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- T NO. 7-7.6 STANDARD DETAILS
- T NO. 8 DRAINAGE STRUCTURES
- T NO. 8-5 CROSS SECTIONS

FILE COPY

FILE COPY

COUNTY AND HIGHWAY	ROUTE AND SECTION	CLASS AND AGREEMENT		S. P. R. REGION DIVISION	SHEET NUMBER	TOTAL SHEETS
		STATE	FEDERAL			
11.1	5.2	21.43		4 WIS.	1	15

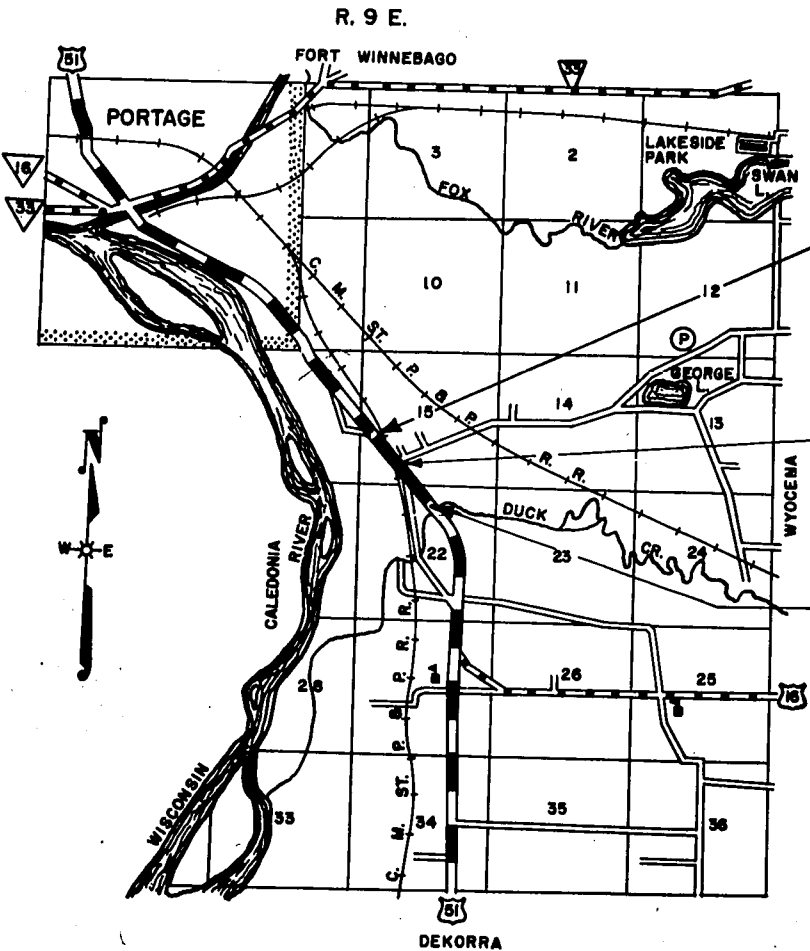
STATE OF WISCONSIN STATE HIGHWAY COMMISSION OF WISCONSIN

PLAN AND PROFILE OF PROPOSED PORTAGE - POYNETTE ROAD U.S.H. 51 COLUMBIA COUNTY PROJECT T 05-2(43)

CONTRACT NO. 1
TYPE: GRADING, BASE, AND BITUMINOUS CONC. PAVEMENT
CONTRACTOR: MADISON STONE COMPANY
PROJECT ENGINEER: G. BECKER
YEAR CONSTRUCTED: 1967

I.D. 1401-1-70

SCALES PLAN 1 IN. = 50 FT.
PROFILE HOR. 1 IN. = 50 FT. VERT. 1 IN. = 5 FT.
CROSS SECTIONS HOR. 1 IN. = 5 FT. VERT. 1 IN. = 5 FT.



BEGIN PROJECT T05-2(43) STA. 131+00 =
STA. 411°N' + 71.50 OF F.A.P. 51(3) =
STA. 131+00 OF PROJECT 460-D
2117°NORTH, 698°EAST OF THE SW. COR. OF SEC. 15,
T12N, R9E

EXCEPTION TO NET CENTERLINE LENGTH
STA. 137+90.72 - STA. 138+39.17

END PROJECT T05-2(43) STA. 163+00 =
STA. 379°N' + 71.50 OF F.A.P. 51(3) & F.A.P. 51 REOP.
440°SOUTH, 2620°EAST OF THE SW. COR. OF SEC. 15,
T12N, R9E

DESIGN
DESIGNATIONS
ADT 1964 = 4940
ADT 1987 = 8000
DHV = 1200
D = 50%
T = 12%
V = 50M.P.H.

CONVENTIONAL SIGNS

- LINE
- LINE
- SHIP OR RANGE LINE
- ON LINE
- RIGHT OF WAY LINE
- RIGHT RIGHT OF WAY LINE
- ENCE { WOVEN
BARBED
- NE
- GRATE OR CITY LIMITS
- RTY LINE
- LED WAY OR RE
- ADS
- OR SURVEY LINE
- GULVERTS IN PLACE
- GULVERTS REQUIRED
- DROP WILET
- POWER POLE
- TELEPHONE OR TELEGRAPH POLE
- RIGHT OF WAY MARKERS
- REFERENCE STAKE FOR HUBS ONLY
- MARSH
- HEDGE
- TREES
- EVERGREENS
- WOODS

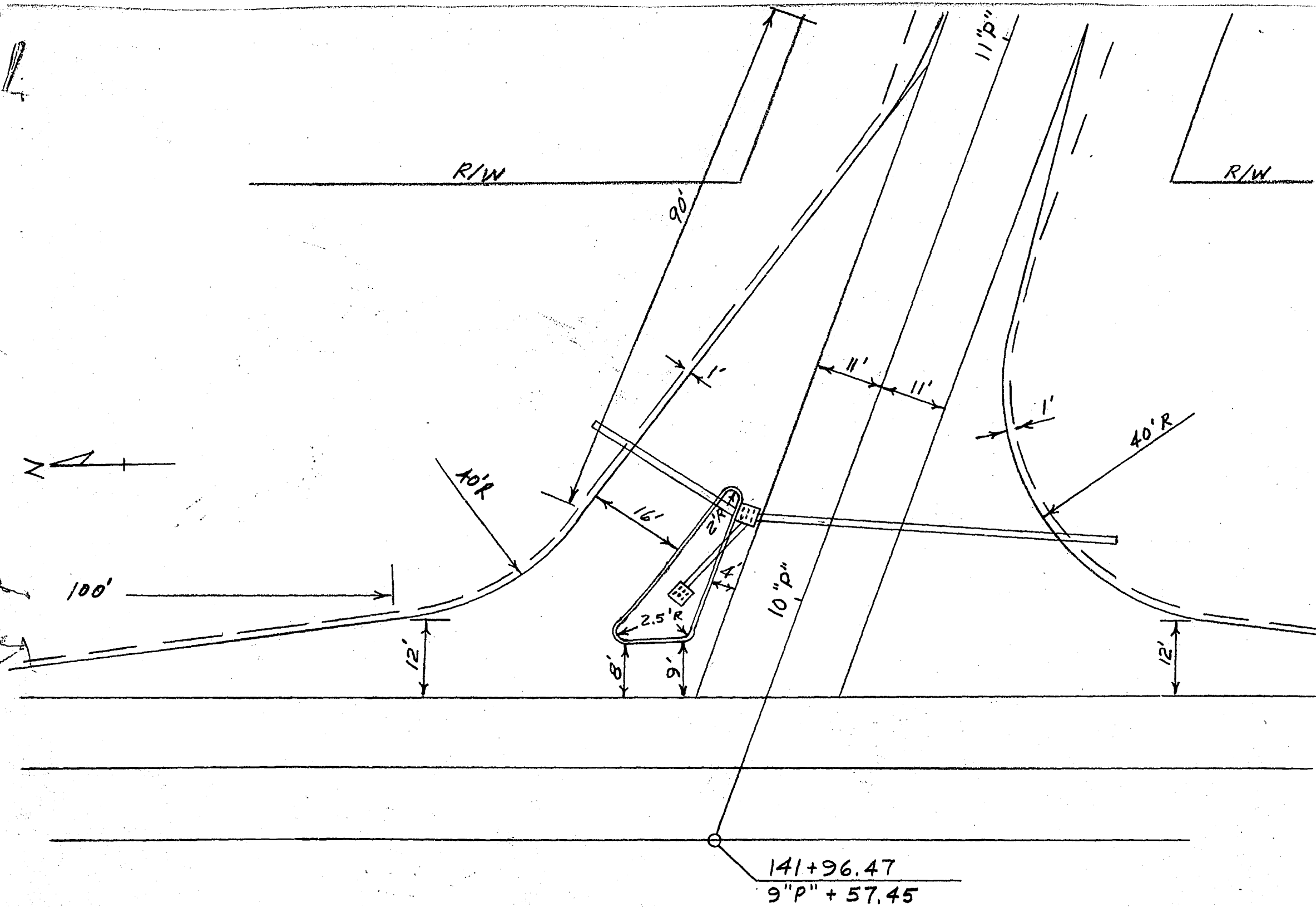
LAYOUT

SCALE 0 1/2 MILE

TOTAL NET LENGTH OF CENTERLINE = 0.597 MI. RURAL

STATE HIGHWAY COMMISSION OF WISCONSIN MADISON, WIS.	
SURVEYOR <u>E.J.F.</u>	NOTE BOOK <u>L.L.</u>
DIVISION COMPUTER <u>A.H.M.</u>	M. O. CHECKER <u>R.C.</u>
DISTRICT CHECKER <u>W.G.G.</u>	CORRECT
DATE <u>9/1/66</u> <u>G.J. Anderson</u> DISTRICT ENGINEER	
RECOMMENDED FOR APPROVAL:	
DATE <u>9/2/66</u> <u>E.J. Anderson</u> CHIEF DESIGN ENGINEER	
APPROVED:	
DATE <u>9/13/66</u> <u>A. J. Anderson</u> STATE HIGHWAY ENGINEER	
DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	
APPROVED:	
DATE	
DISTRICT ENGINEER	

T 05-2(43)



REVISED INTERSECTION DETAIL

PROJECT T05-2(43)

ESTIMATE OF QUANTITIES

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

CONTRACT NO. 1
GRADING, BASE AND
BIT. CONC. SURFACING

B.P.R. REGION	PROJECT	SHEET NO.	TOTAL SHEETS
4	T 05-2(43)	3	15

[illegible][illegible][illegible]

DETAIL SUMMARY SHEET OF MISCELLANEOUS QUANTITIES

PROJECT	SHEET	TOTAL
NUMBER	NUMBER	SHEETS
T 05-2(43)	3 A	15

REMOVING GUARD RAIL			BITUMINOUS QUANTITIES			CROSS DRAIN PIPES						
Station - Station	Location	Lin. Ft.		Bit. Base Course Tons	Bit. Conc. Pavement Tons	Station	Type	Class	Dia. Inch	Length Lin. Ft.	Location	Apron Endwalls
138+97-139+09	LT.	12				139+88	RCCP	III	24	8	LT. & RT.	1 *
139+55-141+09	LT.	154										
				131+00-163+00	2,580							
				C. T. H. "P"	270							
				Commercial Entrances								
					2,800							
					150							
					100							

REMOVING CATCH BASINS			INLETS, TYPE 8			
Station	Location	Quantity	Station	Location	Quantity	Covers Type "MS"
139+88	LT.	1	9"P"+91	LT.	1	1
			10"P"+20	LT.	1	1

REMOVING PAVEMENT		STRAW MULCH		
Station - Station	Quantity Sq. Yd.	Station - Station	Location	Quantity Sq. Yd.
137+10-137+90	175	143+50-146+00	RT.	250
138+39-139+15	175	153+00-155+00	LT.	250

GRAVEL OR CRUSHED STONE BASE COURSE		MARKER POSTS	
Station - Station	Quantity Cu. Yds.	Location	Quantity Each
131+00-163+00	3,396	Traffic Island "P" Line	3
Shoulders	342		
C. T. H. "P"	262		

MINOR SIDE ROAD AND PRIVATE ENTRANCE PIPES						
Station	Type	Class	Dia. Inch	Length Lin. Ft.	Location	Apron Endwalls
10"P"+10	CP	III	18	26	LT.	
10"P"+20	CP	III	24	90	LT.	2
139+40	CP	III	24	56	LT.	2
143+10	CP	III	18	70	RT.	2
147+00	CP	III	18	30	LT.	2
148+65	CP	III	18	30	LT.	2
149+00	CP	III	18	30	LT.	2
149+00	CP	III	18	42	RT.	2
150+45	CP	III	18	30	RT.	2
151+00	CP	III	18	44	RT.	2
151+00	CP	III	18	44	LT.	2
152+60	CP	III	18	48	LT.	2
156+55	CP	III	18	40	LT.	2
11"P"+00	CP	III	18	30	LT.	2

PLAN	DATE	BY	CHECKED
NOTE BOOK	ALIGNMENT CHECKED	FT. OF WAY CHECKED	
NO.			

PLAN	DATE	BY	CHECKED
NOTE BOOK	GRADES CHECKED	STRUCTURE NOTATION CHECKED	
NO.			

