

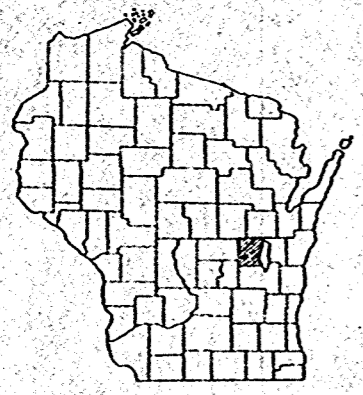
COUNTY AND HIGHWAY	ROUTE AND SECTION	CLASS AND AGREEMENT		B. P. R. REGION DIVISION	SHEET NUMBER	TOTAL SHEETS
		STATE	FEDERAL			
70.6	1260.0		III	4 WIS	1	49

**INDEX OF SHEETS**

SHEET NO. 1 TITLE  
 SHEET NO. 2 TYPICAL CROSS SECTIONS  
 SHEET NO. 3 ESTIMATE OF QUANTITIES  
 SHEET NO. 2 MISCELLANEOUS QUANTITIES  
 SHEET NO. — RIGHT OF WAY PLAT  
 SHEET NO. 4-12 PLAN AND PROFILE STA. 149+01.3 TO STA. 383+28  
 SHEET NO. 13-19 STANDARD DETAILS  
 SHEET NO. 20-25 DRAINAGE STRUCTURES  
 SHEET NO. 26-49 CROSS SECTIONS

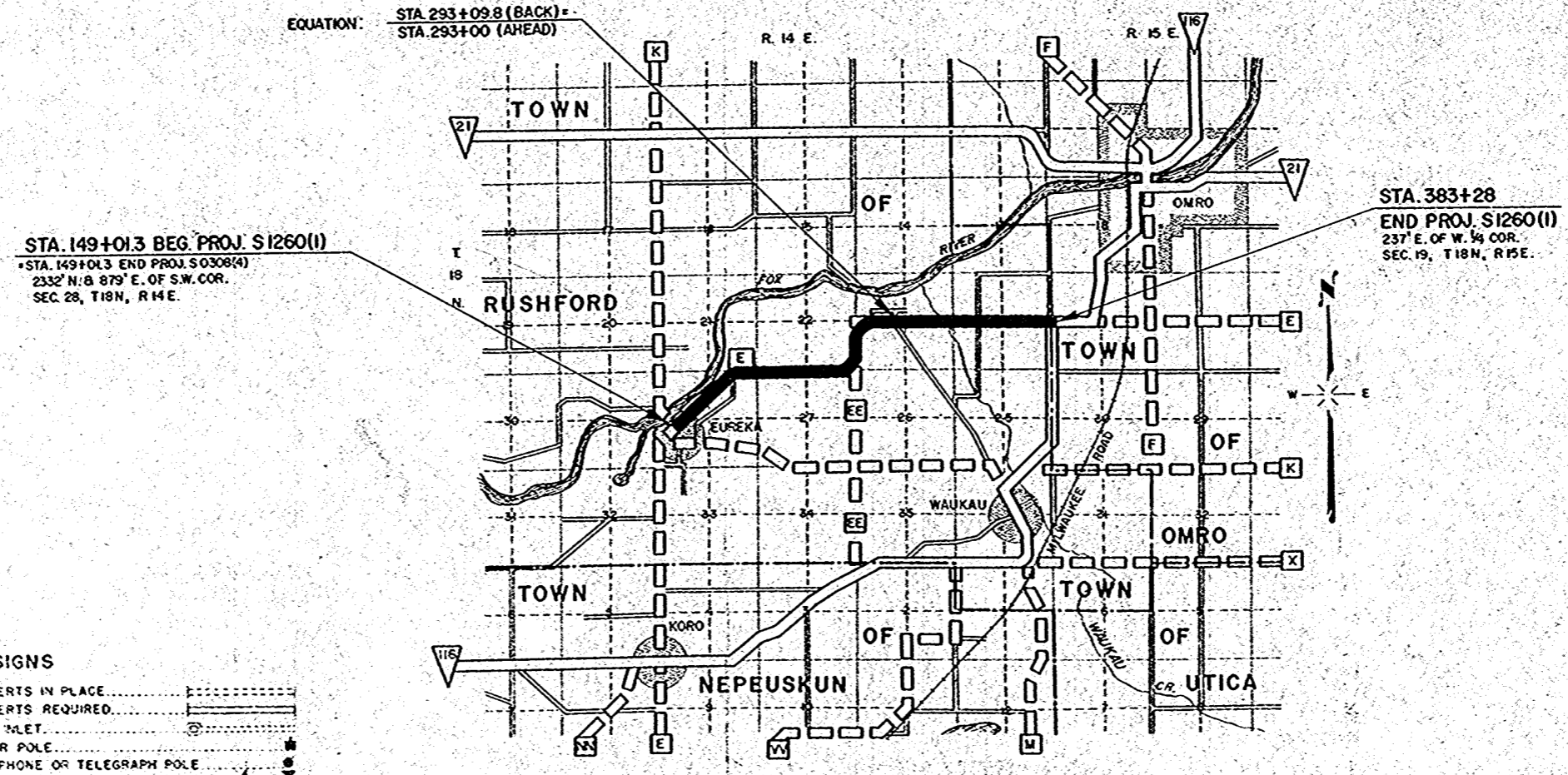
STATE OF WISCONSIN  
**STATE HIGHWAY COMMISSION OF WISCONSIN**

PLAN AND PROFILE OF PROPOSED  
**EUREKA — OMRO ROAD**  
 C.T.H. "E"  
 WINNEBAGO COUNTY  
 PROJECT S 1260 (I)



APPROVED FOR  
*Leon Morrissey*  
 5/19/59 County Highway Commissioner  
 Date Title

SCALES PLAN 1 IN. = 100 FT.  
 PROFILE HOR. 1 IN. = 100 FT. VERT. 1 IN. = 10 FT.  
 CROSS SECTIONS HOR. 1 IN. = 5 FT. VERT. 1 IN. = 5 FT.



STA. 149+01.3 BEG. PROJ. S1260(I)  
 \*STA. 149+01.3 END PROJ. S0308(4)  
 2332' N. 8 879' E. OF S.W. COR.  
 SEC. 28, T18N, R14E.

STA. 383+28  
 END PROJ. S1260(I)  
 237' E. OF W. 1/4 COR.  
 SEC. 19, T18N, R15E.

EQUATION: STA. 293+09.8 (BACK) =  
 STA. 293+00 (AHEAD)

LAYOUT  
 SCALE ONE MILE

TOTAL NET LENGTH OF CENTERLINE = 4.439 MI.

**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	-----
WIRE FENCE (BARBED)	-----	MARSH	-----
LOT LINE	-----	HEDGE	-----
CORPORATE OR CITY LIMITS	-----	TREES	-----
PROPERTY LINE	-----		
TRAVELED WAY OR P.E.	-----		
RAILROADS	-----		
BASE OR SURVEY LINE	-----		

STATE HIGHWAY COMMISSION OF WISCONSIN  
 MADISON, WIS.

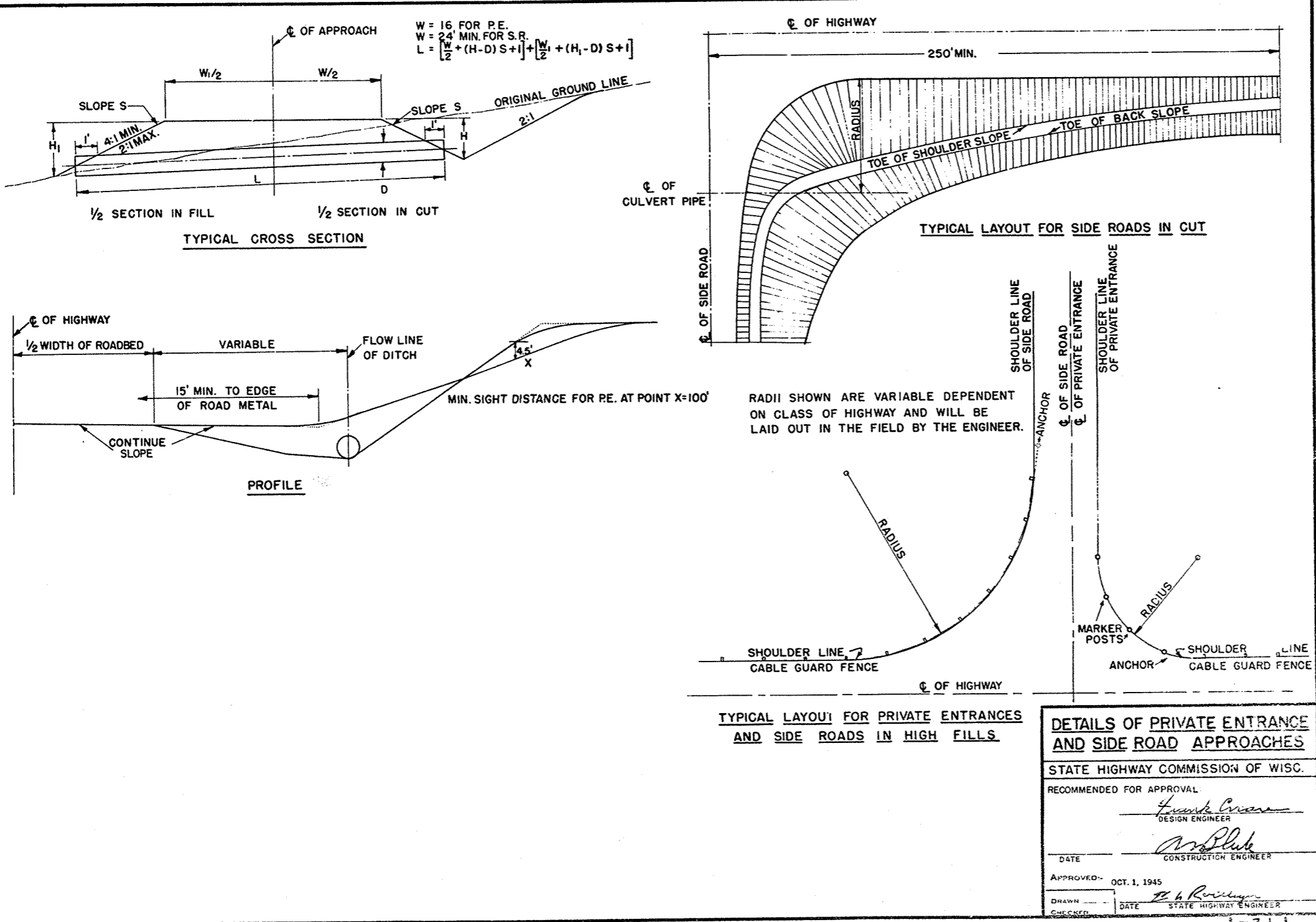
BY: *[Signature]* DISTRICT ENGINEER  
 DATE: 5-27-59

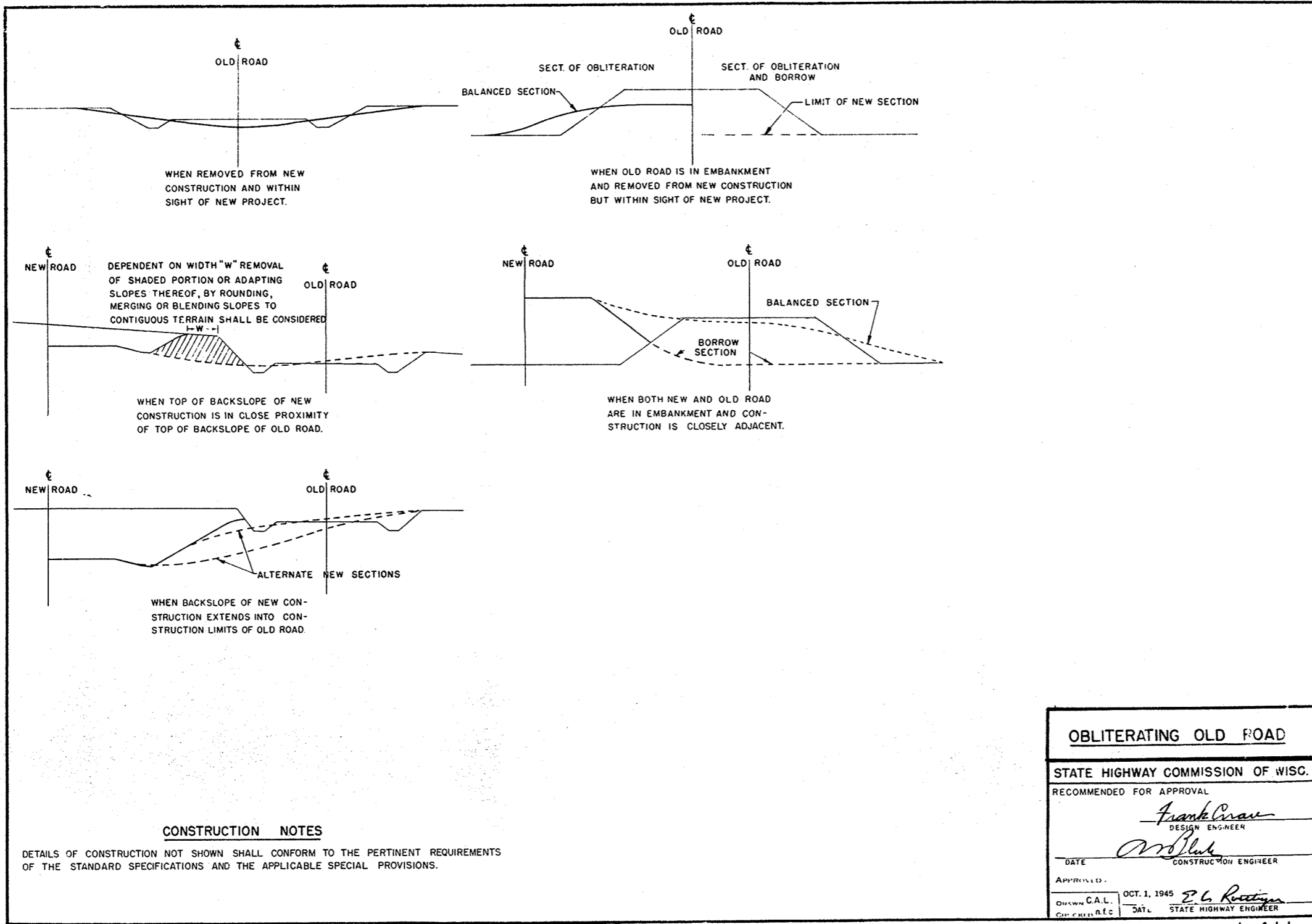
RECOMMENDED FOR APPROVAL:  
 DATE: 5-4-59 *[Signature]* DISTRICT ENGINEER

APPROVED:  
 DATE: 5/5/59 *[Signature]* DIVISION ENGINEER

DEPARTMENT OF COMMERCE  
 BUREAU OF PUBLIC ROADS




S1260(I)

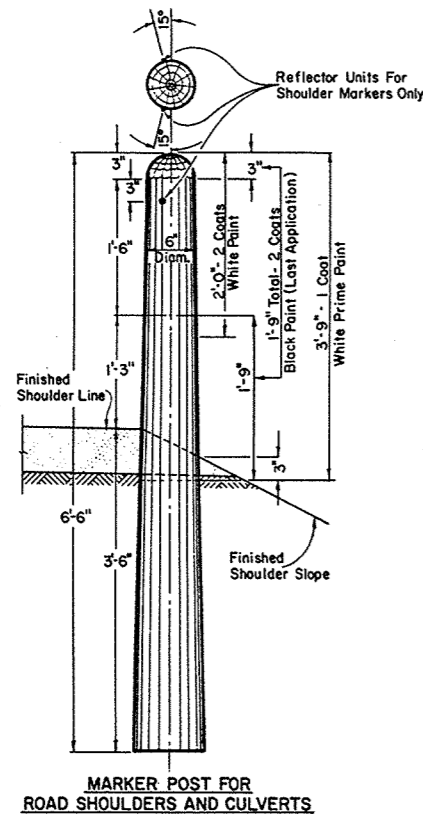




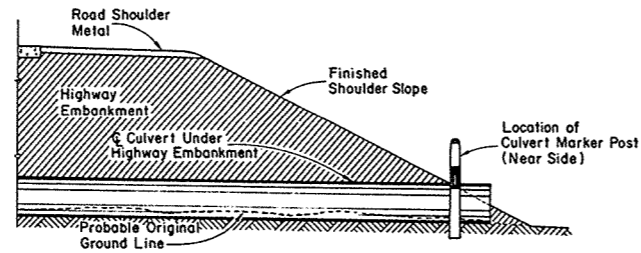
**CONSTRUCTION NOTES**

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

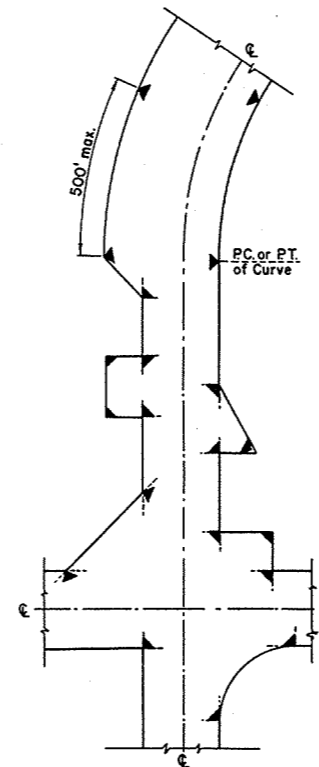
<b>OBLITERATING OLD ROAD</b>	
STATE HIGHWAY COMMISSION OF WISC.	
RECOMMENDED FOR APPROVAL	
 DESIGN ENGINEER	
 CONSTRUCTION ENGINEER	
DATE	
APPROVED	
DRAWN C.A.L. <small>CHIEF ENGINEER D.I.C.</small>	OCT. 1, 1945  STATE HIGHWAY ENGINEER



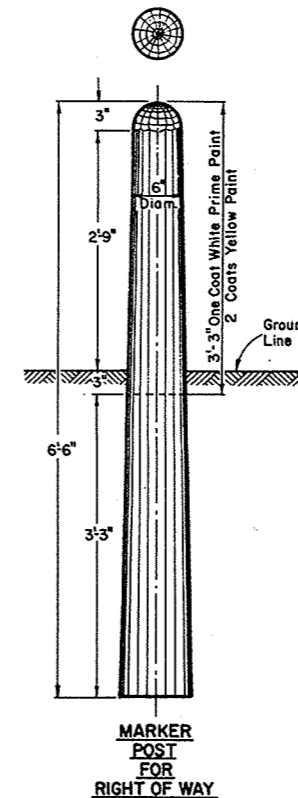
MARKER POST FOR ROAD SHOULDERS AND CULVERTS



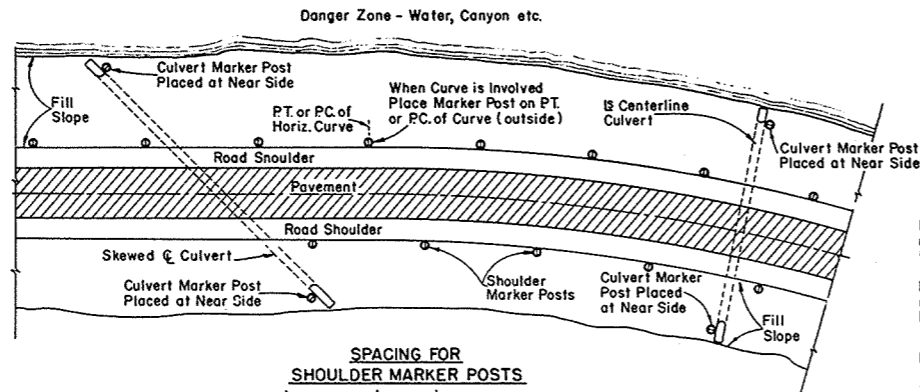
SECTION SHOWING RELATIVE LOCATION OF MARKER POST FOR CULVERTS



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



MARKER POST FOR RIGHT OF WAY



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

MARKER POSTS FOR ROAD SHOULDERS AND CULVERTS

MARKER POST FOR RIGHT OF WAY

**GENERAL NOTES:**

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

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

**MARKER POSTS FOR RIGHT OF WAY**

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

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

**REFLECTOR UNITS**

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

**BID ITEMS**

No. 2523-5 Marker Posts.....Each  
No. 2523-6 Marker Posts for Right of Way.....Each

**MARKER POSTS & MARKER POSTS FOR RIGHT OF WAY**

STATE HIGHWAY COMMISSION OF WISCONSIN

RECOMMENDED FOR APPROVAL

5/16/57  
DATE

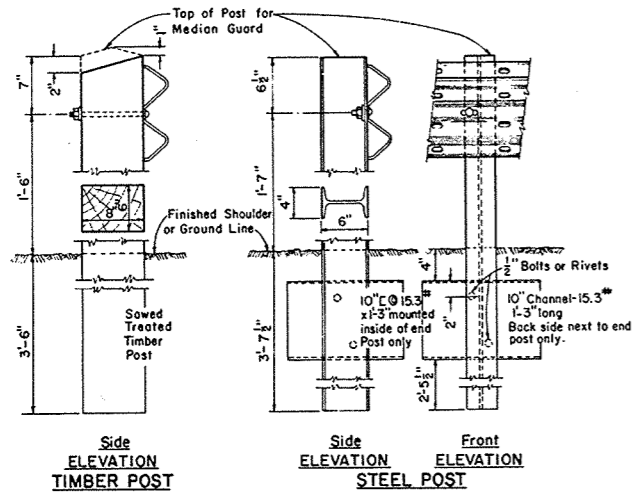
APPROVED:

5/16/57  
DATE

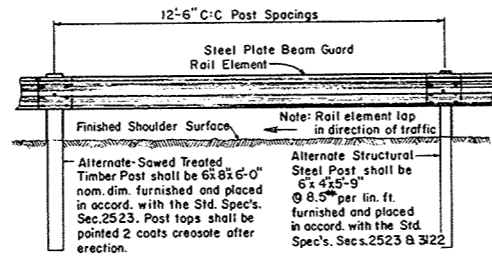
J. L. Pith  
ENGINEER OF DESIGN

E. L. Rosthman  
STATE HIGHWAY ENGINEER

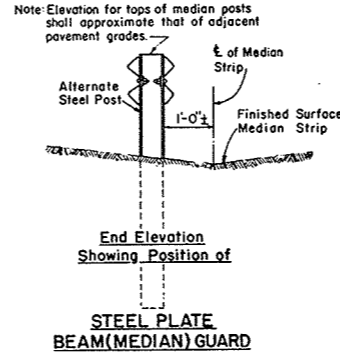
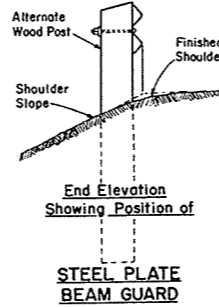
PLATE NO. 7-1.3.3.



ALTERNATE TYPE POSTS FOR STEEL PLATE BEAM GUARD AND STEEL PLATE BEAM (MEDIAN) GUARD



FRONT (Traffic Side) ELEVATION STEEL PLATE BEAM GUARD OR STEEL PLATE BEAM (MEDIAN) GUARD



**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 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 50,000 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 1,500 lbs. applied at the center point, with a maximum deflection of 2 1/2 inches and shall support a concentrated load of 2,000 lbs. when tested in like manner with a maximum deflection of 5/2 inches.

**PAINTING (When not furnished galvanized)**

**SHOP COAT** - Promptly following fabrication, the plates for steel rail element and steel posts shall be thoroughly cleaned and painted with red lead primer or, upon the Engineers approval, an alternate of rust inhibitive primer may be used. All parts, hardware and appurtenant fittings for the complete beam guard assembly shall likewise be painted.

**FIELD COAT** - Following erection the steel rail elements, parts, hardware appurtenant fittings and steel posts shall be painted in accord with Standard Specifications with aluminum paint as provided in Section 3125.

Any damaged areas occurring to shop coat during transportation or erection shall be cleaned and painted with red lead or an approved rust inhibitive primer prior to any field coat painting.

Where the steel plate elements make contact with the post mountings ect. all such areas which are inaccessible to paint after erection shall be painted prior to erection. All threaded portions of fittings, fasteners and cut ends of bolts shall be painted as specified immediately following erection.

**CIRCULAR STEEL PLATE ELEMENT**

Steel plate beam elements for beam guard or (median) guard for radii of 20ft to 150ft shall be shop-curved prior to shop coat painting. 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.

**ALTERNATE POSTS**

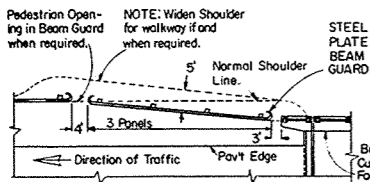
One type of post shall be used for Steel Plate Beam Guard and/or Steel Plate Beam (Median) Guard throughout the length of each project unless specific authorization is obtained from the Engineer to use alternate types.

**GALVANIZED-ALTERNATE**

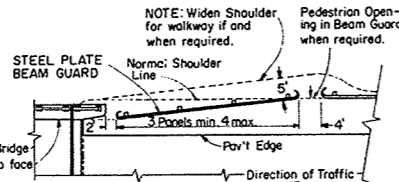
Steel rail elements may be furnished galvanized. Spelter coating shall be the hot dip process in accord with AASHTO designation M36. Only one type surface treatment (either painted or galvanized) may be used throughout the length of each project unless specific authorization is obtained from the Engineer to do otherwise.

**MEASUREMENT & PAYMENT**

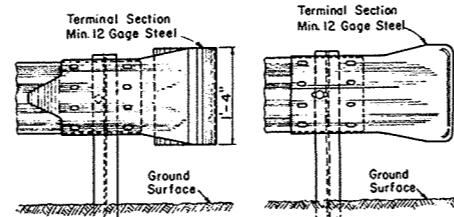
The items of "Class B" Steel Plate Beam Guard and "Class B" Steel Plate Beam (Median) Guard shall be measured and paid for at the contract unit price per linear foot, measured in place by length in linear feet from end to end-out to out of steel plate terminal sections, which price shall be full compensation for furnishing and placing all materials and performing all work to completion in accord with the plans and the Standard Specifications Section 2523 and the applicable Special Provisions.



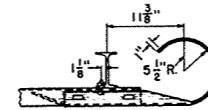
LOCATION DIAGRAM FOR STEEL PLATE BEAM GUARD AT BRIDGE EXITS



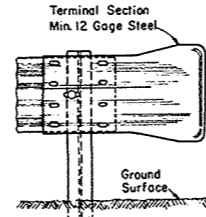
LOCATION DIAGRAM FOR STEEL PLATE BEAM GUARD AT BRIDGE APPROACHES



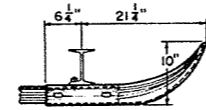
FRONT (Traffic Side) VIEW Type A



PLAN VIEW

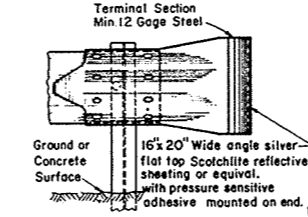


FRONT VIEW Type B

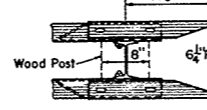


PLAN VIEW

ALTERNATE TYPES TERMINAL SECTION DETAILS FOR STEEL PLATE BEAM GUARD

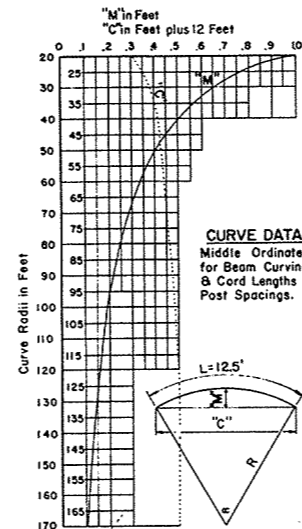
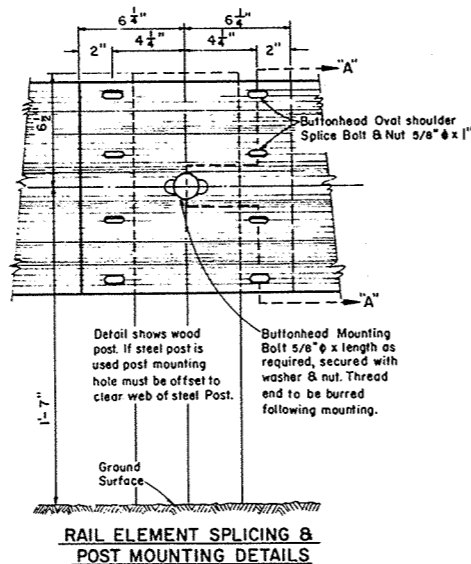
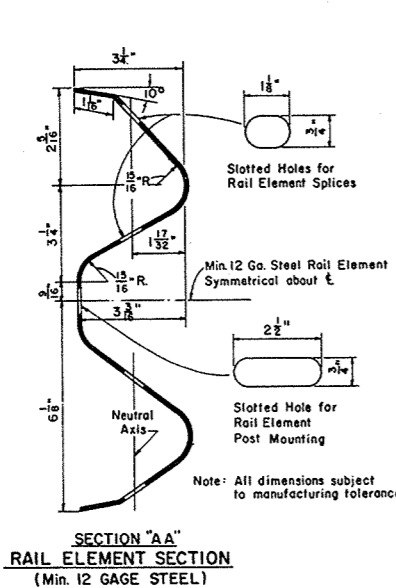


FRONT VIEW Type C



PLAN VIEW

TERMINAL SECTION DETAILS FOR STEEL PLATE BEAM (MEDIAN) GUARD



**BID ITEMS**

No. 2523-3 Steel Plate Beam Guard.....	Lin. Ft.
No. 2523-4 Steel Plate Beam (Median) Guard.....	Lin. Ft.

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

STATE HIGHWAY COMMISSION OF WISCONSIN

RECOMMENDED FOR APPROVAL:

DATE: 1/16/58

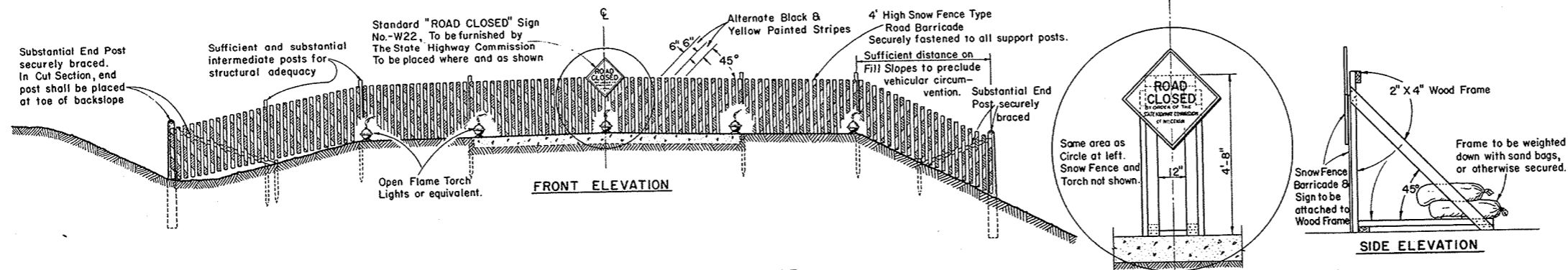
J. S. Pitt ENGINEER OF DESIGN

APPROVED:

DATE: 1/16/58

E. C. Rothman STATE HIGHWAY ENGINEER

PLATE NO. 7-2.4.4



**STANDARD ROAD CONSTRUCTION BARRICADE**  
**SNOW FENCE TYPE-"A"**

**WOOD FRAME SUPPORT AT Q FOR SNOWFENCE TYPE BARRICADE**  
 When Barricade is Erected on Rigid Type Surfacing

**GENERAL NOTES**

The Contractor shall construct, place and maintain barricades as shown on this drawing and as required by the Standard Specifications Section 1107 for the duration of the project. Barricades shall be painted and structurally maintained for maximum visibility at all times. Provision shall be made in the construction of barricades to provide for ingress and egress for local access as may be required.

**ALTERNATE DESIGNS**

Contractors may submit to the Engineer for approval, designs for Barricades other than shown on this drawing, and upon the Engineer's approval may be used as alternates.

**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.

**CONSTRUCTION BARRICADE**

STATE HIGHWAY COMMISSION OF WISCONSIN

RECOMMENDED FOR APPROVAL:

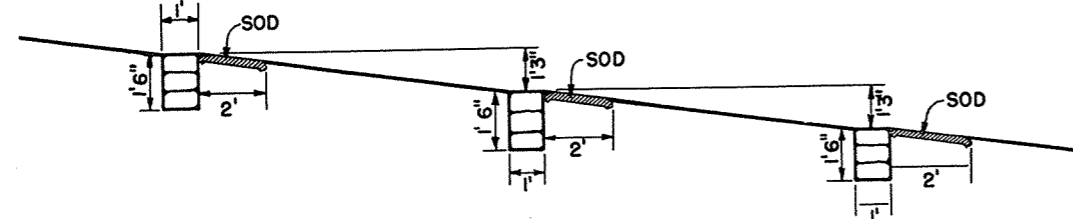
6/2/55  
DATE

*J. S. Pelt*  
ENGINEER OF DESIGN

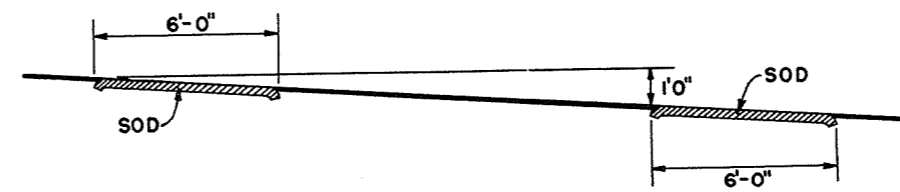
APPROVED:

6/2/55  
DATE

*E. C. Ruttiger*  
STATE HIGHWAY ENGINEER

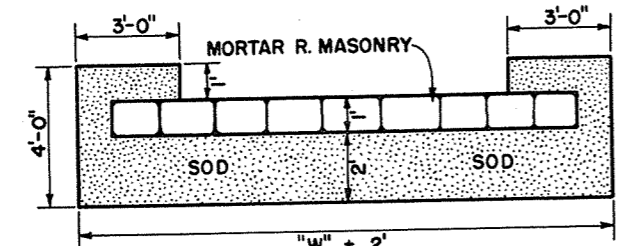


PROFILE OF DITCH GRADE

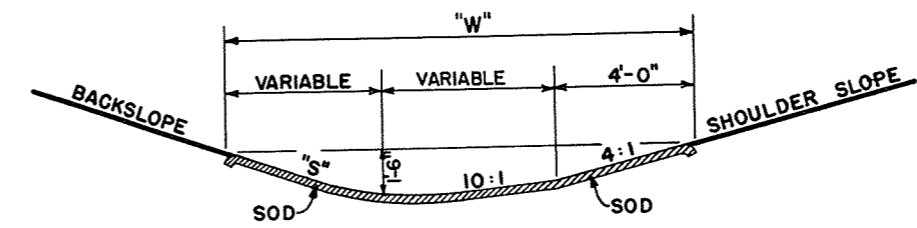


PROFILE OF DITCH GRADE

NOTE: NUMBER REQUIRED WILL BE DETERMINED BY VERTICAL SPACING.



