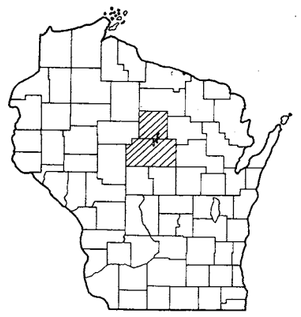
Sheet Number	Total Sheets
1	41

Index of Sheets



STATE OF WISCONSIN

DEPARTMENT OF TRANSPORTATION

DIVISION OF HIGHWAYS

PLAN AND PROFILE OF PROPOSED

WAUSAU — NORTH COUNTY LINE
U.S.H. 51
MARATHON COUNTY

PROJECT IDENTIFICATION NUMBER
1175-5-70

SOUTH COUNTY LINE — MERRILL
U.S.H. 51
LINCOLN COUNTY

PROJECT IDENTIFICATION NUMBER
1173-1-70

C.T.H. "U" — C.T.H. "A"
C.T.H. "O"
MARATHON COUNTY

PROJECT IDENTIFICATION NUMBER	FEDERAL PROJECT DESIGNATION
9484-1-71	S 1139(5)

DESIGN DESIGNATION
I.D. 9484-1-71

A.D.T. 1970	=	110 - 160
A.D.T. 1990	=	300-350
D.H.V.	=	45 - 55
D.	=	60 - 40
T. % ADT	=	6.8
V.	=	50 M.P.H.

Scales { Plan 1 in. = 100 ft.
Profile Hor. 1 in. = 100 ft. Vert. 1 in. = 10 ft.
Cross Sections Hor. 1 in. = 5 FT. Vert. 1 in. = 5 FT. / 10 FT. / 10 FT.

END PROJ. 1173-1-70
STA. 23"L" + 64.=
STA. 23+64 OF U05-4(34)
* N 490,200 (±200) E 2,084,700 (±200)
±40'E. & 480' S. OF THE N. 1/4 COR. SECT. 13, T-31-N, R-16-E.
EQUATION: STA. 746+30.0 BK.
STA. 9"L" + 69.0 AHD.
=STA. 9"L" + 69, BEGIN U05-4(34) &
STA. 201 + 39, END T05-4 (27)

END PROJ. 1175-5-70
STA. 544 + 91=
BEGIN PROJ. 1173-1-70
STA. 544 + 91 =
STA. 544 + 91 END PROJ. F05-3(21) &
BEG. PROJ. F05-4 (38)
162.4' W. OF THE N.E. COR. SECT. 5, T-30-N, R-7-E.

EXCEPTION TO NET LENGTH OF ℄
STA. 539+52.25 — 540+33.75
STRUCTURE B-37-22

EXCEPTION TO NET LENGTH OF ℄
STA. 526+94.50 — 527+75.50
STRUCTURE B-37-21

EXCEPTION TO NET LENGTH OF ℄
STA. 301 + 14.20 — 302 + 05.80
STRUCTURE B-37-20

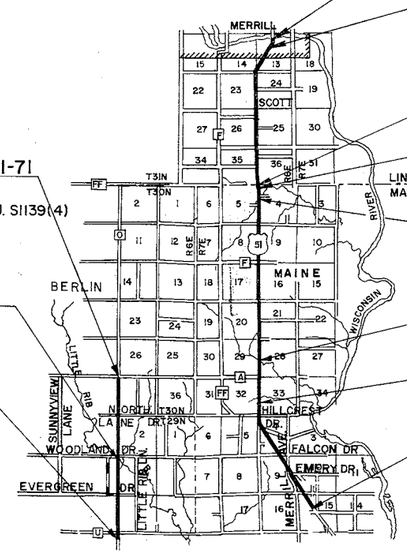
STA 232+00 = STA. 232+00, END
PROJ. F05-3(17)(19)

BEGIN PROJ. 1175-5-70
STA. 72+00 = STA. 72 + 00 OF
PROJ. F05-3(17)(19) AND
STA. 72 "MS" +00 OF F05-3(42)(48)(50)
* N 424,200 (±200)
* E 2,287,550 (±200)
±370' N. AND ±450' W. OF THE CENTER
OF SECT. 15, T-29-N, R-7-E.

END OF PROJECT S 1139(5)/9484-1-71
STA. 235 + 93.95 =
STA. 235+93.50 END OF PROJ. S1139(4)
* N 442,600 (±200')
* E 2,060,050 (±200')
NE COR. SEC. 34, T 30N R 6E

EXCEPTION TO NET LENGTH OF ℄
STA. 121 + 84.05 — 123 + 71.45
STRUCTURE B-37-151

BEGINNING OF PROJECT S 1139(5)/9484-1-71
STA. 12 +00=
STA. 12+00 BEGIN PROJ. S1139(4)
* N 420,205 (±200')
* E 2,060,050 (±200')
800' S. OF SE COR. SEC. 15, T 29N R 6E



Layout
Scale 0 1 2 MILES

NET LENGTH OF CENTERLINE (PROJ. 1175-5-70) = 8.908 MI.
NET LENGTH OF CENTERLINE (PROJ. 1173-1-70 RURAL) = 3.587 MI.
NET LENGTH OF CENTERLINE (PROJ. 1173-1-70 URBAN) = 0.488 MI.
U.S.H. 51 TOTAL NET LENGTH OF CENTERLINE = 12.983 MI.
C.T.H. "O" NET LENGTH OF CENTERLINE (PROJ. 9484-1-71) = 4.206 MI.

* SCALED FROM U.S.G.S. TOPOGRAPHIC MAPS, MERRILL, MARATHON, AND HAMBURG WISCONSIN QUADRANGLE FOR IDENTIFICATION ONLY AND ARE REFERENCED TO THE WISCONSIN COORDINATE SYSTEM CENTRAL ZONE.

Conventional Signs

State Line		Culverts in Place	
County Line		Culverts Required	
Township or Range Line		Drop Inlet	
Section Line		Power Pole	
New Right of Way Line		Telephone or Telegraph Pole	
Present Right of Way Line		Right of Way Markers	
Wire Fence: Woven		Reference Stake for Hubs Only	
Wire Fence: Barbed		Marsh	
Lot Line		Hedge	
Corporate or City Limits		Trees	
Property Line	P.L. +32.6	Ground Elevation	Datum Line 73.9
Traveled Way or P.E.			
Railroads		Grade Elevation	Datum Line 76.16
Base or Survey Line		BEAM GUARD REQUIRED	
BEAM GUARD IN PLACE			

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

Surveyor E.C.B. & M.T.M. DISTRICT CHECKER E.A.W. & N.L.D.
DESIGNER E.C.B. & H.A.K. C.O. CHECKER I. L. J.

Correct:
Date 9/15/70 — District Engineer
Recommended for Approval:
Date 9/22/70 — Chief Design Engineer
Approved:
Date 9/28/70 — State Highway Engineer

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
REGION 4 WISCONSIN DIVISION

Approved:
Date _____ Division Engineer

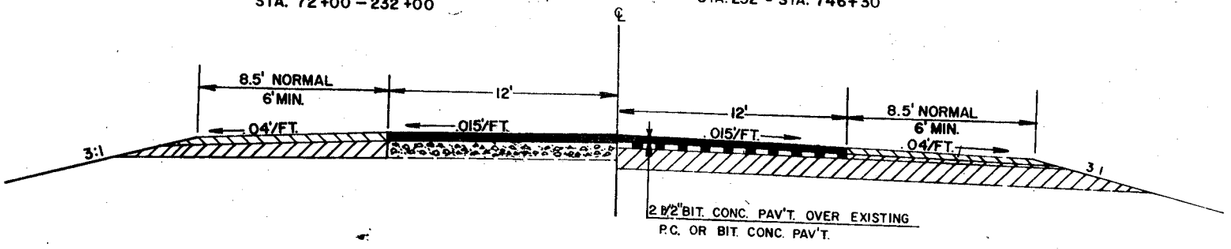
1175-5-70 1173-1-70 S 1139(5)

LEGEND

- EXISTING BIT. CONC. PAVEMENT
- EXISTING P.C. CONC. PAVEMENT
- EXISTING GRAVEL OR CRUSHED STONE BASE COURSE
- PROPOSED BIT. CONC. PAVEMENT
- PROPOSED CRUSHED AGGREGATE BASE COURSE
- BIT. CONC. WEDGING REQ'D.
- EXISTING TOPSOIL
- EXISTING MORTAR RUBBLE MASONRY
- BIT. BASE COURSE WIDENING SIX-INCH DEPTH
- GRANULAR SUBBASE COURSE

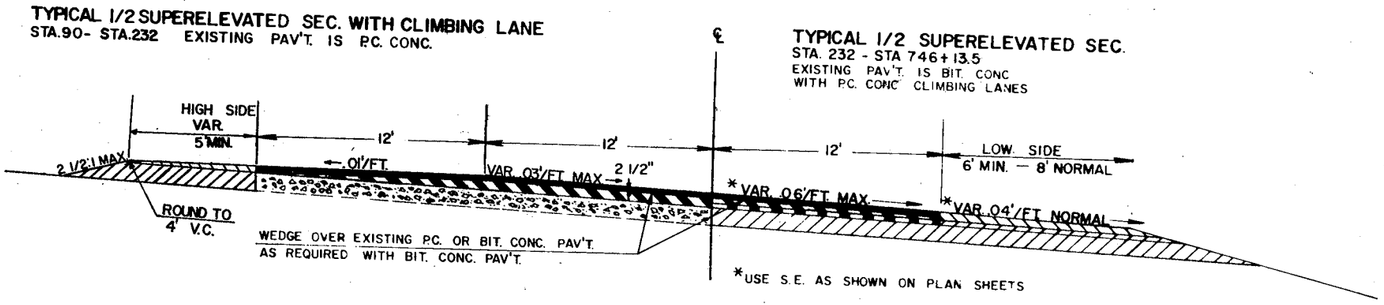
TYPICAL 1/2 TANGENT SEC.
STA. 72+00 – 232+00

TYPICAL 1/2 TANGENT SEC.
STA. 232 - STA. 746+30

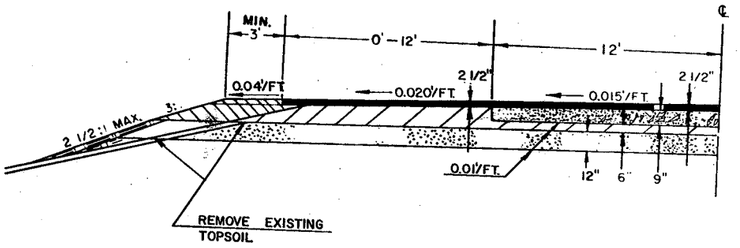


TYPICAL 1/2 SUPERELEVATED SEC. WITH CLIMBING LANE
STA. 90- STA. 232 EXISTING PAV'T. IS P.C. CONC.

TYPICAL 1/2 SUPERELEVATED SEC.
STA. 232 - STA 746+13.5
EXISTING PAV'T. IS BIT. CONC.
WITH P.C. CONC. CLIMBING LANES

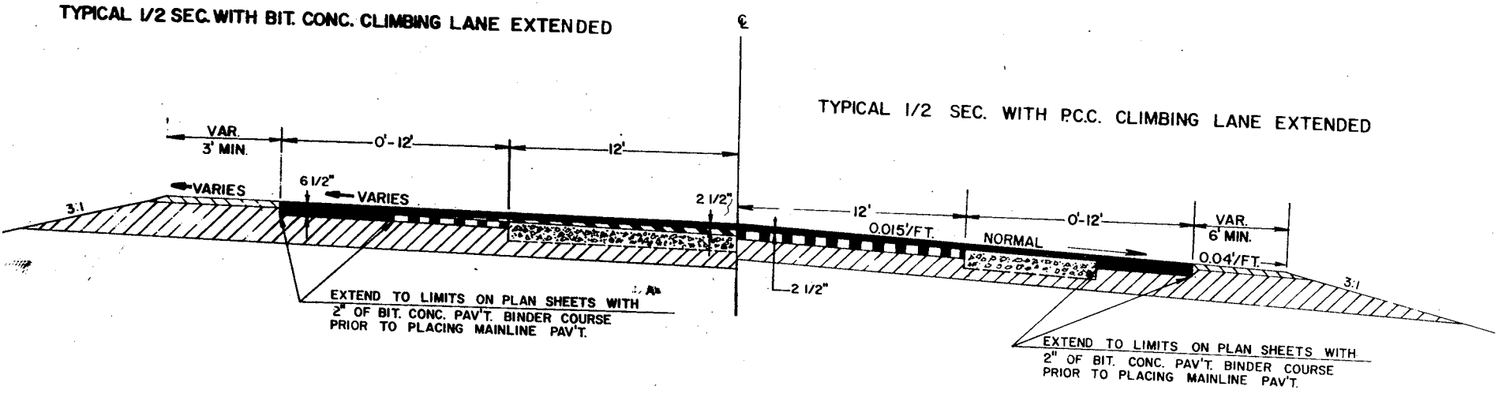


TYPICAL PASSING LANE SEC.
LOCATIONS ON PLAN SHEETS



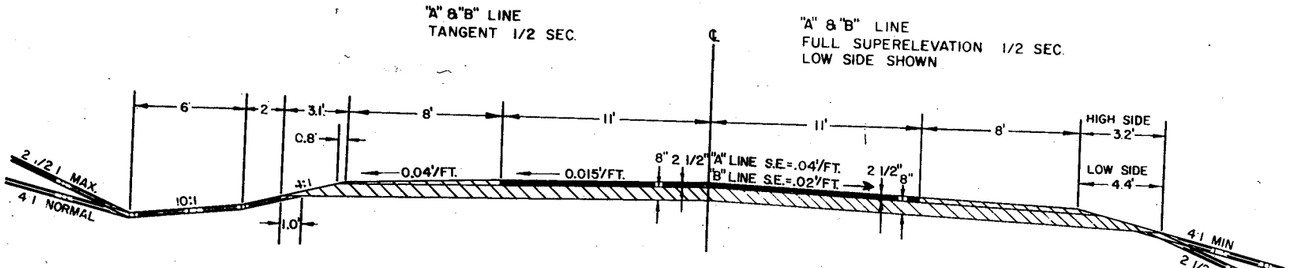
TYPICAL 1/2 SEC. WITH BIT. CONC. CLIMBING LANE EXTENDED

TYPICAL 1/2 SEC. WITH P.C.C. CLIMBING LANE EXTENDED



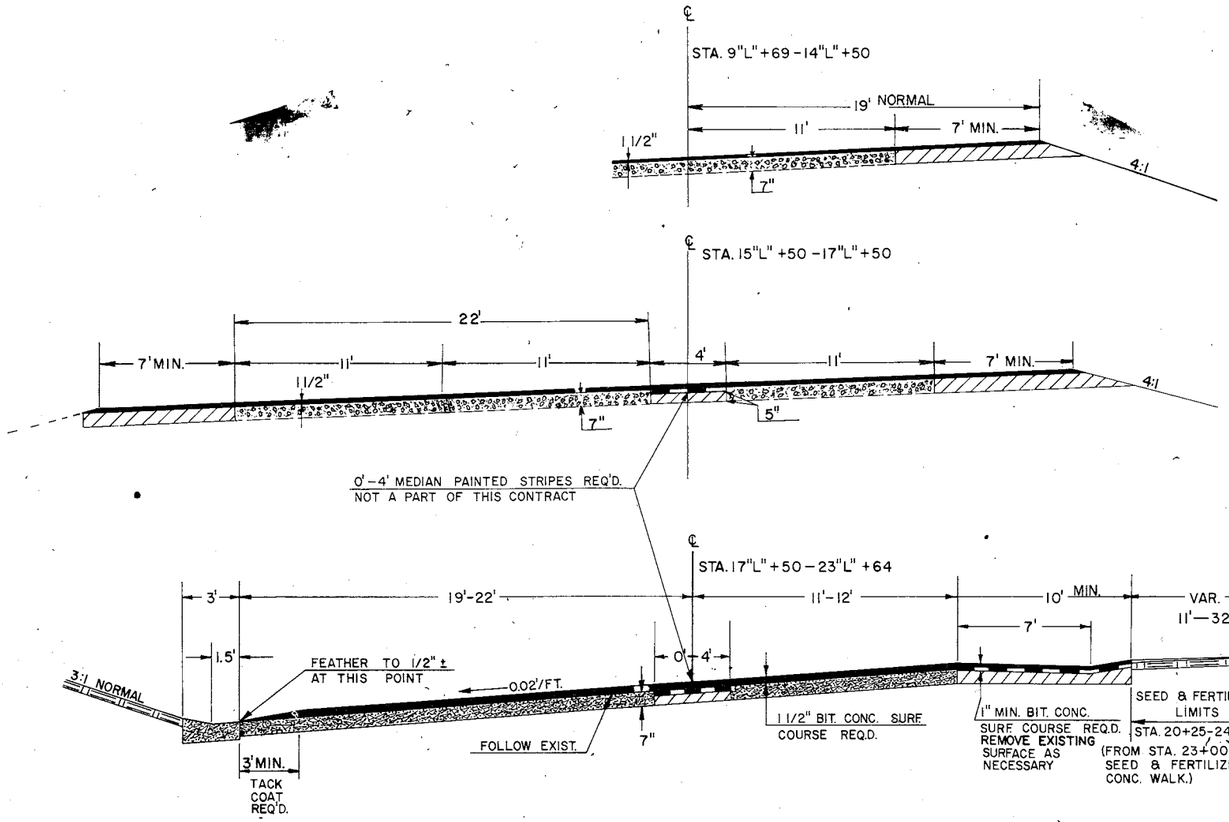
"A" & "B" LINE
TANGENT 1/2 SEC.

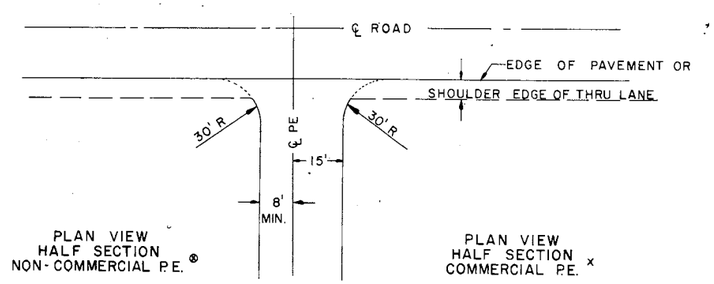
"A" & "B" LINE
FULL SUPERELEVATION 1/2 SEC.
LOW SIDE SHOWN



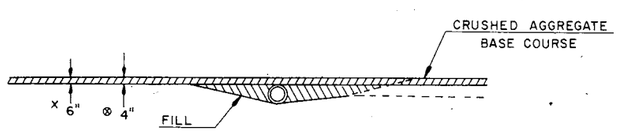
TYPICAL CROSS SECTIONS

PROJECT	1175-5-70 1173-1-70
SHEET NUMBER	2
TOTAL SHEETS	41

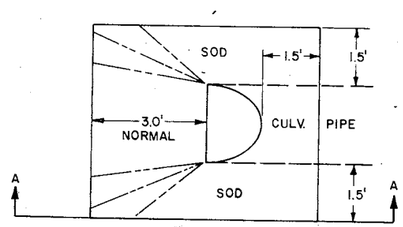




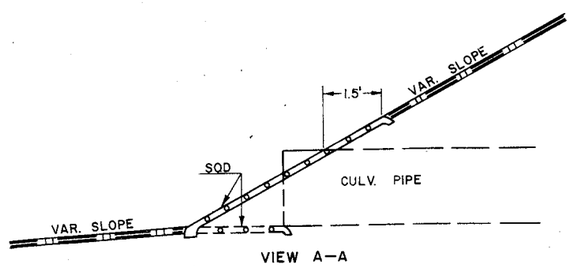
PLAN OF PRIVATE ENTRANCES



PROFILE OF PRIVATE ENTRANCES



PLAN VIEW



VIEW A-A

DETAIL OF CULVERT PIPE SOD ENDWALL

STANDARD DETAIL DRAWINGS

3-1.1.7	CONCRETE CURB, GUTTER, COMBINATION CURB & GUTTER, SURFACE DRAIN
6-5.3.2	STRUCTURAL PLATE PIPE ARCH AND CORRUGATED METAL PIPE ARCH
7-1.3.5	MARKER POST AND MARKER POSTS FOR RIGHT OF WAY
7-2.4.13	STEEL PLATE BEAM GUARD AND STEEL BEAM MEDIAN GUARD
7 4.1.5	CONSTRUCTION BARRICADE
8 1.3.1	DITCH CHECKS, MORTAR RUBBLE MASONRY AND SOD
9 1.1.5	DESIGN AND LAYOUT DETAILS FOR SIDE ROAD AT GRADE INTERSECTIONS

PROJECT	SHEET NUMBER	TOTAL SHEETS
1175-5-70	2.1	41
1173-1-70		

GENERAL NOTES

ALL CURVES ARE COMPUTED BY ARC DEFINITION.

IN THE PERFORMANCE OF THE WORK UNDER THE ITEMS OF "CLEARING AND GRUBBING", NO TREES OR SHRUBS ARE TO BE REMOVED UNLESS INDICATED FOR REMOVAL BY THE ENGINEER IN THE FIELD.

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

REMOVAL OF EXISTING BITUMINOUS SURFACE FOR THE PURPOSE OF CONSTRUCTING A BUTT JOINT SHALL BE REMOVED TO THE NECESSARY LENGTHS AND DEPTHS AS DETERMINED BY THE ENGINEER. COSTS TO BE CONSIDERED INCIDENTAL TO OTHER BID ITEMS, AND NO FURTHER PAYMENT SHALL BE MADE.

SALVAGED TOPSOIL IS TO BE PLACED ON ALL CUT AND FILL SLOPES TO AN APPROXIMATE DEPTH OF 3" AT TIME OF PLACING.

ALL GRADED AND TOPSOILED AREAS WITHIN THE RIGHT OF WAY SHALL BE FERTILIZED AND SEEDED.

THE EXACT LOCATION OF PRIVATE ENTRANCES IS TO BE DETERMINED IN THE FIELD BY THE ENGINEER.

WHEREVER BITUMINOUS CONCRETE PAVEMENT IS PLACED ON OR ABUTS PORTLAND CEMENT CONCRETE PAVEMENT, THE PORTLAND CEMENT CONCRETE SHALL RECEIVE A TACK COAT OF RS-1 OR RS-2 EMULSIFIED ASPHALT.

SURFACE COURSE ON PROJECTS 1175-5-70 & 1173-1-70 SHALL BE NOT LESS THAN 1" THICKNESS, COMPACTED.

ALL INTERSECTIONS SHALL BE TYPE 'C' UNLESS OTHERWISE SHOWN ON THE PLANS.

PUBLIC UTILITIES

MARATHON COUNTY:

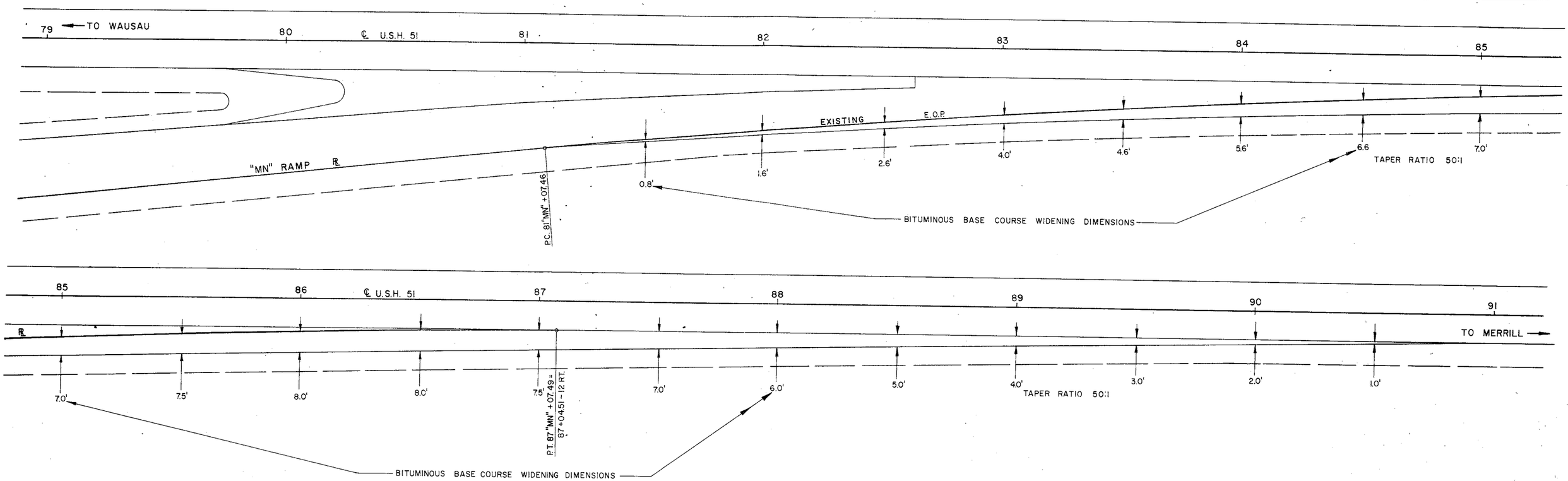
WISCONSIN PUBLIC SERVICE CORPORATION
GENERAL TELEPHONE COMPANY
WISCONSIN FUEL AND LIGHT COMPANY

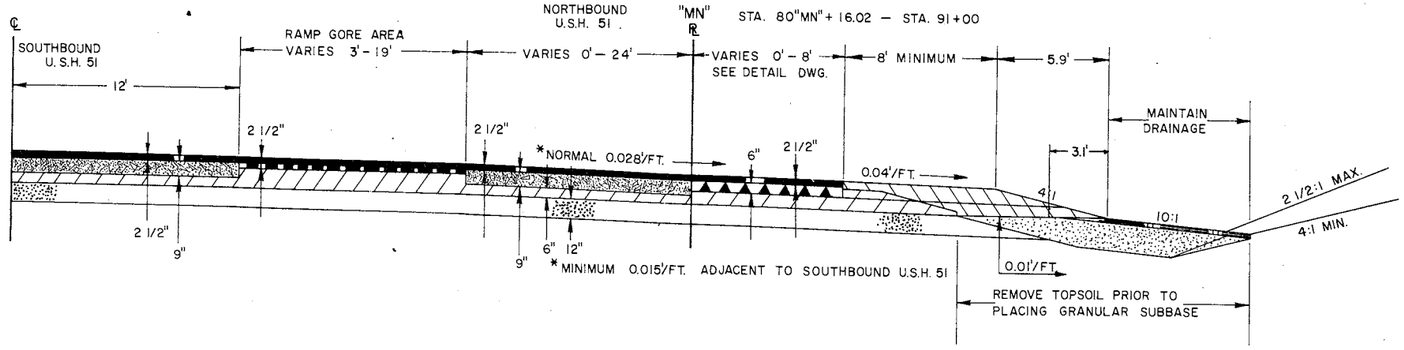
LINCOLN COUNTY:

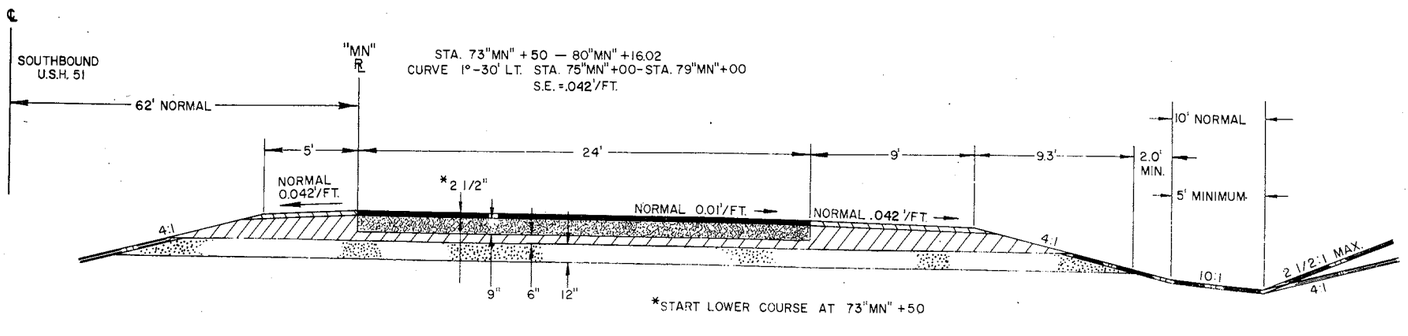
WISCONSIN PUBLIC SERVICE CORPORATION
GENERAL TELEPHONE COMPANY

TYPICAL CROSS SECTIONS
AND
MISCELLANEOUS CONSTRUCTION DETAILS

PROJECT	SHEET NUMBER	TOTAL SHEETS
1175-5-70	2.2	41
1173-1-70		

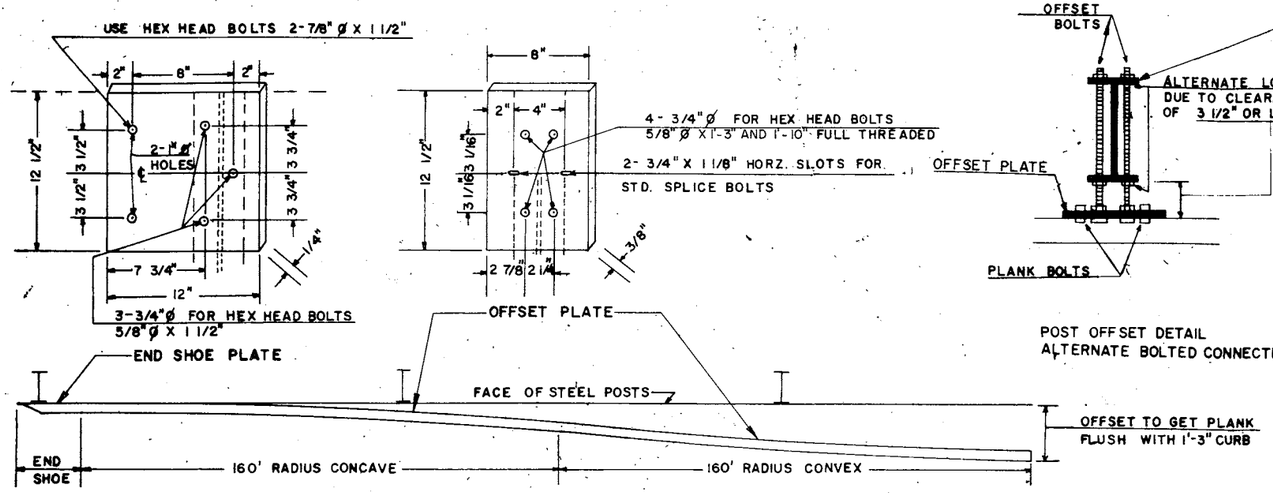




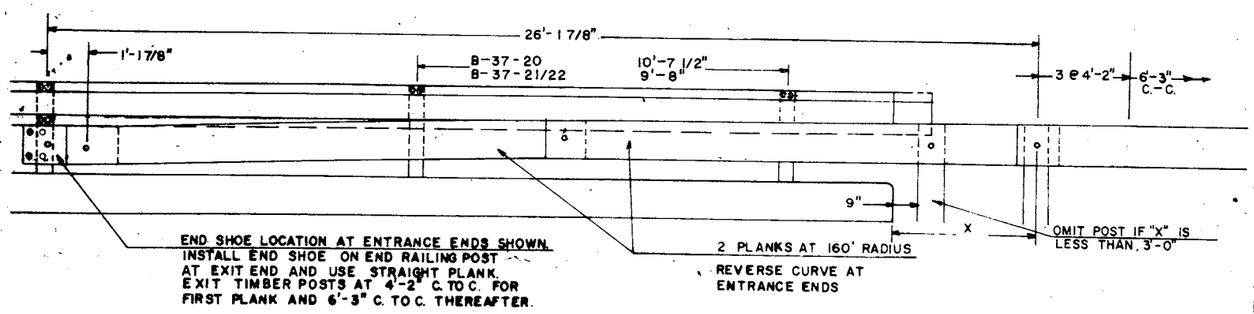


TYPICAL CROSS SECTIONS
AND
DETAIL DRAWING FOR
NORTHBOUND RAMP WIDENING

PROJECT	SHEET NO.	TOTAL SHEETS
1175-5-70 1173-1-70	23	41



PLAN VIEW

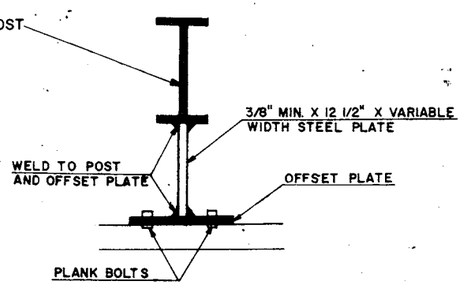


ELEVATION VIEW

BEAM GUARD ATTACHMENT TO EXISTING RAILING

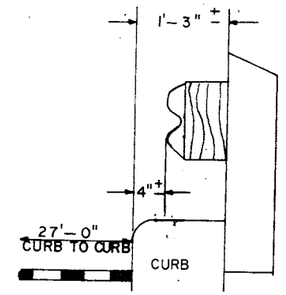
B-37-20	STA. 301+14.20—302+05.80	LT. & RT.
B-37-21	STA. 526+94.56—527+75.50	LT. & RT.
B-37-22	STA. 539+52.25—540+33.75	LT. & RT.

BEAM GUARD ATTACHMENT TO HEADWALLS
PSB 5 STA. 628+24—628+57 LT. & RT.

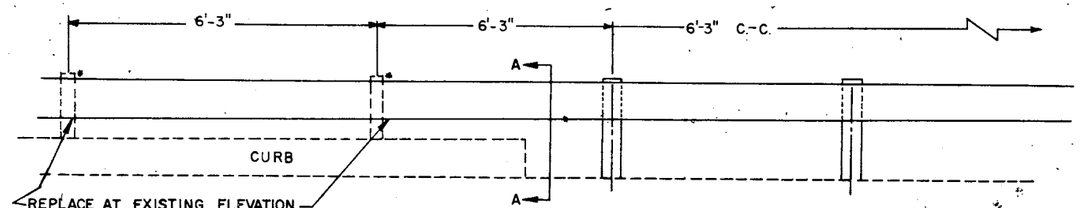


POST OFFSET DETAIL
ALTERNATE BOLTED CONNECTION

POST OFFSET DETAIL
ALTERNATE WELDED CONNECTION

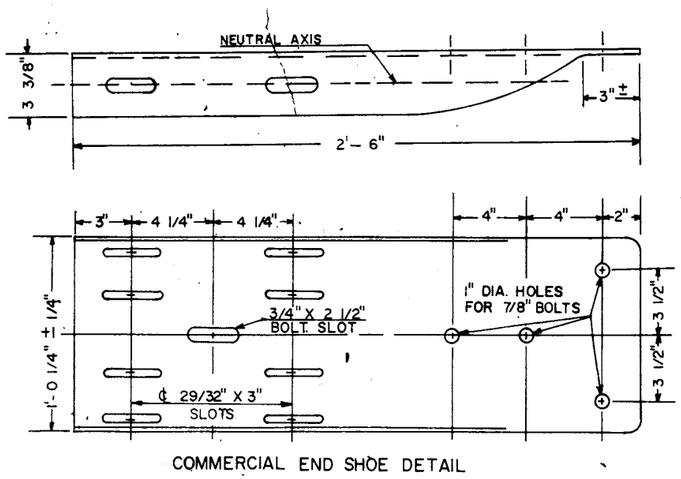


SECTION A-A



BEAM GUARD AND BRIDGE RAILING DETAIL
PSB-6
STA. 658+55—660+86 LT. & RT.

*USE ONE 6"X8"X12" TIMBER OFFSET BLOCK AT EACH STEEL POST ON STRUCTURE.



COMMERCIAL END SHOE DETAIL

ALL BEAM GUARD ANCHORS ARE TO BE A MINIMUM OF 2' OFF THE FINISHED SHOULDER LINE WITH A DESIRABLE OFFSET OF 6' USED WHEN POSSIBLE.

ANCHOR COMMERCIAL END SHOES TO HEADWALLS OF PSB 5 WITH 7/8" BOLTS TO A MINIMUM IMBEDMENT OF 4 INCHES. USE EXPANSION BOLTS.

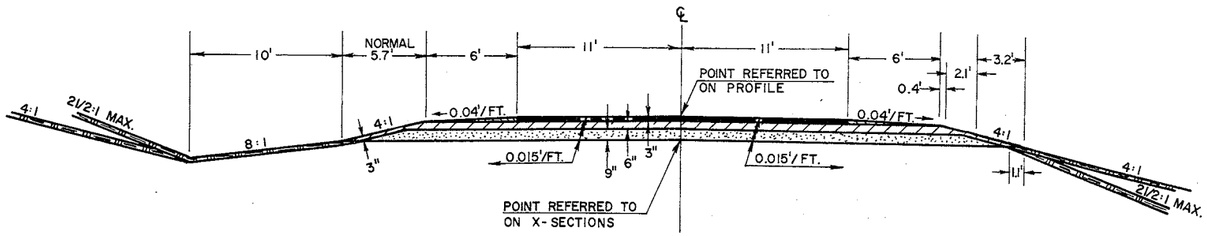
ALL BOLTS, NUTS, WASHERS, AND BEAM GUARD SHALL BE GALVANIZED IN ACCORDANCE WITH SECTION 614 OF THE STANDARD SPECIFICATIONS.

DETAILS NOT SHOWN SHALL CONFORM TO THE STANDARD DETAIL DRAWINGS.

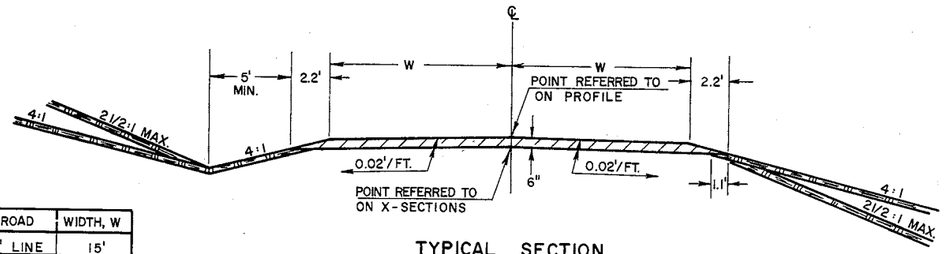
STEEL PLATE BEAM GUARD
SPECIAL DETAIL DRAWINGS

PROJECT I.D.	SHEET NUMBER	TOTAL SHEETS
9484-1-71	24	41
FEDERAL PROJECT DESIGNATION: SI139(5)		

TYPICAL CROSS SECTIONS & GENERAL PLAN NOTES

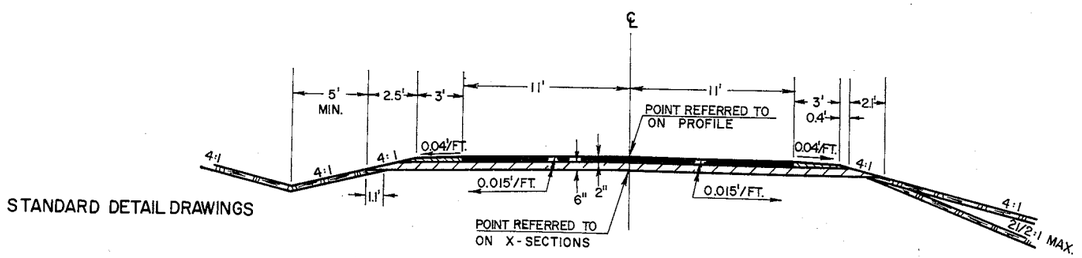


TYPICAL SECTION
12+00 – 235+94
"A" LINE



ROAD	WIDTH, W
"B" LINE	15'
"C" LINE	12'
"E" LINE	11'

TYPICAL SECTION
"B", "C" AND "E" LINES



TYPICAL SECTION
"D" LINE

STANDARD DETAIL DRAWINGS

7-4.1.5 CONSTRUCTION BARRICADE

9-1.1.5 DETAILS FOR SIDE ROAD AT GRADE INTERSECTIONS

LEGEND

- BITUMINOUS CONCRETE PAVEMENT
- * CRUSHED AGGREGATE BASE COURSE
- CRUSHED AGGREGATE SHOULDER MATERIAL
- * GRANULAR SUBBASE COURSE
- * 3" SALVAGED TOPSOIL, SEED & FERTILIZE

* NOT PAID AS TWO COURSES

GENERAL NOTES:

ALL CURVES ARE COMPUTED BY ARC DEFINITION.

~~NO TREES ARE TO BE REMOVED WITHOUT THE APPROVAL OF THE ENGINEER.~~

THE EXACT LOCATION OF ENTRANCE TO BE DETERMINED IN THE FIELD BY THE ENGINEER.

~~SALVAGED~~ TOPSOIL, WHERE REQUIRED, TO BE ~~PLACED TO AN APPROXIMATE~~ DEPTH OF 3" AT TIME OF ~~PLACING.~~ SECTIONS AS ~~SHOWN ON THE CROSS~~ SECTION SHEETS INCLUDE THE ~~THICKNESS WHERE~~ REQUIRED. TOPSOIL, SEED AND ~~FERTILIZE~~ ALL DISTURBED AREAS ~~OUTSIDE OF THE~~ CONSTRUCTION LIMITS, AS DIRECTED BY THE ~~ENGINEER.~~

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

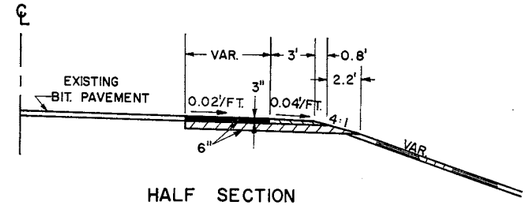
WHEN PLACING NEW BITUMINOUS SURFACING ADJACENT TO EXISTING BITUMINOUS SURFACING, A SUFFICIENT AMOUNT OF THE EXISTING SURFACING SHALL BE REMOVED TO ALLOW THE NEW SURFACING TO FORM A BUTT JOINT FULL DEPTH OF MAT.

UTILITY LISTING

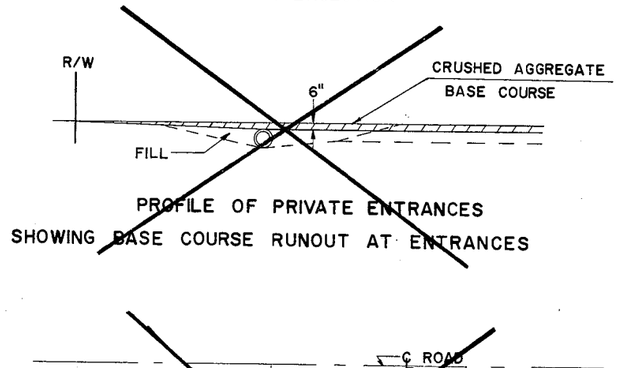
GENERAL TELEPHONE CO.
WISCONSIN PUBLIC SERVICE

SHEETS 11 THROUGH 18 ARE INCLUDED FOR PROFILE AND ALIGNMENT ONLY. OTHER INFORMATION IS NOT PERTINENT TO THIS CONTRACT.

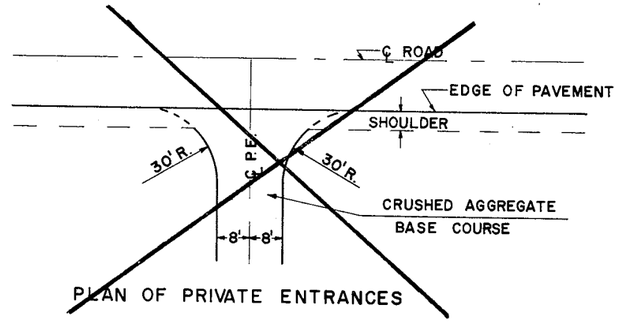
C.T.H. "A"



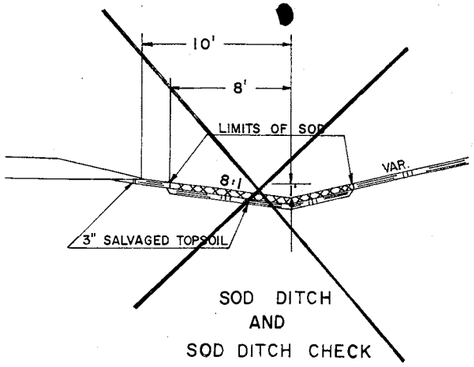
HALF SECTION
"F" LINE INTERSECTION



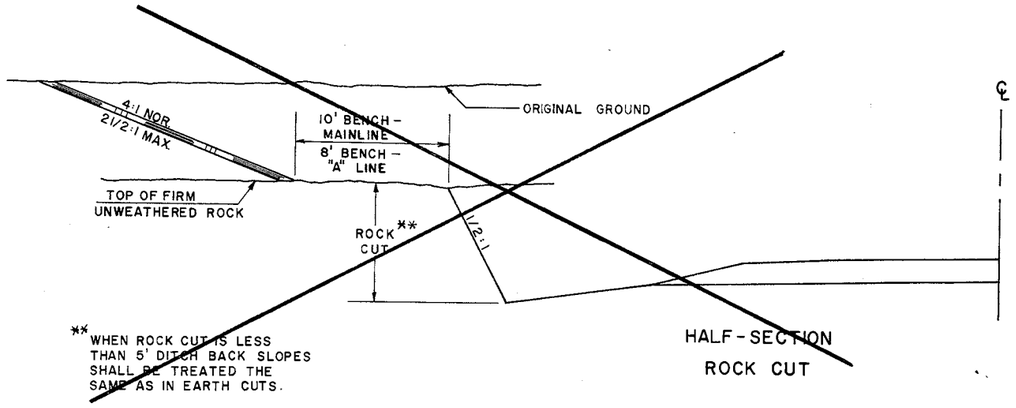
PROFILE OF PRIVATE ENTRANCES
SHOWING BASE COURSE RUNOUT AT ENTRANCES



PLAN OF PRIVATE ENTRANCES



SOD DITCH
AND
SOD DITCH CHECK



** WHEN ROCK CUT IS LESS THAN 5' DITCH BACK SLOPES SHALL BE TREATED THE SAME AS IN EARTH CUTS.

HALF-SECTION
ROCK CUT

ESTIMATE OF QUANTITIES

THIS PROJECT IS TO BE EXECUTED UNDER THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION OF THE WISCONSIN DIVISION OF HIGHWAYS — EDITION OF 1969
APPROVED MARCH 3, 1969 FEDERAL AID REQUIRED CONTRACT PROVISIONS APPROVED NOVEMBER 15, 1968, AND SPECIAL PROVISIONS AS ATTACHED TO PROPOSALS.

CONTRACT NO. 1
SURFACING (BIT. CONC. PAV'T)

B.P.R. REGION	PROJECT	SHEET NO.	TOTAL SHEETS
4	1175-5-70 1173-1-70 S1139(5)	3	41

S1139(5) I.D. 9484—1—71

SEC. NO.	STATION TO STATION	NET LENGTH OF CENTER LINE	CLEARING	GRUBBING	REMOVING OLD CULVERT STATION 134+00	EXCAVATION UNCLASSIFIED	EXCAVATION BORROW	PREP OF FOUNDATION FOR BIT. PAVING ID. 1175-5-70	PREP OF FOUNDATION FOR BIT. PAVING ID. 1173-1-70	GRANULAR SUBBASE COURSE	FINISHING ROADWAY PROJ. I.D. 1175-5-70	OBLITERATING OLD ROAD	CRUSHED AGGREGATE BASE COURSE	BIT. BASE COURSE WIDENING	BIT. MATERIAL FOR PRIME COAT	BIT. CONC. PAV'T	BIT. MATERIAL FOR SURFACE COAT	CULVERT PIPE CLASS III 18-IN.	CULVERT PIPE CLASS III 24-IN.	CULVERT PIPE CLASS IV 30-IN.	CORRUGATED METAL PIPE ARCH 36X22 IN.	REINFORCED CONC. CULVERT PIPE CLASS III 24-IN.	CONC. CURB TYPE 'D'	ADJUSTING MANHOLE COVERS	ANCHORAGES STEEL PLATE BEAM GUARD	STEEL PLATE BEAM GUARD CLASS 'A'	MARKER POSTS	MAINTENANCE & REPAIR OF HAUL ROADS	PREP OF FOUNDATION FOR BIT. PAVING S1139(5)		REMOVING PAVEMENT	REMOVING GUARDRAIL	
	ITEM NO.		20101	20104	20301	20503	20801	21104	21102	21201	21302	21401	30404	30605	40202	40701	40702	52003	52005	52027	52139	52205	60102	61182	61406	61408	61421	61801	21103		20401	20411	
	UNIT	LIN. FT.	STA.	STA.	L.S.	C.Y.	C.Y.	L.S.	L.S.	C.Y.	L.S.	STA.	TON	S.Y.	GAL.	TON	TON	L.F.	L.F.	L.F.	L.F.	L.F.	L.F.	EACH	EACH	L.F.	EACH	L.S.	L.S.		S.Y.	L.F.	
	PROJECT ID. 1175-5-70																																	
	72+00 — 301+14.20																																	
1-R	302+05.80 — 526+94.50	47,036.9	7	7	1	11,591	17,455	1		1363	1	15	37,265	510	200	31,017	2016	32	96	110	78	26	225		16	1617	34	1			3,610	1,188	
	527+75.50 — 539+52.25																																	
	540+33.75 — 544+91																																	
	PROJECT ID. 1173-1-70																																	
2-R	544+91 — 734+46	18,938.5							0.9				12,551			9654	627								8	856						300		
2-U	734+46 — 746+30	2,579.0							0.1				1400			1147	75							2										
	9 "L"+69 — 23 "L"+64																																	
2	PROJECT ID. 1173-1-70 TOTALS								1				13,951			10801	702																	
	PROJ. S 1139(5) I.D 9484-1-71																							2	8	856						300		
	12+00 — 121+84.05																																	
3	123+71.45 — 235+93.95	22,207											6000		13,800	10,200	615												1					
	CONTRACT TOTALS	90,761.4	7	7	1	11,591	17,455	1	1	1363	1	15	57,216	510	14,000	52,018	3,333	32	96	110	78	26	225	2	24	2473	34	1	1		3,610	1,488	

SEC. NO.		SALVAGED TOPSOIL	MULCHING	FERTILIZER	SEEDING	SODDING	FIELD OFFICE TYPE A	FIELD LABORATORY	TOPSOIL
	ITEM NO.	62505	62702	62901	63002	63101	64201	64210	62501
	UNIT	S.Y.	S.Y.	CWT.	LB.	S.Y.	L. S.	L.S.	S.Y.
1-R	1175-5-70	14,832	6,000	11	370	1,200	1	1	4200
2-R									
2-U				1	40				
2	1173-1-70			1	40				
	CONTRACT	14,832	6,000	12	410	1,200	1	1	4200

SEC. NO.

