

INDEX OF SHEETS

SHEET NO. 1 TITLE
 SHEET NO. 20-22 TYPICAL CROSS SECTIONS
 SHEET NO. 3 ESTIMATE OF QUANTITIES
 SHEET NO. 3A MISCELLANEOUS QUANTITIES
 SHEET NO. — RIGHT OF WAY PLAT
 SHEET NO. 4-10 PLAN AND PROFILE STA. 0+02.95 TO STA. 208+00
 SHEET NO. 11-11.4 STANDARD DETAILS
 SHEET NO. 12-18 DRAINAGE STRUCTURES
 SHEET NO. 19-69 CROSS SECTIONS



STATE OF WISCONSIN STATE HIGHWAY COMMISSION OF WISCONSIN

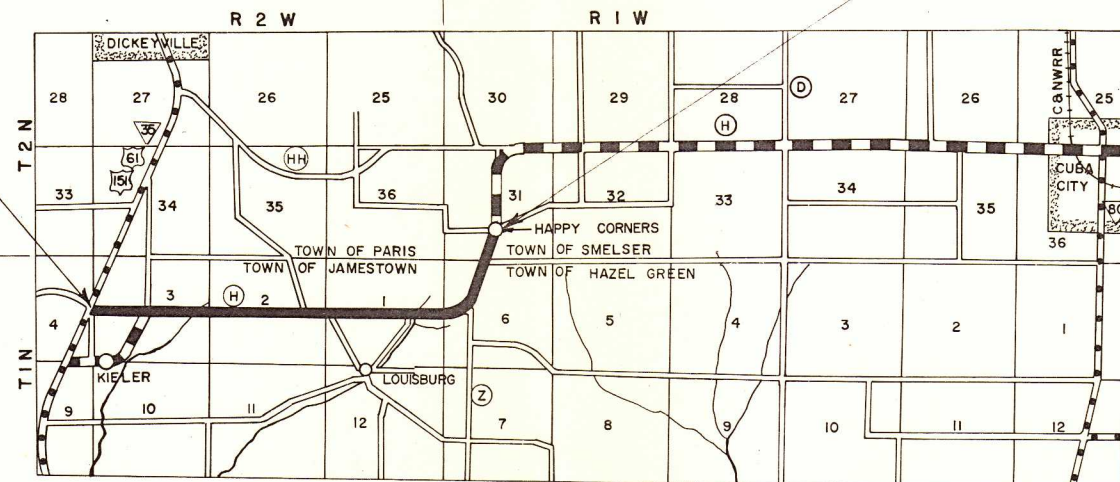
PLAN AND PROFILE OF PROPOSED S.T.H. 35-HAPPY CORNERS ROAD C.T.H. "H" GRANT COUNTY PROJECT S 0206(1)

PLAN 1 IN. = 100 FT.
 PROFILE HOR. 1 IN. = 100 FT. VERT. 1 IN. = 10 FT.
 CROSS SECTIONS HOR. 1 IN. = 5 FT. VERT. 1 IN. = 5 FT.

END PROJECT S0206(1) STA. 208+00
 720' NORTH AND 85' WEST OF THE S 1/4
 CORNER OF SECTION 31, T2N, R1W

BEGIN PROJECT S0206(1) STA. 0+02.95

118' NORTH AND 30' WEST OF THE W 1/4
 CORNER OF SECTION 3, T1N, R2W



CONVENTIONAL SIGNS

STATE LINE	---	GULVERTS IN PLACE	---
COUNTY LINE	---	GULVERTS REQUIRED	---
TOWNSHIP OR RANGE LINE	---	DROP INLET	---
SECTION LINE	---	POWER POLE	---
NEW RIGHT OF WAY LINE	---	TELEPHONE OR TELEGRAPH POLE	---
PRESENT RIGHT OF WAY LINE	---	RIGHT OF WAY MARKERS	---
WIRE FENCE {WOVEN BARBED}	---	REFERENCE STAKE FOR HUBS ONLY	---
LOT LINE	---	MARSH	---
CORPORATE OR CITY LIMITS	---	HEDGE	---
PROPERTY LINE	---	TREES	---
TRAVELED WAY OR P.E.	---	GROUND ELEVATION	DATUM LINE 73.9
RAILROADS	---	GRADE ELEVATION	DATUM LINE 75.16
BASE OR SURVEY LINE	---		

LAYOUT

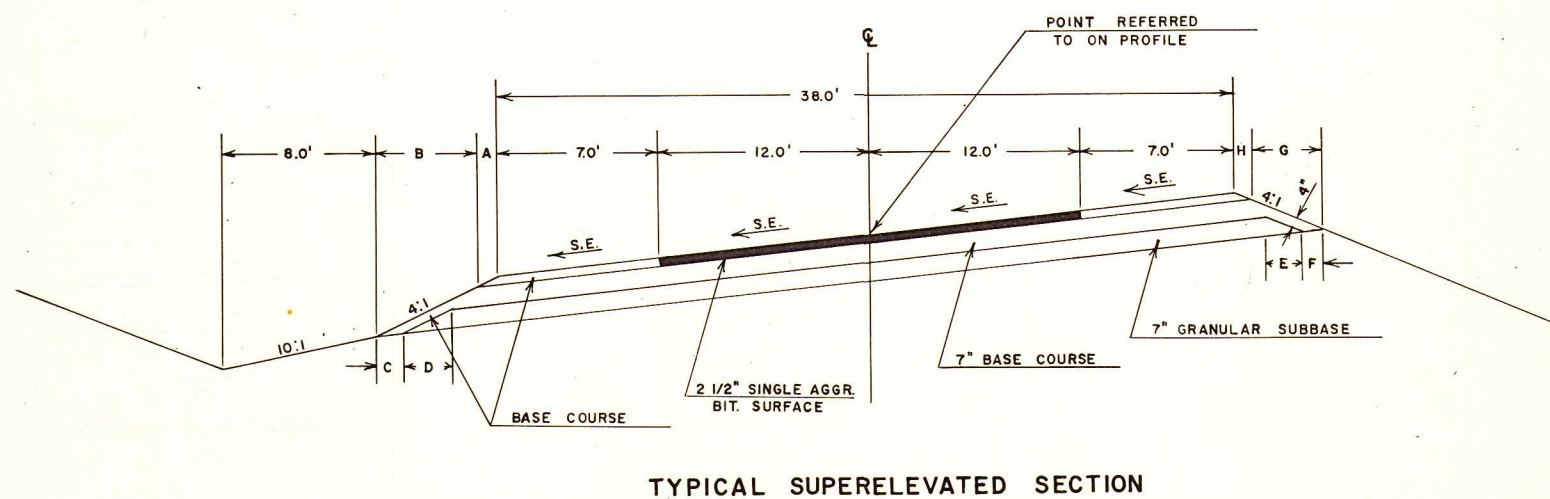
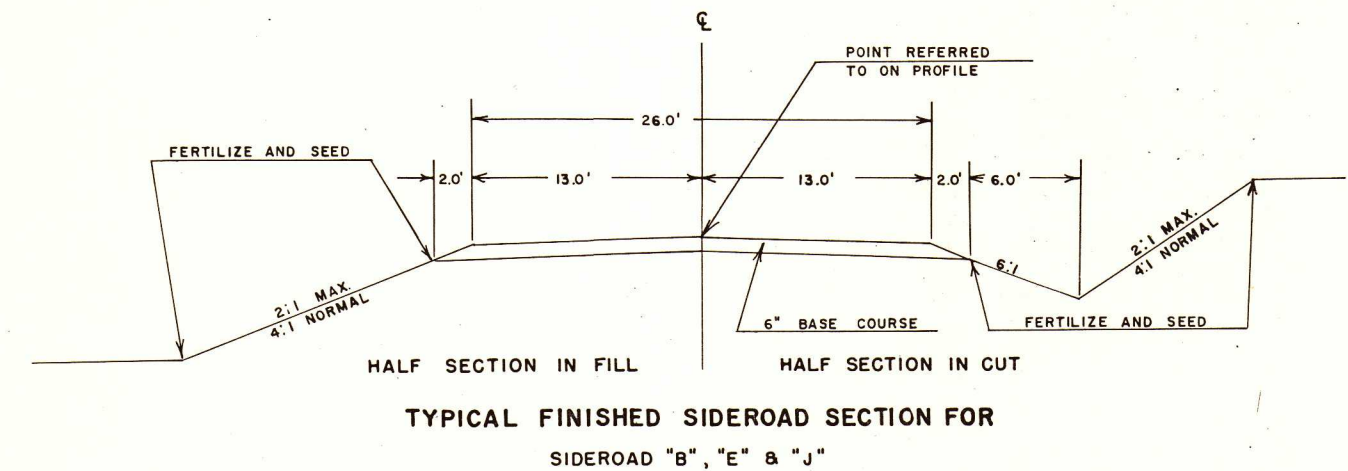
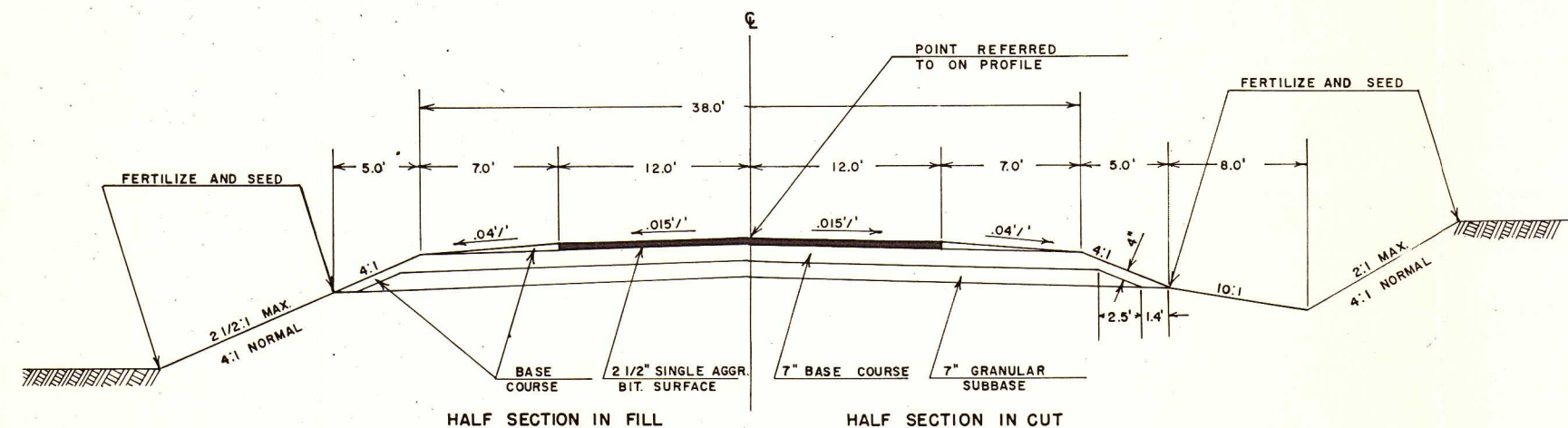
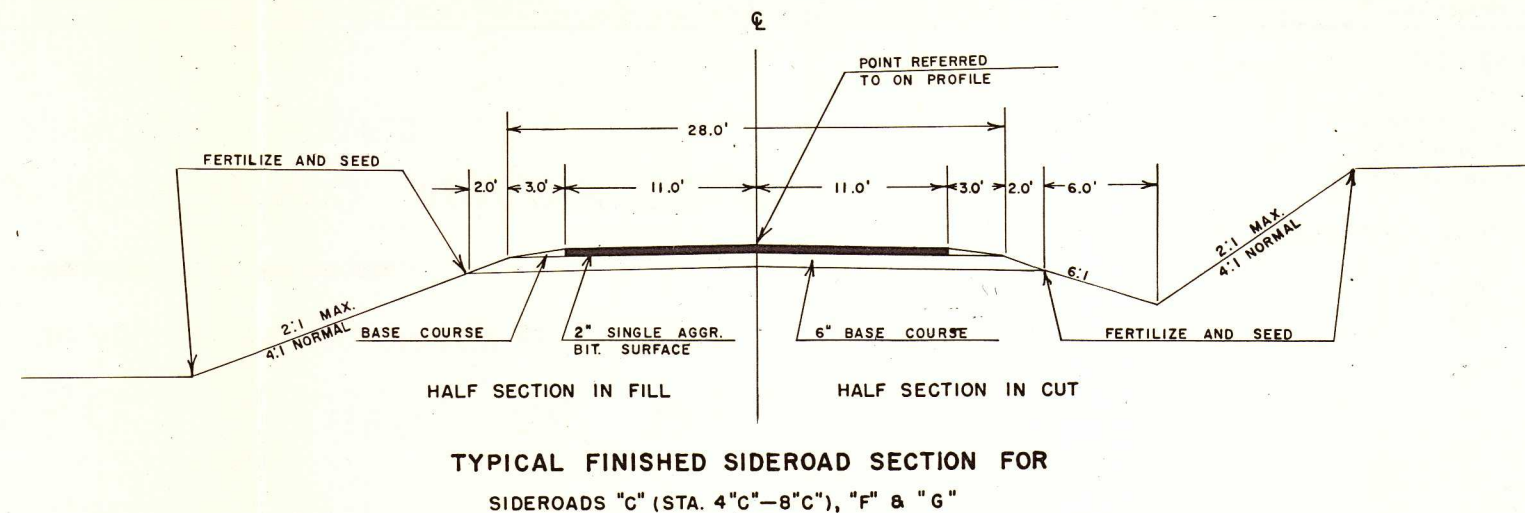
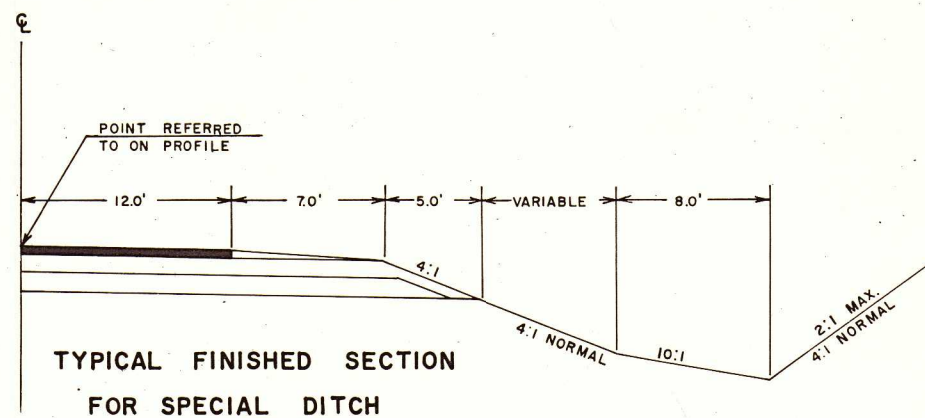
SCALE 0 1 MILE