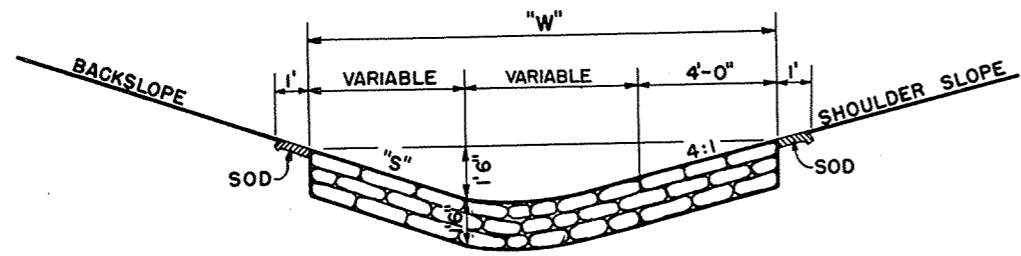
PLAN VIEW SHOWING SOD



SECTION

SOD DITCH CHECKS

QUANTITIES		
"S"	"W"	EACH SQ. YD.
2:1	12'	8
3:1	13.5'	9
4:1	15'	10



SECTION

MORTAR RUBBLE MASONRY

QUANTITIES			
"S"	"W"	SOD SQ. YD.	EACH CU. YD.
2:1	12'	4.0	0.67
3:1	13.5'	4.33	0.75
4:1	15'	4.67	0.83

CONSTRUCTION NOTES

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

DITCH CHECKS  
MORTAR RUBBLE MASONRY & SOD  
STATE HIGHWAY COMMISSION OF WISC.  
RECOMMENDED FOR APPROVAL:

*Frank Cruse*  
DESIGN ENGINEER

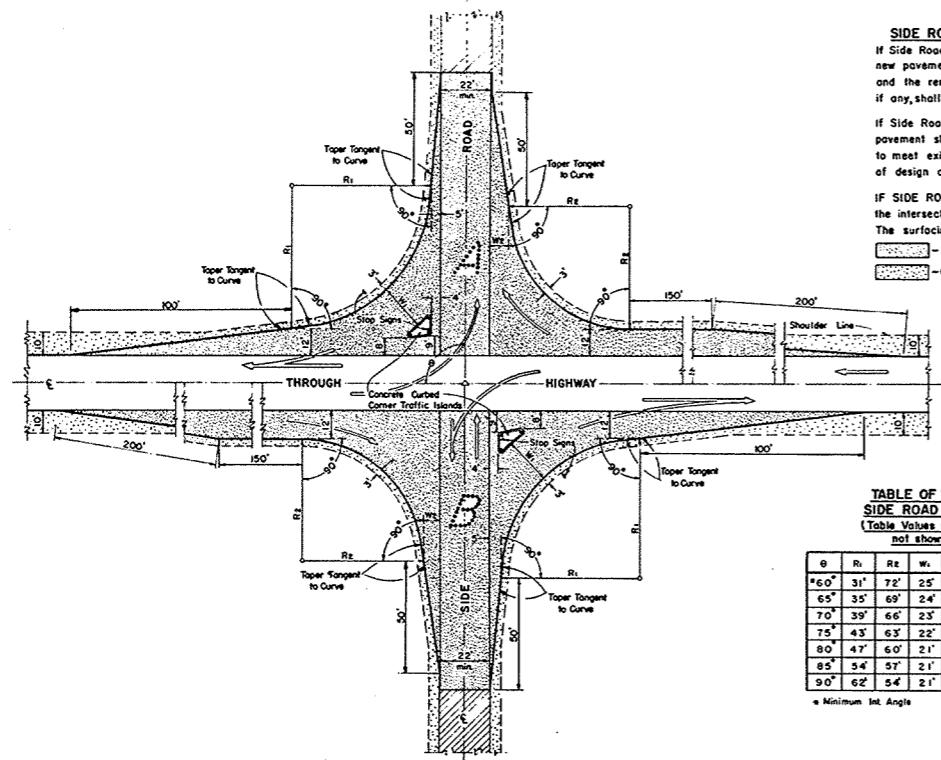
*Bob Blum*  
CONSTRUCTION ENGINEER

DATE: \_\_\_\_\_  
APPROVED: \_\_\_\_\_  
DRAWN DIV 9  
CHECKED N.F.C.

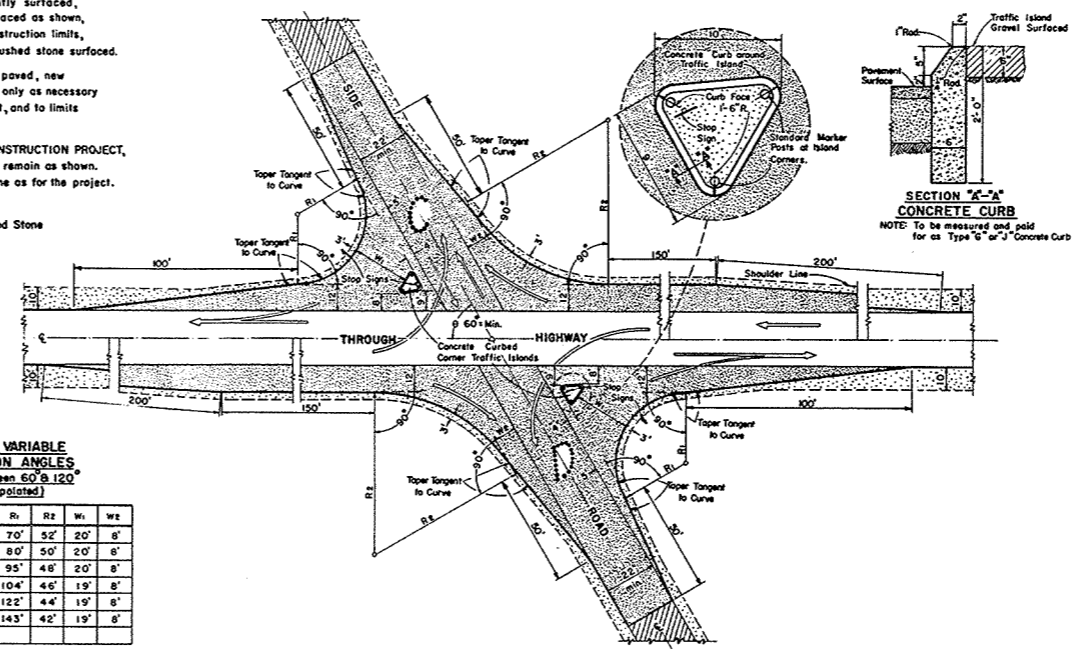
*E.L. Rottman*  
STATE HIGHWAY ENGINEER

8-1.3.1

7



**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

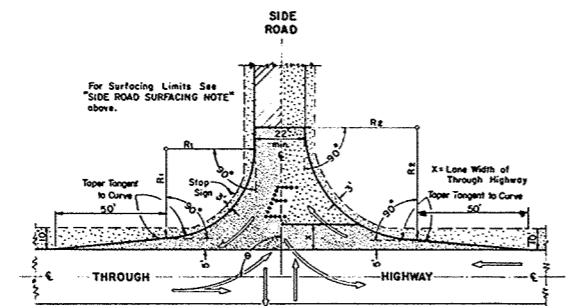


**TABLE OF VALUES FOR VARIABLE SIDE ROAD INTERSECTION ANGLES**  
 (Table Values for Angles between 60° & 120° not shown shall be interpolated)

θ	R <sub>i</sub>	R <sub>e</sub>	W <sub>i</sub>	W <sub>e</sub>	θ	R <sub>i</sub>	R <sub>e</sub>	W <sub>i</sub>	W <sub>e</sub>
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 <sub>i</sub>	R <sub>e</sub>	θ	R <sub>i</sub>	R <sub>e</sub>
60°	40'	50'	95°	45'	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.

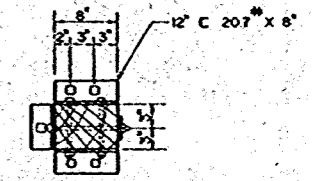
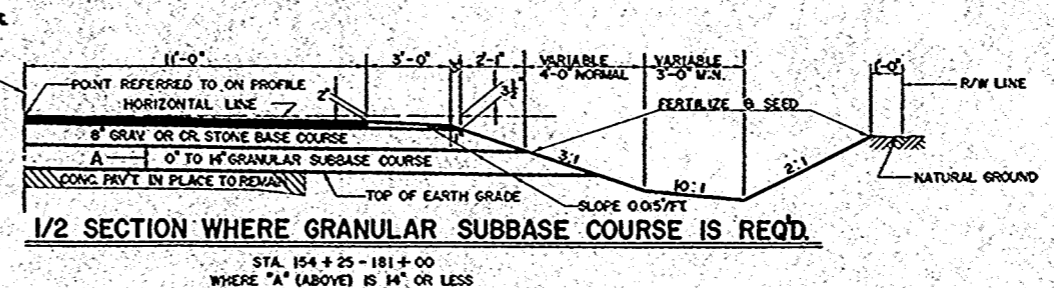
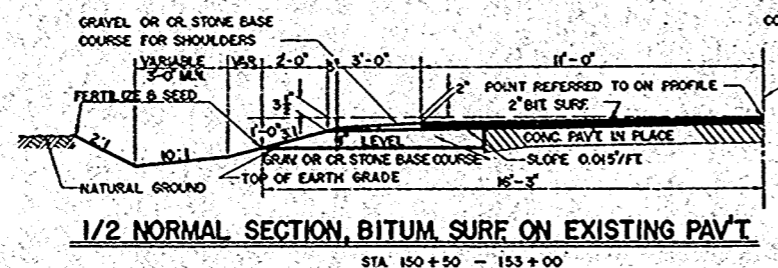
**DESIGN & LAYOUT DETAILS FOR SIDE ROAD AT GRADE INTERSECTIONS (RURAL IN CHARACTER)**  
 STATE HIGHWAY COMMISSION OF WISCONSIN

RECOMMENDED FOR APPROVAL  
 DATE: 1/17/58  
 APPROVED  
 DATE: 1/17/58

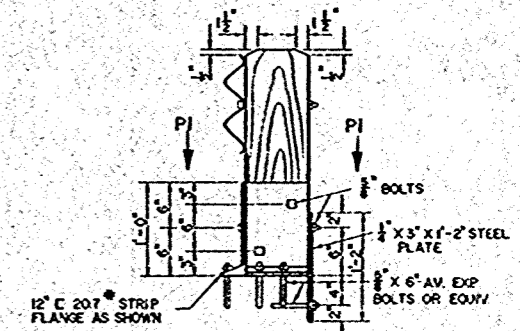
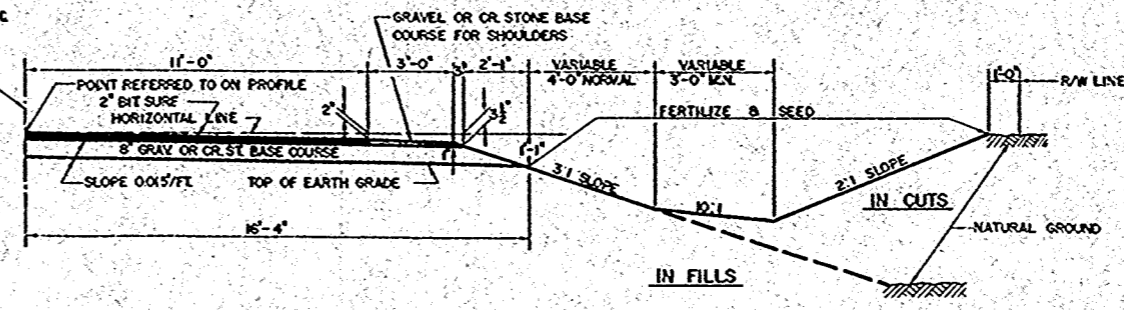
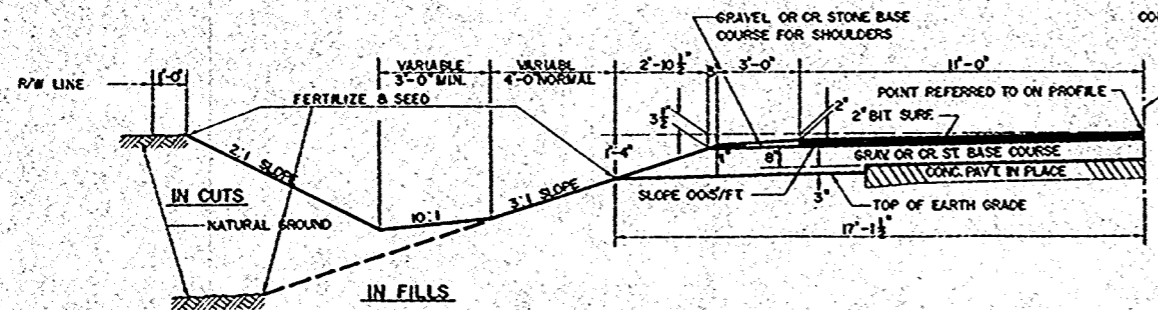
J. P. Kelly  
 ENGINEER OF DESIGN  
 E. L. Rostk  
 STATE HIGHWAY ENGINEER







SECTION P1



GUARD-POST DETAIL

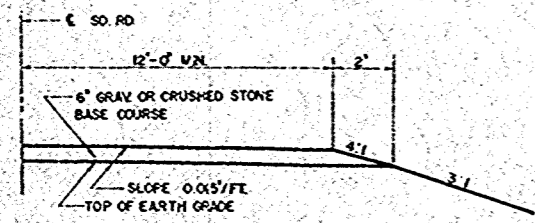
REQUIRED WHERE POST IS PLACED ON CONCRETE OR EXISTING CONCRETE BOX CULVERT OR BRIDGE.  
THE COST OF CONNECTIONS SHALL BE INCLUDED IN THE BID PRICE PER LIN FT OF STEEL PLATE BEAM GUARD.

GRAVEL OR CRUSHED STONE BASE COURSE FOR C • 179.74 TONS/STA. (BASED ON 4,000 LBS/CY COMP IN PLACE)  
FOR SHOULDERS • 7.34 • ( • • • 5,143 • • • • • )

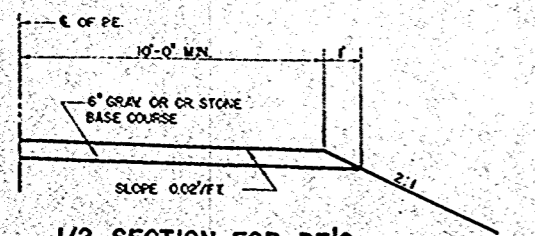
STA 181+00 - 186+00  
• 198+00 - 244+00  
• 287+00 - 381+50

GRAVEL OR CRUSHED STONE BASE COURSE FOR C • 151.01 TONS/STA (BASED ON 4,000 LBS/CY COMP IN PLACE)  
SHOULDERS • 7.34 • ( • • • 5,134 • • • • • )

STA 185+00 - 198+00  
• 244+00 - 287+00



1/2 SECTION FOR SIDE ROADS



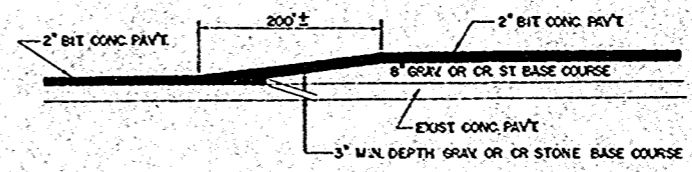
1/2 SECTION FOR PE'S

STEEL PLATE BEAM GUARD	
STATION TO STATION	LIN FT
311+58 - 312+11 LT & RT	106
325+58 - 325+99 " " "	82
326+79 - 327+20 " " "	82
<b>TOTAL</b>	<b>270</b>

GRAVEL OR CR. STONE BASE COURSE	
LOCATION	CY
CENTERLINE	36,000
PE'S & SD RDS	2,800
SHOULDERS	1,800
<b>TOTAL</b>	<b>40,600</b>

MARKER POSTS	
LOCATION	NO.
C & SD ROAD CULV. PIPES	38
CONC. BOX CULVS.	6
SHLDR DELINEATION (UNDIST)	16
<b>TOTAL</b>	<b>60</b>

CULVERT PIPE				
STATION	LOCATION	DIAMETER	LENGTH	TYPE
153+32	SD RD LT	18"	44'	CP
153+32	" RT	18"	44'	"
155+90	C	21"	20'	C.M.C.P
158+60	C	36"	16'	"
177+33	C	36"	16'	"
189+50	C	27"	36'	"
190+83	SD RD RT	18"	76'	CP
223+49	C	24"	46'	"
225+55	PE LT	24"	32'	"
255+55.4	SD RD RT	18"	76'	"
269+65	C	24"	12'	C.M.C.P
278+00	C	24"	54'	"
282+10	SD RD LT	18"	80'	CP
293+09	" " "	18"	44'	"
293+09	" RT	24"	44'	"
335+95	PE RT	30"	32'	"
337+00	PE LT	24"	32'	"
341+35	SD RD LT	24"	44'	"
341+35	" RT	30"	44'	"
371+27	C	24"	14'	C.M.C.P
380+43	C	18"	8'	"
381+18	C	24"	30'	"
33 P.E'S @ 32'	18"	1,056	CP	



LONGITUDINAL SECTION SHOWING PAVEMENT TRANSITION

EXISTING BITUMINOUS PAV'T TO BE REMOVED TO FORM BUTT JOINT AT THE LOCATION SHOWN ON PLAN SHEET

UNCLASSIFIED EXCAVATION	
LOCATION	CY
CROSS SECTION TOTAL	19,609
FROM OBLITERATION AREAS	170
CHANNEL CHANGE	7,000
<b>GRAND TOTAL</b>	<b>26,779</b>

**GENERAL NOTES**  
CONSTRUCTION DETAILS NOT SHOWN HERE SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.  
ON ALL HORIZONTAL CURVES THE NORMAL CROWN SHALL BE REMOVED AND THE PAVEMENT SURFACE, BASE COURSE AND EARTH GRADE SHALL RESULT IN A STRAIGHT LINE SLOPE ACROSS THE ENTIRE WIDTH OF ROADBED. LONGITUDINAL DRAINAGE MUST BE MAINTAINED.

**STANDARD DRAWINGS**  
DETAILS OF PE & SD RD APPROACHES 1-3.1.1  
OBLITERATING OLD ROAD 1-4.1.1  
MARKER POSTS 7-1.3.3  
STEEL PLATE BEAM GUARD 7-2.4.4  
CONSTRUCTION BARRICADE 7-4.1.2  
MORTAR RUBBLE DITCH CHECKS 8-1.3.1  
DESIGN & LAYOUT FOR SD RD INTERSECTIONS 9-1.1.3

**TYPICAL CROSS SECTION FOR 28 FT. ROADBED - 22 FT BIT PAV'T. AND MISCELLANEOUS CONSTRUCTION DETAILS**

**ESTIMATE OF QUANTITIES**

CONTRACT NO. 1-2-3

S. P. R. DIVISION	PROJECT	SHEET NO.	TOTAL SHEETS
4	S 1260(1)	3	49

THIS PROJECT IS TO BE EXECUTED UNDER THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION OF THE STATE HIGHWAY COMMISSION OF WISCONSIN - EDITION OF 1957 APPROVED AUGUST 9, 1957 AND SPECIAL PROVISIONS AS ATTACHED TO PROPOSALS

CONTRACT NO.	STATION TO STATION	NET LENGTH OF CENTER LINE	STRUCTURE NO.	CLEARING	GRUB-BING	REMOVING OLD CULVERT		REMOVING OLD BRIDGE		REMOVING PAVEMENT.	EXCAVATION				SAND GRAVEL FILL	FINE GRADING	SHOULDER EMBANKMENT	FINISHING ROADWAY	OBLITERATING OLD ROAD	GRANULAR SUBBASE COURSE	GRAVEL OR CRUSHED STONE BASE COURSE		CONCRETE PAVEMENT		CONCRETE HEADERS	CONCRETE SURFACE DRAINS	CONCRETE PAVEMENT REINF.	PREPARED FOR BITUM. SURF.	BITUM. MAT. FOR PRIME COAT	SINGLE AGGREGATE BITUM. SURFACE	AGGREGATES FOR BITUM. ROAD MIX SURFACE	BITUM. MAT. FOR SURFACE COURSE
						STA.	STA.	UNCLASSIFIED	ROCK		MARSH	BORROW	IN STOCK PILES																			
								2106-5	2106-2		2106-4	2109-1	2107-1	2112-1							2113-1	2114-1	2116-1	2201-1								
	ITEM NO.	UNIT	IN DIA.	IN DIA.	L.S.	L.S.	SO. YD.	C.Y.	C.Y.	C.Y.	C.Y.	C.Y.	C.Y.	C.Y.	C.Y.	L.S.	STA.	C.Y.	TON	TON	SO. YD.	SO. YD.	SO. YD.	C.Y.	SO. YD.	STA.	GAL.	TON	C.Y.	TON		
1	195+29																															
1	323+79																															
1	325+99.85 - 326+77.85																															
1	331+93																															
		23435.78																														
2	149+01.3 - 383+28				3150	3900					5,000			26,779						1	16											
3	149+01.3 - 383+28																											9800	7300		440	
<b>TOTAL</b>		23,435.78			3150	3900				5,000			26,779							1	16	700						9800	7300		440	

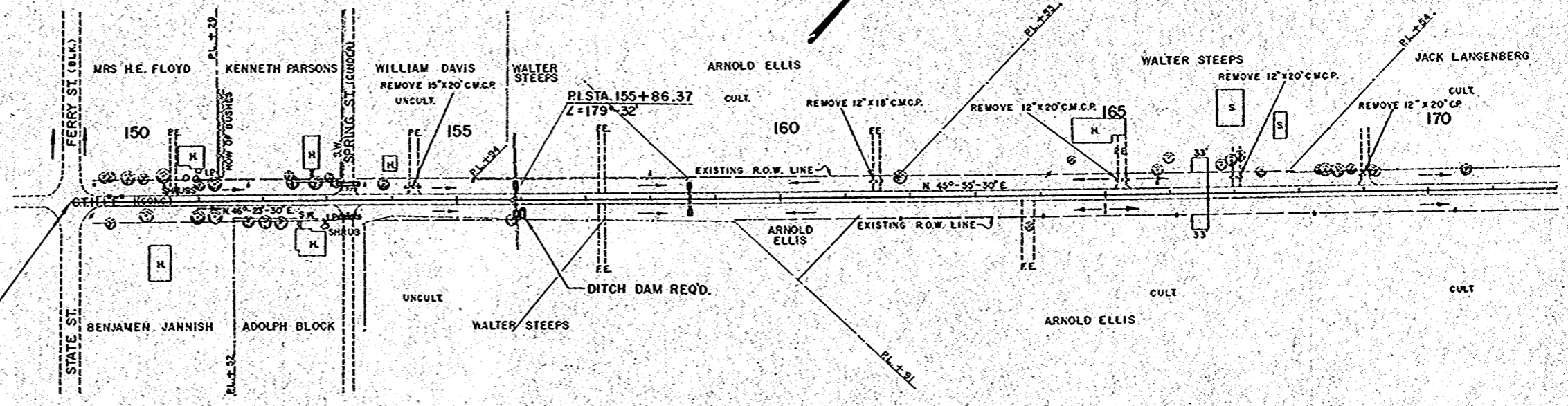
CONTRACT NO.	BRIDGES (STRUCTURES OVER 20 FT. SPAN)																		CULVERTS (STRUCTURES 20 FT. SPAN & UNDER)																			
	COM. EXC.	EXCAVATION FOR STRUCTURES	GRANULAR BACK-FILL	CONCRETE MASONRY	BAR STEEL REIN.	STRUCTURAL STEEL	STEEL CASTINGS	CARBON STEEL FORGINGS	SHEET LEAD	SHEET ZINC	TR'D LUMBER AND TEST PILING	UNTREATED TIMBER PILING	TREATED TIMBER PILING	FLOOR DRAINS	STEEL RAILING	STRUCTURE NO.	REMOVE OLD CULVT STA.	COM. EXC.	EXCAVATION FOR STRUCTURES	GRANULAR BACK-FILL	CONCRETE MASONRY	BAR STEEL REIN.	STRUCTURAL STEEL	STEEL CASTINGS	CARBON STEEL FORGINGS	SHEET LEAD	SHEET ZINC	TR'D LUMBER AND TEST PILING	UNTREATED TIMBER PILING	TREATED TIMBER PILING	FLOOR DRAINS	RIP RAP						
																																	DELIV. ERD	DRIV. EN	DELIV. ERD	DRIV. EN	2508-1	2502-2
	2106-1	2107-1	2110-1	2401-1	2405-1	2407-	2407-3	2407-4	2407-9	2407-8	2408-2	2501-1	2501-2	2501-3	2501-4	2501-5	2508-1	2502-2	2104-1	2106-1	2107-2	2110-1	2404-1	2406-2	2407-	2407-3	2407-4	2407-9	2407-8	2408-2	2501-1	2501-4	2501-5	2507-1	2512-1			
	L.S.	C.Y.	C.Y.	C.Y.	LB.	LB.	LB.	LB.	LB.	LB.	NBM.	L.S.	LIN FT.	LIN FT.	LIN FT.	LIN FT.	EACH	LIN FT.	L.S.	C.Y.	C.Y.	C.Y.	C.Y.	LB.	LB.	LB.	LB.	LB.	LB.	M.B.M.	L.S.	LIN FT.	LIN FT.	EACH	C.Y.			
1																																						
1																																						
1		25	25	74.6	14,030									12	170																							
1																																						
<b>TOTAL</b>		25	25	74.6	14,030									12	170																							

CONTRACT NO.	RUBBLE MASONRY		CULVERT PIPE			CORRUGATED METAL CULVERT PIPE					RIP RAP	HEAVY RIP RAP	RUBBLE PAVING		DITCH CHECKS	PIPE UNDER DRAIN	STORM		SEWER		CATCH BASINS		MANHOLES		INLETS		CONCRETE		FENCE		MARKER POSTS FOR R.O.W.	CALCIUM CHLORIDE SURFACE TREATMENT	TOP SOIL	SALVAGED TOP SOIL	FERTILIZER	SEEDING	SOODING					
	WETTER	DRY	18"	24"	30"	18"	21"	24"	27"	36"			PLAIN	CROTTO									CURB	CURB AND BUTTER	SIDE WALK	STEEL PLATE BEAM GUARD	ANCHORAGES FOR CABLE	MARKER POSTS														
			LIN FT.	LIN FT.	LIN FT.	LIN FT.	LIN FT.	LIN FT.	LIN FT.	LIN FT.			LIN FT.	LIN FT.			LIN FT.	LIN FT.	LIN FT.	LIN FT.	LIN FT.	LIN FT.	LIN FT.	LIN FT.	LIN FT.	LIN FT.	LIN FT.	LIN FT.	LIN FT.	LIN FT.								LIN FT.	LIN FT.	LIN FT.	LIN FT.	EACH
2			1420	198	76				8	20	110	36	32			100												270			60							105	116,500			
<b>TOTAL</b>			1420	198	76				8	20	110	36	32			100												270			60								105	116,500		

**BENCH MARKS**

NO.	STATION	DESCRIPTION	ELEV.
14-A		PT. MK. SE. COR. CONC. GAS ISLAND	118.18
15	152+27	SPIKE IN 40' MAPLE 45' RT.	114.81
16	157+06	" " POWER POLE 130' LT.	105.60
17	166+00	" " 8' TWIN B.E. 60' LT.	107.35

STA. 153+32 SD. RD. LT.  
REMOVE 16" X 25' CMCP  
18" X 44' C.P. REQ'D.



STA. 149+01.3 BEG.  
PROJ. S 1260 (1)

STA. 153+32 SD. RD. RT.  
REMOVE 14" X 22' CMCP  
18" X 44' C.P. REQ'D.

**NET LENGTH OF CENTERLINE**

STATION TO STATION	LIN. FT.	
149+01.3	170+00	2098.7

UNC. EXC. = 834 CY.  
F. = 624 CY.

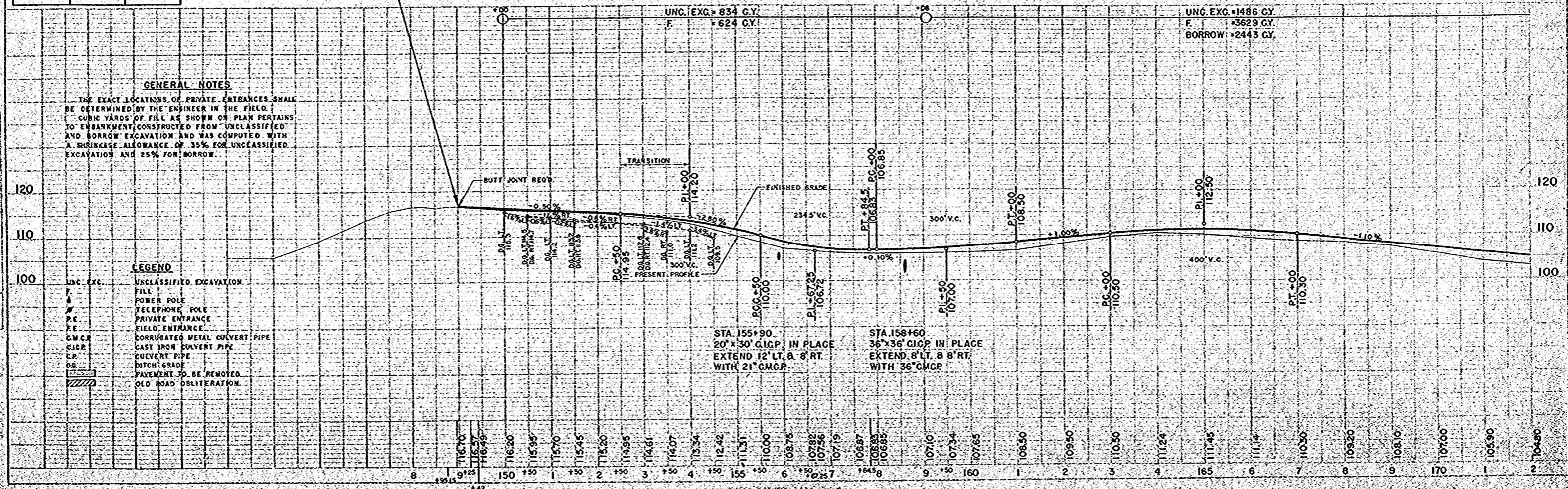
UNC. EXC. = 1486 CY.  
F. = 3629 CY.  
BORROW = 2443 CY.

**GENERAL NOTES**

THE EXACT LOCATIONS OF PRIVATE ENTRANCES SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.  
CUBIC YARDS OF FILL AS SHOWN ON PLAN PERTAINS TO EMBANKMENT CONSTRUCTED FROM UNCLASSIFIED AND BORROW EXCAVATION AND WAS COMPUTED WITH A SHRINKAGE ALLOWANCE OF 35% FOR UNCLASSIFIED EXCAVATION AND 25% FOR BORROW.

**LEGEND**

- UNC. EXC. UNCLASSIFIED EXCAVATION
- F. FILL
- A POWER POLE
- T TELEPHONE POLE
- P.E. PRIVATE ENTRANCE
- F.E. FIELD ENTRANCE
- CMCP CORRUGATED METAL CULVERT PIPE
- CICP CAST IRON CULVERT PIPE
- C.P. CULVERT PIPE
- D.G. DITCH GRADE
- PAVEMENT TO BE REMOVED
- OLD ROAD DELIMITATION



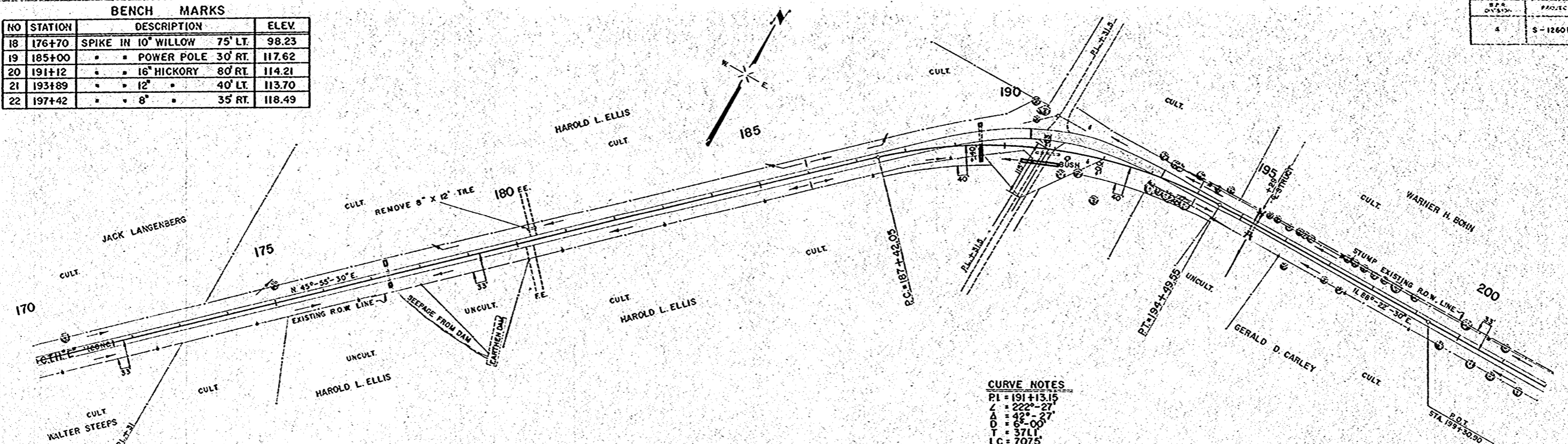
PLAN  
SCALE: 1" = 40'  
DATE: 11-28-58  
BY: J.C. [Signature]

PROFILE  
SCALE: 1" = 10'  
DATE: 11-28-58  
BY: J.C. [Signature]

**BENCH MARKS**

NO	STATION	DESCRIPTION	ELEV.
18	176+70	SPIKE IN 10" WILLOW 75' LT.	98.23
19	185+00	POWER POLE 30' RT.	117.62
20	191+12	16" HICKORY 80' RT.	114.21
21	193+89	12" 40' LT.	113.70
22	197+42	8" 35' RT.	118.49

PLAN  
 DATE 9-9-50  
 DRAWN BY C.S. C.W.M.  
 CHECKED BY W.C.B.  
 NO. 132



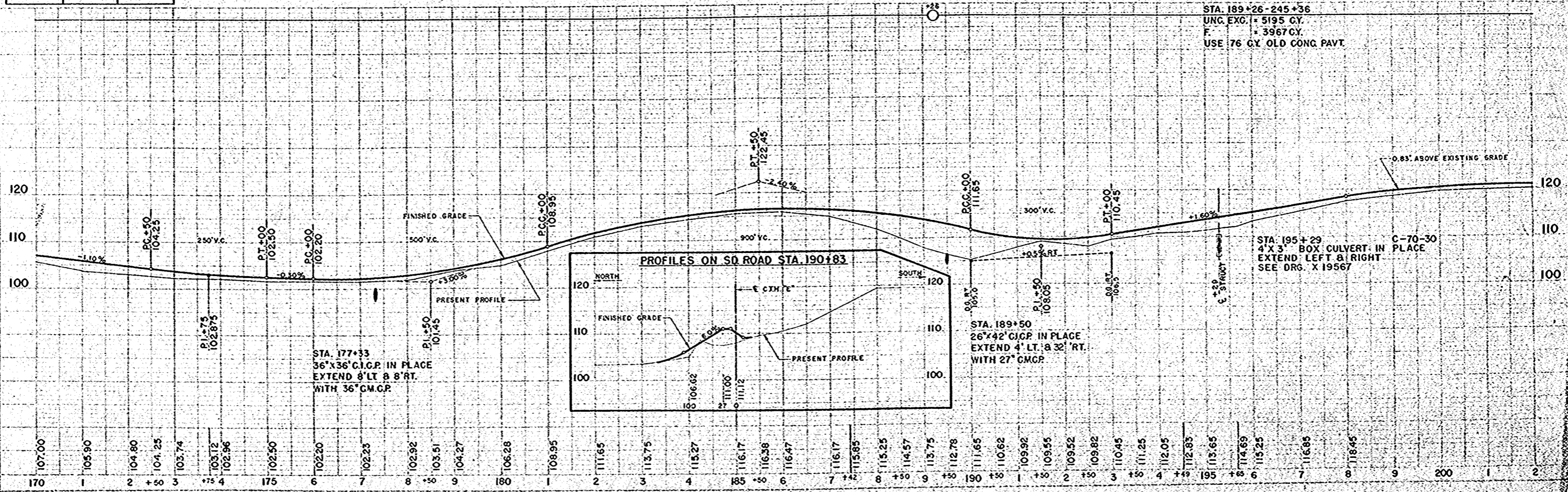
**NET LENGTH OF CENTERLINE**

STATION TO STATION	LIN. FT.
170+00	200+00
170+00	3000.0

**CURVE NOTES**  
 PI = 191+13.15  
 L = 222'-27"  
 Δ = 42°-00'  
 T = 97.11'  
 LC = 707.5'  
 SE = 087' FT

STA. 190+83 SD. RD. RT.  
 REMOVE 14'x48' CMCP  
 18'x76' CP. REQ'D.

