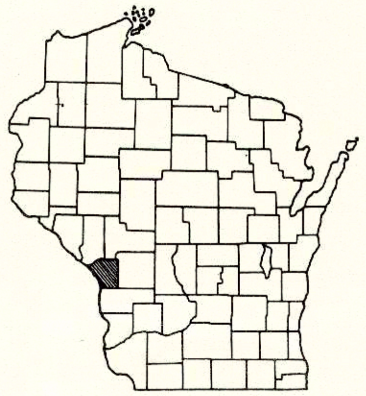
COUNTY AND HIGHWAY	ROUTE AND SECTION	CLASS AND AGREEMENT		B.P.R. REGION DIVISION	SHEET NUMBER	TOTAL SHEETS
		STATE	FEDERAL			
32.1	8.3	22.34		4 WIS.	1	22

INDEX OF SHEETS



STATE OF WISCONSIN

STATE HIGHWAY COMMISSION OF WISCONSIN

PLAN AND PROFILE OF PROPOSED

GEORGE STREET, CITY OF LA CROSSE

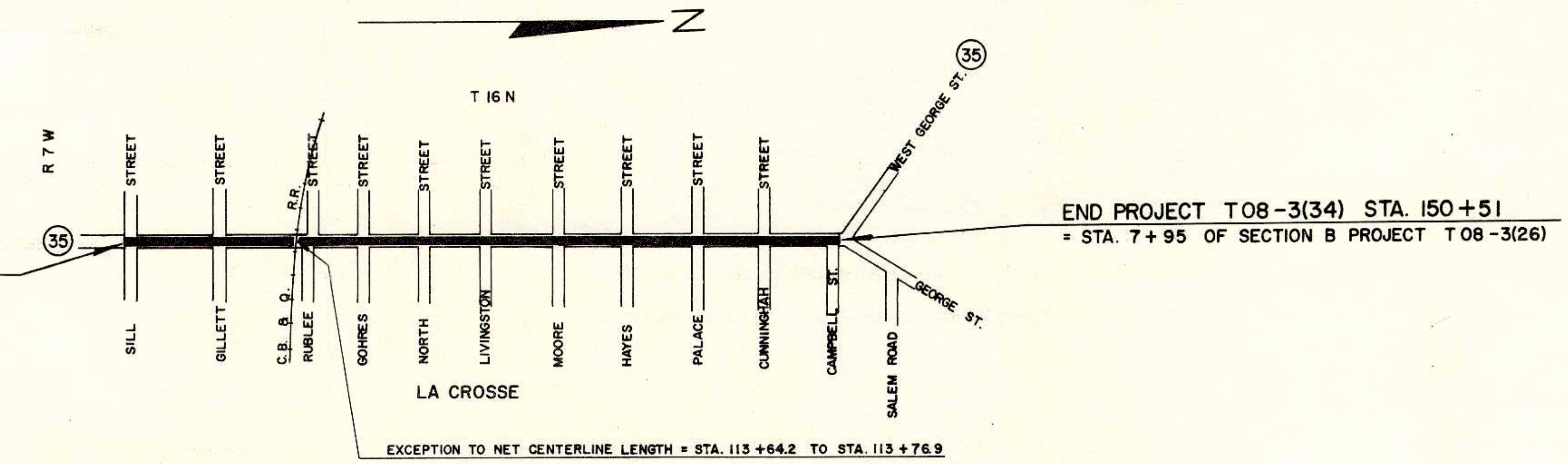
S.T.H. 35

LA CROSSE COUNTY

PROJECT T 08-3(34)

BEGINNING 29 FEET SOUTH OF THE CENTERLINE OF SILL STREET THENCE NORTH ALONG GEORGE STREET TO A POINT 33 FEET NORTH OF THE CENTERLINE OF CAMPBELL STREET.

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



LAYOUT

SCALE 600 FT.

TOTAL NET LENGTH OF CENTERLINE = 0.920 MI.

CONVENTIONAL SIGNS

STATE LINE
COUNTY LINE
TOWNSHIP OR RANGE LINE
SECTION LINE
NEW RIGHT OF WAY LINE
PRESENT RIGHT OF WAY LINE
WIRE FENCE { WOVEN / BARBED
LOT LINE
CORPORATE OR CITY LIMITS
PROPERTY LINE — P.L. + 32.6
TRAVELED WAY OR P.E.
RAILROADS
BASE OR SURVEY LINE — 30

CULVERTS IN PLACE
CULVERTS REQUIRED
DROP INLET
POWER POLE
TELEPHONE OR TELEGRAPH POLE
RIGHT OF WAY MARKERS
REFERENCE STAKE FOR HUBS ONLY — +81.7 / 25.9
MARSH
HEDGE
TREES
GROUND ELEVATION — DATUM LINE 73.9
GRADE ELEVATION — DATUM LINE 75.16

STATE HIGHWAY
COMMISSION OF WISCONSIN
MADISON, WIS.

SURVEYOR F.J.K. (CITY) NOTE BOOK
DIVISION COMPUTER F.J.K. (CITY) M. O. CHECKER RLC
DISTRICT CHECKER H.K.B., D.P.A. CORRECT

CORRECT:
DATE 5-23-66 [signature] DISTRICT ENGINEER

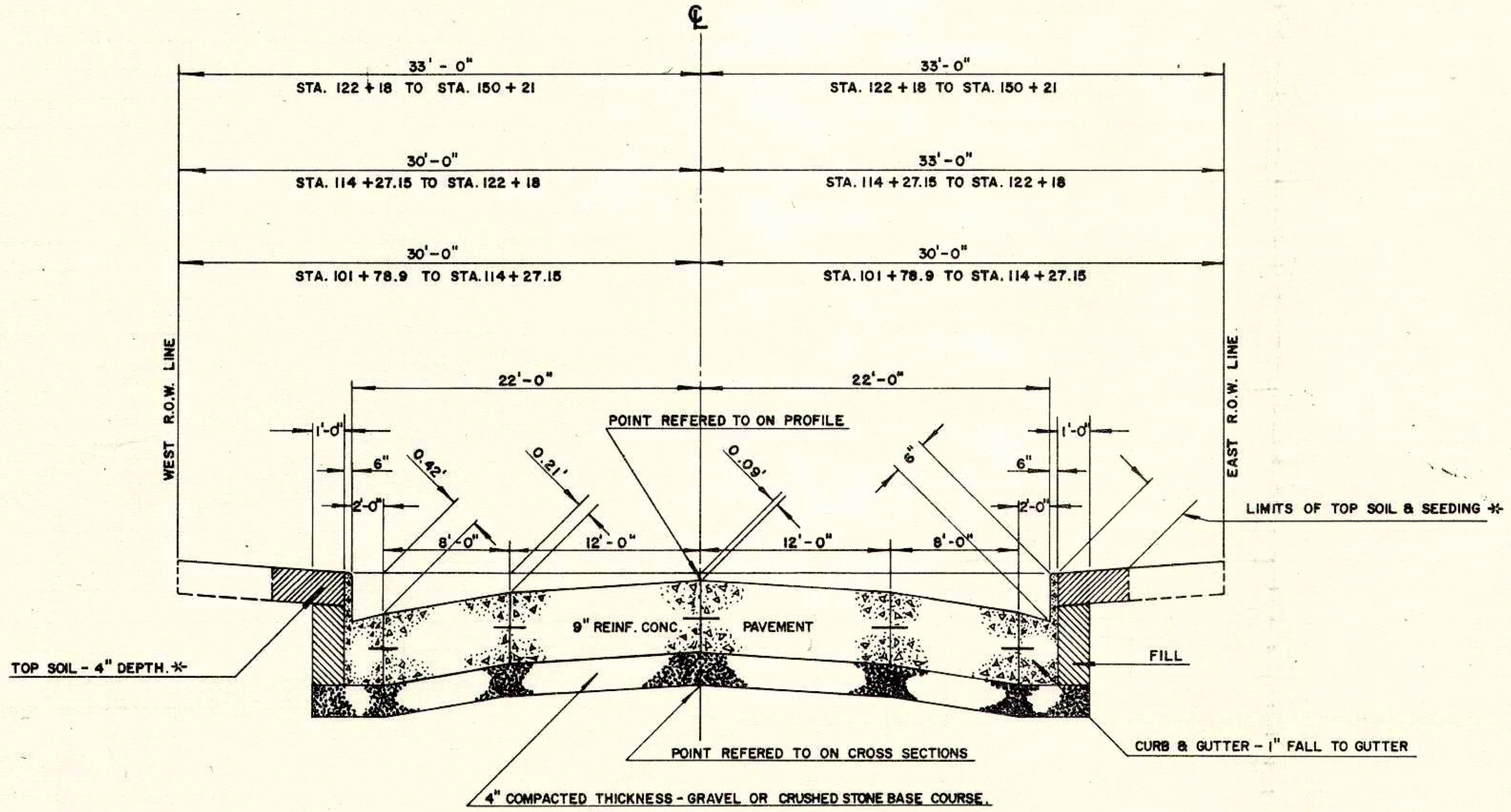
RECOMMENDED FOR APPROVAL:
DATE 6/9/66 E. J. [signature] CHIEF DESIGN ENGINEER

APPROVED:
DATE 6/10/66 [signature] STATE HIGHWAY ENGINEER

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

APPROVED:
DATE
DIVISION ENGINEER

PROJECT	SHEET NUMBER	TOTAL SHEETS
T 08-3(34)	2	22

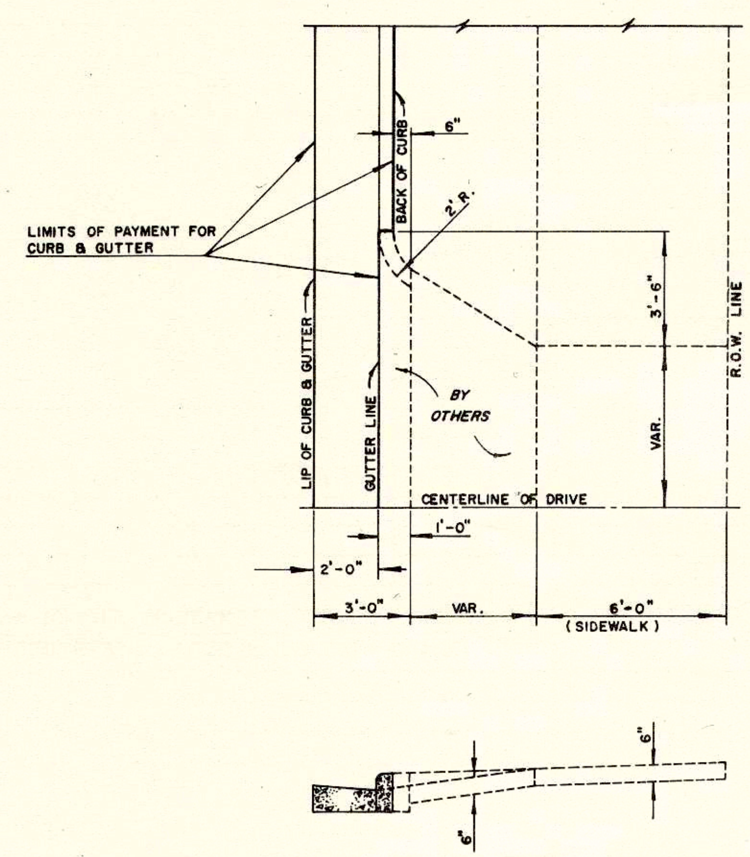


TYPICAL CROSS SECTION - SILL STREET TO CAMPBELL ROAD
STA. 101 + 78.9 TO STA. 150 + 51

* NO TOPSOIL & SEEDING, STA. 101 + 78.9 TO STA. 122+18 LT.; STA. 113 +64 RT.
BITUMINOUS ROAD MIX TO BE PLACED IN THIS AREA BY OTHERS

APPLICABLE STANDARD DETAIL DRAWINGS

2 - 1.1.12	CONCRETE PAVEMENT REINFORCEMENT
3 - 1.1.7	CONCRETE CURB, GUTTER, COMBINATION CURB & GUTTER, SURFACE DRAIN
4 - 4.4.8	LONGITUDINAL JOINTS - CONCRETE PAVEMENT
4 - 4.5.10	TRANSVERSE JOINTS - CONCRETE PAVEMENT
5 - 3.3.2	CATCH BASINS
5 - 3.4.7	CATCH BASIN AND INLET COVERS
5 - 3.5.2	INLETS
7 - 4.1.4	CONSTRUCTION BARRICADE
8 - 5.1.6	METAL CONDUIT AND FIBER CONDUIT
2 - 2.1.11	RAILROAD APPROACH DETAILS - CONCRETE PAVEMENT



TYPICAL DRIVE SECTION

GENERAL NOTES

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.

THE EXACT LOCATION OF PRIVATE ENTRANCES TO BE DETERMINED IN THE FIELD BY THE ENGINEER.

EXISTING CONCRETE PAVEMENT FROM STA 131+14 TO 141+50 HAS BEEN REMOVED BY OTHERS. (SEE MISC. QUANTITIES)

TYPICAL CROSS SECTION
FOR
CONCRETE PAVEMENT
MISCELLANEOUS DETAILS

ESTIMATE OF QUANTITIES

CONTRACT NO. 1

B.P.R. REGION	PROJECT	SHEET NO.	TOTAL SHEETS
4	T 08-3(34)	3	22

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

SEC. NO.	STATION TO STATION	NET LENGTH OF CENTER LINE	CLEARING		GRUBBING		REMOVING OLD CULVERT STA.		REMOVING PAVEMENT	REMOVING CURB & GUTTER	REMOVING CONC. SIDEWALK	REMOVING CATCH-BASINS	REMOVING CURB & GUTTER	EXCAVATION UNCL.	EXCAVATION ROCK	EXCAVATION MARSH	EXCAVATION BORROW	GRANULAR BACKFILL	TEST ROLLING	PREP. FOUNDATION FOR		GRANULAR SUBBASE COURSE	FINISHING ROADWAY	OBLITERATING OLD ROAD				GRAVEL OR CRUSHED STONE BASE COURSE		CONCRETE BASE COURSE		BITUM. MAT. FOR PRIME COAT	BITUMINOUS CONCRETE PAVEMENT	BITUM. MAT. FOR SURFACE COURSE	CONCRETE PAVEMENT 9-INCH	CONCRETE HEADER	CONCRETE DRIVEWAY	CONCRETE HEADER	CONCRETE SURFACE DRAINS	CONCRETE PAVEMENT REINF.
	ITEM NO.		20101	20102	20104	20105	20301		20401	20405	20406	20415	20405	20503	20502	20505	20801	20901	21001	211		2120	21301	21401				30401	30	30	30	4020	40701	4070	40909	40933	40931	40933	40934	40950
	UNIT	LIN. FT.	STA.	IN. DIA.	STA.	IN. DIA.	L.S.		S.Y.	L.F.	S.Y.	EA.	L.F.	C.Y.	C.Y.	C.Y.	C.Y.	C.Y.	L.S.	L.S.			L.S.	STA.				C.Y.		S.Y.	S.Y.		TON		S.Y.	S.Y.	S.Y.	S.Y.	C.Y.	S.Y.
	101 + 78.9 – 150 + 51	4,859.4		2522		2522			17,775	1,980	3224	37	75	6,646									1					4,255							23,100	20				23,110
													*																											

BRIDGES (STRUCTURES OVER 20 FT. SPAN)

SEC. NO.	REMOVE OLD BRIDGE STA.	EXCAVATION FOR STRUCTURES	GRANULAR BACKFILL	CONCRETE MASONRY	PRESTRESSED GIRDER		BAR STEEL REINF.	STRUCTURAL CARBON STEEL		LUBRICATED BRONZE PLATES	SHEET ZINC	BEARING PADS	TR'T'D. LUMBER AND TIMBER	UNTR'D. TIMBER TEST PILING	UNTREATED TIMBER PILING DELIVERED	UNTREATED TIMBER PILING DRIVEN	TREATED TIMBER PILING DELIVERED	TREATED TIMBER PILING DRIVEN	CAST IN PLACE CONC. TEST PILING		CAST-IN-PLACE CONCRETE PILING DELIVERED	CAST-IN-PLACE CONCRETE PILING DRIVEN	RAILING	FLOOR DRAINS TYPE	FLOOR DRAINS TYPE	DOWNSPOUT 6"	SLOPE PAVING CONCRETE	RIP-RAP
	20351	20601	20901	50201	503	503	50501	50601		50614	50616	5062	50702	50801	50810	50813	50816	50820	51001		51010	51015	513	5140	5140	51426	60404	6060
	L.S.	C.Y.	C.Y.	C.Y.	L.F.	L.F.	LB.	LB.		LB.	LB.	S.F.	M.B.M.	L.S.	L.F.	L.F.	L.F.	L.F.	L.S.		L.F.	L.F.	L.F.	EACH	EACH	L.F.	S.F.	C.Y.

CULVERTS (STRUCTURES 20 FT. SPAN & UNDER)

REMOVE OLD CULV'T. STA.	EXCAVATION FOR STRUCTURES	GRANULAR BACKFILL	CONCRETE MASONRY	BAR STEEL REINF.	STRUCTURAL CARBON STEEL	TR'T'D. LUMBER AND TIMBER	UNTR'D. TIMBER TEST PILING	TREATED TIMBER PILING DELIVERED	TREATED TIMBER PILING DRIVEN	FLOOR DRAINS TYPE	RIP-RAP
20301	20602	20901	50401	50502	50601	50702	50801	50816	50820	5140	6060
L.S.	C.Y.	C.Y.	C.Y.	LB.	LB.	M.B.M.	L.S.	L.F.	L.F.	EACH	C.Y.

SEC. NO.	RUBBLE MASONRY MORTAR	RUBBLE MASONRY DRY	CULVERT PIPE											APRON ENDWALLS FOR						CONCRETE 30" CURB & GUTTER TYPE "A"	CONCRETE 30" CURB AND GUTTER TYPE "A"	CONCRETE SIDE WALK	SLOPE PAVING	DITCH CHECKS	RIP-RAP	HEAVY RIP-RAP	STORM SEWER REINFORCED CONCRETE PIPE CLASS III 12"					CATCH BASINS TYPE 1	CATCH BASINS TYPE	MANHOLES TYPE	MANHOLES TYPE	INLETS TYPE 2	INLETS TYPE	CATCH BASINS COVERS TYPE "A"	CATCH BASINS COVERS TYPE	ADJUSTING MANHOLE COVERS		INLET COVERS TYPE "R"	INLET COVERS TYPE		FIBER CONDUIT 4" INCH	FIELD OFFICE	MARKER POSTS FOR R-O-W	CALCIUM CHLORIDE SURFACE TREATMENT	TOP-SOIL	SALVAGED TOP-SOIL	FERTILIZER	SEEDING	SODDING	REPLACE CORNER MARKER
	51801	51810	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52	60123	60123	6020	6040	6050	60601	60602	60825	60	60	60	60	61101	6110	6111	6111	61122	6112	61131	6113	61182		61169	6116		90001		61422	62301	62501	62505	62901	63001	63101	90002
	C.Y.	C.Y.	L.F.	L.F.	L.F.	L.F.	L.F.	L.F.	L.F.	L.F.	L.F.	L.F.	L.F.	EACH	EACH	EACH	EACH	EACH	EACH	L.F.	L.F.	S.F.	S.F.	C.Y.	C.Y.	C.Y.	L.F.	L.F.	L.F.	L.F.	L.F.	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH		L.F.	L.S.	EACH	TON	S.Y.	S.Y.	CWT.	S.Y.	S.Y.	L.S.
																				91	9,208						1,410					24				12		24		34		12			48				2,387		2	2,387		1
																				*																									*									

* DENOTES 100% CITY OF LA CROSSE

DETAIL SUMMARY OF MISCELLANEOUS QUANTITIES

REMOVING PAVEMENT

Sta. - Sta.	Location	S.Y.
101+78.9 - 102+38.9	C/L Lt. & Rt.	367
102+38.9 - 107+88.5	C/L Lt. & Rt.	2,259.5
103+46 - 103+57.6	P.E.Lt.	6.4
107+03 - 107+17	P.E. Lt.	7.7
107+88.5 - 108+58.5	C/L Lt. & Rt.	446.6
108+58.5 - 113+67.9	C/L Lt. & Rt.	2,094.2
108+63 - 108+93	P.E.Rt.	13.3
109+20 - 109+50	P.E. Rt.	13.9
109+61.5 - 109+82	P.E. Lt.	8.9
110+14 - 110+34	P.E. Lt.	7.8
112+99 - 113+22	P.E. Lt.	15.3
113+53 - 113+67.9	P.E. Lt.	9.1
113+67.9 - 114+57.15	C/L Rt.	236.4
113+67.9 - 144+57.15	C/L Lt.	226.1
114+57.15- 117+99.7	C/L Lt. & Rt.	1,408.1
117+99.7 - 118+75.7	C/L Lt. & Rt.	389.2
114+33 - 114+56	P. E. Rt.	19.2
115+19 - 115+49	P.E. Rt.	26.7
117+17 - 117+31	P.E. Lt.	11.7
117+75 - 117+94	P.E. Lt.	11.1
118+75.7 - 122+15	C/L Lt. & Rt.	1,394.9
122+15 - 122+81	C/L Lt. & Rt.	389.2
119+88 - 120+27	P.E. Rt.	30.3
122+82 - 123+11	P. E. Lt.	20.9
123+23 - 123+48	P. E. Rt.	20.8
123+54 - 124+27	P. E. Lt.	56.8
122+81 - 126+23.5	C/L Lt. & Rt.	1,408.1
126+23.5 - 126+89.5	C/L Lt. & Rt.	410.6
126+89.5 - 131+13.8	C/L Lt. & Rt.	1,744.3
130+35 - 131+62	P.E. Rt.	26.2
131+13.8 - 131+79.8	C/L Lt. & Rt.	175.9
131+79.8 - 135+73.9	C/L Lt. & Rt.	0
133+75 - 133+92	P.E. Lt.	16.1
133+80 - 133+91	P. E. Rt.	10.4
134+04 - 134+17	P.E. Lt.	10.4
135+73.9 - 136+39.9	C/L Lt. & Rt.	175.9
136+39.9 - 140+34.4	C/L Lt. & Rt.	0
139+98 - 140+31	P.E. Lt.	32.9
140+34.4 - 141+00.4	C/L Lt. & Rt.	175.9
141+00.4 - 144+50	C/L Lt. & Rt.	0
141+50 - 144+97.5	C/L Lt. & Rt.	1,428.6
144+97.5 - 145+63.5	C/L Lt. & Rt.	410.6
145+63.5 - 148+57	C/L Lt. & Rt.	1,206.6
145+57 - 149+58	C/L Lt. & Rt.	447.8
149+58 - 150+24	C/L Lt.	161.3
149+58 - 150+24	C/L Rt.	205.3
150+24 - 150+51	C/L Lt. & Rt.	72.0
150+51 - to End	Old Pavement	165.0

REMOVING CATCH BASINS

Location	Side	Each
102+29	Rt.	1
102+33	Lt.	1
108+01	Lt.	1
108+01 (Inlet)	Rt.	1
108+46	Lt.	1
108+46	Rt.	1
111+37	Lt.	1
111+41	Rt.	1
113+39.5	Lt.	1
114+06	Lt.	1
114+46.5	Lt.	1
114+46.5	Rt.	1
118+15	Lt.	1
118+16	Rt.	1
118+59	Lt.	1
122+27	Lt.	1
122+27	Rt.	1
122+66	Lt.	1
126+35	Lt.	1
126+35	Rt.	1
126+77	Lt.	1
126+77	Rt.	1
131+26	Lt.	1
131+26	Rt.	1
131+68	Rt.	1
135+86	Lt.	1
135+86	Rt.	1
136+27	Lt.	1
136+27	Rt.	1
140+46	Lt.	1
140+46	Rt.	1
140+89	Rt.	1
145+10	Lt.	1
145+10	Rt.	1
145+52	Lt.	1
145+52	Rt.	1
149+69	Rt.	1

REMOVING CURB & GUTTER

Location	Side	State Partic. L.F.	100% City ** L.F.
N.W. Cor. Sill St.	Lt.	7	12
N.E. Cor. Sill St.	Rt.	7	12
S.W. Cor. Gillette St.	Lt.	7	12
S.E. Cor. Gillette St.	Rt.	7	-
N.E. Cor. Gillette St.	Rt.	7	-
N.W. Cor. Gillette St.	Lt.	7	12
S.E. Cor. Rublee St.	Rt.	4	-
S.W. Cor. Rublee St.	Lt.	7	-
N.W. Cor. Rublee St.	Lt.	7	-
N.E. Cor. Rublee St.	Rt.	9	5
S.W. Cor. Gohres St.	Lt.	7	-
S.E. Cor. Gohres St.	Rt.	9	-
N.W. Cor. Gohres St.	Lt.	7	-
N.E. Cor. Gohres St.	Rt.	9	-
S.W. Cor. North St.	Lt.	4	-
S.E. Cor. North St.	Rt.	9	5
N.W. Cor. North St.	Lt.	9	5
N.E. Cor. North St.	Rt.	9	5
S.W. Cor. Livingston St.	Lt.	9	-
S.E. Cor. Livingston St.	Rt.	9	-
N.W. Cor. Livingston St.	Lt.	9	2
N.E. Cor. Livingston St.	Rt.	9	-
S.W. Cor. Moore St.	Lt.	9	-
S.E. Cor. Moore St.	Rt.	9	5
N.W. Cor. Moore St.	Lt.	9	-
N.E. Cor. Moore St.	Rt.	9	-
S.W. Cor. Hayes St.	Lt.	9	-
S.E. Cor. Hayes St.	Rt.	9	-
N.W. Cor. Hayes St.	Lt.	9	-
N.E. Cor. Hayes St.	Rt.	9	-
S.W. Cor. Palace St.	Lt.	9	-
S.E. Cor. Palace St.	Rt.	9	-
N.W. Cor. Palace St.	Lt.	9	-
N.E. Cor. Palace St.	Rt.	9	-
S.E. Cor. Cunningham St.	Rt.	9	-
N.E. Cor. Cunningham St.	Rt.	9	-
S.E. Cor. Campbell St.	Rt.	9	-
131+79.8 - 135+73.9	Lt. & Rt.	788	-
136+39.9 - 140+34.4	Lt. & Rt.	789	-
141+00.4 - 141+50	Lt. & Rt.	100	-

CLEARING & GRUBBING

Sta. - Sta.	Location	I.D.
101+78.9 - 107+93.54	Lt.	68
101+78.9 - 107+93.54	Rt.	261
107+93.54- 113+97.15	Lt.	138
107+93.54- 113+97.15	Rt.	63
113+97.15- 118+08.7	Lt.	0
113+97.15- 118+07.7	Rt.	55
118+07.7 - 122+18	Lt.	10
118+07.7 - 122+18	Rt.	0
122+18 - 126+26.5	Lt.	83
122+18 - 126+26.5	Rt.	138
126+26.5 - 131+16.7	Lt.	126
126+26.5 - 131+16.7	Rt.	195
131+16.7 - 135+76.6	Lt.	159
131+16.7 - 135+76.6	Rt.	45
135+76.6 - 140+34.4	Lt.	242
135+76.6 - 140+34.4	Rt.	271
140+34.4 - 145+00.4	Lt.	313
140+34.4 - 145+00.4	Rt.	90
145+00.4 - 149+60.8	Lt.	92
145+00.4 - 149+60.8	Rt.	173

REPLACE STONE MARKER

Station	Location	Each
145+58	12' West & 2' South of N.E. Cor. George & Cunningham Sts., 21' Rt.	1

** Denotes 100% City Participation

PROJECT	SHEET NO.	TOTAL SHEETS
T 08-3(34)	3A	22

DETAIL SUMMARY OF MISCELLANEOUS QUANTITIES

REMOVING CONCRETE SIDEWALK

Sta. - Sta.	Side	S.Y.
N.W. Cor. of Sill St.	Lt.	14.7
N.E. Cor. of Sill St.	Rt.	14.7
102+71	Rt.	2.4
103+06	Rt.	1.2
103+28	Lt.	1.8
103+77	Lt.	5.0
104+14	Rt.	2.4
104+24	Lt.	1.8
104+56	Lt.	1.9
104+89	Lt.	1.4
105+34	Lt.	1.7
105+34	Rt.	1.8
105+58	Lt.	1.4
105+59	Rt.	1.5
106+08	Lt.	1.7
106+28	Rt.	1.8
106+57	Lt.	1.7
106+76	Lt.	2.2
106+81	Rt.	1.8
107+10	Rt.	2.1
107+43 - 107+93.5	Lt.	28.1
102+38.9 - 107+93.5	Lt.	369.7
102+38.9 - 107+93.5	Rt.	369.7
S.W. Cor. Gillette St.	Lt.	14.7
S.E. Cor. Gillette St.	Rt.	11.7
N.W. Cor. Gillette St.	Lt.	14.7
N.E. Cor. Gillette St.	Rt.	11.7
108+53.5 - 109+61.5	Lt.	66.0
109+82 - 110+14	Lt.	25.5
110+34 - 110+54	Lt.	12.2
109+64	Rt.	1.8
110+26	Rt.	1.8
110+84	Lt.	1.8
111+17	Lt.	3.4
111+81	Lt.	2.4
112+29	Lt.	2.4
112+86	Lt.	1.8
109+75	Rt.	1.2
111+82	Rt.	1.8
112+23	Rt.	1.7
112+53.7 - 113+03.6	Rt.	30.6
113+14 - 113+22	Rt.	4.9
108+53.5 - 113+64.7	Rt.	342.1
113+73.7 - 113+81.2	Rt.	5.0
108+53.5 - 113+67.9	Lt.	342.9
113+75 - 113+97.1	Lt.	14.7
N.E. Cor. Rublee St.	Rt.	13.3
N.W. Cor. Rublee St.	Lt.	16.6
114+57.2 - 118+07.7	Lt.	233.7
114+75 - 114+93	Lt.	11.0
115+59 - 116+08	Lt.	29.9
116+26 - 116+50	Lt.	14.7
116+65	Rt.	1.8
117+09 - 117+28	Rt.	17.5
117+64	Rt.	1.9
117+76	Rt.	1.9
117+85 - 118+07.7	Rt.	21.2
114+27.2 - 114+77.2	Rt.	33.3
115+14 - 114+49	Rt.	23.3
S.W. Cor. Gohres St.	Lt.	12.0
S.E. Cor. Gohres St.	Rt.	21.3
N.W. Cor. Gohres St.	Lt.	13.3
N.E. Cor. Gohres St.	Rt.	21.3
118+80	Rt.	2.8
118+97	Rt.	3.8
119+41	Lt.	2.4
119+87	Lt.	1.8
120+50	Lt.	1.8
120+53	Rt.	2.3
120+97	Rt.	2.3
121+55	Lt.	2.4
121+88	Lt.	1.2
121+98 - 122+18	Rt.	15.6
118+67.5 - 122+18	Lt.	233.7
S.W. Cor. North St.	Lt.	17.3
S.E. Cor. North St.	Rt.	17.3
N.W. Cor. North St.	Lt.	17.3
N.E. Cor. North St.	Rt.	17.3
123+90	Rt.	2.1
124+12	Rt.	1.7
124+52	Rt.	1.8
124+59	Lt.	2.0
125+65	Rt.	1.7
122+78 - 123+20 Mainwalk	Lt.	28.0
S.W. Cor. Livingston St.	Lt.	21.3
S.E. Cor. Livingston St.	Rt.	21.3
N.W. Cor. Livingston St.	Lt.	21.3
N.E. Cor. Livingston St.	Rt.	21.3

con't.

