

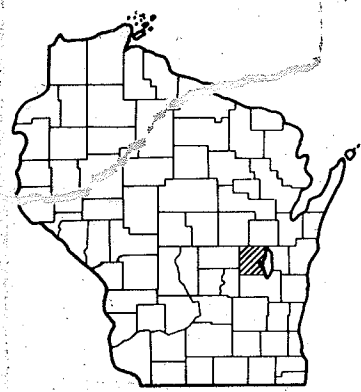
#565

AS BUILT PLAN # 565

Index of Sheets

Sheet No. 1	Title
Sheet No. 2 & 3	Typical Cross Sections
Sheet No. 3	Estimate of Quantities
Sheet No. 3	Miscellaneous Quantities
Sheet No. 4-4.2	Right of Way Plat
Sheet No. 5-5.3	Plan and Profile file STA 10+00 TO STA. 89+29.62
Sheet No. 6-6.7	Standard Details
Sheet No. -	Structure Plans
Sheet No. -	Computer Earthwork Data
Sheet No. 8-8.17	Cross Sections

TOTAL SHEETS = 36



STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

PLAN AND PROFILE OF PROPOSED
SOUTH COUNTY LINE — OSHKOSH ROAD
 C.T.H. "I"
 WINNEBAGO COUNTY

STATE PROJECT NUMBER
4636-4-71

SCALES
 PLAN 1 IN = 100 FT & 30 FT.
 PROFILE HOR 1 IN = 100 FT. & 40 FT. VERT. 1 IN. = 10 FT. & 5 FT.
 CROSS SECTIONS HOR 1 IN = 5' VERT 1 IN = 5'

"AS BUILT" PLAN #565

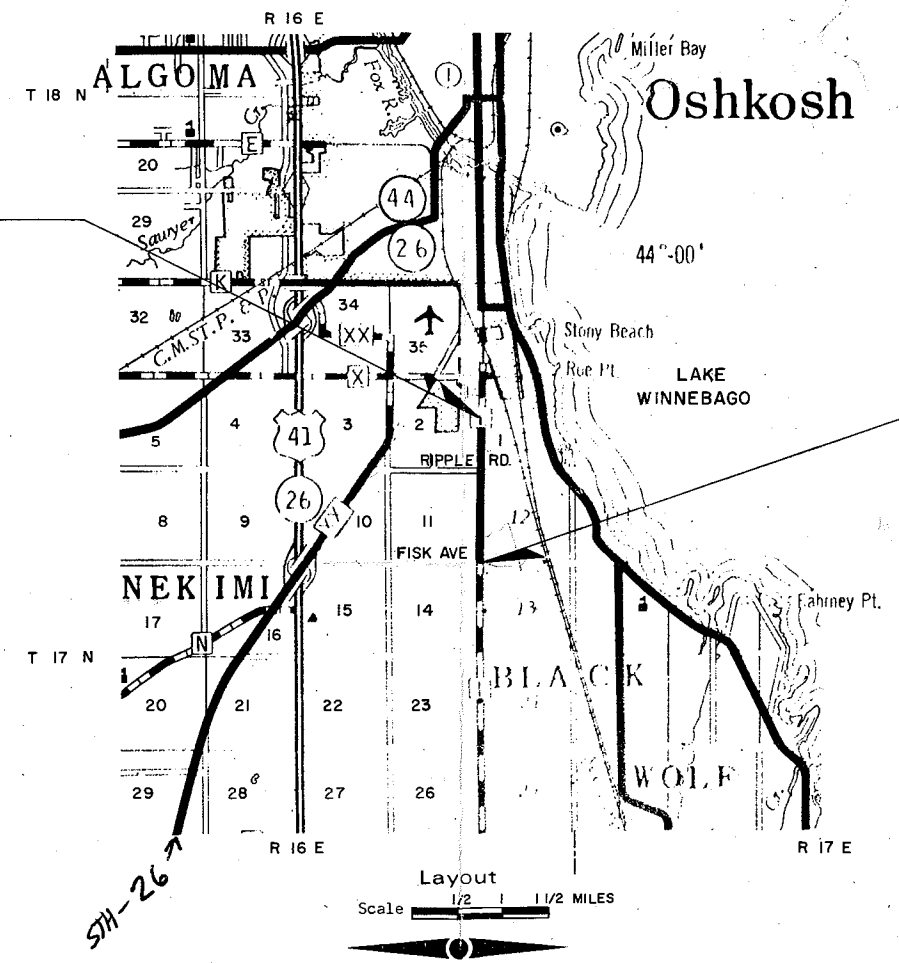
Design Designation

D.T. 1974	= 795
A.D.T. 1994	= 900
D.H.V.	= 126
D.	= 50-50
T.	= 12.2 %
V.	= 55 MPH

13
1 of 2

END PROJECT 4636-4-71
STA 89+24.62
 N = 722,565 ± 200.00 FT.
 E = 2,383,489 ± 200.00 FT.
 LOCATED AT W. 1/4 COR. OF SEC. 1, T 17 N, R 16 E
 SCALED FROM U.S.G.S. 15 MIN SERIES
 ROSENDALE QUADRANGLE

BEGIN PROJECT 4636-4-71
STA 10+00
 N = 714,635 ± 200.00 FT.
 E = 2,383,489 ± 200.00 FT.
 7' N OF S.W. COR. OF SEC. 12, T 17 N, R 16 E
 SCALED FROM U.S.G.S. 15 MIN. SERIES
 ROSENDALE QUADRANGLE



TOTAL NET LENGTH OF CENTER LINE = 1.501 MI. (RURAL)

Conventional Signs

County Line	-----	Culverts in Place	-----
Township or Range Line	-----	Culverts Required	-----
Section Line	-----	Drop Inlet	-----
New Right of Way Line	-----	Power Pole	-----
Present Right of Way Line	-----	Telephone or Telegraph Pole	-----
Wire Fence	-----	Right of Way Markers	-----
Corporate or City Limits	-----	Reference Stake for Hubs Only	-----
Property Line	-----	Marsh	-----
Traveled Way or P.E.	-----	Hedge	-----
Railroads	-----	Trees	-----
Base or Survey Line	-----	Ground Elevation	-----
Caution Symbol (combustible fluids under pressure)	-----	Grade Elevation	-----

APPROVED FOR
 WINNEBAGO COUNTY
 April 30-75 Robert Graf (Act. Sec.)
 COUNTY HIGHWAY COMMISSIONER

PLANS PREPARED BY
 OWEN AYRES & ASSOCIATES
 CONSULTING ENGINEERS
 EAU CLAIRE, WISCONSIN

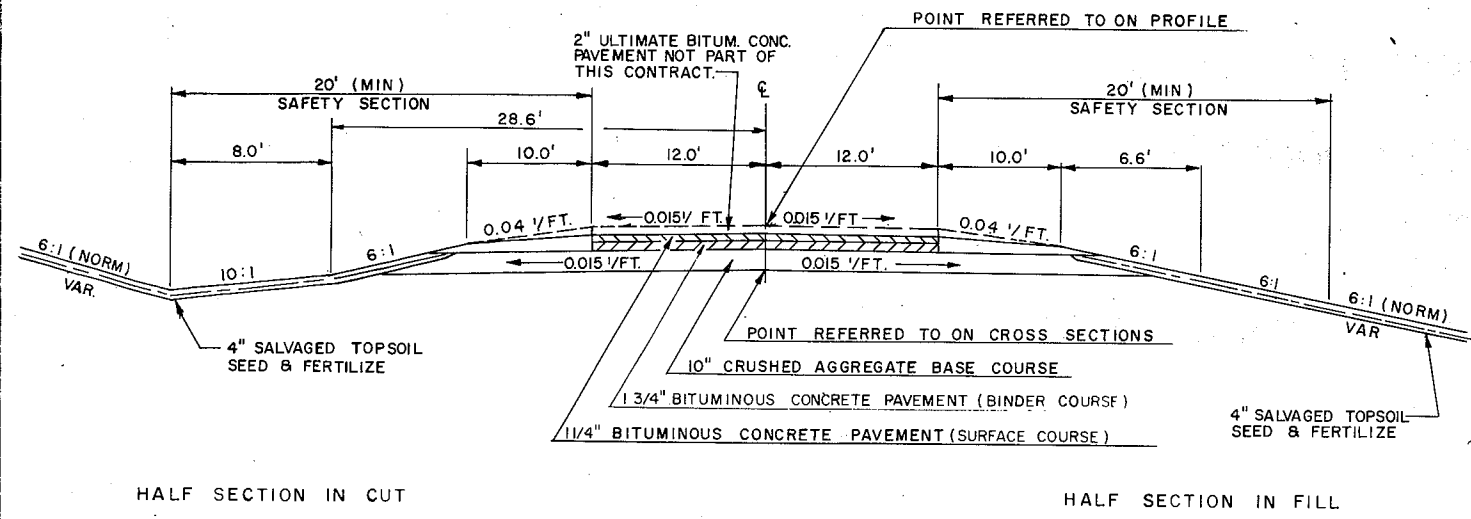
STATE OF WISCONSIN
 DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS

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

Correct:
 Date 5/9/75 C.D. Ryan District Engineer
 Recommended for Approval
 Date 7/8/75 J.C. Herried Chief of Facilities Development
 Approved
 Date 7-8-75 H.P. Juller State Highway Engineer

U.S. DEPARTMENT OF TRANSPORTATION
 FEDERAL HIGHWAY ADMINISTRATION
 REGION 5 - WISCONSIN DIVISION

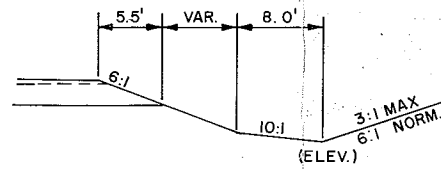
Approved:
 Date: Division Engineer



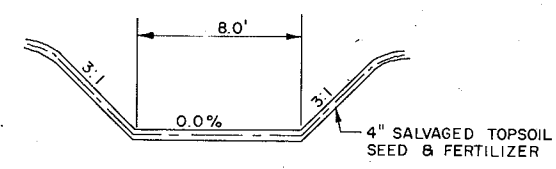
HALF SECTION IN CUT

HALF SECTION IN FILL

TYPICAL RURAL SECTION C.T.H. "1"
STA. 10+00 TO STA. 46+20
STA. 54+50 TO STA. 89+00

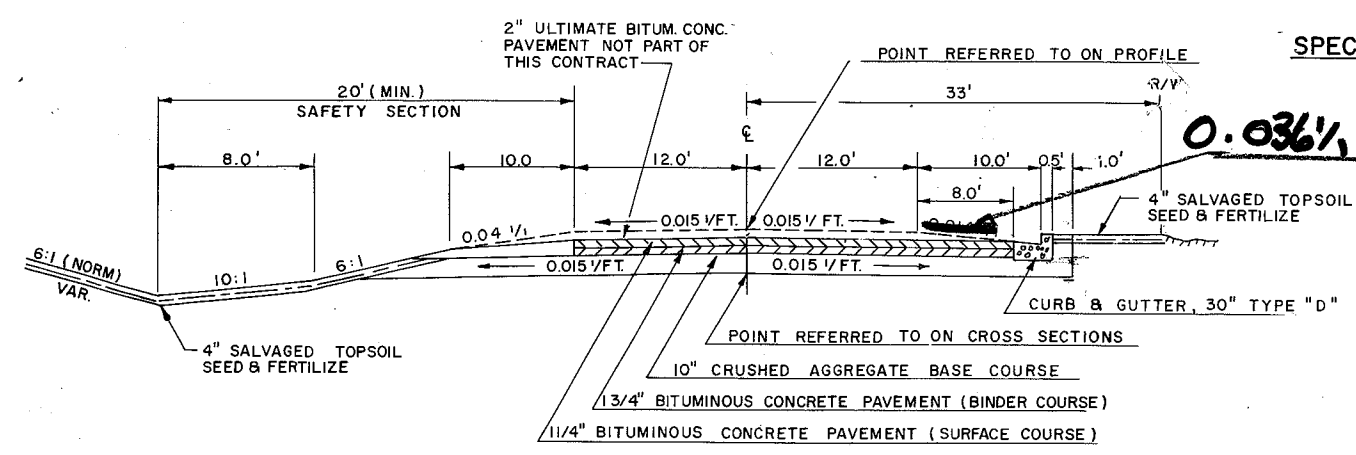


SPECIAL DITCH SECTION

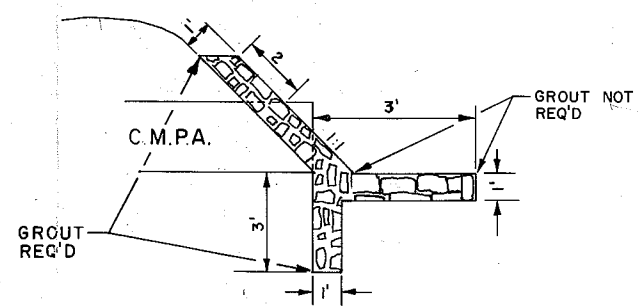


TYPICAL DRAINAGE DITCH SECTION

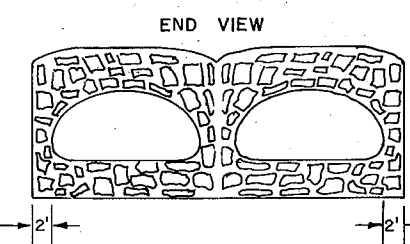
0.036% (SEE PROJ DIARY PAGE 63)



MODIFIED RURAL SECTION C.T.H. "1"
STA. 46+20 TO STA. 54+50

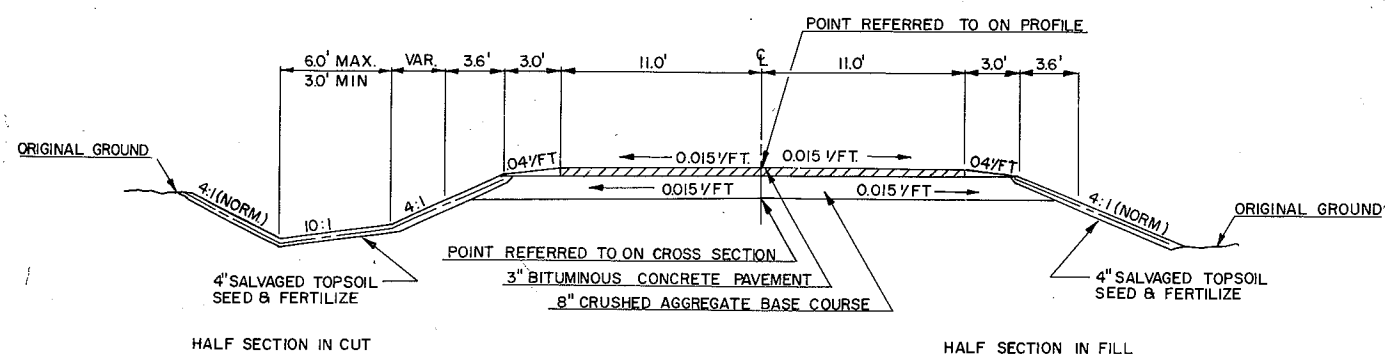


GROUPED RIPRAP HEADWALL DETAIL FOR TWIN C.M.P.A. INSTALLATIONS



END VIEW

DRAINAGE DITCH EXCAVATION PAID FOR AS UNCLASSIFIED EXCAVATION. ALL DISTANCES ARE GROUND DISTANCES. ALL BEARINGS ARE TRUE BEARINGS. LANDMARK REFERENCE MONUMENTS SHALL BE TYPE A AS SHOWN IN STANDARD DETAIL DRAWING.



HALF SECTION IN CUT

HALF SECTION IN FILL

TYPICAL SECTION RIPPLE ROAD

STANDARD ABBREVIATIONS

- C.L. CENTERLINE
- CL. CLASS
- CONST. CONSTRUCTION
- C.M.P.A. CORRUGATED METAL PIPE ARCH
- C.M.P. CORRUGATED METAL PIPE
- C.P. CULVERT PIPE
- Δ DELTA OR CENTRAL ANGLE
- DISCH. DISCHARGE ELEVATION
- F.E. FIELD ENTRANCE
- G GAS
- INL. INLET ELEVATION
- P.L. PROPERTY LINE
- P.E. PRIVATE ENTRANCE
- REQ'D. REQUIRED
- P.P. POWER POLE
- S.S.D. STOPPING SIGHT DISTANCE
- STA. STATION
- T TELEPHONE
- V.C. VERTICAL CURVE
- P. IRON PIPE (o)
- M.H. MANHOLE (o)

UTILITIES

- WISCONSIN TELEPHONE CO
- MR. AL TENNESSEN
- 70 E DIVISION ST
- FOND DU LAC, WISCONSIN
- WISCONSIN PUBLIC SERVICE CORP
- MR. R C BUTTKE 414-432-3311
- PO BOX 1200
- GREEN BAY, WISCONSIN 54305

STANDARD DETAIL DRAWINGS

S.D.D. NO.	S.D.D.
8D1-2	CONCRETE CURB, GUTTER COMBINATION CURB AND GUTTER
8E2-1	RIPRAP AT SIDE ROAD CULVERTS AND RIPRAP OR SOD AT PRIVATE ENTRANCE CULVERTS
8F1-5	APRON ENDWALLS FOR CULVERT PIPE AND PIPE ARCH
9A1-2	LAYOUT DETAILS FOR AT-GRADE SIDE ROAD INTERSECTIONS
14B2-3A & B	CLASS "A" STEEL PLATE BEAM GUARD AND STEEL PLATE BEAM MEDIAN GUARD
15C1-3	CONSTRUCTION BARRICADE
16A1-2	LANDMARK REFERENCE MONUMENTS

ESTIMATE OF QUANTITIES

CONTRACT NO. 1 - 4636-4-71
GRADING, BASE COURSE &
SURFACE (BITUM. CONC. PAV'T)

STATE PROJECT NUMBER	SHEET NO.
4636-4-71	3

R 1 - 7/28/75

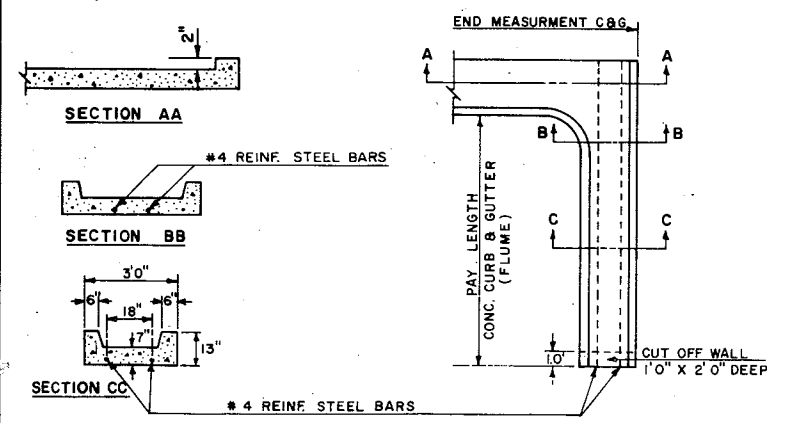
CONTRACT NO.	STATION TO STATION	NET LENGTH OF CENTER LINE	CLEARING	GRUBBING	REMOVING OLD CULVERT, STA. 10+70	REMOVING OLD CULVERT, STA. 62+50	UNCLAS-SIFIED EXCAVATION	GRANULAR BACKFILL	FINISHING ROADWAY	CRUSHED AGGREGATE BASE COURSE	BITUMINOUS CONCRETE PAVEMENT	BITUMINOUS MATERIAL FOR SURFACE COURSE	CULVERT PIPE CLASS III		APRON ENDWALLS FOR CULVERT PIPE		CORRUGATED METAL PIPE ARCH		CONCRETE CURB & GUTTER, 30" TYPE "D"	GROUTED RIPRAP	ANCHORAGES FOR STEEL PLATE BEAM GUARD
													18"	24"	18"	24"	42" X 29"	64" X 43"			
													52003	52005	52061	52063	52140	52143			
UNIT.	LIN. FT.	STA.	STA.	L.S.	L.S.	C.Y.	C.Y.	L.S.	TON	TON	TON	L.F.	L.F.	EA.	EA.	L.F.	L.F.	L.F.	C.Y.	EA.	
I	10+00 TO 64+00	5,400.00	24	24	I	I	16,720	289	.7	19,430	3,097	186	308	200	22	8		148	855	11	4
	NON PARTICIPATING 64+00 TO 89+24.62	2,524.62	23	23			9,650	99	.3	8,445	1,178	71	252	74	18	2		156		4	
I	TOTALS	7,924.62	47	47	I	I	26,370	388	1	27,875	4,275	257	560	274	40	10		156	148	15	4

CONTRACT NO.	STEEL PLATE BEAM GUARD, CLASS "A"	LANDMARK REFERENCE MONUMENT	SALVAGED TOPSOIL	MULCHING	FERTILIZER	SEEDING	SODDING	FIELD OFFICE, TYPE A	CORRUGATED METAL PIPE ARCH 83" X 57"
	61408	62101	62505	62702	62901	63002	63101	64201	90001
	L.F.	EA.	S.Y.	S.Y.	CWT.	LB.	S.Y.	L.S.	L.F.
I	382	8	34,390	34,090	22	460	300	I	152
		4	11,410	11,310	7	155	100		
I	382	12	45,800	45,400	29	615	400	I	152

DETAIL SUMMARY SHEET OF MISCELLANEOUS QUANTITIES

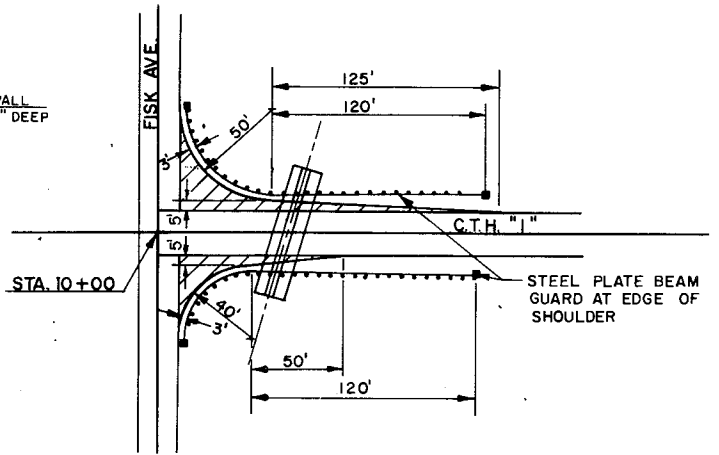
CLEARING & GRUBBING				CRUSHED AGGREGATE BASE COURSE CALCULATIONS BASED ON 30ST/STA FOR BASE AND 18.5T/STA FOR SHOULDERS				CULVERT PIPE					
STATION TO STATION	CLEAR	GRUB		STATION TO STATION	BASE TON	SHOULDERS TON		STATION	LOCATION	SIZE	LENGTH FEET	APRONS CLASS	SODDING S.Y.
11+00 - 12+00	1	1		10+00 - 46+20	11.050	670		13+09	PE - 39.5' LT.	18'	28	III	2
24+00 - 27+00	3	3		46+20 - 54+50	2,510	75		14+58	PE - 39' LT.	18'	28	"	2
29+00 - 35+00	6	6		54+50 - 89+24	10,600	650		15+52	PE - 38' LT.	18'	28	"	2
36+00 - 44+00	8	8		INTERSECTIONS				16+58	PE - 38' LT.	18'	28	"	2
48+00 - 50+00	2	2		STATION 10+00	180			18+00	G	24	94	"	2
55+00 - 56+00	1	1		STATION 62+77	360			24+60	FE - 53.5' RT.	24	28	"	2
61+00 - 67+00	7	4		RIPPLE ROAD	730	50		30+17	FE - 50' LT.	24	28	"	2
67+00 - 89+00	25	25		PE'S & FE'S @ 25T/EA	1,000			36+45	PE - 35' LT.	24	50	"	2
TOTAL	52	57		TOTAL	26,430	1,445		36+75	PE - 52' RT.	18'	28	"	2
50+00 - 51+00	1	1						42+22	PE - 42.5' LT.	18'	28	"	2
13+00 - 16+00	3	3						42+77	FE - 46' RT.	18'	28	"	2
22+00 - 23+00	1	1						43+10	FE - 42' LT.	18'	28	"	2
45+00 - 46+00	1	1						48+00	PE - 37' LT.	18'	28	"	2
44+00 - 45+00	1	1						61+60	FE - 36' LT.	18'	28	"	2
TOTAL	52	57						61+60	G	64" X 43" C.M.P.A.	2 @ 74'	"	20

YARDAGE SUMMARY STA. 10+00 TO STA. 89+25	
UNCL.	26,370 C.Y.
FILL	16,272 C.Y.
FILL EXP 30%	21,153 C.Y.
WASTE	5,217 C.Y.

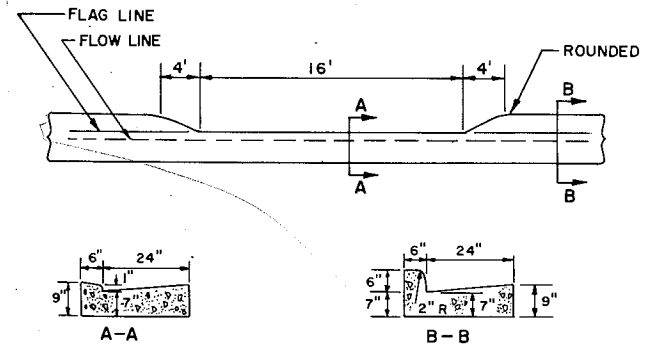


NOTE: EXACT FLUME LENGTH WILL BE DETERMINED AT THE TIME OF CONSTRUCTION TO FIT FIELD CONDITIONS. THIS FLUME SHALL BE MEASURED AND PAID FOR AS 30" CURB & GUTTER AS DETAILED ABOVE.

CONCRETE FLUME
STA. 54 + 50 RT.



