AS BUILT

Jyl 03

ORDER OF SHEETS

Sheet No.	1	Title
Sheet No.		Typical Sections and Details
Sheet No.		Estimate of Quantities
Sheet No.		Miscellaneous Quantities
Sheet No.		Right of Way Plat
Sheet No.		Plan and Profile
Sheet No.		Standard Detail Drawings
Sheet No.		Sign Plates
Sheet No.	✓	Structure Plans
Sheet No.		Computer Earth
Sheet No.		Cross Sect.

TOTAL SHEETS = 294

PROJECT ID: 6999-03-73

COUNTY: MARATHON COUNTY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

McCLEARY BRIDGE AND APPROACHES

ROBIN LANE TO LAKE STREET

C.T.H. N

MARATHON COUNTY

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
6999-03-73	OMA 2003541	1

AS BUILT PLAN

SUPERVISOR: RON HETT

PROJECT MANAGER: MARK STEVOL

CONTRACTOR: PHEIFER BROS. CONSTRUCTION

DATE STARTED: SEPT. 11, 2003

DATE COMPLETED: JUNE 1, 2005

STATE PROJECT NUMBER
6999-03-73

CONSTRUCTION STAFF
(NAME/RESPONSIBILITIES)

MIKE BAUMANN – PROJECT LEADER

STEPHEN ZBLEWSKI – ASSISTANT PROJECT LEADER

JACOB JOHNSON – BRIDGE INSPECTION, MATERIALS

AARON DUNN – INSPECTION

MIKE DOMBECK – INSPECTION, FINALS

ACCEPTED FOR
MARATHON COUNTY
HIGHWAY DEPARTMENT

3/21/03 (Date) (Highway Commissioner)

ORIGINAL PLANS PREPARED BY

GRAEF ANHALT SCHLOEMER and Associates Inc.
ENGINEERS & SCIENTISTS
150 SPRINGHURST DRIVE, SUITE 201
GREEN BAY, WISCONSIN 54304
(920) 592-3440

WISCONSIN
DAVID S. GALE
E-26283
Luxemburg, Wis.
PROFESSIONAL ENGINEER

(Date) (Signature) 3/12/03

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY	
Surveyor	GAS & VIERBICHER ASSOC.
Designer	DAVID S GALE
District Examiner	
District Supervisor	MIKE D'MEARA
Proj. Dev. Engineer	DOUG ROSS
C.O. Examiner	Jane E. Engebretsen

APPROVED FOR DISTRICT OFFICE
DATE: 3/28/03 (Signature)

E



DESIGN DESIGNATION

A.D.T.	(1998)	=	15,700
A.D.T.	(2010)	=	19,100
A.D.T.	(2023)	=	17,700
D.H.V.	(2023)	=	9%
D.D.		=	50-50
T.		=	5%
DESIGN SPEED		=	40 MPH
ESALS		=	2,700,000

CONVENTIONAL SYMBOLS

PLAN

CORPORATE LIMITS
PROPERTY LINE
LOT LINE
LIMITED HIGHWAY EASEMENT
EXISTING RIGHT OF WAY
PROPOSED OR NEW R/W LINE
SLOPE INTERCEPT
REFERENCE LINE
EXISTING CULVERT
PROPOSED CULVERT (Box or Pipe)
COMBUSTIBLE FLUIDS (CAUTION)
MARSH AREA
WOODED OR SHRUB AREA
STREAM OR RIVER (NAME)
LAKE (NAME)

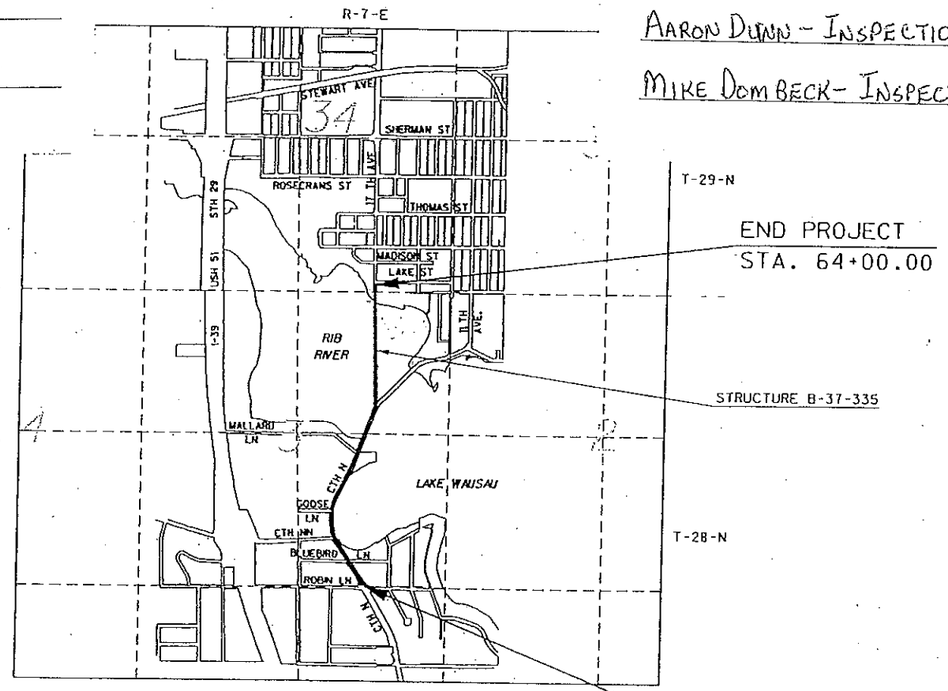
BUILDING (TYPE)
CONIFEROUS TREE
DECIDUOUS TREE
MANHOLE
FIRE HYDRANT
SIGN

PROFILE

GRADE LINE
ORIGINAL GROUND
MARSH OR ROCK PROFILE (To be noted as such) (ROCK)
SPECIAL DITCH (LABEL)
GRADE ELEVATION (95.36)
CULVERT (Profile View)

UTILITIES

ELECTRIC (E)
FIBER OPTIC (FO)
GAS (G)
SANITARY SEWER (SAN)
STORM SEWER (SS)
TELEPHONE (T)
WATER (W)
UTILITY PEDESTAL
POWER POLE
TELEPHONE POLE



LAYOUT
SCALE 0 0.25 MI.

TOTAL NET LENGTH OF CENTERLINE = 1.025 MI. (URBAN)

COORDINATES ON THIS PLAN ARE REFERENCED TO THE MARATHON COUNTY COORDINATE SYSTEM.

ALL ELEVATIONS ON THE PLAN ARE REFERENCED TO NAVD 88

STANDARD DETAIL DRAWINGS

SDD NUMBER	TITLE
8A5-16a	INLET COVERS TYPE A, H, A-S, & H-S
8A5-16b	INLET COVERS TYPE B, B-A, C, MS, MS-A, & WM
8A5-16c	INLET COVERS TYPE F, HM, HM-S, S, V, HM-GJ & HM-GJ-S
8A5-16d	INLET COVER, TYPE Z MANHOLE COVERS, TYPE K, J, J-S, L & M
8A6-4	CATCH BASINS, TYPE 1 AND 2
8A7-3	CATCH BASINS TYPE 3 & 5
8B6-3	MANHOLES, TYPE 1
8C1-5	INLETS TYPE 1, 2, 3 &4
8D1-13	CONCRETE CURB, CONCRETE CURB & GUTTER AND PAVEMENT TIES
8D5-8	CURB RAMPS
8D15-3b	EDGEDRAIN AND CRUSHED AGGREGRATE BASE COURSE, OPEN GRADED, NO. 1 OR NO. 2
8E8-3	TYPICAL INSTALLATIONS OF EROSION BALES/TEMPORARY DITCH CHECKS
8E9-5	SILT FENCE
8E10-2	INLET PROTECTION TYPE A, B, C AND D
8E11-2	TURBIDITY BARRIER
8F1-11	APRON ENDWALLS FOR CULVERT PIPE
8F4-5	JOINT TIES FOR CONCRETE PIPE
9B2-6	CONDUIT
9B3-2	CONDUIT FOR MAGNETIC DETECTOR
9B4-5	PULL BOX
9C2-2	CONCRETE BASES, TYPES 1, 2, & 5
9C3-2	TRANSFORMER/PEDESTAL BASES
9C5-2	CONCRETE CONTROL CABINET BASES
9D1-2	CABINET SERVICE INSTALLATION (METER &REAKER PEDESTAL)
9D2-2	SIGNAL OR LIGHTING CONTROL CABINET
9E1-4a	POLE MOUNTING FOR TRAFFIC SIGNALS TYPE 2
9E1-4g	HARDWARE DETAILS FOR POLE MOUNTINGS
9E6-1	TRAFFIC SIGNAL STANDARD POLY BRACKET MOUNTINGS (TYPICAL) 13 FT. OR 15 FT.
9F15-1a	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)
11B1-2	CONCRETE CORRUGATED MEDIAN
11B2-1	CONCRETE MEDIAN NOSE
12A3-7	NAME PLATE (STRUCTURES)
13B2-4	CONCRETE PAVEMENT APPROACH SLAB
14B3-2	STEEL PLATE BEAM GUARD CLASS B
14B7-9a	TEMPORARY PRECAST CONCRETE BARRIER
14B7-9b	TEMPORARY PRECAST CONCRETE BARRIER END SECTION AND PORTABLE CRASH CUSHION
14B15-4a	STEEL PLATE BEAM GUARD, CLASS "A", INSTALLATION AND ELEMENTS
14B15-4b	STEEL PLATE BEAM GUARD, CLASS "A", INSTALLATION AND ELEMENTS
14B18-4a	STEEL PLATE BEAM GUARD, CLASS "A" (AT BRIDGES, OBSTACLES AND SIDEROADS/DRIVEWAYS)
14B20-5a	STEEL THRIE BEAM STRUCTURE APPROACH
14B20-5b	STEEL THRIE BEAM STRUCTURE APPROACH, CONNECTION TO SQUARE END AND VERTICAL FACED PARAPETS
14B24-3a, b & c	STEEL PLATE BEAM GUARD ENERGY ABSORBING TERMINAL
15A3-1	MARKER POST, FLEXIBLE, FOR CULVERT END
15C2-3	BARRICADES AND SIGNS FOR ROAD CLOSURES
15C7-5a	PAVEMENT MARKING SYMBOLS
15C8-9a	PAVEMENT MARKING (MAINLINE)
15C8-9d	PAVEMENT MARKING (LEFT TURN LANE)
15C8-10e	PAVEMENT MAKING (ISLANDS, STOP LINE & CROSS WALK)
15C12-2	TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS)
15D27-1	TRAFFIC CONTROL, SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THAN 40 MPH
15D30-1	TRAFFIC CONTROL, SIDEWALK CLOSURE

UTILITIES

CHARTER COMMUNICATIONS
(CABLE TV)
P.O. BOX 1818
WAUSAU, WI 54402
ATTN: KEN ZALEWSKI
1-715-845-4223 EXT. 224

DIRECTOR OF PUBLIC WORKS
CITY OF WAUSAU
407 GRANT STREET
WAUSAU, WI 54403
ATTN: DAVID KOCH
1-715-261-6740

RIB MOUNTAIN SANITARY DISTRICT
(SANITARY AND WATER)
5703 LILAC AVENUE
WAUSAU, WI 54401
ATTN: DARREN WESTOVER
1-715-359-6177

VERIZON, INC.
(TELEPHONE)
521 FOURTH STREET
WAUSAU, WI 54402
ATTN: DALE KANITZ
1-715-847-1537

WISCONSIN PUBLIC SERVICE
(GAS AND ELECTRIC)
1700 SHERMAN STREET
WAUSAU, WI 54403
ATTN: TIM CARLSON (GAS)
1-715-345-7567
ATTN: CLAY VICKS (ELECTRIC)
1-715-848-7317

STANDARD ABBREVIATIONS

ASPH.	ASPHALT
BM	BENCH MARK
C&G	CURB AND GUTTER
CABC	CRUSHED AGGREGATE BASE COURSE
℄	CENTERLINE
CL	CLASS
CONC.	CONCRETE
CP-	CONTROL POINT
CP	CULVERT PIPE
C.Y.	CUBIC YARDS
EX.	EXISTING
EXC.	EXCAVATION
FE	FIELD ENTRANCE
F.L.	FLOWLINE
L.F.	LINEAL FOOT
N.T.S.	NOT TO SCALE
PE	PRIVATE ENTRANCE
P.L.E.	PERMANENT LIMITED EASEMENT
℞	REFERENCE LINE
R.C.C.P.	REINFORCED CONCRETE CULVERT PIPE
REQ'D	REQUIRED
RHF	RIGHT HAND FORWARD
R/W	RIGHT OF WAY
SE	SUPERELEVATION
S.F.	SQUARE FOOT
S.Y.	SQUARE YARD
T.I.	TEMPORARY INTEREST
℡	TRANSIT LINE
W/L	WETLAND

GENERAL NOTES

THE LOCATION OF EXISTING AND PROPOSED UTILITY INSTALLATION, AS SHOWN ON THE PLANS, ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN.

THE ENGINEER WILL FURNISH HORIZONTAL ALIGNMENT CONTROL POINTS.

CURB RADII ARE SHOWN TO THE FRONT FACE OF CURB.

CURB AND GUTTER ELEVATIONS ARE ALONG THE FLANGE LINE UNLESS OTHERWISE NOTED.

HANDICAP RAMP CURB OPENINGS AT STREET RADII SHALL BE LOCATED TO ACCOMMODATE THE TYPE 2 RAMPS. UNLESS OTHERWISE NOTED, AS SHOWN ON THE STANDARD DETAIL DRAWING.

FILL AS SHOWN ON THE PLAN SHEETS, EXCEPT THAT WITHIN THE CAUSEWAY AREA, PERTAINS TO EMBANKMENT CONSTRUCTED FROM COMMON EXCAVATION. THE FACTOR USED FOR EXPANDING THE FILLS TO COMPUTE THE VOLUME OF MATERIAL REQUIRED IS 1.25.

EXCAVATION BELOW SUBGRADE (EBS) SHALL BE MEASURED AND PAID AS COMMON EXCAVATION. THE EXACT LIMITS AND LOCATIONS ARE TO BE DETERMINED BY THE ENGINEER IN THE FIELD.

TEMPORARY ROAD TO CONSIST OF 3" APHPHALTIC CONCRETE PAVEMENT (1 ¾" LOWER LAYER AND 1 ¼" UPPER LAYER) OVER 10" CRUSHED AGGREGATE BASE COURSE.

DISTURBED AREAS WITHIN THE RIGHT-OF-WAY ARE TO BE TOPSOILED, FERTILIZED, SEEDED AND MULCHED AS DIRECTED BY THE ENGINEER. USE SEED MIX NO. 40 WHERE LAWN TYPE TURF IS REQUIRED AND SEED MIX NO. 20 ELSEWHERE.

NO TREES OR SHRUBS ARE TO BE REMOVED WITHOUT APPROVAL OF THE ENGINEER.

PAVEMENTS ARE TO BE SAWED TO PROVIDE A BUTT JOINT AT ALL ASPHALTED INTERSECTIONS AND DRIVEWAYS.

THE REMOVAL OF CONCRETE DRIVEWAYS IF REQUIRED SHALL BE MEASURED AND PAID FOR IN ACCORDANCE WITH THE ITEM OF REMOVING CONCRETE SIDEWALK.

THE EXACT LOCATION AND WIDTH FOR PRIVATE AND FIELD ENTRANCES SHALL BE BASED ON THE RIGHT OF WAY PLAT AND CONSTRUCTED AS SHOWN ON THE URBAN ASPHALT PAVEMENT DRIVEWAY DETAIL.

EXPANSION JOINTS SHALL BE CONSTRUCTED AT ALL RADIUS POINTS IN CURB AND GUTTER.

THE EROSION CONTROL FEATURES AS SHOWN IN THE PLANS ARE AT SUGGESTED LOCATIONS. EXACT LOCATIONS WILL BE DETERMINED BY THE ENGINEER IN THE FIELD.

EXISTING SIGNS WILL BE REMOVED BY THE MARATHON COUNTY HIGHWAY DEPARTMENT, WHICH REQUIRES A 24-HOUR NOTICE PRIOR TO ANY SIGN REMOVAL.

