

Index of Sheets

Sheet No. 1	Title
Sheet No. 2	Typical Sections and Details
Sheet No. 3	Estimate of Quantities
Sheet No. 3A	Miscellaneous Quantities
Sheet No. —	Right of Way Plat
Sheet No. 5-54	Plan and Profile
Sheet No. 6-6,10	Standard Detail Drawings
Sheet No. —	Standard Sign Plates
Sheet No. —	Structure Plans
Sheet No. —	Computer Earthwork Data
Sheet No. 9-9.7	Cross Sections

TOTAL SHEETS = 28



Design Designation

A.D.T. 1985	=	9630
A.D.T. 2005	=	11,630
D.H.V. 1985	=	837
D.	=	60/40
T.	=	7.6 % A.D.T.
V.	=	30 M.P.H.

Conventional Signs

County Line	-----
Township or Range Line	-----
Section Line	-----
Corporate or City Limits	-----
Property line	-----
Lot Line	-----
Existing Right of Way Line	-----
New Right of Way Line	-----
Base or Survey Line	-----
Slope Intercept	-----
Existing Roadway or Private Entrance	-----

Caution Symbol (Combustible fluids under pressure)	-----
Railroads	-----
Fence	-----
Culverts in Place	-----
Culverts Required	-----
Power Pole	-----
Telephone or Telegraph Pole	-----
Right of Way Markers	-----
Marsh	-----
Wooded Area	-----
Grade Elevation	-----

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

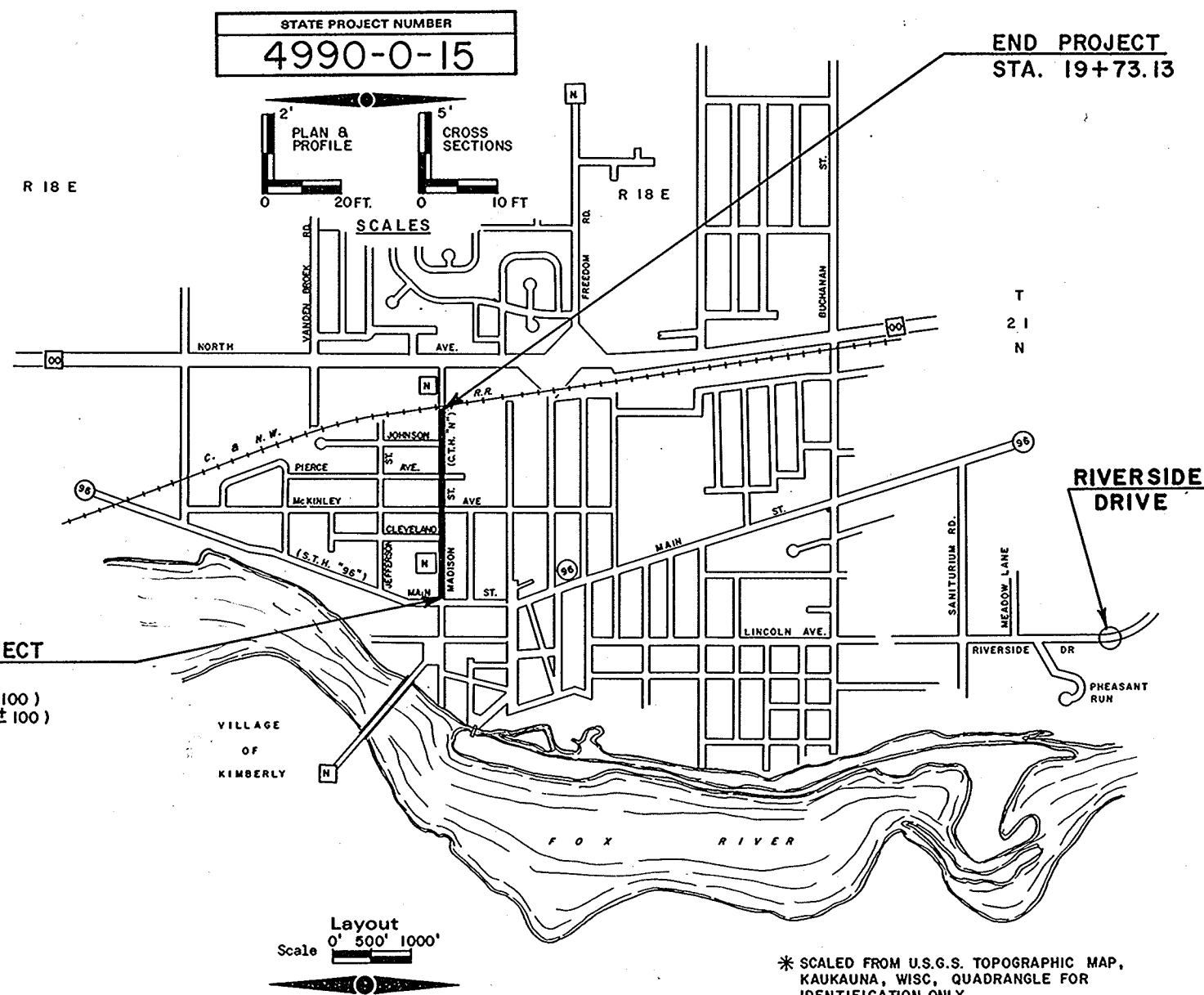
PLAN OF PROPOSED IMPROVEMENT

MADISON STREET, VILLAGE OF LITTLE CHUTE

(S.T.H. 96 — C & NW R.R.)

C.T.H. " N "
OUTAGAMIE COUNTY

T
2
N



BEGIN PROJECT
STA. 0+50
* Y 167,400 (± 100)
* X 2,440,400 (± 100)

END PROJECT
STA. 19+73.13

Total Net Length of Centerline = 0.364 Mi. (URBAN)

* SCALED FROM U.S.G.S. TOPOGRAPHIC MAP,
KAUKAUNA, WISC., QUADRANGLE FOR
IDENTIFICATION ONLY.

N-14

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
4990-0-15	M 1201(8)	1

APPROVED FOR OUTAGAMIE COUNTY	
12-7-84 DATE	<i>Michaela Munk</i> COMMISSIONER
ORIGINAL PLANS PREPARED BY McMAHON ASSOCIATES INC.	
Nov. 20, 1984 DATE	<i>Benjamin J. Coopman, Jr.</i> SIGNATURE
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
Surveyor <i>B.J. Coopman</i>	District Checker
Designer <i>B.J. Coopman</i>	C. O. Checker <i>MBA</i>
District Supervisor	C. O. Coordinator <i>MWT</i>
Approved:	
Date <i>3/1/85</i>	<i>C. O. Cooper</i> PE District Transportation Director
Approved:	
Date <i>3/1/85</i>	<i>James Smith</i> Chief Design Engineer
Approved:	
Date <i>4/1/85</i>	<i>E.J. Byrd</i> Director of Development
U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION REGION 5 WISCONSIN DIVISION	
Approved:	
Date	Division Administrator

UTILITIES

Wisconsin Bell, Inc. Mr. R. Pagel 221 West Washington Appleton, WI 54913	Diggers Hotline 1 (800) 242-8511 (Toll Free)
Wisconsin Gas Company Mr. Dean Sullivan 1921 South 8th Street P. O. Box 789 Wisconsin Rapids, WI 54494	(715) 423-2800
City of Kaukauna Electric & Water Department Mr. Carl Verhagen 500 East Dodge Street Kaukauna, WI 54130	(414) 766-5721
Chicago & Northwestern Transportation Co. Mr. G.G. Larson 4823 North 119th Street Milwaukee, WI 53225	(414) 535-4155
Village of Little Chute Mr. Marty Jansen, Street Commissioner P. O. Box 163 Little Chute, WI 54140	(414) 788-1885
Village of Little Chute Mr. Robert Huss, Water Dept. Supt. P. O. Box 163 Little Chute, WI 54140	(414) 788-3609

GENERAL NOTES

Utility companies shall adjust or move all privately owned facilities to fit new construction.

The locations of existing and proposed utility installations as shown on the plans are approximate. There may be other utility installations within the project area that are not shown. The contractor shall contact the utilities to verify the utility locations prior to excavation within the project limits. All disturbed areas are to be topsoiled, fertilized and sodded.

No trees and/or shrubs shall be removed without the approval of the engineer.

Vertical datum is based on USGS datum of 1929.

Disturbed driveways shall be replaced in kind.

Bearings as shown in the plans are grid bearings scaled from USGS Topographic Map, Kaukauna, WI Quadrangle for identification only.

The exact location and limits of private entrances shall be determined by the Engineer in the field. Sidewalks and service walks shall be as shown on the plans or as directed by the Engineer in the field. All curb and gutter radii are to the front face of curb.

Curb heights at ends of curb and gutter shall be tapered from 0 to 6 inches in 2 feet.

The exact elevations for curb and gutter returns at side streets shall be determined by the Engineer in the field. The width of driveway shall match the existing width at the street line.

RIGHTS-OF-ENTRY FOR P.E. CONSTRUCTION HAVE BEEN OBTAINED, WHICH RIGHTS SHALL BE EXTENDED TO THE CONTRACTORS.

STANDARD ABBREVIATIONS

∠	Angle	P.E.	Private Entrance
Asph.	Asphalt	P.I.	Point of Intersection
CL	Centerline	P.T.	Point of Tangency
C.M.C.P.	Corrugated Metal Culvert Pipe	P/L	Property Line
Conc.	Concrete	Pav'm't	Pavement
C.T.H.	County Trunk Highway	Rad	Radius
Cu.Yd.	Cubic Yard	R.C.P.	Reinforced Concrete
Δ	Delta	R.W.	Retaining Wall
E	East	R/W	Right-of-Way
F	Factory	Rd.	Road
FI	Flowline	R/L	Reference Line
FI/ft.	Foot per Foot	Req'd	Required
Grav.	Gravel	Rt.	Right
G.V.	Gas Valve	S/L	Survey Line
H	House	SS	Storm Sewer
Hyd.	Fire Hydrant	San.	Sanitary Sewer
I.P.	Iron Pipe	St.	Street
L.S.	Lump Sum	S.T.H.	State Trunk Highway
L.F.	Lineal Feet	S.F.	Square Feet
Lt.	Left	S.Y.	Square Yard
M.H.	Manhole	Sta.	Station
Max	Maximum	SW.	Sidewalk
Min	Minimum	VC	Vertical Curve
N	North	W	Water
P.C.	Point of Curvature	W.V.	Water Valve/Shutoff

STATE PROJECT NUMBER

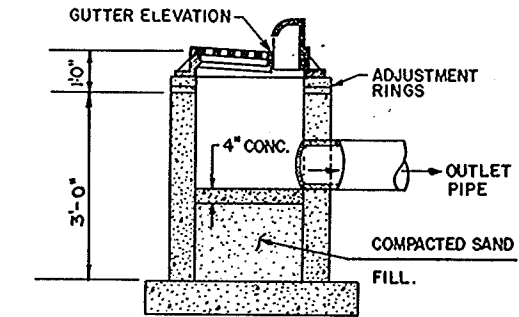
4990-0-15

SHEET NO.

2

TYPICAL CROSS SECTIONS, DETAILS

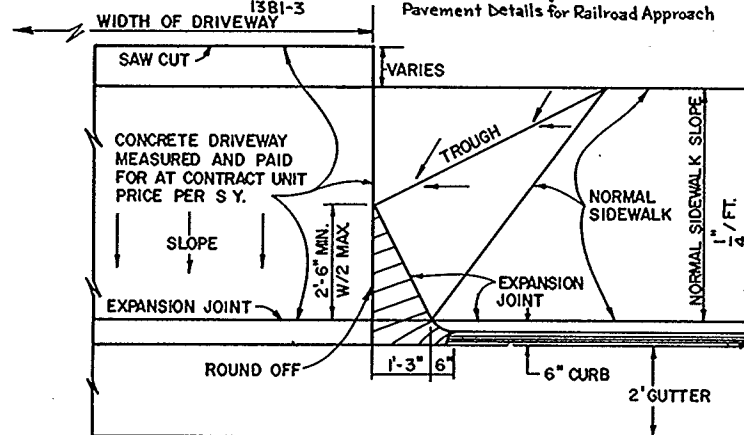
FOR OUTAGAMIE COUNTY



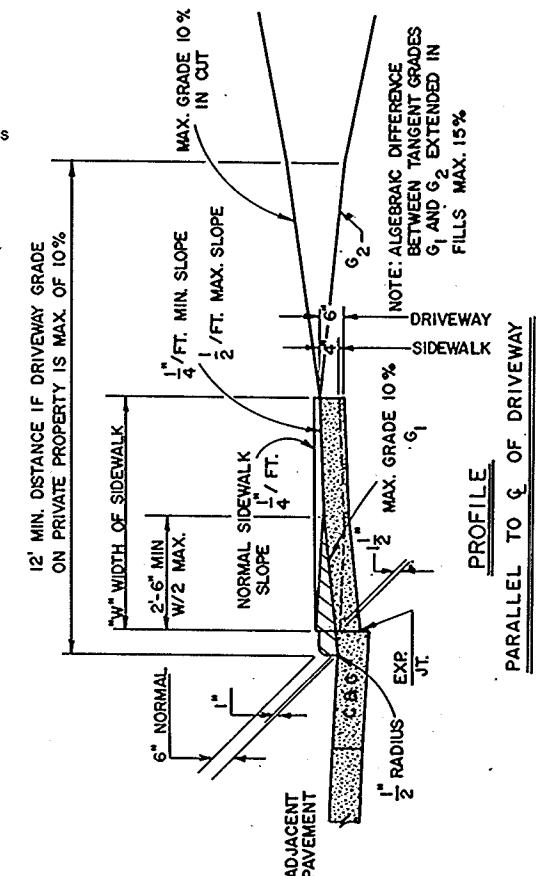
INLETS, TYPE 3, MODIFIED

INDEX TO STANDARD DETAIL DRAWINGS

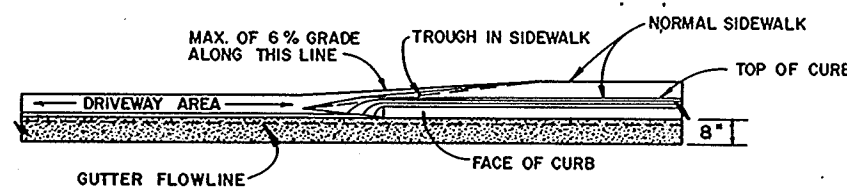
SDD NUMBER	TITLE
8A5-3a	Catch Basin, Manhole, and Inlet Covers
8B7-3	Manholes, Type 2 & 3
8C1-4	Inlets, Types 1, 2 and 3
8D1-8	Concrete Curb, Concrete Curb and Gutter and Pavement Ties
8D5-8	Curb Ramps
13B3-4	Pavement Marking Details for Railroad-Highway Grade Crossings
13C1-6	Concrete Pavement Longitudinal Joints
13C4-7	Transverse joints in non-reinforced concrete pavement (20' Normal Transverse joints with poured type seals)
15C1-7	Construction Barricades and Standard Signs
13B5-4	Pavement Marking
13B1-3	Pavement Details for Railroad Approach



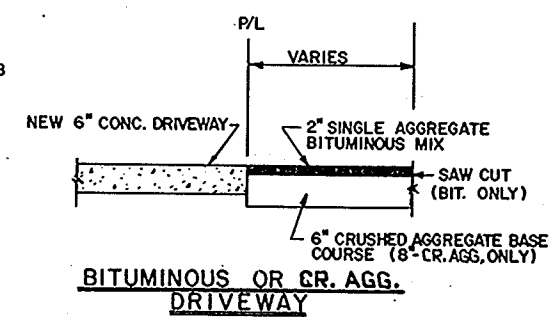
PLAN
CONCRETE DRIVEWAY DETAIL
WHEN SIDEWALK IS IMMEDIATELY ADJACENT TO CURB



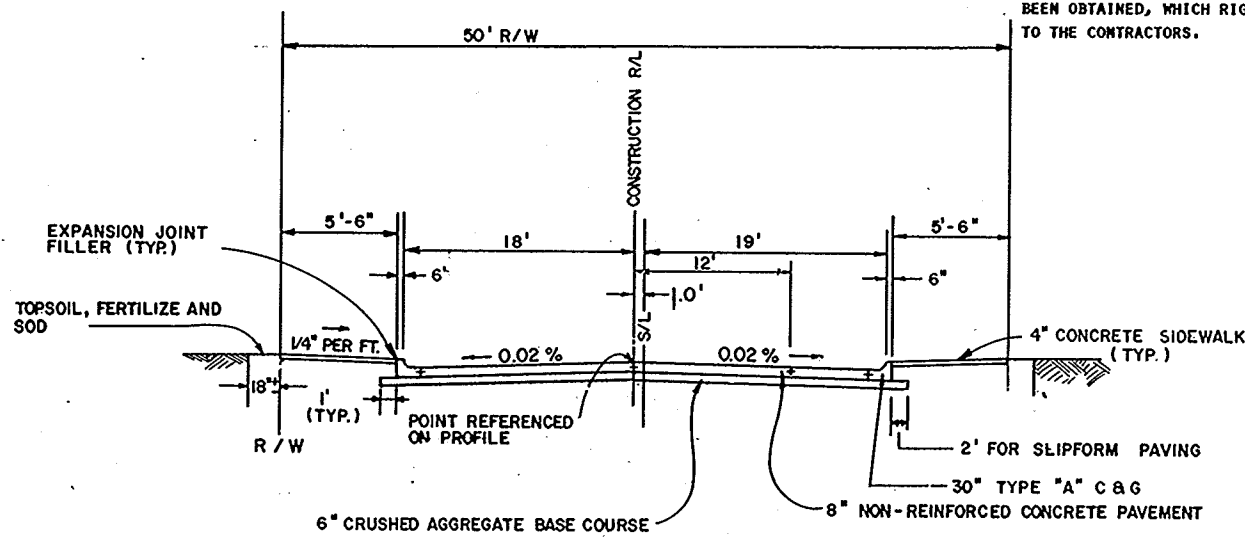
PROFILE
PARALLEL TO C OF DRIVEWAY



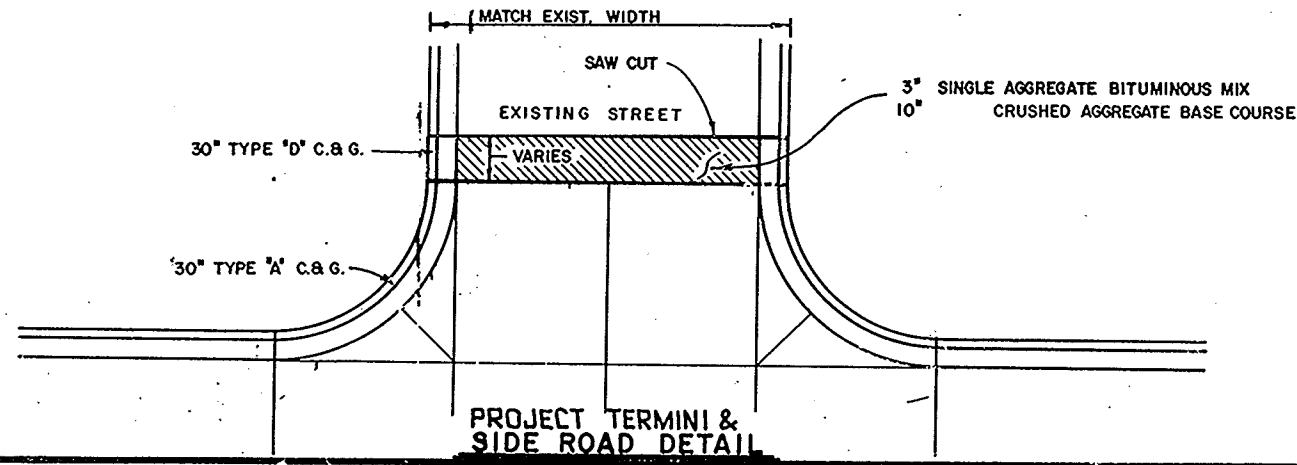
PROFILE
PARALLEL TO CENTERLINE OF ROADWAY



