


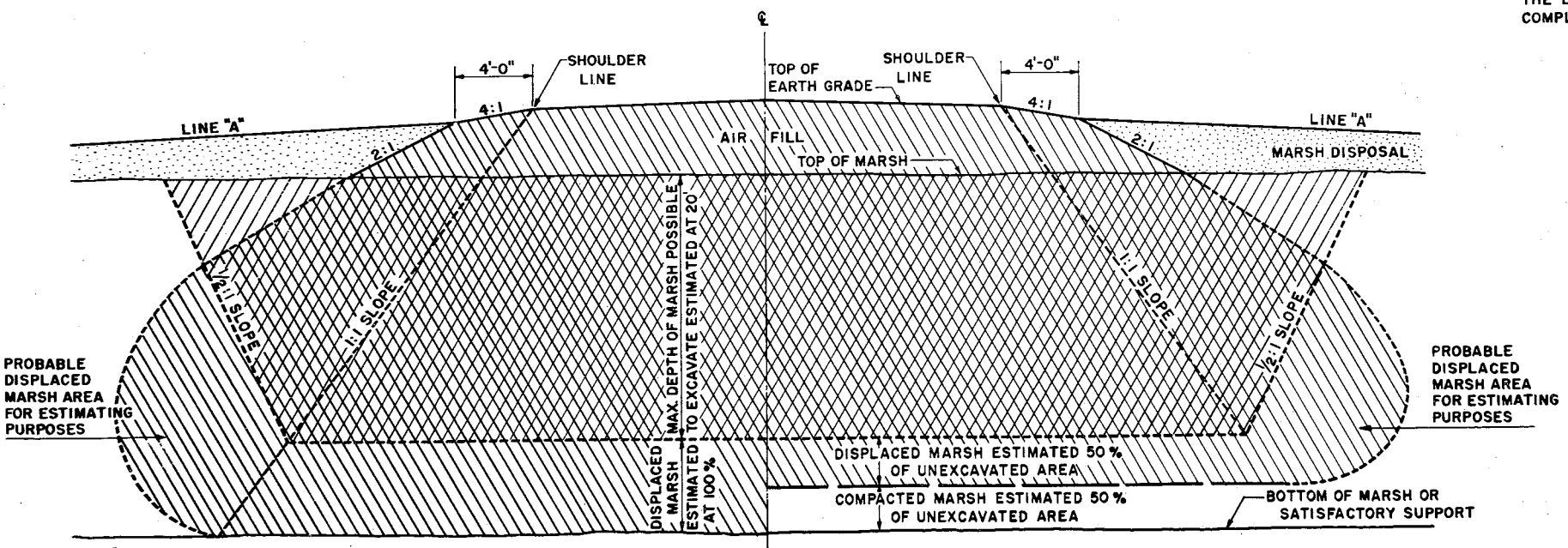


COMPLETE MARSH EXCAVATION

-  MARSH DISPOSAL PERMITTED IN THIS AREA UNLESS OTHERWISE PROVIDED IN THE CONTRACT
-  EXCAVATION
-  BACKFILL

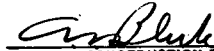



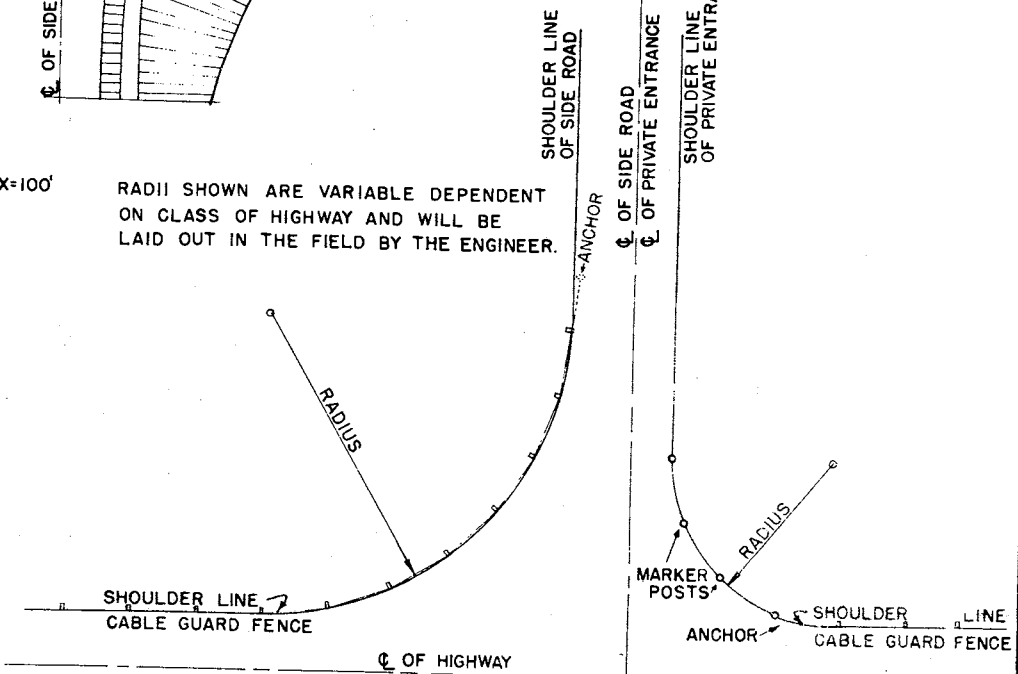
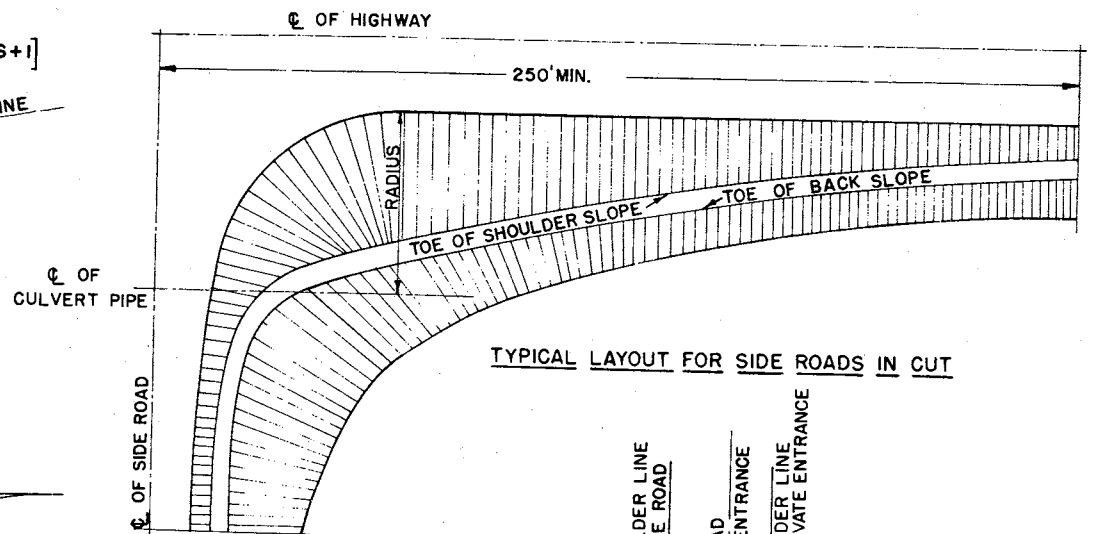
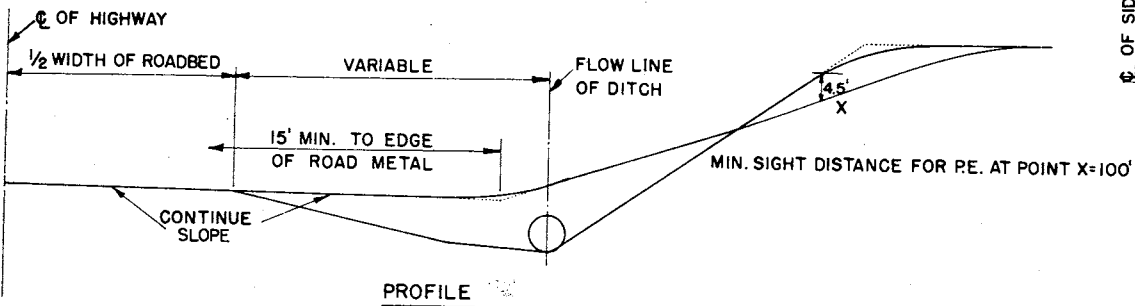
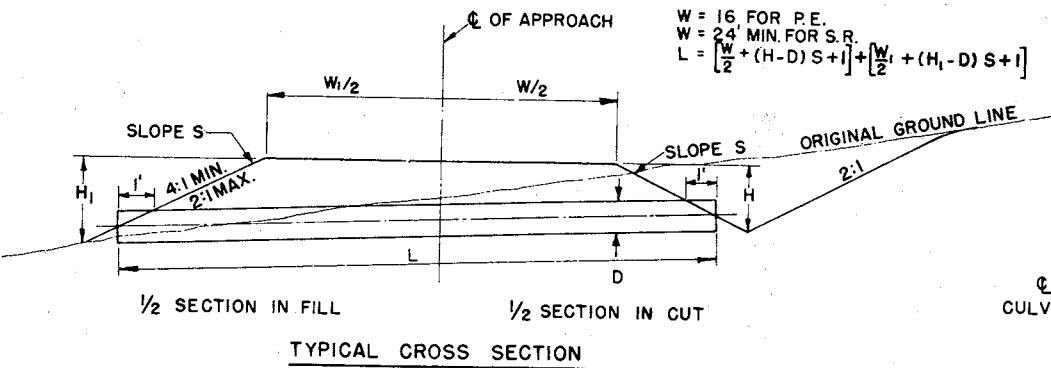
PARTIAL EXCAVATION PLUS 100% DISPLACEMENT

PARTIAL EXCAVATION PLUS 50% DISPLACEMENT

GENERAL NOTES

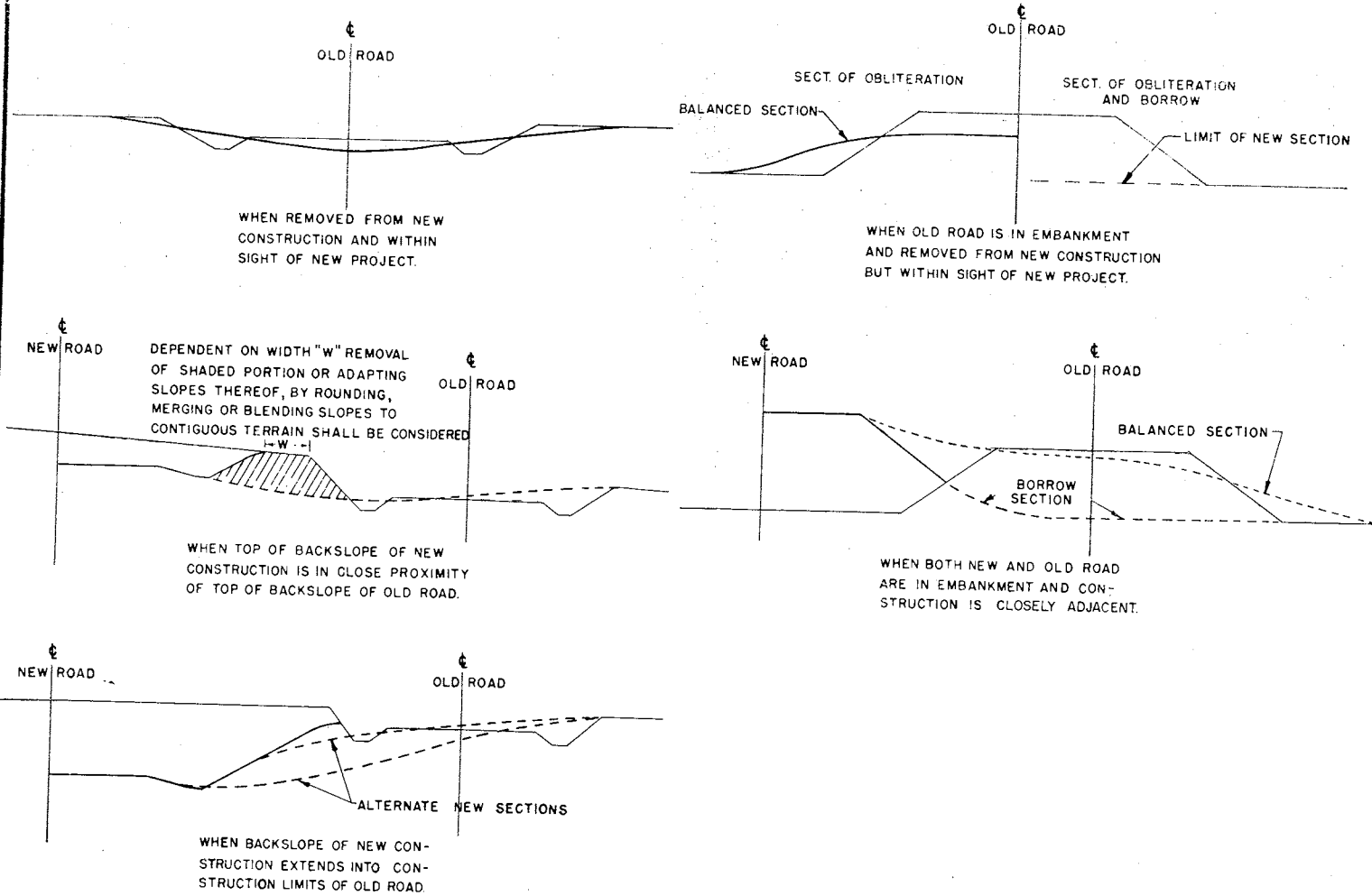
DETAILS OF CONSTRUCTION NOT SHOWN SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.
 ANY MATERIAL TEMPORARILY PLACED ABOVE THE LINE MARKED "LINE A" IS TO BE REMOVED UPON COMPLETION OF THE AIR FILL.

MARSH EXCAVATION	
STATE HIGHWAY COMMISSION OF WISCONSIN	
RECOMMENDED FOR APPROVAL:	
DATE <u>3/11/52</u>	 CONSTRUCTION ENGINEER
APPROVED:	
DATE <u>2/11/52</u>	 STATE HIGHWAY ENGINEER
DRAWN LJD	CHECKED



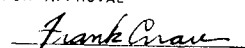
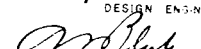

TYPICAL LAYOUT FOR PRIVATE ENTRANCES AND SIDE ROADS IN HIGH FILLS

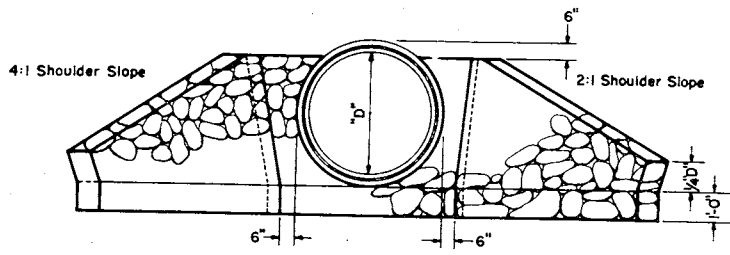
DETAILS OF PRIVATE ENTRANCE AND SIDE ROAD APPROACHES	
STATE HIGHWAY COMMISSION OF WISC.	
RECOMMENDED FOR APPROVAL	
<i>Frank Crav</i> DESIGN ENGINEER	
<i>M. Bluk</i> CONSTRUCTION ENGINEER	
DATE	
APPROVED-	OCT. 1, 1945
DRAWN	<i>B. H. Reilly</i>
CHECKED	DATE STATE HIGHWAY ENGINEER



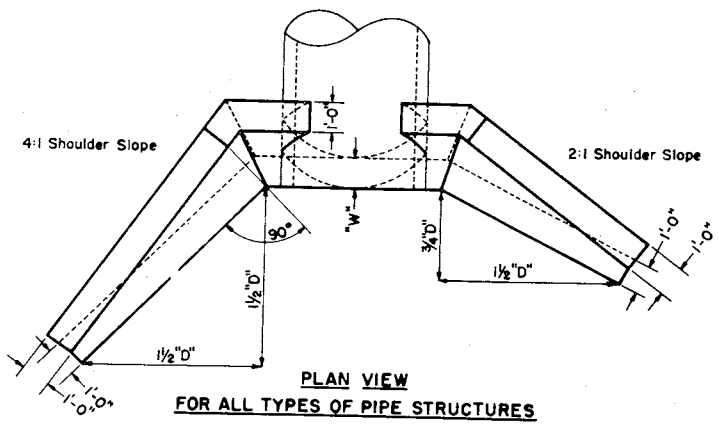
CONSTRUCTION NOTES

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

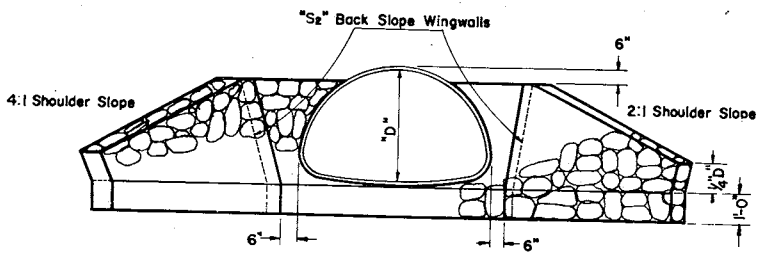
OBLITERATING OLD ROAD	
STATE HIGHWAY COMMISSION OF WISC.	
RECOMMENDED FOR APPROVAL	
 DESIGN ENGINEER	
 CONSTRUCTION ENGINEER	
DATE	OCT. 1, 1945
APPROVED:	 STATE HIGHWAY ENGINEER
DRAWN C.A.L.	DATE
CHECKED D.F.C.	DATE



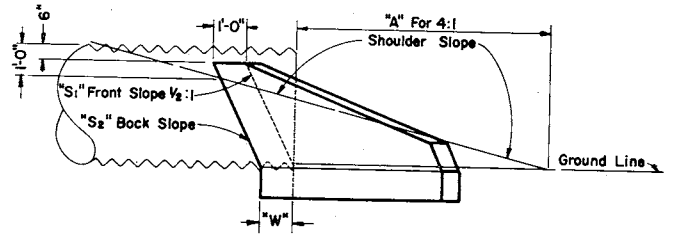
END ELEVATION
SHOWING CONCRETE CIRCULAR PIPE INCL. CATTLE PASS



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 of "W" (Feet)
		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
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GENERAL NOTES

Details of construction not shown on this drawing shall conform to the pertinent requirements of the Standard Specifications, Sections 2409, 2512 and 4106 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, Section 2405.

