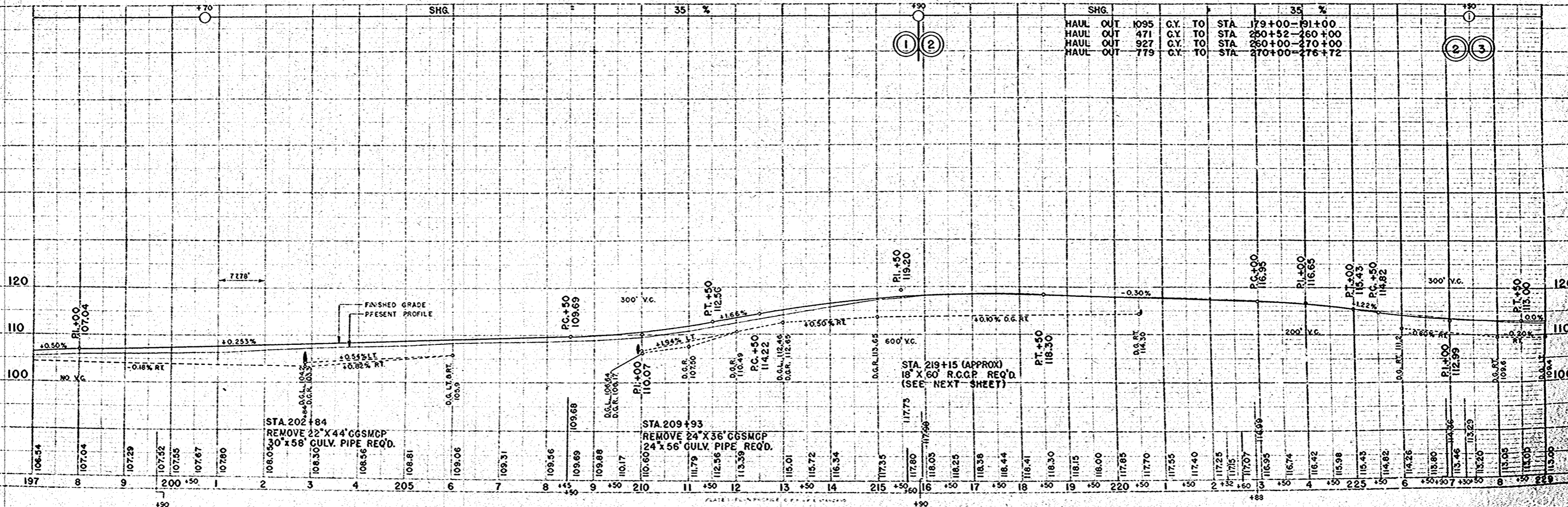


NET LENGTH OF CENTERLINE		
STATION TO STATION	LIN. FT.	
197+00	215+90	1867.78
215+90	227+50	1160.00

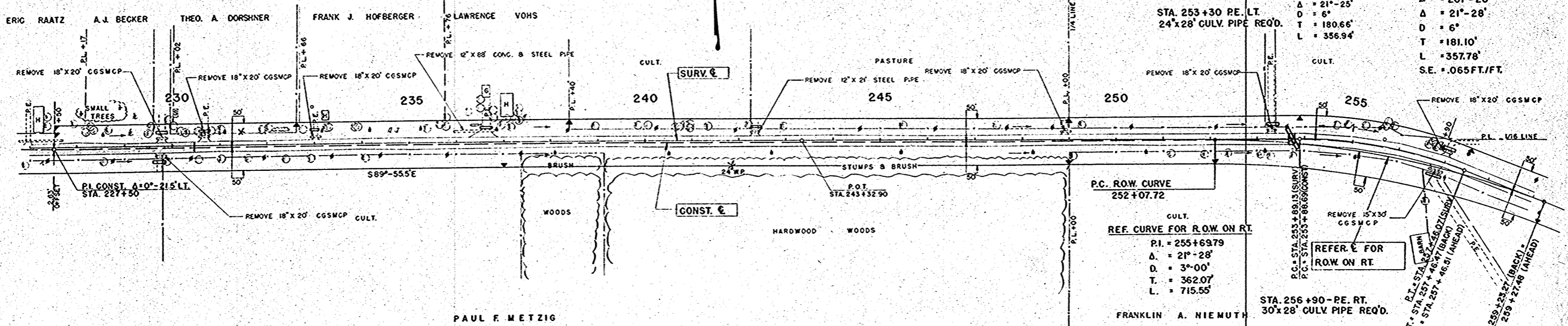
UNC. EXG. = 1758 C.Y.
 FILL = 1287 C.Y.
 SHG. = 35 %

UNC. EXG. = 3501 C.Y.
 FILL = 173 C.Y.
 SHG. = 35 %

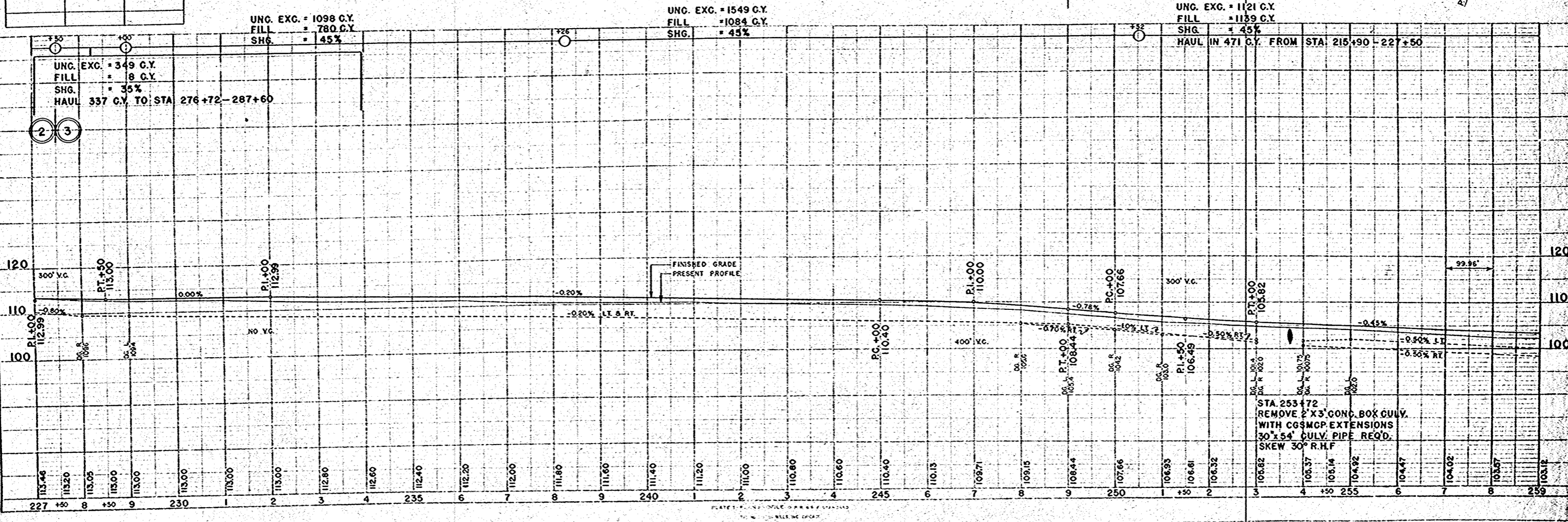
HAUL	OUT	TO	STA.
HAUL	OUT	1095 C.Y.	TO STA. 179+00-191+00
HAUL	OUT	471 C.Y.	TO STA. 250+52-260+00
HAUL	OUT	927 C.Y.	TO STA. 250+00-270+00
HAUL	OUT	779 C.Y.	TO STA. 270+00-276+72



BENCH MARKS			
NO.	STATION	DESCRIPTION	ELEV.
15	236+47	TOP 2.5" PIPE - 36' LT.	111.94
16	241+85	SPIKE IN 26" W. PINE - 43' RT.	110.65
17	255+64	SPIKE IN 12" ELM - 40' LT.	104.40



NET LENGTH OF CENTERLINE		
STATION TO STATION	LIN. FT.	
227+50	257+00	2950.0



PLAN
 SURVEYED
 ALIGNED
 CHECKED
 DATE
 BY

PROFILE
 SURVEYED
 ALIGNED
 CHECKED
 DATE
 BY

SURVEY CURVE		CONST. CURVE	
P.I. = STA. 255+69.79	L = 201'-25'	P.I. = STA. 255+69.79	L = 201'-28'
Δ = 21°-25'	D = 6"	Δ = 21°-28'	D = 6"
T = 180.66'	L = 356.94'	T = 181.10'	L = 357.78'
		S.E. = .065 FT./FT.	

P.C. ROW CURVE	
252+07.72	
REF. CURVE FOR R.O.W. ON RT.	
P.I. = 255+69.79	
Δ = 21°-28'	
D = 3°-00'	
T = 362.07'	
L = 715.55'	

STA. 256+90 - PE. RT.
30"x28" CULV. PIPE REQ'D.

UNC. EXC. = 1121 C.Y.
FILL = 1139 C.Y.
SHG. = 45%
HAUL IN 471 C.Y. FROM STA. 215+90 - 227+50

UNC. EXC. = 1098 C.Y.
FILL = 780 C.Y.
SHG. = 45%

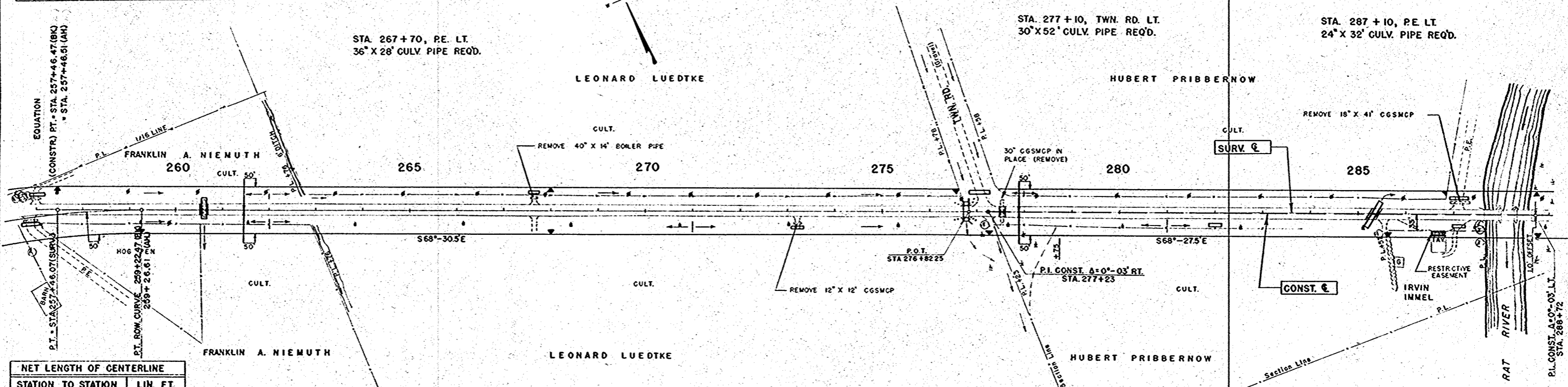
UNC. EXC. = 349 C.Y.
FILL = 8 C.Y.
SHG. = 35%
HAUL 337 C.Y. TO STA. 276+72 - 287+60

UNC. EXC. = 1549 C.Y.
FILL = 1084 C.Y.
SHG. = 45%

STA. 253+72
REMOVE 2' X 3' CONC. BOX CULV.
WITH CGSMCP EXTENSIONS
30' X 54' CULV. PIPE REQ'D.
SKEW 30° R.H.F.

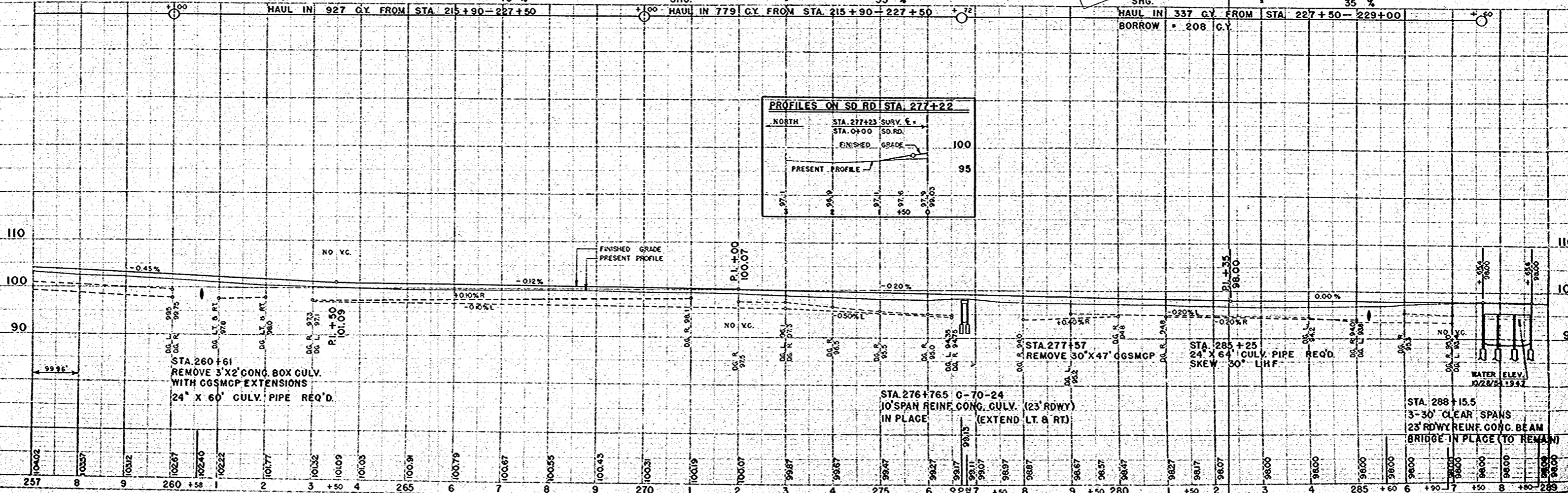
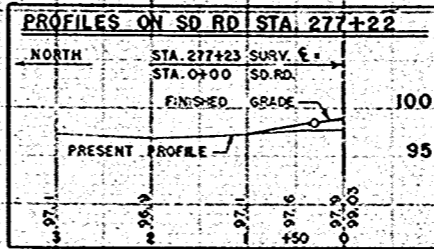
BENCH MARKS			
NO.	STATION	DESCRIPTION	ELEV.
18	275+82	SPIKE IN 16" HICKORY, -125' RT	98.83
19	286+85	TOP IRON ROD, N.E. COR. CONG. PEDESTAL - 35' RT	97.58

S.P.R. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	T 037-1 (3)	13	81



NET LENGTH OF CENTERLINE		
STATION TO STATION	LIN. FT.	
257+00	287+00	2999.96

UNC. EXC. FILL SHG.	927 GY FROM STA 215+90-227+50	690 C.Y.	1180 C.Y.	45 %	UNC. EXC. FILL SHG.	779 GY FROM STA 215+90-227+50	404 C.Y.	890 C.Y.	35 %	UNC. EXC. FILL SHG.	337 GY FROM STA 227+50-229+00	208 GY	621 C.Y.	840 C.Y.	35 %
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PLAN
 DATE 1/25/35
 DRAWN BY WCH
 CHECKED BY WCH
 NO. 10298

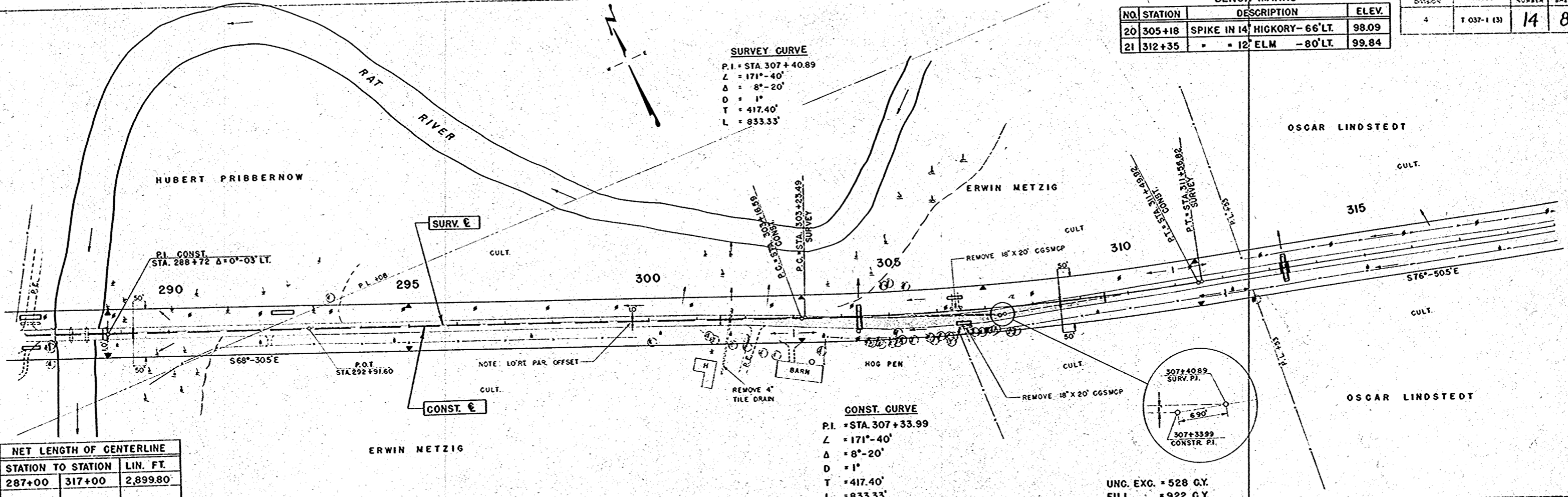
PROFILE
 DATE 1/25/35
 DRAWN BY WCH
 CHECKED BY WCH
 NO. 10298

BENCH MARKS			
NO.	STATION	DESCRIPTION	ELEV.
20	305+18	SPIKE IN 14" HICKORY - 66' LT.	98.09
21	312+35	" " 12" ELM - 80' LT.	99.84

S.P. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	T. 037-1 (3)	14	81

SURV. CURVE
 P.I. = STA 307 + 40.89
 L = 171° - 40'
 Δ = 8° - 20'
 D = 1"
 T = 417.40'
 L = 833.33'

CONST. CURVE
 P.I. = STA 307 + 33.99
 L = 171° - 40'
 Δ = 8° - 20'
 D = 1"
 T = 417.40'
 L = 833.33'
 S.E. = 02 FT/FT.



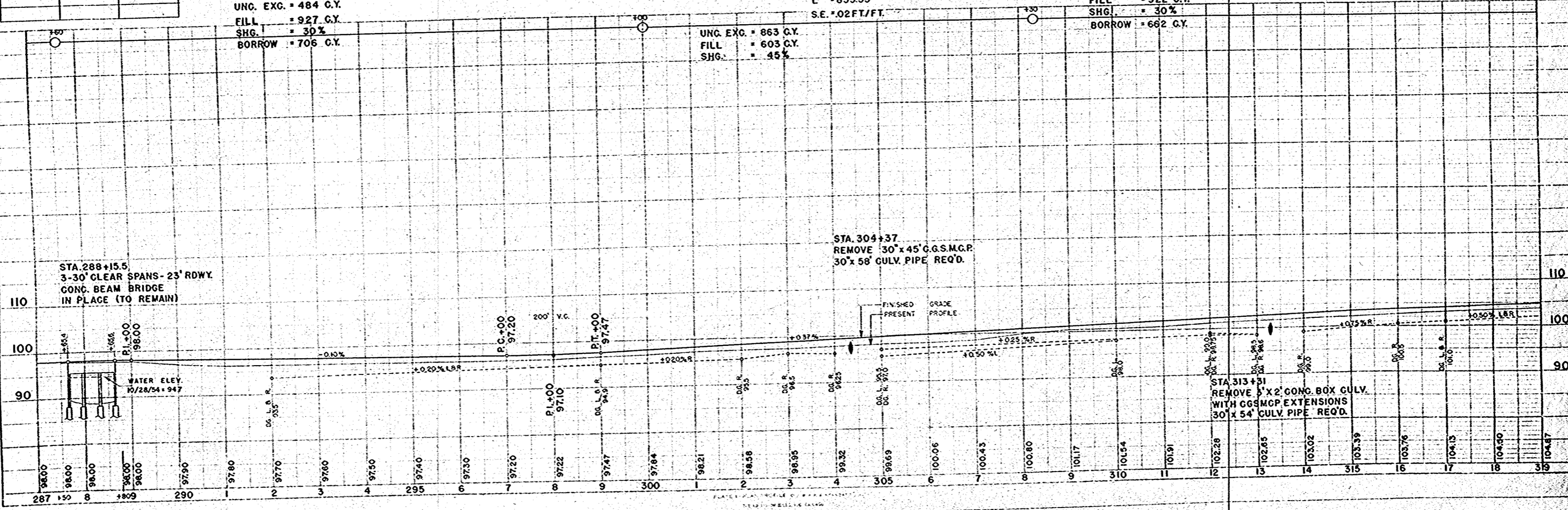
NET LENGTH OF CENTERLINE

STATION TO STATION	LIN. FT.	
287+00	317+00	2,899.80'

UNC. EXC. = 484 C.Y.
 FILL = 927 C.Y.
 SHG. = 30%
 BORROW = 706 C.Y.

UNC. EXC. = 863 C.Y.
 FILL = 603 C.Y.
 SHG. = 45%

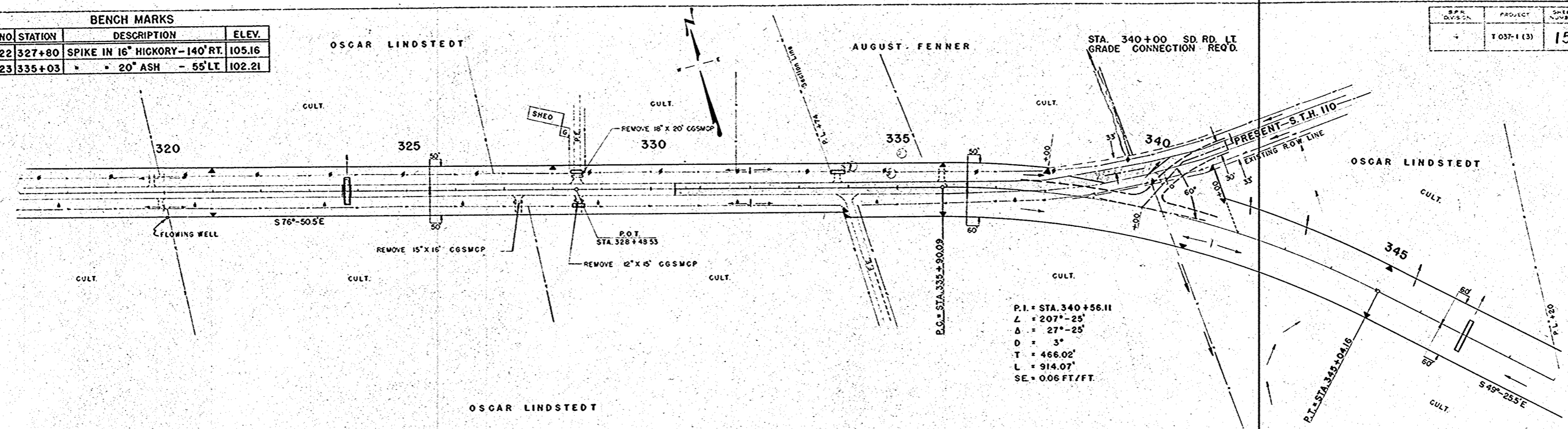
UNC. EXC. = 528 C.Y.
 FILL = 922 C.Y.
 SHG. = 30%
 BORROW = 662 C.Y.



DATE: 11/24/54
 DRAWN BY: C.W.P.
 CHECKED BY: W.E.H.
 NO. 10250

DATE: 11/24/54
 DRAWN BY: C.W.P.
 CHECKED BY: W.E.H.
 NO. 10250

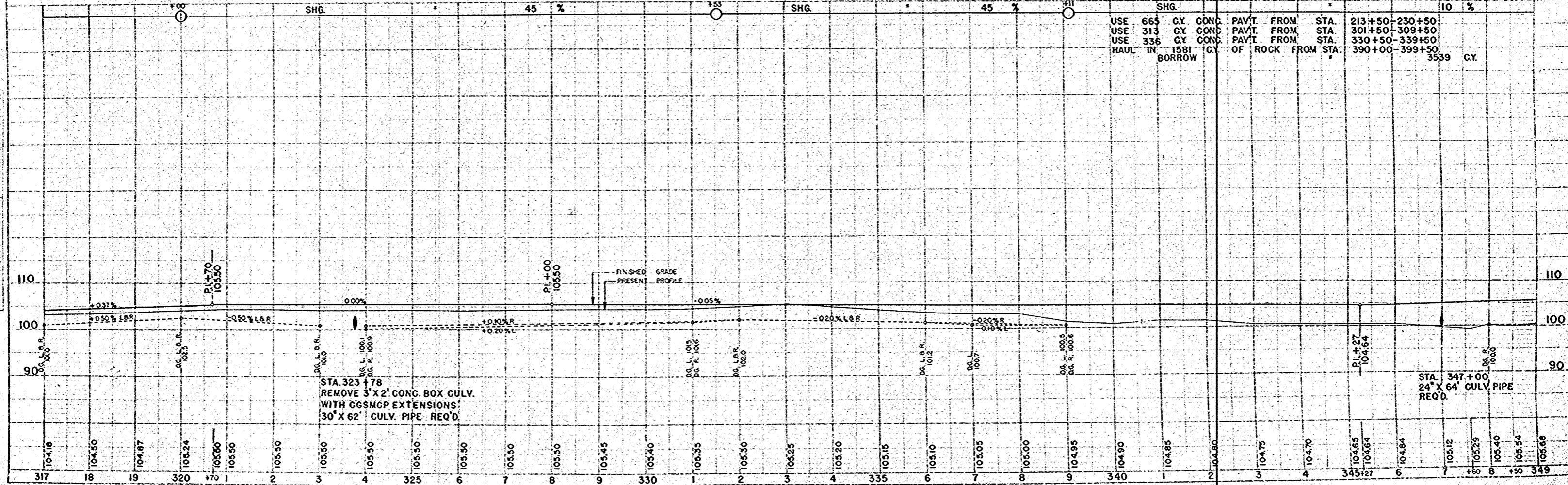
BENCH MARKS			
NO.	STATION	DESCRIPTION	ELEV.
22	327+80	SPIKE IN 16" HICKORY - 140° RT.	105.16
23	335+03	20" ASH - 55° LT	102.21



NET LENGTH OF CENTERLINE		
STATION TO STATION	LIN. FT.	
317+00	347+00	3000.0

UNC. EXC.	=	1232	CY	UNC. EXC.	=	1303	CY	UNC. EXC.	=	106	CY
FILL	=	862	CY	FILL	=	913	CY	FILL	=	5897	CY
SHG.	=	45	%	SHG.	=	45	%	SHG.	=	10	%

USE 665 CY CONC. PAVT. FROM STA. 213+50-230+50
 USE 313 CY CONC. PAVT. FROM STA. 301+50-309+50
 USE 336 CY CONC. PAVT. FROM STA. 330+50-339+50
 HAUL IN 1581 CY OF ROCK FROM STA. 390+00-399+50
 BORROW 3539 CY



STA. 323+78
 REMOVE 3' X 2' CONC. BOX CULV.
 WITH CGSMCP EXTENSIONS!
 30' X 62' CULV. PIPE REQ'D.

