1532-1-71 Also

Sheet Number	Total Sheets
1	19

Index of Sheets

STATE OF WISCONSIN

DEPARTMENT OF TRANSPORTATION

DIVISION OF HIGHWAYS

PLAN AND PROFILE OF PROPOSED

WEST COUNTY LINE - DURAND ROAD

U.S.H. 10

PEPIN COUNTY

AS BUILT

PROJECT IDENTIFICATION NUMBER

~~1531-6-71~~

NUMBER WAS DUPLICATED ON A 1995 PLAN - THIS ID IS NOT LINKED TO 2ND PLAN ID.

DURAND - MONDOVI ROAD

U.S.H. 10

PEPIN COUNTY

PROJECT IDENTIFICATION NUMBER

1531-5-71

Scales { Plan 1 in = 100 ft. / Cross Sections Hor 1 in = 5' Vert 1 in = 5'

EQUATION = 512+37.73 BK. = 513+46.19 AH.

EXCEPTION TO NET ℄ LENGTH STA. 254+35.46 TO STA. 255+64.54

EXCEPTION TO NET ℄ LENGTH STA. 269+27.92 TO STA. 270+02.08

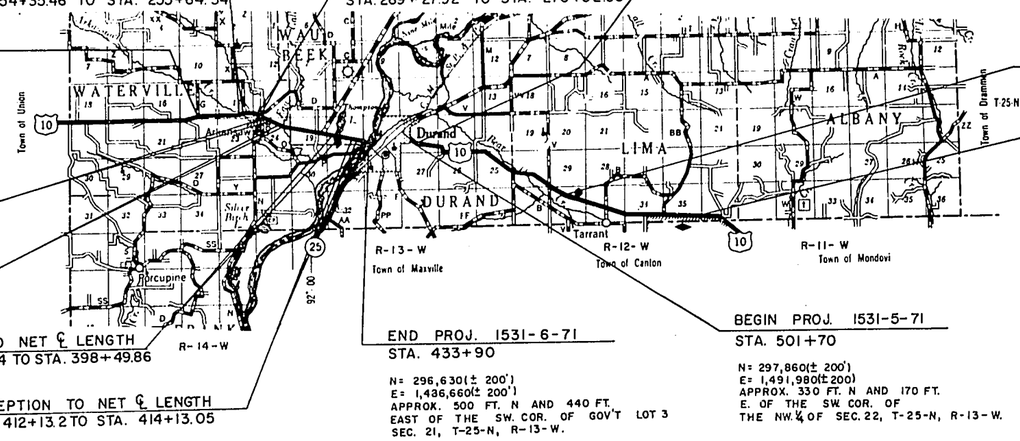
BEGIN PROJ. 1531-6-71
STA. 170+00
= STA. 170+00 BEGIN PROJ TO19-1(15)
N = 301,390(± 200')
E = 1,461,200(± 200')
APPROX. 1130 FT. EAST AND 360 FT. NORTH OF THE SW COR. OF SEC. 15, T-25-N, R-14-W.

EXCEPTION TO NET ℄ LENGTH STA. 310+48.5 TO STA. 311+51.1

EXCEPTION TO NET ℄ LENGTH STA. 313+63.1 TO STA. 315+12.7

EXCEPTION TO NET ℄ LENGTH STA. 396+00.14 TO STA. 398+49.86

EXCEPTION TO NET ℄ LENGTH STA. 412+13.2 TO STA. 414+13.05



EQUATION: 767+71.44 BK. = 767+67.20 AH.

END PROJ. 1531-5-71
STA. 949+00

N = 284,350(± 200')
E = 1,532,990(± 200')
APPROX. 1024 FT. N AND 438 FT. WEST OF THE SE. COR. OF SEC. 35, T-25-N, R-12-W.

END PROJ. 1531-6-71
STA. 433+90

N = 296,630(± 200')
E = 1,436,660(± 200')
APPROX. 500 FT. N AND 440 FT. EAST OF THE SW. COR. OF GOV'T LOT 3 SEC. 21, T-25-N, R-13-W.

BEGIN PROJ. 1531-5-71
STA. 501+70

N = 297,860(± 200')
E = 1,491,980(± 200')
APPROX. 330 FT. N AND 170 FT. E. OF THE SW. COR. OF THE NW.¼ OF SEC. 22, T-25-N, R-13-W.

Design Designation 1531-6-71

A.D.T. (1969)	= 3020
A.D.T. (1990)	= 6040
D.H.V.	= 900
D.	= 50-50
T.	= 10%
V.	= 50 M.P.H.

Design Designation 1531-5-71

A.D.T. (1969)	= 2100
A.D.T. (1990)	= 4200
D.H.V.	= 630
D	= 50-50
T	= 10%
V	= 50 M.P.H.

Conventional Signs

- State Line
- County Line
- Township or Range Line
- Section Line
- New Right of Way Line
- Present Right of Way Line
- Wire Fence { Woven / Barbed
- Lot Line
- Corporate or City Limits
- Property Line (P.L. ±32.6)
- Traveled Way or P.E.
- Railroads
- Base or Survey Line

- Culverts in Place
- Culverts Required
- Drop Inlet
- Power Pole
- Telephone or Telegraph Pole
- Right of Way Markers
- Reference Stake for Hubs Only (±61.7 / 15.0)
- Marsh
- Hedge
- Trees
- Ground Elevation (Datum Line 73.9)
- Grade Elevation (Datum Line 76.16)

ALL CO-ORDINATES SHOWN ON THIS PLAN ARE REFERENCED TO THE WISCONSIN CO-ORDINATE SYSTEM, CENTRAL ZONE, AND ARE SCALED FROM U.S.G.S. TOPOGRAPHIC MAP, ARKANSAW AND DURAND WISCONSIN, QUADRANGLE FOR IDENTIFICATION ONLY.

N

Layout

Scale 0 1 2 3 MI.

PROJ. 1531-6-71	– Net Length of Centerline =		4.827 Mi
PROJ. 1531-5-71	– " " " "	URBAN =	0.289 Mi.
	– " " " "	RURAL =	8.162 "
	Total Net Length of Centerline =		13.278 Mi.

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

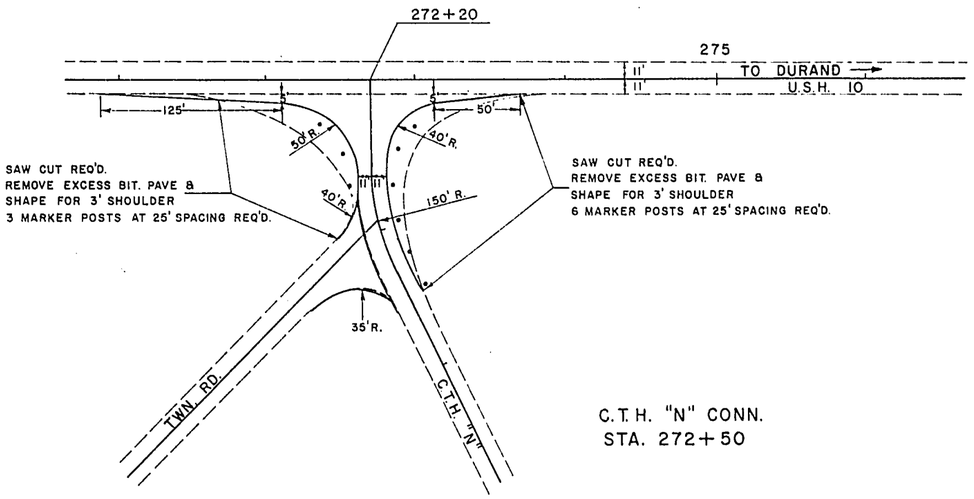
Surveyor E.J.E. District Checker E.J.E.
Designer E.A.S. C O Checker R.A.H.
Correct:
Date 12/20/71 M.J. Schaffer District Engineer
Recommended for Approval:
Date 1/3/72 J.C. Hamil Chief Design Engineer
Approved:
Date 1/4/72 L.E. Hicks State Highway Engineer

FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
REGION 4 WISCONSIN DIVISION

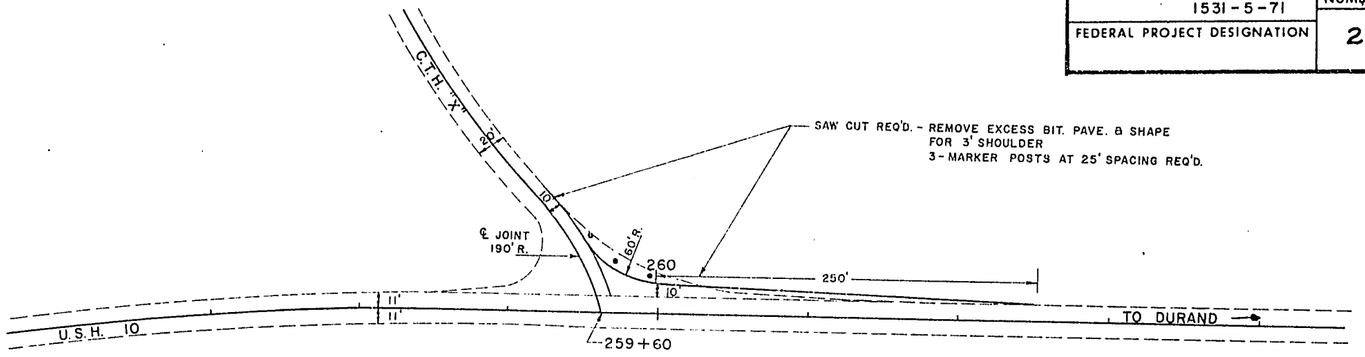
Approved:
Date
Division Engineer

1531-6-71 / 1531-5-71

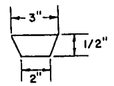
PROJECT I. D. 1531-6-71 1531-5-71	SHEET NUMBER	TOTAL SHEETS
FEDERAL PROJECT DESIGNATION	2	19



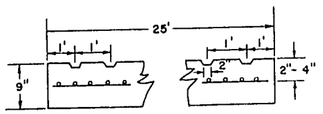
C.T.H. "N" CONN.
STA. 272+50



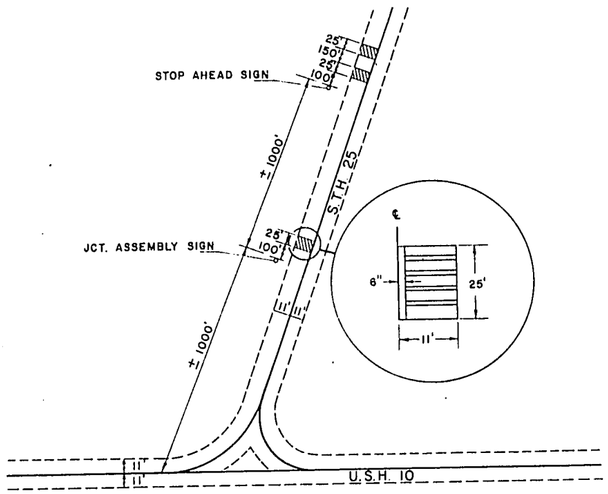
C.T.H. "X" CONN.
STA. 259+60



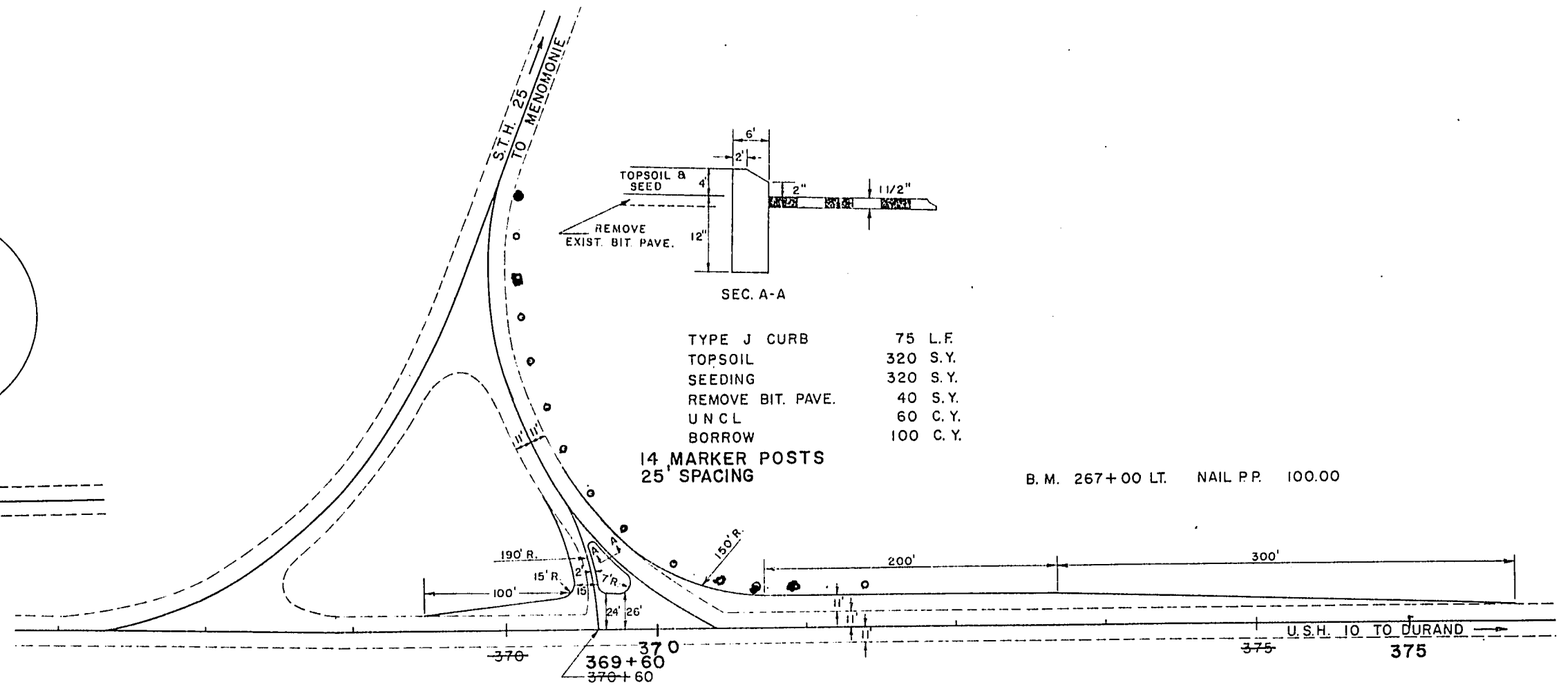
NOTCH DETAIL



25' RUMBLE STRIP (REINF. CONC.)



RUMBLE STRIP LAYOUT

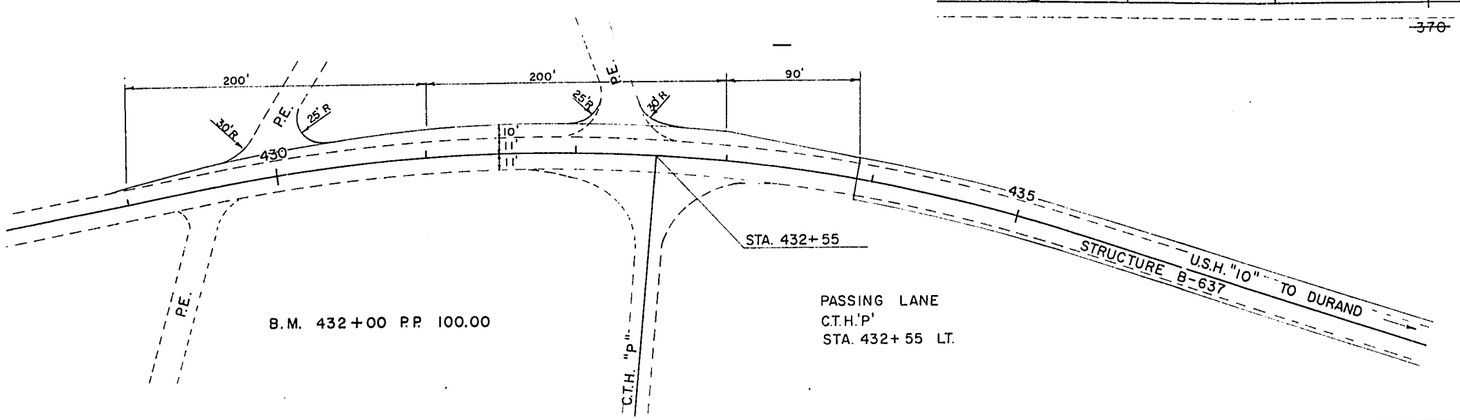


TYPE J CURB	75 L.F.
TOPSOIL	320 S.Y.
SEEDING	320 S.Y.
REMOVE BIT. PAVE.	40 S.Y.
U N C L	60 C.Y.
BORROW	100 C.Y.

14 MARKER POSTS
25' SPACING

B. M. 267+00 LT. NAIL P.P. 100.00

S.T.H. "25" CONN.
STA. 371+00 LT.

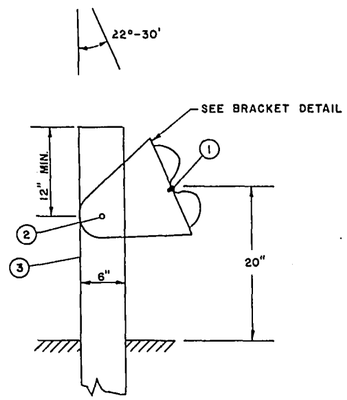


B.M. 432+00 P.P. 100.00

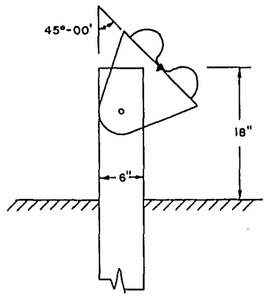
PASSING LANE
C.T.H. 'P'
STA. 432+55 LT.

SPECIAL DETAIL
FOR
INTERSECTION TREATMENT
1531-6-71

PROJECT I. D.	1531-6-71 1531-5-71	SHEET NUMBER	TOTAL SHEETS
FEDERAL PROJECT DESIGNATION		2.1	19



SEC. A-A



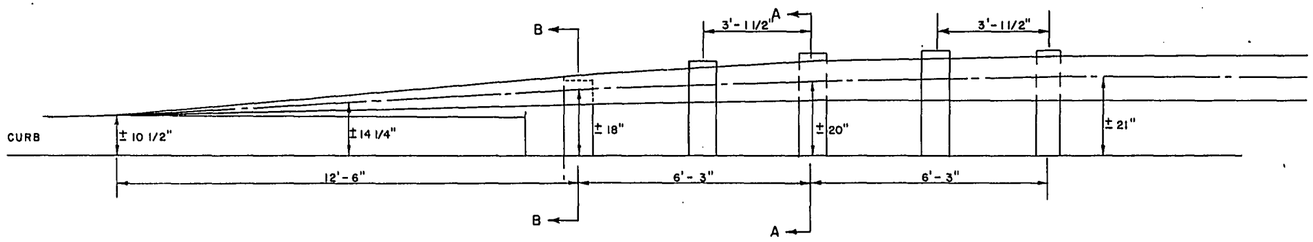
SEC. B-B

① 5/8"X 11/2" GALV. BOLT WITH NUT & WASHERS

② 5/8"X 91/2" GALV. BOLT WITH NUT & WASHERS

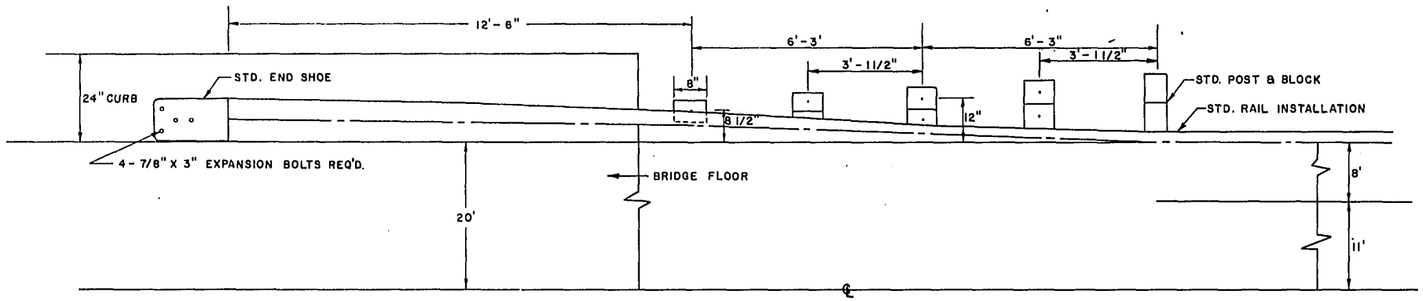
③ 6"X 8"X 6'-0" STD. WOOD POST SET. 90° TO NORMAL INSTALLATION

POST DETAILS



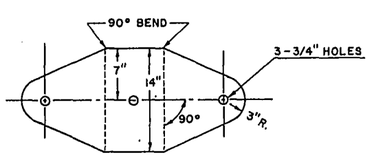
ELEVATION

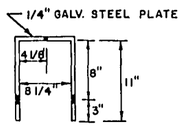
THE LAST POST PRIOR TO TWISTED SECTION MAY BE ADJUSTED 2" MAX. TO INSURE A SMOOTH CURVE. RAIL ELEMENT TO BE TWISTED 90° IN 25 FEET. USE STD. POST SPACING PER. S.D.D.



