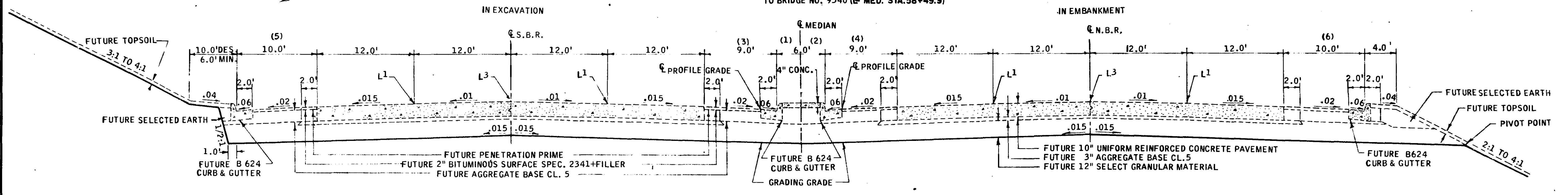
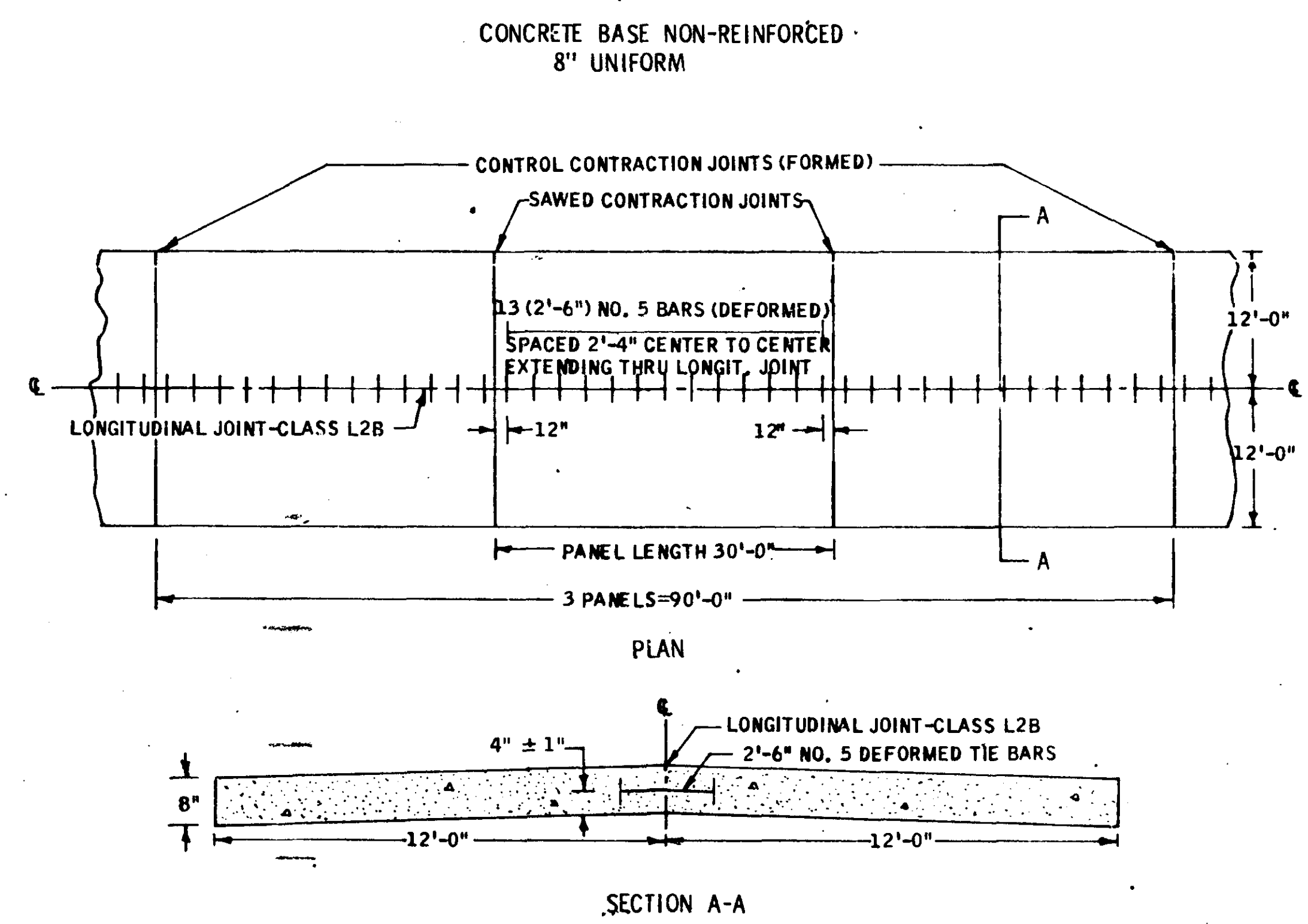
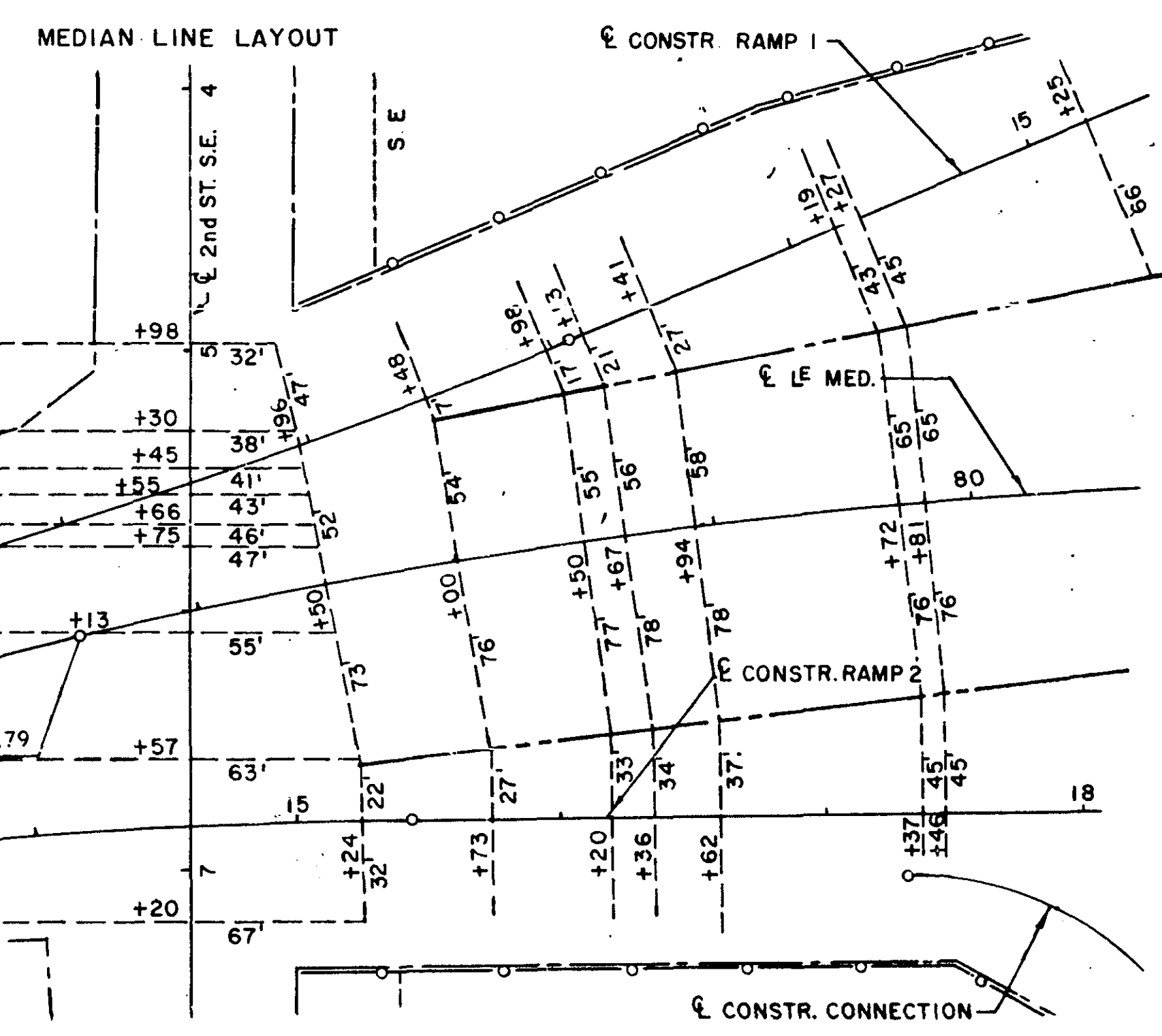
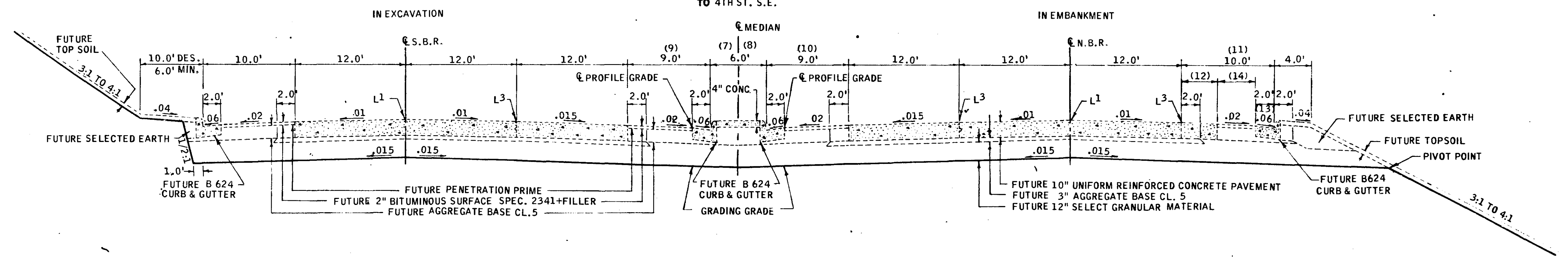


TYPICAL SECTION T.H. 35-394  
 APPROX. LIMITS  
 WASHINGTON AVE. S.  
 TO BRIDGE NO. 9340 (LE MED. STA. 58+49.9)



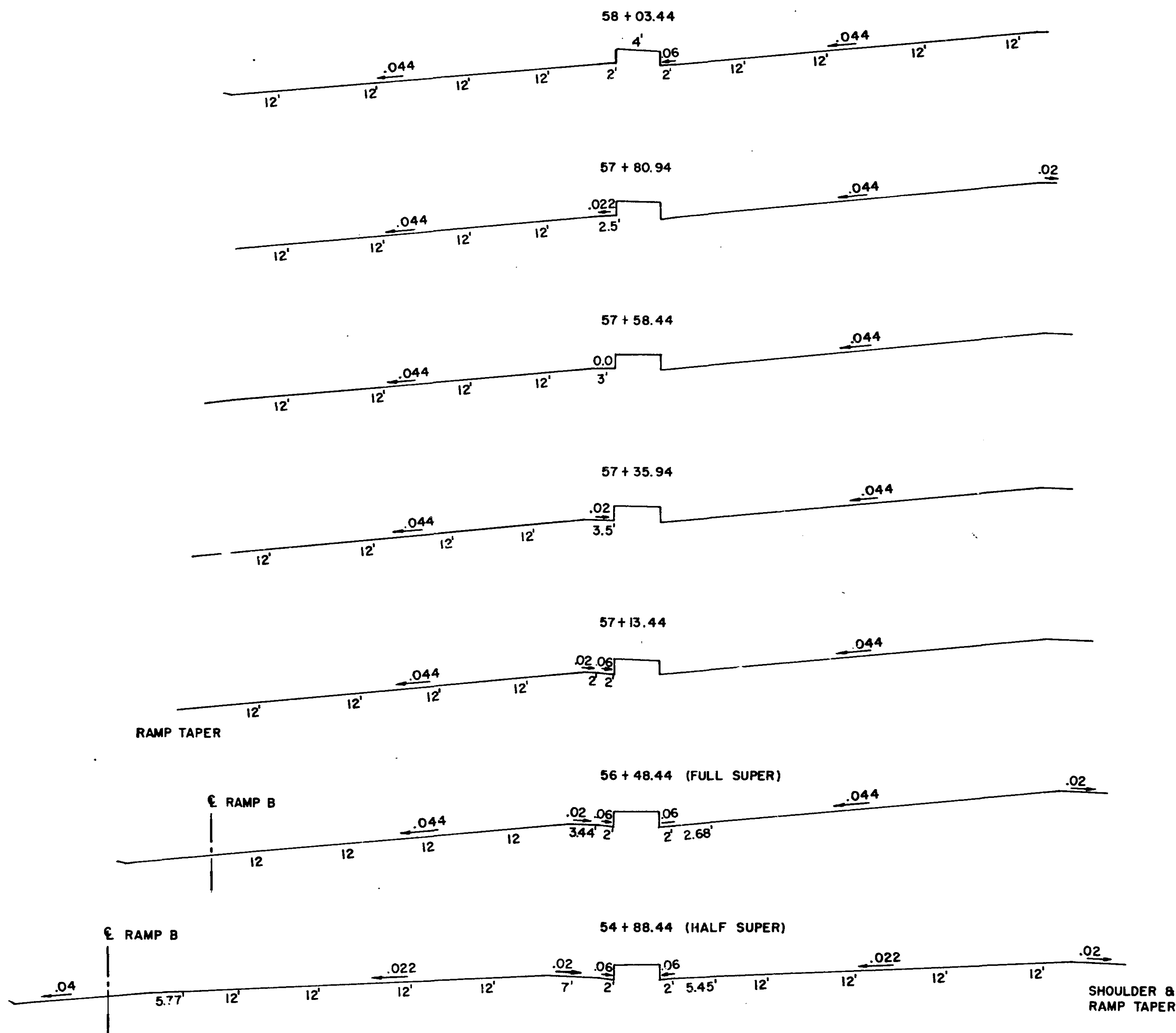
TYPICAL SECTION T.H. 35-394  
 APPROX. LIMITS  
 BRIDGE NO. 9340 (LE MED. STA. 77+57.0)  
 TO 4TH ST. S.E.



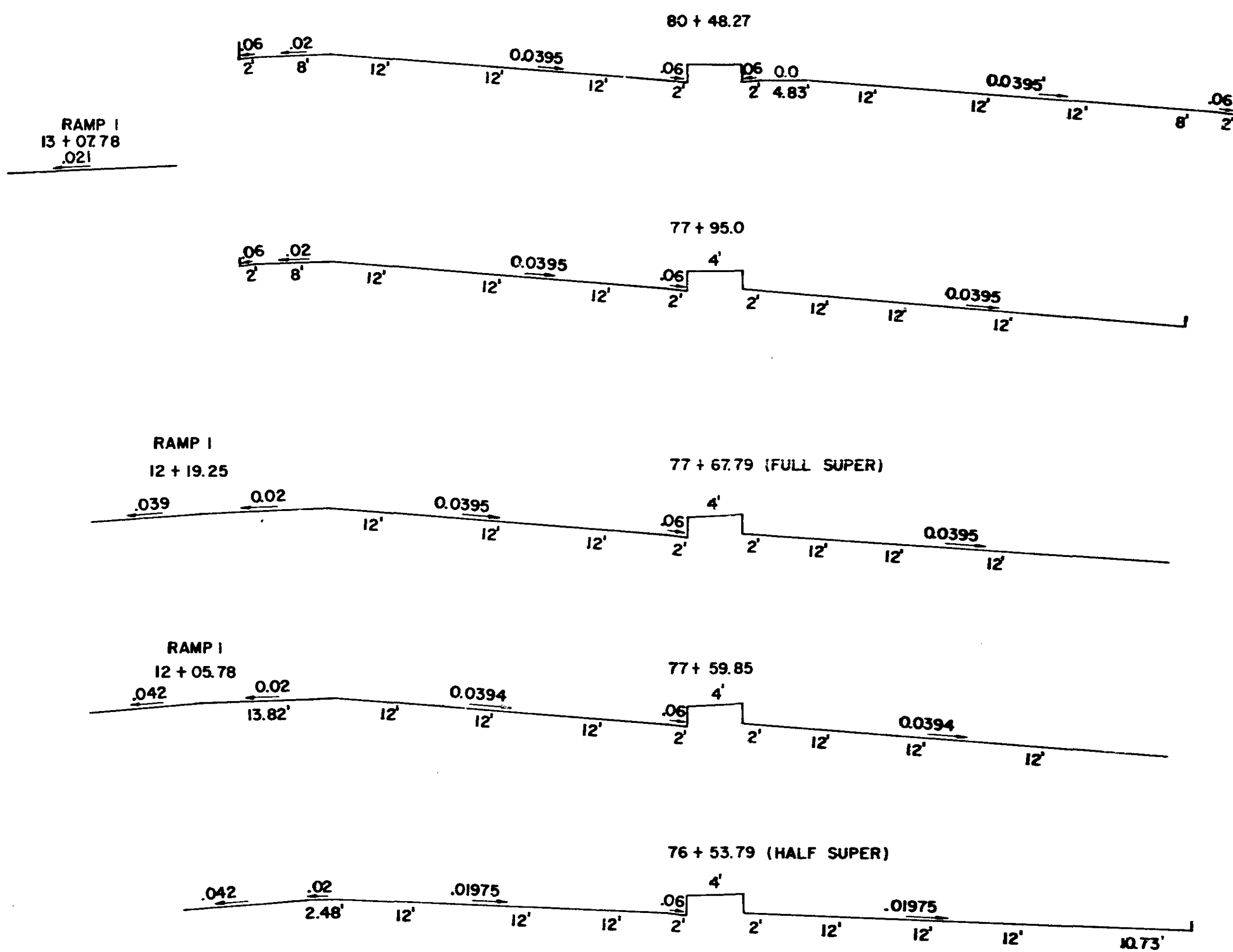
- CONSTRUCTION NOTES**
- (1) TRANSITION 3.0' TO 2.0' LE MED. STA. 54+88.44 TO LE MED. STA. 58+03.44
  - (2) TRANSITION 3.0' TO 2.0' LE MED. STA. 53+98.63 TO LE MED. STA. 58+03.44
  - (3) TRANSITION 9.0' TO 2.0' LE MED. STA. 54+88.44 TO LE MED. STA. 58+03.44
  - (4) TRANSITION 9.0' TO 2.0' LE MED. STA. 53+98.63 TO LE MED. STA. 58+03.44
  - (5) 10.0' WASHINGTON AVE. TO LE MED. STA. 53+05.00  
 RAMP TAPER LE MED. STA. 53+05 TO LE MED. STA. 58+30.  
 2.0' LE MED. STA. 58+30 TO BRIDGE NO. 9340
  - (6) TRANSITION 10.0' TO 2.0' LE MED. STA. 56+70 TO LE MED. STA. 58+30.
  - (7) TRANSITION 2.0' TO 3.0' LE MED. STA. 77+95.0 TO LE MED. STA. 82+52.80.
  - (8) TRANSITION 2.0' TO 3.0' LE MED. STA. 77+95.0 TO LE MED. STA. 81+62.27.
  - (9) TRANSITION 2.0' TO 9.0' LE MED. STA. 77+95.0 TO LE MED. STA. 82+52.80.
  - (10) TRANSITION 2.0' TO 9.0' LE MED. STA. 77+95.0 TO LE MED. STA. 81+62.27.
  - (11) TRANSITION 15.0' TO 10.0' LE MED. STA. 75+76.97 TO LE MED. STA. 78+26.97.
  - (12) TRANSITION 13.0' TO 1.0' LE MED. STA. 75+76.97 TO LE MED. STA. 81+76.97.
  - (13) TRANSITION B624 C.&G. TO B636 C.&G. LE MED. STA. 78+26.97 TO LE MED. STA. 78+76.97. B624 C.&G. LE MED. STA. 78+76.97 TO 4TH ST. S.E.
  - (14) TRANSITION 1.0' TO 7.0' LE MED. STA. 78+76.97 TO LE MED. STA. 81+76.97.  
 8.0' LE MED. STA. 81+76.97 TO 4TH ST. S.E.

TYPICAL SECTIONS  
 MEDIAN LINE LAYOUT  
 CONCRETE BASE LAYOUT

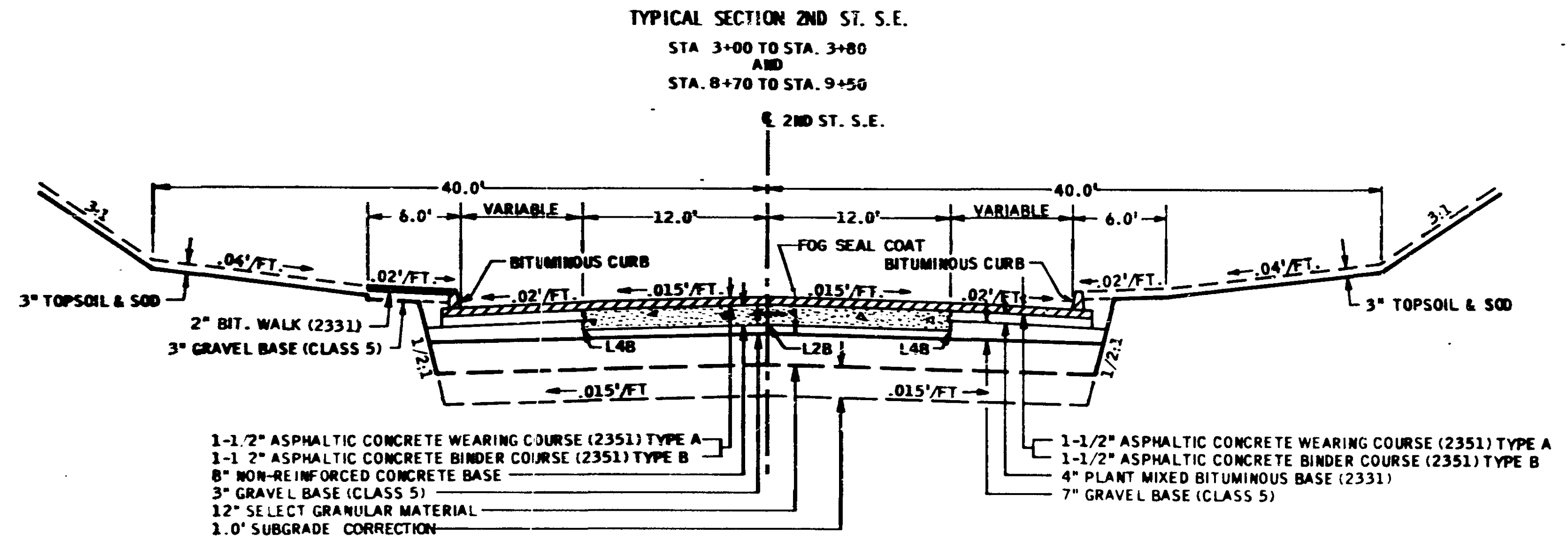
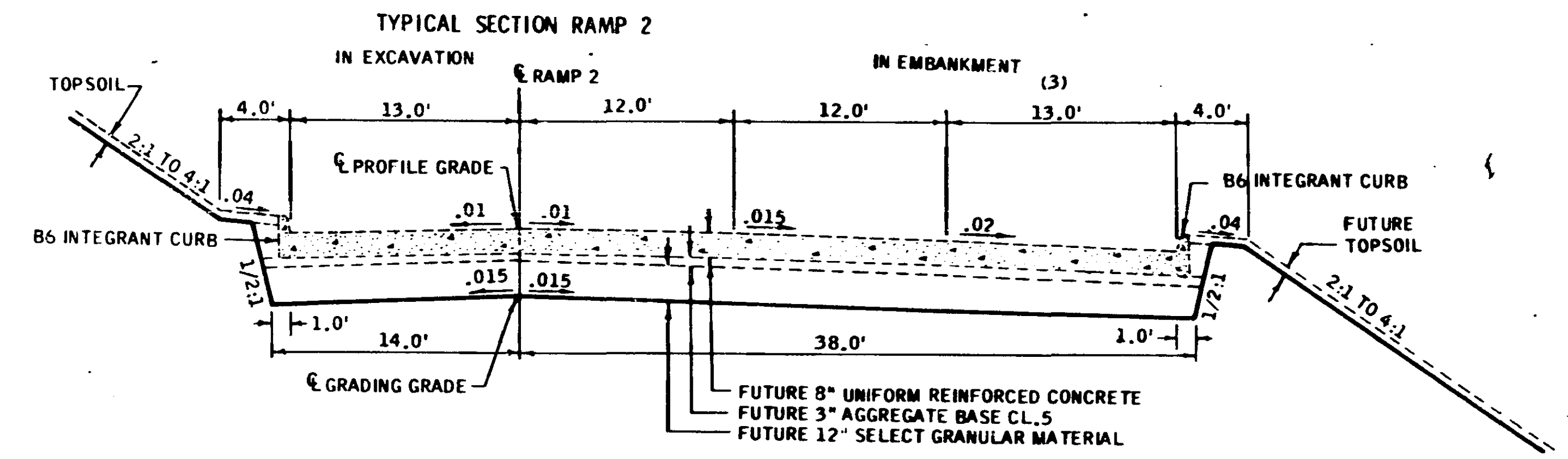
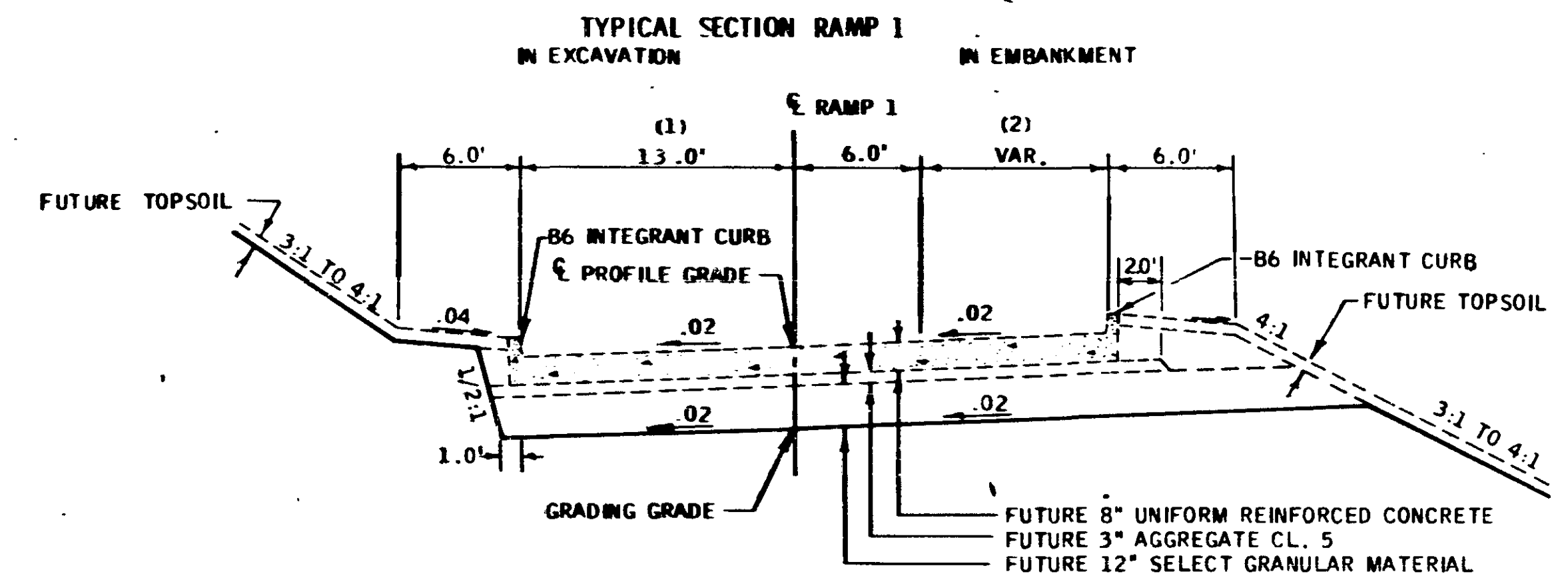
SUPERELEVATION TRANSITION (SOUTH APPROACH)