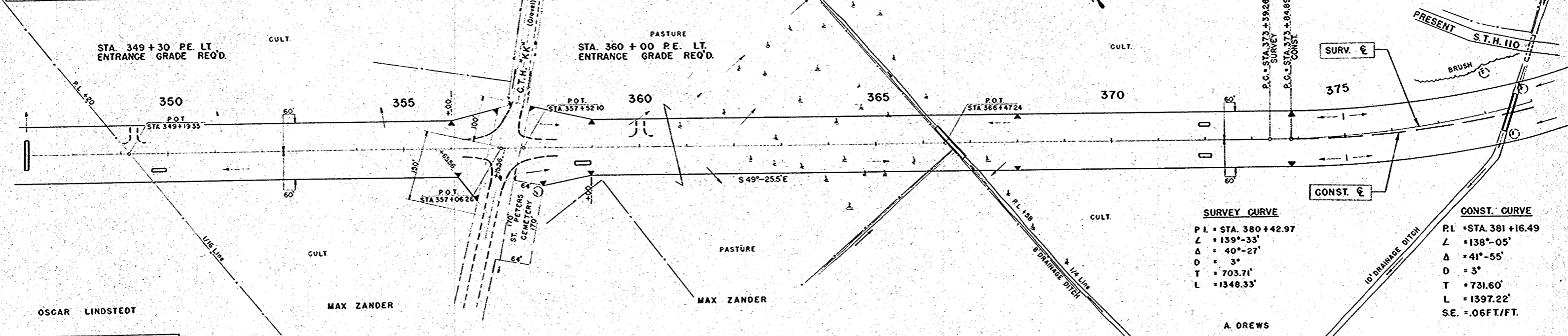
STA. 347+00
 24' X 64' CULV. PIPE
 REQ'D.

PLAN
 DATE: 12/31/33
 DRAWN BY: WEA
 CHECKED BY: WEA
 NO. 10260

PROFILE
 DATE: 12/31/33
 DRAWN BY: WEA
 CHECKED BY: WEA
 NO. 10260

BENCH MARKS

NO.	STATION	DESCRIPTION	ELEV.
24	350+60	SPIKE IN 26" W. OAK - 150' RT.	102.79
25	358+20	SPIKE IN 30" OAK - 300' LT.	103.36
26	364+00	SPIKE IN 26" WILLOW - 320' LT.	101.00
27	371+50	SPIKE IN TRIPLE B.E. - 180' LT.	106.76

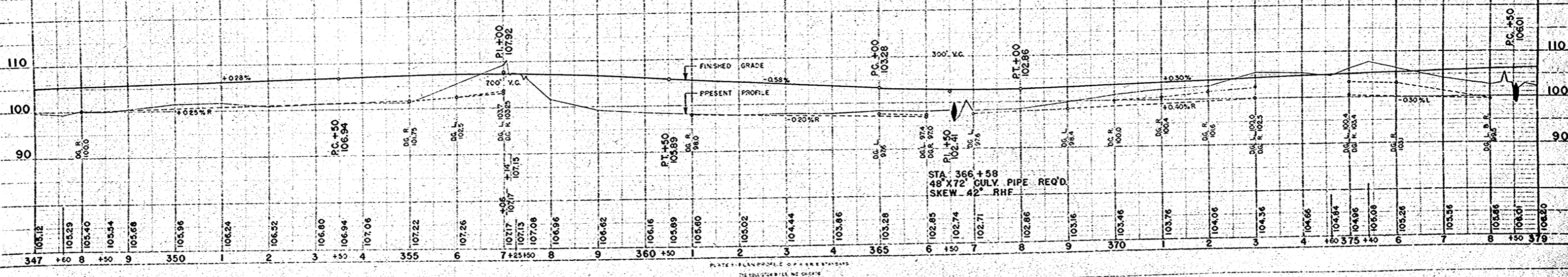
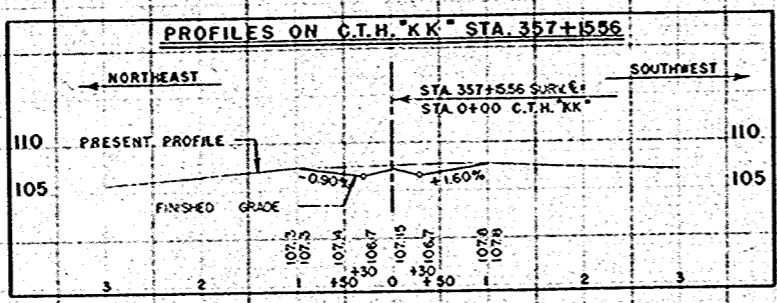


NET LENGTH OF CENTERLINE

STATION TO STATION	LIN. FT.	
347+00	377+00	3000.0

UNC. EXC. FILL SHG.	=	1323 C.Y.	6559 C.Y.	10 %
UNC. EXC. FILL SHG.	=	258 C.Y.	7504 C.Y.	15 %
UNC. EXC. FILL SHG.	=	4486 C.Y.	1084 C.Y.	30 %

HAUL IN 1062 GY ROCK FROM STA. 390+00 - 399+50	USE 804 GY CONG. PAYT. FROM STA. 381+50 - 402+50	HAUL OUT 3077 GY TO STA. 360+00 - 370+00
HAUL IN 2003 GY ROCK FROM STA. 399+50 - 410+00	HAUL IN 2948 GY ROCK FROM STA. 390+00 - 399+50	
BORROW	HAUL IN 3077 GY FROM STA. 370+00 - 380+00	
	HAUL IN 1514 GY FROM STA. 380+00 - 390+00	



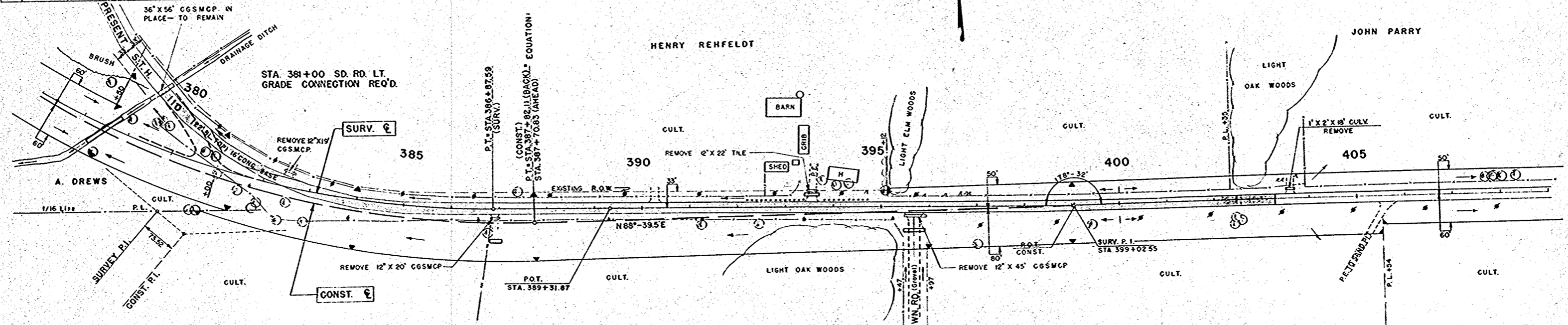
PLAN
 APPROVED: [Signature]
 DATE: 11/25/54
 DRAWN BY: [Signature]
 CHECKED BY: [Signature]

PROFILE
 APPROVED: [Signature]
 DATE: 11/25/54
 DRAWN BY: [Signature]
 CHECKED BY: [Signature]

PLATE 1 - FULL PROFILE OF ROAD BRIDGES
 THE FOLLOWING FILE NO. CHANGES

BENCH MARKS

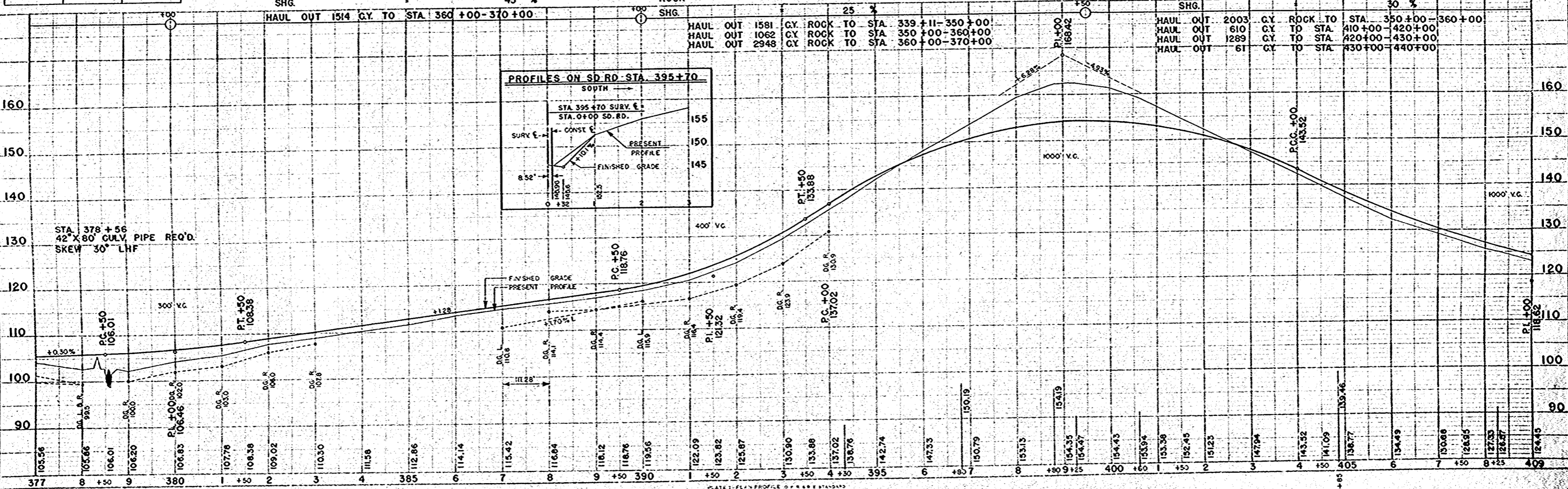
NO.	STATION	DESCRIPTION	ELEV.
27-A	378+25	SPIKE IN 22" ELM-45' RT.	103.20
28	382+50	SPIKE IN 30" RED OAK-60' RT.	111.08
29	392+80	SPIKE IN 24" RED OAK-75' RT.	127.39
30	397+03	SPIKE IN 24" ELM-69' RT.	158.60



NET LENGTH OF CENTERLINE

STATION TO STATION	LIN. FT.	
377+00	407+00	3011.28

UNC. EXC.	=	2512 C.Y.	COMMON EXC.	=	1469 C.Y.	COMMON EXC.	=	2518 C.Y.
FILL	=	698 C.Y.	FILL	=	1195 C.Y.	FILL	=	429 C.Y.
SHG.	=	45 %	ROCK	=	5591 C.Y.	ROCK	=	2003 C.Y.
			SHG.	=	50 %			

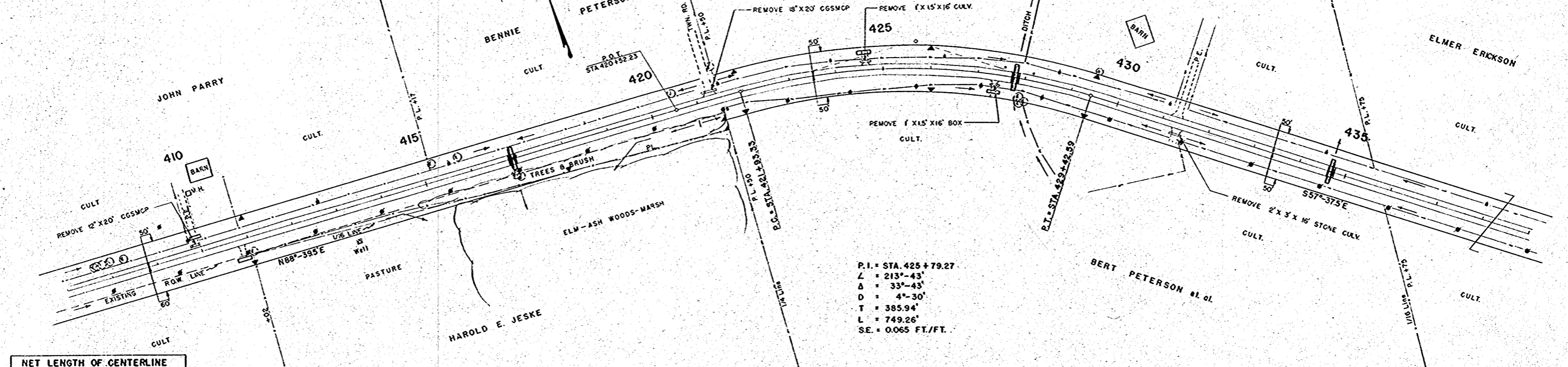


PLAN
 SURVEYED
 PLOT
 ALIGNED
 CHECKED
 DATE
 1/23/34
 1/23/34
 1/23/34

PROFILE
 SURVEYED
 PLOT
 ALIGNED
 CHECKED
 DATE
 1/23/34
 1/23/34
 1/23/34

BENCH MARKS

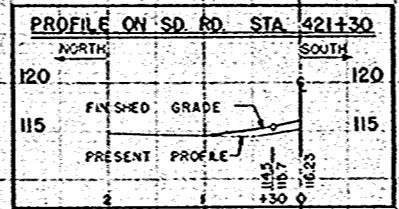
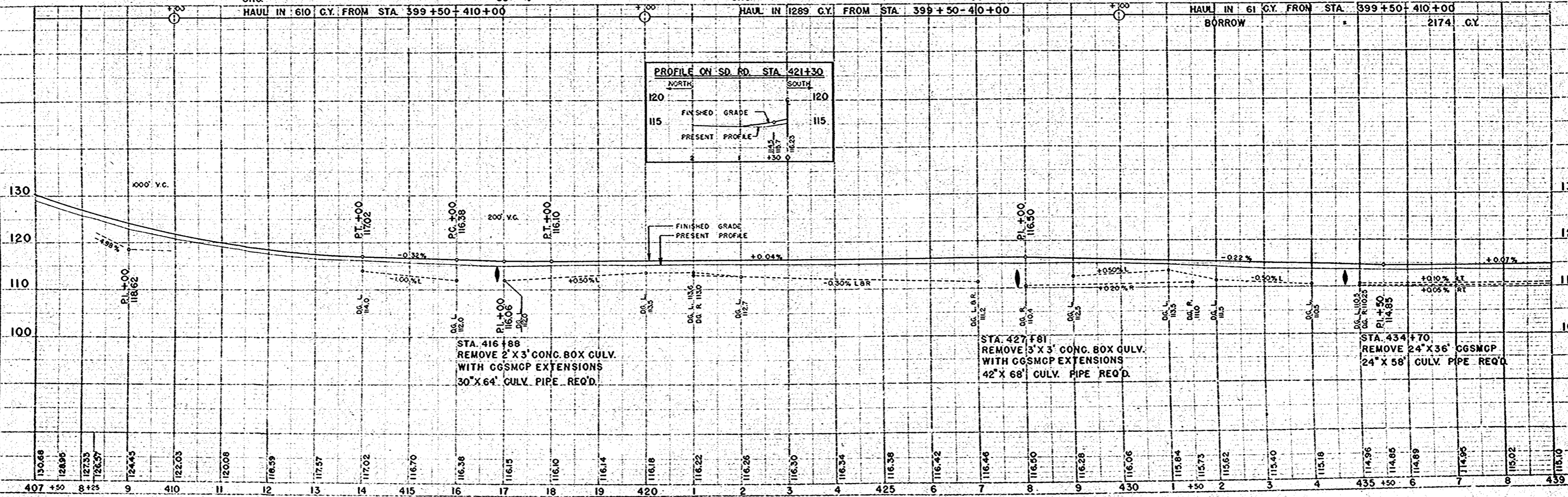
NO.	STATION	DESCRIPTION	ELEV.
31	409+27	SPIKE IN TEL. POLE - 74' LT.	123.13
32	421+44	TOP E. END CULV. PIPE - 20' LT.	115.09



NET LENGTH OF CENTERLINE

STATION TO STATION	LIN. FT.	
407+00	437+00	3000.0

UNC. EXC.	=	609 C.Y.	UNC. EXC.	=	559 C.Y.	UNC. EXC.	=	283 C.Y.
FILL	=	914 C.Y.	FILL	=	1422 C.Y.	FILL	=	2059 C.Y.
SHG.	=	35 %	SHG.	=	30 %	SHG.	=	25 %



PLAN
 DATE 12/25/55
 DRAWN BY WCH
 CHECKED BY WCH
 NO. 10291

PROFILE
 DATE 12/25/55
 DRAWN BY WCH
 CHECKED BY WCH
 NO. 10291

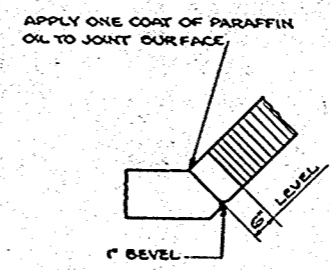
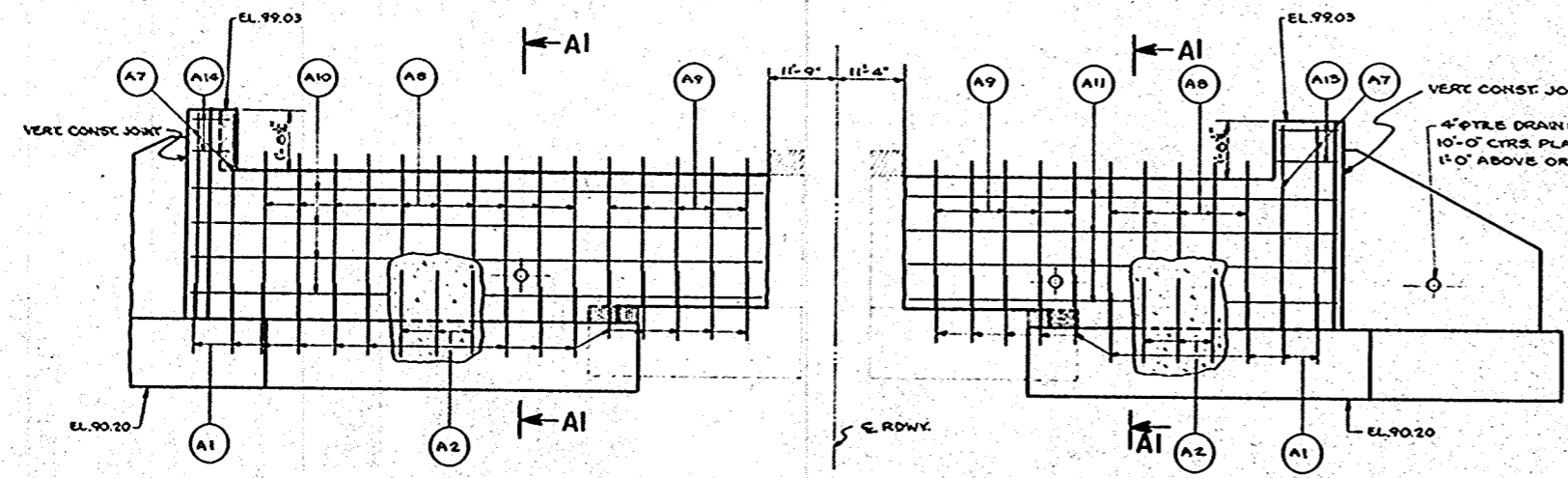
BILL OF BARS ABUTMENTS 740#

DIMENSIONS IN BENDING DETAIL ARE OUT TO OUT.

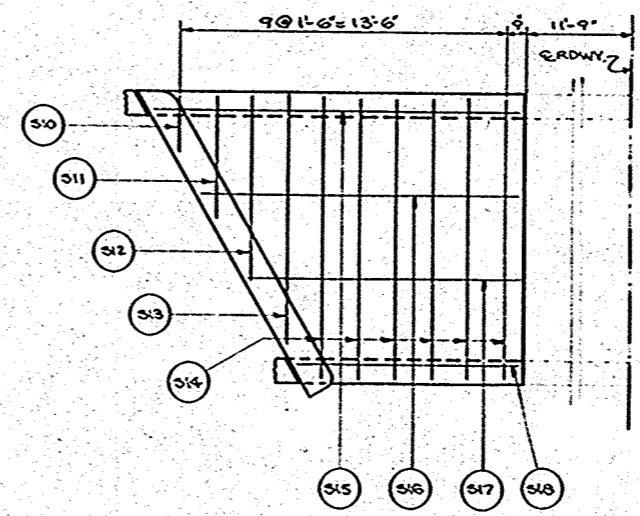
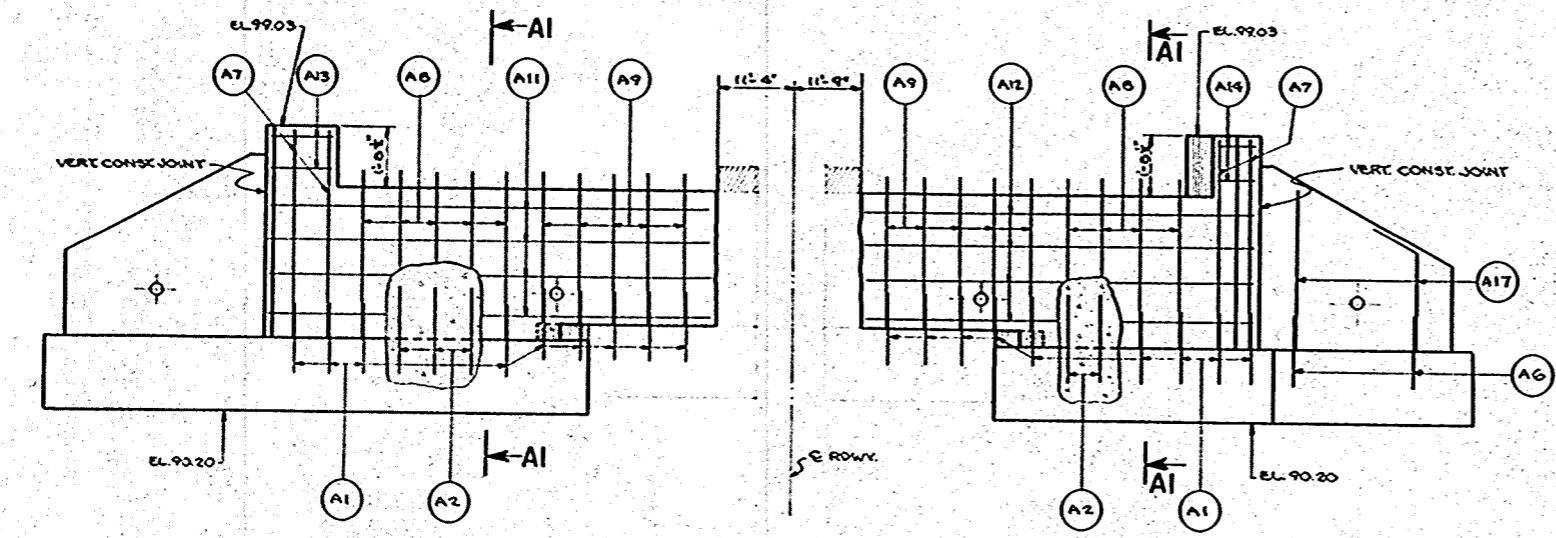
FOUR	NO.	MARK	SIZE	LENGTH	SPACING	LOCATION	DET.
FOOTING	52	A1	4	2-0	1-0	FOOTING & BODY FF.	
	52	A2	3	2-6	1-0	- - - B.F.	
	8	A3	4	6-9	1-0	- - - & WINGS B.F.	
	12	A4	4	5-9	1-0	- - - B.F.	
	8	A5	4	4-6	1-0	- - - B.F.	
	8	A6	4	2-0	SHOWN	- - - B.F. (VE)	
BODY & WINGS	8	A7	4	6-6	1-0	BODY FF. (VERT)	
	24	A8	4	5-6	1-0	- FF.	
	20	A9	4	5-0	1-0	- FF.	
	4	A10	4	16-9	1-0	- FF. (HORIZ)	
	4	A11	4	12-3	1-0	- FF.	
	4	A12	4	10-9	1-0	- FF.	
	4	A13	4	1-9	1-0	- FF.	
	4	A14	4	1-0	1-0	- FF.	
	8	A15	4	5-0	1-0	WINGS FF.	
	12	A16	4	7-6	1-0	- FF.	
	8	A17	4	5-6	SHOWN	- FF. (VERT)	
	8	A18	4	7-6	SHOWN	- B.F. (HORIZ)	

SUPERSTRUCTURE 1640#

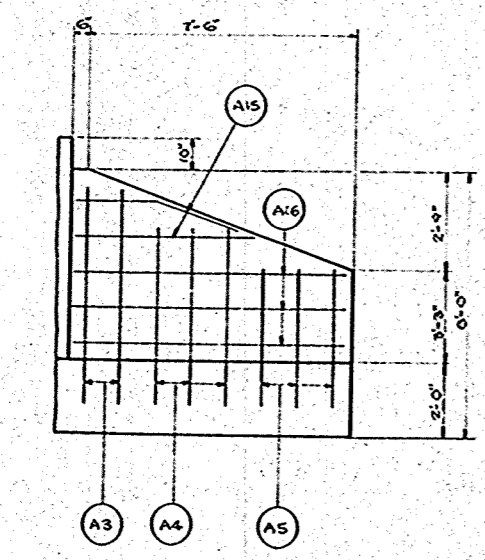
FOUR	NO.	MARK	SIZE	LENGTH	SPACING	LOCATION	DET.
SUPERSTRUCTURE	16	S1	8	11-9	1-3	FLOOR-BOTE - LONG.	
	1	S2	8	9-3	1-3	- - -	
	1	S3	8	7-3	1-3	- - -	
	1	S4	8	5-3	1-3	- - -	
	1	S5	8	3-0	1-3	- - -	
	15	S6	8	9-0	1-3	- - -	
	1	S7	8	7-0	1-3	- - -	
	1	S8	8	4-9	1-3	- - -	
	1	S9	8	2-6	1-3	- - -	
	1	S10	4	2-3	1-6	- TOP	
	1	S11	4	5-0	1-6	- - -	
	1	S12	4	7-6	1-6	- - -	
	1	S13	4	10-3	1-6	- - -	
	12	S14	4	11-9	1-6	- - -	
	1	S15	4	15-3	3-6	- - - TRANS.	
	1	S16	4	11-3	3-6	- - -	
	1	S17	4	11-3	3-6	- - -	
	1	S18	4	9-3	3-6	- - -	
	16	S19	4	10-3	SHOWN	- BOTTY.	
	1	S20	4	9-6	SHOWN	- - -	
	1	S21	4	10-0	SHOWN	- - -	
	2	S22	4	10-9	SHOWN	- - -	
	2	S23	4	11-3	SHOWN	- - -	
	2	S24	4	11-9	SHOWN	- - -	
	2	S25	4	12-3	SHOWN	- - -	
	2	S26	4	13-0	SHOWN	- - -	
2	S27	4	13-6	SHOWN	- - -		
1	S28	4	14-6	SHOWN	- - -		
1	S29	4	15-0	SHOWN	- - -		
3	S30	6	13-6	6	N. CURB LONG.		
3	S31	6	11-9	6	S. CURB -		
2	S32	6	13-6	SHOWN	N. CURB -		
2	S33	6	11-9	SHOWN	S. CURB -		
17	S34	4	3-6	1-6	CURBS	A	
12	S35	5	3-0	SHOWN	- SYMABT. & POST		
4	S36	4	10-3	3-6	FLOOR TOP-TRANS.		