PLAN

METHOD OF INSTALLATION



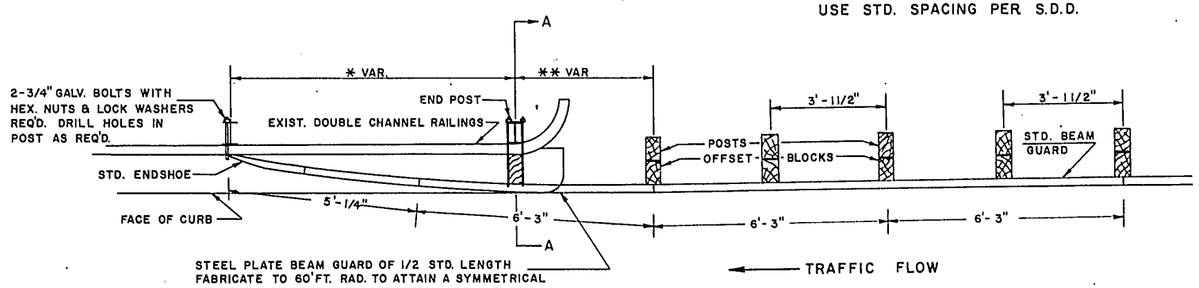


BRACKET DETAIL

SPECIAL DETAIL
FOR
STEEL PLATE BEAM GUARD RAIL
TWISTED END TREATMENT
BEAR CREEK BRIDGE
STA. 682+85
1531-5-71

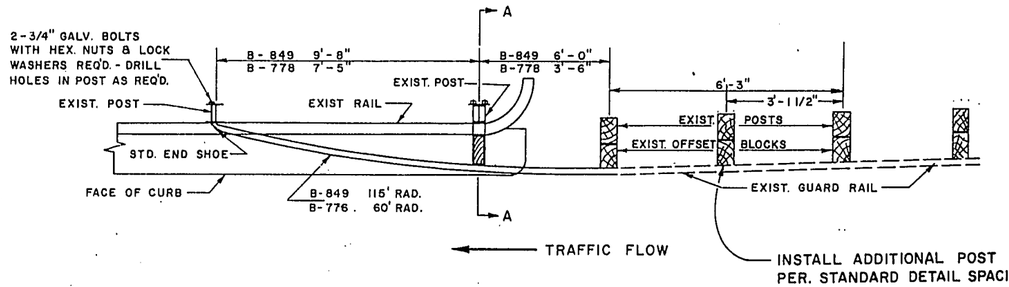
PROJECT I.D. 1531-6-71 1531-5-71	SHEET NUMBER	TOTAL SHEETS
FEDERAL PROJECT DESIGNATION	2.2	19

USE STD. SPACING PER S.D.D.

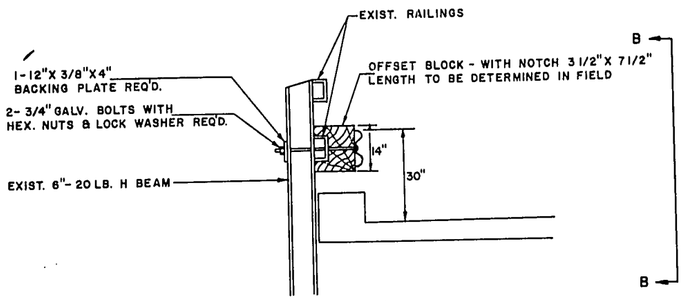


	*	**
EAU GALLIE OVERFLOW	7'-9"	3'-6"
B-777	7'-5"	3'-10"
THOMPSON LAKE OVERFLOW	5'-7"	5'-8"

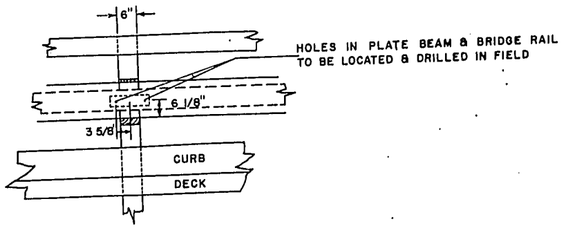
DETAIL FOR ATTACHING BEAM GUARD TO EXISTING RAILING ON STRUCTURES



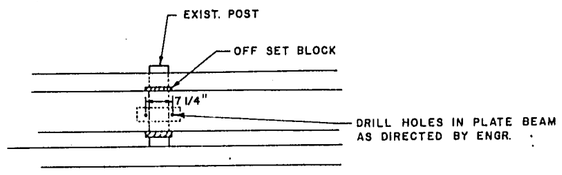
DETAIL FOR ATTACHING BEAM GUARD TO STRUCTURES FROM EXIST. BEAM GUARD



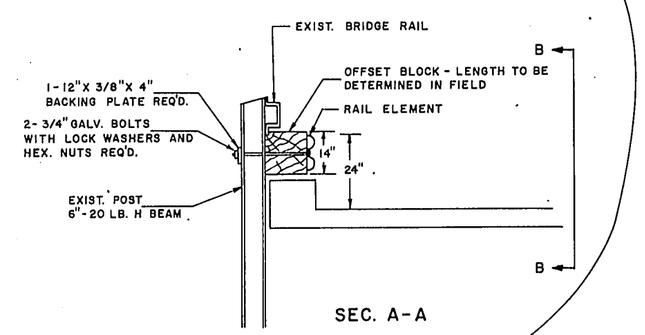
SEC. A-A



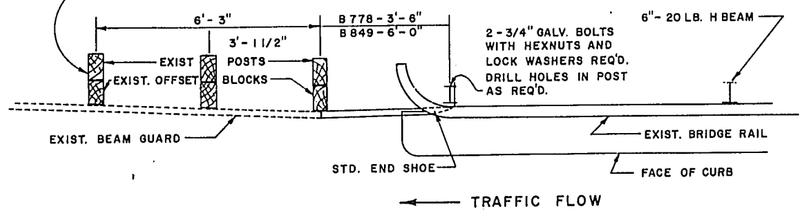
SEC. B-B



SEC B-B



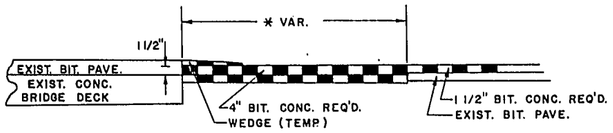
SEC. A-A



DETAIL FOR ATTACHING BEAM GUARD TO STRUCTURES FROM EXIST. BEAM GUARD

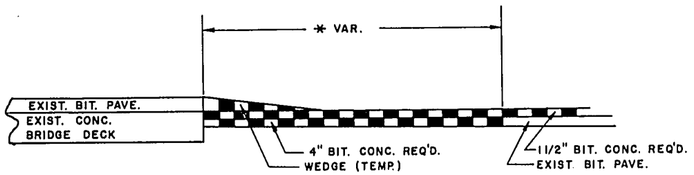
SPECIAL DETAIL
FOR
ATTACHING GUARD RAIL
TO STRUCTURES
1531-6-71

PROJECT I.D. 1531-6-71 1531-5-71	SHEET NUMBER	TOTAL SHEETS
FEDERAL PROJECT DESIGNATION	2.3	19



DETAIL AT STRUCTURES WHERE BRIDGE DECKS ARE TO HAVE 1 1/2" OVERLAY IN FUTURE

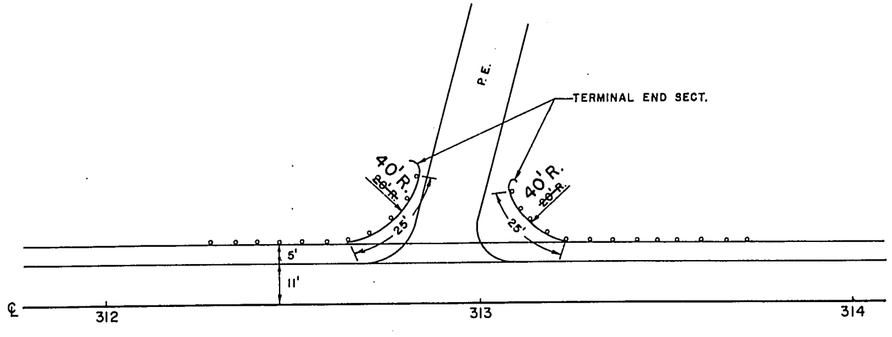
* STA. 314 + 39 B-851 ± 50 L.F. WEST ± 50' L.F. EAST
STA. 413 + 13 B-640 ± 50 L.F. WEST ± 50' L.F. EAST
EXIST. BIT. PAVEMENT TO BE REMOVED AND GRADE ADJUSTED IF NEEDED. PLACE NEW BIT. CONC. 1 1/2" ABOVE EXIST. CONC. BRIDGE DECK.



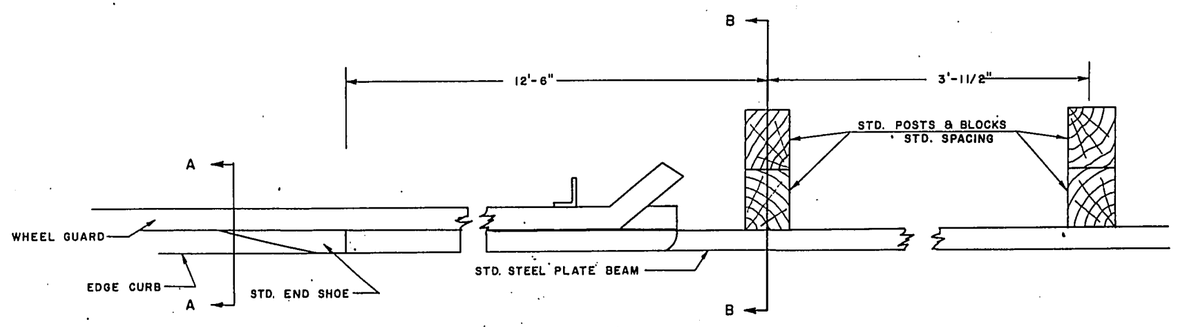
DETAIL AT STRUCTURES WHERE BRIDGE DECKS ARE TO BE REPLACED IN FUTURE

* STA. 255+00 B-849 ± 135 L.F. WEST ± 161 L.F. EAST
STA. 269+65 B-778 ± 128 L.F. WEST ± 48 L.F. EAST
STA. 397+25 B-777 ± 160 L.F. WEST ± 50 L.F. EAST

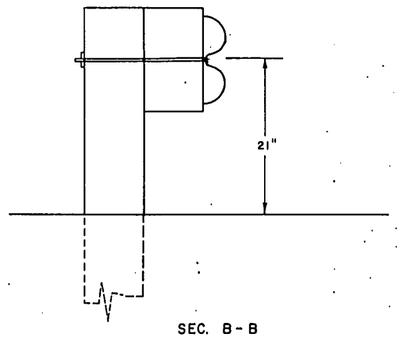
EXIST. BIT. PAVEMENT TO BE REMOVED AND GRADE ADJUSTED TO MEET EXIST. CONC. BRIDE DECK.



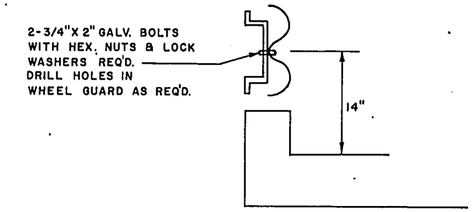
INSTALLATION BEAM GUARD
STA. 312 ± 85 LT.



DETAIL TO ATTACH BEAM GUARD TO EAU GALLE RIVER BRIDGE



SEC. B-B
(STD. RAIL INSTALLATION)



SEC. A-A

SPECIAL DETAILS

1531-6-71
1531-5-71

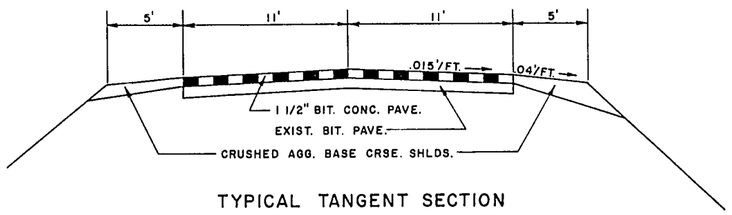
ESTIMATE OF QUANTITIES

THIS PROJECT IS TO BE EXECUTED UNDER THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION OF THE WISCONSIN DIVISION OF HIGHWAYS — EDITION OF 1969 AND SPECIAL PROVISIONS AS ATTACHED TO PROPOSALS.

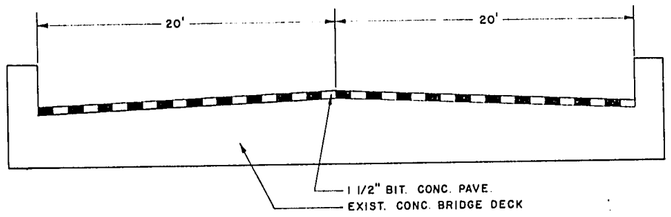
CONTRACT NO. 1
BITUMINOUS CONCRETE PAVEMENT

PROJECT I. D.	SHEET NUMBER	TOTAL SHEETS
1531-6-71 1531-5-71	3	19
FEDERAL PROJECT DESIGNATION		

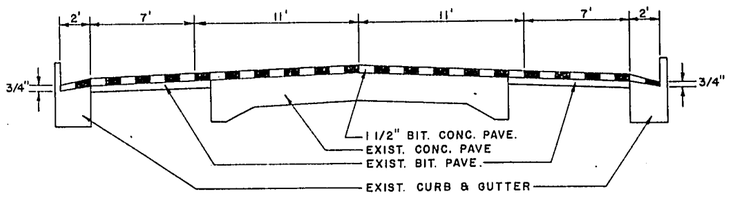
SEC. NO.	STATION TO STATION	NET LENGTH OF CENTER LINE	REMOVING BITUMINOUS, SURFACE	REMOVING GUARD RAIL	UNCLASSIFIED EXCAVATION	BORROW EXCAVATION	CRUSHED AGGREGATE BASE COURSE	BITUMINOUS CONCRETE PAVEMENT	BITUMINOUS MATERIAL FOR SURFACE COURSE	CONCRETE CURB TYPE "J"	ANCHORAGES FOR STEEL PLATE BEAM GUARD	STEEL PLATE BEAM GUARD CLASS "A"	MARKER POSTS	MAINTENANCE & REPAIR OF HAUL ROADS 1531-6-71	TOPSOIL	SEEDING	FIELD OFFICE TYPE "B"	FIELD LABORATORY	MAINTENANCE & REPAIR OF HAUL ROADS 1531-5-71	BASE PATCHING	RUMBLE STRIP
	ITEM NO.		20402	20411	20503	20801	30404	40701	40702	60104	61406	61408	61421	61802	62501	63001	64202	64210	61803	30801	90001
	UNIT	LIN. FT.	S.Y.	L.F.	C.Y.	C.Y.	TON	TON	TON	L.F.	EACH	L.F.	EACH	L.S.	S.Y.	S.Y.	L.S.	L.S.	L.S.	S.Y.	EACH
	1531-6-71																				
	170+00 - 433+90	25484.99	2780	820	90	260	7900	7400	460	75	13	1955	12	1	800	800					3
	1531-5-71																				
U	501+70 - 518+07	1528.54		550			900	650	40		1	550									
R	518+07 - 949+00	43097.24	420	1320			17600	10960	680		17	2780					1	1	1	200	
	1531-5-71 SUBTOTAL	44625.78	420	1870			18500	11610	720		18	3330					1	1	1	200	
	TOTALS	70110.77	3200	2690	90	260	26400	19,010	1180	75	31	5285	12	1	800	800	1	1	1	200	3



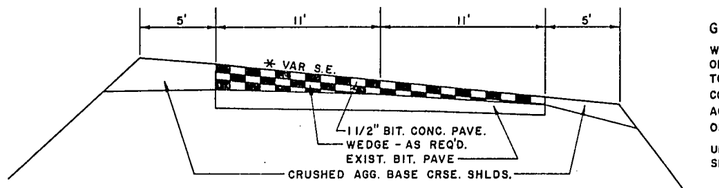
TYPICAL TANGENT SECTION
STA. 170+00 TO STA. 433+90



SECTION AT BEAR CREEK BRIDGE
STA. 682+85
NOTE. REMOVE EXISTING BIT. SURF.



TYPICAL SECTION
STA. 501+70 TO STA. 508+00



TYPICAL CURVE SECTION

* STA.	201+69	TO STA.	205+95	1°-15'	.03½' FT. S.E.
STA.	224+27	TO STA.	236+78	2°	.04½' FT. S.E.
STA.	241+81	TO STA.	251+50	2°-30'	.05½' FT. S.E.
STA.	326+79	TO STA.	332+59	1°	.03½' FT. S.E.
STA.	382+54	TO STA.	386+30	1°	.03½' FT. S.E.
STA.	429+58	TO STA.	435+78.56	5°	.07½' FT. S.E.

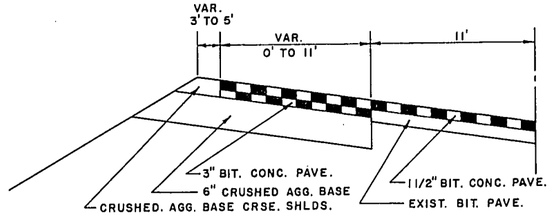
GENERAL NOTES:

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 THE MATERIAL AS DIRECTED BY THE ENGINEER.

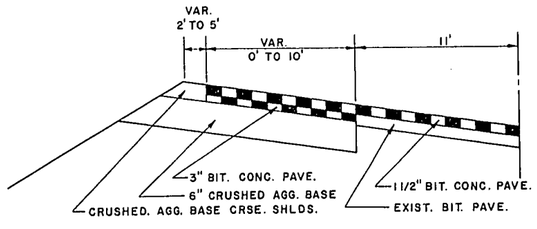
UNLESS OTHERWISE SHOWN ON PLANS, ALL INTERSECTIONS SHALL BE TYPE 'C'.

STANDARD DETAIL DRAWINGS

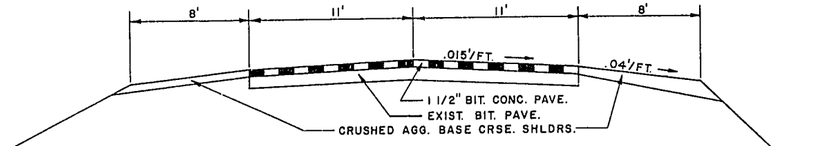
8 D1 - 1	CONC. CURB, GUTTER, COMBINATION CURB & GUTTER, SURFACE DRAIN
9 A1 - 1	DESIGN AND LAYOUT DETAILS FOR SIDE ROAD AT GRADE INTERSECTIONS
14 B2-1 A&B	CLASS "A" STEEL PLATE BEAM GUARD & STEEL PLATE BEAM MEDIAN GUARD (2 SHEETS)
15 A1 - 1	MARKER POST & MARKER POSTS FOR RIGHT OF WAY
15 C1 - 1	CONSTRUCTION BARRICADE
13 A1 - 1	CONCRETE PAVEMENT REINFORCEMENT



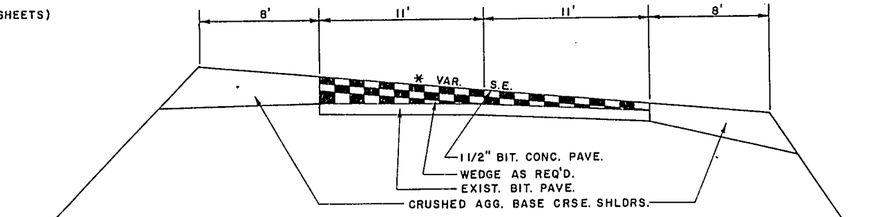
HALF SECTION LEFT
STA. 370+00 TO STA. 377+00



HALF SECTION LEFT
STA. 429+00 TO STA. 433+90



TYPICAL TANGENT SECTION
STA. 508+00 TO STA. 949+00



TYPICAL CURVE SECTION

* STA.	504+36	TO STA.	512+38	3°	.05½' FT. S.E.
STA.	531+20	TO STA.	536+64	4°	.06½' FT. S.E.
STA.	558+66	TO STA.	565+88	4°	.06½' FT. S.E.
STA.	574+37	TO STA.	581+51	5°	.07½' FT. S.E.
STA.	625+47	TO STA.	637+55	4°	.07½' FT. S.E. (EXIST.)
STA.	653+66	TO STA.	660+59	4°	.06½' FT. S.E.
STA.	673+68	TO STA.	678+34	2°	.04½' FT. S.E.
STA.	694+70	TO STA.	701+55	3°	.06½' FT. S.E. (EXIST.)
STA.	751+96	TO STA.	767+71	1°	.03½' FT.
STA.	846+02	TO STA.	855+84	1°-30"	.035½' FT.

