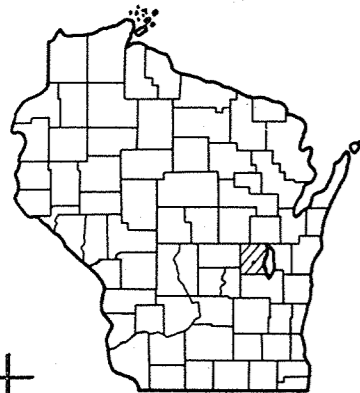


# PLAN 400

(12) 1064  
Index of Sheets

Sheet No. 1	Title
Sheet No. 2	Typical Cross Sections
Sheet No. 3	Estimate of Quantities
Sheet No. 3A	Miscellaneous Quantities
Sheet No. 4-4.5	Right of Way Plat
Sheet No. 5-14	Plan and Profile Sta. 10+00 to Sta. 458+42.37
Sheet No. 15-15.11	Standard Details
Sheet No. 16-29	Structure Plans
Sheet No. 30-91	Cross Sections



STATE OF WISCONSIN  
**DEPARTMENT OF TRANSPORTATION**  
**DIVISION OF HIGHWAYS**  
 PLAN AND PROFILE OF PROPOSED  
**WEST COUNTY LINE - OSHKOSH**  
 S.T.H. 116 - C.T.H. "FF" SECTION  
**C.T.H. "E"**  
**WINNEBAGO COUNTY**

AS BUILT PLAN  
 PLAN #400

PROJECT IDENTIFICATION NUMBER	FEDERAL PROJECT DESIGNATION
<b>6460-2-72</b>	<b>S 1260(3)</b>

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.

### Design Designation

A. D.T. 1973	= 800
A. D.T. 1993	= 1,200
D. H.V.	= 168
D.	= 60%
T.	= 8%
V.	= 60 M.P.H.

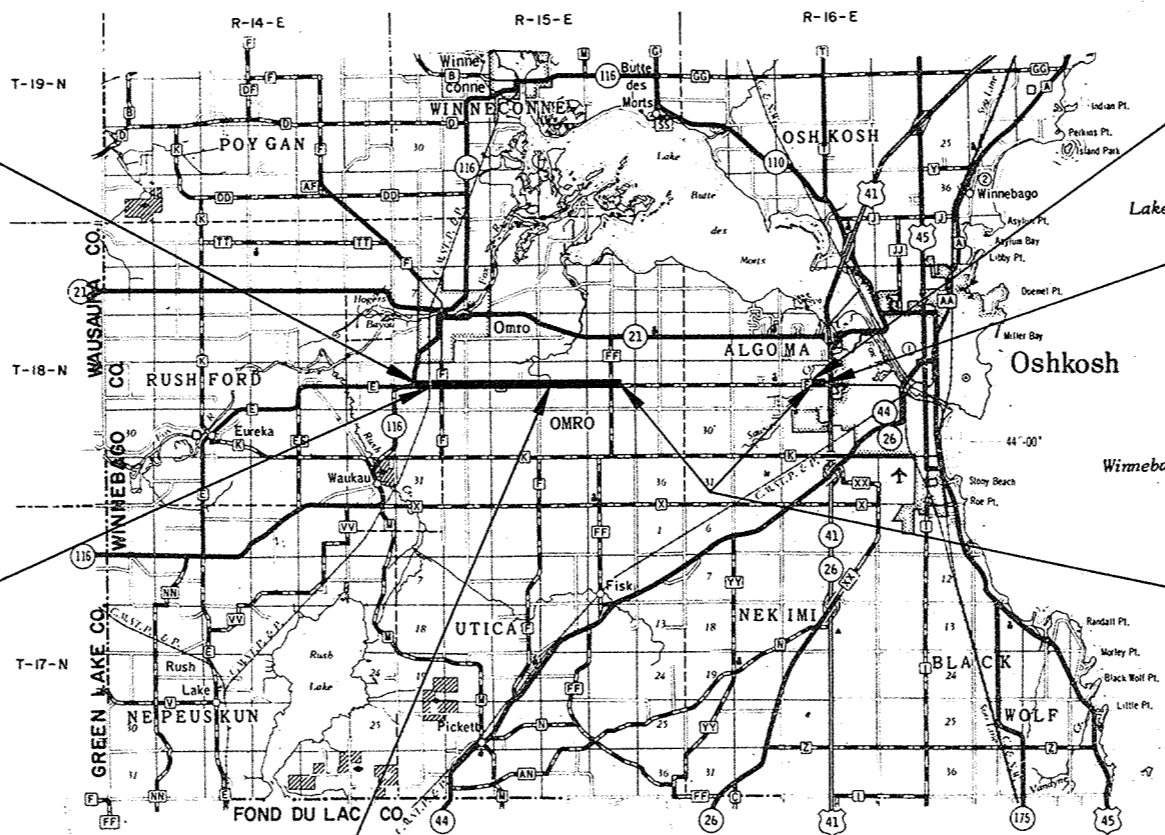
BEGINNING OF PROJECT S 1260 (3) / 6460-2-(71.72.73)  
 STA. 10 + 00  
 365.78' S. 89°-56' W. OF CENTER  
 SEC. 19 T. 18 N. R. 15 E.

STA. 26 + 98.60 TO STA. 27 + 11.31  
 EXCEPTION TO NET & LENGTH

STRUCTURE B-70-64

END OF PROJECT S 1260 (3) / 6460-2-(71.72.73)  
 STA. 458 + 42.37  
 1,771.94' S. 89°-53' E. OF CENTER OF  
 SEC. 21 T. 18 N. R. 16 E.

STA. 235 + 00 TO STA. 447 + 87.17  
 EXCEPTION TO NET & LENGTH



Layout  
 Scale 0 1 2 Mi.

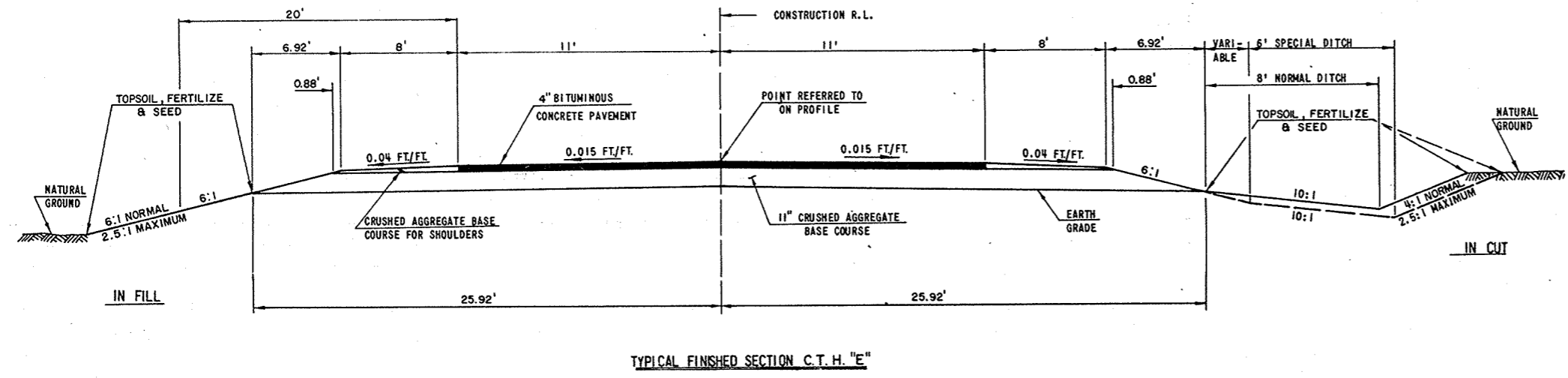
Total Net Length of Centerline = 4.459 Mi.

### Conventional Signs

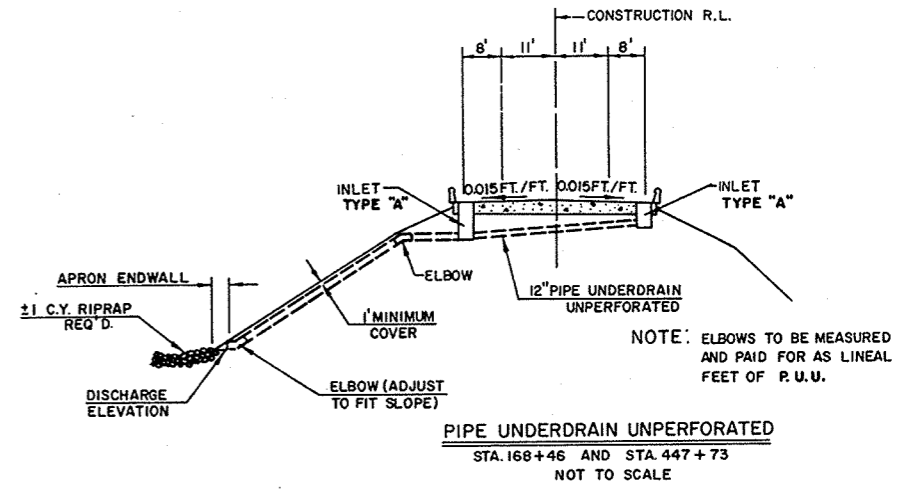
State Line	-----	Culverts in Place	-----
County Line	-----	Culverts Required	-----
Township or Range Line	-----	Drop Inlet	-----
Section Line	-----	Power Pole	-----
New Right of Way Line	-----	Telephone or Telegraph Pole	-----
Present Right of Way Line	-----	Right of Way Markers	-----
Wire Fence { Woven	-----	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 76.16
Railroads	-----		
Base or Survey Line	-----		

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS	
Surveyor <u>R.D.N.</u>	District Checker <u>M.B.L. D.P.C.</u>
Designer <u>C.W.M., C.M.G.</u>	C.O. Checker <u>J.L.V.</u>
Correct:	
Date <u>4-27-72</u>	<u>H.H. Judd</u> District Engineer
Recommended for Approval:	
Date <u>5/30/72</u>	<u>C. Harned</u> Chief Design Engineer
Date <u>5/31/72</u>	<u>S. E. Hicks</u> State Highway Engineer
U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	
REGION 4 WISCONSIN DIVISION	
Approved:	
Date _____ Division Engineer	

PROJECT I.D. 6460 - 2 - 71, 72, 73	SHEET NUMBER <b>2</b>	TOTAL SHEETS <b>91</b>
FEDERAL PROJECT DESIGNATION S 1260 (3)		
TYPICAL CROSS SECTIONS FOR C.T.H. "E" WINNEBAGO CO.		



TYPICAL FINISHED SECTION C.T.H. "E"



PIPE UNDERDRAIN UNPERFORATED  
STA. 168+46 AND STA. 447+73  
NOT TO SCALE

GENERAL NOTES

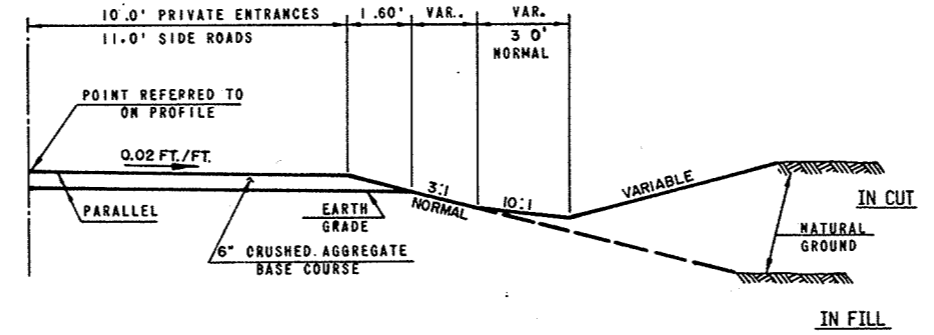
SALVAGED TOPSOIL SHALL BE PLACED TO AN APPROXIMATE DEPTH OF 3 INCHES  
CERTAIN UNDERGROUND UTILITY STRUCTURES HAVE BEEN LOCATED ON THESE PLANS. THESE LOCATIONS SHALL NOT BE TAKEN AS CONCLUSIVE. VERIFICATION AS TO THE LOCATION TO THE SATISFACTION OF THE CONTRACTOR OF ALL UNDERGROUND UTILITY STRUCTURES, WHETHER SHOWN ON THE PLANS OR NOT, SHALL BE ASSUMED AS A CONDITION OF THE CONTRACT.  
THE EXACT LOCATION OF CULVERT PIPE, 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 AND BORROW EXCAVATION AND WAS COMPUTED WITH A SHRINKAGE ALLOWANCE OF 25% - 30% FOR UNCLASSIFIED EXCAVATION AND 15% FOR BORROW EXCAVATION BASED ON THE VOLUME OF THE FILL.  
BITUMINOUS SURFACING AND SHOULDERS IS NOT PART OF THESE CONTRACTS.  
WHEN THE QUANTITY OF THE ITEMS OF SUBBASE, AND BASE COURSE ARE 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 THE MATERIAL AS DIRECTED BY THE ENGINEER.

UTILITIES LOCATED WITHIN THIS PROJECT

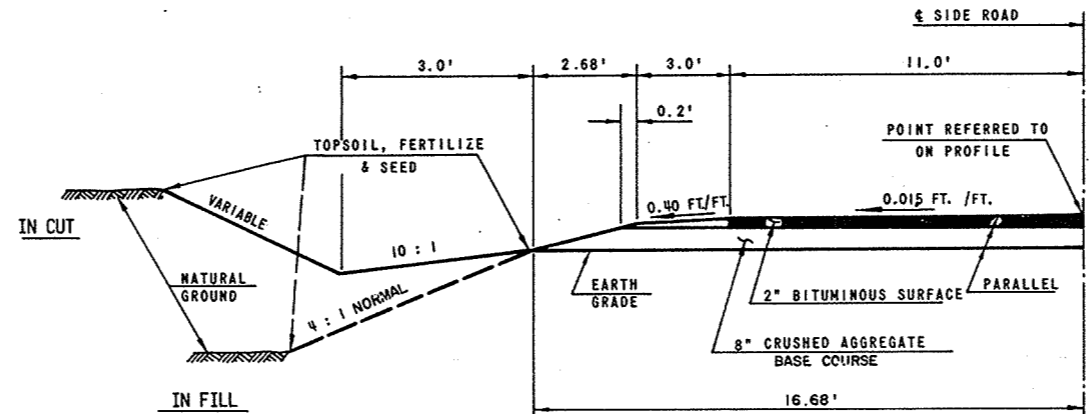
- CHICAGO, MILWAUKEE, ST. PAUL & PACIFIC RAILROAD (MILWAUKEE ROAD)
- WISCONSIN TELEPHONE COMPANY
- WISCONSIN POWER AND LIGHT COMPANY
- WISCONSIN PUBLIC SERVICE CORP.

