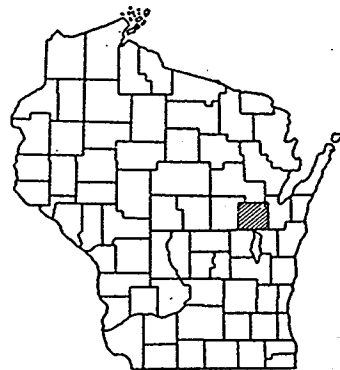


Y 2

INDEX OF SHEETS

SHEET NO. 1	TITLE
SHEET NO. 2	TYPICAL CROSS SECTIONS
SHEET NO. 2	ESTIMATE OF QUANTITIES
SHEET NO. 2	MISCELLANEOUS QUANTITIES
SHEET NO. —	RIGHT OF WAY PLAT
SHEET NO. 3-6	PLAN AND PROFILE STA. 205+91.3 TO STA. 24+00
SHEET NO. 7-74	STANDARD DETAILS
SHEET NO. —	DRAINAGE STRUCTURES
SHEET NO. 8-14	CROSS SECTIONS

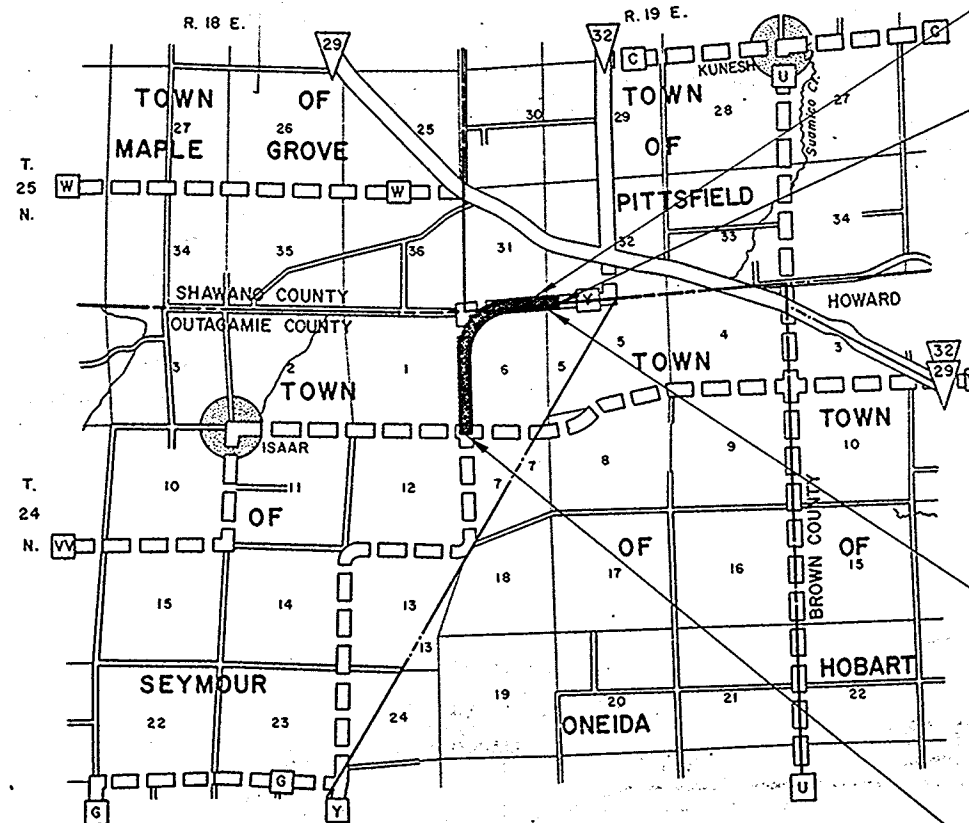


STATE OF WISCONSIN STATE HIGHWAY COMMISSION OF WISCONSIN

PLAN AND PROFILE OF PROPOSED C.T.H. "VV" - NO. CO. LINE ROAD C.T.H. - "Y" OUTAGAMIE COUNTY PROJECT S 1253 (8)

COUNTY AND HIGHWAY	ROUTE AND SECTION	CLASS AND AGREEMENT	S.P.R. REGION DIVISION	SHEET NUMBER	TOTAL SHEETS
44.6	1253.0	STATE	FEDERAL	11.8	4 WIS.
					1
					14

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. 290+99.35 =
STA. 18+00, BEG. PROJ. S 1253(5)

STA. 24+00 END OF
PROJECT S 1253 (8) = STA. 24+00, PROJ. S 1253(5)
400 FEET EAST OF THE NORTHEAST
CORNER OF SECTION 6, T 24 N, R 19 E.

EQLATION: STA. 292+99.35 BACK =
STA. 20+00.00 AHEAD

STA. 205+91.3 BEG. OF
PROJECT S 1253 (8) = STA. 205+91.3, END PROJ. S 1253(4)
SOUTHWEST CORNER OF SECTION 6, T 24 N, R 19 E.

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.....
{BARBED.....	MARSH.....
LOT LINE.....	HEDGE.....
CORPORATE OR CITY LIMITS.....	TREES.....
PROPERTY LINE.....	GROUND ELEVATION..... DATUM LINE 73.9
TRAVELED WAY OR P.E.....	GRADE ELEVATION..... DATUM LINE 73.16
RAILROADS.....	
BASE OR SURVEY LINE.....	

LAYOUT

SCALE 1" = 1 MILE

TOTAL NET LENGTH OF CENTERLINE = .1725 MI.

1965
County Project #121 "Y"
S 1253(8)

STATE HIGHWAY COMMISSION OF WISCONSIN MADISON, WIS.	
SURVEYOR D. G. N.	NOTE BOOK 568-569
DISTRICT COMPUTER R. J. H.	M. O. CHECKER W. H. B.
DISTRICT CHECKER M. P. S.	CORRECT.
CORRECT:	
DATE 2/26/64	STATE ENGINEER
RECOMMENDED FOR APPROVAL:	
DATE 3/1/64	STATE ENGINEER
APPROVED:	
DATE 3/4/64	STATE ENGINEER
DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	
APPROVED:	
DATE	
DIVISION ENGINEER	

S 1253(8)

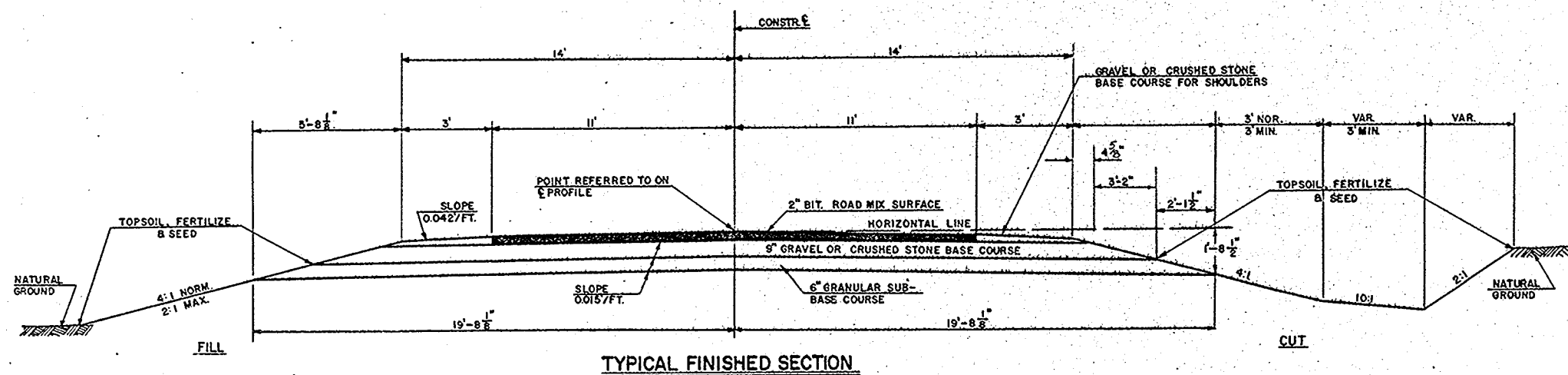
ESTIMATE OF QUANTITIES

CONTRACT NO. 182

BPR REGION	PROJECT	SHEET NO.	TOTAL SHEETS
4	S 1253(8)	2	14

THIS PROJECT IS TO BE EXECUTED UNDER THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION OF THE STATE HIGHWAY COMMISSION OF WISCONSIN—EDITION OF 1963, APPROVED OCTOBER 16, 1963, FEDERAL AID REQUIRED CONTRACT PROVISIONS APPROVED OCTOBER 29, 1963, AND SPECIAL PROVISIONS AS ATTACHED TO PROPOSALS.

CONTRACT NO.	STATION TO STATION	NET LENGTH OF CENTER LINE	CLEARING	GRUBBING	EXCAVATION		GRANULAR SUB BASE COURSE	FINISHING ROAD WAY	OBLITERATING OLD ROAD	GRAVEL OR CRUSHED STONE BASE COURSE		BITUMINOUS				CULVERT PIPE CLASS III				CORR. MET. CULV. PIPE 30"	CORR. MET. PIPE ARCH 48" X 27"	CORR. MET. PIPE ARCH 66" X 36"	RIPRAP	MARKER POSTS	SALVAGED TOPSOIL	FERTILIZER	SEEDING
					UNCLASSIFIED						SHAPING & COMPACTING	MATERIAL FOR PRIME COAT	ROAD MIX SURFACE	MATL FOR SURFACE COURSE	AGGREGATES FOR BIT. ROAD MIX SURFACE	18"	24"	30"	36"								
ITEM NO.	UNIT	LIN. FT.	L.D.	L.D.	C.Y.	C.Y.	C.Y.	L.S.	STA.	TON	TON	GAL.	S.Y.	GAL.	TON	L.F.	L.F.	L.F.	L.F.	L.F.	L.F.	L.F.	C.Y.	EACH	S.Y.	CWT.	S.Y.
1	205+91.3—24+00	9,108.05	221	239	12,596		7,300	1	8.5		18,000	3,850	23,500	34,200		96	216	112	56	22	116	62	10	16	45,600	41	47,900
2	205+91.3—24+00	9,108.05								18,000					2,800												
TOTALS		9,108.05	221	239	12,596		7,300	1	8.5	18,000	18,000	3,850	23,500	34,200	2,800	96	216	112	56	22	116	62	10	16	45,600	41	47,900



GRAVEL OR CRUSHED STONE BASE COURSE	
LOCATION	TONS
CENTERLINE	16,400
SHOULDERS	800
PE'S & SD. RDS.	800
TOTAL	18,000

GENERAL NOTES

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

ON ALL SUPERLEVATED CURVES THE CROWN SHALL BE REMOVED AND THE PAVEMENT SURFACE, BASE COURSE AND EARTH GRADE SHALL RESULT IN A STRAIGHT LINE SLOPE ACROSS ENTIRE WIDTH OF ROADBED.