SUPERELEVATION TRANSITION (NORTH APPROACH)



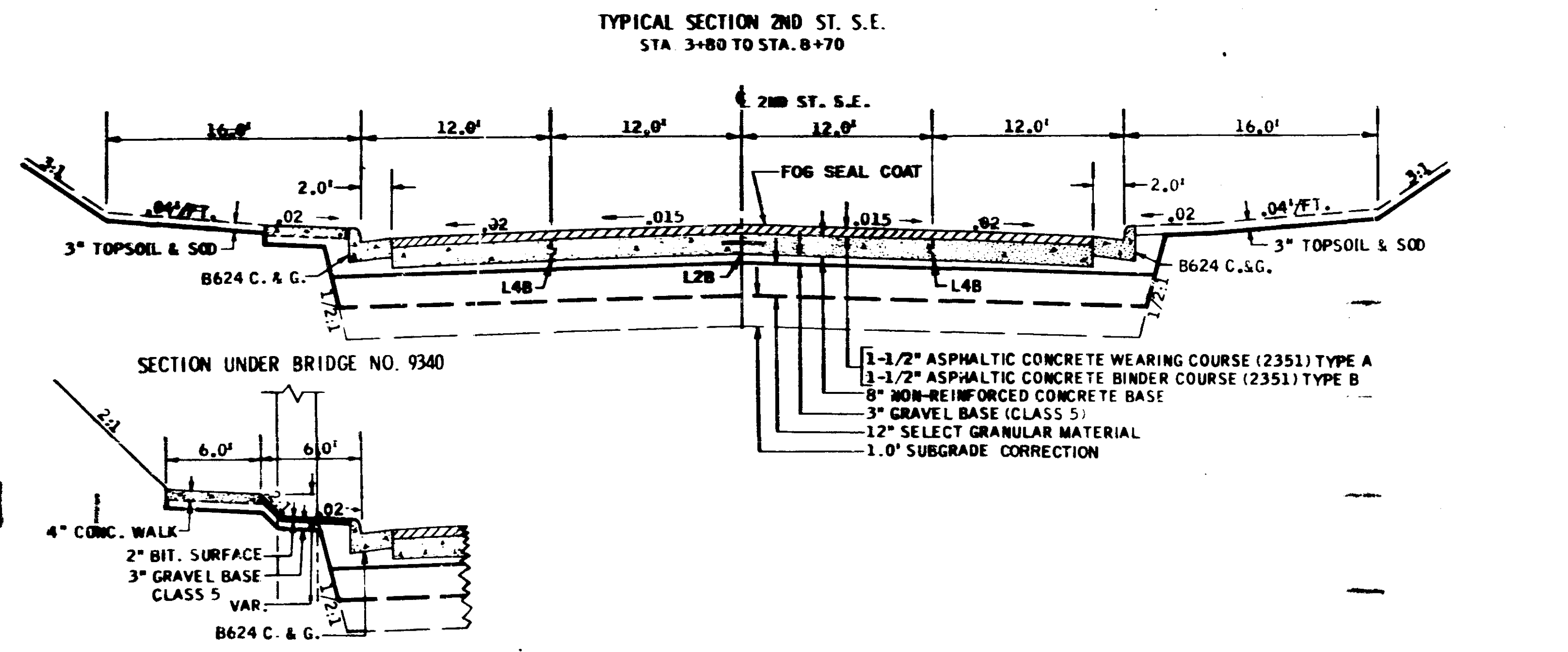
MAINLINE  
SUPERELEVATION  
TRANSITION



SUPERELEVATION OF RAMP 2

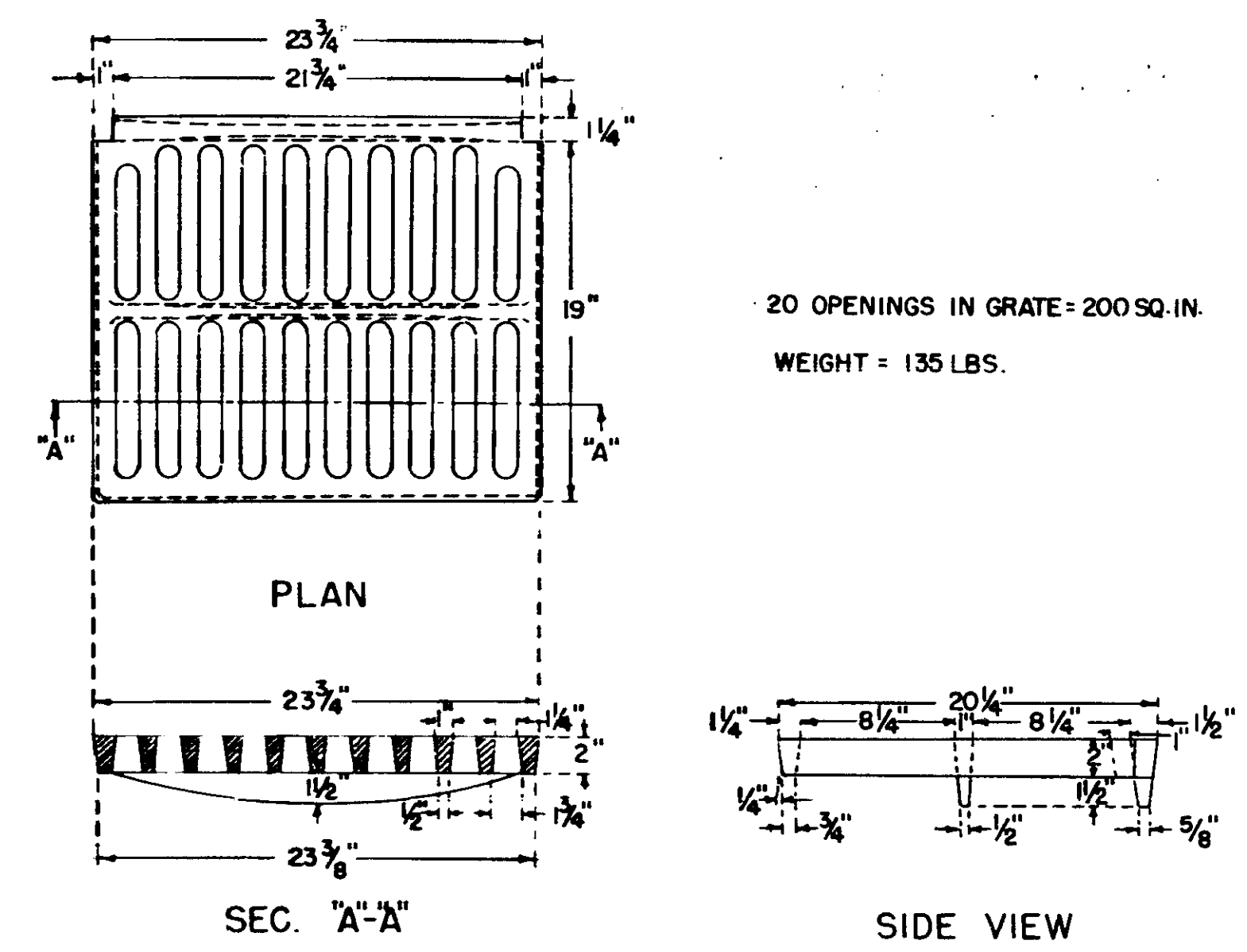
STATION	13.0'	12.0'	12.0'	13.0'
16+57.05	.01	.01	.015	.02
16+09.05	.00	.01	.015	.02
15+61.05	.01	.01	.015	.02
15+45.05	.01	.015	.015	.02
14+81.05	.01	.026	.026	.026
14+37.05	.01	.035	.035	.035

END TRANSITION AT 16+57.05  
 BEGIN TRANSITION AT 14+37.05



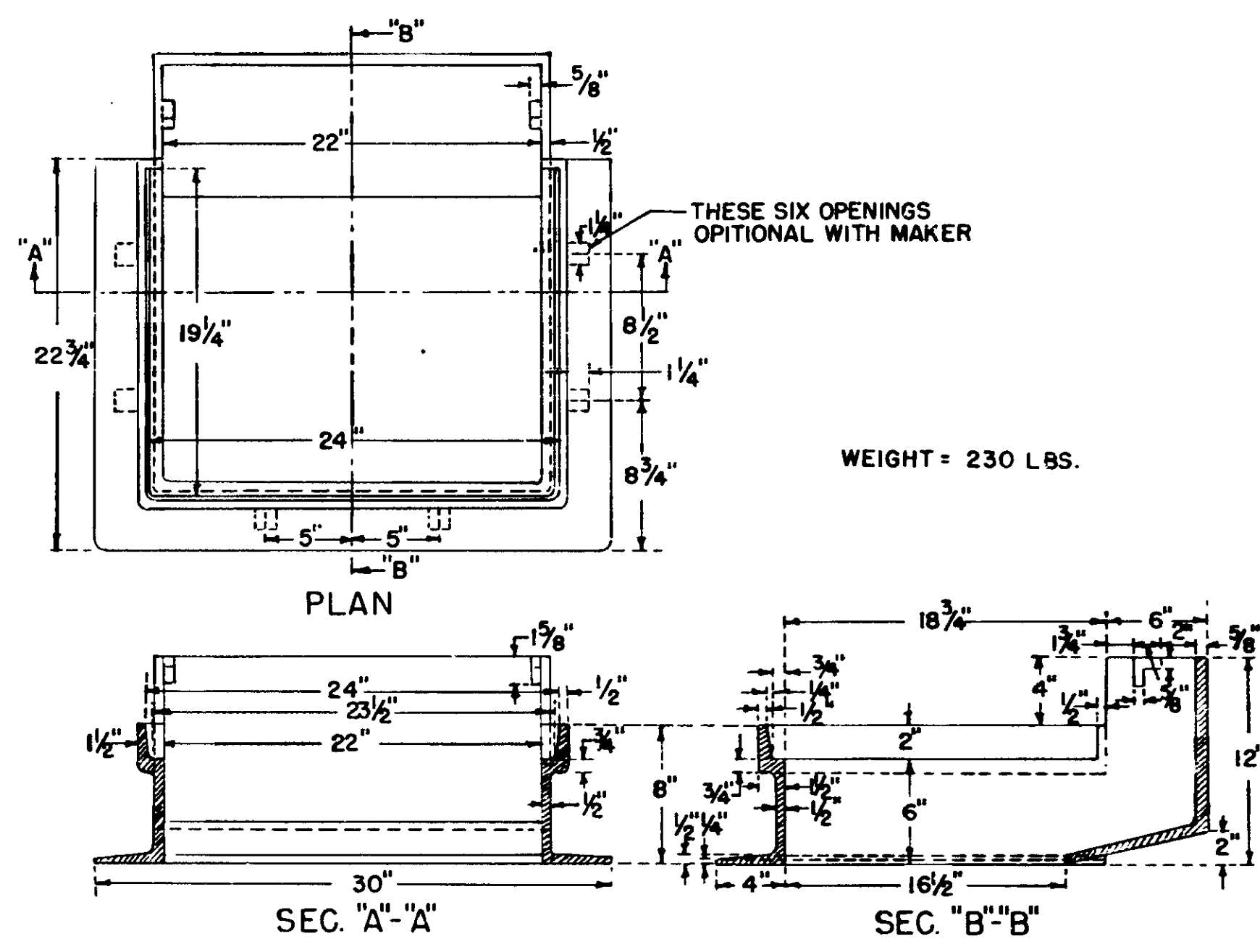
- CONSTRUCTION NOTES
- (1) TRANSITION 14.0' TO 13.0' N. END BR. NO. 9340 TO RAMP 1 STA. 13+07.78
  - (2) TRANSITION 2.0' TO 6.0' RAMP 1 STA. 12+18.79 TO RAMP 1 STA. 13+18.79  
 TRANSITION 6.0' TO 23.08' RAMP 1 STA. 13+18.79 TO RAMP 1 STA. 15+59.77
  - (3) TRANSITION 11.72' TO 13.0' RAMP 2 STA. 15+18.01 TO RAMP 2 STA. 15+45.05

TYPICAL SECTIONS  
 RAMP 1 & 2  
 SECOND STREET S.E.



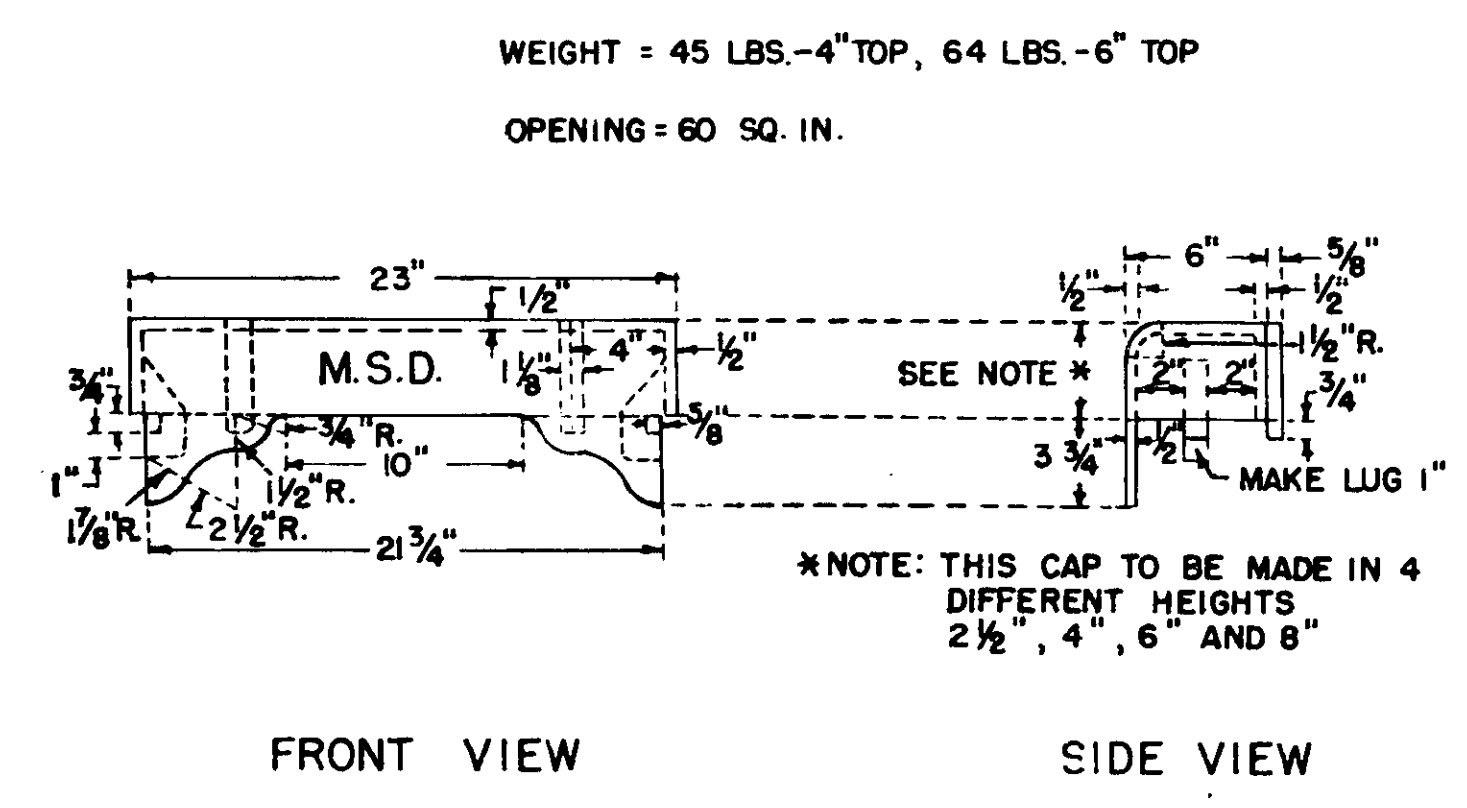
20 OPENINGS IN GRATE = 200 SQ. IN.  
WEIGHT = 135 LBS.

CITY OF MINNEAPOLIS  
GRADED COVER FOR SIDE CATCH BASIN



WEIGHT = 230 LBS.

CITY OF MINNEAPOLIS  
SIDE CATCH BASIN FRAME

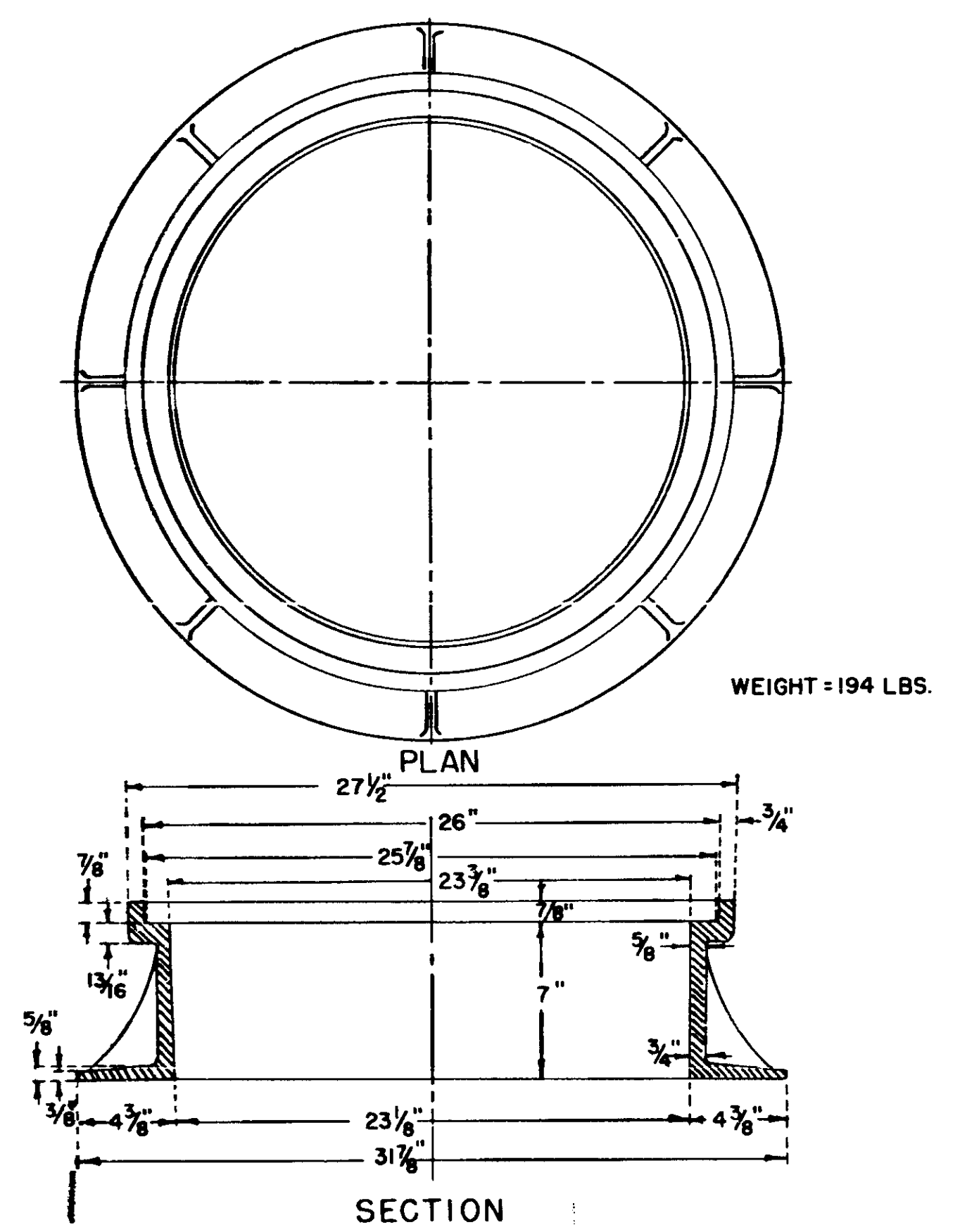


WEIGHT = 45 LBS.-4\"/>

\*NOTE: THIS CAP TO BE MADE IN 4 DIFFERENT HEIGHTS 2 1/2\", 4\", 6\"/>

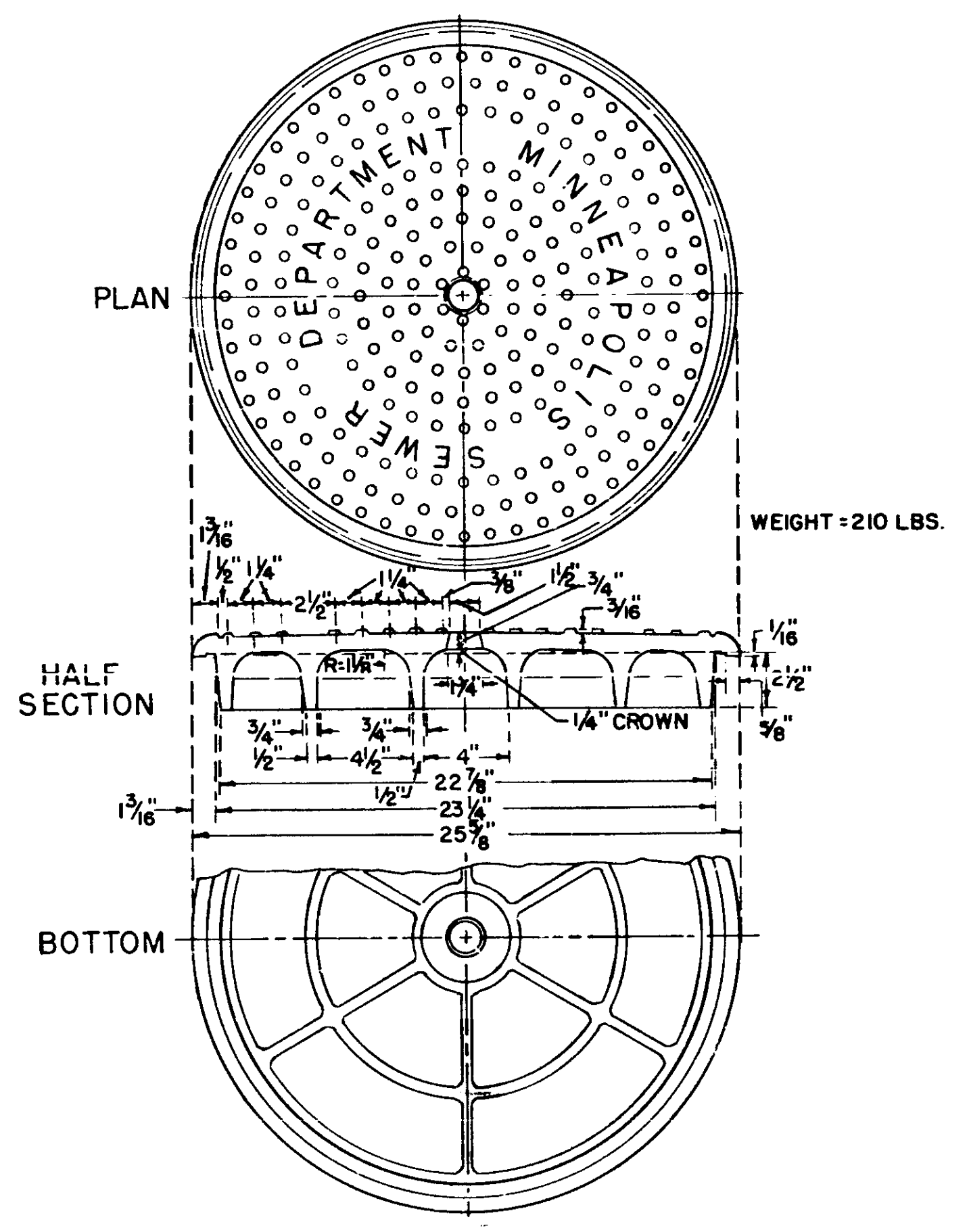
CITY OF MINNEAPOLIS  
CURB CAP FOR SIDE CATCH BASIN

CASTING ASSEMBLY "B"



WEIGHT = 194 LBS.

CITY OF MINNEAPOLIS  
STANDARD MANHOLE & CATCH BASIN RING



WEIGHT = 210 LBS.