PROJECT I.D.	1531-6-71 1531-5-71	SHEET NUMBER	TOTAL SHEETS
FEDERAL PROJECT DESIGNATION		3A	19

DETAIL SUMMARY SHEET OF MISCELLANEOUS QUANTITIES

REMOVE BITUMINOUS SURFACE

Station to Station	S.Y.
1531-6-71	
253+00 - 254+35	330
255+64 - 257+25	395
268+00 - 269-28	313
270+02 - 270+50	118
310+00 - 310+48	118
311+51 - 312+00	120
313+13 - 313+63	122
315+13 - 315+63	122
395+00 - 395+00	244
398+50 - 399+00	122
411+63 - 412+13	122
414+13 - 414+63	122
433+40 - 433+90	122
C.T.H. "X"	56
C.T.H. "N"	314
S.T.H. "25"	40
1531-5-71	
682+15 - 683+55	420

BITUMINOUS CONCRETE PAVEMENT

Station to Station	Ton
1531-6-71	
170+00 - 433+90	5760
Sd. Rd. Conn.	600
Curve Correction	600
S.T.H. "25"	100
C.T.H. "P" Extra Lane	70
S.T.H. "25" Extra Lane	70
Patching	200
1531-5-71	
501+70 - 518+07	471
518+07 - 949+00	9739
Sd. Rd. Conn.	600
Curve Correction	600
Patching	200

STEEL PLATE BEAM GUARD

Station to Station		L.F.	Anchorages
1531-6-71 (See Details for Connections to Bridges)			
254+20 - 254+35	R	15'-8"	
255+66 - 255+81	L & R	31'-4"	
269+17 -269+28	L & R	22'-0"	
270+02 - 270+13	L & R	22'-0"	
309+20 - 310+50	L & R	258'-0"	2
311+51 - 313+63	R	230'-0"	
311+51 - 312+61	L	140'-0"	1
313+13 - 313+63	L	75'-0"	1
315+13 - 316+43	L & R	258'-0"	2
398+50 - 399+80	L & R	258'-0"	2
410+83 - 412+13	L & R	258'-0"	2
414+13 - 415+43	L & R	258'-0"	2
* 432+60 - 433+90	L	129'-0"	1
* ATTACH TO CONC. END POST			
1531-5-71			
510+75 - 519+50	R	666'-0"	2
593+00 - 598+50	R	554'-0"	2
660+00 - 665+25	L	528'-0"	2
660+25 - 662+04	R	180'	2
** 681+24 - 682+54	L & R	358'-0"	2
** 683+10 - 684+60	L & R	358'-0"	2
696+35 - 698+65	L & R	508'-0"	4
883+50 - 885+30	R	178'-0"	2
** (See Detail for Connection to Bridge)			

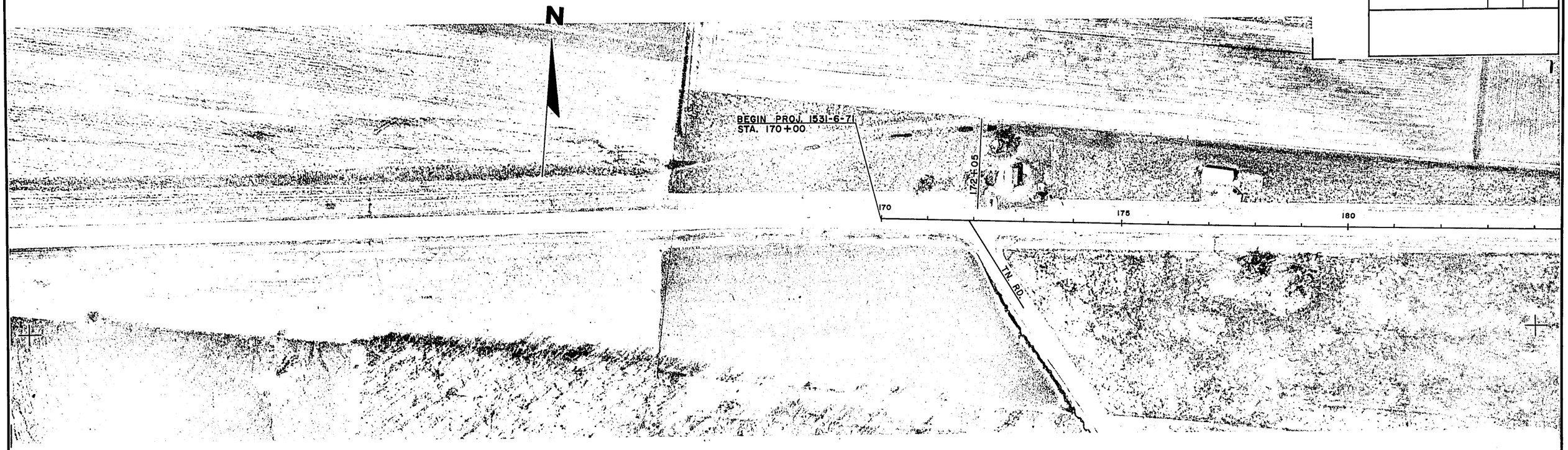
REMOVING GUARD RAIL

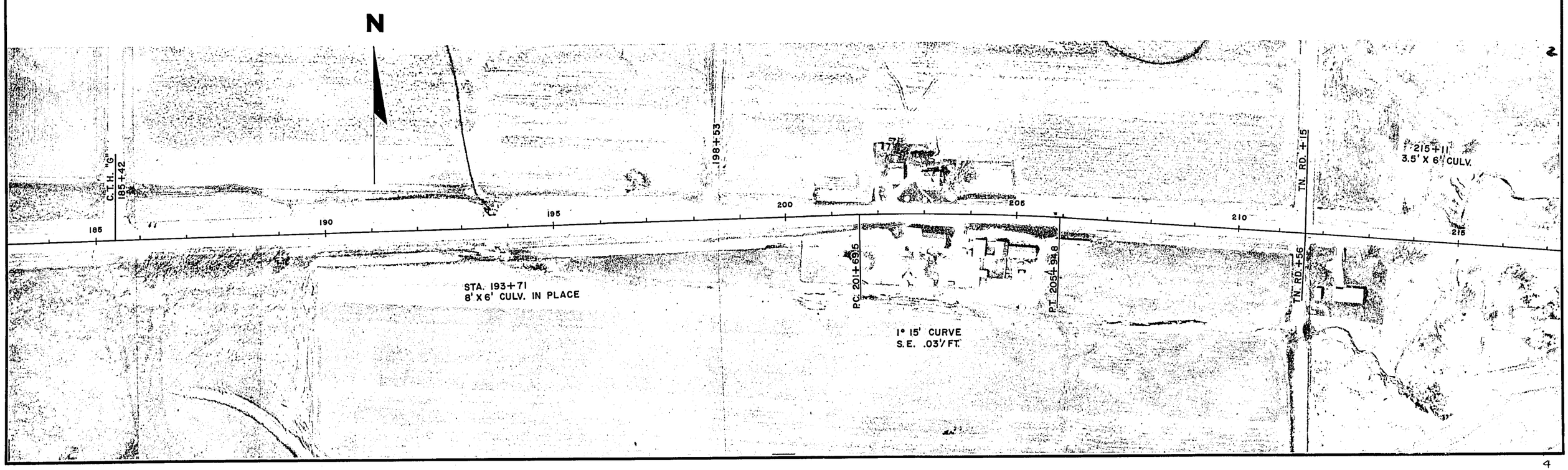
Station to Station		L.F.
1531-6-71		
310+23 - 310+48	L & R	56
313+38 - 313+63	L & R	56
311+51 - 312+51	L & R	206
315+13 - 315+75	L & R	130
398+50 - 399+00	L & R	56
411+48 - 412+13	L & R	130
414+13 - 414+65	L & R	130
433+46 - 433+90	L	56
1531-5-71		
511+00 - 518+00	R	550
595+25 - 598+00	R	270
661+50 - 664+00	L	250
681+15 - 682+65	L & R	300
683+05 - 684+35	L & R	300
697+50	L	50
696+75 - 698+25	R	150

STANDARD ABBREVIATIONS

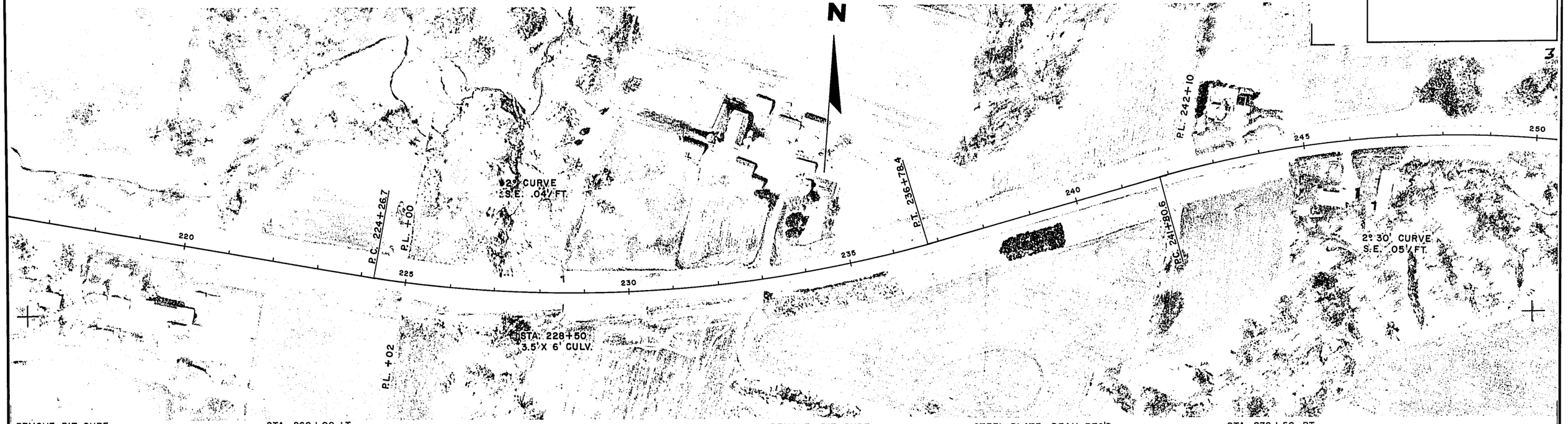
A.D.T.	ANNUAL DAILY TRAFFIC
BIT.	BITUMINOUS
℄	CENTERLINE
CONC.	CONCRETE
CO.	COUNTY
CONST.	CONSTRUCTION
C.T.H.	COUNTY TRUNK HIGHWAY
C.	CUT
CU.	CUBIC
D.H.V.	DESIGN HOURLY VOLUME
ELEV.	ELEVATION
EXIST.	EXISTING
F.	FILL OR EMBANKMENT
F.L.	FLOW LINE
FEET	FEET
IN.	INCHES
IN PL.	IN PLACE
LIN.	LINEAR
LT.	LEFT
MI.	MILE
NO.	NUMBER
PAVE.	PAVEMENT
PROJ.	PROJECT
REQ'D.	REQUIRED
S.T.H.	STATE TRUNK HIGHWAY
STA.	STATION
STRUC.	STRUCTURE
SURF.	SURFACE
SQ.	SQUARE
YD.	YARD
SHLD'S.	SHOULDERS

PROJECT I.D.	SHEET NUMBER	TOTAL SHEETS
1531-6-71	4	19
FEDERAL PROJECT DESIGNATION		





PROJECT I.D.	SHEET NUMBER	TOTAL SHEETS
1531-6-71	5	19
FEDERAL PROJECT DESIGNATION		



REMOVE BIT SURF
253+00 - 254+35 330 S.Y.
255+64 - 257+25 395 S.Y.

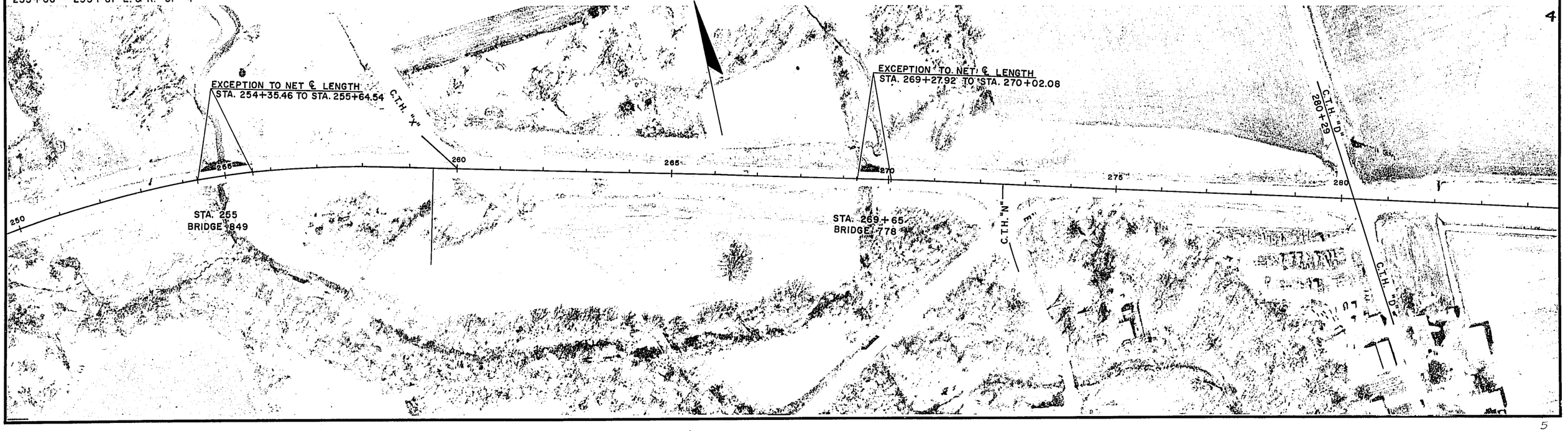
STEEL PLATE BEAM REQ'D
254+20 - 254+35 R. 15'-8"
255+66 - 255+81 L. & R. 31'-4"

STA. 260+00 LT.
REMODEL C.T.H. "X" INTERSECTION
SEE SPECIAL DETAIL
REMOVE BIT. SURF. - 565 S.Y.

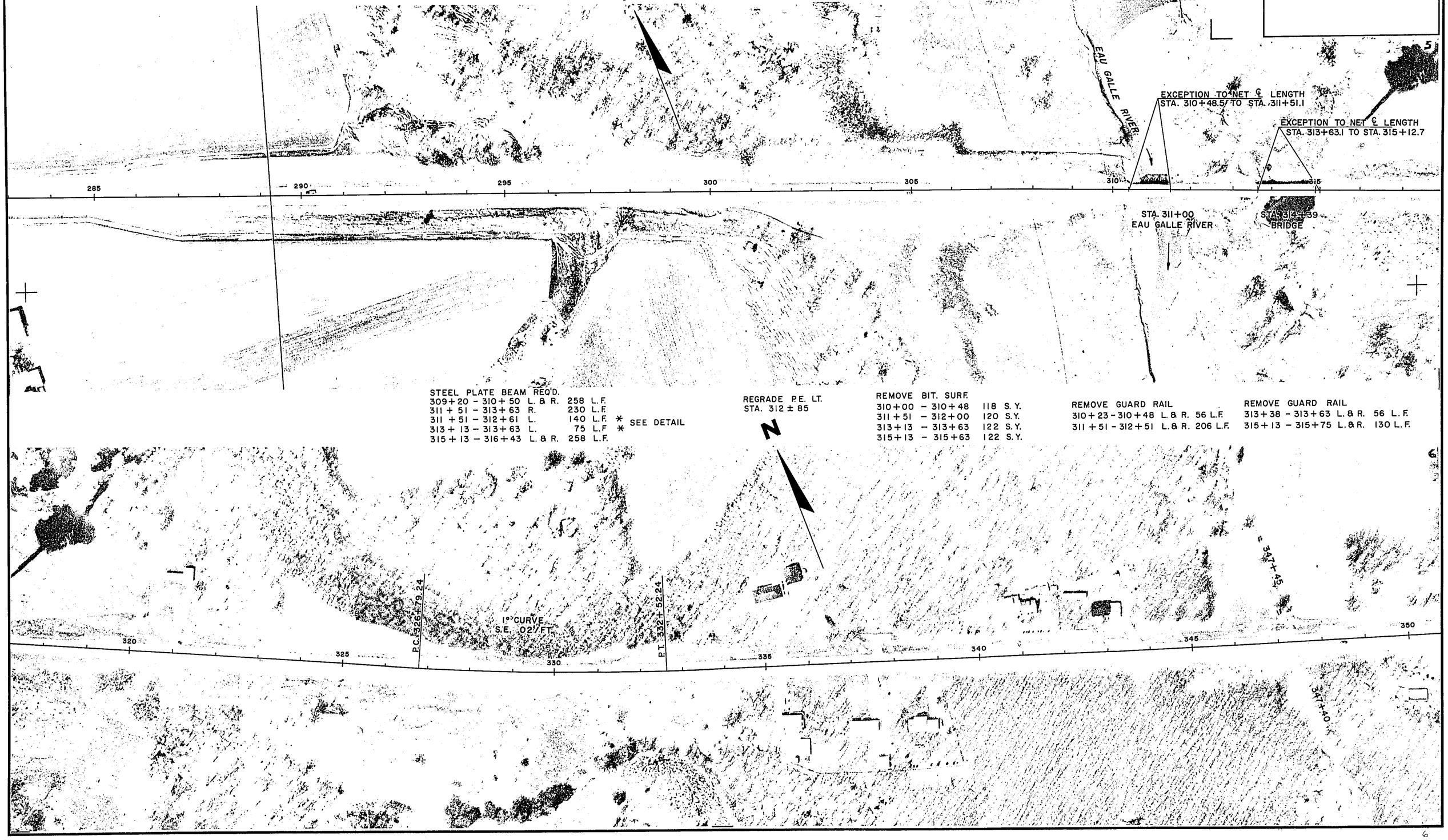
REMOVE BIT SURF.
268+00 - 269+28 313 S.Y.
270+02 - 270+50 118 S.Y.

STEEL PLATE BEAM REQ'D.
269+17 - 269+28 L. & R. 22'-0"
270+02 - 270+13 L. & R. 22'-0"

STA. 272+50 RT.
REMODEL C.T.H. "N" INTERSECTION
SEE DETAIL
REMOVE BIT. SURF. 314 S.Y.



PROJECT I.D.	SHEET NUMBER	TOTAL SHEETS
1531 - 6 - 71		
FEDERAL PROJECT DESIGNATION	6	19



STEEL PLATE BEAM REQ'D.

309+20 – 310+50	L. & R.	258 L.F.
311+51 – 313+63	R.	230 L.F.
311+51 – 312+61	L.	140 L.F. *
313+13 – 313+63	L.	75 L.F *
315+13 – 316+43	L. & R.	258 L.F.

* SEE DETAIL

REGRADE P.E. LT.
STA. 312 ± 85

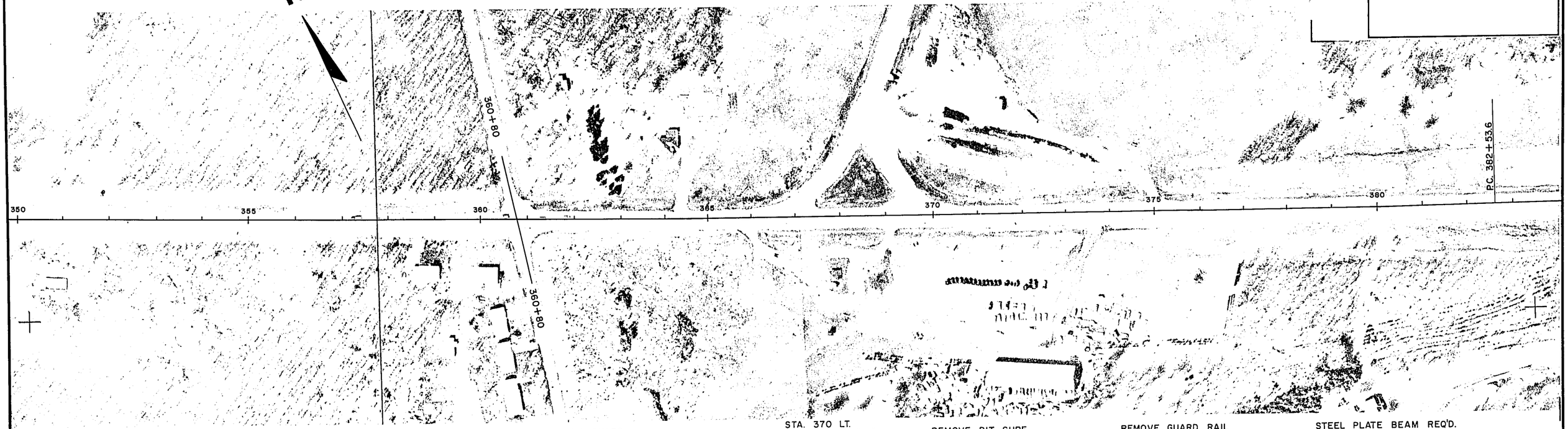
REMOVE BIT. SURF.

310+00	– 310+48	118 S.Y.
311+51	– 312+00	120 S.Y.
313+13	– 313+63	122 S.Y.
315+13	– 315+63	122 S.Y.