DIGGERS HOTLINE
Toll Free (800) 242-8511
Milwaukee Area (414) 259-1181
Hearing Impaired TDD (800) 542-2289
www.DiggersHotline.com

DNR LIAISON

WISCONSIN DEPARTMENT OF NATURAL RESOURCES
WISCONSIN RAPIDS SERVICE CENTER
437 GRIFFITH AVENUE
WISCONSIN AVENUE, WI 54494
ATTN: CAMERON BUMP
1-715-421-7867

RUNOFF COEFFICIENTS

EXISTING PAVEMENT	= 0.9
EXISTING SLOPES	= 0.25
NEW PAVEMENT	= 0.9
NEW SLOPES	= 0.25
TOTAL PROJECT AREA	= 28.5 ACRES
TOTAL AREA DISTURBED	= 19.9 ACRES

N

PROJECT 6999-03-75
(BY OTHERS)
TO BE CONSTRUCTED
DURING 2004 CONST. SEASON

APPROXIMATE LOCATION
PETROLEUM IMPACTED SOIL
AND/OR GROUNDWATER

BEGIN PROJECT
STA. 9+90.00

END PROJECT
STA. 64+00.00

CTH N
CONSTRUCTION ℄

CONSTRUCTION LIMITS

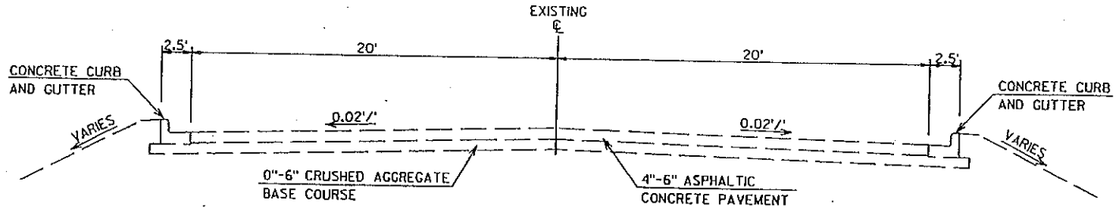
BLUEBIRD LN
CTH NN
GOOSE LN
MOUNTAIN DR.
FRONTAGE RD.
MALLARD LN
RIB
LAKE
WAUSAU
CTH N
11TH AVENUE S.
LAKE ST
MADISON ST
BOPF ST
SHERMAN ST

LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,59,60,61,62,63

STATE PROJECT NUMBER: 6999-03-73	HWY: CTH N	COUNTY:	PROJECT OVERVIEW	SCALE, FEET 0 N/A	SHEET NO: 3	E

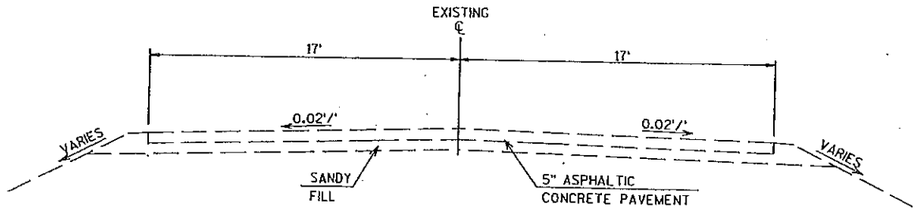
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WISDOT/CADDS SHEET 42



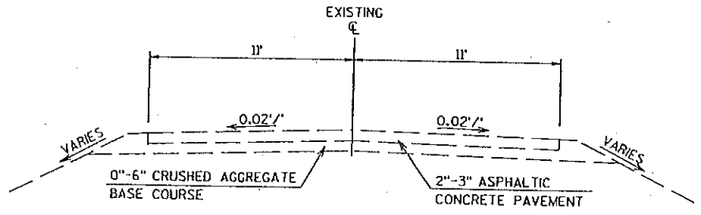
CTH N EXISTING TYPICAL SECTION

STA. 9+95 TO STA. 23+50



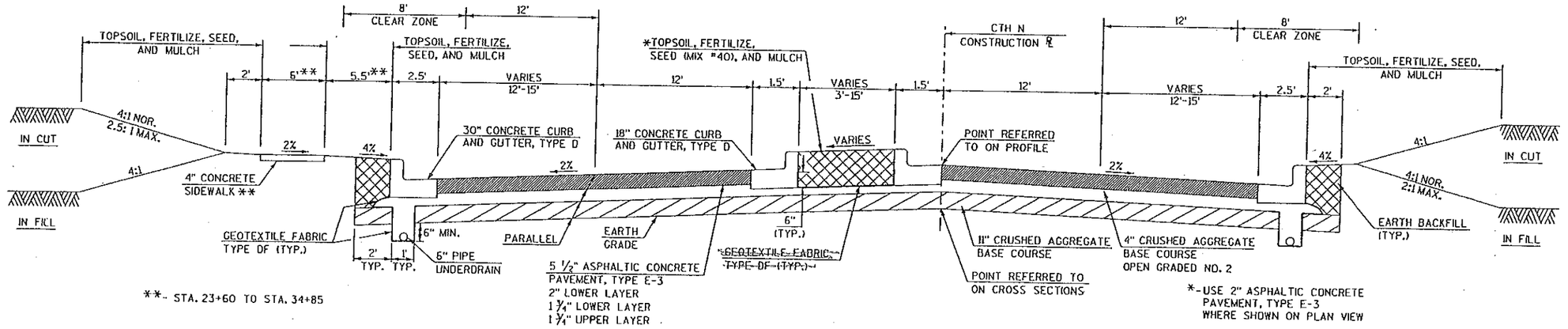
CTH N EXISTING TYPICAL SECTION

STA. 23+50 TO STA. 44+00



17TH AVE. EXISTING TYPICAL SECTION

NORTH END OF BRIDGE TO STA. 64+00



**- STA. 23+60 TO STA. 34+85

*-USE 2" ASPHALTIC CONCRETE
PAVEMENT, TYPE E-3
WHERE SHOWN ON PLAN VIEW

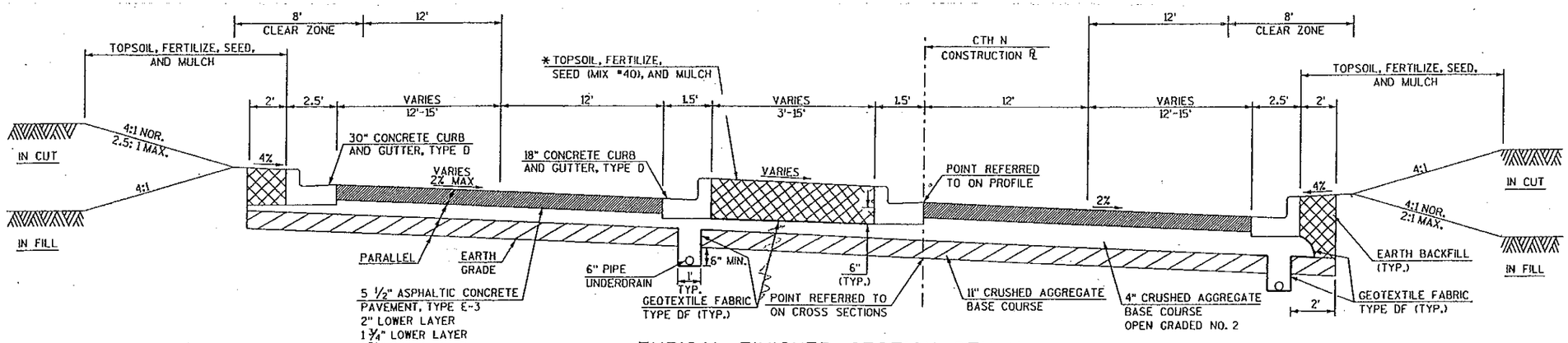
TYPICAL FINISHED SECTION CTH N

STA. 9+95 TO STA. 15+33
STA. 27+59 TO STA. 37+70

STATE PROJECT NUMBER: 6999-03-73	HWY: CTH N	COUNTY: MARATHON	TYPICAL SECTIONS	SCALE, FEET 0 N/A	SHEET NO: 4	E

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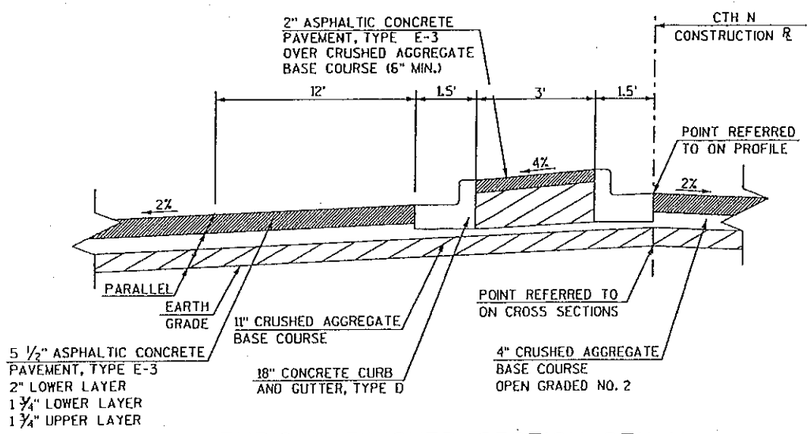
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TYPICAL FINISHED SECTION CTH N

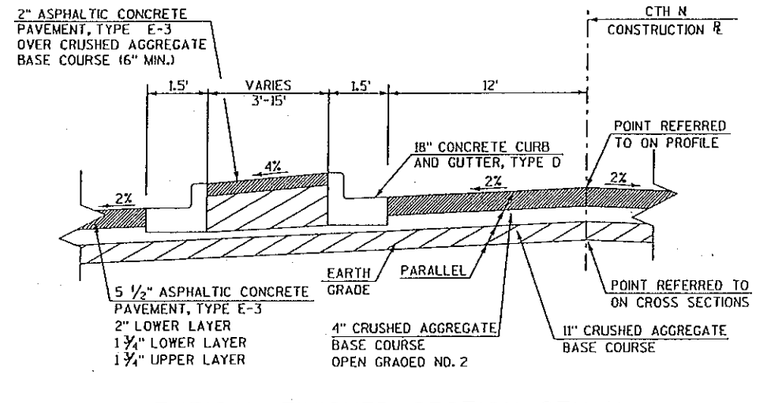
STA. 15+33 TO STA. 27+59

*-USE 2" ASPHALTIC CONCRETE PAVEMENT, TYPE E-3 OVER CRUSHED AGGREGATE BASE COURSE (6" MIN.) WHERE SHOWN ON PLAN VIEW



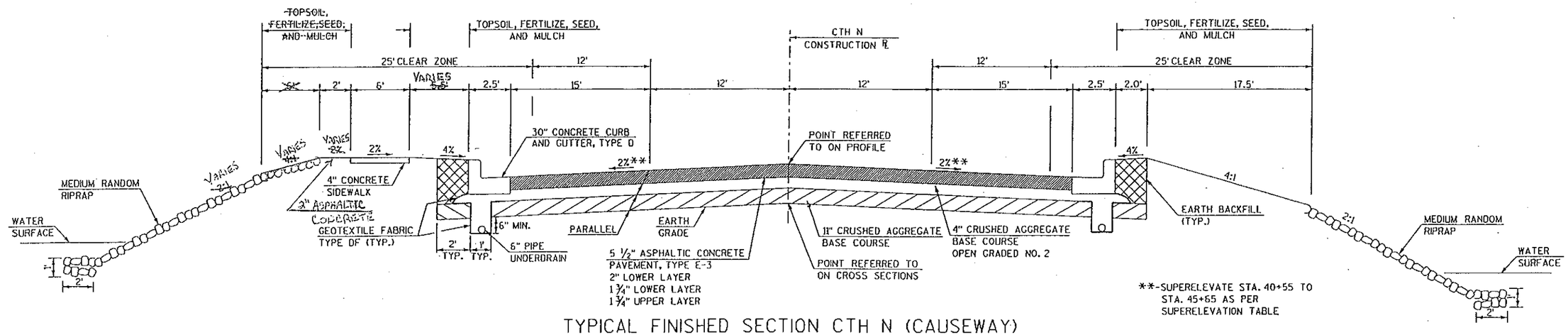
TYPICAL FINISHED SECTION CTH N

SB LEFT TURN LANE



TYPICAL FINISHED SECTION CTH N

NB LEFT TURN LANE



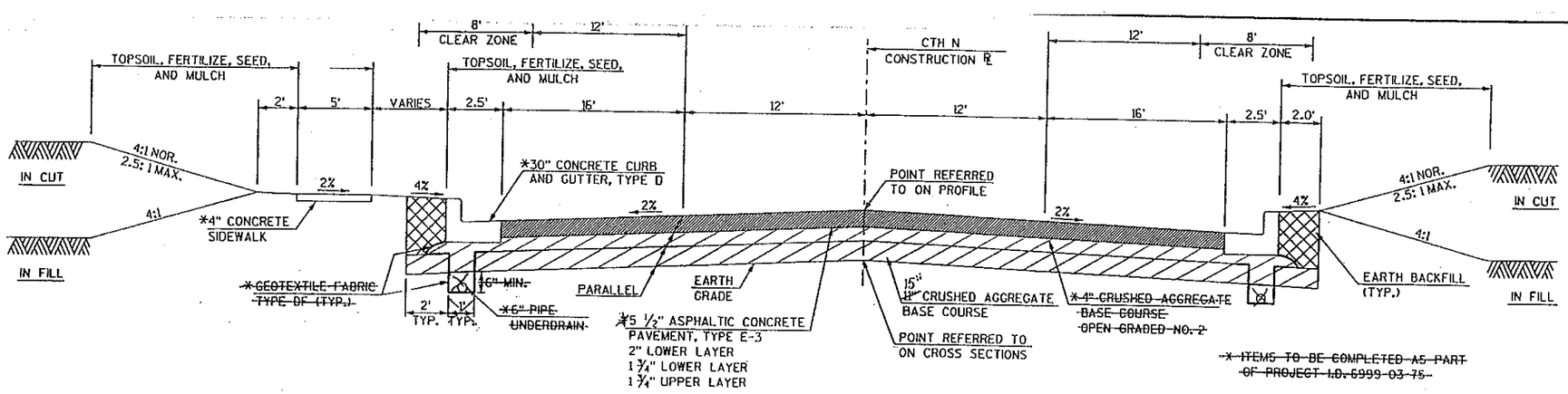
TYPICAL FINISHED SECTION CTH N (CAUSEWAY)

