

INDEX OF SHEETS

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- SHEET NO. 4-4.1 RIGHT OF WAY PLAT
- SHEET NO. 5-7 PLAN AND PROFILE STA. 26+00 TO STA. 88+84
- SHEET NO. 8-15 STANDARD DETAILS
- SHEET NO. — DRAINAGE STRUCTURES
- SHEET NO. 16-25 CROSS SECTIONS

STATE OF WISCONSIN
STATE HIGHWAY COMMISSION OF WISCONSIN

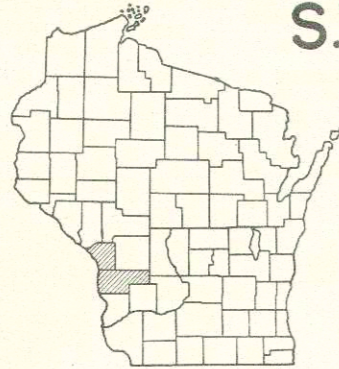
COUNTY AND HIGHWAY	ROUTE AND SECTION	CLASS AND AGREEMENT		S.P.R. REGION DIVISION	SHEET NUMBER	TOTAL SHEETS
		STATE	FEDERAL			
32.1	8.2		11.22	4 WIS.	1.	25
62.1	8.2		11.23			

PLAN AND PROFILE OF PROPOSED

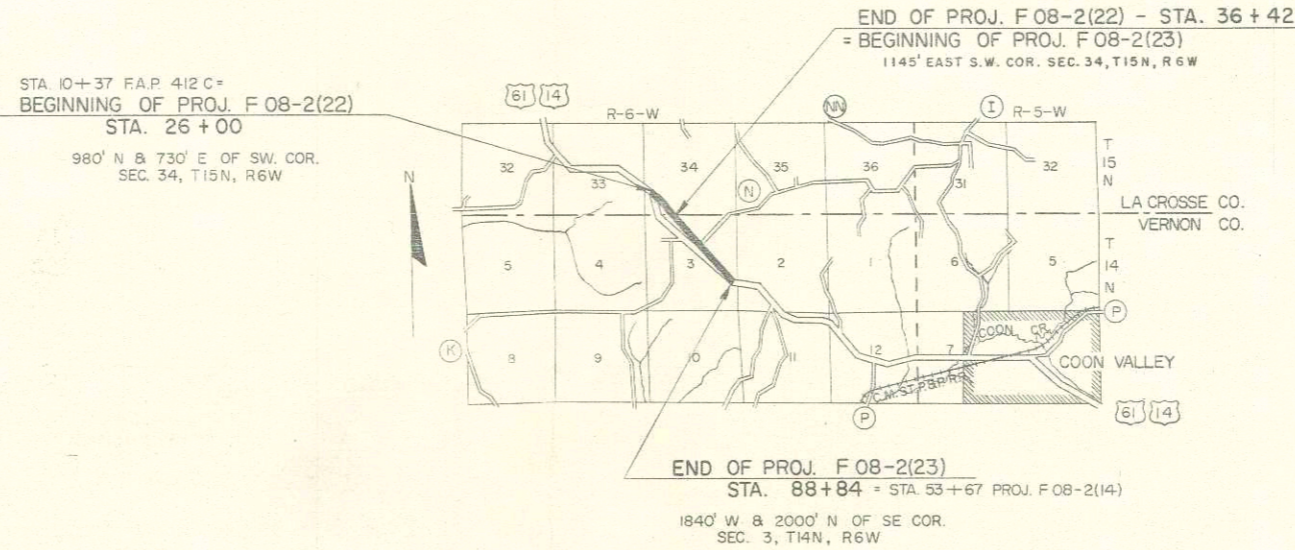
S.T.H. 35-SOUTH COUNTY LINE ROAD NORTH COUNTY LINE-COON VALLEY ROAD

U.S.H. 14 & U.S.H. 61
LA CROSSE COUNTY
PROJECT F 08-2(22)

U.S.H. 14 & U.S.H. 61
VERNON COUNTY
PROJECT F 08-2(23)



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.



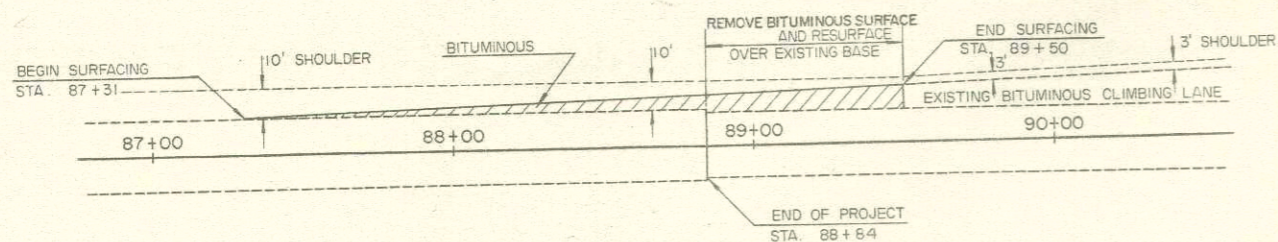
CONVENTIONAL SIGNS	
STATE LINE.....	CULVERTS IN PLACE.....
COUNTY LINE.....	CULVERTS REQUIRED.....
TOWNSHIP OR RANGE LINE.....	DROP INLET.....
SECTION LINE.....	POWER POLE.....
NEW RIGHT OF WAY LINE.....	TELEPHONE OR TELEGRAPH POLE.....
PRESENT RIGHT OF WAY LINE.....	RIGHT OF WAY MARKERS.....
WIRE FENCE { WOVEN.....	REFERENCE STAKE FOR HUBS ONLY.....
{ BARBED.....	MARSH.....
LOT LINE.....	HEDGE.....
CORPORATE OR CITY LIMITS.....	TREES.....
PROPERTY LINE.....	
TRAVELED WAY OR P.E.....	
RAILROADS.....	
BASE OR SURVEY LINE.....	

LAYOUT
SCALE 1 MILE

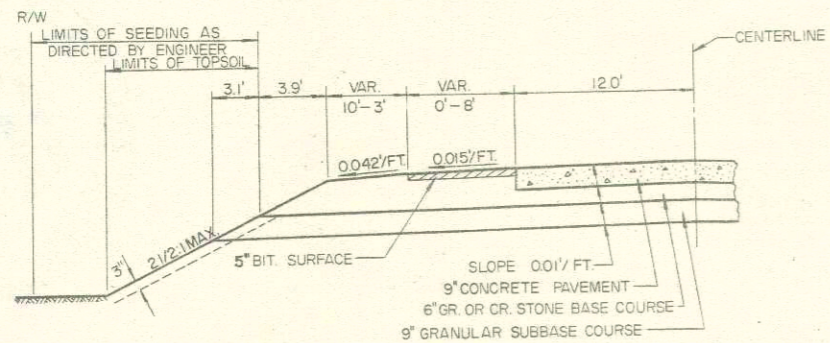
PROJ. F 08-2(22)-NET LENGTH OF CENTERLINE = 0.197 MI.
PROJ. F 08-2(23)-NET LENGTH OF CENTERLINE = 0.993 MI.
TOTAL = 1.190 MI.

STATE HIGHWAY COMMISSION OF WISCONSIN MADISON, WIS.	
SURVEYOR R.W.S.	NOTE BOOK
DIVISION COMPUTER C.W.N.	M. & O. CHECKER W.H.B.
DISTRICT CHECKER D.F.F.	CORRECT
CORRECT:	
DATE 11-22-63	<i>J.M. Gault</i> DISTRICT ENGINEER
RECOMMENDED FOR APPROVAL:	
DATE 11-27-63	<i>J.L. Fiedler</i> ENGINEER OF DESIGN
APPROVED:	
DATE 12/3/63	<i>V.L. Fiedler</i> STATE HIGHWAY ENGINEER
DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	
APPROVED:	
DATE	
DIVISION ENGINEER	

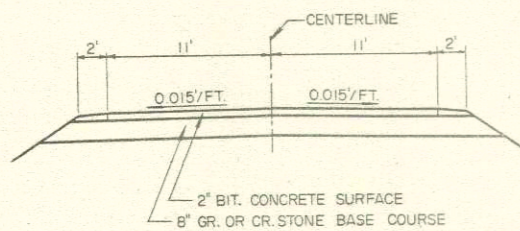
PROJECT	SHEET NUMBER	TOTAL SHEETS
F 08-2(22)	2	25
F 08-2(23)		



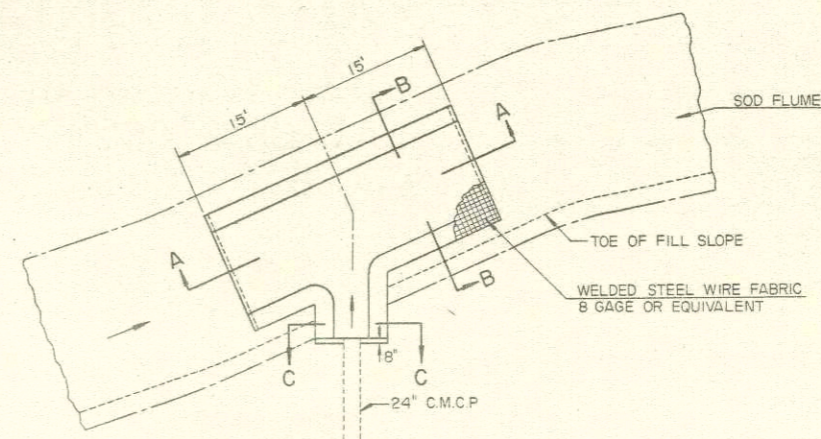
CLIMBING LANE DETAIL



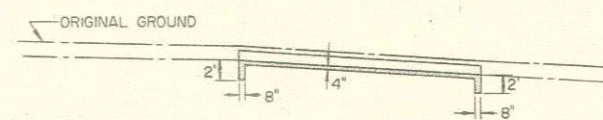
TYPICAL CLIMBING LANE SECTION



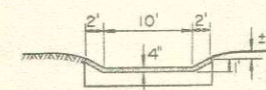
TYPICAL SECTION TEMPORARY ROAD



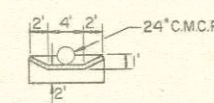
PLAN



SECTION A-A



SECTION B-B



SECTION C-C

CONC. SLOPE PAVING
LT. STA. 45+15

MISCELLANEOUS DETAILS

ESTIMATE OF QUANTITIES

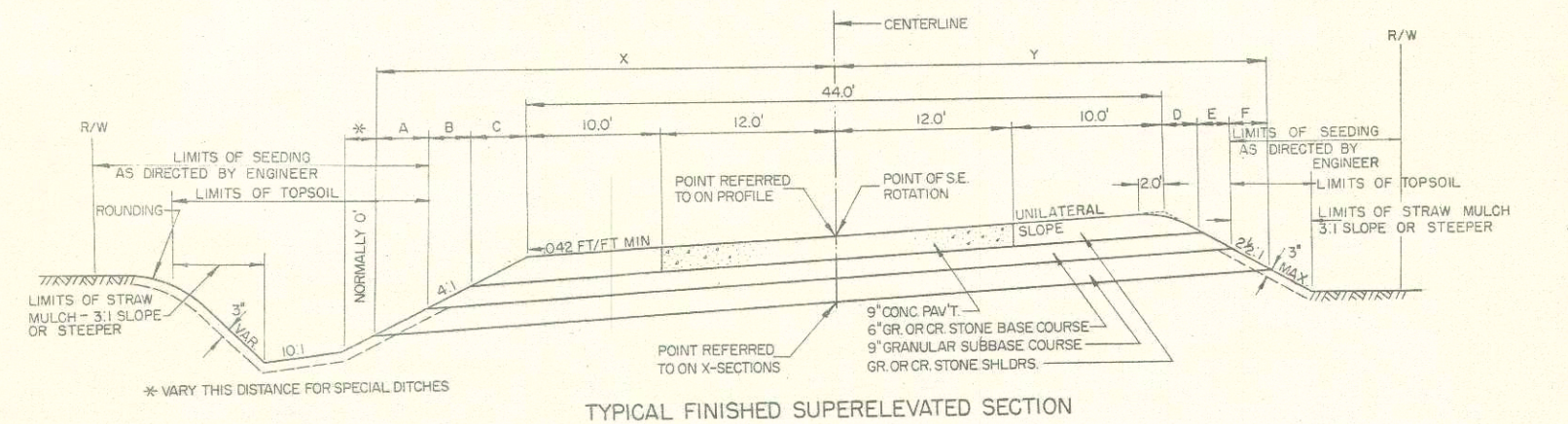
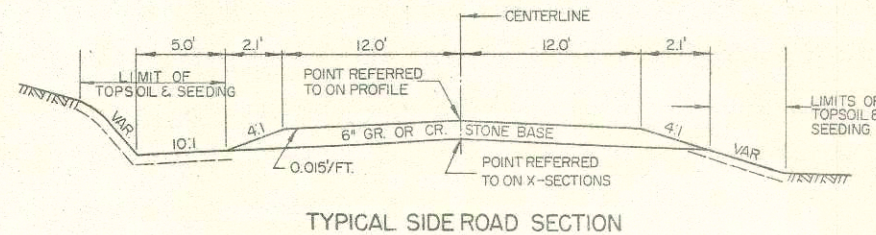
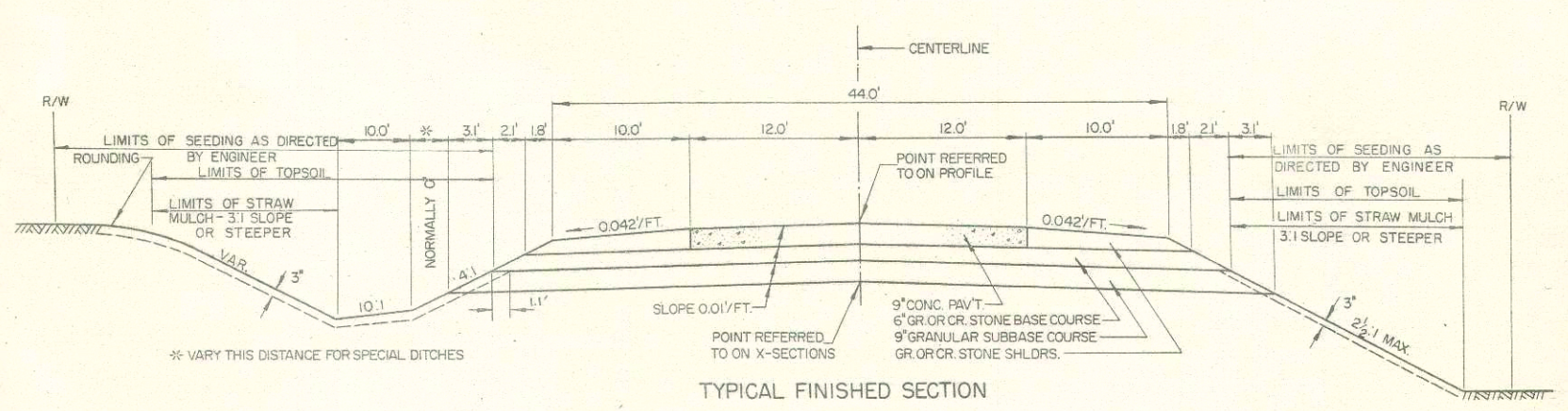
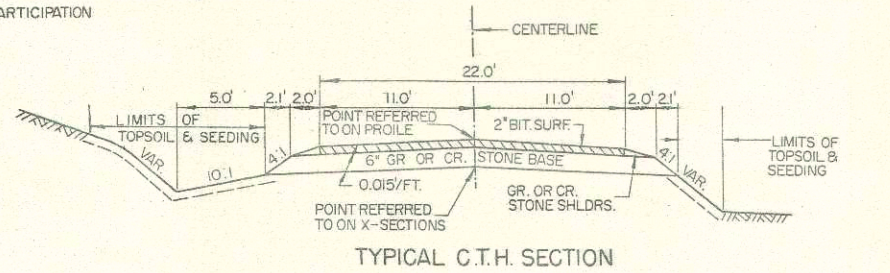
CONTRACT NO. 1

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, SUBMITTED FOR APPROVAL JANUARY 25, 1963, FEDERAL AID REQUIRED CONTRACT PROVISIONS APPROVED OCTOBER 15, 1963, AND SPECIAL PROVISIONS AS ATTACHED TO PROPOSALS.

PROJECT	SHEET NUMBER	TOTAL SHEETS
F 08-2(22)	3	25
F 08-2(23)		

STATION TO STATION	NET LENGTH OF CENTER LINE	CLEARING		EXCAVATION		REMOVING OLD CULVERT STA. 45+20	GRANULAR SUB-BASE COURSE	FINISHING ROADWAY PROJ. F08-2(22)	FINISHING ROADWAY PROJ. F08-2(23)	GRAVEL OR CRUSHED STONE BASE COURSE	CULVERT PIPE		CORR. METAL CULVERT PIPE		APRON ENDWALLS FOR CULVERT PIPE 18"	METAL APRON END-WALLS FOR CULVERT PIPE 24"	MARKER POSTS FOR R/W	MARKER POSTS FOR R/W	STEEL PLATE BEAM GUARD	REMOVING PAVEMENT	REMOVING BITUMINOUS SURFACE	CONCRETE PAVEMENT 9"	CONCRETE PAVEMENT REINF.	MAINTENANCE & REPAIR OF HAUL ROADS PROJ. F 08-2(22)	MAINTENANCE & REPAIR OF HAUL ROADS PROJ. F 08-2(23)	BIT. MATERIAL FOR PRIME COAT	BIT. CONC. PAVT.	BIT. MATERIAL FOR SURFACE COURSE	SOD-DING	SLOPE PAVING CONCRETE	SALVAGED TOP-SOIL	FER-TIL-IZER	SEEDING	STRAW MULCH	
		20101	20104	20503	20801						20301	21201	21302	21303																					30402
UNIT	LIN. FT.	STA.	STA.	C.Y.	C.Y.	L.S.	C.Y.	L.S.	L.S.	TON	C.Y.	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	EACH	EACH	EACH	EACH	LIN. FT.	SQ. YD.	SQ. YD.	SQ. YD.	SQ. YD.	L.S.	L.S.	TON	TON	SQ. YD.	SQ. YD.	SQ. YD.	CWT.	SQ. YD.	S.Y.	
26+00 - 36+42	F 08-2(22)	1042	1	1	16,268		1990	1		4060		30		102		2		2	9		2375		2780	2780			195	12			11,800	18	20,400	1310	
36+42 - 88+84	F 08-2(23)	5242	17	17	43,142	4,190	1	10,010		17,750		190		306		12		5	6	27	353	11,760	93	13,979	13,979			424	26	1000	55	58,000	76	84,300	4250
TOTAL		6284	18	18	59,410	4,190	1	12,000		21,810		220		408		14		7	8	36	353	14,135	93	16,759	16,759			619	38	1000	55	69,800	94	104,700	5560

* NO FEDERAL PARTICIPATION



APPLICABLE STANDARD DETAIL DRAWINGS

- 2-1.1.11 CONCRETE PAVEMENT REINFORCEMENT
- 4-4.4.7 LONGITUDINAL JOINTS - CONCRETE PAVEMENT
- 4-4.5.9 TRANSVERSE JOINTS - CONCRETE PAVEMENT
- 6-2.6.2 APRON ENDWALLS FOR CULVERT PIPES & PIPE ARCH.
- 7-1.3.4 MARKER POST & MARKER POSTS FOR RIGHT-OF-WAY
- 7-2.4.10 STEEL PLATE BEAM GUARD & STEEL BEAM MEDIAN GUARD
- 7-4.1.4 CONSTRUCTION BARRICADE
- 9-1.1.4 DESIGN AND LAYOUT DETAILS FOR SIDE ROAD AT GRADE INTERSECTION

SUPER-ELEV PER FT.	A	B	C	D	E	F	X	Y
0.080	4.4	2.9	4.4	2.3	1.5	2.3	33.7	28.1
0.049	3.7	2.5	3.7	2.5	1.7	2.5	36.9	28.7
0.036	3.5	2.3	3.5	2.6	1.7	2.6	31.4	28.9

NOTE:
 WHEN THE QUANTITY OF THE ITEMS OF SUBBASE, BASE OR SURFACE COURSE IS MEASURED FOR PAYMENT BY THE TON OR CUBIC YARD, THE DEPTH OR THICKNESS OF THE COURSE SHOWN ON THE PLANS IS APPROXIMATE AND THE ACTUAL THICKNESS WILL DEPEND ON THE DISTRIBUTION OF THE MATERIAL DIRECTED BY THE ENGINEER.
 SALVAGED TOPSOIL TO BE PLACED AS SHOWN ON TYPICAL SECTIONS TO AN APPROXIMATE DEPTH OF 3 INCHES AT TIME OF PLACING.