REMOVE GUARD RAIL
310+23 – 310+48 L. & R. 56 L.F.
311+51 – 312+51 L. & R. 206 L.F.

REMOVE GUARD RAIL
313+38 – 313+63 L. & R. 56 L.F.
315+13 – 315+75 L. & R. 130 L.F.

PROJECT I.D.	SHEET NUMBER	TOTAL SHEETS
1531 - 6 - 71	7	19
FEDERAL PROJECT DESIGNATION		



REMOVE BIT. SURF.
395 + 00 - 396 + 00 244 S.Y.
398 + 50 - 399 + 00 122 S.Y.

REMOVE GUARD RAIL
398 + 50 - 399 + 00 L. & R. 56 L.F.

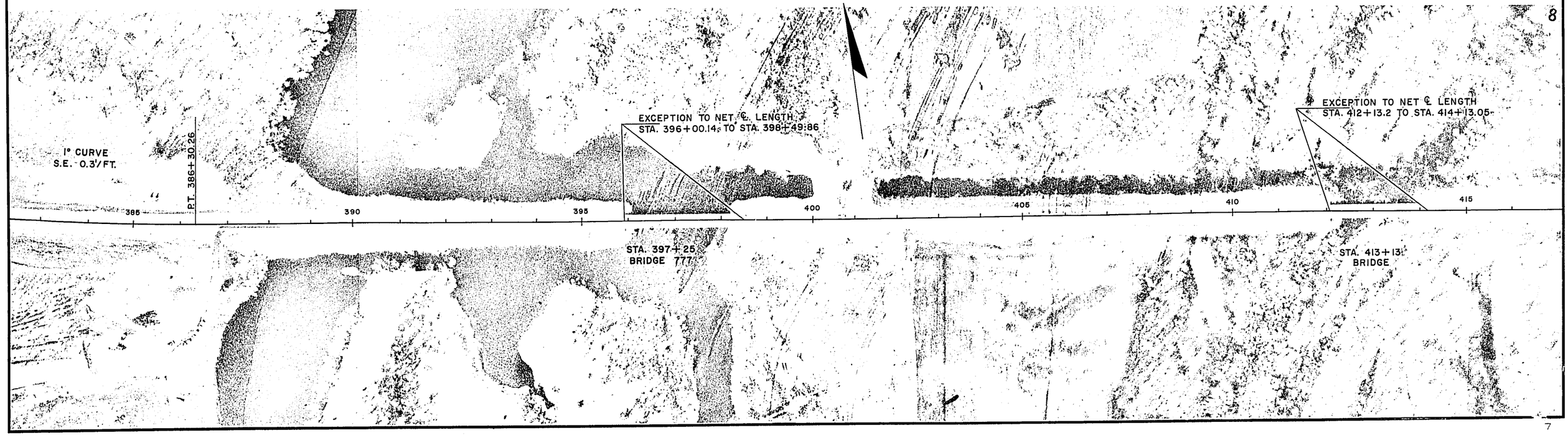
STEEL PLATE BEAM GUARD
398 + 50 - 399 + 80 258 L.F.

STA. 370 LT.
CONST. S.T.H. "25" CONN.
N SEE SPECIAL DETAIL

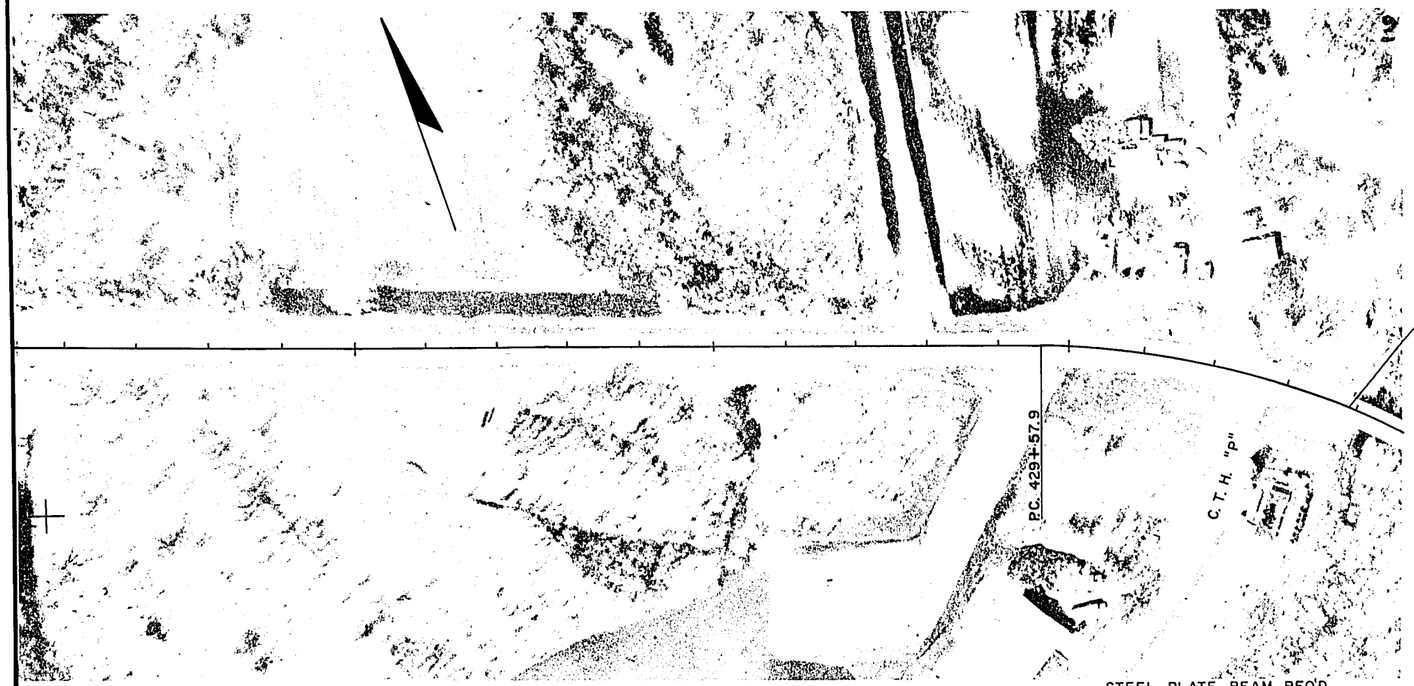
REMOVE BIT. SURF.
411 + 63 - 412 + 13 122 S.Y.
414 + 13 - 414 + 63 122 S.Y.

REMOVE GUARD RAIL
411 + 48 - 412 + 13 L. & R. 130 L.F.
414 + 13 - 414 + 65 L. & R. 130 L.F.

STEEL PLATE BEAM REQ'D.
410 + 83 - 412 + 13 L. & R. 258 L.F.
414 + 13 - 415 + 43 L. & R. 258 L.F.



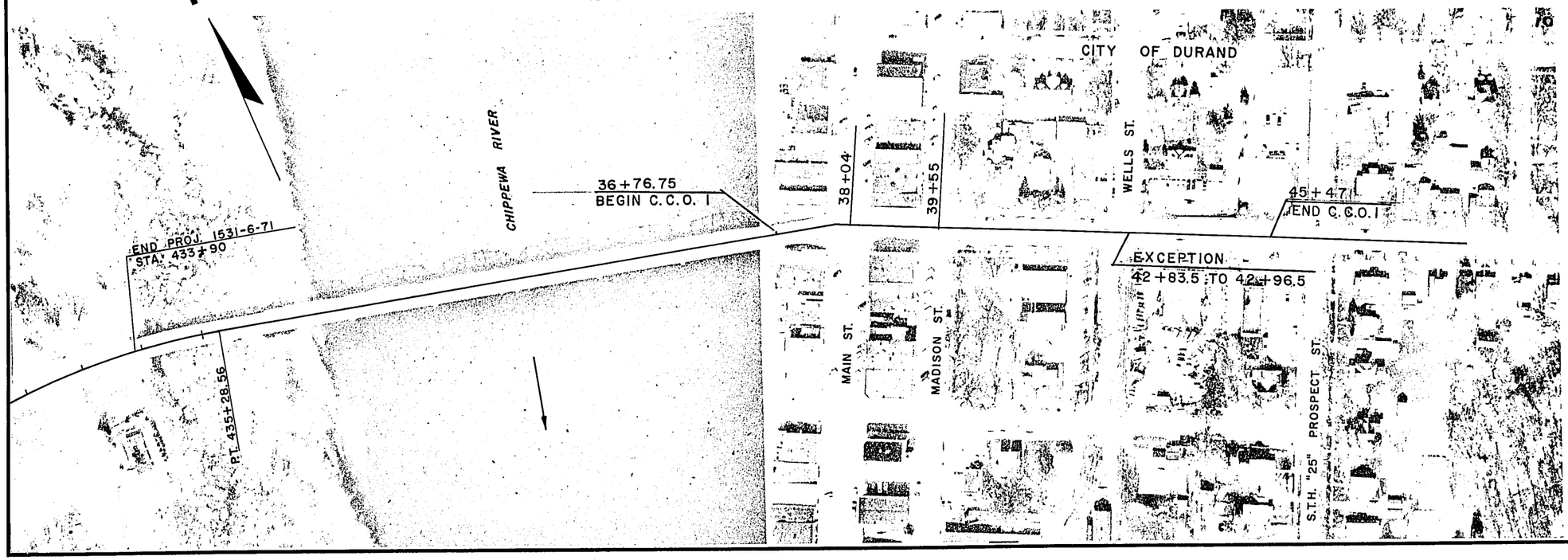
PROJECT I.D.	SHEET NUMBER	TOTAL SHEETS
1531 - 6 - 71	8	19
FEDERAL PROJECT DESIGNATION		



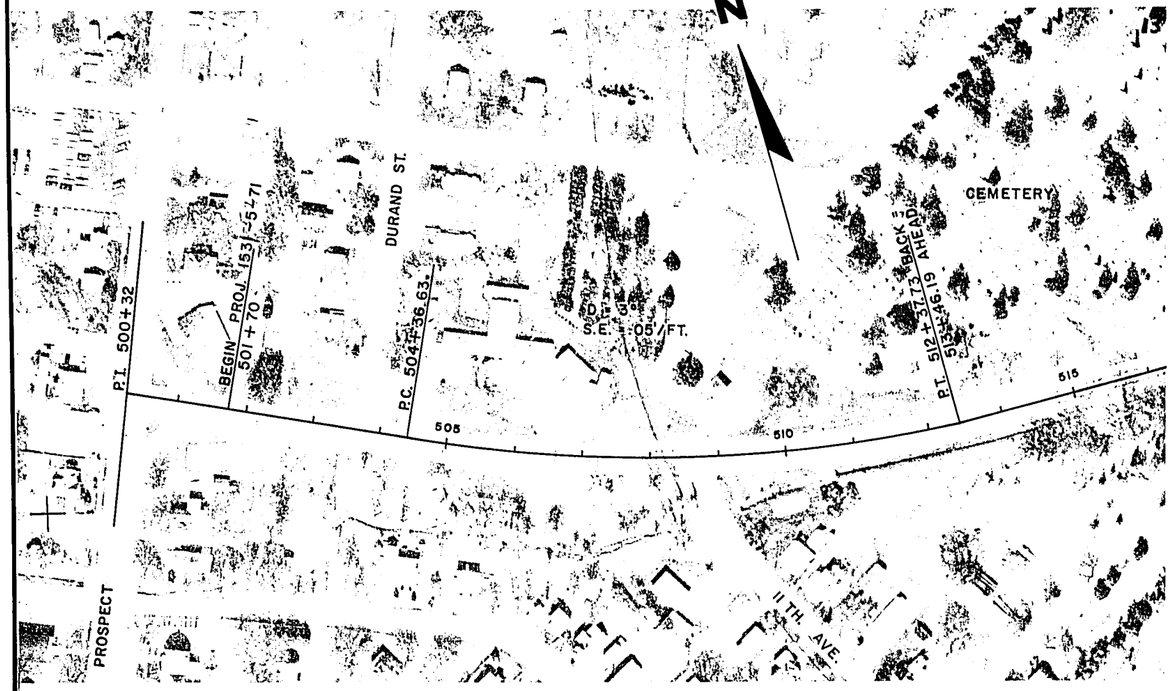
STA. 432 ± 50 LT.
CONST. BYPASS LANE
SEE DETAIL

REMOVE BIT. SURF.
433+40 - 433+90 122 S.Y.
REMOVE GUARD RAIL
433+46 - 433+90 56 L.F.

STEEL PLATE BEAM REQ'D.
432+60 - 433+90 L. 129'
ATTACH BEAM GUARD TO EXIST. CONC. END POST
WITH STD. END SHOE
4 - 7/8"X 3" EXPANSION BOLTS - REQ'D.

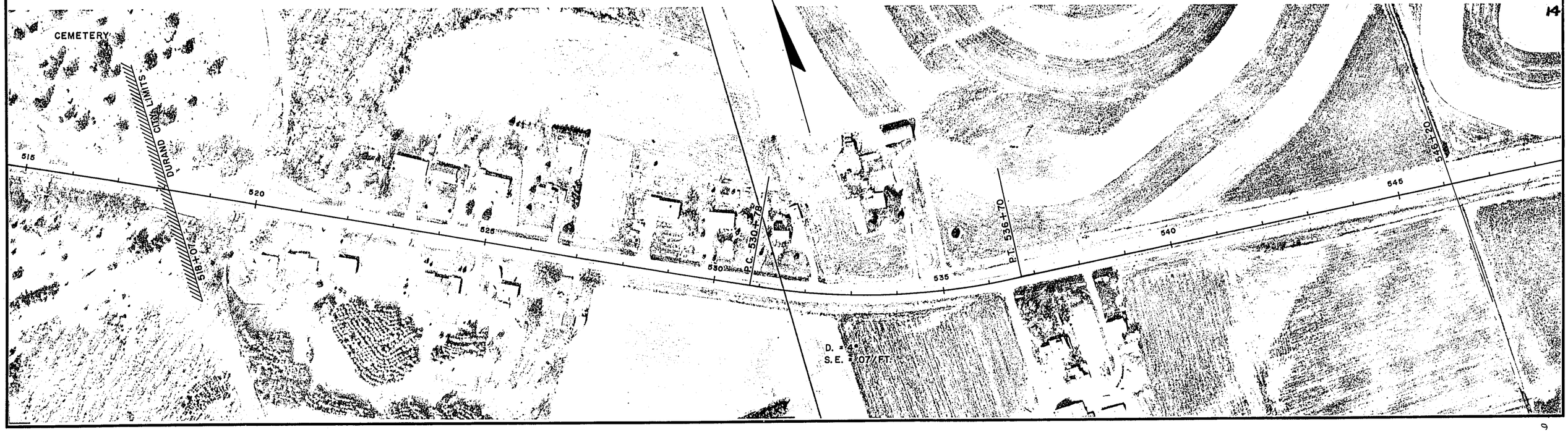


PROJECT I.D.	SHEET NUMBER	TOTAL SHEETS
1531 - 5 - 71		
FEDERAL PROJECT DESIGNATION	9	19

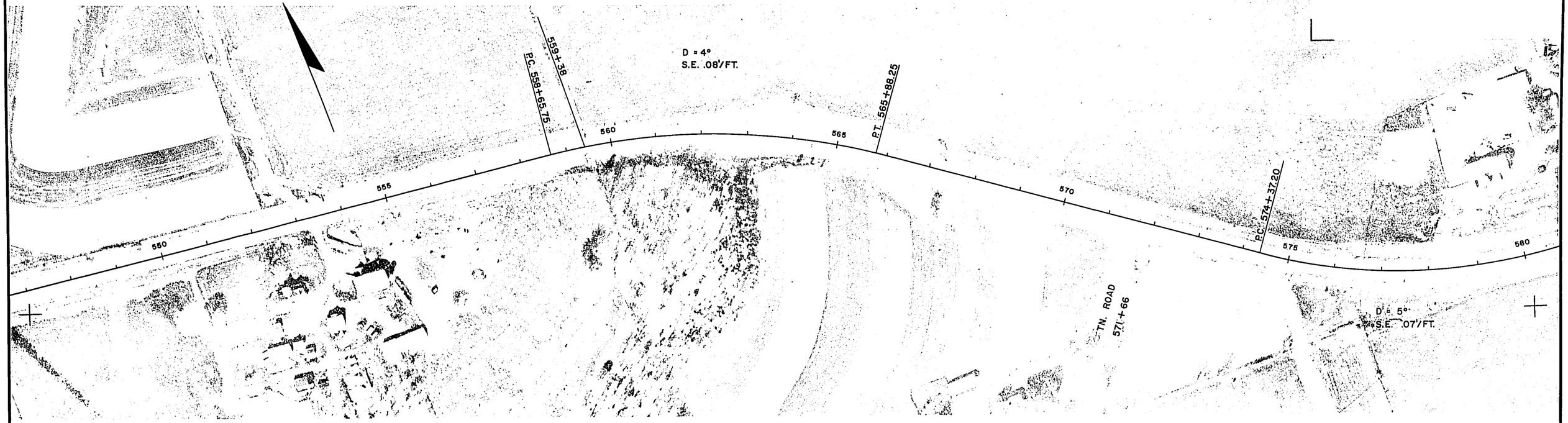


REMOVE GUARD RAIL
511 + 00 - 518 + 00 R. 550 L.F.

STEEL PLATE BEAM REQ'D.
510 + 75 - 519 + 50 666 L.F.

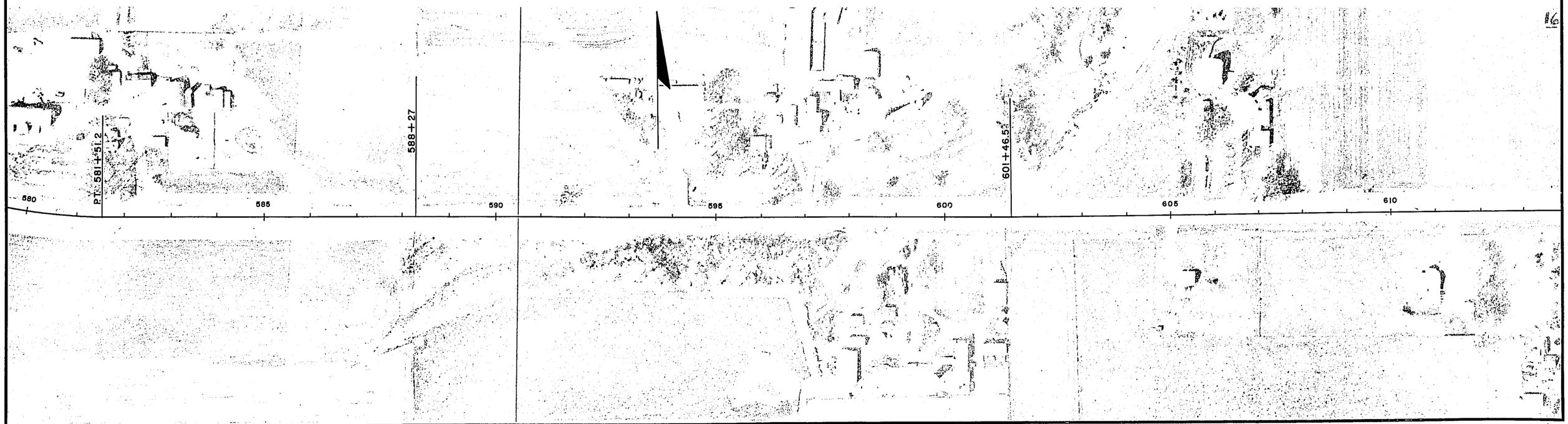


PROJECT I. D.	SHEET NUMBER	TOTAL SHEETS
1531 - 5 - 71		
FEDERAL PROJECT DESIGNATION	10	19



REMOVE GUARD RAIL
595+25 - 598+00 R. 270 L.F.

STEEL PLATE BEAM REQ'D.
593+00 - 598+50 R. 554 L.F.



