

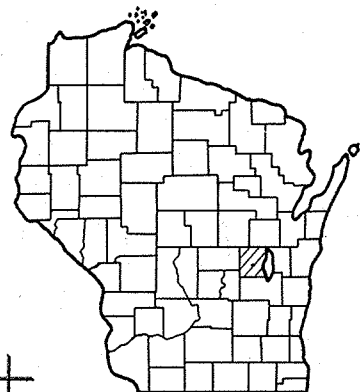
PLAN 389

12

Sheet Number	Total Sheets
1	

Index of Sheets

Sheet No.	1	Title
Sheet No.	2	Typical Cross Sections
Sheet No.	2	Estimate of Quantities
Sheet No.	2	Miscellaneous Quantities
Sheet No.	-	Right of Way Plat
Sheet No.	5-5.15	Plan and Profile STA. 10+00 TO STA. 458+42.37
Sheet No.	6-6.2	Standard Details
Sheet No.	-	Structure Plans
Sheet No.	-	Cross Sections
Total Sheets = 21		



STATE OF WISCONSIN
 DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS

AS BUILT PLAN

PLAN AND PROFILE OF PROPOSED
 WEST COUNTY LINE - OSHKOSH

S.T.H. "116" - U.S.H. "41" SECTION

C.T.H. "E"

WINNEBAGO COUNTY

PLAN # 389.

PROJECT IDENTIFICATION NUMBER	FEDERAL PROJECT DESIGNATION
6460-2-76	S 1260(5)

Scales
 Plan 1 in. = 100 ft.
 Profile Hor. 1 in. = 100 ft. Vert. 1 in. = 10 ft.
 Cross Sections Hor. 1 in. = Vert. 1 in. =

STAK @ "T 16 LL" 1951 = 80916
 6184-2-00, 13-231

Design Designation

A. D. T.	1974	=	850
A. D. T.	1994	=	1,300
D. H. V.		=	100
D.		=	60 %
T.		=	12 %
V.		=	60 M. P. H.

BEGINNING OF PROJECT S1260(5) / 6460-2-76

STA. 10+00 =

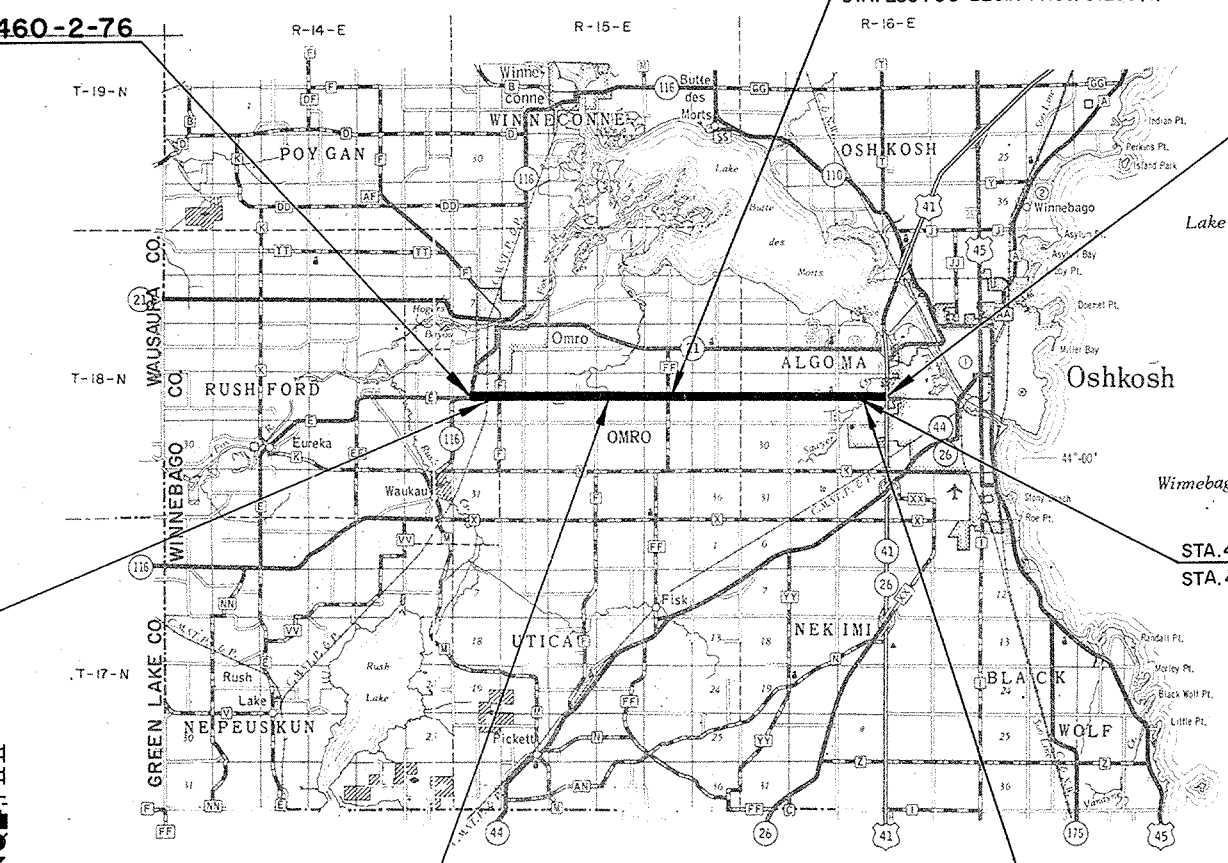
365.78 FEET S 89°-56' W OF THE CENTER OF SECTION 19, T.18 N., R.15 E.

STA. 235+00 OF PROJ. S1260(5) =
 STA. 235+00 BEGIN PROJ. S1260(4)

END OF PROJECT S1260(5) / 6460-2-76
 STA. 458+42.37 =

STA. 458+42.37 END PROJ. S 1260 (3)
 1771.94 FEET S. 89° - 53' E. OF THE CENTER OF SECTION 21, T.18 N., R.16 E.

EXCEPTION TO NET CENTERLINE LENGTH
 STA. 26+98.60 - STA. 27+11.31 (RAILROAD)



STA. 447+87.17 OF PROJ. S1260(5) =
 STA. 447+87.17 END PROJ. S1260(4)

EXCEPTION TO NET CENTERLINE LENGTH
 STA. 447+87.17 - STA. 448+48.83 (BRIDGE B-70-64)

EXCEPTION TO NET CENTERLINE LENGTH
 STA. 168+65.44 - STA. 169+34.56 (BRIDGE E-70-63)

Layout
 Scale 0 1 2 Mi.

Total Net Length of Centerline = 8.466 Mi. (Rural)

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	-----	Reference Stake for Hubs Only	-----
Woven	-----	Marsh	-----
Barbed	-----	Hedge	-----
Lot Line	-----	Trees	-----
Corporate or City Limits	-----	Ground Elevation	Datum Line 73.9
Property Line	-----	Grade Elevation	Datum Line 76.16
Traveled Way or P. E.	-----		
Railroads	-----		
Base or Survey Line	-----		

APPROVED FOR
 CO. BOARD OF SUPERVISORS BY

WINNEBAGO CO., WIS.

DATE: 11/26/1993 SIGNATURE OF OFFICIAL: [Signature]

STATE OF WISCONSIN
 DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS

Surveyor: R.D.N. District Checker: R.G.P.
 Designer: W.R.K. C.O. Checker: R.A.H.

Correct:

Date: 3/28/73 C.R. Ryan District Engineer
 Recommended for Approval:

Date: 5-4-73 J.C. Henrich Chief of Facilities Development
 Approved:

Date: 5/8/73 H.P. Kiedler State Highway Engineer

U.S. DEPARTMENT OF TRANSPORTATION
 FEDERAL HIGHWAY ADMINISTRATION

REGION 5 WISCONSIN DIVISION

Approved:

Date: _____ Division Engineer

972 913
 BOOK NO. 972 913

ESTIMATE OF QUANTITIES

CONTRACT NO. 1 (6460-2-76)
 BASE COURSE - SURFACING
 (SINGLE-AGGREGATE-BITUMINOUS)
 (BITUMINOUS CONCRETE PAVEMENT)

PROJECT I.D. 6460-2-76	SHEET NUMBER 2	TOTAL SHEETS
FEDERAL PROJECT DESIGNATION S-1260(5)		

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	CRUSHED AGGREGATE BASE COURSE	BITUMINOUS MATERIAL FOR PRIME COAT	BITUMINOUS SINGLE AGGREGATE BITUMINOUS SURFACE	BITUMINOUS MATERIAL FOR SURFACE COURSE	FIELD OFFICE TYPE "A"	PREPARATION OF FOUNDATION FOR BITUMINOUS PAVING	MISCELLANEOUS	FIELD LABORATORY	TRAFFIC CONTROL	CRUSHED AGGREGATE BASE COURSE	BITUMINOUS CONCRETE PAVEMENT	BITUMINOUS MATERIAL FOR SURFACE COURSE	MOBILIZATION	FIELD OFFICE TYPE "A"	FIELD LABORATORY	TRAFFIC CONTROL
			30404	40202	40801	40602	64201	21101	61910	64210	64301	30404	40701	40602	61910	64201	64210	64301
UNIT	LIN. FT.	TON	GAL.	TON	TON	L.S.	L.S.	L.S.	L.S.	L.S.	L.S.	TON	TON	TON	L.S.	L.S.	L.S.	L.S.
1	10+00 - 458+42.37	44,698.88	77,000	18,800	13,800	828	1	1	1	1	1	6,000	13,800	828	1	1	1	1
1	PROJECT TOTALS	44,698.88	77,000	18,800	13,800	828	1	1	1	1	1	6,000	13,800	828	1	1	1	1

DETAIL SUMMARY OF MISCELLANEOUS QUANTITIES

BIT CONC PAVT

BITUMINOUS QUANTITIES		
ITEM	MAINLINE	SIDE ROADS
SINGLE AGGREGATE BITUMINOUS SURFACE	13,150 TON	650 TON
BITUMINOUS MATERIAL FOR SURFACE COURSE	789 TON	39 TON
BITUMINOUS MATERIAL FOR PRIME COAT	17,900 GAL	900 GAL

CRUSHED AGGREGATE BASE COURSE			
STA. TO STA.	LOCATION	AGGREGATE FOR	TONS
235+00 - 447+87.17	MAINLINE	BASE COURSE	67,000
235+00 - 447+87.17	MAINLINE	R.E.'S	1,800
235+00 - 447+87.17	SIDE ROADS	BASE COURSE	2,200
10+00 - 458+42.37	MAINLINE	SHOULDERS	5,850
10+00 - 458+42.37	SIDE ROADS	SHOULDERS	150

GENERAL NOTES

WHEN THE QUANTITY OF THE ITEMS OF BASE COURSE AND SURFACE 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.

CRUSHED-AGGREGATE BASE COURSE FOR MAINLINE, SIDE ROAD APPROACHES AND PRIVATE ENTRANCES FROM STA. 235+00 TO STA. 447+87.17 INCLUDED IN THIS CONTRACT. CRUSHED AGGREGATE FOR SHOULDERS INCLUDED FOR ENTIRE PROJECT LENGTH.

INITIAL CONSTRUCTION OF 2-INCH SINGLE AGGREGATE BITUMINOUS SURFACE INCLUDED IN THIS CONTRACT WITH PROVISIONS MADE FOR ADDITIONAL 2-INCH ULTIMATE BITUMINOUS SURFACING.

SHEETS 5-5.15 ARE INCLUDED FOR PROFILE AND ALIGNMENT ONLY. OTHER INFORMATION IS NOT PERTINENT TO THIS CONTRACT.

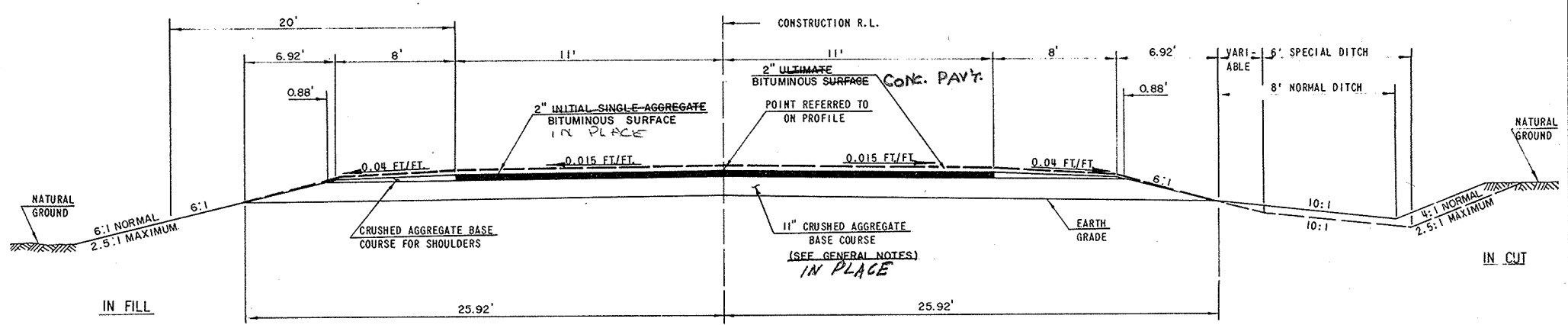
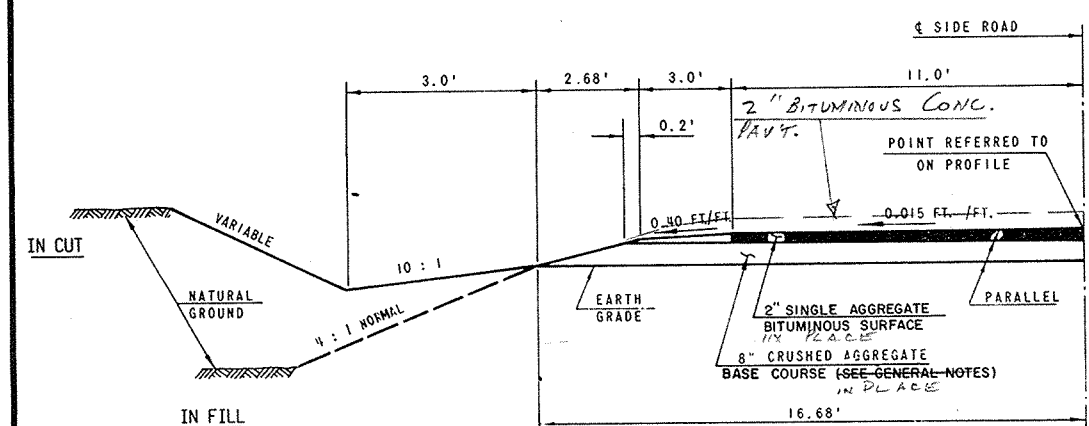
UNLESS OTHERWISE NOTED, ALL SIDEROAD INTERSECTIONS SHALL BE TYPE "C".