BID ITEMS

No. 2409 - 2 Mortar Rubble Masonry, Cu. Yds
No. 2512 - 1 Riprap..... Cu. Yds

MORTAR RUBBLE MASONRY OR RIPRAP FOR CULVERT & CATTLE PASS ENDWALLS

STATE HIGHWAY COMMISSION OF WISCONSIN

RECOMMENDED FOR APPROVAL:

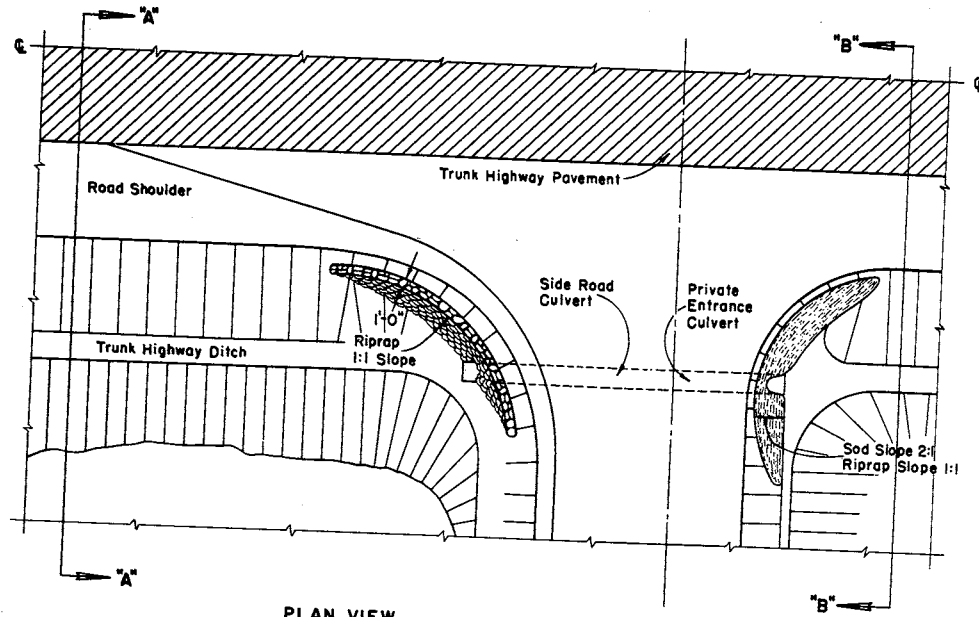
5/16/57
DATE

J. J. Pfl
ENGINEER OF DESIGN

APPROVED:

5/16/57
DATE

E. C. Rossignol
STATE HIGHWAY ENGINEER

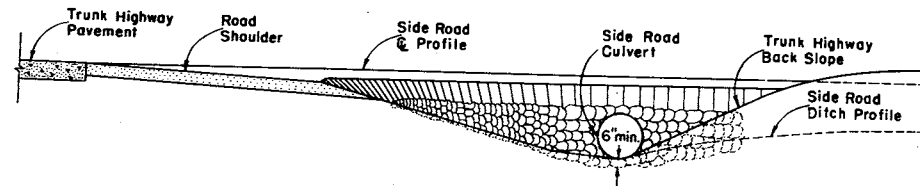


**PLAN VIEW
HALF SECTION SHOWING
RIPRAP PLACED AT
SIDE ROAD CULVERT**

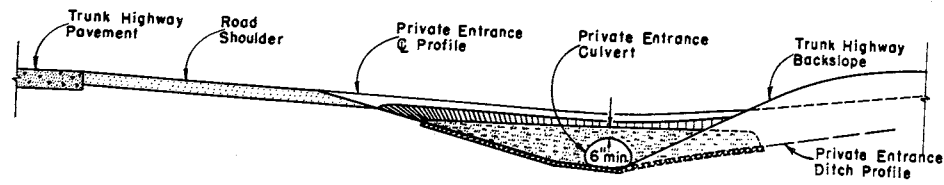
**PLAN VIEW
HALF SECTION SHOWING
SOD OR RIPRAP PLACED AT
PRIVATE ENTRANCE CULVERT**

TABLE OF QUANTITIES

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



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



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

GENERAL NOTES

Details of construction not shown on this drawing shall conform to the pertinent requirements of the Standard Specifications, Section 2512 for Riprap, and Section 2533 for Sodding, and the applicable Special Provisions.

BID ITEMS

No. 2512 - 1 Riprap _____ Cu. Yds.
No. 2533 - 1 Sodding _____ Sq. Yds.

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

STATE HIGHWAY COMMISSION OF WISCONSIN

RECOMMENDED FOR APPROVAL:

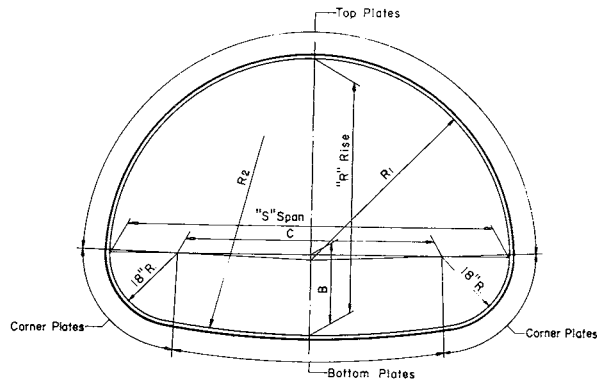
9/15/59
DATE

APPROVED:

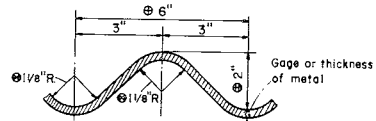
9/15/59
DATE

J.P.M.
ENGINEER OF DESIGN

E.G. Rottman
STATE HIGHWAY ENGINEER



STRUCTURAL PLATE PIPE ARCH



DETAIL OF METAL CORRUGATIONS
CORRUGATION DIMENSION TOLERANCES
⊕ Tol. 1/4"
⊖ Tol. ± 1/8"
⊙ Min. 1/16"

GENERAL NOTES

Details of construction not shown on this drawing shall conform to the pertinent requirements of the Standard Specifications, Sections 2412 and 3116 and the applicable Special Provisions.

TOLERANCES

Pipe Arch size dimensions are subject to manufacturing tolerances and the ratio of rise (R) to span (S) shall not exceed a tolerance of 5% plus or minus.

Metal corrugation dimension tolerances shall not exceed pertinent dimensions shown elsewhere on this drawing.

EMBANKMENT—Minimum for $\frac{1}{2}$ Culverts

For Flexible Type Pavement, the minimum depth of embankment or cover over top of Pipe Arch (finished construction) shall be "S"/10 or 1'-0" minimum.

For Rigid Type Pavement, the minimum depth of embankment over top of Pipe Arch shall be "S"/4 or a minimum of 6" cushion between pipe and pavement.

EMBANKMENT—Maximum for $\frac{1}{2}$ Culverts

The maximum depth of embankment shall be 15 feet (finished construction).

Adequate cover protection for Pipe Arches shall be provided at all times during construction operations to preclude any damage to structures.

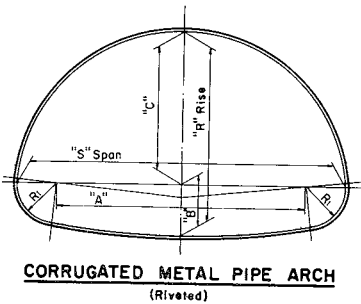
Strutting of Pipe Arches will not be required during construction unless specifically called for on the plans or the applicable Special Provisions.

TABLE OF PROPERTIES
STRUCTURAL PLATE PIPE ARCH

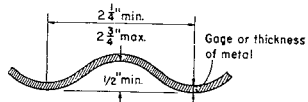
SPAN Nominal Size	Dimensions taken from inside crests of corrugations						Table of Metal Gages - Minimum Acceptable																				
	Fabricator's Size Min. Acceptable "S" Span - "R" Rise	R/S Ratio	Area Sq. Ft.	B in.	C in.	R1 in.	R2 in.	H-20 LOADING Depth of Embankment in Feet																			
								1	2	3	4	5	6	7	8	9	10	11	12	13	14	15					
6 Feet	6'-1" x 4'-7"	.75	22	21.0	37.0	36.7	76.4	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
7 "	7'-0" x 5'-1"	.73	28	21.4	48.0	42.3	104.5	10	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	10	10
8 "	7'-11" x 5'-7"	.70	35	21.7	59.0	47.7	138.4	10	10	10	12	12	12	12	12	12	12	12	12	12	12	12	10	10	10	10	10
9 "	8'-10" x 6'-1"	.69	43	21.8	70.0	53.0	179.2	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	8	8	8
10 "	9'-9" x 6'-7"	.67	52	21.9	81.0	58.3	228.0	8	8	10	10	10	10	10	10	10	10	10	10	10	10	10	8	8	8	7	7
11 "	10'-11" x 7'-1"	.65	61	25.1	95.0	65.8	180.8	8	8	10	10	10	10	10	10	10	10	10	10	10	10	8	8	8	7	7	5
12 "	11'-10" x 7'-7"	.64	71	25.2	106.0	71.1	217.0	7	8	8	10	10	10	10	10	10	10	10	10	10	10	8	8	8	7	5	3
13 "	12'-10" x 8'-4"	.65	85	24.0	118.0	77.2	315.2	5	7	8	8	8	8	8	8	8	8	8	8	8	8	7	7	5	5	3	1
14 "	13'-11" x 8'-7"	.62	93	28.9	131.0	84.4	220.8	5	5	7	7	8	8	8	8	8	8	8	8	8	8	7	5	5	3	3	1
15 "	14'-10" x 9'-1"	.61	105	28.9	142.0	89.5	254.9	3	5	5	7	7	7	7	7	7	5	3	3	1	1	1	1	1	1	1	1
16 "	15'-10" x 9'-10"	.62	122	27.4	154.0	95.4	339.1	1	3	5	5	7	7	7	7	5	3	3	1	1	1	1	1	1	1	1	1
16.5 "	16'-7" x 10'-1"	.61	131	28.7	163.0	99.8	333.8	1	3	3	5	5	5	5	3	1	1	1	1	1	1	1	1	1	1	1	1

Note: For sizes of Structural Plate Pipe Arch between those shown in the table, the gage shall be interpolated (based on table data) where possible, otherwise the gage of the next larger size shown in the table shall be used.

STRUCTURAL PLATE PIPE ARCH



CORRUGATED METAL PIPE ARCH
(Riveted)



DETAIL OF METAL CORRUGATIONS

GENERAL NOTES

Details of construction not shown on this drawing shall conform to the pertinent requirements of the Standard Specifications, Sections 2411 and 3116 and the applicable Special Provisions.

TOLERANCES

Tolerance from the dimensions detailing size and shape will be permissible providing equivalent capacity and strength are attained.

EMBANKMENT—Minimum for $\frac{1}{2}$ Culverts

For Flexible Type Pavement, the minimum depth of embankment or cover over top of Pipe Arch (finished construction) shall be "S"/10 or 9" minimum.

For Rigid Type Pavement, the minimum depth of embankment over top of Pipe Arch shall be "S"/4 or a minimum of 3" cushion between pipe and pavement.

EMBANKMENT—Maximum for $\frac{1}{2}$ Culverts

The maximum depth of embankment shall be 10 feet (finished construction).

Adequate cover protection for Pipe Arches shall be provided at all times during construction operations to preclude any damage to structures.

TABLE OF DIMENSIONS
CORRUGATED METAL PIPE ARCH

Gage (Min. Acceptable)	CORRUGATED METAL PIPE ARCH							Round Pipe of Approx. Equal Periphery		
	"S" Span inches	"R" Rise inches	"A" Inches	"B" Inches	"C" Inches	R1 Inches	R/S Ratio	Area Sq. Ft.	Area Sq. Ft.	Diag. Inches
16	18	11	10	4 1/2	6 1/2	3 1/2	.61	1.1	1.23	15
16	22	13	14	4 3/4	8 1/4	4	.59	1.6	1.77	18
16	25	16	17	5 1/4	10 3/4	4	.64	2.2	2.41	21
14	29	18	20	5 1/2	12 1/2	4 1/2	.62	2.8	3.14	24
14	36	22	26	6 1/4	15 3/4	5	.61	4.4	4.91	30
12	43	27	32	7	20	5 1/2	.63	6.4	7.07	36
12	50	31	38	8	23	6	.62	8.7	9.62	42
12	58	36	44	9 1/4	26 3/4	7	.62	11.4	12.57	48
12	65	40	49	10 1/2	29 1/2	8	.62	14.3	15.90	54
10	72	44	54	11 3/4	32 1/4	9	.61	17.6	19.64	60

NOTE: All Dimensions measured from inside crest of corrugations.

CORRUGATED METAL PIPE ARCH

STRUCTURAL PLATE PIPE ARCH
CORRUGATED METAL PIPE ARCH

STATE HIGHWAY COMMISSION OF WISCONSIN

RECOMMENDED FOR APPROVAL:

5-27-57

DATE

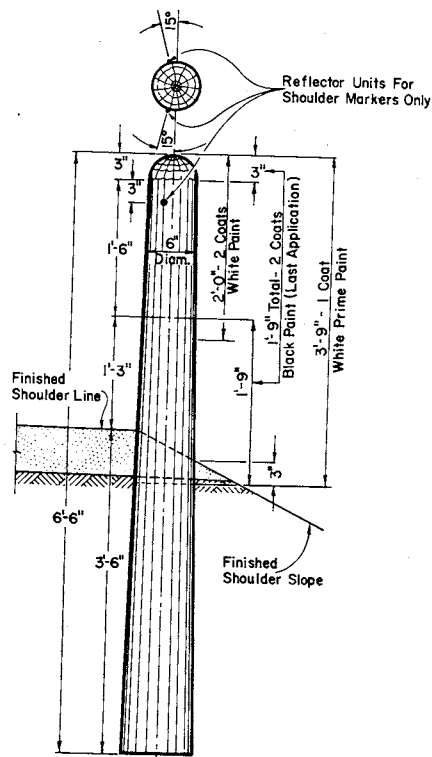
J. S. Pelt
ENGINEER OF DESIGN

APPROVED:

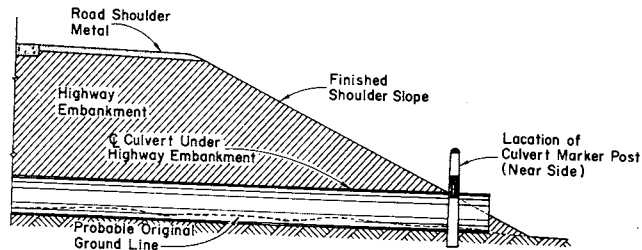
5/28/57

DATE

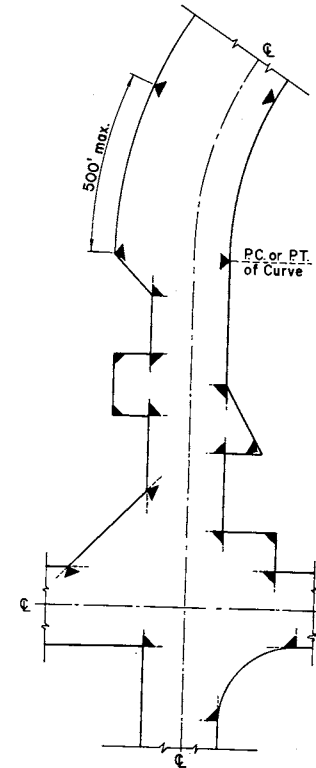
E. G. Ruestgen
STATE HIGHWAY ENGINEER



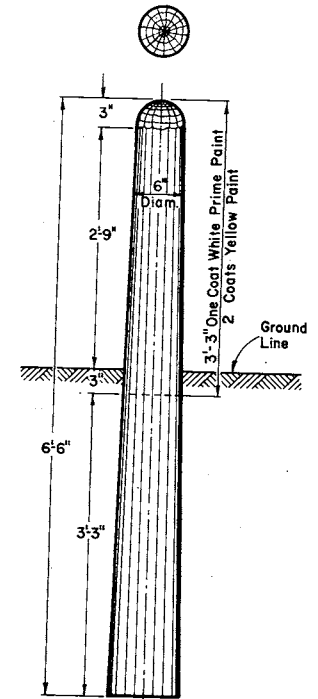
MARKER POST FOR ROAD SHOULDERS AND CULVERTS



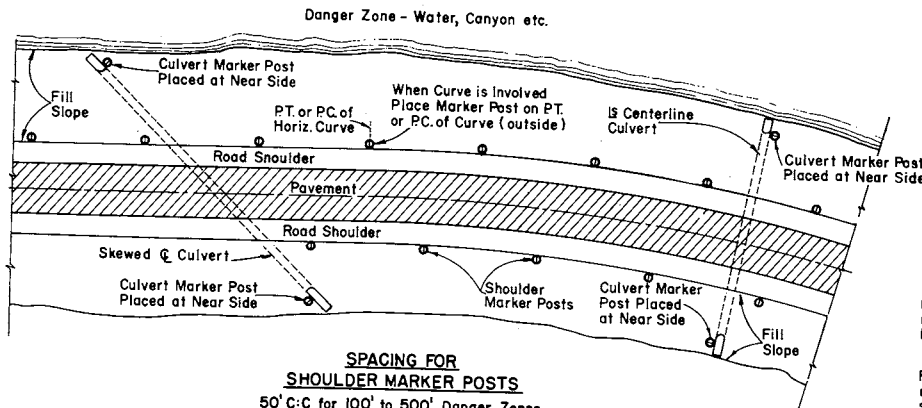
SECTION SHOWING RELATIVE LOCATION OF MARKER POST FOR CULVERTS



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



MARKER POST FOR RIGHT OF WAY



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

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 Sections 2523, 4124 and 4125 and the applicable Special Provisions.

All posts for Road Shoulder Markers, Culvert Markers and Right of Way Markers are identical except for Painting and Reflector Units. All Posts shall be round and untreated and shall be either Northern White Cedar, Southern Yellow Pine, Norway Pine, White Pine or Jack Pine.

MARKER POSTS FOR RIGHT OF WAY

Right of Way Marker Posts shall be erected in advance of Grading Operations. Posts may be shaped and painted prior to erection. Any damaged areas occurring to paint surface during erection or other subsequent operations must be repainted prior to acceptance.

Posts shall be placed on 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 shall be staked in the field by the Engineer.

Reflector Units for Right of Way Marker Posts will not be required.