WHEN THE QUANTITY OF THE ITEMS OF SUBBASE, BASE OR SURFACE COURSE IS MEASURED FOR PAYMENT BY THE TON OR CUBIC YARD, THE DEPTH OR THICKNESS OF THE COURSE SHOWN ON THE PLANS IS APPROXIMATE AND THE ACTUAL THICKNESS WILL DEPEND ON THE DISTRIBUTION OF MATERIAL DIRECTED BY THE ENGINEER.

SALVAGED TOPSOIL SHALL BE PLACED WHERE INDICATED ON TYPICAL CROSS SECTIONS TO AN APPROXIMATE DEPTH OF 3" AT TIME OF PLACING.

STANDARD DETAIL DRAWINGS

RIPRAP AT SIDE ROAD CULVERTS	6-2.5.2
CORRUGATED METAL PIPE ARCH	6-6.3.2
MARKER POSTS	7-1.3.4
CONSTRUCTION BARRICADE	7-4.1.4
SIDEROAD LAYOUT DETAILS	9-1.1.4

TYPICAL CROSS SECTIONS

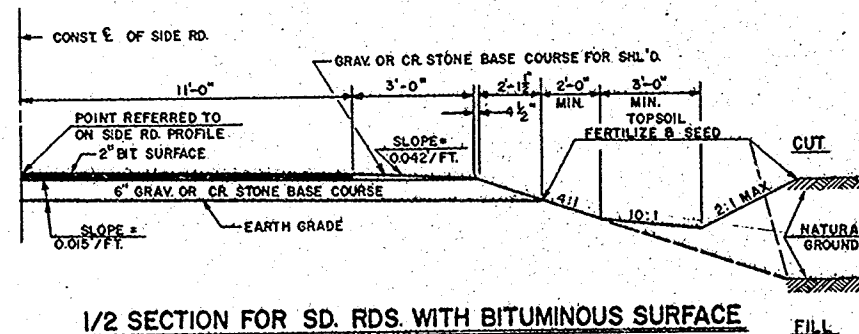
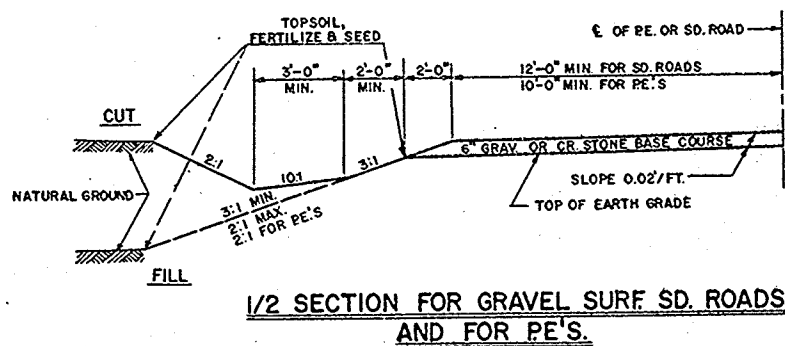
FOR

28 FT. ROADBED — 22 FT. BITUMINOUS SURFACE
ESTIMATE OF QUANTITIES

AND

MISCELLANEOUS CONSTRUCTION DETAILS

SCALE VARIABLE



PLAN	WIRE	BY	DATE
NOT BOOK	PLACED	228	3-24
NO. 568	SENT BY CHICAGO		
	PT. OF WAY CHICAGO		

STA. 205 + 91
TYPE "E" INTERSECTION REQ'D.
SEE STD. DRAWING NO. 9-1.1.4

PROFILE	NOT RECORDED	DO NOT H.P.K.	3-64
SEARCHED	INDEXED	NOT H.P.K.	3-64
SERIALIZED	FILED	H.P.K.	3-64
MAR 10 1964		H.P.K.	4-64
FBI - MEMPHIS			

NET LENGTH OF CENTERLINE		
STATION TO STATION		LIN. FT.
205+91.3	220+00	1,408.70

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

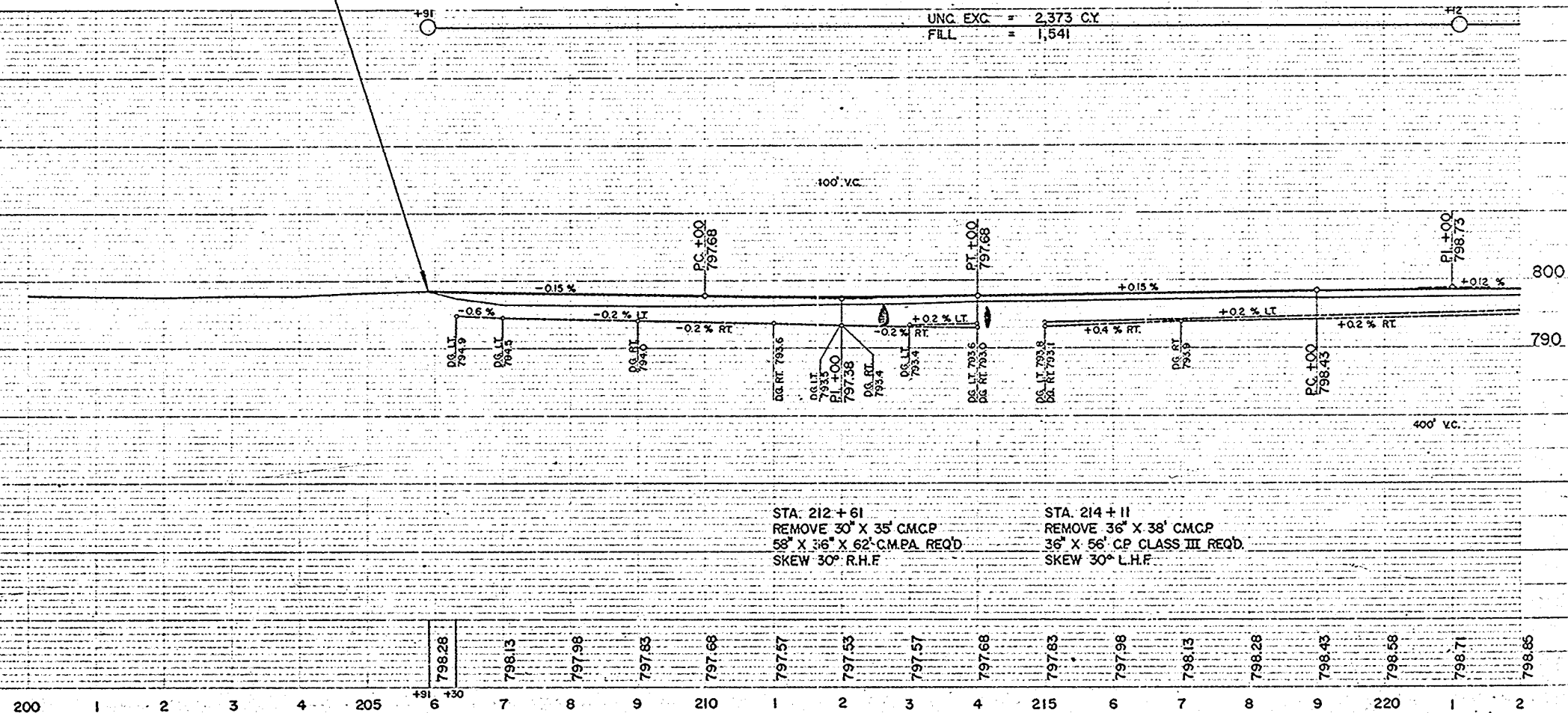
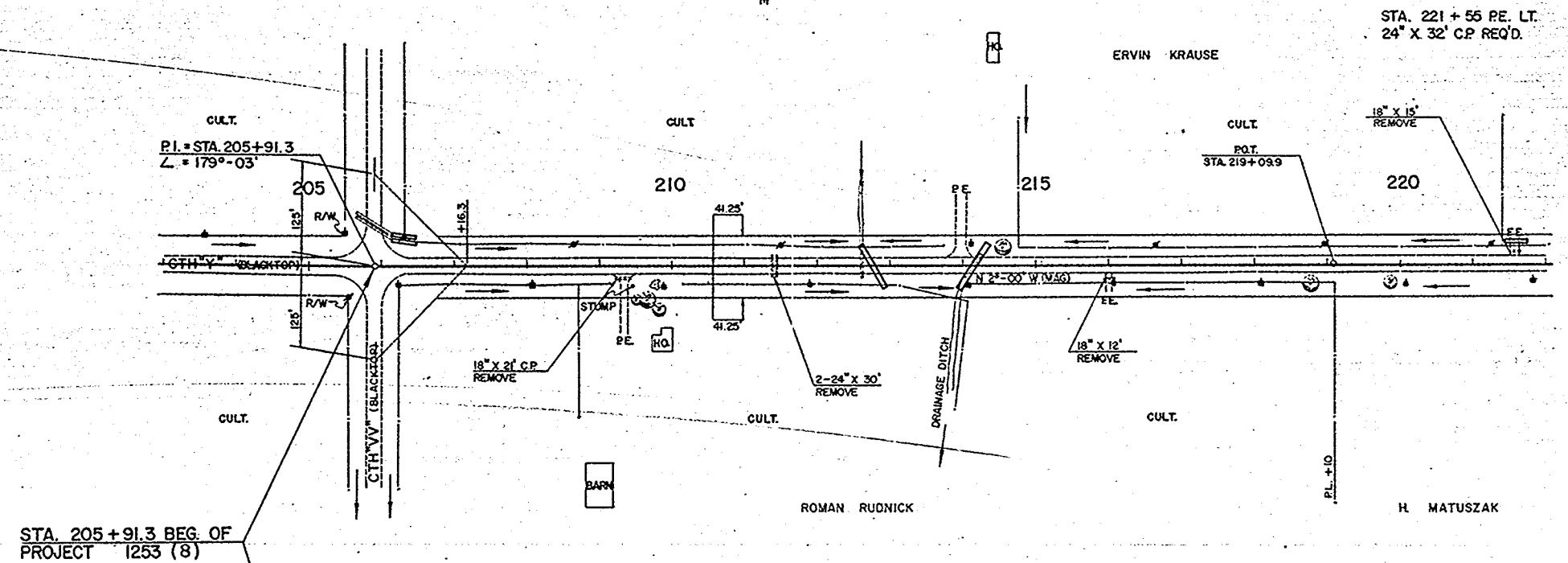
THE EXACT LOCATION OF CULVERT PIPE, MARKER POSTS, PRIVATE ENTRANCES AND FIELD ENTRANCES SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

CUBIC YARDS OF FILL, AS SHOWN ON THE PLAN SHEETS PERTAINS TO EMBANKMENT CONSTRUCTED FROM UNCLASSIFIED EXCAVATION, COMPUTED WITH A SHRINKAGE ALLOWANCE OF 30% TO 50%.