STA. 37+70 TO STA. 45+76.5

STATE PROJECT NUMBER: 6999-03-73	HWY: CTH N	COUNTY: MARATHON	TYPICAL SECTIONS	SCALE, FEET 0 N/A	SHEET NO: 5	E

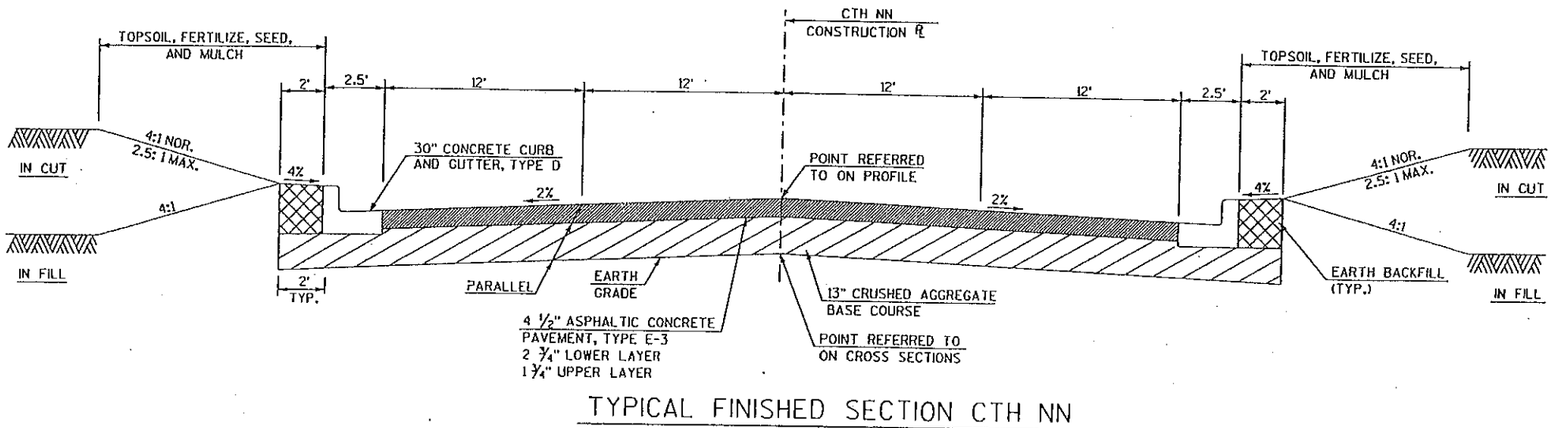
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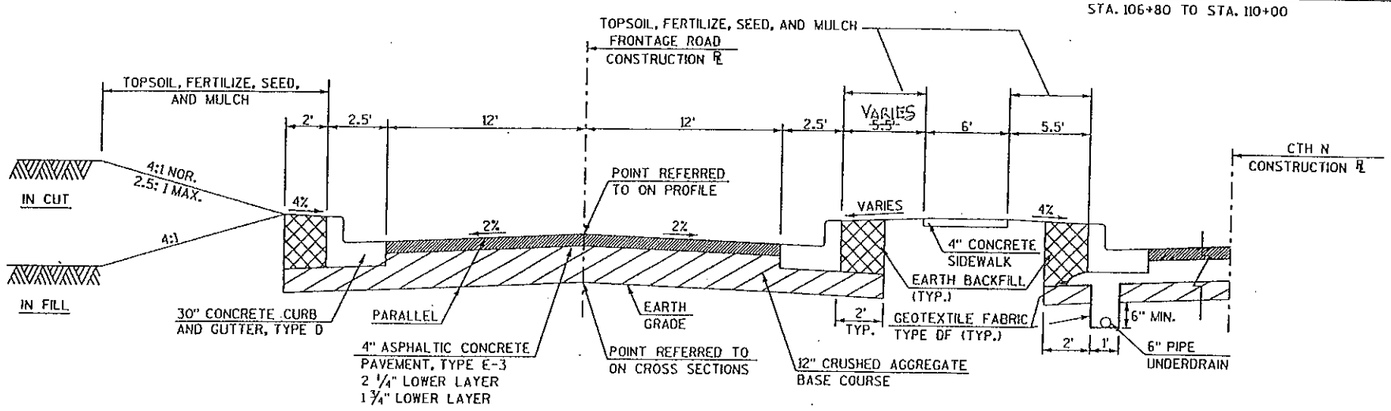
TYPICAL FINISHED SECTION CTH N

STA. 61+56 TO STA. 64+00



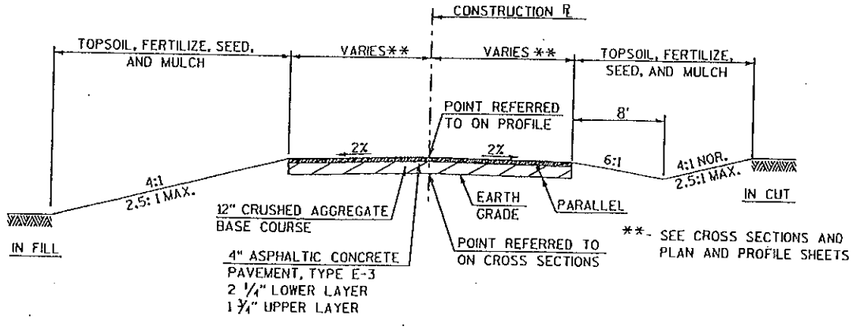
TYPICAL FINISHED SECTION CTH NN

STA. 106+80 TO STA. 110+00



TYPICAL FINISHED SECTION FRONTAGE ROAD

STA. 292+50 TO STA. 300+00



TYPICAL FINISHED SECTION FOR SIDEROADS

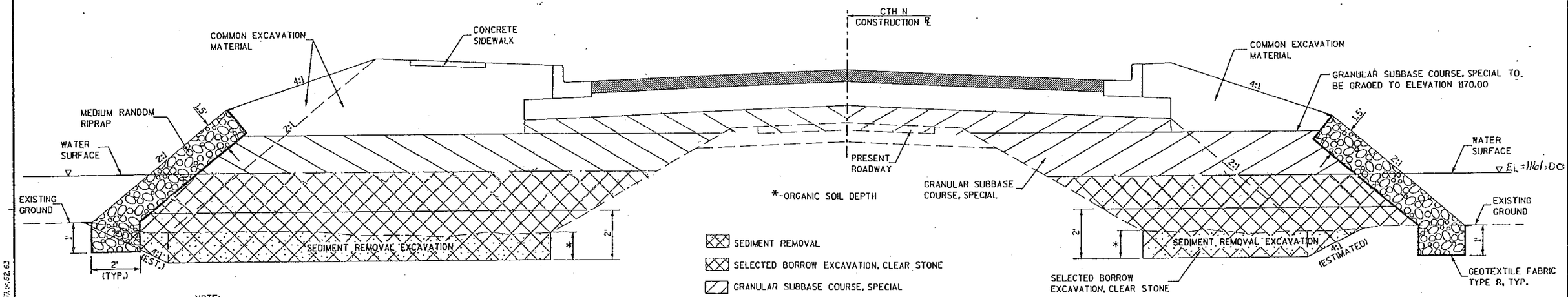
BLUEBIRD LANE
GOOSE LANE
MALLARD LANE
S. 11TH AVENUE

STATE PROJECT NUMBER: 6999-03-73	HWY: CTH N	COUNTY: MARATHON	TYPICAL SECTIONS	SCALE, FEET 0 N/A	SHEET NO: 6	E

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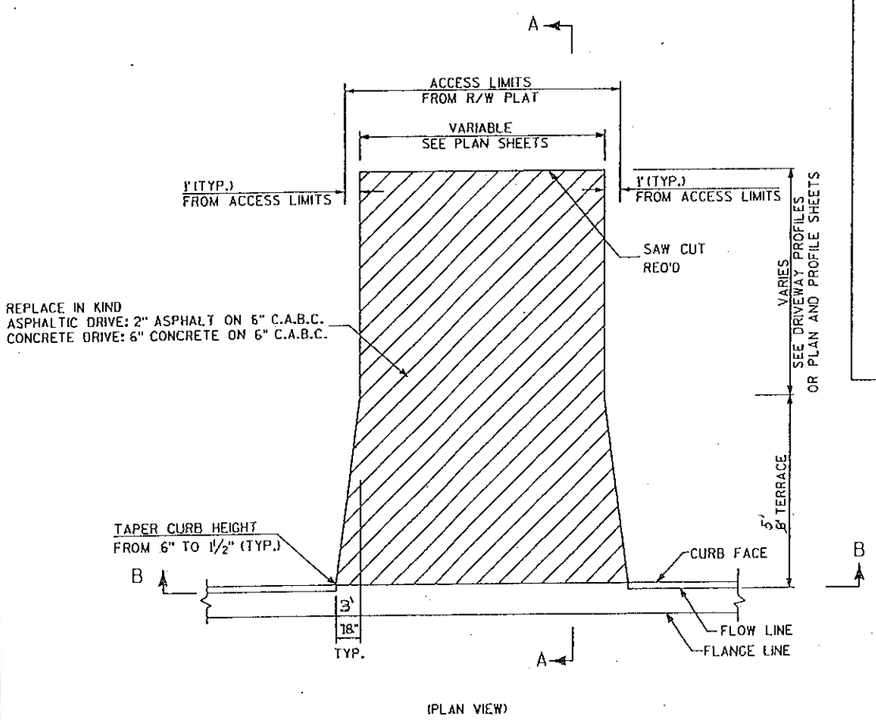
WISDOT/CADDS SHEET 42

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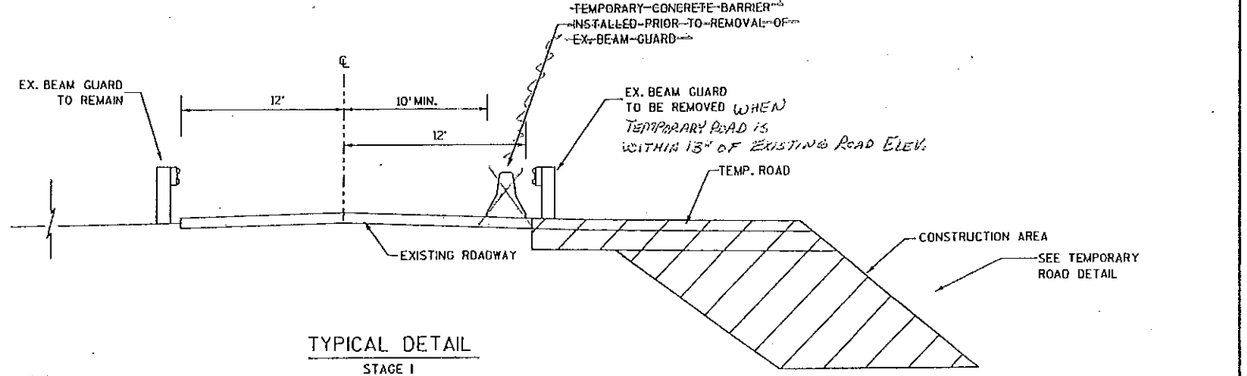
NOTE:
MEDIUM RANDOM RIPRAP AREAS NOT INCLUDED IN BORROW AND GRANULAR SUBBASE QUANTITIES.

TYPICAL SEDIMENT REMOVAL EXCAVATION ALONG CAUSEWAY



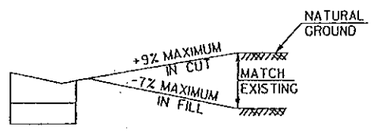
(PLAN VIEW)

URBAN ASPHALT DRIVEWAY APRON DETAIL

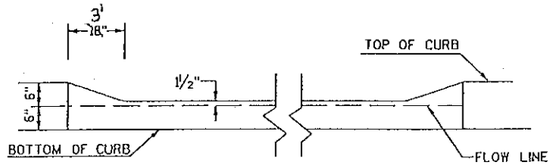


TYPICAL DETAIL

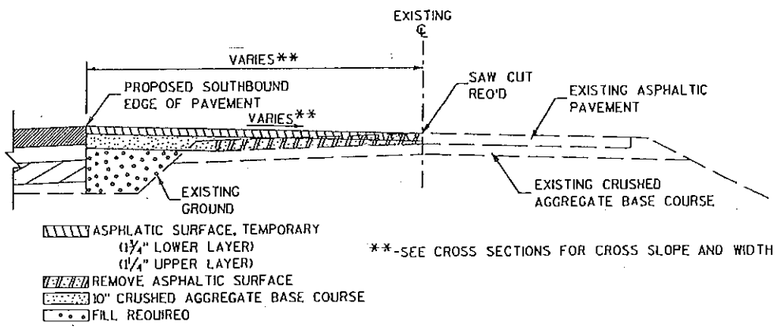
STAGE 1



SECTION A-A



SECTION B-B



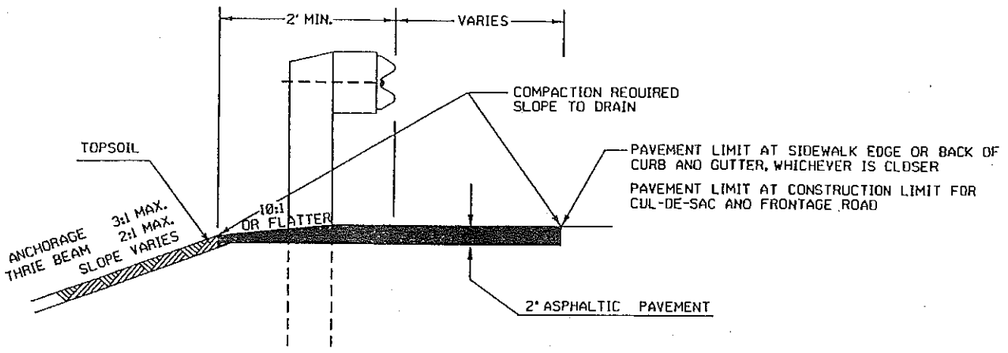
TEMPORARY CROSSOVER

CONSTRUCT PRIOR TO STAGE 3
STA. 32+50 TO STA. 34+50

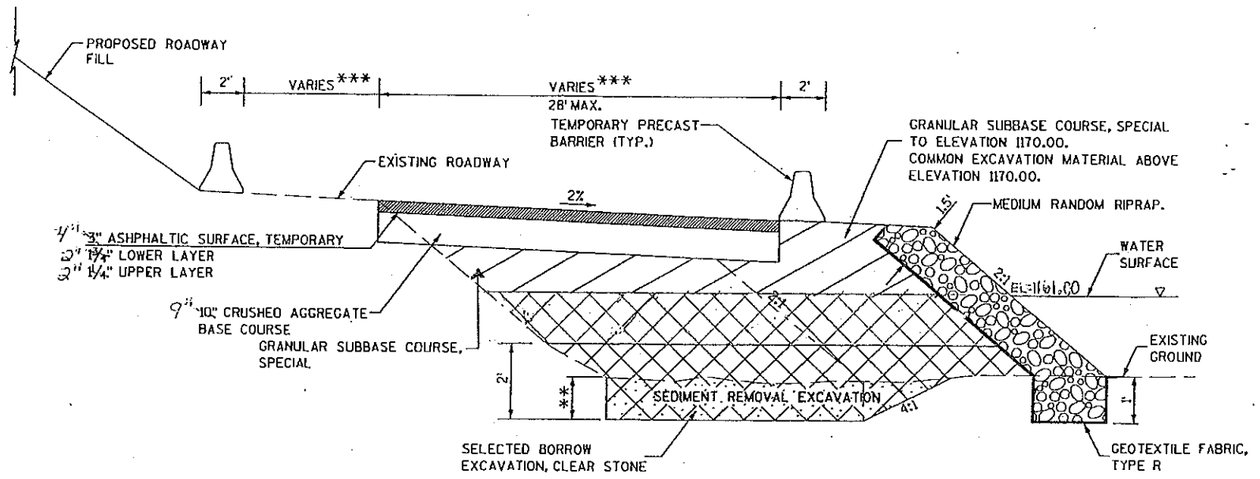
STATE PROJECT NUMBER: 6999-03-73	HWY: CTH N	COUNTY: MARATHON	CONSTRUCTION DETAILS	SCALE, FEET 0 N/A	SHEET NO: 7	E

FILE NAME : g:\2001\20012047\MS\Planset-South\details.dgn PLOT DATE : 03/27/2003 PLOT BY : $$...plotuser...$$ PLOT NAME : ORG DATE : 10-4-02 Originator : Dist PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57, 59,60,61,62,63



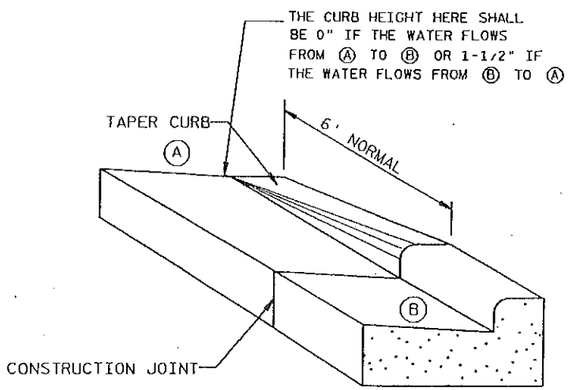
ASPHALT AT BEAMGUARD, THRIE BEAM AND ANCHORAGE DETAIL



TEMPORARY ROAD DETAIL

STA. 33+00 TO STA. 44+50

**-ORGANIC SOIL DEPTH
***-SEE CROSS SECTIONS FOR WIDTHS



DETAIL OF CURB & GUTTER TERMINI

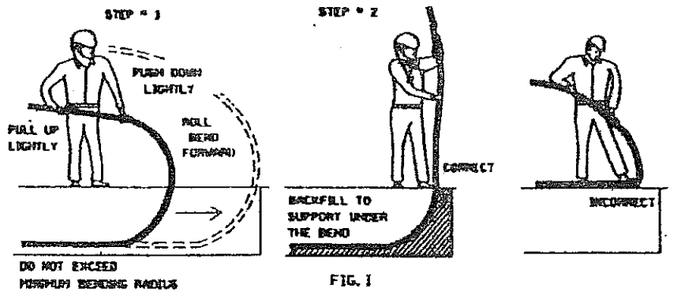
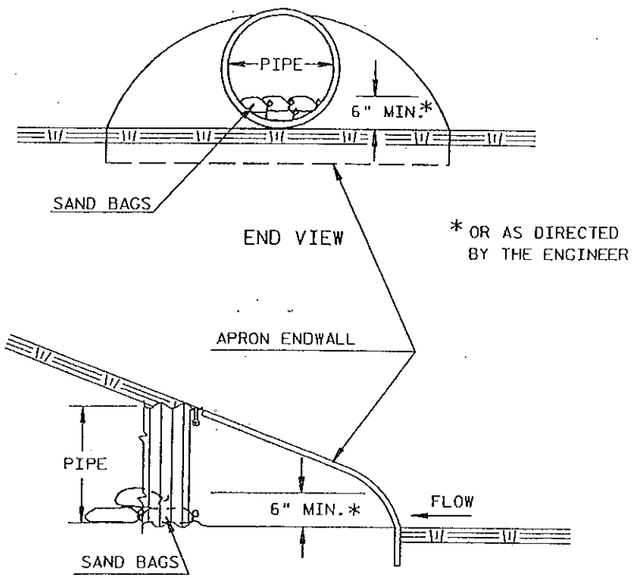