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

BID ITEMS

No. 2523-5 Marker Posts.....Each
 No. 2523-6 Marker Posts for Right of Way.....Each

MARKER POSTS & MARKER POSTS FOR RIGHT OF WAY

STATE HIGHWAY COMMISSION OF WISCONSIN

RECOMMENDED FOR APPROVAL

5/16/57

DATE

APPROVED:

5/16/57

DATE

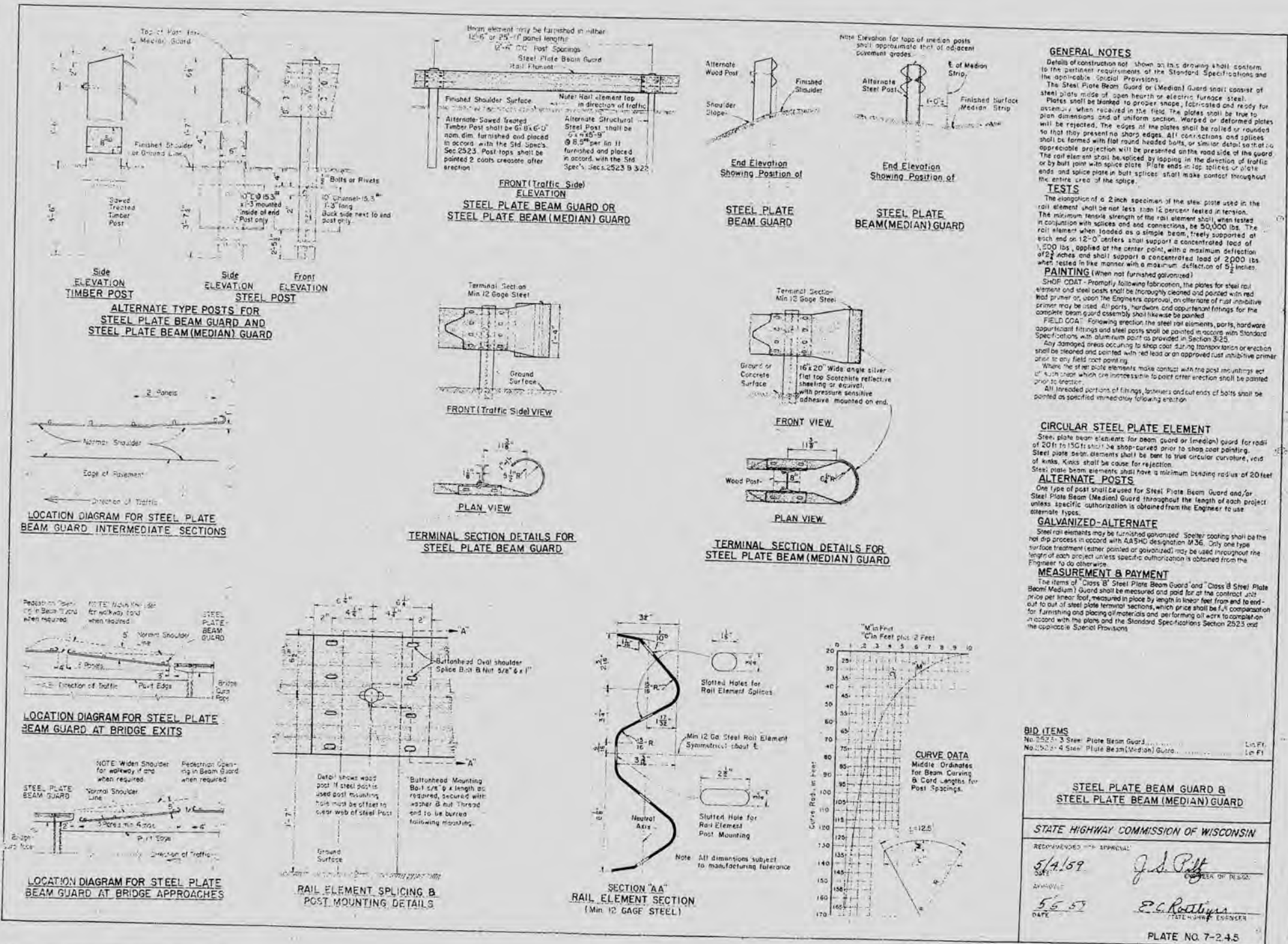
J. P. Pitt
 ENGINEER OF DESIGN

E. L. Rostina
 STATE HIGHWAY ENGINEER

ESTIMATE OF QUANTITIES

CONTRACT NO. 1 & 2

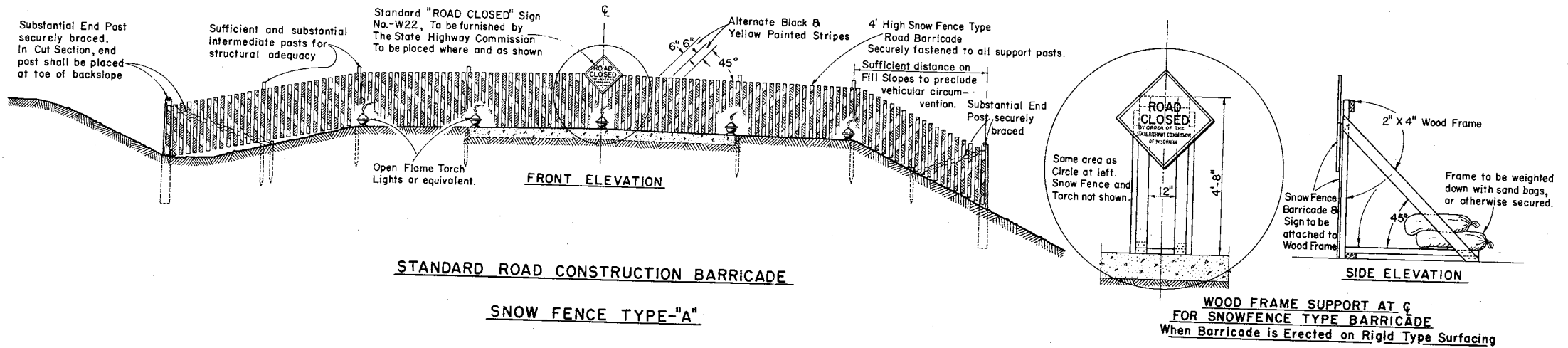
PROJECT	SHEET NUMBER	TOTAL SHEETS
S 0531 (7)	2	148
S 0531 (8)		
S 1170 (4)		



	SALVAGED TOPSOIL	FER-TILIZER	SEEDING	SOD-DING
	2528-2	2531-1	2532-1	2533-1
	SQ YD	CWT	SQ YD	SQ YD
	64,083	58	64,083	3260
	12,073	12	13,029	600
	1,922	2	1,922	
	78,078	72	79,034	3860

APPLICABLE STANDARD DETAIL DRAWING
 SH EXCAVATION
 RAILS OF PRIVATE ENTRANCES AND SIDE ROAD APPROACHES
 LIBERATING OLD ROAD
 STAR RUBBLE MASONRY OR RIPRAP FOR CULV. & CATTLE PASS END WALLS
 RAP AT SIDE ROAD CULVERTS & RIPRAP OR SOD AT PRIVATE ENTRANCE CULV.
 R. METAL PIPE ARCH
 R. KER POSTS & MARKER POST FOR RIGHT OF WAY
 EL PLATE BEAM GUARD & STEEL PLATE BEAM (MEDIAN) GUARD
 ISTRUCTION BARRICADE
 CH CHECKS, MORTAR RUBBLE MASONRY & SOD
 ODED BACKSLOPE FLUME & INTERCEPTING EMBANKMENT
 IGN & LAYOUT DETAILS FOR SIDE ROAD AT GRADE INTERSECTIONS

OLD GROUND LINE



GENERAL NOTES



The Contractor shall construct, place and maintain barricades as shown on this drawing and as required by the Standard Specifications Section 1107 for the duration of the project. Barricades shall be painted and structurally maintained for maximum visibility at all times.
Provision shall be made in the construction of barricades to provide for ingress and egress for local access as may be required.

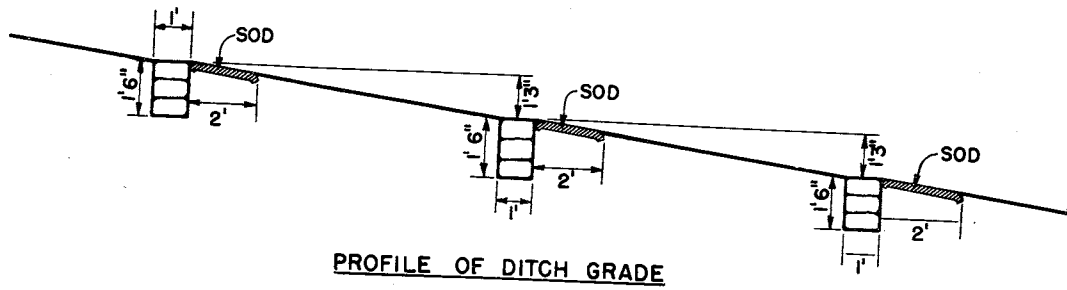
ALTERNATE DESIGNS

Contractors may submit to the Engineer for approval, designs for Barricades other than shown on this drawing, and upon the Engineer's approval may be used as alternates.

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.

CONSTRUCTION BARRICADE	
STATE HIGHWAY COMMISSION OF WISCONSIN	
RECOMMENDED FOR APPROVAL:	
DATE <u>6/2/55</u>	 ENGINEER OF DESIGN
APPROVED:	
DATE <u>6/2/55</u>	 STATE HIGHWAY ENGINEER

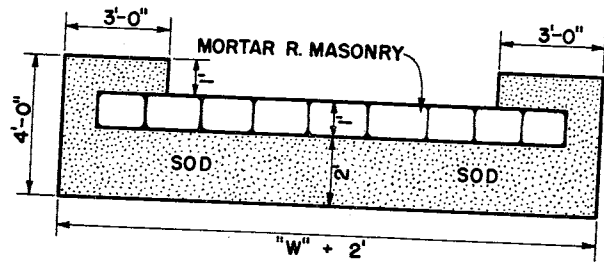


PROFILE OF DITCH GRADE

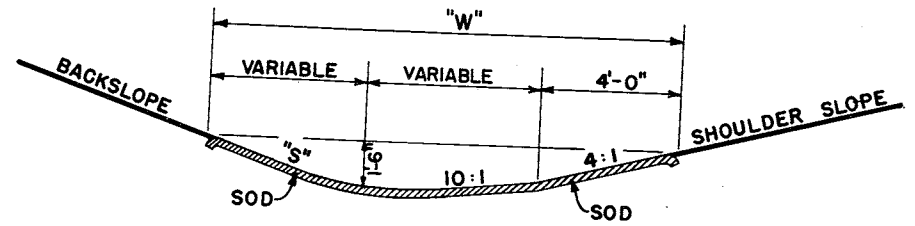


PROFILE OF DITCH GRADE

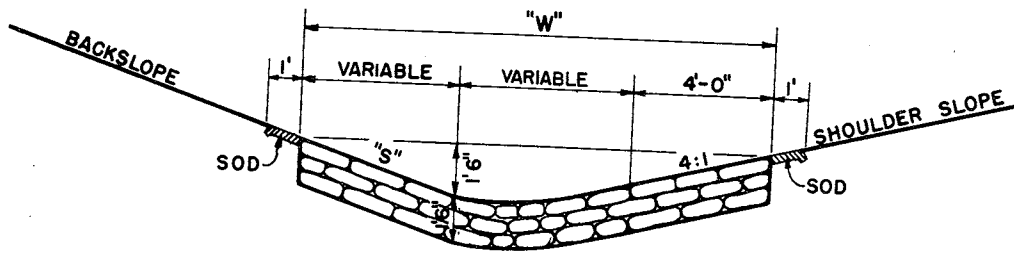
NOTE: NUMBER REQUIRED WILL BE DETERMINED BY VERTICAL SPACING.



PLAN VIEW SHOWING SOD



SECTION



SECTION

MORTAR RUBBLE MASONRY

SOD DITCH CHECKS

QUANTITIES		
"S"	"W"	EACH SQ. YD.
2:1	12'	8
3:1	13.5'	9
4:1	15'	10

QUANTITIES			
"S"	"W"	SOD SQ. YD.	EACH CU. YD.
2:1	12'	4.0	0.67
3:1	13.5'	4.33	0.75
4:1	15'	4.67	0.83

CONSTRUCTION NOTES

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

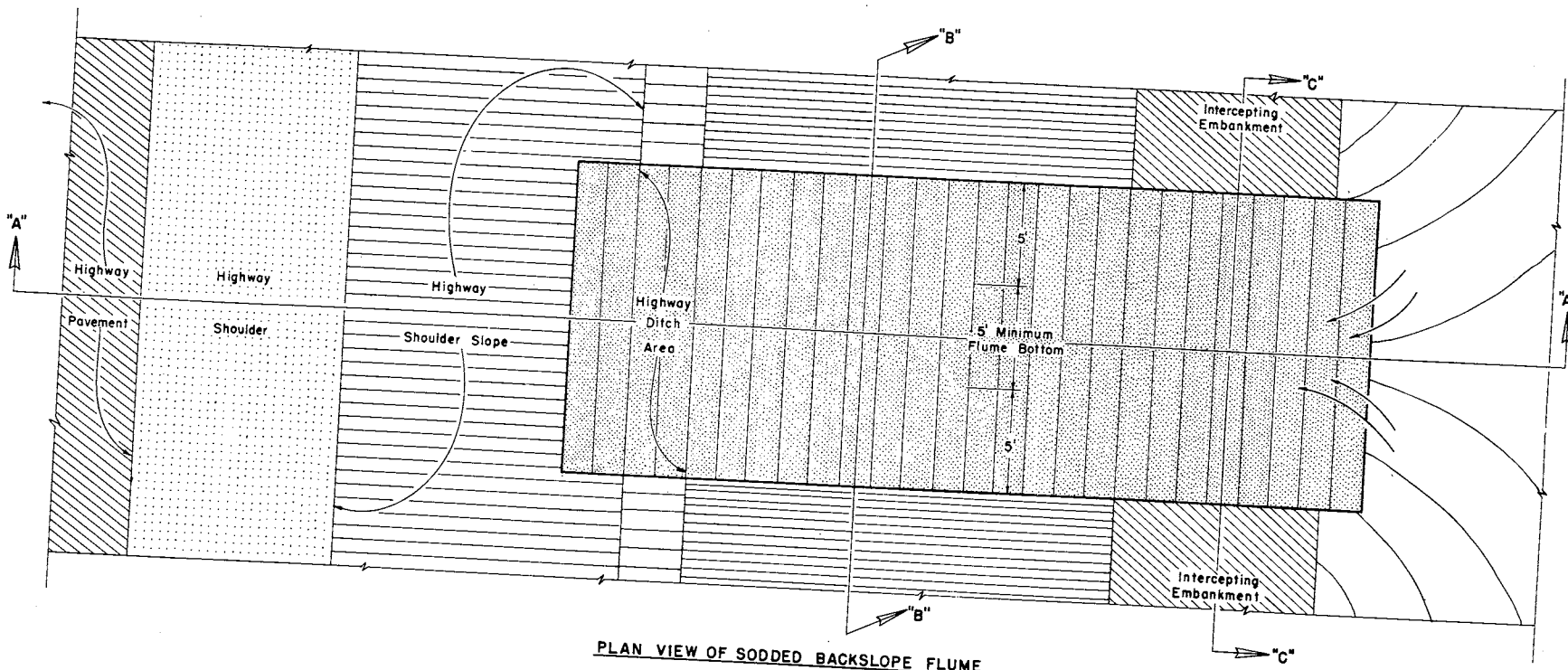
DITCH CHECKS
MORTAR RUBBLE MASONRY & SOD
STATE HIGHWAY COMMISSION OF WISC.
RECOMMENDED FOR APPROVAL:

Frank Crave
DESIGN ENGINEER

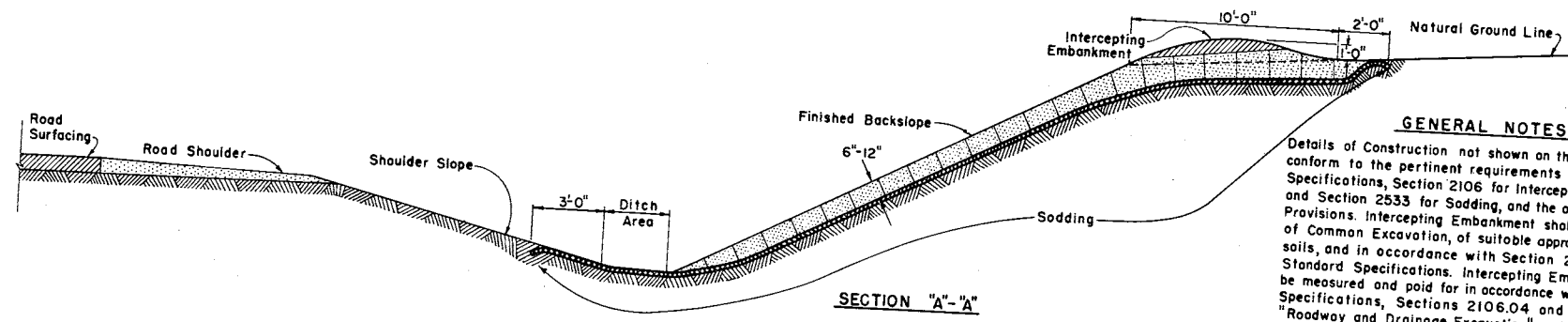
Ed. Blum
CONSTRUCTION ENGINEER

E. L. Rooten
STATE HIGHWAY ENGINEER

DATE: _____
APPROVED: _____
DRAWN DIV 9
CHECKED N.F.C.



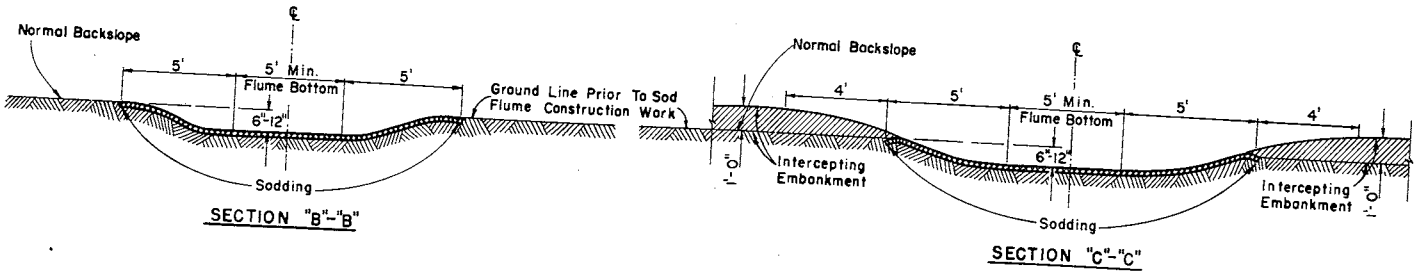
PLAN VIEW OF SODDED BACKSLOPE FLUME



SECTION "A"- "A"

GENERAL NOTES

Details of Construction not shown on this drawing shall conform to the pertinent requirements of the Standard Specifications, Section 2106 for Intersecting Embankment and Section 2533 for Sodding, and the applicable Special Provisions. Intersecting Embankment shall be constructed of Common Excavation, of suitable appropriate type soils, and in accordance with Section 2106.03 of the Standard Specifications. Intersecting Embankment shall be measured and paid for in accordance with the Standard Specifications, Sections 2106.04 and 2106.05 for "Roadway and Drainage Excavation" and the applicable sub-classification thereunder as shown on the plans.