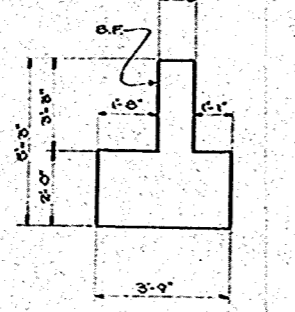
VERT. CONST. JOINT



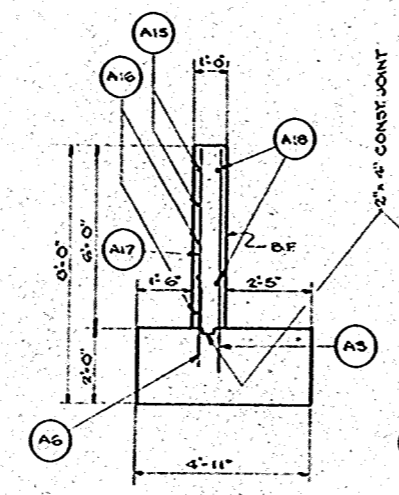
PART PLAN SHOWING N. EXTENSION



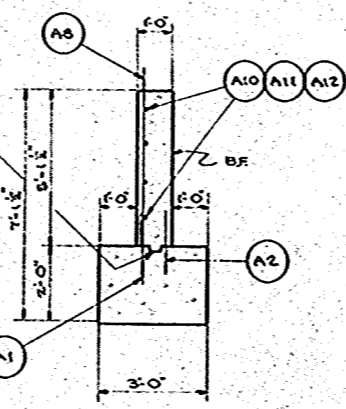
TYPICAL ELEV. OF WING



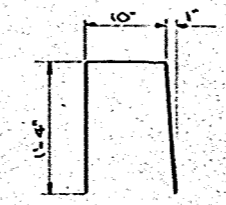
END VIEW OF WING



SECTION A2



SECTION A1

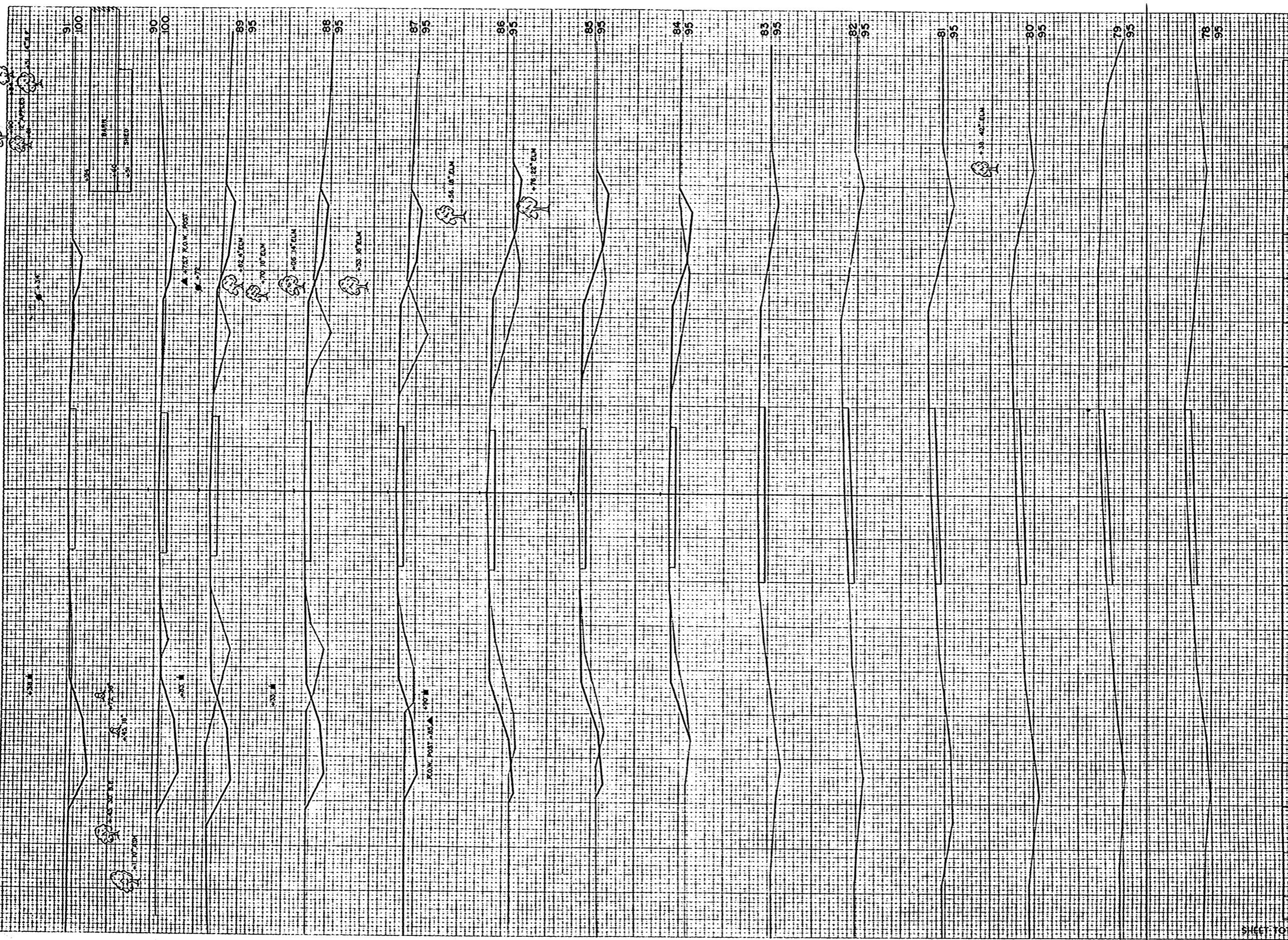


DETAIL A

IMBEDMENT NOTE:
"A1" & "A6" BARS 1'-0"
"A2" BARS 0'-10"
"A3", "A4", & "A5" BARS 1'-3"

FINAL SURVEY
 LOTTO
 NOTE BOOK
 NO. 102518
 AREA ORDERED

ORIGINAL SURVEY
 LOTTO
 NOTE BOOK
 NO. 102518
 AREA ORDERED



B.P.A. DISTRICT OFFICE	PROJECT	SHEET NUMBER	TOTAL SHEETS
V.S. 4	T 037-1 (3)	39	81

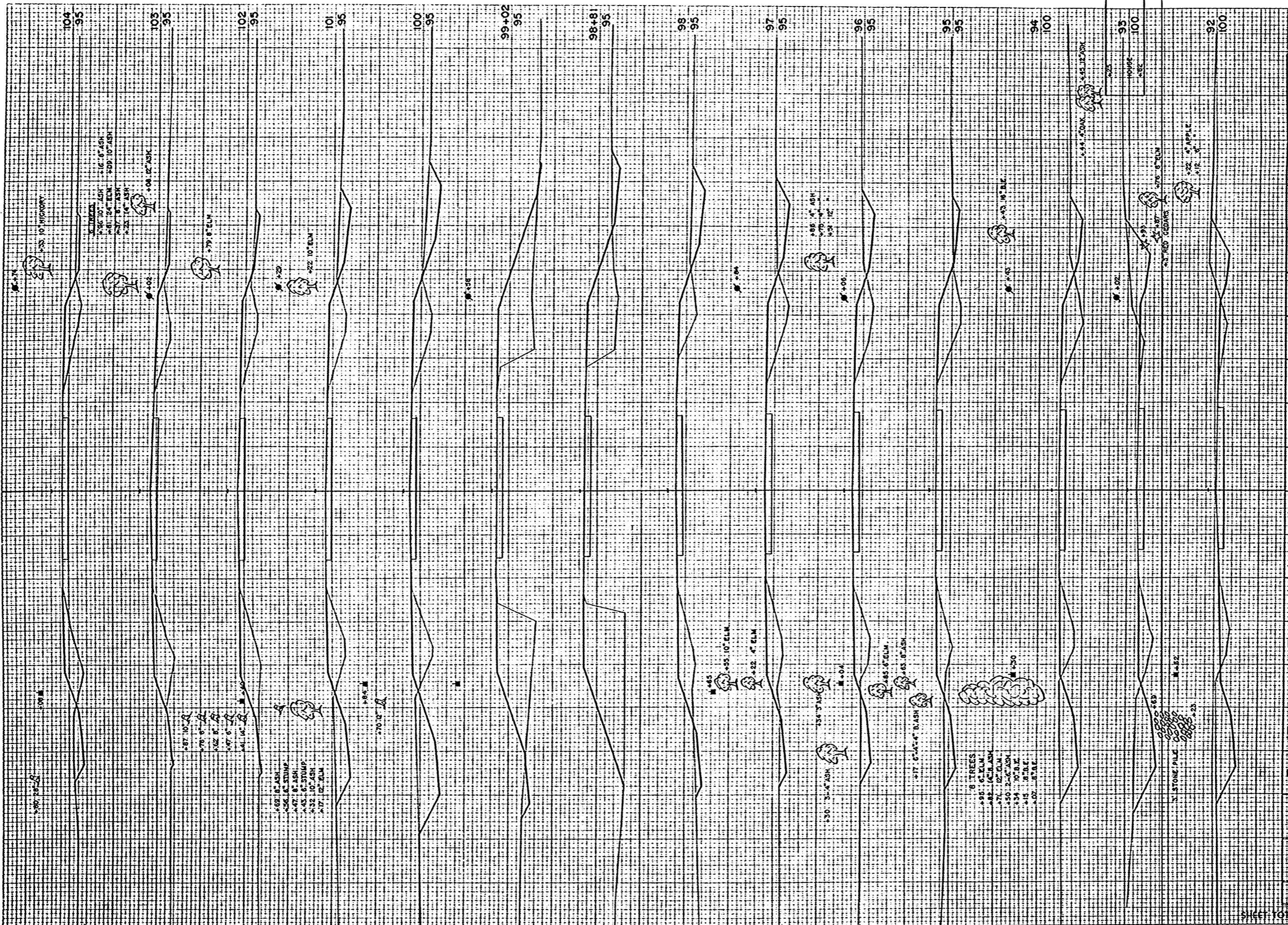
STATION	DISTANCE	YARDAGE	
		UNC.	EXCAVATION
83	14.7		
84	20		38
85	35		89
86	2.4		155
87	4.4		144
88	6.0		109
89	10.2		59
90	10.9		5.0
91	9.4		15

SHEET TOTAL 808 668

FINAL SURVEY
 DATE
 BY
 CHECKED
 DATE

ORIGINAL SURVEY
 DATE
 BY
 CHECKED
 DATE

B.P.R. DISTRICT OFFICE	PROJECT	SHEET NUMBER	TOTAL SHEETS
WIS. 4	T 037-1 (3)	40	81



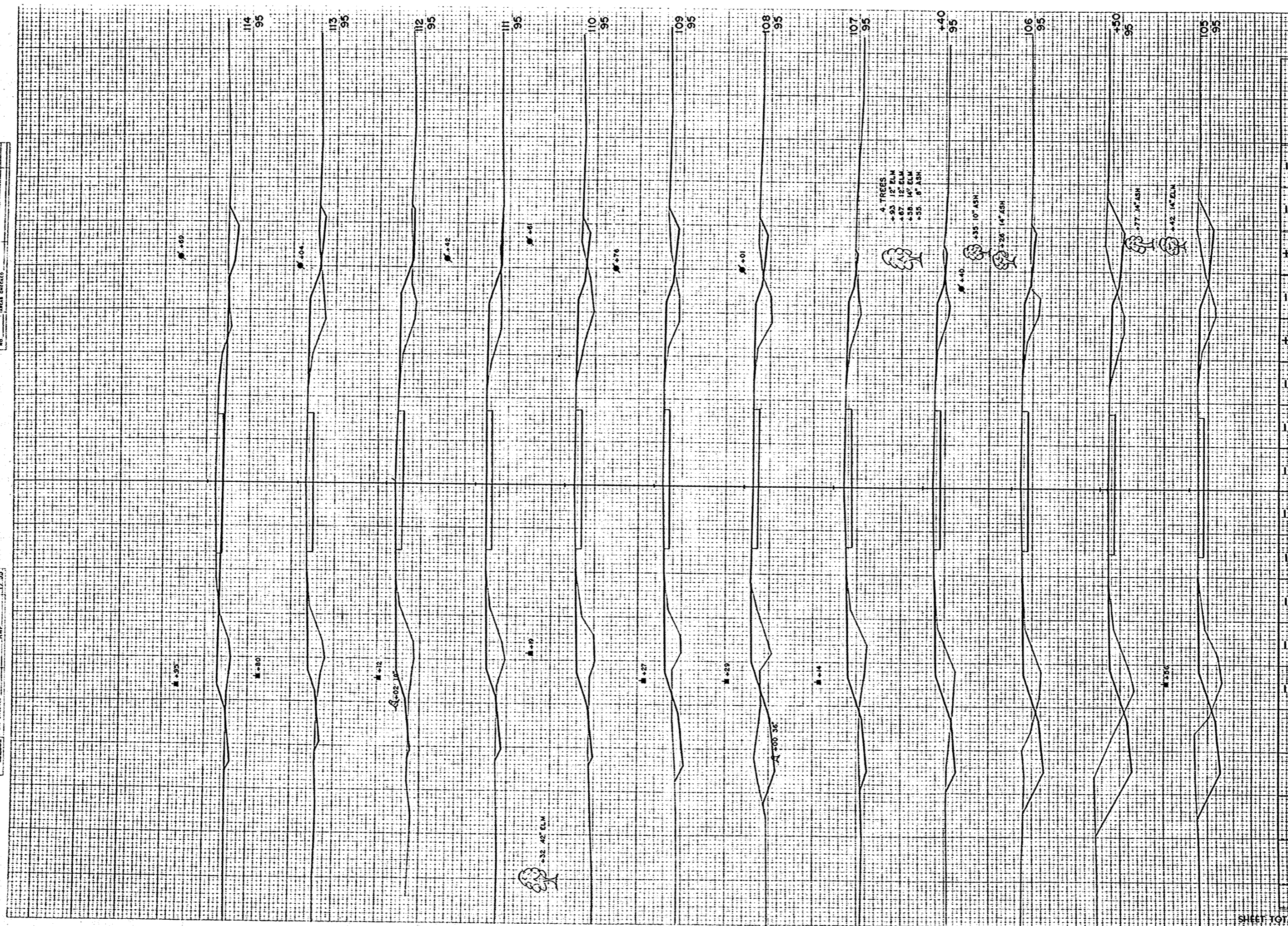
STATION	DISTANCE	YARDAGE	
		UNCL.	EXCAVATION
91	146		28
92	226		46
93	161		74
94	80		107
95	50		107
96	50		111
97	48		109
98	30		185
+81	2		74
+02	74		228
100	111		109
101	43		117
102	9		122
103	22		109
104			
SHEET TOTAL	1072		1326

PLATE 3 CROSS SECTION O. P. R. & R. E. STANDARD
 100' BARS PAPER SCALE AND PLATED IN A. S. A.
 EUGENE OETSEEN CO.

FINAL SURVEY
 DATE: _____
 DRAWN BY: _____
 CHECKED BY: _____
 SCALE: _____

ORIGINAL SURVEY
 DATE: 12/24/54
 DRAWN BY: RWP
 CHECKED BY: RWP
 SCALE: 1" = 20'

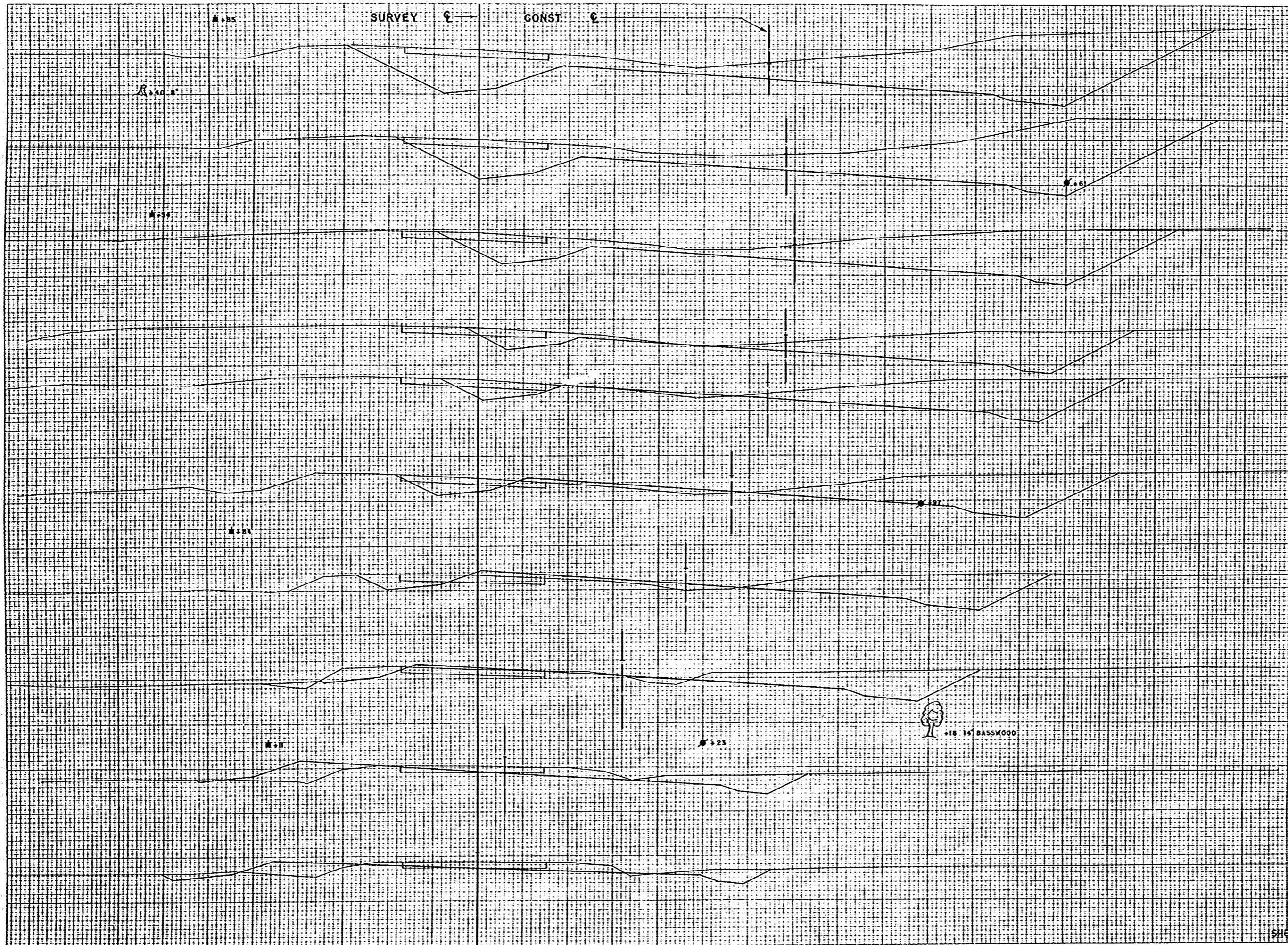
B.P.R. DISTRICT OFFICE	PROJECT	SHEET NUMBER	TOTAL SHEETS
WIS. 4	T 037-1 (3)	41	81



STATION	DISTANCE	YARDAGE	
		EXCAVATION	FILL
104	74		104
105	70		46
150	56		39
106	17		28
140	11		46
107	46		89
108	57		85
109	28		91
110	13		96
111	9		100
112	11		100
113	33		69
114			
SHEET TOTAL	425		895

FINAL SURVEY
 SURVEYED BY
 DATE
 CHECKED BY
 DATE
 REVISIONS
 NO. 1
 NO. 2
 NO. 3
 NO. 4

ORIGINAL SURVEY
 SURVEYED BY
 DATE
 CHECKED BY
 DATE
 REVISIONS
 NO. 1
 NO. 2
 NO. 3
 NO. 4

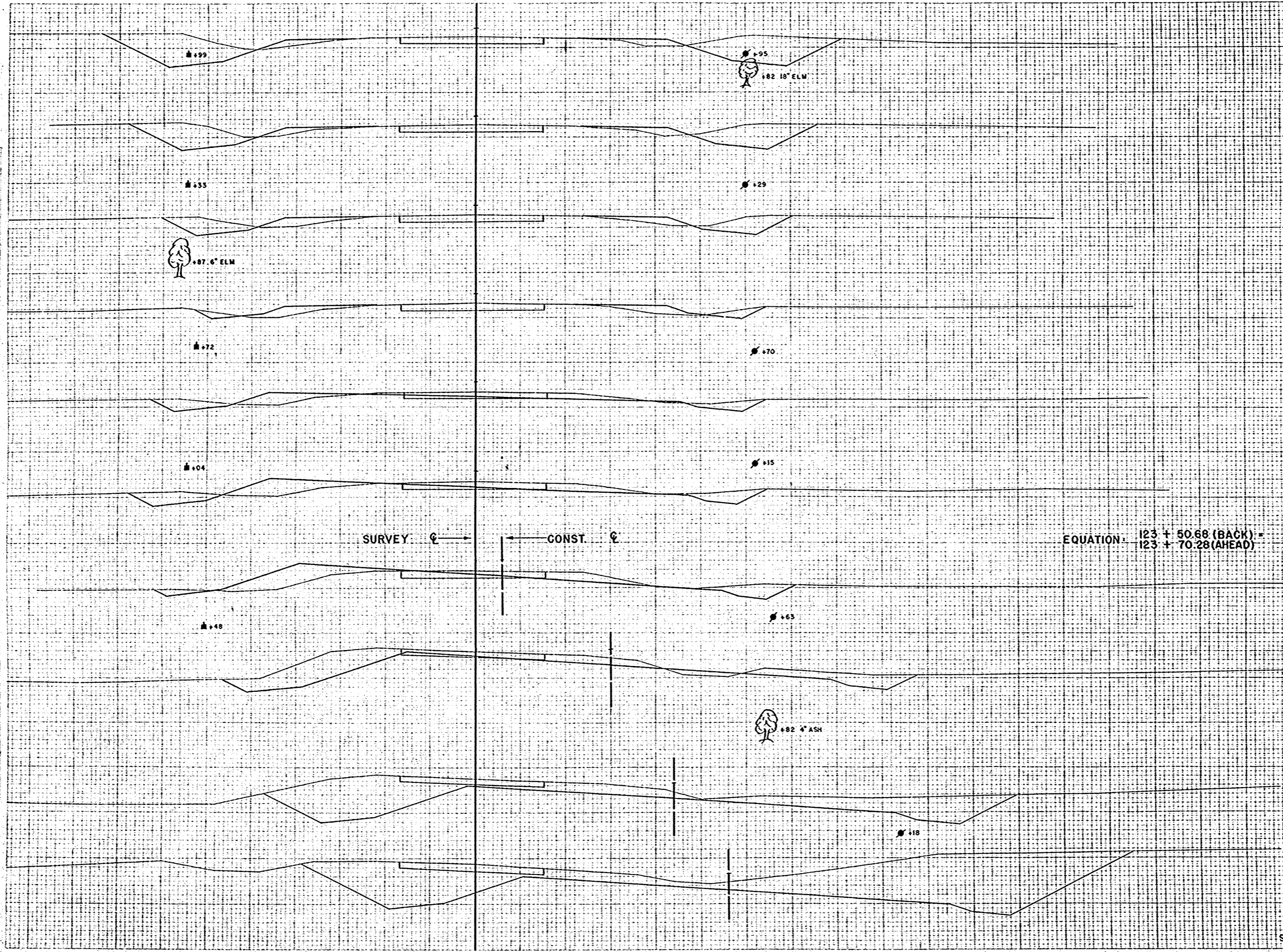


B.P.R. DISTRICT OFFICE	PROJECT	SHEET NUMBER	TOTAL SHEETS
WIS. 4	T 037-1 (3)	42	81

STATION	DISTANCE	YARDAGE	
		UNCL.	EXCAVATION
+50			
105			
114	65		48
+50			
105	93		67
116	101		74
117	139		35
+50			
105	176		26
118	207		13
+50			
100	219		2
119	300		6
+50			
120	446		0
+50			
100	541		0
117			
100			
116			
100			
115			
100			
SHEET TOTAL		2369	267

FINAL SURVEY
 DATE 8/24/35
 BY J. W. B. (checked)
 J. W. B. (checked)

ORIGINAL SURVEY
 DATE 11/14/34
 BY C. W. R. (checked)
 R. W. P. (checked)
 C. W. R. (checked)
 R. W. P. (checked)



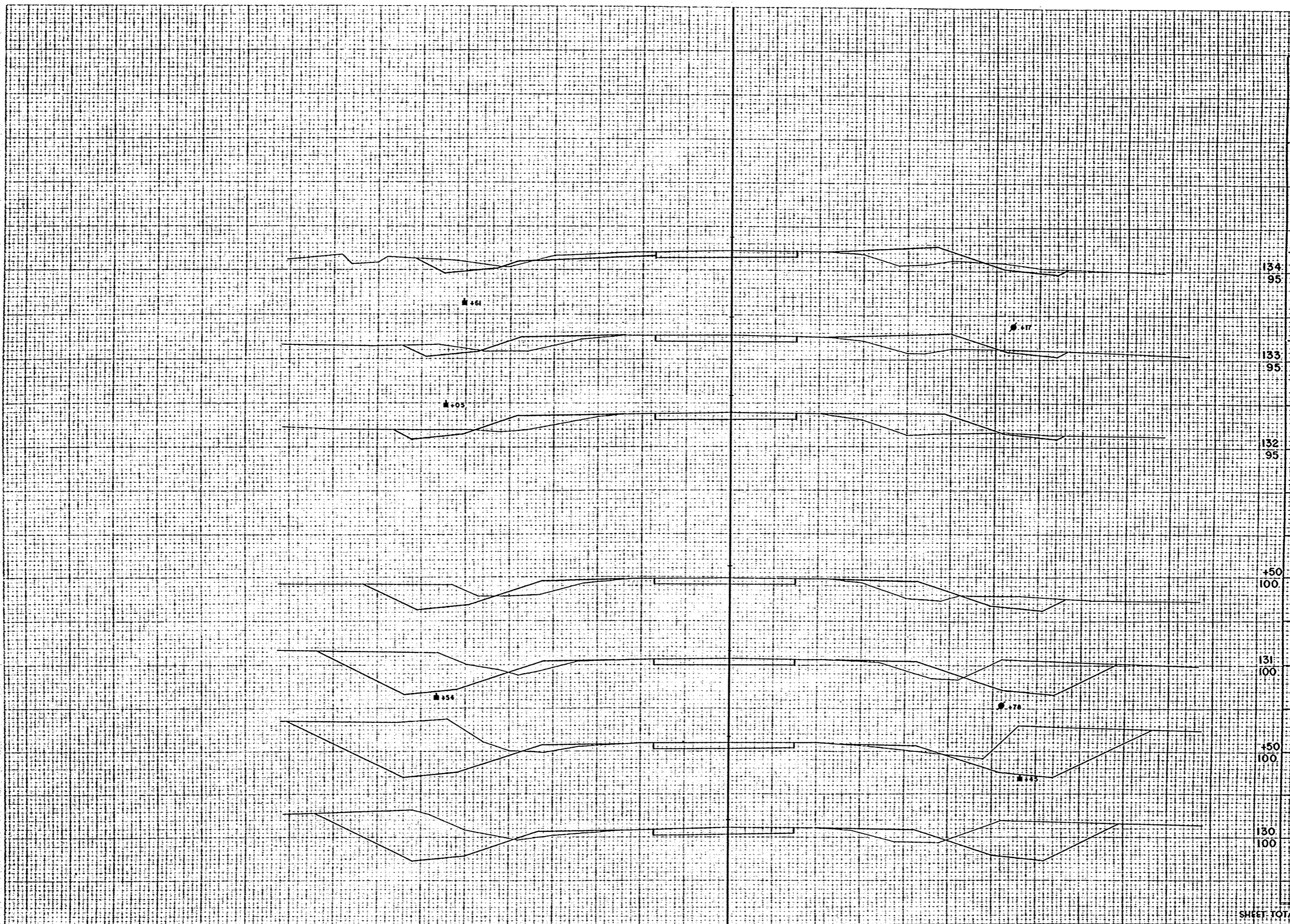
STATION	DISTANCE	YARDAGE	
		EXCAVATION	FILL
129			
100			
128			
100			
+50		517	0
121			
127		359	0
100			
+50		181	6
122			
126		150	65
100			
123	80.40	74	89
124			
125		70	57
100			
125		43	43
126			
124		54	43
100			
127		130	37
128			
123		217	31
100			
129			
122			
100			
+50			
105			
121			
105			
SHEET TOTAL		1795	37

SURVEY ϕ → ← ϕ CONST.

EQUATION: $123 + 50.68$ (BACK) = $123 + 70.28$ (AHEAD)

FINAL SURVEY
 DRAWING NO. 10228
 DATE 11/24/34
 BY C.W.R.
 CHECKED BY C.W.R.

ORIGINAL SURVEY
 DRAWING NO. 10228
 DATE 11/24/34
 BY C.W.R.
 CHECKED BY C.W.R.



