INDEX OF SHEETS

COUNTY AND HIGHWAY	ROUTE AND SECTION	CLASS AND AGREEMENT		B.P.R. REGION DIVISION	SHEET NUMBER	TOTAL SHEETS
		STATE	FEDERAL			
65.1	11.1	22, 23		4 WIS.	1	33

STATE OF WISCONSIN

STATE HIGHWAY COMMISSION OF WISCONSIN

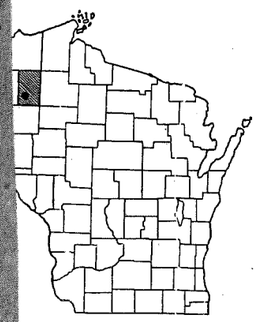
PLAN AND PROFILE OF PROPOSED

SHELL LAKE – SPOONER ROAD, CITY OF SHELL LAKE

U.S.H. 63

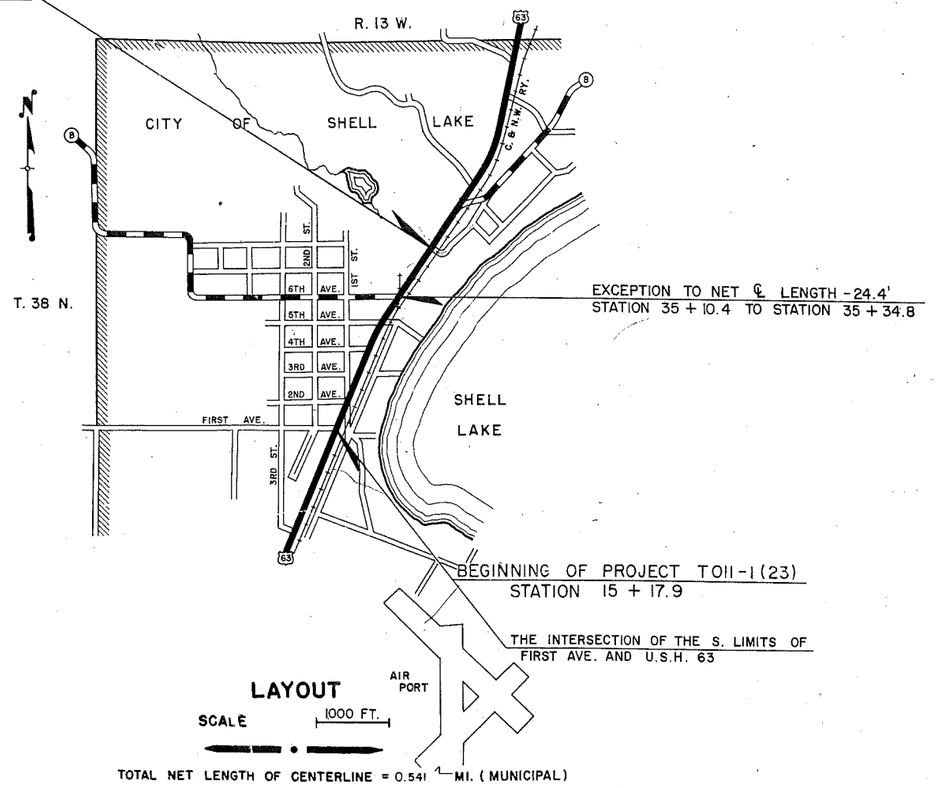
WASHBURN COUNTY

PROJECT T 011-1(23)



SCALES
PLAN 1 IN. 20 FT.
PROFILE HOR. 1 IN. = 20 FT. VERT. 1 IN. = 2 FT.
CROSS SECTIONS HOR. 1 IN. = 5 FT. VERT. 1 IN. = 5 FT.

COPY



CONVENTIONAL SIGNS

LINE
Y LINE
HIP OR RANGE LINE
N LINE
GHT OF WAY LINE
NT RIGHT OF WAY LINE
ENCE { WOVEN / BARBED
NE
ATE OR CITY LIMITS
TY LINE ... P.L. + 32.6
ED WAY OR R.E.
DS
R SURVEY LINE ... 30

CULVERTS IN PLACE
CULVERTS REQUIRED
DROP INLET
POWER POLE
TELEPHONE OR TELEGRAPH POLE
RIGHT OF WAY MARKERS
REFERENCE STAKE FOR HUBS ONLY ... +61.7 / 25.9
MARSH
HEDGE
TREES
GROUND ELEVATION ... DATUM LINE ... 73.9
GRADE ELEVATION ... DATUM LINE ... 75.16

STATE HIGHWAY COMMISSION OF WISCONSIN
MADISON, WIS.

SURVEYOR D. E. M. NOTE BOOK L. L.
DIVISION COMPUTER R. C. H. M. D. CHECKER W.H.B.
DISTRICT CHECKER R. A. B. CORRECT

CORRECT:
DATE 4-27-66 M. B. Olsen DISTRICT ENGINEER

RECOMMENDED FOR APPROVAL:
DATE 4/29/66 E. J. Bystek CHIEF DESIGN ENGINEER

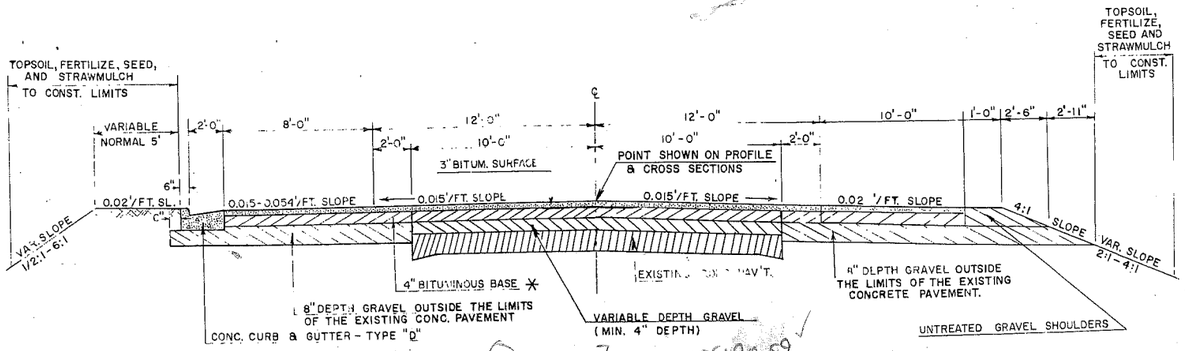
APPROVED:
DATE 4/29/66 A. Burmeister STATE HIGHWAY ENGINEER

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

APPROVED:

DATE

PROJECT	SHEET NUMBER	TOTAL SHEETS
T 011-1(23)	2	33

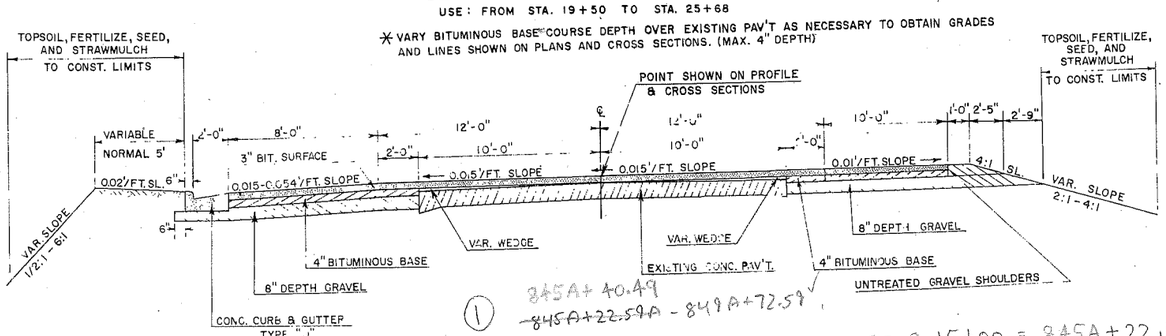


(2) 849+22.59 - 855+90.59

ULTIMATE TYPICAL FINISHED SECTION

USE: FROM STA. 19+50 TO STA. 25+68

* VARY BITUMINOUS BASE COURSE DEPTH OVER EXISTING PAV'T AS NECESSARY TO OBTAIN GRADES AND LINES SHOWN ON PLANS AND CROSS SECTIONS. (MAX. 4" DEPTH)



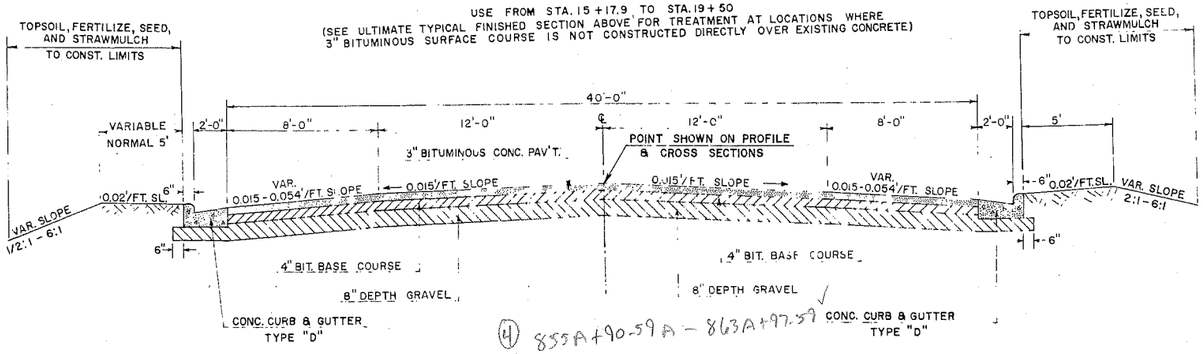
(1) 845A+40.49 ~~845A+22.59A~~ - 849A+72.59

SUPERELEVATED SECTION

CURVE PC @ 15+00 = 845A+22.59

USE FROM STA. 15+17.9 TO STA. 19+50

(SEE ULTIMATE TYPICAL FINISHED SECTION ABOVE FOR TREATMENT AT LOCATIONS WHERE 3" BITUMINOUS SURFACE COURSE IS NOT CONSTRUCTED DIRECTLY OVER EXISTING CONCRETE)

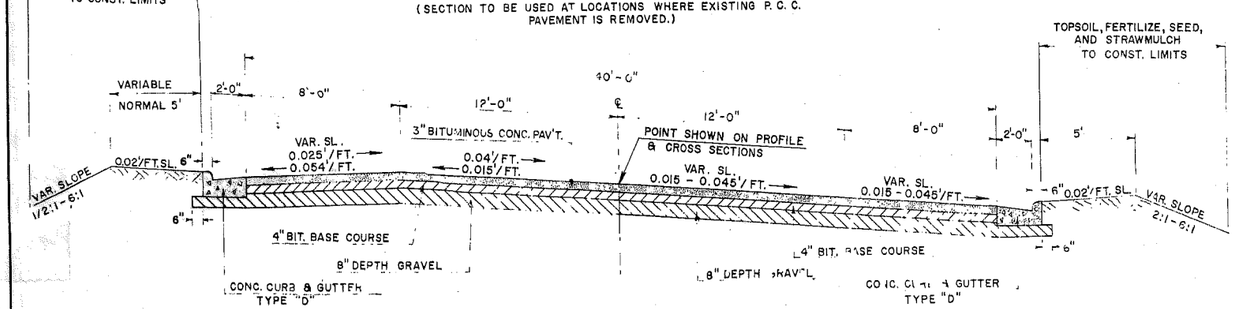


(4) 855A+90.59A - 863A+97.59

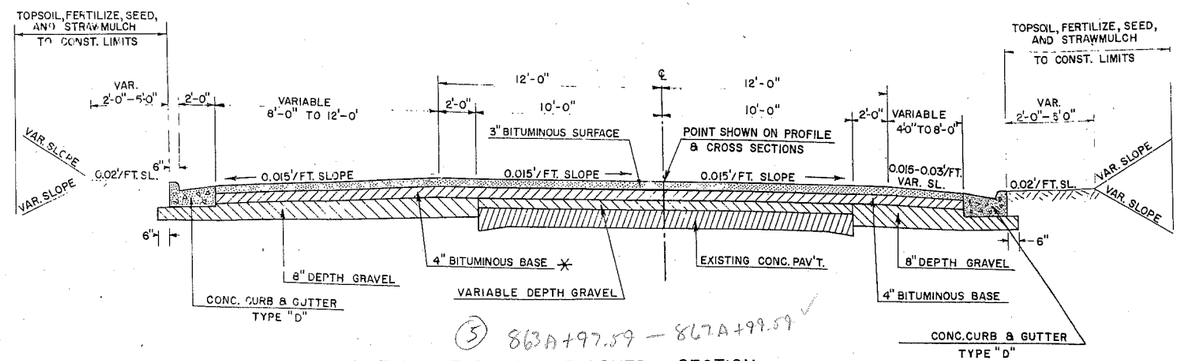
ULTIMATE TYPICAL FINISHED SECTION

USE FROM STATION 25+68 TO STATION 33+75

(SECTION TO BE USED AT LOCATIONS WHERE EXISTING P.C.C. PAVEMENT IS REMOVED.)



SUPERELEVATED SECTION

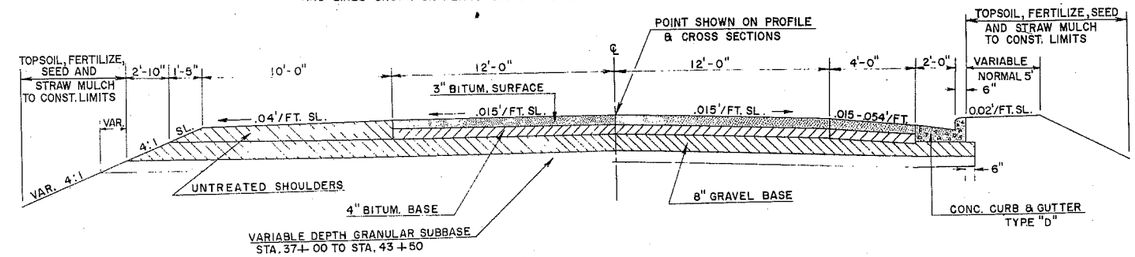


(5) 863A+97.59 - 867A+99.59

ULTIMATE TYPICAL FINISHED SECTION

USE FROM STA. 33+75 TO STA. 37+77

* VARY BITUMINOUS BASE COURSE DEPTH OVER EXISTING PAV'T AS NECESSARY TO OBTAIN GRADES AND LINES SHOWN ON PLANS AND CROSS SECTIONS. (MAX. 4" DEPTH)



ULTIMATE TYPICAL FINISHED SECTION

USE FROM STA. 37+77 TO STA. 44+00

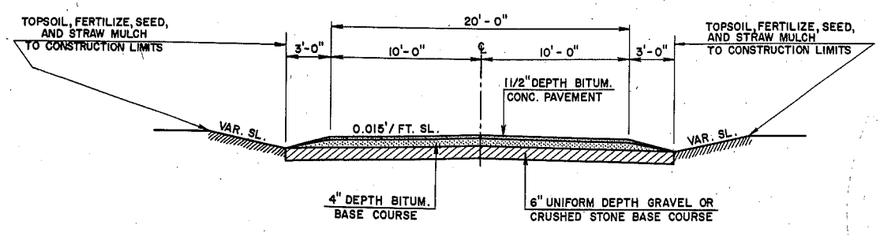
(6) 867A+99.59 - ~~873A+22.59~~ 874+22.59

TYPICAL CROSS SECTION FOR

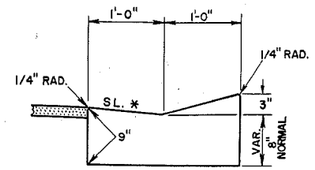
44'-0" CURB TO CURB ROADWAY

NO SCALE

PROJECT	SHEET NUMBER	TOTAL SHEETS
T011-1(23)	2.1	33

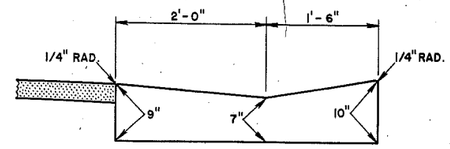


TYPICAL SECTION FOR FIRST STREET CONNECTION



TYPICAL SECTION FOR 24" CONCRETE CURB & GUTTER

* SLOPE GUTTER TO DRAIN



TYPICAL SECTION FOR CURB LAYBACK AT PRIVATE ENTRANCES

GENERAL NOTES

CONSTRUCTION DETAILS NOT SPECIFICALLY SHOWN SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, THE SPECIAL PROVISIONS AND THE STANDARD DRAWINGS.

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 DIRECTED BY THE ENGINEER.

TOPSOIL SHALL BE PLACED TO AN APPROXIMATE THICKNESS OF 3 INCHES AT THE TIME OF PLACEMENT.

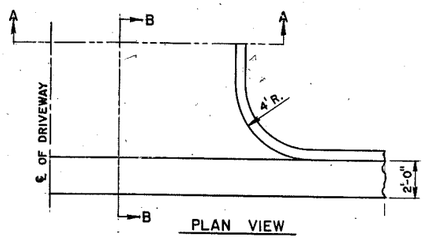
ALL UTILITIES WILL BE MOVED OR ADJUSTED BY THEIR OWNERS WHERE REQUIRED.

THE EXACT LOCATIONS AND LIMITS FOR NEW DRIVEWAYS SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

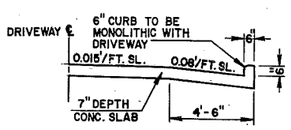
ALL RADII SHOWN ARE TO THE FRONT FACE OF CURB.

TRANSVERSE CROWN SLOPES SHOWN ON TYPICAL SECTIONS ARE NORMAL LIMITING SLOPES AND WHERE VARIABLE SLOPES ARE SHOWN SUCH SLOPES ARE CONTROLLED BY THE LINES, GRADES AND ELEVATIONS SHOWN ON THE PROFILE AND CROSS SECTION SHEETS.

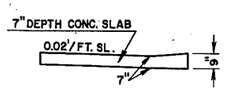
POWER POLES ARE OWNED BY THE NORTHERN STATES POWER CO., AMERY, WISCONSIN. (SHELL LAKE TELEPHONE CO., SHELL LAKE, WISCONSIN, HAS LINES ON THEIR POLES.) TELEPHONE POLES ARE OWNED BY WISCONSIN BELL TELEPHONE CO., CHIPPEWA FALLS, WISCONSIN.



PLAN VIEW

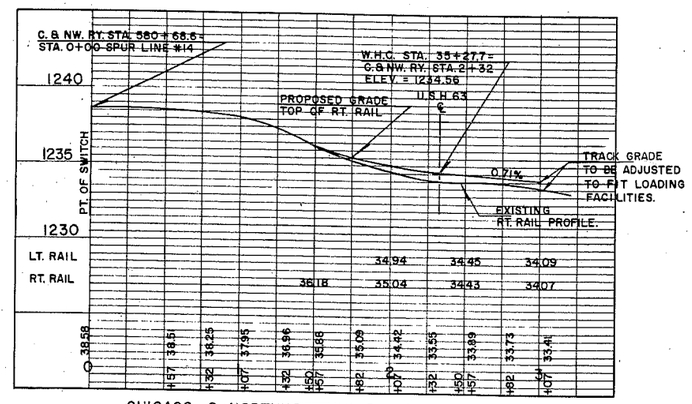


SECTION A-A

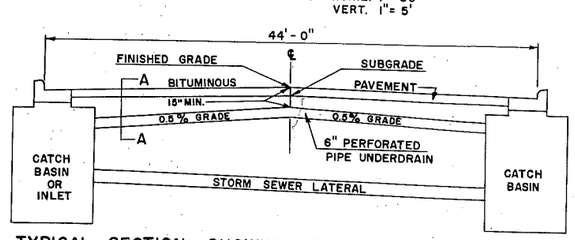


SECTION B-B

DETAIL OF CONCRETE DRIVEWAYS

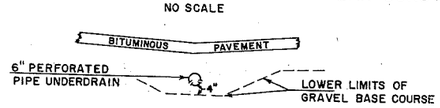


CHICAGO & NORTHWESTERN RY. CROSSING
SPUR LINE NO. 14
W.H.C. STA. 35+22.6
SCALE HORIZ. 1" = 50'
VERT. 1" = 5'



TYPICAL SECTION SHOWING PROPOSED METHOD OF SUB-GRADE DRAINAGE AT PROFILE LOW POINTS FOR URBAN CONSTRUCTION

NO SCALE



SECTION A-A

USE AT STA. 22+76
STA. 27+21
STA. 37+92

APPLICABLE DETAIL DRAWINGS

CONCRETE CURB, GUTTER, COMBINATION CURB & GUTTER, SURFACE DRAINS 3-1.1.7
CATCH BASINS 5-3.3.2
CATCH BASIN & INLET COVERS 5-3.4.7
INLETS 5-3.5.2
MANHOLES 5-3.7.2
MANHOLE COVERS 5-3.8.2
APRON ENDWALLS FOR CULVERT PIPE 6-2.6.4
MARKER POSTS 7-1.3.4
CONSTRUCTION BARRICADE 7-4.1.4

MISCELLANEOUS CONSTRUCTION DETAILS

NO SCALE UNLESS OTHERWISE NOTED

ESTIMATE OF QUANTITIES

IS PROJECT IS TO BE EXECUTED UNDER THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION OF THE STATE HIGHWAY COMMISSION OF WISCONSIN — EDITION OF 1963,
ID SPECIAL PPOVISIONS AS ATTACHED TO PROPOSALS.

CONTRACT NO. 1

B.P.R. REGION	PROJECT	SHEET NO.	TOTAL SHEETS
4	T011-1(23)	3	33

STATION TO STATION	NET LENGTH OF CENTER LINE	CLEARING		GRUBBING		REMOVING PAVEMENT	REMOVING CURB AND GUTTER	REMOVING CONCRETE SIDEWALK	REMOVING MANHOLES	EXCAVATION: UNCLASSIFIED	EXCAVATION: ROCK	EXCAVATION: MARSH	EXCAVATION: SELECTED BORROW	GRANULAR BACKFILL	TEST ROLLING	PREP FOUNDATION FOR BIT. PAVING	GRANULAR SUBBASE COURSE	FINISHING ROADWAY	OBLITERATING OLD ROAD	BASE PATCHING, CONCRETE	GRAVEL OR CRUSHED STONE BASE COURSE		BITUMINOUS BASE COURSE		BITUM. MAT. FOR BASE COURSE	BITUMINOUS CONCRETE PAVEMENT	BITUM. MAT. FOR SURFACE COURSE	CONCRETE PAVEMENT		CONCRETE DRIVEWAY	CONCRETE HEADER	CONCRETE SURFACE DRAINS	CONCRETE PAVEMENT REINF
ITEM NO.		20101	20102	20104	20105	20401	20405	20406	20414	20503	20502	20505	20811	20901	21001	21101	21201	21301	21401	30805	30402	30	30601	30	30602	40701	40702	409	409	40931	40933	40934	40950
UNIT	LIN. FT.	STA.	IN. DIA.	STA.	IN. DIA.	S.Y.	L.F.	S.Y.	EACH	C.Y.	C.Y.	C.Y.	C.Y.	C.Y.	L.S.	L.S.	C.Y.	L.S.	STA.	S.Y.	TON		TON		TON	TON	TON	S.Y.	S.Y.	S.Y.	S.Y.	C.Y.	S.Y.
15+17.9 - 44+00 (MUNIC.)	2857.7		28		28	1,850	506	270	2	3,500							1,290				8,100		3,180		159	2,670	160			44			
PROJECT TOTAL	2857.7		28		28	1,850	506	270	2	3,500							1,290				8,100		3,180		159	2,670	160			44			

BRIDGES (STRUCTURES OVER 20 FT. SPAN)

REMOVE OLD BRIDGE STA.	EXCAVATION FOR STRUCTURES	GRANULAR BACKFILL	CONCRETE MASONRY	PRESTRESSED GIRDER		BAR STEEL REINF	STRUCTURAL CARBON STEEL	LUBRICATED BRONZE PLATES	SHEET ZINC	BEARING PADS	TR'T'D. LUMBER AND TIMBER	UNTR'D. TIMBER TEST PILING	UNTREATED TIMBER PILING: DELIVERED	UNTREATED TIMBER PILING: DRIVEN	TREATED TIMBER PILING: DELIVERED	TREATED TIMBER PILING: DRIVEN	CAST IN PLACE CONC. TEST PILING	CAST-IN-PLACE CONCRETE PILING: DELIVERED	CAST-IN-PLACE CONCRETE PILING: DRIVEN	RAILING	FLOOR DRAINS: TYPE	FLOOR DRAINS: TYPE	DOWNSPOUT 6"	SLOPE PAVING CONCRETE	RIP-RAP
20351	20601	20901	50201	503	503	50501	50601	50614	50616	5062	50702	50801	50810	50813	50816	50820	51001	51010	51015	513	5140	5140	51426	60404	6060
L.S.	C.Y.	C.Y.	C.Y.	L.F.	L.F.	LB.	LB.	LB.	LB.	S.F.	M.B.M.	L.S.	L.F.	L.F.	L.F.	L.F.	L.S.	L.F.	L.F.	L.F.	EACH	EACH	L.F.	S.F.	C.Y.

CULVERTS (STRUCTURES 20 FT. SPAN & UNDER)

REMOVE OLD CULV'T. STA.	EXCAVATION FOR STRUCTURES	GRANULAR BACKFILL	CONCRETE MASONRY	BAR STEEL REINF	STRUCTURAL CARBON STEEL	TR'T'D. LUMBER AND TIMBER	UNTR'D. TIMBER TEST PILING	TREATED TIMBER PILING: DELIVERED	TREATED TIMBER PILING: DRIVEN	FLOOR DRAINS TYPE	RIP-RAP
20301	20602	20901	50401	50502	50601	50702	50801	50816	50820	5140	6060
L.S.	C.Y.	C.Y.	C.Y.	LB.	LB.	M.B.M.	L.S.	L.F.	L.F.	EACH	C.Y.

