

As Built Plan

MARATHON CO.

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64 Total Pages

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

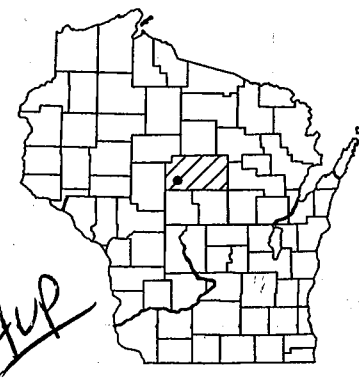
PLAN OF PROPOSED IMPROVEMENT

CLARK STREET - PACIFIC STREET  
STH 98 - STH 13  
CTH V  
MARATHON COUNTY

STATE PROJECT		FEDERAL PROJECT	
7389-00-70		STP 2000 805	

Supervisor: Larry Butson  
Project Mgr: Chad Bigler  
Contractor: Marathon County  
Date Started: 6-7-01  
Date Completed: 10-19-01

TOTAL SHEETS =



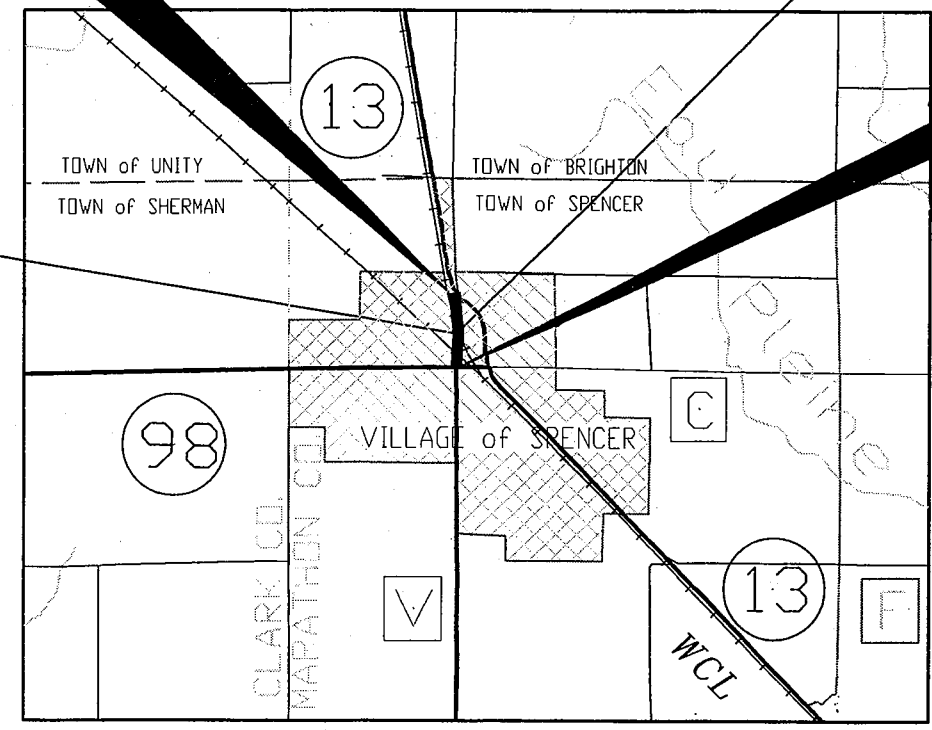
STATE PROJECT NUMBER  
**7389-00-70**

END PROJECT  
STA. 29+42.39  
Y = 130669.6955  
X = 107422.2974

EXCEPTION TO NET CL. LENGTH  
STA. 19+70.27 TO STA. 20+06.42

BEGIN PROJECT  
STA. 10+28.11  
Y = 128755.6706  
X = 107418.8528

EXCEPTION TO NET CL. LENGTH  
STA. 15+43.67 TO STA. 15+62.98



DESIGN DESIGNATION

A.D.T. (2000)	= 1,900
A.D.T. (2020)	= 2,700
D.H.V. (2020)	= 270
D.	= 0.5
T.	= 4.8%
DESIGN SPEED	= 30 MPH
ESALS	= 211,700

CONVENTIONAL SIGNS

COUNTY LINE	
CORPORATE LIMITS	
PROPERTY LINE	
SECTION LINE	
LIMITED EASEMENT	
EXISTING RIGHT OF WAY	
PROPOSED OR NEW R/W LINE	
SURVEY LINE	
SLOPE INTERCEPT	
ORIGINAL GROUND	
MARSH OR ROCK PROFILE	
EXISTING CULVERT	
PROPOSED CULVERT (Box or Pipe)	
CULVERT (Profile View)	

COMBUSTIBLE FLUIDS	
UNDERGROUND UTILITIES	
GAS	
ELECTRIC	
TELEPHONE OR TELEGRAPH	
CABLE TELEVISION	
SERVICE PEDESTAL	
POWER POLE	
LIGHT POLE	
RAILROAD	
MARSH AREA	
WOODED OR SHRUB AREA	

SCALE 0 1/2 MILE

TOTAL NET LENGTH OF CENTER LINE = .359 MI.

ALL COORDINATES SHOWN ON THIS PLAN ARE BASED ON THE MARATHON COUNTY COORDINATE SYSTEM

APPROVED FOR  
MARATHON COUNTY  
HIGHWAY DEPARTMENT  
DATE: 8/8/00   
Highway Commissioner GLENN SPEICH JR.

BECHER-HOPPE ASSOCIATES, INC.  
ENGINEERS ARCHITECTS SCIENTISTS  
330 FOURTH ST. P.O. BOX 6000 WAUSAU, WI 54402-8000  
Telephone: (715) 845-8000 Fax: (715) 845-8008



DATE: 8/8/00   
(Signature)

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

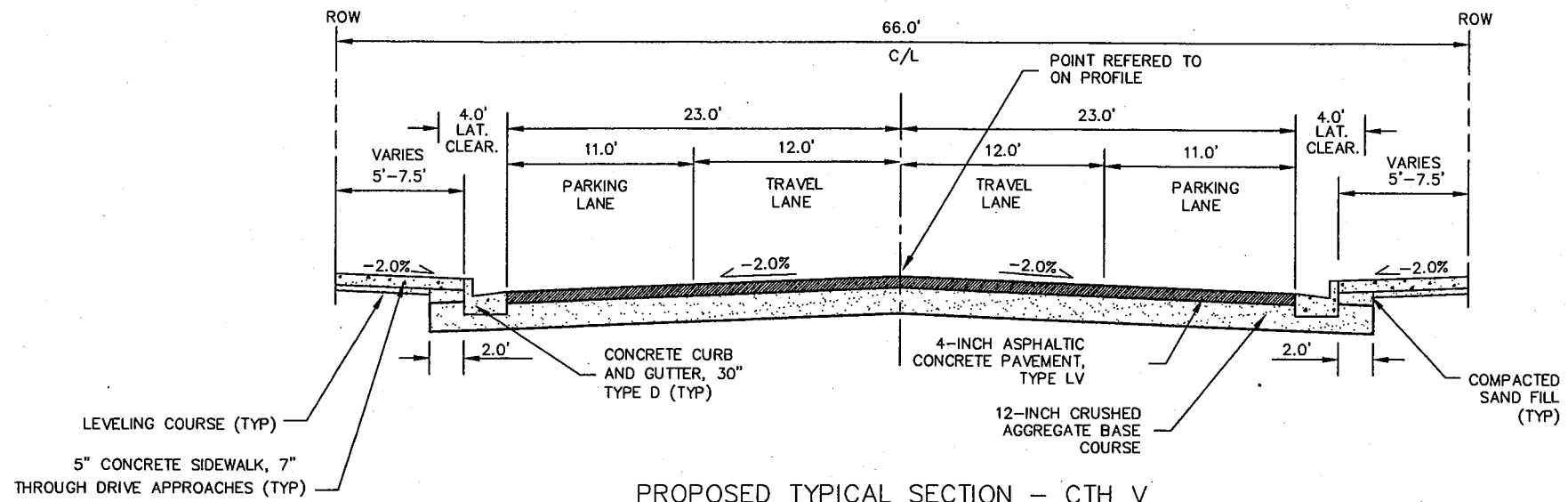
PREPARED BY	Surveyor	BECHER HOPPE ASSOCIATES
Designer	SCOTT TURNER	
District Examiner	GARY METZER	
District Supervisor	MICHAEL O'HEARA	
Proj. Dev. Engineer	TOM DOBSON	
C.D. Examiner		

APPROVED FOR DISTRICT OFFICE  
DATE: 8-29-00   
(Signature)

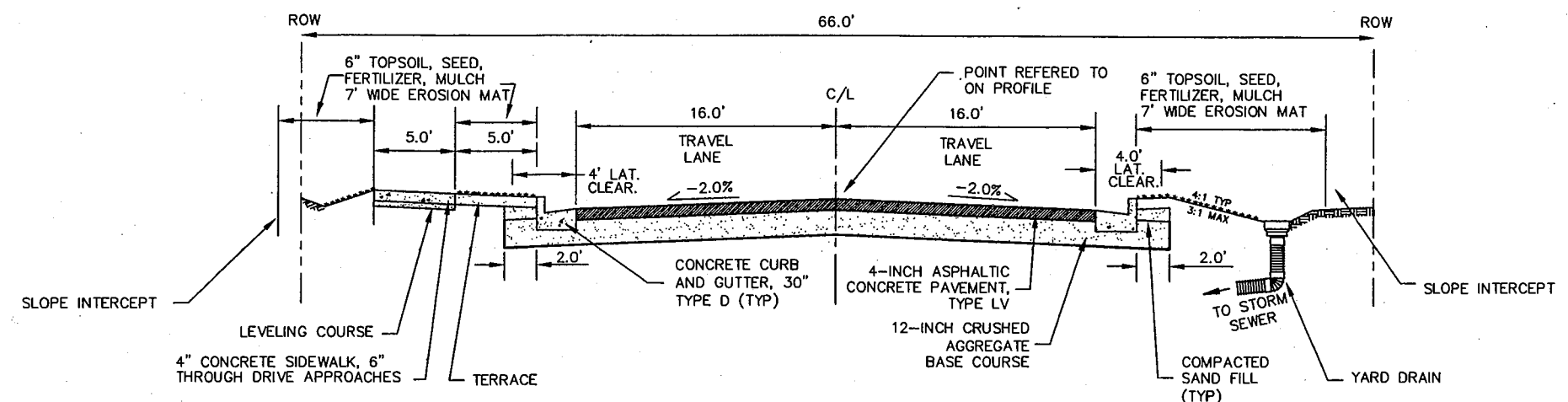
AUTHORIZED FOR CENTRAL OFFICE DESIGN  
DATE: \_\_\_\_\_  
(Signature)

ORIGINATOR: 7389-00-00 7389-00-70

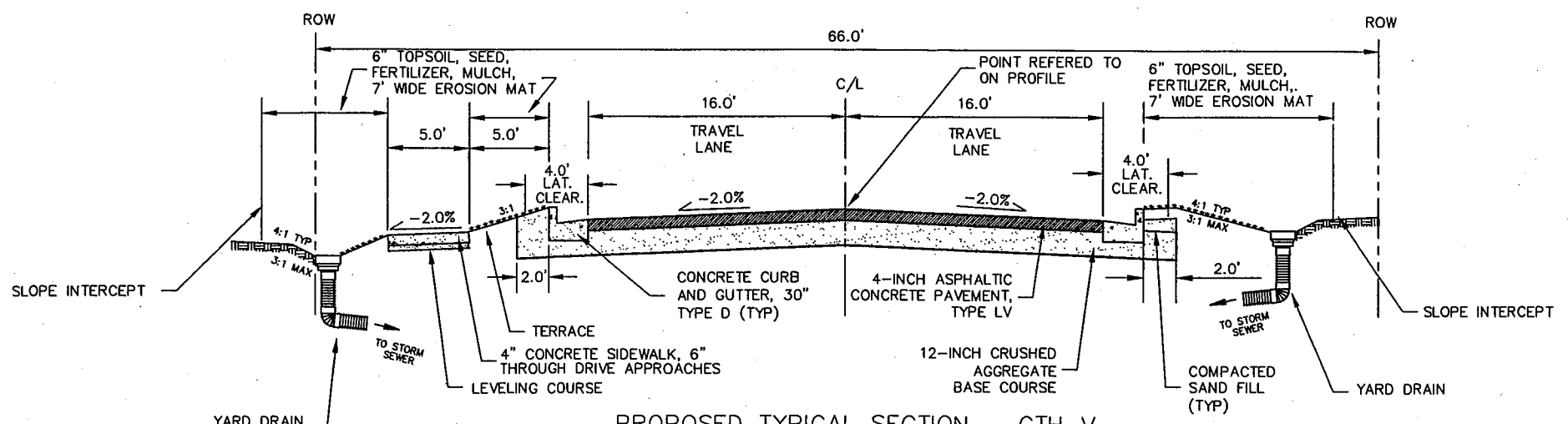
Aug 30-0 31-0 total



PROPOSED TYPICAL SECTION - CTH V  
(STH 98 INTERSECTION TO MAIN STREET)  
STATION 10+93.49 TO STATION 13+10.06



PROPOSED TYPICAL SECTION - CTH V  
(MAIN STREET TO STH 13)  
STATION 13+10.06 TO STATION 26+50



PROPOSED TYPICAL SECTION - CTH V  
(MAIN STREET TO STH 13)  
STATION 26+50 TO STATION 29+42.50

PLOT SCALE: 1/4"

PLOT NAME: s11.dwg

REV. DATE:

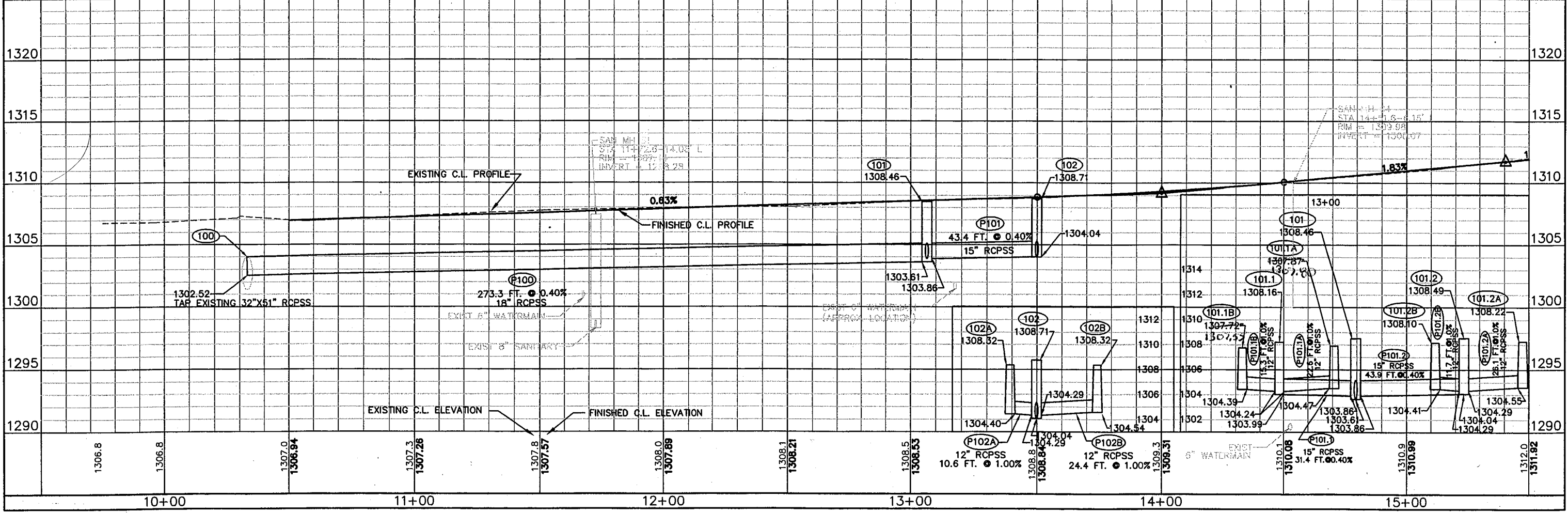
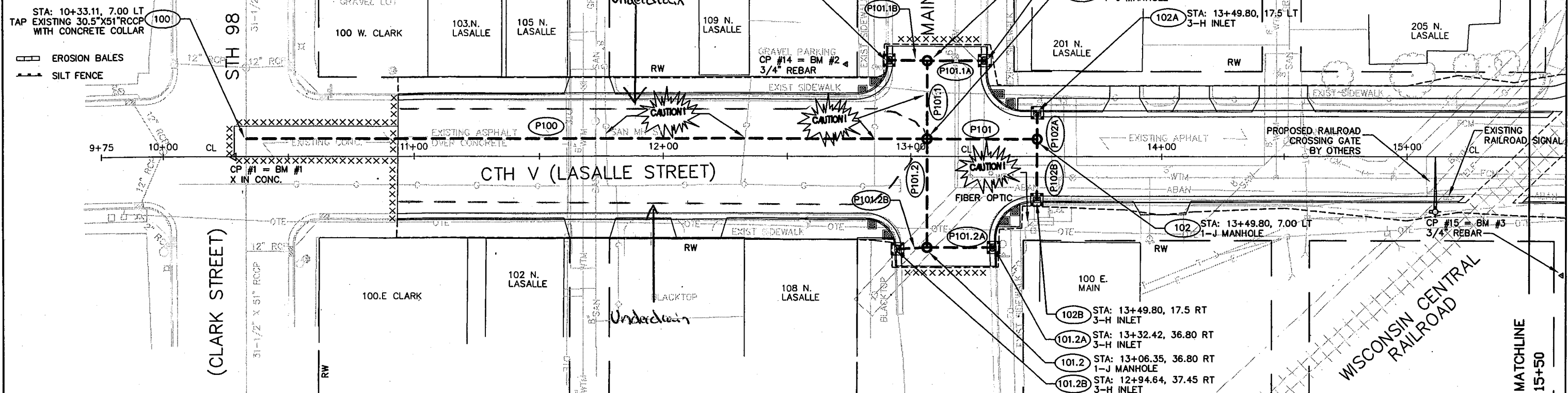
ORIGINATOR: BHA



BM#	STATION	OFFSET	DESCRIPTION	ELEVATION
BM#1 = CP#1	10+28.00'	0.01' RT	X CUT IN CONCRETE	1307.31
BM#2 = CP#14	12+73.42	37.08' LT	3/4" REBAR W/CAP	1308.23
BM#3 = CP#15	15+63.44	47.67' RT	3/4" REBAR W/CAP	1310.68

STATE PROJECT NUMBER  
7389-00-70  
SHEET NO  
2.10

STORM SEWER AND EROSION CONTROL  
CTH V MARATHON CO.



PLOT SCALE: 3/16

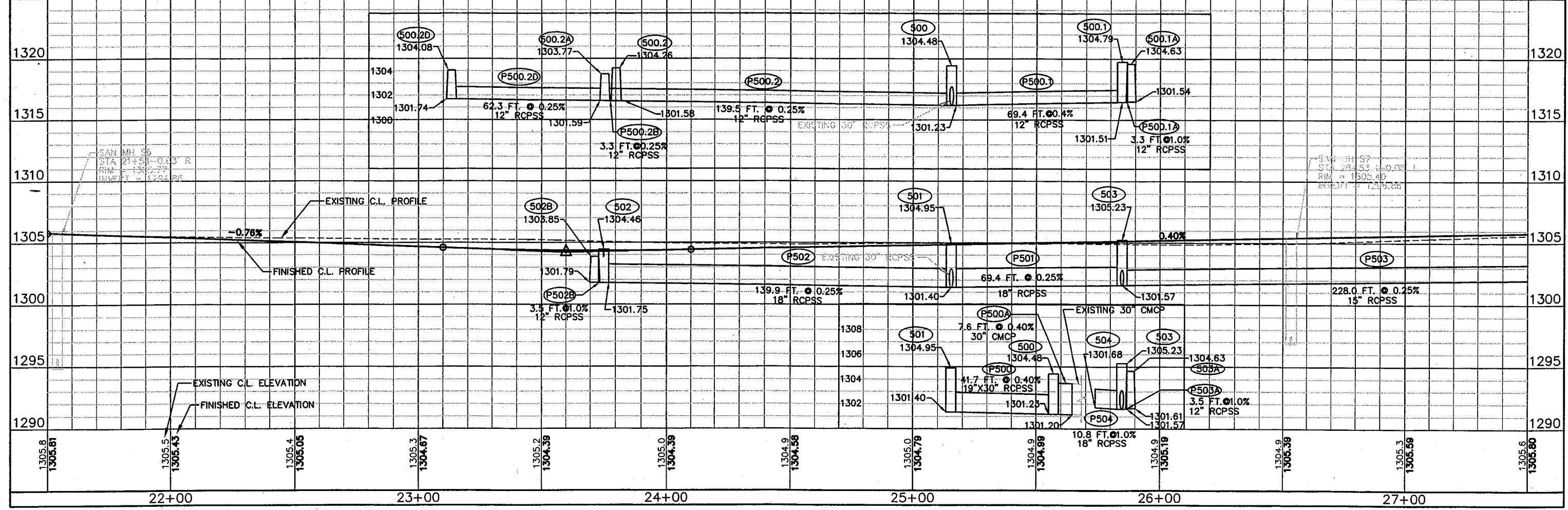
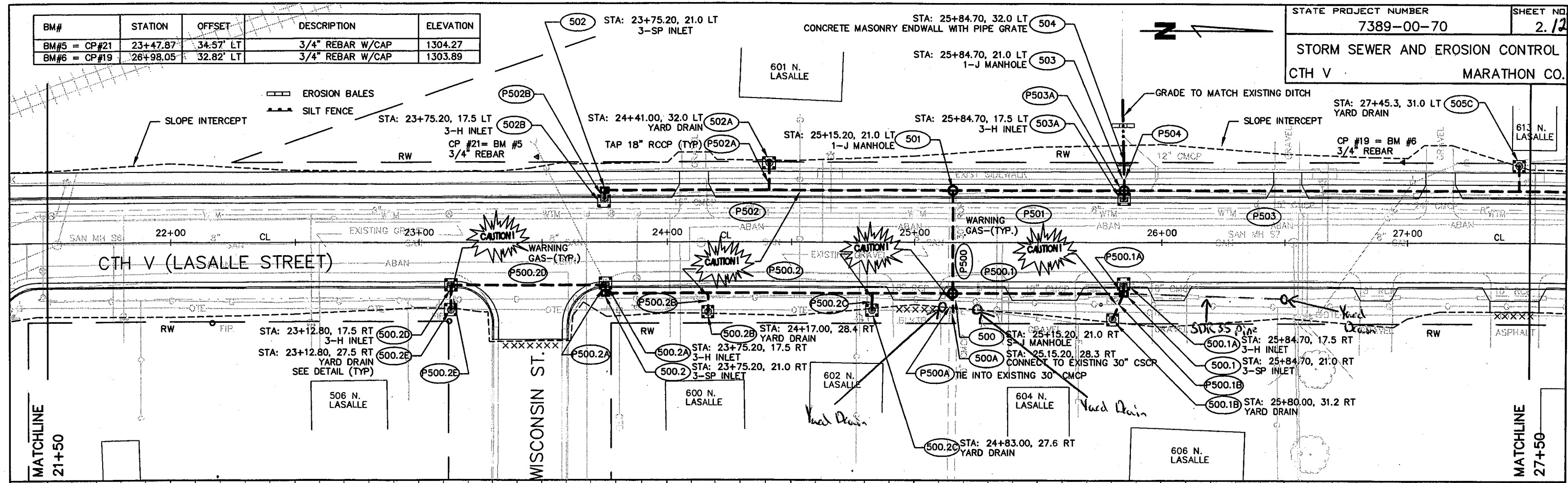
PLOT NAME: sht1.dwg

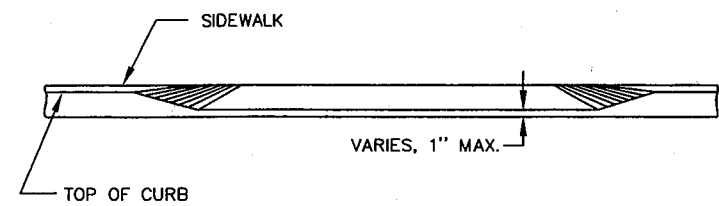
REV. DATE

ORIGINATOR: BHA

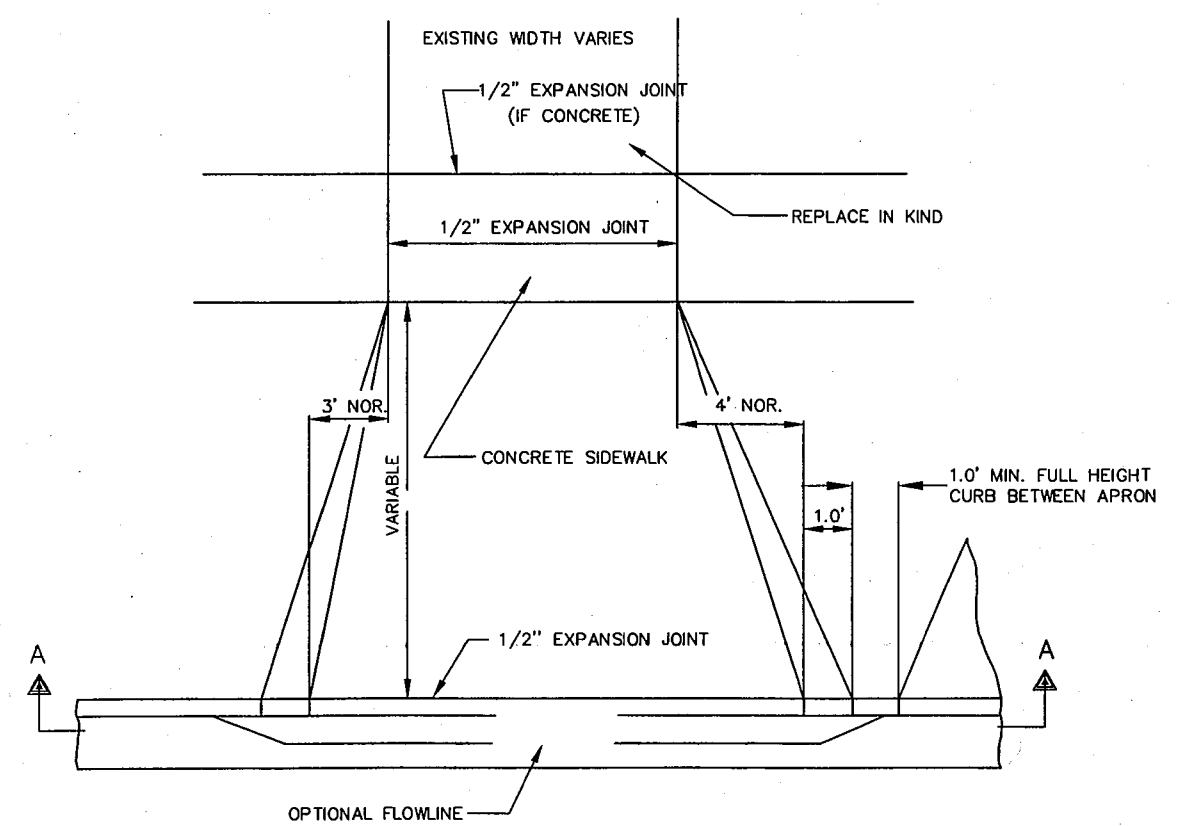
STORM SEWER AND EROSION CONTROL  
CTH V MARATHON CO.