FIG. 1

INSTALLING CONDUIT, 2 INCH (WPSC)



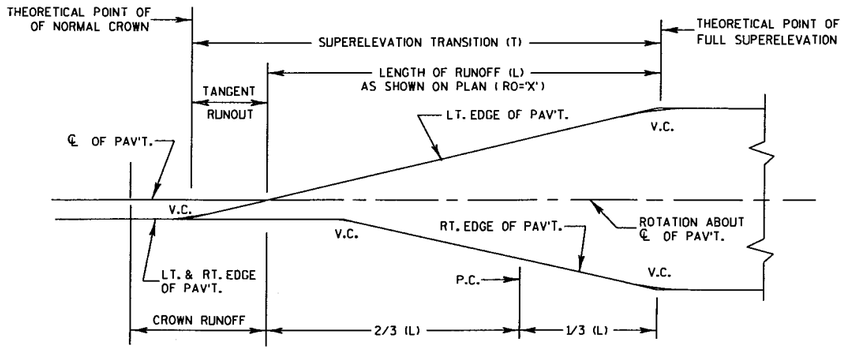
SIDE VIEW

CULVERT PIPE DITCH CHECK

STATE PROJECT NUMBER: 6999-03-73	HWY: CTH N	COUNTY: MARATHON	CONSTRUCTION DETAILS	SCALE, FEET 0 N/A	SHEET NO: 8	E

FILE NAME : g:\2001\20012047\MS\Planset-South\details.dgn PLOT DATE : 03/13/03 PLOT BY : $$...plotuser...$$ PLOT NAME : ORG DATE : 10-4-02 Originator : Dist PLOT SCALE : $$.....plotscale.....$$

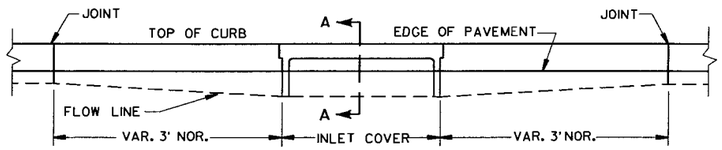
LEVELS ON ... 39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57, 59,60,61,62,63



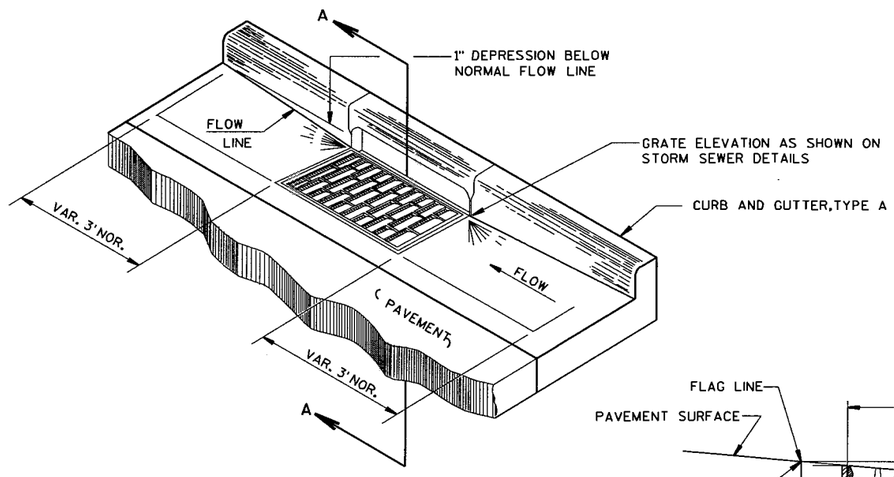
V.C = VERTICAL CURVE
P.C. = BEGINNING OF HORIZONTAL CURVE

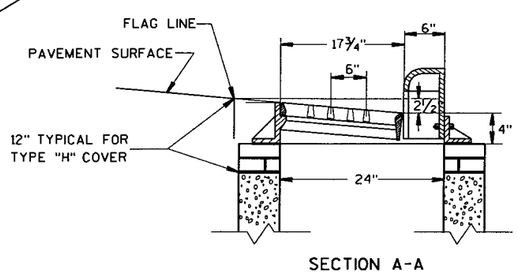
TYPICAL SUPERELEVATION TRANSITION COMPUTATION MODEL

PROFILE OF CURVE TO RIGHT



ELEVATION

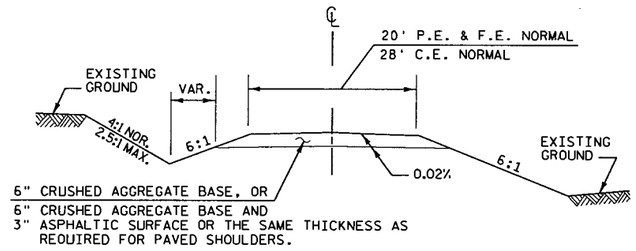




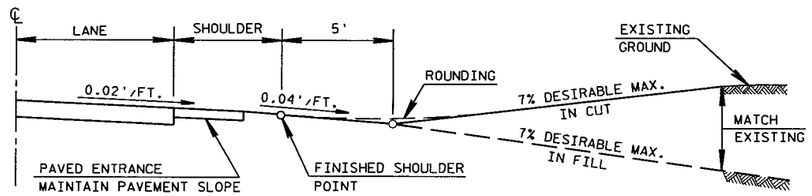
SECTION A-A

DETAIL OF CURB AND GUTTER AT INLETS

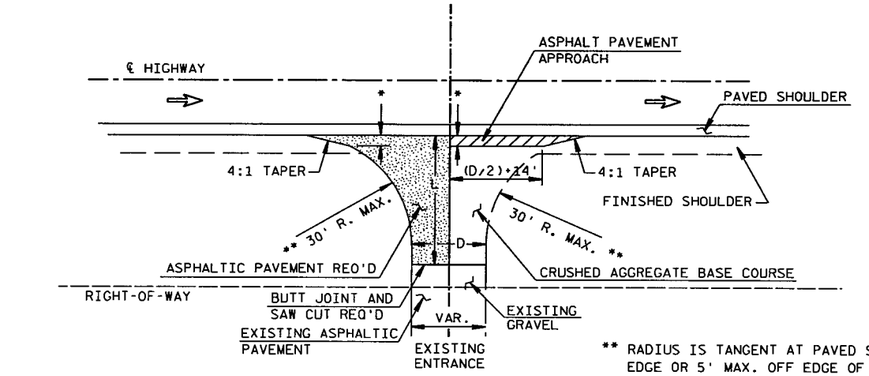
(TYPE 3-H INLET SHOWN)



TYPICAL CROSS SECTION



PROFILE VIEW



L=VARIABLE, EXACT LENGTH TO BE DETERMINED IN THE FIELD BY THE ENGINEER. BLEND BACK ON THE ENTRANCE FAR ENOUGH TO GET A SMOOTH PROFILE.

D=DRIVEWAY WIDTH
D=20'TYP.(PE's & FE's) (16'MIN.-24'MAX.)
D=28'TYP.(CE's & FARM ENT.) (24'MIN.-35'MAX.)

** RADIUS IS TANGENT AT PAVED SHOULDER EDGE OR 5' MAX. OFF EDGE OF MAIN LINE PAVEMENT WHICH EVER IS LESS.

* 3' MAX. OR TO FINISHED SHOULDER WHICH EVER IS LESS.

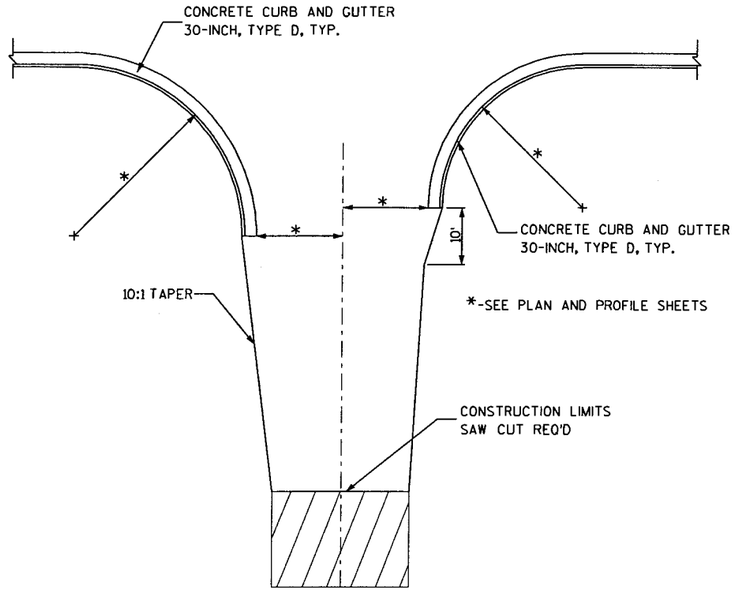
PLAN VIEW

RURAL DRIVEWAY INTERSECTION DETAIL
(PE's, FE's & CE'S)
(FOR NEW CONSTRUCTION)

STATE PROJECT NUMBER: 6999-03-73	HWY: CTH N	COUNTY: MARATHON	CONSTRUCTION DETAILS	SCALE, FEET 0 N/A	SHEET NO: 9	E

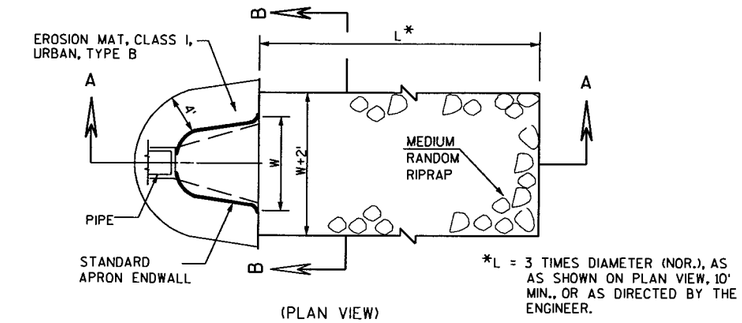
FILE NAME : g:±2001±20012047±MS±Planset-South±details.dgn PLOT DATE : 03/13/03 PLOT BY : $$...plotuser...$$ PLOT NAME : ORG DATE : 10-4-02 Originator : Dist PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57, 59,60,61,62,63

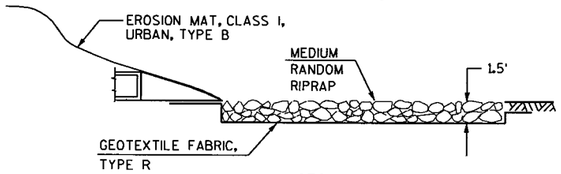


SIDESTREET DETAIL

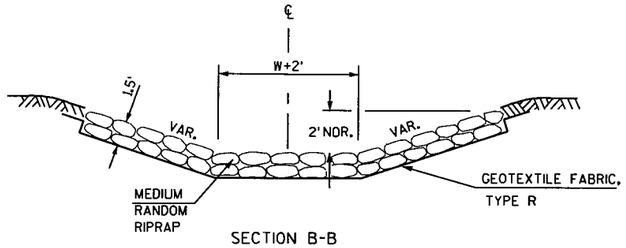
BLUEBIRD LANE
GOOSE LANE
MALLARD LANE



(PLAN VIEW)

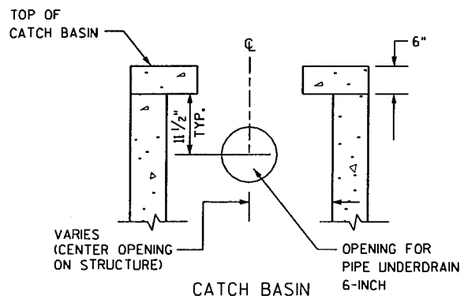


SECTION A-A

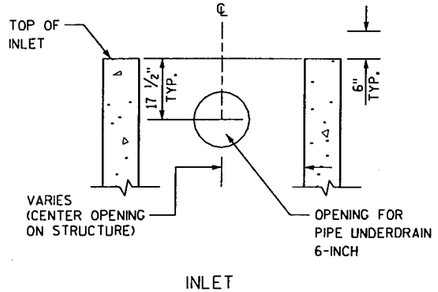


SECTION B-B

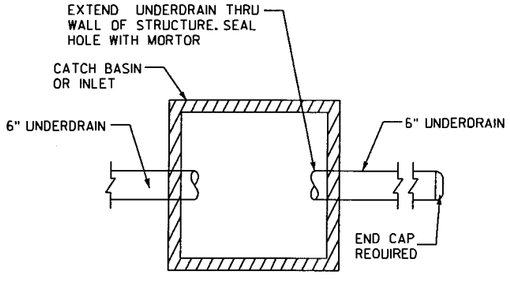
EROSION MAT, MEDIUM RANDOM RIPRAP AND GEOTEXTILE FABRIC DETAIL AT STORM SEWER OUTLET



CATCH BASIN



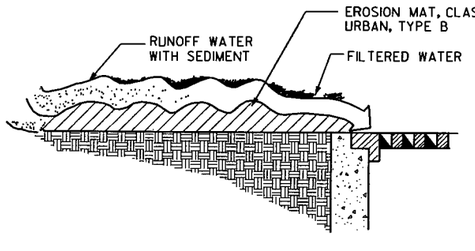
INLET

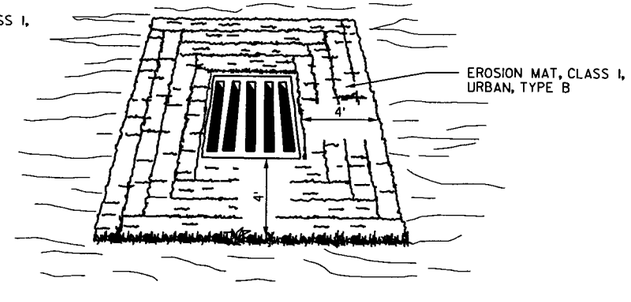


NOTE: CONTRACT UNIT PRICE FOR PIPE UNDERDRAIN, 6" SHALL INCLUDE COST OF CONNECTION TO CATCH BASINS OR INLET

PLAN VIEW

TYPICAL UNDERDRAIN CONNECTION AT CATCH BASIN OR INLET



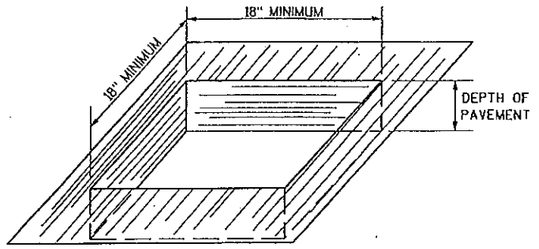


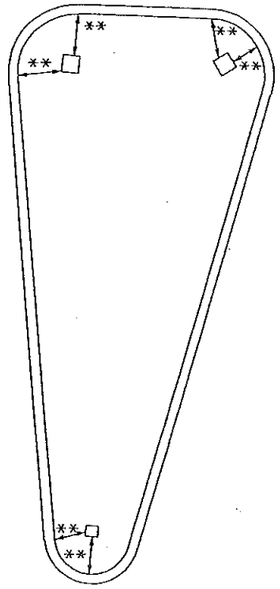
EROSION MAT AT STORM SEWER CATCH BASIN

STATE PROJECT NUMBER: 6999-03-73	HWY: CTH N	COUNTY: MARATHON	CONSTRUCTION DETAILS	SCALE, FEET 0 N/A	SHEET NO: 10	E

FILE NAME : g:\2001\20012047\MS\Planset-South\details.dgn PLOT DATE : 03/13/03 PLOT BY : $$...plotuser...$$ PLOT NAME : ORG DATE : 10-4-02 Originator : Dist PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

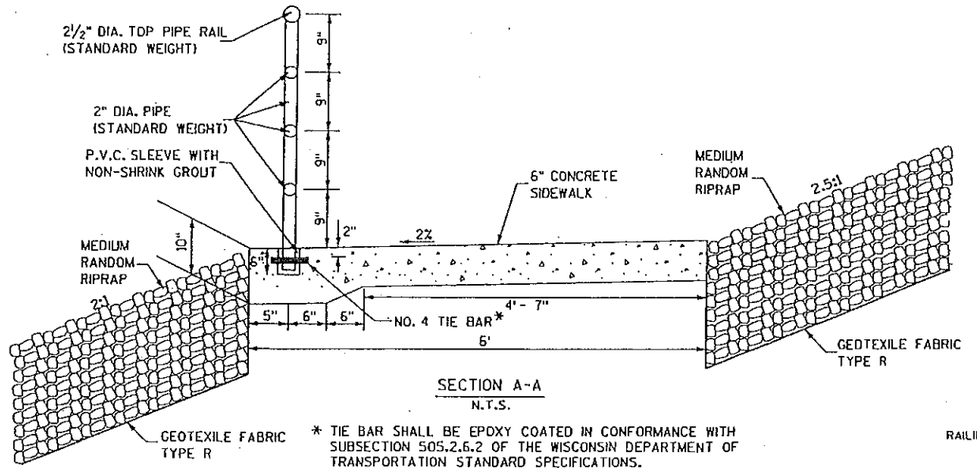
LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57, 59, 60, 61, 62, 63





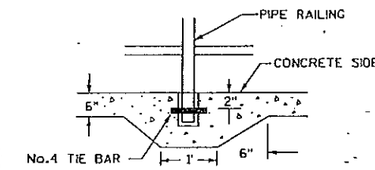
NOTE:
**-ALL SQUARED OPENINGS IN ISLAND FOR SIGN PLACEMENT SHALL BE DETERMINED BY THE SIZE AND NUMBER. A TWO FOOT MINIMUM FROM BACK OF CURB IS REQUIRED.