UTILITIES

CHICAGO, MILWAUKEE, ST. PAUL & PACIFIC RAILROAD
 MR. R. J. BRUESKE (DIVISION ENGINEER)
 MILWAUKEE, WISCONSIN

STANDARD DETAIL DRAWINGS

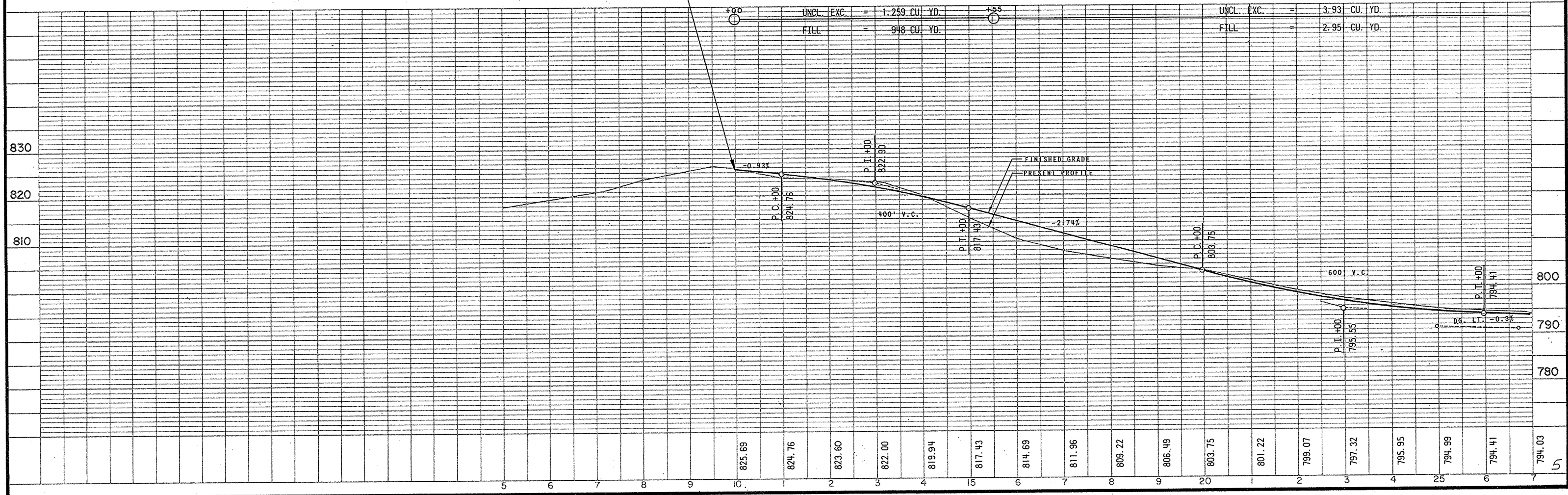
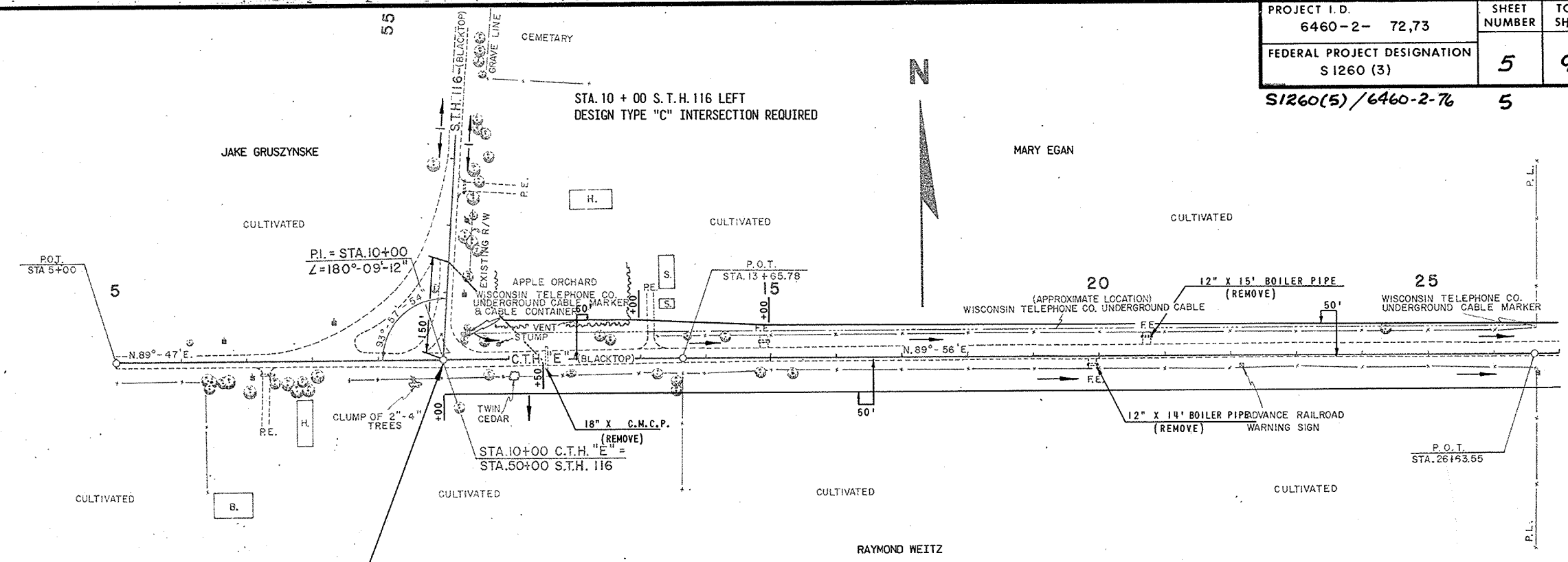
LAYOUT DETAILS FOR SIDE ROAD AT-GRADE INTERSECTIONS 9 A 1 - 1
 PAVEMENT DETAILS FOR RAILROAD APPROACH 13 B 1 - 1
 CONSTRUCTION BARRICADE 15 C 1 - 2



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

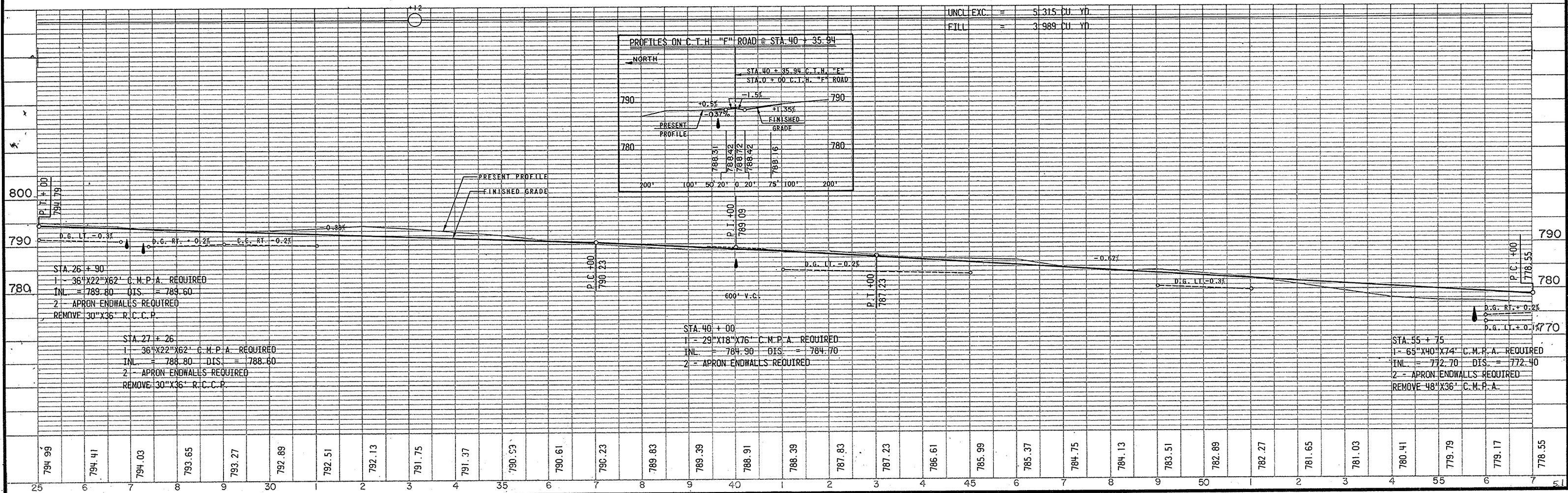
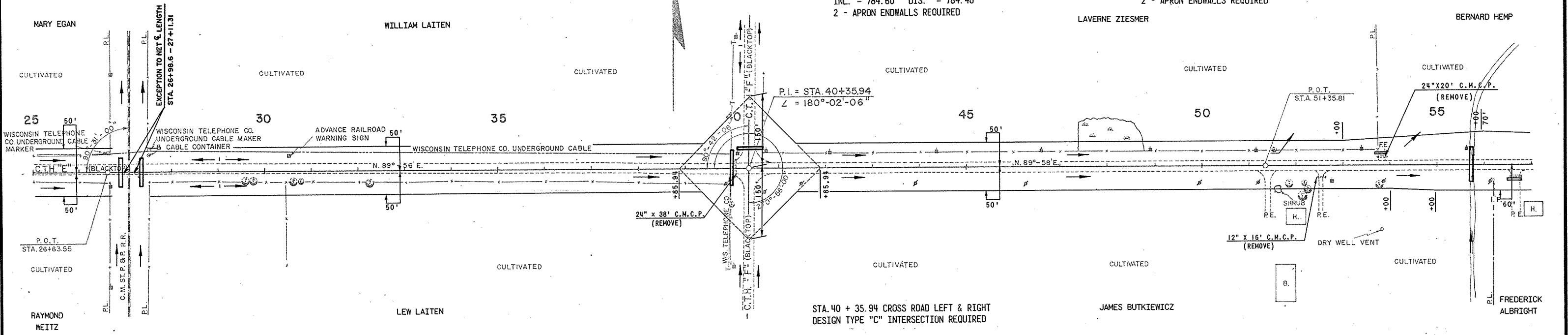
PROJECT I.D. 6460-2- 72,73	SHEET NUMBER 5	TOTAL SHEETS 91
FEDERAL PROJECT DESIGNATION S 1260 (3)		
S1260(5)/6460-2-76	5	

BEGIN PROJECT S1260(5) / 6460-2-76
 BEGINNING OF PROJECT S1260(3) / 6460-2- 72,73
 STA. 10+00

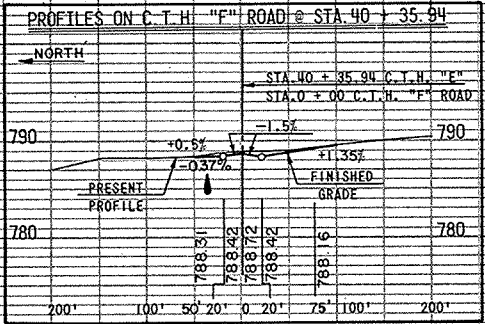


BENCH MARKS			
NO.	STATION	DESCRIPTION	ELEV.
12	27+55	SPIKE IN 14" HICKORY 90° LT.	792.57
13	39+96	SPIKE IN 14" HICKORY 215° RT.	789.52
14	53+85	SPIKE IN 28" BOX ELDER 45° RT.	778.11

PROJECT I.D. 6460-2- 72,73	SHEET NUMBER 6	TOTAL SHEETS 91
FEDERAL PROJECT DESIGNATION S 1260(3)		5.1



UNCL. EXC. = 5,315 CU. YD.
FILL = 3,989 CU. YD.



STA. 26 + 90
1 - 36" X 22" X 62' C.M.P.A. REQUIRED
INL. = 789.80 DIS. = 789.60
2 - APRON ENDWALLS REQUIRED
REMOVE 30" X 36" R.C.C.P.

STA. 27 + 26
1 - 36" X 22" X 62' C.M.P.A. REQUIRED
INL. = 788.80 DIS. = 788.60
2 - APRON ENDWALLS REQUIRED
REMOVE 30" X 36" R.C.C.P.