BM#	STATION	OFFSET	DESCRIPTION	ELEVATION
BM#5 = CP#21	23+47.87	34.57' LT	3/4" REBAR W/CAP	1304.27
BM#6 = CP#19	26+98.05	32.82' LT	3/4" REBAR W/CAP	1303.89

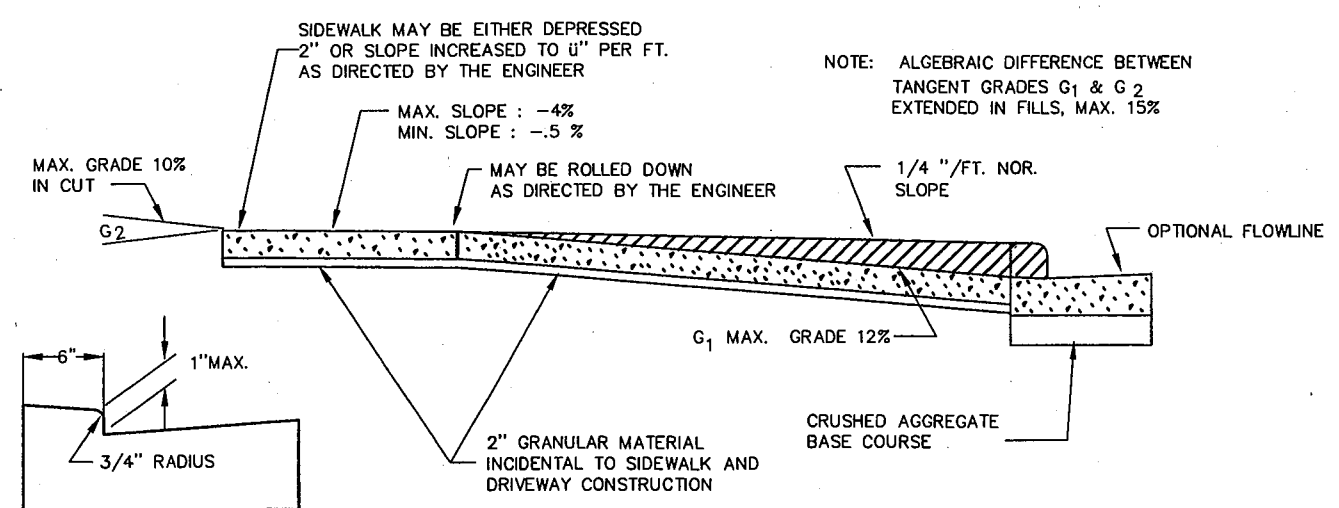




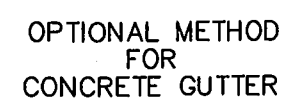
SECTION A-A



PLAN

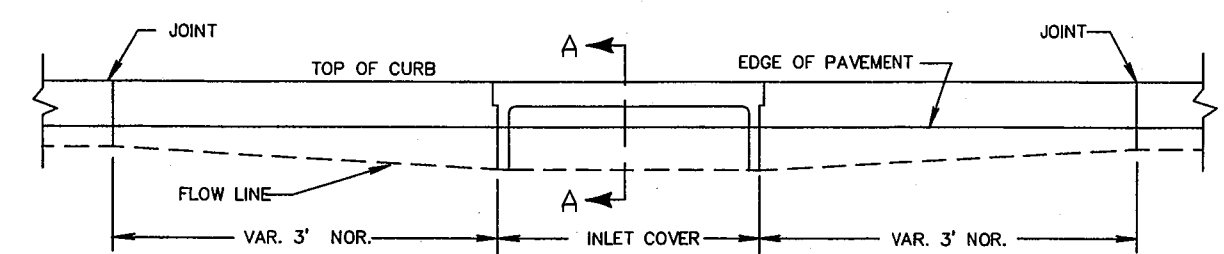


PROFILE

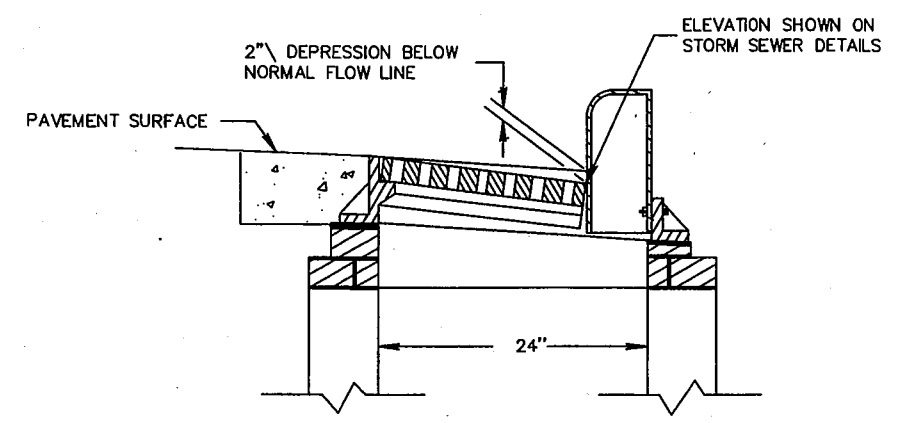


OPTIONAL METHOD FOR CONCRETE GUTTER

URBAN DRIVEWAY DETAIL

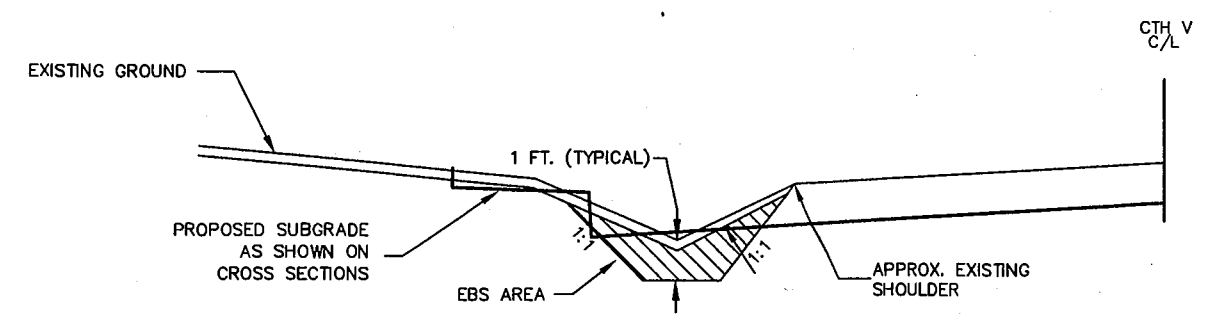


ELEVATION



SECTION A-A

DETAIL OF CURB AND GUTTER AT INLETS  
NOT TO SCALE



EBS DETAIL AT EXISTING DITCH

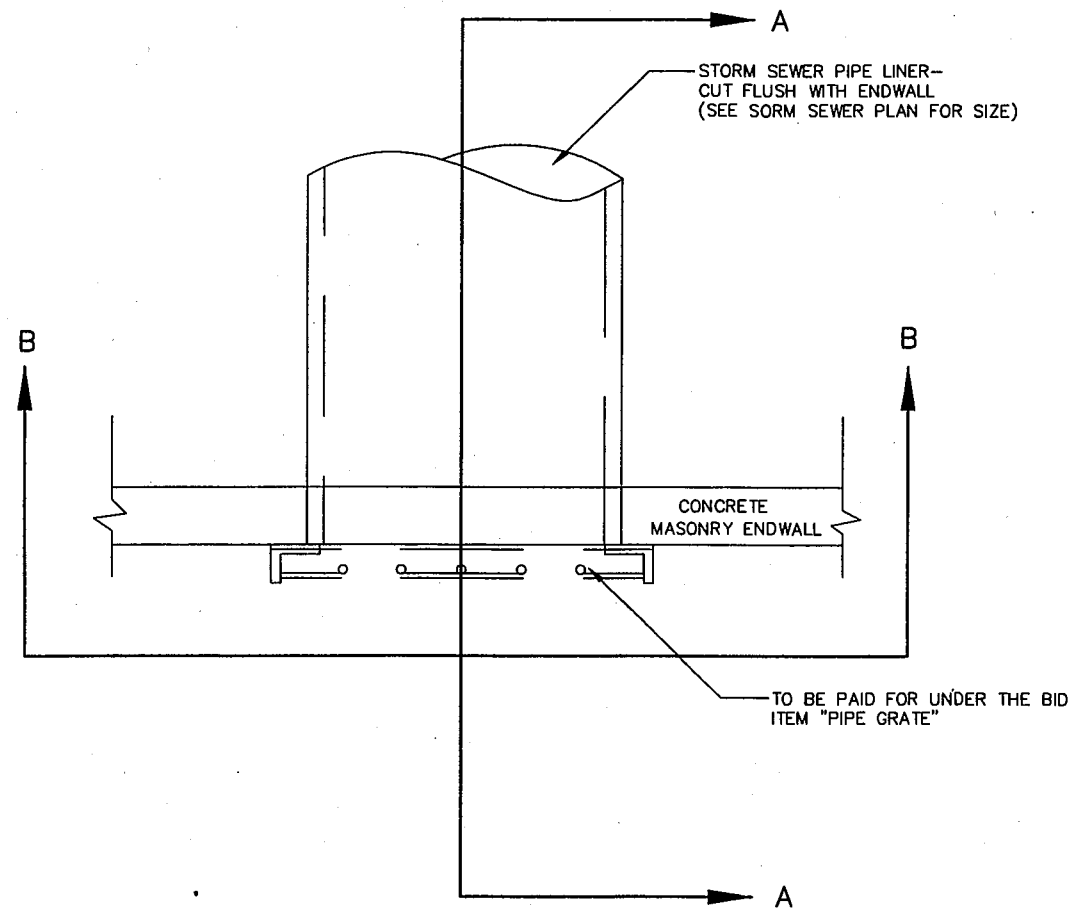
NOT TO SCALE

PLOT SCALE: 1/4" = 1'-0"

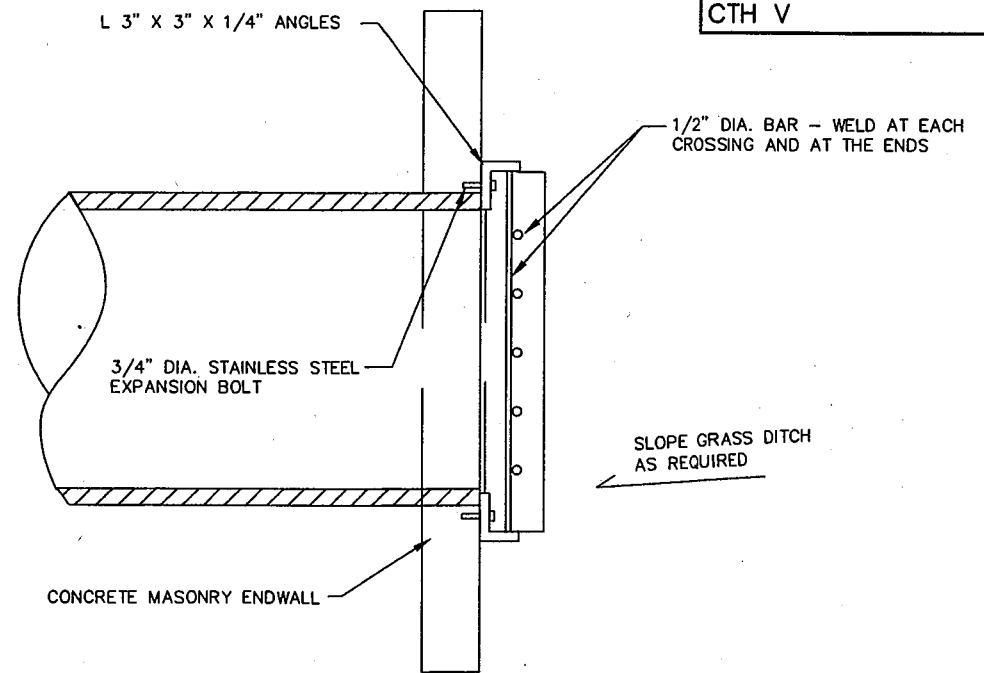
PLOT NAME: spt1.dwg

REV. DATE:

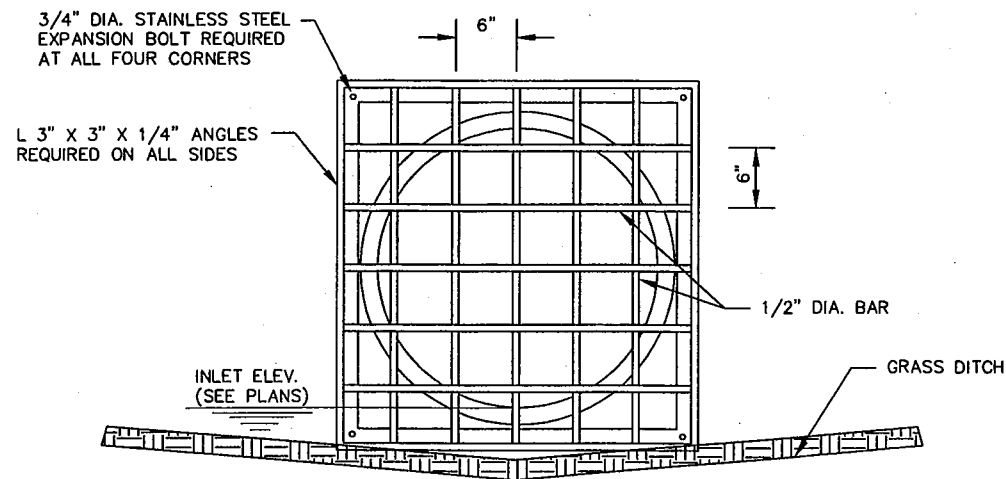
ORIGINATOR: BHA



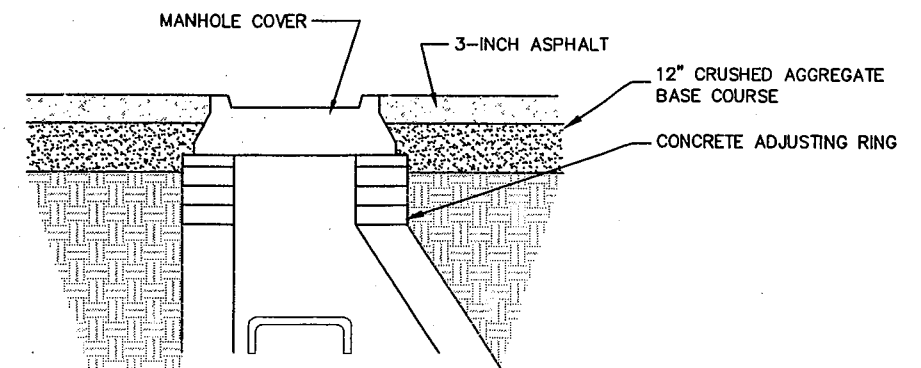
**PIPE GRATE DETAIL**  
PLAN VIEW  
(NOT TO SCALE)



**SECTION A-A**  
(NOT TO SCALE)



**SECTION B-B**  
(NOT TO SCALE)



**ADJUSTING MANHOLE COVER DETAIL**  
(NOT TO SCALE)

PLOT SCALE: 1/1

PLOT NAME: SHIELDING

REV. DATE:

ORIGINATOR: BHA

LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	7389-00-70 QUANTITY
0310	60852	REINFORCED CONCRETE PIPE, CLASS IV, STORM SEWER, 18-INCH	L.F.	273.00	273.00
0320	61004	REINFORCED CONCRETE HORIZONTAL ELLIP. PIPE, CLASS HE-III, STORM SEWER, 24X38-INCH	L.F.	104.00	104.00
0330	61110	MANHOLES, TYPE 1	EACH	7.00	7.00
0340	61122	INLETS, TYPE 3	EACH	24.00	24.00
0350	61151	MANHOLE COVERS, TYPE J	EACH	9.00	9.00
0360	61167	INLET COVERS, TYPE H	EACH	19.00	19.00
0370	61182	ADJUSTING MANHOLE COVERS	EACH	5.00	5.00
0380	61211	PIPE UNDERDRAIN, UNPERFORATED, 6-INCH	L.F.	85.00	85.00
0390	61911	MOBILIZATION, PROJECT	LS	1.00	1.00
0400	62203	ASPHALTIC FLUMES	S.Y.	5.00	5.00
0410	62301	CALCIUM CHLORIDE SURFACE TREATMENT	TON	5.10	5.10
0420	62401	WATER	MGAL	19.00	19.00
0430	62501	TOPSOIL	S.Y.	3,280.00	3,280.00
0440	62702	MULCHING	S.Y.	3,280.00	3,280.00
0450	62826	EROSION MAT, DELIVERED, CLASS I, URBAN, TYPE A	S.Y.	500.00	500.00
0460	62827	EROSION MAT, INSTALLED, CLASS I, URBAN, TYPE A	S.Y.	500.00	500.00
0470	62905	FERTILIZER, TYPE B	CWT.	2.14	2.14
0480	62911	AGRICULTURAL LIMESTONE TREATMENT	TON	1.26	1.26
0490	63003	SEEDING, TEMPORARY	LB.	51.00	51.00
0500	63011	SEEDING, MIXTURE NO. 40	LB.	68.00	68.00
0510	63402	WOOD POSTS, 4X4-INCH X 12-FT.	EACH	28.00	28.00
0520	63702	SIGNS, TYPE II, REFLECTIVE	S.F.	160.38	160.38
0530	63822	MOVING SIGNS, TYPE II	EACH	4.00	4.00
0540	63827	REMOVING SIGNS, TYPE II	EACH	23.00	23.00
0550	63830	REMOVING SMALL SIGN SUPPORTS	EACH	15.00	15.00
0560	64301	TRAFFIC CONTROL	LS	1.00	1.00
0570	64313	TRAFFIC CONTROL, DRUMS	DAYS	147.00	147.00
0580	64318	TRAFFIC CONTROL, BARRICADES, TYPE III	DAYS	4,269.00	4,269.00
0590	64321	TRAFFIC CONTROL, WARNING LIGHTS, TYPE A	DAYS	10,173.00	10,173.00
0600	64326	TRAFFIC CONTROL, SIGNS	DAYS	3,048.00	3,048.00
0610	64602	PAVEMENT MARKING, 4-INCH, EPOXY	L.F.	3,680.00	3,680.00
0620	64702	PAVEMENT MARKING, RAILROAD CROSSINGS, EPOXY	EACH	4.00	4.00

REMOVING CONCRETE SIDEWALK

							20406
PROJECT ID	LOCATION	STATION	OFFSET	TO	STATION	OFFSET	(SY)
7389-00-70	CTH V	10+93.61	LT	-	12+90.00	LT	150
	CTH V	10+93.22	RT	-	12+93.46	RT	170
	CTH V	13+30.49	LT	-	15+55.20	LT	180
	CTH V	13+34.24	RT	-	13+43.00	RT	6
	CTH V	16+05.72	LT	-	20+45.21	LT	200
	CTH V	20+71.28	LT	-	29+44.49	LT	410
<b>TOTAL</b>							<b>1116</b>

SAWING PAVEMENT SCHEDULE-ASPHALT

							66501
							SAWING EXISTING ASPHALT PAVEMENT (LF)
PROJECT ID	LOCATION	STATION	OFFSET	STATION	OFFSET		REMARKS
7389-00-70	CTH V	12+89.97	44.35 LT	13+30.02	44.35 LT	40	MAIN STREET
	CTH V	12+93.83	44.41 RT	13+33.70	44.33 RT	40	MAIN STREET
	CTH V	21+00.46	39.84 RT	21+31.09	39.80 RT	35	ELM STREET
	CTH V	23+29.76	39.59 RT	23+60.67	39.49 RT	35	WISCONSIN STREET
	CTH V	24+91.60	23.56 RT	25+09.60	23.56 RT	20	DRIVEWAY
	CTH V	27+33.90	23.50 RT	27+53.90	23.50 RT	20	DRIVEWAY
<b>TOTAL</b>							<b>190</b>

REMOVING CURB AND GUTTER

								20405
								REMOVING CURB AND GUTTER (LF)
PROJECT ID	LOCATION	STATION	OFFSET	TO	STATION	OFFSET	COMMENTS	
7389-00-70	CTH V	10+93.59	LT	-	12+84.12	LT		200
	CTH V	12+84.12	LT	-	12+90.75	LT	RADIUS	10
	CTH V	12+90.75	LT	-	12+90.64	LT		15
	CTH V	13+29.52	LT	-	13+29.53	LT		15
	CTH V	13+29.53	LT	-	13+40.79	LT	RADIUS	20
	CTH V	13+40.79	LT	-	15+39.96	LT		200
	CTH V	15+39.96	LT	-	15+56.92	LT	RADIUS	30
	CTH V	29+93.44	LT	-	29+94.19	LT		110
	CTH V	10+93.22	RT	-	12+86.13	RT		200
	CTH V	12+86.13	RT	-	12+94.08	RT	RADIUS	15
	CTH V	12+94.08	RT	-	12+94.33	RT		9
	CTH V	13+33.20	RT	-	13+32.83	RT		15
	CTH V	13+32.83	RT	-	13+45.85	RT	RADIUS	25
	CTH V	13+45.85	RT	-	14+61.58	RT		120
	CTH V	21+00.08	RT	-		RT		5
	CTH V	21+30.37	RT	-		RT		7
	CTH V	23+30.37	RT	-		RT		5
	CTH V	23+60.20	RT	-		RT		5
<b>TOTAL</b>								<b>1006</b>

SAWING PAVEMENT SCHEDULE-CONCRETE

							66502
							SAWING CONCRETE PAVEMENT FULL DEPTH (LF)
PROJECT ID	LOCATION	STATION	OFFSET	STATION	OFFSET		REMARKS
7389-00-70	CTH V	10+28.11	0.00 LT	10+28.11	12.18 LT	13	BEGIN PROJECT CLARK STREET
	CTH V	10+28.11	12.18 LT	10+93.47	12.18 LT	70	CLARK STREET
	CTH V	10+28.11	0.00 LT	10+93.47	0.00 LT	70	CLARK STREET
	CTH V	10+93.47	12.14 LT	10+93.47	31.91 LT	20	CLARK STREET
	CTH V	10+93.47	0.00 LT	10+93.47	25.66 RT	30	CLARK STREET
	CTH V	29+06.20	30.74 LT	29+22.90	30.74 LT	17	DRIVEWAY
<b>TOTAL</b>							<b>220</b>

REMOVING OLD CULVERTS

						20330
PROJECT ID	LOCATION	STATION	OFFSET	CULVERTS EACH	LENGTH (FT)	
7389-00-70	CTH V	20+76.54	41.01 RT	2	22	24"X 38" RCP
	CTH V	24+10.00	19.00 LT	1	16.1	18" RCP
	CTH V	25+00.00	21.92 RT	1	22.9	18" RCP
	CTH V	25+11.92	19.61 RT	1	39.1	30" RCP
	CTH V	25+70.19	22.85 RT	1	34.8	18" RCP
	CTH V	26+05.08	21.99 RT	1	18.6	18" RCP
	CTH V	25+98.22	25.50 LT	1	5.2	12" CMCP
	CTH V	26+53.50	19.77 LT	1	24.4	15" CMCP
	CTH V	26+87.67	22.19 RT	1	18.5	18" RCP
	CTH V	28+94.09	18.64 LT	1	18.9	24" CMCP
	CTH V	27+42.53	22.23 RT	1	28.0	18" RCP
	CTH V	28+20.49	23.41 RT	1	16.7	18" RCP
	CTH V	28+98.60	19.20 LT	1	32.5	18" CMCP
<b>TOTAL</b>						<b>14</b>

REMOVING ASPHALTIC SURFACE

					20402
PROJECT ID	LOCATION	STATION	TO	STATION	S.Y.
7389-00-70	CTH V	12+94.21	-	15+75.00	820
	CTH V	15+75.00	-	18+75.00	540
	CTH V	18+75.00	-	21+75.00	770
<b>TOTAL</b>					<b>2130</b>

REMOVING PAVEMENT

						20401
PROJECT ID	LOCATION	STATION	TO	STATION	S.Y.	
7389-00-70	CTH V	10+28.11	-	10+93.43	90	
	CTH V	10+93.43	-	12+75.00	880	
	CTH V	12+75.00	-	12+94.21	110	
<b>TOTAL</b>						<b>1080</b>

CRUSHED AGGREGATE BASE COURSE 12-1NCH

							30404
							CABC 12-INCH (TON)
							FOR REFERENCE ONLY (CY)
PROJECT ID	LOCATION	STATION	STATION				REMARKS
7389-00-70	CTH V	10+28.11	10+93.41	50	25		LASALLE STREET
	CTH V	10+93.41	15+50.00	1800	900		LASALLE STREET
	CTH V	15+50.00	19+70.27	1300	650		LASALLE STREET
	CTH V	20+06.42	21+50.00	500	250		LASALLE STREET
	CTH V	21+50.00	27+50.00	2000	990		LASALLE STREET
	CTH V	27+50.00	29+42.39	620	310		LASALLE STREET
	CTH V	29+42.39	29+78.05	35	17		LASALLE STREET
<b>TOTAL</b>							<b>6310 3150</b>

PLOT SCALE: 1/1

PLOT NAME: spt1.dwg

REV. DATE:

ORIGINATOR: BHA

REMOVING INLETS

20416

PROJECT ID	LOCATION	STATION	OFFSET	REMOVING INLETS (EACH)	REMARKS
7389-00-70	CTH V	29+39.77	13.52 LT	1	LASALLE STREET
1					

ASPHALTIC FLUMES

62203

PROJECT ID	LOCATION	STATION	OFFSET	ASPHALTIC FLUMES (SY)	REMARKS
7389-00-70	CTH V	19+17.17	18.50' RT	5	LASALLE STREET
5					

STATE PROJECT NUMBER 7389-00-70 SHEET NO 3.C

MISCELLANEOUS QUANTITIES  
CTH V MARATHON CO.