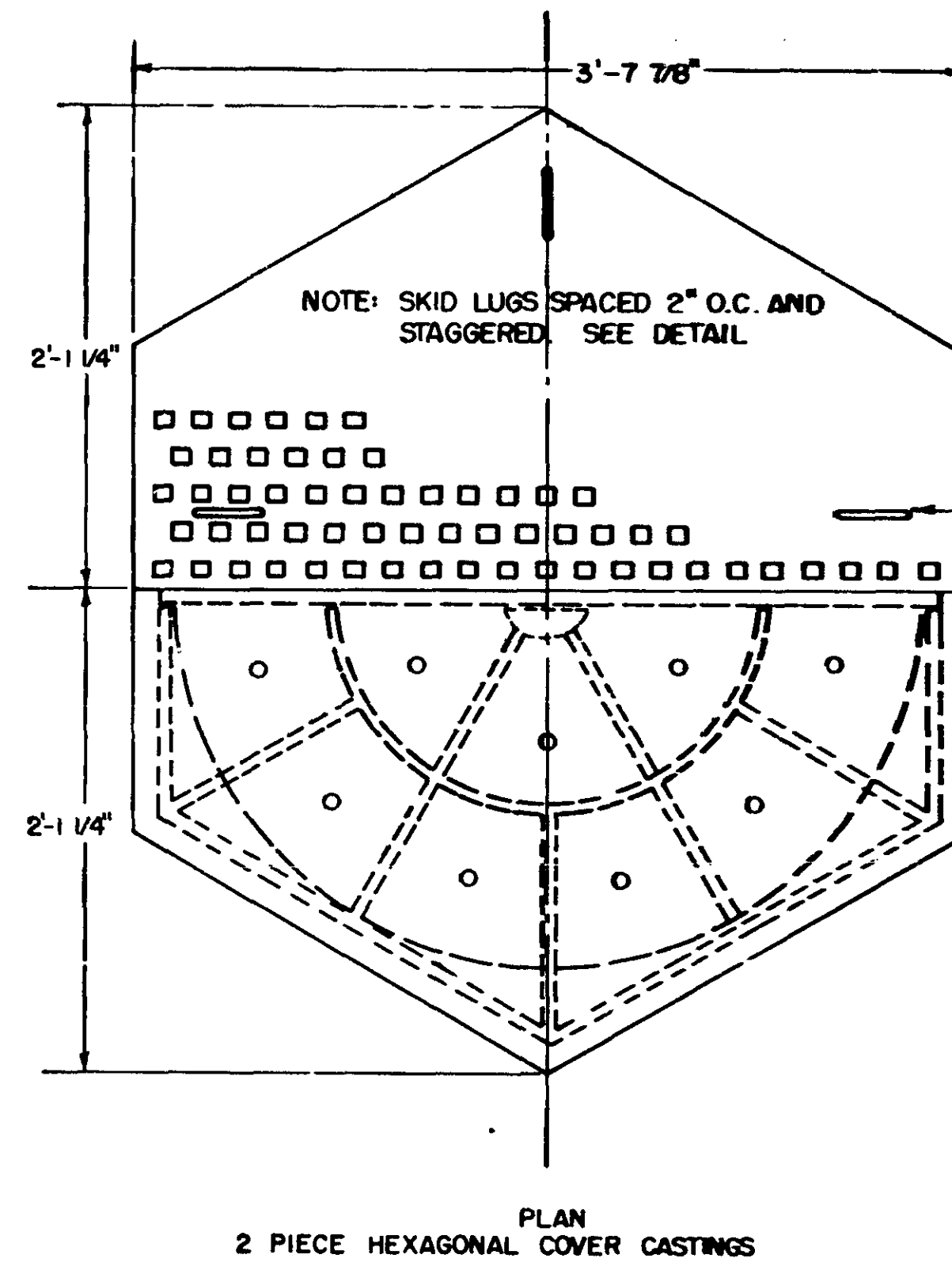
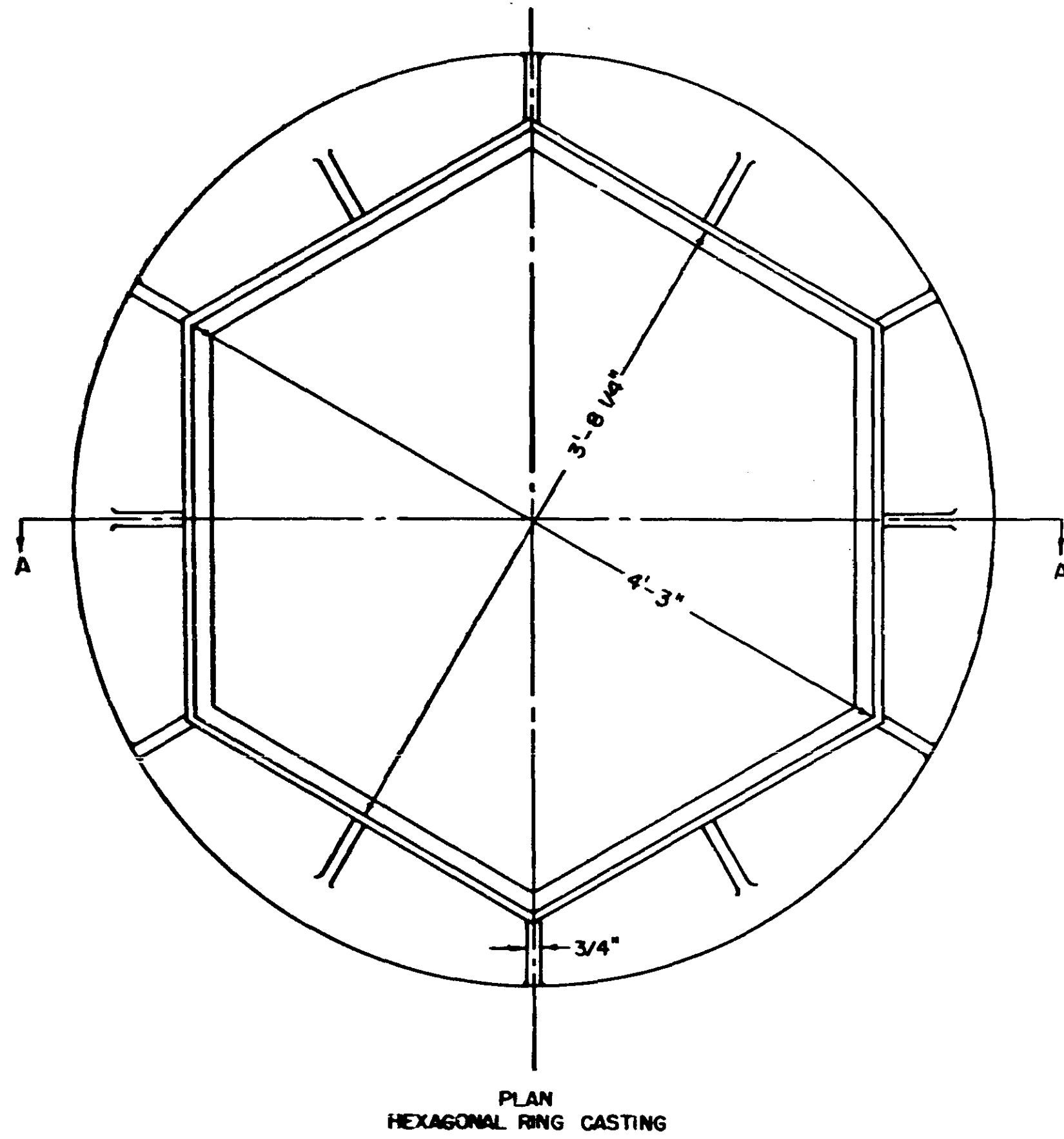
CITY OF MINNEAPOLIS  
STANDARD MANHOLE COVER

DETAILS OF  
CATCH BASIN AND MANHOLE CASTINGS  
CITY OF MINNEAPOLIS STANDARDS

CASTING ASSEMBLY "A"

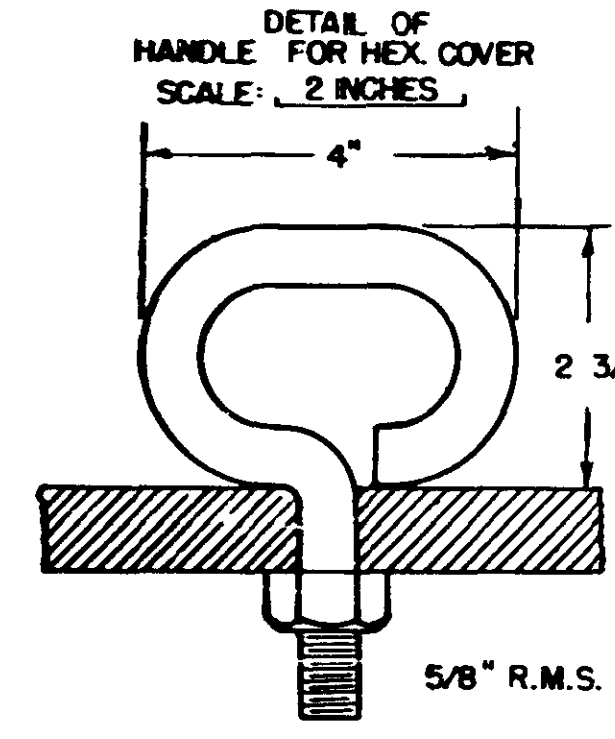
PLAN AND DETAILS OF CITY OF MINNEAPOLIS HEXAGONAL RING AND COVER CASTINGS

SCALE: 1 FT.

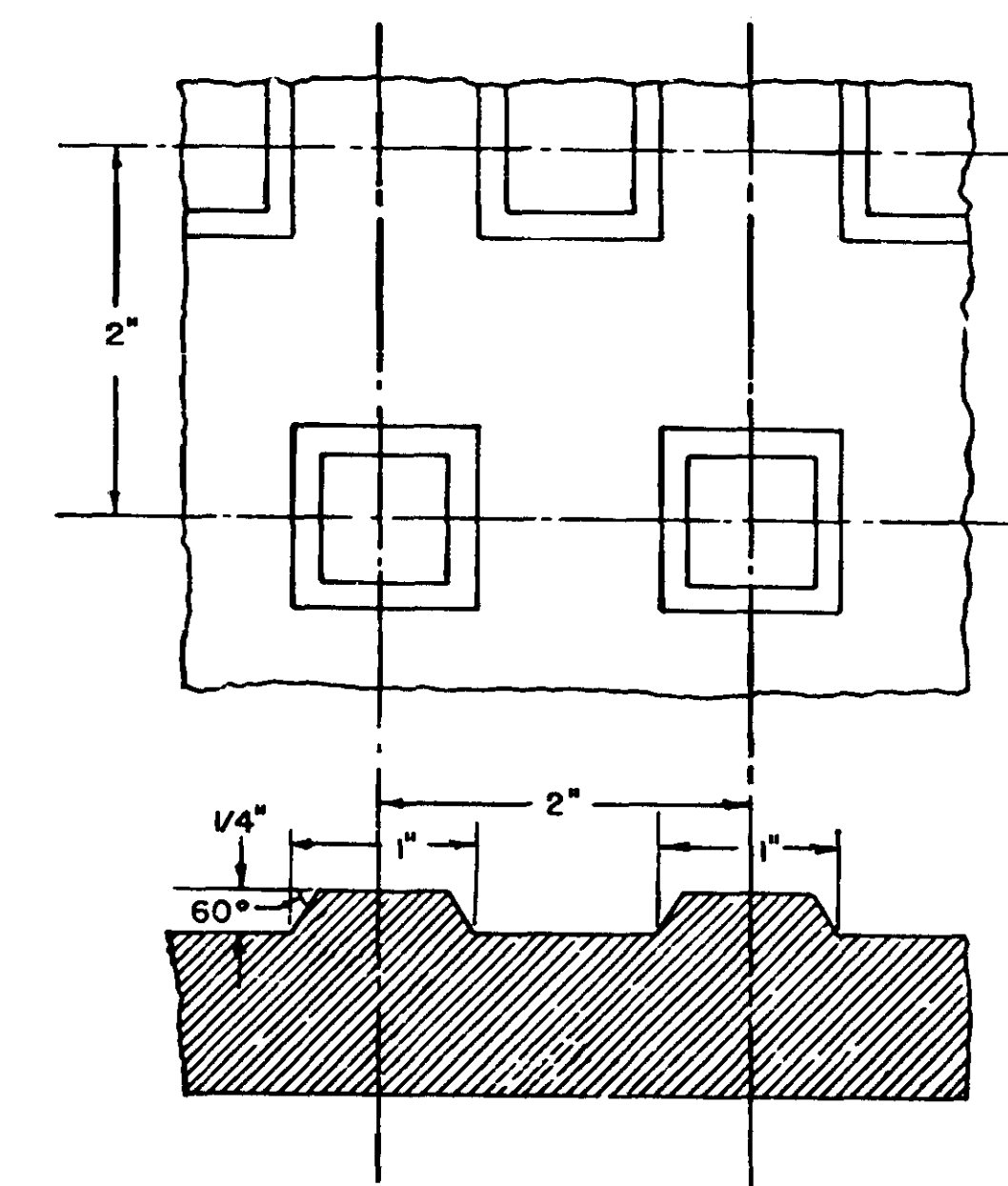


PLACE HANDLES AS SHOWN ON LOWER COVER ONLY.

COVER JOINT

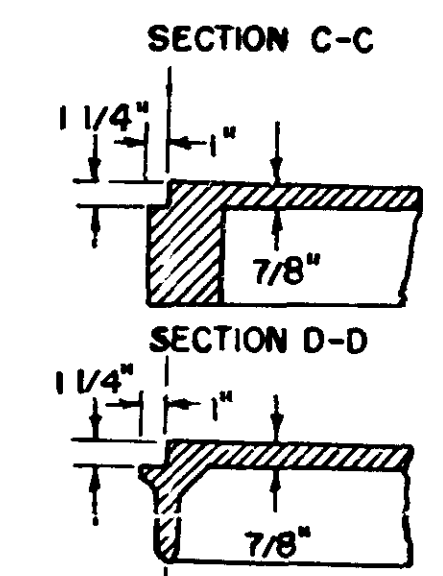
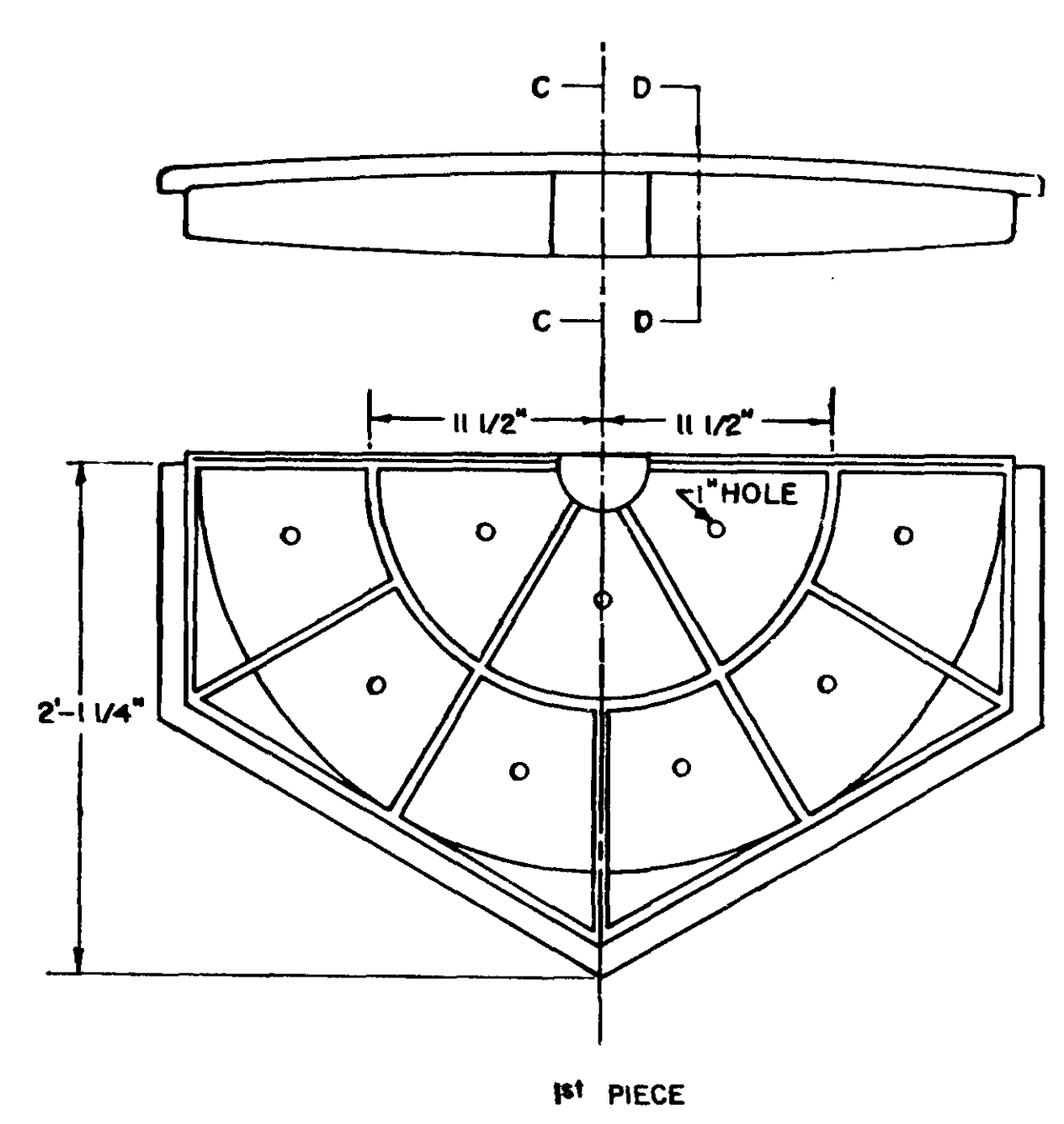
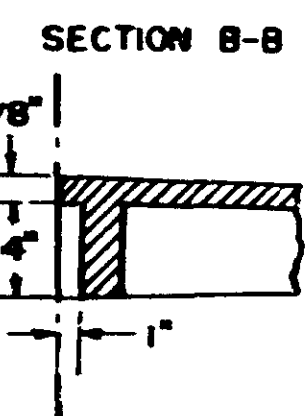
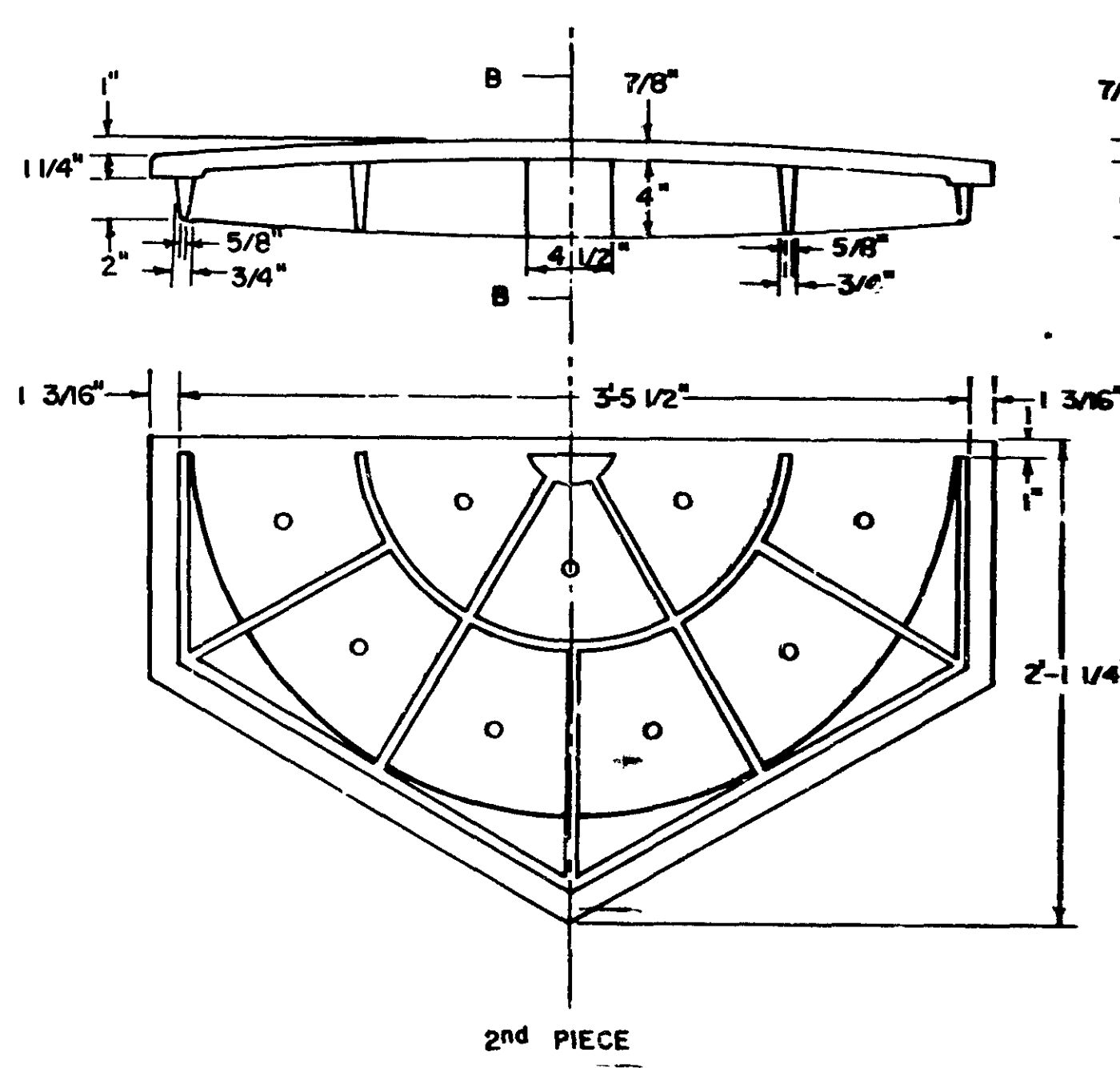
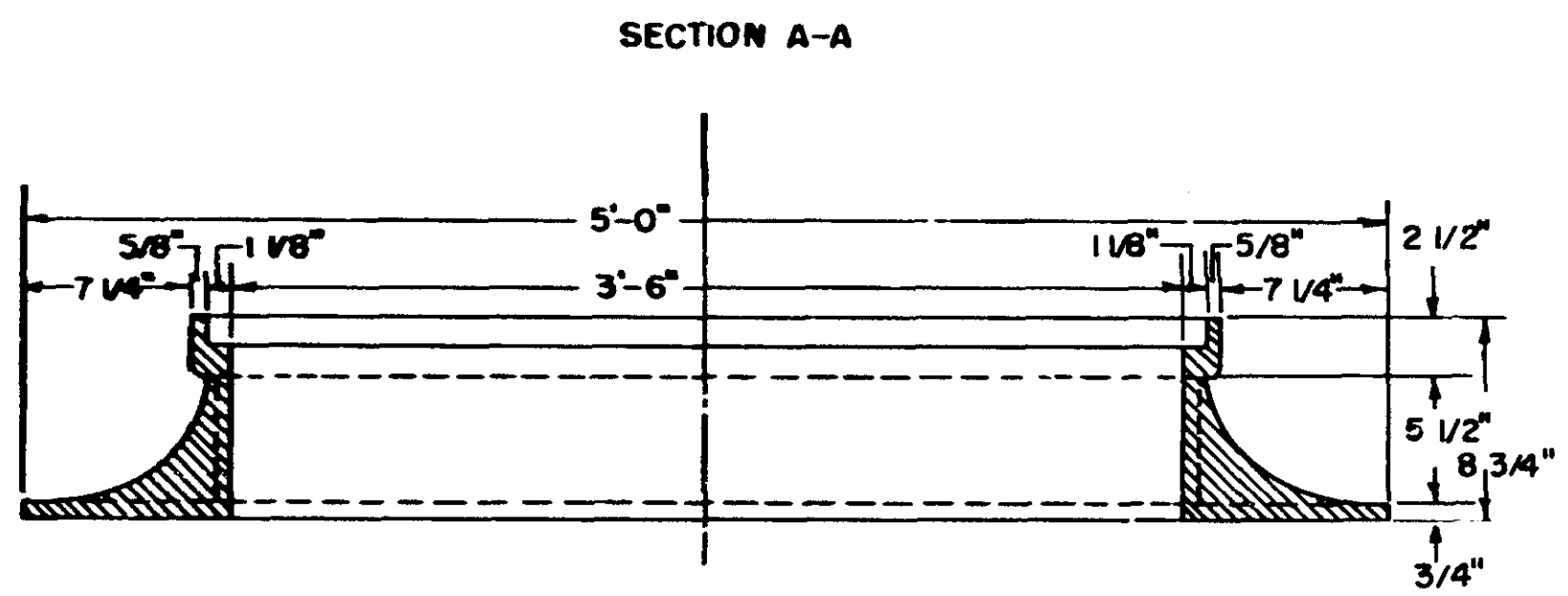


DETAIL OF SKID LUGS



NOTE: TWO RING AND COVER ASSEMBLIES REQUIRED AT EACH SHAFT. TOP COVER SHALL BE ONE PIECE.