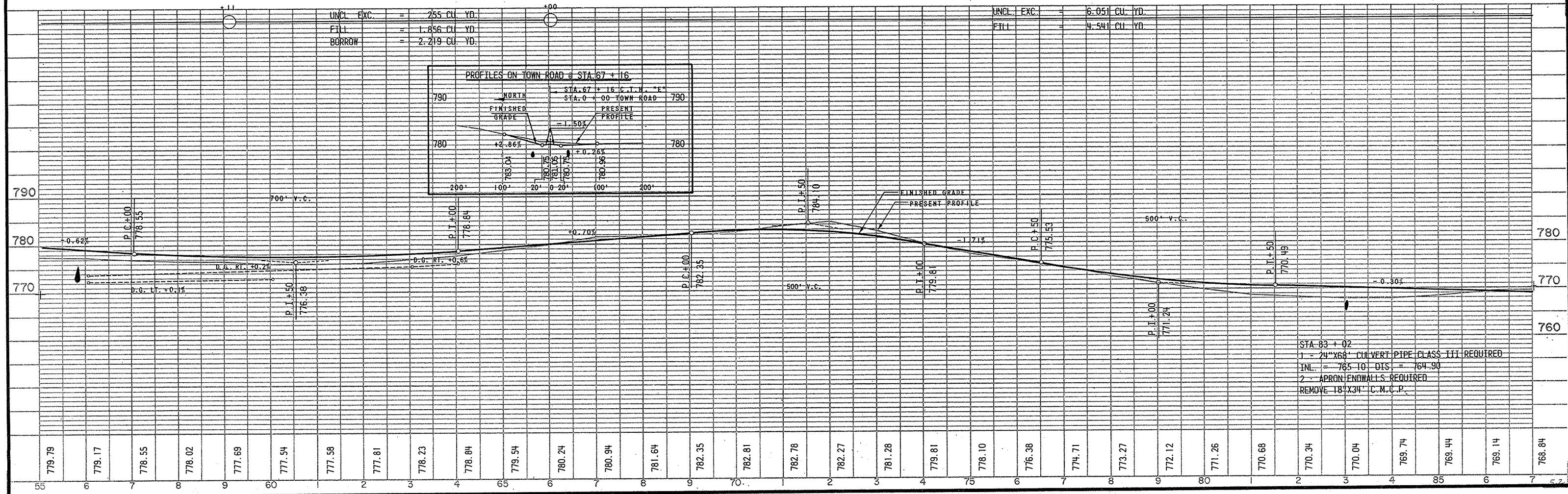
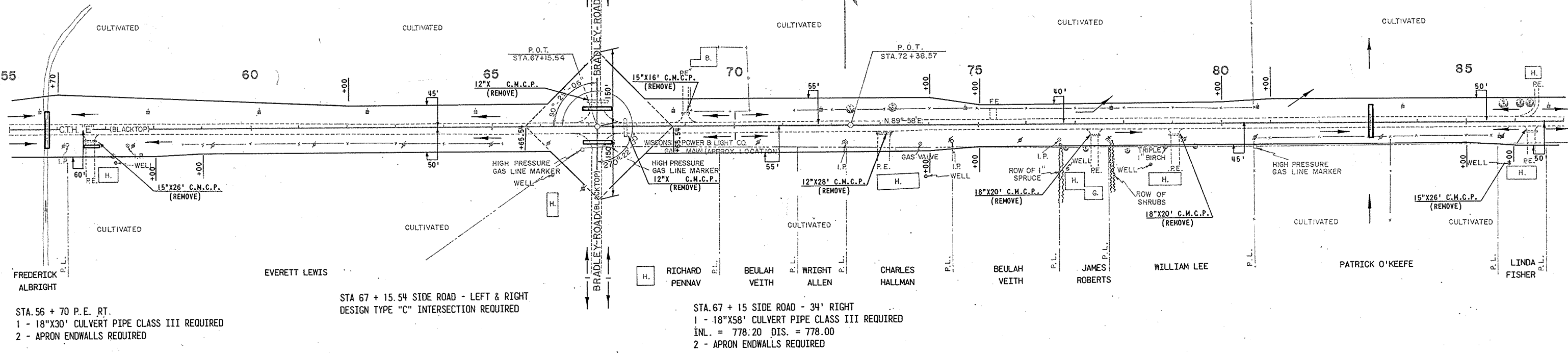
STA. 40 + 00
1 - 29" X 18" X 76' C.M.P.A. REQUIRED
INL. = 784.90 DIS. = 784.70
2 - APRON ENDWALLS REQUIRED

STA. 55 + 75
1 - 65" X 40" X 74' C.M.P.A. REQUIRED
INL. = 772.70 DIS. = 772.40
2 - APRON ENDWALLS REQUIRED
REMOVE 48" X 36" C.M.P.A.

PROJECT I.D. 6460-2- 72,73	SHEET NUMBER 7	TOTAL SHEETS 91
FEDERAL PROJECT DESIGNATION S1260(3)	5.2	
S1260(5) / 6460-2-76 CLARENCE GULIG		

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

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



STA. 83 + 02
 1 - 24"X66' CULVERT PIPE CLASS III REQUIRED
 INL. = 765.10 DIS. = 764.90
 2 - APRON ENDWALLS REQUIRED
 REMOVE 18"X34' C.M.C.P.

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

S1260(5)/6460-2-76 5.3

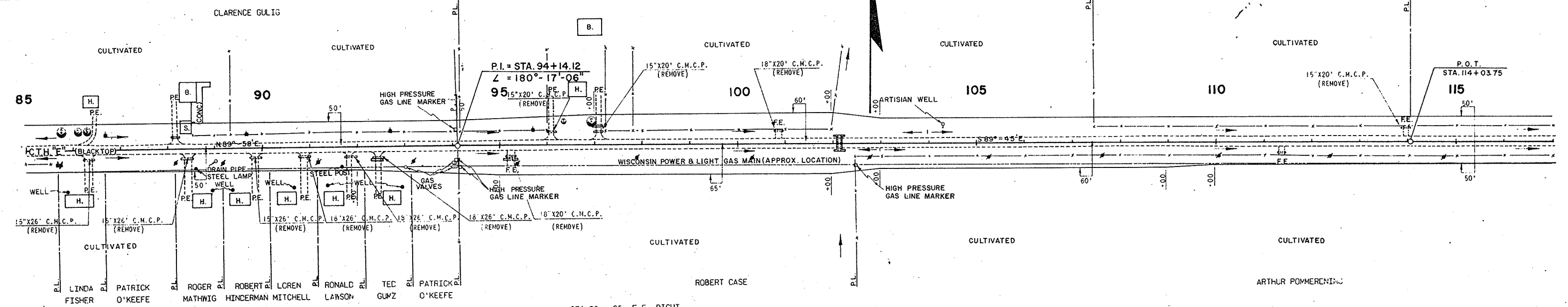
BENCH MARKS			
NO.	STATION	DESCRIPTION	ELEV.
19	86+05	SPIKE IN 16" KATALPA 78' LT.	769.22
20	96+94	SPIKE IN 28" ASH 50' LT.	762.81
21	102+19	S.E. CORNER BOX-CULVERT 20' RT.	762.59
22	114+75	SPIKE IN TELEPHONE POLE 32' RT.	759.63

STA. 97 + 05 P.E. LEFT
 1 - 18"X34' CULVERT PIPE CLASS III REQUIRED
 2 - APRON ENDWALLS REQUIRED

ROBERT CASE

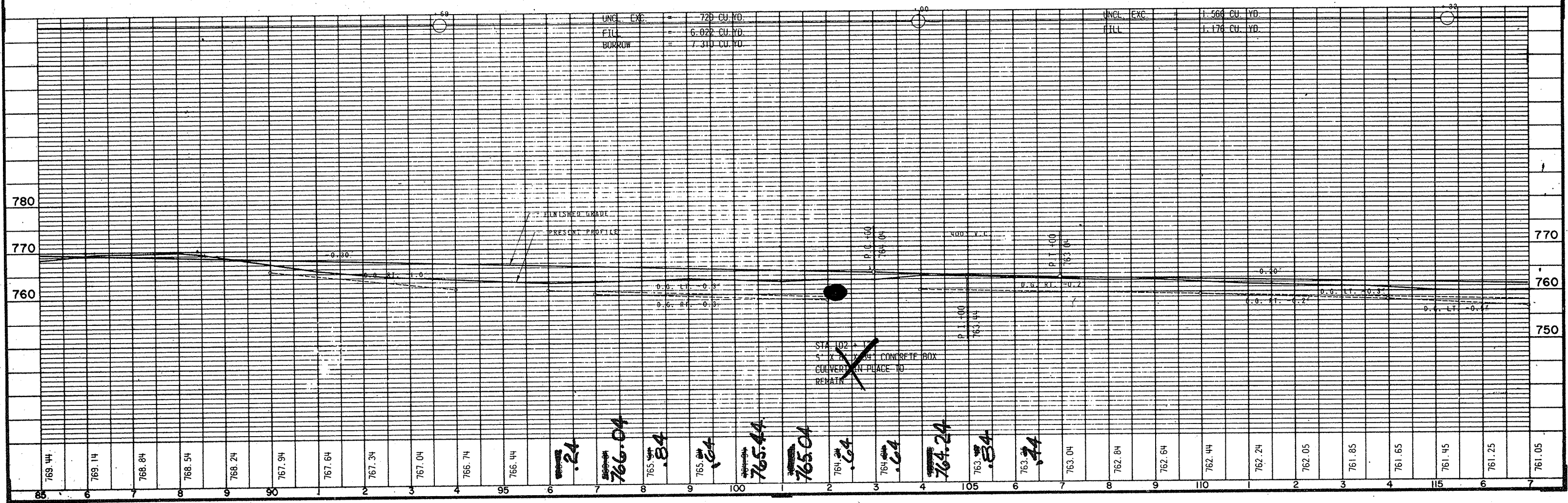
A.C. ALTMAN

ALVIN KRINGS



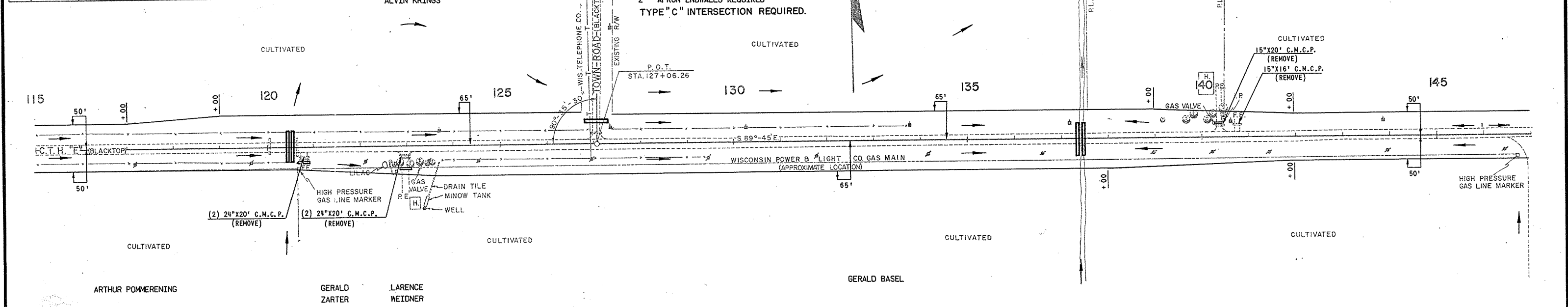
STA 92 + 45 P.E. RIGHT
 1 - 18"X30' CULVERT PIPE CLASS III REQUIRED
 2 - APRON ENDWALLS REQUIRED

STA. 95 + 25 F.E. RIGHT
 1 - 18"X36' CULVERT PIPE CLASS III REQUIRED
 2 - APRON ENDWALLS REQUIRED



PROJECT I.D. 6460-2- 72.73	SHEET NUMBER 9	TOTAL SHEETS 91
FEDERAL PROJECT DESIGNATION S 1260 (3)	5.4	
S1260(5)/6460-2-76		

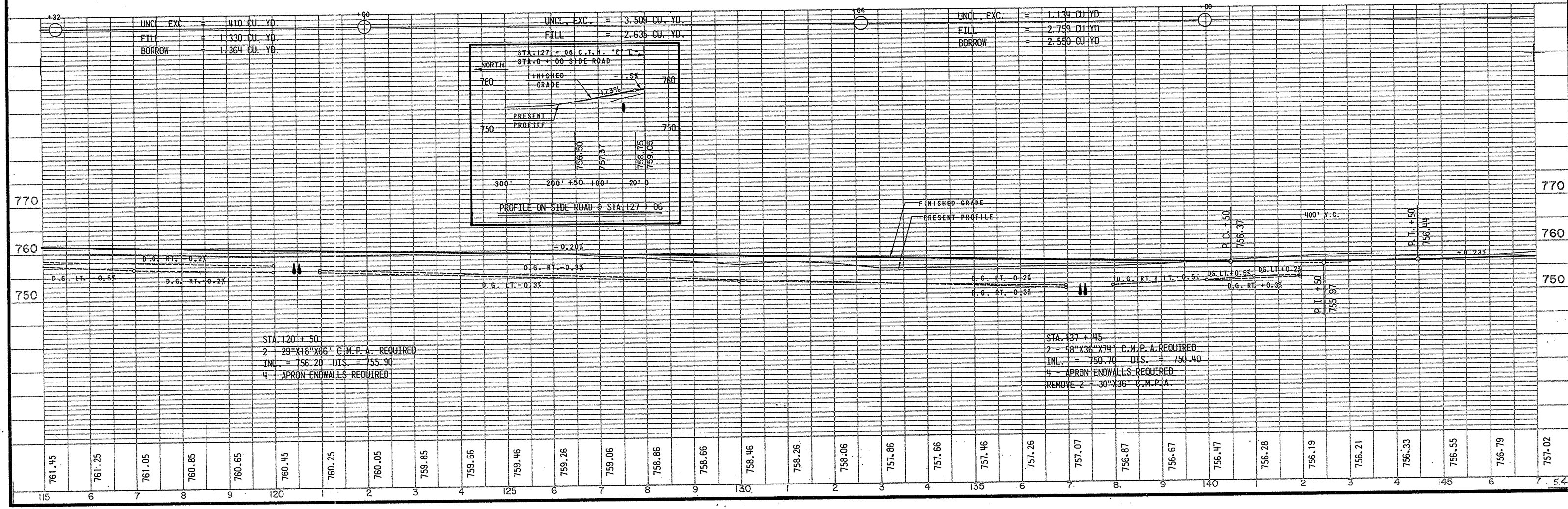
BENCH MARKS				
NO.	STATION	DESCRIPTION	ELEV.	
23	123+03	N.W. CORNER OF FOOTING SLAB ON HOUSE FOUNDATION	115' RT.	759.63
24	130+27	SPIKE IN POWER POLE	33' LT.	754.90
25	140+48	SPIKE IN 20" BOX ELDER	96' LT.	755.64
26	146+90	SPIKE IN POWER POLE	178' RT.	757.82



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. 140 + 30 P.E. LEFT
1 - 18"X30' CULVERT PIPE CLASS III REQUIRED
2 - APRON ENDWALLS REQUIRED

