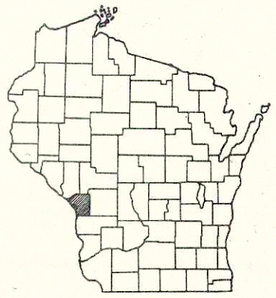
INDEX OF SHEETS



COUNTY AND HIGHWAY	ROUTE AND SECTION	CLASS AND AGREEMENT		B.P.R. REGION DIVISION	SHEET NUMBER	TOTAL SHEETS
		STATE	FEDERAL			
32.1	8.3	22.32		4 WIS.	1	19

STATE OF WISCONSIN

STATE HIGHWAY COMMISSION OF WISCONSIN

PLAN AND PROFILE OF PROPOSED

SOUTH FOURTH STREET, CITY OF LA CROSSE

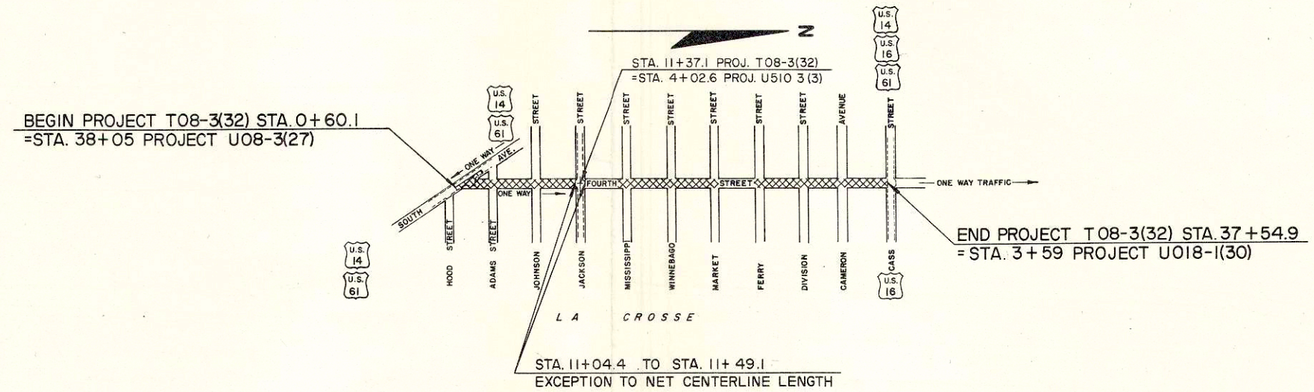
U.S.H. 14 & 61

LA CROSSE COUNTY

PROJECT T08-3(32)

BEGINNING 60.1 FEET NORTHWESTERLY OF THE INTERSECTION OF HOOD STREET AND SOUTH AVENUE IN THE CITY OF LA CROSSE AND EXTENDING NORTHWESTERLY ALONG SOUTH AVENUE, AND NORTH ALONG 4TH STREET TO THE SOUTH CURB LINE OF CASS STREET IN THE CITY OF LA CROSSE.

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



CONVENTIONAL SIGNS

STATE LINE
COUNTY LINE
TOWNSHIP OR RANGE LINE
SECTION LINE
NEW RIGHT OF WAY LINE
PRESENT RIGHT OF WAY LINE
WIRE FENCE { WOVEN, BARBED }
LOT LINE
CORPORATE OR CITY LIMITS
PROPERTY LINE — P.L. + 32.6
TRAVELED WAY OR P.E.
RAILROADS
BASE OR SURVEY LINE — 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 / 65.0
MARSH
HEDGE
TREES
GROUND ELEVATION ..... DATUM LINE — 73.9
GRADE ELEVATION ..... DATUM LINE — 75.16

LAYOUT

SCALE 600'

TOTAL NET LENGTH OF CENTERLINE = 0.691 MI.

APPROVED FOR THE CITY OF LA CROSSE

DATE MAYOR

STATE HIGHWAY
COMMISSION OF WISCONSIN
MADISON, WIS.

SURVEYOR F.J.K. (CITY) NOTE BOOK L.L.
DIVISION COMPUTER F.J.K.(CITY) M. O. CHECKER W.H.B.
DISTRICT CHECKER H.K.B. CORRECT

CORRECT:
DATE 5-19-63 DISTRICT ENGINEER

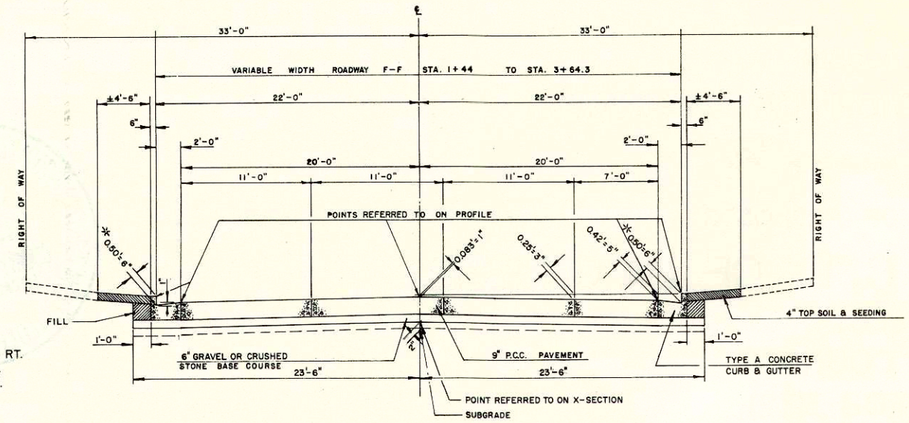
RECOMMENDED FOR APPROVAL:
DATE 5/24/65 CHIEF DESIGN ENGINEER

APPROVED:
DATE 5/24/65 STATE HIGHWAY ENGINEER

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

APPROVED:
DATE
DIVISION ENGINEER

PROJECT	SHEET NUMBER	TOTAL SHEETS
T08-3(32)	2	19



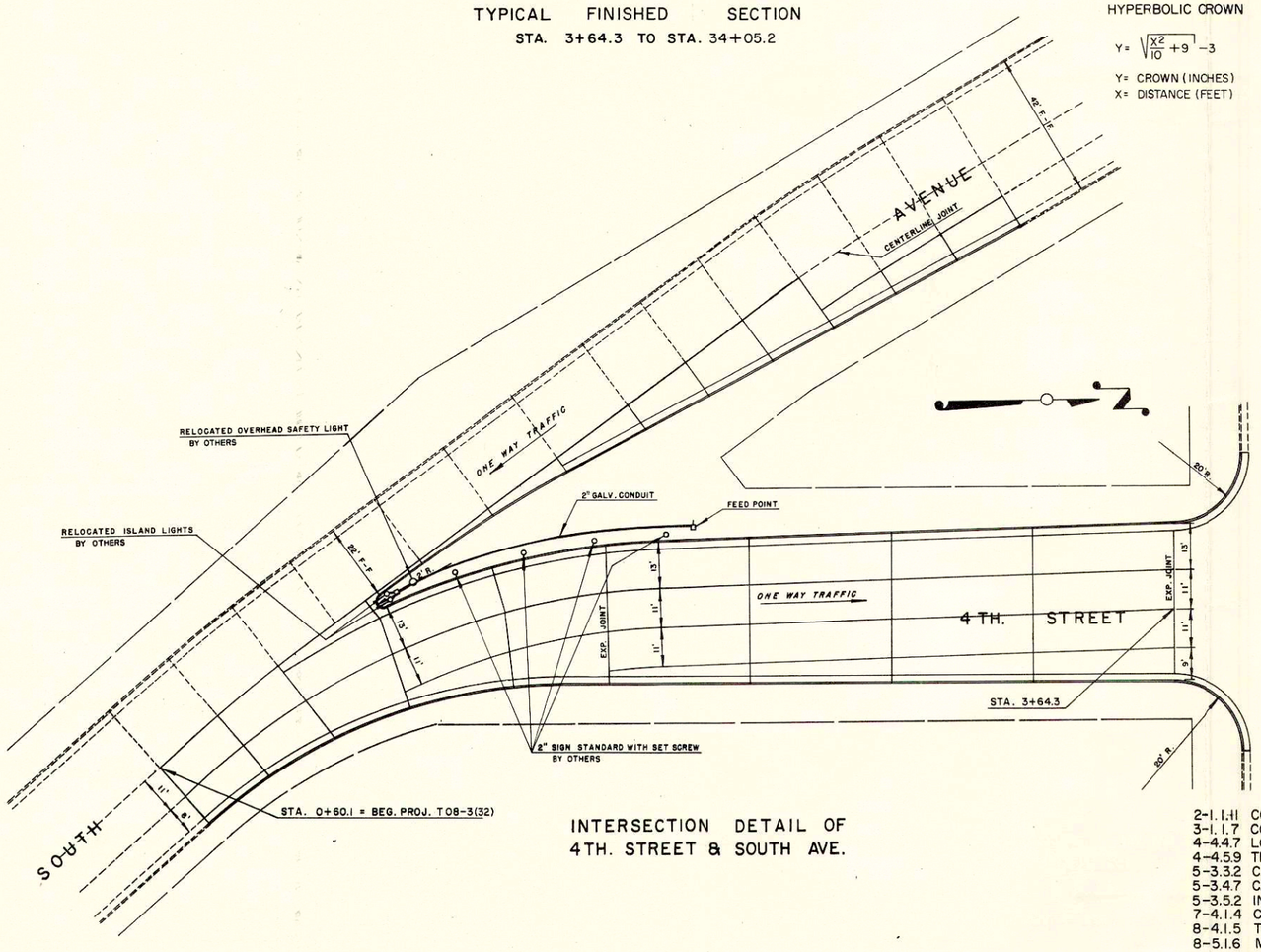
* VAR.
STA. 19+54 – STA. 22+49 LT. & RT.
STA. 26+95.8 – STA. 29+88.3 LT.
STA. 26+95.8 – STA. 29+90.3 RT.

TYPICAL FINISHED SECTION
STA. 3+64.3 TO STA. 34+05.2

HYPERBOLIC CROWN

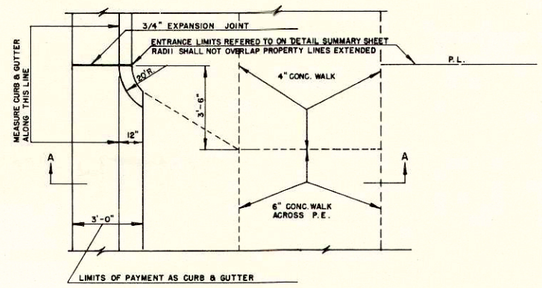
$Y = \sqrt{\frac{X^2}{10} + 9} - 3$

Y= CROWN (INCHES)
X= DISTANCE (FEET)

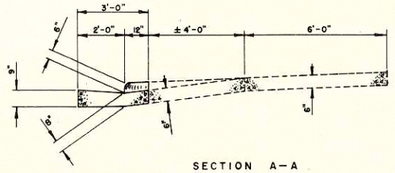


STA. 0+60.1 = BEG. PROJ. T08-3(32)

INTERSECTION DETAIL OF
4TH. STREET & SOUTH AVE.



HALF PLAN



SECTION A–A

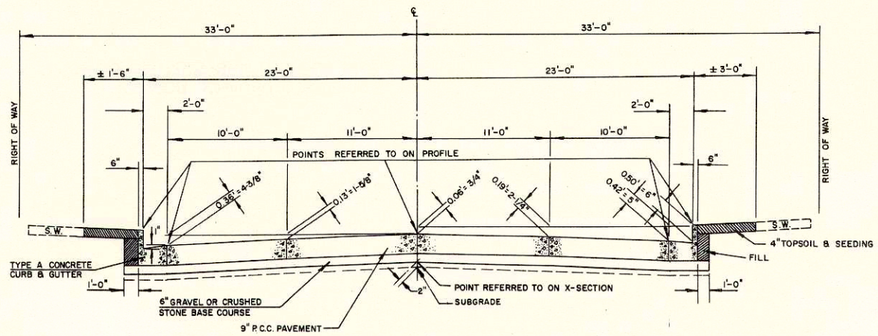
PRIVATE ENTRANCE DETAIL

GENERAL NOTES

WHEN THE QUANTITY OF THE ITEMS OF SUBBASE, BASE OR SURFACE COURSE IS MEASURED FOR PAYMENT BY THE TON OR CUBIC YARD, THE DEPTH OR THICKNESS OF THE COURSE SHOWN ON THE PLANS IS APPROXIMATE AND THE ACTUAL THICKNESS WILL DEPEND ON THE DISTRIBUTION OF THE MATERIAL DIRECTED BY THE ENGINEER.

THE EXACT LOCATION OF PRIVATE ENTRANCES TO BE DETERMINED IN THE FIELD BY THE ENGINEER.

EXCAVATE 2" BELOW TEMPLATE SHOWN ON THE CROSS SECTIONS.



TYPICAL FINISHED SECTION
STA. 34+05.2 TO STA. 37+28

APPLICABLE STANDARD DETAIL DRAWINGS

2-1.1.H1 CONCRETE PAVEMENT REINFORCEMENT
3-1.1.7 CONCRETE CURB, GUTTER, COMBINATION CURB & GUTTER, SURFACE DRAIN
4-4.4.7 LONGITUDINAL JOINTS – CONCRETE PAVEMENT.
4-4.5.9 TRANSVERSE JOINTS – CONCRETE PAVEMENT.
5-3.3.2 CATCH BASINS
5-3.4.7 CATCH BASIN AND INLET COVERS
5-3.5.2 INLETS
7-4.1.4 CONSTRUCTION BARRICADE
8-4.1.5 TRAFFIC ISLAND, CENTER OF STREET TYPE
8-5.1.6 METAL CONDUIT AND FIBER CONDUIT

TYPICAL CROSS SECTION FOR

44' ROADWAY
46' ROADWAY
MISCELLANEOUS DETAILS

ESTIMATE OF QUANTITIES

CONTRACT NO. 1

B.P.R. REGION	PROJECT	SHEET NO.	TOTAL SHEETS
4	T08-3(32)	3	19

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.

SEC. NO.	STATION TO STATION	NET LENGTH OF CENTER LINE	CLEARING		GRUBBING		REMOVING PAVEMENT	REMOVING BITUMINOUS SURFACE	REMOVING STONE CURB	REMOVING CURB AND GUTTER	REMOVING CONCRETE SIDEWALK	REMOVING CATCH BASINS	EXCAVATION				GRANULAR BACK-FILL	TEST ROLLING	PREP FOUNDATION FOR	SHOULDER EMBANKMENT	GRANULAR SUBBASE COURSE	FINISHING ROADWAY	OBLITERATING OLD ROAD		FIBER CONDUIT 4"	SALVAGED LIGHTS	GRAVEL OR CRUSHED STONE BASE COURSE		CONCRETE BASE COURSE		BITUM. MAT. FOR PRIME COAT	BITUMINOUS CONCRETE PAVEMENT	BITUM. MAT. FOR SURFACE COURSE	CONCRETE PAVEMENT		CONCRETE DRIVEWAY	CONCRETE HEADER	CONCRETE SURFACE DRAINS	CONCRETE PAVEMENT REINF
													UNCLASSIFIED	ROCK	MARSH	BORROW																			9"					
	ITEM NO.		20101	20102	20104	20105	20401	20402	20403	20405	20406	20415	20503	20502	20505	20801	20901	21001	211		2120	21301	21401		90001	90002	30402	30	30	30	4020	40701	4070	40909	409	40931	40933	40934	40950
	UNIT	LIN. FT.	STA.	IN. DIA.	STA.	IN. DIA.	S.Y.	S.Y.	L.F.	L.F.	S.Y.	EACH	C.Y.	C.Y.	C.Y.	C.Y.	C.Y.	L.S.	L.S.	C.Y.		L.S.	STA.		L.F.	L.S.	TON		S.Y.	S.Y.		TON		S.Y.	S.Y.	S.Y.	S.Y.	C.Y.	S.Y.
	0+60.1 TO 37+54.9	3650.1		2766		2790	16,860			463	1160	39	5,013									1			140	1	7,505							17,438					17,438

BRIDGES (STRUCTURES OVER 20 FT. SPAN)

SEC. NO.	REMOVE OLD BRIDGE STA.	EXCAVATION FOR STRUCTURES	GRANULAR BACK-FILL	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		TREATED TIMBER PILING		CAST IN PLACE CONC. TEST PILING	CAST-IN-PLACE CONCRETE PILING		RAILING	FLOOR DRAINS		DOWNSPOUT 6"	SLOPE PAVING CONCRETE	RIP-RAP
														DELIVERED	DRIVEN	DELIVERED	DRIVEN		DELIVERED	DRIVEN		TYPE	TYPE			
	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 BACK-FILL	CONCRETE MASONRY	BAR STEEL REINF	STRUCTURAL CARBON STEEL	TR'T'D. LUMBER AND TIMBER	UNTR'D. TIMBER TEST PILING	TREATED TIMBER PILING		FLOOR DRAINS TYPE	RIP-RAP
								DELIVERED	DRIVEN		
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.

SEC. NO.	RUBBLE MASONRY		CULVERT PIPE											APRON ENDWALLS FOR						CONCRETE			SLOPE PAVING	DITCH CHECKS	RIP-RAP	HEAVY RIP-RAP	REINFORCED CONCRETE PIPE STORM SEWER					CATCH BASINS		MAN-HOLES		INLETS		CATCH BASINS COVERS		ADJUSTING MANHOLE COVERS	INLET COVERS		PIPE UNDER DRAIN	STEEL PLATE BEAM GUARD	MARKER POSTS	MARKER POSTS FOR R-O-W	CALCIUM CHLORIDE SURFACE TREATMENT	TOPSOIL	SALVAGED TOPSOIL	FERTILIZER	SEEDING	SODDING	METAL CONDUIT 2"
	MORTAR	DRY																		CURB	CURB AND GUTTER 30" TYPE "A"	4" SIDE WALK					CLASS III 12"	TYPE I	TYPE	TYPE	TYPE	TYPE I	TYPE	TYPE A	TYPE		TYPE A	TYPE													
	51801	51810	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52	6010	60123	60204	6040	6050	60601	60602	60	60	60	60	60825	61101	6110	6111	6111	61121	61121	61131	6113	61182		61161	6116	612	61410	61421	61422	62301	62501	62505	62901	63001	63101	61302
	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.	S.F.	C.Y.	C.Y.	C.Y.	L.F.	L.F.	L.F.	L.F.	L.F.	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	L.F.	L.F.	EACH	EACH	TON	S.Y.	S.Y.	CWT.	S.Y.	S.Y.	L.F.
																					7310										1202	24			12		24		31		12						1735			1735		310

DETAIL SUMMARY OF MISCELLANEOUS QUANTITIES

CLEARING AND GRUBBING

Sta. to Sta.	Location	Clearing I.D.	Grubbing I.D.
0+60.1 - 4+40.3	Lt.	58	58
0+60.1 - 4+40.3	Rt.	192	216
4+40.3 - 8+10	Lt.	152	152
4+40.3 - 8+10	Rt.	198	198
8+10 - 11+79.1	Lt.	203	203
8+10 - 11+79.1	Rt.	263	263
11+79.1 - 15+86	Lt.	93	93
11+79.1 - 15+86	Rt.	269	269
15+86 - 18+83	Lt.	231	231
15+86 - 18+83	Rt.	137	137
18+83 - 23+29	Lt.	219	219
18+83 - 23+29	Rt.	64	64
23+29 - 26+90.8	Lt.	112	112
23+29 - 26+90.8	Rt.	16	16
26+90.8 - 30+66.3	Lt.	124	124
26+90.8 - 30+66.3	Rt.	131	131
30+66.3 - 34+40	Lt.	65	65
30+66.3 - 34+40	Rt.	102	102
34+40 - 37+28	Lt.	63	63
34+40 - 37+28	Rt.	74	74

ADJUSTING MANHOLE COVERS

Station	Location	No.
1+63	10' Rt.	1
1+68	6.2' Rt.	1
1+75.5	Centerline	1
3+94	12' Lt.	1
3+97	6' Rt.	1
4+02	Centerline	1
7+61	13.3' Lt.	1
7+72	Centerline	1
7+81	19' Lt.	1
11+71	13' Rt.	1
15+42	34.6' Lt.	1
15+48	0.8' Rt.	1
15+51	13.8' Lt.	1
18+83	13' Rt.	1
19+16	Centerline	1
19+21	33' Rt.	1
19+26	13.4' Rt.	1
22+82	6' Lt.	1
22+89	Centerline	1
22+98	13' Lt.	1
26+25	6.5' Lt.	1
26+58	Centerline	1
26+68	14' Lt.	1
26+71	33' Rt.	1
26+91	13' Rt.	1
30+23	34' Rt.	1
30+28	Centerline	1
30+34	12.5' Lt.	1
33+97	34.9' Rt.	1
34+05	Centerline	1
34+19	13.5' Lt.	1

CONCRETE PAVEMENT, 9 INCH

Sta. - Sta.	S.Y.
0+11 - 0+38	59.9
0+60.1 - 2+19	466.0
South Avenue	120.8
2+19 - 3+64.3	613.5
3+64.3 - 4+40.3	476.4
4+40.3 - 7+34	1,305.3
7+34 - 8+10	476.4
8+10 - 10+95.1	1,267.1
10+95.1 - 11+04.4	33.1
S.W. Corner Jackson Street	14.0
S.E. Corner Jackson Street	14.0
11+49.1 - 11+57.1	58.7
11+57.1 - 11+79.1	120.9
11+79.1 - 15+10	1,470.7
15+10 - 15+86	476.4
15+86 - 18+78	1,297.8
18+78 - 19+54	476.4
19+54 - 22+49	1,311.1
22+49 - 23+29	505.8
23+29 - 26+19.8	1,292.4
26+19.8 - 26+95.8	476.4
26+95.8 - 29+88.3	1,300.0
29+88.3 - 30+68.3	490.2
30+68.3 - 33+62.2	1,306.2
33+62.2 - 34+48.2	531.0
34+48.2 - 37+66	1,431.7
S.E. Corner Cass Street	38.4
S.W. Corner Cass Street	7.4