INTERSECTION DETAIL STA. 10+00



TYPICAL CURB & GUTTER SECTION FOR P.E.'S

57+95

4070 (BY OWNER) FELT 18" 20" BY OWNER

LANDMARK REFERENCE MONUMENTS				GROUTED RIPRAP	
STATION	LOCATION	QUANT.	STATION	C.Y.	
36+32.03	G	4	10+70	6	
62+77.44 P.I.	5.0' RT.	4	61+60	5	
89+24.62	G	13	88+20	4	

EXACT LOCATION TO BE SET BY ENGINEER

2

STANDARD ABBREVIATIONS

ABANDON	ABND.	MAILING ADDRESS	#0000
ABSTRACT	ABS.	MANHOLE	M.H.
ACCESS POINT	A.P.	MANUFACTURING	MFG.
ACRES	AC.	MAXIMUM	MAX.
ADDITION	ADD.	MEASURED	(M)
AGRICULTURAL	AGRI.	MILE	M.
AHEAD	AH.	MILK ROOM	M.R.
AND OTHERS	ET. AL.	MINIMUM	MIN.
AND WIFE	ET. UX.	MONUMENTS	MON.
APARTMENT	APT.	MOTEL	MO.
ASSUMED	(A)	MUNICIPAL	MCPL.
AUXILIARY REFERENCE LINE	AR.	NORTHEAST	NE
AVENUE	AVE.	NORTHWEST	NW
BACK	BK.	NUMBER	NO.
BARN	B.	OUTLOT	O.L.
BASE LINE	B.	PARALLEL	PLL
BEARING LONG CHORD	B.L.C.	PAVEMENT	PAV'T.
BITUMINOUS	BIT.	PERMANENT	PERM.
BLOCK	BLK.	POINT OF CURVATURE	P.C.
BOULEVARD	BLVD.	POINT OF INTERSECTION	P.I.
BRICK	BRK.	POINT OF TANGENCY	P.T.
BUILDINGS	BLDGS.	POINT OF COMPOUND CURVE	P.C.C.
CATCH BASIN	C.B.	POINT OF REVERSE CURVE	P.R.C.
CEMETERY	CEM.	POINT ON CURVE	P.O.C.
CENTERLINE	CL.	PRIVATE DRIVE	P.D.
CENTRAL ANGLE	CA	PROJECT	PROJ.
CHANNEL	CH.	PROPERTY LINE	PL.
CHANNEL CHANGE	CH.CH.	QUIT CLAIM DEED	Q.C.D.
CHICKEN HOUSE	C.H.	RADIUS	R
COMMERCIAL COMPANY	COMM. COM.	RAILROAD	RR.
COMPUTED	(C)	RAILWAY	RY.
CONCRETE	CONC.	REFERENCE LINE	R
CONSTRUCTION	CONST.	RELOCATED	REL.
CORN CRIB	C.C.	REQUIRED	REQ'D.
CORNER	COR.	RESIDENTIAL	RES.
CORPORATION	CORP.	RESTAURANT	REST.
CORRUGATED	CORR.	RIGHT	RT.
COUNTY	CO.	RIGHT OF WAY	R/W
COUNTY TRUNK HIGHWAY	C.T.H.	ROAD	RD.
CREEK	CR.	ROADWAY	RDWY.
CULVERT	CULV.	SANITARY	SAN.
DEED	(D)	SCALED	(S)
DEGREE OF CURVE	D	SCHOOL	SCH.
DISPOSAL	DISP.	SECTION	SEC.
DISTRICT	DIST.	SERVICE STATION	S.S.
DRIVE	DR.	SEPTIC TANK	SEP.
DRIVEWAY	DWY.	SIDE WALK	SWK.
ESTATE	EST.	SHED	S.
EXISTING	EX.	SOUTHEAST	SE
EXTERNAL DISTANCE	E	SOUTHWEST	SW
FACTORY	FACT.	SPECIAL CROSSING	S.C.
FEDERAL AID PROJECT	F.A.P.	SPECIAL DRIVE	S.D.
FIELD ENTRANCE	FE.	SQUARE	SQ.
FIRE HYDRANT	F.H.	STANDARD	STD.
FOOT (FEET)	FT.	STATE TRUNK HIGHWAY	S.T.H.
FOUNDATION	FDN.	STATION	STA.
FRAME	FR.	STORY	STY.
GARAGE	G	STREET	ST.
GOVERNMENT	GOV'T.	SUBDIVISION	SUBD.
GREEN HOUSE	G.H.	SURVEY	(S)
HIGHWAY	HWY.	TANGENT	TAN.
HOTEL	HO.	TANGENT LENGTH OF CURVE	T
HOUSE	H.	TAPER	TAP.
HOUSE TRAILER	H.T.	TAVERN	TAV.
INCHES	IN	TEMPORARY	TEMP.
INCORPORATED	INC.	TRANSIT LINE	T
INCLUSIVE	INCL.	TRANSMISSION TOWER	T.T.
INTERSECTION ANGLE	I	UNITED STATES COAST & GEODETIC SURVEY	U.S.C.&G.S.
INTERSTATE HIGHWAY	I.H.	UNITED STATES GEOLOGICAL SURVEY	U.S.G.S.
IRON PIN	I.P.	UNITED STATE HIGHWAY	U.S. HIGHWAY
ISLAND	IS.	VENDEE	VDE.
LEFT	LT.	VENDOR	VDR.
LENGTH OF CURVE	L	VITRIFIED	VIT.
LESSEE	LSE.	WAREHOUSE	WH.
LESSOR	LSR.	WATERTOWER	WT.
LIMITED HIGHWAY EASEMENT	L.H.E.	WELL	W.
MACHINERY SHED	M.S.	WINDMILL	WM.
MAGNETIC	MAG.	WOOD	WD.

SCHEDULE OF LANDS AND INTERESTS REQUIRED

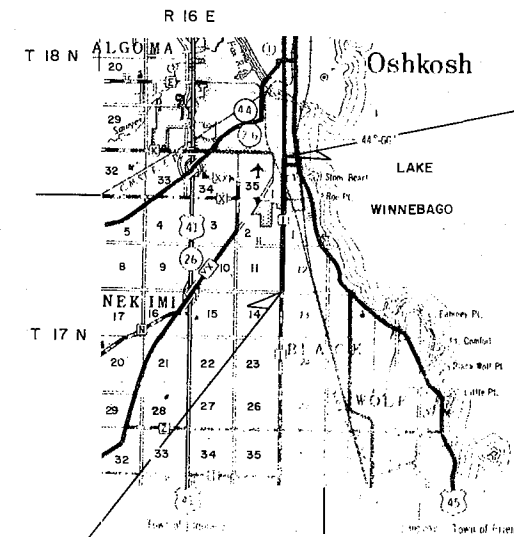
PARCEL NO	SHEET NO.	OWNER	INTEREST REQUIRED	ACRES	OPERATIONS PROJECT ID.
1	2	MILTON ABITZ	FEE	1.48	
	2	MILTON ABITZ	L.H.E. - TEMP.	0.17	
2	2	LARRY J. WEISJOHN	FEE	0.06	
3	2	RICHARD MARTIN	FEE	0.06	
4	2	LOIS NASLUND	FEE	0.04	
5	2	THOMAS M. WOHLT	FEE	0.04	
6	2	CLARENCE KITZMAN	FEE	1.24	
7	2	CLARENCE SCHNELL	FEE	0.82	
8	2	WIS. TELE. CO. & W. BRENNAND	L.H.E. - TEMP.	0.003	
9	2	WILLIAM F. BRENNAND	FEE	0.36	
10	2	BONNIE DERBER	FEE	0.38	
11	2	GEORGE BRENNAND	FEE	0.82	
	2	GEORGE BRENNAND	L.H.E. - TEMP.	0.36	
12	2	RICHARD D. HITZ	FEE	0.08	
13	2	DANIEL E. HITZ	FEE	0.21	
14	2	RAYMOND E. HITZ	FEE	0.06	
15	2	PHILLIP W. HITZ	FEE	0.07	
16	2	NADINE L. HITZ	FEE	0.05	
17	2	GEORGE W. HITZ	FEE	0.05	
18	2	BENJAMIN E. NELSON	FEE	0.53	
19	3	ROBERT BROWN	FEE	0.12	
20	3	GLEN A. DERBER	FEE	0.10	
21	3	GORDON RADDATZ	FEE	0.65	
22	3	GORDON W. & ELSIE C. RADDATZ	FEE	0.07	
23	3	JAMES E. ZELLNER	FEE	0.05	
24	3	THOMAS R. ZELLNER	FEE	0.05	
25	3	GORDON W. RADDATZ	FEE	0.267	
26	3	CITY OF OSHKOSH	FEE	0.17	
27	3	MERLE E. DERBER	FEE	0.07	
	3	MERLE E. DERBER	L.H.E. - PERM.	0.09	
28	3	JAMES E. BOUGHTON	FEE	0.04	
29	3	MELVIN J. BERHOLTZ	FEE	0.22	
30	3	KEITH W. BERHOLTZ	FEE	0.04	
31	3	RICHARD I. ACHTERBERG & DIANE D. OSWALD	FEE	0.06	
32	3	FIRST WISCONSIN NATIONAL BANK OF OSHKOSH, WISCONSIN, TRUSTEE	FEE	0.56	
		FIRST WISCONSIN NATIONAL BANK OF OSHKOSH, WISCONSIN, TRUSTEE	L.H.E. - PERM.	0.14	
33	3	MILDRED E. PETRICK	FEE	0.07	
34	2 & 3	WISCONSIN PUBLIC SERVICE CORP.	RELEASE OF RIGHTS		
35	3	GORDON RADDATZ	L.H.E. - PERM.	0.62	
36	4	LESTER & WILLIAM POLZIN	FEE	0.009	
37	3	ARVID GREEN	FEE	0.063	

STATE OF WISCONSIN
WINNEBAGO COUNTY HIGHWAY DEPARTMENT
PLAT OF RIGHT OF WAY REQUIRED FOR
C.T.H. "1"
SOUTH COUNTY LINE - OSHKOSH RD.

BEGIN RELOCATION ORDER
STA. 10+00

CONVENTIONAL SIGNS

STATE LINE	-----	TRAVELED WAY (shown only in area of frontage roads, interchanges or dual lanes)	-----
COUNTY LINE	-----	CEMETERY	Cem.
TOWNSHIP AND RANGE LINE	-----	FOUNDATION	Fdn.
SECTION LINE	-----	GAS PUMP ISLAND	Gas Pump
QUARTER LINE	-----	BUILDING	type
SIXTEENTH LINE	-----	IRON PIN	I.P.
NEW CENTER LINE	o o o	POWER POLE	*
NEW R/W LINE	-----	TELEPHONE POLE	+
OLD R/W LINE	-----	RAIL LINE	---
PROPERTY LINE	PL +000	TRANSMISSION TOWER AND LINE	X
CORPORATE LIMITS	(Name)	UNDERGROUND CABLE MARKER	-o-
SLOPE INTERCEPTS	Slope intercepts	WELL	W
LOT, TIE AND OTHER MINOR DASHED LINES	-----	STONE MONUMENT	□
UNDERGROUND FACILITY (POWER, TELEPHONE, TELEGRAPH, GAS, ETC.)	(Name or Type)	SEPTIC TANK	o
NO ACCESS		WINDMILL	x
LIMITED HIGHWAY EASEMENT	-----	CATTLE PASS	---
HIGHWAY HIGHWAY SEPARATION		RELOCATED STREAM OR RIVER	~
HIGHWAY OVERPASS			
RAIL LINE OVERPASS			
ALL OTHER BRIDGES			
STREAM OR RIVER	~~~~~		
LAKE	AKF		



TOTAL NET LENGTH OF CENTERLINE - 2.803 MILES

REVISION DATE	PROJECT I.D.	SHEET NUMBER	TOTAL SHEETS
	FEDERAL PROJECT DESIGNATION	1	4
PLAT OF RIGHT OF WAY REQUIRED WINNEBAGO COUNTY "1"			
0 50 SCALE 100 200 FT.			
DATE 10-28-74			
CONSTR. PROJECT 4036-4-71			

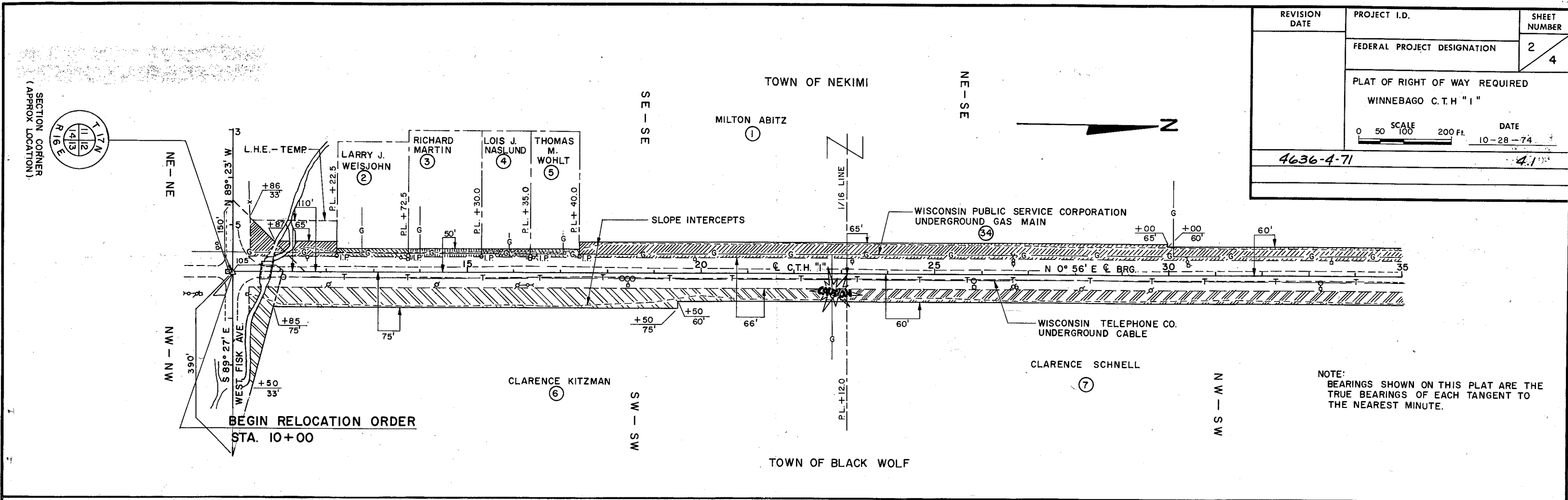
END RELOCATION ORDER
STA. 158+00

APPROVED FOR

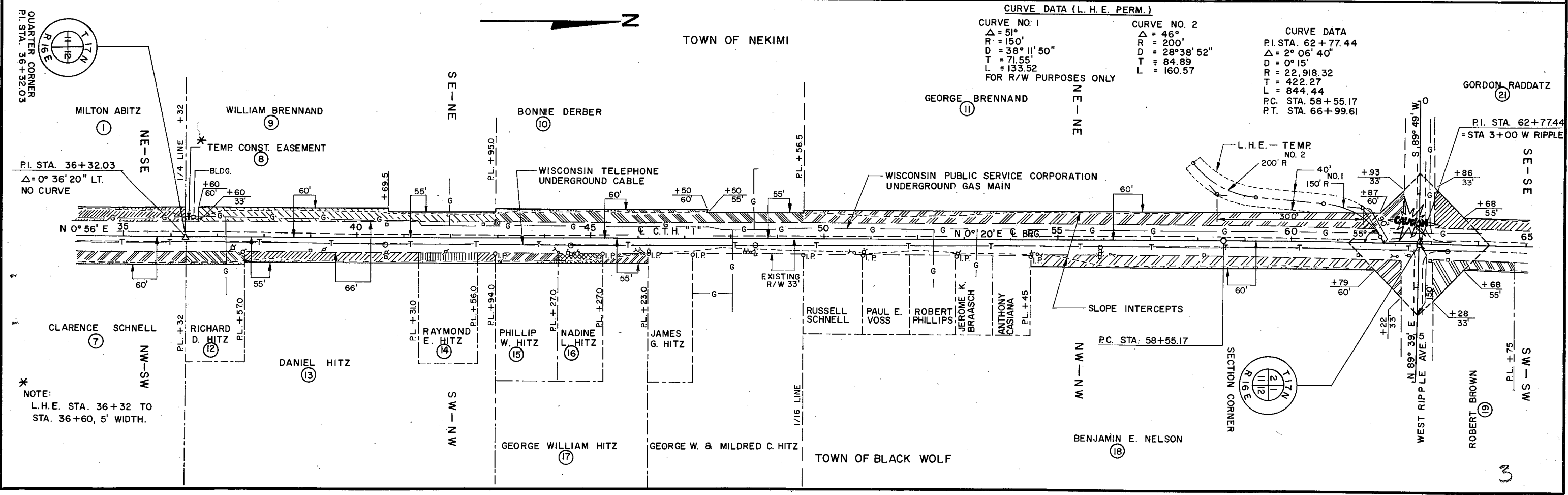
DATE _____ COUNTY HIGHWAY COMMISSIONER

ORIGINAL PLAT PREPARED BY
OWEN AYRES & ASSOCIATES
CONSULTING ENGINEERS
EAU CLAIRE, WISCONSIN
DATE 10/25/74

REVISION DATE	PROJECT I.D.	SHEET NUMBER
	FEDERAL PROJECT DESIGNATION	2
	PLAT OF RIGHT OF WAY REQUIRED	4
	WINNEBAGO C.T.H. "I"	
	SCALE 0 50 100 200 Ft.	DATE 10-28-74
4636-4-71		4



NOTE:
BEARINGS SHOWN ON THIS PLAT ARE THE TRUE BEARINGS OF EACH TANGENT TO THE NEAREST MINUTE.

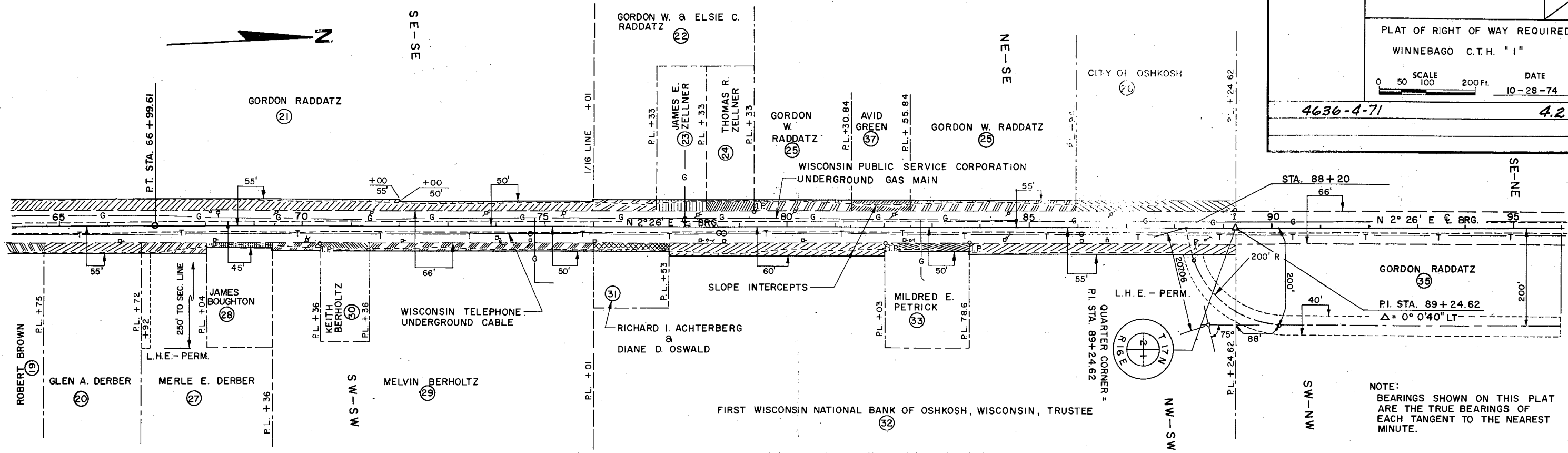


CURVE DATA (L.H.E. PERM.)

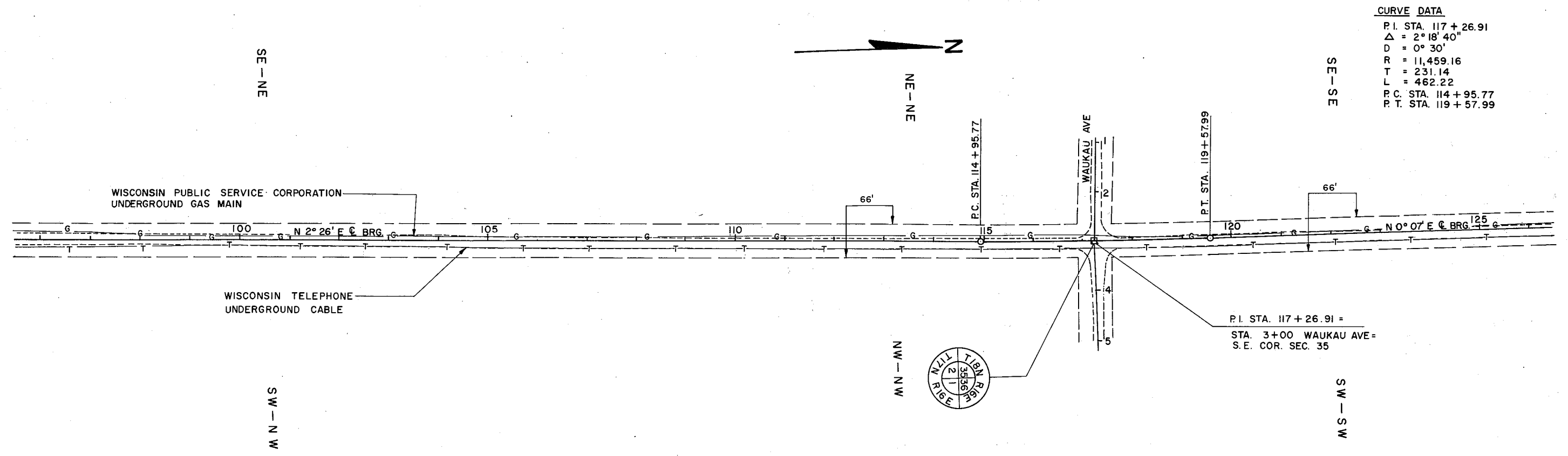
CURVE NO. 1	CURVE NO. 2	CURVE DATA
$\Delta = 51^\circ$	$\Delta = 46^\circ$	P.I. STA. 62+77.44
$R = 150'$	$R = 200'$	$\Delta = 2^\circ 06' 40''$
$D = 38^\circ 11' 50''$	$D = 28^\circ 38' 52''$	$D = 0^\circ 15'$
$T = 71.55'$	$T = 84.89'$	$R = 22,918.32$
$L = 133.52'$	$L = 160.57'$	$T = 422.27'$
FOR R/W PURPOSES ONLY		$L = 844.44'$
		P.C. STA. 58+55.17
		P.T. STA. 66+99.61

* NOTE:
L.H.E. STA. 36+32 TO STA. 36+60, 5' WIDTH.

REVISION DATE	PROJECT I.D.	SHEET NUMBER
	FEDERAL PROJECT DESIGNATION	3 / 4
PLAT OF RIGHT OF WAY REQUIRED		
WINNEBAGO C.T.H. "I"		
0 50 100 200 Ft.	DATE	
4636-4-71	10-28-74	4.2



NOTE:
BEARINGS SHOWN ON THIS PLAT
ARE THE TRUE BEARINGS OF
EACH TANGENT TO THE NEAREST
MINUTE.



CURVE DATA

P.I. STA.	117 + 26.91
Δ	2° 18' 40"
D	0° 30'
R	11,459.16
T	231.14
L	462.22
P.C. STA.	114 + 95.77
P.T. STA.	119 + 57.99

P.I. STA. 117 + 26.91 =
STA. 3+00 WAUKAU AVE =
S.E. COR. SEC. 35

R 1 - 7/28/75

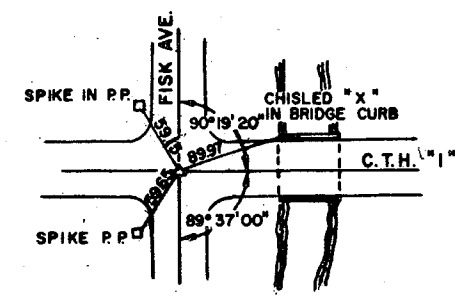
CONSTRUCT DRAINAGE DITCH
OBLITERATE OLD DITCH

P.I. STA 10+00 =
STA. 6+00 FISK AVE.

**PINE TREES TO
REMAIN**



STA. 10+00 RT & LT.
SEE INTERSECTION
DETAIL



P.I. STA. 10+00

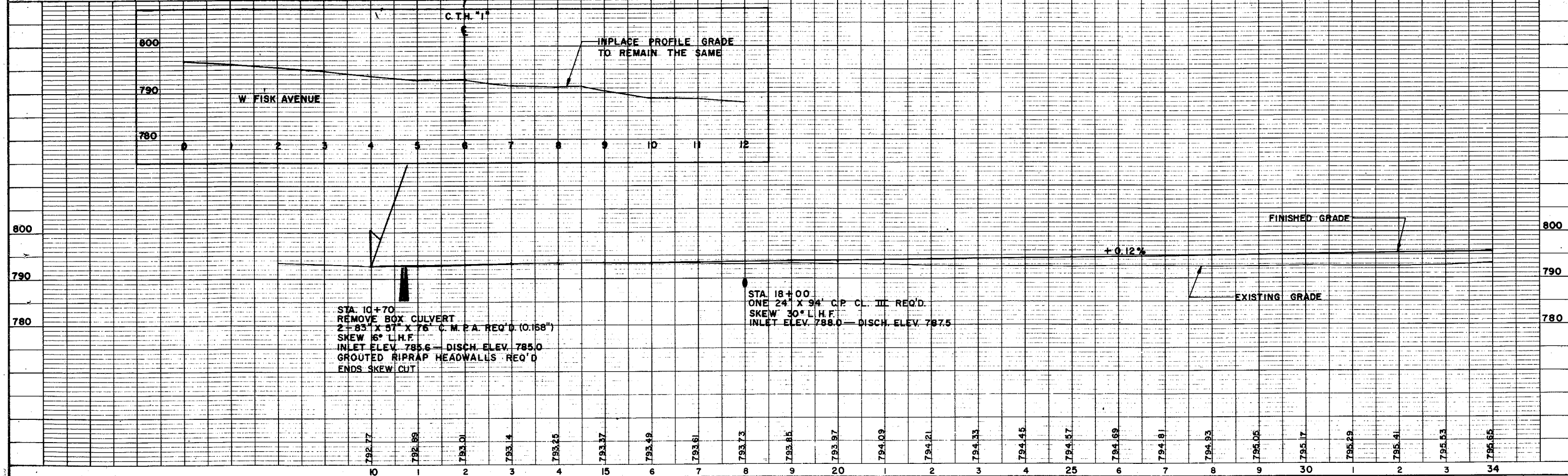
BEGIN PROJECT NO. 4636-4-71
STA. 10+00

ENGINEERS NOTE:
EXISTING LOT AND BLOCK CORNERS WITHIN
THE EXISTING RIGHT OF WAY AND SHOWN
ON PLANS, HAVE BEEN REESTABLISHED OR
REFERENCED OUT AT THE NEW RIGHT OF WAY
LINES, AND DOCUMENTED WITH THE COUNTY
SURVEYOR. ANY OTHER CORNERS ENCOUNTERED
DURING CONSTRUCTION SHALL BE REFERENCED
IN ACCORDANCE WITH WISCONSIN STATUTES,
59.635 & 60.37.