B. P. R. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	T05-2(43)	4	15

BEGIN PROJECT T05-2(43)
STA. 131+00

← TO PORTAGE

MORTAR RUBBLE WALL

END BLACKTOP

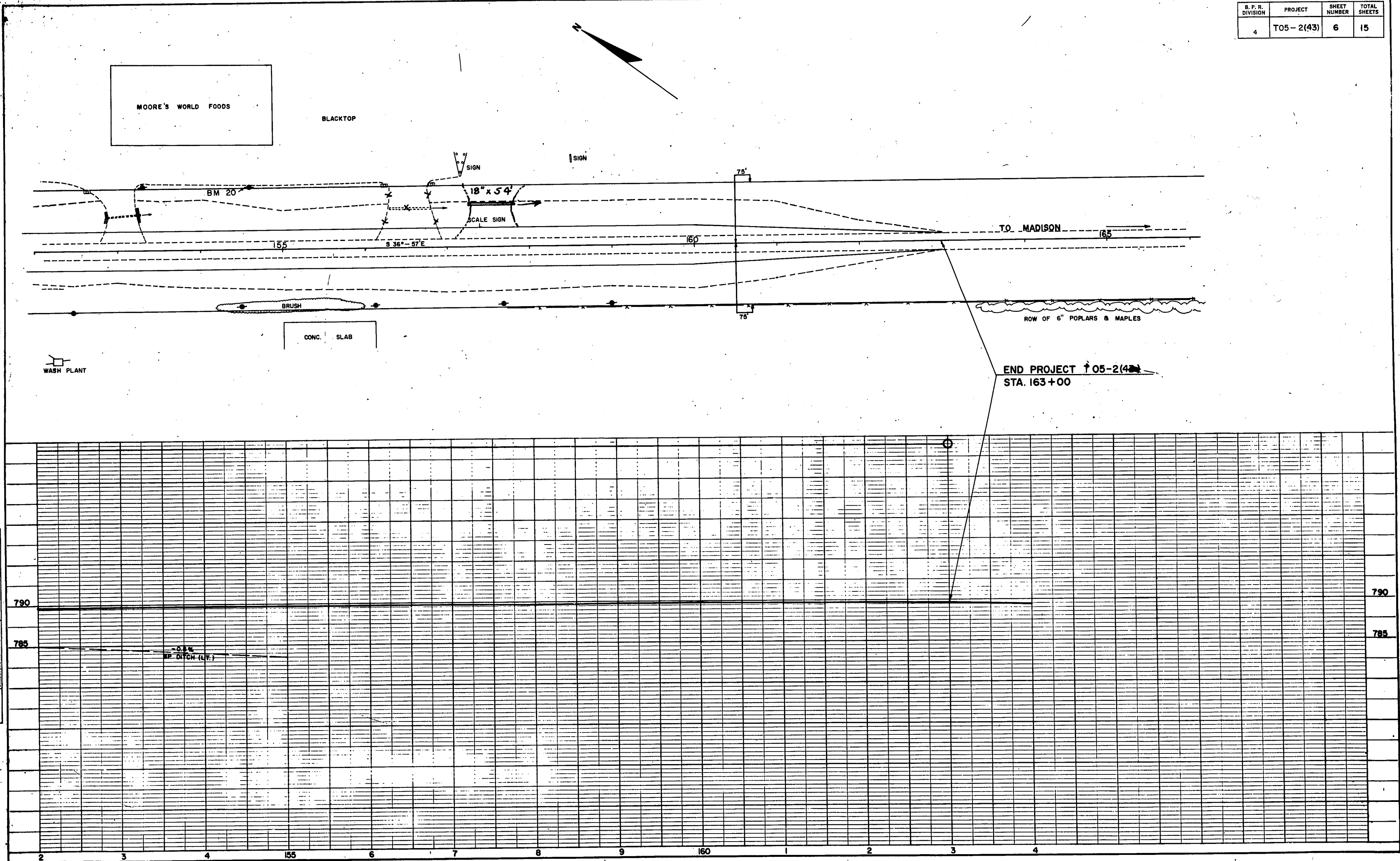
PL 134+67.53 =
4X+56.93

PL 97.5+42.77 =
6X+51.02

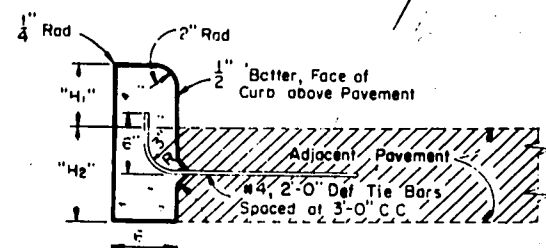
B. P. R. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	T05-2(43)	6	15

ALIGNMENT CHECKED
 RT. OF WAY CHECKED
 NO.

NOTE BOOK GRADES CHECKED
 S. & S. MOVED
 STRUCTURE NOTATIONS CHECKED
 NO.



2 3 4 155 6 7 8 9 160 1 2 3 4

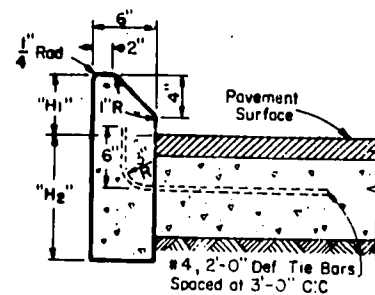


Tie Bar recess positioned in reverse when Concrete Curb is constructed first.

"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 and 12" for other than rigid pavement (Tie Bars Omitted).

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

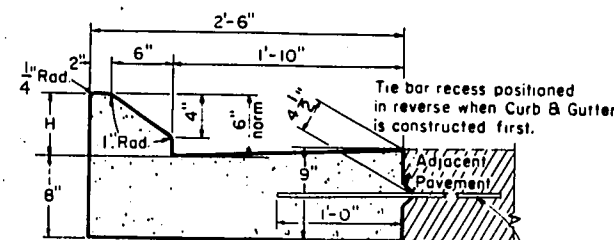
CONCRETE CURB



"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)

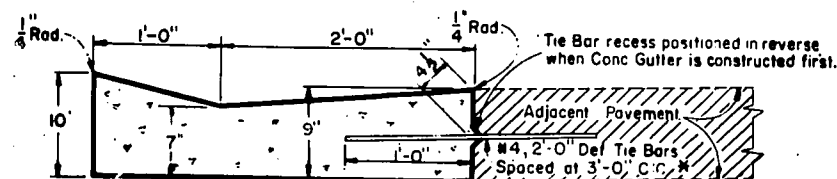


"H₁" = 9" max and 4" min & shall be 6" unless otherwise shown on the plans.

#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)

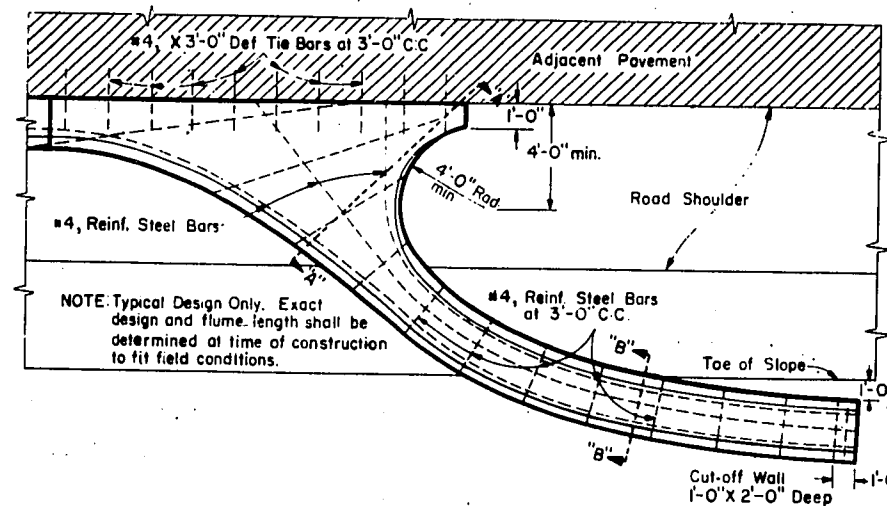
CONCRETE CURB AND GUTTER (Mountable Type)



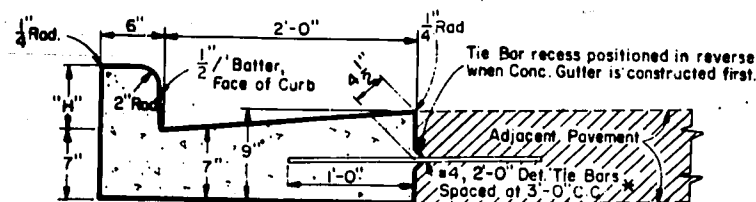
* Alternate Tie Bars or Bolt Type installations may be used as shown for Longitudinal Joints.

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

CONCRETE GUTTER



NOTE: Typical Design Only. Exact design and flume length shall be determined at time of construction to fit field conditions.



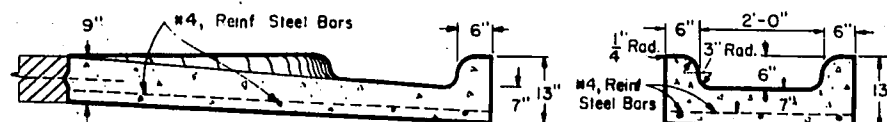
"H₁" = 9" Max., 3 1/2" Min. and shall be 6" unless otherwise shown on the plans.

* 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)

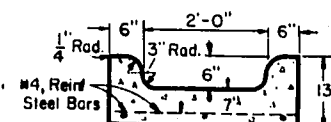
CONCRETE CURB AND GUTTER

(Barrier Type)



SECTION "A-A"

CONCRETE INLET OR DISCHARGE FOR CURB AND GUTTER SURFACE DRAIN



SECTION "B-B"

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.

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

STATE HIGHWAY COMMISSION OF WISCONSIN

RECOMMENDED FOR APPROVAL

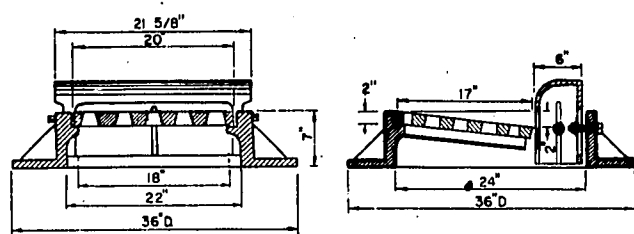
DATE 2-5-63

APPROVED:

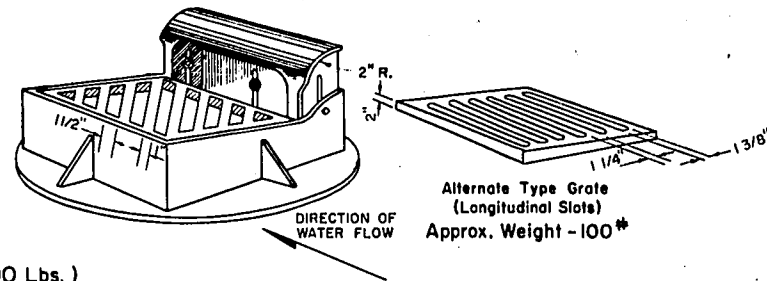
DATE 2/6/63

J. S. Pelt ENGINEER OF DESIGN

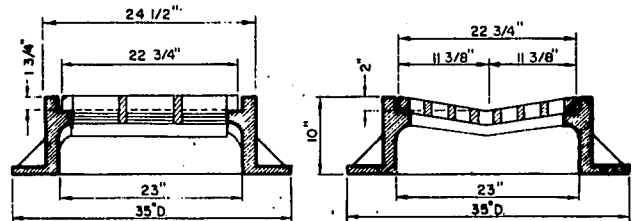
E. C. Rostetter STATE HIGHWAY ENGINEER



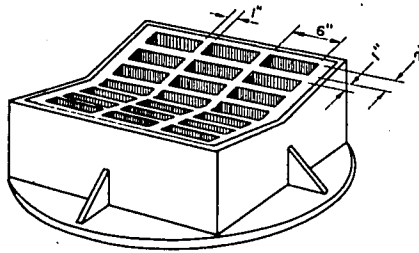
TYPE "A" - (Approx. Weight 390 Lbs.)
 Frame Weight - 250*
 Grate " - 90*
 Box " - 50*



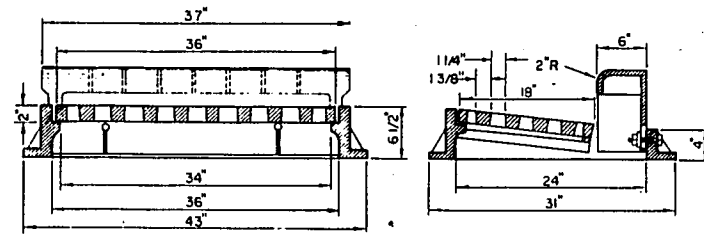
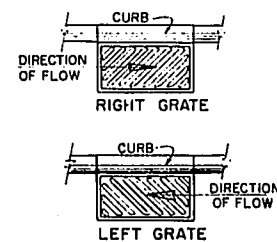
Alternate Type Grate
 (Longitudinal Slots)
 Approx. Weight - 100*



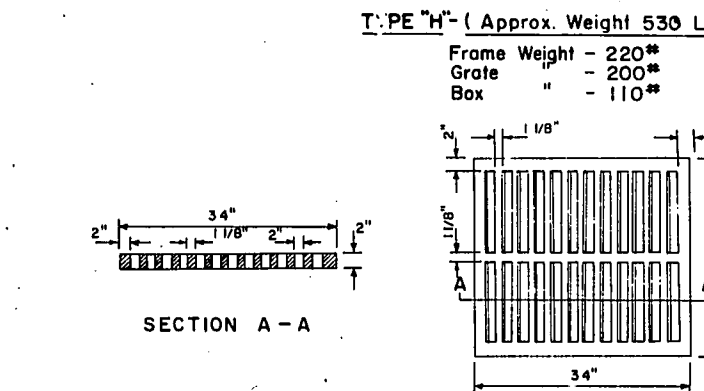
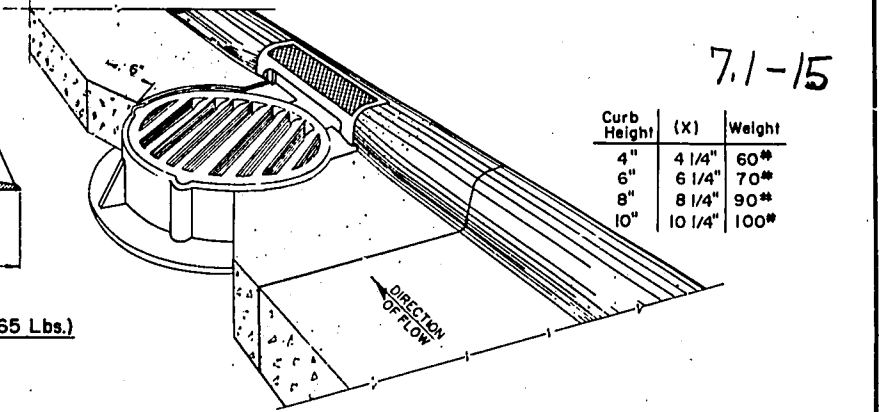
TYPE "B" - (Approx. Weight 414 Lbs.)
 Frame Weight - 275*
 Grate " - 139*



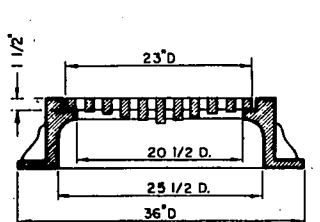
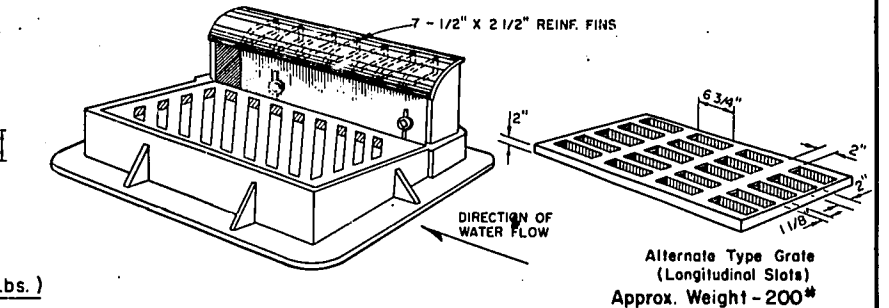
SPECIAL NOTE
 Diagonal slots shall be oriented to the direction of flow as shown hereon. Hence RIGHT and LEFT grates shall be furnished depending on direction of flow. (See Sketch Below)
 Longitudinal slot type grates may be used ONLY where bicycles are prohibited.