STANDARD DETAIL DRAWINGS

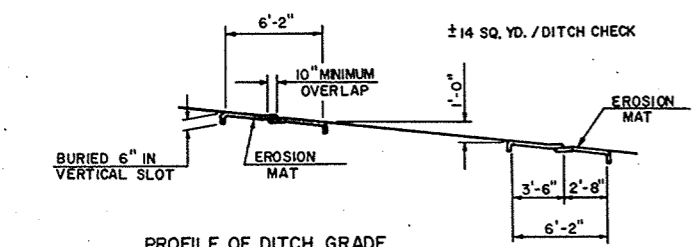
INLETS TYPE 1 & 2 & INLET COVERS	8C1-1
SURFACE DRAIN DROP INLET TYPE	8D3-1
APRON ENDWALLS	8F1-2
CORRUGATED METAL PIPE ARCH	8F2-1
SIDE ROAD INTERSECTIONS	9A1-1
CONCRETE PAVEMENT REINFORCEMENT	13A1-1
PAVEMENT DETAILS FOR RAILROAD APPROACH	13B1-1
CLASS "A" STEEL PLATE BEAM GUARD	14B2-2 A&B
MARKER POSTS	15A1-1
CONSTRUCTION BARRICADE	15C1-1
LANDMARK REFERENCE MONUMENTS	16A1-1



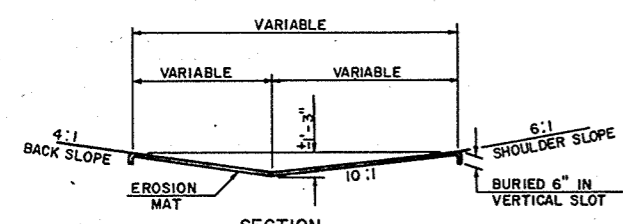
1/2 TYPICAL SECTION GRAVEL SURFACE SIDE ROADS AND PRIVATE ENTRANCES



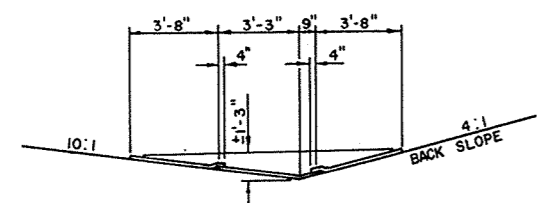
1/2 TYPICAL SECTION BITUMINOUS SURFACE FOR SIDE ROADS



PROFILE OF DITCH GRADE



DETAILS OF EROSION MAT DITCH CHECKS



EROSION MAT DITCH PROTECTION

# ESTIMATE OF QUANTITIES

CONTRACT NO. 1 (6460-2-71)  
 STRUCTURES B-70-63,64  
 CONTRACT NO. 2 (6460-2-72)  
 BASE COURSE  
 CONTRACT NO. 3 (6460-2-73)  
 GRADING

PROJECT I.D. 6460 - 2 - 71, 72, 73	SHEET NUMBER	TOTAL SHEETS
FEDERAL PROJECT DESIGNATION S 1260(3)	3	91

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.	STATION TO STATION	NET LENGTH OF CENTER-LINE	CLEARING	CLEARING	GRUBBING	GRUBBING	UNCLASSIFIED EXCAVATION	BORROW EXCAVATION	FINISHING ROADWAY	CRUSHED AGGREGATE BASE COURSE	CULVERT PIPE CLASS III				APRON ENDWALLS FOR CULVERT PIPE				CORRUGATED METAL PIPE ARCH					
											18 - INCH	24 - INCH	30 - INCH	36 - INCH	18 - INCH	24 - INCH	30 - INCH	36 - INCH	22"X 13"	29"X 18"	36"X 22"	43"X 27"	58"X 36"	65"X 40"
											52003	52005	52007	52009	52061	52063	52065	52067	52136	52138	52139	52140	52142	52143
ITEM NO.	20101	20102	20104	20105	20503	20801	21301	30404	52003	52005	52007	52009	52061	52063	52065	52067	52136	52138	52139	52140	52142	52143		
UNIT	LIN. FT.	STATION	IN. DIA.	STATION	IN. DIA.	CU. YD.	CU. YD.	L.S.	TON	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	EACH	EACH	EACH	EACH	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	
1	B-70-63,64	130.78																						
2	STA. 10 + 00 - STA 458 + 42.37	23,411.71							76,300															
3	STA. 10 + 00 - STA. 458 + 42.37	23,411.71	8	2,102	8	2,116	51,860	28,561	1	1,414	556	108	32	94	26	2	2	96	344	178	32	148	74	
<b>PROJECT TOTALS</b>		<b>23,542.49</b>	<b>8</b>	<b>2,102</b>	<b>8</b>	<b>2,116</b>	<b>51,860</b>	<b>28,561</b>	<b>1</b>	<b>76,300</b>	<b>1,414</b>	<b>556</b>	<b>108</b>	<b>32</b>	<b>94</b>	<b>26</b>	<b>2</b>	<b>2</b>	<b>96</b>	<b>344</b>	<b>178</b>	<b>32</b>	<b>148</b>	<b>74</b>

## BRIDGES (STRUCTURES OVER 20FT. SPAN)

CONTRACT NO.	REMOVING OLD BRIDGE, STA. 169 + 00	REMOVING OLD BRIDGE, STA. 448 + 18	EXCAVATION FOR STRUCTURES	GRANULAR BACKFILL	CONCRETE SURFACE DRAINS	CONCRETE MASONRY	PRESTRESSED GIRDER, 1 TYPE, 36 - INCH	PRESTRESSED GIRDER, 1 TYPE, 45 - INCH	BAR STEEL REINFORCEMENT	STRUCTURAL CARBON STEEL	BEARING PADS ELASTOMERIC	CAST-IN-PLACE CONCRETE PILING DELIVERED AND DRIVEN 10 3/4 - INCH	STEEL PILING DELIVERED AND DRIVEN 10 - INCH X 42 POUND	TUBULAR RAILING, TYPE "J"	RIPRAP	HEAVY RIPRAP	INLETS, TYPE I	INLET COVERS, TYPE "A"	METAL APRON ENDWALLS FOR CULVERT PIPE, 12 - INCH	PIPE UNDERDRAIN UNPERFORATED 12 - INCH	FIELD OFFICE TYPE "A"
	L.S.	L.S.	CU. YD.	CU. YD.	CU. YD.	CU. YD.	LIN. FT.	LIN. FT.	LBS.	LBS.	SQ. FT.	LIN. FT.	LIN. FT.	LIN. FT.	CU. YD.	CU. YD.	EACH	EACH	EACH	LIN. FT.	L.S.
1	B-70-63	1	20	10	5	170.4	476		23,890	460	14	720		162	1	170	2	2	1	72	
1	B-70-64	1	82	48	5	181		246	27,840	430	10		640	157	1	210	2	2	1	76	
<b>PROJECT TOTALS</b>		<b>1</b>	<b>1</b>	<b>102</b>	<b>58</b>	<b>10</b>	<b>351.4</b>	<b>476</b>	<b>51,730</b>	<b>890</b>	<b>24</b>	<b>720</b>	<b>640</b>	<b>319</b>	<b>2</b>	<b>380</b>	<b>4</b>	<b>4</b>	<b>2</b>	<b>148</b>	<b>1</b>

## METAL APRON ENDWALLS FOR PIPE ARCH

CONTRACT NO.	22"X 13"	29"X 18"	36"X 22"	43"X 27"	58"X 36"	65"X 40"	ANCHORAGES FOR STEEL PLATE BEAM GUARD	STEEL PLATE BEAM GUARD, CLASS "A"	MARKER POSTS	LANDMARK REFERENCE MONUMENTS	CALCIUM CHLORIDE SURFACE TREATMENT	SALVAGED TOPSOIL	EROSION MAT	FERTILIZER	SEEDING	FIELD OFFICE, TYPE "A"	FIELD OFFICE TYPE "A"	ON THE JOB TRAINING
	EACH	EACH	EACH	EACH	EACH	EACH	EACH	LIN. FT.	EACH	EACH	TON	SQ. YD.	SQ. YD.	C W T	LB.	L.S.	L.S.	HRS.
1																		1,000
2																		
3	4	10	6	2	4	2	10	993	40	3	44	132,360	3,000	60	1,790			
<b>TOT</b>	<b>4</b>	<b>10</b>	<b>6</b>	<b>2</b>	<b>4</b>	<b>2</b>	<b>10</b>	<b>993</b>	<b>40</b>	<b>3</b>	<b>44</b>	<b>132,360</b>	<b>3,000</b>	<b>60</b>	<b>1,790</b>	<b>1</b>	<b>1</b>	<b>1,000</b>

DETAIL SUMMARY SHEET OF MISCELLANEOUS QUANTITIES

PROJECT I.D. 6460-2-(71.72.73)	SHEET NUMBER 3A	TOTAL SHEETS 91
FEDERAL PROJECT DESIGNATION S 1260 (3)		

CLEARING & GRUBBING

CONTRACT	STATION TO STATION	CLEARING		GRUBBING	
		STATION	IN. DIA.	STATION	IN. DIA.
3	STA. 10 + 00 - STA. 161 + 00	-	1.034	-	1.048
3	STA. 161 + 00 - STA. 163 + 00	2	-	2	-
3	STA. 163 + 00 - STA. 209 + 00	-	243	-	243
3	STA. 209 + 00 - STA. 211 + 00	2	-	2	-
3	STA. 211 + 00 - STA. 235 + 00	-	290	-	290
3	STA. 416 + 00 - STA. 420 + 00	4	-	4	-
3	STA. 420 + 00 - STA. 458 + 42	-	535	-	535

EXCAVATION

CONTRACT NO.	LOCATION	UNCLASSIFIED CU. YD.	BORROW CU. YD.
3	STA. 10 + 00 - STA. 235 + 00	42.381	27.621
3	STA. 414 + 00 - STA. 448 + 02	6.270	-
3	STA. 448 + 02 - STA. 458 + 42.37	3.209	940

CRUSHED AGGREGATE BASE COURSE

CONTRACT NO.	STATION TO STATION	TON		
		MAINLINE	SIDE ROADS	P. E. 'S
2	STA. 10 + 00 - STA. 235 + 00	70.000	1.420	575
2	STA. 446 + 00 - STA. 447 + 87	420	-	625
2	STA. 448 + 83 - STA. 458 + 42.37	3.110	-	150

PIPE CULVERTS

CONTRACT NO.	STATION	LOCATION	DIAMETER IN. DIA.	LENGTH LIN. FT.	TYPE	APRON ENDWALLS	MARKER POSTS
3	STA. 26 + 90	€	36"X 22"	62'	C. M. P. A.	2	2
3	STA. 27 + 26	€	36"X 22"	62'	C. M. P. A.	2	2
3	STA. 40 + 00	€	29"X 18"	76'	C. M. P. A.	2	2
3	STA. 40 + 36	SIDE ROAD LEFT	36"X 22"	54'	C. M. P. A.	2	-
3	STA. 53 + 80	F. E. LEFT	18"	32'	CULVERT PIPE CLASS III	2	-
3	STA. 55 + 75	€	65"X 40"	74'	C. M. P. A.	2	2
3	STA. 56 + 70	P. E. RIGHT	18"	30'	CULVERT PIPE CLASS III	2	-
3	STA. 67 + 15	SIDE ROAD LEFT	22"X 13"	58'	C. M. P. A.	2	-
3	STA. 67 + 15	SIDE ROAD RIGHT	18"	58'	CULVERT PIPE CLASS III	2	-
3	STA. 83 + 02	€	24"	68'	CULVERT PIPE CLASS III	2	2
3	STA. 92 + 45	P. E. RIGHT	18"	30'	CULVERT PIPE CLASS III	2	-
3	STA. 95 + 25	F. E. RIGHT	18"	36'	CULVERT PIPE CLASS III	2	-
3	STA. 97 + 05	P. E. LEFT	18"	34'	CULVERT PIPE CLASS III	2	-
3	STA. 120 + 50	€	29"X 18"	66'	C. M. P. A.	2	2
3	STA. 120 + 50	€	29"X 18"	66'	C. M. P. A.	2	-
3	STA. 120 + 80	P. E. RIGHT	43"X 27"	32'	C. M. P. A.	2	-
3	STA. 122 + 95	P. E. RIGHT	36"	32'	CULVERT PIPE CLASS III	2	-
3	STA. 127 + 06	SIDE ROAD LEFT	24"	54'	CULVERT PIPE CLASS III	2	-
3	STA. 137 + 45	€	58"X 36"	74'	C. M. P. A.	2	2
3	STA. 137 + 45	€	58"X 36"	74'	C. M. P. A.	2	-
3	STA. 140 + 30	P. E. LEFT	18"	30'	CULVERT PIPE CLASS III	2	-
3	STA. 147 + 04	SIDE ROAD RIGHT	18"	46'	CULVERT PIPE CLASS III	2	-
3	STA. 147 + 33	€	29"X 18"	72'	C. M. P. A.	2	2
3	STA. 160 + 77	€	24"	68'	CULVERT PIPE CLASS III	2	2
3	STA. 166 + 50	€	30"	108'	CULVERT PIPE CLASS III	2	2
1	STA. 168 + 53	€	12"	38'	C. M. P. UNDERDRAIN UNPERFORATED	-	-
1	STA. 168 + 46	19.5' LEFT	12"	34'	C. M. P. UNDERDRAIN UNPERFORATED	1	1
3	STA. 170 + 00	P. E. LEFT	24"	34'	CULVERT PIPE CLASS III	2	-
3	STA. 173 + 85	P. E. RIGHT	24"	32'	CULVERT PIPE CLASS III	2	-
3	STA. 205 + 27	€	29"X 18"	64'	C. M. P. A.	2	2
3	STA. 222 + 81	€	24"	64'	CULVERT PIPE CLASS III	2	2
3	STA. 226 + 96	SIDE ROAD LEFT	22"X 13"	38'	C. M. P. A.	2	-
3	STA. 417 + 89	SIDE ROAD RIGHT	18"	36'	CULVERT PIPE CLASS III	2	-
3	STA. 422 + 20	P. E. LEFT	24"	36'	CULVERT PIPE CLASS III	2	-
3	STA. 422 + 60	F. E. RIGHT	18"	30'	CULVERT PIPE CLASS III	2	-
3	STA. 424 + 71	SIDE ROAD LEFT	24"	36'	CULVERT PIPE CLASS III	2	-
3	STA. 425 + 67	P. E. LEFT	24"	36'	CULVERT PIPE CLASS III	2	-
3	STA. 426 + 85	P. E. LEFT	24"	36'	CULVERT PIPE CLASS III	2	-
3	STA. 427 + 65	P. E. RIGHT	24"	32'	CULVERT PIPE CLASS III	2	-
3	STA. 429 + 18	P. E. RIGHT	24"	30'	CULVERT PIPE CLASS III	2	-
3	STA. 430 + 15	P. E. LEFT	24"	30'	CULVERT PIPE CLASS III	2	-
3	STA. 446 + 90	F. E. LEFT	18"	44'	CULVERT PIPE CLASS III	2	-
1	STA. 447 + 73	€	12"	35'	C. M. P. UNDERDRAIN UNPERFORATED	-	-
1	STA. 447 + 73	19.5' LEFT	12"	41'	C. M. P. UNDERDRAIN UNPERFORATED	1	1
3		( 36 P. E. 'S @ 18"X 28' EACH )			CULVERT PIPE CLASS III	72	-