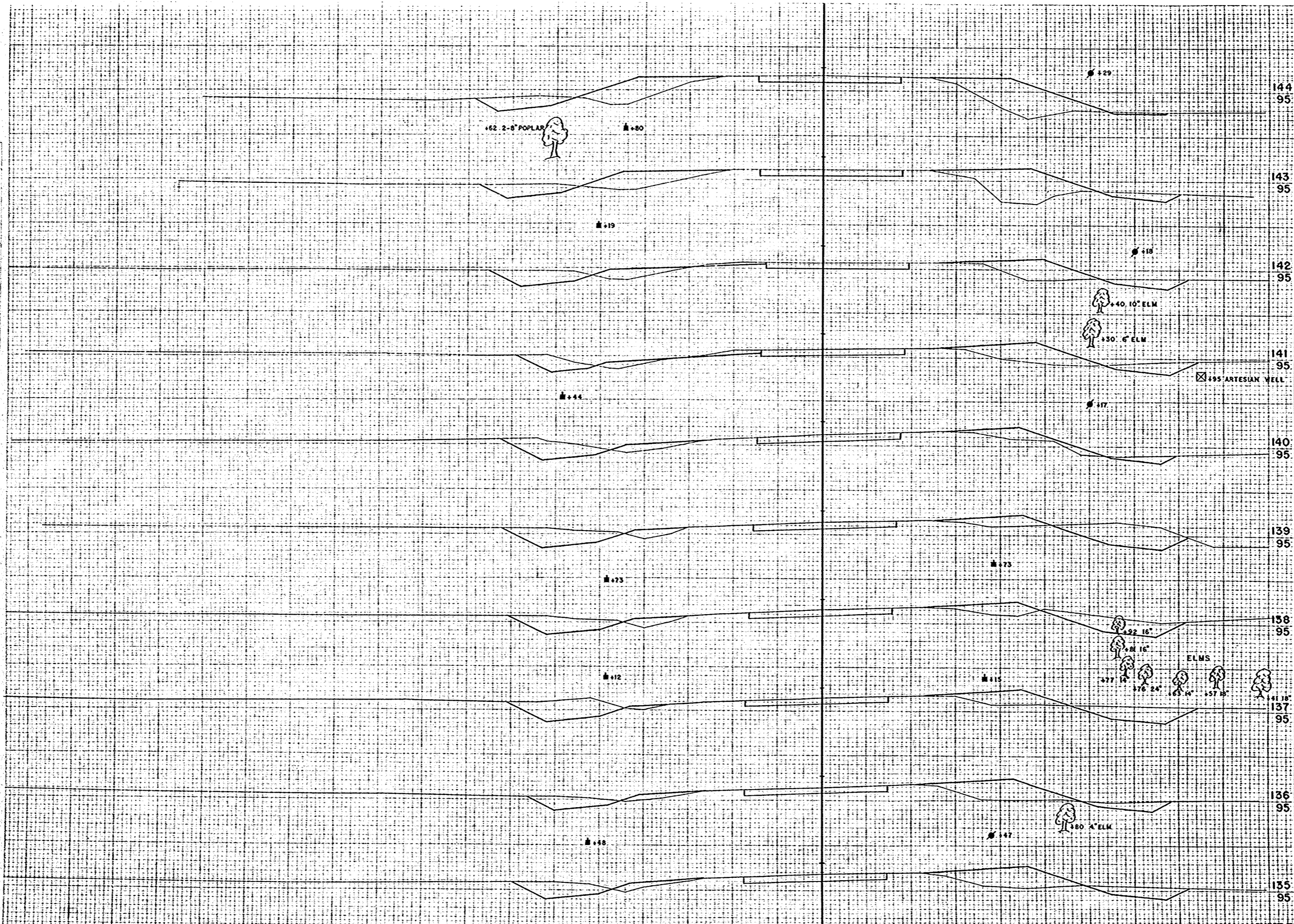
STATION	DISTANCE	YARDAGE	
		UNING	EXCAVATION
129			
		357	44
130			
		276	22
+150			
134			
95		259	24
131			
		133	39
+150			
133			
95		44	63
132			
		39	141
133			
95		59	100
134			
+150			
100			
131			
100			
+150			
100			
130			
100			

SHEET TOTAL 1167 433

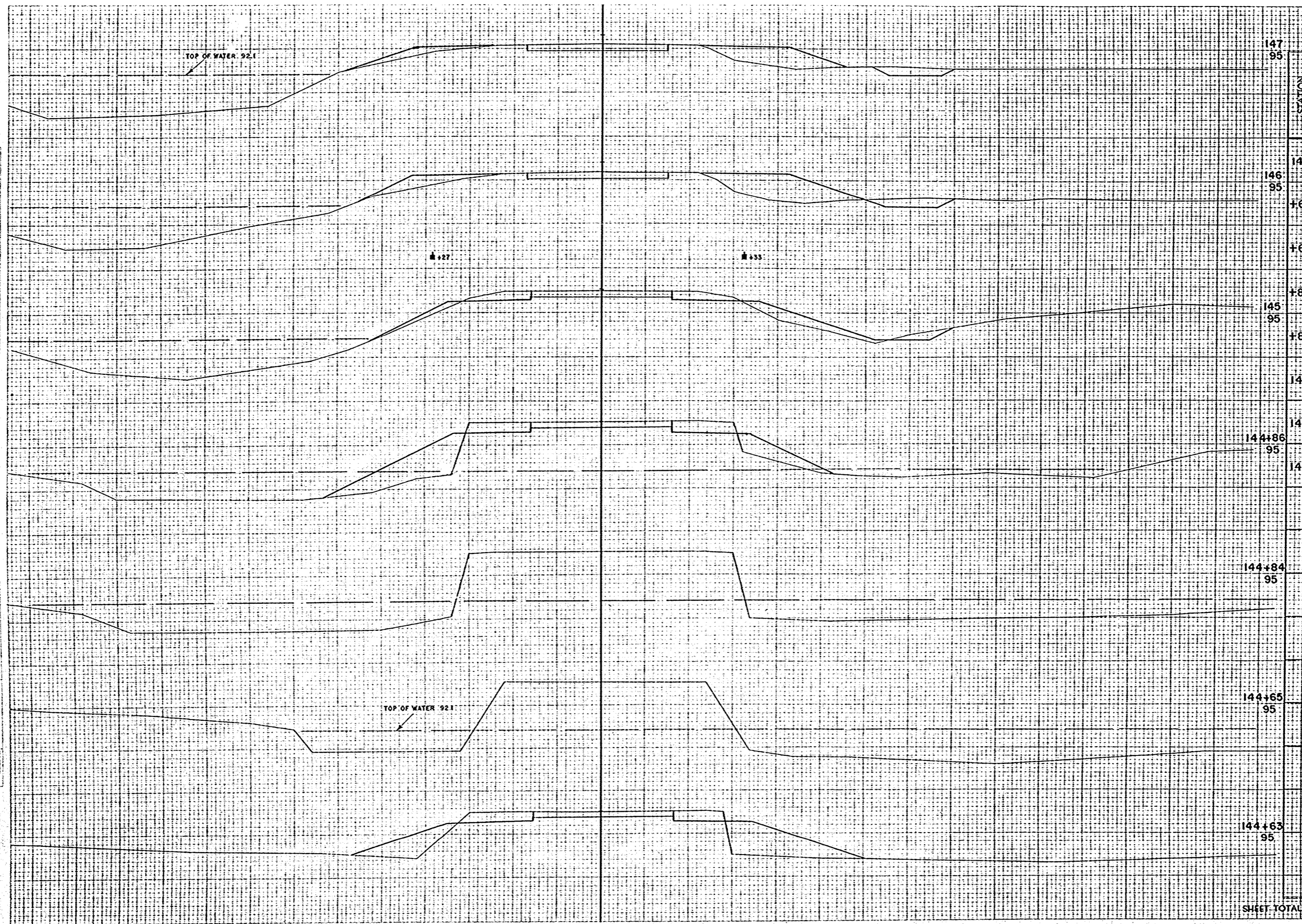
B.P.R. DISTRICT OFFICE	PROJECT	SHEET NUMBER	TOTAL SHEETS
WIS. 4	T 037-1 (3)	45	81

FINAL SURVEY
 DATE: 11/24/33
 BY: RWP
 CHECKED: RWP
 NO. 10230

ORIGINAL SURVEY
 DATE: 11/24/33
 BY: RWP
 CHECKED: RWP
 NO. 10230



STATION	DISTANCE	YARDAGE	
		EXCAVATION	FILL
144+95			
143+95	81		89
135+95	74		104
142+95	104		81
137+95	139		59
141+95	152		54
139+95	122		57
140+95	78		81
141+95	80		102
142+95	72		152
143+95	57		215
138+95			
137+95			
136+95			
135+95			
SHEET TOTAL		959	994



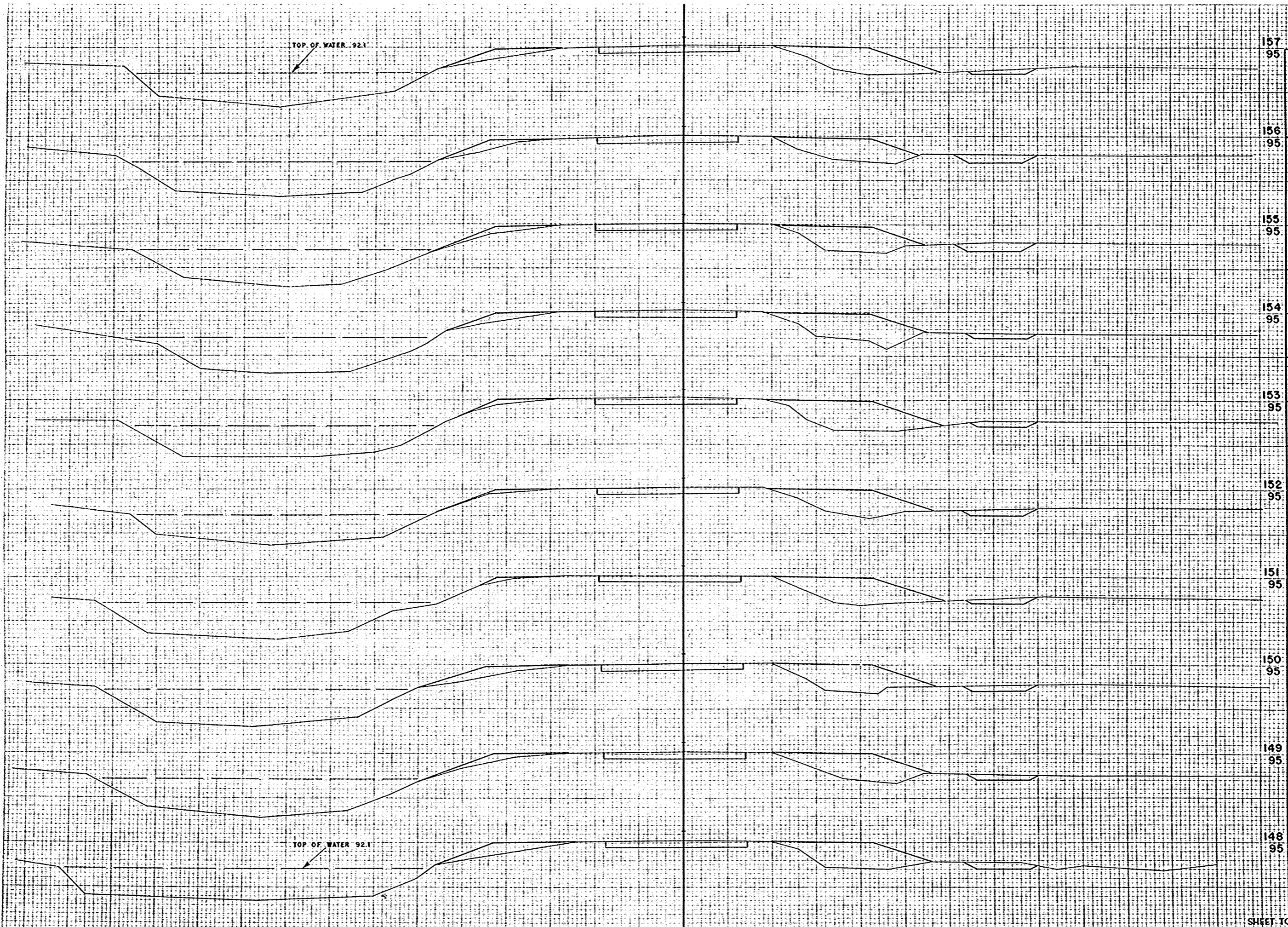
STATION	DISTANCE	YARDAGE EXCAVATION	TOTAL
147 95			0
146 95	33		33
145 95	0		0
144 86	0		0
144 84	2		2
144 65	9		9
144 63	45		45
144 86	26		26
144 84			
144 65			
144 63			
SHEET TOTAL	115		408

FINAL SURVEY PLOTTED BY MEAS CHECKED

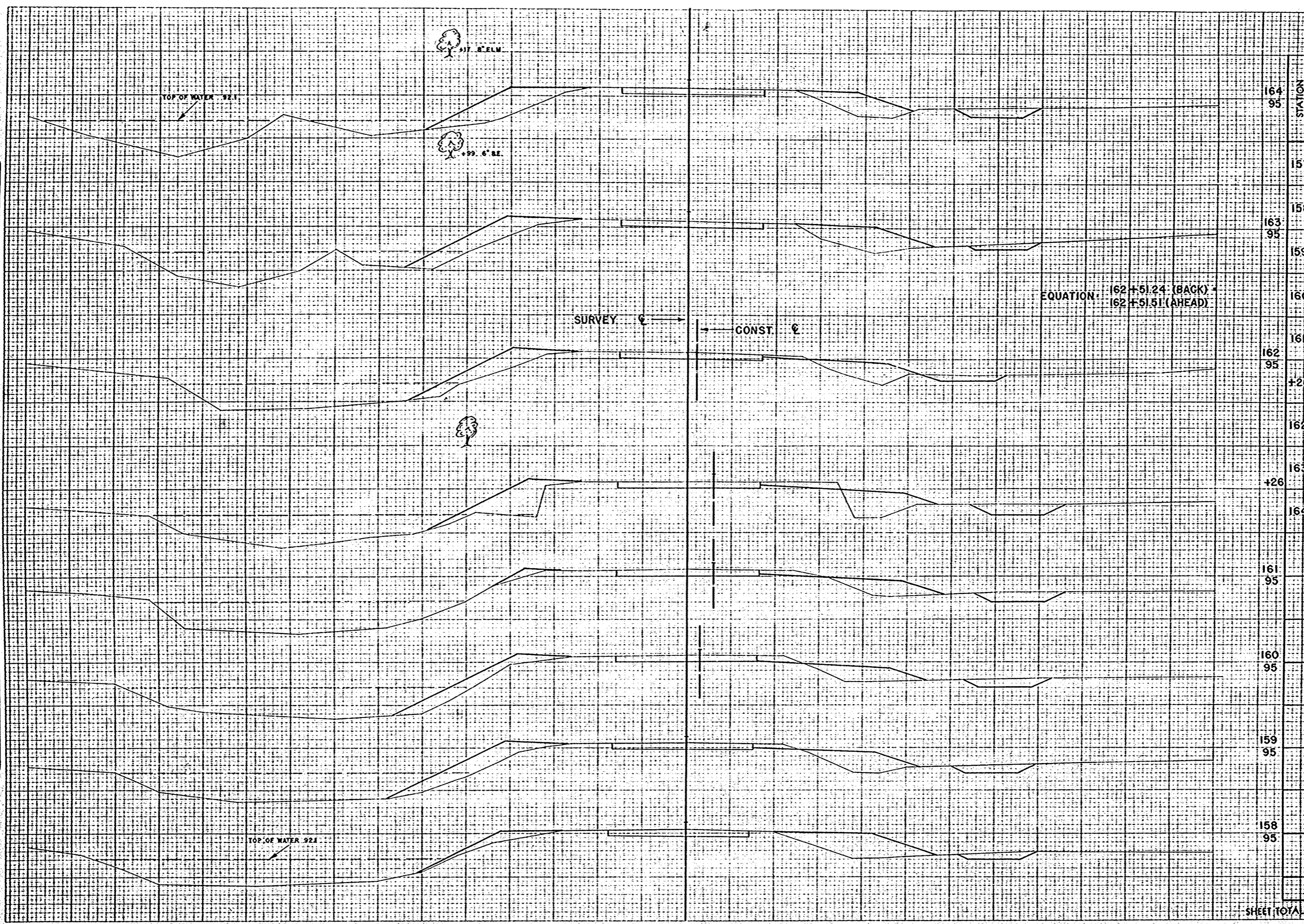
ORIGINAL SURVEY PLOTTED BY MEAS CHECKED

FINAL SURVEY
 NOTE BOOK
 NO.

ORIGINAL SURVEY
 DATE BOOK
 NO. 10258



STATION	DISTANCE	YARDAGE	
		UNC.	EXCAVATION
157			
95			
156			
95			
147		22	143
148			
155		19	159
95			
149		17	156
150			
154		17	150
95			
151		17	131
152			
153		17	143
95			
153		17	165
154			
152		24	154
95			
155		28	135
156			
151		19	141
95			
157			
150			
95			
149			
95			
148			
95			
SHEET TOTAL		197	1477



STATION	DISTANCE	YARDAGE	
		UNC	TH
164 95			
157	17		144
163 95	26		133
159	30		115
160	39		87
162 95	15		30
+26	33		102
162 95/73	24		135
+26	26		161
164			
161 95			
160 95			
159 95			
158 95			
SHEET TOTAL		208	907

FINAL SURVEY
 DRAWING NO. 10258
 DATE 12/24/54
 BY G.W.C. (CWR)
 CHECKED BY R.W.P. (RWP)

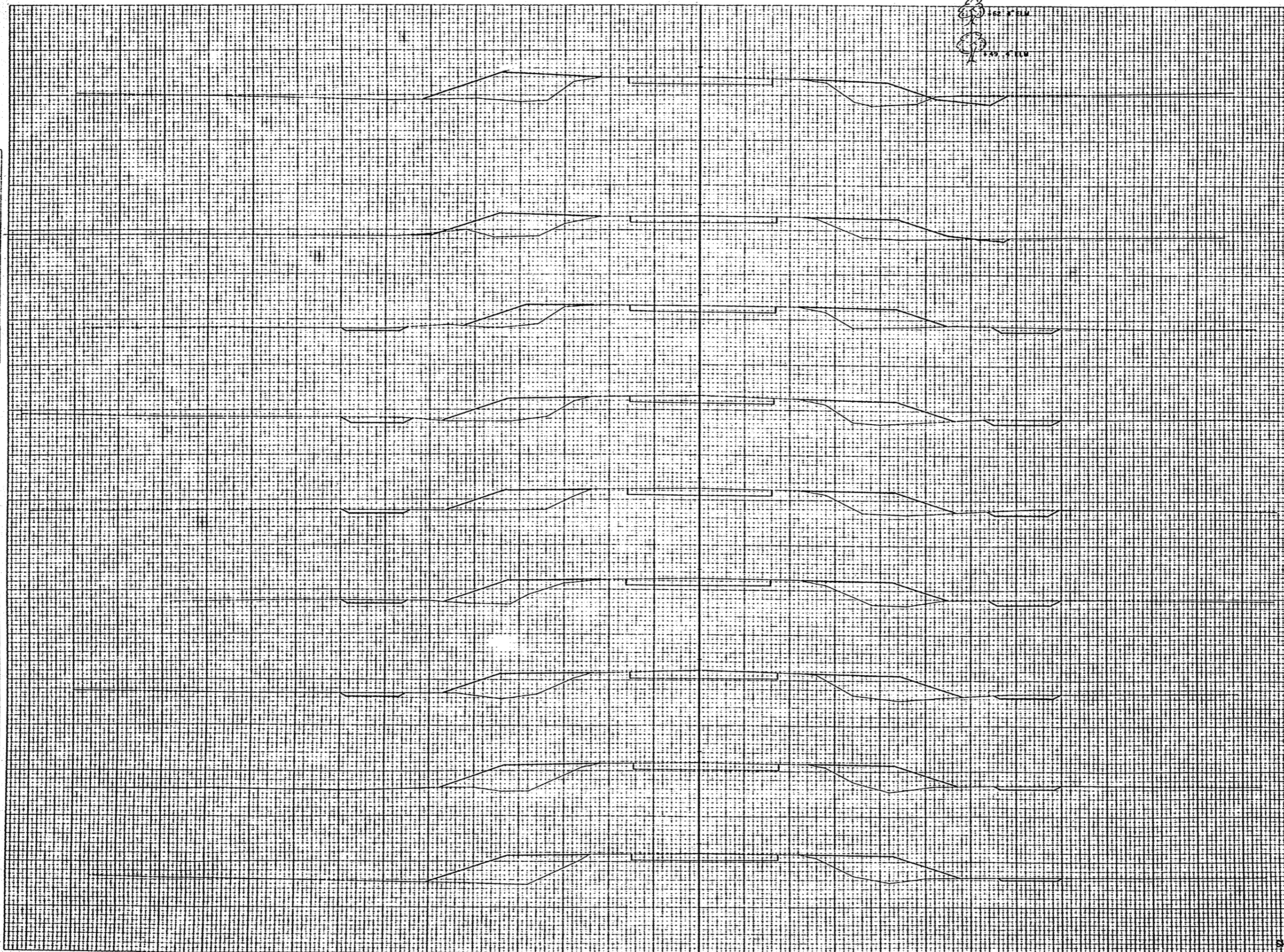
ORIGINAL SURVEY
 DRAWING NO. 10258
 DATE 12/24/54
 BY G.W.C. (CWR)
 CHECKED BY R.W.P. (RWP)

162' E.L.M.
163' E.L.M.

B.P.A. DISTRICT OFFICE	PROJECT	SHEET NUMBER	TOTAL SHEETS
WIS. 4	T 037-1 (3)	49	81

FINAL SURVEY
SURVEYED BY
CHECKED BY
DATE
SCALE
DRAWN BY
NO. 10258

ORIGINAL SURVEY
SURVEYED BY
CHECKED BY
DATE
SCALE
DRAWN BY
NO. 10258

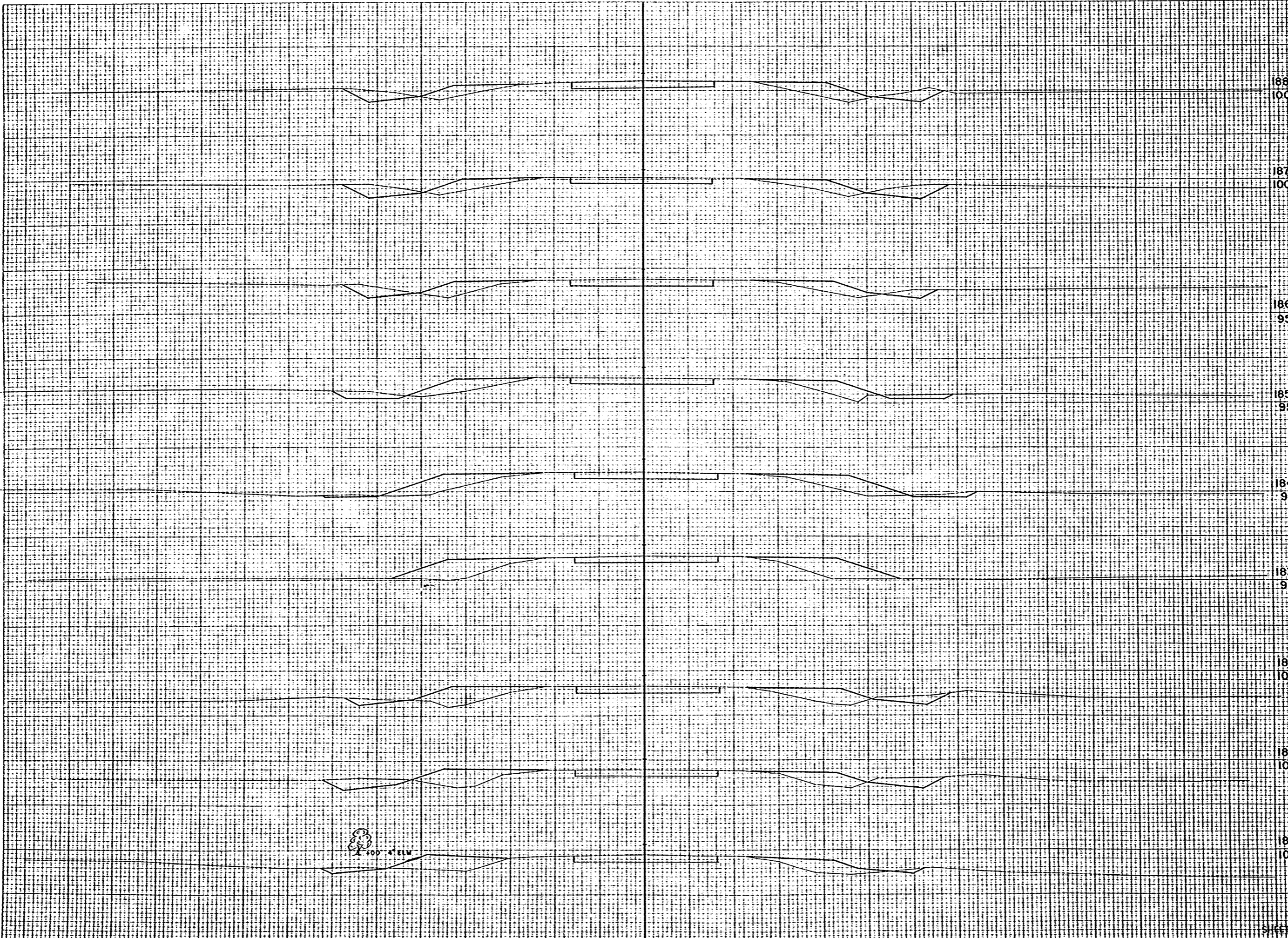


STATION	DISTANCE	YARDAGE	
		UNIC	EXCAVATION
173 95			
164	20		154
165			
172 95	9		208
166			
167	17		169
171 95	22		172
168			
169	26		169
170 95	33		180
170			
171	30		163
169 95	13		163
172			
173	20		194
168 95			
167 95			
166 95			
165 95			
SHEET TOTAL	190		1632

B.P.R. DISTRICT OFFICE	PROJECT	SHEET NUMBER	TOTAL SHEETS
WIS. 4	T 037-1 (3)	51	81

FINAL SURVEY
 SURVISED BY: OTTO
 CHECKED BY: AREA DIRECTOR
 NO. 10238

ORIGINAL SURVEY
 SURVISED BY: RVP
 CHECKED BY: WEN
 NO. 10238



STATION	DISTANCE	VARDAGE	
		EXCAVATION	FILL
188	179		
100	83		69
	180	33	58
	181	41	102
186	182	15	122
95	183	9	126
	184	26	98
185	185	33	72
	186	46	67
184	187	52	70
95	188		
	182		
100			
	181		
100			
	180		
100			
SHEET TOTAL		338	848

100' ± ELV

B.P.R. DISTRICT OFFICE	PROJECT	SHEET NUMBER	TOTAL SHEETS
WIS. 4	T 037-1 (3)	52	81



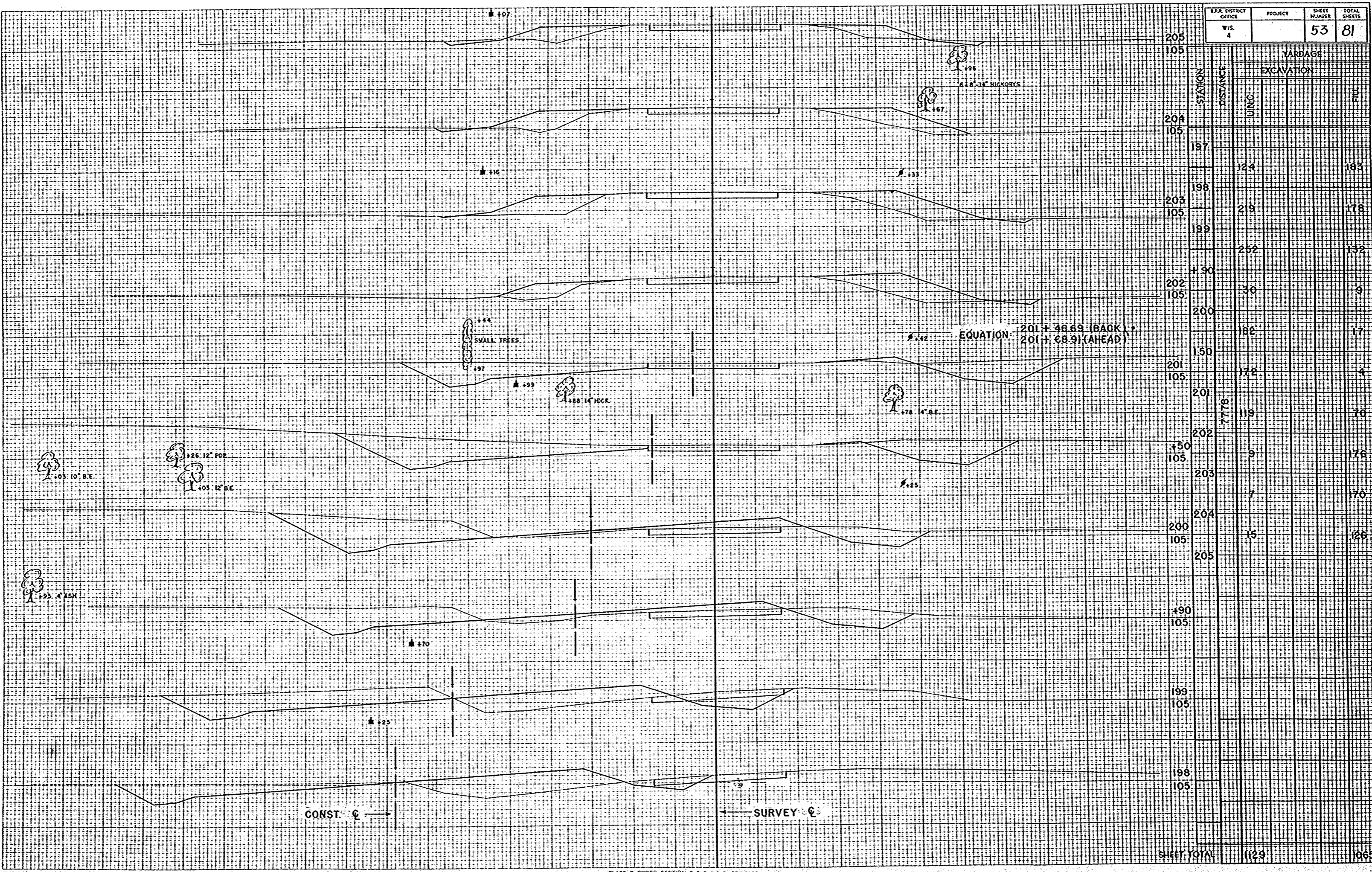
STATION	DISTANCE	YARDAGE	
		DIGGING	BACKFILL
197			
105			
188			
196		33	63
189		20	53
190		20	69
195		37	74
192		119	58
194		120	56
193		100	54
195		104	102
196		102	167
197			
192			
100			
191			
100			
190			
100			
189			
100			
Sheet Total		675	777

DATE	
BY	
REVISION	
NO.	
DATE	
BY	
REVISION	
NO.	