ORIGIN OF BENCH MARKS TAKEN FROM U.S.G.S.
B.M. NO. 36 D.S. 1930, ELEV. 749.546 ON R.R.
BRIDGE 2ND TIER N.E. CORNER

BENCH MARKS				
NO.	STA.	DESCRIPTION		ELEV.
I	8+49	N.W. COR. W. ABUT.	16' LT.	799.89

NET LENGTH OF C = 2,400'



STA. 10+70
REMOVE BOX CULVERT
2-83' X 31' X 76" C.M.P.A. REQ'D. (0.158")
SKEW 16° L.H.F.
INLET ELEV. 785.6 — DISCH. ELEV. 785.0
GROUTED RIPRAP HEADWALLS REQ'D
ENDS SKEW CUT

STA. 18+00
ONE 24' X 94' C.P. CL. III REQ'D.
SKEW 30° L.H.F.
INLET ELEV. 788.0 — DISCH. ELEV. 787.5

STA 40+70 LT.
18" x 28" CP FOR F.E.
INSTALLED BY OWNER
6/30/76
JRH

NEW F.E. location staked
in the field by George Brennan
JRH 6/9/76

PROJECT DESIGNATION	SHEET NO.
4636-4-71	5.1

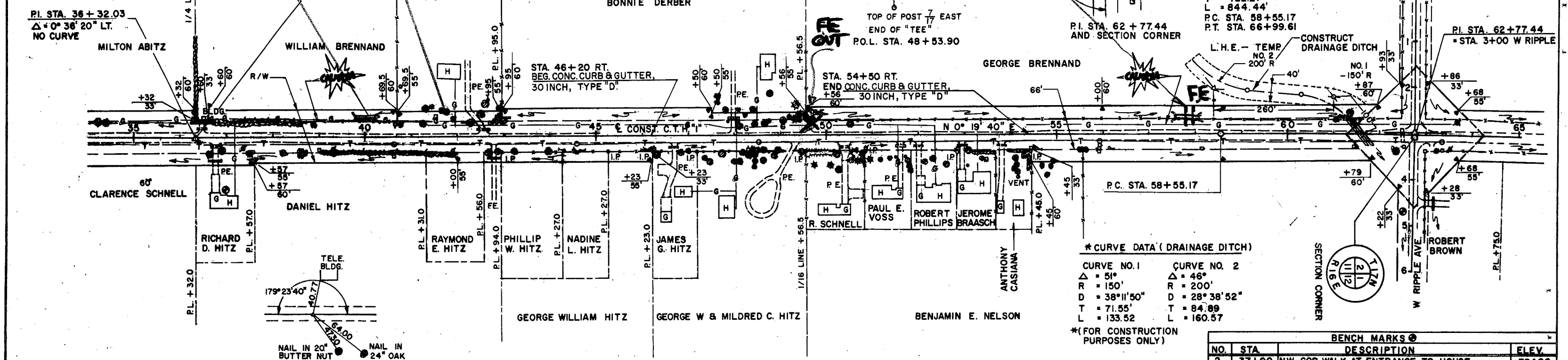
CURVE DATA
 P.I. STA. 62+77.44 BK
 + STA 62+77.34 AHD
 $\Delta = 2^\circ 06' 40''$
 $D = 0^\circ 15'$
 $R = 22,918.32'$
 $T = 422.27'$
 $L = 844.44'$
 P.C. STA. 58+55.17
 P.T. STA. 66+99.61

*** CURVE DATA (DRAINAGE DITCH)**

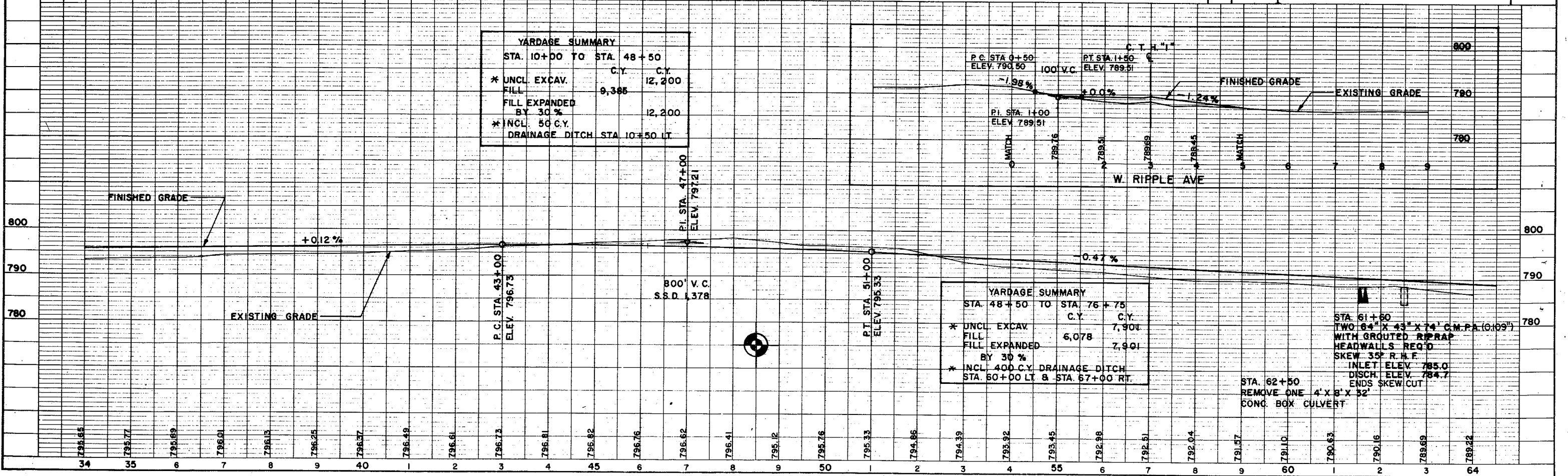
CURVE NO. 1	CURVE NO. 2
$\Delta = 51^\circ$	$\Delta = 46^\circ$
$R = 150'$	$R = 200'$
$D = 38^\circ 11' 50''$	$D = 28^\circ 38' 52''$
$T = 71.55'$	$T = 84.89'$
$L = 133.52'$	$L = 160.57'$

*(FOR CONSTRUCTION PURPOSES ONLY)

BENCH MARKS			
NO.	STA.	DESCRIPTION	ELEV.
2	37+00	N.W. COR. WALK AT ENTRANCE TO HOUSE	794.06
3	4+80	SPK. IN P.P. NO. 6 30' RT.	786.88



NET LENGTH OF E = 3,000'



YARDAGE SUMMARY
 STA. 10+00 TO STA. 48+50

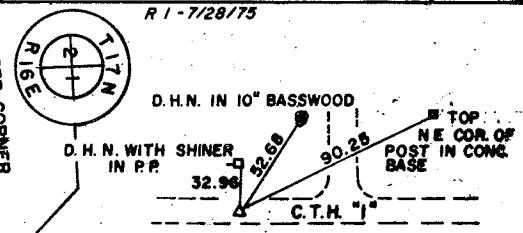
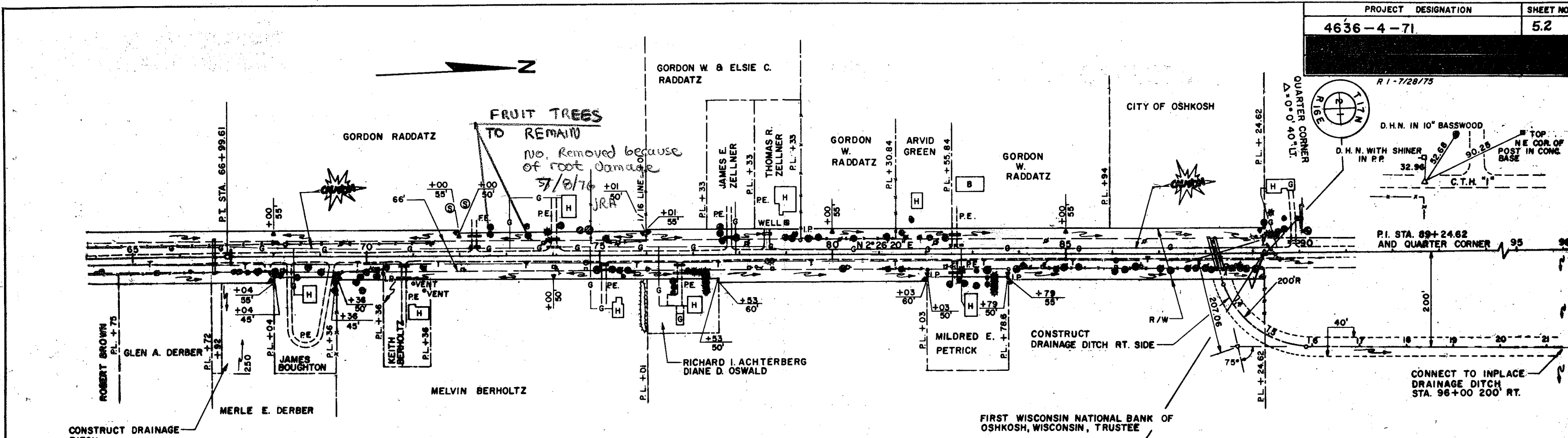
* UNCL. EXCAV.	C.Y.	12,200
FILL	9,388	
FILL EXPANDED BY 30%	12,200	
* INCL. 50 C.Y. DRAINAGE DITCH STA. 10+50 LT.		

YARDAGE SUMMARY
 STA. 48+50 TO STA. 76+75

* UNCL. EXCAV.	C.Y.	7,900
FILL	6,078	
FILL EXPANDED BY 30%	7,901	
* INCL. 400 C.Y. DRAINAGE DITCH STA. 60+00 LT & STA. 67+00 RT.		

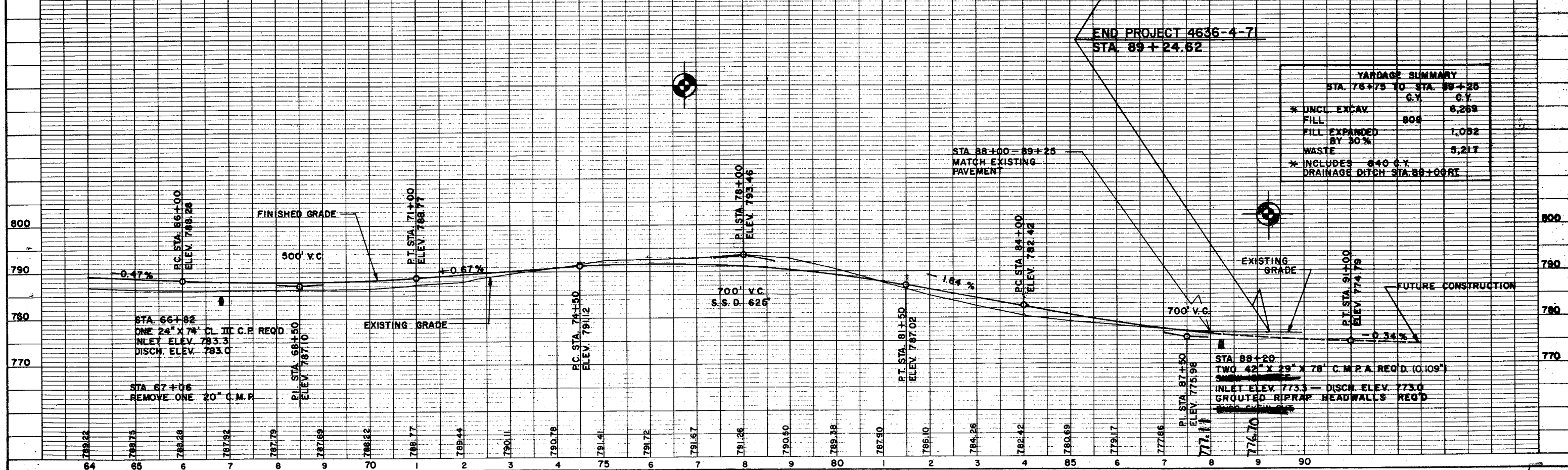
STA. 61+60
TWO 64" X 43" X 74" C.M.P.A. (0.09')
WITH GROUTED RIPRAP HEADWALLS REQ'D
SKEW 35° R.H.F.
INLET ELEV. 785.0
DISCH. ELEV. 784.7
ENDS SKEW CUT

STA. 62+50
REMOVE ONE 4' x 8' x 32'
CONC. BOX CULVERT



BENCH MARKS			
NO.	STA.	DESCRIPTION	ELEV.
4	90+04	S.E. COR. E. END CONC. FTG. IN P.L. - 43' LT.	776.01

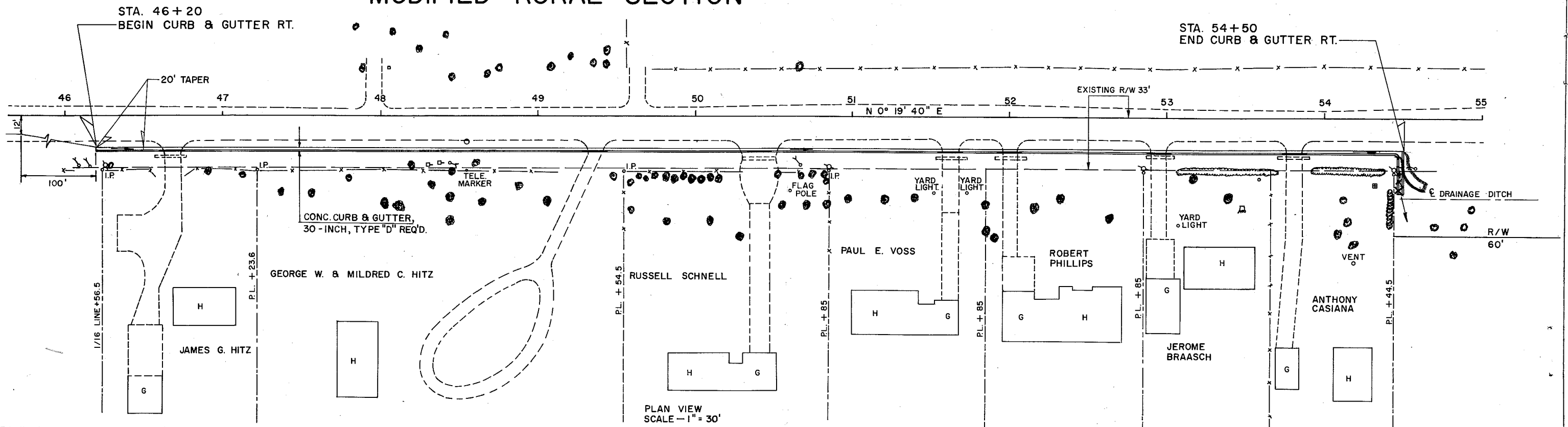
NET LENGTH OF $\ell = 2,524.62'$



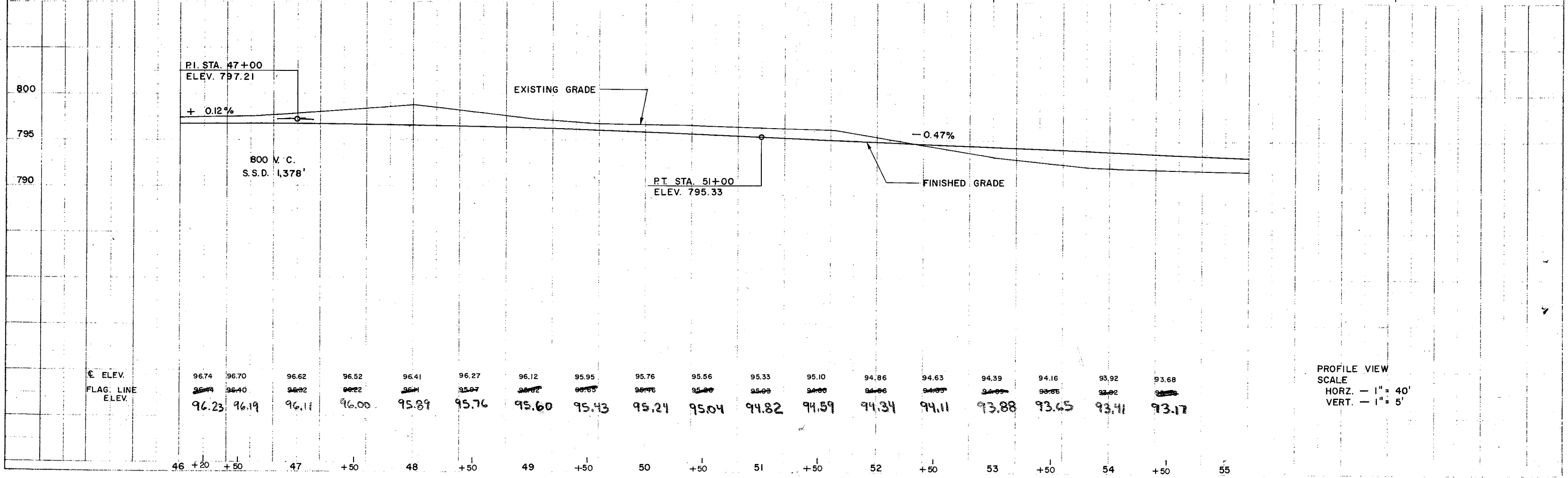
YARDAGE SUMMARY	
STA. 78+75 TO STA. 89+25	
C.Y.	C.Y.
* UNCL. EXCAV.	8,259
FILL	808
FILL EXPANDED BY 30%	1,052
WASTE	5,217
* INCLUDES 640 C.Y. DRAINAGE DITCH STA. 89+00 RT.	

STA. 88+20
TWO 42" X 29" X 78" C.M.P.A. REQ'D. (0.109")
INLET ELEV. 773.3 - DISCH. ELEV. 773.0
GROUTED RIPRAP HEADWALLS REQ'D

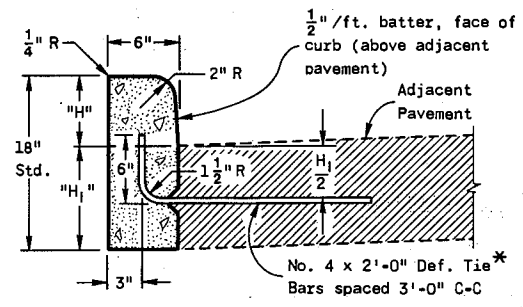
MODIFIED RURAL SECTION



PLAN VIEW
SCALE - 1" = 30'

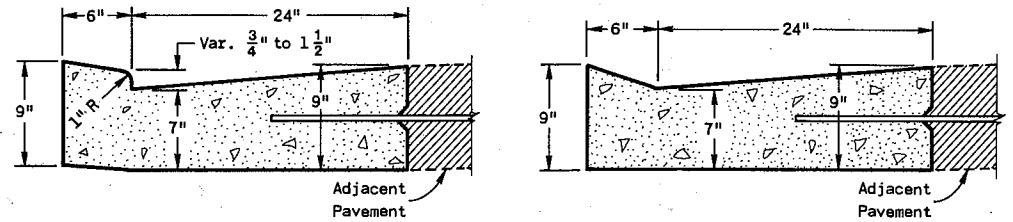


PROFILE VIEW
SCALE
HORZ. - 1" = 40'
VERT. - 1" = 5'

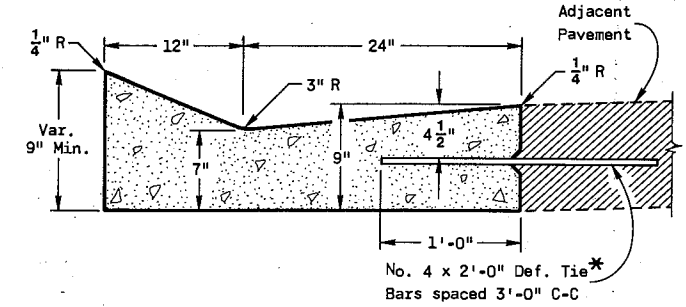


"H" = 9" Max. and 3 1/2" Min. and shall be 6" unless otherwise shown on the plans.
 "H₁" = Same as adjacent pavement thickness for rigid pavement and 12" for non-rigid pavement (Tie Bars omitted)

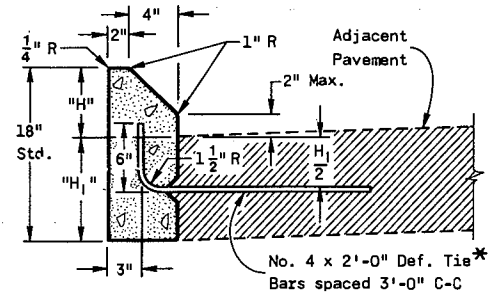
TYPE "A" (INCLUDING TIE BARS)
TYPE "D" (EXCLUDING TIE BARS)
CONCRETE CURB



ALTERNATE ENTRANCES
CONCRETE CURB & GUTTER 30"

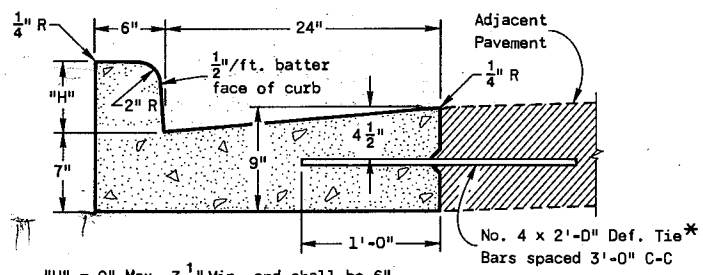


TYPE "A" (INCLUDING TIE BARS)
TYPE "D" (EXCLUDING TIE BARS)
CONCRETE GUTTER 36"

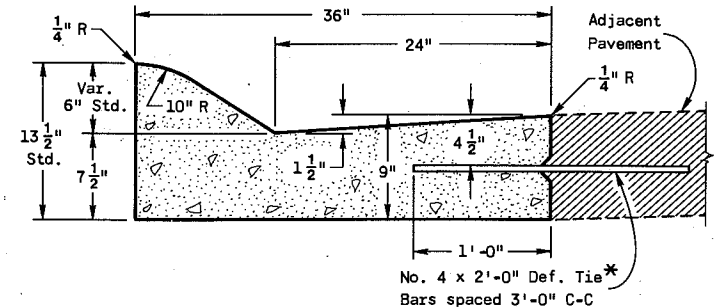


"H" = 6" Max. and 4" Min. and shall be 6" unless otherwise shown on the plans.
 "H₁" = Same as adjacent pavement thickness for rigid pavement and 12" for non-rigid pavement (Tie Bars omitted)

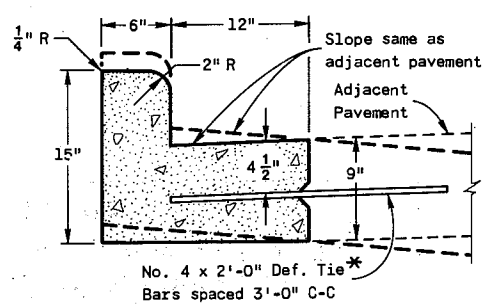
TYPE "G" (INCLUDING TIE BARS)
TYPE "J" (EXCLUDING TIE BARS)
CONCRETE CURB
 (MOUNTABLE)



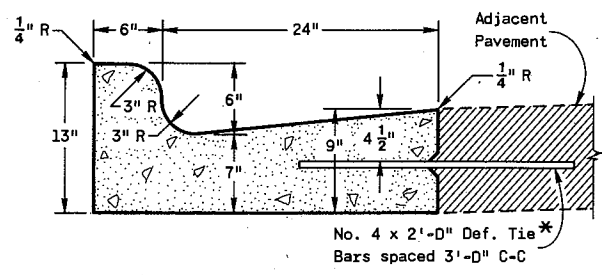
"H" = 9" Max. 3 1/2" Min. and shall be 6" unless otherwise shown on the plans.
TYPE "A" (INCLUDING TIE BARS)
TYPE "D" (EXCLUDING TIE BARS)
CONCRETE CURB & GUTTER 30"



TYPE "A" (INCLUDING TIE BARS)
TYPE "D" (EXCLUDING TIE BARS)
CONCRETE CURB & GUTTER 36"
 (MOUNTABLE)



TYPE "A" (INCLUDING TIE BARS)
TYPE "D" (EXCLUDING TIE BARS)
CONCRETE CURB & GUTTER 18"
 Reverse slope Curb & Gutter shown thus ---



TYPE "K" (INCLUDING TIE BARS)
TYPE "L" (EXCLUDING TIE BARS)
CONCRETE CURB & GUTTER 30"

GENERAL NOTES

Details of construction, materials and workmanship not shown on this drawing shall conform to the pertinent requirements of the Standard Specifications and the applicable Special Provisions.
 Detailed drawings for proposed alternate designs for Curb, Gutter and Combination Curb and Gutter shall be submitted to the Engineer for approval providing that such alternate designs make provision for equivalent capacity and strength.
 Joints shall not be sealed in Concrete Curb, or Concrete Curb & Gutter.
 * Where Curb and Gutter are poured adjacent to existing pavement, the Hook Bolt may be used as for "Longitudinal Joints - Concrete Pavement".

**CONCRETE CURB, GUTTER,
 COMBINATION CURB & GUTTER**

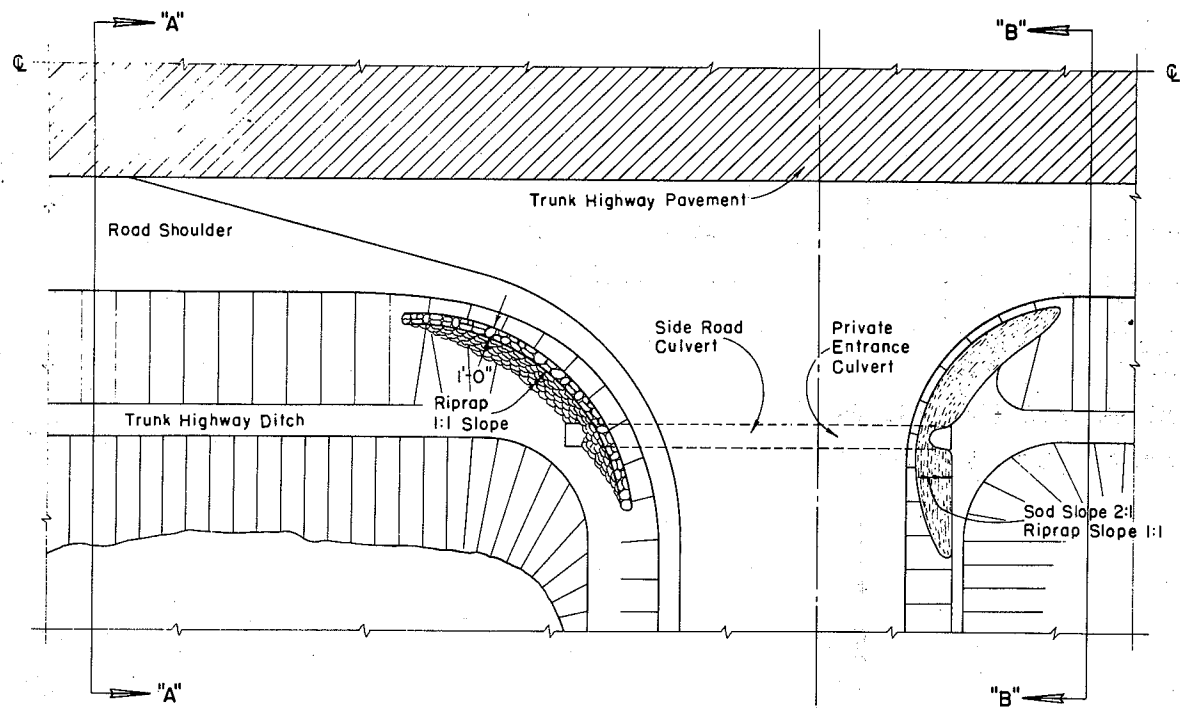
State of Wisconsin
 Department of Transportation
 Division of Highways

RECOMMENDED FOR APPROVAL:
 9-12-73
 DATE
 APPROVED
 9-19-73
 DATE

J. C. Hennrich
 CHIEF OF FACILITIES DEVELOPMENT

W. J. Siedler
 STATE HIGHWAY ENGINEER

S.D.D. 8D1-2

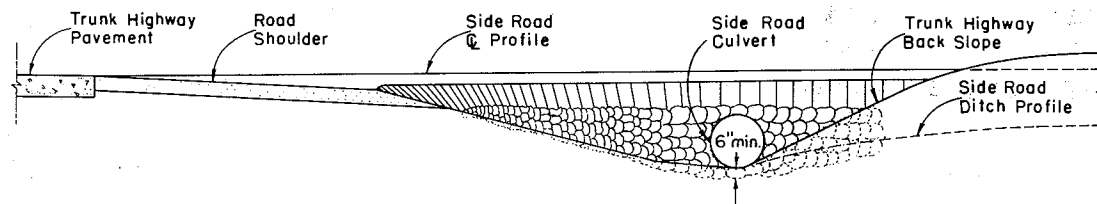


**PLAN VIEW
HALF SECTION SHOWING
RIPRAP PLACED AT
SIDE ROAD CULVERT**

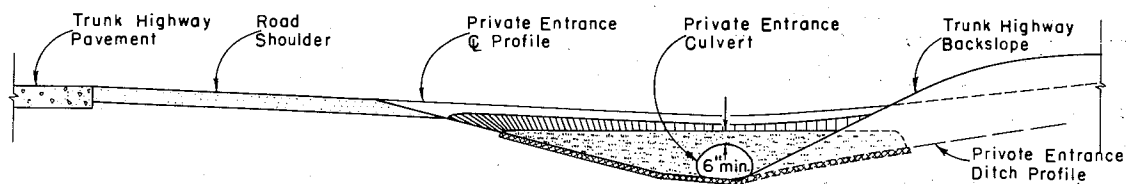
**PLAN VIEW
HALF SECTION SHOWING
SOD OR RIPRAP PLACED AT
PRIVATE ENTRANCE CULVERT**

TABLE OF QUANTITIES

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



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



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

GENERAL NOTES

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

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

STATE HIGHWAY COMMISSION OF WISCONSIN

RECOMMENDED FOR APPROVAL:

DATE: 2-5-63

APPROVED:

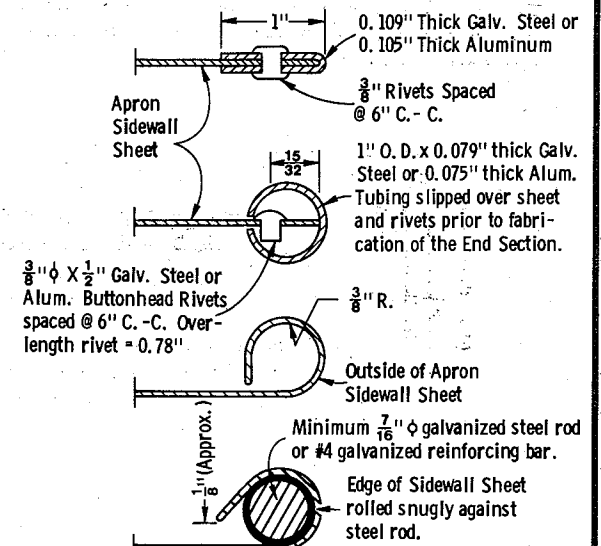
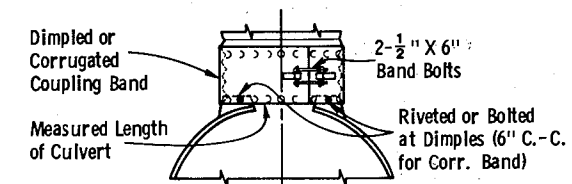
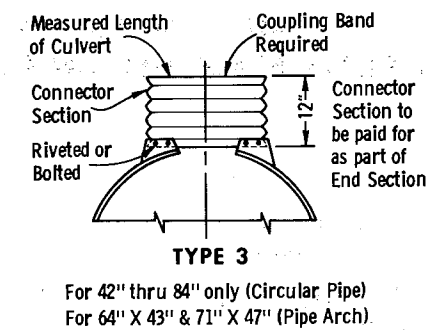
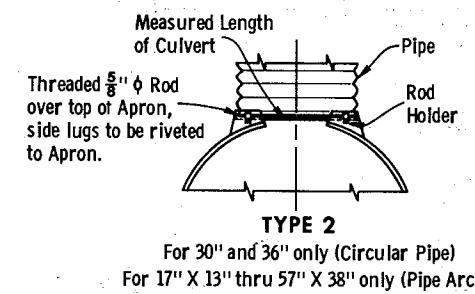
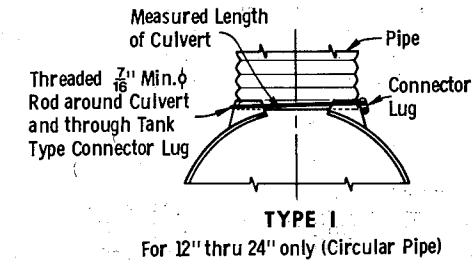
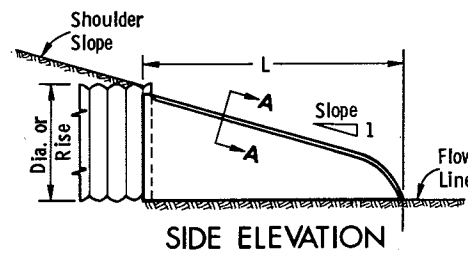
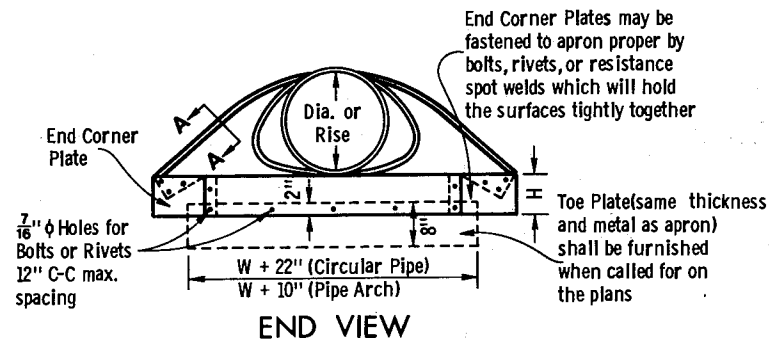
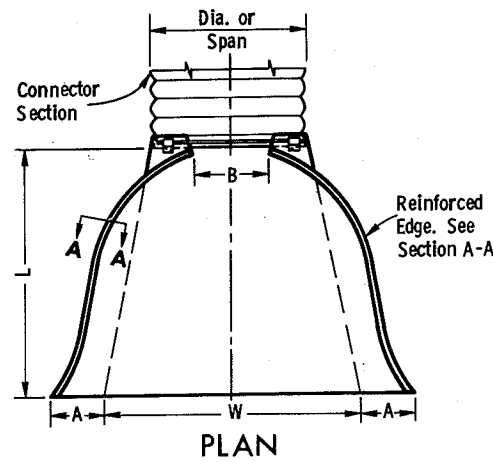
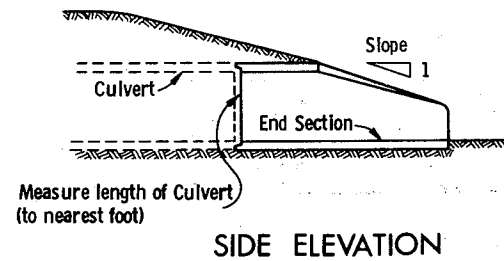
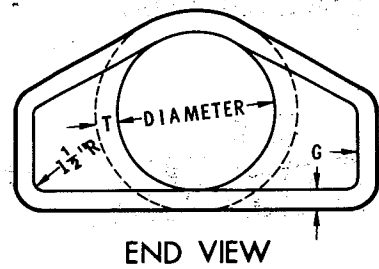
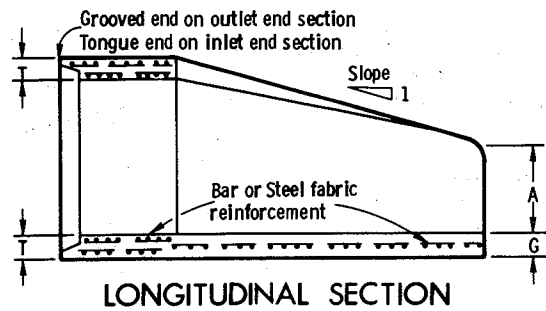
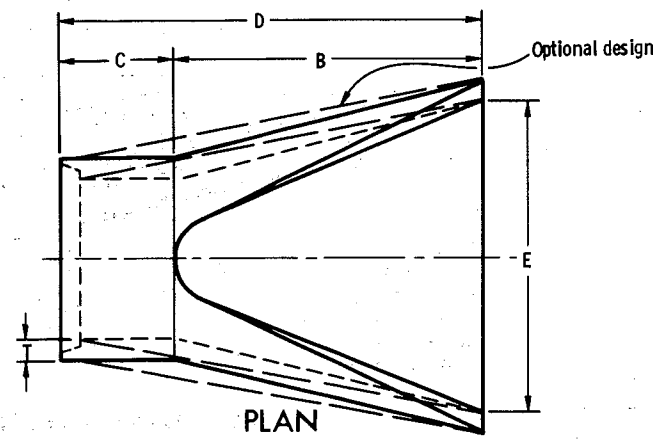
2/6/63

J. J. Pelt
ENGINEER OF DESIGN

E. G. Rothlis
STATE HIGHWAY ENGINEER

S. D. D. 8E2-1

S. D. D. 8E2-1



SECTION A-A
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.

Variations of the dimensions and designs shown hereon will be permitted providing equivalent capacity and structural integrity are attained, and prior approval of the Engineer is obtained.

Concrete culvert endwalls may not be used with metal or aluminum culvert pipe, nor may metal or aluminum culvert endwalls be used with concrete culvert pipe.

When two or more pipes or pipe arches with apron endwalls are to be laid adjacent to each other, they shall be separated by the following amount:

- Pipes: Total width of apron endwall less the diameter of pipe plus 6 inches.
- Pipe Arches: Total width of apron endwall less the span dimension of the pipe arch plus 6 inches.

DIA.	APPROX. WEIGHT/SECTION	T	A	B	C	D	E	G	APPROX. SLOPE
12"	530	2"	4"	24"	48 7/8"	72 7/8"	24"	2"	3 to 1
15"	740	2 1/4"	6"	27"	46"	73"	30"	2 1/4"	↑
18"	990	2 1/2"	9"	27"	46"	73"	36"	2 1/2"	↑
21"	1,280	2 3/4"	9"	36"	37 1/2"	73 1/2"	42"	2 3/4"	↑
24"	1,520	3"	9 1/2"	43 1/2"	30"	73 1/2"	48"	3"	↑
27"	1,930	3 1/4"	10 1/2"	49 1/2"	24"	73 1/2"	54"	3 1/4"	↑
30"	2,190	3 1/2"	12"	54"	19 3/4"	73 3/4"	60"	3 1/2"	↑
36"	4,100	4"	15"	63"	34 3/4"	97 3/4"	72"	4"	↑
42"	5,380	4 1/2"	21"	63"	35"	98"	78"	4 1/2"	↓
48"	6,550	5"	24"	72"	26"	98"	84"	5"	3 to 1
54"	8,040	5 1/2"	27"	65"	33 1/2" - 35"	98 1/2" - 100"	90"	5"	2 1/2 to 1
60"	8,730	6"	30"	60"	39"	99"	96"	5"	2 to 1
66"	10,630	6 1/2"	30"	72"	21" - 27"	↑	102"	5 1/2"	↑
72"	12,520	7"	36"	78"	21"	↑	108"	6"	↑
78"	14,430	7 1/2"	36"	78"	21"	99"	114"	6 1/2"	2 to 1
84"	18,160	8"	36"	90 1/2"	21"	111 1/2"	120"	6 1/2"	1 1/2 to 1

** Minimum
* Maximum

REINFORCED CONCRETE APRON ENDWALLS

D PIPE DIAM.	MIN. METAL THICKNESS	MIN. ALUM.	DIMENSIONS					APPROX. SLOPE
			A ± 1"	B MAX.	H ± 1"	L ± 1/2"	W ± 2"	
12"	0.064	0.060	6"	6"	6"	21"	24"	2 1/2 to 1
15"	↑	↑	7"	8"	↑	26"	30"	↑
18"	↑	↑	8"	10"	↑	31"	36"	↑
21"	↑	0.060	9"	12"	↑	36"	42"	↑
24"	0.064	0.075	10"	13"	6"	41"	48"	↑
30"	0.079	0.075	12"	16"	8"	51"	60"	↑
36"	0.079	0.105	14"	19"	9"	60"	72"	↑
42"	0.109	↑	16"	22"	11"	69"	84"	2 1/2 to 1
48"	↑	↑	18"	27"	12"	78"	90"	2 1/4 to 1
54"	↑	0.105	↑	30"	↑	84"	102"	2 to 1
60"	↑	↑	↑	33"	↑	87"	114"	1 3/4 to 1
66"	↑	↑	↑	36"	↑	87"	120"	1 1/2 to 1
72"	↑	↑	↑	39"	↑	87"	126"	1 1/3 to 1
78"	↑	↑	↑	42"	↑	87"	132"	1 1/4 to 1
84"	0.109	NA	18"	45"	12"	87"	138"	1 1/8 to 1

NOTE: All splices to be lap riveted or bolted

METAL OR ALUMINUM APRON
ENDWALLS FOR PIPE ARCHES

PIPE - ARCH DIMENSIONS SPAN	RISE	MIN. METAL THICK.	DIMENSIONS					APPROX. SLOPE
			A ± 1"	B MAX.	H ± 1"	L ± 1/2"	W ± 2"	
17"	13"	0.064	7"	9"	6"	19"	30"	2 1/2 to 1
21"	15"	↑	7"	10"	↑	23"	36"	↑
24"	18"	↑	8"	12"	↑	28"	42"	↑
28"	20"	0.064	9"	14"	↓	32"	48"	↑
35"	24"	0.079	10"	16"	6"	39"	60"	↑
42"	29"	0.079	12"	18"	8"	46"	75"	↑
49"	33"	0.109	13"	21"	9"	53"	85"	↑
57"	38"	↑	18"	26"	12"	63"	90"	2 1/2 to 1
64"	43"	↑	18"	30"	12"	70"	102"	2 1/4 to 1
71"	47"	↑	18"	33"	12"	77"	114"	2 1/4 to 1
77"	52"	↓	18"	36"	12"	77"	126"	2 to 1
83"	57"	0.109	18"	39"	12"	77"	138"	2 to 1

NOTE: All splices to be lap riveted or bolted

METAL APRON ENDWALLS
FOR PIPE ARCHES

CONNECTION DETAILS

CIRCULAR PIPE

For Circumferentially Corrugated Pipe use Endwall Connection Details 1, 2, 3, or 5 as applicable.

For Helically Corrugated Pipe use Endwall Connection Details 1, 2 or 5.

For Helically Corrugated Pipes with two Circumferential Corrugations at each end use Endwall Connection Details 1, 2, or 3

PIPE ARCH

Use Endwall Connection Details 2, 3, or 5 as applicable.

APRON ENDWALLS FOR
CULVERT PIPE AND
PIPE ARCH

State of Wisconsin
Department of Transportation
Division of Highways

RECOMMENDED FOR APPROVAL:

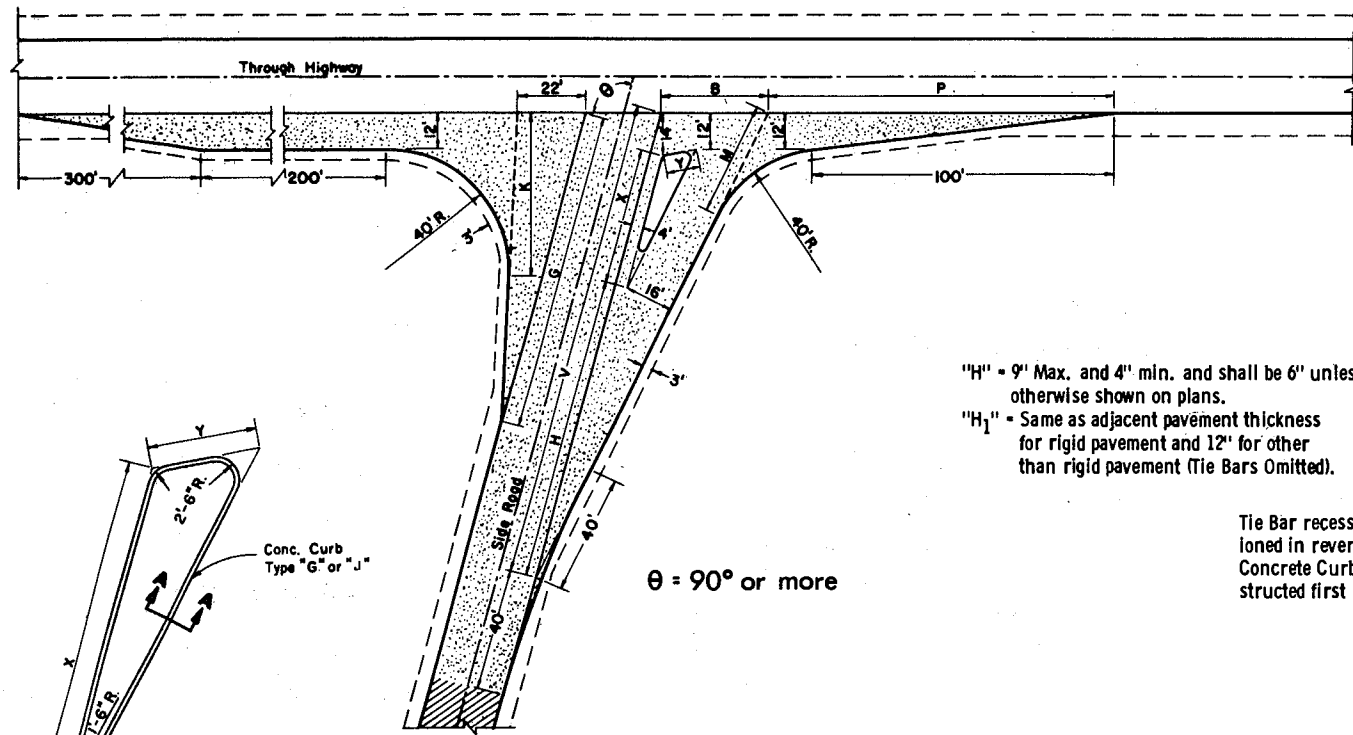
DATE 11-6-74

APPROVED:

DATE 11-6-74

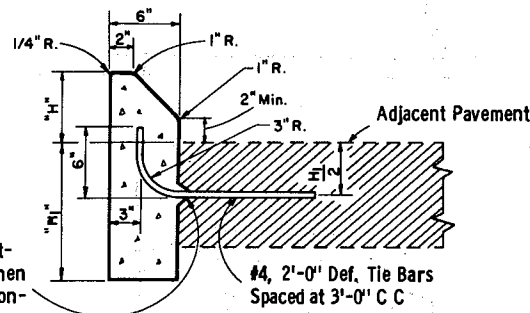
J.C. McManis
CHIEF OF FACILITIES DEVELOPMENT

H.P. Sindler
STATE HIGHWAY ENGINEER



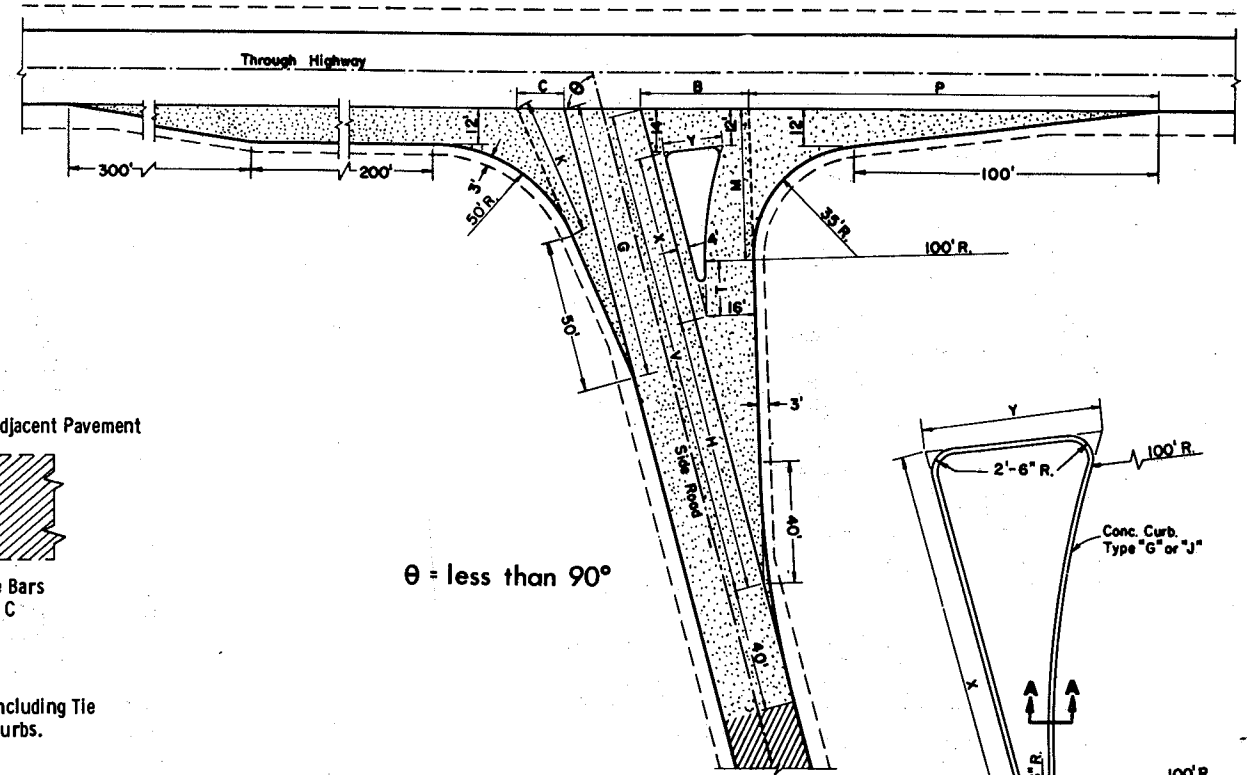
"H" = 9' Max. and 4' min. and shall be 6' unless otherwise shown on plans.
 "H₁" = Same as adjacent pavement thickness for rigid pavement and 12' for other than rigid pavement (Tie Bars Omitted).

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)

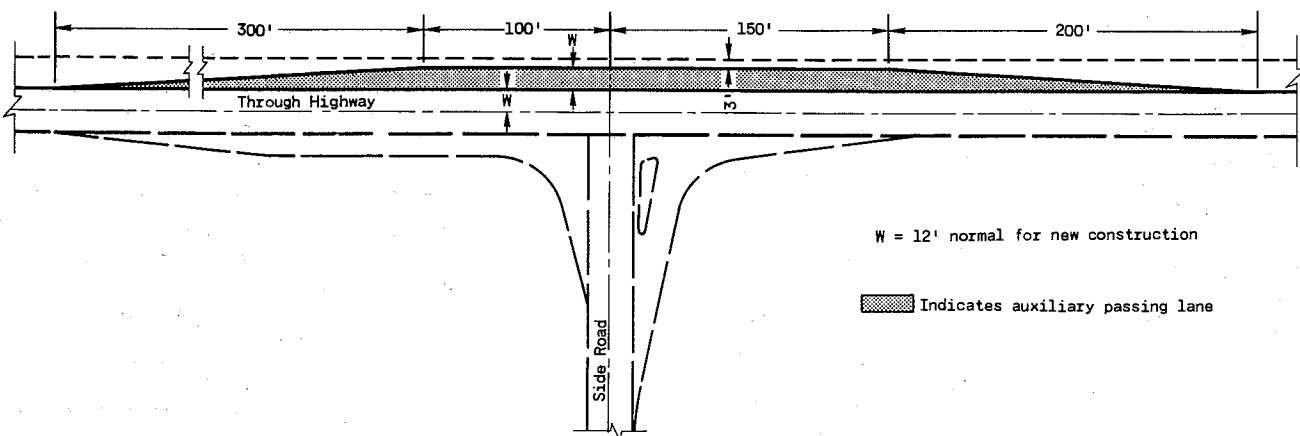
θ	G	K	B	V	H	X	Y	P	M
90	90	43.8	33.9	156.0	94	48.0	11.0	125.0	44.2
95	94	46.7	34.0	156.7	96	47.0	11.0	121.3	41.9
100	98	50.0	34.4	157.4	98	45.9	11.0	117.7	39.7
105	102	53.8	35.2	158.3	100	44.9	11.2	114.2	37.8
110	106	58.2	36.4	159.2	102	43.7	11.4	110.6	36.2
115	110	63.4	38.4	161.8	104	42.6	11.7	107.1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

*Maximum angle of intersection

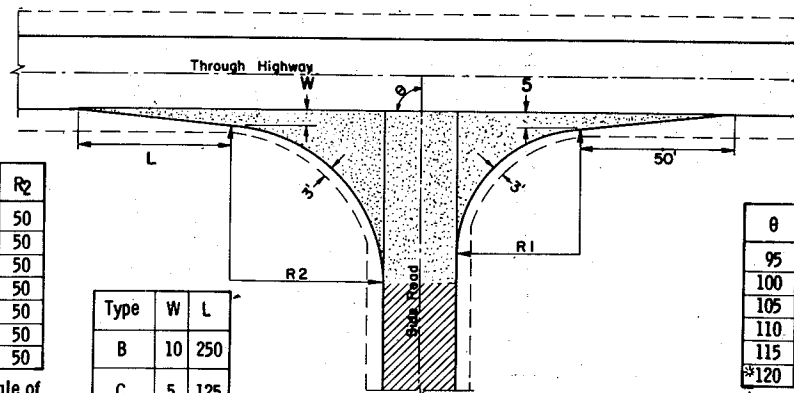
θ	C	G	K	B	V	X	Y	H	P	M	T
*60	19.7	76.3	38.6	41.5	169.9	67.4	29.3	84	144.5	58.8	21.6
65	17.8	82.6	40.6	39.4	166.9	63.6	25.0	86	141.2	54.9	20.7
70	15.8	87.2	43.1	37.4	164.1	59.7	21.9	88	136.8	51.4	19.2
75	15.7	90.9	45.6	35.7	161.4	55.9	19.3	90	132.7	48.2	17.4
80	15.9	94.9	48.3	34.4	158.9	51.9	17.0	92	128.8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

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.

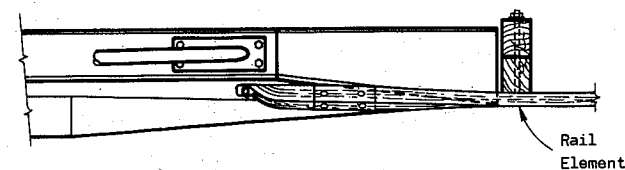
If side road is the construction project, the intersection surfacing shall be the same as for the project.

- New Pavement
- Existing Surface

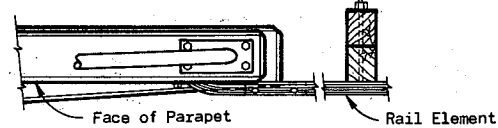
LAYOUT DETAILS FOR AT-GRADE SIDE ROAD INTERSECTIONS

State of Wisconsin
 Department of Transportation
 Division of Highways

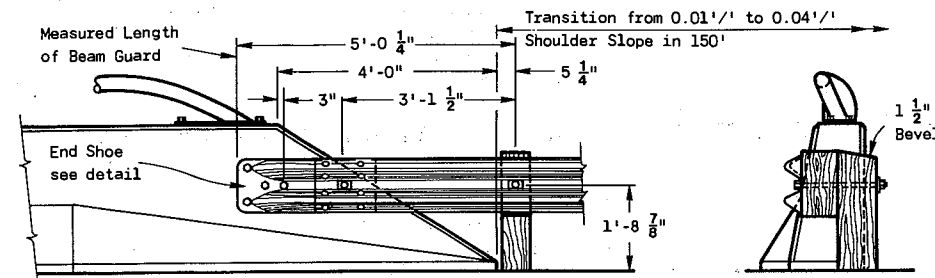
RECOMMENDED FOR APPROVAL:
 4-11-73
 DATE
 APPROVED:
 4-17-73
 DATE



PLAN VIEW



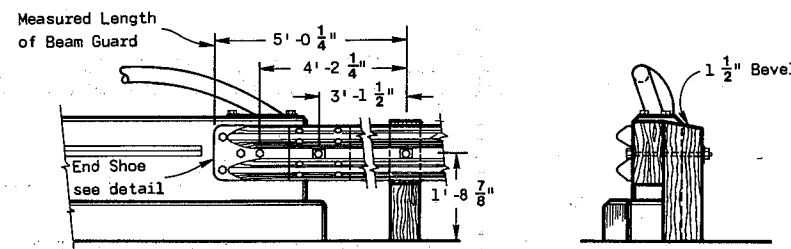
PLAN VIEW



FRONT ELEVATION

END ELEVATION

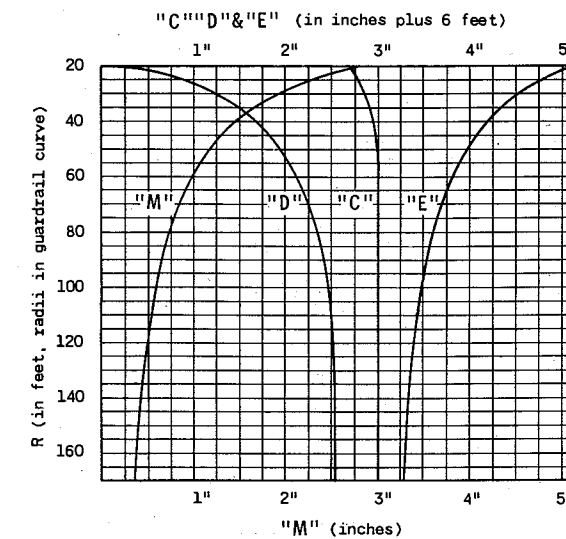
STRUCTURE MOUNTING DETAIL
SLOPING TYPE PARAPET WALL



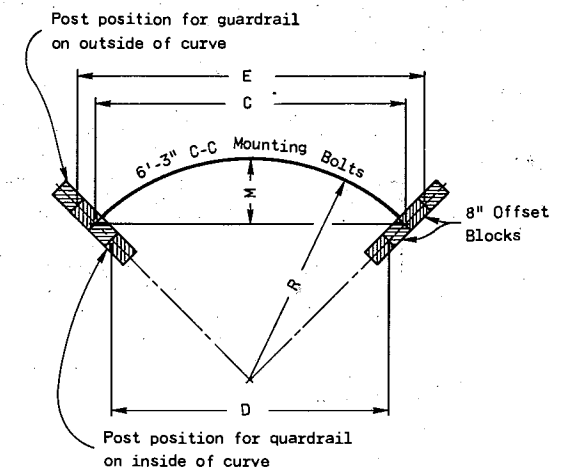
FRONT ELEVATION

END ELEVATION

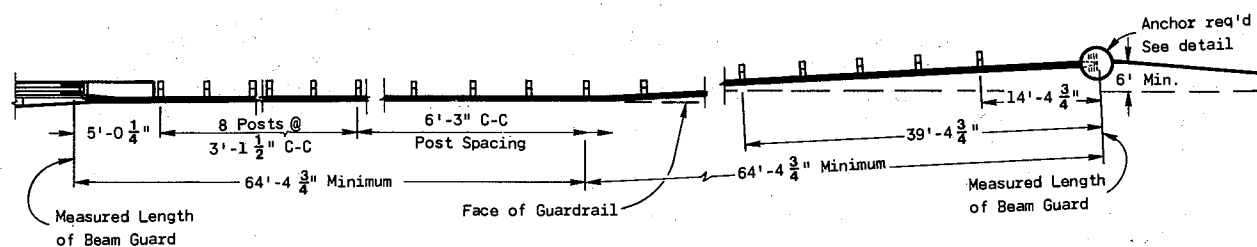
STRUCTURE MOUNTING DETAIL
VERTICAL TYPE PARAPET WALL



CURVE DATA FOR POST SPACING AND BEAM CURVING

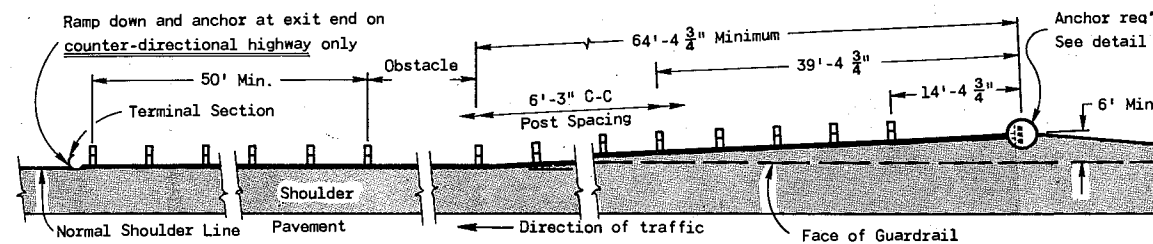


CHORD LENGTHS FOR POST SPACING AND MIDDLE ORDINATES FOR BEAM CURVING



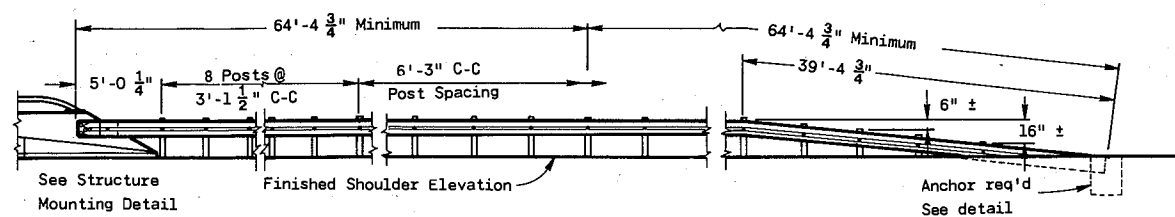
PLAN VIEW

TYPICAL INSTALLATION AT STRUCTURES

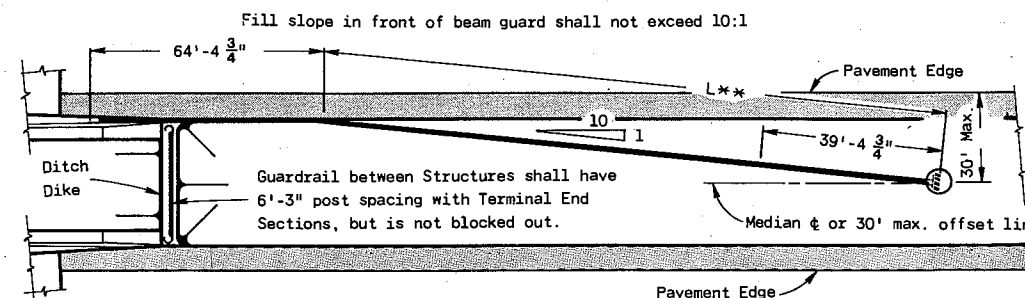


PLAN VIEW

TYPICAL INSTALLATION AT
LOCATIONS OTHER THAN STRUCTURES



FRONT ELEVATION



PLAN VIEW

MEDIAN PROTECTION

GENERAL NOTES

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

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

Square anchor alternates will be permitted. Square anchors shall be a minimum of 24 inches x 24 inches.