BITUMINOUS OR CR. AGG.
DRIVEWAY



TYPICAL CROSS SECTION



PROJECT TERMINUS &
SIDE ROAD DETAIL

ESTIMATE OF QUANTITIES

DATE 04/17/85

PROJECT ID: 4990-00-15
OUTAGAMIE COUNTY
MADISON STREET, VILLAGE OF LITTLE CHUTE
STH 96 - CANW RR
C.T.H. "N"

ITEM	ITEM DESCRIPTION	UNIT	TOTAL	4990-00-15 QUANTITY
------	------------------	------	-------	------------------------

20402	REMOVING BITUMINOUS SURFACE	S.Y.	12.00	12.00
-------	-----------------------------	------	-------	-------

20405	REMOVING CURB AND GUTTER	L.F.	3,530.00	3,530.00
-------	--------------------------	------	----------	----------

20406	REMOVING CONCRETE SIDEWALK	S.Y.	1,860.00	1,860.00
-------	----------------------------	------	----------	----------

20503	UNCLASSIFIED EXCAVATION	C.Y.	3,602.00	3,602.00
-------	-------------------------	------	----------	----------

21301	FINISHING ROADWAY	L.S.	1.00	1.00
-------	-------------------	------	------	------

30404	CRUSHED AGGREGATE BASE COURSE	TON	2,985.00	2,985.00
-------	-------------------------------	-----	----------	----------

40908	CONCRETE PAVEMENT, 8-INCH	S.Y.	7,675.00	7,675.00
-------	---------------------------	------	----------	----------

40931	CONCRETE DRIVEWAY	S.Y.	130.00	130.00
-------	-------------------	------	--------	--------

60123	CONCRETE CURB AND GUTTER, 30-INCH, TYPE A	L.F.	3,510.00	3,510.00
-------	---	------	----------	----------

60133	CONCRETE CURB AND GUTTER, 30-INCH, TYPE D	L.F.	143.00	143.00
-------	---	------	--------	--------

60204	CONCRETE SIDEWALK, 4-INCH	S.F.	18,225.00	18,225.00
-------	---------------------------	------	-----------	-----------

60713	NONREINFORCED CONCRETE PIPE, CLASS III, STORM SEWER, 10-INCH	L.F.	303.00	303.00
-------	--	------	--------	--------

60825	REINFORCED CONCRETE PIPE, CLASS III, STORM SEWER, 12-INCH	L.F.	32.00	32.00
-------	---	------	-------	-------

61112	MANHOLES, TYPE 3	EACH	1.00	1.00
-------	------------------	------	------	------

61167	INLET COVERS, TYPE H	EACH	13.00	13.00
-------	----------------------	------	-------	-------

61182	ADJUSTING MANHOLE COVERS	EACH	17.00	17.00
-------	--------------------------	------	-------	-------

61183	ADJUSTING INLET COVERS	EACH	3.00	3.00
-------	------------------------	------	------	------

61910	MOBILIZATION	L.S.	1.00	1.00
-------	--------------	------	------	------

62401	WATER	MGAL	30.00	30.00
-------	-------	------	-------	-------

62501	TOPSOIL	S.Y.	700.00	700.00
-------	---------	------	--------	--------

62905	FERTILIZER, TYPE B	CWT.	1.00	1.00
-------	--------------------	------	------	------

63101	SODDING	S.Y.	700.00	700.00
-------	---------	------	--------	--------

64201	FIELD OFFICE, TYPE A	L.S.	1.00	1.00
-------	----------------------	------	------	------

64210	FIELD LABORATORY	L.S.	1.00	1.00
-------	------------------	------	------	------

64301	TRAFFIC CONTROL	L.S.	1.00	1.00
-------	-----------------	------	------	------

64401	PAVEMENT MARKING, HOT PAINT	L.F.	750.00	750.00
-------	-----------------------------	------	--------	--------

64415	PAVEMENT MARKING, RAILROAD CROSSINGS, HOT PAINT	EACH	2.00	2.00
-------	---	------	------	------

90001	INLETS, TYPE 3, MODIFIED	EACH	13.00	13.00
-------	--------------------------	------	-------	-------

90051	SAWING EXISTING PAVEMENT	L.F.	360.00	360.00
-------	--------------------------	------	--------	--------

90089	SINGLE AGGREGATE, BITUMINOUS MIX	TON	20.00	20.00
-------	----------------------------------	-----	-------	-------

SHEET 3

ADJUSTING INLET COVERS					STATE PROJECT NUMBER		SHEET NO.	
Inlet Number	Station	Location	Station	Location	4990-0-15		3A	
2	2+24	20.5' R	38+25 RT.	Riverside Dr.				
3	2+30	22' L						

ADJUSTING MANHOLE COVERS					DETAIL SUMMARY OF MISCELLANEOUS QUANTITIES			
Manhole Number	Station	Location	Existing Rim Elev.	Proposed Rim Elev.	Elevation Adjustment Required			
1	2+21	7' R	731.92	732.23	+0.31			
4	4+54	2' L	732.78	733.05	+0.27			
7	6+57	8' R	732.00	732.35	+0.35			
8	6+66	3' L	732.63	732.48	-0.15			
9	6+75	27' L	732.71	732.71	—			
12	9+45	9' L	731.82	731.47	-0.35			
13	9+54	2' L	731.73	731.51	-0.22			
14	9+60	7' R	731.64	731.35	-0.29			
19	12+70	6' R	727.31	727.74	+0.43			
20	12+78	1' L	727.42	727.82	+0.40			
21	13+05	10' L	727.55	727.49	-0.06			
22	15+03	21' R	726.66	726.76	+0.10			
27	15+78	6' R	725.95	726.33	+0.38			
28	15+86	2' L	726.06	726.42	+0.36			
30	15+90	21' R	726.43	726.51	+0.08			
31	19+51	2' L	734.01	734.11	+0.10			
32	19+62	17' L	734.26	734.23	-0.03			
● = Non-Participating								

SINGLE AGGREGATE BITUMINOUS MIX				
Location	Quantity (Ton)			
2+22, L	0.7			
2+91, L	0.7			
3+40, L	0.7			
4+27, L	0.7			
5+30, L	1.0			
5+81, L	1.0			
CLEVELAND ST.	2.7			
7+60, R	0.7			
McKINLEY ST.	2.9			
PIERCE ST.	1.1			
JOHNSON ST.	1.1			
19+30, L	1.7			
PROJECT TERMINI AND RIVERSIDE DR.	5.0			
TOTAL	20	TON		

MANHOLE & COVERS SUMMARY									
Structure Number	Station	Location	Structure	Type & Cover	Rim Elevation	Flowline Elevation	Depth	Remarks	
27	15+80	7' R	MH	3	726.40			Reuse existing cover	

STORM SEWER							
Location		Diameter	Length	Type	Elevation		
From	To	Inch	L.F.		Inlet	Discharge	
2	1	10	12	NRCP, CLASS III	729.88	729.00	
3	1	10	27		729.25	729.00	
5	7	10	31		728.74	726.65	
6	7	10	10		728.80	728.70	
10	14	10	50		728.85	726.38	
11	14	10	50		728.68	725.25	
15	19	10	32		723.61	722.26	
16	19	10	23		723.70	722.75	
17	19	10	8		723.75	723.72	
18	17	10	—	NRCP, CLASS III		724.02	
23	27	12	32	RCP, CLASS III	723.35	723.10	
24	23	10	20	NRCP, CLASS III	723.65	723.55	
25	26	10	20		724.00	723.20	
26	27	10	8	NRCP, CLASS III	723.20	723.15	
29	27	10	12		723.25	723.15	

EARTHWORK SUMMARY							
UNCLASSIFIED EXCAVATION = 3,602 C.Y.							
WASTE = 3,602 C.Y.							

INLET & COVERS SUMMARY							
Inlet Number	Station	Remove Existing Inlet	Proposed Location	Structure & Grate	Proposed Gutter Elevation	Pipe Flow Line Elevation	Depth
5	6+37	18' L	19' L	3-H Modified	732.03	728.74	3.00'
6	6+57	18' R	19' R		731.95	728.80	
10	9+12	18' R	19' R		731.41	728.85	
11	9+16	18' L	19' L		731.34	728.68	
15	12+53	18' L	19' L		727.50	723.61	
16	12+50	18' R	19' R		727.48	723.70	
17	12+64	31' L	31' L		727.10	723.75	
18	12+96	31' L	31' L		727.02	724.02	
23	15+57	18' L	19' L		726.00	723.35	
24	15+71	31' L	31' L		725.95	723.65	
25	16+02	31' L	31' L		725.85	724.00	
29	15+85	18' R	19' R		725.92	723.20	
26	16+12	18' L	19' L		726.15	723.20	

CONCRETE DRIVEWAY	
Location	Quantity (S.Y.)
2+10, R	8
2+92, R	6
4+35, R	6
4+80, L	7
5+13, R	6
5+95, R	7
7+93, L	6
10+95, L	6
10+95, R	7
11+48, L	6
12+04, R	6
13+59, R	6
13+80, L	7
14+20, R	7
14+37, L	6
14+80, R	9
16+84, L	5
17+72, R	9
18+85, R	10
TOTAL	130 S.Y.

CONCRETE PAVEMENT, 8"	
Location	Quantity (S.Y.)
0+53 to 1+60	510
1+60 to 19+70	6,840
Cleveland Street	50
McKinley Street	115
Pierce Street	105
Johnson Street	55
TOTAL	7,675 S.Y.

CONCRETE SIDEWALK, 4"	
Location	Quantity (S.F.)
2+20 to 6+53, L & R	4,825
6+53 to 6+82, R	160
6+82 to 9+26, L & R	2,685
9+63 to 12+63, L & R	3,300
12+95 to 15+71, L & R	3,035
15+71 to 16+02, R	170
16+02 to 19+70, L & R	4,050
TOTAL	18,225 S.F.

REMOVING CURB AND GUTTER			
Location	Quantity (L.F.)		
2+20 to 6+41, L & R	843		
Cleveland Street	55		
6+41 to 6+94, R	53		
6+94 to 9+14, L & R	440		
McKinley Street	91		
9+75 to 12+51, L & R	552		
Pierce Street	82		
13+07 to 15+58, L & R	502		
Johnson Street	44		
15+58 to 16+14, R	56		
16+14 to 19+70, L & R	712		
38+10 to 39+10, R (Riverside Dr.)	100		
TOTAL	3,530		

REMOVING CONCRETE SIDEWALK			
Location	Quantity (S.Y.)		
2+20 to 6+53, L & R	485		
6+53 to 6+82, R	15		
6+82 to 9+26, L & R	280		
9+63 to 12+63, L & R	340		
12+95 to 15+71, L & R	310		
15+71 to 16+02, R	20		
16+02 to 19+70, L & R	410		
TOTAL	1,860		

REMOVING BITUMINOUS SURFACE			
Location	Quantity (S.Y.)		
Riverside Drive	12		

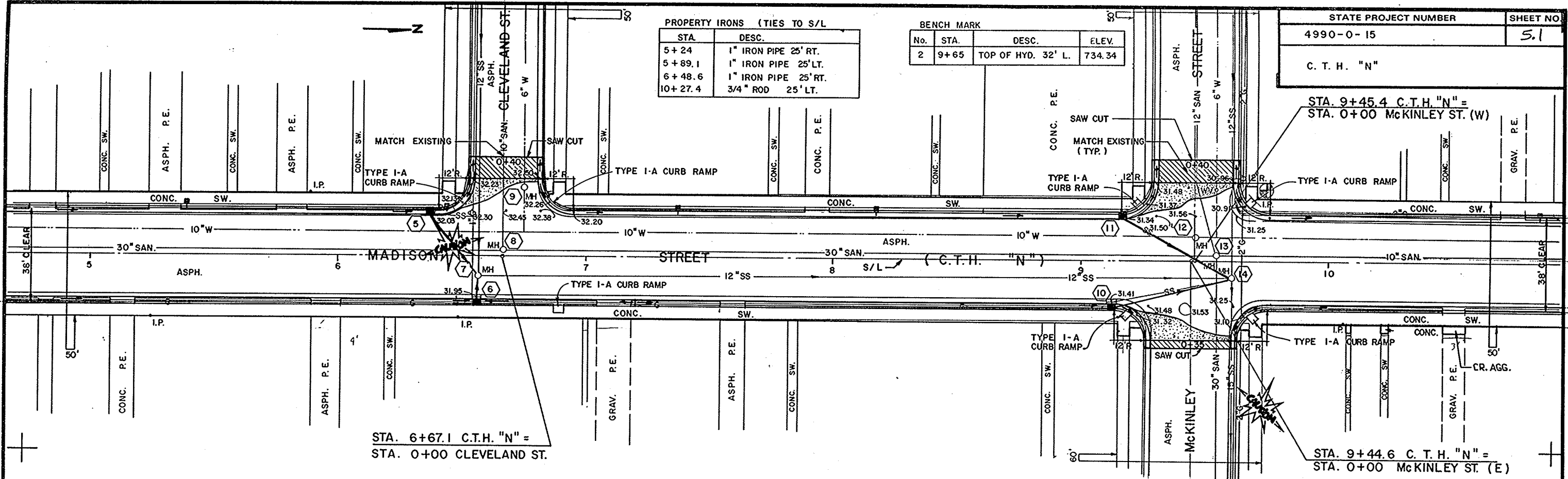
CONCRETE CURB AND GUTTER, 30-INCH, TYPE A			
Location	Quantity (L.F.)		
1+60 to 6+41, L & R	966		
Cleveland Street	38		
6+41 to 6+94, R	53		
6+94 to 9+14, L & R	440		
McKinley Street	77		
9+75 to 12+51, L & R	552		
Pierce Street	76		
13+07 to 15+58, L & R	502		
Johnson Street	38		
15+58 to 16+14, R	56		
16+14 to 19+70, L & R	712		
TOTAL	3,510 L.F.		

CRUSHED AGGREGATE BASE COURSE			
Location	Quantity (Ton)		
0+50 to 19+70	2,845		
Cleveland Street	26		
McKinley Street	46		
Pierce Street	40		
Johnson Street	22		
Riverside Drive	6		
TOTAL	2,985		

CONCRETE CURB AND GUTTER, 30-INCH, TYPE D			
Location	Quantity (L.F.)		
Cleveland Street	17		
McKinley Street	14		
Pierce Street	6		
Johnson Street	6		
Riverside Drive	100		
TOTAL	143 L.F.		

PAVEMENT MARKING, HOT PAINT			
Location	L.F.		
Center Line	450		
Double NoPassing at Railroad Crossing 2 @150'	300		

PAVEMENT MARKING, RAILROAD CROSSINGS, HOT PAINT			
Location	Each		
17+90, R	1		
21+85, L	1		



PROPERTY IRONS (TIES TO S/L)

STA.	DESC.
5+24	1" IRON PIPE 25' RT.
5+89.1	1" IRON PIPE 25' LT.
6+48.6	1" IRON PIPE 25' RT.
10+27.4	3/4" ROD 25' LT.

BENCH MARK

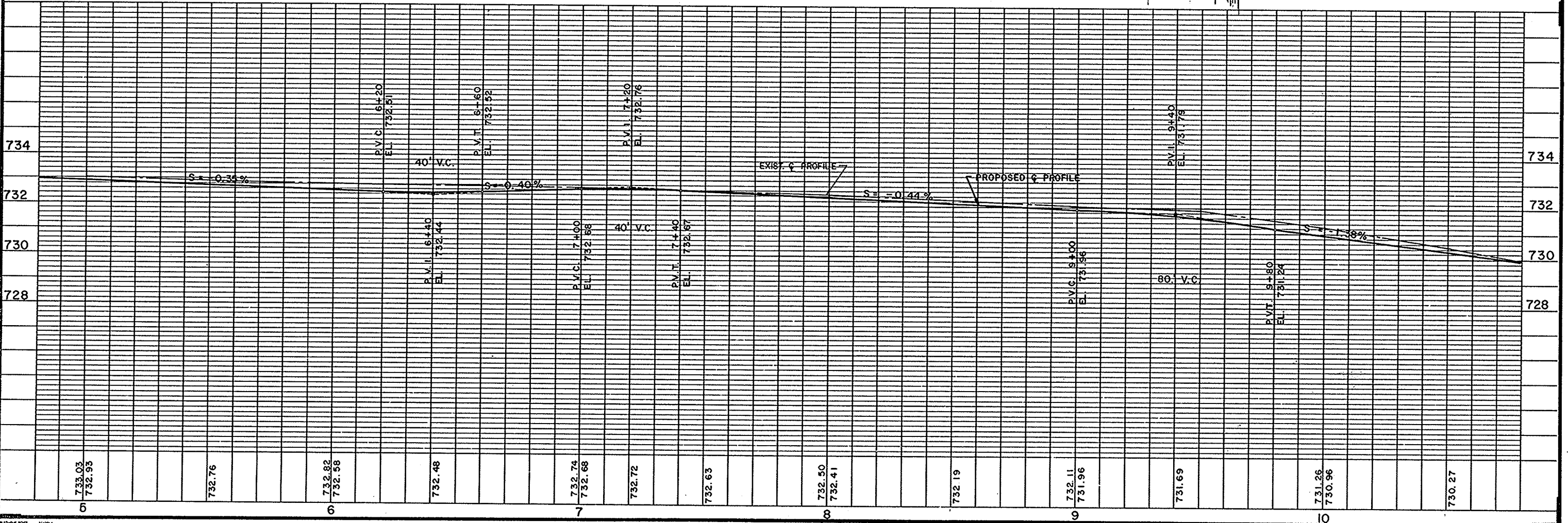
No.	STA.	DESC.	ELEV.
2	9+65	TOP OF HYD. 32" L.	734.34

STATE PROJECT NUMBER	SHEET NO.
4990-0-15	5.1
C. T. H. "N"	

STA. 6+67.1 C.T.H. "N" =
STA. 0+00 CLEVELAND ST.