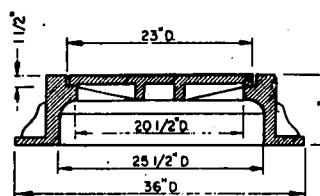
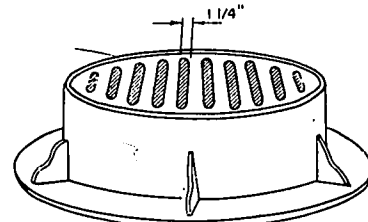
TYPE "G" - (Approx. Weight 425-465 Lbs.)
 Frame Weight - 235*
 Grate " - 130*
 Box - See Table



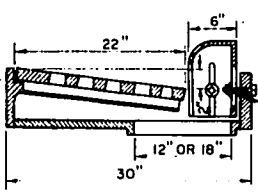
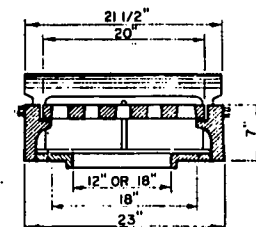
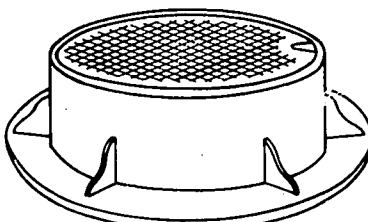
TYPE "H" - (Approx. Weight 530 Lbs.)
 Frame Weight - 220*
 Grate " - 200*
 Box " - 110*



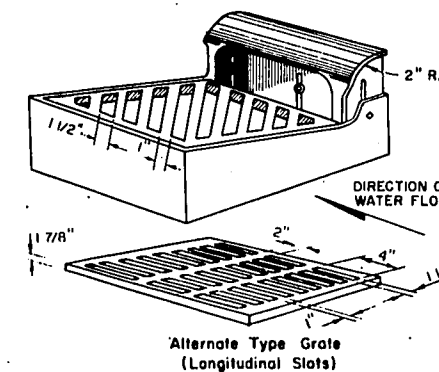
TYPE "C" - (Approx. Weight 370 Lbs.)
 Frame Weight Type "C" & Type "D" - 255*
 Slotted Grate Weight - 115*
 Solid Cover Weight - 150*
 (Note: Frame for Type "C" same as for Type "D")



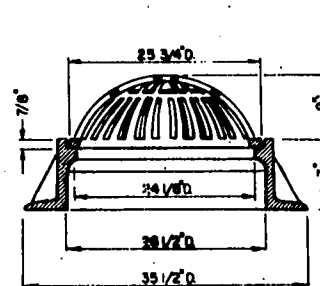
TYPE "D" - (Approx. Weight 405 Lbs.)
 (Note: Frame for Type "D" same as for Type "C")



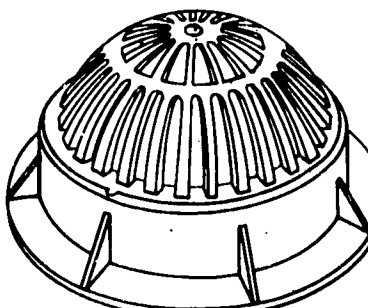
TYPE "R" - (Approx. Weight 450 Lbs.)



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



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



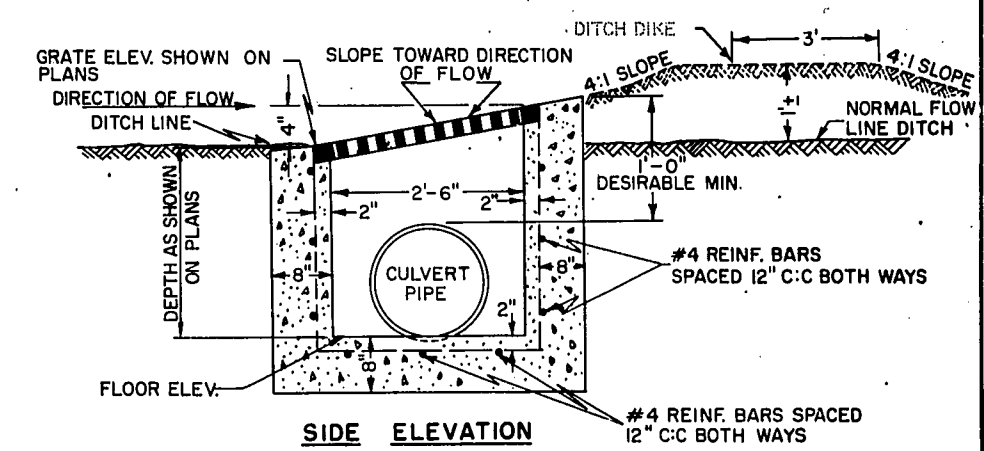
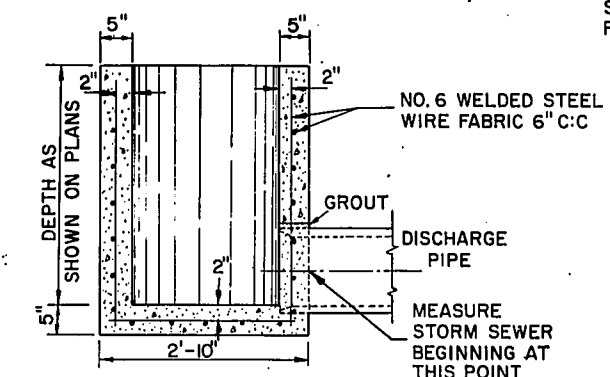
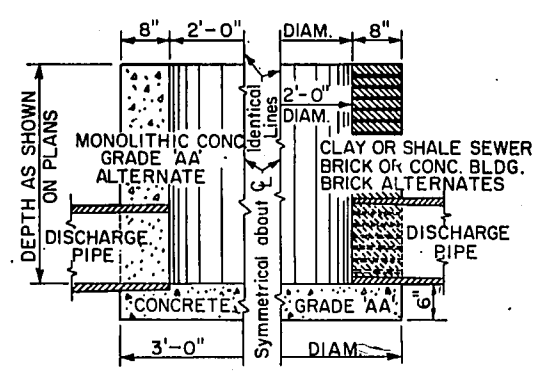
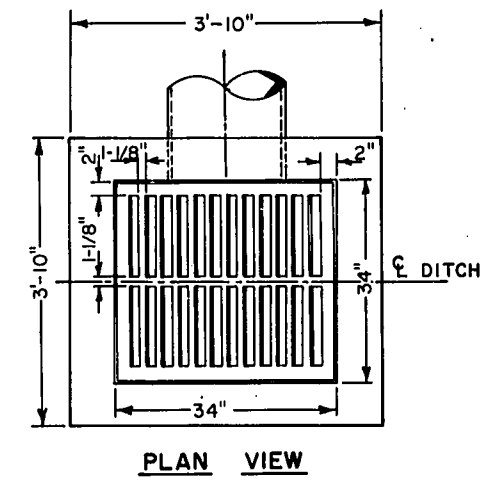
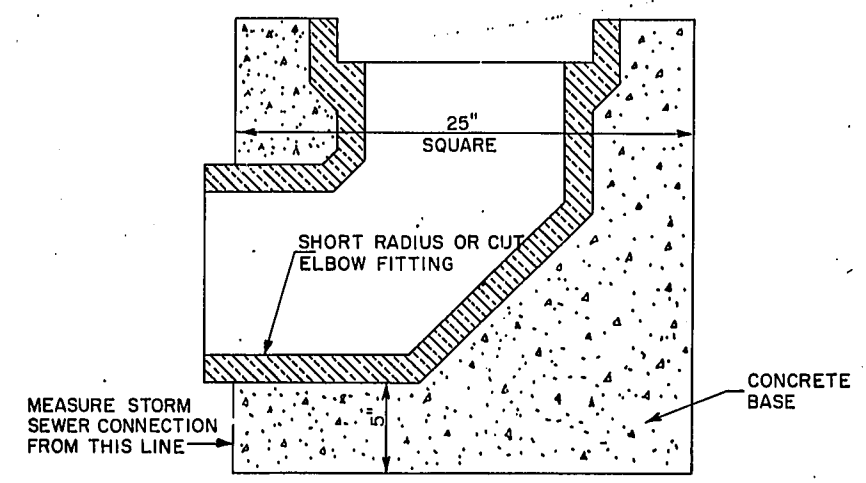
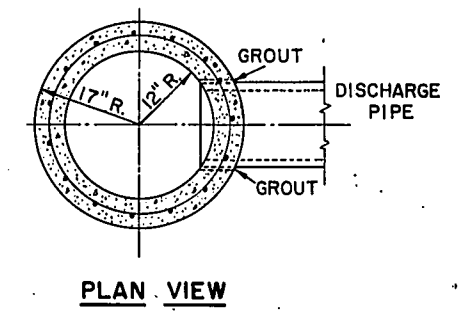
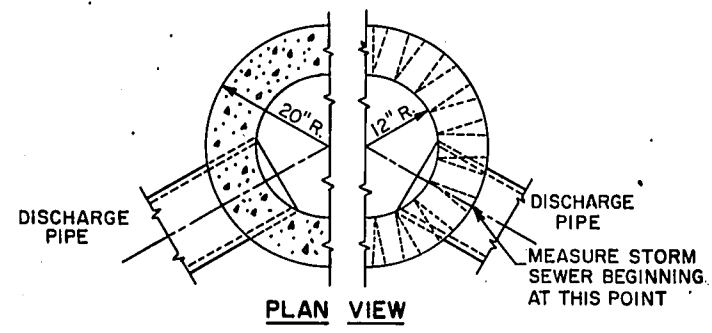
GENERAL NOTES:
 Details of Construction, Materials and Workmanship not shown on this drawing shall conform to the pertinent requirements of the Standard Specifications and the applicable Special Provisions.
MATERIALS — All Iron Castings shown on this drawing shall conform to the requirements for Class 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

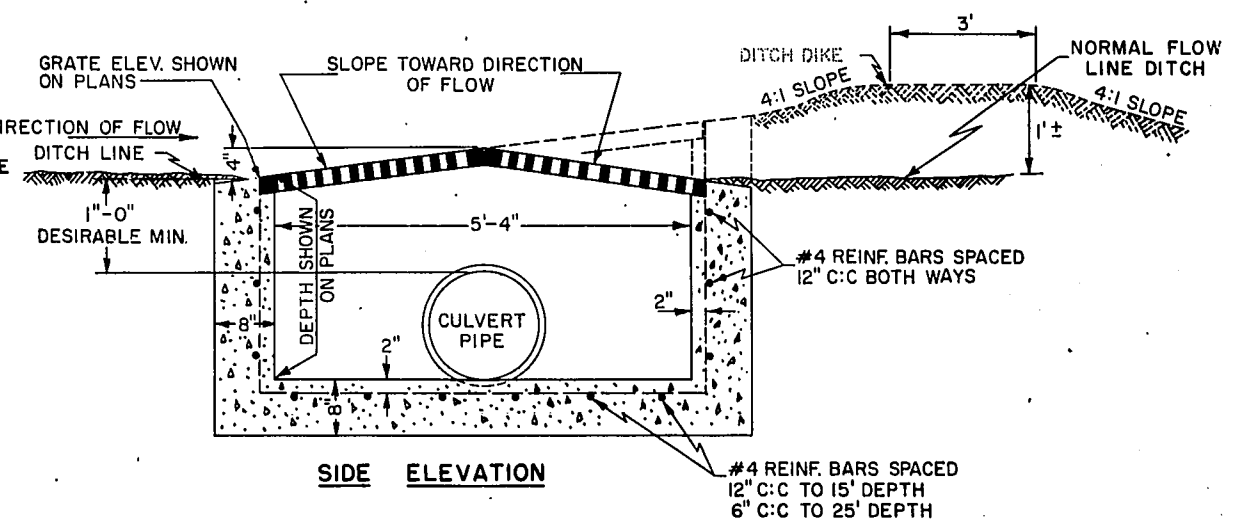
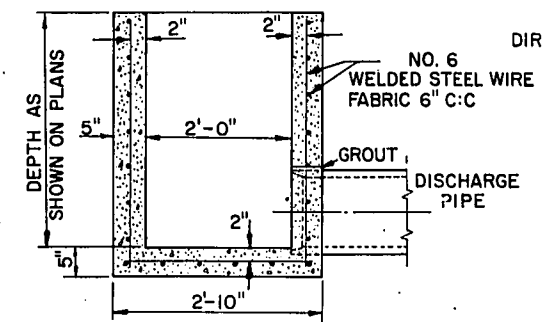
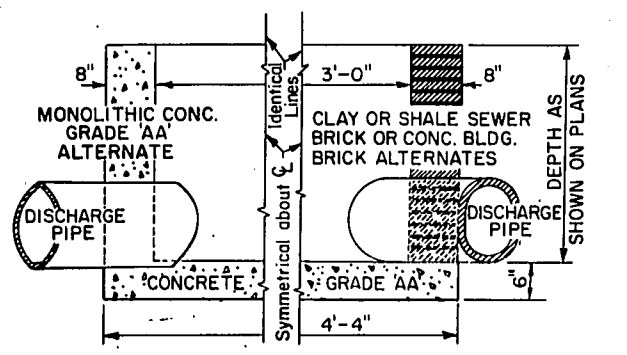
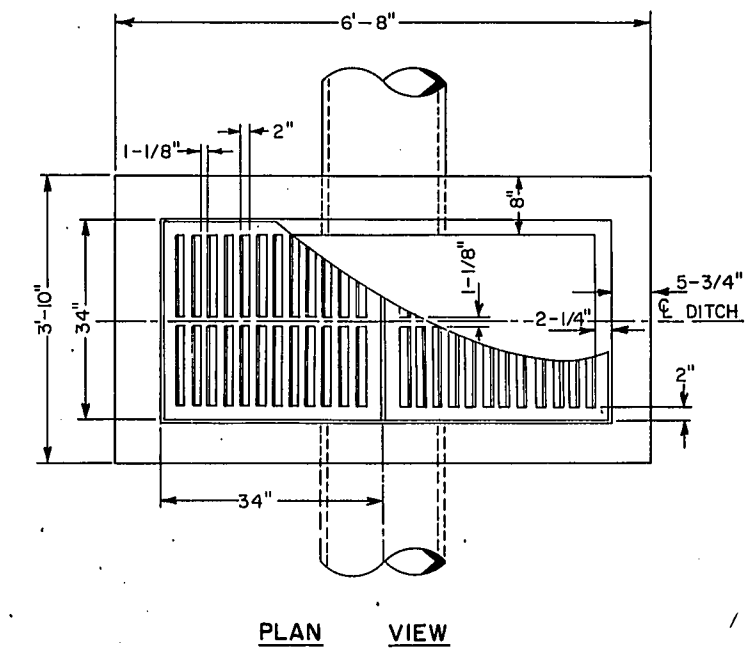
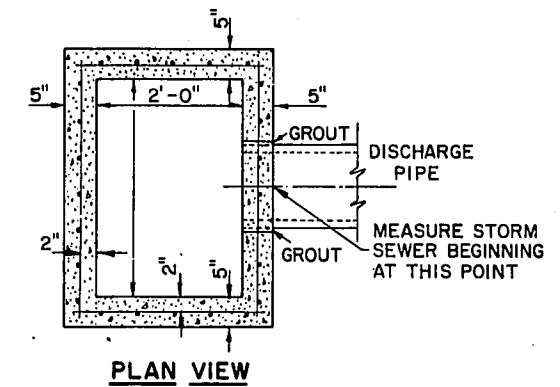
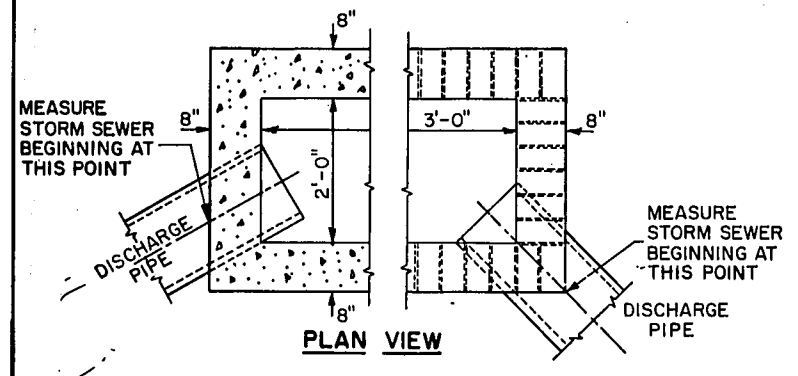
RECOMMENDED FOR APPROVAL:
 11-23-63
 DATE
 APPROVED:
 12/3/63
 DATE
 J. L. Pitt
 ENGINEER OF DESIGN
 STATE HIGHWAY ENGINEER
 PLATE NO. 5-34.7