REMOVING CONCRETE SIDEWALK, con't.

Sta. - Sta.	Side	S.Y.
127+12	Rt.	2.1
127+19	Lt.	5.0
127+34	Rt.	3.4
127+78	Rt.	3.2
128+17	Lt.	2.3
128+38	Rt.	3.2
128+60	Lt.	2.5
128+79	Rt.	1.7
129+04	Lt.	3.1
129+07	Rt.	2.5
129+66	Lt.	1.9
129+78	Rt.	2.5
130+14	Rt.	2.5
130+21	Lt.	3.1
S.W. Cor. Moore St.	Lt.	21.3
S.E. Cor. Moore St.	Rt.	21.3
N.W. Cor. Moore St.	Lt.	21.3
N.E. Cor. Moore St.	Rt.	21.3
132+49	Rt.	2.8
132+74	Rt.	2.6
133+03 - 133+07	Rt.	3.7
133+21	Lt.	2.7
134+38 - 134.45	Lt.	6.4
S.W. Cor. Hayes St.	Lt.	21.3
S.E. Cor. Hayes St.	Rt.	21.3
N.W. Cor. Hayes St.	Lt.	21.3
N.E. Cor. Hayes St.	Rt.	21.3
136+67	Rt.	3.7
136+86	Lt.	4.2
137+14	Rt.	2.2
137+51	Rt.	1.9
137+82	Lt.	2.4
138+17	Rt.	1.9
138+50	Lt.	1.9
138+55	Rt.	5.8
138+76	Rt.	2.7
139+26	Lt.	3.7
139+48	Rt.	1.9
140+09	Rt.	3.7
S.W. Cor. Palace St.	Lt.	25.3
S.E. Cor. Palace St.	Rt.	25.3
N.W. Cor. Palace St.	Lt.	25.3
N.E. Cor. Palace St.	Rt.	25.3
140+31 - 140+34.4	Lt.	3.1
141+27	Lt.	2.1
141+73	Lt.	1.9
142+01	Lt.	1.8
142+41	Rt.	2.2
142+54	Lt.	1.8
142+66	Lt.	1.8
142+81	Rt.	2.8
143+20	Rt.	2.8
143+89	Rt.	2.4
143+94	Lt.	1.8
144+39	Rt.	2.6
S.W. Cor. Cunningham St.	Lt.	18.4
S.E. Cor. Cunningham St.	Rt.	21.3
N.W. Cor. Cunningham St.	Lt.	18.4
N.E. Cor. Cunningham St.	Rt.	21.3
146+07	Lt.	2.3
146+43	Lt.	1.8
146+60	Lt.	3.6
147+08	Rt.	2.6
147+25	Lt.	1.9
147+46	Rt.	2.4
147+63	Lt.	3.0
147+78	Rt.	2.5
148+10	Lt.	4.0
148+17	Rt.	3.5
148+51	Rt.	1.9
149+07	Rt.	2.8
S.E. Cor. Campbell St.	Rt.	21.3

4" Fiber Conduit **

Station	Location	L.F.
106+43	Rt.	24
110+03	Lt.	24

** Denotes 100% City Participation

PROJECT	SHEET NO.	TOTAL SHEETS
T 08-3(34)	38	22

DETAIL SUMMARY OF MISCELLANEOUS QUANTITIES

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

Location	Side	State Partic. L.F.	City 100% ** L.F.
N.W. Cor. Sill St.	Lt.	23.5	12
N.E. Cor. Sill St.	Rt.	23.5	12
102+43.9 - 107+88.5	Lt.	544.6	-
102+43.9 - 107+88.5	Rt.	544.6	-
S.W. Cor. Gillette St.	Lt.	23.5	12
S.E. Cor. Gillette St.	Rt.	23.5	-
N.W. Cor. Gillette St.	Lt.	23.5	12
N.E. Cor. Gillette St.	Rt.	23.5	-
108+58.5 - 113+90 (-13' Track Zone)	Lt.	518.5	-
108+58.5 - 113+67.9	Rt.	509.4	-
S.E. Cor. Rublee St. (-13' Track Zone)	Rt.	18.0	-
S.W. Cor. Rublee St.	Lt.	23.5	-
N.E. Cor. Rublee St.	Rt.	31.4	8
N.W. Cor. Rublee St.	Lt.	23.5	-
114+38 - 117+99.7	Rt.	361.7	-
114+ 57.2- 118+04.7	Lt.	347.5	
S.W. Cor. Gohres St.	Lt.	23.5	-
S.E. Cor. Gohres St.	Rt.	31.4	-
N.W. Cor. Gohres St.	Lt.	23.5	-
N.E. Cor. Gohres St.	Rt.	31.4	-
118+70.7 - 122+15	Lt.	344.3	-
118+75.7 - 122+10	Rt.	334.3	-
S.W. Cor. North St.	Lt.	23.5	-
S.E. Cor. North St.	Rt.	31.4	8
N.W. Cor. North St.	Lt.	31.4	8
N.E. Cor. North St.	Rt.	31.4	8
122+86 - 126+18.5	Lt.	332.5	-
122+86 - 126+18.5	Rt.	332.5	-
S.W. Cor. Livingston St.	Lt.	31.4	-
S.E. Cor. Livingston St.	Rt.	31.4	-
N.W. Cor. Livingston St.	Lt.	31.4	3
N.E. Cor. Livingston St.	Rt.	31.4	-
126+94.5 - 131+08.8	Lt.	414.3	-
126+94.5 - 131+08.8	Rt.	414.3	-
S.W. Cor. Moore St.	Lt.	31.4	-
S.E. Cor. Moore St.	Rt.	31.4	8
N.W. Cor. Moore St.	Lt.	31.4	
N.E. Cor. Moore St.	Rt.	31.4	-
131+84.8 - 135+68.9	Lt.	384.1	-
131+84.8 - 135+68.9	Rt.	384.1	-
S.W. Cor. Hayes St.	Lt.	31.4	-
S.E. Cor. Hayes St.	Rt.	31.4	-
N.W. Cor. Hayes St.	Lt.	31.4	-
N.E. Cor. Hayes St.	Rt.	31.4	-
136+44.9 - 140+29.4	Lt.	384.5	-
136+44.9 - 140+29.4	Rt.	384.5	-
S.W. Cor. Palace St.	Lt.	31.4	-
S.E. Cor. Palace St.	Rt.	31.4	-
N.W. Cor. Palace St.	Lt.	31.4	-
N.E. Cor. Palace St.	Rt.	31.4	-
141+05.4 - 144+92.5	Lt.	387.1	-
141+05.4 - 144+92.5	Rt.	387.1	-
S.W. Cor. Cunningham St.	Lt.	31.4	-
S.E. Cor. Cunningham St.	Rt.	31.4	-
N.W. Cor. Cunningham St.	Lt.	31.4	-
N.E. Cor. Cunningham St.	Rt.	31.4	-
145+68.5 - 149+58	Lt.	389.4	-
145+68.5 - 149+53	Rt.	384.4	-
S.E. Cor. Campbell St.	Rt.	31.4	-

GRAVEL OR CRUSHED STONE BASE COURSE

Sta. - Sta.	Location	Side	C.Y.
101+78.9 - 102+43.9	C/L	Lt/Rt	49
101+78.9 - 102+43.9	Sill St.	Rt.	7
101+78.9 - 102+43.9	Sill St.	Lt.	6
102+43.9 - 107+88	C/L	Lt/Rt	411
107+88 - 108+58	C/L	Lt/Rt	53
107+88 - 108+58	Gillette St.	Rt.	7
107+88 - 108+58	Gillette St.	Lt.	8
108+58 - 113+66	C/L	Lt/Rt	383
113+74 - 114+57	C/L	Lt/Rt	63
113+74 - 114+57	Rublee St.	Lt.	7
113+74 - 114+57	Rublee St.	Rt.	9
114+57 - 118+00	C/L	Lt/Rt	258
118+00 - 118+76	C/L	Lt/Rt	57
118+00 - 118+76	Gohres St.	Lt.	6
118+00 - 118+76	Gohres St.	Rt.	10
118+76 - 122+10	C/L	Lt/Rt	252
122+10 - 122+86	C/L	Lt/Rt	57
122+10 - 122+86	North St.	Lt.	10
122+10 - 122+86	North St.	Rt.	11

(con't)

ADJUSTING MANHOLE COVERS

Station	Location	Each
102+05	15' Rt.	1
102+10	C/L	1
102+40	10' Rt.	1
104+90	15' Rt.	1
108+24	C/L	1
108+29	22' Lt.	1
111+10	15' Rt.	1
113+82	15' Rt.	1
113+98	10' Rt.	1
114+27.2	C/L	1
114+32	20.5' Lt.	1
114+00	33' Rt.	1
114+56	13' Rt.	1
118+37.7	C/L	1
118+42	33' Rt.	1
118+56	13' Rt.	1
122+42	33' Rt.	1
122+47	C/L	1
122+63	8.3' Lt.	1
126+31	8.5' Lt.	1
126+56.5	C/L	1
126+83	12.5' Rt.	1
131+46.7	C/L	1
131+85	12' Rt.	1
136+06.6	C/L	1
136+35	13' Rt.	1
140+34	13' Rt.	1
140+59	34' Lt.	1
140+67.3	C/L	1
145+30.4	C/L	1
145+42	34' Rt.	1
145+68	14.2' Rt.	1
149+90.9	C/L	1
150+20	13' Rt.	1

GRAVEL OR CRUSHED STONE BASE COURSE con't.

Sta.-Sta.	Location	Side	C.Y.
122+86 - 126+19	C/L	Lt/Rt	251
126+19 - 126+95	C/L	Lt/Rt	56
126+19 - 126+95	Livingston St.	Lt.	9
126+19 - 126+95	Livingston St.	Rt.	10
126+95 - 131+09	C/L	Lt/Rt	313
131+09 - 131+85	C/L	Lt/Rt	57
131+09 - 131+85	Moore St.	Lt.	10
131+09 - 131+85	Moore St.	Rt.	10
131+85 - 135+69	C/L	Lt/Rt	290
135+69 - 136+45	C/L	Lt/Rt	57
135+69 - 136+45	Hayes St.	Lt.	10
135+69 - 136+45	Hayes St.	Rt.	10
136+45 - 140+29	C/L	Lt/Rt	290
140+29 - 141+06	C/L	Lt/Rt	58
140+29 - 141+06	Palace St.	Lt.	10
140+29 - 141+06	Palace St.	Rt.	9
141+06 - 144+93	C/L	Lt/Rt	292
144+93 - 145+68	C/L	Lt/Rt	57
144+93 - 145+68	Cunningham St.	Lt.	10
144+93 - 145+68	Cunningham St.	Rt.	9
145+68 - 149+53	C/L	Lt/Rt	290
149+53 - 150+24	C/L	Lt/Rt	54
149+53 - 150+24	Campbell St.	Rt.	8
150+24 - 150+51	C/L	Lt/Rt	10
150+51 -(End Old (Pavement	C/L	Rt.	24
Undistributed + 10%			387

PROJECT	SHEET NO.	TOTAL SHEETS
T 08 - 3(34)	3C	22

DETAIL SUMMARY OF MISCELLANEOUS QUANTITIES

CATCH BASINS & CONNECTIONS

Station	Location	Type	Inlet Fl.Line	Grate Elev.	Discharge Fl. Line	Depth	12" R.C.P. Storm Sewer
102+41	Rt.	1-A	46.75	50.30	46.25	5'-0"	40'
105+00	Rt.	1-A		50.45	47.00	5'-0"	10'
105+00	Lt.	1-A		50.45	47.00	5'-0"	36'
107+88.5	Lt.	1-A	48.00	50.70	47.80	5'-0"	38'
108+58.5	Lt.	1-A	48.00	50.70	47.80	5'-0"	30'
111+00	Lt.	1-A		50.80	47.50	5'-0"	36'
111+00	Rt.	1-A		50.80	47.50	5'-0"	10'
114+06	Lt.	In Place		51.30	47.00		28'
114+42	Lt.	1-A		51.30	47.50	5'-0"	14'
117+99.7	Rt.	1-A	48.00	50.70	47.80	5'-0"	40'
118+53	Lt.	1-A		50.80	47.80	5'-0"	66'
122+29	Lt.	1-A	46.60	49.40	46.50	5'-0"	66'
122+29	Rt.	1-A		49.45	46.50	5'-0"	12'
126+38	Rt.	1-A		47.80	44.50	5'-0"	10'
126+75	Lt.	1-A	44.80	47.70	44.50	5'-0"	76'
126+75	Rt.	1-A		47.70	44.50	5'-0"	28'
131+29	Rt.	1-A	41.00	44.30	40.50	5'-0"	8'
131+64	Rt.	1-A		44.30	41.00	5'-0"	30'
135+74	Rt.	1-A	39.70	42.30	39.50	5'-0"	24'
136+38	Rt.	1-A	39.70	42.30	39.50	5'-0"	44'
140+32	Lt.	1-A		42.25	38.50	5'-0"	28'
140+32	Rt.	1-A	39.00	42.25	38.50	5'-0"	64'
144+98	Lt.	1-A	36.60	40.87	36.50	5'-0"	28'
145+63	Lt.	1-A	36.60	40.72	36.50	5'-0"	44'
149+59	Rt.	1-A	38.50	41.15	38.50	5'-0"	26'
149+69	Lt.	In Place		41.05	39.00		44'

INLETS & CONNECTIONS

Station	Location	Type	Grate Elev.	Disch. Fl.Line	12" R.C.P. Storm Sewer
102+43.9	Lt.	2-R	50.30	47.80	40'
107+88.5	Rt.	2-R	50.70	48.35	40'
108+58.5	Rt.	2-R	50.70	48.35	40'
118+05	Lt.	2-R	50.70	48.35	40'
122+67	Lt.	2-R	49.40	47.40	36'
126+38	Lt.	2-R	47.80	45.80	36'
131+29	Lt.	2-R	44.30	42.30	68'
135+74	Lt.	2-R	42.30	40.30	44'
136+38	Lt.	2-R	42.30	40.30	44'
140+86	Rt.	2-R	42.35	40.00	54'
144+98 S.E. Conn.	Rt.	2-R	40.87	38.00	44'
145+67 N.E. Conn.	Rt.	2-R	40.72	38.20	44'

9" Concrete Pavement (Reinforced)

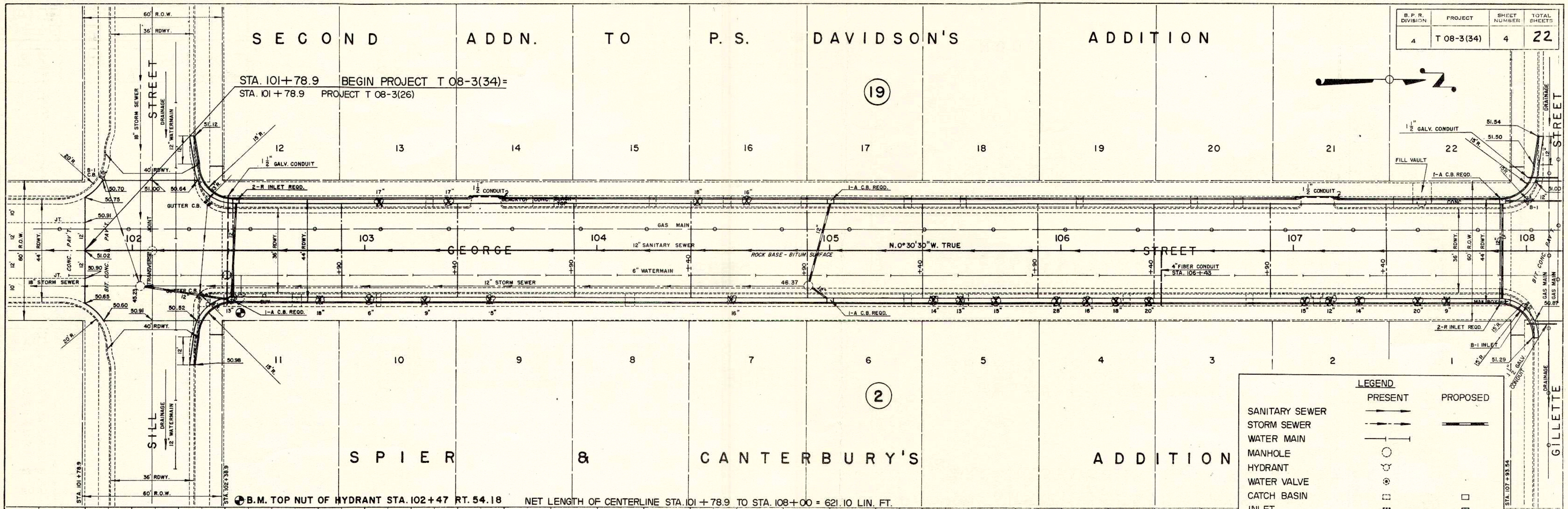
Sta. - Sta.		S.Y.
101+78.9 - 102+43.9		390.0
102+43.9 - 107+88.5		2,420.4
107+88.5 - 108+58.5		418.7
108+58.5 - 113+66.5		2,260.0
113+76.9 - 114+57.2	(E. 1/2)	246.7
113+76.9 - 114+57.2	(W. 1/2)	234.0
114+57.2 - 117+99.7		1,522.2
117+99.7 - 118+75.7		455.0
118+75.7 - 122+10		1,485.8
122+10 - 122+86		471.8
122+86 - 126+18.5		1,477.8
126+18.5 - 126+94.5		476.4
126+94.5 - 131+08.8		1,841.3
131+08.8 - 131+84.8		476.4
131+84.8 - 135+68.9		1,707.1
135+68.9 - 136+44.9		476.4
136+44.9 - 140+29.4		1,708.9
140+29.4 - 141+05.4		476.4
141+05.4 - 144+92.5		1,720.4
144+92.5 - 145+68.3		476.4
145+68.3 - 148+67		1,327.6
148+67 - 149+58		414.6
149+58 - 150+24		161.3
149+58 - 150+24		215.4
150+24 - 150+51		72.0
150+51 - End of Old Pavement		167.0

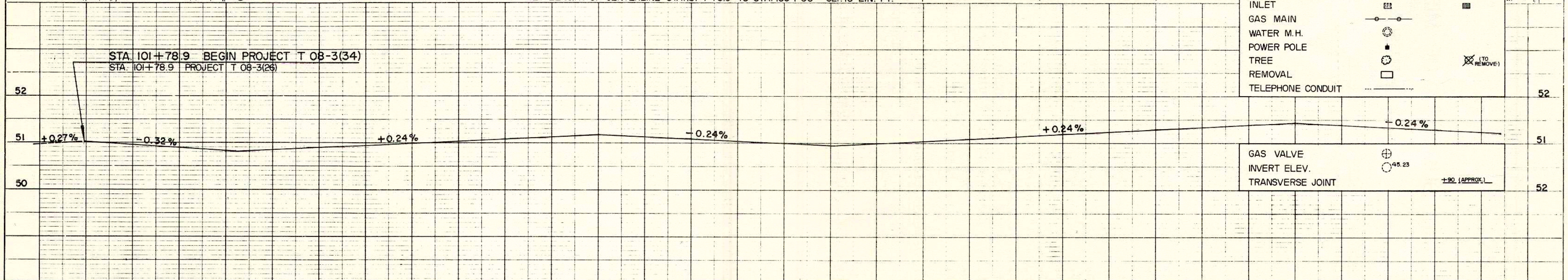
CONCRETE HEADER

Station	S.Y.
113+63	10.0
113+78	10.0

PROJECT	SHEET NO.	TOTAL SHEETS
T 08-3(34)	3D	22

B.P.R. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	T 08-3(34)	4	22

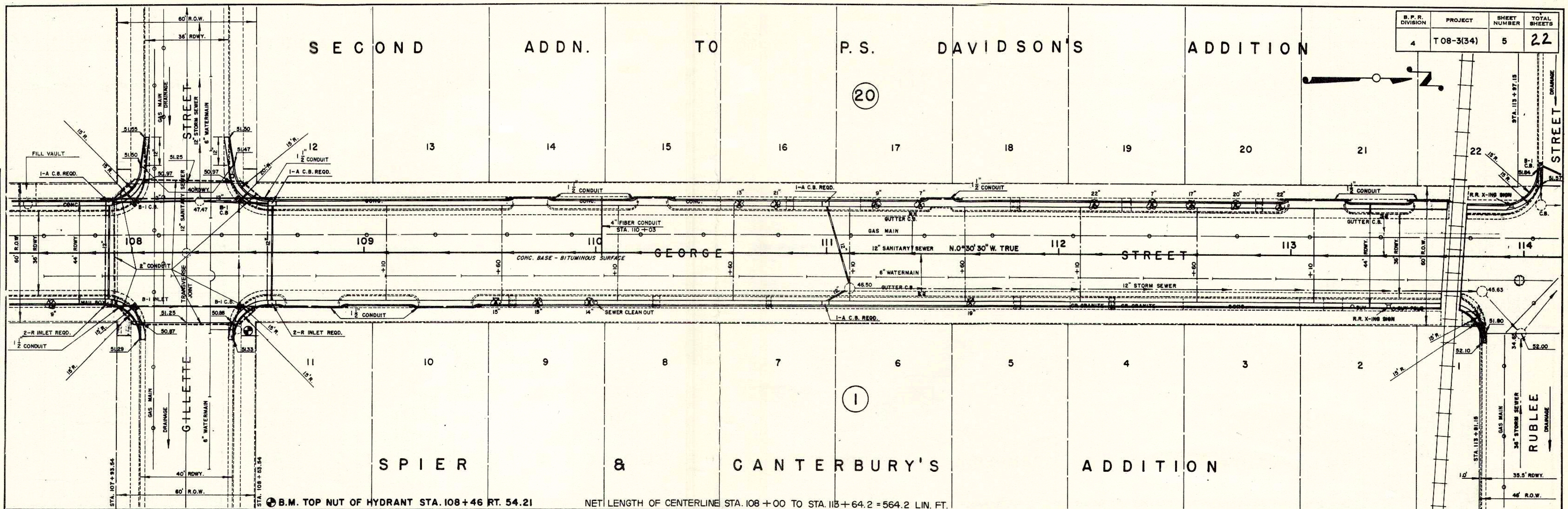




	101+78.9	102+08.9	+43.9	103	+50	104	+50	105	+50	106	+50	107	+50	+88.54
WEST CURB			50.90	51.03	51.15	51.27	51.15	51.03	51.15	51.27	51.39	51.51	51.39	51.30
WEST EDGE OF PAV'T.		50.95	50.48	50.61	50.73	50.85	50.73	50.61	50.73	50.85	50.97	51.09	50.97	50.88
WEST 12 FT.		50.91	50.69	50.82	50.94	51.06	50.94	50.82	50.94	51.06	51.18	51.30	51.18	51.09
CENTERLINE 51.02		50.91	50.81	50.94	51.06	51.18	51.06	50.94	51.06	51.18	51.30	51.42	51.30	51.21
EAST 12 FT.		50.91	50.69	50.82	50.94	51.06	50.94	50.82	50.94	51.06	51.18	51.30	51.18	51.09
EAST EDGE OF PAV'T.		50.91	50.48	50.61	50.73	50.85	50.73	50.61	50.73	50.85	50.97	51.09	50.97	50.88
EAST CURB			50.90	51.03	51.15	51.27	51.15	51.03	51.15	51.27	51.39	51.51	51.39	51.30

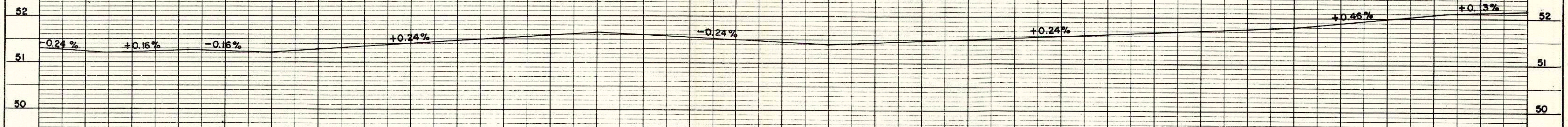
PLATE I—PLAN PROFILE

B.P.R. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	T 08-3(34)	5	22



B.M. TOP NUT OF HYDRANT STA. 108+46 RT. 54.21

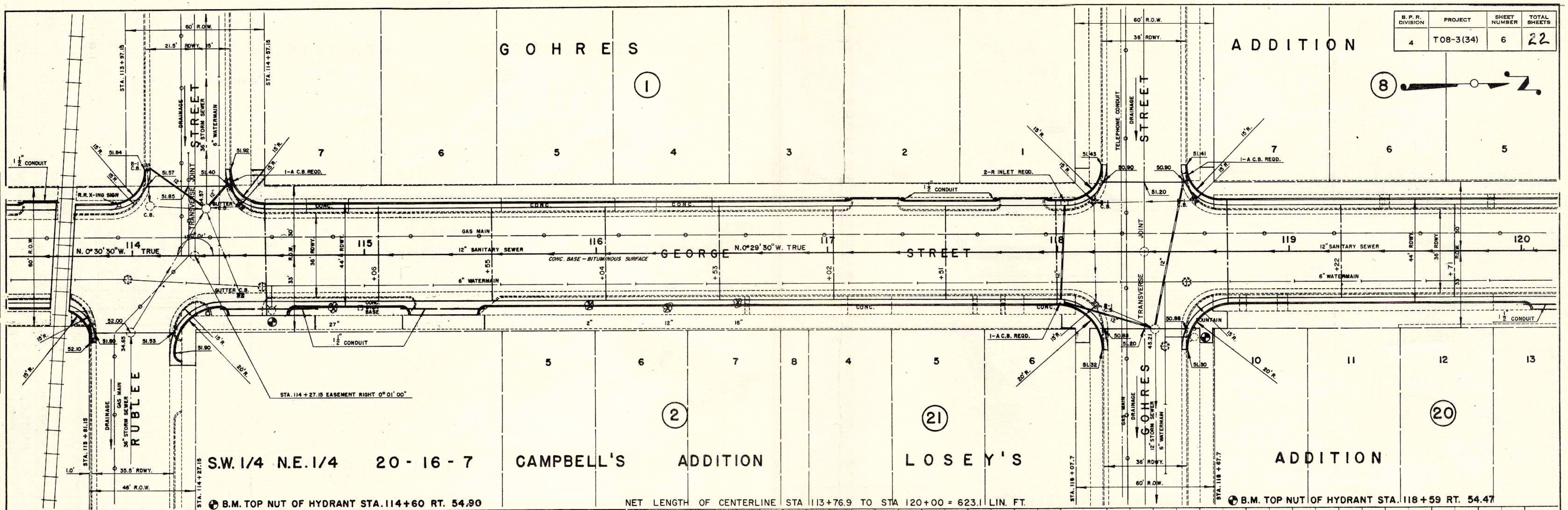
NET LENGTH OF CENTERLINE STA. 108+00 TO STA. 113+64.2 = 564.2 LIN. FT.