ESTIMATE OF QUANTITIES AND TYPICAL SECTIONS

DETAIL SUMMARY OF MISCELLANEOUS QUANTITIES

CULVERT PIPE & MARKER POSTS

Project	Station	Location	Diameter In.	Length Ft.	Marker Posts	Apron Endwalls		Remarks
						18"	24"	
F 08-2(22)	29+87 35+28	C/L P.E. Rt.	24 18	102 30	2	2	2	CMCP Required
F 08-2(23)	37+20 39+50 41+50 45+15.5 55+00 77+60 80+00	C/L P.E. Rt. P.E. Rt. C/L P.E. Rt. C/L P.E. Rt.	24 18 18 24 18 24 18	78 30 30 132 30 96 32	2	2	2	CMCP Required CMCP Required CMCP Required CMCP Required
"	84+50 84+50	P.E. Lt. P.E. Rt.	18 18	36 32		2	2	

CONCRETE PAVEMENT & CONCRETE PAVEMENT REINF.

Project No.	Sta. - Sta.	Pavement S.Y.	Pav't. Reinf. S.Y.	REMOVING PAVEMENT	
				Sta. - Sta.	S.Y.
F 08-2(22)	26+00 - 36+42	2,780	2,780	26+00 - 36+42	2,360
F 08-2(23)	36+42 - 88+84	13,979	13,979	36+42 - 88+84 Surf. Dr. 77+44 " " 84+70	11,740 13 7

CLEARING & GRUBBING

Project No.	Sta. - Sta.	Clearing Sta.	Grubbing Sta.	GRANULAR SUBBASE COURSE	
				Main Line	1,990 C.Y.
F 08-2(22)	36+00 - 36+42	1	1		
F 08-2(23)	36+42 - 38+00 44+00 - 50+00 59+00 - 64+00 77+00 - 79+00 80+00 - 82+00	2 6 5 2 2	2 6 5 2 2	Main Line Main Line	10,010 C.Y.

GRAVEL OR CRUSHED STONE BASE COURSE

Project No.	Sta. - Sta.	Location	Tons	REMOVING BITUMINOUS SURFACE	
				St. Sta.	93 S.Y.
F 08-2(22)	26+00 - 36+42	C/L	1,861		
"	26+75	P.E. Lt.	20		
"	35+28	P.E. Rt.	55		
"	26+00 - 36+42	Shoulders Lt. & Rt.	1,076		
"	Temp. Road Undistributed		908 140		
F 08-2(23)	36+42 - 88+84	C/L	9,296		
"	57+25	Tn. Rd. Rt.	320		
"	64+65	CTH "N"	264		
"	36+70	P.E. Lt.	30		
"	39+50	P.E. Rt.	39		
"	41+00	P.E. Lt.	29		
"	41+50	P.E. Rt.	34		
"	55+00	P.E. Rt.	29		
"	57+25	P.E. Lt.	29		
"	60+82	P.E. Rt.	25		
"	80+00	P.E. Rt.	34		
"	80+00	P.E. Lt.	29		
"	84+50	P.E. Lt.	20		
"	84+50	P.E. Rt.	25		
"	36+42 - 88+84	Shoulders Lt. & Rt.	5,327		
"	CTH "N"	Shoulders Lt. & Rt.	18		
"	Temp. Road Undistributed		1,297 905		

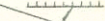


BITUMINOUS SURFACING

Project No.	Location	Tons		SODDING
		Bit. Conc. Pav't.	Bit. Mat. for Surf. Cse.	
F 08-2(22)	Temporary Road Undistributed	184 11	11.1 0.9	
F 08-2(23)	Temporary Road Climbing Lane Lt. Sta. 87+85 - 89+50 Town Road Rt. Sta. 57+25 CTH "N" Lt. Sta. 64+63.6 Undistributed	262 35 16 90 21	15.8 2.3 1.0 5.4 1.5	222 S.Y. 278 S.Y. 200 S.Y. 300 S.Y.

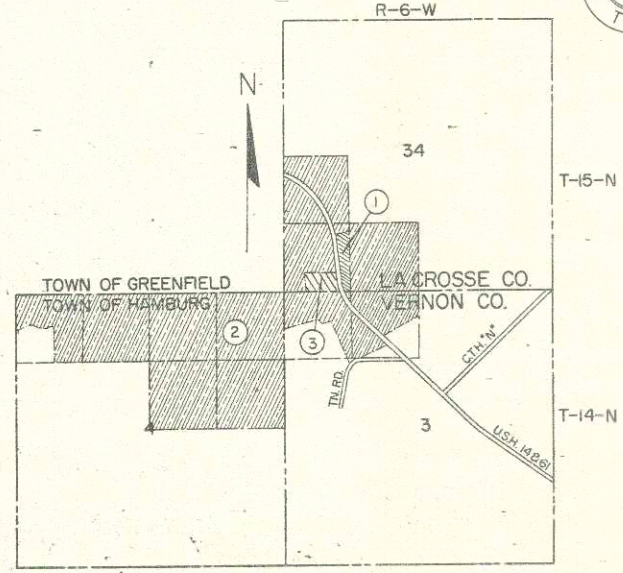
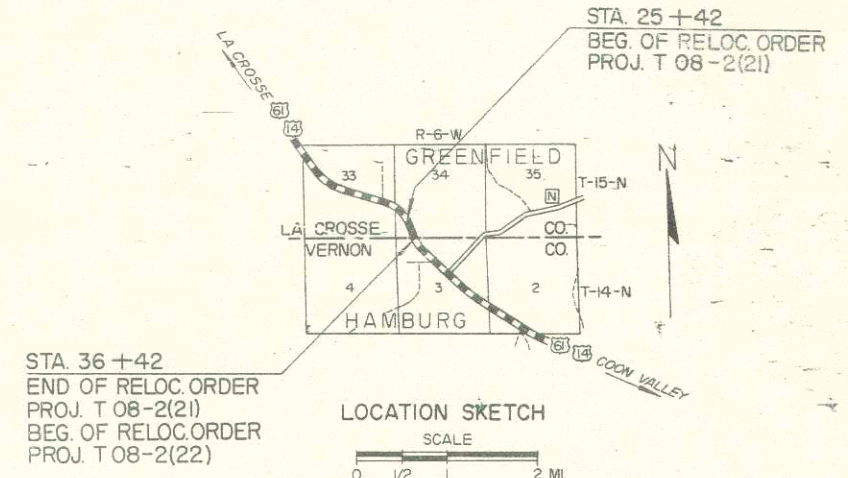
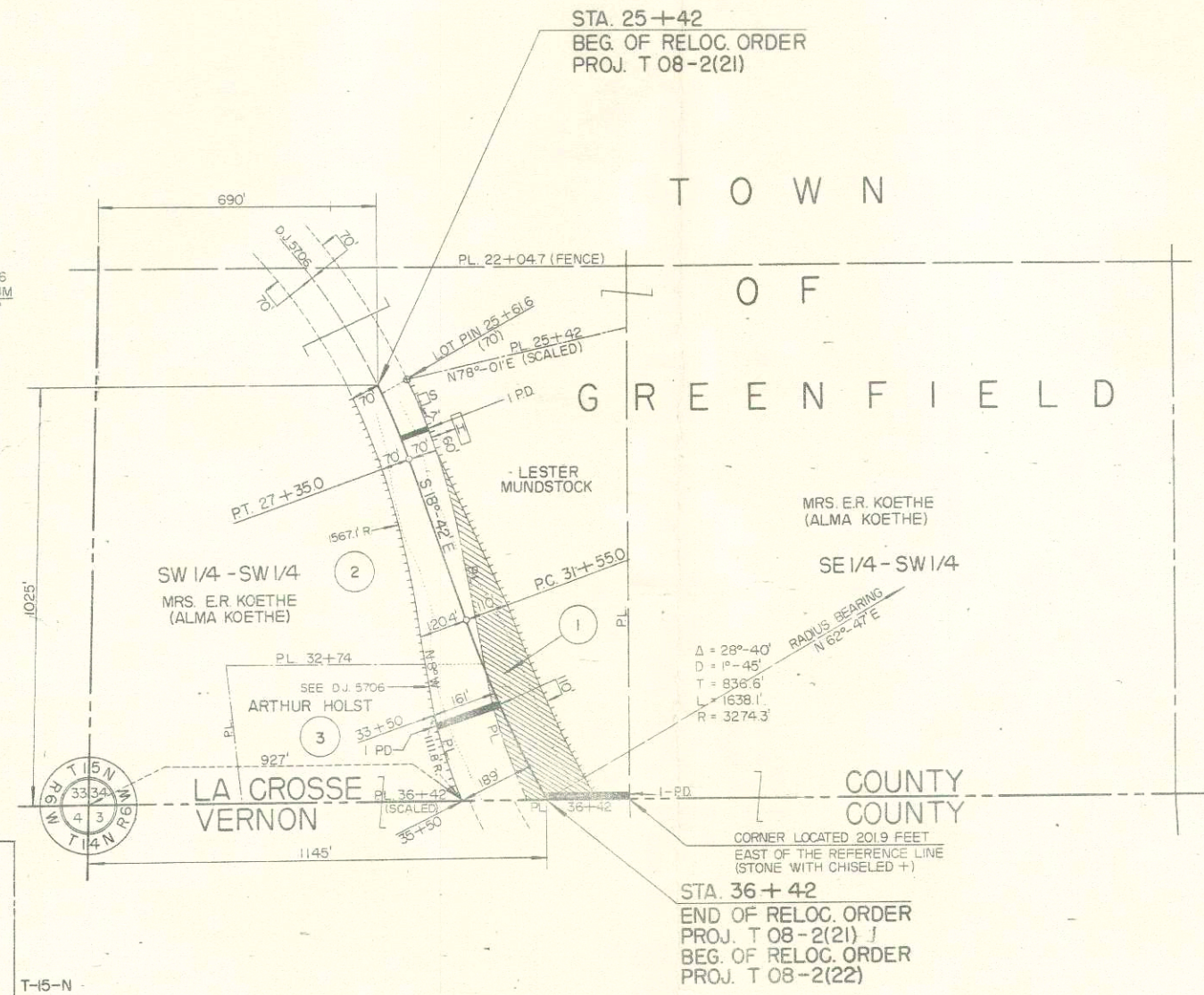
PROJECT	SHEET NO.	TOTAL SHEETS
F 08-2(22)		
F 08-2(23)	3A	25

COUNTY AND HIGHWAY	ROUTE AND SECTION	CLASS AND AGREEMENT		FEDERAL DIVISION OFFICE	SHEET NUMBER	TOTAL SHEETS
		STATE	FEDERAL			
32.1	8.2	21.21		4	4	

FOB-2(22) 4-25

LEGEND
 SYMBOL FOR ACCESS RIGHTS ACQUIRED IS SHOWN THUS 
 OPENINGS WHERE ACCESS TO HIGHWAY IS PERMITTED:
 I PD = I EXISTING PRIVATE DRIVEWAY OR DRIVEWAY TO BE CONSTRUCTED BY THIS PROJECT 
 I PPD = I PROPOSED PRIVATE DRIVEWAY 


SEE D.J. 5706
 CURVE DATUM
 $\Delta = 42^\circ - 50'$
 $D = 3^\circ - 30'$
 $T = 642.1'$
 $L = 1223.6'$
 $R = 1637.1'$



SCHEDULE OF LANDS AND INTERESTS REQUIRED					TOTAL PROPERTY
PAR.	OWNER	ACRES	INTEREST REQUIRED	NO ACCESS	ACREAGE
1	LESTER MUNDSTOCK	1.72	FEE SIMPLE	✓	9.05
2	MRS. E.R. KOETHE (ALMA KOETHE)	—	ACCESS RIGHTS	✓	449.78
3	ARTHUR HOLST	—	" "	✓	4.00

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

STATE HIGHWAY COMMISSION OF WISCONSIN
PLAT OF RIGHT OF WAY REQUIRED
PROJECT T 08-2(21)
 S.T.H. 35 - SOUTH COUNTY LINE ROAD
 U.S.H. 14 LA CROSSE COUNTY

SCALE

 LENGTH = 0.208 MILES
 NOVEMBER 1, 1962
 DATED JUNE 29, 1962

COUNTY AND HIGHWAY	ROUTE AND SECTION	CLASS AND AGREEMENT		FEDERAL DIVISION OFFICE	SHEET NUMBER	TOTAL SHEETS
		STATE	FEDERAL			
62.1	8.2	21.22		4	4	

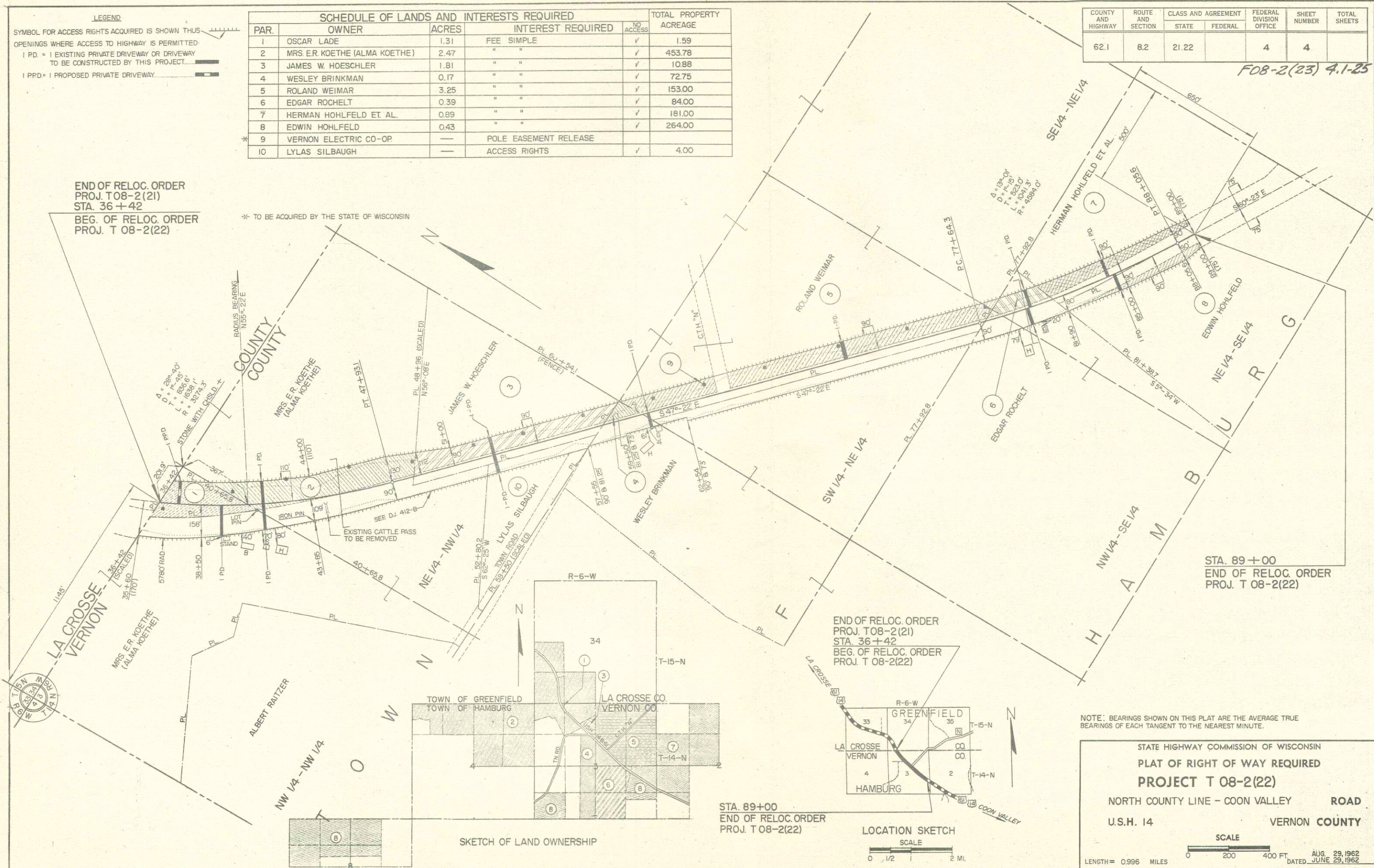
F08-2(23) 4.1-25

SCHEDULE OF LANDS AND INTERESTS REQUIRED				
PAR.	OWNER	ACRES	INTEREST REQUIRED	TOTAL PROPERTY ACREAGE
1	OSCAR LADE	1.31	FEE SIMPLE	1.59
2	MRS. E.R. KOETHE (ALMA KOETHE)	2.47	" "	453.78
3	JAMES W. HOESCHLER	1.81	" "	10.88
4	WESLEY BRINKMAN	0.17	" "	72.75
5	ROLAND WEIMAR	3.25	" "	153.00
6	EDGAR ROCHELT	0.39	" "	84.00
7	HERMAN HOHLFELD ET. AL.	0.89	" "	181.00
8	EDWIN HOHLFELD	0.43	" "	264.00
*	VERNON ELECTRIC CO-OP	—	POLE EASEMENT RELEASE	
10	LYLAS SILBAUGH	—	ACCESS RIGHTS	4.00

LEGEND
 SYMBOL FOR ACCESS RIGHTS ACQUIRED IS SHOWN THUS
 OPENINGS WHERE ACCESS TO HIGHWAY IS PERMITTED:
 1 PD = 1 EXISTING PRIVATE DRIVEWAY OR DRIVEWAY TO BE CONSTRUCTED BY THIS PROJECT.
 1 PPD = 1 PROPOSED PRIVATE DRIVEWAY.

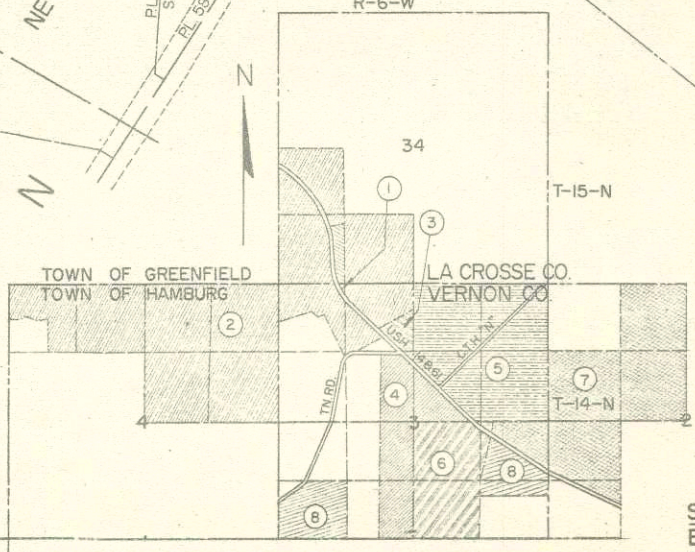
END OF RELOC. ORDER
 PROJ. T08-2(21)
 STA. 36+42
 BEG. OF RELOC. ORDER
 PROJ. T 08-2(22)

* TO BE ACQUIRED BY THE STATE OF WISCONSIN

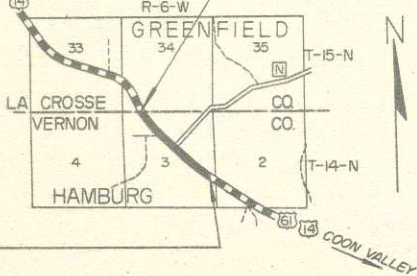


STA. 89+00
 END OF RELOC. ORDER
 PROJ. T 08-2(22)

END OF RELOC. ORDER
 PROJ. T08-2(21)
 STA. 36+42
 BEG. OF RELOC. ORDER
 PROJ. T 08-2(22)



SKETCH OF LAND OWNERSHIP



LOCATION SKETCH
 SCALE
 0 1/2 2 MI.