RUBBLE MASONRY: MORTAR	RUBBLE MASONRY: DRY	CULVERT PIPE: 24" CLASS III										REINF. CONC. CULV. PIPE 24" CLASS III	APRON ENDWALLS FOR CULVERT PIPE: 24"		APRON ENDWALLS FOR REINF. CONC. CULVERT PIPE: 15"	18"	24"		CONCRETE: CURB AND GUTTER 24"	CURB AND GUTTER 30" TYPE "D"	SIDE WALK	FIELD OFFICE	DITCH CHECKS
51801	51810	52005	52	52	52	52	52	52	52	52	52	52205	52063	52	90001	52261	52263	52	60122	60133	6020		6050
C.Y.	C.Y.	L.F.	L.F.	L.F.	L.F.	L.F.	L.F.	L.F.	L.F.	L.F.	L.F.	L.F.	EACH	EACH	EACH	EACH	EACH	EACH	L.F.	L.F.	S.F.	L.S.	C.Y.
		64										6	2		3	1	1		70	4,249			

STORM SEWER: REINF. CONC. PIPE, CLASS III: 12"	15"	18"	24"	30"	CATCH BASINS: TYPE 1	TYPE 2	TYPE 3	MANHOLES: TYPE 2	TYPE 3	INLETS: TYPE 1	CATCH BASIN COVERS: TYPE A	TYPE B	TYPE C	TYPE D	MANHOLES COVERS: TYPE J	TYPE K	INLET COVERS: TYPE A	TYPE B	PIPE UNDER DRAIN CORRUGATED METAL PIPE, 6"	ADJUSTING MANHOLE COVERS	MARKER POSTS	STEEL PLATE BEAM GUARD	CALCIUM CHLORIDE SURFACE TREATMENT	TOPSOIL	SALVAGED TOPSOIL	FERTILIZER	SEEDING	SODDING	STRAW MULCH
60825	60826	60827	60829	60831	61101	61102	61103	61112	61113	61121	61131	61132	61133	61134	61151	61152	61161	61162	61201	61182	61421		62301	62501	62505	62901	63001	63101	62701
L.F.	L.F.	L.F.	L.F.	L.F.	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	L.F.	EACH	EACH		TON	S.Y.	S.Y.	CWT.	S.Y.	S.Y.	S.Y.
82	645	138	340	117	2	1	10	1	1	3	10	1	1	1	1	1	2	1	110	3	10			5,800		5	5,800	250	5,800

DETAIL SUMMARY SHEET OF MISCELLANEOUS QUANTITIES

PROJECT	SHEET NUMBER	TOTAL SHEETS
T011-1(23)	3A	33

CLEARING

C. O.	STATION	SIDE LT.	SIDE RT.	INCH DIAM.
	25 + 78	✓		28
	PROJECT TOTAL			28

GRUBBING

C. O.	STATION	SIDE LT.	SIDE RT.	INCH DIAM.
	25 + 78	✓		28
	PROJECT TOTAL			28

REMOVING PAVEMENT

C. O.	STATION TO STATION	LOC.	SQ. YD.
	25+68 - 33+75	℄	1798
	35+48 - 35+74	LT.	30
	37+87 - 37+97	℄	22
	PROJECT TOTAL		1,850

REMOVING CURB & GUTTER

C. O.	STATION TO STATION	SIDE	LIN. FT.
	30+17 - 30+30	LT.	32
	31+09 - 31+47	LT.	45
	35+06 - 37+20	RT.	214
	37+90 - 40+05	RT.	215
	PROJECT TOTAL		506

REMOVING CONCRETE SIDEWALK

C. O.	STATION TO STATION	SIDE	SQ. YD.
	19+16 - 19+32	LT.	8
	30+17 - 30+32	LT.	20
	30+66 - 30+89	RT.	21
	31+10 - 34+48	LT.	30
	31+48 - 34+36	LT.	191
	PROJECT TOTAL		270

REMOVING MANHOLES

LOCATION		EACH
16+05	23.0 LT.	1
27+00	21.0 LT.	1
PROJECT TOTAL		2

CATCH BASINS & CATCH BASIN COVERS

SEC. NO.	LOCATION		EACH	C. B. TYPE	COVER TYPE
1	16+05	21.5 LT.	1	1	A
	18+69	50.0 LT.	1	2	D
	21+55	21.5 LT.	1	1	A
	22+71	30.0 LT.	1	3	C
	22+74	21.5 LT.	1	3	A
	26+22	21.5 LT.	1	3	A
	26+40	38.0 LT.	1	3	A
	26+89	54.5 LT.	1	3	B
	26+90	21.5 RT.	1	3	A
	27+21	21.5 LT.	1	3	A
	34+60	24.5 LT.	1	3	A
	37+92	17.5 RT.	1	3	A
	39+50	17.5 RT.	1	3	A
	PROJECT TOTAL		13		

MANHOLES & MANHOLE COVERS

SEC. NO.	LOCATION		EACH	M.H. TYPE	COVER TYPE
1	22+76	15.0 LT.	1	3	J
	26+16	18.0 LT.	1	2	K
	PROJECT TOTAL		2		

INLETS & INLET COVERS

SEC. NO.	LOCATION		EACH	INLET TYPE	COVER TYPE
1	34+60	20.0 RT.	1	1	B
	37+92	25.5 LT.	1	1	A
	40+03	17.5 RT.	1	1	A
	PROJECT TOTAL		3		

CONC. CURB & GUTTER 30" TYPE "D"

SEC. NO.	STATION TO STATION	SIDE LT.	SIDE RT.	LIN. FT.
1	15+27 - 20+49	✓		547
	20+85 - 26+40	✓		587
	26+88 - 30+29	✓		379
	25+44 - 30+88		✓	532
	31+09 - 34+73	✓		392
	31+45 - 34+76		✓	349
	34+97 - 44+00		✓	933
	35+07 - 35+56	✓		76
	35+70 - 37+99	✓		224
	20+49 M.L. - 0+65 2ND. AVE.			230
	PROJECT TOTAL			4,249

CONC. CURB & GUTTER, 24-INCH

SEC. NO.	STATION TO STATION	SIDE LT.	SIDE RT.	LIN. FT.
1	34+87 - 35+06	✓		70
	PROJECT TOTAL			70

GRAVEL OR CRUSHED STONE BASE COURSE

SEC. NO.	LOCATION	TON
1	SOUTH APPROACH	551
	15+17.9 - 44+00 ℄	5,740
	SHOULDER'S	569
	FIRST STREET LT.	334
	P.E.'S & S.R.'S (UNDIST.)	709
	NORTH APPROACH	197
	PROJECT TOTAL	8,100

BITUMINOUS BASE COURSE

SEC. NO.	LOCATION	TON
1	SOUTH APPROACH	133
	15+17.9 - 44+00 ℄	2,438
	FIRST STREET LT.	217
	P.E.'S & S.R.'S (UNDIST.)	357
	NORTH APPROACH	35
	PROJECT TOTAL	3,180

BITUMINOUS CONCRETE PAVEMENT

SEC. NO.	LOCATION	TON
1	SOUTH APPROACH	275
	15+17.9 - 44+00	1,930
	WEDGING	103
	FIRST STREET LT.	93
	P.E.'S & S.R.'S (UNDIST.)	227
	NORTH APPROACH	42
	PROJECT TOTAL	2,670

CONCRETE DRIVEWAY

SEC. NO.	STATION TO STATION	SIDE	SQ. YD.
1	32+79 - 33+08	LT.	17
	33+35 - 33+81	LT.	27
	PROJECT TOTAL		44

PIPE UNDERDRAIN CORR. METAL PIPE 6 INCH

SEC. NO.	STATION	LOC.	LIN. FT.
1	22+76	℄	26
	27+21	℄	44
	37+92	℄	40
	PROJECT TOTAL		110

SODDING

SEC. NO.	LOCATION	SQ. YD.
1	UNDISTRIBUTED	250
	PROJECT TOTAL	250

ADJUSTING MANHOLE COVERS

SEC. NO.	STATION		EACH
1	17+26	8.2' LT.	1
	20+75	96.0' LT.	1
	28+87	6.5' RT.	1
	PROJECT TOTAL		3

SHOULDER MARKER POSTS

SEC. NO.	STATION TO STATION	EACH
1	38+0 - 44+0 LT.	7
	PROJECT TOTAL	7

BASE PATCHING, CONCRETE

SEC. NO.	STATION TO STATION	SQ. YD.
1	50+95 - 51+05	23
	PROJECT TOTAL	23

CONCRETE SURFACE DRAINS

SEC. NO.	STATION		CU. YD.
1	46+92	LT.	3
	PROJECT TOTAL		3

GRANULAR SUBBASE COURSE

SEC. NO.	STATION TO STATION	CU. YD.
1	37+00 - 43+50	1,290
	PROJECT TOTAL	1,290

STEEL PLATE BEAM GUARD

SEC. NO.	STATION TO STATION	LIN. FT.

REINFORCED CONCRETE PIPE, CLASS III STORM SEWER

SEC. NO.	STATION TO STATION	℄	LT.	RT.	12"	15"	18"	24"	30"
1	14+64 - 16+05		✓				138		
	18+69 -	✓				78			
	18+69 - 19+11		✓			56			
	21+55 - 22+76		✓						117
	22+71 - 22+74		✓			6			
	22+74 - 22+76		✓			4			
	22+76 - 26+16		✓					340	
	26+16 - 26+22		✓			4			
	26+16 - 27+21		✓			105			
	26+22 - 26+40		✓			22			
	26+40 - 26+89		✓			48			
	26+16 - 26+90	✓			82				
	34+60	✓				40			
	34+60		✓			20			
	37+92	✓				40			
	37+92 - 39+50	✓				156			
	39+50 - 40+03			✓		50			
	37+92			✓		8			
	40+03			✓		8			
	PROJECT TOTAL				82	645	138	340	117

CROSS DRAIN PIPE

SEC. NO.	STATION	DIAMETER INCHES	LENGTH LIN. FT.	TYPE	℄ RDY	P.E.&S.R. L.	P.E.&S.R. R.	END WALLS	MARKERS
1	21+55	24	6	R.C.C.P.	EXT.RT.			1	1
	14+64	18	-	R.C.C.P.	LT.			1	
	18+69	15	-	R.C.C.P.	RT.			1	1
	19+11	15	-	R.C.C.P.	LT.			1	
	34+60	15	-	R.C.C.P.	LT.			1	1

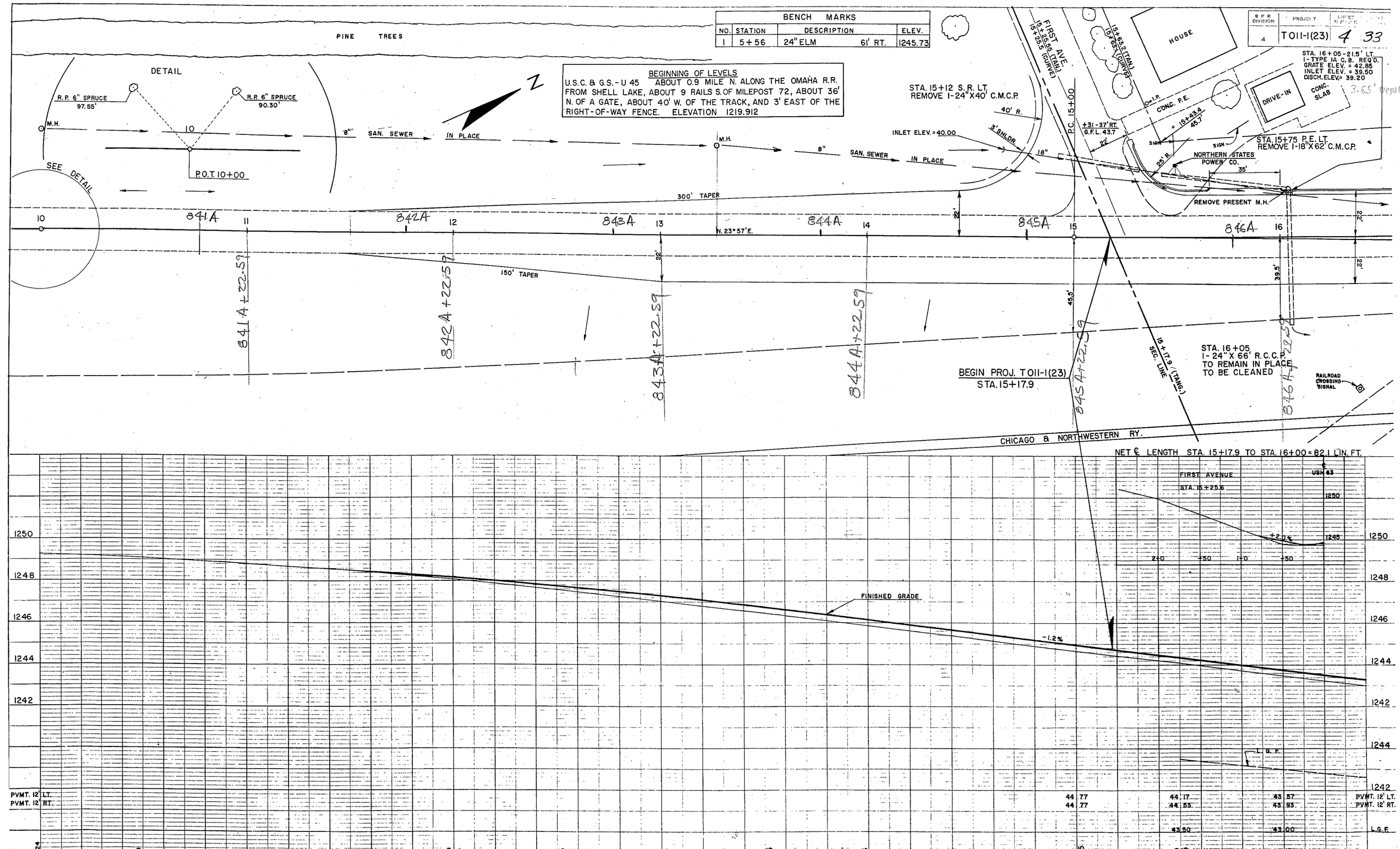
MINOR SIDE ROAD, P.E. & SLOPE DRAIN PIPES

SEC. NO.	STATION	DIAMETER INCHES	LENGTH LIN. FT.	TYPE	℄ RDWY.	P.E.&S.R. L.	P.E.&S.R. R.	END WALLS	MARKERS
1	17+15	24	64	C.P.			✓	2	

B.P.R. DIVISION	PROJECT	SHEET NO. OF
4	T011-1(23)	4 33

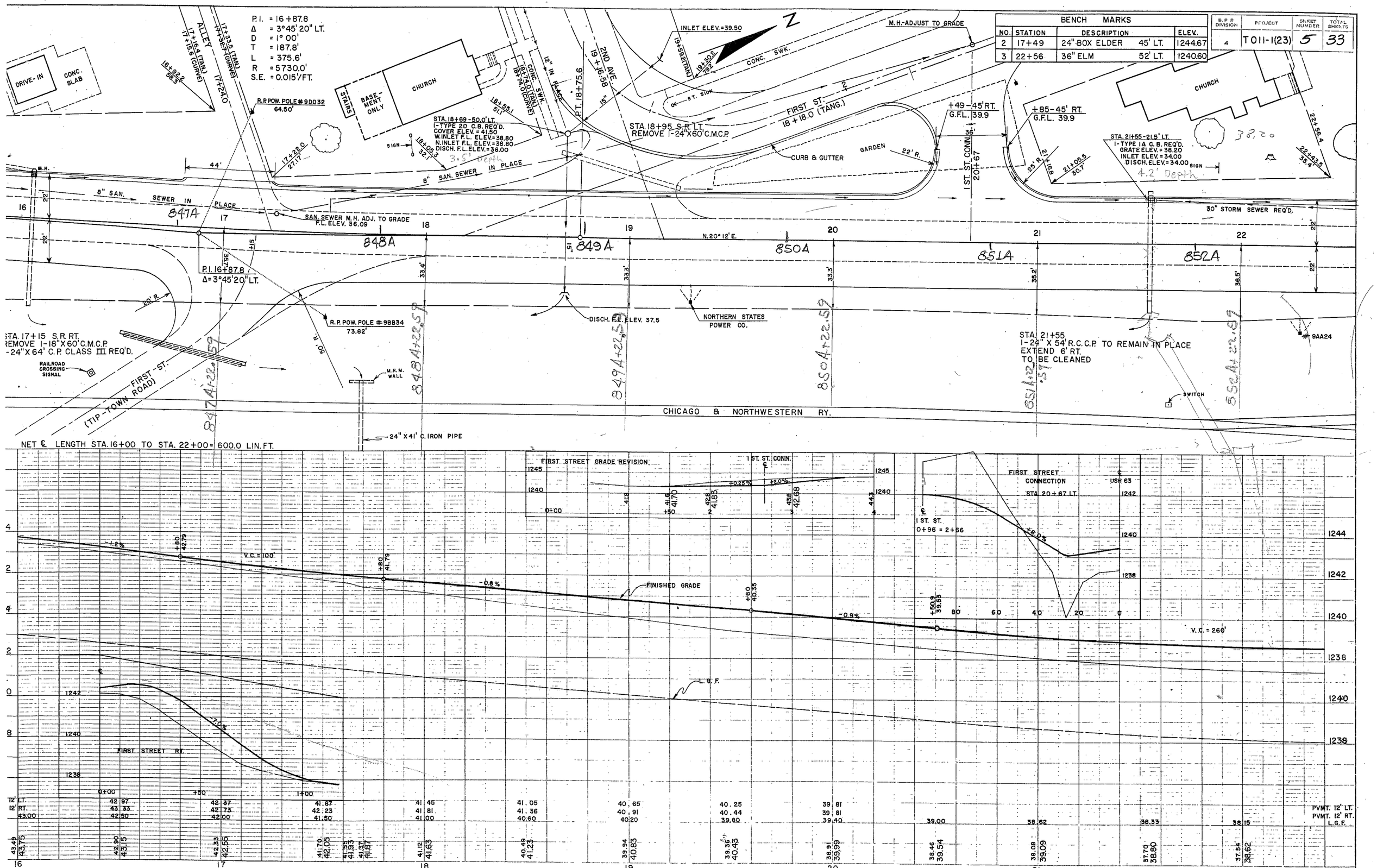
BENCH MARKS			
NO.	STATION	DESCRIPTION	ELEV.
1	5+56	24" ELM 61' RT.	1245.73

BEGINNING OF LEVELS
U.S.C. & G.S.-U 45 ABOUT 0.9 MILE N. ALONG THE OMAHA R.R. FROM SHELL LAKE, ABOUT 9 RAILS S. OF MILEPOST 72, ABOUT 36' N. OF A GATE, ABOUT 40' W. OF THE TRACK, AND 3' EAST OF THE RIGHT-OF-WAY FENCE. ELEVATION 1219.912



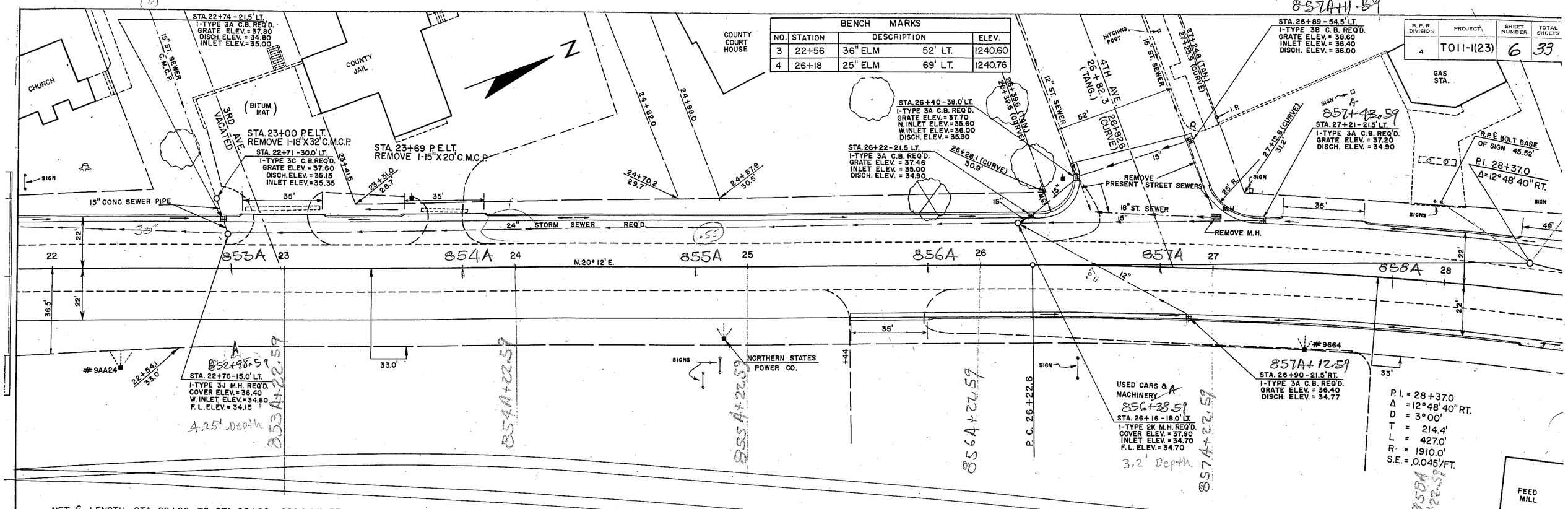
BENCH MARKS				
NO.	STATION	DESCRIPTION		ELEV.
2	17+49	24" BOX ELDER	45' LT.	1244.67
3	22+56	36" ELM	52' LT.	1240.60

B.P.R. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	T011-1(23)	5	33

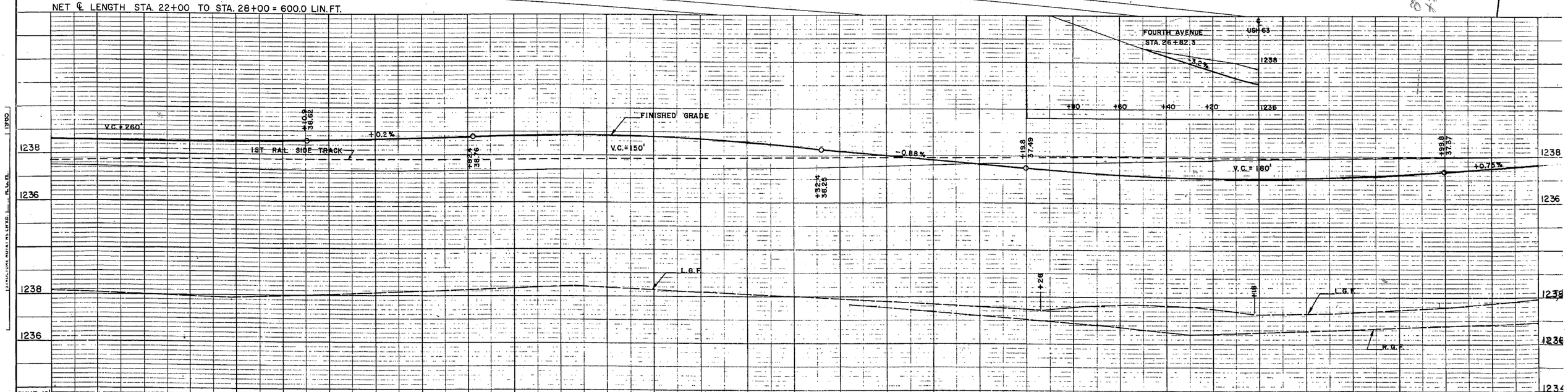


B.P.R. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	T011-1(23)	6	33

BENCH MARKS				
NO.	STATION	DESCRIPTION		ELEV.
3	22+56	36" ELM	52' LT.	1240.60
4	26+18	25" ELM	69' LT.	1240.76

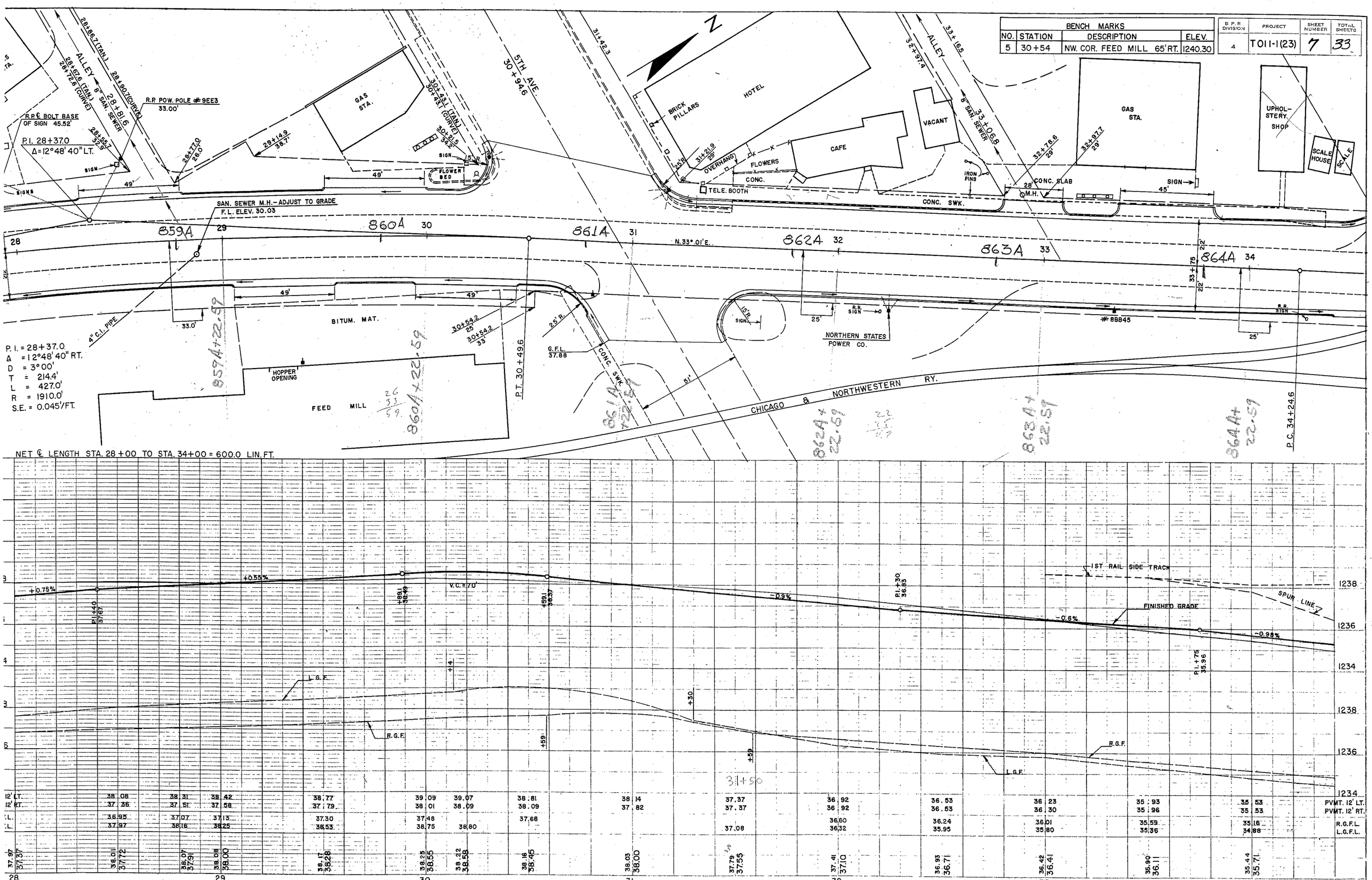


NET ℄ LENGTH STA. 22+00 TO STA. 28+00 = 600.0 LIN. FT.



