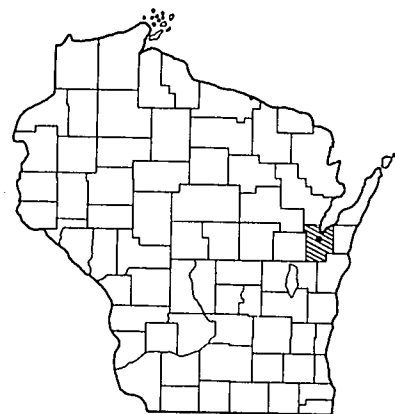


Index of Sheets

Sheet No.	1	Title
Sheet No.	2-2.1	Typical Cross Sections
Sheet No.	3	Estimate of Quantities
Sheet No.	2	Miscellaneous Quantities
Sheet No.	—	Right of Way Plat
Sheet No.	4-6	Plan and Profile Sta. 20+68.7 to Sta. 56+25.4
Sheet No.	7	Standard Details
Sheet No.	—	Drainage Structures
Sheet No.	8-12	Cross Sections



Design Designation

A. D. T.	•
A. D. T.	•
D. H. V.	•
D.	•
T.	•
V.	•

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	— — — — —
Property Line	— — — — —	Grade Elevation	— — — — —
Traveled Way or P.E.	— — — — —	Sanitary Sewer	— — — — —
Railroads	— — — — —		
Base or Survey Line	— — — — —		
Storm Sewer	— — — — —		

STATE OF WISCONSIN

DEPARTMENT OF TRANSPORTATION

DIVISION OF HIGHWAYS

PLAN AND PROFILE OF PROPOSED

HIGHLAND AVE.—CITY OF GREEN BAY

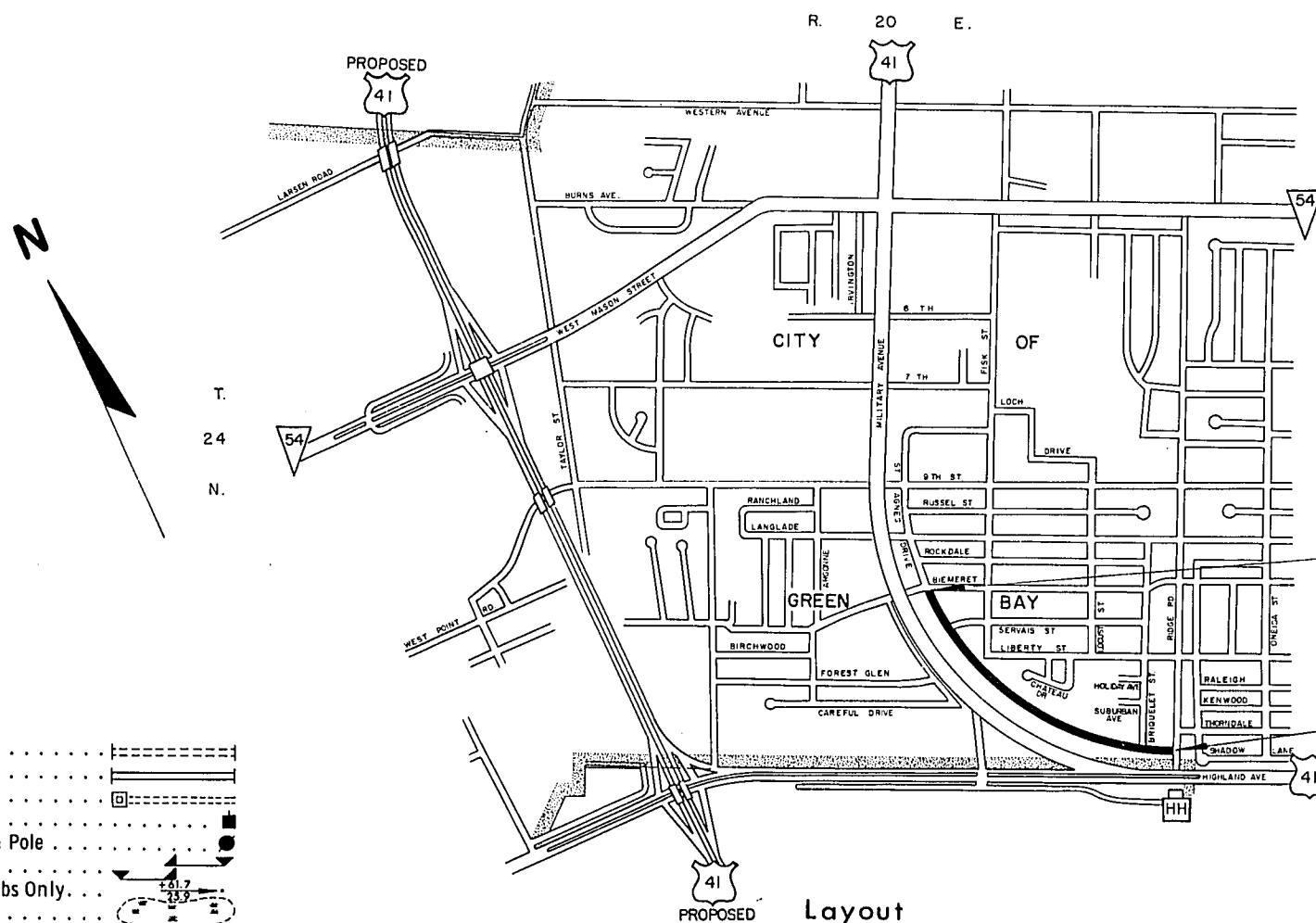
(ST. AGNES DRIVE FRONTAGE ROAD)

U.S.H. 41

BROWN COUNTY

PROJECT IDENTIFICATION NUMBER	PROJECT DESIGNATION
4690 3 72	T 060-1(7)

Scales { Plan 1 in. = 50 ft.
Profile Hor. 1 in. = 50 ft. Vert. 1 in. = 5 ft.
Cross Sections Hor. 1 in. = 5' Vert. 1 in. = 5'



Layout
Scale
Total Net Length of Centerline = 0.674 Mi. URBAN

BEGINNING OF PROJECT T 060-1(7)/4690 3 72

STA. 20 + 68.7
±80 FT. SOUTH OF THE C. OF BIEMERET ST.