STEEL PLATE BEAM GUARD

CONTRACT NO.	LOCATION	LIN. FT.	ANCHORAGES
3	B-70-63 WEST END LEFT	128.8	1
3	B-70-63 WEST END RIGHT	128.8	1
3	B-70-63 EAST END LEFT	91.3	1
3	B-70-63 EAST END RIGHT	128.8	1
3	STA. 101 + 53.8 - STA. 102 + 82.6 LEFT	128.8	2
3	STA. 101 + 41.2 - STA. 102 + 70.2 RIGHT	128.8	2
3	B-70-64 EAST END LEFT	128.8	1
3	B-70-64 EAST END RIGHT	128.8	1

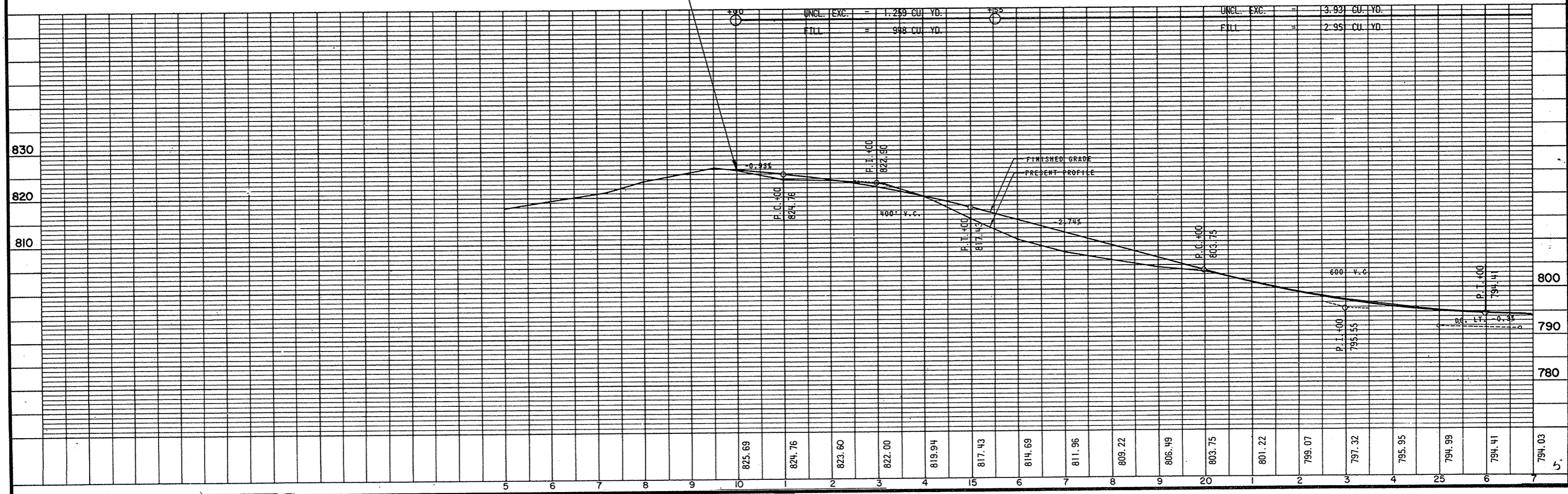
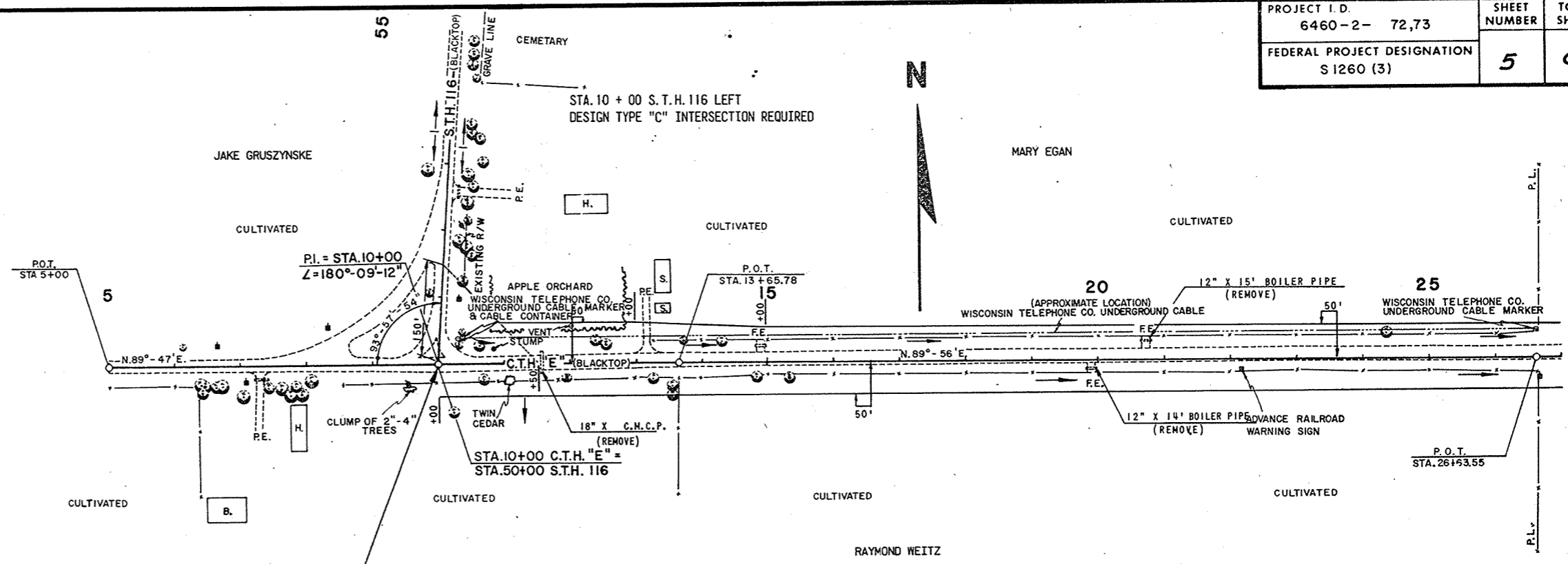
RIPRAP

CONTRACT NO.	LOCATION	CU. YD.
1	STA. 168 + 46 LEFT	1
1	STA. 447 + 73 LEFT	1

BENCH MARKS				
NO.	STATION	DESCRIPTION		ELEV.
11	13+58	SPIKE IN 18" HICKORY	55' RT.	821.09

PROJECT I.D. 6460-2- 72,73	SHEET NUMBER 5	TOTAL SHEETS 91
FEDERAL PROJECT DESIGNATION S1260(3)		

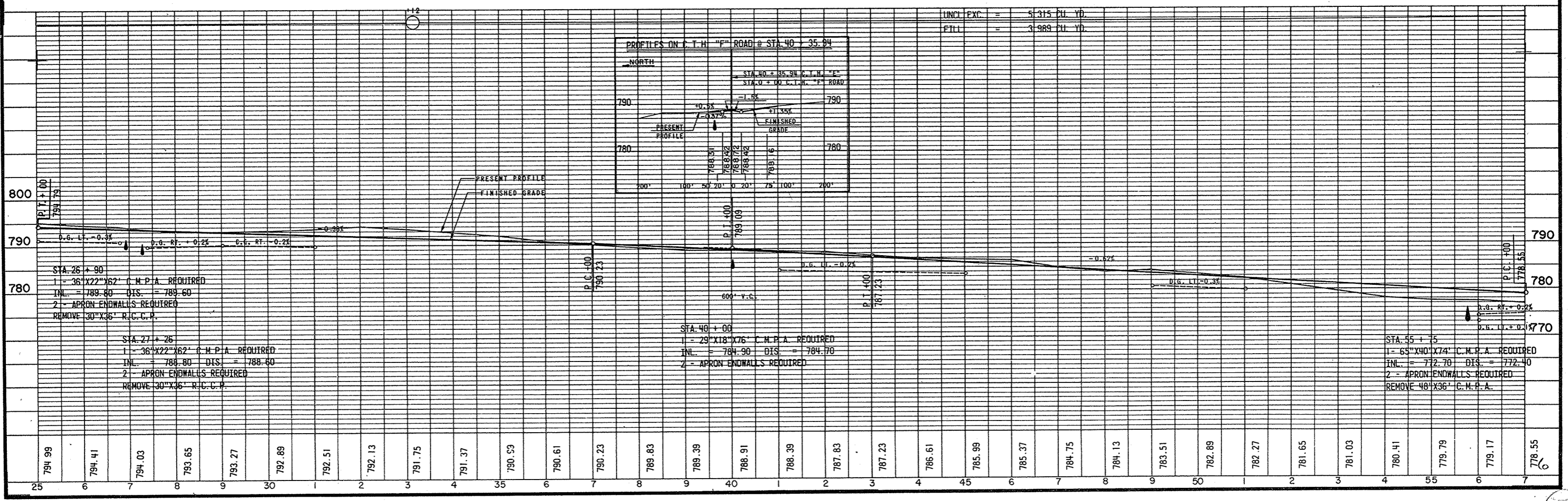
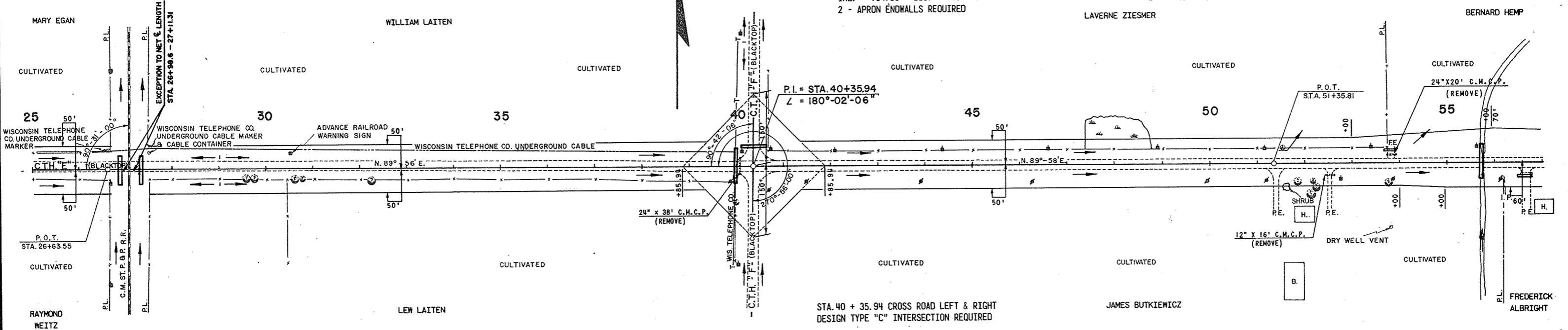
BEGINNING OF PROJECT S1260(3)/6460-2- 72,73  
STA. 10+00





BENCH MARKS			
NO.	STATION	DESCRIPTION	ELEV.
12	27+55	SPIKE IN 14" HICKORY 90' LT.	792.57
13	39+96	SPIKE IN 14" HICKORY 215' RT.	789.52
14	53+85	SPIKE IN 28" BOX ELDER 45' RT.	778.11

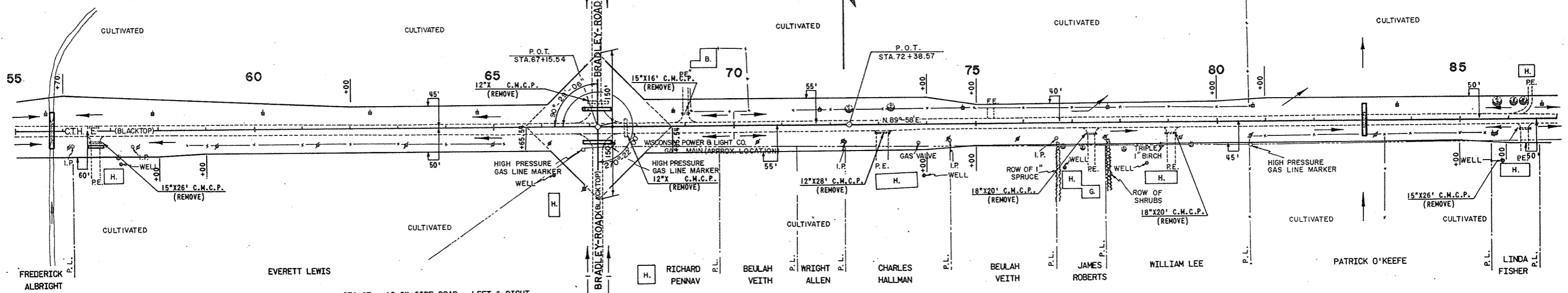
PROJECT I.D. 6460-2- 72,73	SHEET NUMBER 6	TOTAL SHEETS 91
FEDERAL PROJECT DESIGNATION S 1260(3)		



