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TOTAL SHEETS = 12



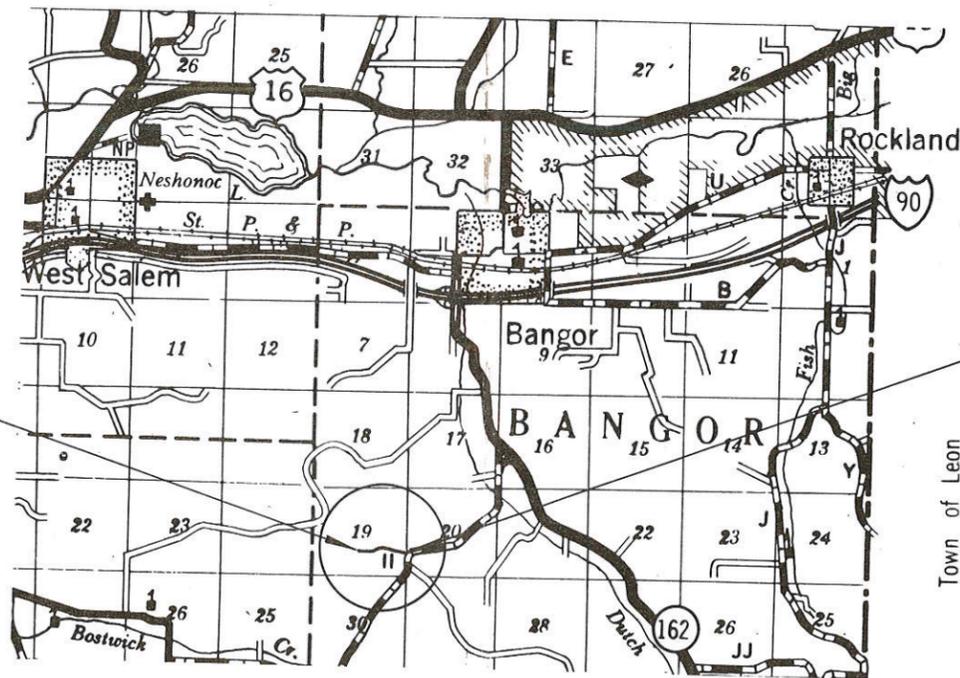
STATE OF WISCONSIN
 DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS

PLAN AND PROFILE OF PROPOSED
 COULEE EXPERIMENTAL FOREST
 PARK ROAD
 LA CROSSE COUNTY

STATE PROJECT NUMBER
 1940 - 09 - 10

Scales
 Plan 1 in. = 100 ft.
 Profile Hor. 1 in. = 100 ft. Vert. 1 in. = 10 ft.
 Cross Sections Hor. 1 in. = 5' Vert. 1 in. = 5'

R-5W



BEGIN PROJECT 1940-09-10
 STA. 114+00

END PROJECT 1940-09-10
 STA. 140+00

Town of Leon
 T-17N

Design Designation

A.D.T.	=
A.D.T.	=
D.H.V.	=
D.	=
T.	=
V.	=

Conventional Signs

County Line	— — — — —
Township or Range Line	— — — — —
Section Line	— — — — —
New Right of Way Line	— — — — —
Present Right of Way Line	— — — — —
Wire Fence	x (type) x
Corporate or City Limits	//////
Property Line	P.L.
Traveled Way or P.E.	— — — — —
Railroads	— — — — —
Base or Survey Line	— — — — —
Caution Symbol (combustible fluids under pressure)	

Culverts in Place	— — — — —
Culverts Required	— — — — —
Drop Inlet	□
Power Pole	— — — — —
Telephone or Telegraph Pole	— — — — —
Right of Way Markers	— — — — —
Reference Stake for Hubs Only	+61.7 25.9
Marsh	— — — — —
Hedge	— — — — —
Trees	— — — — —
Ground Elevation	Datum Line
Grade Elevation	Datum Line

Layout

Scale

Total Net Length of Centerline = 0.49 Mi.

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
1940-09-10		1

APPROVED BY
 DEPARTMENT OF NATURAL RESOURCES
 DIVISION OF FORESTRY & RECREATION
 STATE OF WISCONSIN

11/6/78
 DATE *Gerald D. Steak*

STATE OF WISCONSIN
 DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS

Surveyor J.E.L. District Checker M.E.J.
 Designer J.E.L. C.O. Checker J.R.T.
 District Supervisor J.B.G. C.O. Monitor H.Z.B.

Approved
 Date 12/8/77 *A.H. Schneider*
 District Engineer

Approved
 Date 1-7-78 *D.A. Strand*
 Chief of Facilities Development

Approved
 Date 1-11-78 *A.H. Siedler*
 State Highway Engineer

U.S. DEPARTMENT OF TRANSPORTATION
 FEDERAL HIGHWAY ADMINISTRATION
 REGION 5 WISCONSIN DIVISION

Approved
 Date _____
 Division Engineer

PLAN NO. 244

ESTIMATE OF QUANTITIES

CONTRACT NO. 1 GRADING & BASE

STATE PROJECT NUMBER

SHEET NO.

1940-09-10

3

STATION TO STATION	NET LENGTH OF CENTER LINE	CLEARING	GRUBBING	UNCLASSIFIED EXCAVATION	FINISHING ROADWAY	CR. AGG. BASE COURSE	CULV. PIPE CL. III 18-INCH	APRON ENDWALLS CULV. PIPE 18-INCH	HEAVY RIPRAP	MOBILIZATION	SALVAGED TOPSOIL	FERTILIZER	SEEDING	SODDING		
	10	10	3583	1	2100	126	8	16	1	6300	4	100	150			
	10	10	3583	1	2100	126	8	16	1	6300	4	100	150			

DETAIL SUMMARY MISCELLANEOUS QUANTITIES

STANDARD ABBREVIATIONS

A.D.T. AVERAGE DAILY TRAFFIC	G. GARAGE	R.R. RAILROAD
AH. AHEAD	GAL. GALLON	R.C.C.P. REINFORCED CONCRETE CULVERT PIPE
ET. AL. AND OTHERS	H.P. HIGH POINT	R.C.P.S.S. REINFORCED CONCRETE PIPE, STORM SEWER
BK. BACK	H. HOUSE	REQ'D. REQUIRED
B. BARN	H.T. HOUSE TRAILER	RT. RIGHT
B.M. BENCH MARK	HOR. HORIZONTAL	R.H.F. RIGHT HAND FORWARD
BIT. BITUMINOUS	IN. INCHES	R/W. RIGHT OF WAY
BLVD. BOULEVARD	Δ or I INTERSECTION ANGLE	RD. ROAD
BLDGS. BUILDINGS	I.H. INTERSTATE HIGHWAY	SALV. SALVAGED
C.B. CATCH BASINS	I.P. IRON PIN	SAN. SANITARY
⊕ CENTERLINE	L.F. LINEAL FEET	S. SOUTH
Δ CENTRAL ANGLE OR DELTA	LT. LEFT	SHR. SHRINKAGE
CH. CH. CHANNEL CHANGE	L.H.F. LEFT HAND FORWARD	S.W. SIDEWALK
CL. CLASS	L. LENGTH OF CURVE	STD. STANDARD
C.M.C.P. CORRUGATED METAL CULVERT PIPE	L.S. LUMP SUM	S.T.H. STATE TRUNK HIGHWAY
CONC. CONCRETE	L.H.E. LIMITED HIGHWAY EASEMENT	STA. STATION
CONST. CONSTRUCTION	M.H. MANHOLE	S.S. STORM SEWER
C.P. CULVERT PIPE	MAX. MAXIMUM	ST. STREET
C.T.H. COUNTY TRUNK HIGHWAY	MI. MILE	S.E. SUPERELEVATION
CWT. HUNDRED WEIGHT	MIN. MINIMUM	SUBD. SUBDIVISION
C.Y. CUBIC YARD	MON. MONUMENT	S.Y. SQUARE YARD
D. DEGREE OF CURVE	MCPL. MUNICIPAL	SURF. SURFACE
D. DIRECTIONAL DISTRIBUTION	N. NORTH	T. TRUCK PERCENTAGE
D.H.V. DESIGN HOUR VOLUME	PAV'T. PAVEMENT	T. TANGENT LENGTH OF CURVE
DIS. DISCHARGE	P.C. POINT OF CURVATURE	TEMP. TEMPORARY
E. EAST	P.I. POINT OF INTERSECTION	T.P. TELEPHONE POLE
ELEV. ELEVATION	P.T. POINT OF TANGENCY	T. TRANSIT LINE
EMB. EMBANKMENT	P.C.C. PORTLAND CEMENT CONCRETE	UNCL. UNCLASSIFIED
EXC. EXCAVATION	P.E. PRIVATE ENTRANCE	V. DESIGN SPEED
F - F FACE TO FACE	P.L. PROPERTY LINE	VAR. VARIABLE
F. E. FIELD ENTRANCE	PP. POWER POLE	V.C. VERTICAL CURVE
F.L. FLOW LINE	PROJ. PROJECT	VERT. VERTICAL
FT. FOOT (FEET)	R. RADIUS	W. WEST