DATE	
BY	
REVISION	
NO.	
DATE	
BY	
REVISION	
NO.	

FINAL SURVEY PHOTO MOUNTING AREA CHECKED NO.

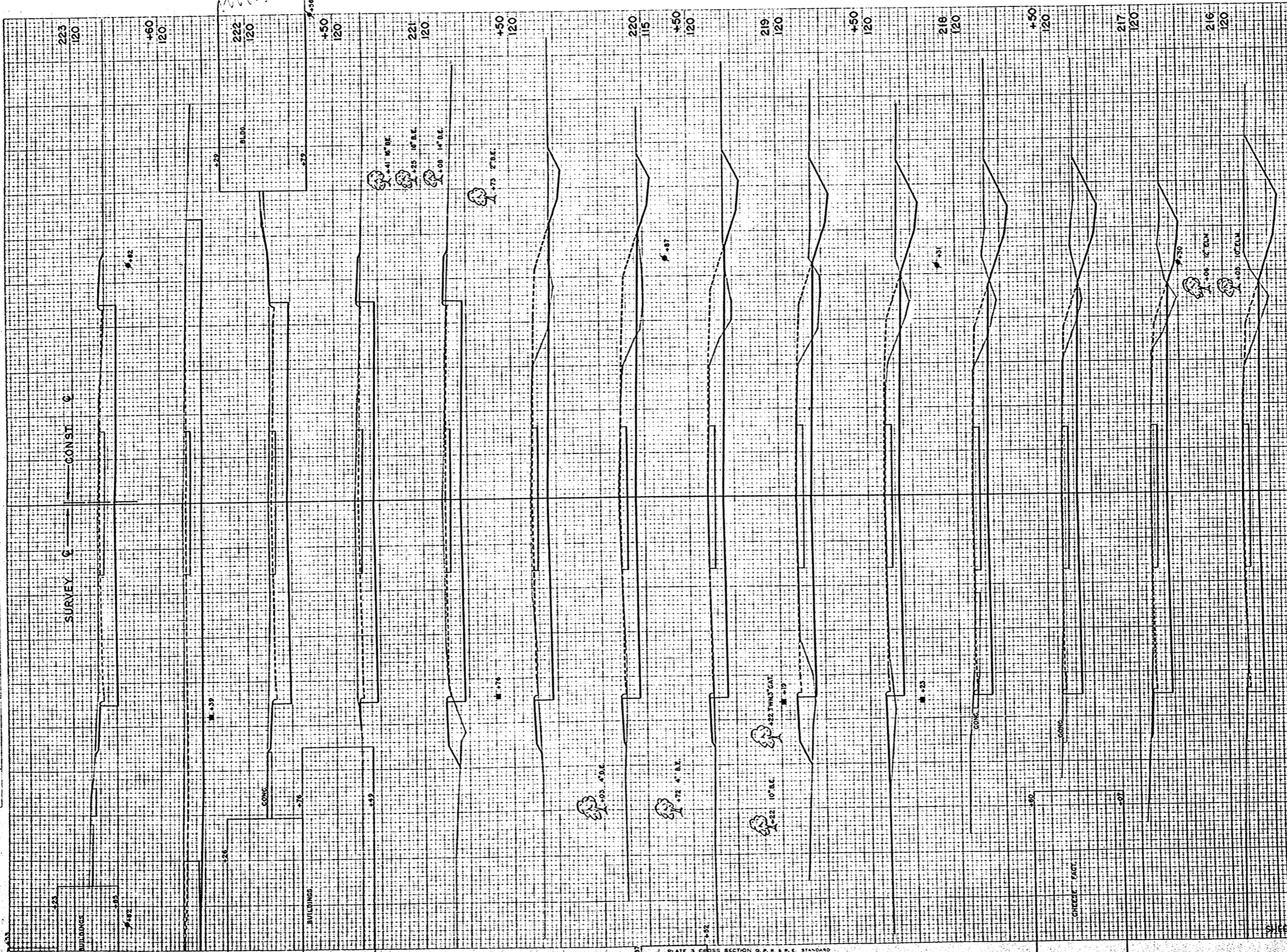
ORIGINAL SURVEY PHOTO MOUNTING AREA CHECKED NO. 10238



SHEET TOTAL	1129	1065
-------------	------	------

FINAL SURVEY PLOTTED BY: [blank] CHECKED: [blank]

ORIGINAL SURVEY PLOTTED BY: [blank] CHECKED: [blank]



STATION	DISTANCE	YARDAGE	
		UNING	EXCAVATION
223	120		
222	120		
221	120		
220	115		
219	120		
218	120		
217	120		
216	120		
215	131	3	
214	320	9	
213	152	2	
212	141	4	
211	128	11	
210	124	24	
209	120	26	
208	120	11	
207	126	11	
206	139	13	
205	146	15	
204	157	2	
203	287	2	
202	163	2	
SHEET TOTAL		2274	127

EPA DISTRICT OFFICE	PROJECT	SHEET NUMBER	TOTAL SHEETS
WIS. 4	T 037-1 (3)	55	81

PLATE 3 CROSS SECTION O.P.R. S.P.E. STANDARD
 100% 3 PAPER MADE AND PRINTED IN U.S.A.
 EUGENE DETZEN CO.

FINAL SURVEY NO. 10250
 DATE 1/31/34
 BY C.W.R.
 CHECKED BY C.W.R.
 SCALE 1" = 20'

ORIGINAL SURVEY NO. 10250
 DATE 1/31/34
 BY C.W.R.
 CHECKED BY C.W.R.
 SCALE 1" = 20'



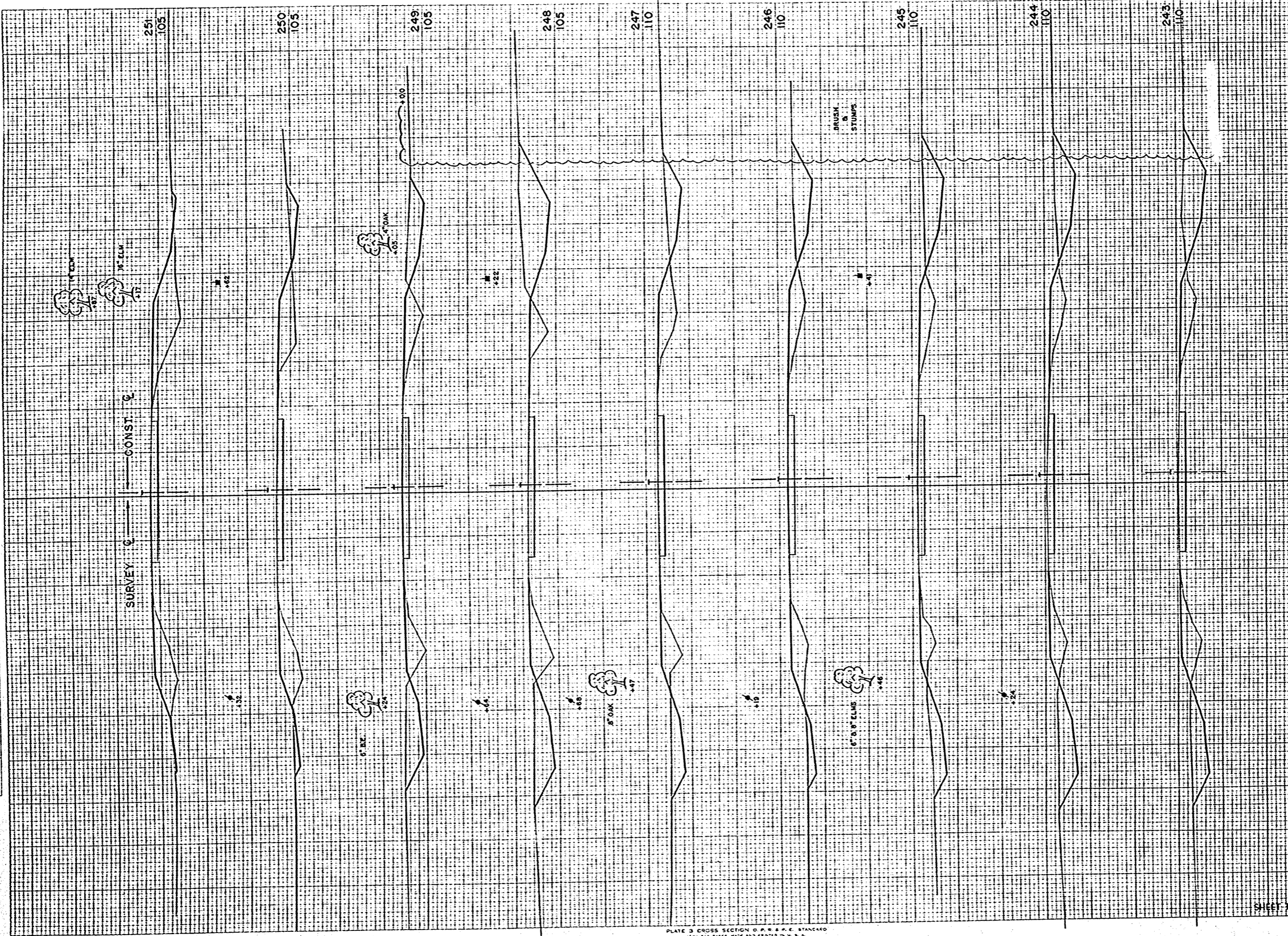
STATION	DISTANCE	YARDAGE	
		EXCAVATION	FILL
231	128		94
232	124		100
233	82		111
234	60		102
235	98		93
236	102		93
237	76		100
238	60		94
239	104		96
240	150		83
241	172		67
242			
SHEET TOTAL		1196	1034

BLK. DISTRICT OFFICE	PROJECT	SHEET NUMBER	TOTAL SHEETS
WIS. 4	T 037-1 (3)	57	81

FINAL SURVEY
 DRAWING
 NO. 10225B

ORIGINAL SURVEY
 DRAWING
 NO. 10225B

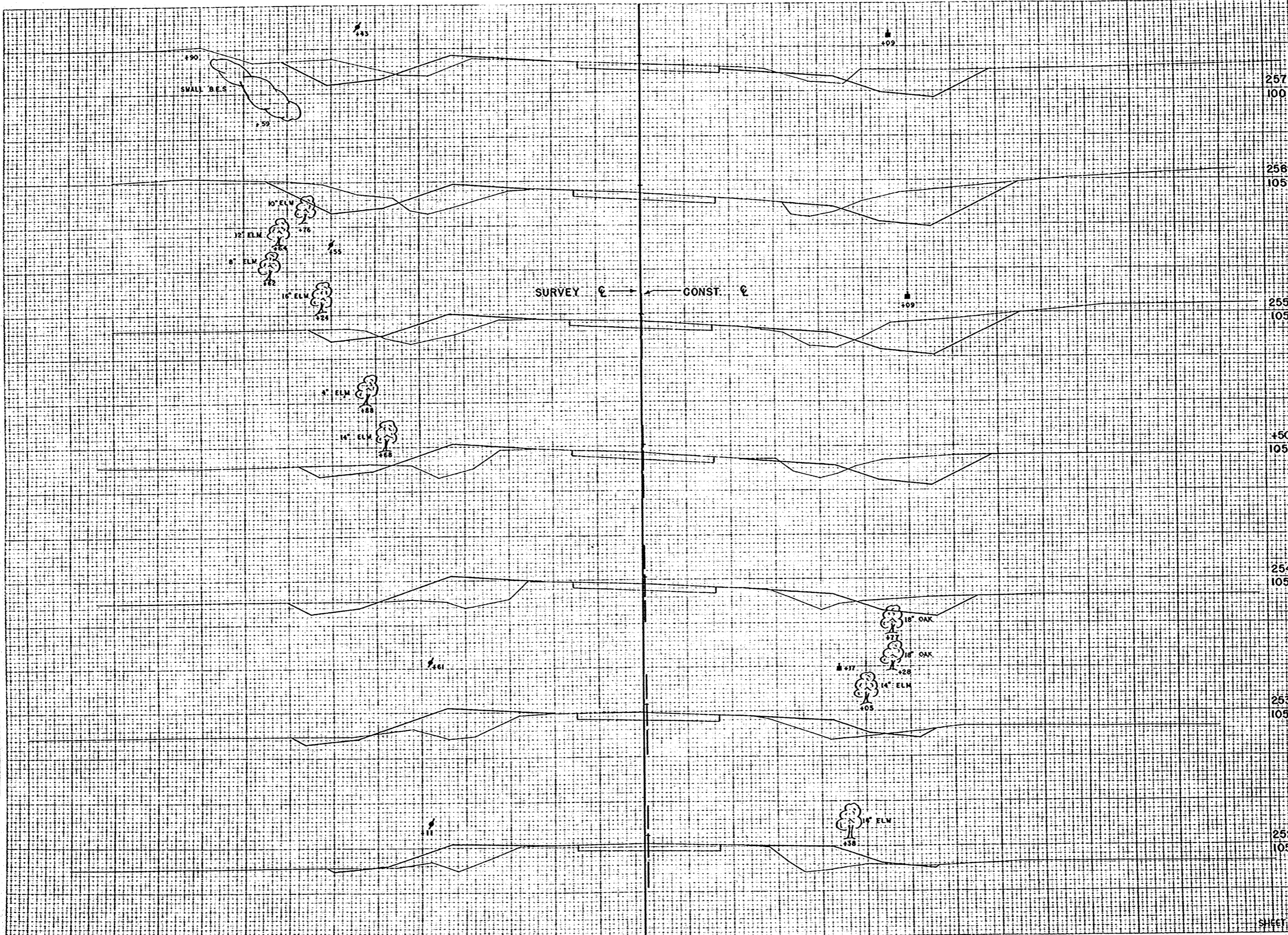
R.R. DISTRICT OFFICE	PROJECT	SHEET NUMBER	TOTAL SHEETS
WIS. 4	T 037-1 (3)	58	81



STATION	DISTANCE	YARDAGE	
		DUNG	EXCAVATION
242			
	156		82
243			
	157		87
244			
	144		80
245			
	111		87
246			
	93		96
247			
	156		85
248			
	165		60
249			
	72		98
250			
	9		141
251			
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242			
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FINAL SURVEY
 DATE 10/24/35
 BY R.W.P. C.W.R.
 CHECKED BY R.W.P. C.W.R.
 NO. 10250

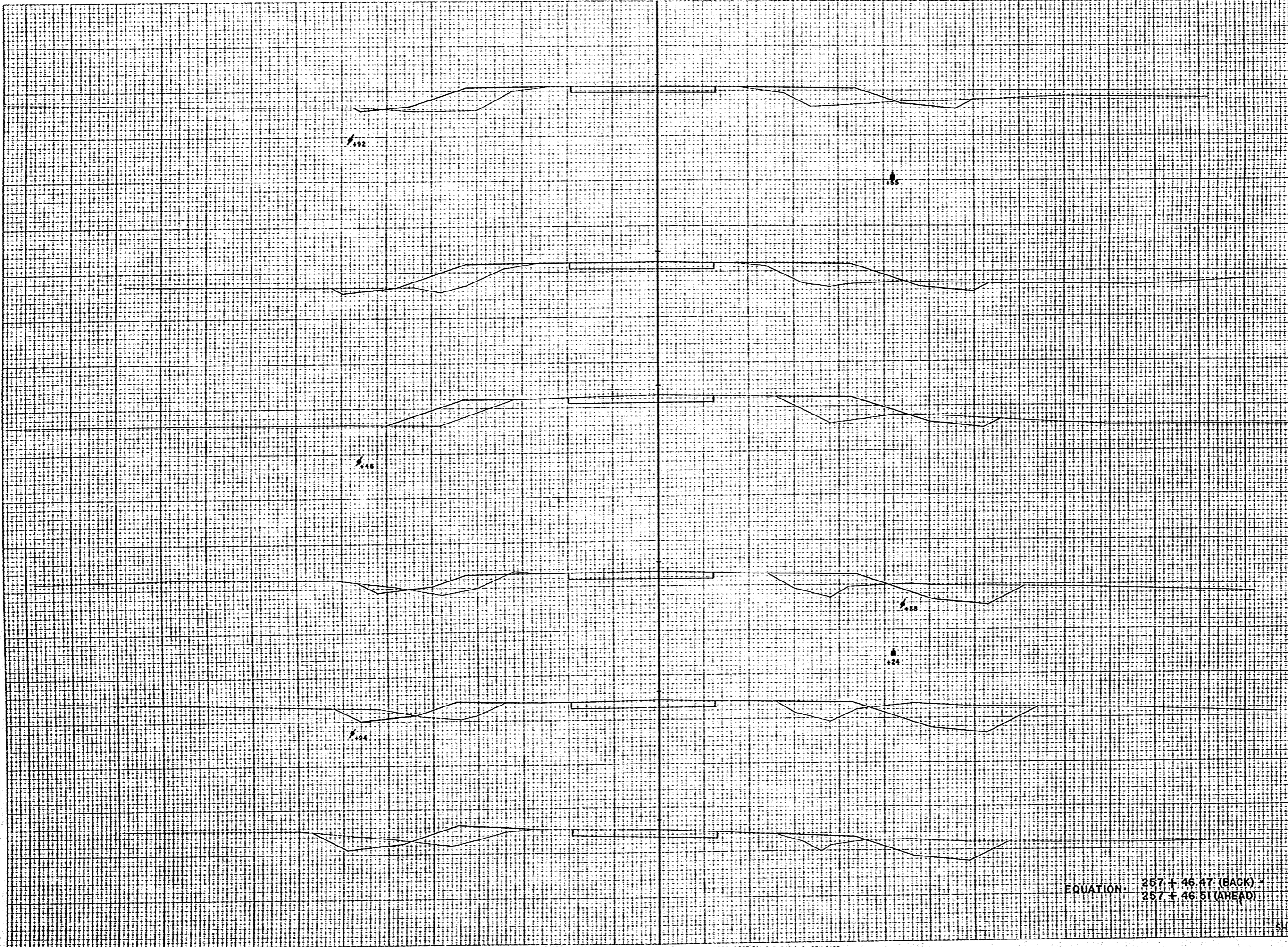
ORIGINAL SURVEY
 DATE 10/24/35
 BY R.W.P. C.W.R.
 CHECKED BY R.W.P. C.W.R.
 NO. 10250



STATION	DISTANCE	YARDAGE	
		EXCAVATION	FILL
257	100		
256	105	6	167
255	105	13	165
254	105	57	159
253	105	61	70
252	105	85	65
251	105	231	117
250	105	239	76
249	105		
248	105		
247	105		
246	105		
245	105		
244	105		
243	105		
242	105		
241	105		
240	105		
239	105		
238	105		
237	105		
236	105		
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233	105		
232	105		
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226	105		
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223	105		
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112	105		
111	105		
110	105		
109	105		
108	105		
107	105		
106	105		
105	105		
104	105		
103	105		
102	105		
101	105		
100	105		
99	105		
98	105		
97	105		
96	105		
95	105		
94	105		
93	105		
92	105		
91	105		
90	105		
89	105		
88	105		
87	105		
86	105		
85	105		
84	105		
83	105		
82	105		
81	105		
80	105		
79	105		
78	105		
77	105		
76	105		
75	105		
74	105		
73	105		
72	105		
71	105		
70	105		
69	105		
68	105		
67	105		
66	105		
65	105		
64	105		
63	105		
62	105		
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45	105		
44	105		
43	105		
42	105		
41	105		
40	105		
39	105		
38	105		
37	105		
36	105		
35	105		
34	105		
33	105		
32	105		
31	105		
30	105		
29	105		
28	105		
27	105		
26	105		
25	105		
24	105		
23	105		
22	105		
21	105		
20	105		
19	105		
18	105		
17	105		
16	105		
15	105		
14	105		
13	105		
12	105		
11	105		
10	105		
9	105		
8	105		
7	105		
6	105		
5	105		
4	105		
3	105		
2	105		
1	105		
0	105		
STATION TOTAL		692	819

FINAL SURVEY
 NO. 1025B
 DATE 12/54
 BY C.W.R.
 CHECKED BY C.W.R.

ORIGINAL SURVEY
 NO. 1025B
 DATE 12/54
 BY C.W.R.
 CHECKED BY C.W.R.



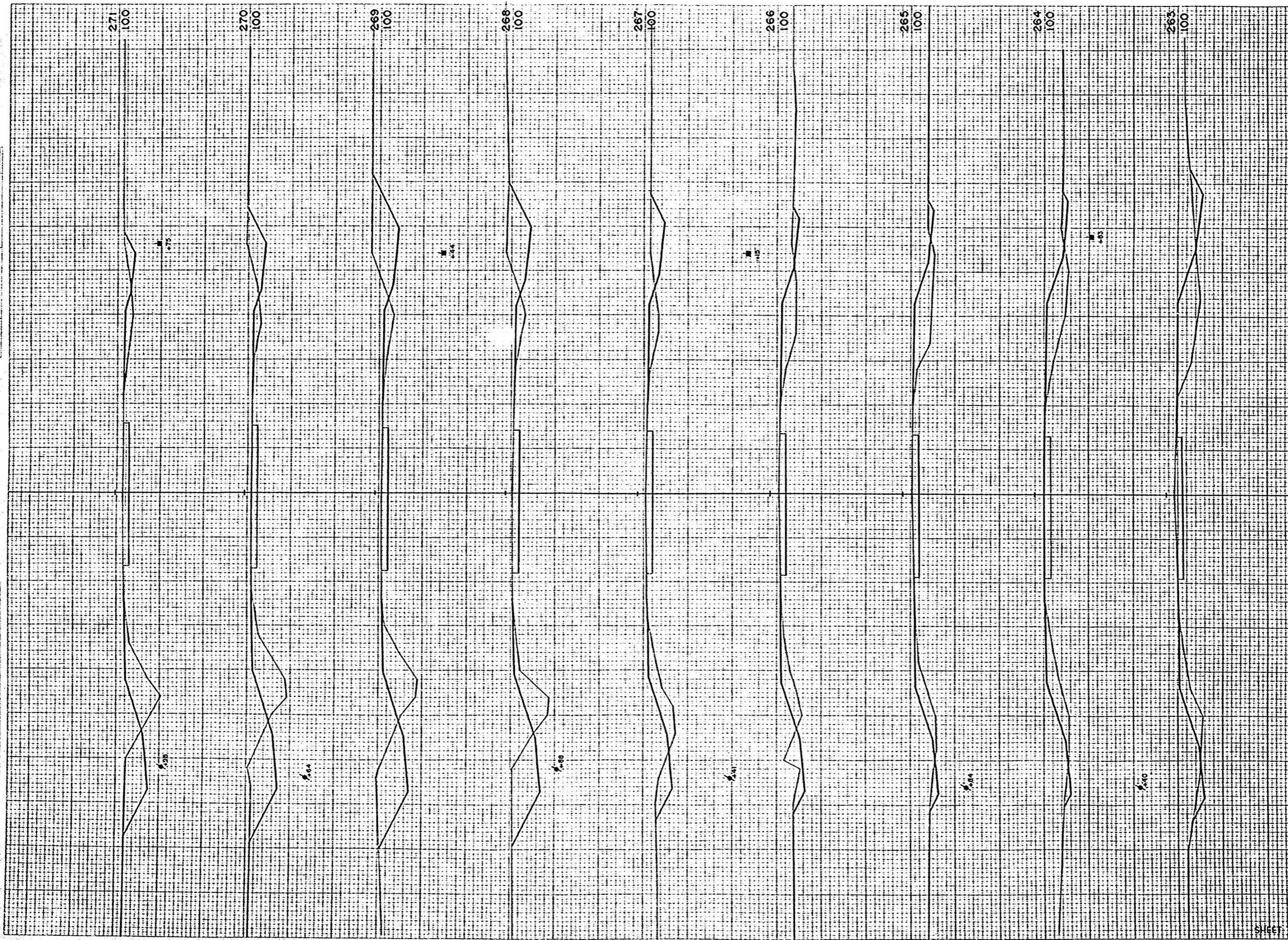
STATION	DISTANCE	YARDAGE	
		UNC.	TOTAL
257	99.96	(6)	65
258		139	87
259		120	100
260		32	76
261		3	67
258	100	26	161
262			
260	100		
259	100		
258	100		

EQUATION: 257 + 46.47 (BACK) =
 257 + 46.51 (AHEAD)

SHEET TOTAL 491 556

FINAL SURVEY
 PLOTTED
 NOTED
 NO.

DATE
 ORIGINAL SURVEY
 PLOTTED
 NOTED
 NO.