PROJECT	SHEET NO.	TOTAL SHEETS
1175-5-70 1173-1-70	3A	41

DETAIL SUMMARY SHEET OF MISCELLANEOUS QUANTITIES

CLEARING AND GRUBBING

SEC.	STATION TO STATION			STATIONS CLEARING AND GRUBBING
1-R	163"A"+00	-	169"A"+00	6
1-R	3"B"+00	-	4"B"+00	

REMOVING OLD CULVERT

SEC.	LOCATION	NUMBER
1-R	134+00 - 300' Lt.	1

OBLITERATING OLD ROAD

SEC.	LOCATION			STATIONS
1-R	166"A"+00	-	1"B"+50	12
1-R	132+15 - Lt.			3

REMOVING PAVEMENT

SEC.	STATION TO STATION			SQ. YDS.
1-R	161"A"+00	-	162"A"+35	300
1-R	166"A"+00	-	141+00	2,222
1-R	141+00	-	4"B"+50	1,088

REMOVING GUARDRAIL

SEC.	LOCATION	LIN. FT.
1-R	B-37-20	388
	B-37-21	400
	B-37-22	400
2-R	PSB-5	150
	PSB-6	150

GRANULAR SUBBASE

SEC.	STATION TO STATION			CU. YDS. TRUCK MEASURE
1-R	81"MN"+50	-	90+50	735
	127+00	-	134+00	186
	140+00	-	146+50	155
	160+00	-	167+00	186
	221+50	-	229+00	101

CONCRETE CURB, TYPE "D"

SEC.	LOCATION	LENGTH LIN. FT.
1-R	"B" Line	140'
	C.T.H. "WW"	85'

BITUMINOUS BASE COURSE WIDENING

SEC	STATION TO STATION			SQ. YDS.
1-R	81"MN"+07	-	91+00 RT.	510

ADJUSTING MANHOLE COVERS

SEC.	STATION	NUMBER
2-U	13"L"+00 - 10' LT.	1
	19"L"+10 - 7' LT.	1

MARKER POSTS

SEC.	LOCATION	NUMBER
1-R	"A" Line Radii	17
	"B" Line Radii & Island	10
	C.T.H. "WW" Radii & Island	7

MULCHING

SEC.	LOCATION	SQ. YDS.
1-R	130+00 - 131+00	454
	162"A"+70 - 169"A"+30	4,451
	Undistributed	1,095

YARDAGE SUMMARY

SEC.	LOCATION	EXC	FILL	EXP.	BORROW	REMARKS
	"A" LINE	565	23,195	30%		Pavement Removed To Be Placed In "A" Line Fill (1,680 C.Y.)
	"B" LINE	7,719	17	30%		
	PASSING LANES	3,307	432	30%		
1-R	BALANCE TOTAL	11,591	23,635		17,455	

CRUSHED AGGREGATE BASE COURSE

SEC.	STATION	BASE CRSE. TON	SHOULDERS TON	REMARKS
1-R	72+00 - 544+91	-	28,445	Include: wedged curves
	"A" Line	2,658	210	Includes P.E.'s
	"B" Line	1,465	105	Includes P.E.'s
	Mainline Widening	2,957	-	"MN" and Passing Lanes
	P.E.'s and Side Road	-	1,100	
	Undistributed	-	325	Pavement Failure Wedging
2 R	544+91 - 734+46	-	11,801	Includes Wedged Curves
	P.E.'s and Side Roads	-	750	
2-U	734+46 - 23"L"+64	-	1,250	
	P.E.'s and Side Roads	-	150	

BITUMINOUS CONCRETE PAVEMENT

SEC.	STATION	BIT. PAV'T. TON	BIT. MAT. TON	REMARKS
1-R	72+00 - 544+91	19,897	1,293	Includes 15% For Crown Revision
	Curve Wedging	2,706	176	Listed on Plan
	"MN" Line	565	37	
	Mainline Widening	3,770	245	Passing & Climbing Lanes on Plan
	Side Roads	2,732	178	Relocations and Intersections
	113+00 - 124+00	266	17	Pavement Failure Wedging 1 1/2"
	135+00 - 160+00	604	39	Pavement Failure Wedging 1 1/2"
	352+00 - 358+00	145	9	Pavement Failure Wedging 1 1/2"
	368+00 - 373+00	121	8	Pavement Failure Wedging 1 1/2"
	Undistributed	211	14	Pavement Failure Wedging 1 1/2"
	SECTION TOTAL	31,017	2,016	
2-R	544+91 - 734+46	7,811	508	Includes 15% For Crown Revision
	Curve Wedging	353	23	
	Climbing Lanes	760	49	
	Side Roads	510	33	
	691+00 - 698+00	170	11	Pavement Failure Wedging 1 1/2"
	Undistributed	50	3	
	SECTION TOTAL	9,654	627	
2-U	734+46 - 746+30	485	32	Includes 15% For Crown Revision
	9"L"+69 - 23"L"+64	487	32	Includes Bit. Flume
	Side Roads	175	11	
	SECTION TOTAL	1,147	75	

TOPSOIL

SEC.	LOCATION	SQ. YD.
1-R	166"A"+00 - 0"B"+50	3,300
	132+15 - Lt.	900

STEEL PLATE BEAM GUARD

SEC.	STATION TO STATION			LIN. FT.	ANCHORAGES
1-R	246+10	-	246+50 Lt. & Rt.	80	2
	253+54		253+94 Lt. & Rt.	80	2
	299+98	-	301+27 Rt.	129	1
	301+84	-	303+00 Rt.	116	1
	300+21	-	301+24 Lt.	103	1
	301+93	-	303+22 Lt.	129	1
	525+84		527+00 Lt.	116	1
	527+49	-	528+78 Lt.	129	1
	525+92	-	527+21 Rt.	129	1
	527+70	-	528+86 Rt.	116	1
	538+47	-	540+92 Lt. & Rt.	245	2
	538+95	-	541+40 Lt. & Rt.	245	2
2-R	626+14	-	628+24 Lt. & Rt.	210	2
	628+57	-	630+67 Lt. & Rt.	210	2
	658+55	-	660+86 Lt.	231	2
	658+81	-	660+86 Rt.	205	2

CULVERT PIPE & PRIVATE ENTRANCES

SEC.	STATION	DIA. INCH	LENGTH LIN. FT.	TYPE
1-R	86+25 Rt.	24	8	RCCP Class III
	130+50 Lt.	24	12	RCCP Class III
	130+50 Rt.	24	6	RCCP Class III
	166"A"+00	30	110	C.P. Class IV
	0"B"+94	36" X 22"	78	C.M.P.A.
	0"B"+55 Rt. P.E.	24	32	C.P. Class III
	1"B"+25 Rt. P.E.	24	32	C.P. Class III
	2"B"+10 Rt. P.E.	24	32	C.P. Class III
	3"B"+64 Rt. P.E.	18	32	C.P. Class III

SODDING

SEC.	LOCATION	SQ. YDS.	REMARKS
1-R	C.P. and P.E. Pipes	54	Endwalls
	"A" Line	240	Ditch Checks
	"B" Line	750	SOD DITCH
	UNDISTRIBUTED	156	EROSION CONTROL

PROJECT	PHASE	TOTAL SHEETS
1175-5-70	4	41

P.I. = 166"A" +02.65
D = 19°
Δ = 63° 25'
R = 301.557'
P.C. = 164"A" +16.35
P.T. = 167"A" +50.12
T = 186.306'
L = 333.772'
S.E. = 0.04'/FT.
R.O. = 125'

BENCH MARKS

NO	STATION	DESCRIPTION		ELEV.
18	124+15	SPIKE IN 24" ELM	80' LT.	1370.58
21	138+90	SPIKE IN 24" PINE	98' RT.	1339.15
21A	141+40	SPIKE IN TEL. POLE	50' RT.	1358.00

NOTE: CONSTRUCT PASSING LANES OF 12' WIDTH AT THESE INTERSECTIONS

JOSEPH WALDVOGAL — MERRILL AVENUE — P.L. — REMOVE OLD CULVERT — CARL RADTKE — BARN

STA. 161"A"+00 — P.C. 164"A" +16.35 — P.I. 166"A" +02.65 — P.T. 167"A" +50.12 — 2.15 AC. REQUIRED

N 20° 11'W — N 43° 14'E — N 28° 14'E — N 1° 17'W — N 31° 46'W — N 31°46'W

SW-NE — NW-NE — SE-NE — NE-NE

GAS PIPE VENT — SIGN — OBLITERATE OLD ROAD — BOX CULVERT

STA.130+00 — STA.131+50 = STA. 169"A"+46.86 (P.K. SPIKE) — STA.133+00 — STA.134+00 — STA.141+00 — STA.142+00 — STA.146+00

600' TAPER — 300' TAPER — 300'TAPER

P.C. 170"A" + 09.70 — P.T. 170"A"+92.60 — P.I. 170"A"+52.24 R = 150'

0"B"+00 = 143+50 — 98.4' TO THE NW CORNER OF THE SW-NE 1/16 LINE — 147+83.08

P.C. 1"B"+01.30 — P.I. 2"B"+52.15 — P.T. 3"B"+96.45

EXCAVATE VISION TRIANGLE TO SUBGRADE ELEVATIONS OR ROCK SURFACE PLUS 6" AND SLOPE TO DRAIN SEE CROSS SECTION

TYPE "A" INTERSECTION

STORE — INS. BLD. — EMERY DRIVE — HERBERT WIEDOW J.

36" ELM — "T" IRON — 30" ELM — P.T. 167"A" + 50.12

P.K. SPIKE — 12" ELM — P.C. 164"A" + 16.35

2-6" ELM — P.K. SPIKE — P.I. 166"A" + 02.65

2" HUB — MAIL BOX — P.C. 1"B" +01.30

P.I. 2"B" +52.15 — P.K. SPIKE — MAIL BOX

P.K. SPIKE — 40" ELM — P.T. 3"B"+96.45

P.K. SPIKE — 12" ELM — P.O.T. 5"B" + 75.30

PARCEL NO.	OWNER	FORTY	SEC.	TOWN	RANGE
1	JOSEPH WALDVOGAL	NE-SE	9	29	7

P.I. 2"B" + 52.15
D 10°
Δ 29° 31"
R 573.69
P.C. 1"B"+ 01.30
P.T. 3"B"+ 96.45
T 150.85'
L 295.15'
S.E. 0.02'/FT.
SEE CROSS-SECTIONS FOR RUNOFF
● MARKER POSTS

28.84 RODS

P.C. 161"A" +26.86 EL. 1353.59 — -4.5% — 500' V.C. — P.T. 166"A"+26.86 EL. 1347.34 — +2.0% — P.I. 163"A" + 76.86 EL. 1342.34 — STA. 166"A" + 00 C.P. CLASS IV REQ'D 1-30" X 110'

P.C. 169"A"+77 EL. 1353.19 — 100' V.C. — -2.0% — +4.0% — P.I. 170"A" +27 EL. 1352.19 — P.T. 170"A" +77 EL. 1354.19

16"A" 2 3 4 165"A" 6 7 8 9 170"A" 171"A"

1354.80 52.58 50.65 49.04 47.75 46.79 46.15 45.84 45.85 46.19 46.85 47.80 48.80 50.80 52.80 52.89 53.33 55.11

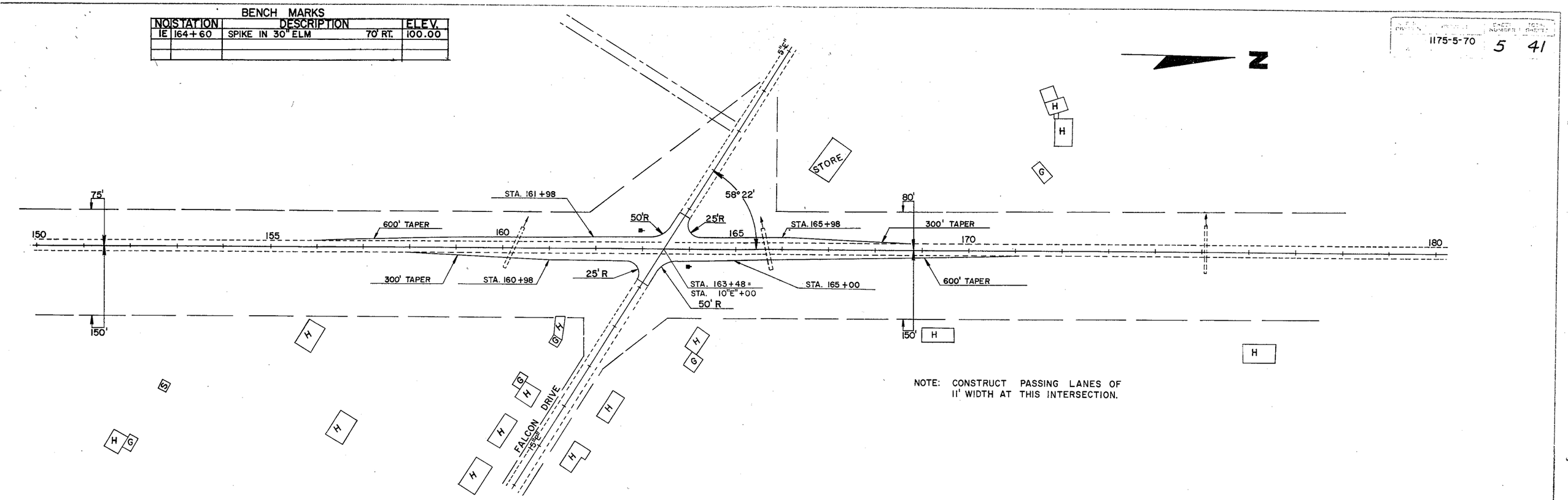
0"B" 1 2 3 4 5"B" 6 7 8 9 10"B"

61.28 61.03 61.40 63.20 66.60 70.20 73.60 76.30

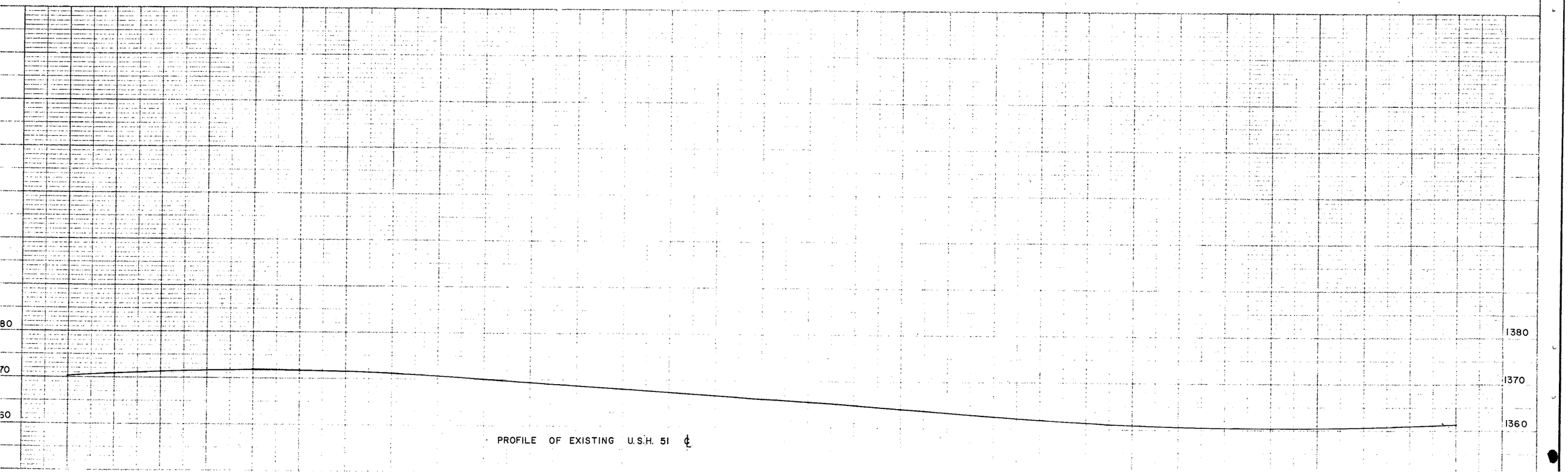
STA. 0"B"+94 1-36"X22"X78' C.M.P.A. REQD. SKEW 30° L.H.F.

PROFILE OF EXISTING U.S.H. 51 ℄

BENCH MARKS			
NO	STATION	DESCRIPTION	ELEV.
1E	164+60	SPIKE IN 30" ELM 70' RT.	100.00



NOTE: CONSTRUCT PASSING LANES OF 11' WIDTH AT THIS INTERSECTION.

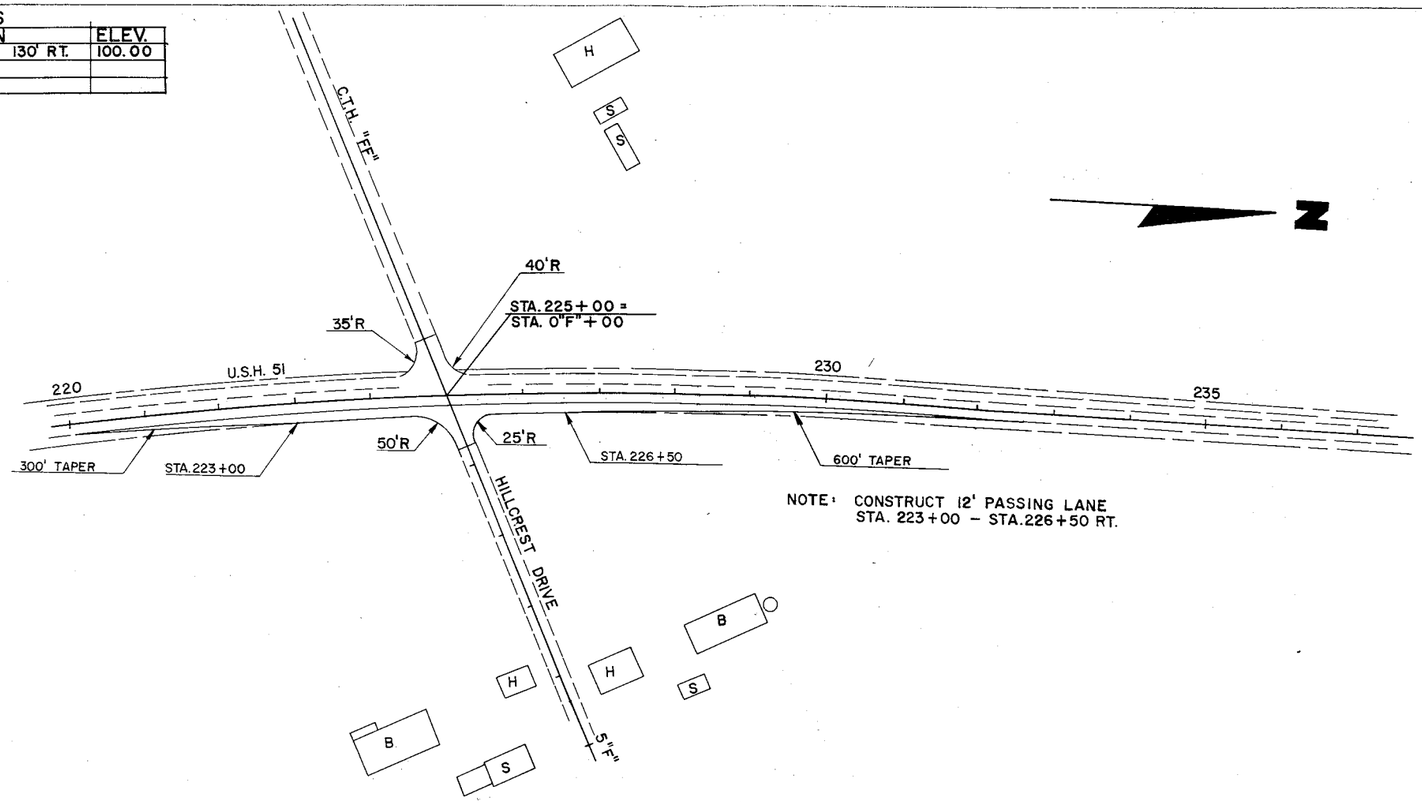


PROFILE OF EXISTING U.S.H. 51 ℄

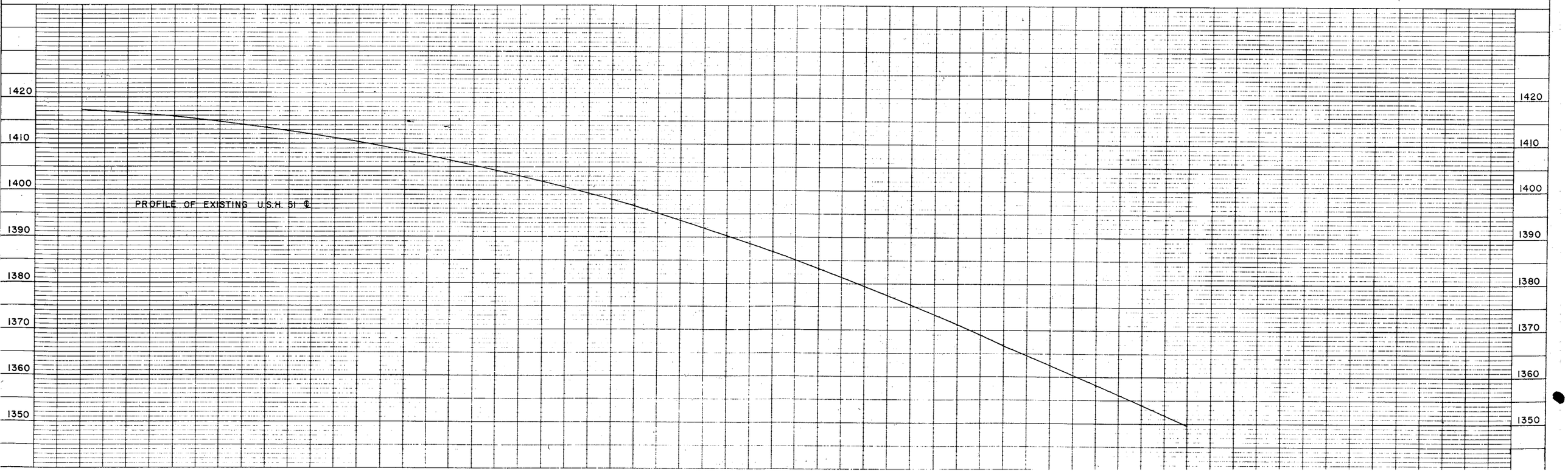
PROJECT I.D.	SHEET NUMBER	TOTAL SHEETS
1175-5-70	6	41
FEDERAL PROJECT DESIGNATION		

BENCH MARKS

NO	STATION	DESCRIPTION	ELEV.
1F	225+30	SPIKE IN TEL. POLE 130' RT.	100.00



NOTE: CONSTRUCT 12' PASSING LANE STA. 223+00 – STA. 226+50 RT.



PROJECT	SHEET NUMBER	TOTAL SHEETS
1175-5-70	7	41

BEGIN PROJECT 1175-5-70 STA. 72"MS" +00 = STA. 72+00
BEGIN BIT. CONC. PAV'T. (SURFACE COURSE ONLY)
APPLY TACK COAT FULL WIDTH OF PAV'T. FOR A MIN. LENGTH OF 10'
FEATHER BIT. CONC. PAV'T. OVER THIS AREA.
START LOWER COURSE STA. 73+50 ±.

87"MN"+07.49 =
87+04.51 — 12' RT.

266 TONS BIT. CONC. PAV'T.
ESTIMATED FOR WEDGING

SEE PLAN AND PROFILE SHEET
FOR RELOCATION DETAILS

TOWN ROAD

DRIVE STA. 69+45.3

DRIVE

70 75 80 85 90 95 100 105 110 115 120 125 130 135

70"MN" 75"MN" 80"MN"

P.C. STA. 75"MN" +00
P.T. STA. 79"MN" +00
USE EXISTING S.E.
NORMAL = 0.042'/FT.
1°-30' CURVE LT.

P.C. STA. 81"MN" +07.49
P.T. STA. 87"MN" +07.49
USE EXISTING S.E.
NORMAL = 0.028'/FT.
1°-00' CURVE RT.

END "MN" TAPER
STA. 91+00-12' RT.

DECATUR DRIVE
STA. 100+76

EMERY DRIVE
STA. 132+15

RAMP WIDENING & EXTENSION
SEE DETAIL DWG. & TYPICAL SEC.

P.C. STA. 197+96.75
1° 00' CURVE TO RT.
WEDGE TO 0.03'/FT. S.E.
R.O. = 190'
(1,716 TONS OF BIT. CONC.
PAV'T. ESTIMATED FOR
WEDGING)

MERRILL AVE.
STA. 141+00

SEE PLAN AND PROFILE SHEET
FOR RELOCATION DETAILS

135 140 145 150 155 160 165 170 175 180 185 190 195 200

604 TONS OF BIT. CONC. PAV'T.
ESTIMATED FOR WEDGING

DRIVE

FALCON
STA. 163+48

SEE PLAN AND PROFILE SHEETS
FOR INTERSECTION DETAILS

PUBLIC ROAD

"FC"

C.T.H.
STA. 225+00

N. 44TH AVE.
STA. 219+30

STA. 194+60
START 600' TAPER LT.
FOR WIDENING DETAILS SEE GENERAL NOTES.

300'

12' BIT. CONC. PAVEMENT EXISTING → P.C.C. EXISTING 12'

TOWN ROAD

200 205 210 215 220 225 230 235 240 245 250 255 260

R.T. STA. 230 + 46.75

STA. 241+40
END 240' TAPER LT.

12'

HILLCREST DRIVE

STA. 200+10
START 240' TAPER RT.

C.T.H. "WW"
STA. 205+80

12'

STA. 208+00, PROJECT F 05-3(17) =
STA. 208+00, BEGIN PROJECT F 05-3(21)

REMOVE PRECAST CURB AND
REPLACE WITH CONCRETE CURB
TYPE "D" DETAILS NOT SHOWN AS
PER STD. DWG. 3-1.1.7 & 9-1.1.5

STA. 205+80

USH 51

12' 14' 20' 12' 12' 4' 16' 30' R 66' R

C.T.H. "WW"

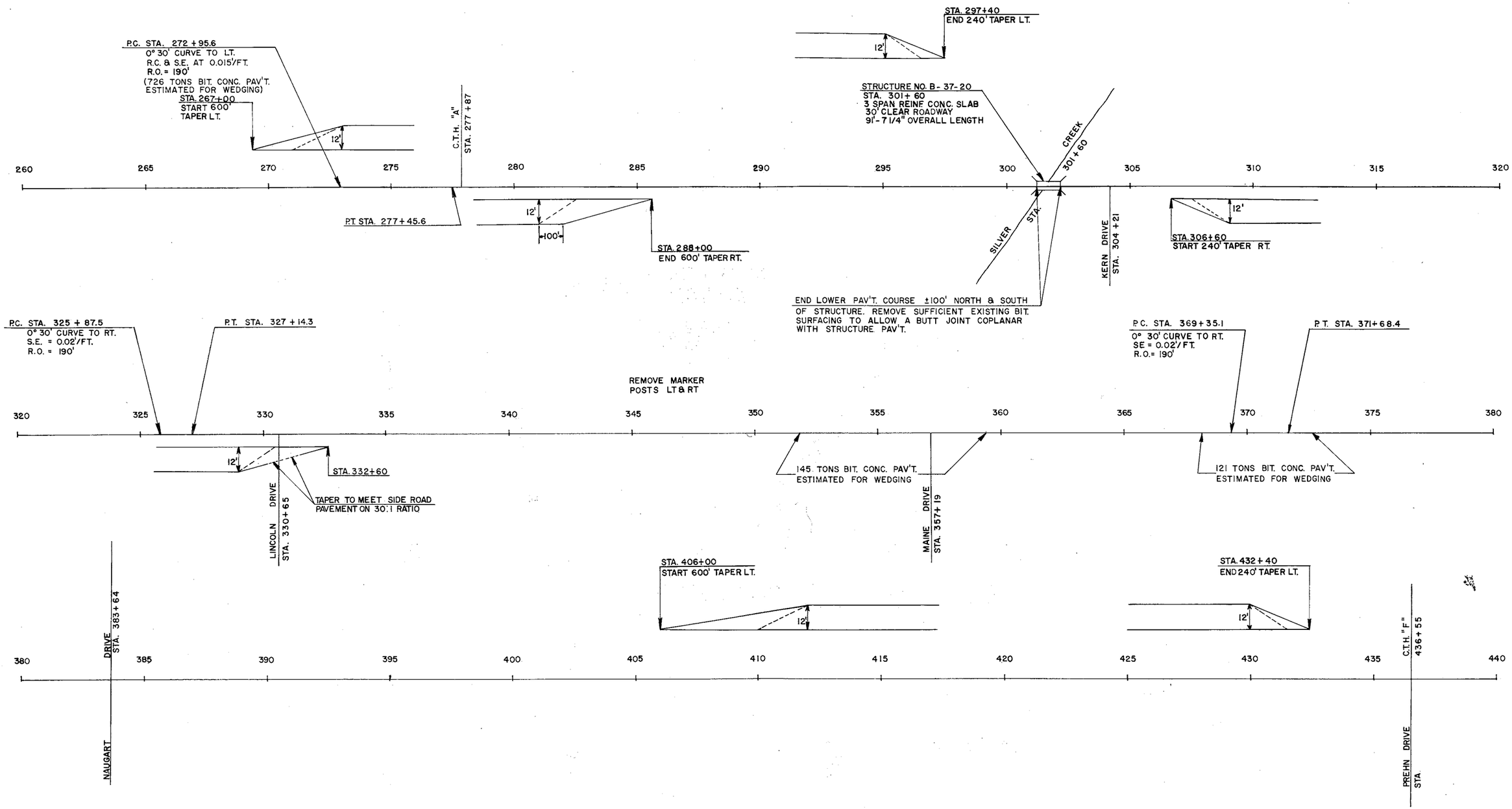
N

STA. 256+60
START 240' TAPER RT.