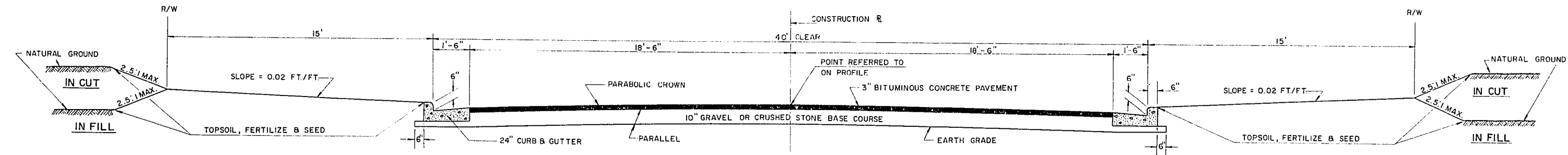
END OF PROJECT T 060-1(7)/4690 3 72

STA. 56 + 25.4
±30 FT. N.W. OF THE C. OF RIDGE ROAD

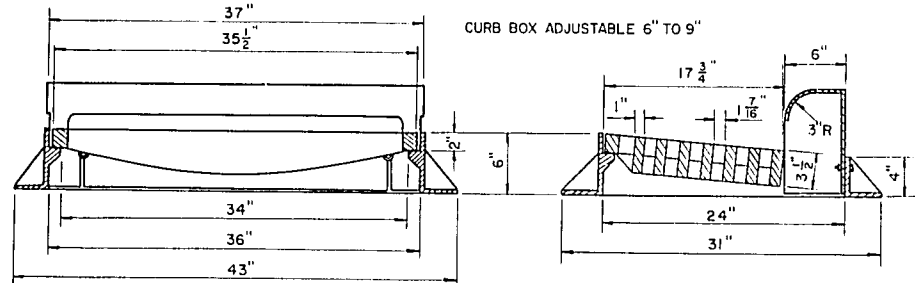
5.1-60.1-22.7

Sheet Number	Total Sheets
1	12

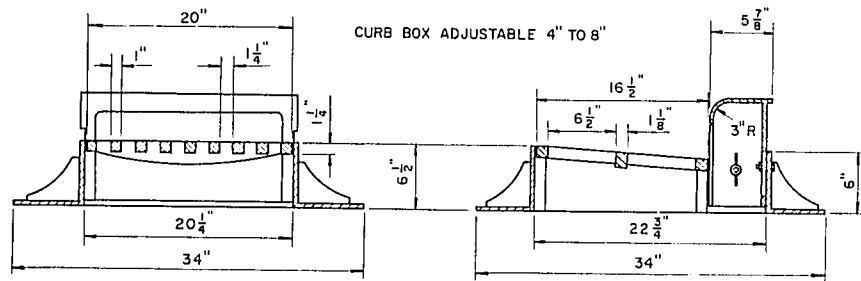
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS	
Surveyor, CITY OF GREEN BAY	Note Book
District Computer, R.L.J.	M.O. Checker, W.H.B.
District Checker, G.W.S.	Correct
Correct:	
Date 6-25-68	Chief Engineer
Recommended for Approval:	
Date 7-9-68	Chief Design Engineer
Approved:	
Date 7-10-68	State Highway Engineer
U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION BUREAU OF PUBLIC ROADS	
REGION 4 WISCONSIN DIVISION	
Approved:	
Date	
Division Engineer	



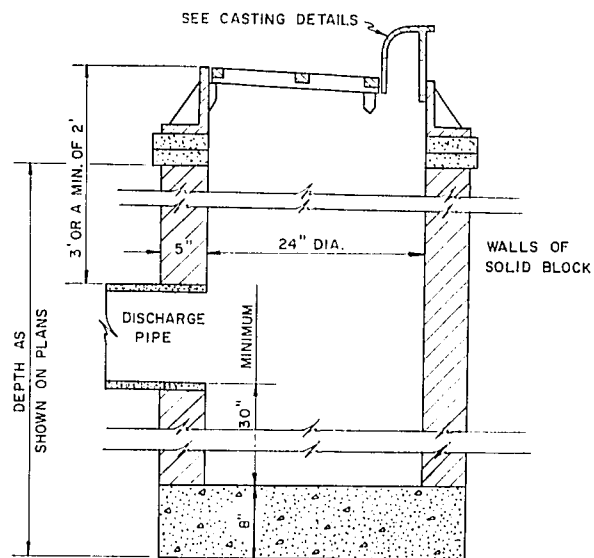
TYPICAL URBAN SECTION



SPECIAL CATCH BASIN CASTING
APPROXIMATE WEIGHT 550 LBS.

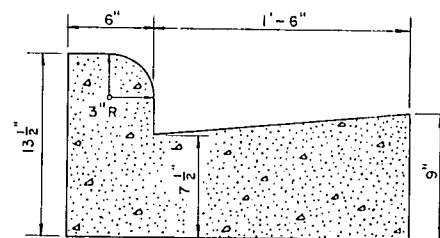


STANDARD CATCH BASIN CASTING
APPROXIMATE WEIGHT 300 LBS.



STANDARD CATCH BASIN

NOTE: SPECIAL CATCH BASIN TO BE 24" X 36"
WALLS TO BE 10" SOLID BLOCK OTHER
DETAIL IDENTICAL TO STANDARD CATCH
BASIN. SEE CASTING DETAILS.



DETAILS FOR CONCRETE CURB & GUTTER

GENERAL NOTES

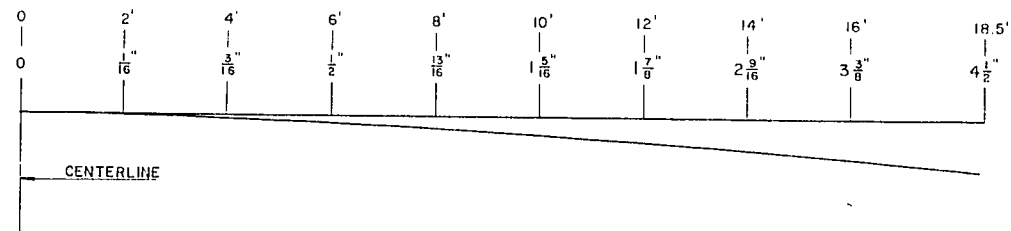
WHEN THE QUANTITY OF THE ITEMS OF SUBBASE, BASE OR SURFACE COURSE IS MEASURED FOR PAYMENT BY THE TON OR CUBIC YARD THE DEPTH OR THICKNESS OF THE COURSE SHOWN ON THE PLANS IS APPROXIMATE AND THE ACTUAL THICKNESS WILL DEPEND ON THE DISTRIBUTION OF MATERIAL DIRECTED BY THE ENGINEER.
THE EXACT GRADES FOR SIDE STREET APPROACHES SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.
THE CITY OF GREEN BAY SHALL ADJUST OR MOVE ALL CITY OWNED FACILITIES TO FIT THE NEW CONSTRUCTION.
PRIVATE UTILITY COMPANIES SHALL ADJUST OR MOVE ALL PRIVATELY OWNED FACILITIES TO FIT THE NEW CONSTRUCTION.
THE EXACT LOCATION OF NEW DRIVEWAY OPENINGS SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.
ALL CURB & GUTTER RADII SHOWN ARE TO THE BACKFACE OF CURB.
THE EXACT LOCATION OF FISK ST., BRIQUELET ST., AND LOCUST ST. SHALL BE SET BY THE CITY OF GREEN BAY AT THE TIME OF CONSTRUCTION.
THE STORM SEWER AND SANITARY SEWER TRUNK LINE IS TO BE CONSTRUCTED BY THE CITY OF GREEN BAY PRIOR TO OR DURING THE TIME OF CONSTRUCTION OF THE ROAD.
THE CONSTRUCTION CENTERLINE ESTABLISHED AS SHOWN ELSEWHERE ON PLAN IS SUBJECT TO FINAL LOCATION BY THE CITY OF GREEN BAY.

STANDARD DETAIL DRAWINGS

CONSTRUCTION BARRICADE 7-4.1.5.