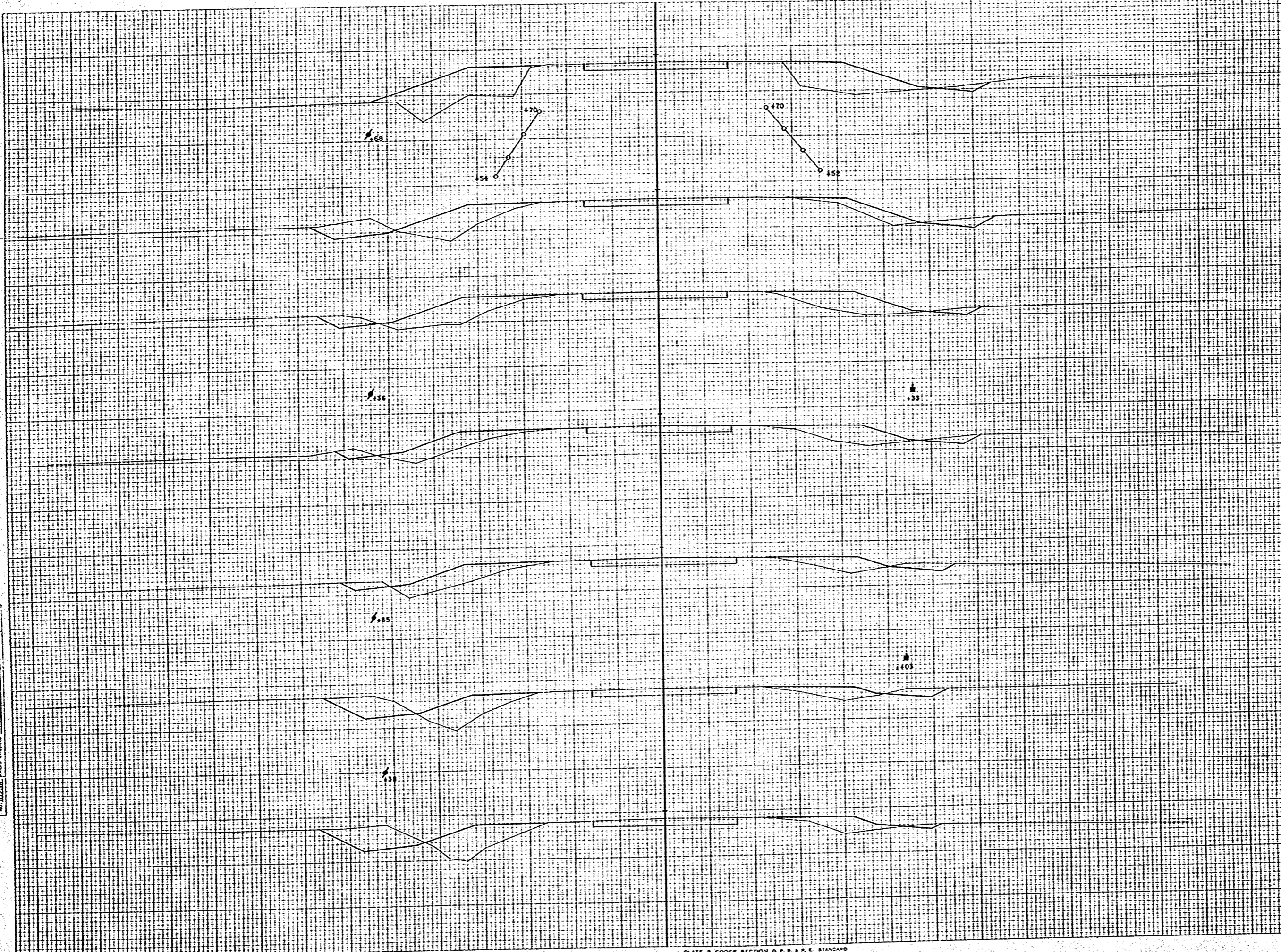
R.R. DISTRICT OFFICE	PROJECT	SHEET NUMBER	TOTAL SHEETS
WIS. 4	T 037-1 (3)	61	81

STATION	DISTANCE	YARDAGE	
		UNCL.	CL.
262	24		146
263	22		135
264	15		124
265	26		107
266	52		87
267	119		60
268	169		33
269	172		102
270	111		98
271			
Sheet TOTAL		730	874

B.P.A. DISTRICT OFFICE	PROJECT	SHEET NUMBER	TOTAL SHEETS
WIS. 4	T 037-1 (3)	62	81

DATE	
BY	
FINAL SURVEY	
NOTE BOOK	
NO.	

DATE	11/24
BY	C.W.R.
ORIGINAL SURVEY	
NOTE BOOK	
NO.	10258

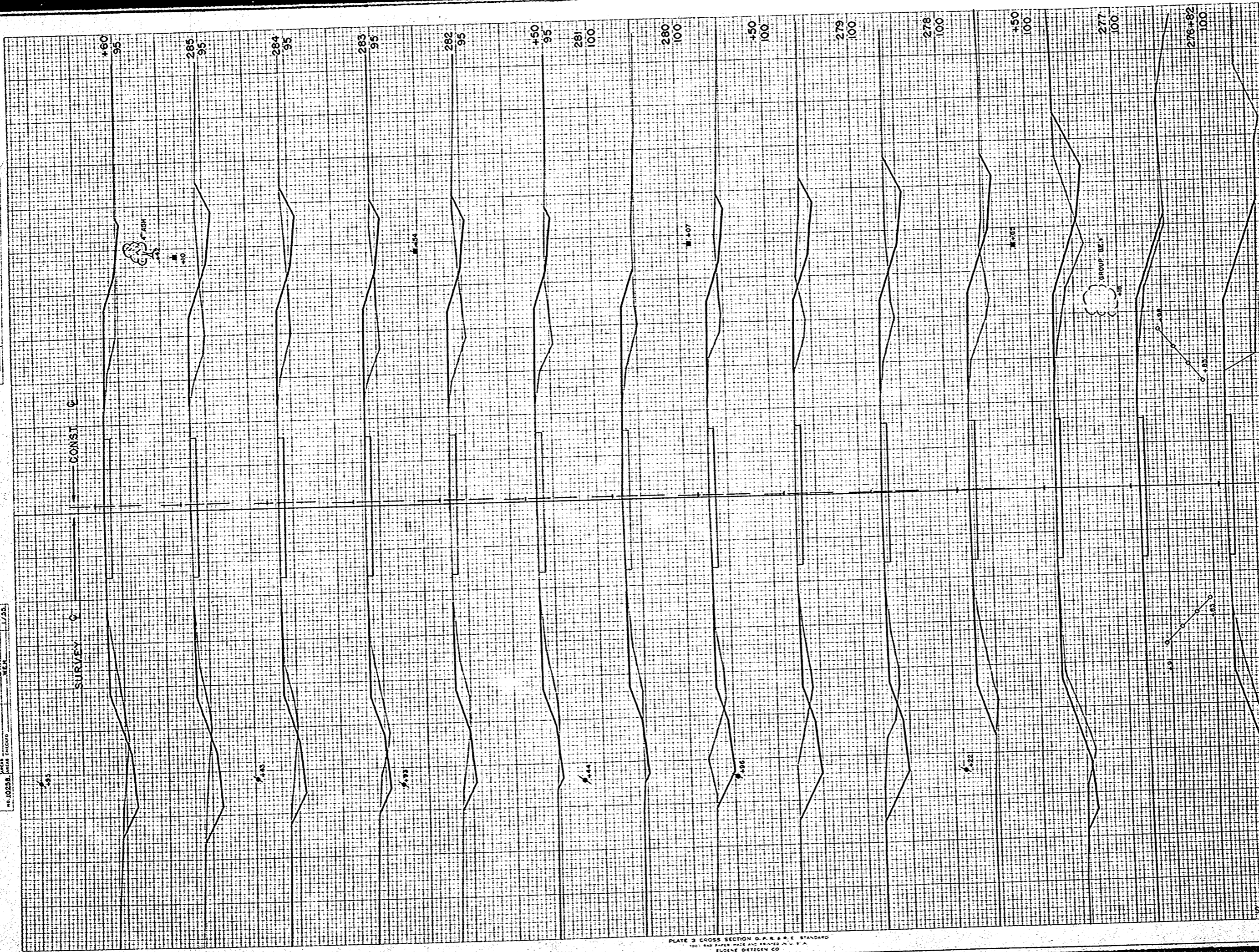


STATION	DISTANCE	YARDAGE	
		EXCAVATION	FILL
+70			
95			
27			
	82		119
272			
	76		133
273			
	52		124
274			
	26		133
275			
	26		159
276			
	24		76
+50			
275			
95			
	7		44
+70			
274			
95			
273			
95			
273			
95			
272			
95			
SHEET TOTAL		293	780

FINAL SURVEY
 PLOTTED
 NOT BOOK
 AREA CHECKED
 NO.

ORIGINAL SURVEY
 DATE 1/2/34
 BY C.W.R.
 R.W.P. C.W.R.
 T.E.R. C.W.R.
 W.E.H.
 NO. 10238 AREA CHECKED

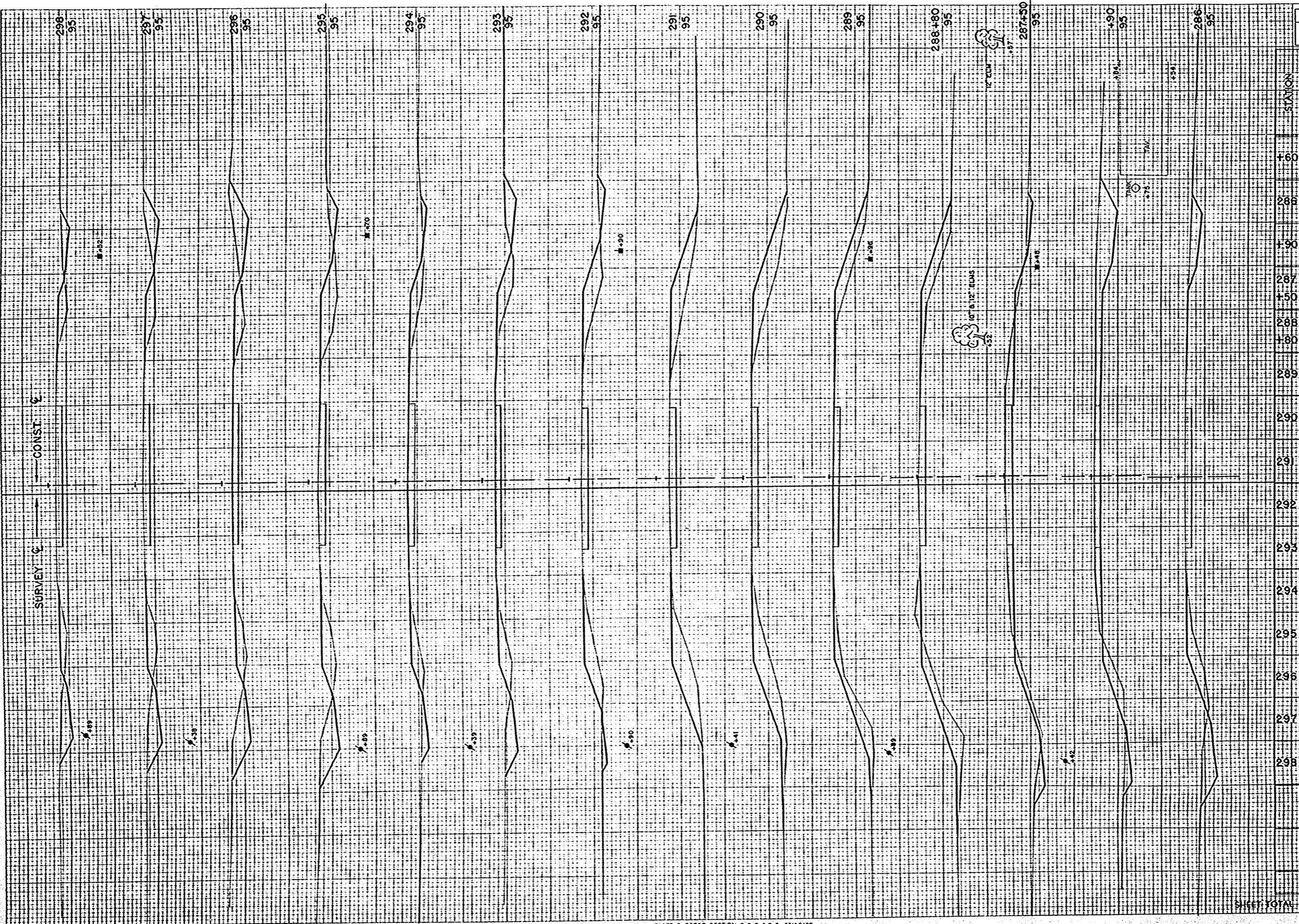
EPA DISTRICT OFFICE	PROJECT	SHEET NUMBER	TOTAL SHEETS
WIS 4	T 037-1 (3)	63	81



STATION	DISTANCE	YARDAGE	
		UNIC.	TOTAL
170	0		6
182	0		24
277	28		32
150	46		57
278	98		104
279	61		33
150	50		32
280	54		80
281	9		48
150	17		50
282	37		94
283	33		80
284	39		76
285	19		50
160			
SHEET TOTAL		49	786

FINAL SURVEY BY DATE
 BURNED PLACING
 NOTY FOR AREA CHECKED

ORIGINAL SURVEY BY DATE
 RWP CWR CWR
 W.P. C.W.R. C.W.R.
 W.P. C.W.R. C.W.R.
 W.P. C.W.R. C.W.R.
 W.P. C.W.R. C.W.R.

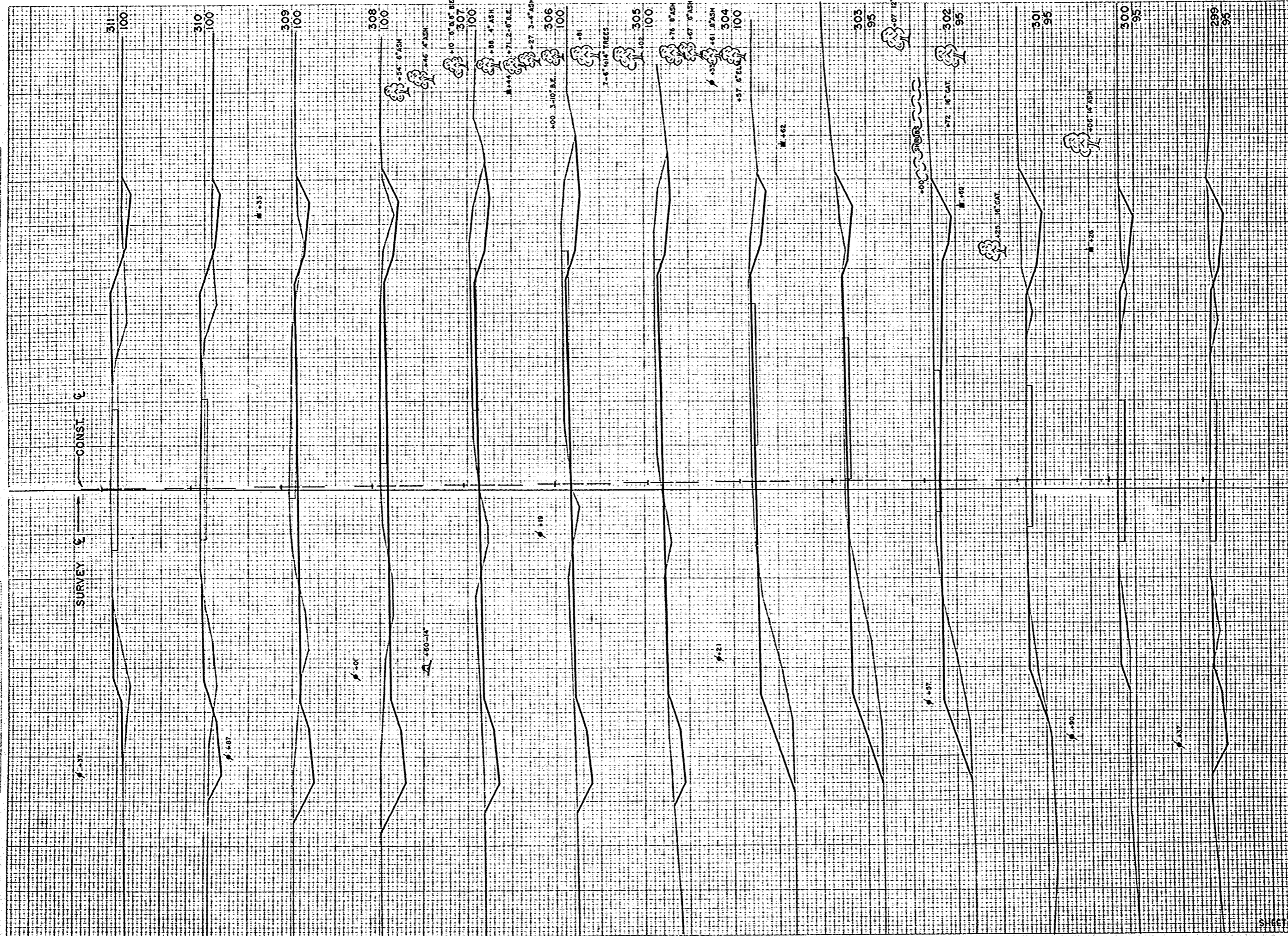


B.P.A. DISTRICT OFFICE	PROJECT	SHEET NUMBER	TOTAL SHEETS
W.S. 4	T 037-1 (3)	64	81

STATION	DISTANCE	YARDAGE	
		UNING	EXCAVATION
298			
297			
296			
295			
294			
293			
292			
291			
290			
289			
288			
287			
286			
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284			
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13			
12			
11			
10			
9			
8			
7			
6			
5			
4			
3			
2			
1			
0			
160	13		26
286	63		33
190	50		17
287	4		6
150	2		22
288	0		139
180	0		161
289	0		126
290	0		65
291	0		63
292	39		60
293	41		78
294	43		56
295	76		44
296	78		
297	57		
298			
SHEET TOTAL	475		938

FINAL SURVEY
 NUMBERED BY THE DISTRICT ENGINEER
 DATE OF SURVEY
 NAME OF SURVEYOR
 NO. OF SHEETS

ORIGINAL SURVEY
 NUMBERED BY THE DISTRICT ENGINEER
 DATE OF SURVEY
 NAME OF SURVEYOR
 NO. OF SHEETS

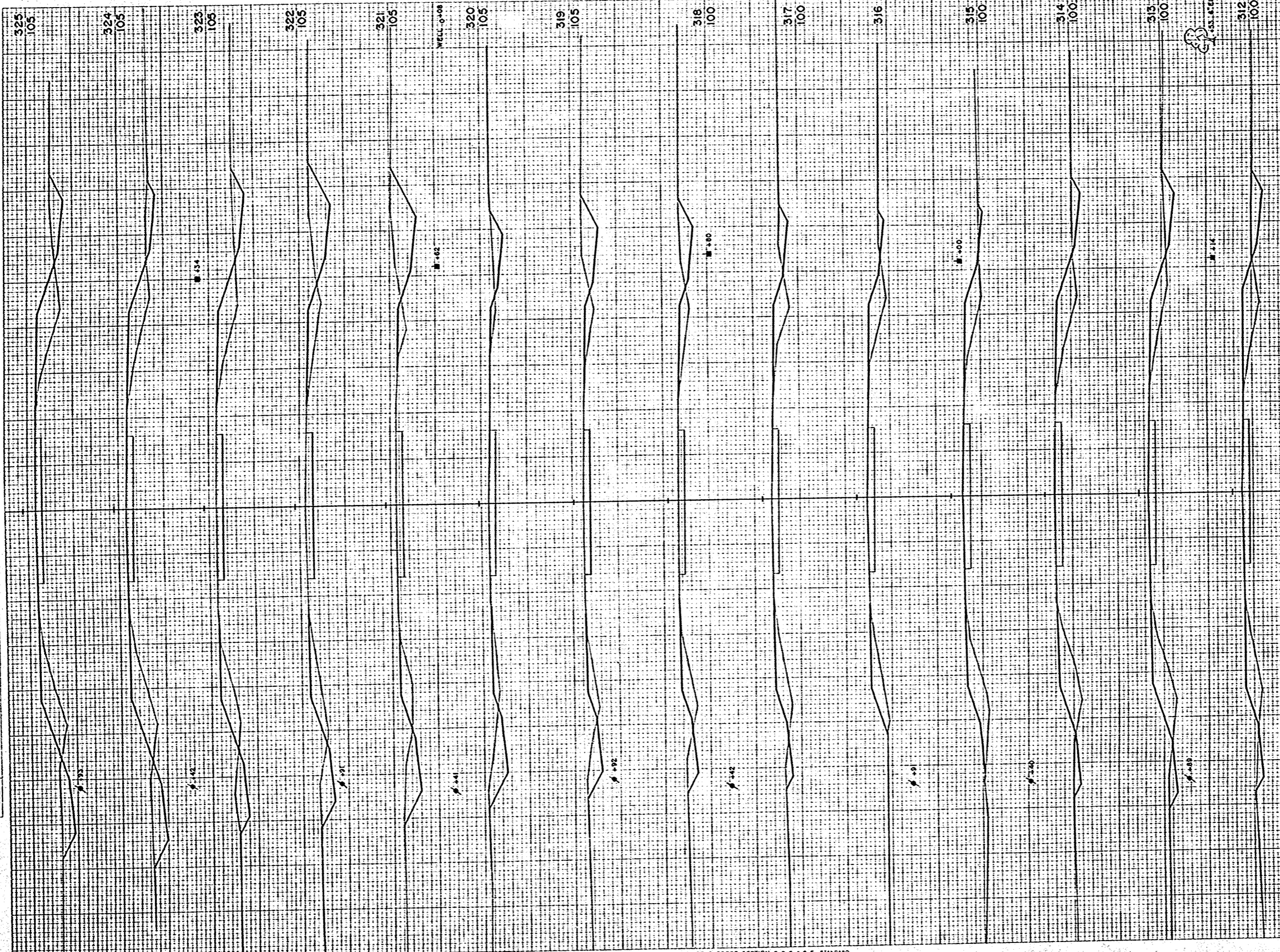


STATION	DISTANCE	YARDAGE	
		EXCAVATION	FILL
298	72		32
299	67		35
300	57		37
301	93		70
302	72		139
303	46		169
304	85		100
305	157		32
306	159		30
307	172		20
308	139		20
309	72		59
310	37		104
311			
SHEET TOTAL		1208	847

B.P.A. DISTRICT OFFICE
 PROJECT T 037-1 (3)
 SHEET NUMBER 65
 TOTAL SHEETS 81

FINAL SURVEY
 NO. 10228
 DATE

ORIGINAL SURVEY
 NO. 10228
 DATE

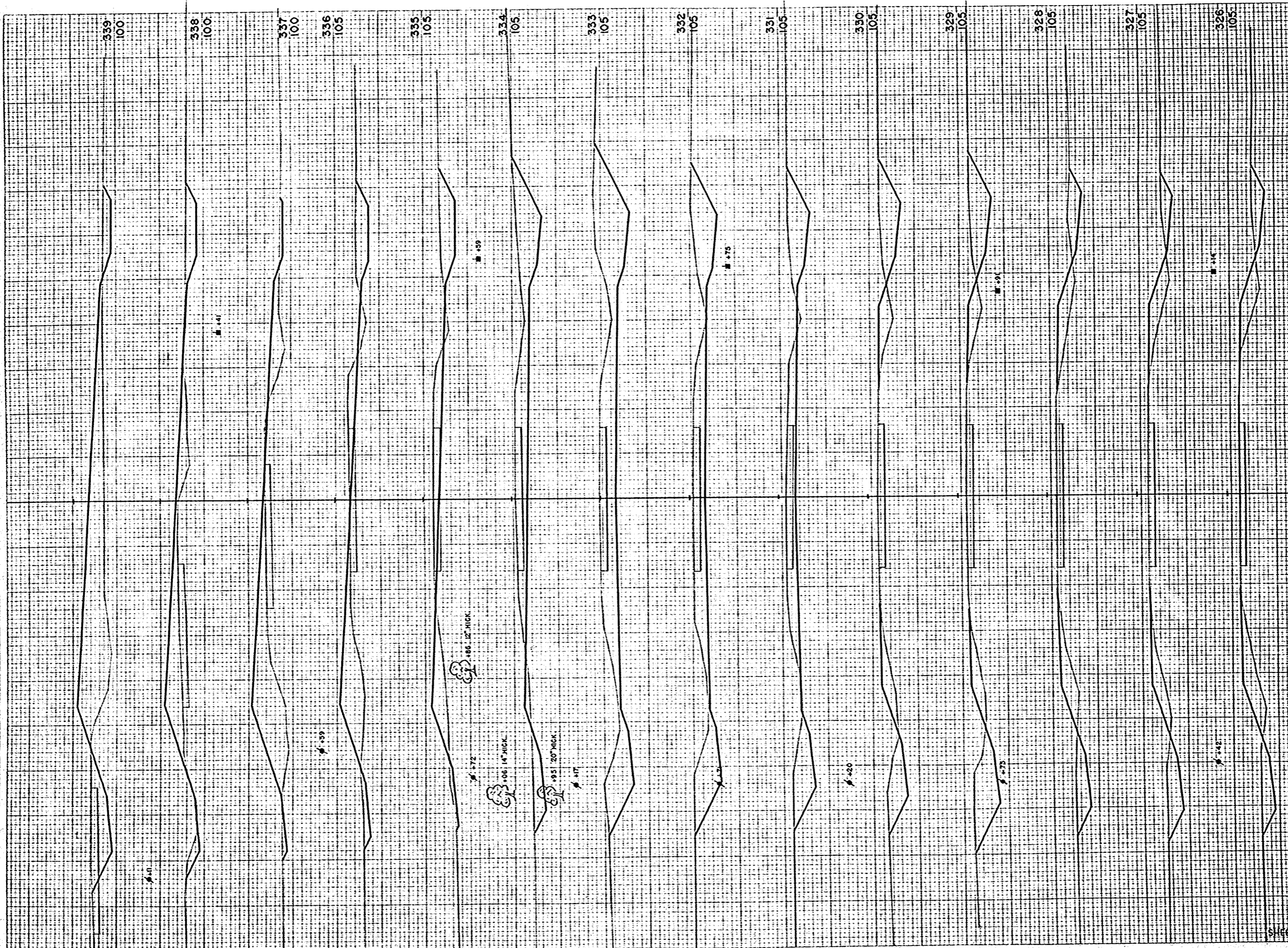


B.P.R. DISTRICT OFFICE	PROJECT	SHEET NUMBER	TOTAL SHEETS
WIS. 4	T 037-1 (3)	66	81

STATION	DISTANCE	VARIANCE	
		EXCAVATION	FILL
311	33		109
312	43		104
313	35		113
314	17		106
315	7		85
316	20		60
317	41		67
318	63		48
319	63		33
320	91		32
321	117		54
322	60		62
323	59		107
324	69		124
325			
SHEET TOTAL	738		1144

FINAL SURVEY PHOTO
 DATE: _____
 BY: _____
 NO. _____

ORIGINAL SURVEY PHOTO
 DATE: 11/1/88
 BY: CWR
 NO. 10208



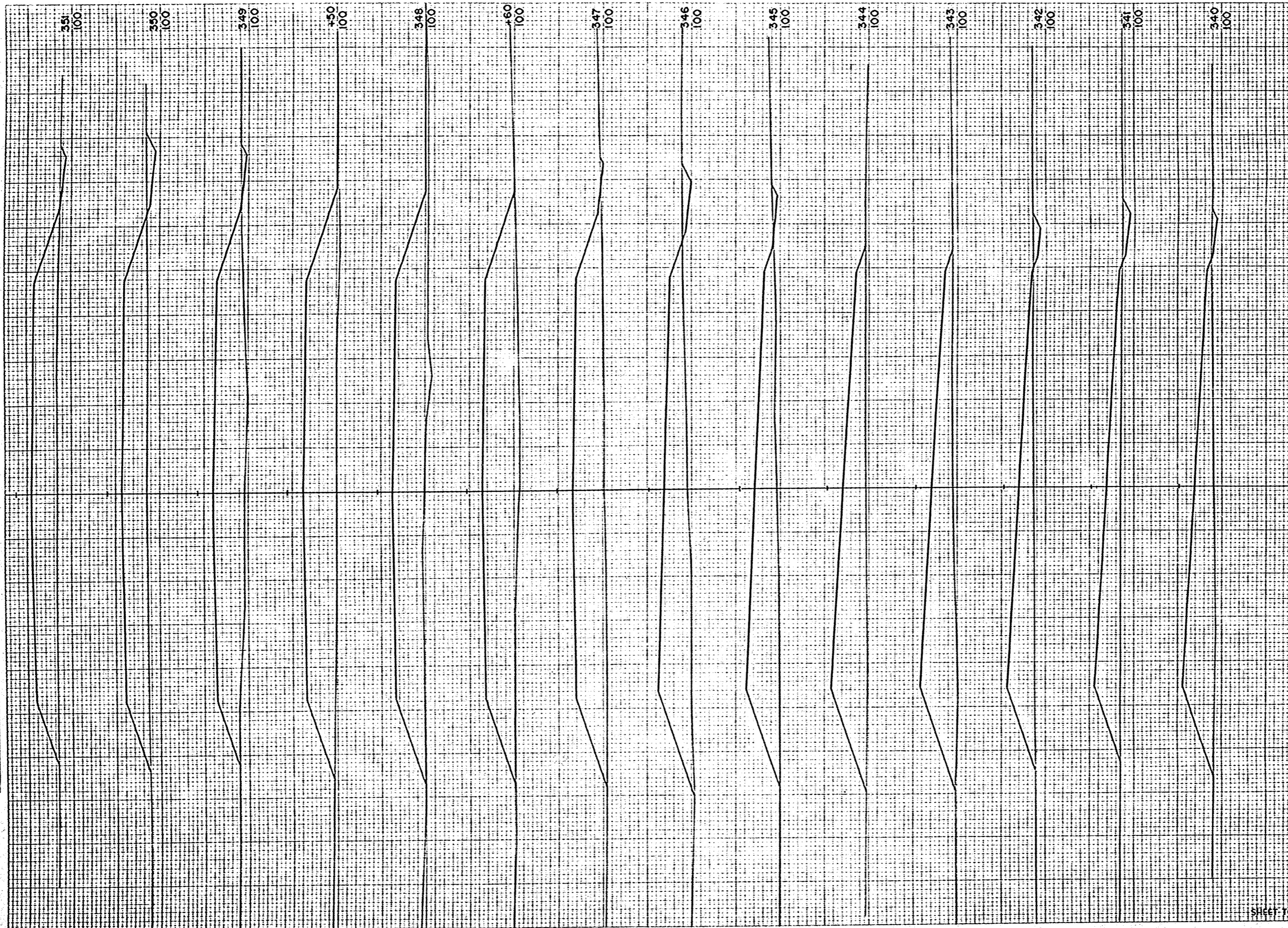
B.P. DISTRICT OFFICE	PROJECT	SHEET NUMBER	TOTAL SHEETS
VIS. 4	T 037-1 (3)	67	81

STATION	DISTANCE	YARDAGE	
		UNING	EXCAVATION
325	70		
326	69		63
327	78		60
328	126		76
329	146		70
330	162		4
331	274		4
332	363		0
333	366		7
334	160		46
335	160		126
336	87		23
337	33		246
338	61		217
339			
SHEET-TOTAL		215	338