7.2-15



INLET TYPE 1

INLET TYPE 8



INLET TYPE 3

INLET TYPE 9

GENERAL NOTES:

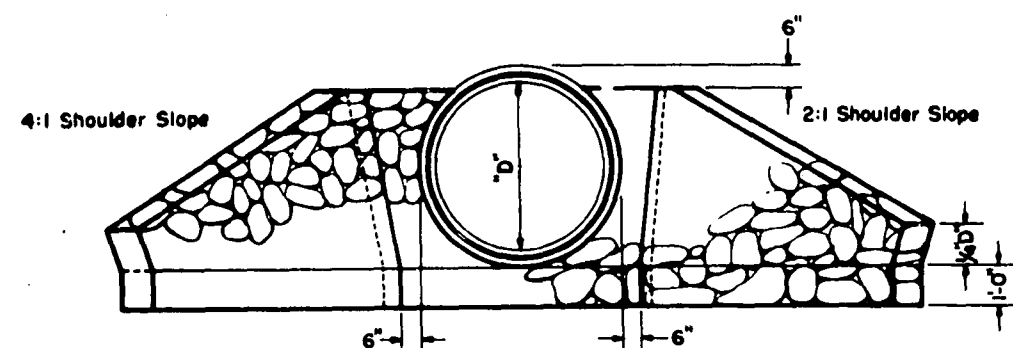
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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

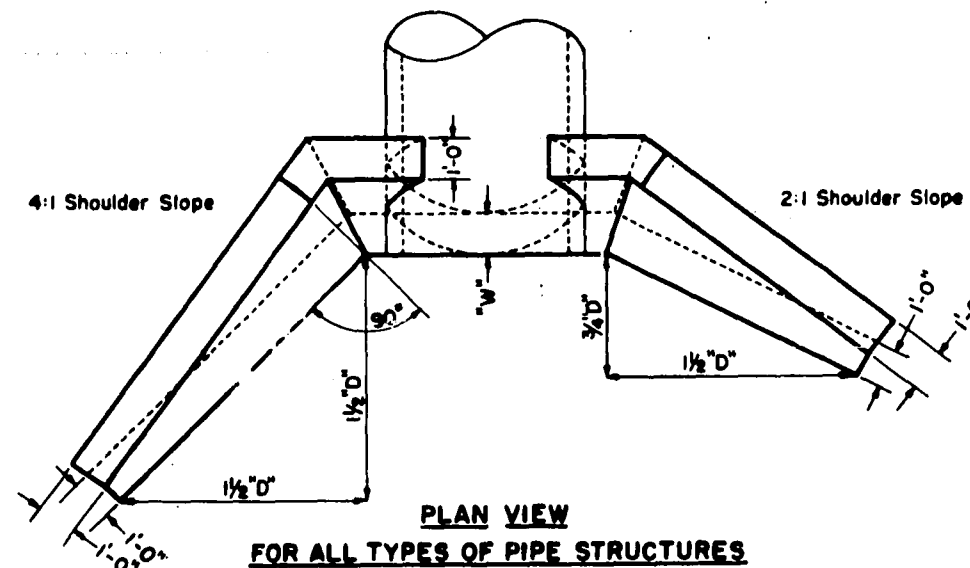
INLETS ARE CALLED FOR ON THE PLANS AS "INLETS 1-A", "INLETS 2-R", ETC., THE NUMBER DESIGNATES THE MASONRY PORTION OF THE STRUCTURE AND THE LETTER DESIGNATES THE COVER TO BE USED THEREON.

INLETS

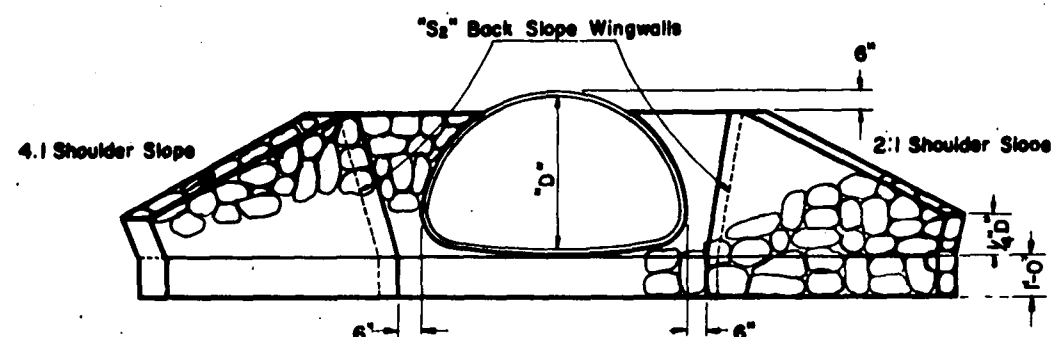
STATE HIGHWAY COMMISSION OF WISCONSIN	
RECOMMENDED FOR APPROVAL	
DATE	11-21-63
APPROVED:	J. S. P. 4
DATE	12/3/63
STATE HIGHWAY ENGINEER	
PLATE NO. 5-3.5.2	



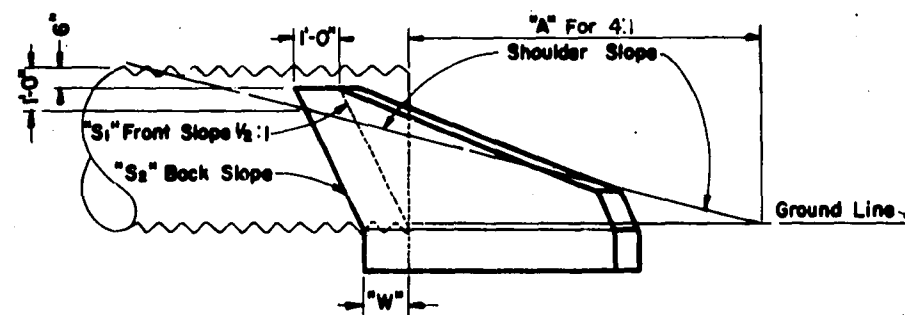
END ELEVATION
SHOWING CONCRETE CIRCULAR PIPE INCL. CATTLE PASS



PLAN VIEW
FOR ALL TYPES OF PIPE STRUCTURES



END ELEVATION
SHOWING CORRUGATED METAL PIPE ARCH



SIDE ELEVATION

Size of Pipe	Type of Pipe	Cu. Yds. Mortar Rubble Masonry or Riprap per Endwall		"A" (Feet)	"B" (Feet)	Front Slope "S1"	Back Slope "S2"	Width of Footing at "W" (Feet)
		4:1 Slope	2:1 Slope	4:1 Slope	2:1 Slope			
24"	R.C.C.P.	1.2	1.0	3.4	0.8	1/2:1	1/2:1	1.0
	C.M.C.P.	1.0	0.8	2.8	0.6	"	"	"
30"	R.C.C.P.	1.5	1.3	5.1	1.5	"	"	"
	C.M.C.P.	1.3	1.0	4.6	1.3	"	"	"
36"	R.C.C.P.	2.0	1.6	6.9	2.3	"	"	"
	C.M.C.P.	1.7	1.3	6.3	2.1	"	"	"
42"	R.C.C.P.	2.6	2.1	8.9	3.1	"	"	"
	C.M.C.P.	2.2	1.7	8.1	2.9	"	"	"
48"	R.C.C.P.	3.2	2.6	10.7	3.9	"	"	"
	C.M.C.P.	2.8	2.2	9.8	3.6	"	"	"
60"	R.C.C.P.	8.4	6.9	14.5	5.5	"	1/4:1	2.38
	C.M.C.P.	6.9	5.9	13.3	5.2	"	"	2.20
72"	R.C.C.P.	12.4	9.9	18.3	7.1	"	"	2.68
	C.M.C.P.	10.0	8.0	16.8	6.2	"	"	2.40

PIPE ARCH

29"x18"	C.M.C.P.	1.0	0.8	1.1	0.3	1/2:1	1/2:1	1.0
36"x22"	"	1.3	1.0	2.2	0.5	"	"	"
43"x27"	"	1.7	1.2	3.7	1.0	"	"	"
50"x31"	"	1.9	1.4	4.9	1.5	"	"	"
58"x36"	"	2.1	1.7	6.3	2.1	"	"	"
65"x40"	"	2.5	2.0	7.5	2.6	"	"	"
72"x44"	"	2.9	2.4	8.6	3.1	"	"	"

CATTLE PASS

72"	ALTERNATE	12.4	9.9	18.3	7.1	"	"	2.68
-----	-----------	------	-----	------	-----	---	---	------

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.

CONCRETE MASONRY SUBSTITUTE

All items shown hereon may be constructed of Class "A" Concrete in which case all sizes and dimensions shown shall obtain. Concrete masonry substitute work shall conform to the pertinent requirements of the Standard Specifications.

MORTAR RUBBLE MASONRY OR RIPRAP FOR CULVERT & CATTLE PASS ENDWALLS

STATE HIGHWAY COMMISSION OF WISCONSIN

RECOMMENDED FOR APPROVAL:

DATE 2-5-63

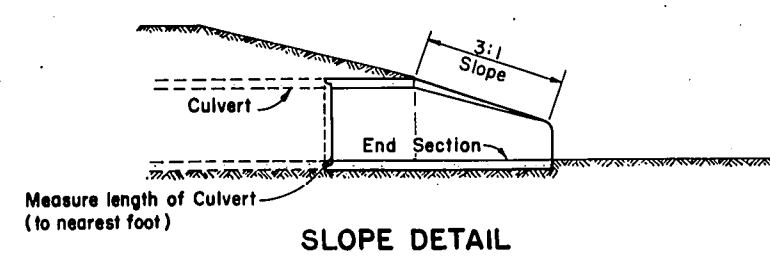
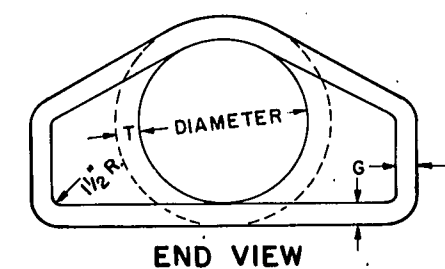
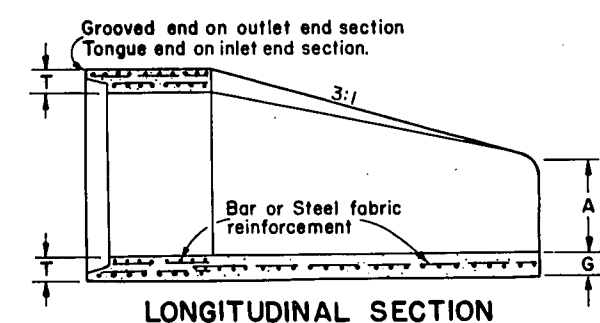
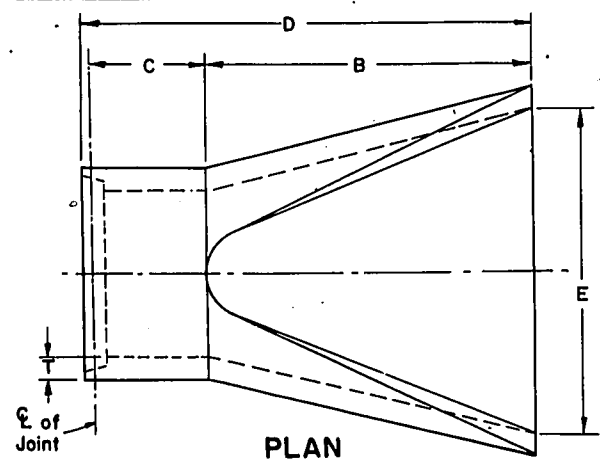
APPROVED:

DATE 2/6/63

J. L. Pitt
ENGINEER OF DESIGN

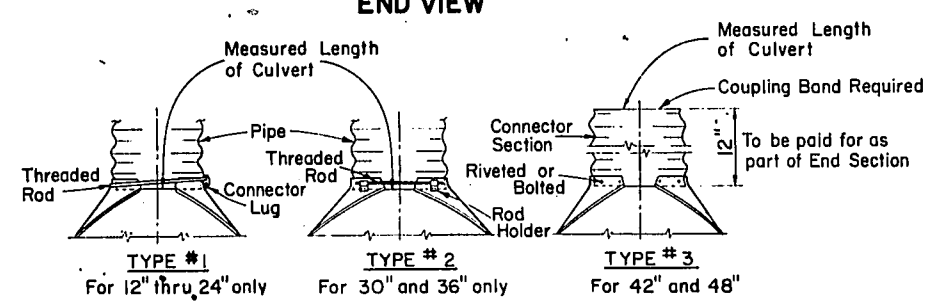
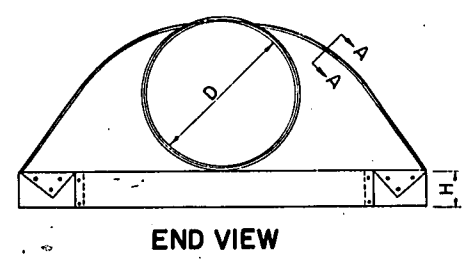
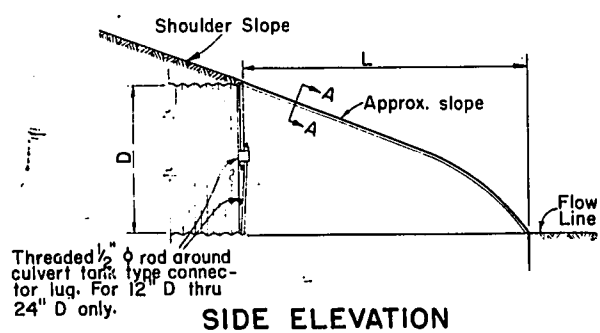
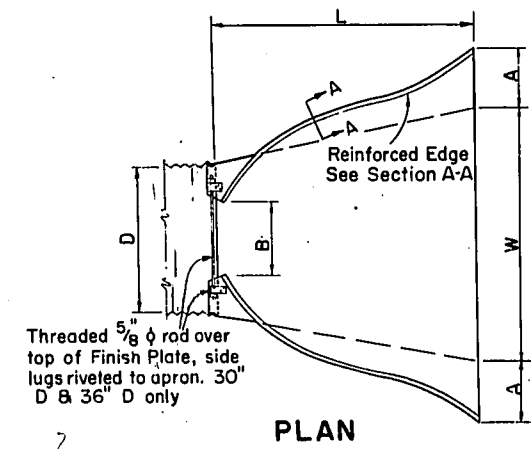
E. L. Rost
STATE HIGHWAY ENGINEER

PLATE NO. 6-2.4.3



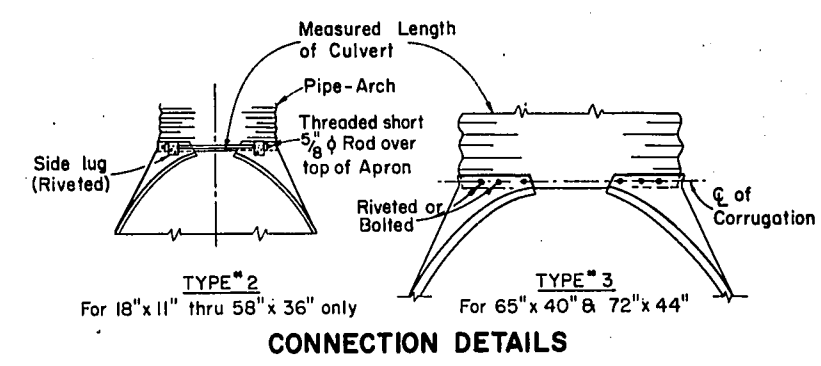
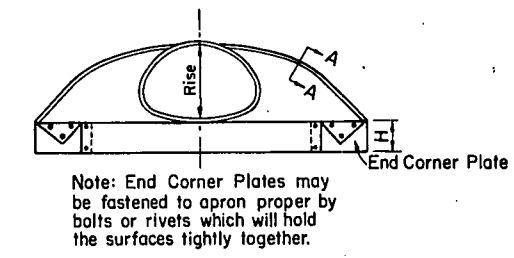
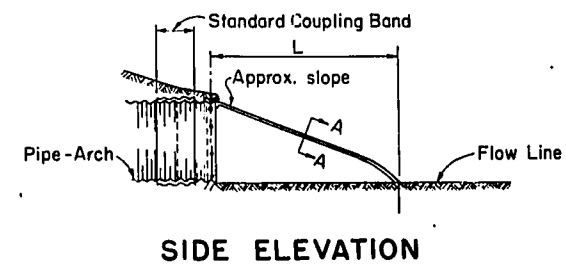
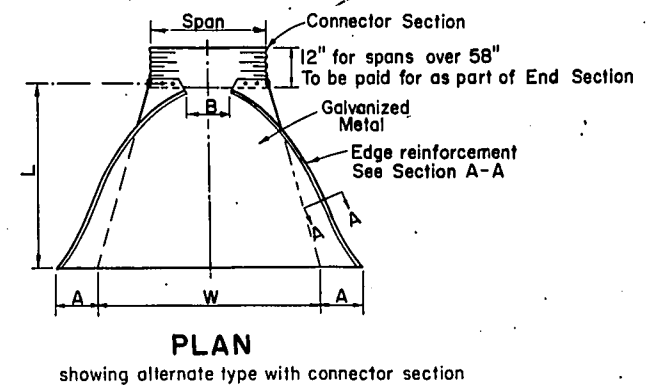
DIA.	APPROX. WEIGHT/SECTION	SLOPE	T	A	B	C	D	E	G
18"	990	3 to 1	2 1/2"	9"	27"	46"	73"	36"	2 1/2"
21"	1280	3 to 1	2 3/4"	9"	36"	37 1/2"	73 1/2"	42"	2 3/4"
24"	1520	3 to 1	3"	9 1/2"	43 1/2"	30"	73 1/2"	48"	3"
27"	1930	3 to 1	3 1/4"	10 1/2"	49 1/2"	24"	73 1/2"	54"	3 1/4"
30"	2190	3 to 1	3 1/2"	12"	54"	19 3/4"	73 3/4"	60"	3 1/2"
36"	4100	3 to 1	4"	15"	63"	34 3/4"	97 3/4"	72"	4"
42"	5380	3 to 1	4 1/2"	21"	63"	35"	98"	78"	4 1/2"
48"	6550	3 to 1	5"	24"	72"	26"	98"	84"	5"

REINFORCED CONCRETE APRON ENDWALLS



D Pipe Diam.	Gage Min.	Dimensions					Approx. Slope	Fabrication Remarks
		A ± 1"	B Max.	H ± 1"	L ± 1 1/2"	W ± 2"		
18"	16	8"	10"	6"	31"	36"	2 1/2 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"	2 1/4 to 1	"

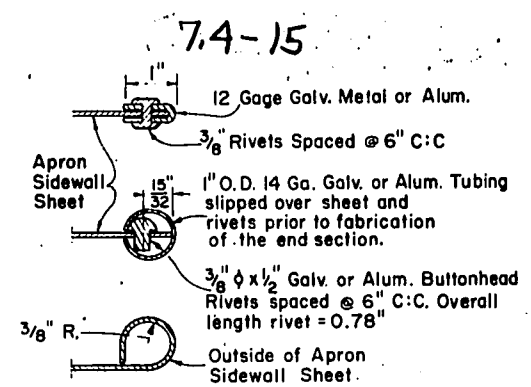
Note: All splices to be lap riveted or bolted.
METAL AND ALUMINUM APRON ENDWALLS



Pipe - Arch Dimensions Span Rise	Gage Min.	Dimensions					Approx. Slope	Fabrication Remarks
		A ± 1"	B Max.	H ± 1"	L ± 1 1/2"	W ± 2"		
18" 11"	16	7"	9"	6"	19"	30"	2 1/2 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"	2 1/4 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



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 AASHTO Designation: M170, Class II (Wall B).
 Metal apron endwalls shall conform to the pertinent requirements of the Standard AASHTO Designation: M36.
 Aluminum apron endwalls shall conform to the pertinent requirements of the Standard AASHTO 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.

**APRON ENDWALLS FOR
CULVERT PIPE &
PIPE ARCH**

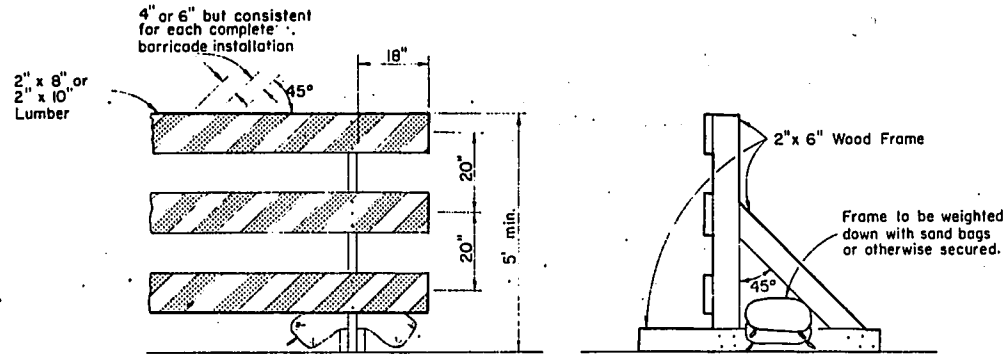
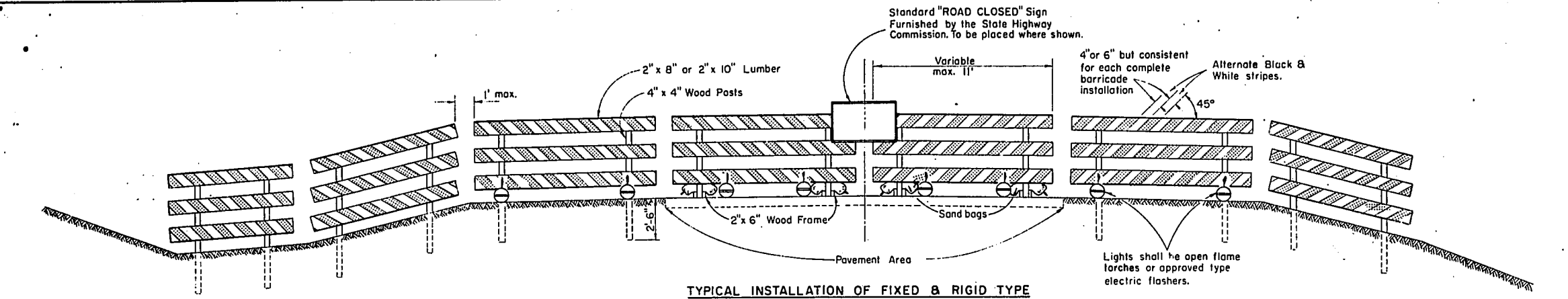
STATE HIGHWAY COMMISSION OF WISCONSIN

RECOMMENDED FOR APPROVAL: *E.J. Ruck*
 DATE: 4/9/65
 CHIEF DESIGN ENGINEER

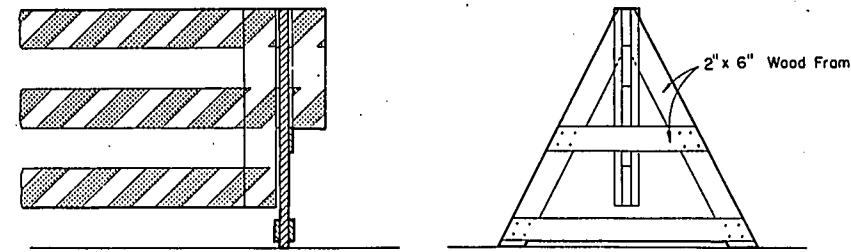
DATE: 4/12/65
 STATE HIGHWAY ENGINEER

PLATE NO. 6-2.6.4

APRON ENDWALLS FOR CULVERT PIPE



ALTERNATE TYPE INSTALLATION (RIGID)



ALTERNATE TYPE INSTALLATION (DEMOUNTABLE)

CLASS I 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 wood-working 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 "Coddif 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

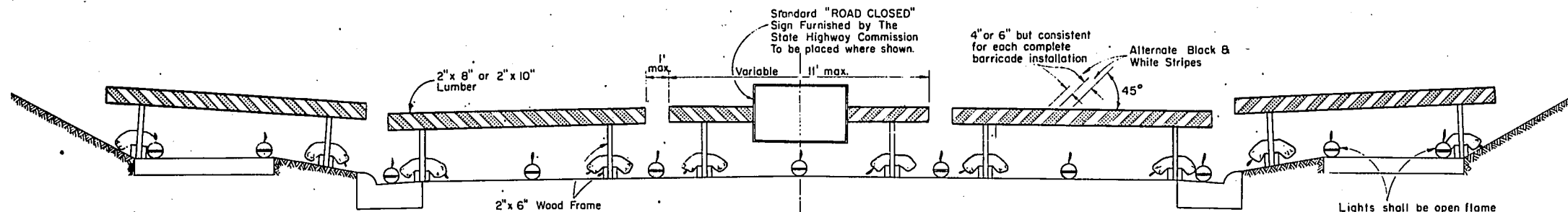
All barricades, unless otherwise provided for in the plans and/or special provisions shall be furnished, placed, and maintained as noted above, and no additional compensation will be allowed but shall be construed to be included in the price bid for other items.

NOTE:

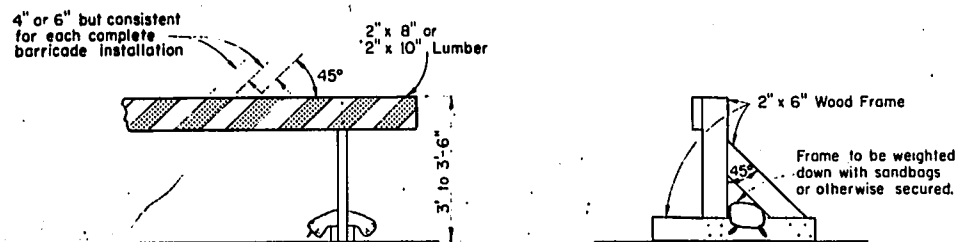
Lighting devices for barricades shall conform to the requirements of the Standard Specifications.