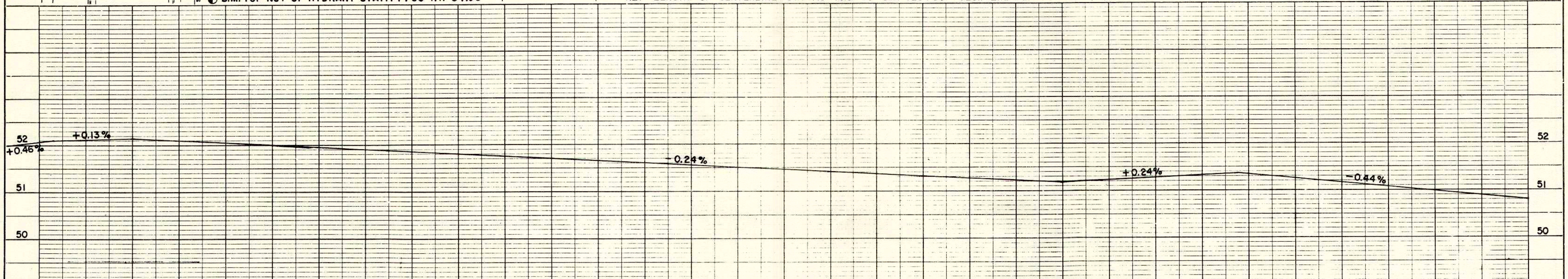


	107+88.54	108+23.54	+58.54	109	+50	110	+50	111	+50	112	+50	113	+35	+67.9	114
WEST CURB	51.30		51.30	51.40	51.52	51.64	51.52	51.40	51.52	51.64	51.76	51.88	52.04	52.15	
WEST EDGE OF PAVT.	50.88	51.25	50.88	50.98	51.10	51.22	51.10	50.98	51.10	51.22	51.34	51.46	51.62	52.14	
WEST 12 FT.	51.09	51.26	51.09	51.19	51.31	51.43	51.31	51.19	51.31	51.43	51.55	51.67	51.83	52.12	
CENTERLINE	51.21	51.27	51.21	51.31	51.43	51.55	51.43	51.31	51.43	51.55	51.67	51.79	51.95	52.10	
EAST 12 FT.	51.09	51.26	51.09	51.19	51.31	51.43	51.31	51.19	51.31	51.43	51.55	51.67	51.83	52.08	
EAST EDGE OF PAVT.	50.88	51.25	50.88	50.98	51.10	51.22	51.10	50.98	51.10	51.22	51.34	51.46	51.62	52.06	
EAST CURB	51.30		51.30	51.40	51.52	51.64	51.52	51.40	51.52	51.64	51.76	51.88	52.04	52.05	

NOTE BOOK — GRADES CHECKED — B. M.s NOTED — STRUCTURE NOTAT'NS CH'KD. — NO. — LL

B.P.R. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	T08-3(34)	6	22



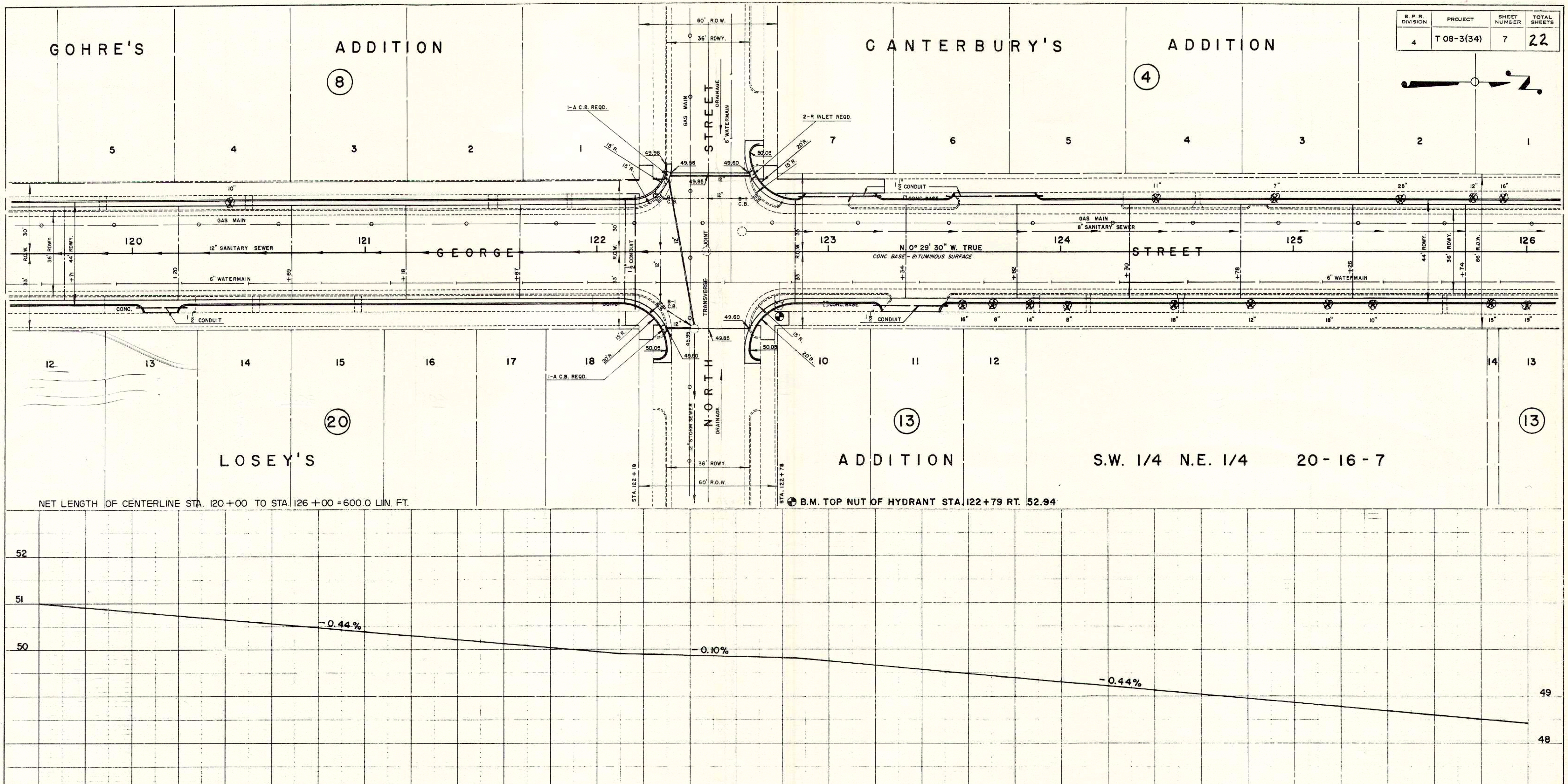


	+67.9	+90	114	+38	+57.15	115	+50	116	+50	117	+50	+99.7	118 +37.7	+75.7	119	+50	120
WEST CURB		52.10			52.09	51.99	51.87	51.75	51.63	51.51	51.39	51.27		51.45	51.34	51.12	
WEST EDGE OF PAVT.					51.67	51.57	51.45	51.33	51.21	51.09	50.97	50.85	51.22	51.03	50.92	50.70	
WEST 12 FT.					51.88	51.78	51.66	51.54	51.42	51.30	51.18	51.06	51.24	51.24	51.13	50.91	
CENTERLINE		52.14		52.05	52.00	51.90	51.78	51.66	51.54	51.42	51.30	51.18	51.27	51.36	51.25	51.03	
EAST 12 FT.		52.11		51.93		51.78	51.66	51.54	51.42	51.30	51.18	51.06	51.24	51.24	51.13	50.91	
EAST EDGE OF PAVT.		52.09		51.72		51.57	51.45	51.33	51.21	51.09	50.97	50.85	51.22	51.03	50.92	50.70	
EAST CURB				52.14		51.99	51.87	51.75	51.63	51.51	51.39	51.27		51.45	51.34	51.12	

NOTE BOOK NO. LL — PLOTTED / ALIGNMENT CHECKED / RT. OF WAY CHECKED

NOTE BOOK NO. LL — PLOTTED / GRADES CHECKED / B. M.s NOTED / STRUCTURE NOTAT'NS CH'K'D

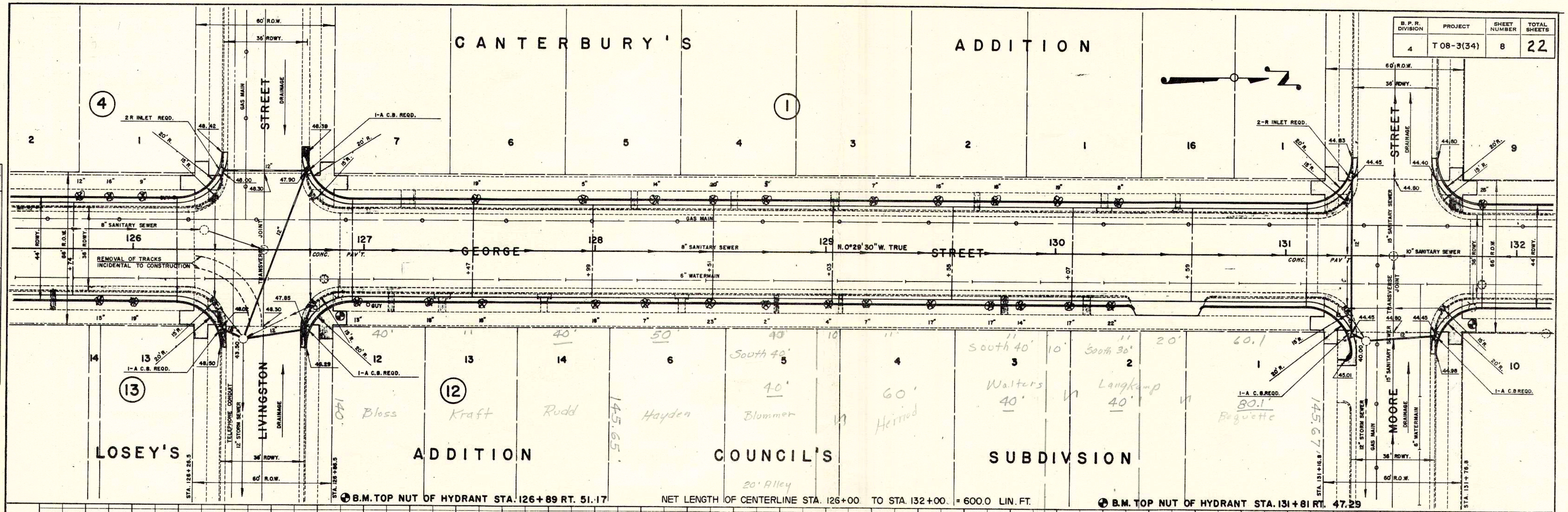
B.P.R. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	T 08-3(34)	7	22

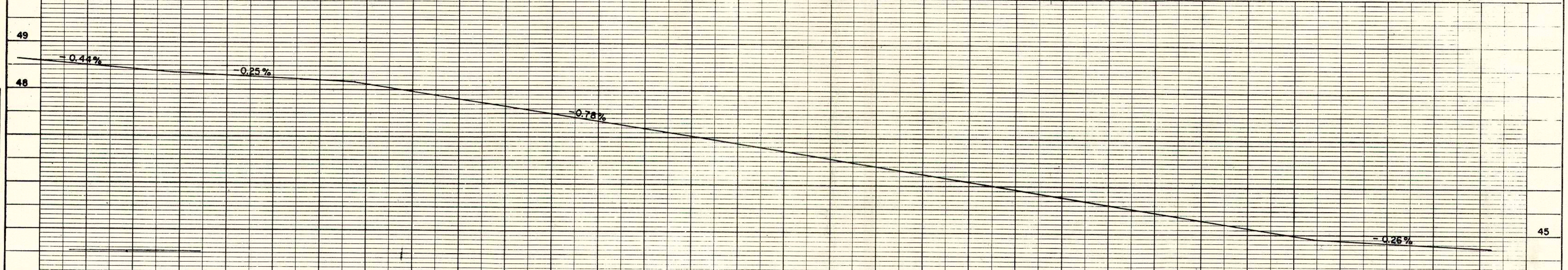


	120	+50	121	+50	122 +10	+48	+86	123 +50	124	+50	125	+50
WEST CURB	50.90	50.68	50.46	50.24	49.98		49.90	49.62	49.40	49.18	48.96	48.74
WEST EDGE OF PAVT.	50.48	50.26	50.04	49.82	49.56	49.85	49.48	49.20	48.98	48.76	48.54	48.32
WEST 12 FT.	50.69	50.47	50.25	50.03	49.77	49.85	49.69	49.41	49.19	48.97	48.75	48.53
CENTERLINE	50.81	50.59	50.37	50.15	49.89	49.85	49.81	49.53	49.31	49.09	48.87	48.65
EAST 12 FT.	50.69	50.47	50.25	50.03	49.77	49.85	49.69	49.41	49.19	48.97	48.75	48.53
EAST EDGE OF PAVT.	50.48	50.26	50.04	49.82	49.56	49.85	49.48	49.20	48.98	48.76	48.54	48.32
EAST CURB	50.90	50.68	50.46	50.24	49.98		49.90	49.62	49.40	49.18	48.96	48.74

120 +50 121 +50 122 +10 +48 +86 123 +50 124 +50 125 +50 126

B.P.R. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	T 08-3(34)	8	22

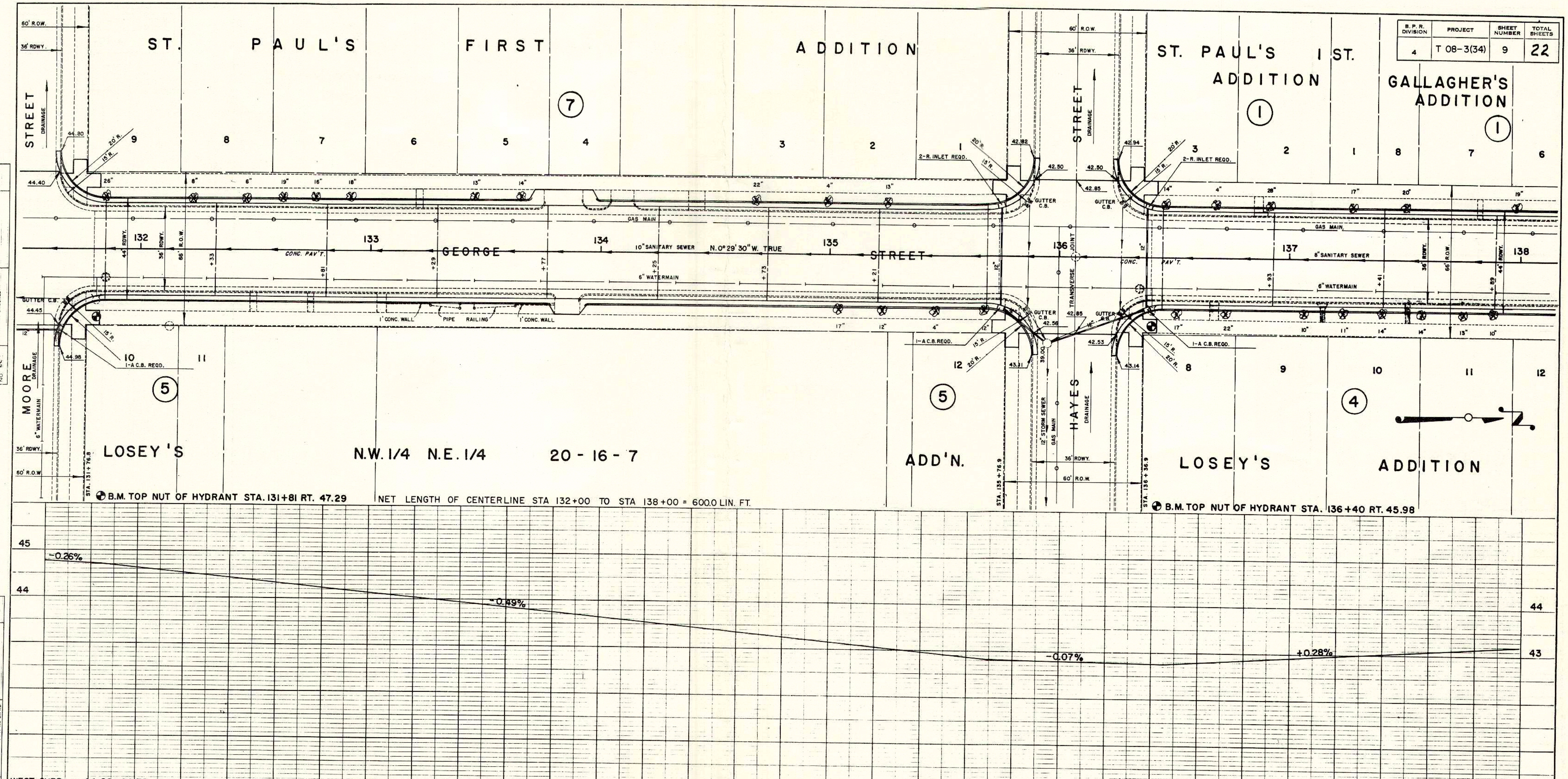




	126	+18.5	+56.5	+94.5	+50	128	+50	129	+50	130	+50	131+08.8	+46.8	+84.8
WEST CURB	48.52	48.44		48.25	47.82	47.43	47.04	46.65	46.26	45.87	45.48	45.00		44.80
WEST EDGE OF PAVT.	48.10	48.02	48.26	47.83	47.40	47.01	46.62	46.23	45.84	45.45	45.06	44.58	44.81	44.38
WEST 12 FT.	48.31	48.23		48.04	47.61	47.22	46.83	46.44	46.05	45.66	45.27	44.79	44.81	44.59
CENTERLINE	48.43	48.35	48.26	48.16	47.73	47.34	46.95	46.56	46.17	45.78	45.39	44.91	44.81	44.71
EAST 12 FT.	48.31	48.23		48.04	47.61	47.22	46.83	46.44	46.05	45.66	45.27	44.79	44.81	44.59
EAST EDGE OF PAVT.	48.10	48.02	48.26	47.83	47.40	47.01	46.62	46.23	45.84	45.45	45.06	44.58	44.81	44.38
EAST CURB	48.52	48.44		48.25	47.82	47.43	47.04	46.65	46.26	45.87	45.48	45.00		44.80

126 +18.5 +56.5 +94.5 +50 128 +50 129 +50 130 +50 131 +08.8 +46.8 +84.8 132

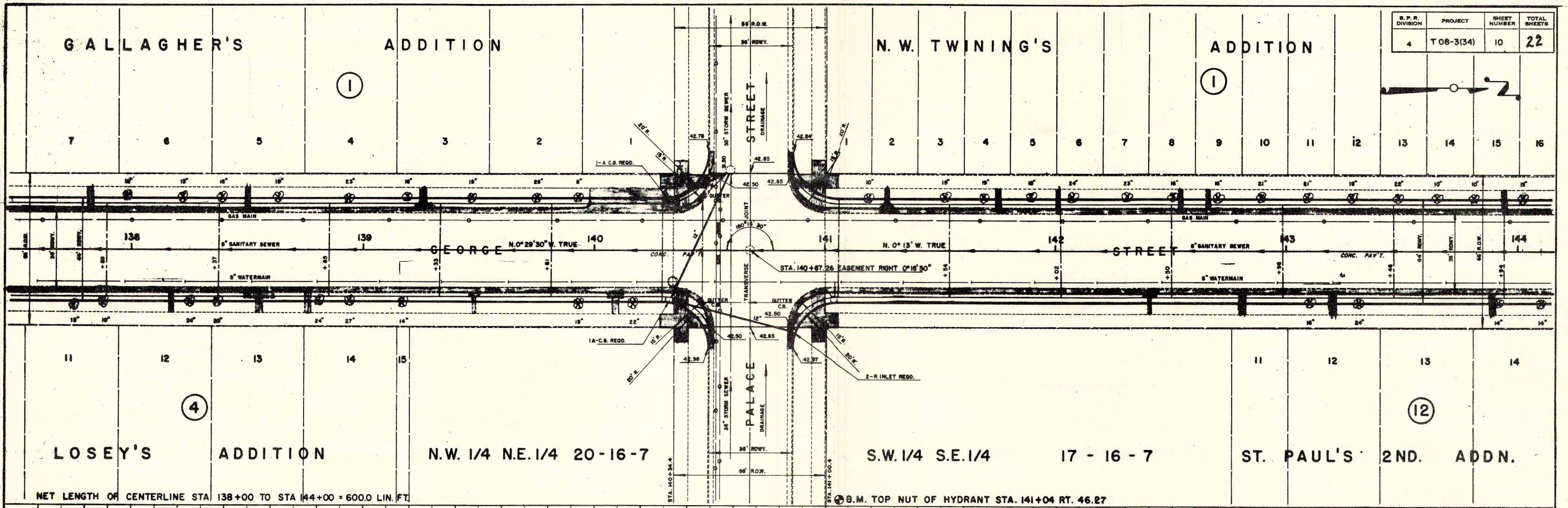
B.P.R. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	T 08-3(34)	9	22



	+84.8	132	+50	133	+50	134	+50	135	+50	+68.9	136 +06.9	+44.9	137	+50	138
WEST CURB	44.80	44.72	44.48	44.23	43.98	43.73	43.49	43.24	42.99	42.90		42.85	43.00	43.14	
WEST EDGE PAVT.	44.38	44.30	44.06	43.81	43.56	43.31	43.07	42.82	42.57	42.48	42.80	42.43	42.58	42.72	
WEST 12 FT.	44.59	44.51	44.27	44.02	43.77	43.52	43.28	43.03	42.78	42.69	42.79	42.64	42.79	42.93	
CENTERLINE	44.71	44.63	44.39	44.14	43.89	43.64	43.40	43.15	42.90	42.81	42.78	42.76	42.91	43.05	
EAST 12 FT.	44.59	44.51	44.27	44.02	43.77	43.52	43.28	43.03	42.78	42.69	42.79	42.64	42.79	42.93	
EAST EDGE PAVT.	44.38	44.30	44.06	43.81	43.56	43.31	43.07	42.82	42.57	42.48	42.80	42.43	42.58	42.72	
EAST CURB	44.80	44.72	44.48	44.23	43.98	43.73	43.49	43.24	42.99	42.90		42.85	43.00	43.14	

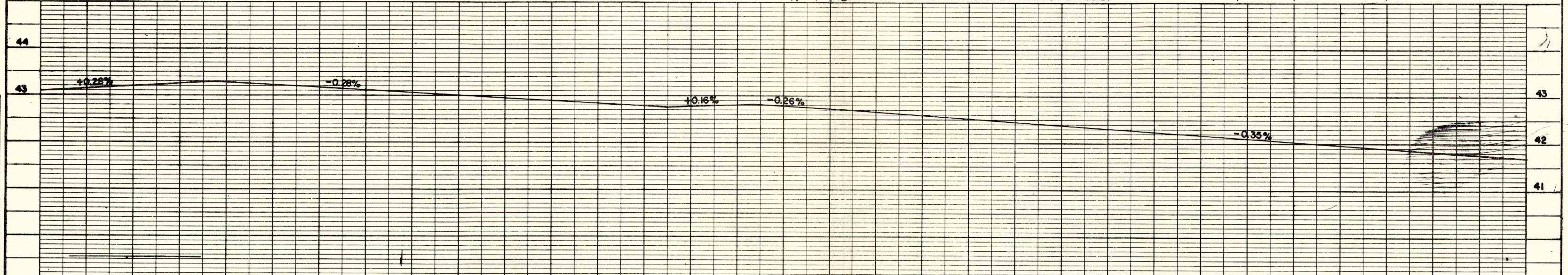
PLATE 1—PLAN—PROFILE

B.P.R. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	T 08-3(34)	10	22



NET LENGTH OF CENTERLINE STA 138+00 TO STA 144+00 = 600.0 LIN. FT.