TOTAL NET LENGTH OF CENTERLINE = 3.939 MI.

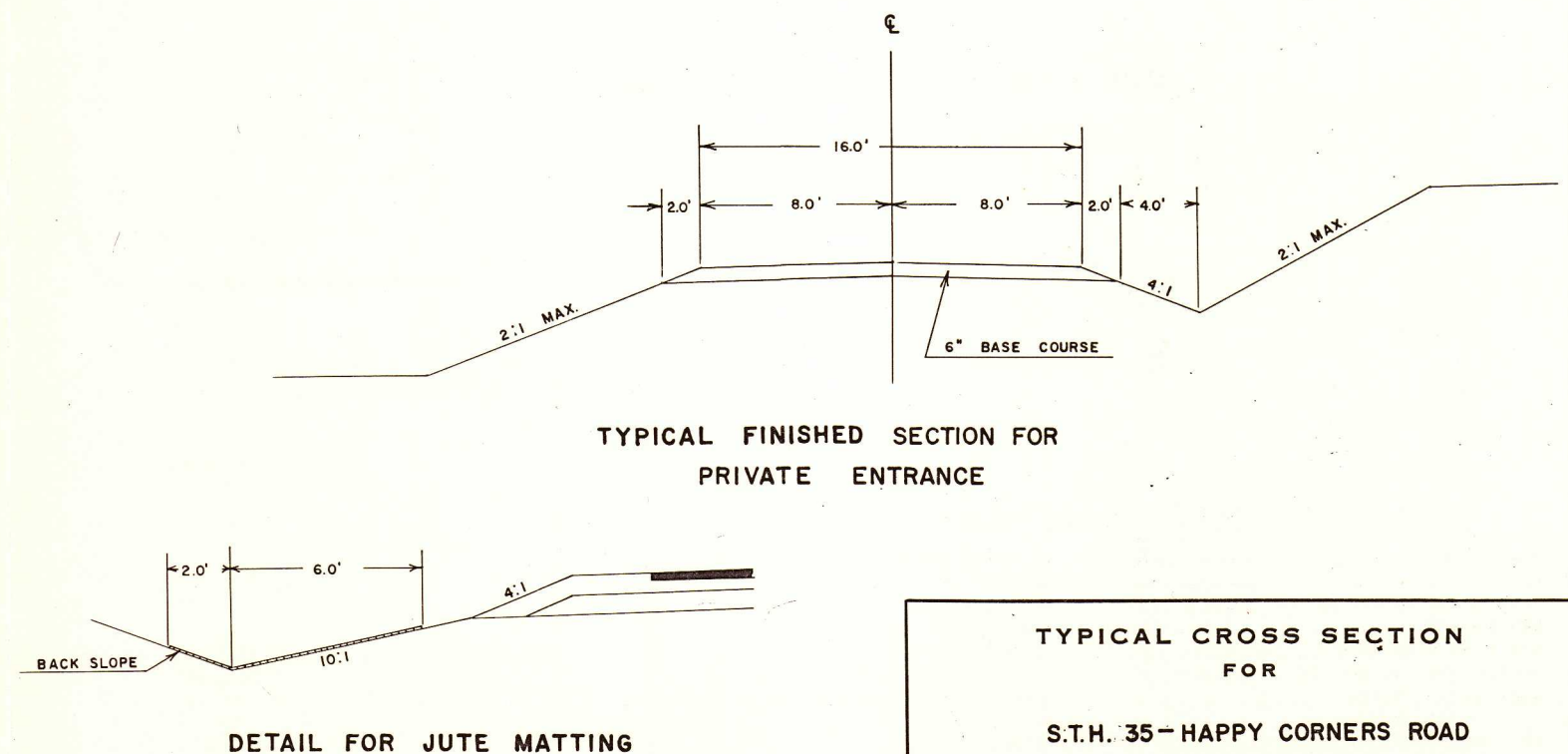
DESIGN DESIGNATION
 ADT (1967) 600
 ADT (1987) 930
 DHV 140
 D 50%
 T 10.9%
 V 50 MPH

APPROVED FOR GRANT COUNTY BY	
3/20/67 DATE	<i>E. J. Byrkit</i> COMMISSIONER
STATE HIGHWAY COMMISSION OF WISCONSIN MADISON, WIS.	
SURVEYOR F.H.	NOTE BOOK
DIVISION COMPUTER C.B.	M. O. CHECKER W.H.B.
DISTRICT CHECKER R.J.S.	CORRECT
CORRECT:	
DATE 6/29/67	<i>S. J. Anderson</i> DISTRICT ENGINEER
RECOMMENDED FOR APPROVAL:	
DATE 7/6/67	<i>E. J. Byrkit</i> CHIEF DESIGN ENGINEER
APPROVED:	
DATE 7/6/67	<i>H. J. Summerville</i> STATE HIGHWAY ENGINEER
DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	
APPROVED:	
DATE	
DIVISION ENGINEER	

S 0206(1)



P.I. STATION	S.E.	A	B	C	D	E	F	G	H	
2 + 87.95	12° LT.	.04'/'	1.0'	5.6'	1.7'	2.8'	2.0'	1.1'	4.0'	0.7'
110+00.0	30° RT.	.015'/'	0.8'	4.4'	1.2'	2.2'	2.5'	1.4'	5.0'	0.0'
173+30.6	7° LT.	.079'/'	1.2'	6.8'	2.0'	3.4'	1.8'	1.0'	3.5'	0.6'
204+40.0	2° RT.	.035'/'	0.7'	4.1'	1.1'	2.0'	2.7'	1.6'	5.4'	1.0'



TYPICAL CROSS SECTION FOR

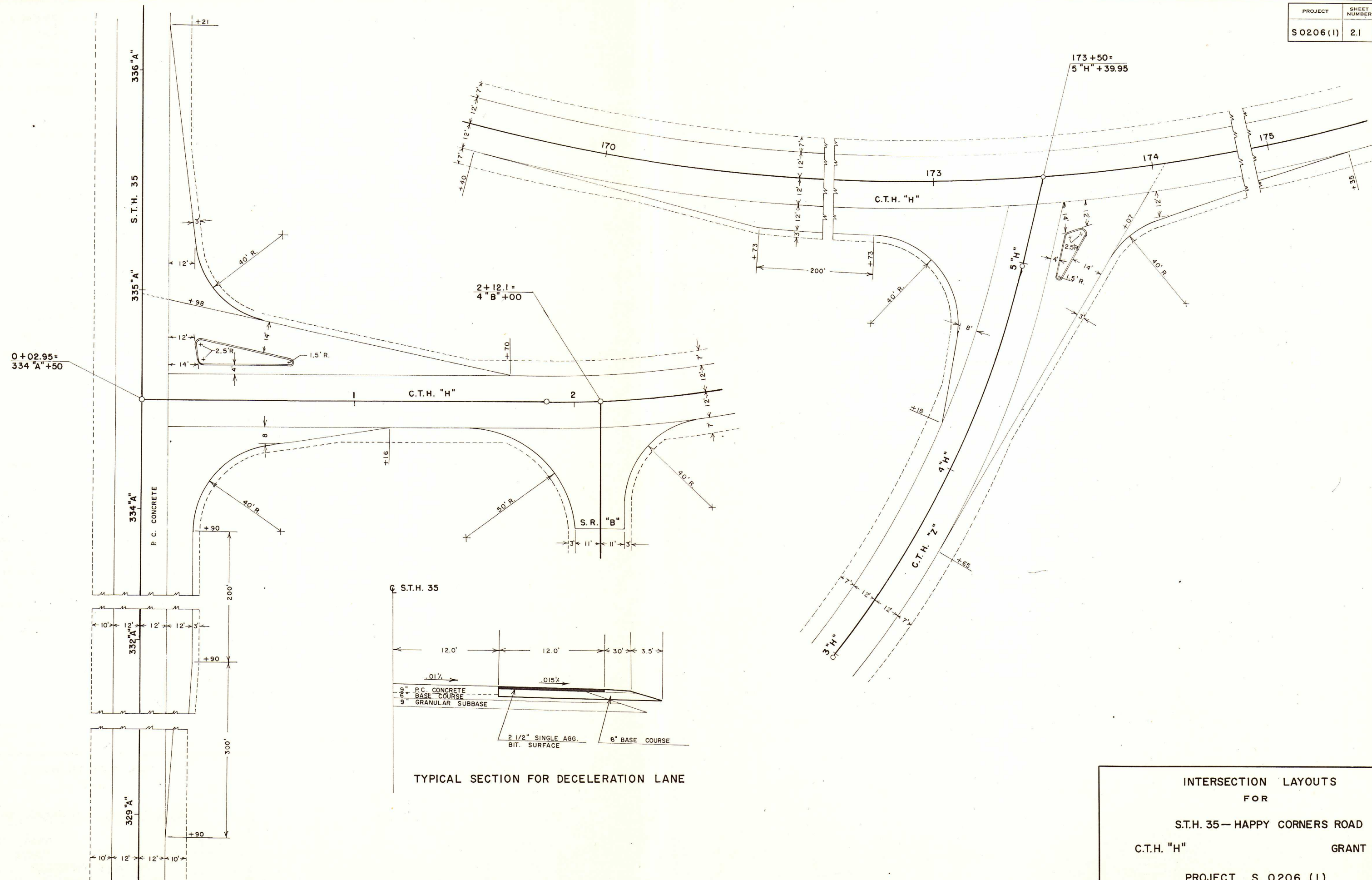
S.T.H. 35-HAPPY CORNERS ROAD

C.T.H. "h" GRANT COUNTY

PROJECT S0206(1)

NOT TO SCALE

PROJECT	SHEET NUMBER	TOTAL SHEETS
S 0206 (1)	2.1	69



INTERSECTION LAYOUTS
FOR
S.T.H. 35—HAPPY CORNERS ROAD
C.T.H. "H" GRANT CO.
PROJECT S 0206 (1)

PROJECT	SHEET NUMBER	TOTAL SHEETS
S 0206(1)	22	69

UTILITIES

TELEPHONE	DICKEYVILLE TELEPHONE CO. DICKEYVILLE, WIS.
	CUBA CITY TELEPHONE CO. CUBA CITY, WIS.
	NORTHWESTERN TELEPHONE CO. FREEPORT, ILL.
POWER LINE	WIS. POWER & LIGHT CO. MINERAL POINT, WIS.
	GRANT ELECTRIC CO.—OP LANCASTER, WIS.