ON ALL HORIZONTAL CURVES HAVING A SUPERELEVATION, 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.

PRIVATE UTILITY COMPANIES SHALL MOVE OR ADJUST PRIVATELY OWNED UTILITIES WHICH INTERFERE WITH THE NEW CONSTRUCTION.

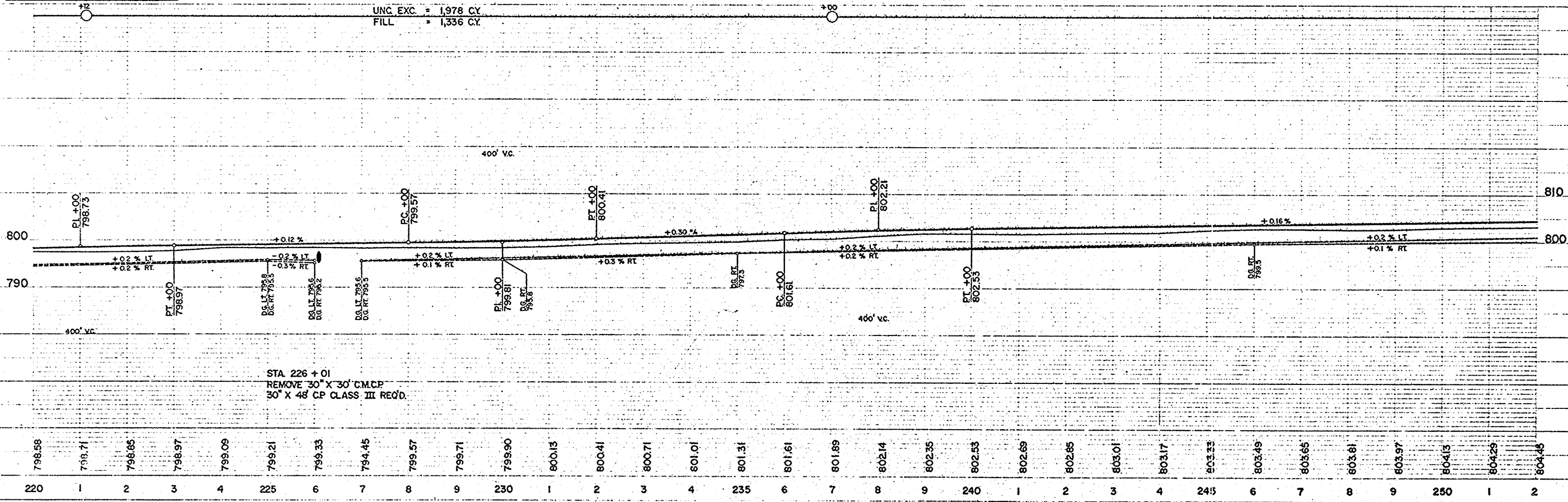
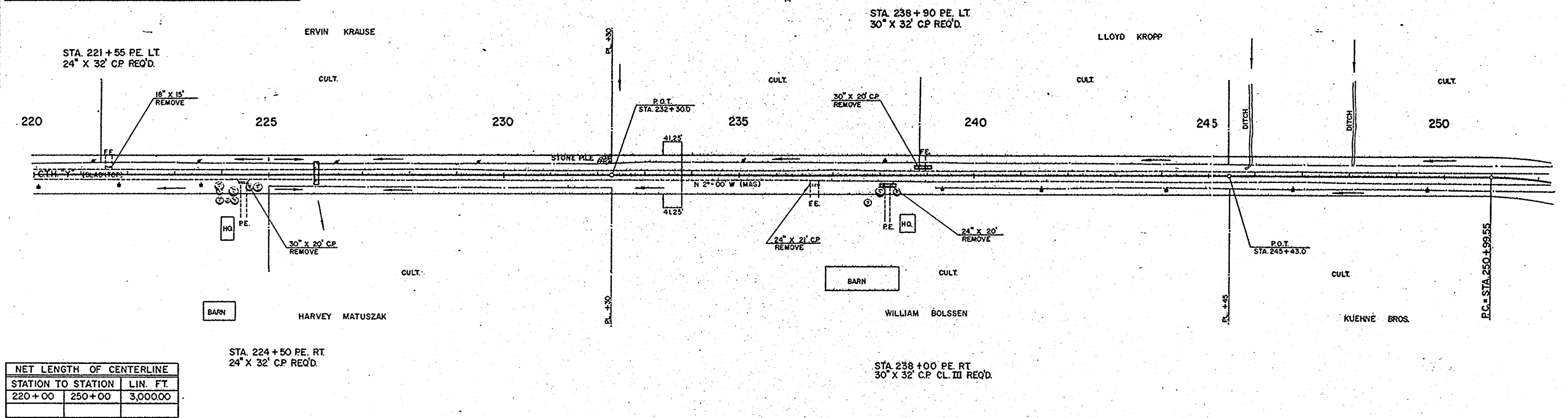
UNCLASSIFIED EXCAVATION	UNC. EXC.
DRAINAGE FLOW	
TELEPHONE POLE	
POWER POLE	
PRIVATE ENTRANCE	P.E.
FIELD ENTRANCE	F.E.
CULVERT PIPE	C.P.
CORRUGATED METAL CULVERT PIPE	C.M.C.P.
OLD ROAD OBLITERATION	
CORRUGATED METAL PIPE ARCH	C.M.P.A.



SINGLE PAGE & PROFILE - OBTAINED

BENCH MARKS				
NO.	STATION	DESCRIPTION		ELEV.
25	224+10	SPIKE IN 10" APPLE	51' RT.	798.67
26	238+00	" " 6" ELM	84' RT.	800.28
27	245+45	" " 36" ELM	70' RT.	801.31

B. R. R. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
	61253 (B)	4	14

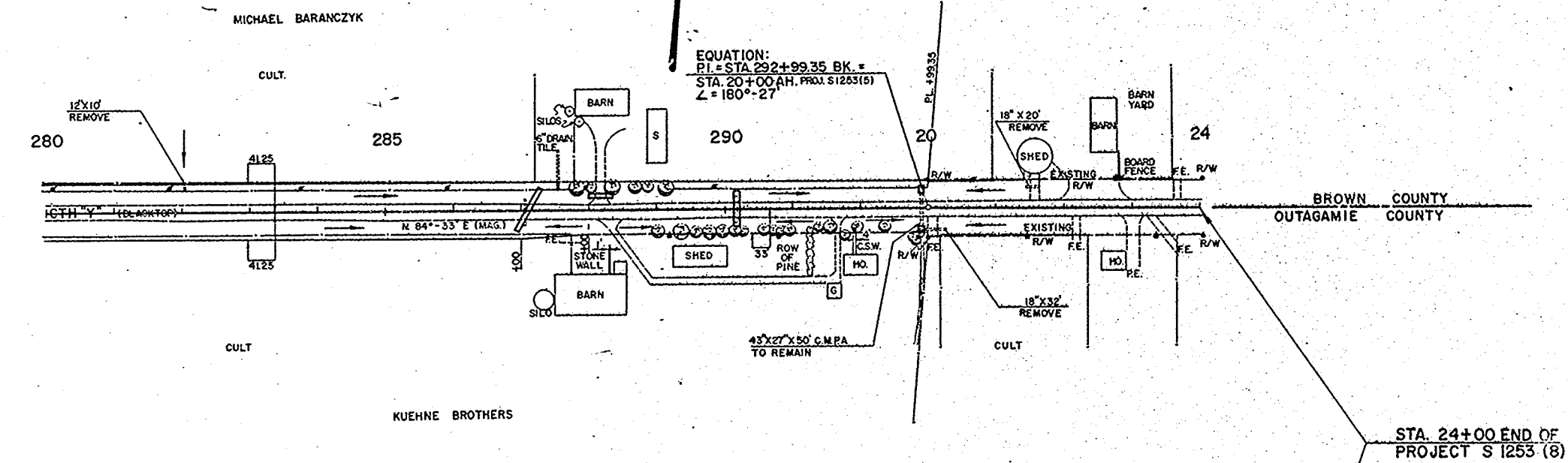


798.58	798.71	798.85	798.97	799.09	799.21	799.33	799.45	799.57	799.71	799.90	800.13	800.41	800.71	801.01	801.31	801.61	801.89	802.14	802.35	802.53	802.69	802.85	803.01	803.17	803.33	803.49	803.65	803.81	803.97	804.13	804.29	804.45
220	1	2	3	4	225	6	7	8	9	230	1	2	3	4	235	6	7	8	9	240	1	2	3	4	245	6	7	8	9	250	1	2

B.P.A. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
	S 1253 (8)	6	14

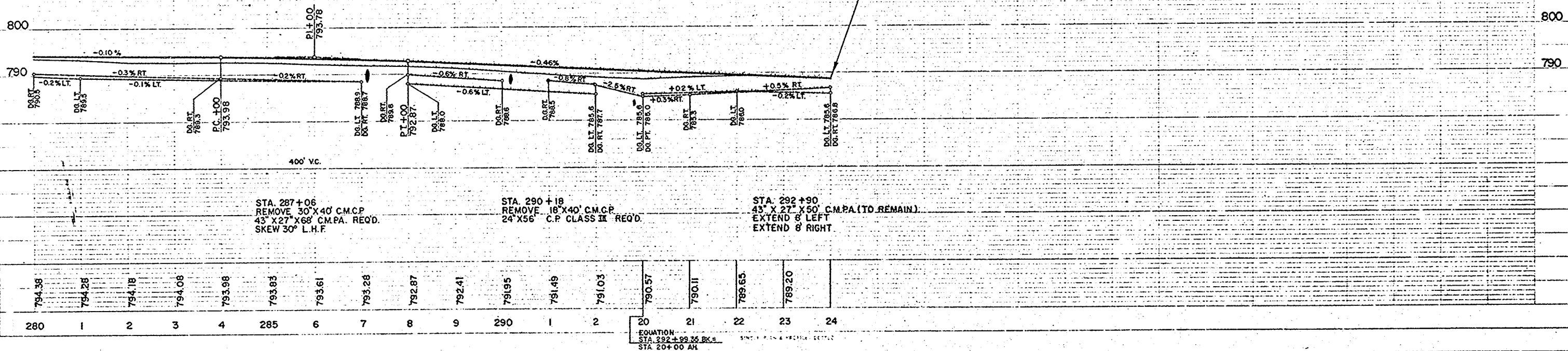
BENCH MARKS				
NO.	STATION	DESCRIPTION		ELEV.
31	280+10	SPIKE IN TELE. POLE	33' LT.	792.34
32	292+26	" " 18" B.E.	56' RT.	790.39

STA. 288+20 P.E. LT
43"x27"x32" C.M.P.A. REQ'D.
REMOVE 36"x20" C.P.