B.M. TOP NUT OF HYDRANT STA. 141+04 RT. 46.27



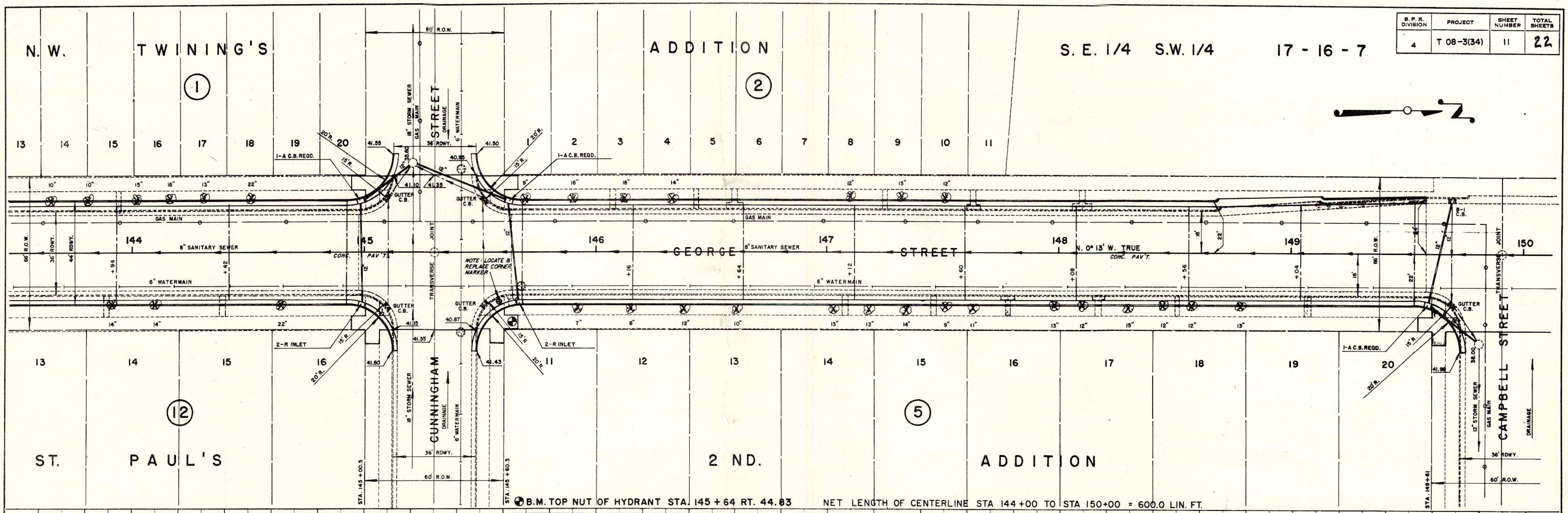
	138	+36	+50	139	+50	140	+29.4	+67.26	141 +05.4	+50	142	+50	143	+50
WEST CURB	43.28	43.38	43.34	43.20	43.06	42.92	42.84		42.80	42.64	42.47	42.29	42.12	41.95
WEST EDGE OF PAV'T.	42.86	42.96	42.92	42.78	42.64	42.50	42.42	42.81	42.38	42.22	42.05	41.87	41.70	41.53
WEST 12 FT.	43.07	43.17	43.13	42.99	42.85	42.71	42.63	42.81	42.59	42.43	42.26	42.08	41.91	41.74
CENTERLINE	43.19	43.29	43.25	43.11	42.97	42.83	42.75	42.81	42.71	42.55	42.38	42.20	42.03	41.86
EAST 12 FT.	43.07	43.17	43.13	42.99	42.85	42.71	42.63	42.81	42.59	42.43	42.26	42.08	41.91	41.74
EAST EDGE OF PAV'T.	42.86	42.96	42.92	42.78	42.64	42.50	42.42	42.81	42.38	42.22	42.05	41.87	41.70	41.53
EAST CURB	43.28	43.38	43.34	43.20	43.06	42.92	42.84		42.80	42.64	42.47	42.29	42.12	41.95

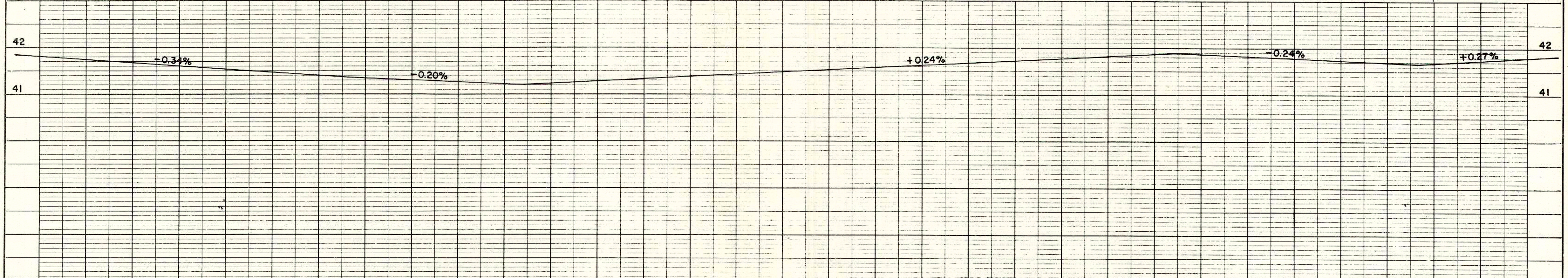
144

NOTE BOOK NO. LL — PLOTTED, ALIGNMENT CHECKED, RT. OF WAY CHECKED

NOTE BOOK NO. LL — PLOTTED, GRADES CHECKED, B. M.s NOTED, STRUCTURE NOTATIONS CH'KD.

B.P.R. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	T 08-3(34)	11	22

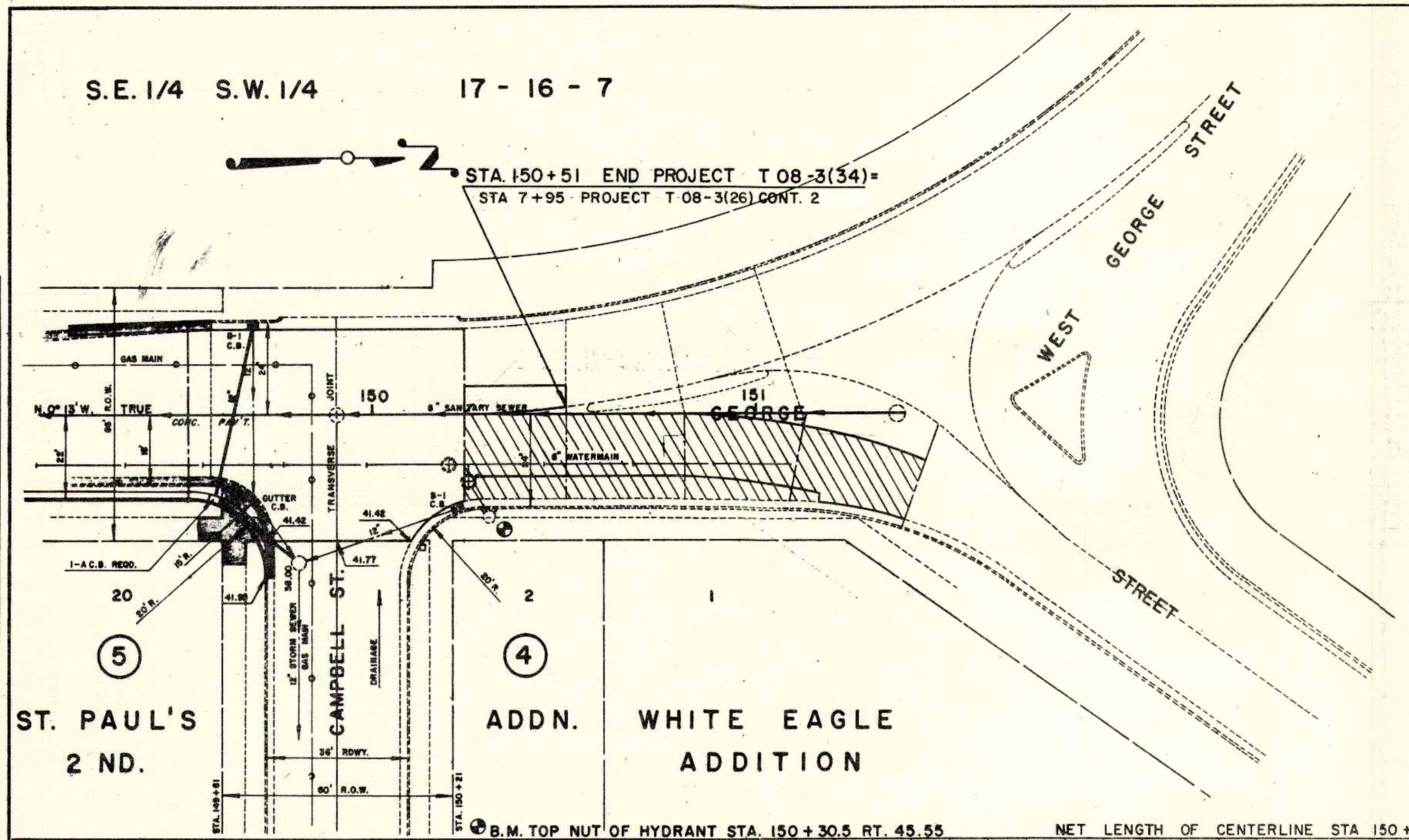




	144	+50	+92.5	+30.5	+68.5	146	+50	147	+50	148	+50	149	+53	+69	150
WEST CURB	41.77	41.60	41.45		41.30	41.38	41.50	41.62	41.74	41.86	41.98	41.81	41.62		
WEST EDGE OF PAV'T.	41.35	41.18	41.03	41.29	40.88	40.96	41.08	41.20	41.32	41.44	41.56	41.41	41.26		
WEST 12' FT.	41.56	41.39	41.24	41.29	41.09	41.17	41.29	41.41	41.53	41.65	41.77	41.64	41.52		
CENTERLINE	41.68	41.51	41.36	41.29	41.21	41.29	41.41	41.53	41.65	41.77	41.89	41.77	41.64		
EAST 12 FT.	41.56	41.39	41.24	41.29	41.09	41.17	41.29	41.41	41.53	41.65	41.77	41.65	41.52		
EAST EDGE OF PAV'T.	41.35	41.18	41.03	41.29	40.88	40.96	41.08	41.20	41.32	41.44	41.56	41.44	41.31		
EAST CURB	41.77	41.60	41.45		41.30	41.38	41.50	41.62	41.74	41.86	41.98	41.86	41.73		

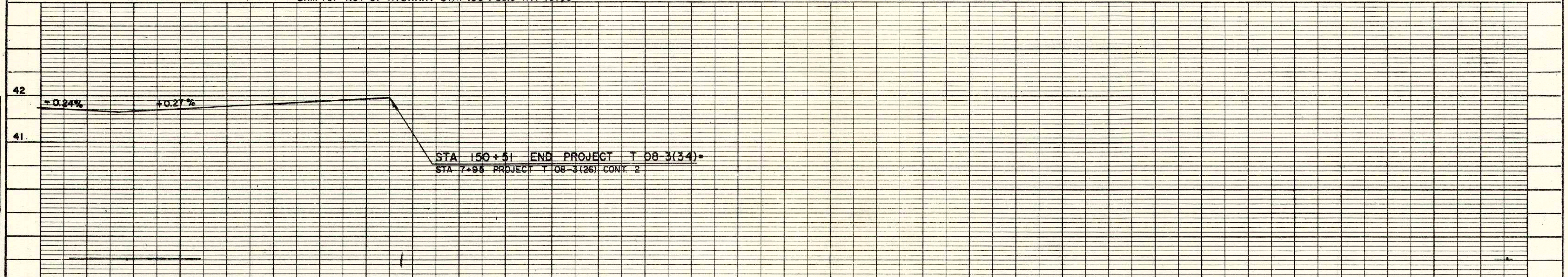
B. P. R. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	T 08-3(34)	12	22

S.E. 1/4 S.W. 1/4 17 - 16 - 7



B.M. TOP NUT OF HYDRANT STA. 150+30.5 RT. 45.55

NET LENGTH OF CENTERLINE STA 150+00 TO STA 150+51 = 51.0 LIN. FT.



	149 +53	+69	+91	150 +24
WEST CURB	41.62	41.05	41.22	41.85
WEST EDGE OF PAV'T.	41.26	41.26	41.44	41.52
WEST 12 FT.	41.52		41.62	41.70
CENTERLINE	41.64		41.74	41.83
EAST 12 FT.	41.52		41.74	41.66
EAST EDGE OF PAV'T.	41.31		41.74	41.17
EAST CURB	41.73			

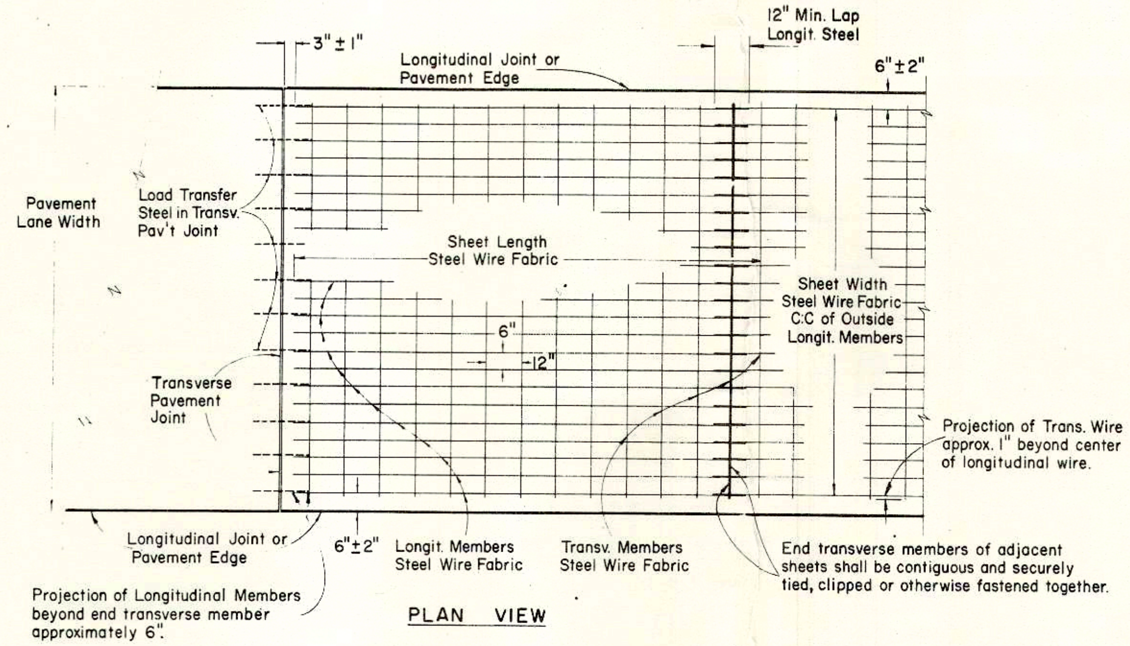
NOTE BOOK NO. LL — ALIGNMENT CHECKED — RT. OF WAY CHECKED

NOTE BOOK NO. LL — GRADES CHECKED — B. M.s NOTED — STRUCTURE NOTAT'NS CH'KD.

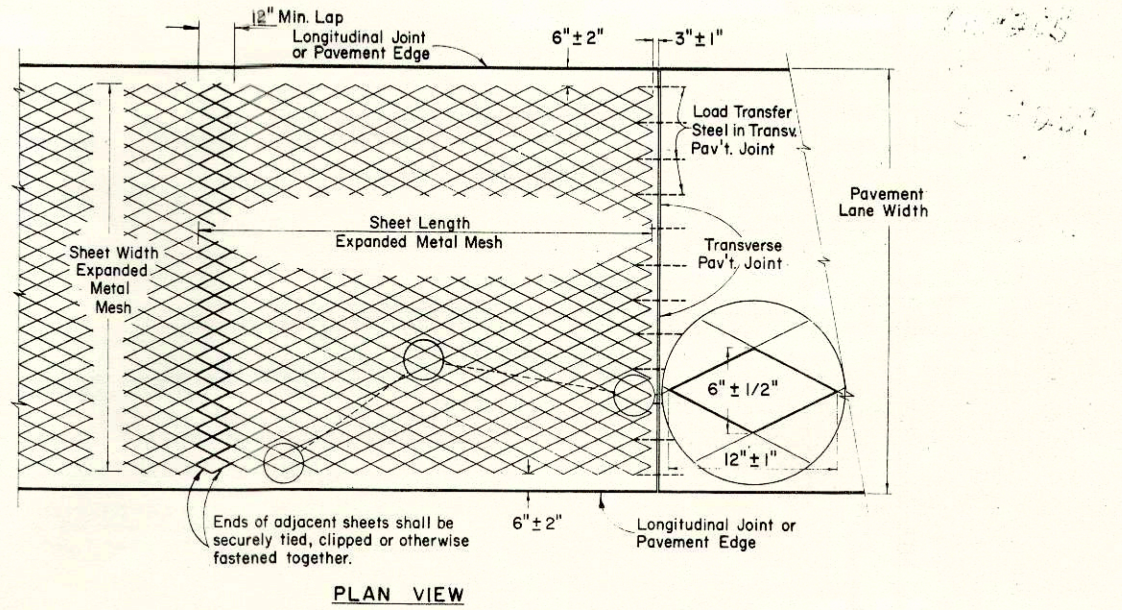
BRUNING NO. 42-161

PLATE 1—PLAN—PROFILE
MADE AND PRINTED IN U.S.A.
CHARLES BRUNING COMPANY

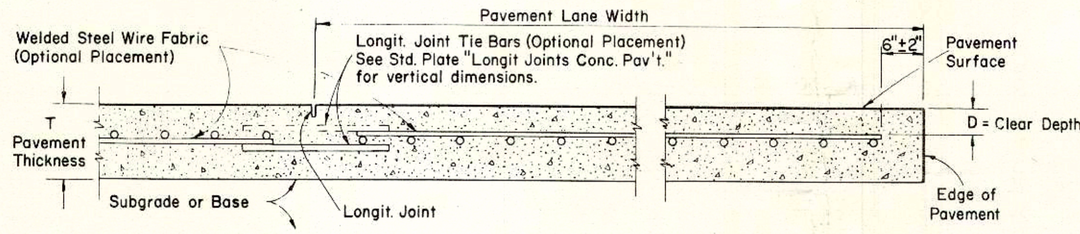
13-22



PLAN VIEW



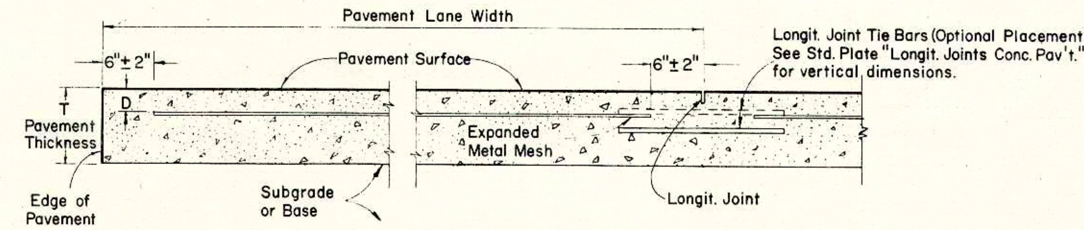
PLAN VIEW



CROSS SECTION

WELDED STEEL WIRE FABRIC

Pavement Thickness	"D"
8"	2"-4"
9"	2"-4 1/2"
10"	2"-5"



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 Provisions.

WELDED STEEL WIRE FABRIC

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

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

EXPANDED METAL MESH

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

SHIPPING REQUIREMENTS

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

CONCRETE PAVEMENT REINFORCEMENT

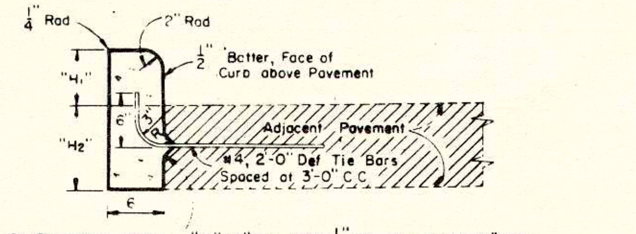
STATE HIGHWAY COMMISSION OF WISCONSIN

RECOMMENDED FOR APPROVAL:
2/2/66 E. J. Byrkit
DATE CHIEF DESIGN ENGINEER

APPROVED:
2/2/66 A. J. Burmeister
DATE STATE HIGHWAY ENGINEER

PLATE NO. 2-1.1.12

13.1-22

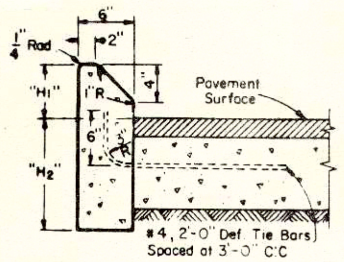


Tie Bar recess positioned in reverse when Concrete Curb is constructed first.

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

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

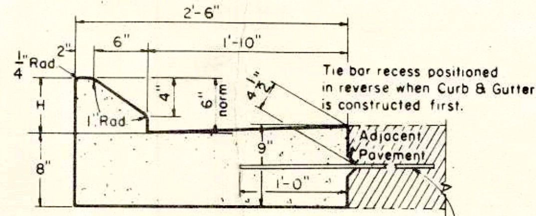
CONCRETE CURB



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

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

CONCRETE CURB
(Mountable Type)



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

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

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

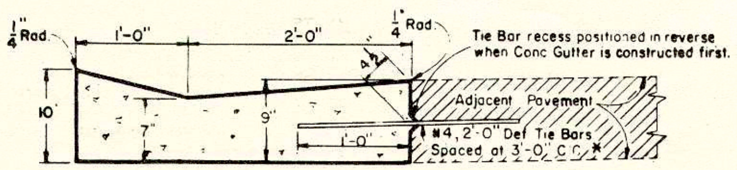
CONCRETE CURB AND GUTTER
(Mountable Type)

GENERAL NOTES

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

JOINTS -

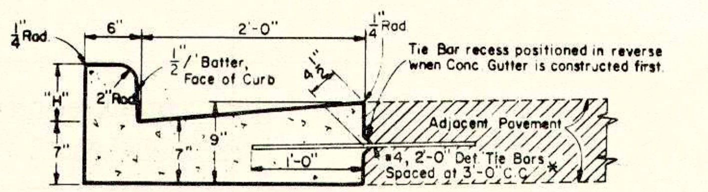
Joints shall not be sealed in concrete curb, concrete gutter, concrete curb and gutter, or concrete surface drains.



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

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

CONCRETE GUTTER

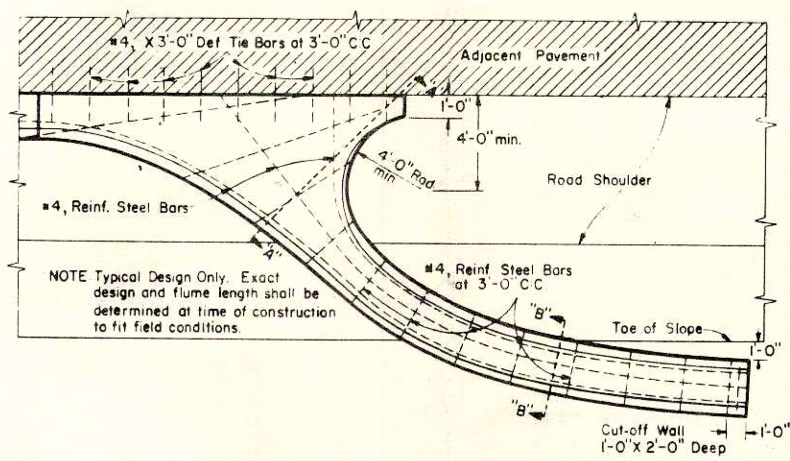


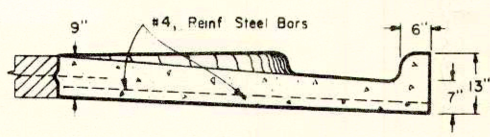
"H" = 9" Max., 3 1/2" Min, and shall be 6" unless otherwise shown on the plans.

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

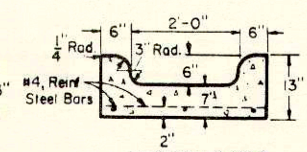
TYPE "A" (Including Tie Bars) TYPE "D" (Excluding Tie Bars)

CONCRETE CURB AND GUTTER
(Barrier Type)





SECTION "A"-"A"



SECTION "B"-"B"

CONCRETE INLET OR DISCHARGE FOR CURB AND GUTTER SURFACE DRAIN

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

STATE HIGHWAY COMMISSION OF WISCONSIN

RECOMMENDED FOR APPROVAL

2-5-63
DATE

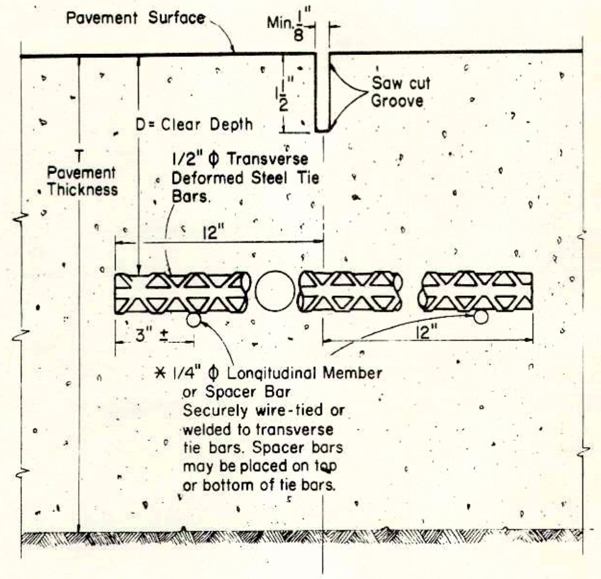
J. S. Pill
ENGINEER OF DESIGN

APPROVED:

2/6/63
DATE

E. C. Rottleger
STATE HIGHWAY ENGINEER

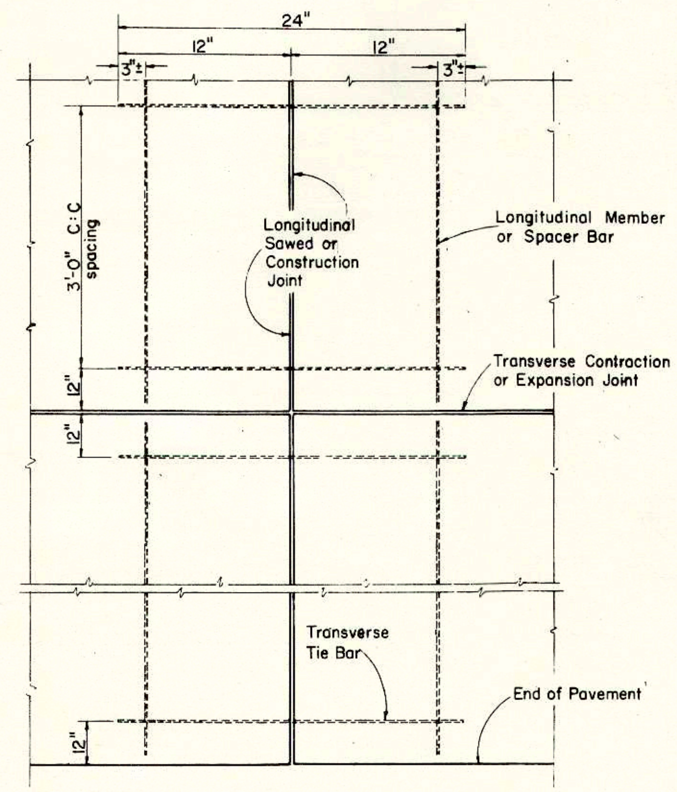
PLATE NO. 3-1.1.7



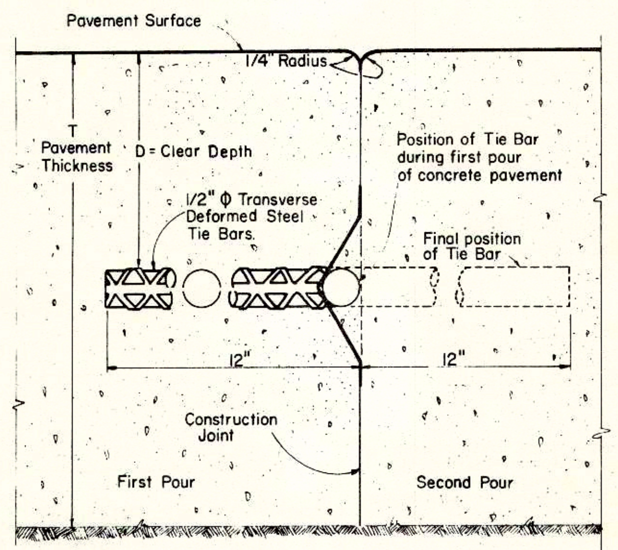
SAWED JOINT

ELEVATION, Showing Tie Bars and Positioning Details

Pavement Thickness	"D"
8"	2"-4 3/4"
9"	2"-5 1/2"
10"	2"-5 3/4"



PLAN VIEW, Showing Tie Bars and Location Details



CONSTRUCTION JOINT

ELEVATION, Showing Tie Bars and Positioning Details

GENERAL NOTES

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

ALTERNATE DESIGNS-

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

SEALING JOINTS-

Longitudinal Joints shall not be sealed.

