NOTE:
STRUCTURE #3 - ACCESS FOR 20 TON PROPANE TANK TRUCKS MUST BE MAINTAINED DEPENDING ON TIME OF YEAR DITCH BEING CLEANED

STRUCTURE #3 - RAISE EXISTING 31 - 36" CORR. PIPE TO GRADE Using Class "B" Bedding (603.04) & PUT IN PLACE 16 LIN. FT. OF 36" TYPE "C" CONDUIT [707-12 GA.] USING A CONNECTING BAND. "A" ONLY

B.M. #3 - SM. RR SPIKE P.P. N. DITCH BANK 13+70 ELEV. 683.33

STRUCTURE #3 - WORK WILL CONSIST OF ONE OF THE FOLLOWING METHODS: "B" ONLY

GENERAL NOTES FOR ALL ALTERNATES -
A) USE A 2' SPACING BETWEEN ALL PIPES.
B) PUT IN PLACE STANDARD ENDWALLS AT EACH END OF ALL STRUCTURES [WOOD COUNTY SPECIFICATIONS]
C.) PUT IN PLACE #601 ROCK CHANNEL PROTECTION TYPE "C" W/O BEDDING AS DIRECTED BY ENGINEER ON BANK SLOPES STARTING AT STANDARD ENDWALLS UP TO GROUND LEVEL [18" MIN. THICKNESS]

ALTERNATE #1 - [FROM STA. 13+31.5 TO STA. 13+77.5]
A.) REMOVAL & DISPOSAL OF 31 LIN. FT. OF 36" CORR. PIPE
B.) PUT IN PLACE 92 LIN. FT. OF 38" X 60" [603] TYPE "B" CONDUIT [706.04 - HE - III]
C.) BOTTOM WIDTH WILL VARY AS FOLLOWS WITH 2:1 BANK SLOPES:
1.) 8.5' @ STA. 13+31.5 TO WHATEVER IS USED @ STRUCTURE #4
2.) 8.5' @ STA. 13+77.5 TO 2' @ STA. 14+28

B.M. #4 - SM. RR SPIKE SW COR. FENCE POST N. SIDE DITCH 30+70 ELEV. 680.67

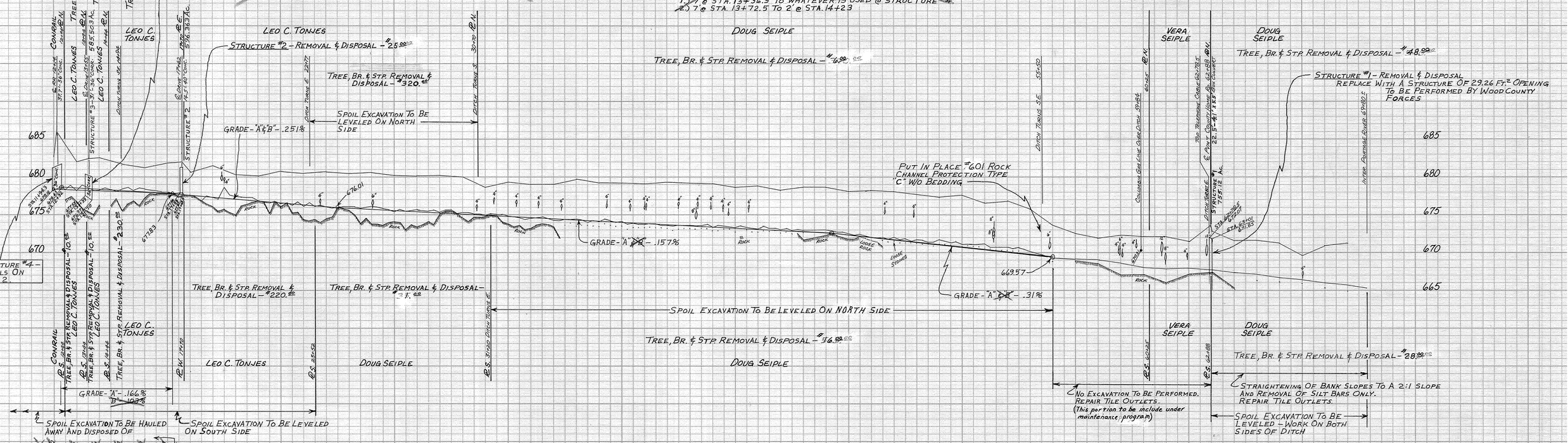
STRUCTURE #3 - [CONTINUED]
ALTERNATE #2 - [FROM STA. 13+31.5 TO STA. 13+77.5]
A.) REMOVAL & DISPOSAL OF 31 LIN. FT. OF 36" CORR. PIPE
B.) PUT IN PLACE 46 LIN. FT. OF 36" [603] TYPE "B" CONDUIT [706.02-CL V]
C.) PUT IN PLACE 92 LIN. FT. OF 42" [603] TYPE "B" CONDUIT [706.02-CL V]
D.) BOTTOM WIDTH WILL VARY AS FOLLOWS WITH 2:1 BANK SLOPES
1.) 14' @ STA. 13+31.5 TO WHATEVER IS USED @ STRUCTURE #4
2.) 14' @ STA. 13+77.5 TO 2' @ STA. 14+28