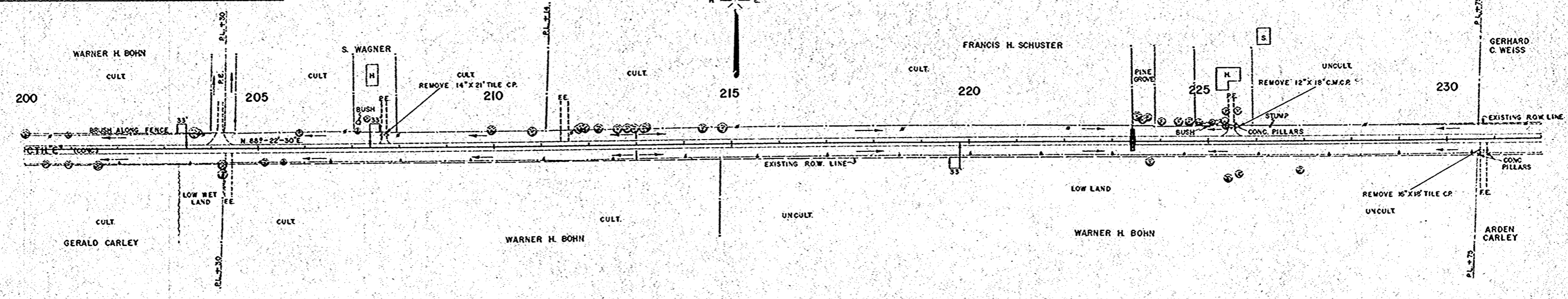
PROFILE  
 DATE 11-1-50  
 DRAWN BY C.S. C.W.M.  
 CHECKED BY W.C.B.  
 NO. 133



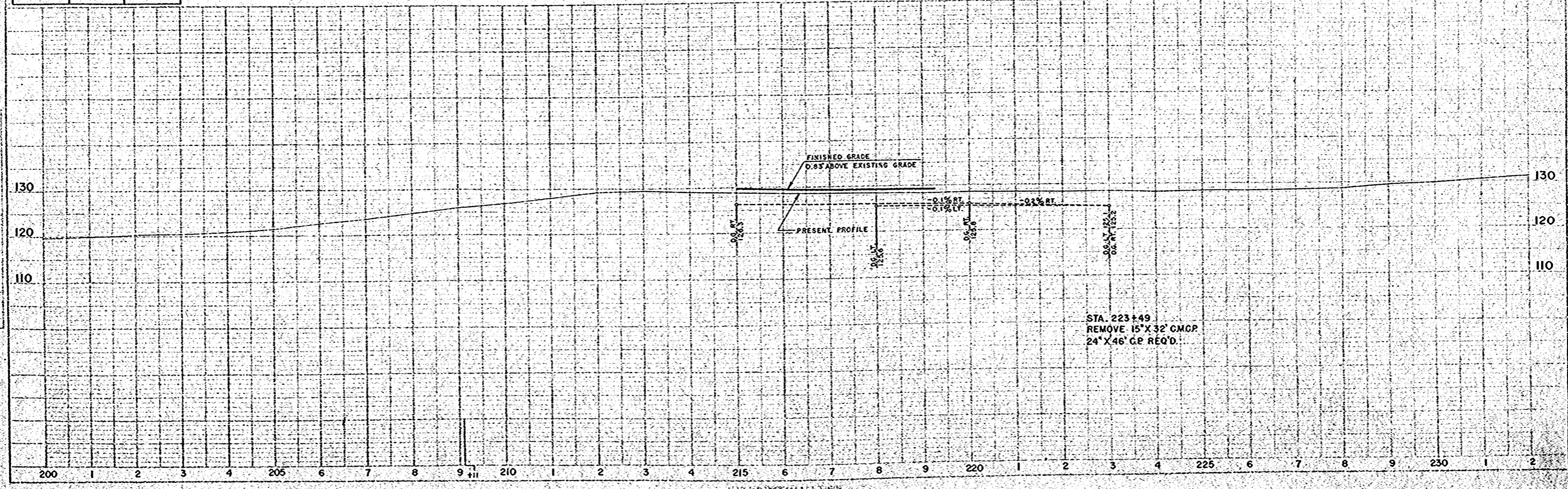
BENCH MARKS			
NO.	STATION	DESCRIPTION	ELEV.
23	204+35	SPIKE IN 4" ELM 125' RT.	120.41
24	209+95	" " 18" HICKORY 32' LT.	128.18
25	214+88	" " 10" APPLE 30' LT.	129.14
26	223+40	" " 14" OAK 80' RT.	128.20
27	228+70	" " 16" OAK 80' RT.	130.74

STA. 225+55 RE. LT.  
REMOVE 12" X 18" C.M.C.P.  
24" X 32" C.P. REQ'D.

S.P. CROSSING	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	S-1260(11)	6	49



NET LENGTH OF CENTERLINE		
STATION TO STATION	LIN. FT.	
200+00	230+00	3000.0

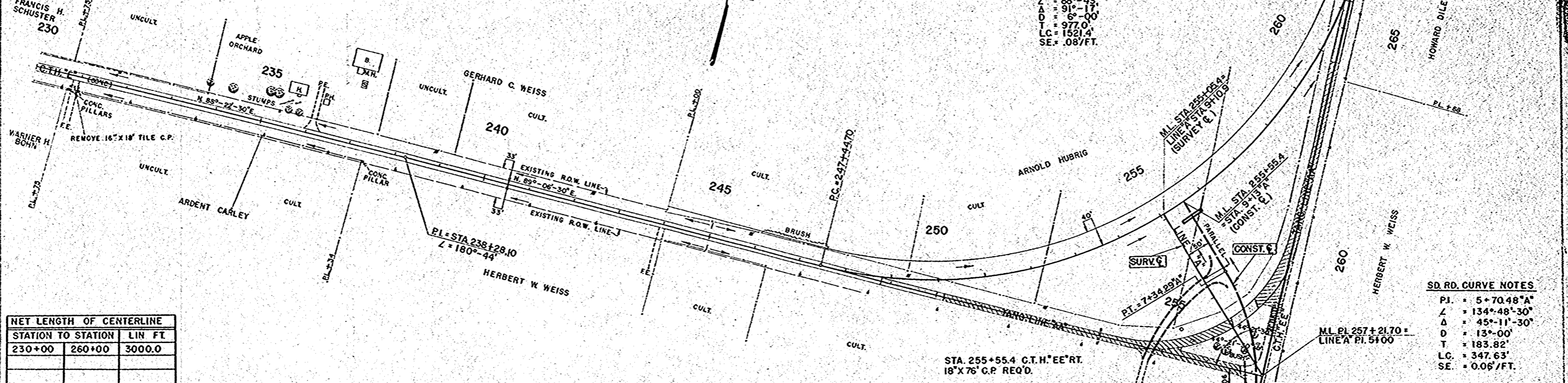


PLAN  
DRAWN BY  
CHECKED BY  
DATE  
SCALE

PROFILE  
DRAWN BY  
CHECKED BY  
DATE  
SCALE

BENCH MARKS			
NO.	STATION	DESCRIPTION	ELEV.
28	235+18	SPIKE IN 24" PEAR	65' LT. 132.04
29	241+06	" " POWER POLE	30' RT. 134.13
30	247+09	" " " "	30' RT. 132.24
31	251+50	" " " "	130' RT. 129.68
32	260+00	" " " "	129.23

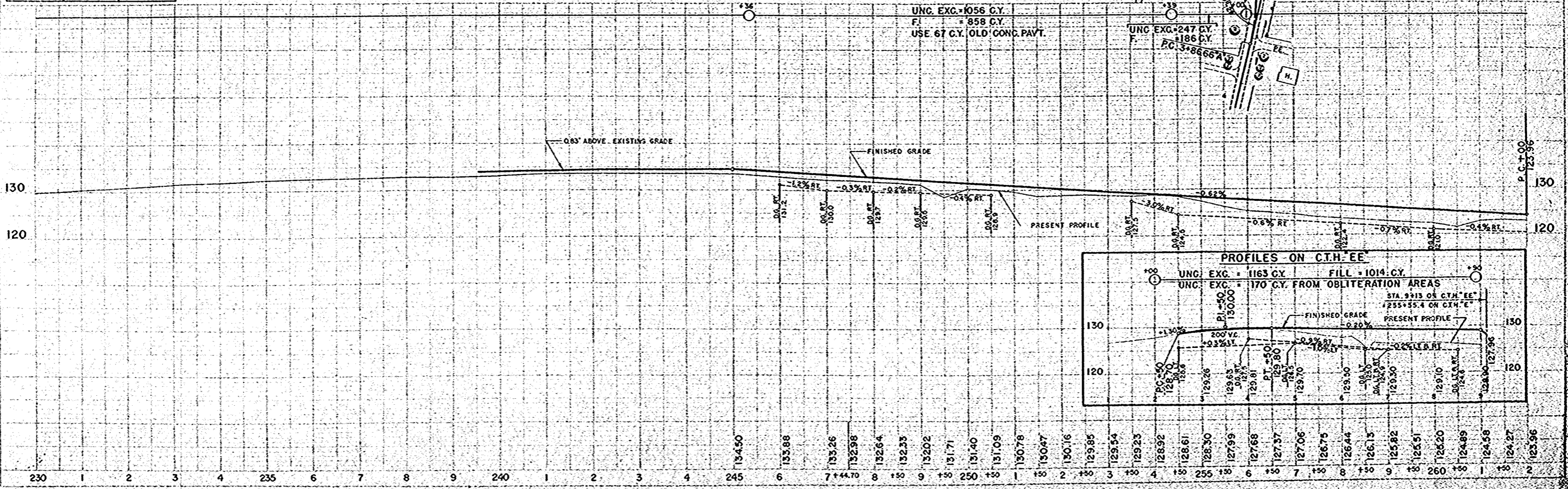
NO.	PROJECT	SHEET NO.	TOTAL SHEETS
4	S-1260(1)	7	49



NET LENGTH OF CENTERLINE		
STATION TO STATION	LIN	FT.
230+00		3000.0

UNC. EXC. = 1056 C.Y.  
 F.I. = 858 C.Y.  
 USE 67 C.Y. OLD CONC. PAVT.

UNC. EXC. = 247 C.Y.  
 F.I. = 186 C.Y.  
 PC = 3+8666 A



PLAN  
 DATE 10/15/58  
 C.S.P.  
 C.W.M.  
 132

PROFILE  
 DATE 10/15/58  
 C.S.P.  
 C.W.M.  
 R.E.A.  
 133

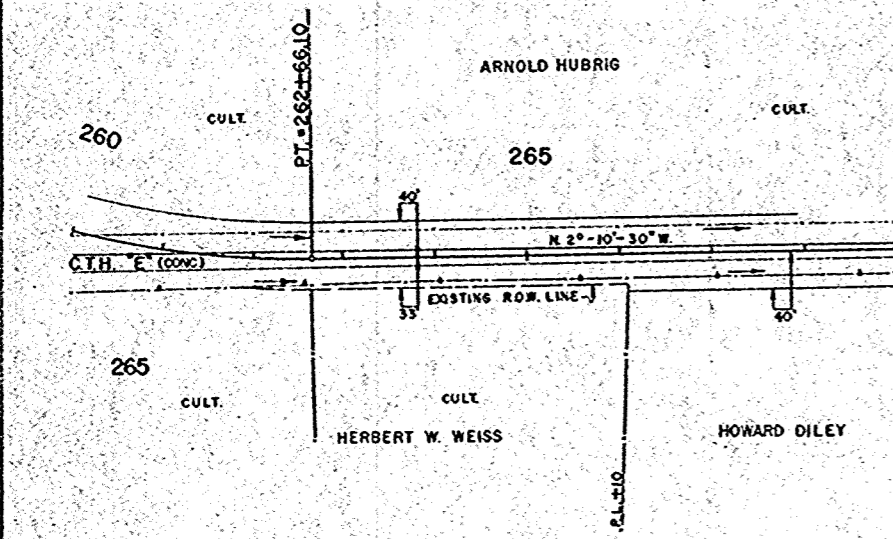


BENCH MARKS			
NO.	STATION	DESCRIPTION	ELEV.
33	260+00	SPIKE IN POWER POLE 80' RT.	123.21
34	265+55	" " " " 28' RT.	120.60
35	271+93	" " 18" B.E. 90' LT.	118.79
37	281+00	" " 36" ELM. 90' LT.	112.11
38	289+51	" " 15" B.E. 51' RT.	110.21
39	289+51	" " 6" CHINESE ELM 57' RT.	107.36

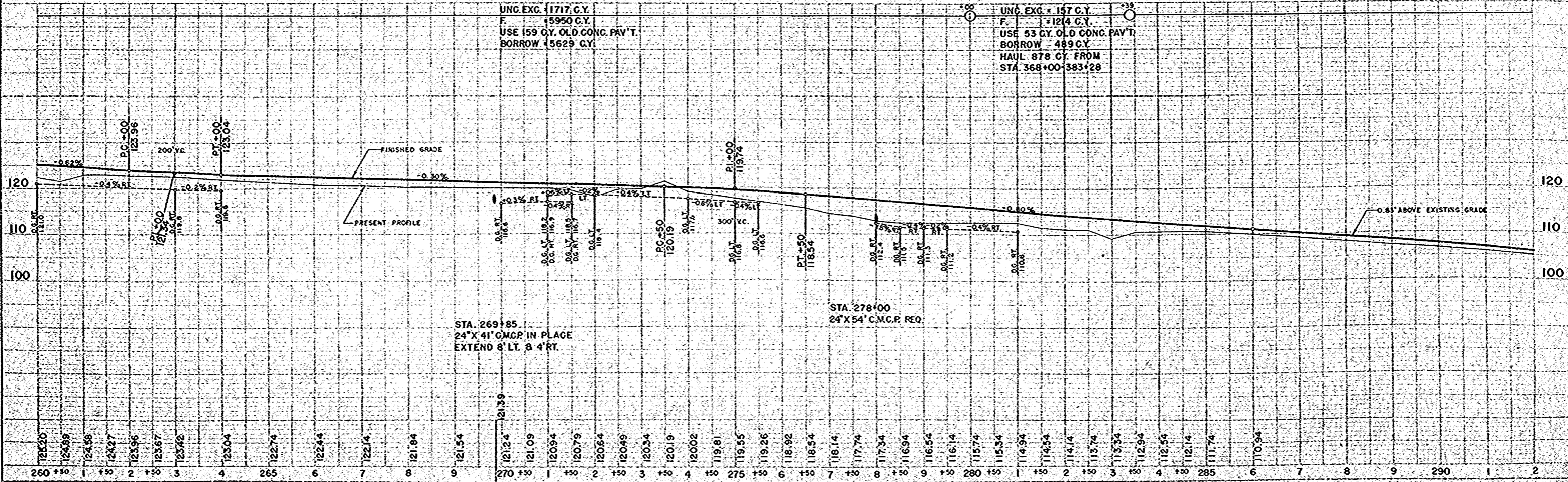
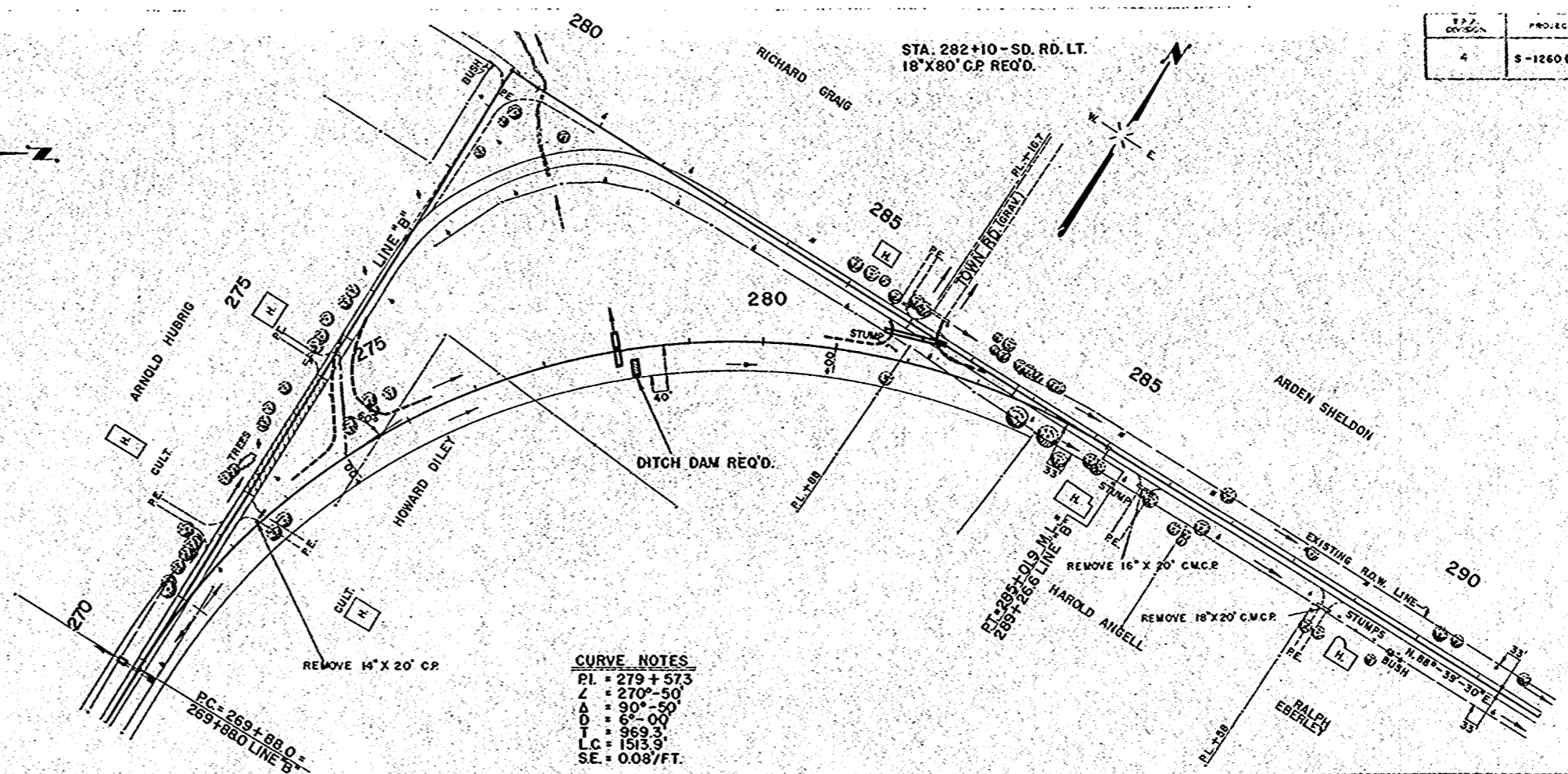
NO. SHEETS	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	S-1260(1)	8	49

PLAN  
 DATE: 11-13-58  
 DRAWN BY: C.M.A.  
 CHECKED BY: C.M.A.  
 NO. 132

PROFILE  
 DATE: 11-13-58  
 DRAWN BY: C.M.A.  
 CHECKED BY: C.M.A.  
 NO. 133

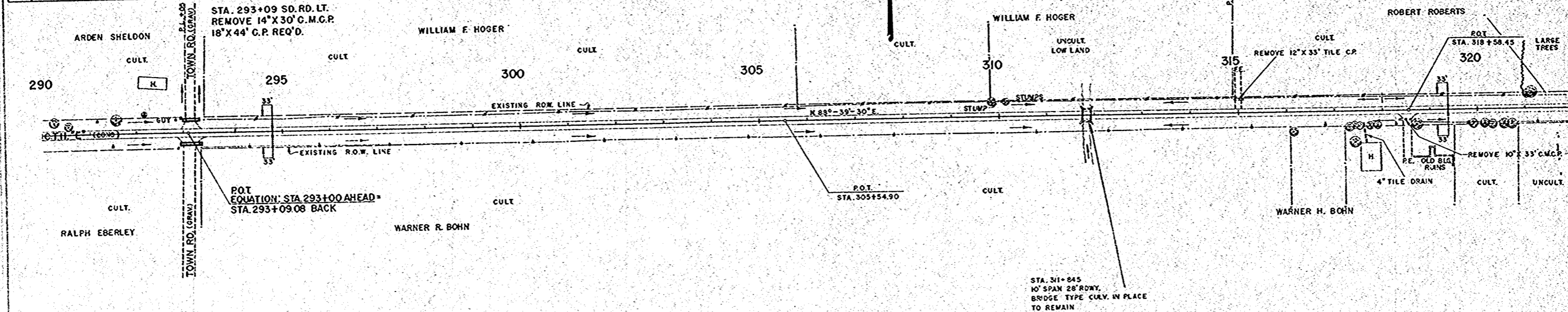


NET LENGTH OF CENTERLINE		
STATION TO STATION	LIN. FT.	
260+00	290+00	3000.0



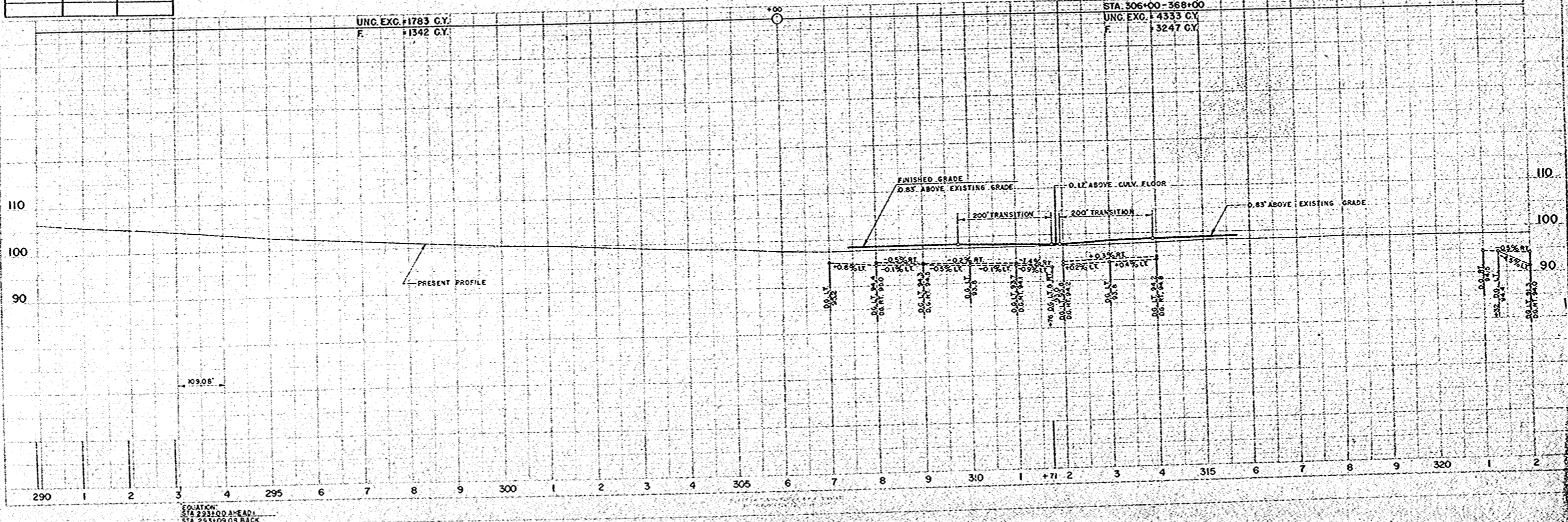
115

BENCH MARKS			
NO.	STATION	DESCRIPTION	ELEV.
40	293+45	SPIKE IN 10" ELM 61' LT.	104.63
41	298+80	" " POWER POLE 30' RT.	101.55
42	304+89	" " " " 30' RT.	99.51
43	310+89	" " " " 30' RT.	96.36
43-A	311+91	PT. MK. SE. COR. BRIDGE 15' RT.	98.77
44	316+89	SPIKE IN 6" TREE 60' RT.	99.58



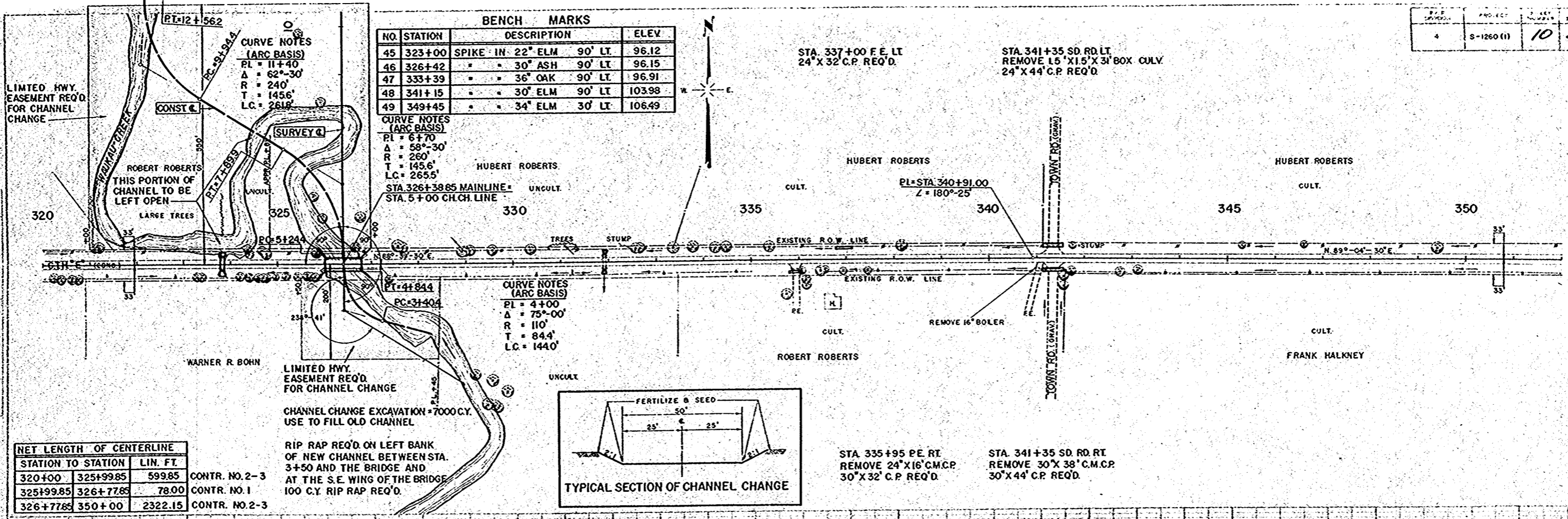
NET LENGTH OF CENTERLINE		
STATION TO STATION	LIN. FT.	
290+00	320+00	3009.08

STA. 293+09 SD. RD. RT.  
REMOVE 18' X 44' C.M.C.P.  
24' X 44' C.P. REQ'D.



EQUATION:  
STA. 293+00 AHEAD =  
STA. 293+09.08 BACK



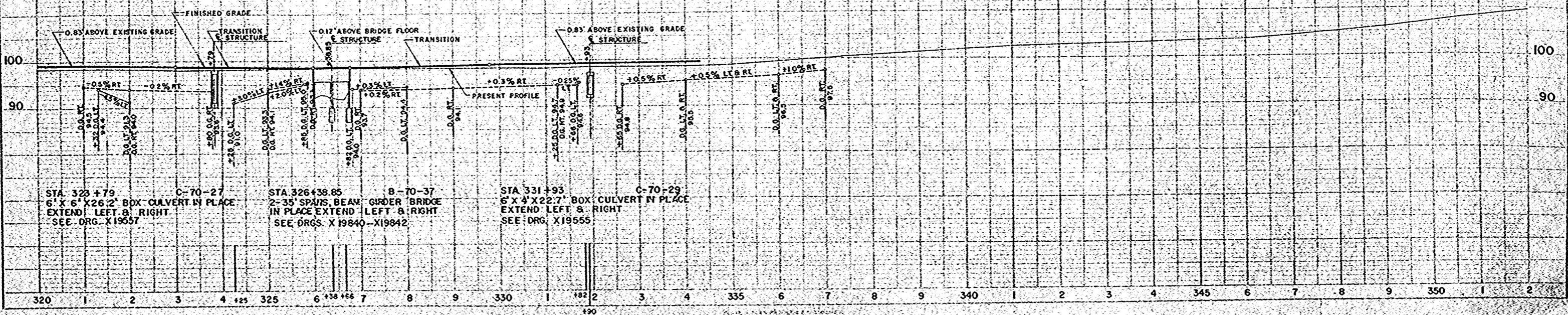
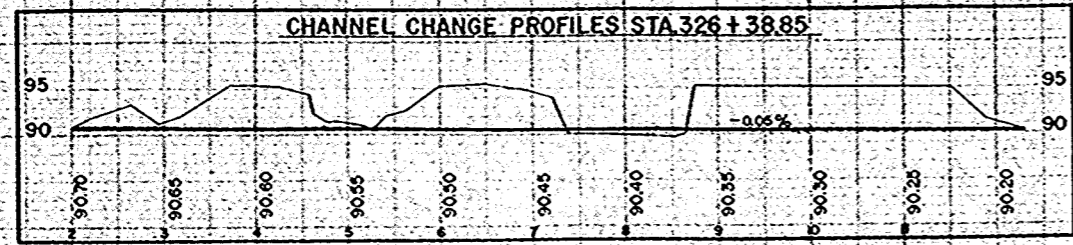
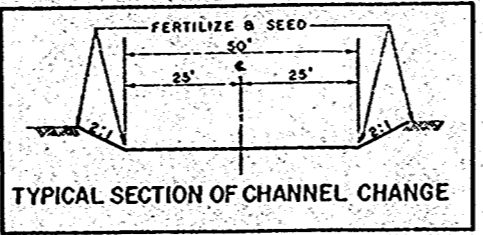


NET LENGTH OF CENTERLINE		
STATION TO STATION	LIN. FT.	
320+00	325+99.85	599.85
325+99.85	326+77.65	78.00
326+77.65	350+00	2322.15

CONTR. NO. 2-3  
 CONTR. NO. 1  
 CONTR. NO. 2-3

CHANNEL CHANGE EXCAVATION = 7000 C.Y.  
 USE TO FILL OLD CHANNEL

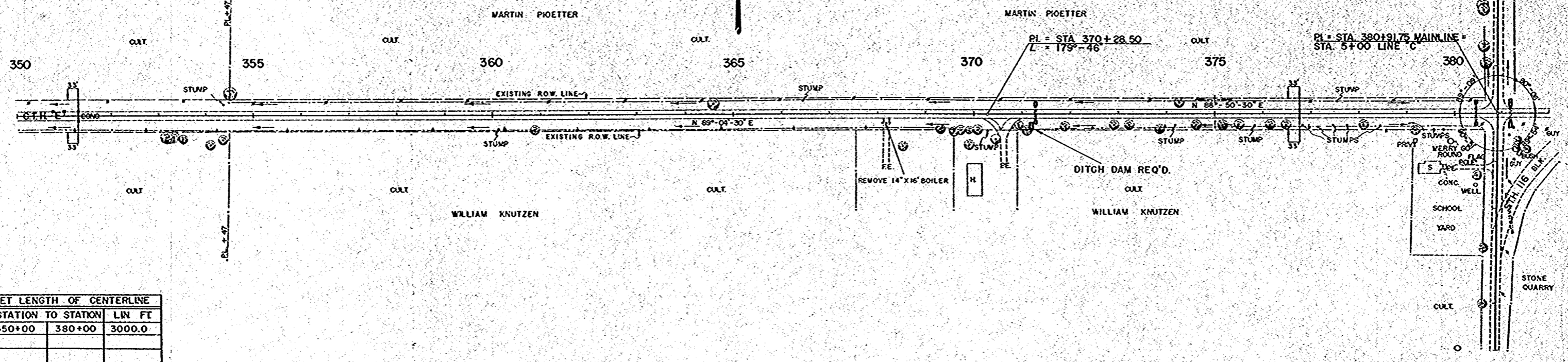
RIP RAP REQ'D. ON LEFT BANK OF NEW CHANNEL BETWEEN STA. 3+50 AND THE BRIDGE AND AT THE S.E. WING OF THE BRIDGE  
 100 C.Y. RIP RAP REQ'D.



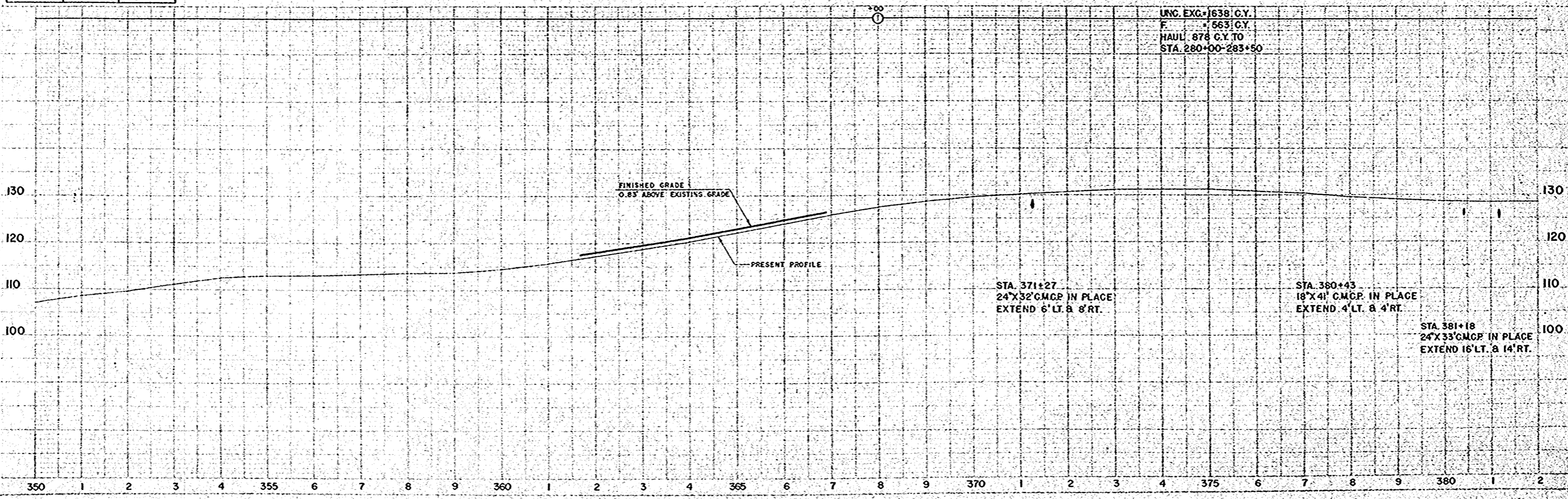
PLAN SURVEYED BY C.A. BROWN, C.P.M. 12-30-58  
 WITH ADJ. PLANNING CHARGE, 12-30-58  
 NO. 152

PROFILE SURVEYED BY C.A. BROWN, C.P.M. 12-30-58  
 WITH ADJ. PLANNING CHARGE, 12-30-58  
 NO. 152

BENCH MARKS				
NO.	STATION	DESCRIPTION		ELEV.
49	349+45	SPIKE IN 34" ELM	30' LT	106.49
50	354+51	" " 36" ELM	123' LT	113.76
51	358+75	" " POWER POLE	30' RT	113.21
52	364+57	" " 40" ELM	26' LT	122.41
53	369+30	" " 12" APPLE	57' RT	130.92
54	374+55	" " 15" MAPLE	25' RT	133.58
55	380+69	" " 40" ELM	95' LT	126.33

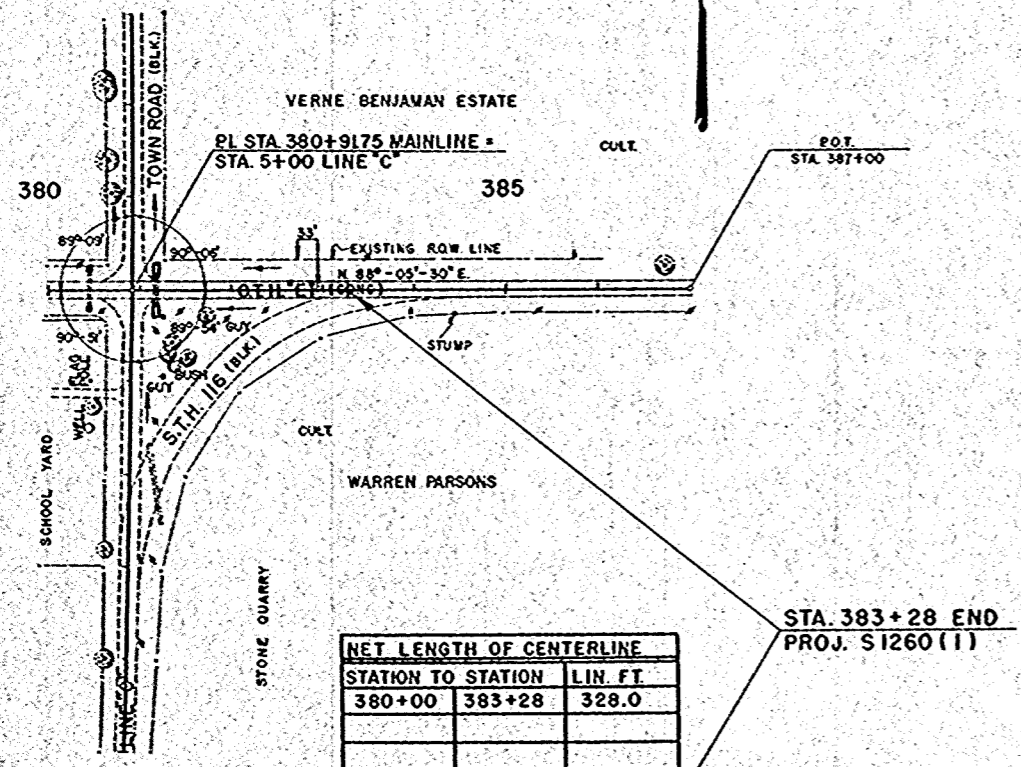


NET LENGTH OF CENTERLINE		
STATION TO STATION	LN	FT
350+00		3000.0



**BENCH MARKS**

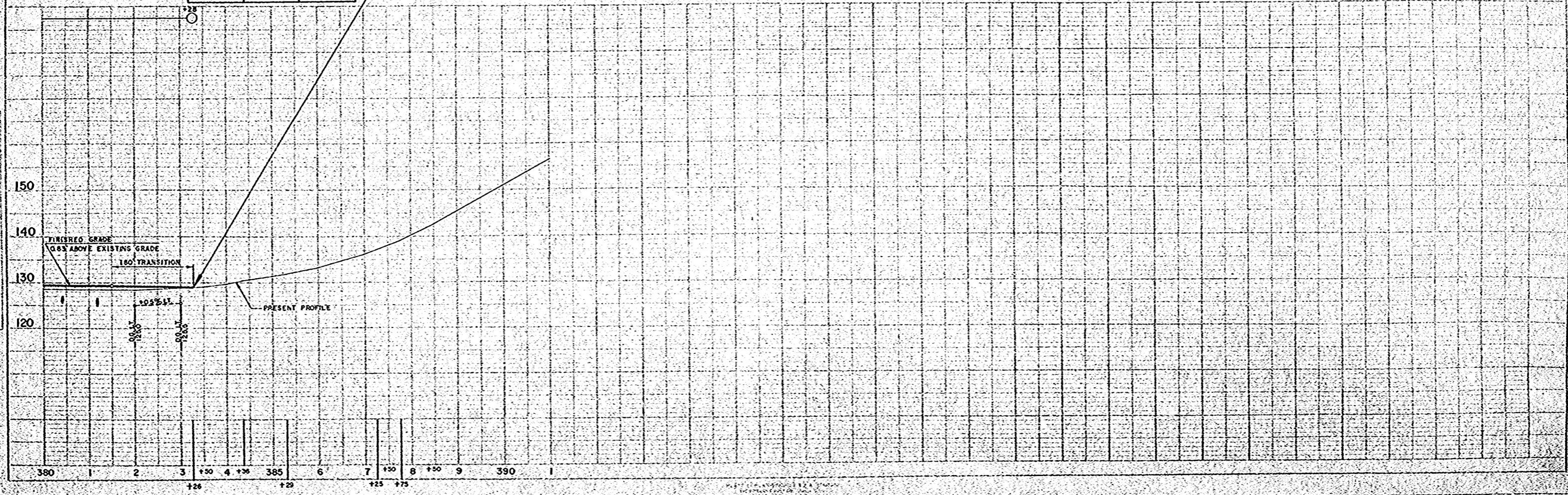
NO	STATION	DESCRIPTION	ELEV
55	380+69	SPIKE IN 40" ELM 95' LT.	126.33
56	386+70	" 15" MAPLE 30' LT.	136.01



**NET LENGTH OF CENTERLINE**

STATION TO STATION	LIN. FT.	
380+00	383+28	328.0

STA. 383+28 END  
PROJ. S1260(1)



PLAN  
DATE 8-9-56  
SCALE 1" = 40'  
BY C.S. [Signature]  
CHECKED BY [Signature]  
NO. 132

PROFILE  
DATE 8-9-56  
SCALE 1" = 20'  
BY C.S. [Signature]  
CHECKED BY [Signature]  
NO. 132

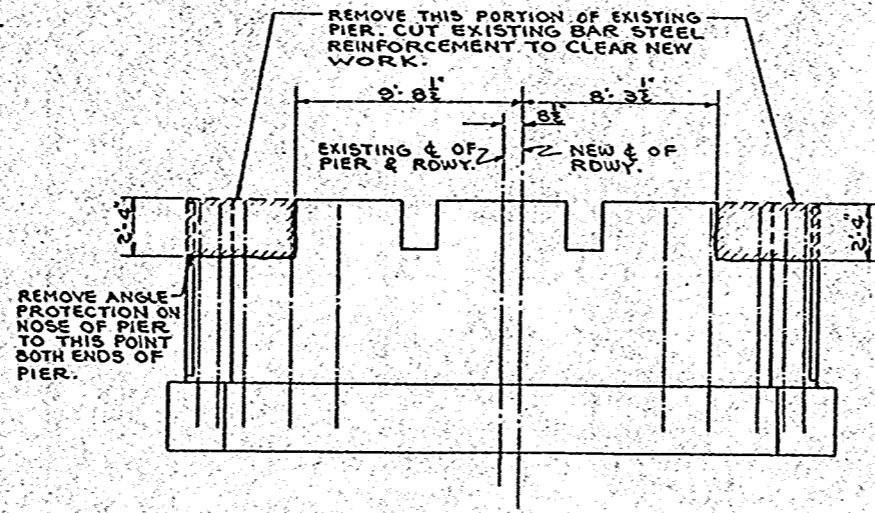
(Handwritten initials)

**BILL OF BARS**

**WEST ABUTMENT**

190#

POUR MARK	NO.	SIZE	LENGTH	SPACING	LOCATION	DET.	
WINGS	A1	16	4	2-9	1-0	WINGS 1 & 2 - VERT. - B.F.	
	A2	2	4	2-9	SHOWN	1 & 2 - F.F.	
	A3	11	4	2-9	1-0	1 & 2 - F.F.	
	A4	12	4	2-0	1-0	1 & 2 - B.F.	
	A5	4	4	13-3	SHOWN	1 & 2 - HORIZ. - B.F.	
	A6	4	4	13-6	SHOWN	1 & 2 - F.F.	
	A7	4	4	14-0	1-0	1 & 2 - F.F.	
	A8	1	4	8-0	1-0	WING 1 - HORIZ. - F.F.	
	A9	1	4	10-0	1-0	2 - F.F.	