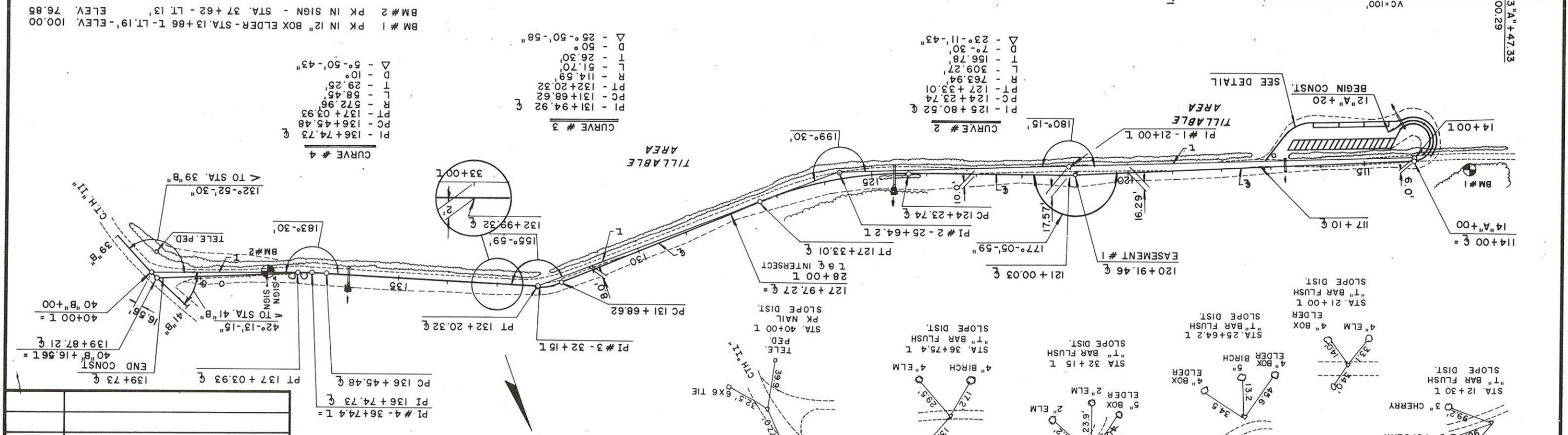
STA.	LOC.	DIA.	LEN	ENDWALL	REMARKS
12"A" + 50	⊕	18"	28'	2	
116 + 60	⊕	18"	22'	2	
124 + 50	⊕	18"	42'	2	RIPRAP - DISCH.
136 + 00	⊕	18"	34'	2	RIPRAP - DISCH.

<u>RIPRAP</u>		
STA.	LOC.	CY.
124 + 50	LT.	8
136 + 00	LT.	8

<u>SODDING</u>		
STA. TO STA.	LOC.	S.Y.
37+00 - 40+00	RT.	133
UNDIST.		17

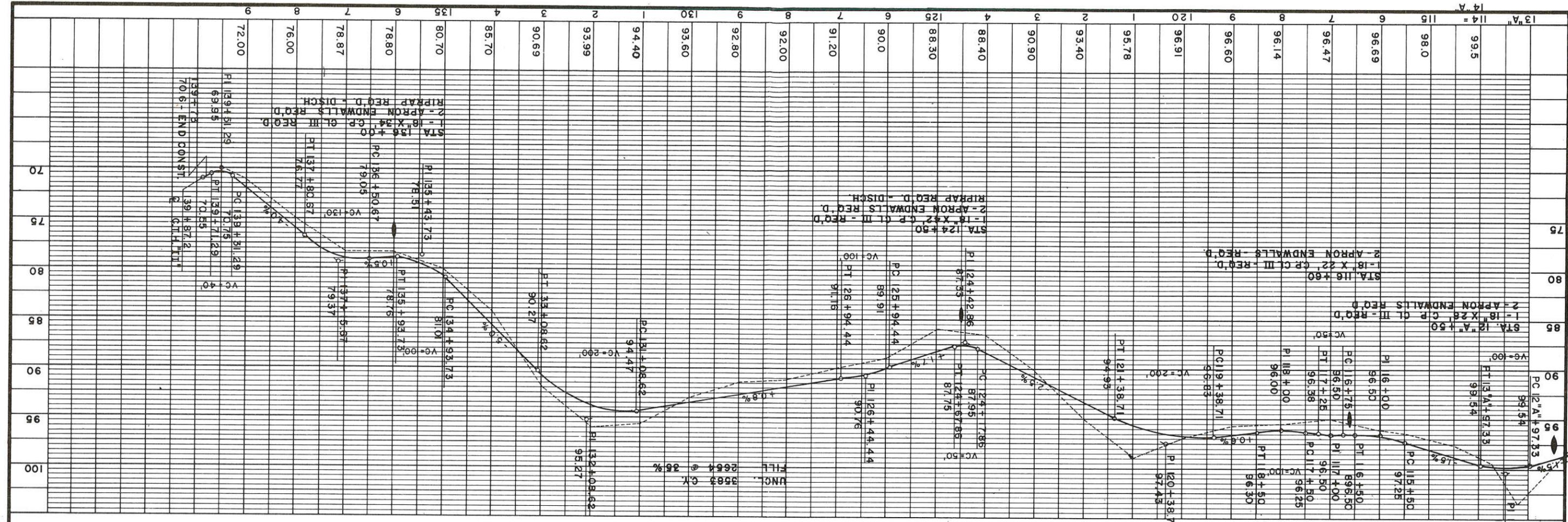
<u>CLEARING & GRUBBING</u>		
STA. TO STA.	CLEARING	GRUBBING
13 "A"+ 00- 14 "A"+ 00	1	1
114 + 00- 117 + 00	3	3
121 + 00 - 122 + 00	1	1
124 + 00 - 125 + 00	1	1
136 + 00 - 140 + 00	4	4

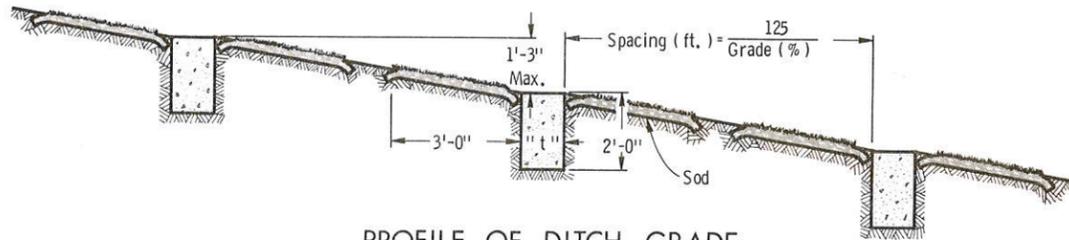
<u>CR. AGG. BASE COURSE</u>		
STA. TO STA.	LOC.	C.Y.
12"A" + 50 - 114 + 00	⊕	66
114 + 00 - 116 + 97	⊕	130
PARKING AREA		332
116 + 97 - 139 + 73	⊕	1435
C.T.H. II INTERSECTION	RAD.	20
UNDIST.		117



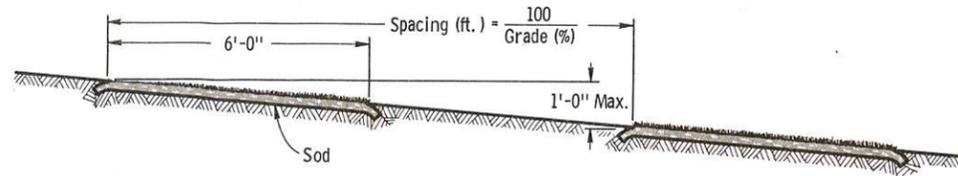
BM # 1 PK IN 12" BOX ELDER - STA. 13+86 T-LT. 19'-ELEV. 100.00
 BM # 2 PK IN SIGN - STA. 37+62 - LT. 13'-ELEV. 76.85

Curve #	Station	PC	PT	PI	Curve Data
CURVE # 4	PI - 136+74.73	PC - 136+45.48	PT - 137+03.93	PI - 131+94.92	PC - 131+68.62
	PT - 137+03.93	PC - 136+45.48	PT - 137+03.93	PI - 131+94.92	PC - 131+68.62
	PT - 137+03.93	PC - 136+45.48	PT - 137+03.93	PI - 131+94.92	PC - 131+68.62
	PT - 137+03.93	PC - 136+45.48	PT - 137+03.93	PI - 131+94.92	PC - 131+68.62
CURVE # 3	PI - 131+94.92	PC - 131+68.62	PT - 132+20.32	PI - 125+80.52	PC - 124+23.74
	PT - 132+20.32	PC - 131+68.62	PT - 132+20.32	PI - 125+80.52	PC - 124+23.74
	PT - 132+20.32	PC - 131+68.62	PT - 132+20.32	PI - 125+80.52	PC - 124+23.74
	PT - 132+20.32	PC - 131+68.62	PT - 132+20.32	PI - 125+80.52	PC - 124+23.74