REMOVING PAVEMENT

Sta. - Sta.	Location	S.Y.
0+11 - 0+38	C.L., Rt.	59.9
0+60.1 - 1+31	C.L., Rt.	168.7
1+31 - 2+30.8	C.L., Rt.	186.3
1+31 - 2+08	C.L., Lt.	194.3
2+08 - 2+30.8	C.L., Lt.	50.4
-	South Ave. from W/L 4th	204.6
-	South Ave. from W/L 4th	69.9
2+30.8 - 3+69.3	C.L., Lt. & Rt.	568.4
3+69.3 - 4+35.3	C.L., Lt. & Rt.	407.4
4+35.3 - 7+39	C.L., Lt. & Rt.	1,248.8
5+26 - 5+35	P.E., Lt.	8.0
7+39 - 8+05	C.L., Lt. & Rt.	407.4
8+05 - 11+04.4	C.L., Lt. & Rt.	1,228.0
11+49.1 - 11+70.3	C.L., Lt. & Rt.	132.2
11+70.3 - 15+15	C.L., Lt. & Rt.	1,417.8
12+17 - 12+33	P.E., Lt.	12.3
14+76 - 15+03	P.E., Lt.	21.7
15+15 - 15+81	C.L., Lt. & Rt.	391.8
15+81 - 18+83	C.L., Lt. & Rt.	1,243.0
17+06 - 17+35	P.E. Rt.	27.4
17+91 - 18+20	P.E., Rt.	27.4
18+83 - 19+49	C.L., Lt. & Rt.	393.6
19+49 - 22+54	C.L., Lt. & Rt.	1,254.2
22+54 - 23+24	C.L., Lt. & Rt.	421.5
23+24 - 26+24.8	C.L., Lt. & Rt.	1,238.1
23+28 - 23+70	P.E., Rt.	31.2
23+99 - 24+44	P.E. Rt.	33.0
24+56 - 24+82	P.E., Lt.	26.4
26+24.8 - 26+90.8	C.L., Lt. & Rt.	393.6
26+90.8 - 29+95.3	C.L., Lt. & Rt.	1,252.0
27+58 - 27+67	P.E., Rt.	9.4
28+07 - 28+15	P.E., Rt.	7.6
28+39 - 28+47	P.E., Lt.	7.6
29+95.3 - 30+61.3	C.L., Lt. & Rt.	398.8
30+61.3 - 33+67.2	C.L., Lt. & Rt.	1,257.6
31+40 - 31+59	P.E., Lt.	19.8
31+45 - 31+66	P.E., Rt.	21.7
32+02 - 32+24	P.E., Lt.	21.7
32+38 - 32+45	P.E., Rt.	7.6
33+05 - 33+39	P.E., Lt.	34.9
33+67.2 - 34+43.2	C.L., Lt. & Rt.	480.5
34+43.2 - 37+44	C.L., Lt. & Rt.	1,236.0
34+73 - 34+82	P.E., Lt.	9.4
35+85 - 36+03	P.E., Rt.	18.9
36+28 - 37+43	P.E., Rt.	108.6
36+51 - 36+68	P.E., Lt.	17.6
37+44 - 37+54.9	S.W. Corner Cass St.	41.2
37+44 - 37+66	S.E. Corner Cass St.	41.8

GRAVEL OR CRUSHED STONE BASE COURSE

Sta. - Sta.	Location	Ton
South Avenue	Lt.	153
0+61 - 2+19	C.L., Rt.	218
2+19 - 3+64.3	C.L.	270
3+64.3 - 4+40.3	C.L.	194
4+40.3 - 7+34	C.L.	570
7+34 - 8+10	C.L.	194
8+10 - 11+04.4	C.L.	570
S.W. Cor. Jackson	Lt.	9
S.E. Cor. Jackson	Rt.	9
N.W. Cor. Jackson	Lt.	12
N.E. Cor. Jackson	Rt.	12
11+75.1 - 15+10	C.L.	654
15+10 - 15+86	C.L.	194
15+86 - 18+78	C.L.	564
18+78 - 19+54	C.L.	194
19+54 - 22+49	C.L.	570
22+49 - 23+29	C.L.	204
23+29 - 26+19.8	C.L.	564
26+19.8 - 26+95.8	C.L.	194
26+95.8 - 29+88.3	C.L.	566
29+88.3 - 30+68.3	C.L.	206
30+68.3 - 33+62.2	C.L.	569
33+62.2 - 34+48.2	C.L.	186
34+48.2 - 37+44	C.L.	600
S.W. Cor. Cass	Lt.	5
S.E. Cor. Cass	Rt.	9
37+44 - 37+66	C.L.	15

PROJECT	SHEET NO.	TOTAL SHEETS
T 08-3(32)	3A	19

DETAIL SUMMARY OF MISCELLANEOUS QUANTITIES

REMOVING CURB AND GUTTER

Location	Side	L.F.	Station
S.W. Corner Adams Street	Lt.	9.0	1+44
S.E. Corner Adams Street	Rt.	9.0	2+15
N.W. Corner Adams Street	Lt.	9.0	3+80
N.E. Corner Adams Street	Rt.	9.0	3+80
S.W. Corner Johnson Street	Lt.	9.0	4+23
S.E. Corner Johnson Street	Rt.	9.0	4+23
N.W. Corner Johnson Street	Lt.	9.0	7+50
N.E. Corner Johnson Street	Rt.	9.0	7+52
S.W. Corner Jackson Street	Lt.	33.0	7+93
S.E. Corner Jackson Street	Rt.	33.0	7+93
N.W. Corner Jackson Street	Lt.	9.0	11+13
N.E. Corner Jackson Street	Rt.	9.0	11+61
S.W. Corner Mississippi Street	Lt.	9.0	11+62
S.E. Corner Mississippi Street	Rt.	9.0	15+28
N.W. Corner Mississippi Street	Lt.	9.0	15+28
N.E. Corner Mississippi Street	Rt.	9.0	15+66
S.W. Corner Winnebago Street	Lt.	20.0	15+66
S.E. Corner Winnebago Street	Rt.	20.0	18+97
N.W. Corner Winnebago Street	Lt.	20.0	18+97
N.E. Corner Winnebago Street	Rt.	20.0	19+34
S.W. Corner Market Street	Lt.	9.0	19+34
S.E. Corner Market Street	Rt.	9.0	22+65
N.W. Corner Market Street	Lt.	9.0	22+65
N.E. Corner Market Street	Rt.	9.0	23+11
S.W. Corner Ferry Street	Lt.	9.0	23+11
S.E. Corner Ferry Street	Rt.	9.0	26+39
N.W. Corner Ferry Street	Lt.	9.0	26+39
N.E. Corner Ferry Street	Rt.	9.0	26+77
S.W. Corner Division Street	Lt.	9.0	26+77
S.E. Corner Division Street	Rt.	22.0	30+05
N.W. Corner Division Street	Lt.	9.0	30+09
N.E. Corner Division Street	Rt.	22.0	30+47
S.W. Corner Cameron Avenue	Lt.	9.0	30+51
S.E. Corner Cameron Avenue	Rt.	9.0	33+82
N.W. Corner Cameron Avenue	Lt.	9.0	33+82
N.E. Corner Cameron Avenue	Rt.	9.0	34+31
S.W. Corner Cass Street	Lt.	7.0	34+31
S.E. Corner Cass Street	Rt.	14.0	37+52
			37+52

REMOVING CATCH BASINS

Location	No.
18.4' Rt.	1
33.5' Lt.	1
21.6' Lt.	1
22.0' Rt.	1
22.2' Lt.	1
22.0' Rt.	1
22.0' Rt.	1
23.2' Lt.	1
22.0' Lt.	1
22.0' Rt.	1
24.1' Rt.	1
24.6' Lt.	1
23.9' Rt.	1
19.4' Lt.	1
19.7' Rt.	1
19.5' Lt.	1
19.3' Rt.	1
19.2' Lt.	1
19.0' Rt.	1
19.0' Lt.	1
19.0' Rt.	1
23.1' Lt.	1
23.5' Rt.	1
23.5' Lt.	1
23.6' Rt.	1
19.5' Lt.	1
19.0' Rt.	1
19.0' Lt.	1
19.0' Rt.	1
24.2' Lt.	1
19.2' Rt.	1
19.1' Rt.	1
22.3' Lt.	1
20.5' Lt.	1
21.0' Rt.	1
22.5' Lt.	1
23.7' Rt.	1
25.4' Lt.	1
24.6' Rt.	1

CATCH BASINS AND CONNECTIONS

Station	Type C.B.	Location	Inlet Flow Line	Grate Elev.	Disch. Flow Line	Depth	12" R.C.P. Storm Sewer
1+85	1-A	Rt.	59.10	62.46	59.00	4'-10"	20'
3+76, S.W. Cor. Adams	1-A	Lt.		62.95	59.05	5'-2"	32'
3+76, S.E. Cor. Adams	1-A	Rt.		62.95	59.05	5'-2"	8'
4+28, N.E. Cor. Adams	1-A	Rt.	59.00	62.95	58.90	5'-4"	8'
7+46, S.W. Cor. Johnson	1-A	Lt.		63.80	59.90	5'-2"	8'
7+46, S.E. Cor. Johnson	1-A	Rt.		63.80	59.90	5'-2"	54'
7+97, N.W. Cor. Johnson	1-A	Lt.		63.80	59.90	5'-2"	14'
7+97, N.E. Cor. Johnson	1-A	Rt.		63.80	59.90	5'-2"	44'
11+12, S.E. Cor. Jackson	1-A	Rt.		64.90	60.90	5'-3"	4'
11+63, N.W. Cor. Jackson	1-A	Lt.	61.00	64.80	60.90	5'-2"	16'
15+22, S.E. Cor. Mississippi	1-A	Lt.		65.40	61.50	5'-2"	60'
15+73, N.W. Cor. Mississippi	1-A	Rt.	61.50	65.30	61.40	5'-2"	30'
18+90, S.E. Cor. Winnebago	1-A	Rt.	61.50	65.30	61.40	5'-2"	28'
19+41, N.E. Cor. Winnebago	1-A	Rt.	61.50	65.30	61.40	5'-2"	20'
22+63, S.W. Cor. Market	1-A	Lt.		65.60	61.80	5'-1"	8'
22+63, S.E. Cor. Market	1-A	Rt.		65.60	61.80	5'-1"	8'
23+14, N.W. Cor. Market	1-A	Lt.	61.85	65.65	61.75	5'-2"	34'
26+33, S.E. Cor. Ferry	1-A	Rt.	64.10	67.90	64.00	5'-2"	32'
26+84, N.W. Cor. Ferry	1-A	Lt.		67.80	63.90	5'-2"	58'
30+02, S.E. Cor. Division	1-A	Rt.	64.40	68.20	64.30	5'-2"	20'
30+53, N.E. Cor. Division	1-A	Rt.	64.40	68.20	64.30	5'-2"	28'
33+81, S.E. Cor. Cameron	1-A	Rt.		68.70	64.80	5'-2"	12'
34+31, N.E. Cor. Cameron	1-A	Rt.		68.75	64.85	5'-2"	34'
37+24, S.E. Cor. Cass	1-A	Rt.	(64.10 (64.10	67.90	64.00	5'-2"	40'

INLETS AND CONNECTIONS

Station	Type C.B.	Location	Grate Elev.	Discharge Flow Line	12" R.C.P. Storm Sewer
2+50	1-A	Lt.	62.60	59.80	74'
4+28, N.W. Cor. Adams	1-A	Lt.	62.95	59.50	46'
11+63, N.E. Cor. Jackson	1-A	Rt.	64.80	61.20	46'
15+73, N.E. Cor. Mississippi	1-A	Rt.	65.40	61.90	48'
18+90, S.W. Cor. Winnebago	1-A	Lt.	65.30	61.85	48'
19+41, N.W. Cor. Winnebago	1-A	Lt.	65.30	61.85	48'
23+14, N.E. Cor. Market	1-A	Rt.	65.65	62.20	52'
26+92, N.E. Cor. Ferry	1-A	Rt.	67.80	64.35	56'
29+94, S.W. Cor. Division	1-A	Lt.	68.15	64.70	46'
30+62, N.W. Cor. Division	1-A	Lt.	68.15	64.70	46'
37+40, S.W. Cor. Cass	1-A	Lt.	67.80	64.35	44'
37+52, S.E. Cor. Cass	1-A	Rt.	67.80	64.35	28'

PROJECT	SHEET NO.	TOTAL SHEETS
T 08-3(32)	3B	19

DETAIL SUMMARY OF MISCELLANEOUS QUANTITIES

REMOVING CONCRETE SIDEWALK

Sta. - Sta.	Location	S.Y.
0+60 - 1+91	Rt.	80.0
0+89	Rt.	1.8
1+44	Rt.	3.7
1+55	Rt.	1.9
1+95	Rt.	2.9
2+46	Rt.	2.4
2+81	Rt.	1.6
3+02	Rt.	1.8
S.E. Corner Adams St.	Rt.	22.0
South Avenue & 4th St.	Lt.	18.7
2+92	Lt.	1.3
3+45	Lt.	2.0
S.W. Corner Adams St.	Lt.	22.0
N.W. Corner Adams St.	Lt.	22.0
N.E. Corner Adams St.	Rt.	22.0
4+56	Rt.	1.5
5+06	Lt.	1.7
5+08	Rt.	2.3
5+42 - 5+55	Lt.	9.8
6+12	Rt.	1.9
6+15	Lt.	1.9
6+54	Rt.	1.6
6+70	Lt.	2.7
6+96	Rt.	1.7
S.W. Corner Johnson St.	Lt.	15.0
S.E. Corner Johnson St.	Rt.	15.0
N.W. Corner Johnson St.	Lt.	15.0
N.E. Corner Johnson St.	Rt.	15.0
8+26	Lt.	2.1
8+36	Rt.	2.4
8+89	Rt.	2.4
8+91	Lt.	2.4
9+26	Rt.	2.8
9+39	Lt.	2.4
9+79	Rt.	2.8
9+88	Lt.	2.4
10+23	Rt.	2.8
10+45	Lt.	2.4
10+82	Lt.	2.8
S.W. Corner Jackson St.	Lt.	18.7
S.E. Corner Jackson St.	Rt.	18.7
N.W. Corner Jackson St.	Lt.	18.7
N.E. Corner Jackson St.	Rt.	18.7
12+41	Lt.	2.3
12+45	Rt.	2.8
12+85	Rt.	3.3
12+99	Rt.	3.6
13+43	Lt.	2.8
13+43	Rt.	2.4
13+97	Rt.	2.4
14+07	Lt.	1.7
14+44	Lt.	2.4
14+52	Rt.	6.1
S.W. Corner Mississippi St.	Lt.	15.3
S.E. Corner Mississippi St.	Rt.	15.3
N.W. Corner Mississippi St.	Lt.	15.3
N.E. Corner Mississippi St.	Rt.	15.3
15+80.4 - 16+02	Rt.	18.7
16+11	Lt.	3.8
16+24	Rt.	3.2
16+62	Lt.	2.8
16+69	Rt.	2.8
17+35 - 17+91	Rt.	52.9
18+03	Lt.	2.8
18+55	Lt.	2.4
S.W. Corner Winnebago St.	Lt.	15.3
S.E. Corner Winnebago St.	Rt.	15.3
N.W. Corner Winnebago St.	Lt.	15.3
N.E. Corner Winnebago St.	Rt.	15.3
19+72	Rt.	3.5
19+81	Lt.	2.8
19+98	Rt.	2.8
20+52	Lt.	2.8
20+53	Rt.	3.3
20+78	Rt.	2.4
21+03	Lt.	2.8
21+65	Lt.	2.4
21+68	Rt.	2.3
22+22 - 22+55.7	Lt.	31.8
22+26	Rt.	5.7
S.W. Corner Market St.	Lt.	13.3
S.E. Corner Market St.	Rt.	13.3
N.W. Corner Market St.	Lt.	13.3
N.E. Corner Market St.	Rt.	13.3
24+12	Lt.	1.9
24+27	Lt.	1.9
24+78	Rt.	1.9
25+31	Rt.	2.8
S.W. Corner Ferry St.	Lt.	14.0
S.E. Corner Ferry St.	Rt.	14.0
N.W. Corner Ferry St.	Lt.	14.0
N.E. Corner Ferry St.	Rt.	14.0
27+23	Lt.	1.9
27+39	Rt.	1.9
27+77	Lt.	2.8
27+90	Rt.	2.4
28+03	Lt.	2.8
28+45	Rt.	4.3
28+65	Lt.	2.4
29+03	Lt.	2.8
29+21	Rt.	3.8
29+26	Lt.	2.4
29+57	Lt.	2.8
29+67	Rt.	5.7
29+75	Rt.	2.5
29+81 to 29+96	Rt.	5.0
S.W. Corner Division St.	Lt.	13.3
S.E. Corner Division St.	Rt.	14.0
N.W. Corner Division St.	Lt.	18.3
N.E. Corner Division St.	Rt.	14.7
30+96	Rt.	1.9
30+61 - 31+40	Lt.	76.5
32+80	Rt.	2.4
32+83	Lt.	2.8
33+27	Rt.	4.7
S.W. Corner Cameron Ave.	Lt.	22.7
S.E. Corner Cameron Ave.	Rt.	22.7
N.W. Corner Cameron Ave.	Lt.	22.7
N.E. Corner Cameron Ave.	Rt.	22.7
34+76	Rt.	2.8
35+25	Lt.	4.3
35+34	Rt.	3.3
35+48	Lt.	5.2
35+84	Lt.	3.8
S.W. Corner Cass St.	Lt.	12.1
S.E. Corner Cass St.	Rt.	30.0

PROJECT	SHEET NO.	TOTAL SHEETS
T 08-3 (32)	30	19

DETAIL SUMMARY OF MISCELLANEOUS QUANTITIES

CONCRETE CURB AND GUTTER

Sta. - Sta.	Location	L.F.
0+60.1 - 1+91	Rt.	109.3
1+91 - 3+64.3	Rt.	173.3
Rad. of Island - 3+64.3	Lt.	220.0
South Ave. & Island - 50' Var. Width	Lt.	215.0
S.W. Cor. Adams St.	Lt.	31.4
S.E. Cor. Adams St.	Rt.	31.4
N.W. Cor. Adams St.	Lt.	31.4
N.E. Cor. Adams St.	Rt.	31.4
4+40.3 - 7+34	Lt.	293.7
4+40.3 - 7+34	Rt.	293.7
S.W. Cor. Johnson St.	Lt.	31.4
S.E. Cor. Johnson St.	Rt.	31.4
N.W. Cor. Johnson St.	Lt.	31.4
N.E. Cor. Johnson St.	Rt.	31.4
8+10 - 10+95.1	Lt.	285.1
8+10 - 10+95.1	Rt.	285.1
S.W. Cor. Jackson St.	Lt.	31.4
S.E. Cor. Jackson St.	Rt.	31.4
N.W. Cor. Jackson St.	Lt.	31.4
N.E. Cor. Jackson St.	Rt.	31.4
11+79.1 - 15+10	Lt.	330.9
11+79.1 - 15+10	Rt.	330.9
S.W. Cor. Mississippi St.	Lt.	31.4
S.E. Cor. Mississippi St.	Rt.	31.4
N.W. Cor. Mississippi St.	Lt.	31.4
N.E. Cor. Mississippi St.	Rt.	31.4
15+86 - 18+78	Lt.	292.0
15+86 - 18+78	Rt.	292.0
S.W. Cor. Winnebago St.	Lt.	44.0
S.E. Cor. Winnebago St.	Rt.	44.0

Sta. - Sta.	Location	L.F.
N.W. Cor. Winnebago St.	Lt.	44.0
N.E. Cor. Winnebago St.	Rt.	44.0
19+54 - 22+49	Lt.	295.0*
19+54 - 22+49	Rt.	295.0*
S.W. Cor. Market St.	Lt.	31.4
S.E. Cor. Market St.	Rt.	31.4
N.W. Cor. Market St.	Lt.	31.4
N.E. Cor. Market St.	Rt.	31.4
23+29 - 26+19.8	Lt.	290.8
23+29 - 26+19.8	Rt.	290.8
S.W. Cor. Ferry St.	Lt.	31.4
S.E. Cor. Ferry St.	Rt.	31.4
N.W. Cor. Ferry St.	Lt.	31.4
N.E. Cor. Ferry St.	Rt.	31.4
26+95.8 - 29+88.3	Lt.	292.5*
26+95.8 - 29+90.3	Rt.	294.5*
S.W. Cor. Division St.	Lt.	31.4
S.E. Cor. Division St.	Rt.	44.0
N.W. Cor. Division St.	Lt.	31.4
N.E. Cor. Division St.	Rt.	44.0
30+68.3 - 33+62.2	Lt.	293.9
30+66.3 - 33+62.2	Rt.	295.9
S.W. Cor. Cameron Ave.	Lt.	31.4
S.E. Cor. Cameron Ave.	Rt.	31.4
N.W. Cor. Cameron Ave.	Lt.	31.4
N.E. Cor. Cameron Ave.	Rt.	31.4
34+48.2 - 37+37.0	Lt.	288.8
34+48.2 - 37+27.5	Rt.	279.3
S.W. Corner Cass St.	Lt.	23.5
S.E. Corner Cass St.	Rt.	43.0

*Denotes Variable Curb Height.

FIBER CONDUIT, 4"

Station	Location	L.F.
9+52		46
21+06		46
36+10	C/L	48

METAL CONDUIT, 2"

Station	Location	L.F.
1+43 - 2+33	Lt.	100
22+59	C/L	60
23+22	C/L	50
37+41	C/L	70
37+38 - 37+52	Rt.	30

PROJECT	SHEET NO.	TOTAL SHEETS
T 08 - 3 (32)	3 D	19

B. P. R. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
	T08-3(32)	4	19

STA. 0+60.1 = BEG. PROJ. T08-3(32) STA. 38+05 PROJ. U08-3(27)

CURVE DATA - FACE OF WEST CURB
Δ = 39° 49'
R = 204.63'
D = 28° 00'
T = 74.11'
L = 142.20'

CURVE DATA-FACE OF EAST CURB
Δ = 41° 31'
R = 150.78'
D = 38° 00'
T = 57.15'
L = 109.25'

NET LENGTH OF CENTERLINE STA. 0+60.1 TO STA. 3+00 = 239.9 LIN. FT.