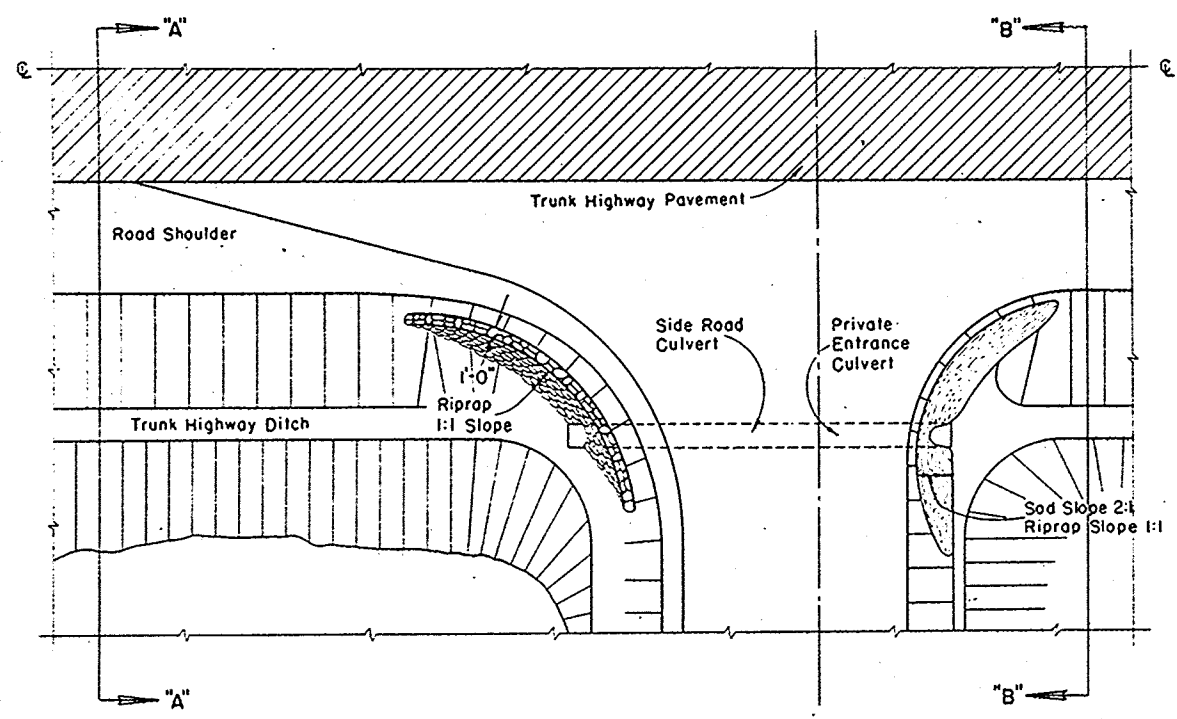


NET LENGTH OF CENTERLINE		
STATION TO STATION	LIN. FT.	
280+00	292+99.35	1299.35
20+00	24+00	400.00

UNC. EXC. = 468 C.Y.
FILL = 328 C.Y.



7-14

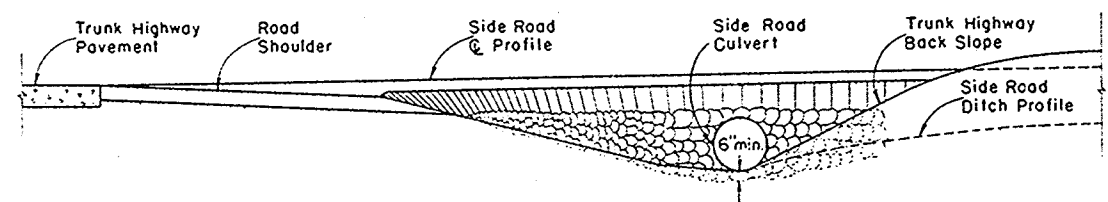


PLAN VIEW
HALF SECTION SHOWING
RIPRAP PLACED AT
SIDE ROAD CULVERT

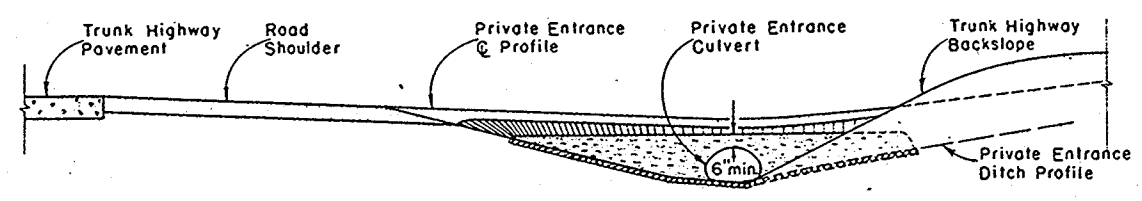
PLAN VIEW
HALF SECTION SHOWING
SOD OR RIPRAP PLACED AT
PRIVATE ENTRANCE CULVERT

TABLE OF QUANTITIES

SIDE ROAD CULVERTS		PRIVATE ENTRANCE CULVERTS		
Size of Culvert Pipe	Cu. Yds. Riprap One End	Size of Culvert Pipe	Cu. Yds. Riprap One End	Sq. Yds. Sod One End
—	—	18"	0.7	4
24"	1.0	24"	1.0	5
30"	1.3	30"	1.3	6
36"	2.0	36"	2.0	7
42"	2.7	42"	2.7	8
48"	3.6	48"	3.6	10



ELEVATION VIEW SECTION "A-A"
SHOWING RIPRAP PLACED AT SIDE ROAD CULVERT



ELEVATION VIEW SECTION "B-B"
SHOWING SOD OR RIPRAP PLACED AT PRIVATE ENTRANCE CULVERT

GENERAL NOTES

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

**RIPRAP AT SIDE ROAD CULVERTS
& RIPRAP OR SOD AT PRIVATE
ENTRANCE CULVERTS**

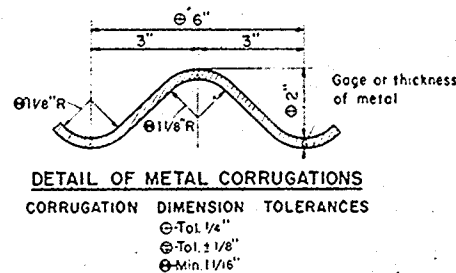
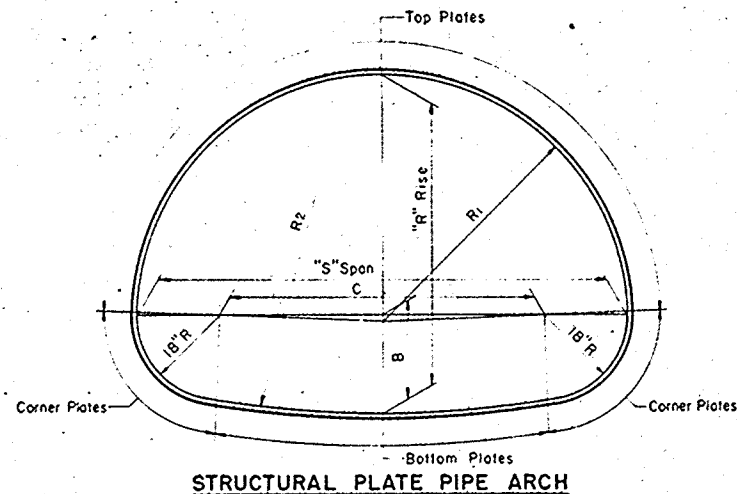
STATE HIGHWAY COMMISSION OF WISCONSIN

RECOMMENDED FOR APPROVAL:

DATE: 2-5-63
APPROVED: J. P. [Signature]
ENGINEER OF DESIGN

DATE: 2/6/63
APPROVED: E. G. [Signature]
STATE HIGHWAY ENGINEER

PLATE NO. 6-2.5.2



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.

TOLERANCES

Pipe Arch size dimensions are subject to manufacturing tolerances and the ratio of rise (R) to span (S) shall not exceed a tolerance of 5% plus or minus.

Metal corrugation dimension tolerances shall not exceed pertinent dimensions shown elsewhere on this drawing.

EMBANKMENT—Minimum for C Culverts

For Flexible Type Pavement, the minimum depth of embankment or cover over top of Pipe Arch (finished construction) shall be "S"/10 or 1'-0" minimum.

For Rigid Type Pavement, the minimum depth of embankment over top of Pipe Arch shall be "S"/4 or a minimum of 6" cushion between pipe and pavement.

EMBANKMENT—Maximum for C Culverts

The maximum depth of embankment shall be 15 feet (finished construction).

Adequate cover protection for Pipe Arches shall be provided at all times during construction operations to preclude any damage to structures.

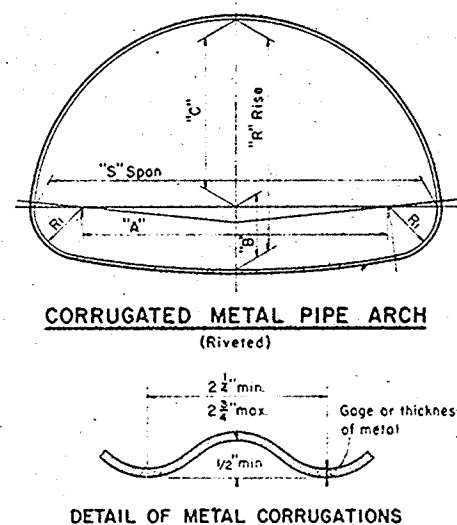
Strutting of Pipe Arches will not be required during construction unless specifically called for on the plans or the applicable Special Provisions.