STA. 9+45.4 C.T.H. "N" =
STA. 0+00 MCKINLEY ST. (W)

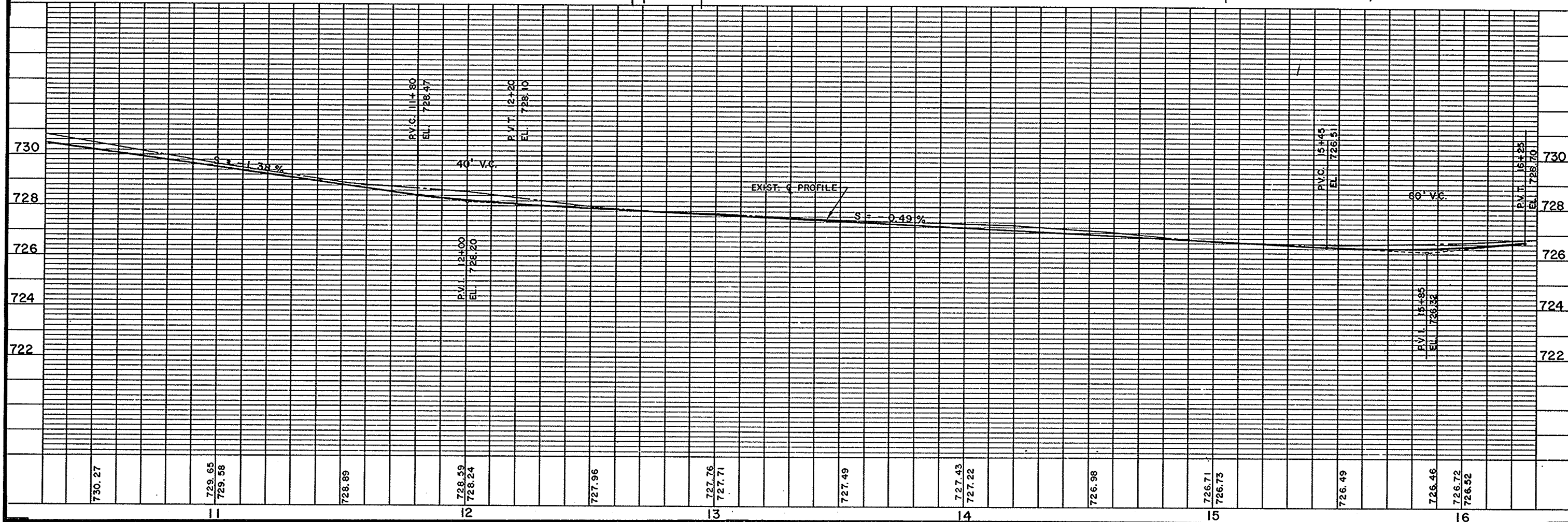
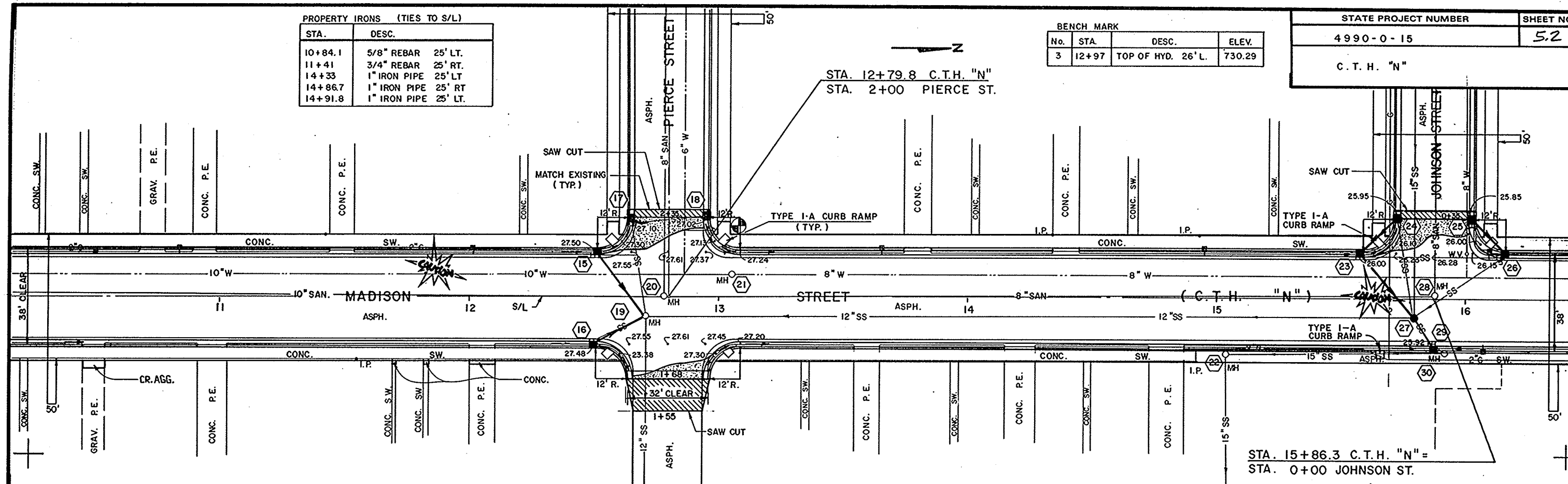
STA. 9+44.6 C.T.H. "N" =
STA. 0+00 MCKINLEY ST. (E)



PROPERTY IRONS (TIES TO S/L)		
STA.	DESC.	
10+84.1	5/8" REBAR	25' LT.
11+41	3/4" REBAR	25' RT.
14+33	1" IRON PIPE	25' LT.
14+86.7	1" IRON PIPE	25' RT.
14+91.8	1" IRON PIPE	25' LT.

BENCH MARK			
No.	STA.	DESC.	ELEV.
3	12+97	TOP OF HYD. 26" L.	730.29

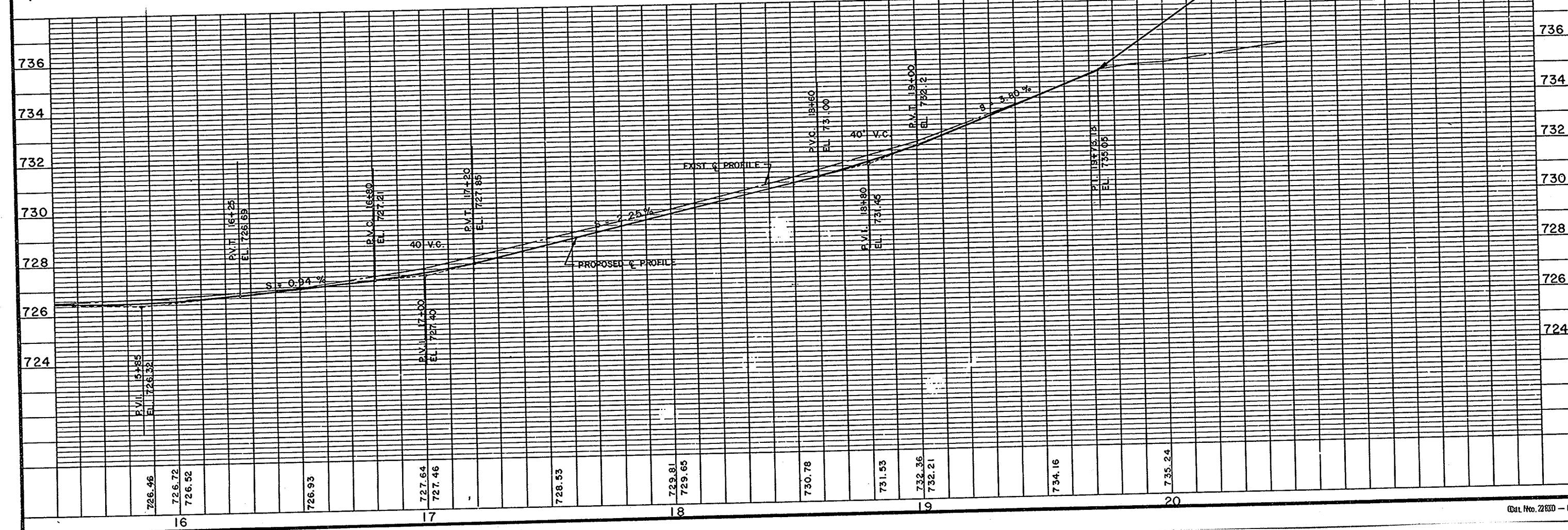
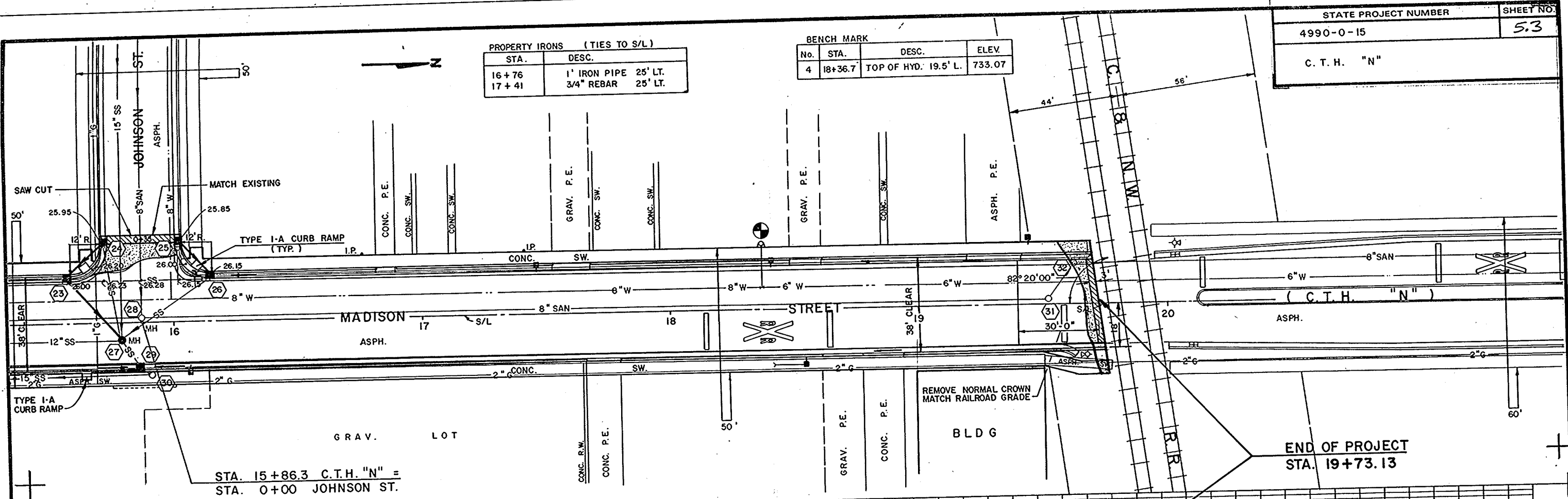
STATE PROJECT NUMBER	SHEET NO.
4990-0-15	5.2
C.T.H. "N"	

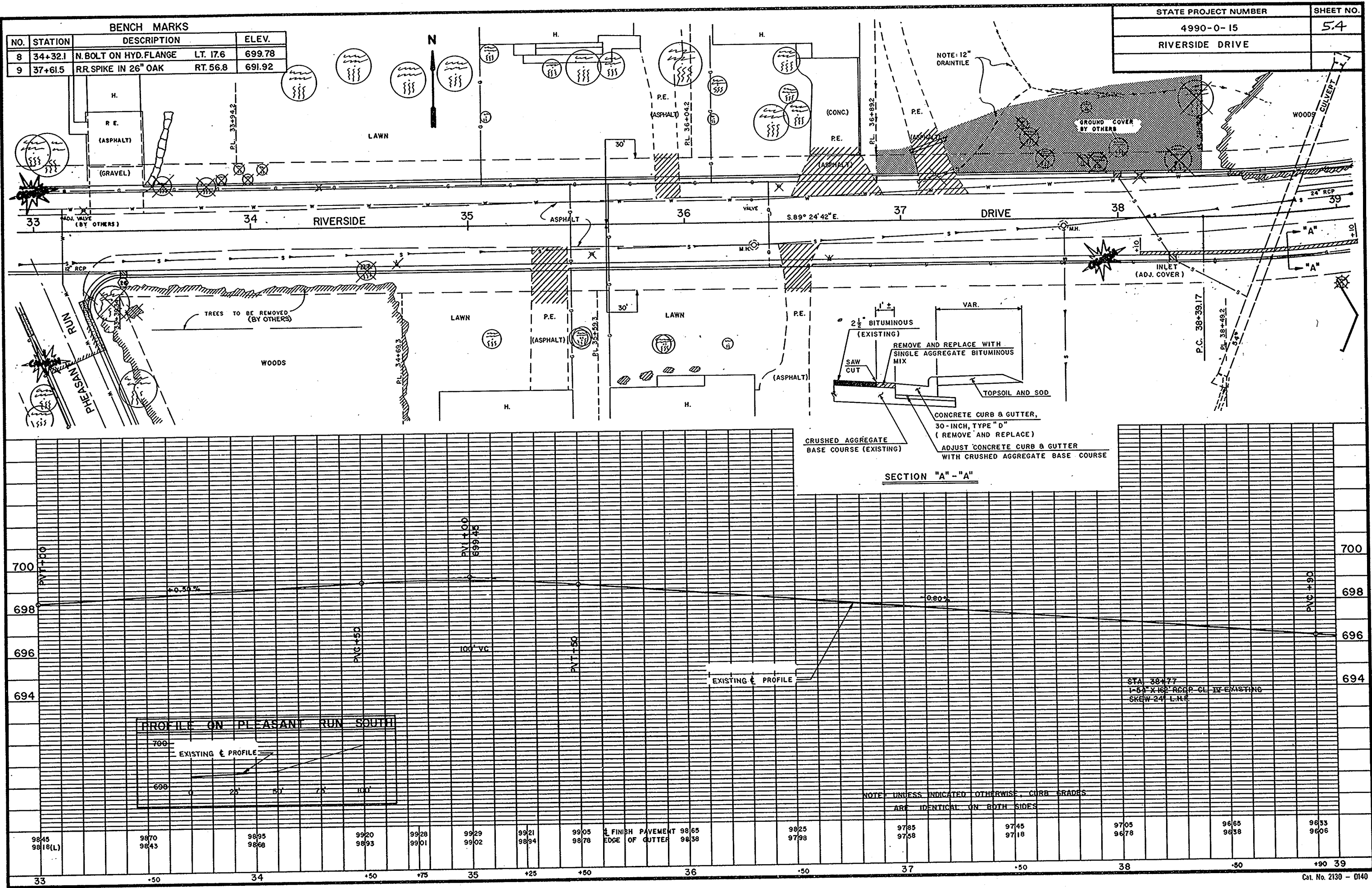


STATE PROJECT NUMBER	SHEET NO.
4990-0-15	5.3
C. T. H. "N"	

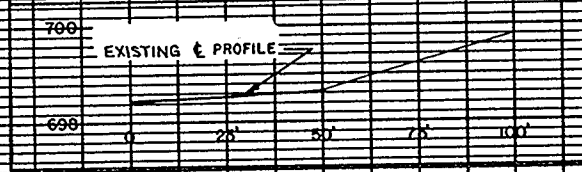
PROPERTY IRONS (TIES TO S/L)	
STA.	DESC.
16+76	1" IRON PIPE 25' LT.
17+41	3/4" REBAR 25' LT.

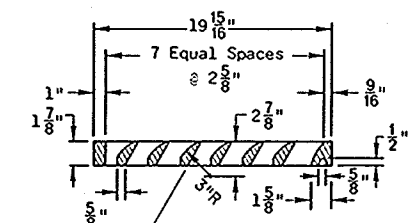
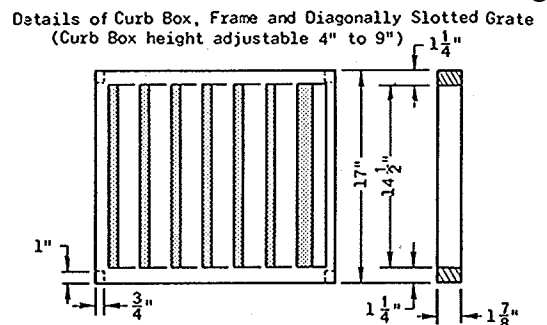
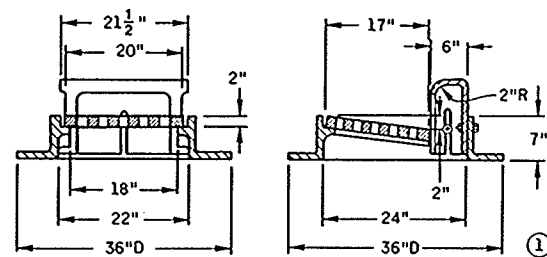
BENCH MARK		
No.	STA.	DESC.
4	18+36.7	TOP OF HYD. 19.5' L.
		ELEV. 733.07





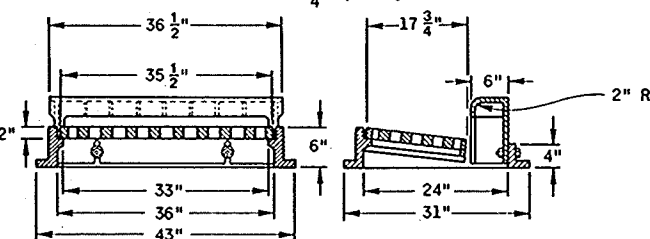
PROFILE ON PLEASANT RUN SOUTH



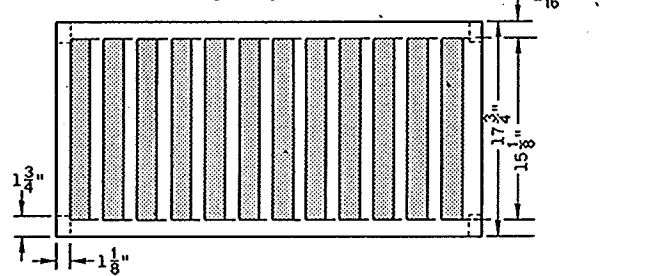


(Approximate Weight 70 lbs.)

1 3/8" Diagonal Bars with 1 1/4" Openings



(Curb Box height adjustable 6" to 9")

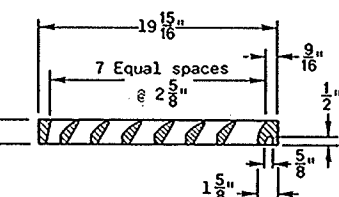
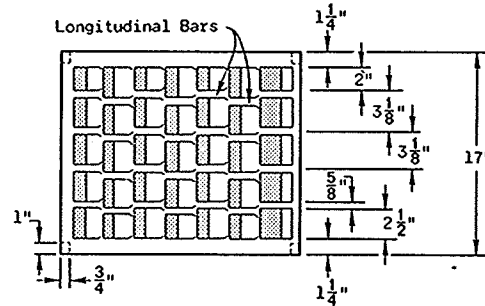
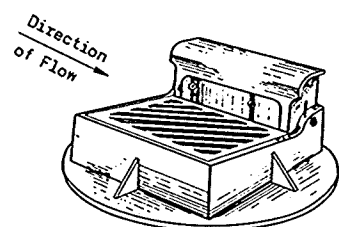


(Approximate Weight 140 lbs.)

1" Diagonal Bars with 1 1/2" Openings

TYPE "A"

(Approximate Weight 405 lbs.)
Frame Weight 250 lbs.
Grate Weight 85 lbs.
Box Weight 70 lbs.



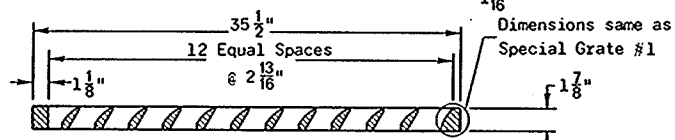
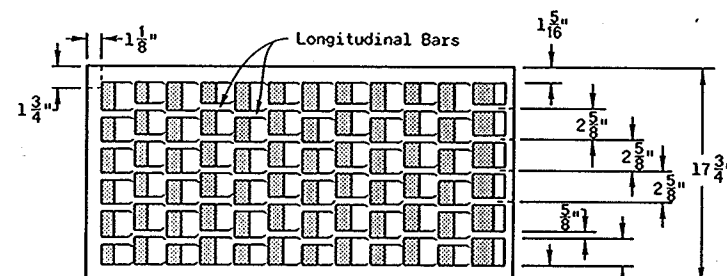
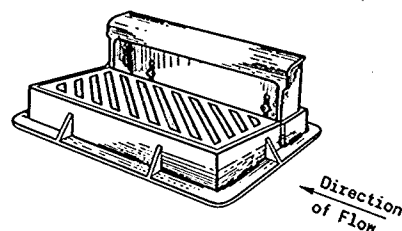
(Approximate Weight 84 lbs.)

TYPES "A" AND "H" COVERS SHALL BE FURNISHED WITH DIAGONALLY SLOTTED GRATES UNLESS OTHERWISE SPECIFIED IN THE CONTRACT

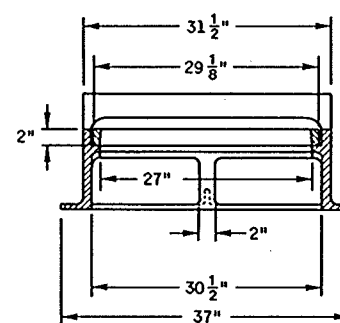
MOUNTABLE CURB BOX FOR TYPES "A" & "H" COVERS

TYPE "H"

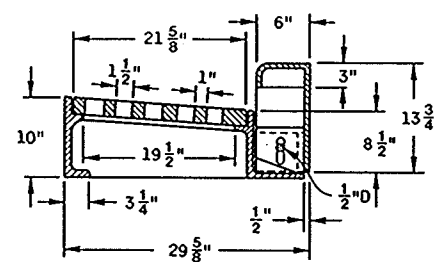
(Approximate Weight 510 lbs.)
Frame Weight 220 lbs.
Grate Weight 175 lbs.
Box Weight 115 lbs.



(Approximate Weight 165 lbs.)