SECTION "B"- "B"

SECTION "C"- "C"

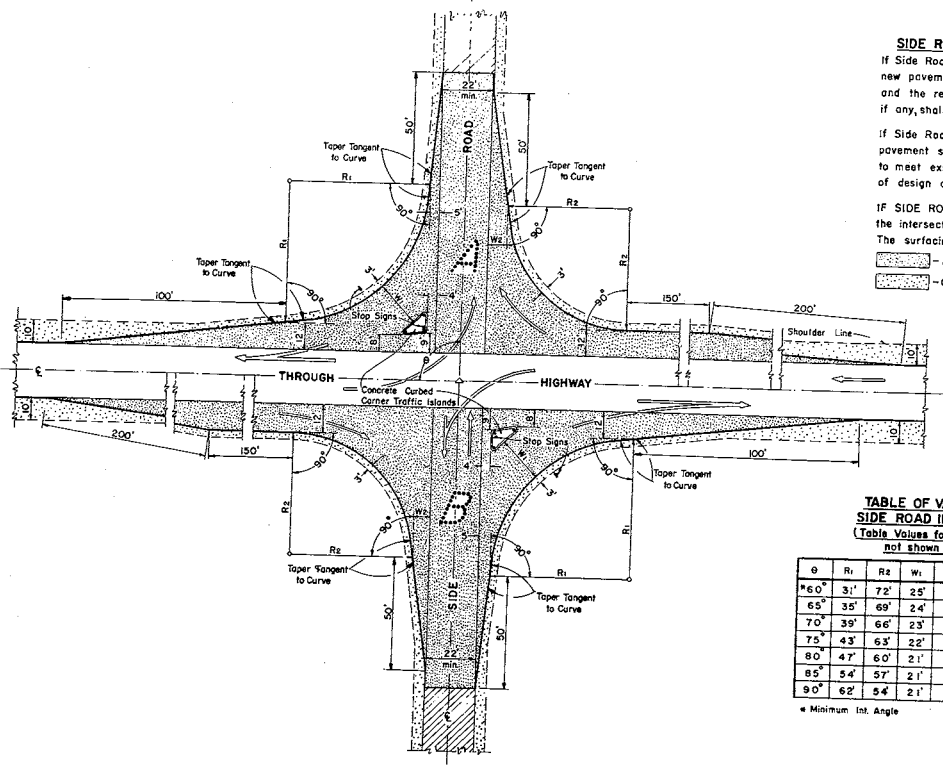
SODDED BACKSLOPE FLUME & INTERSECTING EMBANKMENT

STATE HIGHWAY COMMISSION OF WISCONSIN

RECOMMENDED FOR APPROVAL:

DATE: 5-21-57
 APPROVED: *J. S. Pelt* ENGINEER OF DESIGN
 DATE: 5/28/57
 APPROVED: *E. C. Rostetter* STATE HIGHWAY ENGINEER

PLATE NO. 8-2.1.2.



SIDE ROAD SURFACING NOTE
 If Side Road is not presently surfaced, new pavement shall be placed as shown, and the remainder to construction limits, if any, shall be gravel or crushed stone surfaced.
 If Side Road is presently paved, new pavement shall be placed only as necessary to meet existing pavement, and to limits of design as shown.
 If SIDE ROAD IS THE CONSTRUCTION PROJECT, the intersection geometrics remain as shown. The surfacing shall be same as for the project.

- Pavement
 - Gravel or Crushed Stone

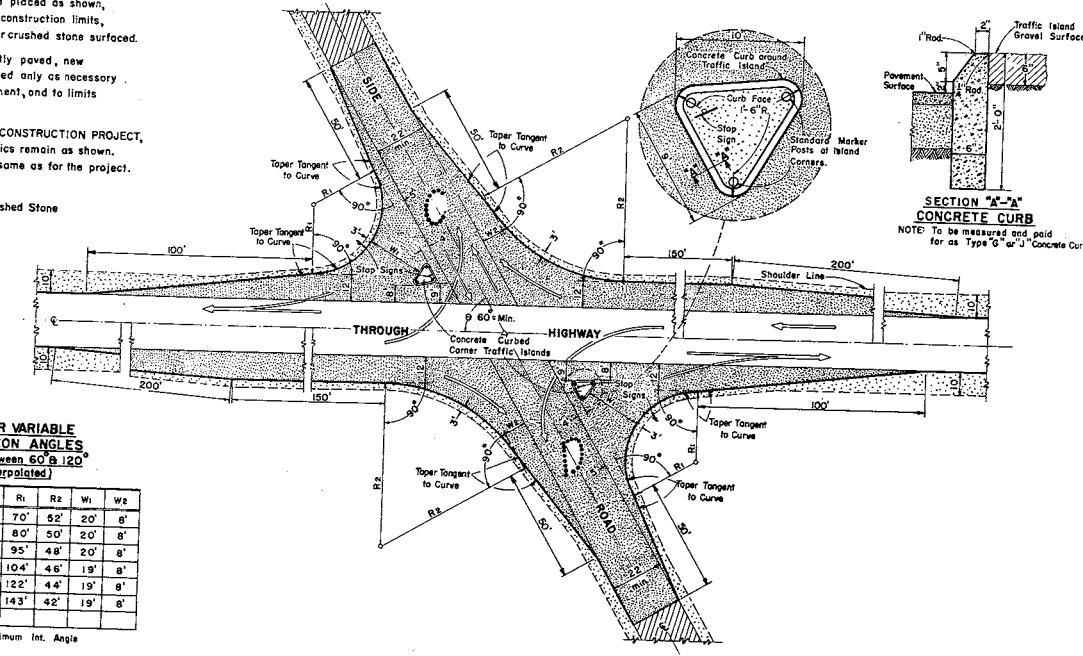
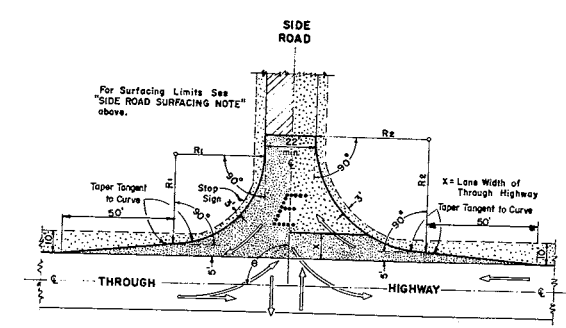


TABLE OF VALUES FOR VARIABLE SIDE ROAD INTERSECTION ANGLES
 (Table Values for Angles between 60° & 120° not shown shall be interpolated)

θ	R1	R2	W1	W2	θ	R1	R2	W1	W2
*60°	31'	72'	25'	10'	95°	70'	82'	20'	8'
65°	35'	89'	24'	9'	100°	80'	50'	20'	8'
70°	39'	66'	23'	8'	105°	95'	48'	20'	8'
75°	43'	53'	22'	8'	110°	104'	46'	19'	8'
80°	47'	60'	21'	8'	115°	122'	44'	19'	8'
85°	54'	57'	21'	8'	*120°	143'	42'	19'	8'
90°	62'	54'	21'	8'					

* Minimum Int. Angle * Maximum Int. Angle

MAJOR SIDE ROAD INTERSECTION DESIGN DETAILS
 To be used only when current ADT on Through Highway is 1500 or over, and on Side Road is Over 200



MINOR SIDE ROAD INTERSECTION DESIGN DETAILS
 To be used when current ADT on Through Highway is Less than 1500 or on Side Road is Less than 200

TABLE OF VALUES FOR VARIABLE SIDE ROAD INTERSECTION ANGLES
 (Table Values for Angles between 60° & 120° not shown shall be interpolated)

θ	R1	R2	θ	R1	R2
*60°	40'	50'	95°	45'	49'
65°	40'	50'	100°	50'	48'
70°	40'	50'	105°	55'	47'
75°	40'	50'	110°	60'	46'
80°	40'	50'	115°	65'	45'
85°	40'	50'	*120°	70'	44'
90°	40'	50'			

* Minimum Int. Angle ** Maximum Int. Angle

GENERAL NOTES
 Designs "A", "B", "C", "D" or "E" may be used interchangeably in combination or separately for any one complete intersection depending upon Traffic Volume, intersection angle and Surfacing of each approach roadway.

Details on this drawing are for Minimum Design Only, and not applicable to Special Conditions, as shown elsewhere on the plans.

DESIGN & LAYOUT DETAILS FOR SIDE ROAD AT GRADE INTERSECTIONS (RURAL IN CHARACTER)

STATE HIGHWAY COMMISSION OF WISCONSIN

RECOMMENDED FOR APPROVAL

DATE: 1/17/58

APPROVED: [Signature] ENGINEER OF DESIGN

DATE: 1/17/58

[Signature] STATE HIGHWAY ENGINEER

PLATE NO. 9-11.3

ESTIMATE OF QUANTITIES

CONTRACT NO. 1 & 2

THIS PROJECT IS TO BE EXECUTED UNDER THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION OF THE STATE HIGHWAY COMMISSION OF WISCONSIN - EDITION OF 1957, APPROVED AUGUST 9, 1957 AND SPECIAL PROVISIONS AS ATTACHED TO THE PROPOSALS.

PROJECT	SHEET NUMBER	TOTAL SHEETS
S 0531(7) S 0531(8) S 1170(4)	2	148

STATION TO STATION	NET LENGTH OF CENTER LINE	CLEARING	GRUBBING	EXCAVATION			SAND GRAVEL FILL	FINISHING ROADWAY	OBLITERATING OLD ROAD	GRAVEL OR CRUSHED STONE BASE COURSE	CULVERT PIPE						RIP RAP	STEEL PLATE BEAM GUARD	MARKER POSTS	MARKER POSTS FOR R/W	SALVAGED TOPSOIL	FERTILIZER	SEEDING	SODDING		
				UNC.	MARSH	BORROW					18"	24"	30"	36"	60"	36"x22" CMPA										
ITEM NO.	UNIT	STA.	STA.	C.Y.	C.Y.	C.Y.	C.Y.	L.S.	STA.	TON	C.Y.	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	C.Y.	LIN. FT.	EACH	EACH					
PROJ. S 0531(7)																										
0 + 00.0 - 430 + 63.8	42,973.8	124	124	43,931	1,218	24,701		.76	143	49,410		930	1,196	64		48	66	70		136	180					
PROJ. S 0531(8)																										
430 + 63.8 - 545 + 87.5	11,523.7	11	14	19,188	3,328	8,279		.20	31	13,120		284	336		48				86	292	24	39				
PROJ. S 1170(4)																										
10 + 00.0 - 33 + 07.3	2,307.3	1	1	2151				.04	6	2,644		72	48					2		2	4					
TOTAL	56,804.8	136	139	165,270	4,546	32,980			180	65,174		1,286	1,580	64	48	48	66	158	292	162	223					
CONTRACT																										

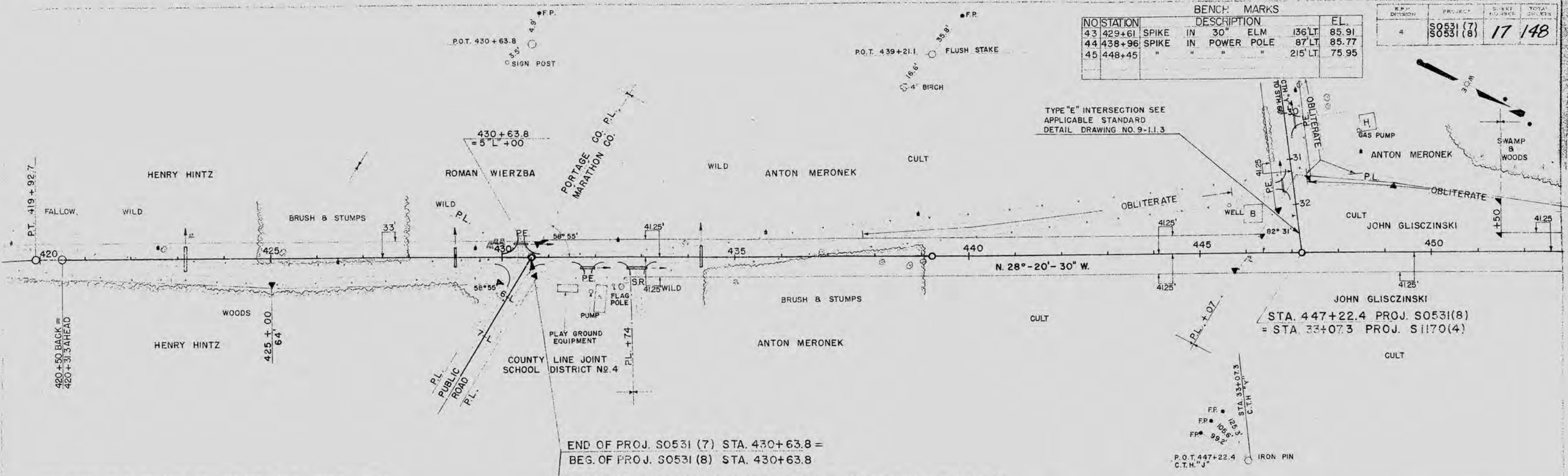
DETAIL SUMMARY SHEET OF MISCELLANEOUS QUANTITIES