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

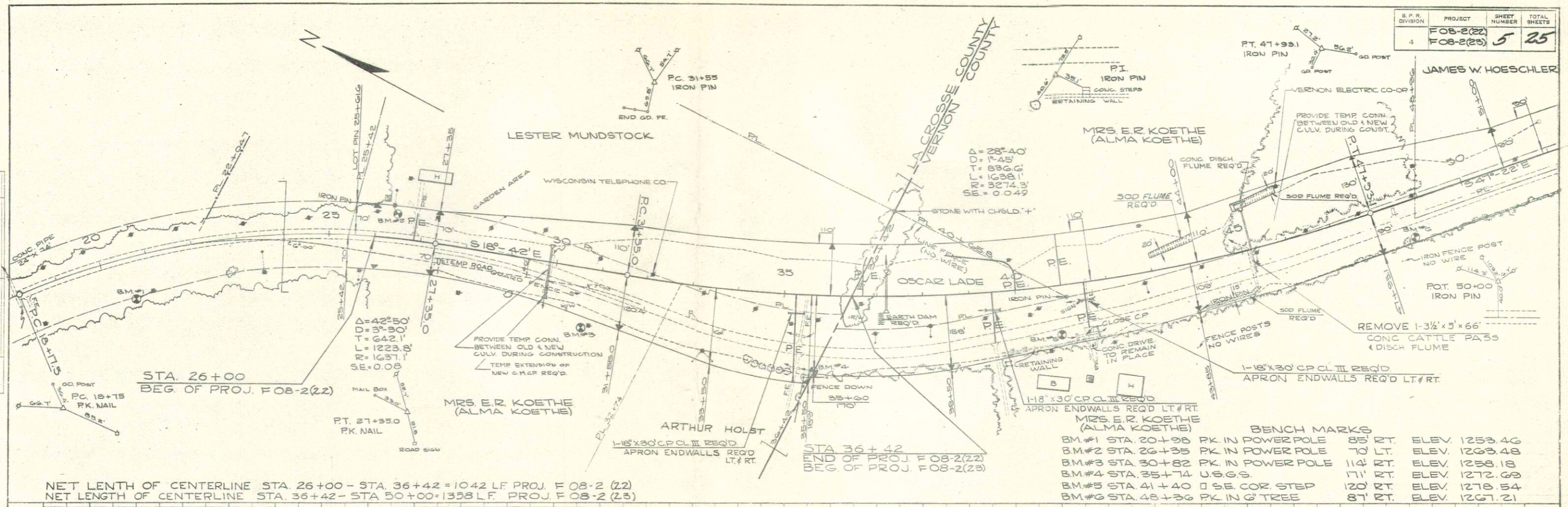
STATE HIGHWAY COMMISSION OF WISCONSIN
PLAT OF RIGHT OF WAY REQUIRED
PROJECT T 08-2(22)
 NORTH COUNTY LINE - COON VALLEY ROAD
 U.S.H. 14 VERNON COUNTY

SCALE
 0 200 400 FT.
 LENGTH = 0.996 MILES

AUG. 29, 1962
 DATED JUNE 29, 1962

DATE: 6/22/50
BY: J. WOOD
CHECKED: J. WOOD
DATE: 6/22/50
BY: J. WOOD
CHECKED: J. WOOD

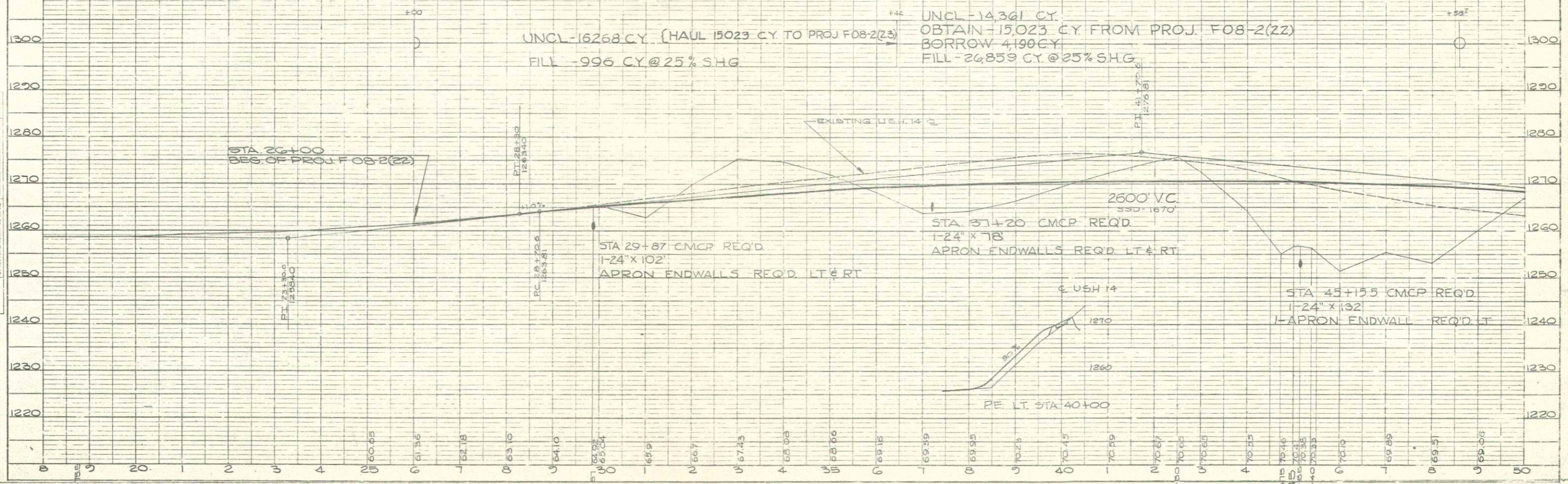
DATE: 6/22/50
BY: J. WOOD
CHECKED: J. WOOD
DATE: 6/22/50
BY: J. WOOD
CHECKED: J. WOOD

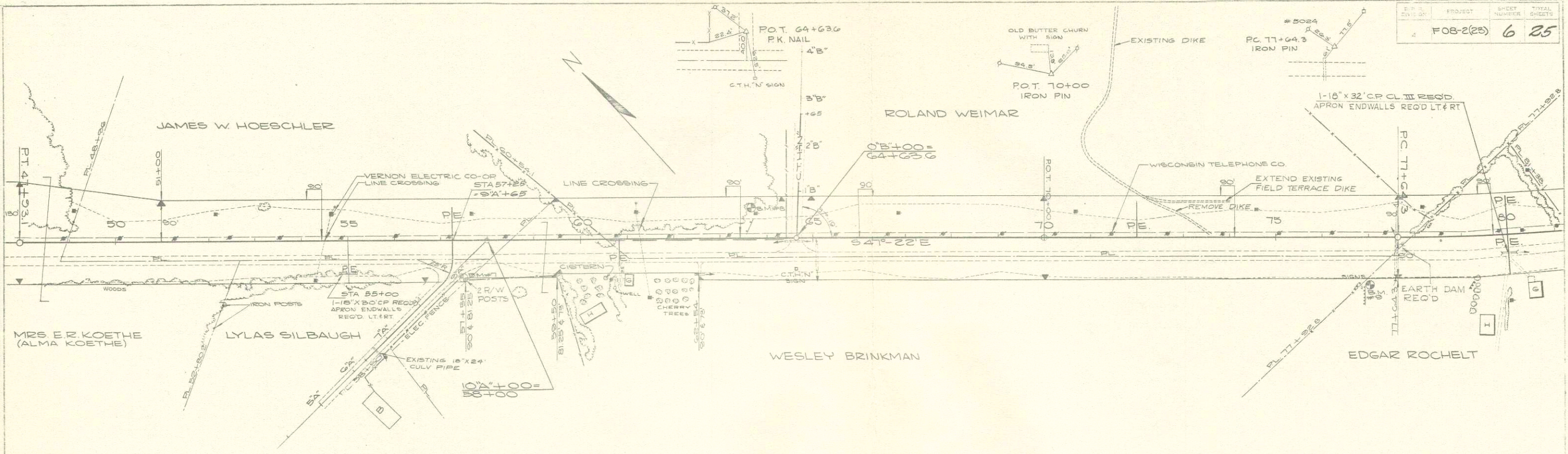


NET LENGTH OF CENTERLINE STA. 26+00 - STA. 36+42 = 1042 LF PROJ. F 08-2 (22)
NET LENGTH OF CENTERLINE STA. 36+42 - STA. 50+00 = 1358 LF PROJ. F 08-2 (23)

BENCH MARKS

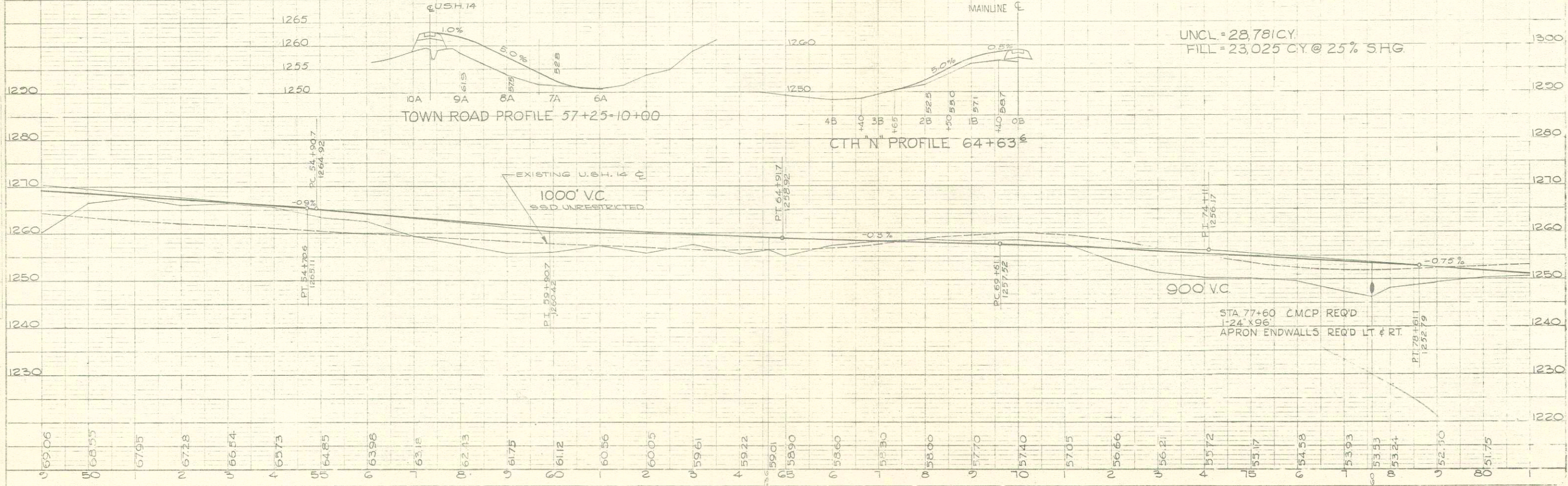
BM #1	STA. 20+98	PK. IN POWER POLE	85' RT.	ELEV. 1253.46
BM #2	STA. 26+35	PK. IN POWER POLE	70' LT.	ELEV. 1263.48
BM #3	STA. 30+82	PK. IN POWER POLE	114' RT.	ELEV. 1258.18
BM #4	STA. 35+74	U.S.G.S.	171' RT.	ELEV. 1272.69
BM #5	STA. 41+40	U.S.G.S. COR. STEP	120' RT.	ELEV. 1278.54
BM #6	STA. 48+36	PK. IN G' TREE	87' RT.	ELEV. 1267.21





NET LENGTH OF CENTERLINE STA. 50+00 - STA 80+00 = 3000 LIN FT

BENCH MARKS		
B.M.#7	STA 57+43	PK. IN TELEPHONE POLE 98' RT. ELEV 1258.31
B.M.#8	STA 63+75	PK. IN POWER POLE 54' LT. ELEV 1257.27
B.M.#9	STA 76+92	PK. IN FIRST POST OF SIGN 102' RT. ELEV 1254.62

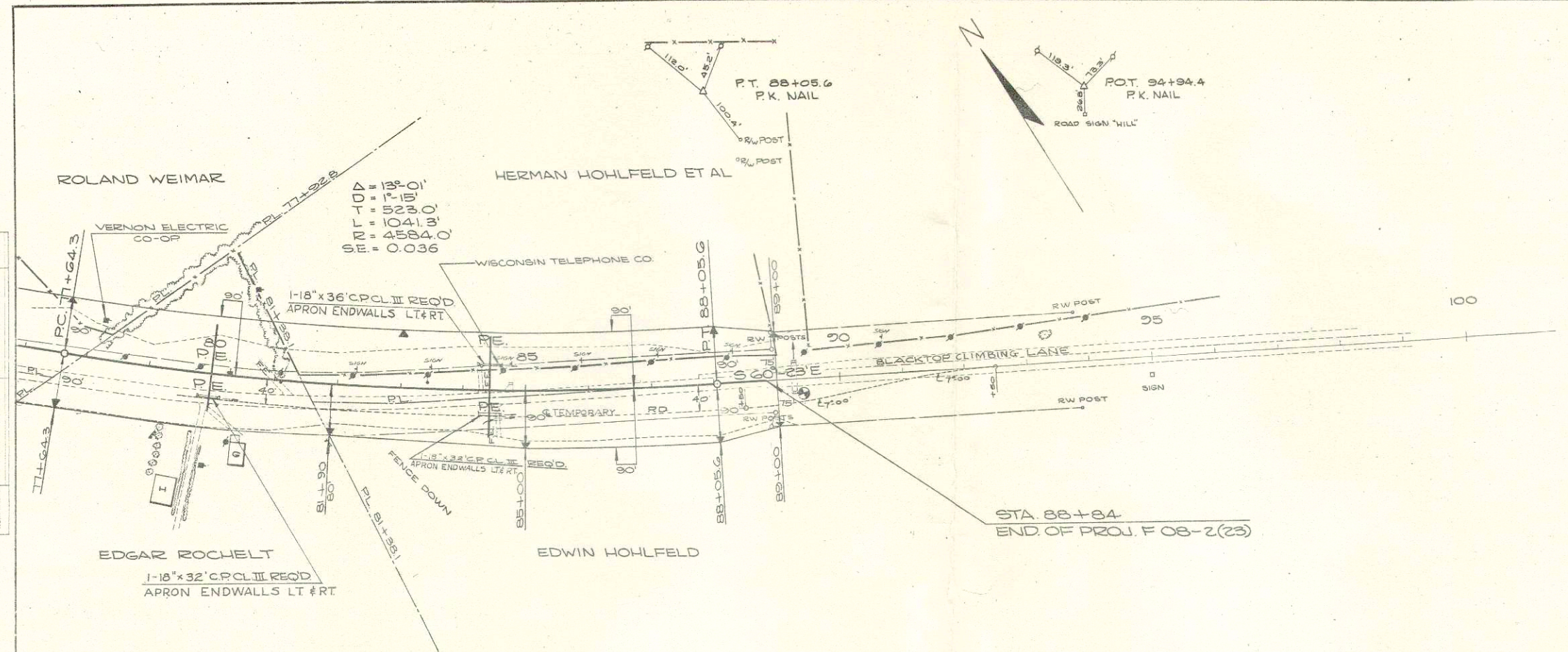


UNCL = 28,781 CY.
 FILL = 23,025 CY. @ 25% SHG.

PLANNED BY: [unclear]
 CHECKED BY: [unclear]
 DATE: [unclear]
 SCALE: [unclear]

DATE: 01/21/58
 BY: J. J. WOOD
 CHECKED: J. J. WOOD
 NO. 1-1-1

PLAN
 SURVEYED: []
 PLATTED: []
 NOTE BOOK: []
 B.M. NOTED: []
 STRUCTURE: []

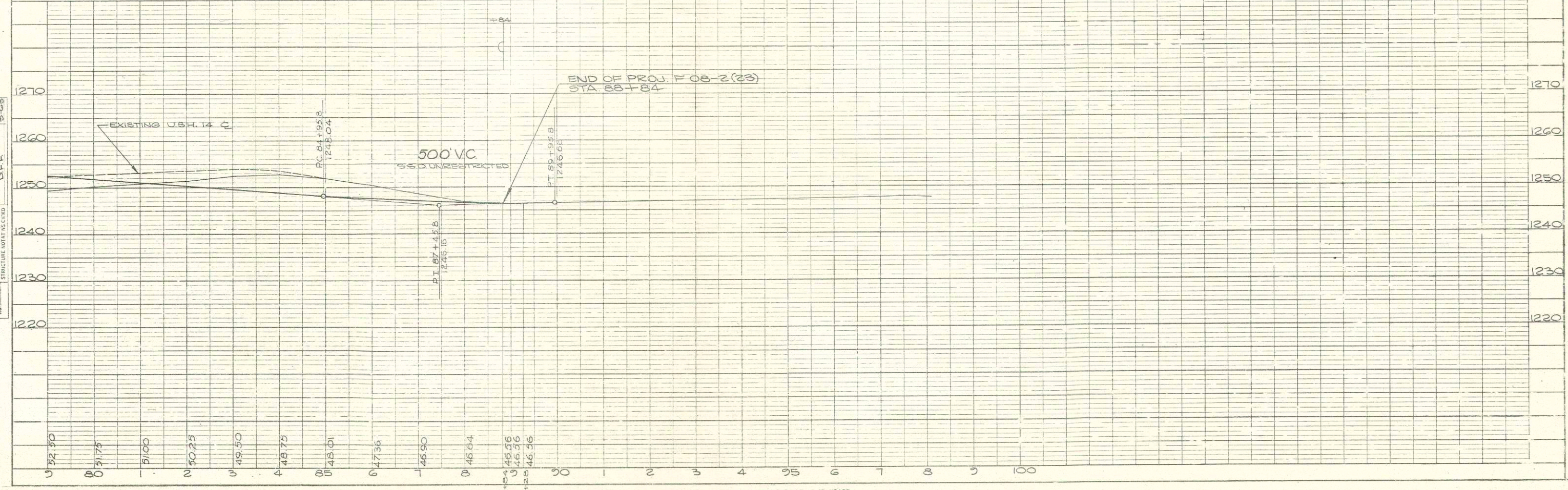


NET LENGTH OF CENTERLINE STA 80+00 - STA 88+84 = 884.0 LIN. FT.

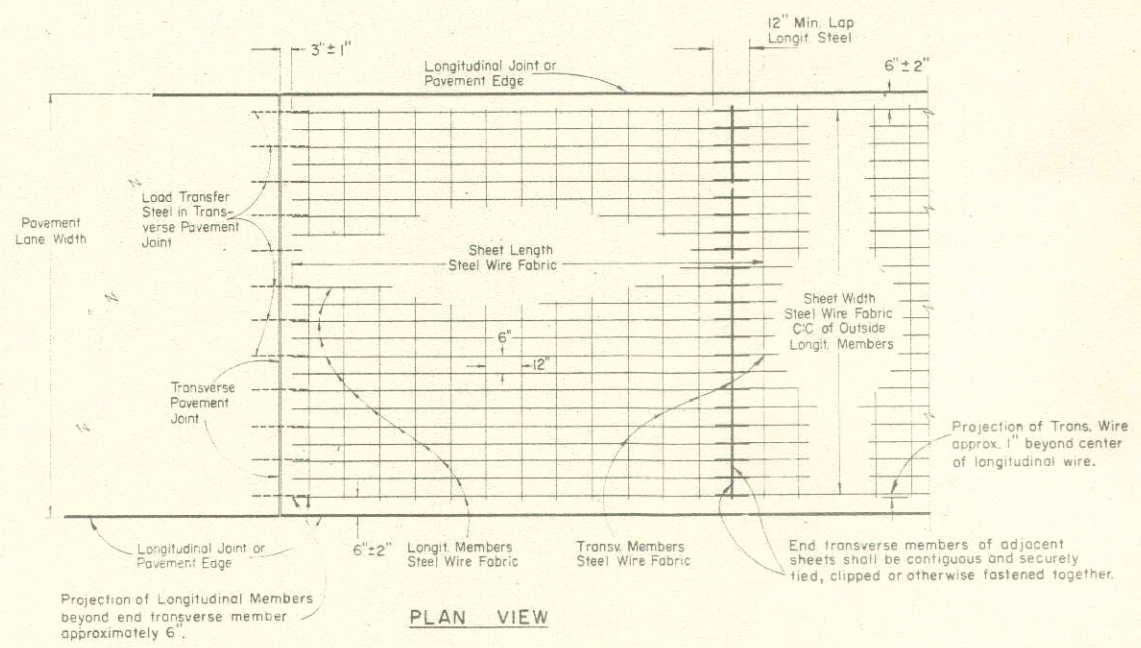
BENCH MARK
 B.M. #10 STA. 89+28 □ N.E. COR. BOX CULV HEADWALL 24' RT. ELEV. 1246.03

DATE: 01/21/58
 BY: J. J. WOOD
 CHECKED: J. J. WOOD
 NO. 1-1-1

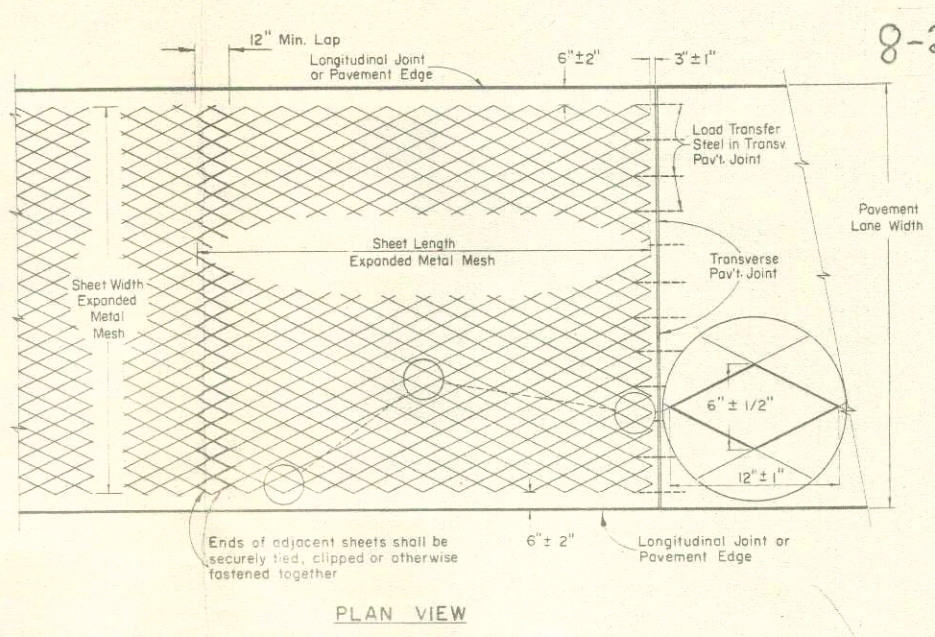
PROFILE
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 PLATTED: []
 NOTE BOOK: []
 B.M. NOTED: []
 STRUCTURE: []