The shoulder widening to accommodate the anchored end of the guardrail shall be accomplished at the rate of widening not to exceed 15 to 1.

Upon approval of the Engineer, the 6 foot anchor offset may be reduced to nothing for replacement installations where existing conditions will not permit the desirable offset. However, when no offset greater than or equal to 3 feet can be provided, the minimum length of guardrail in advance of an obstacle (obstacle to anchor) shall be 150 feet.

The minimum clearance from the front face of guardrail to obstacle shall be 3 feet unless otherwise shown on contract plans. When clearance is less than 3 feet post spacing shall be reduced to 3 feet - 1 1/2 inches C.C.

The "Post Footing Details At Piers" shall be used when guardrail posts are over structure footings and less than 3 feet - 6 inches of earth is provided over the top of the footing.

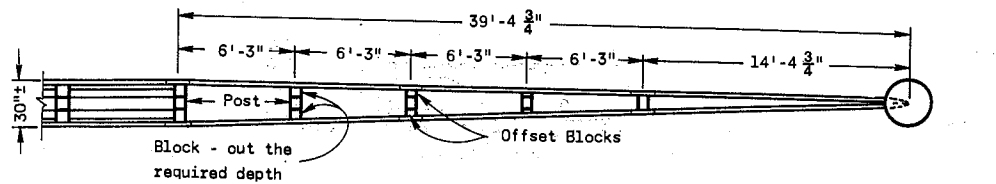
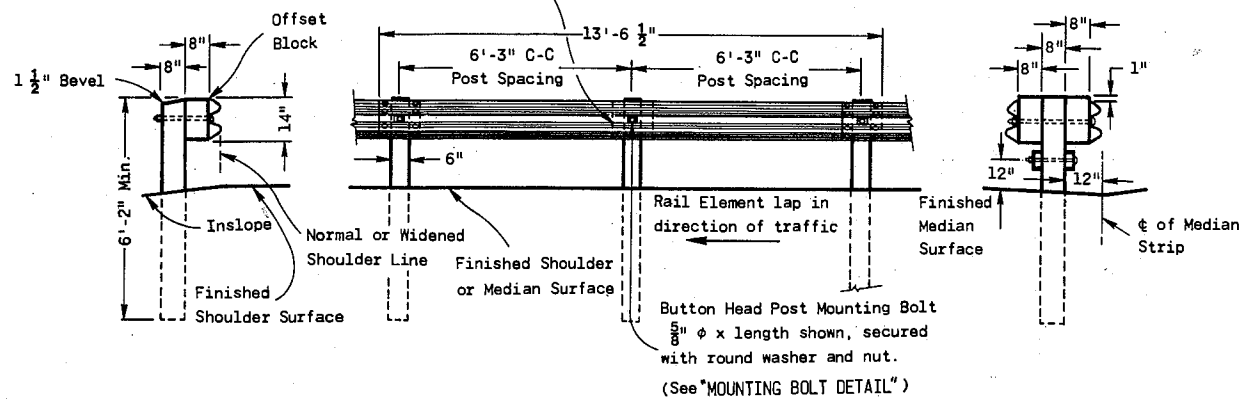
NOTE:
THIS STANDARD DETAIL DRAWING CONSISTS OF TWO PLATES, AND BOTH PLATES ARE REQUIRED WHEN THIS STANDARD IS CALLED FOR IN THE PLANS.

CLASS "A"
STEEL PLATE BEAM GUARD &
STEEL PLATE BEAM MEDIAN GUARD

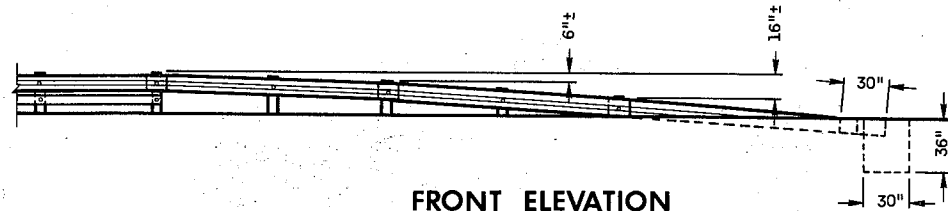
State of Wisconsin
Department of Transportation
Division of Highways

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

Sawn and treated timber posts and offset blocks shall be furnished and placed in accordance with Standard Specifications. Posts shall be 6" x 8" x 6'-6" and have 6" x 8" x 14" offset blocks.



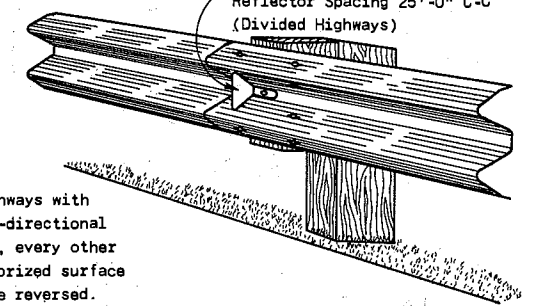
PLAN VIEW



FRONT ELEVATION

Reflector Spacing 12'-6" C-C (Counter-directional Highways)

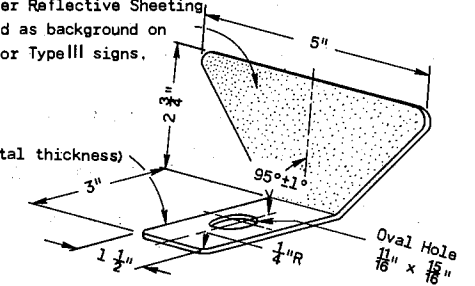
Reflector Spacing 25'-0" C-C (Divided Highways)



TYPICAL INSTALLATION

NOTE: For highways with counter-directional traffic, every other reflectorized surface shall be reversed.

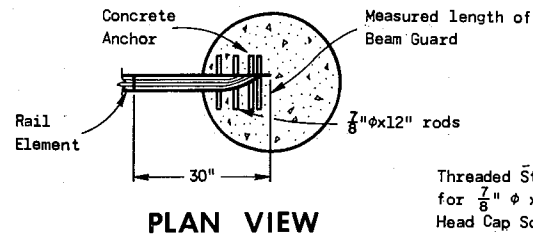
The reflectorized surface shall consist of Silver Reflective Sheeting of the type used as background on Type I, Type II, or Type III signs.



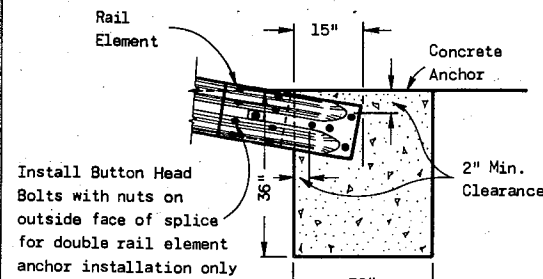
REFLECTOR DETAIL

END ELEVATION FRONT ELEVATION END ELEVATION
STEEL PLATE BEAM GUARD STEEL PLATE BEAM GUARD OR STEEL PLATE BEAM MEDIAN GUARD

ANCHOR DETAIL FOR DOUBLE RAIL ELEMENT INSTALLATION

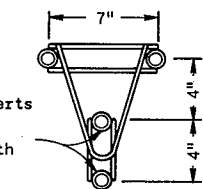


PLAN VIEW

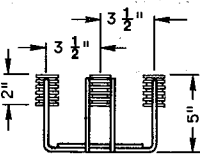


SECTION VIEW ANCHOR DETAIL

SINGLE RAIL ELEMENT INSTALLATION

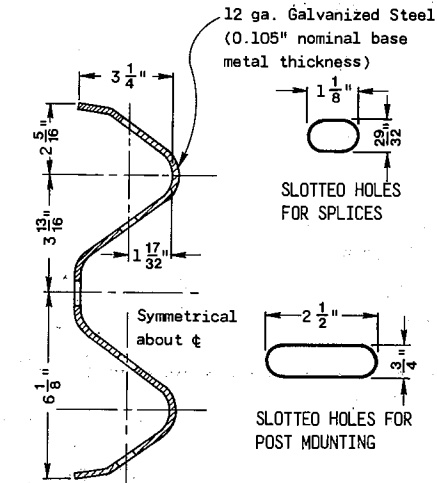


PLAN VIEW

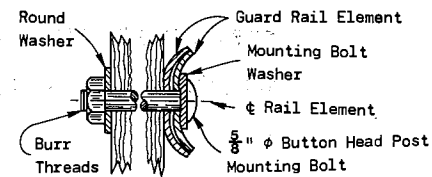


ELEVATION 4 BOLT INSERT ASSEMBLY

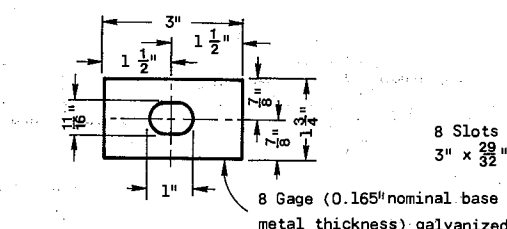
NOTE: Installation of 4 Bolt Insert Assembly (with Cap Screws inserted) to be part of Bridge Contract.



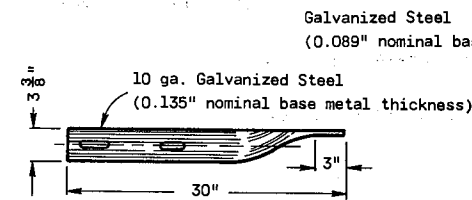
SECTION THRU RAIL ELEMENT



MOUNTING BOLT DETAIL



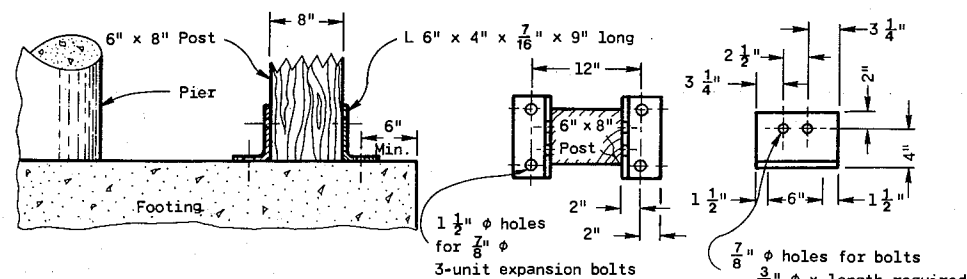
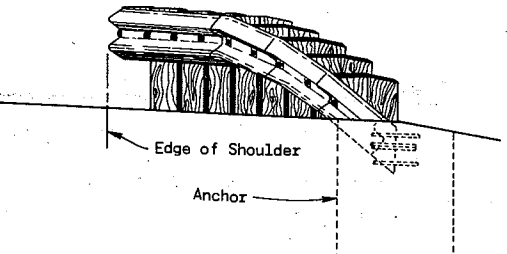
MOUNTING BOLT WASHER



END SHOE DETAIL

TYPICAL TERMINAL END ELEVATION

NOTE: THIS STANDARD DETAIL DRAWING CONSISTS OF TWO PLATES, AND BOTH PLATES ARE REQUIRED WHEN THIS STANDARD IS CALLED FOR IN THE PLANS.

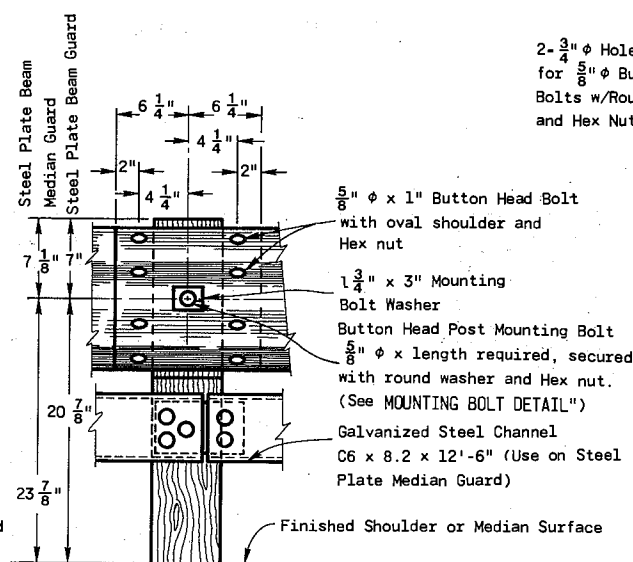


SECTION VIEW

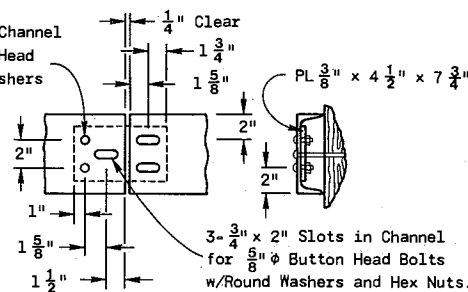
POST FOOTING DETAIL AT PIERS

PLAN VIEW

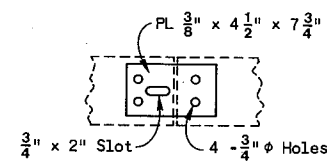
ELEVATION



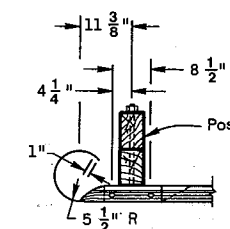
RAIL ELEMENT SPLICING AND POST MOUNTING DETAIL



RUB RAIL SPICE DETAIL



SPLICE PLATE



FRONT ELEVATION

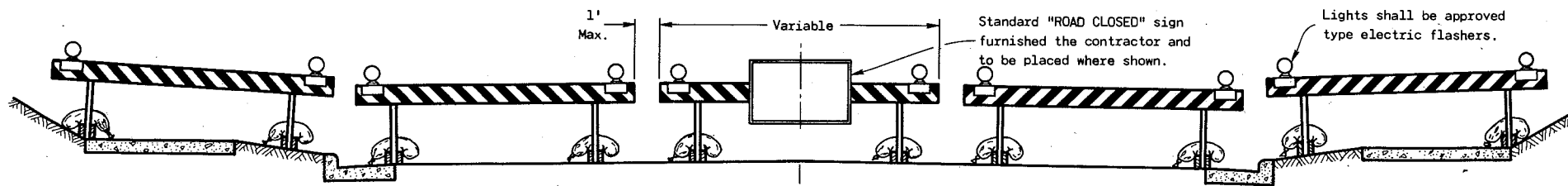
TERMINAL SECTION DETAILS

CLASS "A"
STEEL PLATE BEAM GUARD & STEEL PLATE BEAM MEDIAN GUARD

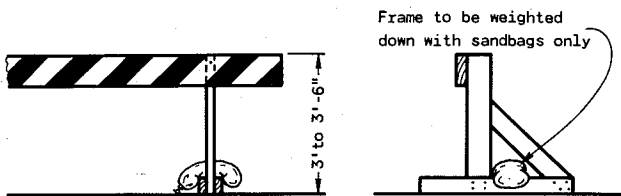
State of Wisconsin
 Department of Transportation
 Division of Highways

RECOMMENDED FOR APPROVAL:
 10-29-73 DATE
 APPROVED: 10-29-73 DATE

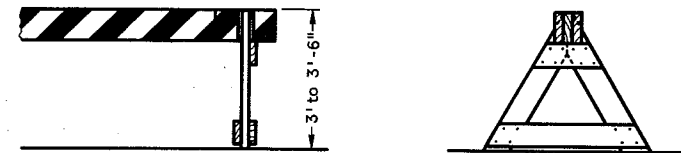
Chief of Facilities Development
 State Highway Engineer



TYPICAL INSTALLATION SHOWING RIGID BARRICADES

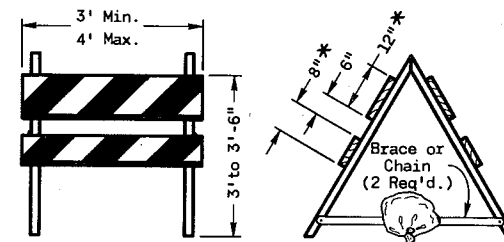


ALTERNATE TYPE INSTALLATION (RIGID)

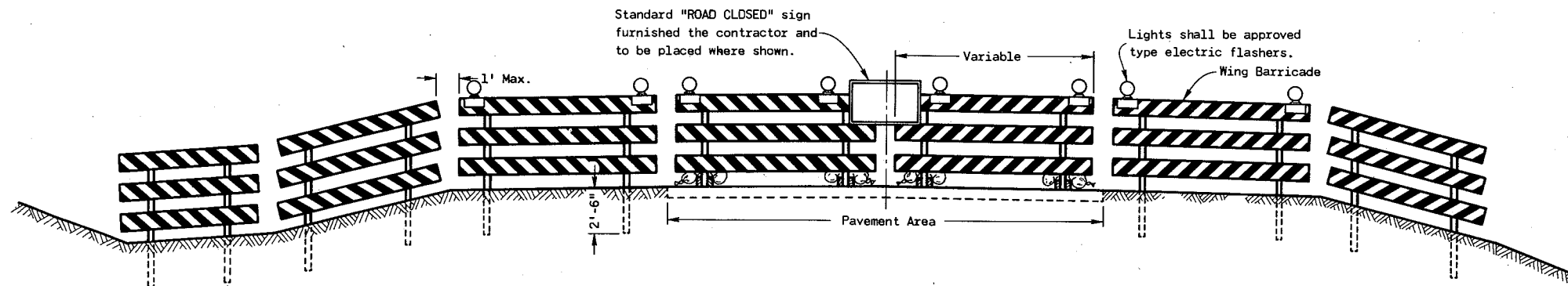


ALTERNATE TYPE INSTALLATION (DEMOUNTABLE)

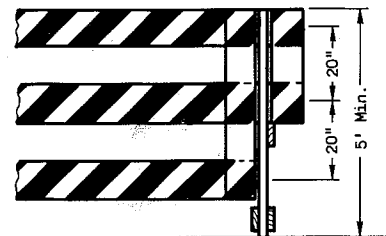
CLASS I BARRICADES



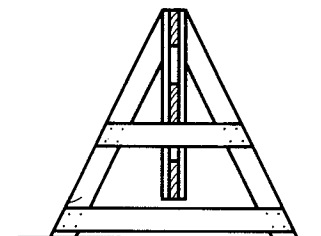
CLASS II BARRICADE



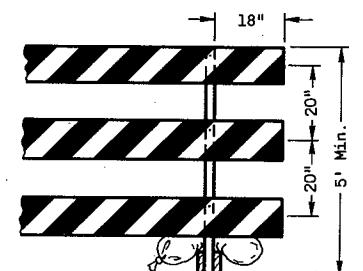
TYPICAL INSTALLATION SHOWING FIXED AND RIGID BARRICADES



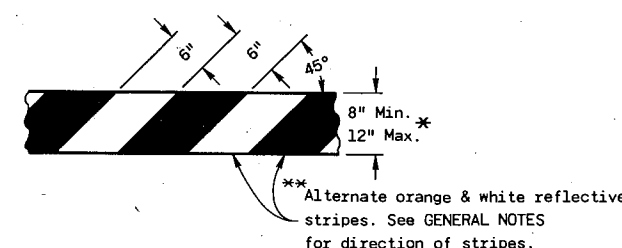
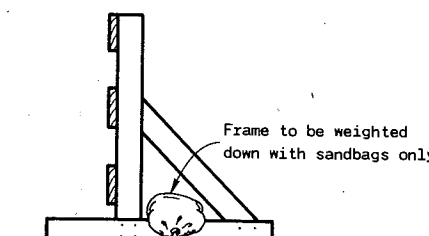
ALTERNATE TYPE INSTALLATION (DEMOUNTABLE)



CLASS III BARRICADES



ALTERNATE TYPE INSTALLATION (RIGID)



TYPICAL RAIL

Applies to all Classes & Alternate Types of Barricades

** Alternate black & white stripes may be used until May 1, 1975 but black & white and orange & white Barricades may not be mixed on the same project.

GENERAL NOTES

The contractor shall provide and maintain Barricades as shown on this drawing and as required by the Standard Specifications and the applicable Special Provisions.

CLASS I OR CLASS II BARRICADES:

Class I or II Barricades shall 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.

CLASS III BARRICADE:

Class III Barricades shall be of variable length as indicated, and long barricades shall be assembled from these units. The Class III Barricade is the type normally required for major operations, where the barricade will remain in place for extended periods. Class III 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 III Barricades erected on the shoulder on one or both sides of the pavement to give traffic the perceptible 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 white.

MATERIAL AND FABRICATION:

Barricades may be constructed of wood, metal or other suitable material. 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 or other suitable material 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. Fixed Barricades shall be break-away design.

STRIPES:

All Barricade Rails shall have alternate 6 inch orange and 6 inch white stripes at a 45° angle. If the Barricade is to be used at night, the entire area of orange and white stripes shall be reflectorized, to meet Wisconsin MUTCD requirements. The predominant color for other Barricade Components shall be white.

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 slope downward toward the roadway.

LIGHTING:

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

MEASUREMENT AND 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.

* Nominal dimensions when barricade is constructed of lumber.