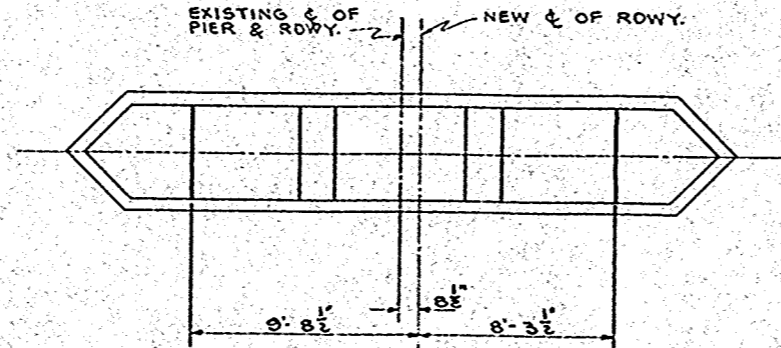


**ELEVATION OF EXISTING PIER**

**EAST ABUTMENT**

520#

POUR MARK	NO.	SIZE	LENGTH	SPACING	LOCATION	DET.	
WING	B1	9	4	2-9	1-0	WING 3 - VERT. - B.F.	
	B2	1	4	2-9	SHOWN	3 - F.F.	
	B3	5	4	2-9	1-0	3 - F.F.	
	B4	5	4	2-0	1-0	3 - B.F.	
	B5	2	4	13-3	SHOWN	3 - HORIZ. - B.F.	
	B6	2	4	13-6	SHOWN	3 - F.F.	
	B7	2	4	14-0	1-0	3 - F.F.	
	B8	1	4	10-0	1-0	3 - F.F.	
FOOTINGS	B9	4	7	3-6	1-0	BODY - VERT. - B.F.	
	B10	5	4	2-0	1-0	F.F.	
	B11	2	4	2-0	SHOWN	F.F.	
	B12	6	4	3-9	6	WING 4 - VERT. - B.F.	
	B13	3	4	2-9	1-0	4 - B.F.	
	B14	4	4	7-0	1-0	4 - B.F.	
	B15	6	4	2-0	2-0	4 - F.F.	
BODY & WING	B16	1	4	8-0	1-0	BODY - VERT. - F.F.	
	B17	3	4	9-0	1-0	F.F.	
	B18	2	4	10-0	1-0	F.F.	
	B19	2	4	6-3	SHOWN	F.F.	
	B20	3	4	5-6	1-0	HORIZ. - F.F.	
	B21	6	4	4-6	1-0	F.F.	
	B22	2	4	7-0	1-0	WING 4 - VERT. - B.F.	
	B23	4	4	7-6	1-0	4 - B.F.	
	B24	3	4	7-6	2-0	4 - F.F.	
	B25	3	4	6-0	2-0	4 - F.F.	
	B26	12	4	9-9	1-0	4 - HORIZ. - BOTH FACES	
	B27	2	4	7-9	1-0	4 - BOTH FACES	
	B28	2	4	5-0	1-0	4 - BOTH FACES	
	B29	4	7	8-6	1-0	BODY - VERT. - B.F.	
	B30	3	4	5-6	1-0	HORIZ. - B.F.	
	B31	6	4	4-3	1-0	HORIZ. - B.F.	
	B32	2	4	10-0	SHOWN	WING 4 - TOP - BOTH FACES	



**PLAN OF EXISTING PIER**

**GENERAL NOTES**

DRAWINGS SHALL NOT BE SCALED.  
 ALL CONCRETE MASONRY SHALL BE GRADE "AA".  
 BEVEL ALL EXPOSED EDGES OF CONCRETE 1".  
 UNLESS OTHERWISE SPECIFIED.  
 BAR STEEL REINFORCEMENT SHALL BE IMBEDDED  
 2' CLEAR UNLESS OTHERWISE SHOWN OR NOTED.  
 THE USE OF STRUCTURAL GRADE BAR STEEL  
 REINFORCEMENT IS PROHIBITED.  
 PRESERVE ALL EXISTING BAR STEEL TO BOND  
 TO NEW WORK.  
 EXCAVATED VOLUME NOT OCCUPIED BY THE  
 NEW STRUCTURE SHALL BE BACKFILLED WITH GRANULAR  
 BACKFILL TO THE ORIGINAL GROUND LINE. PAYMENT  
 WILL BE ONLY FOR MATERIAL ACTUALLY PLACED WITHIN  
 THE LIMITS SPECIFIED FOR "EXCAVATION FOR STRUCTURES."

**TOTAL ESTIMATED QUANTITIES**

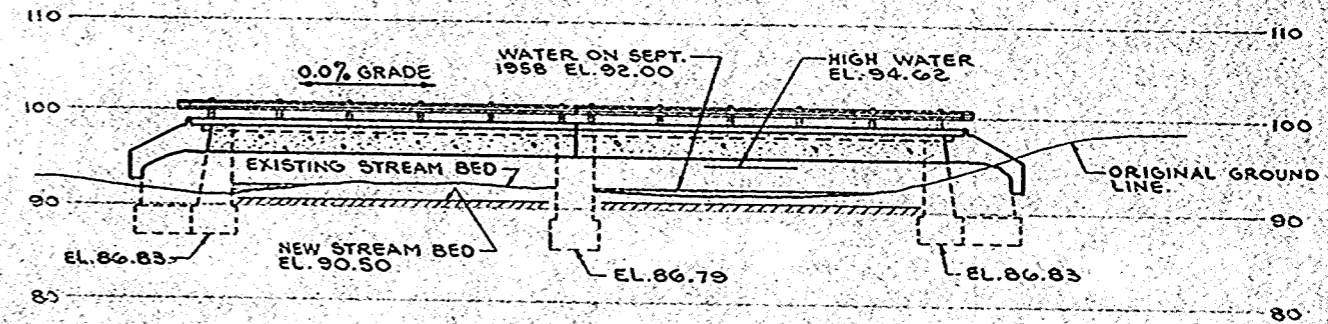
BID ITEMS	UNIT	SUPER STRUCTURE	WEST ABUT	EAST ABUT	TOTAL
EXCAVATION FOR STRUCTURES	C.Y.	5	20	25	
GRANULAR BACKFILL	C.Y.	5	20	25	
CONCRETE MASONRY	C.Y.	58.6	3.5	12.5	74.6
BAR STEEL REINFORCEMENT	L.B.	13,320	120	520	14,030
STEEL RAILING	L.F.	170			170
DRAINS	EACH	12			12
<b>NON-BID ITEMS</b>					
3/8" EXPANSION HOOK BOLTS	REQD.		28	26	54
JOINT TYPE FILLER	SIZE	1/2"	1/2"	1/2"	1 1/2"
2 PLY MEMBRANE WATERPROOFING	S.F.			15	15

IMBEDMENT NOTE:  
 IMBED 1'-0" B10, B11, B12, B13, B14, B15  
 IMBED 1'-9" B9

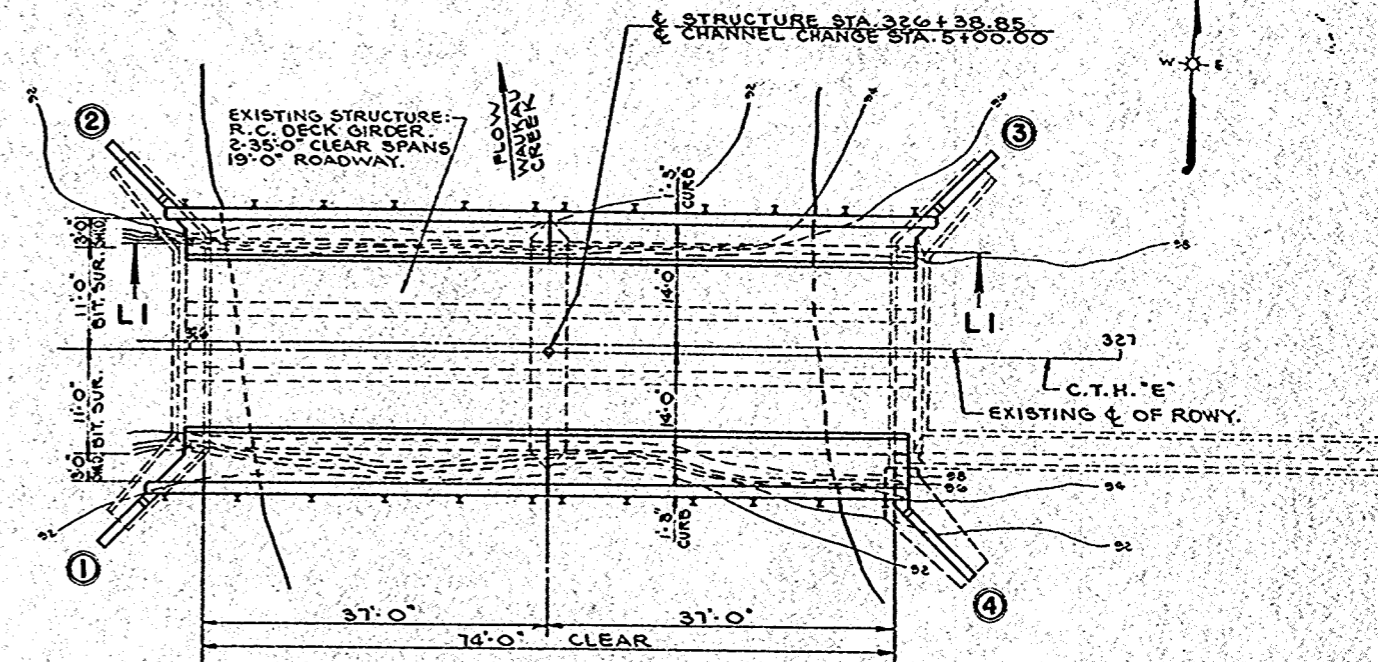
**BENCH MARK**

NO.	STATION	DESCRIPTION	ELEVATION
46	326+42.00	SPIKE IN 30" ASH 90' LT.	96.15

COUNTY & HIGHWAY	ROUTE & SECTION	CLASS & AGREEMENT	S.P.D. DIVISION	PROJECT	SHEET NO.	TOTAL SHEETS
70.6	12600	11.1		51260(1)	20	49



**SECTION L1**



**LAYOUT**

**LIST OF DRAWINGS**

- 1. LAYOUT & DETAILS \_\_\_\_\_ X 19840
- 2. SUPERSTRUCTURE \_\_\_\_\_ X 19841
- 3. ABUTMENTS \_\_\_\_\_ X 19842

STATE HIGHWAY COMMISSION OF WISCONSIN

**LAYOUT & DETAILS**

CO. WINNEBAGO RUSHFORD STA. 326+  
 SECTION 23 FROM 18N T14E  
 DESIGNATED AASHO. 1957 H15  
 DATE 4-7-59; DESIGN N.G. DRAWN W.K.K. CHECK W.L.S.

DESIGNED BY *N.B. Schuff*  
 CHECKED BY *E.C. Ruettinger*

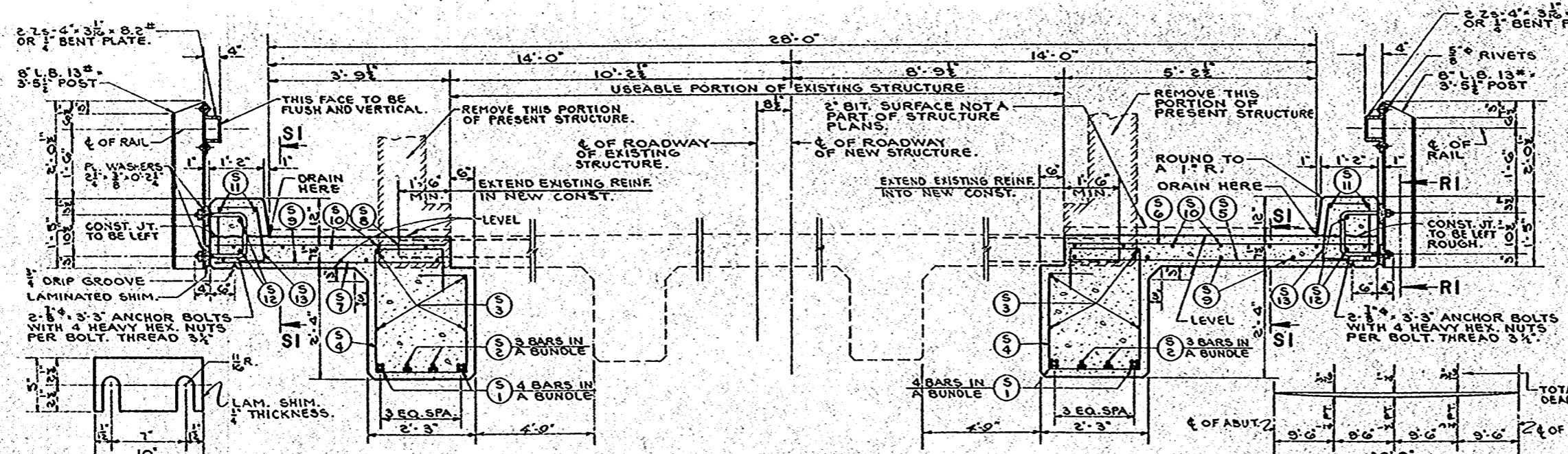
STRUCTURE B-70-37 SHEET 1 OF 3

X 19840

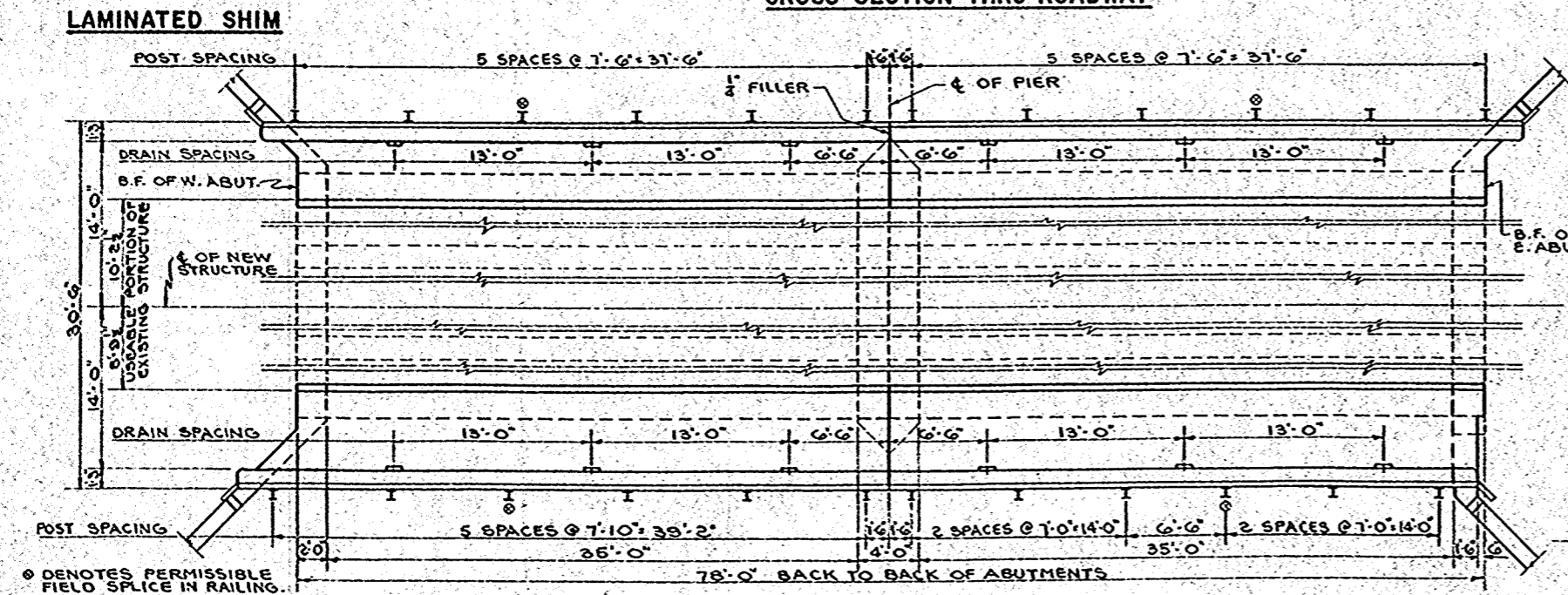
**BILL OF BARS** 13,320#

DIMENSIONS IN BENDING DETAILS ARE OUT TO OUT.

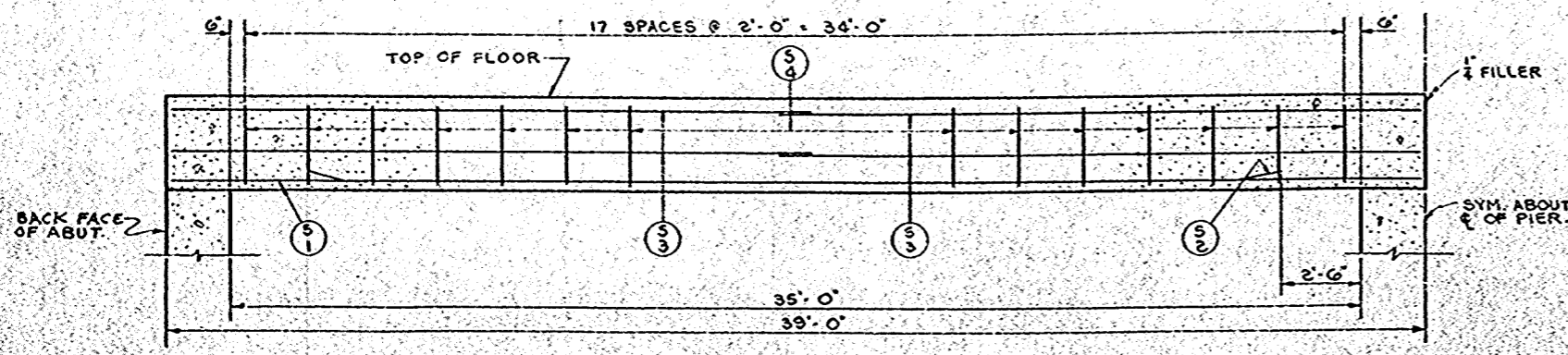
POUR MARK	NO.	SIZE	LENGTH	SPACING	LOCATION	DET.
	S1	32	9	38'-9"	SHOWN GIRDER	*
	S2	24	9	30'-0"	SHOWN	*
	S3	32	4	19'-9"	SHOWN	
	S4	12	4	9'-9"	STIRRUPS	A
	S5	48	4	6'-3"	1-G FLOOR-BOTTOM-TRANS-RT. EXT.	
	S6	106	7	4'-3"	8 TOP	
	S7	48	4	4'-9"	1-G BOTTOM-LT.	
	S8	106	7	4'-9"	8 TOP	
	S9	36	4	21'-3"	1-G BOTTOM-LONG-BOTH EXT.	
	S10	48	5	21'-3"	1-G TOP	
	S11	16	6	21'-9"	SHOWN CURB-LONG	
	S12	48	6	4'-6"	SHOWN SYM. ABOUT & OF POST	
	S13	106	5	3'-6"	1-G TRANS.	B



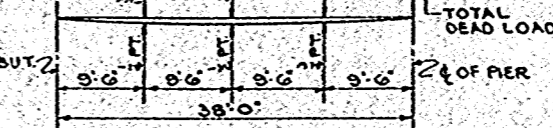
**CROSS SECTION THRU ROADWAY**



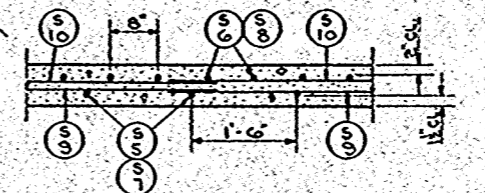
**PLAN**



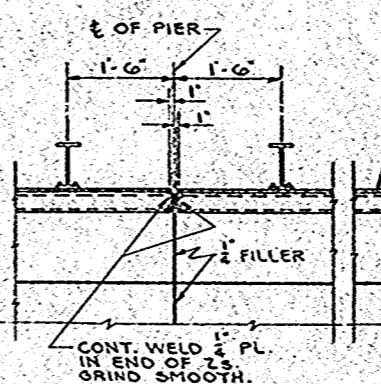
**HALF SECTION THRU GIRDERS**



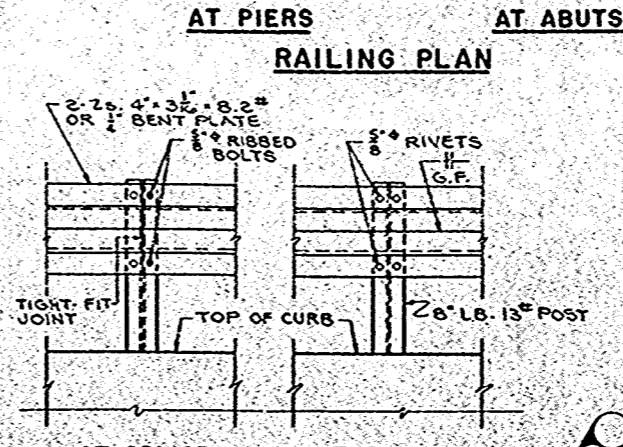
**DEFLECTION DIAGRAM**



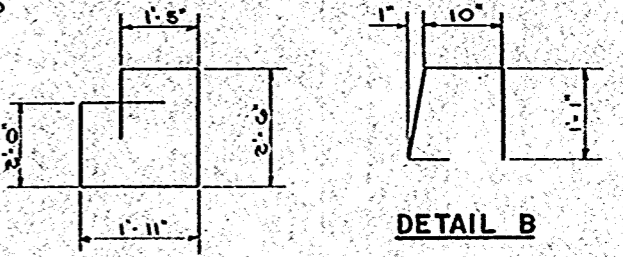
**SECTION S1**



**RAILING PLAN**

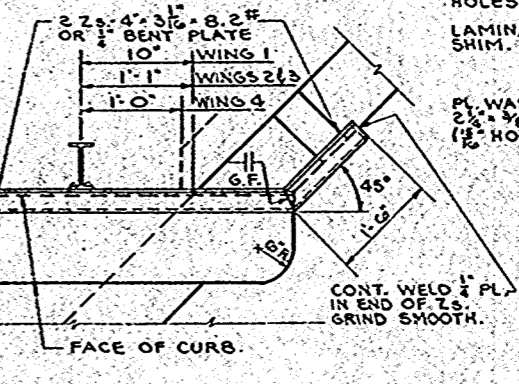


**RAILING DETAILS**

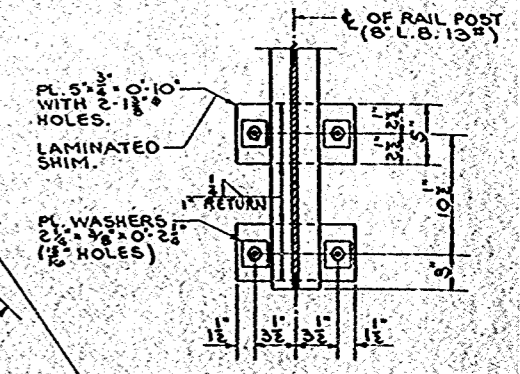


**DETAIL A**

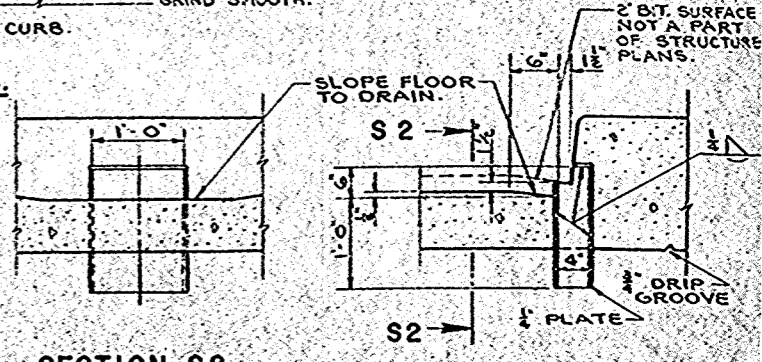
**DETAIL B**



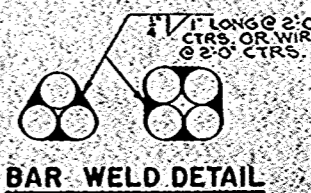
**SECTION S2**



**SECTION R1**

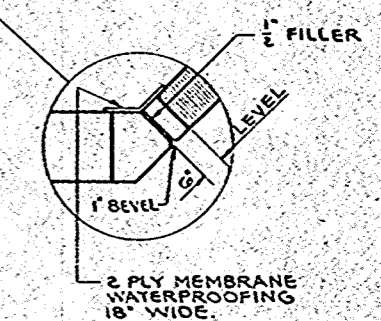
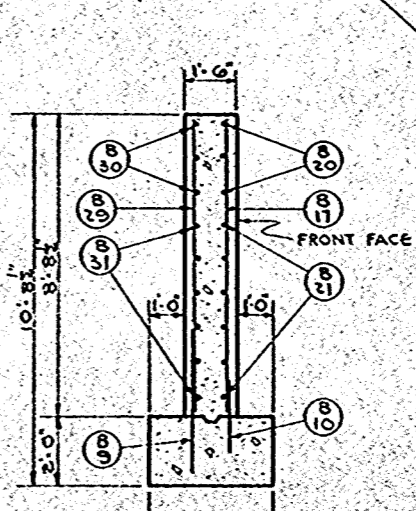
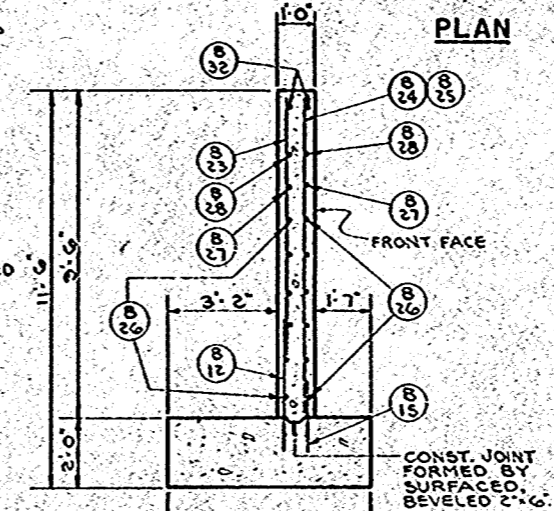
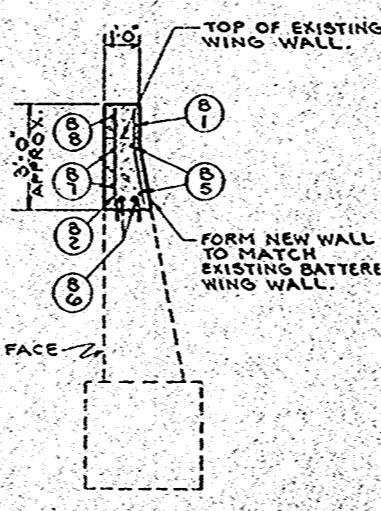
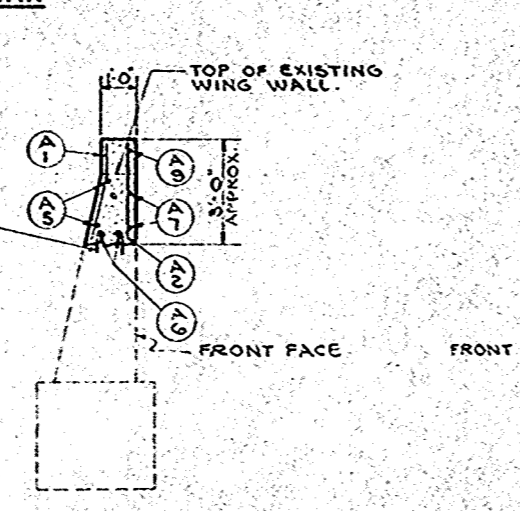
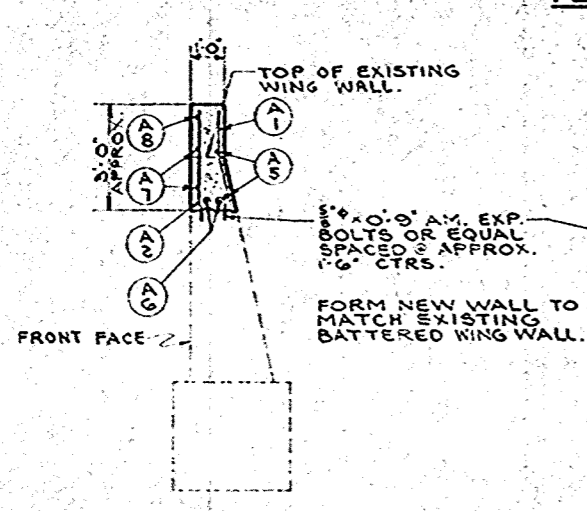
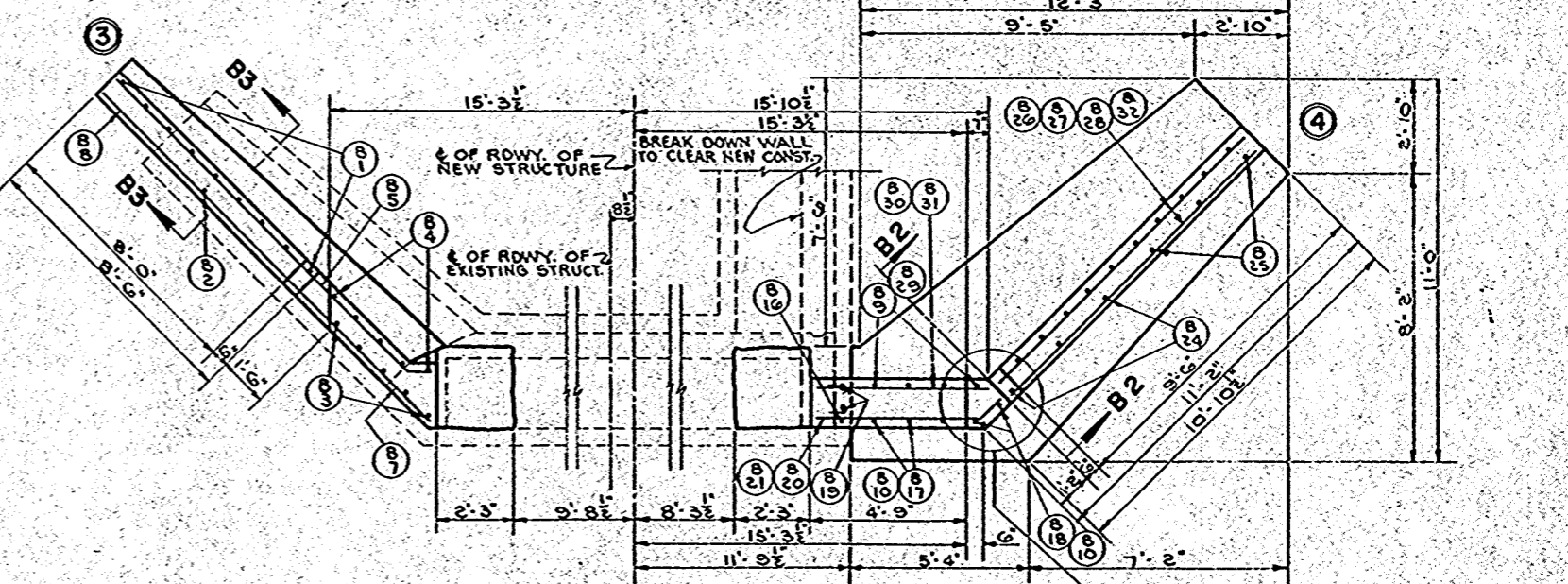
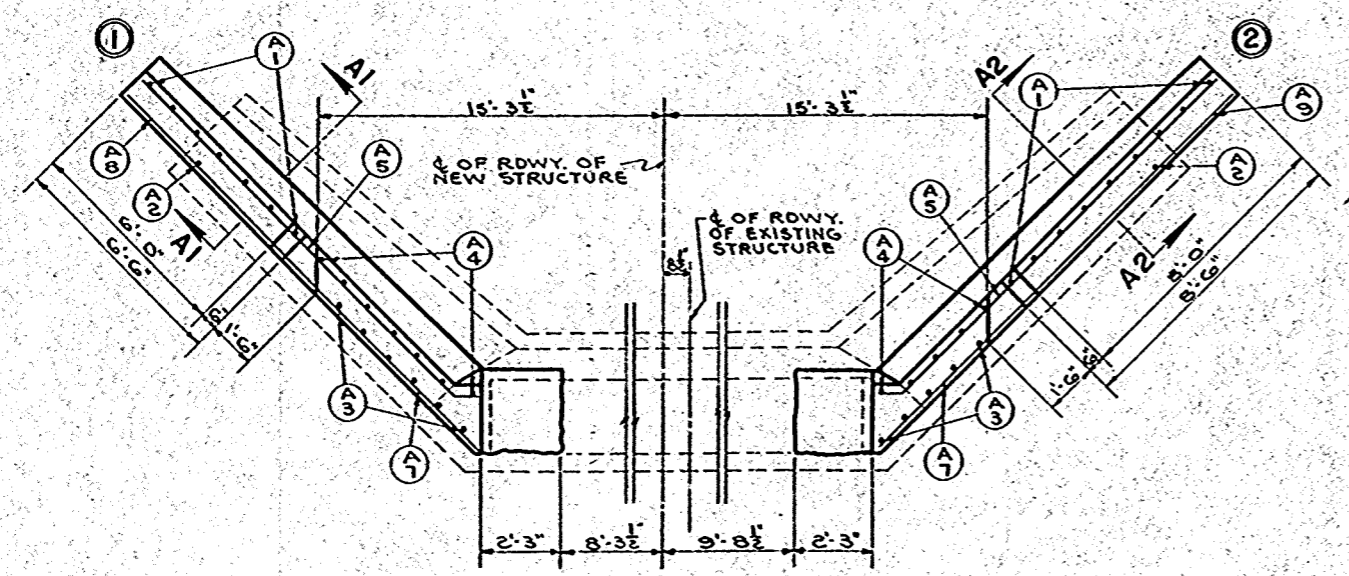
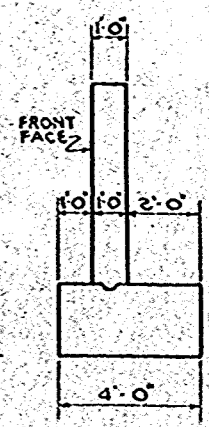
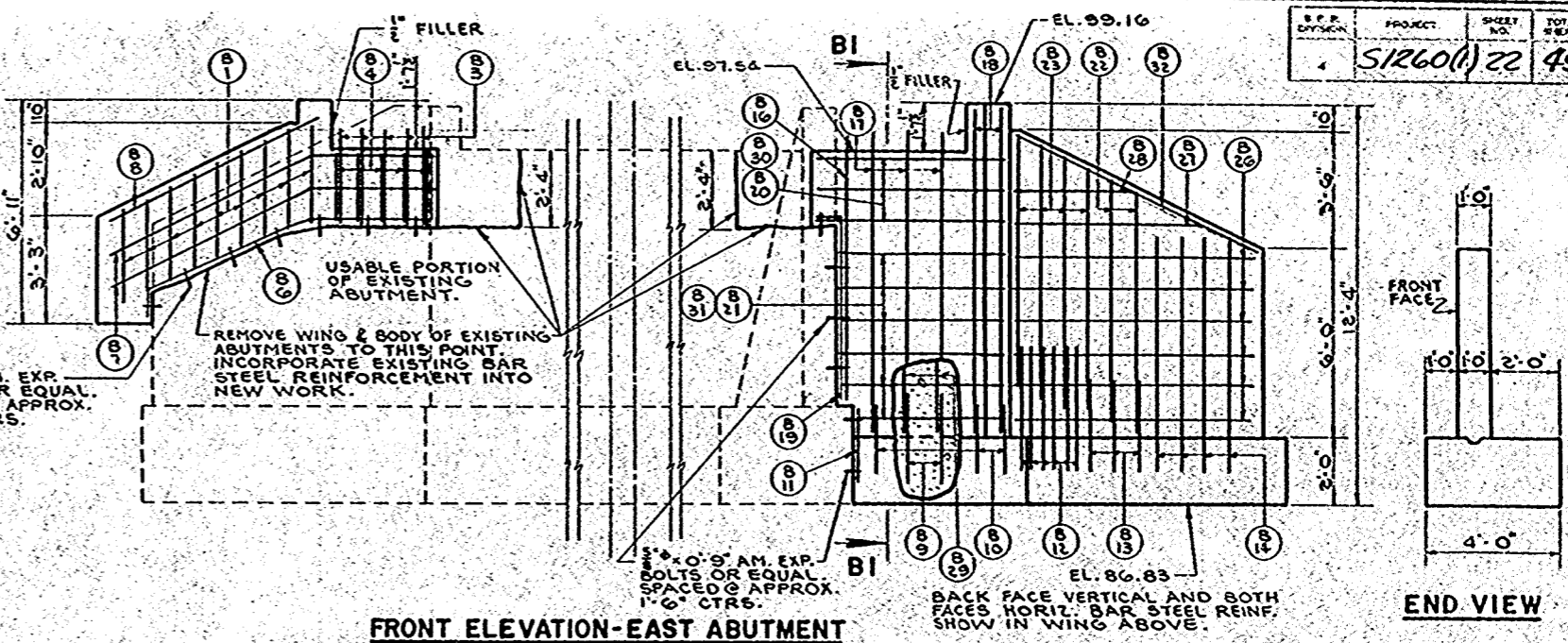
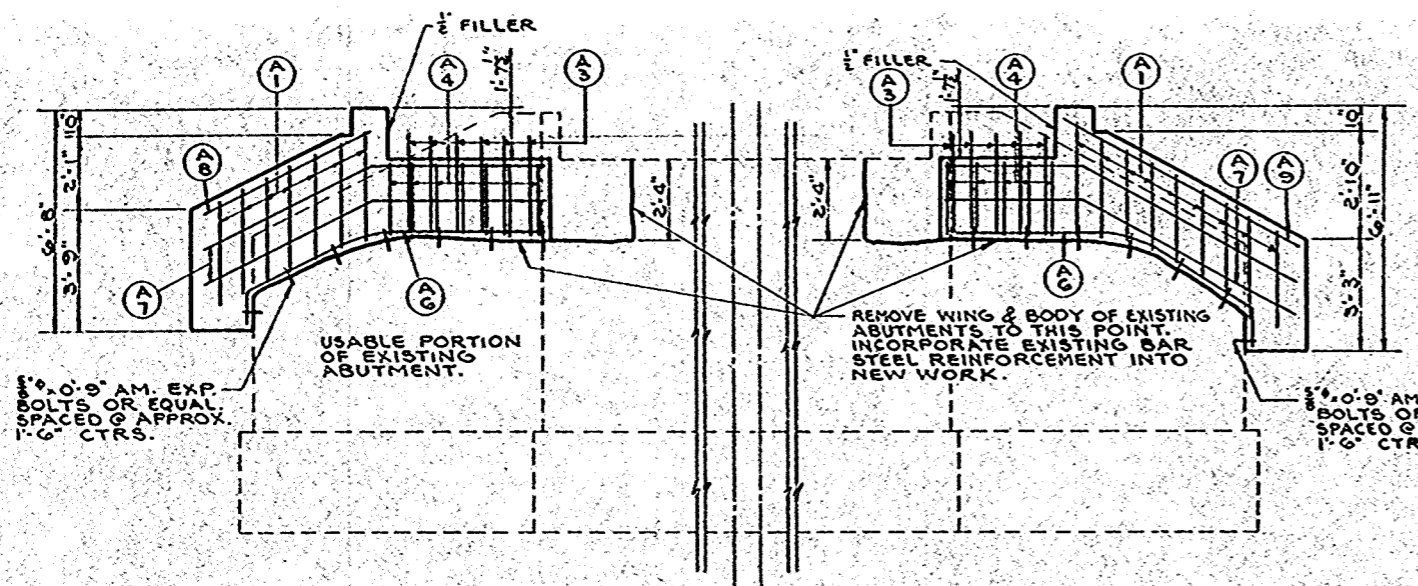