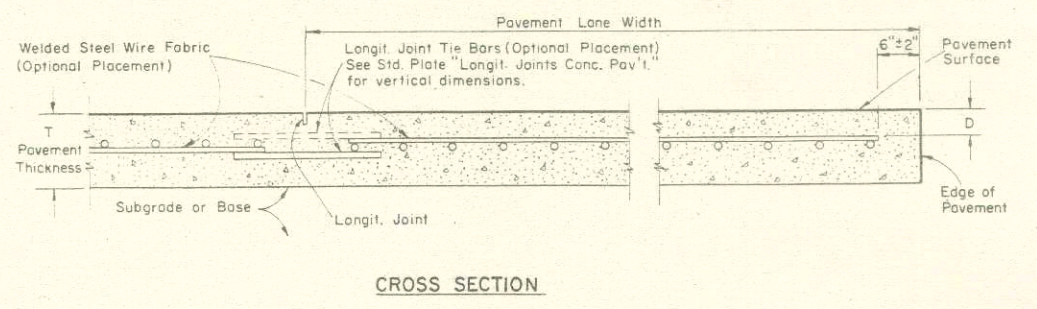
8-25



PLAN VIEW



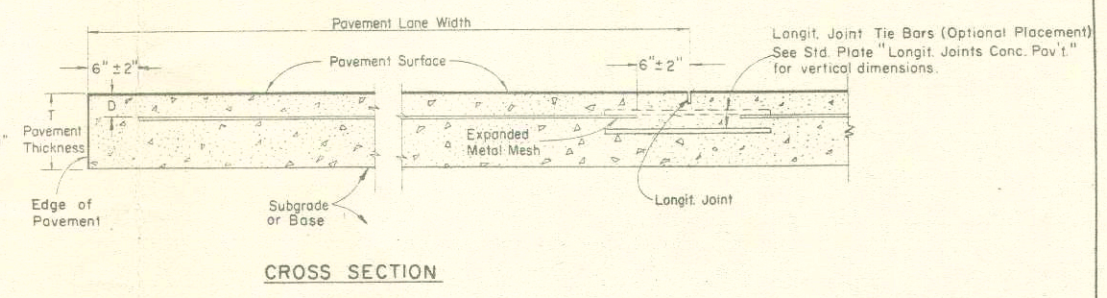
PLAN VIEW



CROSS SECTION

WELDED STEEL WIRE FABRIC

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



CROSS SECTION

EXPANDED METAL MESH

GENERAL NOTES-

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

WELDED STEEL WIRE FABRIC

Manufacturers 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:

2-5-63
 DATE

J. S. Peltz
 ENGINEER OF DESIGN

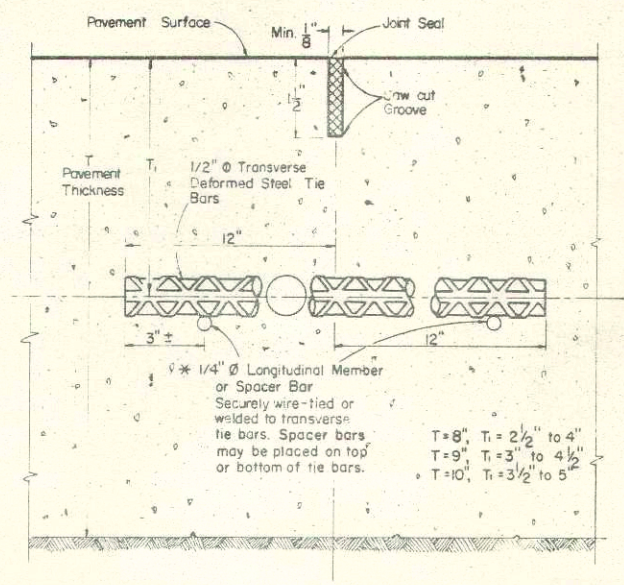
APPROVED:

2/6/63
 DATE

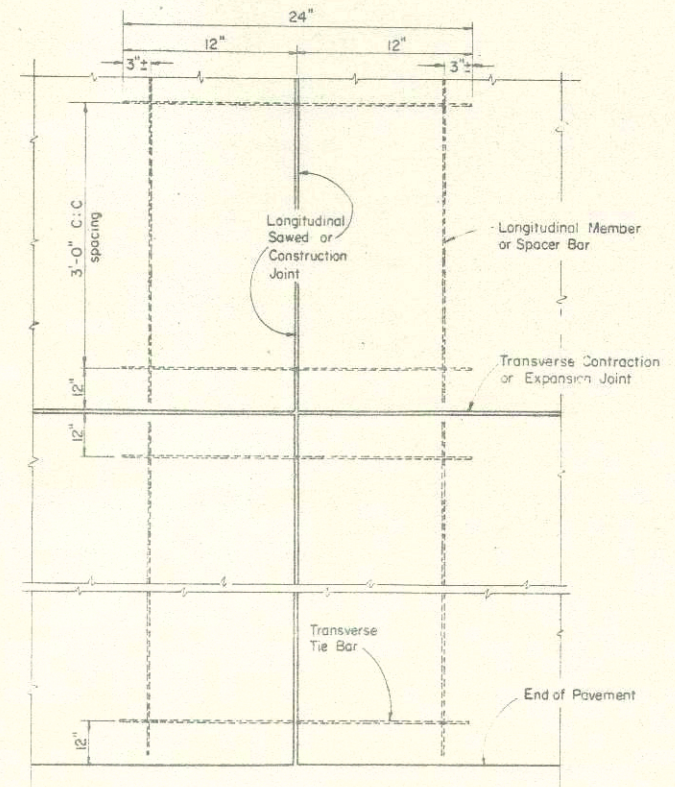
E. L. Rottiers
 STATE HIGHWAY ENGINEER

PLATE NO. 2-1.1.11

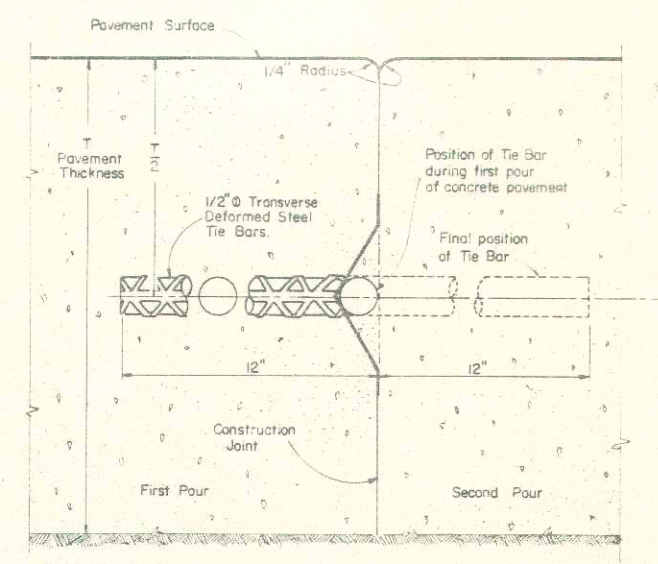
9-25



SAWED JOINT
ELEVATION, Showing Tie Bars and Positioning Details



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

Sawed joints only shall be sealed.

TIE BARS

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

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

**LONGITUDINAL JOINTS
CONCRETE PAVEMENT**

STATE HIGHWAY COMMISSION OF WISCONSIN

RECOMMENDED FOR APPROVAL:

6/3/63
DATE

J. L. Pitt
ENGINEER OF DESIGN

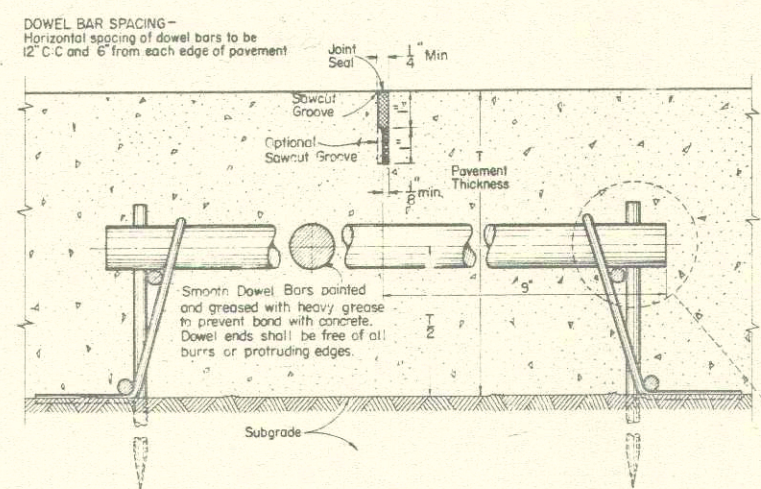
6/14/63
DATE

E. C. Ruttley
STATE HIGHWAY ENGINEER

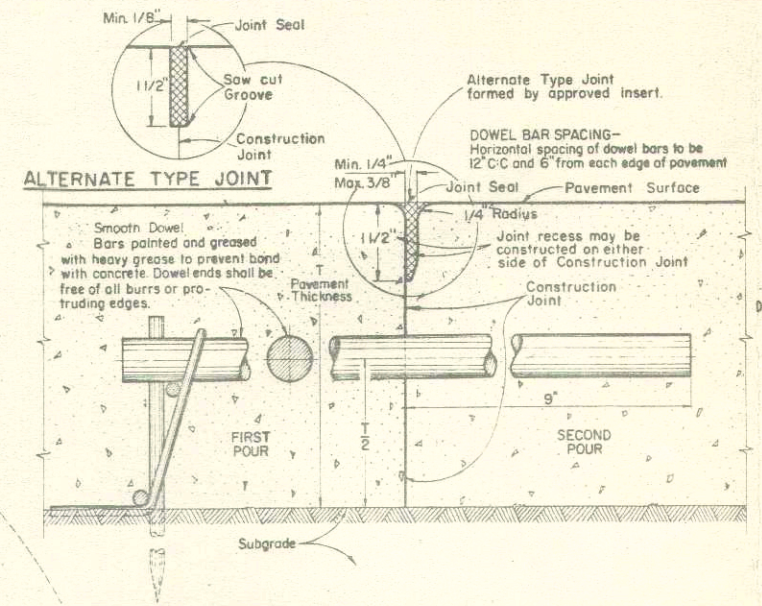
PLATE NO. 4-4.4.7

10-25

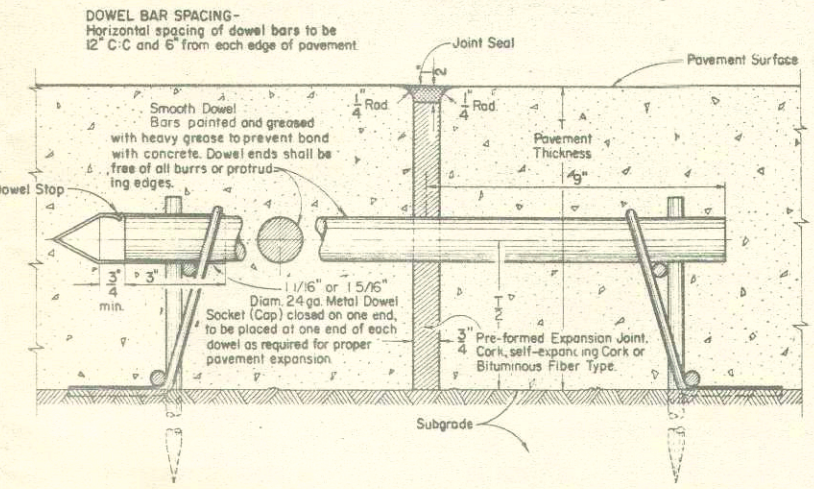
DOWEL BAR DIMENSIONS-
 For 8" P.C. PAV T = 1" Ø X 18"
 " 9" " = 1 1/4" Ø X 18"
 " 10" " = 1 1/4" Ø X 18"



CONTRACTION JOINT



CONSTRUCTION JOINT

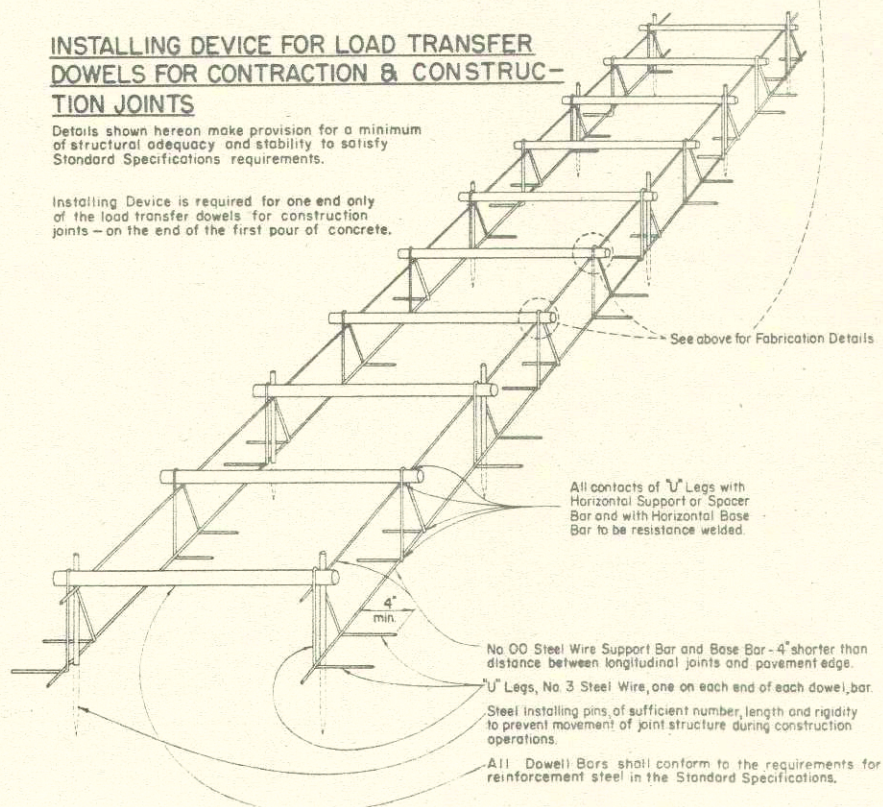


EXPANSION JOINT

INSTALLING DEVICE FOR LOAD TRANSFER DOWELS FOR CONTRACTION & CONSTRUCTION JOINTS

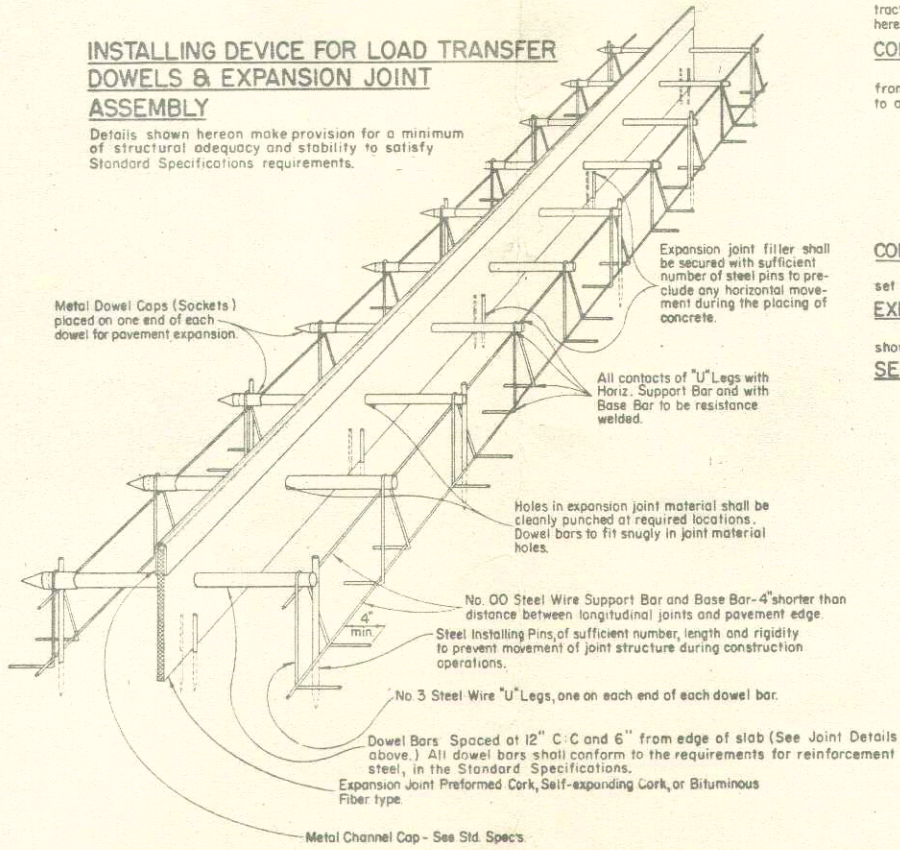
Details shown hereon make provision for a minimum of structural adequacy and stability to satisfy Standard Specifications requirements.

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



INSTALLING DEVICE FOR LOAD TRANSFER DOWELS & EXPANSION JOINT ASSEMBLY

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



GENERAL NOTES-

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

ALTERNATE DESIGNS-

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

CONTRACTION JOINTS-

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

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

CONSTRUCTION JOINTS-

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

EXPANSION JOINTS-

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

SEALING JOINTS-

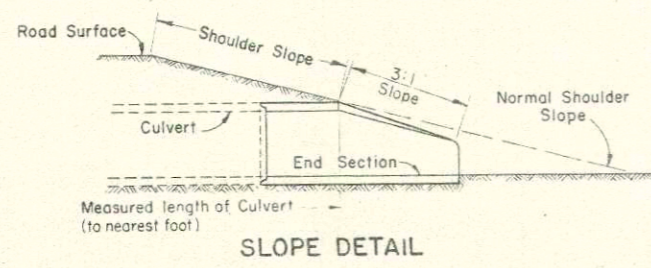
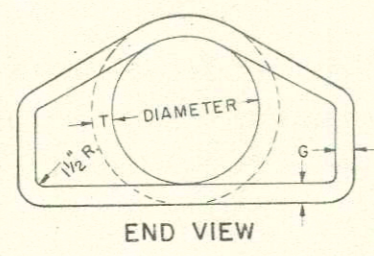
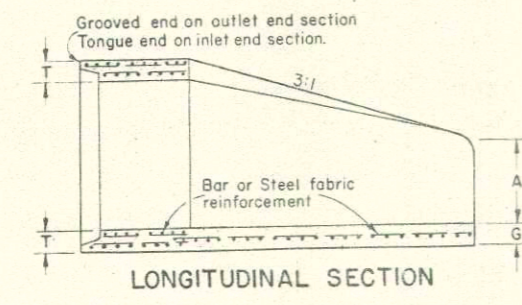
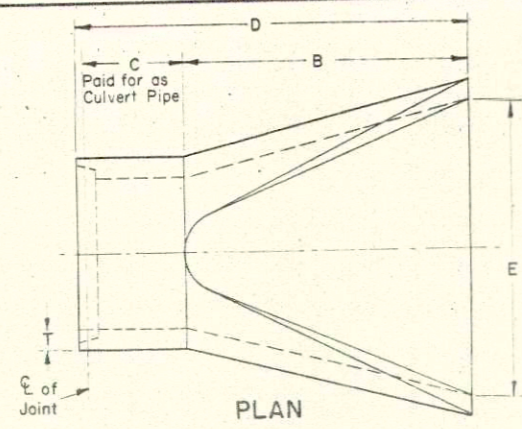
Joints to be sealed as shown.