BENCH MARKS			
NO.	STATION	DESCRIPTION	ELEV.
5	30+54	NW. COR. FEED MILL 65' RT.	1240.30

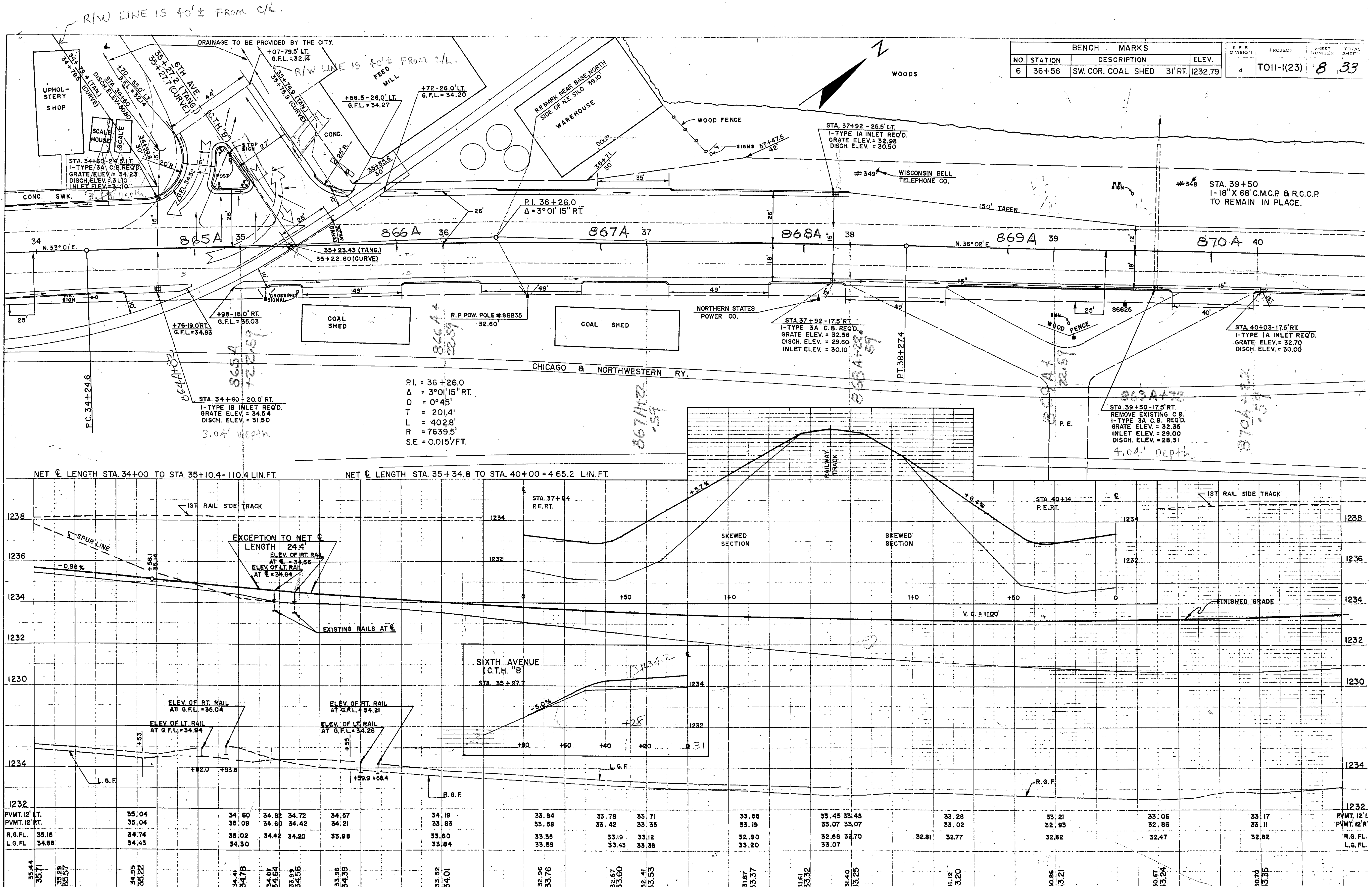
B.P.R. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	T011-1(23)	7	33



B.P.R. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	T011-1(23)	8	33

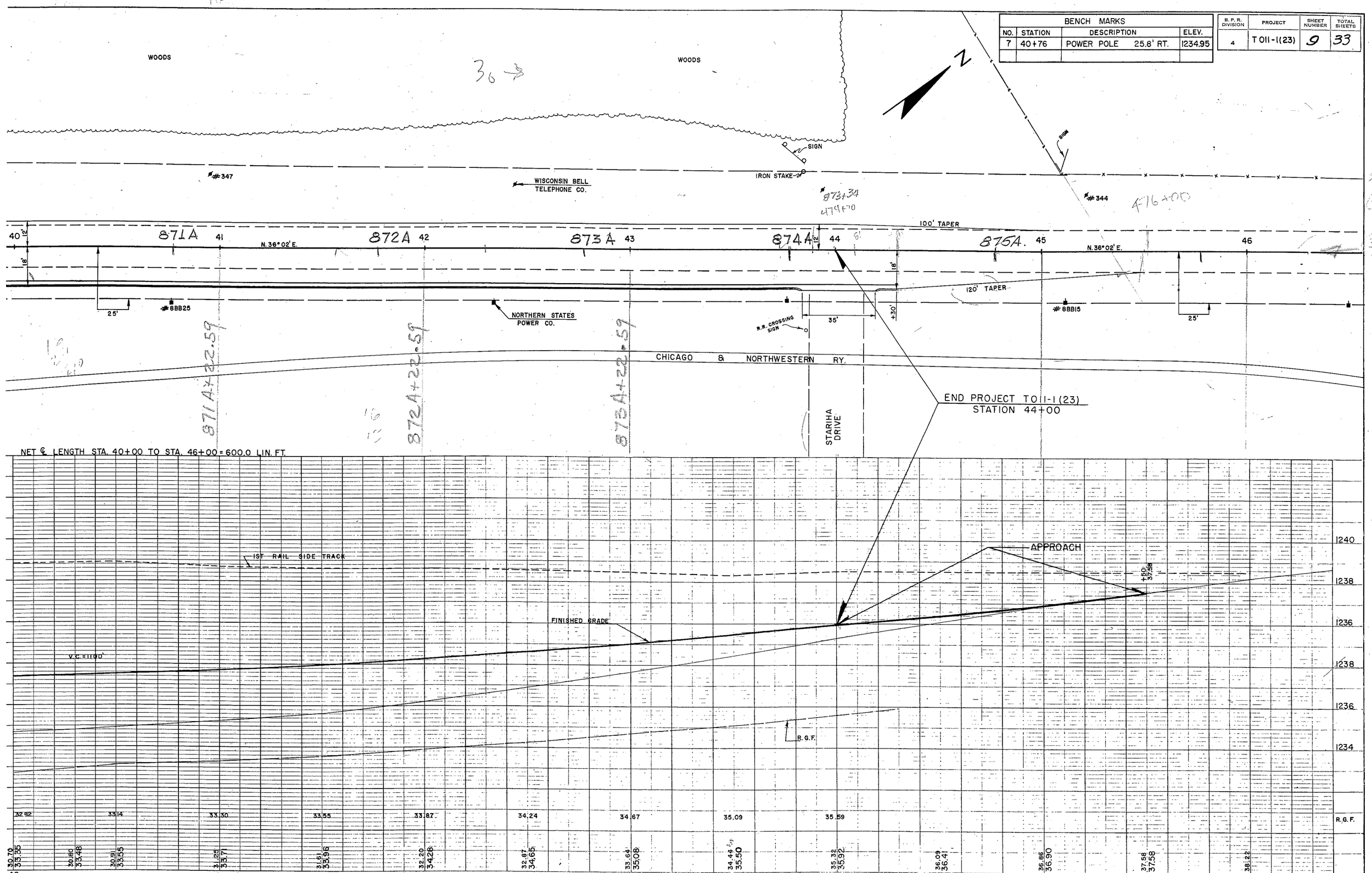
BENCH MARKS

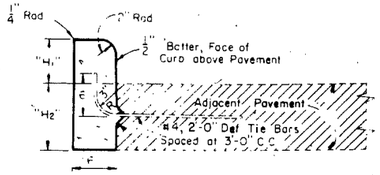
NO.	STATION	DESCRIPTION	ELEV.
6	36+56	SW. COR. COAL SHED 31' RT.	1232.79



BENCH MARKS			
NO.	STATION	DESCRIPTION	ELEV.
7	40+76	POWER POLE 25.8' RT.	1234.95

B. P. R. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	T 011-1(23)	9	33





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

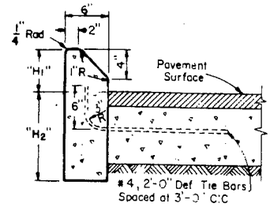
"H1" = 9" max and 3 1/2" min. and shall be 6" unless otherwise shown on the plans

"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

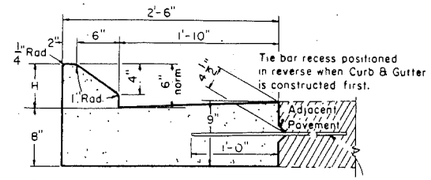


"H1" = 9" Max and 4" min and shall be 6" unless otherwise shown on plans

"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.

#4, 2'-0" Def Tie Bars or alternate Bolt Type instal. may be used, spaced at 3'-0" C.C

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

CONCRETE CURB AND GUTTER
(Mountable Type)

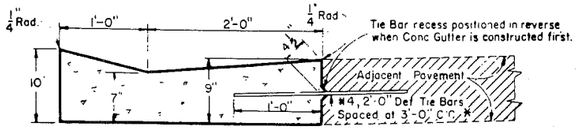
10-33

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 –

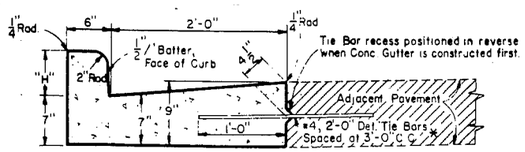
Joints shall not be sealed in concrete curb, concrete gutter, concrete curb and gutter, or concrete surface drains.



* 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

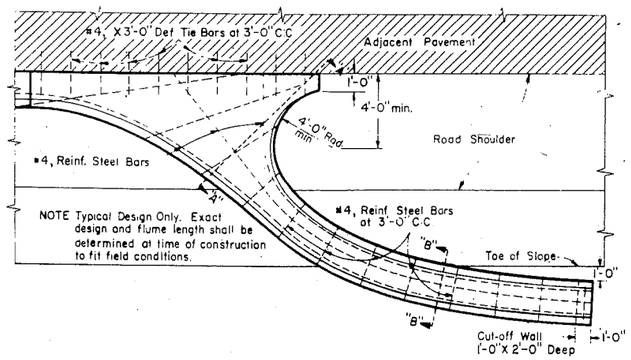


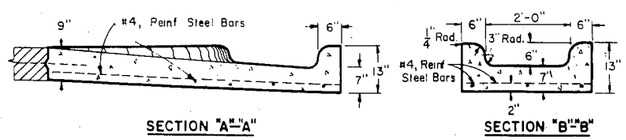
"H" = 9" Max., 3 1/2" Min., and shall be 6" unless otherwise shown on the plans.

* 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

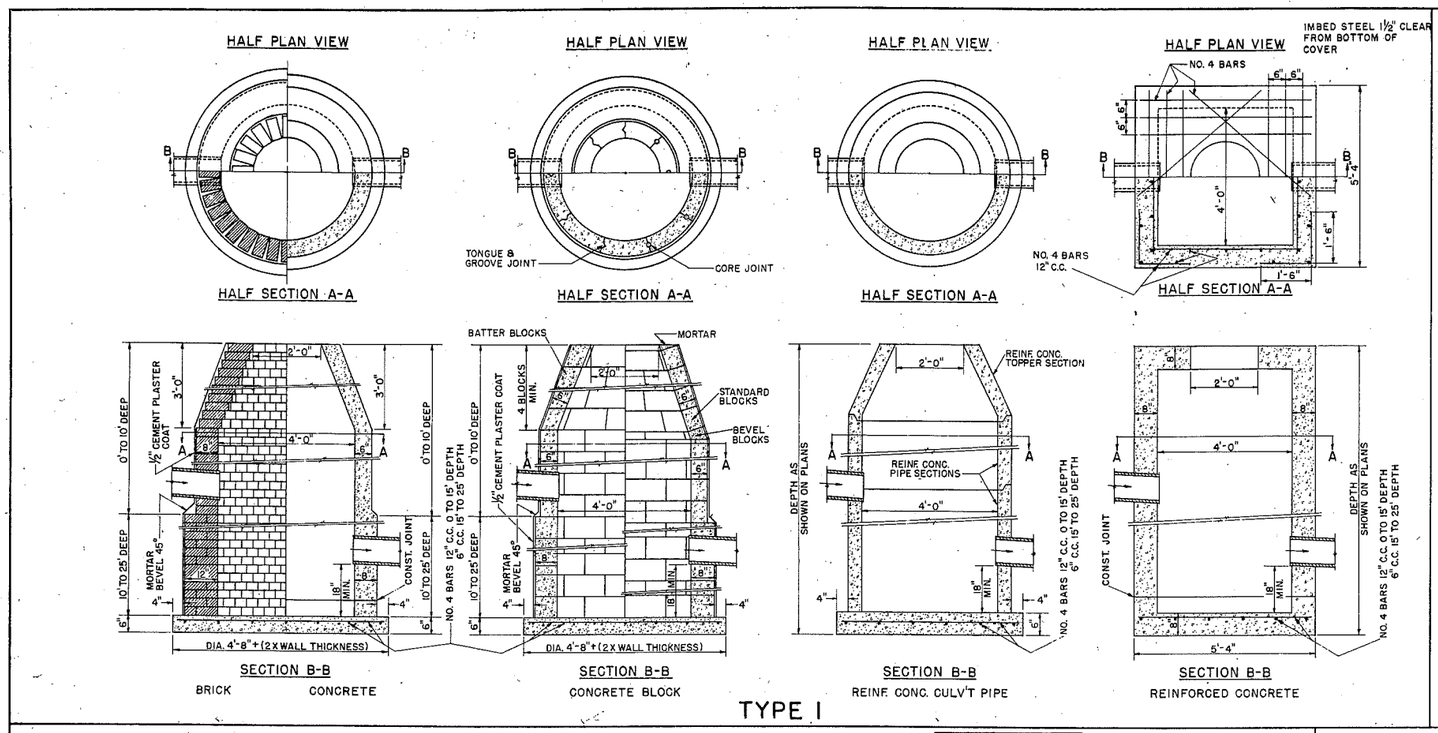
STATE HIGHWAY COMMISSION OF WISCONSIN

RECOMMENDED FOR APPROVAL

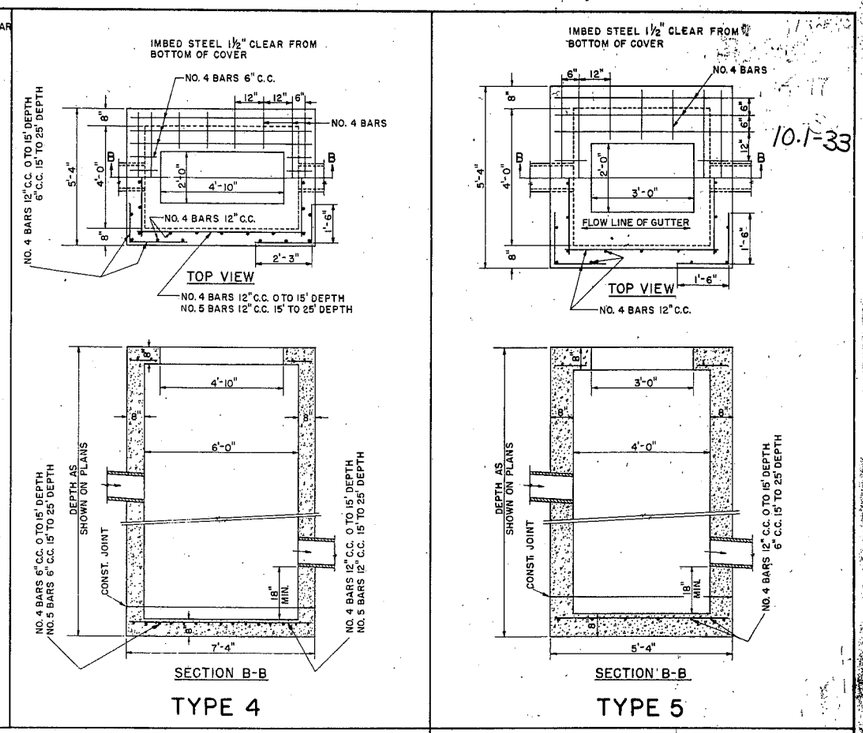
2-5-63 DATE — J. S. Pelf ENGINEER OF DESIGN

APPROVED:

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



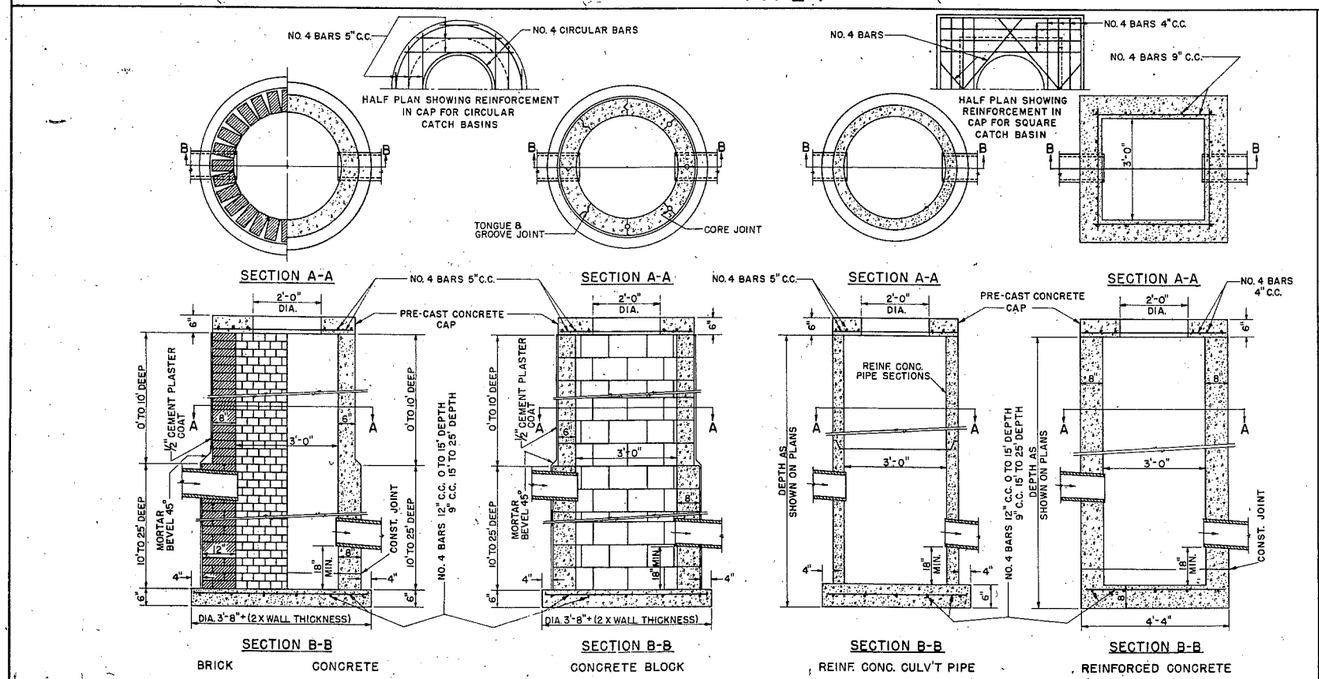
TYPE 1



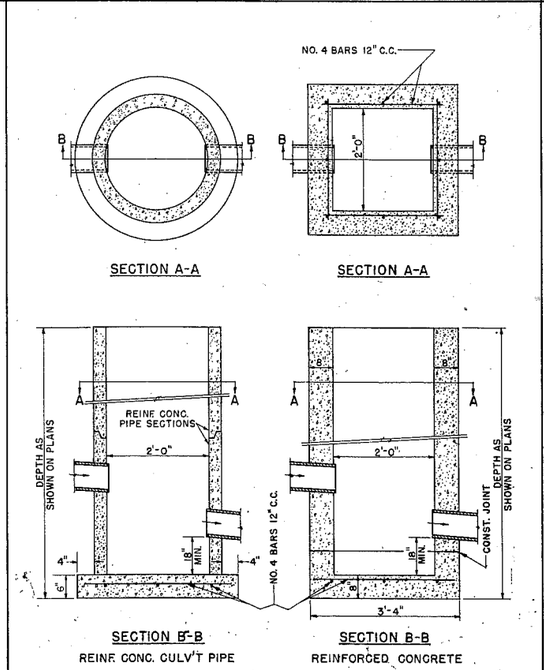
TYPE 4

TYPE 5

10.1-33



TYPE 2



TYPE 3

CONSTRUCTION NOTES

DETAILS RELATIVE TO THESE ITEMS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

VARIATIONS IN DIMENSIONS AND DESIGN WILL BE PERMISSABLE PROVIDING EQUIVALENT CAPACITY AND STRENGTH ARE ATTAINED.

ARRANGEMENT AND NUMBER OF INLETS AND DISCHARGE PIPES SHALL CONFORM TO THE NEEDS OF THE PERTINENT LOCATION.

STRUCTURES ARE CALLED FOR ON THE PLANS AS "CATCH BASINS 1-A", "CATCH BASINS 2-C" ETC, THE NUMERAL DESIGNATES THE OPTIONAL MASONRY PORTION OF THE STRUCTURE AND THE LETTER DESIGNATES THE FIXTURE TO BE USED THEREON.

REINFORCED CONCRETE TOPPER SECTION, AS SHOWN FOR TYPE I REINF. CONC. CULV'T PIPE CATCH BASIN, MAY BE USED AS AN ALTERNATE CONE ON TYPE I BRICK, CONCRETE OR CONCRETE BLOCK CATCH BASINS.

WHEN ANY STRUCTURE IS CONSTRUCTED OF CONCRETE, CONCRETE BLOCK OR REINF. CONC. CULV'T PIPE, THE TOP OF THE MASONRY SHALL BE LEFT SUFFICIENTLY LOW TO PERMIT PROPER ADJUSTMENT OF COVER TO GRADE BY THE USE OF MORTAR AND BRICK.

BAR STEEL REINFORCEMENT SHALL BE IMBEDDED 1 1/2" CLEAR.

CONSTRUCTION JOINTS IN CONCRETE CATCH BASINS TO BE PLACED WHERE SHOWN OR AT TOP OF FLOOR.

CATCH BASINS

STATE HIGHWAY COMMISSION OF WISCONSIN

RECOMMENDED FOR APPROVAL:

2-5-63
DATE

J. S. Pilf
ENGINEER OF DESIGN

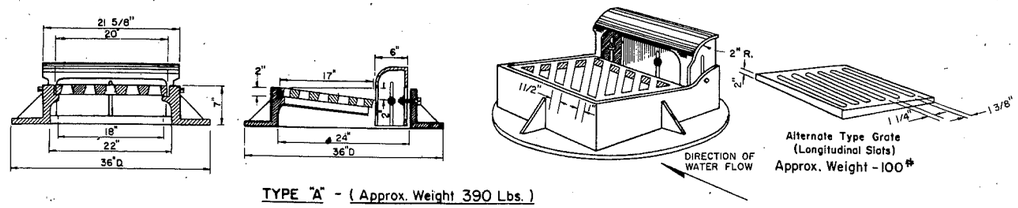
APPROVED:

2/6/63
DATE

P. E. Rettinger
STATE HIGHWAY ENGINEER

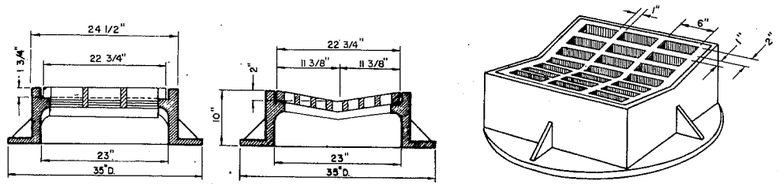
PLATE 5-1-62

102-33



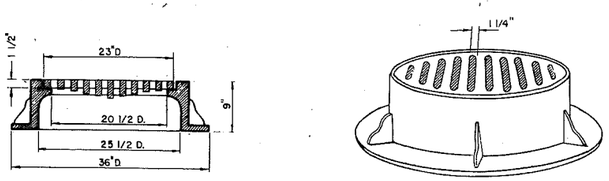
TYPE "A" - (Approx. Weight 390 Lbs.)

Frame Weight - 250#
Grate " - 90#
Box " - 50#



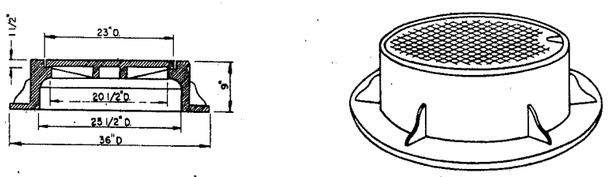
TYPE "B" - (Approx. Weight 414 Lbs.)

Frame Weight - 275 #
Grate " - 139#

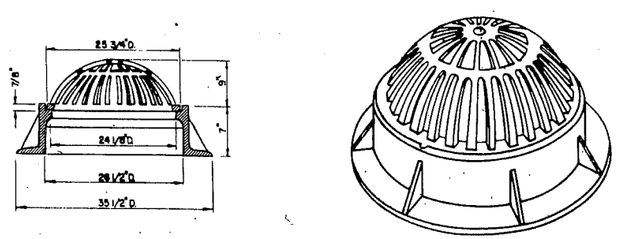


TYPE "C" - (Approx. Weight 370 Lbs.)

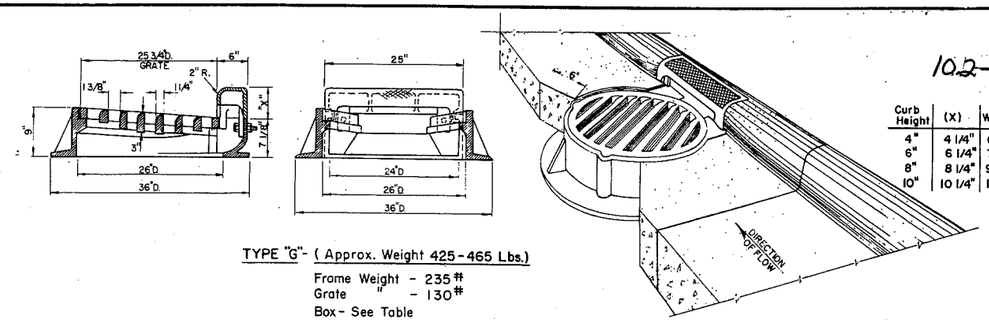
Frame Weight Type "C" & Type "D" - 255#
Slotted Grate Weight - 115 #
Solid Cover Weight - 150 #
(Note: Frame for Type "C" same as for Type "D")



TYPE "D" - (Approx. Weight 405 Lbs.)
(Note: Frame for Type "D" same as for Type "C")



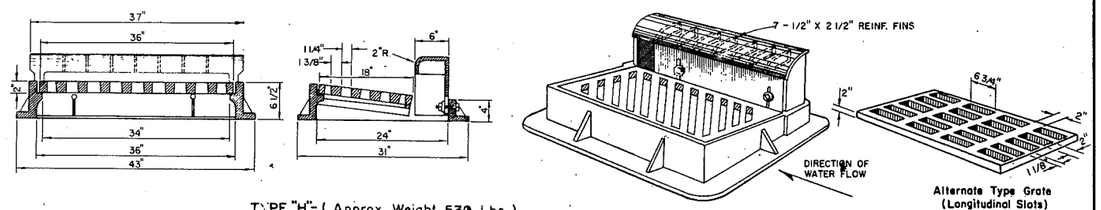
TYPE "E" - (Approx. Weight 325 Lbs.)



Curb Height	(X)	Weight
4"	4 1/4"	60#
6"	6 1/4"	70#
8"	8 1/4"	90#
10"	10 1/4"	100#

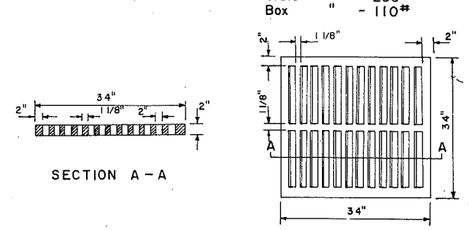
TYPE "G" - (Approx. Weight 425-465 Lbs.)