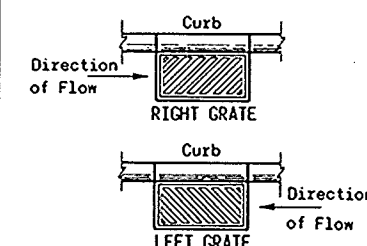
(Approximate Weight 670 lbs.)
Frame Weight 350 lbs.
Grate Weight 185 lbs.
Box Weight 135 lbs.



NOTE: Curb Box height adjustable 6" to 9"

Direction of Flow

Diagonal Slots shall be oriented to the direction of flow. RIGHT and LEFT grates or grates that are manufactured to be reversible and can be used as either RIGHT or LEFT grates shall be furnished depending on direction of flow (See sketch below)



GENERAL NOTES

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

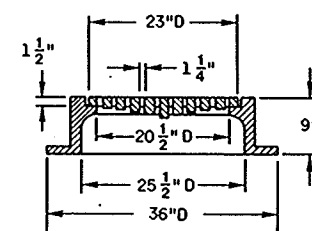
Detail drawings for proposed alternate designs for Catch Basin, Manhole and Inlet Covers shall be submitted to the Engineer for approval providing that such alternate designs make provision for equivalent capacity and strength.

All Catch Basin, Manhole and Inlet Covers which are placed in vehicular traffic areas shall be "Non-Rocking" type.

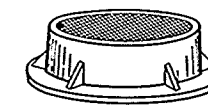
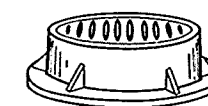
Adjustment of the cover to grade may be accomplished by the use of mortar and brick, or by precast concrete grade rings. Precast concrete grade rings shall conform to the specifications for Precast Reinforced Concrete Manhole Sections, AASHTO Designation M199, except that when such units are wet cast, they shall be made with air-entraining portland cement. Maximum adjustment shall be 8 inches.

The actual weight of covers may vary within 5 percent, plus or minus, of the approximate weight.

CAUTION: DO NOT USE GRATES WITH LONGITUDINAL SLOTS WHERE BICYCLE TRAFFIC IS PERMITTED.



Frame Weight 250 lbs.
Slotted Grate Weight 125 lbs.
Solid Cover Weight 150 lbs.



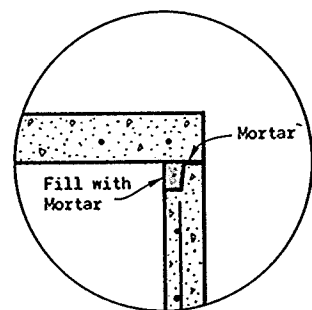
CATCH BASIN
MANHOLE AND
INLET COVERS

State of Wisconsin
Department of Transportation
Division of Highways

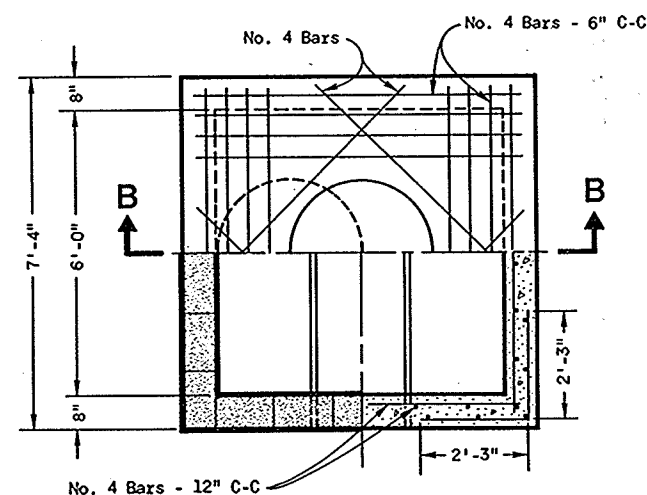
APPROVED
11-23-77
DATE
APPROVED
11-25-77
DATE
FHWA

C.W. Barber
SUPERVISING DEVELOPMENT ENGINEER

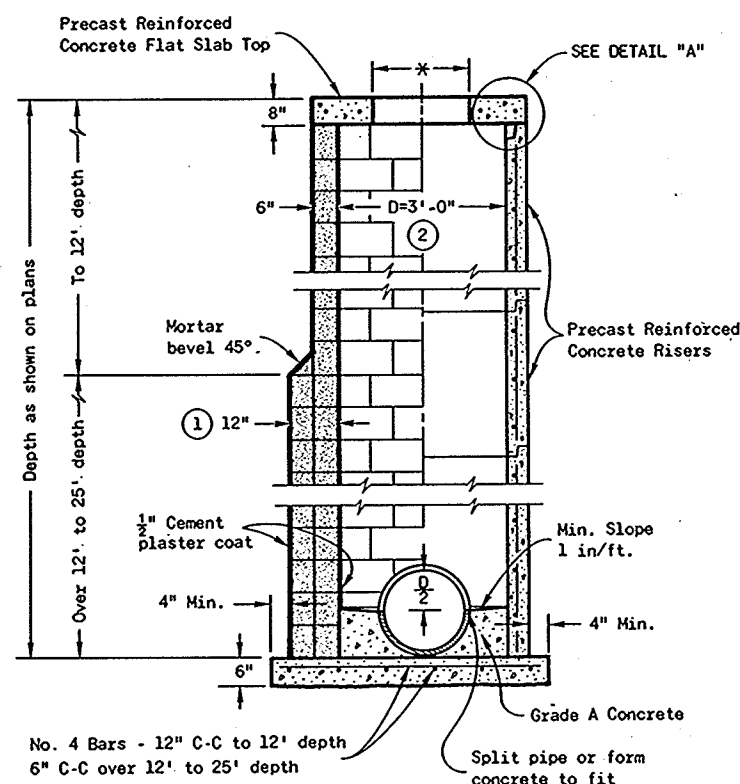
D.J. Strand
CHIEF OF FACILITIES DEVELOPMENT



DETAIL "A"

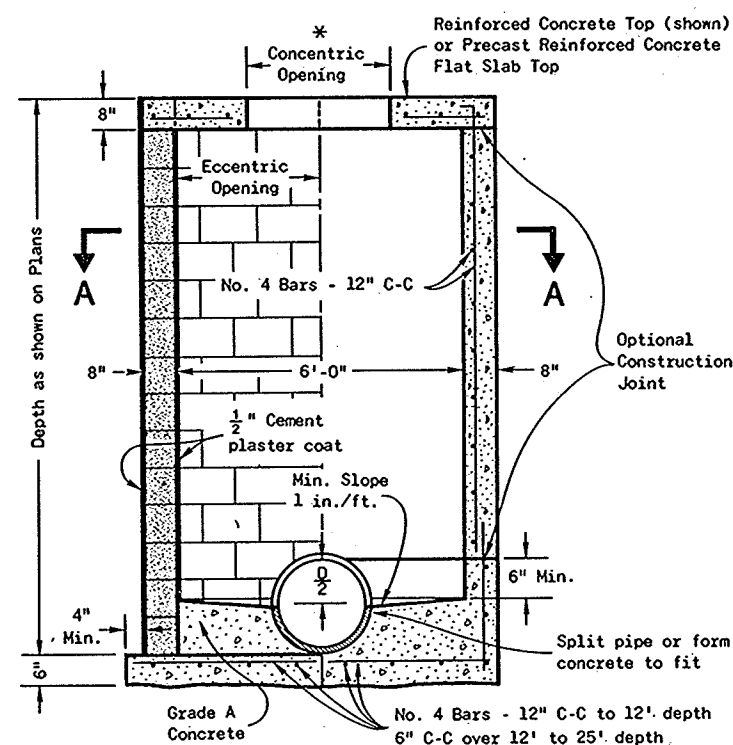


HALF SECTION A-A



CONCRETE BLOCK
② PRECAST REINFORCED CONCRETE

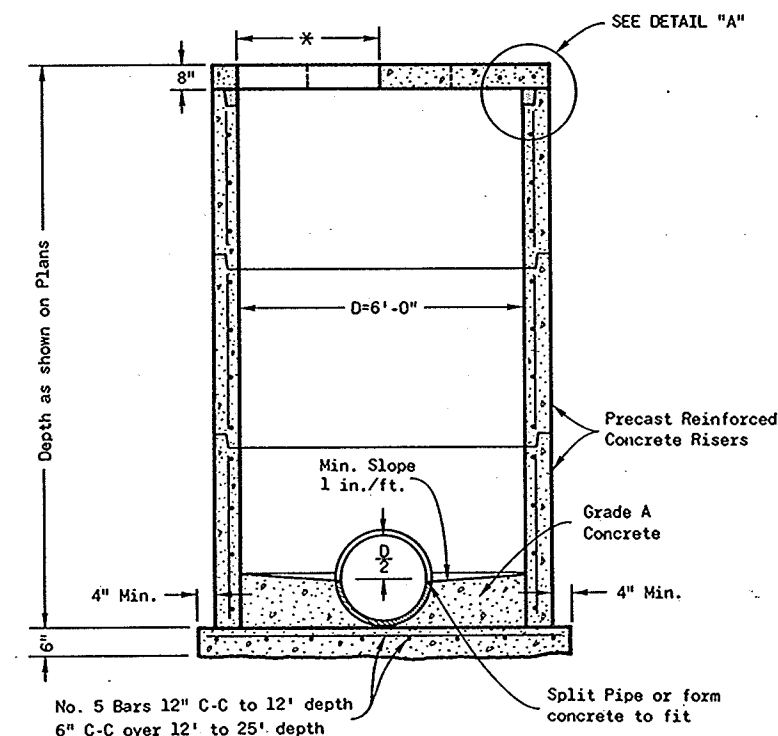
MANHOLES TYPE 2



SECTION B-B

CONCRETE BLOCK
REINFORCED CONCRETE

MANHOLES TYPE 3



PRECAST REINFORCED CONCRETE

GENERAL NOTES

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

Detailed drawings for proposed alternate designs for underground drainage structures shall be submitted to the Engineer for approval providing that such alternate designs make provision for equivalent capacity and strength.

All drainage structures are designated on the plans as "Manholes 1-C", "Catch Basins 1-B", "Inlets 3-H", etc. The first digit designates the masonry portion of the structure, and the following letter designates the type of cover to be used to comprise the complete unit.

Precast Reinforced Bases shall be placed on a bed of material at least 6" in depth, which meets the requirements for Granular Backfill. This bedding shall be compacted and provide uniform support for the entire area of the base.

Steps meeting the following requirements shall be installed in all structures over 5 feet in depth: 16 inch C-C maximum spacing; project a minimum clear distance of 4 inches from the wall at the point of embedment; minimum length of 10 inches; minimum wall embedment of 3 inches; and capable of supporting a concentrated load of 300 lbs. Ferrous metal steps not painted or treated to resist corrosion shall have a minimum cross sectional dimension of 1 inch.

Solid Aluminum steps shall have a minimum cross sectional dimension of 0.75 inch. Aluminum surfaces to be embedded in concrete shall be given one coat of suitable quality paint, such as zinc chromate primer conforming to federal specification TT-P-645 or equivalent. Steps of approved Polypropylene plastic coated reinforcement bar are acceptable.

All bar steel reinforcement shall be embedded 2 inches clear unless otherwise shown or noted.

Precast Reinforced Concrete Risers shall be placed with tongue down.

All precast inlet units shall conform to the pertinent requirements of AASHTO Designation M 199.

* Use 2'-0" diameter opening with type "C", "L", and "J" covers, or 3'-0" diameter with type "K" and "M" covers.

① 2 courses 6" block.

② When connecting pipes are 24" or larger the Precast Manholes may be increased to 42" diameter.

MANHOLES TYPE 2 & 3

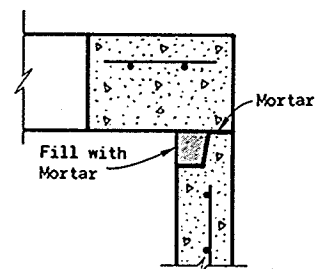
State of Wisconsin
Department of Transportation

APPROVED
4-13-82
DATE

D. J. Strand
CHIEF DESIGN ENGINEER

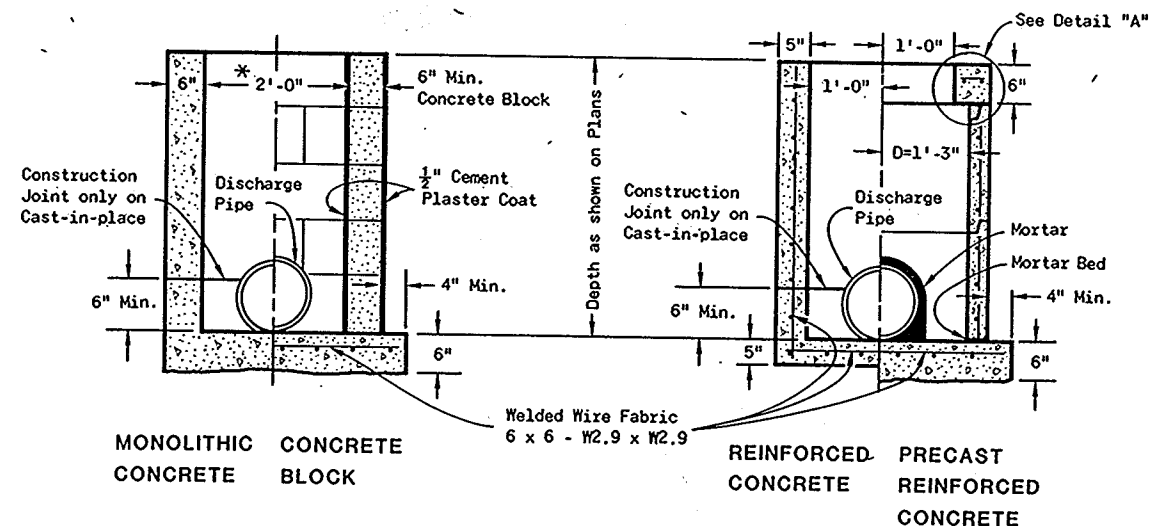
FHWA

S.D.D. 8 B 7-3

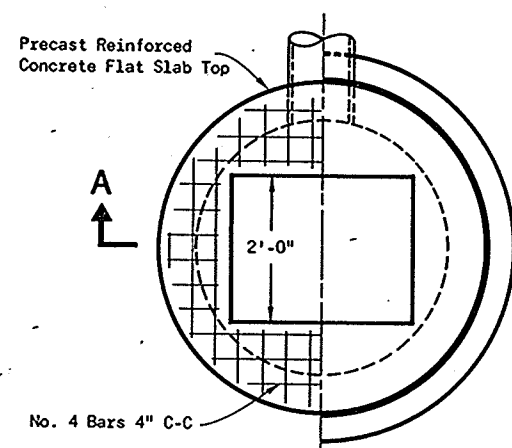


DETAIL "A"

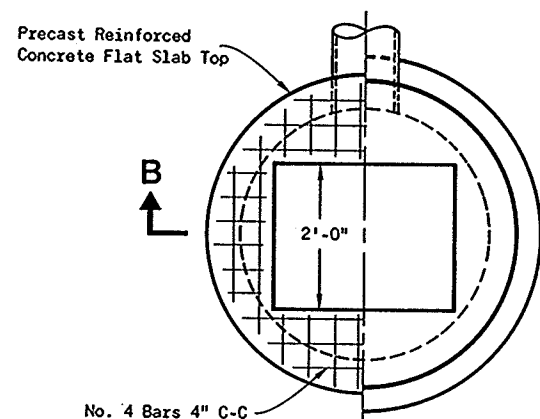
* Selection of square or circular design will be based on the pipe sizes and the Inlet Cover being utilized.



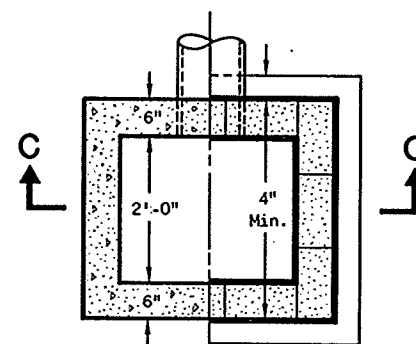
INLETS TYPE 1



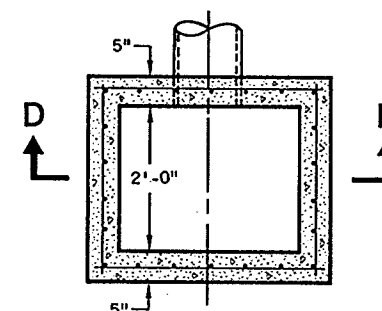
PLAN VIEW



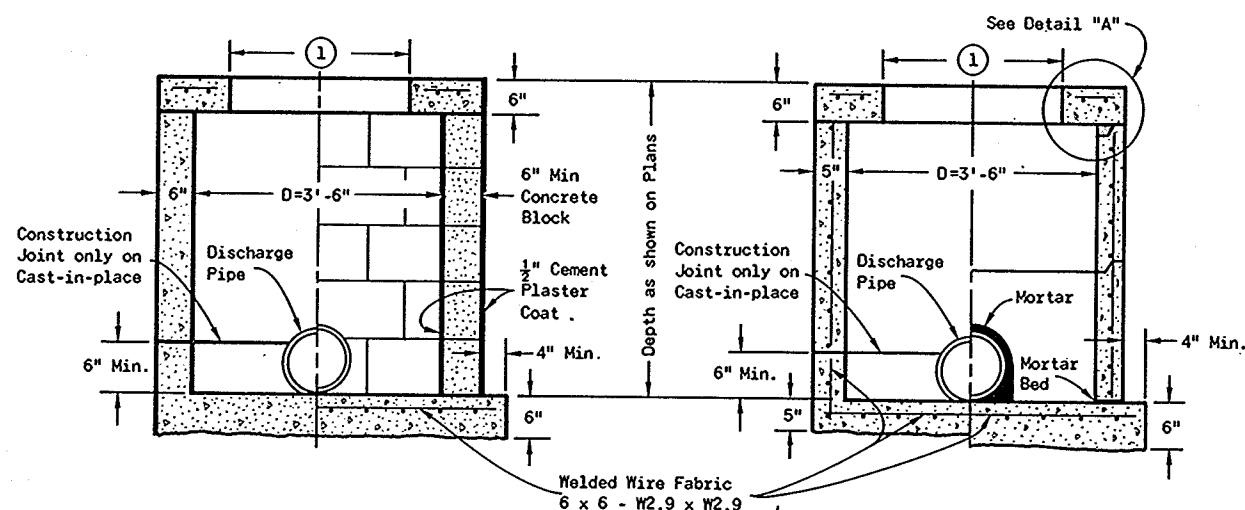
PLAN VIEW



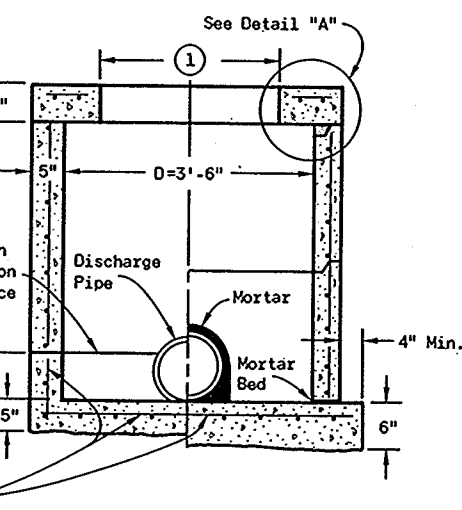
PLAN VIEW



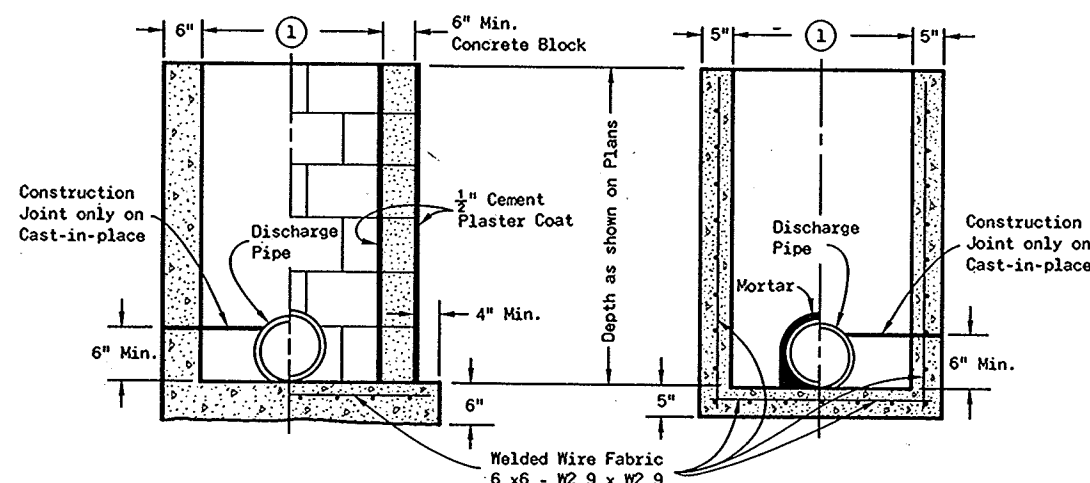
PLAN VIEW



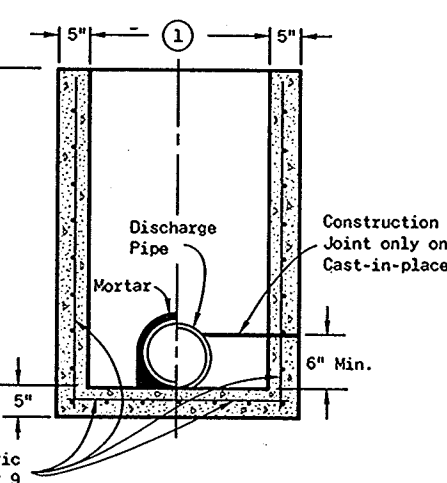
SECTION A-A



SECTION B-B



SECTION C-C



SECTION D-D

INLETS TYPE 2 & 3

GENERAL NOTES

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

Detailed drawings for proposed alternate designs for underground drainage structures shall be submitted to the Engineer for approval providing that such alternate designs make provision for equivalent capacity and strength.