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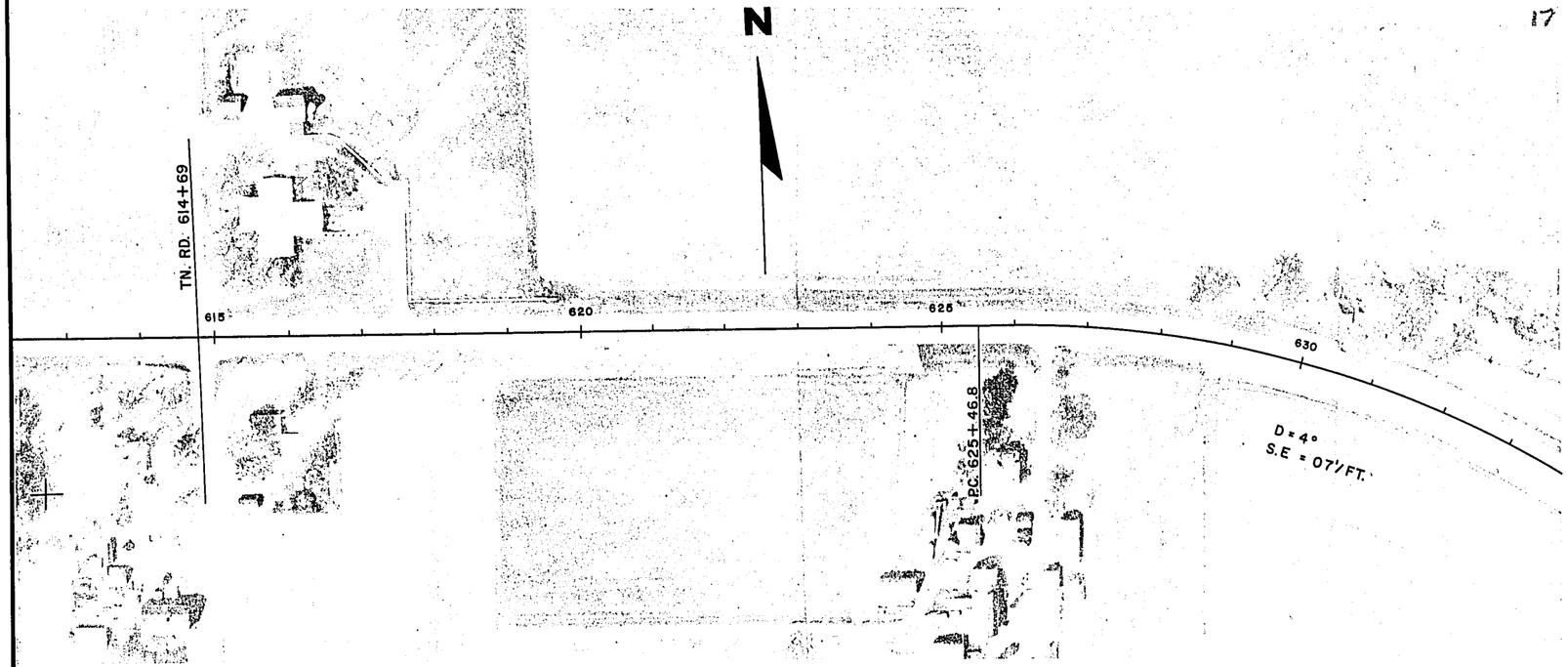
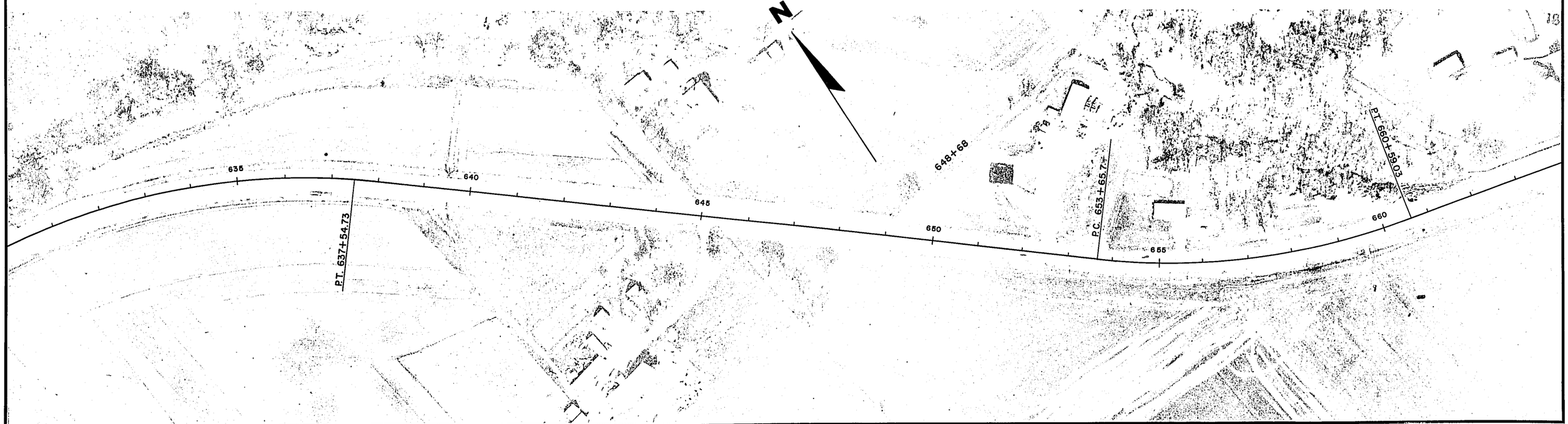
Catalog No. 2130-D142

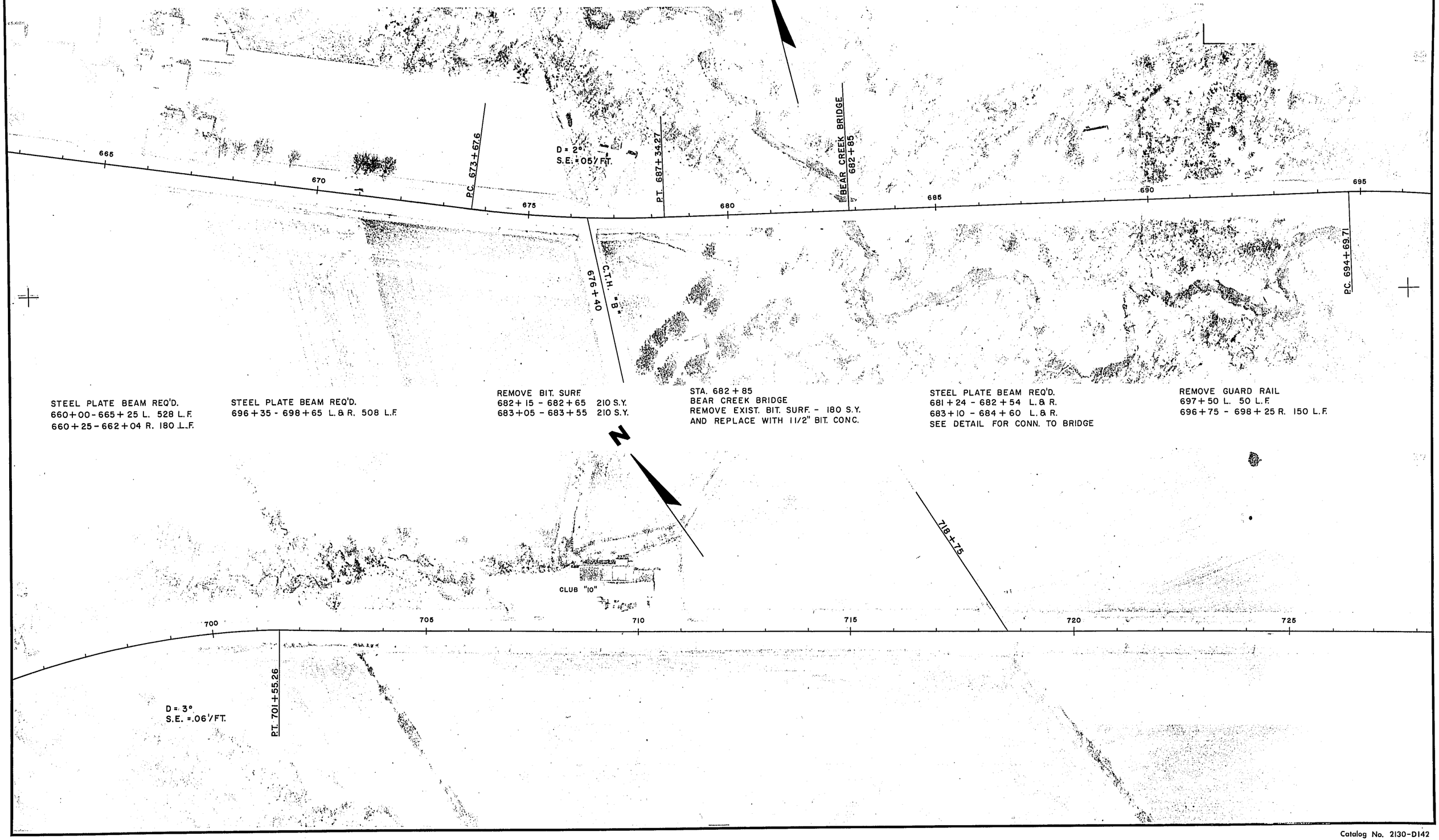
PROJECT I. D.	SHEET NUMBER	TOTAL SHEETS
1531 - 5 - 71	11	19
FEDERAL PROJECT DESIGNATION		



REMOVE GUARD RAIL
661+50 - 664+00 L. 250 L.F.



PROJECT I. D.	SHEET NUMBER	TOTAL SHEETS
1531 - 5 - 71	12	19
FEDERAL PROJECT DESIGNATION		



STEEL PLATE BEAM REQ'D.
660+00 - 665+25 L. 528 L.F.
660+25 - 662+04 R. 180 L.F.

STEEL PLATE BEAM REQ'D.
696+35 - 698+65 L. & R. 508 L.F.

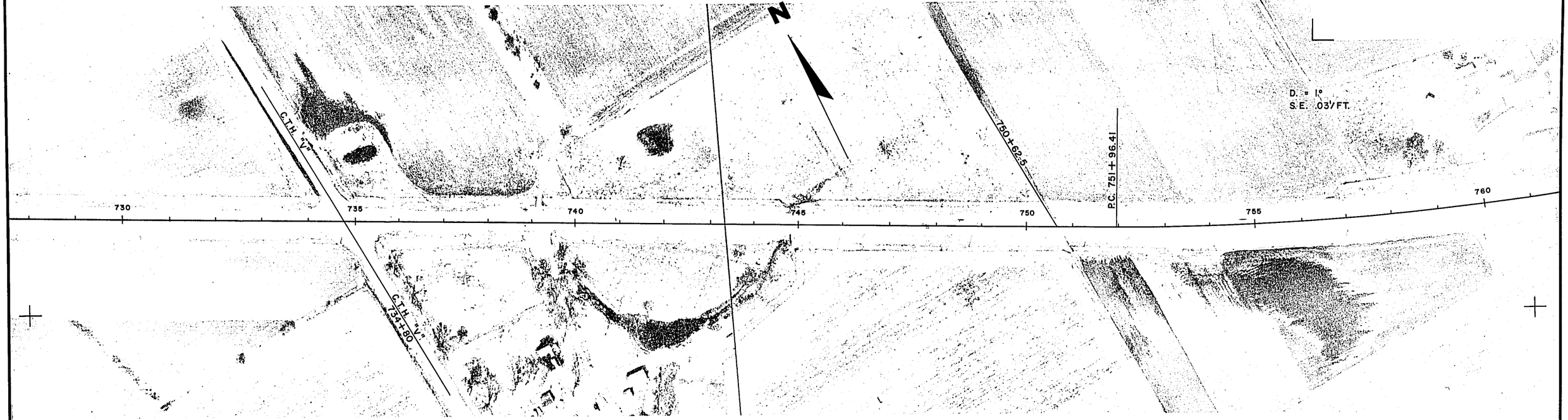
REMOVE BIT. SURF.
682+15 - 682+65 210 S.Y.
683+05 - 683+55 210 S.Y.

STA. 682+85
BEAR CREEK BRIDGE
REMOVE EXIST. BIT. SURF. - 180 S.Y.
AND REPLACE WITH 1 1/2" BIT. CONC.

STEEL PLATE BEAM REQ'D.
681+24 - 682+54 L. & R.
683+10 - 684+60 L. & R.
SEE DETAIL FOR CONN. TO BRIDGE

REMOVE GUARD RAIL
697+50 L. 50 L.F.
696+75 - 698+25 R. 150 L.F.

PROJECT I. D. 1531 - 5 - 71	SHEET NUMBER	TOTAL SHEETS
FEDERAL PROJECT DESIGNATION	13	19

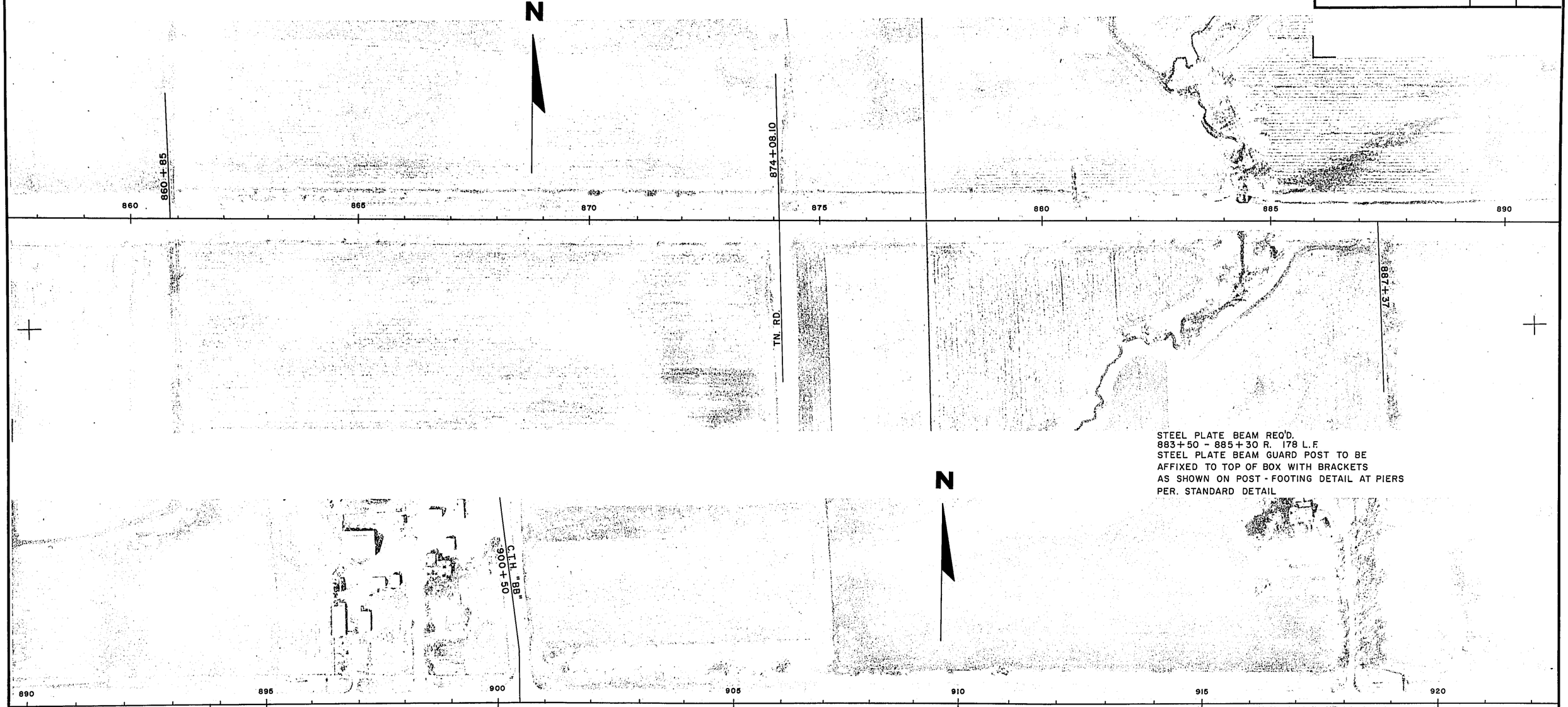


Catalog No. 2130-D142

PROJECT I. D. 1531 - 5 - 71	SHEET NUMBER	TOTAL SHEETS
FEDERAL PROJECT DESIGNATION	14	19

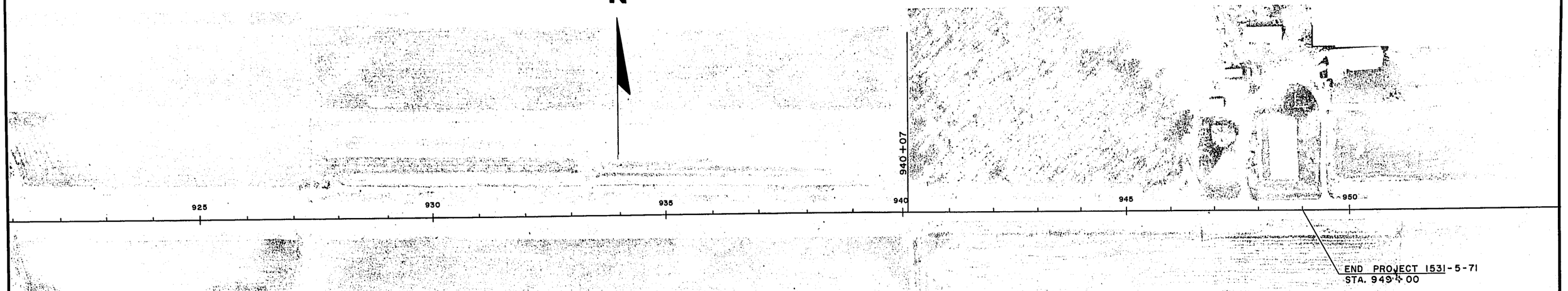
Catalog No. 2130-D142

PROJECT I.D.	SHEET NUMBER	TOTAL SHEETS
1531 - 5 - 71		
FEDERAL PROJECT DESIGNATION	15	19

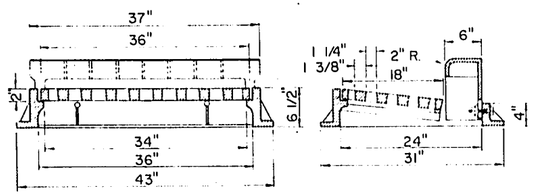


STEEL PLATE BEAM REQ'D.
883+50 - 885+30 R. 178 L.F.
STEEL PLATE BEAM GUARD POST TO BE AFFIXED TO TOP OF BOX WITH BRACKETS AS SHOWN ON POST - FOOTING DETAIL AT PIERS PER. STANDARD DETAIL

PROJECT I.D.	SHEET NUMBER	TOTAL SHEETS
1531 - 5 - 71		
FEDERAL PROJECT DESIGNATION	16	19

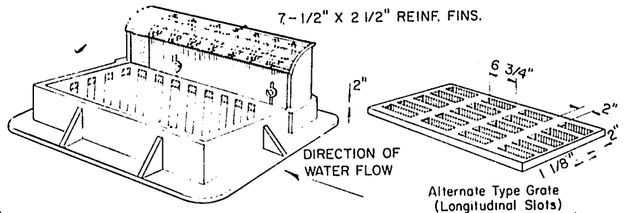


17-19



TYPE "H" - (Approx. Weight 530 Lbs)

Frame Weight - 220#
Grate " - 200#
Box " - 110#

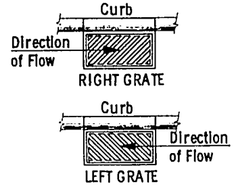


Alternate Type Grate
(Longitudinal Slots)
Approx. Weight - 200#

SPECIAL NOTE

Diagonal Slots shall be oriented to the direction of flow as shown hereon. Hence RIGHT and LEFT Grates shall be furnished depending on direction of flow. (See Sketch Below)

Longitudinal slot type grates may be used ONLY where bicycles are prohibited.



INLET COVER

GENERAL NOTES

1. 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.

2. Detailed drawings for proposed alternate designs for Inlets shall be submitted to the Engineer for approval providing that such alternate designs make provision for equivalent capacity and strength.

3. All Inlets are designated on the Plans as "Inlets, 3-H", etc. This designation is interpreted to mean that the number, or first digit, designates the masonry portion of the structure, and the following letter, designates the type of cover or iron casting to be used therewith to comprise the complete unit "Inlet" in place.

4. All bar steel reinforcement shall be embedded 2 inches clear unless otherwise shown or noted.

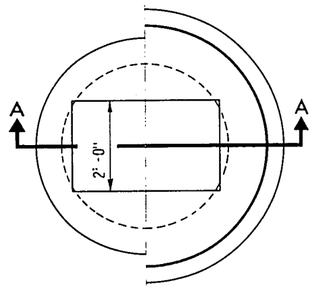
5. Precast Reinforced Bases may be used in lieu of cast-in-place bases. When Precast Bases are used, they shall be placed on a bed of material at least 6 inches in depth, which meets the requirements for Granular Backfill. This bedding material shall be compacted and provide uniform support for the entire area of the base.

6. All Precast Reinforced Concrete Risers, Grade Rings, and Flat Slab Tops shall conform to AASHO Designation M 199. Precast Reinforced Concrete Bases shall conform to the Flat Slab Top requirements of AASHO Designation M 199.

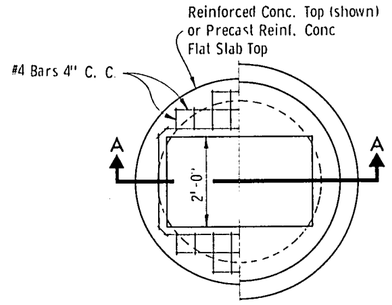
7. Adjustment of the cover to grade may be accomplished by the use of mortar and brick. Maximum adjustment shall be 8 inches.

8. Precast Reinforced Concrete Risers may be placed with tongue or "D" joint ends either up or down.

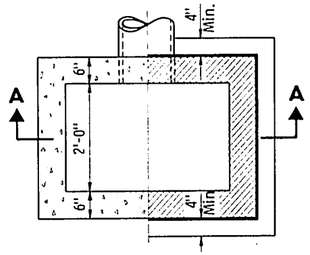
9. Strike all joints for brick or block construction.