EARTHWORK SCHEDULE

PROJECT ID	LOCATION	STATION	TO	STATION	20501	20901	COMMENTS			
					COMMON EXCAVATION (CY)	GRANULAR BACKFILL (CY)				
7389-00-70	LASALLE	10+28+11	-	15+43.67	1,350	---	DRIVING LANES, C&G, SIDEWALK			
		15+43.67	-	21+45.91	1,150	---	DRIVING LANES, C&G, SIDEWALK			
		21+45.91	-	27+50	1,050	---	DRIVING LANES, C&G, SIDEWALK			
		27+50	-	29+43	200	---	DRIVING LANES, C&G, SIDEWALK			
		14+50	-	15+43.67	500	500	EXCAVATION BELOW SUBGRADE *			
		15+62.98	-	17+90.27	1,450	1450	EXCAVATION BELOW SUBGRADE *			
		20+06.42	-	21+50	450	450	EXCAVATION BELOW SUBGRADE *			
UNDISTRIBUTED					21+00	-	29+00	400	400	EXCAVATE EXISTING DITCH*
TOTAL					6,550	2800				

\* - EXCAVATION BELOW SUBGRADE IS NOT USED TO BALANCE EARTHWORK. QUANTITY IS INCLUDED AND PAID FOR IN THE ITEM OF COMMON EXCAVATION.

ADJUSTING MANHOLES

61182

PROJECT ID	LOCATION	STATION	OFFSET (FT)	ADJUSTING MANHOLE COVERS (EACH)
7389-00-70	LA SALLE	11+72.6	14.1	LT 1
		14+51.60	6.2	LT 1
		21+54.1	0.6	RT 1
		24+13.80	30.0	RT 1
		26+53.40	0.1	LT 1
TOTAL				5

CALCIUM CHLORIDE SURFACE TREATMENT

62301

PROJECT ID	LOCATION	STATION	STATION	OFFSET	CALCIUM CHLORIDE SURFACE TREATMENT		REMARKS
					(TON)	(SY)	
7389-00-70	CTH V	10+93.41	15+50.00	LT-RT	1.6	2200	LASALLE STREET
		15+50.00	21+50.00	LT-RT	1.5	2100	LASALLE STREET
		21+50.00	27+50.00	LT-RT	1.6	2250	LASALLE STREET
		27+50.00	29+42.39	LT-RT	.5	700	LASALLE STREET
TOTAL					5.1	7250	

TEMPORAY WALKWAY ACCESS

90033

PROJECT ID	LOCATION	STATION	TO	STATION	TEMPORAY WALKWAY ACCESS		COMMENTS
					(SY)	(CY)	
7389-00-70	LASALLE	19+00	-	21+00	90		ELM ST TO VILLAGE PARK COMMERCIAL ENTRANCES
					30		
TOTAL					120		

TRAFFIC CONTROL SCHEDULE

PROJECT	LOCATION	STATION	TO	STATION	STAGE	64313	64318	64321	64326	64904	NOTE					
						DRUMS (QUANTITY)	(DAYS)	BARRICADES, TYPE III (QUANTITY)	(DAYS)	WARNING LIGHTS TYPE A (QUANTITY)		(DAYS)	SIGNS (QUANTITY)	(DAYS)	TEMPORARY PAVEMENT MARKING, 4-INCH REMOVABLE TAPE (LF)	
7389-00-07	CTH V	APPROACH TO PROJECT			-	1	21	147	3	21	27	189	8	56	655	TEMPORARY
		APPROACH TO PROJECT			15+50	1	-	-	10	1,280	21	2,688	6	768	-	INCLUDES MAIN ST., EXCLUDES CONTRACT SUSPENSION
		APPROACH TO PROJECT			15+50	1	-	-	2	240	5	600	2	240	-	INCLUDES CONTRACT SUSPENSION, EXCLUDES MAIN ST.
					15+50	1	-	-	5	1,240	14	3,472	3	744	-	INCLUDES ELM ST., CONTRACT SUSPENSION
					21+50	1	-	-	3	744	6	1,488	2	496	-	INCLUDES WISCONSIN ST., CONTRACT SUSPENSION
					27+50	1	-	-	3	744	7	1,736	3	744	-	INCLUDES STH 13, CONTRACT SUSPENSION
TOTAL						21	147	26	4,269	80	10,173	24	3,048	655		

PLOT SCALE: 1/4"

PLOT NAME: sht1.dwg

REV. DATE:

ORIGINATOR: BHA

STORM SEWER STRUCTURE SCHEDULE

PROJECT ID	LOCATION	STRUCTURE NUMBER	STATION	OFFSET (ft)		61122	52262	52264	50409	90590	61110	90005A	90005B	61167	90005D	90005C	61151	RIM	INVERT	DEPTH (d)	WisDOT	
						INLET TYPE 3 (EACH)	AEW 18" (EACH)	AEW 24" (EACH)	ENDWALL CAST IN PLACE (EACH)	PIPE GRATES (EACH)	MANHOLES TYPE 1 (EACH)	MANHOLES TYPE S (EACH)	MANHOLES TYPE SP (EACH)	INLET COVERS TYPE H (EACH)	INLET COVERS TYPE SL (EACH)	YARD DRAIN TYPE YD (EACH)	MANHOLE COVERS TYPE J (EACH)	ELEVATION (ft)	ELEVATION (ft)	DEPTH (ft)	DEPTH (ft)	
7389-00-70	MAIN	101.1B	12+91.19	38.60	LT	1	---	---	---	---	---	---	---	1	---	---	---	1307.72	1304.39	1.17	2.83	
	MAIN	101.2B	12+94.64	37.45	RT	1	---	---	---	---	---	---	---	1	---	---	---	1308.1	1304.41	1.17	3.19	
	LA SALLE	101	13+06.40	7.00	LT	---	---	---	---	---	1	---	---	---	---	---	1	1308.46	1303.61	1.71	3.94	
	MAIN	101.1	13+06.40	38.60	LT	---	---	---	---	---	1	---	---	---	---	---	1	1308.16	1303.99	1.46	3.30	
	MAIN	101.2	13+06.40	36.80	RT	---	---	---	---	---	1	---	---	---	---	---	---	1308.49	1304.04	1.46	3.58	
	MAIN	101.1A	13+29.02	38.60	LT	1	---	---	---	---	---	---	---	1	---	---	---	1307.87	1304.47	1.17	2.90	
	MAIN	101.2A	13+32.42	36.80	RT	1	---	---	---	---	---	---	---	1	---	---	---	1308.22	1304.55	1.17	3.17	
	LA SALLE	102A	13+49.80	17.50	LT	1	---	---	---	---	---	---	---	1	---	---	---	1308.32	1304.40	1.17	3.42	
	LA SALLE	102B	13+49.80	17.50	RT	1	---	---	---	---	---	---	---	1	---	---	---	1308.71	1304.04	1.46	3.80	
	LA SALLE	102	13+49.80	7.00	LT	---	---	---	---	---	1	---	---	---	---	---	---	1308.52	1305.85	1.17	2.17	
	LA SALLE	201A	18+65.50	17.50	LT	1	---	---	---	---	---	---	---	1	---	---	---	1308.52	1305.50	1.17	3.19	
	LA SALLE	201B	18+65.50	17.50	RT	1	---	---	---	---	---	---	---	1	---	---	---	---	1304.96	---	---	---
	LA SALLE	200	18+70.32	32.70	RT	---	1	---	---	1	---	---	---	---	---	---	1	1308.50	1304.24	2.25	3.43	
	LA SALLE	201	18+91.00	23.00	RT	---	---	---	---	1	---	---	---	1	---	---	---	1307.87	1304.29	1.17	3.08	
	LA SALLE	300A	19+94.50	17.50	LT	1	---	---	---	---	---	---	---	---	---	---	---	---	1302.54	---	---	---
	LA SALLE	400	20+02.19	42.70	LT	---	---	---	1	2	---	---	---	---	---	---	---	---	1302.45	---	---	---
	LA SALLE	401	20+06.10	36.60	RT	---	---	1	---	1	---	---	1	---	---	---	---	---	---	---	---	---
	LA SALLE	402	20+36.30	42.80	RT	---	---	---	---	---	---	---	1	---	---	---	1	1305.65	1301.65	2.79	3.21	
	ELM	403B	21+01.30	36.50	RT	1	---	---	---	---	---	---	---	1	---	---	---	1305.15	1301.25	1.17	3.40	
	ELM	403A	21+30.00	36.50	RT	1	---	---	---	---	---	---	---	1	---	---	---	1305.01	1301.54	1.17	2.97	
	LA SALLE	500.2D	23+12.80	17.50	RT	1	---	---	---	---	---	---	---	1	---	1	---	1304.08	1301.74	1.17	1.84	
	LA SALLE	500.2E	23+12.80	27.50	RT	---	---	---	---	---	---	---	---	---	---	---	---	1303.50	1302.26	0.52	---	
	LA SALLE	500.2A	23+75.20	17.50	RT	1	---	---	---	---	---	---	---	1	---	---	---	1303.77	1301.59	1.17	1.68	
	LA SALLE	502B	23+75.20	17.50	LT	1	---	---	---	---	---	---	---	---	---	---	---	1303.85	1301.79	1.17	1.56	
	LA SALLE	500.2	23+75.20	21.00	RT	1	---	---	---	---	---	---	---	---	1	---	---	1304.26	1301.58	1.21	2.56	
	LA SALLE	502	23+75.20	21.00	LT	1	---	---	---	---	---	---	---	---	1	---	---	1304.46	1301.75	1.71	2.59	
	LA SALLE	500.2B	24+17.00	28.40	RT	---	---	---	---	---	---	---	---	---	---	1	---	1303.70	1302.06	0.52	---	
	LA SALLE	502A	24+41.00	32.00	LT	---	---	---	---	---	---	---	---	---	---	1	---	1303.70	1302.61	0.52	---	
	LA SALLE	500.2C	24+83.00	27.60	RT	---	---	---	---	---	---	---	---	---	---	1	---	1303.70	1301.79	0.52	---	
	LA SALLE	501	25+15.20	21.00	LT	---	---	---	---	---	1	---	---	---	---	---	1	1304.95	1301.40	1.71	2.67	
	LA SALLE	500	25+15.20	21.00	RT	---	---	---	---	---	---	1	---	---	---	---	1	1304.48	1301.23	1.83	2.42	
	LA SALLE	500.1B	25+80.00	31.20	RT	---	---	---	---	---	---	---	---	---	---	1	---	1304.30	1302.11	0.52	---	
	LA SALLE	500.1A	25+84.70	17.50	RT	1	---	---	---	---	---	---	---	1	---	---	---	1304.63	1301.54	1.17	2.59	
	LA SALLE	503A	25+84.70	17.50	LT	1	---	---	---	---	---	---	---	---	---	---	---	1304.63	1301.54	1.17	2.59	
	LA SALLE	504	25+84.70	32.00	LT	---	---	---	1	1	---	---	---	---	---	---	---	---	1301.68	---	---	---
	LA SALLE	503	25+84.70	21.00	LT	---	---	---	---	---	1	---	---	---	---	---	1	1305.23	1301.57	1.71	2.79	
	LA SALLE	500.1	25+84.70	21.00	RT	1	---	---	---	---	---	---	---	---	---	---	---	1304.79	1301.51	1.21	3.15	
	LA SALLE	505C	27+45.30	31.00	LT	---	---	---	---	---	---	---	---	---	---	1	---	1304.00	1302.97	0.52	---	
	LA SALLE	505E	28+00.70	31.50	RT	---	---	---	---	---	---	---	---	---	---	---	---	1304.60	1303.40	0.52	---	
	LA SALLE	505B	28+12.70	17.50	LT	1	---	---	---	---	---	---	---	1	---	---	---	1305.55	1302.15	1.17	2.90	
	LA SALLE	505D	28+12.70	17.50	RT	1	---	---	---	---	---	---	---	---	---	---	---	1305.55	1302.24	1.17	2.81	
	LA SALLE	505	28+12.70	21.00	LF	1	---	---	---	---	---	---	---	---	1	---	---	1305.48	1302.14	1.46	3.21	
	LA SALLE	505A	28+49.65	31.40	LT	---	---	---	---	---	---	---	---	---	---	1	---	1304.70	1303.44	0.52	---	
	LA SALLE	506B	28+49.65	31.40	LT	---	---	---	---	---	---	---	---	---	---	1	---	1305.90	1303.37	0.52	---	
	LA SALLE	506	29+33.10	24.00	LF	1	---	---	---	---	---	---	---	---	---	---	---	1306.59	1302.70	1.71	3.76	
	LA SALLE	506A	29+34.00	17.60	LT	1	---	---	---	---	---	---	---	1	---	---	---	1307.24	1302.78	1.17	3.96	

TOTAL						24	1	1	2	6	7	1	1	19	5	9	9				
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PLOT SCALE: 1:1  
 PLOT NAME: sht1.dwg  
 REV. DATE:  
 ORIGINATOR: BHA

### LANDSCAPING SCHEDULE

PROJECT ID	LOCATION	STATION	TO	STATION	OFFSET	62501	63003	67702	62822	62823	62905	62911	62041	FOR INFORMATION ONLY TOPSOIL (SF)			
						TOPSOIL (SY)	SEEDING MIXTURE NO. 40 (LB)	SEEDING, TEMPORARY (LB)	MULCHING (SY)	EROSION MAT, DELIVERED, CLASS 1, TYPE A (SY)	EROSION MAT, INSTALLED, CLASS 1, TYPE A (SY)	FERTILIZER, TYPE B (CWT)	AGRICULTURAL LIMESTONE TREATMENT (TON)		WATER FOR SEEDED AREAS (MGAL)		
7389-00-70	LASALLE	13+44	-	15+25	RT	70	3	1	0	70	70	.04	.03	.4	630		
		15+36	-	15+50	RT	20	1	1	0	10	10	.01	.01	.1	180		
		13+42	-	15+50	LT	120	5	2	0	120	120	.08	.05	.7	1080		
		15+50	-	19+16	RT	380	14	6	90	290	290	.24	.14	2.2	3420		
		19+45	-	21+00	RT	510	19	7	380	130	130	.33	.19	2.9	4590		
		21+30	-	21+50	RT	20	1	1	0	20	20	.02	.01	.2	180		
		15+50	-	15+82	LT	20	1	1	0	25	25	.02	.01	.2	180		
		15+86	-	20+70	LT	460	17	7	80	380	380	.29	.17	2.6	4140		
		20+60	-	21+50	LT	70	3	1	0	70	70	.05	.03	.4	630		
		21+50	-	23+29	RT	210	8	3	70	140	140	.14	.08	1.2	1890		
		23+60	-	27+50	RT	420	16	6	150	270	270	.27	.16	2.4	3780		
		21+50	-	27+50	LT	560	21	8	110	450	450	.36	.21	3.2	5040		
		27+50	-	29+52	RT	230	9	4	80	150	150	.15	.09	1.3	2070		
		27+50	-	29+78	LT	210	8	3	40	170	170	.14	.08	1.2	1890		
		TOTAL						3,300	126	51	1,000	2,300	2,300	2.14	1.26	19.00	29,700

PLOT SCALE: 1/1

PLOT NAME: SH11.DWG

REV. DATE:

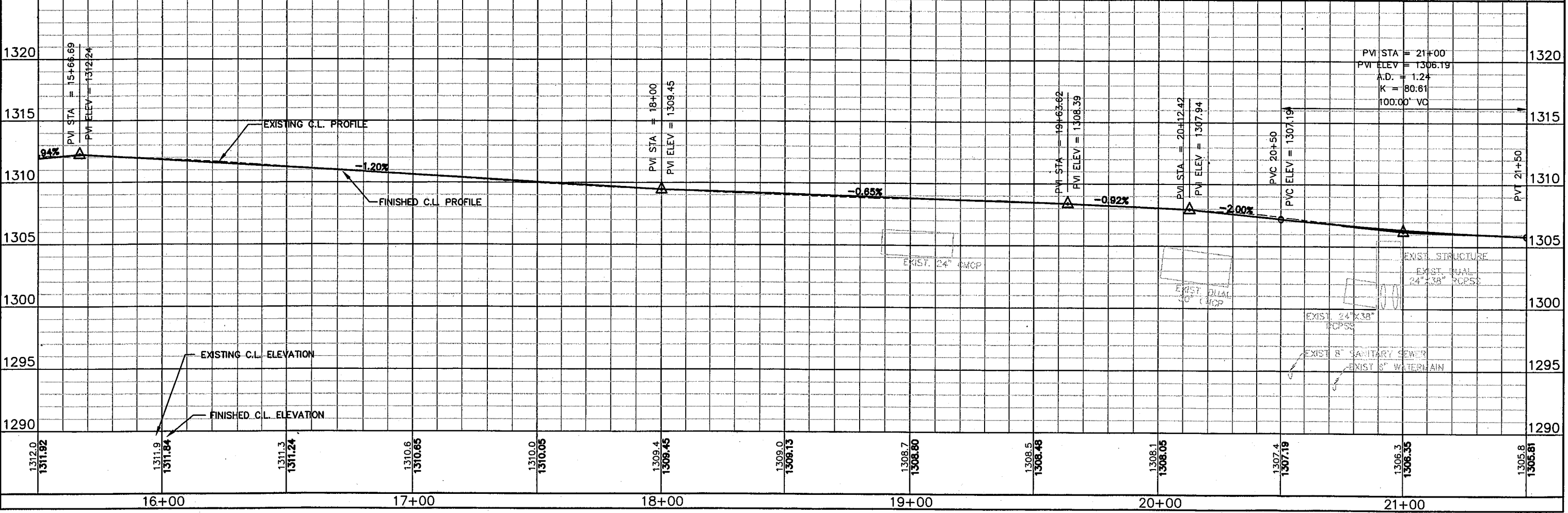
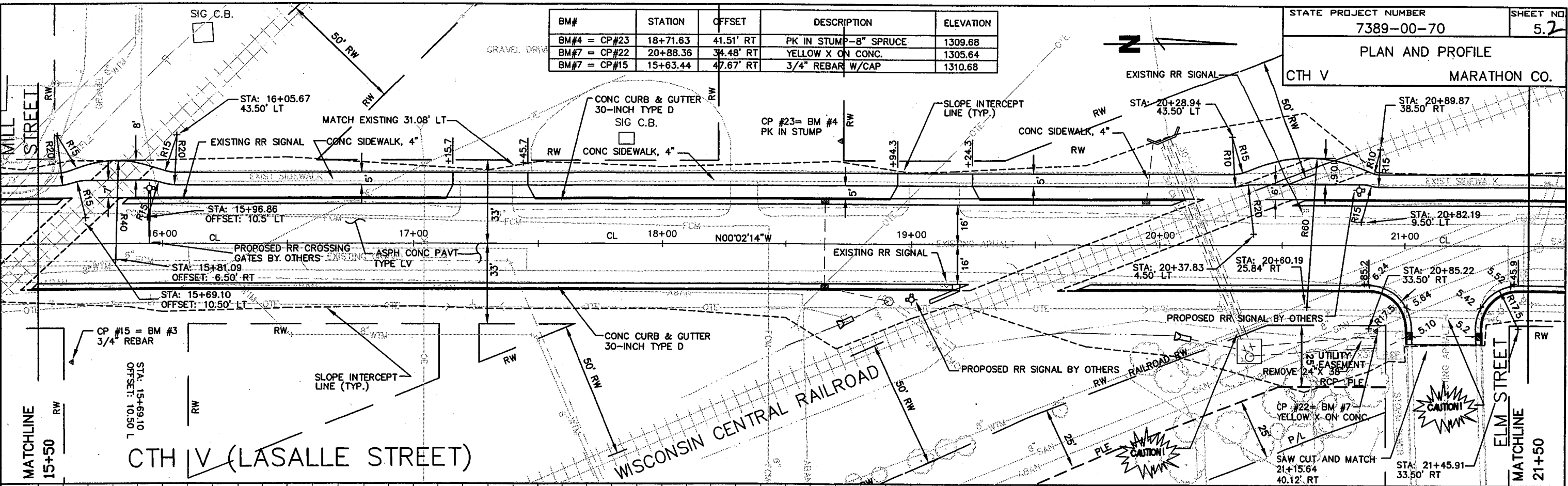
ORIGINATOR: BHA

BM#	STATION	OFFSET	DESCRIPTION	ELEVATION
BM#4 = CP#23	18+71.63	41.51' RT	PK IN STUMP-8" SPRUCE	1309.68
BM#7 = CP#22	20+88.36	34.48' RT	YELLOW X ON CONC.	1305.64
BM#7 = CP#15	15+63.44	47.67' RT	3/4" REBAR W/CAP	1310.68

STATE PROJECT NUMBER  
7389-00-70

SHEET NO  
5.2

PLAN AND PROFILE  
CTH V MARATHON CO.