All Precast Inlet units shall conform to the pertinent requirements of AASHTO Designation M 199.

All drainage structures are designated on the plans as "Manholes 1-C", "Catch Basins 1-B", "Inlets 3-H", etc. The first digit designates the masonry portion of the structure, and the following letter designates the type of cover to be used to comprise the complete unit.

Precast Reinforced Bases shall be placed on a bed of material at least 6 inches in depth, which meets the requirements for Granular Backfill. This bedding shall be compacted and provide uniform support for the entire area of the base.

Precast Reinforced Concrete Flat Slab Tops may be used on the structures. The Tops shall be installed on a bed of mortar.

All Bar Steel reinforcement shall be embedded 2 inches clear unless otherwise shown or noted.

Precast Reinforced Concrete Risers shall be placed with tongue down.

① Use 2'-6" opening for Type 2 Inlets and 3'-0" opening for Type 3 Inlets.

INLETS TYPE 1, 2 & 3

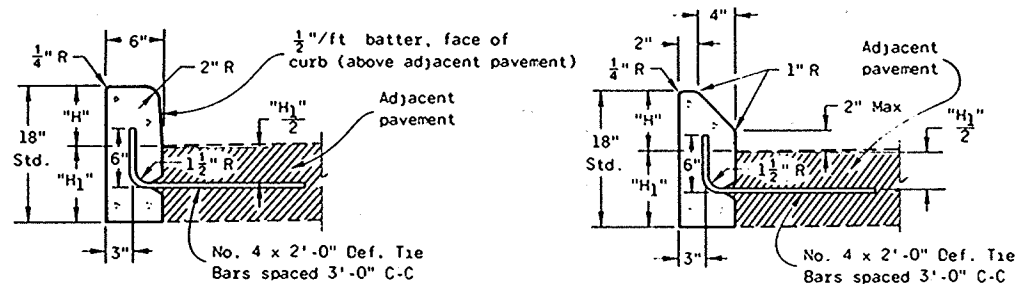
State of Wisconsin
Department of Transportation

APPROVED
4-13-82
DATE

D. J. Strand
CHIEF DESIGN ENGINEER

FHWA

S.D.D. 8 C 1-4

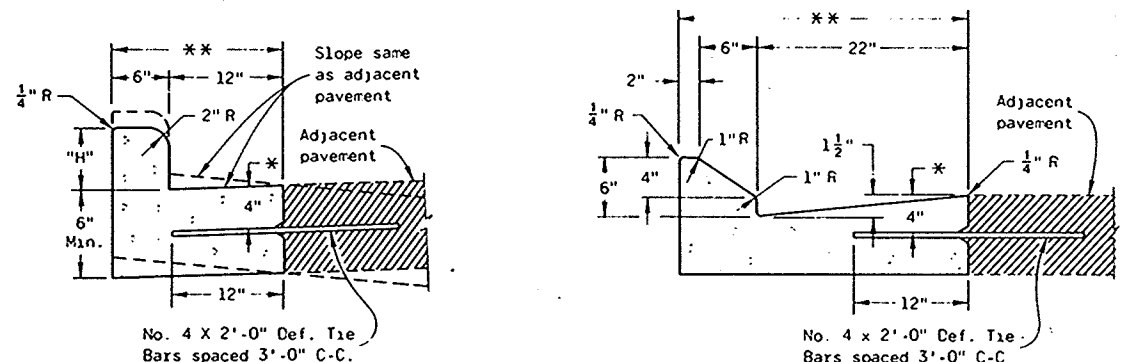


"H" = 9" Max. and 3 1/2" Min. and shall be 6" unless otherwise shown on the plans.
 "H₁" = Same as adjacent pavement thickness for rigid pavement and 12" for non-rigid pavement (Tie Bars omitted).

"H" = 6" Max. and 4" Min. and shall be 6" unless otherwise shown on the plans.
 "H₁" = Same as adjacent pavement thickness for rigid pavement and 12" for non-rigid pavement (Tie Bars omitted).

TYPE "A" (INCLUDING TIE BARS) TYPE "D" (EXCLUDING TIE BARS) TYPE "G" (INCLUDING TIE BARS) TYPE "J" (EXCLUDING TIE BARS)

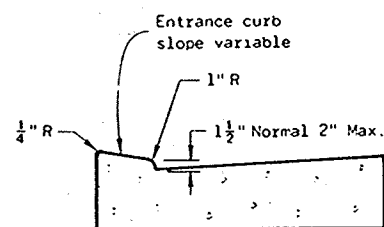
CONCRETE CURB



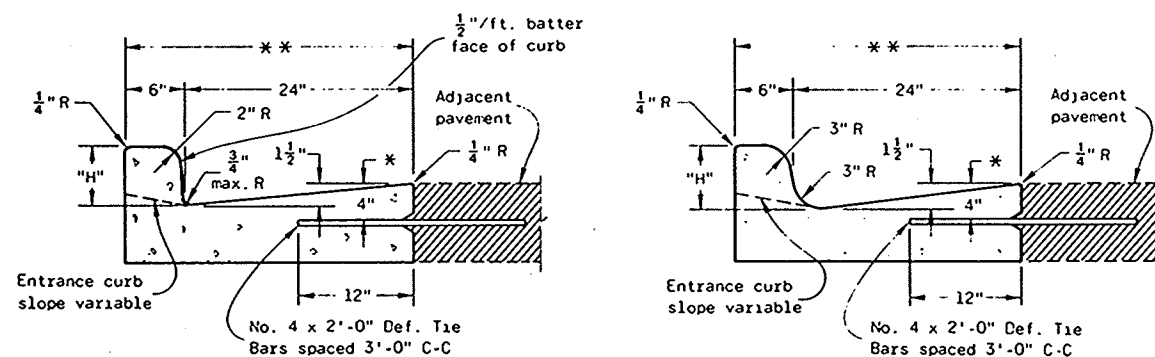
TYPE "A" (INCLUDING TIE BARS) TYPE "D" (EXCLUDING TIE BARS) TYPE "G" (INCLUDING TIE BARS) TYPE "J" (EXCLUDING TIE BARS)

CONCRETE CURB & GUTTER 18"

CONCRETE CURB & GUTTER 30"



ALTERNATE ENTRANCE CURB
(When directed by the Engineer)



TYPE "A" (INCLUDING TIE BARS) TYPE "D" (EXCLUDING TIE BARS) TYPE "K" (INCLUDING TIE BARS) TYPE "L" (EXCLUDING TIE BARS)

CONCRETE CURB & GUTTER 30"

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

CONCRETE CURB & GUTTER

GENERAL NOTES

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

Joints shall not be sealed in Concrete Curb or Concrete Curb & Gutter.

Where Concrete Curb, Concrete Curb & Gutter or Concrete Pavement is poured adjacent to existing concrete, "Pavement Ties" shown on this drawing are required.

Pavement Ties and Tie Bars shall be epoxy coated in conformance with Subsection 505.2.4 of the Standard Specifications

The bottom of the curb and gutter may be constructed parallel to subgrade or base course provided a minimum of 6 inches depth of concrete is maintained at the flow line.

The thickness of curb and gutter at the pavement edge shall be 7 1/2" min.

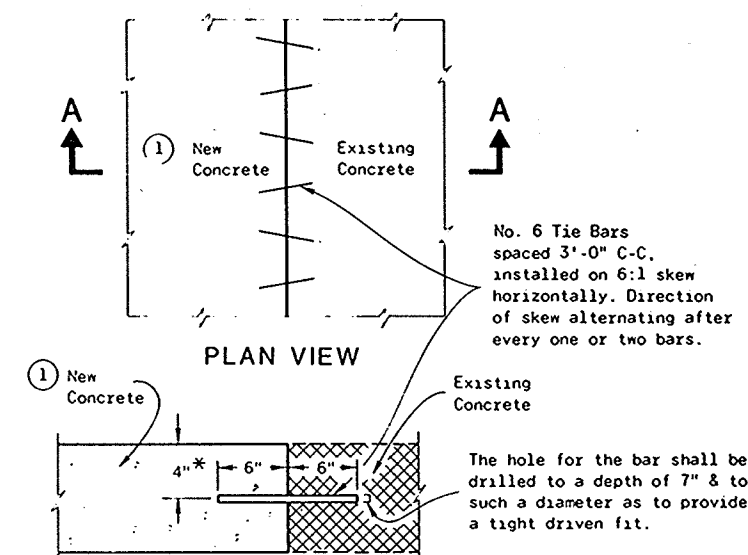
Integral Curb & Gutter when used shall be measured and paid for as Curb & Gutter and shall conform to the details for Concrete Curb & Gutter including the Transverse Gutter Slope. Tie Bars are not required with this alternate.

The limits of the base course, if used, are shown on the typical cross sections elsewhere in the plans. Any additional width of base course necessary to accommodate paving equipment will be at the contractors expense.

① = New Curb & Gutter, Surface Drains, Concrete Pavement or other New Concrete.

* = Or center of pavement, whichever is less.

** = Pay limits for Concrete Integral Curb & Gutter



SECTION A-A

PAVEMENT TIES

CONCRETE CURB, CONCRETE CURB & GUTTER AND PAVEMENT TIES

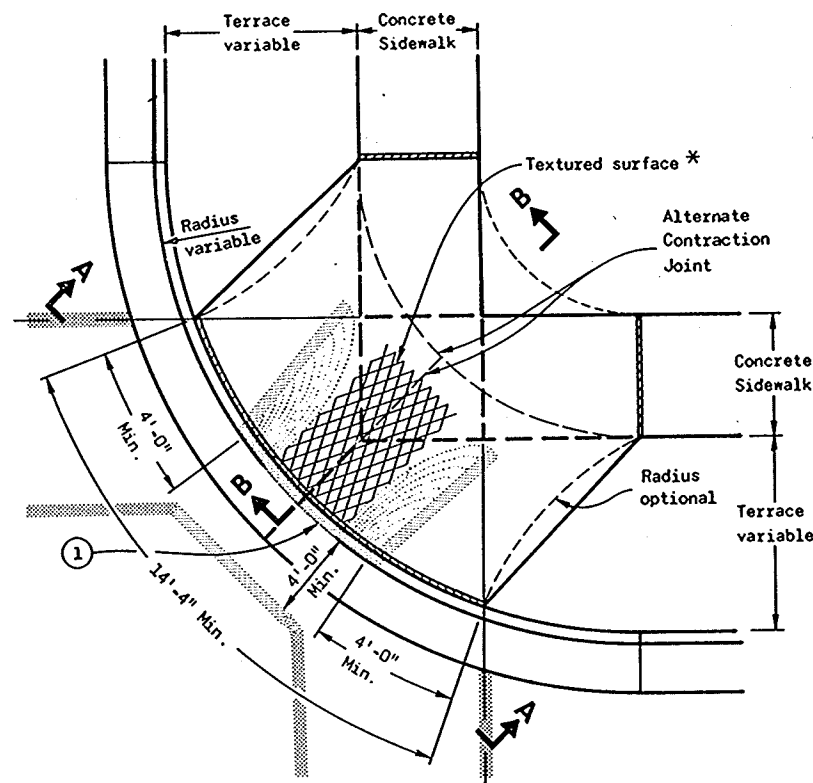
State of Wisconsin
Department of Transportation

APPROVED
9-24-84

DATE

FWHA

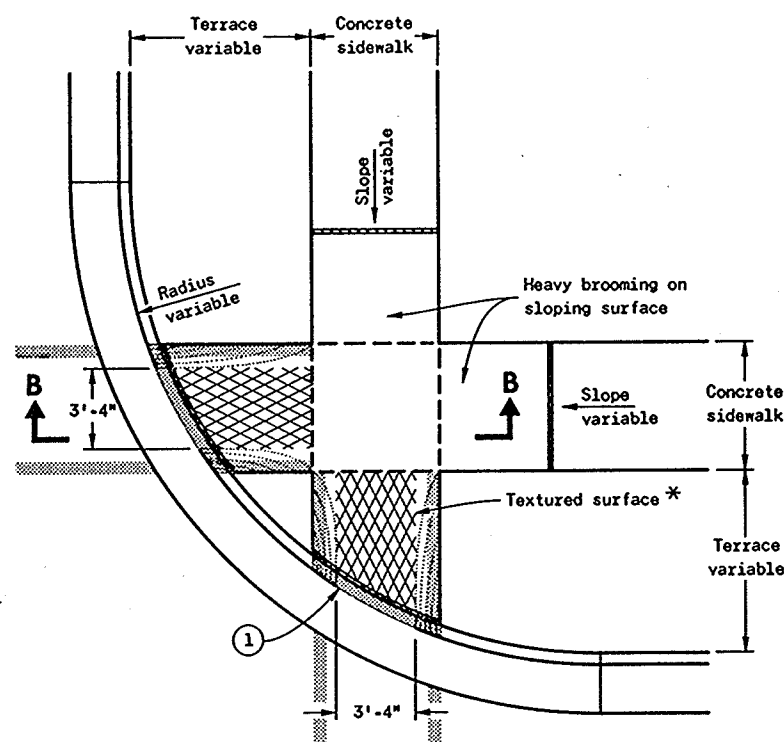
D. J. Schmitt
CHIEF DESIGN ENGINEER



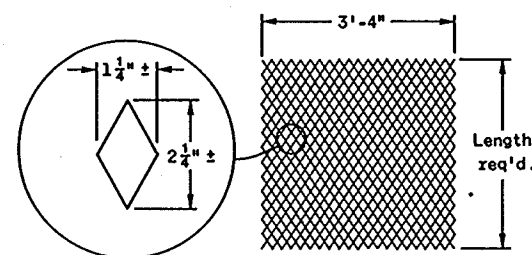
PLAN VIEW
TYPE 1 RAMP
(CENTER OF CORNER RADIUS)

$\frac{1}{2}$ " EXPANSION JOINTS - SIDEWALK
--- CONTRACTION JOINTS

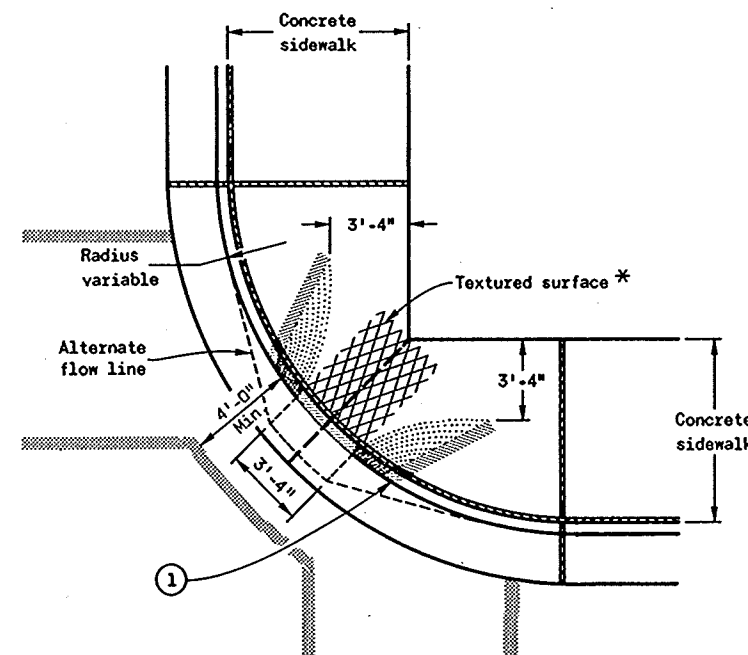
Location of joints may be varied from those shown to better fit site conditions and/or local government preference.



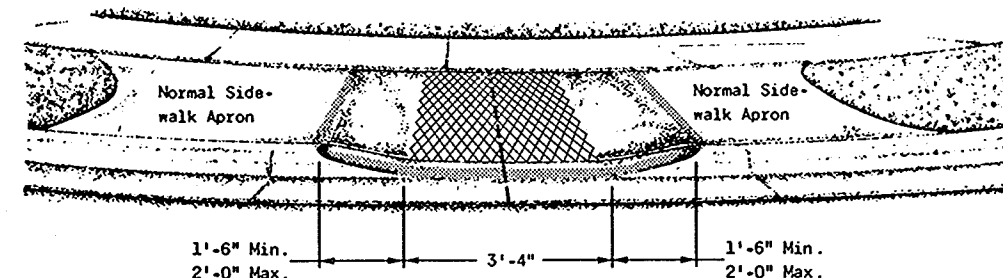
PLAN VIEW
TYPE 2 RAMP
(ON LINE WITH SIDEWALK)



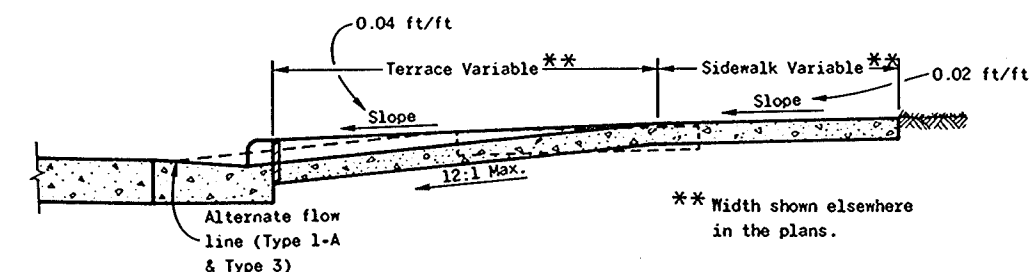
DETAIL OF DIAMOND PATTERN *



PLAN VIEW
TYPE 1-A RAMP
(NO TERRACE)



VIEW A-A



SECTION B-B

GENERAL NOTES

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

Ramps shall be built at 12:1 or flatter. When necessary, the sidewalk elevation may be lowered to meet the high point on the ramp.