**SECTION THRU DRAIN**



**BAR WELD DETAIL**

STATE HIGHWAY COMMISSION OF WISCONSIN
<b>SUPERSTRUCTURE</b>
STRUCTURE B-70-37
SHEET 2 OF 3

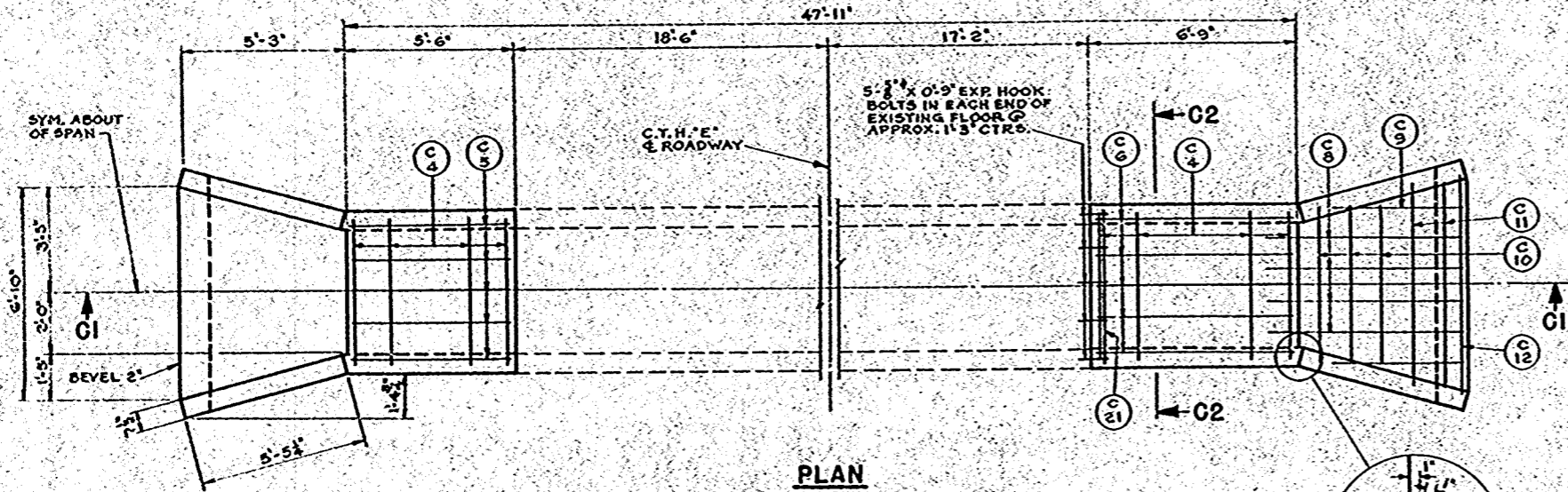


STATE HIGHWAY COMMISSION OF WISCONSIN			
<b>ABUTMENTS</b>			
DESIGNED BY: A.A.S. HOUSTON, H15 1927-1957			
DATE: 1-59 1000 STD. DRAWINGS W.S. 1			
STRUCTURE	B-70-37	SHEET	3 OF 3

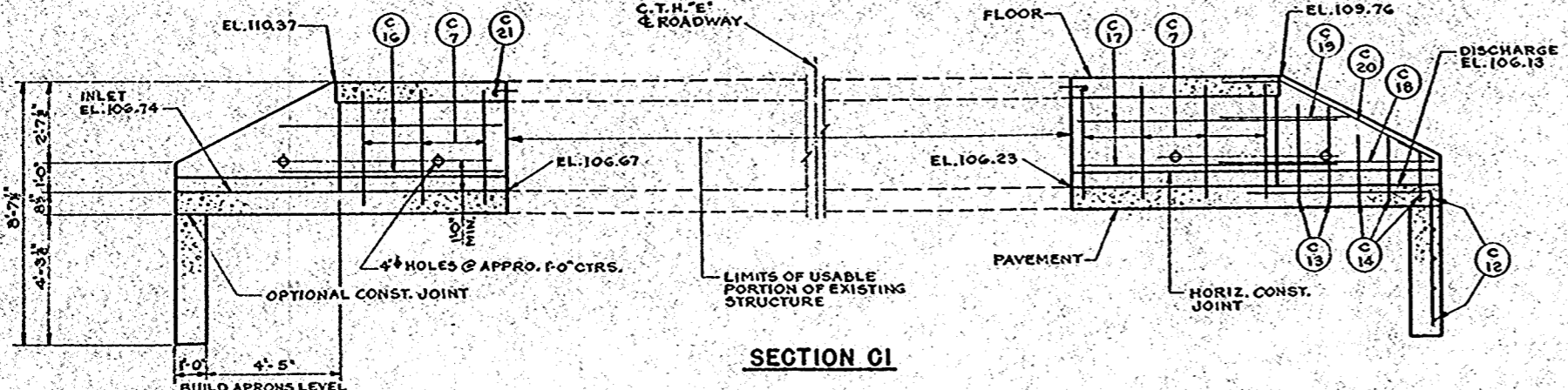
**BENCH MARKS**

NO.	STATION	DESCRIPTION	ELEV.
21	193+89.00	SPIKE IN 12" HICKORY 40' LT.	113.70

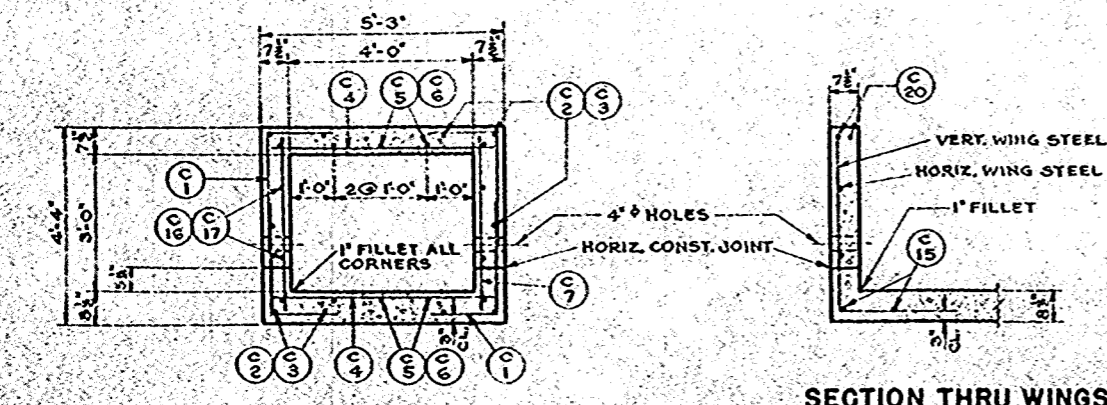
COUNTY & LOCALITY	ROUTE & SECTION	CLASS & AGREEMENT	FEDERAL	STATE	DIVISION	PROJECT	SHEET NO.	TOTAL SHEETS
70.6	1260.0	11.1				51260(1)	23	49



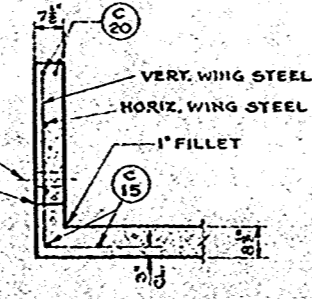
**PLAN**



**SECTION C1**



**SECTION C2**



**SECTION THRU WINGS**

**GENERAL NOTES**

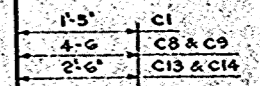
DRAWINGS SHALL NOT BE SCALED.  
 ALL CONCRETE MASONRY SHALL BE GRADE "AA".  
 BEVEL ALL EXPOSED EDGES OF CONCRETE 1" UNLESS OTHERWISE SPECIFIED.  
 BAR STEEL REINFORCEMENT SHALL BE IMBEDDED 2" CLEAR UNLESS OTHERWISE SHOWN OR NOTED.  
 THE USE OF STRUCTURAL GRADE BAR STEEL REINFORCEMENT IS PROHIBITED.  
 ALL EXCAVATED VOLUME NOT OCCUPIED BY THE NEW STRUCTURE SHALL BE BACKFILLED WITH GRANULAR BACKFILL TO THE ORIGINAL GROUND LINE. PAYMENT WILL BE MADE ONLY FOR MATERIAL ACTUALLY PLACED WITHIN THE LIMITS SPECIFIED FOR "EXCAVATION FOR STRUCTURES".  
 UTILIZE EXPOSED OLD REINFORCING STEEL WHERE POSSIBLE AND BOND TO NEW WORK.

**ESTIMATED QUANTITIES**

BID ITEMS	
EXCAVATION FOR STRUCTURES	20 C.Y.
GRANULAR BACKFILL	15 C.Y.
CONCRETE MASONRY	10.5 C.Y.
BAR STEEL REINFORCEMENT	740 LB.
NON-BID ITEMS	
5" EXP. HOOK BOLTS	10 REQD

**BILL OF BARS**  
 DIMENSIONS IN BENDING DETAILS ARE OUT TO OUT.

POUR	MARK	NO.	SIZE	LENGTH	SPACING	LOCATION	DET.
PAVEMENT & APRONS	C1	14	4	4-0	1-9	PAVEMENT & SIDES	A
	C2	4	4	5-3	SHOWN	TIES - S. END ONLY	
	C3	4	4	6-6	SHOWN	" N. "	
	C4	11	4	4-9	1-3	TRANS.	
	C5	5	4	5-3	1-0	LONG. - S. END ONLY	
	C6	5	4	6-6	1-0	" N. "	
	C7	14	4	3-9	2-0	SIDES - VERT.	
	C8	8	4	10-9	1-0	APRONS	A
	C9	4	4	8-6	1-0	"	A
	C10	6	4	5-0	1-0	"	
	C11	4	4	6-6	1-0	"	
	C12	10	4	4-9	1-0	CUT-OFF-WALL	
	C13	8	4	5-6	1-0	APRONS - VERT.	A
	C14	12	4	4-6	1-0	"	A
	C15	8	4	5-3	SHOWN	TIES	
FLOOR, SIDES & WINGS	C1	14	4	4-0	1-9	FLOOR & SIDES	A
	C2	6	4	5-3	SHOWN	TIES - S. END ONLY	
	C3	6	4	6-6	SHOWN	" N. "	
	C4	11	4	4-9	1-3	TRANS.	
	C5	5	4	5-3	1-0	LONG. - S. END ONLY	
	C6	5	4	6-6	1-0	" N. "	
	C16	4	4	7-3	1-6	SIDES HOR. - S. END ONLY	
	C17	4	4	8-9	1-6	" N. "	
	C18	4	4	7-3	1-6	WINGS HOR.	
	C19	4	4	4-6	1-6	"	
C20	8	5	8-0	SHOWN	"		
C21	2	4	4-9	SHOWN	FLOOR		



**DETAIL A**

DESIGNED FOR 4.5 OF FILL

STATE HIGHWAY COMMISSION OF WISCONSIN

**DETAILS**

WINNEBAGO RUSHFORD STA 195+  
 29.00  
 SECTION 21 & 22 TOWNSHIP 18 N RANGE 14 E  
 COUNTY A.A.S.H.O. 57 DISTRICT R20  
 DATE 2/2/55 L.B.M. (BY P.A.M.)  
 H.B. Schuff  
 E.S. Ruston

STRUCTURE C-70-30 SHEET 1 OF 1

X 19567

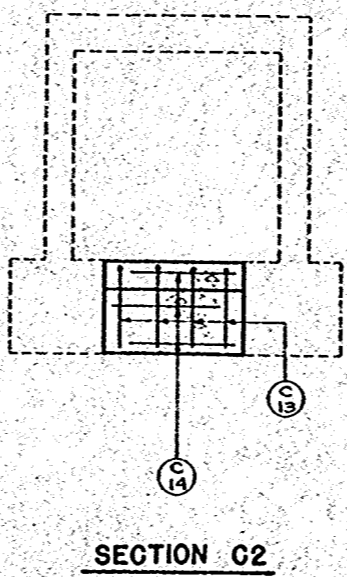
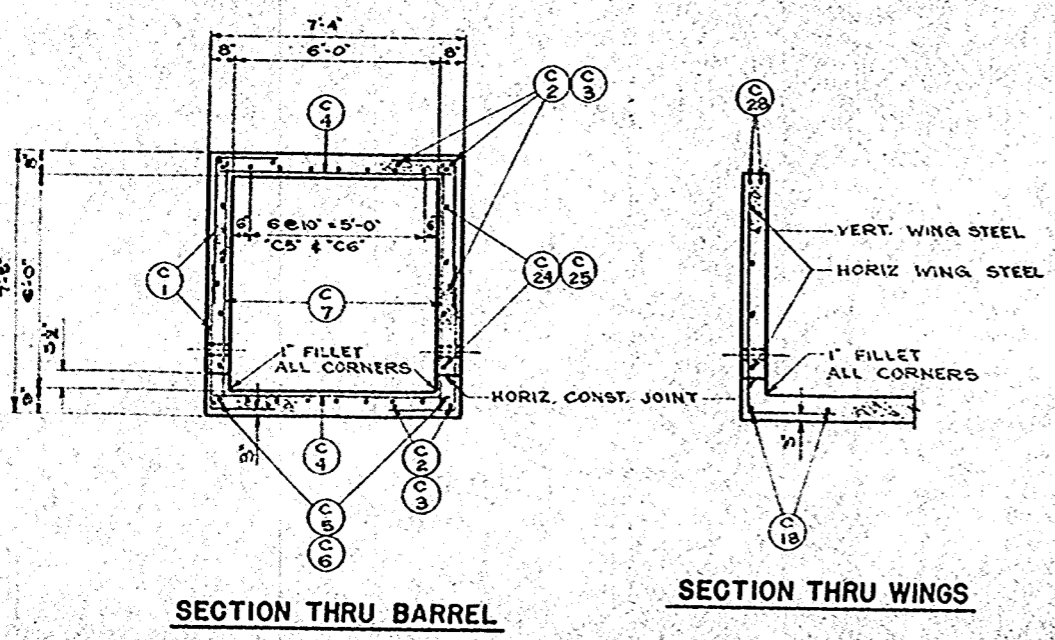
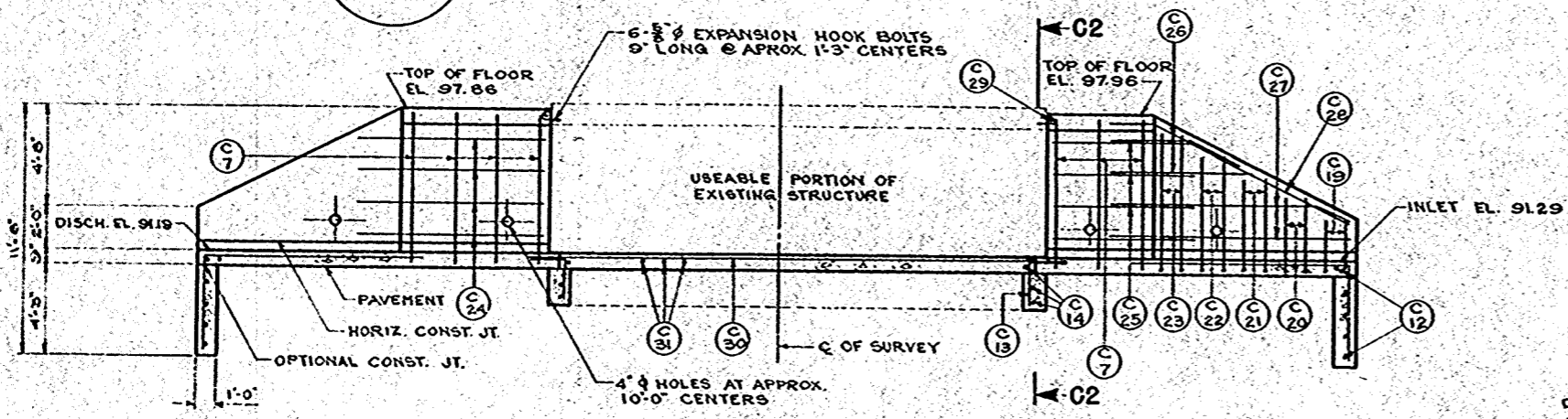
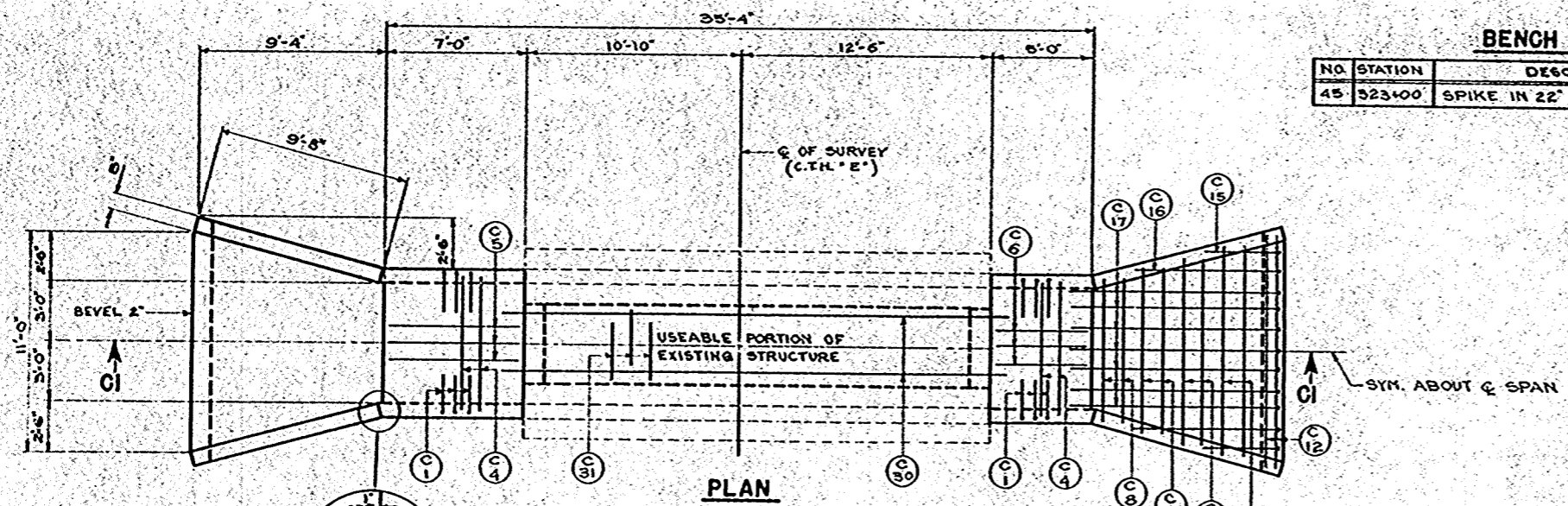
**BENCH MARK**

NO.	STATION	DESCRIPTION	ELEV.
45	523100	SPIKE IN 22' ELM 90' LT.	96.12

**BILL OF BARS 2,020#**

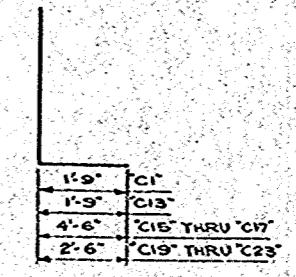
DIMENSIONS IN BENDING DETAILS ARE OUT TO OUT

FOUR MARK	NO.	SIZE	LENGTH	SPACING	LOCATION	DET.
PAVEMENT, APRON, AND CUTOFF WALLS	C1	3# 4	5-9	8	PAVEMENT AND WALLS	A
	C2	4 4	6-6	SHOWN	" TIES	
	C3	4 4	4-6		" "	
	C4	12 7	6-9	1-0	" "	
	C5	9 4	6-6	10	" "	
	C6	9 4	4-6	10	" "	
	C7	14 4	6-9	2-0	WALLS VERT.	
	C8	4 4	7-3	1-0	APRON	
	C9	4 4	8-6	1-0	" "	
	C10	4 4	9-6	1-0	" "	
	C11	4 4	10-6	1-0	" "	
	C12	12 4	11-6	1-0	" AND END CUTOFF WALLS	
	C13	8 4	3-9	1-0	CENTER CUTOFF WALLS	A
	C14	6 4	3-0	1-0	" "	
	C15	4 4	8-3	1-0	APRON AND CUTOFF WALLS	A
	C16	4 4	12-0	1-0	" "	A
	C17	14 4	14-9	1-0	" "	A
	C18	8 4	9-6	SHOWN	" "	A
	C19	8 4	5-0	1-0	" AND WINGS	A
	C20	8 4	6-0	1-0	" "	A
	C21	8 4	7-0	1-0	" "	A
	C22	8 4	7-9	1-0	" "	A
	C23	8 5	8-9	1-0	" "	A
FLOOR, WALLS, AND WINGS	C1	3# 4	5-9	8	FLOOR AND WALLS	A
	C2	6 4	6-6	SHOWN	" TIES	
	C3	6 4	4-6		" "	
	C4	12 7	6-9	1-0	" "	
	C5	9 4	6-6	10	" "	
	C6	9 4	4-6	10	" "	
	C24	8 4	8-9	1-6	WALLS	
	C25	8 4	6-9	1-6	" "	
	C26	8 4	7-6	1-6	WINGS HORIZ.	
C27	8 4	11-6	1-6	" "		
C28	8 5	12-6	SHOWN	TOP OF WINGS		
C29	2 5	7-0		FLOOR		
C30	5 4	25-3	1-0	PAVEMENT IN EXISTING STRUCT.		
C31	24 4	4-6	1-0	" "		



**GENERAL NOTES**

DRAWINGS SHALL NOT BE SCALED.  
 ALL CONCRETE MASONRY SHALL BE GRADE "AA".  
 BEVEL EXPOSED EDGES OF CONCRETE 1" UNLESS OTHERWISE SPECIFIED.  
 BAR STEEL REINFORCEMENT SHALL BE IMBEDDED 2" CLEAR UNLESS OTHERWISE SHOWN OR NOTED.  
 ALL EXCAVATED VOLUME NOT OCCUPIED BY THE NEW STRUCTURE SHALL BE FILLED WITH GRANULAR BACKFILL TO THE GROUND LINE THAT EXISTED BEFORE EXCAVATION STARTED. PAYMENT WILL BE MADE ONLY FOR MATERIAL ACTUALLY PLACED WITHIN THE LIMITS SPECIFIED FOR "EXCAVATION FOR STRUCTURES."  
 THE USE OF STRUCTURAL GRADE BAR STEEL REINFORCEMENT IS PROHIBITED.  
 UTILIZE EXPOSED OLD REINFORCING STEEL WHERE POSSIBLE AND BOND TO NEW WORK.



**TOTAL ESTIMATED QUANTITIES**

BID ITEMS	
EXCAVATION FOR STRUCTURES	50 CY.
GRANULAR BACKFILL	20 CY.
CONCRETE MASONRY	25.3 CY.
BAR STEEL REINFORCEMENT	2,020 L.B.
NON-BID ITEMS	
5/8" EXPANSION HOOK BOLTS	12 REQ'D

STATE HIGHWAY COMMISSION OF WISCONSIN

**DETAILS**

WINNEBAGO RUSHFORD 2234 79.00  
 25 18N 14E  
 A.A.S.W.'57 H15 1957  
 1.8.M. J.F.F.

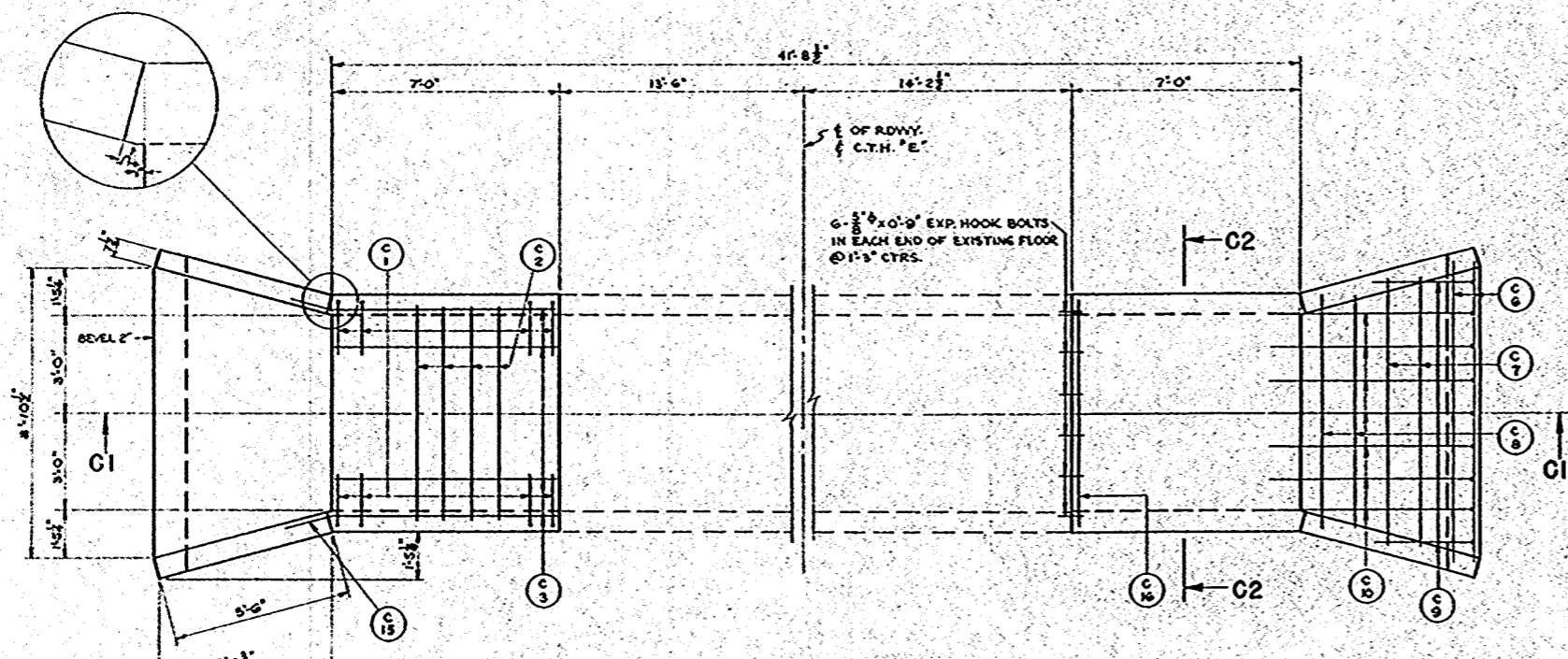
*H.B. Schull*  
*E.C. Ruston*

STRUCTURE C-70-27 SHEET 1 OF 1

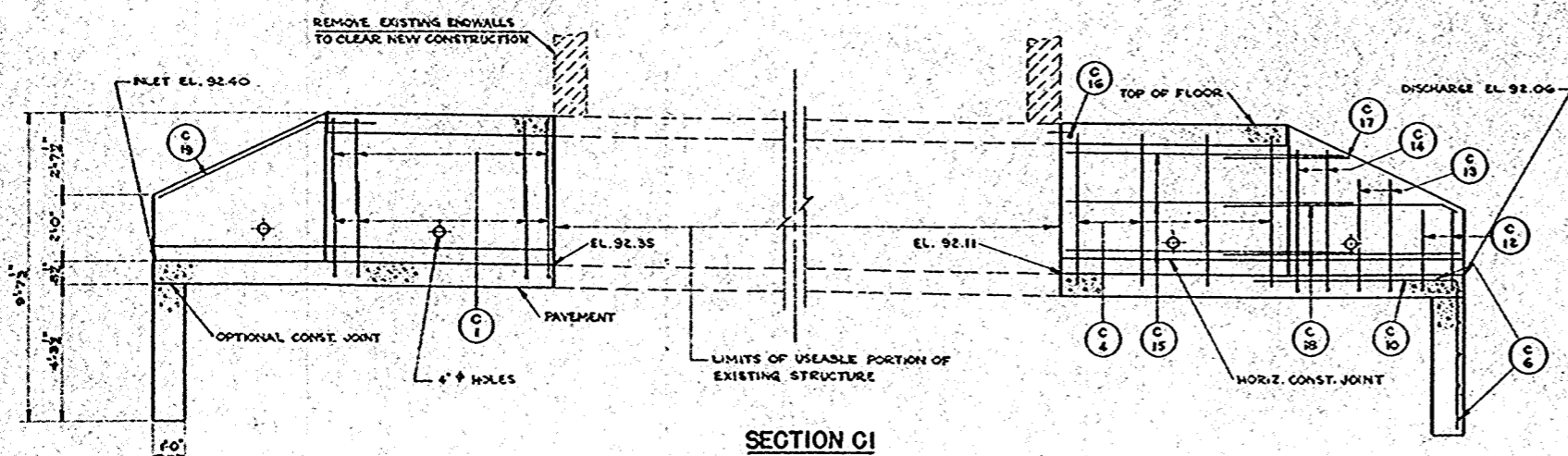


COUNTY & HIGHWAY	ROUTE & SECTION	CLASS & AGREEMENT STATE FEDERAL	R. P. R. DIVISION	PROJECT	SHEET NO.	TOTAL SHEETS
70.6	1260.0	111		512600	25	49

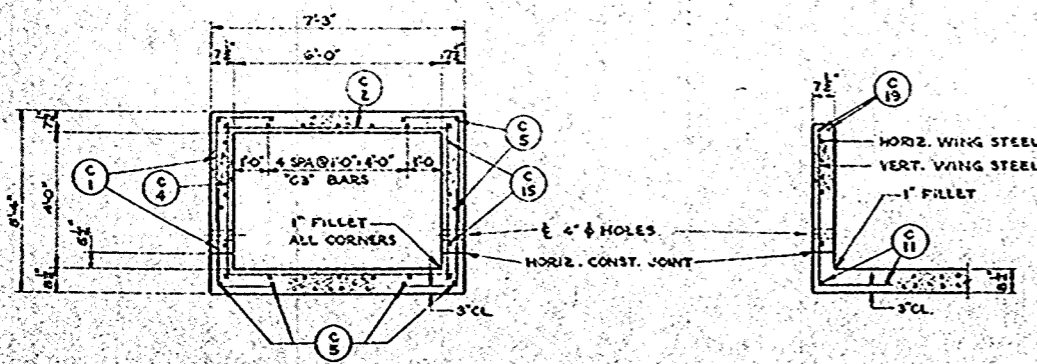
BENCHMARK			
NO.	STA.	DESCRIPTION	ELEV.
47	835+39	SPIKE IN 3" OAK 90' LT.	96.91



**PLAN**  
INLET EXT & DISCHARGE EXT ARE SIMILAR

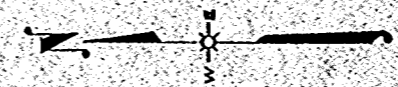


**SECTION C1**



**SECTION C2**

**SECTION THRU WINGS**



**BILL OF BARS** 1330#  
DIMENSIONS IN BENDING DETAILS ARE OUT TO OUT

FOUR	MARK	NO	SIZE	LENGTH	SPACING	DESCRIPTION	DET.
PAVEMENT & APRONS	C1	40	4	4-9	9	PAVEMENT & SIDES	A
	C2	18	5	6-9	10	" TRANS.	
	C3	14	4	6-9	1-0	" LONG.	
	C4	16	4	4-9	2-0	" SIDES VERT.	
	C5	8	4	6-9	SHOWN	" BOT.	
	C6	12	4	9-3	1-0	CUTOFF	
	C7	4	4	8-3	1-0	APRON TRANS.	
	C8	4	4	7-3	1-0	" "	
	C9	4	4	7-0	1-0	" LONG.	A
	C10	14	4	11-0	1-0	" "	A
SIDES & FLOOR	C11	8	4	8-3	SHOWN	" "	
	C12	8	4	8-0	1-0	WINGS VERT.	A
	C13	8	4	6-0	1-0	" "	A
	C14	8	4	6-3	1-0	" "	A
	C15	40	4	4-9	9	FLOOR & SIDES	A
	C16	18	5	6-9	10	" TRANS.	
	C17	14	4	6-9	1-0	" LONG.	
	C18	12	4	6-9	SHOWN	" SIDES	
	C19	2	4	6-9	SHOWN	FLOOR	
C20	4	4	4-0	1-6	WINGS HORIZ.		
C21	8	4	7-3	1-6	" "		
C22	8	5	8-0	SHOWN	" TOP		

1'-8"	C1
4'-8"	C9 & C10
2'-6"	C12, C13 & C14

**DETAIL A**

**GENERAL NOTES**

DRAWINGS SHALL NOT BE SCALED.  
BEVEL ALL EXPOSED EDGES OF CONCRETE MASONRY 1" UNLESS OTHERWISE SPECIFIED.  
BAR STEEL REINFORCEMENT SHALL BE IMBEDDED 2" CLEAR UNLESS OTHERWISE SHOWN OR NOTED.  
USE OF STRUCTURAL GRADE BAR STEEL REINFORCEMENT IS PROHIBITED.  
ALL EXCAVATED VOLUME NOT OCCUPIED BY NEW STRUCTURE SHALL BE BACKFILLED WITH GRANULAR BACKFILL TO THE ORIGINAL GROUND LINE. PAYMENT WILL BE MADE ONLY FOR MATERIAL ACTUALLY PLACED WITHIN THE LIMITS SPECIFIED FOR "EXCAVATION FOR STRUCTURES".