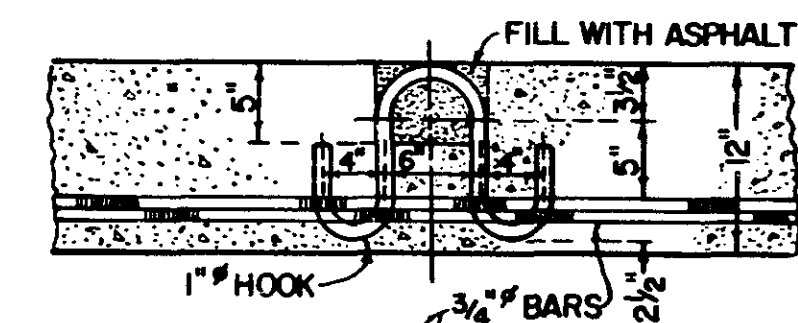
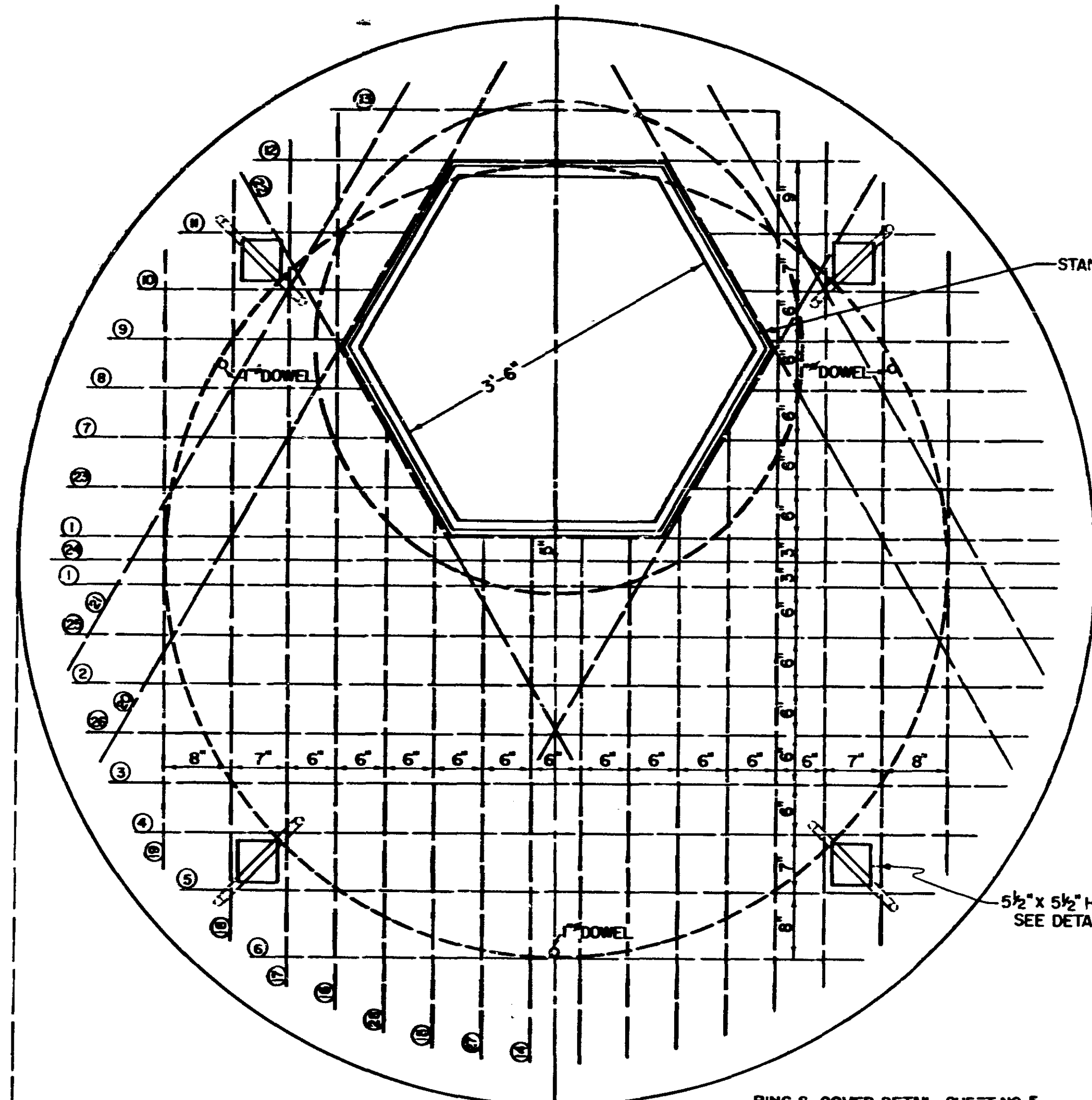
DETAILS OF COVER CASTINGS



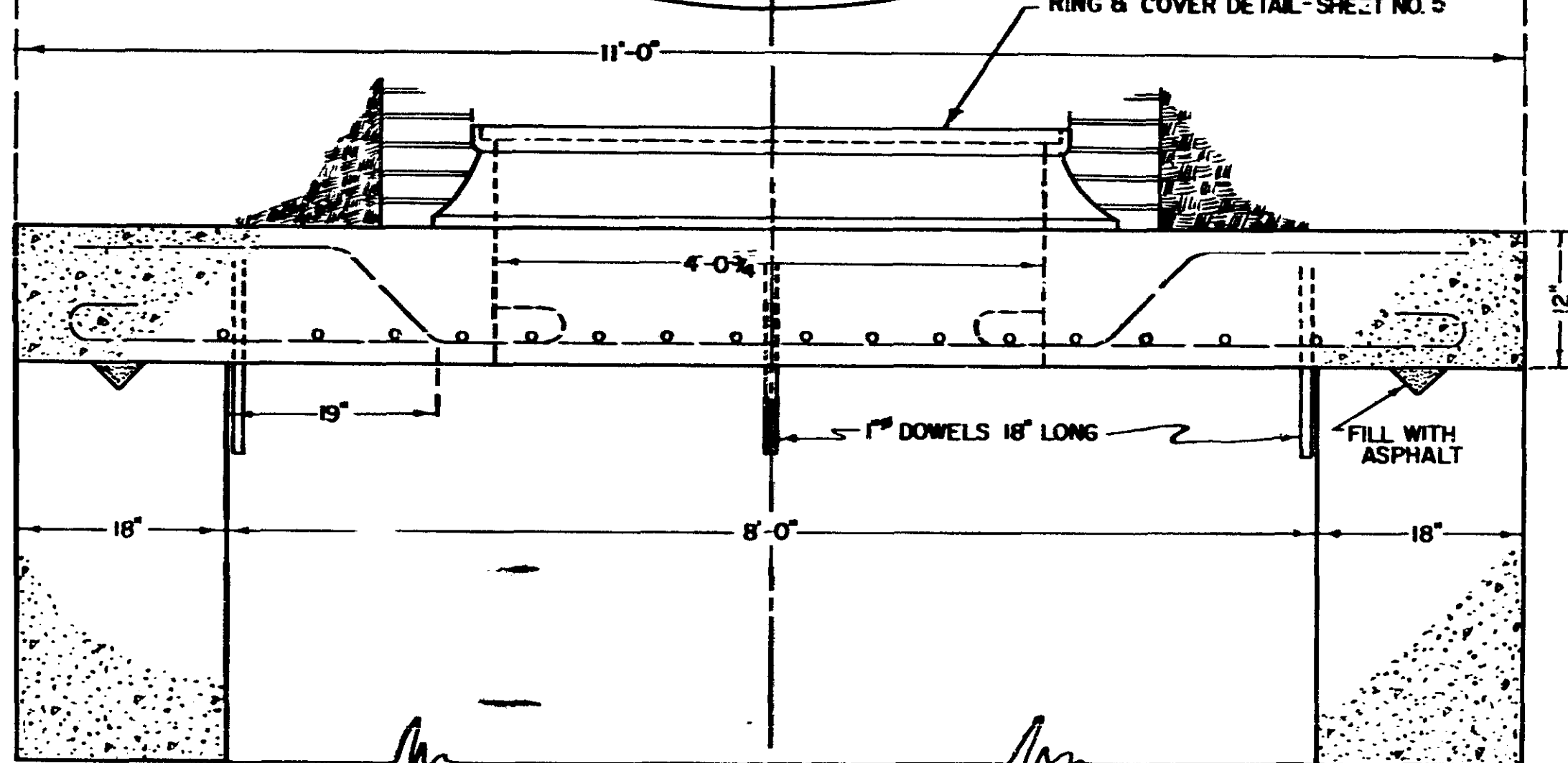
BOTTOM VIEW  
2 PIECE HEXAGONAL COVER

CASTING ASSEMBLY "C"  
DETAILS OF HEXAGONAL RING & COVER CASTINGS  
CITY OF MINNEAPOLIS STANDARD

NO. 2783-08



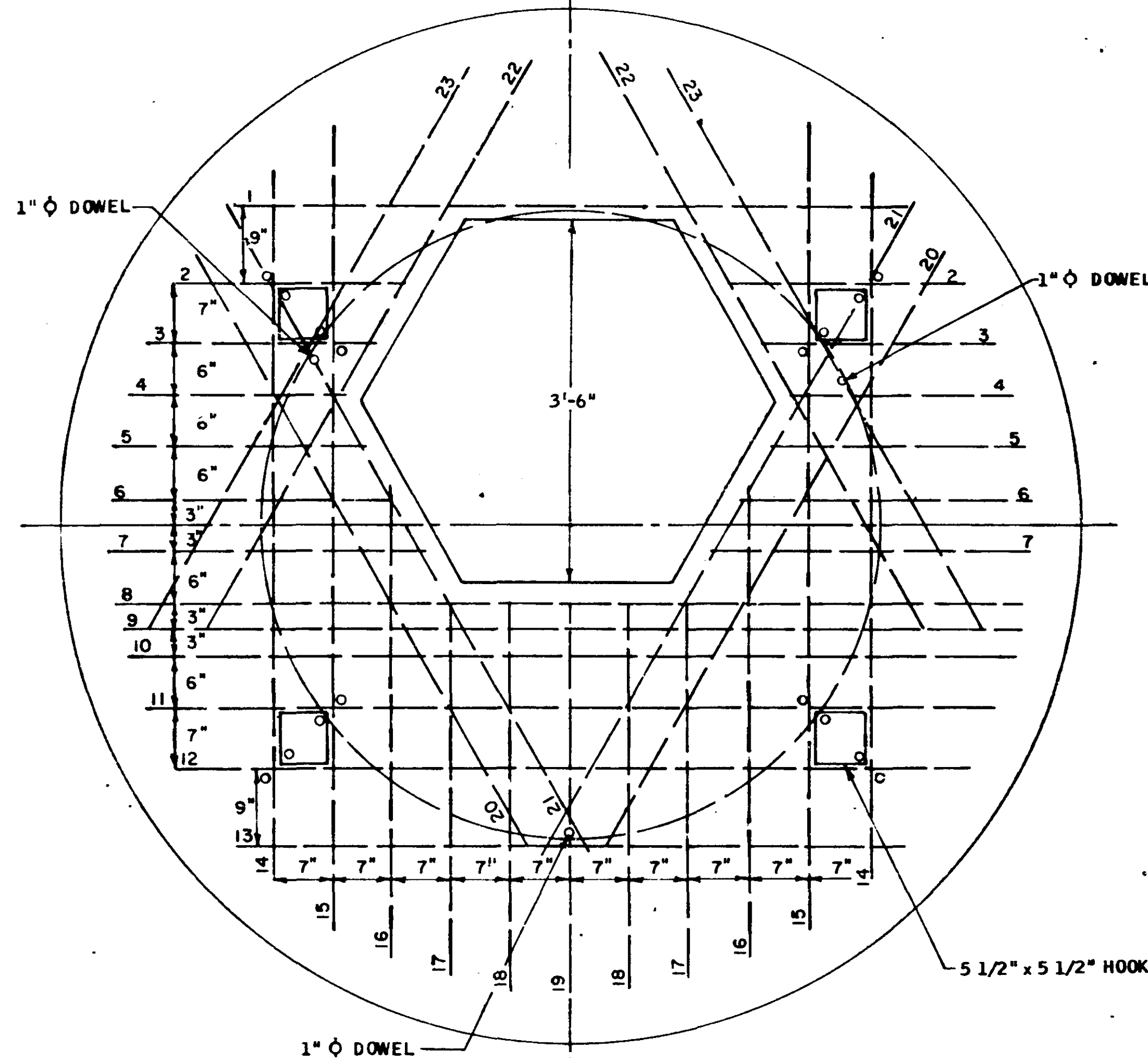
DETAIL OF HOOK BAR & HOLE  
SCALE: 1 FT.



CONCRETE COVER SLAB FOR SHAFTS  
(STRUCTURE NO. A12)  
SCALE: 1 FT.

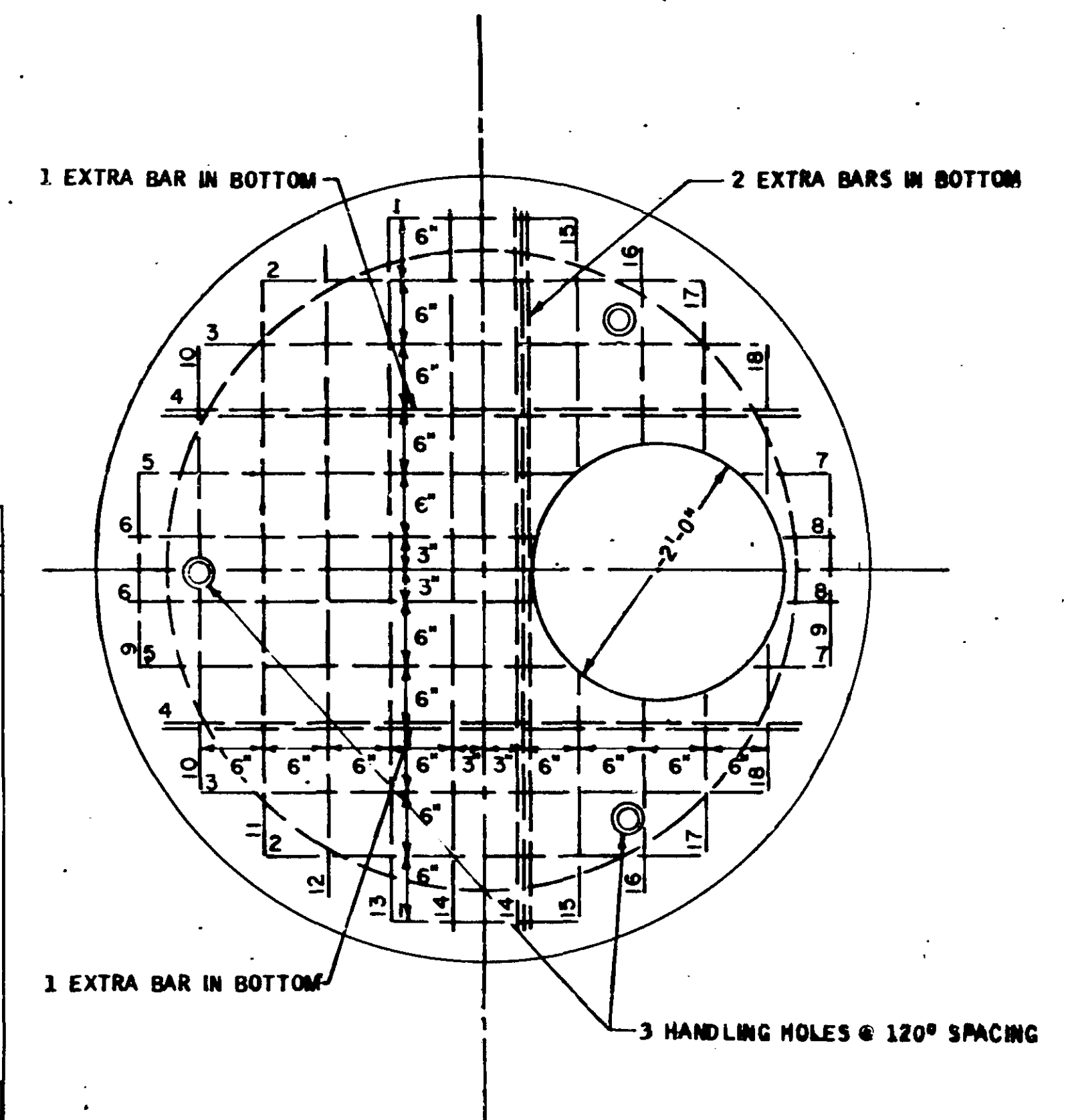
BILL OF REINFORCEMENT				
ITEM NO.	QUAN.	DESCRIPTION	LENGTH	DETAILS
1	2	ROD	11'-7"	
2	1	"	11'-3"	
3	1	"	10'-5"	
4	1	"	10'-0"	
5	1	"	9'-0"	
6	1	"	7'-8 1/2"	
7	2	"	4'-8"	
8	2	"	4'-5"	
9	2	"	3'-11"	
10	2	"	3'-11"	
11	2	"	3'-9"	
12	1	"	7'-6"	
13	1	"	5'-9"	
14	2	"	6'-10"	
15	2	"	6'-11"	
16	2	"	10'-7"	
17	2	"	10'-0"	
18	2	"	9'-1 1/2"	
19	2	"	7'-5"	
20	2	"	9'-8"	
21	2	"	8'-3"	
22	2	"	8'-3"	
23	2	ROD	4'-7 1/2"	
27	2	"	6'-4 1/2"	
28	2	"	7'-1 1/2"	
24	1	BEND ROD	10'-8 1/2"	
25	1	"	10'-7 1/2"	
26	1	"	10'-0 1/2"	
4-1" RODS FOR LIFTING HOOKS-37" LONG } 16.85 @ 2.67 LBS./FT. = 44.94 LBS. 3-1" RODS FOR DOWELS-1'-6" LONG }				

348.25 @ 1502 LBS./FT.  
= 523.07 LBS.

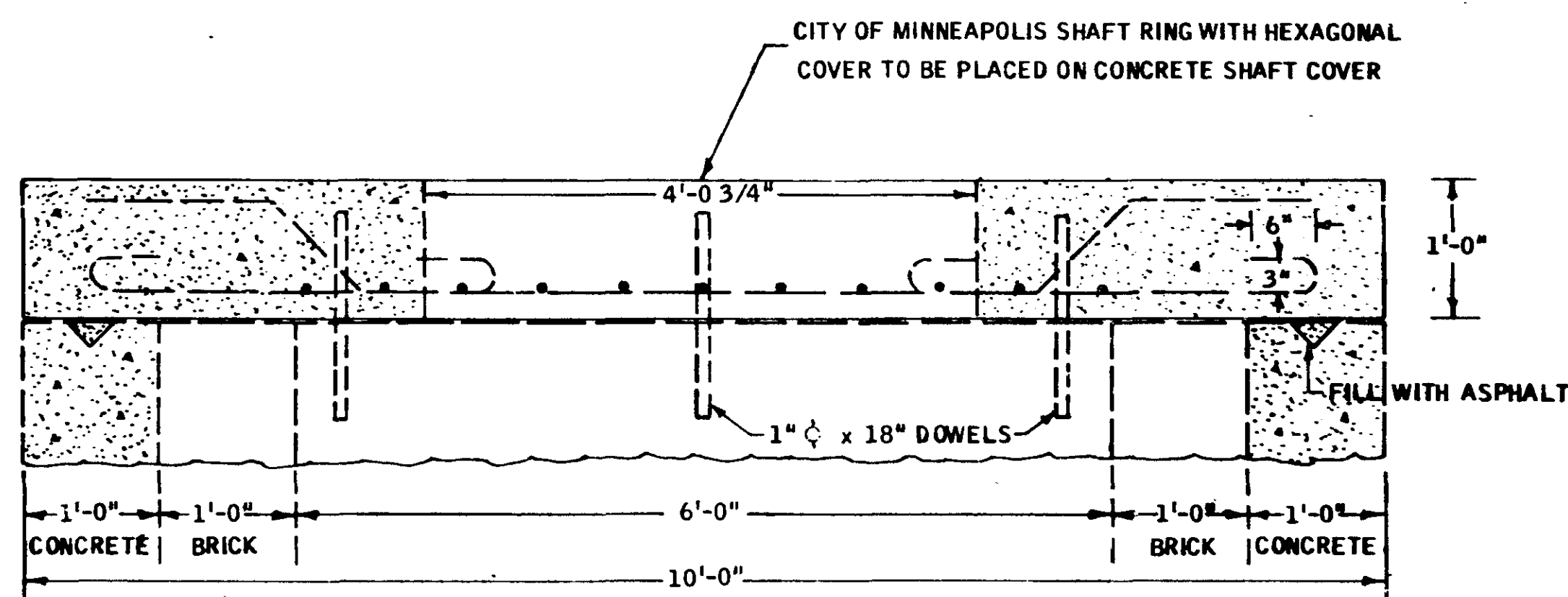


**BILL OF REINFORCEMENT**

ITEM NO.	QUAN.	DESCRIPTION	LENGTH	TOTAL LB.	QUAN.	DESCRIPTION	LENGTH	TOTAL LB.
1	2	ROD	1'-6"	89.66 @ 0.376 LB/FT = 33.71 LB	2	ROD	1'-6"	111.25 @ 0.668 LB/FT = 74.32 LB
2	2	ROD	3'-6"		2	ROD	3'-6"	
3	2	ROD	4'-6"		2	ROD	4'-6"	
4	2	ROD	5'-1 1/2"		4	ROD	5'-1 1/2"	
5	2	ROD	3'-6"		2	ROD	3'-6"	
6	2	ROD	3'-3"		2	ROD	3'-3"	
7	2	ROD	0'-9"		2	ROD	0'-9"	
8	2	ROD	0'-5 1/2"		2	ROD	0'-5 1/2"	
9	2	ROD	1'-6"		2	ROD	1'-6"	
10	2	ROD	1'-7 1/2"		2	ROD	1'-7 1/2"	
11	1	ROD	4'-6"		1	ROD	4'-6"	
12	1	ROD	5'-1"		1	ROD	5'-1"	
13	1	ROD	5'-6"		1	ROD	5'-6"	
14	2	ROD	5'-8"		4	ROD	5'-8"	
15	2	ROD	1'-1 1/2"		2	ROD	1'-1 1/2"	
16	2	ROD	1'-6"		2	ROD	1'-6"	
17	2	ROD	1'-3 1/2"		2	ROD	1'-3 1/2"	
18	2	ROD	1'-2"		2	ROD	1'-2"	



5 1/2" x 5 1/2" HOOK HOLE - FOR DETAIL SEE SH. NO. 6



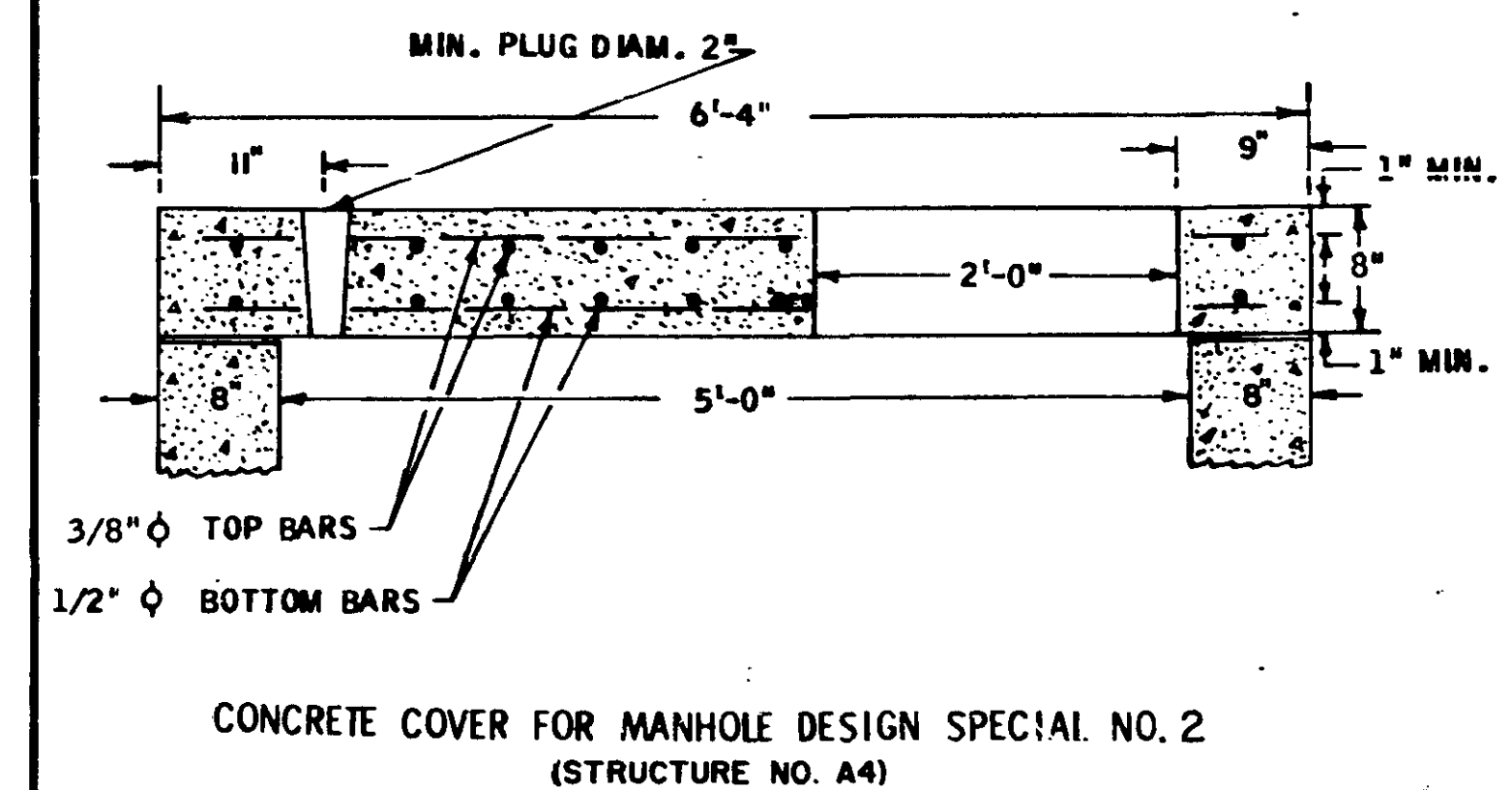
CONCRETE COVER FOR STRUCTURE NO. B 23

**BILL OF REINFORCEMENT**

ITEM NO.	QUAN.	DESCRIPTION	LENGTH	DETAIL
1	1	ROD	8'-1"	
2	2	ROD	3'-9"	
3	2	ROD	3'-9"	
4	2	ROD	3'-7"	
5	2	ROD	3'-11"	
6	2	ROD	4'-3"	
8	1	ROD	10'-4"	
10	1	ROD	10'-2"	
12	1	ROD	9'-3"	
14	2	ROD	8'-4"	
15	2	ROD	9'-3"	
17	2	ROD	5'-1"	
19	1	ROD	5'-3"	
20	2	ROD	8'-1"	
21	2	ROD	8'-8"	
22	2	ROD	7'-10"	
23	2	ROD	7'-9"	
9	1	BEND ROD	9'-3 1/2"	
11	1	BEND ROD	8'-10"	
13	1	BEND ROD	7'-1"	
7	2	-ROD	4'-1 1/2"	
16	2	ROD	5'-7"	
18	2	ROD	4'-9"	