PLOT SCALE: 1/4"

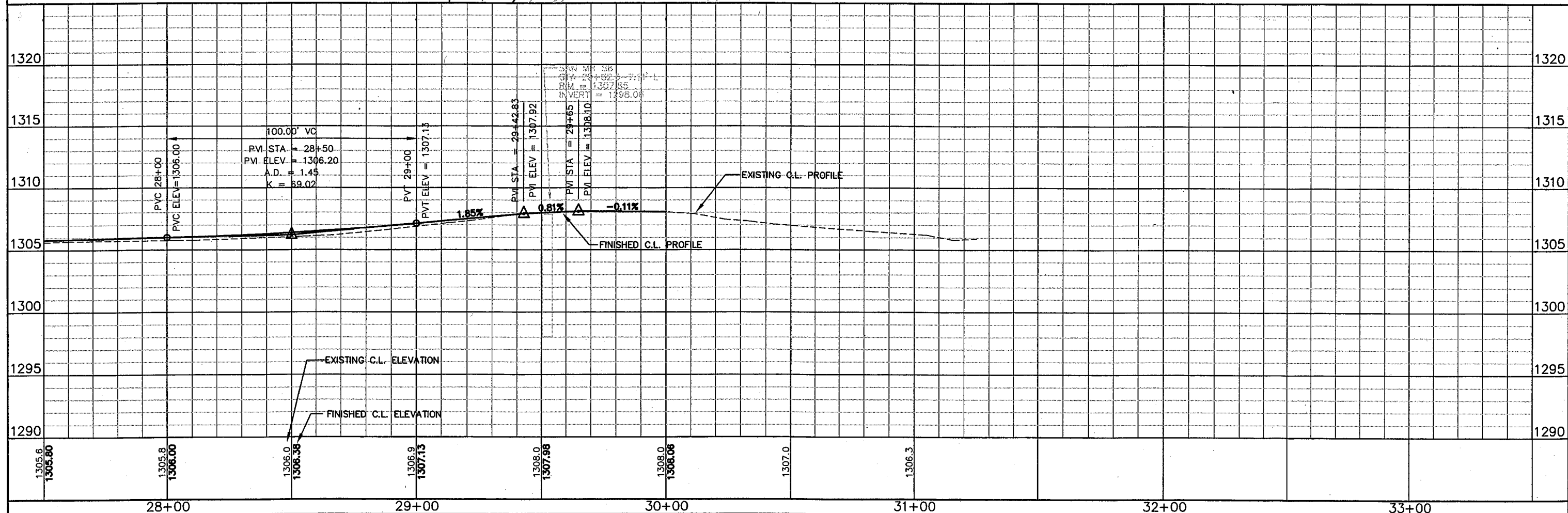
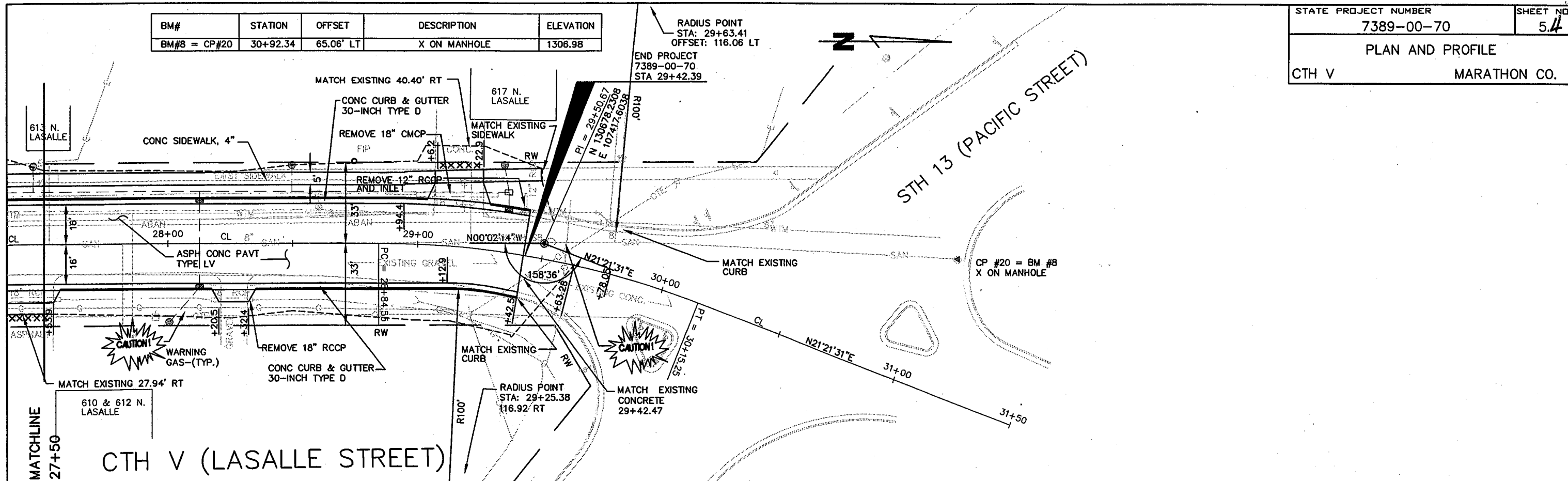
PLOT NAME: SH110

REV. DATE:

ORIGINATOR: BHA

BM#	STATION	OFFSET	DESCRIPTION	ELEVATION
BM#8 = CP#20	30+92.34	65.06' LT	X ON MANHOLE	1306.98

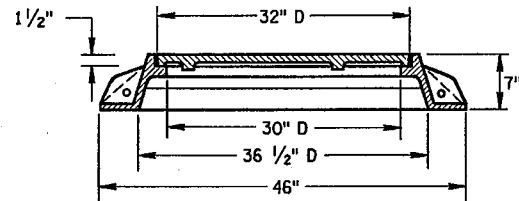
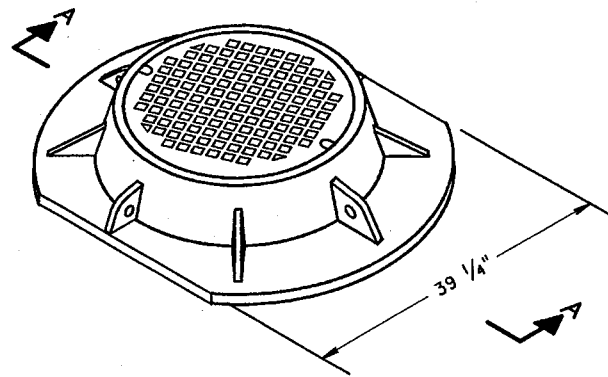
STATE PROJECT NUMBER	7389-00-70	SHEET NO.	5.4
PLAN AND PROFILE		MARATHON CO.	
CTH V			



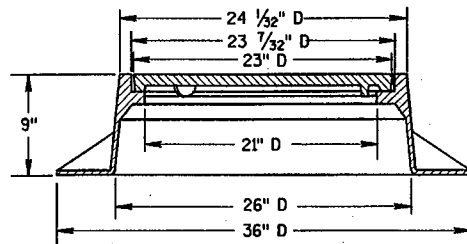
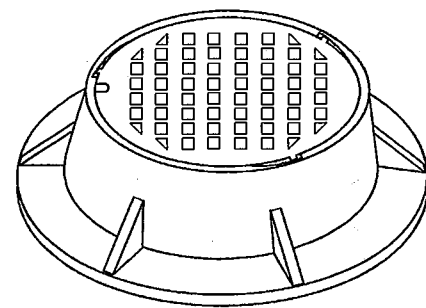
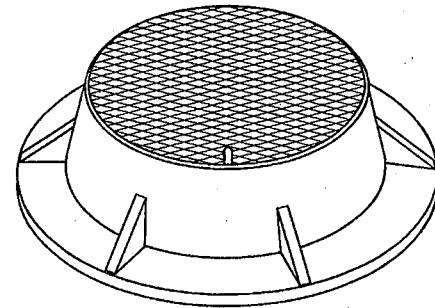
PLOT NAME: shldwg

REV. DATE:

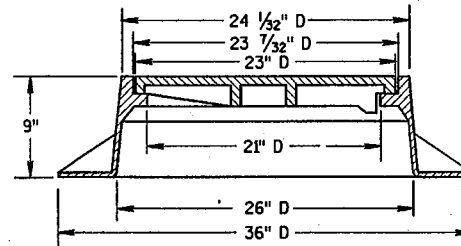
ORIGINATOR: BHA



**SECTION A-A**  
**TYPE "K"**  
(APPROXIMATE WEIGHT 415 LBS.)  
FRAME.....210 LBS.  
LID.....205 LBS.



**TYPE "J"**  
(APPROXIMATE WEIGHT 250 LBS.)  
FRAME.....135 LBS.  
LID.....115 LBS.



**TYPE "J" SPECIAL**  
TYPE "B" NON-ROCKING SELF-SEAL LID  
(APPROXIMATE WEIGHT 245 LBS.)  
FRAME.....145 LBS.  
LID.....100 LBS.  
(NOTED AS TYPE J-S ON THE DRAINAGE TABLE)

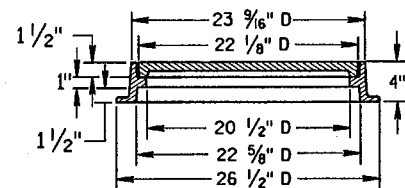
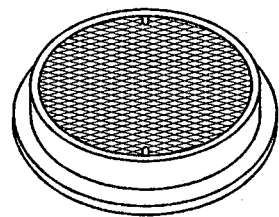
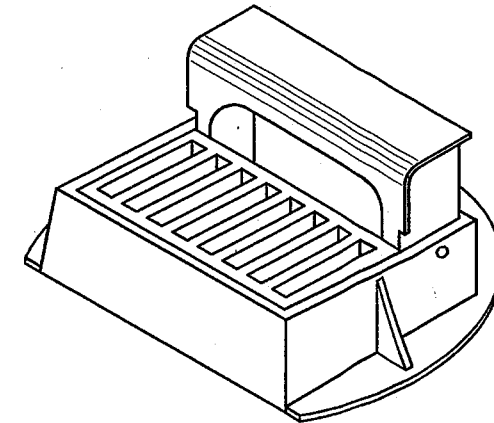
**GENERAL NOTES**

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.

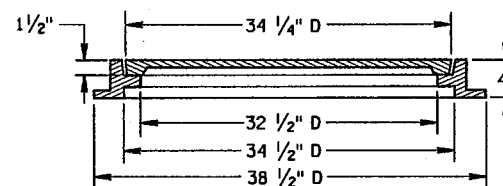
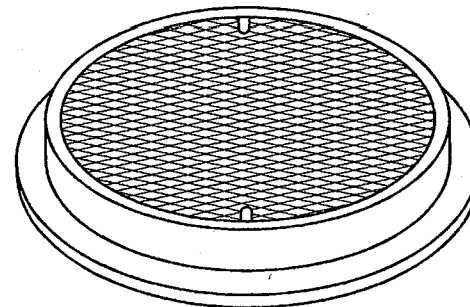
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR MANHOLE COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.

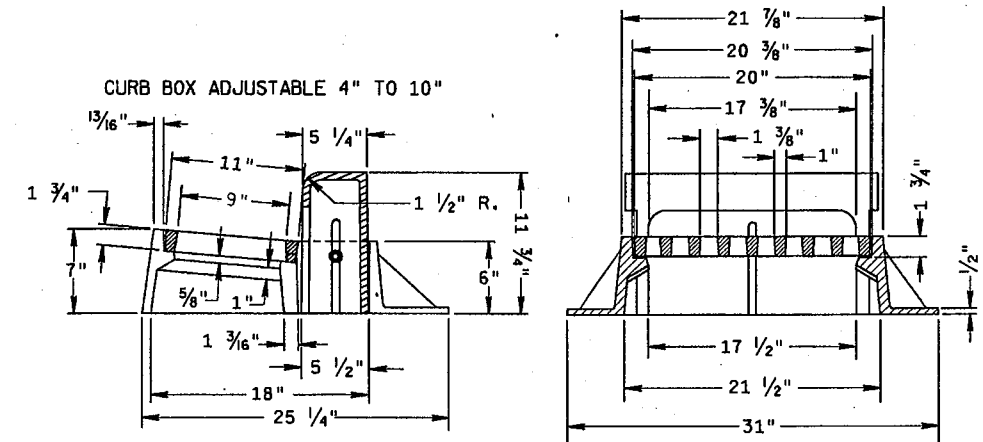
THE ACTUAL WEIGHT OF COVERS MAY VARY WITHIN 5 PERCENT, PLUS OR MINUS, OF THE APPROXIMATE WEIGHT.



**TYPE "L"**  
(APPROXIMATE WEIGHT 145 LBS.)  
FRAME.....75\*  
LID.....70\*



**TYPE "M"**  
(APPROXIMATE WEIGHT 385 LBS.)  
FRAME.....125\*  
LID.....260\*



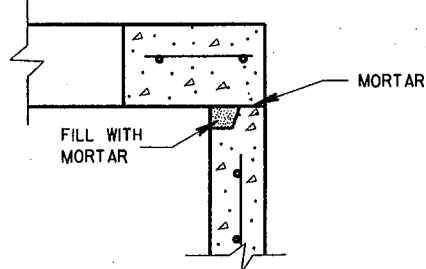
**INLET COVER TYPE "Z"**  
(APPROXIMATE WEIGHT 340 LBS.)  
FRAME.....198 LBS.  
GRATE.....50 LBS.  
CURB BOX.....92 LBS.

**INLET COVER, TYPE Z**  
**MANHOLE COVERS, TYPE**  
**K, J, J-S, L & M**

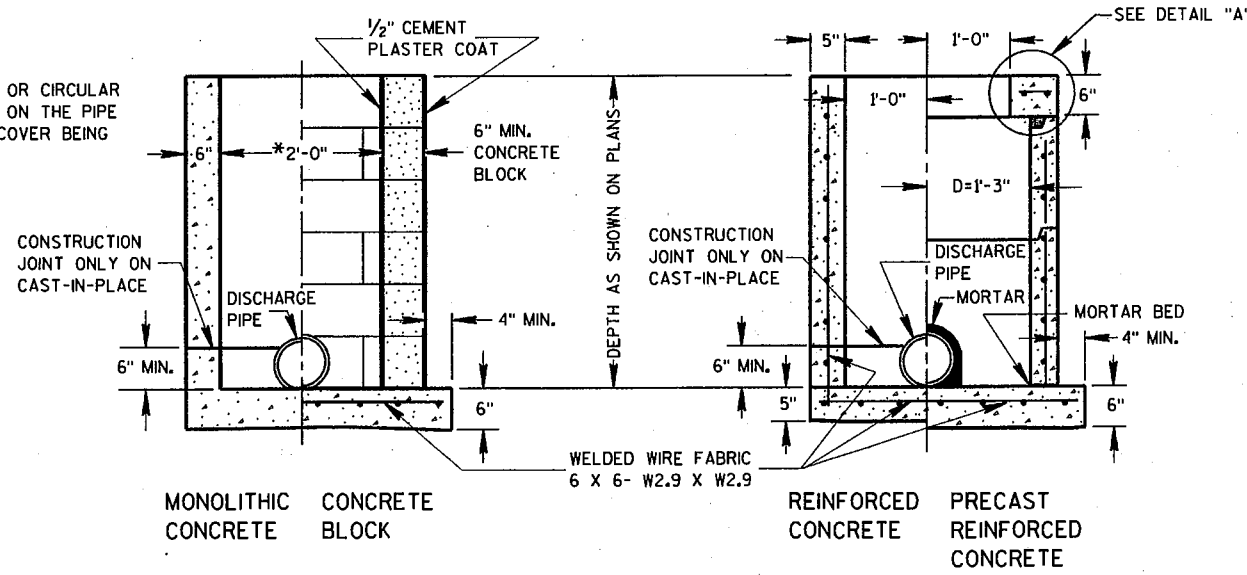
STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED  
8/21/98  
DATE  
[Signature]  
CHIEF ROADWAY DEVELOPMENT ENGINEER  
FHWA

\*SELECTION OF SQUARE OR CIRCULAR DESIGN WILL BE BASED ON THE PIPE SIZES AND THE INLET COVER BEING UTILIZED



DETAIL "A"



INLETS TYPE 1

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.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR UNDERGROUND DRAINAGE STRUCTURES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ALL PRECAST INLET UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF AASHTO DESIGNATION M 199.

ALL DRAINAGE STRUCTURES ARE DESIGNATED ON THE PLANS AS "MANHOLES 1-C", "CATCH BASINS 1-B", "INLETS 3-H", ETC. THE FIRST DIGIT DESIGNATES THE MASONRY PORTION OF THE STRUCTURE, AND THE FOLLOWING LETTER DESIGNATES THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

PRECAST REINFORCED BASES SHALL BE PLACED ON A BED OF MATERIAL AT LEAST 6 INCHES IN DEPTH, WHICH MEETS THE REQUIREMENTS OF GRANULAR BACKFILL. THIS BEDDING SHALL BE COMPACTED AND PROVIDE UNIFORM SUPPORT FOR THE ENTIRE AREA OF THE BASE.

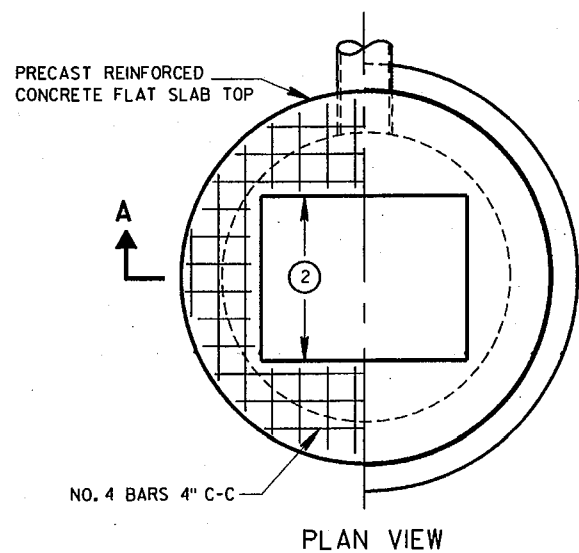
PRECAST REINFORCED CONCRETE FLAT SLAB TOPS MAY BE USED ON THE STRUCTURES. THE TOPS SHALL BE INSTALLED ON A BED OF MORTAR.

ALL BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

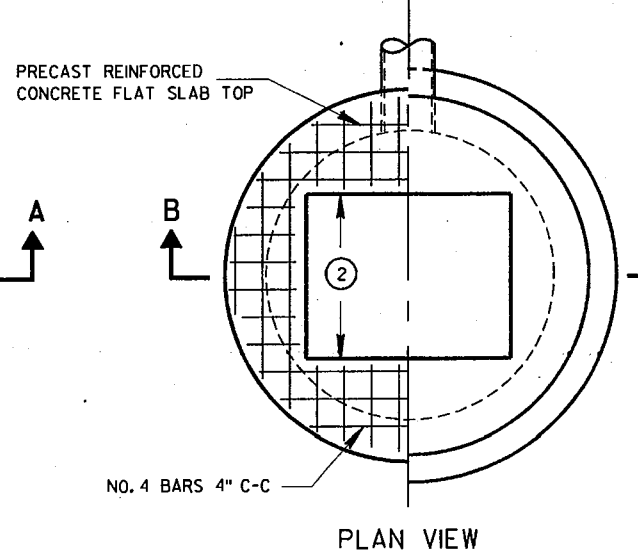
PRECAST REINFORCED CONCRETE RISERS SHALL BE PLACED WITH TONGUE DOWN.

① USE 2'-6" OPENING FOR TYPE 2 INLETS, 3'-0" OPENING FOR TYPE 3 INLETS, AND 2'-11" FOR TYPE 4 INLETS.

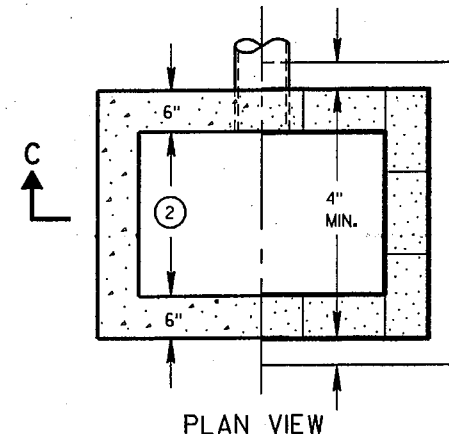
② USE 2'-0" OPENING FOR TYPE 1, 2 & 3 INLETS, 2'-6 1/2" OPENING FOR TYPE 4 INLETS.