PROJECT: S 0531 (7)
S 0531 (8)
S 1170 (4)
SHEET NUMBER: ZA
TOTAL SHEETS: 148

CLEARING AND GRUBBING			EROSION CONTROL				DITCHES AND SIDE ROADS				OBLITERATING OLD ROAD				PIPE CULVERTS													
STATION TO STATION	CLEARING STATIONS	GRUBBING STATIONS	STATION TO STATION	SIDE	INT. EMB. LIN. FT.	SOD SQ. YD.	REMARKS	STATION	PE. OR SR.	BASE COURSE TONS	CULVERT DIA. IN.	PIPE LIN. FT.	PIPE TYPE	RIP-RAP	SQ. YD. SOD	MARKERS	STATION TO STATION	NUMBER OF STATIONS	SEC. NO.	STATION	DIAMETER INCHES	LENGTH LIN. FT.	TYPE	PE. OR SR.	RIP-RAP	MARKERS		
0 + 00 - 1 + 00	1	1	22 + 50 - 30 + 00	LT & RT		280	DITCH CHECKS	1 + 00	PE.								38 + 45 - 43 + 50	5		0 + 30	36x22	66	C.M.P.A.			2.2	2	
8 + 00 - 9 + 00	1	1	34 + 00 - 48 + 00	RT		208	DITCH CHECKS	1 + 50	PE.								47 + 75 - 57 + 50	10		71 + 00	24	44	C.P.			2.2	2	
13 + 00 - 14 + 00	1	1	48 + 50 - 53 + 50	RT	500			19 + 95	PE.								60 + 00 - 63 + 70	4		92 + 00	24	58	C.P.			2.0	2	
15 + 00 - 16 + 00	1	1	53 + 35 - 54 + 00	RT		87	INSLOPE PROTECT'N	19 + 95	PE.								132 + 10 - 135 + 95	5		105 + 00	24	62	C.P.			2.0	2	
21 + 00 - 23 + 00	2	2	78 + 00 - 89 + 00	RT	1100			40 + 50	PE.								136 + 30 - 137 + 15	2		132 + 00	24	48	C.P.			2.2	2	
27 + 00 - 28 + 00	0	1	77 + 00 - 90 + 00	RT		288	DITCH CHECKS	42 + 50	PE.								137 + 50 - 152 + 40	17		198 + 00	24	48	C.P.			2.0	2	
29 + 00 - 59 + 00	30	27	89 + 40 - 90 + 00	LT		80	INSLOPE PROTECT'N	46 + 15	PE.								250 + 00 - 253 + 50	3		229 + 00	24	46	C.P.			2.1	2	
6" B + 00 - 7" B + 00	1	1	94 + 00 - 99 + 00	LT & RT		200	DITCH CHECKS	51 + 00	PE.								266 + 50 - 278 + 30	13		235 + 12	24	48	C.P.			2.2	2	
66 + 00 - 67 + 00	1	1	119 + 00 - 120 + 00	RT		147	INSLOPE PROTECT'N	6" B + 88	PE.								280 + 95 - 302 + 65	22		239 + 00	24	52	C.P.			2.2	2	
86 + 00 - 87 + 00	1	1	146 + 50 - 147 + 50	LT & RT		266	INSLOPE PROTECT'N	62 + 50	PE.								305 + 60 - 311 + 50	6		259 + 82	24	52	C.P.			2.2	2	
92 + 00 - 94 + 00	2	2	164 + 00 - 167 + 50	LT & RT		144	DITCH CHECKS	66 + 95	PE.								313 + 50 - 318 + 00	5		270 + 10	30	64	C.P.			2.6	2	
112 + 00 - 114 + 00	2	2	169 + 50 - 172 + 50	RT	300			82 + 42	PE.								337 + 70 - 343 + 75	6		283 + 50	24	62	C.P.			2.0	2	
122 + 00 - 124 + 00	2	2	174 + 50 - 179 + 50	LT	500			86 + 95	PE.								348 + 50 - 362 + 80	15		291 + 00	24	64	C.P.			2.0	2	
150 + 00 - 152 + 00	2	2	179 + 50	LT		23	FLUME	90 + 50	PE.								363 + 90 - 368 + 60	5		300 + 00	24	78	C.P.			2.0	2	
155 + 00 - 156 + 00	0	1	179 + 00 - 181 + 70	LT & RT		168	DITCH CHECKS	100 + 66	PE.								371 + 35 - 389 + 65	19		312 + 00	24	58	C.P.			2.2	2	
157 + 00 - 158 + 00	0	1	181 + 70 - 183 + 00	LT & RT		240	INSLOPE PROTECT'N	111 + 50	PE.								394 + 50 - 397 + 50	3		321 + 00	24	48	C.P.			2.1	2	
160 + 00 - 161 + 00	1	0	201 + 00 - 208 + 00	RT	700			111 + 85	PE.								409 + 20 - 410 + 20	1		330 + 33	24	48	C.P.			2.2	2	
165 + 00 - 170 + 00	5	5	216 + 00 - 220 + 00	LT	400			123 + 38	PE.								410 + 75 - 412 + 75	2		362 + 87	60	48	C.P.			13.8	2	
171 + 00 - 177 + 00	6	6	229 + 50 - 234 + 50	LT	500			124 + 00	PE.								437 + 75 - 445 + 75	8		371 + 00	24	46	C.P.			2.2	2	
179 + 00 - 182 + 00	3	3	231 + 00	LT		15	FLUME	127 + 36	PE.								447 + 30 - 459 + 00	12		391 + 50	24	54	C.P.			2.2	2	
188 + 00 - 196 + 00	8	8	249 + 00 - 257 + 00	LT & RT		176	DITCH CHECKS	136 + 10	PE.								469 + 25 - 471 + 25	2		407 + 00	24	46	C.P.			2.2	2	
199 + 00 - 200 + 00	1	1	290 + 00 - 291 + 00	RT		133	INSLOPE PROTECT'N	142 + 00	PE.								479 + 00 - 482 + 00	3		423 + 17	24	54	C.P.			2.2	2	
206 + 00 - 207 + 00	1	1	301 + 00 - 302 + 00	LT		133	INSLOPE PROTECT'N	153 + 50	PE.								483 + 00 - 485 + 40	2		429 + 00	24	42	C.P.			2.2	2	
209 + 00 - 210 + 00	1	1	301 + 50 - 307 + 50	LT	600			164 + 25	PE.								486 + 50 - 490 + 50	4										
213 + 00 - 214 + 00	1	1	305 + 00	LT		18	FLUME	164 + 25	PE.								* 26 + 00 - 31 + 50	6		434 + 28	24	46	C.P.			2.2	2	
217 + 00 - 219 + 00	2	2	307 + 00 - 312 + 00	RT		112	DITCH CHECKS	168 + 11.9	PE.								MARKER POSTS FOR SHOULDER DELINEATION											
223 + 00 - 224 + 00	1	1	312 + 50 - 329 + 00	RT	1700			168 + 70	PE.								STATION TO STATION		SIDE	EACH								
225 + 00 - 226 + 00	1	1	318 + 25	RT		18	FLUME	169 + 80	PE.								482 + 00 - 471 + 92		RT	292								
228 + 00 - 229 + 00	1	0	399 + 00 - 404 + 00	RT		80	DITCH CHECKS	184 + 21	PE.								39 + 50 - 42 + 00		LT	6	506 + 16 24 68 C.P. 2.2 2							
232 + 00 - 233 + 00	1	1	408 + 00 - 415 + 00	RT		144	DITCH CHECKS	184 + 60	PE.								53 + 50 - 57 + 00		LT	8	523 + 00 24 48 C.P. 2.2 2							
234 + 00 - 236 + 00	0	2	413 + 50 - 420 + 50	RT	700			194 + 72	PE.								54 + 00 - 58 + 00		RT	9	538 + 81 24 40 C.P. 2.2 2							
238 + 00 - 239 + 00	1	1	UNDISTRIBUTED			300		194 + 75	PE.								117 + 50 - 120 + 00		LT	6								
244 + 00 - 247 + 00	3	3	482 + 00 - 494 + 00	RT		184	DITCH CHECKS	201 + 00	PE.								117 + 50 - 119 + 50		RT	5	* 24 + 56 24 48 C.P. 2.0 2							
250 + 00 - 251 + 00	1	1	484 + 00 - 488 + 00	LT		96	DITCH CHECKS	203 + 00	PE.								185 + 50 - 187 + 50		LT	5								
253 + 00 - 254 + 00	1	1	504 + 00 - 505 + 00	LT & RT		56	DITCH CHECKS	211 + 00	PE.								267 + 50 - 272 + 00		RT	10								
256 + 00 - 257 + 00	1	1	508 + 50 - 513 + 00	LT & RT		160	DITCH CHECKS	212 + 60	PE.								290 + 50 - 294 + 00		LT & RT	16								
266 + 00 - 267 + 00	1	1	UNDISTRIBUTED			104		221 + 85	PE.								298 + 50 - 301 + 50		LT	7								
269 + 00 - 270 + 00	1	0	ENTRANCES AND SIDE ROADS (CONT.)						221 + 85	PE.							298 + 50 - 302 + 00		RT	8								
274 + 00 - 275 + 00	1	1	STATION	PE. OR SR.	BASE COURSE TONS	CULVERT DIA. IN.	PIPE LIN. FT.	PIPE TYPE	RIP-RAP	MARKERS																		
283 + 00 - 285 + 00	2	1	430 + 40	PE.	10	18	24	C.P.			234 + 38.5	24	C.P.				472 + 50 - 476 + 00		RT	8								
292 + 00 - 293 + 00	1	0	430 + 63.8	SR.	181						235 + 50	24	C.P.				STEEL PLATE BEAM GUARD											
300 + 00 - 301 + 00	1	0									241 + 00	38	C.P.				STATION TO STATION		SIDE	LIN. FT.								
310 + 00 - 312 + 00	2	1									247 + 30	24	C.P.				469 + 00 - 471 + 92		RT	292								
318 + 00 - 319 + 00	1	1									250 + 50	24	C.P.				RIPRAP FOR SLOPE PROTECTION											
320 + 00 - 321 + 00	0	1	431 + 85	PE.	10	18	24	C.P.			254 + 18	24	C.P.				STATION TO STATION		SIDE	C.Y.								
357 + 00 - 358 + 00	1	1	432 + 92	SR.	40	18	38	C.P.	2.2	2	263 + 00	24	C.P.				469 + 00 - 472 + 00		RT	45								
359 + 00 - 368 + 00	9	9	453 + 00	PE.	15	18	24	C.P.			266 + 25	24	C.P.				474 + 75 - 475 + 75		RT	224								
372 + 00 - 374 + 00	2	2	458 + 80	PE.	15	18	24	C.P.			275 + 00	24	C.P.				GRAVEL OR CRUSHED STONE BASE COURSE											
376 + 00 - 378 + 00	2	2	459 + 60	PE.	10	24	24	C.P.			277 + 00	24	C.P.				STATION TO STATION		LOCATION	TONS								
381 + 00 - 383 + 00	2	2	461 + 70	PE.	25	24	24	C.P.			303 + 00	24	C.P.				0 + 00 - 545 + 87.5		ROADWAY	80,048								
393 + 00 - 394 + 00	1	1	474 + 00	PE.	20						311 + 50	24	C.P.				0 + 00 - 545 + 87.5		PE'S & SR'S	2,482								
396 + 00 - 397 + 00	1	1	476 + 80	PE.	10	18	24	C.P.			321 + 85	24	C.P.				* 10 + 00 - 33 + 07.3		ROADWAY	2,604								
401 + 00 - 402 + 00	1	1	478 + 45	PE.	40	18	30	C.P.			335 + 00	24	C.P.				* 10 + 00 - 33 + 07.3		PE'S	40								
403 + 00 - 406 + 00	3	3	486 + 00	PE.	50	18	24	C.P.			337 + 25	24	C.P.															
415 + 00 - 420 + 00	5	5	491 + 92	SR.	90						346 + 50	24	C.P.															
424 + 00 - 427 + 00	0	3	504 + 00	PE.	10	18	24	C.P.			346 + 50	24	C.P.															
429 + 00 - 430 + 00	0	1	511 + 30	PE.	20	18	24	C.P.																				

NO	STATION	DESCRIPTION	EL.
43	429+61	SPIKE IN 30" ELM	136'LT 85.91
44	438+96	SPIKE IN POWER POLE	87'LT 85.77
45	448+45	" " " "	215'LT 75.95

NO.	PROJECT	SHEET	TOTAL
4	S0531 (7) S0531 (8)	17	148

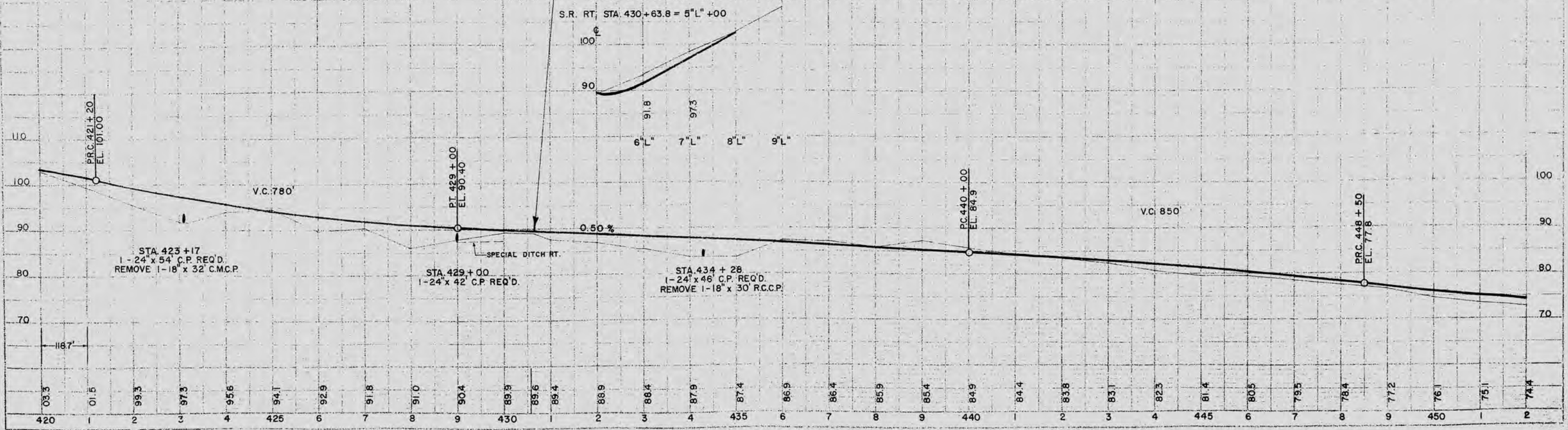


END OF PROJ. S0531 (7) STA. 430+63.8 =
 BEG. OF PROJ. S0531 (8) STA. 430+63.8

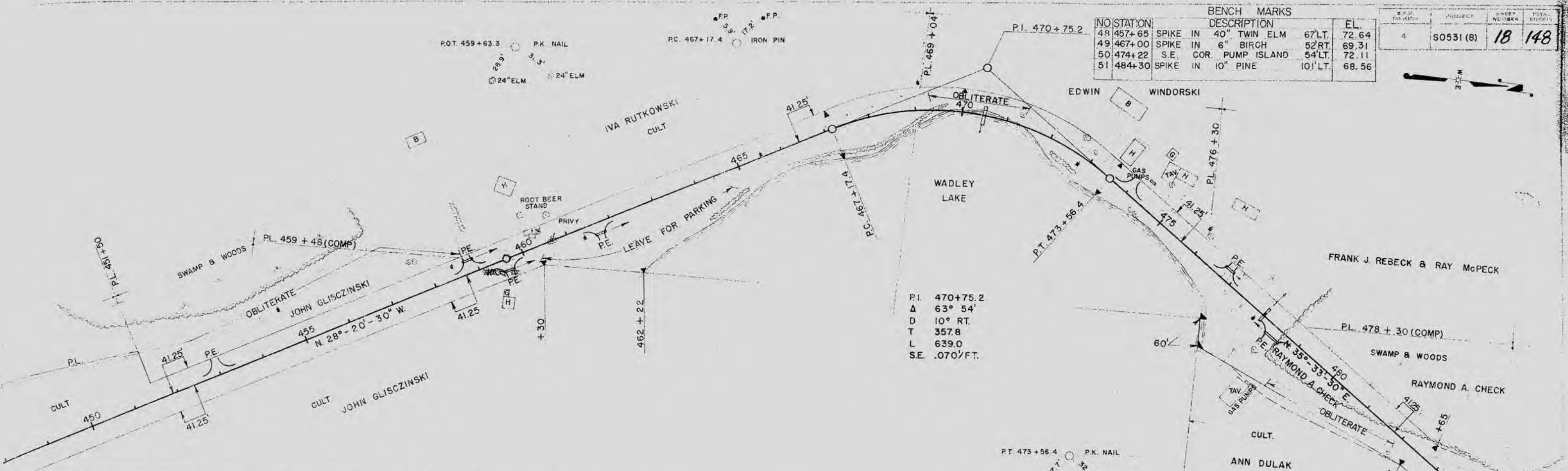
NET LENGTH OF C STA. 420+00 - STA. 430+63.8 = 1082.5 LIN. FT.

NET LENGTH OF CENTERLINE STATION 430+63.8 TO 451+00 = 2036.2 LIN. FT.

UNC. FILL SHG.	4541 C.Y.	3494 C.Y.	30%	UNC. FILL SHG.	2358 C.Y.	1815 C.Y.	30%	UNC. FILL SHG.	420 C.Y.	323 C.Y.	30%	UNC. FILL SHG.	342 C.Y.	263 C.Y.	30%
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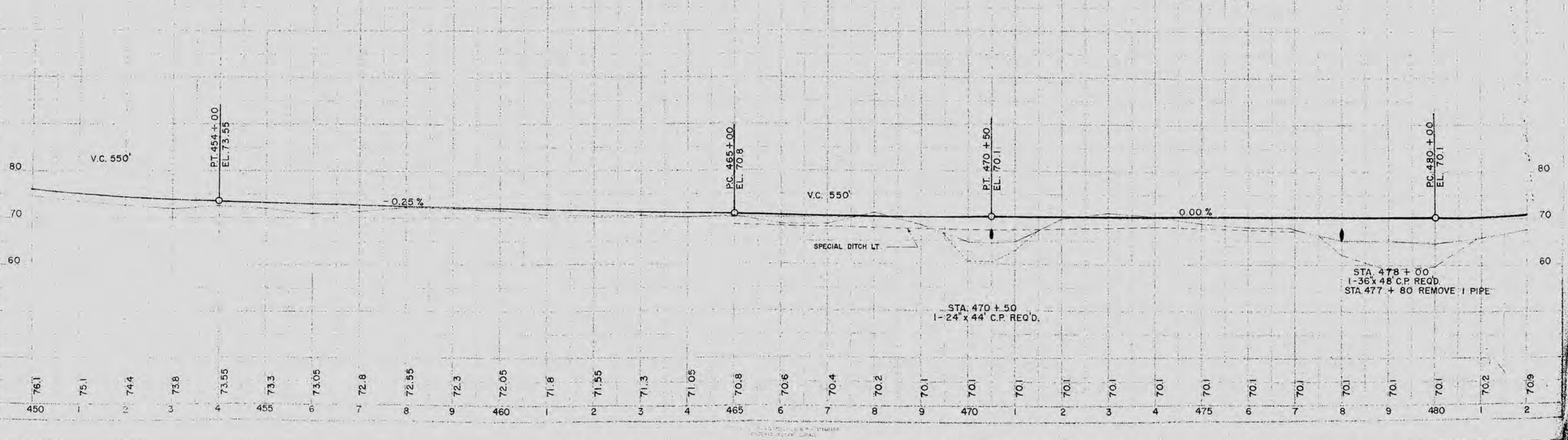


BENCH MARKS		PROJECT		SHEET		TOTAL	
NO	STATION	DESCRIPTION	EL.	NO	NO	NO	NO
48	457+65	SPIKE IN 40" TWIN ELM	67'LT. 72.64	4	S0531 (8)	18	148
49	467+00	SPIKE IN 6" BIRCH	52'RT. 69.31				
50	474+22	S.E. COR. PUMP ISLAND	54'LT. 72.11				
51	484+30	SPIKE IN 10" PINE	101'LT. 68.56				



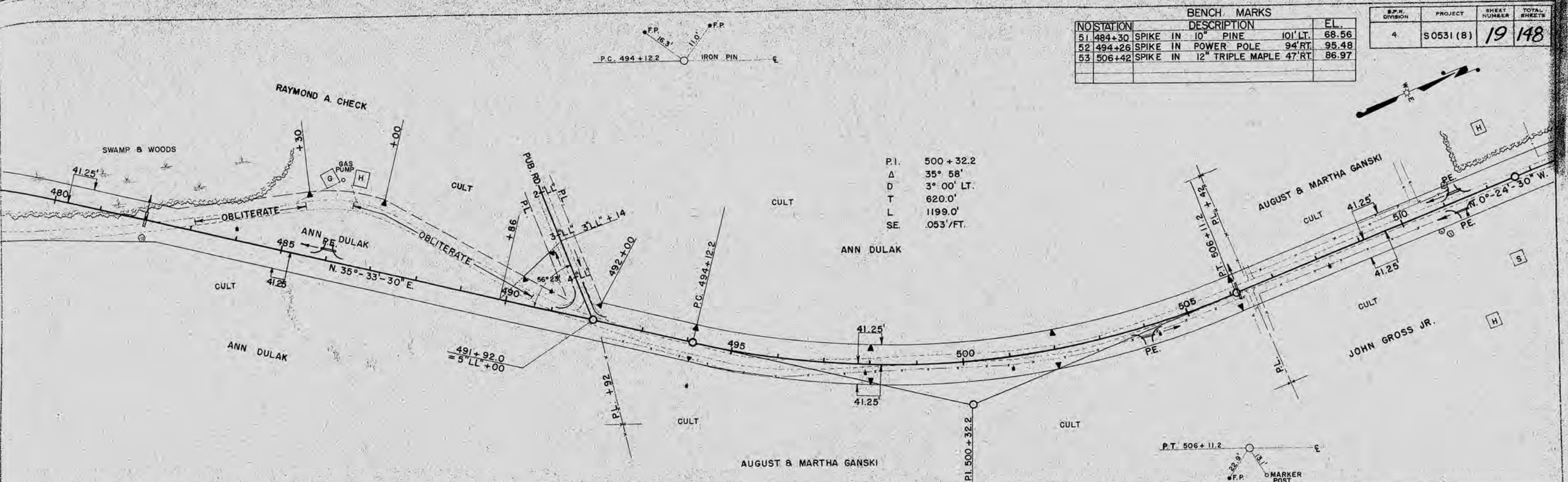
NET LENGTH OF CENTERLINE STATION 451+00 TO 481+00 = 3000 LIN. FT.

UNC.	1894	C.Y.		UNC.	1095	C.Y.
FILL	1456	C.Y.		MARSH	3328	C.Y.
SHG.	30%			BORROW	8279	C.Y.
				FILL	7211	C.Y.
				SHG.	30%	

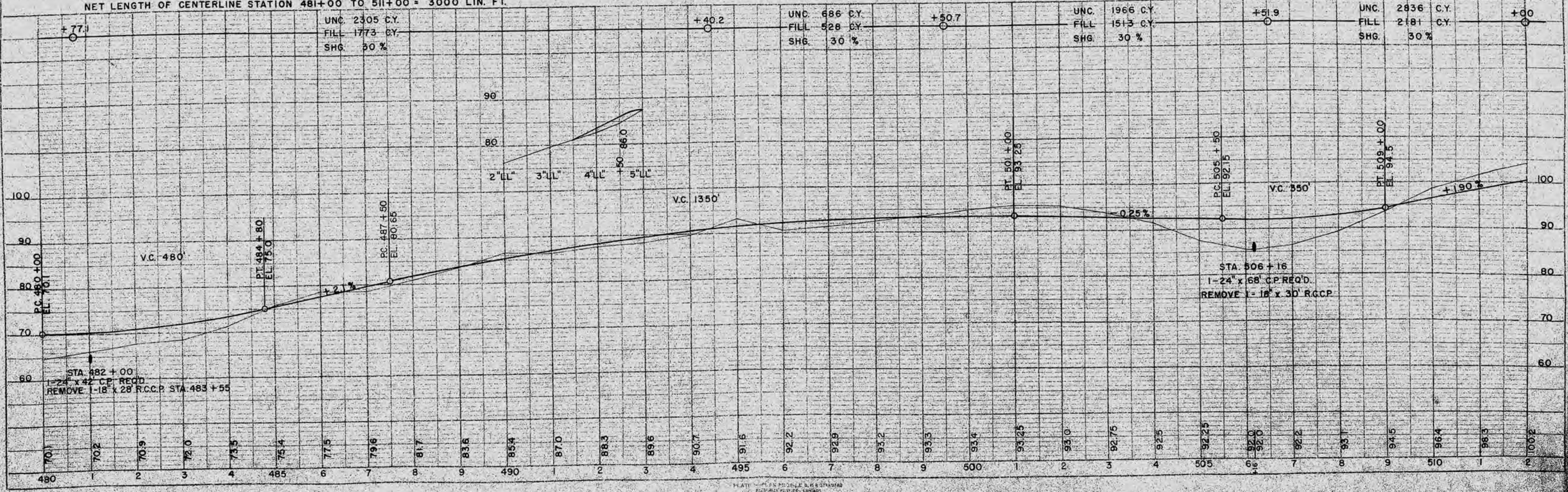


NO	STATION	DESCRIPTION	EL.
51	484+30	SPIKE IN 10" PINE 101' LT.	68.56
52	494+26	SPIKE IN POWER POLE 94' RT.	95.48
53	506+42	SPIKE IN 12" TRIPLE MAPLE 47' RT.	86.97

D.P.N. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	S 0531 (8)	19	148



NET LENGTH OF CENTERLINE STATION 481+00 TO 511+00 = 3000 LIN. FT.