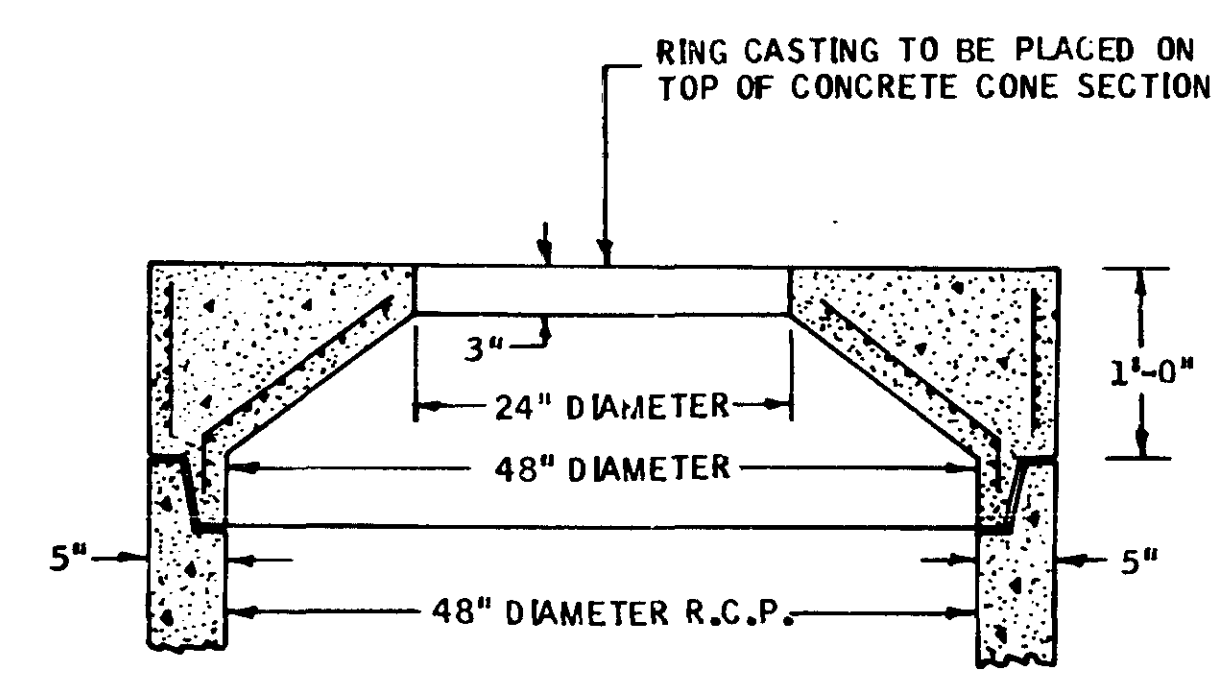
245.71 @ 1.502 LB/FT = 369.06 LB

4 - 1" Ø BARS FOR LIFTING HOOKS } 16'-10" @ 2.67 LB/FT. = 44.94 LB.  
3 - 1" Ø x 18" DOWELS



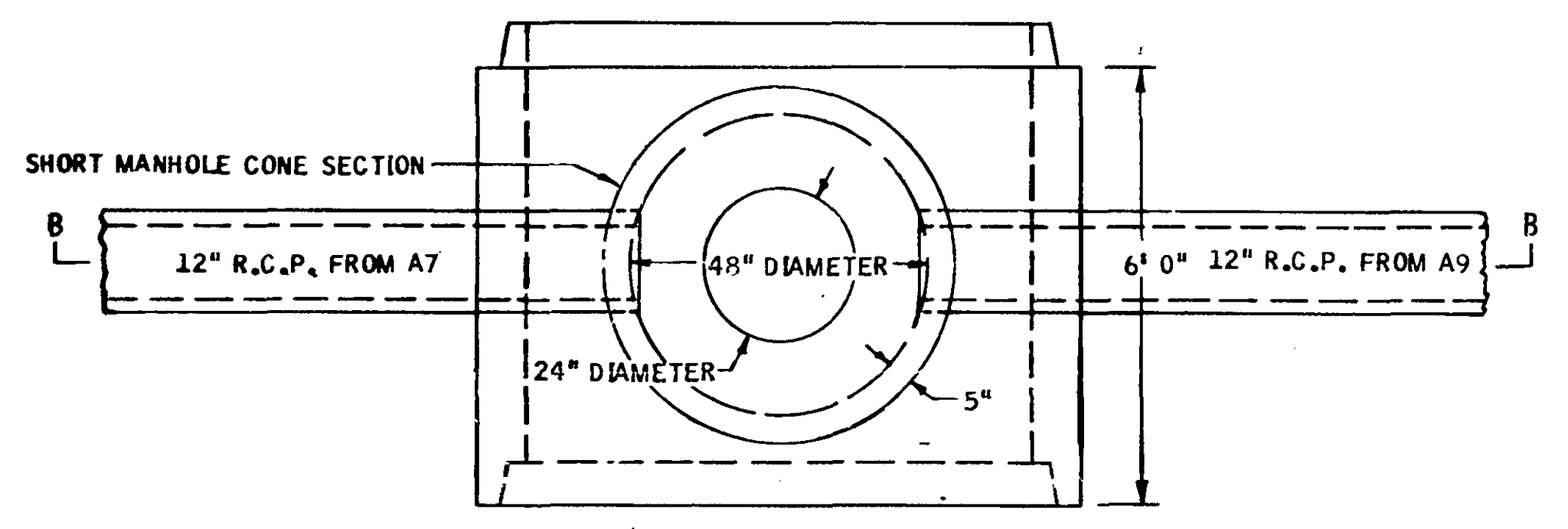
CONCRETE COVER FOR MANHOLE DESIGN SPECIAL NO. 2 (STRUCTURE NO. A4)

DETAILS OF CONCRETE COVERS FOR CITY OF MINNEAPOLIS STANDARDS

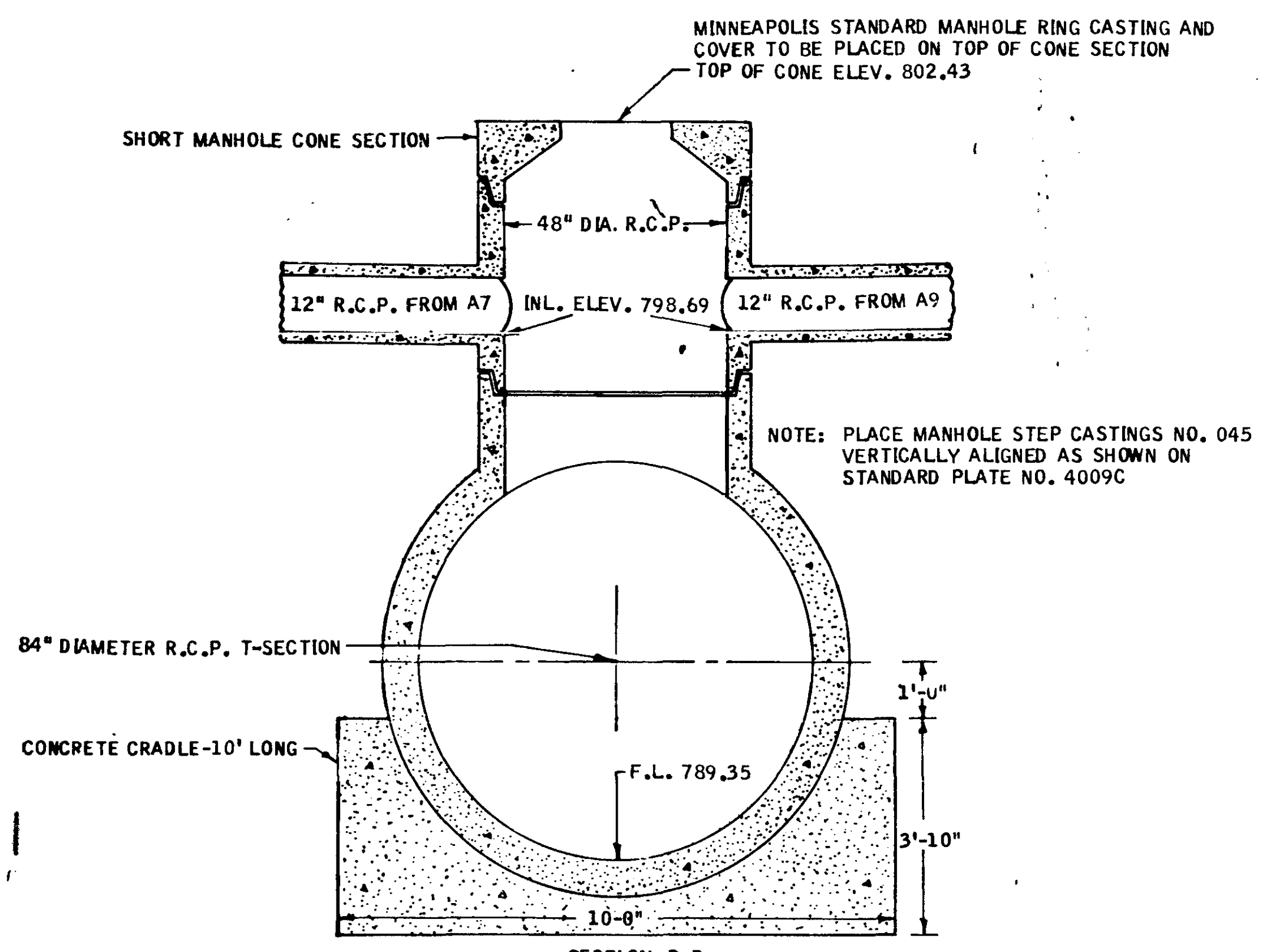


TONGUE AND GROOVE SHALL BE CONSTRUCTED IN ACCORDANCE WITH STANDARD PLATE NO. 3000C. REINFORCING SHALL CONSIST OF TWO LINES OF STEEL FABRIC EACH HAVING AN AREA OF NOT LESS THAN 0.12 SQ. IN. PER FOOT OF HEIGHT

DETAILS OF SHORT MANHOLE CONE SECTION FOR STRUCTURES A2 & A10



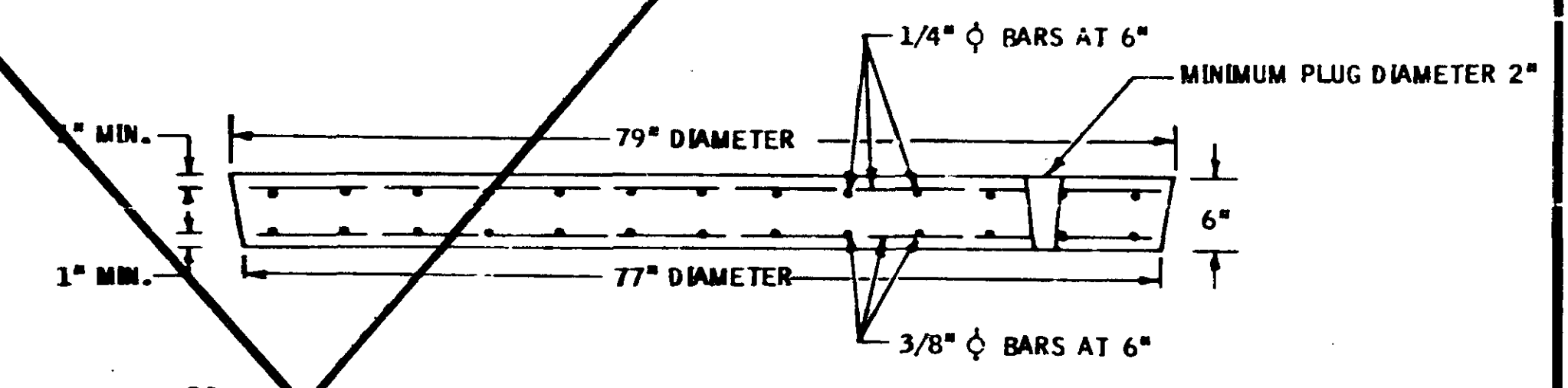
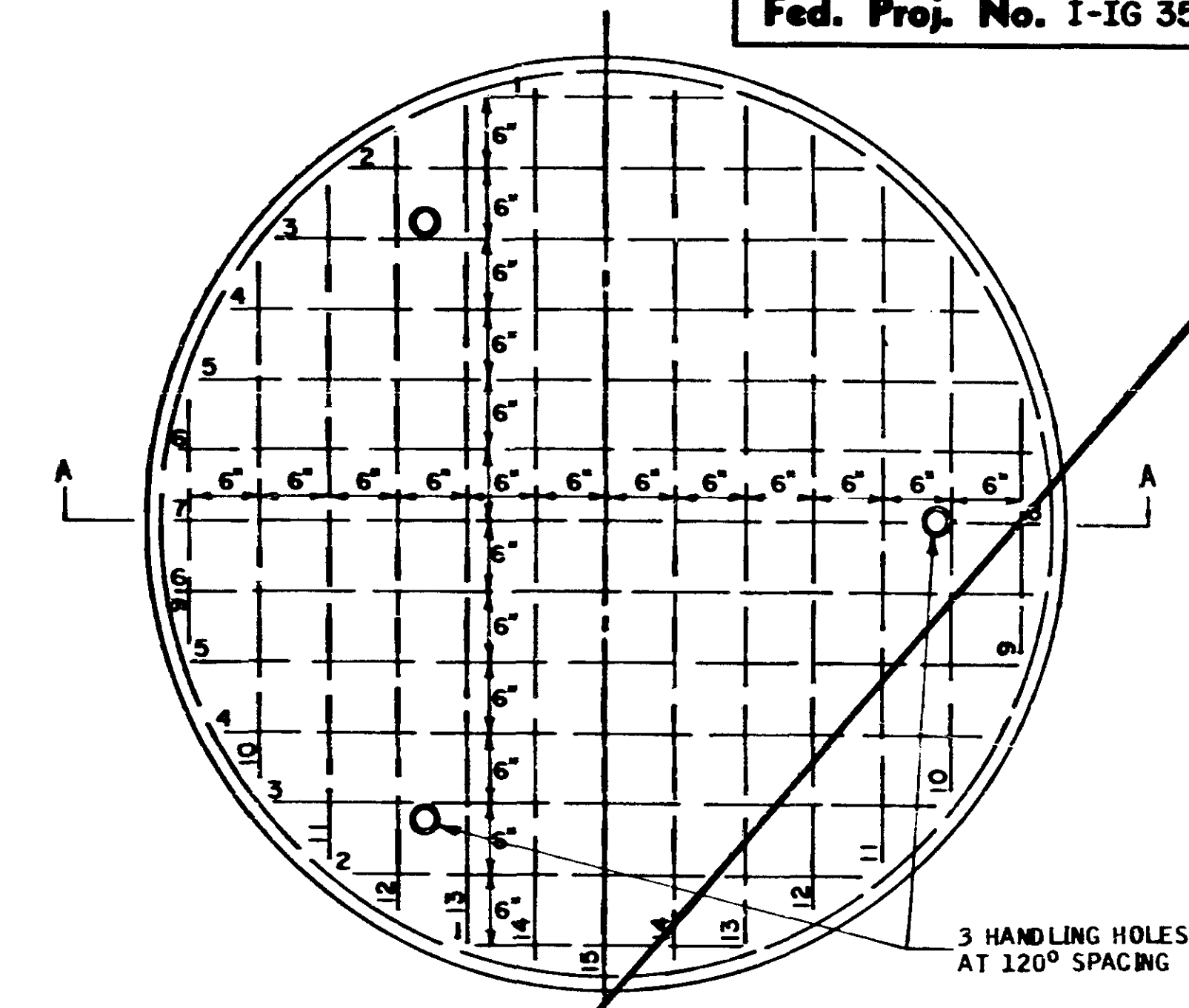
PLAN VIEW MANHOLE DESIGN SPECIAL NO. 3



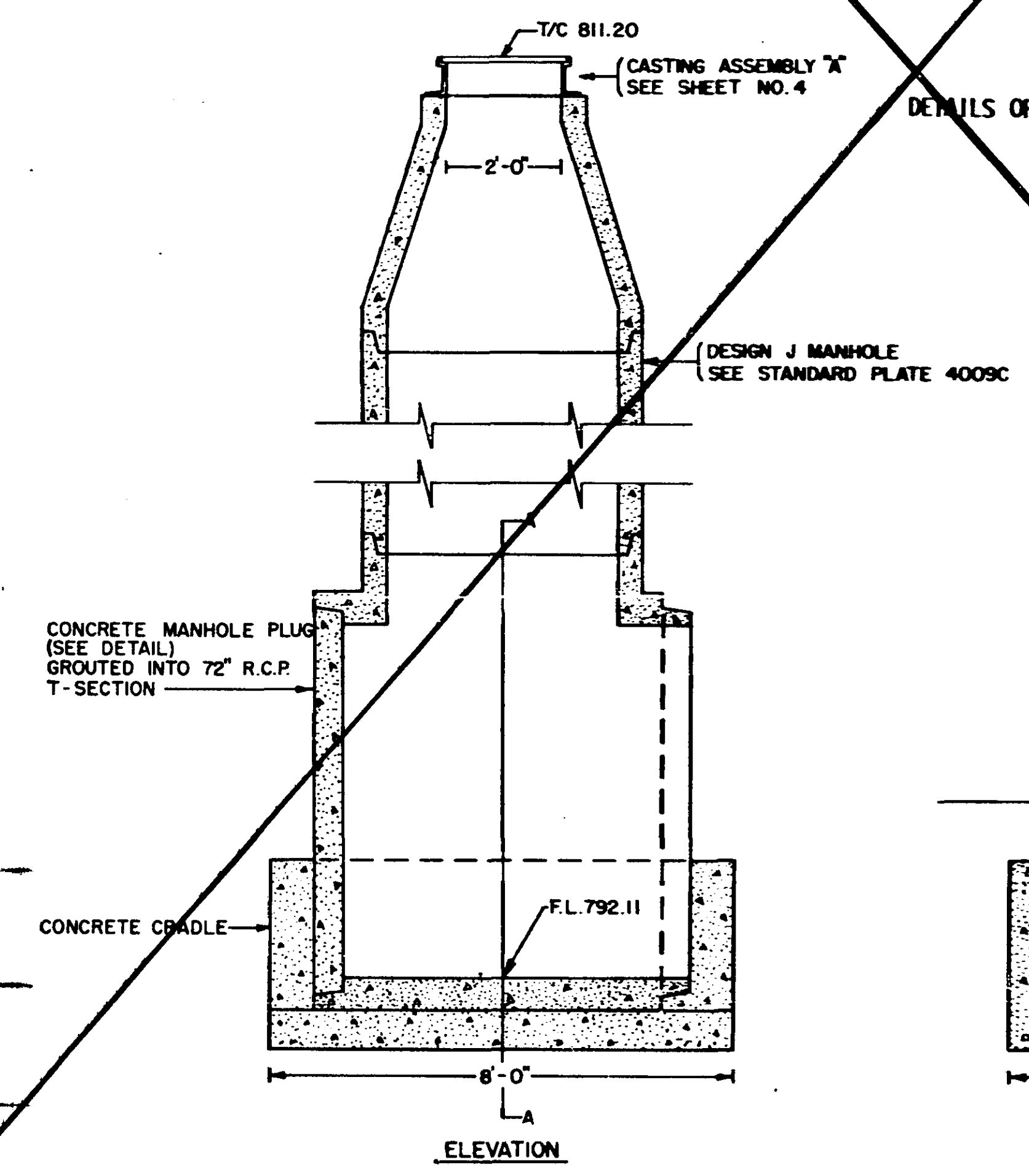
SECTION B-B DETAILS OF MANHOLE DESIGN SPECIAL NO. 3 (STRUCTURE NO. A10)

ITEM NO.	1/4" BARS		3/8" BARS	
	QUAN.	LENGTH	QUAN.	LENGTH
1	2	1'-8"	2	1'-8"
2	2	3'-8"	2	3'-8"
3	2	4'-9"	2	4'-9"
4	2	5'-5 1/2"	2	5'-5 1/2"
5	2	5'-11"	2	5'-11"
6	2	6'-2"	2	6'-2"
7	1	5'-4"	1	5'-4"
8	1	0'-6"	1	0'-6"
9	2	1'-8 1/2"	2	1'-8 1/2"
10	2	3'-9"	2	3'-9"
11	2	4'-9 1/2"	2	4'-9 1/2"
12	2	5'-6"	2	5'-6"
13	2	5'-11"	2	5'-11"
14	2	6'-2"	2	6'-2"
15	1	6'-3"	1	6'-3"

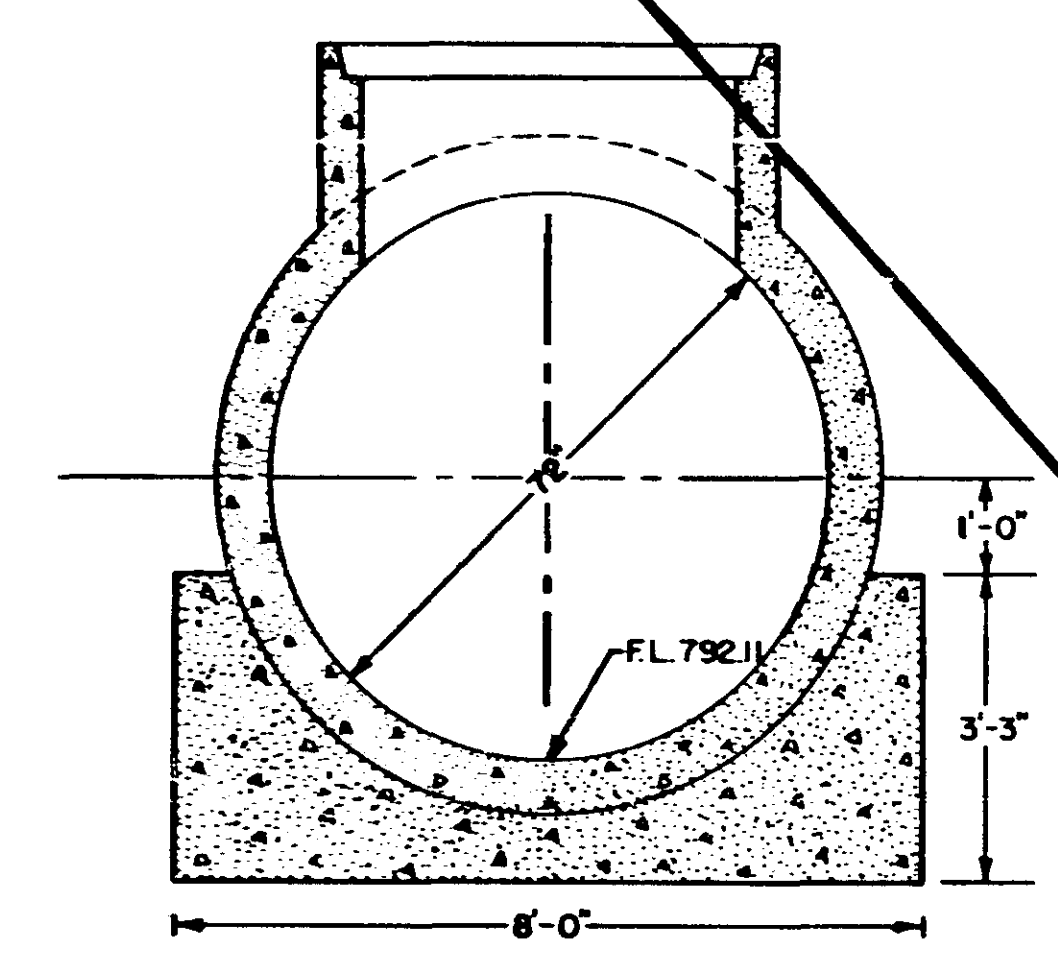
1/4" BARS: 123'-0" x 0.167 lbs./ft. = 20.54 lbs.  
3/8" BARS: 123'-0" x 0.367 lbs./ft. = 46.25 lbs.



SECTION A-A DETAILS OF CONCRETE MANHOLE PLUG FOR STRUCTURE A1



DETAILS OF MANHOLE DESIGN SPECIAL NO. 5 (STRUCTURE NO. A1)