STANDARD ABBREVIATIONS

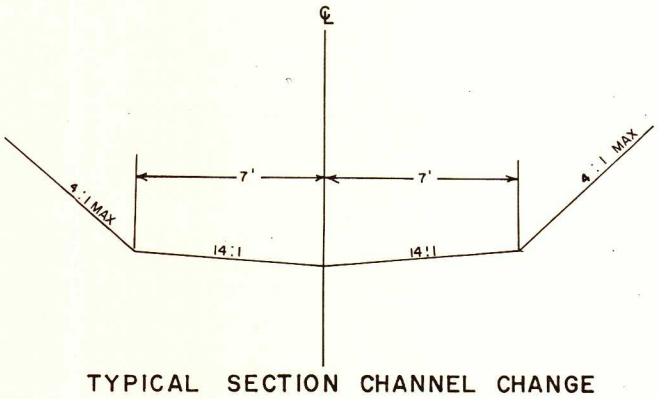
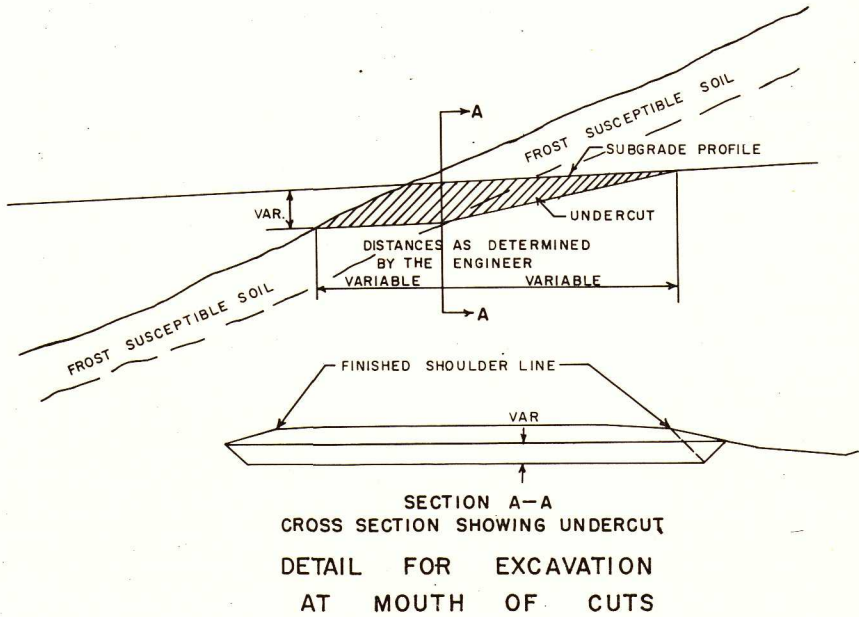
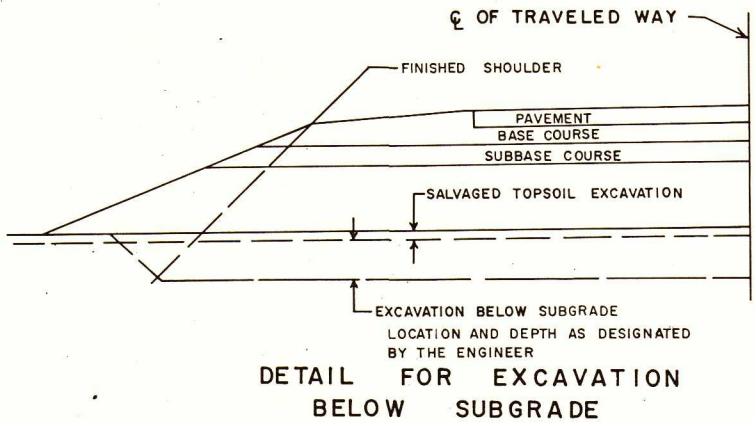
UNCL.	— UNCLASSIFIED EXCAVATION
F	— FILL
E.B.S.	— EXCAVATION BELOW SUBGRADE
B.	— BORROW EXCAVATION
R/W	— RIGHT OF WAY
C.P.	— CULVERT PIPE
P.L.	— PROPERTY LINE
CH.CH.	— CHANNEL CHANGE
L.H.E.	— LIMITED HIGHWAY EASEMENT
L.H.F.	— LEFT HAND FORWARD
R.H.F.	— RIGHT HAND FORWARD

STANDARD DETAIL DRAWINGS

6-2.6.5	APRON ENDWALLS FOR CULVERT PIPE & PIPE ARCH
7-1.3.5	MARKER POST & MARKER POSTS FOR RIGHT OF WAY
7-4.1.5	CONSTRUCTION BARRICADE
9-1.1.4	DESIGN AND LAYOUT DETAILS FOR SIDE ROAD AT GRADE INTERSECTIONS
8-2.1.4	SOODED BACKSLOPE FLUME & INTERCEPTING EMBANKMENT

GENERAL NOTES

NO TREES ARE TO BE REMOVED WITHOUT THE APPROVAL OF THE ENGINEER.
SHRINKAGE ESTIMATED AT 35%.
CURVE DATA BASED ON ARC DEFINITION.
EXACT LOCATION OF PRIVATE ENTRANCES TO BE DETERMINED IN THE FIELD BY THE ENGINEER.
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 AS DIRECTED BY THE ENGINEER.
BEARINGS SHOWN ON THE PLAN ARE TRUE BEARINGS SHOWN TO THE NEAREST MINUTE.
EXCAVATION BELOW SUBGRADE IS NOT USED TO BALANCE YARDAGE AND IS NOT SHOWN ON THE CROSS SECTIONS, BUT IS MEASURED AND PAID FOR AS UNCLASSIFIED EXCAVATION.
BITUMINOUS SURFACING IS NOT A PART OF THIS CONTRACT.
SEED AND FERTILIZE ALL DISTURBED AREAS WITHIN THE RIGHT-OF-WAY OUTSIDE OF THE SUBGRADE LIMITS.
AGGREGATES FOR BITUMINOUS SURFACE SHALL CONFORM TO GRADATION NO. 3, SUBSECTION 401.2.5 OF THE STATE HIGHWAY COMMISSION OF WISCONSIN STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION EDITION OF 1963.
REMOVAL OF EXISTING STRUCTURES WILL BE INCIDENTAL TO THE GRADING ITEMS.
CONCRETE CURB TYPE "J" IS NOT PART OF THIS CONTRACT.



DETAILS FOR

S.T.H. 35 — HAPPY CORNERS ROAD

C.T.H. "H"

GRANT CO.

PROJECT S 0206(1)

NOT TO SCALE

CONTRACT NO. 1	— GRADING
CONTRACT NO. 2	— SUBBASE BASE COURSE
CONTRACT NO. 3	AGGR. FOR BIT. SUR. STRUCTURES C-22 99, 100, 101.

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 APPROVED OCT. 16, 1963, FEDERAL AID REQUIRED CONTRACT PROVISIONS APPROVED OCT. 29, 1963 AND SPECIAL PROVISIONS AS ATTACHED TO PROPOSALS.