POT. 512+62.6
 10" MAPLE
 60.4' 65.6' FP
 PK NAIL

FP
 16.5' 20.0'
 P.O.T. 530+09.9
 PK NAIL

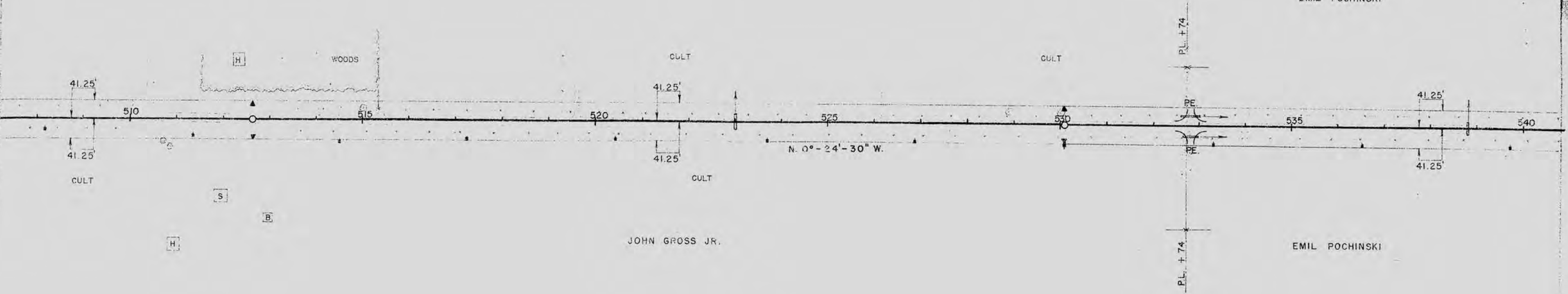
NO	STATION	DESCRIPTION	EL.
54	520+46	SPIKE IN POWER POLE	34' RT. 100.05
55	530+10	" " " "	34' RT. 100.93

DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
	S0531(8)	20	148

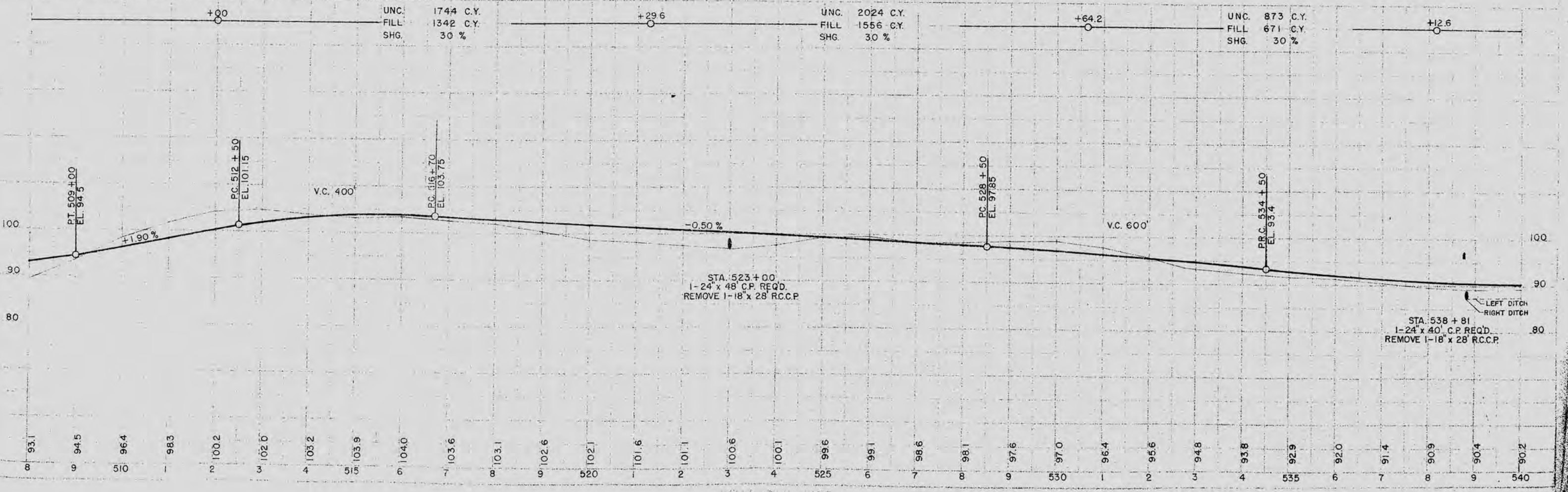


AUGUST & MARTHA GANSKI

EMIL POCHINSKI

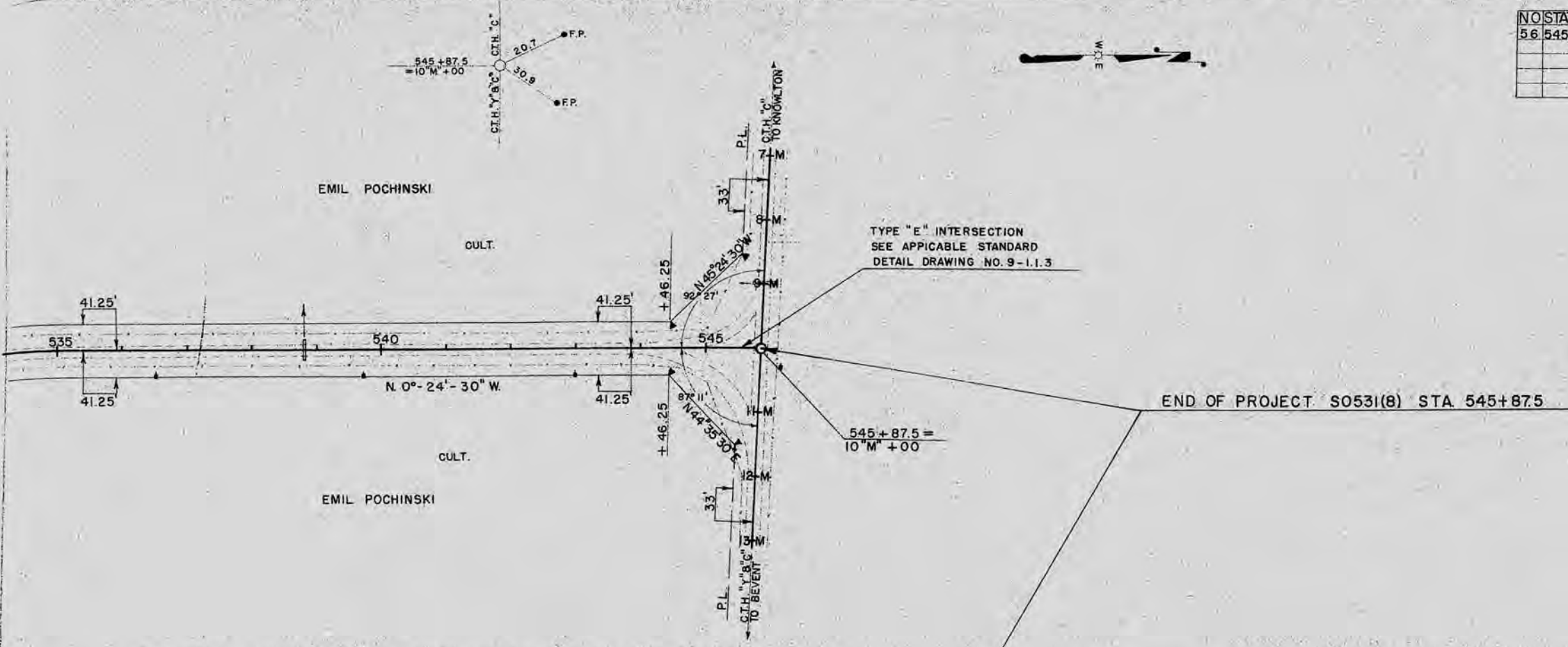


NET LENGTH OF CENTERLINE STATION 511+00 TO 539+00 = 2800 LIN. FT.

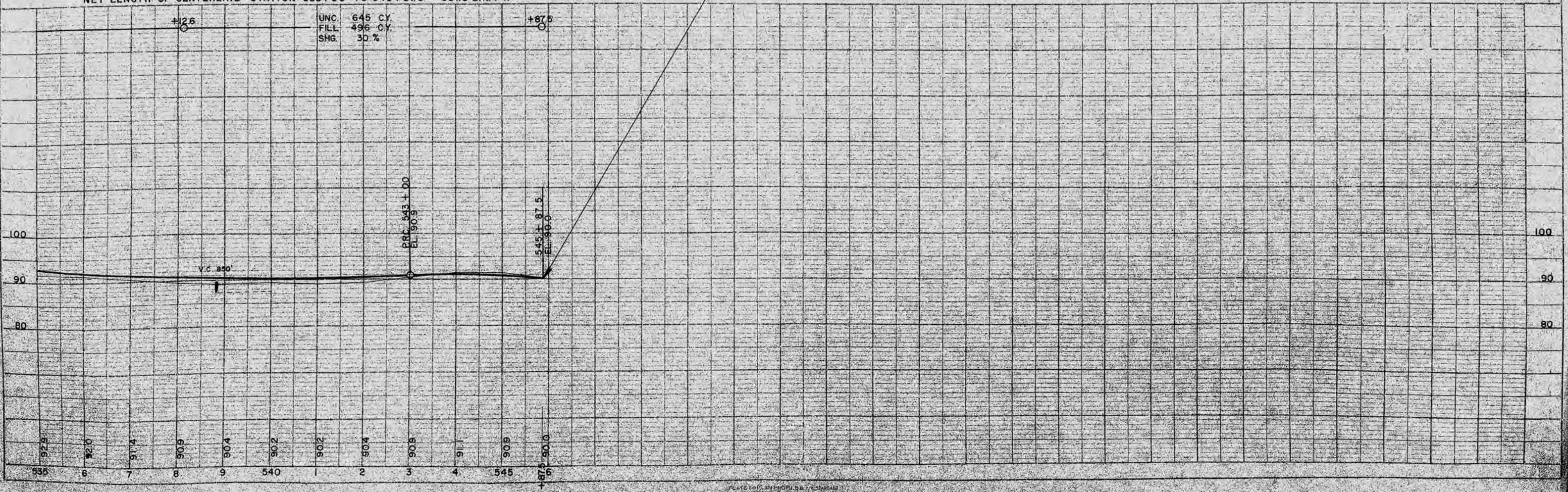


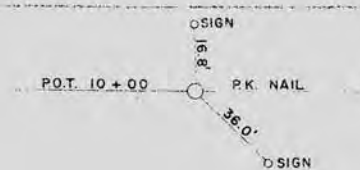
NO	STATION	BENCH MARKS	DESCRIPTION	EL.
56	545+87.5	SPIKE	IN POWER POLE	30' RT. 91.53

S.P.S. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	S0531 (8)	21	148



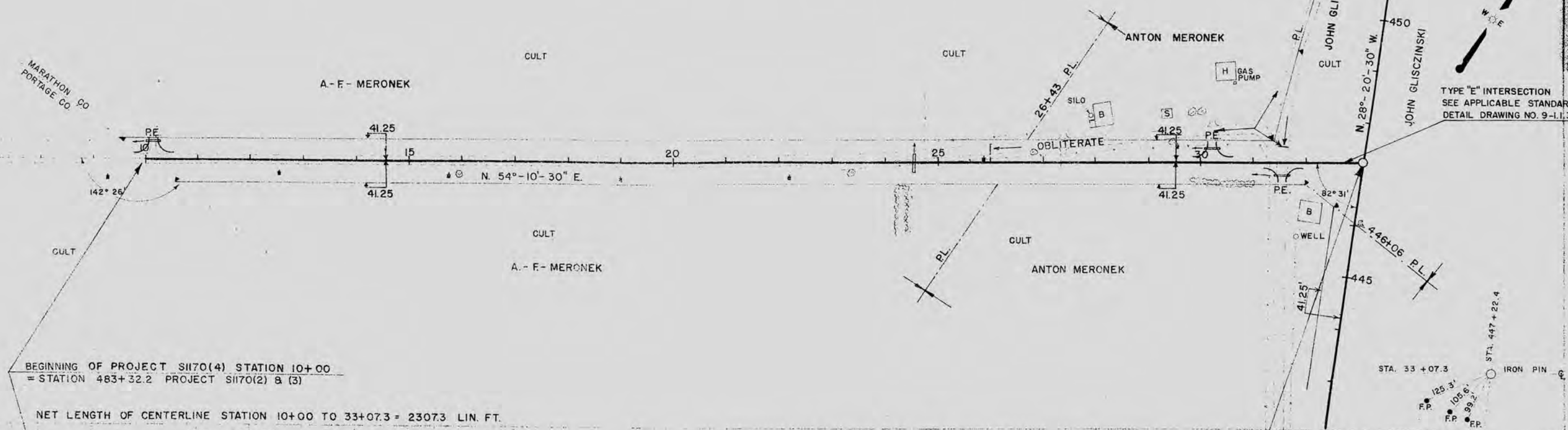
NET LENGTH OF CENTERLINE STATION 539+00 TO 545+87.5 = 687.5 LIN. FT.





NO	STATION	DESCRIPTION	EL.
47	9+29	SPIKE IN POWER POLE 33' RT	71.86
46	24+33	SPIKE IN 6" POPLAR 119' RT	70.61
45	31+12	SPIKE IN POWER POLE 151' LT	75.95

PR. DIVISION	PR. NO.	SHEET NO.	TOTAL SHEETS
SI170(4)	22	148	

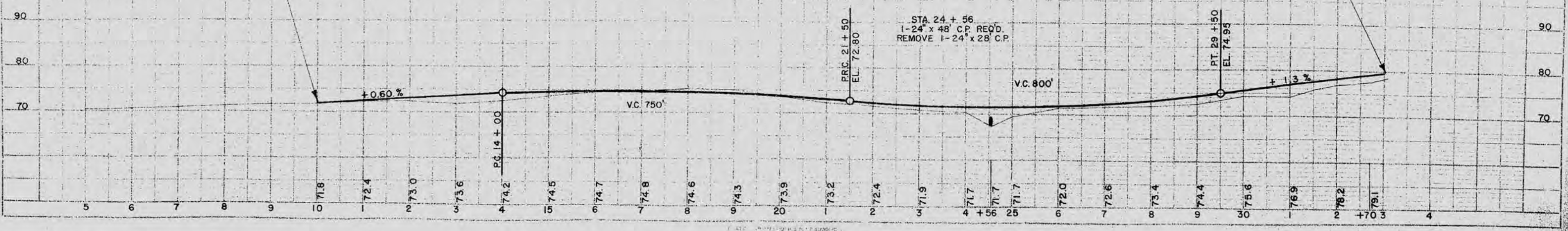


BEGINNING OF PROJECT SI170(4) STATION 10+00
 = STATION 483+32.2 PROJECT SI170(2) B (3)

NET LENGTH OF CENTERLINE STATION 10+00 TO 33+07.3 = 2307.3 LIN. FT.

+50	UNC. 334 C.Y.	+61.3	UNC. 324 C.Y.	+18.3	UNC. 1493 C.Y.	+70
	FILL 251 C.Y.		FILL 243 C.Y.		FILL 1121 C.Y.	
	SHG. 33 1/3 %		SHG. 33 1/3 %		SHG. 33 1/3 %	

END OF PROJECT SI170(4) STATION 33+07.3
 = STATION 447+22.4 PROJECT S0531(8)



STA. 24 + 56
 1-24" x 48" C.P. REQ'D.
 REMOVE 1-24" x 28" C.P.