LEGEND

	PRESENT	PROPOSED
SANITARY SEWER		
STORM SEWER		
WATER MAIN		
MANHOLE		
HYDRANT		
WATER VALVE		
CATCH BASIN		
INLET		
GAS MAIN		
WATER M.H.		
POWER POLE		
TREE		(TO REMOVE)
REMOVAL		
TELEPHONE CONDUIT		
GAS VALVE		
INVERT ELEV.	52.74	
TRANSVERSE JOINT		+23 (APPROX)

STA. 0+60.1=BEG. PROJ. T08-3(32) = STA. 38+05 PROJ. U08-3(27)

WEST EDGE OF PAVT.
EAST EDGE OF PAVT.
NOTE :- SLOPE GUTTER TO MATCH PAV'T SLOPE
℄ GRADE

WEST CURB				63.70	63.70	63.72	63.19	63.35	63.51	63.55	
WEST EDGE OF PAV'T.		63.27	63.11	63.15	63.15	63.17	62.77	62.93	63.09	63.13	
CENTERLINE							63.10	63.26	63.42	63.46	
EAST EDGE OF PAV'T.		62.98	62.86	62.78	62.73	62.67	62.77	62.93	63.09	63.13	
EAST CURB		63.30	63.19	63.11	63.05	63.00	63.19	63.35	63.51	63.55	

NOTE :- STATIONING ON FACE OF EAST CURB

NORMAL CROWN

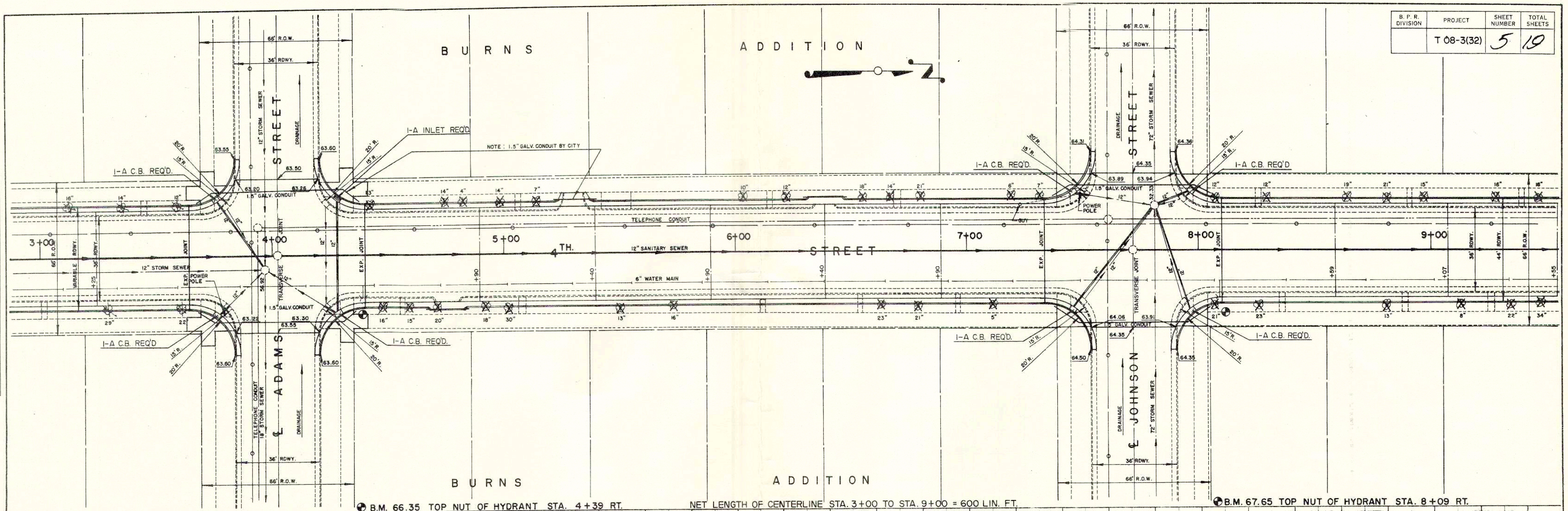
0+00 | +60.1 | 1+00 | +27 | +50 | 1+69.35 BACK = 1+91 AHEAD | 2+50 | 3+00 | +50 | +64.3

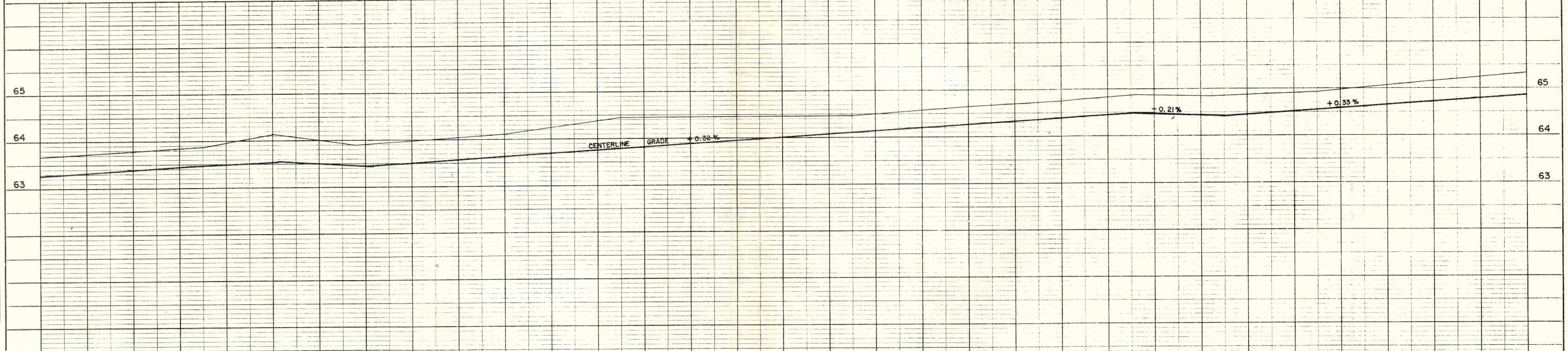
64 / 63 / 62

BRUNING NO. 42-101

PLATE 1 - PLAN - PROFILE O. F. R. & R. E.
MADE AND PRINTED IN U.S.A.
CHARLES BRUNING COMPANY, INC.

B.P.R. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
	T 08-3(32)	5	19





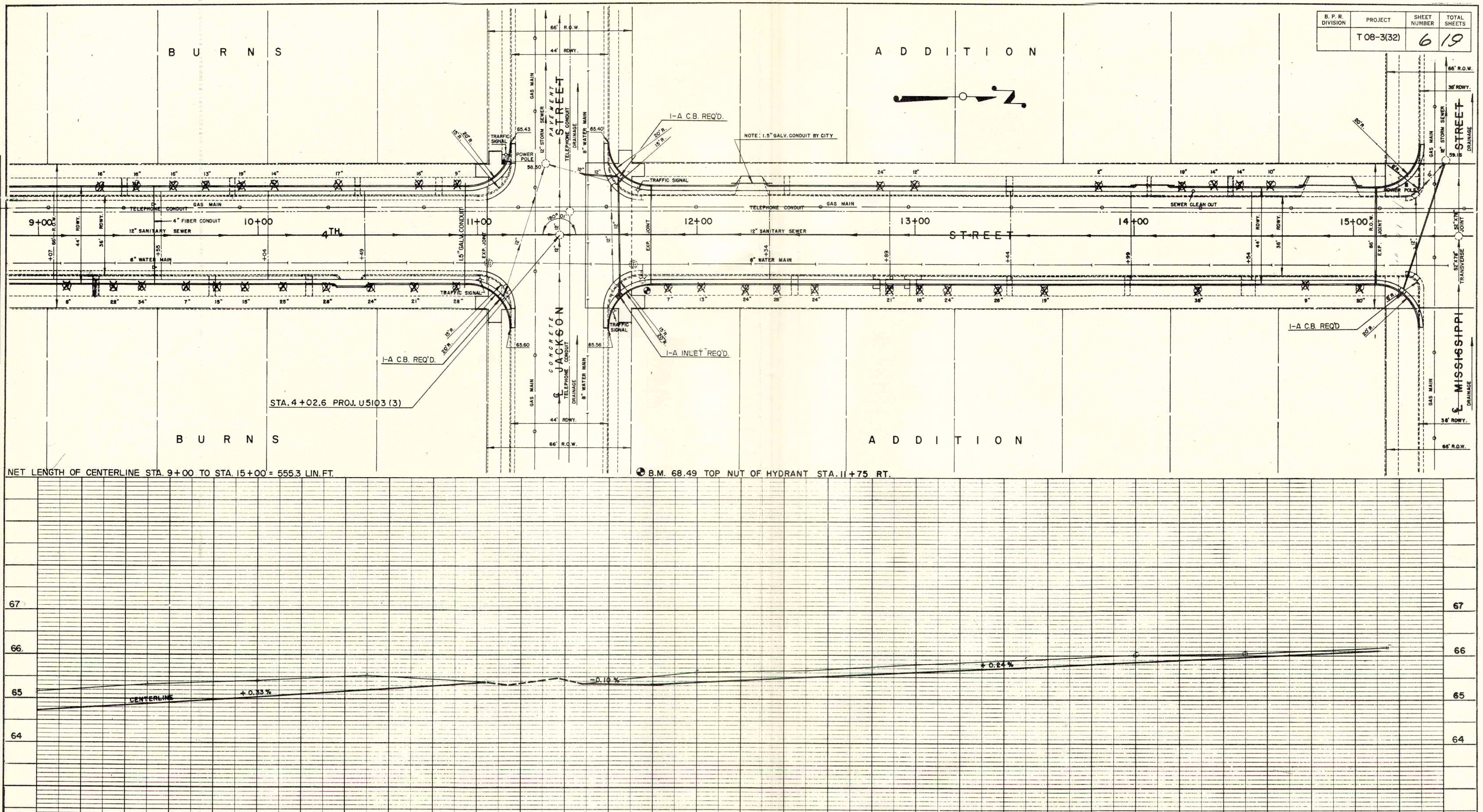
	+64.3	4+02.3	+40.3	5+00	+50	6+00	+50	7+00	+34	+72	8+10	+50	9+00
WEST CURB	63.55		63.52	63.71	63.87	64.03	64.19	64.35	64.46		64.50	64.63	64.80
WEST EDGE OF PAV'T.	63.13	63.50	63.10	63.29	63.45	63.61	63.77	63.93	64.04	64.41	64.08	64.21	64.38
CENTERLINE	63.46	63.53	63.43	63.62	63.78	63.94	64.10	64.26	64.37	64.49	64.41	64.54	64.71
EAST EDGE OF PAV'T.	63.13	63.53	63.10	63.29	63.45	63.61	63.77	63.93	64.04	64.41	64.08	64.21	64.38
EAST CURB	63.55		63.52	63.71	63.87	64.03	64.19	64.35	64.46		64.50	64.63	64.80

3+00

BRUNING NO. 42-161

PLATE 1 – PLAN – PROFILE O. P. R. & R. K.
MADE AND PRINTED IN U.S.A.
CHARLES BRUNING COMPANY INC.

B. P. R. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
	T 08-3(32)	6	19



	+50	10+00	+50	+95.1	11+04.4	+49.1	+79.1	12+00	+50	13+00	+50	14+00	+50	+10
WEST CURB	64.96	65.13	65.29	65.44			65.40	65.45	65.57	65.69	65.81	65.93	66.05	66.19
WEST EDGE PAV'T.	64.54	64.71	64.87				64.98	65.03	65.15	65.27	65.39	65.51	65.63	65.77
CENTERLINE	64.87	65.04	65.20		65.38	65.33	65.31	65.36	65.48	65.60	65.72	65.84	65.96	66.10
EAST EDGE PAV'T.	64.54	64.71	64.87				64.98	65.03	65.15	65.27	65.39	65.51	65.63	65.77
EAST CURB	64.96	65.13	65.29	65.44			65.40	65.45	65.57	65.69	65.81	65.93	66.05	66.19

9+00 +50 10+00 +50 +95.1 +49.1 +79.1 12+00 +50 13+00 +50 14+00 +50 15+00

BRUNING NO. 42-161

B. P. R. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
	T 08-3(32)	7	19

STODDARD & LEVY'S ADDITION

STODDARD & LEVY'S ADDITION

B.M. 68.30 TOP NUT OF HYDRANT STA. 15+68 RT.

NET LENGTH OF CENTERLINE STA. 15+00 TO STA. 21+00 = 600 LIN. FT.

B.M. 68.80 TOP NUT OF HYDRANT STA. 19+52 RT.

UNCL. = 3,915 C.Y.
FILL = 228 C.Y. @ 25% S.H.G.
WASTE = 3,630 C.Y.

WEST CURB		66.04	66.19	66.31	66.19	66.07	65.95	65.88		65.90	65.96	66.03	66.10
WEST EDGE PAV'T.	65.98	65.82	65.77	65.89	65.77	65.65	65.53	65.46	65.80	65.38	65.51	65.65	65.79
CENTERLINE	66.02	65.95	66.10	66.32	66.10	65.98	65.86	65.79	65.83	65.71	65.84	65.98	66.12
EAST EDGE PAV'T.	65.98	65.82	65.77	65.89	65.77	65.65	65.53	65.46	65.80	65.38	65.51	65.65	65.79
EAST CURB		66.04	66.19	66.31	66.19	66.07	65.95	65.88		65.90	65.96	66.03	66.10

15+00 +10 +48 +86 16+00 +50 17+00 +50 18+00 +50 +78 19+00 +16 +54 20+00 +50 21+00

PLATE 1 — PLAN — PROFILE

BRUNING NO. 42-151

MADE AND PRINTED IN U.S.A. CHARLES BRUNING COMPANY, INC.

B. P. R. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
	T 08-3(32)	8	19

NOTE BOOK ALIGNMENT CHECKED. RT. OF WAY CHECKED. NO.

NOTE BOOK GRADES CHECKED. B. M.'S NOTED. STRUCTURE NOTATIONS CH'KD. NO.

STODDARD & LEVY'S ADDITION

C MARKET STREET — 66' R.O.W., 40' RDWY.

4TH. STREET — 66' R.O.W., 36' RDWY.

FERRY STREET — 66' R.O.W., 36' RDWY.

I-A C.B. REQ'D. (20' R.) — I-A INLET REQ'D (20' R.) — SAWING REQ'D.

21+00 | 22+00 | 23+00 | 24+00 | 25+00 | 26+00 | 27+00

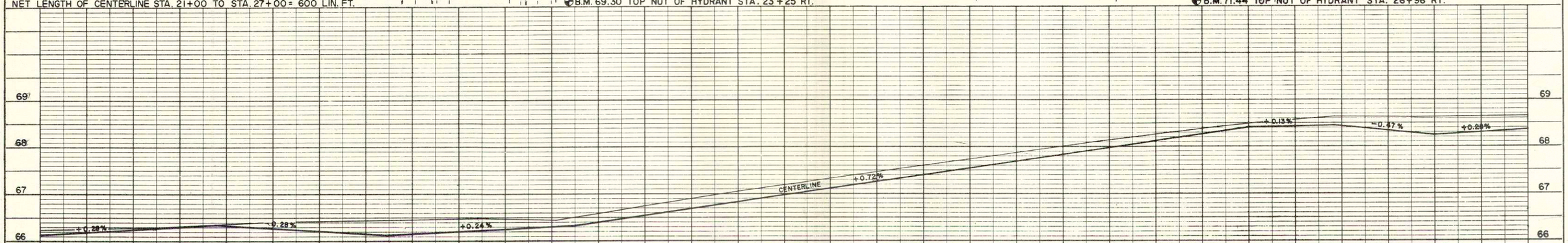
12" SANITARY SEWER — 6" WATER MAIN — 4" FIBER CONDUIT — TELEPHONE CONDUIT — 12" STORM SEWER — GAS MAIN — 1.5" GALV. CONDUIT — SEWER CLEANOUT — WATER VALVE — POWER POLE — DRAINAGE — CONC. PAV'T. — TELEPHONE CONDUIT & 8" WATER MAIN

NOTE: 1.5" GALV. CONDUIT BY CITY

NET LENGTH OF CENTERLINE STA. 21+00 TO STA. 27+00 = 600 LIN. FT.

B.M. 69.30 TOP NUT OF HYDRANT STA. 23+25 RT.

B.M. 71.44 TOP NUT OF HYDRANT STA. 26+96 RT.



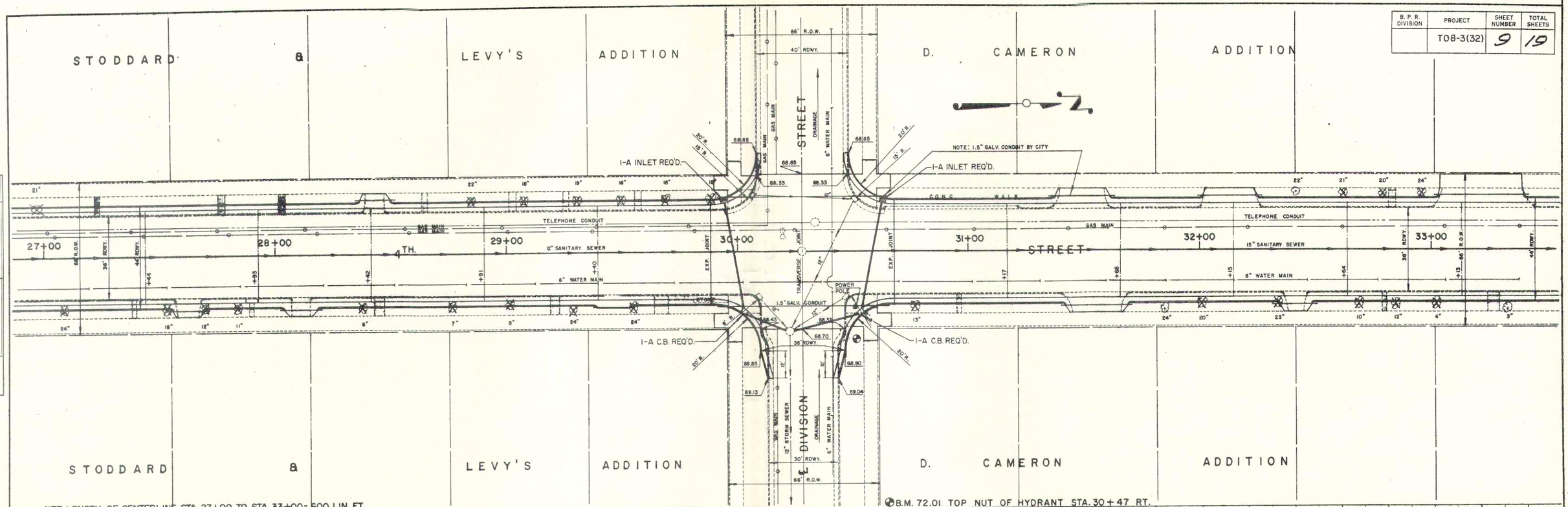
WEST CURB	66.17	66.20	66.24	66.31		66.40	66.91	67.27	67.63	67.99	68.35	68.49		68.40	
WEST EDGE PAV'T.	65.93	66.00	65.93	65.79	66.17	65.98	66.49	66.85	67.21	67.57	67.93	68.07	68.40	67.90	
CENTERLINE	66.26	66.33	66.26	66.12	66.22	66.31	66.82	67.18	67.54	67.90	68.26	68.40	68.45	68.23	
EAST EDGE PAV'T.	65.93	66.00	65.93	65.79	66.17	65.98	66.49	66.85	67.21	67.57	67.93	68.07	68.38	67.90	
EAST CURB	66.17	66.20	66.24	66.31		66.40	66.91	67.27	67.63	67.99	68.35	68.49		68.40	

21+00 | +50 | +75 | 22+00 | +49 | 23+00 | +89 | +29 | 24+00 | +50 | 25+00 | +50 | 26+00 | +19.8 | +57.8 | +95.8

BRUNING NO. 42-101

PLATE 1—PLAN—PROFILE O. P. R. & R. E.
MADE AND PRINTED IN U. S. A.
CHARLES BRUNING COMPANY, INC.

B. P. R. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
	T08-3(32)	9	19



	27+00	+50	28+00	+50	29+00	+20	+50	+90.3	+28.3	30+66.3	31+00	+50	32+00	+50	33+00
WEST CURB	68.47	68.54	68.61	68.68	68.71	68.75	68.80			68.80	68.88	69.00	69.12	69.24	69.36
WEST EDGE PAV'T	68.05	68.19	68.33	68.47	68.53	68.41	68.30	68.68		68.38	68.46	68.58	68.70	68.82	68.94
CENTERLINE	68.38	68.52	68.66	68.80	68.86	68.74	68.63	68.75		68.71	68.79	68.91	69.03	69.15	69.27
EAST EDGE PAV'T	68.05	68.19	68.33	68.47	68.53	68.41	68.30	68.72		68.38	68.46	68.58	68.70	68.82	68.94
EAST CURB	68.47	68.54	68.61	68.68	68.71	68.75	68.80			68.80	68.88	69.00	69.12	69.24	69.36

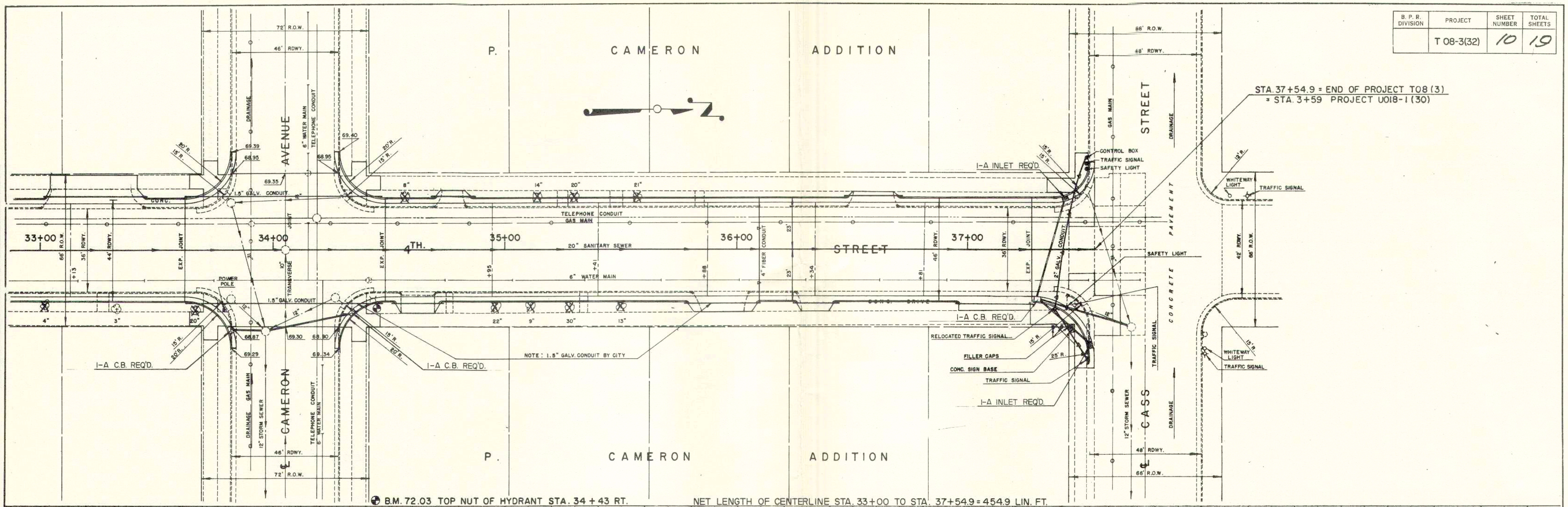
NOTE BOOK ALIGNMENT CHECKED RT. OF WAY CHECKED NO.

NOTE BOOK GRADES CHECKED B. M.s NOTED STRUCTURE NOTATIONS CHKD. NO.

PLATE 1—PLAN—PROFILE O. P. R. & R. E.
MADE AND PRINTED IN U. S. A.
CHARLES BRUNING COMPANY, INC.