CATCH BASINS & COVERS								STORM SEWER					
IDENT. NO.	LOCATION * #		CATCH BASINS		CATCH BASIN CASTINGS		DEPTH	DISCHARGE ELEVATION	FROM - TO	10" NON - REINF. C.P.(SS)	12" R.C.P. (SS) CLASS III	INLET ELEVATION	DISCHARGE ELEVATION
			STANDARD	SPECIAL	STANDARD	SPECIAL							
1	STA. 23+42	19.5'LT.		I		I	6.32'	145.55	1-4		40'	145.55	145.00
2	STA. 24+32	19.5'LT.		I		I	5.82'	145.58	2-4		66'	145.58	145.00
3	STA. 24+23	19.5'RT.		I		I	5.82'	145.55	3-4		42'	145.55	145.00
5	STA. 29+97	50.0'LT.	I		I		6.00'*	147.50 *	5-8	58'		147.50*	147.00
6	STA. 30+63	19.5'LT.		I		I	6.32'	147.52	6-8		64'	147.52	147.00
7	STA. 30+20	19.5'RT.		I		I	6.32'	147.39	7-8		14'	147.39	147.00
9	STA. 37+50	19.5'LT.	I		I		5.15'	153.66	9-11	30'		153.66	153.00
10	STA. 37+50	19.5'RT.	I		I		5.15'	153.66	10-11	14'		153.66	153.00
12	STA. 46+08	19.5'LT.	I		I		5.65'	157.34	12-14	74'		157.34	156.50
13	STA. 46+90	19.5'RT.	I		I		5.65'	157.11	13-14	26'		157.11	156.50
15	STA. 52+89	19.5'LT.		I		I	6.32'	149.30	15-16		32'	149.30	148.00
17	STA. 53+78	19.5'RT.		I		I	6.32'	148.48	17-16		56'	148.48	148.00
18	STA. 53+80	19.5'LT.	I		I		6.11'	148.67	18-PIPE	8		148.67	148.00

* EXACT ELEVATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD.
** THE STATIONING OF THE CATCH BASINS IS APPROXIMATE, THE EXACT LOCATION OF CATCH BASINS TO BE SET AT TIME OF CONSTRUCTION.



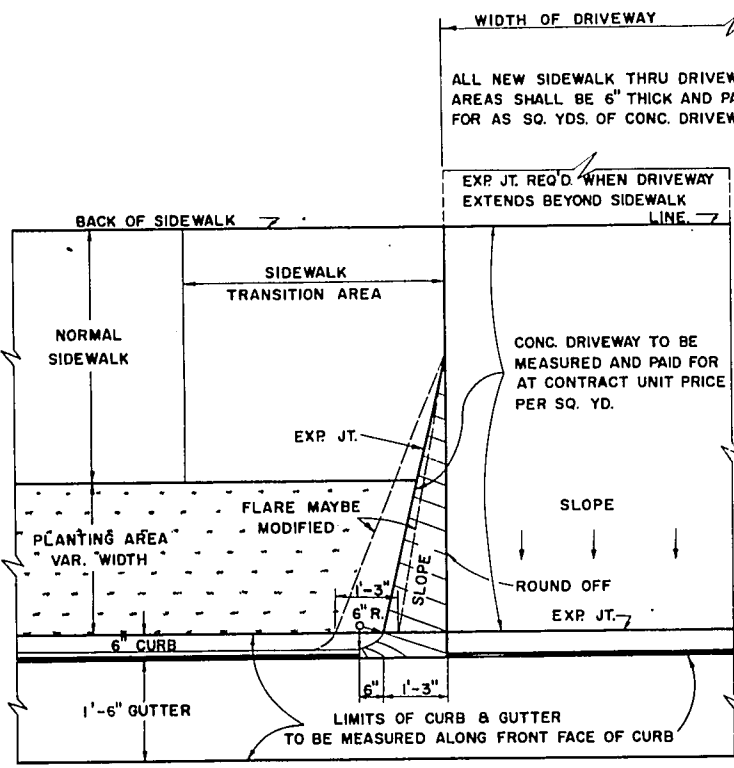
COORDINATES FOR PARABOLIC CROWN

TYPICAL CROSS SECTION FOR

40 FT. CLEAR URBAN SECTION

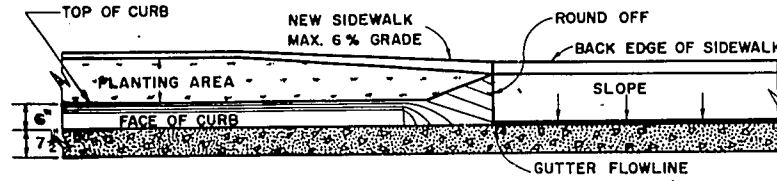
AND

MISCELLANEOUS CONSTRUCTION DETAILS

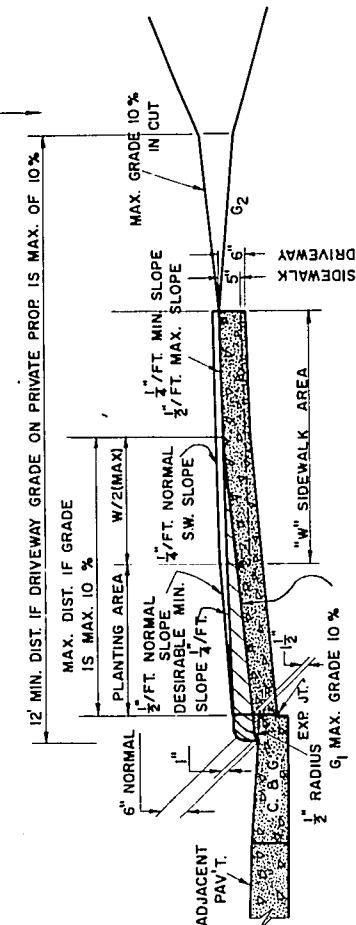


PLAN

WHEN SIDEWALK IS SEPARATED FROM CURB BY PLANTING AREA



PROFILES PARALLEL TO CENTERLINE OF ROADWAY

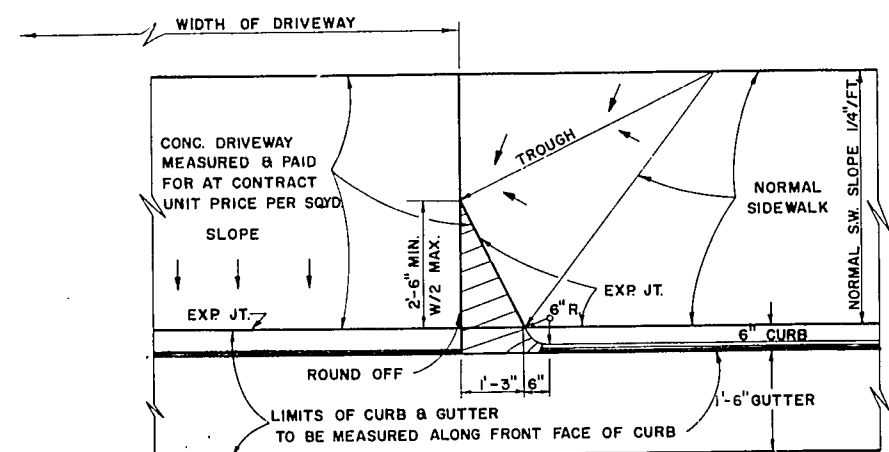


PROFILES PARALLEL TO C OF DRIVEWAY

NOTE: ALGEBRAIC DIFFERENCE BETWEEN TANGENT GRADES G₁ AND G₂ EXTENDED IN FILLS MAX. 15 %.