TYPE "E" INTERSECTION
 SEE APPLICABLE STANDARD
 DETAIL DRAWING NO. 9-1.1.3

207
No.

448
75

77.5

447
75

78.6

446
80

79.6

445
80

80.5

444
80

81.4

443
80

82.2

442
80

82.9

B.P.R. DISTRICT OFFICE	PROJECT	SHEET NUMBER	TOTAL SHEETS
WIS. 4	S0531 (8)	129	148

STATION	DISTANCE	YARDAGE	
		EXCAVATION	
		UNC.	FILL
441			
	194		0
442			
	122		2
443			
	44		63
444			
	13		141
445			
	35		87
446			
	57		22
447			
	59		24
448			
SHEET TOTAL		524	339

455
70

454
70

453
70

452
70

451
70

450
75

449

72.4

72.65

72.9

73.5

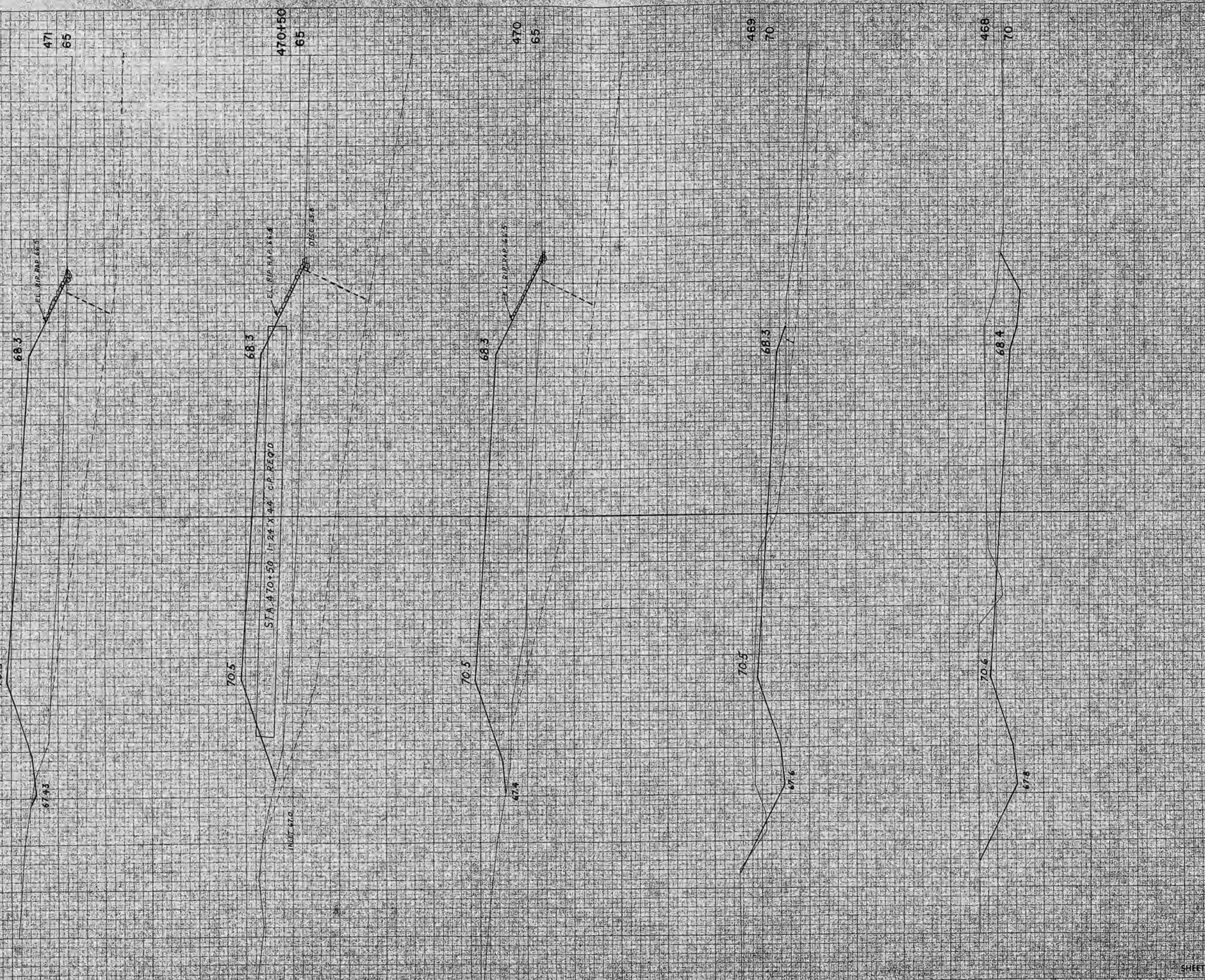
74.2

75.2

76.3

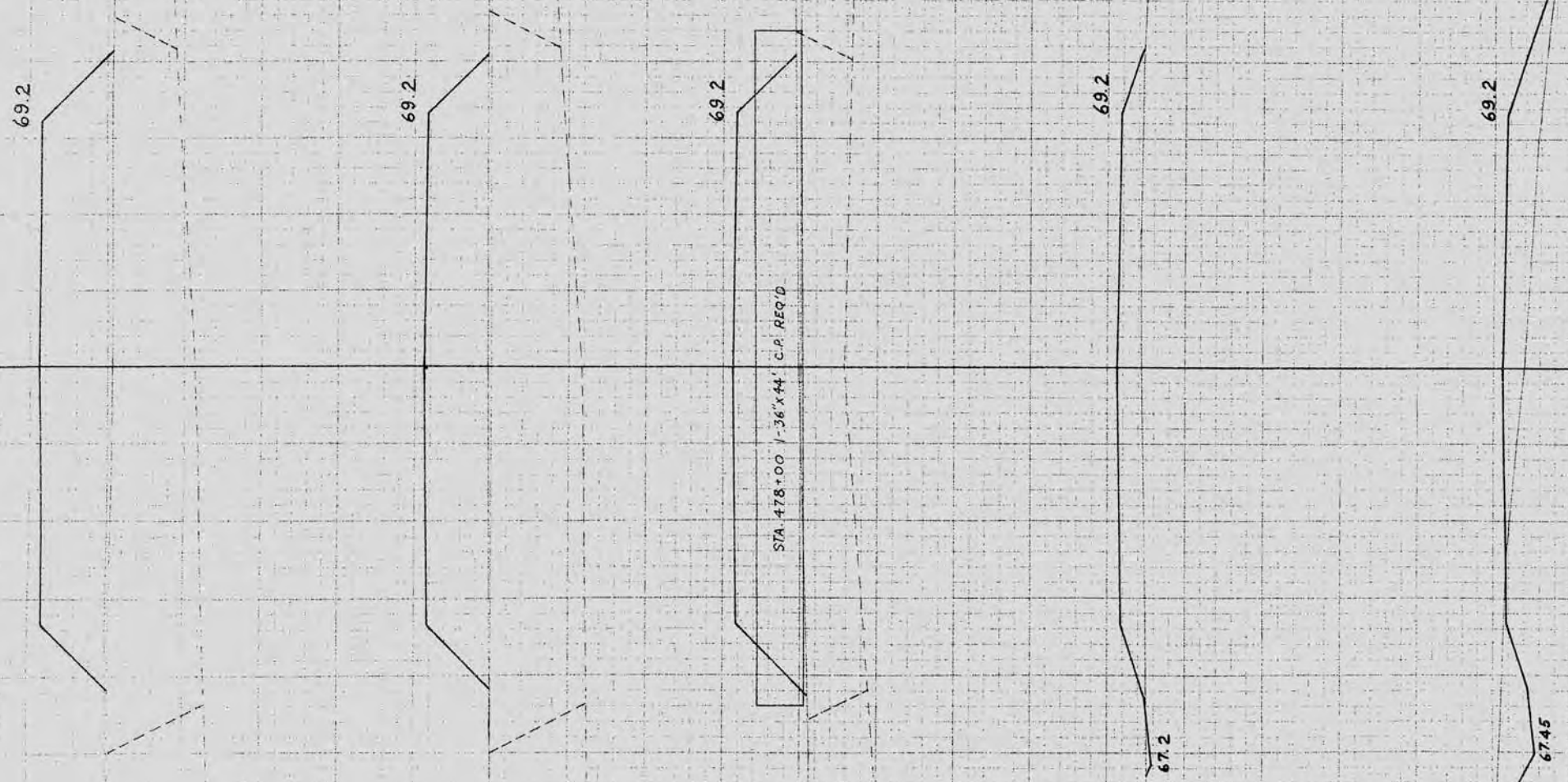
B.P.A. DISTRICT OFFICE	PROJECT	SHEET NUMBER	TOTAL SHEETS
WIS. 4	S0531 (8)	130	145

STATION	DISTANCE	YARDAGE	
		EXCAVATION	
		UNC.	FILL
448			
	122		9
449			
	119		26
450			
	37		81
451			
	22		111
452			
	15		135
453			
	0		20
P.E. 454		28	83
	44		35
455			
SHEET TOTAL		387	500



STATION	DISTANCE	YARDAGE		
		EXCAVATION		
		UNC	MARSH	FILL
467				
	374			11
468				
	309			56
469				
	69	293		722
470				
	0	352		744
+50				
	2	307		693
471				
SHEET TOTAL		754	952	224

480 70
479 65
478 65
477 65
476 70



STATION	DISTANCE	YARDAGE		
		EXCAVATION		FILL
		UNC.	MARSH	
475		89		209
476		0		25
PE. 477		3		198
		2	133	667
478		0		180
PE. 479		0	754	1315
		0	924	1509
480				

STA. 478+00 1'-36" x 44" C.P. REQ'D

SHEET TOTAL 126 1811 4103

485
75

484
70

483
65

482
65

481
65

74.5

72.6

71.1

70.0

69.3

STA. 482+00: 1'-24" X 42' C-A REQ'D

STATION	DISTANCE	YARDAGE		
		EXCAVATION		FILL
		UNC.	MARSH	
480	0	448	1009	
481	11	6	444	
482	15	0	363	
483	28	0	280	
484	181	0	104	
485				
SHEET TOTAL		235	454	2200

491
85

86.1

490
85

84.5

489
85

82.7

488
80

80.8

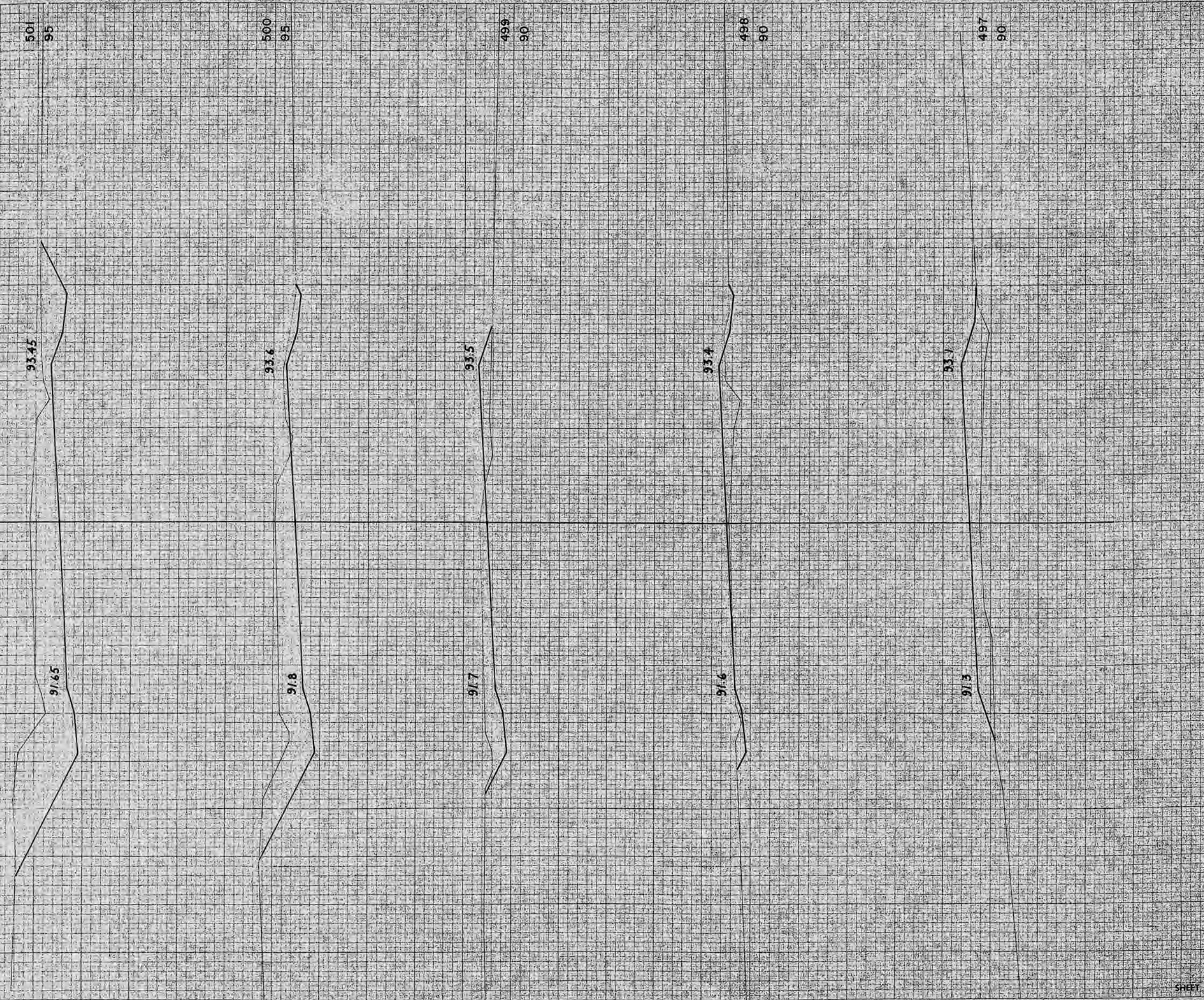
487
80

78.7

486
80

76.6

STATION	DISTANCE	YARDAGE		
		EXCAVATION		FILL
		UNC.		
485		50		50
PE. 486		385		0
		261		24
487		76		37
488		157		13
489		335		0
490		274		15
491				
SHEET TOTAL		1538		139



501
95

500
95

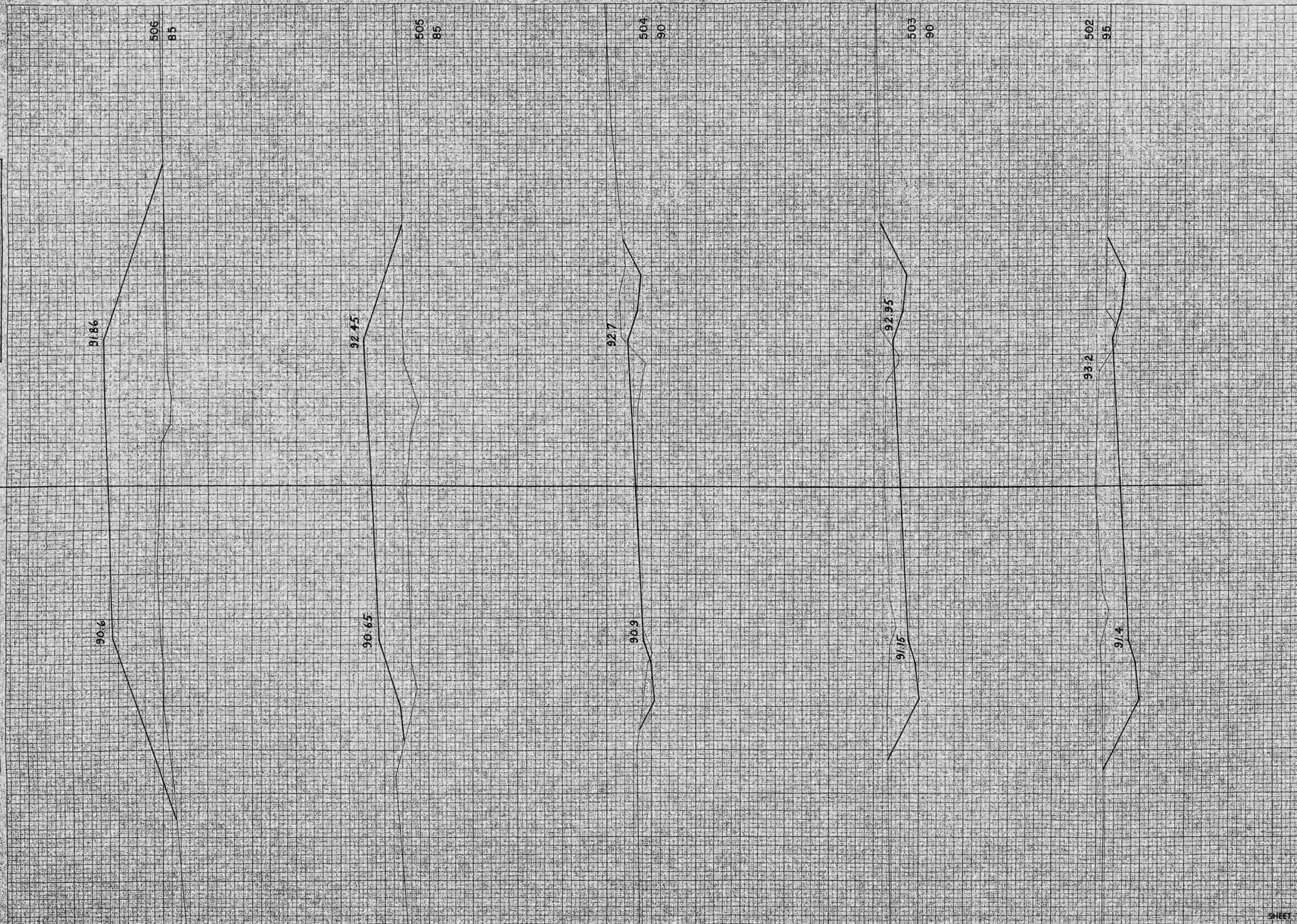
499
90

498
90

497
90

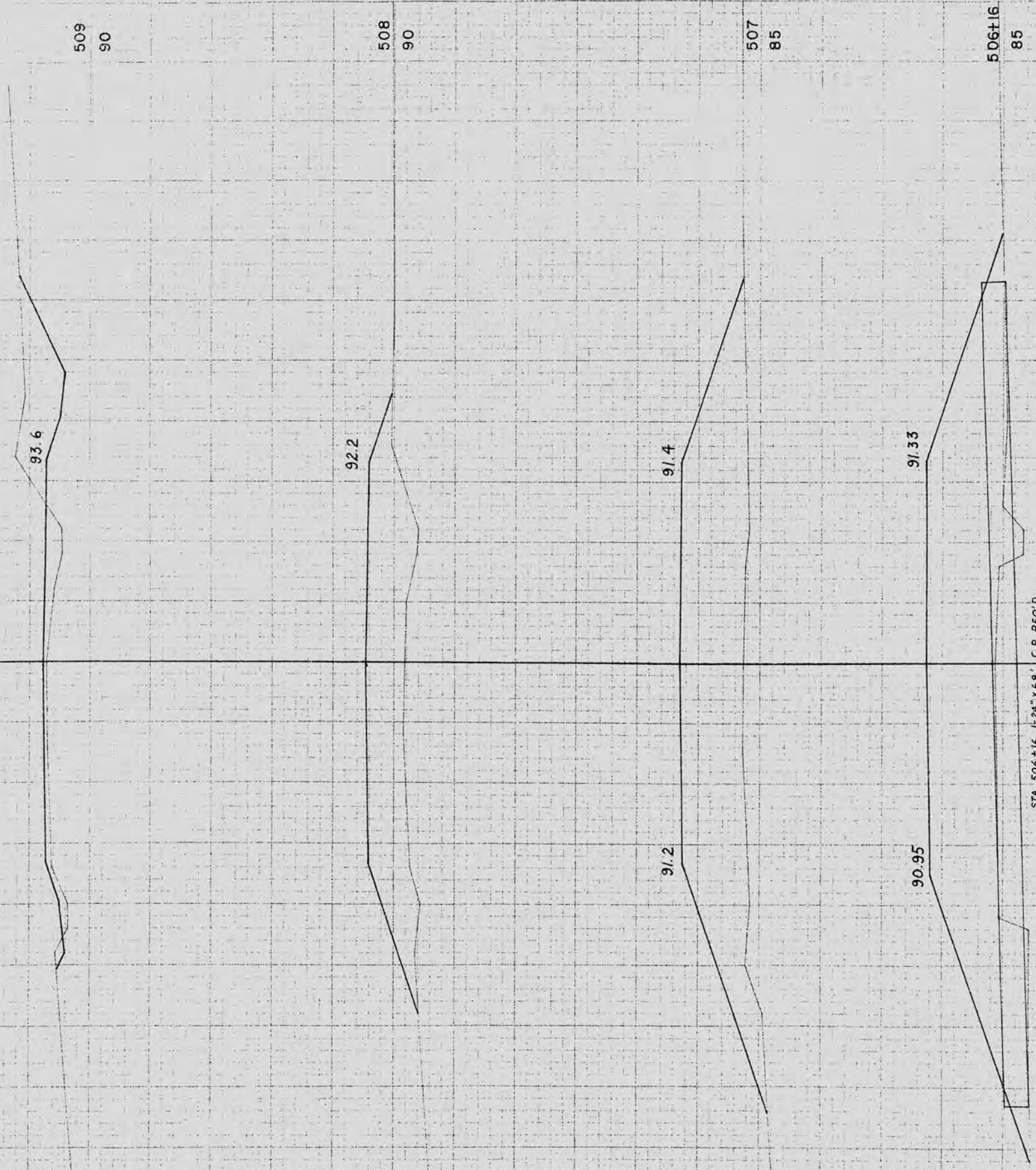
STATION	DISTANCE	YARDAGE	
		EXCAVATION	FILL
495			
496	224		98
	28		217
497			
	13		150
498			
	74		18
499			
	254		22
500			
	530		0
501			
SHEET TOTAL		1123	536