B.P.R. REGION	PROJECT	SHEET NO.	TOTAL SHEETS
4	S 0206(1)	3	69

SEC.	NO.	STATION TO STATION		NET LENGTH OF CENTER LINE	CLEARING		GRUBBING		REMOVING OLD CULVERT		REMOVING OLD BRIDGE					EXCAVATION				GRANULAR BACK-FILL	TEST ROLL-ING	PREP FOUNDATION FOR		GRANULAR SUBBASE COURSE	FIN-ISHING ROAD-WAY	OBLIT-ERATING OLD ROAD	FIELD OFFICE	FIELD OFFICE	FIELD OFFICE	GRAVEL OR CRUSHED STONE BASE COURSE		CONCRETE BASE COURSE		BITUM. MAT. FOR PRIME COAT	BITUMINOUS CONCRETE PAVEMENT	BITUM. MAT. FOR SURFACE COURSE	CONCRETE PAVEMENT		CON-CRETE DRIVE-WAY	CON-CRETE READ-ER	CON-CRETE SURF-ACE DRAINS	PRODUCING AND STOCKPIILING AGGR. FOR BIT. SURF. COURSE																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																														
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①	①	① * INCLUDES 4000 C.Y. E.B.S. & 3934 C.Y. CH. CH.	②	①	①	②	③	②	②
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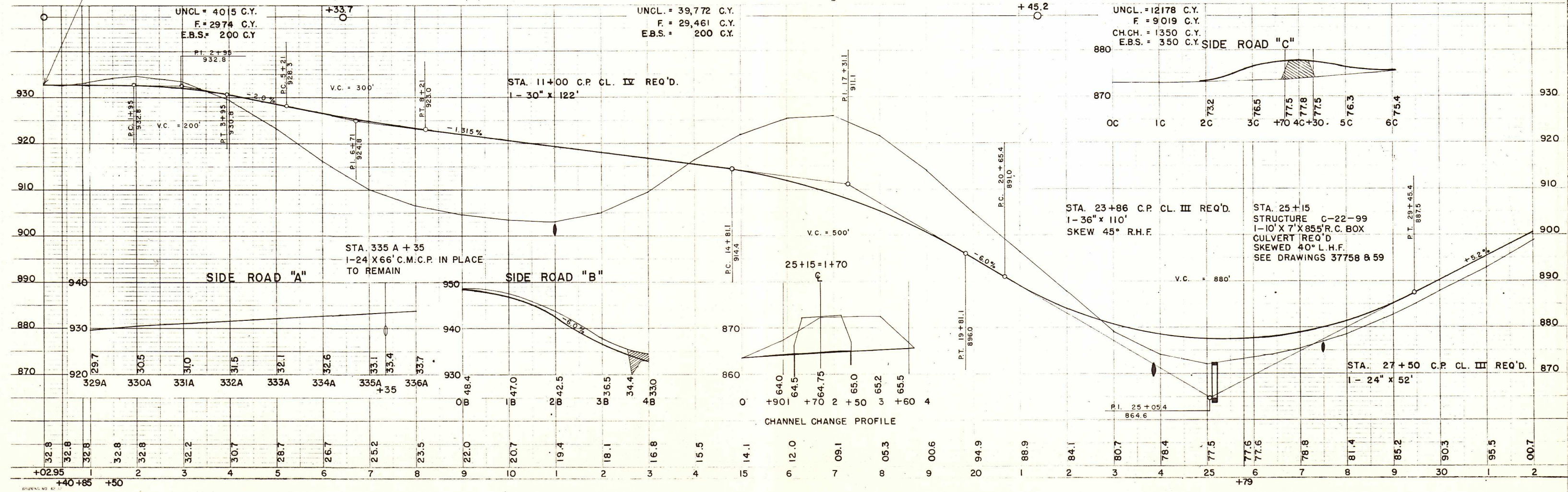
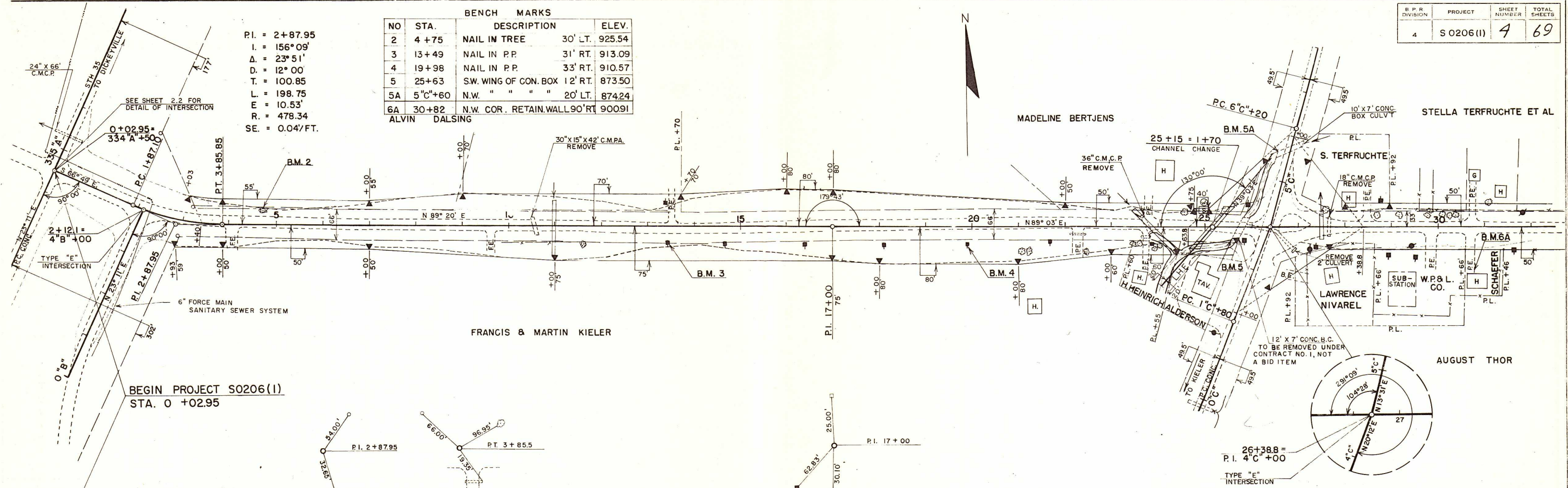
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DETAIL SUMMARY SHEET OF MISCELLANEOUS QUANTITIES

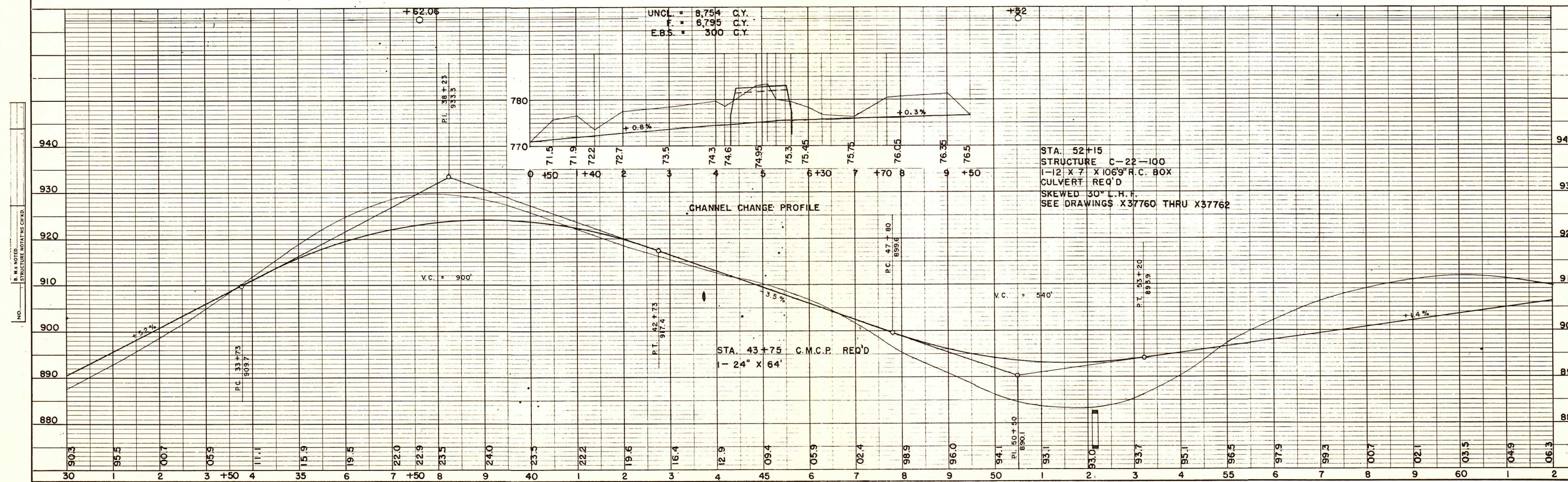
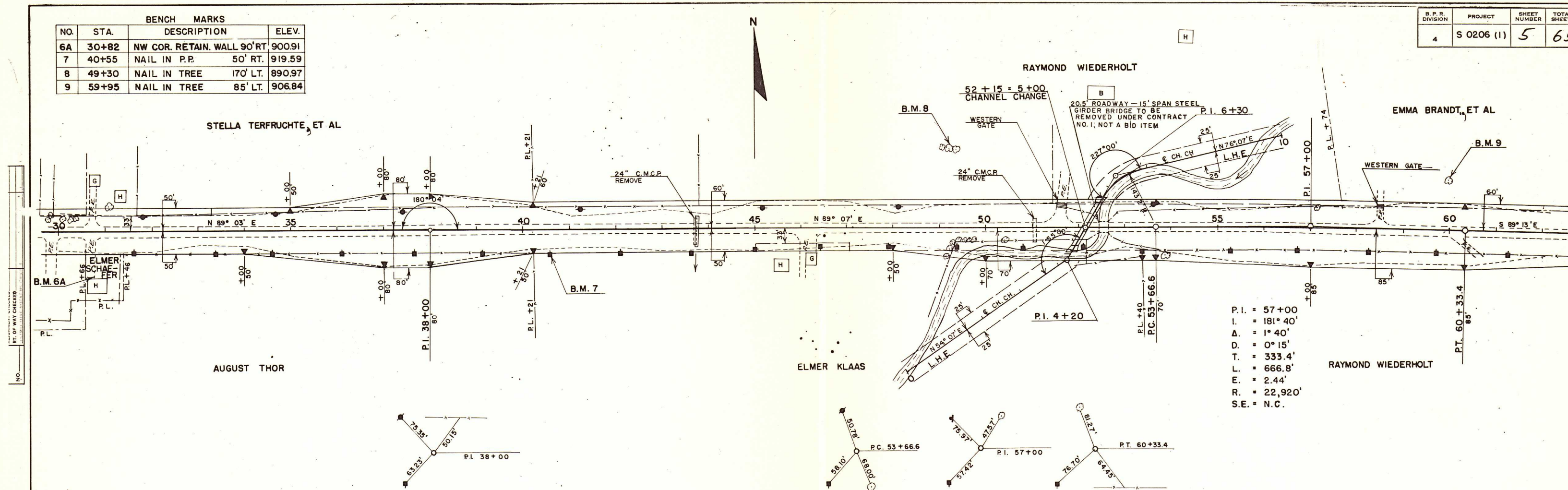
PROJECT	SHEET NUMBER	TOTAL SHEETS
S 0206 (1)	3 A	69

RIGHT OF WAY			MARKER POSTS			JUTE MATTING			SHOULDER MARKER POSTS			CLEARING AND GRUBBING			GRAVEL OR CRUSHED STONE BASE COURSE		PIPE CULVERTS										
STATION	LT.	RT.	STATION	LT.	RT.	STATION — STATION	SIDE		S.Y.	STATION—STATION	SIDE		NO.	STATION — STATION	STATION		STATION — STATION	TONS	SEC. NO.	STATION	DIAMETER INCHES	LENGTH LIN. FT.	TYPE	P.E.S.R.		END WALLS	MARKERS
							LT.	RT.			LT.	RT.			CLEARING	GRUBBING							L	R			
2+93	-	I	91+00	-	I	5+00 - 7+00		✓	178	S.R. "A" INTER.	✓	✓	8	4+00 - 5+00	I	I	0 + 02.9 — 208+00	38,900						✓			
3+03	I	-	94+00	I	I	16+00 - 23+50	✓		667	S.R. "C" INTER.	✓	✓	16	11+00 - 12+00	I	I	S.R. "A"	500						✓			
3+85.85	I	I	97+70	I	-	16+00 - 24+50		✓	756	S.R. "F" INTER.		✓	8	24+00 - 25+00	I	I	S.R. "B"	425		27+50	24	52	C.L.III	✓		2	
7+00	I	I	98+00	I	-	27+50 - 36+50	✓	✓	1600	S.R. "G" INTER.		✓	8	27+00 - 28+00	I	I	S.R. "C"	600		43+75	24	64	C.M.C.P.	✓		2	
9+00	I	-	98+80	I	-	41+00 - 43+00	✓		178	S.R. "H" INTER.		✓	8	29+00 - 31+00	2	2	S.R. "E"	325		51+50	24	50	C.L.III		✓	2	
11+00	-	I	106+00	I	-	46+00 - 49+00	✓		267	166+00-179+00		✓	13	49+00 - 51+00	2	2	S.R. "F"	300		62+25	24	54	"	✓		2	
13+70	I	-	106+84.9	I	2	46+00 - 47+50		✓	133					53+00 - 54+00	I	I	S.R. "G"	225		80+30	24	52	"	✓		2	
16+00	I	-	108+85	-	I	52+00 - 54+00		✓	178					57+00 - 58+00	I	I	S.R. "H"	1000		105+00	24	92	C.M.C.P.	✓		2	
17+00	I	I	110+00	I	-	71+00 - 78+00		✓	622					63+00 - 65+00	2	2	S.R. "J"	325		134+75	24	56	C.L.III	✓		2	
18+00	-	I	110+25	-	I	80+00 - 84+00		✓	356	SODDING				95+00 - 97+00	2	2	P.E.'S	1250		167+00	24	60	"	✓		2	
21+00	-	I	110+80	-	I	113+00 - 119+50	✓		578					108+00 - 109+00	I	I	SHOULDER STOCKPILE	2750		181+00	24	70	"	✓		2	
22+00	I	-	113+14.9	I	I	117+00 - 119+50		✓	222	LOCATION	S.Y.			131+00 - 133+00	2	2											
23+00	-	I	119+78	I	I	122+00 - 126+00	✓		356	UNDISTRIBUTED	300									11+00	30	122	C.L.IV	✓		2	
24+55	-	I	128+98	I	I	123+50 - 126+00		✓	222																		
24+75	2	-	132+00	I	I	132+00 - 133+00	✓		89																		
25+10	I	-	144+67	-	I	132+00 - 133+50		✓	133																		
25+70	-	I	145+33	-	I	134+00 - 134+75	✓		67																		
26+25	I	-	148+00	I	I	136+00 - 139+50	✓		311																		
26+38	-	I	153+06	I	-	137+00 - 142+00		✓	444																		
27+25	I	-	154+00	-	I	151+50 - 157+00	✓		489																		
27+65	-	I	156+00	-	I	150+00 - 160+00		✓	889																		
28+00	I	-	157+00	I	-																						
34+00	-	I	158+00	I	I																						
35+00	I	-	159+89	-	I																						
37+00	I	I	161+75	I	-																						
38+00	I	I	163+00	I	-																						
40+21	I	I	167+00.2	I	I																						
48+00	-	I	169+00	-	I																						
50+00	-	I	171+50	-	I																						
53+40	-	I	3 "H" + 15	I	-																						
53+66.6	I	I	173+00	I	-																						
57+00	-	I	173+75	-	I																						
60+33.4	I	I	176+00	-	I																						
65+00	-	I	177+74.5	I	I																						
66+71	2	-	178+96	I	-																						
72+00	-	I	200+05	-	I																						
75+00	-	I	200+80	-	I																						
80+00	I	I	202+82.35	I	I																						
82+00	-	I	205+97.35	I	I																						
88+00	-	I																									
90+00	I	I	28+92	I	-																						