*** TIE BARS**

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

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

132-22

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LONGITUDINAL JOINTS CONCRETE PAVEMENT

STATE HIGHWAY COMMISSION OF WISCONSIN

RECOMMENDED FOR APPROVAL:

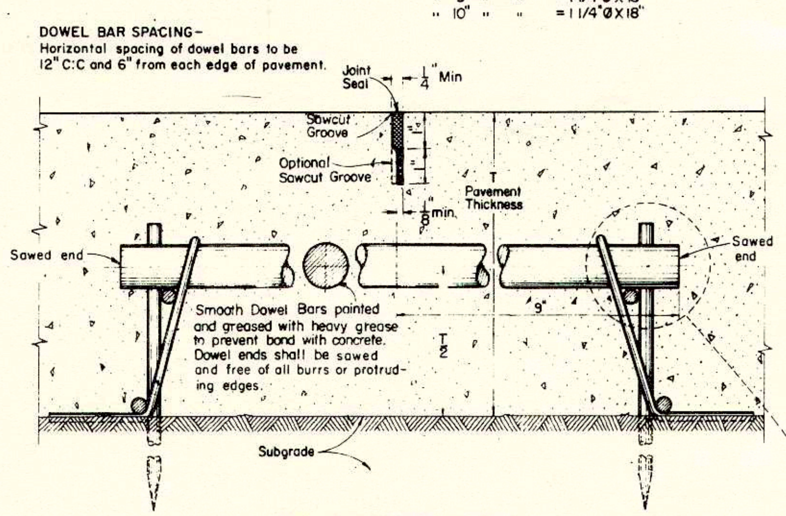
2/3/66 DATE — E. J. Ozkeit CHIEF DESIGN ENGINEER.

APPROVED:

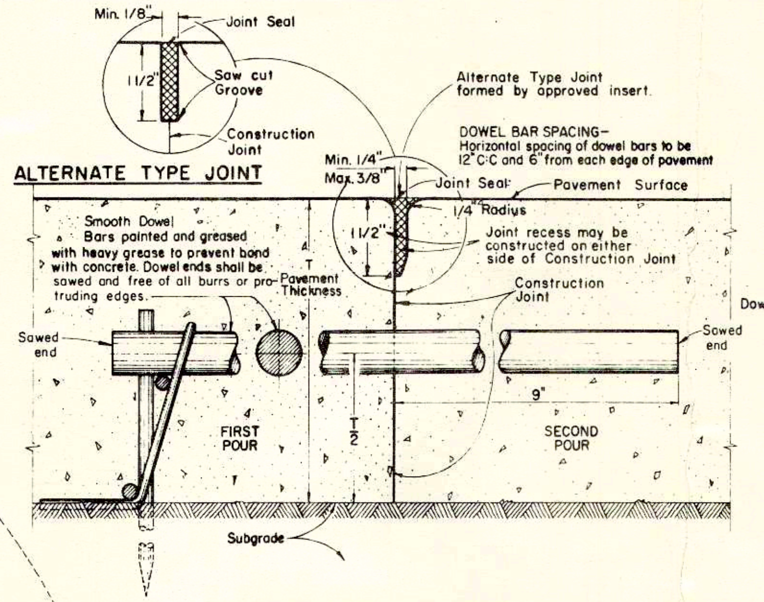
2/3/66 DATE — [signature] STATE HIGHWAY ENGINEER

PLATE NO. 4-4.4.8

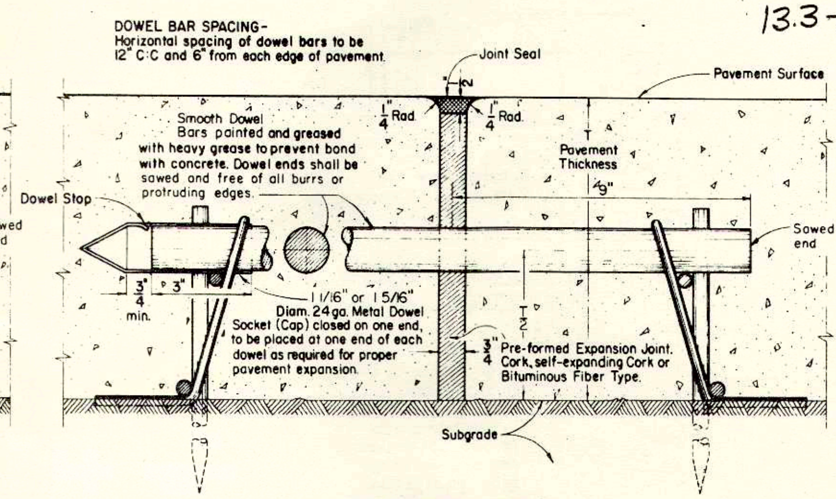
13.3-22



CONTRACTION JOINT



CONSTRUCTION JOINT

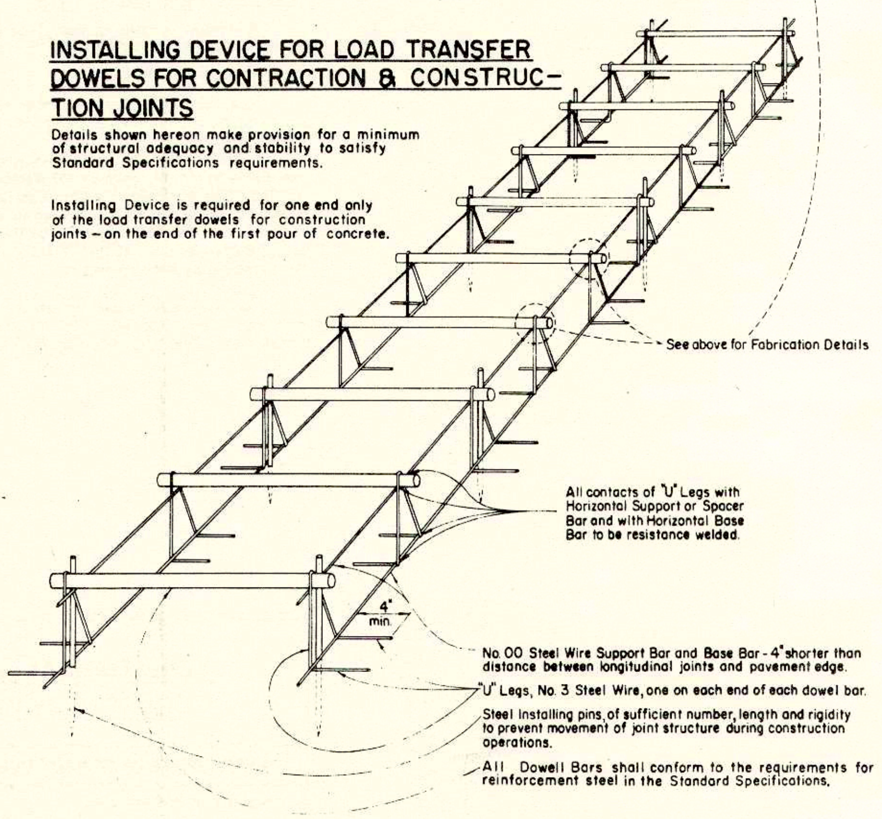


EXPANSION JOINT

INSTALLING DEVICE FOR LOAD TRANSFER DOWELS FOR CONTRACTION & CONSTRUCTION JOINTS

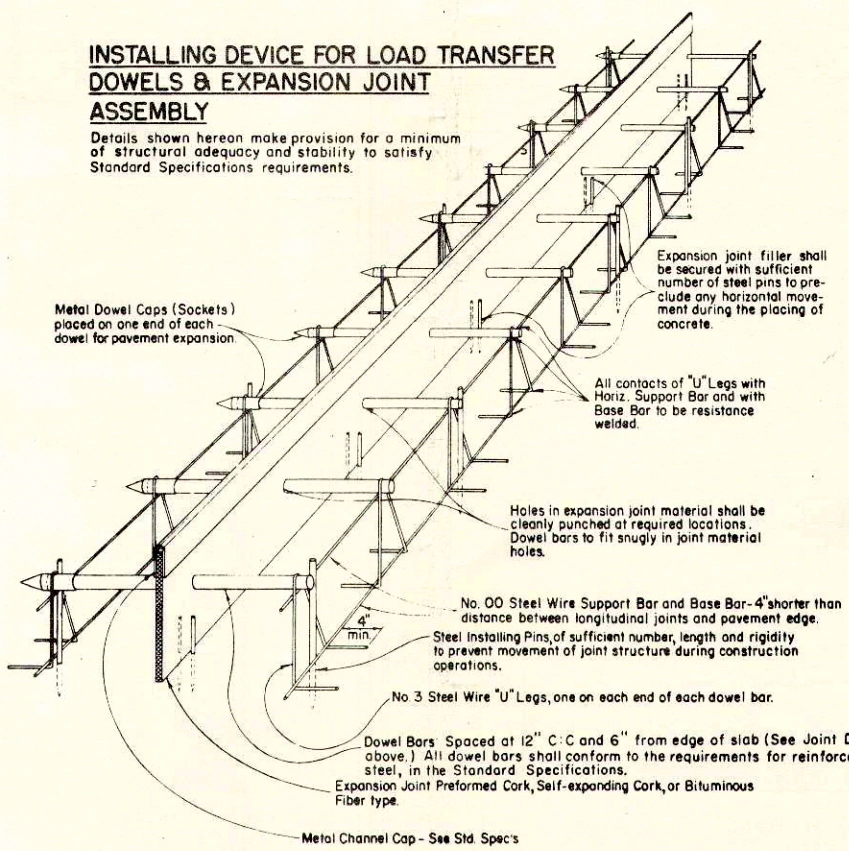
Details shown hereon make provision for a minimum of structural adequacy and stability to satisfy Standard Specifications requirements.

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



INSTALLING DEVICE FOR LOAD TRANSFER DOWELS & EXPANSION JOINT ASSEMBLY

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



GENERAL NOTES-

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

ALTERNATE DESIGNS-

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

CONTRACTION JOINTS-

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

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

CONSTRUCTION JOINTS-

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

EXPANSION JOINTS-

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

SEALING JOINTS-

Joints to be sealed as shown.

TRANSVERSE JOINTS CONCRETE PAVEMENT

STATE HIGHWAY COMMISSION OF WISCONSIN

RECOMMENDED FOR APPROVAL:

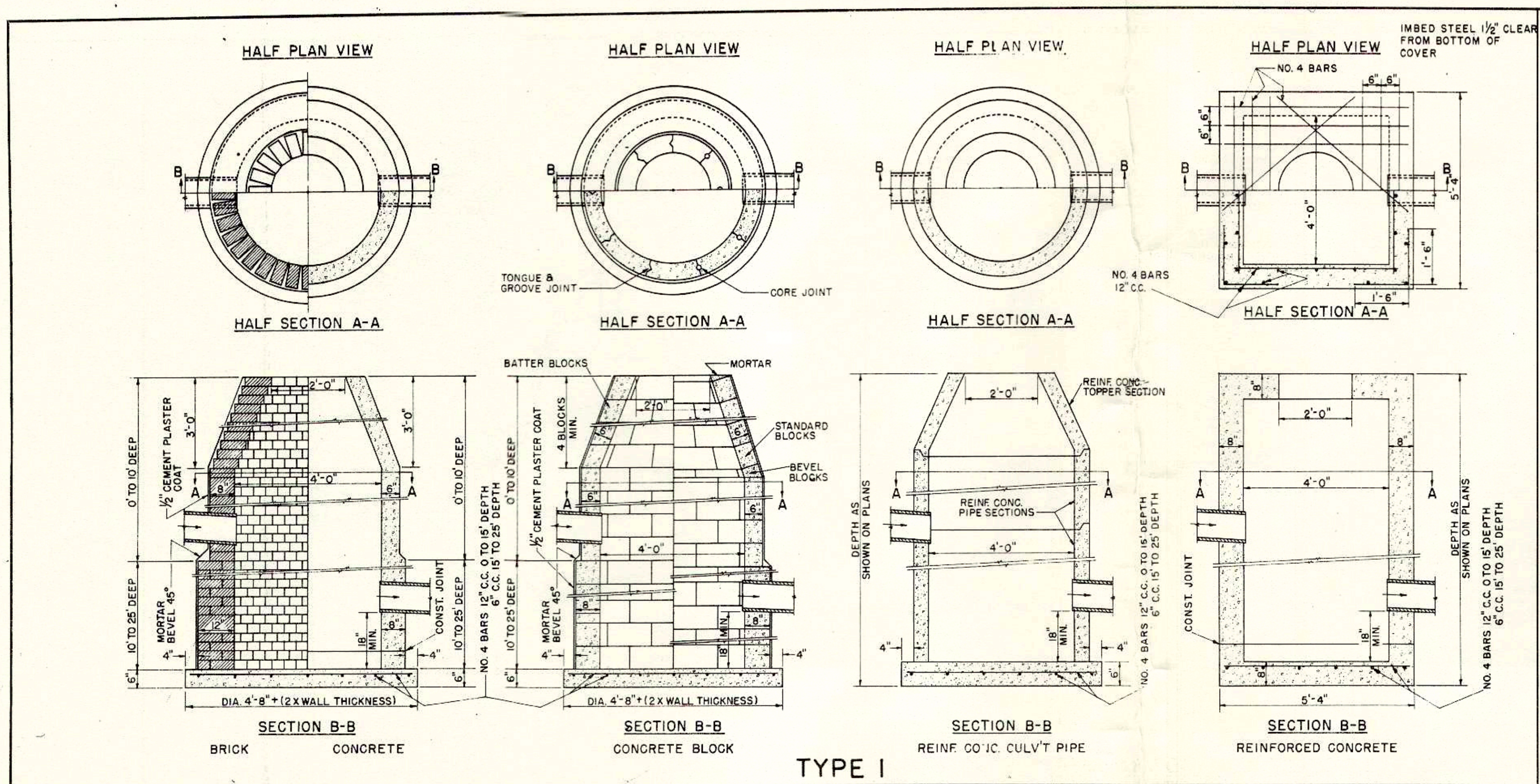
2/3/66 — E. J. Byrkit
DATE — ENGINEER OF DESIGN

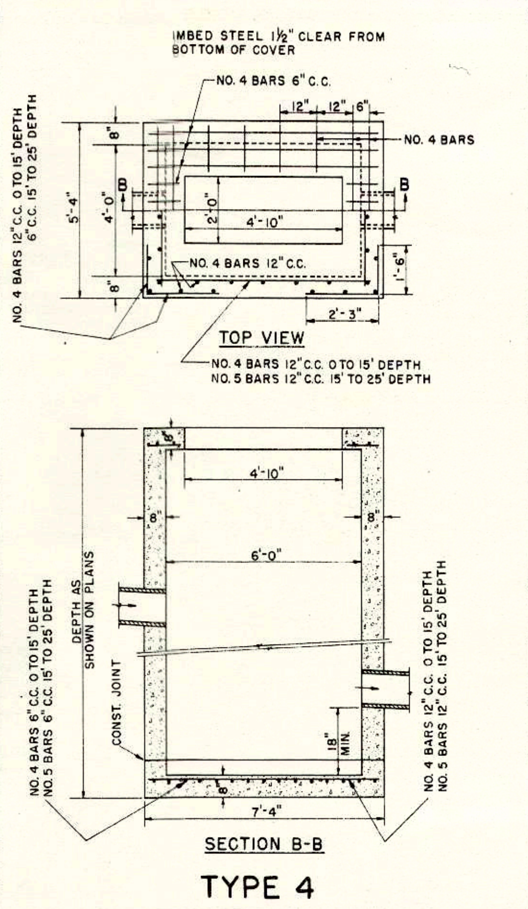
APPROVED:

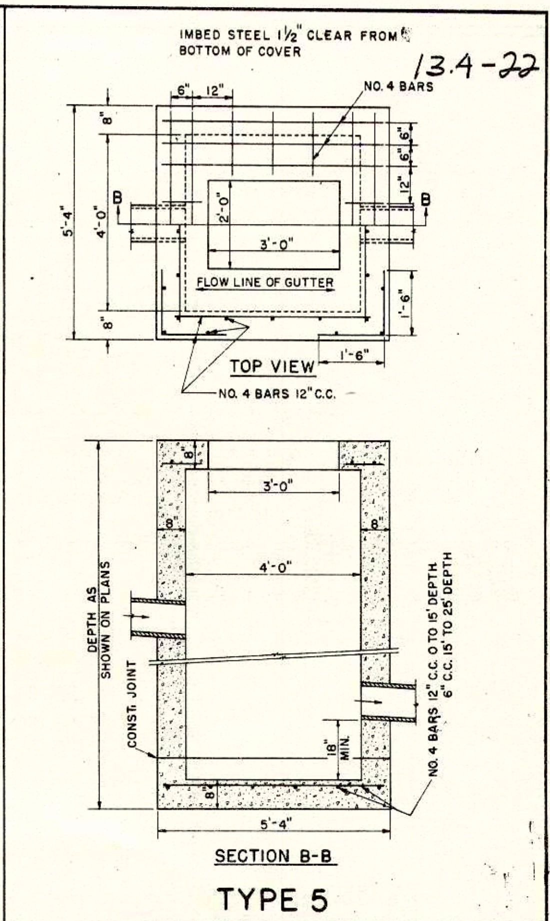
2-4-66 — [signature]
DATE — STATE HIGHWAY ENGINEER

PLATE NO. 4-4.5.10

13.4-22







CONSTRUCTION NOTES

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

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

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

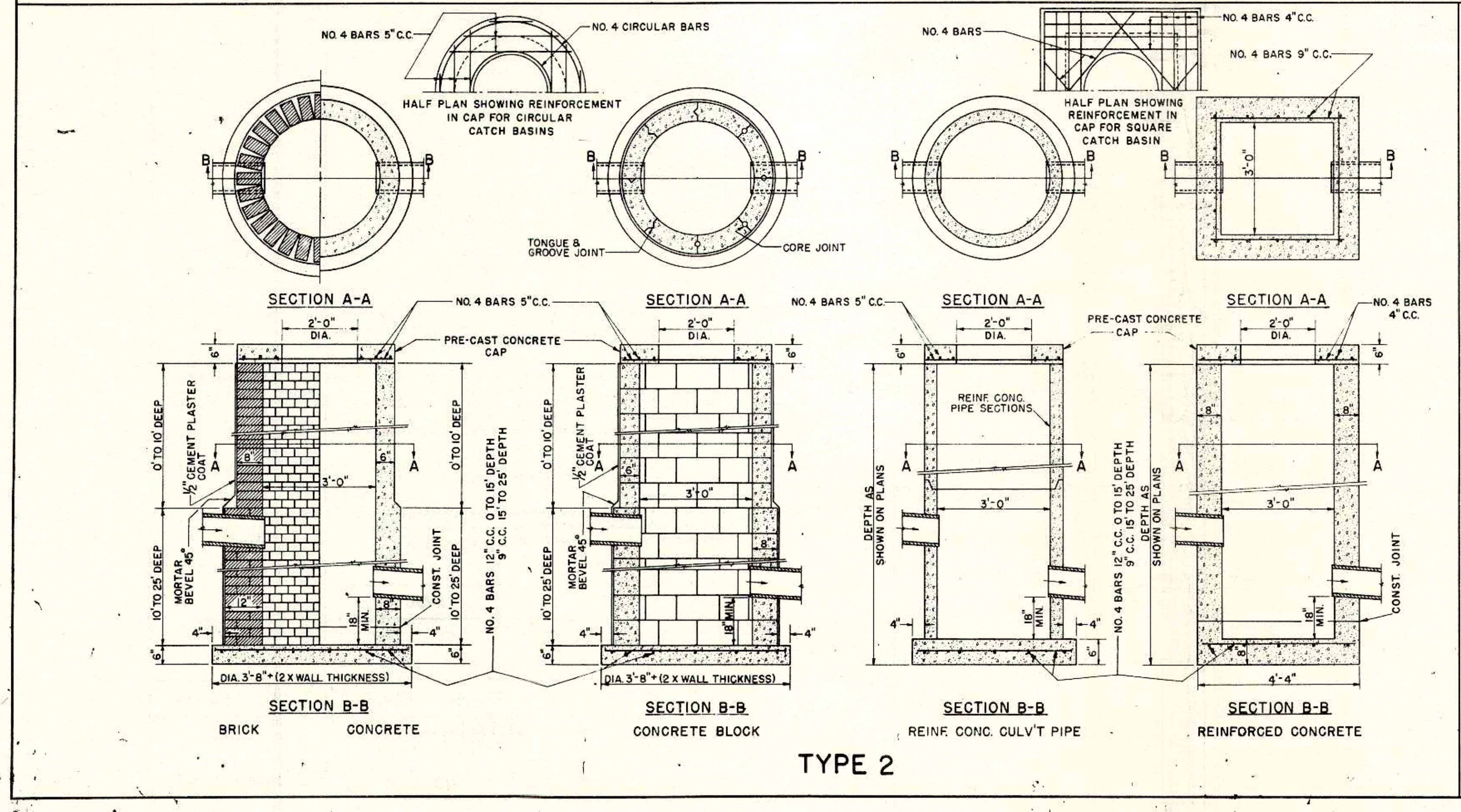
STRUCTURES ARE CALLED FOR ON THE PLANS AS "CATCH BASINS 1-A", "CATCH BASINS 2-C" ETC, THE NUMERAL DESIGNATES THE OPTIONAL MASONRY PORTION OF THE STRUCTURE AND THE LETTER DESIGNATES THE FIXTURE TO BE USED THEREON.

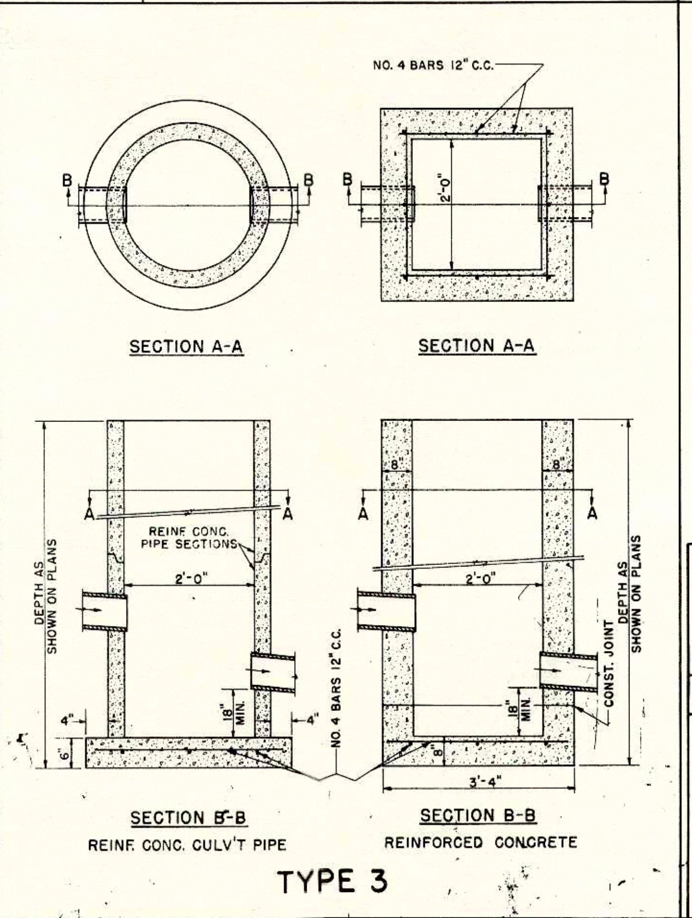
REINFORCED CONCRETE TOPPER SECTION, AS SHOWN FOR TYPE I REINF. CONC. CULV'T PIPE CATCH BASIN, MAY BE USED AS AN ALTERNATE CONE ON TYPE I BRICK, CONCRETE OR CONCRETE BLOCK CATCH BASINS.

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

BAR STEEL REINFORCEMENT SHALL BE IMBEDDED 1½" CLEAR.

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





CATCH BASINS

STATE HIGHWAY COMMISSION OF WISCONSIN

RECOMMENDED FOR APPROVAL:

2-5-63
DATE

J. S. Pitt
ENGINEER OF DESIGN

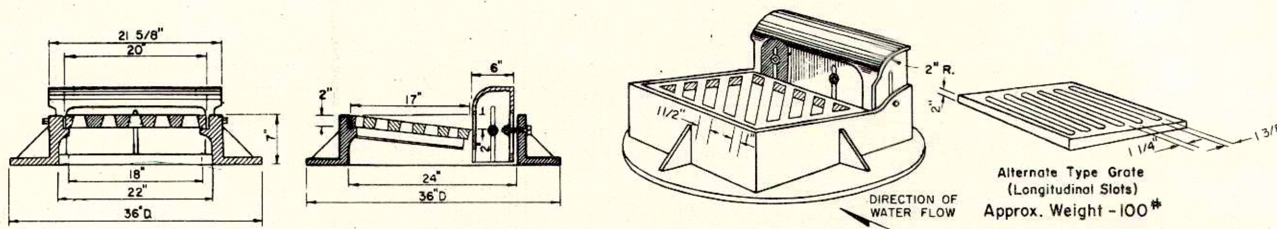
APPROVED:

2/6/63
DATE

E. L. Roettiger
STATE HIGHWAY ENGINEER

PLATE 5-[illegible]3.2

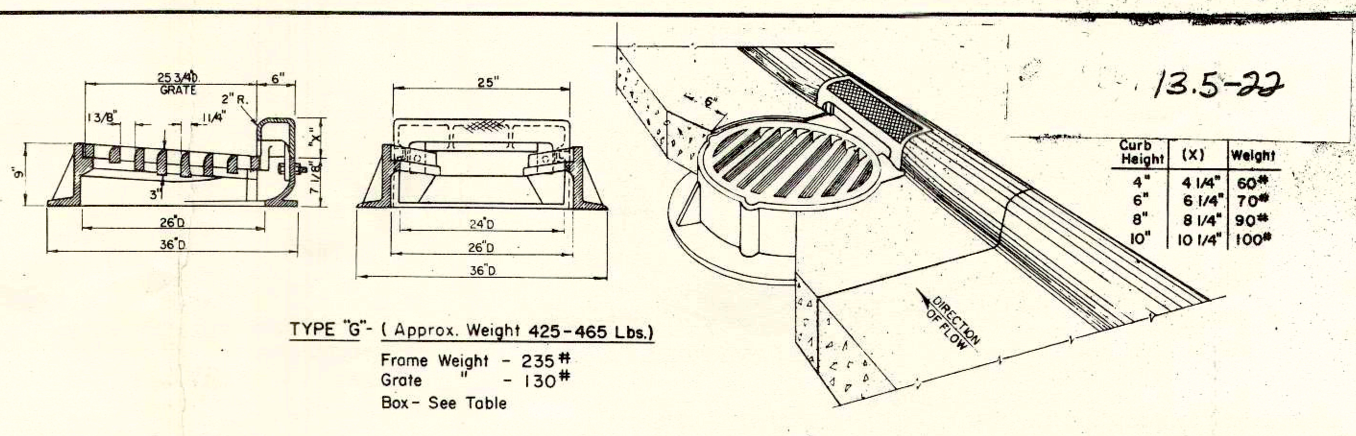
13.5-22



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

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

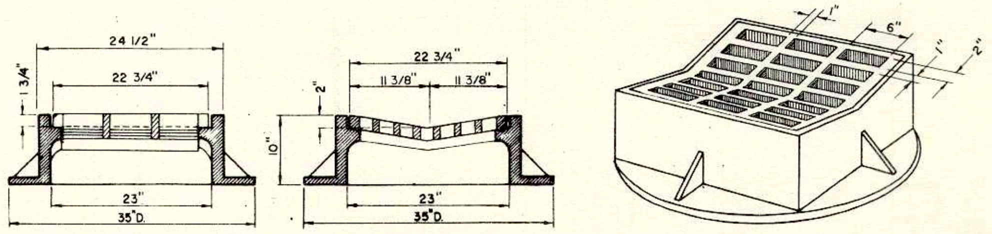
Frame Weight - 250#
Grate " - 90#
Box " - 50#



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

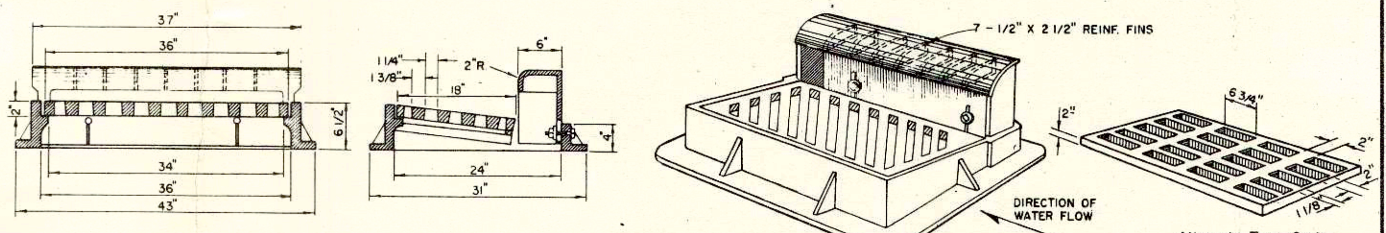
TYPE "G" - (Approx. Weight 425-465 Lbs.)