**TRANSVERSE JOINTS
CONCRETE PAVEMENT**

STATE HIGHWAY COMMISSION OF WISCONSIN

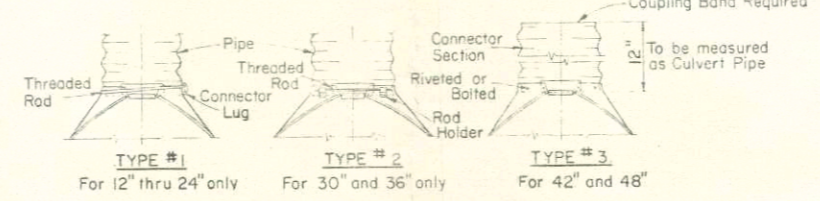
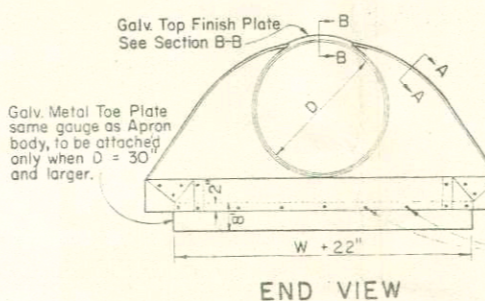
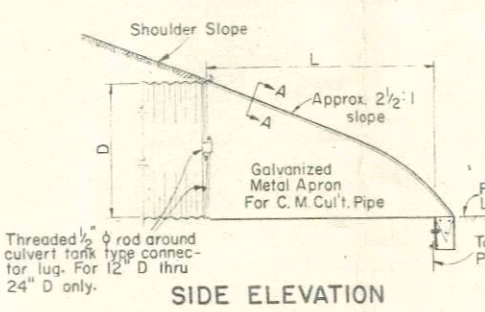
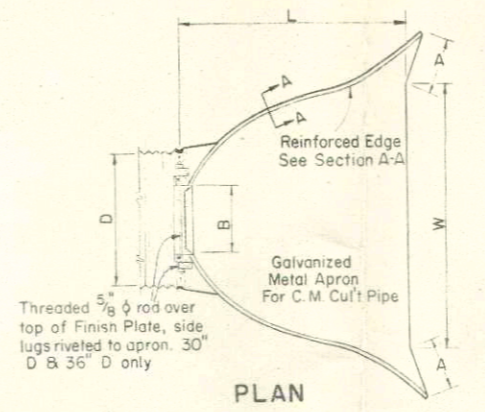
RECOMMENDED FOR APPROVAL:
 DATE 2-5-63
 APPROVED: J. J. Pelt ENGINEER OF DESIGN
 DATE 2/6/63
 E. L. Rostetter STATE HIGHWAY ENGINEER

PLATE NO. 4-4.5.9



DIA.	APPROX. WEIGHT/SECTION	SLOPE	T	A	B	C	D	E	G
18"	990	3 to 1	2 1/2"	9"	27"	46"	73"	36"	2 1/2"
21"	1280	3 to 1	2 3/4"	9"	36"	37 1/2"	73 1/2"	42"	2 3/4"
24"	1520	3 to 1	3"	9 1/2"	43 1/2"	30"	73 1/2"	48"	3"
27"	1930	3 to 1	3 1/4"	10 1/2"	49 1/2"	24"	73 1/2"	54"	3 1/4"
30"	2190	3 to 1	3 1/2"	12"	54"	19 3/4"	73 3/4"	60"	3 1/2"
36"	4100	3 to 1	4"	15"	63"	34 3/4"	97 3/4"	72"	4"
42"	5380	3 to 1	4 1/2"	21"	63"	35"	98"	78"	4 1/2"
48"	6550	3 to 1	5"	24"	72"	26"	98"	84"	5"

REINFORCED CONCRETE APRON ENDWALLS

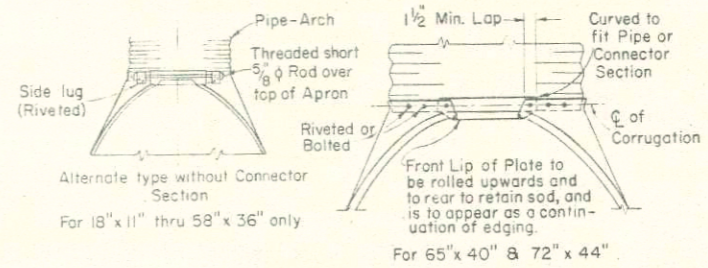
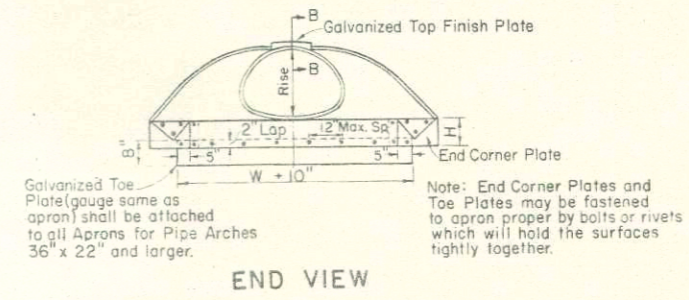
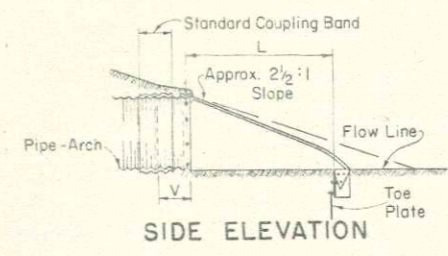
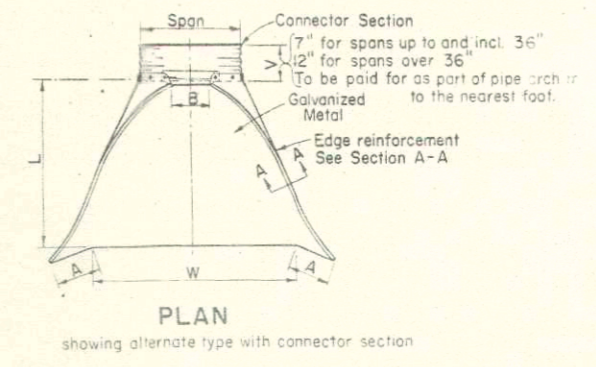


CONNECTION DETAILS

D Pipe Diam.	Metal Gage	Dimensions					Fabrication Remarks
		A ± 1"	B Max.	H ± 1"	L ± 1/2"	W ± 2"	
18"	16	7"	9"	6"	31"	36"	1 Piece
21"	16	8 1/4"	11"	6"	36"	42"	"
24"	14	9 1/2"	12"	6"	42"	48"	"
30"	14	12"	15"	7 1/2"	52 1/2"	60"	2 Pcs. & Splice
36"	12	14"	18"	9"	63"	72"	"
42"	12	16"	21"	10 1/2"	73 1/2"	84"	"
48"	12	18"	27"	12"	84"	90"	"

Note: All splices to be lap riveted or bolted.
METAL APRON ENDWALLS

APRON ENDWALLS FOR CULVERT PIPE

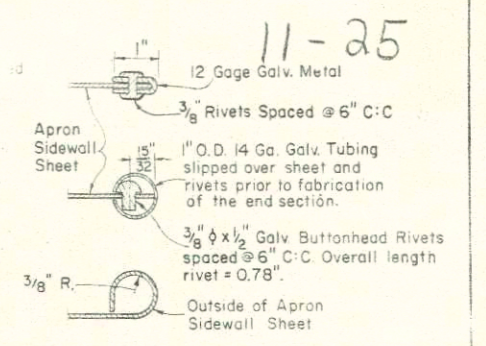


CONNECTION DETAILS

Pipe-Arch Dimensions Span Rise	Gauge	Dimensions					Fabrication Remarks
		A ± 1"	B Max.	H ± 1"	L ± 1/2"	W ± 2"	
18" 11"	16	4 1/2"	9"	6"	19"	30"	1 Piece
22" 13"	16	5 1/4"	10"	6"	23"	36"	"
25" 16"	16	6 1/4"	11 1/2"	6"	28"	42"	"
29" 18"	14	7"	14"	6"	31 1/2"	48"	"
36" 22"	14	8 3/4"	16"	6"	38 1/2"	60"	2 Pieces, & Splice
43" 27"	12	10 3/4"	17 1/2"	7 5/8"	47"	75"	"
50" 31"	12	12 1/4"	20"	9 1/8"	54"	85"	"
58" 36"	12	14"	26"	10 5/8"	63"	96"	"
65" 40"	12	15 3/4"	23"	10 5/8"	70"	112"	3 Pieces, 2 Splices equal distance from &
72" 44"	10	17 1/4"	24"	12 1/8"	77"	128"	3 Pieces, 2 Splices equal distance from &

Note: All splices to be lap riveted or bolted.

APRON ENDWALLS FOR PIPE ARCH



SECTION A-A
SECTION B-B
TOP FINISH PLATE DETAIL

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.
Reinforced concrete apron endwalls shall conform to the pertinent requirements of the Standard AASHTO Designation: M170, Class II (Wall B).
Metal apron endwalls shall conform to the pertinent requirements of the Standard AASHTO Designation: M36.

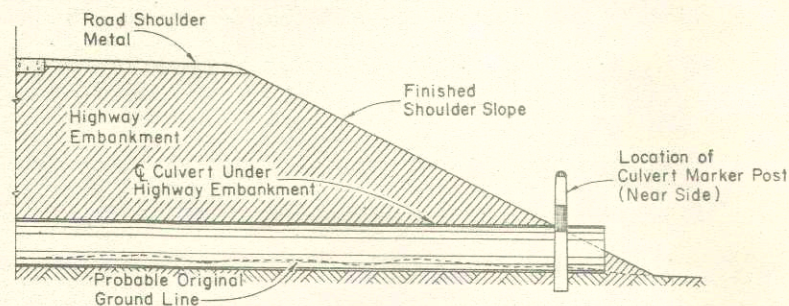
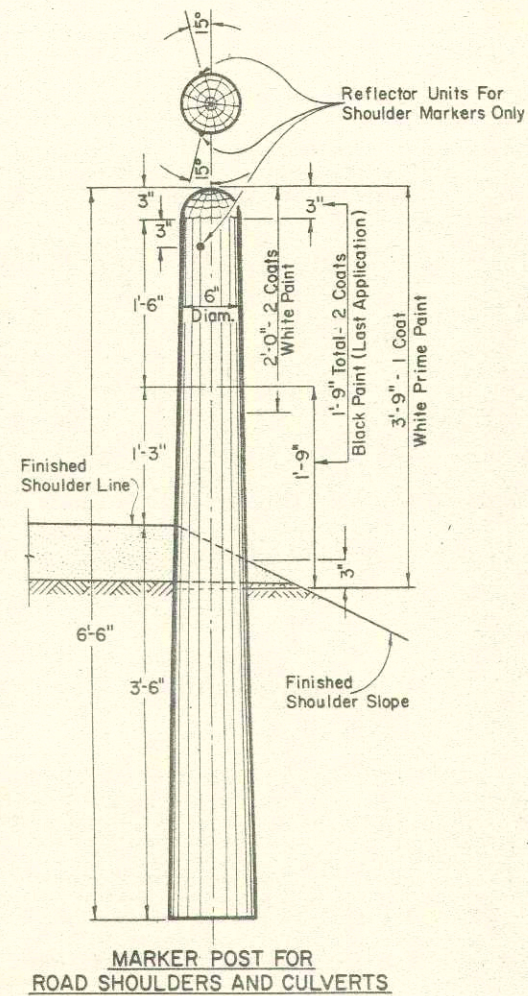
NOTE:
Variations of the dimensions and designs shown hereon will be permitted providing equivalent capacity and structural integrity are attained, and prior approval of the Engineer is obtained.

Reinf. concrete apron endwalls shall be used with concrete pipe culvert installations, and metal apron endwalls shall be used with corr. metal pipe culvert installations.

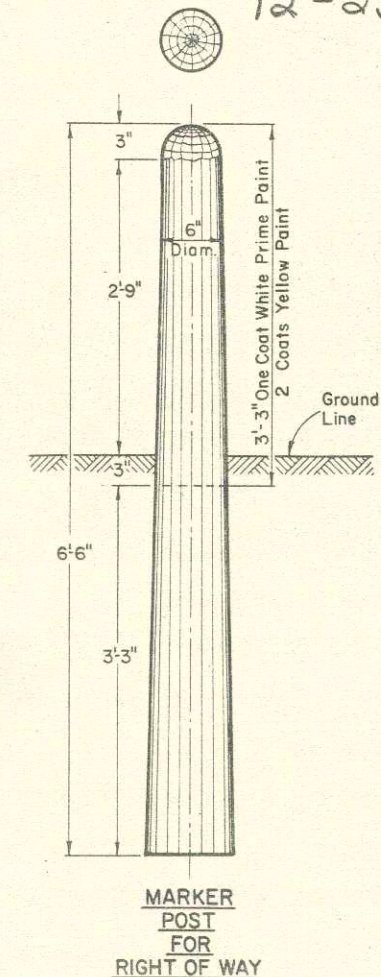
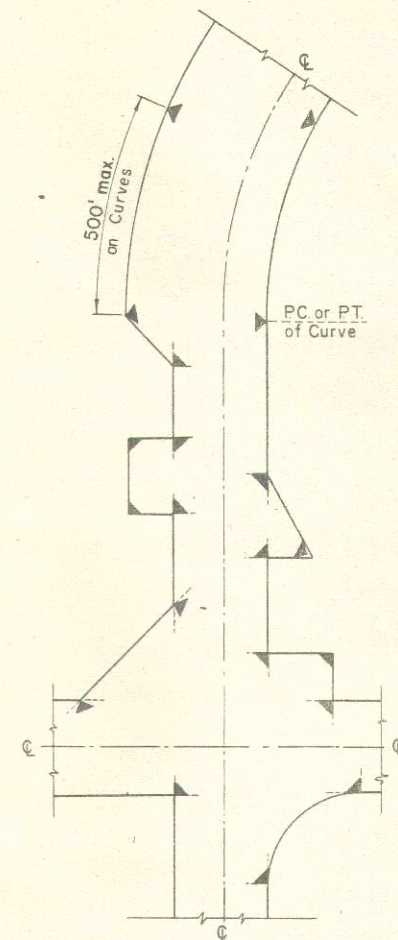
Measurement & Payment
Apron Endwalls for Culvert Pipe or Apron Endwalls for Pipe Arches will be measured and paid for as units complete in place, at the contract unit price per each, which price shall be full compensation for all labor, tools, equipment, materials, and incidentals necessary to complete the work.

APRON ENDWALLS FOR CULVERT PIPE & PIPE ARCH
STATE HIGHWAY COMMISSION OF WISCONSIN
RECOMMENDED FOR APPROVAL
DATE 2-5-63
APPROVED: J. J. Pelt ENGINEER OF DESIGN
DATE 2/2/63
E. R. ... STATE HIGHWAY ENGINEER
PLATE NO. 6-2.62

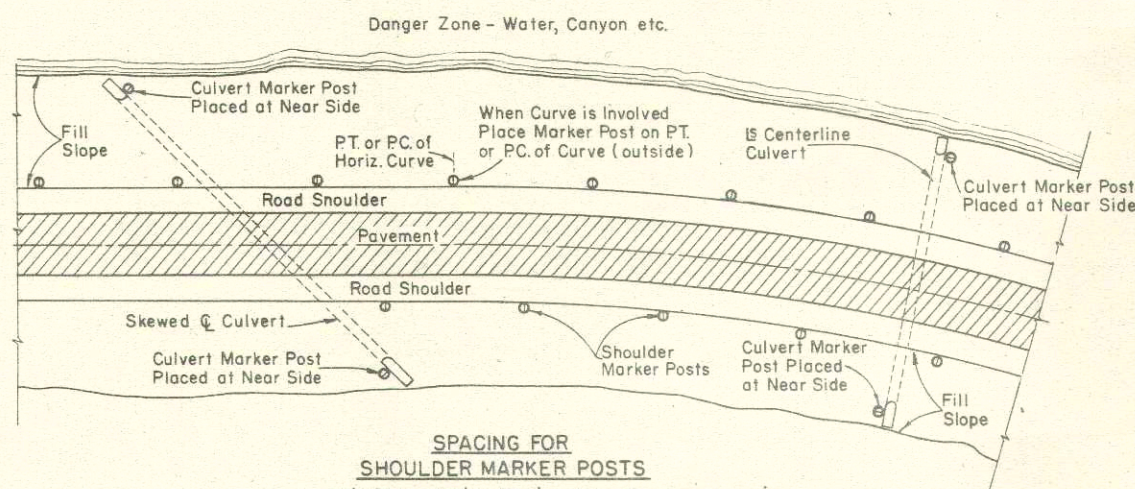
12-25



SECTION SHOWING RELATIVE LOCATION OF MARKER POST FOR CULVERTS



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

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 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.

MARKER POSTS & MARKER POSTS FOR RIGHT OF WAY

STATE HIGHWAY COMMISSION OF WISCONSIN

RECOMMENDED FOR APPROVAL

2-5-63
DATE

APPROVED:

2/6/63
DATE

J. L. Rutledge
ENGINEER OF DESIGN

E. L. Rutledge
STATE HIGHWAY ENGINEER

GENERAL NOTES 13-25
 Details of construction not shown on this drawing shall conform to the pertinent requirements of the Standard Specifications and the applicable Special Provisions.

The Steel Plate Beam Guard or (Median) Guard shall consist of steel plate made of open hearth or electric furnace steel. Plates shall be blanked to proper shape, fabricated and ready for assembly when received in the field. The plates shall be true to plan dimensions and of uniform section. Warped or deformed plates will be rejected. The edges of the plates shall be rolled or rounded so that they present no sharp edges. All connections and splices shall be formed with flat round headed bolts, or similar detail so that no appreciable projection will be presented on the road side of the guard. The rail element shall be spliced by lapping in the direction of traffic or by butt joint with splice plate. Plate ends in lap splices or plate ends and splice plate in butt splices shall make contact throughout the entire area of the splice.

TESTS
 The elongation of a 2 inch specimen of the steel plate used in the rail element shall be not less than 12 percent, tested in tension. The minimum tensile strength of the rail element shall, when tested in conjunction with splices and end connections, be 30,000 lbs. The rail element when loaded as a simple beam, freely supported at each end on 12'-0" centers shall support a concentrated load of span center through a flat surface 3 inches long, in accord with the following:-

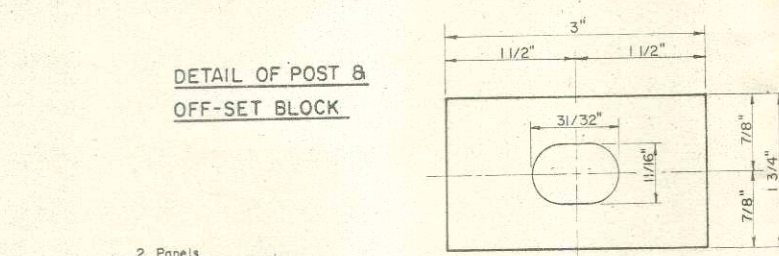
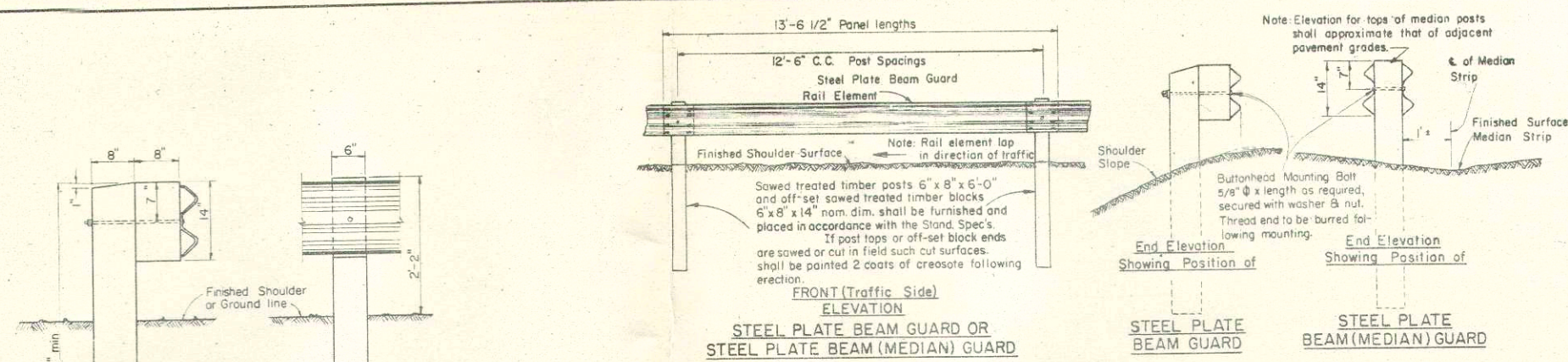
BEAM ELEMENT

Load	Traffic Face up		Traffic Face Down	
	Maximum Deflection	Load	Maximum Deflection	Load
1500 lb.	2.0 in.	1200 lb.	2.0 in.	
2000 lb.	3.0 in.	1600 lb.	3.0 in.	