**ESTIMATED QUANTITIES**

BID ITEMS	QUANTITY
EXCAVATION FOR STRUCTURES	45 CY
GRANULAR BACKFILL	20 CY
CONCRETE MASONRY	15.00 CY
BAR STEEL REINFORCEMENT	1850 LB
3/8" EXP. HOOK BOLTS	12 REQD

STATE HIGHWAY COMMISSION OF WISCONSIN

**DETAILS**

WISCONSIN HIGHWAY 24 RUSHFORD

SECTION 24 FROM 10N RANGE 14E

SECTION 24 FROM 10N RANGE 14E

DESIGNED BY AASHO 1957 (SECTION 115) DATE 1957

DATE 2-17-59

APPROVED: *H. B. Schuff*

APPROVED: *E. C. Rostetter*

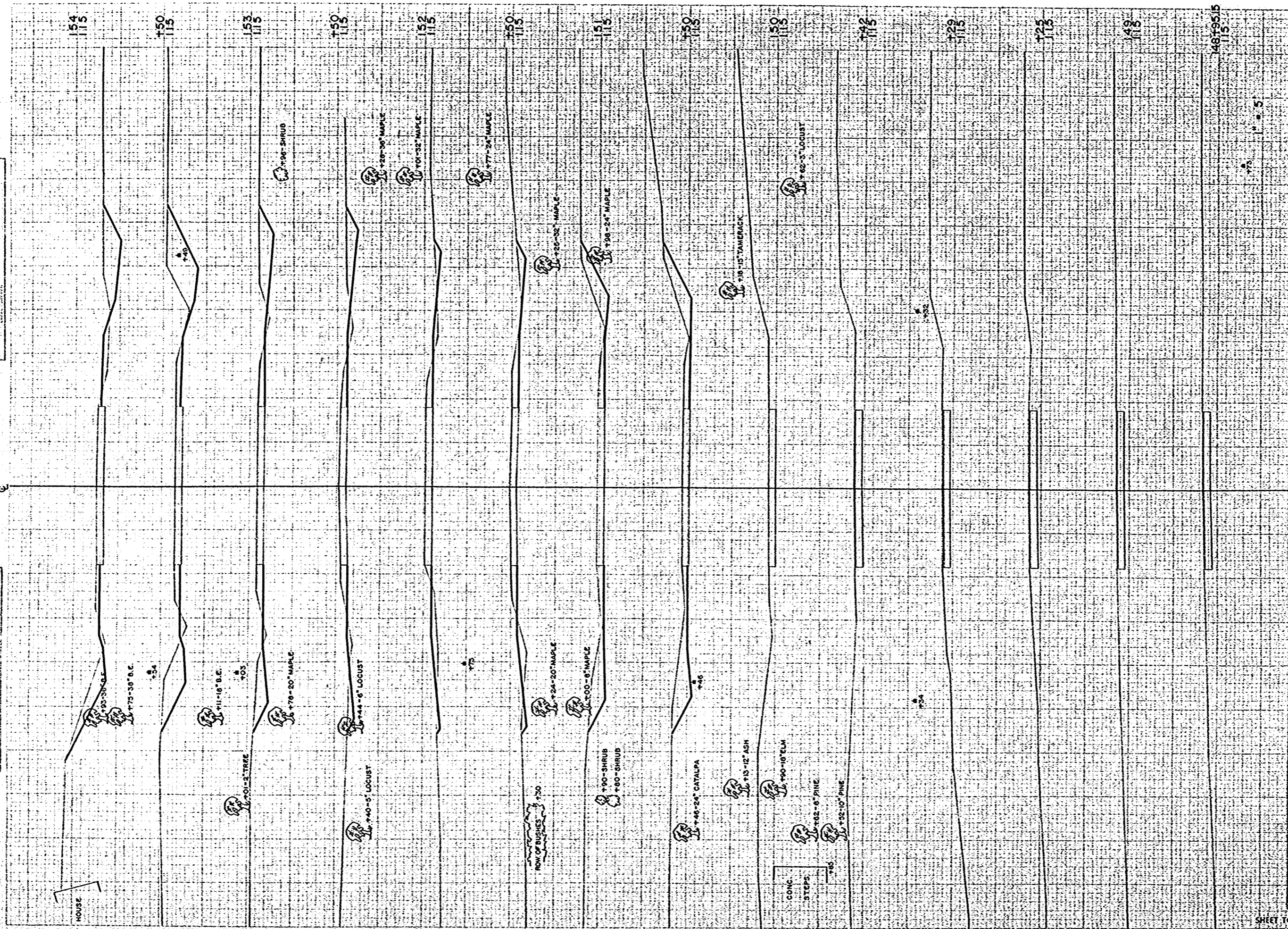
STRUCTURE C-70-29 SHEET 1 OF 1

X19555

DESIGNED FOR 3.0' OF FILL

ORIGINAL SURVEY  
 C. E. S.  
 R. A. N.  
 T. S. G.  
 O. M. N.  
 153

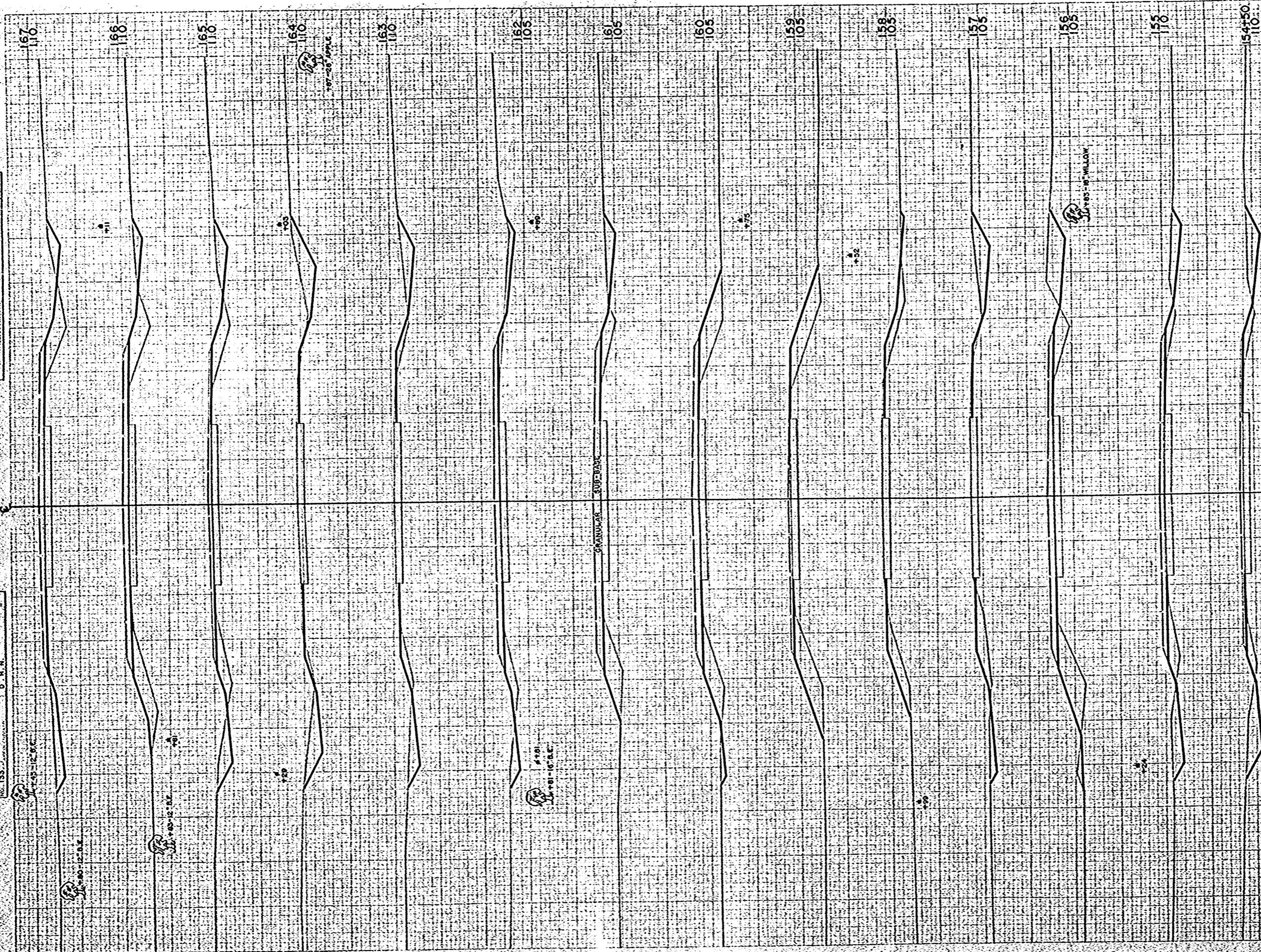
FINAL SURVEY  
 C. E. S.  
 R. A. N.  
 T. S. G.  
 O. M. N.  
 153



STATION	DISTANCE	YARDAGE		
		EXCAVATION		
		JUNC		FILL
148				
95.15				
149				
125				
129				
142				
150				
150	54			4
151	102			9
151	65			15
150	28			26
152	35			28
150	54			18
153	94			11
154	106			7
154				
153				
152				
151				
150				
149				
148				
147				
146				
145				
144				
143				
142				
141				
140				
139				
138				
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20				
19				
18				
17				
16				
15				
14				
13				
12				
11				
10				
9				
8				
7				
6				
5				
4				
3				
2				
1				
0				
SHEET TOTAL	538			118

FINAL  
SURVEY  
BOOK NO. 135

ORIGINAL  
SURVEY  
BOOK NO. 135

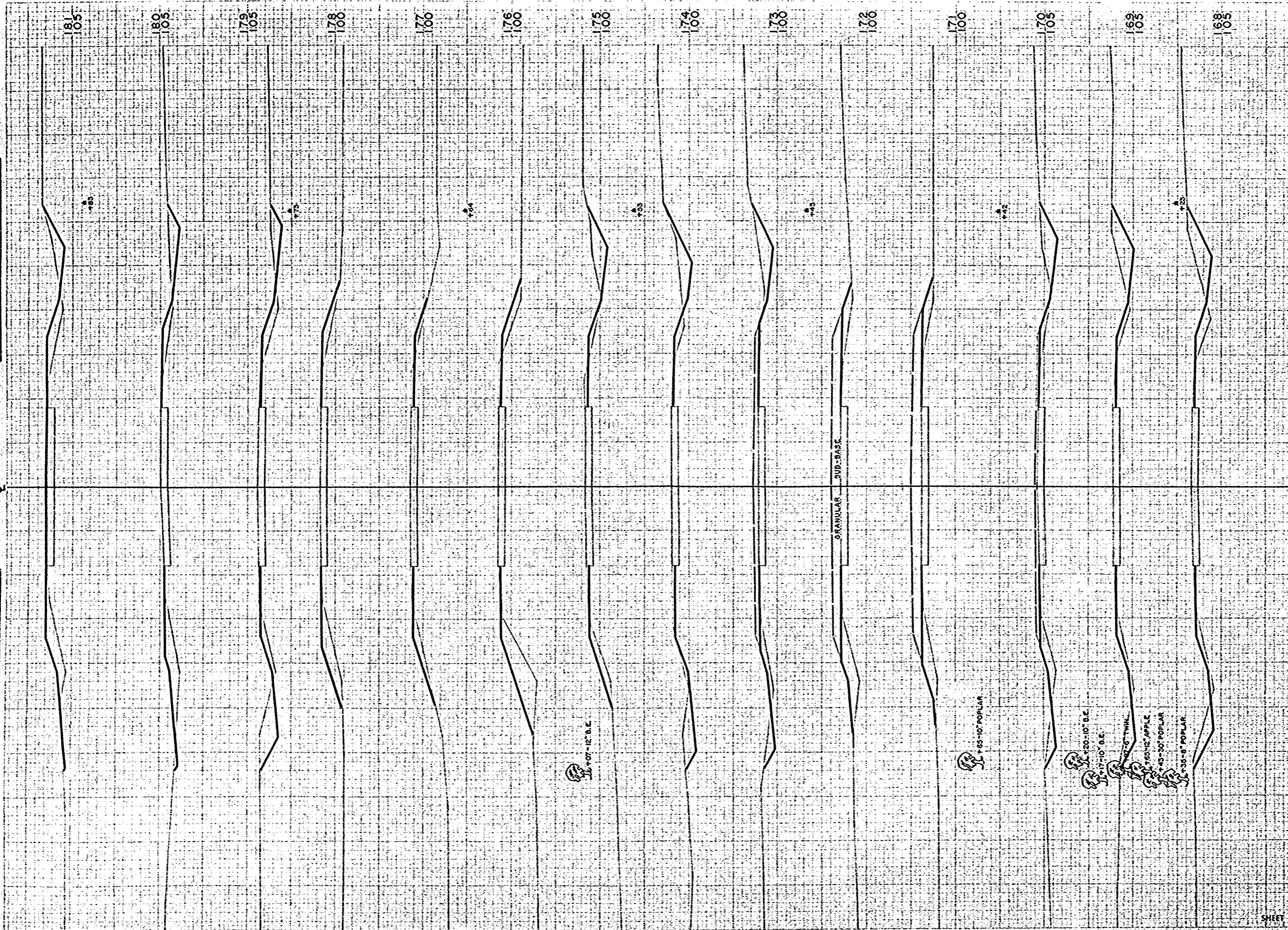


S.P.A. DISTRICT OFFICE  
PROJECT  
SHEET NUMBER  
TOTAL SHEETS

STATION	DISTANCE	YARDAGE	
		EXCAVATION	FILL
154		65	20
150		39	41
155		70	144
156		72	115
157		44	56
158		6	116
159		4	182
160		17	189
161		32	144
162		56	74
163		87	24
164		76	63
165		35	154
166		35	153
167			
SHEET TOTAL		638	1474

FINAL SURVEY PLATS  
 NOTE: SEE PLAT NO. 155 FOR ORIGINAL SURVEY DATA

ORIGINAL SURVEY PLATS  
 G. E. S. 9-58  
 R. A. N. 11-58  
 T. J. G. 12-58  
 O. M. N.

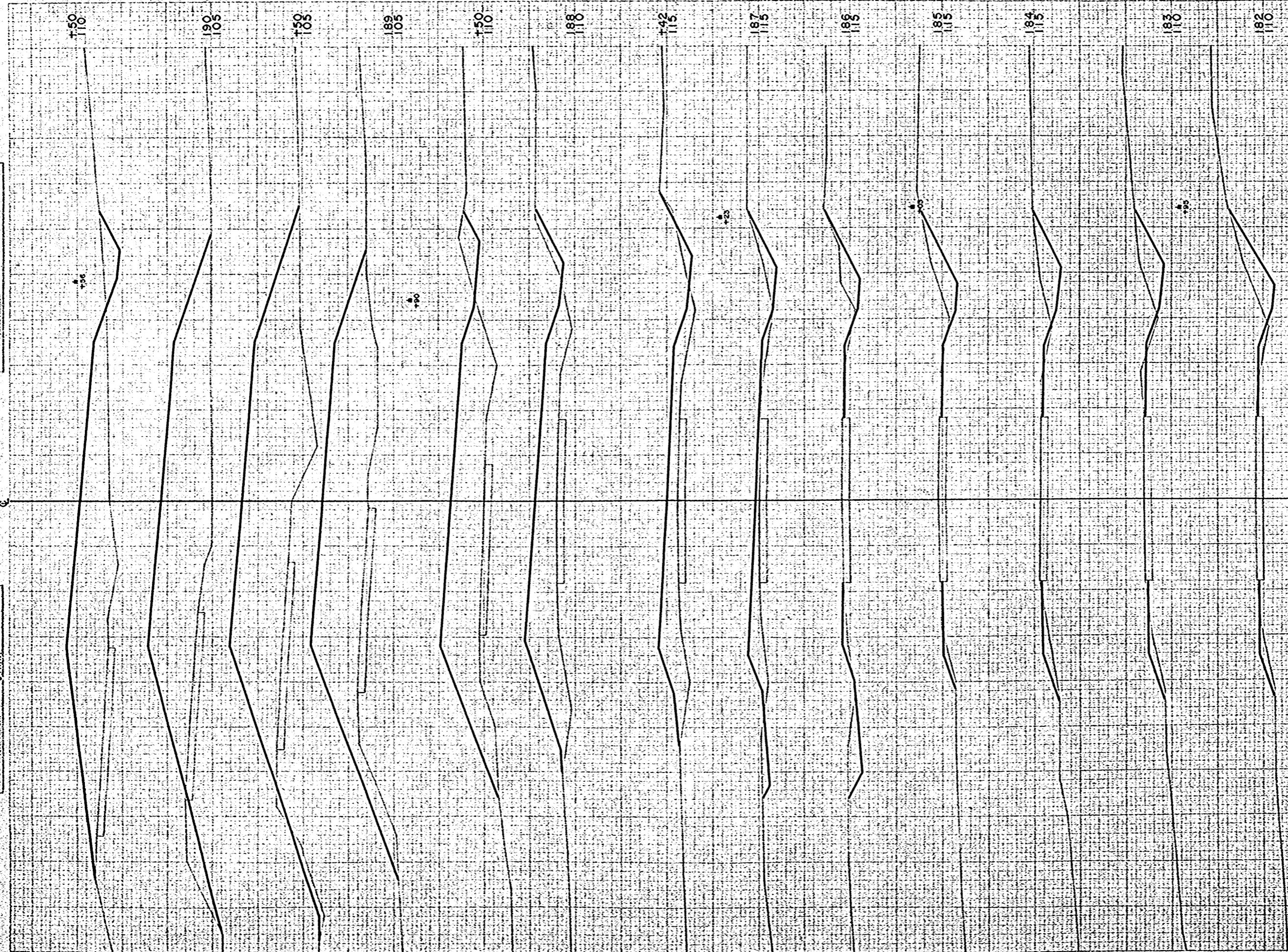


D.P.R. DISTRICT OFFICE	PROJECT	SHEET NUMBER	TOTAL SHEETS
WIS. 4	S. 1260 (11)	28	49

STATION	DISTANCE	YARDAGE	
		EXCAVATION	FILL
167			
168	65		78
169	76		32
170	63		52
171	26		148
172	0		211
173	26		156
174	68		57
175	67		20
176	32		59
177	11		59
178	4		67
179	44		74
180	63		96
181	41		115
SHEET TOTAL	586		1224

FINAL SURVEY  
 DATE: 11-28-58  
 BY: J. S. G.  
 CHECKED: O. M. N.

ORIGINAL SURVEY  
 DATE: 11-28-58  
 BY: J. S. G.  
 CHECKED: O. M. N.

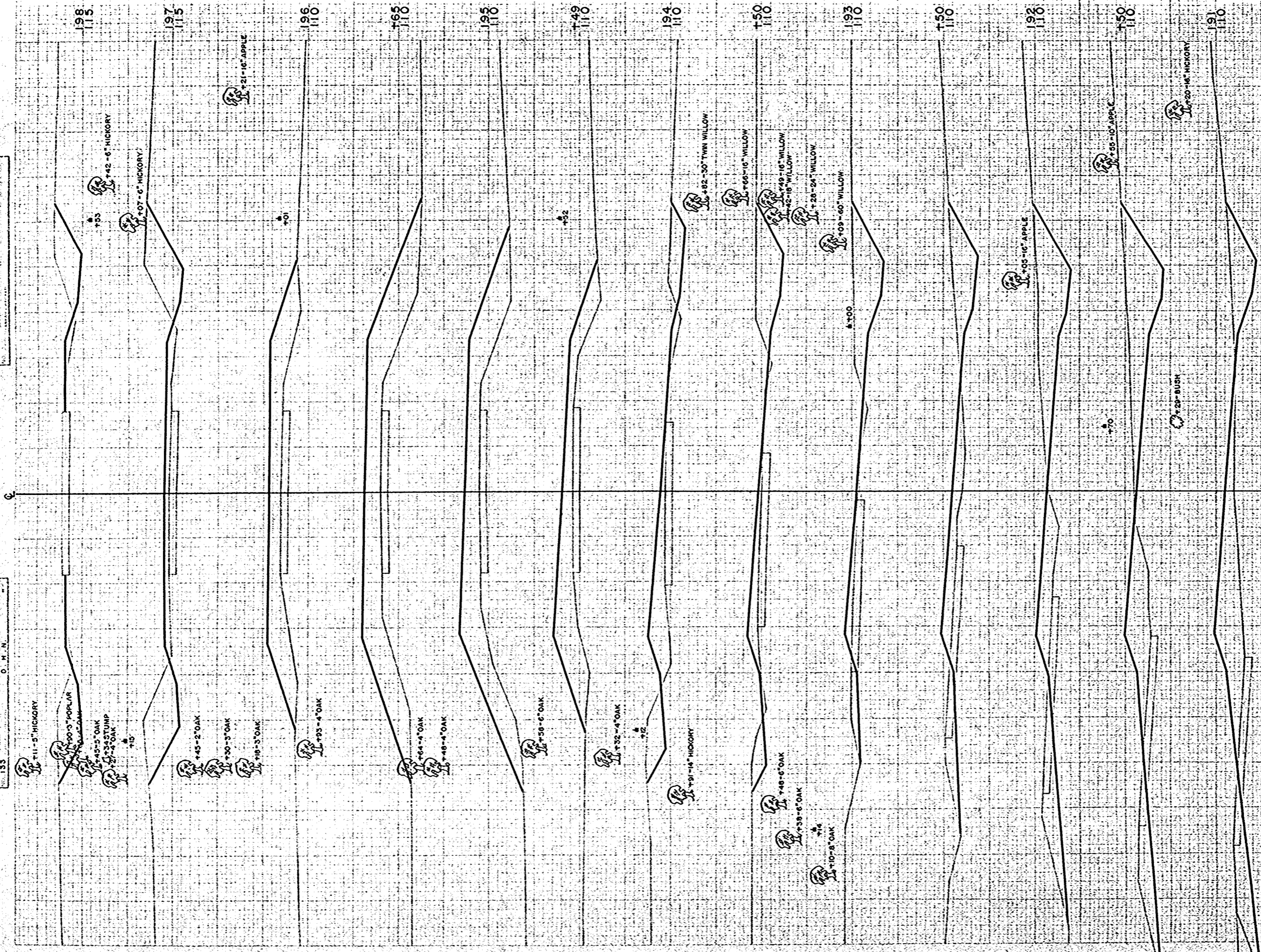


B.P.A. DISTRICT OFFICE	PROJECT	SHEET NUMBER	TOTAL SHEETS
WIS. 4	S 1260 (1)	29	49

STATION	DISTANCE	YARDAGE	
		EXCAVATION	FILL
181			
182	63		56
183	82		28
184	85		26
185	87		19
186	93		15
187	81		63
142	17		78
188	15		211
150	20		276
189	13		398
150	4		513
190	17		496
150	26		378
<b>SHEET TOTAL</b>	<b>603</b>		<b>2557</b>

ORIGINAL SURVEY 9-58  
 10-58  
 11-58  
 12-58

FINAL SURVEY 1-59  
 2-59  
 3-59  
 4-59  
 5-59  
 6-59  
 7-59  
 8-59  
 9-59  
 10-59  
 11-59  
 12-59



STATION	DISTANCE	YARDAGE	
		EXCAVATION	
		UNC.	FILL
190			
150	74		215
191	137		94
150	146		65
192	113		57
150	85		43
193	87		32
150	70		48
194	30		104
149	0		193
195	0		311
165	0		143
196	124		200
197	220		54
198			
<b>SHEET TOTAL</b>	<b>1086</b>		<b>1659</b>

R.P. DISTRICT OFFICE  
 WIS. 4

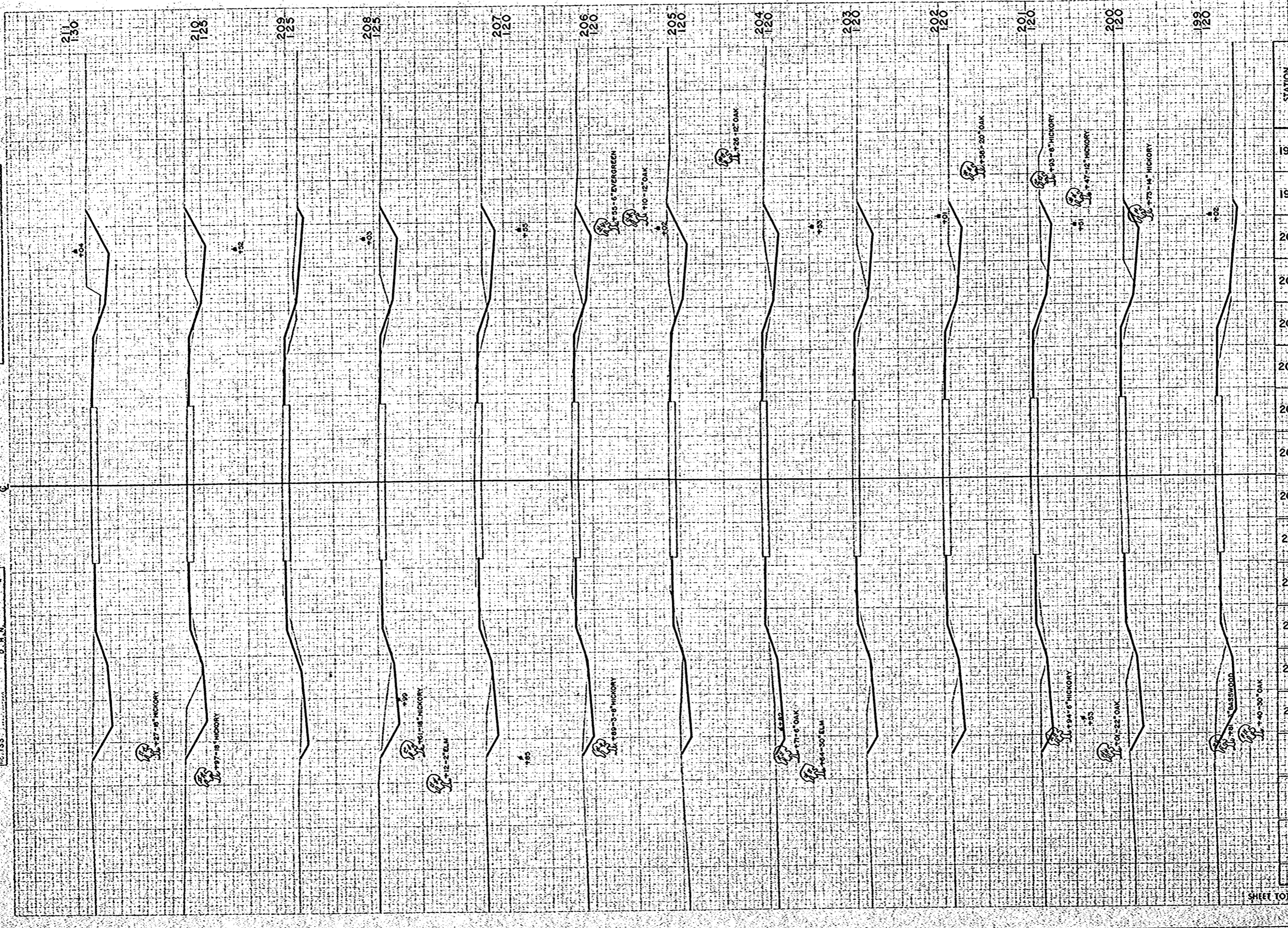
PROJECT  
 \$ 1260 (1)

SHEET NUMBER  
 30

TOTAL SHEETS  
 40

FINAL SURVEY  
 PLANNED  
 FOR PROJECT  
 NO. 1260 (11)

ORIGINAL SURVEY  
 DATE  
 NO. 1260 (11)

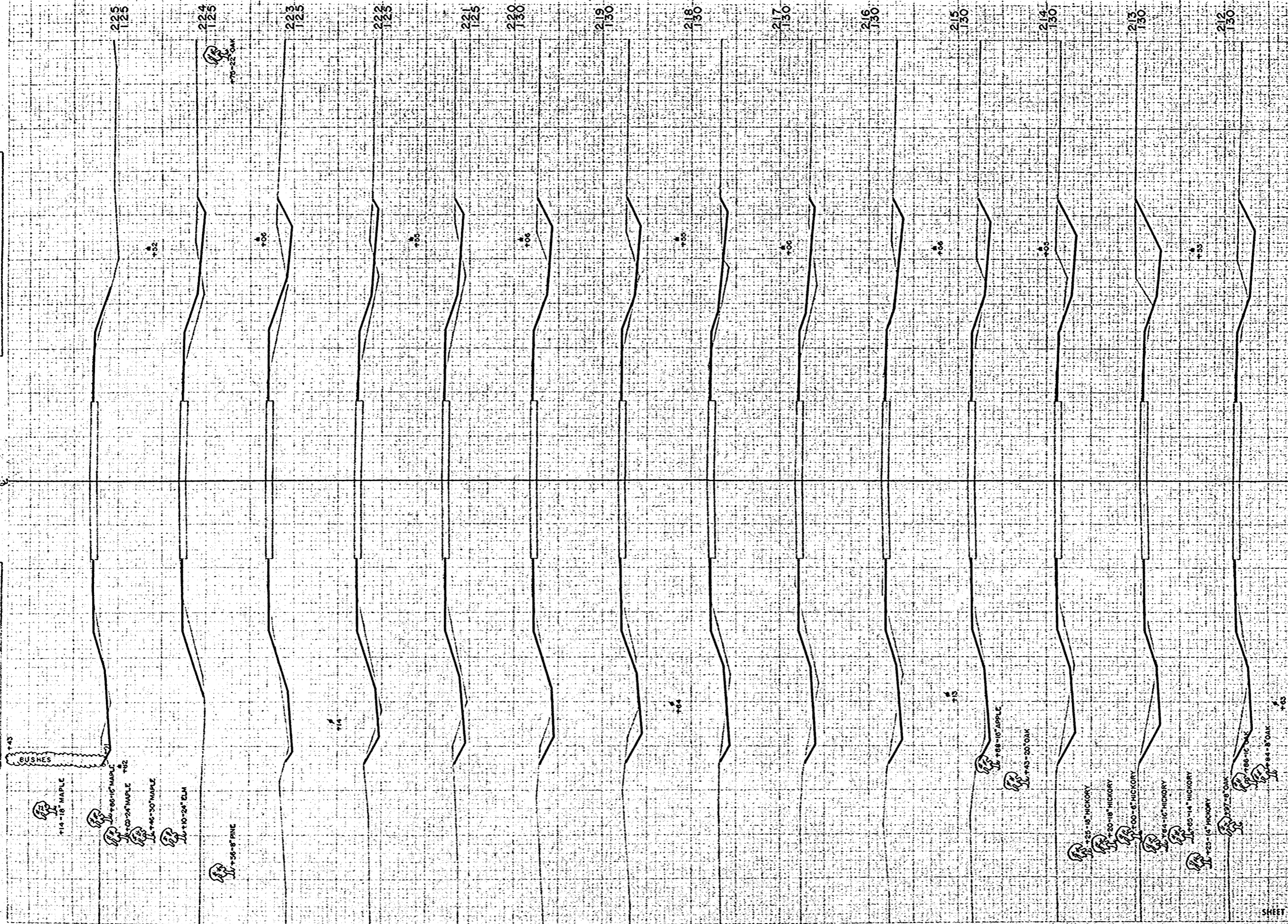


PROJECT	SHEET NUMBER	TOTAL SHEETS
S 1260 (11)	31	49

STATION	DISTANCE	YARDAGE	
		EXCAVATION	FILL
198			
199	144		24
200	109		19
201	100		20
202	85		24
203	91		18
204	85		17
205	106		13
206	119		11
207	102		17
208	111		18
209	91		26
210	102		26
211	156		11
<b>SHEET TOTAL</b>		<b>(40)</b>	<b>244</b>

FINAL SURVEY  
 W. E. B. BROWN  
 S. E. B. BROWN

ORIGINAL SURVEY  
 9-28 11-58  
 1-5-58  
 O. E. S.  
 R. A. N.  
 T. S. G.  
 D. M. N.