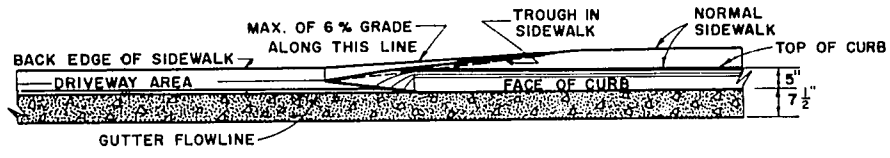
WIDTH OF DRIVEWAYS	
SINGLE OR COMBINATION MEASURED AT RIGHT ANGLES TO CENTERLINE OF DRIVEWAY	
RURAL - NON-COMMERCIAL	24 FT. MAX.
URBAN - NON-COMMERCIAL	24 FT. MAX.
URBAN - COMMERCIAL	35 FT. MAX.

NOTE: FOR NON-RIGID SURFACED DRIVEWAYS USE 6" DEPTH GRAVEL OR CR. STONE BASE COURSE.

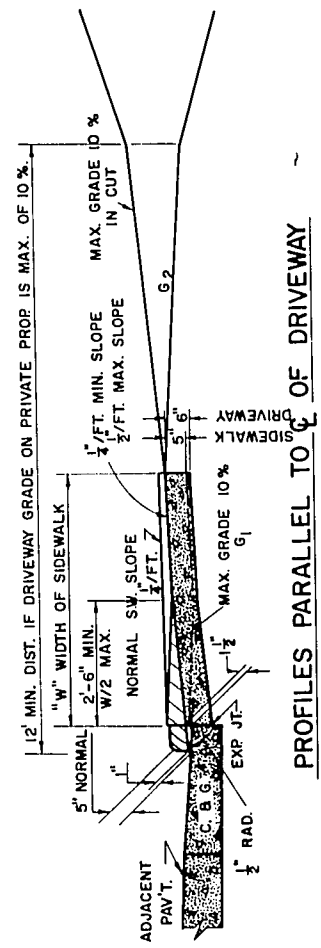


PLAN

WHEN SIDEWALK IS IMMEDIATELY ADJACENT TO CURB



PROFILES PARALLEL TO CENTERLINE OF ROADWAY



PROFILES PARALLEL TO C OF DRIVEWAY

NOTE: ALGEBRAIC DIFFERENCE BETWEEN TANGENT GRADES G₁ AND G₂ EXTENDED IN FILLS MAX. 15 %.

GENERAL NOTES
 FOR ALL OTHER CONSTRUCTION DETAILS AND REQUIREMENTS FOR THE WORK DETAILED ON THIS DRAWING SEE SECTIONS 409, 601 & 602 OF THE STANDARD SPECIFICATIONS. CONCRETE USED IN THE WORK OF "CONCRETE DRIVEWAYS" SHALL BE GRADE "AA" CONCRETE USED IN THE WORK OF "CONCRETE CURB & GUTTER" AND "CONCRETE SIDEWALKS" SHALL BE GRADE "AA" IN CONFORMITY WITH THE STANDARD SPECIFICATIONS.

CONSTRUCTION DETAILS
 FOR
DRIVEWAYS

VARIABLE SCALE

CONTRACT NO. 1

BPR REGION	PROJECT	SHEET NO	TOTAL SHEETS
4	T 060-1(7)	3	12

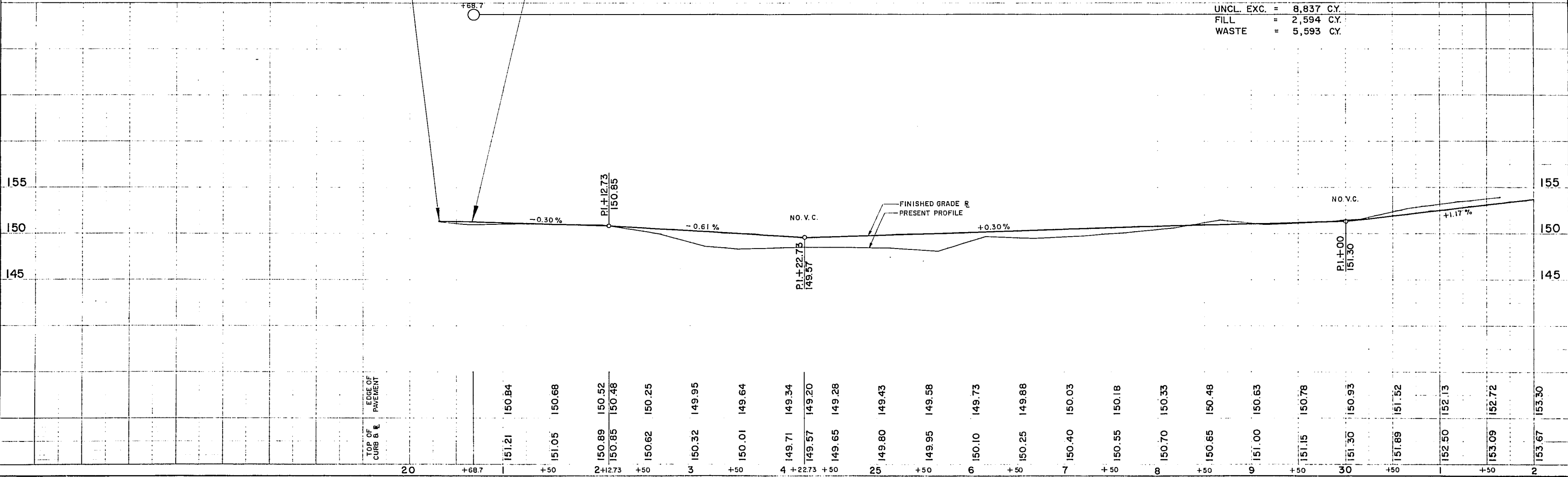
[illegible][illegible][illegible]

BENCH MARKS		
NO	STATION	DESCRIPTION
		HYD. SE. CORNER ST. AGNES & ROCKDALE ST.
		HYD. NE. CORNER ST. AGNES & BIEMERET ST.
		ELEV.
		152.51
		153.71