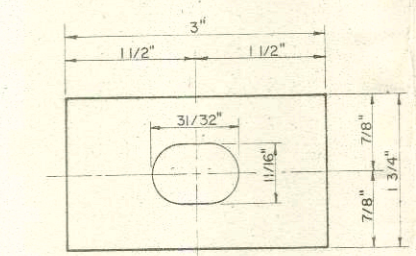
GALVANIZED
 The steel plate beam element and terminal sections shall be furnished galvanized. The spelter coating of the base metal sheets shall be in accordance with A.A.S.H.O. Designation: M 36. The beam element may be galvanized before or after fabrication. Bolts, nuts, and washers shall be furnished galvanized in accordance with A.S.T.M. Designation: A153, Class C.

CIRCULAR STEEL PLATE ELEMENT
 Steel plate beam elements for beam guard or (median) guard for radii of 20 ft. to 150 ft. shall be shop-curved. Steel plate beam elements shall be bent to true circular curvature, void of kinks. Kinks shall be cause for rejection. Steel plate beam elements shall have a minimum bending radius of 20 feet.

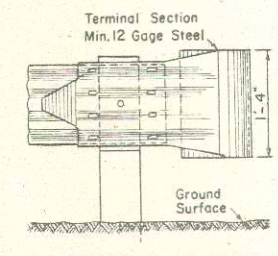
MEASUREMENT & PAYMENT
 The items of Steel Plate Beam Guard and Steel Plate Beam (Median) Guard shall be measured and paid for at the contract unit price per linear foot, measured in place for length in linear feet from end to end - out to out of terminal sections, which price shall be full compensation for furnishing and placing all materials and performing all work to completion in accordance with the Standard Specifications, the applicable Plans and Special Provisions.



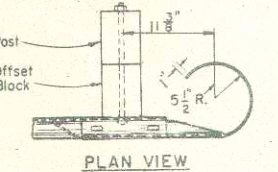
DETAIL OF POST & OFF-SET BLOCK



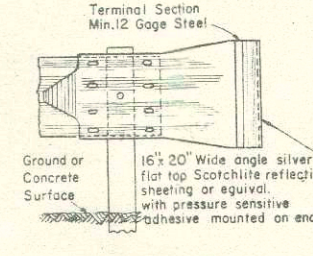
8 GAGE GALVANIZED - MOUNTING BOLT WASHER



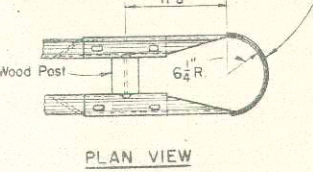
FRONT (Traffic Side) VIEW



PLAN VIEW



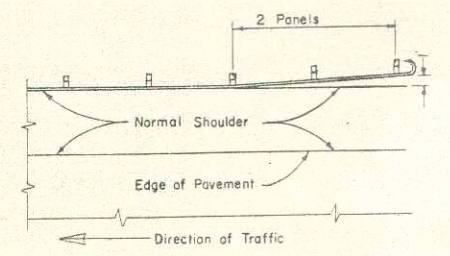
FRONT VIEW



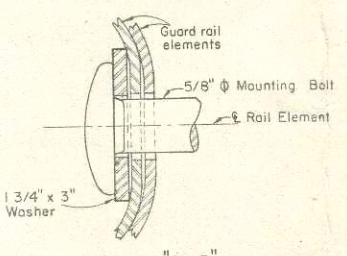
PLAN VIEW

TERMINAL SECTION DETAILS FOR STEEL PLATE BEAM GUARD

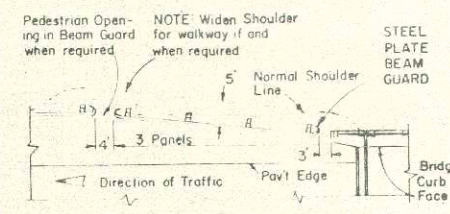
TERMINAL SECTION DETAILS FOR STEEL PLATE BEAM (MEDIAN) GUARD



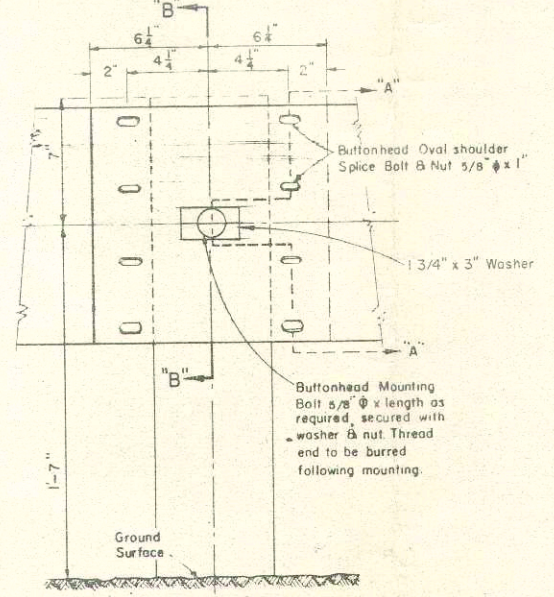
LOCATION DIAGRAM FOR STEEL PLATE BEAM GUARD INTERMEDIATE SECTIONS



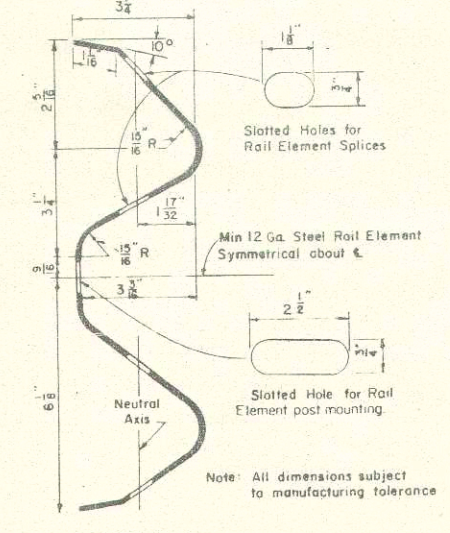
SECTION "B-B"



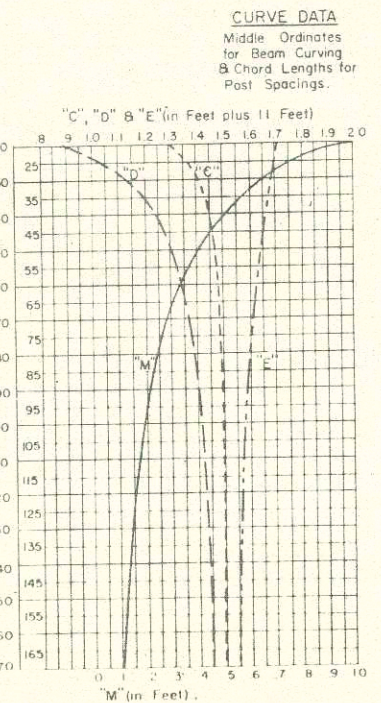
LOCATION DIAGRAM FOR STEEL PLATE BEAM GUARD AT BRIDGE EXITS



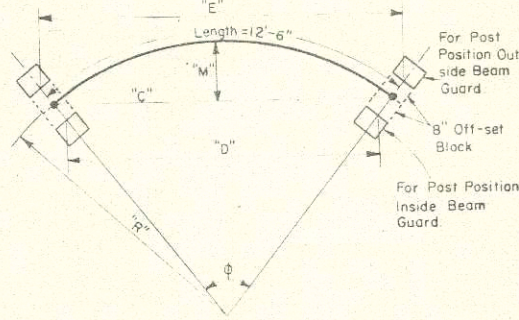
RAIL ELEMENT SPLICING & POST MOUNTING DETAILS



SECTION "AA" RAIL ELEMENT SECTION (Min 12 GAGE STEEL)



CURVE DATA
 Middle Ordinates for Beam Curving
 B Chord Lengths for Post Spacings.

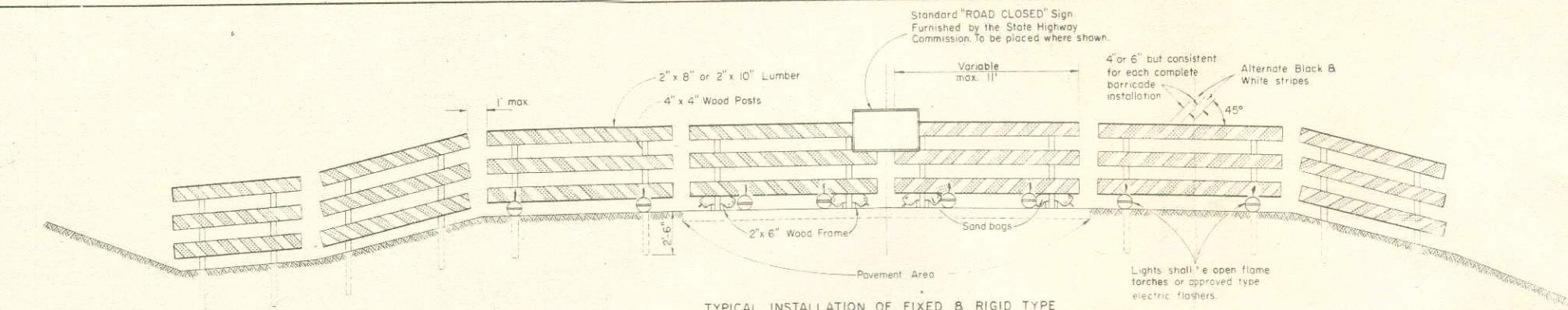


STEEL PLATE BEAM GUARD & STEEL PLATE BEAM (MEDIAN) GUARD

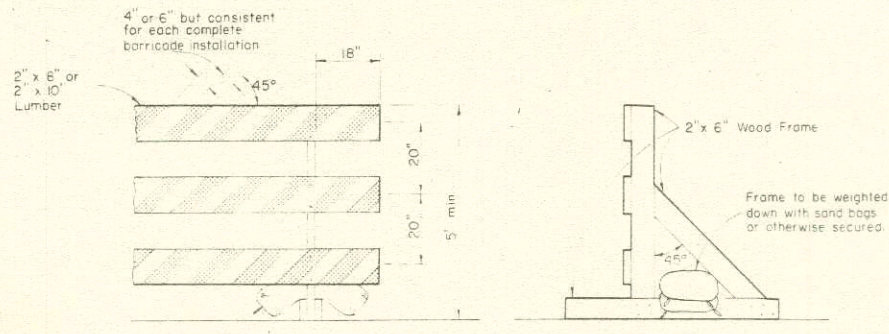
STATE HIGHWAY COMMISSION OF WISCONSIN

RECOMMENDED FOR APPROVAL:
 DATE: 2-5-63
 APPROVED: J. J. Pelt ENGINEER OF DESIGN
 DATE: 2/4/63
 E. C. Rottman STATE HIGHWAY ENGINEER

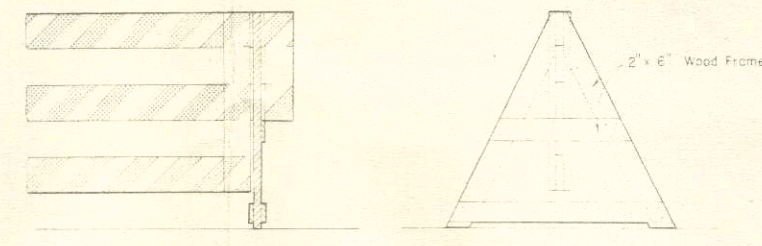
14-25



TYPICAL INSTALLATION OF FIXED & RIGID TYPE



ALTERNATE TYPE INSTALLATION (RIGID)



ALTERNATE TYPE INSTALLATION (DEMOUNTABLE)

CLASS I BARRICADE

GENERAL NOTES

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

CLASS I BARRICADE

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

CLASS II BARRICADE

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

LUMBER FABRICATION

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

PAINTING

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

DIRECTION OF DIAGONAL STRIPES

Where a barricade extends entirely across the roadway and no vehicle access provision, the stripes shall slope downward toward the highway centerline. Where vehicle access is permitted, the stripes shall slope downward in the direction toward which vehicles must turn in detouring. Where both right and left turns are provided for, the stripes shall slope downward in both directions from the center.

MEASUREMENT & PAYMENT

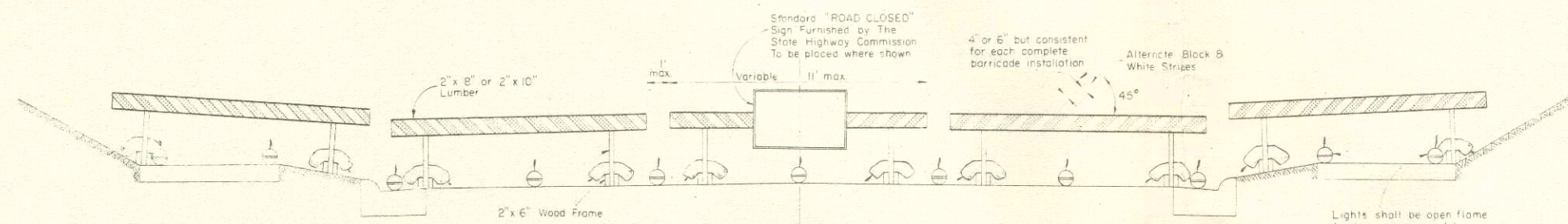
All barricades, unless otherwise provided for in the plans and/or special provisions shall be furnished, placed, and maintained as noted above, and no additional compensation will be allowed but shall be construed to be included in the price bid for other items.

NOTE

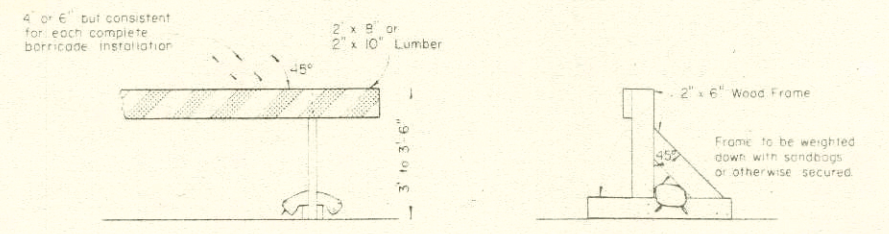
Lighting devices for barricades shall conform to the requirements of the Standard Specifications.

NOTE

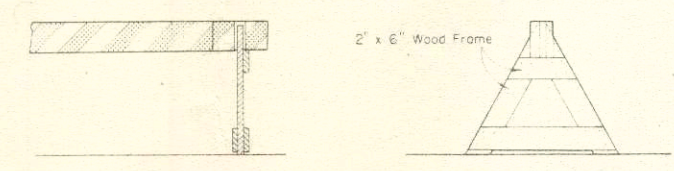
All lumber or timber dimensions shown hereon are nominal.



TYPICAL INSTALLATION OF RIGID TYPE



ALTERNATE TYPE INSTALLATION (RIGID)

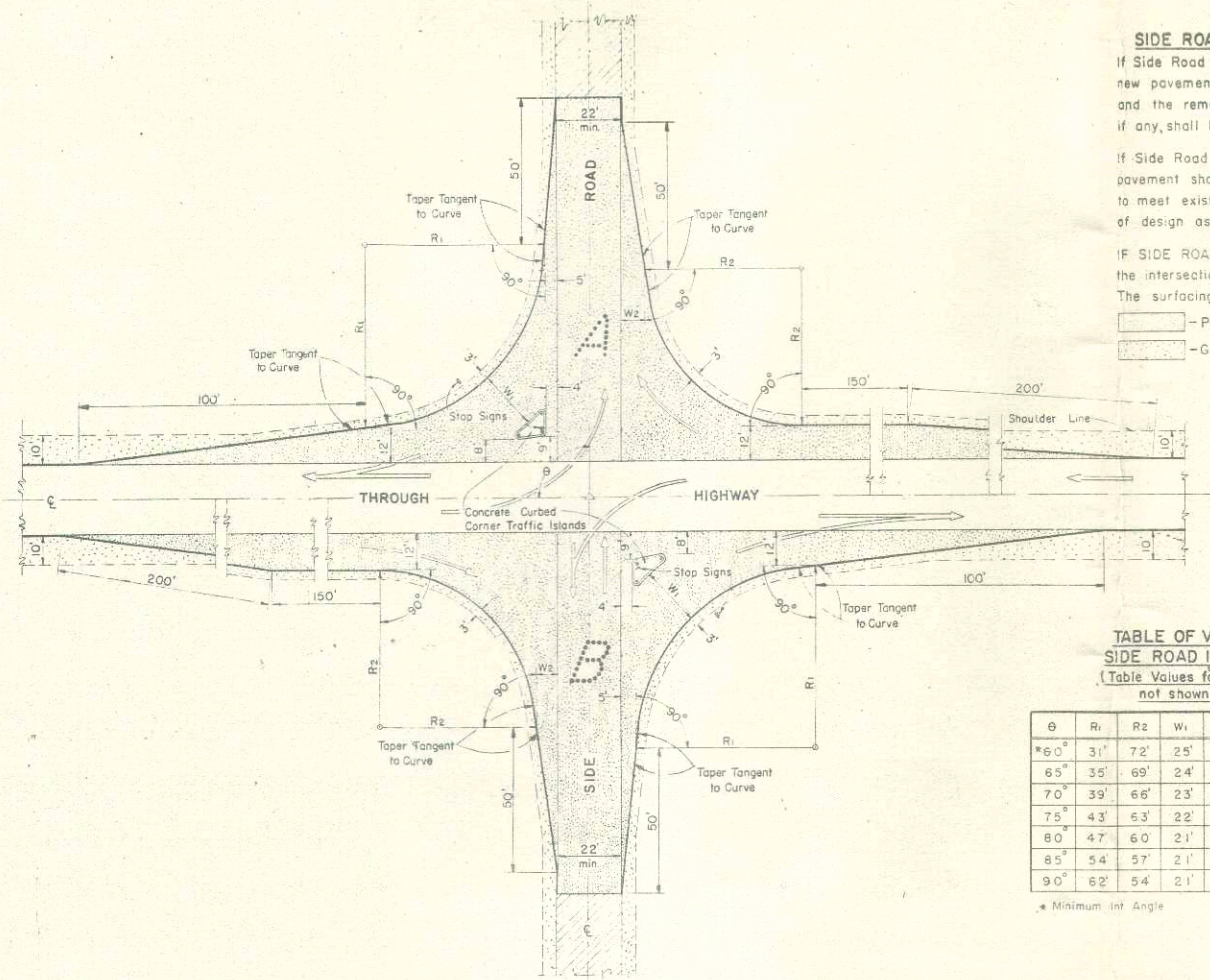


ALTERNATE TYPE INSTALLATION (DEMOUNTABLE)

CLASS II BARRICADE

CONSTRUCTION BARRICADE	
STATE HIGHWAY COMMISSION OF WISCONSIN	
RECOMMENDED FOR APPROVAL	
DATE 1-25-63	J. D. Pitt ENGINEER OF DESIGN
APPROVED	
DATE 2-16-63	E. C. Peterson STATE HIGHWAY ENGINEER
PLATE NO. 7-4.1.4	