DETAIL OF OPENINGS IN ISLAND FOR SIGN PLACEMENT

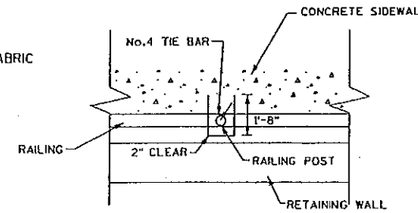


SECTION A-A
N.T.S.

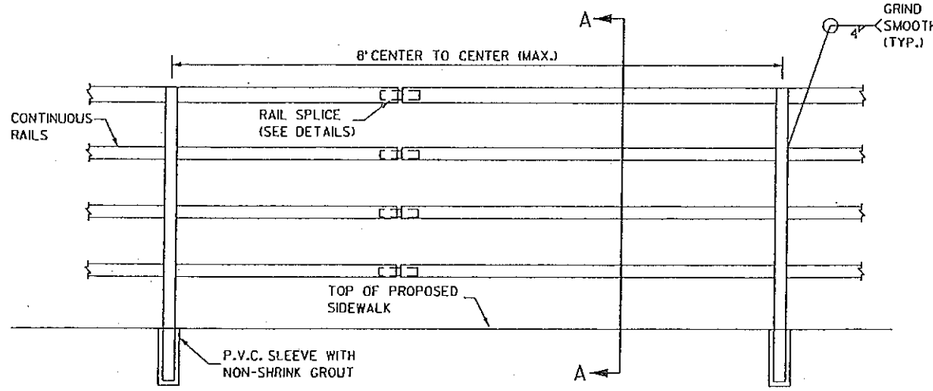
* TIE BAR SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS.



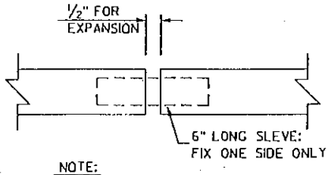
FRONT VIEW
N.T.S.



PLAN VIEW
N.T.S.

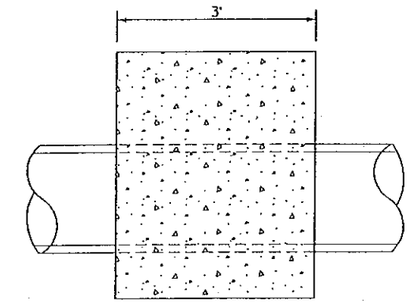


PIPE RAILING DETAIL
N.T.S.

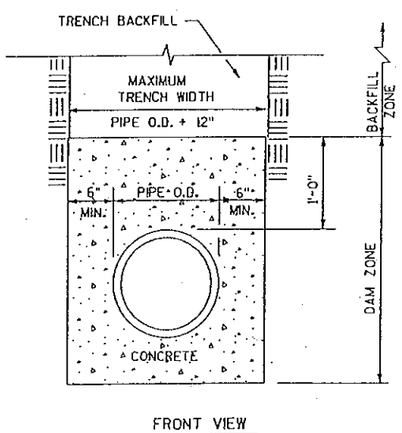


NOTE:
25.0 FEET MAX. SPACING

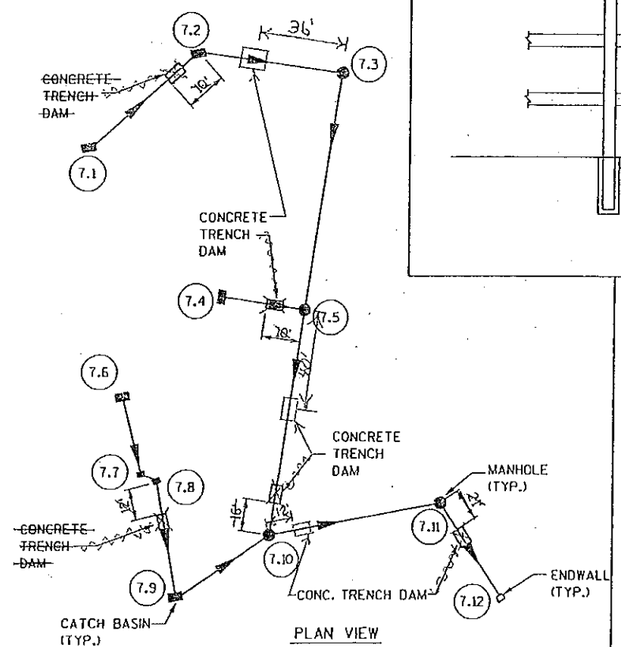
RAIL SPLICE DETAIL
N.T.S.



SIDE VIEW

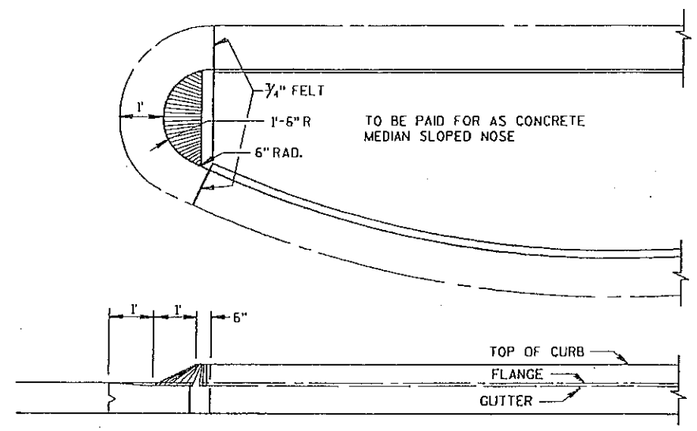


FRONT VIEW



PLAN VIEW

CONCRETE TRENCH DAM DETAIL



DETAIL OF ISLAND NOSE
(TO BE USED FOR ALL ISLAND NOSE RADII)

STATE PROJECT NUMBER: 6999-03-73	HWY: CTH N	COUNTY: MARATHON	CONSTRUCTION DETAILS	SCALE, FEET 0 N/A	SHEET NO: 11	E

FILE NAME : g:\2001\20012047\MS\Planset-South\details.dgn PLOT DATE : 03/27/2003 PLOT BY : $$...plotuser...$$ PLOT NAME : ORG DATE : 10-4-02 Originator : Oist PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

LEVELS ON : 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57, 59,60,61,62,63

CTH N
CURVE DATA
P.I. = 23+41.08
Y = 192,770.78
X = 273,916.96
DELTA = 43° 51' 35"
D = 8° 00' 00"
T = 288.34 FT
L = 548.25 FT
R = 716.20 FT
P.C. = 20+52.73
P.T. = 26+00.98
S.E. = 2%

MARATHON COUNTY

EXISTING R/W

GOOSE LANE

EXISTING R/W

EXISTING R/W

CONSTRUCTION LIMITS
STA. 117+75
SAW CUT REQ'D

R/W LINE

WOODS

WOODS

T.I. FOR SLOPING

SLOPE INTERCEPTS

2" ASPHALTIC CONCRETE REQ'D

CONSTRUCT CABC ENTRANCE

PE TO BE REMOVED

CABC PE

+82.18 59'R 72'LT

+81.22 40'R 87'LT

+20 13.80'

+73 35'

+73 40'

CONSTRUCT CABC ENTRANCE WITH TAPER

REMOVE CULVERT

+12 40'

+85.84 40'R 87'LT

+06.41 74'R 75'LT

LEWIS FAMILY, LLC

CABC PE

CABC PE +70

CABC PE TO BE REMOVED

BUILDING

TOPSOIL, FERTILIZE, SEED AND MULCH

T.I. FOR SLOPING

+96.45 LR 16'LT

TYPE 2 CURB RAMP

+65.34 LR 16'LT

+50

+00

SLOPE INTERCEPTS

CTH N R/W ℄ AND CONSTRUCTION ℄

CAUTION

BURIED GAS LINE (APPROXIMATE LOCATION

STA. 23+47.30 CTH N=
STA. 120+00.00 GOOSE LANE

EXISTING R/W

(ADJ.)

(ADJ.)

SLOPE INTERCEPTS

NOTE: SEE "PLAN & PROFILE" SHEETS FOR GEOMETRIC CONFIGURATION CHANGES.

CONCRETE CURB AND GUTTER 30-INCH, TYPE D REQ'D (TYP.)

TOPSOIL, FERTILIZE, SEED AND MULCH

CONCRETE CURB AND GUTTER 18-INCH, TYPE D REQ'D (TYP.)

LAKE NAUSAU

TOWN OF RIB MOUNTAIN

STATE PROJECT NUMBER: 6999-03-73	HWY: CTH N	COUNTY: MARATHON	CONSTRUCTION DETAIL	SCALE, FEET 0 40	SHEET NO: 12	E

FILE NAME : g:\2001\20012047\MS\Planset-South\goose lane detail.dgrPLOT DATE : 03/27/2003
PLOT BY : $$...plotuser...$$ PLOT NAME :
ORG DATE : 10-25-02 Originator : Dist
PLOT SCALE : $$.....plotscale.....$$
WISDOT/CADDS SHEET 42

LEVELS ON : 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,60,61,62,63

KELLY W. GRAEFE

N

T.I. FOR CONSTRUCTION ACCESS

RELOCATED FISHING PIER

R/W LINE

SLOPE INTERCEPTS

NOTE: STATION/OFFSETS SHOWN FOR 6" CONCRETE SIDE WALK ARE APPROXIMATE ONLY. THEY WERE ADJUSTED TO FIT FIELD CONDITIONS.

STA. 42+95
1162.60
82'LT

STA. 43+05
1162.60
83'LT

STA. 42+65
1163.92
78'LT

STA. 42+60
1163.92
77'LT

STA. 43+05
1162.72
77'LT

STA. 42+95
1162.72
76'LT

STA. 42+65
1164.04
72'LT

STA. 42+60
1164.04
71'LT

PIPE RAILING SEE DETAIL

STA. 42+10
1166.42
69'LT

STA. 42+05
1166.42
68'LT

STA. 42+10
1166.54
63'LT

STA. 42+05
1166.54
62'LT

REMOVE AND RELOCATE FISHING PIER

STA. 41+55
1168.92
60'LT

STA. 41+50
1168.92
59'LT

STA. 41+55
1169.04
55'LT

STA. 41+50
1169.04
54'LT

6" CONCRETE SIDEWALK

STA. 40+95
1171.42
47'LT

STA. 40+95
1171.54
41'LT

STA. 41+03
1171.54
41'LT

CONCRETE CURB AND GUTTER
30-INCH, TYPE D REQ'D

4" CONCRETE SIDEWALK

CTH N
R/W ℄ AND CONSTRUCTION ℄

PC 42+12.30

41 42 43

CONCRETE CURB AND GUTTER
30-INCH, TYPE D REQ'D

STATE OF WISCONSIN
DEPARTMENT OF NATURAL RESOURCES

STATE PROJECT NUMBER: 6999-03-73	HWY: CTH N	COUNTY: MARATHON	FISHING PIER AND SIDEWALK DETAIL	SCALE, FEET 0 20	SHEET NO: 13	E

FILE NAME : g:\2001\20012047\MS\Planset-South\fishing pier detail.dgn PLOT DATE : 03/27/03 PLOT BY : $$...plotuser...$$ PLOT NAME : ORG DATE : 10-8-02 Originator : Dist PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