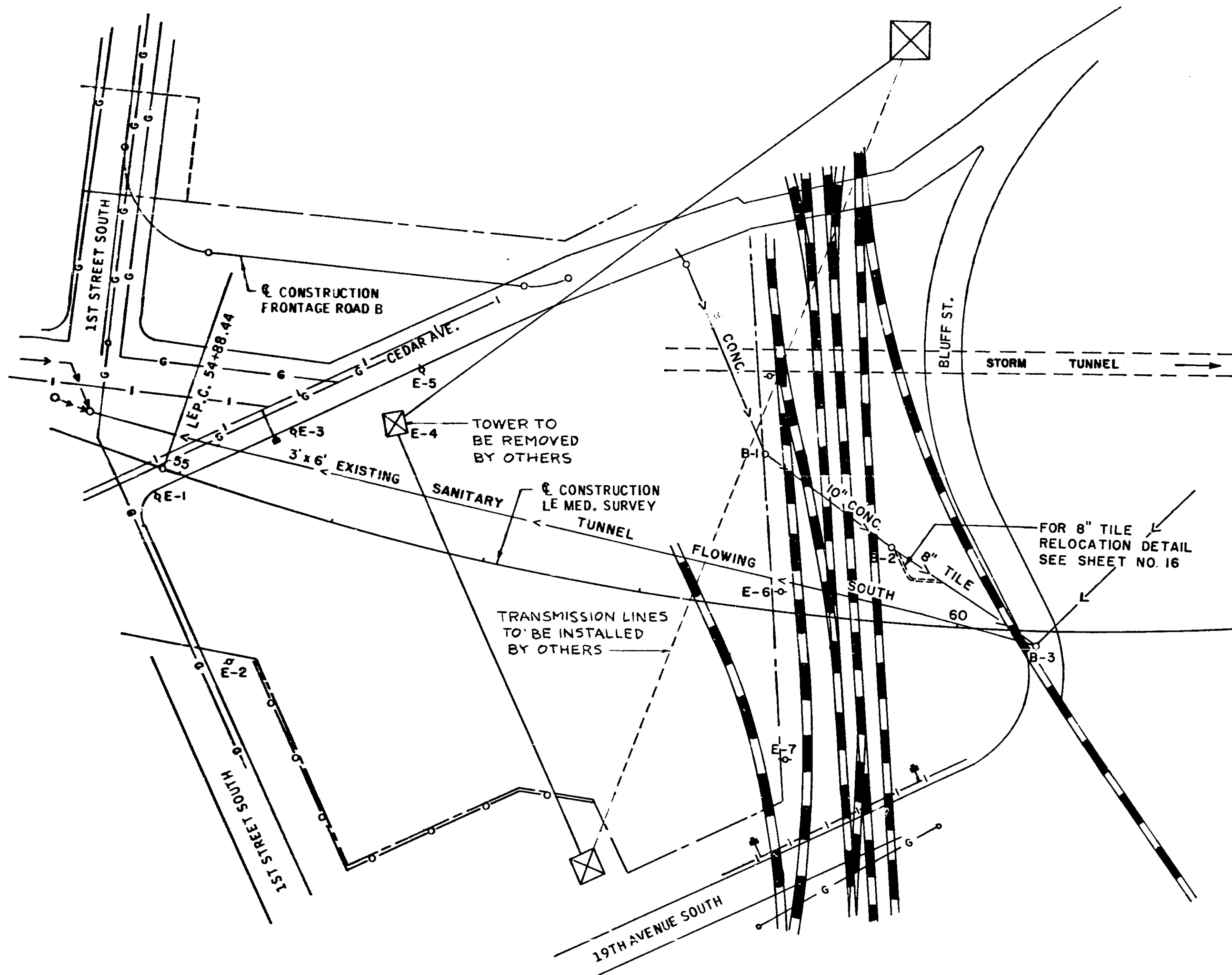
SECTION A-A

NOT INCLUDED IN THIS CONTRACT

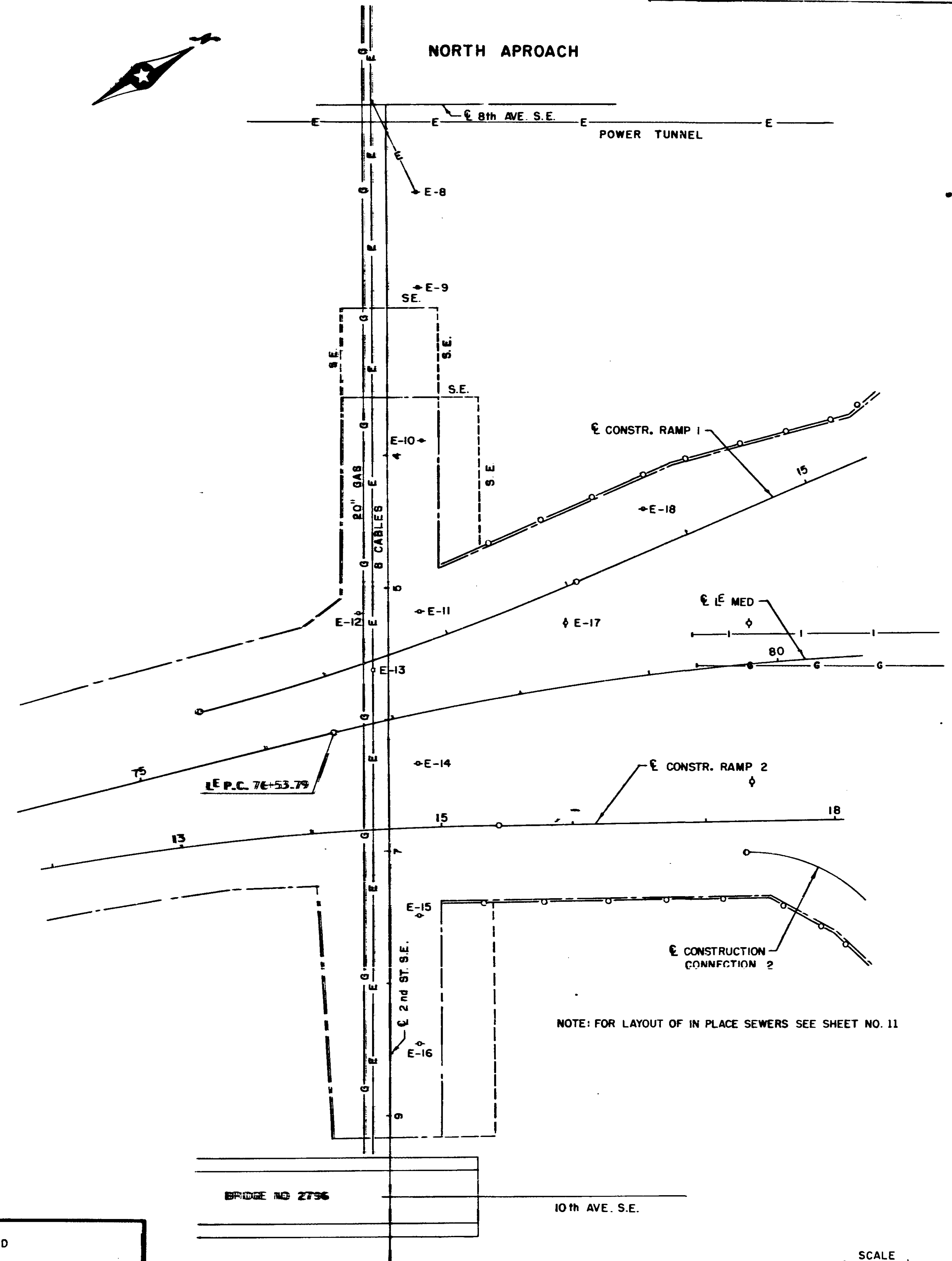
SPECIAL DETAILS



SOUTH APPROACH



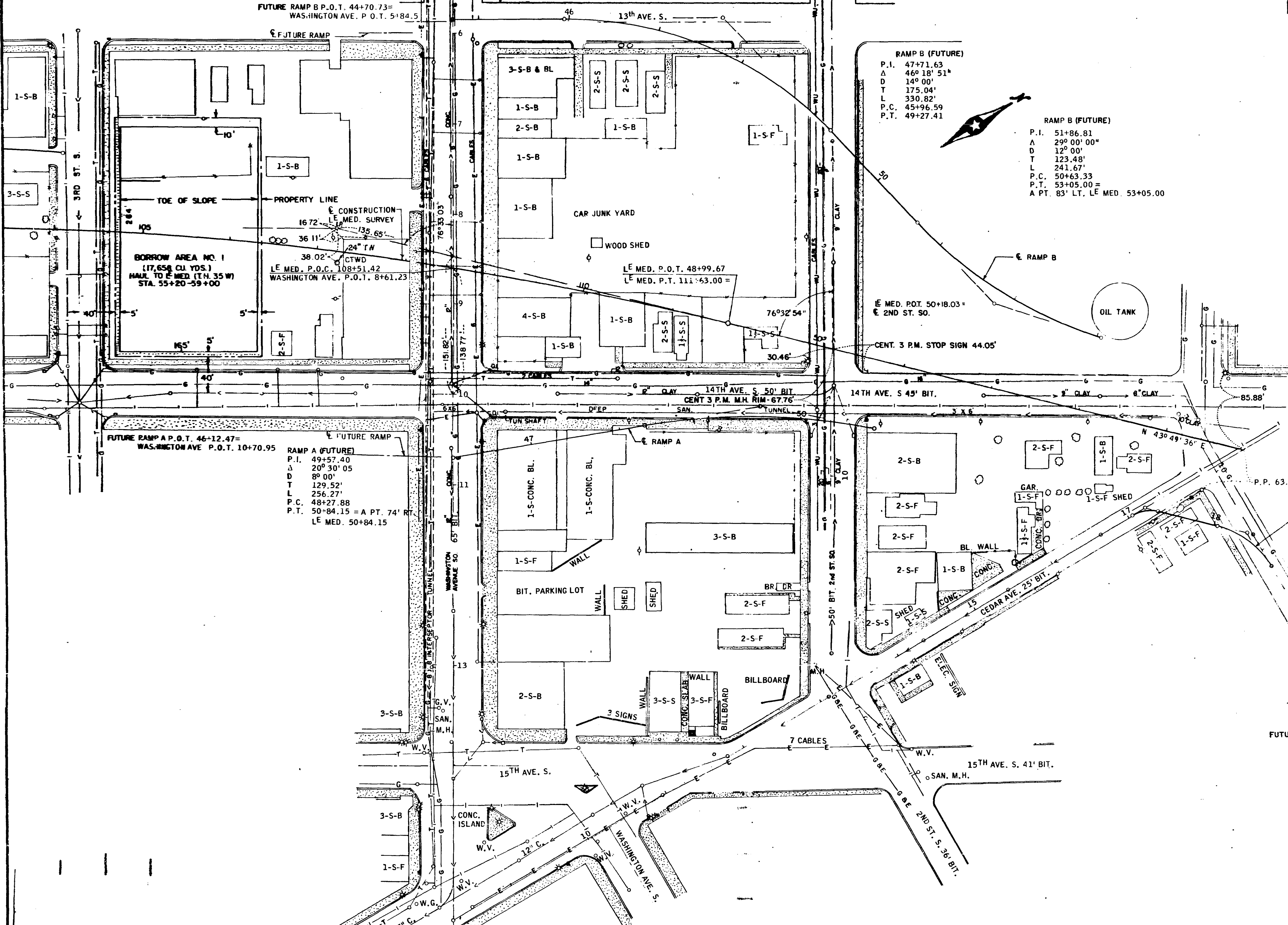
NORTH APPROACH



**LEGEND**  
 B=INPLACE SEWER MANHOLES  
 E=INPLACE ELECTRIC POLES & MANHOLES

FED. ROAD DIST. NO.	STATE	FEDERAL PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	MINN.				

Fed. Proj. No. 1-IG 35W-3(58) 112



RAMP B (FUTURE)  
P.I. 47+71.63  
 $\Delta$  46° 18' 51"  
D 14° 00'  
T 175.04'  
L 330.82'  
P.C. 45+96.59  
P.T. 49+27.41

RAMP B (FUTURE)  
P.I. 51+86.81  
 $\Delta$  29° 00' 00"  
D 12° 00'  
T 123.48'  
L 241.67'  
P.C. 50+63.33  
P.T. 53+05.00 =  
A PT. 83' LT. LE MED. 53+05.00

FUTURE RAMP A P.O.T. 46+12.47 =  
WASHINGTON AVE. P.O.T. 10+70.95  
RAMP A (FUTURE)  
P.I. 49+57.40  
 $\Delta$  20° 30' 05"  
D 8° 00'  
T 129.52'  
L 256.27'  
P.C. 48+27.88  
P.T. 50+84.15 = A PT. 74' RT.  
LE MED. 50+84.15

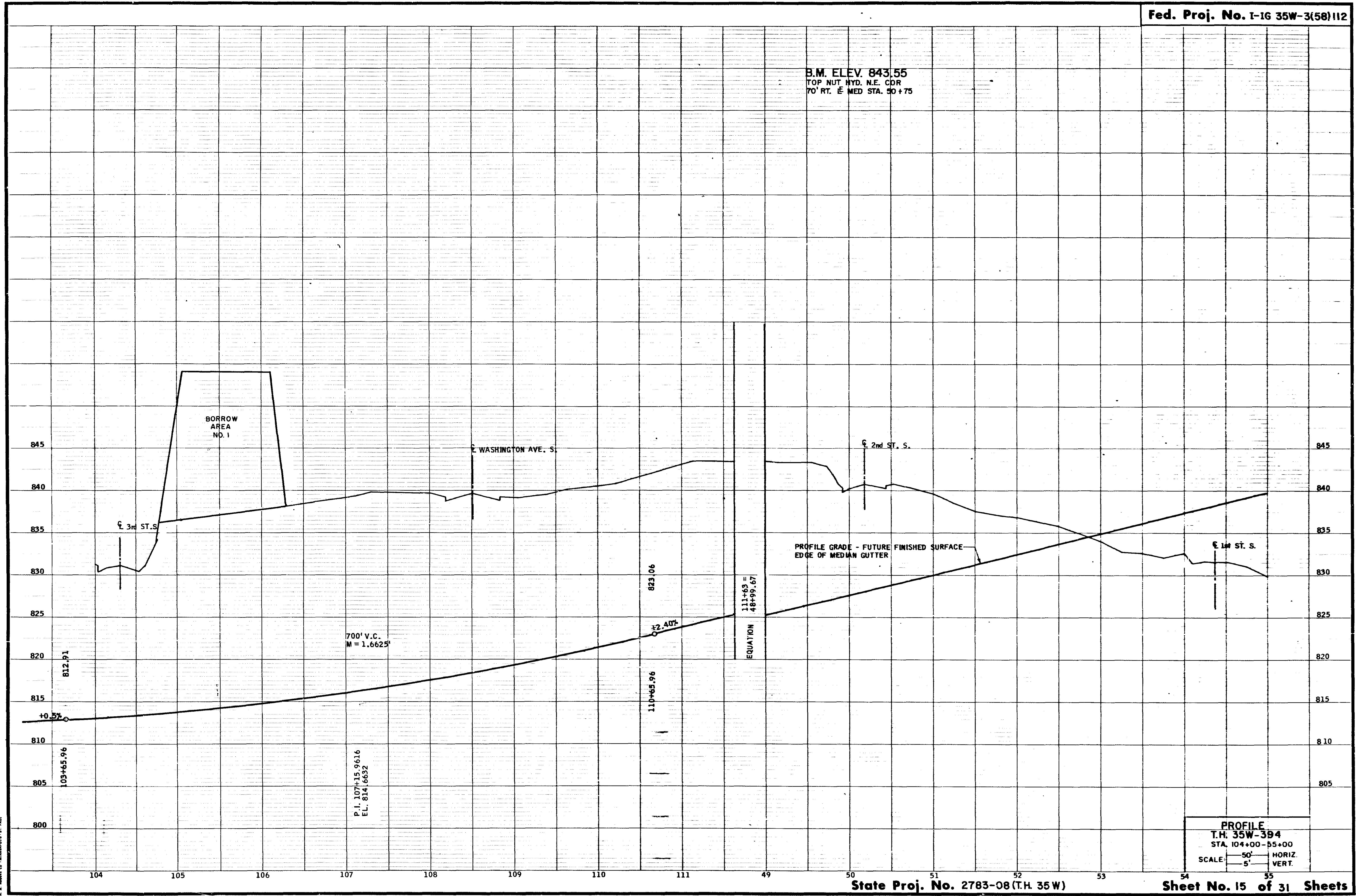
CONSTRUCTION FRONTAGE ROAD C  
CEDAR AVE. STA. 17+02.54 =  
FUTURE P.C. FRONTAGE ROAD C STA. 17+02.54  
FRONTAGE ROAD C (FUTURE)  
P.I. 17+17.54  
 $\Delta$  44° 10' 49" RT.  
D 155° 00'  
T 15 00'  
L 28 50'  
P.C. 17+02.54  
P.T. 17+31.04

FRONTAGE ROAD C (FUTURE)  
P.I. 18+45.70  
 $\Delta$  45° 49' 21"  
D 60° 00'  
T 40.36'  
L 76.37'  
P.C. 18+05.34  
P.T. 18+81.71

FUTURE P.T. FRONTAGE ROAD C STA. 18+81.71 =  
P.O.T. 15T. ST. S. STA. 10+92.68

SCALE  
50'

B.M. ELEV. 843.55  
TOP NUT HYD. N.E. COR  
70' RT. E MED STA. 50+75



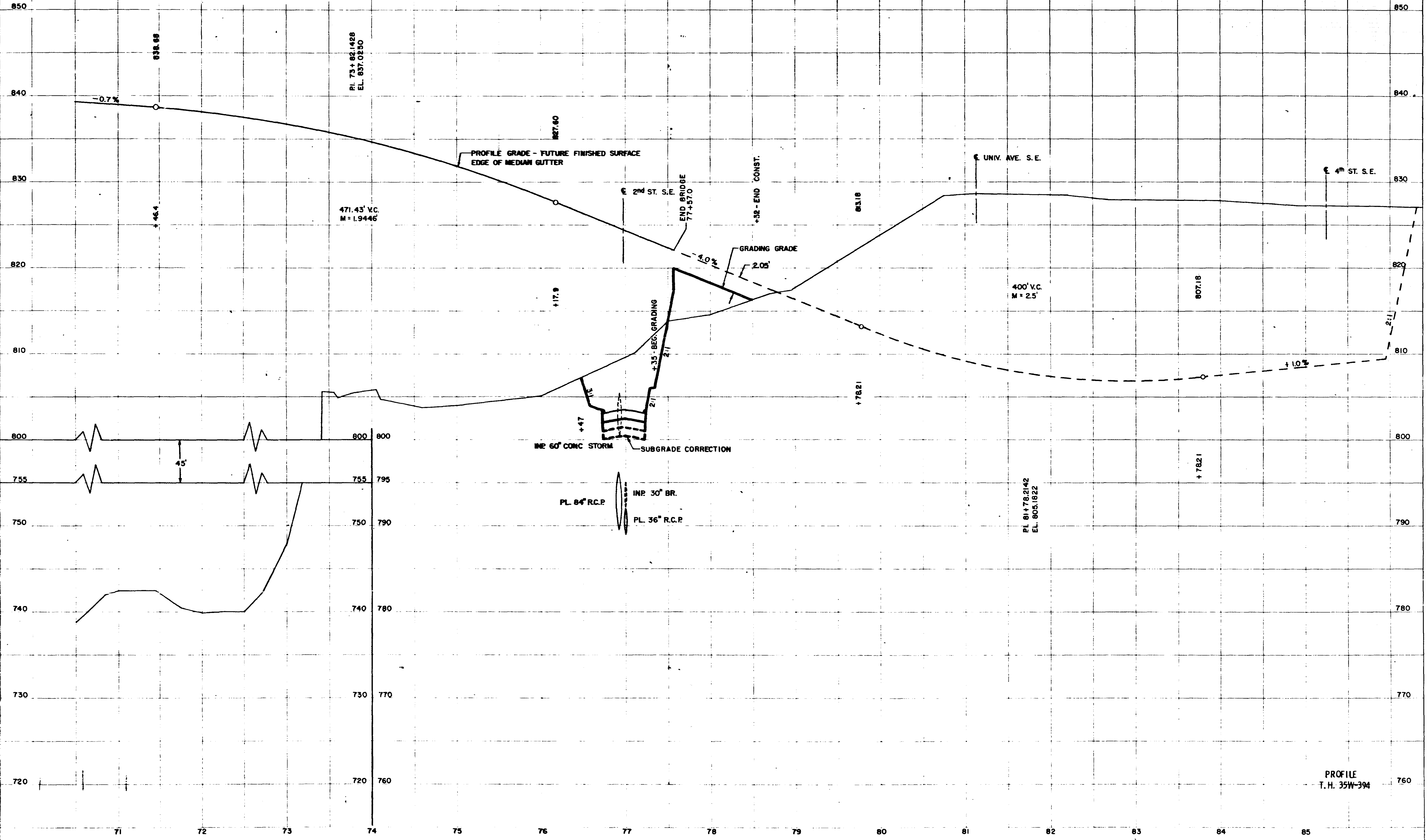
PULL PROFILE DOTTED  
N. A. BOMBE CO. MINNEAPOLIS, ST. PAUL

PROFILE  
T.H. 35W-3B4  
STA. 104+00-55+00  
SCALE: 5' HORIZ.  
5' VERT.

B.M. ELEV. 743.23  
R.R. SPK. IN 20' ELM  
205' RT. E MED. STA. 71+74

B.M. ELEV. 807.97  
R.R. SPK. IN 10' CTWD.  
24' LT. E MED. STA. 75+98

B.M. ELEV. 831.97  
TOP MUT HYD. N.W. QUADRANT  
31' LT. E MED. STA. 81+35



PROFILE GRADE - FUTURE FINISHED SURFACE  
EDGE OF MEDIAN GUTTER

GRADING GRADE

END BRIDGE  
77+57.0

+32' - END CONST.

E UNIV. AVE. S.E.

E 4th ST. S.E.

471.43' V.C.  
M = 1.9446

400' V.C.  
M = 2.5

INR 60" CONC STORM  
SUBGRADE CORRECTION

PL 36" R.C.P.  
INR 30" BR.  
PL 36" R.C.P.

45'

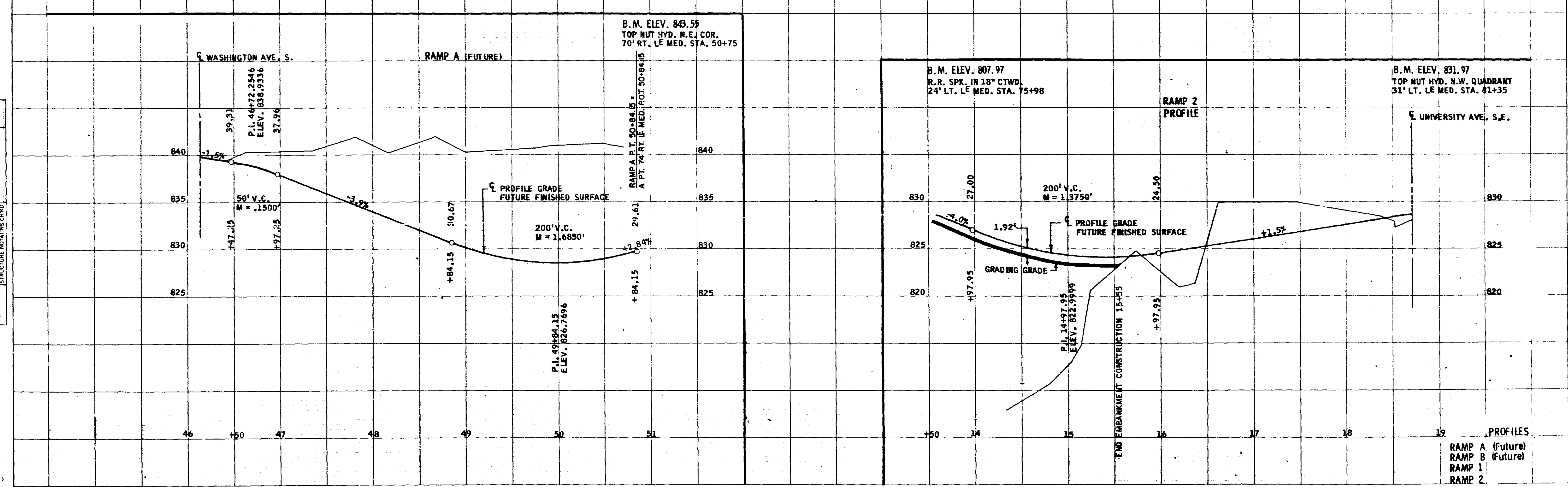
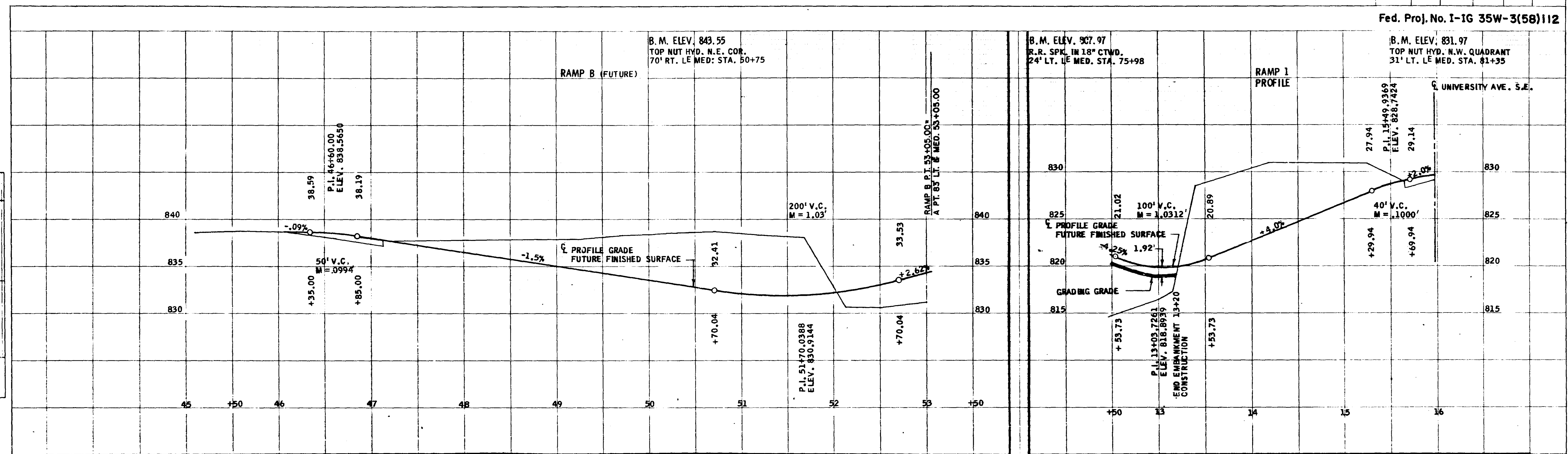
PROFILE  
T.H. 35W-394

NOTE: SEE SHEET 18 OF THIS PROJECT FOR THE LOCATION OF THE STATIONING.

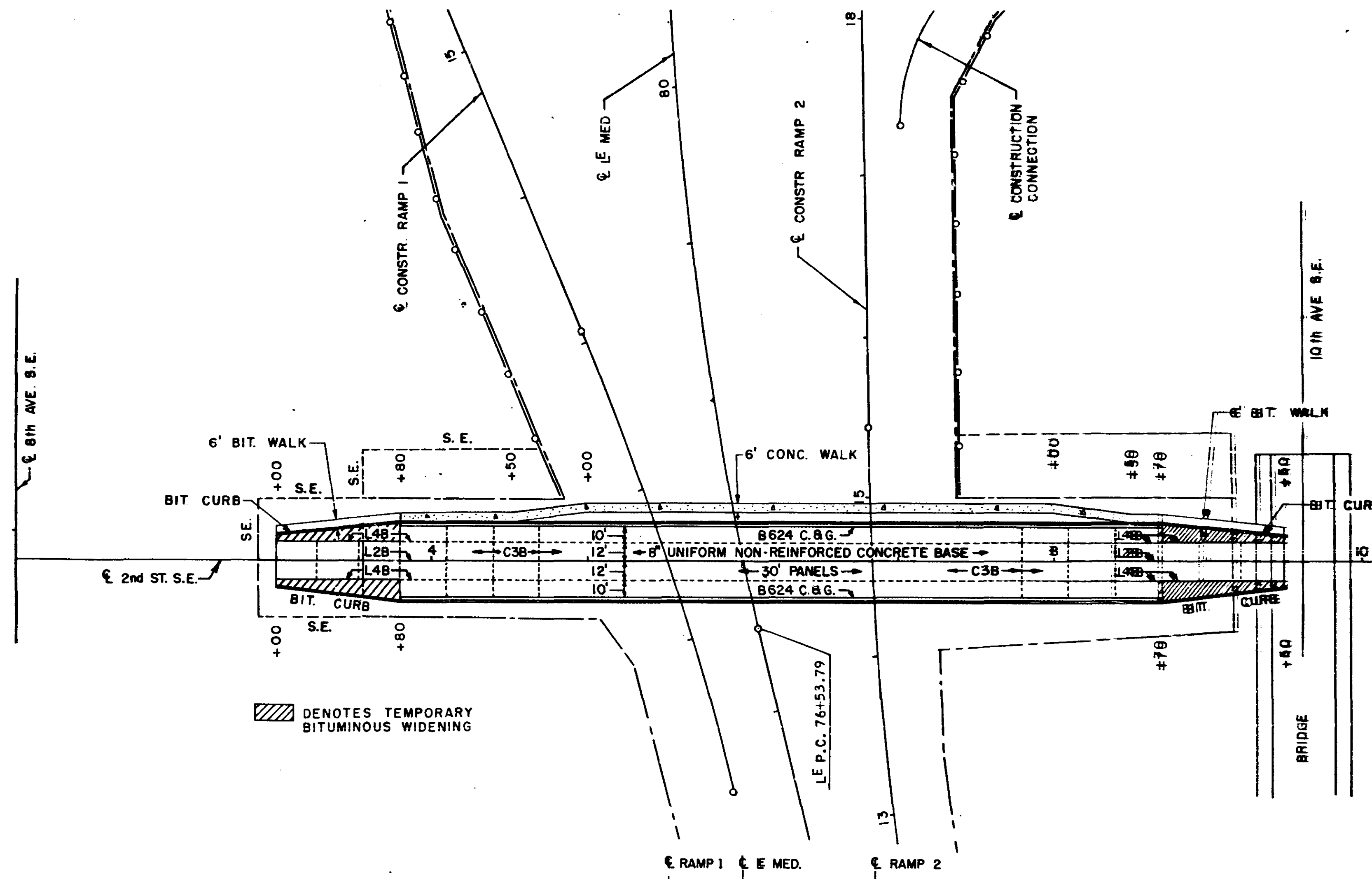
NOTE: SEE SHEET 18 OF THIS PROJECT FOR THE LOCATION OF THE STATIONING.