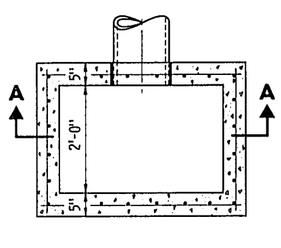
PLAN VIEW



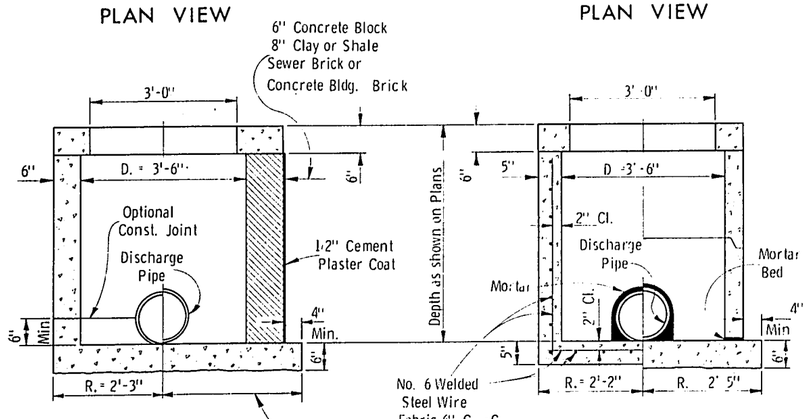
PLAN VIEW



PLAN VIEW



PLAN VIEW

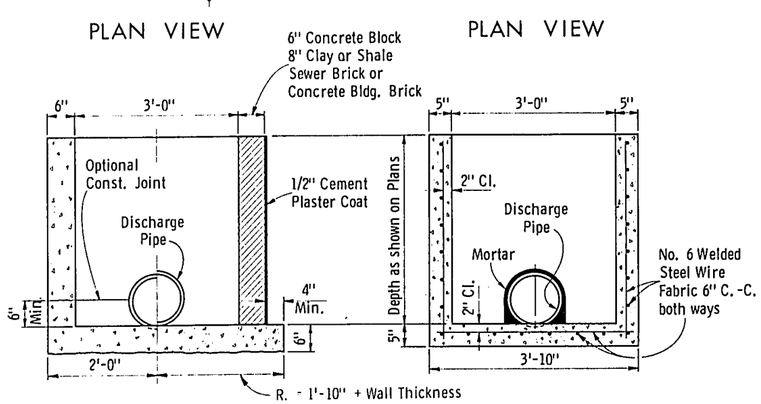


SECTION A-A

MONOLITHIC CONCRETE | CONCRETE BLOCK OR BRICK

SECTION A-A

REINFORCED CONCRETE | PRECAST REINFORCED CONCRETE



SECTION A-A

MONOLITHIC CONCRETE | CONCRETE BLOCK OR BRICK

SECTION A-A

REINFORCED CONCRETE

INLETS TYPE 3

INLETS TYPE 3 AND INLET COVER

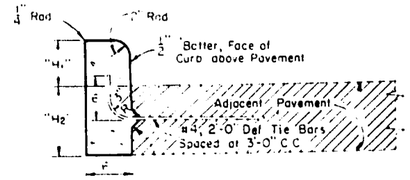
State of Wisconsin
Department of Transportation
Division of Highways

RECOMMENDED FOR APPROVAL
4/25/69 DATE — E. J. Bykett CHIEF DESIGN ENGINEER

APPROVED
4/25/69 DATE — H. K. Bumpers STATE HIGHWAY ENGINEER

S.D.D. 8C 2-1

S.D.D. 8C 2-1

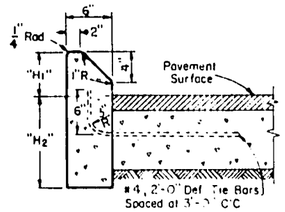


* Tie Bar recess positioned in reverse when Concrete Curb is constructed first

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

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

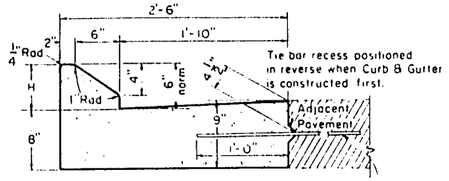
CONCRETE CURB



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

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

CONCRETE CURB
(Mountable Type)



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

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

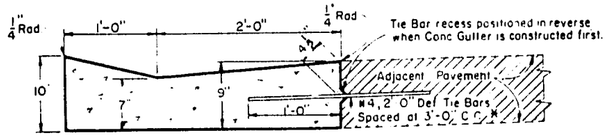
CONCRETE CURB AND GUTTER
(Mountable Type)

GENERAL NOTES

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

JOINTS -

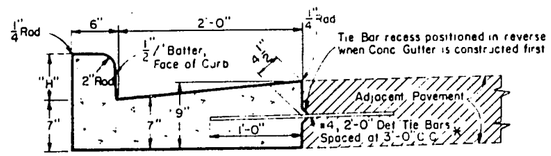
Joints shall not be sealed in concrete curb, concrete gutter, concrete curb and gutter, or concrete surface drains.



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

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

CONCRETE GUTTER

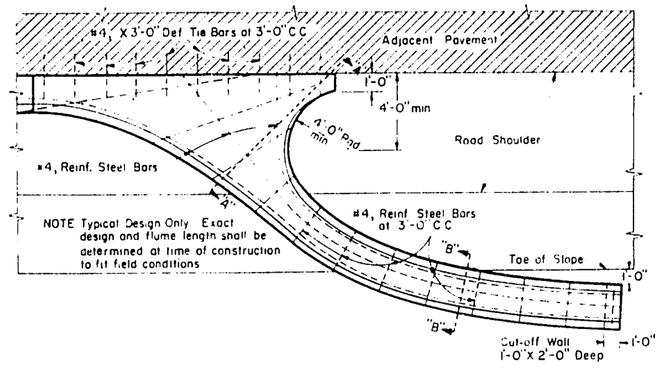


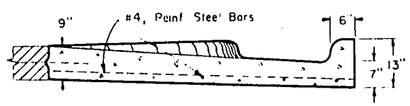
"H" = 9" Max, 3 1/2" Min, and shall be 6" unless otherwise shown on the plans

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

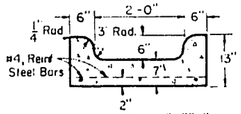
TYPE "A" (Including Tie Bars) TYPE "D" (Excluding Tie Bars)

CONCRETE CURB AND GUTTER
(Barrier Type)





SECTION "A"-"A"



SECTION "B"-"B"

CONCRETE INLET OR DISCHARGE FOR CURB AND GUTTER SURFACE DRAIN

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

STATE HIGHWAY COMMISSION OF WISCONSIN

RECOMMENDED FOR APPROVAL

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

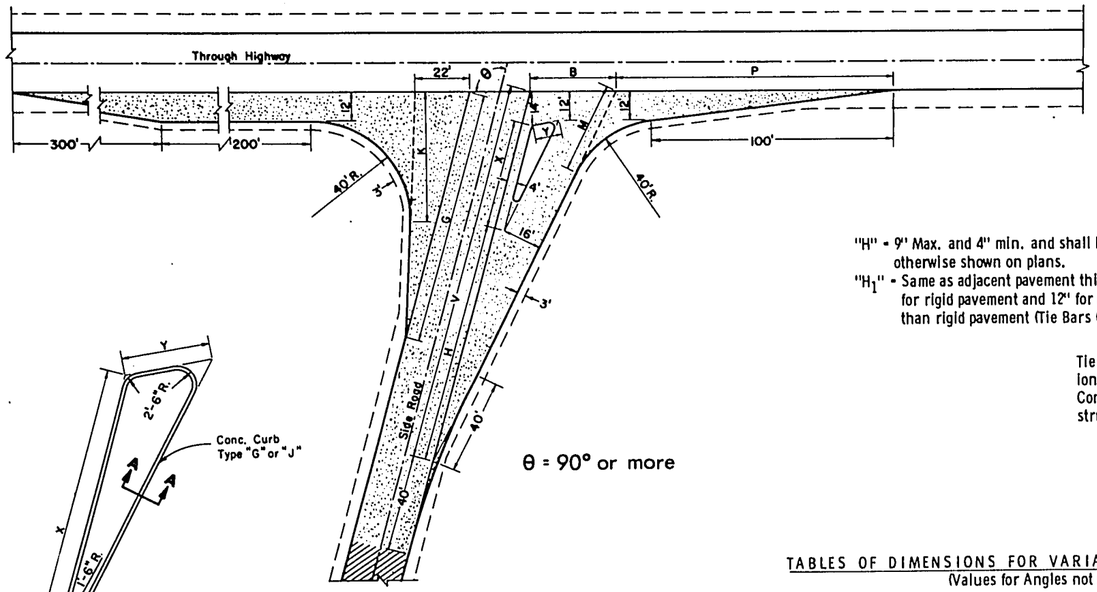
APPROVED:

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

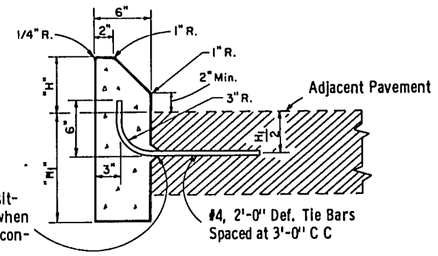
S.D.D. 8D1-1

S.D.D. 8D1-1

17.2-19



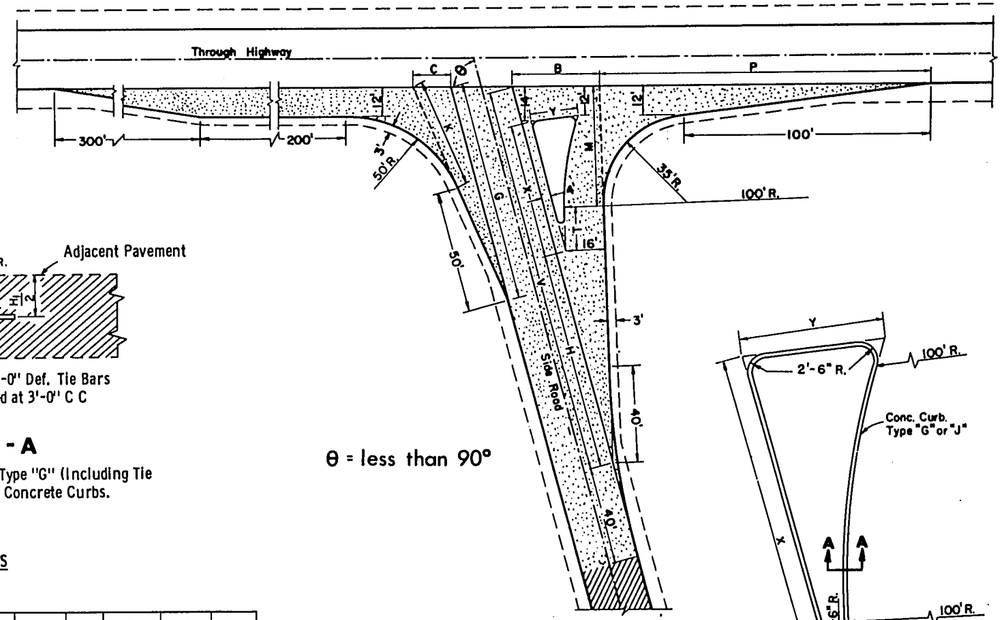
θ = 90° or more



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

SECTION A - A

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



θ = less than 90°

TABLES OF DIMENSIONS FOR VARIABLE SIDE ROAD INTERSECTION ANGLES

(Values for Angles not shown shall be interpolated)

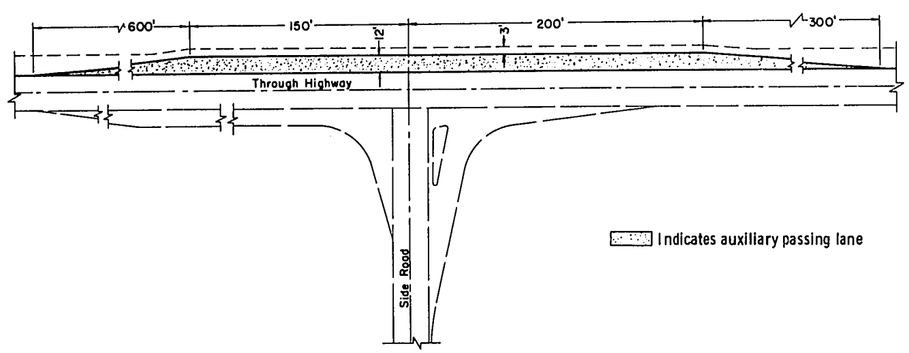
θ	G	K	B	V	H	X	Y	P	M
90	90	43.8	33.9	156.0	94	48.0	11.0	125.0	44.2
95	94	46.7	34.0	156.7	96	47.0	11.0	121.3	41.9
100	98	50.0	34.4	157.4	98	45.9	11.0	117.7	39.7
105	102	53.8	35.2	158.3	100	44.9	11.2	114.2	37.8
110	106	58.2	36.4	159.2	102	43.7	11.4	110.6	36.2
115	110	63.4	38.4	161.8	104	42.6	11.7	107.1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

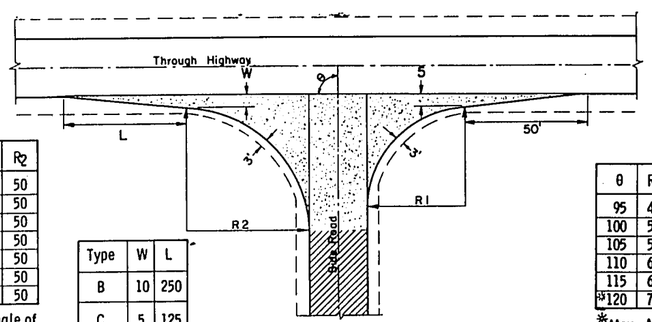
*Desirable Minimum angle of intersection

TYPE "A" SIDE ROAD INTERSECTION DETAILS



Indicates auxiliary passing lane

PASSING LANE DETAIL



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

*Min. Angle of Intersection

Type	W	L
B	10	250
C	5	125

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

*Max. Angle of Intersection

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

GENERAL NOTES

Designs may be used interchangeably in combination or separately for any one complete intersection depending upon intersection angle and surfacing of each approach roadway.

Details on this drawing are for minimum design only, and not applicable to special conditions, as shown elsewhere on the plans.

SIDE ROAD SURFACING NOTE

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

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

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

New Pavement

Existing Surface

LAYOUT DETAILS FOR AT-GRADE SIDE ROAD INTERSECTIONS

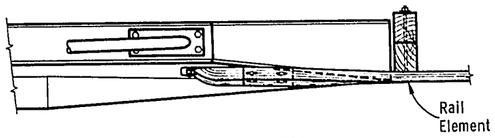
State Highway Commission of Wisconsin

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

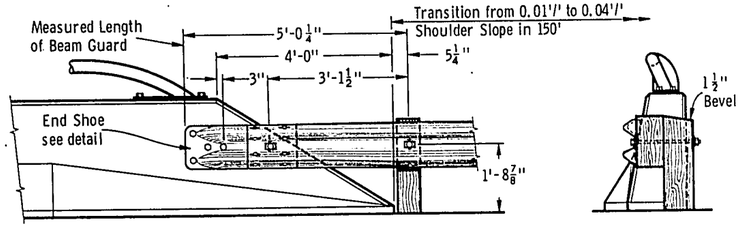
APPROVED:
6/9/67 DATE — STATE HIGHWAY ENGINEER

S.D.D. 9A1-1

17.3-19



PLAN VIEW

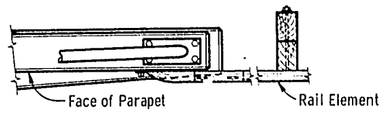


FRONT ELEVATION

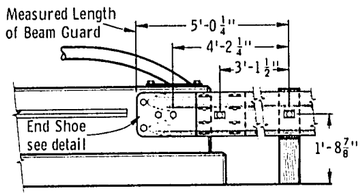
END ELEVATION

STRUCTURE MOUNTING DETAIL

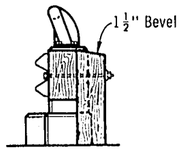
SLOPING TYPE PARAPET WALL



PLAN VIEW



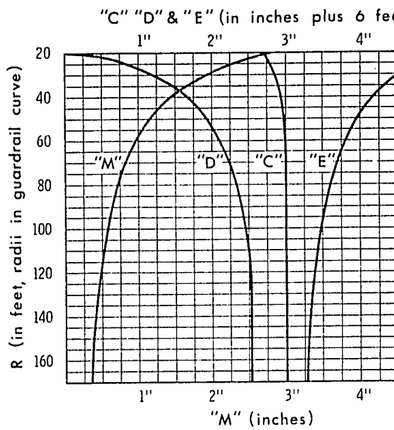
FRONT ELEVATION

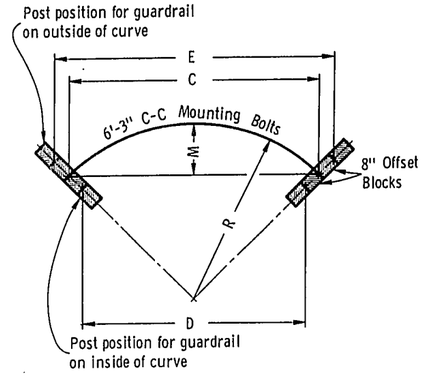


END ELEVATION

STRUCTURE MOUNTING DETAIL

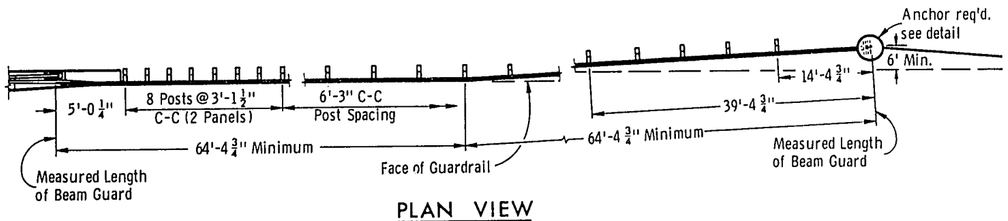
VERTICAL TYPE PARAPET WALL



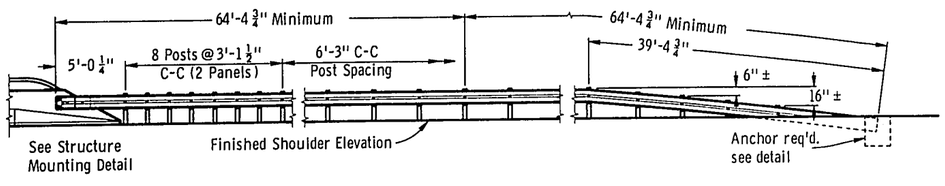


CHORD LENGTHS FOR POST SPACING AND MIDDLE ORDINATES FOR BEAM CURVING

CURVE DATA FOR POST SPACING AND BEAM CURVING

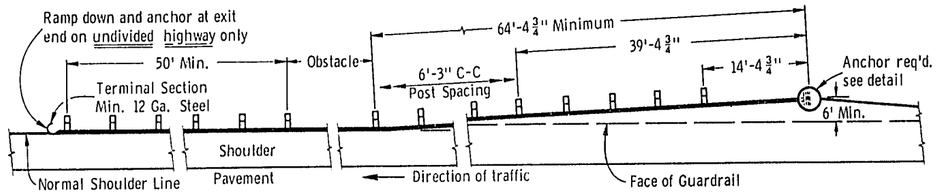


PLAN VIEW



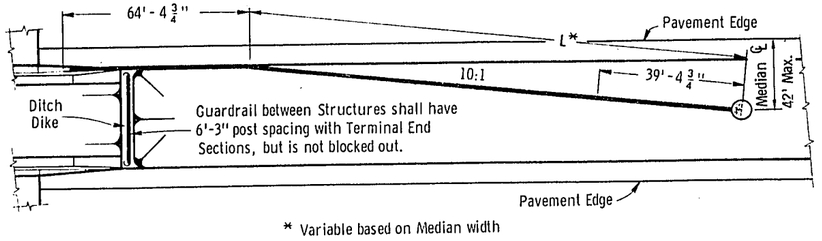
FRONT ELEVATION

TYPICAL OUTSIDE SHOULDER INSTALLATION AT STRUCTURES



PLAN VIEW

TYPICAL INSTALLATION AT LOCATIONS OTHER THAN STRUCTURES



* Variable based on Median width

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 a rate of widening not to exceed 50 to 1.

Upon approval of the Engineer, the 6 foot anchor offset may be reduced to 3 feet, for replacement installations where existing conditions will not permit the desirable offset.

The Post Footing Details at Piers shall be used when Guardrail Posts are over structure footings and less than 3'-6" of earth is provided over the top of the footing.

NOTE: This Standard Detail Drawing consists of two plates, 7-2.4.14a and 7-2.4.14b. Both plates are required when this Standard is called for in the plans.