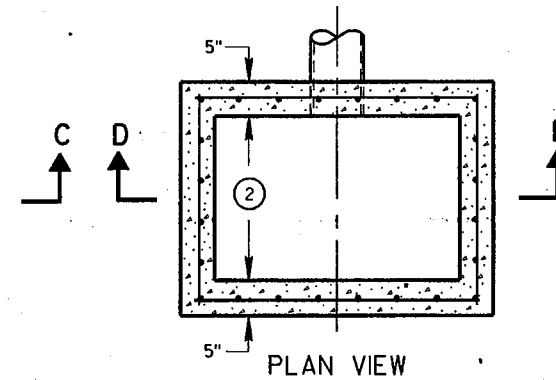
PLAN VIEW



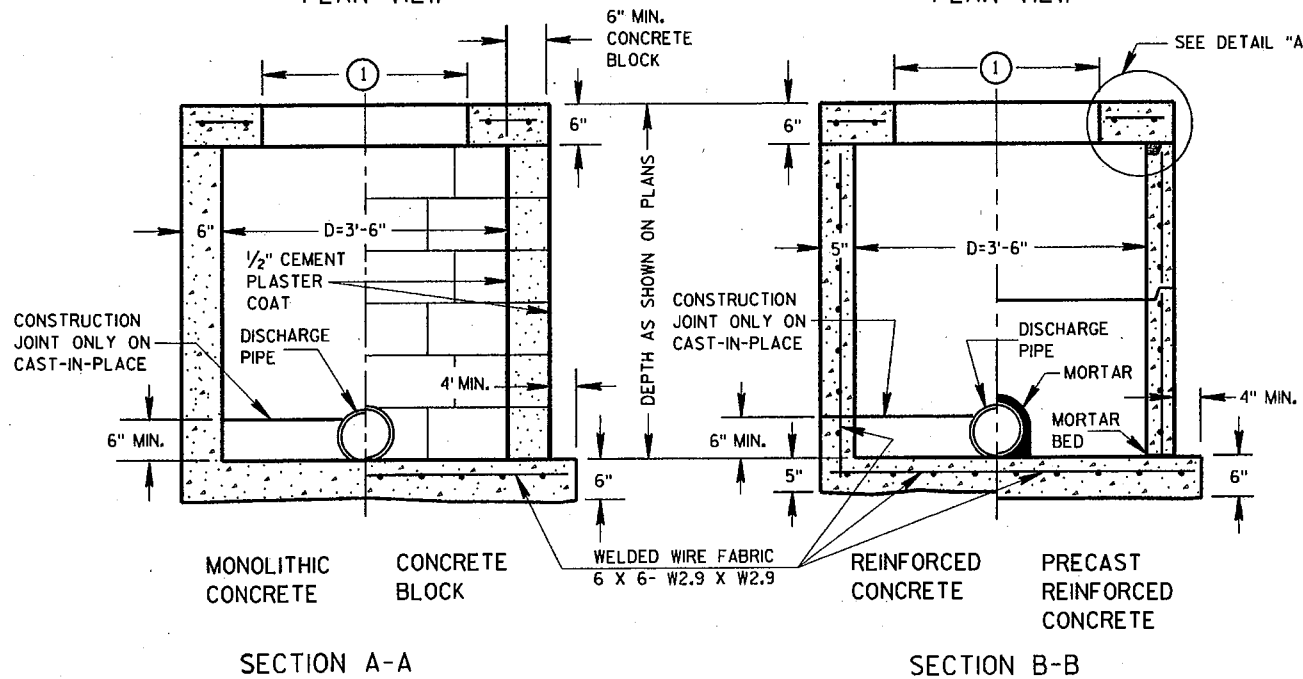
PLAN VIEW



PLAN VIEW

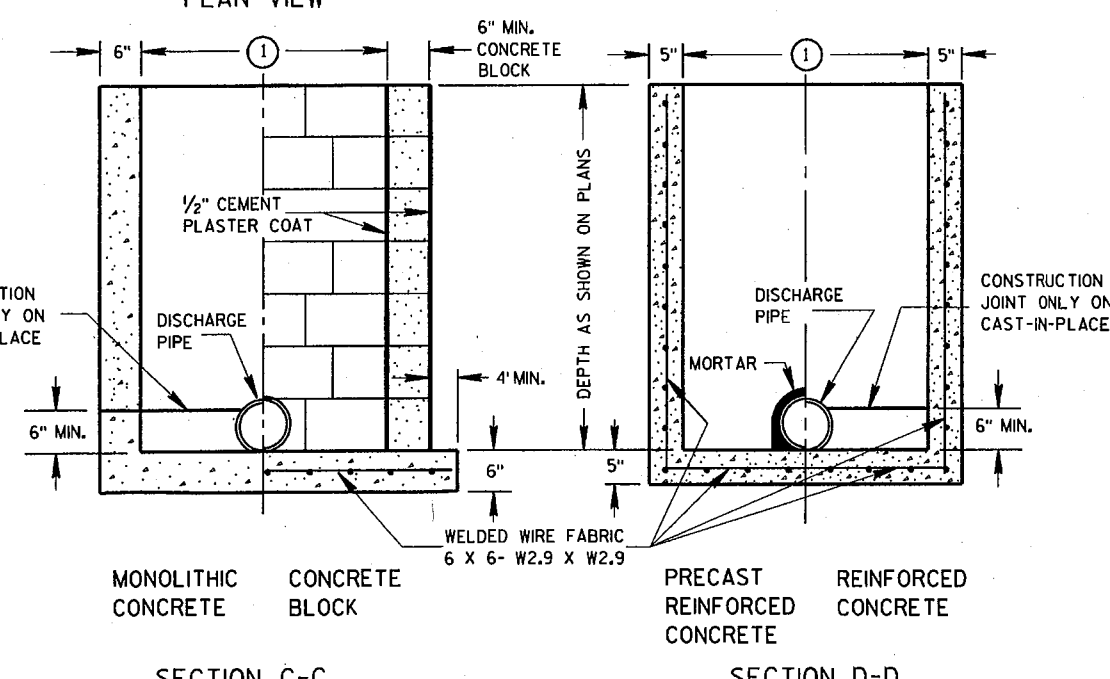


PLAN VIEW



SECTION A-A

SECTION B-B



SECTION C-C

SECTION D-D

INLETS TYPE 2, 3 & 4

INLETS TYPE 1, 2, 3 & 4

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

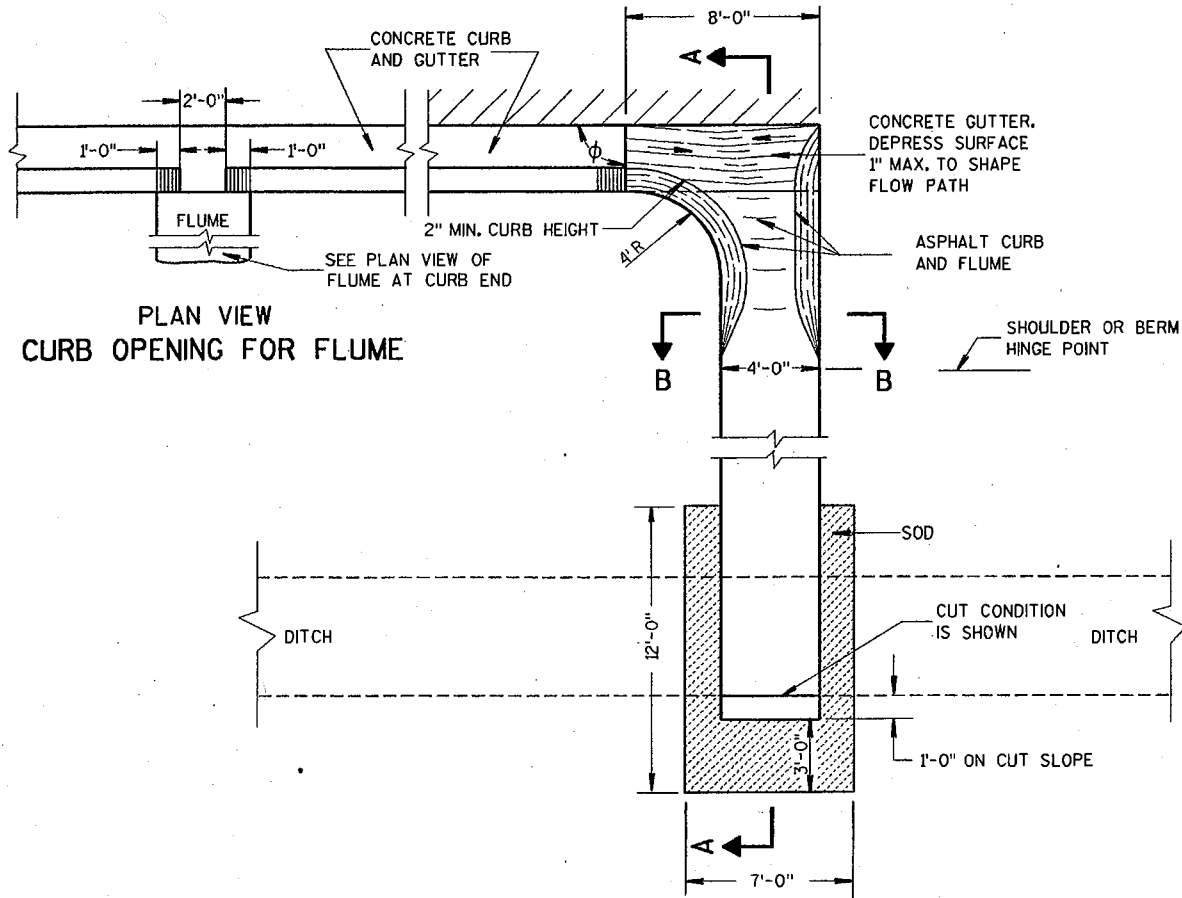
APPROVED  
9/26/94 DATE  
Roy L. Hinckley  
CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA

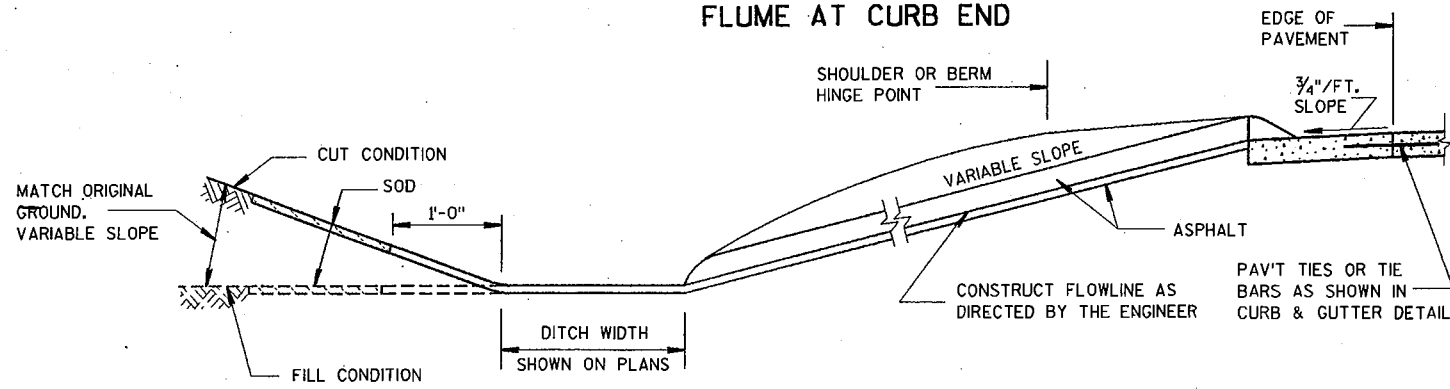
### ASPHALTIC FLUME

NOTE: TAPER CURB ENDS TO GUTTER IN 1'-0"

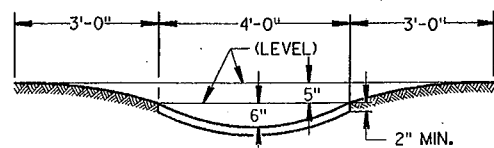
INCREASE  $\phi$  FROM RIGHT ANGLE TO BEST FIT FIELD CONDITIONS



PLAN VIEW FLUME AT CURB END



SECTION A-A



SECTION B-B

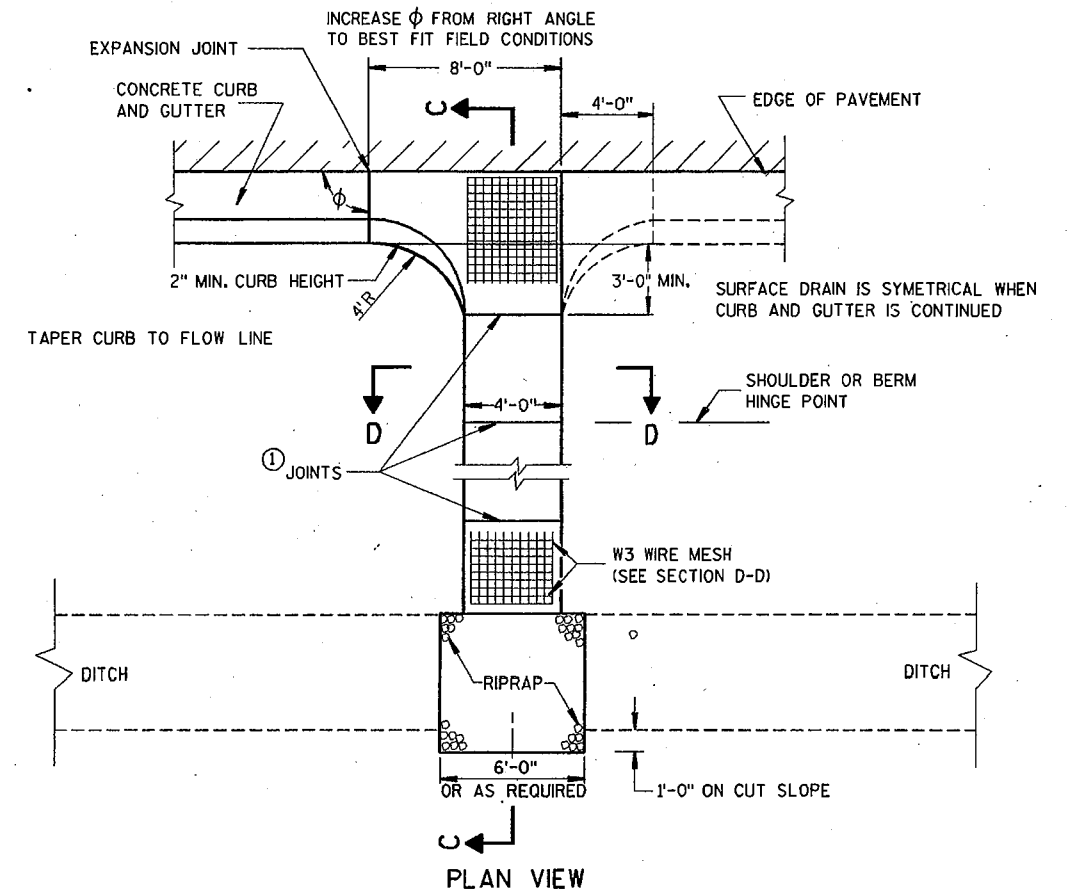
### GENERAL NOTES

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

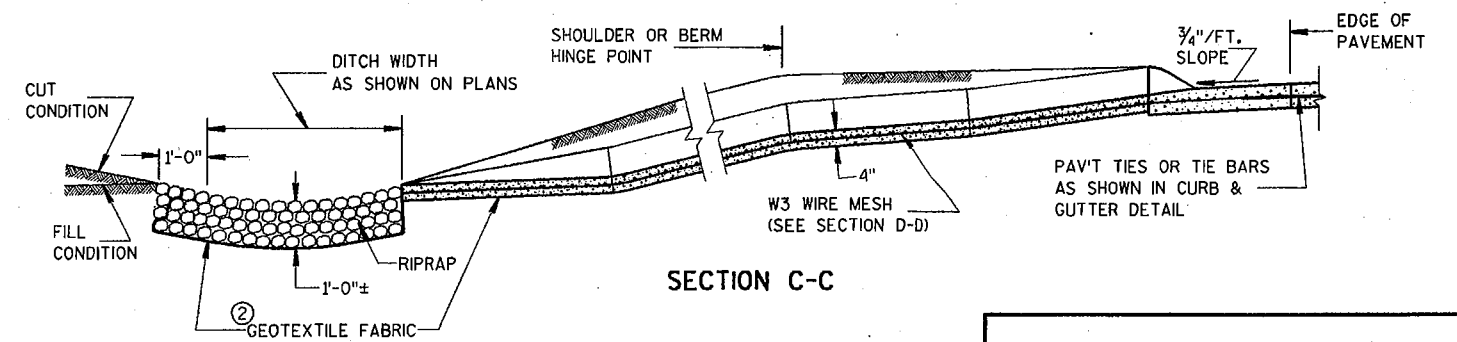
WELDED STEEL WIRE FABRIC SHALL BE IN ACCORDANCE WITH AASHTO SPECIFICATION M55.

- ① JOINTS SHALL BE 1/8 TO 1/4 INCH WIDE BY 1 1/2 INCHES DEEP AND SPACED AT UNIFORM INTERVALS OF APPROXIMATELY 4 FEET.
- ② GEOTEXTILE FABRIC TYPE "R" SHALL UNDERLAY THE FULL LENGTH AND WIDTH OF THE CONCRETE SURFACE DRAIN AND RIPRAP.
- ③ CONCRETE SURFACE DRAIN WITHOUT CURB AND GUTTER MAY BE USED ON BACKSLOPES WHEN SPECIFIED

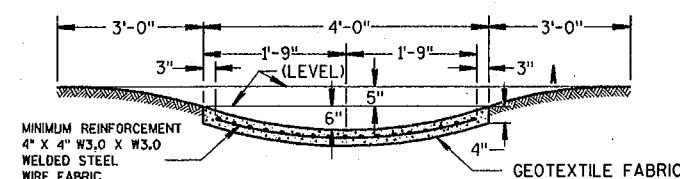
### ③ CONCRETE SURFACE DRAIN



PLAN VIEW



SECTION C-C



SECTION D-D

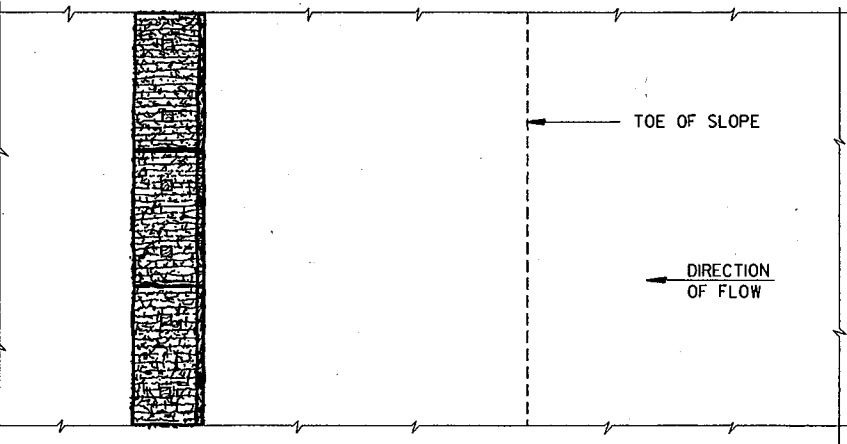
### CONCRETE SURFACE DRAIN & ASPHALTIC FLUME

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

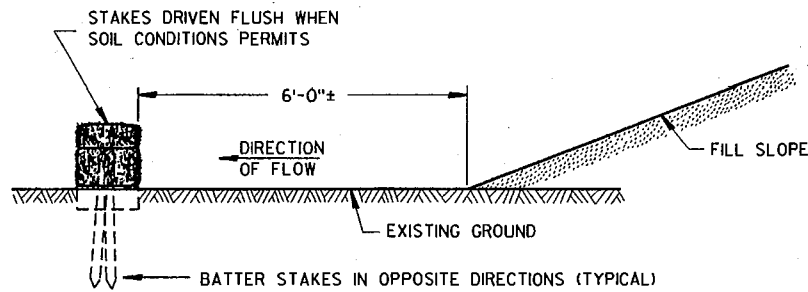
APPROVED  
10/23/09  
DATE

STATE DESIGN ENGINEER FOR HWYS

FHWA



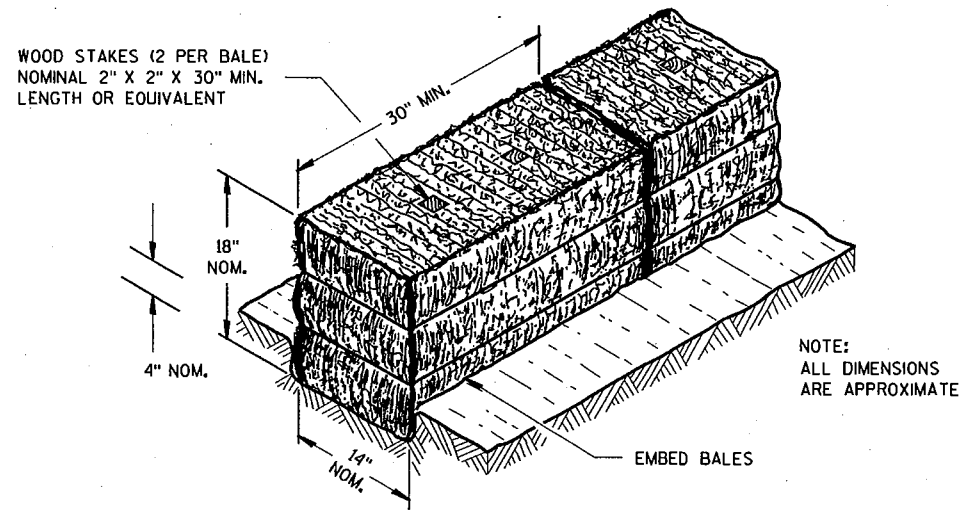
PLAN VIEW



FRONT ELEVATION

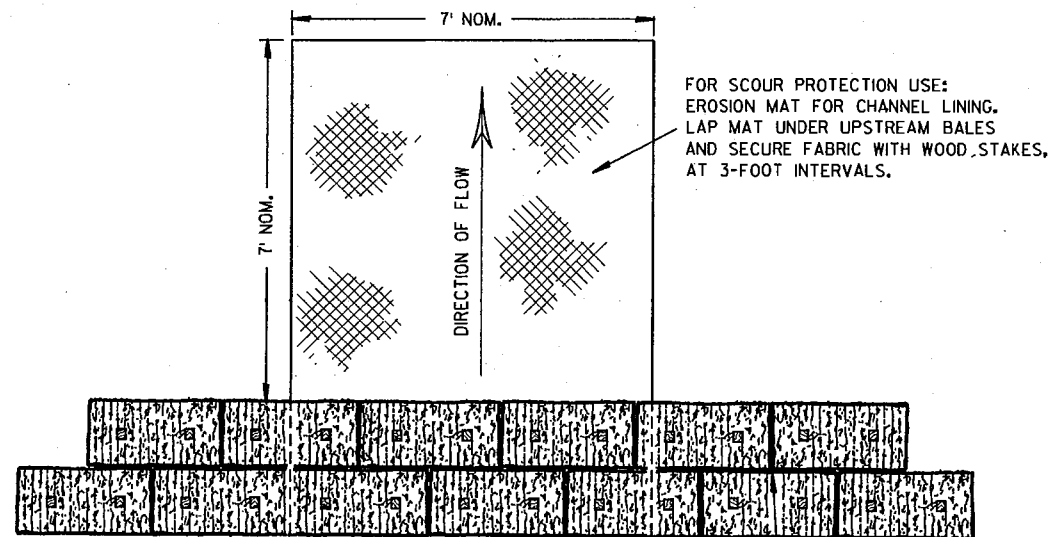
WHEN EXISTING GROUND SLOPES AWAY FROM FILL SLOPE

**EROSION BALES FOR SHEET FLOW**



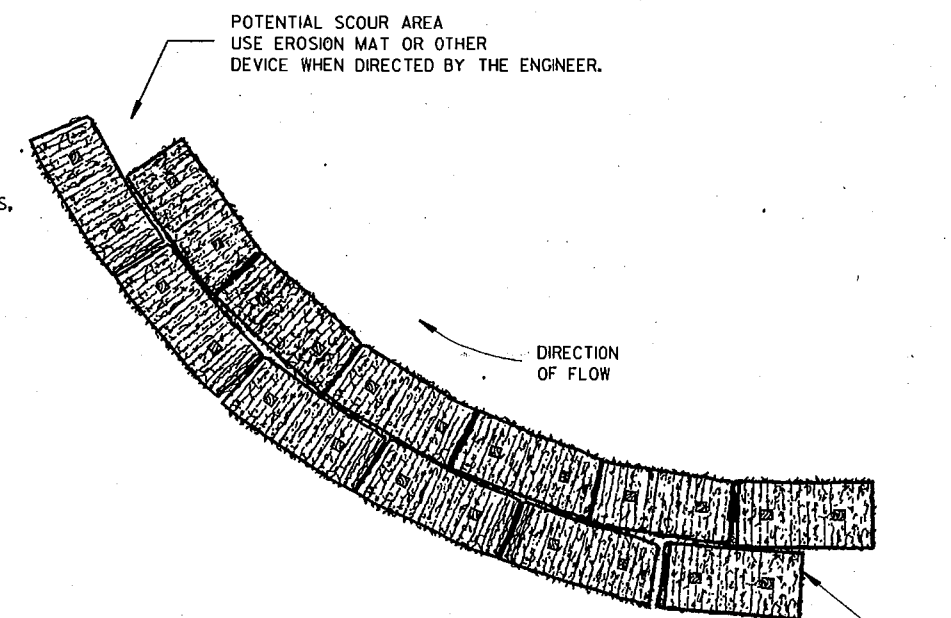
**GENERAL NOTES**

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.



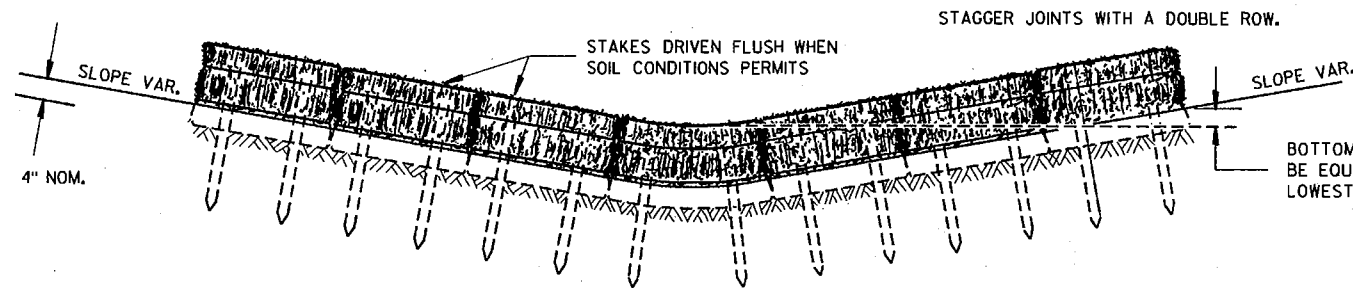
PLAN VIEW

STAGGER JOINTS BETWEEN ADJACENT ROWS OF BALES.



PLAN VIEW

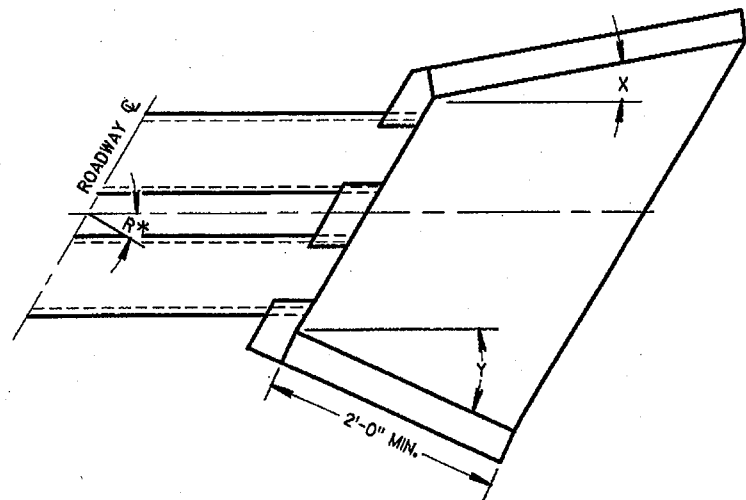
**EROSION BALES WHEN ALTERING THE DIRECTION OF FLOW**



FRONT ELEVATION

**EROSION BALES FOR CHANNEL FLOW**

<b>TYPICAL INSTALLATIONS OF EROSION BALES</b>	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 6/29/94 DATE	 ROY R. THOMPSON CHIEF ROADWAY DEVELOPMENT ENGINEER FHWA



WINGWALL ANGLE DETAILS

INLET			OUTLET		
R*	X	Y	R*	X	Y
0 - 7°	30°	30°	0 - 15°	15°	15°
8 - 22°	25°	"	16 - 45°	10°	"
23 - 37°	20°	"	46 - 75°	5°	"
38 - 52°	15°	"	OVER 75°	0°	"
53 - 67°	10°	"			
68 - 82°	5°	"			
OVER 82°	0°	"			

\*R = NUMBER OF DEGREES RIGHT OR LEFT HAND FORWARD

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.

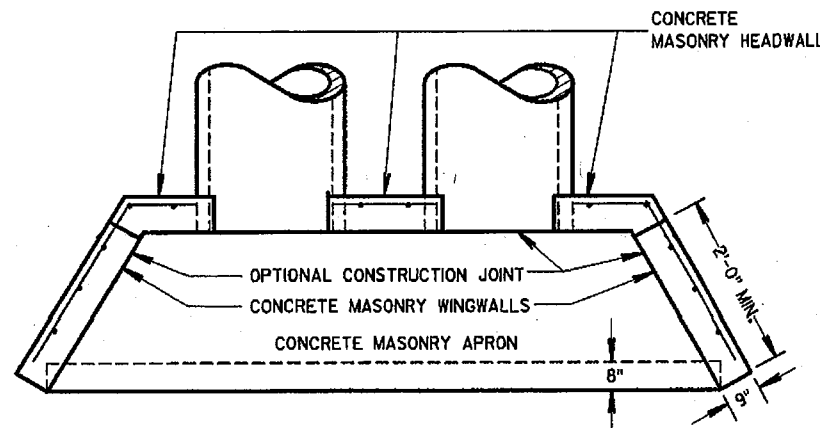
FILL SLOPES FLATTER THAN 2 1/2:1 SHALL BE WARPED TO MEET THE TOP OF THE WINGWALLS.