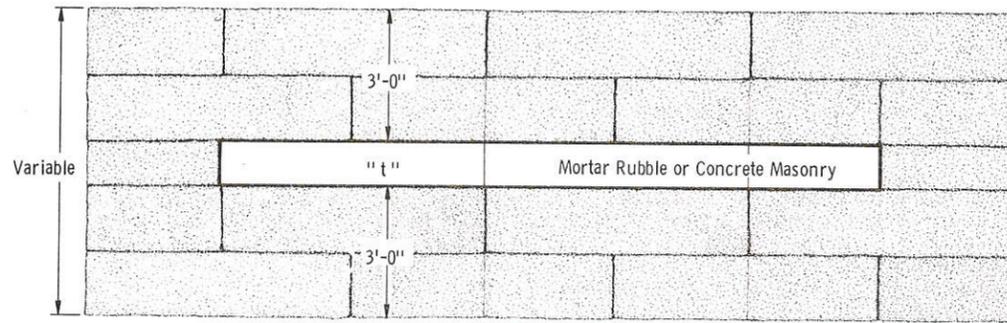




PROFILE OF DITCH GRADE



PROFILE OF DITCH GRADE

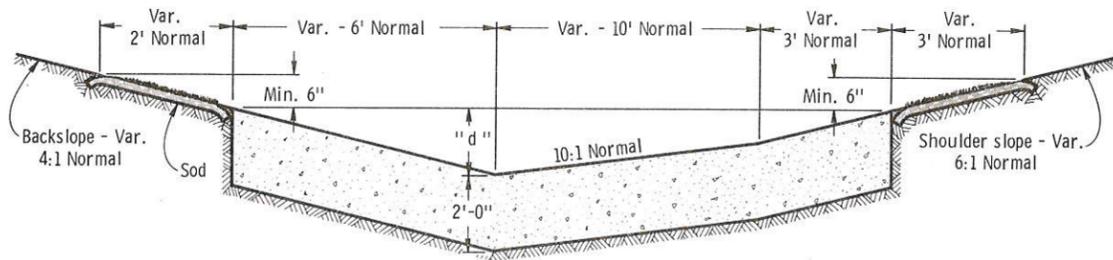


PLAN VIEW SHOWING MASONRY AND SOD

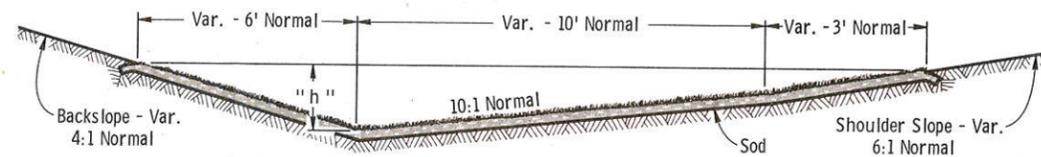
"t" - Masonry thickness shall be 0'-9" for concrete and 1'-0" for mortar rubble.



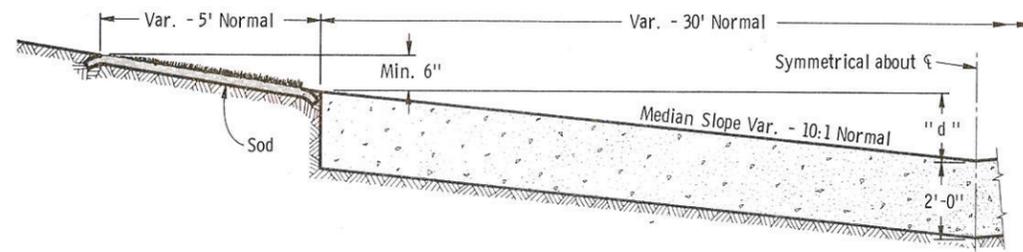
PLAN VIEW SHOWING SOD



SIDE DITCH CROSS SECTION



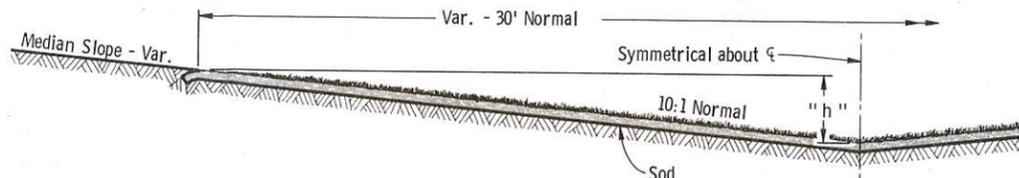
SIDE DITCH CROSS SECTION



MEDIAN DITCH CROSS SECTION

"d" - The minimum depth of the masonry portion of the ditch checks shall be equal to the maximum depth of flow. The normal "d" will be 1'-6".

MASONRY AND SOD DITCH CHECKS



MEDIAN DITCH CROSS SECTION

"h" - The minimum height of ditch to be sodded shall be equal to the maximum depth of flow plus 6". The normal "h" will be 1'-6".

SOD DITCH CHECKS

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.

Alternate designs for ditch checks, of the material or combination of materials shown hereon, may be used upon written permission of the Engineer.

Sod strips for ditch checks may be placed either transversely or longitudinally to the direction of water flow.

SOD OR MASONRY AND SOD DITCH CHECKS

State of Wisconsin
Department of Transportation
Division of Highways

RECOMMENDED FOR APPROVAL:
DATE 9/7/71
ACTING CHIEF DESIGN ENGINEER
APPROVED:
DATE 9/7/71
STATE HIGHWAY ENGINEER

**APRON ENDWALLS FOR
CULVERT PIPE AND
PIPE ARCH**

State of Wisconsin
Department of Transportation
Division of Highways

APPROVED
3-9-77
DATE
CHIEF OF FACILITIES DEVELOPMENT

APPROVED
3-9-77
DATE
STATE HIGHWAY ENGINEER

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.

Variations of the dimensions and designs shown hereon will be permitted providing equivalent capacity and structural integrity are attained, and prior approval of the Engineer is obtained.

Concrete culvert endwalls may not be used with galvanized steel or aluminum culvert pipe or vice versa.

Galvanized steel or aluminum endwalls shall normally be installed on culvert pipe of the same metal. The use of galvanized steel endwalls on aluminum pipes is permitted, provided the two metals at the joint interface are kept separated by a suitable insulating material approximately 1/8" thick or greater. Such material would be an asphalt impregnated fabric, a sheet plastic, a rubber gasket or other nondegradable material of substantial strength.

When two or more pipe arches with apron endwalls are to be laid adjacent to each other, they shall be separated by the following amount:

Pipes: Total width of apron endwall less the diameter of pipe plus 6 inches.

Pipe Arches: Total width of apron endwall less the span dimension of the pipe arch plus 6 inches.