R.P.R. DISTRICT OFFICE	PROJECT	SHEET NUMBER	TOTAL SHEETS
WIS. 4	S0531(8)	140	148

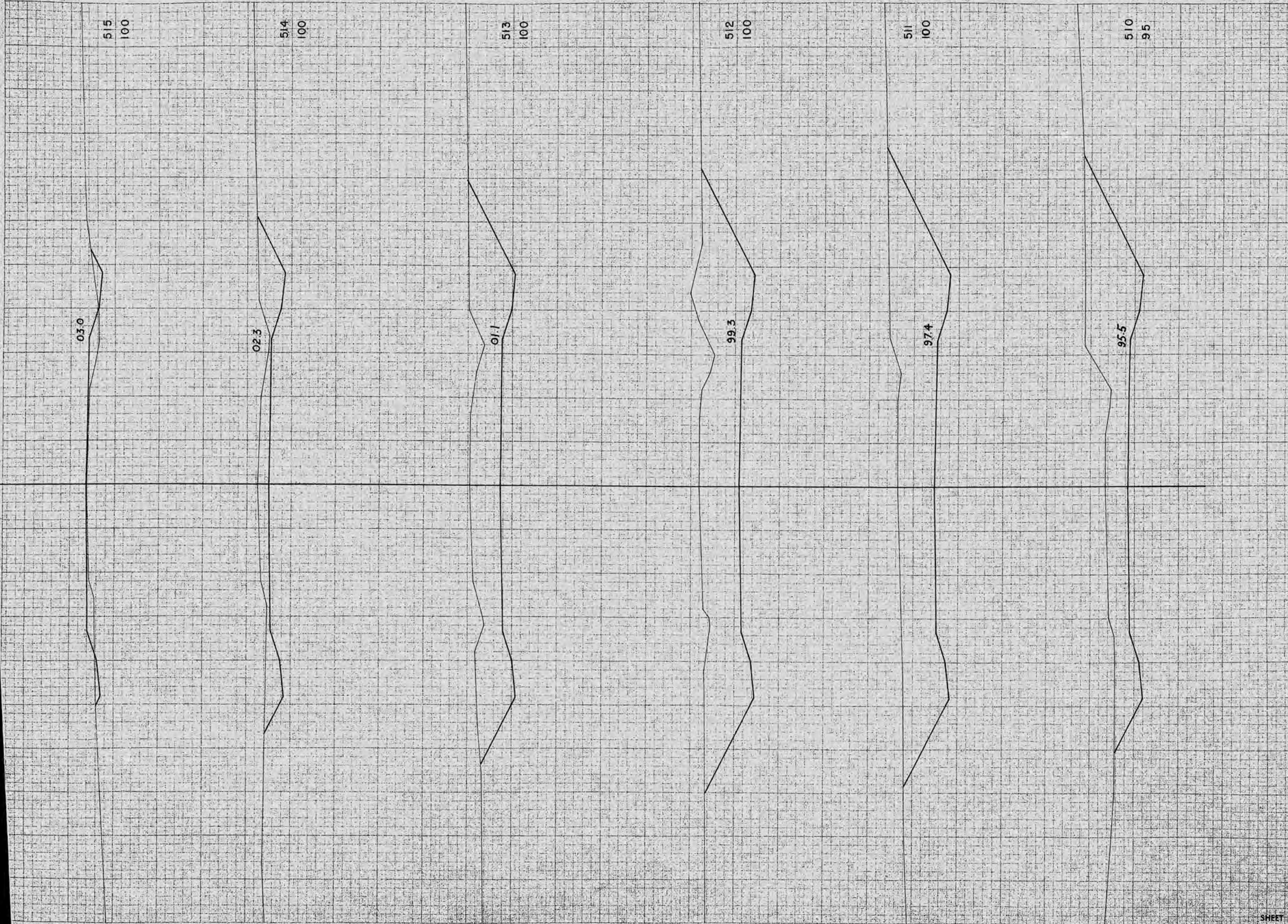


STATION	DISTANCE	YARDAGE	
		EXCAVATION	FILL
		UNC.	
501			
		591	2
502		444	4
503		233	28
504		43	387
505		0	974
506			
SHEET TOTAL		1311	1385

B.P.R. DISTRICT OFFICE	PROJECT	SHEET NUMBER	TOTAL SHEETS
WIS. 4	S0531(8)	141	148



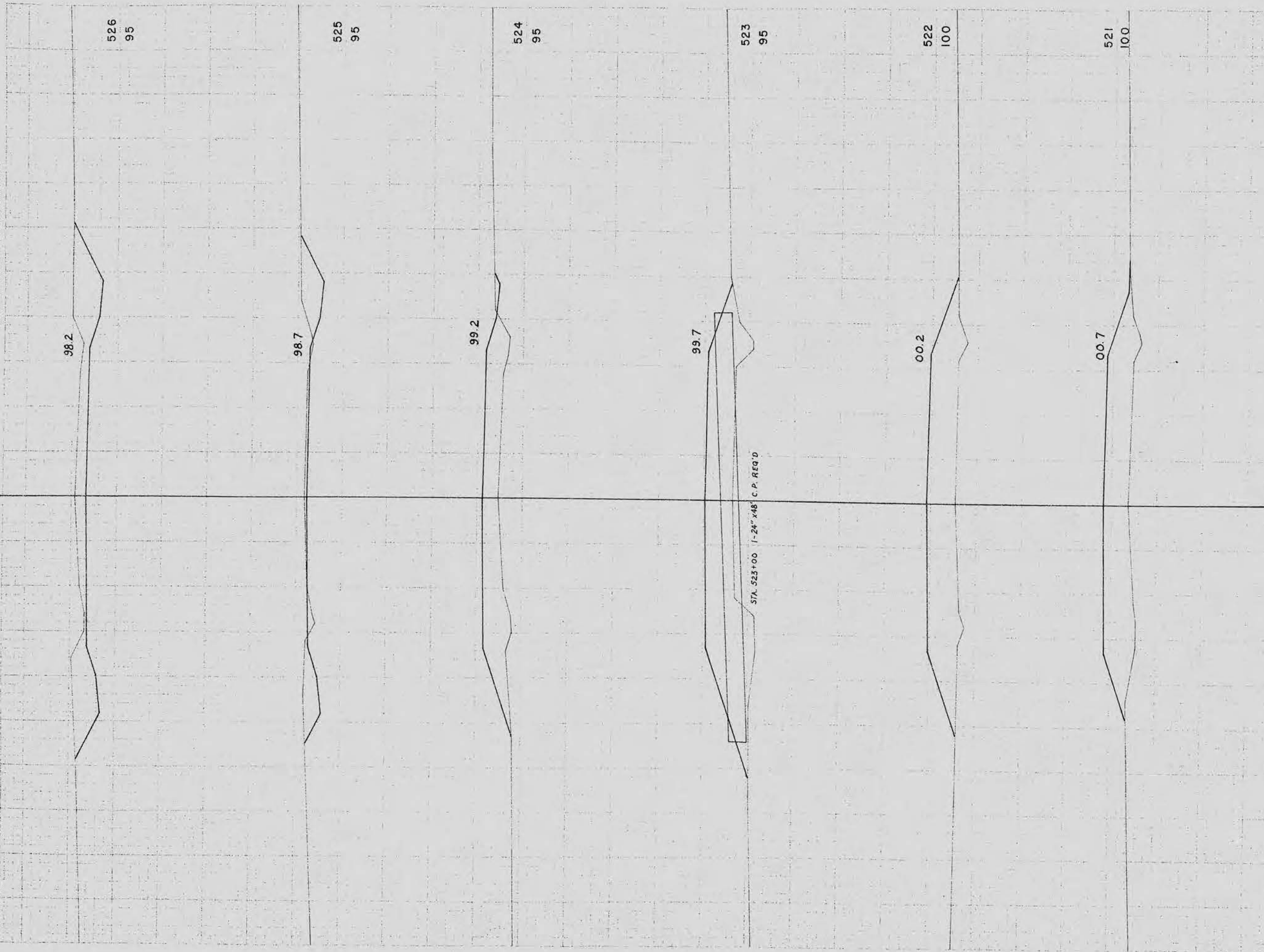
STATION	DISTANCE	YARDAGE		
		EXCAVATION		FILL
		UNC.		
506	0		206	
+16	0		985	
507	0		756	
508	80		300	
509				
SHEET TOTAL		80	2247	



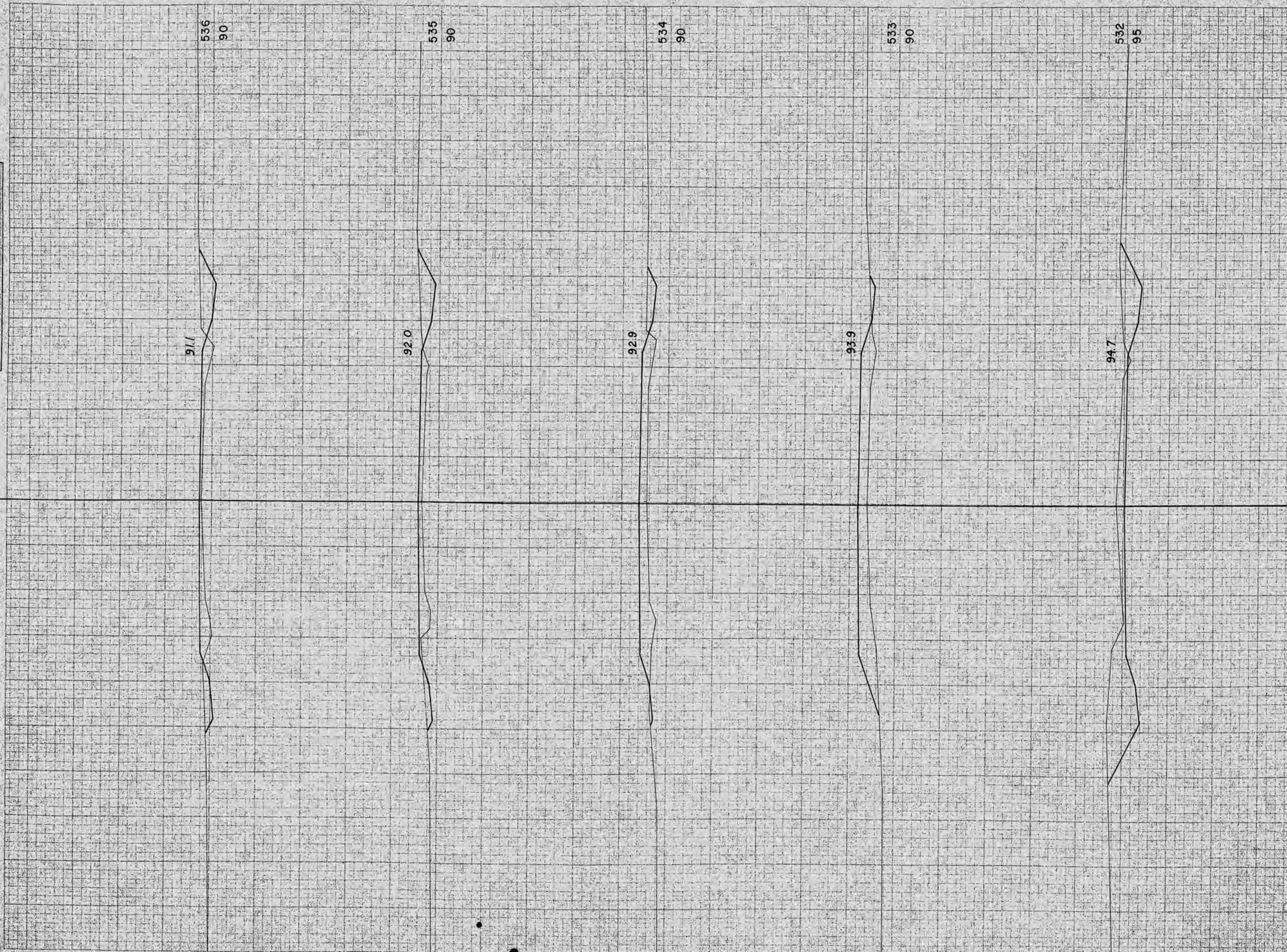
STATION	DISTANCE	YARDAGE	
		EXCAVATION	FILL
	UNC.		
509	469		41
510	250		0
PE'S 511	944		0
	1093		0
512	922		0
513	526		0
514	150		22
515			
SHEET TOTAL		4354	63

B.P.D. DISTRICT OFFICE	PROJECT	SHEET NUMBER	TOTAL SHEETS
WIS. 4	S0531(8)	147-148	

COUNTY OF WISCONSIN
 SURVEY
 1-24" X 48" C.P. REQ'D
 523
 524
 525
 526
 N.O.



STATION	DISTANCE	YARDAGE	
		EXCAVATION	
		UNC.	FILL
520	0		456
521	0		493
522	0		556
523	2		463
524	59		172
525	215		6
526			
SHEET TOTAL		276	2146



STATION	DISTANCE	YARDAGE	
		EXCAVATION	FILL
531			
	354		0
532		0	20
PE'S	130		91
533		11	159
534		33	102
535		54	69
536			
SHEET TOTAL		582	441

NOTE: BOUNDING TEMPERATURES
 NO. 11
 AREA SURVEYED

NOTE: BOUNDING TEMPERATURES
 NO. 11
 AREA SURVEYED

421
3-59
3-52

540
90

89.3

87.6

87.4

539
90

89.5

87.4

87.4

538+81
90

87.3

STA. 538+81 1'-24" X 40' C.P. REQ'D

DRAINAGE ONLY

538
90

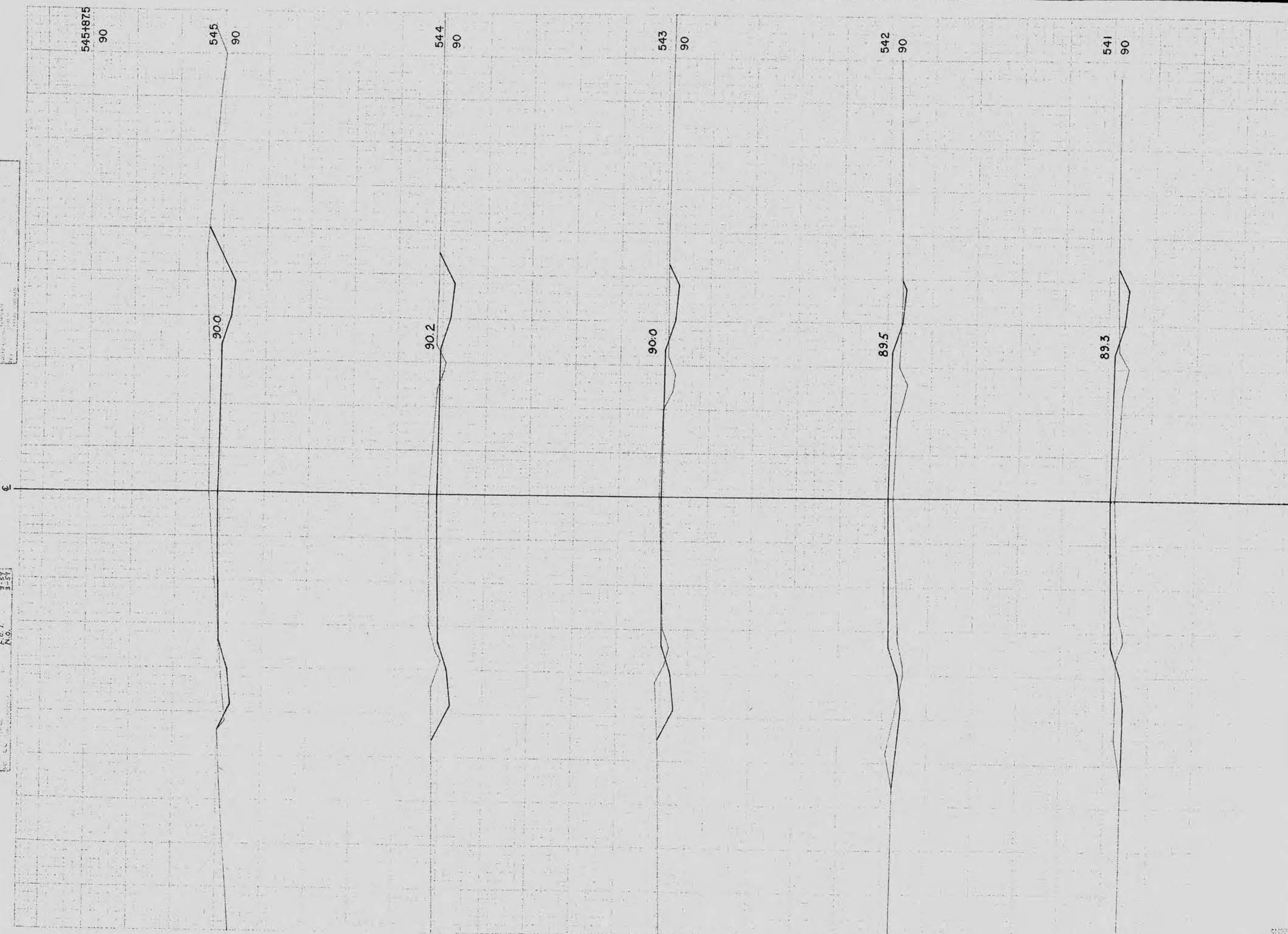
90.0

537
90

90.5

P.P. DISTRICT OFFICE	PROJECT	SHEET NUMBER	TOTAL SHEETS
WIS. 4	S0531(8)	177	178

STATION	DISTANCE	YARDAGE	
		EXCAVATION	FIN.
	UNC.		
536	50		93
537	31		122
538	39		115
539	52		91
540			
SHEET TOTAL		172	421



STATION	DISTANCE	YARDAGE		
		EXCAVATION		FILL
		UNC.		
540				
		48		96
541		39		119
542		50		74
543		124		13
544		200		2
545		98		0
+875				