PROJECT I.D. 6460-2- 72,73	SHEET NUMBER 7	TOTAL SHEETS 91
FEDERAL PROJECT DESIGNATION S1260(3)		

BENCH MARKS			
NO.	STATION	DESCRIPTION	ELEV.
15	59+20	SPIKE IN TELEPHONE POLE 35' RT.	776.50
16	68+58	SPIKE IN 12" ELM 145' LT.	781.75
17	73+30	SPIKE IN 18" HICKORY 36' LT.	782.41
18	78+68	N.E. CORNER OF BOTTOM STEP 100' RT.	774.84
19	86+05	SPIKE IN 16" KATALPA 78' LT.	769.22

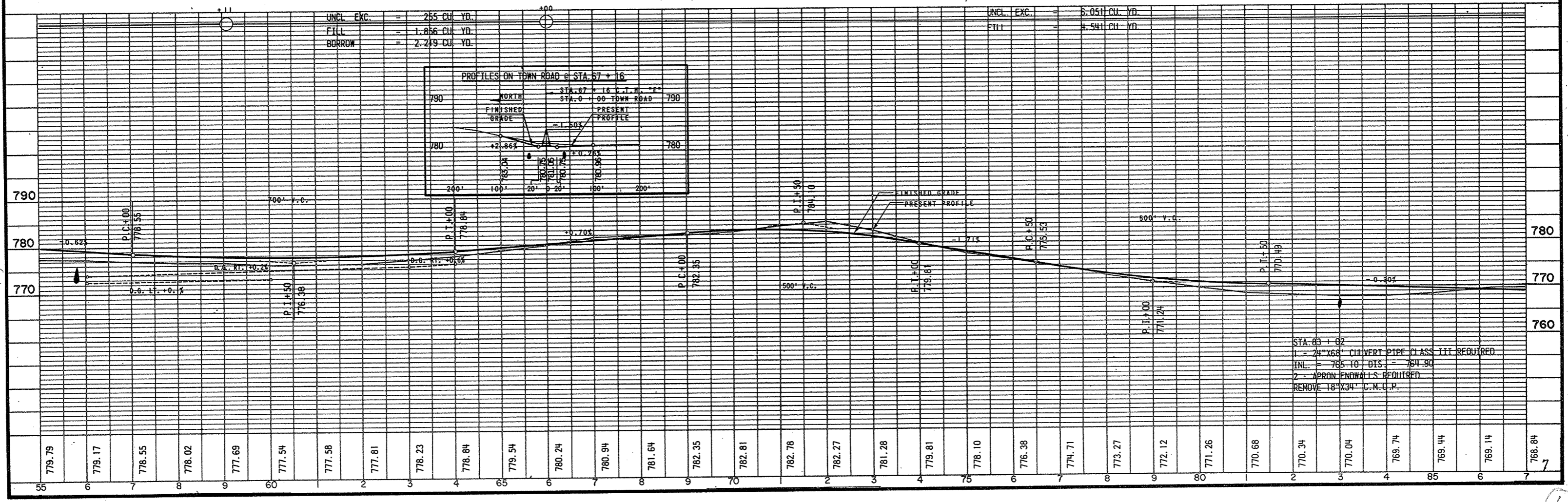
STA. 67 + 15 SIDE ROAD -34' LT.  
 1 - 22"X13"X58' C.M.C.P. REQUIRED  
 INL. = 778.10 DIS. = 777.90  
 2 - APRON ENDWALLS REQUIRED



STA. 56 + 70 P.E. RT.  
 1 - 18"X30' CULVERT PIPE CLASS III REQUIRED  
 2 - APRON ENDWALLS REQUIRED

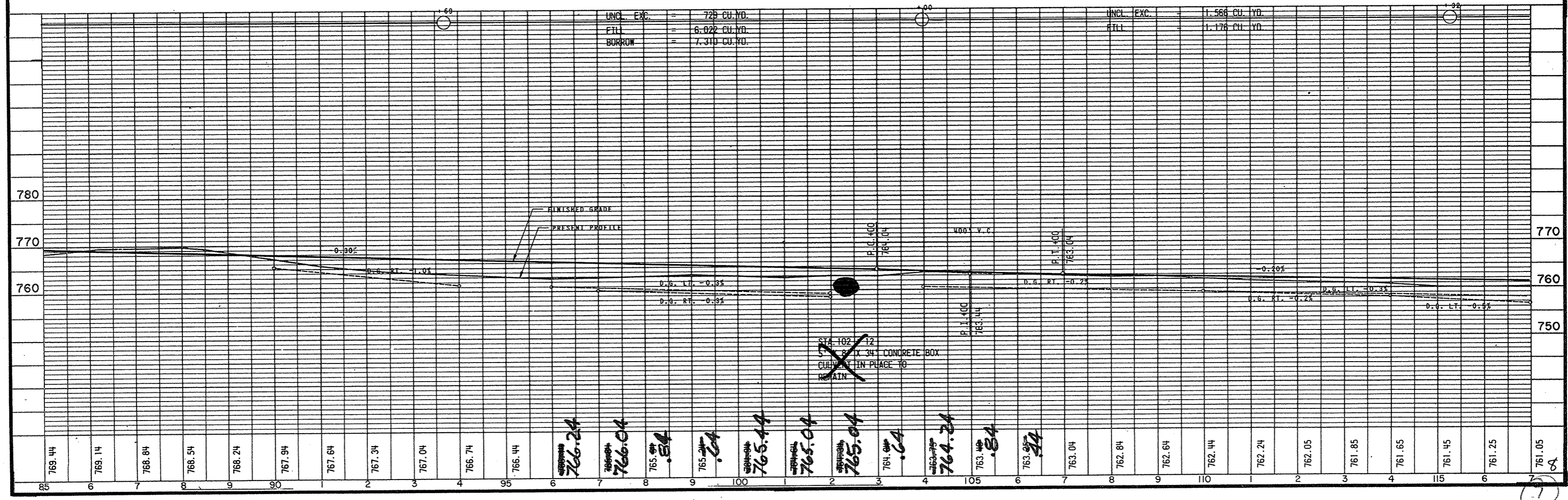
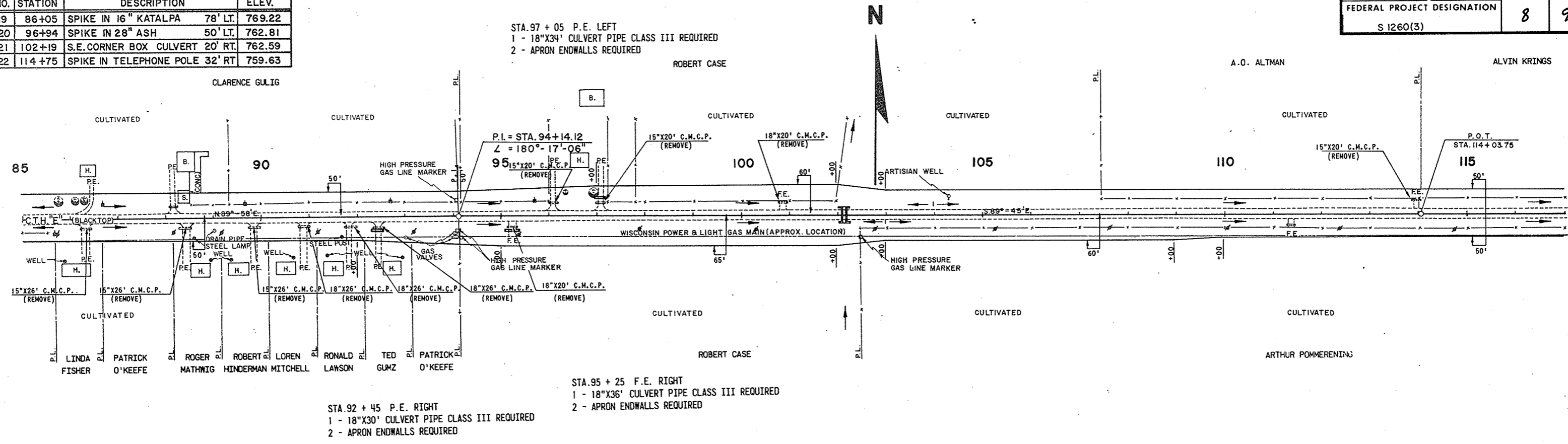
STA 67 + 15.54 SIDE ROAD - LEFT & RIGHT  
 DESIGN TYPE "C" INTERSECTION REQUIRED

STA. 67 + 15 SIDE ROAD - 34' RIGHT  
 1 - 18"X58' CULVERT PIPE CLASS III REQUIRED  
 INL. = 778.20 DIS. = 778.00  
 2 - APRON ENDWALLS REQUIRED



PROJECT I.D. 6460-2- 72,73 FEDERAL PROJECT DESIGNATION S 1260(3)	SHEET NUMBER 8	TOTAL SHEETS 91
---	----------------------	-----------------------

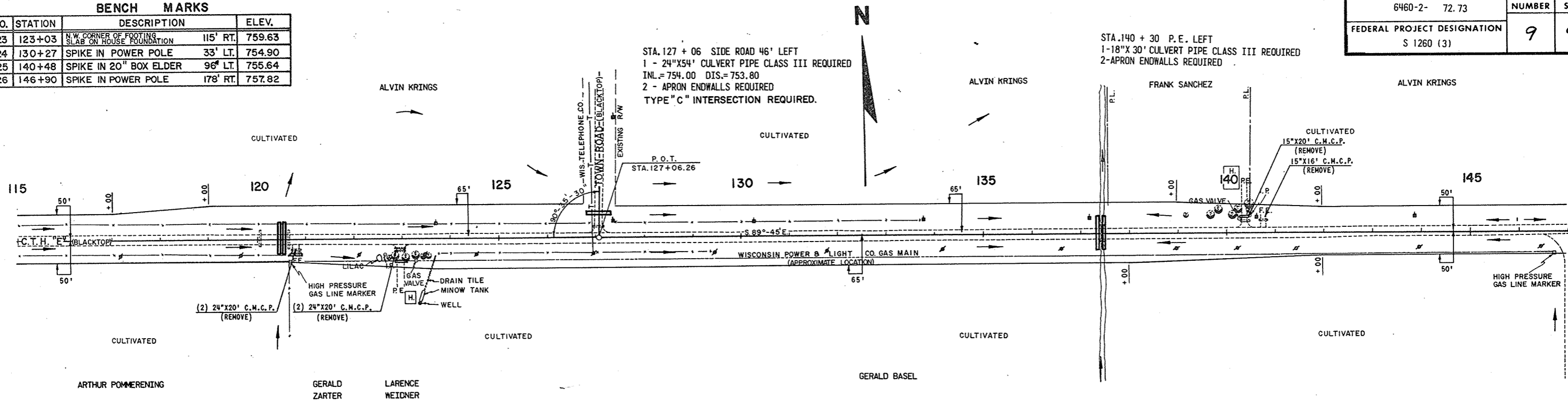
BENCH MARKS				
NO.	STATION	DESCRIPTION		ELEV.
19	86+05	SPIKE IN 16" KATALPA	78' LT.	769.22
20	96+94	SPIKE IN 28" ASH	50' LT.	762.81
21	102+19	S.E. CORNER BOX CULVERT	20' RT.	762.59
22	114+75	SPIKE IN TELEPHONE POLE	32' RT	759.63





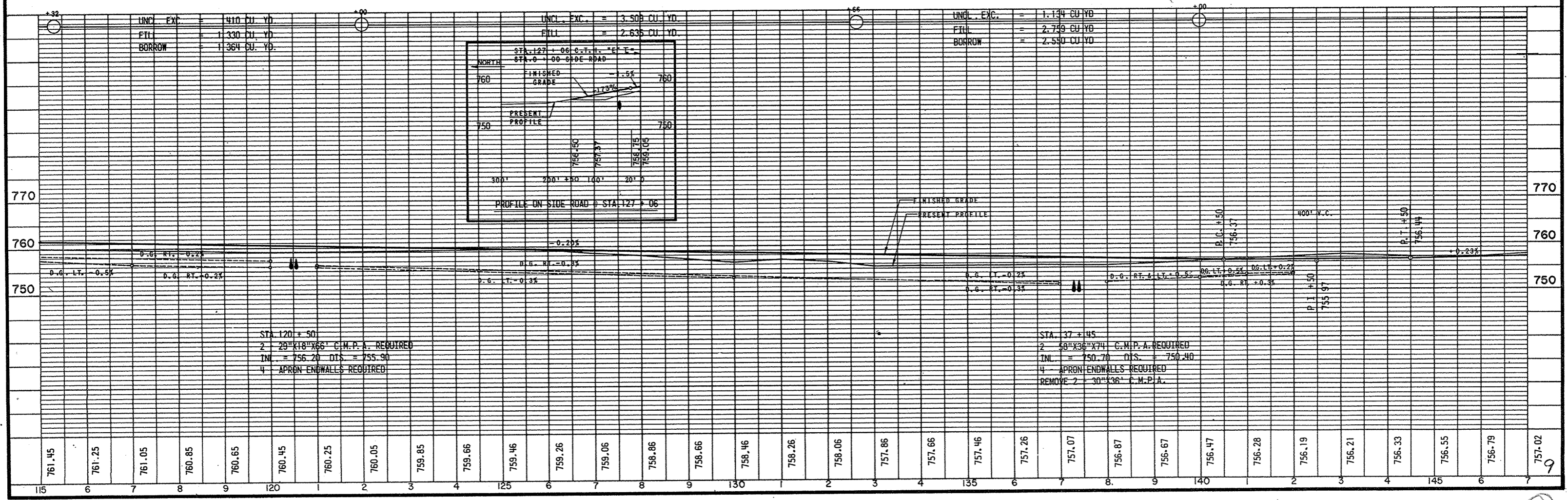
BENCH MARKS			
NO.	STATION	DESCRIPTION	ELEV.
23	123+03	N.W. CORNER OF FOOTING SLAB ON HOUSE FOUNDATION	115' RT. 759.63
24	130+27	SPIKE IN POWER POLE	33' LT. 754.90
25	140+48	SPIKE IN 20" BOX ELDER	96' LT. 755.64
26	146+90	SPIKE IN POWER POLE	178' RT. 757.82