PLAN  
 CHECKED BY: \_\_\_\_\_ DATE: \_\_\_\_\_  
 SURVEYED BY: \_\_\_\_\_  
 GRADES CHECKED BY: \_\_\_\_\_  
 STRUCTURE NOTATIONS CHECKED BY: \_\_\_\_\_  
 NOTE BOOK NO. \_\_\_\_\_

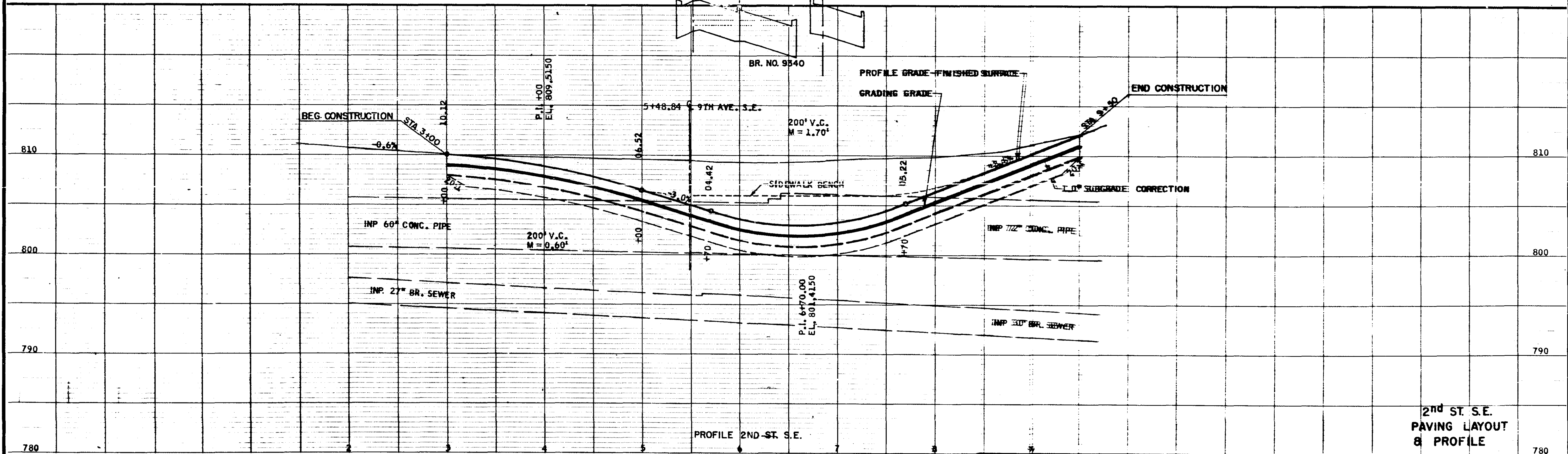
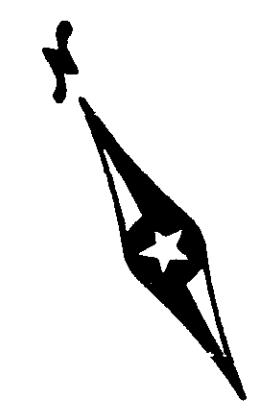
PROFILE  
 CHECKED BY: \_\_\_\_\_ DATE: \_\_\_\_\_  
 SURVEYED BY: \_\_\_\_\_  
 GRADES CHECKED BY: \_\_\_\_\_  
 STRUCTURE NOTATIONS CHECKED BY: \_\_\_\_\_  
 NOTE BOOK NO. \_\_\_\_\_



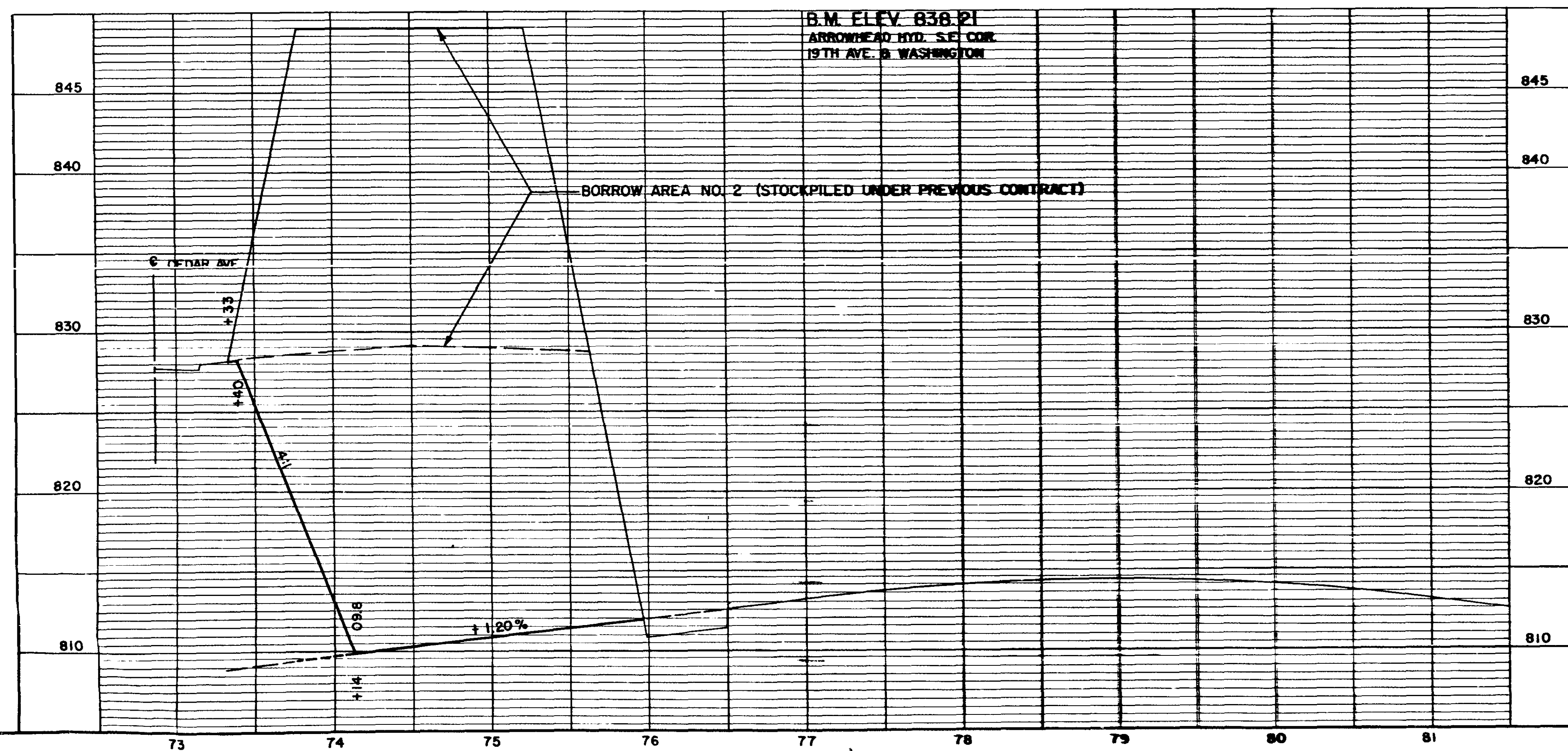
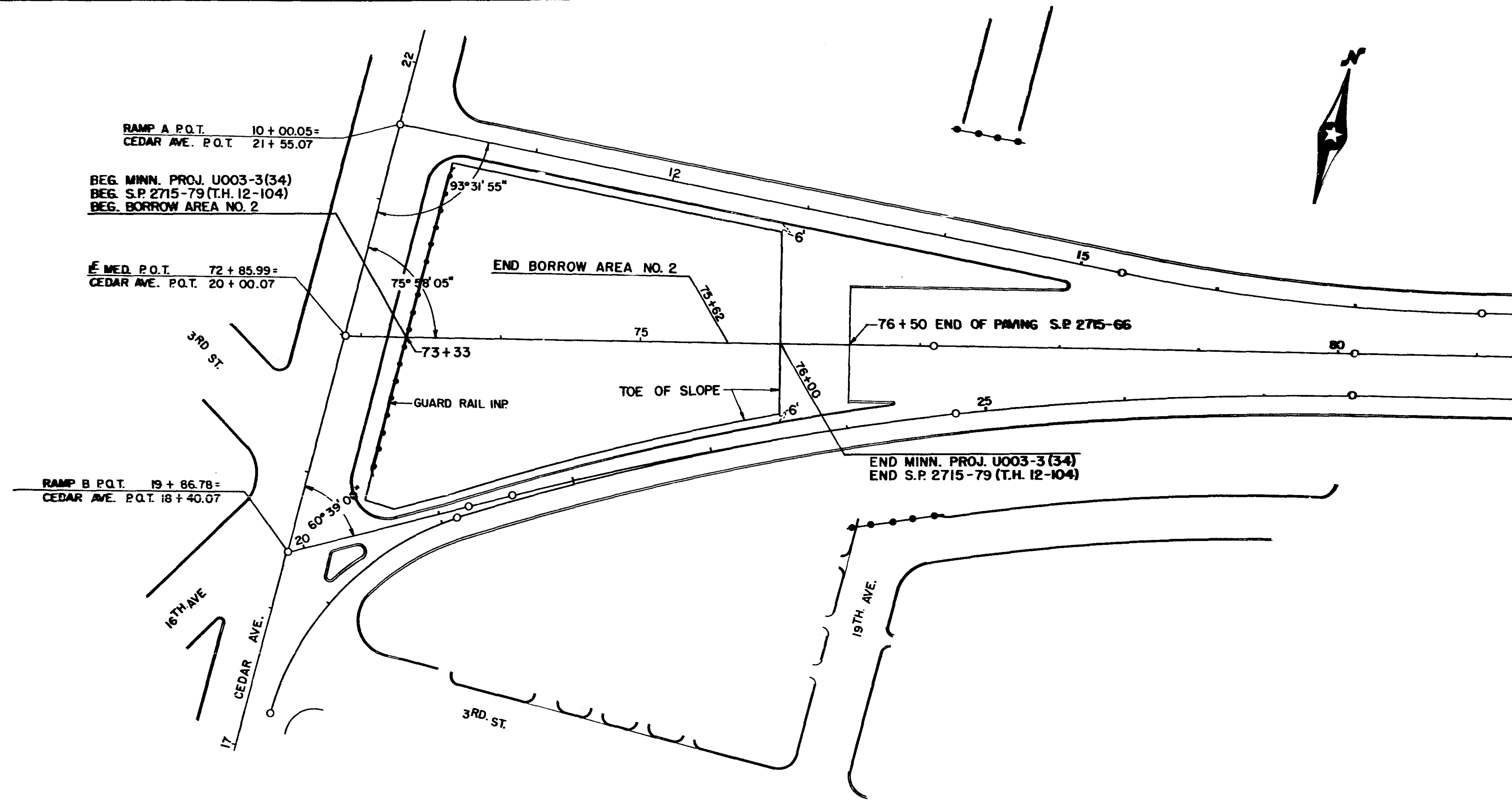
PROFILES  
 RAMP A (Future)  
 RAMP B (Future)  
 RAMP 1  
 RAMP 2



DENOTES TEMPORARY BITUMINOUS WIDENING

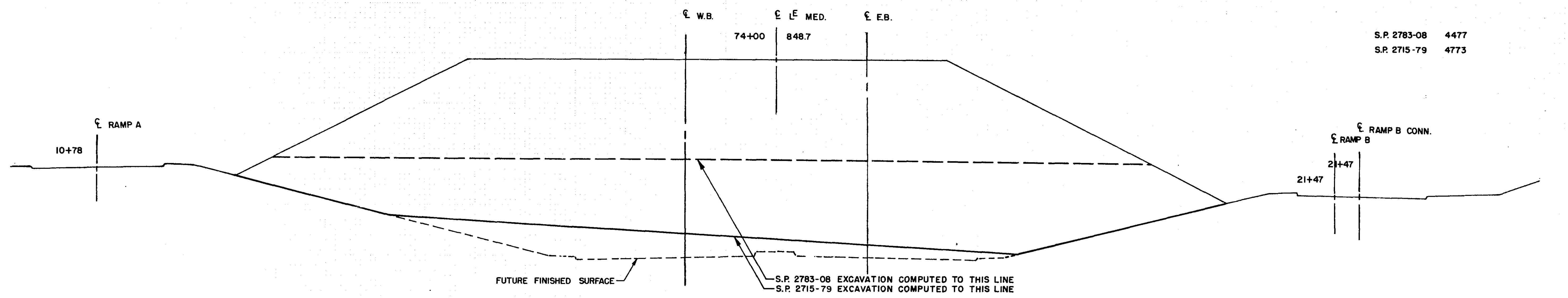


2nd ST. S.E.  
PAVING LAYOUT  
& PROFILE



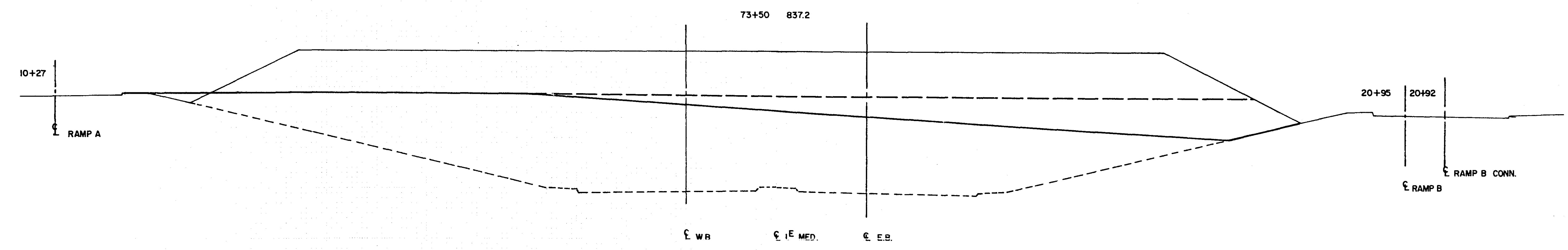
STATION — ELEVATION

EXCAVATION EMBANKMENT  
SUB TOTALS CU. CU. SUBTOTALS  
YDS. YDS.



S.P. 2783-08 4477  
S.P. 2715-79 4773

S.P. 2783-08 4037  
S.P. 2715-79 3009



E.B. STA. 73+33  
BEG. BORROW AREA NO. 2  
BEG. S.P. 2715-79 (T.H. 12-104)

S.P. 2783-08 519  
S.P. 2715-79 228

S.P. 2715-79 (T.H. 12-104)  
BORROW AREA NO. 2  
E.B. STA. 73+50 TO STA. 74+00

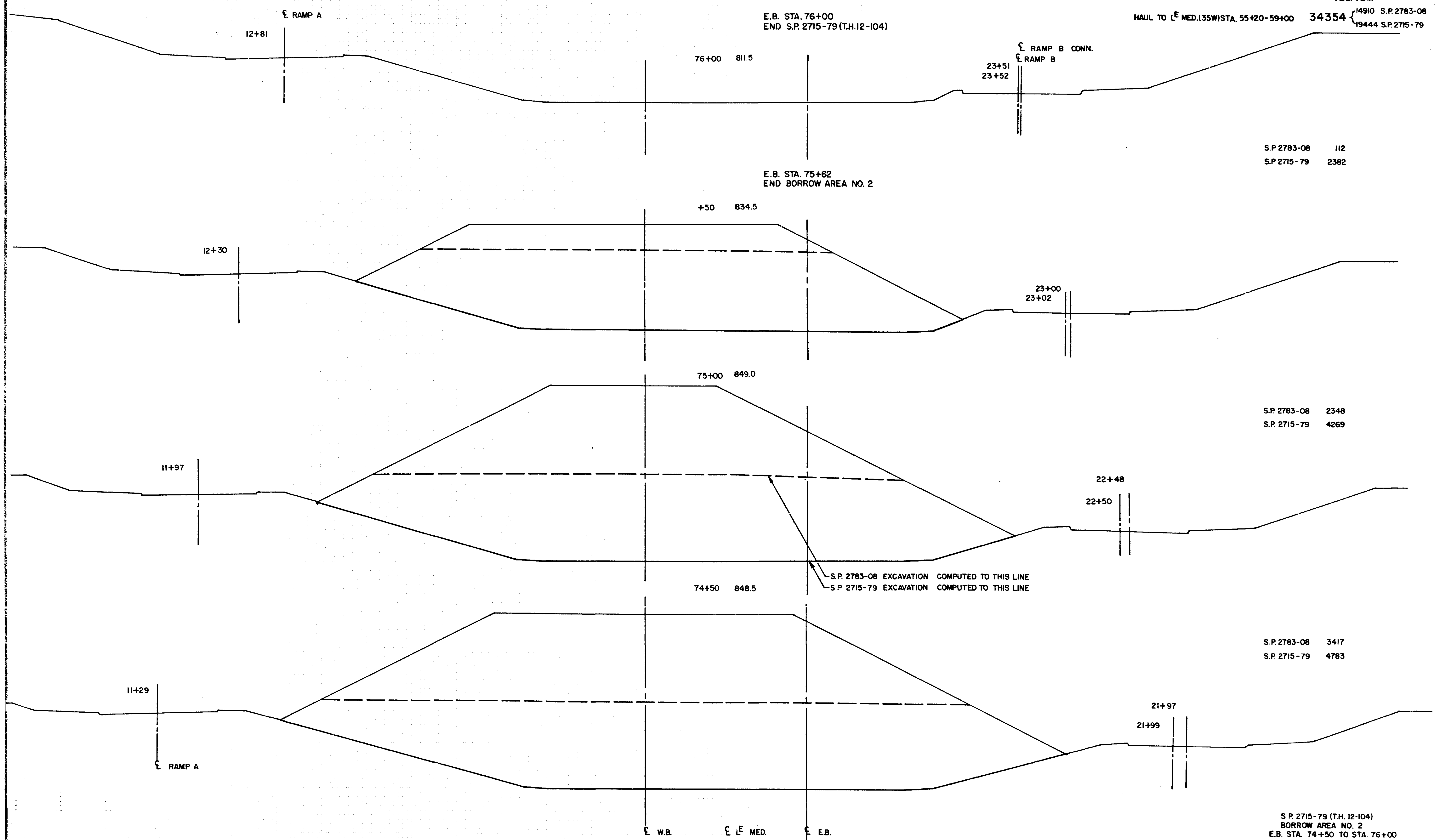


EXCAVATION EMBANKMENT

SUB TOTALS	CU. CU. YDS.	SUBTOTAL 3
HAUL TO L <sup>E</sup> MED.(35W) STA. 55+20-59+00	34354	14910 S.P. 2783-08 19444 S.P. 2715-79

STATION-ELEVATION

W.B. L<sup>E</sup> MED. E.B.



E.B. STA. 76+00  
END S.P. 2715-79 (T.H. 12-104)

E.B. STA. 75+62  
END BORROW AREA NO. 2

S.P. 2783-08	112
S.P. 2715-79	2382

S.P. 2783-08	2348
S.P. 2715-79	4269

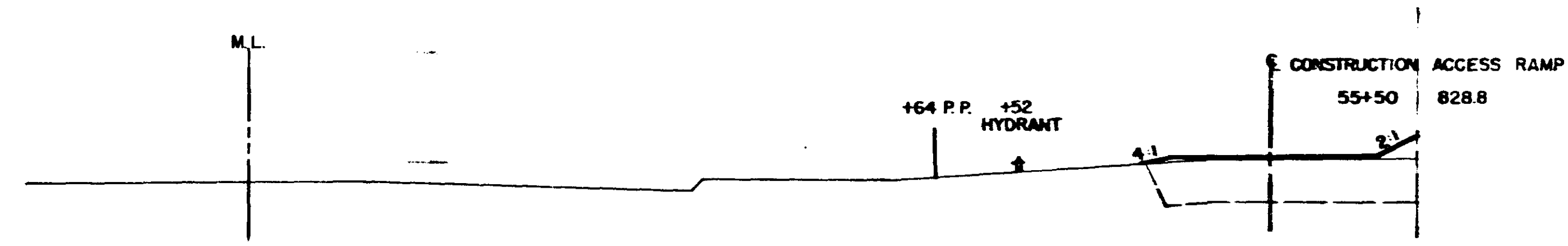
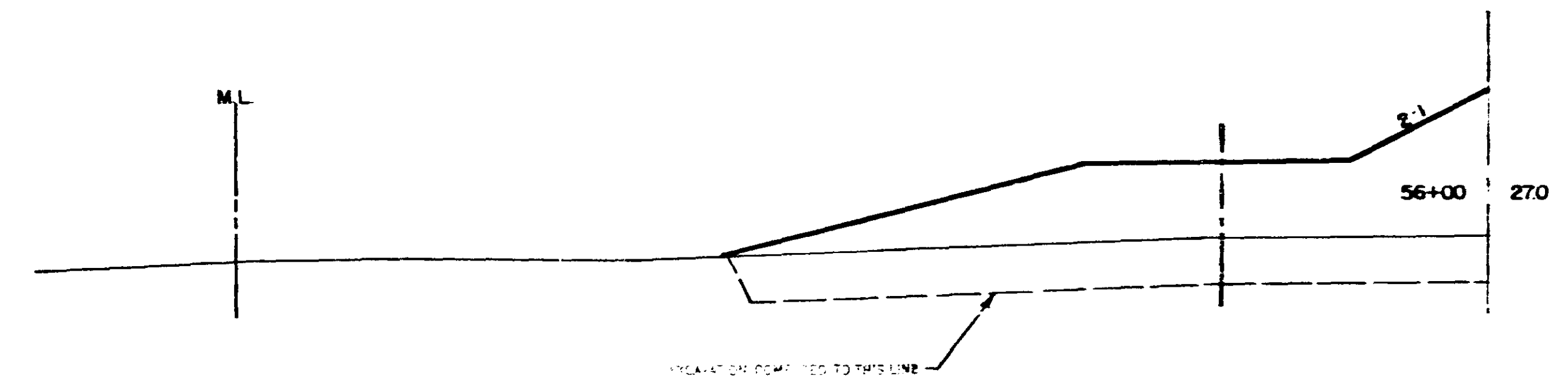
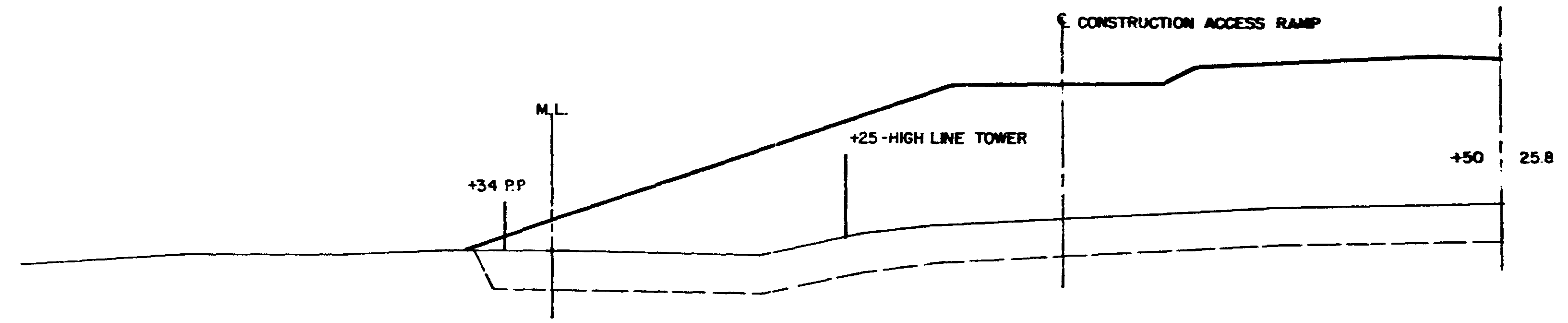
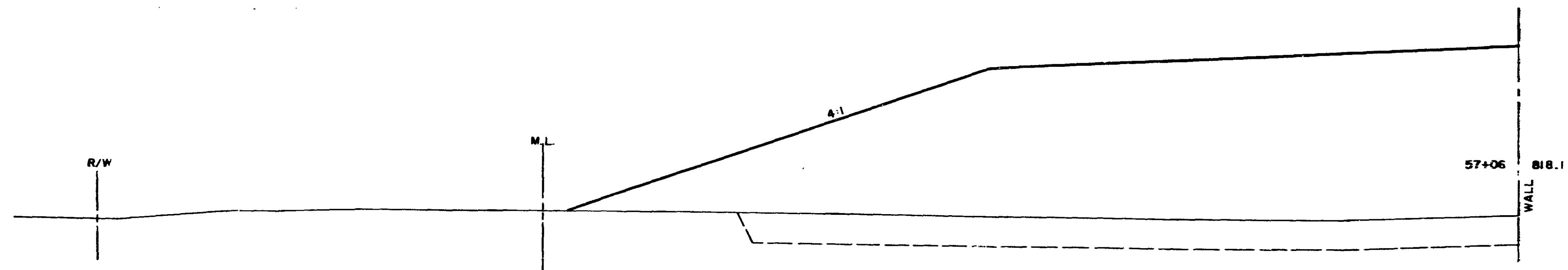
S.P. 2783-08	3417
S.P. 2715-79	4783

S.P. 2715-79 (T.H. 12-104)  
BORROW AREA NO. 2  
E.B. STA. 74+50 TO STA. 76+00

STATION-ELEVATION  
 E L<sup>E</sup> MED.

FOOTING	STATE	SECTION	YEAR	SHEET	TOTAL SHEETS
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EXCAVATION EMBANKMENT		
SUB TOTALS	CU. CU. YDS. YDS.	SUBTOTALS



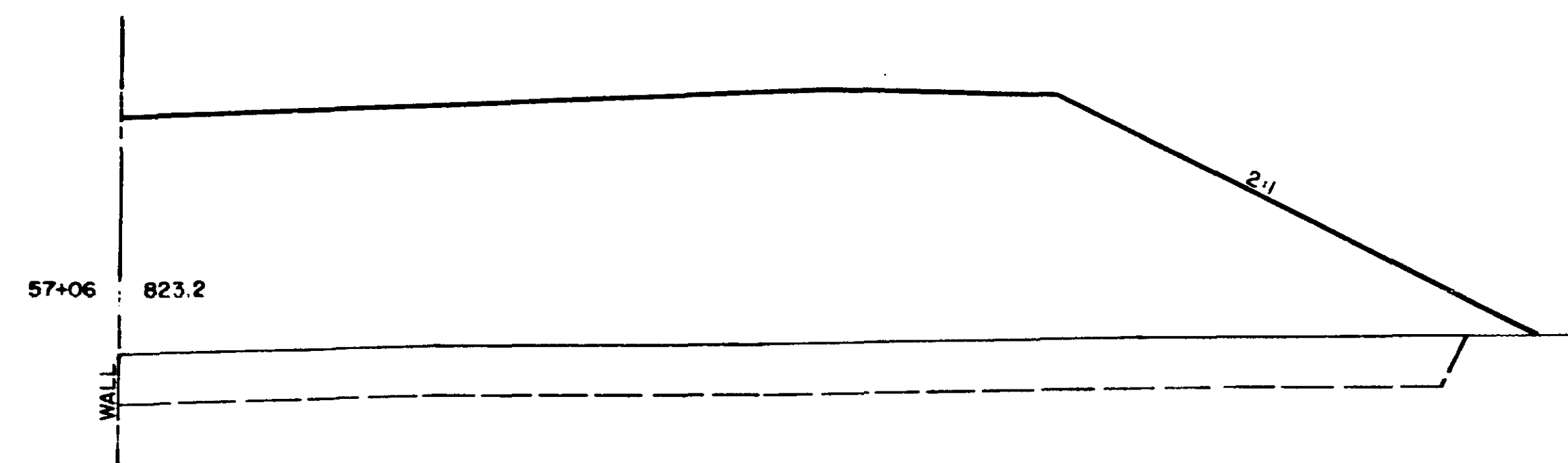
E L<sup>E</sup> MED.