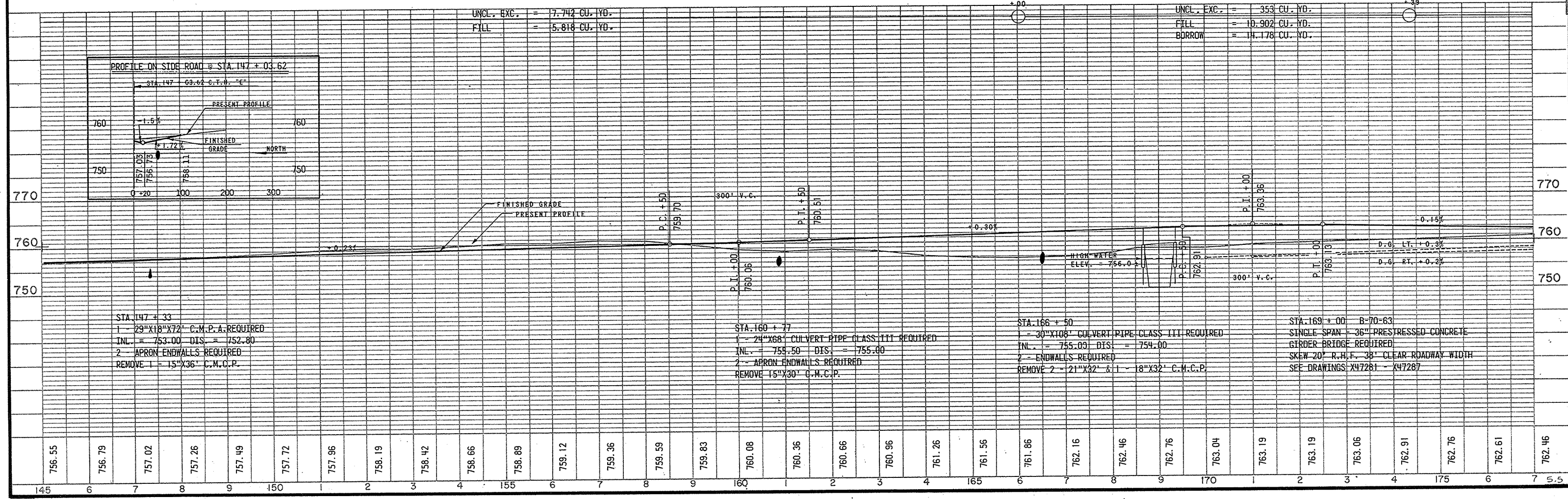
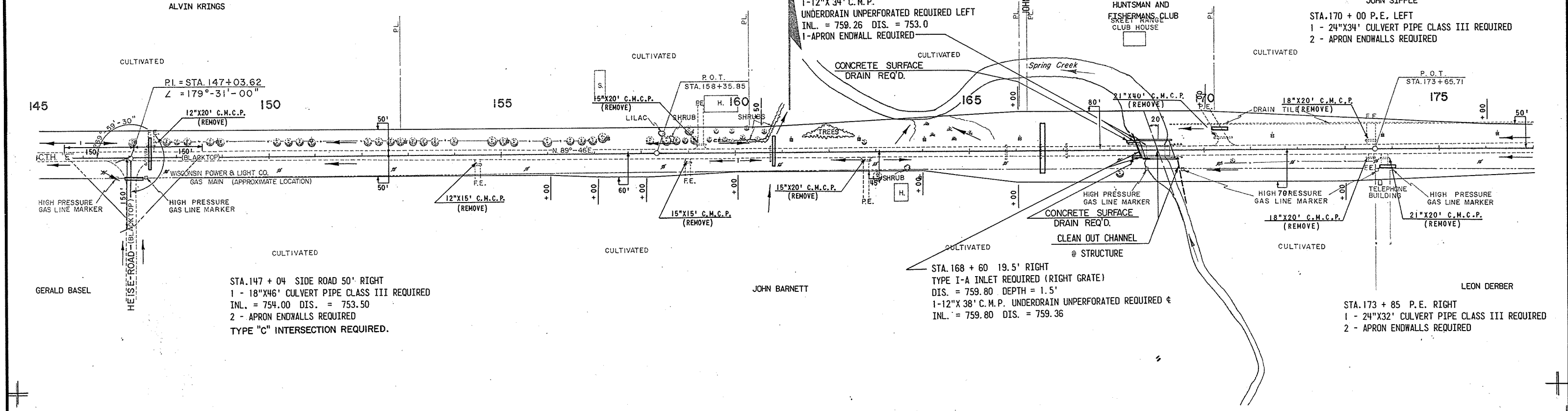


STA. 120 + 50
2 - 29"X18"X86' C.M.P.A. REQUIRED
INL. = 756.20 DIS. = 755.90
4 - APRON ENDWALLS REQUIRED

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

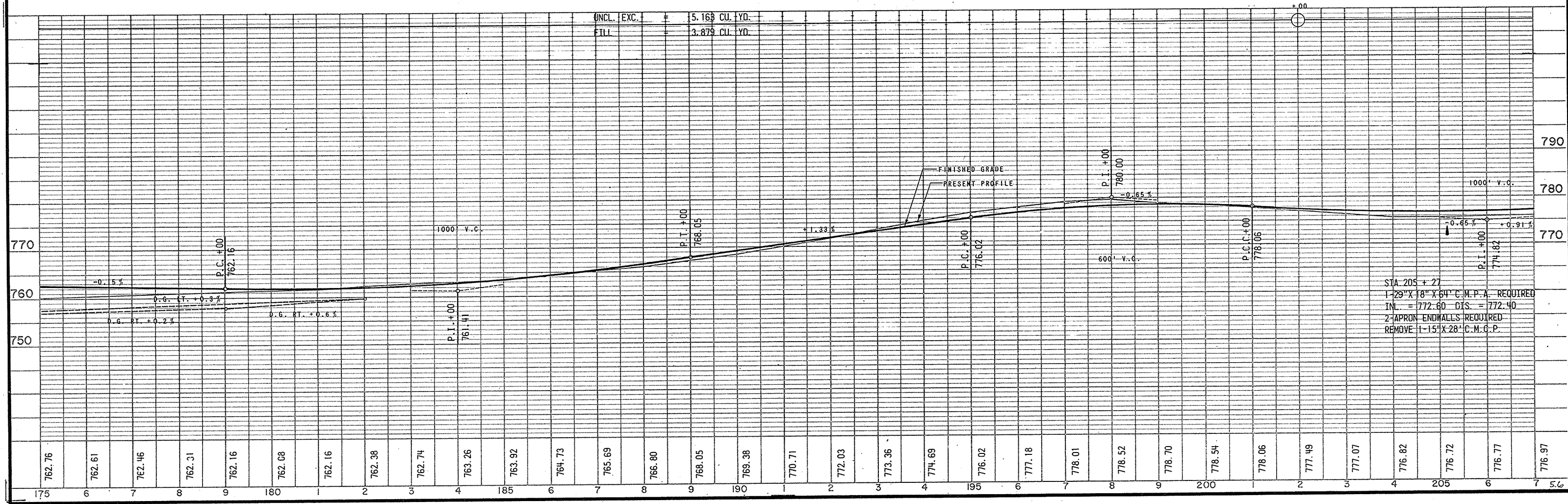
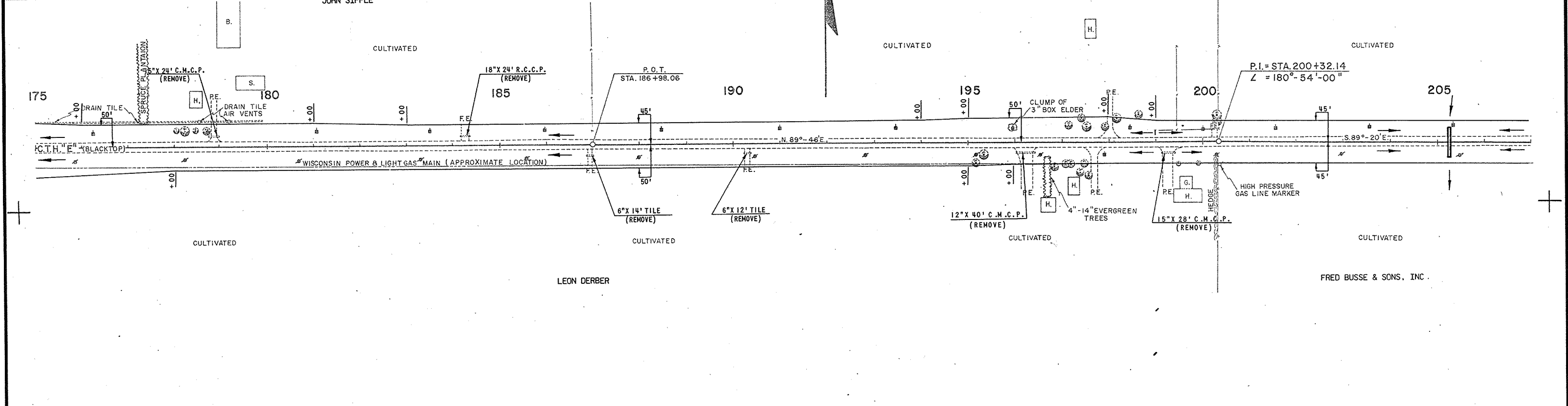
PROJECT I.D. 6460-2-71,72,73	SHEET NUMBER 10	TOTAL SHEETS 91
FEDERAL PROJECT DESIGNATION S 1260 (3)	S 1260 (5) / 6460-2-76 5.5	



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 S1260(3)		

S1260(5)/6460-2-76 5.6
HAROLD NOLTE



BENCH MARKS

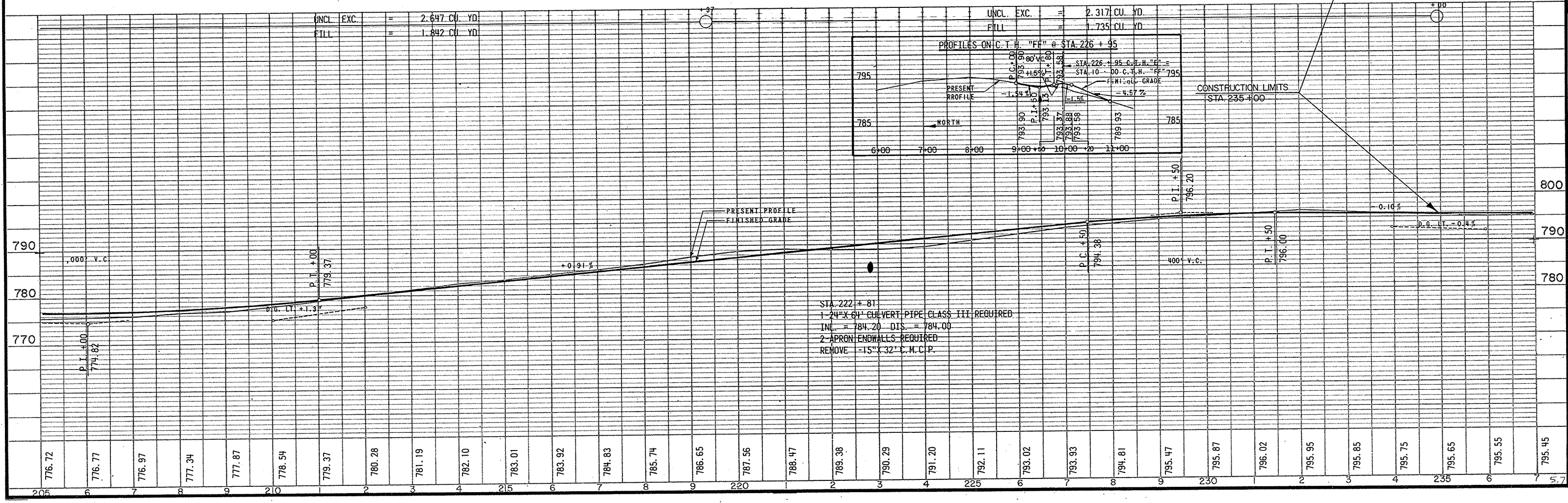
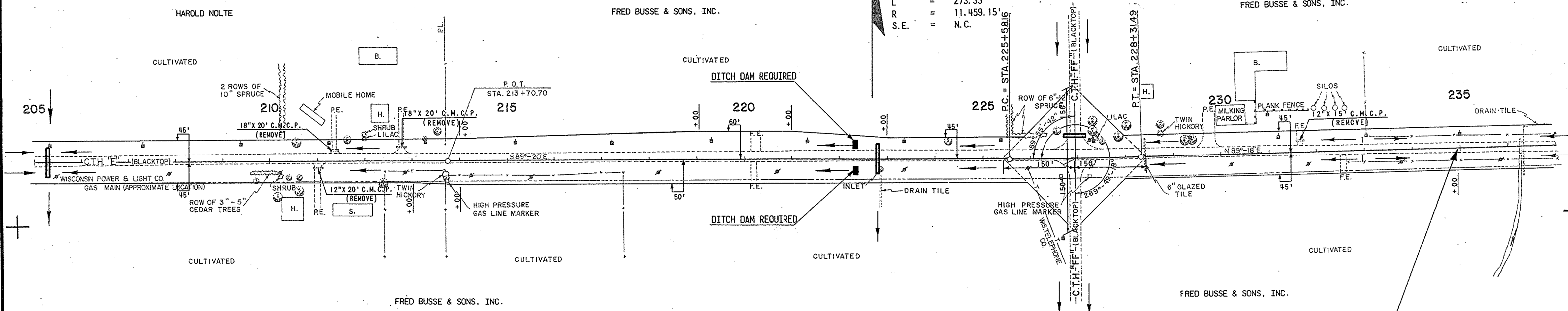
NO.	STATION	DESCRIPTION	ELEV.
33	210+35	SPIKE IN 12" BALSM	75' LT. 776.27
34	221+34	SPIKE IN POWER POLE	38' LT. 789.33
35	229+18	SPIKE IN 16" SPRUCE	86' LT. 796.13

CURVE NOTES

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

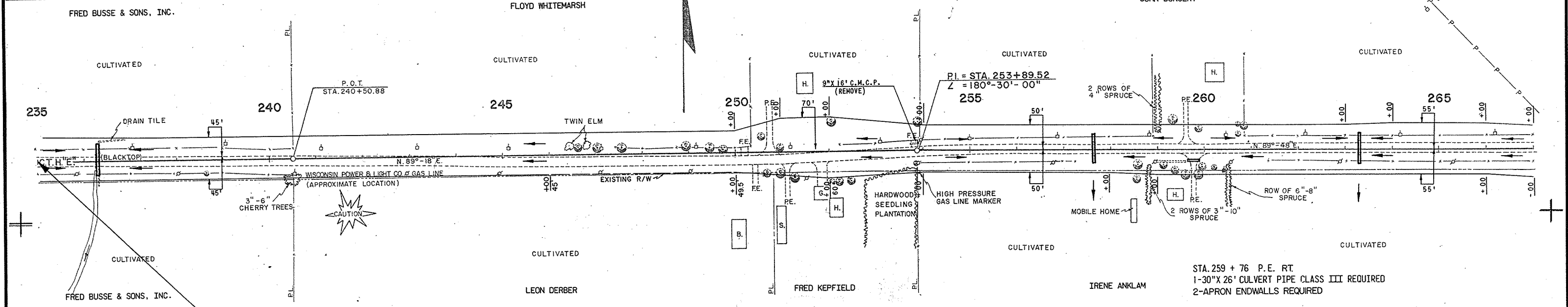
STA. 226 + 96 SIDE ROAD - 50' LEFT
 1-22"X13"X38' C.M.P.A. REQUIRED
 INL. = 790.00 DIS. = 789.50
 2-APRON ENDWALLS REQUIRED
 TYPE "C" INTERSECTION REQUIRED, LEFT & RIGHT.