LEVELS ON : 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,59,60,61,62,63

REMOVE AND RELOCATE FISHING PIER

CONCRETE CURB AND GUTTER 30-INCH, TYPE D REQ'D

4" CONCRETE SIDEWALK REQ'D

STEEL PLATE BEAM GUARD, CLASS A, REQ'D

PC 42+12.80

PT 45+21.70

CONCRETE CURB AND GUTTER 30-INCH, TYPE D REQ'D

STRUCTURE B-37-335

CTH N R/W & CONSTRUCTION ℄

SLOPE INTERCEPTS

R/W LINE

T.I. FOR REMOVAL OF FILL SLOPE

EXISTING CONTOUR

EXISTING VEGETATION LEFT IN PLACE

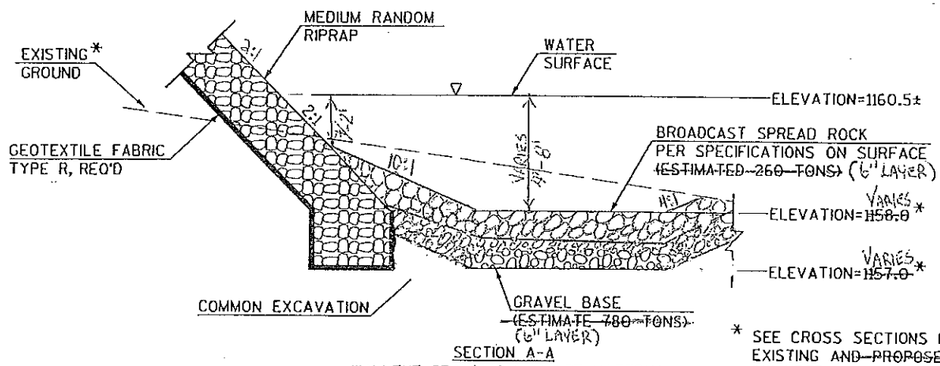
EXISTING R/W

APPROXIMATE LIMITS SPAWNING LIMITS

WALLEYE SPAWNING SURFACE MATERIAL

LAKE WAUSAU
STATE OF WISCONSIN
DEPT. OF NATURAL RESOURCES

LAKE WAUSAU
STATE OF WISCONSIN
DEPARTMENT OF NATURAL RESOURCES



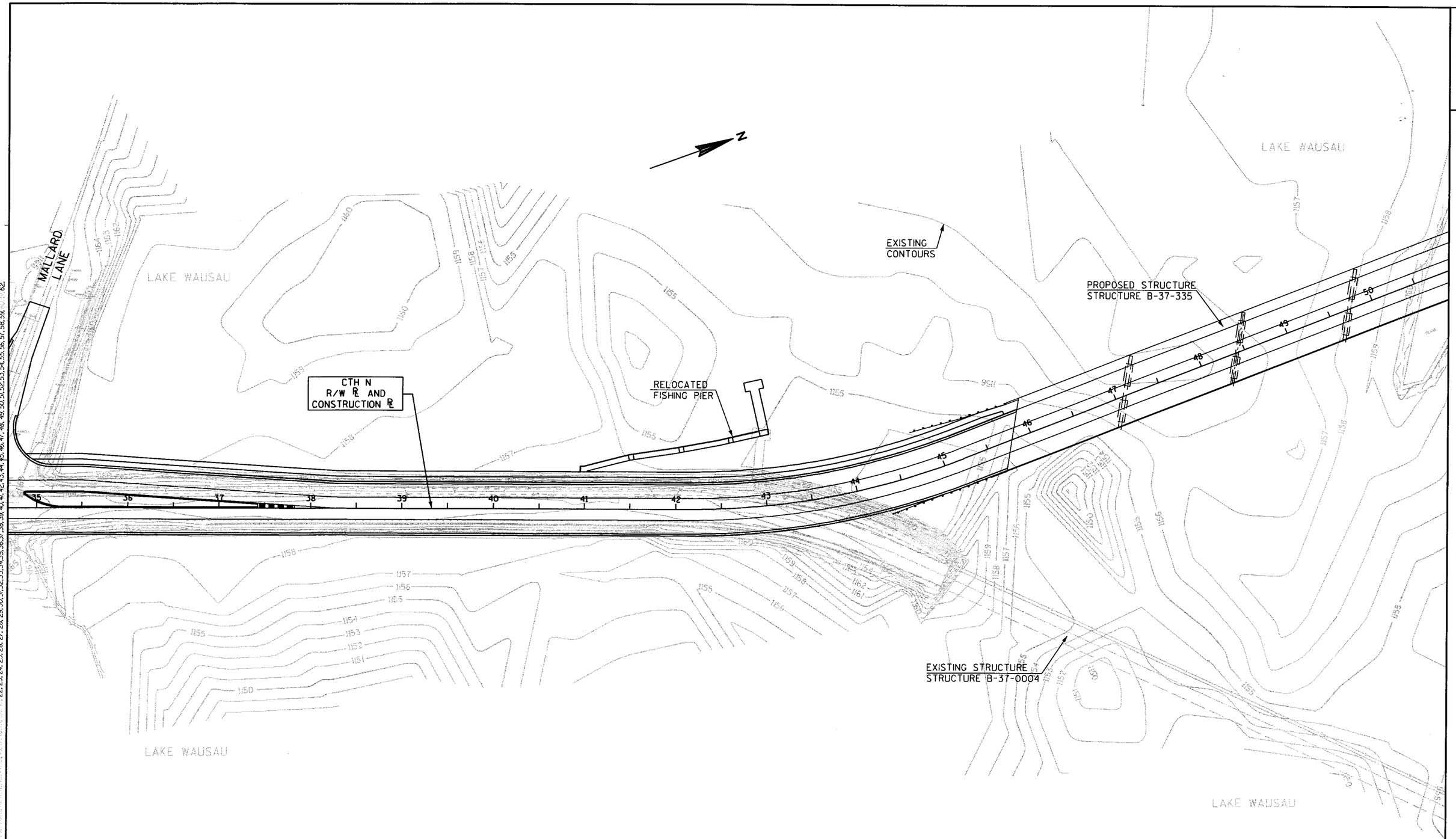
SECTION A-A
WALLEYE SPAWNING SURFACE MATERIAL

* SEE CROSS SECTIONS FOR FURTHER DETAILS ON EXISTING AND ~~PROPOSED~~ SURFACES. EXCAVATION INCLUDED AS COMMON EXCAVATION.

STATE PROJECT NUMBER: 6999-03-73	HWY: CTH N	COUNTY: MARATHON	WALLEYE SPAWNING DETAIL	SCALE, FEET 0 40	SHEET NO: 14	E

FILE NAME : g:\2001\20012047\MS\Planset-South\Walleye detail.dgn PLOT DATE : 03/27/2003 PLOT BY : $$...plotuser...$$ PLOT NAME : ORG DATE : 10-24-02 Originator : Dist PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

LEVELS ON ... 37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,62.

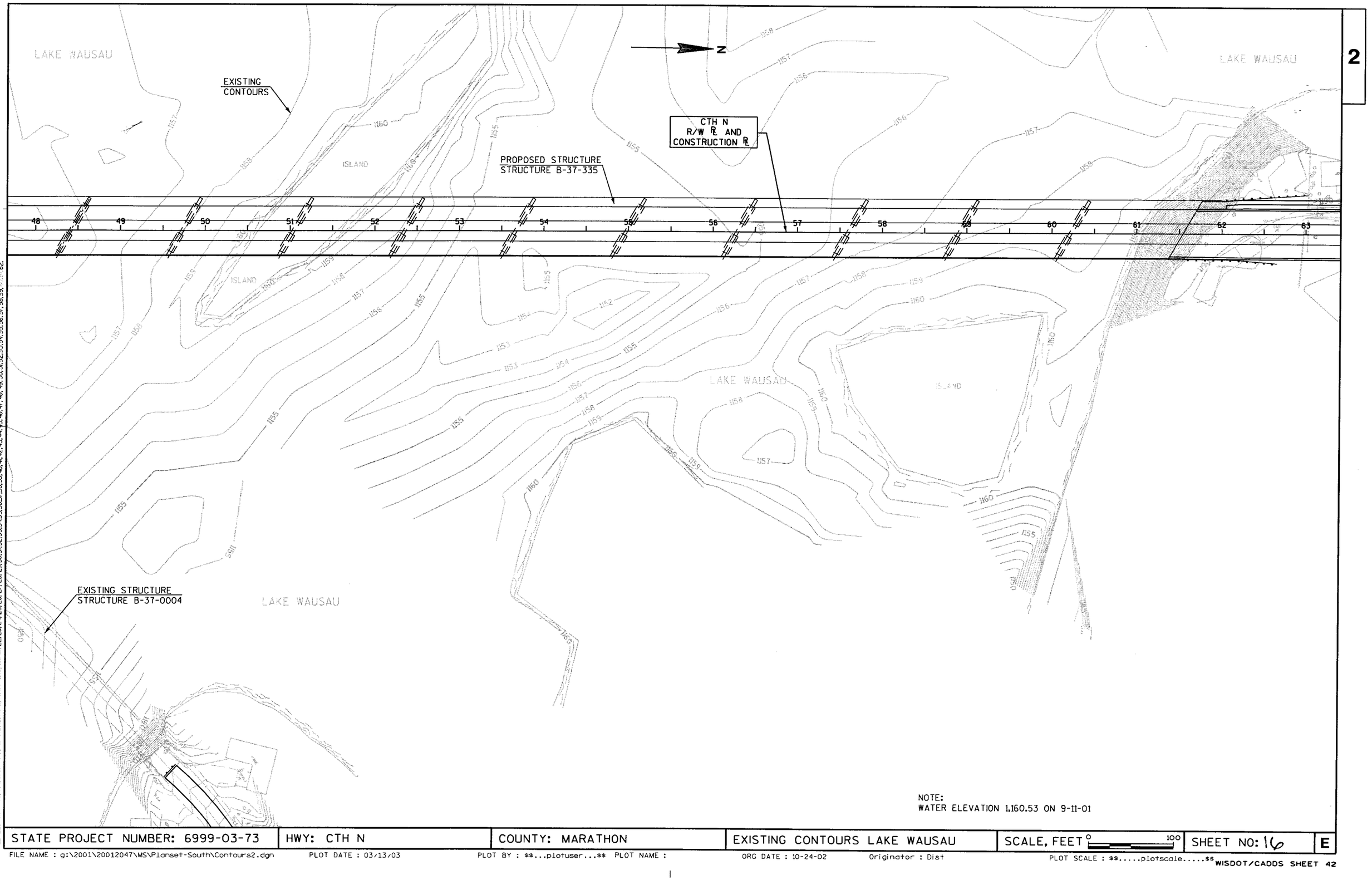


NOTE:
WATER ELEVATION 1,160.53 ON 9-11-01

STATE PROJECT NUMBER: 6999-03-73	HWY: CTH N	COUNTY: MARATHON	EXISTING CONTOURS LAKE WAUSAU	SCALE, FEET 0 — 100	SHEET NO: 15	E

LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62.

FILE NAME : g:\2001\20012047\MS\Planset-South\Contours1.dgn PLOT DATE : 03/27/03 PLOT BY : $$...plotuser...$$ PLOT NAME : ORG DATE : 10-24-02 Originator : Dist PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



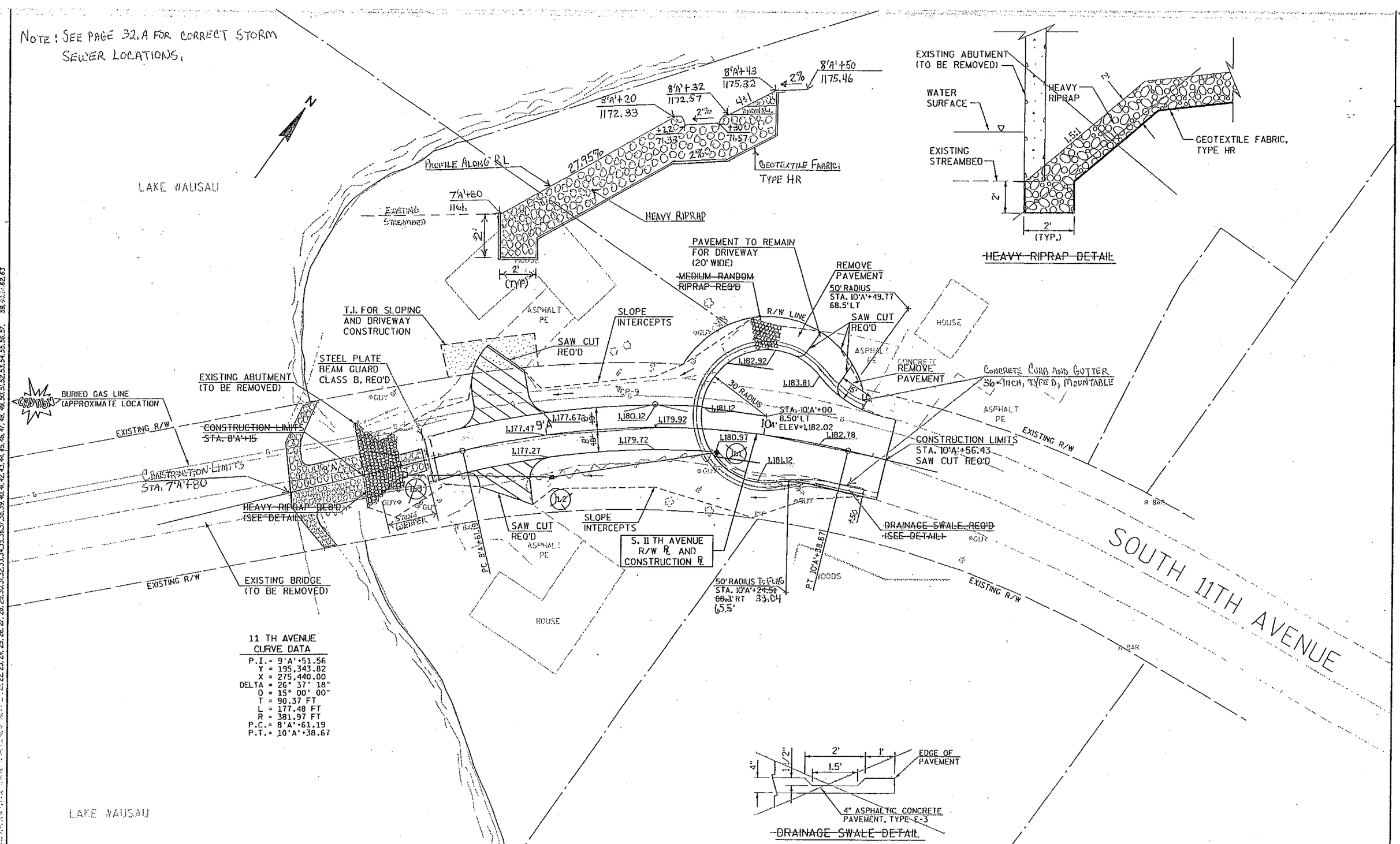
NOTE:
WATER ELEVATION 1,160.53 ON 9-11-01

STATE PROJECT NUMBER: 6999-03-73	HWY: CTH N	COUNTY: MARATHON	EXISTING CONTOURS LAKE WAUSAU	SCALE, FEET 0 100	SHEET NO: 16	E

FILE NAME : g:\2001\20012047\WS\Planset-South\Contours2.dgn PLOT DATE : 03/13/03 PLOT BY : $$...plotuser...$$ PLOT NAME : ORG DATE : 10-24-02 Originator : Dist PLOT SCALE : $$.....plotscale.....$$

LEVELS ON • 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62,

NOTE: SEE PAGE 32.A FOR CORRECT STORM SEWER LOCATIONS.



HEAVY RIPRAP DETAIL

11 TH AVENUE CURVE DATA

P.I. = 9'A'+51.56
Y = 195,343.82
X = 275,440.00
DELTA = 26° 37' 18"
D = 15° 00' 00"
T = 90.37 FT
L = 177.48 FT
R = 381.97 FT
P.C. = 8'A'+61.19
P.T. = 10'A'+38.67

DRAINAGE SWALE DETAIL

STATE PROJECT NUMBER: 6999-03-73	HWY: CTH N	COUNTY: MARATHON	CONSTRUCTION DETAIL	SCALE, FEET 0 20 40	SHEET NO: 17	E

GENERAL NOTES: 1.) SEE "PLAN AND PROFILE" SHEETS FOR GEOMETRIC CONFIGURATION CHANGES.
2.) SEE "STORM SEWER PLAN PROFILE" SHEETS FOR ANY CHANGES TO STORM SEWER SYSTEM.

2

PIPE UNDERDRAIN 6-INCH

10+70

CTH N

BLUEBIRD LANE

CTH N

10 11 12 13 14 15

INLETS AND CATCH BASINS

PIPE UNDERDRAIN 6-INCH

BLUEBIRD LANE

PIPE UNDERDRAIN 6-INCH

CTH N

CTH NN

16 17 18 19 20 21

INLETS AND CATCH BASINS

PIPE UNDERDRAIN 6-INCH

PIPE UNDERDRAIN 6-INCH

CTH N

NOTE: THIS PLAN SHOWS A SCHEMATIC REPRESENTATION OF THE PIPE UNDERDRAIN. SEE TYPICAL SECTIONS, MISCELLANEOUS QUANTITIES, AND CROSS SECTIONS FOR ACTUAL LOCATIONS

STATE PROJECT NUMBER: 6999-03-73	HWY: CTH N	COUNTY: MARATHON	UNDER DRAIN PLAN	SCALE, FEET 0	SHEET NO: 18	E

FILE NAME : g:\2001\20012047\GEO\Underdr1_dt.dgn PLOT DATE : 02/24/03 PLOT BY : $$...plotuser...$$ PLOT NAME : ORG DATE : Originator : Dist PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 42

LEVELS ON - 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63

GOOSE LANE

PIPE UNDERDRAIN LOCATIONS

CTH N

21 22 23 24 25 26 27

6" UNDERDRAIN

INLETS AND CATCH BASINS

PIPE UNDERDRAIN LOCATIONS

PIPE UNDERDRAIN LOCATIONS

CTH N

PIPE UNDERDRAIN LOCATIONS

PIPE UNDERDRAIN LOCATIONS

CTH N

6" UNDERDRAIN

27 28 29 30 31 32

CTH N

PIPE UNDERDRAIN LOCATIONS

INLETS AND CATCH BASINS

PIPE UNDERDRAIN LOCATIONS

NOTE: THIS PLAN SHOWS A SCHEMATIC REPRESENTATION OF THE PIPE UNDERDRAIN. SEE TYPICAL SECTIONS, MISCELLANEOUS QUANTITIES, AND CROSS SECTIONS FOR ACTUAL LOCATIONS

STATE PROJECT NUMBER: 6999-03-73	HWY: CTH N	COUNTY: MARATHON	UNDER DRAIN PLAN	SCALE, FEET 0	SHEET NO: 19	E

FILE NAME : g:\2001\20012047\GEO\Underdr2_dt.dgn PLOT DATE : 02/24/03 PLOT BY : $s...plotuser...$s PLOT NAME : ORG DATE : Originator : Dist PLOT SCALE : $s.....platscale.....$s