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

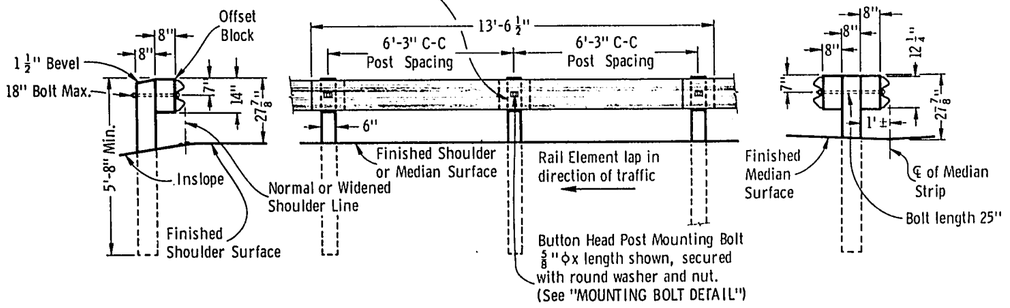
State of Wisconsin
Department of Transportation
Division of Highways

S.D.D. 14B 2-1a

S.D.D. 14B 2-1a

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.

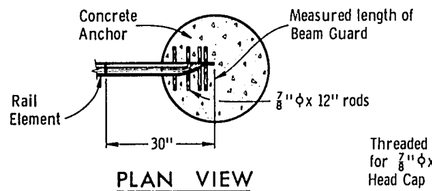
Sawed treated timber posts 6" x 8" x 6'-0" and sawed treated timber offset blocks 6" x 8" x 14" shall be furnished and placed in accordance with Standard Specifications.



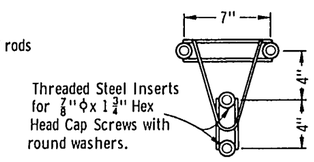
END ELEVATION — FRONT ELEVATION — END ELEVATION

STEEL PLATE BEAM GUARD — **STEEL PLATE BEAM MEDIAN GUARD**

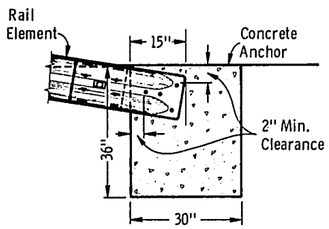
STEEL PLATE BEAM GUARD OR STEEL PLATE BEAM MEDIAN GUARD



PLAN VIEW



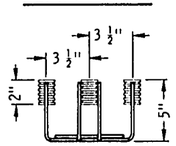
PLAN VIEW



SECTION VIEW

ANCHOR DETAIL

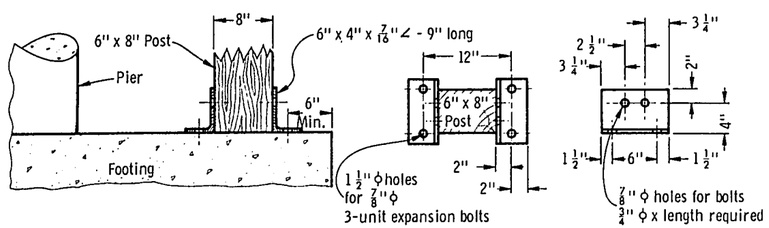
SINGLE RAIL ELEMENT INSTALLATION



ELEVATION

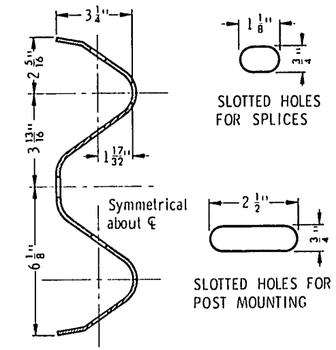
4 BOLT INSERT ASSEMBLY

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

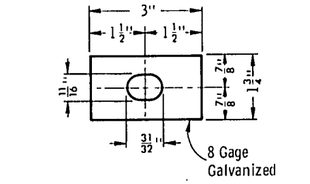


SECTION VIEW — PLAN VIEW — ELEVATION

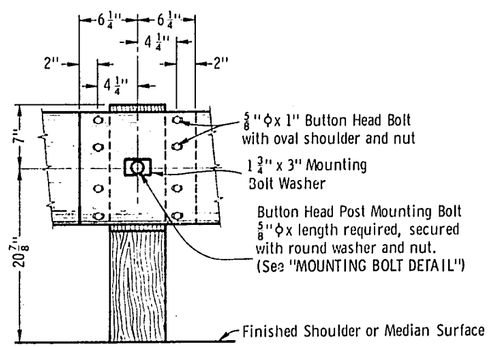
POST FOOTING DETAIL AT PIERS



SECTION THRU RAIL ELEMENT

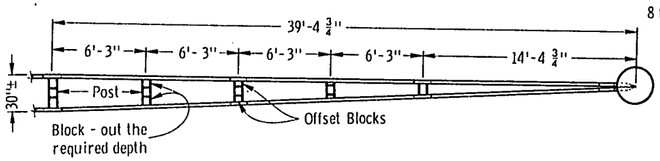


MOUNTING BOLT WASHER

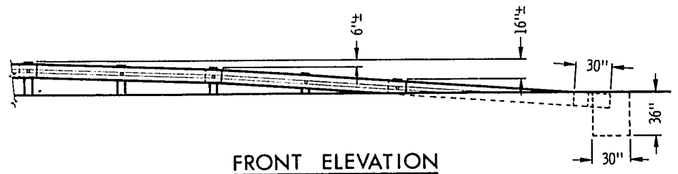


RAIL ELEMENT SPLICING AND POST MOUNTING DETAIL

NOTE: Eliminate offset blocks for medians less than 8 feet in width.

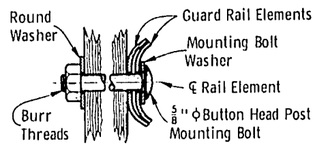


PLAN VIEW

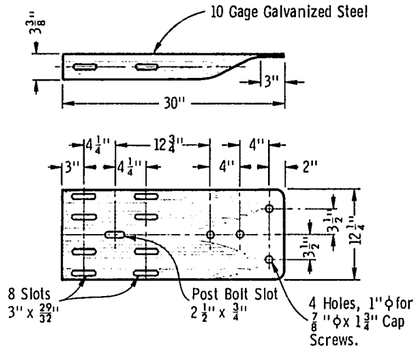


FRONT ELEVATION

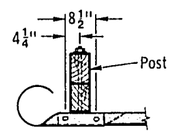
ANCHOR DETAIL FOR DOUBLE RAIL ELEMENT INSTALLATION



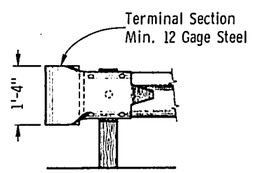
MOUNTING BOLT DETAIL



END SHOE DETAIL

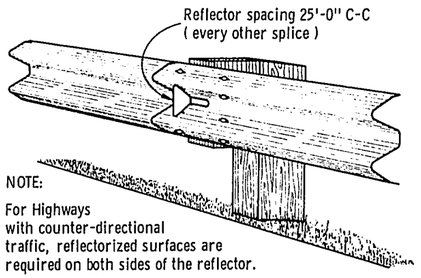


PLAN VIEW

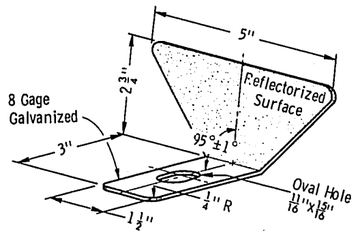


FRONT ELEVATION

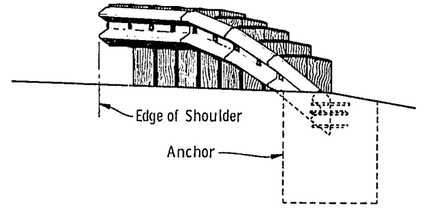
TERMINAL SECTION DETAILS



TYPICAL INSTALLATION



REFLECTOR DETAIL



TYPICAL TERMINAL END ELEVATION

NOTE: This Standard Detail Drawing consists of two plates, 7-2.4.14a and 7-2.4.14b. Both plates are required when this Standard is called for in the plans.

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

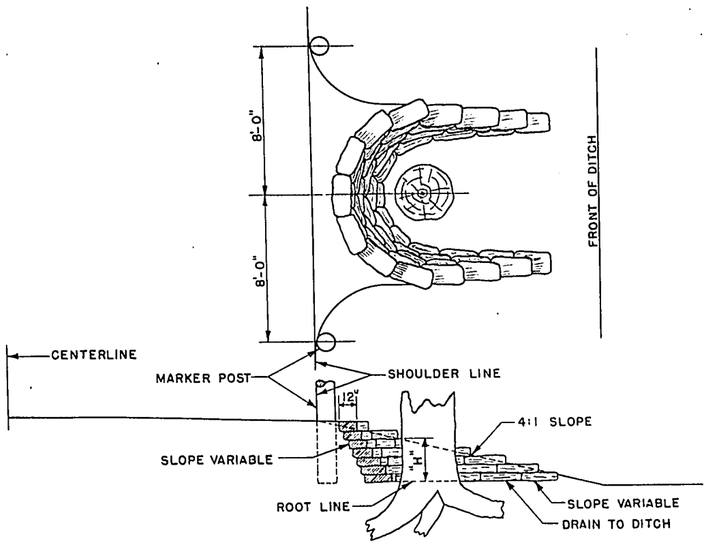
State of Wisconsin
Department of Transportation
Division of Highways

RECOMMENDED FOR APPROVAL:
5/13/71 DATE — ACTING CHIEF DESIGN ENGINEER

APPROVED:
5/13/71 DATE — STATE HIGHWAY ENGINEER

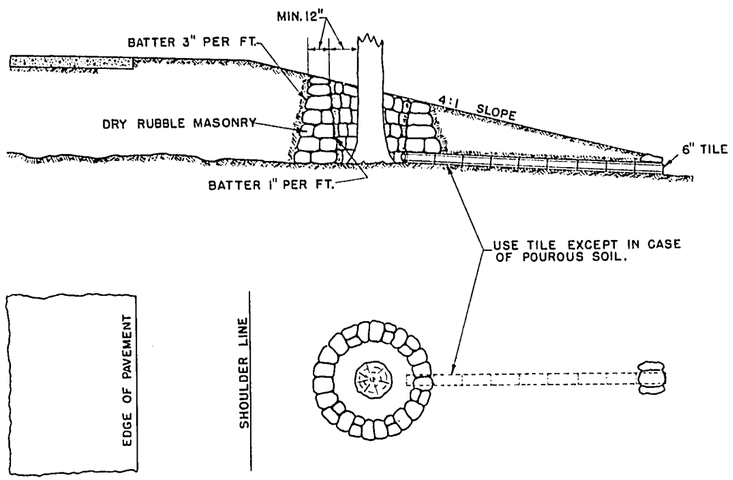
S.D.D. 14B2-1b

17.5-19

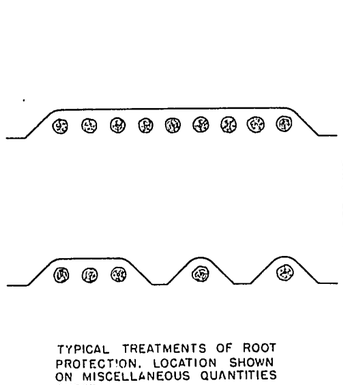


USE THIS SECTION WHEN "H" IS UNDER 3 FEET

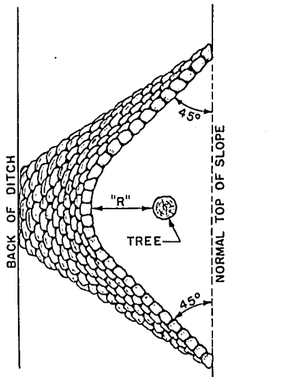
NOT REQUIRED FOR 10" TO 15" OF GRAVEL OR SAND FILL



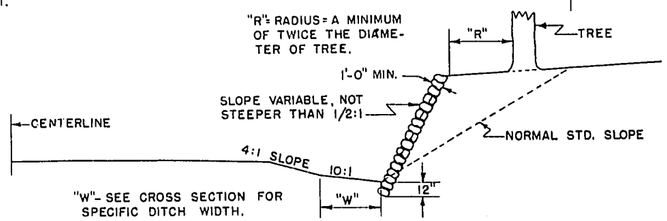
FULL TREE WELL



TYPICAL TREATMENTS OF ROOT PROTECTION. LOCATION SHOWN ON MISCELLANEOUS QUANTITIES SHEET.

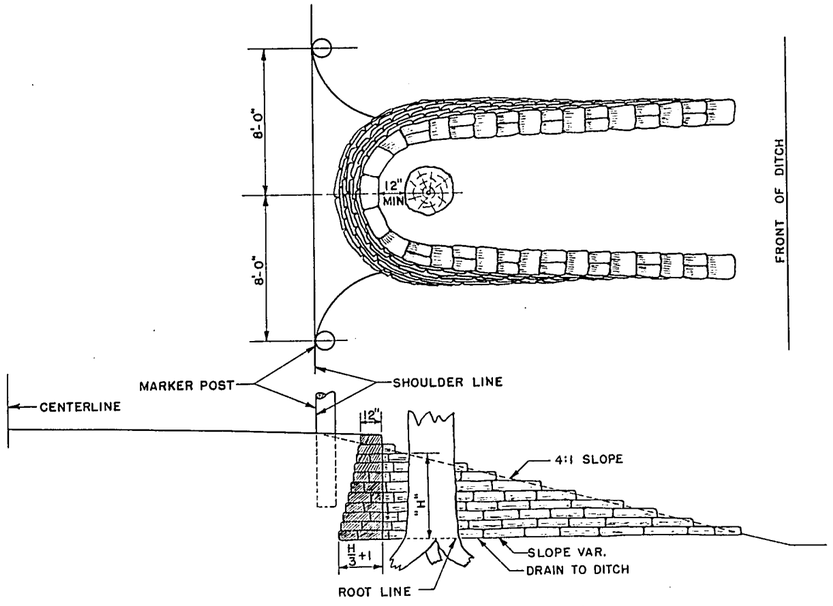


"R"= RADIUS = A MINIMUM OF TWICE THE DIAMETER OF TREE.



DETAILS FOR ROOT PROTECTION

SECTIONS SHOWING METHODS TO BE USED FOR PROTECTING AND / OR PRESERVING TREES.

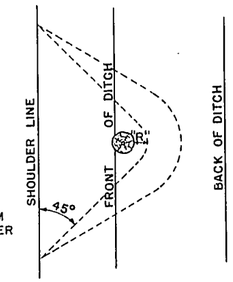


USE THIS SECTION WHEN "H"= 3' OR MORE

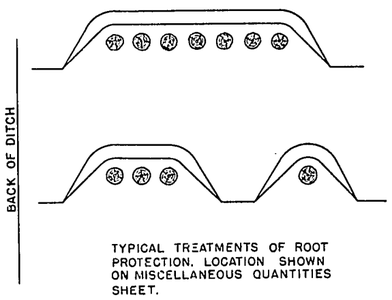
TREE WELLS IN FILL SECTION

DETAILS FOR TREE WELLS

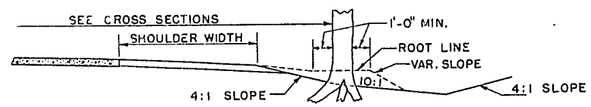
SECTIONS SHOWING METHODS TO BE USED FOR PROTECTING AND / OR PRESERVING TREES.



"R"= RADIUS = A MINIMUM OF TWICE THE DIAMETER OF TREE.



TYPICAL TREATMENTS OF ROOT PROTECTION. LOCATION SHOWN ON MISCELLANEOUS QUANTITIES SHEET.



DETAILS OF TREE ISLAND

GENERAL NOTES

WALLS TO BE BUILT TO APPROXIMATE SHAPE AND DIMENSIONS SHOWN. STONE TO CONFORM TO SPECIFICATIONS FOR DRY RUBBLE MASONRY AND TO BE BID AS SUCH.

THESE DESIGNS ARE NOT INTENDED AS A CRITERION OF THE DISTANCE FROM THE CENTERLINE OR SHOULDER LINE TO WHICH TREES SHALL OR SHALL NOT BE REMOVED, BUT MERELY AS A DETAIL OF THE CONSTRUCTION TO BE USED WHEN IT IS OTHERWISE FOUND NECESSARY OR DESIRABLE TO LEAVE TREES IN THE LOCATIONS INDICATED IN THE DETAILS PORTRAYED.

TREE PRESERVATION DETAILS

STATE HIGHWAY COMMISSION OF WISCONSIN

RECOMMENDED FOR APPROVAL:

Frank Braun — DESIGN ENGINEER

CONSTRUCTION ENGINEER

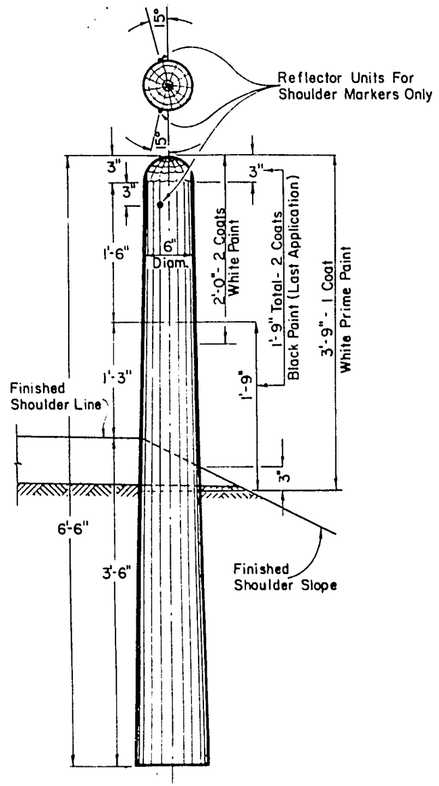
APPROVED:

Oct. 1, 1945 — DATE

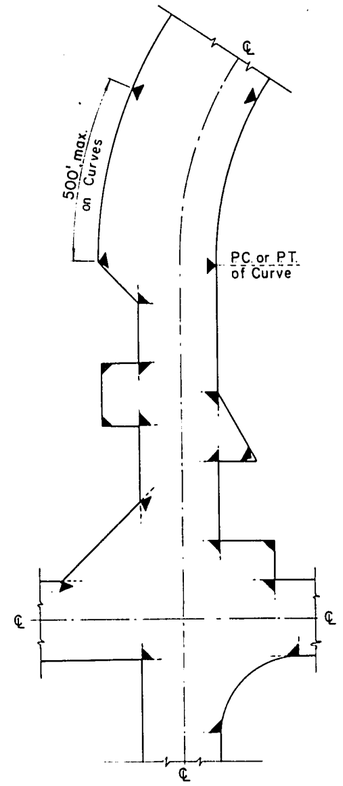
STATE HIGHWAY ENGINEER

CRAWN- R.D.S.
CH'KD.- N.F.C.

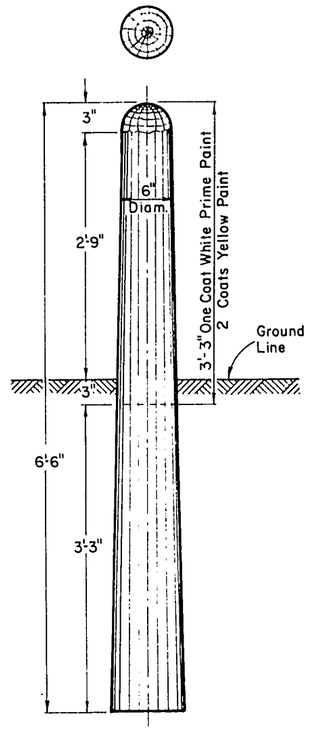
S. D. D. 14A1-1



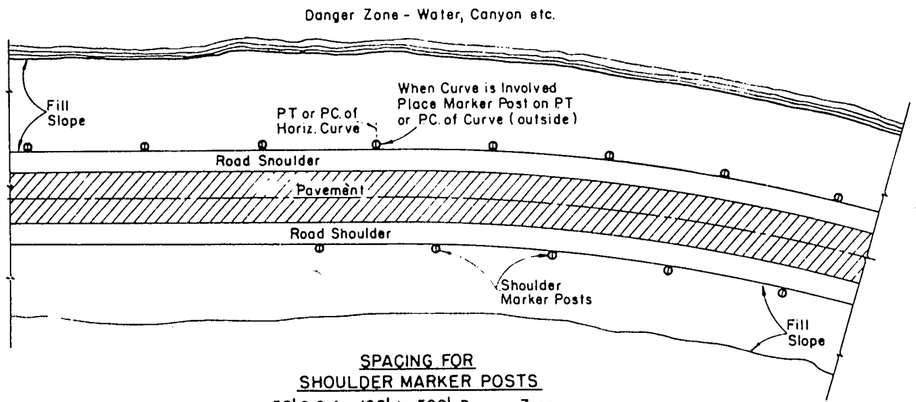
MARKER POST FOR
ROAD SHOULDERS



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



MARKER
POST
FOR
RIGHT OF WAY



SPACING FOR
SHOULDER MARKER POSTS
50' C:C for 100' to 500' Danger Zones
100 C:C for Over 500' Danger Zones

LOCATION DIAGRAM
SHOWING RELATIVE LOCATIONS OF SHOULDER MARKER POSTS

MARKER POSTS FOR ROAD SHOULDERS

MARKER POST FOR RIGHT OF WAY

GENERAL NOTES

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

MARKER POSTS FOR RIGHT OF WAY

Right of Way Marker Posts shall be erected in advance of grading operations. Posts shall be placed at the outer limits of the highway Right of Way, but entirely within the Right of Way, and shall be so placed that the outer edge of the posts shall be tangent to the Right of Way line or lines extended. The exact location of all Right of Way posts will be staked in the field by the Engineer.