ALL STEEL REINFORCEMENT AND WELDED STEEL WIRE FABRIC SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE NOTED.

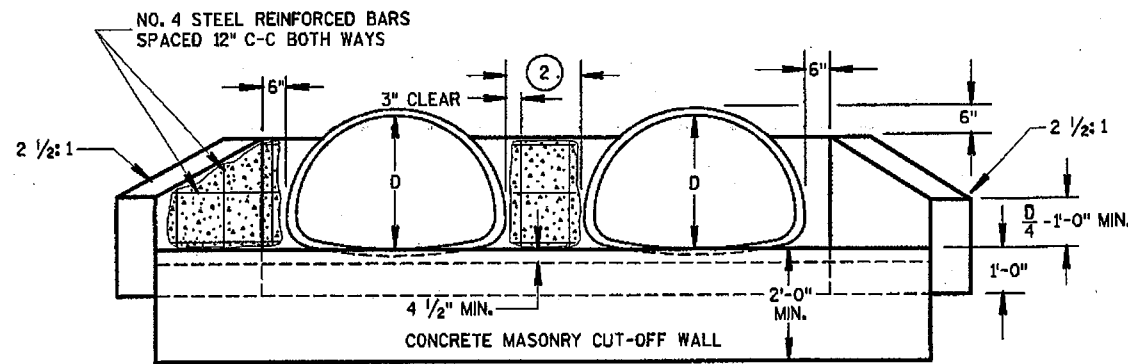
① MINIMUM REINFORCEMENT SHALL BE 6" X 6" - W4.0 X W4.0 OR NO. 3 BARS SPACED 12" C-C IN BOTH DIRECTIONS.

② THE SPACE BETWEEN PIPES SHALL BE AS FOLLOWS:

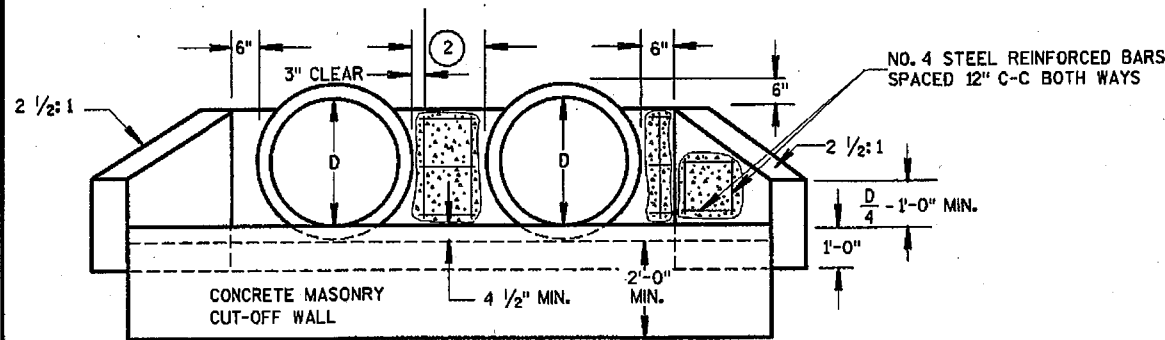
DIAMETER OR SPAN	SPACE
UP TO AND INCLUDING 48"	2'-0"
OVER 48" TO 72"	1/2 DIA. OR SPAN
OVER 72"	3'-0"



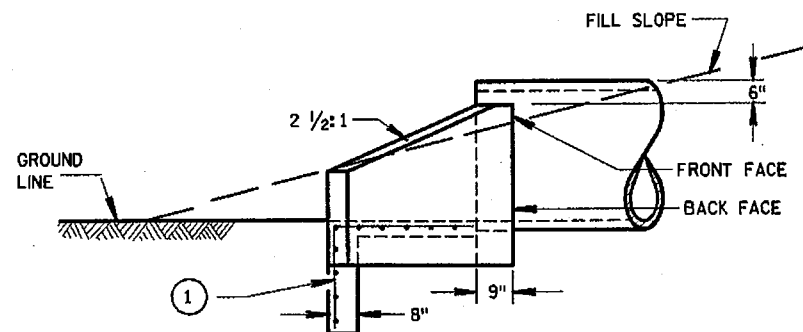
PLAN VIEW  
CULVERT PIPE AND PIPE ARCH



END ELEVATION  
PIPE ARCH



END ELEVATION  
CULVERT PIPE

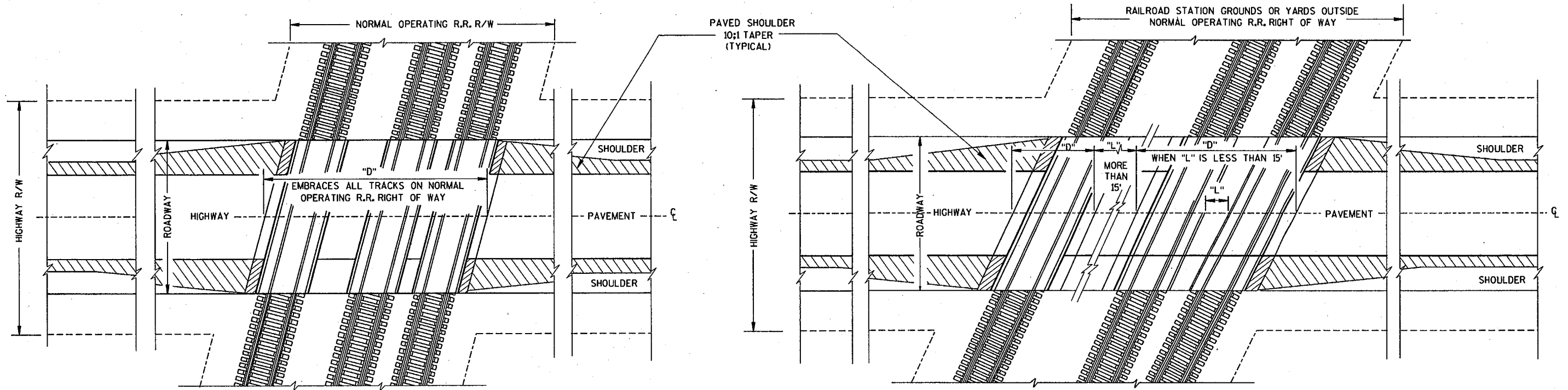


SIDE ELEVATION  
CULVERT PIPE AND PIPE ARCH

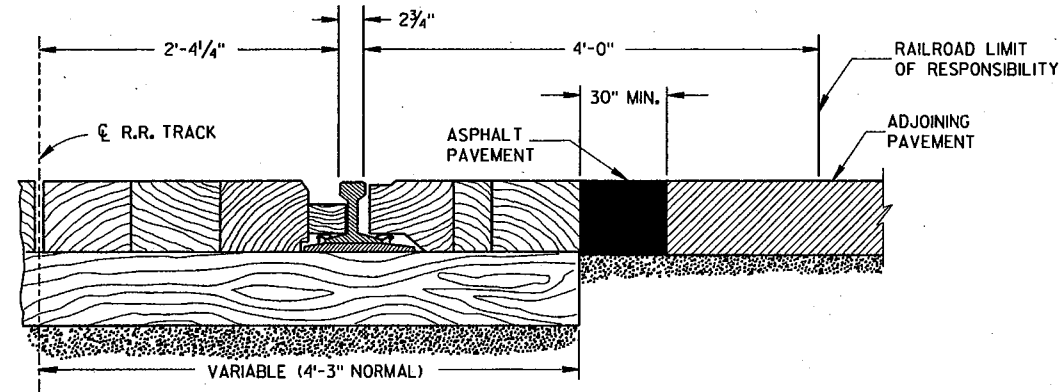
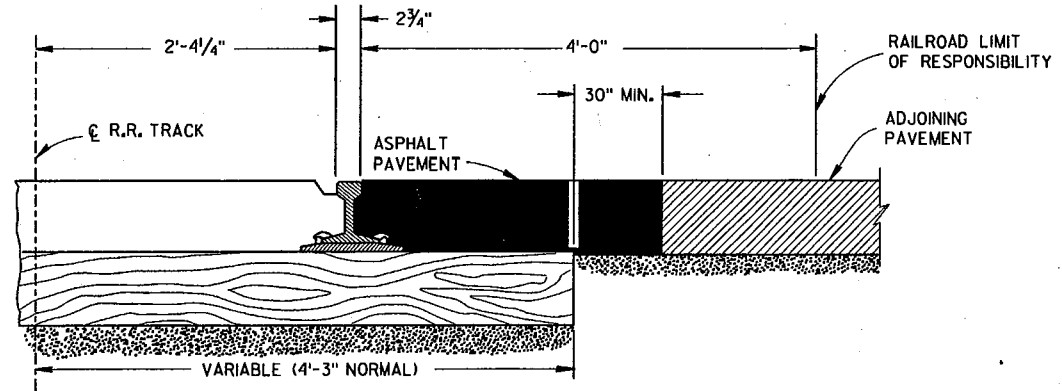
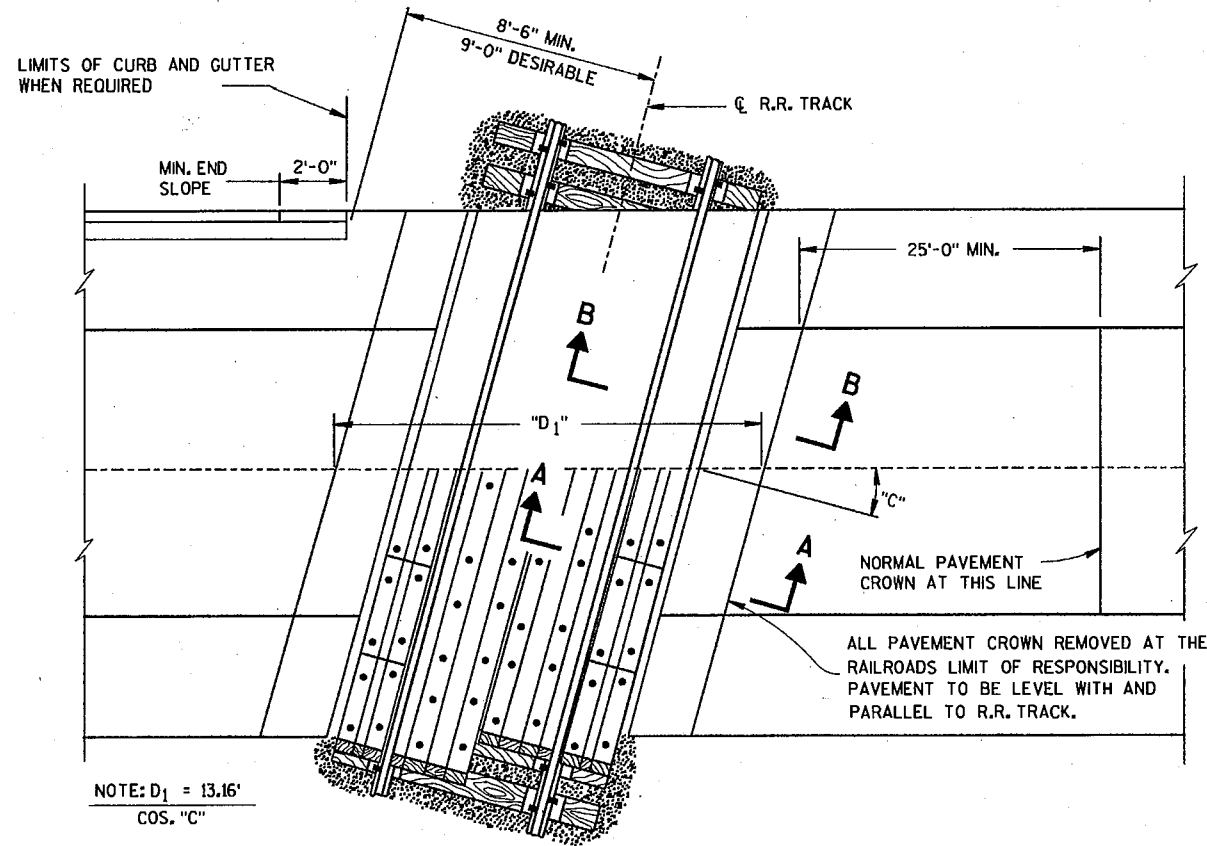
S.D.D. 8 F 10-1

CONCRETE MASONRY ENDWALLS FOR CULVERT PIPE AND PIPE ARCH	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 9/14/98 DATE	<i>[Signature]</i> CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA	

S.D.D. 8 F 10-1



**TYPICAL TYPES OF RAILROAD GRADE CROSSING  
SHOWING THE RAILROAD'S LIMIT OF RESPONSIBILITY  
AND MEASUREMENT DETAILS**



**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.

"D" & "D<sub>1</sub>" = EXCEPTION TO NET LENGTH OF  $\phi$ . PAVING OR SURFACING AND SHOULDER MATERIAL WITHIN LIMITS DESIGNATED BY "D" OR "D<sub>1</sub>" TO BE AT EXPENSE OF RAILROAD COMPANY. TRACKAGE TO INDUSTRIAL SITES TO BE TREATED SAME AS TRACKAGE TO R.R. STATION GROUNDS OR YARDS OUTSIDE OF NORMAL OPERATING R/W.

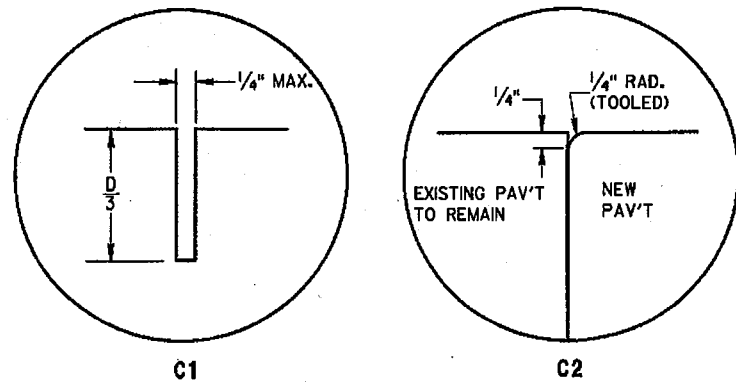
MODULAR CROSSINGS SHALL BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS.

**RAILROAD APPROACH CONSTRUCTION DETAILS**

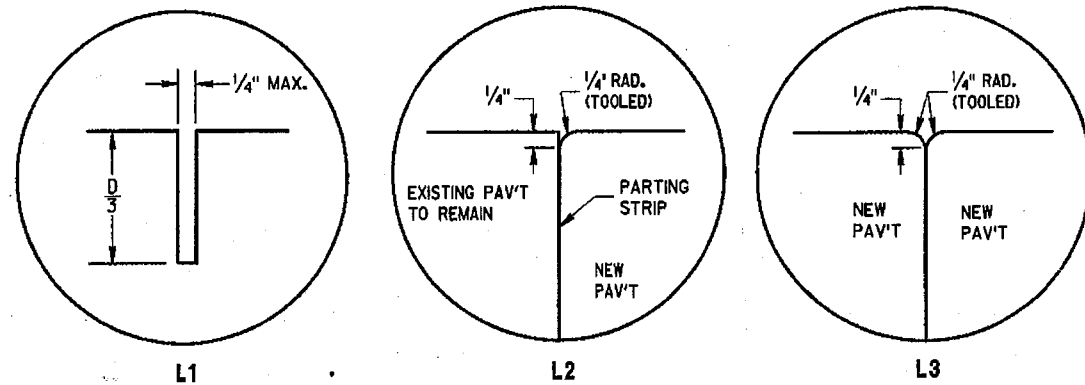
<b>PAVEMENT DETAILS FOR RAILROAD APPROACH</b>	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED DATE 12/08/94	 ROY J. THOMAS CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA	

S.D.D. 13 B 1-4

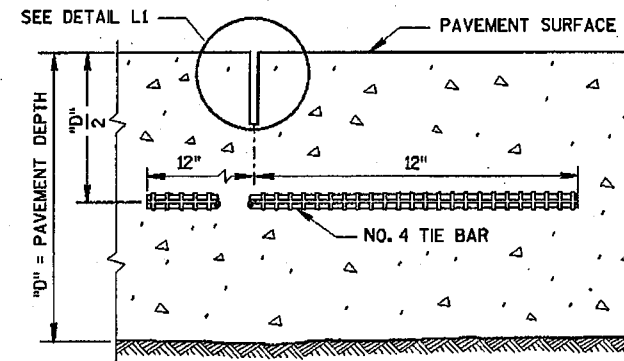
S.D.D. 13 B 1-4



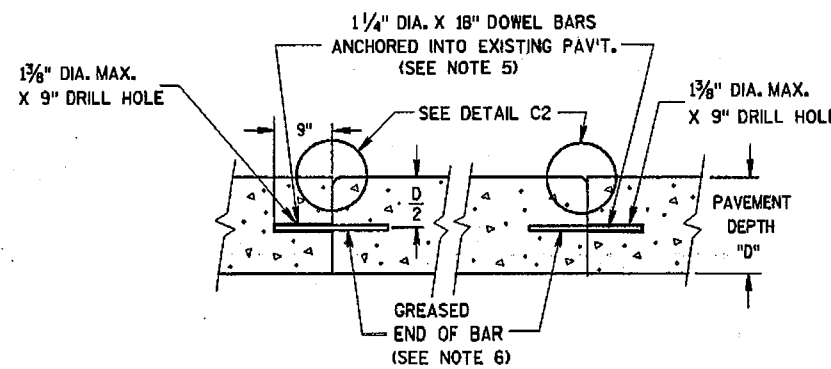
**TRANSVERSE JOINTS**



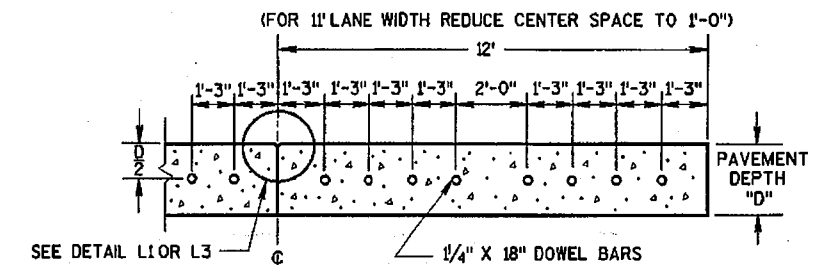
**LONGITUDINAL JOINTS**



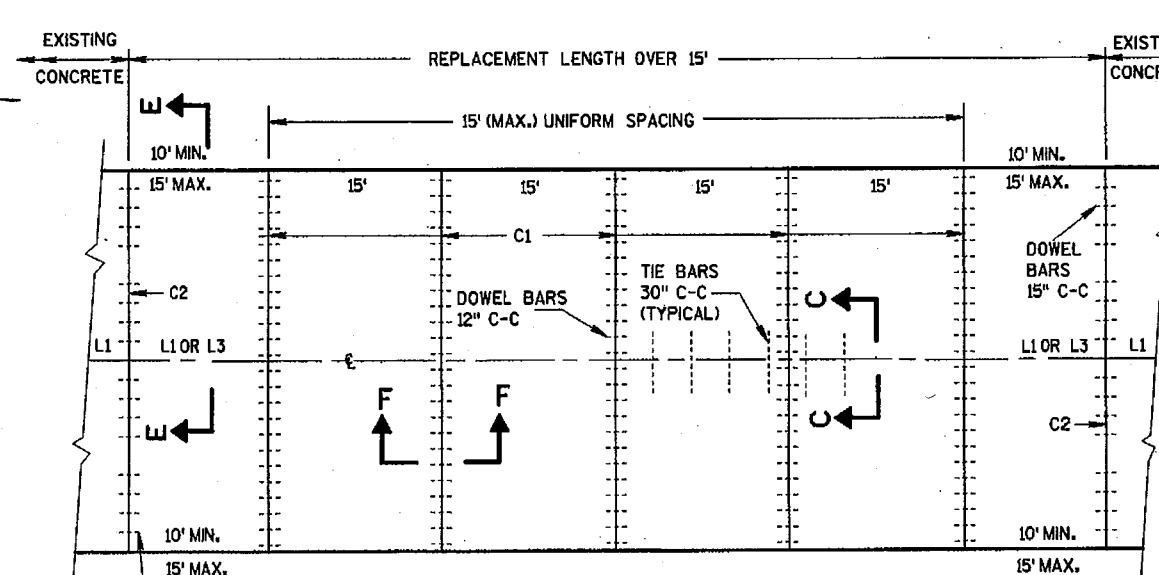
**SECTION C-C  
SAWED JOINT**



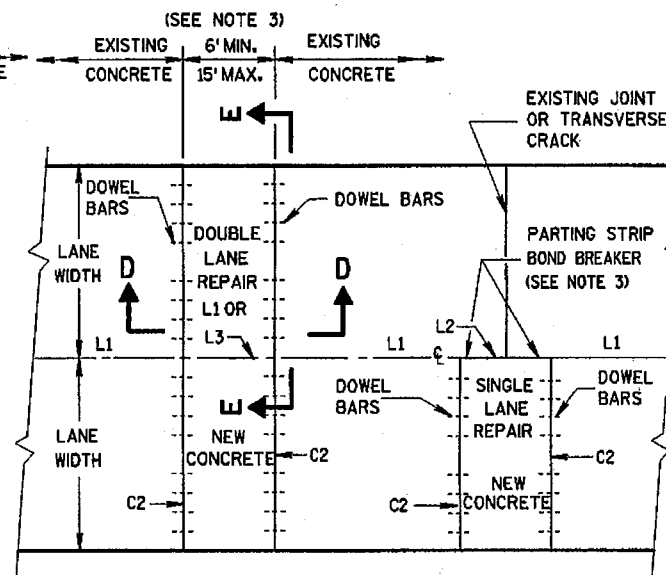
**SECTION D-D**



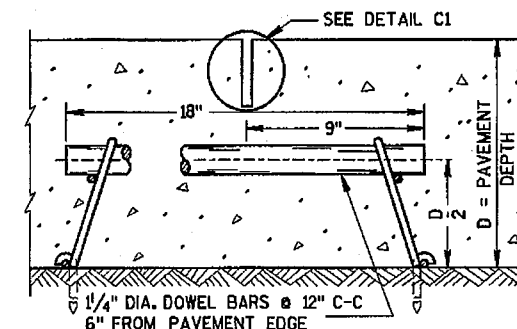
**SECTION E-E  
DOWEL BAR SPACING ABUTTING  
EXISTING PAVEMENT**



**PLAN VIEW  
CONCRETE PAVEMENT REPLACEMENT**



**PLAN VIEW  
CONCRETE PAVEMENT REPAIR**



**SECTION F-F  
CONTRACTION JOINT**

- GENERAL NOTES**
1. DOWEL BARS SHALL BE INSTALLED PARALLEL TO THE PAVEMENT CENTERLINE AND PAVEMENT SURFACE.
  2. PARTING STRIPS SHALL BE MADE OF POLYETHYLENE PLASTIC SHEETING HAVING A MINIMUM THICKNESS OF 20 MILS (.020"), A WIDTH EQUAL TO THE PAVEMENT DEPTH AND THE SAME LENGTH AS THE REPAIR.
  3. CONCRETE REPAIR AND CONCRETE REPLACEMENT SIZES AND LOCATIONS ARE SHOWN ELSEWHERE IN THE CONTRACT.
  4. THE PREPARATION OF FOUNDATION FOR FULL DEPTH CONCRETE PAVEMENT REPAIR SHALL BE IN ACCORDANCE WITH SUBSECTION 211.4.4 OF THE STANDARD SPECIFICATIONS.
  5. DOWEL BARS SHALL BE ANCHORED INTO DRILL HOLES WITH AN APPROVED EPOXY GROUT.
  6. THE FREE END OF DOWEL BARS SHALL RECEIVE A THIN UNIFORM COATING OF BOND BREAKER.
  7. JOINTS SHALL NOT BE SEALED OR FILLED.