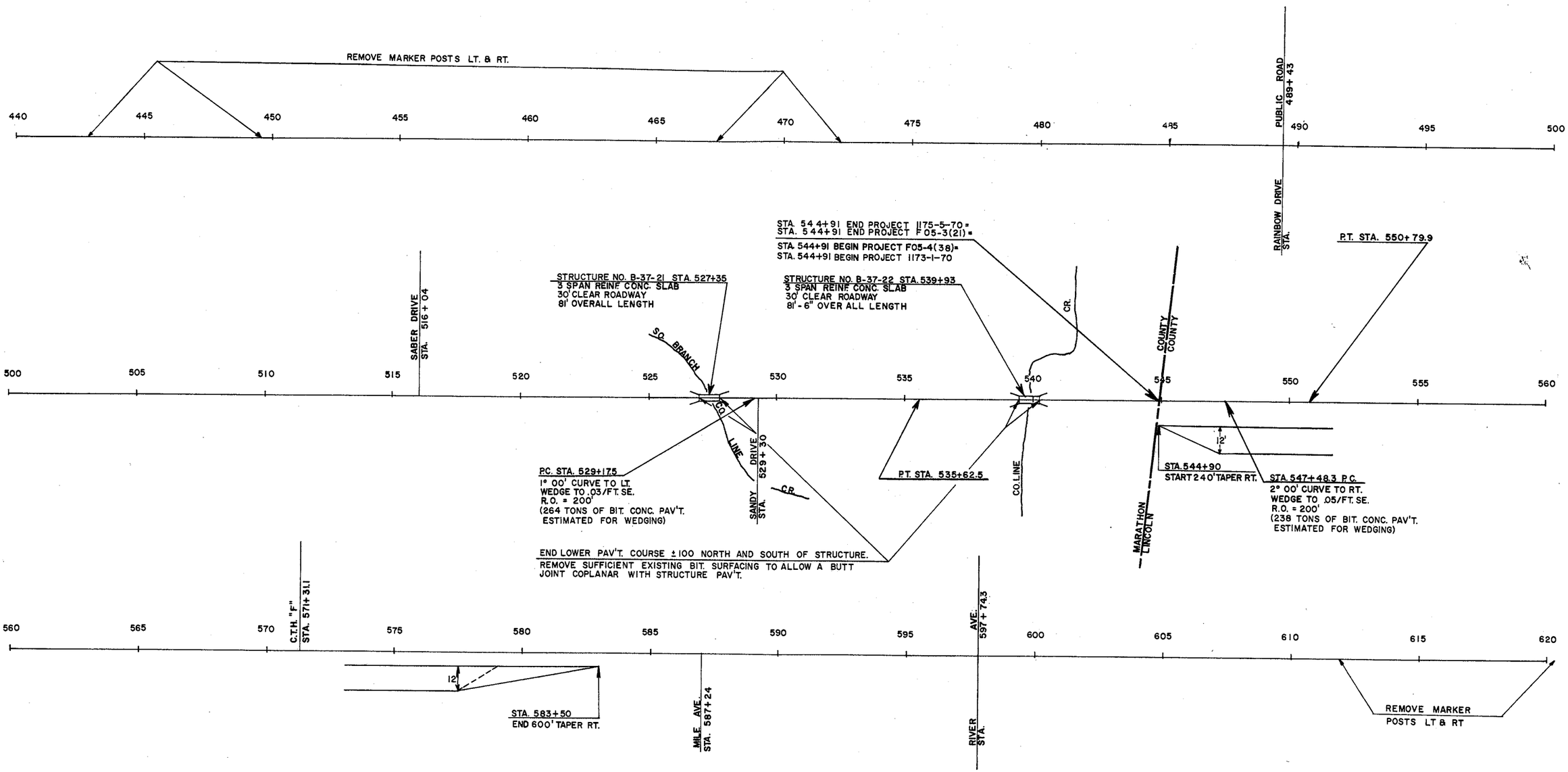
12'

• MARKER POSTS REQUIRED

PROJECT	SHEET NUMBER	TOTAL SHEETS
1175-5-70	8	41



PROJECT	SHEET NUMBER	TOTAL SHEETS
1175-5-70 1173-1-70	9	41



PROJECT	SHEET NUMBER	TOTAL SHEETS
1173-1-70	10	41

STR. P.S.B. 5 STA. 628+24.5 - STA. 628+57.5
SINGLE SPAN REINF CONC. SLAB
27.0' CLEAR ROADWAY 33' OVERALL LENGTH
REMOVE & REPLACE BEAM GUARD - FASTEN TO CONCRETE HEADWALLS.
SEE DETAIL DWG.

STR. P.S.B. 6 STA. 659+61.00 - 659+81.00
SINGLE SPAN REINF CONC. SLAB
27' CLEAR ROADWAY 20' OVERALL LENGTH
REMOVE AND REPLACE BEAM GUARD
TRAVERSING STRUCTURE. SEE DETAIL DWG.

620 625 630 635 640 645 650 655 660 665 670 675 680

PARK AVE. STA. 637+31

SHORT ROAD STA. 624+21

P.S.B. 5 & 6
END LOWER COURSE ± 75' FROM STRUCTURE APPROACHES & TRAVERSE DECK WITH 1 1/4" SURFACE COURSE.
(EXISTING UNITS HAVE BIT. MAT. ACROSS)

CREEK AVE. STA. 650+66.4

PINE ST. STA. 677+21

P.C. STA. 699+26.8
3°00' CURVE RT.
WEDGE TO 0.06/FT. SE.
R.O. = 200'
MAINTAIN EXISTING 26' PAVEMENT WIDTH
(115 TON BIT. CONC. PAV'T. ESTIMATED FOR WEDGING)

P.T. STA. 710+45.7

712+91.0 BK. = 713+07.5 AHD.

CORPORATE & URBAN BOUNDARY
CITY OF MERRILL
STA. 734+46.0

680 685 690 695 700 705 710 715 720 725 730 735 740

JOE SNOW DRIVE STA. 703+71

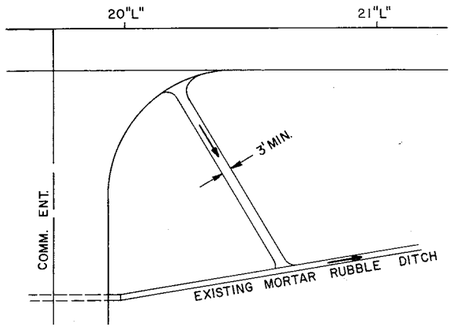
746+300 BK. = 9"L"+69 AHD.
END LOWER COURSE

END PROJECT 1173-1-70 STA. 23"L"+64
APPLY TACK COAT FULL WIDTH OF PAV'T. & FOR MIN. LENGTH OF 10'.

740 745 10"L" 15"L" 20"L"

WISCONSIN RIVER BRIDGE

20"L"+25 - 20"L"+55 RIGHT CONSTRUCT BIT. CONC. FLUME TO EXISTING MORTAR RUBBLE DITCH MIN. DEPTH OF FLOW 4". COSTS OF SHAPING AND CONSTRUCTION OF FLUMES INCIDENTAL TO OTHER ITEMS.



BENCH MARKS				
NO.	STATION	DESCRIPTION		ELEV.
3	19+70	SPIKE IN 14" MAPLE	100' LT.	1340.77
4	24+93	SPIKE IN 11" ELM	145' LT.	1302.90
5	33+65	SPIKE IN 14" ELM	75' LT.	1308.25

PROJECT I.D.	SHEET NUMBER	TOTAL SHEETS
9484-1-71	11	41
FEDERAL PROJECT DESIGNATION S 1139(5)		

F.P. 40.3' 38.7' F.P. P.O.T. 12+00 PK SPIKE

P.O.T. 2"A"+00 P.K. SPIKE 38.7' F.P. 40.6' F.P.

6"A"+00 33' RT. WOODS

6"A"+00 33' LT.

STA. 20+00= "T" IRON 46.4' 56.7' IRON F.P. 10"A"+00 SECTION CORNER

P.O.T. 1/16 CORNER 33+28.4 "T" IRON 29.2° 22.9' F.P.

ELGART RADANT

W & E RADANT

WILLARD RADANT

DELMAR RADANT

HUBERT RADANT

7"A"+00 50' RT.

7"A"+00 45' LT.

GILBERT M. HIERONINUS

12+00 33' LT. 13+00 65' LT.

WOODS PASTURE CULT. FALLOW WELL

P.E. +62 65' 15' C.T.H. "O" N 0° 59' E

P.E. +78 H G C.T.H. "U"

P.E. +85 9"A"+00 45' LT. H G

P.E. +60 90°39'30" 179°22'30" 20

21+00 55' LT.

P.O.T. 25+60.00

55' 25 WOODS

DONALD F. STEINKE CULT.

P.L. WOODS FALLOW 55' 30 35 C.T.H. "O" N 0° 21' E 40

P.E. +00 P.E. +00 P.O.T. 33+28.4 55'

CULT. FALLOW PASTURE 70' STA. 20+00= 10"A"+00

P.O.T. 12+00

12+00 33' RT. 13+00 70' RT.

CLEARENCE BECK

90°45' UNDERGROUND TELEPHONE CABLE

CULT. 55' WOODS FALLOW CULT. CULT.

EXISTING BIT. PAV'T. ENDS AT STA. 25+63

TYPE "B" INTERSECTION C.T.H. "U" TO BE PAVED FOR THROUGH TRAFFIC

F.P. 42.9' 35.4' F.P. P.O.T. 25+60.00 "P.K." SPIKE

ROBERT G. BALSKY

BEGINNING OF PROJECT S1139(5)= BEGINNING OF PROJECT S1139(4) STA. 12+00

P.O.T. 14"A"+00 P.K. SPIKE

ROLAND L. ROTHMAN

P.O.T. 21"A"+00 NAIL 52.5' 47.0' F.P.

14"A"+00 50' RT. 14"A" 14"A"+00 50' LT.

15"A"+00 33' RT. 15"A"+00 33' LT.

P.I. 12"A"+20 EL. 1333.76

NET LENGTH OF CENTERLINE STA. 12+00 TO STA. 40+00 = 2800 LINEAL FEET

ROCK	1,475 C.Y. – INCLUDES	400 C.Y.	"A" LINE
SWELL 15 %			
UNCL.	21,078 C.Y. – INCLUDES	5,191 C.Y.	"A" LINE
FILL	17,123 C.Y. – INCLUDES	164 C.Y.	"A" LINE
SHG. 33%			

IDENTICAL POINTS

P.I. 8"A"+00 EL. 1333.76

+2.44% 0.0% 200' V.C. -5.2% 360' V.C.

P.C. 12+20 EL. 1340.50

P.I. 13+20 EL. 1335.00

P.T. 14+20 EL. 1335.00

-6.5% 200' V.C.

P.C. 18+60 EL. 1335.00

P.I. 20+60 EL. 1335.00

P.T. 22+60 EL. 1324.88

0.0% 400' V.C.

SP. DITCH RT. SP. DITCH LT.

1 ESTIMATED ROCK

STA. 14+57 1-36"X106' CLASS III C.P. REQ'D.

P.C. 25+30 EL. 1311.23

-5.1% 800' V.C.

P.I. 29+30 EL. 1291.00

P.T. 33+30 EL. 1310.89

+5.0%

STA. 29+30 2-48"X72' CLASS III C.P. REQ'D

1 ESTIMATED ROCK

1340 1330 1320 1310 1300 1290

4 "A" 5 6 4 15"A" 6 7 8 9 20"A" 4

1331.32 1333.15 1333.76 1333.76 10"A" 1333.50 1331.91 1328.88 1324.41

1341.60 1336.88 1335.06 1335.00 1335.00 1335.00 1335.00 1334.90 1333.76 1331.36 1327.69 1322.86 1317.81 1312.75 1308.00 1304.44 1302.14 1301.10 1301.31 1302.77 1305.48 1309.45 1314.37 1319.34 1324.31 1329.29 1334.26 1338.23 1344.20 1348.17

ELEV.

BENCH MARKS

NO.	STATION	DESCRIPTION		ELEV.
6	42+90	SPIKE IN 12" ELM	25'LT.	1358.21
7	50+90	SPIKE IN 4" ELM	20'LT.	1359.62
8	56+80	SPIKE IN 12" ELM	105'RT.	1318.77
9	61+00	SPIKE IN 12" ELM	200'LT.	1294.04

PROJECT I.D.	SHEET NUMBER	TOTAL SHEETS
9484-1-71	12	41
FEDERAL PROJECT DESIGNATION S 1139(5)		

P.I. 46+51 — 1/4 SECTION "X" IN STONE — "T" IRON (33.0') — "T" IRON (33.0')

P.O.T. 47+76.7 "T" IRON — F.P. (36.3') — F.P. (27.5')

P.O.T. 66+83.5 "T" IRON — F.P. (47.2') — F.P. (39.2')

14" B" P.O.T. 15"B"+18.7 NAIL — LATH (33') — LATH (33')

CULT. DONALD F. STEINKE

CULT.

ELVIN BAHR

REUBEN E. DEHNAL

WOODS

TYPE "C" INTERSECTION

51+51.1 = 10"B"+00

P.E. +00 — 55' — 55'

P.E. +75

179°37'

C.T.H. "O"

BRUSH

FALLOW

N 0°21' E

N 0°02' W

UNDERGROUND TELEPHONE CABLE

P.O.T. 66+83.5

P.E. +00 — 55' — 55'

P.E. +75

P.E. +00

P.O.T. 47+76.7

P.I. 46+51

9°45' 15"

DITCH DIKE TOP ELEV. 1311.0

50'

CULT.

ROBERT G. BALSKY

GAREY G. BEIER

L & L SALES CO., INC.

ARNOLD C. BANIK

P.L.

12"B"+00 40' RT.

12"B"+00 40' LT.

13"B"+00 33' RT.

13"B"+00 33' LT.

"B" LINE

14"B"

P.O.T. 15"B"+18.7

P.I. 47+20 EL. 1380.00

50' RT.

66+00 80' RT.

68+00 80' RT.

NET LENGHT OF CENTERLINE STA. 40+00 TO STA. 68+00 = 2800 LINEAL FEET

ROCK	1,797 C.Y.	— SWELL 15 %	
UNCL.	20,636 C.Y.	— INCLUDES 656 C.Y.	"B" & "C" LINES
FILL	16,380 C.Y.	— INCLUDES 2,667 C.Y.	"B" & "C" LINES
	SHG. 33%		
MARSH	613 C.Y.	SHG 50%	

P.C. 43+20 EL. 1350.11

P.I. 47+20 EL. 1380.00

P.T. 51+20 EL. 1356.06

800' V.C.

ESTIMATED ROCK

+5.0%

-6.0%

P.C. 57+90 EL. 1315.96

P.I. 60+90 EL. 1298.00

STA. 58+48
1-58"x36"x72' C.M.P.A. REQ'D.
SKEW 20° L.H.F.

600' V.C.

P.T. 63+90 EL. 1294.34

P.C. 66+10 EL. 1291.66

STA. 62+50
1-24"X70' CLASS III C.P. REQ'D.
SKEW 20° L.H.F.

-1.22%

ESTIMATED ROCK

STA. 63+48
1-36"X72' CLASS III C.P. REQ'D.

P.I. 10+50 EL. 1353.46

P.I. 11+50 EL. 1356.84

EL. 1354.21

50' V.C.

100' V.C.

1355.16 — 1357.52 — 1359.88

10"B" — 11"B" — 12"B" — 13"B" — 14"B" — 15"B"

STA. 10"B"+35
1-24"X60' CLASS III C.P. REQ'D.

1370 1360 1350 1340 1330 1320 1310 1300 1290

℄ ELEV.

329.29 — 334.26 — 339.23 — 344.20 — 349.17 — 354.15 — 359.12 — 363.65 — 366.84 — 368.66 — 369.12 — 368.20 — 365.91 — 362.26 — 357.23 — 351.27 — 345.29 — 339.30 — 333.31 — 327.33 — 321.34 — 315.36 — 309.85 — 305.14 — 301.22 — 298.09 — 296.76 — 294.22 — 290.60 — 291.79 — 290.38 — 289.52

PROJECT I.D.	SHEET NUMBER	TOTAL SHEETS
9484-1-71	13	41
FEDERAL PROJECT DESIGNATION S1139(5)		

BENCH MARKS

NO.	STATION	DESCRIPTION	ELEV.
10	74+00	10" PINE 310' LT.	1248.10
11	82+80	26" PINE 120' LT.	1240.83
12	88+40	34" PINE 180' LT.	1237.41
13	95+25	16" PINE 70' RT.	1230.16
14	101+80	10" MAPLE 85' LT.	1237.89

14" PINE 46.0' 44.6'
SECTION CORNER X IN STONE STA. 73+13.8 10"C"+00
6"C"
PRESENT TRAVELED C.T.H. "O"
TYPE "C" INTERSECTION
73+13.8 10"C"+00 SECTION CORNER
CULT.
PINE PLANTATION
180°00'00"
89°40'
89°16'30"
55' 70 C.T.H. "O" 60'
EVERGREEN DR.
14"C"
CULT.
69+00 60' RT.
P.O.T. 83+55.6 8" ASH 18" ASH 12.2' "T" IRON
P.O.T. 91+57.0 12" ELM 8.2' "T" IRON 18.5' 12" PINE
P.O.T. 97+80.5 8" PINE 8.9' "T" IRON 5.1' 8" PINE
P.I. 100+93.6 3" ELM 4.8' "T" IRON 3.5' 4" ELM
FALLOW
MARSH
CULT.
CARL F HENKE
WOODS
P.O.T. 75+53.4
P.E. +00
18" TILE & SPRING
P.O.T. 83+55.6
P.E. +60
N0°02'W
P.O.T. 91+57.0
P.I.
P.O.T. 97+80.5
1/4 SECTION X IN ROCK
P.I. 100 +93.6
95+66.6 70' LT.
100+93.6 60' LT.
55' 60' 70' 75 80 85 90 95 100
EP 10.6' 9.3' EP
"T" IRON P.O.T. 75+53.4
EMIL KOPPLIN
TIGERTON LUMBER CO.
1/4 SECTION X IN ROCK
76.3' 37' 50.5'
STA. 99 +66.6 STA. 100

NET LENGHT OF CENTERLINE STA. 68+00 TO STA. 100+00 = 3200 LINEAL FEET

P.I. 69+10 EL. 1238.00
P.I. 72+10 EL. 1276.12
P.C. 75+00 EL. 1260.68
P.I. 81+00 EL. 1240.88
P.T. 86+00 EL. 1238.67
P.C. 98+00 EL. 1233.38
P.I. 100+00 EL. 1232.25
P.I. 9"C"+50 EL. 1271.26
P.I. 10"C"+50 EL. 1271.26
P.I. 7"C"+10 EL. 1252.06
600' V.C.
1000' V.C.
200' V.C.
50' V.C.
50' V.C.
400' V.C.
-3.56%
+8.0%
-0.44%
ESTIMATED ROCK
ESTIMATED ROCK
SP DITCH RT.
SP DITCH LT.
SP DITCH RT.
SP DITCH LT.
MARSH
STA. 83+50 1-58"X36"X60' C.M.P.A. REQ'D.
STA. 10"C"+42 1-24"X66' CLASS III C.P. REQ'D. 10° SKEW R.H.F.
STA. 99+50 3-65"X40"X84' C.M.P.A. REQ'D. 40° SKEW R.H.F.
SP DITCH LT. & RT.
2"C" 3 4 5"C" 6 7 8 9 10"C" 2 3 4 15"C" 6 7 17"C"
1250.01 1253.11 1259.28 1267.26 1272.01 1274.64
1290 1280 1270 1260 1250 1240 1230 1220
ℓ ELEV.
1286.20 1288.43 1280.30 1276.62 1272.56 1268.60 1264.64 1260.68 1256.90 1253.46 1250.38 1247.66 1245.28 1243.25 1241.58 1240.26 1239.29 1238.68 1238.23 1237.79 1237.35 1236.91 1236.47 1236.03 1235.59 1235.15 1234.71 1234.26 1233.82 1233.38 1233.06 1232.97

BENCH MARKS			
NO.	STATION	DESCRIPTION	ELEV.
14	101+80	SPK. IN 10" MAPLE 85' LT.	1237.89
15	108+52	SPK. IN 10" PINE 90' RT.	1235.27
16	113+40	SPK. IN 8" ELM 105' LT.	1230.26
17	120+60	SPK. IN 14" MAPLE 70' RT.	1213.41
18	123+80	SPK. IN 14" ELM 130' LT.	1210.34

PROJECT I.D.	SHEET NUMBER	TOTAL SHEETS
9484 - 1 - 71	14	41
FEDERAL PROJECT DESIGNATION S 1139 (5)		

P.I. 100+93.6 "T" IRON — 3" ELM 4.8', 9.5' 4" ELM

P.O.T. 102+53.5 "T" IRON — 4" ELM 12.2', 3" PINE 11.1'

P.O.T. 109+31.7 "T" IRON — 6" PINE 9.4', 11.1' 12" HEMLOCK

P.O.T. 115+72.6 "T" IRON — 7.8' 18" ASH, 9.1' 8" POPLAR

P.O.T. 118+42.4 "T" IRON — 6.8' 10" PINE, 13.2' 12" POPLAR

P.I. 126+08.4 P.K. SPK. — 28.0', 9.1' P.K. SPK. (SEC. COR.), 41.25', 26.2'

DONALD J. KOPPLIN WOODS

FRANK E. BOERNER WOODS

GILBERT KOENIG

ELMER HEISE

FALLOW & BRUSH

MARSH & TREES

WOODS

RALPH D. MC GUIRE

ELDRED G. THIEL

TREES

CHEESE FACT.

BRUSH

FALLOW & BRUSH

RIVER

OLD RIVER BED

RIB

LITTLE

FALLOW

WOODS

CULTIVATED

WILLIAM ZUMANN

PRESENT TRAVELED C.T.H. "O"

WOODLAND DR.

1/4 Cor. "X" ON ROCK

99+66.6 70' LT.

P.I. 100+93.6

100+93.6 60' LT.

180°36' 15"

180°11'

90° 00'

90° 21'

SEC. COR. P.K. SPK.

N0°02' W

N0°35' E

N0°46' E

P.E. +00

P.E. +50

P.E. +95

P.O.T. 102+53.5

P.O.T. 109+31.7

P.O.T. 115+72.6

P.O.T. 118+42.4

116+00 55' RT.

117+00 60' RT.

P.I. 126 + 08.4= 10"D"+00

TYPE "C" INTERSECTION

EXISTING BIT. PAV'T ENDS AT STA. 127+62

B-37-151

NET LENGHT OF CENTERLINE STA. 100+00 TO STA. 130+00 = 3,000 LINEAL FEET

UNCL.	22,079 C.Y.
FILL	23,417 C.Y. SHG. 33%
MARSH	2,716 C.Y. – INCLUDES 81 C.Y. SPECIAL DITCH EXC. SHG. 50%
BORROW	13,022 C.Y.

STA. 9"D" +55
1–30"X 58' CLASS III C.P. REQ'D

STA. 10"D" +45
1–30"X 66' CLASS III C.P. REQ'D

STA. 122+77.73
STRUCTURE B-37-151
3 SPAN PRESTRESSED 36" GIRDER
34' ROADWAY, LENGTH 185.5'
SEE DRAWING X42260 – X42268

P.I. 100+00 EL. 1232.50
P.R.C. 102+00 EL. 1233.50
P.I. 105+00 EL. 1235.00
P.T. 108+00 EL. 1232.38
P.I. 8"D"+50 EL. 1213.68
P.I. 11"D"+40 EL. 1213.79
P.C. 125+35 EL. 1217.25
P.I. 127+35 EL. 1215.50
P.T. 129+35 EL. 1219.57

400' V.C. +1.5% SP. DITCH LT. & RT.
600' V.C. SP. DITCH LT.
-0.87% SP. DITCH RT.
100' V.C. +2.1% -2.1% 100' V.C.
400' V.C. +2.03% SP. DITCH LT. SP. DITCH RT.