PROJECT I.D. 6460-2- 72,73	SHEET NUMBER 12	TOTAL SHEETS 91
FEDERAL PROJECT DESIGNATION S 1260 (3)	S 1260(5) / 6460-2-76 5.7	



PROJECT I.D. 6460-2-75	SHEET NUMBER 5	TOTAL SHEETS
FEDERAL PROJECT DESIGNATION S 1260 (4)	5.8	

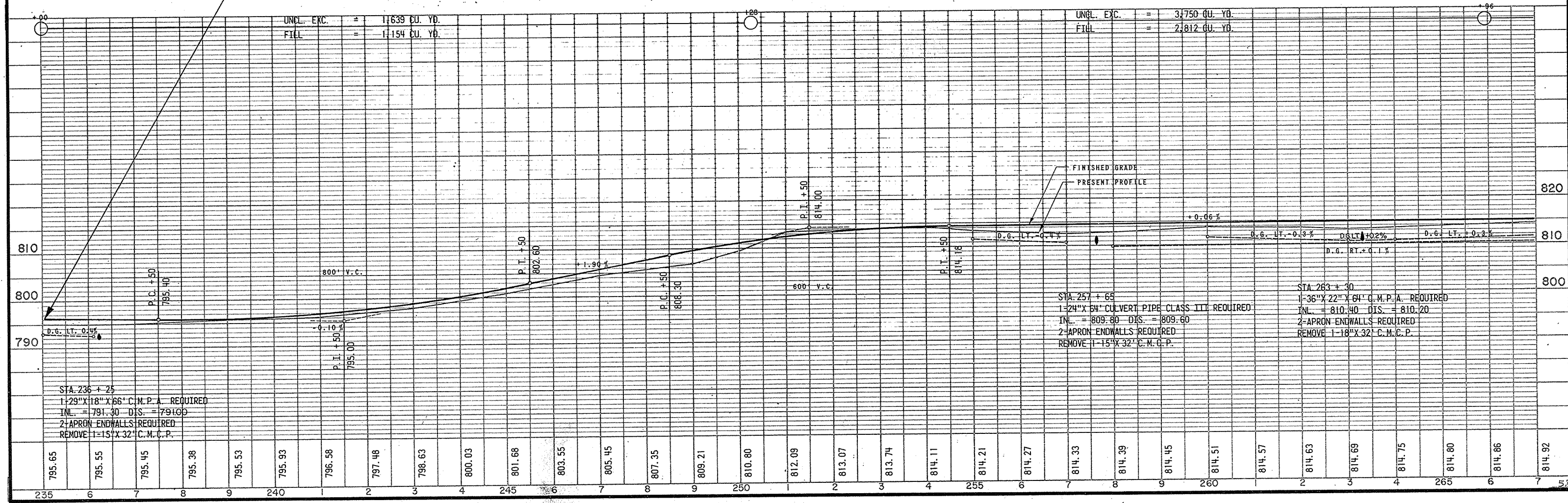
BENCH MARKS			
NO.	STATION	DESCRIPTION	ELEV.
36	240+38	SPIKE IN 12" OAK	150' RT. 794.57
37	250+72	SPIKE IN 38" OAK	55' RT. 812.45
38	260+82	SPIKE IN 12" ELM	90' LT. 814.59



BEGINNING OF PROJECT S1260(4)/ 6460-2-75
STA. 235 + 00 =
 STA. 235+00 PROJECT S1260(3)/ 6460-2-71,72,73

UNCL. EXC. = 1,639 CU. YD.
 FILL = 1,154 CU. YD.

UNCL. EXC. = 3,750 CU. YD.
 FILL = 2,812 CU. YD.



STA. 236 + 25
 1-29"X18"X66' C.M.P.A. REQUIRED
 INL. = 791.30 DIS. = 791.00
 2-APRON ENDWALLS REQUIRED
 REMOVE 1-15"X32' C.M.C.P.

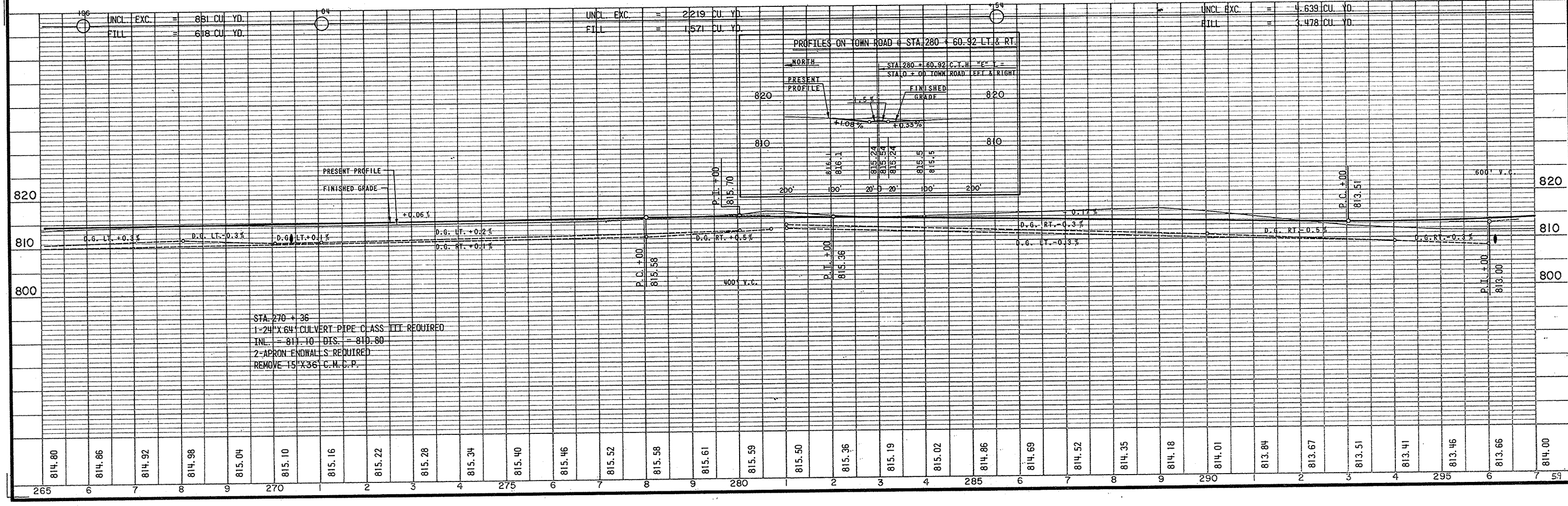
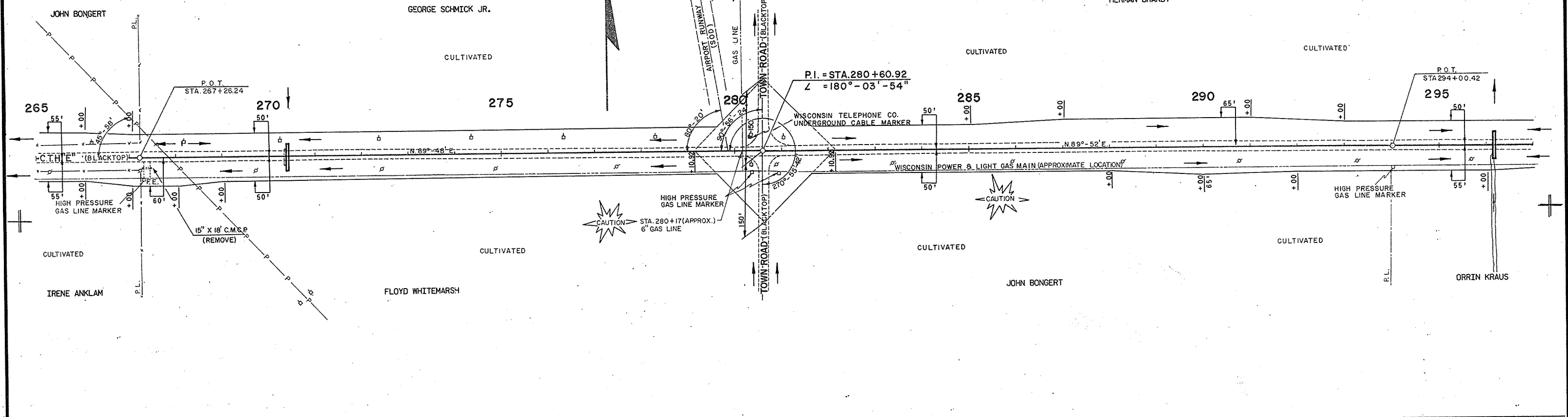
STA. 257 + 65
 1-24"X64' CULVERT PIPE CLASS III REQUIRED
 INL. = 809.60 DIS. = 809.60
 2-APRON ENDWALLS REQUIRED
 REMOVE 1-15"X32' C.M.C.P.

STA. 263 + 30
 1-36"X22"X64' C.M.P.A. REQUIRED
 INL. = 810.40 DIS. = 810.20
 2-APRON ENDWALLS REQUIRED
 REMOVE 1-18"X32' C.M.C.P.

PROJECT I.D. 6460-2-75	SHEET NUMBER	TOTAL SHEETS
FEDERAL PROJECT DESIGNATION S 1260 (4)	5.1	

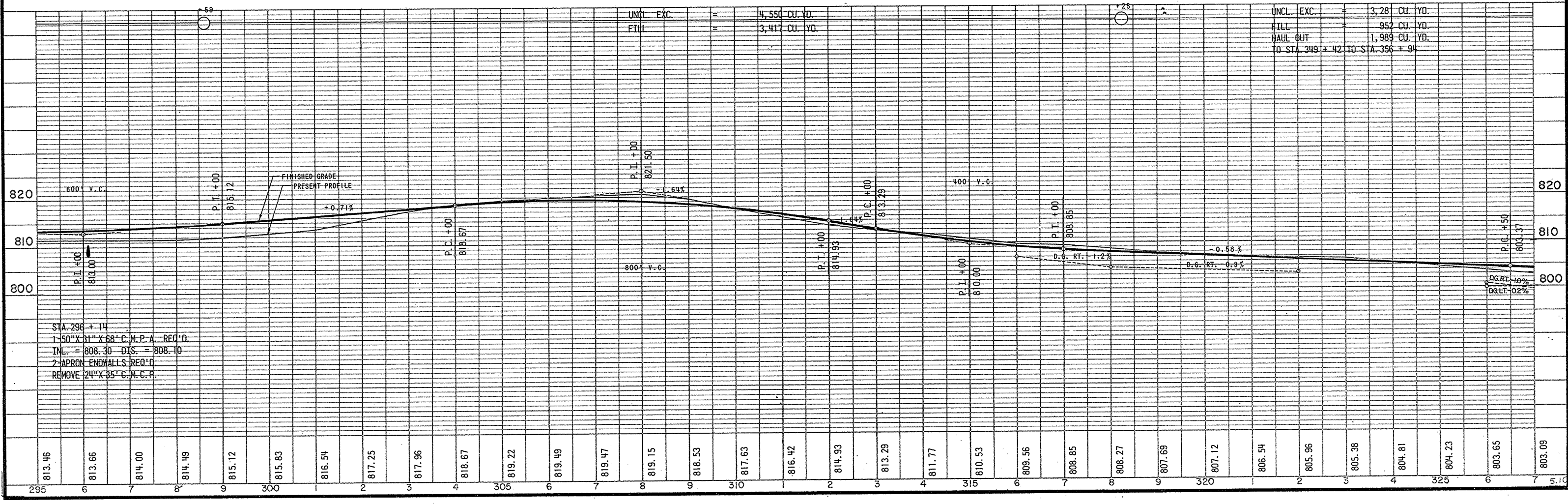
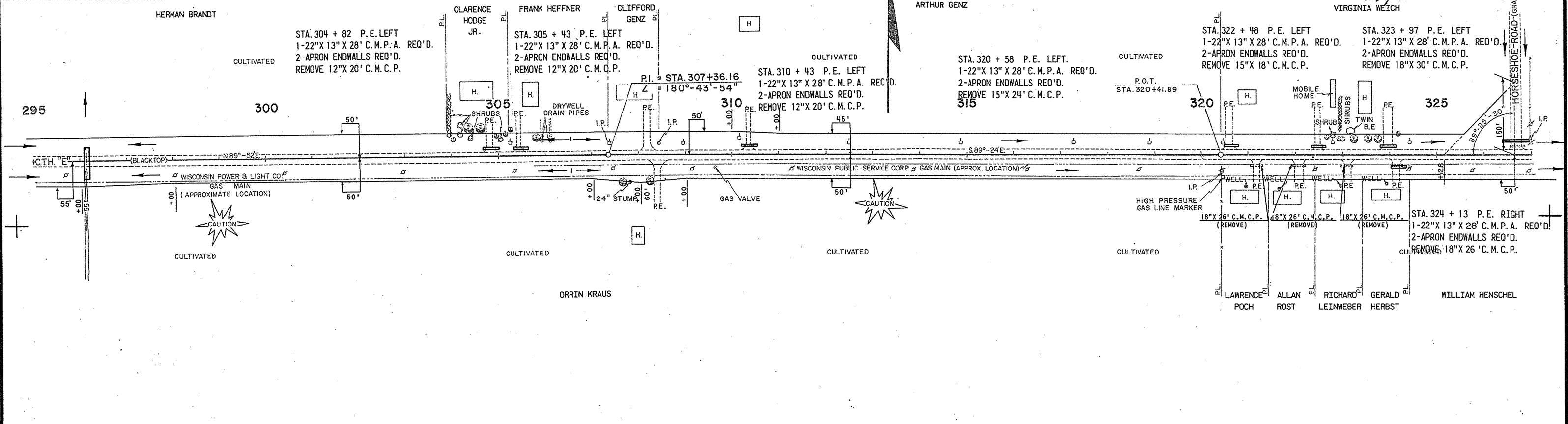
S1260(5)/6460-2-76 5.9