REFLECTOR UNITS

Reflector Units shall be installed in road shoulder marker posts only. Reflector Units shall have plastic crystal lens 7/8" in diameter. Unit assembly shall be a minimum of 7/8" in length. Reflector Units shall be furnished with flared expanding metal clips for wood mounting. Units shall be mounted in tightest fit possible and securely stayed in posts.

MARKER POSTS &
MARKER POSTS FOR RIGHT OF WAY

State Highway Commission of Wisconsin

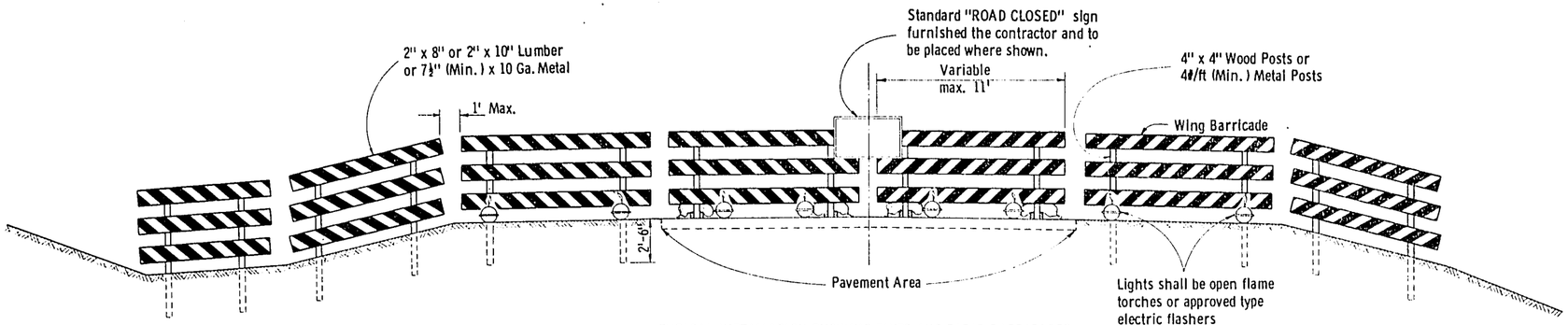
RECOMMENDED FOR APPROVAL
7/6/66 — E. J. Bykit
DATE — DIRECTOR OF ENGINEER

APPROVED
7/7/66 — [signature]
DATE — STATE HIGHWAY ENGINEER

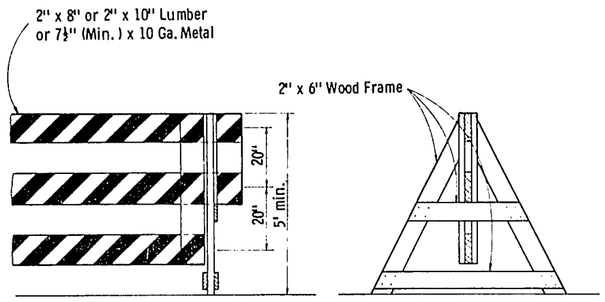
S.D.D. 15A1-1

S.D.D. 15A1-1

17.7-19

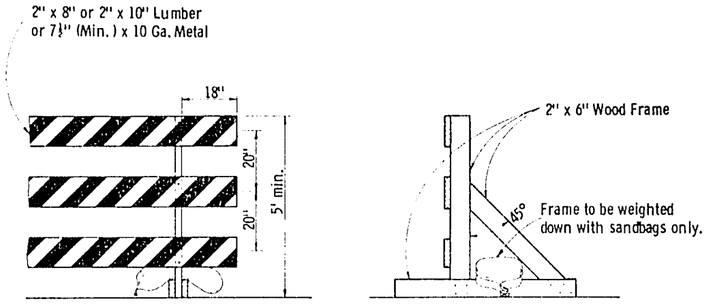


TYPICAL INSTALLATION SHOWING FIXED AND RIGID BARRICADES



ALTERNATE TYPE INSTALLATION (DEMOUNTABLE)

CLASS I BARRICADES



ALTERNATE TYPE INSTALLATION (RIGID)

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:

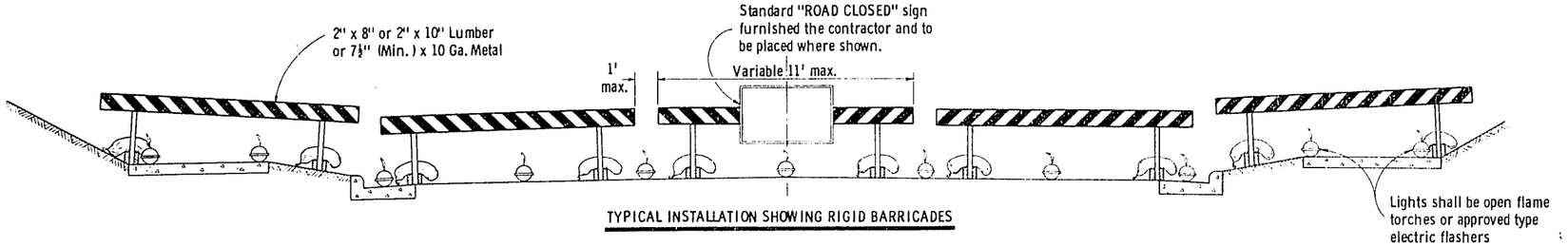
Where a barricade extends entirely across the roadway with no vehicle access provision, the stripes shall slope downward toward the highway centerline.
Where vehicle access is permitted, the stripes shall slope downward in the direction toward which vehicles must turn in detouring.
Where both right and 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:

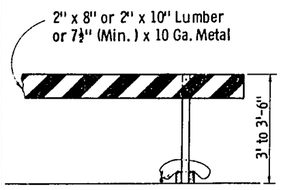
Lighting devices for barricades shall conform to the requirements of the Standard Specifications.

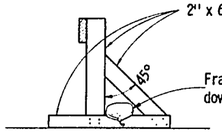
MEASUREMENT & PAYMENT:

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.

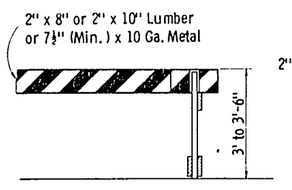


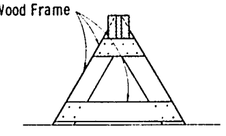
TYPICAL INSTALLATION SHOWING RIGID BARRICADES



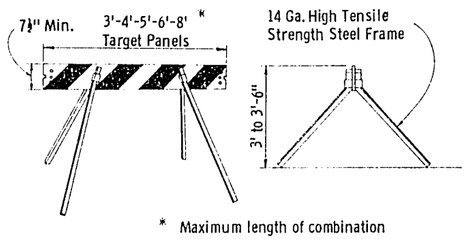


ALTERNATE TYPE INSTALLATION (RIGID)



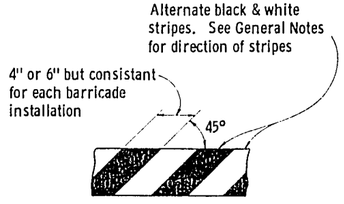


ALTERNATE TYPE INSTALLATION (DEMOUNTABLE)



* Maximum length of combination panels 16'

ALTERNATE TYPE INSTALLATION (DEMOUNTABLE)



TYPICAL DIAGONAL STRIPES

Applies to all Classes & Types of Barricades

CLASS II BARRICADES

CONSTRUCTION BARRICADE

State Highway Commission of Wisconsin

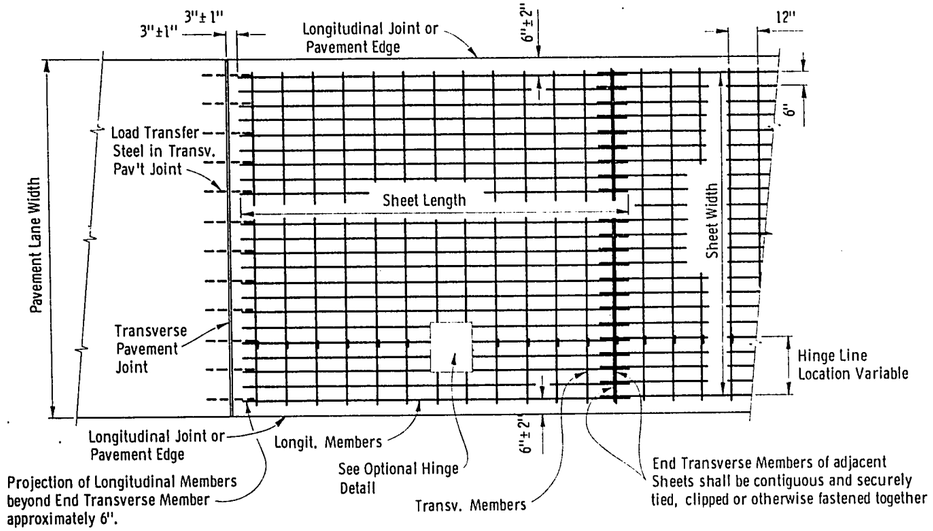
RECOMMENDED FOR APPROVAL
1/11/67 DATE — E. J. Bydzovsky CHIEF DESIGN ENGINEER

APPROVED
1/13/67 DATE — W. J. Cunningham STATE HIGHWAY ENGINEER

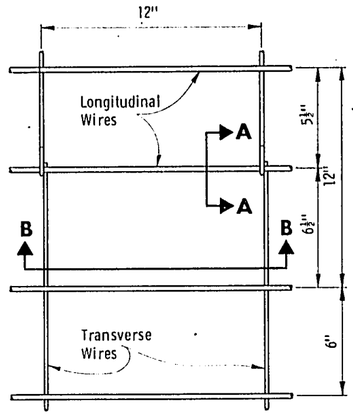
S.D.D. 15C1-1

S.D.D. 15C1-1

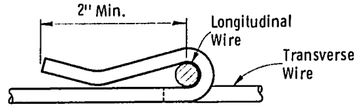
17.8-19



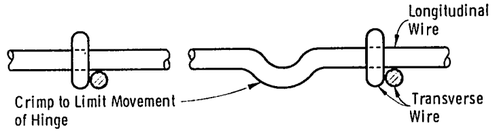
PLAN VIEW



PLAN VIEW

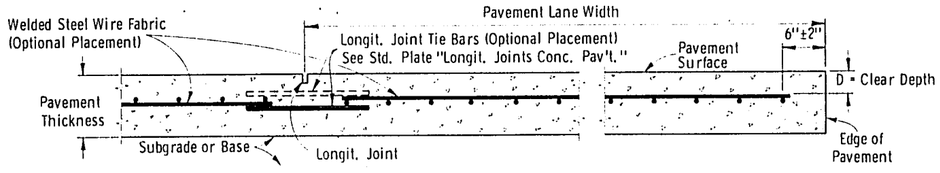


SECTION A-A



SECTION B-B

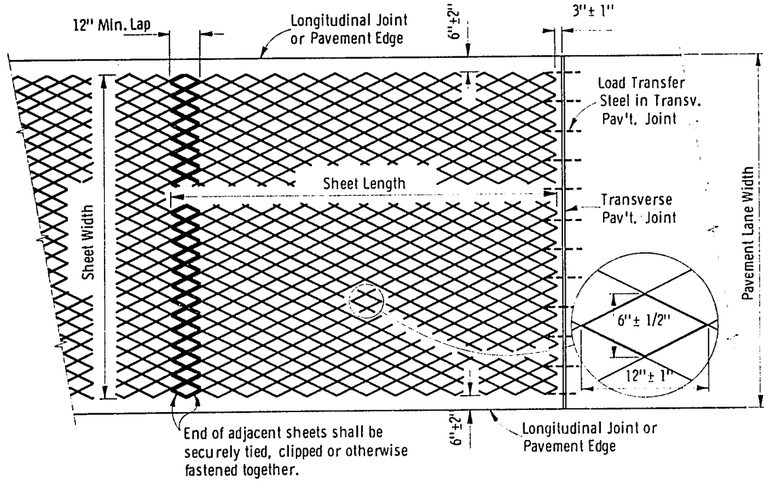
OPTIONAL HINGE DETAIL



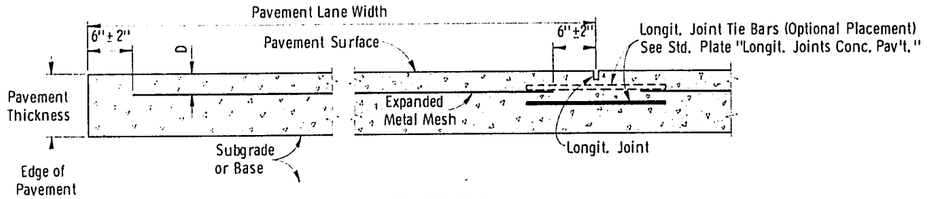
CROSS SECTION

Pavement Thickness	"D"
8"	2"-4"
9"	2"-4 1/2"
10"	2"-5"

WELDED STEEL WIRE FABRIC



PLAN VIEW



CROSS SECTION

EXPANDED METAL MESH

GENERAL NOTES

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

Alternate hinge designs may be used upon approval of the engineer.

WELDED STEEL WIRE FABRIC

Welded Steel Wire Fabric shall conform to the requirements of the Standard Specifications for Welded Steel Fabric for Concrete Reinforcement A.A.S.H.O. Designation M55 except as shown hereon.

Welded Steel Wire Fabric Specifications:
Approximate Weight per 100 sq. ft. = 69.0 lbs.
Longitudinal Steel - Gage No. 0 = 0.3065" D. at 6" C-C.
Transverse Steel - Gage No. 4 = 0.2253" D. at 12" C-C.

Side lap of adjacent sheets shall be approximately 6".

EXPANDED METAL MESH

Weight per 100 sq. ft. = 76.0 lbs min. Expanded Metal Mesh shall be manufactured from open hearth steel, having a phosphorus content of not more than 0.05 percent, and a yield point of not less than 55,000 p.s.i. The steel shall be sufficiently ductile to permit any strand to be bent through an angle of 180 degrees over one diam. without fracture. The diamond shaped mesh shall be fabricated by a cold drawn process which will cut and draw the steel forming uniform dimensioned strands conforming to shape and weight as shown elsewhere hereon.

Side lap of adjacent sheets shall be approximately 6".

SPECIAL REQUIREMENTS

Welded Steel Wire Fabric or Expanded Metal Mesh Concrete Pavement Reinforcement shall be shipped to the job site in flat sheets.

One longitudinal hinge line will be permitted in each Welded Steel Wire Fabric sheet for convenience in shipping. This hinge shall encircle the longitudinal wire such that no more than one (1) inch of transverse movement of the hinge exists. The longitudinal wire around which the hinge rotates shall be crimped adjacent to the hinge such that no more than one (1) inch of longitudinal movement of the hinge exists.

CONCRETE PAVEMENT REINFORCEMENT

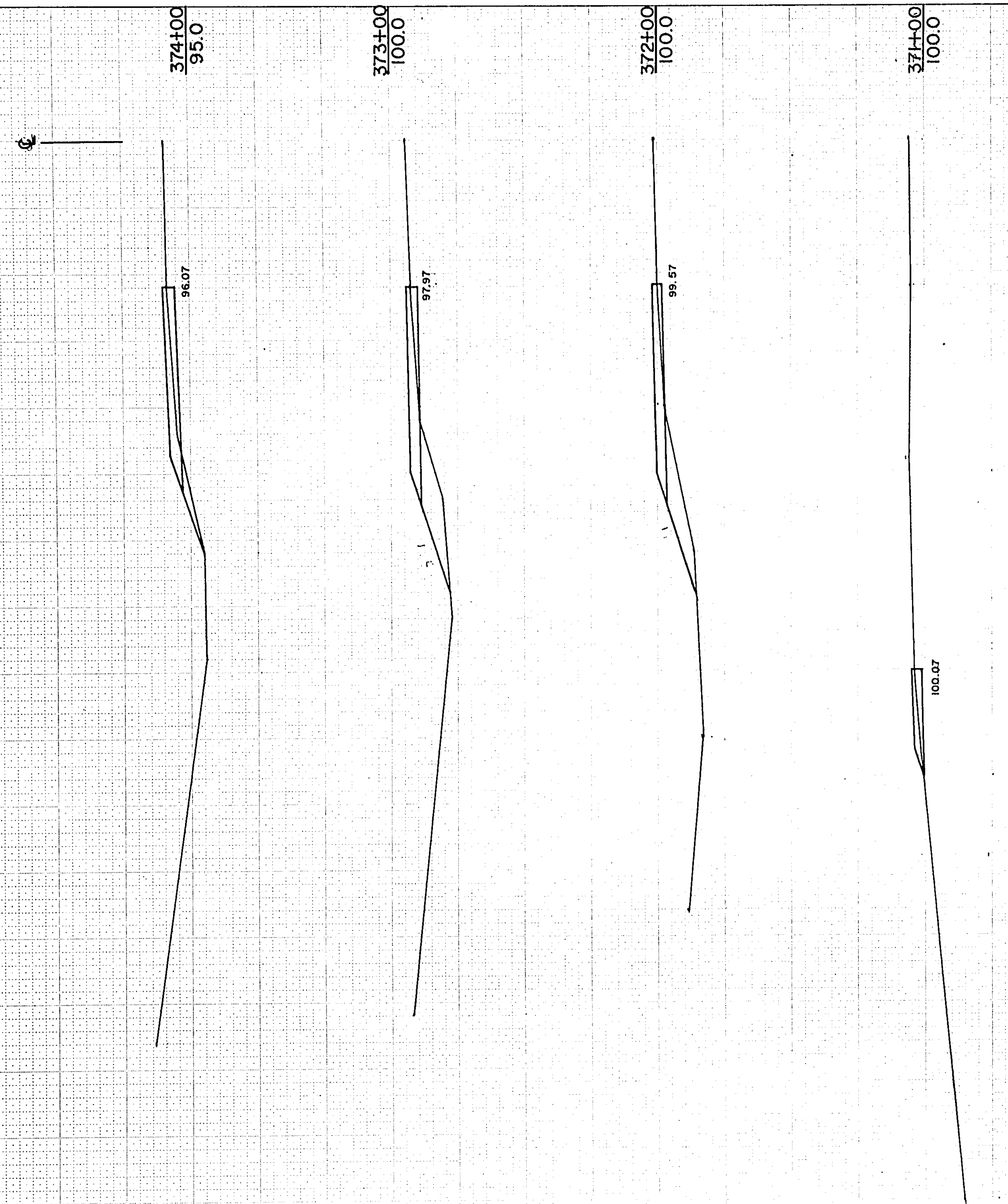
State of Wisconsin
Department of Transportation
Division of Highways

RECOMMENDED FOR APPROVAL
3/3/69 DATE — E.J. Bystrit CHIEF DESIGN ENGINEER

APPROVED
3/27/69 DATE — H. Zimmerman STATE HIGHWAY ENGINEER

S.D.D. 13A1-1

B P R REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	1536-6-71	18	19



END CONST. 376 ± 65

BEGIN CONST. 369+50

SCALE 1" = 5'

STATION	DISTANCE	YARDAGE – EXCAVATION – UNCL.	BORROW			FILL
369+50						
		8				
371						
		9				20
372						
		10				40
373						
		13				30
374						
		20				10
376+65						
			100			
SHEET TOTAL		60	100			100

INTERSECTION
U.S.H. 10 & S.T.H. 25

BPR REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	1536-6-71	19	19

END CONST. 433+90

433+50 105.0 — 106.1

433+00 105.0 — 105.5 — 2½:1

432+50 105.0 — 105.1 — VAR

432+00 105.0 — 104.7 — VAR

431+50 100.0 — 104.2 — 3:1

431+00 100.0 — 103.7 — 3:1

FINISHED GRADE — SE. 07½ — 103.4 — 3½:1

430+50 100.0

℄

BEGIN CONST. 429+00

SCALE: 1"= 5'

STATION	DISTANCE	YARDAGE EXCAVATION UNCL		BORROW		FILL
429						
		4				15
430						
+50		4				16
431						
		4				22
+50						
		3				24
432						
		3				23
+50						
		4				19
433						
		5				7
+50						
		3				0
+90						
				160		
SHEET TOTAL		30		160		126

INTERSECTION
C.T.H "P" AND U.S.H."10"

FUNCTIONAL CROSS SECTION - OPEN DOTTED

JOINT | NOTE BOOK | NO. | PLOTTED | TEMPLATE | AREAS | AREAS CHECKED