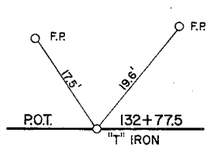
ESTIMATED ROCK
MARSH

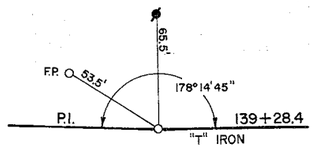
ELEV.	1232.97	1233.12	1233.50	1233.89	1234.04	1234.97	1233.67	1233.14	1232.38	1231.51	1230.64	1229.77	1228.89	1228.02	1227.15	1226.28	1225.40	1224.53	1223.66	1222.79	1221.91	1221.04	1220.17	1219.30	1218.42	1217.55	1216.93	1216.79	1217.48	1218.90	1220.89	ELEV.
℄	100	101	102	103	104	105	106	107	108	109	110	111	112	113	114	115	116	117	118	119	120	121	122	123	124	125	126	127	128	129	130	℄

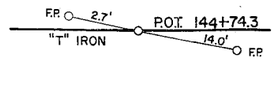
BENCH MARKS

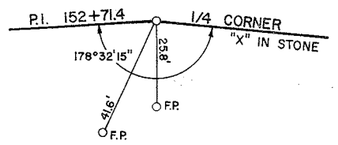
NO.	STATION	DESCRIPTION		ELEV.
19	131+75	SPIKE IN 6" POPLAR	150' LT.	1220.00
20	140+00	SPIKE IN POWER POLE	100' LT.	1233.00
21	147+61	SPIKE IN 12" BOX ELDER	100' RT.	1236.14
22	158+70	SPIKE IN 20" PINE	70' RT.	1237.29

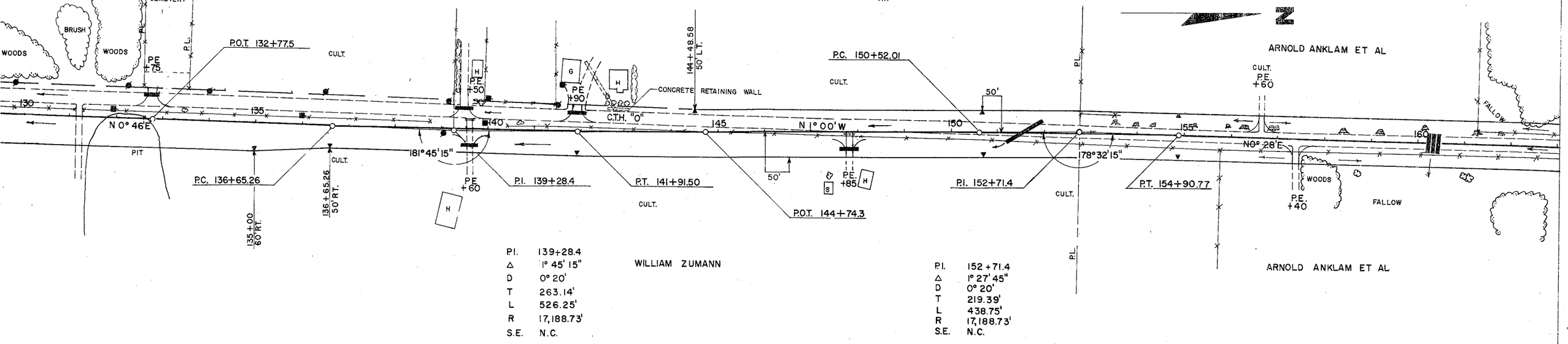
PROJECT ID: 9484-1-71
FEDERAL PROJECT DESIGNATION: S1139(5)
SHEET NUMBER: 15
TOTAL SHEETS: 41









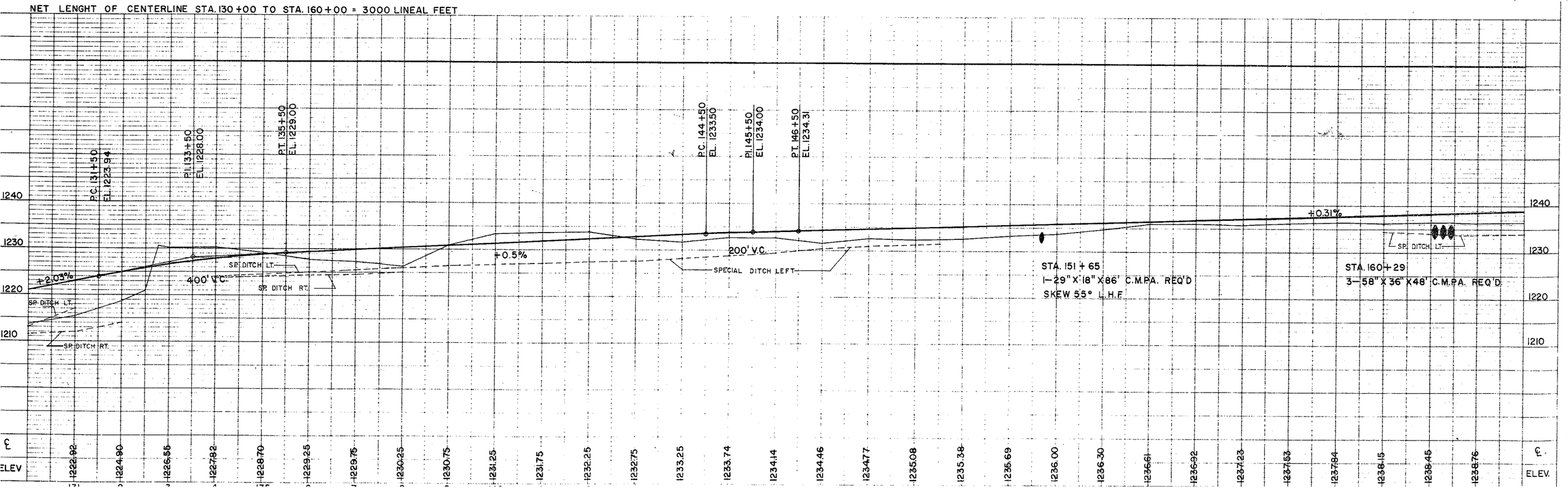


P.I. 139+28.4
Δ 1° 45' 15"
D 0° 20'
T 263.14'
L 526.25'
R 17,188.73'
S.E. N.C.

WILLIAM ZUMANN

P.I. 152+71.4
Δ 1° 27' 45"
D 0° 20'
T 219.39'
L 438.75'
R 17,188.73'
S.E. N.C.

NET LENGHT OF CENTERLINE STA. 130+00 TO STA. 160+00 = 3000 LINEAL FEET



BENCH MARKS

NO.	STATION	DESCRIPTION		ELEV.
23	164+70	SPIKE IN 30" ELM	100'LT.	123642
24	181+90	SPIKE IN 28" PINE	105'LT.	1247.65
25	194+50	SPIKE IN 10" MAPLE	75'RT.	1277.09

PROJECT I.D	SHEET NUMBER	TOTAL SHEETS
9484-1-71	16	41
FEDERAL PROJECT DESIGNATION S1139(5)		

F.P. 24.6' 22.7' P.O.T. 6"E"+00 "T" IRON

P.O.T. 65.3' 54.3' 14"E"+00 "T" IRON

F.P. 30.5' 34.8' P.I. 182+80.7= 10"E"+00 SECTION CORNER CUT STONE

WOODS 162+00 50' LT. 164+00 55' LT. P.L.

CULT. GORDON G. MATHWICH CULT. DITCH

P.O.T. 6"E"+00

GORDON G. MATHWICH CULT.

P.I. 182+80.7= 10"E"+00 SECTION CORNER

CULT. FALLOW FALLOW

160 165 C.T.H."O" 170 175 180 185 190 C.T.H."O"

N 0° 28' E 55' 50' 89°58'30" 91°27'00" 179°31'15" N 0° 57' W 50' 55'

CULT. ARNOLD ANKLAM ET AL 177+00 50' RT. 178+00 55' RT.

TYPE "C" INTERSECTION NORTH LAKE DR.

CULT. ROBERT SCHALLOW

P.O.T. 14"E"+00

NET LENGHT OF CENTERLINE STA. 160+00 TO STA. 190+00 = 3000 LINEAL FEET

ROCK	580 C.Y. – SWELL 15%	
UNCL.	40,515 C.Y. – INCLUDES 145 C.Y.	"D" & "E" LINES
FILL	29,958 C.Y. – INCLUDES 399 C.Y.	"D" & "E" LINES
	SHG. 33%	
MARSH	893 C.Y. SHG. 50%	

1270 1260 1250 1240 ℄ ELEV

P.I. 8"E"+60 EL. 1248.30 P.I. 10"E"+41 EL. 1251.73 100' V.C. 50' V.C. +30%

4 5"E" 6 7 8 247.99 9 249.52 10"E" 252.35 2 3 254.42 14"E"

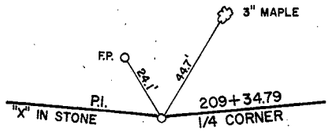
STA. 9"E"+60 1-30"X58" CLASS III C.P. REQ'D

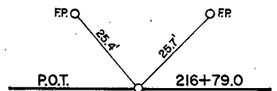
STA. 10"E"+40 1-58"X36"X60" C.M.P.A. REQ'D.

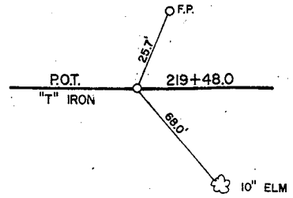
P.C. 172+80 EL. 1242.39 P.I. 174+80 EL. 1243.00 400' V.C. P.T. 176+80 EL. 1245.33 P.C. 189+85 EL. 1260.33 +1.17%

SP. DITCH LT. SP. DITCH RT. SP. DITCH LT. & RT. +0.31%

239.76 239.07 239.38 239.68 239.99 240.30 240.60 240.91 241.22 241.53 241.83 242.14 242.45 242.91 243.58 244.47 245.67 246.74 247.90 249.07 250.24 251.40 252.67 253.74 254.91 256.07 257.24 258.41 259.57 260.79 262.46



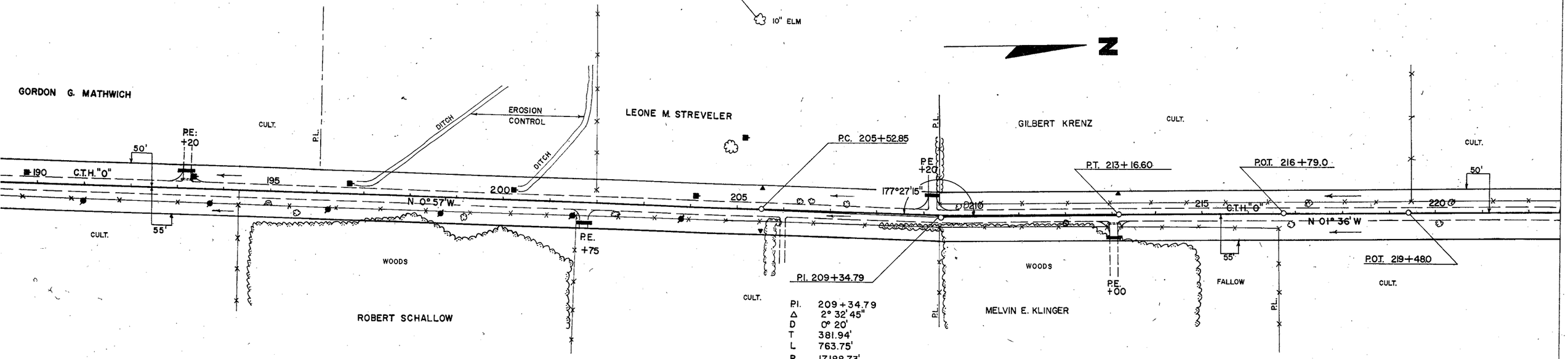




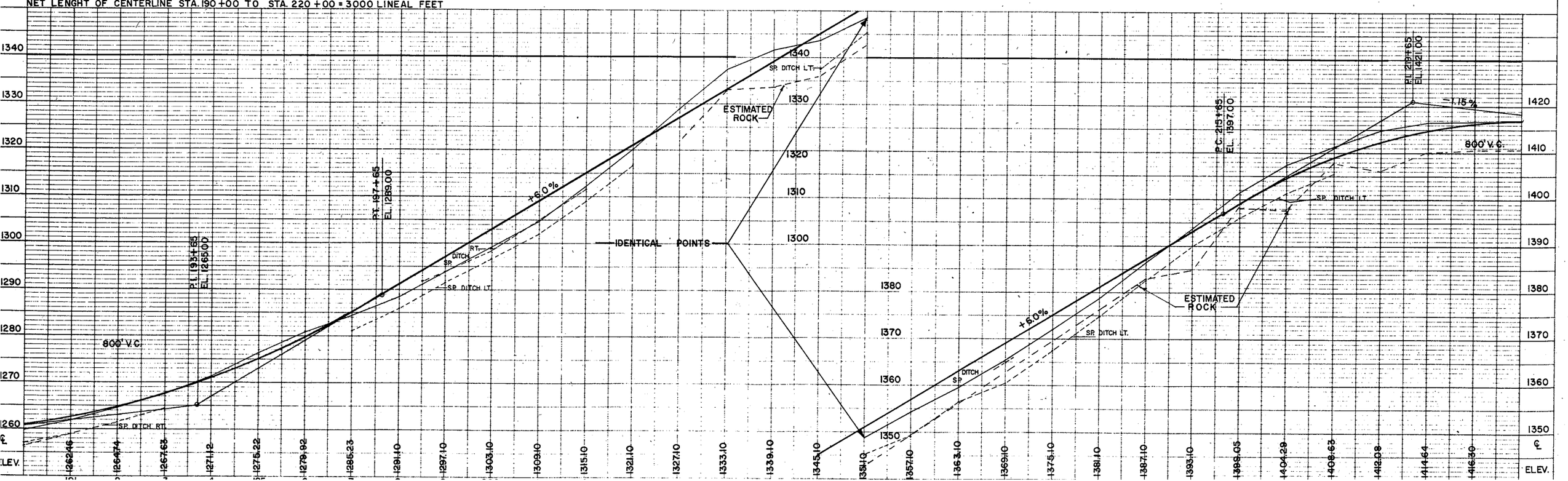
BENCH MARKS

NO.	STATION	DESCRIPTION		ELEV.
25	194+00	SPIKE IN 10" MAPLE	75' RT.'	1277.09
26	200+40	SPIKE IN 30" ASH	75' RT.	1304.79
27	209+34	SPIKE IN 10" ELM	130' LT.	1348.21
28	214+90	SPIKE IN 30" ELM	110' RT.	1398.24
29	219+50	SPIKE IN 10" ELM	130' LT.	1410.63

PROJECT I.D.	SHEET NUMBER	TOTAL SHEETS
9484-1-71	17	41
FEDERAL PROJECT DESIGNATION S 1139(5)		



NET LENGHT OF CENTERLINE STA. 190+00 TO STA. 220+00 = 3000 LINEAL FEET



BENCH MARKS

NO.	STATION	DESCRIPTION		ELEV.
30	235+53	SPIKE IN POWER POLE	30' LT.	1400.31

PROJECT I.D.	SHEET NUMBER	TOTAL SHEETS
9484-1-71	18	41
FEDERAL PROJECT DESIGNATION S1139(5)		

P.O.T. 7"F"+00 8"F"
P.K. SPIKE
47.7'
46.7'
F.P.
F.P.

F.P.
F.P.
49.7'
51.7'
12"F"
P.O.T. 13"F"+00
P.K. SPIKE

52.4'
"PK" SPIKE
P.O.T. 235+94.8
"P.K." SPIKE
52.1'
STOP SIGN

N

GILBERT KRENZ
CULT.

P.O.T. 7"F"+00
C.T.H. "A"
235+93.95 =
P.I. 10"F"+00
CULT.

235+93.95 =
P.I. 10"F"+00
90°47'
50'
P.E. +50
220
225
230
C.T.H. "O"
235
240
N 01°36'W
179°05'
91°42'
P.E. +50
50'
50'
CULT.
BIT. PAV'T. BEGINS AT STA. 235+19
220+00 55' RT.
222+00 50' RT.
P.O.T. 13"F"+00
TYPE "B" INTERSECTION
LA VERN KLINGER
CULT.

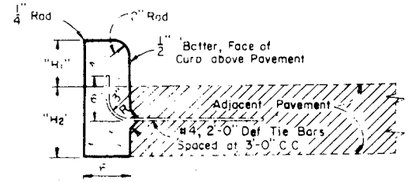
NET LENGHT OF CENTERLINE STA. 220 + 00 TO STA. 235+ 94 = 1594 LINEAL FEET.

18 — 19

UNCL. 2,176 C.Y. – INCLUDES 115 C.Y. "F" LINE
FILL 1,636 C.Y. – INCLUDES 110 C.Y. "F" LINE
SHG. 33 %

P.T. 223+65
EL. 1416.39
P.C. 234+50
EL. 1403.88
P.T. 235+50
EL. 1403.30
P.I. 235+00
EL. 1403.30
P.I. 235+82.95
EL. 1403.30
END OF PROJECT S1139(5)=
END OF PROJECT S1139(4)
STA. 235 +93.95
1410
1400
7"F" 8 9 10"F" 1 12"F"
1420
1410
115 %
100' V.C.
ESTIMATED ROCK
SP DITCH LT.
SP DITCH RT.
STA. 235 + 55
1-43" X 27" X 66' CM.P.A. REQ'D.

℄ ELEV.
1416.30 1417.07 1416.85 1415.98 1414.83 1413.68 1412.53 1411.37 1410.22 1409.07 1407.91 1406.76 1406.61 1404.45 1403.44

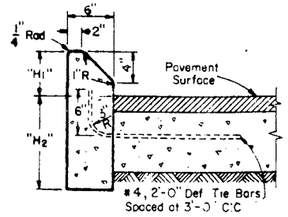


Tie Bar recess positioned in reverse when Concrete Curb is constructed first

"H1" = 9" max and 3 1/2" min. and shall be 6" unless otherwise shown on the plans
"H2" = Same as adjacent pavement thickness for rigid pavement
"H2" = 12" For other than rigid pavement (Tie Bars Omitted)

TYPE "A" (Including Tie Bars) TYPE "D" (Excluding Tie Bars)

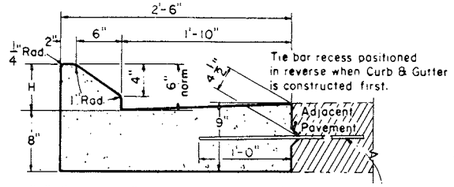
CONCRETE CURB



"H1" = 9" Max and 4" min and shall be 6" unless otherwise shown on plans
"H2" = Same as adjacent pavement thickness for rigid pavement and 12" for other than rigid pavement (Tie Bars Omitted)

TYPE "G" (Including Tie Bars) TYPE "J" (Excluding Tie Bars)

CONCRETE CURB
(Mountable Type)



"H" = 9" max and 4" min & shall be 6" unless otherwise shown on the plans.

#4, 2'-0" Def Tie Bars or alternate Bolt Type instal. may be used, spaced at 3'-0" C.C

TYPE "G" (Including Tie Bars) TYPE "J" (Excluding Tie Bars)

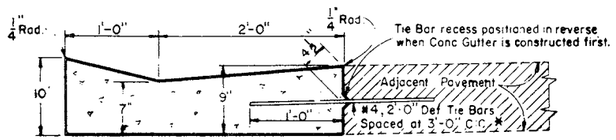
CONCRETE CURB AND GUTTER
(Mountable Type)

GENERAL NOTES

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

JOINTS –

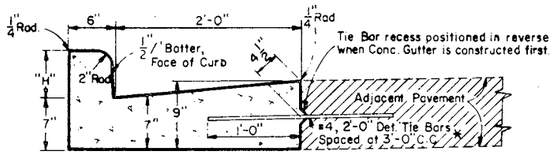
Joints shall not be sealed in concrete curb, concrete gutter, concrete curb and gutter, or concrete surface drains.



* Alternate Tie Bars or Bolt Type installations may be used as shown for Longitudinal Joints.

TYPE "A" (Including Tie Bars) TYPE "D" (Excluding Tie Bars)

CONCRETE GUTTER

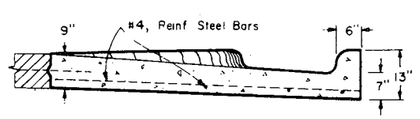


"H" = 9" Max., 3 1/2" Min, and shall be 6" unless otherwise shown on the plans.

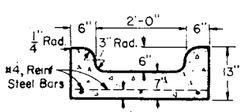
* Alternate Tie Bars or Bolt Type installations may be used as shown for Longitudinal Joints

TYPE "A" (Including Tie Bars) TYPE "D" (Excluding Tie Bars)

CONCRETE CURB AND GUTTER
(Barrier Type)



SECTION "A"-"A"



SECTION "B"-"B"

CONCRETE INLET OR DISCHARGE FOR CURB AND GUTTER SURFACE DRAIN

CONCRETE CURB, CONCRETE GUTTER CONCRETE CURB AND GUTTER AND CONCRETE SURFACE DRAINS

STATE HIGHWAY COMMISSION OF WISCONSIN

RECOMMENDED FOR APPROVAL

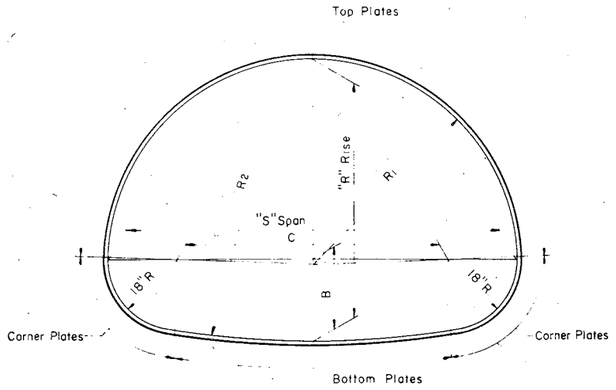
2-5-63 DATE — J. S. Pelf ENGINEER OF DESIGN

APPROVED:

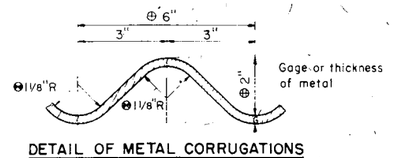
2/6/63 DATE — E. C. Ruettgers STATE HIGHWAY ENGINEER

6

19.1-41



STRUCTURAL PLATE PIPE ARCH



DETAIL OF METAL CORRUGATIONS

CORRUGATION DIMENSION TOLERANCES

⊖-Tol. 1/4"

⊕-Tol. ± 1/8"

⊖-Min. 1 1/16"

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 ℄ 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"/14 or a minimum of 6" cushion between pipe and pavement.

EMBANKMENT—Maximum for ℄ Culverts

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

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

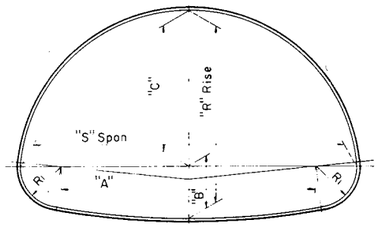
Strutting of Pipe Arches will not be required during construction unless specifically called for on the plans or the applicable Special Provisions.

TABLE OF PROPERTIES
STRUCTURAL PLATE PIPE ARCH

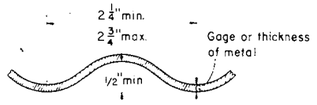
SPAN Nominal Size	Dimensions taken from inside crests of corrugations							Table of Metal Gages — Minimum Acceptable																		
	Fabricators Size Min. Acceptable "S" Span — "R" Rise	R/S Ratio	Area Sq.Ft.	B In.	C In	R1 In	R2 In	H-20 LOADING Depth of Embankment in Feet																		
								1	2	3	4	5	6	7	8	9	10	11	12	13	14	15				
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	10	8	8	8	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	7	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	8	7	5	5	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	7	5	5	3	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	7	5	5	3	3	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	–	–					
16 "	15'-10" x 9'-10"	.62	122	27.4	154.0	95.4	339.1	1	3	5	5	7	7	7	5	3	3	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	–	–	–	–				

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



CORRUGATED METAL PIPE ARCH
(Riveted)



DETAIL OF METAL CORRUGATIONS

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 permissable providing equivalent capacity and strength are attained.

EMBANKMENT—Minimum for ℄ 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"/14 or a minimum of 3" cushion between pipe and pavement.

EMBANKMENT—Maximum for ℄ 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	R1 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

2-5-63
DATE

ENGINEER OF DESIGN

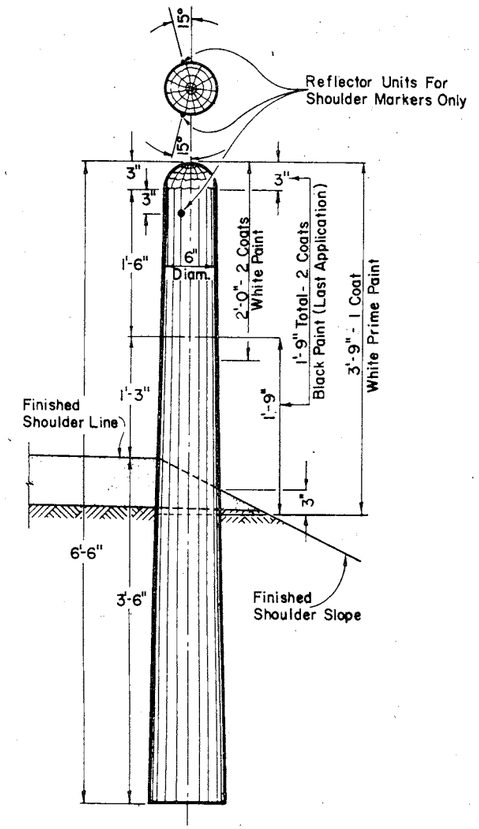
APPROVED:

2/14/63
DATE

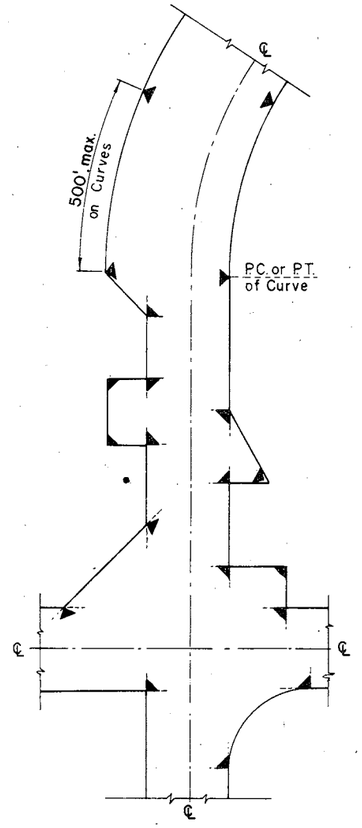
STATE HIGHWAY ENGINEER

PLATE NO. 6-52

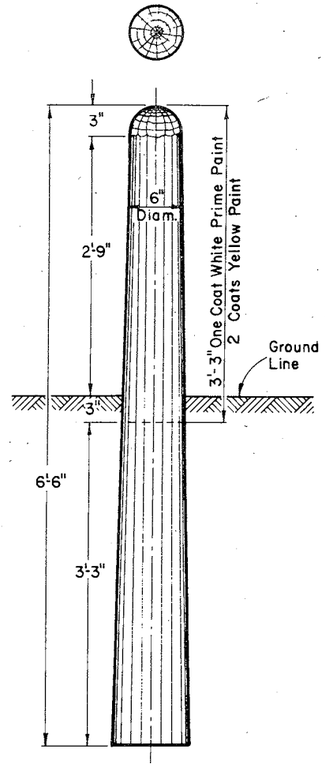
19.2-41



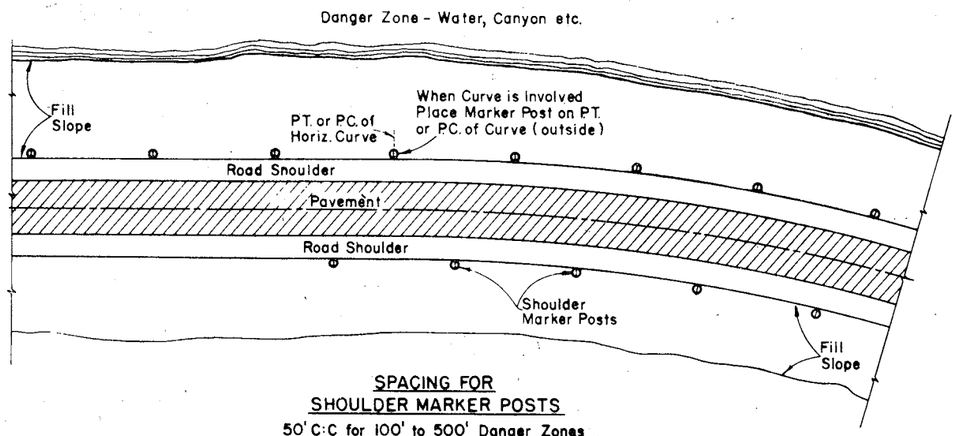
MARKER POST FOR ROAD SHOULDERS



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



MARKER POST FOR RIGHT OF WAY



SPACING FOR SHOULDER MARKER POSTS

50' C:C for 100' to 500' Danger Zones
100 C:C for Over 500' Danger Zones

LOCATION DIAGRAM SHOWING RELATIVE LOCATIONS OF SHOULDER MARKER POSTS

MARKER POSTS FOR ROAD SHOULDERS

MARKER POST FOR RIGHT OF WAY

GENERAL NOTES

Details of construction not shown on this drawing shall conform to the pertinent requirements of the Standard Specifications 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 be installed in road shoulder marker posts only. 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.