**CONCRETE PAVEMENT REPAIR & DOWEL BAR INSTALLATION DETAILS**

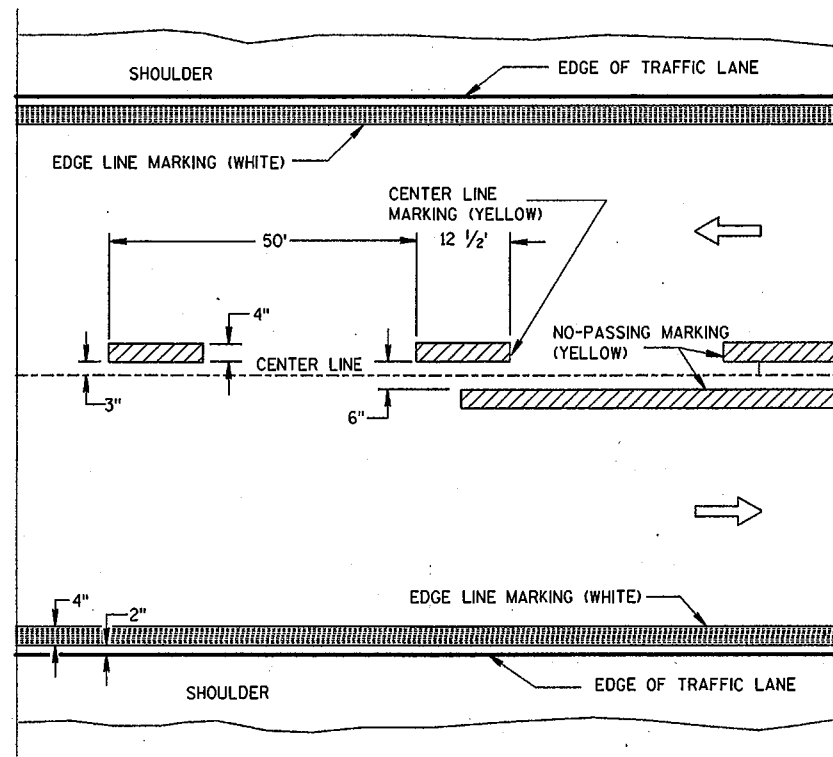
STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED  
9-25-98  
DATE

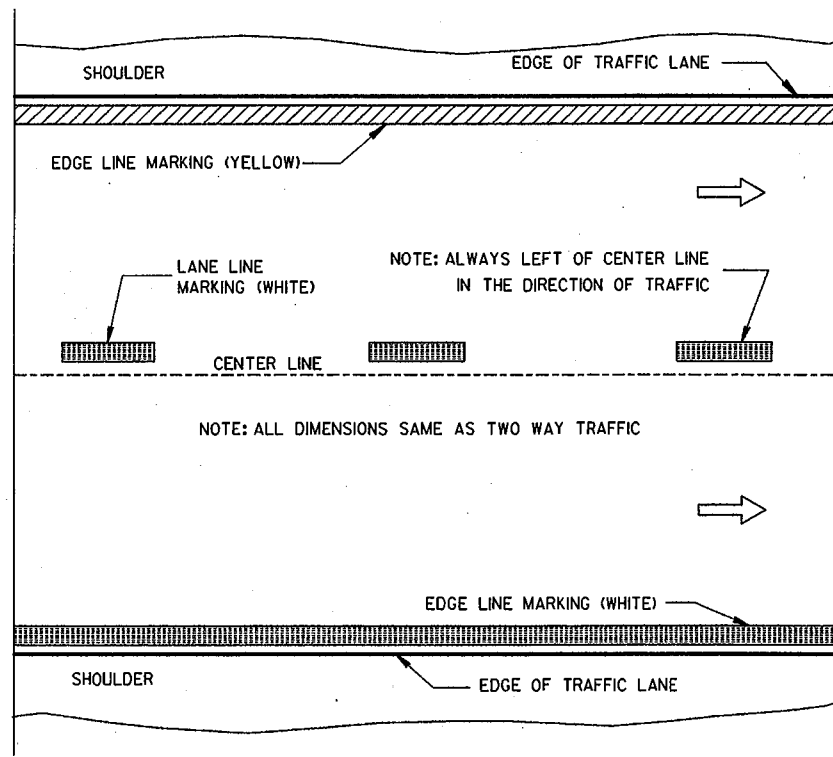
*[Signature]*  
CHIEF PAVEMENTS & RESEARCH ENGINEER

FHWA

S.D.D. 13 C 9-5b

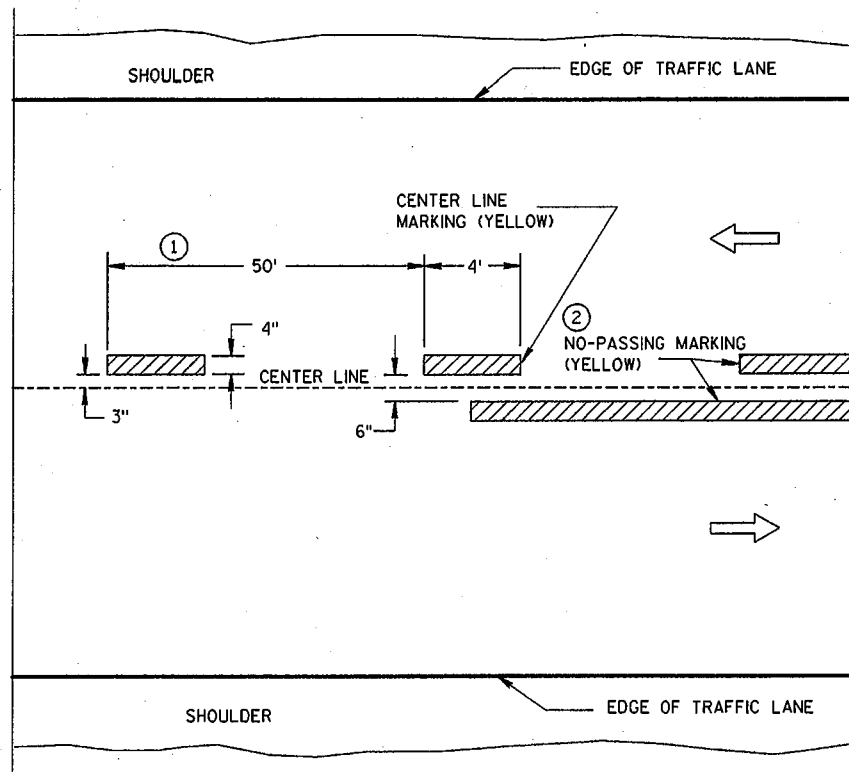


TWO WAY TRAFFIC

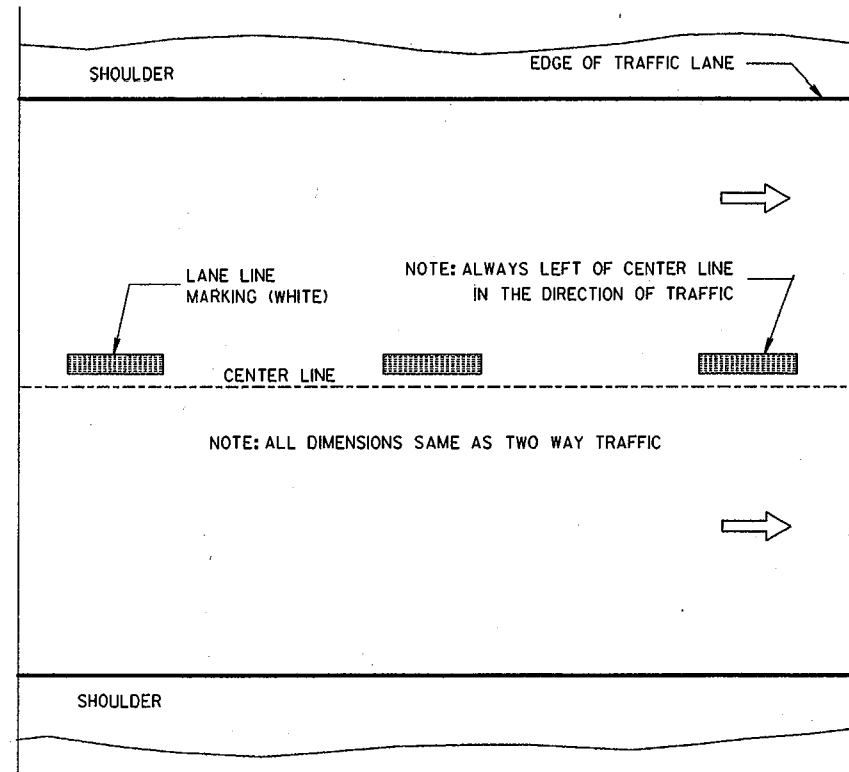


ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING



TWO WAY TRAFFIC



ONE WAY TRAFFIC

TEMPORARY (INTERMEDIATE) PAVEMENT MARKING  
(SHOWS CYCLE FOR TEMPORARY CENTER LINE OR TEMPORARY LANE LINE MARKING)

GENERAL NOTES

DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.

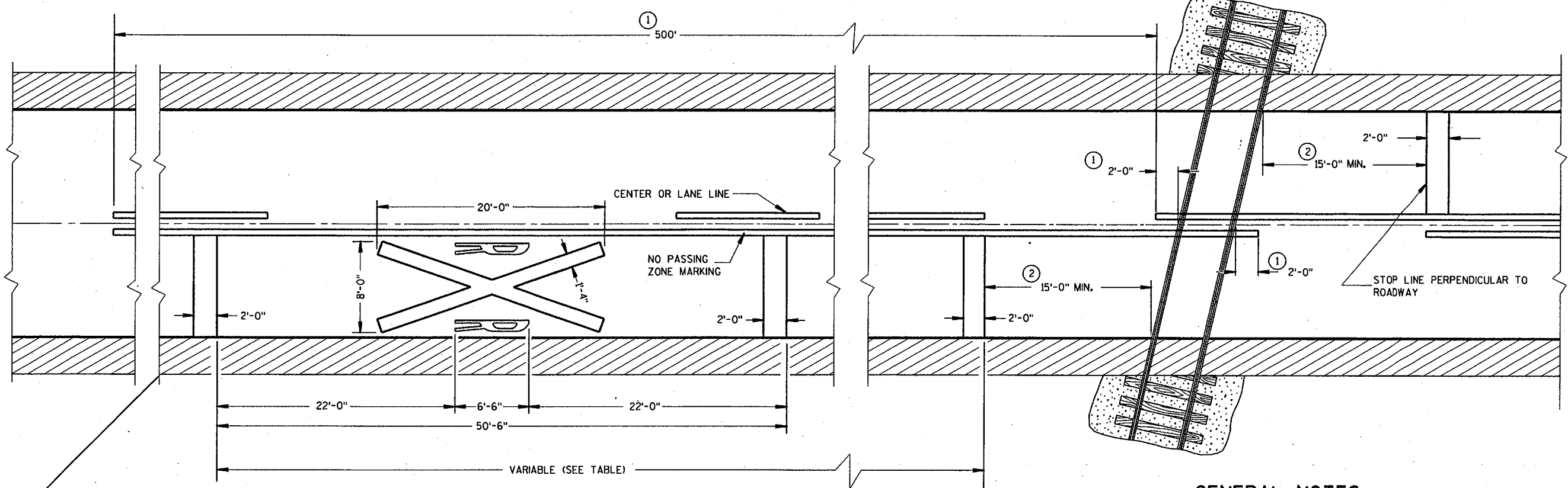
- ① HALF CYCLE LENGTHS (25'±) WITH 2' MINIMUM STRIPE LENGTHS SHALL BE PROVIDED ON ROADWAYS (INCLUDING TEMPORARY TRAVELED WAYS) WITH REVERSE CURVATURE, CURVATURE OF OVER 5 DEGREES OR WHEN DIRECTED BY THE ENGINEER TO MARK UNUSUAL ALIGNMENT OF THE TRAVELED WAY.
- ② NO PASSING ZONE TEMPORARY PAVEMENT MARKING IS REQUIRED TO BE PLACED, WHERE APPROPRIATE, ALONG WITH CENTERLINE TEMPORARY PAVEMENT MARKING WHEN A SAME DAY PERMANENT PAVEMENT MARKING ITEM IS INCLUDED IN THE CONTRACT.

NOTE

ARROW SYMBOL ( → ) SHOWS DIRECTION OF TRAVEL

S.D.D. 15 C 8-8a

PAVEMENT MARKING (MAINLINE)	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 4-10-98 DATE	<i>Christa J. Spang</i> CHIEF SIGNS AND MARKING ENGINEER
FHWA	



PAVEMENT MARKING

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.

THE DISTANCE FROM THE RAILROAD CROSSING MARKING TO THE NEAREST TRACK WILL VARY ACCORDING TO THE APPROACH SPEED AND THE SIGHT DISTANCE OF THE VEHICULAR TRAFFIC. DIMENSIONS SHOWN IN THE TABLE SHALL BE USED UNLESS OTHERWISE SHOWN ON THE PLANS.

A THREE-LANE ROADWAY SHOULD BE MARKED WITH A CENTERLINE FOR TWO-LANE APPROACH OPERATION ON THE APPROACH TO A CROSSING.

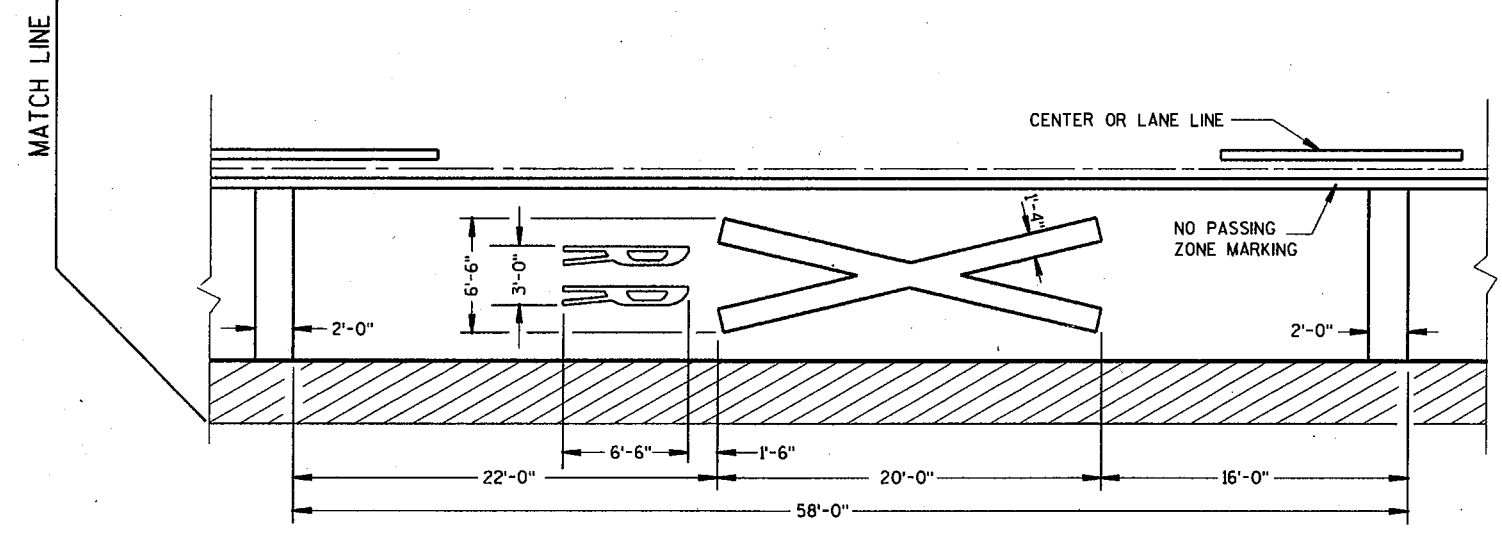
ON MULTI-LANE ROADS THE TRANSVERSE BANDS SHOULD EXTEND ACROSS ALL APPROACH LANES, AND INDIVIDUAL R X R SYMBOLS SHOULD BE USED IN EACH APPROACH LANE. ALL LETTERS AND SYMBOLS SHALL BE IN CONFORMANCE WITH THE "STANDARD ALPHABETS FOR HIGHWAY SIGNS AND PAVEMENT MARKINGS" (ADOPTED BY THE FEDERAL HIGHWAY ADMINISTRATION).

TRANSVERSE BANDS AND R X R SYMBOL ARE REFLECTIVE WHITE. SOLID LONGITUDINAL LINE IS REFLECTIVE YELLOW ON BIDIRECTIONAL TRAVELED WAYS AND IS OMITTED ON UNIDIRECTIONAL TRAVELED WAYS. DASHED LONGITUDINAL LINE IS REFLECTIVE YELLOW WHEN IT IS BETWEEN LANES OF TRAFFIC MOVING IN OPPOSITE DIRECTIONS AND REFLECTIVE WHITE WHEN IT IS BETWEEN LANES OF TRAFFIC MOVING IN THE SAME DIRECTION.

CENTER OR LANE LINES AND NO PASSING ZONE MARKINGS SHOWN ON THIS DRAWING ARE REQUIRED AND PAID FOR UNDER OTHER ITEMS IN THE CONTRACT.

- ① MARKING LIMITS MAY BE EXTENDED AS DIRECTED BY THE ENGINEER TO MEET ADJACENT NO PASSING ZONE MARKINGS.
- ② MINIMUM 8' TO GATE IF PRESENT.

Posted Speed (M.P.H.)	Variable Dimension (Feet)
25	150
30	200
35	250
40	325
45	400
50	475
55	550



ALTERNATE PAVEMENT MARKING

**PAVEMENT MARKING DETAILS  
FOR RAILROAD-HIGHWAY  
GRADE CROSSINGS**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

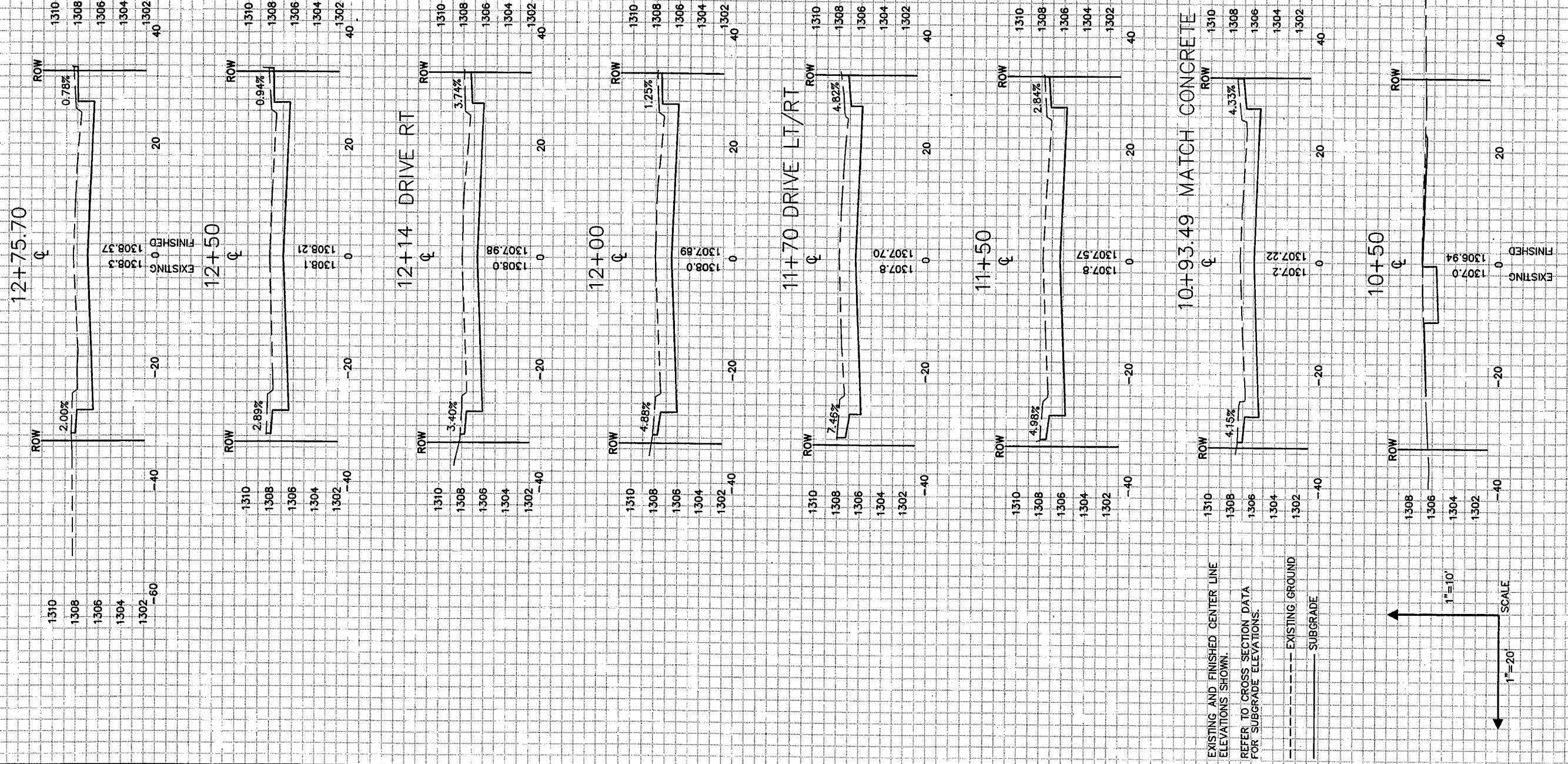
APPROVED  
DATE 8-10-95  
*Charles J. Spang*  
for DIRECTOR, OFFICE OF TRAFFIC