BENCH MARKS			
NO.	STATION	DESCRIPTION	ELEV.
39	269+82	SPIKE IN TELEPHONE POLE 30' RT.	812.78
40	280+40	SPIKE IN POWER POLE 175' LT.	815.02
41	293+97	SPIKE IN 4" CHERRY (S.SIDE) 120' RT.	811.46



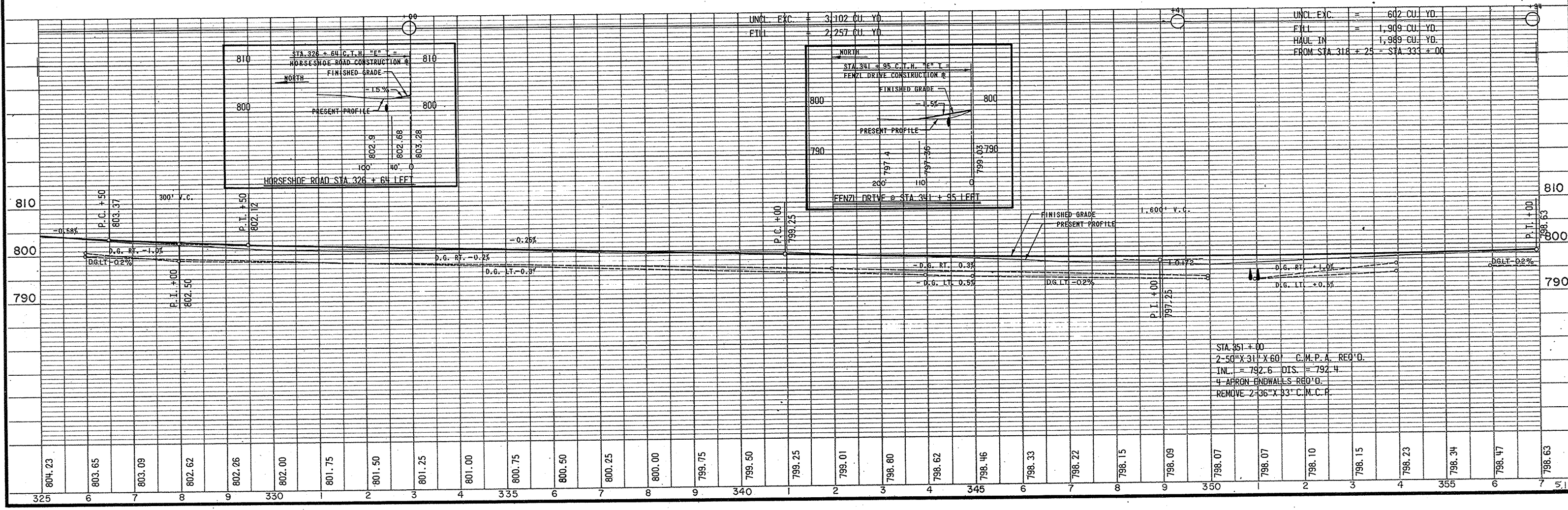
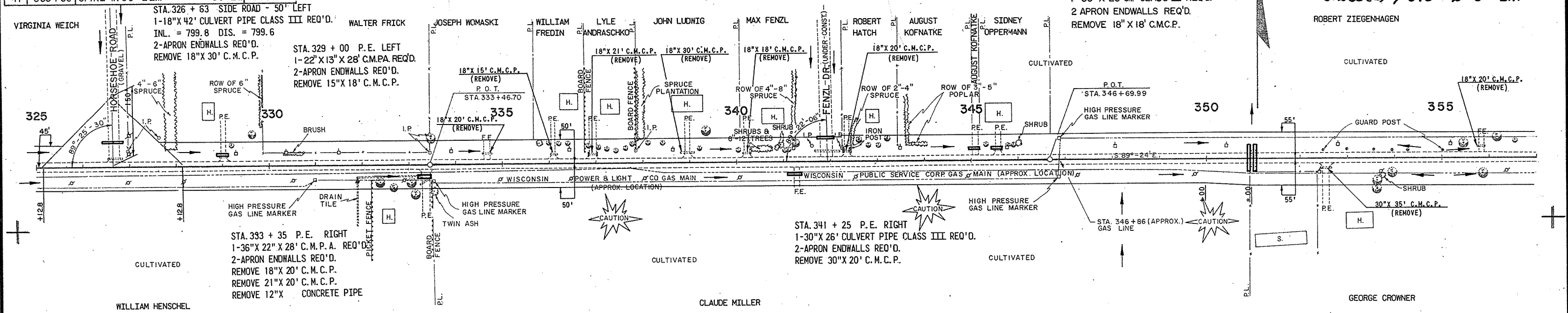
BENCH MARKS			
NO.	STATION	DESCRIPTION	ELEV.
42	305+25	SPIKE IN STUMP 95' LT.	820.93
43	314+85	SPIKE IN POWER-POLE 27' LT.	810.33
44	323+60	S. CORNER OF BOTTOM STEP 90' LT.	806.84

PROJECT I.D. 6460-2-75	SHEET NUMBER 5.2	TOTAL SHEETS
FEDERAL PROJECT DESIGNATION S 1260 (4)	5.10	
S1260(5)/6460-2-76 VIRGINIA WEICH		



BENCH MARKS			
NO.	STATION	DESCRIPTION	ELEV.
45	333+48	SPIKE IN 20" ASH	100' RT. 799.76
46	343+60	SPIKE IN 6" POPLAR	75' LT. 796.96
47	355+60	SPIKE IN 30" ELM	30' LT. 797.15

PROJECT I.D. 6460-2-75	SHEET NUMBER 5.3	TOTAL SHEETS
FEDERAL PROJECT DESIGNATION S 1260 (4)		
S1260(5) / 6460-2-76 5.11		



UNCL. EXC.	=	3,102 CU. YD.
FTH	=	2,257 CU. YD.
UNCL. EXC.	=	602 CU. YD.
FTH	=	1,909 CU. YD.
HAUL IN	=	1,989 CU. YD.
FROM STA. 318+25 - STA. 333+00		

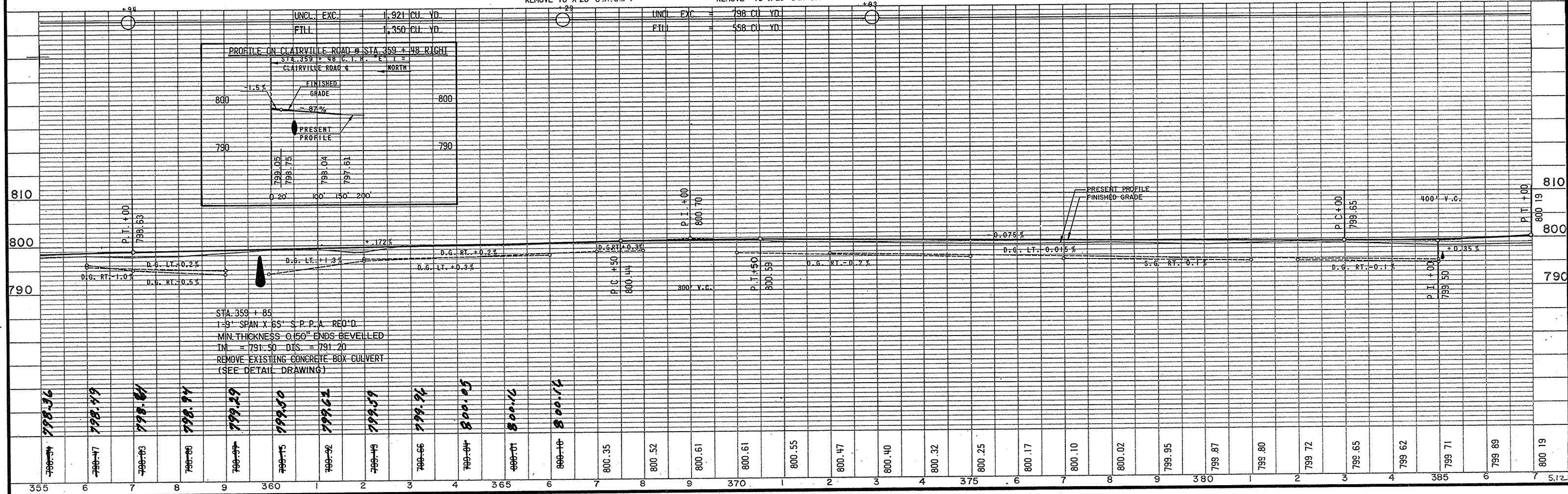
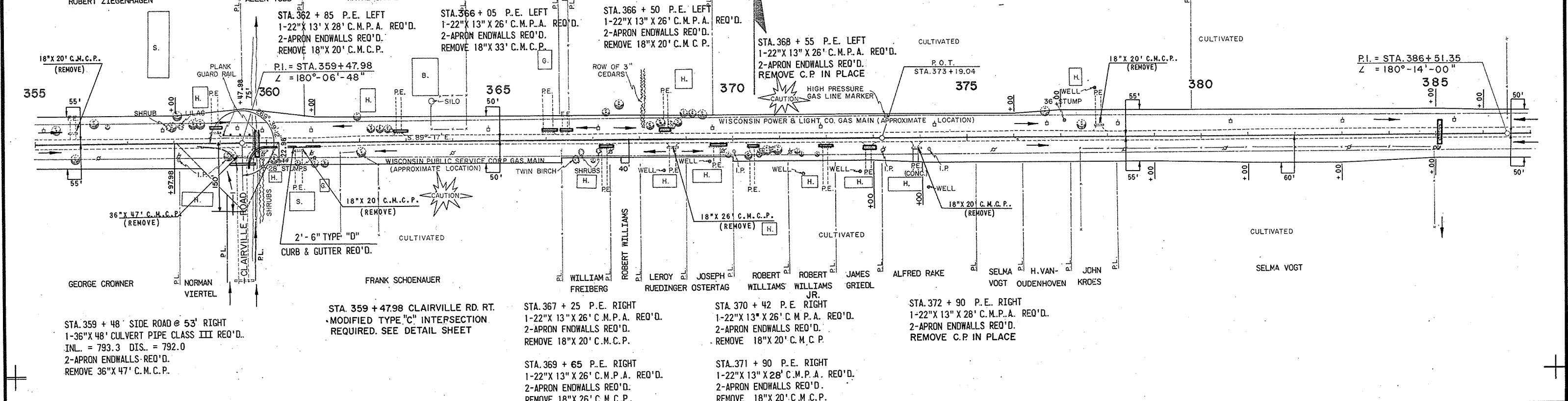
804.23	803.65	803.09	802.62	802.26	802.00	801.75	801.50	801.25	801.00	800.75	800.50	800.25	800.00	799.75	799.50	799.25	799.01	798.80	798.62	798.46	798.33	798.22	798.15	798.09	798.07	798.07	798.10	798.15	798.23	798.34	798.47	798.63	
325	6	7	8	9	330	1	2	3	4	335	6	7	8	9	340	1	2	3	4	345	6	7	8	9	350	1	2	3	4	355	6	7	5.11

PROJECT I.D. 6460-2-75	SHEET NUMBER 54	TOTAL SHEETS
FEDERAL PROJECT DESIGNATION S 1260 (4)		