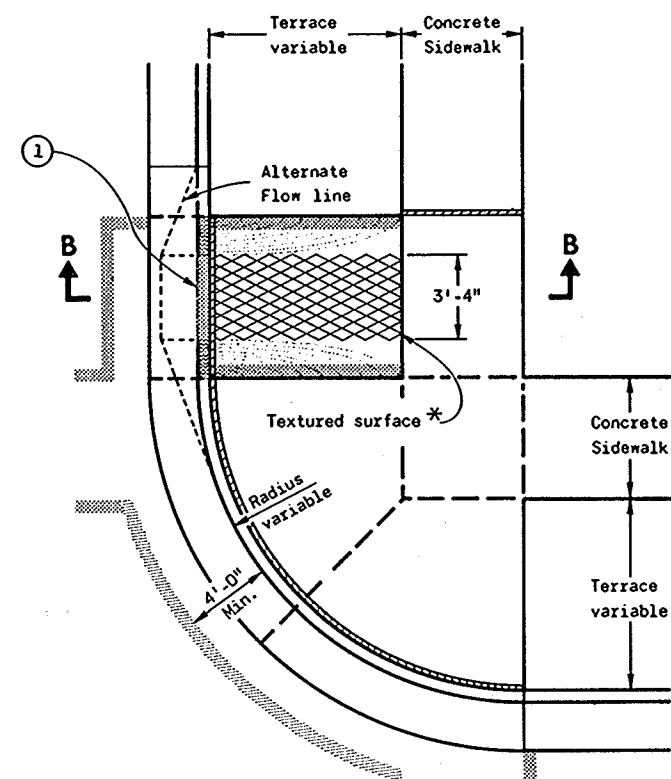
Type 1 or Type 1-A Ramps shall have a normal sidewalk apron and curb on both sides of ramp.

Curb ramps shall be measured and paid for as Concrete Sidewalk and Concrete Curb and Gutter.

Surface texturing shall consist of linear impressions approximately $\frac{1}{4}$ inch to $\frac{3}{8}$ inch in depth and width, oriented to provide a uniform pattern of diamond shapes measuring approximately $1\frac{1}{4}$ inches in width by $2\frac{1}{4}$ inches in length, with the length being parallel to the direction of pedestrian movement. This surface texture may be achieved by impressing and removing a piece of expanded metal regular industrial mesh into the surface of the ramp while the concrete is in a plastic state.

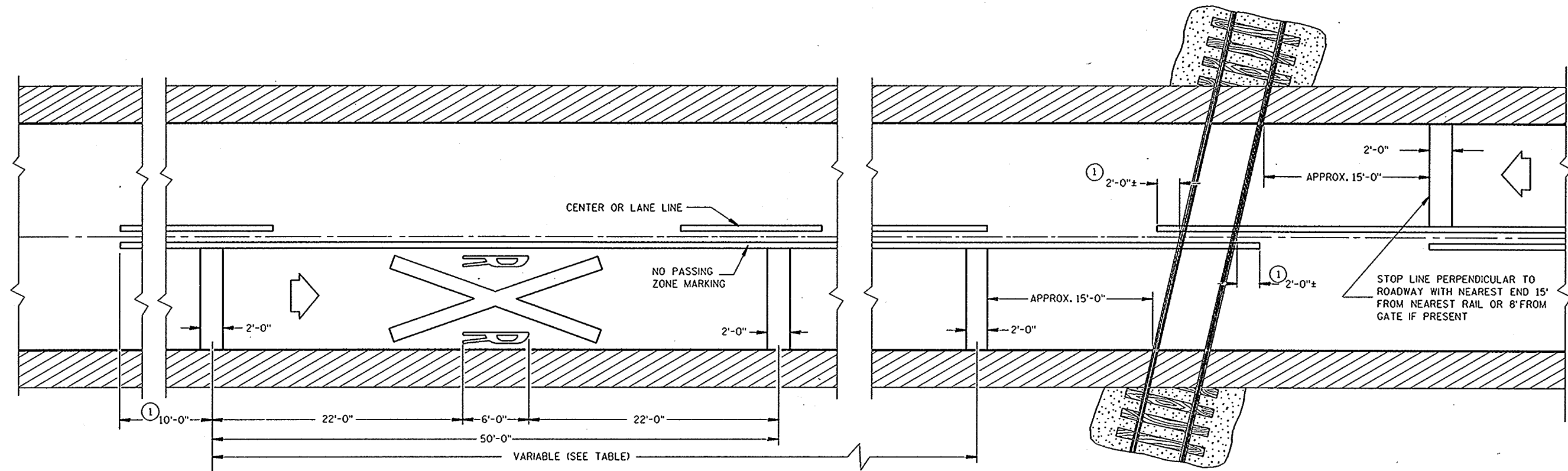
- ① The ramp shall be bordered on both sides and on the curb line with a 4 inch wide yellow stripe or with brick of a contrasting color. Normally the paint stripe alternate will be used. The municipality or the department will apply this striping unless otherwise specified in the contract.

If a municipality requires the brick alternate, special details and provisions are shown elsewhere in the plans.



PLAN VIEW
TYPE 3 RAMP
(OUTSIDE OF CROSSWALK AREA)

CURB RAMPS	
State of Wisconsin Department of Transportation	
APPROVED 10-23-84 DATE	<i>D. J. Almond</i> CHIEF DESIGN ENGINEER
FWWA	



GENERAL NOTES

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

THE DISTANCE FROM THE RAILROAD CROSSING MARKING TO THE NEAREST TRACK WILL VARY ACCORDING TO THE APPROACH SPEED AND THE SIGHT DISTANCE OF THE VEHICULAR TRAFFIC. DIMENSIONS SHOWN IN THE TABLE SHALL BE USED UNLESS OTHERWISE SHOWN ON THE PLANS.

A THREE-LANE ROADWAY SHOULD BE MARKED WITH A CENTERLINE FOR TWO-LANE APPROACH OPERATION ON THE APPROACH TO A CROSSING.

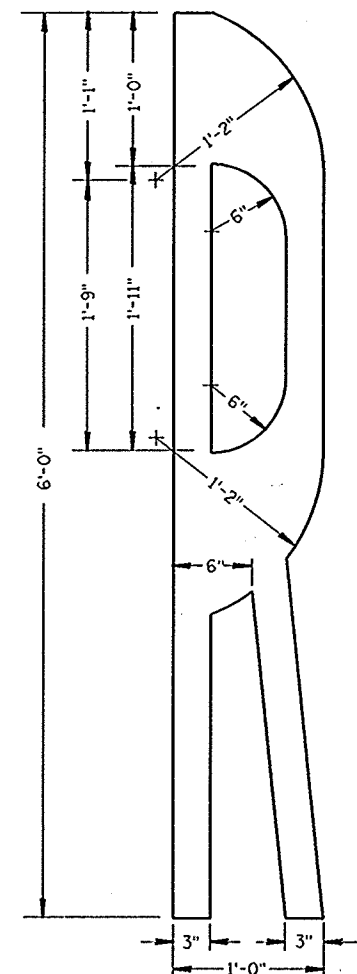
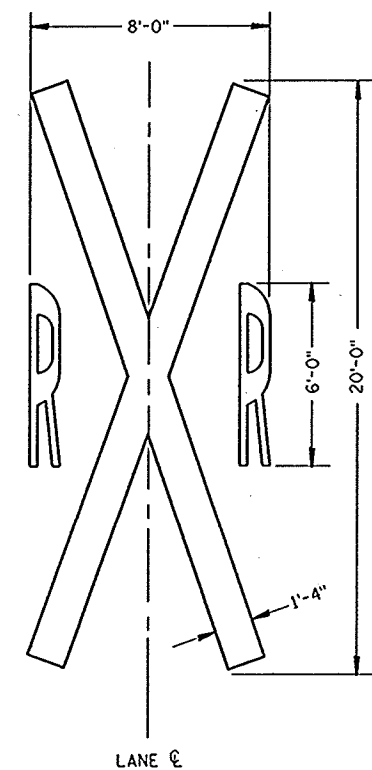
ON MULTI-LANE ROADS THE TRANSVERSE BANDS SHOULD EXTEND ACROSS ALL APPROACH LANES, AND INDIVIDUAL R X R SYMBOLS SHOULD BE USED IN EACH APPROACH LANE.

TRANSVERSE BANDS AND R X R SYMBOL ARE REFLECTIVE WHITE. SOLID LONGITUDINAL LINE IS REFLECTIVE YELLOW ON BIDIRECTIONAL TRAVELED WAYS AND IS OMITTED ON UNIDIRECTIONAL TRAVELED WAYS. DASHED LONGITUDINAL LINE IS REFLECTIVE YELLOW WHEN IT IS BETWEEN LANES OF TRAFFIC MOVING IN OPPOSITE DIRECTIONS AND REFLECTIVE WHITE WHEN IT IS BETWEEN LANES OF TRAFFIC MOVING IN THE SAME DIRECTION.

CENTER OR LANE LINES AND NO PASSING ZONE MARKINGS SHOWN ON THIS DRAWING ARE NOT REQUIRED UNLESS OTHERWISE SPECIFIED IN THE CONTRACT.

① MARKING LIMITS MAY BE EXTENDED AS DIRECTED BY THE ENGINEER TO MEET ADJACENT NO PASSING ZONE MARKINGS.

WIDTH MAY VARY ACCORDING TO LANE WIDTH



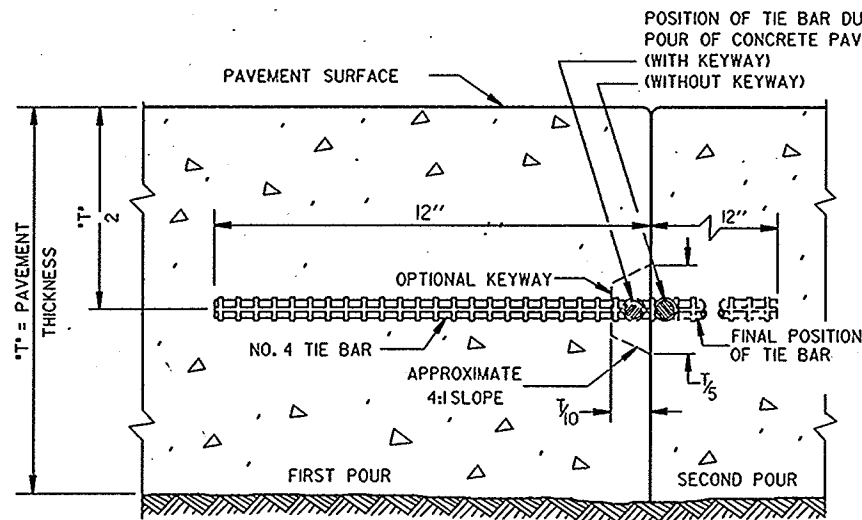
Posted Speed (M.P.H.)	Variable Dimension (Feet)
25	150
30	200
35	250
40	325
45	400
50	475
55	550

PAVEMENT MARKING DETAILS FOR RAILROAD-HIGHWAY GRADE CROSSINGS

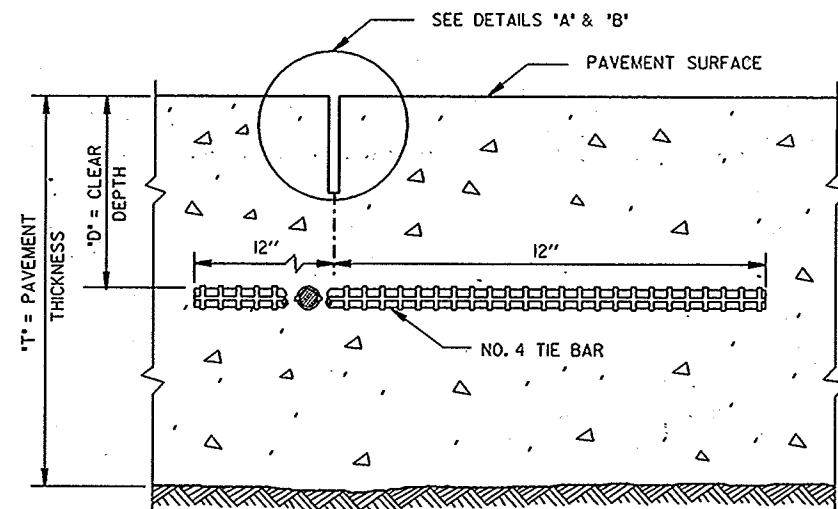
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
1-25-85
DATE
FHWA

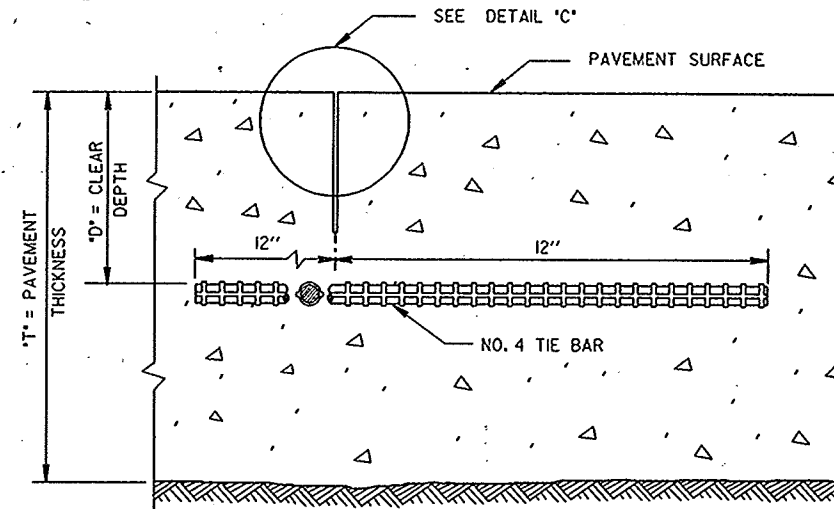
CHIEF TRAFFIC ENGINEER



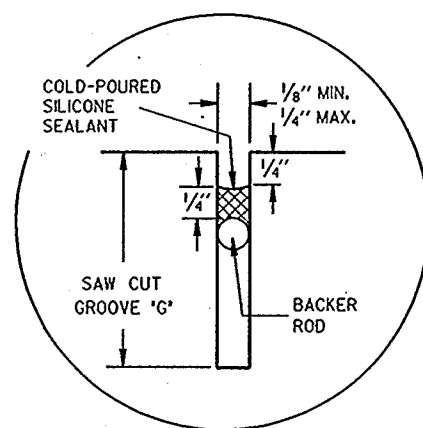
CONSTRUCTION JOINT



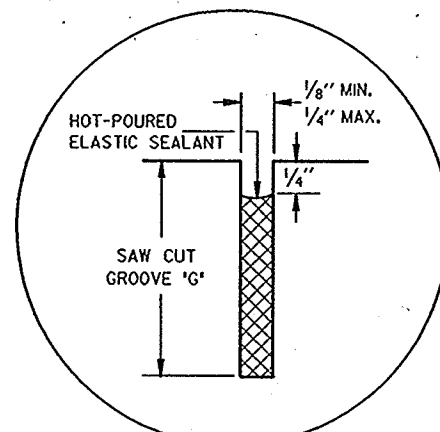
SAWED JOINT



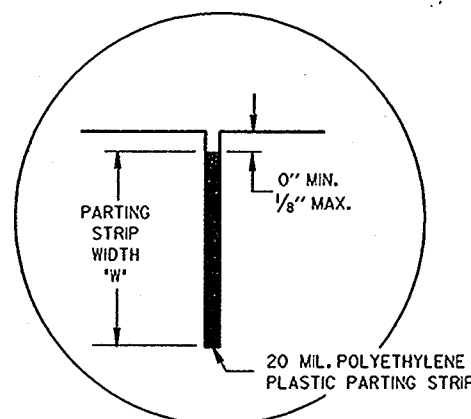
RIBBON JOINT



DETAIL 'A'



DETAIL 'B'



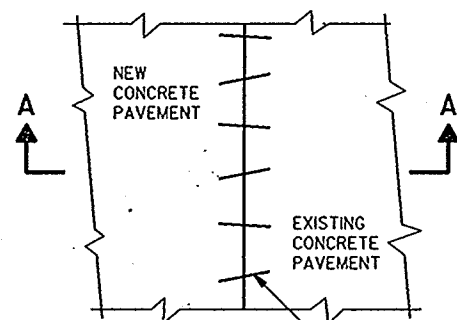
DETAIL 'C'

GENERAL NOTES

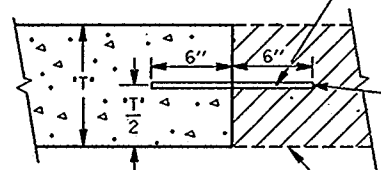
DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

DETAILS 'A' AND 'B' ARE EQUAL ALTERNATES. RIBBON JOINTS (DETAIL 'C') ARE NOT PERMITTED EXCEPT WHEN SPECIFIED ELSEWHERE IN THE CONTRACT.

TIE BARS AND PAVEMENT TIES SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.4 OF THE STANDARD SPECIFICATIONS.



PLAN VIEW



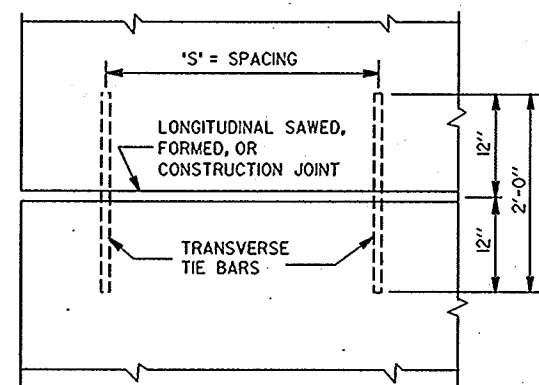
SECTION A-A
PAVEMENT TIES

NO. 6 TIE BARS
SPACED 3'-0" C-C,
INSTALLED ON 6:1 SKEW
HORIZONTALLY. DIRECTION
OF SKEW ALTERNATING AFTER
EVERY ONE OR TWO BARS.

THE HOLE FOR THE BAR SHALL
BE DRILLED TO A DEPTH OF
7" AND TO SUCH A DIAMETER
AS TO PROVIDE A TIGHT
DRIVEN FIT.