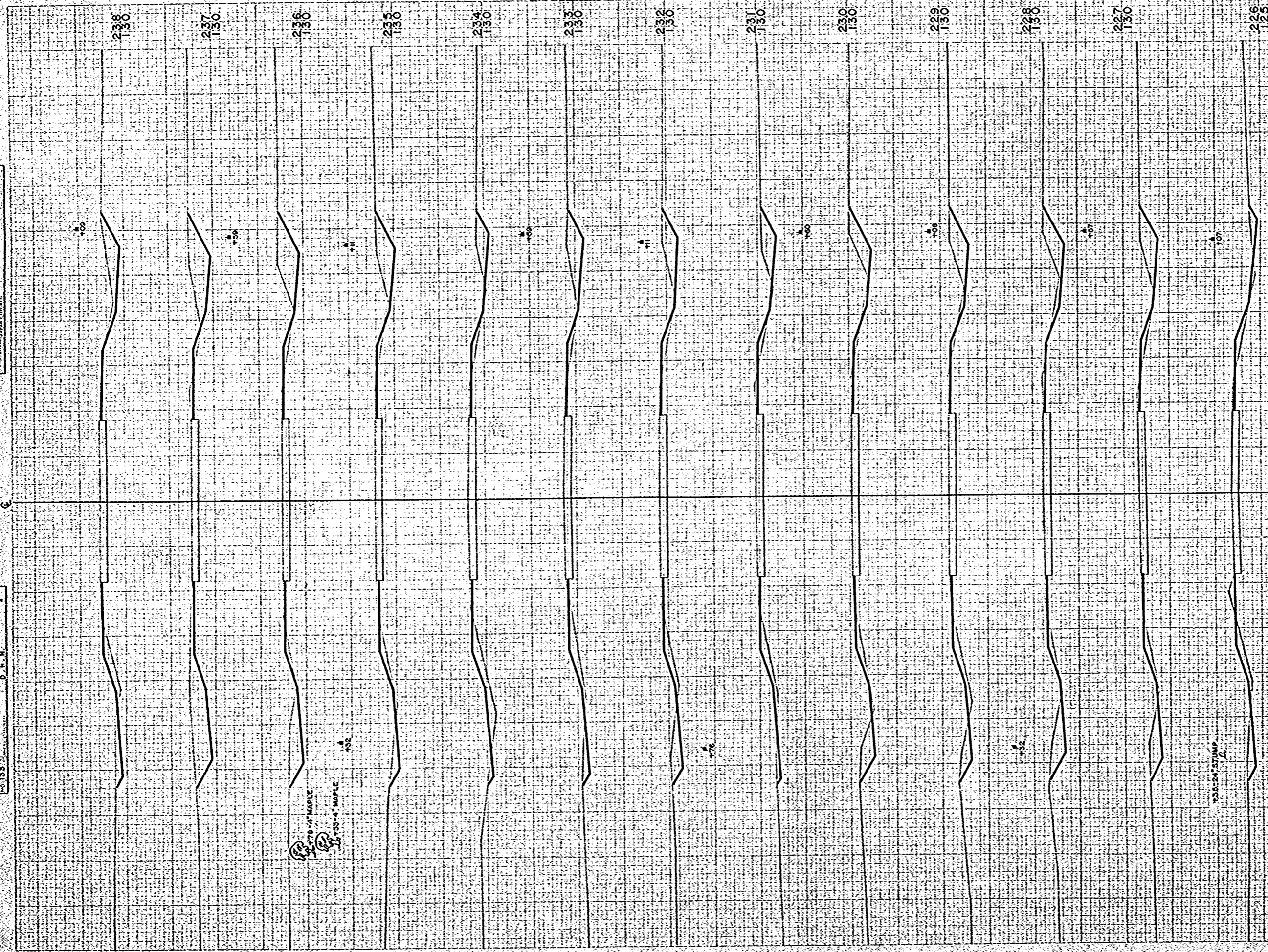
STATION	DISTANCE	YARDAGE		
		EXCAVATION		
		UNC.		FILL
211				
212	130			17
213	119			20
214	122			20
215	85			26
216	72			26
217	67			37
218	54			44
219	59			35
220	69			24
221	57			39
222	43			59
223	50			44
224	44			46
225	28			43
SHEET TOTAL		999		492

W. E. B. BROWN DISTRICT OFFICE  
 WTS. 4  
 PROJECT S. 1260 (1)  
 SHEET NUMBER 32  
 TOTAL SHEETS 49



FINAL SURVEY  
 DATE: 10-28-12  
 BY: J. J. J. J.

ORIGINAL SURVEY  
 DATE: 10-28-12  
 BY: J. J. J. J.



STATION	DISTANCE	YARDAGE	
		EXCAVATION	
		UNC	FILL
225			
226	35		30
227	63		30
228	87		20
229	83		19
230	60		22
231	70		28
232	69		33
233	72		31
234	54		39
235	63		37
236	102		20
237	156		11
238	133		15
SHEET TOTAL	1067		335

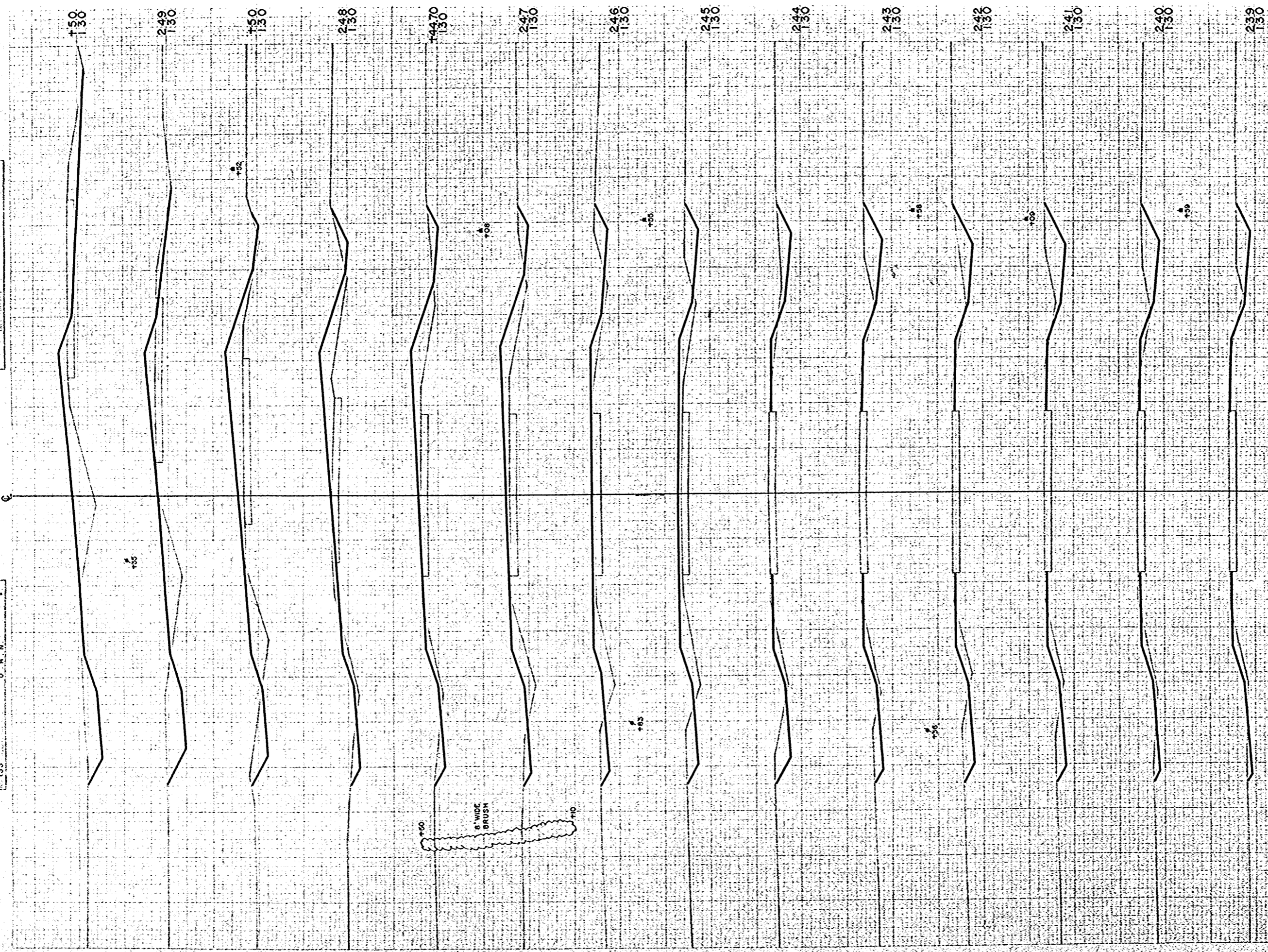
R.P.R. DISTRICT OFFICE  
 WIS. 4  
 PROJECT: S 1260 (11)  
 SHEET NUMBER: 33  
 TOTAL SHEETS: 49

170'-5" MAPLE  
 135'-4" MAPLE

135'-24" STUMP  
 147'-4" CEDAR  
 145'-50" MAPLE

GENERAL SURVEY  
 PROFESSIONAL SEAL  
 STATE OF ILLINOIS

GENERAL SURVEY  
 0-258  
 12-58  
 C. A. N.  
 T. S. O.  
 O. A. M.

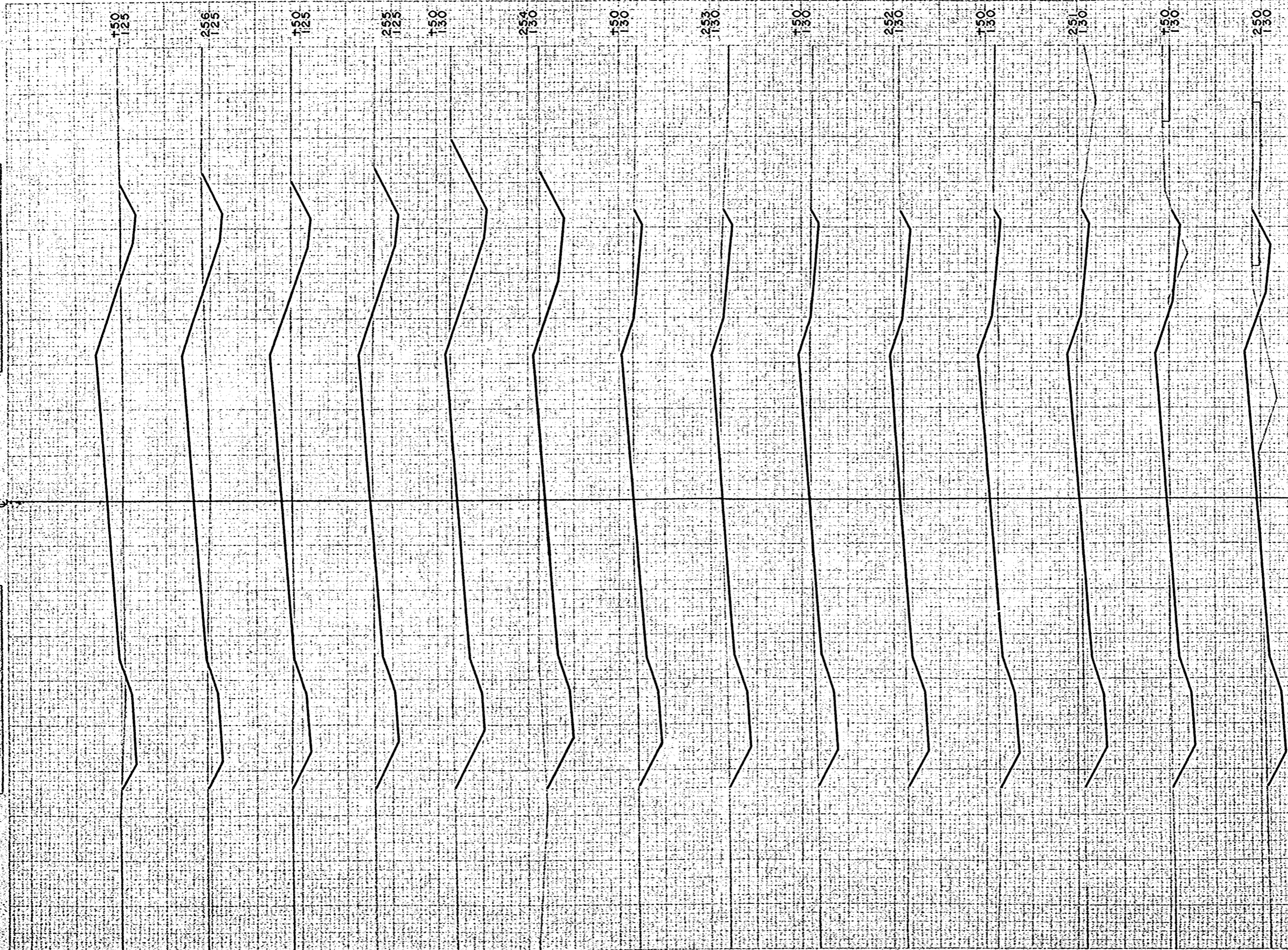


STATION	DISTANCE	YARDAGE		
		EXCAVATION		FILL
		UNC.		
238				
	70			20
239				
	72			20
240				
	94			22
241				
	94			26
242				
	83			26
243				
	83			22
244				
	78			59
245				
	65			89
246				
	44			102
247				
	17			48
14470				
	24			54
248				
	24			70
+150				
	41			78
249				
	62			72
+150				
SHEET TOTAL		851		708

STATE OFFICE	PROJECT	SHEET NUMBER	TOTAL SHEETS
WIS. 4	S 1260 (1)	34	49

FINAL SURVEY PLOTTED  
 DATE: 11-15-58  
 NO. 133

ORIGINAL SURVEY PLOTTED  
 DATE: 11-15-58  
 NO. 133



STATION	DISTANCE	YARDAGE	
		EXCAVATION	
		UNC.	FILL
249			
150	67		72
250	67		59
150	72		44
251	65		56
150	65		52
252	70		30
150	78		20
253	87		22
150	119		17
254	144		6
150	109		20
255	62		61
150	44		104
256	35		130
150			
SHEET TOTAL		1084	693

B.P.A. DISTRICT OFFICE  
 WIS. 4

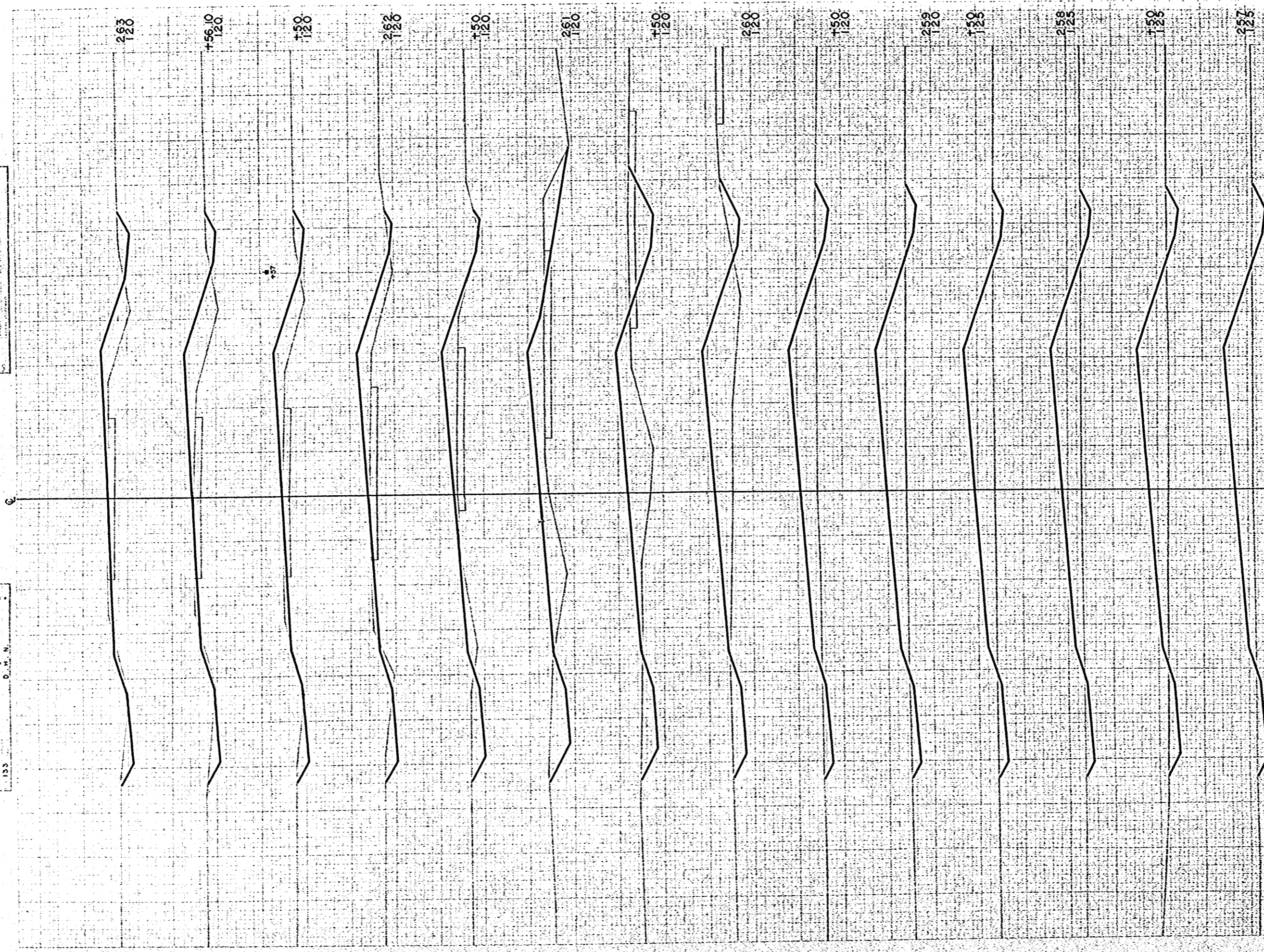
PROJECT  
 S 1260 (11)

SHEET NUMBER  
 35

TOTAL SHEETS  
 49

FINAL SURVEY  
 SUPPLY  
 11-56  
 12-58

G. E. S. O. H. N.  
 F. A. S. O.  
 133



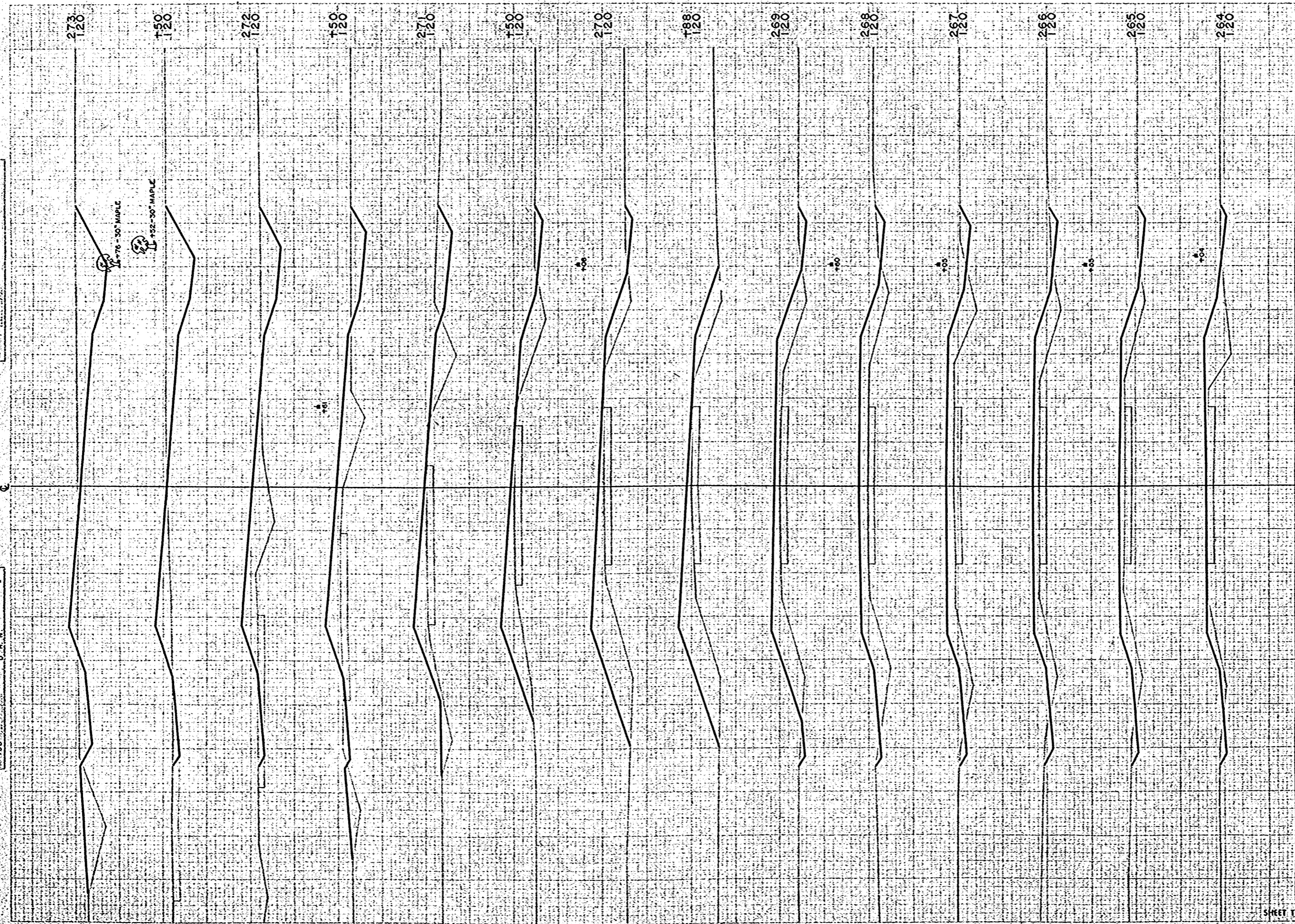
STATION	DISTANCE	YARDAGE	
		EXCAVATION	
		UNC	FILL
256			
150	24		148
257	24		161
150	22		167
258	19		169
150	20		167
259	24		157
150	41		154
260	61		144
150	69		119
261	50		83
150	28		65
262	31		67
150	4		9
15610	30		65
263			
SHEET TOTAL		447	1675

OFFICE	PROJECT	SHEET NUMBER	TOTAL SHEETS
W.S. 4	S 1260 (11)	36	49

B.P.R. DISTRICT OFFICE	PROJECT	SHEET NUMBER	TOTAL SHEETS
WYS. 4	S 1260 (1)	37	49

FINAL SURVEY  
 10/11/58  
 10/11/58

ORIGINAL SURVEY  
 10/11/58  
 10/11/58

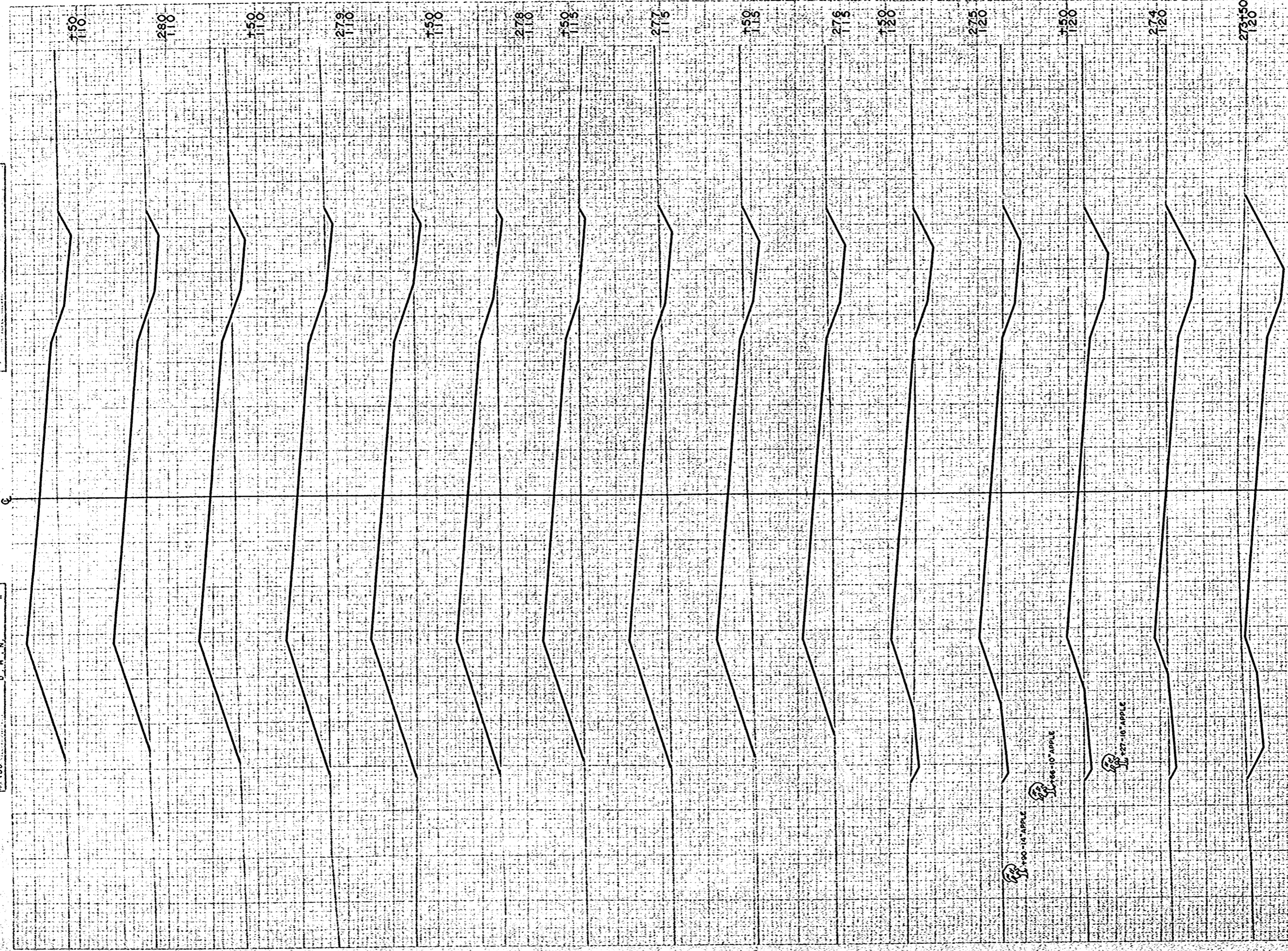


STATION	DISTANCE	YARDAGE		
		EXCAVATION		
		UNC.		FILL
263	46		128	
264	26		139	
265	28		159	
266	32		185	
267	30		209	
268	24		217	
269	9		204	
188	0		30	
270	9		111	
150	26		91	
271	37		96	
150	39		105	
272	70		80	
150	117		56	
273				
<b>SHEET TOTAL</b>		<b>493</b>	<b>1810</b>	

FINAL SURVEY  
 9-58  
 12-58

ORIGINAL SURVEY  
 9-58  
 12-58

B.P.R. DISTRICT OFFICE	PROJECT	SHEET NUMBER	TOTAL SHEETS
WIS. 4	S 1260 (1)	38	49

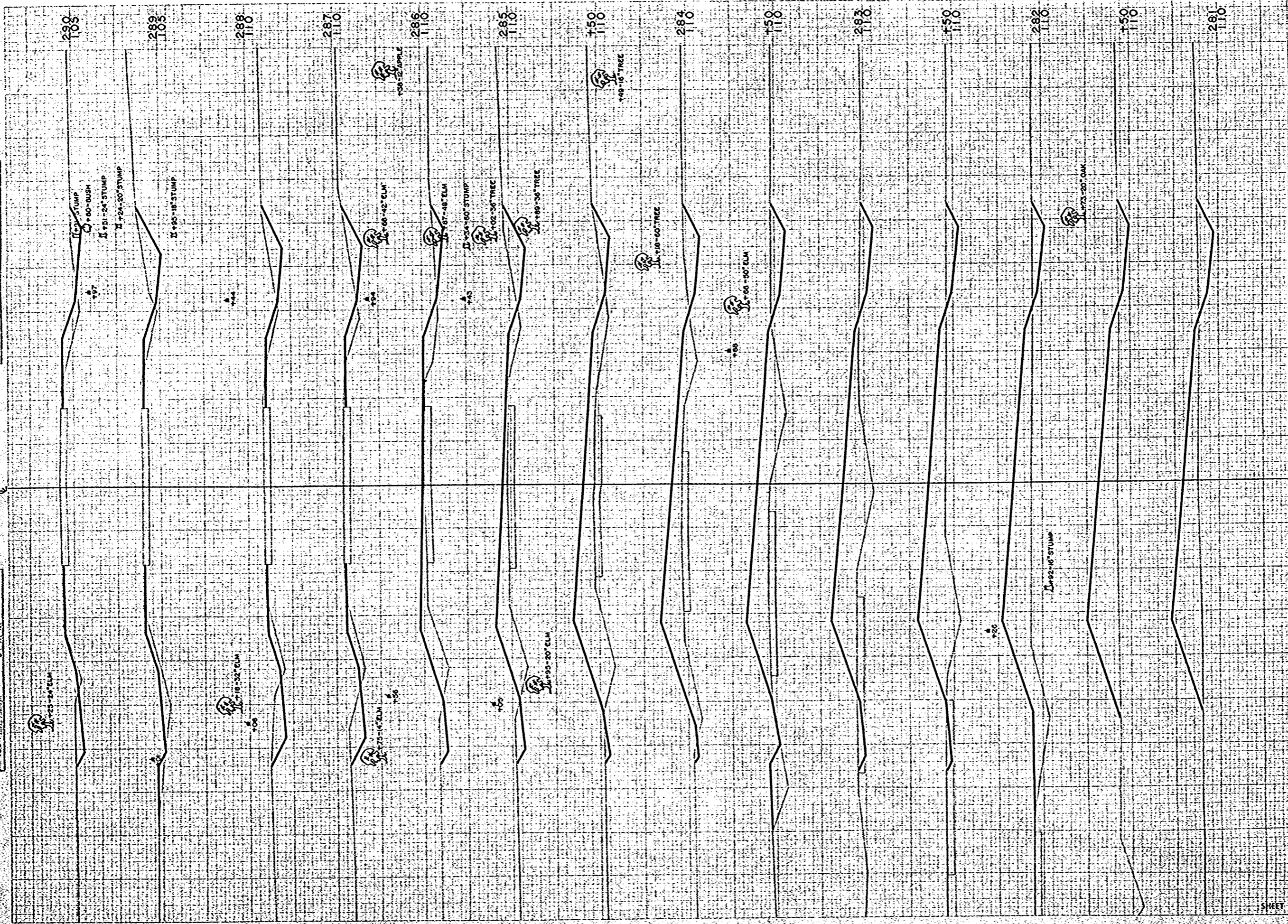


STATION	DISTANCE	YARDAGE	
		EXCAVATION	
		UNC.	FILL
273		198	24
150		178	13
274		82	41
150		56	74
275		44	98
150		43	128
276		33	167
150		28	209
277		15	240
150		9	274
278		7	309
150		9	298
279		18	254
150		22	206
280		22	167
150			
SHEET TOTAL		764	252

100-14 APPLE  
 100-10 APPLE  
 127-18 APPLE

FINAL SURVEY MAP  
 DATE: 11-58  
 BY: [Signature]

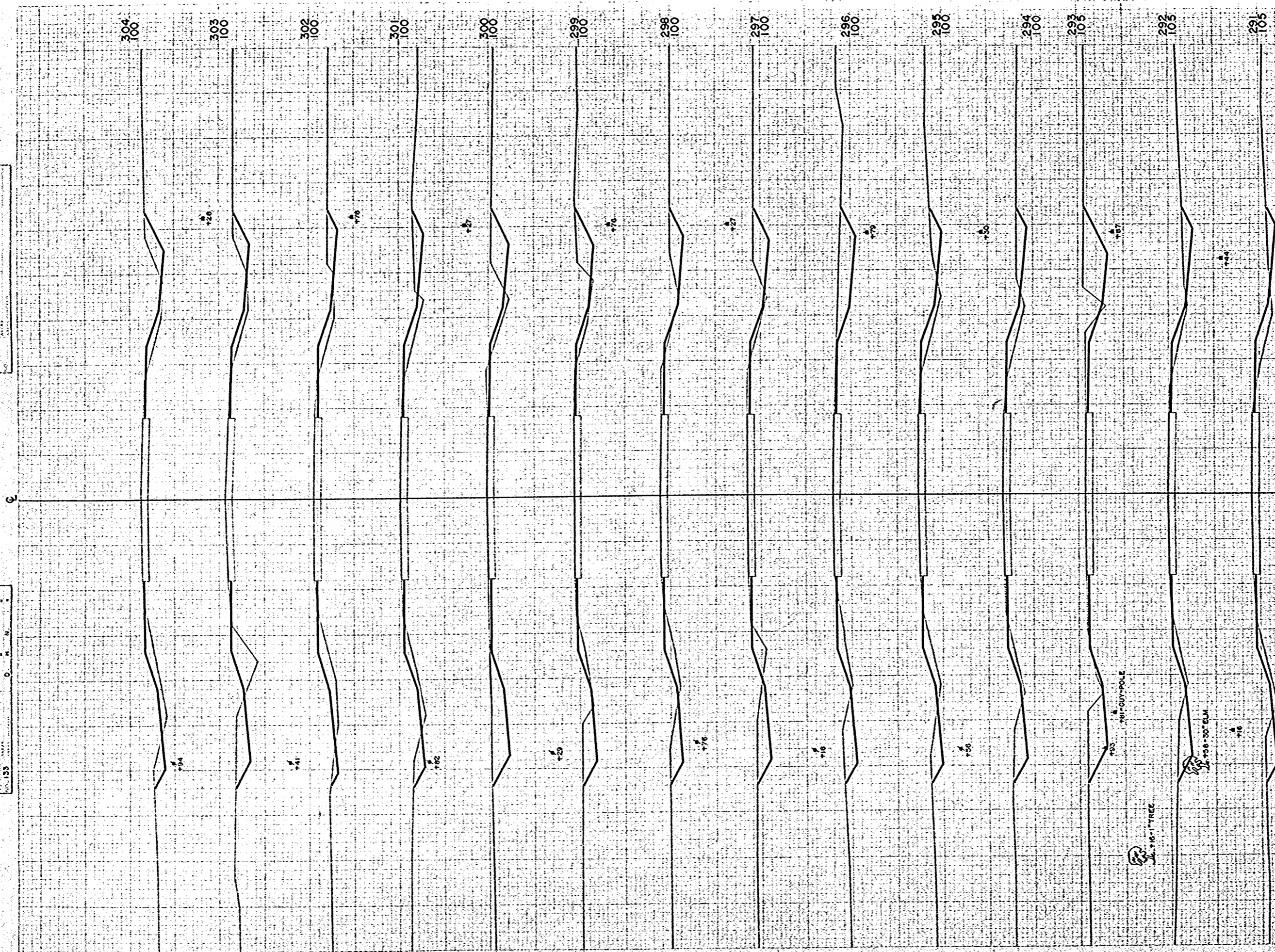
ORIGINAL SURVEY MAP  
 DATE: 11-58  
 BY: [Signature]



STATION	DISTANCE	YARDAGE		
		UNC.	EXCAVATION	FILL
280				
150	26			165
281	24			160
150	20			185
282	22			196
150	24			189
283	24			169
150	30			141
284	28			133
150	30			113
285	62			143
286	68			82
287	98			37
288	89			44
289	69			48
290				
SHEET TOTAL		614		1805

FINAL SURVEY  
 DATE: 11-30-11  
 NO. 133

ORIGINAL SURVEY  
 DATE: 11-30-11  
 NO. 133



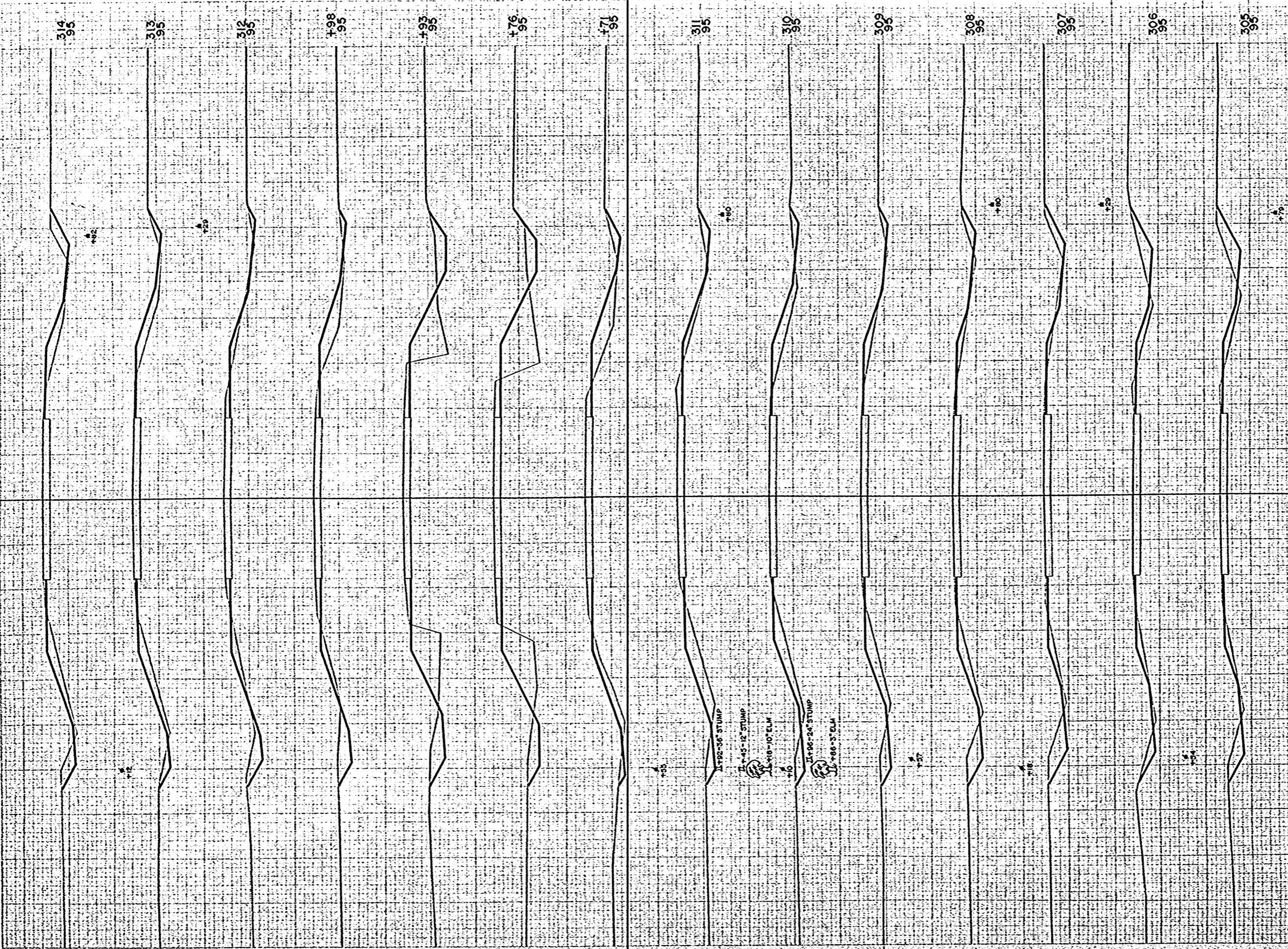
STATION	304	303	302	301	300	299	298	297	296	295	294	293	292	291
PROJECT	S 1260 (1)													
SHEET NUMBER	40													
TOTAL SHEETS	49													