FINAL SURVEY
 SURVEYED BY
 DATE
 AREA CHECKED

ORIGINAL SURVEY
 SURVEYED BY
 DATE
 AREA CHECKED

B.P.A. DISTRICT OFFICE	PROJECT	SHEET NUMBER	TOTAL SHEETS
WIS. 4	T 037-1 (3)	68	81

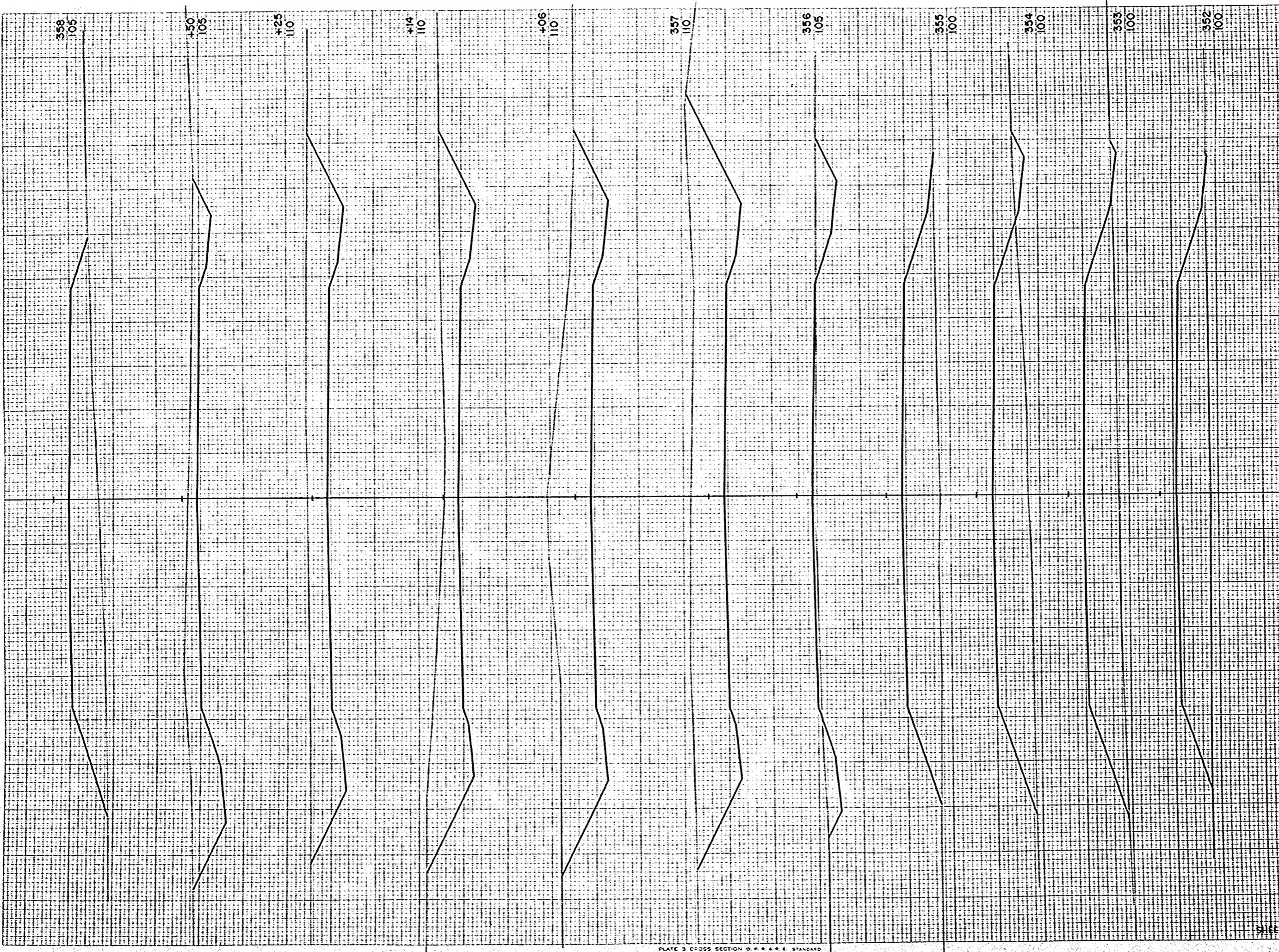


STATION	DISTANCE	YARDAGE	
		EXCAVATION	TOTAL
339			348
340	41		400
341	7		359
342	9		431
343	6		537
344	0		541
345	4		544
346	3		644
347	11		457
+60	2		319
348	0		393
+50	0		363
349	2		619
350	5		657
351	15		6492
SHEET TOTAL		125	6492

FINAL SURVEY PHOTO REPAIRS CHECKED
 NO. 10258

ORIGINAL SURVEY PHOTO REPAIRS CHECKED
 NO. 10258

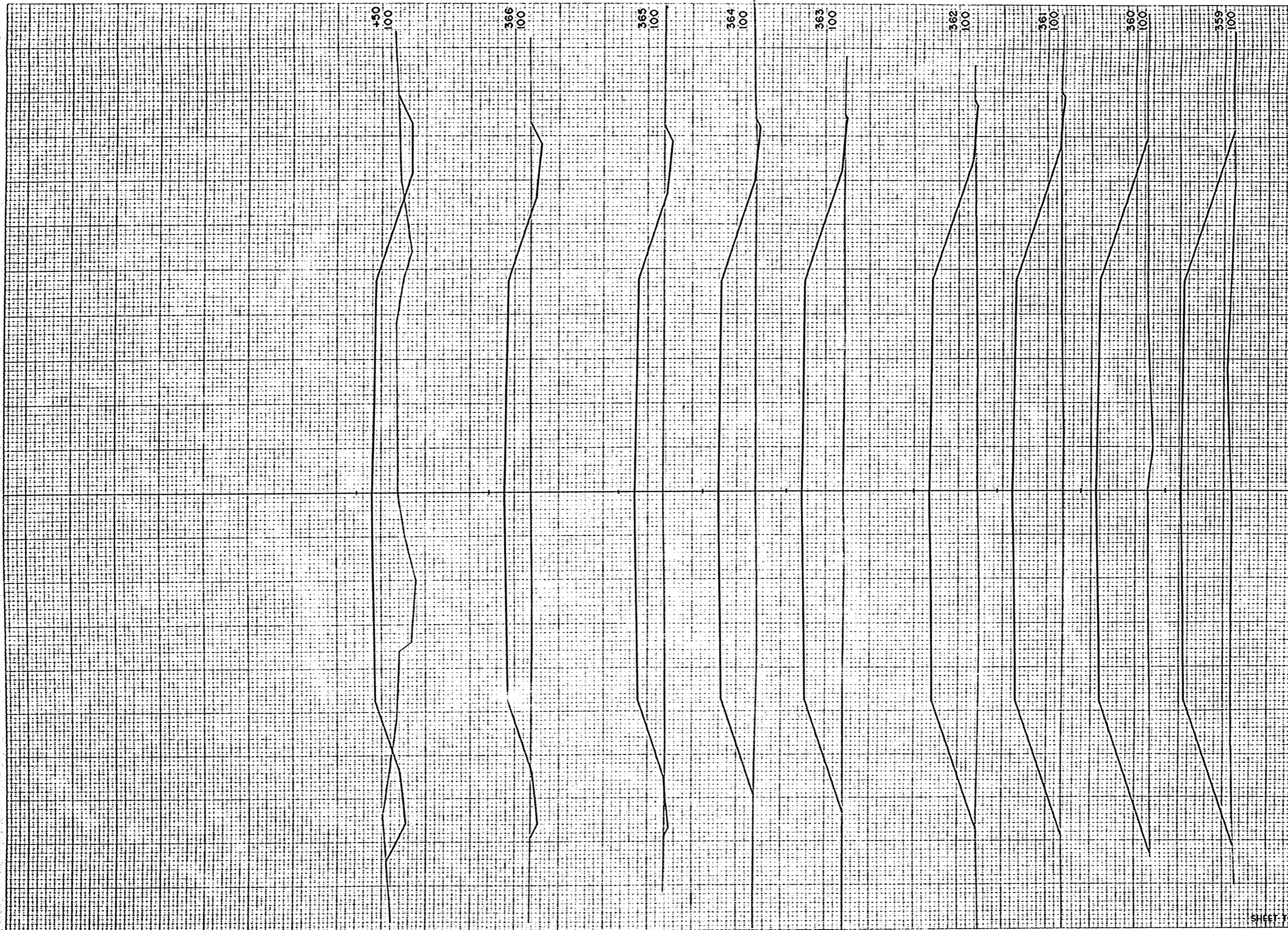
B.P.R. DISTRICT OFFICE	PROJECT	SHEET NUMBER	TOTAL SHEETS
WIS. 4	T 037-1 (3)	69	81



STATION	DISTANCE	YARDAGE	
		EXCAVATION	FILL
351			
	4		652
352			
	4		760
353			
	10		804
354			
	15		820
355			
	69		443
356			
	681		22
357			
	72		0
+06			
	76		0
+14			
	87		0
+25			
	159		0
+50			
	120		170
358			
SHEET TOTAL		1308	369

FINAL SURVEY
 NO. 1025A
 DATE 1/25/55
 BY C.W.R.
 CHECKED R.W.P.
 DRAWN R.W.P.
 SCALE 1"=40'

ORIGINAL SURVEY
 NO. 1025A
 DATE 1/25/55
 BY C.W.R.
 CHECKED R.W.P.
 DRAWN R.W.P.
 SCALE 1"=40'

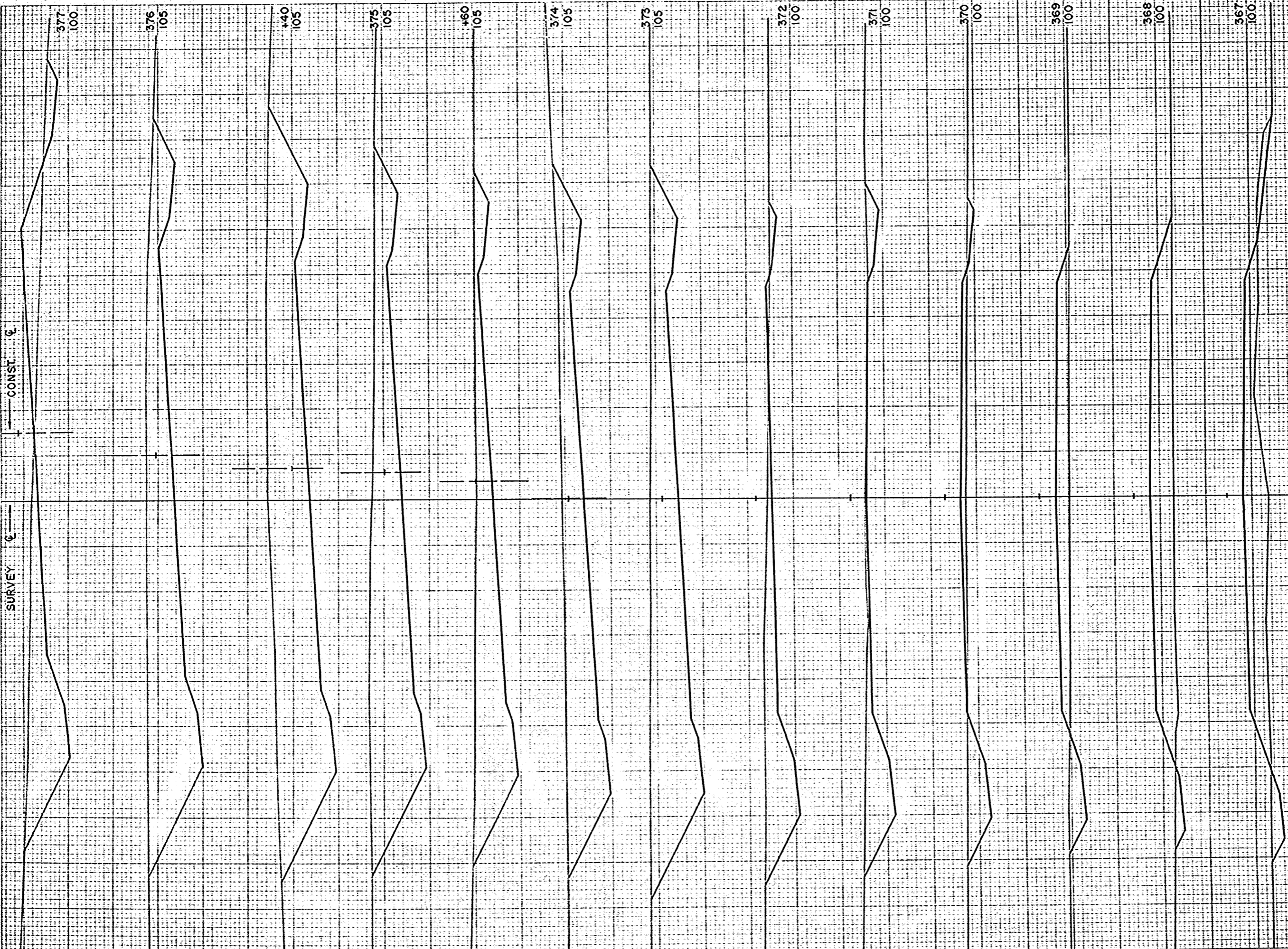


W.P. DISTRICT OFFICE	PROJECT	SHEET NUMBER	TOTAL SHEETS
WIS. 4	T 037-1 (5)	70	81

STATION	DISTANCE	YARDAGE	
		EXCAVATION	TOTAL
358	0		381
359	0		330
360	2		333
361	4		226
362	2		111
363	2		954
364	13		769
365	33		609
366	41		304
+50			
SHEET TOTAL		97	8597

FINAL SURVEY PLOTTED
 NOTE BOOK: TEMPLATE
 NO. 10235

ORIGINAL SURVEY PLOTTED
 NOTE BOOK: TEMPLATE
 NO. 10235

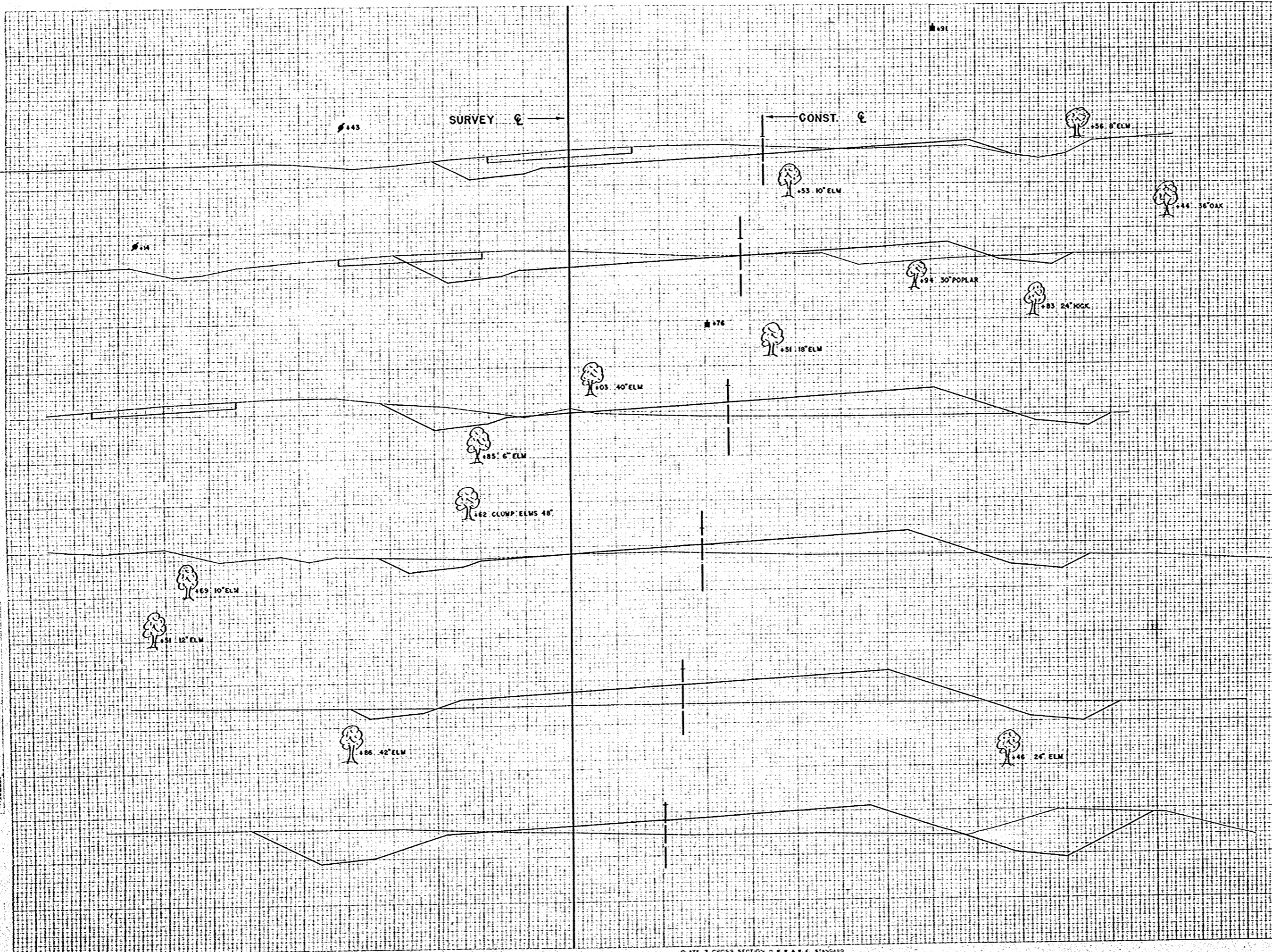


P.A. DISTRICT OFFICE	PROJECT	SHEET NUMBER	TOTAL SHEETS
VS. 2	T 037-1 (3)	71	81

STATION	DISTANCE	YARDAGE	
		EXCAVATION	FILL
+50			
367	32		257
368	11		433
369	35		365
370	83		163
371	154		39
372	246		6
373	615		6
374	835		0
+60	396		0
375	306		0
+40	435		0
376	615		0
377	519		65
SHEET TOTAL		4282	1334

FINAL SURVEY
 DATE: 11/54
 DRAWN BY: R.M.P.
 CHECKED BY: W.C.R.
 NO. 10239

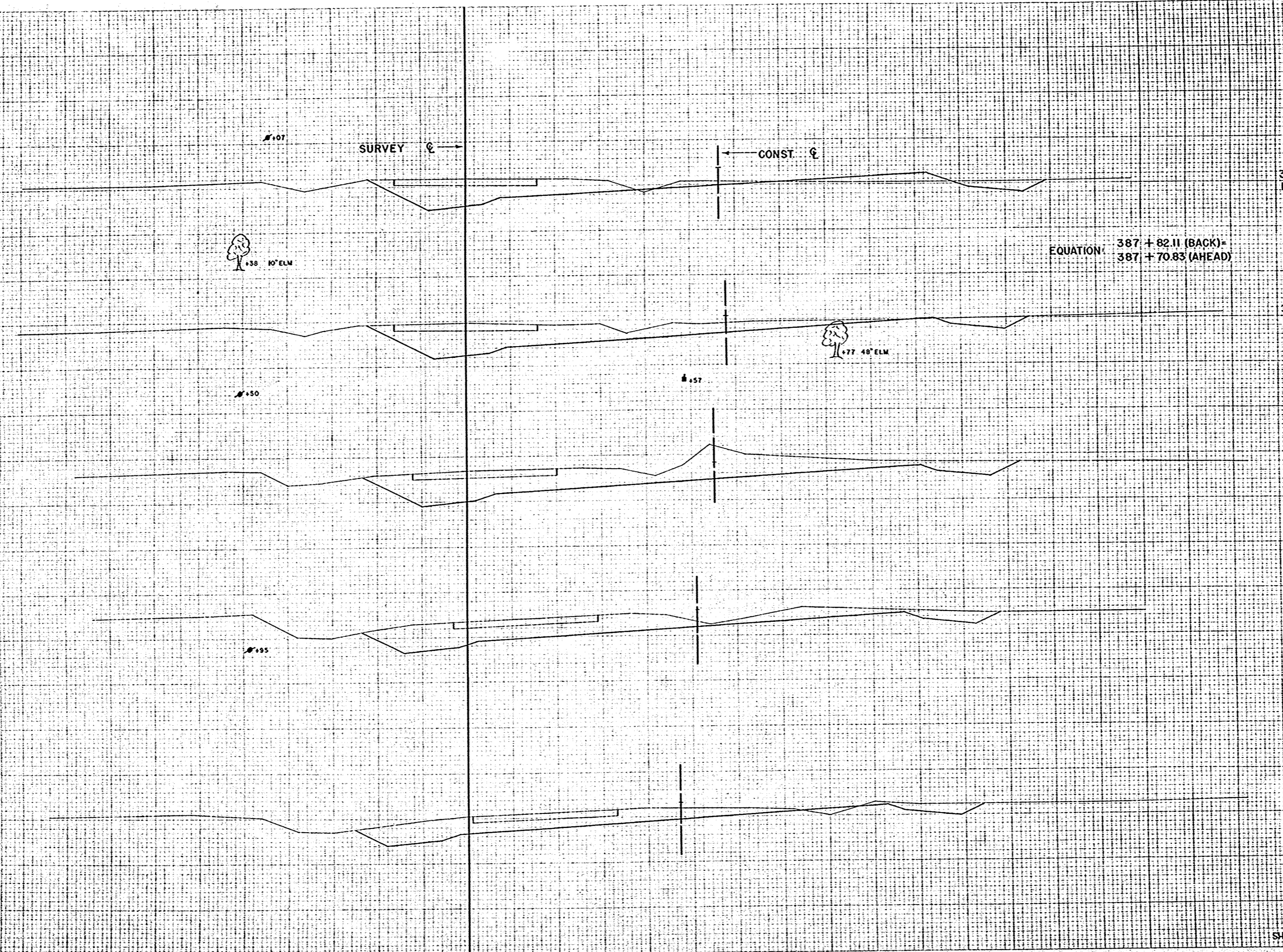
ORIGINAL SURVEY
 DATE: 11/54
 DRAWN BY: R.M.P.
 CHECKED BY: W.C.R.
 NO. 10239



STATION	DISTANCE	YARDAGE	
		EXCAVATION	FILL
383+10			
377			
378	165		231
379	104		398
382+105	96		339
380			
381	104		261
382	167		208
381+105	235		67
383			
380+105			
379+105			
378+105			
SHEET TOTAL		871	1504

FINAL SURVEY
 DATE: 11/25/54
 DRAWN BY: R.W.P.
 CHECKED BY: W.C.H.

ORIGINAL SURVEY
 DATE: 11/25/54
 DRAWN BY: R.W.P.
 CHECKED BY: W.C.H.

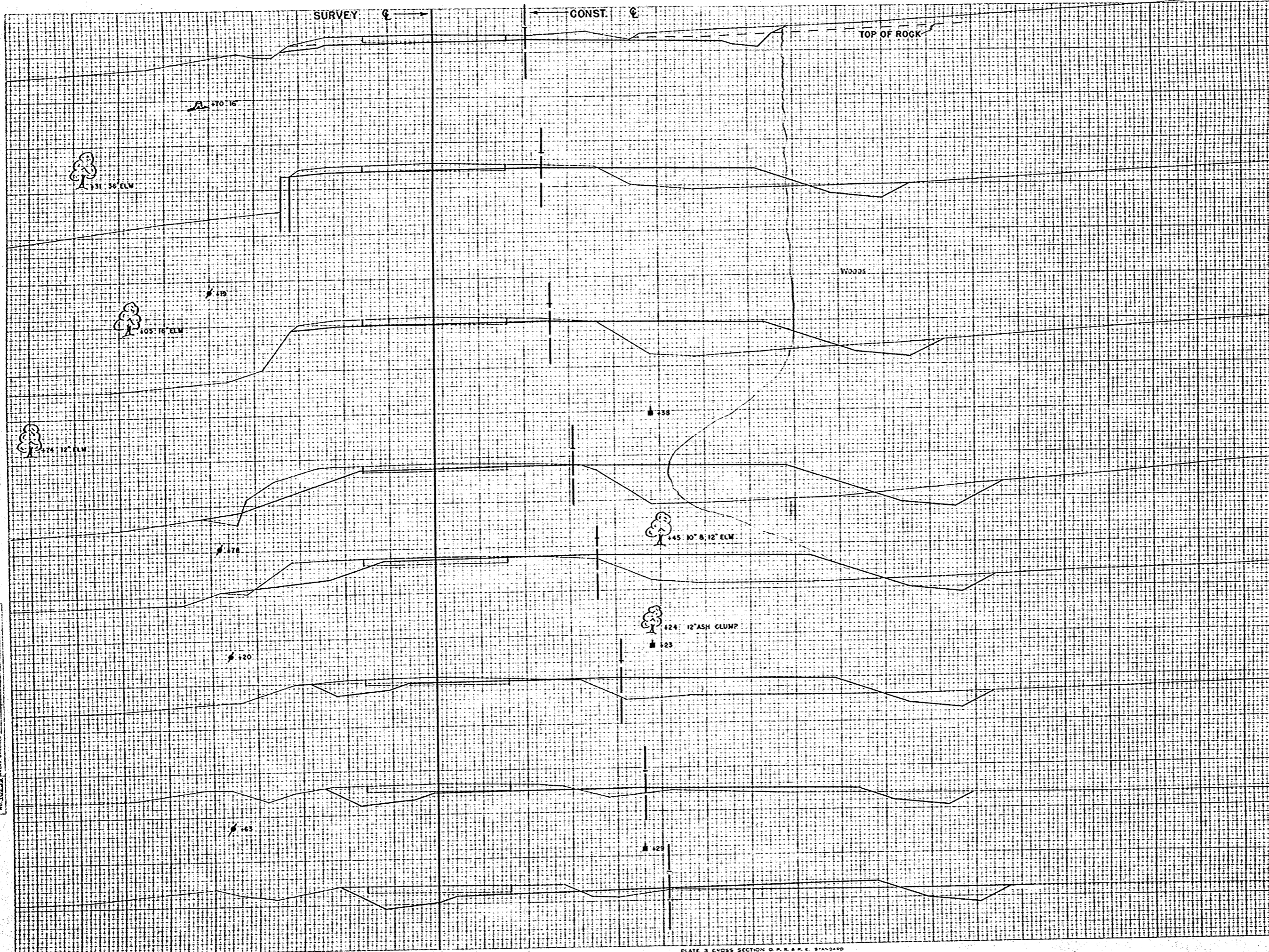


EQUATION: 387 + 82.11 (BACK) =
 387 + 70.83 (AHEAD)

STATION	DISTANCE	YARDAGE	
		EXCAVATION	FILL
388	115	257	19
384	115	307	6
385	115	419	0
387	115	407	0
388	11:28	304	22
386	115		
385	110		
384	110		
SHEET TOTAL		1694	47