EXIST. CONC.
PAVEMENT

PAVEMENT THICKNESS 'T'	CLEAR DEPTH 'D'	SAW CUT GROOVE 'G'	MAXIMUM TIE BAR SPACING 'S'	PARTING STRIP WIDTH 'W'
6"	3" ± 1/2"	1 1/2"	30"	2"
7"	3 1/4" ± 1"	1 3/4"	30"	2 1/4"
8"	3 3/4" ± 1"	2"	30"	2 1/2"
9"	4 1/4" ± 1"	2 1/4"	30"	3"
10"	4 3/4" ± 1"	2 1/2"	30"	3 1/4"
11"	5 1/4" ± 1"	2 3/4"	24"	3 3/4"
12"	5 3/4" ± 1"	3"	24"	4"



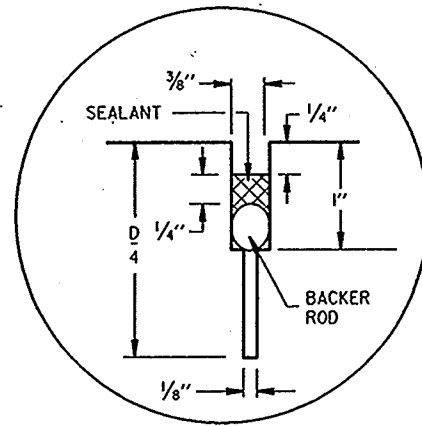
PLAN VIEW
SHOWING LOCATION OF TIE BARS

CONCRETE PAVEMENT
LONGITUDINAL JOINTS
AND PAVEMENT TIES

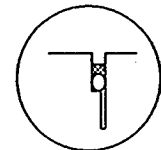
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
9-21-84
DATE
FHWA

[Signature]
CHIEF DESIGN ENGINEER

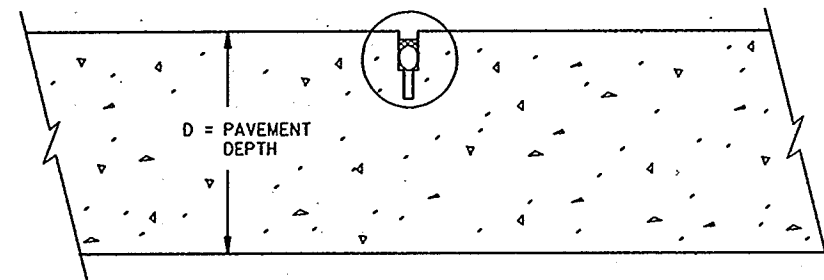


JOINT DETAIL

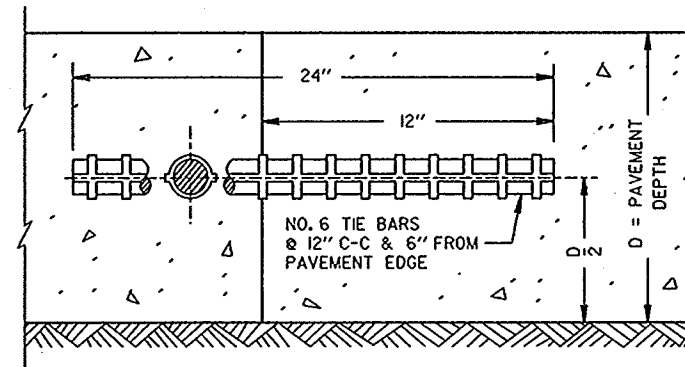


OPTIONAL JOINT *
SHAPE

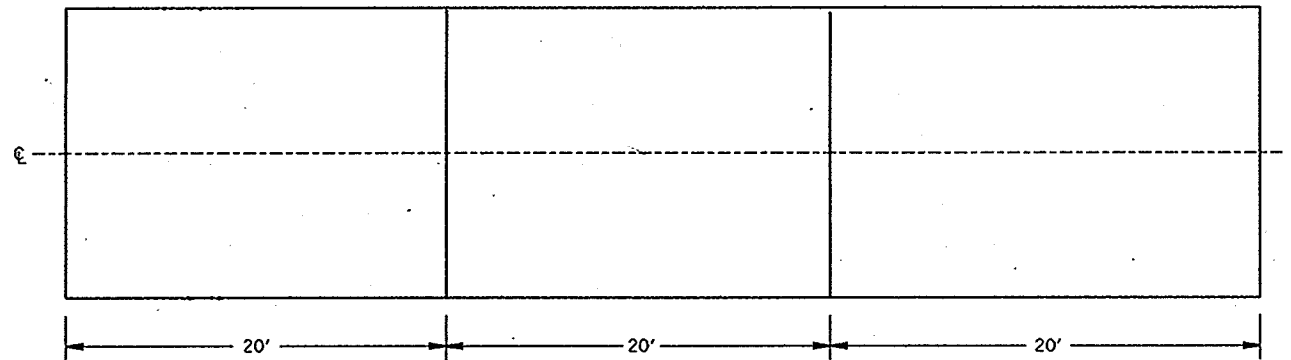
* OPTIONAL JOINT SHAPE IS NOT PERMITTED WHEN LIQUID CURING COMPOUNDS ARE USED TO CURE EITHER SINGLE-PHASE OR DOUBLE-PHASED SAWED JOINTS.



CONTRACTION JOINT



CONSTRUCTION JOINT



CONTRACTION JOINT LOCATIONS

GENERAL NOTES

DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.

CONTRACTION JOINTS

CONTRACTION JOINTS SHALL BE LOCATED AT A UNIFORM SPACING OF 20' ($\pm 1'$). EXCEPTIONS SHALL BE AS DIRECTED BY THE ENGINEER.

CONTRACTION JOINTS SHALL BE SEALED WITH A COLD POURED, SILICONE TYPE SEALANT.

THE FIRST SAWCUT OF DOUBLE-PHASED SAWED JOINTS SHALL BE TO THE DEPTH OF $D/4$ AND THE WIDTH OF $1/8$ INCH.

CONSTRUCTION JOINTS

CONSTRUCTION JOINTS SHALL BE LOCATED A MINIMUM OF 4 FEET FROM THE NEAREST CONTRACTION JOINT.

TIE BARS MAY BE INSERTED THROUGH THE HEADER BOARD AFTER THE CONCRETE HAS BEEN POURED.

TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.4 OF THE STANDARD SPECIFICATIONS.

TRANSVERSE JOINTS IN
NON-REINFORCED CONCRETE PAVEMENT
(20' NORMAL TRANSVERSE JOINTS
WITH POURED TYPE SEALER)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

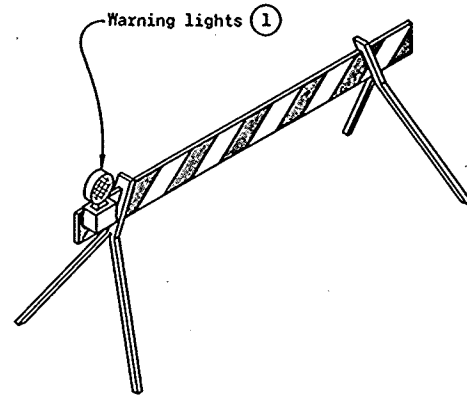
APPROVED
10-10-84
DATE
FHWA

[Signature]
CHIEF DESIGN ENGINEER

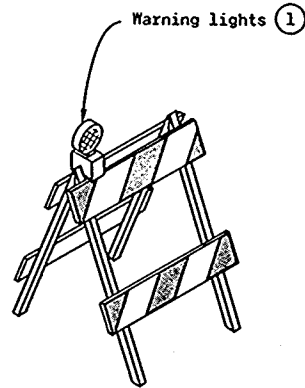
TABLE OF BARRICADE CHARACTERISTICS

BARRICADE TYPE	I	II	III
Height	3' Minimum		5' Minimum
*Rail Width	8" Minimum to 12" Maximum		
Rail Length	2' Minimum		4' Minimum
**Stripe Width	6" at 45° Angle		
Stripe Colors	Reflectorized Orange & White		

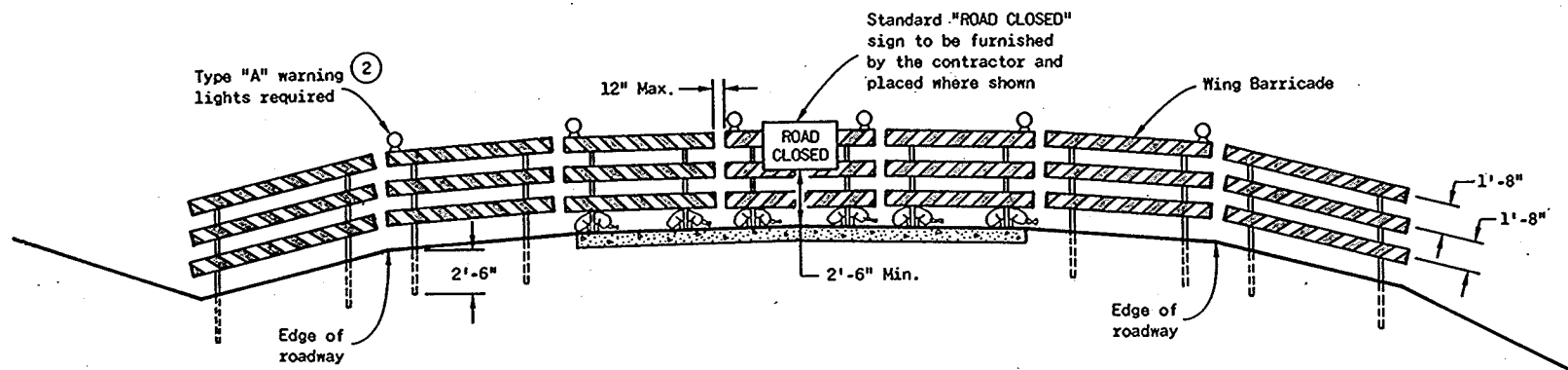
* Nominal dimensions when barricade is constructed of lumber.
 ** Shall be 4" for rail lengths less than 3'.



TYPICAL TYPE I BARRICADE

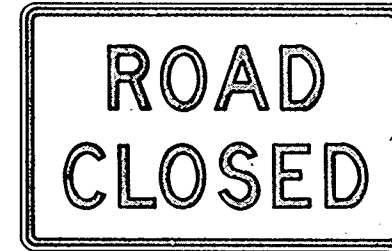


TYPICAL TYPE II BARRICADE



TYPICAL INSTALLATION SHOWING TYPE III BARRICADE

CONSTRUCTION BARRICADES



R11-2

48" x 30"

Black Lettering on Reflective
White Background

Letter Series "D"

Letter height 8"



W20-3

48" x 48"

Black Lettering on Reflective
Orange Background

Letter Series "D"

Letter height 7"

STANDARD SIGNS - TYPE II

GENERAL NOTES

The contractor shall furnish, erect and maintain barricades and signs. Details regarding location, spacing, dimensions, fabrication, material, sign lettering, lighting devices and color of barricades and signs shall conform to this drawing, the Manual On Uniform Traffic Control Devices, the Standard Specifications, Special Provisions and/or plans.

Type III Barricades and Signs shall be erected at the termini of projects and at other road or street locations where it is necessary to control or eliminate public access to the construction area.

Type I and II Barricades shall be used on projects when traffic is to be maintained through the construction area.

The actual field location of barricade installations and advance signs shall be as directed by the Engineer.

Each barricade shall have the name and telephone number of a person responsible for 24 hour emergency service printed in letters at least 3/4 inch in height on the barricade rails. Prior to May 1, 1983, such information may be shown on either front or back faces of the barricade rails. After May 1, 1983, all printed information or identification markings shall be shown only on the back side of barricade rails.

Type I Barricades may include other unstriped horizontal panels necessary to provide stability.

On high speed expressways or in other situations where barricades may be susceptible to overturning in the wind, sandbags should be used for ballasting. Sandbags may be placed on lower parts of the frame or stays to provide the required ballast but shall not be placed on top of any striped rail.

- Unless otherwise provided elsewhere in the contract, warning lights are required on all barricades which will be located near traffic operations during periods of inclement weather or hours of darkness. Barricades used to shield isolated hazards shall be equipped with Type "A" (low intensity - flashing) lights unless Type "B" (high intensity) - flashing lights are specified elsewhere in the contract documents. Barricades used for channelization or delineation of the travel path shall be equipped with Type "C" (steady burn) lights except for the initial barricade(s) in sequence, which shall be equipped with Type "A" or "B" lights as previously noted.

- Two warning lights shall be provided on the center barricade and at least one warning light shall be provided on each of the other barricades within the roadway limits. Spacing of the warning lights shall be uniform to the edge of roadway as shown.

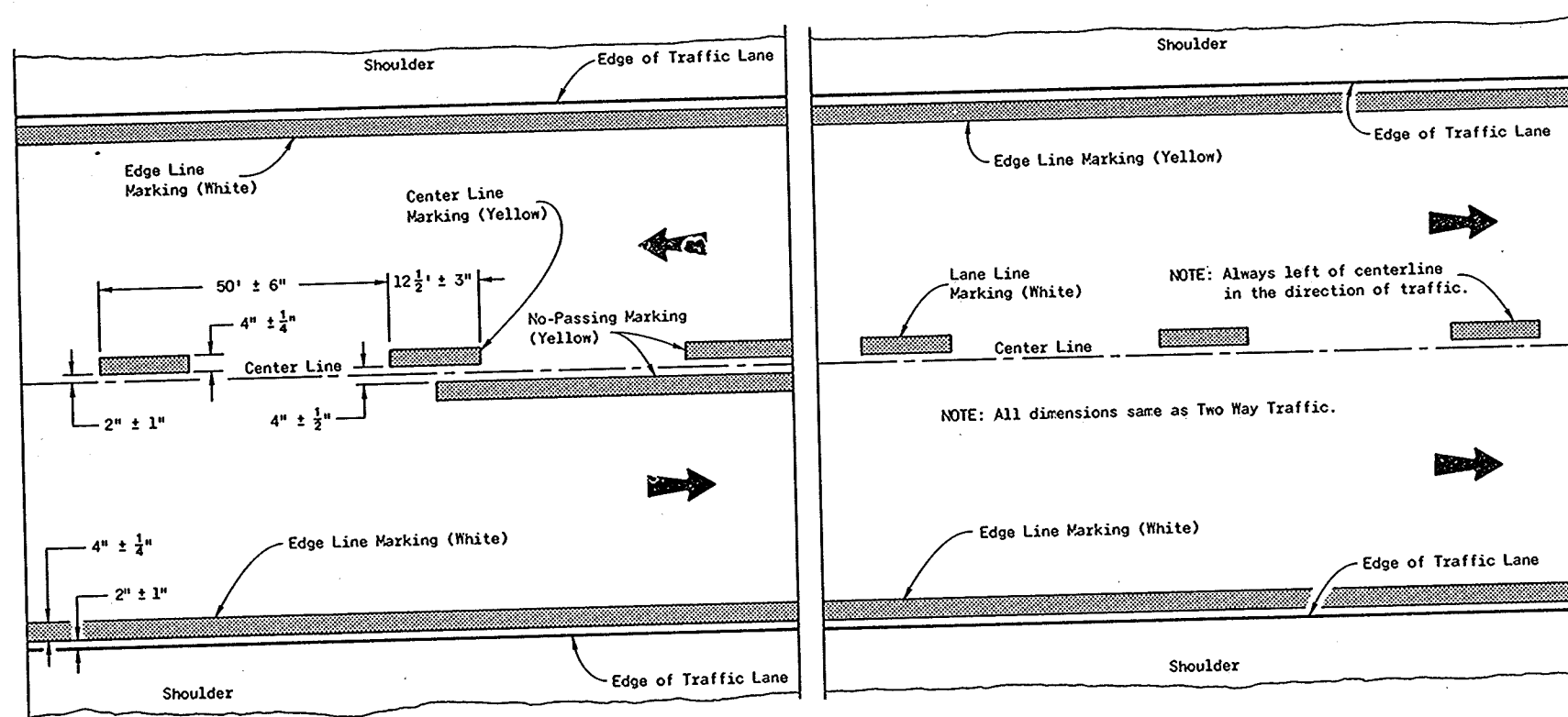
CONSTRUCTION BARRICADES & STANDARD SIGNS