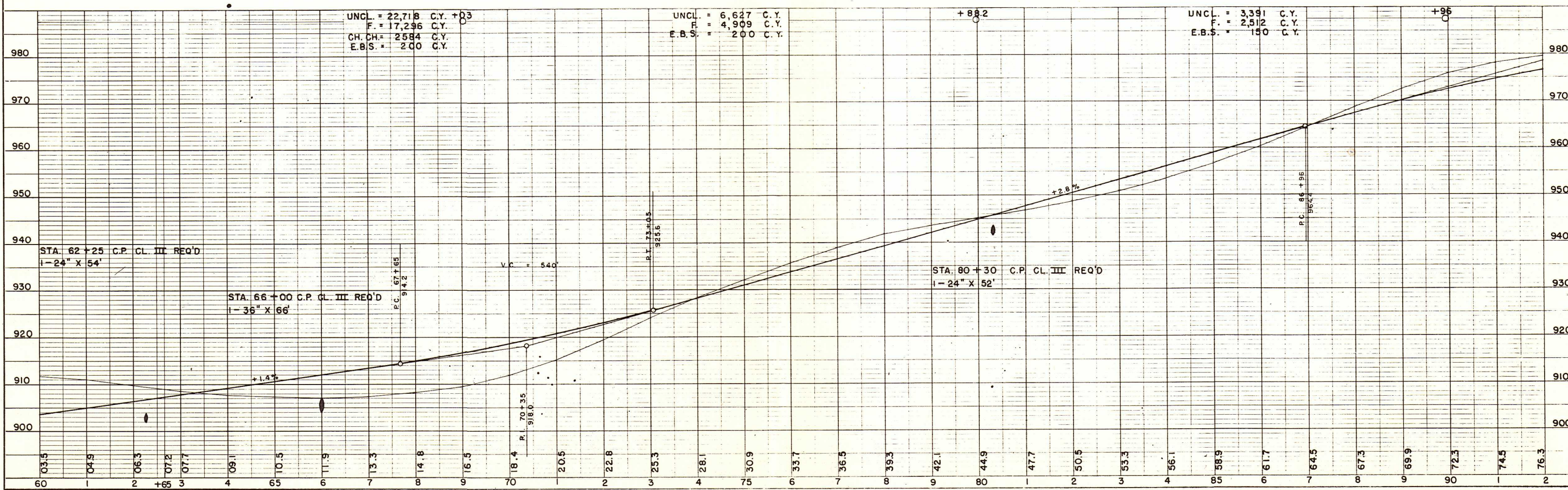
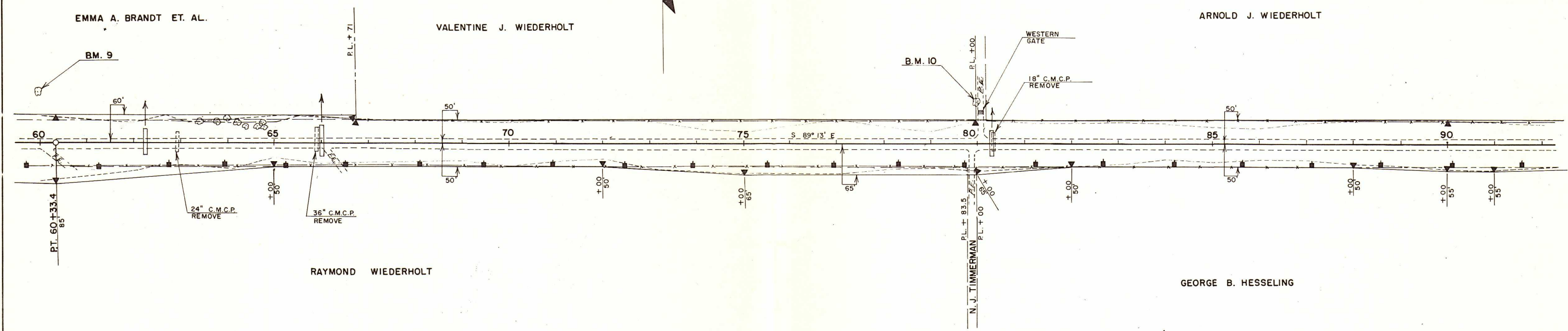
BENCH MARKS			
NO.	STA.	DESCRIPTION	ELEV.
6A	30+82	NW COR. RETAIN. WALL 90' RT.	900.91
7	40+55	NAIL IN P.P.	50' RT. 919.59
8	49+30	NAIL IN TREE	170' LT. 890.97
9	59+95	NAIL IN TREE	85' LT. 906.84

B.P.R. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	S 0206 (1)	5	69



BENCH MARKS			
NO.	STA.	DESCRIPTION	ELEV.
9	59+95	NAIL IN TREE 110' LT.	906.84
10	79+95	NAIL IN TREE 85' LT.	940.75

B.P.R. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	S 0206 (1)	6	69



BENCH MARKS			
NQ.	STA.	DESCRIPTION	ELEV.
11	95+53	CHISLE □ ON SIDEWALK 37' LT.	982.81
12	109+46	U.S.G.S. B.M.	40' RT. 987.81
13	119+78	NAIL IN BRACEPOST 70' LT.	953.91

B. P. R. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	S 0206 (1)	7	69

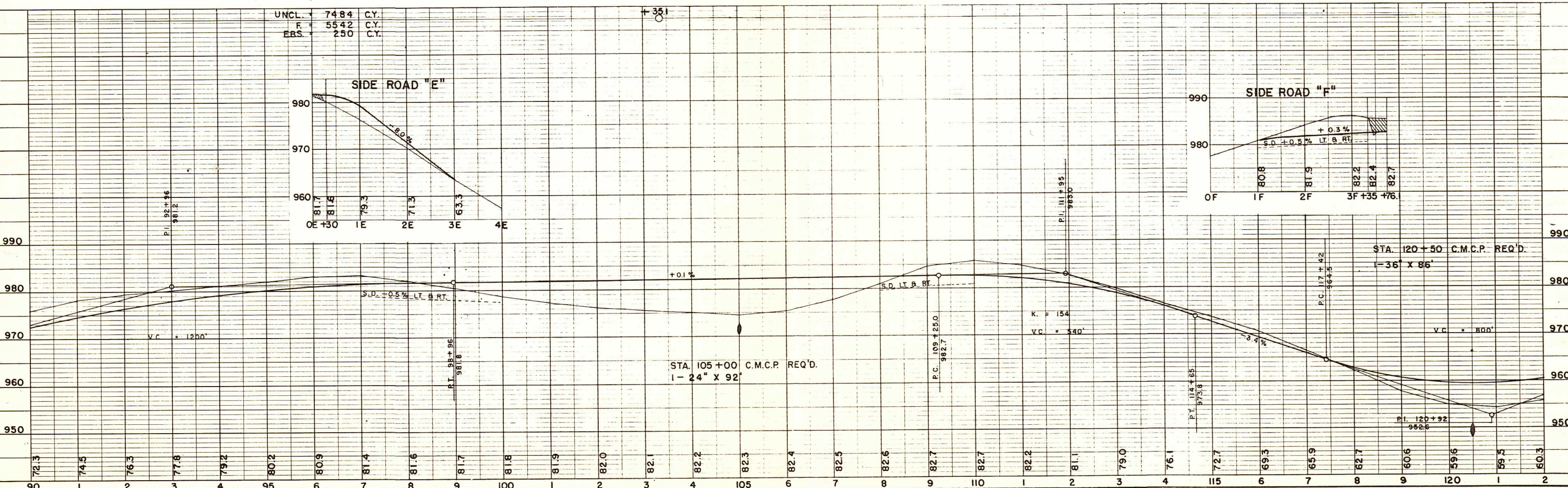
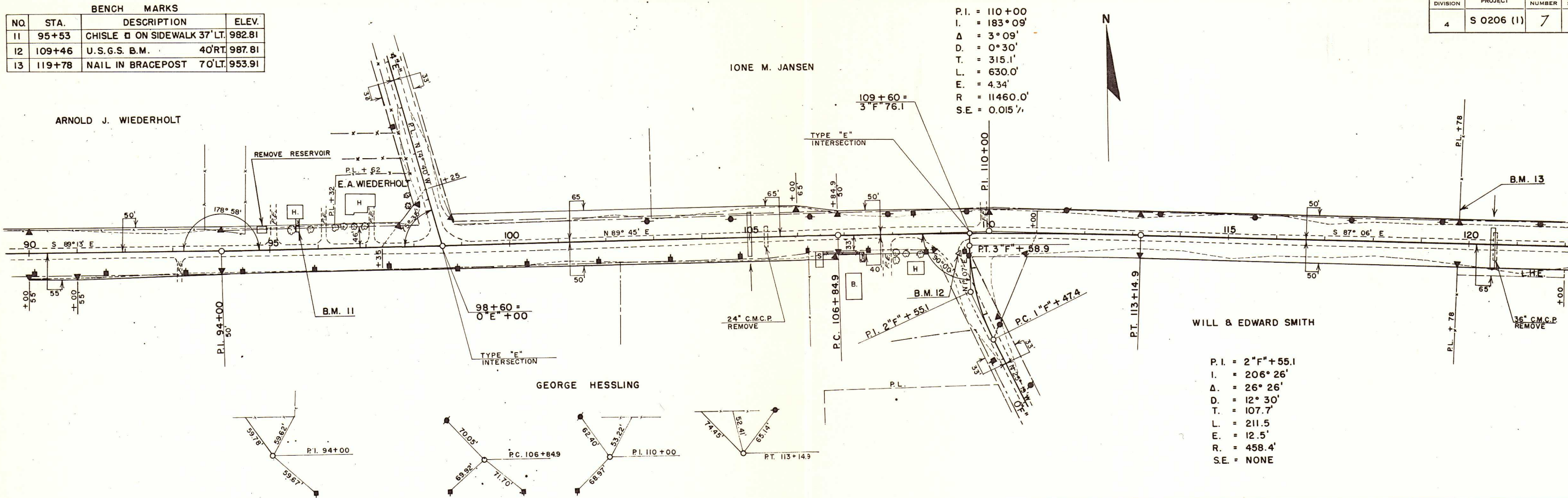
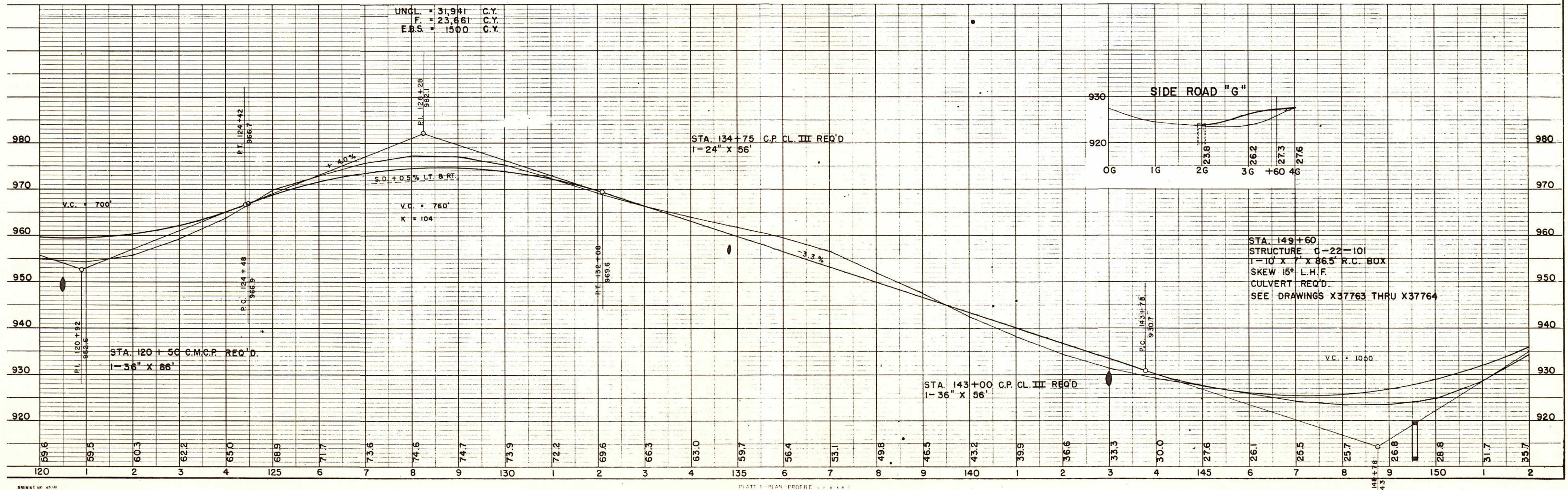
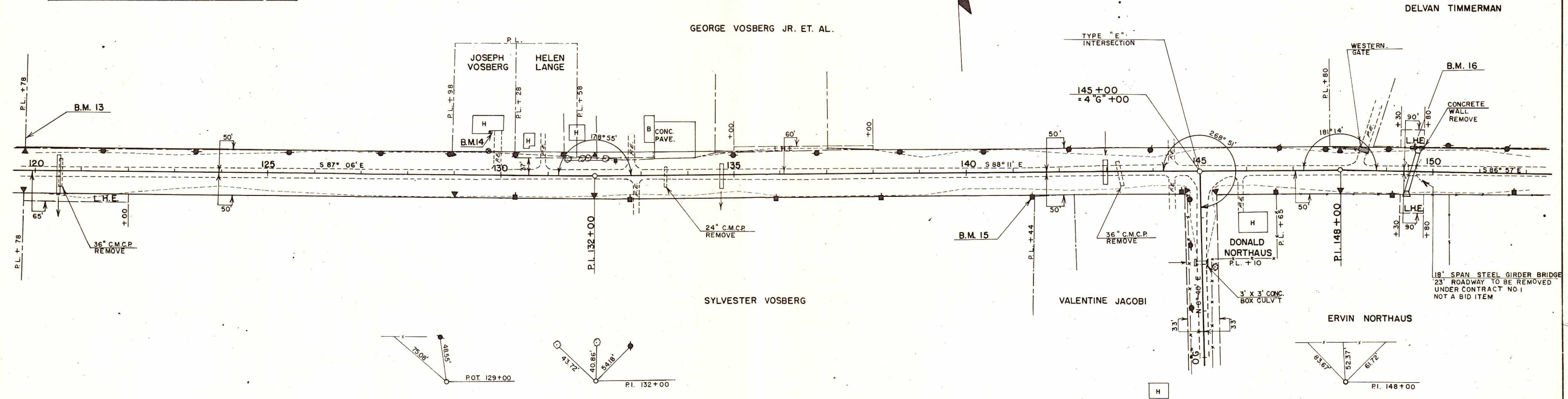