15-25

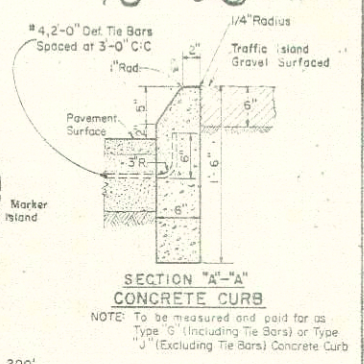
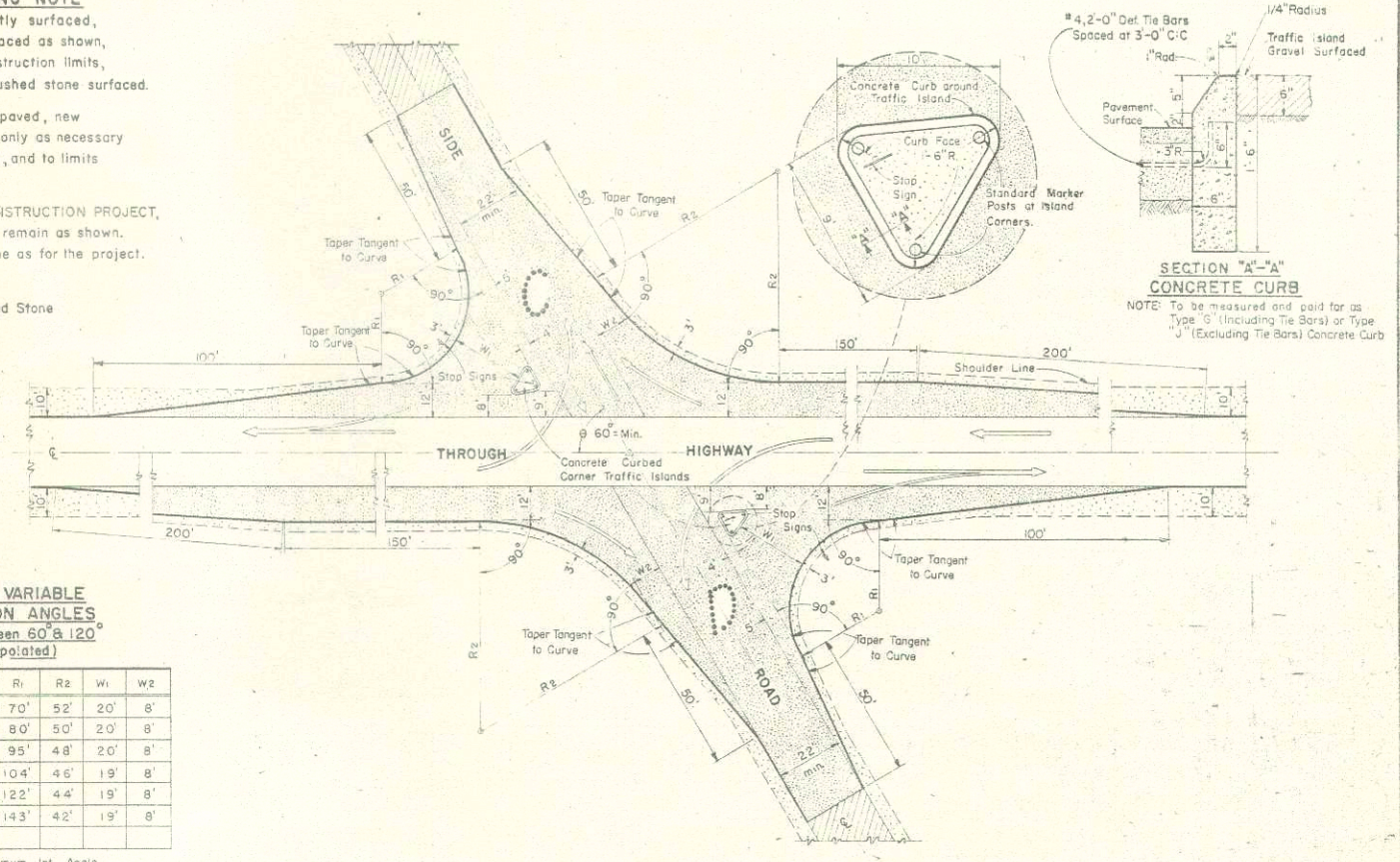


SIDE ROAD SURFACING NOTE
 If Side Road is not presently surfaced, new pavement shall be placed as shown, and the remainder to construction limits, if any, shall be gravel or crushed stone surfaced.
 If Side Road is presently paved, new pavement shall be placed only as necessary to meet existing pavement, and to limits of design as shown.
 IF SIDE ROAD IS THE CONSTRUCTION PROJECT, the intersection geometrics remain as shown. The surfacing shall be same as for the project.
 — Pavement
 — Gravel or Crushed Stone

TABLE OF VALUES FOR VARIABLE SIDE ROAD INTERSECTION ANGLES
 (Table Values for Angles between 60° & 120° not shown shall be interpolated)

θ	R ₁	R ₂	W ₁	W ₂	θ	R ₁	R ₂	W ₁	W ₂
*60°	31'	72'	25'	10'	95°	70'	52'	20'	8'
65°	35'	69'	24'	9'	100°	80'	50'	20'	8'
70°	39'	66'	23'	8'	105°	95'	48'	20'	8'
75°	43'	63'	22'	8'	110°	104'	46'	19'	8'
80°	47'	60'	21'	8'	115°	122'	44'	19'	8'
85°	54'	57'	21'	8'	**120°	143'	42'	19'	8'
90°	62'	54'	21'	8'					

* Minimum Int. Angle ** Maximum Int. Angle



MAJOR SIDE ROAD INTERSECTION DESIGN DETAILS

To be used only when current ADT on Through Highway is 1500 or over, and on Side Road is Over 200

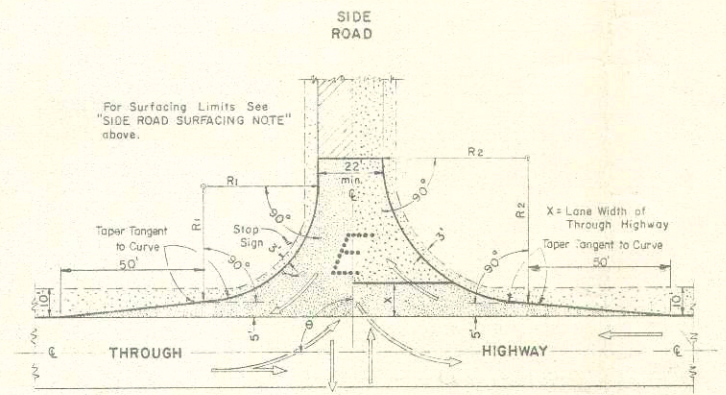


TABLE OF VALUES FOR VARIABLE SIDE ROAD INTERSECTION ANGLES
 (Table Values for Angles between 60° & 120° not shown shall be interpolated)

θ	R ₁	R ₂	θ	R ₁	R ₂
* 50°	40'	50'	95°	42'	49'
65°	40'	50'	100°	50'	48'
70°	40'	50'	105°	55'	47'
75°	40'	50'	110°	60'	46'
80°	40'	50'	115°	65'	45'
85°	40'	50'	**120°	70'	44'
90°	40'	50'			

* Minimum Int. Angle ** Maximum Int. Angle

MINOR SIDE ROAD INTERSECTION DESIGN DETAILS

To be used when current ADT on Through Highway is Less than 1500 or on Side Road is Less than 200

GENERAL NOTES
 Designs "A", "B", "C", "D", or "E" may be used interchangeably in combination or separately for any one complete intersection depending upon Traffic Volume, 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.

DESIGN & LAYOUT DETAILS FOR SIDE ROAD AT GRADE INTERSECTIONS (RURAL IN CHARACTER)

STATE HIGHWAY COMMISSION OF WISCONSIN

RECOMMENDED FOR APPROVAL

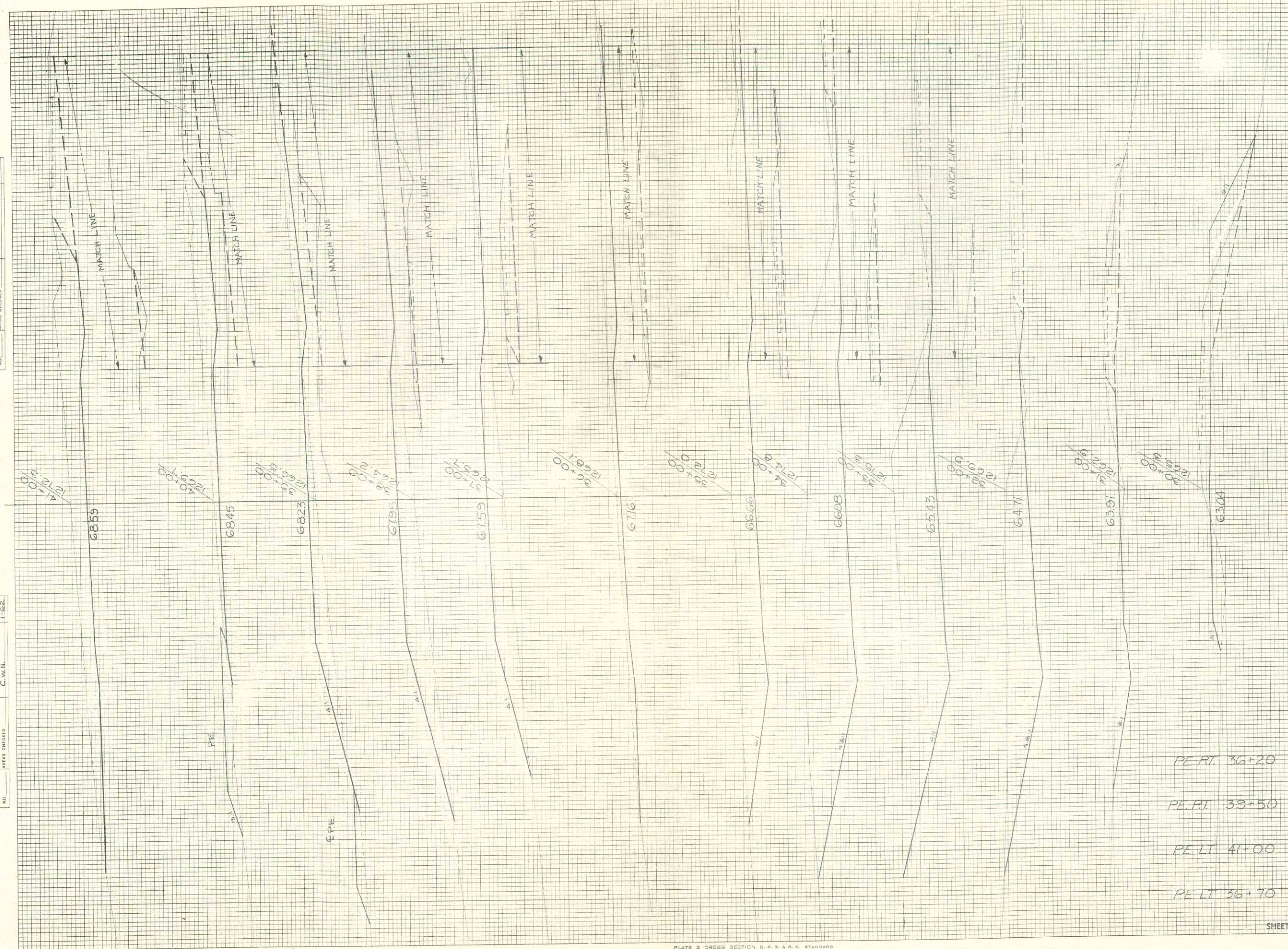
DATE: 2-5-63
 APPROVED: J. J. Pelt ENGINEER OF DESIGN

DATE: 2/6/63
 APPROVED: E. L. Rostman STATE HIGHWAY ENGINEER

PLATE NO. 9-114

FINAL SURVEY
 SUBMITTED BY: [blank]
 DATE: [blank]
 CHECKED BY: [blank]
 DATE: [blank]
 NO. [blank]

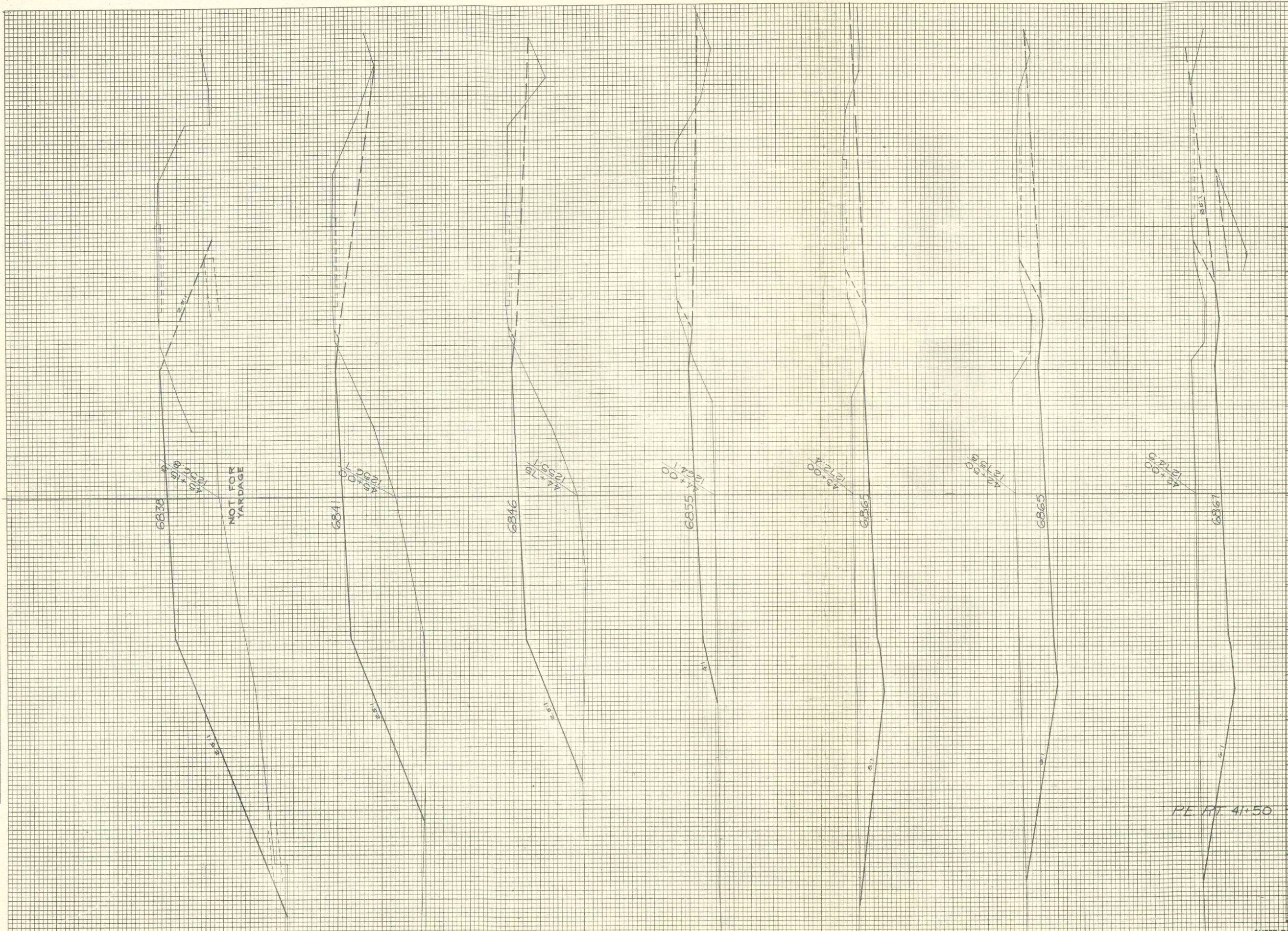
ORIGINAL SURVEY
 SUBMITTED BY: [blank]
 DATE: 9-61
 CHECKED BY: [blank]
 DATE: 1-62
 NO. 1-62



STATION	DISTANCE	YARDAGE	
		EXCAVATION	FILL
29	432		224
30	677		141
31	1487		44
32	3061		17
33	4055		
34	3624		
35	1969		
36	830		615
37	411		1347
38	209		1143
39	835		417
40	1797		24
41			
		PE RT. 36+20	40
		PE RT. 39+50	10
		PE LT. 41+00	60
		PE LT. 36+70	175
SHEET TOTAL		19397	4301

NO. [] DATE [] PLATTER []

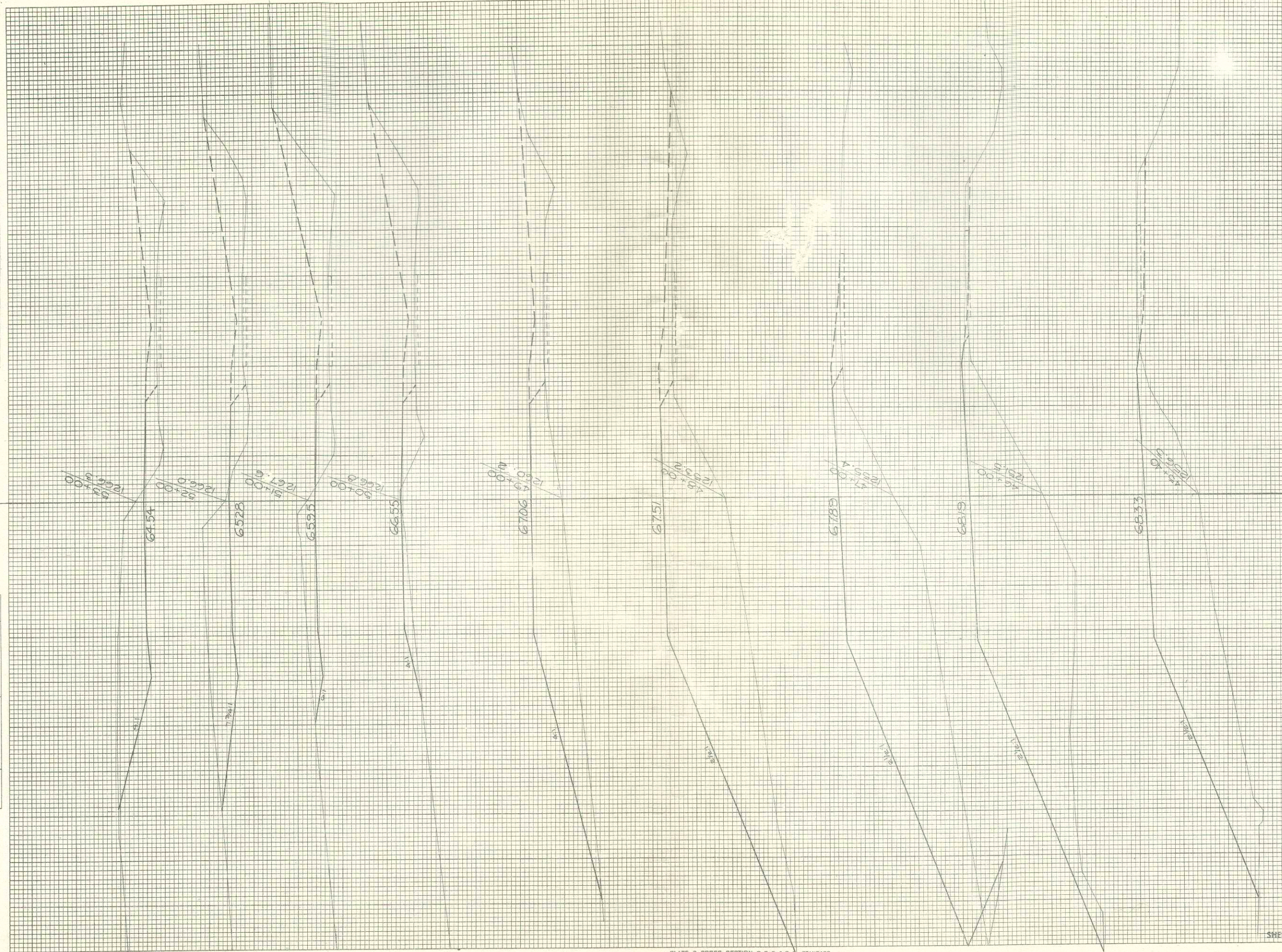
D.P.R. DISTRICT OFFICE
WIS. 4
PROJECT F08-2(23)
SHEET NUMBER 18
TOTAL SHEETS 25



STATION	DISTANCE	YARDAGE	
		EXCAVATION	FILL
	UNCL.		
41	2565		165
42	2959		50
+ 50	2499		37
43	1404		663
44	459		1769
+ 75	130		924
45			
PE RT 41+50		20	80
SHEET TOTAL		10036	3718