LEVELS ON : 22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,63

PIPE UNDERDRAIN 6-INCH

MALLARD LANE

CTH N

PIPE UNDERDRAIN 6-INCH

INLETS AND CATCH BASINS

CTH N

33 34 35 36 37 38

PIPE UNDERDRAIN 6-INCH

INLETS AND CATCH BASINS

PIPE UNDERDRAIN 6-INCH

PIPE UNDERDRAIN 6-INCH

PIPE UNDERDRAIN 6-INCH

CTH N

INLETS AND CATCH BASINS

CTH N

38 39 40 41 42 43

PIPE UNDERDRAIN 6-INCH

PIPE UNDERDRAIN 6-INCH

INLETS AND CATCH BASINS

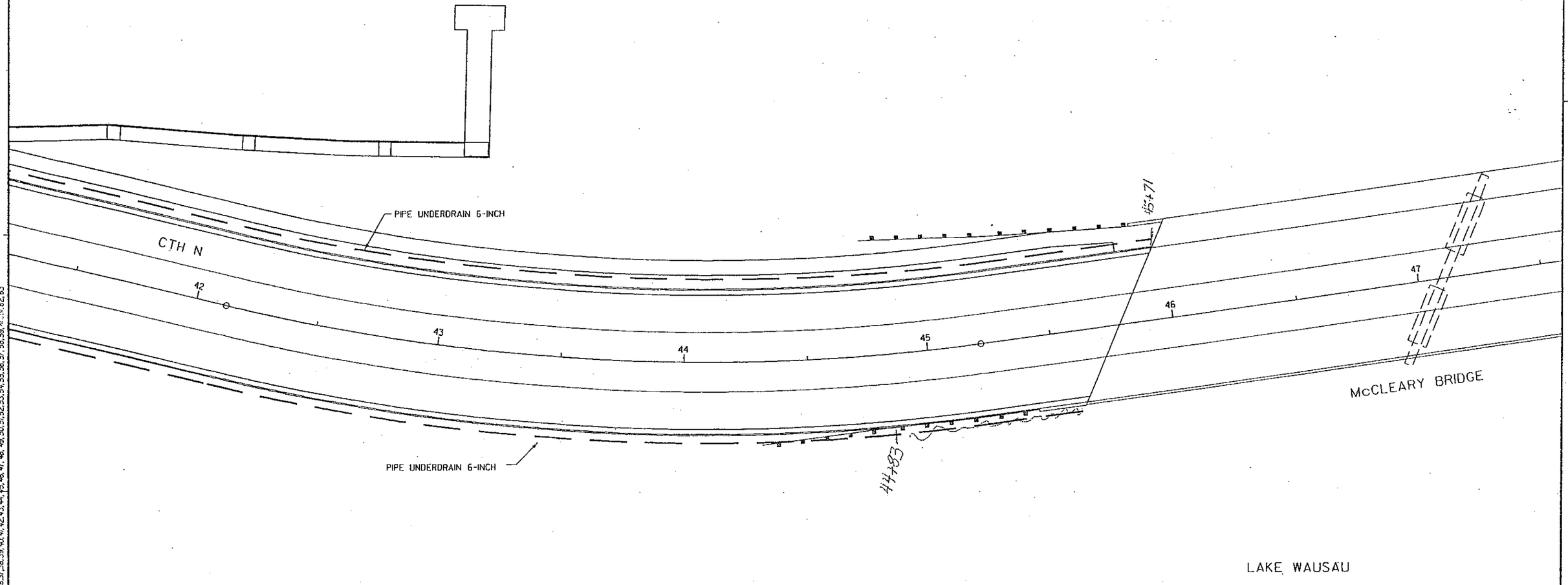
NOTE: THIS PLAN SHOWS A SCHEMATIC REPRESENTATION OF THE PIPE UNDERDRAIN. SEE TYPICAL SECTIONS, MISCELLANEOUS QUANTITIES, AND CROSS SECTIONS FOR ACTUAL LOCATIONS

STATE PROJECT NUMBER: 6999-03-73	HWY: CTH N	COUNTY: MARATHON	UNDER DRAIN PLAN	SCALE, FEET 0	SHEET NO: 20	E

LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,63

FILE NAME : g:\2001\20012047\GEO\Underdr3_dt.dgn PLOT DATE : 02/24/03 PLOT BY : $$...plotuser...$$ PLOT NAME : ORG DATE : Originator : Dist PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 42

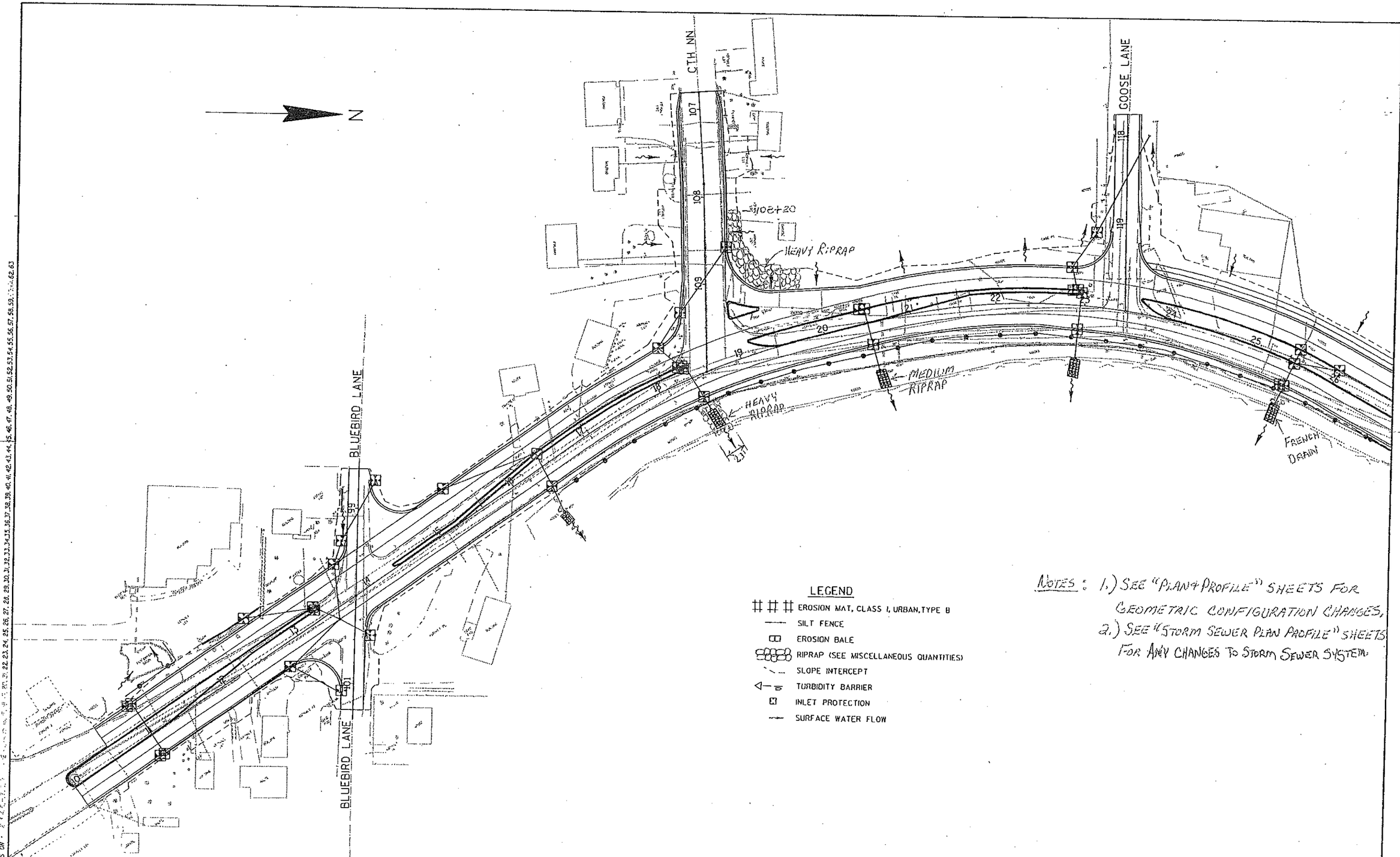


NOTE: THIS PLAN SHOWS A SCHEMATIC REPRESENTATION OF THE PIPE UNDERDRAIN. SEE TYPICAL SECTIONS, MISCELLANEOUS QUANTITIES, AND CROSS SECTIONS FOR ACTUAL LOCATIONS

STATE PROJECT NUMBER: 6999-03-73	HWY: CTH N	COUNTY: MARATHON	UNDER DRAIN PLAN	SCALE, FEET 0	SHEET NO: 21	E

FILE NAME : g:\2001\20012047\GEO\Underdr4_dt.dgn PLOT DATE : 02/24/03 PLOT BY : $$...plotuser...$$ PLOT NAME : ORG DATE : Originator : Dist PLOT SCALE : $$....plotscale.....$$

LEVELS ON 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,63



LEGEND

- ### EROSION MAT, CLASS I, URBAN, TYPE B
- SILT FENCE
- EROSION BALE
- RIPRAP (SEE MISCELLANEOUS QUANTITIES)
- SLOPE INTERCEPT
- TURBIDITY BARRIER
- INLET PROTECTION
- SURFACE WATER FLOW

NOTES: 1.) SEE "PLAN & PROFILE" SHEETS FOR GEOMETRIC CONFIGURATION CHANGES.
2.) SEE "STORM SEWER PLAN PROFILE" SHEETS FOR ANY CHANGES TO STORM SEWER SYSTEM.

STATE PROJECT NUMBER: 6999-03-73	HWY: CTH N	COUNTY: MARATHON	EROSION CONTROL	SCALE, FEET 0 50 100	SHEET NO: 22	E

FILE NAME : G:\2001\20012047\MS\Planset-South\ECplan1.dgn PLOT DATE : 05/08/03 PLOT BY : $$...plotuser...$$ PLOT NAME : ORG DATE : 7-15-02 Originator : Dist PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 42

N

MALLARD LANE

FRENCH DRAIN 26+85

WALLEYE SPAWNING SURFACE MATERIAL

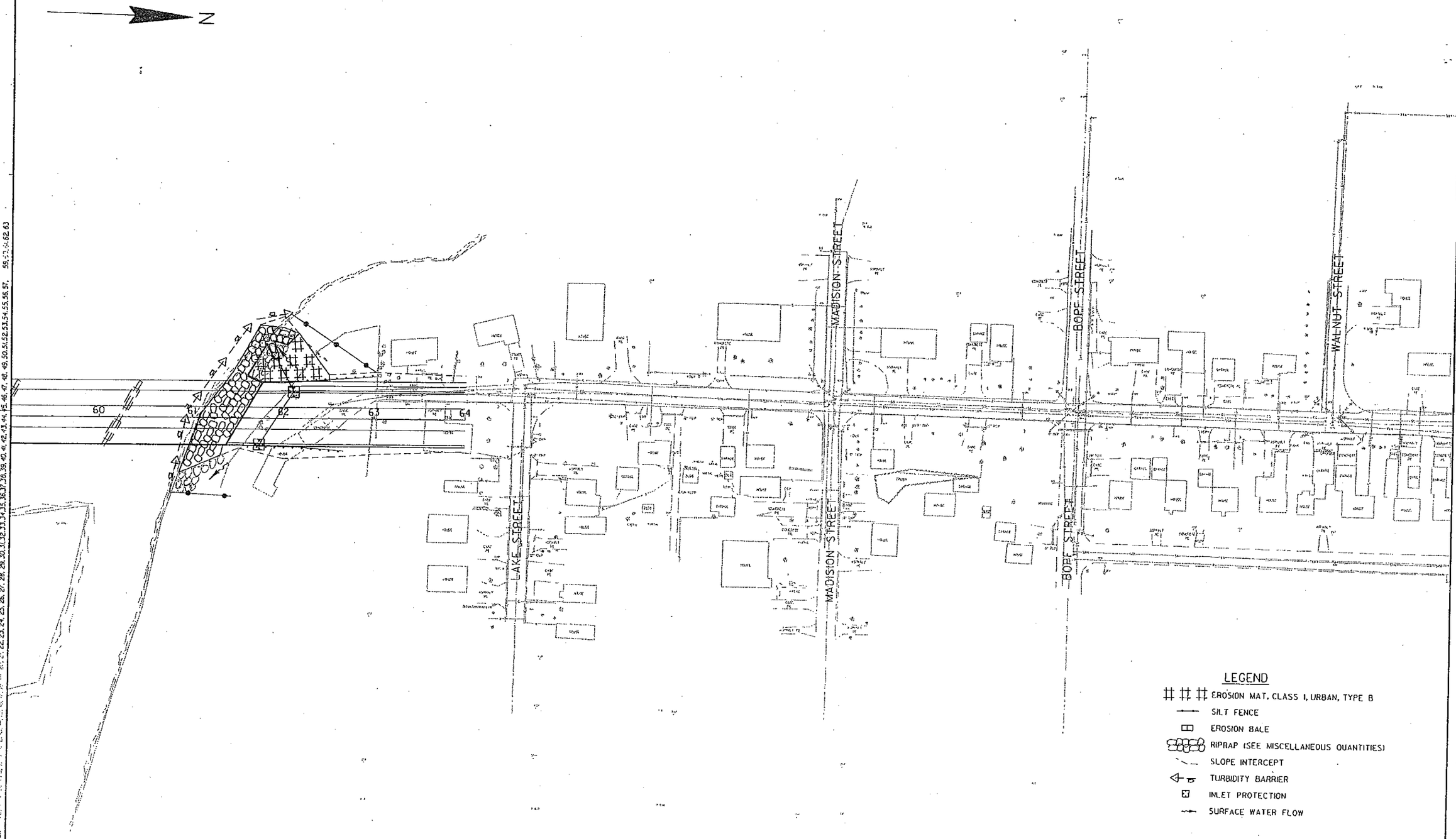
LEGEND

- EROSION MAT, CLASS I, URBAN, TYPE B
- SILT FENCE
- EROSION BALE
- RIPRAP (SEE MISCELLANEOUS QUANTITIES)
- SLOPE INTERCEPT
- TURBIDITY BARRIER
- INLET PROTECTION
- SURFACE WATER FLOW

STATE PROJECT NUMBER: 6999-03-73	HWY: CTH N	COUNTY: MARATHON	EROSION CONTROL	SCALE, FEET 0 100	SHEET NO: 23	E

FILE NAME : g:\2001\20012047\MS\Planset-South\ECplan2.dgn PLOT DATE : 05/07/03 PLOT BY : $$...plotuser...$$ PLOT NAME : ORG DATE : 7-15-02 Originator : Dist PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

N



LEGEND

- EROSION MAT, CLASS I, URBAN, TYPE B
- SILT FENCE
- EROSION BALE
- RIPRAP (SEE MISCELLANEOUS QUANTITIES)
- SLOPE INTERCEPT
- TURBIDITY BARRIER
- INLET PROTECTION
- SURFACE WATER FLOW

STATE PROJECT NUMBER: 6999-03-73	HWY: CTH N	COUNTY: MARATHON	EROSION CONTROL	SCALE, FEET 0 50 100	SHEET NO: 24	E

FILE NAME : g:\2001\20012047\MS\Planset South\ECplan3.dgn PLOT DATE : 05/07/03 PLOT BY : $$...plotuser...$$ PLOT NAME : ORG DATE : 7-15-02 Originator : Dist PLOT SCALE : $$.....plotscale.....$$

GENERAL NOTES: SEE "PLAN AND PROFILE" SHEETS FOR GEOMETRIC CONFIGURATION CHANGES.