TABLE OF PROPERTIES STRUCTURAL PLATE PIPE ARCH

SPAN Nominal Size	Dimensions taken from inside crests of corrugations							Table of Metal Gages—Minimum Acceptable														
	Fabricators Size Min. Acceptable "S" Span — "R" Rise	R/S Ratio	Area Sq. Ft.	B In.	C In.	R ₁ In.	R ₂ In.	H-20 LOADING														
								Depth of Embankment in Feet														
6 Feet	6'-1" x 4'-7"	.75	22	21.0	37.0	36.7	76.4	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
7 "	7'-0" x 5'-1"	.73	28	21.4	48.0	42.3	104.5	10	12	12	12	12	12	12	12	12	12	12	12	12	10	10
8 "	7'-11" x 5'-7"	.70	35	21.7	59.0	47.7	138.4	10	10	10	12	12	12	12	12	12	12	12	10	10	10	10
9 "	8'-10" x 6'-1"	.69	43	21.8	70.0	53.0	179.2	10	10	10	10	10	10	10	10	10	10	10	10	10	8	8
10 "	9'-9" x 6'-7"	.67	52	21.9	81.0	58.3	228.0	8	8	10	10	10	10	10	10	10	10	8	8	8	7	7
11 "	10'-11" x 7'-1"	.65	61	25.1	95.0	65.8	180.8	8	8	8	10	10	10	10	10	10	8	8	8	7	5	5
12 "	11'-10" x 7'-7"	.64	71	25.2	106.0	71.1	217.0	7	8	8	8	8	8	8	8	8	8	7	5	5	3	3
13 "	12'-10" x 8'-4"	.65	85	24.0	118.0	77.2	315.2	5	7	8	8	8	8	8	8	8	7	5	5	3	1	1
14 "	13'-11" x 8'-7"	.62	93	28.9	131.0	84.4	220.8	5	5	7	7	8	8	8	7	5	5	3	3	1	1	1
15 "	14'-10" x 9'-1"	.61	105	28.9	142.0	89.5	254.9	3	5	5	7	7	7	7	5	3	3	1	1	1	1	1
16 "	15'-10" x 9'-10"	.62	122	27.4	154.0	95.4	339.1	1	3	5	5	7	7	5	3	3	1	1	1	1	1	1
16.5 "	16'-7" x 10'-1"	.61	131	28.7	163.0	99.8	333.8	1	3	3	5	5	5	3	1	1	1	1	1	1	1	1

Note: For sizes of Structural Plate Pipe Arch between those shown in the table, the gage shall be interpolated (based on table data) where possible; otherwise the gage of the next larger size shown in the table shall be used.

STRUCTURAL PLATE PIPE ARCH



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.

TOLERANCES

Tolerance from the dimensions detailing size and shape will be permissible providing equivalent capacity and strength are attained.

EMBANKMENT—Minimum for C Culverts

For Flexible Type Pavement, the minimum depth of embankment or cover over top of Pipe Arch (finished construction) shall be "S"/10 or 9" minimum.

For Rigid Type Pavement, the minimum depth of embankment over top of Pipe Arch shall be "S"/4 or a minimum of 3" cushion between pipe and pavement.

EMBANKMENT—Maximum for C Culverts

The maximum depth of embankment shall be 10 feet (finished construction).

Adequate cover protection for Pipe Arches shall be provided at all times during construction operations to preclude any damage to structures.

TABLE OF DIMENSIONS CORRUGATED METAL PIPE ARCH

CORRUGATED METAL PIPE ARCH									Round Pipe of Approx. Equal Periphery	
Gage (Min. Acceptable)	"S" Span Inches	"R" Rise Inches	"A" Inches	"B" Inches	"C" Inches	R ₁ Inches	R/S Ratio	Area Sq. Ft.	Area Sq. Ft.	Diam. Inches
16	18	11	10	4 1/2	6 1/2	3 1/2	.61	1.1	1.23	15
16	22	13	14	4 3/4	8 1/4	4	.59	1.6	1.77	18
16	25	16	17	5 1/4	10 3/4	4	.64	2.2	2.41	21
14	29	18	20	5 1/2	12 1/2	4 1/2	.62	2.8	3.14	24
14	36	22	26	6 1/4	15 3/4	5	.61	4.4	4.91	30
12	43	27	32	7	20	5 1/2	.63	6.4	7.07	36
12	50	31	38	8	23	6	.62	8.7	9.62	42
12	58	36	44	9 1/4	26 3/4	7	.62	11.4	12.57	48
12	65	40	49	10 1/2	29 1/2	8	.62	14.3	15.90	54
10	72	44	54	11 3/4	32 1/4	9	.61	17.6	19.64	60

NOTE: All Dimensions measured from inside crest of corrugations.

CORRUGATED METAL PIPE ARCH

STRUCTURAL PLATE PIPE ARCH CORRUGATED METAL PIPE ARCH

STATE HIGHWAY COMMISSION OF WISCONSIN

RECOMMENDED FOR APPROVAL:

DATE 2-5-63

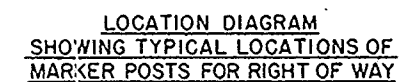
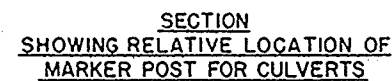
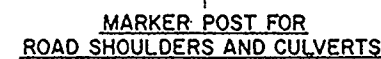
APPROVED:

DATE 2-16-63

J. d. Pitt
ENGINEER OF DESIGN

E. L. Rottman
STATE HIGHWAY ENGINEER

PLATE NO. 6-5.3.2



LOCATION DIAGRAM
SHOWING RELATIVE LOCATIONS OF SHOULDER MARKER POSTS
AND CULVERT MARKER POSTS

MARKER POSTS FOR ROAD SHOULDERS AND CULVERTS

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.

MARKER POSTS FOR RIGHT OF WAY

Right of Way Marker Posts shall be erected in advance of Grading Operations. 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 will 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.

MARKER POSTS &
MARKER POSTS FOR RIGHT OF WAY

STATE HIGHWAY COMMISSION OF WISCONSIN

RECOMMENDED FOR APPROVAL

2-5-63
DATE

APPROVED:

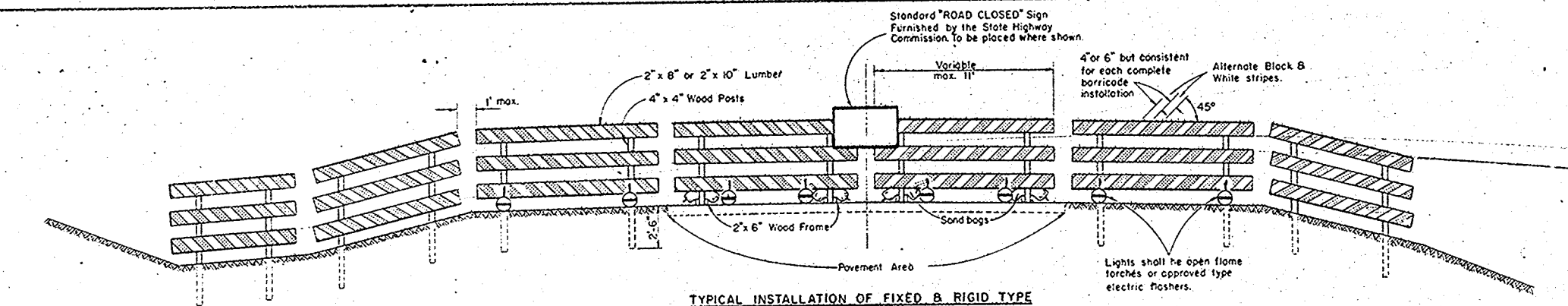
DATE 2/6/63

ENGINEER OF DESIGN

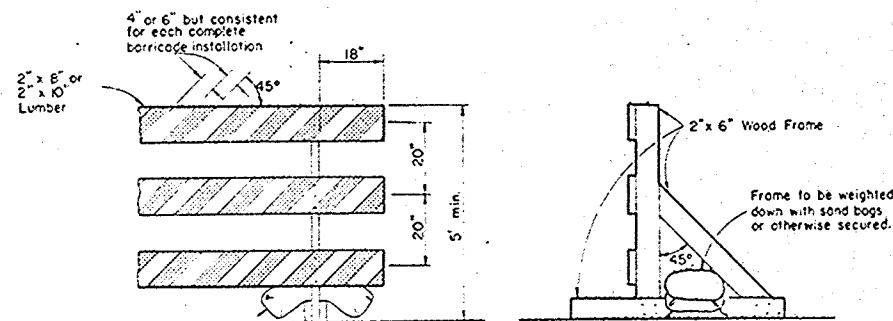
E. L. Rottiers
STATE HIGHWAY ENGINEER

PLATE NO. 7-1.3.4

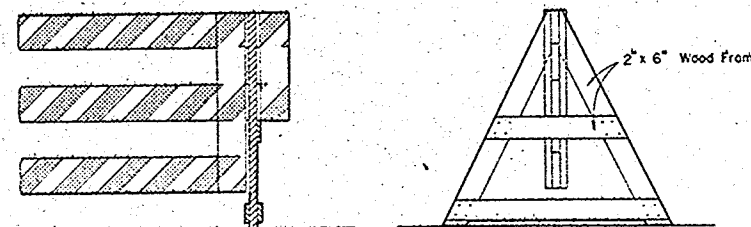
73-14



TYPICAL INSTALLATION OF FIXED & RIGID TYPE



ALTERNATE TYPE INSTALLATION (RIGID)



ALTERNATE TYPE INSTALLATION (DEMOUNTABLE)

CLASS I BARRICADE

GENERAL NOTES:

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

CLASS I BARRICADE

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

CLASS II BARRICADE

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

LUMBER & FABRICATION

Lumber shall be of a grade structurally sound and sufficiently rigid to satisfactorily support and maintain the purpose and intent of a barricade facility. The fabrication of the barricade shall be in accord with good pertinent wood-working practices.

PAINTING

Barricades shall be painted as shown hereon in alternate black and white stripes. Black stripes shall be painted with weather resistant and durable black paint. White stripes shall be painted a prime coat of good grade wood primer, followed by two coats of white "Cody Reflective Liquid" (Minnesota Mining Co.) or equivalent, or reflective sheeting wide angle, flat top "Scotchlite" brand material (Minnesota Mining Co.) or equivalent.

DIRECTION OF DIAGONAL STRIPES

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

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

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

MEASUREMENT & PAYMENT

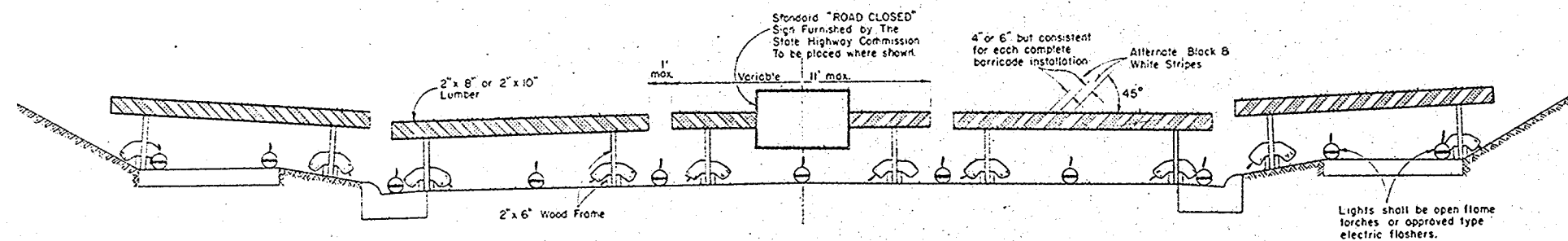
All barricades, unless otherwise provided for in the plans and/or special provisions shall be furnished, placed, and maintained as noted above, and no additional compensation will be allowed but shall be construed to be included in the price bid for other items.