CONNECTION DETAILS

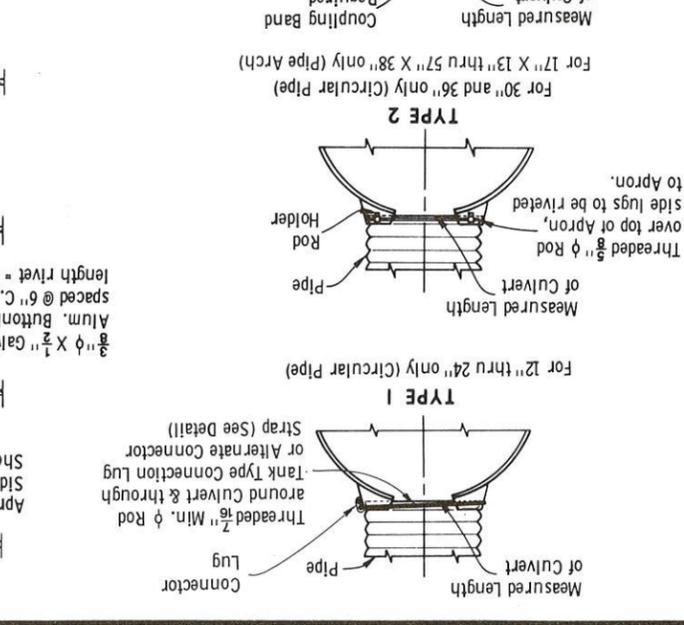
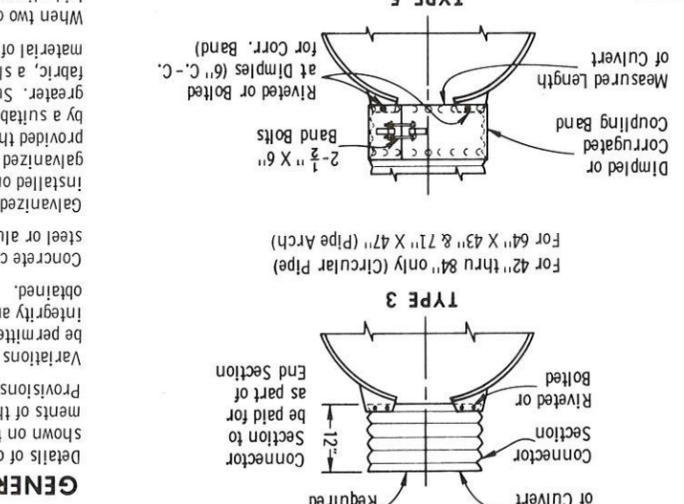
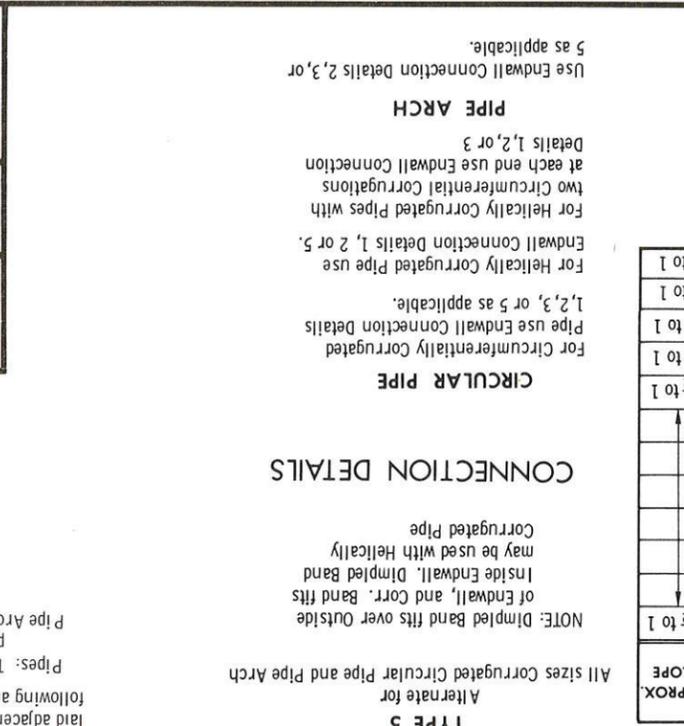
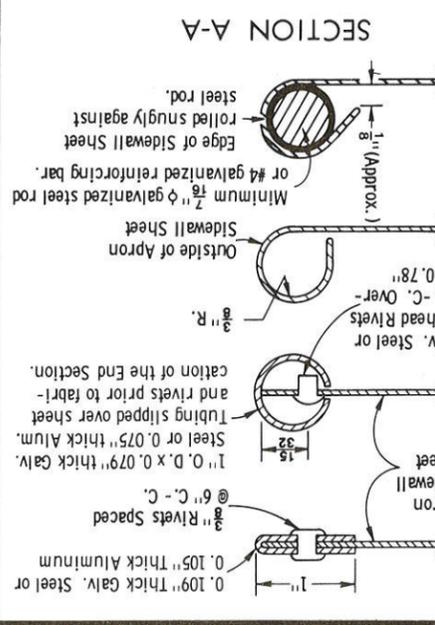
CIRCULAR PIPE

For Circumferentially Corrugated Pipe use Endwall Connection Details 1, 2 or 5.

For Helically Corrugated Pipe use Endwall Connection Details 2, 3, or 5 as applicable.

PIPE ARCH

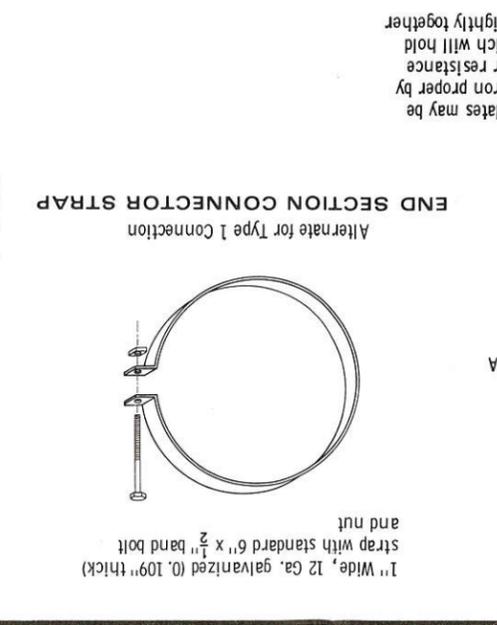
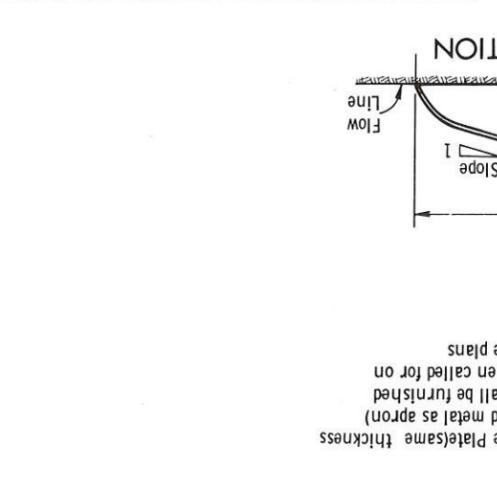
Use Endwall Connection Details 2, 3, or 5 as applicable.



METAL APRON ENDWALLS FOR PIPE ARCHES

NOTE: All splices to be lap riveted or bolted

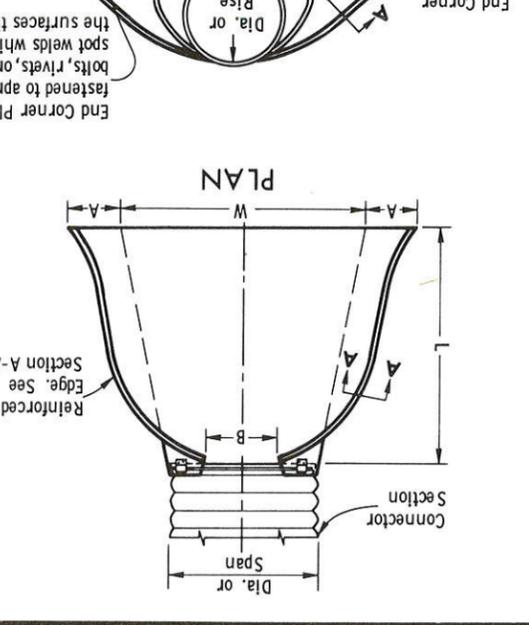
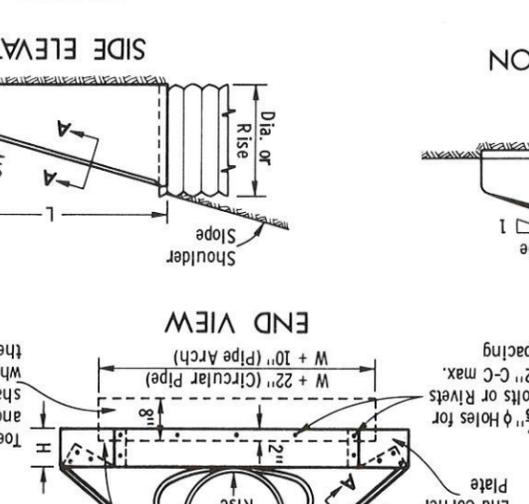
PIPE - ARCH MIN. DIMENSIONS	DIMENSIONS			APPROX. SLOPE				
	A	B	H					
12"	13"	0.064	7"	6"	9"	19"	30"	2 1/2 to 1
15"	15"	0.079	7"	7"	8"	26"	30"	2 1/2 to 1
18"	18"	0.060	9"	8"	10"	36"	36"	2 1/2 to 1
21"	21"	0.064	9"	12"	12"	42"	42"	2 1/2 to 1
24"	24"	0.075	10"	13"	13"	48"	48"	2 1/2 to 1
30"	30"	0.079	12"	16"	16"	60"	60"	2 1/2 to 1
36"	36"	0.105	14"	19"	19"	72"	72"	2 1/2 to 1
42"	42"	0.109	16"	22"	22"	84"	84"	2 1/2 to 1
48"	48"	0.105	18"	27"	27"	90"	90"	2 1/2 to 1
54"	54"	0.105	20"	30"	30"	102"	102"	2 1/2 to 1
60"	60"	NA	24"	36"	36"	120"	120"	2 to 1
66"	66"	NA	28"	42"	42"	144"	144"	2 to 1
72"	72"	NA	32"	48"	48"	168"	168"	2 to 1
78"	78"	NA	36"	54"	54"	192"	192"	2 to 1
84"	84"	0.109	40"	60"	60"	216"	216"	2 to 1