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



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

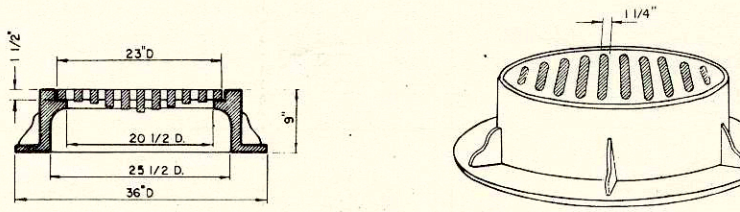
Frame Weight - 275#
Grate " - 139#



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

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

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



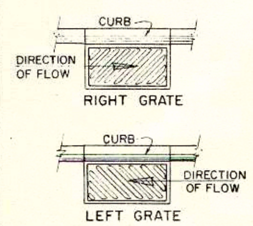
TYPE "C" - (Approx. Weight 370 Lbs.)

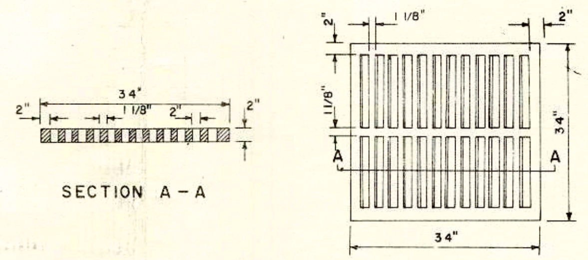
Frame Weight Type "C" & Type "D" - 255#
Slotted Grate Weight - 115#
Solid Cover Weight - 150#
(Note: Frame for Type "C" same as for Type "D")

SPECIAL NOTE

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

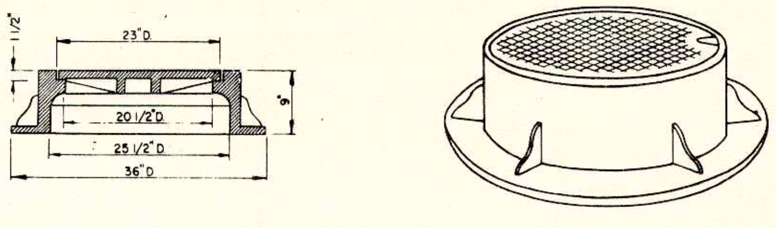
Longitudinal slot type grates may be used ONLY where bicycles are prohibited.



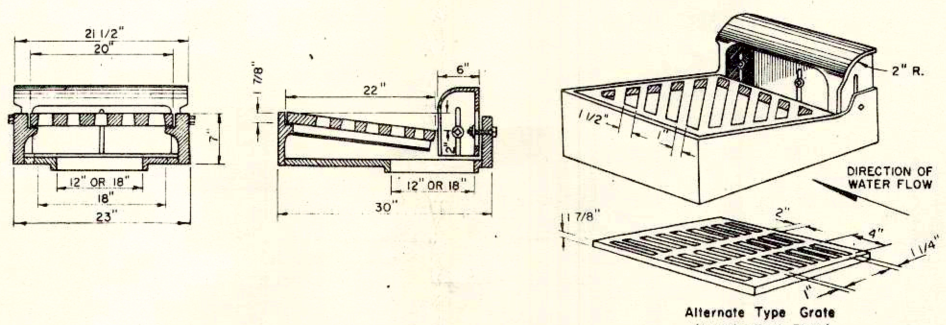


INLET COVER TYPE MS

GRATE WEIGHT 270#

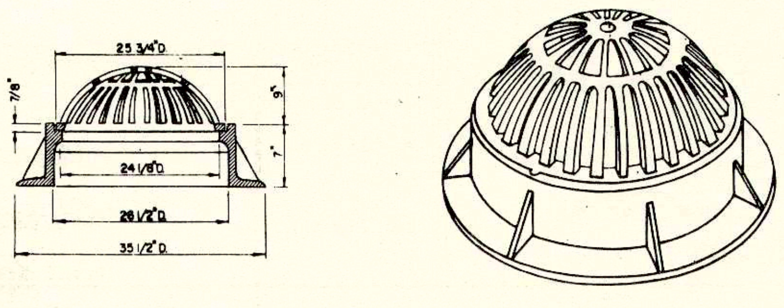


TYPE "D" - (Approx. Weight 405 Lbs.)
(Note: Frame for Type "D" same as for Type "C")

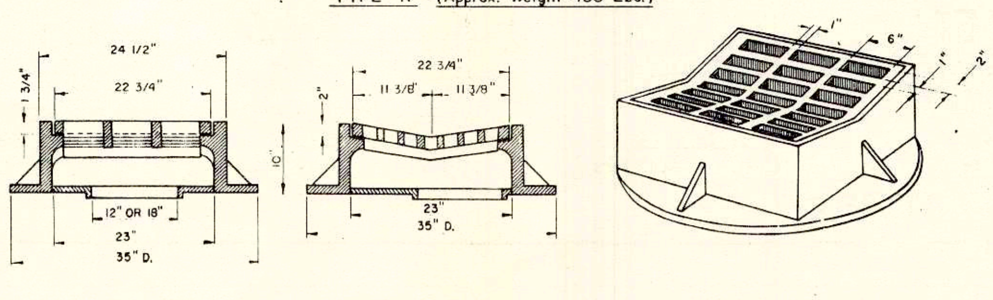


Alternate Type Grate
(Longitudinal Slots)

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



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



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

GENERAL NOTES:

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

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

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

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

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

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

CATCH BASIN & INLET COVERS

STATE HIGHWAY COMMISSION OF WISCONSIN

RECOMMENDED FOR APPROVAL:

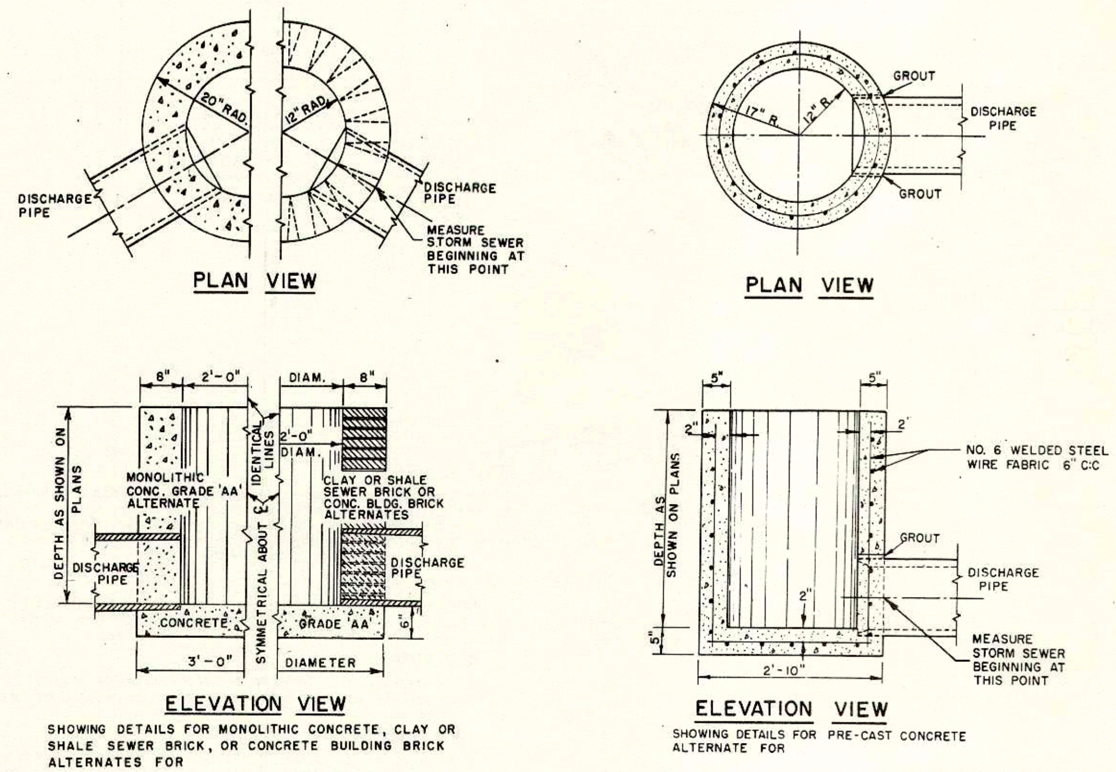
11-23-63 — J. S. Pilt
DATE — ENGINEER OF DESIGN

APPROVED:

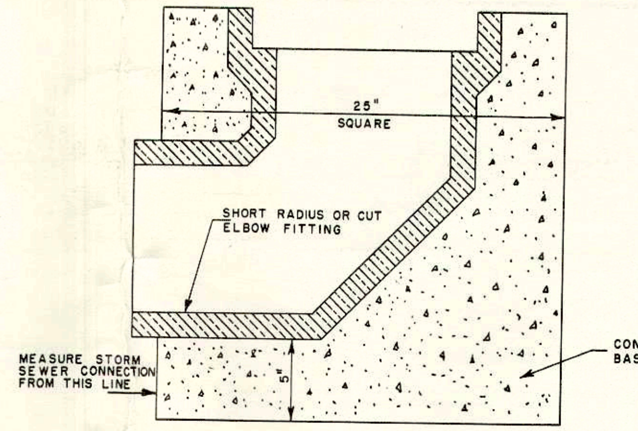
12/3/63
DATE — STATE HIGHWAY ENGINEER

PLATE NO. 5-3.4.7

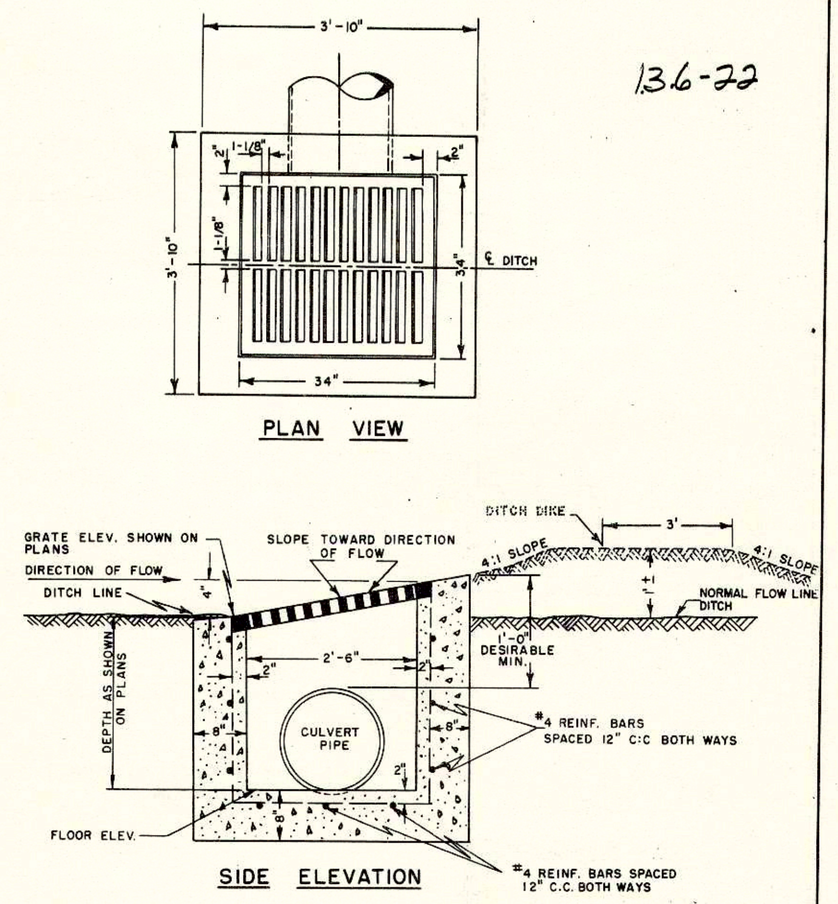
136-22



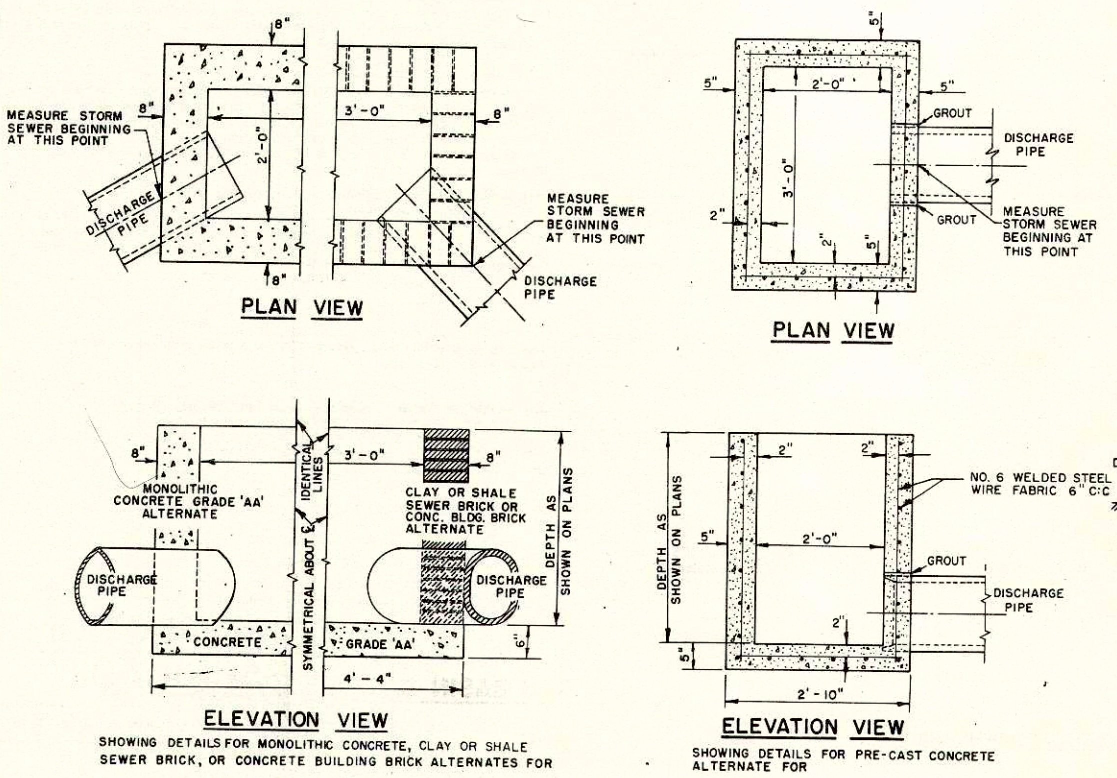
INLET TYPE 1



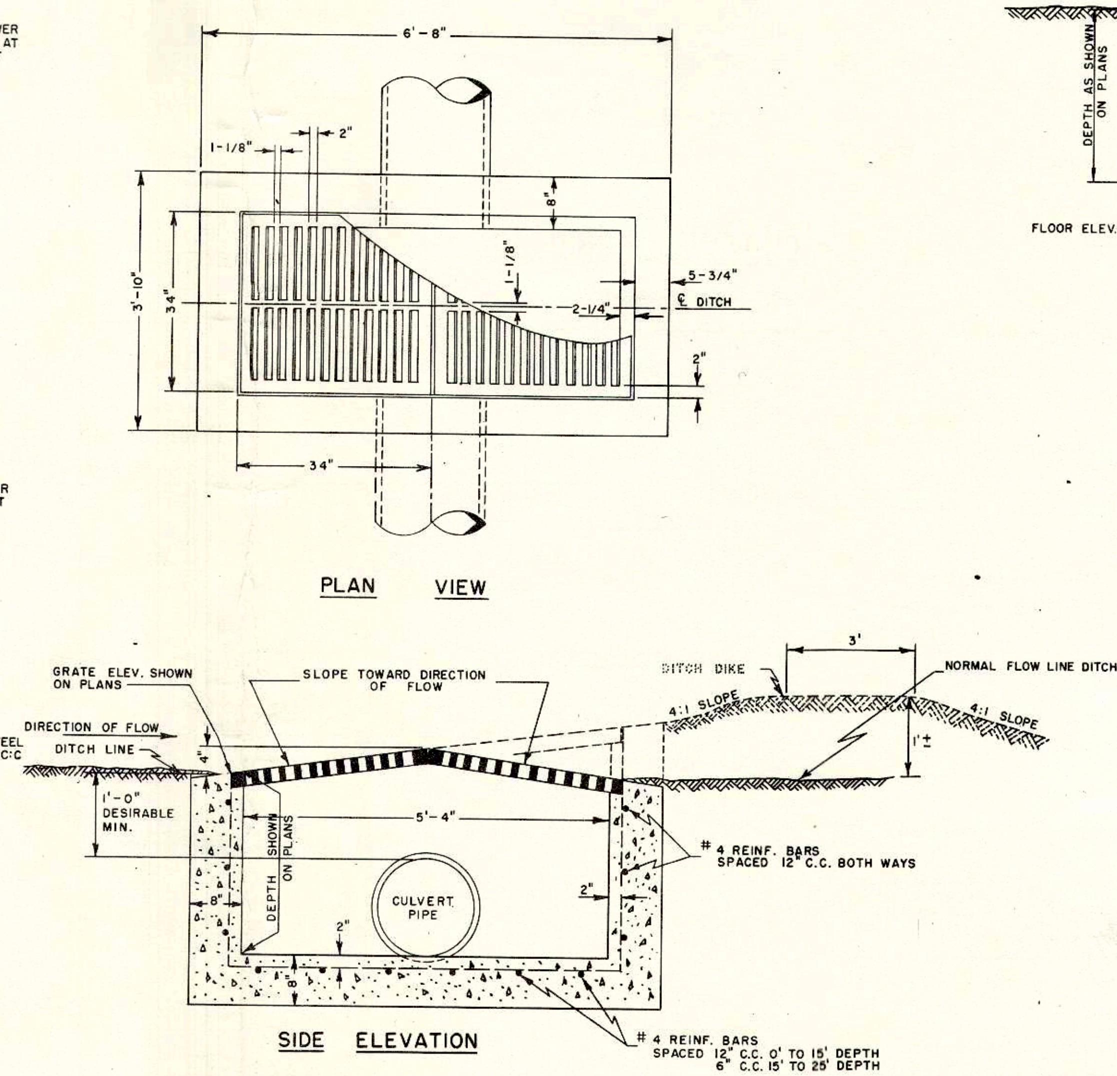
INLET TYPE 2



INLET TYPE 8



INLET TYPE 3



INLET TYPE 9

GENERAL NOTES:

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

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

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

INLETS

STATE HIGHWAY COMMISSION OF WISCONSIN

RECOMMENDED FOR APPROVAL

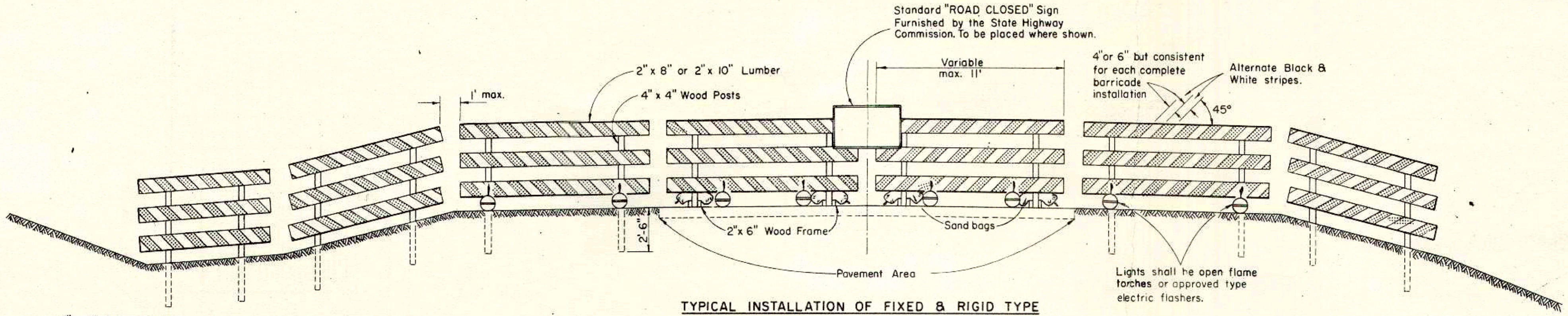
11-21-63 — J. S. Pelt
DATE — ENGINEER OF DESIGN

APPROVED:

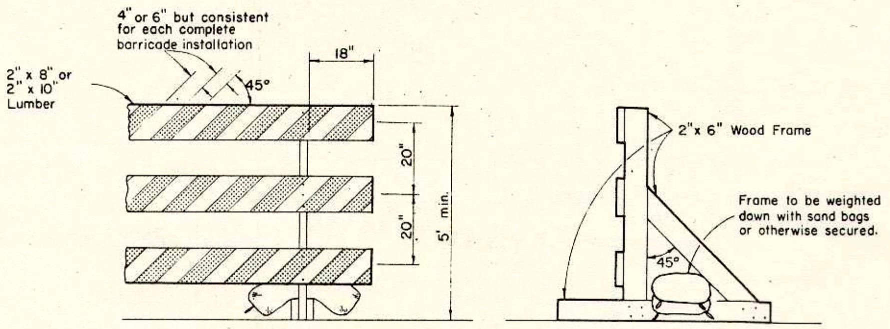
12/3/63 — V. L. Fiedler
DATE — STATE HIGHWAY ENGINEER

PLATE NO. 5-3.5.2

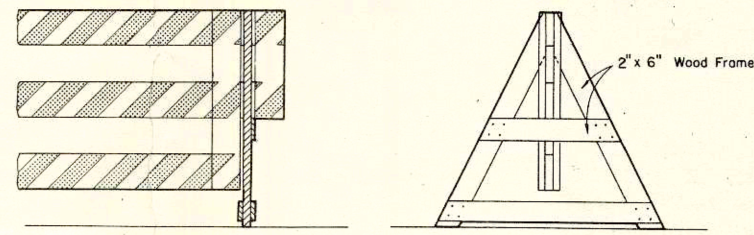
13.7-22



TYPICAL INSTALLATION OF FIXED & RIGID TYPE

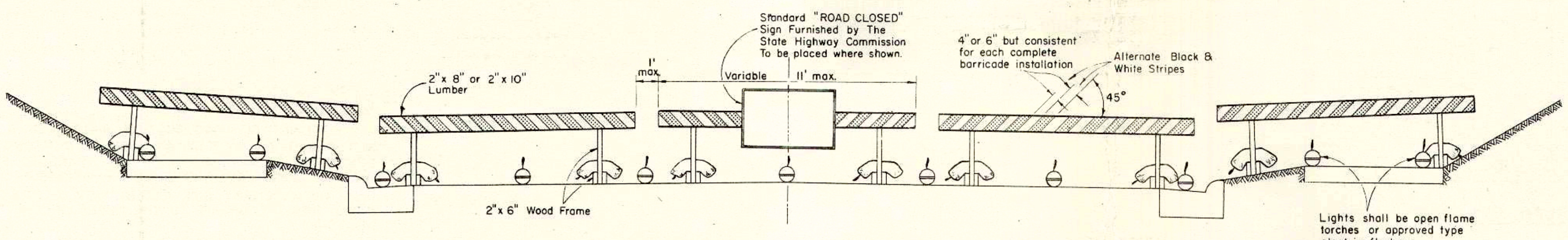


ALTERNATE TYPE INSTALLATION (RIGID)

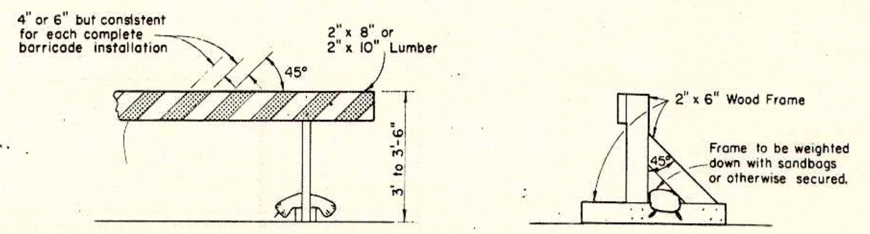


ALTERNATE TYPE INSTALLATION (DEMOUNTABLE)

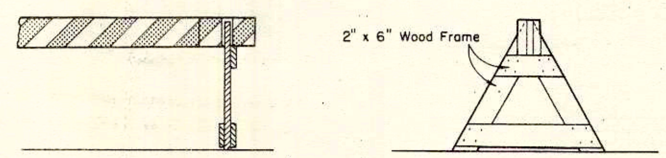
CLASS I BARRICADE



TYPICAL INSTALLATION OF RIGID TYPE



ALTERNATE TYPE INSTALLATION (RIGID)



ALTERNATE TYPE INSTALLATION (DEMOUNTABLE)

CLASS II BARRICADE

GENERAL NOTES:

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

CLASS I BARRICADE

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

CLASS II BARRICADE

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

LUMBER & FABRICATION

Lumber shall be of a grade structurally sound and sufficiently rigid to satisfactorily support and maintain the purpose and intent of a barricade facility. The fabrication of the barricade shall be in accord with good pertinent woodworking 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 "Codit Reflective Liquid" (Minnesota Mining Co.) or equivalent, or reflective sheeting wide angle, flat top "Scotchlite" brand material (Minnesota Mining Co.) or equivalent.

DIRECTION OF DIAGONAL STRIPES

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

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

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

MEASUREMENT & PAYMENT

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

NOTE:

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

NOTE:

All lumber or timber dimensions shown hereon are nominal.