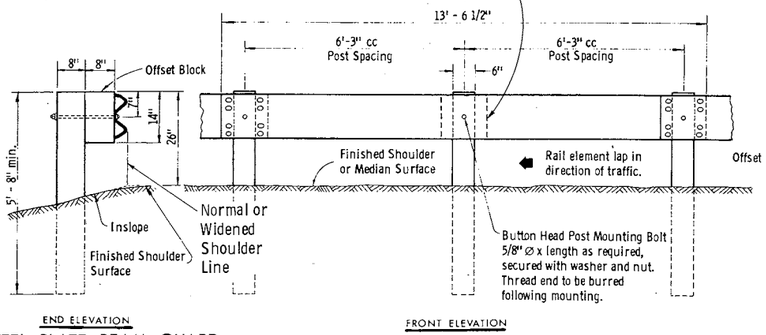
MARKER POSTS &
MARKER POSTS FOR RIGHT OF WAY

State Highway Commission of Wisconsin

RECOMMENDED FOR APPROVAL:
7/6/66 DATE — E.J. Byrkit CHIEF DESIGN ENGINEER

APPROVED:
7/5/66 DATE — STATE HIGHWAY ENGINEER

One foot long section of rail element, with a 3/4" slotted hole for mounting, shall be placed behind the continuous rail element at the intermediate posts.

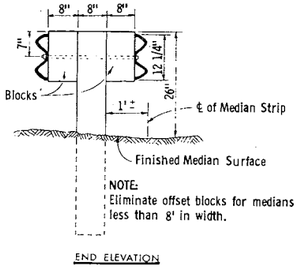


END ELEVATION

FRONT ELEVATION

STEEL PLATE BEAM GUARD

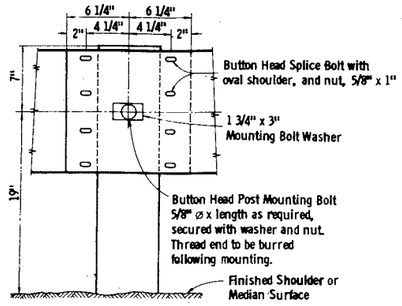
Sawed treated timber posts 6" x 8" x 6'-0" and sawed treated timber offset blocks 6" x 8" x 14" shall be furnished and placed in accordance with Standard Specifications.



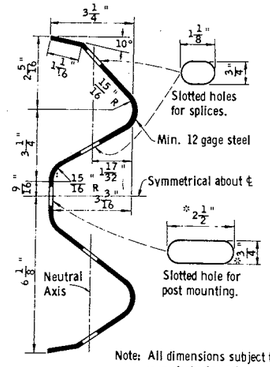
END ELEVATION

STEEL PLATE BEAM MEDIAN GUARD

STEEL PLATE BEAM GUARD OR STEEL PLATE BEAM MEDIAN GUARD



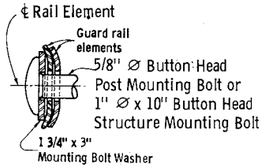
RAIL ELEMENT SPLICING AND POST MOUNTING DETAILS



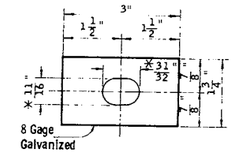
Note: All dimensions subject to manufacturing tolerance.

SECTION THRU RAIL ELEMENT

* Holes for Structure Mounting shall be 1 1/16" dia.



MOUNTING BOLT DETAIL



MOUNTING BOLT WASHER

* Hole in Structure Mounting Bolt Washer to be 1 1/16" dia.

GENERAL NOTES

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

The exact location of the beginning and end of each Guardrail installation shall be as shown on the plans or as directed by the engineer.

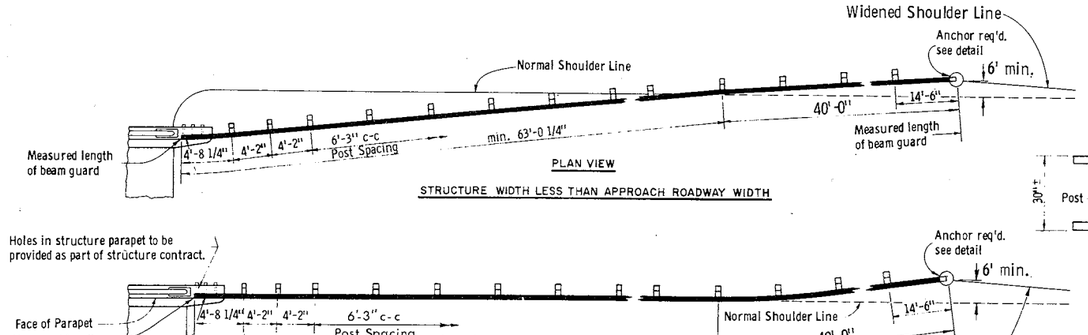
TERMINATION AT STRUCTURES NOT PROVIDED WITH A NOTCH
For those structures where a notch is not provided, the Guardrail will be terminated as directed by the engineer.

POST FOOTING DETAIL AT PIERS
The Post-Footing Details shall be used when guard-rail posts are over structure footings and less than 3'-6" of earth is provided over the top of the footing.

STEEL PLATE BEAM MEDIAN GUARD
Eliminate offset blocks for medians less than 8 foot in width.

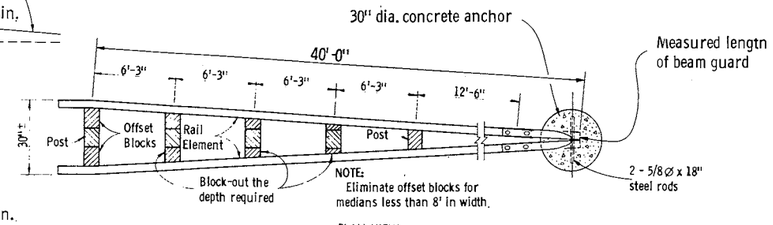
ALTERNATE ANCHORS
Square anchors will be permitted. Square anchors shall be a minimum of 24 inches x 24 inches.

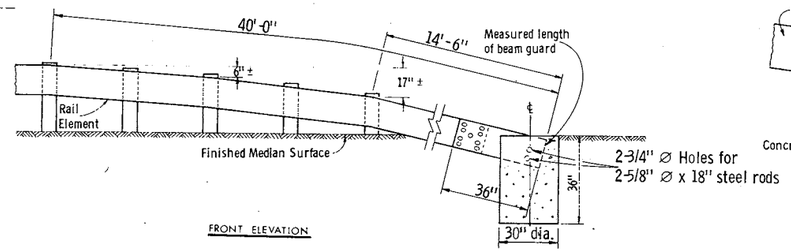
SHOULDER WIDENING
The shoulder widening to accommodate the anchored end of the Guardrail shall be accomplished at a rate of widening not to exceed 50 to 1.



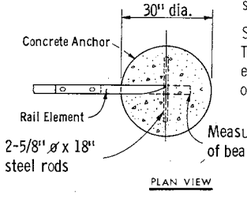
TYPICAL INSTALLATION AT STRUCTURES

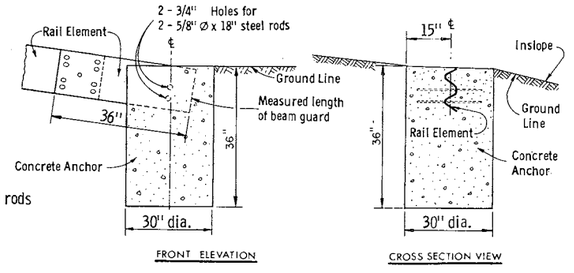
For structures constructed with notch to receive beam guard. See General Notes for structures without notch.



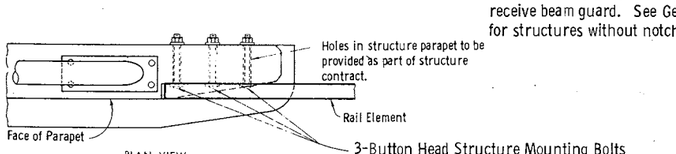


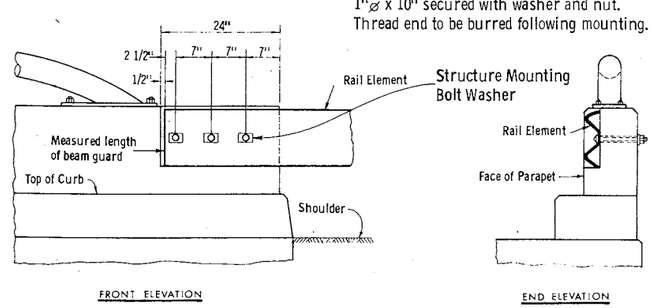
ANCHOR DETAIL FOR DOUBLE RAIL ELEMENT INSTALLATION



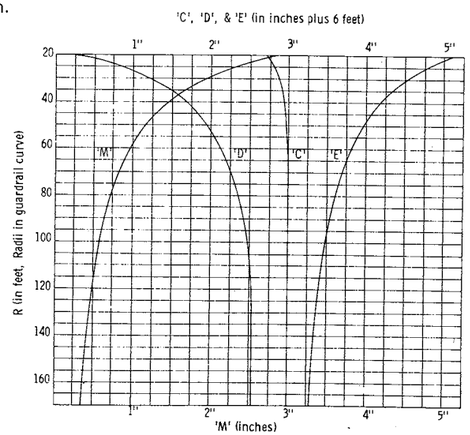


ANCHOR DETAIL FOR SINGLE RAIL ELEMENT INSTALLATION

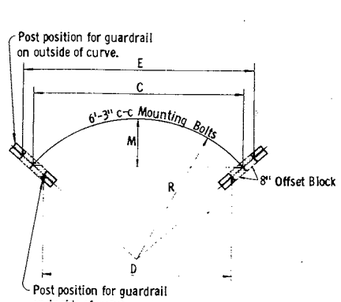




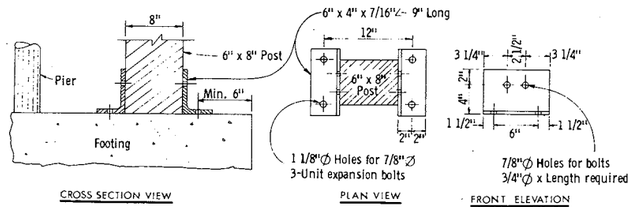
STRUCTURE MOUNTING DETAIL



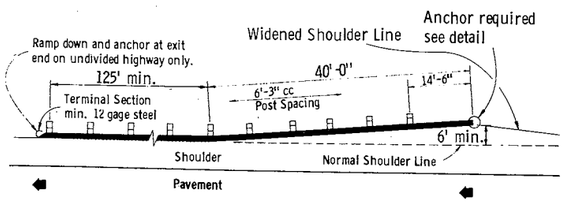
CURVE DATA FOR POST SPACING AND BEAM CURVING



Chord lengths for post spacing and middle ordinates for beam curving



POST - FOOTING DETAIL AT PIERS



TYPICAL INSTALLATION AT LOCATIONS OTHER THAN STRUCTURES

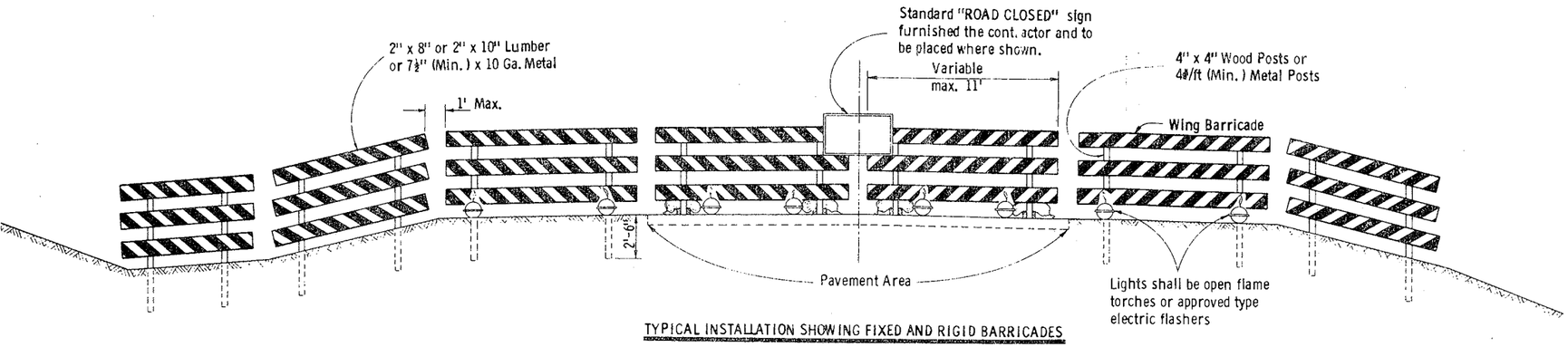
STEEL PLATE BEAM GUARD & STEEL PLATE BEAM MEDIAN GUARD

State of Wisconsin
Department of Transportation
Division of Highways

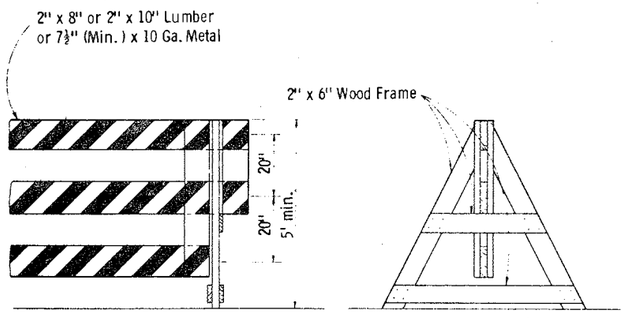
RECOMMENDED FOR APPROVAL:
DATE 1/25/68 — E. J. Ryckit, CHIEF DESIGN ENGINEER

APPROVED:
DATE 2/8/68 — L. J. Summerfelt, STATE HIGHWAY ENGINEER

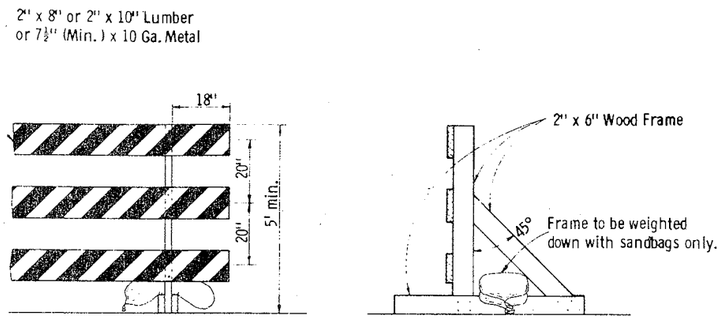
Plate No. 7-24 13



TYPICAL INSTALLATION SHOWING FIXED AND RIGID BARRICADES

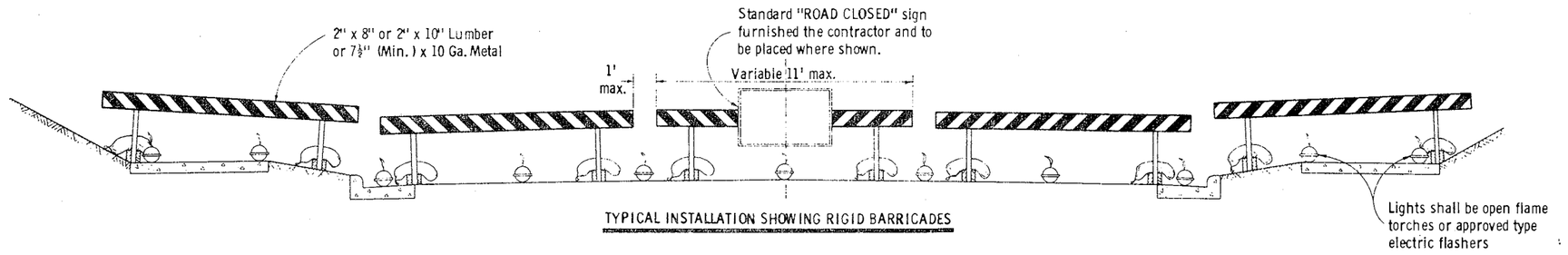


ALTERNATE TYPE INSTALLATION (DEMOUNTABLE)

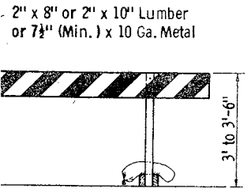


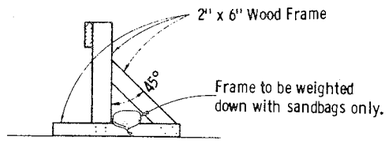
ALTERNATE TYPE INSTALLATION (RIGID)

CLASS I BARRICADES

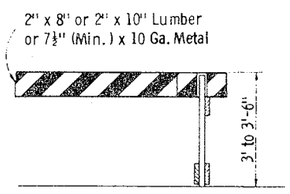


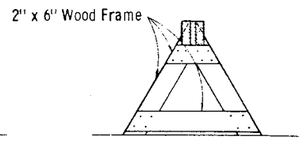
TYPICAL INSTALLATION SHOWING RIGID BARRICADES



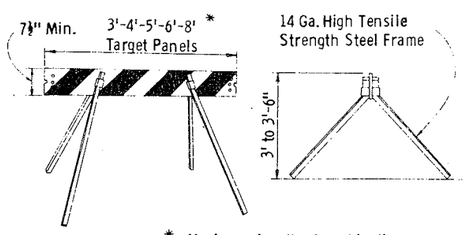


ALTERNATE TYPE INSTALLATION (RIGID)





ALTERNATE TYPE INSTALLATION (DEMOUNTABLE)



* Maximum length of combination panels 16'

ALTERNATE TYPE INSTALLATION (DEMOUNTABLE)

CLASS II BARRICADES

GENERAL NOTES

11.4-41

The contractor shall construct, place and maintain barricades as shown on the drawing and as required by the Standard Specifications or applicable Special Provisions.

CLASS 1 BARRICADE:

Class 1 Barricades shall be of variable length as indicated, and long barricades shall be assembled from these units. The Class 1 Barricade is the type normally required for major operations, where the barricade will remain in place for extended periods. Class 1 Barricades shall be used at points where the road is closed to traffic. Gates or movable sections of a barricade shall be provided when necessary, for access of equipment or other authorized vehicles.
Wing Barricades are Class 1 Barricades erected on the shoulder on one or both sides of the pavement to give Traffic the perceptive effect of a narrowing or restricted roadway. The ends closest to traffic of all three members of a wing barricade shall be in a vertical line. If used in a series, they should start at the outer edge of the shoulder and be brought progressively closer to the pavement. Wing Barricades may be used as a mounting for the advance warning or guide signs or for flashers. When used on two-way roadways, the back of the wing barricade shall be painted reflectorized white.

CLASS 11 BARRICADE:

Class 11 Barricades 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.

MATERIAL & 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.
Metal shall be 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 woodworking and metalworking practices.
All lumber or timber dimensions stated are nominal.

PAINTING:

All barricades shall be painted in alternate 4" or 6" black and white stripes at a 45° angle. The width of stripe shall be consistent for each complete barricade installation.
Black stripes shall be painted with weather resistant and durable black paint. White stripes shall be primed, followed by two coats of white reflectorized paint or reflective wide angle sheeting.

DIRECTION OF DIAGONAL STRIPES:

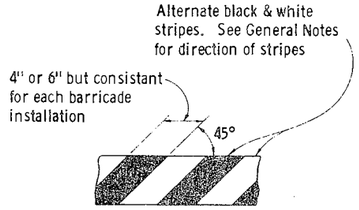
Where a barricade extends entirely across the roadway with no vehicle access provision, the stripes shall slope downward toward the highway centerline.
Where vehicle access is permitted, the stripes shall slope downward in the direction toward which vehicles must turn in detouring.
Where both right and left turns are provided for, the stripes shall slope downward in both directions from the center.
The stripes on wing barricades shall point downward toward the roadway.

LIGHTING:

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

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.



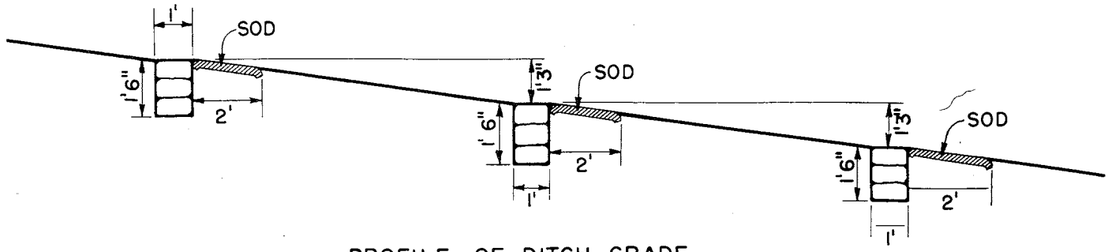
TYPICAL DIAGONAL STRIPES
Applies to all Classes & Types of Barricades

CONSTRUCTION BARRICADE

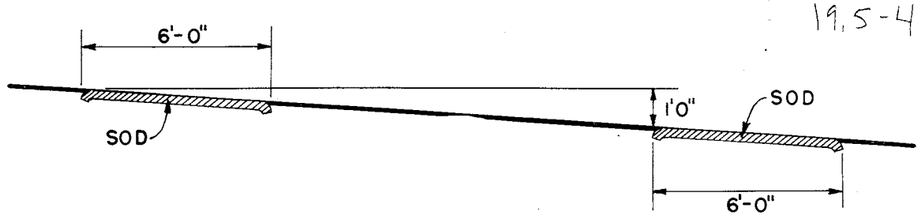
State Highway Commission of Wisconsin

RECOMMENDED FOR APPROVAL:
1/11/67 DATE — E. J. Bobit, CHIEF DESIGN ENGINEER
APPROVED:
1/13/67 DATE — W. J. Buenzli, STATE HIGHWAY ENGINEER

19.5-41

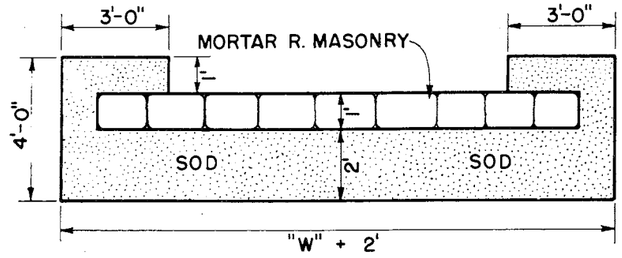


PROFILE OF DITCH GRADE

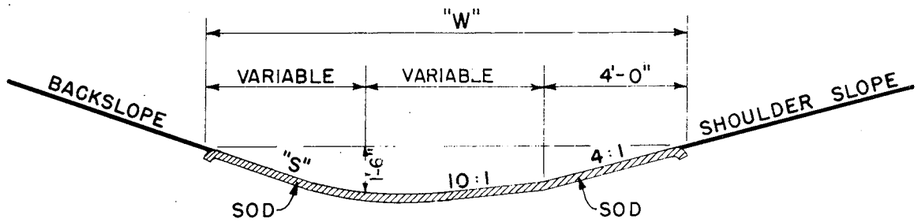


PROFILE OF DITCH GRADE

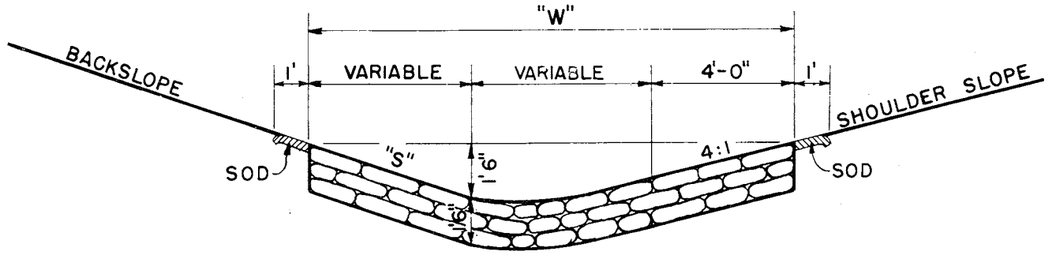
NOTE: NUMBER REQUIRED WILL BE DETERMINED BY VERTICAL SPACING.



PLAN VIEW SHOWING SOD



SECTION



SECTION

SOD DITCH CHECKS

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

MORTAR RUBBLE MASONRY

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

CONSTRUCTION NOTES

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

DITCH CHECKS
MORTAR RUBBLE MASONRY & SOD

STATE HIGHWAY COMMISSION OF WISC.