METAL OR ALUMINUM APRON ENDWALLS FOR CIRCULAR PIPES

NOTE: All splices to be lap riveted or bolted

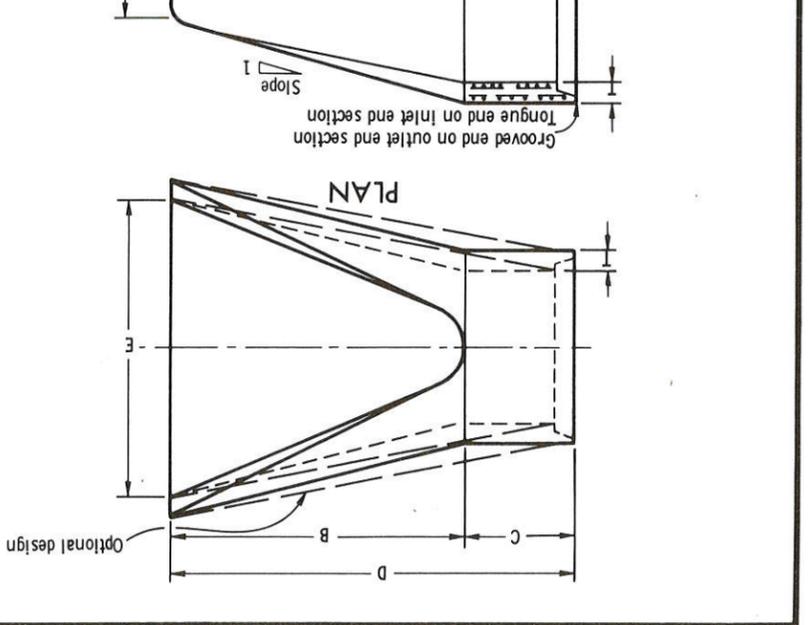
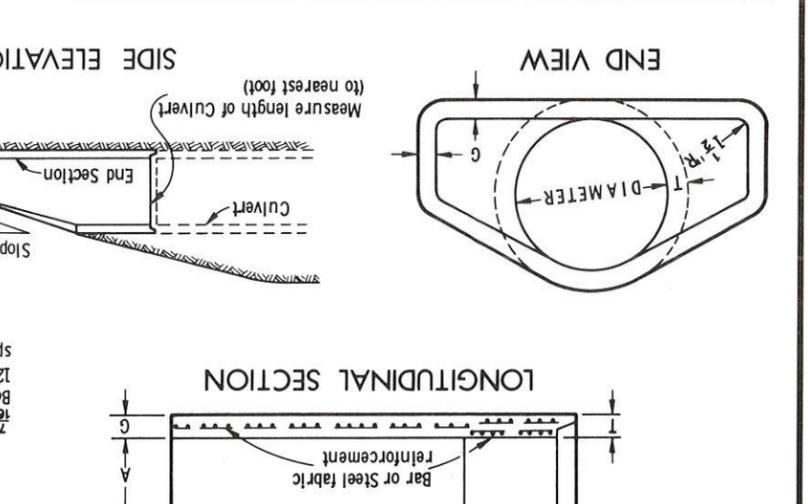
PIPE MIN. DIM. ALUM.	DIMENSIONS			APPROX. SLOPE				
	A	B	H					
12"	13"	0.060	6"	6"	6"	21"	24"	2 1/2 to 1
15"	15"	0.075	7"	7"	8"	26"	30"	2 1/2 to 1
18"	18"	0.060	9"	8"	10"	36"	36"	2 1/2 to 1
21"	21"	0.060	9"	12"	12"	42"	42"	2 1/2 to 1
24"	24"	0.075	10"	13"	13"	48"	48"	2 1/2 to 1
30"	30"	0.075	12"	16"	16"	60"	60"	2 1/2 to 1
36"	36"	0.105	14"	19"	19"	72"	72"	2 1/2 to 1
42"	42"	0.109	16"	22"	22"	84"	84"	2 1/2 to 1
48"	48"	0.105	18"	27"	27"	90"	90"	2 1/2 to 1
54"	54"	0.105	20"	30"	30"	102"	102"	2 1/2 to 1
60"	60"	NA	24"	36"	36"	120"	120"	2 to 1
66"	66"	NA	28"	42"	42"	144"	144"	2 to 1
72"	72"	NA	32"	48"	48"	168"	168"	2 to 1
78"	78"	NA	36"	54"	54"	192"	192"	2 to 1
84"	84"	0.109	40"	60"	60"	216"	216"	2 to 1

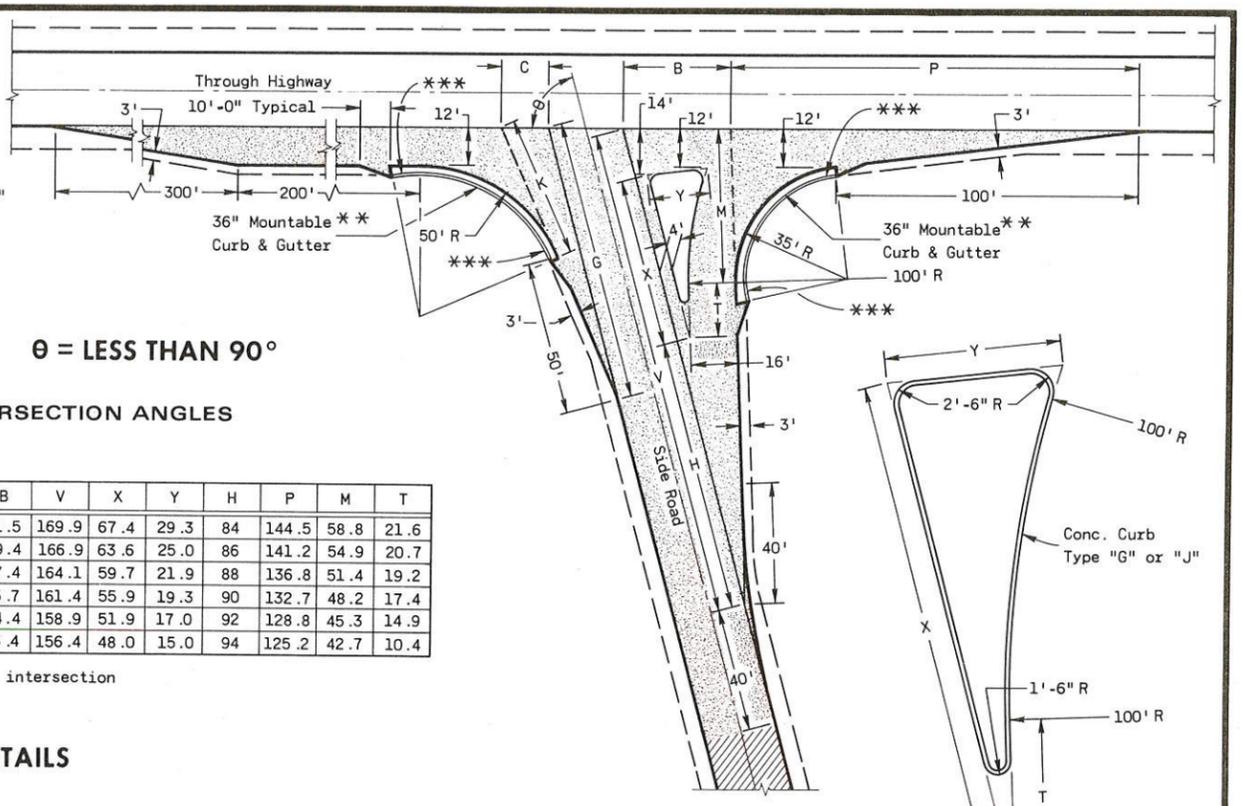
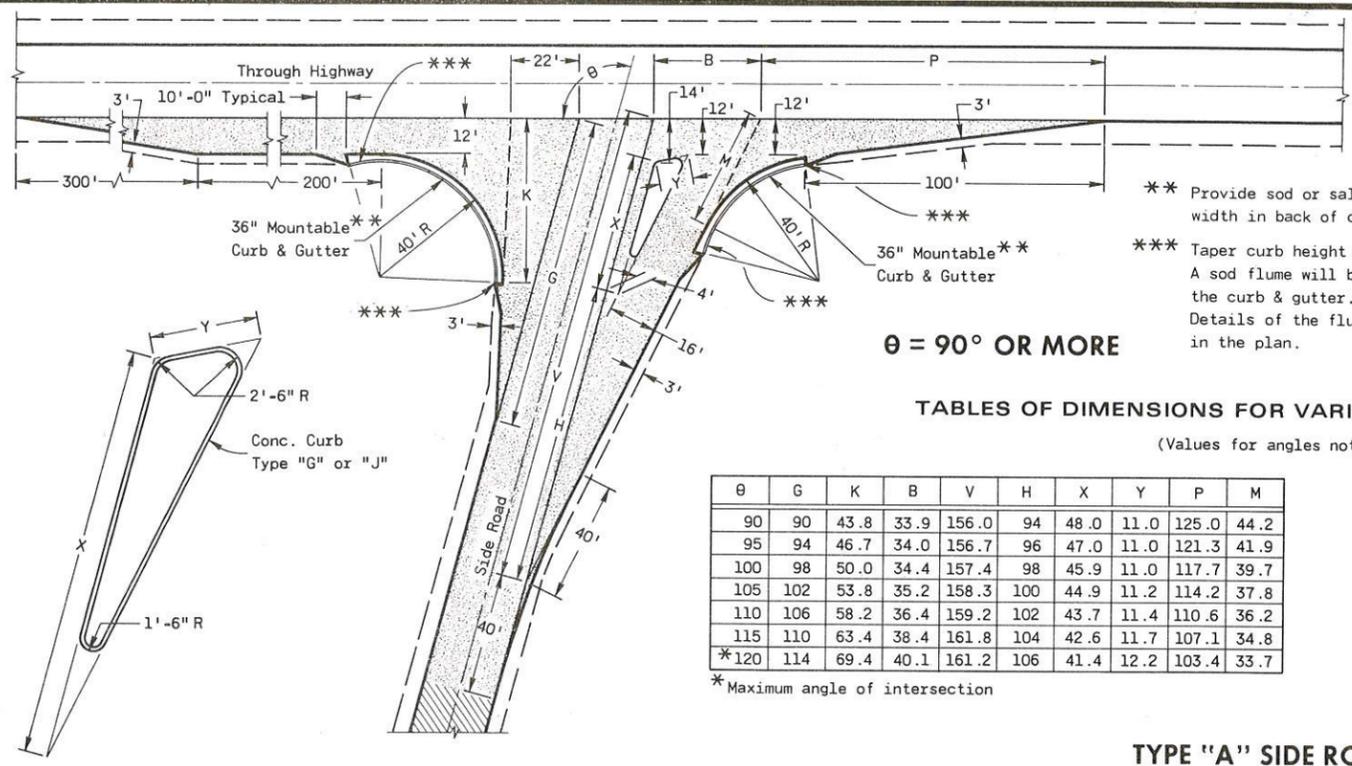