CONSTRUCTION R. CURVE NOTES
D = 10-40'-22" 1°56'53"
L.C. = 3416.06'
R = 3425.23'
P.O.C. = 20+68.7
P.T. = 54+84.76

PROJECT	SHEET NUMBER	TOTAL SHEETS
T 060-1(7)	4	12
4690 3 72		

NET LENGTH OF CENTERLINE		
STATION TO STATION	LIN. FT.	
20+68.7	31+00	1031.3

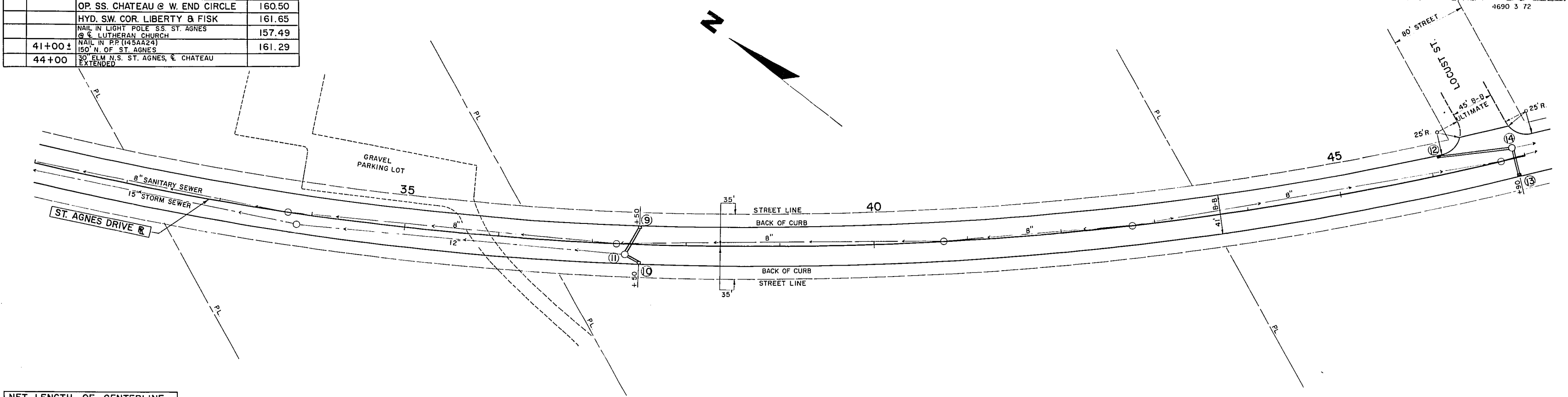


UNCL. EXC. = 8,837 CY.
FILL = 2,594 CY.
WASTE = 5,593 CY.

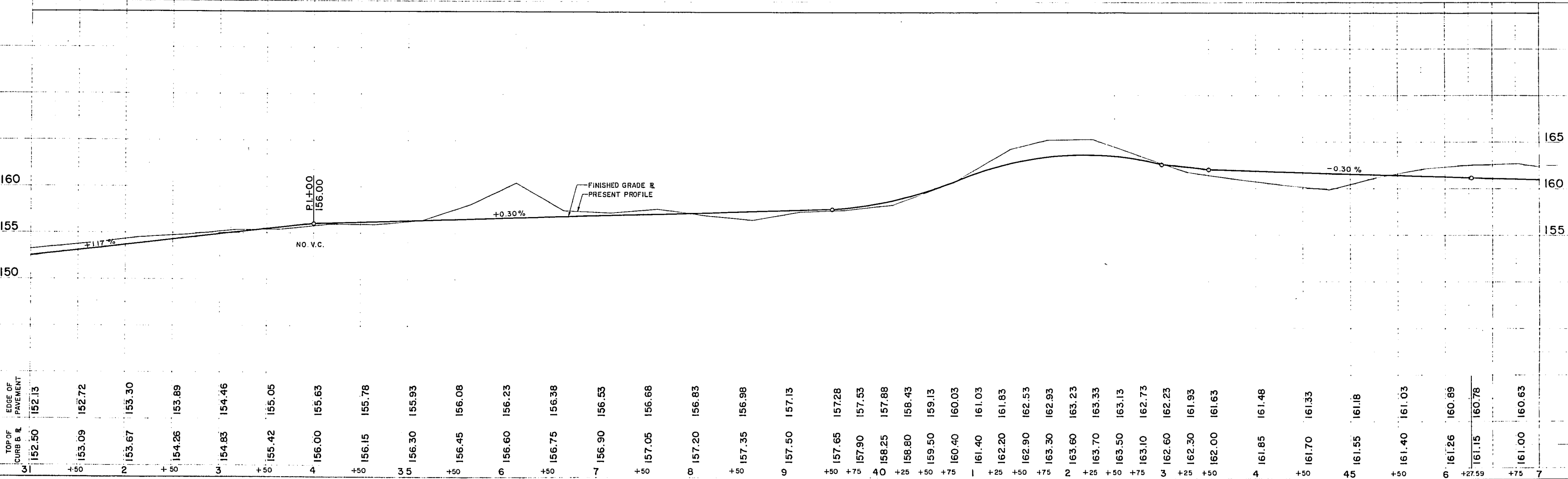
BENCH MARKS			
NO.	STATION	DESCRIPTION	ELEV.
		OP. NE. COR. ESTATES & CHATEAU	161.52
		OP. SS. CHATEAU @ W. END CIRCLE	160.50
		HYD. SW. COR. LIBERTY & FISK	161.65
		NAIL IN LIGHT POLE S.S. ST. AGNES @ E. LUTHERAN CHURCH	157.49
	41+00 ±	NAIL IN P.P. (145AA24) 150' N. OF ST. AGNES	161.29
	44+00	30' ELM. N.S. ST. AGNES, E. CHATEAU EXTENDED	