PLATE 1-PLAN-PROFILE OF ROAD

BENCH MARKS			
NO.	STA.	DESCRIPTION	ELEV.
13	119+78	NAIL IN BRACE POST 70' LT.	953.91
14	129+75	CORNER OF LOWER STEP 80' LT.	978.39
15	141+51	NAIL IN R.P.	935.15
16	149+52	CHISELED X CONC. WALL 50' LT.	918.42

S. P. R. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	S 0206 (1)	8	69



BENCH MARKS			
NO.	STA.	DESCRIPTION	ELEV.
16	149+52	CHISELED X CON. WALL 50' LT.	918.42
17	160+06	NAIL IN P.P.	56' LT. 969.99
18	173+25	NAIL IN P.P.	200' RT. 996.05

PROJECT	SHEET NUMBER	TOTAL SHEETS
S 0206 (1)	9	69

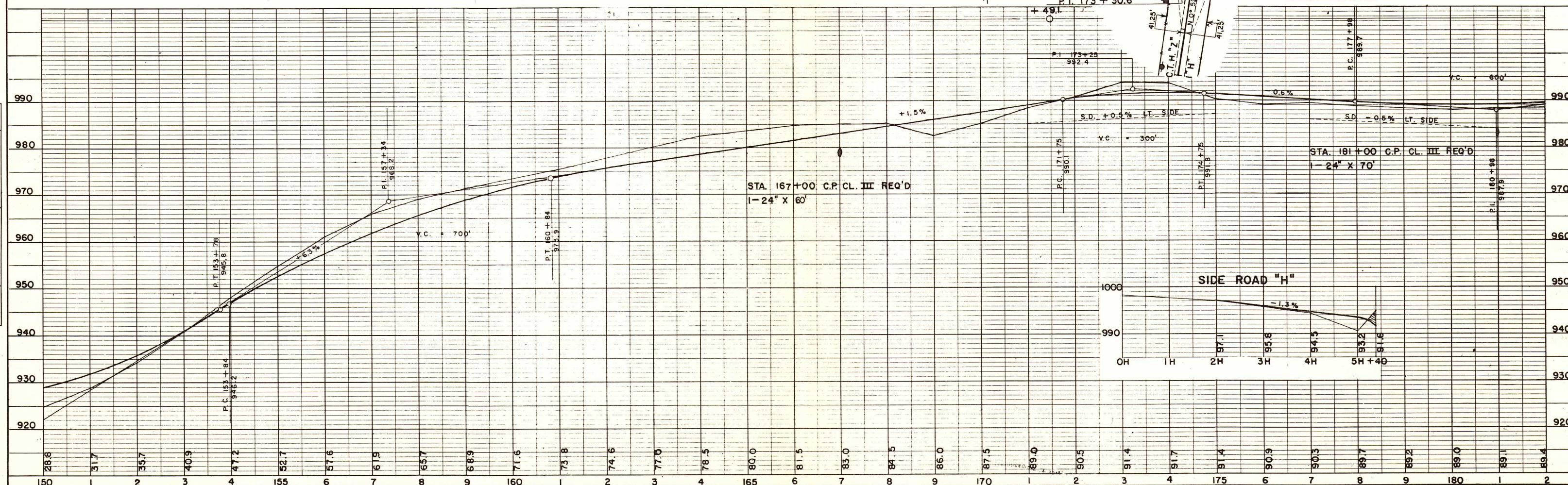
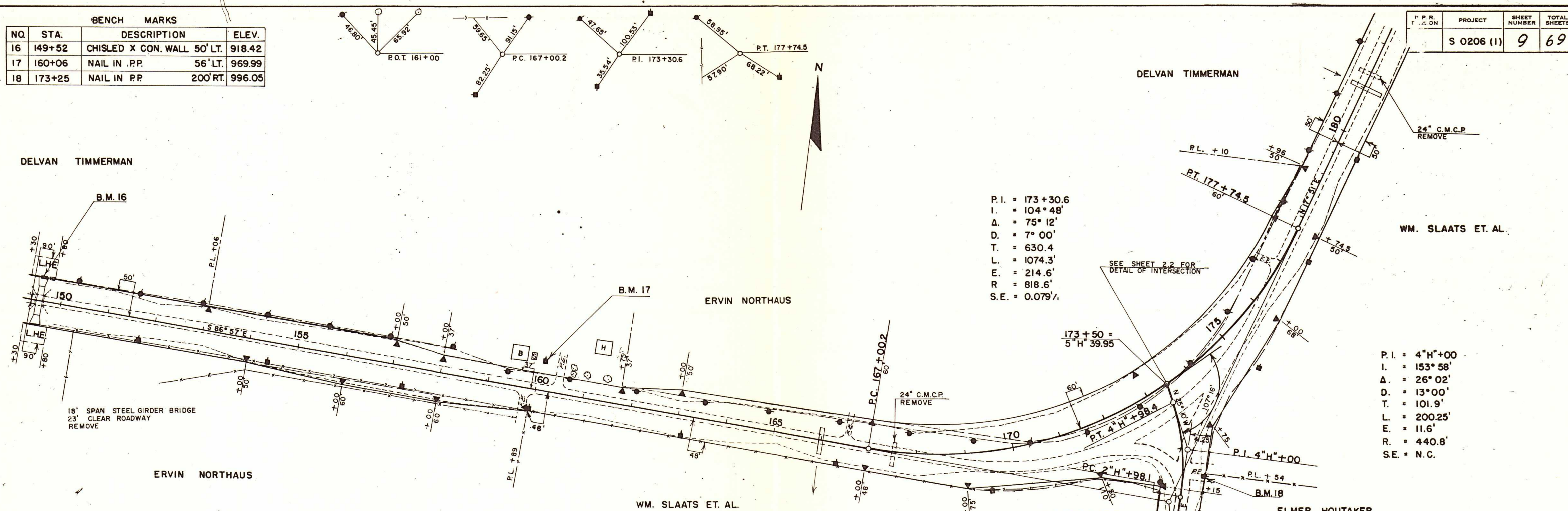
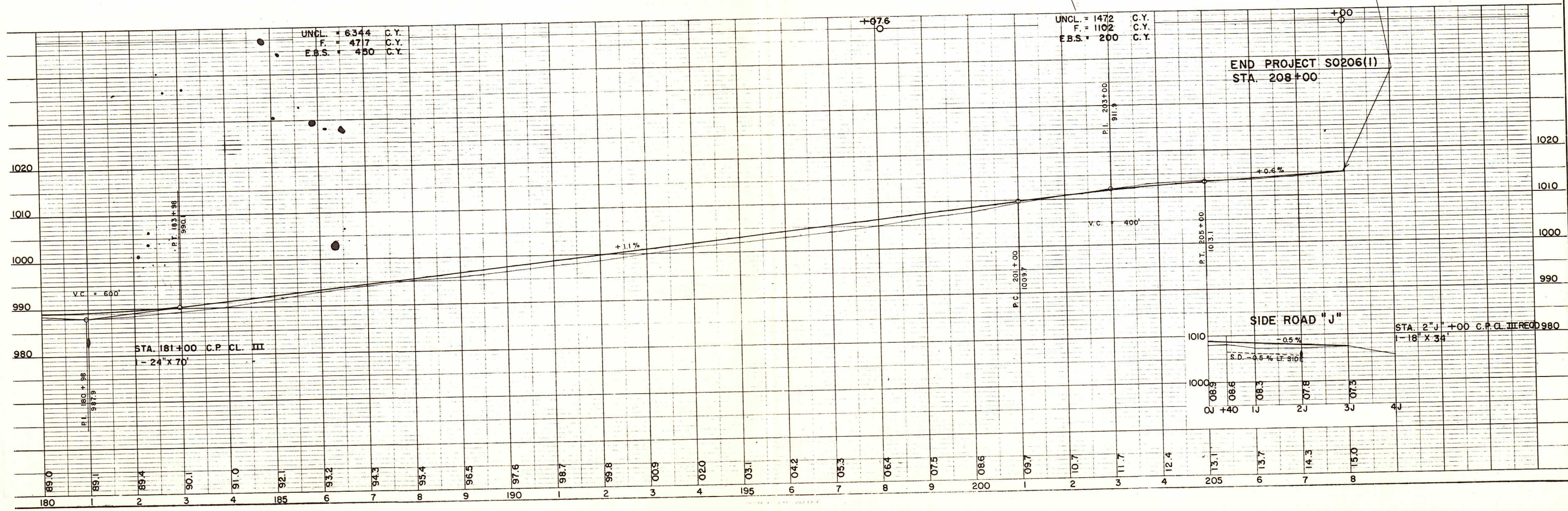
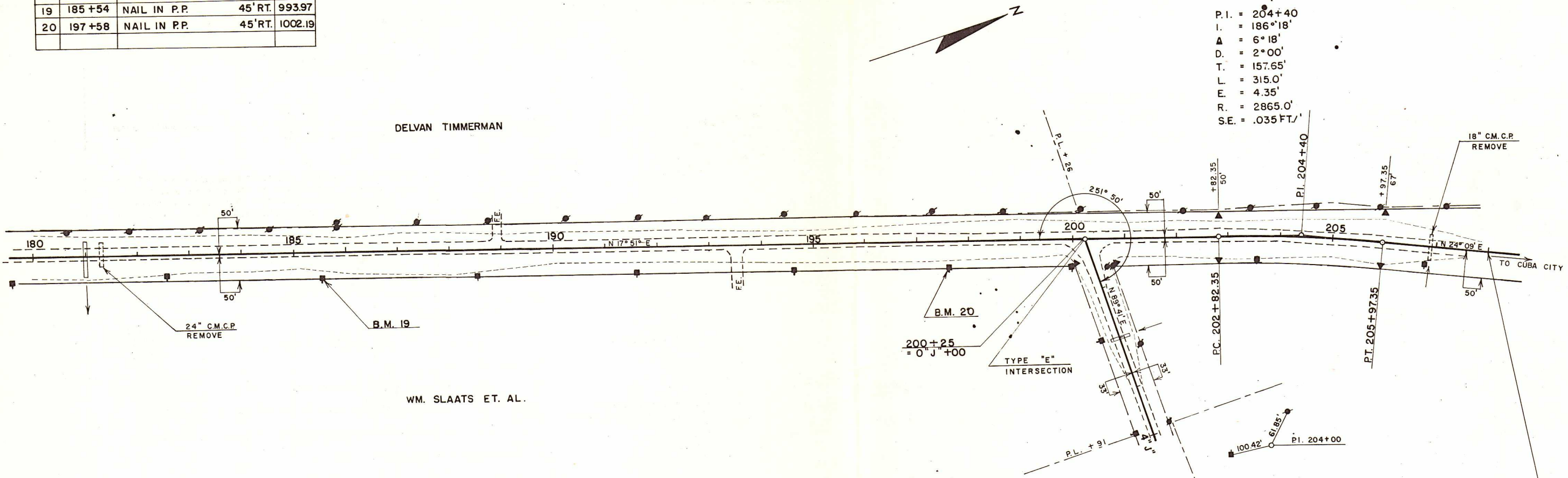