ALTERNATE #3 - [FROM STA. 13+36.5 TO STA. 13+72.5]
A.) REMOVAL & DISPOSAL OF 31 LIN. FT. OF 36" CORR. PIPE
B.) PUT IN PLACE 36 LIN. FT. OF 3½' X 7' ASTM C-850 PRECAST REINFORCED CONCRETE BOX STRUCTURE AS PER SS 955 [HS 20-44 WITH ALTERNATE MILITARY LOADING DESIGN] USING CLASS "B" BEDDING [603.04] WITH GRANULAR BACKFILL.
C.) BOTTOM WIDTH WILL VARY AS FOLLOWS WITH 2:1 BANK SLOPES:
1.) 7' @ STA. 13+36.5 TO WHATEVER IS USED @ STRUCTURE #4
2.) 7' @ STA. 13+72.5 TO 2' @ STA. 14+23

B.M. #5 - SM. RR SPIKE IN ROOT OF 36" OAK S. DITCH BANK 25+72 ± ELEV. 679.55

B.M. #6 - "□" CUT, N. END EAST BRIDGE RAIL COUNTY HOME RD. ELEV. 674.33

B.M. #1 - "X" CUT TOP ℄ S. END 48" CONC. PIPE UNDER KRAMER RD. EAST SIDE I-75 ELEV. TRANSFERRED FROM GOV'T BENCH "17 RHP 1951" ELEV. - 673.98



STATION	HUB	GRADE "A"	GRADE "B"	CUT "A"	CUT "B"
12+00	682.72	678.70		4.02	
13+00	682.02	678.54		3.48	
14+00	682.33	678.37		4.16	
15+00	681.73	678.20		3.53	
16+00	681.23	678.04		3.19	
17+00	681.83	677.87	677.86	3.96	3.97
18+00	680.73	677.64	677.64	3.09	3.09
19+00	681.53	677.39		4.14	
20+00	681.33	677.14		4.19	
21+00	680.17	676.89		3.28	
22+00	680.77	676.64		4.13	
23+00	680.47	676.39		4.08	
24+00	680.71	676.14		4.57	
25+00	680.51	675.93		4.58	
26+00	680.61	675.77		4.84	
27+00	680.21	675.62		4.59	
28+00	680.10	675.46		4.64	
29+00	680.20	675.30		4.90	
30+00	680.00	675.15		4.85	
31+00	678.62	674.99		3.63	
32+00	679.32	674.83		4.49	
33+00	679.02	674.68		4.34	
34+00	679.02	674.52		4.50	
35+00	679.42	674.36		5.06	
36+00	679.18	674.21		4.97	
37+00	679.18	674.05		5.13	
38+00	678.08	673.89		5.19	
39+00	678.28	673.74		5.54	
40+00	678.18	673.58		5.60	
41+00	679.10	673.42		5.68	
42+00	678.60	673.27		5.33	
43+00	678.80	673.11		5.69	
44+00	678.20	672.95		5.25	
45+00	678.60	672.80		5.80	
46+00	678.70	672.64		6.06	
47+00	678.10	672.37		5.73	
48+00	678.20	672.06		6.14	
49+00	678.10	671.75		6.35	
50+00	677.70	671.44		6.26	
51+00	677.32	671.13		6.19	
52+00	677.62	670.82		6.80	
53+00	676.62	670.50		6.12	
54+00	676.82	670.19		6.63	
55+00	675.72	669.88		5.84	
56+00	673.63	669.57		4.06	
57+00	672.53				
58+00	671.93				
59+00	672.33				
60+00	672.13				
61+00	672.13				
62+00	671.54				
63+00	672.79				
64+00	671.59				
65+00	671.59				
66+00	671.19				
67+00	669.59				
68+00	670.89				
69+00	671.19				
70+00					

SCALE: 1" = 200'

K+E STANDARD ® PROFILE PLATE 5 4X30 KEUFFEL & ESSER CO. MADE IN U.S.A.