NOTE:

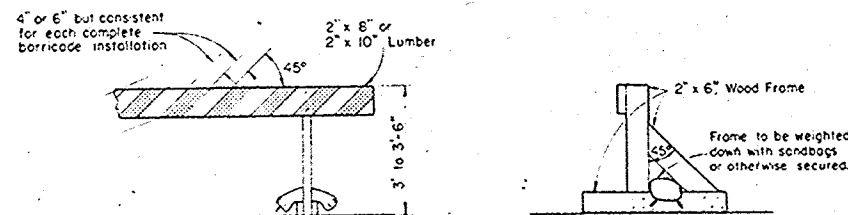
Lighting devices for barricades shall conform to the requirements of the Standard Specifications.

NOTE:

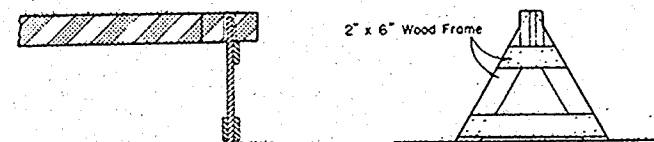
All lumber or timber dimensions shown hereon are nominal.



TYPICAL INSTALLATION OF RIGID TYPE



ALTERNATE TYPE INSTALLATION (RIGID)



ALTERNATE TYPE INSTALLATION (DEMOUNTABLE)

CLASS II BARRICADE

CONSTRUCTION BARRICADE

STATE HIGHWAY COMMISSION OF WISCONSIN

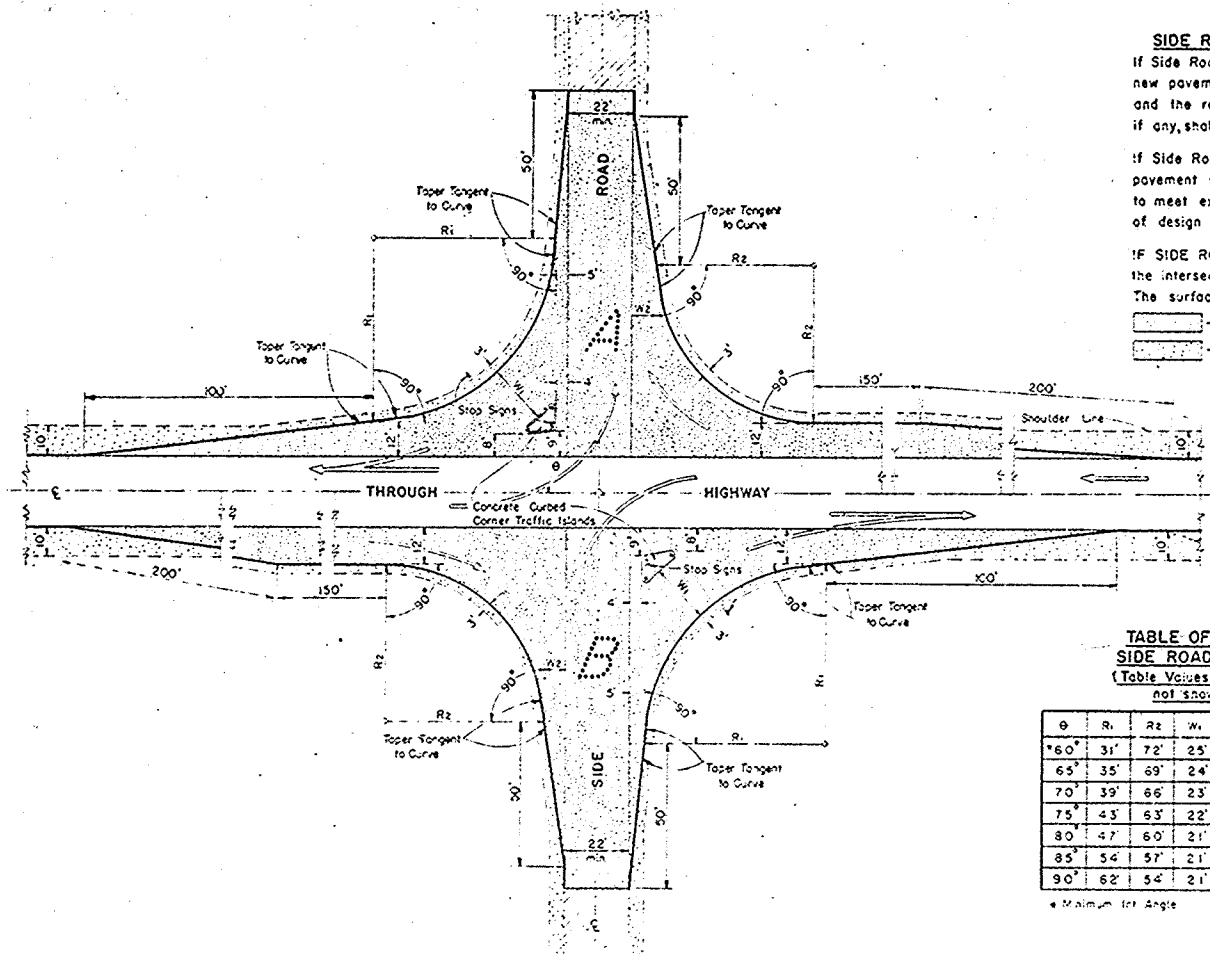
RECOMMENDED FOR APPROVAL:

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

APPROVED: DATE 2/6/63 P. C. Rostetter STATE HIGHWAY ENGINEER

PLATE NO. 7-4.1.4

74-14

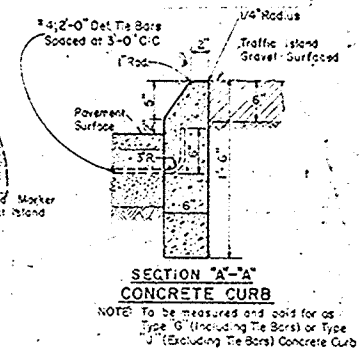
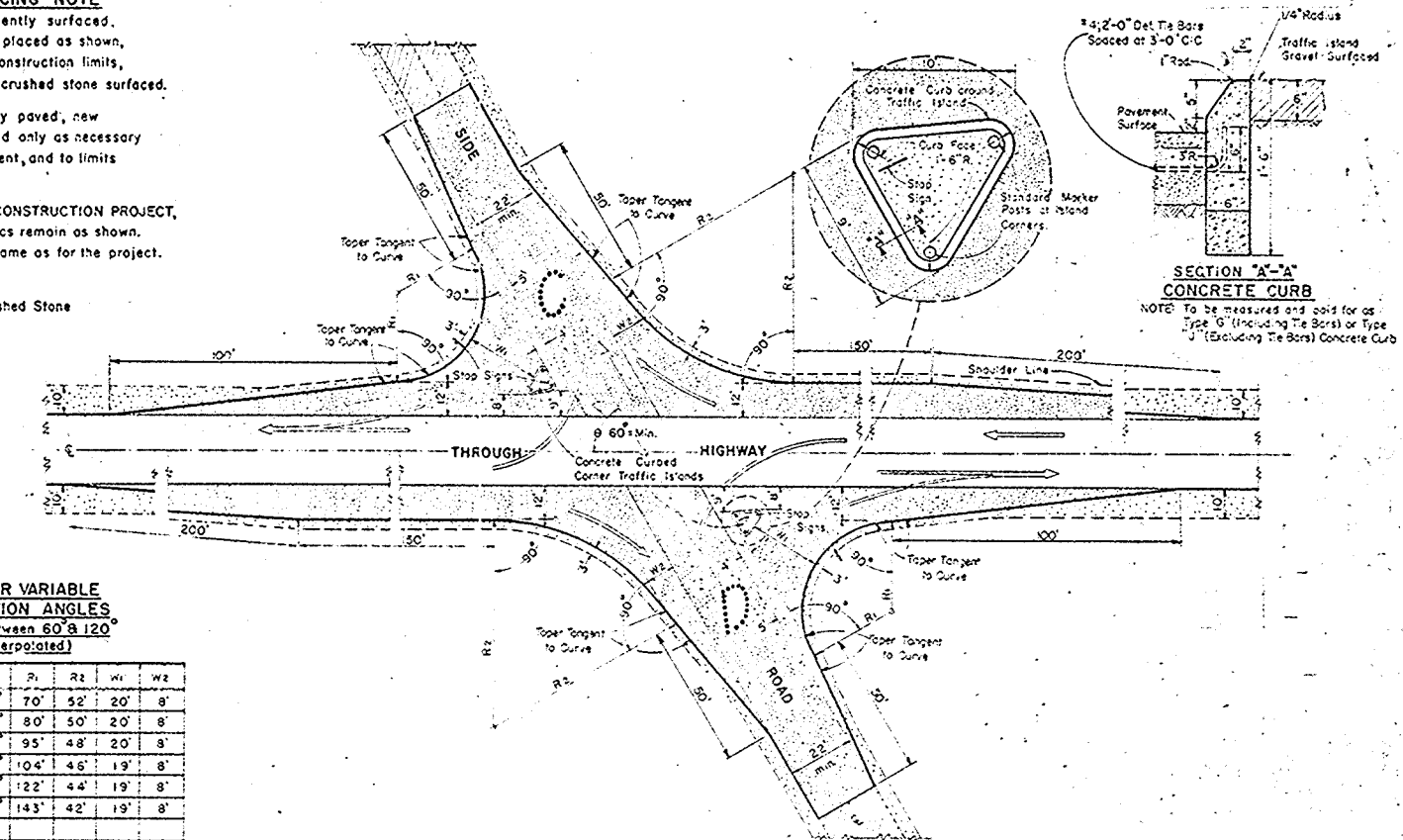


SIDE ROAD SURFACING NOTE
 If Side Road is not presently surfaced, new pavement shall be placed as shown, and the remainder to construction limits, if any, shall be gravel or crushed stone surfaced.
 If Side Road is presently paved, new pavement shall be placed only as necessary to meet existing pavement, 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 ₁	R ₂	W ₁	W ₂	θ	R ₁	R ₂	W ₁	W ₂
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'	9'	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