RECOMMENDED FOR APPROVAL:

Frank Crane
DESIGN ENGINEER

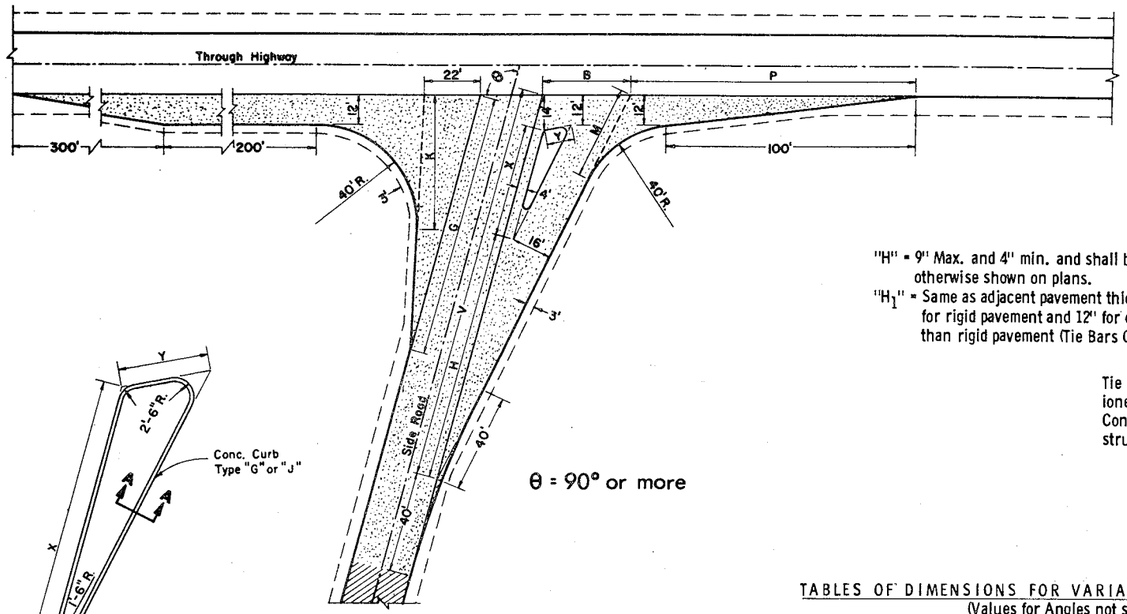
DATE:

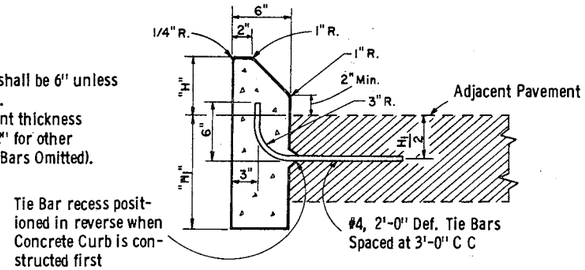
CONSTRUCTION ENGINEER

APPROVED:

DRAWN DIV. 9

19,6-41

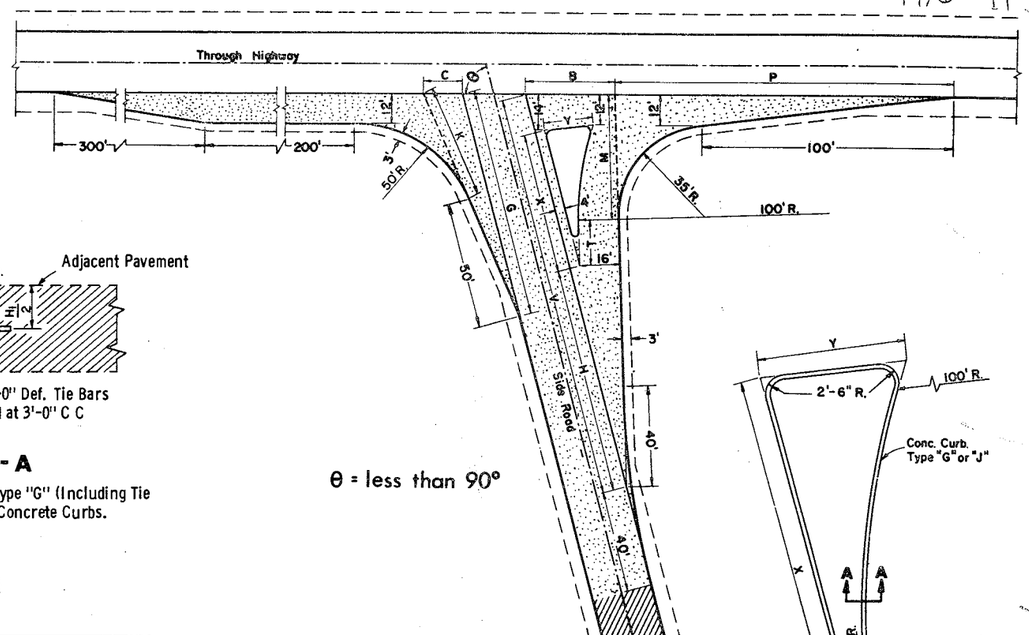




"H" = 9" Max. and 4" min. and shall be 6" unless otherwise shown on plans.
"H_1" = Same as adjacent pavement thickness for rigid pavement and 12" for other than rigid pavement (Tie Bars Omitted).

SECTION A - A

Note: To be measured and paid for as Type "G" (Including Tie Bars) or Type "J" (Excluding Tie Bars) Concrete Curbs.



TABLES OF DIMENSIONS FOR VARIABLE SIDE ROAD INTERSECTION ANGLES

(Values for Angles not shown shall be interpolated)

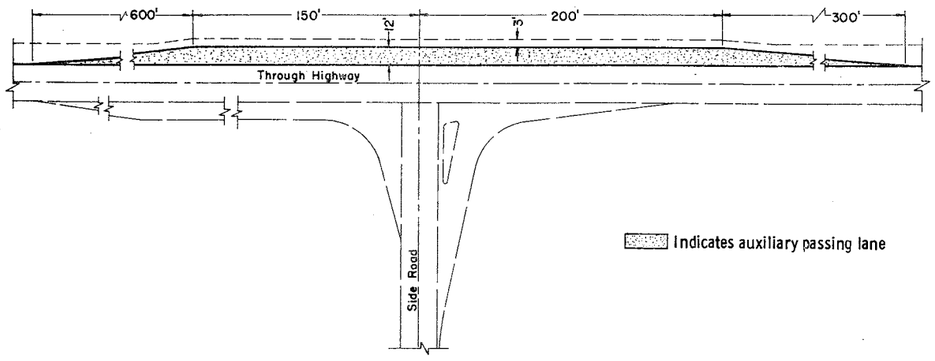
θ	G	K	B	V	H	X	Y	P	M
90	90	43.8	33.9	156.0	94	48.0	11.0	125.0	44.2
95	94	46.7	34.0	156.7	96	47.0	11.0	121.3	41.9
100	98	50.0	34.4	157.4	98	45.9	11.0	117.7	39.7
105	102	53.8	35.2	158.3	100	44.9	11.2	114.2	37.8
110	106	58.2	36.4	159.2	102	43.7	11.4	110.6	36.2
115	110	63.4	38.4	161.8	104	42.6	11.7	107.1	34.8
*120	114	69.4	40.1	161.2	106	41.4	12.2	103.4	33.7

*Maximum angle of intersection

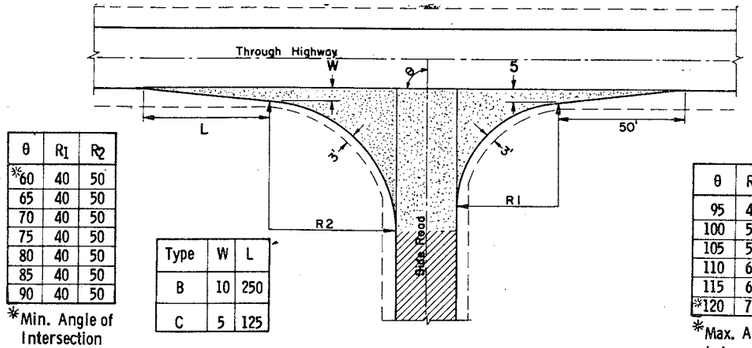
θ	C	G	K	B	V	X	Y	H	P	M	T
*60	19.7	76.3	38.6	41.5	169.9	67.4	29.3	84	144.5	58.8	21.6
65	17.8	82.6	40.6	39.4	166.9	63.6	25.0	86	141.2	54.9	20.7
70	15.8	87.2	43.1	37.4	164.1	59.7	21.9	88	136.8	51.4	19.2
75	15.7	90.9	45.6	35.7	161.4	55.9	19.3	90	132.7	48.2	17.4
80	15.9	94.9	48.3	34.4	158.9	51.9	17.0	92	128.8	45.3	14.9
85	16.2	99.3	51.4	33.4	156.4	48.0	15.0	94	125.2	42.7	10.4

*Desirable Minimum angle of intersection

TYPE "A" SIDE ROAD INTERSECTION DETAILS



PASSING LANE DETAIL



θ	R_1	R_2
*60	40	50
65	40	50
70	40	50
75	40	50
80	40	50
85	40	50
90	40	50

*Min. Angle of Intersection

Type	W	L
B	10	250
C	5	125

θ	R_1	R_2
95	45	49
100	50	48
105	55	47
110	60	46
115	65	45
*120	70	44

*Max. Angle of Intersection

TYPE "B" & "C" SIDE ROAD INTERSECTION DETAILS

GENERAL NOTES

Designs may be used interchangeably in combination or separately for any one complete intersection depending upon 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.

SIDE ROAD SURFACING NOTE

If the side road is not presently paved, pavement shall be placed to the limits shown. In the case where the construction limits are beyond the paving limits, gravel or crushed stone surfacing shall be placed between the paving limits and construction limits.

If the side road is presently paved, new pavement shall be placed to the limits of design as shown and beyond, if necessary, to meet existing pavement.

If side road is the construction project, the intersection surfacing shall be the same as for the project.

New Pavement
Existing Surface

LAYOUT DETAILS FOR AT-GRADE SIDE ROAD INTERSECTIONS

State Highway Commission of Wisconsin

RECOMMENDED FOR APPROVAL:
8/9/67 DATE — E. J. Ruhl CHIEF DESIGN ENGINEER

APPROVED:
6/9/67 DATE — STATE HIGHWAY ENGINEER

B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	1175-5-70	20	41

℄

STATION	DISTANCE	YARDAGE EXCAVATION	YARDAGE FILL
129+00			
	1355		
		52.49	
128+00			
	1360		
		59.13	
127+00			
	1360		
		60.60	
126+00			
	1360		
		61.59	
125+00 MAIN LINE			
	1360		
		62.12	

EXISTING ℄ ELEVATION SHOWN

SHEET TOTAL

B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	1175-5-70	21	41

℄

51.99

18.99

34.0'

133+00
1350

52.87

54.58

132+00
1350

6.98

34.0'

2½:1

2:1

51.98

34.0'

2½:1

2:1

INLET
44

1-24"x6' RCCP EXTENSION
CLASS III REQ'D

DISCHG
37.1

1-24"x12' RCCP EXTENSION
CLASS III REQ'D

130+65
1340

54.01

51.44

34.0'

51.44

34.0'

131+00
1350

55.58

130+00 MAINLINE
1355

MAINLINE ℄ ELEVATIONS
SHOWN ARE EXISTING

STATION	DISTANCE	YARDAGE EXCAVATION UNCL.	YARDAGE FILL
133 + 00	100	0	6
132 + 00			
131 + 00	35	0	104
130 + 65	65	0	187
130 + 00			

B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	1175-5-70	22	41

℄

5235

138+00
1350

5175

137+00
1350

5139

136+00
1350

5123

135+00
1350

EXISTING CATTLE PASS

DISCHARGE

INLET

5150

134+00
1350

MAINLINE

STATION	DISTANCE	YARDAGE EXCAVATION	FILL

B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	1175-5-70	23	41

℄

53.74

32.0'

BEGIN ABRUPT

56.34

141+00
1355

55.32

140+38 — P.E. P.C.
1355

P.E. PROFILE

ON SKEW

54.12

139+52
1350
DRIVEWAY PROFILE
SKEW

54.13

54.12

140+00
1350

53.11

139+00 MAINLINE
1350

STATION	DISTANCE	YARDAGE EXCAVATION	YARDAGE FILL

B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	1175-5-70	24	41

RUN OUT 146+00 LT.

61.43

61.03

34.0'

145+00 LEFT
1360

62.36

144+00
1360

RIGHT

60.40

52.80

10:1

34.0'

4:1

143+00
1360

55.4

LEFT

58.36

55.76

34.0'

10:1

4:1

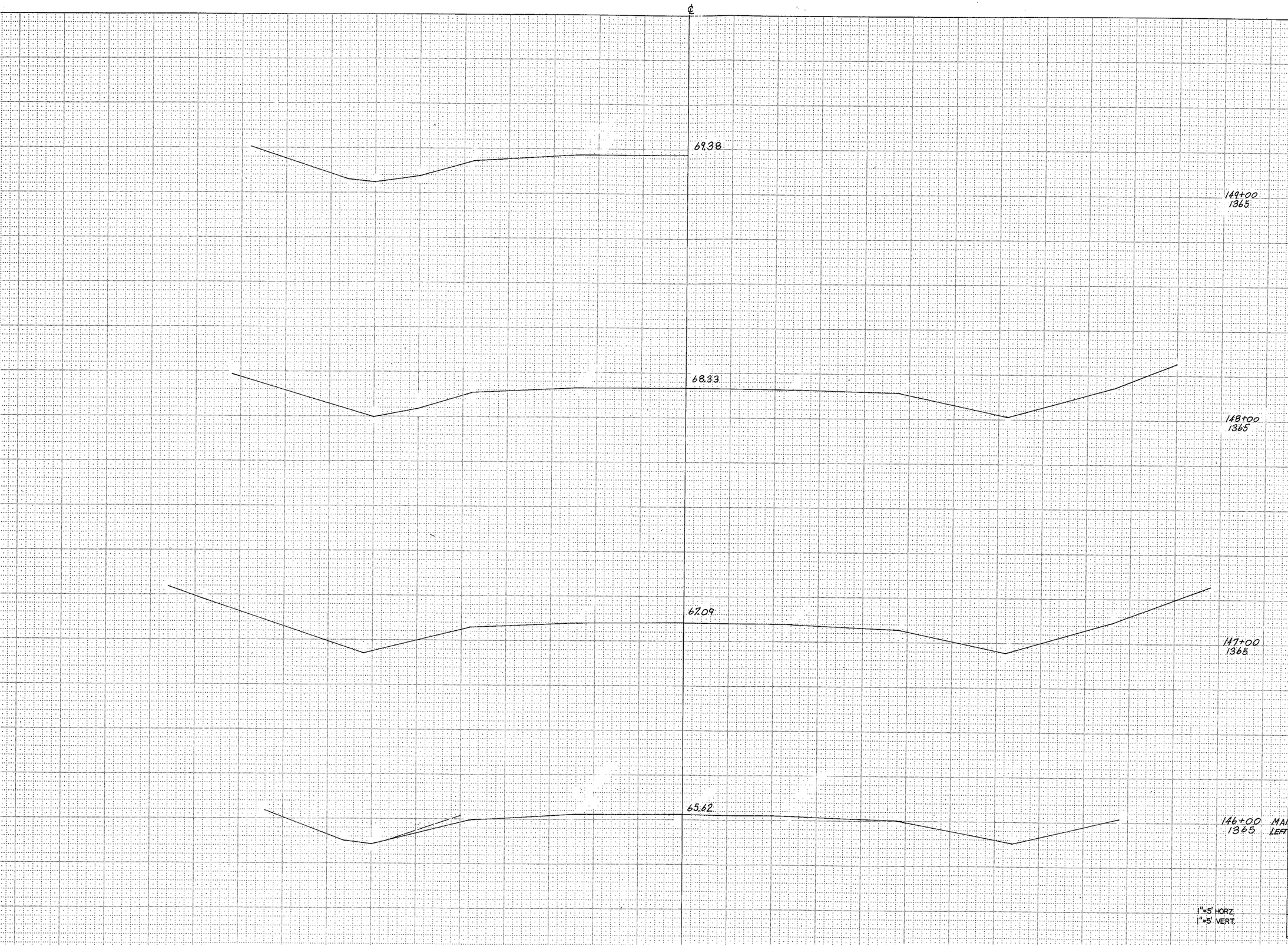
142+00 MAINLINE
1355

54.2

RUN OUT 141+00

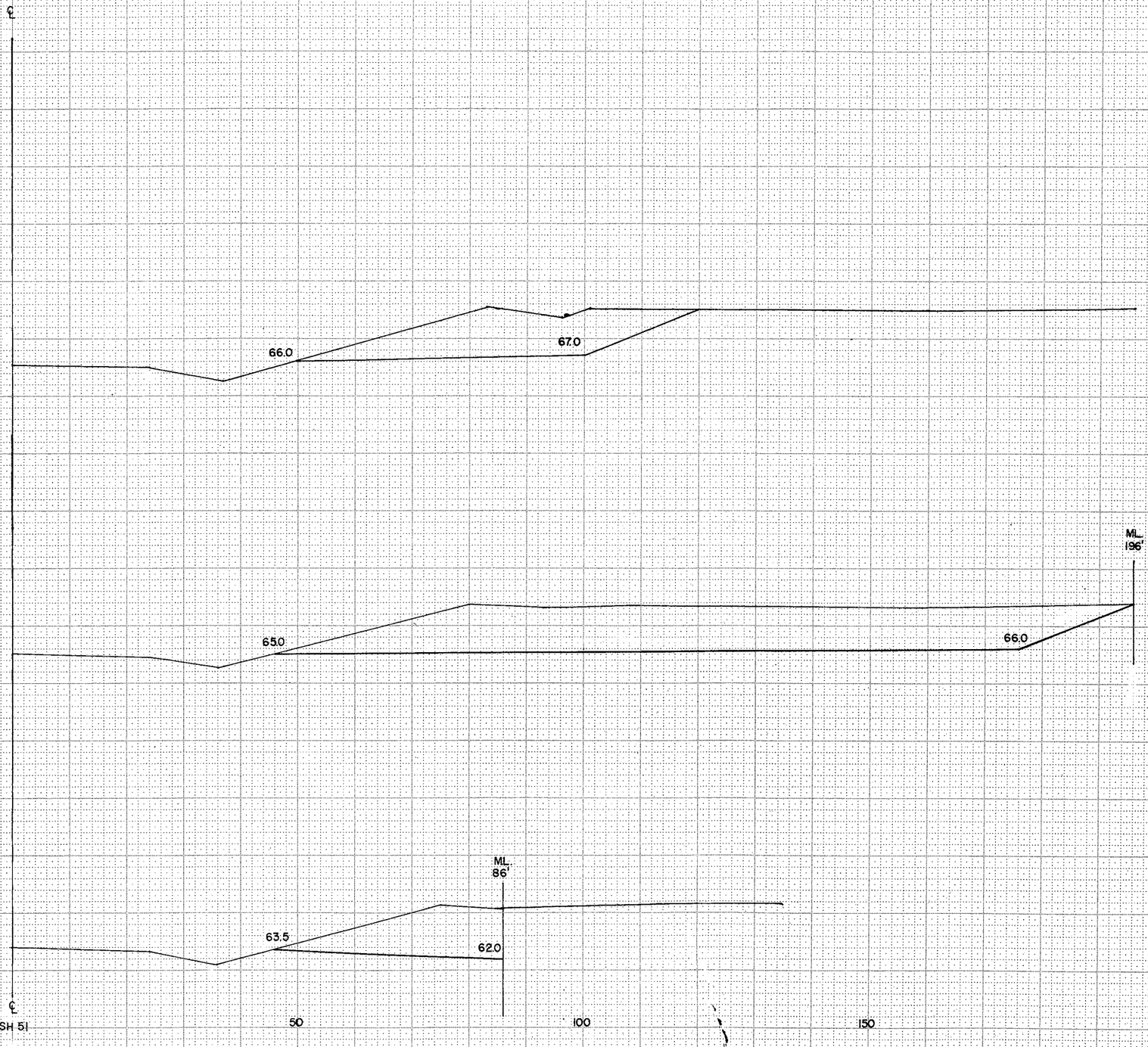
STA.	YARDAGE EXCAVATION UNCL.	YARDAGE EXCAVATION DIST	YARDAGE FILL
143 + 20	20	85	0
143 + 00	100	411	0
142 + 00	100	219	0
141 + 00			
146 + 00	100	0	4
145 + 00	100	0	4
144 + 00	100	0	0
143 + 00	100	0	6
142 + 00	100	0	6
141 + 80			

B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	1175-5-70	25	41



STATION	DISTANCE	YARDAGE EXCAVATION	FILL

B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	U175-5-70	26	41



RUN OUT 146+25

13.70

146+00 RIGHT
1360

13.70

145+62 RIGHT
1360

13.70

145+00 RIGHT
1360

SCALE: 1" = 10' HORZ.
1" = 10' VERT.
THIS SHEET ONLY

RUN IN 144+75

STATION	DISTANCE	YARDAGE EXCAVATION UNCL.	YARDAGE FILL
146 + 25	25	170	
146 + 00	38	941	
145 + 62	62	1374	
145 + 00	25	107	
144 + 75			

B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	1175-5-70	27	41

STATION	DISTANCE	YARDAGE EXCAVATION	FILL
160+00	100		
159+00	105		
158+10	105		

℄

06.33

07.00

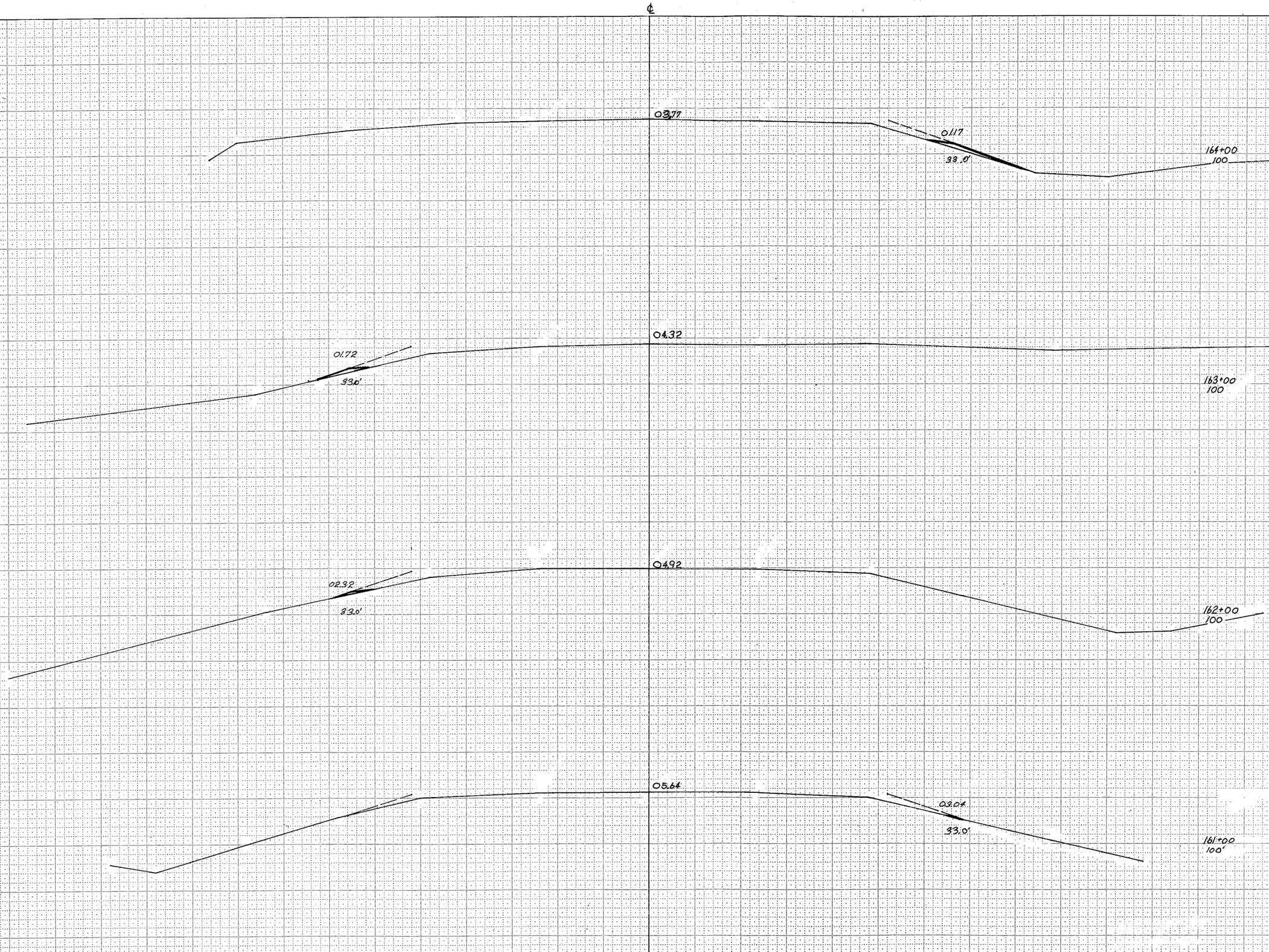
07.48

07.44

MAINLINE
P.E. RT & LT

1"=5' HORZ.
1"=5' VERT.