S1260(S)/6460-2-76 5.12
PHILIP MOON

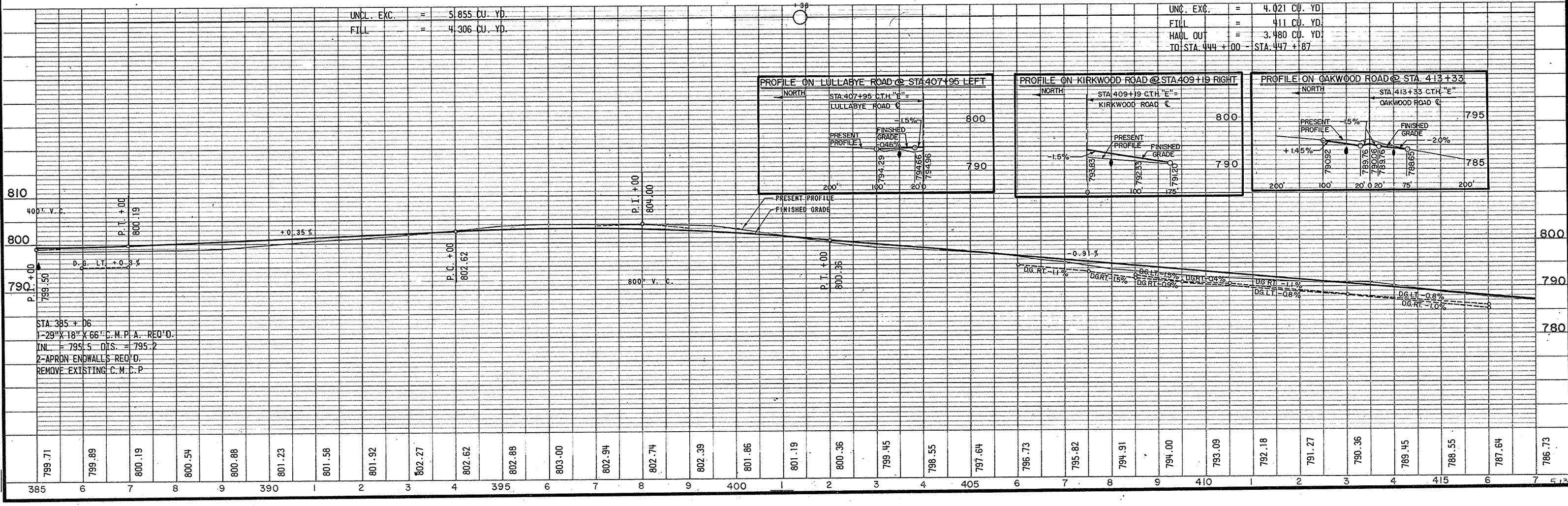
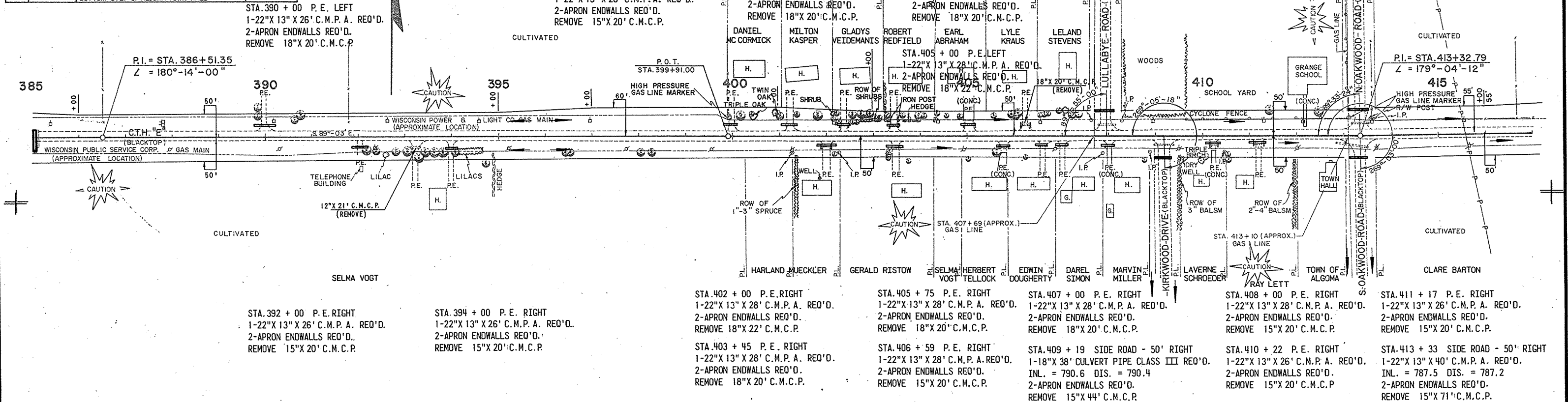
BENCH MARKS			
NO.	STATION	DESCRIPTION	ELEV.
47	355+50	SPIKE IN 30" ELM	30' LT. 797.15
48	359+80	S.E. CORNER OF BOX CULVERT 27' RT.	797.56
49	369+34	SPIKE IN 20" BOX ELDER	50' LT. 799.25
50	376+75	SPIKE IN 24" HICKORY	55' LT. 799.47

STA. 358+90 P.E. LEFT
1-30" X 26" C.M.P.A. REQ'D.
2 APRON ENDWALLS REQ'D.
REMOVE 30" X 25" C.M.C.P.



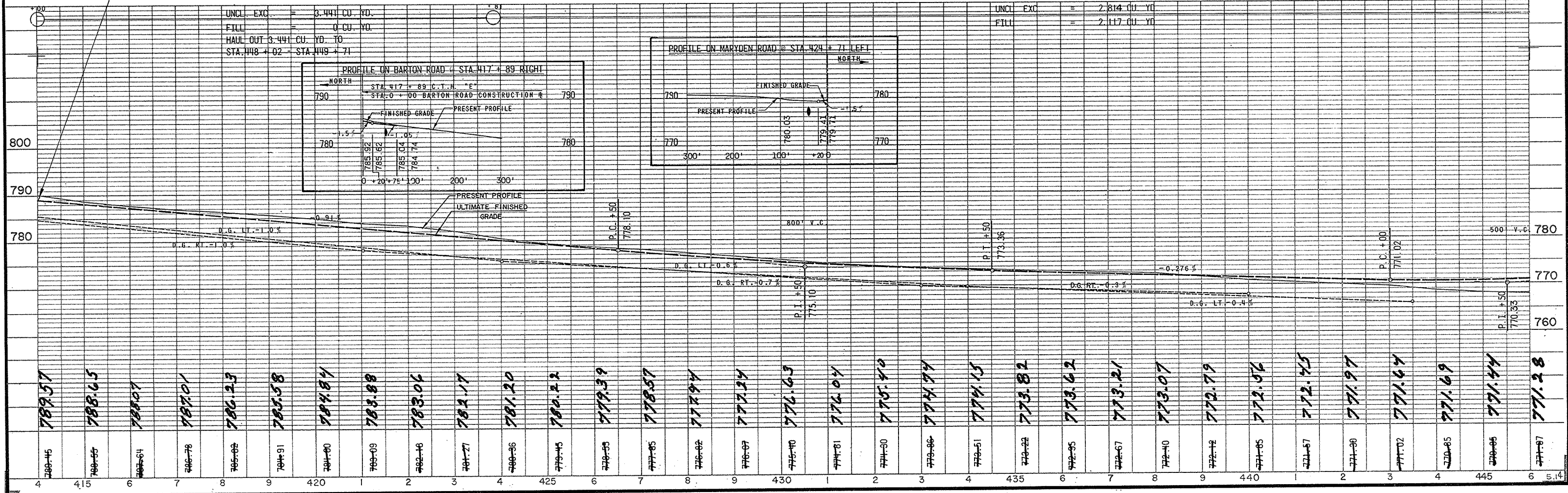
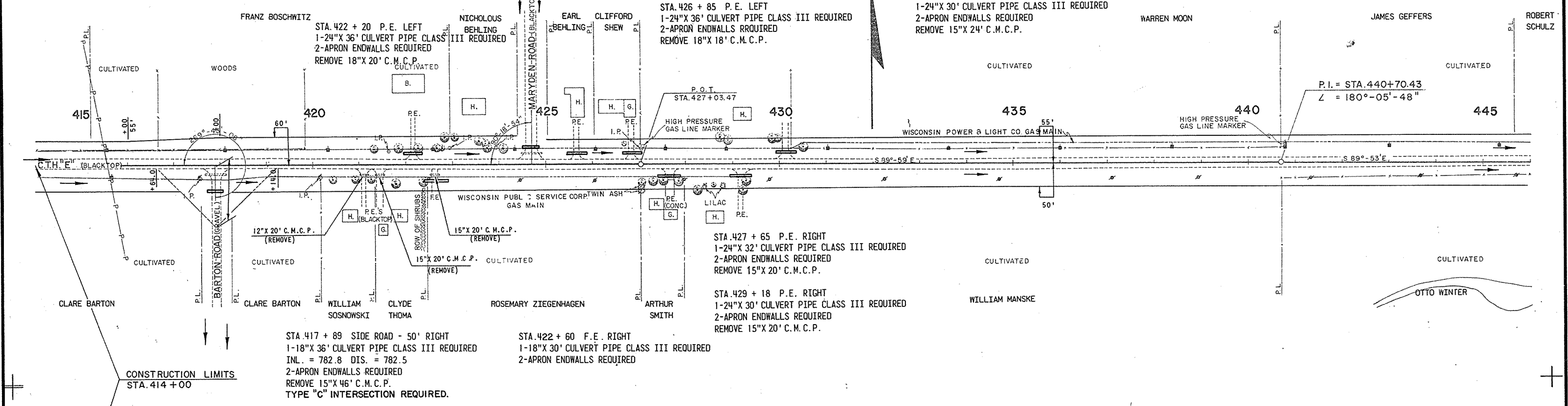
BENCH MARKS			
NO.	STATION	DESCRIPTION	ELEV.
51	390+70	SPIKE IN 28" MAPLE	120' LT. 799.25
52	398+04	SPIKE IN 22" HICKORY	36' RT. 803.20
53	401+60	S.W. CORNER BOTTOM STEP	100' LT. 802.95
54	405+54	SPIKE IN 10" HICKORY	45' LT. 797.34
55	412+74	SQUARE CHISEL MARK ON BOTTOM STEP OF ALGOMA TOWN HALL	75' RT. 790.69

PROJECT I. D. 6460-2-75	SHEET NUMBER 5,5	TOTAL SHEETS
FEDERAL PROJECT DESIGNATION S 1260 (4)		



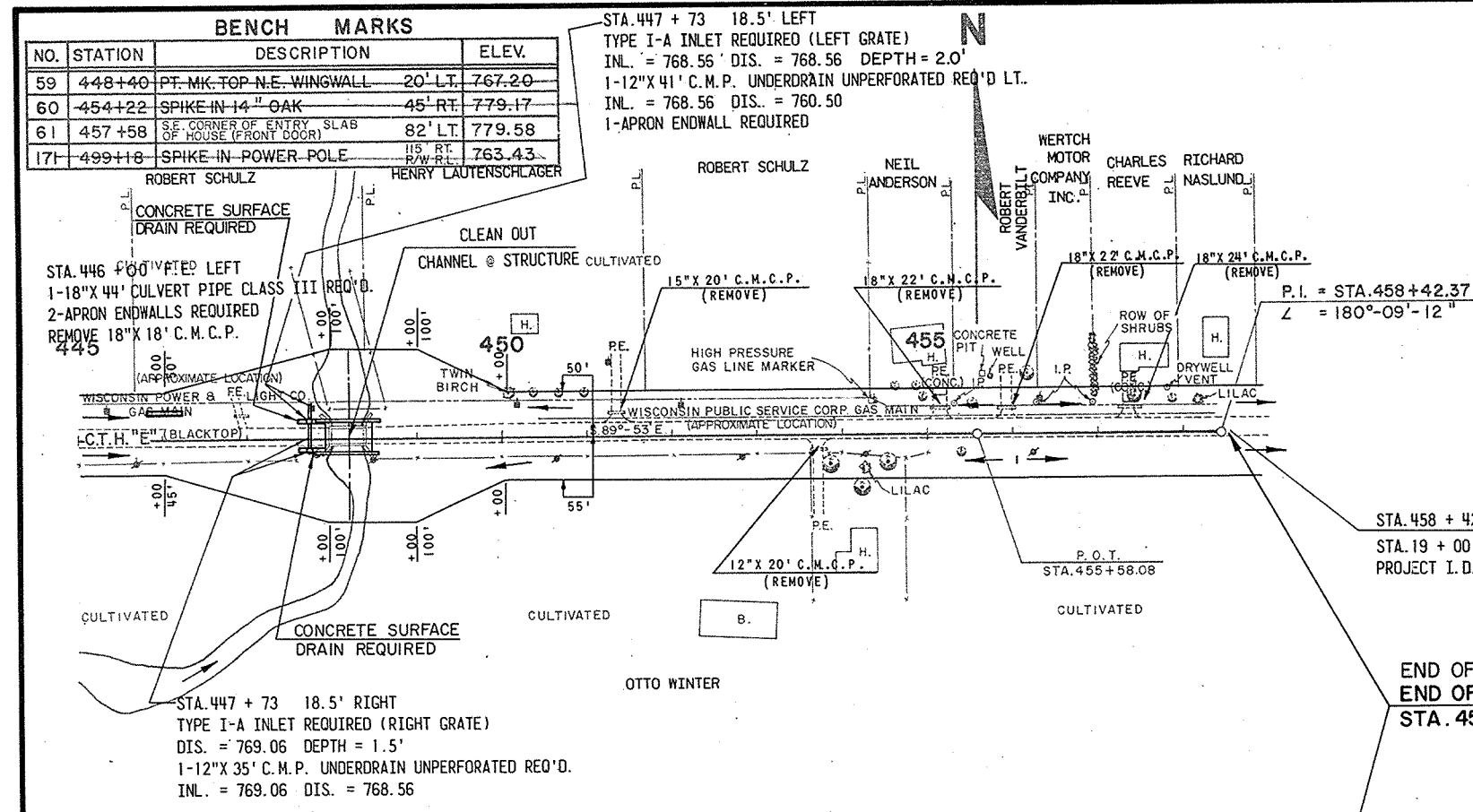
S1260(5)/6460-2-76 5.14

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



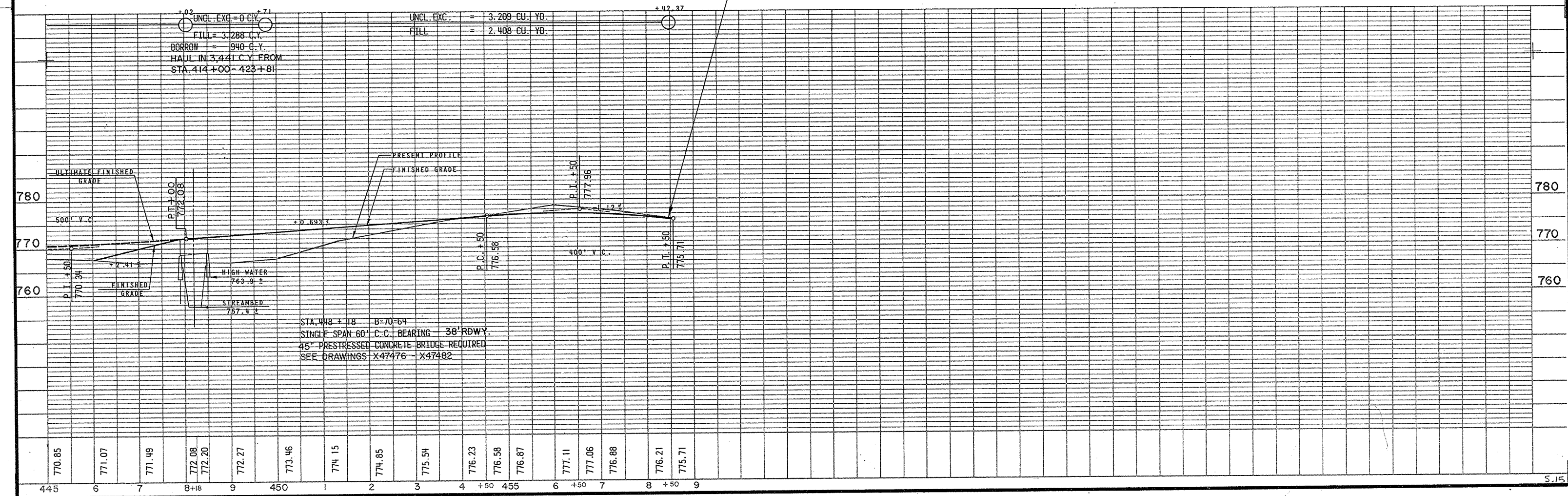
PROJECT I.D. 6460-2-71,72,73	SHEET NUMBER 14	TOTAL SHEETS 91
FEDERAL PROJECT DESIGNATION S 1260(3)		