REINFORCED CONCRETE APRON ENDWALLS

NOTE: All splices to be lap riveted or bolted

APPROX. SLOPE	DIA. SECTION	T	A	B	C	D	E	G	Minimum	
									Maximum	Minimum
12"	30"	2 1/2"	24"	4"	4"	24"	24"	48"	2 1/2"	1 1/2" to 1
15"	30"	2 1/2"	24"	4"	4"	24"	24"	48"	2 1/2"	1 1/2" to 1
18"	30"	2 1/2"	24"	4"	4"	24"	24"	48"	2 1/2"	1 1/2" to 1
21"	30"	2 1/2"	24"	4"	4"	24"	24"	48"	2 1/2"	1 1/2" to 1
24"	30"	2 1/2"	24"	4"	4"	24"	24"	48"	2 1/2"	1 1/2" to 1
27"	30"	2 1/2"	24"	4"	4"	24"	24"	48"	2 1/2"	1 1/2" to 1
30"	30"	2 1/2"	24"	4"	4"	24"	24"	48"	2 1/2"	1 1/2" to 1
36"	30"	2 1/2"	24"	4"	4"	24"	24"	48"	2 1/2"	1 1/2" to 1
42"	30"	2 1/2"	24"	4"	4"	24"	24"	48"	2 1/2"	1 1/2" to 1
48"	30"	2 1/2"	24"	4"	4"	24"	24"	48"	2 1/2"	1 1/2" to 1
54"	30"	2 1/2"	24"	4"	4"	24"	24"	48"	2 1/2"	1 1/2" to 1
60"	30"	2 1/2"	24"	4"	4"	24"	24"	48"	2 1/2"	1 1/2" to 1
66"	30"	2 1/2"	24"	4"	4"	24"	24"	48"	2 1/2"	1 1/2" to 1
72"	30"	2 1/2"	24"	4"	4"	24"	24"	48"	2 1/2"	1 1/2" to 1
78"	30"	2 1/2"	24"	4"	4"	24"	24"	48"	2 1/2"	1 1/2" to 1
84"	30"	2 1/2"	24"	4"	4"	24"	24"	48"	2 1/2"	1 1/2" to 1





** Provide sod or salvaged topsoil & seed to a 3'-0" width in back of curb & gutter sections.
 *** Taper curb height 0" to 6" in 10'-0". A sod flume will be required at discharge end of the curb & gutter. Details of the flume(s) will be shown elsewhere in the plan.

$\theta = 90^\circ$ OR MORE

$\theta = \text{LESS THAN } 90^\circ$

TABLES OF DIMENSIONS FOR VARIABLE SIDE ROAD INTERSECTION ANGLES

(Values for angles not shown shall be interpolated)

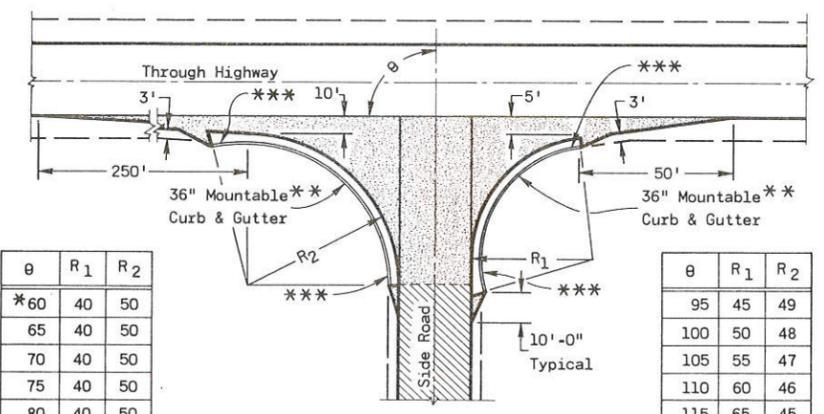
θ	G	K	B	V	H	X	Y	P	M
90	90	43.8	33.9	156.0	94	48.0	11.0	125.0	44.2
95	94	46.7	34.0	156.7	96	47.0	11.0	121.3	41.9
100	98	50.0	34.4	157.4	98	45.9	11.0	117.7	39.7
105	102	53.8	35.2	158.3	100	44.9	11.2	114.2	37.8
110	106	58.2	36.4	159.2	102	43.7	11.4	110.6	36.2
115	110	63.4	38.4	161.8	104	42.6	11.7	107.1	34.8
*120	114	69.4	40.1	161.2	106	41.4	12.2	103.4	33.7

θ	C	G	K	B	V	X	Y	H	P	M	T
*60	19.7	76.3	38.6	41.5	169.9	67.4	29.3	84	144.5	58.8	21.6
65	17.8	82.6	40.6	39.4	166.9	63.6	25.0	86	141.2	54.9	20.7
70	15.8	87.2	43.1	37.4	164.1	59.7	21.9	88	136.8	51.4	19.2
75	15.7	90.9	45.6	35.7	161.4	55.9	19.3	90	132.7	48.2	17.4
80	15.9	94.9	48.3	34.4	158.9	51.9	17.0	92	128.8	45.3	14.9
85	16.2	99.3	51.4	33.4	156.4	48.0	15.0	94	125.2	42.7	10.4

*Maximum angle of intersection

*Desirable minimum angle of intersection

TYPE "A" SIDE ROAD INTERSECTION DETAILS



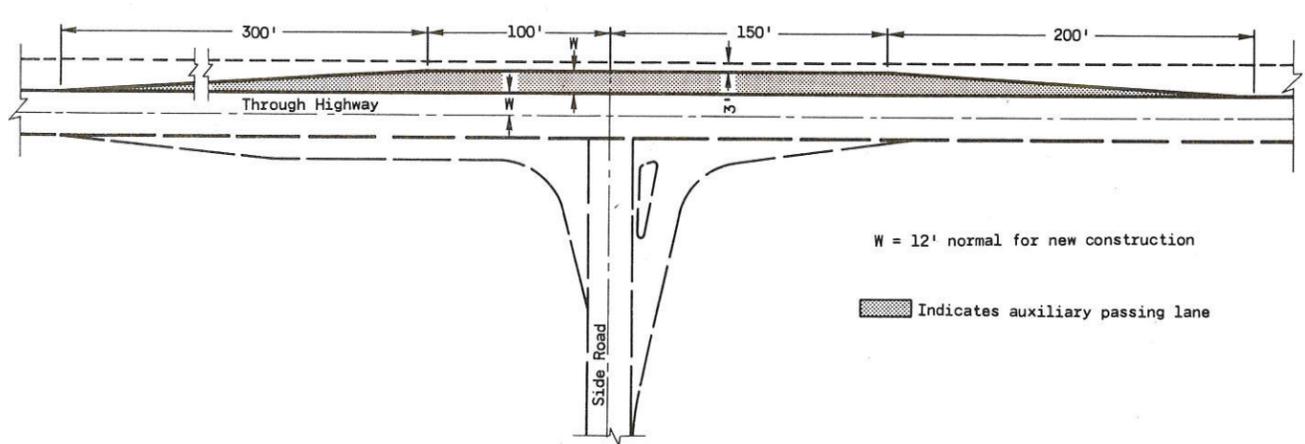
θ	R ₁	R ₂
*60	40	50
65	40	50
70	40	50
75	40	50
80	40	50
85	40	50
90	40	50