STATION	DISTANCE	YARDAGE	
		UNC.	EXCAVATION
290			
291	57		44
292	65		39
293	122		17
294	119		22
295	67		44
296	87		35
297	87		26
298	72		30
299	87		28
300	122		16
301	104		26
302	46		46
303	59		59
304	70		56
<b>SHEET TOTAL</b>	<b>1164</b>		<b>496</b>



FINAL SURVEY PLANNED  
 SURVEY PLANNED  
 NOTE WORK SHEET  
 NO. 133

ORIGINAL SURVEY PLANNED  
 SURVEY PLANNED  
 NOTE WORK SHEET  
 NO. 133

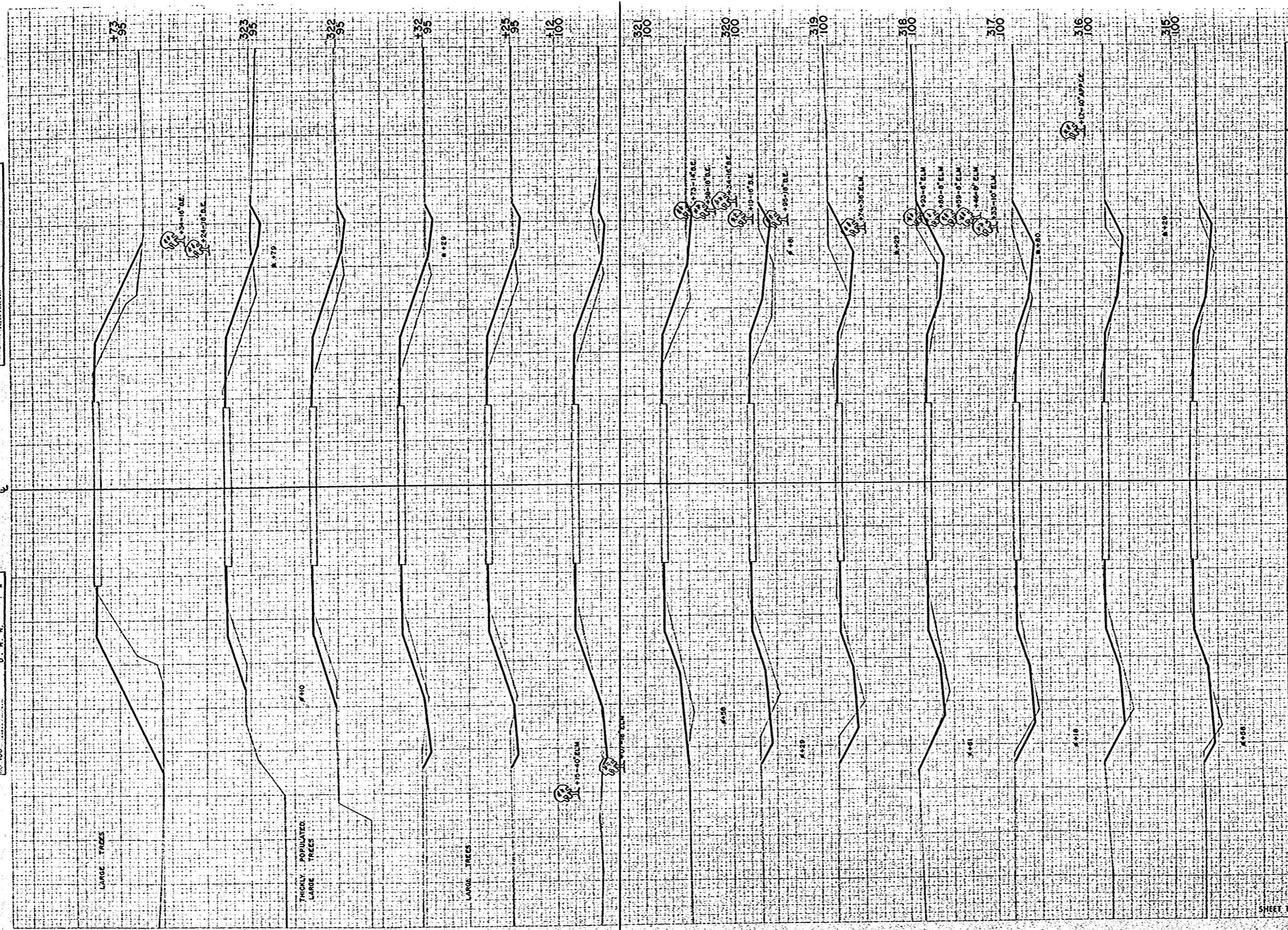


STATION	DISTANCE	YARDAGE	
		EXCAVATION	
		UNC.	FILL
304	70		39
305	70		35
306	67		30
307	63		32
308	48		46
309	42		65
310	41		85
311	26		69
171	2		7
176	9		31
193	4		6
198	0		2
312	41		54
313	44		61
314			
SHEET TOTAL		527	562

B.P.A. DISTRICT OFFICE  
 WIS. 4  
 PROJECT S 1260 (11)  
 SHEET NUMBER 41  
 TOTAL SHEETS 49

FINAL SURVEY MONUMENTS  
 NOTE: ELEVATIONS ARE  
 IN FEET ABOVE SEA LEVEL

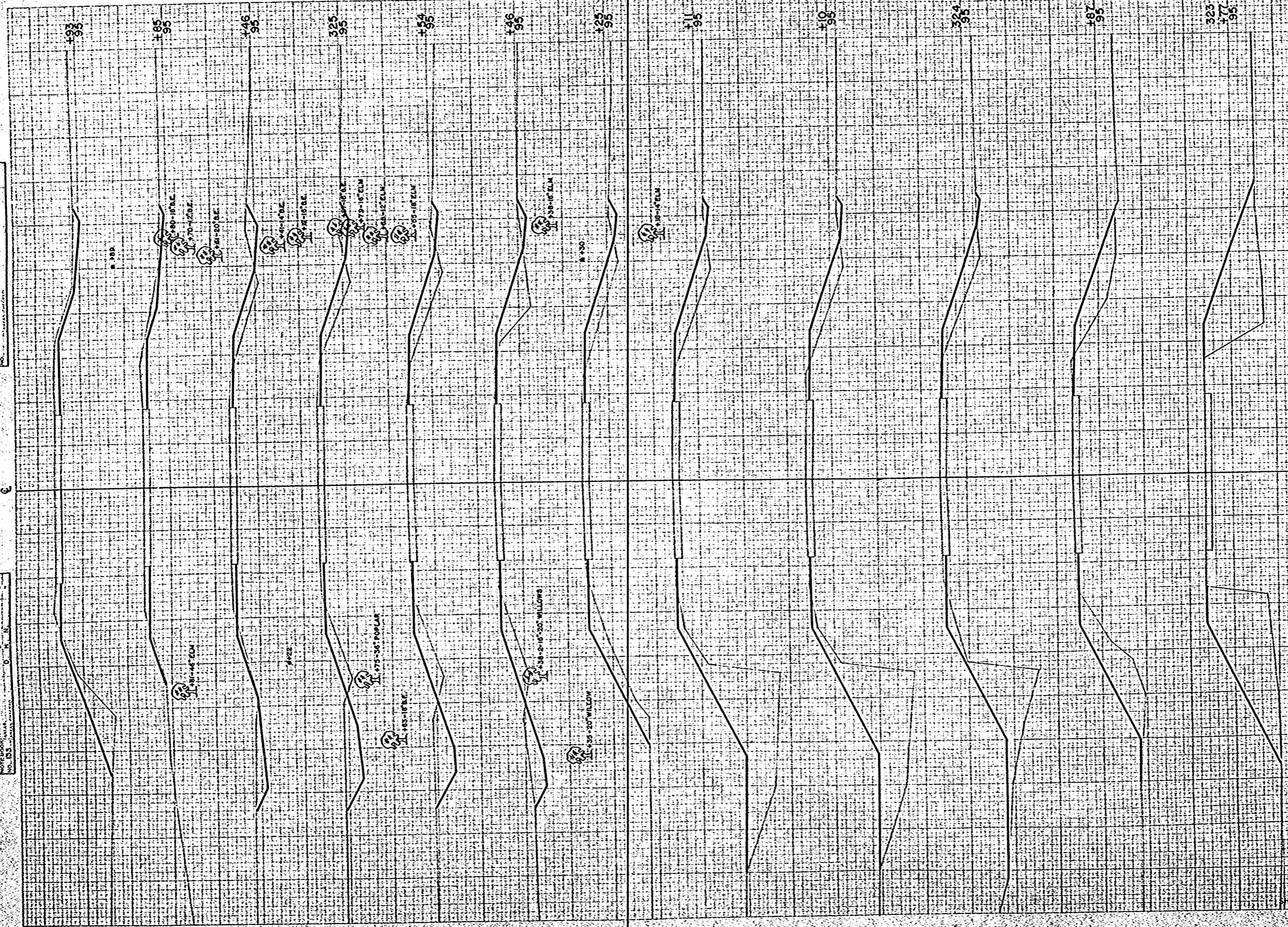
ORIGINAL SURVEY MONUMENTS  
 NOTE: ELEVATIONS ARE  
 IN FEET ABOVE SEA LEVEL



STATION	DISTANCE	YARDAGE	
		EXCAVATION	FILL
314	46		48
315	43		35
316	61		35
317	69		35
318	83		32
319	82		59
320	37		96
321	4		9
112	6		9
125	4		6
132	24		57
322	26		91
323	13		137
173			
<b>SHEET TOTAL</b>		<b>498</b>	<b>649</b>

FINAL SURVEY MAP  
 SURVEY NUMBER: 112-35  
 PROJECT: S 1260 (II)  
 SHEET NUMBER: 43  
 TOTAL SHEETS: 49

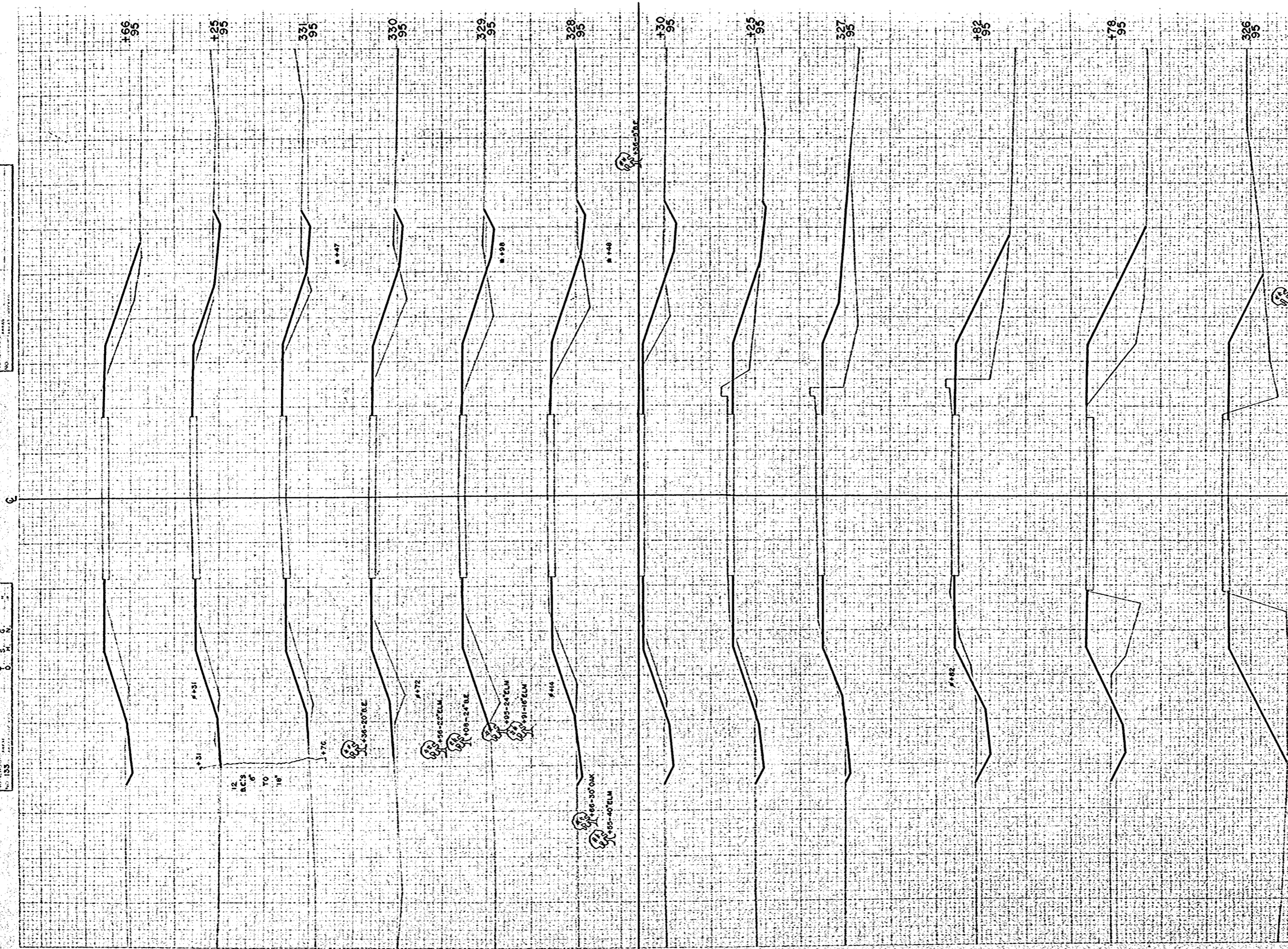
ORIGINAL SURVEY MAP  
 SURVEY NUMBER: 112-35  
 PROJECT: S 1260 (II)  
 SHEET NUMBER: 43  
 TOTAL SHEETS: 49



STATION	DISTANCE	YARDAGE	
		EXCAVATION	FILL
		UNC.	
t73		0	17
t77		0	39
t87		2	33
324		2	33
t10		0	4
t11		2	39
t25		11	26
t46		9	9
t54		56	41
325		46	33
t46		24	15
t85		4	4
t93			
SHEET TOTAL:		156	293

FINAL SURVEY  
 DATE: 12-31-95  
 BY: [Signature]  
 CHECKED: [Signature]

ORIGINAL SURVEY  
 DATE: 12-31-95  
 BY: [Signature]  
 CHECKED: [Signature]

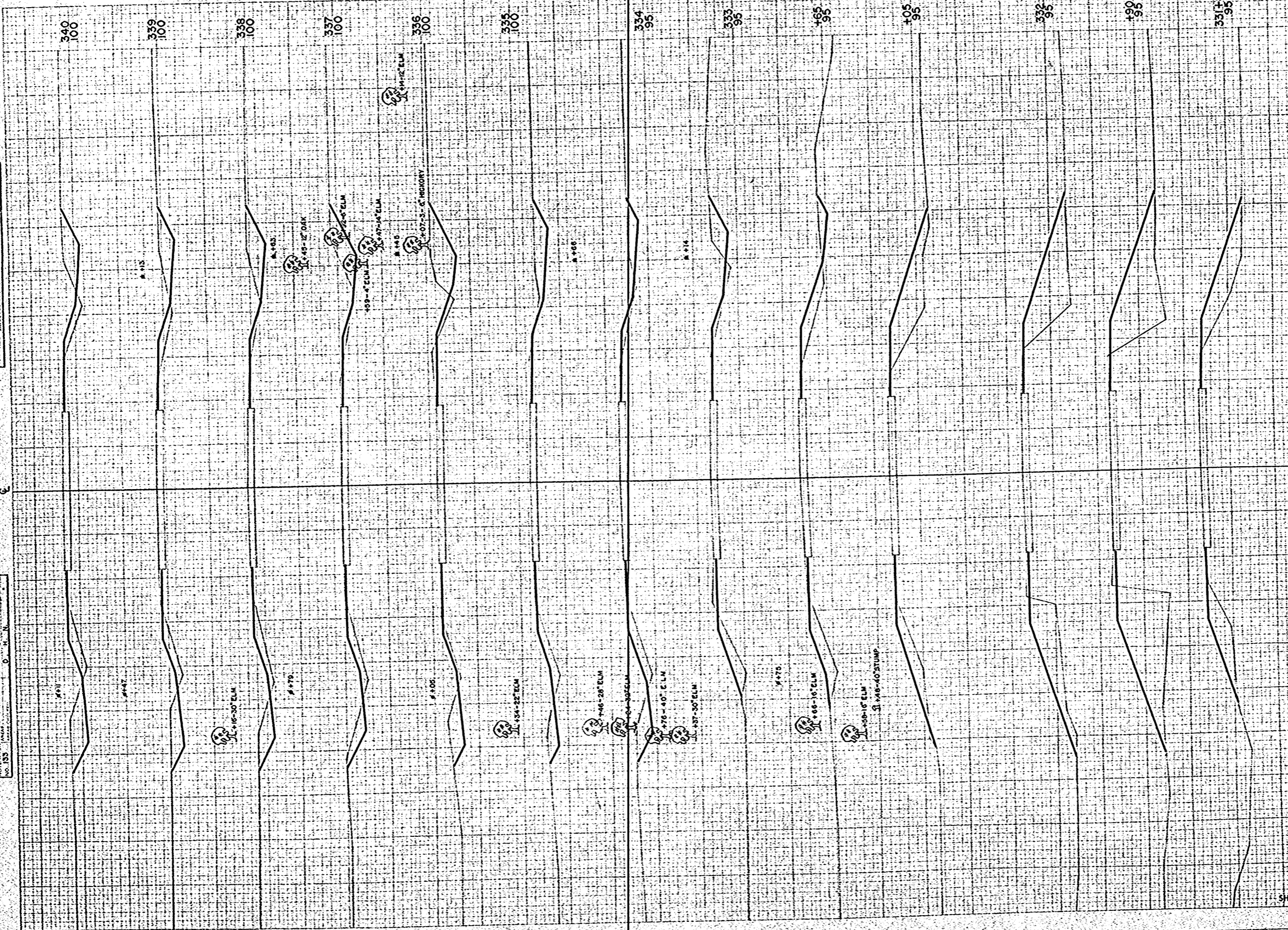


B.P. DISTRICT OFFICE PROJECT SHEET NO. TOTAL SHEETS  
 W.S. 4 S 1260 (1) 44 49

STATION	DISTANCE	YARDAGE	
		EXCAVATION	FILL
193	2		22
326	0		6
101	0		0
176	0		7
178	2		11
182	6		33
327	6		37
125	4		15
130	32		70
328	43		132
329	46		130
330	44		98
331	7		18
125	9		39
166			
<b>SHEET TOTAL</b>	<b>201</b>		<b>618</b>

FINAL SURVEY MONUMENTS  
 SURVEY MONUMENTS  
 NOTE: BOUNDARY MONUMENTS  
 ARE SHOWN BY A TRIANGLE  
 WITH A NUMBER INSIDE.

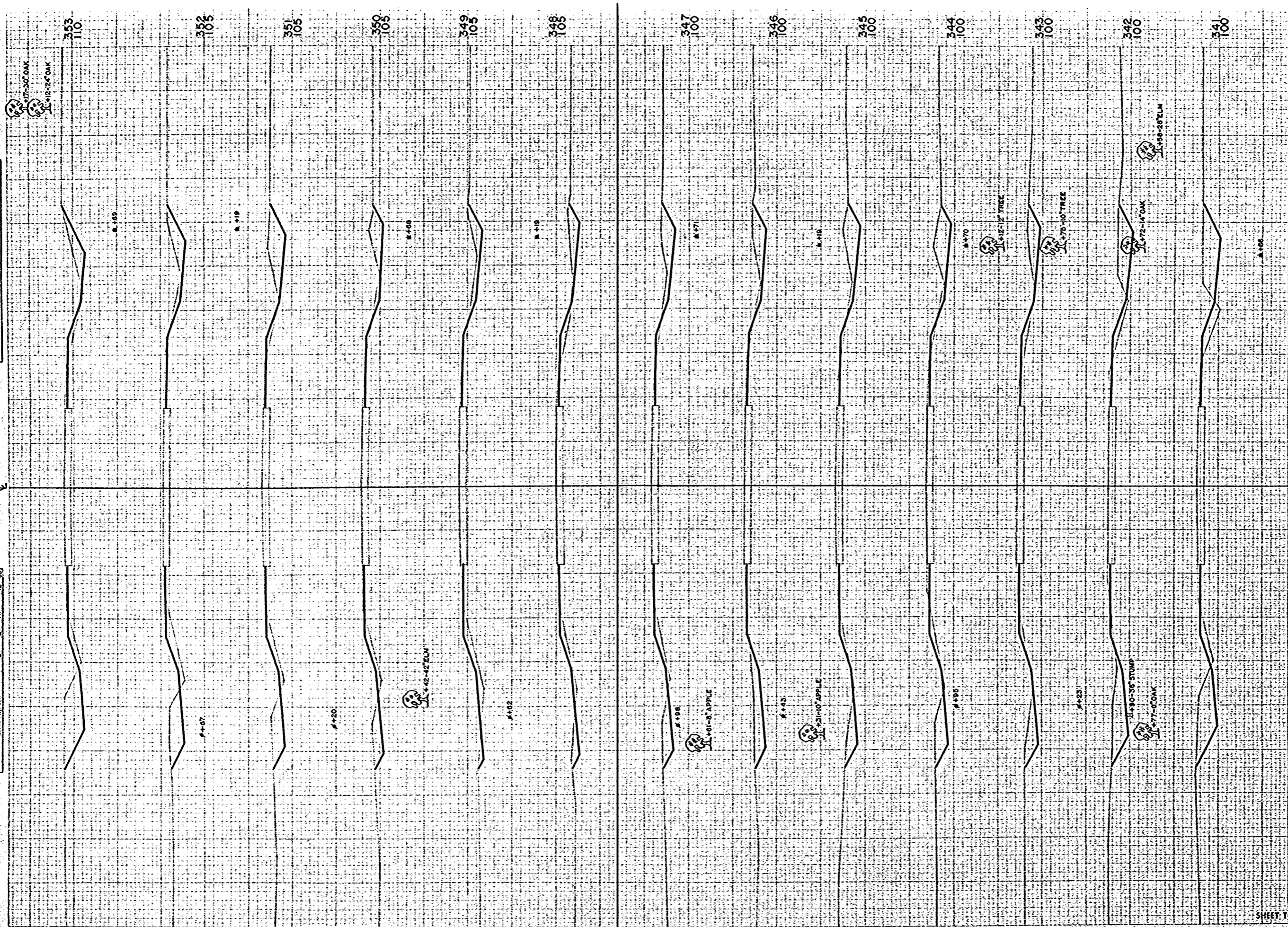
ORIGINAL SURVEY MONUMENTS  
 SURVEY MONUMENTS  
 NOTE: BOUNDARY MONUMENTS  
 ARE SHOWN BY A TRIANGLE  
 WITH A NUMBER INSIDE.



STATION	DISTANCE	YARDAGE	
		EXCAVATION	FILL
166		2	22
182		0	24
190		0	35
332		0	11
105		15	70
165		17	22
333		61	44
334		80	35
335		107	24
336		111	28
337		98	33
338		98	37
339		102	46
340			
SHEET TOTAL		691	451

FINAL SURVEY  
 SURVEYED BY  
 DATE  
 NO. 135

ORIGINAL SURVEY  
 SURVEYED BY  
 DATE  
 NO. 135

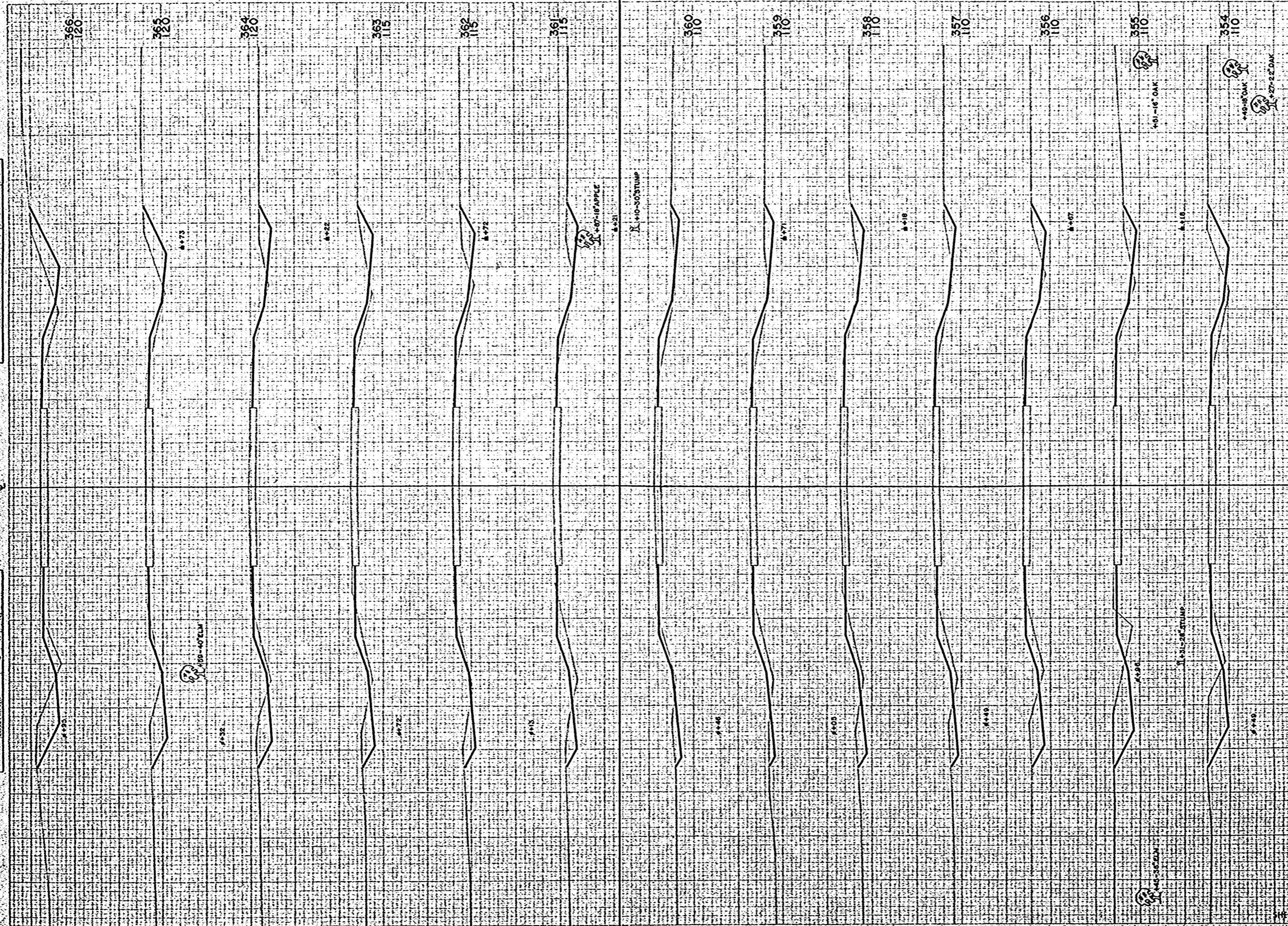


W.P. DISTRICT OFFICE	PROJECT	SHEET NUMBER	TOTAL SHEETS
W.S. 4	S-1280 (1)	46	49

STATION	DISTANCE	YARDAGE	
		EXCAVATION	FILL
340		124	39
341		128	24
342		94	17
343		76	15
344		83	13
345		93	9
346		69	13
347		65	20
348		52	26
349		63	24
350		87	24
351		98	26
352		107	20
353			
SHEET TOTAL		1159	276

ORIGINAL SURVEY PLANTING DATE: 10-08  
 DATE: 11-08  
 TOTAL BOOK PAGES: 12-58  
 NO. 153

FINAL SURVEY PLANTING DATE: 10-08  
 DATE: 11-08  
 TOTAL BOOK PAGES: 12-58  
 NO. 153

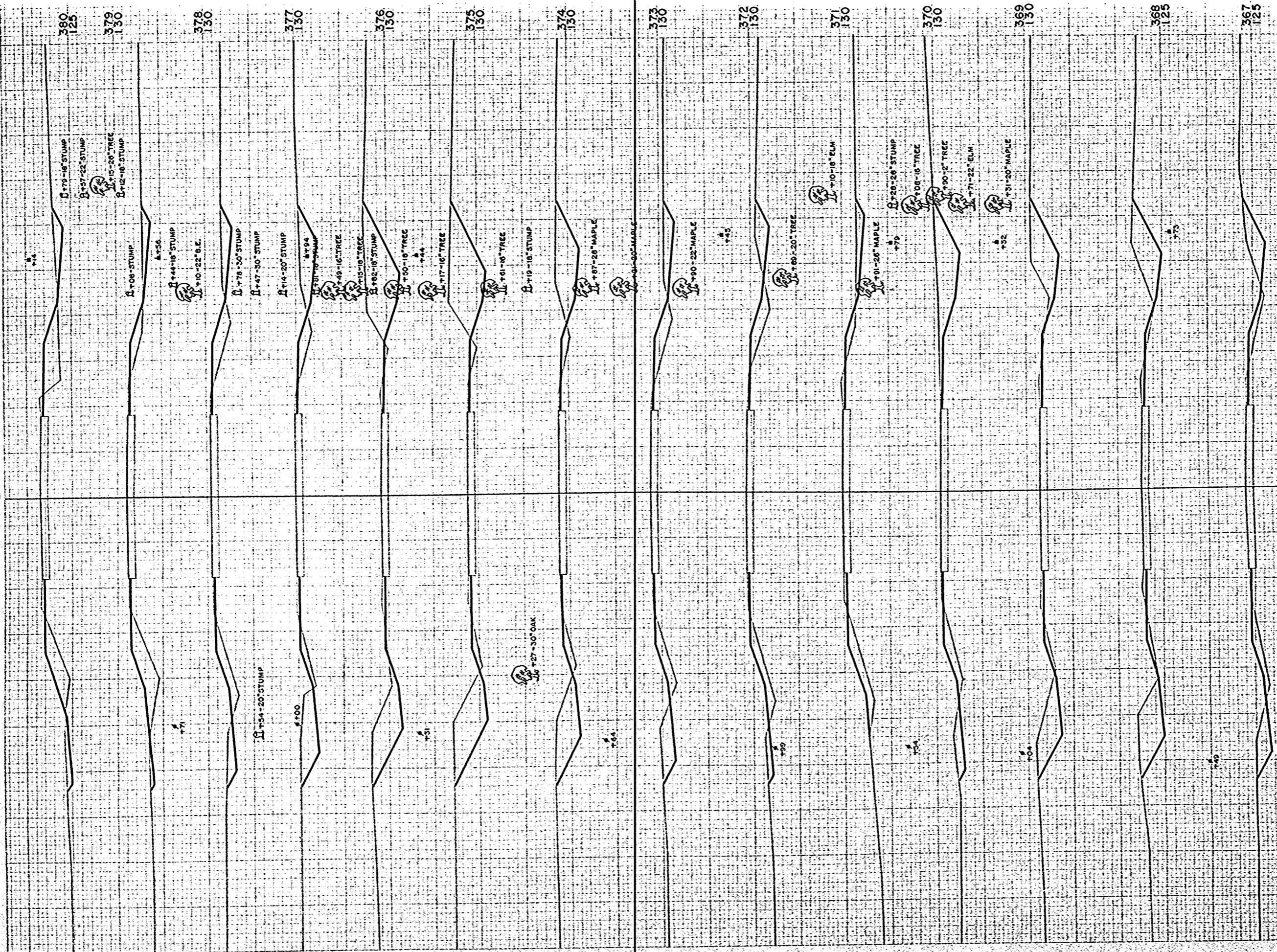


STATION	DISTANCE	YARDAGE	
		EXCAVATION	
		UNC.	FILL
353		119	20
354		113	33
355		91	32
356		61	37
357		54	33
358		52	37
359		43	39
360		48	39
361		61	39
362		68	33
363		76	31
364		94	22
365		120	28
366			
SHEET TOTAL		1000	43

B.P.A. DISTRICT OFFICE: WIS. 4  
 PROJECT: S 1260 (11)  
 SHEET NUMBER: 47  
 TOTAL SHEETS: 49

FINAL SURVEY NUMBERED MAPS  
NOT FOR CONSTRUCTION

ORIGINAL SURVEY NUMBERED MAPS  
NOT FOR CONSTRUCTION

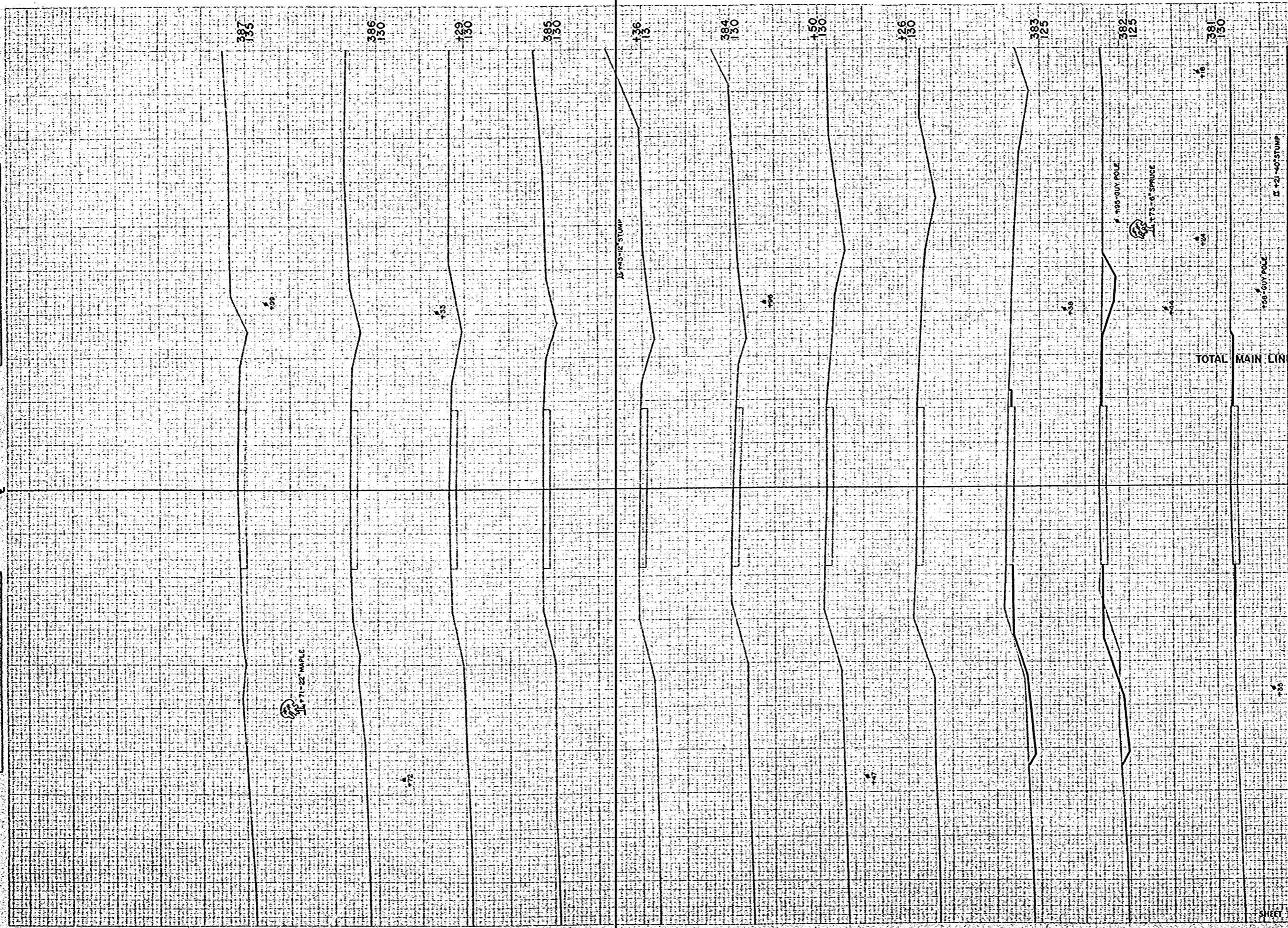


STATION	DISTANCE	YARDAGE	
		EXCAVATION	FILL
366	109		39
367	132		28
368	174		11
369	150		15
370	83		35
371	43		54
372	65		57
373	130		43
374	220		22
375	254		9
376	189		19
377	100		48
378	54		74
379	46		89
380			
SHEET TOTAL		1749	543



FINAL SURVEY PLANS  
 DRAWN BY: [illegible]  
 CHECKED BY: [illegible]  
 NO. 133

ORIGINAL SURVEY PLANS  
 DRAWN BY: [illegible]  
 CHECKED BY: [illegible]  
 NO. 133



B.P. DISTRICT OFFICE		PROJECT	SHEET NUMBER	TOTAL SHEETS
WIS 4		S 1260 (1)	49	49

STATION	DISTANCE	YARDAGE	
		EXCAVATION	FILL
380			
381	33		46
382	43		15
383	50		22
128	4		4
<b>TOTAL MAIN LINE</b>		<b>38446</b>	<b>21580</b>
<b>SHEET TOTAL</b>		<b>130</b>	<b>67</b>