NOTE:

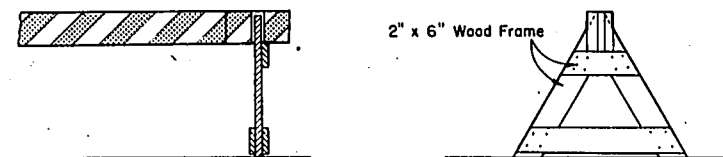
All lumber or timber dimensions shown hereon are nominal.



TYPICAL INSTALLATION OF RIGID TYPE



ALTERNATE TYPE INSTALLATION (RIGID)



ALTERNATE TYPE INSTALLATION (DEMOUNTABLE)

CLASS II BARRICADE

**CONSTRUCTION
BARRICADE**

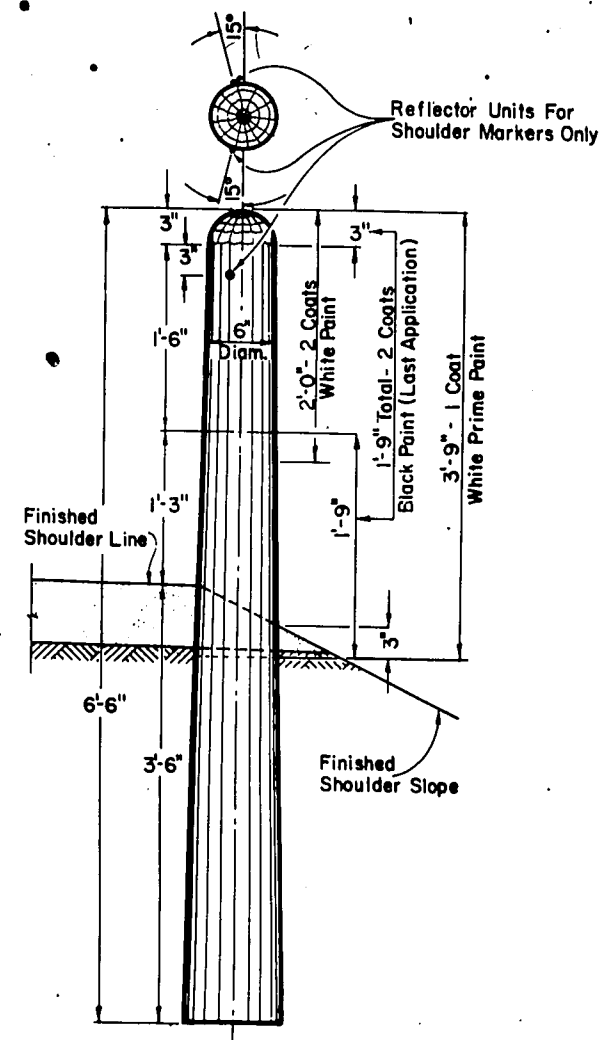
STATE HIGHWAY COMMISSION OF WISCONSIN

RECOMMENDED FOR APPROVAL

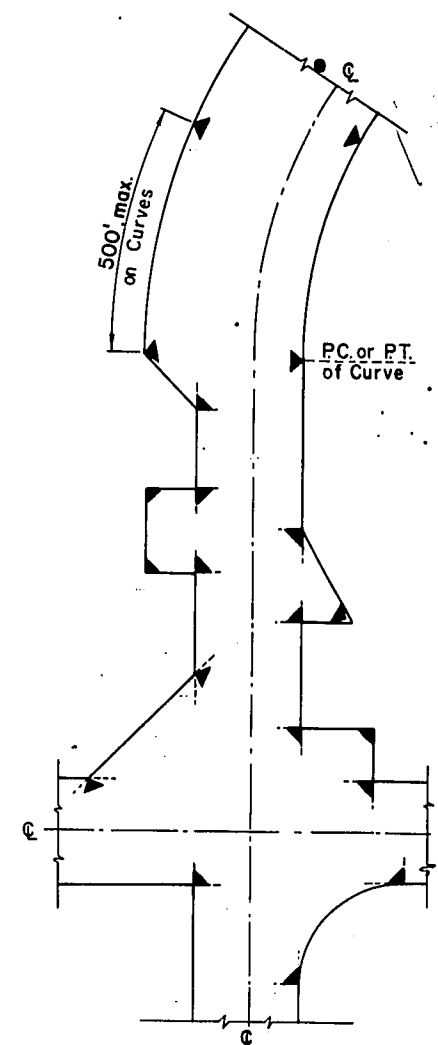
DATE 2-5-63 J. D. Pelt ENGINEER OF DESIGN