*Min. Angle of Intersection

θ	R ₁	R ₂
95	45	49
100	50	48
105	55	47
110	60	46
115	65	45
*120	70	44

*Max. Angle of Intersection

TYPE "B" SIDE ROAD INTERSECTION DETAILS



PASSING LANE DETAIL

W = 12' normal for new construction

Indicates auxiliary passing lane

GENERAL NOTES

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

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

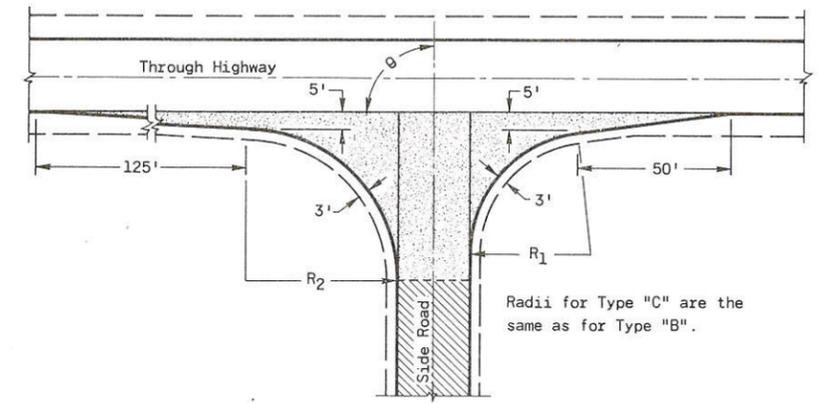
SIDE ROAD SURFACING NOTE

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

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

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

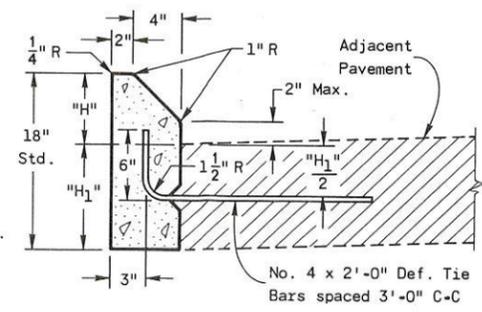
█ New Pavement
 █ Existing Surface



TYPE "C" SIDE ROAD INTERSECTION DETAILS

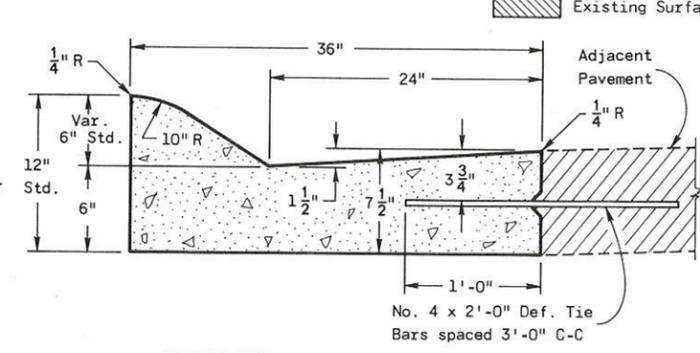
Radii for Type "C" are the same as for Type "B".

"H" = 6" Max. and 4" Min. and shall be 6" unless otherwise shown on the plans.
 "H₁" = Same as adjacent pavement thickness for rigid pavement and 12" for non-rigid pavement (Tie Bars omitted).



TYPE "G"
(INCLUDING TIE BARS)

MOUNTABLE CONCRETE CURB



TYPE "A"
(INCLUDING TIE BARS)

MOUNTABLE CONCRETE CURB & GUTTER 36"

LAYOUT DETAILS FOR AT-GRADE SIDE ROAD INTERSECTIONS

State of Wisconsin
 Department of Transportation
 Division of Highways

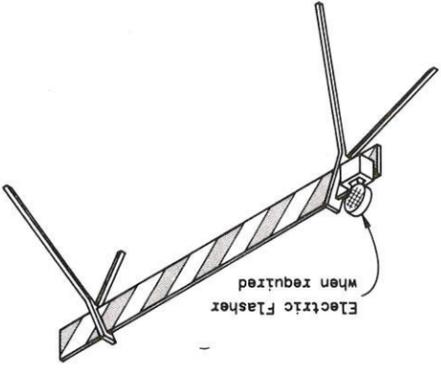
RECOMMENDED FOR APPROVAL:
 9-10-76
 DATE
 APPROVED
 9-10-76
 DATE

D. J. Stank
 CHIEF OF FACILITIES DEVELOPMENT
W. J. Fisher
 STATE HIGHWAY ENGINEER

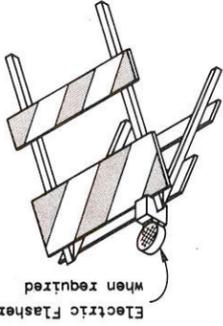
TABLE OF BARRICADE CHARACTERISTICS

BARRICADE TYPE	Height		* Rail Width	* Rail Length	* Stripe Width	Stripe Colors
	3' Minimum	5' Minimum				
I	3' Minimum	5' Minimum	8" Minimum to 12" Maximum	2' Minimum to variable Maximum	6" at 45° Angle	ReflectORIZED Orange & White
II						
III						

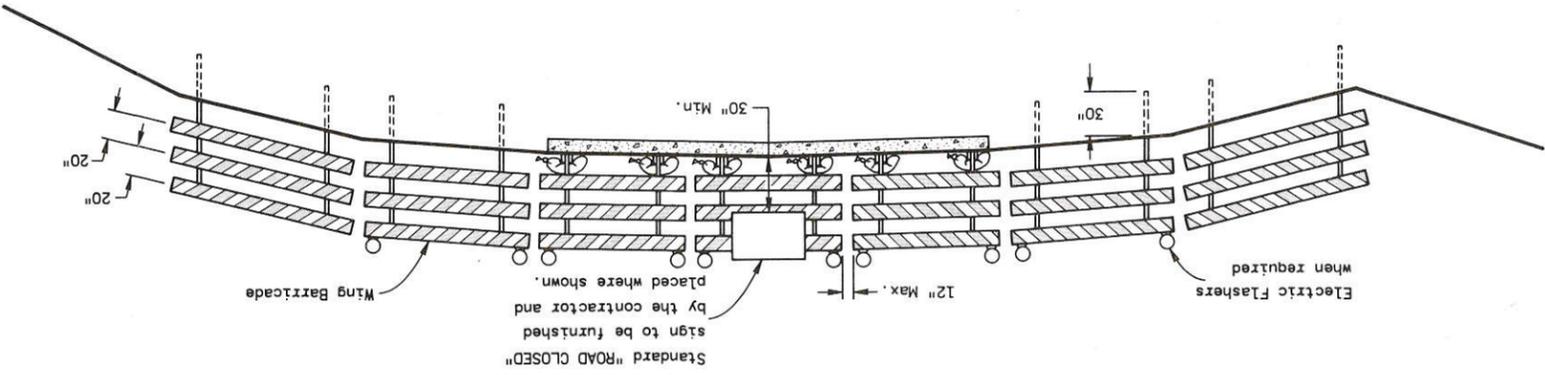
* Nominal dimensions when barricade is constructed of Lumber.
 ** May be 4" for rail lengths less than 3'.



TYPICAL TYPE I BARRICADE

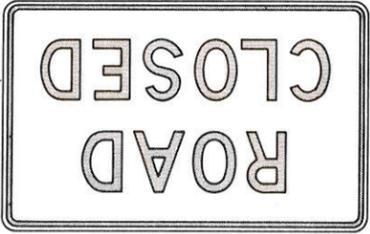


TYPICAL TYPE II BARRICADE



CONSTRUCTION BARRICADES

TYPICAL INSTALLATION SHOWING TYPE III BARRICADE



STANDARD SIGNS-TYPE II

GENERAL NOTES

The contractor shall furnish, erect and maintain Barricades and Signs. Details regarding location, spacing, dimensions, fabrication, material, sign lettering, lighting devices and color of Barricades and Signs shall conform to this drawing, the Wisconsin Manual on Uniform Traffic Control Devices, the Standard Specifications, Special Provisions and/or plans.

Type III Barricades and Signs shall be erected at the termini of projects and at other road or street locations where it is necessary to control or eliminate public access to the construction area.

Type I and II Barricades shall be used on projects when traffic is to be maintained through the construction area.

The actual field location of barricade installations and advance signs shall be as directed by the Engineer.