PROJECT I.D. 6460-2- 72.73	SHEET NUMBER 9	TOTAL SHEETS 91
FEDERAL PROJECT DESIGNATION S 1260 (3)		



STA. 120 + 80 P.E. RIGHT  
1 - 43"X27"X32' C.M.P.A. REQUIRED  
2 - APRON ENDWALLS REQUIRED

STA. 122 + 95 P.E. RIGHT  
1 - 36"X32' CULVERT PIPE CLASS III REQUIRED  
2 - APRON ENDWALLS REQUIRED

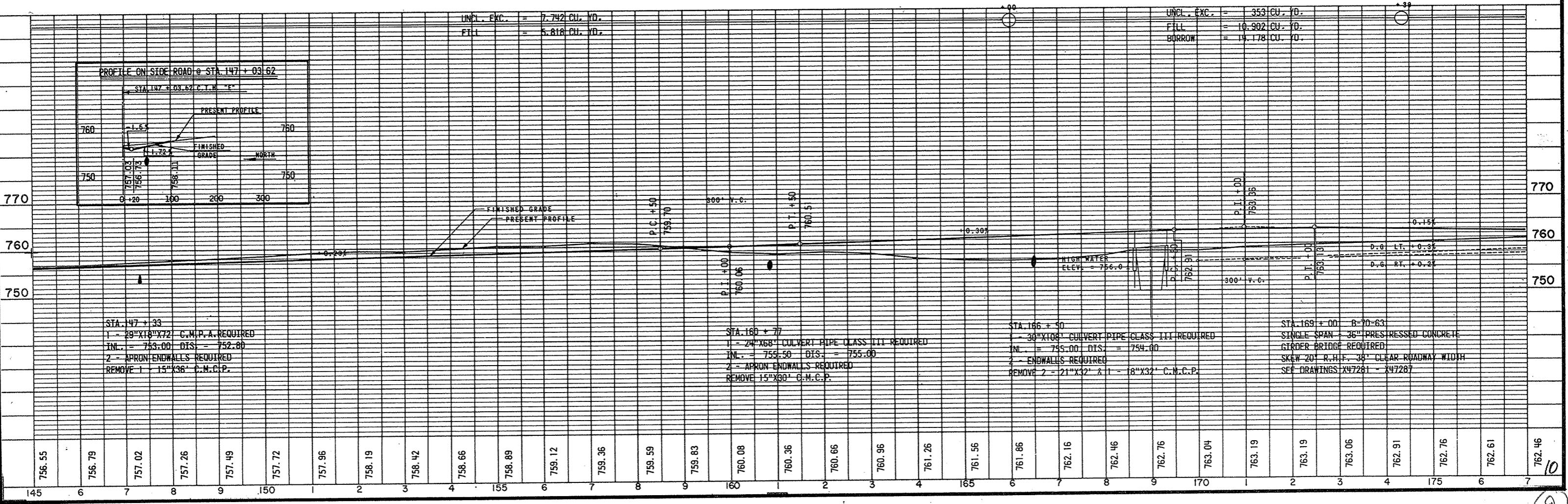
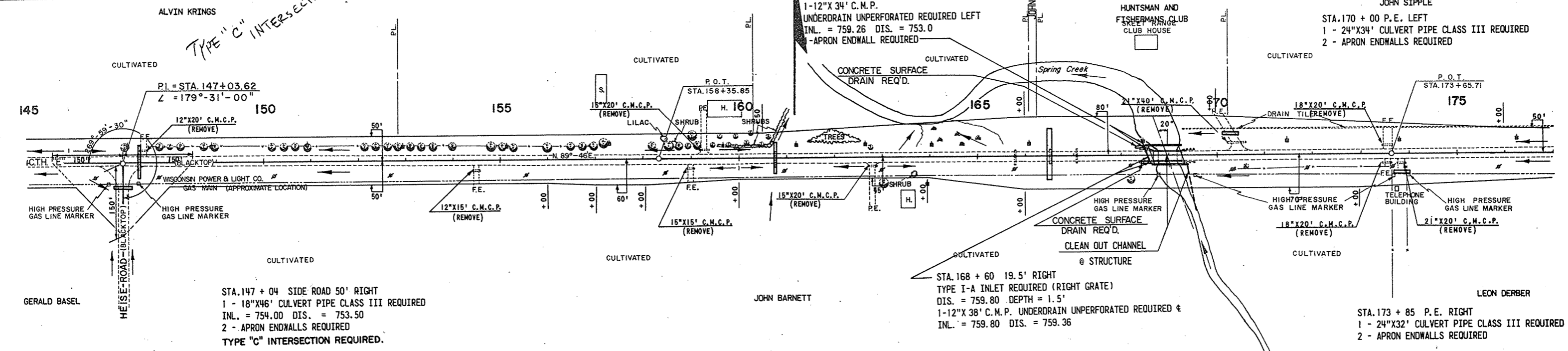


STA. 120 + 50  
2 - 29"X18"X66' C.M.P.A. REQUIRED  
INL. = 756.20 DIS. = 755.90  
4 - APRON ENDWALLS REQUIRED

STA. 137 + 45  
2 - 58"X36"X74' C.M.P.A. REQUIRED  
INL. = 750.70 DIS. = 750.40  
4 - APRON ENDWALLS REQUIRED  
REMOVE 2 - 30"X36' C.M.P.A.

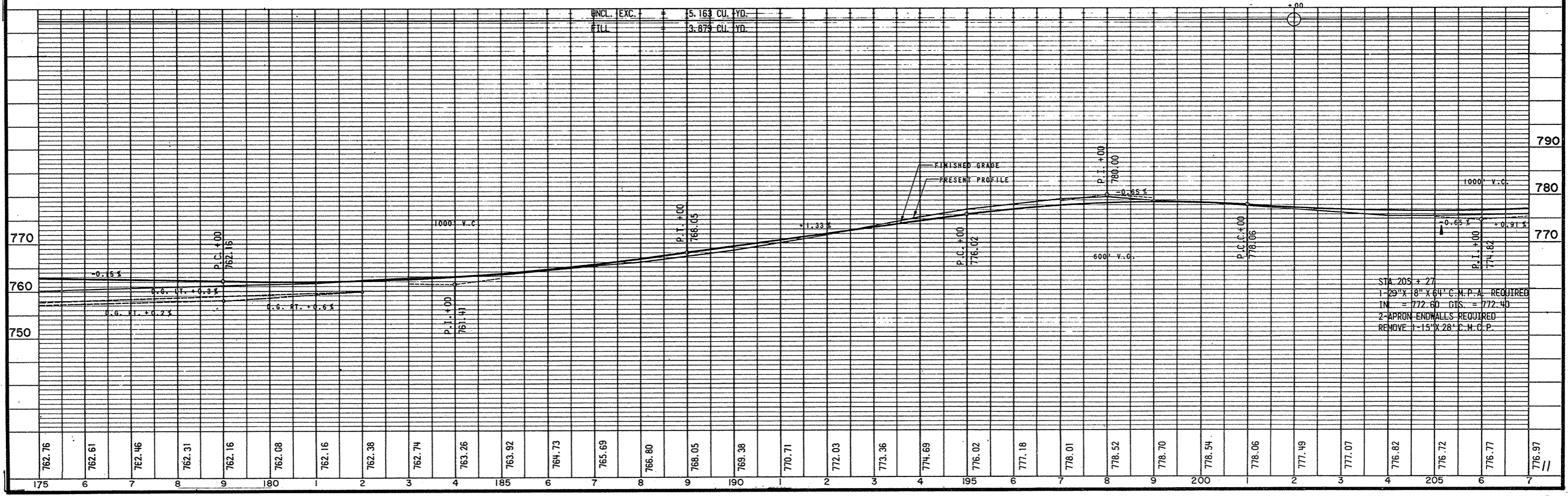
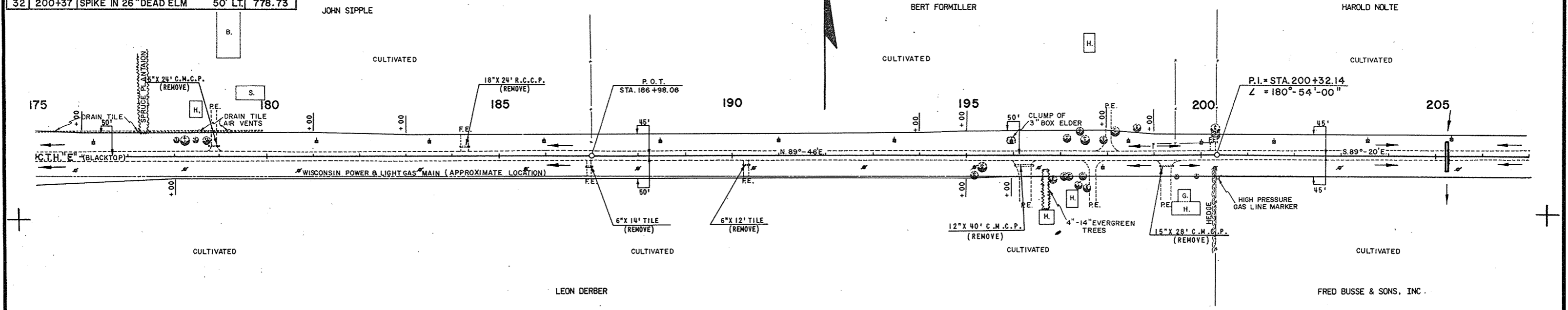
BENCH MARKS			
NO.	STATION	DESCRIPTION	ELEV.
26	146+90	SPIKE IN POWER POLE 178' RT.	757.82
27	159+04	SPIKE IN 22" MAPLE 50' LT.	759.23
28	167+60	SPIKE IN 24" OAK STUB 225' RT.	757.35

PROJECT I.D. 6460-2-71,72,73	SHEET NUMBER 10	TOTAL SHEETS 91
FEDERAL PROJECT DESIGNATION S 1260 (3)		



BENCH MARKS				
NO.	STATION	DESCRIPTION		ELEV.
29	178+12	SPIKE IN 28" BOX ELDER	72' LT.	761.26
30	186+95	SPIKE IN 32" COTTONWOOD	150' RT.	765.04
31	195+18	SPIKE IN 16" HICKORY	44' RT.	777.41
32	200+37	SPIKE IN 26" DEAD ELM	50' LT.	778.73

PROJECT I. D. 6460-2- 72,73	SHEET NUMBER 11	TOTAL SHEETS 91
FEDERAL PROJECT DESIGNATION S 1260 (3)		





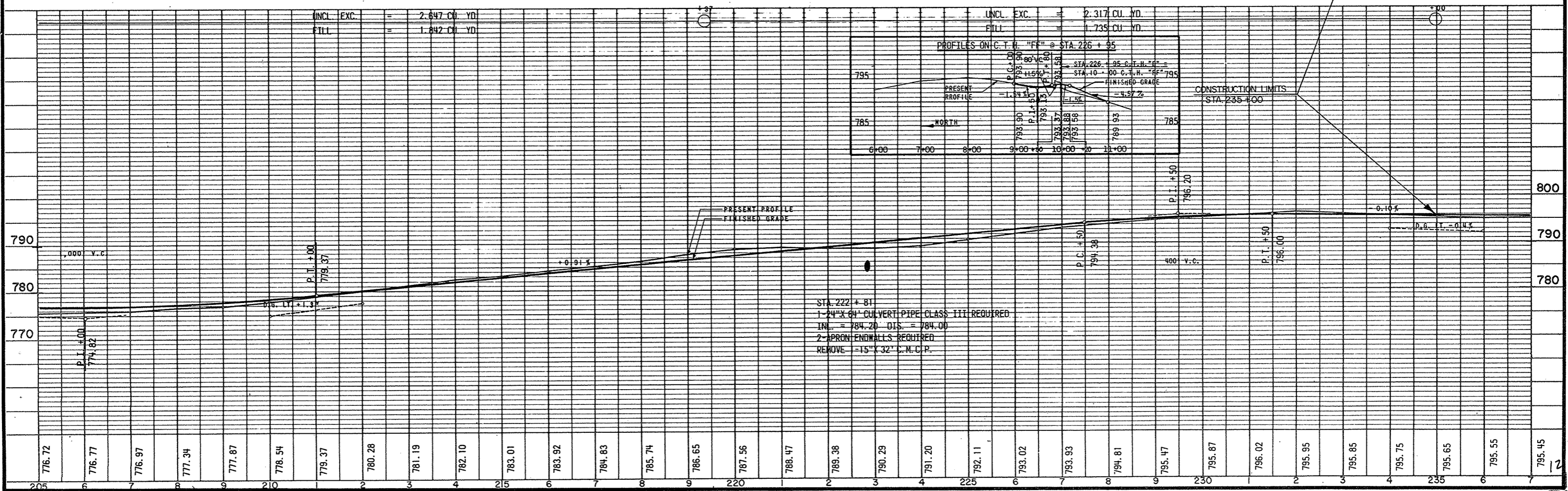
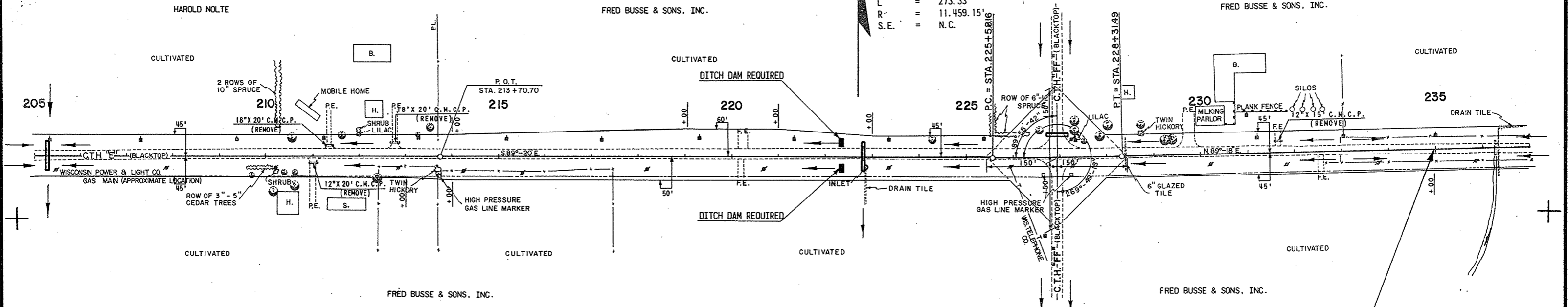
BENCH MARKS			
NO.	STATION	DESCRIPTION	ELEV.
33	210+35	SPIKE IN 12" BALSM	75' LT. 776.27
34	221+34	SPIKE IN POWER POLE	38' LT. 789.33
35	229+18	SPIKE IN 16" SPRUCE	86' LT. 796.13

**CURVE NOTES**

P. I. = 226 + 94.83  
 Δ = 178° - 38' - 00"  
 Δ = 1 - 22' - 00"  
 D = 0 - 30'  
 T = 136.67'  
 L = 273.33'  
 R = 11,459.15'  
 S. E. = N. C.