PLATE 1-PLAN-PROFILE OF ROAD
MADE AND PRINTED IN U.S.A.
CHARLES BRUNING COMPANY

BENCH MARKS			
NO.	STA.	DESCRIPTION	ELEV.
19	185+54	NAIL IN P.P.	45' RT. 993.97
20	197+58	NAIL IN P.P.	45' RT. 1002.19



11.2-69

GENERAL NOTES

The contractor shall construct, place and maintain barricades as shown on the drawing and as required by the Standard Specifications or applicable Special Provisions.

CLASS 1 BARRICADE:

Class 1 Barricades shall be of variable length as indicated, and long barricades shall be assembled from these units. The Class 1 Barricade is the type normally required for major operations, where the barricade will remain in place for extended periods. Class 1 Barricades shall be used at points where the road is closed to traffic. Gates or movable sections of a barricade shall be provided when necessary, for access of equipment or other authorized vehicles.

Wing Barricades are Class 1 Barricades erected on the shoulder on one or both sides of the pavement to give Traffic the perceptive effect of a narrowing or restricted roadway. The ends closest to traffic of all three members of a wing barricade shall be in a vertical line. If used in a series, they should start at the outer edge of the shoulder and be brought progressively closer to the pavement. Wing Barricades may be used as a mounting for the advance warning or guide signs or for flashers. When used on two-way roadways, the back of the wing barricade shall be painted reflectorized white.

CLASS 11 BARRICADE:

Class 11 Barricades 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.

MATERIAL & 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.

Metal shall be 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 and metalworking practices.

All lumber or timber dimensions stated are nominal.

PAINTING:

All barricades shall be painted in alternate 4" or 6" black and white stripes at a 45° angle. The width of stripe shall be consistent for each complete barricade installation.

Black stripes shall be painted with weather resistant and durable black paint. White stripes shall be primed, followed by two coats of white reflectorized paint or reflective wide angle sheeting.

DIRECTION OF DIAGONAL STRIPES:

Where a barricade extends entirely across the roadway with 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.

The stripes on wing barricades shall point downward toward the roadway.

LIGHTING:

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

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.

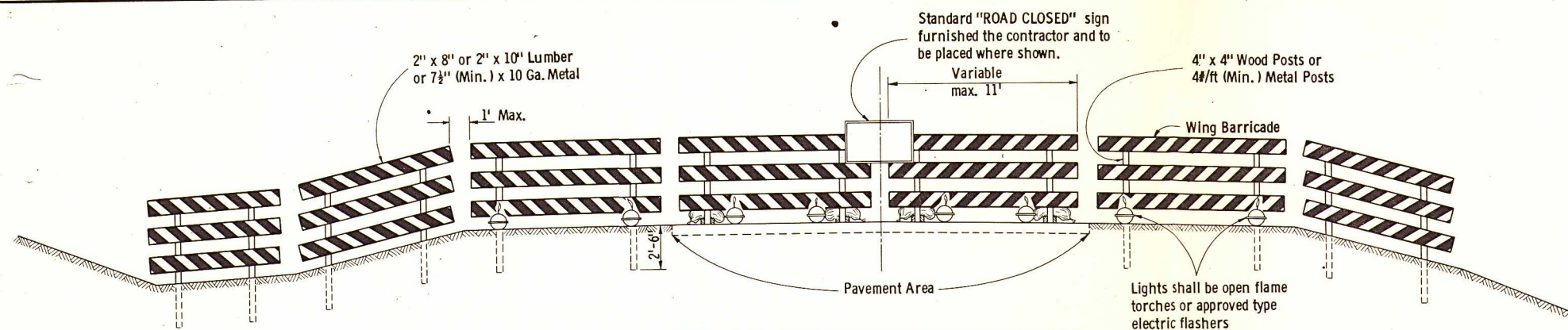
Alternate black & white stripes. See General Notes for direction of stripes

4" or 6" but consistent for each barricade installation

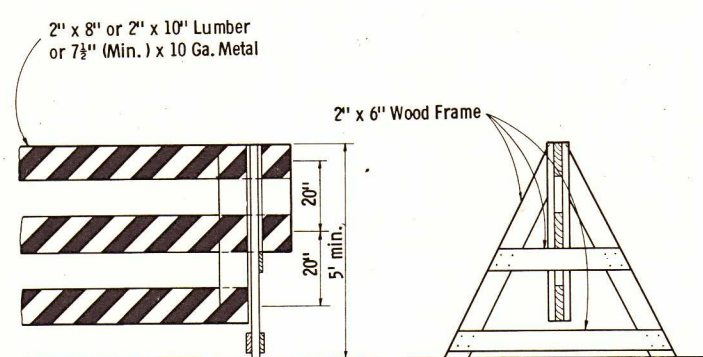


TYPICAL DIAGONAL STRIPES

Applies to all Classes & Types of Barricades

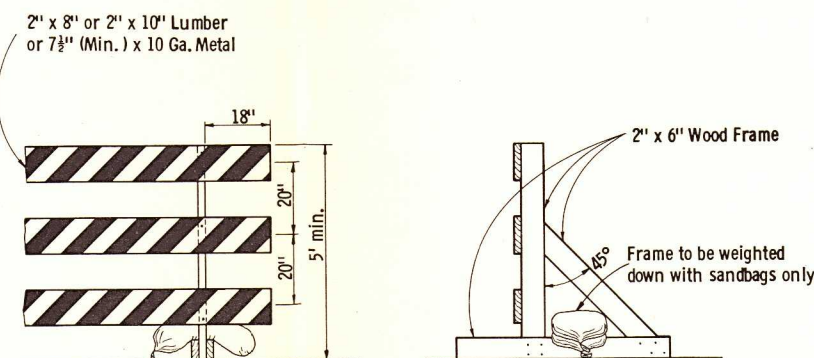


TYPICAL INSTALLATION SHOWING FIXED AND RIGID BARRICADES

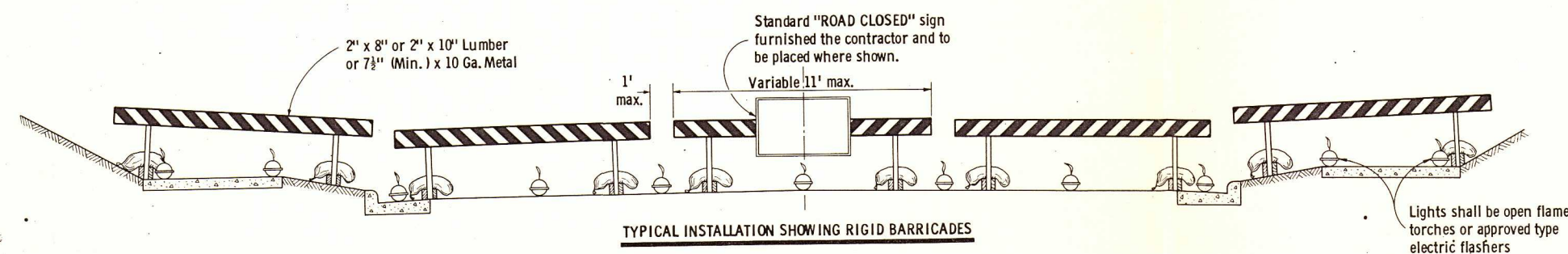


ALTERNATE TYPE INSTALLATION (DEMOUNTABLE)

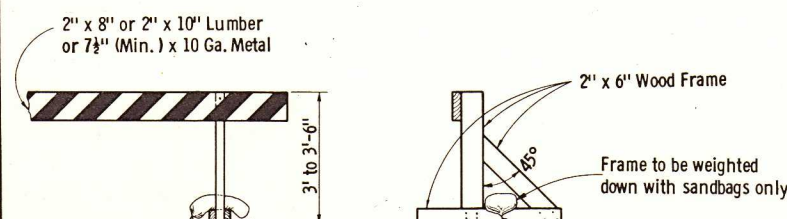
CLASS I BARRICADES



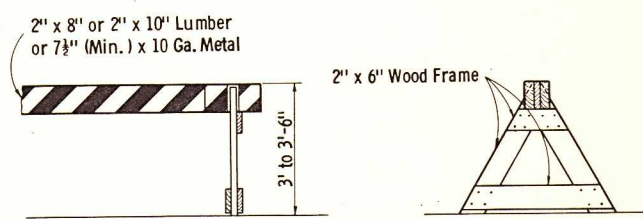
ALTERNATE TYPE INSTALLATION (RIGID)