S1260(5)/6460-2-76 5.15

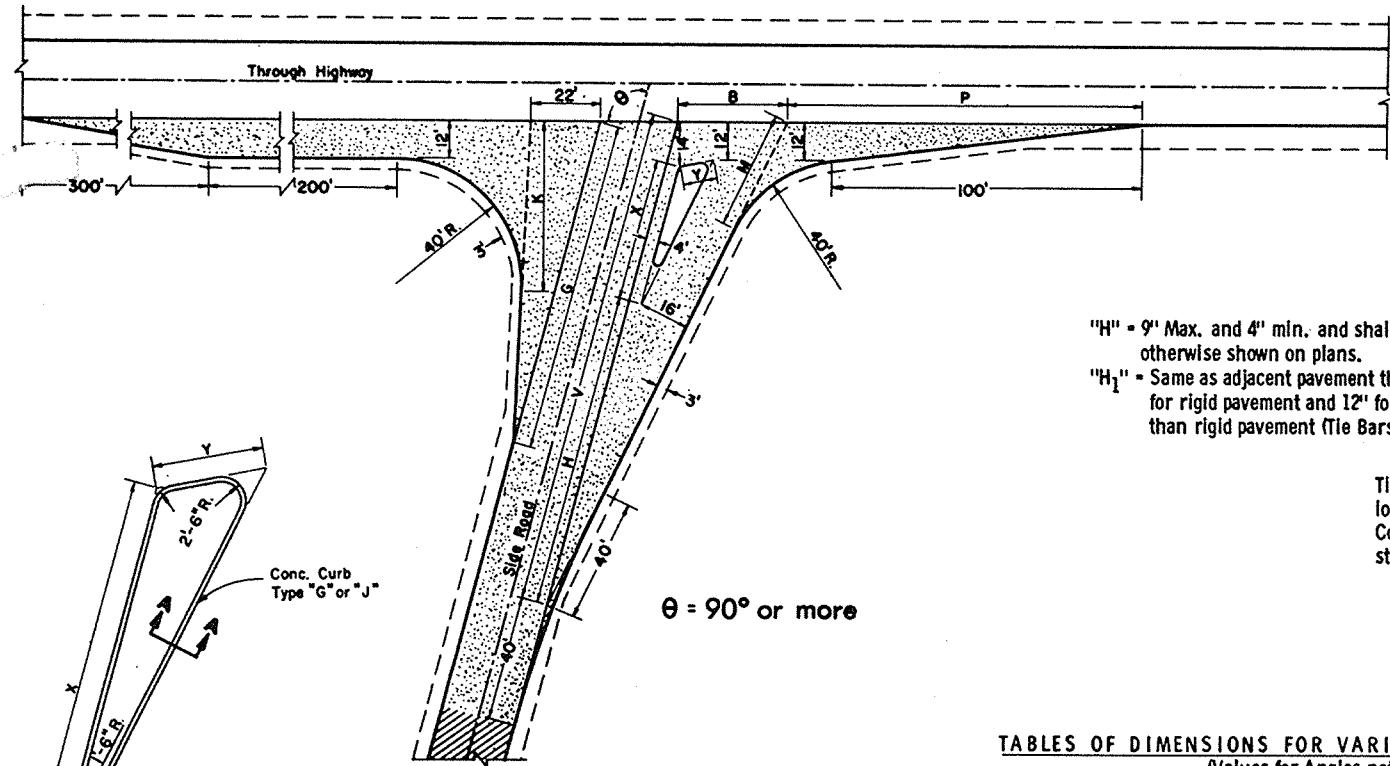


STA. 458 + 42.37 BACK =
STA. 19 + 00 AHEAD
PROJECT I.D. 1121-5-71

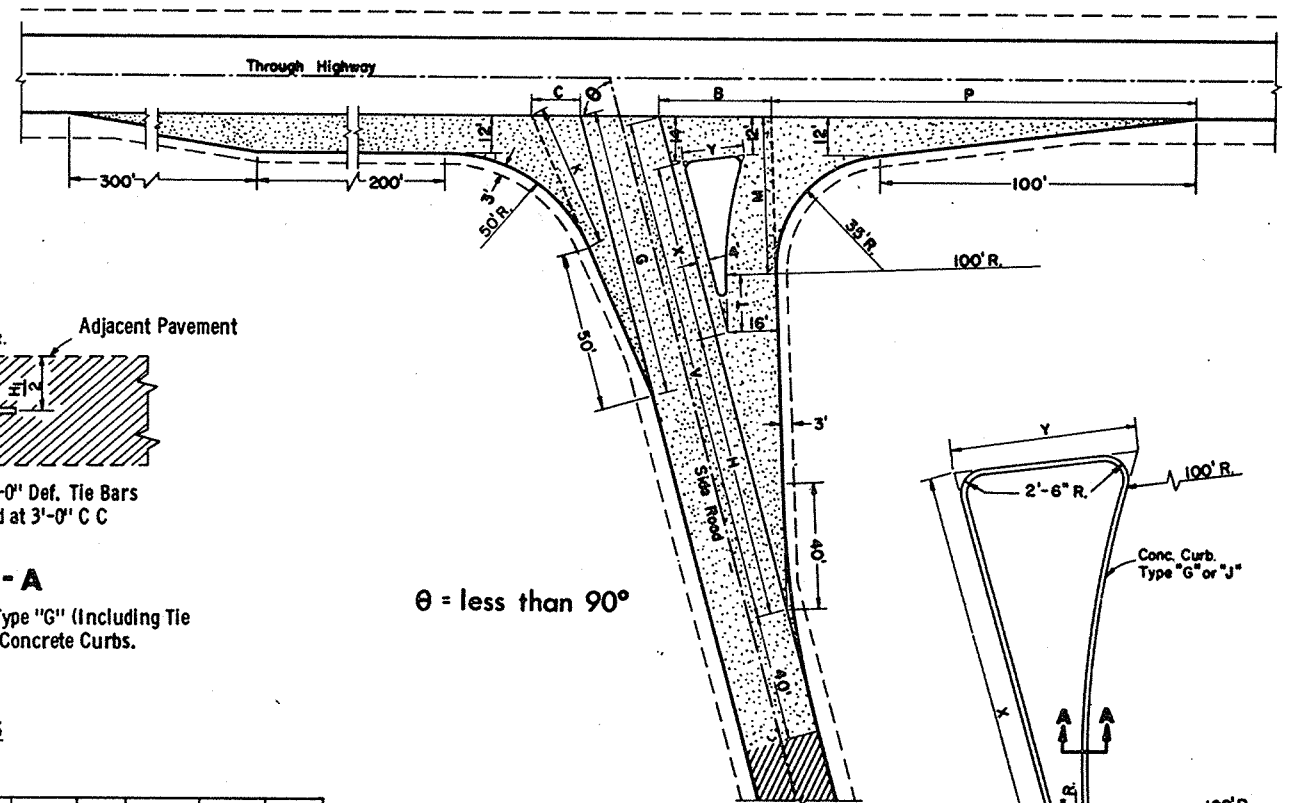
END OF PROJECT S1260(5) / 6460-2-76
END OF PROJECT S1260(3) / 6460-2-71,72,73
STA. 458 + 42.37



STA. 448 + 18 B=70-64
SINGLE SPAN 60' C.C. BEARING 38' RDWY.
45" PRESTRESSED CONCRETE BRIDGE REQUIRED
SEE DRAWINGS X47476 - X47482

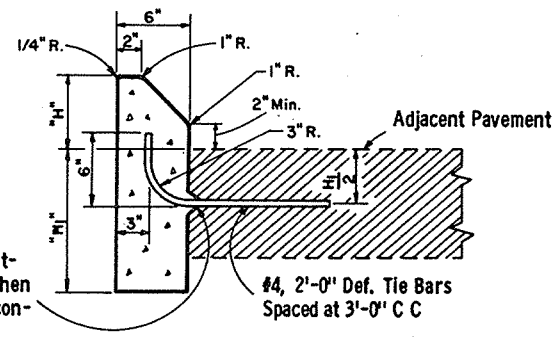


$\theta = 90^\circ$ or more



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

"H" = 9" Max. and 4" min. and shall be 6" unless otherwise shown on plans.
 "H₁" = 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)

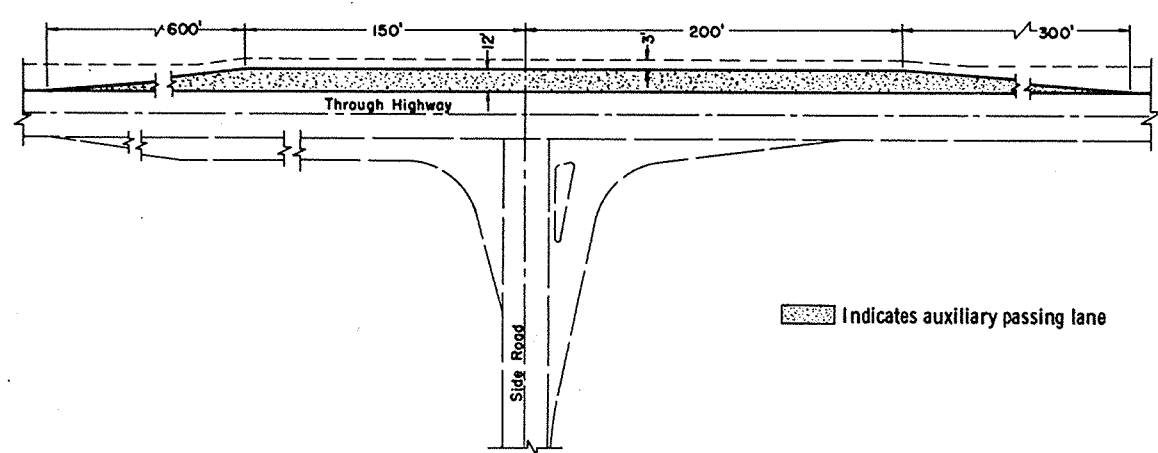
θ	G	K	B	V	H	X	Y	P	M
90	90	43.8	33.9	156.0	94	48.0	11.0	125.0	44.2
95	94	46.7	34.0	156.7	96	47.0	11.0	121.3	41.9
100	98	50.0	34.4	157.4	98	45.9	11.0	117.7	39.7
105	102	53.8	35.2	158.3	100	44.9	11.2	114.2	37.8
110	106	58.2	36.4	159.2	102	43.7	11.4	110.6	36.2
115	110	63.4	38.4	161.8	104	42.6	11.7	107.1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

*Maximum angle of intersection

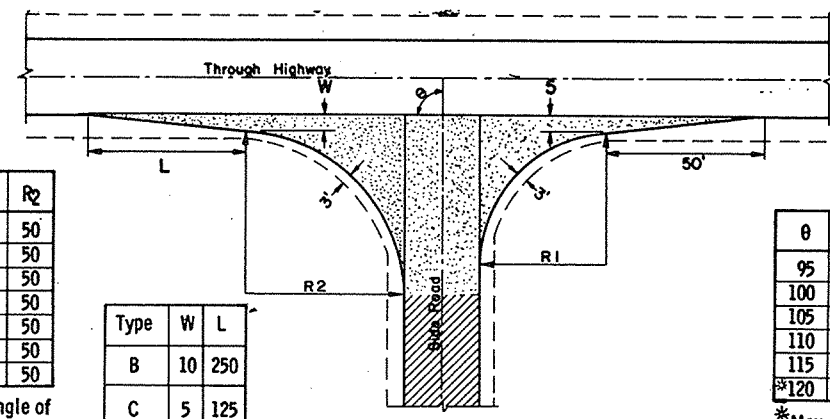
θ	C	G	K	B	V	X	Y	H	P	M	T
*60	19.7	76.3	38.6	41.5	169.9	67.4	29.3	84	144.5	58.8	21.6
65	17.8	82.6	40.6	39.4	166.9	63.6	25.0	86	141.2	54.9	20.7
70	15.8	87.2	43.1	37.4	164.1	59.7	21.9	88	136.8	51.4	19.2
75	15.7	90.9	45.6	35.7	161.4	55.9	19.3	90	132.7	48.2	17.4
80	15.9	94.9	48.3	34.4	158.9	51.9	17.0	92	128.8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



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

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

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. Rydal DESIGN ENGINEER

8/9/67 DATE
 J. J. ... STATE HIGHWAY ENGINEER

S.N.D. 9A1-1