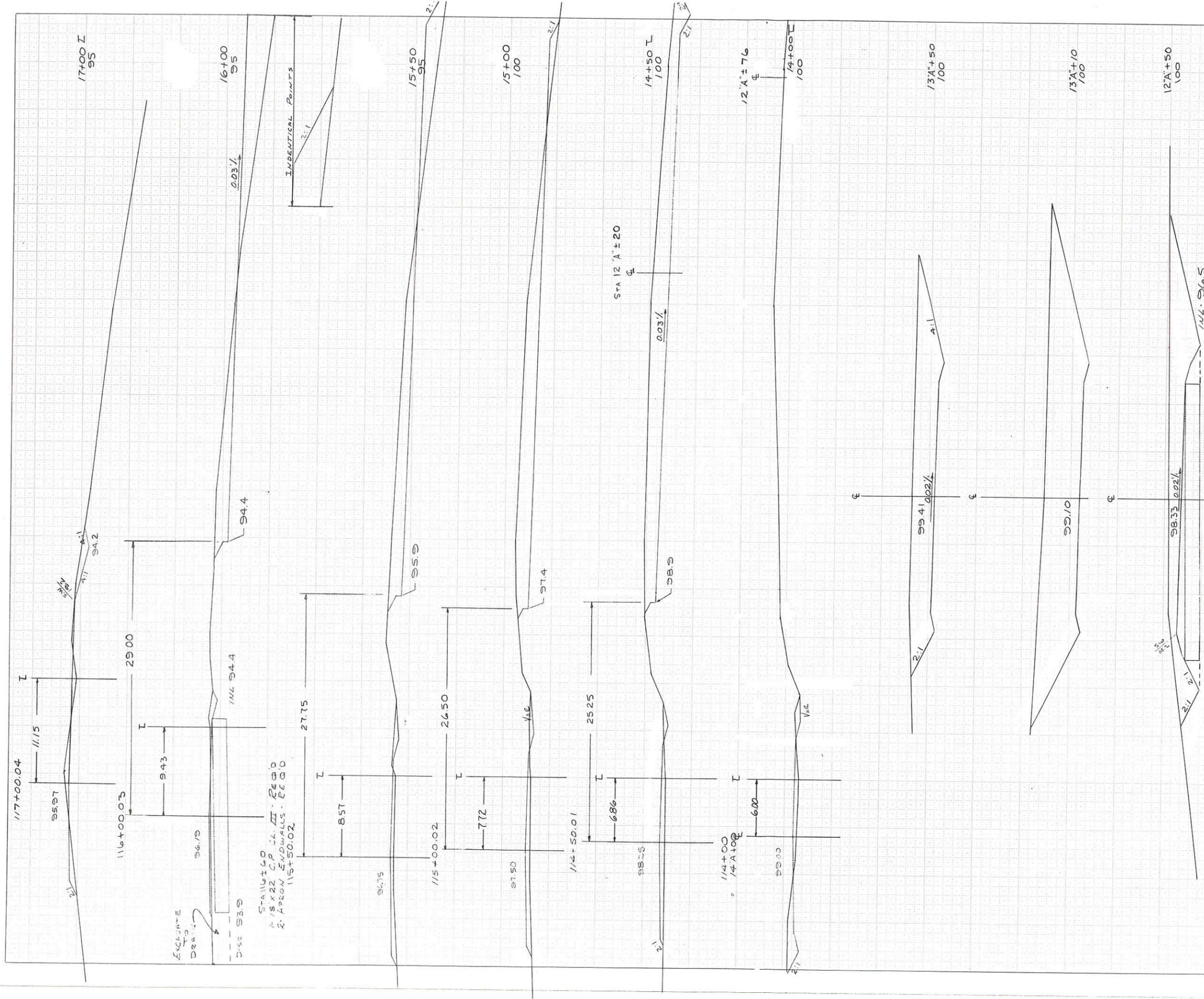
Each barricade shall have the name and telephone number of a person responsible for 24 hour emergency service printed in letters at least 3/4 inch in height.

CONSTRUCTION BARRICADES & STANDARD SIGNS

State of Wisconsin
 Department of Transportation
 Division of Highways

APPROVED
 DATE 10-1-76
 CHIEF OF FACILITIES DEVELOPMENT

APPROVED
 DATE 10-1-76
 STATE HIGHWAY ENGINEER



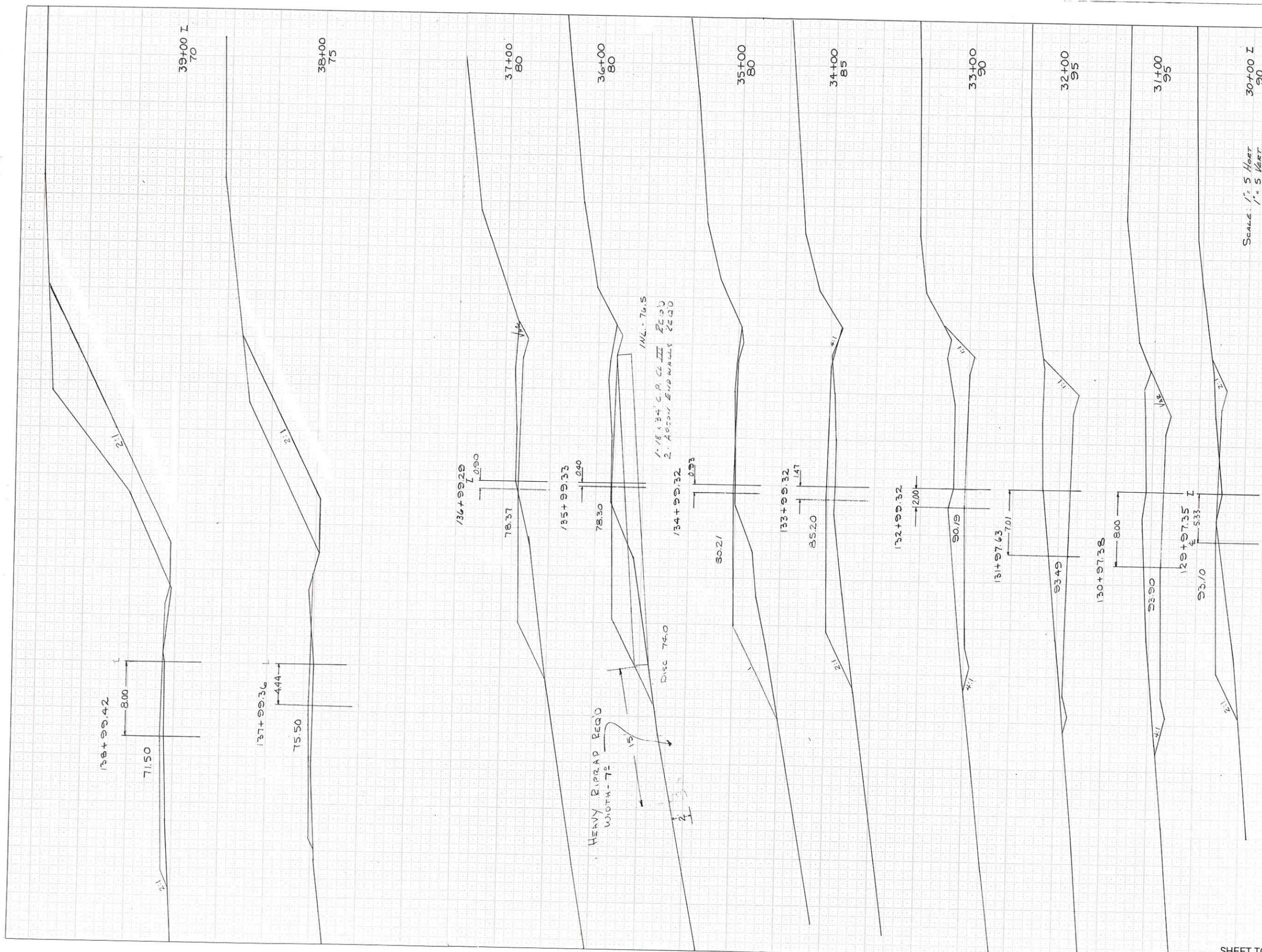
STATION	DISTANCE	YARDAGE	
		EXCAVATION	
		UNCL	FILL
12+50	83		
+50	227		
13+10	176		
+50	85		4
14+00	9		13
+50			
14+50	156		22
+50	110		41
+50	76		94
16+00	59		141
17+00			
SHEET TOTAL	351		315

NOTE: ORIGINAL CROSS SECTIONS - 12+50 TO 13+50 (INC.) PICKED FROM CONTOURS

1- 18" X 28" C.P. REQ'D
2- APRON ENDMURALS - REQ'D

Disc. 96.0

SCALE: 1" = 5 HORT.
1" = 5 VERT.



Scale: 1" = 5 Feet
1" = 5 Feet

STATION	DISTANCE	YARDAGE	
		EXCAVATION	
		UNCL	FILL
29+00			
30+00	17		122
31+00	144		44
32+00	269		0
33+00	235		0
34+00	96		69
35+00	4		148
36+00	19		154
37+00	33		139
38+00	87		83
39+00	218		43
SHEET TOTAL		1122	802

SHEET NUMBER 8.3

STATE PROJECT NUMBER 1940-09-10

YARDAGE

STATION	DISTANCE	YARDAGE
0+00	0	0
0+52	52	0
0+128	128	0
0+237	237	1/2
0+240	0	0

STATION

DISTANCE

W/C/L

EXCAVATION

FILL

0+00	50+	100+	150+	200+	250+	300+	350+	400+

SHEET TOTAL

417

12

39+50 ±

39+75 ±

40+00 ±

139+49.45
 622
 49.50

8.89

2:1

2:1