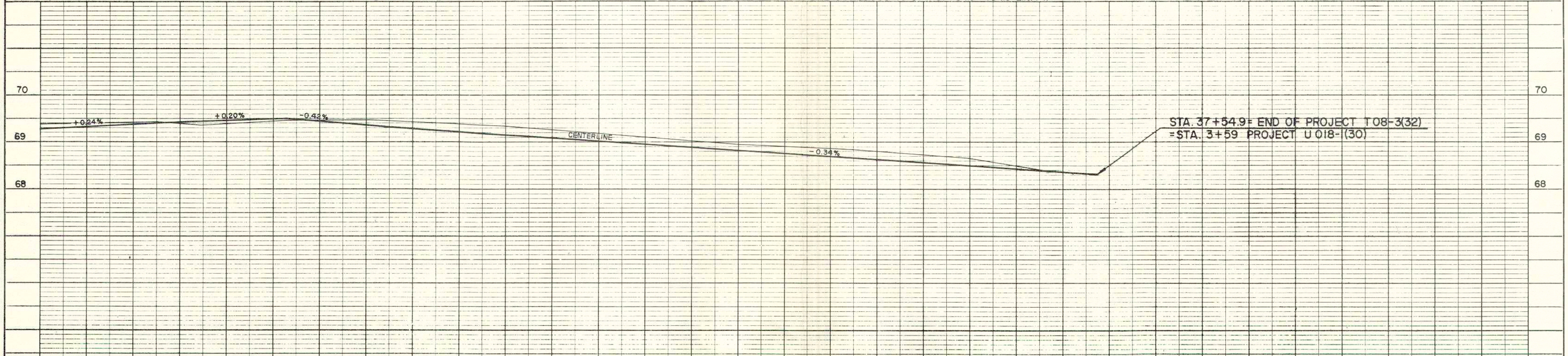
BRUNING NO. 42-181

B. P. R. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
	T 08-3(32)	10	19



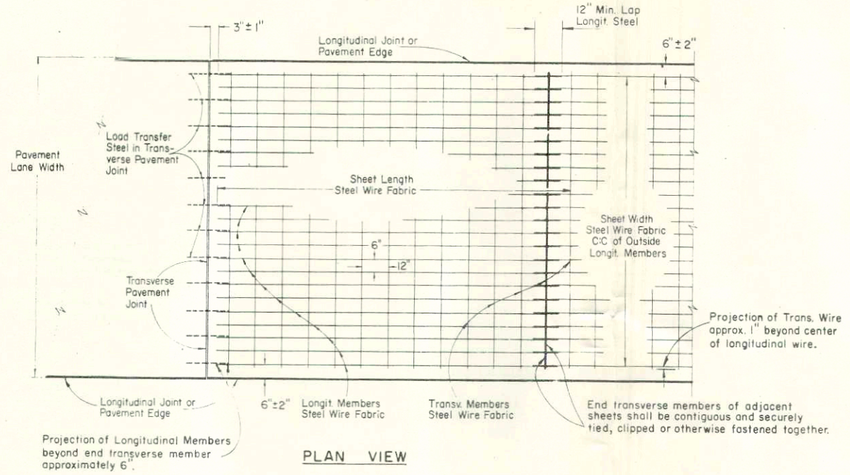
B.M. 72.03 TOP NUT OF HYDRANT STA. 34 + 43 RT.

NET LENGTH OF CENTERLINE STA. 33+00 TO STA. 37+54.9 = 454.9 LIN. FT.

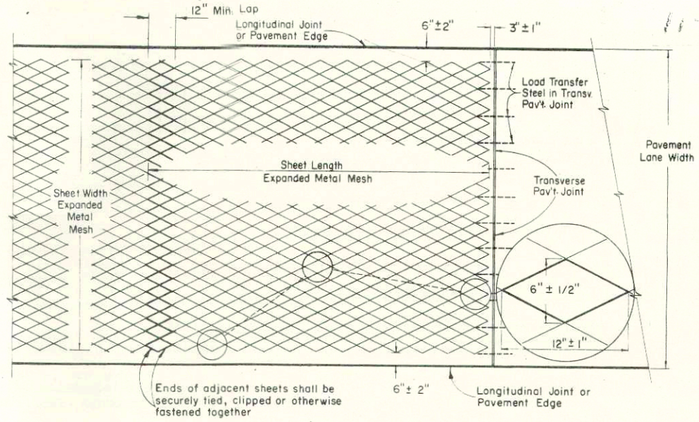


	33+00	+50	+62.2	+05.2	+48.2	35+00	+50	36+00	+50	37+00	+28	+32.9	+44
WEST CURB			69.51		69.38	69.20	69.03	68.86	68.69	68.52	68.40		
WEST EDGE PAV'T.			69.09	69.40	68.96	68.78	68.61	68.44	68.27	68.10			
CENTERLINE			69.42	69.50	69.32	69.14	68.97	68.80	68.63	68.46			68.31
EAST EDGE PAV'T.			69.09	69.38	68.96	68.78	68.61	68.44	68.27	68.10			
EAST CURB			69.51		69.38	69.20	69.03	68.86	68.69	68.52	68.42		

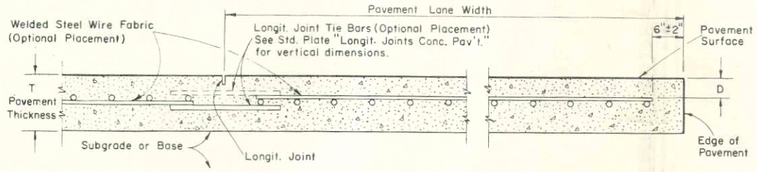
11-19



PLAN VIEW

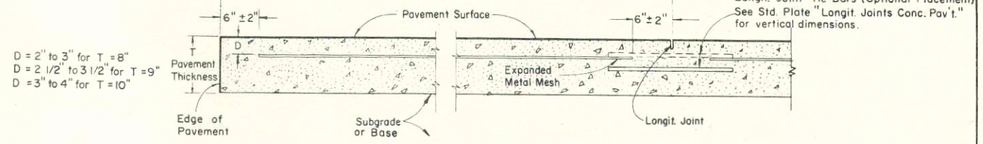


PLAN VIEW



CROSS SECTION

WELDED STEEL WIRE FABRIC



CROSS SECTION

EXPANDED METAL MESH

GENERAL NOTES -

Details of Construction and Materials not shown hereon shall conform to the pertinent requirements of the Standard Specifications and the applicable Special Conditions.

WELDED STEEL WIRE FABRIC

Manufacturer's No. 612-04
Approx. Weight per 100 Sq. Ft. = 69.0 lbs.
Longitudinal Steel - Gage No. 0 = 0.3065" D. at 6" C-C
Transverse Steel - Gage No. 4 = 0.2253" D. at 12" C-C.

Welded Steel Wire Fabric shall conform to the requirements of the Standard Specifications for Welded Steel Wire Fabric for Concrete Reinforcement A.A.S.H.O. Designation M55.
Side lap of adjacent sheets approximate 6"

EXPANDED METAL MESH

Weight per 100 Sq. Ft. = 76.0 lbs. min.
Expanded Metal Mesh shall be manufactured from open hearth steel, having a phosphorus content of not more than 0.05 percent, and a yield point of not less than 55,000 p.s.i. The steel shall be sufficiently ductile to permit any strand to be bent through an angle of 180 degrees over one diam. without fracture.
The diamond shaped mesh shall be fabricated by a cold drawn process which will cut and draw the steel forming uniform dimensioned strands conforming to shape and weight as shown elsewhere hereon.
Side lap of adjacent sheets approximate 6"

SHIPPING REQUIREMENTS

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

CONCRETE PAVEMENT REINFORCEMENT

STATE HIGHWAY COMMISSION OF WISCONSIN

RECOMMENDED FOR APPROVAL:

2-5-63
DATE

J. S. Pilly
ENGINEER OF DESIGN

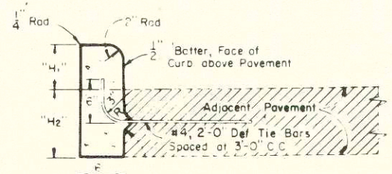
APPROVED:

2/6/63
DATE

E. L. Rattinger
STATE HIGHWAY ENGINEER

PLATE NO. 2-1.1.11

11.1-19

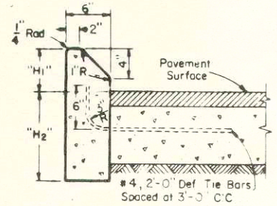


Tie Bar recess positioned in reverse when Concrete Curb is constructed first

"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)

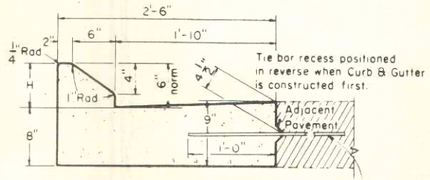
CONCRETE CURB



"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)

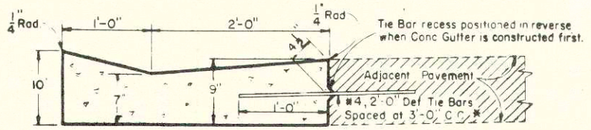
CONCRETE CURB AND GUTTER
(Mountable Type)

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 –

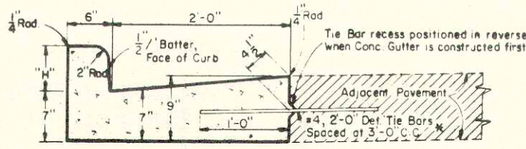
Joints shall not be sealed in concrete curb, concrete gutter, concrete curb and gutter, or concrete surface drains.



* 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

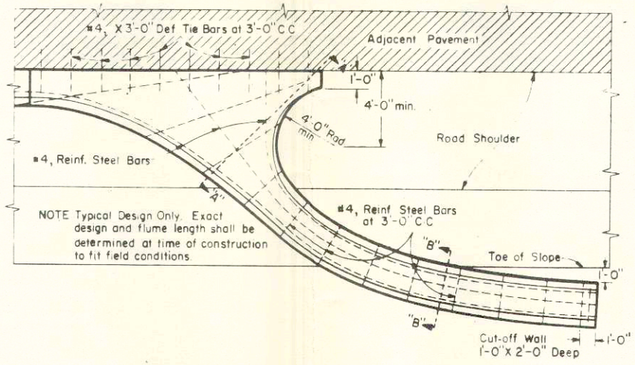


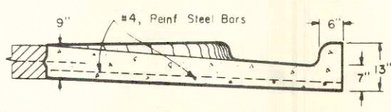
"H" = 9" Max., 3 1/2" Min., and shall be 6" unless otherwise shown on the plans

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

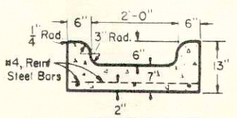
TYPE "A" (Including Tie Bars) TYPE "D" (Excluding Tie Bars)

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

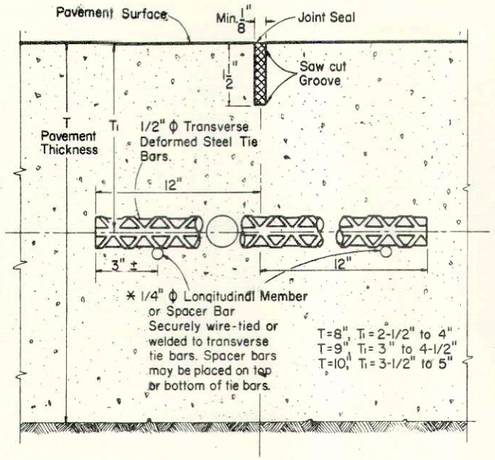
RECOMMENDED FOR APPROVAL

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

APPROVED:

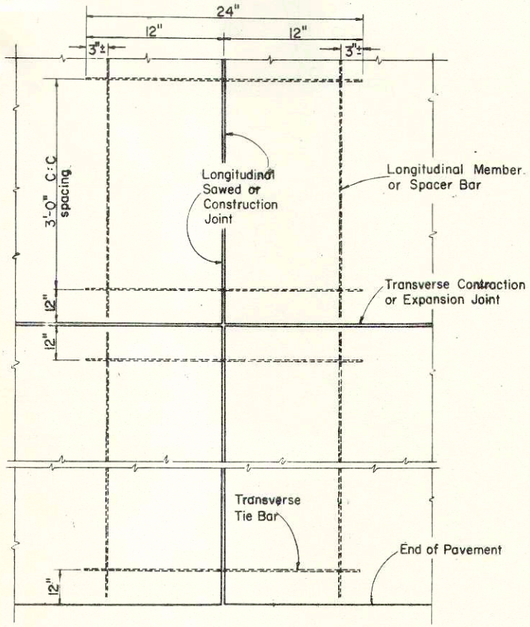
2/6/63 DATE — E. C. Ruttkys STATE HIGHWAY ENGINEER

11.2-19

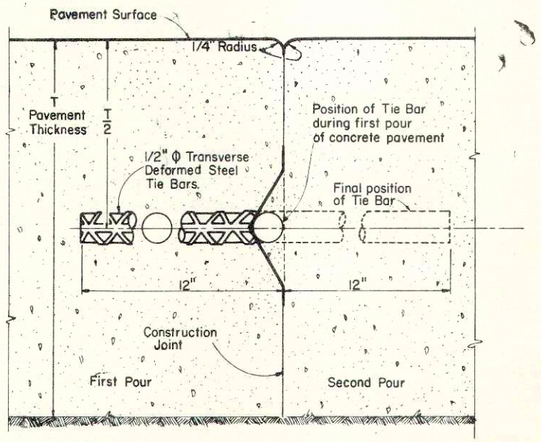


SAWED JOINT

ELEVATION, Showing Tie Bars and Positioning Details



PLAN VIEW, Showing Tie Bars and Location Details



CONSTRUCTION JOINT

ELEVATION, Showing Tie Bars and Positioning Details

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.

ALTERNATE DESIGNS-

Alternate designs of Bolt Type joint installations may be used upon written approval of the engineer.

SEALING JOINTS -

Sawed joints only shall be sealed.

*TIE BARS

Tie bars shall be installed as shown (assembled ladder type pattern), or the longitudinal member spacer bar may be omitted if the transverse tie bars can be accurately placed and firmly held during the placing and setting of concrete by devices or methods approved by the engineer, or if mechanical means of placing the tie bars in the plastic concrete are approved by the engineer.

Devices may be omitted on the longitudinal construction joint type when in the opinion of the engineer the tie bars will be retained in their proper designated position.

LONGITUDINAL JOINTS CONCRETE PAVEMENT

STATE HIGHWAY COMMISSION OF WISCONSIN

RECOMMENDED FOR APPROVAL:

6/3/63 DATE — J. L. Pilf ENGINEER OF DESIGN

APPROVED:

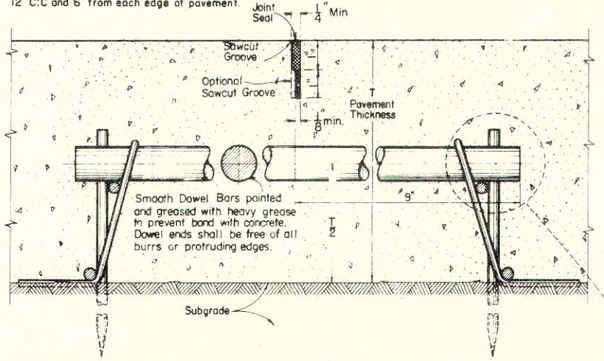
6/4/63 DATE — E. C. Ruttkay STATE HIGHWAY ENGINEER

PLATE NO. 4-4.4.7

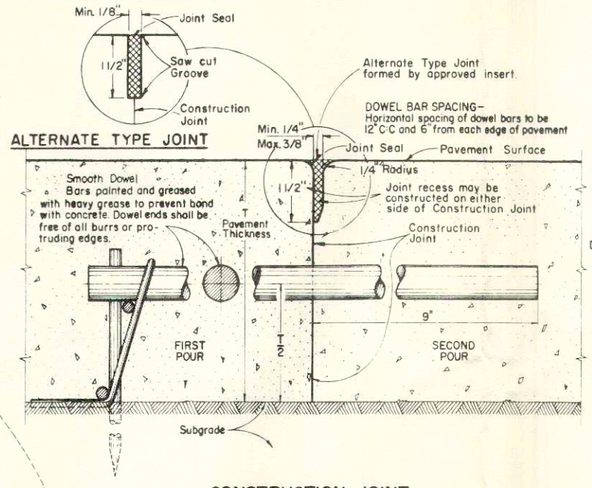
11.3-19

DOWEL BAR DIMENSIONS-
For 8" P.C PAV'T = 1" Ø X 18"
" 9" " " = 1 1/4" Ø X 18"
" 10" " " = 1 1/4" Ø X 18"

DOWEL BAR SPACING-
Horizontal spacing of dowel bars to be 12" C:C and 6" from each edge of pavement.

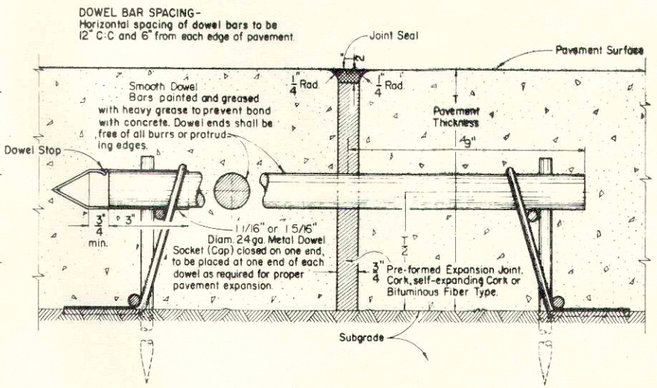


CONTRACTION JOINT



ALTERNATE TYPE JOINT

CONSTRUCTION JOINT

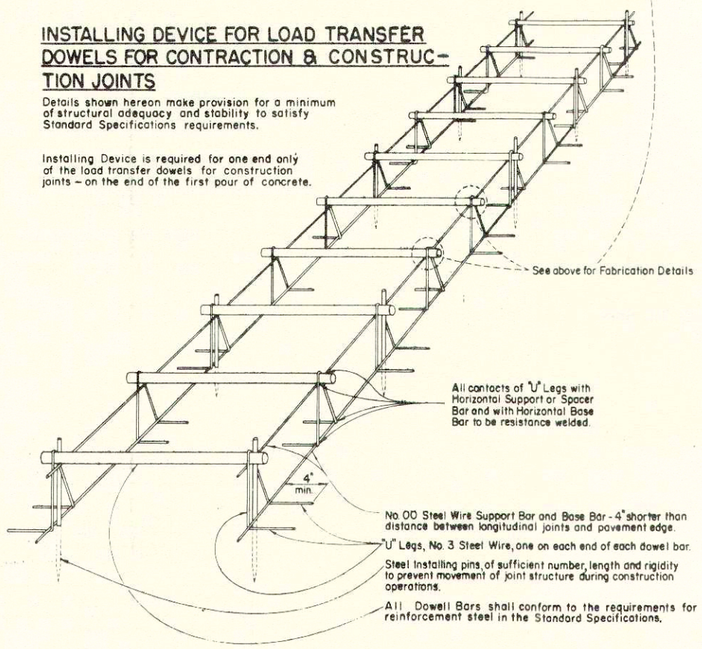


EXPANSION JOINT

INSTALLING DEVICE FOR LOAD TRANSFER DOWELS FOR CONTRACTION & CONSTRUCTION JOINTS

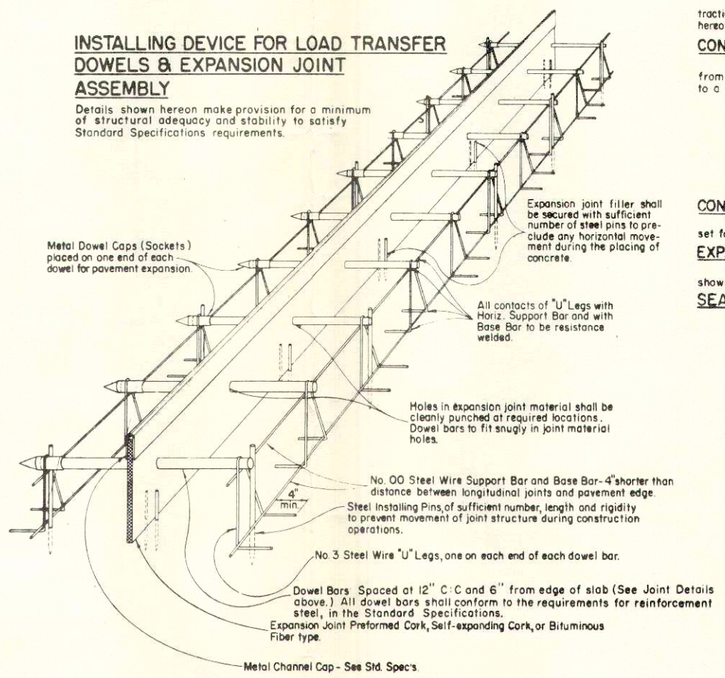
Details shown hereon make provision for a minimum of structural adequacy and stability to satisfy Standard Specifications requirements.

Installing Device is required for one end only of the load transfer dowels for construction joints – on the end of the first pour of concrete.



INSTALLING DEVICE FOR LOAD TRANSFER DOWELS & EXPANSION JOINT ASSEMBLY

Details shown hereon make provision for a minimum of structural adequacy and stability to satisfy Standard Specifications requirements.



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.

ALTERNATE DESIGNS-

Alternate designs or methods for installing load transfer dowels for Contraction, Construction and Expansion Joints and appurtenances other than shown hereon may be used upon written approval of the Engineer.

CONTRACTION JOINTS-

Contraction Joints shall be installed at 80' (±2') spacing from adjacent transverse joints, except that lesser spacings ranging to a minimum of 40' shall be used:

1) at locations or spacing indicated on the plans.
2) as extensions of transverse joints or cracks in abutting pavement lanes.
3) at locations designated by the Engineer where there are manholes or other fixtures in the pavement.

CONSTRUCTION JOINTS-

Construction joints shall be installed as necessary, within the limitation set forth in the Standard Specifications.

EXPANSION JOINTS-

Expansion joints are required only at structure approaches and/or where shown on the plans.

SEALING JOINTS-

Joints to be sealed as shown.