APPROVED: DATE 2-16-63 E. E. Berlin STATE HIGHWAY ENGINEER

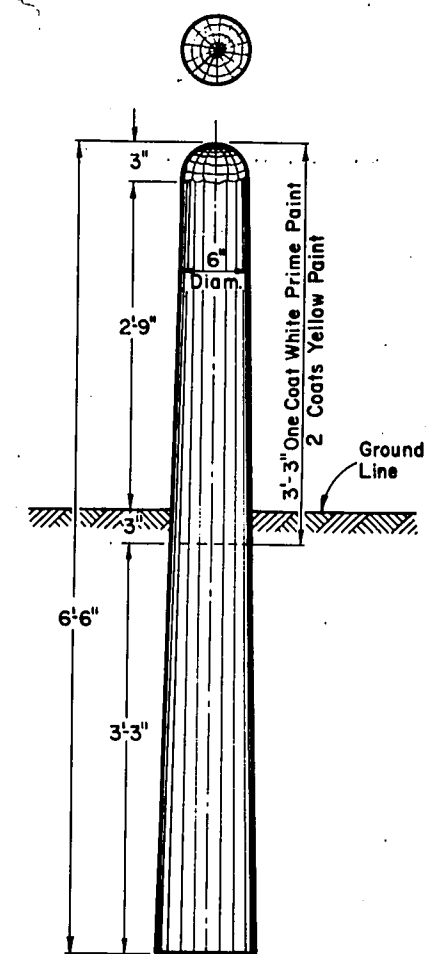
PLATE NO. 7-4.1.4



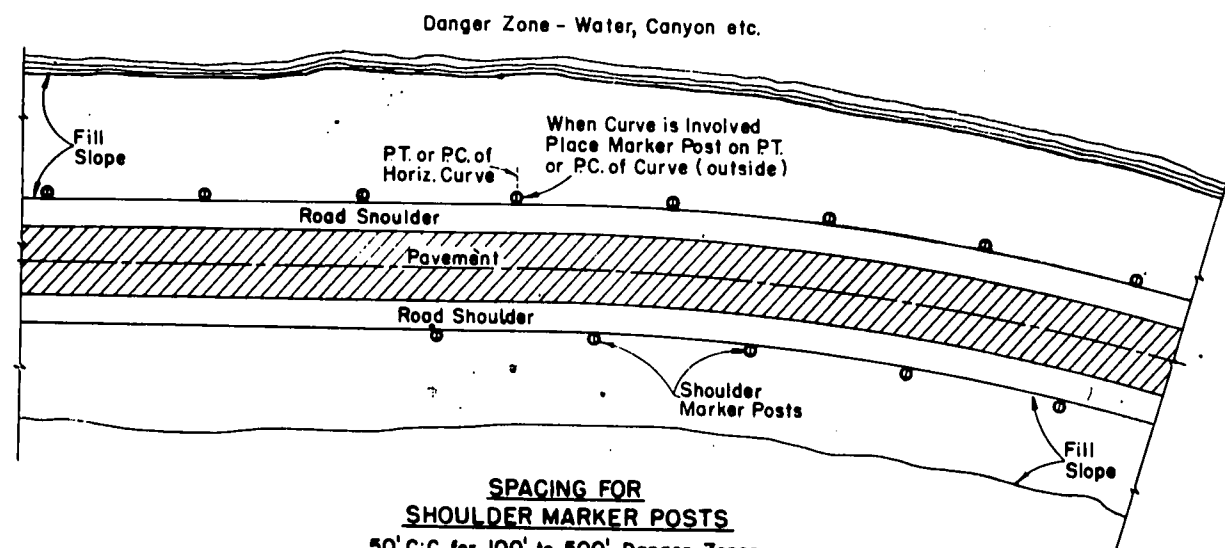
**MARKER POST FOR
ROAD SHOULDERS**



**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:

DATE 7/6/66

APPROVED: 7/9/66

DATE

E. J. Rybak
CHIEF DESIGN ENGINEER

H. C. Zimmerman
STATE HIGHWAY ENGINEER

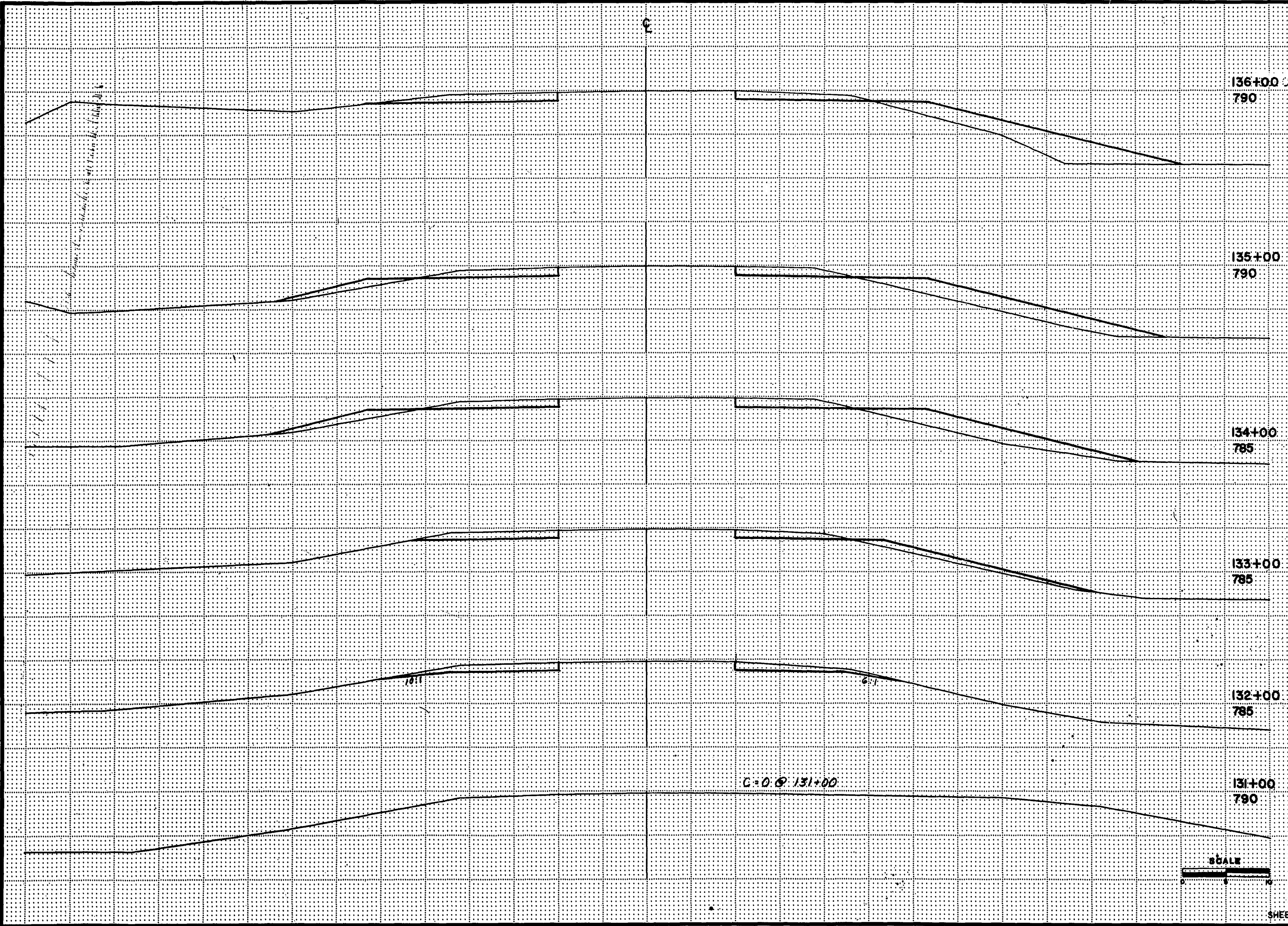
Plate No. 7-1.3.5

STATE	PROJECT	SHEET NUMBER	TOTAL SHEETS
WIS.	TOS-2(43)	8	15

NOTE: MOOR
AREA
WIS. CROWN

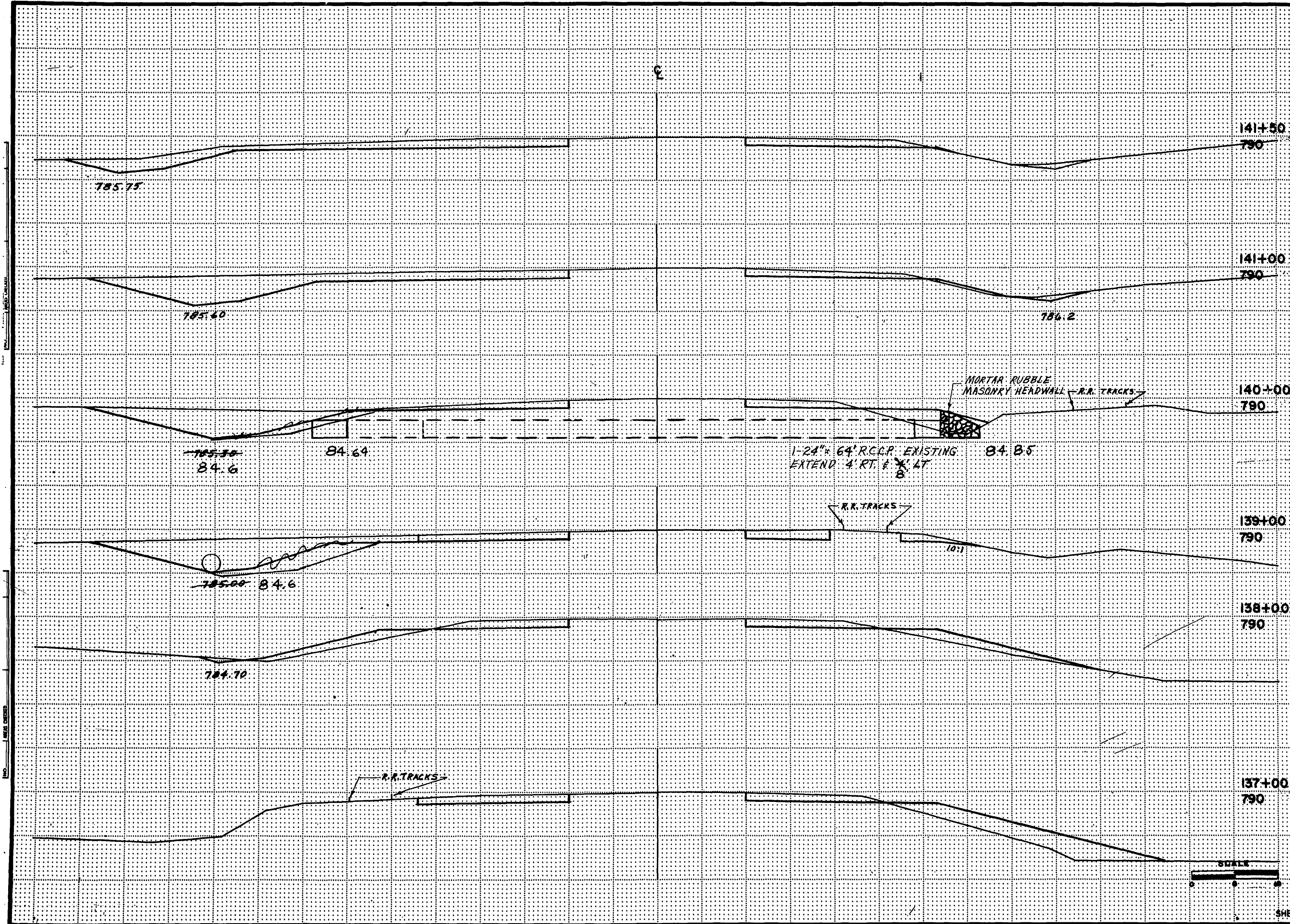
NOTE: MOOR
AREA
WIS. CROWN

NOTE: MOOR
AREA
WIS. CROWN



STATION	DISTANCE	YARDAGE			
		EXCAVATION			FILL
		UNCL			
136+00	100	89			211
135+00	100	89			194
134+00	100	87			126
133+00	100	87			33
132+00	100	44			6
131+00					
SHEET TOTAL		396			364

S.R.R. REGION	PROJECT	SHEET NUMBER	TOTAL SHEETS
WIS.	F.08-2149	8	15



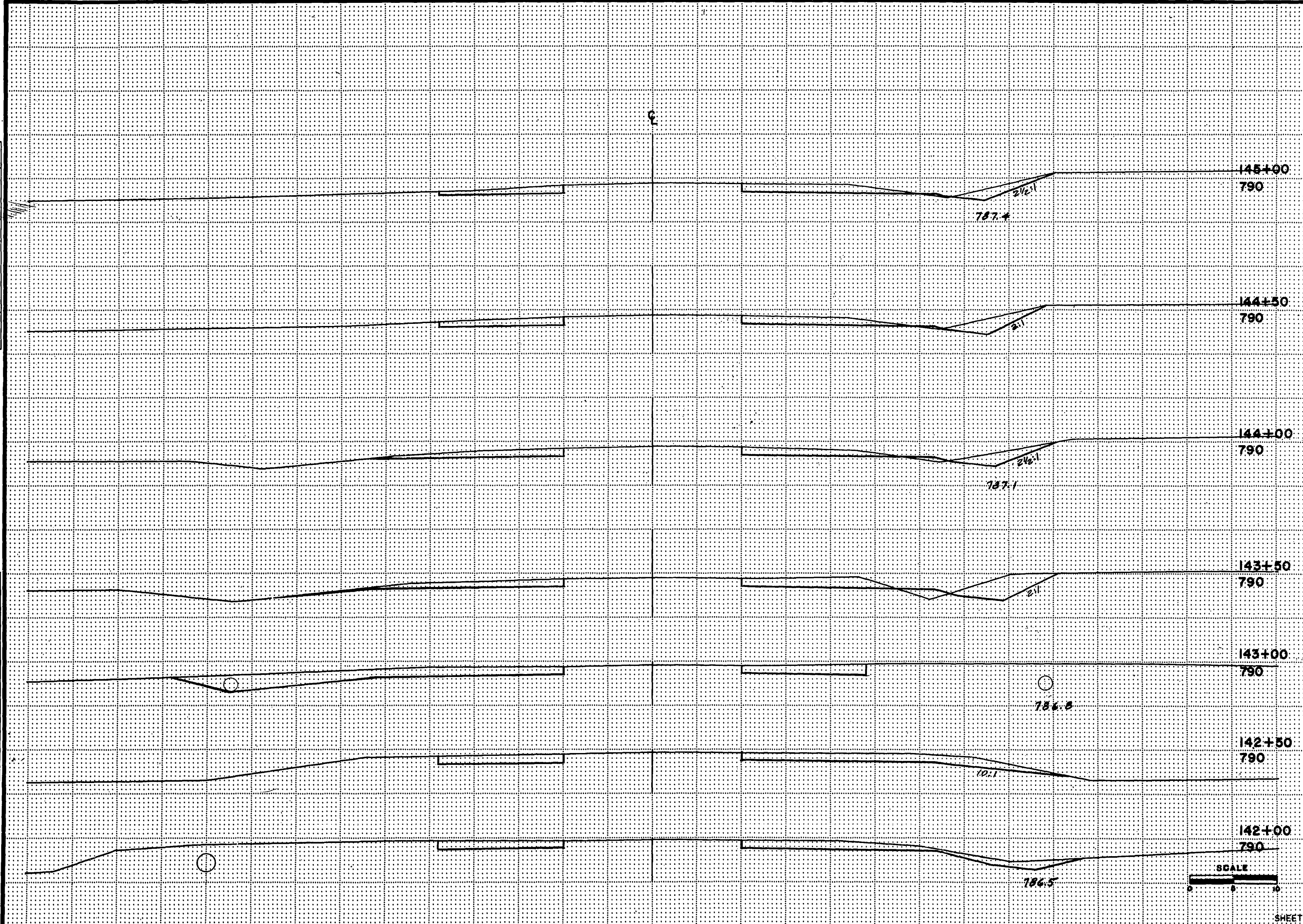
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		EXCAVATION		FILL
		UNCL		
141+50				
141+00	50	156		4
140+00	100	311		43
140+00	100	350		37
139+00	100	346		59
138+00	100	107		146
137+00	100	98		196
136+00				
SHEET TOTAL		1342		485



S.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS	T 05-2(43)	10	15

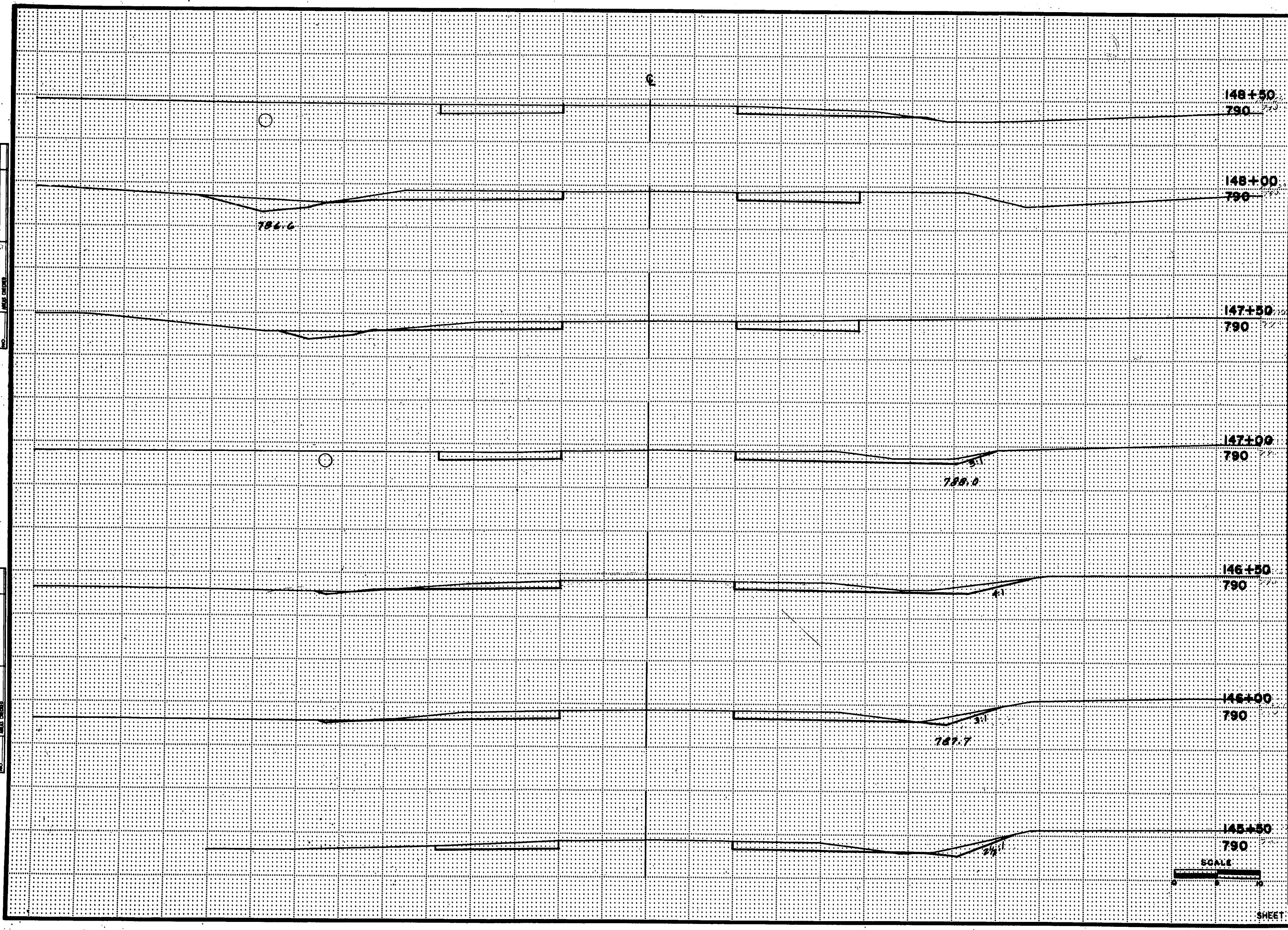
DATE	
BY	
SURVEY	
NOTE BOOK	
NO.	

DATE	
BY	
SURVEY	
NOTE BOOK	
NO.	



STATION	DISTANCE	YARDAGE			
		EXCAVATION			FILL
		UNCL			
145+00					
145+00	50	59			2
144+50					
144+50	50	63			2
144+00					
144+00	50	80			4
143+50					
143+50	50	104			2
143+00					
143+00	50	98			0
142+50					
142+50	50	83			0
142+00					
142+00	50	102			0
141+50					
141+50	50	102			0
SHEET TOTAL		599			10

STATE REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
WIS.	T05-2(48)	110	15



STATION	DISTANCE	YARDAGE			
		EXCAVATION			FILL
		UNCL.			
148+50					
148+50	50	70			0
148+00					
148+00	50	72			0
147+50					
147+50	50	63			0
147+00					
147+00	50	65			0
146+50					
146+50	50	65			0
146+00					
146+00	50	59			0
145+50					
145+50	50	56			2
145+00					
145+00					
SHEET TOTAL		450			2

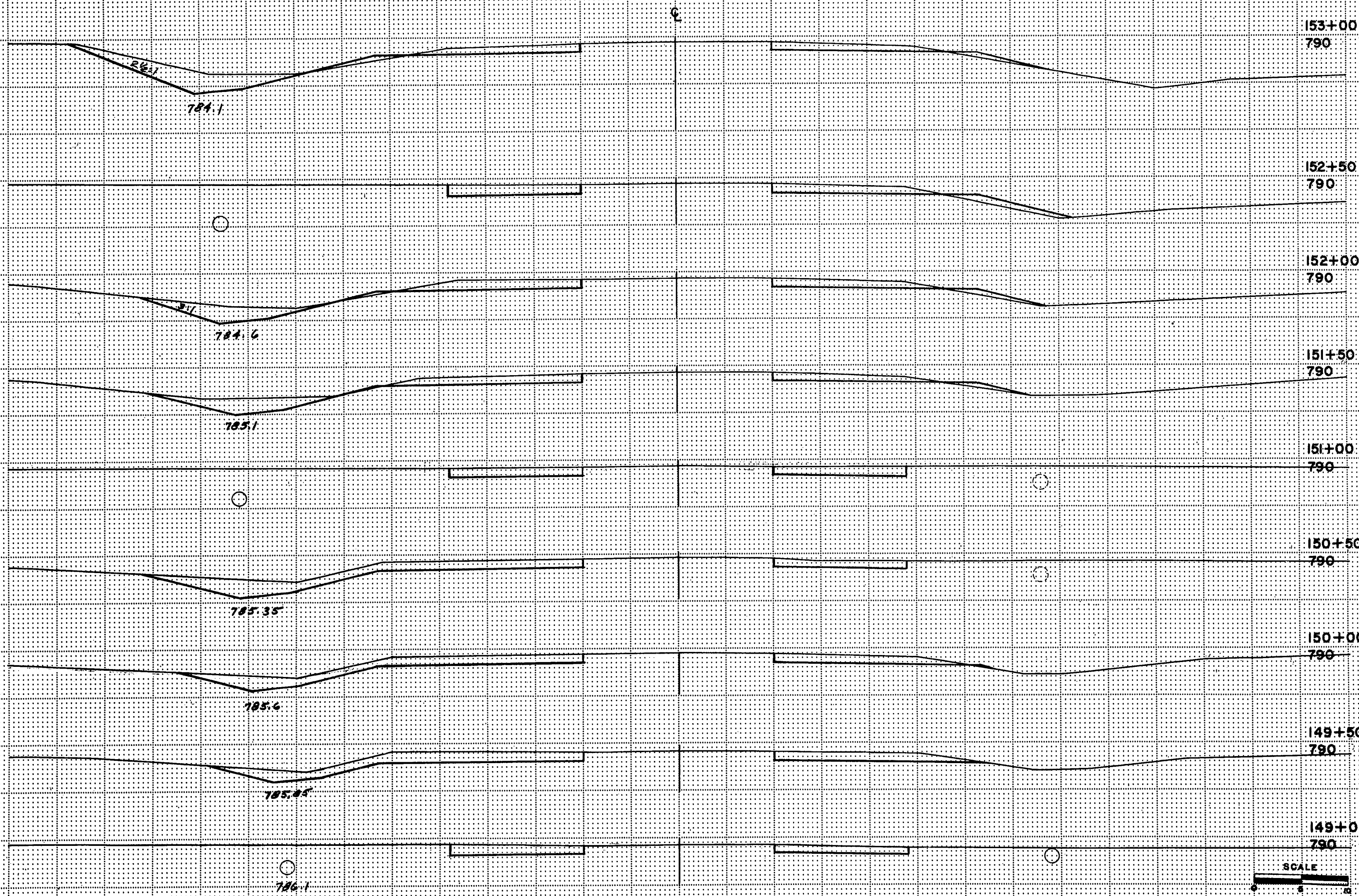


S.P.R. REGION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	T05-2(43)	12	15