CONSTRUCTION BARRICADE

STATE HIGHWAY COMMISSION OF WISCONSIN

RECOMMENDED FOR APPROVAL:

2-5-63 J. S. Pitt
DATE ENGINEER OF DESIGN

APPROVED

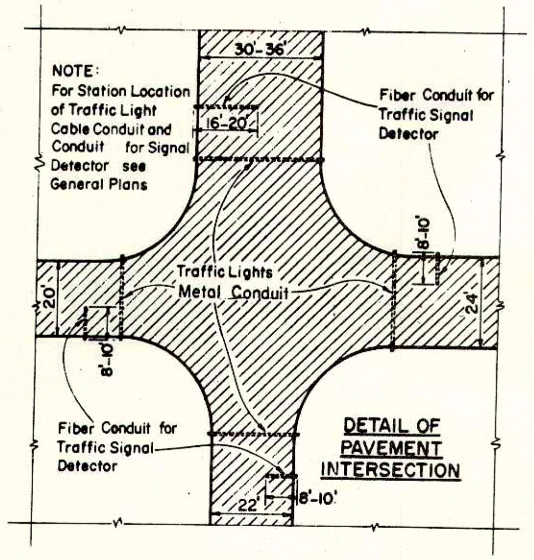
2/6/63 E. C. Rietzger
DATE STATE HIGHWAY ENGINEER

PLATE NO. 7-4.1.4

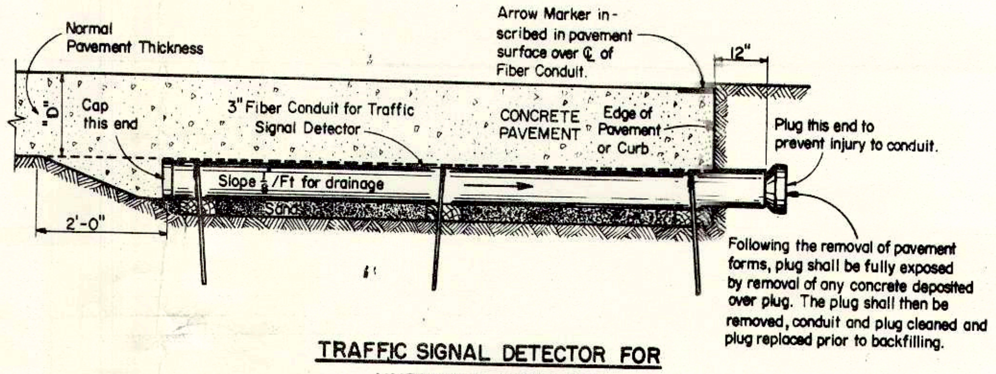
4

93-10-7

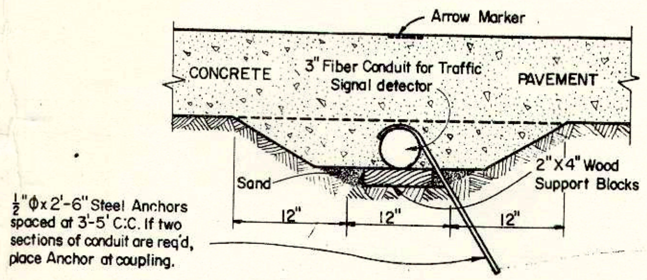
138-22



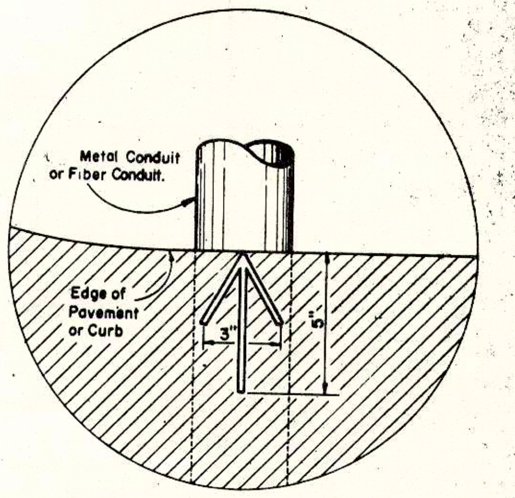
PLAN VIEW
SHOWING RELATIVE POSITION OF
TRAFFIC LIGHT CONDUITS AND
TRAFFIC SIGNAL DETECTOR CONDUITS
AT UNDIVIDED HIGHWAY INTERSECTIONS



TRAFFIC SIGNAL DETECTOR FOR
UNDIVIDED HIGHWAYS

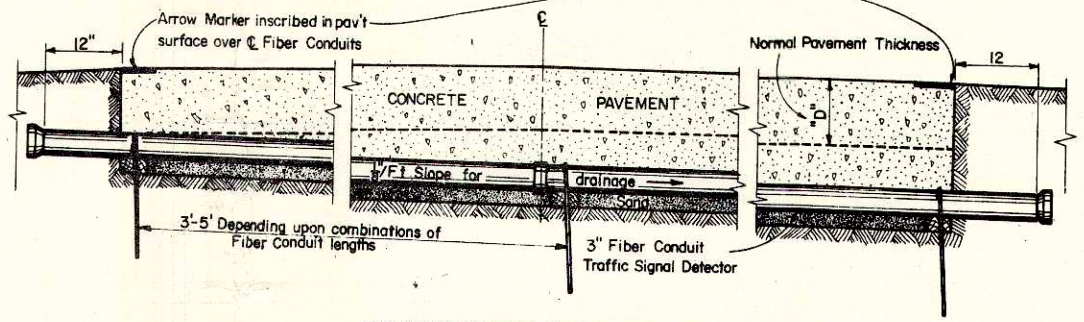


SIDE & END ELEVATIONS
SHOWING PLACEMENT DETAILS
FOR TRAFFIC SIGNAL DETECTOR CONDUIT

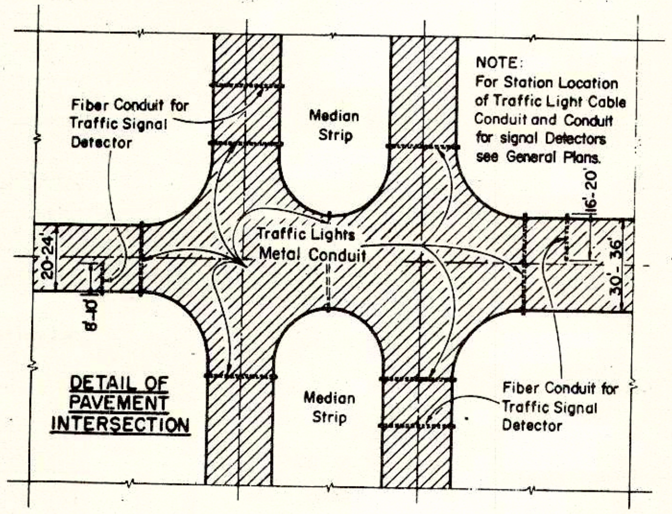


Arrow Marker to be inscribed in fresh concrete and/or bituminous surfacing 1/4 to 3/8 deep at each location where pipe conduit or fiber cond. are placed under rigid surfacing.

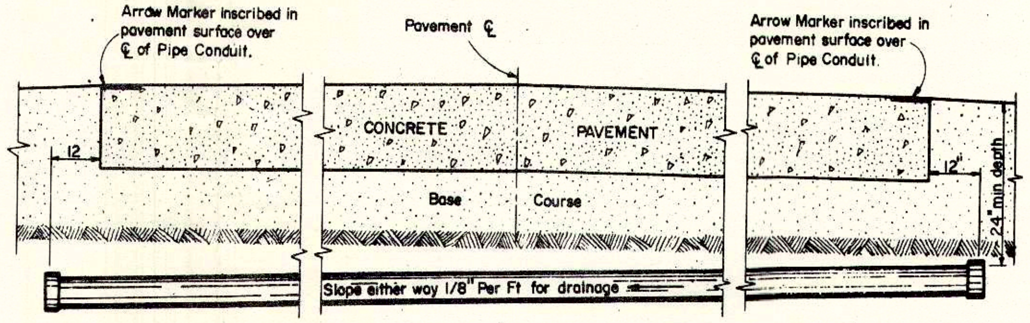
PLAN VIEW - ARROW MARKER



TRAFFIC SIGNAL DETECTOR FOR
DIVIDED HIGHWAYS



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



ELEVATION ON CENTERLINE
SHOWING PLACEMENT DETAILS
FOR TRAFFIC SIGNAL CONDUIT

GENERAL NOTES

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

MATERIALS

Metal Conduit shall be furnished and placed as shown hereon and in accord with the Standard Specifications.

Fiber Conduit shall be furnished and placed as shown hereon and in accord with the Standard Specifications.

MEASUREMENT & PAYMENT

The item of Fiber Conduit shall be measured and paid for by the linear foot complete in place and in accord with Standard Specifications

CONDUIT SIZE

Unless shown or required otherwise on the plans, Metal Conduit shall be 2" I.D.

METAL CONDUIT & FIBER CONDUIT

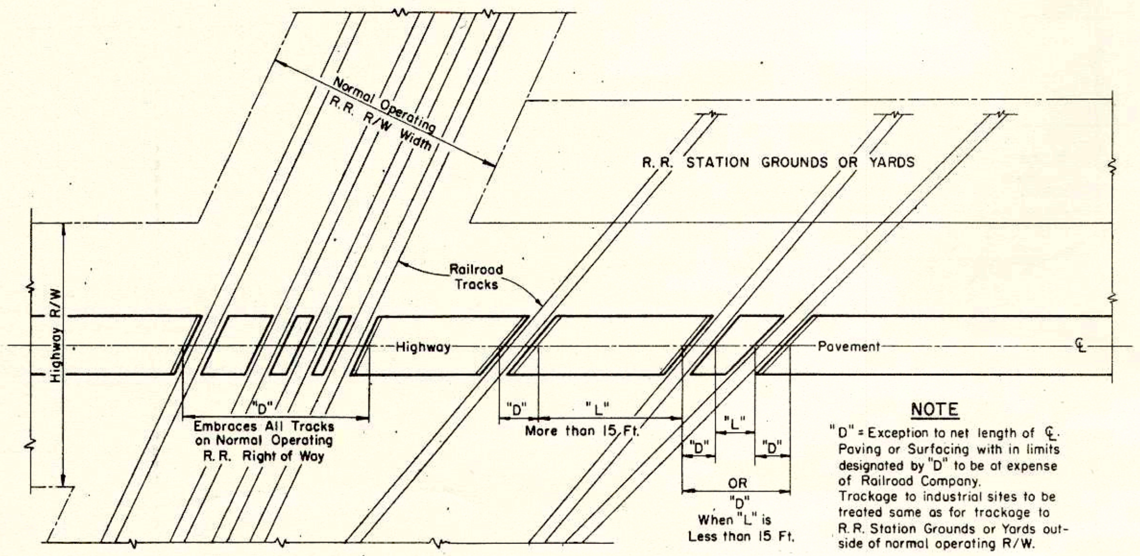
STATE HIGHWAY COMMISSION OF WISCONSIN

RECOMMENDED FOR APPROVAL:
4-3-63 DATE — J. L. Petty, ENGINEER OF DESIGN

APPROVED:
4/5/63 DATE — E. L. Roettiger, STATE HIGHWAY ENGINEER

PLATE NO. 8-8.16

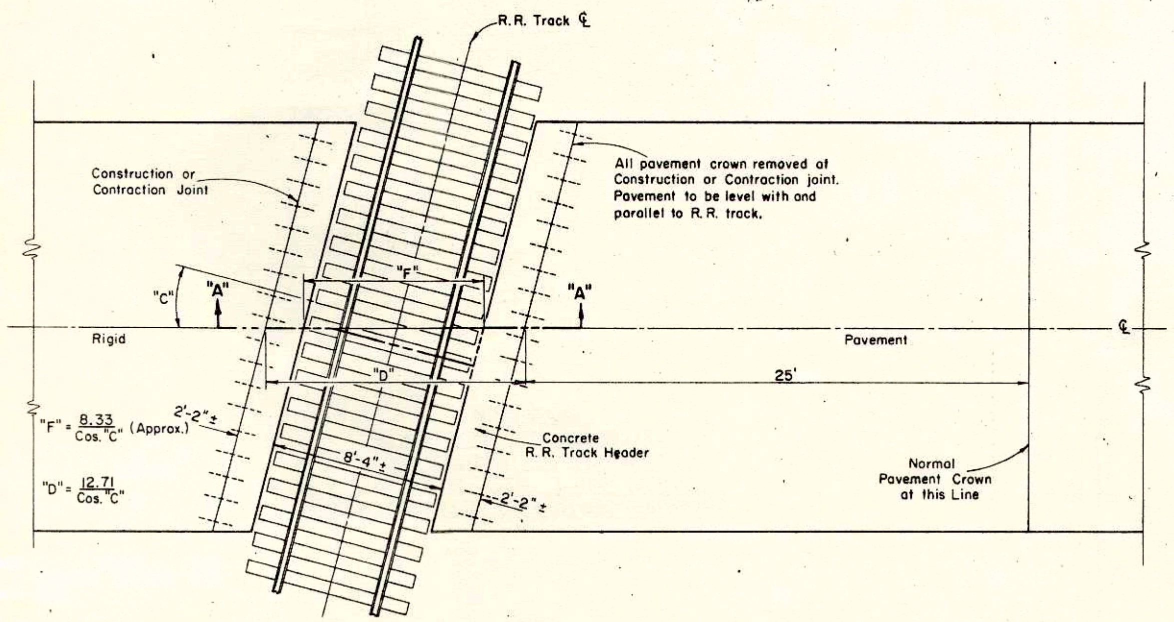
13.9-22



NOTE

"D" = Exception to net length of ℄. Paving or Surfacing with in limits designated by "D" to be at expense of Railroad Company.
Trackage to industrial sites to be treated same as for trackage to R.R. Station Grounds or Yards outside of normal operating R/W.

TYPICAL TYPES OF RAILROAD GRADE CROSSINGS
SHOWING PAVEMENT HEADER LOCATIONS
AND MEASUREMENT DETAILS



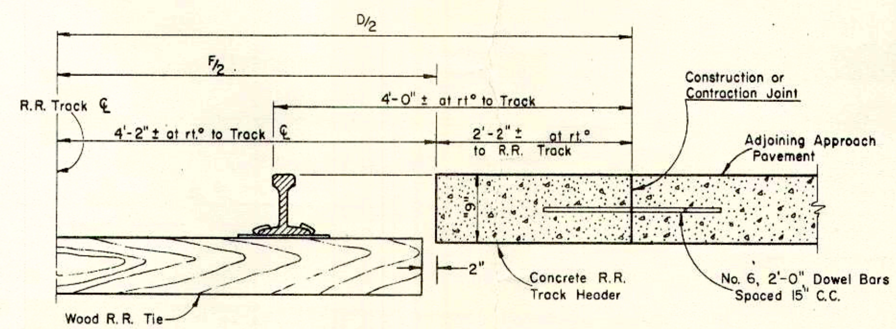
RAILROAD APPROACH
CONSTRUCTION DETAILS

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.

The above details appy for concrete surfacing. For bituminous surfacing, construction work shall be carried up to railroad tie ends.

Dimension "D" is an exception to Net Centerline Length for all Surfacing and Grading Projects.



CROSS SECTION "A-A"
SHOWING PAVEMENT HEADER DETAILS
AT R.R. TRACKS

RAILROAD APPROACH DETAILS
CONCRETE PAVEMENT

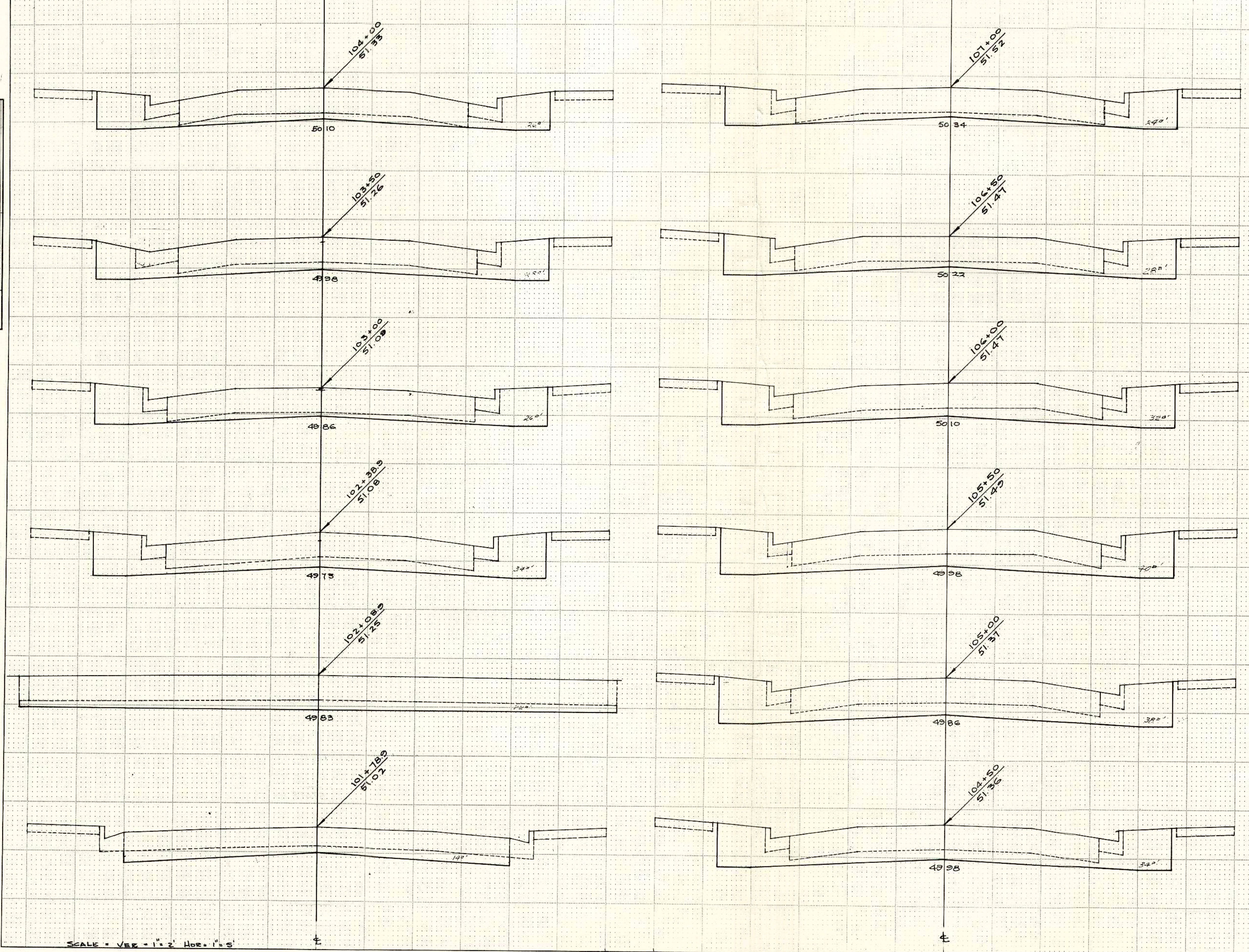
STATE HIGHWAY COMMISSION OF WISCONSIN

RECOMMENDED FOR APPROVAL
4-3-63 J. S. Pilf
DATE ENGINEER OF DESIGN

APPROVED:
4/5/63 E. C. Ruttan
DATE STATE HIGHWAY ENGINEER

PLATE NO. 2-2.1.11

B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	T08-3(34)	14	22

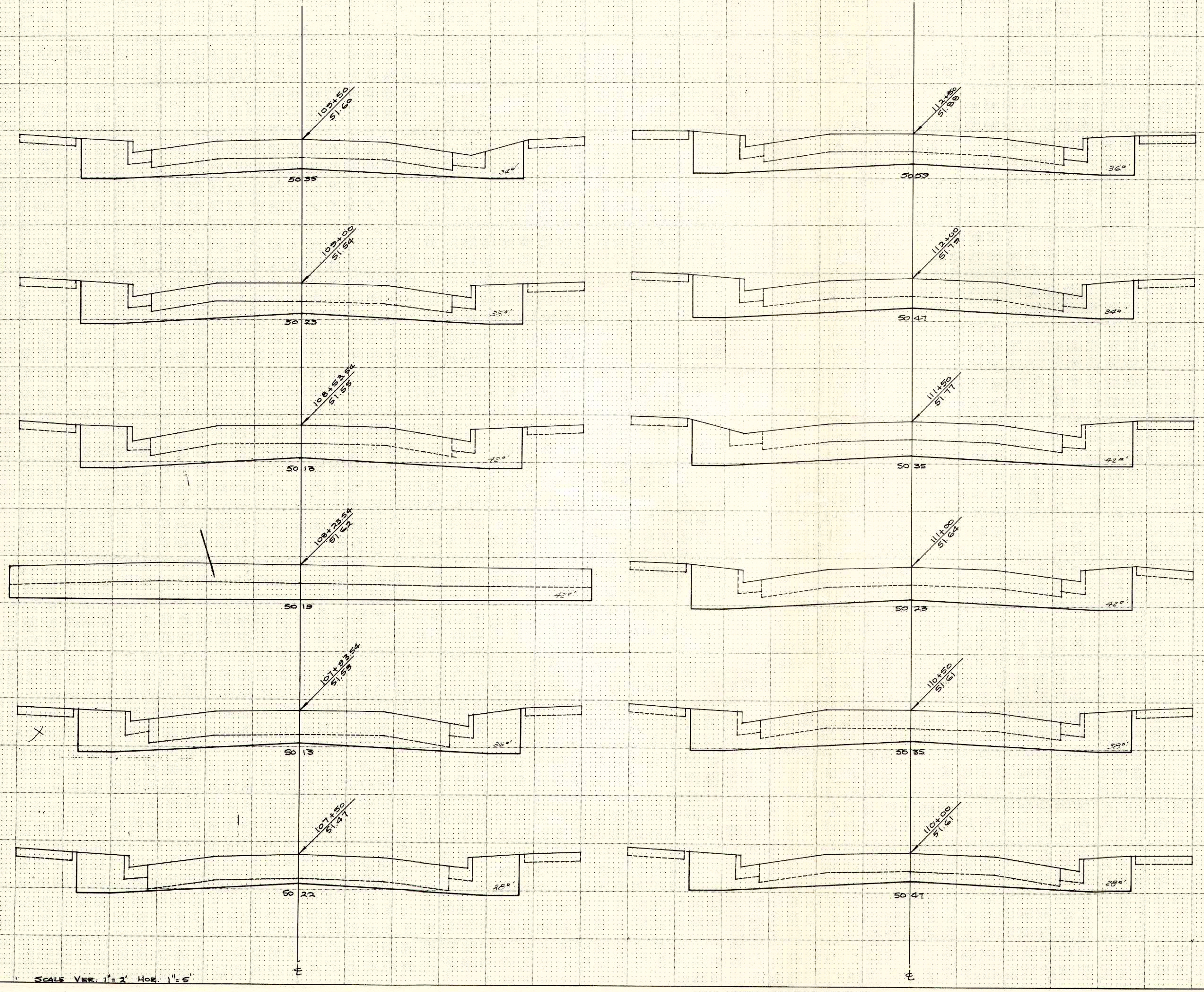


FINAL SURVEY NOTE BOOK NO. TEMPLATE AREAS CHECKED

ORIGINAL NOTE BOOK NO. TEMPLATE AREAS AREAS CHECKED

STATION	DISTANCE	YARDAGE EXCAVATION UNCLASSIFIED					FILL
101+78.9							
	30	20.1					
102+08.9							
	30	31.2					
102+38.9							
	61.1	67.7					
103+00							
	50	50.0					
103+50							
	50	50.0					
104+00							
	50	55.5					
104+50							
	50	66.5					
105+00							
	50	72.0					
105+50							
	50	66.5					
106+00							
	50	55.5					
106+50							
	50	48.0					
107+00							
SHEET TOTAL		583.0					

B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	T08-3(34)	15	22



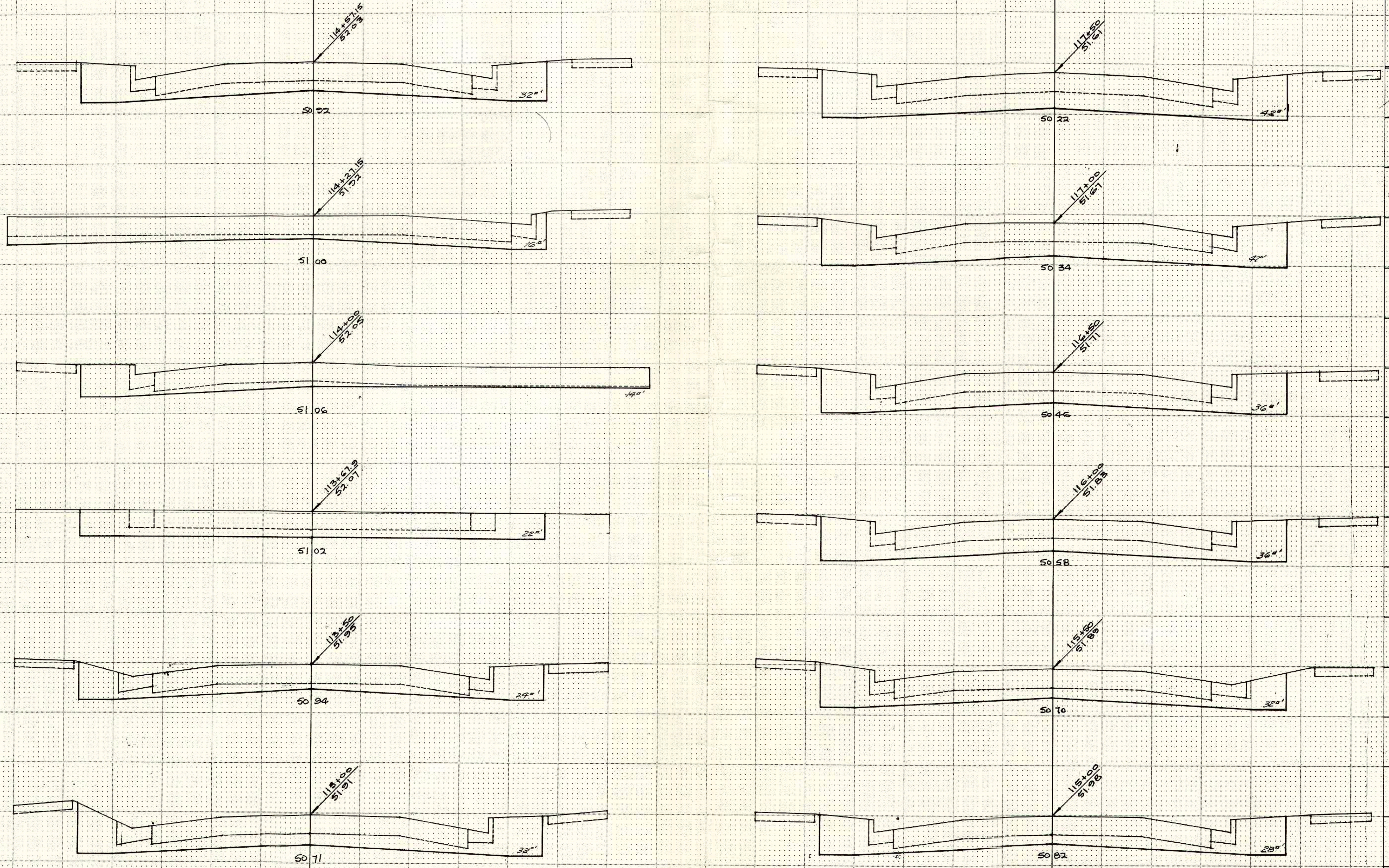
STATION	DISTANCE	YARDAGE — EXCAVATION — UNCLASSIFIED				FILL
107+00						
	50	48.0				
107+50						
	43.54	51.8				
107+93.54						
	30	43.2				
108+23.54						
	30	46.8				
108+53.54						
	46.46	68.8				
109+00						
	50	66.5				
109+50						
	50	57.5				
110+00						
	50	61.0				
110+50						
	50	74.0				
111+00						
	50	78.0				
111+50						
	50	70.5				
112+00						
	50	65.0				
112+50						
SHEET TOTAL		731.1				

SCALE VER. 1"=2' HOR. 1"=5'