State of Wisconsin
Department of Transportation

APPROVED
9-14-81
DATE

D. J. Strand
CHIEF DESIGN ENGINEER

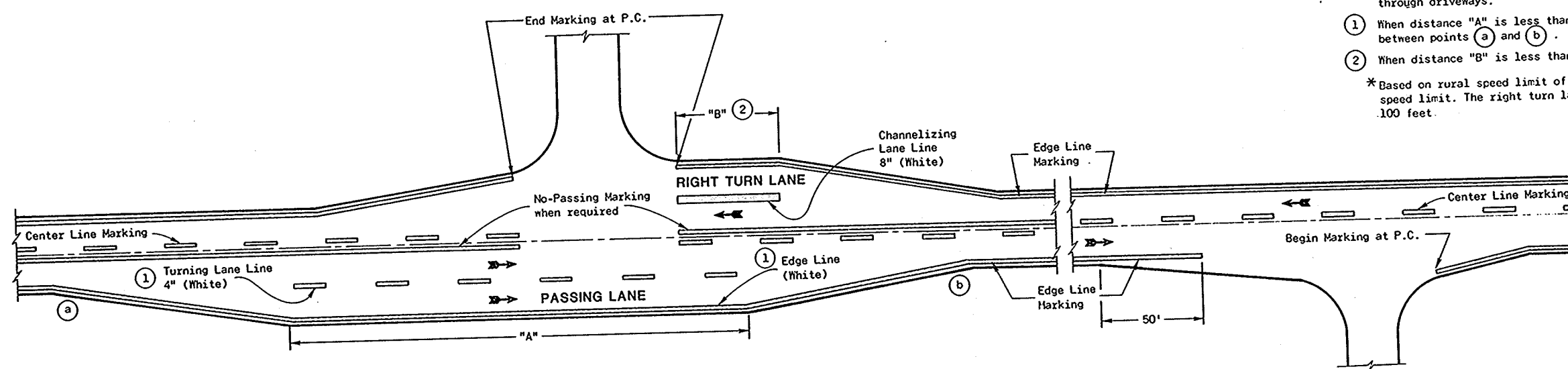
FHWA



TWO WAY TRAFFIC

ONE WAY TRAFFIC

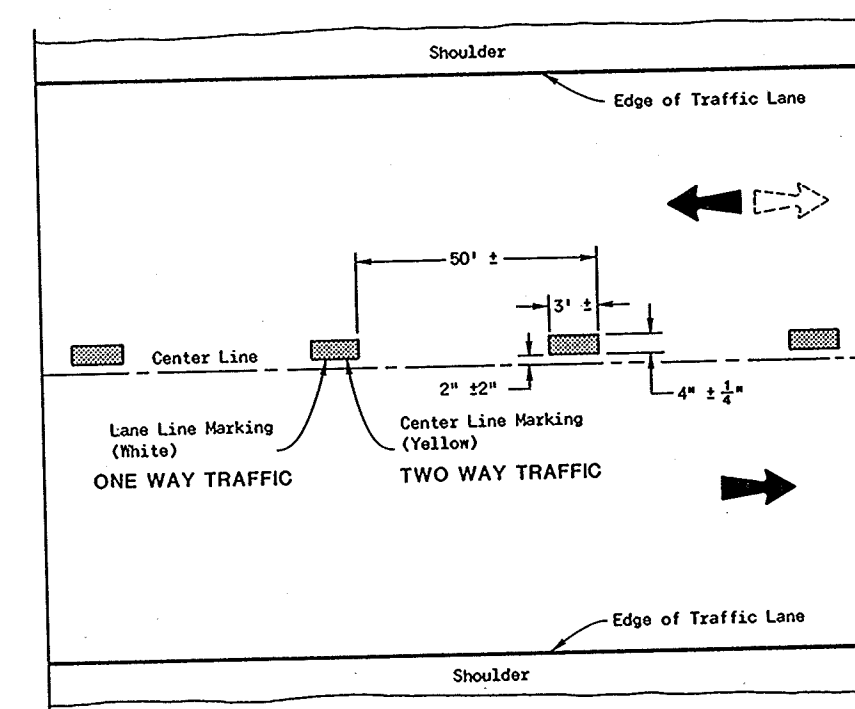
PERMANENT PAVEMENT MARKING



MAJOR INTERSECTION

MINOR INTERSECTION

TYPICAL PAVEMENT MARKING FOR RURAL INTERSECTIONS

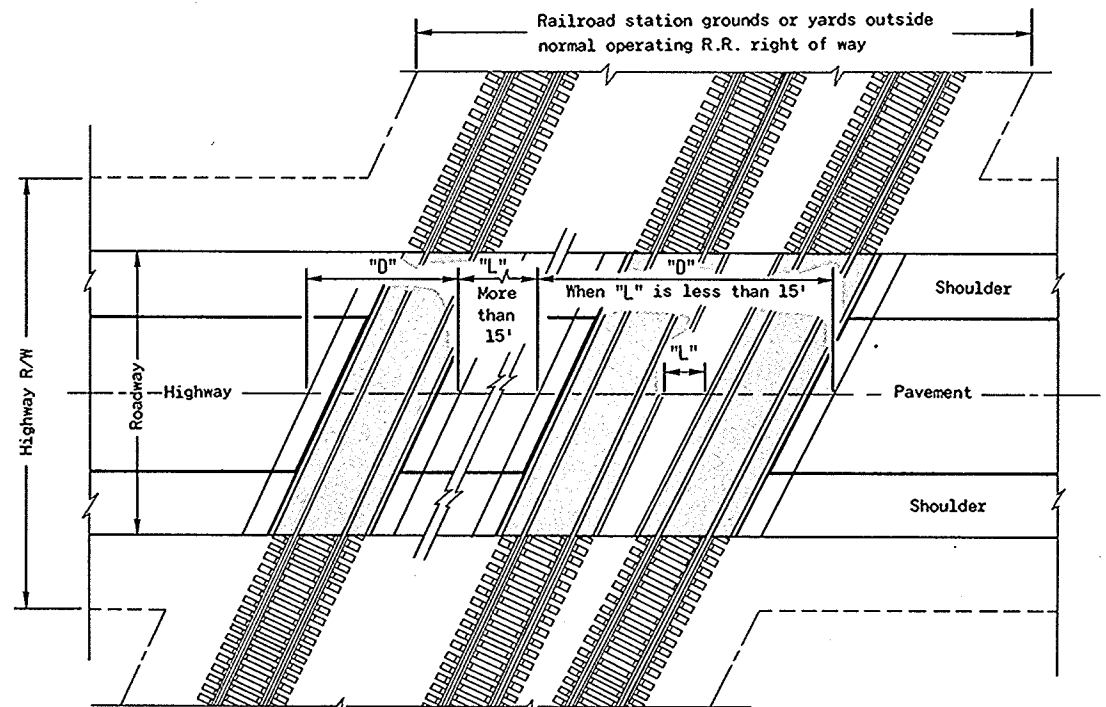
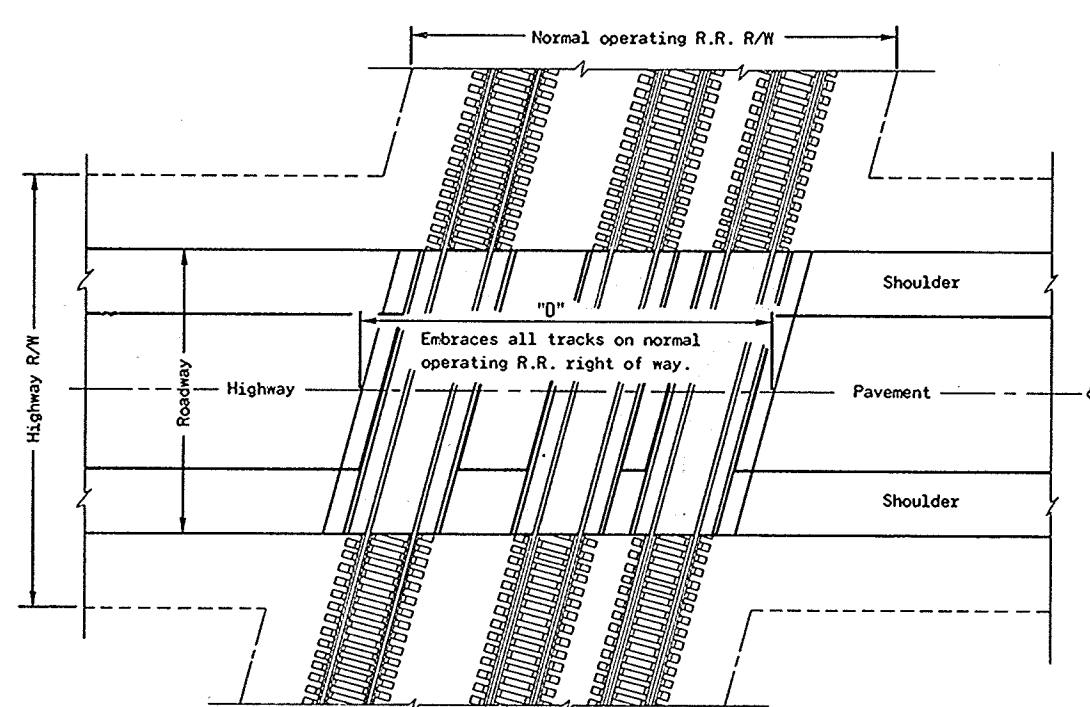


TEMPORARY PAVEMENT MARKING

GENERAL NOTES

- Details of construction not shown on this drawing shall conform to Standard Specifications and Special Provisions.
- Edge Lines shall be omitted through intersections. Edge Lines shall be continued through driveways.
- When distance "A" is less than 250*, omit Turning Lane Marking and Edge Line between points (a) and (b).
 - When distance "B" is less than 150*, omit Channelizing Lane Line.
- *Based on rural speed limit of 55 MPH. Reduce values in proportion to posted speed limit. The right turn lane should have a desirable minimum length of 100 feet.

PAVEMENT MARKING	
State of Wisconsin Department of Transportation	
APPROVED 1-25-85 DATE	CHEF TRAFFIC ENGINEER
FHWA	



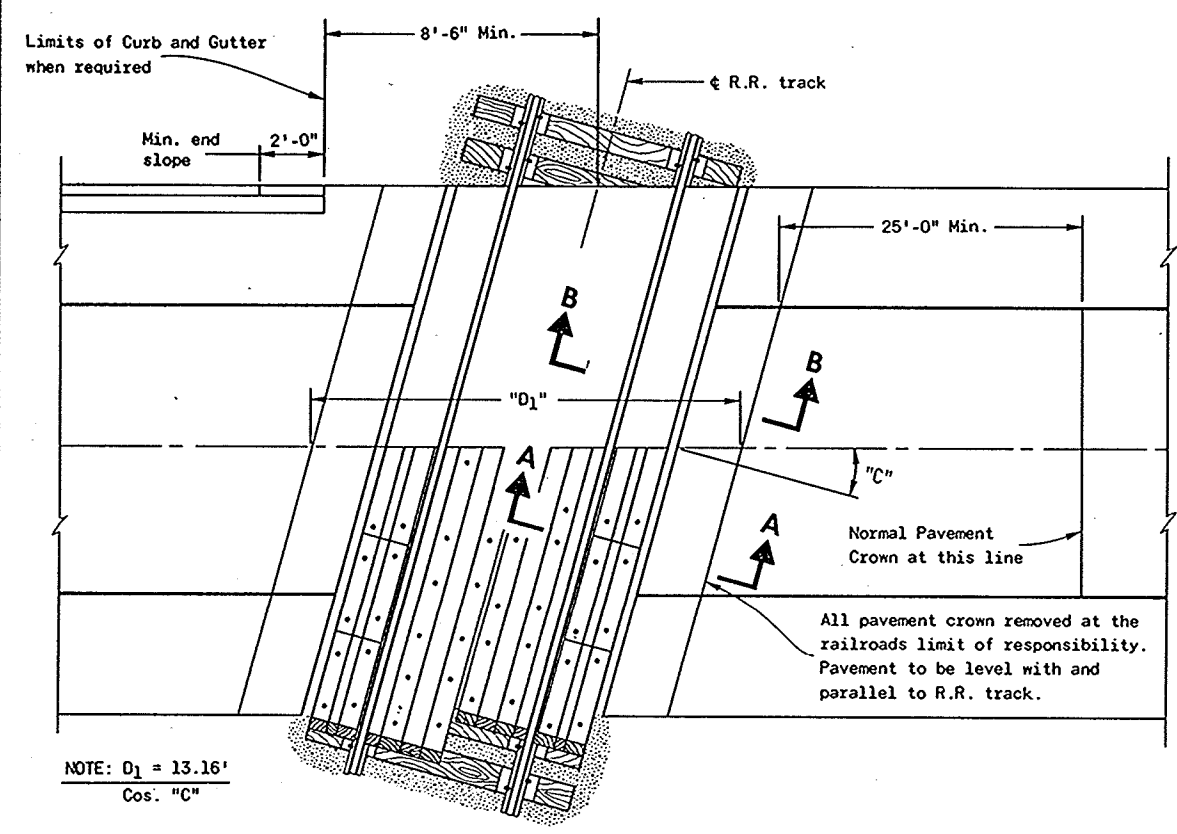
TYPICAL TYPES OF RAILROAD GRADE CROSSINGS
SHOWING THE RAILROAD'S LIMIT OF RESPONSIBILITY
AND MEASUREMENT DETAILS

GENERAL NOTES

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

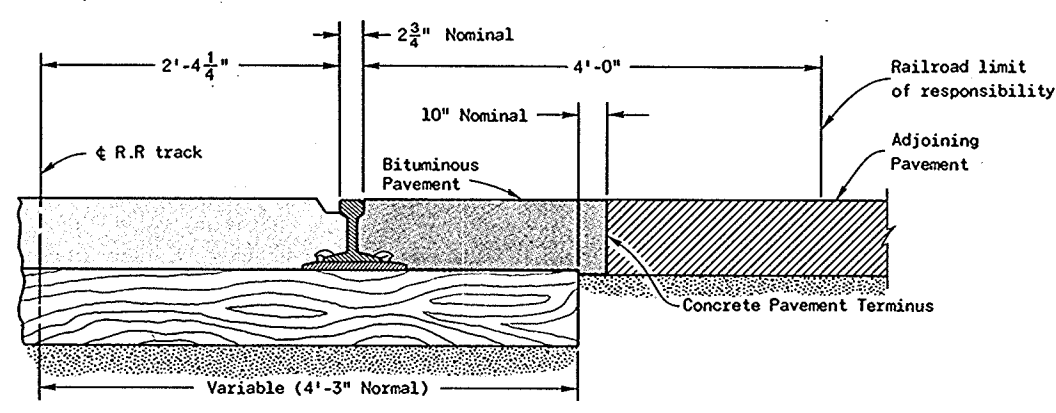
"D" & "D₁" = Exception to net length of $\pm$. Paving or surfacing and shoulder material within limits designated by "D" or "D₁" to be at expense of railroad company. Trackage to industrial sites to be treated same as trackage to R.R. station grounds or yards outside of normal operating R/W.

Modular crossings shall be installed in accordance with the Manufacturer's Specifications

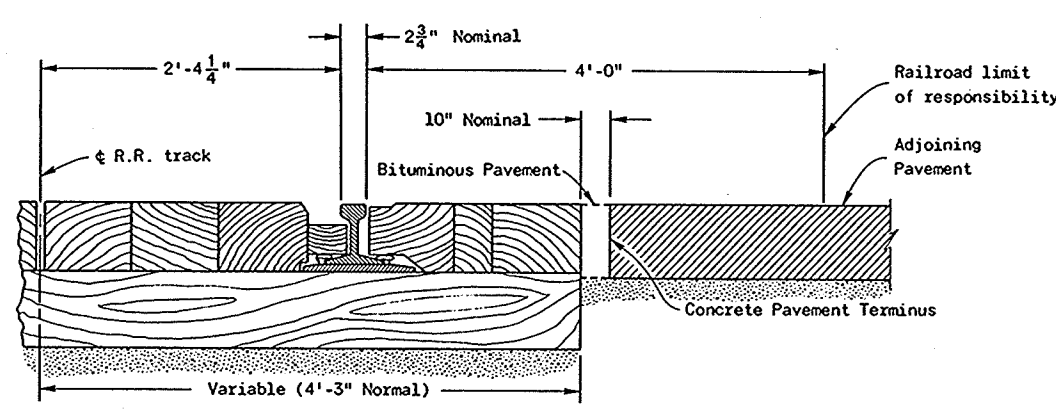


NOTE: D₁ = 13.16'
Cos. "C"

RAILROAD APPROACH CONSTRUCTION DETAILS

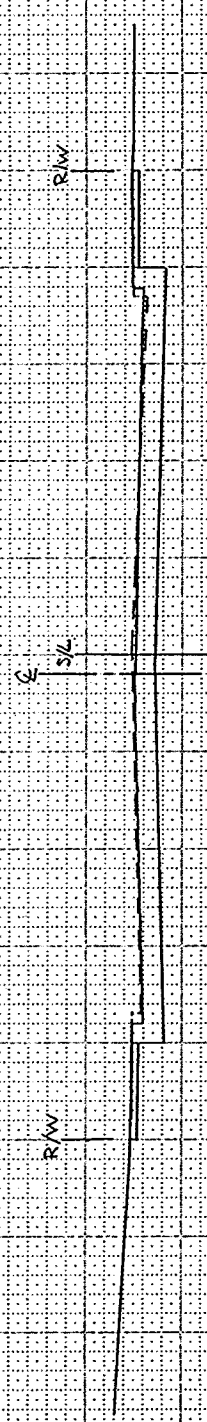
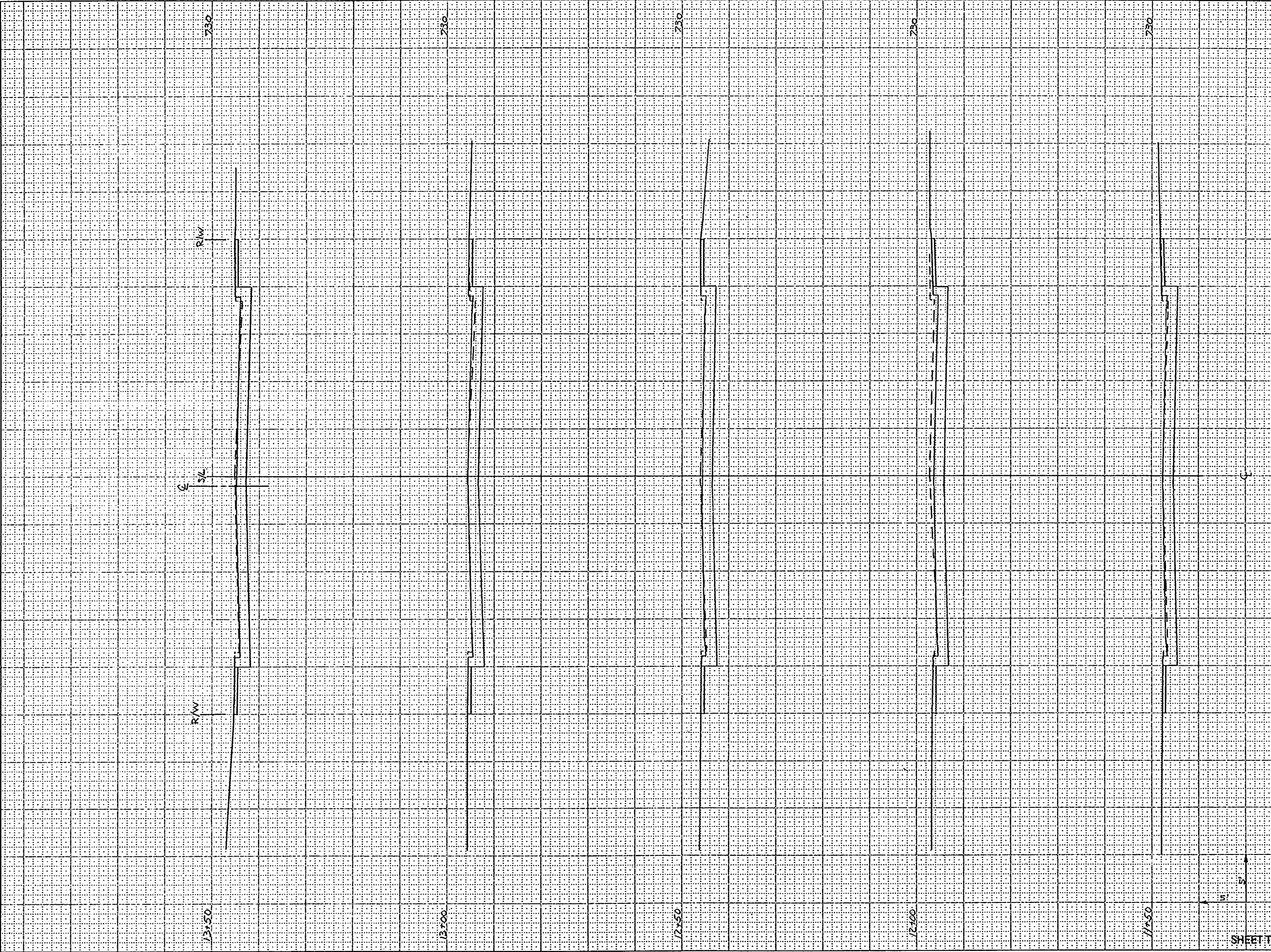


SECTION B-B

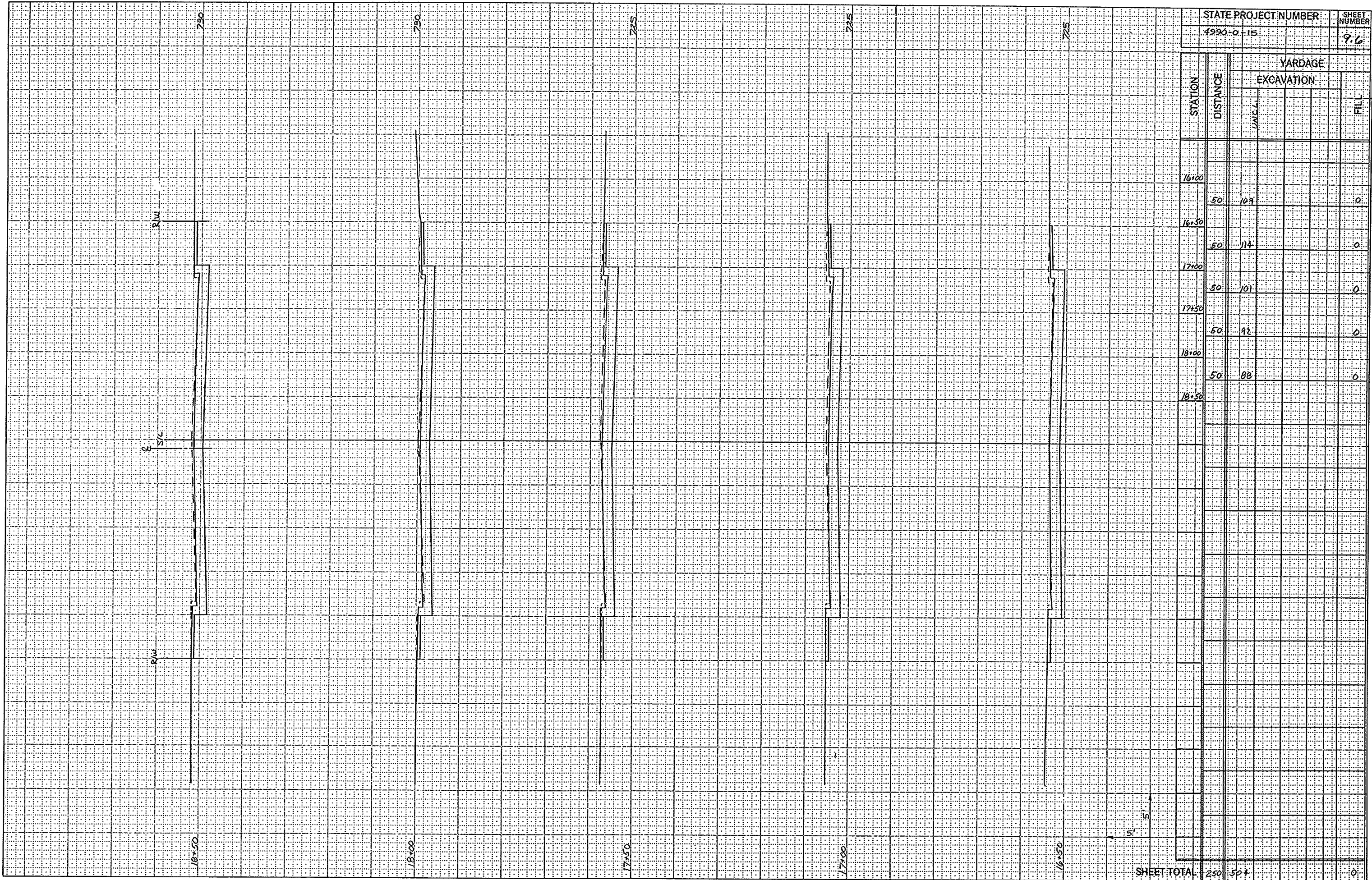


SECTION A-A

PAVEMENT DETAILS FOR RAILROAD APPROACH	
State of Wisconsin Department of Transportation Division of Transportation Facilities	
APPROVED 6-18-84 DATE	<i>[Signature]</i> CHIEF DESIGN ENGINEER
FHWA	



STATE PROJECT NUMBER			SHEET NUMBER
4990-0-15			9.4
STATION	DISTANCE	YARDAGE	
		EXCAVATION	
		UNCL	FILL
11+00			
	50	81	0
11+50			
	50	99	0
12+00			
	50	101	0
12+50			
	50	85	0
13+00			
	50	81	0
13+50			
	</		



STATE PROJECT NUMBER		SHEET NUMBER	
1990-0-15		9.6	
STATION	DISTANCE	YARDAGE	
		EXCAVATION	FILL
16+00			
	50	109	0
16+50			
	50	114	0
17+00			
	50	101	0
17+50			
	50	92	0
18+00			
	50	88	0
18+50			
SHEET TOTAL		250	0