TRANSVERSE JOINTS CONCRETE PAVEMENT

STATE HIGHWAY COMMISSION OF WISCONSIN

RECOMMENDED FOR APPROVAL:

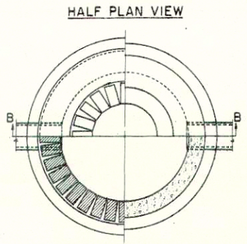
2-5-63 DATE — J. S. Pfit ENGINEER OF DESIGN

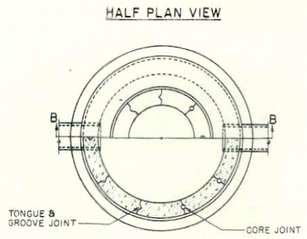
APPROVED:

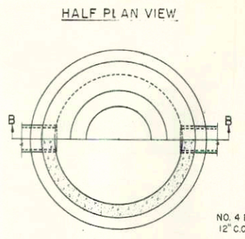
2/6/63 DATE — E. C. Rustigan STATE HIGHWAY ENGINEER

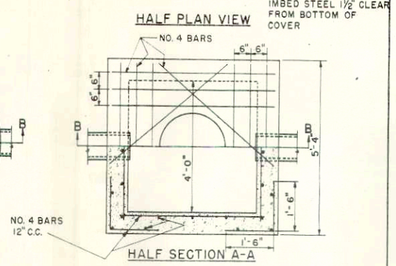
PLATE NO. 4-4.5.9

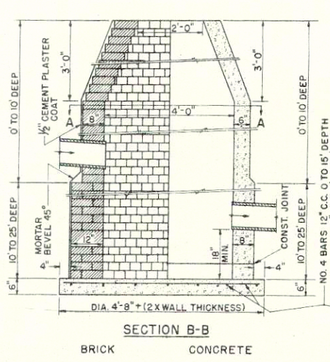
11.4-19

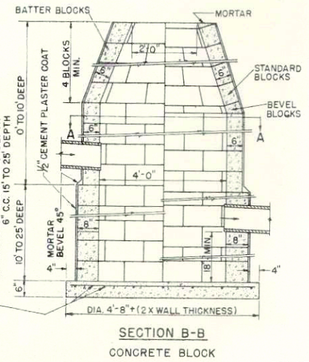


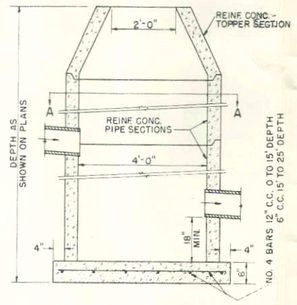


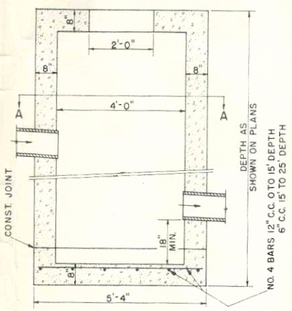




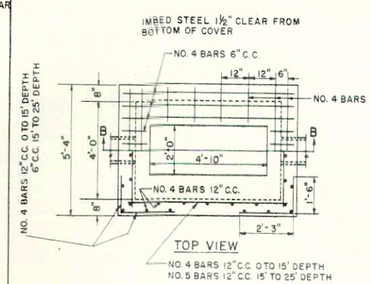


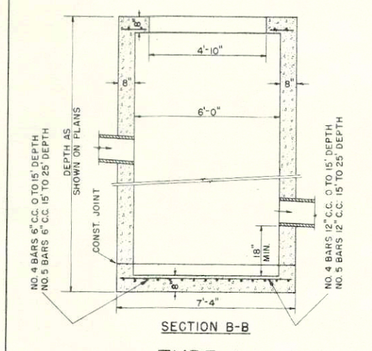




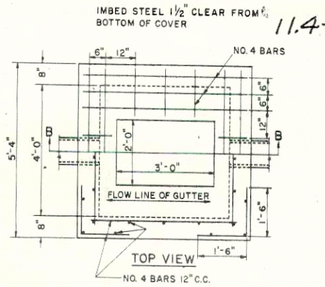


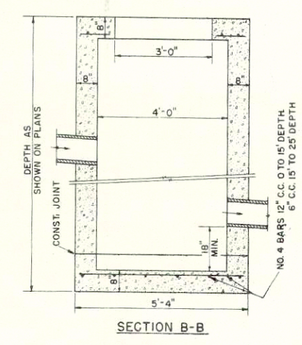
TYPE 1



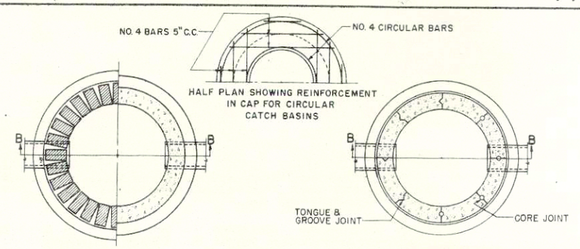


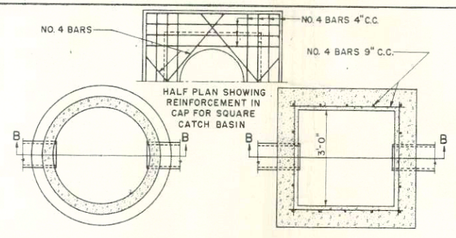
TYPE 4

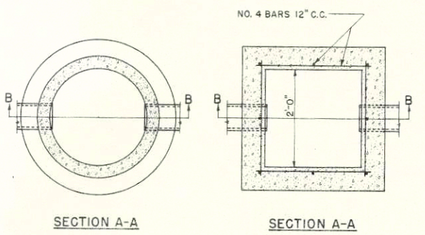


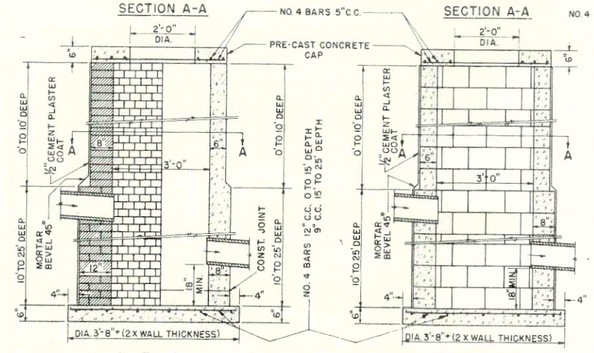


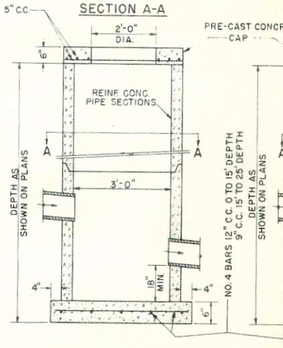
TYPE 5

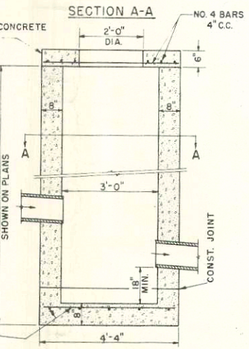




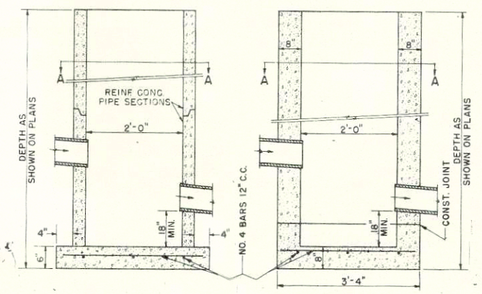








TYPE 2



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'-6", "CATCH BASINS 2'-0" 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 1½" 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. Pelt
ENGINEER OF DESIGN

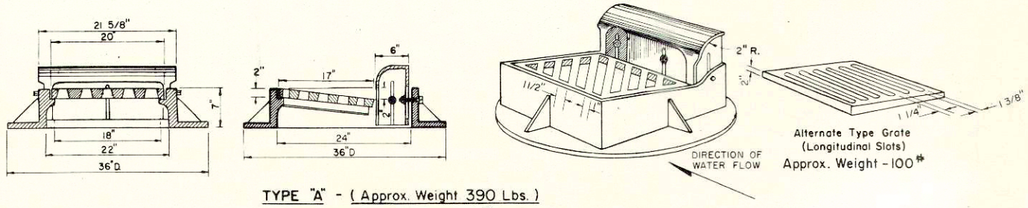
APPROVED:

2/6/63
DATE

E. C. Rutzen
STATE HIGHWAY ENGINEER

PLATE 5.33.2

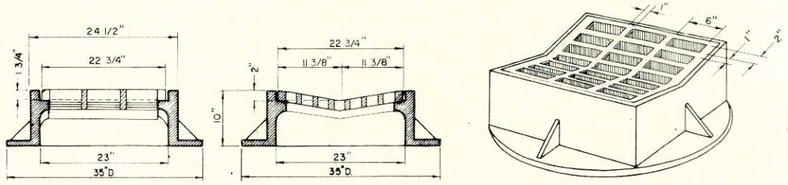
11.5-19



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

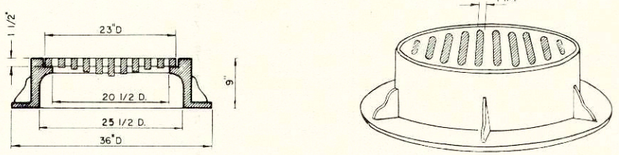
TYPE "A" - (Approx. Weight 390 Lbs.)

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



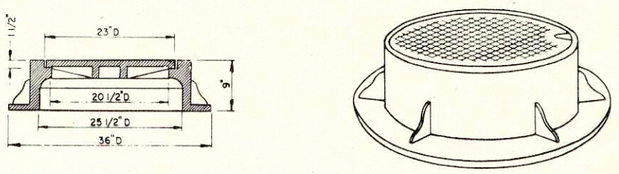
TYPE "B" - (Approx. Weight 414 Lbs.)

Frame Weight - 275 #
Grate " - 139#

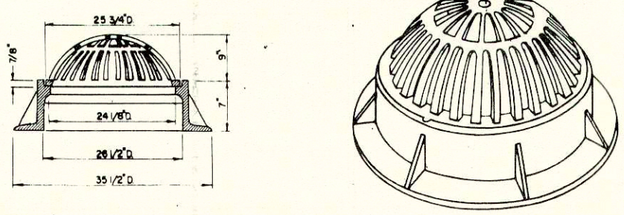


TYPE "C" - (Approx. Weight 370 Lbs.)

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")

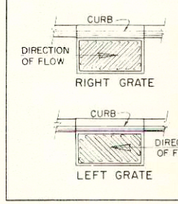


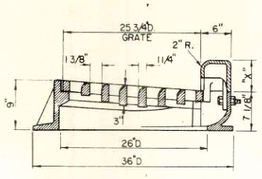
TYPE "E" - (Approx. Weight 325 Lbs.)

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)

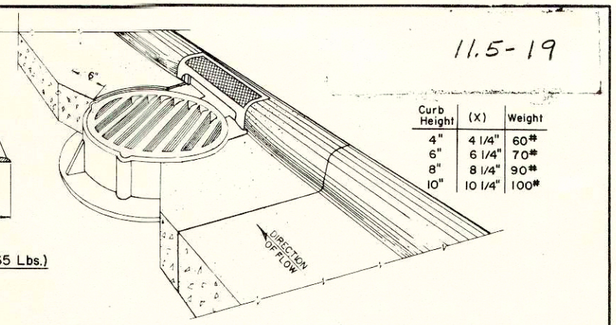
Longitudinal slot type grates may be used ONLY where bicycles are prohibited.



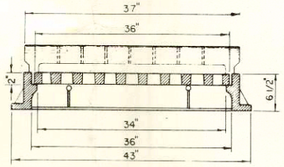


TYPE "G" - (Approx. Weight 425 - 465 Lbs.)

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

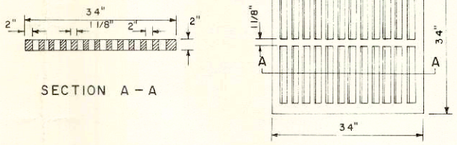


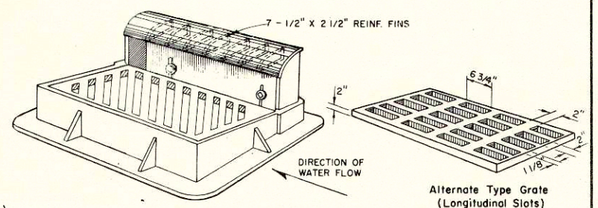
Curb Height	(X)	Weight
4"	4 1/4"	60#
6"	6 1/4"	70#
8"	8 1/4"	90#
10"	10 1/4"	100#



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

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

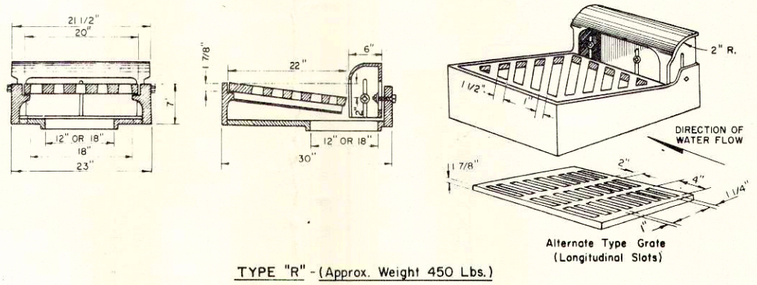




Alternate Type Grate
(Longitudinal Slots)
Approx. Weight - 200#

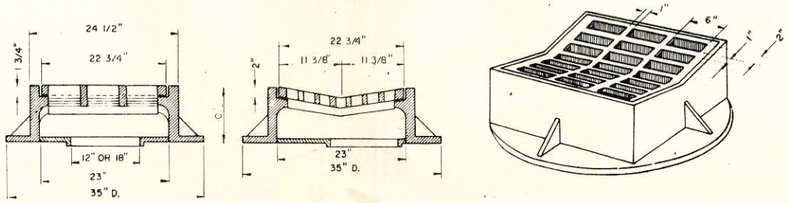
INLET COVER TYPE MS

GRATE WEIGHT 270#



Alternate Type Grate
(Longitudinal Slots)

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

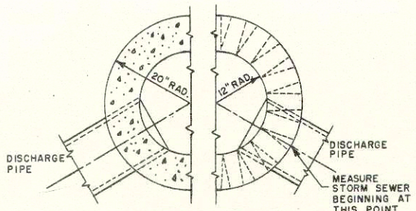
J. S. Pilt
ENGINEER OF DESIGN

APPROVED:

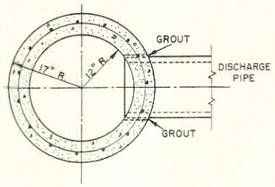
12/3/63
DATE

STATE HIGHWAY ENGINEER

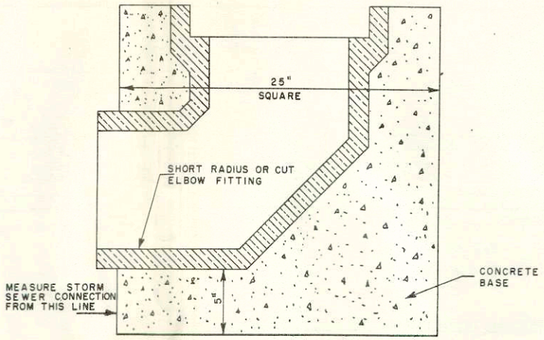
11.6-19



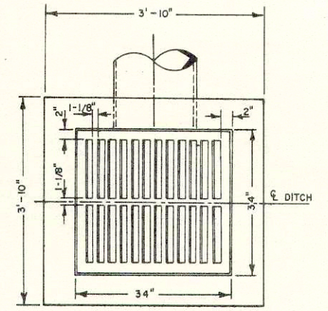
PLAN VIEW



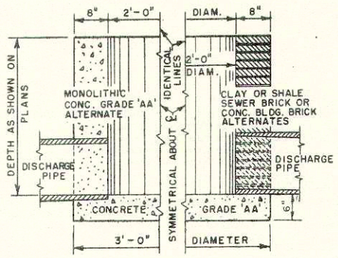
PLAN VIEW



INLET TYPE 2

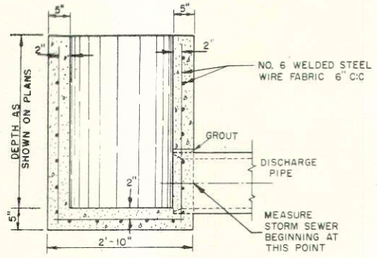


PLAN VIEW



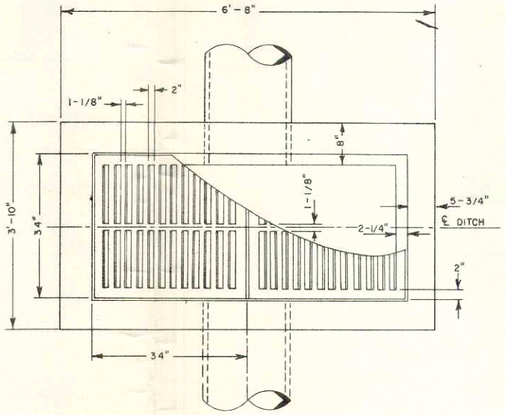
ELEVATION VIEW

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

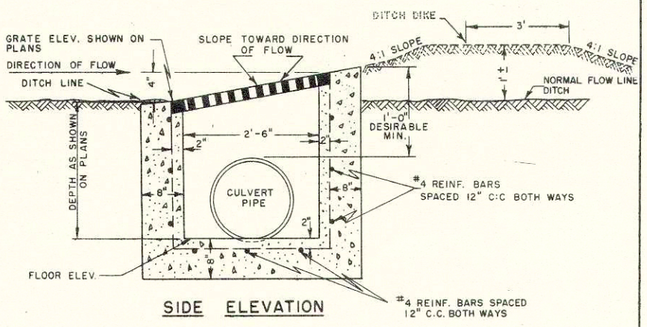


ELEVATION VIEW

SHOWING DETAILS FOR PRE-CAST CONCRETE ALTERNATE FOR



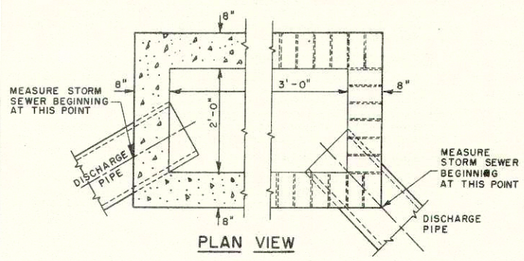
PLAN VIEW



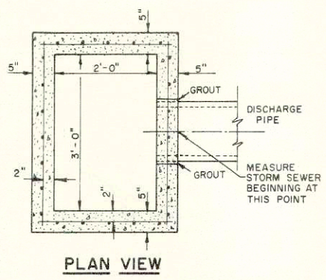
SIDE ELEVATION

INLET TYPE 8

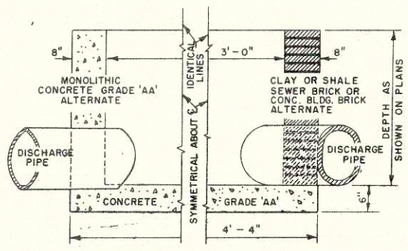
INLET TYPE 1



PLAN VIEW

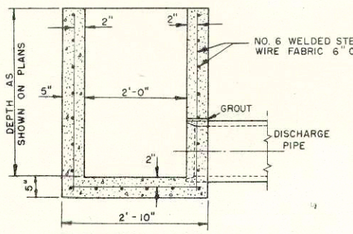


PLAN VIEW



ELEVATION VIEW

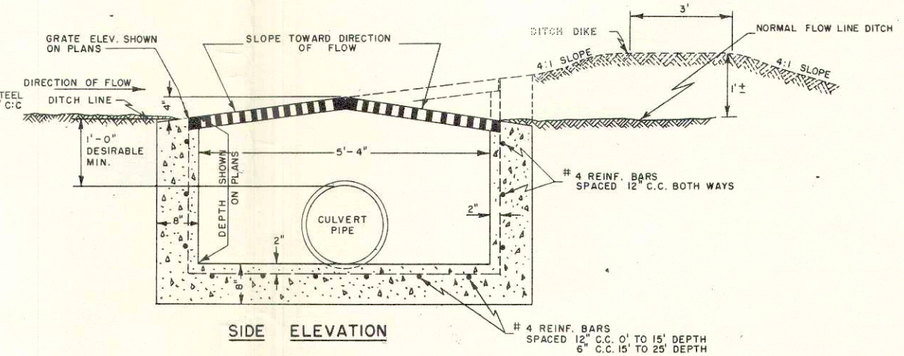
SHOWING DETAILS FOR MONOLITHIC CONCRETE, CLAY OR SHALE SEWER BRICK, OR CONCRETE BUILDING BRICK ALTERNATES FOR



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 I-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. Pelt
ENGINEER OF DESIGN

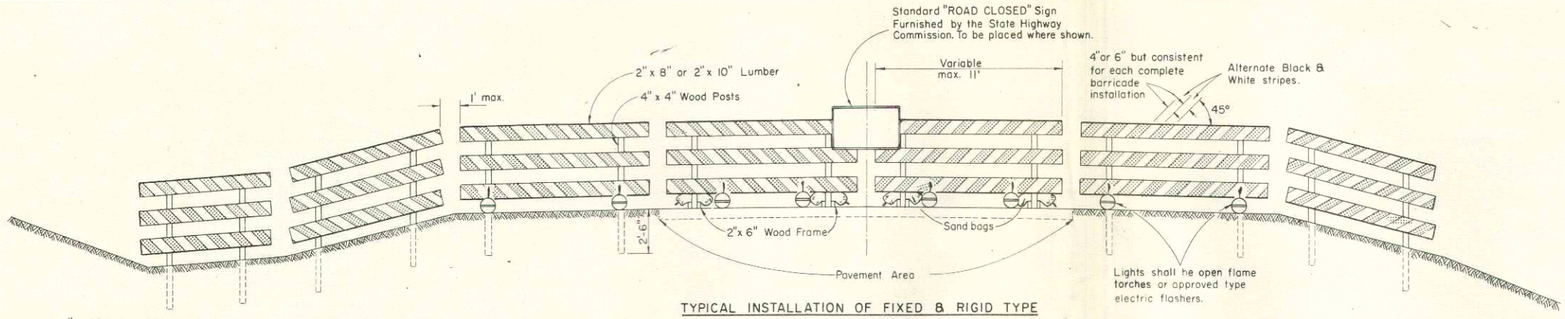
APPROVED:

12/3/63
DATE

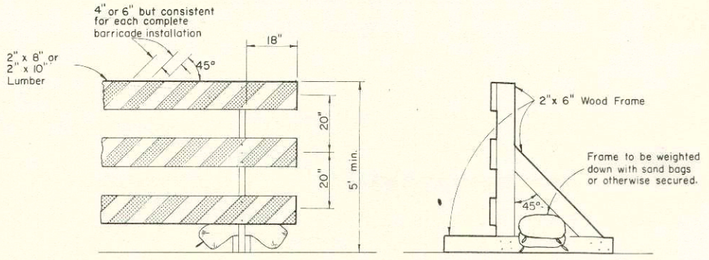
STATE HIGHWAY ENGINEER

PLATE NO. 5-3.5.2

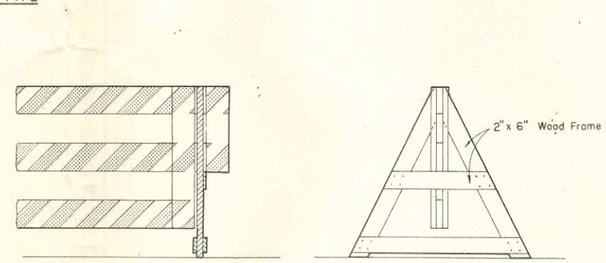
11.7-19



TYPICAL INSTALLATION OF FIXED & RIGID TYPE

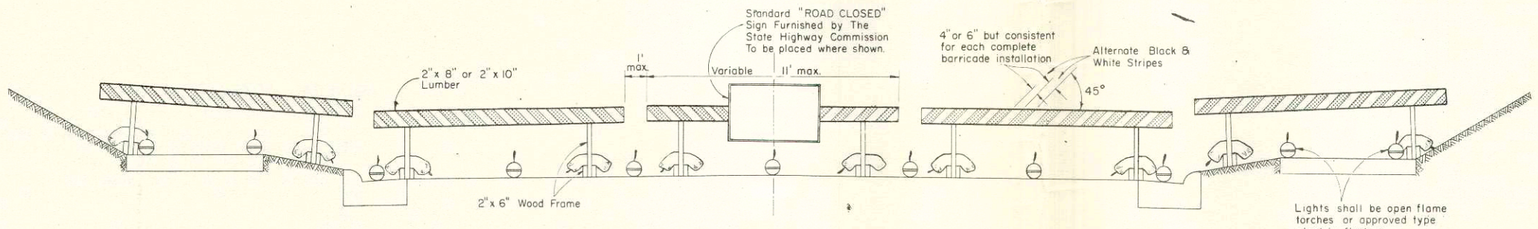


ALTERNATE TYPE INSTALLATION (RIGID)

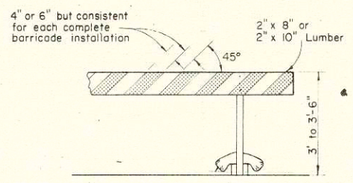


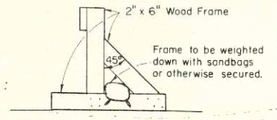
ALTERNATE TYPE INSTALLATION (DEMOUNTABLE)

CLASS I BARRICADE

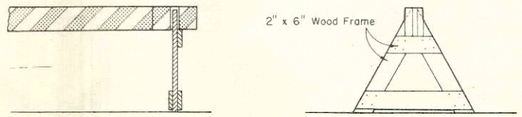


TYPICAL INSTALLATION OF RIGID TYPE





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 "Codit 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:

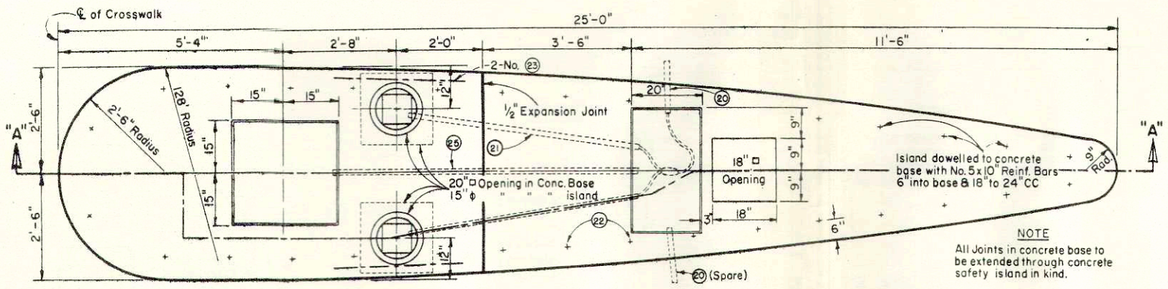
2-5-63 DATE — J. S. Pilt ENGINEER OF DESIGN

APPROVED:

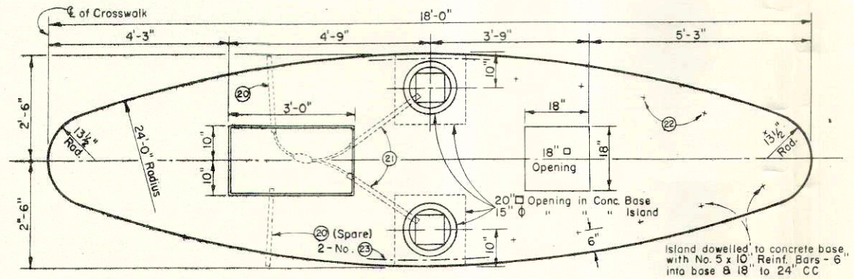
2/6/63 DATE — E. G. Rustigan STATE HIGHWAY ENGINEER

PLATE NO. 7-4.1.4

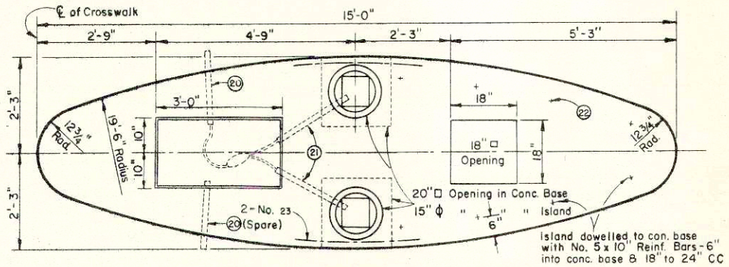
11.8-19



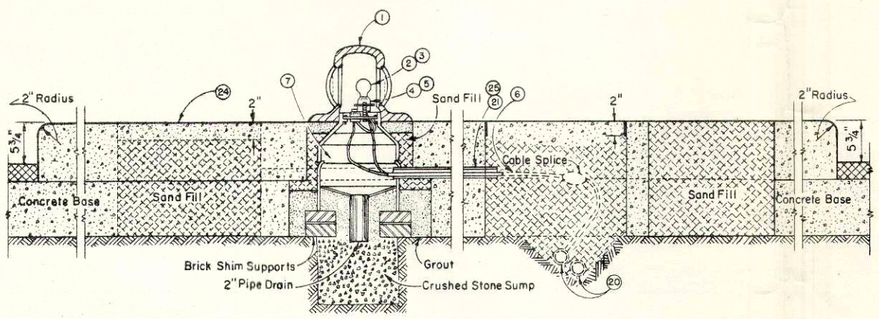
PLAN VIEW-CONCRETE SAFETY ISLAND TYPE "A"
(Total Island Area = 99.8 Sq. Ft.)



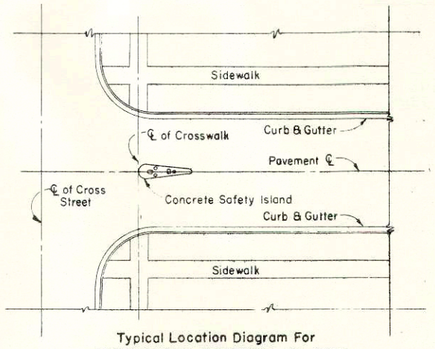
PLAN VIEW - CONCRETE SAFETY ISLAND TYPE "B"
(Total Island Area = 67.5 Sq. Ft.)



PLAN VIEW - CONCRETE SAFETY ISLAND TYPE "C"
(Total Island Area = 49.7 Sq. Ft.)



SECTION "A-A" IN ELEVATION



Typical Location Diagram For
CONCRETE SAFETY ISLAND
Relative to Crosswalk Lines

NOTE:

Items No. 2, 4 & 7 will be furnished to the Contractor for placement when Island Lights are to be connected to Series Type Lighting System.

Items No. 3 & 5 will be furnished to the Contractor for placement when Island Lights are to be connected to Multiple Type Lighting System or Separate Power Source.

Item No. 7, when required, will be furnished to the Contractor for placement where and when as directed by the Engineer.

ESTIMATE OF QUANTITIES - To be Furnished by Others To Contractor and to be Placed by Contractor

Item No.	QUANTITY Type 'A' Island	Type 'B' Island	Type 'C' Island	NAME OF ITEM
1	2	2	2	Island Light, complete with ASTM A48-36 Class 35 head, base, sub-base, three 5 3/8" diam. x 3½" Focus Amber Optical Lens slightly sandblasted inside surface, lens blanx, and if required, four lens rings.
2	2	2	2	6.6 Amp. 1000 Lumen 9.5 Volts 62.5 Ave. Watts, Mogul Base S-24½ Bulb. St. Series Lamps
3	2	2	2	60 Watt (110-115-120 Volts) A-21 Clear Bulb Med. Base T. S. Lamps
4	2	2	2	B.E.S. Street Series Socket Assemblies with adjustable resistance in parallel
5	2	2	2	B.E.S. Multiple Socket Assembly including Fuse and Fuse Socket
6	To be determined in the field			2 Conductor Island Light Cable
7	1	1	1	2 Coil 1000 Lumen Series Transformer in Cast Iron Case
○				
○				
○				
○				

ESTIMATE OF QUANTITIES
To be Furnished and Placed by Contractor

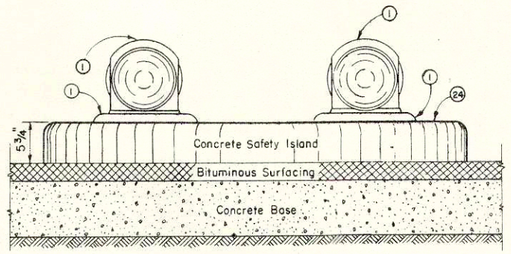
20	To be determined in the field			3" Galv. Steel Pipe Conduit From island to Curb or Power Pole
21	12 Ft.	4 Ft.	4 Ft.	1¼" Galv. Steel Pipe Conduit
22	24	18	16	No. 5 x 10" Reinf. Steel Dowels
23	4	4	4	No. 4 x 3'-0" Reinf. Steel Dowels
24	97 Sq. Ft.	69.5 Sq. Ft.	52.5 Sq. Ft.	Concrete Masonry (Grade 'AA')
25	8 Ft.	—	—	2" Galv. Steel Pipe Conduit Between Island Openings

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.

MEASUREMENT & PAYMENT

The Item of 'Concrete Safety Islands' shall be measured and paid for by Types 'A', 'B' or 'C' as a completed unit in place and a lump sum each, which price shall be full compensation for all labor, tools, equipment, such materials as shown "to be furnished by the Contractor," for placing all such materials as shown "to be furnished by others," for connecting the Island Light Cables to the source of power or switchbox and all incidentals necessary to complete the work in accordance with the plans and specifications and as directed by the Engineer.



END ELEVATION

CONCRETE SAFETY ISLANDS TYPE 'A', 'B', & 'C'

STATE HIGHWAY COMMISSION OF WISCONSIN

RECOMMENDED FOR APPROVAL:

2-5-63
DATE

J. L. Pilbeam
ENGINEER OF DESIGN

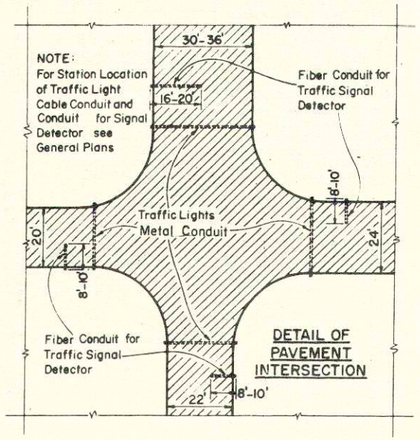
APPROVED

7/6/63
DATE

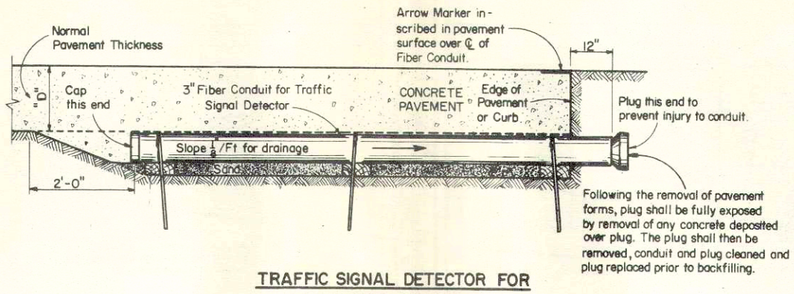
B. C. Breitzman
STATE HIGHWAY ENGINEER

PLATE NO. 8-4.1.5

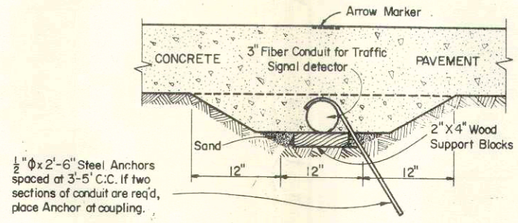
11.9-19



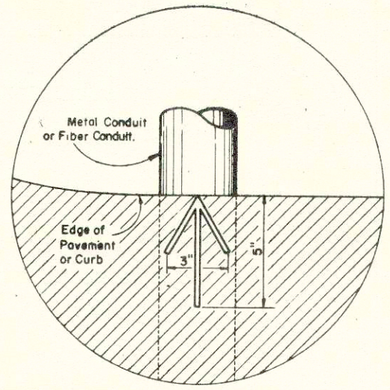
PLAN VIEW
SHOWING RELATIVE POSITION OF
TRAFFIC LIGHT CONDUITS AND
TRAFFIC SIGNAL DETECTOR CONDUITS
AT UNDIVIDED HIGHWAY INTERSECTIONS



TRAFFIC SIGNAL DETECTOR FOR
UNDIVIDED HIGHWAYS

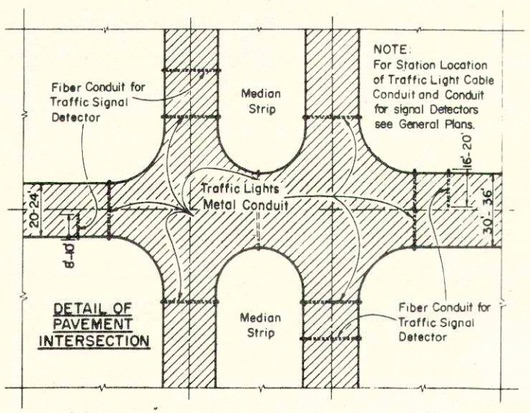


SIDE & END ELEVATIONS
SHOWING PLACEMENT DETAILS
FOR TRAFFIC SIGNAL DETECTOR CONDUIT

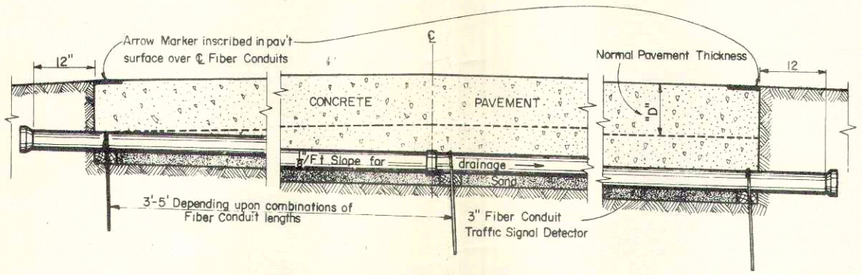


Arrow Marker to be inscribed in fresh concrete and/or bituminous surfacing ¼ to ⅜ deep at each location where pipe conduit or fiber cond. are placed under rigid surfacing.

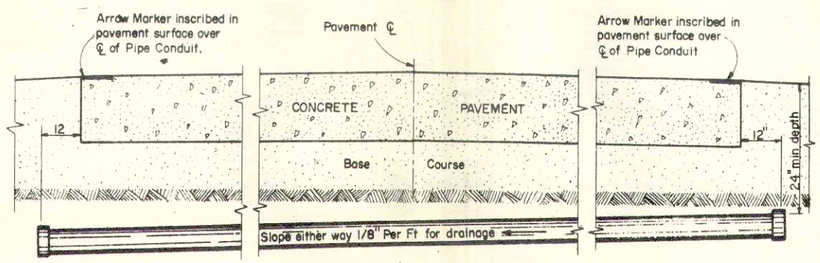
PLAN VIEW - ARROW MARKER



PLAN VIEW
SHOWING RELATIVE POSITION OF
TRAFFIC LIGHT CONDUITS AND
TRAFFIC SIGNAL DETECTOR CONDUITS
AT DIVIDED HIGHWAY INTERSECTIONS



TRAFFIC SIGNAL DETECTOR FOR
DIVIDED HIGHWAYS



ELEVATION ON CENTERLINE
SHOWING PLACEMENT DETAILS
FOR TRAFFIC SIGNAL CONDUIT

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.

MATERIALS

Metal Conduit shall be furnished and placed as shown hereon and in accord with the Standard Specifications.

Fiber Conduit shall be furnished and placed as shown hereon and in accord with the Standard Specifications.

MEASUREMENT & PAYMENT

The item of Fiber Conduit shall be measured and paid for by the linear foot complete in place and in accord with Standard Specifications

CONDUIT SIZE

Unless shown or required otherwise on the plans, Metal Conduit shall be 2" I.D.

METAL CONDUIT & FIBER CONDUIT

STATE HIGHWAY COMMISSION OF WISCONSIN

RECOMMENDED FOR APPROVAL:

4-3-63
DATE

J. J. Pilf
ENGINEER OF DESIGN

APPROVED:

4/5/63
DATE

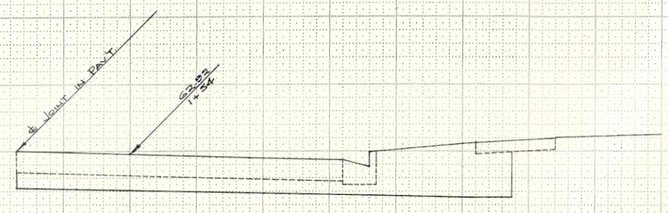
E. C. Ruettiger
STATE HIGHWAY ENGINEER

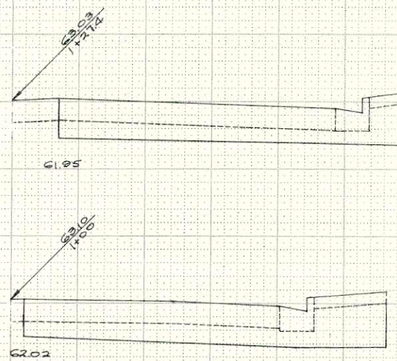
B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	TOB-3(32)	12	19

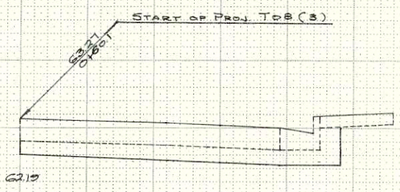
STATION	DISTANCE	YARDAGE EXCAVATION UNCLASSIFIED	YARDAGE EXCAVATION UNCLASSIFIED BELOW TEMPLATE	YARDAGE FILL
0+60.1				
	339	22	6	2
1+00				
	274	20	5	2
1+27.4				
	266	24	6	9
1+54				
	46	46	13	8
2+00				
	308	33	9	2
2+30.8				
	692	88	19	4
3+00				
	693	91	20	4
3+69.3				
	33	41	12	2
4+02.3				
	33	40	12	2
4+35.3				
SHEET TOTAL		405	102	35

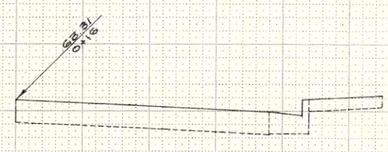
SURVEY
NOTE BOOK
NO.
SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED

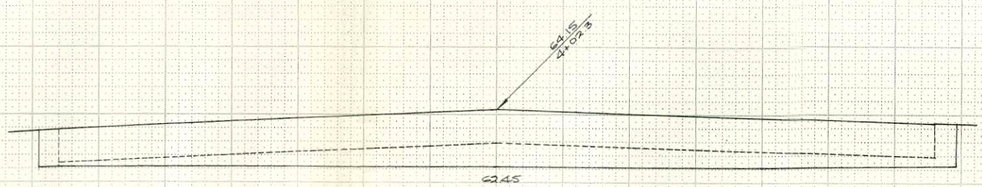
SURVEY
NOTE BOOK
NO.
SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED

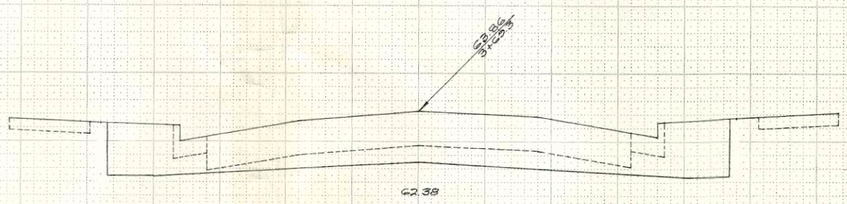


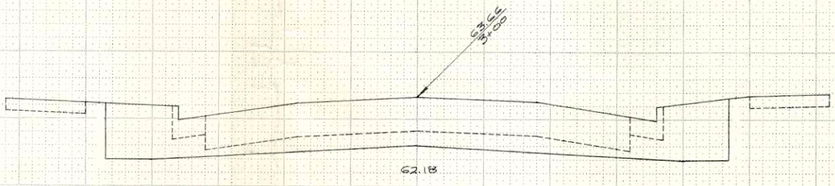


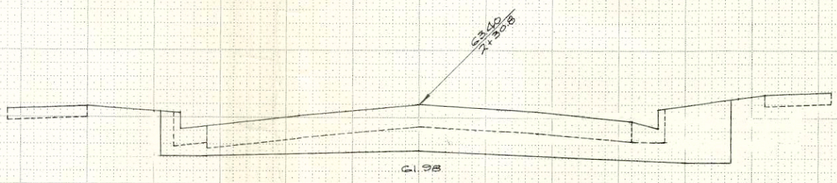


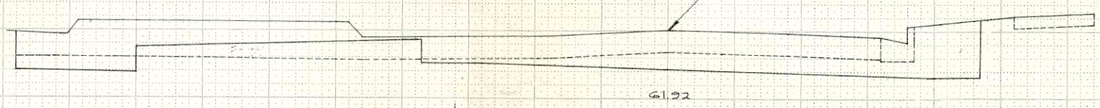








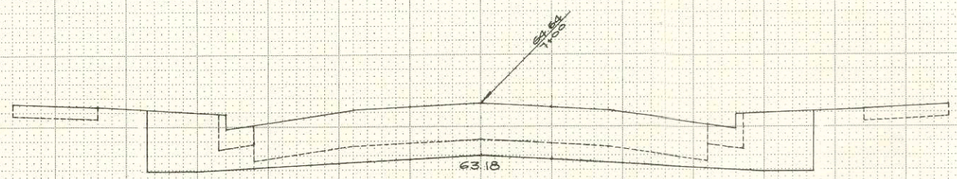


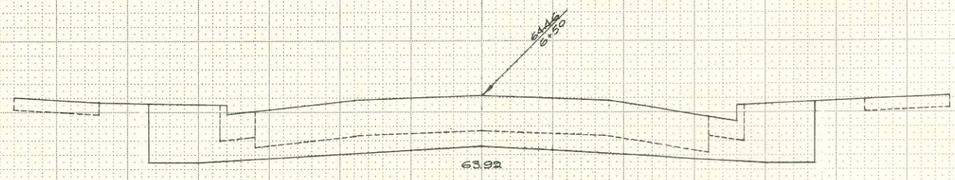


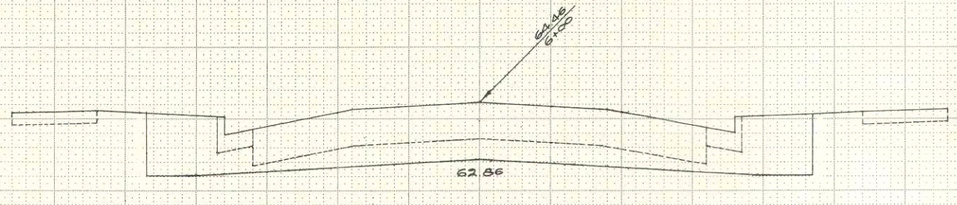
SCALE - VER. 1"=2' HOR. 1"=5'

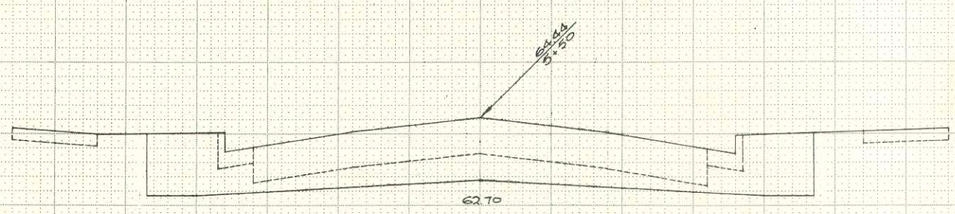
FUNCTIONAL CROSS SECTION - OPEN DOTTED
CHARLES BRUNING COMPANY, INC.