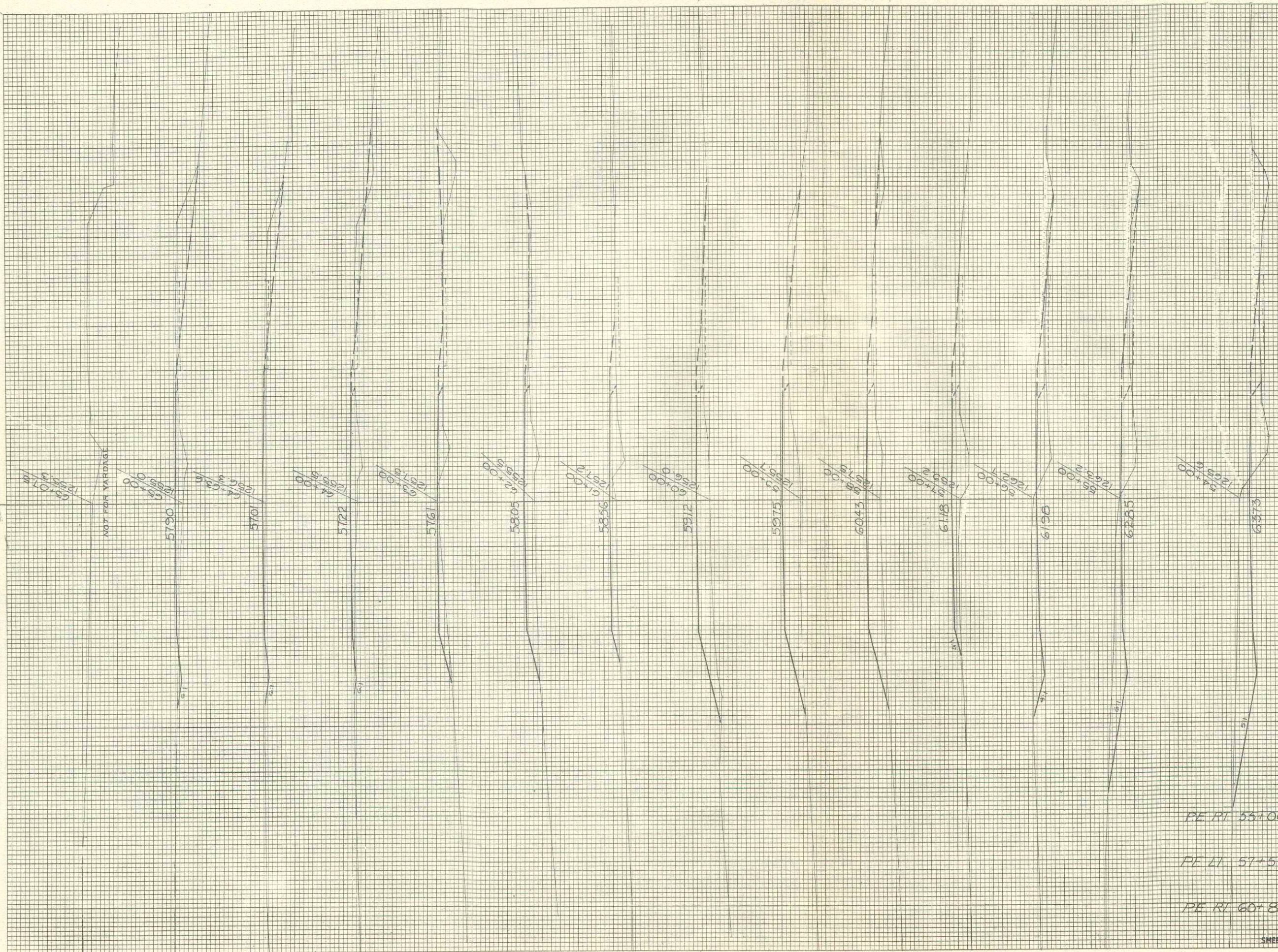
DATE: _____
 BY: _____
 SURVEY PLOTTED: _____
 SURVEY PLOTTED: _____
 NOTE BOOK NO.: _____
 AREA CHECKED: _____

DATE: 6-21
 BY: R.W.S.
 SURVEY PLOTTED: 7-21
 SURVEY PLOTTED: 7-21
 NOTE BOOK NO.: 1-02
 AREA CHECKED: 1-02



STATION	DISTANCE	YARDAGE	
		EXCAVATION	FILL
45			
	128		1631
40	65		3052
46	41		6037
47			5273
48			4454
49			
	2		2232
50	228		1313
51	796		1202
52	1181		881
53			
SHEET TOTAL		2441	26875

B.P.R. DISTRICT OFFICE	PROJECT	SHEET NUMBER	TOTAL SHEETS
WIS. 4	FOB-2(23)	20	25



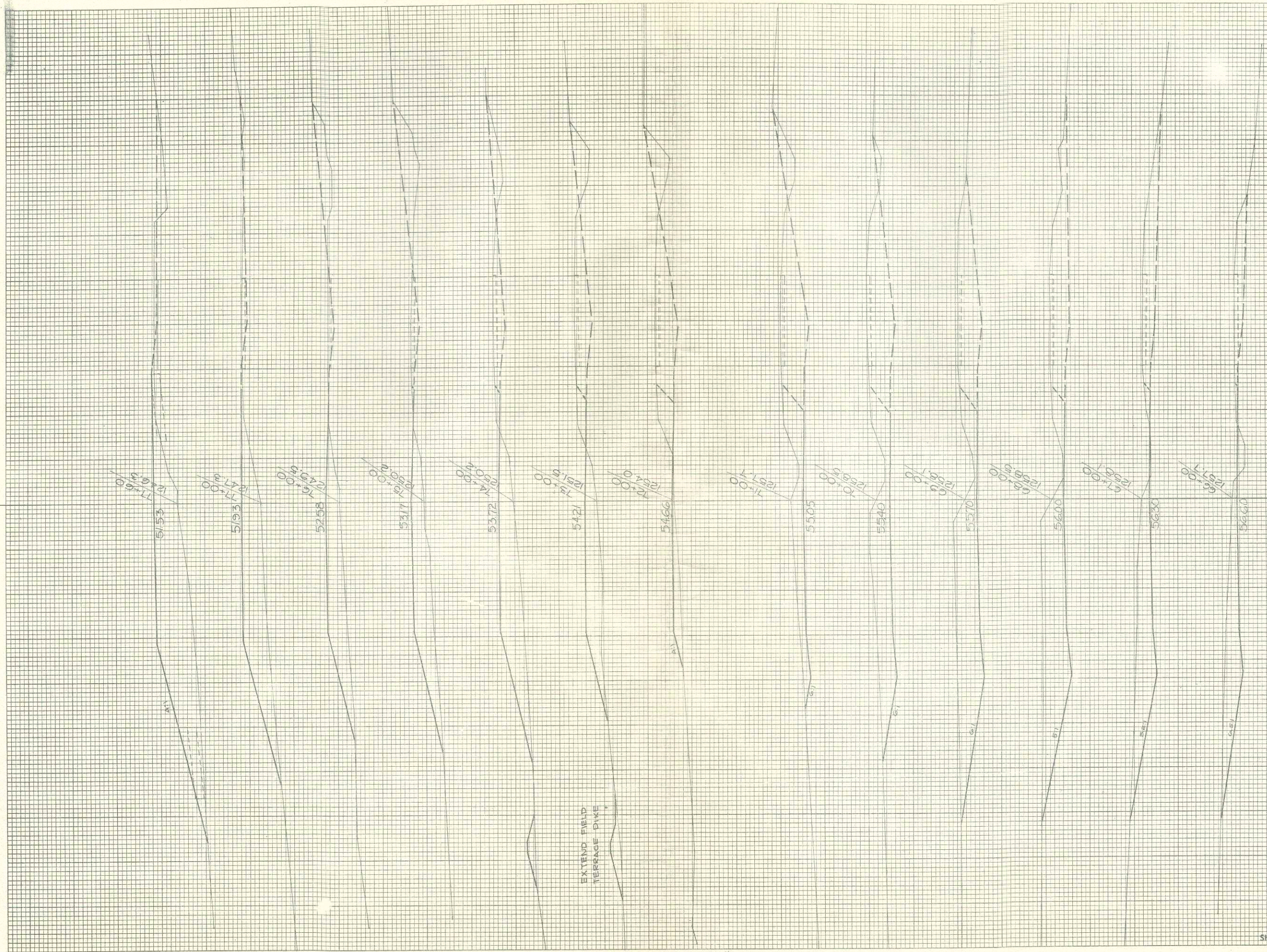
STATION	DISTANCE	YARDAGE	
		EXCAVATION	FILL
53			
	991		731
54			
	587		559
55			
	346		495
56			
	139		524
57			
			756
58			
	46		920
59			
	65		874
60			
	18		671
61			
			584
62			
			598
63			
	53		487
64			
	96		174
+			
636			
	41		128
65			
			60
			120
			30
SHEET TOTAL		2382	3711

PE RI 55+00
 PE LI 57+50
 PE RI 60+82

NOTE BOOK NO. 12552
 PLATE NO. 12552
 CHECKED BY C.W.N.
 DRAWN BY C.W.N.
 PLOTTED BY C.W.N.
 DATE 12-22-52

FINAL SURVEY
 SURVEYED BY: _____
 CHECKED BY: _____
 DATE: _____

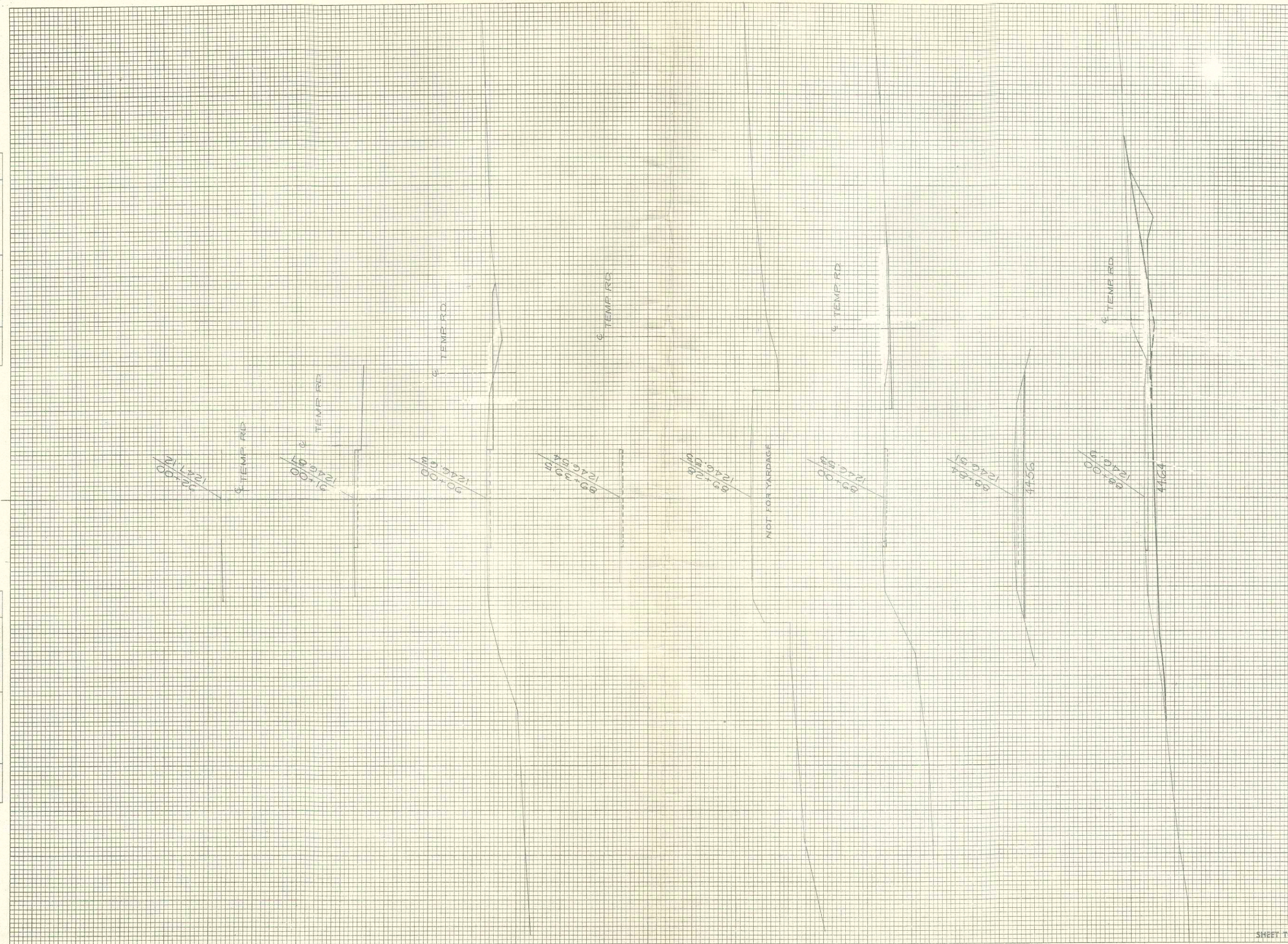
ORIGINAL SURVEY
 SURVEYED BY: R.W.S.
 CHECKED BY: C.W.N.
 DATE: 10-61



STATION	DISTANCE	YARDAGE	
		EXCAVATION	FILL
65			
66	426		329
67	1034		37
68	1574		4
69	1930		
70	1768		
71	1389		74
72	808		245
73	504		552
74	319		900
75	155		1043
76	63		992
77	52		673
78	37		67
+ 60			
SHEET TOTAL		1049	496

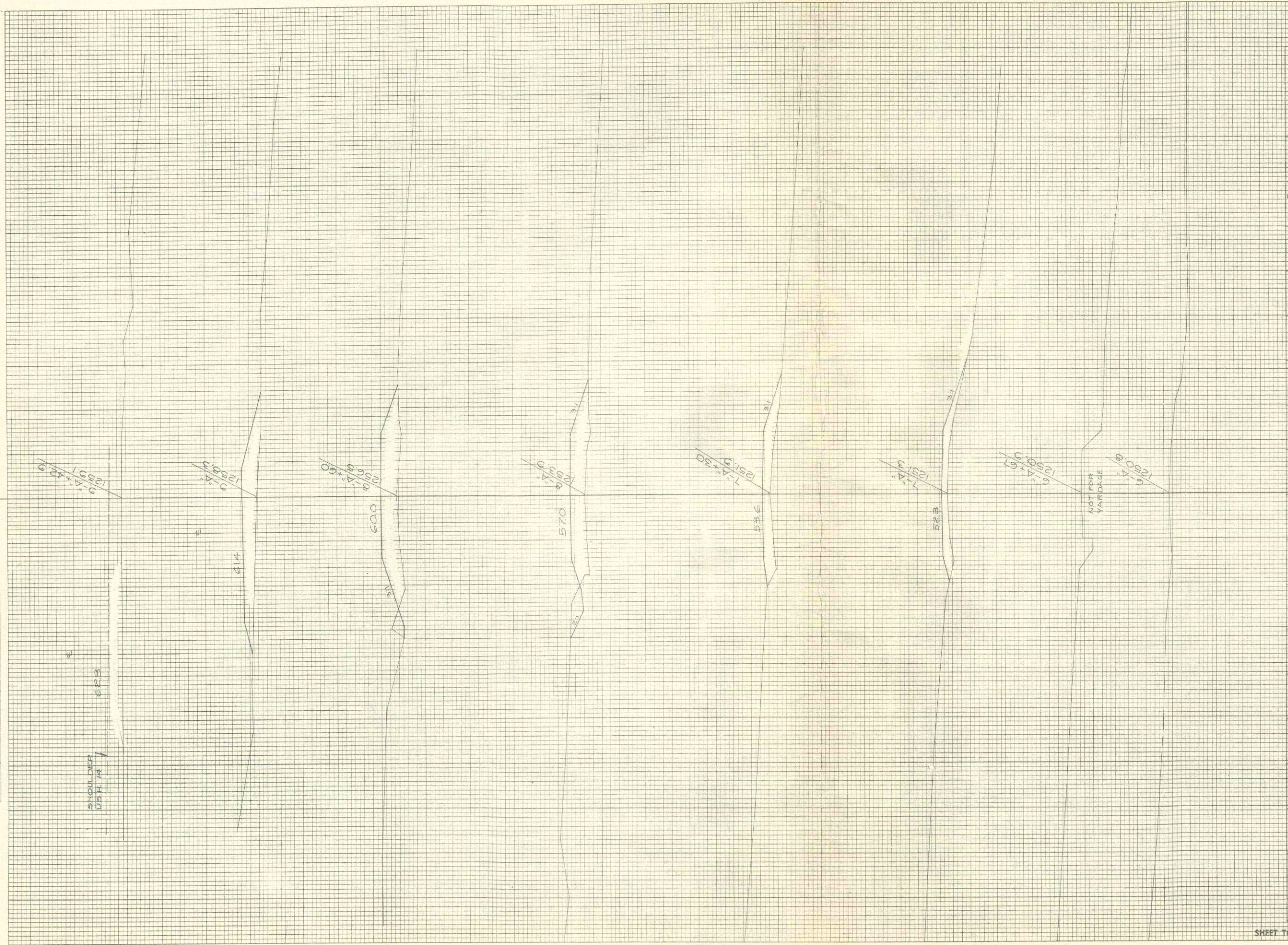
FINAL SURVEY
 DRAWING NO. _____
 DATE _____
 BY _____
 CHECKED _____
 DATE _____

ORIGINAL SURVEY
 DRAWING NO. F-08-2(23)
 DATE 6-01
 BY R.W.S.
 CHECKED C.V.N.
 DATE 7-01



STATION	DISTANCE	YARDAGE	
		EXCAVATION	FILL
87			
	355		24
88			
	627		2
84			
UNCL.			
SHEET TOTAL		1382	26

B.P.R. DISTRICT OFFICE	PROJECT	SHEET NUMBER	TOTAL SHEETS
WIS. 4	F08-2(23)	24	25



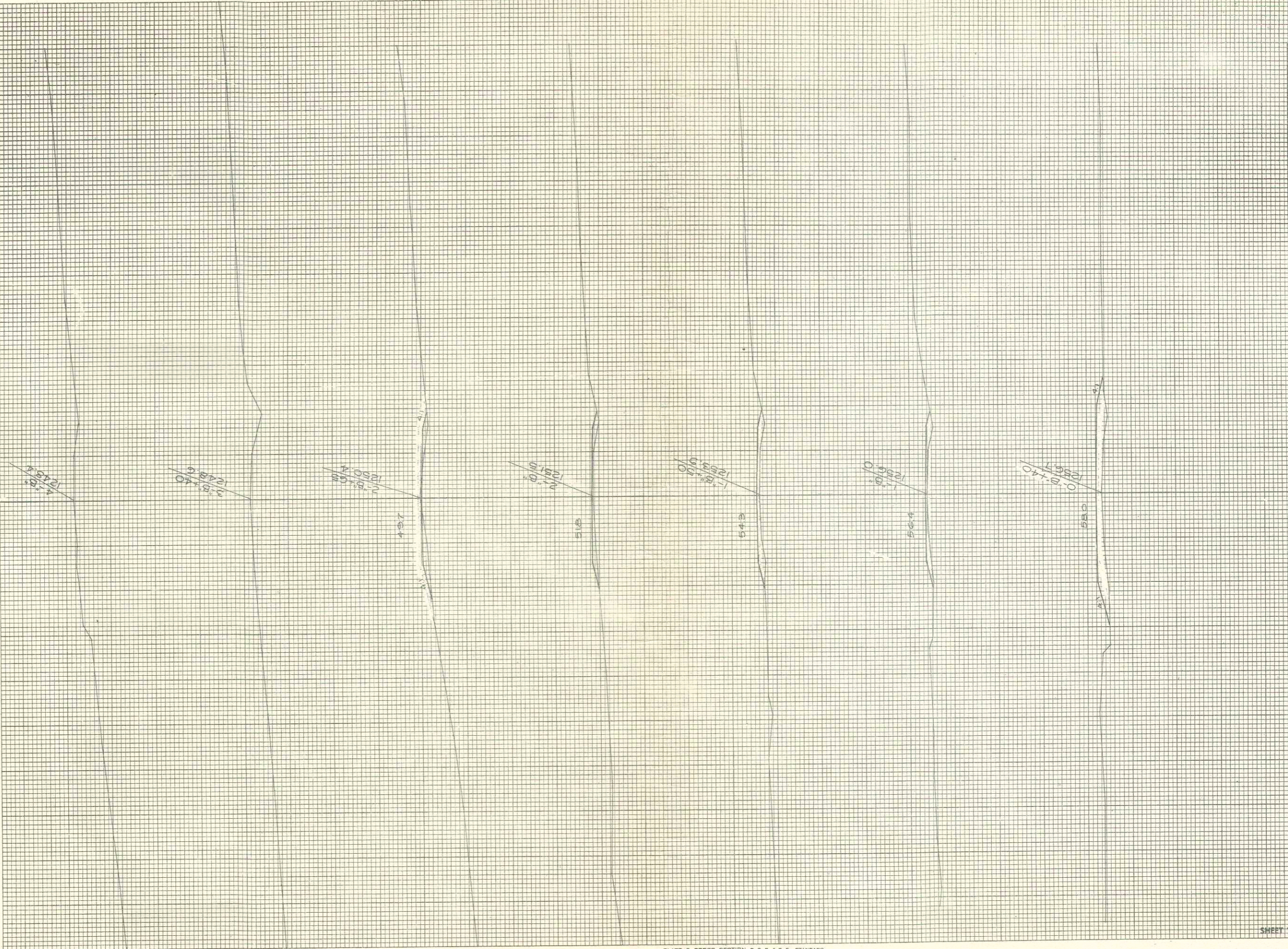
STATION	DISTANCE	YARDAGE	
		EXCAVATION	FILL
67			17
7X			37
30			117
8X			150
60			96
9X			94
420			
SHEET TOTAL			
			511

NOTE BOOK REVISED AREAS CHECKED

SHOULDER 5.5' x 14' 623'

FINAL SURVEY
 CHECKED BY: _____
 DATE: _____
 PLOTTED BY: _____
 DATE: _____
 AREA CHECKED BY: _____
 DATE: _____

ORIGINAL SURVEY
 CHECKED BY: _____
 DATE: _____
 PLOTTED BY: _____
 DATE: _____
 AREA CHECKED BY: _____
 DATE: _____



STATION	DISTANCE	YARDAGE	
		EXCAVATION	FILL
0+00			
0+40			0
1+00			61
1+50			74
2+00			46
2+65			115
3+00			48
4+00			
4+80			
SHEET TOTAL			303