FINAL SURVEY
 DATE: 11/24/34
 BY: C.W.R.
 CHECKED: R.W.P.
 NO. 10233

ORIGINAL SURVEY
 DATE: 11/24/34
 BY: C.W.R.
 CHECKED: R.W.P.
 NO. 10233

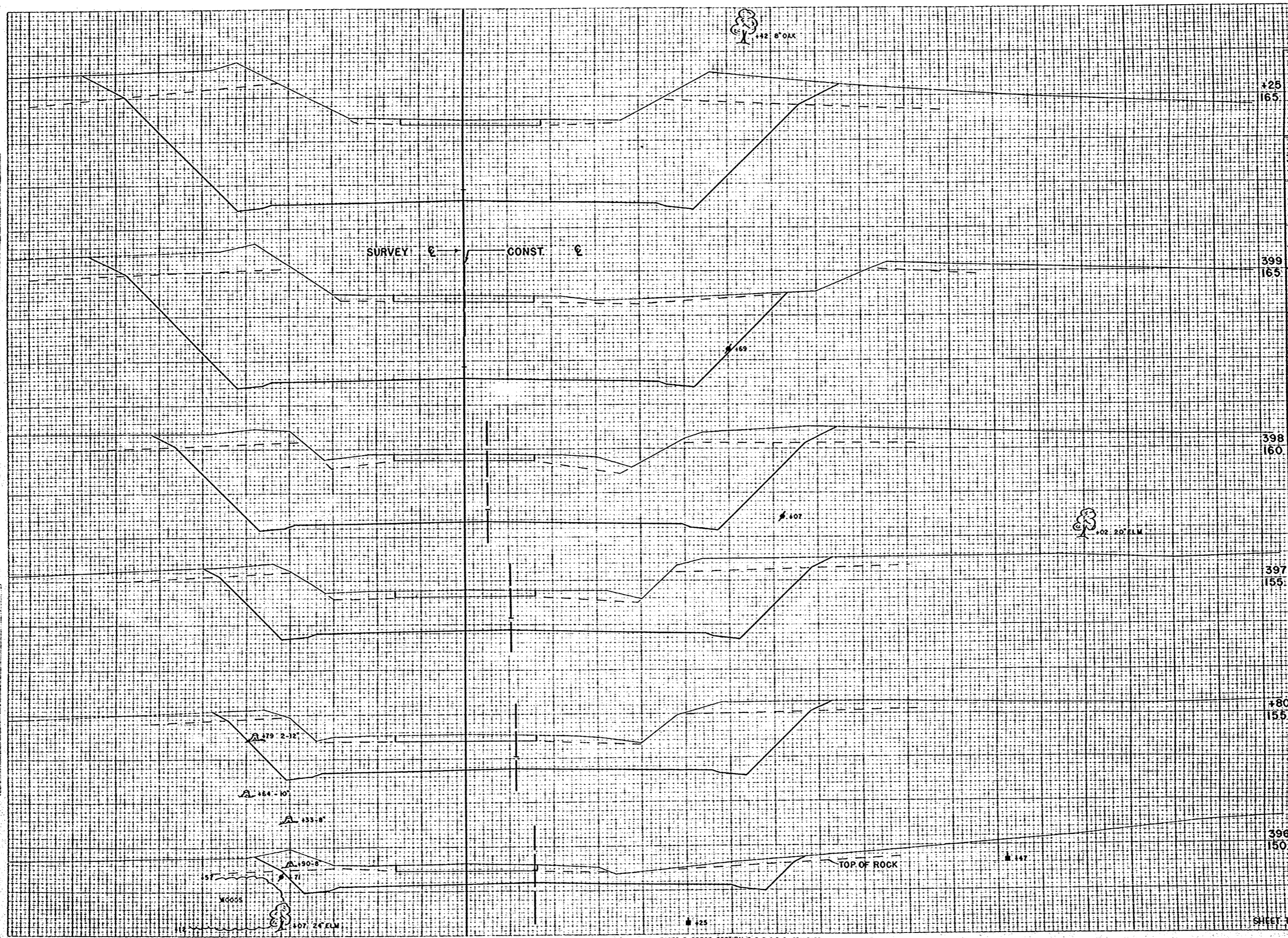


STATION	DISTANCE	YARDAGE		
		TUNG	ROCK	COMMON
395	140			
388	135	182		52
389	130			63
394	135		102	143
392	130		107	259
393	130		144	350
394	130		113	322
393	130		20	61
395	130	13	54	50
392	120			
391	120			
390	115			
389	115			
SHEET TOTAL		312	3540	1310

R.P.A. DISTRICT OFFICE	PROJECT	SHEET NUMBER	TOTAL SHEETS
WIS. 4	T 037-1 (3)	75	81

FINAL SURVEY	DATE
NOTED	BY
REVISION	BY
NO. 102-55	DATE

ORIGINAL SURVEY	DATE
NOTED	BY
REVISION	BY
NO. 102-55	DATE



STATION	DISTANCE	YARDAGE			TOTAL
		UNC.	ROCK	COMMON	
165					
395		58	213	93	0
396		88	530	93	0
180					
399		39	209	32	0
165					
397		399	154	209	0
398		243	2063	243	0
399		78	617	78	0
125					
398					
160					
397					
155					
180					
155					
396					
150					
SHEET TOTAL		5036	748	0	0

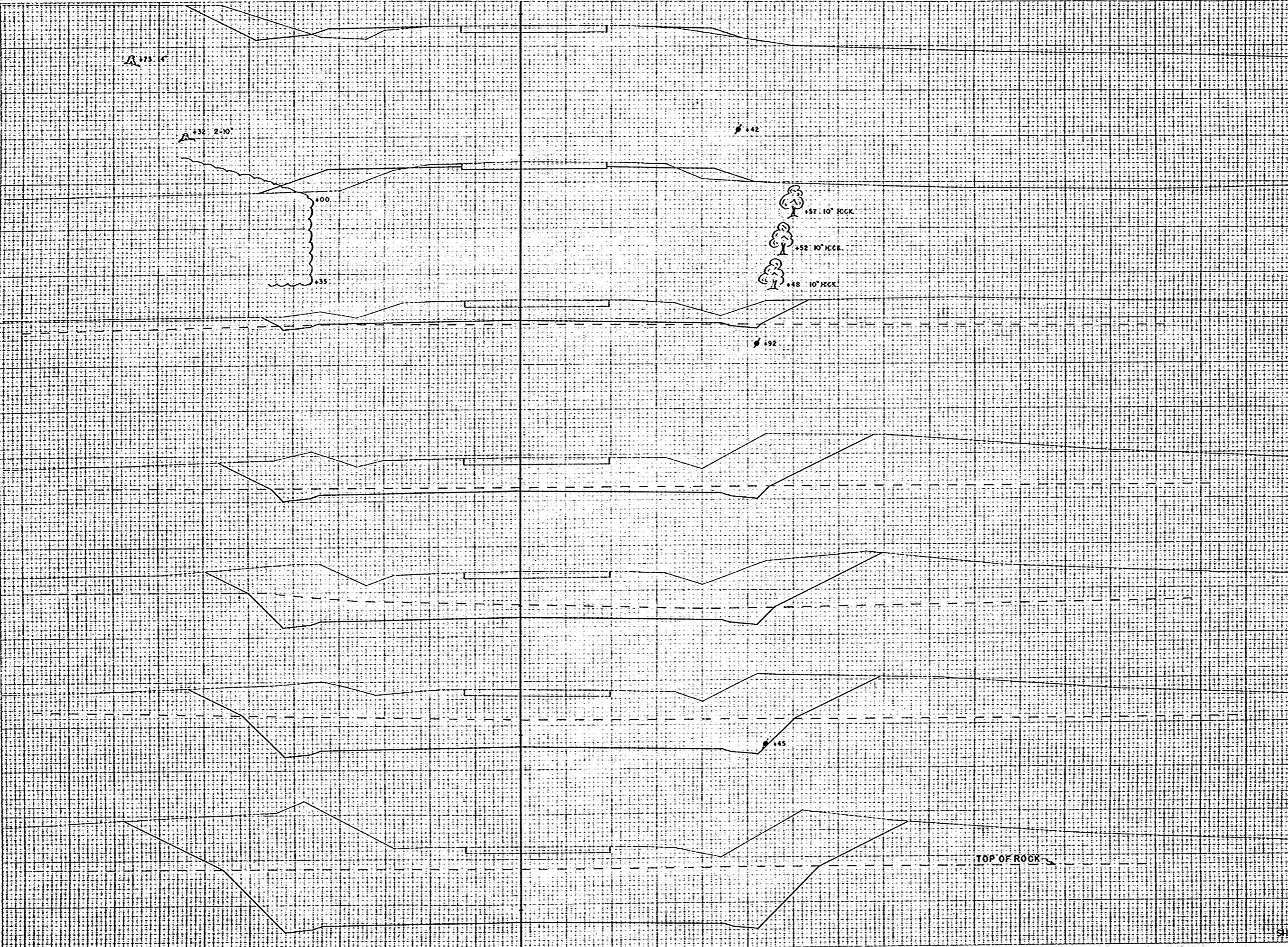
PLATE 3 CROSS SECTION OF P. R. & E. STANDARDS
 NOTED AND PAPER MADE AND PRINTED IN U.S.A.
 EUGENE DETZEN CO.

FINAL SURVEY
 NO. 10255
 AREA 10255
 AREA 10255

DATE
 11/24/34
 12/23/34
 1/25/35
 1/25/35

BY
 C.W.B. C.W.R.
 R.W.P. R.W.S.
 W.E.H.

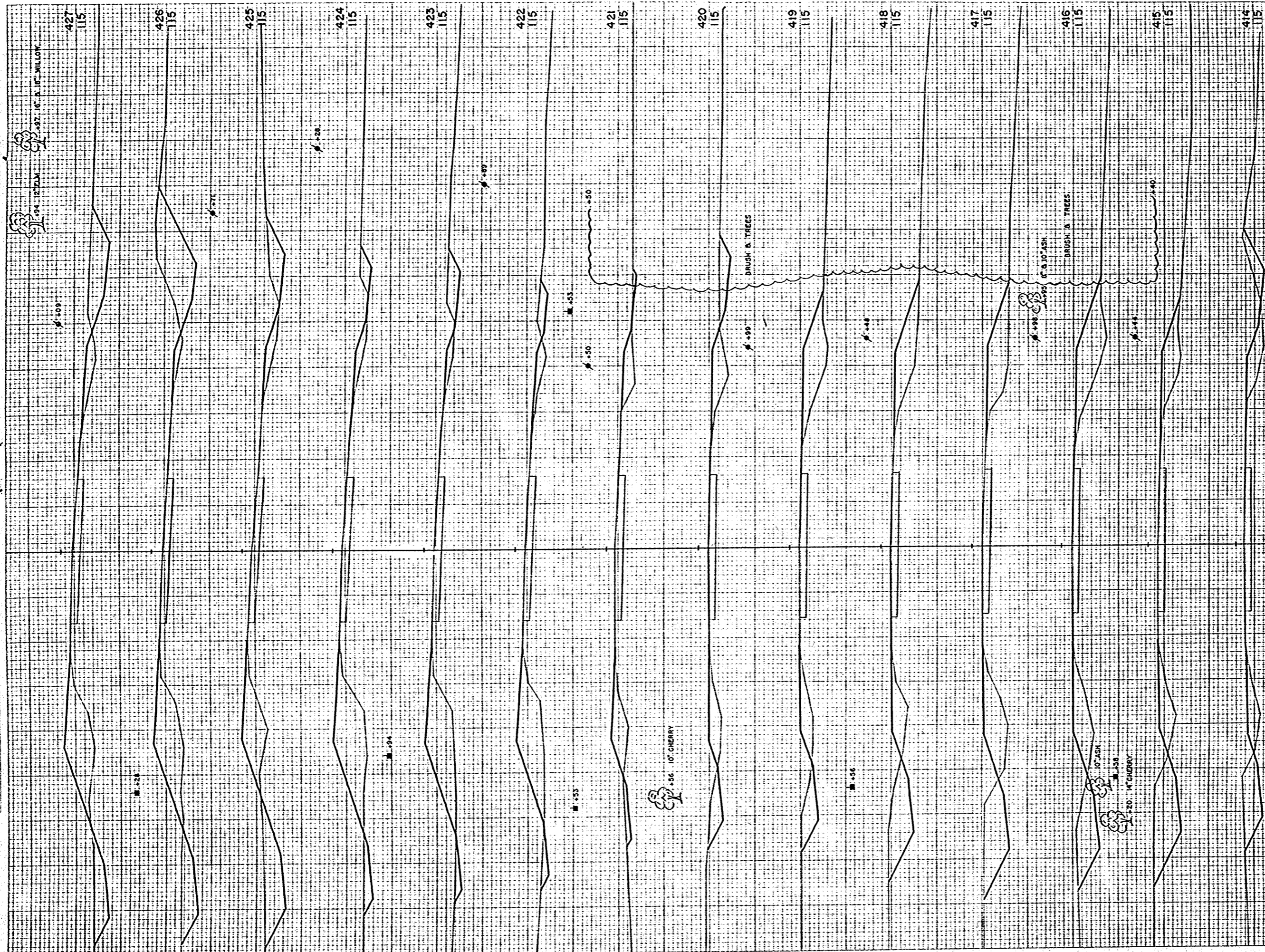
NO. 10255
 AREA 10255
 AREA 10255



STATION	DISTANCE	YARDAGE			
		UNC.	ROCK	COMMON	FILL
404	140				
403	145	584	1476	544	0
400	160	581	630	581	0
401	160	344	224	344	0
402	150	411	126	411	0
402	155	263	35	263	0
403	155	185	4	185	50
404	155	46	0	46	67
401	155				
401	160				
400	160				
SHEET TOTAL		2364	2495	2394	117

FINAL SURVEY
 NO. 10255
 DATE 12/24/33
 SURVEYOR W. C. WILSON
 CHECKED W. C. WILSON
 DRAWN W. C. WILSON
 TITLE ROAD IMPROVEMENT
 AREA
 LOCAL OFFICE

ORIGINAL SURVEY
 NO. 10255
 DATE 12/24/33
 SURVEYOR W. C. WILSON
 CHECKED W. C. WILSON
 DRAWN W. C. WILSON
 TITLE ROAD IMPROVEMENT
 AREA
 LOCAL OFFICE

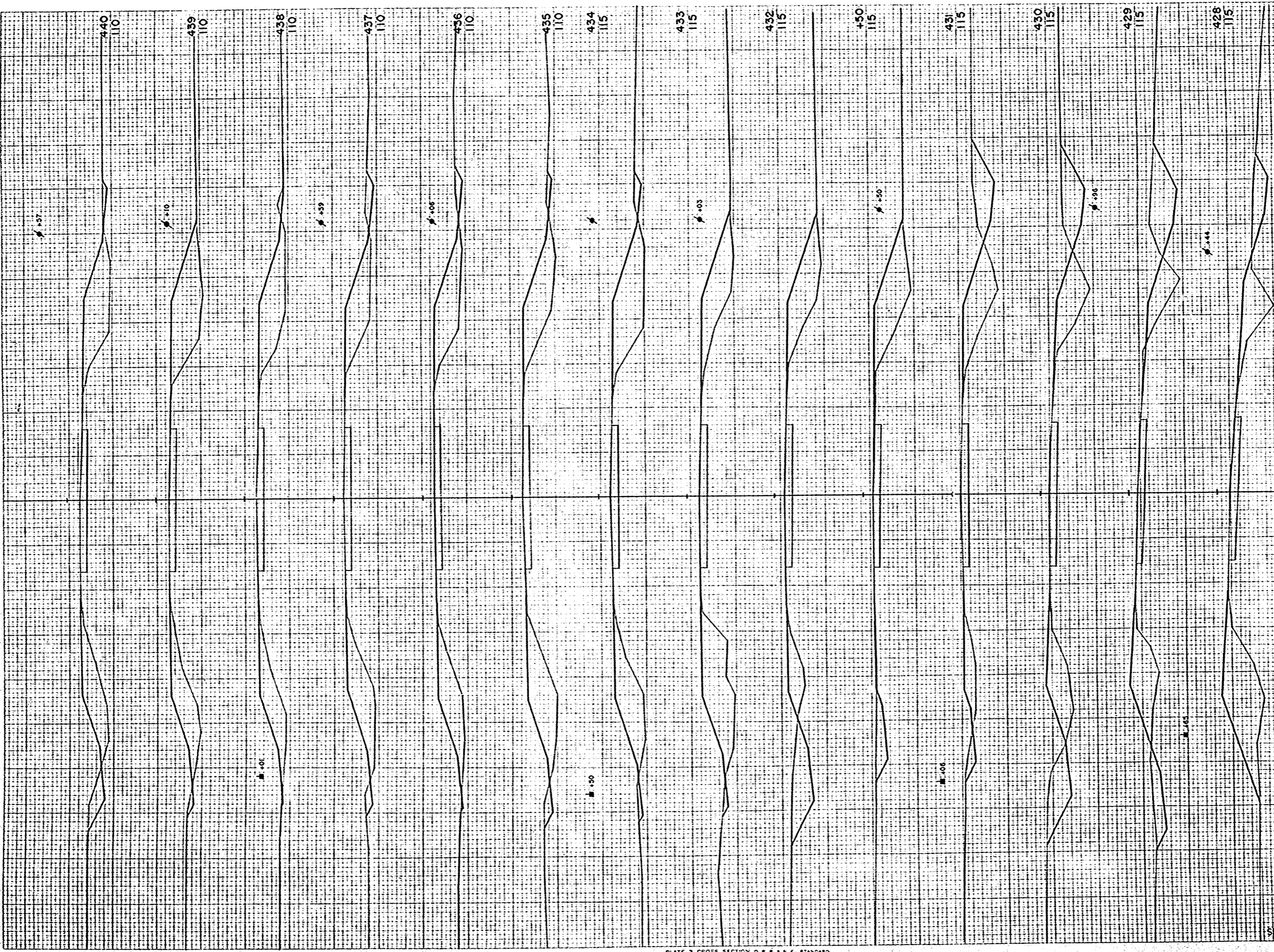


B.P.A. DISTRICT OFFICE	PROJECT	SHEET NUMBER	TOTAL SHEETS
WIS. 4	T 037-1 (3)	78	81

STATION	DISTANCE	YARDAGE	
		EXCAVATION	FILL
413	54		63
414	93		80
415	69		126
416	62		156
417	65		135
418	57		117
419	44		102
420	30		63
421	9		109
422	20		141
423	20		156
424	26		135
425	63		120
426	100		133
427			
SHEET TOTAL		792	656

FINAL SURVEY
 DRAWING NO. 10259
 DATE 12/31/33
 BY C. W. R. W. K.
 CHECKED BY W. K. W. K.

ORIGINAL SURVEY
 DRAWING NO. 10259
 DATE 12/31/33
 BY C. W. R. W. K.
 CHECKED BY W. K. W. K.

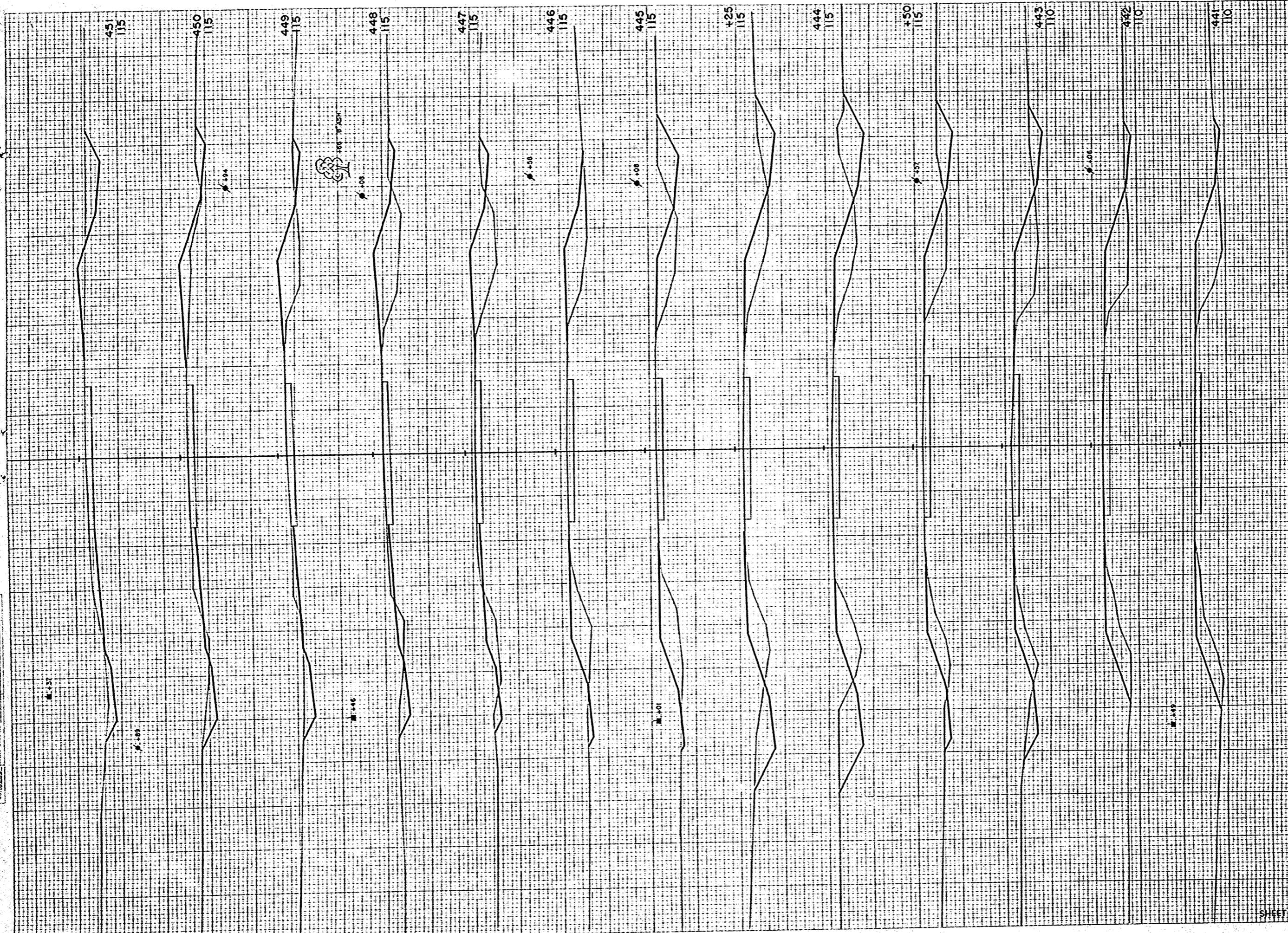


W.P. DISTRICT OFFICE	PROJECT	SHEET NUMBER	TOTAL SHEETS
WIS. 4	T 037-1 (3)	79	81

STATION	DISTANCE	YARDAGE	
		EXCAVATION	FILL
427			
428	56		191
429	83		198
430	132		156
431	106		154
432	26		67
433	26		70
434	41		81
435	7		259
436	13		244
437	13		217
438	17		198
439	4		219
440	17		224
SHEET TOTAL		554	2604

FINAL SURVEY REPORT
 NO. 10259
 DATE 1/25/33
 BY M.L.R.
 CHECKED M.L.R.

ORIGINAL SURVEY REPORT
 NO. 10259
 DATE 1/25/33
 BY M.L.R.
 CHECKED M.L.R.



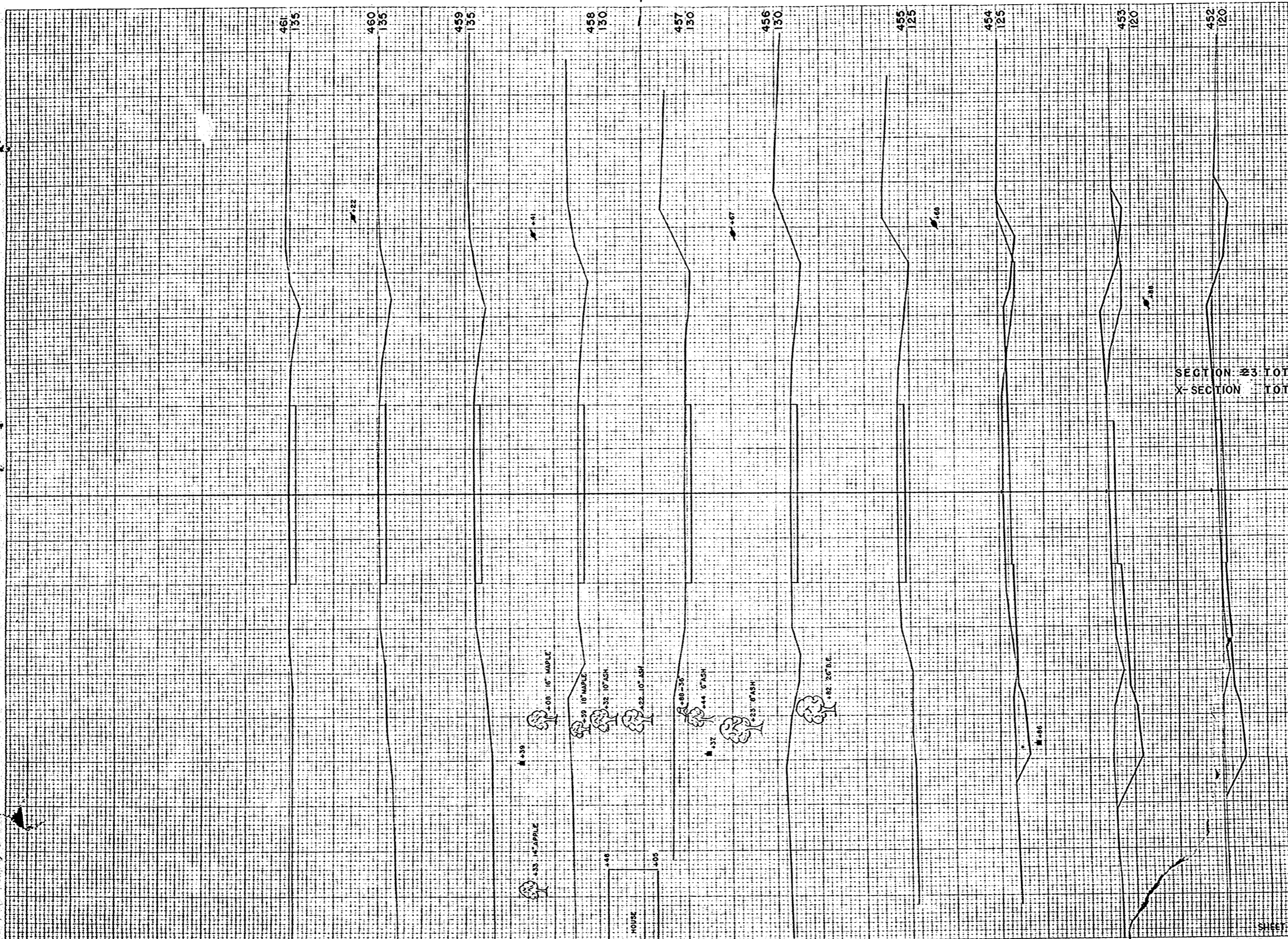
B.R. DISTRICT OFFICE	PROJECT	SHEET NUMBER	TOTAL SHEETS
WIS. 4	T 037-1 (3)	80	81

STATION	DISTANCE	YARDAGE	
		EXCAVATION	FILL
440	17		193
441	7		116
442	32		150
443	28		65
444	54		63
445	33		30
446	59		98
447	32		146
448	19		144
449	35		132
450	48		106
451	63		67
450	87		35
SHEET TOTAL		514	1399

FINAL SURVEY NO. 10250
 ORIGINAL SURVEY NO. 10250
 DATE 10/25/35
 BY C.W.P.
 CHECKED BY C.W.P.
 DATE 11/15/35

FINAL SURVEY NO. 10250
 ORIGINAL SURVEY NO. 10250
 DATE 10/25/35
 BY C.W.P.
 CHECKED BY C.W.P.
 DATE 11/15/35

R.R. DISTRICT OFFICE	PROJECT	SHEET NUMBER	TOTAL SHEETS
WIS. 4	T 037-1 (3)	81	81



STATION	DISTANCE	YARDAGE			TOTAL
		UNCL.	ROCK	COMMON	
451	128				19
452	170				33
453	150				35
454	22				4
+40					
SECTION 23 TOTAL =		21362	7594	3987	39399
X-SECTION TOTAL =		22508	7594	3987	52995
		38619			

SHEET TOTAL 470