PLATE 3 . FUNCTIONAL CROSS SECTION . OPEN DOTTED
NATIONAL TRACING PAPER DIVISION

State Proj. No. ________ Sheet No. ____ of ____ Sheets

B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	TOB-3(34)	16	22



STATION	DISTANCE	YARDAGE EXCAVATION UNCLASSIFIED					FILL
112+50							
	50	63.6					
113+00							
	50	52.0					
113+50							
	17.9	15.2					
113+67.9							
	32.1	21.5					
114+00							
	27.15	15.1					
114+27.15							
	30	26.7					
114+57.15							
	42.85	47.6					
115+00							
	50	55.5					
115+50							
	50	63.0					
116+00							
	50	66.5					
116+50							
	50	72.0					
117+00							
	50	78.0					
117+50							
SHEET TOTAL		576.1					

NOTE BOOK NO.	TEMPLATE	AREAS	AREAS CHECKED

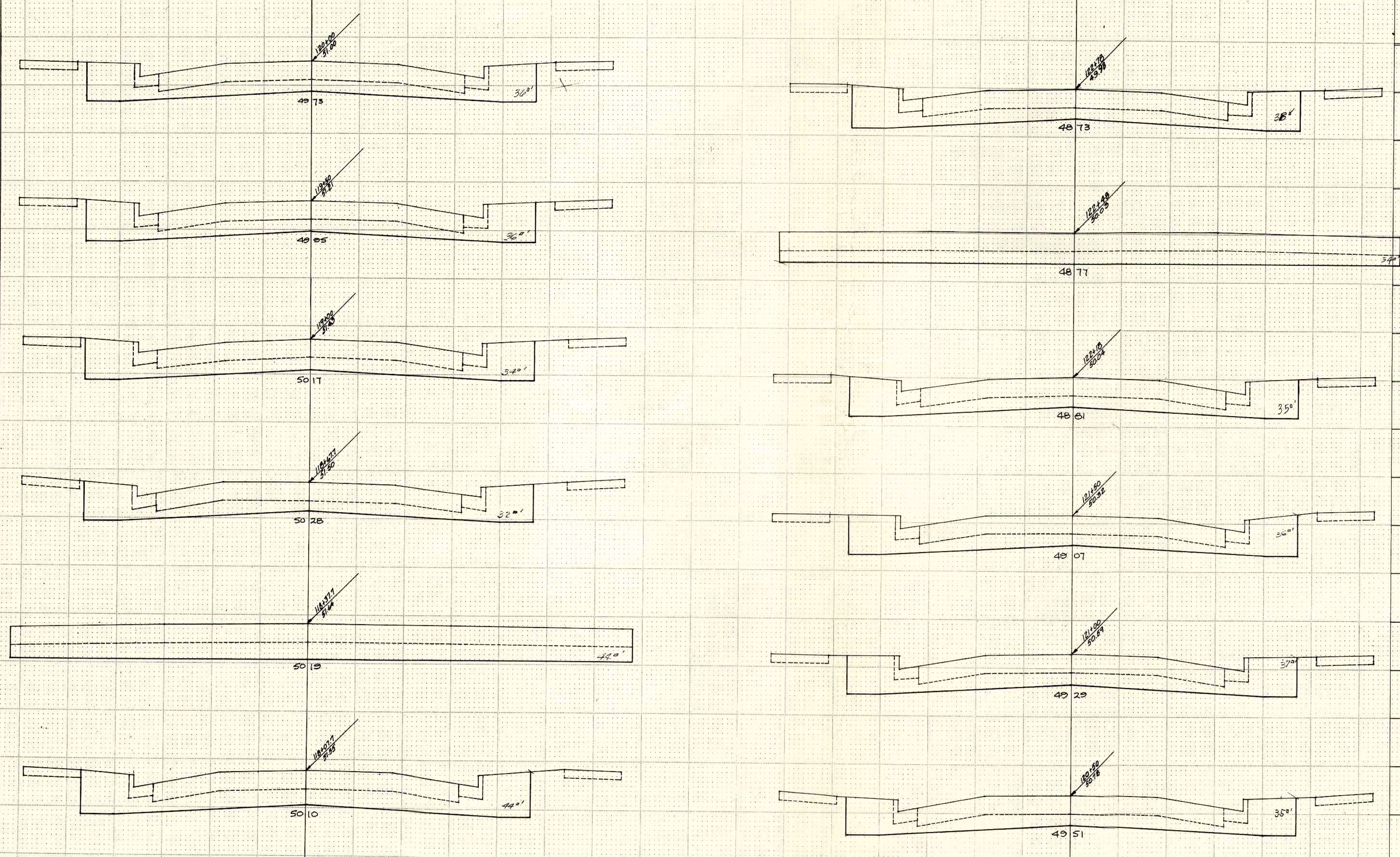
NOTE BOOK NO.	TEMPLATE	AREAS	AREAS CHECKED

SCALE - VER. 1"=2' HOR. 1"=5'

PLATE 3 - FUNCTIONAL CROSS SECTION - OPEN DOTTED
NATIONAL TRACING PAPER DIVISION

State Proj. No. Sheet No of Sheets

B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	T08-3(34)	17	22



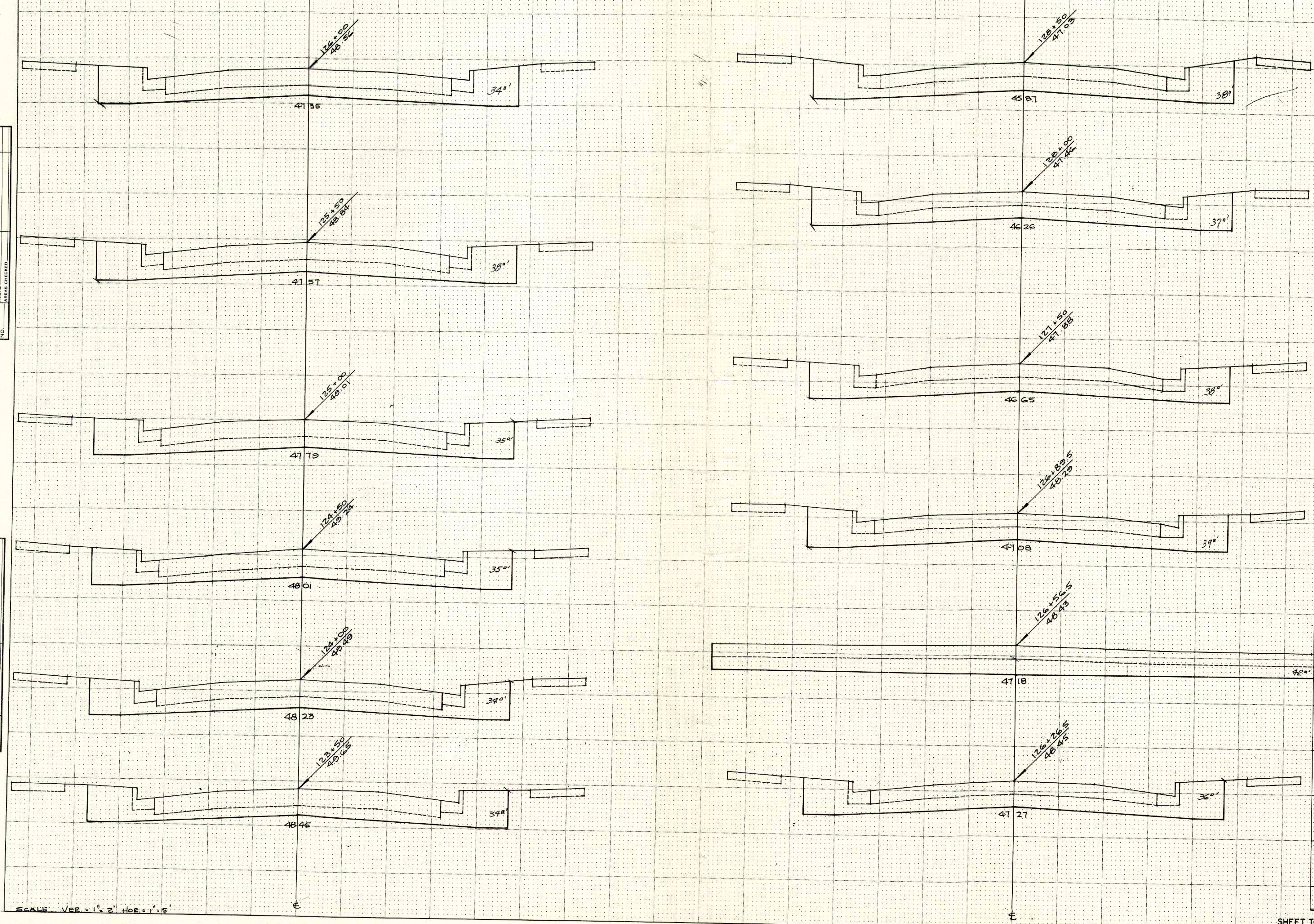
SCALE - VER. 1"=2' HOR. 1"=5'

STATION	DISTANCE	YARDAGE EXCAVATION UNCLASSIFIED				FILL
117+50						
	57.7	91.7				
118+07.7						
	30	48.9				
118+37.7						
	30	42.3				
118+67.7						
	32.3	39.4				
119+00						
	50	65.0				
119+50						
	50	66.5				
120+00						
	50	65.5				
120+50						
	50	66.5				
121+00						
	50	67.5				
121+50						
	68	89.1				
122+18						
	30	38.4				
122+48						
	30	39.9				
122+78						
SHEET TOTAL		720.7				

NOTE BOOK NO. | TEMPLATE | AREAS | AREAS CHECKED

NOTE BOOK NO. | TEMPLATE | AREAS | AREAS CHECKED

B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	T08-3(34)	18	22

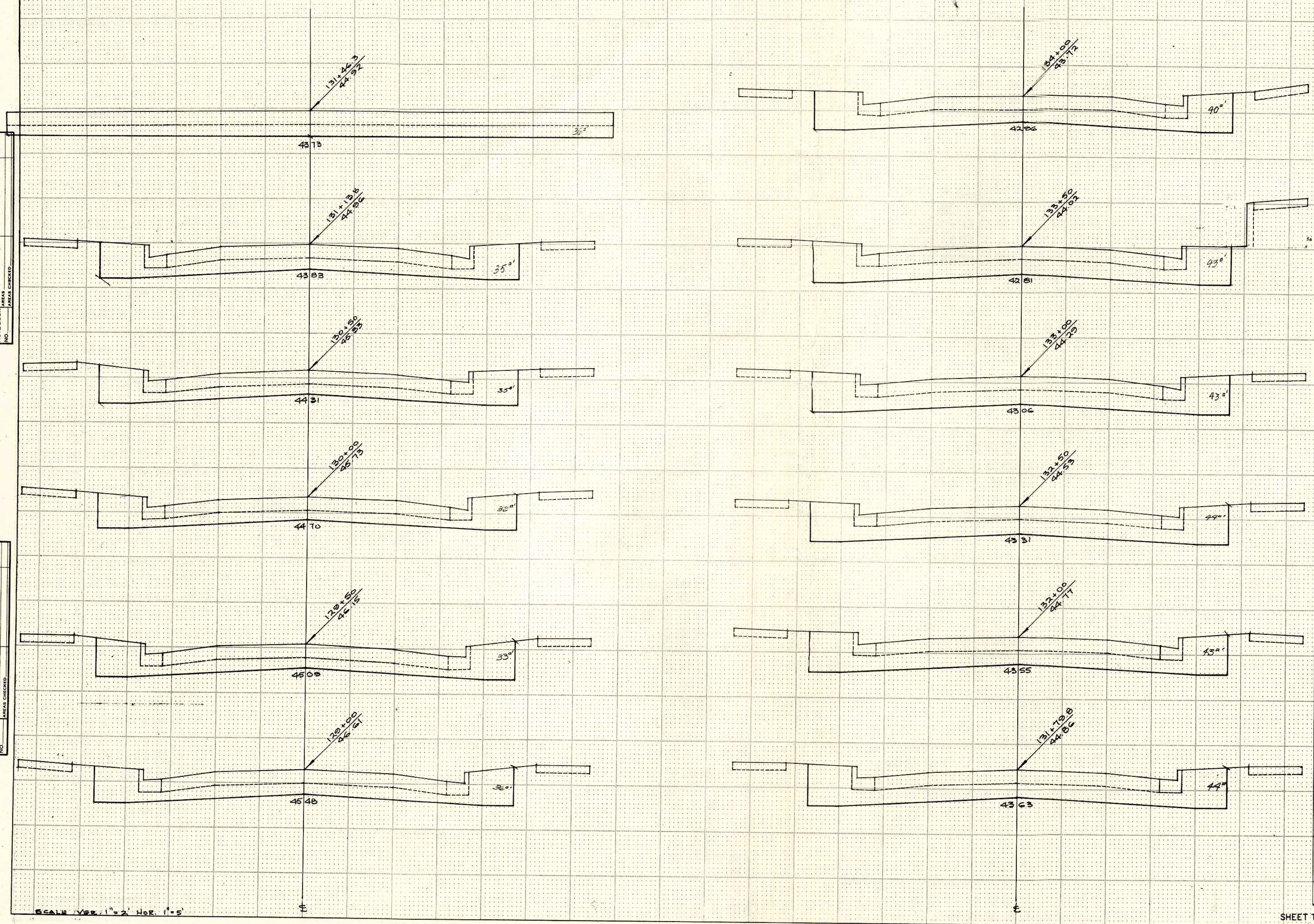


STATION	DISTANCE	YARDAGE EXCAVATION UNCLASSIFIED					FILL
122+78							
	72	95.8					
123+50							
	50	63.0					
124+00							
	50	64.0					
124+50							
	50	65.0					
125+00							
	50	67.5					
125+50							
	50	66.5					
126+00							
	26.5	34.5					
126+26.5							
	30	43.2					
126+56.5							
	33	49.5					
126+89.5							
	60.5	86.5					
127+50							
	50	69.5					
128+00							
	50	69.5					
128+50							
SHEET TOTAL		774.5					

FINAL SURVEY
NOTE BOOK NO. | TEMPLATE | AREAS | AREAS CHECKED

ORIGINAL SURVEY
NOTE BOOK NO. | AREAS | AREAS CHECKED

B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	TO8-3(34)	19	22



STATION	DISTANCE	YARDAGE EXCAVATION UNCLASSIFIED				FILL
128+50						
	50	68.5				
129+00						
	50	64.0				
129+50						
	50	60.0				
130+00						
	50	62.0				
130+50						
	63.8	82.9				
131+13.8						
	32.5	43.2				
131+46.3						
	33.5	48.8				
131+79.8						
	20.2	32.5				
132+00						
	50	80.5				
132+50						
	50	80.5				
133+00						
	50	79.5				
133+50						
	50	72.0				
134+00						
SHEET TOTAL		779.4				

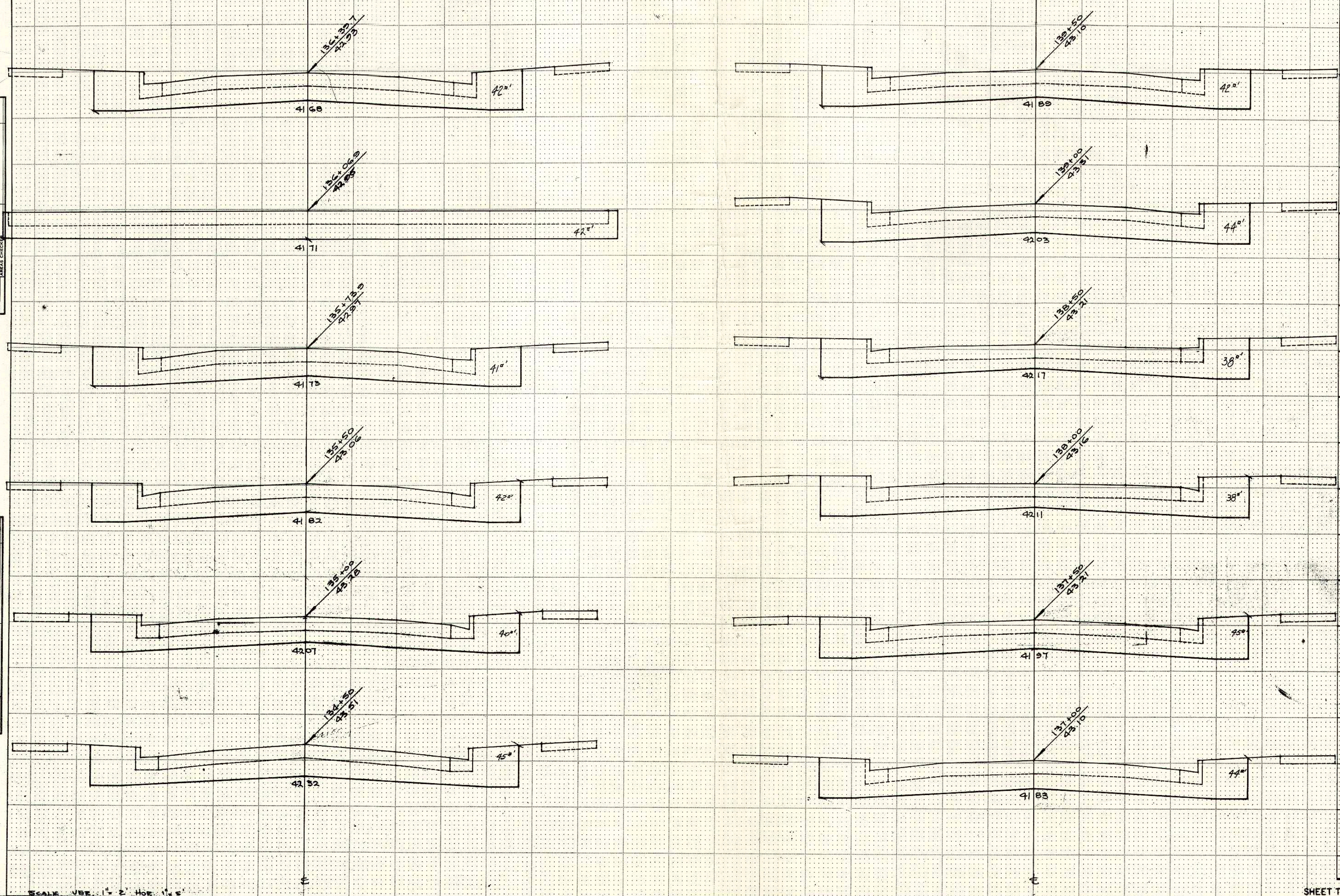
NOTE BOOK NO. | TEMPLATE | AREAS | AREAS CHECKED

PLATE 3 . FUNCTIONAL CROSS SECTION . OPEN DOTTED
NATIONAL TRACING PAPER DIVISION

State Proj. No. ______ Sheet No. ______ of ______ Sheets

B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	T08-3(34)	20	22

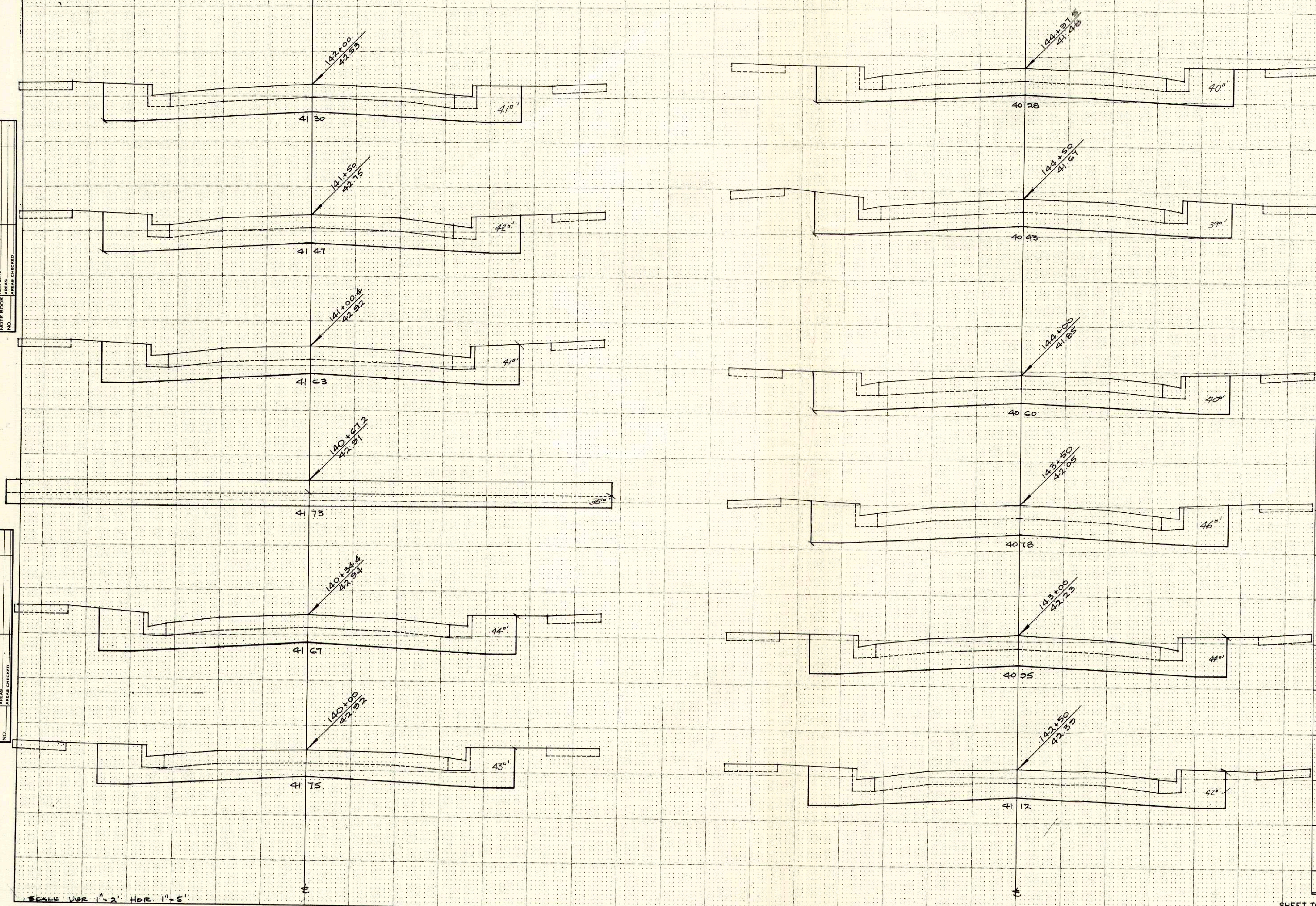
NOTE BOOK NO. | TEMPLATE | AREAS | AREAS CHECKED



SCALE: VER: 1" = 2' HOR: 1" = 5'

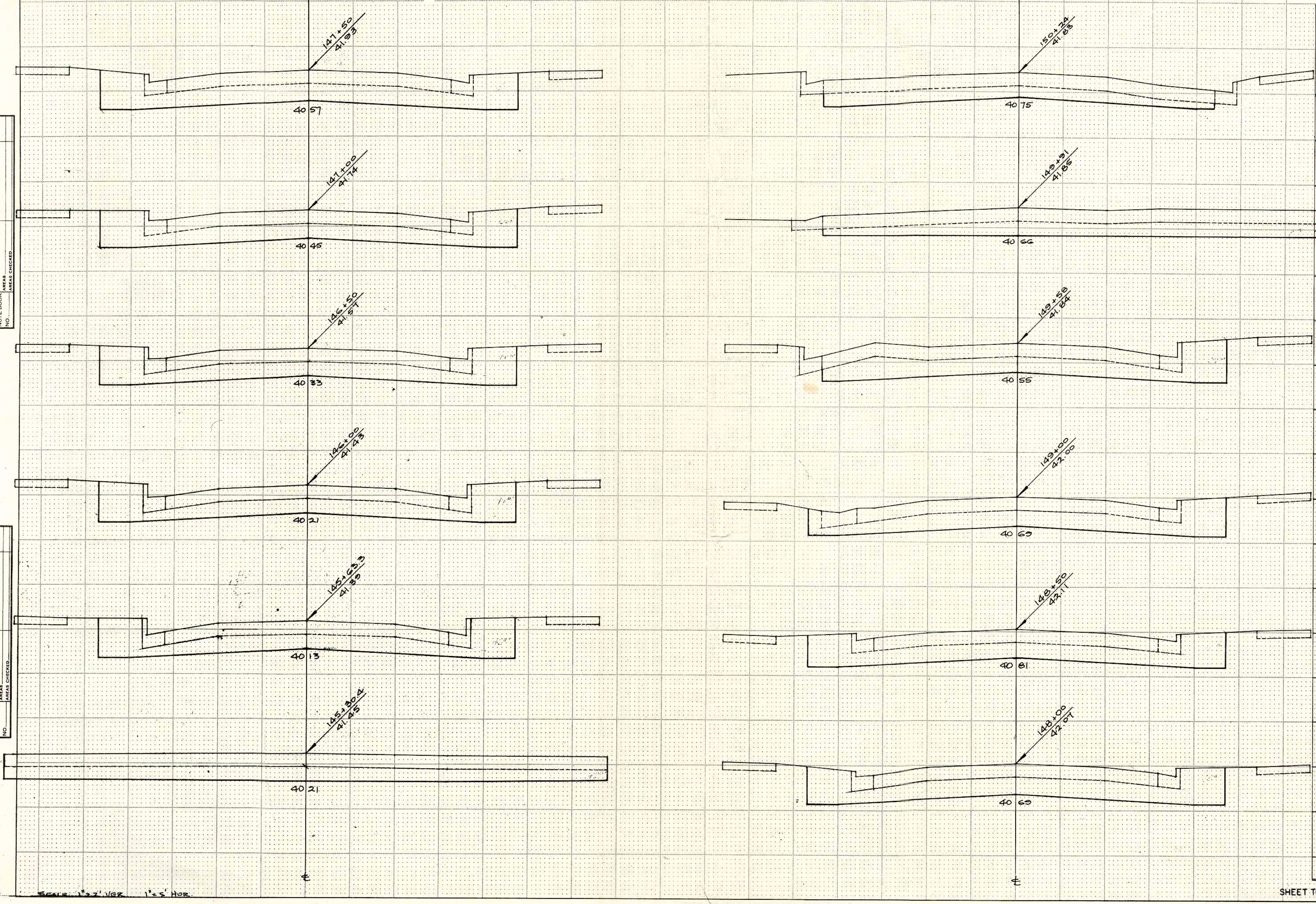
STATION	DISTANCE	YARDAGE EXCAVATION UNCLASSIFIED					FILL
134+00							
	50	78.6					
134+50							
	50	78.5					
135+00							
	50	76.0					
135+50							
	23.9	36.8					
135+73.9							
	33	50.8					
136+06.9							
	32.8	51.8					
136+39.7							
	60.3	95.9					
137+00							
	50	82.5					
137+50							
	50	77.0					
138+00							
	50	70.5					
138+50							
	50	76.0					
139+00							
	50	78.5					
139+50							
SHEET TOTAL		853.2					

B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	TO8-3(34)	21	22



STATION	DISTANCE	YARDAGE EXCAVATION UNCLASSIFIED				FILL
139+50						
	50	78.5				
140+00						
	34.4	55.4				
140+34.4						
	32.8	49.9				
140+67.2						
	33.2	48.5				
141+00.4						
	49.6	76.4				
141+50						
	50	77.0				
142+00						
	50	77.0				
142+50						
	50	79.5				
143+00						
	50	83.5				
143+50						
	50	79.5				
144+00						
	50	73.0				
144+50						
	50	69.4				
144+97.5						
SHEET TOTAL		847.6				

B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	T08-3(34)	22	22



STATION	DISTANCE	YARDAGE EXCAVATION UNCLASSIFIED				FILL
144+97.5						
	32.9	58.7				
145+30.4						
	32.9	52.0				
145+63.3						
	36.7	56.5				
146+00						
	50	75.0				
146+50						
	50	77.0				
147+00						
	50	81.5				
147+50						
	50	83.5				
148+00						
	50	79.5				
148+50						
	50	75.0				
149+00						
	50	73.0				
149+58						
	33	42.9				
149+91						
	33	33.8				
150+24						
SHEET TOTAL		788.4				

State Proj. No. .... Sheet No. .... of .... Sheets