Frame Weight - 235#
Grate " - 130#
Box - See Table



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

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



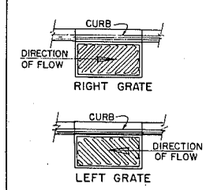
INLET COVER TYPE MS

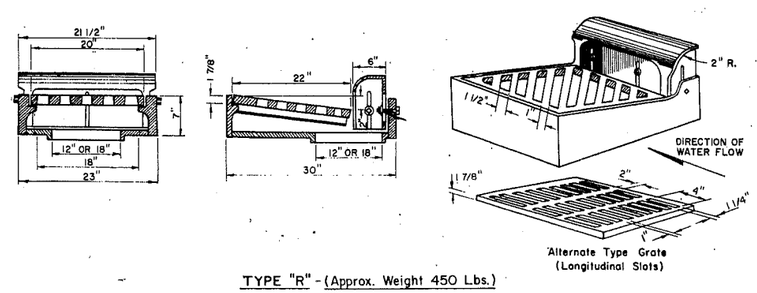
GRATE WEIGHT 270#

SPECIAL NOTE

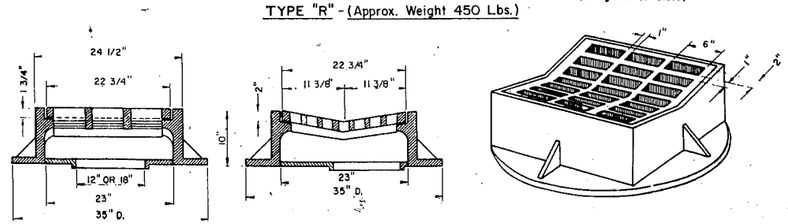
Diagonal slots shall be oriented to the direction of flow as shown hereon. Hence RIGHT and LEFT grates shall be furnished depending on direction of flow. (See Sketch Below)

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





TYPE "R" - (Approx. Weight 450 Lbs.)



TYPE "S" - (Approx. Weight 450 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.

MATERIALS —
All Iron Castings shown on this drawing shall conform to the requirements for "Class 30" of the "Standard Specifications for Gray Iron Castings, A.S.T.M. Designation A 48", and the Standard Specifications.

BEARING SURFACES —
All Catch Basin and Inlet frames and grates which are placed in vehicular traffic areas shall be "Non-Rocking" type, or shall be "Bearing Surface" seated so as to prevent any or all cover noise under traffic.

NOMENCLATURE —
All Catch Basin and Inlet units are designated on the Plans as "Catch Basins 1-A", 2-B etc., or "Inlets 1-A", 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 or second digit designates the type of cover or Iron Casting (shown hereon) to be used therewith to comprise the complete Unit "Catch Basin" or "Inlet" in place.

ADJUSTMENTS —
Curb Box height to be adjustable 4"-9" unless otherwise noted. Curb Box height to be adjusted after curb form is in place.

ALTERNATE DESIGNS —
Detailed drawings for proposed Alternate Designs for "Catch Basin" or "Inlet" Covers may be submitted to the Engineer for approval providing that such Alternate Designs make provision for equivalent capacity and strength.

CATCH BASIN & INLET COVERS

STATE HIGHWAY COMMISSION OF WISCONSIN

RECOMMENDED FOR APPROVAL:

11-23-63
DATE

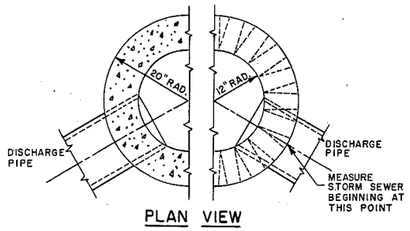
J. S. Pilt
ENGINEER OF DESIGN

APPROVED:

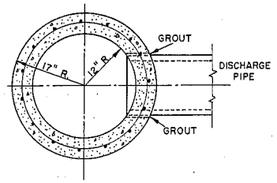
12/3/63
DATE

STATE HIGHWAY ENGINEER

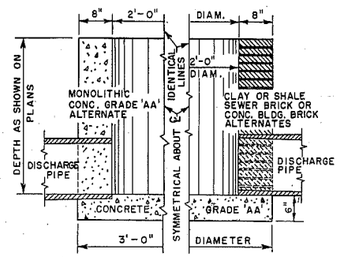
10.3-33



PLAN VIEW

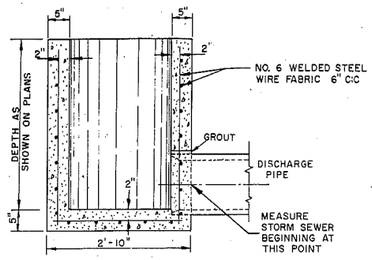


PLAN VIEW



ELEVATION VIEW

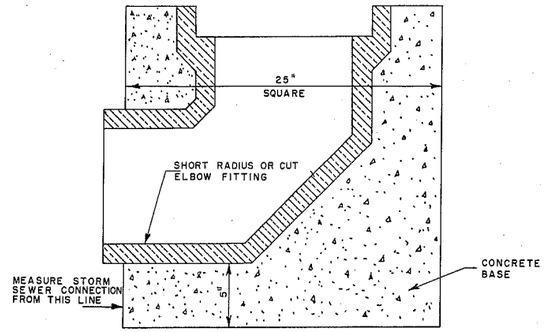
SHOWING DETAILS FOR MONOLITHIC CONCRETE, CLAY OR SHALE SEWER BRICK, OR CONCRETE BUILDING BRICK ALTERNATES FOR



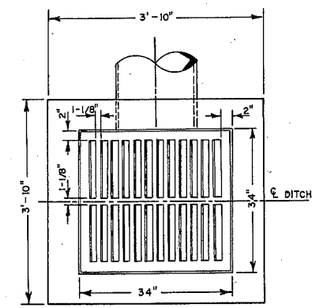
ELEVATION VIEW

SHOWING DETAILS FOR PRE-CAST CONCRETE ALTERNATE FOR

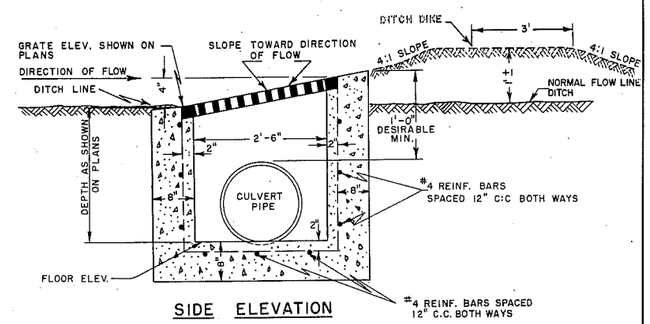
INLET TYPE 1



INLET TYPE 2

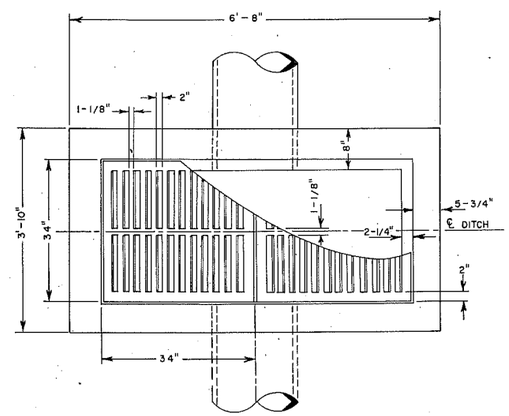


PLAN VIEW

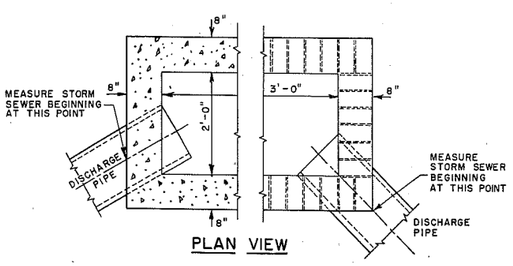


SIDE ELEVATION

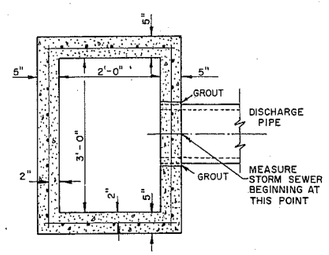
INLET TYPE 8



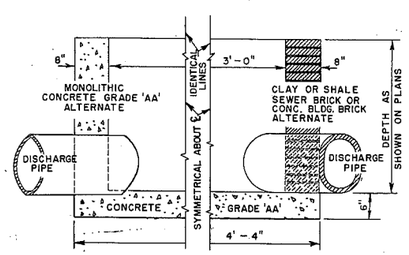
PLAN VIEW



PLAN VIEW

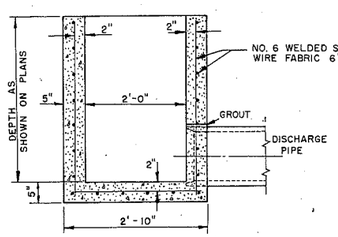


PLAN VIEW



ELEVATION VIEW

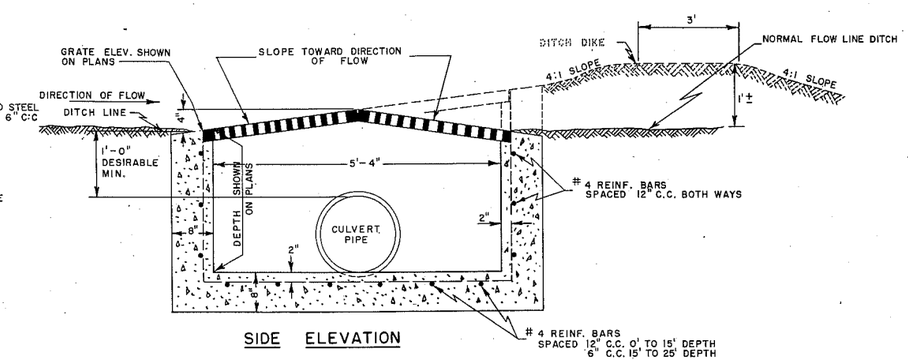
SHOWING DETAILS FOR MONOLITHIC CONCRETE, CLAY OR SHALE SEWER BRICK, OR CONCRETE BUILDING BRICK ALTERNATES FOR



ELEVATION VIEW

SHOWING DETAILS FOR PRE-CAST CONCRETE ALTERNATE FOR

INLET TYPE 3



SIDE ELEVATION

INLET TYPE 9

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.

ARRANGEMENT, SIZE AND NUMBER OF INLET AND DISCHARGE PIPES SHALL CONFORM TO THE NEEDS OF THE PERTINENT LOCATION.

INLETS ARE CALLED FOR ON THE PLANS AS "INLETS 1-A", "INLETS 2-R", ETC.; THE NUMBER DESIGNATES THE MASONRY PORTION OF THE STRUCTURE AND THE LETTER DESIGNATES THE COVER TO BE USED THEREON.

INLETS

STATE HIGHWAY COMMISSION OF WISCONSIN

RECOMMENDED FOR APPROVAL

11-21-63
DATE

J. S. Pitt
ENGINEER OF DESIGN

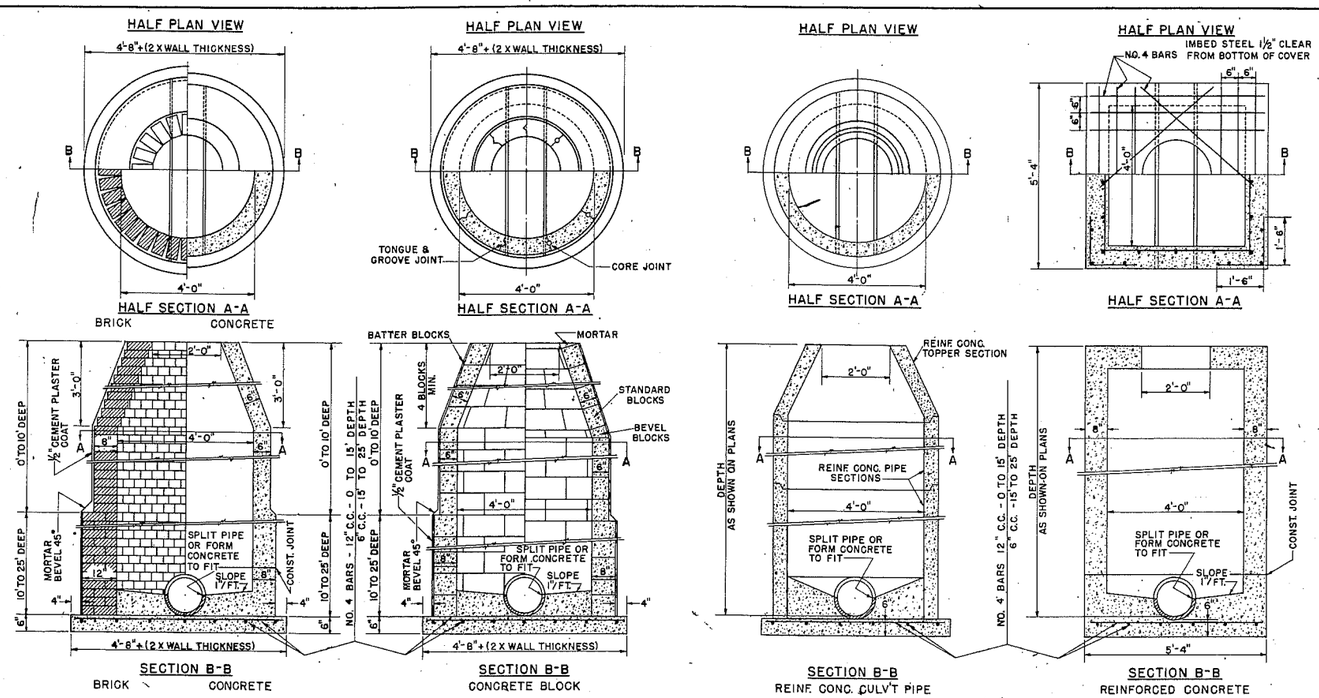
APPROVED:

12/3/63
DATE

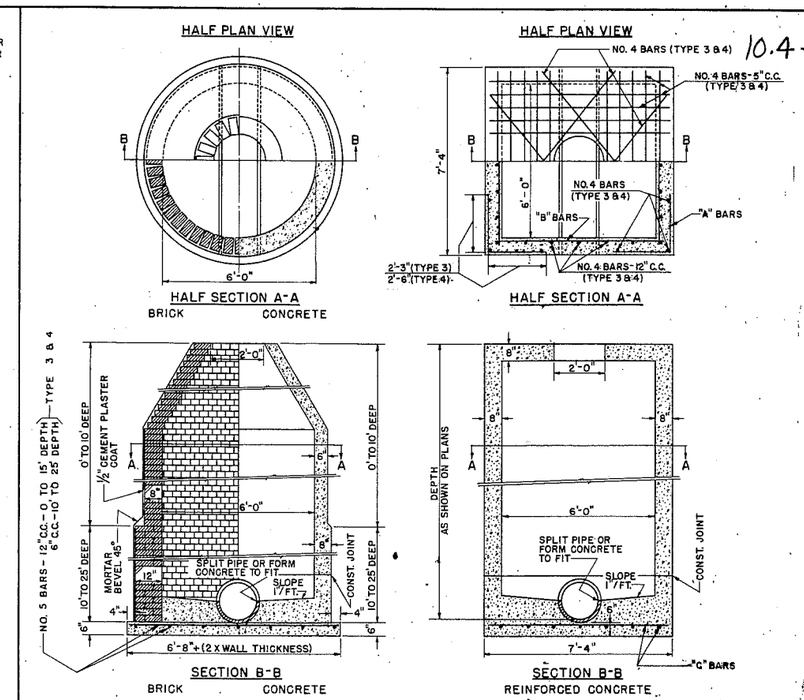
V. L. Freitag
STATE HIGHWAY ENGINEER

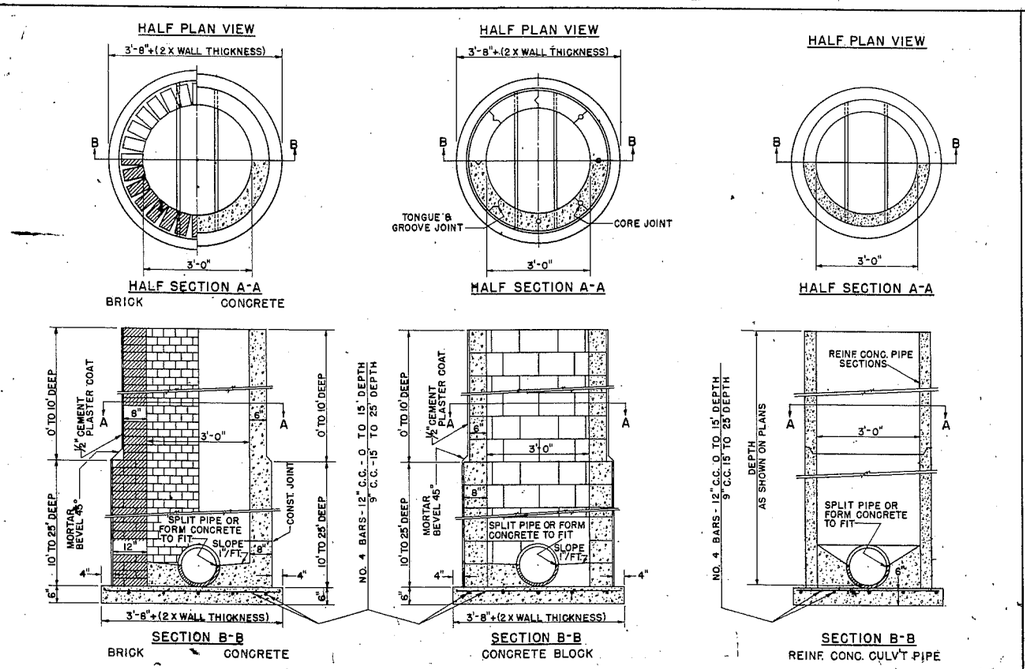
PLATE NO. 5-3.5.2

10.4-33



TYPE 1





TYPE 2

CONSTRUCTION NOTES

DETAILS RELATIVE TO THESE ITEMS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

STEPS SHALL BE INSTALLED IN ALL MANHOLES.

VARIATIONS IN DIMENSIONS AND DESIGN WILL BE PERMISSABLE PROVIDING EQUIVALENT CAPACITY AND STRENGTH ARE ATTAINED.

STRUCTURES ARE CALLED FOR ON THE PLANS AS "MANHOLES 1-J", "MANHOLES 2-K" ETC., THE NUMERAL DESIGNATES THE OPTIONAL MASONRY PORTION OF THE STRUCTURE AND THE LETTER DESIGNATES THE COVER TO BE USED THEREON.

THE REINFORCED CONCRETE TOPPER SECTION AS SHOWN FOR TYPE 1, REINF. CONC. CULV'T PIPE MANHOLE, MAY BE USED AS AN ALTERNATE CONE ON TYPE 1 BRICK, CONCRETE OR CONCRETE BLOCK MANHOLES.

WHEN ANY STRUCTURE IS CONSTRUCTED OF CONCRETE, CONCRETE BLOCK OR REINF. CONC. CULV'T PIPE, THE TOP OF THE MASONRY SHALL BE LEFT SUFFICIENTLY LOW TO PERMIT PROPER ADJUSTMENT OF COVER TO GRADE BY THE USE OF MORTAR AND BRICK.

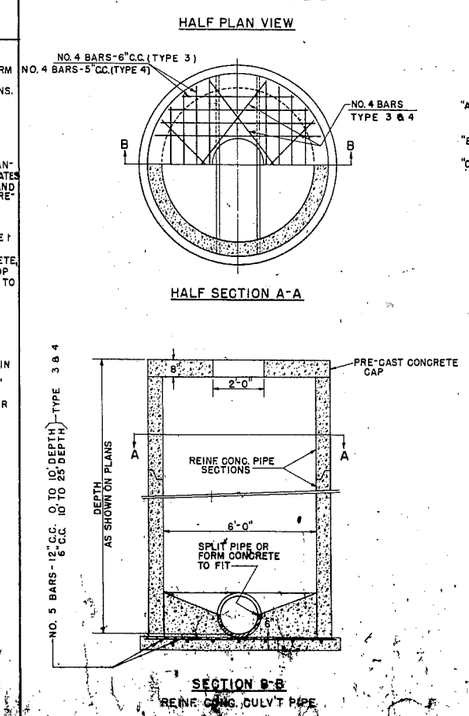
DESIGN NOTES

INSIDE DIMENSIONS FOR MANHOLES:

USE 3' DIAMETER WHEN NECESSARY TO PLACE IN CONSTRICTED AREAS.

USE 4' DIAMETER WHEN SEWER IS UNDER 18" IN DIAMETER.

USE 6' DIAMETER OR 6' SQUARE WHEN SEWER IS 18" TO 54" DIAMETER.



TYPE 3

"A" BARS - NO. 4 BARS - 12" C.C. - 0 TO 10' DEPTH
6" C.C. - 10' TO 25' DEPTH

"B" BARS - NO. 4 BARS - 12" C.C. - 0 TO 25' DEPTH

"C" BARS - NO. 5 BARS - 12" C.C. - 0 TO 10' DEPTH
6" C.C. - 10' TO 25' DEPTH

TYPE 4

FOR SEWER GREATER THAN 54" DIAMETER SPECIAL DESIGN IS REQUIRED SHOWING INSIDE DIMENSION OF MANHOLE TO BE DIAMETER OF SEWER PLUS 18". SPECIAL DESIGN SHALL CONFORM TO THE GENERAL DETAILS FOR TYPE 3.

"A" BARS - NO. 5 BARS - 12" C.C. - 0 TO 10' DEPTH
6" C.C. - 10' TO 25' DEPTH

"B" BARS - NO. 4 BARS - 12" C.C. - 0 TO 10' DEPTH
10" C.C. - 10' TO 25' DEPTH.

"C" BARS - NO. 5 BARS - 12" C.C. - 0 TO 10' DEPTH
5" C.C. 10' TO 25' DEPTH

MANHOLES

STATE HIGHWAY COMMISSION OF WISCONSIN

RECOMMENDED FOR APPROVAL:

2-5-63
DATE

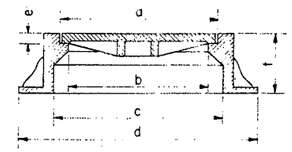
J. J. Pilli
ENGINEER OF DESIGN

APPROVED:

2/6/63
DATE

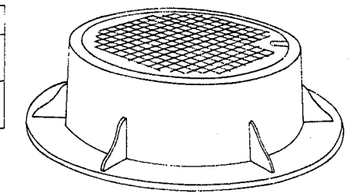
STATE HIGHWAY ENGINEER

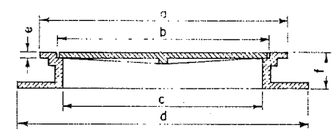
10.5-33



	a	b	c	d	e	f	Weight
TYPE "J"	23"	20½"	25½"	36"	1½"	9	[illegible] Lbs.
TYPE "K"	32½"	30"	36"	40"	1½"	10"	750 Lbs.

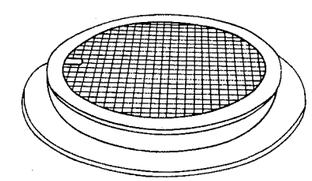
TYPE "J" & "K"





	a	b	c	d	e	f	Weight
TYPE "L"	26"	24"	22½"	33"	5/8"	4"	210 Lbs.
TYPE "M"	42"	37½"	36"	47"	3/4"	4"	475 Lbs.

TYPE "L" & "M"



CONSTRUCTION NOTES

DETAILS RELATIVE TO THESE ITEMS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

VARIATIONS IN DIMENSIONS AND DESIGN WILL BE PERMISSABLE PROVIDING EQUIVALENT CAPACITY AND STRENGTH ARE ATTAINED.

MANHOLES ARE CALLED FOR ON THE PLANS AS "MANHOLES 1-J", "MANHOLES 2-K" ETC., THE NUMERAL DESIGNATES THE MASONRY PORTION OF THE STRUCTURE AND THE LETTER DESIGNATES THE FIXTURE TO BE USED THEREON. MANHOLE FRAMES AND COVERS SUBJECT TO TRAFFIC TO BE MACHINED OR NON-ROCKING TYPE.

DESIGN NOTES

TYPES "J" & "K" TO BE USED WHERE FACILITY WILL BE SUBJECT TO TRAFFIC.

TYPES "L" & "M" TO BE USED WHERE FACILITY WILL NOT BE SUBJECT TO TRAFFIC.

MANHOLE COVERS

STATE HIGHWAY COMMISSION OF WISCONSIN

RECOMMENDED FOR APPROVAL:

DATE 1/27/53 [illegible] CONSTRUCTION ENGINEER

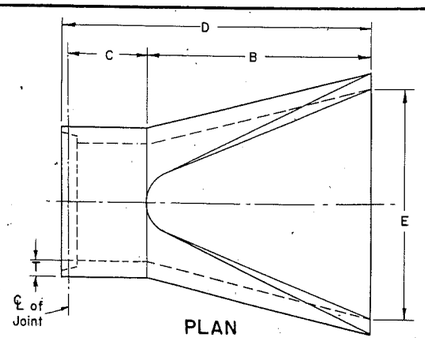
APPROVED:

DATE 1/27/53 E. L. Ruettgers STATE HIGHWAY ENGINEER

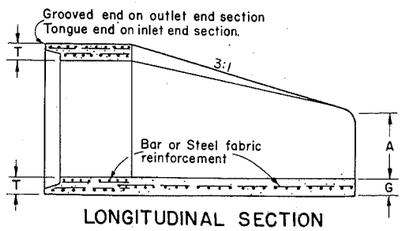
DRAWN: LJD
CHECKED

5-3.8.2

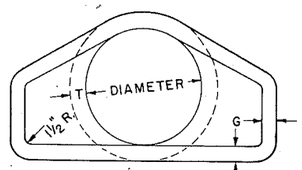
10.6-33



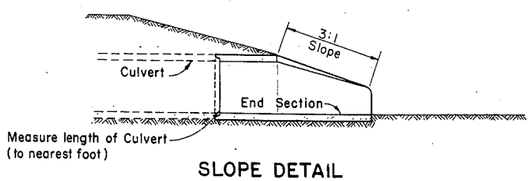
PLAN



LONGITUDINAL SECTION



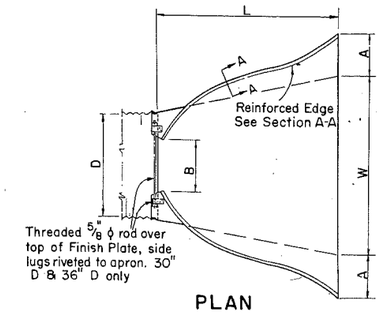
END VIEW



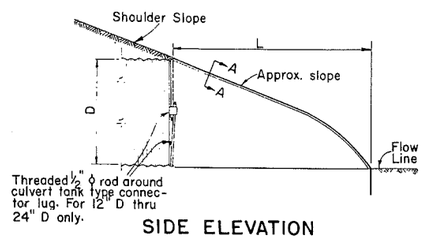
SLOPE DETAIL

DIA.	APPROX. WEIGHT/ SECTION	SLOPE	T	A	B	C	D	E	G
18"	990	3 to 1	2½"	9"	27"	46"	73"	36"	2½"
21"	1280	3 to 1	2¾"	9"	36"	37½"	73½"	42"	2¾"
24"	1520	3 to 1	3"	9½"	43½"	30"	73½"	48"	3"
27"	1930	3 to 1	3¼"	10½"	49½"	24"	73½"	54"	3¼"
30"	2190	3 to 1	3½"	12"	54"	19¾"	73¾"	60"	3½"
36"	4100	3 to 1	4"	15"	63"	34¾"	97¾"	72"	4"
42"	5380	3 to 1	4½"	21"	63"	35"	98"	78"	4½"
48"	6550	3 to 1	5"	24"	72"	26"	98"	84"	5"

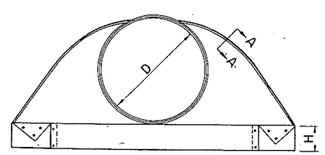
REINFORCED CONCRETE APRON ENDWALLS



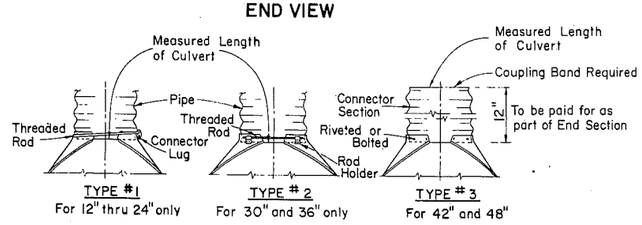
PLAN



SIDE ELEVATION



END VIEW



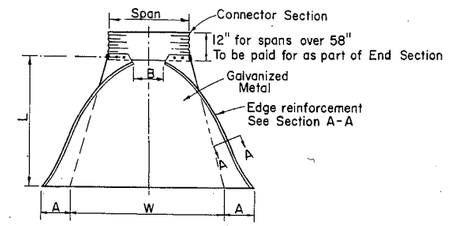
CONNECTION DETAILS

D Pipe Diam.	Gage Min.	Dimensions A ± 1"	B Max.	H ± 1"	L ± 1½"	W ± 2"	Approx. Slope	Fabrication Remarks
18"	16	8"	10"	6"	31"	36"	2½ to 1	1 Piece
21"	16	9"	12"	6"	36"	42"	"	"
24"	16	10"	13"	6"	41"	48"	"	"
30"	14	12"	16"	8"	51"	60"	"	"
36"	14	14"	19"	9"	60"	72"	"	2 Pieces, ℄ Splice
42"	12	16"	22"	11"	69"	84"	"	"
48"	12	18"	27"	12"	78"	90"	2¼ to 1	"

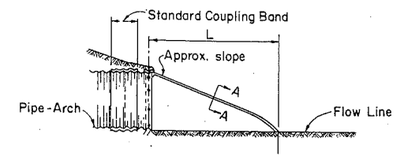
Note: All splices to be lap riveted or bolted.