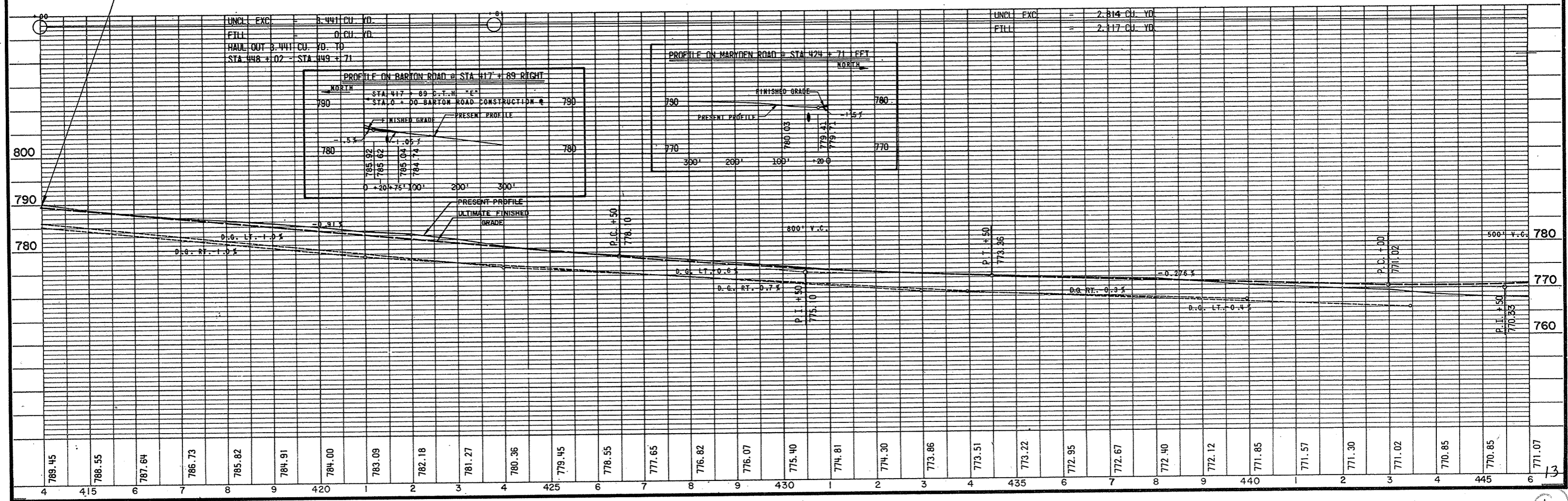
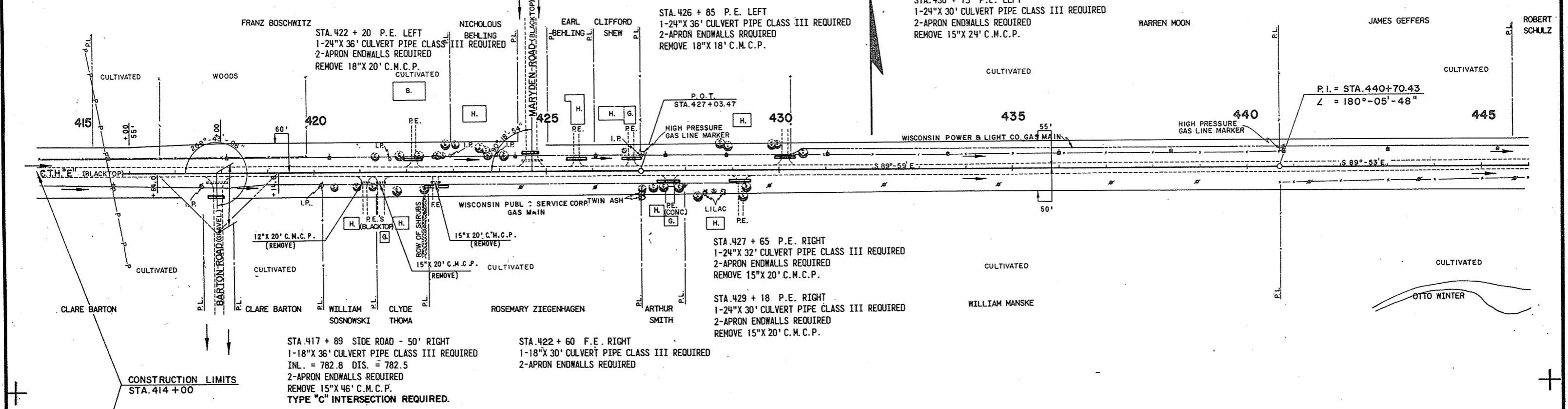
STA. 226 + 96 SIDE ROAD - 50' LEFT  
 1-22" X 13" X 38' C. M. P. A. REQUIRED  
 INL. = 790.00 DIS. = 789.50  
 2-APRON ENDWALLS REQUIRED  
 TYPE "C" INTERSECTION REQUIRED, LEFT & RIGHT.

PROJECT I. D. 6460-2- 72,73	SHEET NUMBER 12	TOTAL SHEETS 91
FEDERAL PROJECT DESIGNATION S 1260 (3)		





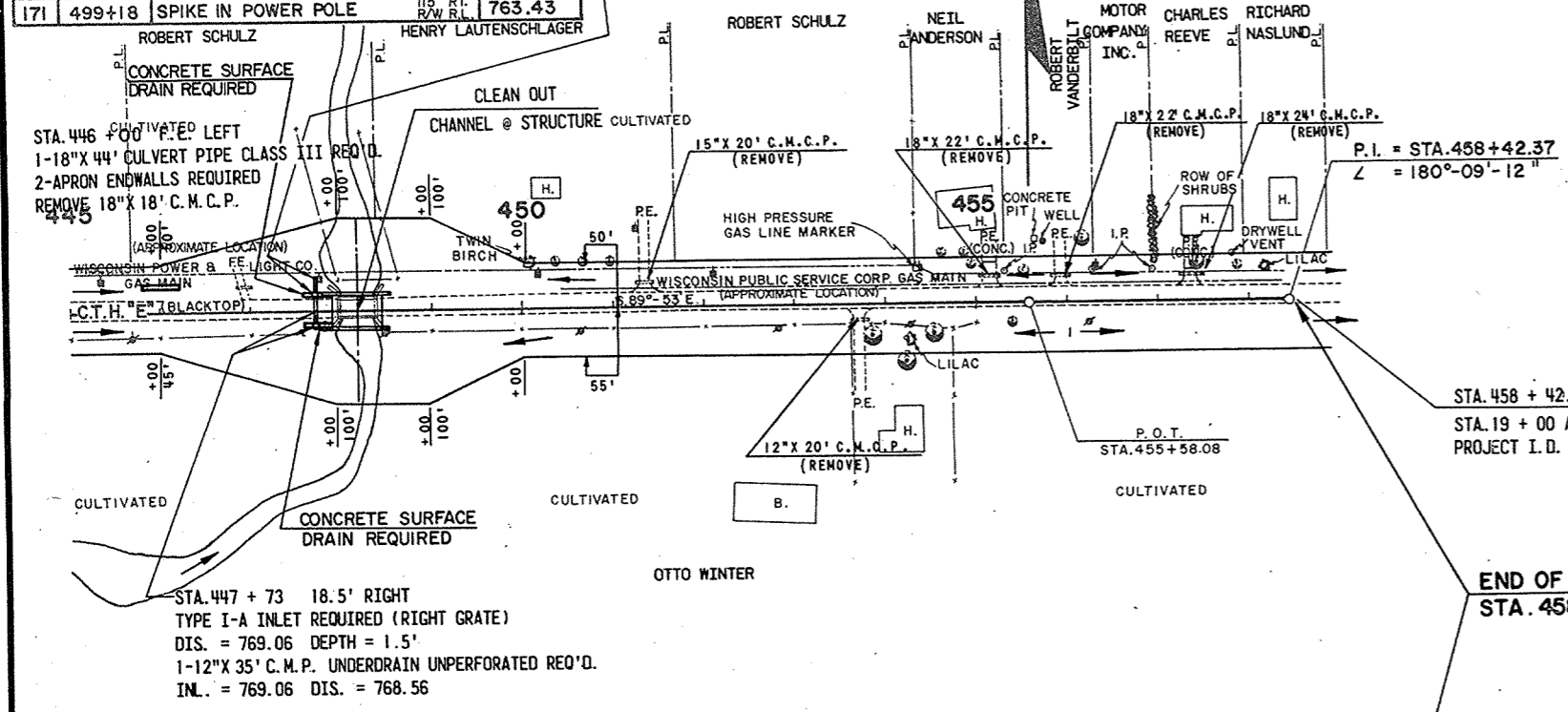
BENCH MARKS			
NO.	STATION	DESCRIPTION	ELEV.
56	419+45	SPIKE IN 12" HICKORY	60' LT. 785.70
57	428+70	SPIKE IN 26" OAK	50' LT. 777.05
58	435+95	SPIKE IN POWER POLE	28' LT. 771.64



PROJECT I.D. 6460-2-71,72,73	SHEET NUMBER 14	TOTAL SHEETS 91
FEDERAL PROJECT DESIGNATION S 1260(3)		

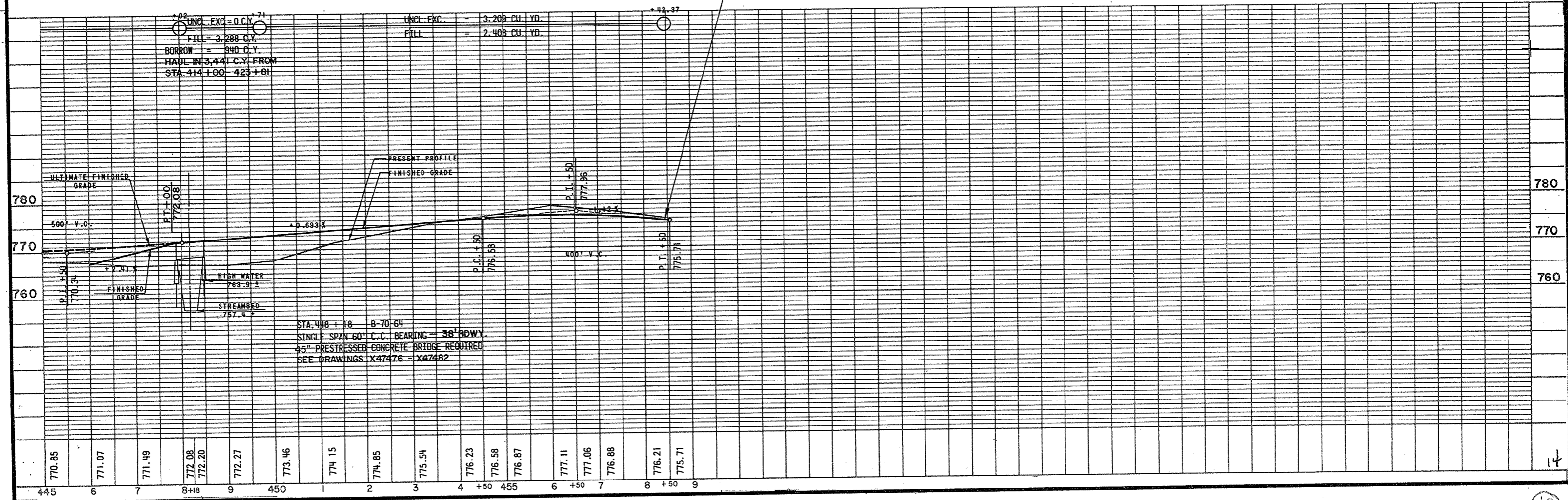
BENCH MARKS			
NO.	STATION	DESCRIPTION	ELEV.
59	448+40	PT. MK. TOP N.E. WINGWALL	20' LT. 767.20
60	454+22	SPIKE IN 14" OAK	45' RT. 779.17
61	457+58	S.E. CORNER OF ENTRY SLAB OF HOUSE (FRONT DOOR)	82' LT. 779.58
171	499+18	SPIKE IN POWER POLE	115' RT. 763.43