S.D.D. 15C1-3

CONSTRUCTION BARRICADE

State of Wisconsin
Department of Transportation
Division of Highways

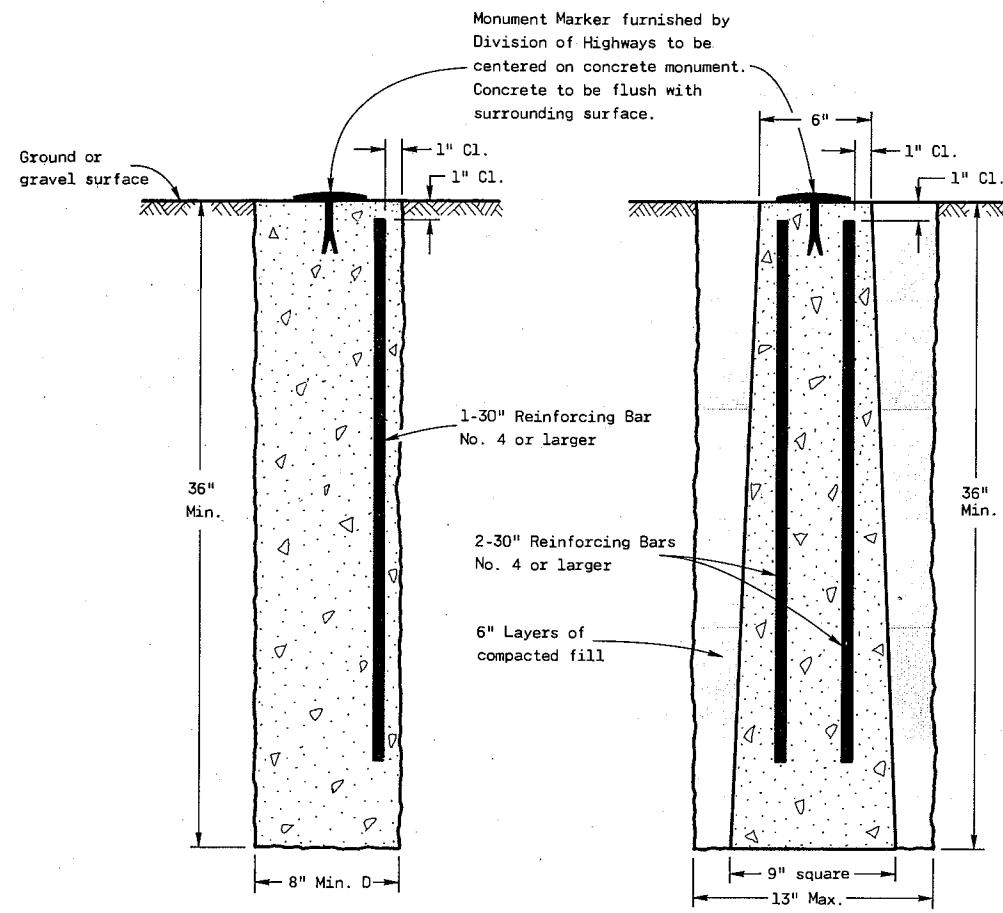
RECOMMENDED FOR APPROVAL:

8-1-74
DATE

8-1-74
DATE

J.C. Heenan
CHIEF OF FACILITIES DEVELOPMENT

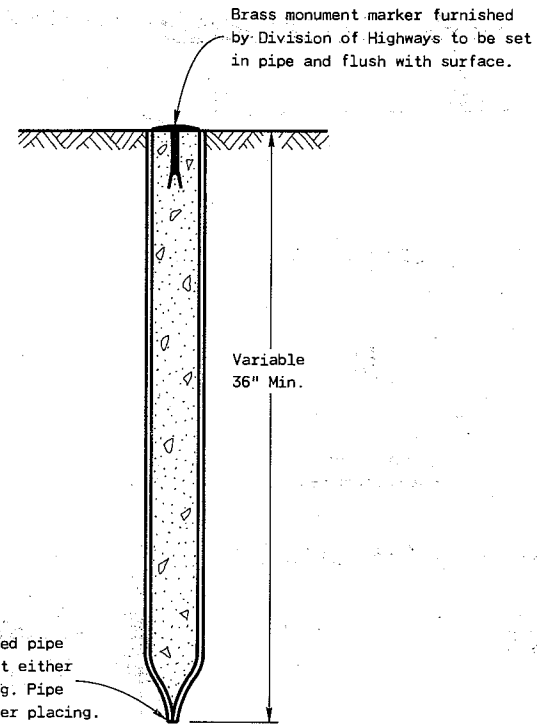
W.J. Siedler
STATE HIGHWAY ENGINEER



**CAST-IN-PLACE
CONCRETE MONUMENT**

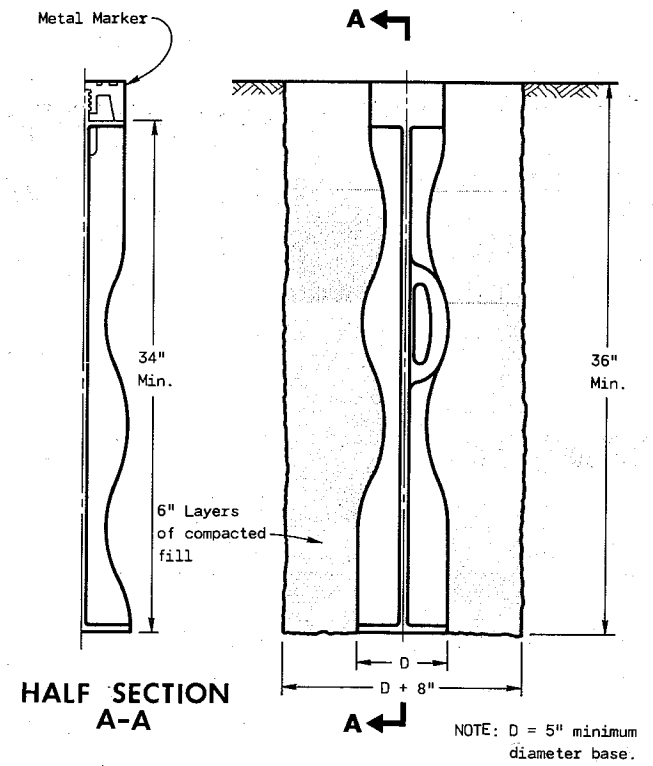
**PRECAST
CONCRETE MONUMENT**

TYPE A



TYPE B

NOT TO BE USED IN PAVEMENT STRUCTURE



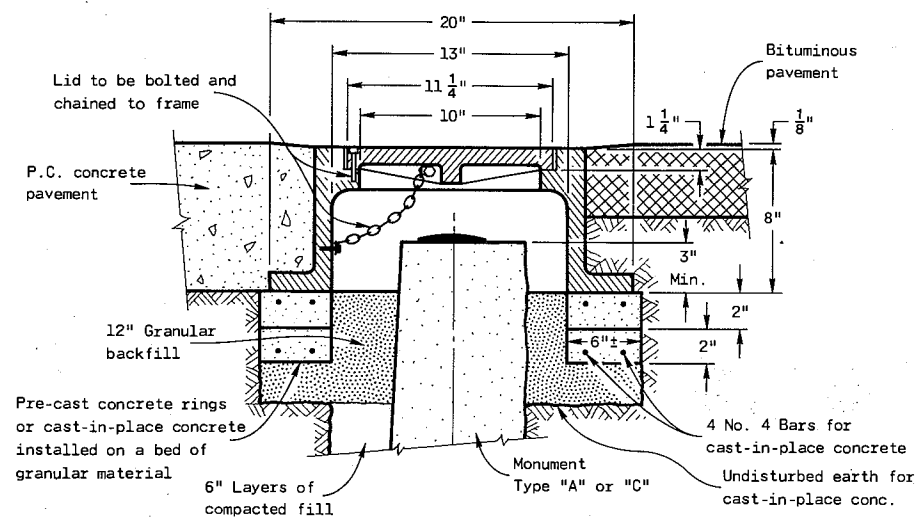
**HALF SECTION
A-A**

METAL MONUMENT

(Includes Marker)

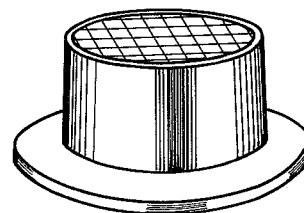
TYPE C

NOTE: D = 5" minimum diameter base.



DETAIL OF MONUMENT COVER

INSTALLATION IN PAVEMENT OVER A MONUMENT



(Approximate weight - 95 lbs.)

GENERAL NOTES

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

Detailed drawings of proposed alternate designs for Metal Monuments or Monument Covers shall be submitted to the Engineer for approval.

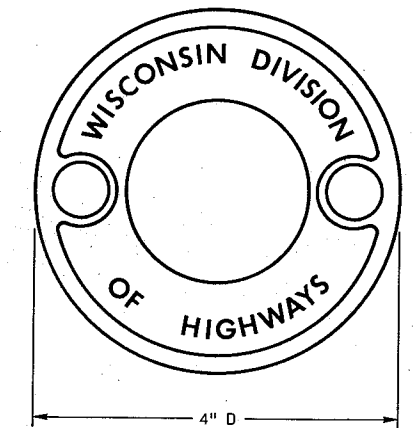
The installed Metal Monument must be easily detected with a dip needle. Inert permanent magnets shall be attached near the top and bottom of those Monuments constructed of a metal alloy which is not attractive to a dip needle.

Type A and Type C Monuments are equal alternates unless otherwise specified on the plan or by special provision.

When Landmark Reference Monument and Cover is specified, contractor shall furnish and install Monument and Monument Cover in conformance with details on this drawing and pertinent requirements of Section 611 of the Standard Specifications.

The Monument Cover shall be a "Non-Rocking" type. Adjustment of the Cover to grade may be accomplished by the use of mortar and brick, or by either pre-cast or cast-in-place Reinforced Concrete Grade Rings.

Monuments shall be located and placed at the direction of the Engineer.



TOP LEGEND FOR MARKER

**LANDMARK REFERENCE
MONUMENTS**

State of Wisconsin
Department of Transportation
Division of Highways

RECOMMENDED FOR APPROVAL:

2-15-74
DATE

APPROVED

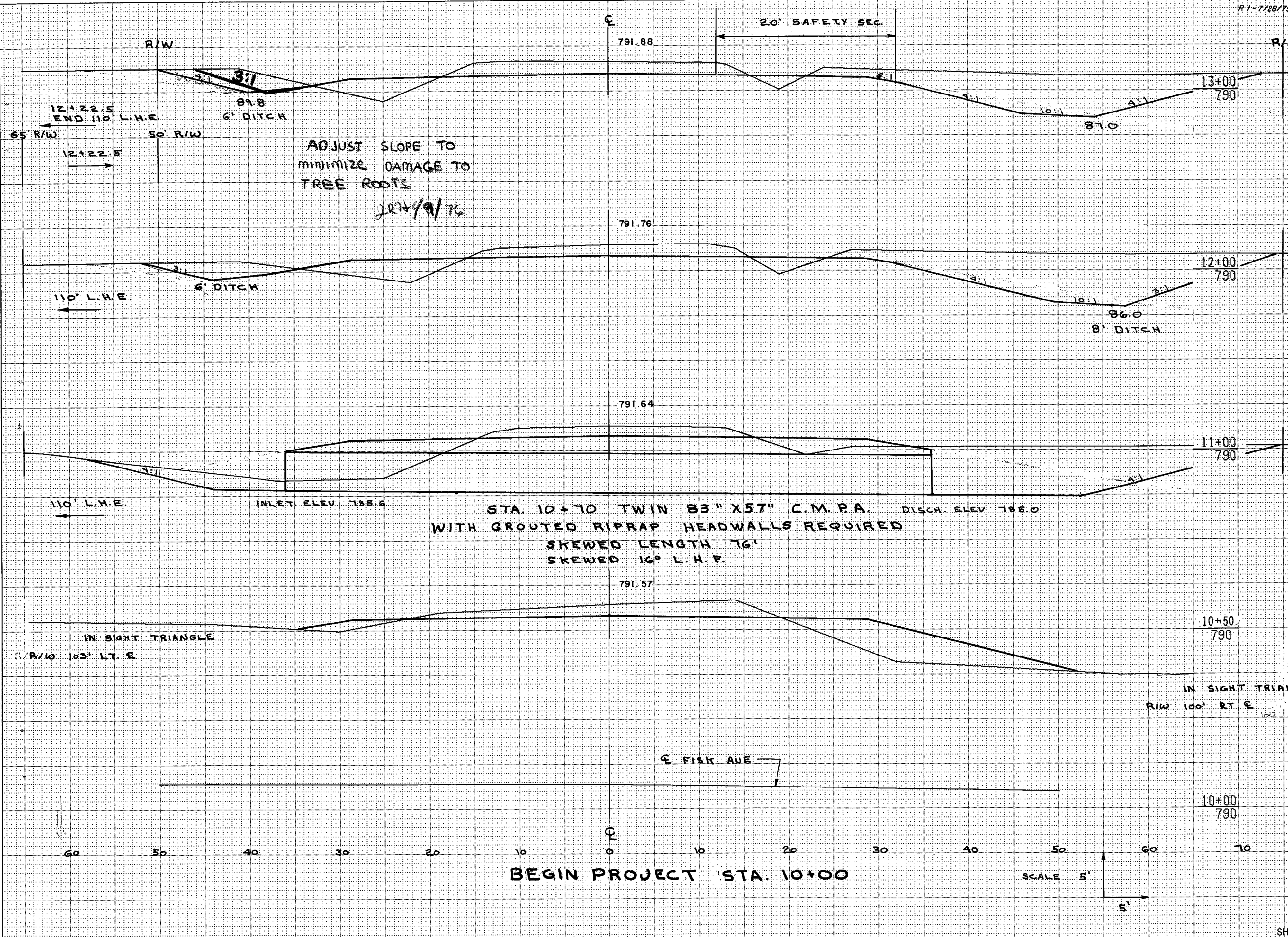
3-21-74
DATE

J. C. Hennrich
CHIEF OF FACILITIES DEVELOPMENT

H. J. Siddle
STATE HIGHWAY ENGINEER

R1-7/28/75

PROJECT DESIGNATION
4636-4-71
SHEET NUMBER
8



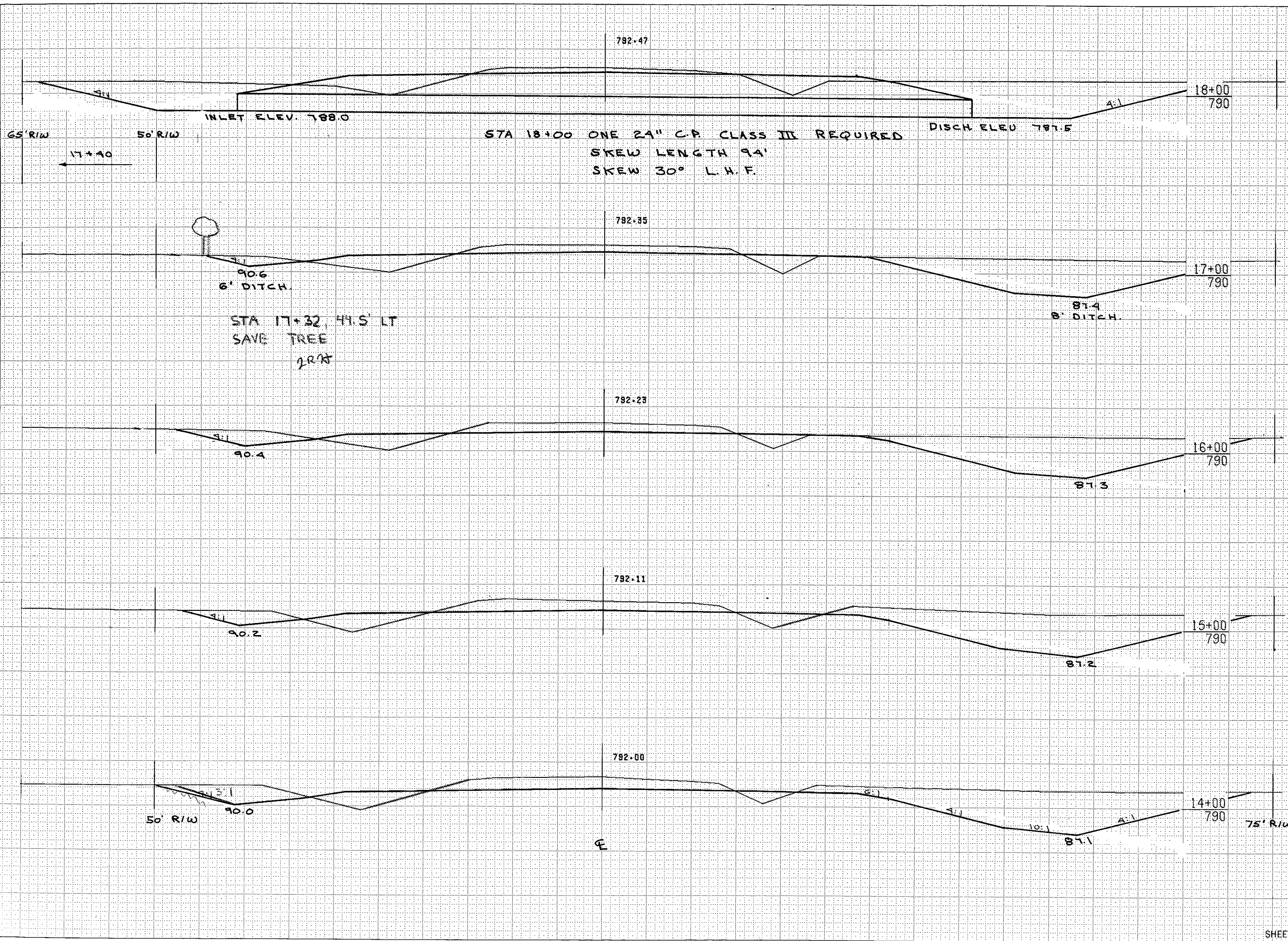
STATION	DISTANCE	YARDAGE	
		EXCAVATION	FILL
10	50	83	139
10+50	50	232	162
11	100	178	252
12	100	760	112

DRAINAGE DITCH 50

SHEET TOTAL 1,903 665

DATE
BY
SURVEYED
PLOTTED
TEMPLATE
NOTE BOOK
AREAS CHECKED

DATE
BY
SURVEYED
PLOTTED
TEMPLATE
NOTE BOOK
AREAS CHECKED



STATION	DISTANCE	YARDAGE	
		EXCAVATION	FILL
		UNCL.	
13	100	681	79
14	100	634	75
15	100	583	80
16	100	500	86
17	100	505	115
18			
SHEET TOTAL		2,903	435

NOTE BOOK TEMPLATE AREAS CHECKED

NOTE BOOK TEMPLATE AREAS CHECKED

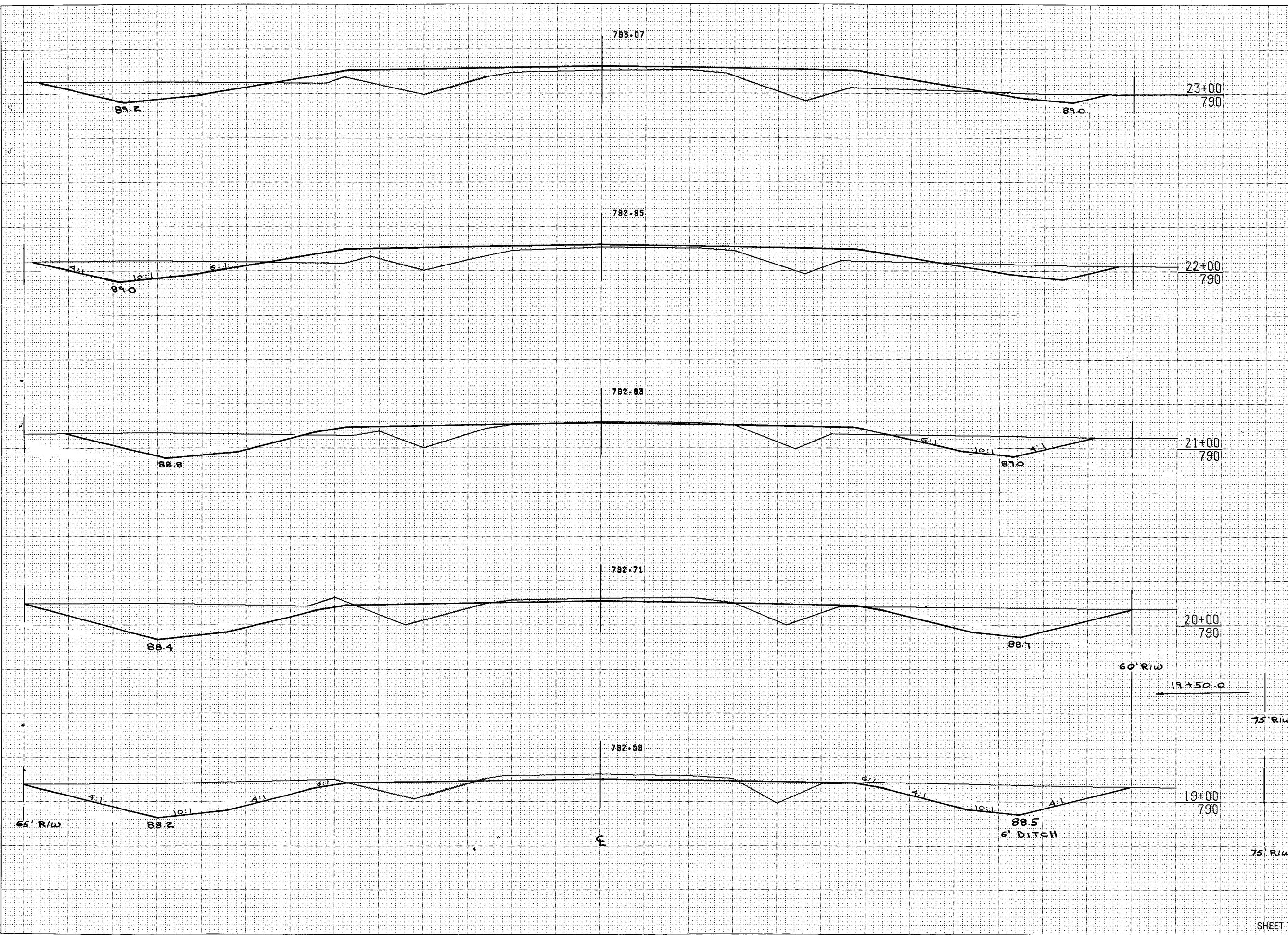
1/2

PROJECT DESIGNATION
4636-4-71

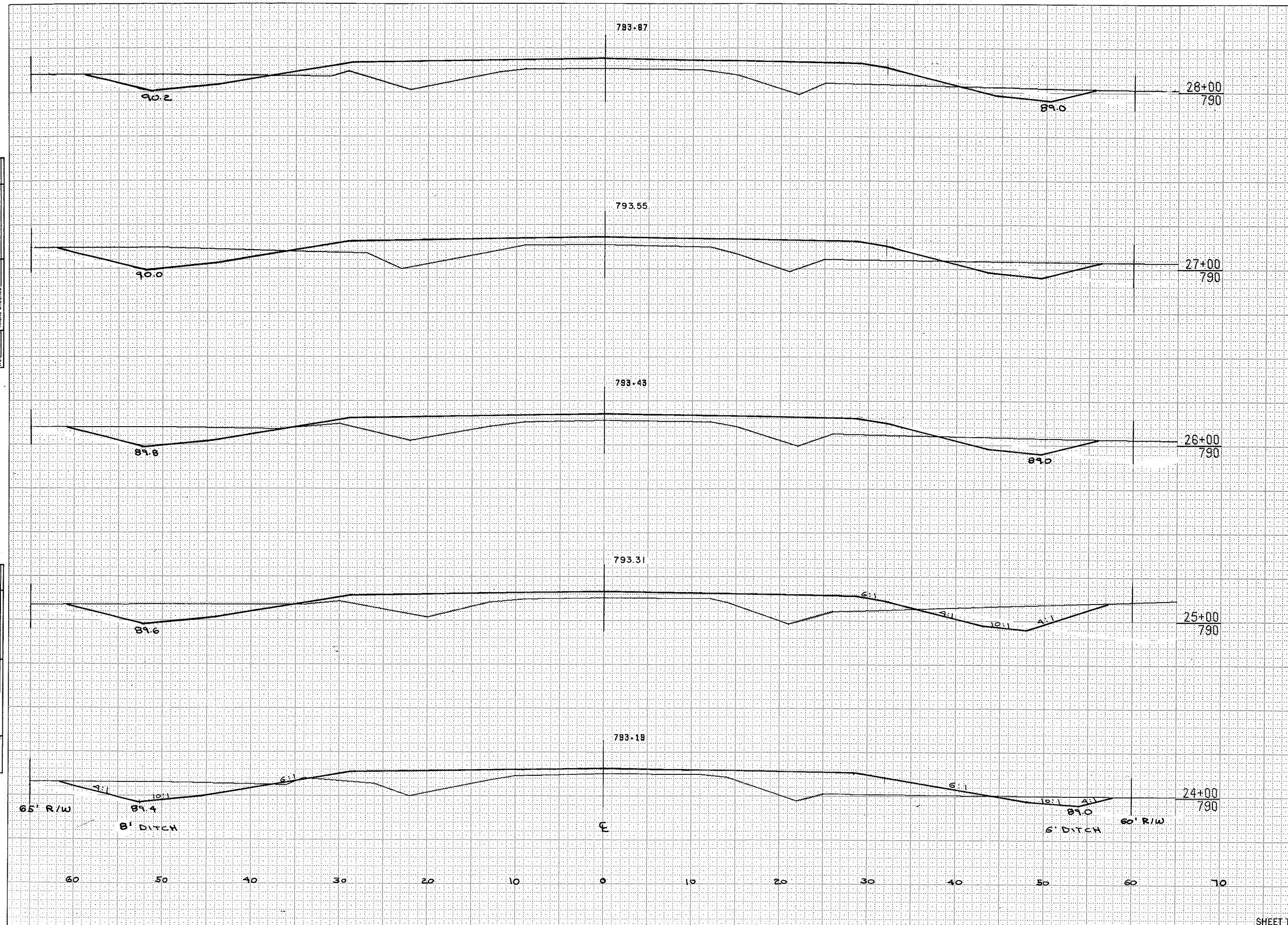
SHEET NUMBER
82

FINAL SURVEY	SURVEYED	DATE
SURVEY	PLOTTED	
NOTE BOOK	TEMPLATE	
NO.	AREAS CHECKED	

ORIGINAL SURVEY	SURVEYED	DATE
SURVEY	PLOTTED	
NOTE BOOK	TEMPLATE	
NO.	AREAS CHECKED	



STATION	DISTANCE	YARDAGE	
		EXCAVATION	FILL
18	100	537	116
19	100	523	109
20	100	394	139
21	100	227	208
22	100	167	297
23			
SHEET TOTAL		1848	869



STATION	DISTANCE	YARDAGE	
		EXCAVATION	FILL
		UNCL	FILL
23	100	139	349
24	100	181	347
25	100	204	347
26	100	185	389
27	100	167	441
28			

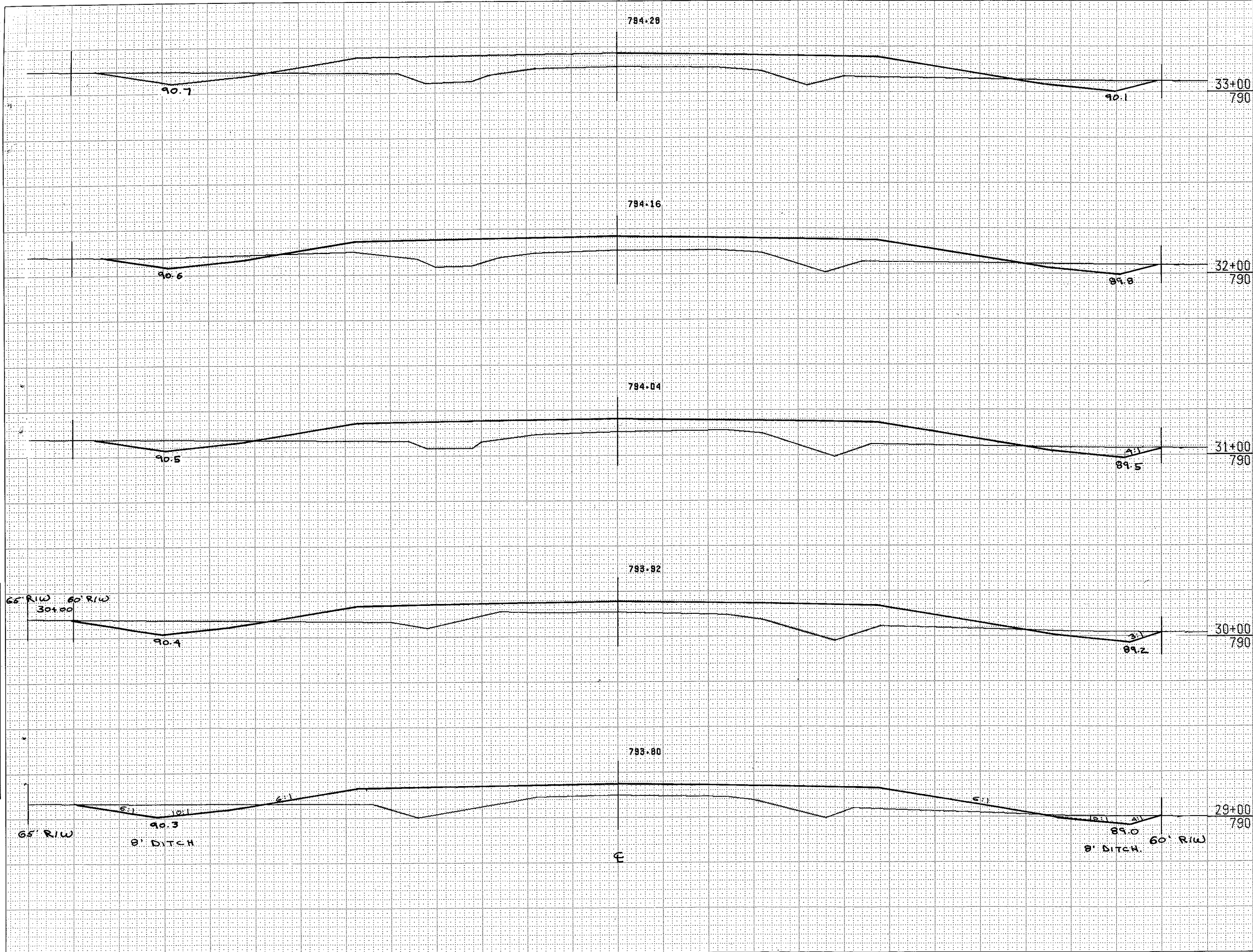
SHEET TOTAL 876 1873

NOTE BOOK NO. TEMPLATE AREAS CHECKED

NOTE BOOK NO. TEMPLATE AREAS CHECKED

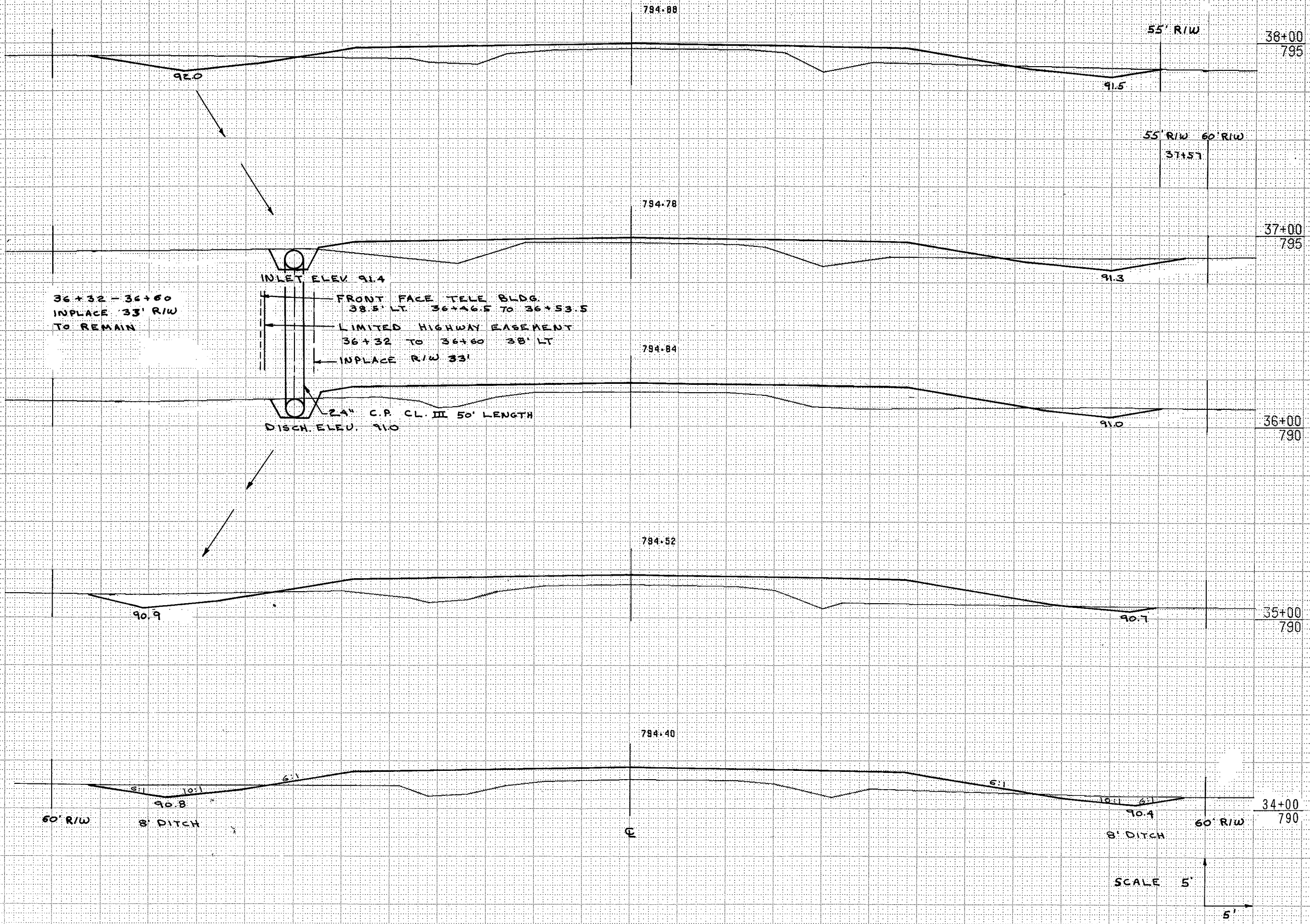
FINAL SURVEY	DATE
NO.	
NOTE BOOK	BY
NO.	
SURVEYED	DATE
TEMP.	
AREAS CHECKED	

ORIGINAL SURVEY	DATE
NO.	
NOTE BOOK	BY
NO.	
SURVEYED	DATE
TEMP.	
AREAS CHECKED	



STATION	DISTANCE	YARDAGE	
		EXCAVATION	FILL
		UNCL.	
28	100	111	497
29	100	88	504
30	100	76	509
31	100	74	524
32	100	79	502
33			
SHEET TOTAL		428	2,536