FHWA

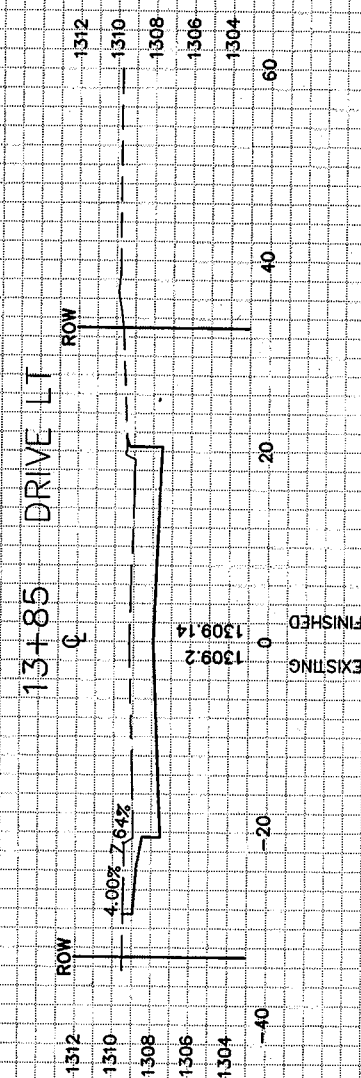
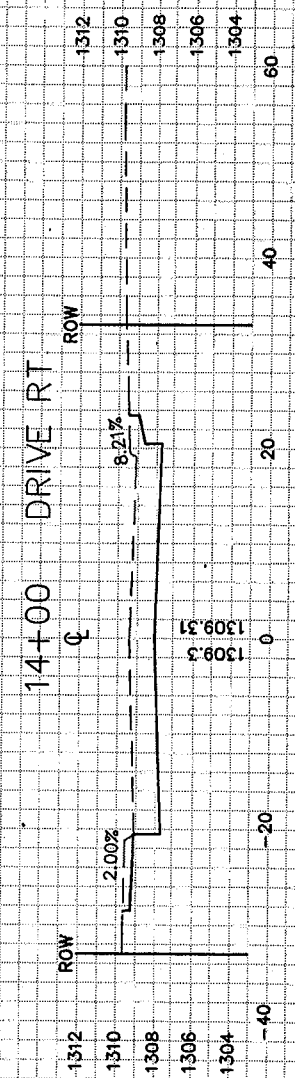
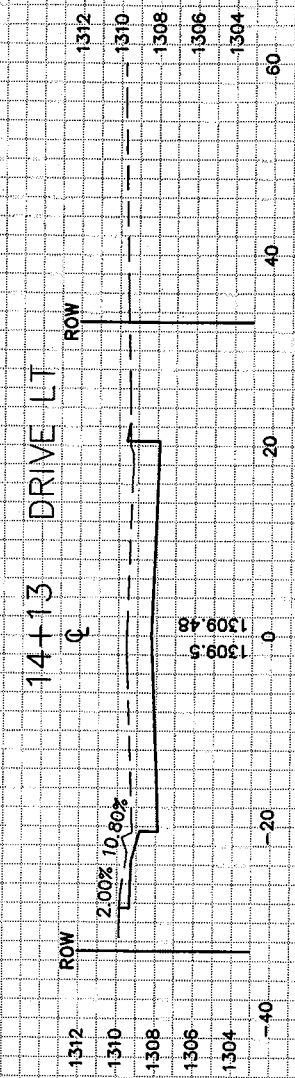
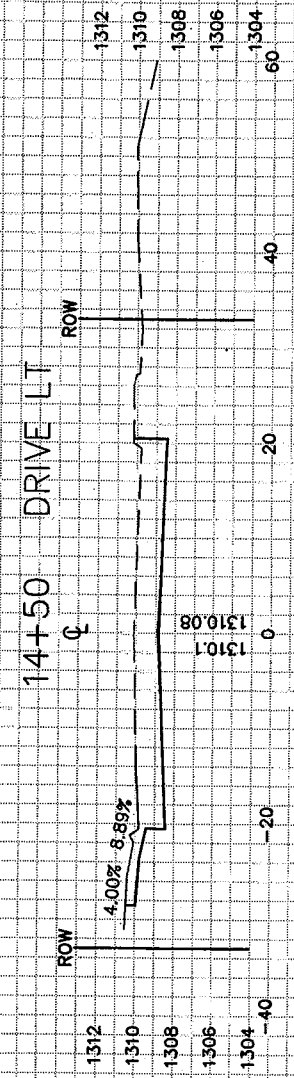
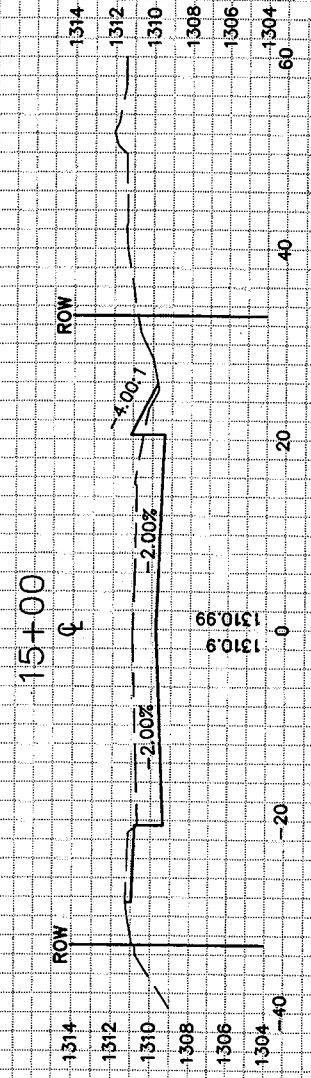
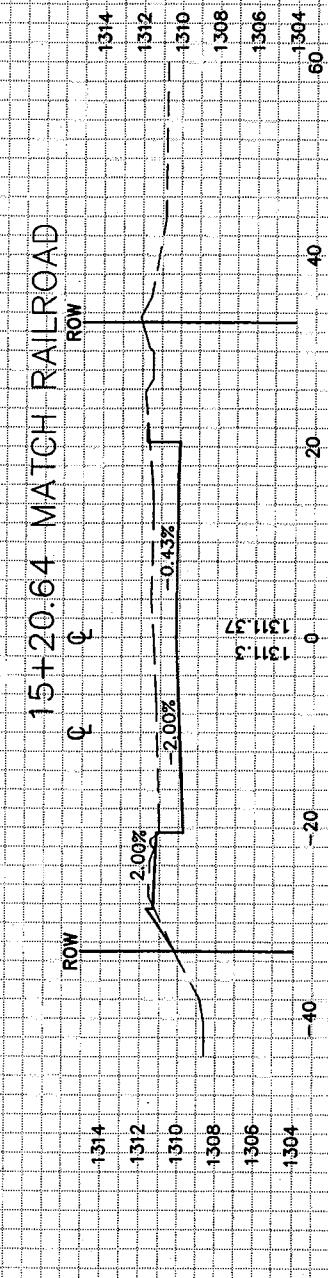
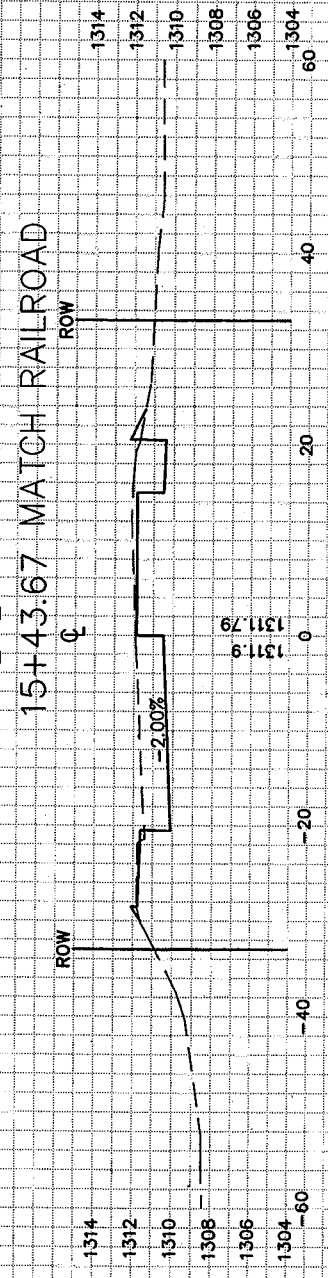
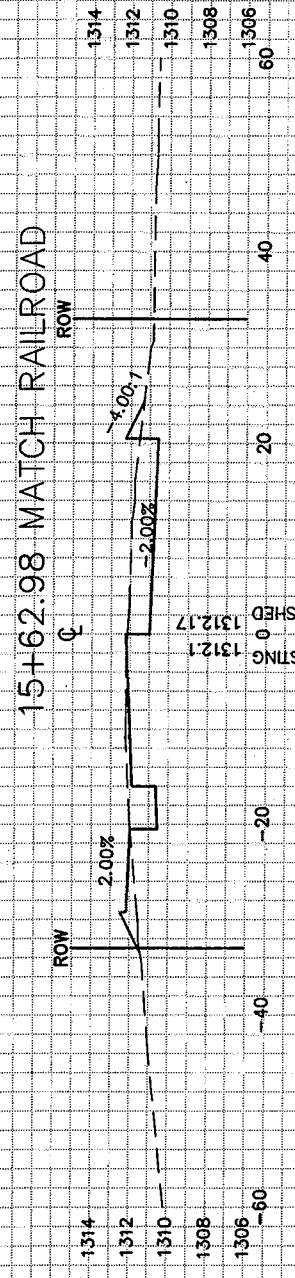
Station	Offset	Elevation	Description	Station	Offset	Elevation	Description
10+93.49	-31.98	1306.98	Subgrade SW	15+43.67	-28.5	1311.72	Subgrade SW
	-27.18	1305.32	Subgrade		-20.5	1310.05	Subgrade
	0	1305.88	Subgrade		0	1310.46	Subgrade
	27.67	1305.31	Subgrade		20.5	1310.36	Subgrade
	32.87	1307.03	Subgrade				
11+50	-31.74	1307.38	Subgrade SW	15+62.98	-29.21	1311.81	Subgrade SW
	-27.5	1305.69	Subgrade		-20.5	1310.51	Subgrade
	0	1306.24	Subgrade		0	1310.92	Subgrade
	27.5	1305.69	Subgrade		-33.5	1311.97	Subgrade SW
	32.92	1307.28	Subgrade		-20.5	1310.46	Subgrade
11+70	-31.65	1307.2	Subgrade SW		0	1310.75	Subgrade
	-27.5	1305.82	Subgrade		20.5	1310.34	Subgrade
	0	1306.37	Subgrade				
	27.5	1305.82	Subgrade		-28.63	1312.14	Subgrade SW
	32.94	1307.1	Subgrade		-20.5	1310.56	Subgrade
12+00	-31.52	1307.68	Subgrade SW	16+00	0	1310.59	Subgrade
	-27.5	1306.01	Subgrade		20.5	1310.18	Subgrade
	0	1306.56	Subgrade				
	27.5	1306.01	Subgrade		-28.5	1310.57	Subgrade SW
	32.97	1307.48	Subgrade		-20.5	1308.99	Subgrade
12+14	-31.52	1307.68	Subgrade SW	17+00	0	1309.4	Subgrade
	-27.5	1306.1	Subgrade		20.5	1308.99	Subgrade
	0	1306.65	Subgrade				
	27.5	1306.1	Subgrade		-28.5	1309.7	Subgrade SW
	32.98	1307.3	Subgrade		-20.5	1308.63	Subgrade
12+50	-31.6	1307.88	Subgrade SW	17+30	-28.5	1309.7	Subgrade SW
	-27.5	1306.32	Subgrade		-20.5	1308.39	Subgrade
	0	1306.87	Subgrade		0	1308.8	Subgrade
	27.5	1306.32	Subgrade		20.5	1308.39	Subgrade
	33.6	1307.78	Subgrade				
12+75.70	-31.6	1308.03	Subgrade SW	18+00	-28.5	1309.37	Subgrade SW
	-27.5	1306.49	Subgrade		-20.5	1307.79	Subgrade
	0	1307.04	Subgrade		0	1308.2	Subgrade
	27.51	1306.49	Subgrade		20.5	1307.79	Subgrade
	33.68	1307.93	Subgrade				
12+86	-31.6	1307.78	Subgrade SW	18+50	-28.5	1309.05	Subgrade SW
	-27.5	1306.48	Subgrade		-20.5	1307.47	Subgrade
	0	1307.12	Subgrade		0	1307.88	Subgrade
	28.17	1306.54	Subgrade		20.5	1307.47	Subgrade
	33	1308.03	Subgrade				
12+89	-33	1307.78	Subgrade SW	19+00	-28.5	1308.1	Subgrade SW
	-32.33	1306.48	Subgrade		-20.5	1307.14	Subgrade
	0	1307.12	Subgrade		0	1307.55	Subgrade
	29.51	1306.54	Subgrade		20.5	1307.06	Subgrade
	33	1308.03	Subgrade				
12+96.10	-45	1306.57	Subgrade SW	19+17.57	-28.5	1308	Subgrade SW
	-23	1306.83	Subgrade		-20.5	1307.03	Subgrade
	0	1307.17	Subgrade		0	1307.44	Subgrade
	23	1306.83	Subgrade		20.5	1306.95	Subgrade
	45	1307.07	Subgrade				
13+10	-45	1306.87	Subgrade SW	19+70.27	-28.5	1308.44	Subgrade SW
	-19.5	1306.97	Subgrade		-20.5	1306.78	Subgrade
	0	1307.26	Subgrade		0	1307	Subgrade
	45	1307.37	Subgrade		22.5	1306.55	Subgrade
	19.5	1306.97	Subgrade				
13+27.53	-45	1306.77	Subgrade SW	20+06.42	-28.3	1307.92	Subgrade SW
	-16	1307.05	Subgrade		-20.5	1306.66	Subgrade
	0	1307.37	Subgrade		20.5	1306.33	Subgrade
	45	1307.17	Subgrade		0	1306.74	Subgrade
	16	1307.05	Subgrade				
13+34	-28.5	1308.37	Subgrade SW	20+59.12	-33.5	1307.34	Subgrade SW
	-24.38	1306.96	Subgrade		-20.5	1305.66	Subgrade
	0	1307.49	Subgrade		0	1305.76	Subgrade
	28.01	1307.21	Subgrade		20.5	1305.35	Subgrade
13+38	-28.5	1308.37	Subgrade SW	20+85.22	-28.5	1306.77	Subgrade SW
	-21.95	1307.06	Subgrade		-20.5	1304.9	Subgrade
	0	1307.52	Subgrade		0	1305.31	Subgrade
	16	1307.05	Subgrade		20.5	1304.9	Subgrade
13+48.37	-28.5	1308.67	Subgrade SW	20+94	-28.5	1306.67	Subgrade SW
	-20.5	1307.17	Subgrade		-20.5	1304.77	Subgrade
	0	1307.58	Subgrade		0	1305.18	Subgrade
	20.5	1307.17	Subgrade		22.86	1304.72	Subgrade
13+85	-28.5	1309.23	Subgrade SW	20+98.40	-28.5	1306.57	Subgrade SW
	-20.5	1307.65	Subgrade		-20.5	1304.71	Subgrade
	0	1308.06	Subgrade		0	1305.12	Subgrade
	20.5	1307.65	Subgrade		26.49	1304.59	Subgrade
	23.5	1308.9	Subgrade				
14+00	-28.5	1309.3	Subgrade SW	21+02.80	-28.5	1306.57	Subgrade SW
	-20.5	1307.82	Subgrade		-20.5	1304.56	Subgrade
	0	1308.23	Subgrade		0	1304.97	Subgrade
	20.5	1307.82	Subgrade		40	1303.77	Subgrade
14+13	-28.5	1309.9	Subgrade SW	21+15.60	-28.5	1306.27	Subgrade SW
	-20.5	1308.42	Subgrade		-20.5	1304.4	Subgrade
	0	1308.83	Subgrade		0	1304.81	Subgrade
	20.5	1308.42	Subgrade		40	1304.27	Subgrade
	20.5	1308.42	Subgrade		16	1304.49	Subgrade
14+50	-28.5	1310.91	Subgrade SW	21+28.44	-28.5	1305.93	Subgrade SW
	-20.5	1309.33	Subgrade		-20.5	1304.26	Subgrade
	0	1309.74	Subgrade		0	1304.67	Subgrade
	20.5	1309.33	Subgrade		40	1303.87	Subgrade
	20.5	1311.29	Subgrade SW		16	1304.35	Subgrade
15+20.64	-28.5	1309.71	Subgrade SW	21+32.80	-28.5	1305.88	Subgrade SW
	-20.5	1309.12	Subgrade		-20.5	1304.3	Subgrade
	0	1310.12	Subgrade		0	1304.71	Subgrade
	20.5	1309.96	Subgrade		26.41	1304.18	Subgrade

REV. DATE: PLOT NAME: SHIELDING PLOT SCALE: 1:1

ORIGINATOR: BHA

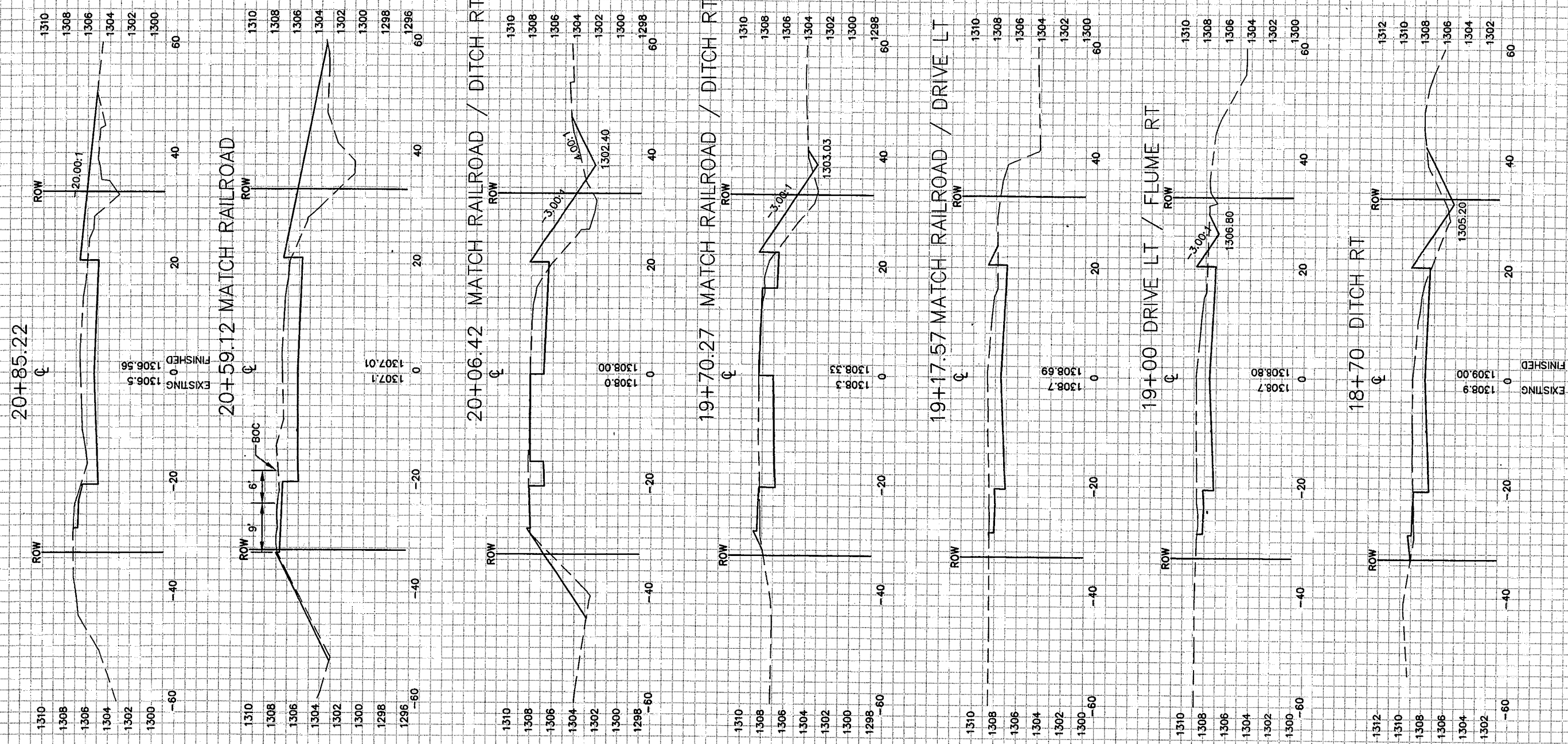


ORIGINATOR: BHA REV. DATE: PLOT NAME: sht1dwg PLOT SCALE: 1:1



EXISTING AND FINISHED CENTER LINE ELEVATIONS SHOWN.  
 REFER TO CROSS SECTION DATA FOR SUBGRADE ELEVATIONS.  
 --- EXISTING GROUND  
 \_\_\_\_\_ SUBGRADE  
 1"=10'  
 1"=20'  
 SCALE

ORIGINATOR: BHA  
REV. DATE:  
PLOT NAME: srt1.dwg  
PLOT SCALE: 1:1

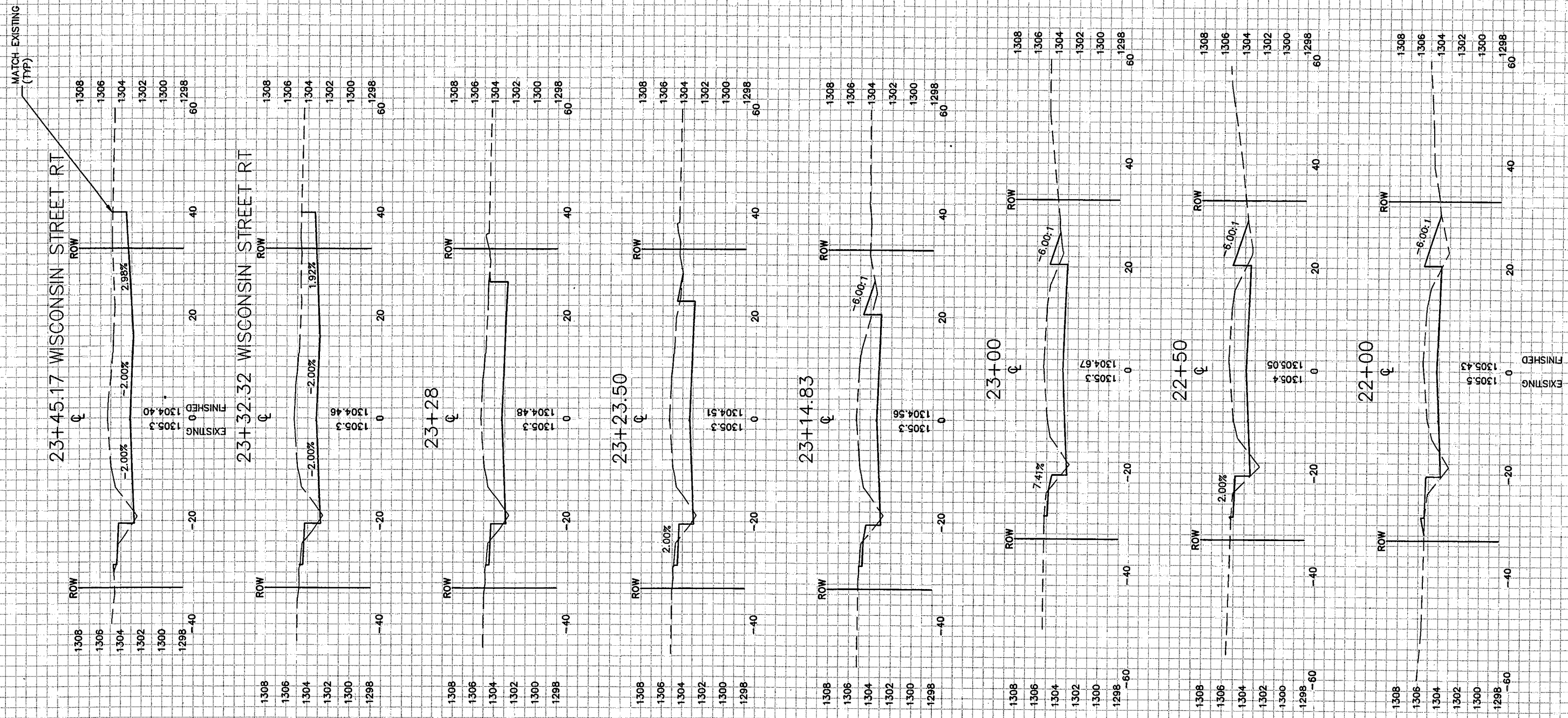


EXISTING AND FINISHED CENTER LINE ELEVATIONS SHOWN.  
 REFER TO CROSS SECTION DATA FOR SUBGRADE ELEVATIONS.

--- EXISTING GROUND  
 ——— SUBGRADE

1"=20'  
 1"=10'  
 SCALE

ORIGINATOR: BHA  
REV. DATE:  
PLOT NAME: sh1.dwg  
PLOT SCALE: 1:1

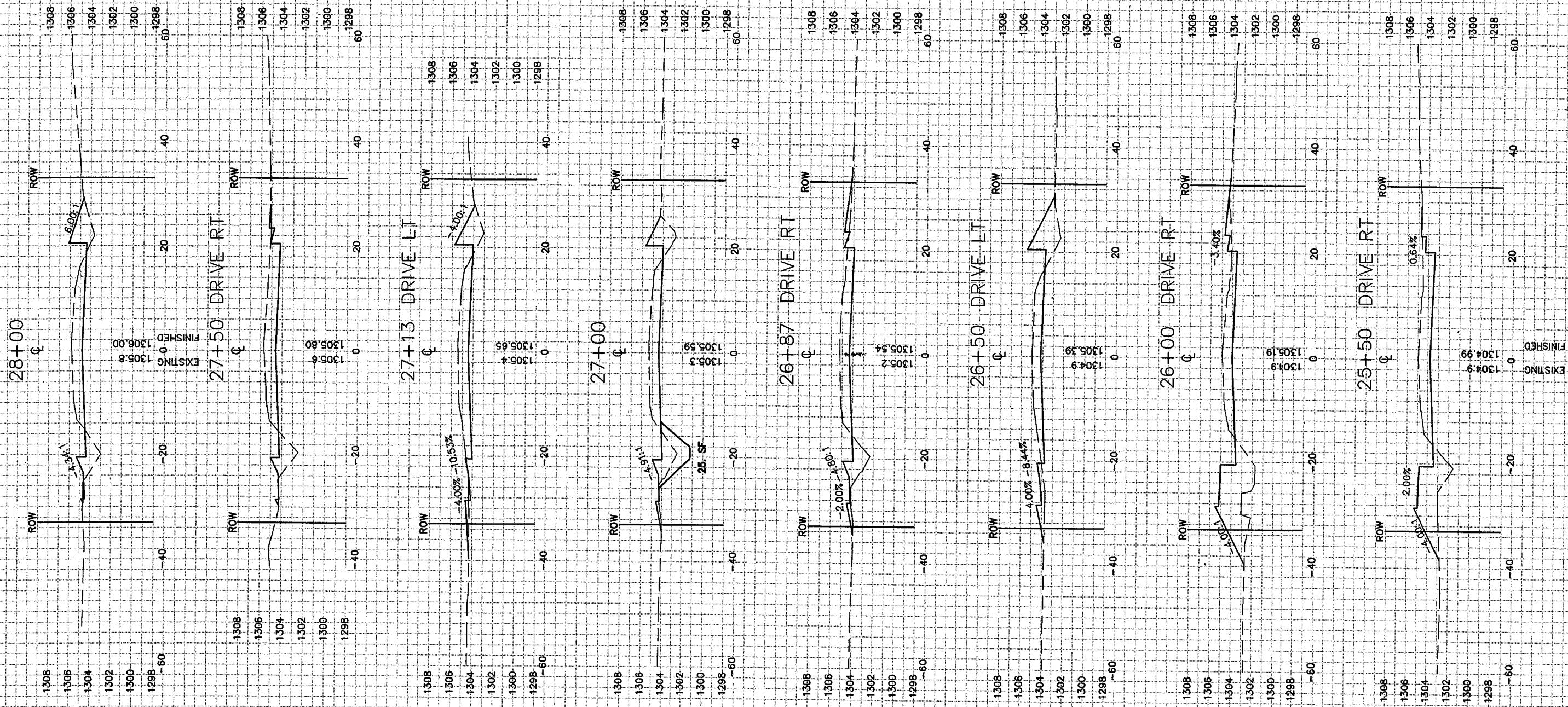


EXISTING AND FINISHED CENTER LINE  
ELEVATIONS SHOWN.  
REFER TO CROSS SECTION DATA  
FOR SUBGRADE ELEVATIONS.

----- EXISTING GROUND  
----- SUBGRADE

1"=10'  
1"=20'  
SCALE

ORIGINATOR: BHA  
REV. DATE:  
PLOT NAME: sh1.dwg  
PLOT SCALE: 1:1



EXISTING AND FINISHED CENTER LINE ELEVATIONS SHOWN.  
REFER TO CROSS SECTION DATA FOR SUBGRADE ELEVATIONS.

--- EXISTING GROUND  
— SUBGRADE