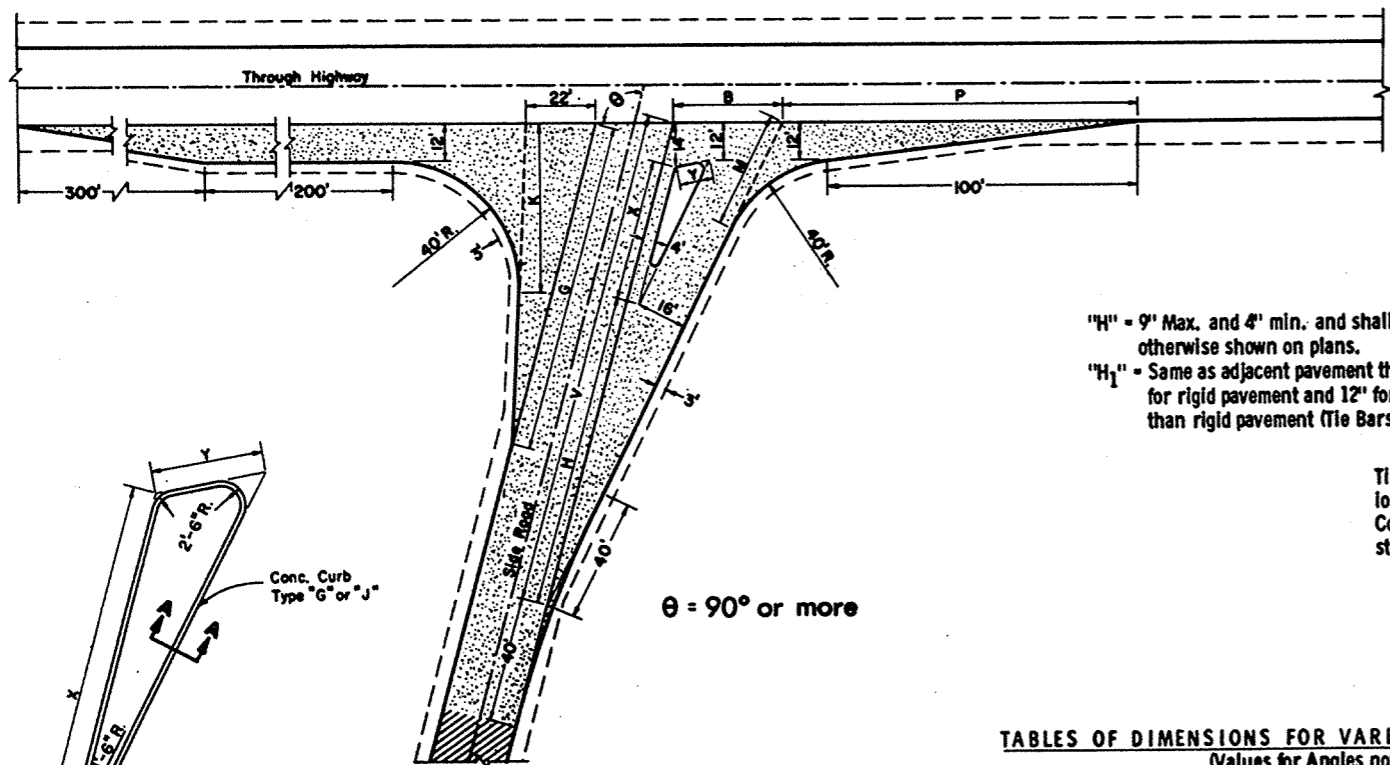
STA. 447 + 73 18.5' LEFT  
TYPE I-A INLET REQUIRED (LEFT GRATE)  
INL. = 768.56 DIS. = 768.56 DEPTH = 2.0'  
1-12"X41' C.M.P. UNDERDRAIN UNPERFORATED REQ'D LT.  
INL. = 768.56 DIS. = 760.50  
1-APRON ENDWALL REQUIRED



STA. 458 + 42.37 BACK =  
STA. 19 + 00 AHEAD  
PROJECT I.D. 1121-5-71

END OF PROJECT S1260(3) / 6460-2-71,72,73  
STA. 458 + 42.37

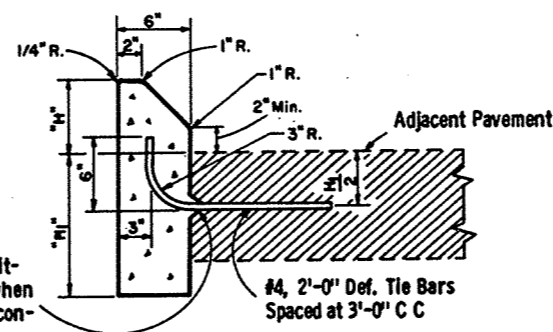




$\theta = 90^\circ$  or more

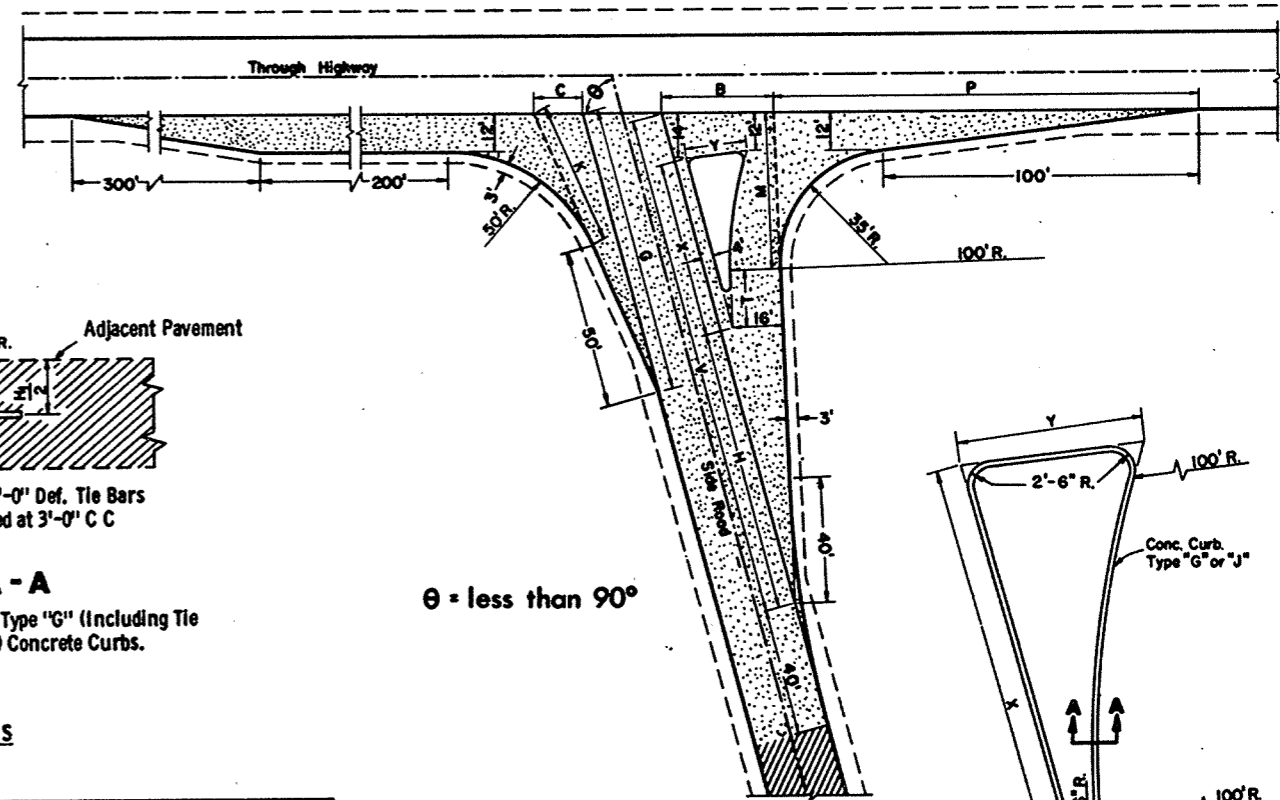
"H" = 9" Max. and 4" min. and shall be 6" unless otherwise shown on plans.  
 "H<sub>1</sub>" = Same as adjacent pavement thickness for rigid pavement and 12" for other than rigid pavement (Tie Bars Omitted).

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



**SECTION A-A**

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



$\theta = \text{less than } 90^\circ$

**TABLES OF DIMENSIONS FOR VARIABLE SIDE ROAD INTERSECTION ANGLES**  
 (Values for Angles not shown shall be interpolated)

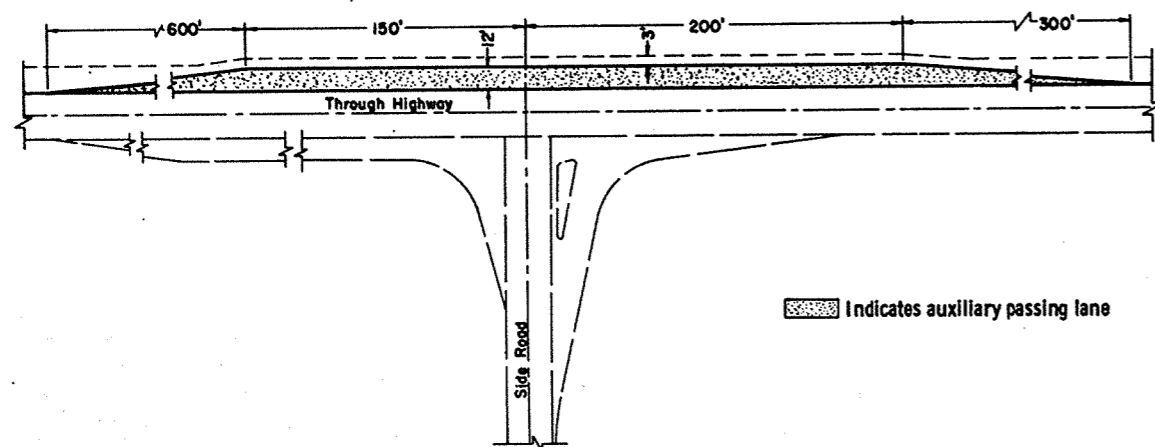
$\theta$	G	K	B	V	H	X	Y	P	M
90	90	43.8	33.9	156.0	94	48.0	11.0	125.0	44.2
95	94	46.7	34.0	156.7	96	47.0	11.0	121.3	41.9
100	98	50.0	34.4	157.4	98	45.9	11.0	117.7	39.7
105	102	53.8	35.2	158.3	100	44.9	11.2	114.2	37.8
110	106	58.2	36.4	159.2	102	43.7	11.4	110.6	36.2
115	110	63.4	38.4	161.8	104	42.6	11.7	107.1	34.8
*120	114	69.4	41.1	161.2	106	41.4	12.2	103.4	33.7

\*Maximum angle of Intersection

$\theta$	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

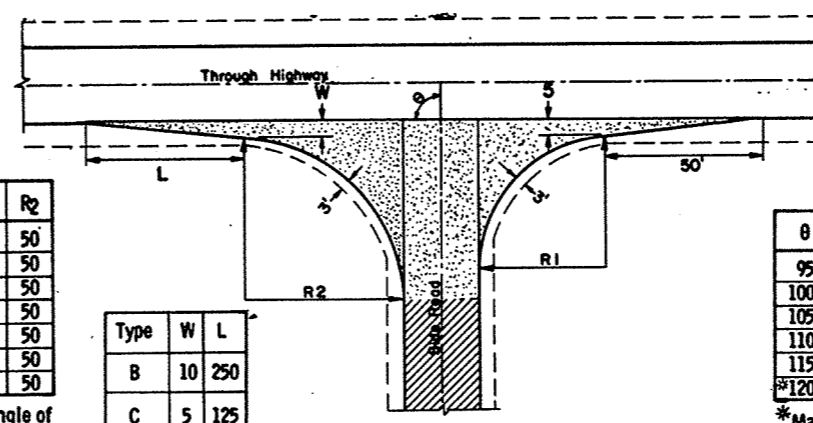
\*Desirable Minimum angle of Intersection

**TYPE "A" SIDE ROAD INTERSECTION DETAILS**



**PASSING LANE DETAIL**

Indicates auxiliary passing lane



$\theta$	R <sub>1</sub>	R <sub>2</sub>
*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

$\theta$	R <sub>1</sub>	R <sub>2</sub>
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.

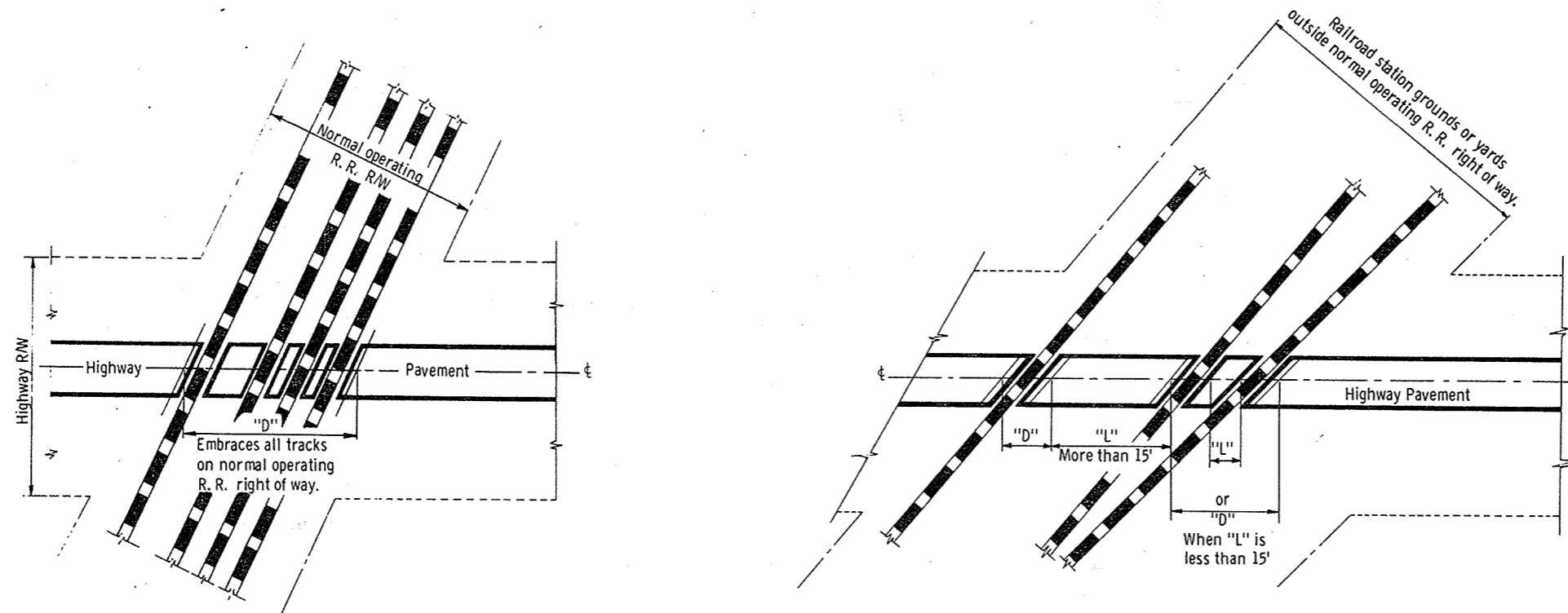
If side road is the construction project, the intersection surfacing shall be the same as for the project.