PROJECT DESIGNATION	SHEET NUMBER
4636-4-71	8.5



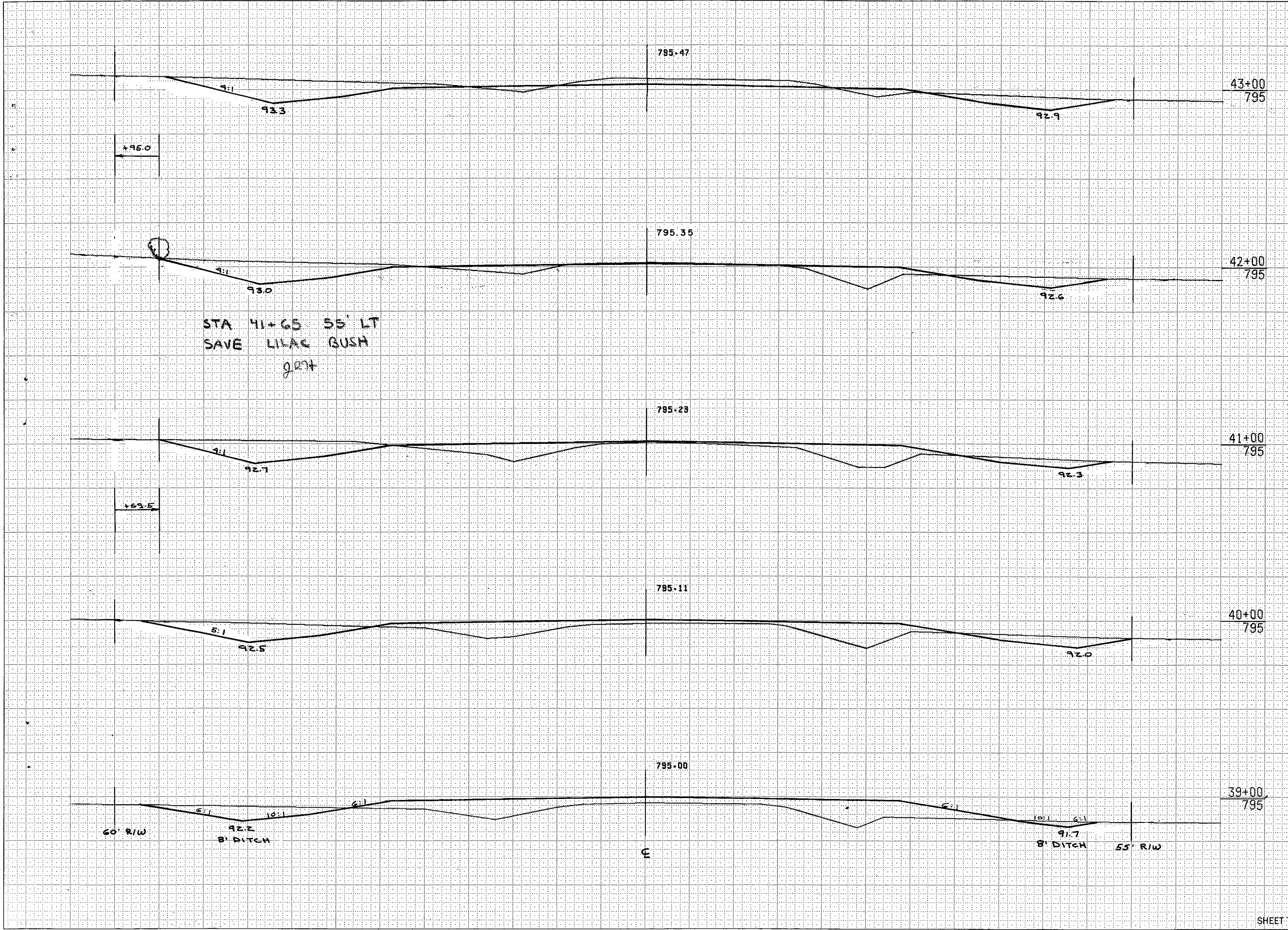
STATION	DISTANCE	YARDAGE	
		EXCAVATION	FILL
33	100	83	468
34	100	77	455
35	100	60	428
36	100	74	350
37	100	92	295
38			
SHEET TOTAL		386	1996

SURVEY	DATE	NO.
PLATE	NO.	
NOTE BOOK	NO.	
AREAS CHECKED		

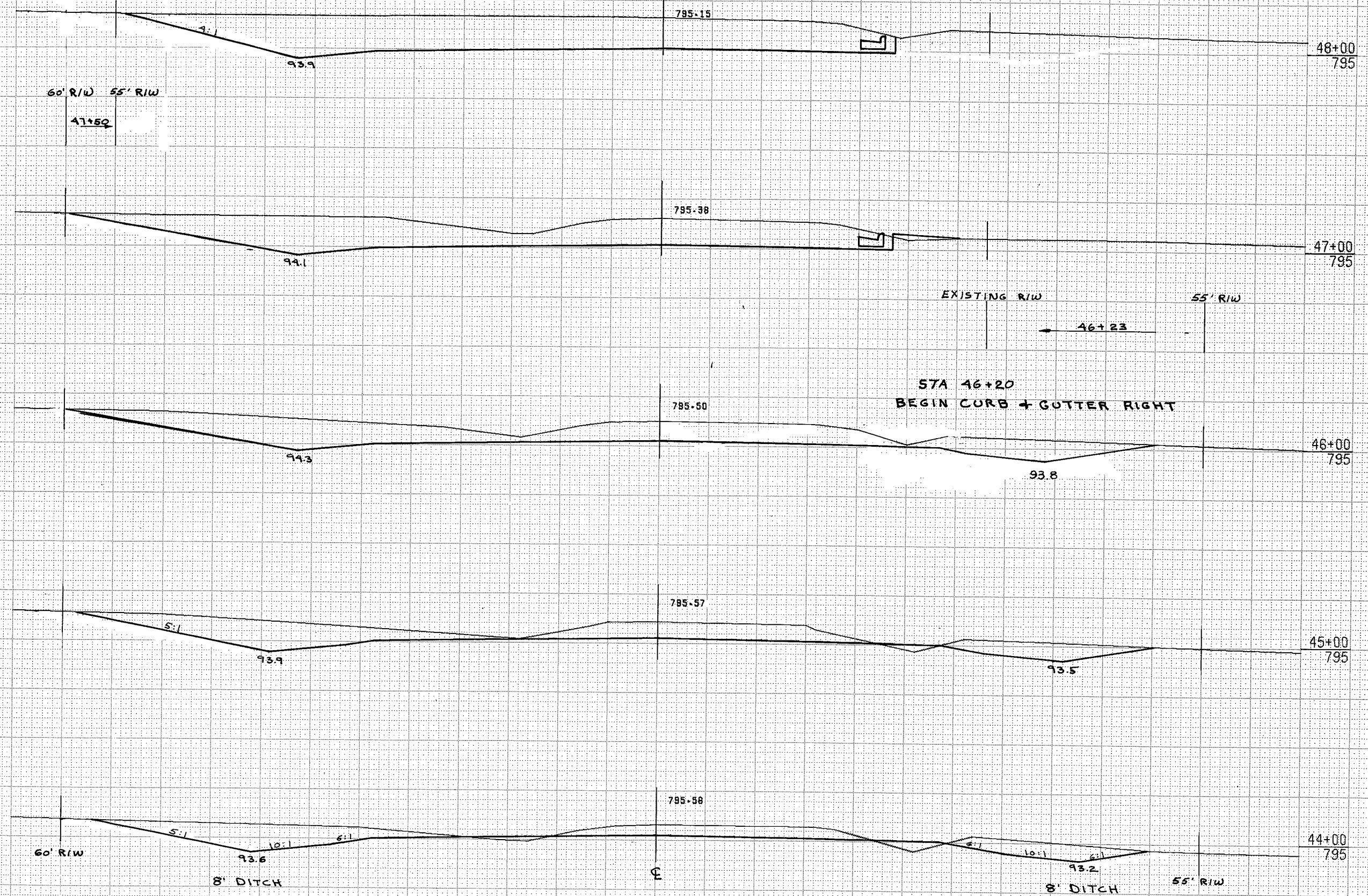
SURVEY	DATE	NO.
PLATE	NO.	
NOTE BOOK	NO.	
AREAS CHECKED		

FINAL SURVEY	DATE
SURVEYED	
PLOTTED	
TEMPLATE	
NOTE BOOK	
AREAS CHECKED	
NO.	

ORIGINAL SURVEY	DATE
SURVEYED	
PLOTTED	
TEMPLATE	
NOTE BOOK	
AREAS CHECKED	
NO.	



STATION	DISTANCE	YARDAGE	
		EXCAVATION	FILL
38	100	83	278
39	100	120	248
40	100	185	199
41	100	208	133
42	100	255	55
43			
SHEET TOTAL		851	913



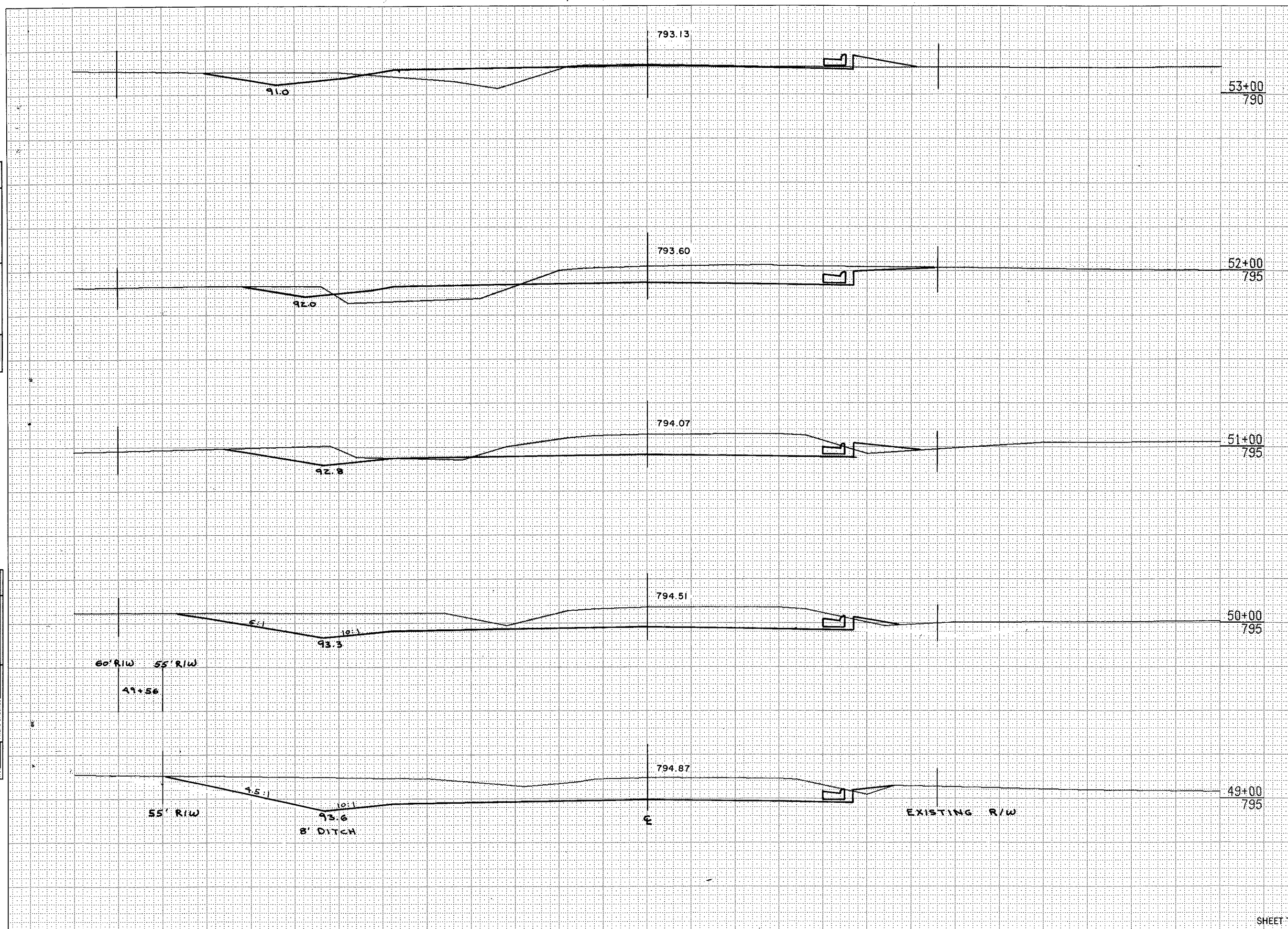
STATION	DISTANCE	YARDAGE	
		EXCAVATION	FILL
		UNCL.	
43	100	343	25
44	100	444	18
45	100	509	7
46	100	606	30
47	100	783	18
48			
SHEET TOTAL		2,685	98

NOTE BOOK TEMPLATE NO. AREAS CHECKED

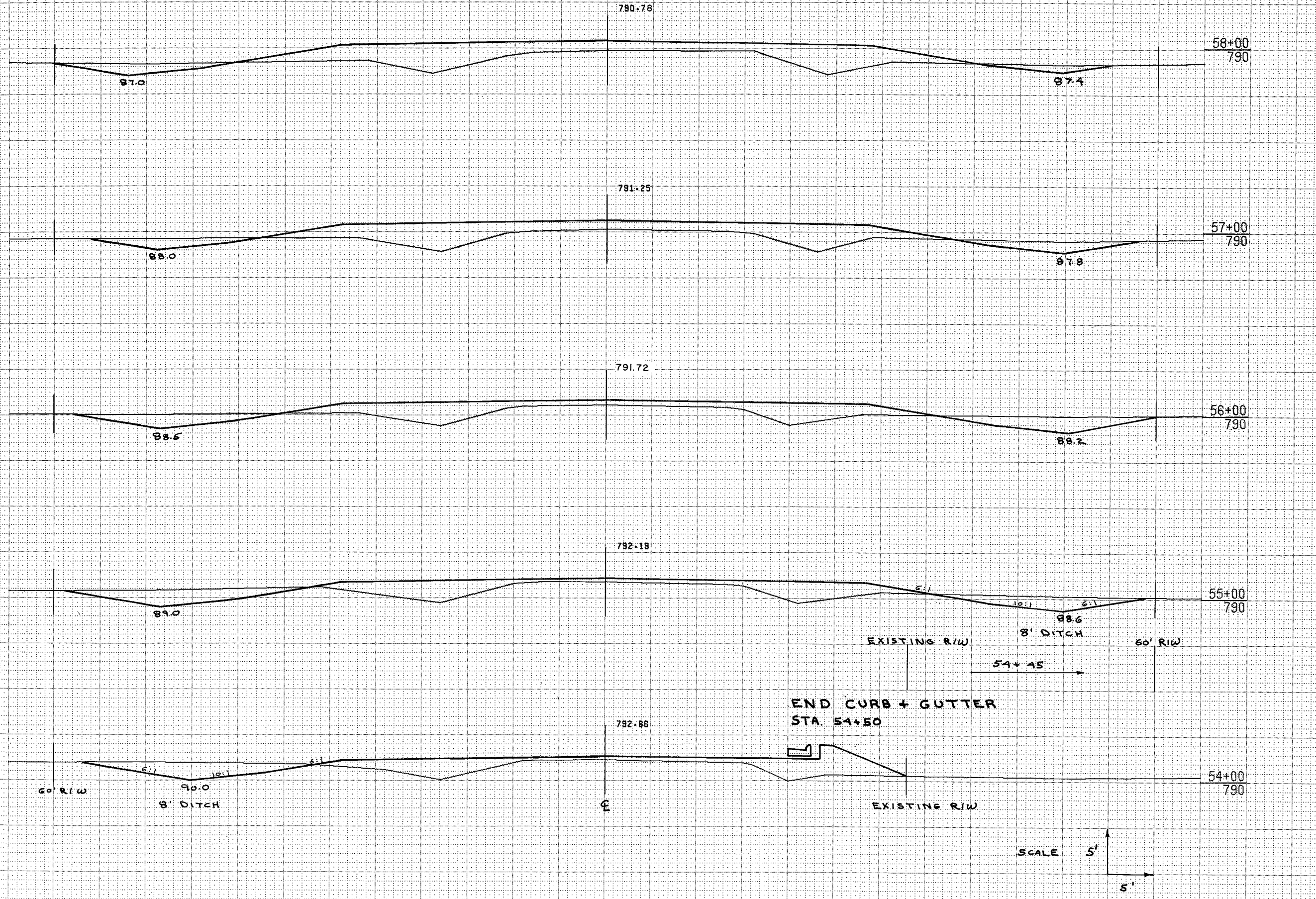
NOTE BOOK TEMPLATE NO. AREAS CHECKED

FINAL SURVEY	SURVEYED	DATE
NOTE BOOK NO.	PLOTTED	
	AREAS CHECKED	

ORIGINAL SURVEY	SURVEYED	DATE
NOTE BOOK NO.	PLOTTED	
	AREAS CHECKED	



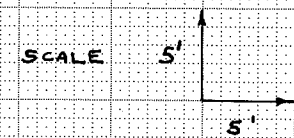
STATION	DISTANCE	YARDAGE	
		EXCAVATION	FILL
48	100	773	4
49	100	597	9
50	100	454	18
51	100	352	65
52	100	185	116
53			
SHEET TOTAL		2,361	212



STATION	DISTANCE	YARDAGE	
		EXCAVATION	FILL
53	100	74	204
54	100	127	261
55	100	157	290
56	100	124	352
57	100	82	429
58			

NOTE BOOK NO. TEMPLATE AREAS CHECKED

NOTE BOOK NO. TEMPLATE AREAS CHECKED

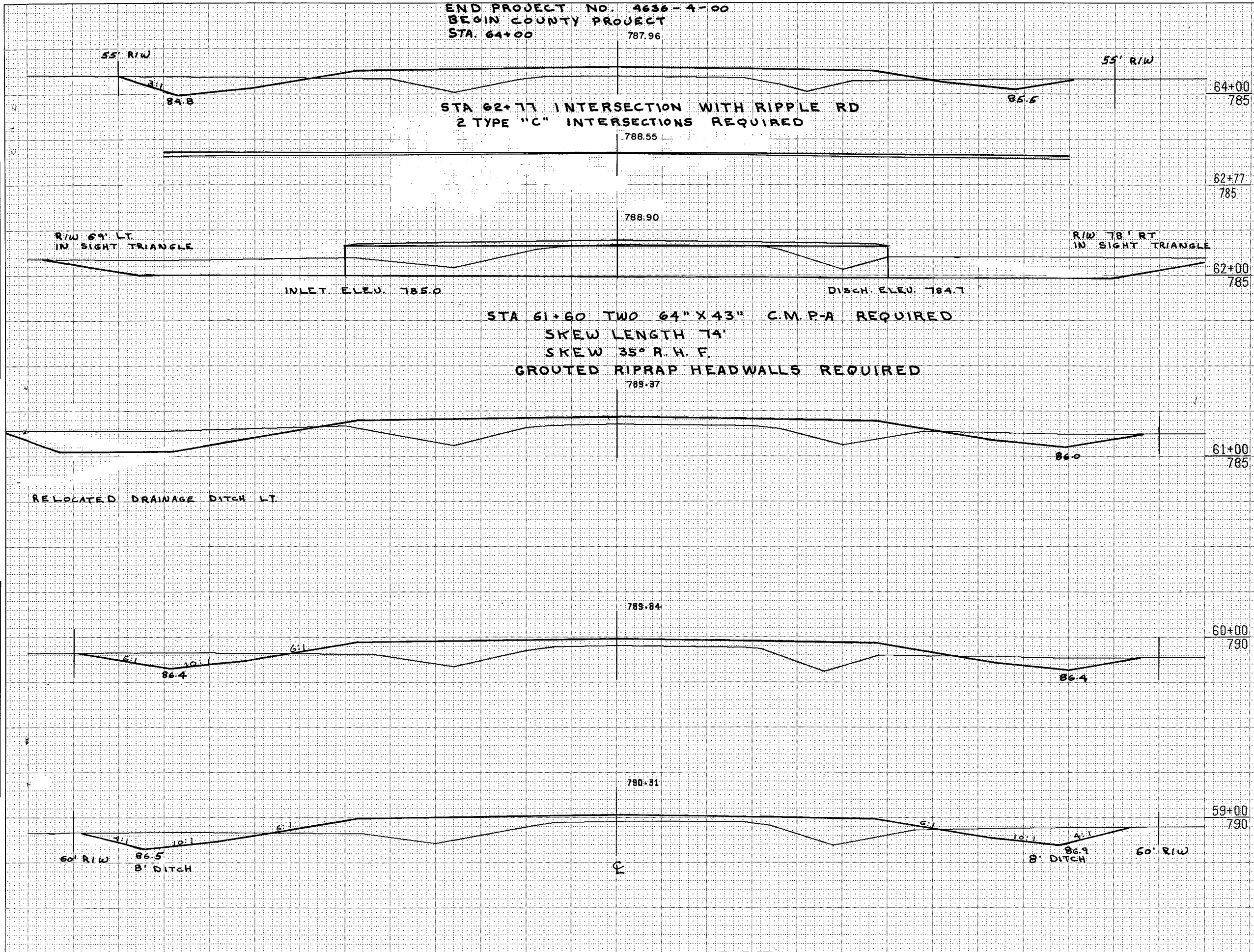


END PROJECT NO. 4636-4-00
 BEGIN COUNTY PROJECT
 STA. 64+00 787.96

PROJECT DESIGNATION
 4636-4-71 SHEET NUMBER
 8.10

DATE
 BY
 SURVEYED
 PLOTTED
 TEMPLATE
 NOTE BOOK
 NO.
 AREAS CHECKED

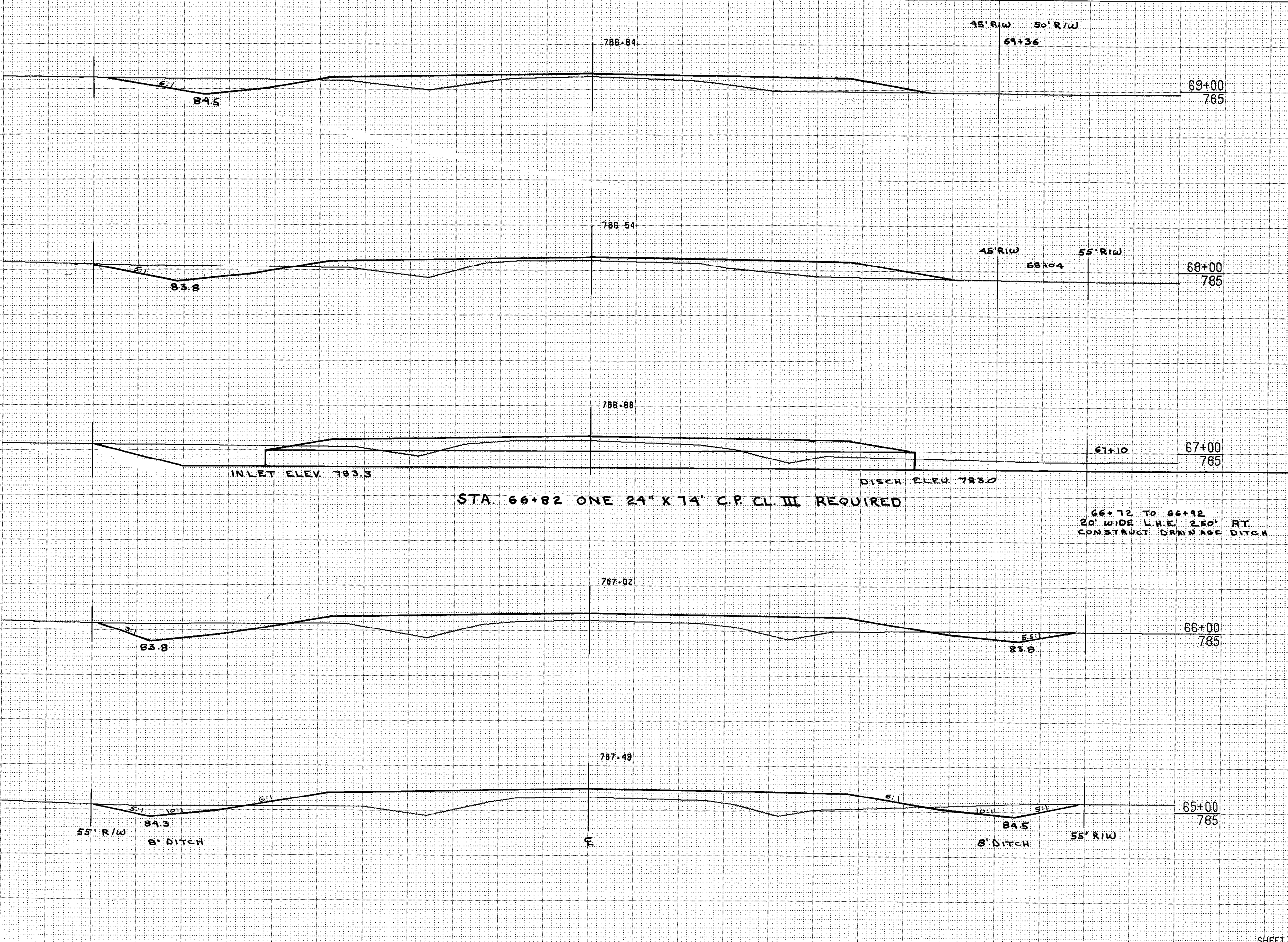
DATE
 BY
 SURVEYED
 PLOTTED
 TEMPLATE
 NOTE BOOK
 NO.
 AREAS CHECKED



STATION	DISTANCE	YARDAGE	
		EXCAVATION	FILL
		UNCL	
58	100	126	413
59	100	158	368
60	100	199	354
61	100	357	343
62	100	200	200
63	100	150	300
64			
		DRAINAGE DITCH	300
SHEET TOTAL		1,490	1,978