METAL AND ALUMINUM APRON ENDWALLS

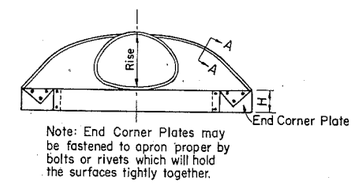
APRON ENDWALLS FOR CULVERT PIPE



PLAN
showing alternate type with connector section

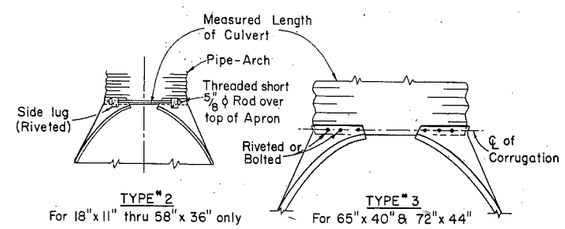


SIDE ELEVATION

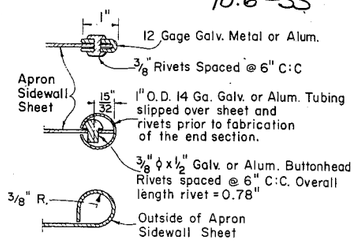


Note: End Corner Plates may be fastened to apron proper by bolts or rivets which will hold the surfaces tightly together.

END VIEW



CONNECTION DETAILS



SECTION A-A

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.

Reinforced concrete apron endwalls shall conform to the pertinent requirements of the Standard AASHO Designation: M170, Class II (Wall B).

Metal apron endwalls shall conform to the pertinent requirements of the Standard AASHO Designation: M36.

Aluminum apron endwalls shall conform to the pertinent requirements of the Standard AASHO Designation: M-196-62 I

NOTE:

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.

Reinf. concrete apron endwalls shall be used with concrete pipe culvert installations, metal apron endwalls shall be used with corr. metal pipe culvert installations, and Aluminum endwalls shall be used with corr. aluminum culvert installations.

Pipe-Arch Dimensions Span	Rise	Gage Min.	Dimensions A ± 1"	B Max.	H ± 1"	L ± 1½"	W ± 2"	Approx. Slope	Fabrication Remarks
18"	11"	16	7"	9"	6"	19"	30"	2½ to 1	1 Piece
22"	13"	16	7"	10"	6"	23"	36"	"	"
25"	16"	16	8"	12"	6"	28"	42"	"	"
29"	18"	16	9"	14"	6"	32"	48"	"	"
36"	22"	14	10"	16"	6"	39"	60"	"	"
43"	27"	14	12"	18"	8"	46"	75"	"	"
50"	31"	12	13"	21"	9"	53"	85"	"	2 Pieces, ℄ Splice
58"	36"	12	18"	26"	12"	63"	90"	"	"
65"	40"	12	18"	30"	12"	70"	102"	2¼ to 1	"
72"	44"	12	18"	33"	12"	77"	114"	"	3 Pieces, 2 Splices equal distance from ℄

Note: All splices to be lap riveted or bolted.

APRON ENDWALLS FOR PIPE ARCH

APRON ENDWALLS FOR CULVERT PIPE & PIPE ARCH

STATE HIGHWAY COMMISSION OF WISCONSIN

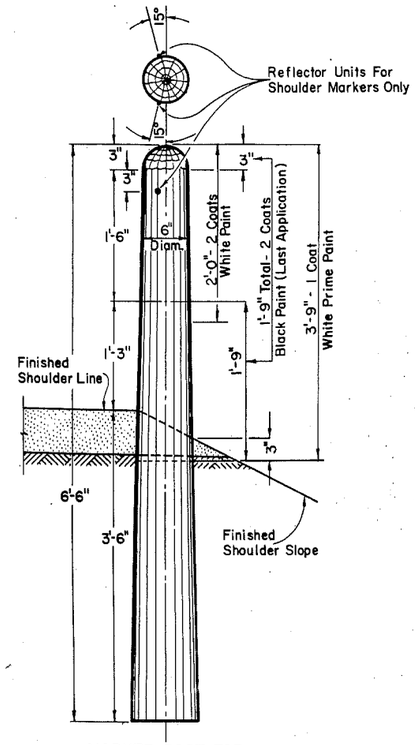
RECOMMENDED FOR APPROVAL:

DATE: 4/9/65 — E. J. Ryskiel, CHIEF DESIGN ENGINEER

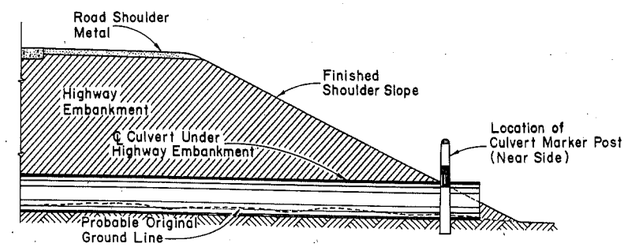
DATE: 4/12/65 — E. C. Rustigan, STATE HIGHWAY ENGINEER

PLATE NO. 6-2.6.4.

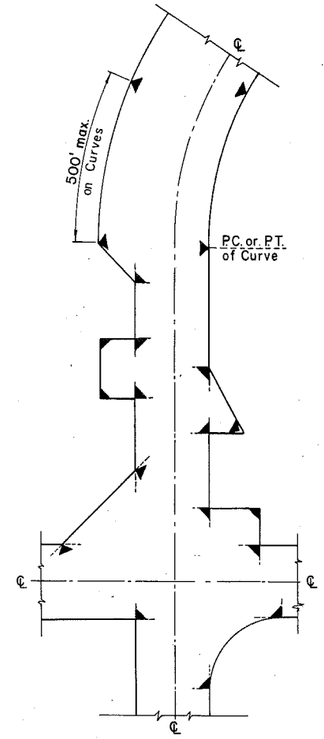
10.7-33



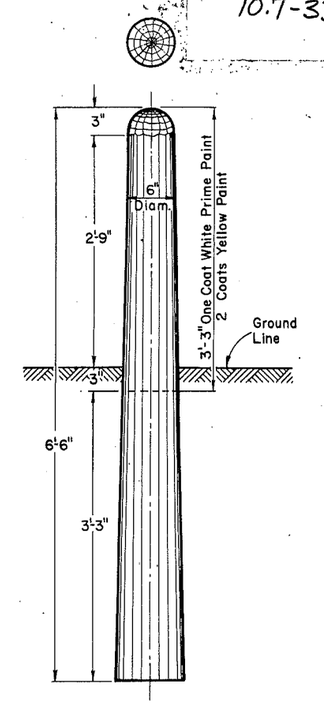
MARKER POST FOR
ROAD SHOULDERS AND CULVERTS



SECTION
SHOWING RELATIVE LOCATION OF
MARKER POST FOR CULVERTS

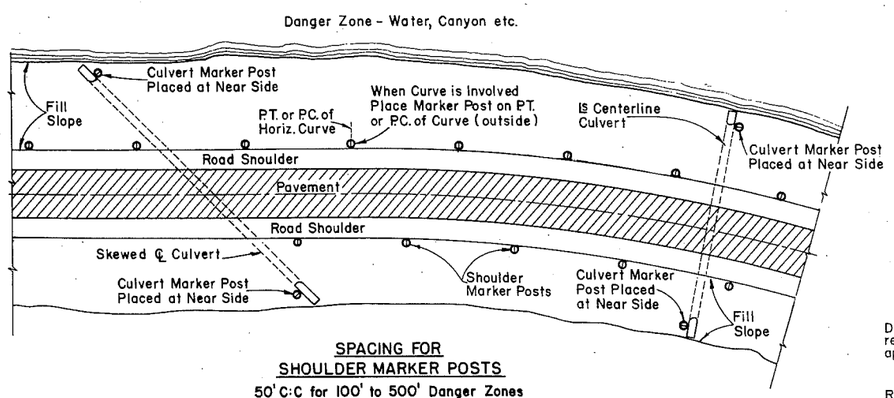


LOCATION DIAGRAM
SHOWING TYPICAL LOCATIONS OF
MARKER POSTS FOR RIGHT OF WAY



MARKER
POST
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
AND CULVERT MARKER POSTS

MARKER POSTS FOR ROAD SHOULDERS AND CULVERTS

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 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. Reflector Units shall be installed in Road Shoulder Marker Posts only.

MARKER POSTS & MARKER POSTS FOR RIGHT OF WAY

STATE HIGHWAY COMMISSION OF WISCONSIN

RECOMMENDED FOR APPROVAL

2-5-63
DATE

J. S. Pilt
ENGINEER OF DESIGN

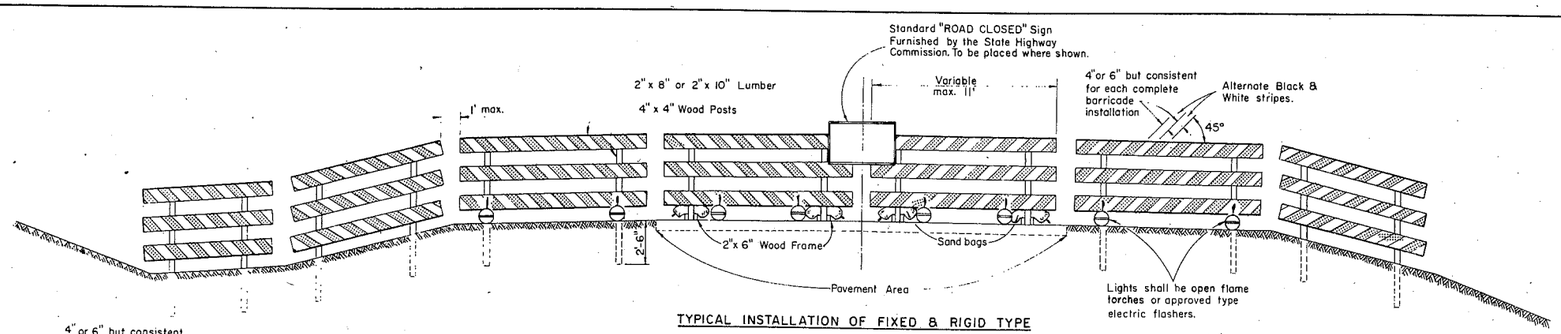
APPROVED:

2/6/63
DATE

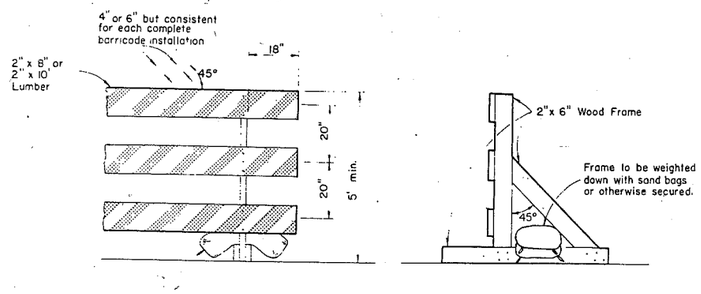
E. L. Rottier
STATE HIGHWAY ENGINEER

PLATE NO. 7-1.3.4

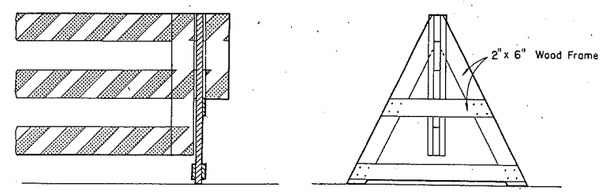
10.8-33



TYPICAL INSTALLATION OF FIXED & RIGID TYPE

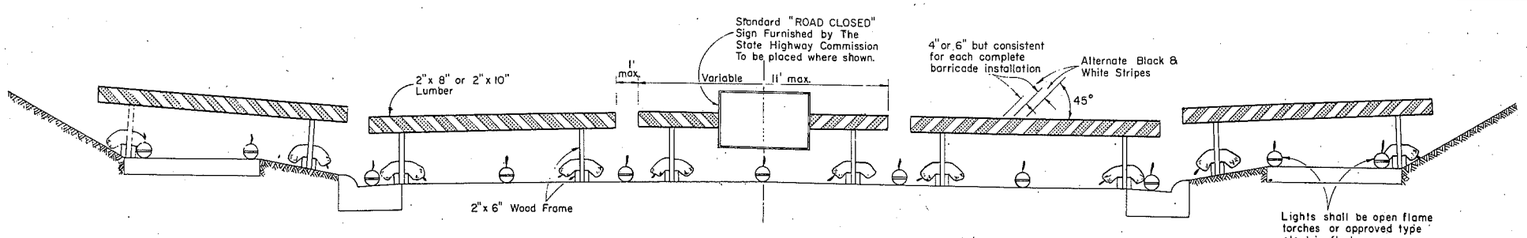


ALTERNATE TYPE INSTALLATION (RIGID)

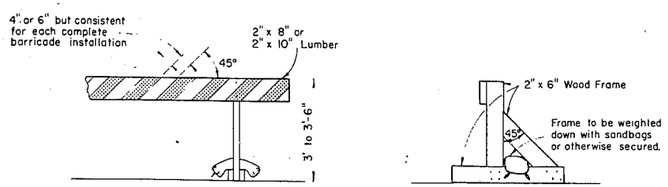


ALTERNATE TYPE INSTALLATION (DEMOUNTABLE)

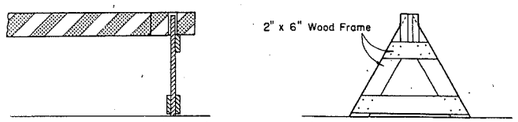
CLASS I BARRICADE



TYPICAL INSTALLATION OF RIGID TYPE



ALTERNATE TYPE INSTALLATION (RIGID)



ALTERNATE TYPE INSTALLATION (DEMOUNTABLE)

CLASS II BARRICADE

GENERAL NOTES:

The Contractor shall construct, place and maintain barricades as shown on this drawing and as required by the Standard Specifications for the duration of the project at all points of highway closure. Barricades shall be painted as shown hereon and structurally maintained for maximum visibility at all times, for the duration of the respective project.

CLASS I BARRICADE

Shall be used at points of closure where road is closed to traffic. Gates or movable sections of barricade shall be provided when necessary, for access of equipment or other authorized vehicles only.

CLASS II BARRICADE

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.

LUMBER & 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. The fabrication of the barricade shall be in accord with good pertinent woodworking practices.

PAINTING

Barricades shall be painted as shown hereon in alternate black and white stripes. Black stripes shall be painted with weather resistant and durable black paint. White stripes shall be painted a prime coat of good grade wood primer, followed by two coats of white "Cadit Reflective Liquid" (Minnesota Mining Co.) or equivalent, or reflective sheeting wide angle, flat top "Scotchlite" brand material (Minnesota Mining Co.) or equivalent.

DIRECTION OF DIAGONAL STRIPES

Where a barricade extends entirely across the roadway and 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.

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.

NOTE:

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

NOTE:

All lumber or timber dimensions shown hereon are nominal.

CONSTRUCTION BARRICADE

STATE HIGHWAY COMMISSION OF WISCONSIN

RECOMMENDED FOR APPROVAL:

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

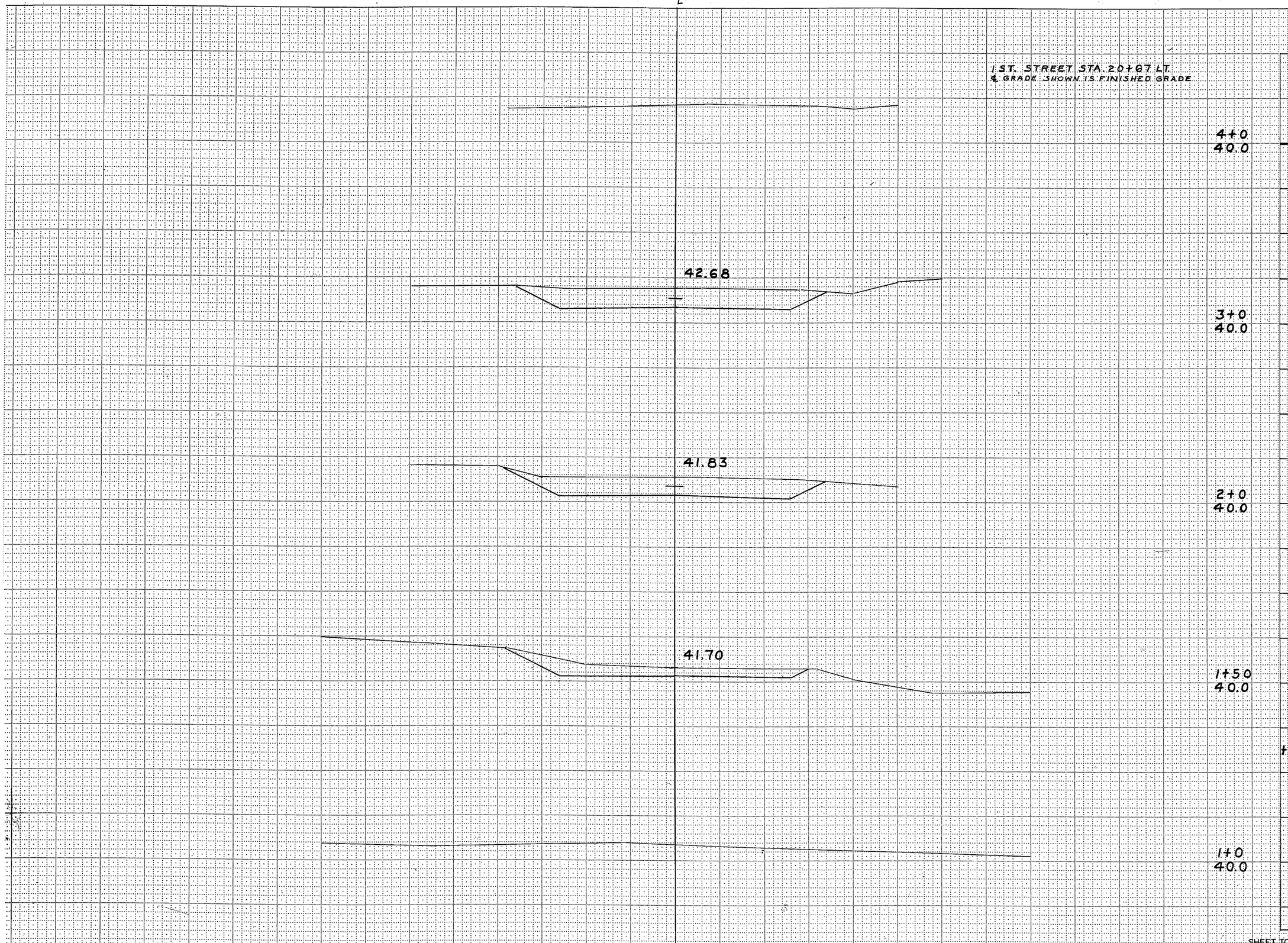
APPROVED

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

PLATE NO. 7-4.1.4

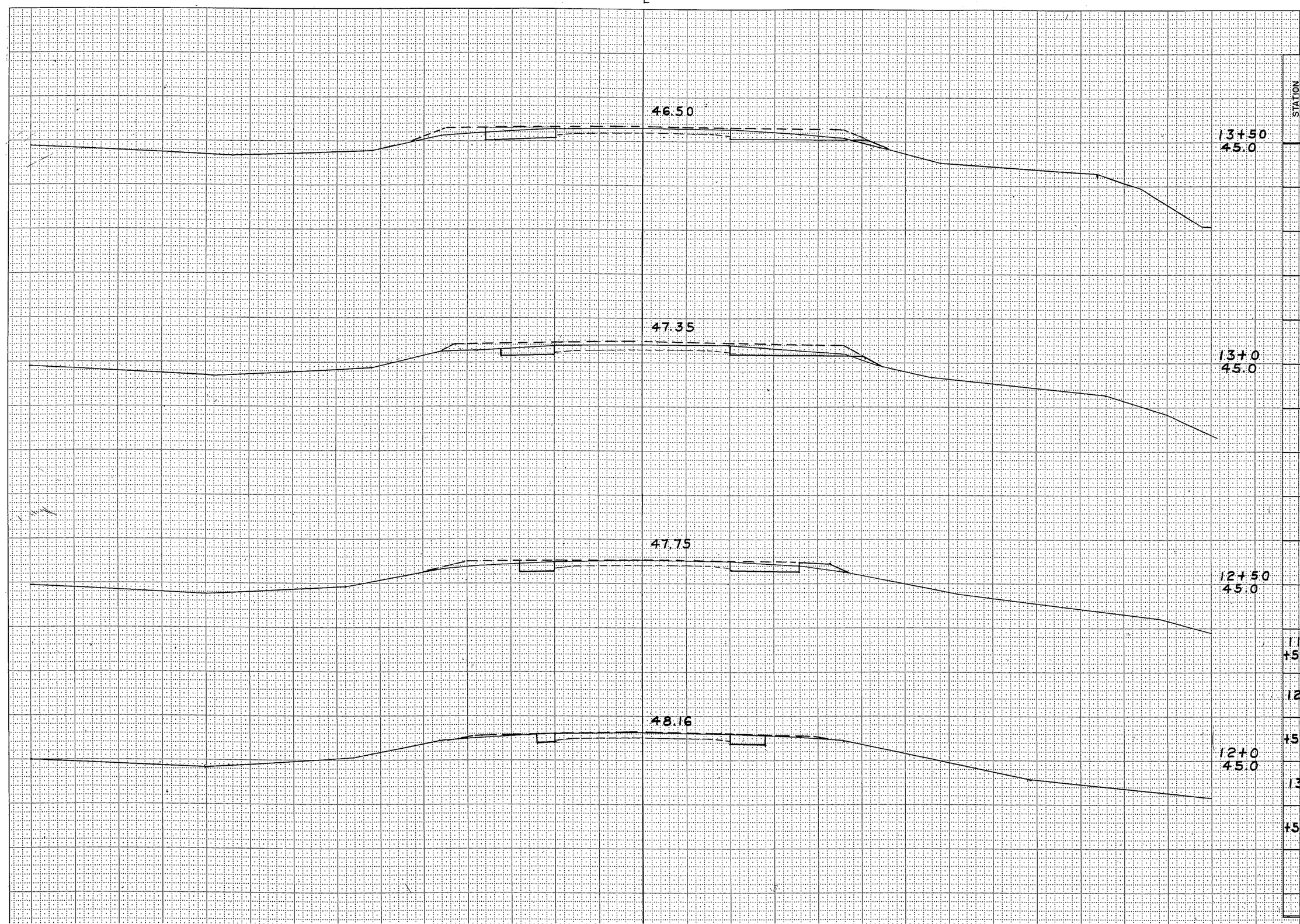
B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	T011-1(23)	12	38

1ST. STREET STA. 20+67 LT.
℄ GRADE SHOWN IS FINISHED GRADE



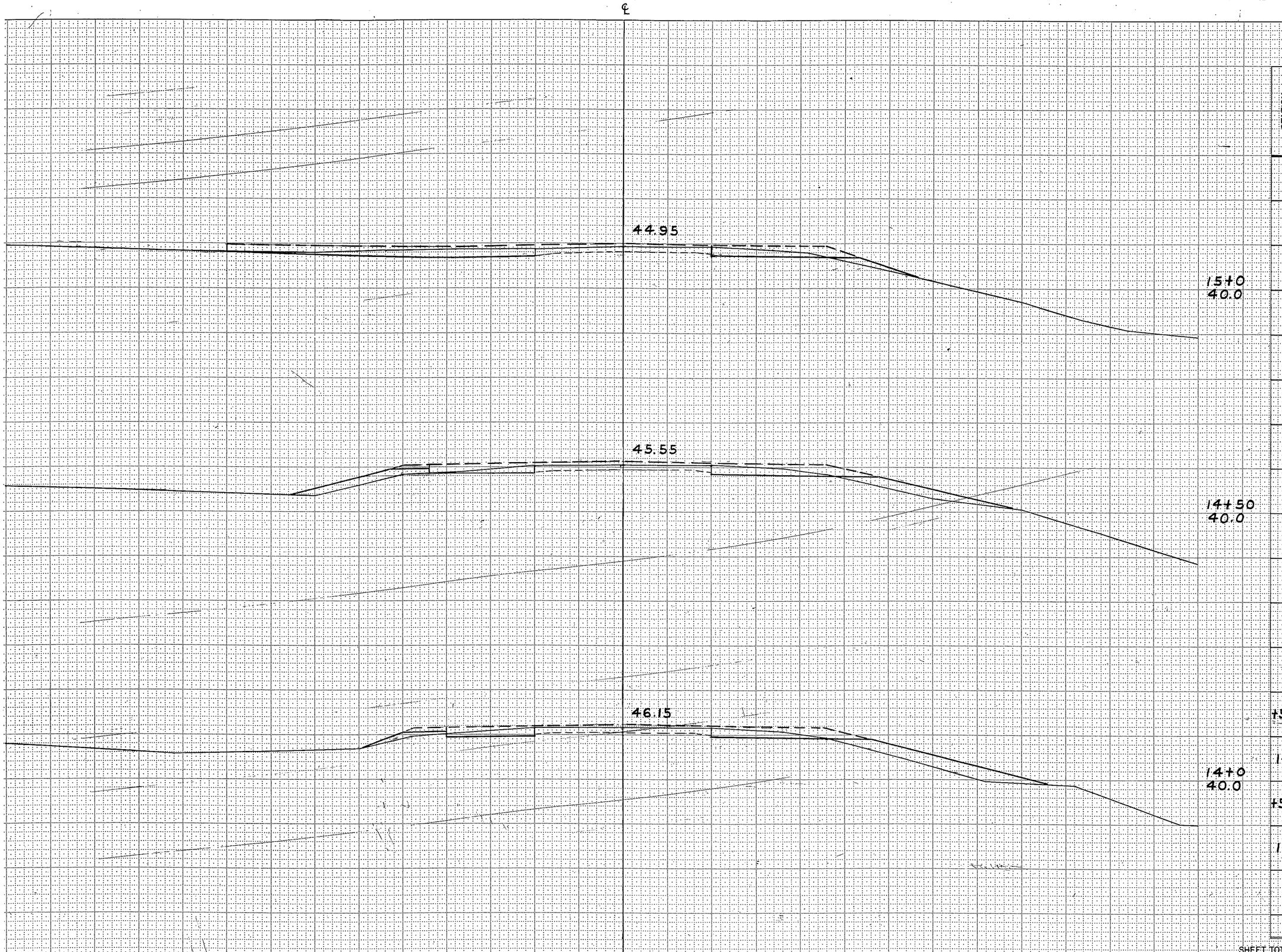
STATION	DISTANCE	YARDAGE EXCAVATION UNC.	YARDAGE EXCAVATION FILL
1		33	
+50		93	
2		239	
3		182	
4			
SHEET TOTAL		552	