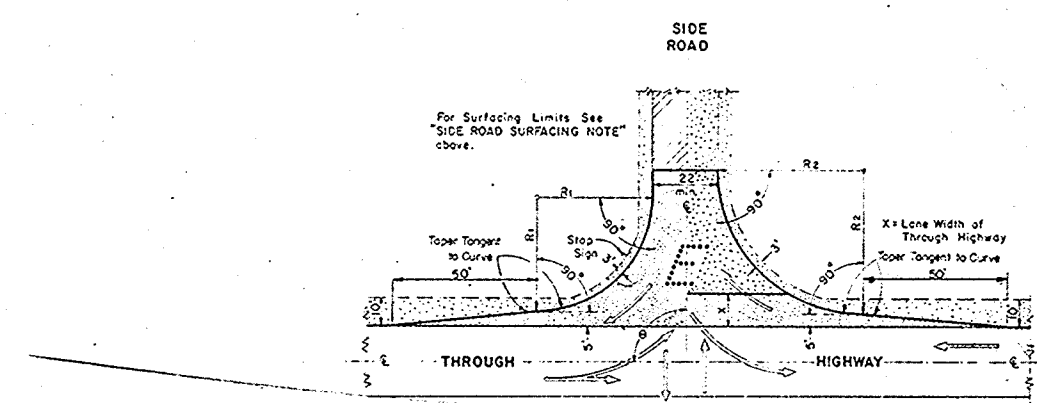


TABLE OF VALUES FOR VARIABLE SIDE ROAD INTERSECTION ANGLES
 (Table Values for Angles between 60° & 120° not shown shall be interpolated)

θ	R ₁	R ₂	θ	R ₁	R ₂
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: 8-5-63 ENGINEER OF DESIGN: J. J. Pelt

APPROVED: E. C. Rottman

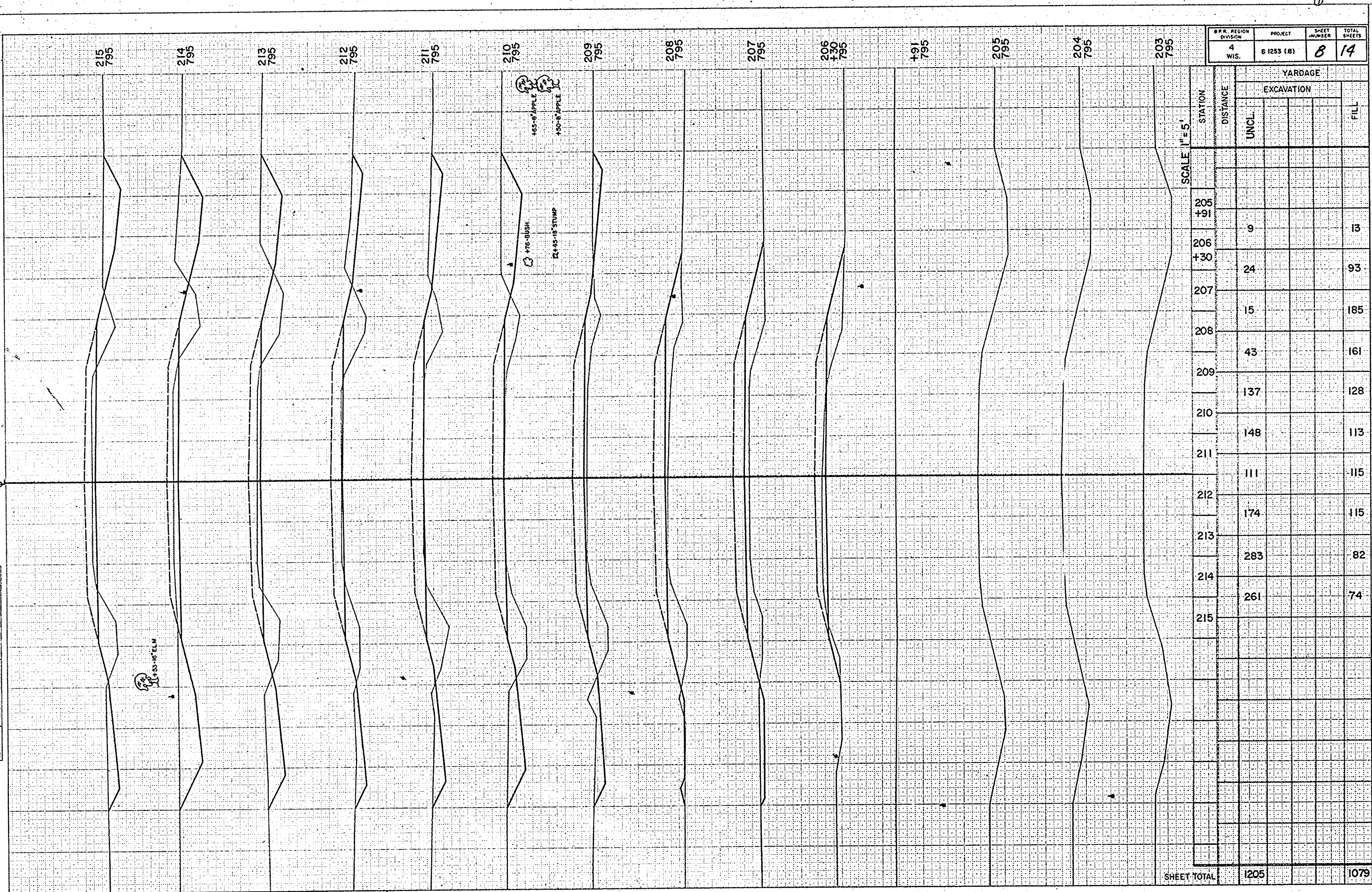
DATE: 4/6/63 STATE HIGHWAY ENGINEER

PLATE NO. 9-114

FINAL SURVEY	DATE	BY
NO. 569	3-64	
NOTED	DATE	BY
NO. 569	3-64	

ORIGINAL SURVEY	DATE	BY
NO. 569	3-64	
NOTED	DATE	BY
NO. 569	3-64	

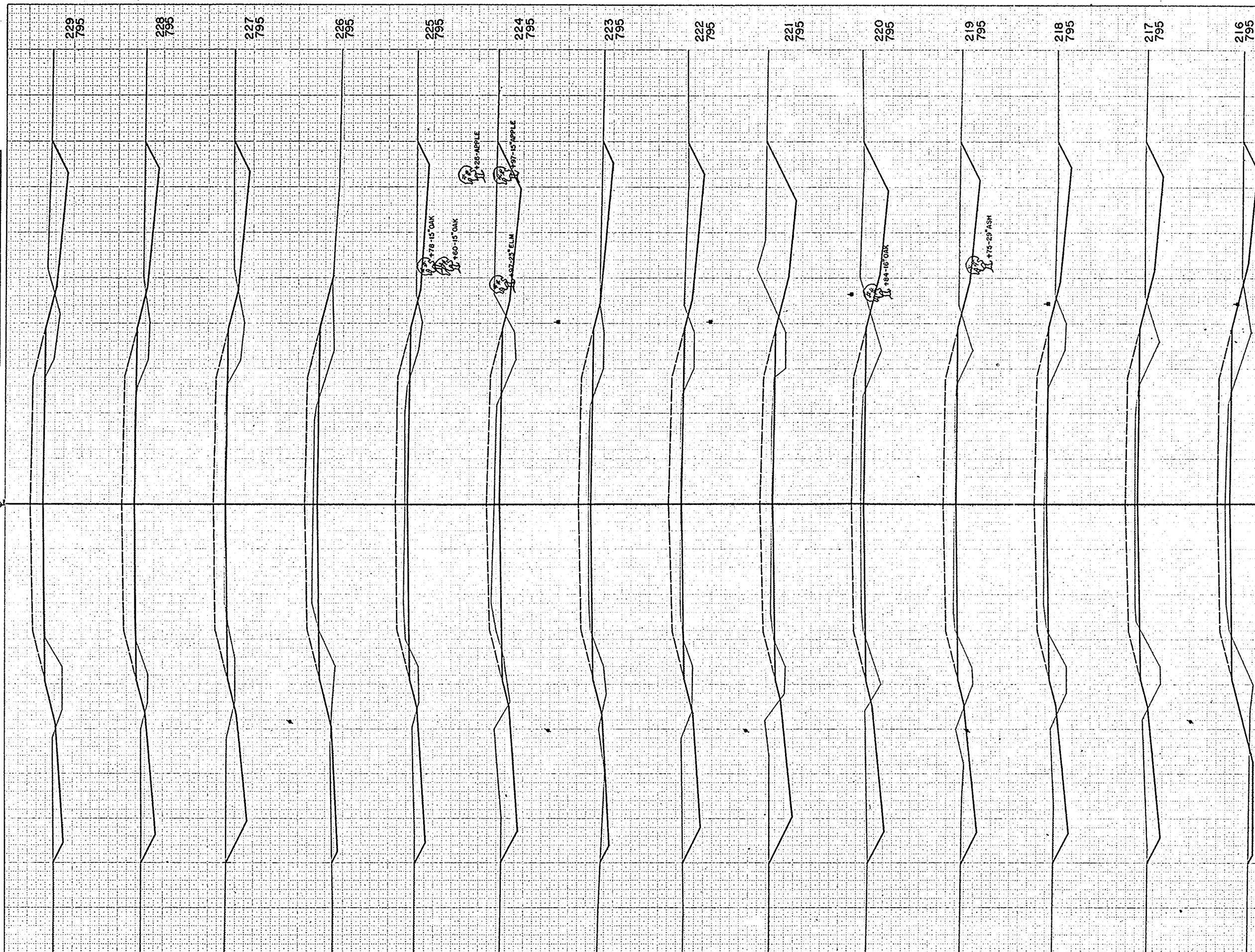
SURV.



FINAL	SURV	DATE
SURVEY	PLANT	
NOTE BOOK	DATE	
NO.	DATE	

ORIGINAL	SURV	DATE
SURVEY	PLANT	
NOTE BOOK	DATE	
NO. 569	DATE	

SURV.



B.P.R. REGION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	S 1253 (E)	9	14
WIS.			