█ 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. Rykol CHIEF DESIGN ENGINEER  
 APPROVED:  
 8/9/67 DATE  
 STATE HIGHWAY ENGINEER

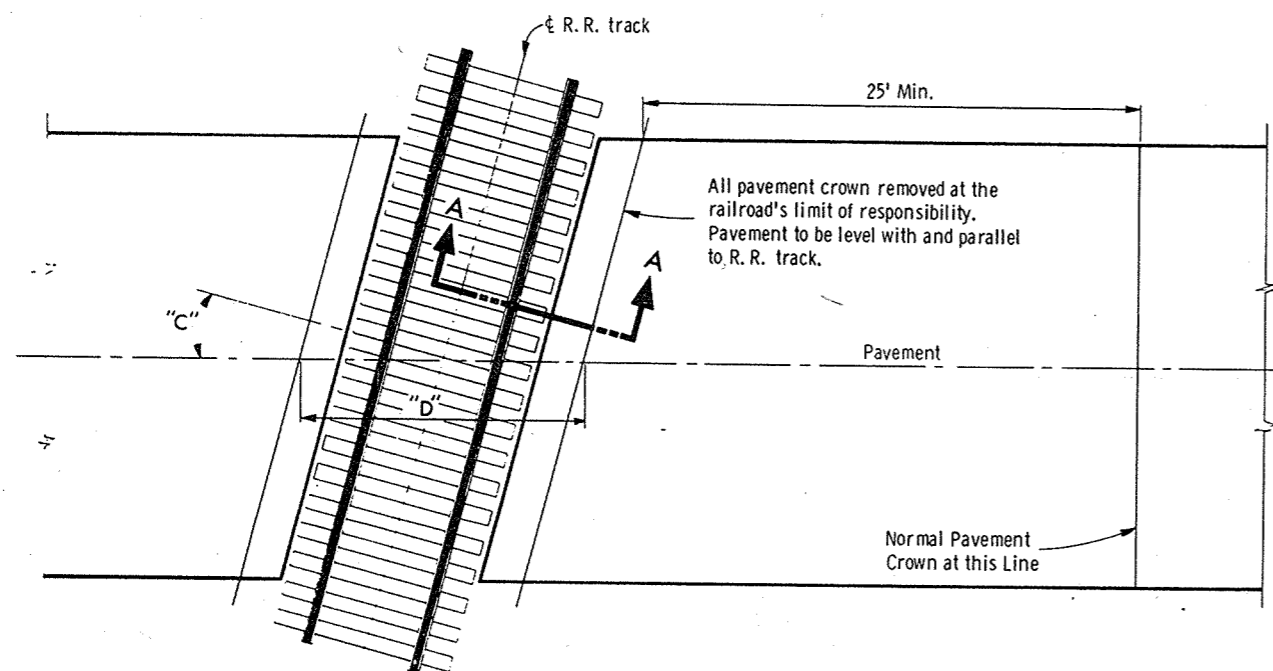


**TYPICAL TYPES OF RAILROAD GRADE CROSSINGS  
SHOWING THE RAILROAD'S LIMIT OF RESPONSIBILITY  
AND MEASUREMENT DETAILS**

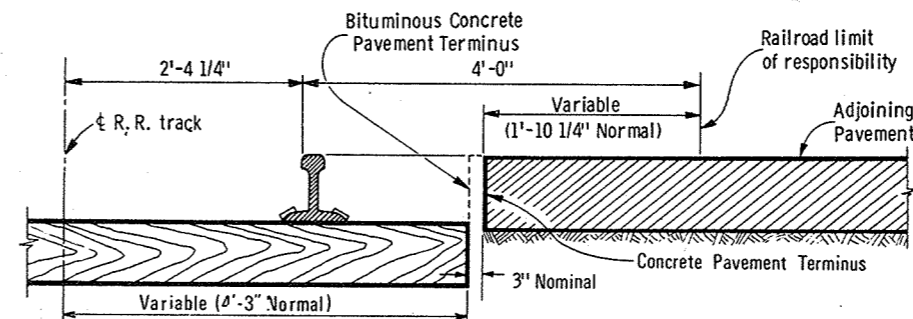
**GENERAL NOTES**

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

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



NOTE:  $D = 12.71$   
Cos. "C"



SECTION 'A-A'

**RAILROAD APPROACH  
CONSTRUCTION DETAILS**

**PAVEMENT DETAILS  
FOR RAILROAD APPROACH**

State of Wisconsin  
Department of Transportation  
Division of Highways

RECOMMENDED FOR APPROVAL

DATE 3/13/69

*E.J. Rybak*  
CHIEF DESIGN ENGINEER

APPROVED DATE 3/27/69

*H. J. Jurek*  
STATE HIGHWAY ENGINEER



**GENERAL NOTES**

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 I BARRICADE:**

Class I Barricades shall be of variable length as indicated, and long barricades shall be assembled from these units. The Class I Barricade is the type normally required for major operations, where the barricade will remain in place for extended periods. Class I 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 I 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 II BARRICADE:**

Class II 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.

**PAINING:**

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.

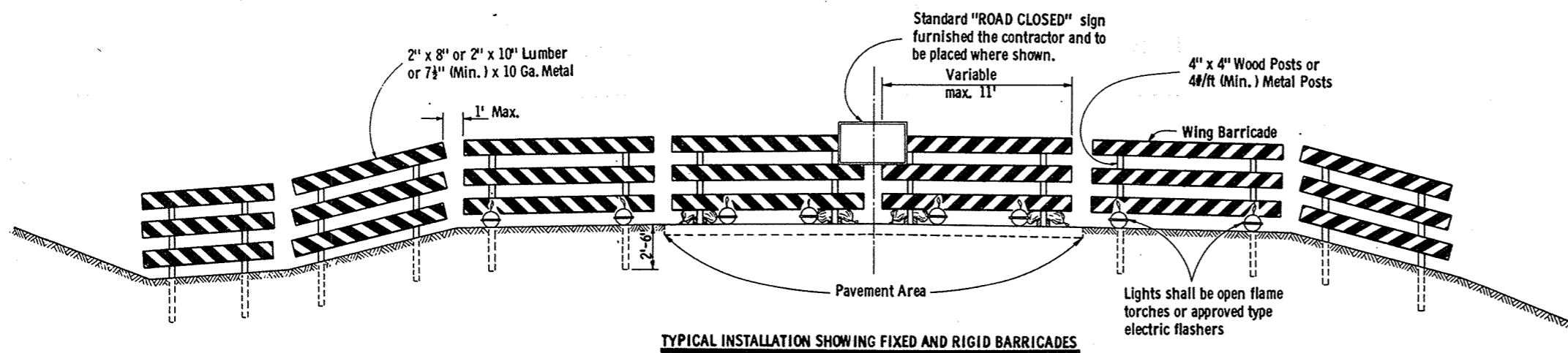
**MEASUREMENT & PAYMENT:**

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.

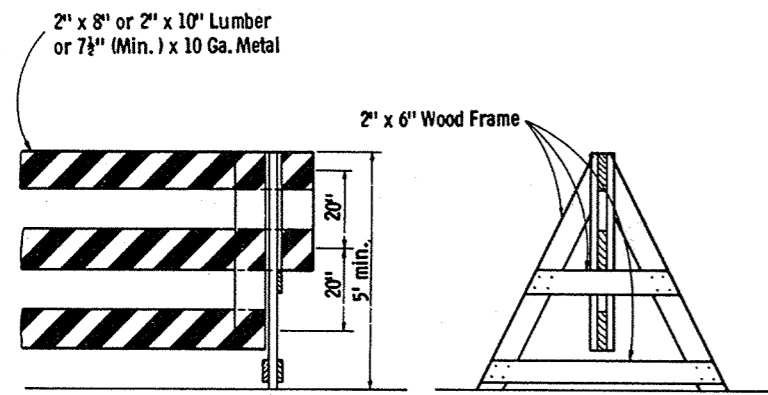
Alternate black & white stripes. See General Notes for direction of stripes  
4" or 6" but consistent for each barricade installation

**TYPICAL DIAGONAL STRIPES**  
Applies to all Classes & Types of Barricades

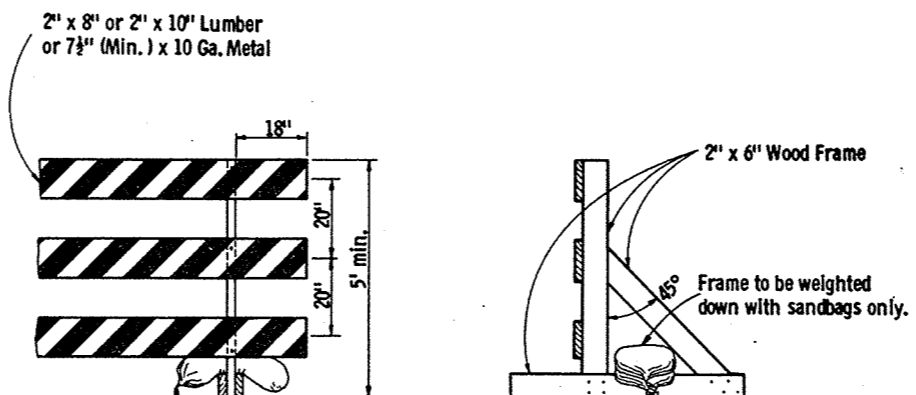
CONSTRUCTION BARRICADE	
State Highway Commission of Wisconsin	
RECOMMENDED FOR APPROVAL:	
DATE: 1/16/67	E. J. [Signature] CHIEF DESIGN ENGINEER
APPROVED:	
DATE: 1/13/67	H. J. [Signature] STATE HIGHWAY ENGINEER



**TYPICAL INSTALLATION SHOWING FIXED AND RIGID BARRICADES**

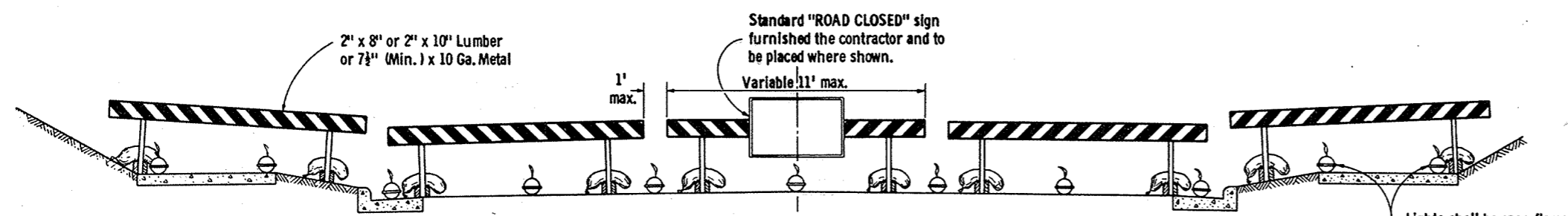


**ALTERNATE TYPE INSTALLATION (DEMOUNTABLE)**

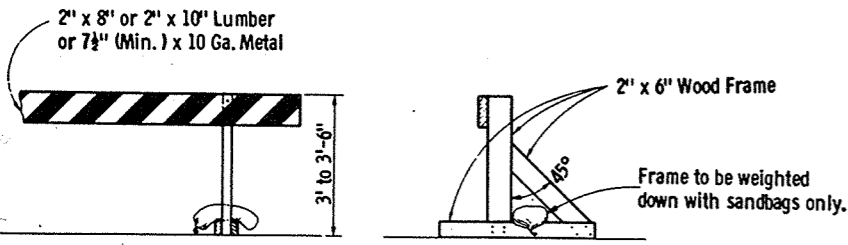


**ALTERNATE TYPE INSTALLATION (RIGID)**

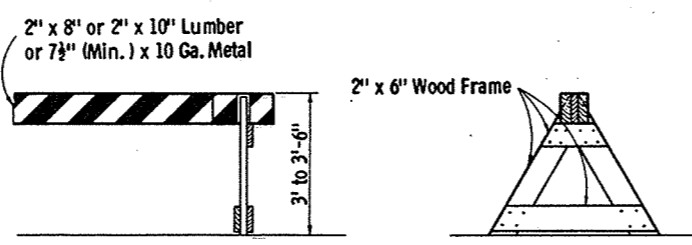
**CLASS I BARRICADES**



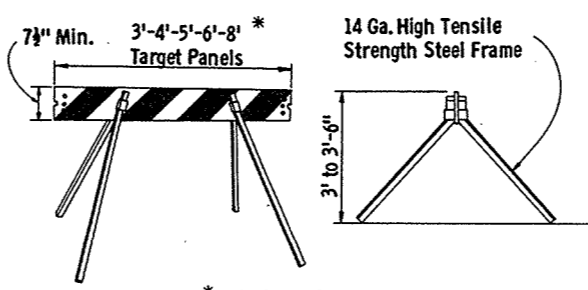
**TYPICAL INSTALLATION SHOWING RIGID BARRICADES**



**ALTERNATE TYPE INSTALLATION (RIGID)**



**ALTERNATE TYPE INSTALLATION (DEMOUNTABLE)**



**ALTERNATE TYPE INSTALLATION (DEMOUNTABLE)**

**CLASS II BARRICADES**

S. D. D. 15C1-1