(2)



B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	T011-1(23)	18	38

STATION	DISTANCE	YARDAGE EXCAVATION UNC.	YARDAGE EXCAVATION FILL
11 +50			
	7		0
12			
	17		0
+50			
	15		2
13			
	20		2
+50			

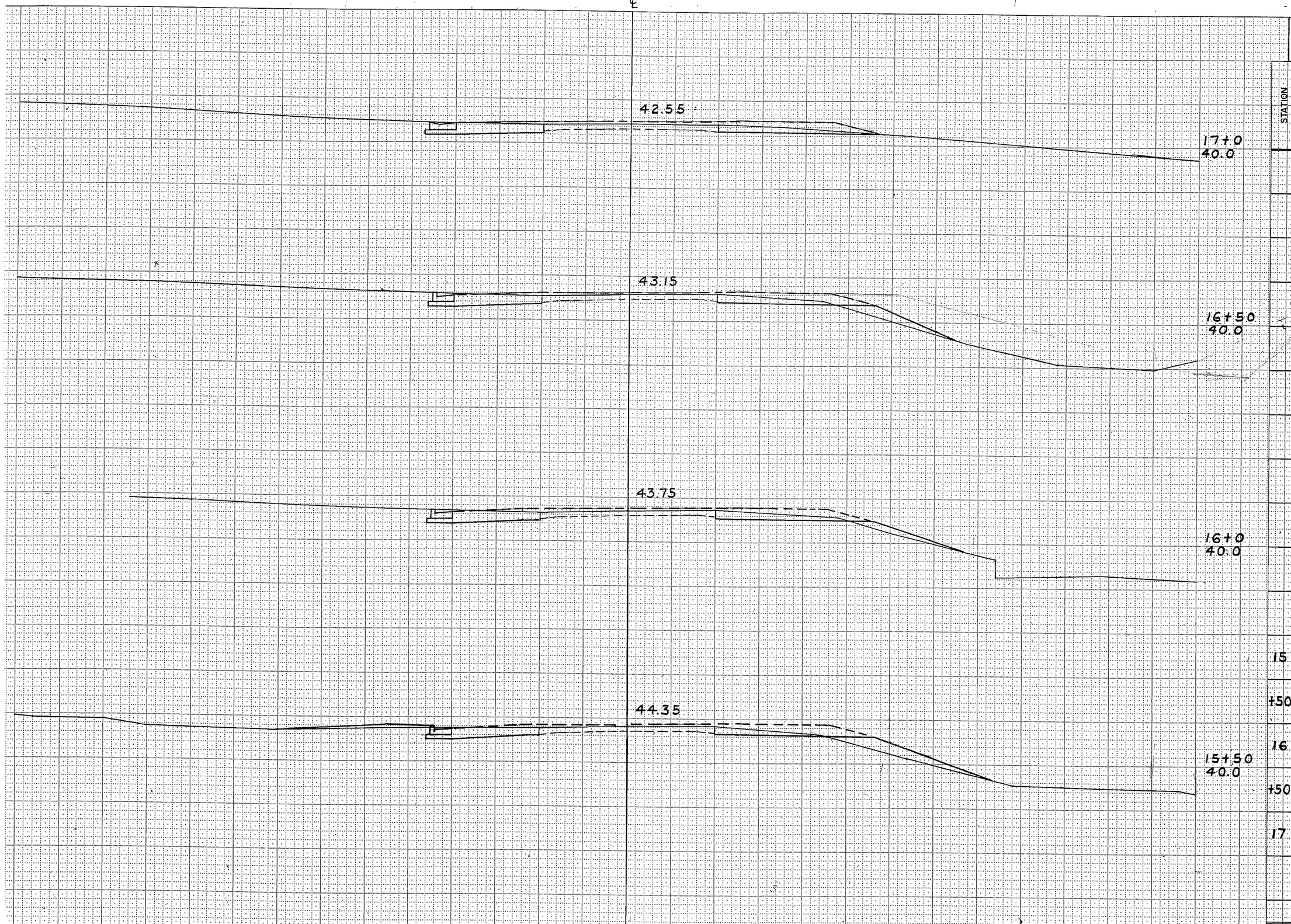


B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	T011-1(23)	13	33

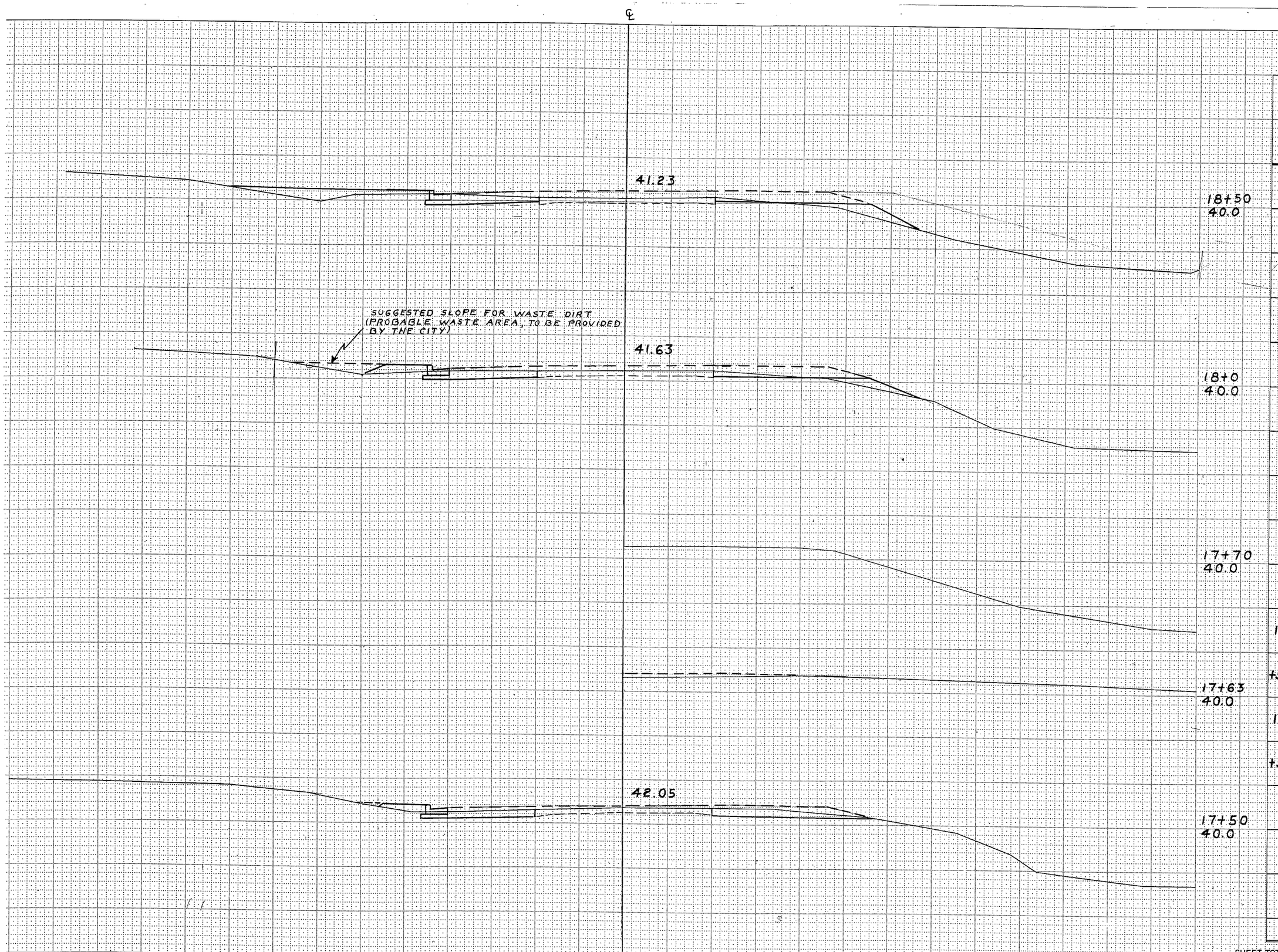
STATION	DISTANCE	YARDAGE EXCAVATION UNC.	YARDAGE FILL
+50		31	28
14		30	48
+50		46	24
15			
SHEET TOTAL		107	100

(4)

B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	T011-1(23)	14	39

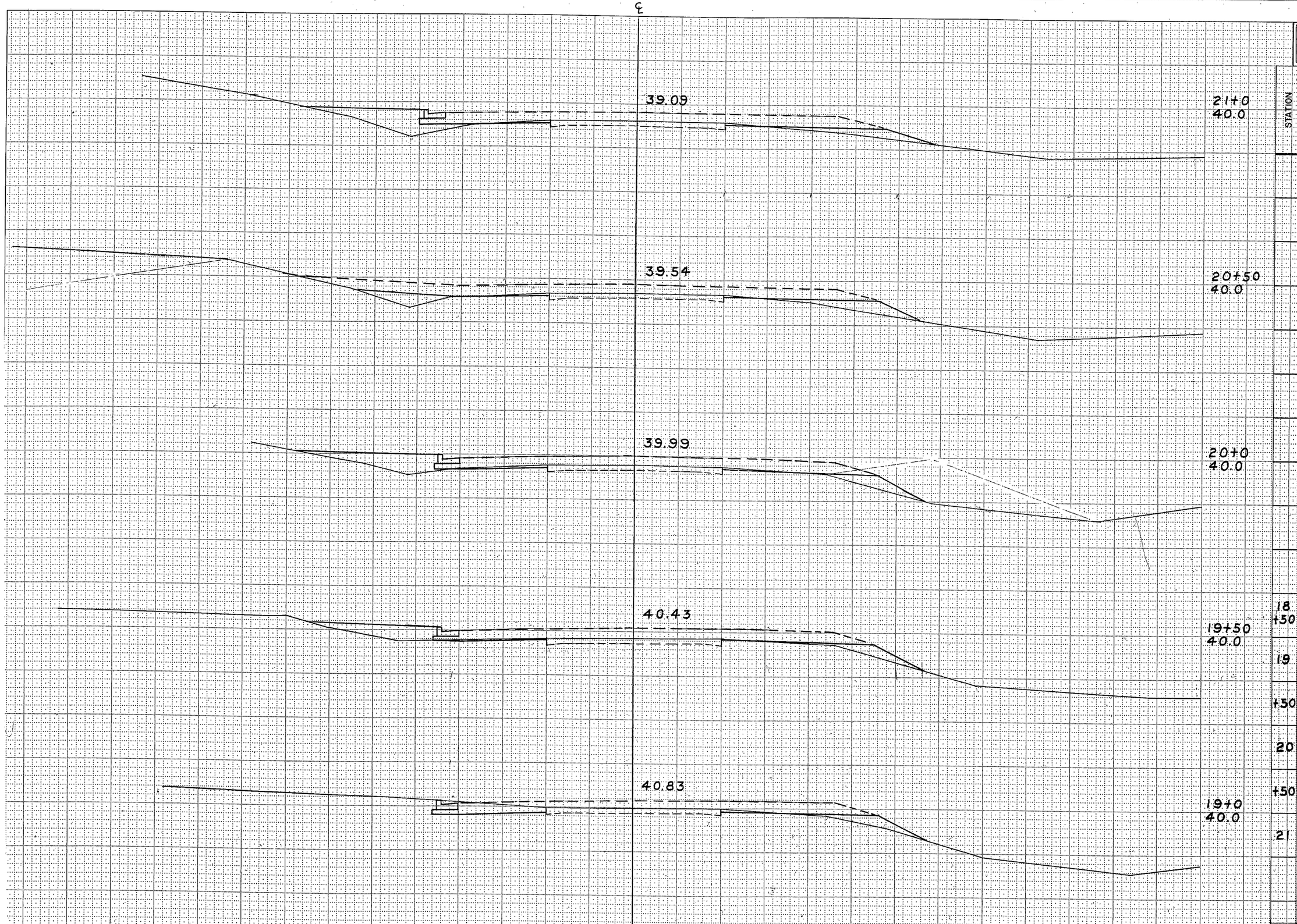


STATION	DISTANCE	YARDAGE EXCAVATION UNC.	FILL
15 +50	52		20
	41		28
16 +50	44		20
	43		9
17			



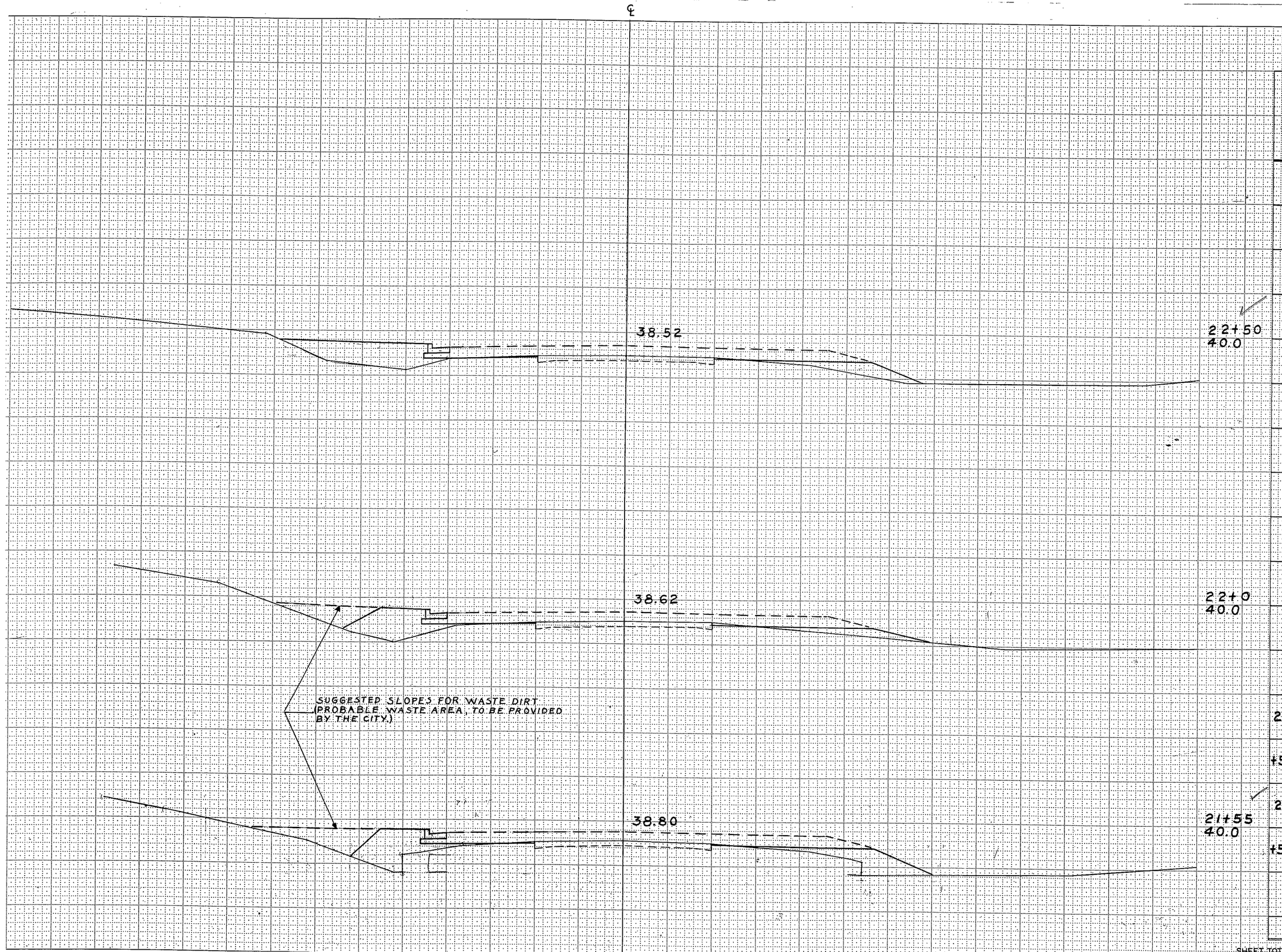
B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	T011-1(23)	15	39

STATION	DISTANCE	YARDAGE EXCAVATION UNC.	YARDAGE EXCAVATION FILL
17 +50	41		0
18 +50	33		7
	26		15
SHEET TOTAL	100		22



B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	T011-1(23)	16	39

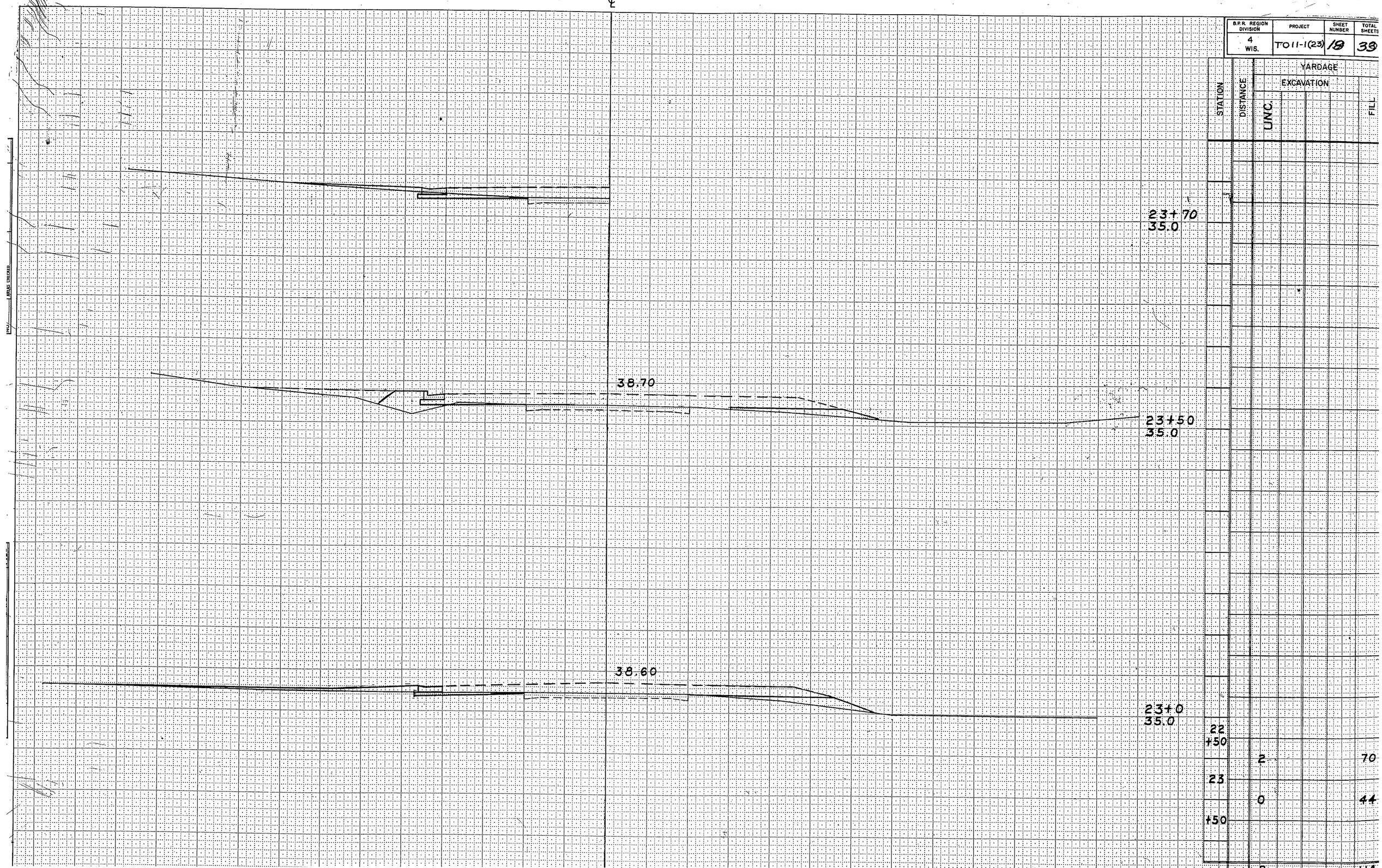
STATION	DISTANCE	YARDAGE EXCAVATION UNC.	YARDAGE EXCAVATION	YARDAGE FILL
18 +50		28		17
19 +50		17		33
20		4		46
+50		7		41
21		7		50

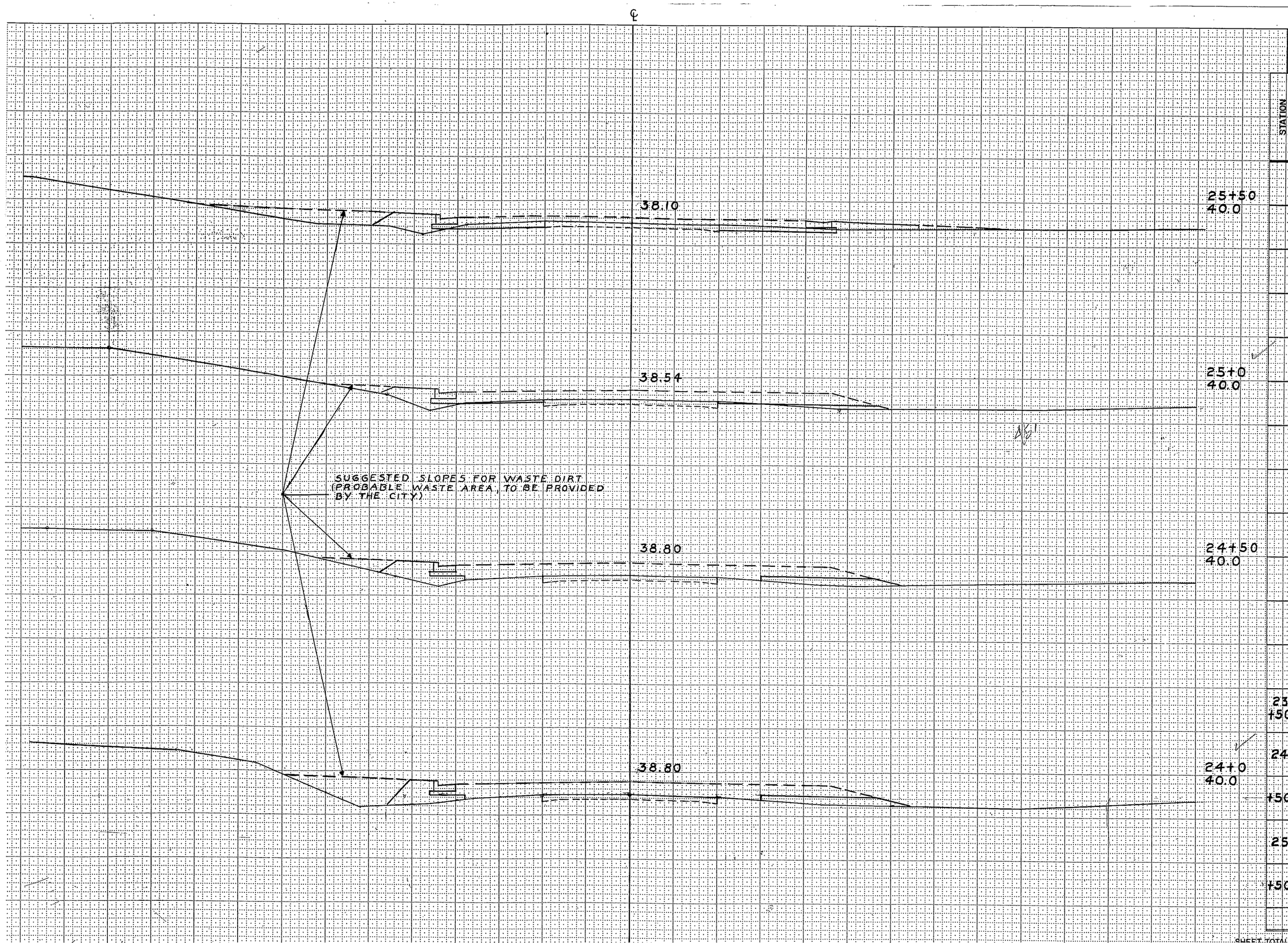


B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	T011-1 (23)	18	38

STATION	DISTANCE	YARDAGE EXCAVATION UNC.	YARDAGE FILL
21 +55	7		70
	7		72
22 +50	2		78
SHEET TOTAL	16		220

B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	T011-1(23)	18	39



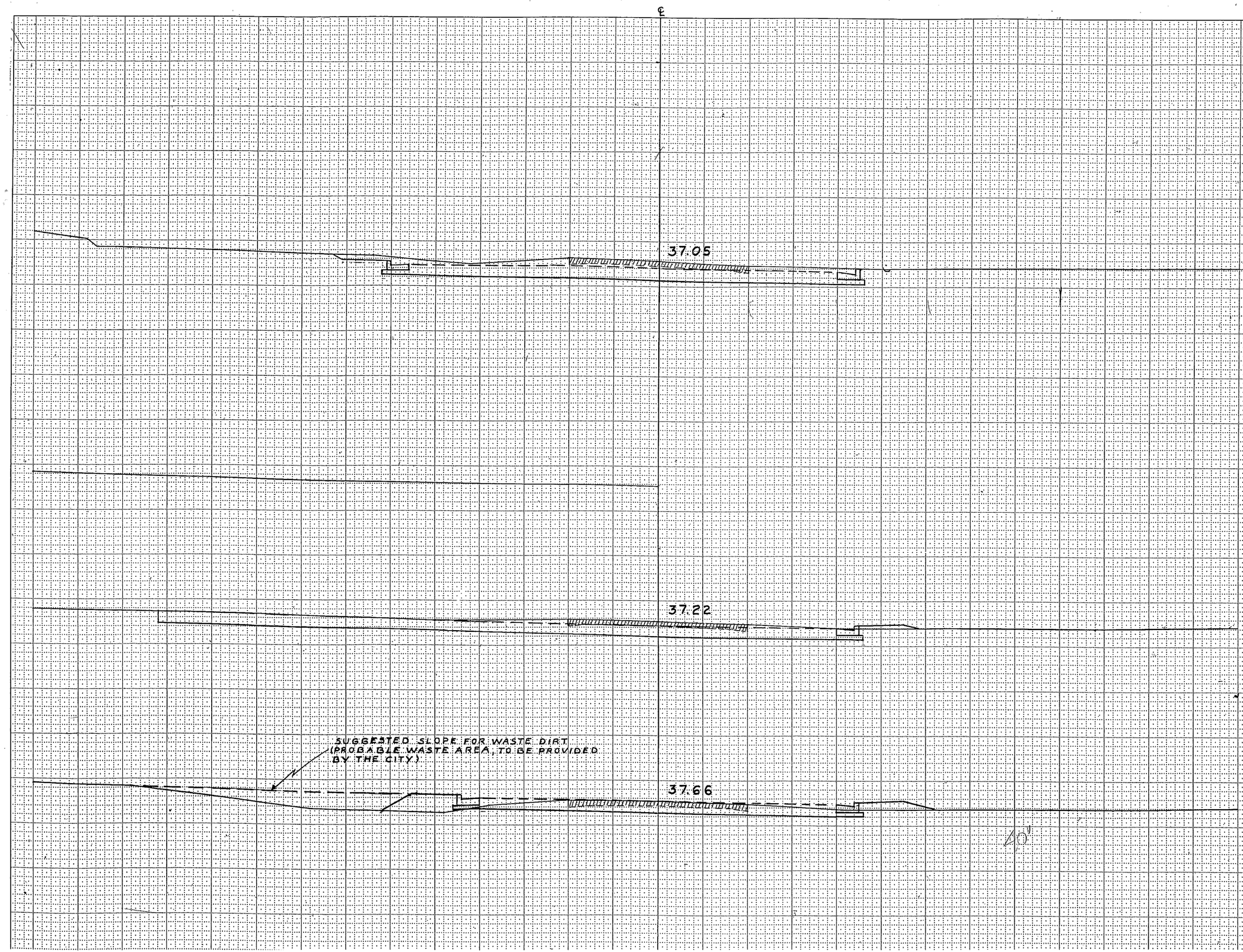


B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	T011-1(23)	28	39

STATION	DISTANCE	YARDAGE EXCAVATION UNC.	YARDAGE EXCAVATION	YARDAGE FILL
23 +50		0		54
24		0		65
+50		2		43
25		13		30
+50				
SHEET TOTAL		15		192