STATION	DISTANCE	YARDAGE	
		EXCAVATION	FILL
		UNCL.	
215		154	102
216		148	94
217		161	85
218		170	70
219		220	56
220		283	50
221		256	44
222		144	50
223		198	48
224		224	41
225		108	63
226		121	76
227		146	63
228		120	70
229			
SHEET TOTAL		2453	912

B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	S 1253. (8)	11	14

STATION	DISTANCE	YARDAGE	
		EXCAVATION	
		UNCL.	FILL
242	202		74
243	119		89
244	152		74
245	191		76
246	215		70
247	172		83
248	124		102
249	144		102
250	161		117
251	165		137
252	139		170
253	155		178
254	206		161
255	169		211
256			
NET TOTAL		2314	1644

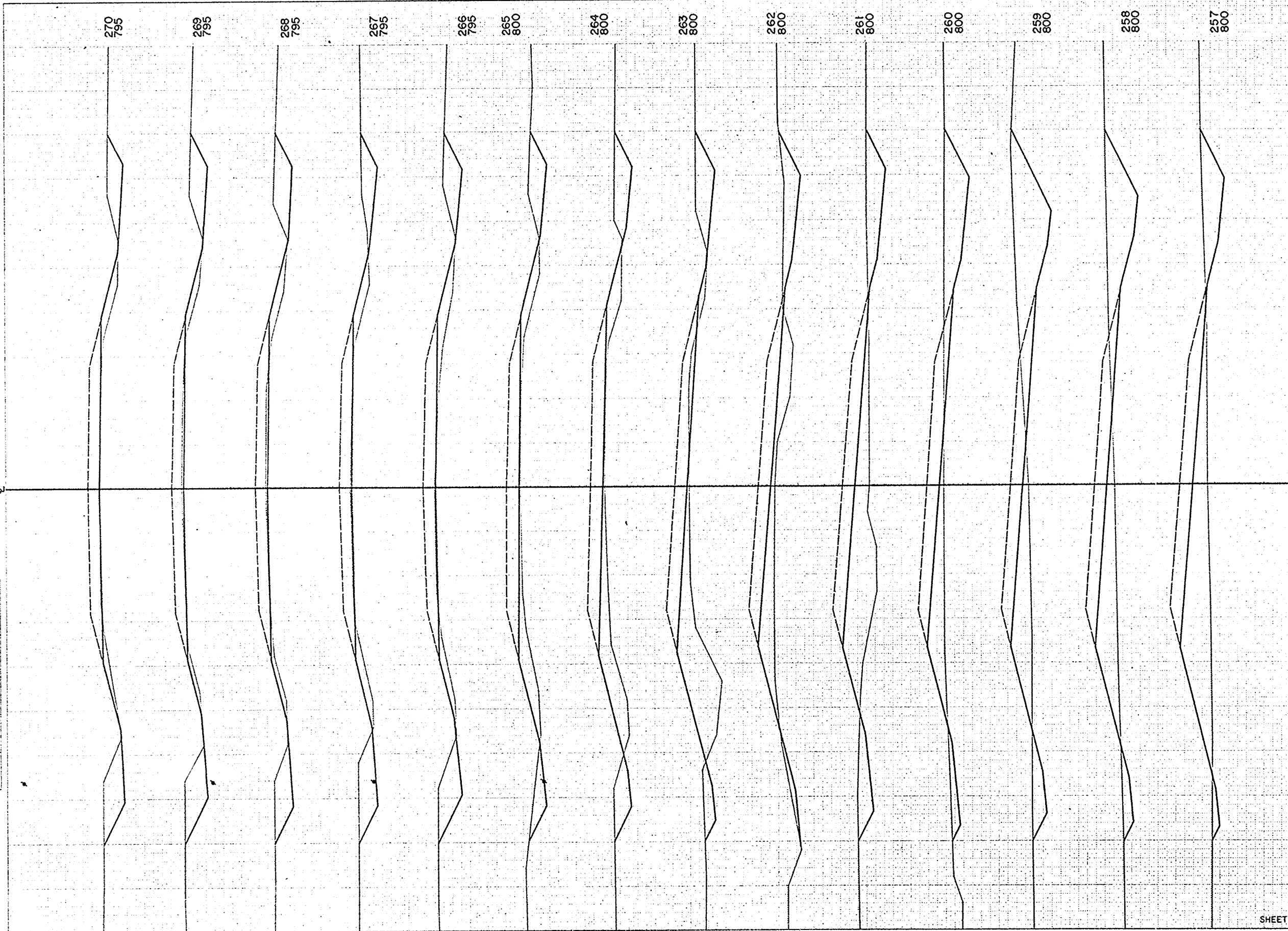
SHEET TOTAL	2314	1644
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FUNCTIONAL CROSS SECTION - OPEN DOTTED
CHARLES BRUNING COMPANY, INC.

DATE	
BY	
DESIGNED	
CHECKED	
APPROVED	

SURV.
C

ORIGINAL	DATE	BY	NO.
REVISION	DATE	BY	NO.
NO. 569			

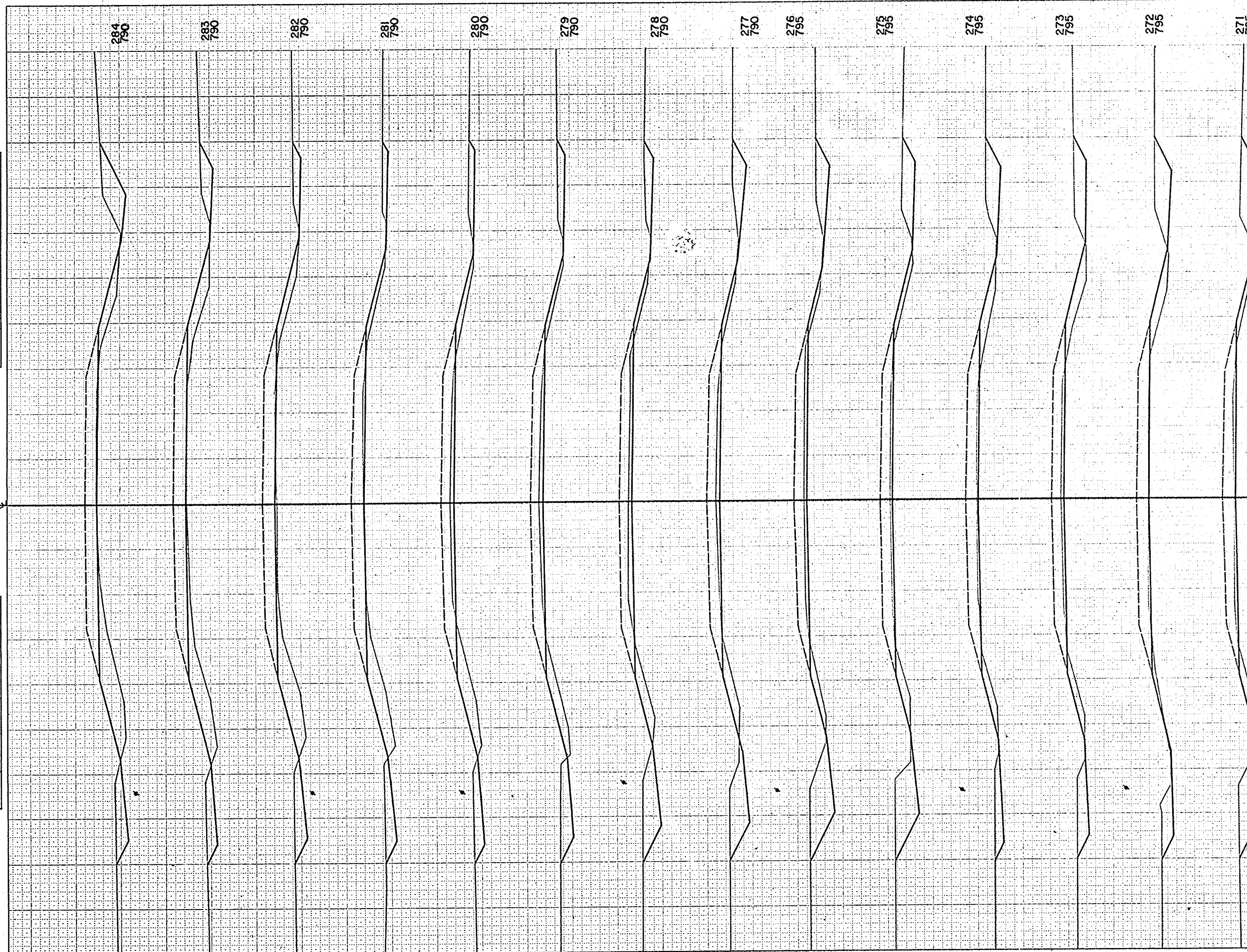


STATION	DISTANCE	YARDAGE	
		EXCAVATION	
		UNCL.	FILL
256			
257	111		298
258	167		257
259	263		167
260	246		139
261	165		202
262	117		224
263	100		196
264	104		193
265	93		141
266	104		91
267	122		56
268	124		43
269	128		31
270	122		32
SHEET TOTAL		1966	2070

FINAL SURVEY	SURVIVED	BY	DATE
	PROFIT		
	TIME		
	MEAS.		

ORIGINAL	SURVEYED PLOTTED TITULATED INDEXED	BY G. N. N. D. T. J. K. T. J. K.	DATE 3-69 11 11 11
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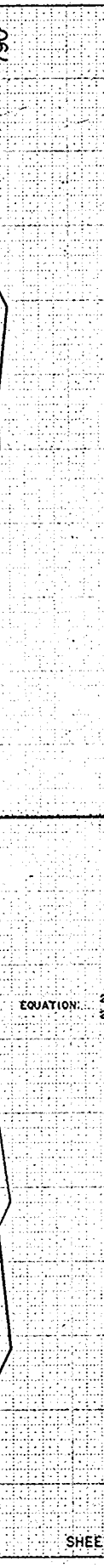
SURV.



BPR REGION DIVISION		PROJECT	SHEET NUMBER	TOTAL SHEETS	
4 WIS.		S 1253 (a)	13	14	
STATION	DISTANCE	YARDAGE			FILL
		EXCAVATION			
		UNCL.			
70		133			3
71		122			3
72		102			4
73		102			5
74		120			4
75		152			3
76		148			3
77		137			4
78		120			4
79		106			5
80		80			7
81		65			10
82		63			12
83		72			12
84					
TOTAL		1518			8

ORIGINAL SURVEY	NAME	DATE
NOTED	D. G. N.	3-64
RECORDED	G. T. N.	"
INDEXED	T. K. N.	"
FILED	J. O. N.	"
APPROVED	J. O. N.	"

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BPR REGION DIVISION		PROJECT		SHEET NUMBER		TOTAL SHEETS	
4 WIS.		\$ 1253 (B)		14		14	
STATION	DISTANCE	YARDAGE					
		EXCAVATION					FILL
		UNCL.					
284		98					130
285		120					146
286		124					156
287		130					122
288		109					89
289		67					107
290		69					119
291		61					152
292		50					196
292 + 99.35 B.C. + 00 A.H.		72					117
21		194					15
22		152					0
23							

FUNCTIONAL CROSS SECTION - OPEN BOTTLED
CHARLES BRUNING COMPANY, INC.