D.P.R. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	TO60-1(7)	5	12

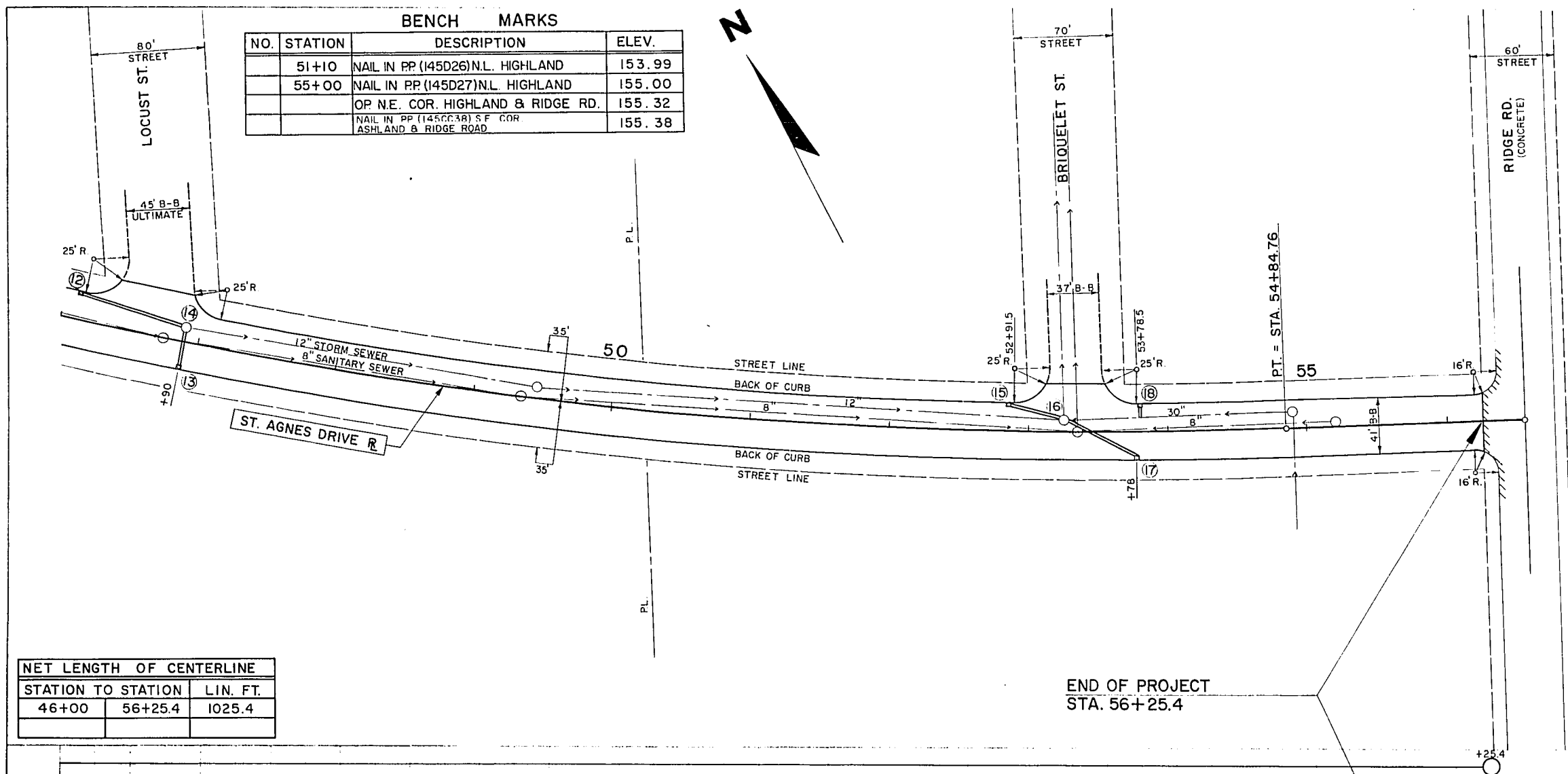
4690 3 72



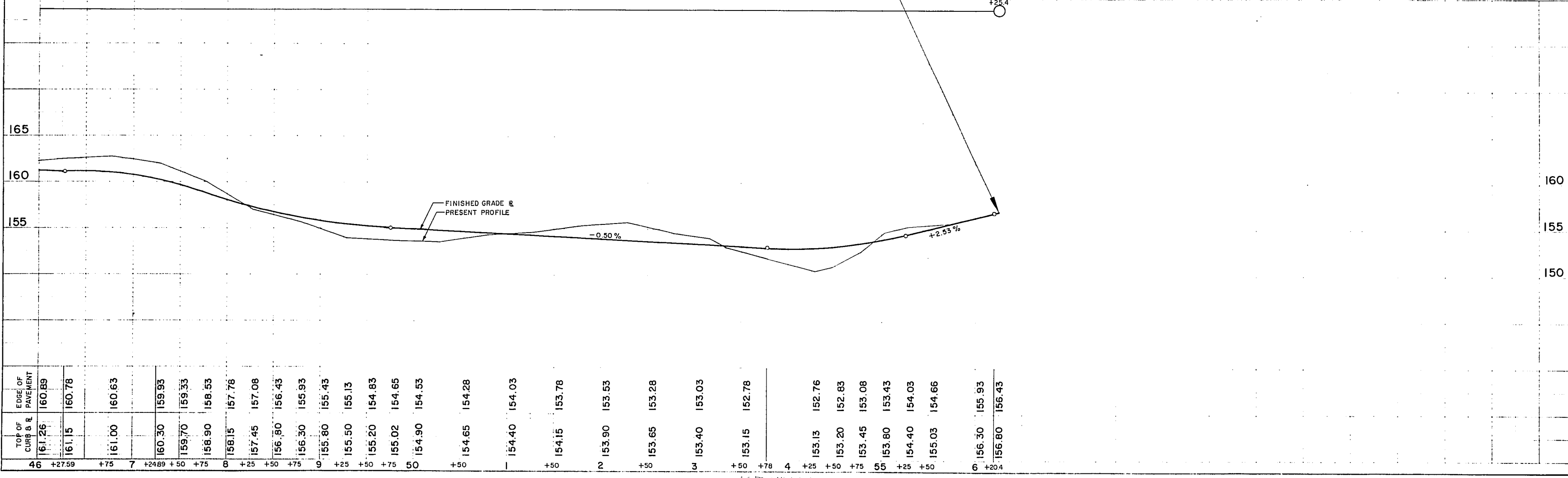
NET LENGTH OF CENTERLINE		
STATION TO STATION	LIN. FT.	
31+00	46+00	1500.0



BENCH MARKS			
NO.	STATION	DESCRIPTION	ELEV.
	51+10	NAIL IN PP (I45D26) N.L. HIGHLAND	153.99
	55+00	NAIL IN PP (I45D27) N.L. HIGHLAND	155.00
		OP. N.E. COR. HIGHLAND & RIDGE RD.	155.32
		NAIL IN PP (I45CC3R) S.F. COR ASHLAND & RIDGE ROAD	155.38



NET LENGTH OF CENTERLINE		
STATION TO STATION	LIN. FT.	
46+00	56+25.4	1025.4



7-12

GENERAL NOTES

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

CLASS 1 BARRICADE:

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

CLASS 11 BARRICADE:

Class 11 Barricades may be used only where the hazard to traffic is relatively small, and for the more or less continuous delimiting of a restricted roadway, or for temporary daytime use.

MATERIAL & FABRICATION:

Lumber shall be of a grade structurally sound and sufficiently rigid to satisfactorily support and maintain the purpose and intent of a barricade facility. Metal shall be sufficiently rigid to satisfactorily support and maintain the purpose and intent of a barricade facility. The fabrication of the barricade shall be in accord with good pertinent woodworking and metalworking practices. All lumber or timber dimensions stated are nominal.

PAINTING:

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

DIRECTION OF DIAGONAL STRIPES:

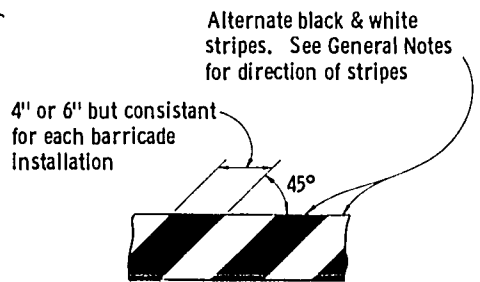
Where a barricade extends entirely across the roadway with no vehicle access provision, the stripes shall slope downward toward the highway centerline. Where vehicle access is permitted, the stripes shall slope downward in the direction toward which vehicles must turn in detouring. Where both right and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

LIGHTING:

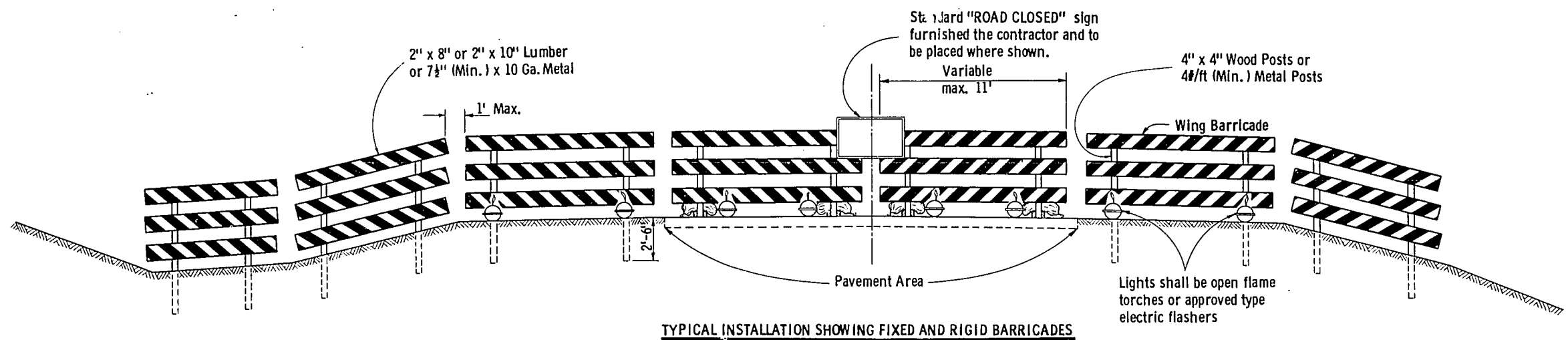
Lighting devices for barricades shall conform to the requirements of the Standard Specifications.

MEASUREMENT & PAYMENT:

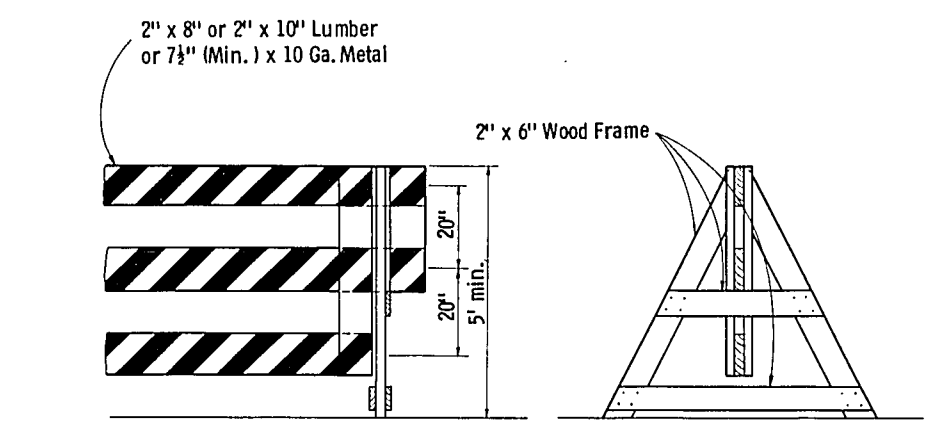
All barricades, unless otherwise provided for in the plans and/or special provisions shall be furnished, placed, and maintained as noted above, and no additional compensation will be allowed but shall be construed to be included in the price bid for other items.



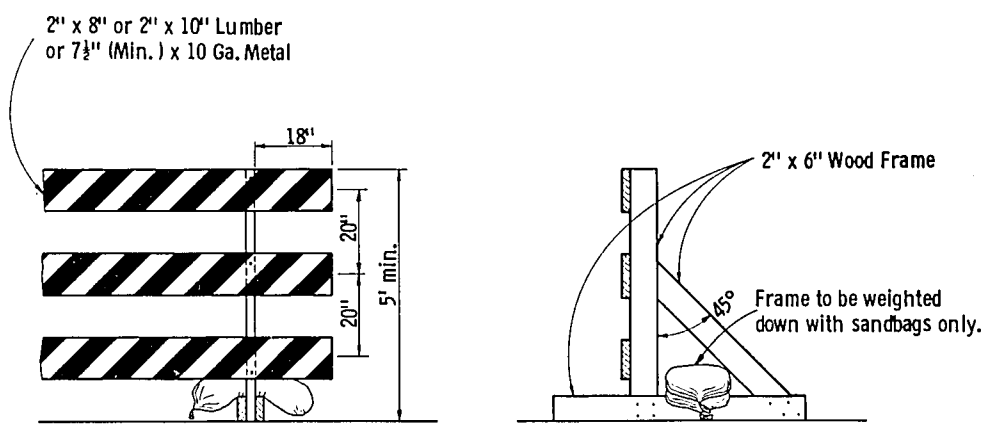
TYPICAL DIAGONAL STRIPES
Applies to all Classes & Types of Barricades



TYPICAL INSTALLATION SHOWING FIXED AND RIGID BARRICADES

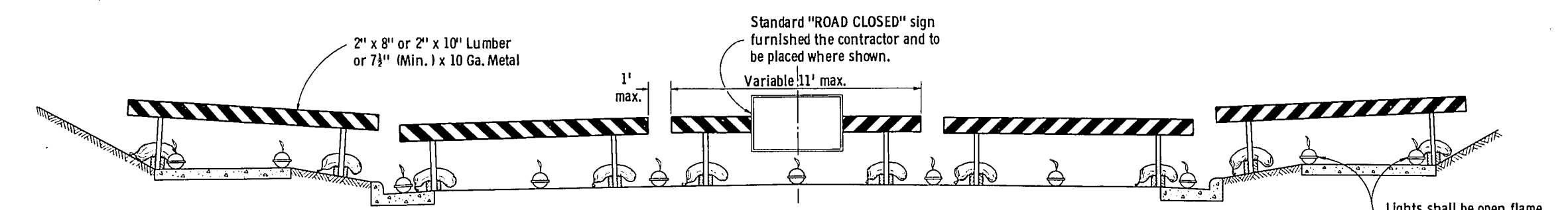


ALTERNATE TYPE INSTALLATION (DEMOUNTABLE)

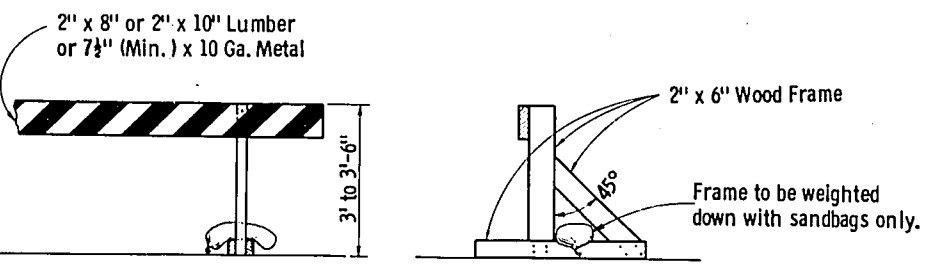


ALTERNATE TYPE INSTALLATION (RIGID)