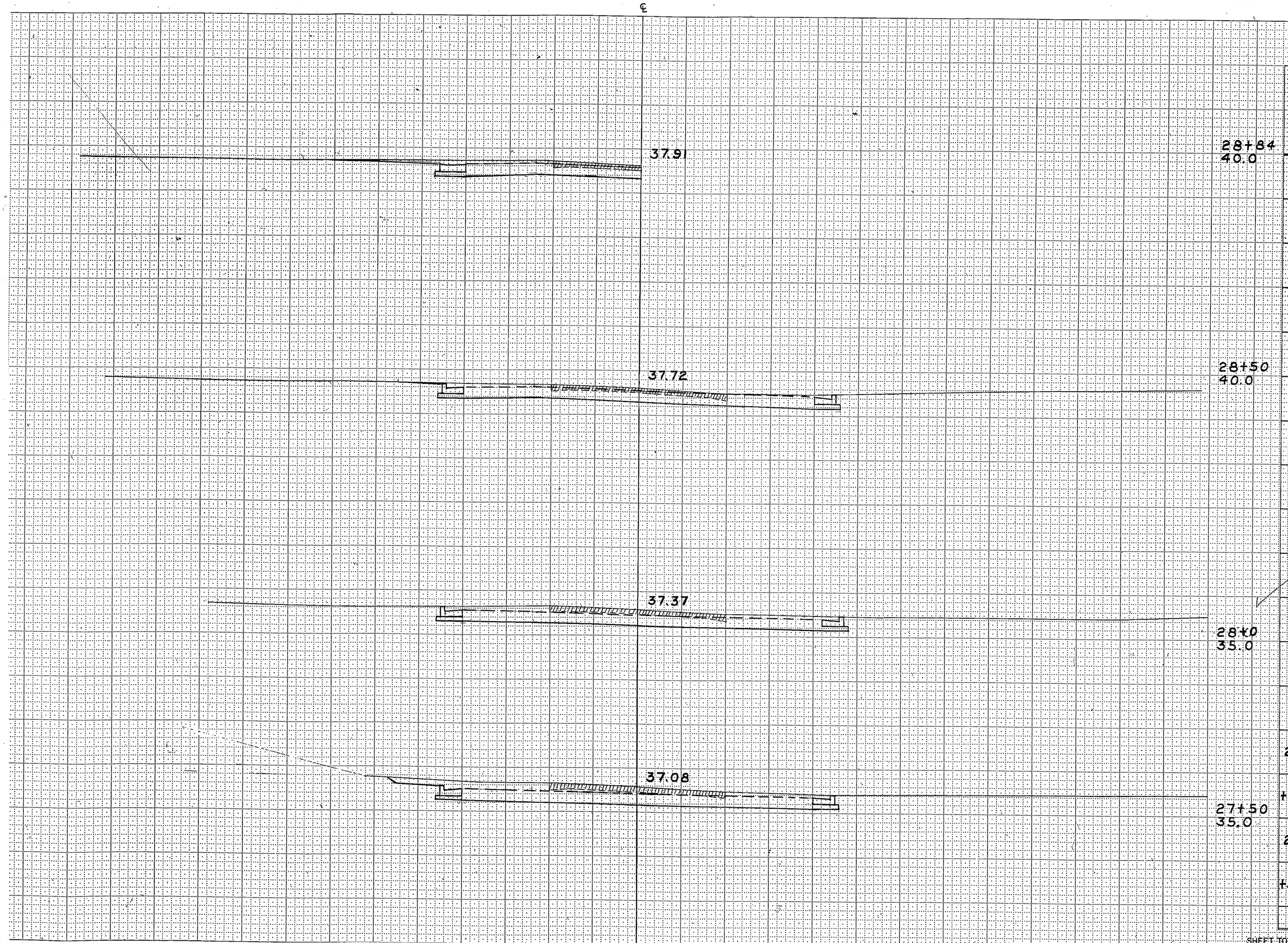
(10)

B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	T011-1 (23)	20	33

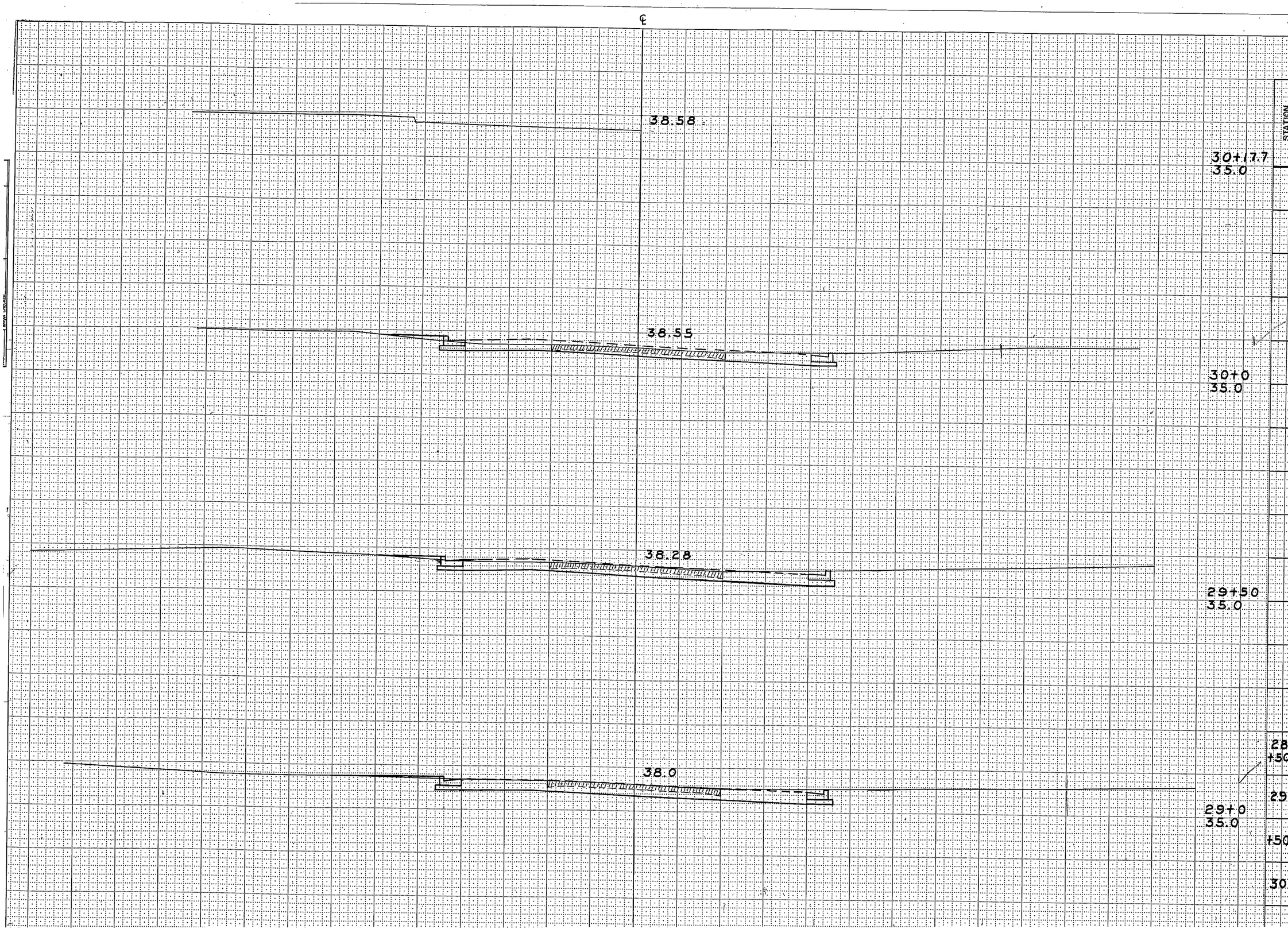


STATION	DISTANCE	YARDAGE EXCAVATION UNC.	YARDAGE FILL
27+0 40.0			
26+82.3 40.0			
26+50 40.0			
26+0 40.0			
25 +50		54	24
26		133	9
+50		185	4
27			
		372	33

B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	TO 11-1 (23)	22	33

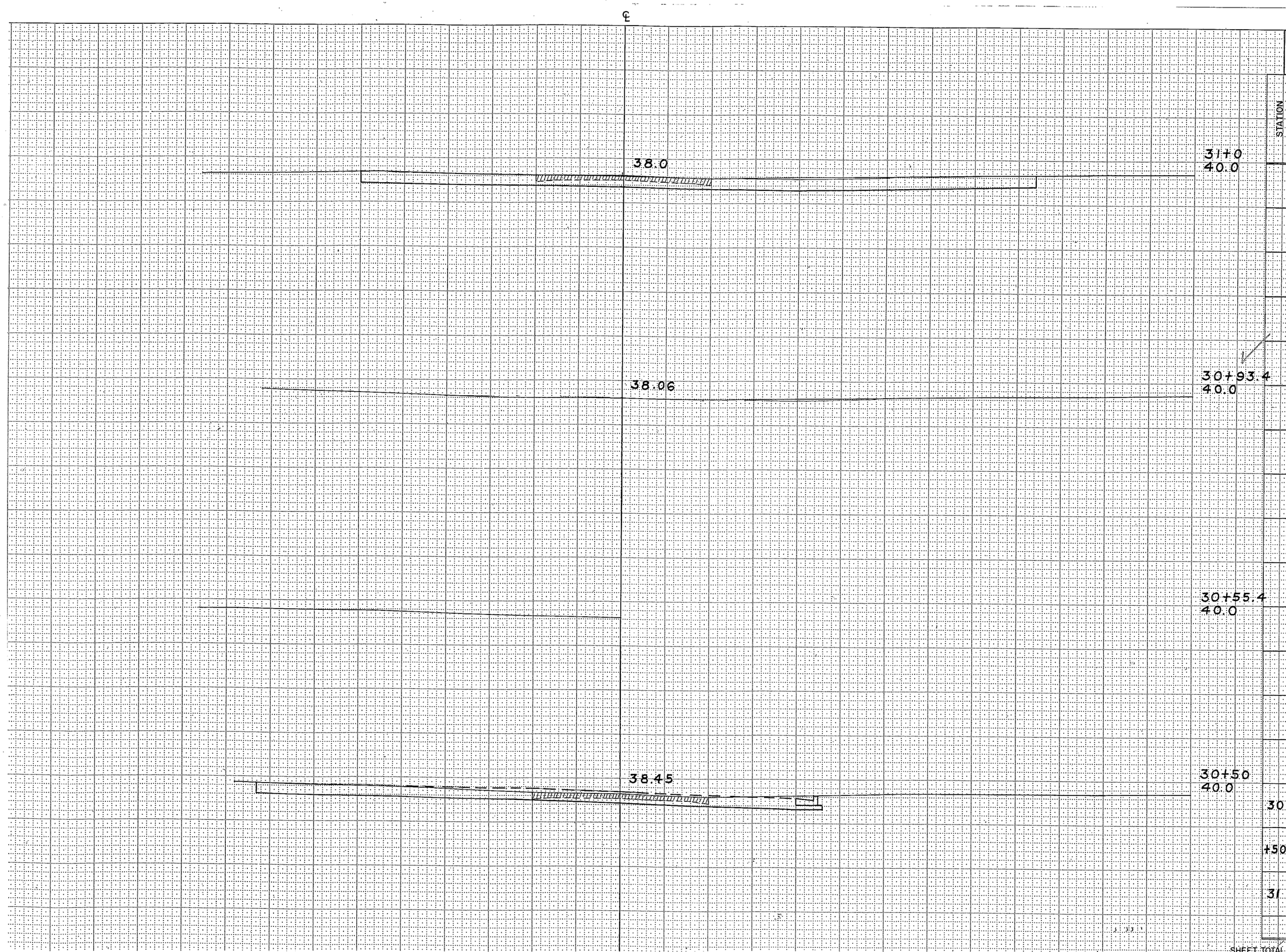


STATION	DISTANCE	YARDAGE EXCAVATION UNC.	YARDAGE FILL
27			
	174		0
+50			
	150		0
28			
	124		0
+50			
SHEET TOTAL		448	0



B.P.R. - REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	T011-1(23)	22	38

STATION	DISTANCE	YARDAGE EXCAVATION UNC.	YARDAGE EXCAVATION FILL
28 +50			
	102		2
29			
	85		4
+50			
	69		6
30			

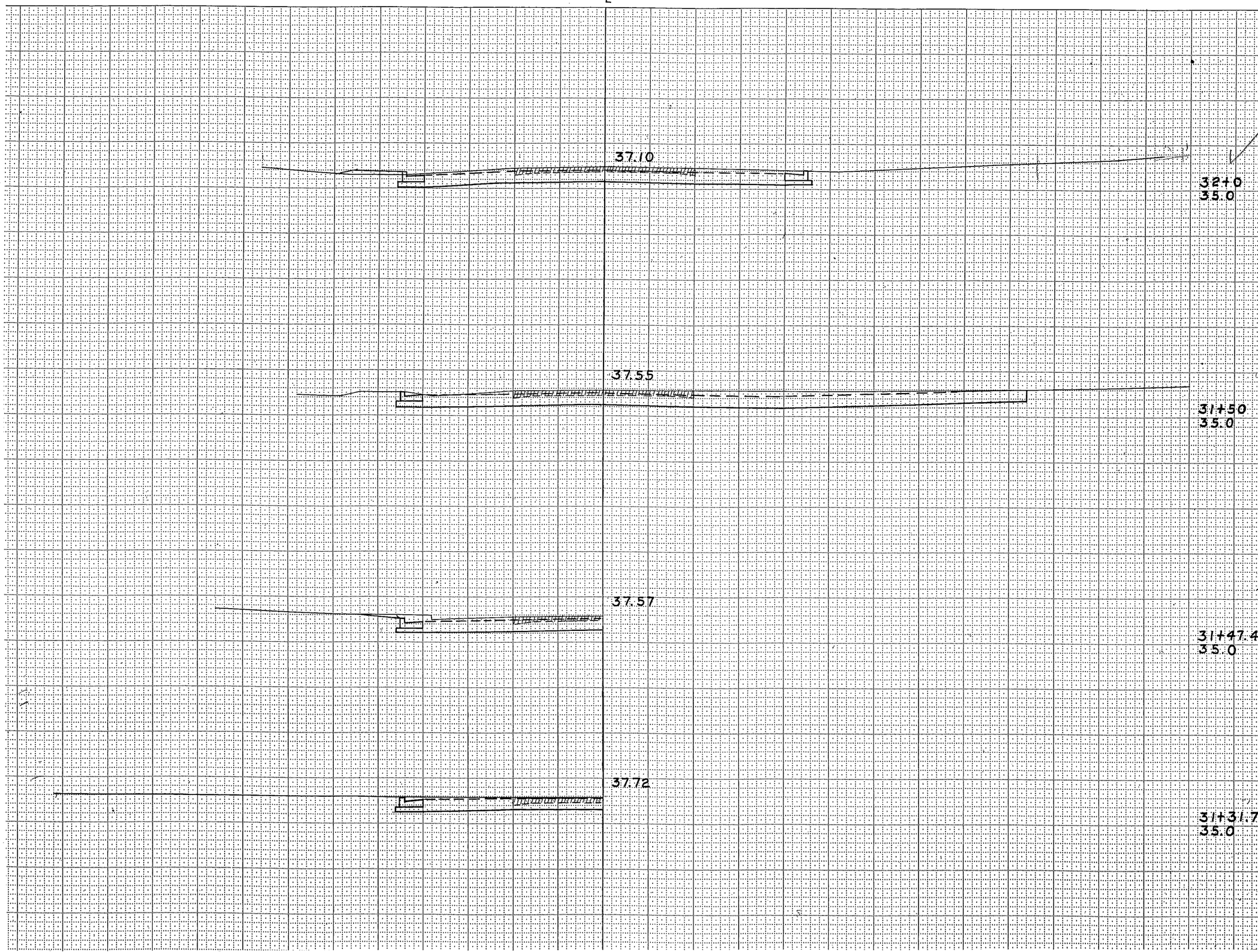


B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	T011-1(23)	28	33

STATION	DISTANCE	YARDAGE EXCAVATION UNC.	YARDAGE EXCAVATION FILL
30			
	87		4
+50			
	139		0
31			
SHEET TOTAL		226	4

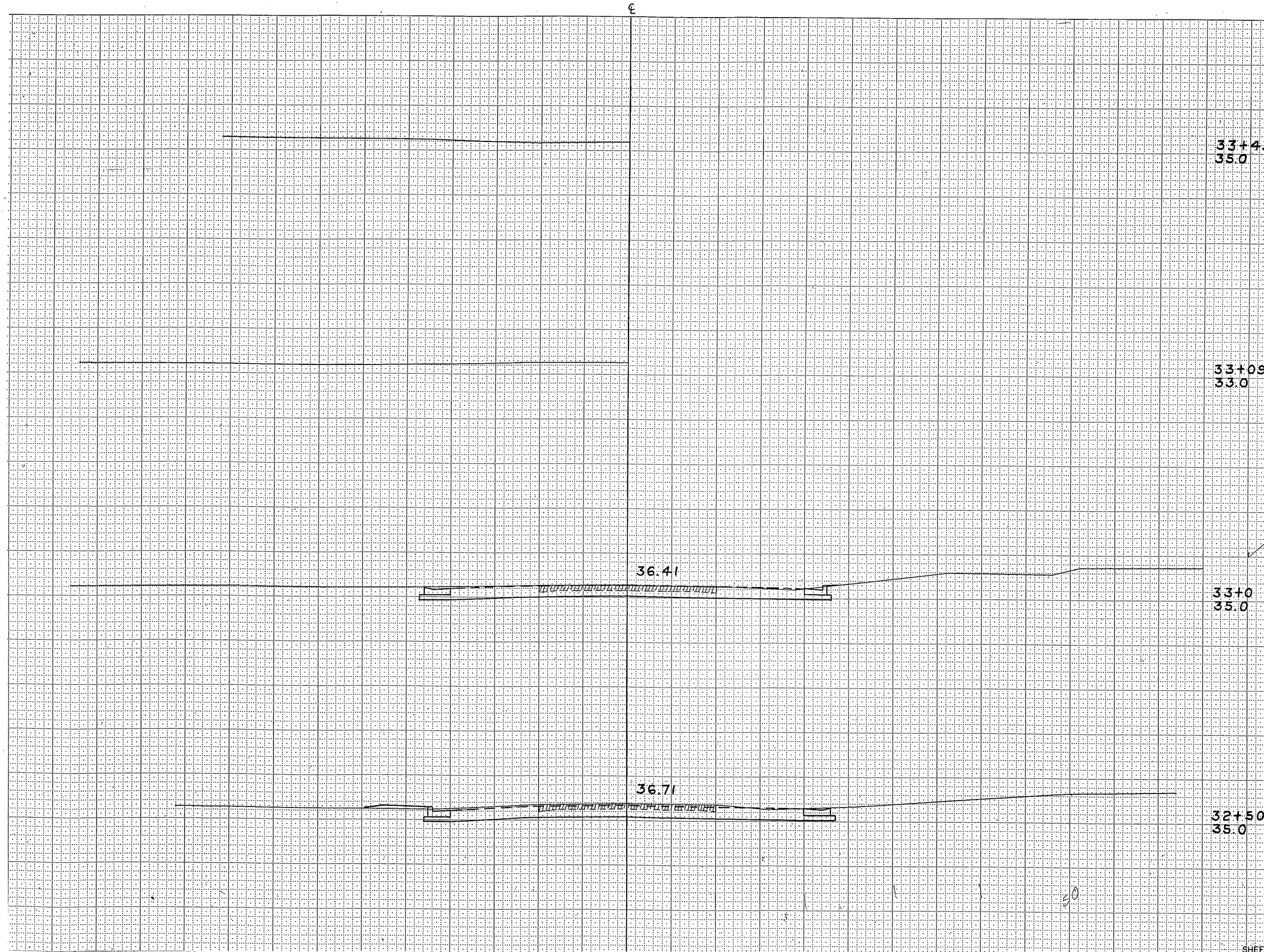
(14)

B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	T011-1(23)	28	33



STATION	DISTANCE	YARDAGE EXCAVATION UNC.	YARDAGE EXCAVATION	YARDAGE EXCAVATION	YARDAGE EXCAVATION	YARDAGE FILL
31						
	172					0
+50						
	144					4
32						
	316					4

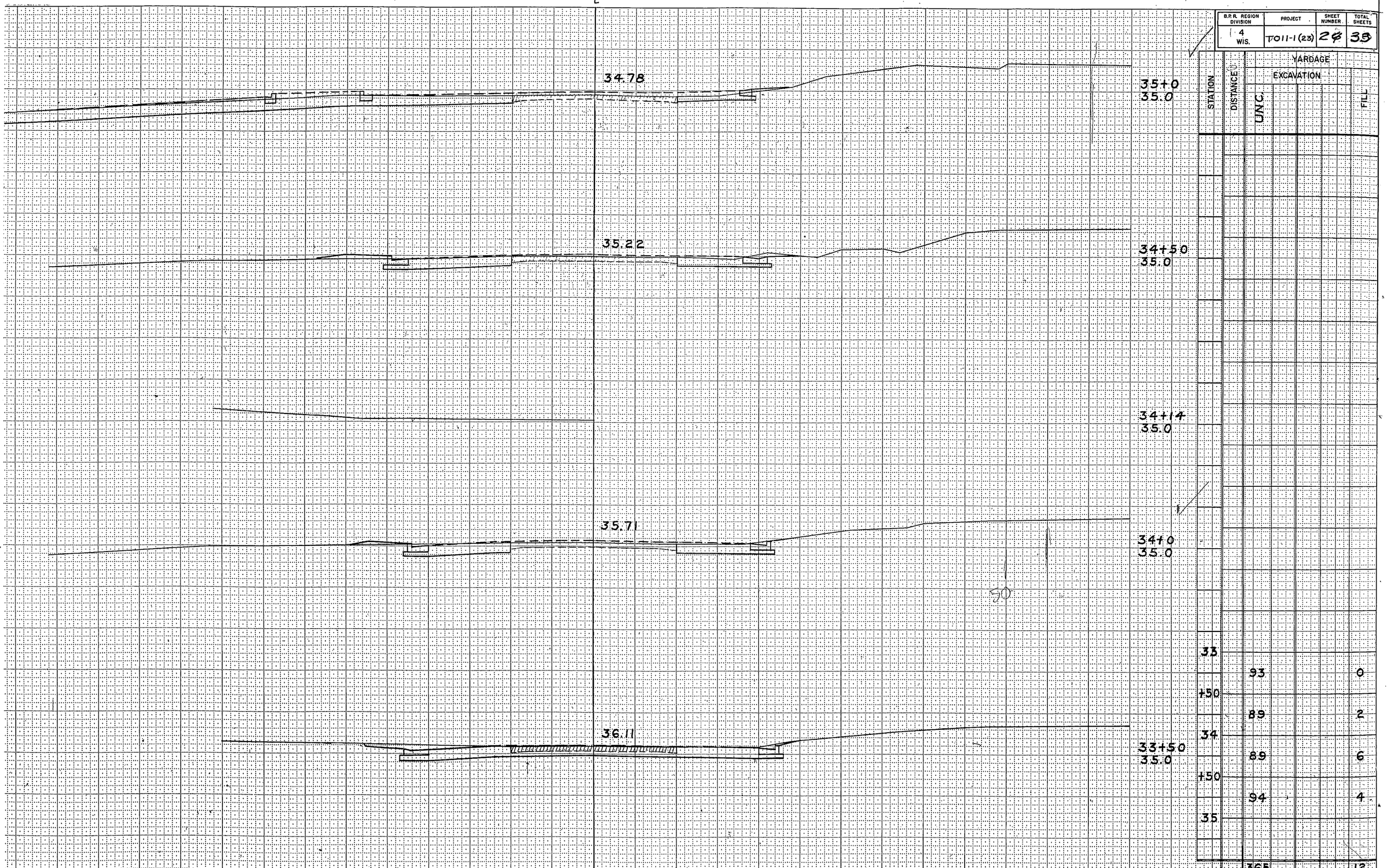
B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	T011-1(23)	26	38