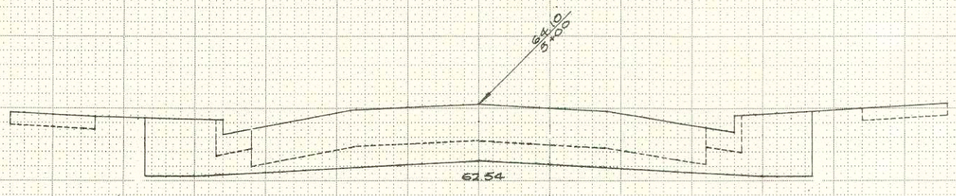
B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	FOB-3(32)	13	19

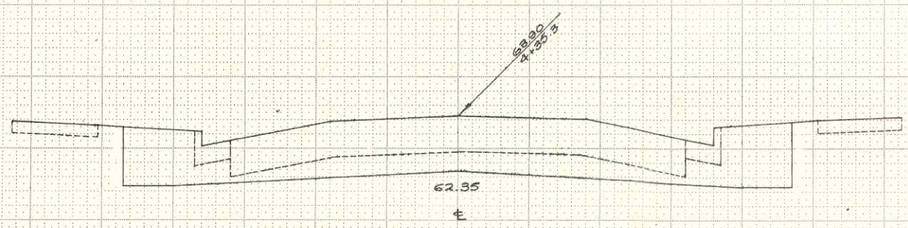


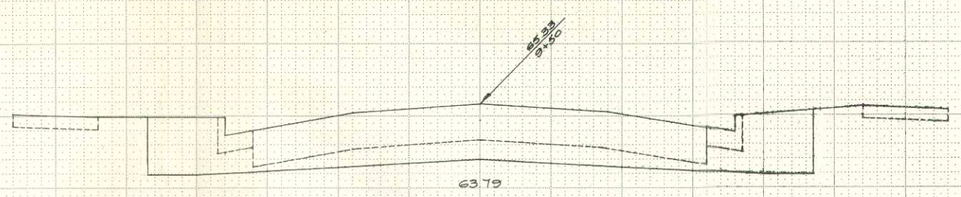


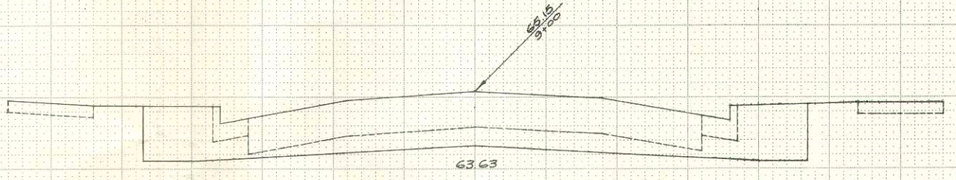


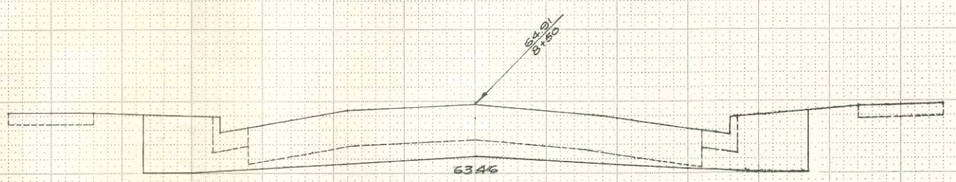


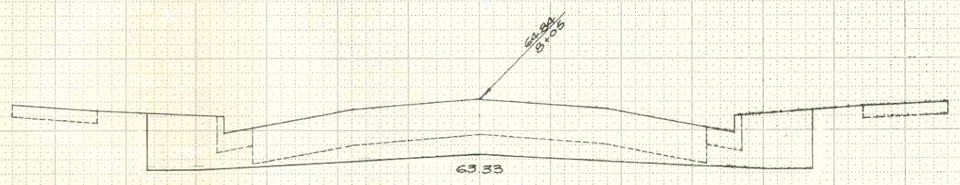


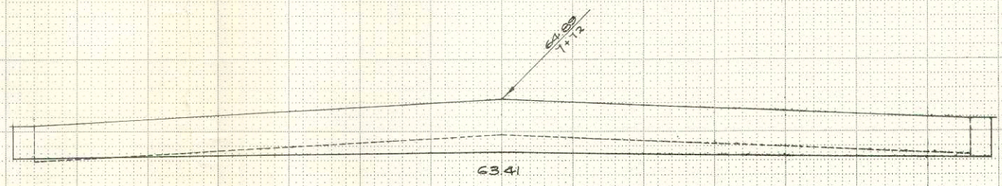


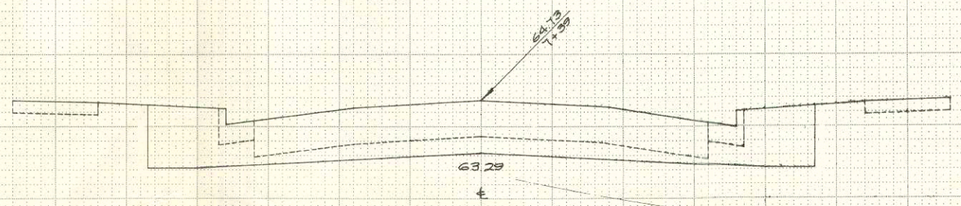












STATION	DISTANCE	YARDAGE EXCAVATION UNCLASSIFIED	YARDAGE EXCAVATION UNCLASSIFIED BELOW TEMPLATE			YARDAGE FILL
4+35.3						
	64.7	78	19			4
5+00						
	58	60	15			3
5+50						
	50	61	15			3
6+00						
	50	57	15			3
6+50						
	50	56	15			3
7+00						
	39	45	11			2
7+39						
	33	29	12			2
7+72						
	33	29	12			2
8+05						
	45	52	13			3
8+50						
	50	60	15			3
9+00						
	50	62	15			3
9+50						
SHEET TOTAL		589	157			31

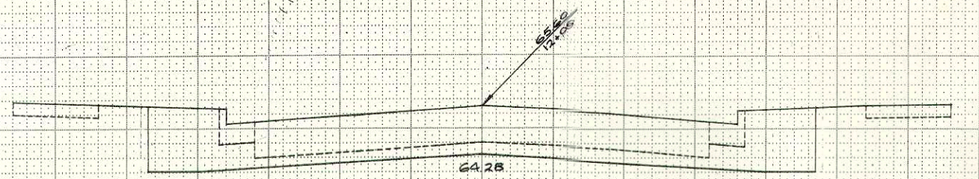
SURVEY PLOTTED
NOTE BOOK TEMPLATE
NO. AREAS CHECKED

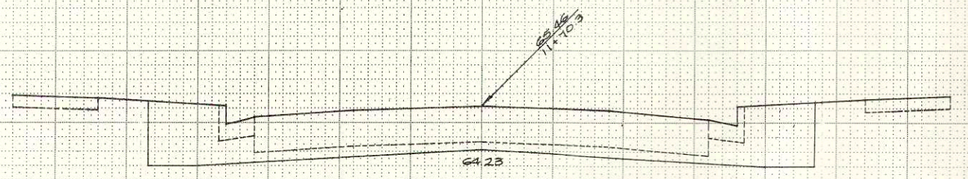
SCALE: VER. 1"=2' HOR. 1"=6'

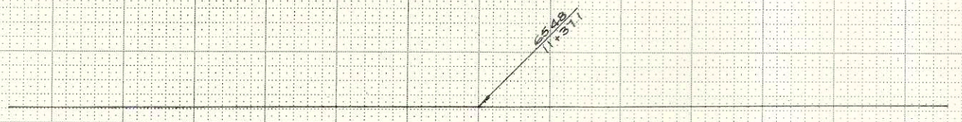
FUNCTIONAL CROSS SECTION - OPEN DOTTED
CHARLES BRUNING COMPANY, INC.

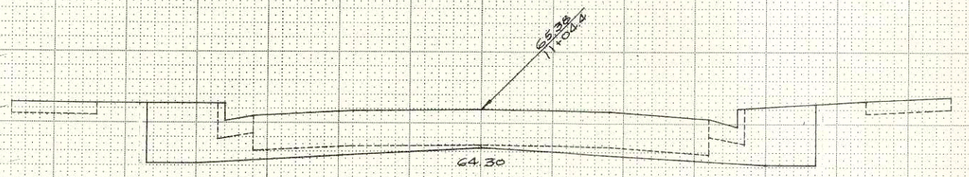
B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	708-3(32)	14	19

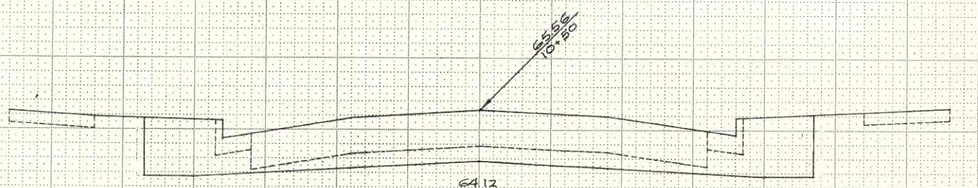
SURVEY: SURVEYED, PLOTTED, TEMPLATE, AREAS, CROSS CHECKED
NOTE BOOK
NO.

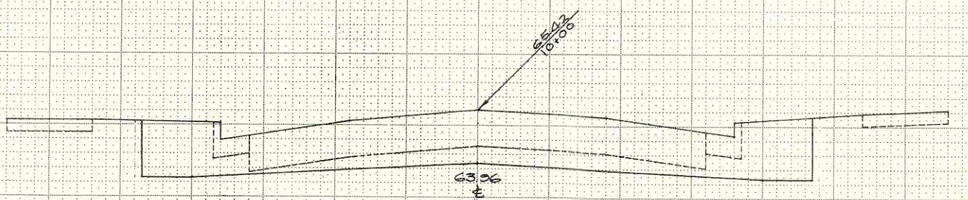


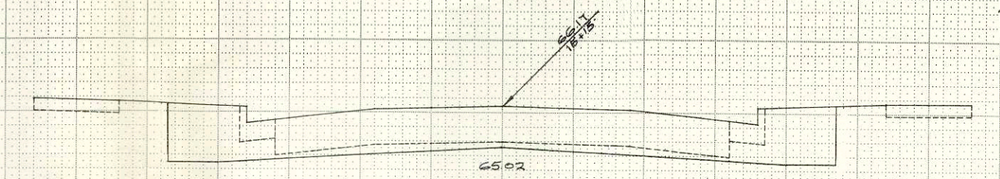


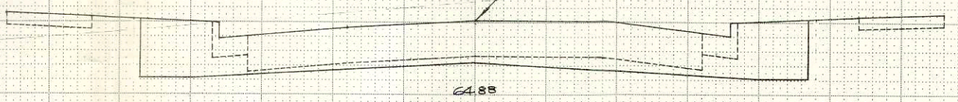


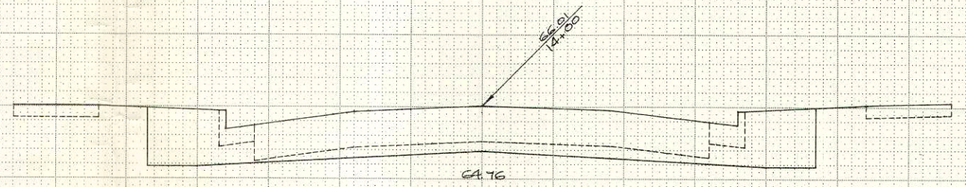


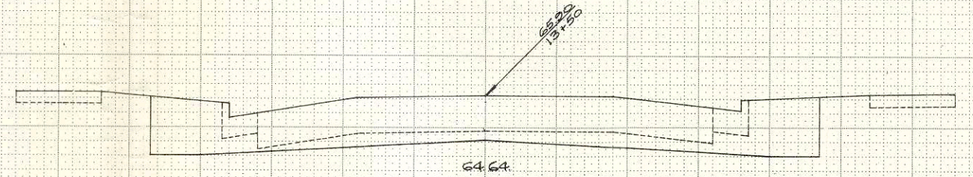


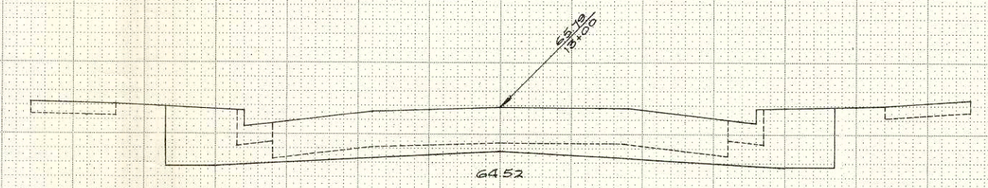


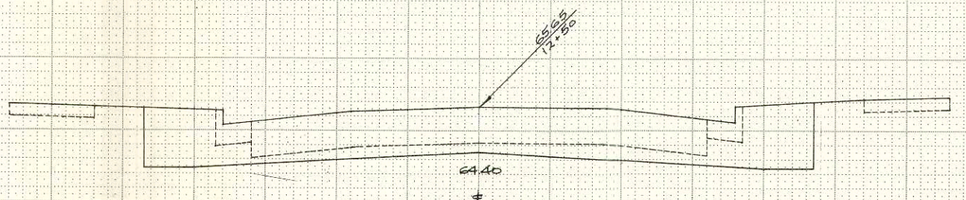












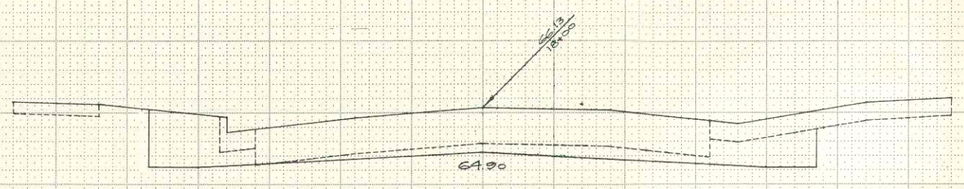
SURVEY: SURVEYED, PLOTTED, TEMPLATE, AREAS, CROSS CHECKED
NOTE BOOK
NO.

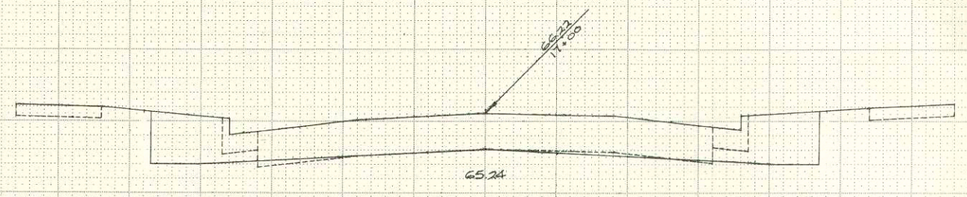
SCALE - VER. 1"=2' HOR. 1"=5'

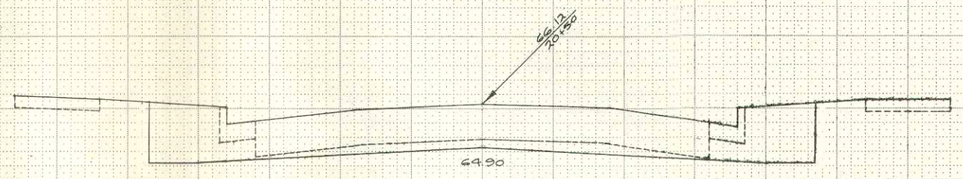
STATION	DISTANCE	YARDAGE: EXCAVATION: UNCLASSIFIED	YARDAGE: EXCAVATION: UNCLASSIFIED BELOW TEN-PLATE	YARDAGE: FILL
9+50				
	50	62	15	3
10+00				
	50	61	15	3
10+50				
	54.4	63	16	3
11+04.4				
11+10.3				
	29.7	35	9	2
12+00				
	50	61	15	3
12+50				
	50	57	15	3
13+00				
	50	54	15	3
13+50				
	50	52	15	3
14+00				
	50	50	15	3
14+50				
	65	64	19	4
15+15				
SHEET TOTAL		559	149	30

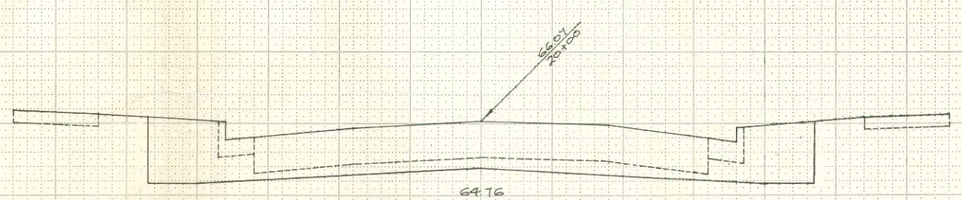
FUNCTIONAL CROSS SECTION - OPEN DOTTED
CHARLES BRUNING COMPANY, INC.

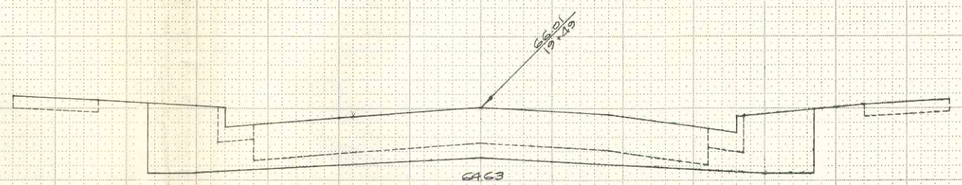
B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	TOB-3(32)	15	19

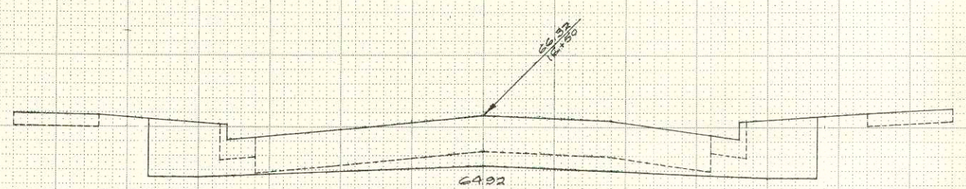


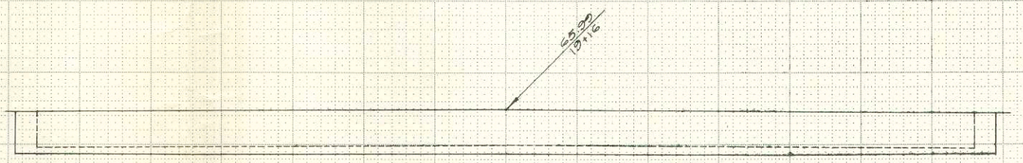


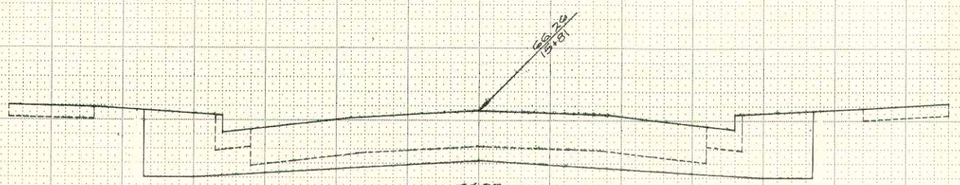


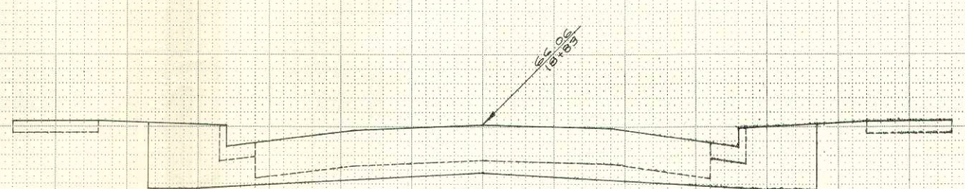












STATION	DISTANCE	YARDAGE EXCAVATION UNCLASSIFIED	YARDAGE EXCAVATION UNCLASSIFIED BELOW TEMPLATE	YARDAGE EXCAVATION	YARDAGE FILL
15+15					
	33	24	12		2
15+48					
	33	30	12		2
15+81					
	69	84	20		4
16+50					
	50	43	15		3
17+00					
	50	40	15		3
17+50					
	50	46	15		3
18+00					
	50	46	15		3
18+50					
	33	37	10		2
18+83					
	33	30	12		2
19+16					
	33	30	12		2
19+49					
	51	61	15		3
20+00					
	50	54	15		3
20+50					
SHEET TOTAL		525	168		32

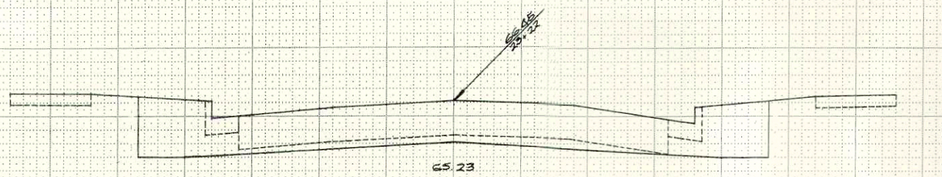
SCALE : VER: 1"=2 HOR: 1"=5

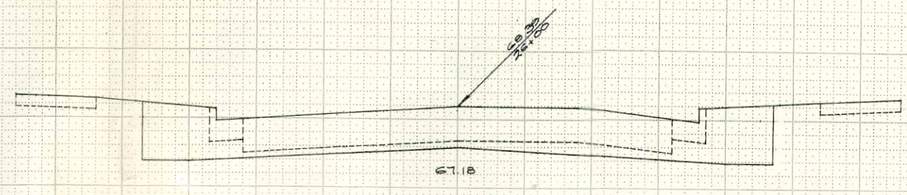
FUNCTIONAL CROSS SECTION - OPEN DOTTED
CHARLES BRUNING COMPANY, INC.