E L<sup>E</sup> MED. LT. STA. 55+50 TO 57+06

QUANTITIES INCLUDED ON SHEET NO.26

STATION—ELEVATION

LE MED.



57+06 823.2

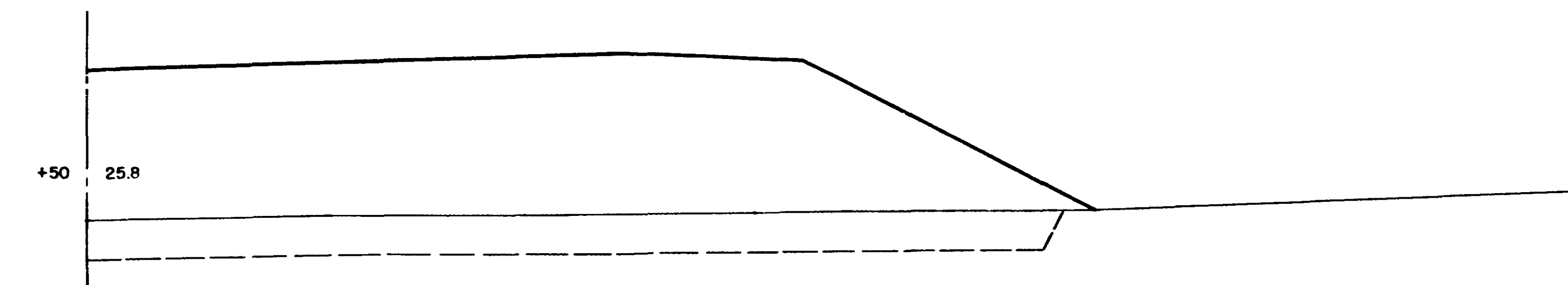
R/W

EXCAVATION EMBANKMENT

JOB TOTALS	CU. CU. YDS. YDS.	SUBTOTALS
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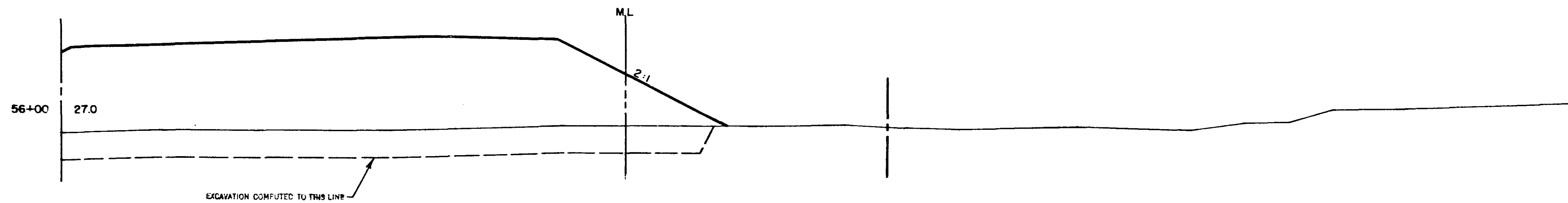
1403 8343

1771 8992



+50 25.8

1374 5270

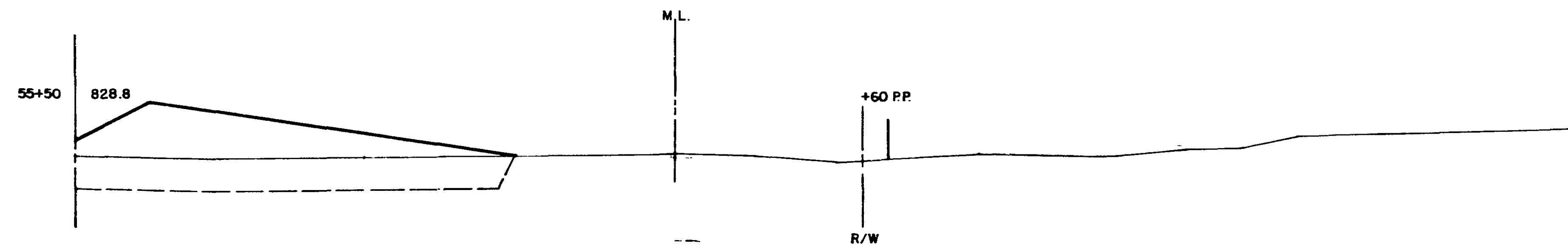


56+00 27.0

EXCAVATION COMPUTED TO THIS LINE

M.L.

812 2457



55+50 828.8

+60 PP.

R/W

127 299

LE MED. STA. 55+20  
BEGIN CONSTRUCTION (SOUTH APPROACH)

LE MED.

LE MED. RT. STA. 55+50 TO 57+06

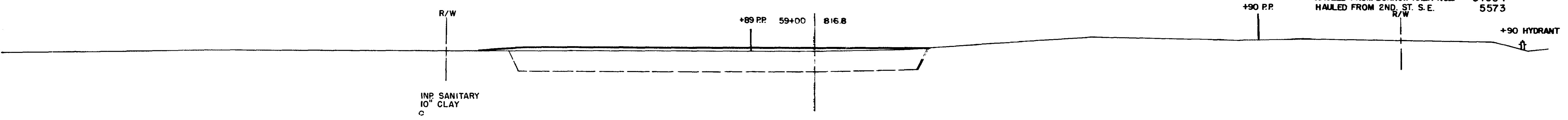
STATION 57+50  
E MED.

EXCAVATION EMBANKMENT

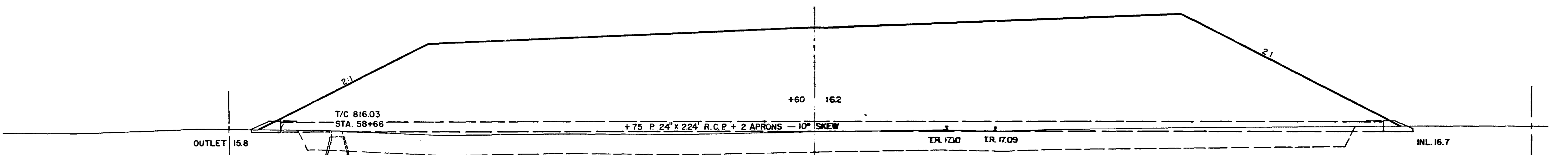
E MED. STA. 59+00  
END GRADING (SOUTH APPROACH)

SUB TOTALS CU. CU. YDS. YDS. CUSTOTALS

SO. APPROACH TOTALS CL. A 9852 52366  
CL. S G 9852 17658  
HAILED FROM BORROW AREA NO.1 17658  
HAILED FROM BORROW AREA NO.2 34354  
HAILED FROM 2ND. ST. S.E. 5573

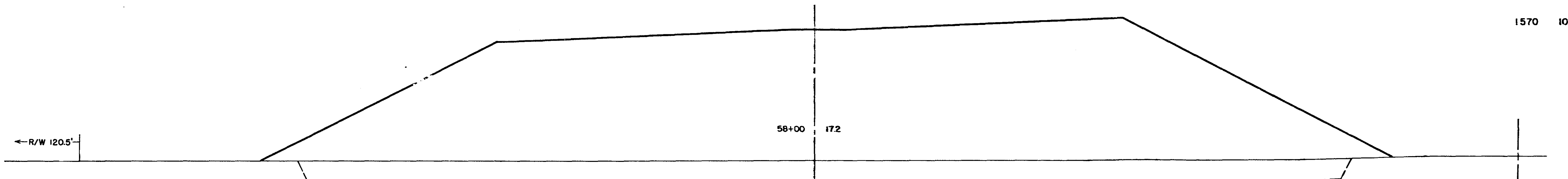


1223 6434

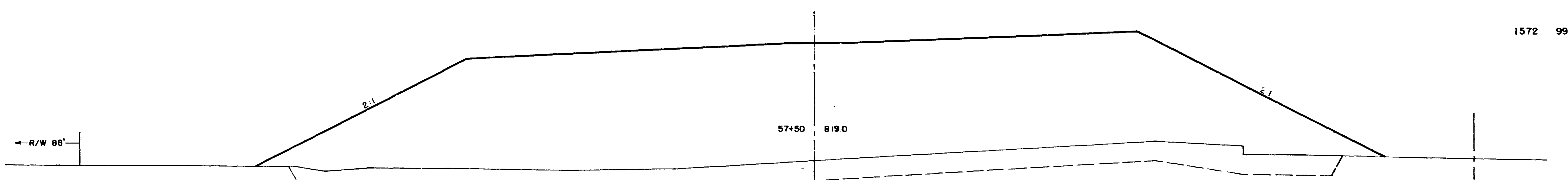


BEG. BRIDGE NO. 9340 STA. 58+49.9  
(ABUTMENT SKEWED)

1570 10622



1572 9949



EXCAVATION COMPUTED TO THIS LINE

E MED.

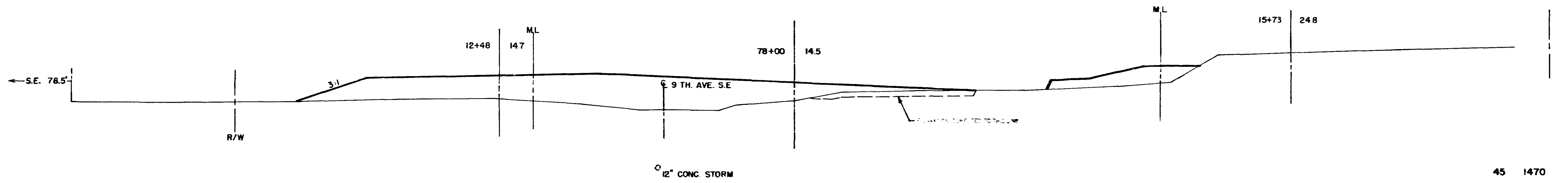
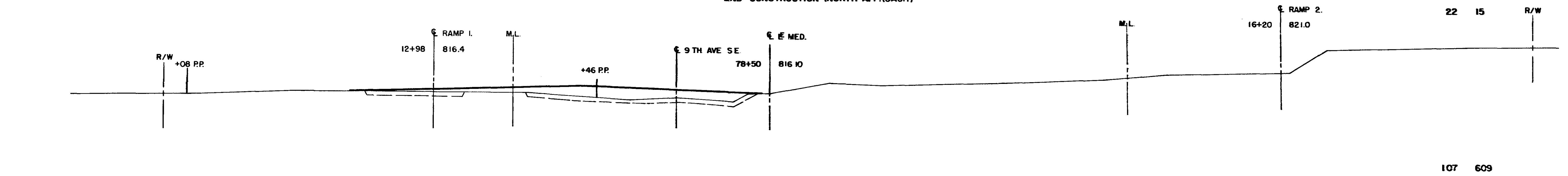
E MED. STA. 57+50 TO 59+00

STATION-ELEVATION  
℄

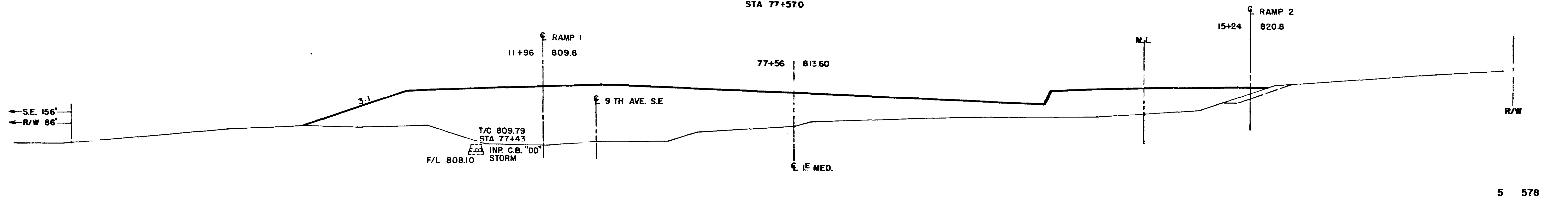
EXCAVATION EMBANKMENT  
SUB TOTALS C.U. CU. YDS. SUBTOTALS

NO. APPROACH TOTALS CL. A 0 } 179 2742  
CL. S6 179 }  
HAILED FROM 2ND ST. SE. 3386

℄ MED. STA. 78+52  
END CONSTRUCTION (NORTH APPROACH)



END BRIDGE NO. 9340  
STA 77+57.0



℄ MED STA 77+35  
BEGIN GRADING (NORTH APPROACH)

℄ MED. STA. 77+50 TO 78+50  
RAMP 1 STA 11+96 TO 12+98  
RAMP 2 STA 15+24 TO 16+20

STATION-ELEVATION  
 2nd ST. S.E.

EXCAVATION EMBANKMENT

SUB TOTALS	CU. CU. YDS.	CU. YDS.	SUBTOTALS
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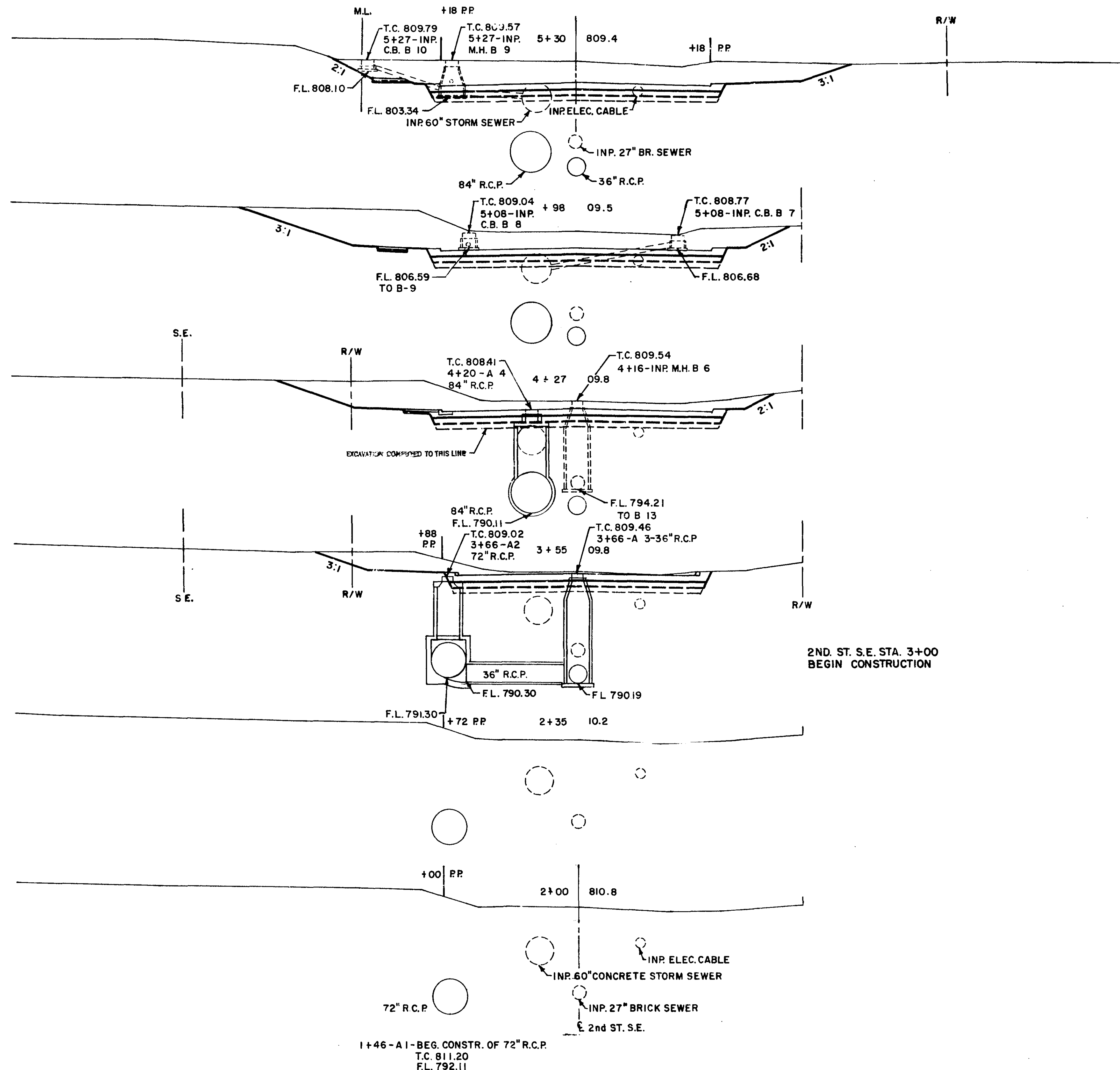
269	59		
-----	----	--	--

597	128		
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1169	290		
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800	273		
-----	-----	--	--

235	98		
-----	----	--	--

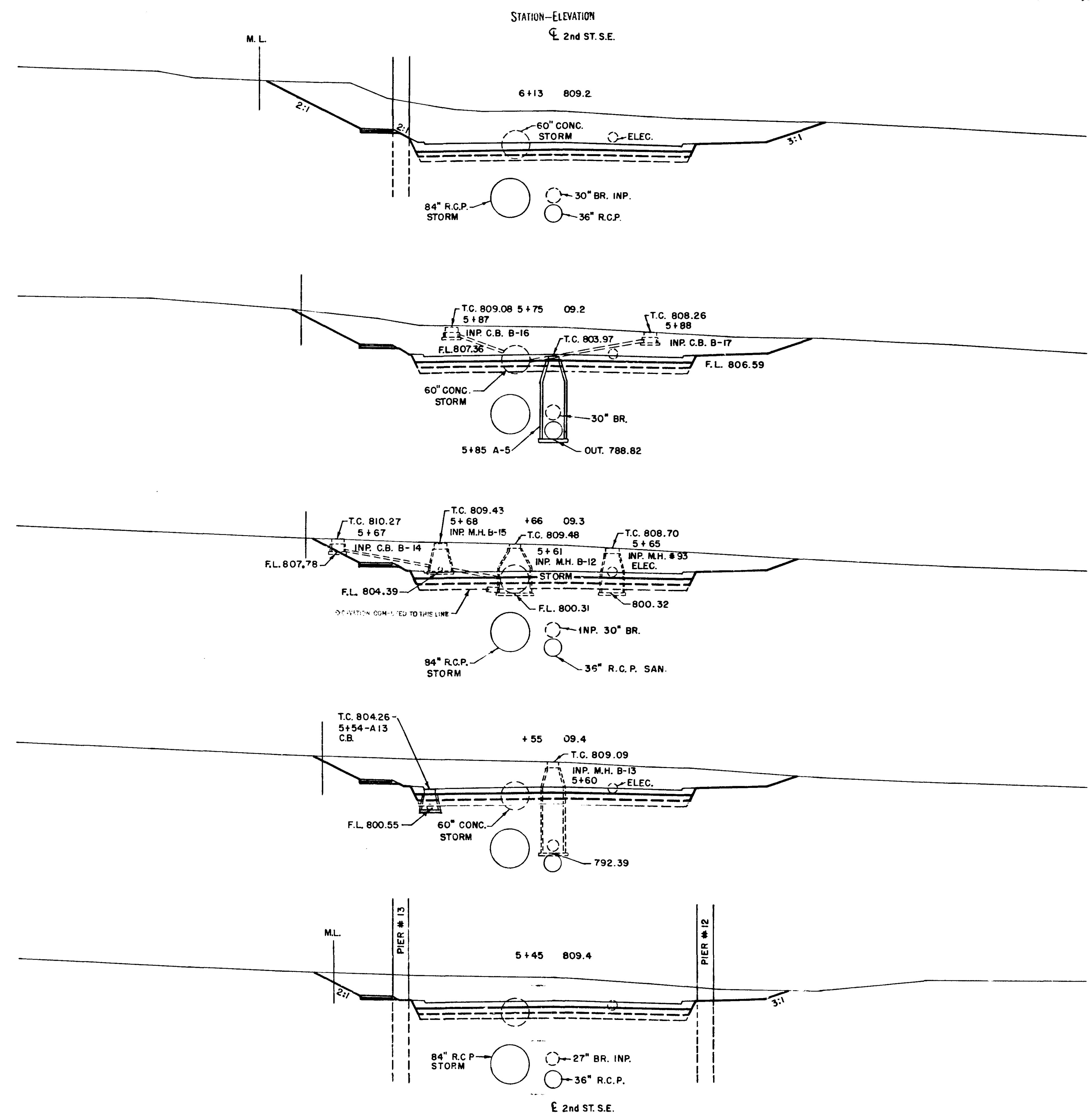


2ND ST. S.E. STA. 3+00  
 BEGIN CONSTRUCTION

1+46-A1-BEG. CONSTR. OF 72" R.C.P.  
 T.C. 811.20  
 F.L. 792.11

2ND ST. S.E. STA. 2+00 TO 5+30

SUB TOTALS	CU. CU. YDS.	SUBTOTALS
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1148 175

895 151

183 36

217 43

187 40

R/W

R/W

2ND ST S.E. STA. 5+45 TO 6+13

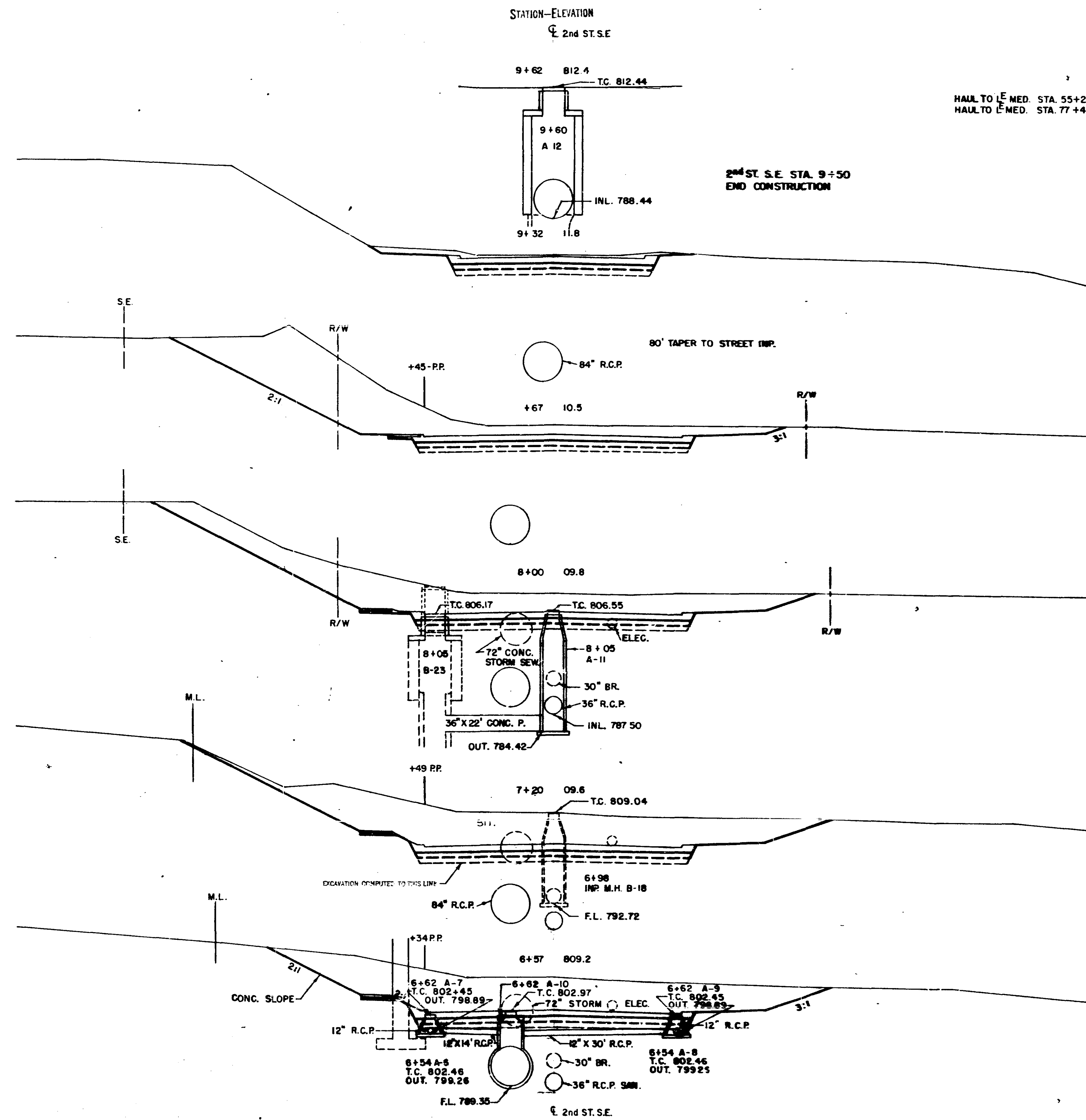
2nd ST. S.E.

CHANGES TO ORIGINAL DESIGN BY

FED. ROAD DIST. No.	STATE	FEDERAL PROJ. No.	FISCAL YEAR	SHEET No.	TOTAL SHEETS
<b>EXCAVATION EMBANKMENT</b>					
SUB TOTALS		CU. CU. YDS. YDS.	SUBTOTALS		

HAULT TO E. MED. STA. 55+20-59+00 5573  
 HAULT TO E. MED. STA. 77+40-78+52 3386  
 REG. 670  
 T.S. 315

CL. A 9944 } 12180 2478  
 S.G. 2236 }



82 41

1018 236

1674 293

2047 351

1659 264

2ND ST. S.E. STA. 6+87 TO 9+62

FULL CROSS SECTION - DOTTED  
 CHARLES BEHNKE COMPANY, INC.  
 MADE IN U.S.A.

State Proj. No. 2783-08 (T.H.35W) Sheet No. 31 of 31

PLOTTED BY: CHECKED BY: DATE: 11/1/58  
 NOTE BOOK NO. OF WAY CHECKED:

DRAWN BY: CHECKED BY: DATE: 11/1/58  
 STRUCTURE NOTATION: CHFD