NOTE BOOK
TEMP. DATE
NO. 1

NOTE BOOK
TEMP. DATE
NO. 1

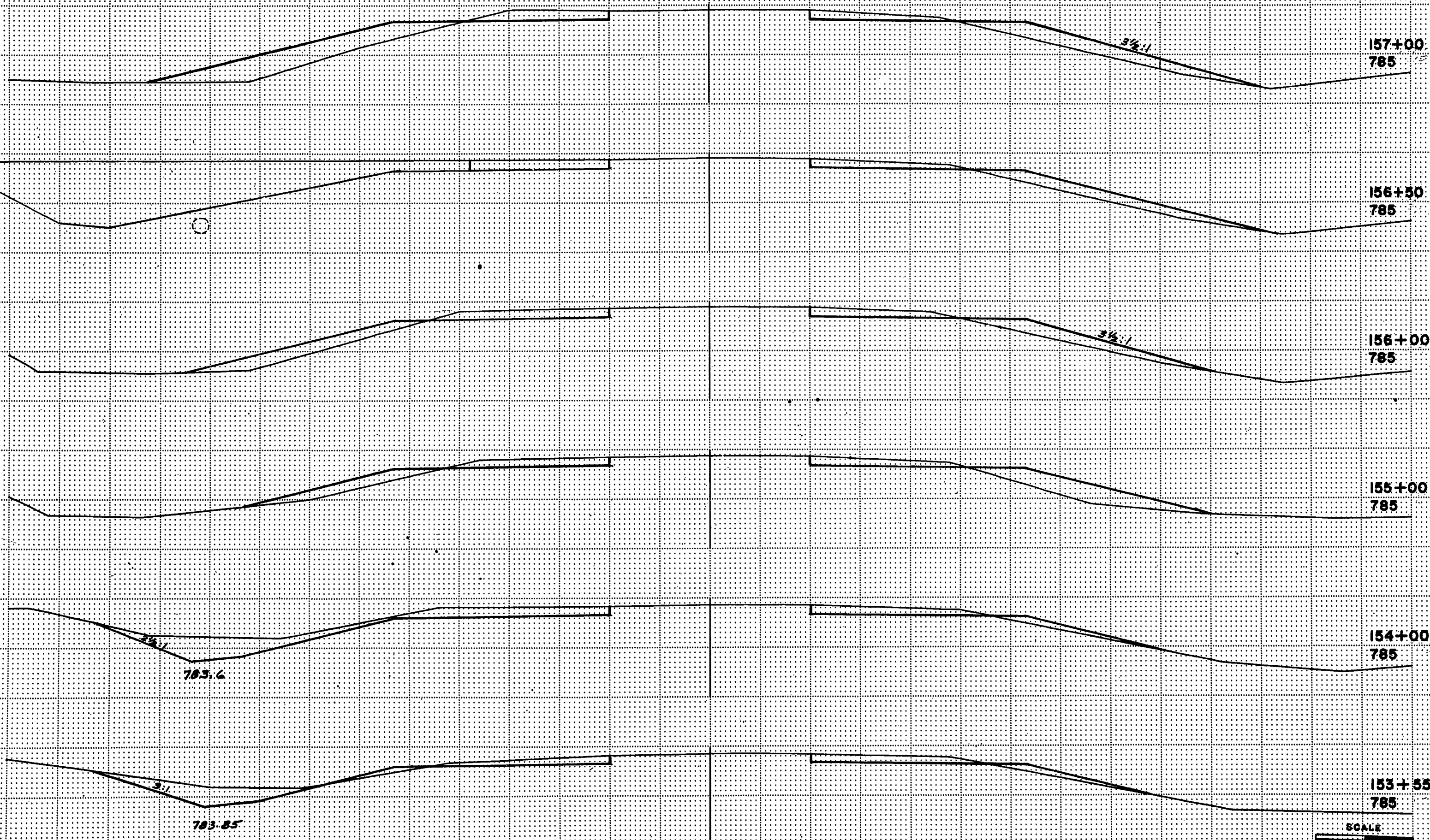
NOTE BOOK
TEMP. DATE
NO. 1



STATION	DISTANCE	YARDAGE			
		EXCAVATION			FILL
		UNCL			
153+00	50	76			11
152+50	50	70			13
152+00	50	87			7
151+50	50	65			2
151+00	50	78			0
150+50	50	104			0
150+00	50	104			0
149+50	50	76			0
149+00	50	50			0
148+50					
SHEET TOTAL		710			33

D.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	T09-2(43)	13	15

P.E. @ 157+50



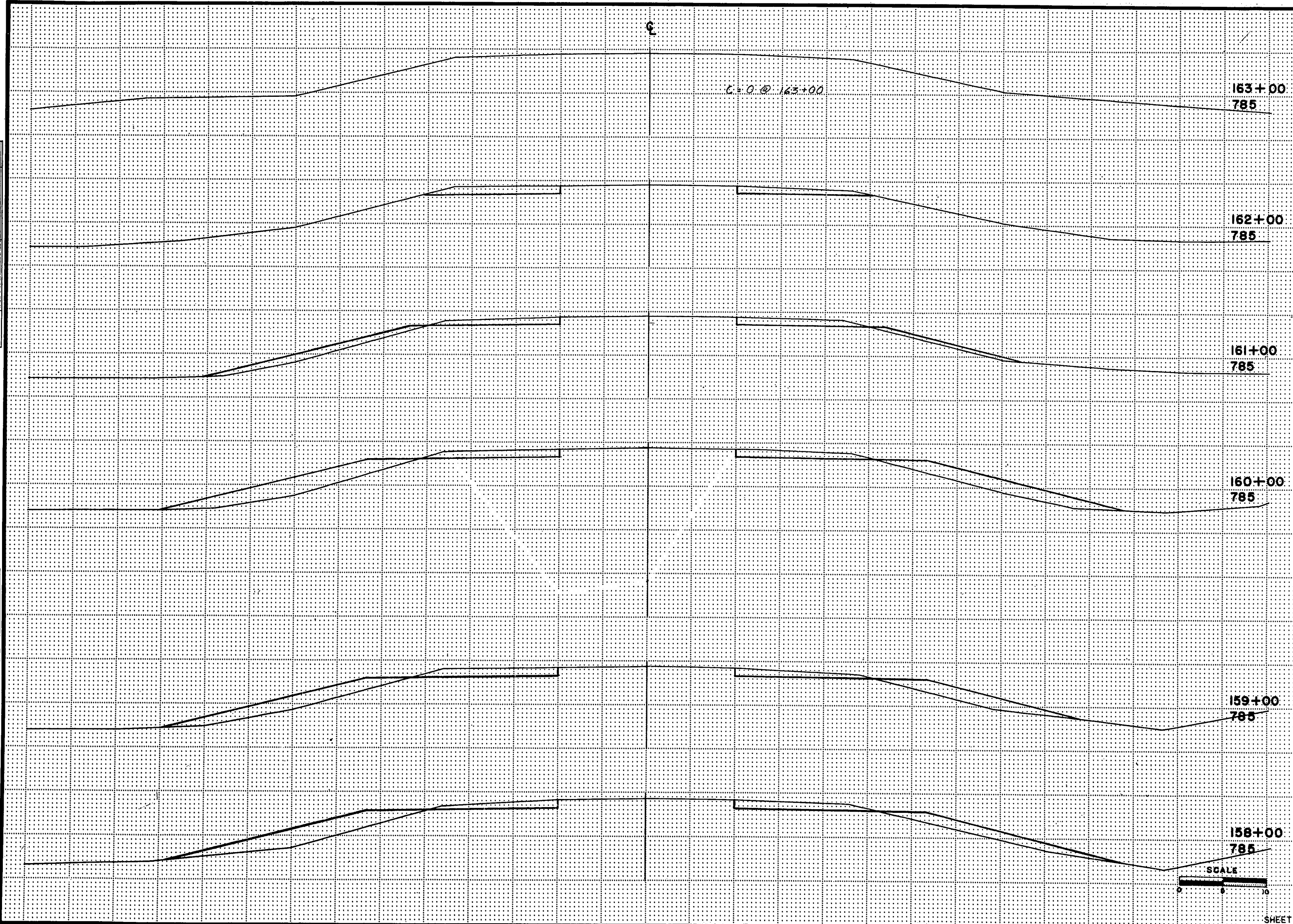
STATION	DISTANCE	YARDAGE			
		EXCAVATION			FILL
		UNCL			
157+00					
50	43				98
156+50					
50	43				65
156+00					
100	91				169
155+00					
100	171				100
154+00					
50	109				17
153+50					
50	96				15
153+00					
153+55					
153+00					
SHEET TOTAL		358			464

B.P.R. REGION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	T05-2(43)	14	15

SURVEY	
SURVEYED	DATE
PLOTTED	BY
NOTED	DATE
NO.	AREAS CHECKED

SURVEY	
SURVEYED	DATE
PLOTTED	BY
NOTED	DATE
NO.	AREAS CHECKED

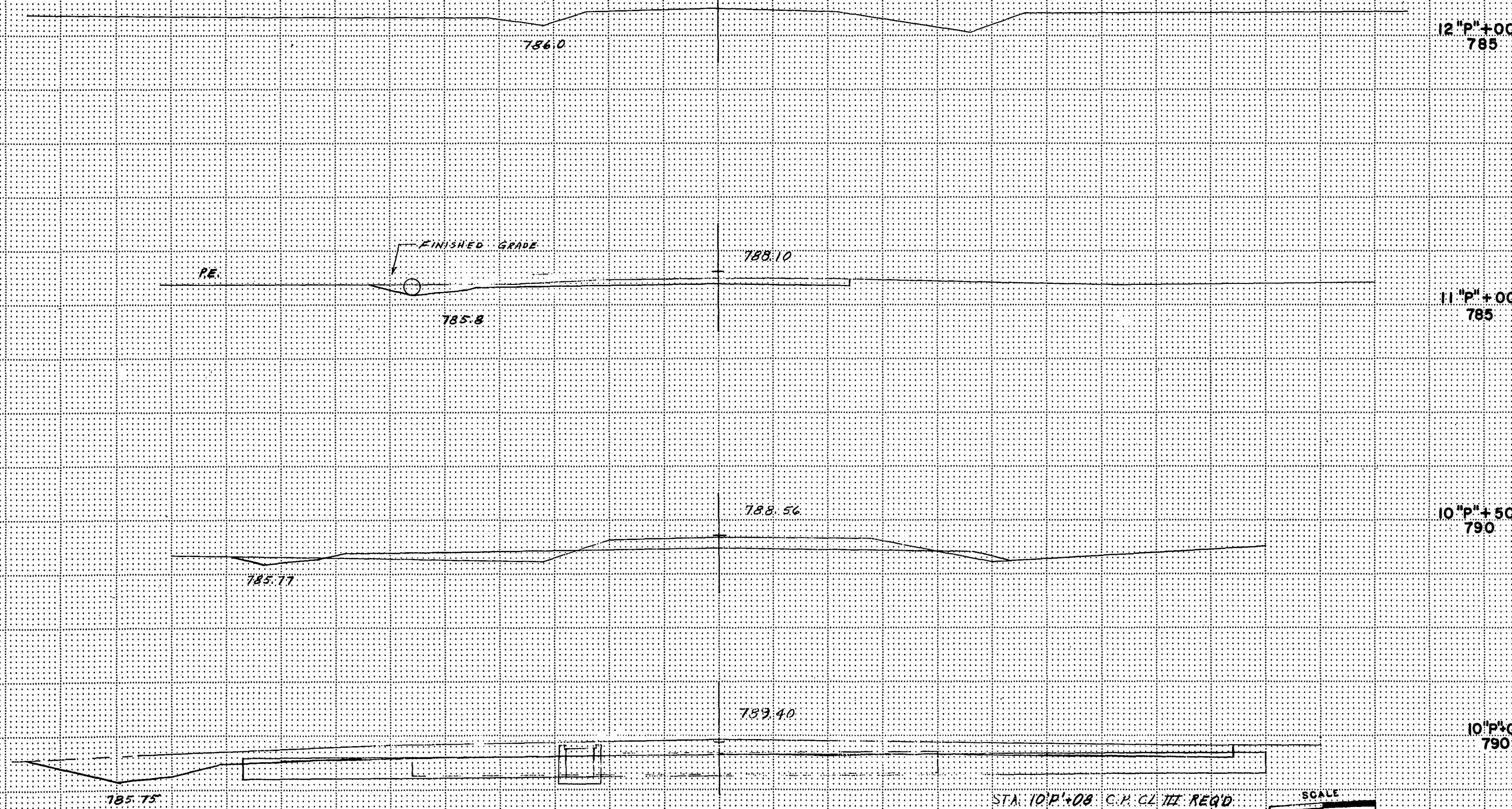
INSTRUMENT & No. USED AT POINT IMMEDIATELY PRECEDING



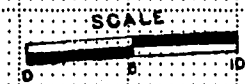
STATION	DISTANCE	YARDAGE			
		EXCAVATION			FILL
		UNCL.			
163+00					
162+00	100	44			0
162+00	100	83			41
161+00	100	85			176
160+00	100	85			237
159+00	100	80			224
158+00	100	78			276
157+00					
SHEET TOTAL		455			958

B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	T 05-2(43)	15	15

STATION	DISTANCE	YARDAGE			
		EXCAVATION			FILL
		UNCL.			
12 "P" + 00					
785					
11 + 43	43	26			0
11 "P" + 00					
785					
11 + 00	50	54			14
10 "P" + 50					
790					
10 + 50	50	150			14
10 + 00					
10 "P" + 00	15	70			0
790					
9 + 85					
SHEET TOTAL		300			28



STA. 10 "P" + 00 C.H. CL III REQ'D
1" = 24' x 100'



NO. AREAS CHECKED