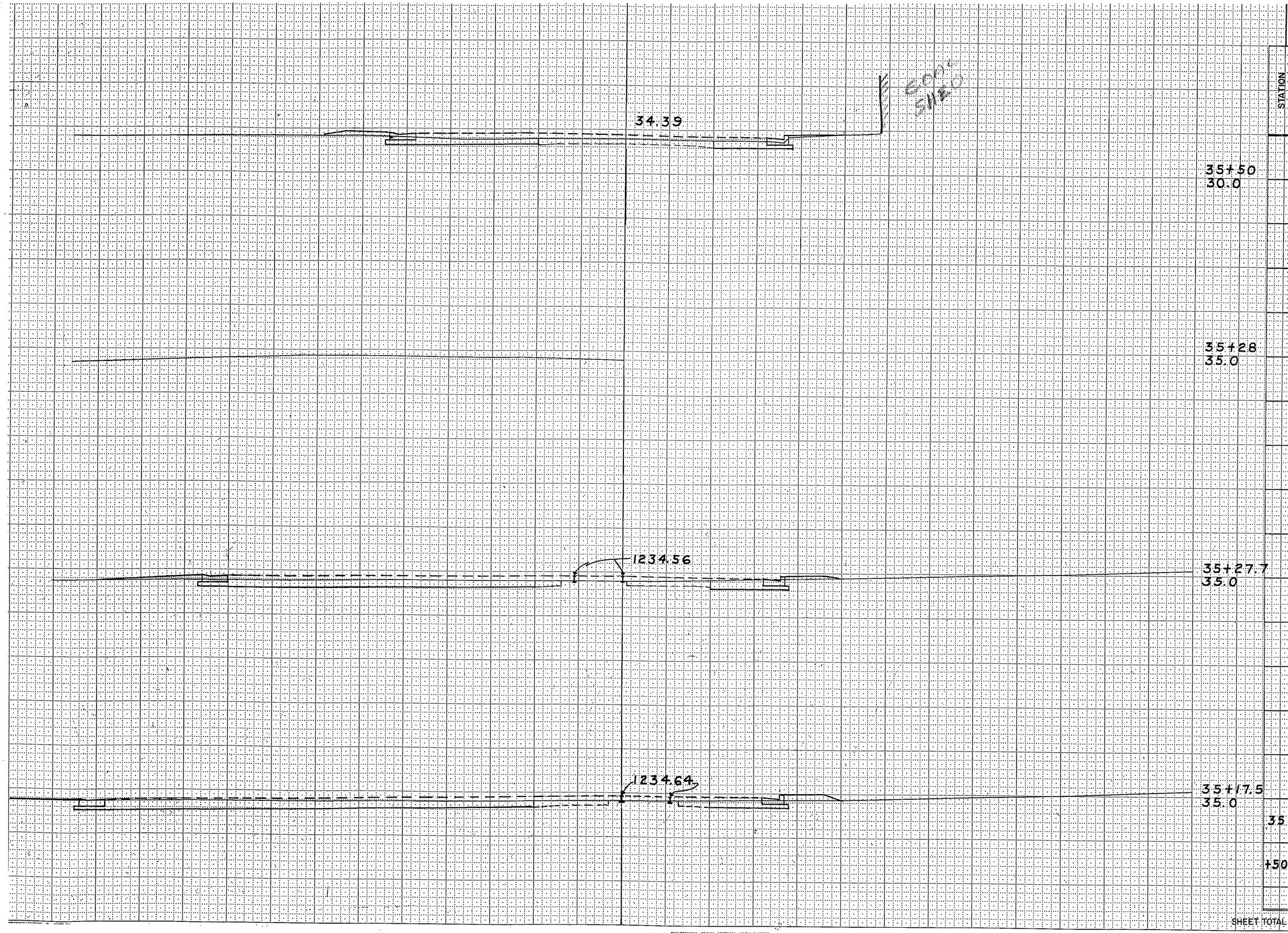
STATION	DISTANCE	YARDAGE EXCAVATION UNC.	YARDAGE EXCAVATION FILL
32			
	104		6
+50			
	93		2
33			
SHEET TOTAL		197	8

(10)

B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	7011-1(23)	28	33



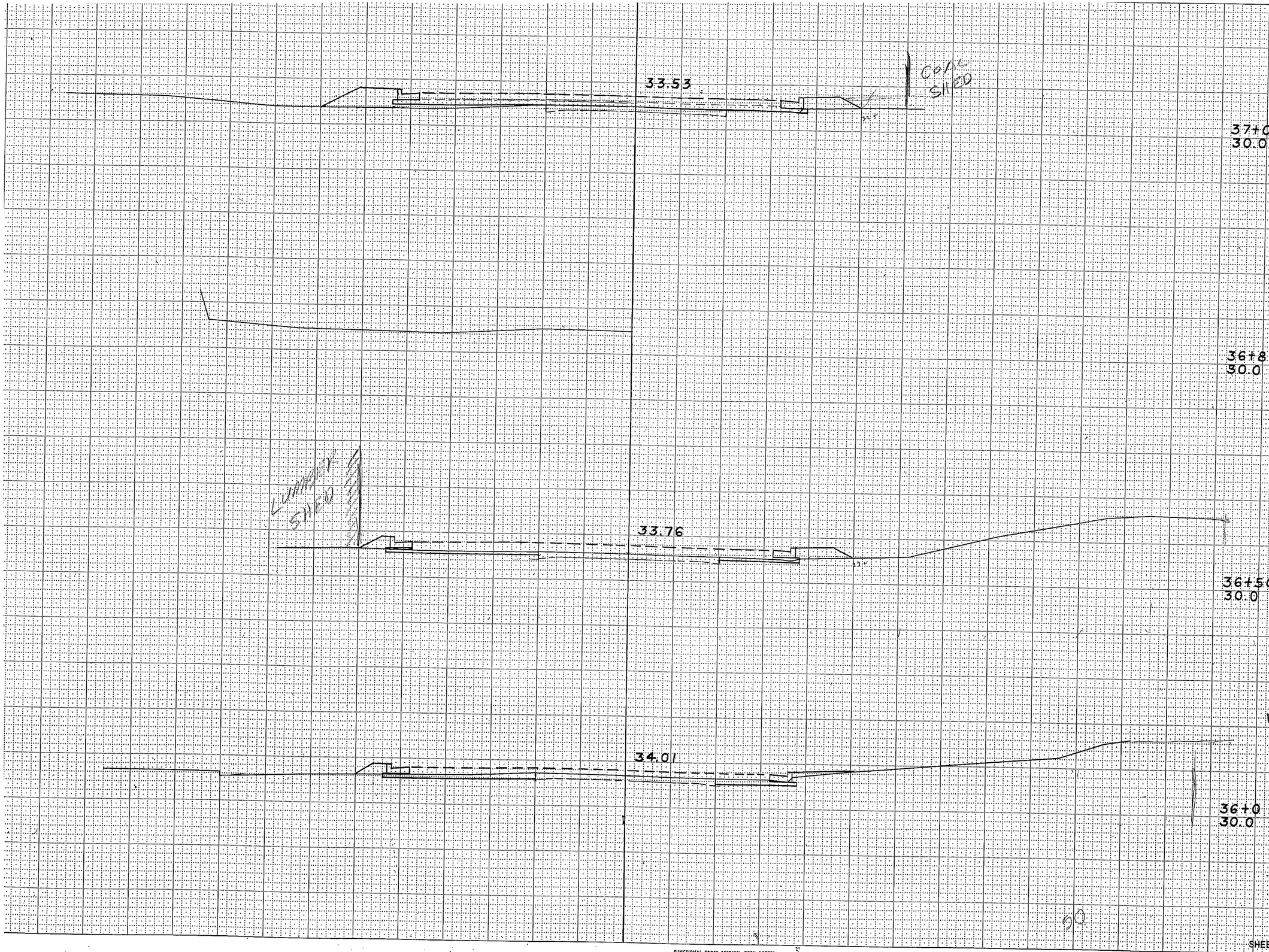
B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	T011-1(23)	28	39



STATION	DISTANCE	YARDAGE EXCAVATION UNC.	YARDAGE EXCAVATION	YARDAGE EXCAVATION	YARDAGE EXCAVATION	YARDAGE FILL
35						
+50		72				4
SHEET TOTAL		72				4

FUNCTIONAL CROSS SECTION - OPEN DOTTED
CHARLES BRUNING COMPANY, INC.

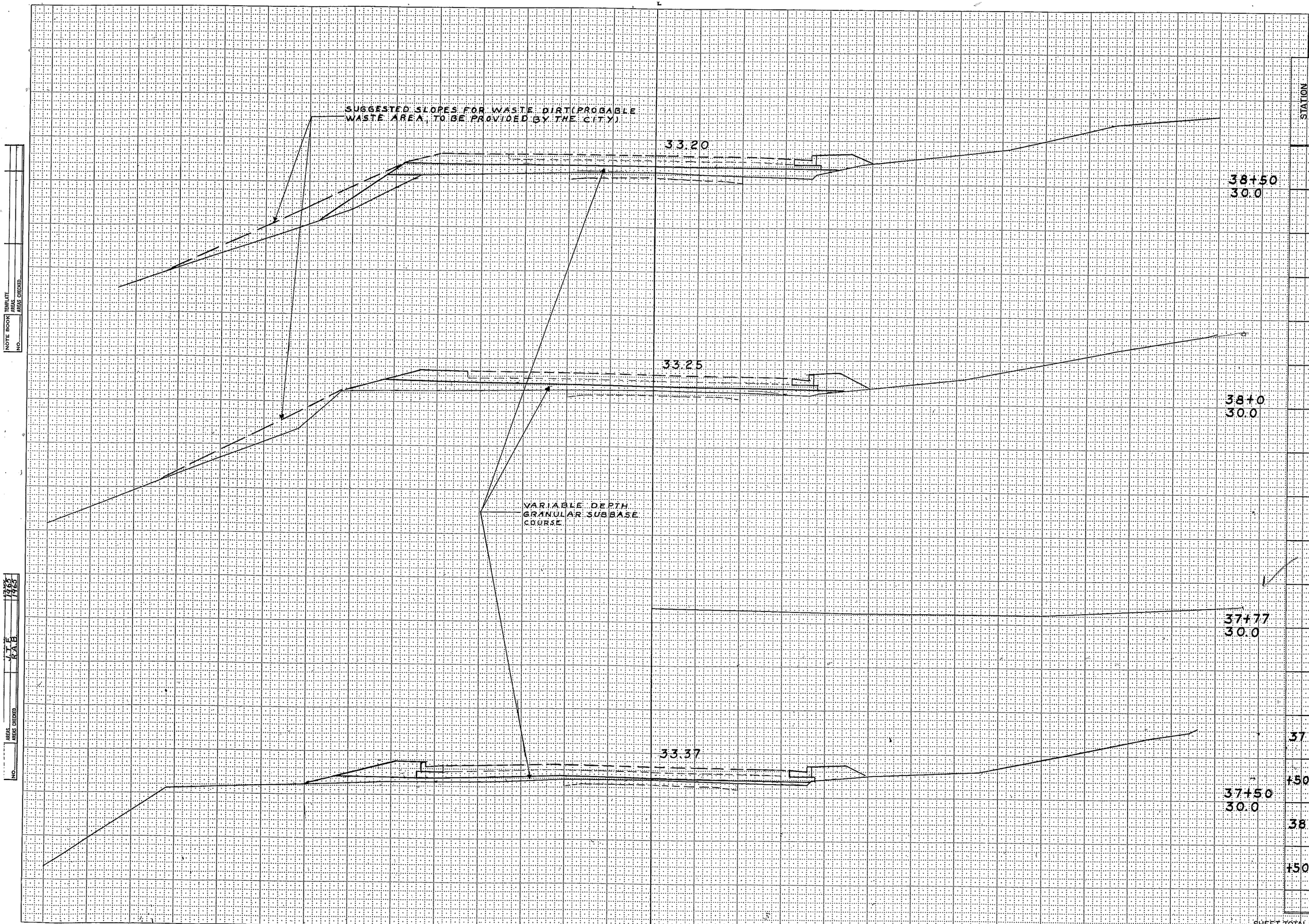
B.R.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	T011-1(23)	28	33



STATION	DISTANCE	YARDAGE EXCAVATION UNC.	YARDAGE FILL
35 +50			
	35		6
36			
	28		13
+50			
	9		30
37			
SHEET TOTAL	72		49

FUNCTIONAL CROSS SECTION - OPEN DOTTED
CHARLES BRUNING COMPANY, INC.

B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TO SH
4 WIS.	T.011-1 (23)	29	3



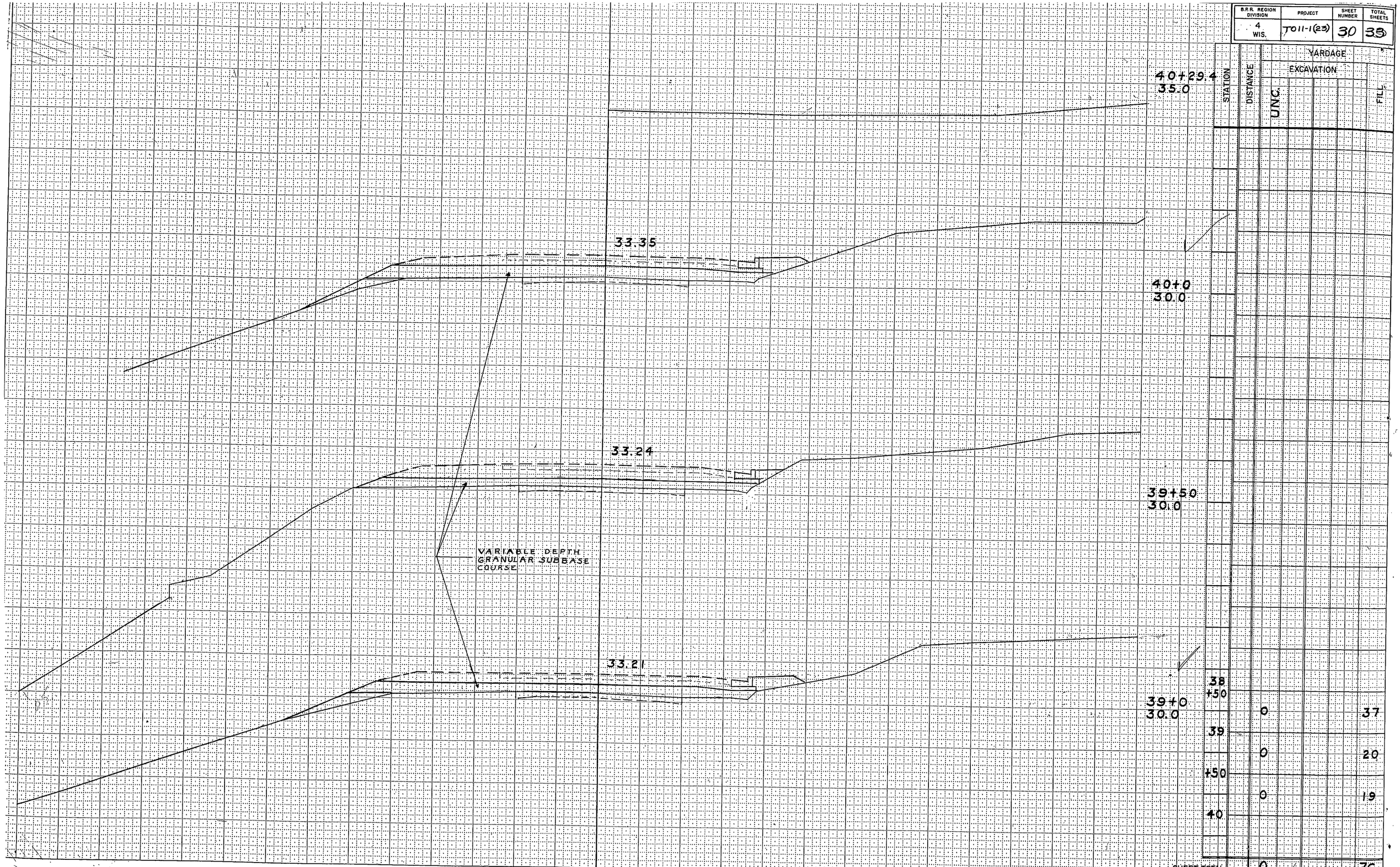
STATION	DISTANCE	YARDAGE EXCAVATION UNC.
37	0	41
+50	0	31
38	0	30
+50		
SHEET TOTAL	0	102

NOTE BOOK TEMPLATE
AREAS
AREAS CHECKED
NO.

J.T.E.
R.A.B.
7-25-65
7-26-65

FUNCTIONAL CROSS SECTION - OPEN DOTTED
CHARLES BRUNING COMPANY, INC.

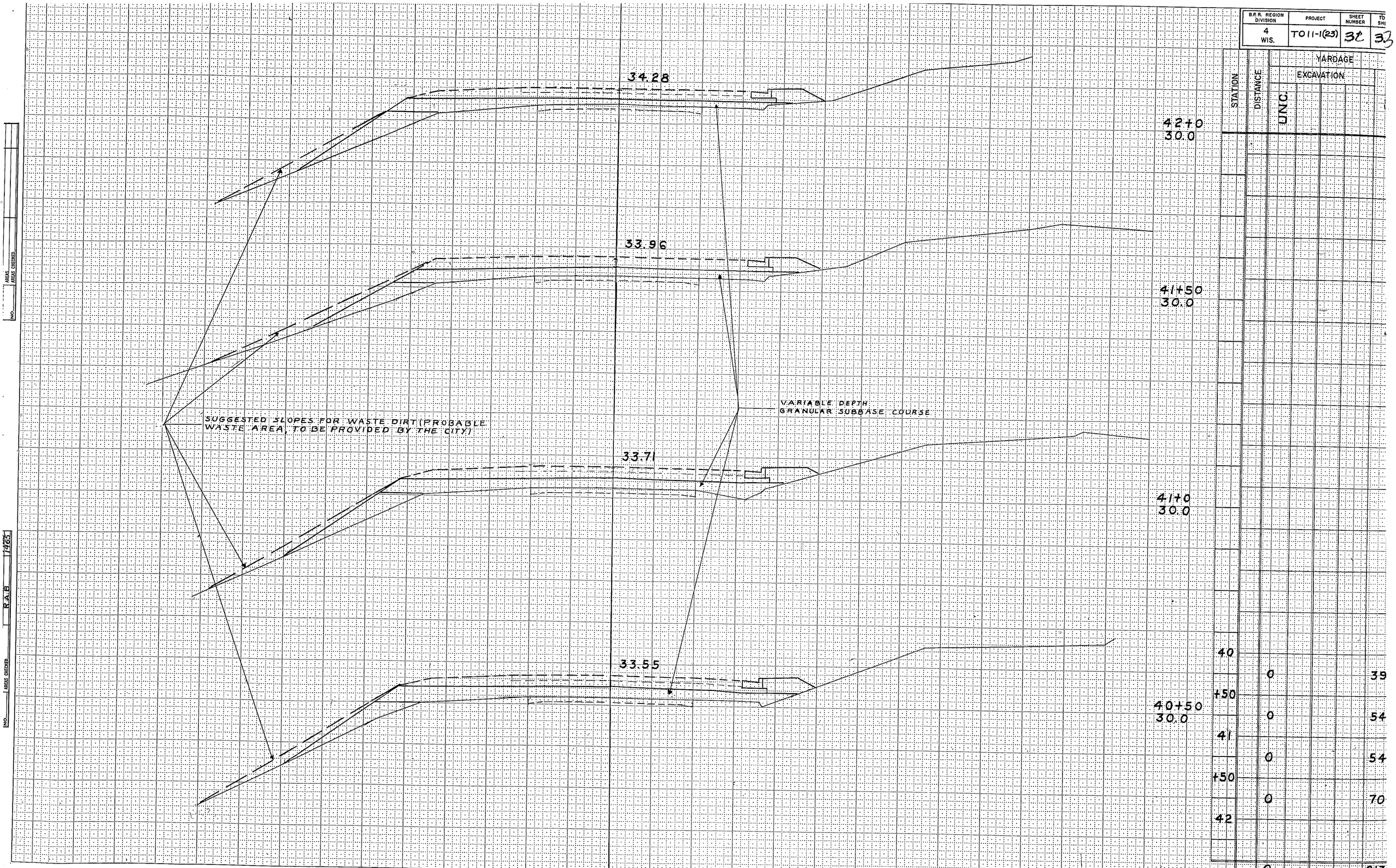
B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	T011-1(23)	30	35



STATION	DISTANCE	YARDAGE EXCAVATION UNC.	YARDAGE EXCAVATION	YARDAGE FILL
38 +50				
		0		37
39				
		0		20
+50				
		0		19
40				
SHEET TOTAL		0		76

FUNCTIONAL CROSS SECTION - OPEN DOTTED
CHARLES BRUNING COMPANY, INC.

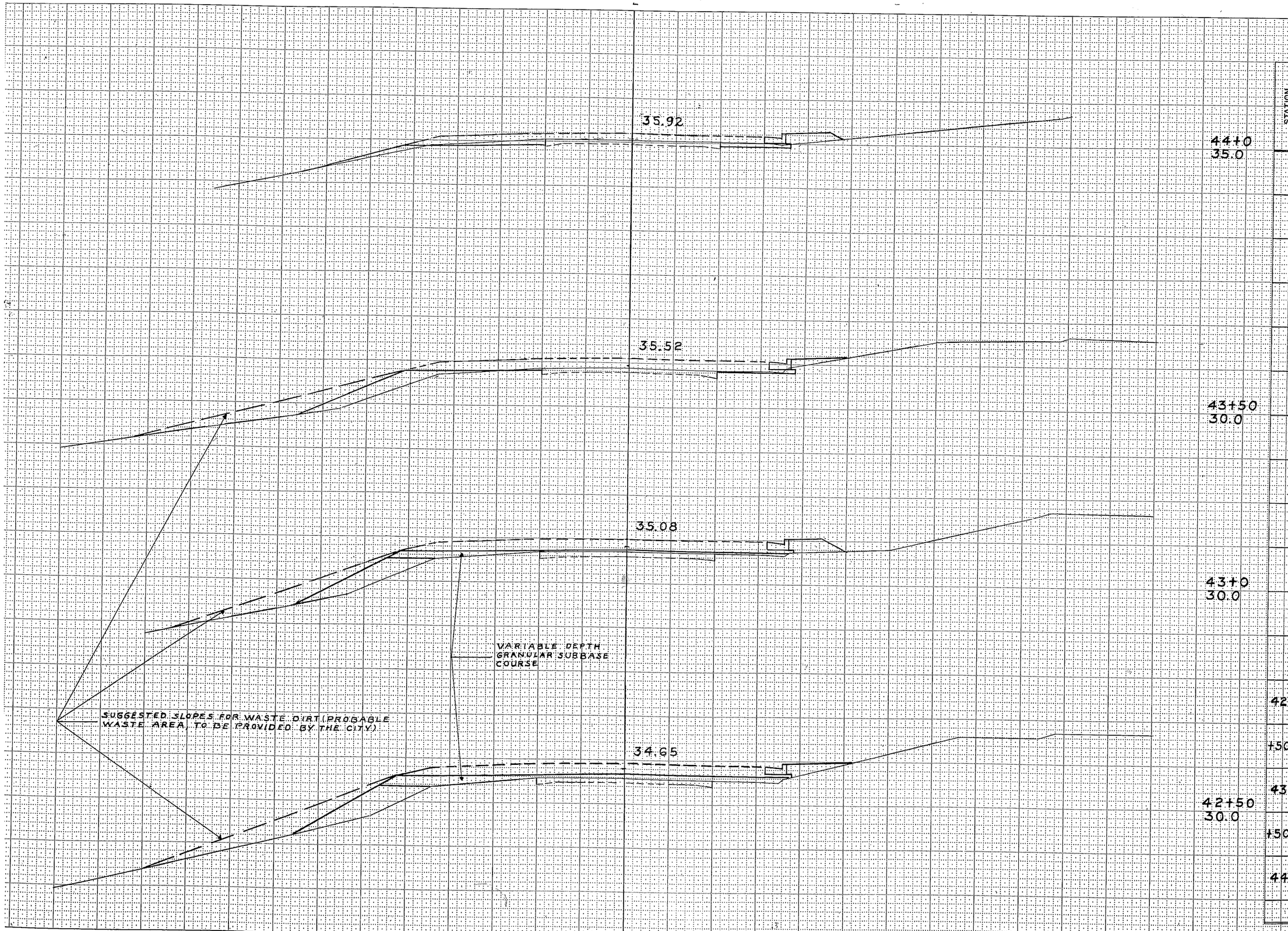
B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TO SHI
4 WIS.	TO11-1(23)	32	33



AREAS
AREAS CHECKED
NO.
AREAS DIVIDED
NO.
R.A.B.
1962

FUNCTIONAL CROSS SECTION - OPEN DOTTED
CHARLES BRUNING COMPANY, INC.

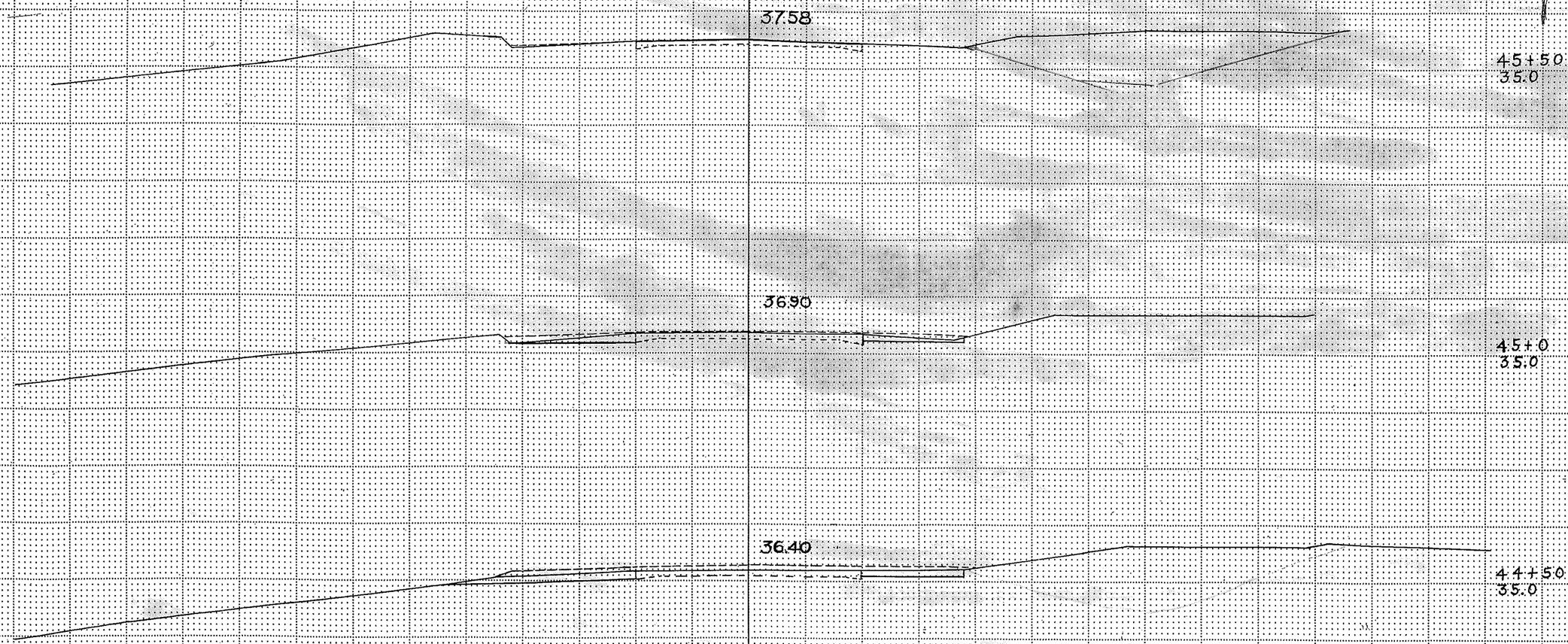
B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	T011-1(23)	32	33



STATION	DISTANCE	YARDAGE EXCAVATION UNC.	YARDAGE FILL
42			
	0		74
+50			
	0		56
43			
	2		50
+50			
	11		35
44			
SHEET TOTAL		13	215

FUNCTIONAL CROSS SECTION - OPEN DOTTED
CHARLES BRUNING COMPANY, INC.

B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	TO 11-1 (23)	33	33



STATION	DISTANCE	YARDAGE EXCAVATION UNC.				FILL
44						
+50	24					
45	23					
+50	22					
SHEET TOTAL						