24

PROJECT DESIGNATION	SHEET NUMBER
4636-4-71	8.11



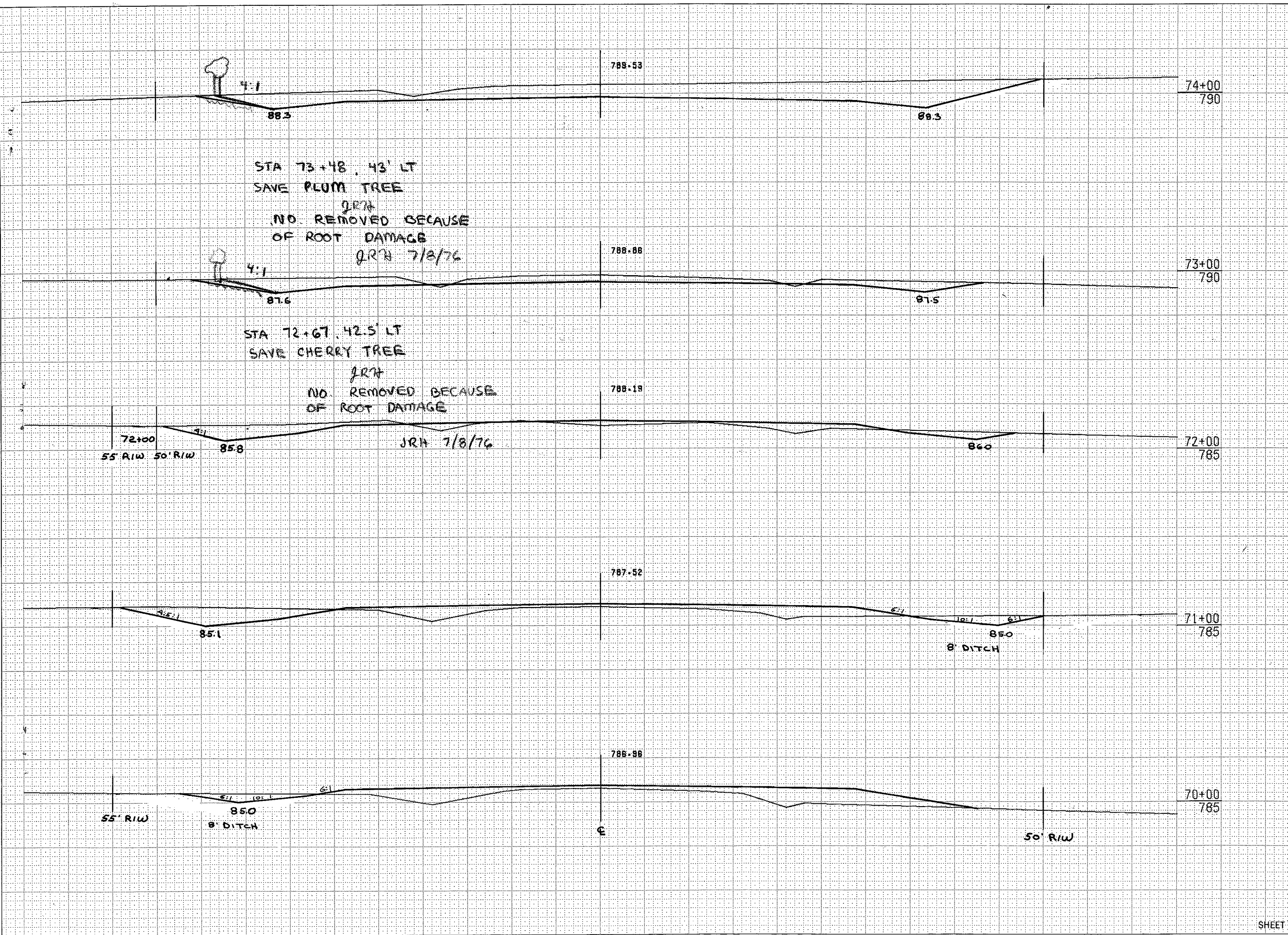
STATION	DISTANCE	YARDAGE	
		EXCAVATION	FILL
		UNCL	
64	100	115	369
65	100	116	366
66	100	156	300
67	100	132	265
68	100	76	232
69			
DRAINAGE DITCH		100	
SHEET TOTAL		695	1527

CHECKED BY: _____
 DATE: _____
 DRAWN BY: _____
 DATE: _____
 NOTE BOOK NO. _____
 TEMPLATE AREAS CHECKED

CHECKED BY: _____
 DATE: _____
 DRAWN BY: _____
 DATE: _____
 NOTE BOOK NO. _____
 TEMPLATE AREAS CHECKED

DATE: _____
BY: _____
FINAL SURVEY PLOTTED _____
NOTE BOOK NO. _____
AREAS CHECKED _____

DATE: _____
BY: _____
ORIGINAL SURVEY PLOTTED _____
NOTE BOOK NO. _____
AREAS CHECKED _____



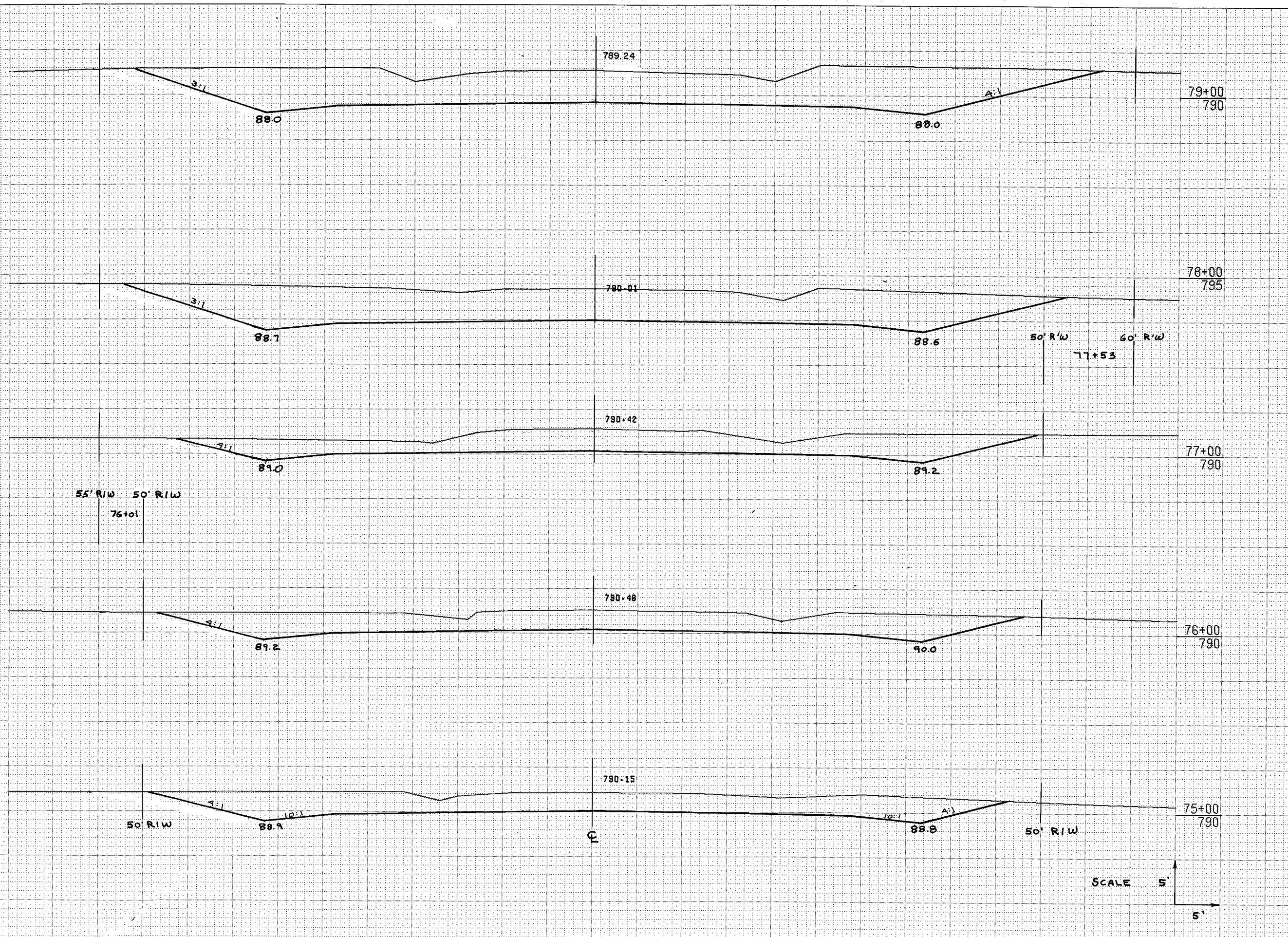
STA 73+48, 43' LT
SAVE PLUM TREE
JRH
NO. REMOVED BECAUSE
OF ROOT DAMAGE
JRH 7/8/76

STA 72+67, 42.5' LT
SAVE CHERRY TREE
JRH
NO. REMOVED BECAUSE
OF ROOT DAMAGE
JRH 7/8/76

STATION	DISTANCE	YARDAGE	
		EXCAVATION	FILL
		UNCL	
69	100	59	293
70	100	88	220
71	100	125	129
72	100	167	91
73	100	375	1
74			
SHEET TOTAL		814	629

PROJECT DESIGNATION
4636-4-71

SHEET NUMBER
8.13



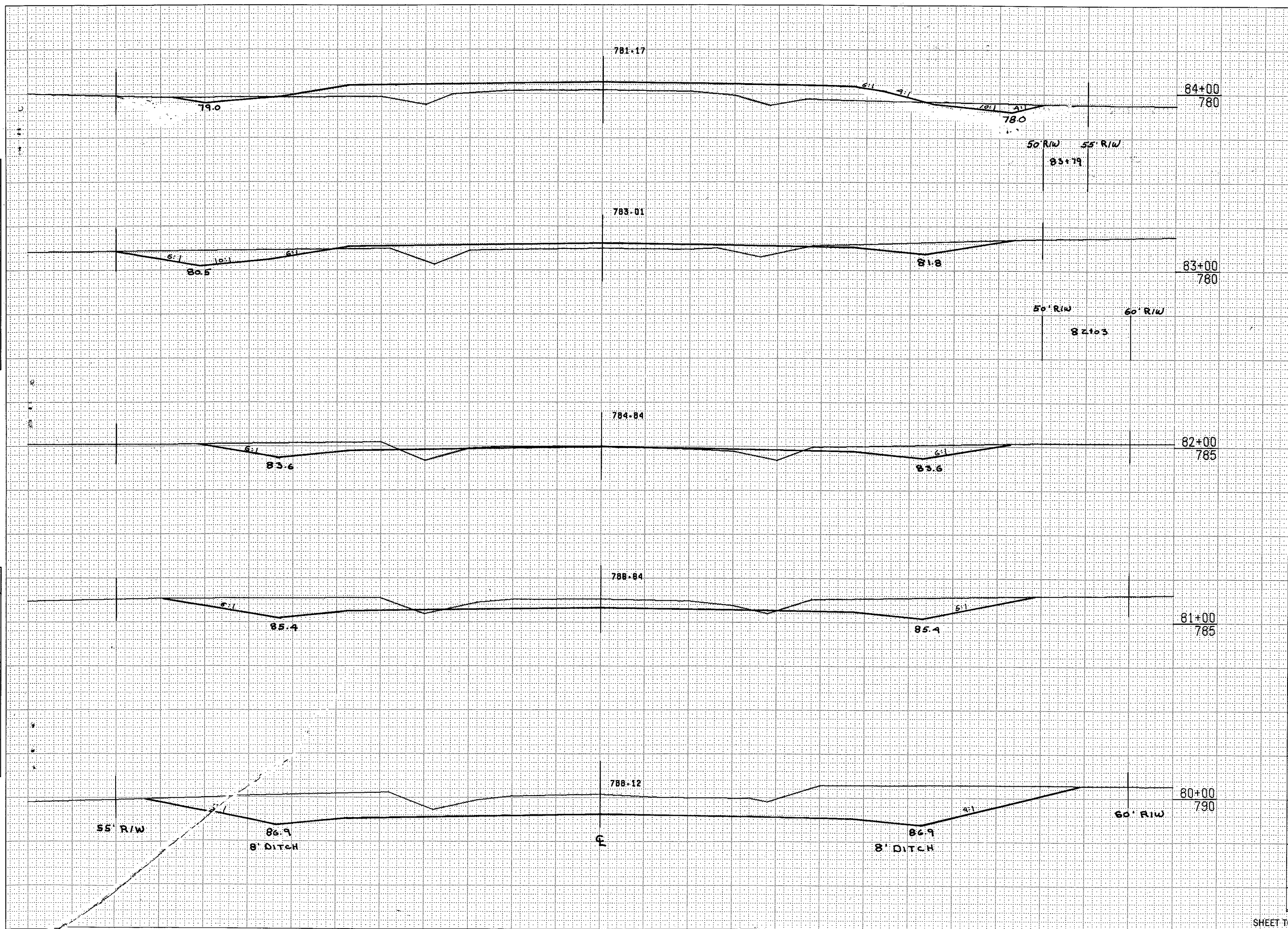
STATION	DISTANCE	YARDAGE	
		EXCAVATION	UNCL.
74	100	616	0
75	100	713	0
76	100	695	0
77	100	972	0
78	100	1,310	0
79			
SHEET TOTAL		4,306	0

SCALE 5'
5'

NOTE BOOK NO. TEMPLATE AREAS CHECKED

NOTE BOOK NO. TEMPLATE AREAS CHECKED

PROJECT DESIGNATION		SHEET NUMBER	
4636-4-71		8.14	
STATION	DISTANCE	YARDAGE	
		EXCAVATION	FILL
		UNCL.	
79	100	1134	0
80	100	663	3
81	100	274	23
82	100	148	86
83	100	102	221
84			
SHEET TOTAL		2,321	333



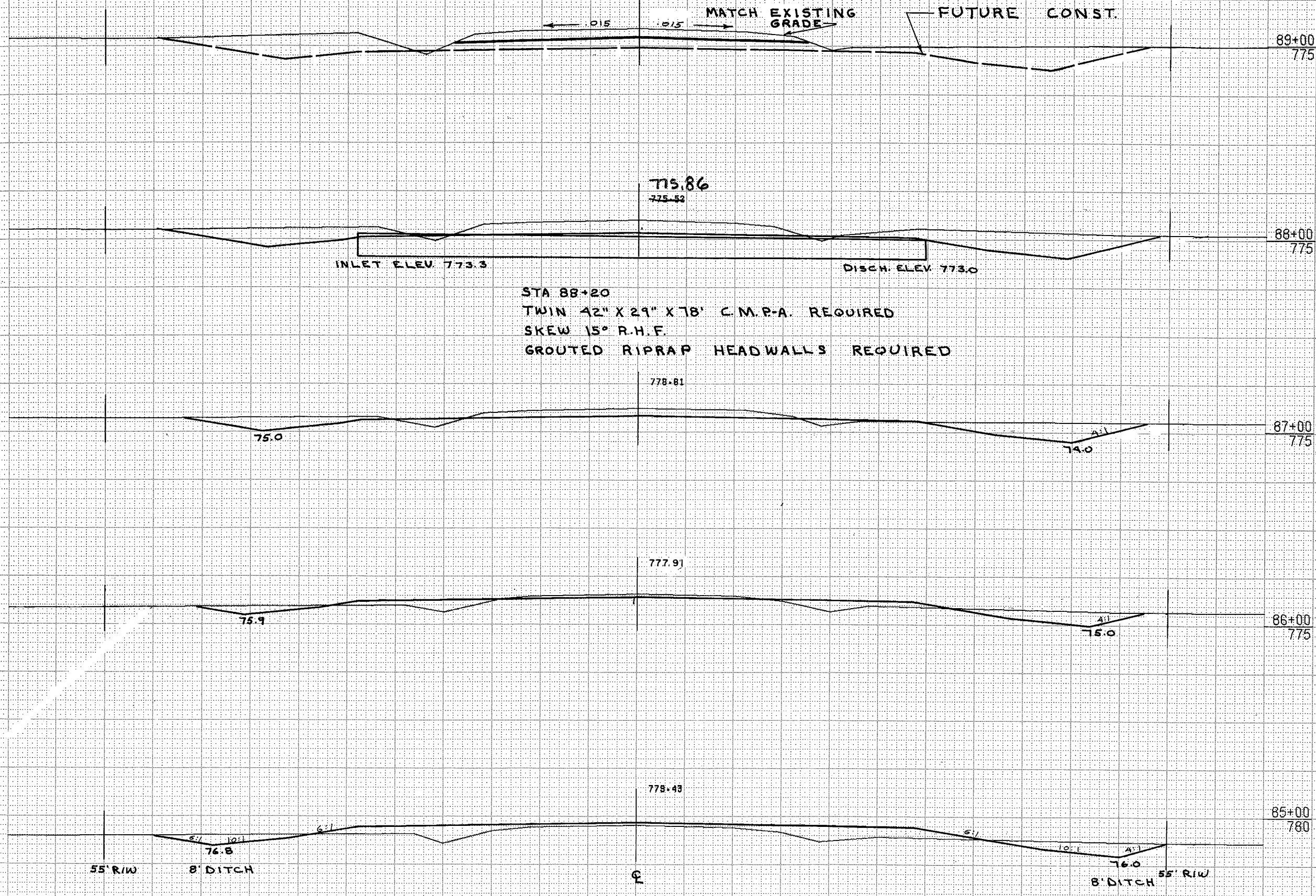
FINAL SURVEY BY DATE
 SURVEYED TO DATE
 PLANNED TO DATE
 NOTE BOOK NO.
 AREAS CHECKED

ORIGINAL SURVEY BY DATE
 SURVEYED TO DATE
 PLANNED TO DATE
 NOTE BOOK NO.
 AREAS CHECKED

END COUNTY PROJECT
STA. 89+24.62

PROJECT DESIGNATION
4636-4-71

SHEET NUMBER
8.15



STATION	DISTANCE	YARDAGE	
		EXCAVATION	FILL
84	100	69	258
85	100	83	145
86	100	148	57
87	100	319	16
88	100	255	0
89			
SHEET TOTAL		874	476

NOTE BOOK TEMPLATE AREAS CHECKED

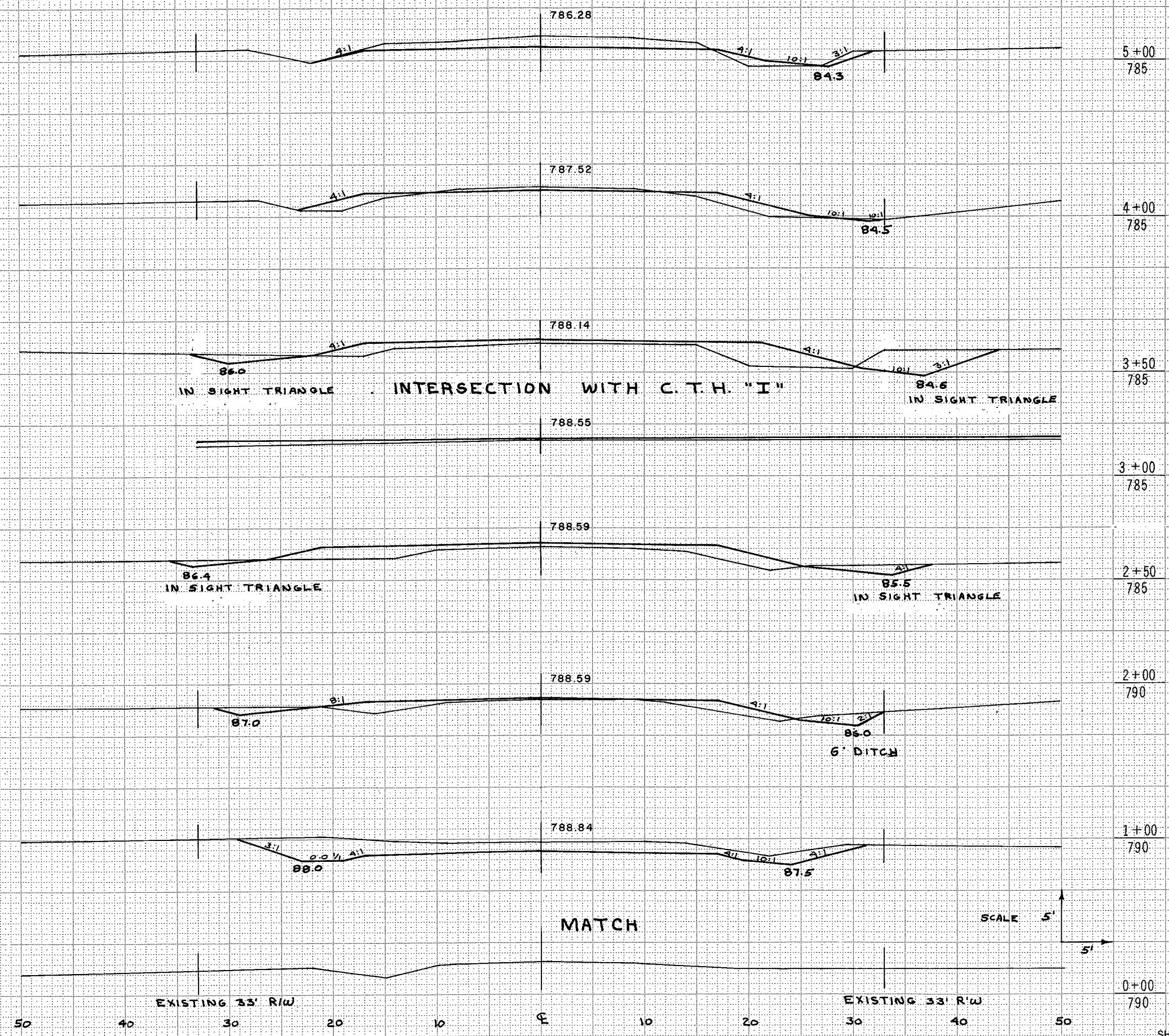
NOTE BOOK TEMPLATE AREAS CHECKED

MATCH STA. 6+00

PROJECT DESIGNATION	SHEET NUMBER
4636-4-71	8.16

BY	DATE
FINAL SURVEY	
SURVEYED	
PLOTTED	
TEMPLATE	
NOTE BOOK	
NO.	
AREAS CHECKED	

BY	DATE
ORIGINAL SURVEY	
NO.	
AREAS CHECKED	



STATION	DISTANCE	YARDAGE	
		EXCAVATION	FILL
5+00	785		
0	100	116	0
1	100	116	42
2	50	8	50
2+50			
3+50	785		
3+50	50	55	63
4	100	65	42
5	100	65	9
6			
2+50	785		
2+00	790		
1+00	790		
0+00	790		
SHEET TOTAL		425	206

RIPPLE ROAD

INTERSECTION WITH C.T.H. "I"

MATCH

SCALE 5'

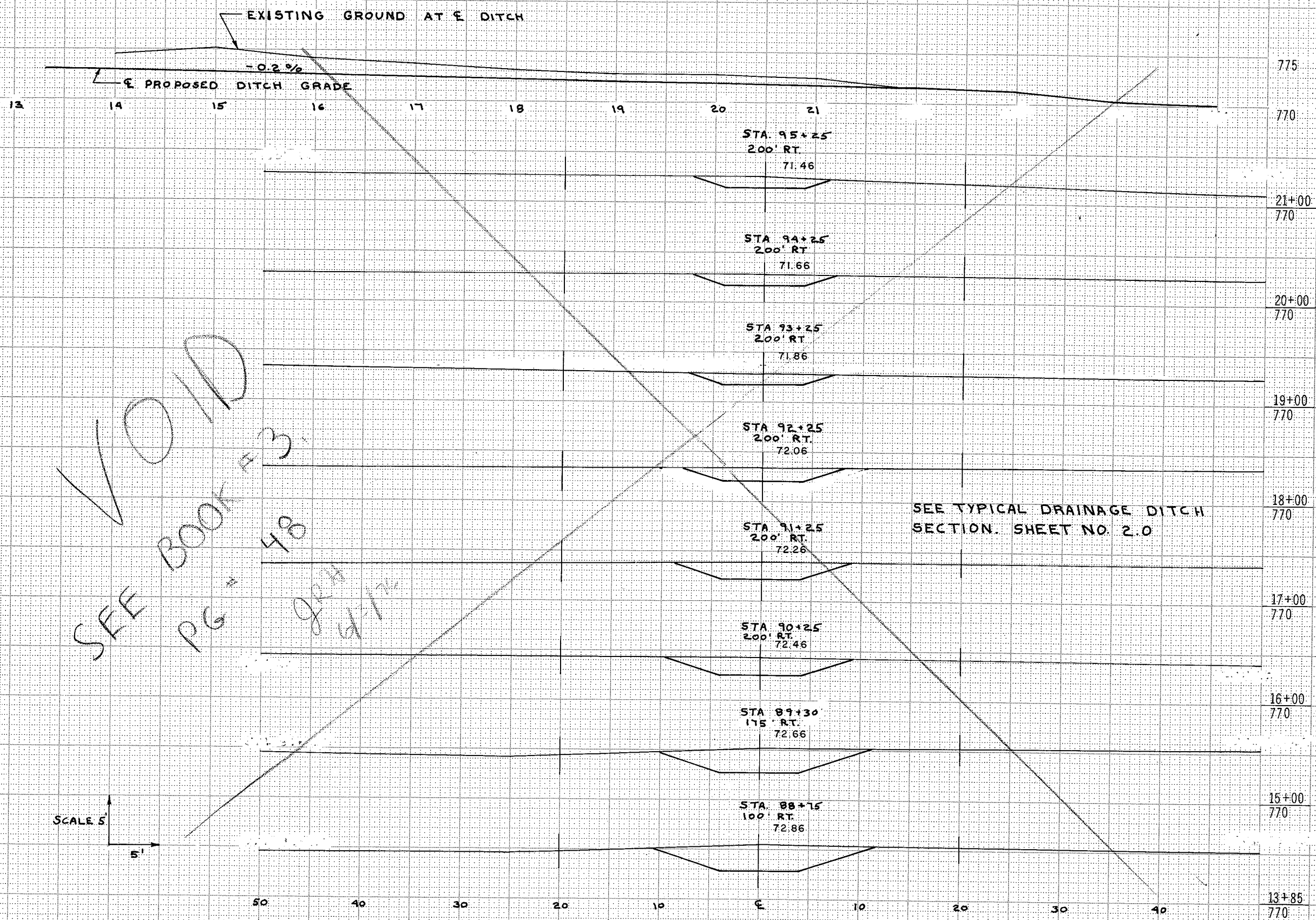
EXISTING 33' R/W

EXISTING 33' R/W

DRAINAGE DITCH
 STA. 88+20 TO STA. 96+00 RT.

PROJECT DESIGNATION
 4636-4-71

SHEET NUMBER
 8.17



VOID

SEE BOOK #3

PG = 48

GRA 84-174

STATION	DISTANCE	YARDAGE	
		EXCAVATION	FILL
21+00			
20+00	85	120	
19+00	115	137	
18+00	100	115	
17+00	100	80	
16+00	100	59	
15+00	100	48	
14+00	100	40	
13+85	100	41	
SHEET TOTAL		640	