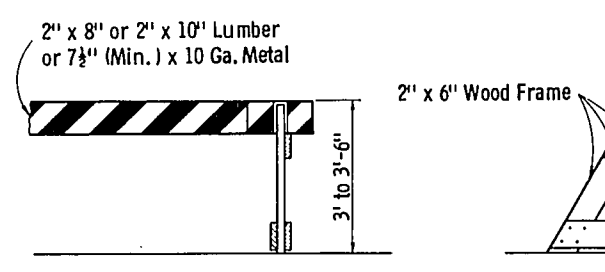
CLASS I BARRICADES



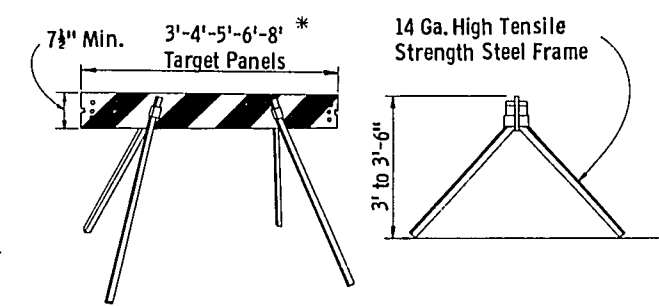
TYPICAL INSTALLATION SHOWING RIGID BARRICADES



ALTERNATE TYPE INSTALLATION (RIGID)



ALTERNATE TYPE INSTALLATION (DEMOUNTABLE)



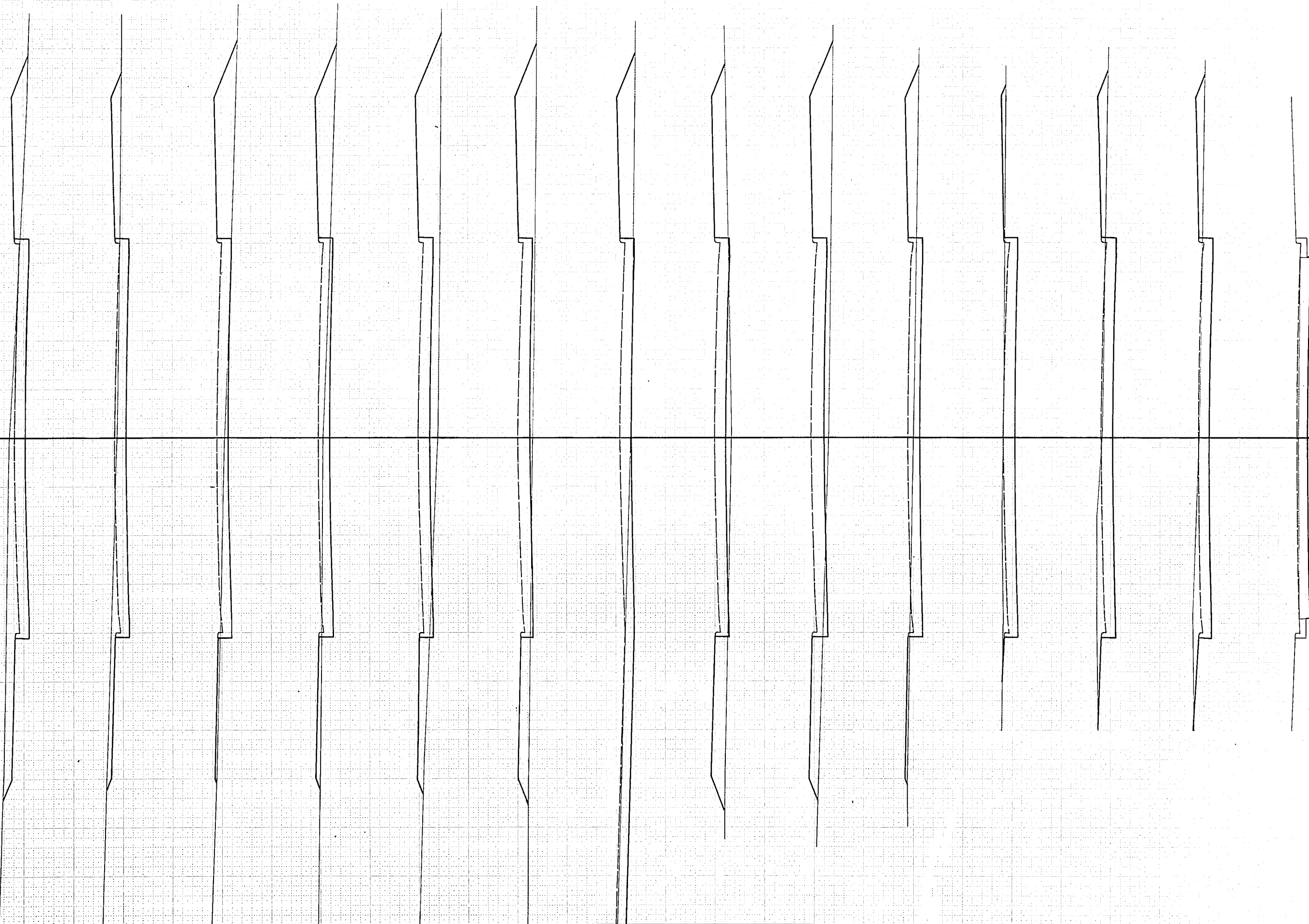
ALTERNATE TYPE INSTALLATION (DEMOUNTABLE)

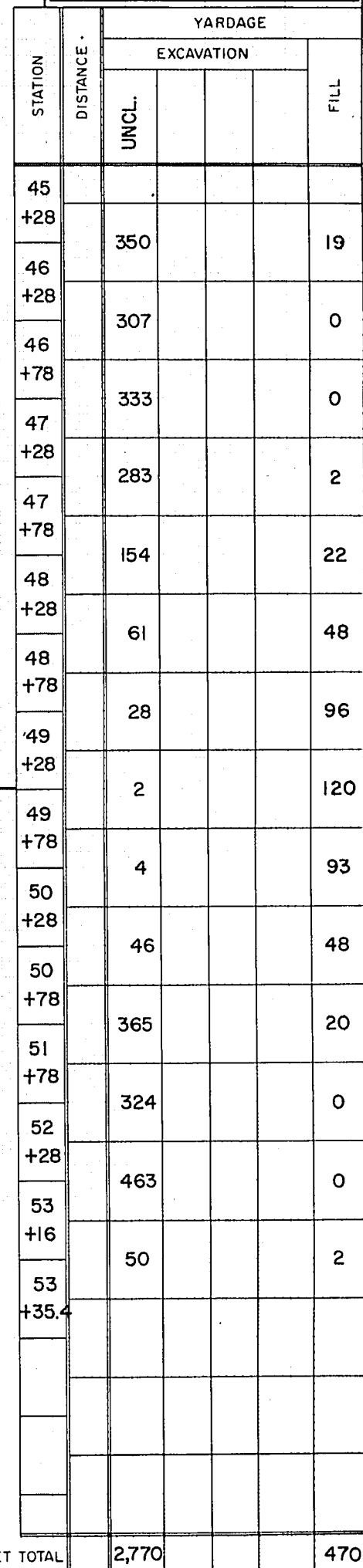
CLASS II BARRICADES

CONSTRUCTION BARRICADE	
State Highway Commission of Wisconsin	
RECOMMENDED FOR APPROVAL	DATE
1/1/67	1/1/67
APPROVED:	DATE
1/13/67	1/13/67
DATE	

E. J. G. Smith
CHIEF DESIGN ENGINEER

H. J. Dummit
STATE HIGHWAY ENGINEER

[illegible]



SHEET TOTAL	2,770			470
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SHEET TOTAL	424			474
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