TYPICAL INSTALLATION SHOWING RIGID BARRICADES

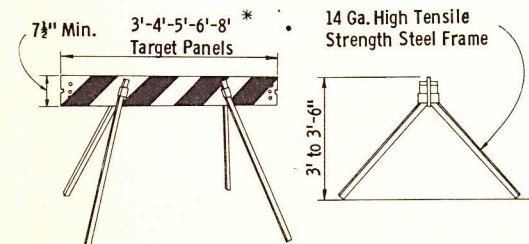


ALTERNATE TYPE INSTALLATION (RIGID)



ALTERNATE TYPE INSTALLATION (DEMOUNTABLE)

CLASS II BARRICADES



* Maximum length of combination panels 16'

ALTERNATE TYPE INSTALLATION (DEMOUNTABLE)

CONSTRUCTION - BARRICADE

State Highway Commission of Wisconsin

RECOMMENDED FOR APPROVAL

DATE 11/1/67

APPROVED: 1/13/67

DATE

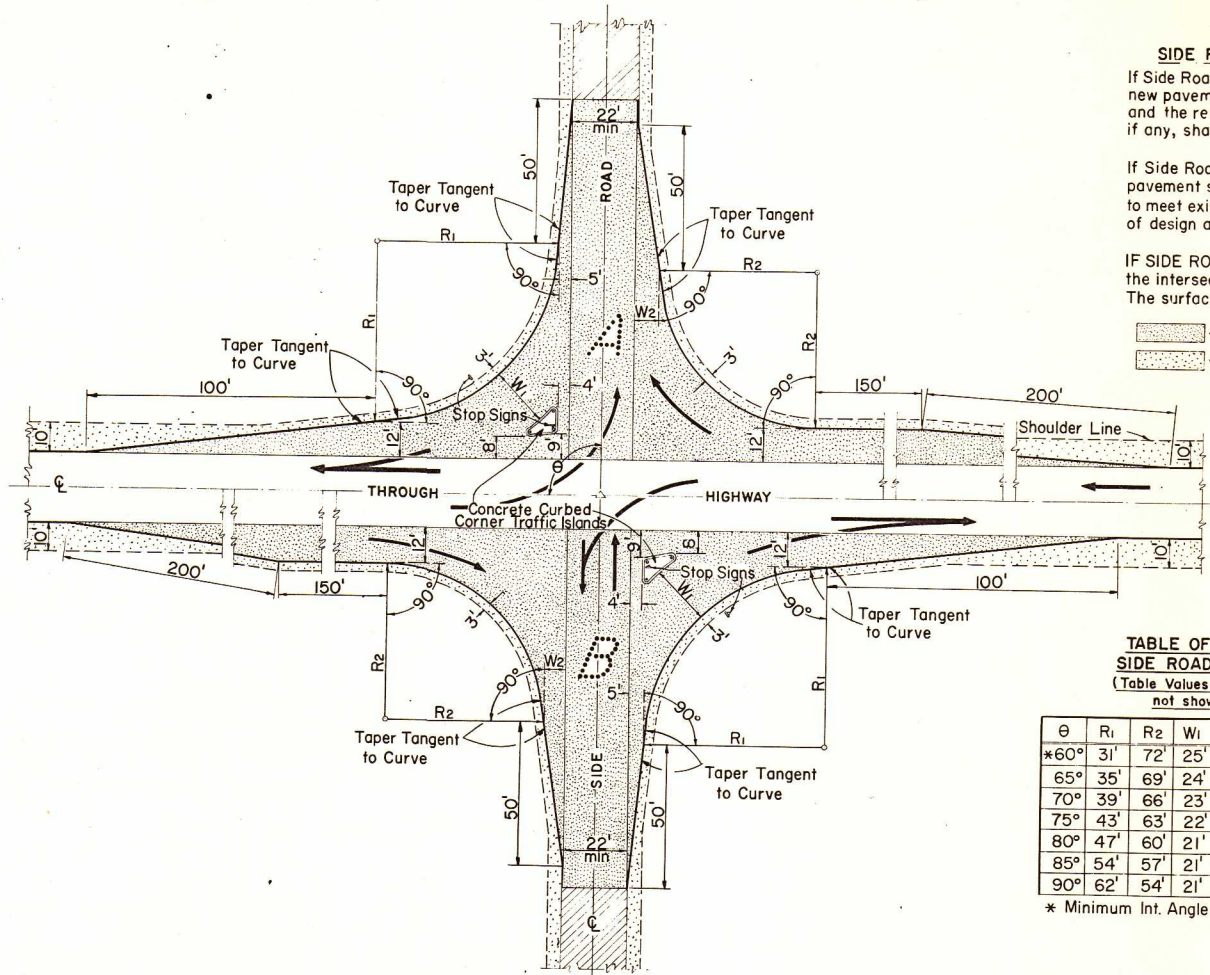
E. J. B. DESIGN ENGINEER

W. J. DUMMIS STATE HIGHWAY ENGINEER

DATE

Plate No. 7-4.1.5

11.3-69



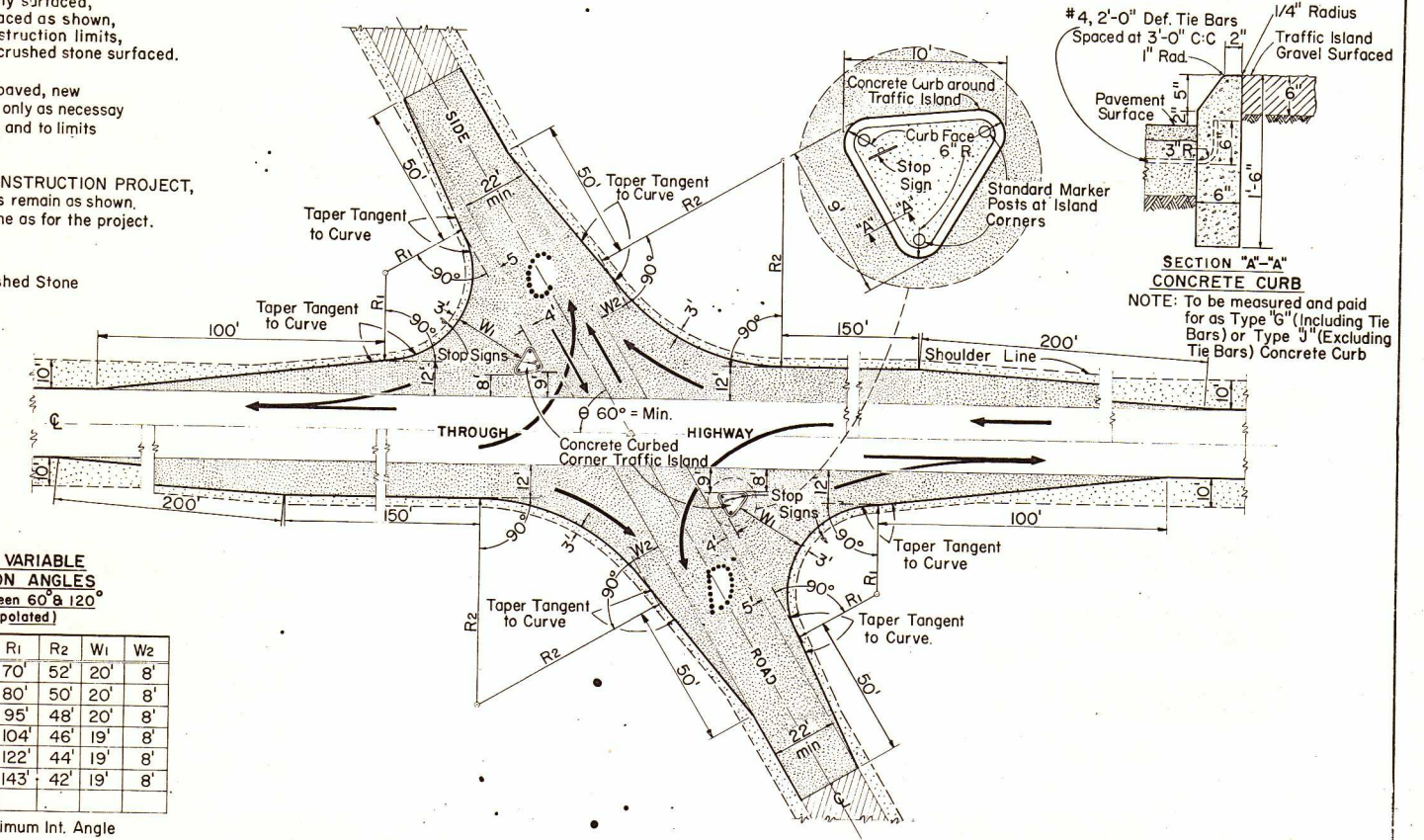
SIDE ROAD SURFACING NOTE
 If Side Road is not presently surfaced, new pavement shall be placed as shown, and the remainder to construction limits, if any, shall be gravel or crushed stone surfaced.
 If Side Road is presently paved, new pavement shall be placed only as necessary to meet existing pavement,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

[Hatched Box] - Pavement
 [Stippled Box] - Gravel or Crushed Stone

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

θ	R ₁	R ₂	W ₁	W ₂	θ	R ₁	R ₂	W ₁	W ₂
*60°	31'	72'	25'	10'	95°	70'	52'	20'	8'
65°	35'	69'	24'	9'	100°	80'	50'	20'	8'
70°	39'	66'	23'	8'	105°	95'	48'	20'	8'
75°	43'	63'	22'	8'	110°	104'	46'	19'	8'
80°	47'	60'	21'	8'	115°	122'	44'	19'	8'
85°	54'	57'	21'	8'	**120°	143'	42'	19'	8'
90°	62'	54'	21'	8'					

* Minimum Int. Angle ** Maximum Int. Angle



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

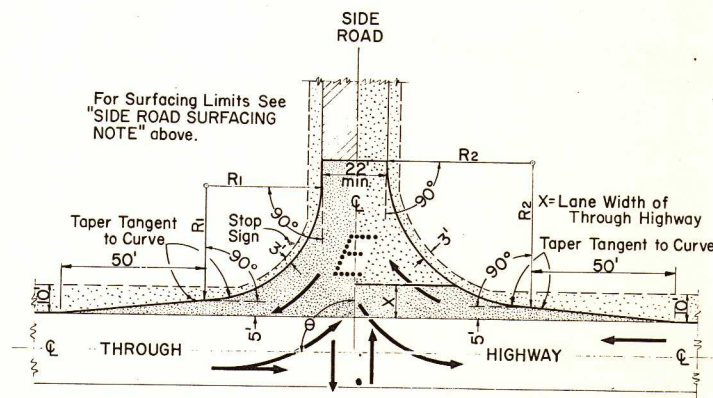


TABLE OF VALUES FOR VARIABLE SIDE ROAD INTERSECTION ANGLES
 (Table Values for Angles between 60° & 120° not shown shall be interpolated)

θ	R ₁	R ₂	θ	R ₁	R ₂
* 60°	40'	50'	95°	45'	49'
65°	40'	50'	100°	50'	48'
70°	40'	50'	105°	55'	47'
75°	40'	50'	110°	60'	46'
80°	40'	50'	115°	65'	45'
85°	40'	50'	**120°	70'	44'
90°	40'	50'			

* Minimum Int. Angle ** Maximum Int. Angle

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

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

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

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

STATE HIGHWAY COMMISSION OF WISCONSIN

RECOMMENDED FOR APPROVAL

DATE: 2-5-63 *J. J. Pelt* ENGINEER OF DESIGN

APPROVED

DATE: 2/6/63 *E. C. Rottman* STATE HIGHWAY ENGINEER

PLATE NO. 9-1.1.4