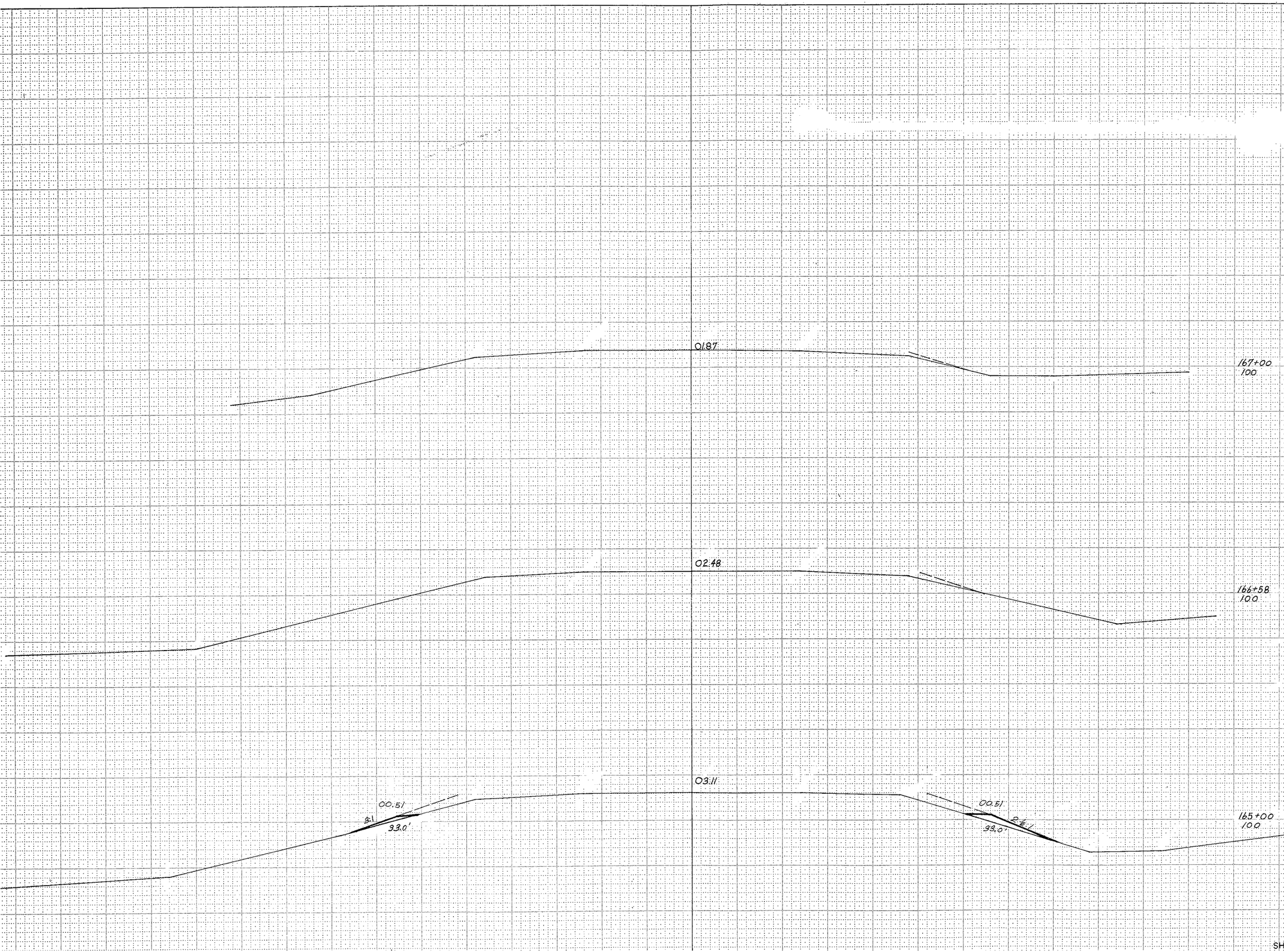
B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	1175-5-70	28	41



STATION	DISTANCE	YARDAGE EXCAVATION UNCL.	YARDAGE EXCAVATION FILL
164 + 00			
	100	0	17
163 + 00			
	100	0	6
162 + 00			
	100	0	2
161 + 00			

AREAS CHECKED

B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS	1175-5-70	29	41



STATION	DISTANCE	YARDAGE EXCAVATION	YARDAGE FILL
165 + 50	50	0	7
165 + 00	100	0	28
164 + 00			
SHEET TOTAL		0	35

B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	1175-5-70	30	41

℄

13.28

222+00 RT.
110

15.41

221+00 RT.
115

17.48

220+00 RT.
115

19.40

219+00 RT.
115

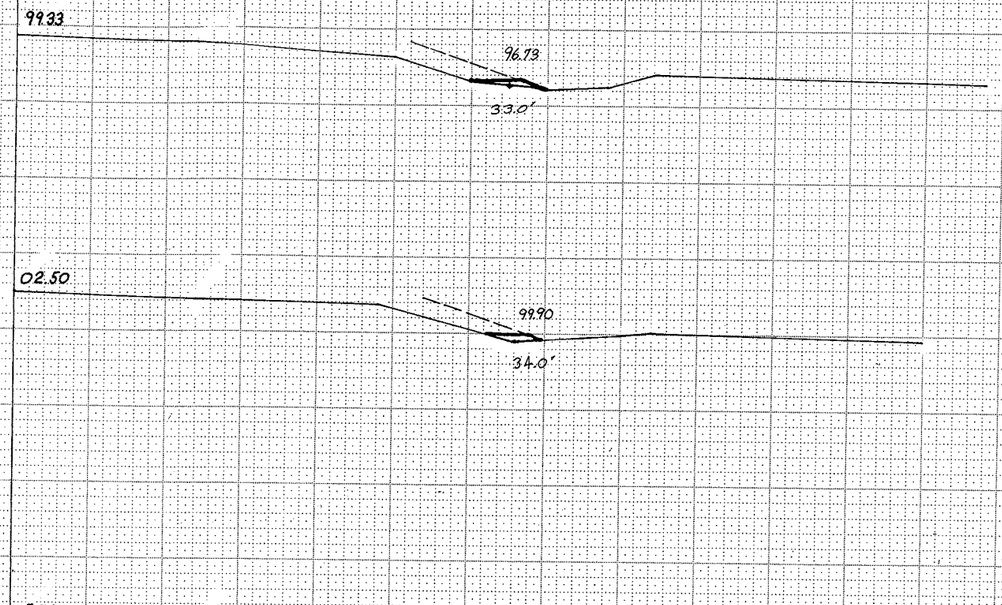
21.02

218+00 RT.
120

STATION	DISTANCE	YARDAGE EXCAVATION	YARDAGE FILL

B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	1175-5-70	31	41

℄



227+00 RT. 100

226+00 RT. 100

225+00 RT. 105

224+00 RT. 105

223+00 RT. 110

STATION	DISTANCE	YARDAGE EXCAVATION UNCL.	YARDAGE EXCAVATION FILL
228 + 00	100	0	2
227 + 00	200	0	6
225 + 00	50	0	0
224 + 50	50	0	15
224 + 00	100	0	17
223 + 00	50	0	6
222 + 50			

B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	1175-5-70	32	41

℄

STATION	DISTANCE	YARDAGE EXCAVATION	YARDAGE FILL
84.30	84.03	231+00 RT. 85	
88.41	88.13	230+00 RT. 90	
92.32	91.98	229+00 RT. 90	
95.89	95.57	228+00 RT. 95	

B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	1175-5-70	33	41

℄

45.76
22.4'
2 Va:1
45.27
44.78
22.4'
2 Va:1
164"A"+00
1345

46.65
21.8'
2 Va:1
46.87
46.54
22.1'
2 Va:1
163"A"+00
1345

49.44
22.1'
49.77
49.44
22.1
162"A"+00
1350

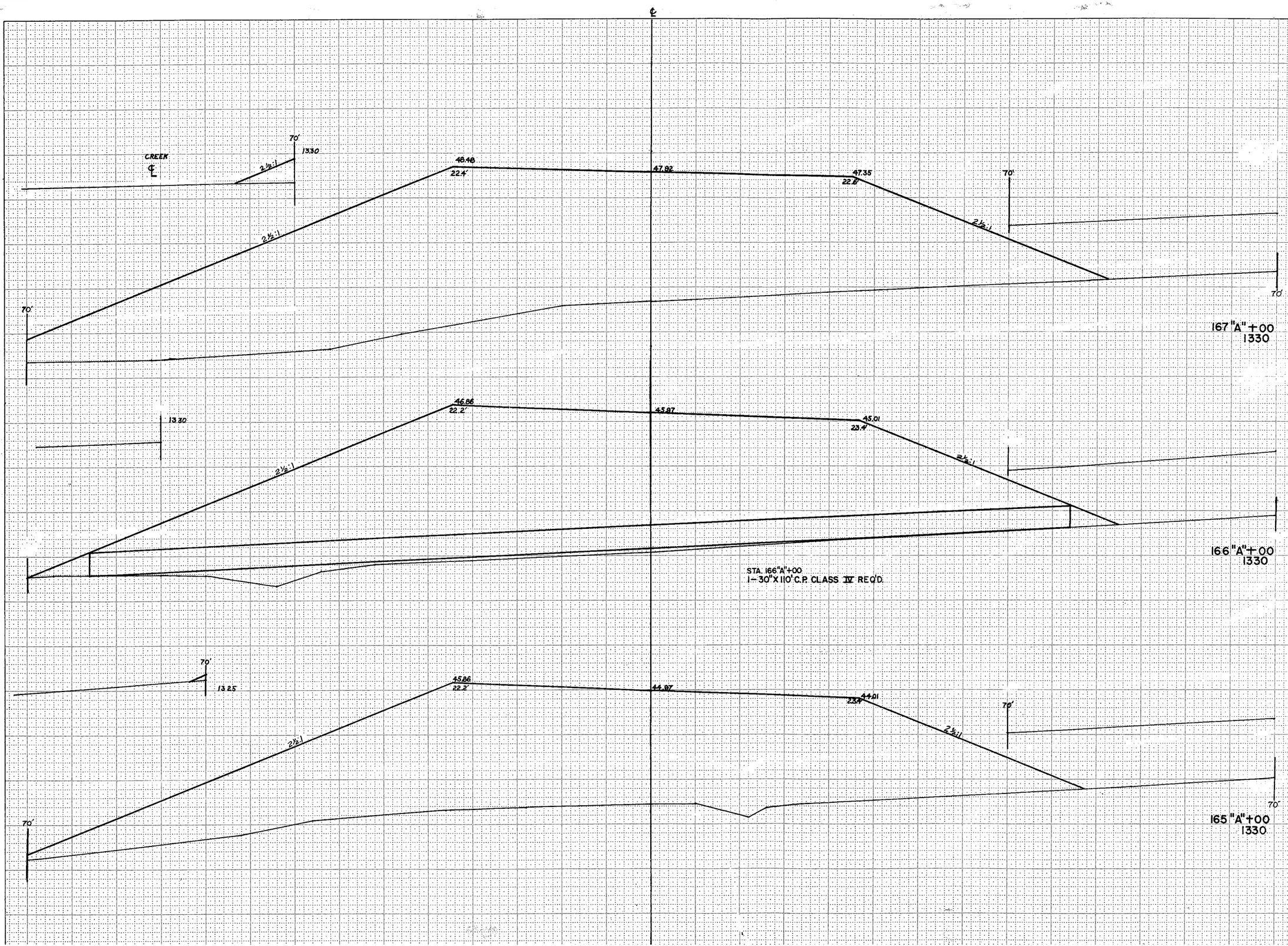
BEGIN ABRUPTLY
161"A"+00
1355

160"A"+00
1360

1"=5' HORZ.
1"=5' VERT.

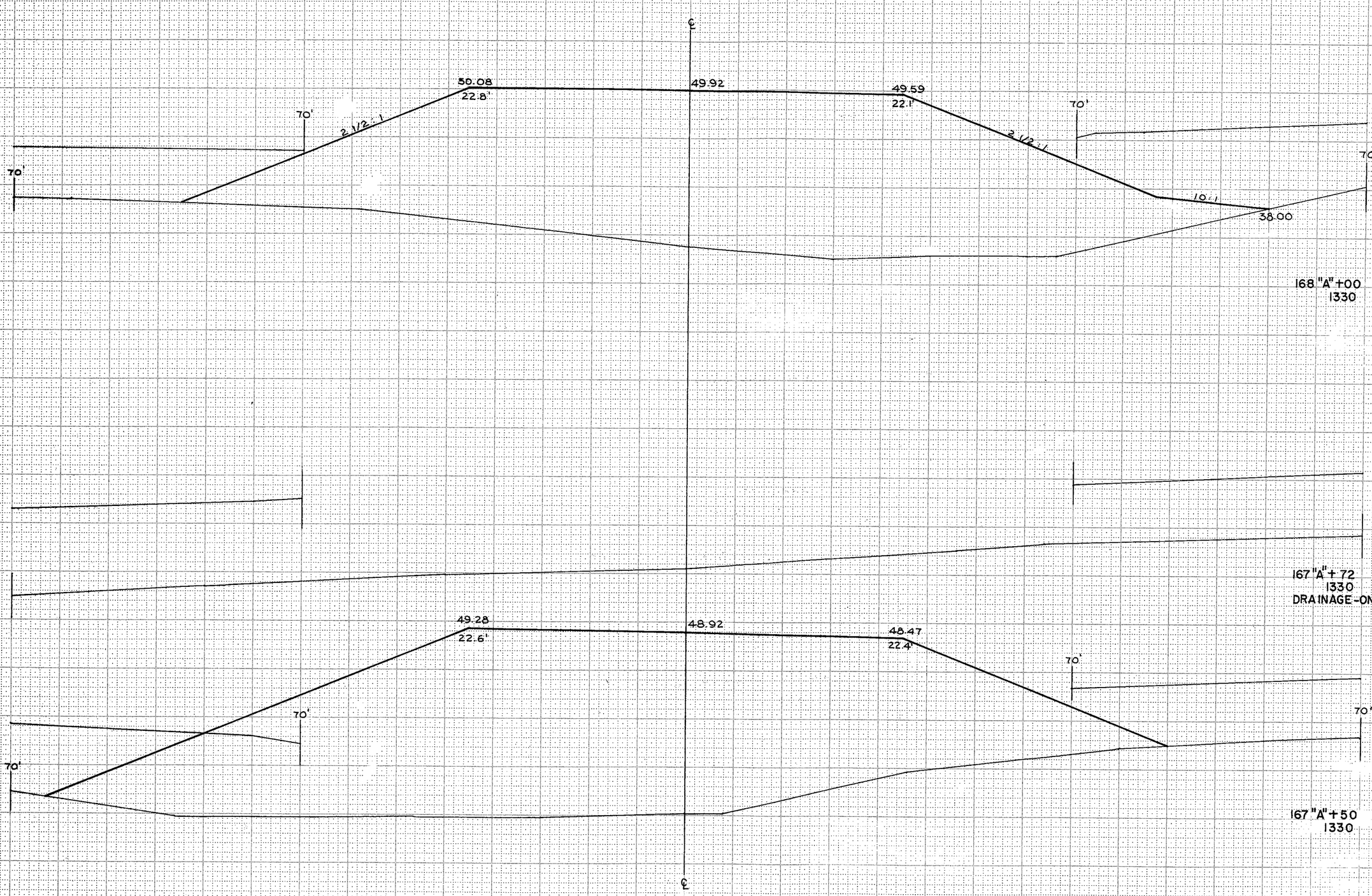
STATION	DISTANCE	YARDAGE EXCAVATION UNCL.	YARDAGE EXCAVATION FILL
164"A" + 00			
	100	11	1648
163"A" + 00			
	100	109	530
162"A" + 00			
	100	119	82
161"A" + 00			

B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	1175-5-70	34	41



STATION	DISTANCE	YARDAGE EXCAVATION UNCL.	YARDAGE EXCAVATION FILL
167"A" + 00			
	100	0	5020
166"A" + 00			
	100	0	4440
165"A" + 00			
	100	0	3170
164"A" + 00			

B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	1175-5-70	35	41



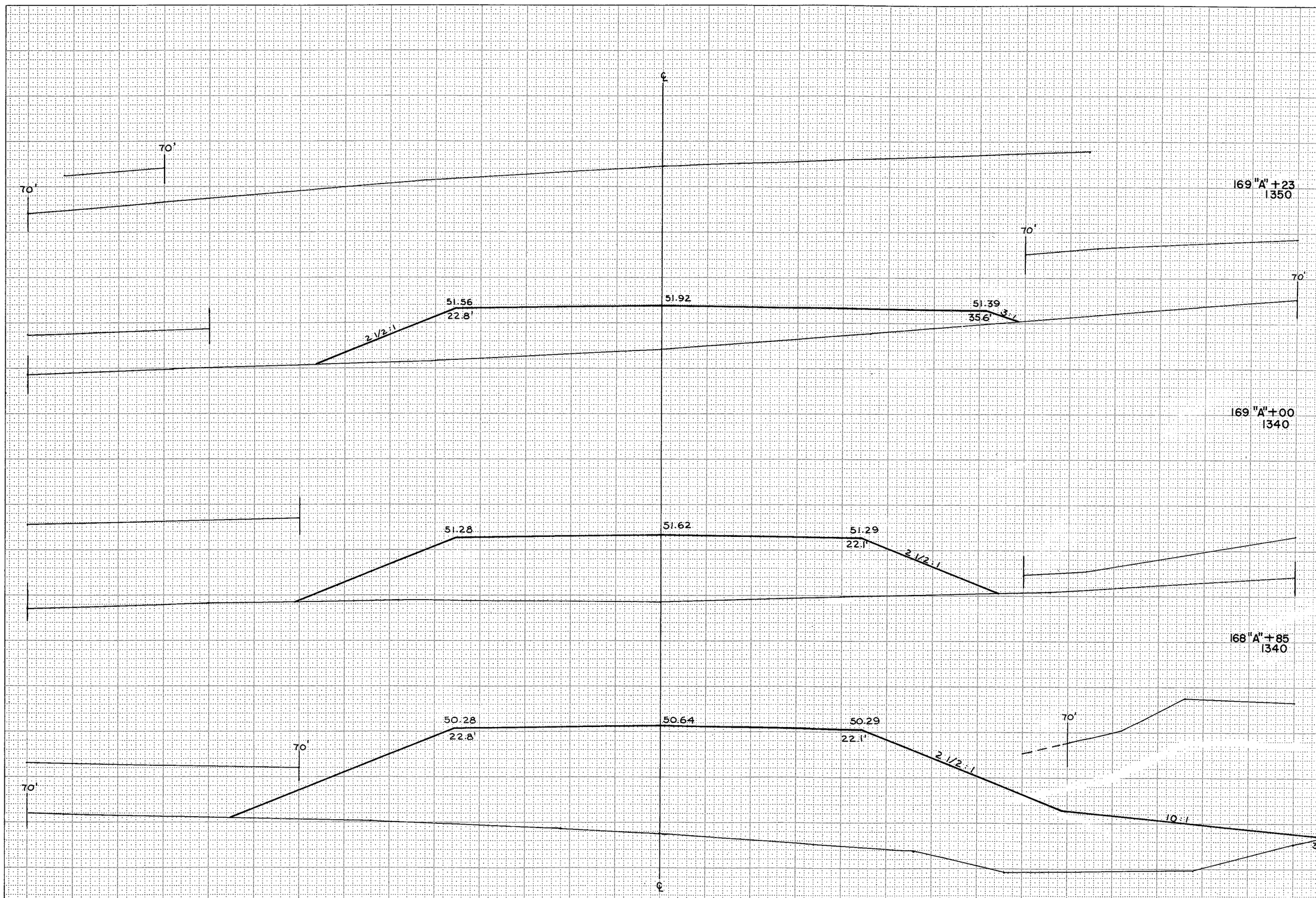
168 "A" +00
1330

167 "A" +72
1330
DRAINAGE - ON SKEW

167 "A" +50
1330

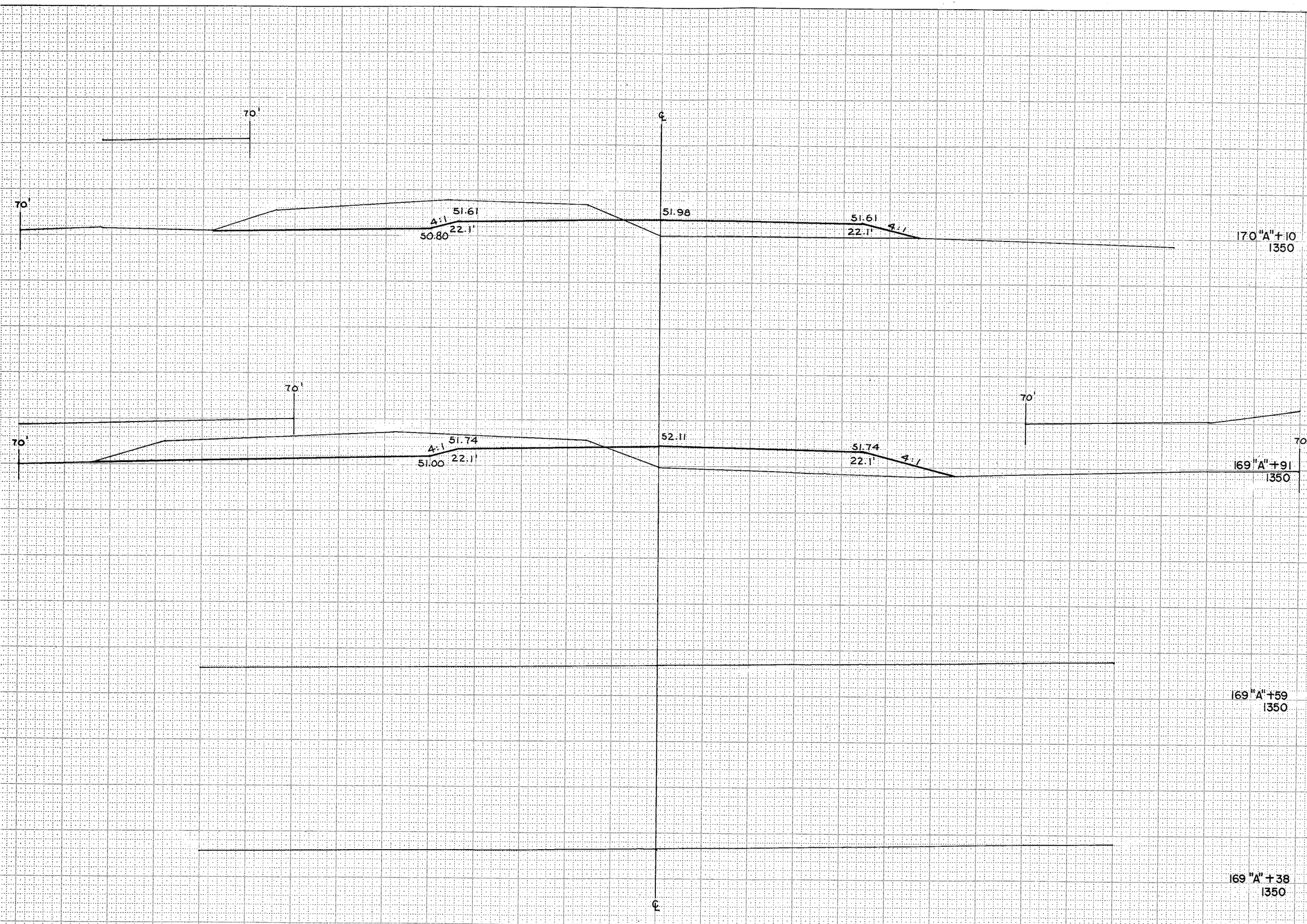
STATION	DISTANCE	YARDAGE EXCAVATION U/CL.	YARDAGE EXCAVATION FILL
168 "A" + 00			
	50	0	2480
167 "A" + 50			
	50	0	2610
167 "A" + 00			

B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	1175-5-70	36	41



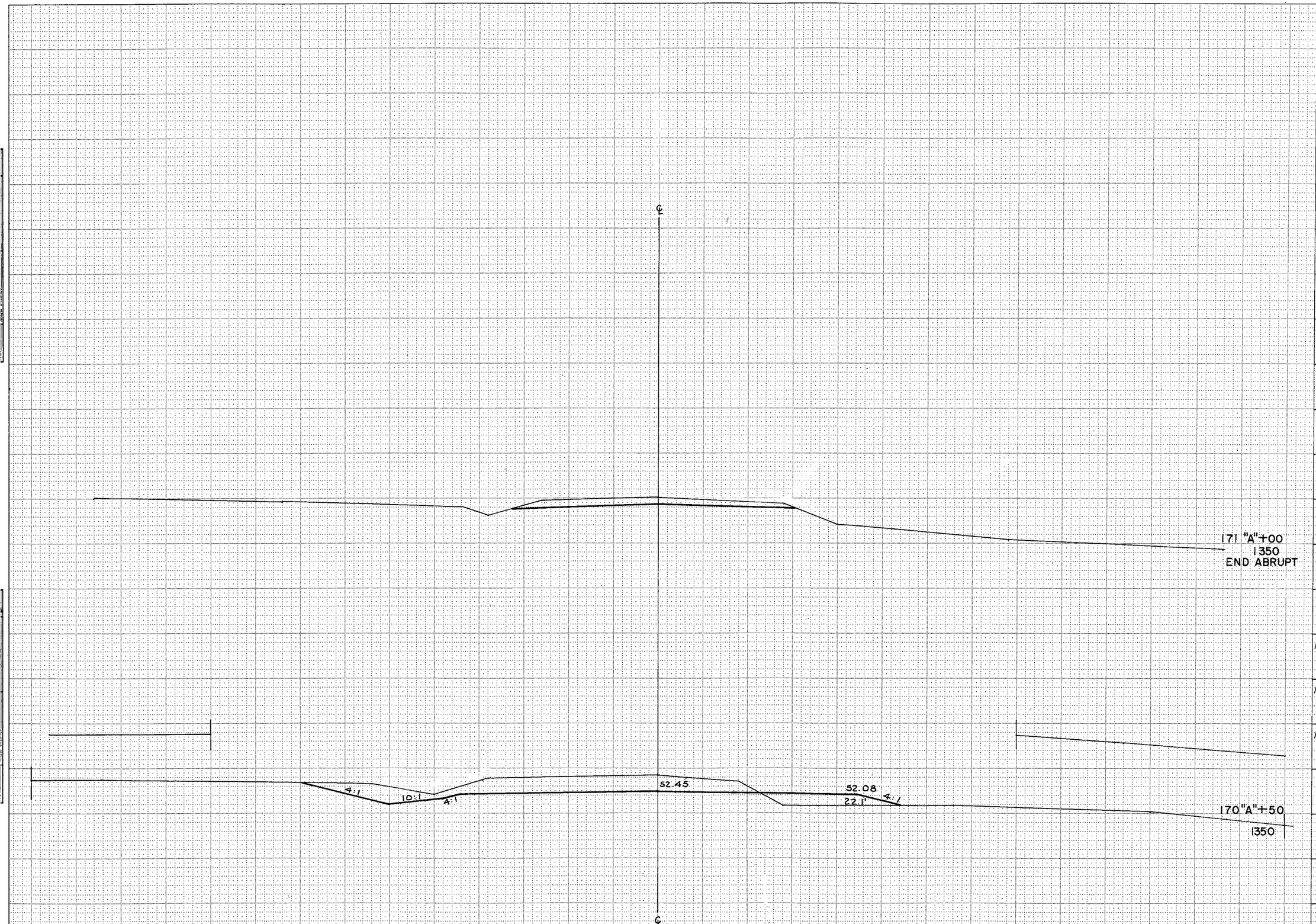
STATION	DISTANCE	YARDAGE EXCAVATION UNCL.	YARDAGE EXCAVATION FILL
169 "A" + 23	23	0	119
169 "A" + 00	15	0	196
168 "A" + 85	50	0	1326
168 "A" + 35	35	0	1444
168 "A" + 00			

B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	1175-5-70	37	41



STATION	DISTANCE	YARDAGE EXCAVATION UNCL.	YARDAGE EXCAVATION FILL
170 "A" + 10	19	69	43
169 "A" + 91	20	48	28
169 "A" + 71			

B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	1175-5-70	38	41



STATION	DISTANCE	YARDAGE EXCAVATION UNCL.	YARDAGE EXCAVATION FILL
171A + 00			
	50	87	15
170A + 50			
	40	122	44
170A + 10			
SHEET TOTAL		209	59

B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	1175-5-70	39	41

℄

M.L. 85'

1370

62.0'

70'

70'

10:1 4:1 60.02 28.0' 60.53 60.86 22.0' 4:1 10:1 4:1

1+B"+50
1370

M.L. 87'

1365

61.5

70'

70'

4:1 10:1 4:1 59.47 57.8' 40.1' 60.05 60.16 11.0' 60.12 21.3' 57.1' VAR.

1+B"+00
1365

STA. 0"B"+94
1-36"X 22"X 78' C.M.P.A. REQ'D
SKEW 30° L.H.F.

2 1/2" NORMAL BIT. CONC. PAV'T. REQ'D

60.38 15.0' 60.41 59.96 29.4' 4:1 10:1 56.8' 4:1

0"B"+50
1365

61.40

0"B"+00
1360
PROFILE

1"=5' HORZ.
1"=5' VERT.

STATION	DISTANCE	YARDAGE EXCAVATION UNCL.	YARDAGE EXCAVATION FILL
1"B"+50	50	1580	
1"B"+00	50	1002	7
0"B"+50	38	233	6
0"B"+12			

B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	1175-5-70	40	41

℄

4:1 10:1 4:1 72.40 21.9' 72.73 72.95 22.0' 10:1 4:1

3"B"+50
1375

M.L.
55'

69.89 22.1' 69.33 69.73 22.1' 4:1

3"B"+00
1375

M.L.
69'

65.3 65.29 22.1' 65.73 66.17 22.1' VAR.

2"B"+50
1370

M.L.
79'

1370

63.0

1360

70'

2"B"+15
1370
P.E. RT.

70'

4:1 10:1 4:1 61.89 22.1' 62.33 62.77 4:1 22.1' 10:1 VAR.

2"B"+00
1370

STATION	DISTANCE	YARDAGE EXCAVATION UNCL.	YARDAGE EXCAVATION FILL
3"B" +50	50	309	2
3"B" +00	50	639	
2"B" +50	50	1093	
2"B" +00	50	1457	
1"B" +50			
SHEET TOTAL		3498	2

B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	1175-5-70	41	41

℄

82.0

80.5

75.27
16.0'

75.43

75.37
15.7'

5B"+50 P.E. RT
1380

5B"+00
1380

END ABRUPT
4"B" +50

4B"+00
1375

3B"+65 P.E. RT
1375

STATION	DISTANCE	YARDAGE EXCAVATION UNCL.	YARDAGE EXCAVATION FILL
4"B" +50	50	17	
4"B" +00	50	93	2
3"B" +50			