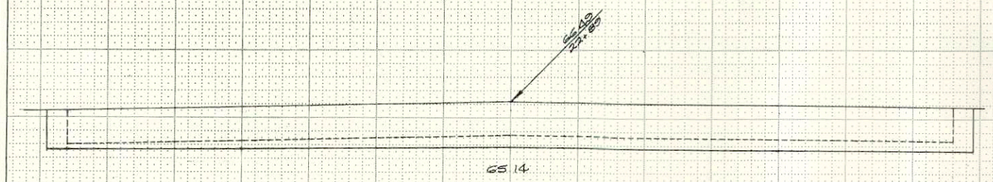
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED
NOTE BOOK
NO.

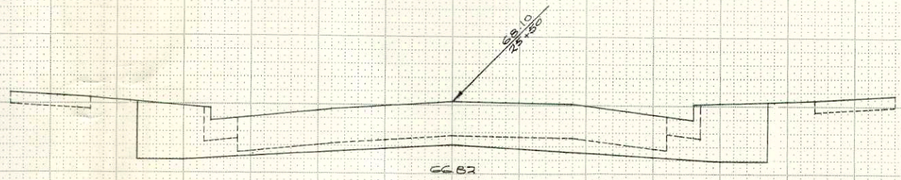
B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	T08-3(32)	16	19

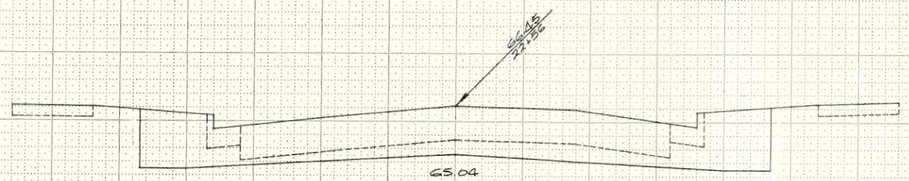
SURVEY
SURVEYED
PLOTTED
TEMPLATE
NOTE BOOK
AREAS
NO.
AREAS CHECKED

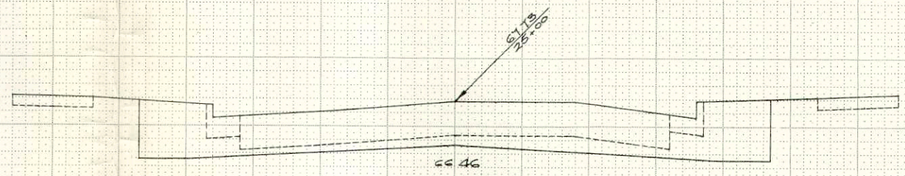


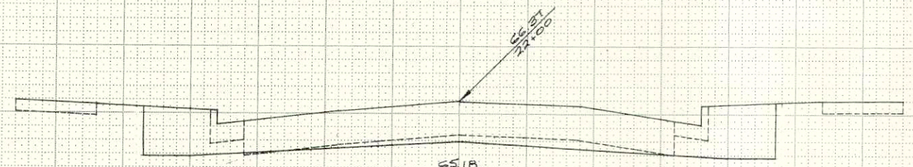


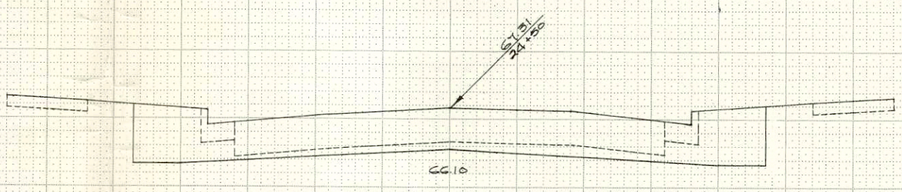


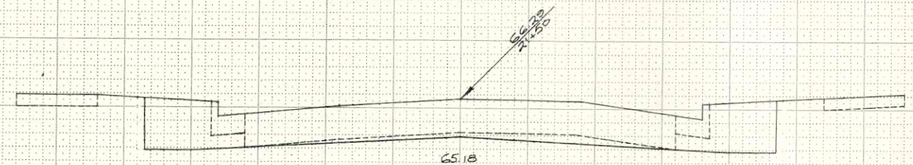


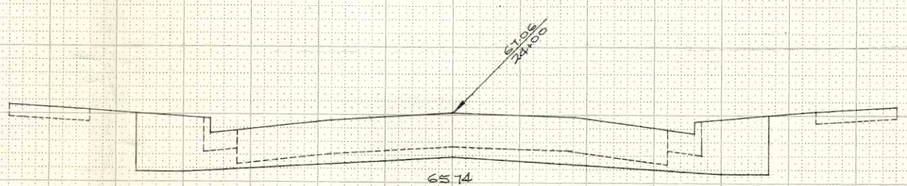


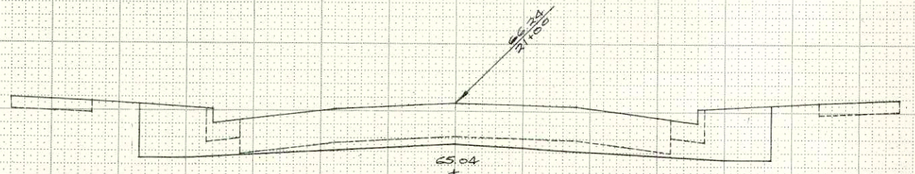


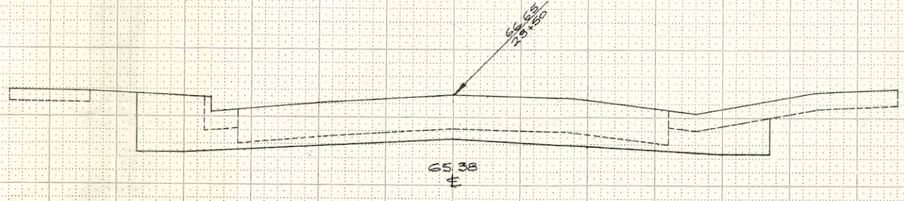












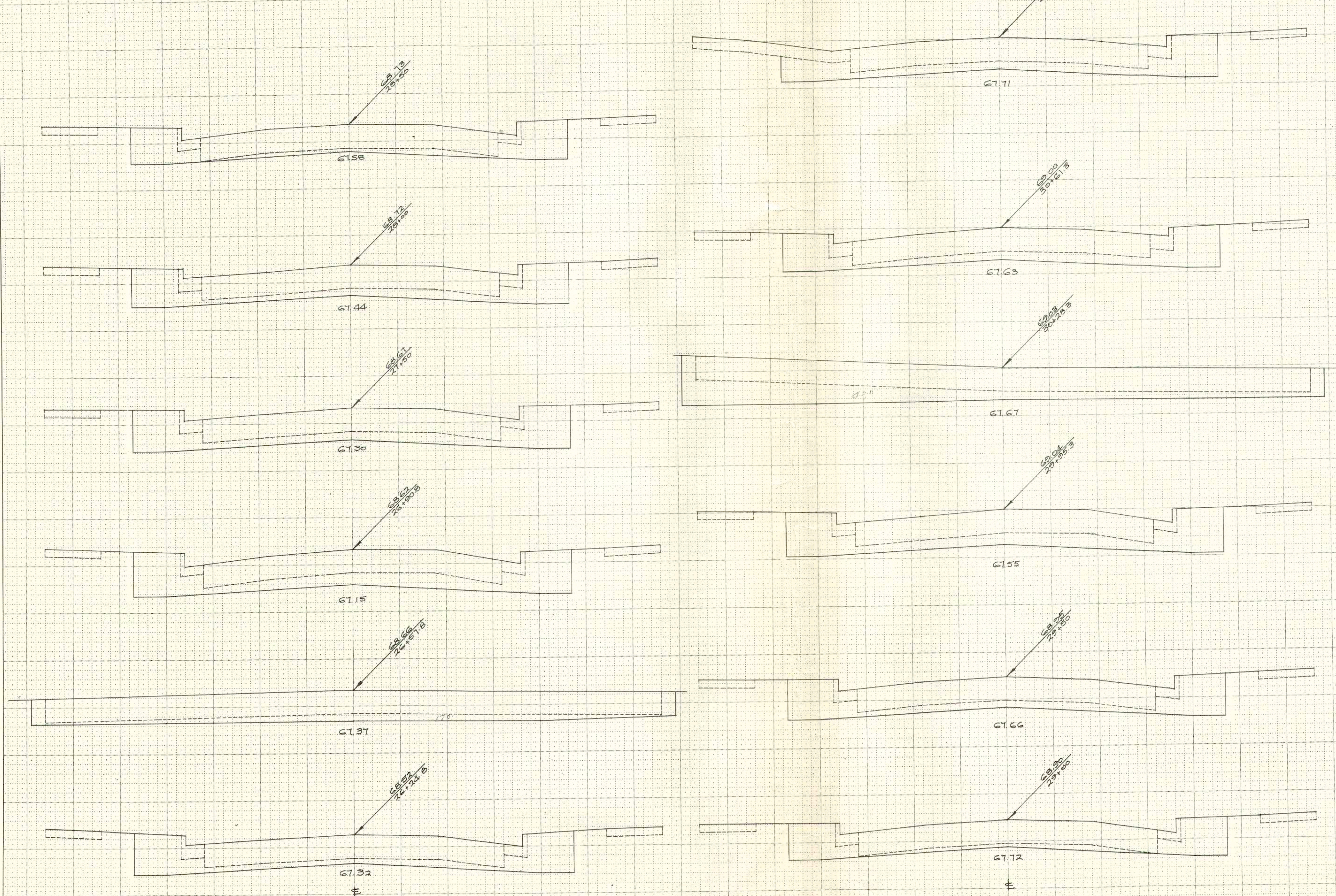
SURVEY
PLOTTED
TEMPLATE
NOTE BOOK
AREAS
NO.
AREAS CHECKED

SCALE - VER. 1" = 2' HOR. 1" = 5'

STATION	DISTANCE	YARDAGE EXCAVATION UNCLASSIFIED	YARDAGE EXCAVATION UNCLASSIFIED BELOW TEMPLATE	YARDAGE EXCAVATION	YARDAGE FILL
20+50					
	50	48	15		3
21+00					
	50	44	15		3
21+50					
	50	40	15		3
22+00					
	56	57	16		3
22+56					
	33	33	12		2
22+89					
	33	29	12		2
23+22					
	28	28	8		2
23+50					
	50	54	15		3
24+00					
	50	55	15		3
24+50					
	50	57	15		3
25+00					
	50	59	15		3
25+50					
	56	60	15		3
26+00					
SHEET TOTAL		564	168		33

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

B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	T08-3(32)	17	19



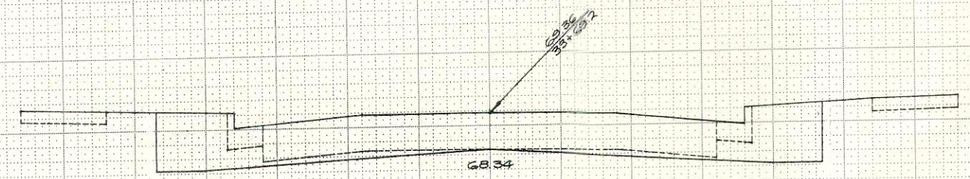
STATION	DISTANCE	YARDAGE – EXCAVATION – UNCLASSIFIED	YARDAGE – EXCAVATION – UNCLASSIFIED BELOW TEMPLATE			FILL
26+00	24.8	30	7			1
26+24.8	33	28	12			2
26+57.8	33	33	12			2
26+90.8	59.2	79	17			3
27+50	50	61	15			3
28+00	50	56	15			3
28+50	50	48	15			3
29+00	50	53	15			3
29+50	45.3	63	13			3
29+95.3	33	52	12			2
30+28.3	33	46	12			2
30+61.3	38.7	47	11			2
31+00						
SHEET TOTAL		596	156			29

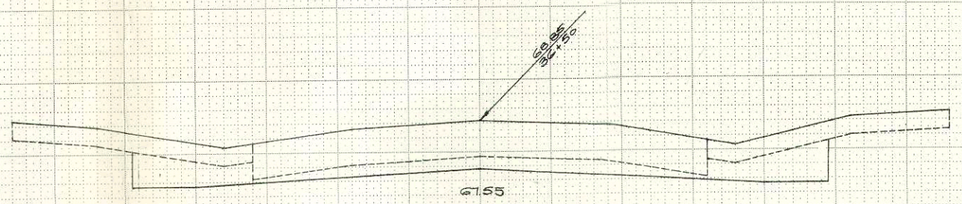
SCALE - VER. = 1" = 2' HOR. = 1" = 5'

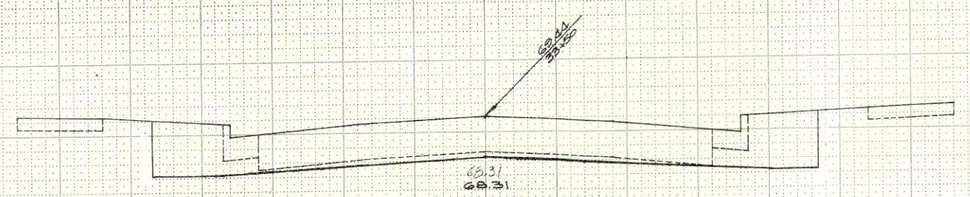
FUNCTIONAL CROSS SECTION - OPEN DOTTED
CHARLES BRUNING COMPANY, INC.

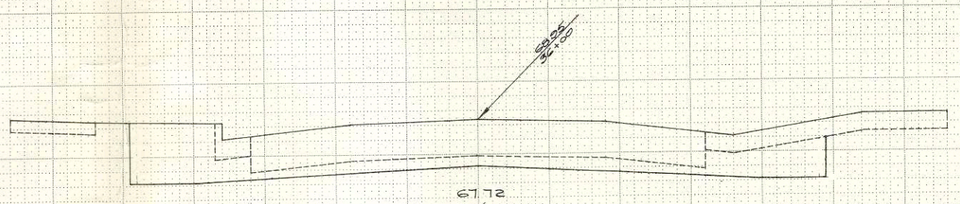
B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	T08-3(32)	18	19

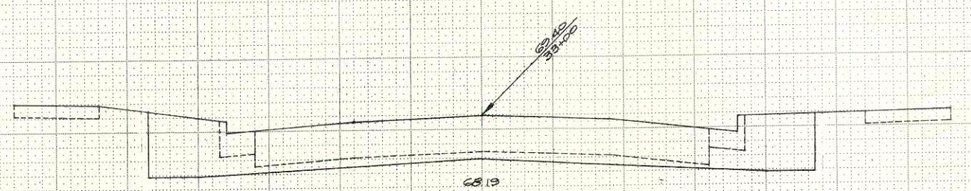
SURVEY — SURVEYED / PLOTTED / TEMPLATE / AREAS / AREAS CHECKED — NOTE BOOK — NO.

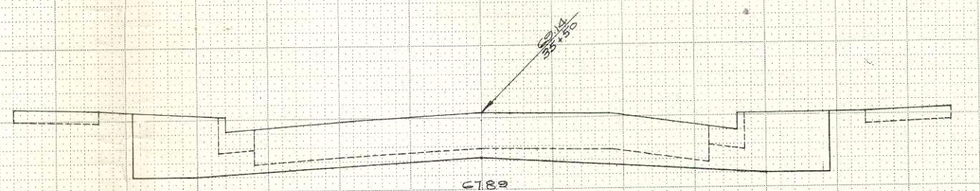


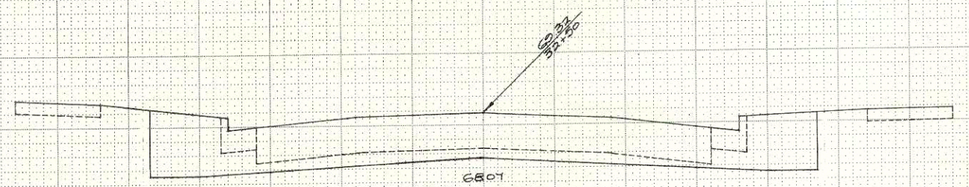


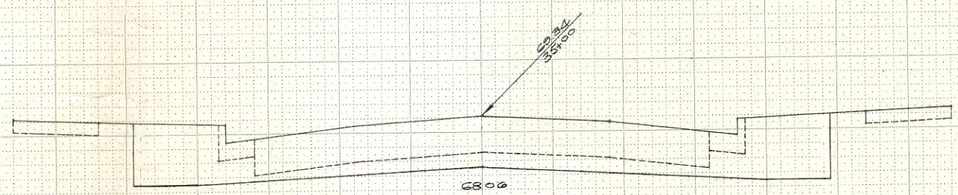


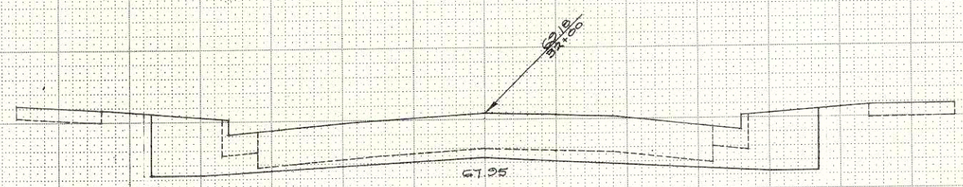


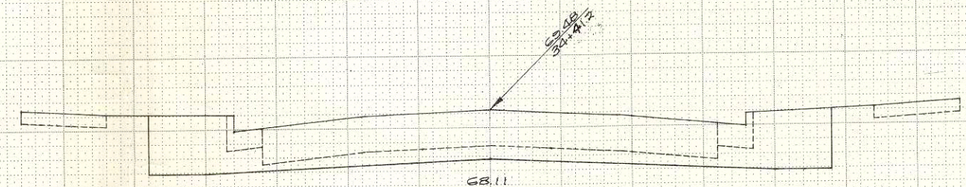


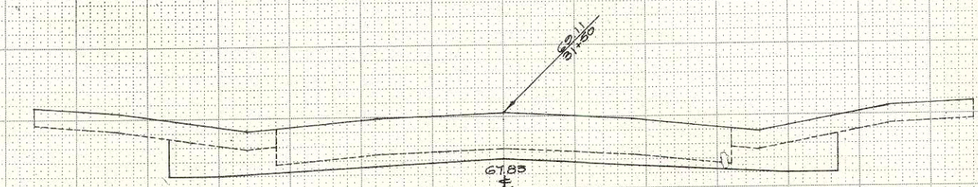


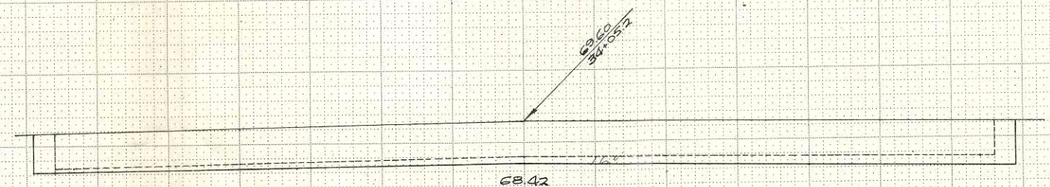












STATION	DISTANCE	YARDAGE: EXCAVATION: UNCLASSIFIED	YARDAGE: EXCAVATION: UNCLASSIFIED BELOW TEMPLATE	YARDAGE: EXCAVATION:	YARDAGE: FILL
31+00					
	50	50	15		3
31+50					
	50	48	15		3
32+00					
	50	57	15		3
32+50					
	50	57	15		3
33+00					
	50	51	15		3
33+50					
	19.2	19	6		1
33+69.2					
	36	27	13		2
34+05.2					
	36	31	13		2
34+41.2					
	58.8	80	18		3
35+00					
	50	69	15		3
35+50					
	50	58	15		3
36+00					
	50	46	15		3
36+50					
SHEET TOTAL		593	170		32

SCALE GAVE: VERT. = 5' HOR. = 1"=5'

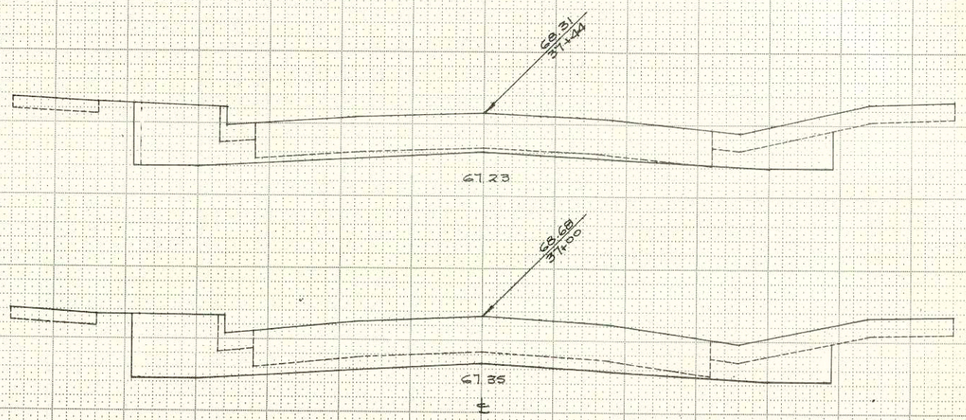
FUNCTIONAL CROSS SECTION - OPEN DOTTED

B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	TOB-3(32)	19	19

STATION	DISTANCE	YARDAGE				
		EXCAVATION				FILL
		UNCLASSIFIED	UNCLASSIFIED BELOW TEMPLATE			
36+50						
	50	45	15			3
37+00						
	44	39	13			3
37+44						
SHEET TOTAL		84	28			6

NOTE BOOK NO. | TEMPLATE AREAS CHECKED | PLOTTED VOLUME AREA

NOTE BOOK NO. | TEMPLATE AREAS CHECKED



SCALE VER. 1"=2' HOR. 1"=5'

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