2

1.1A STA. 10+95, 44.5' L.T. CATCH BASIN TYPE 2
1.1B STA. 11+68, 44.5' L.T. CATCH BASIN TYPE 2
1.2A STA. 10+95, 26.5' RT CATCH BASIN TYPE 2
1.2B STA. 11+00, 26.5' RT CATCH BASIN TYPE 2
1.3 STA. 12+74.40, 26.5' RT CATCH BASIN TYPE 2
1.4 STA. 101+11.70, 14.5' RT CATCH BASIN TYPE 2
1.5 STA. 100+45, 18.0' LT CATCH BASIN TYPE 2
1.6 STA. 13+50, 12.0' RT MANHOLE TYPE 1
1.7 STA. 12+59.70, 50.2' LT CATCH BASIN TYPE 2
1.8 STA. 13+29.30, 16.2' LT CATCH BASIN TYPE 2
1.9 STA. 13+34.50, 13.5' LT. CATCH BASIN TYPE 2
1.10 STA. 98+68, 20.0' LT CATCH BASIN TYPE 3
1.11 STA. 99+37, 17.5' RT CATCH BASIN TYPE 2
1.12 STA. 13+79.90, 44.5' LT CATCH BASIN TYPE 5
1.13 STA. 15+32, 44.5' LT CATCH BASIN TYPE 5
1.14 STA. 16+42.60, 16.5' LT CATCH BASIN TYPE 5
1.15 STA. 16+38, 26.5' RT CATCH BASIN TYPE 5
1.16 ~~STA. 16+33.20 56.6' RT ENDWALL~~

NOTE
EXISTING GAS LINES TO BE ABANDON
NEW 4" AND 2" GAS LINES WILL BE PLACED PRIOR TO CONSTRUCTION, CONTRACTOR TO VERIFY EXACT LOCATION AND DEPTH

CTH N
BLUEBIRD LANE
NO CULVERT
12"CMP
12" RCP
21" S.S.
ASPHALT LOT
BUILDING
WOODS
HOUSE
CONCRETE PAD
PLANTER
CONCRETE PE
ASPHALT PE
GRASS
ASPHALT
CONTINUE BELOW
CONTINUED FROM ABOVE

EXISTING GROUND
1.2A 1191.21
1.2B
12-INCH RCP, S=1.0%
1187.46 12
1187.38 3
EXISTING WATER MAIN TOP EL. 1183.92+-
1.3 1190.35
15-INCH RCP, S=0.41%
1186.38 7
1.6 1190.28
15-INCH RCP, S=0.60%
1185.53 3
1.12 1189.47
18-INCH RCP, S=0.40%
4.95
1185.00
EXISTING WATER MAIN TOP EL. 1182.98+-
EXISTING WATER MAIN TOP EL. 1181.69+-
EXISTING WATER MAIN TOP EL. 1182.78+-
EXISTING SANITARY SEWER TOP EL. 1176.11+-
EXISTING SANITARY SEWER TOP EL. 1176.50+-
1.13 1188.80
21-INCH RCP, S=0.40%
3.95
1184.04
21-INCH RCP, S=0.40%
CONTINUE BELOW

1.1A 1190.85
1.1B 1190.85
12-INCH RCP, S=0.41%
1187.74 0
12-INCH RCP, S=1.0%
1187.79 32
EXISTING WATER MAIN TOP EL. 1184.35+-
EXISTING SANITARY SEWER TOP EL. 1175.72+-
1.2B 1191.21
1.4 1189.94
12-INCH RCP, S=1.0%
1187.10 69
1.3 1190.43
1.7 1190.17
12-INCH RCP, S=0.59%
1186.54
1.9 1190.22
1.8 1190.22
1.6 1190.28
12-INCH RCP, S=0.51%
1185.98 7
1185.85
EXISTING WATER MAIN TOP EL. 1183.10+-
EXISTING SANITARY SEWER TOP EL. 1176.08+-
1.5 1188.70
12-INCH RCP, S=0.50%
1185.85 95
1.10 1188.90
1.10A 1189.90
S=0.67%
12-INCH RCP, S=0.60%
1185.89 13
1185.60 4
EXISTING WATER MAIN TOP EL. 1181.85+-
EXISTING SANITARY SEWER TOP EL. 1176.64+-
1.11 1189.56
1187.85 7
1.12 1189.56
12-INCH RCP, S=0.59%
1185.32 24
1185.15 07
EXISTING GROUND
1.14 1189.03
21-INCH RCP, S=0.40%
1183.24
21-INCH RCP, S=0.40%
EXISTING WATER MAIN TOP EL. 1181.49+-
EXISTING SANITARY SEWER TOP EL. 1178.04
1.15 1188.53
21-INCH RCP, S=0.41%
1.16
2.0
1182.59
1180.18

STATE PROJECT NUMBER: 6999-03-73	HWY: CTH N	COUNTY: MARATHON	STORM SEWER PLAN PROFILE	SCALE, FEET 0 NA	SHEET NO: 25	E

FILE NAME : g:\2001\20012047\MS\Plnset-South\stormpp1.dgn PLOT DATE : 03/13/03 PLOT BY : $$...plotuser...$$ PLOT NAME : ORG DATE : Originator : Dist PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 41

2.1 STA. 108+57.50, 26.5' LT
CATCH BASIN TYPE 2

2.2 STA. 109+32.20, 30.6' RT
CATCH BASIN TYPE 2

2.3 * STA. 18+19.40, 48.5' LT
CATCH BASIN TYPE 2

2.4B STA. 18+32.80, 16.5' LT
CATCH BASIN TYPE 2

2.4A STA. 18+25.80, 16.5' LT
CATCH BASIN TYPE 2

2.5 STA. 18+37.80, 15.2' LT
CATCH BASIN TYPE 2

2.6 STA. 18+44, 26.5' RT
CATCH BASIN TYPE 2

2.7 STA. 18+46, 41' RT
ENDWALL

3.1B STA. 20+50, 16.5' LT
CATCH BASIN TYPE 2

3.1A STA. 20+45, 16.5' LT
CATCH BASIN TYPE 2

3.2 STA. 20+50, 26.5' RT
CATCH BASIN TYPE 2

3.3 STA. 20+50, 53.8' RT
ENDWALL

CTH MM

CTH N

BUILDING

PLANTER

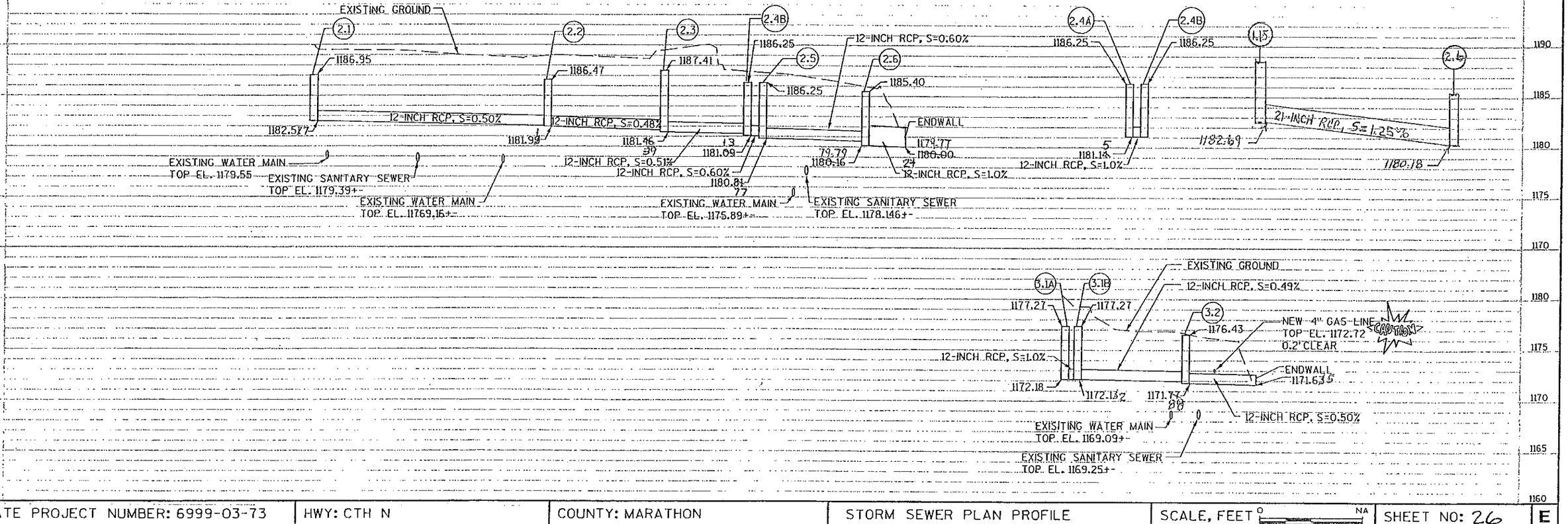
SIGN

WOODS

NOTE

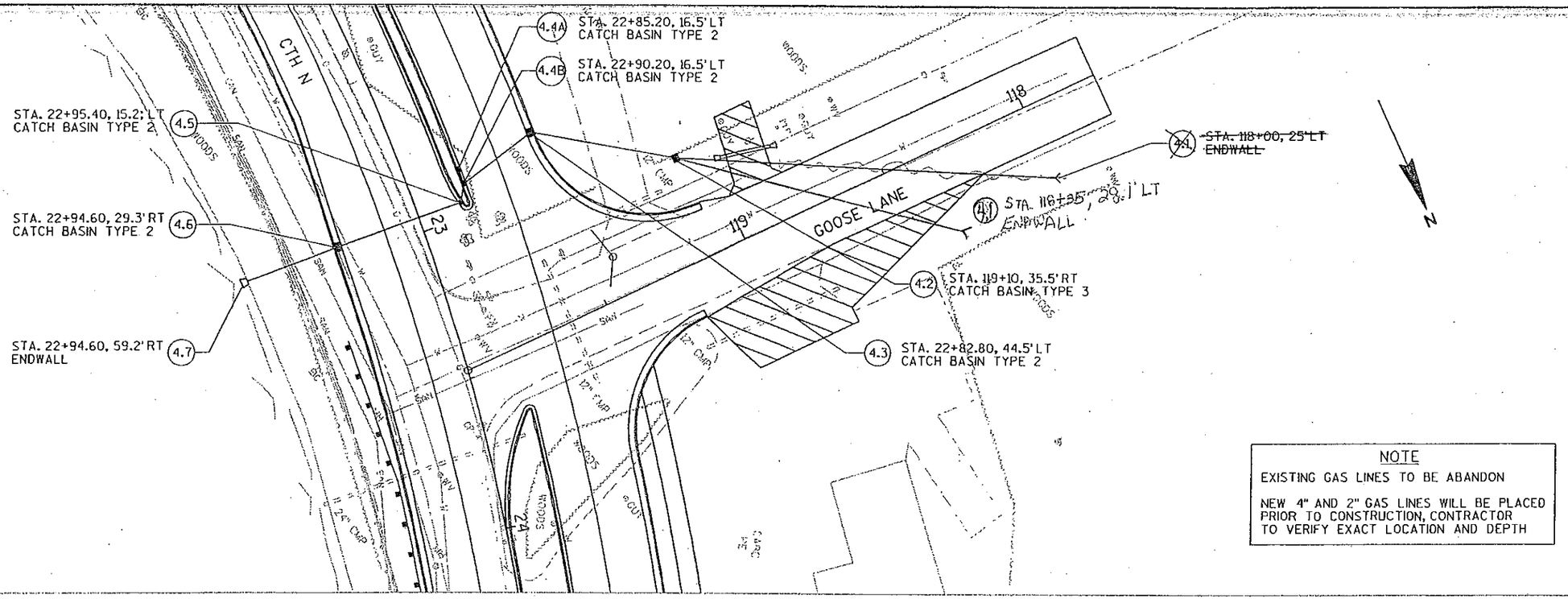
EXISTING GAS LINES TO BE ABANDON

NEW 4" AND 2" GAS LINES WILL BE PLACED PRIOR TO CONSTRUCTION, CONTRACTOR TO VERIFY EXACT LOCATION AND DEPTH



STATE PROJECT NUMBER: 6999-03-73	HWY: CTH N	COUNTY: MARATHON	STORM SEWER PLAN PROFILE	SCALE, FEET 0 NA	SHEET NO: 26	E

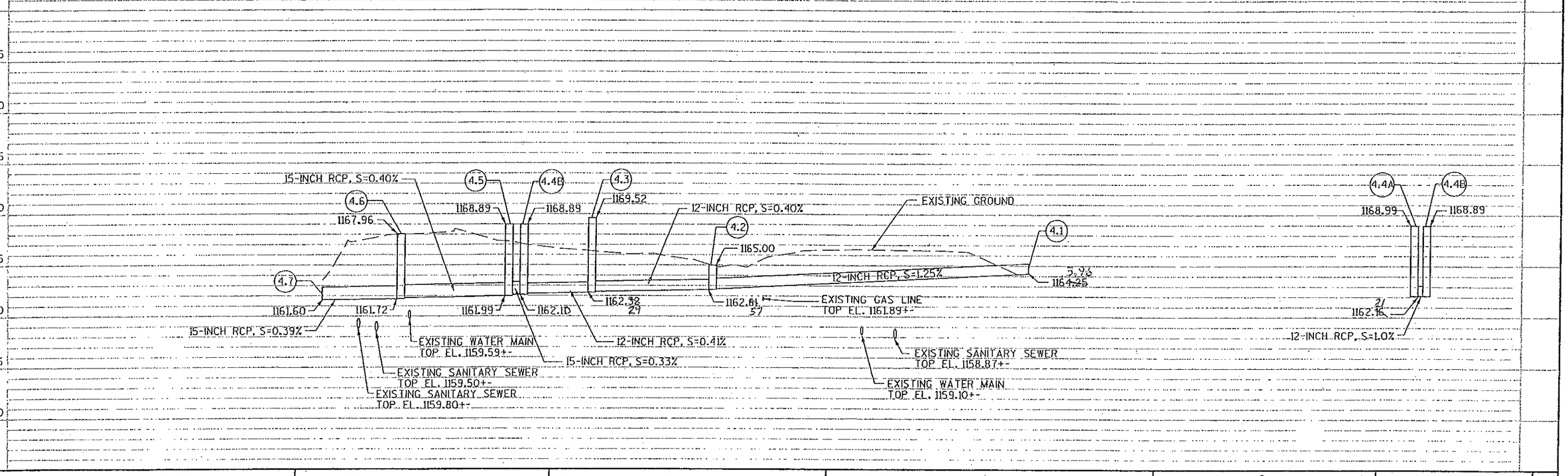
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NOTE

EXISTING GAS LINES TO BE ABANDON

NEW 4" AND 2" GAS LINES WILL BE PLACED PRIOR TO CONSTRUCTION, CONTRACTOR TO VERIFY EXACT LOCATION AND DEPTH



STATE PROJECT NUMBER: 6999-03-73	HWY: CTH N	COUNTY: MARATHON	STORM SEWER PLAN PROFILE	SCALE, FEET 0 NA	SHEET NO: 27	E

FILE NAME : g:\2001\20012047\MS\Planset-South\stormpp3.dgn PLOT DATE : 03/13/03 PLOT BY : $$...plotuser...$$ PLOT NAME : ORG DATE : Originator : Dist PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 41

NOTE
EXISTING GAS LINES TO BE ABANDON

NEW 4" AND 2" GAS LINES WILL BE PLACED PRIOR TO CONSTRUCTION. CONTRACTOR TO VERIFY EXACT LOCATION AND DEPTH

STA. 25+50, 1.5' LT CATCH BASIN TYPE 2 (5.3)
STA. 25+25, 16.5' LT CATCH BASIN TYPE 2 (5.2)
STA. 26+00, 16.5' LT CATCH BASIN TYPE 2 (5.1)
STA. 25+45, 29.5' RT INLET TYPE 3 (5.4A)
STA. 25+50, 29.5' RT INLET TYPE 3 (5.4B)
STA. 25+50, 49.5' RT ENDWALL (5.5)
STA. 292+52.50, 14.5' LT CATCH BASIN TYPE 2 (6.6)
STA. 292+52.50, 0.0' RL MANHOLE TYPE 1 (6.8)
STA. 292+52.50, 14.5' RT CATCH BASIN TYPE 2 (6.7)
STA. 27+45, 47.5' LT CATCH BASIN TYPE 2 (6.9A)
STA. 27+50, 47.5' LT CATCH BASIN TYPE 2 (6.9B)
STA. 293+41, 0.0' RL MANHOLE TYPE 1 (6.5)
STA. 28+15, 1.5' LT CATCH BASIN TYPE 5 (6.11)
STA. 28+15, 16.5' LT CATCH BASIN TYPE 5 (6.10)
STA. 28+15, 29.5' RT CATCH BASIN TYPE 5 (6.12)
STA. 28+15, 44.0' RT ENDWALL (6.13)
STA. 295+00, 23.5' LT CATCH BASIN TYPE 3 (6.1)
STA. 295+00, 14.5' LT CATCH BASIN TYPE 2 (6.2)
STA. 295+00, 0.0' RL MANHOLE TYPE 1 (6.3)
STA. 295+00, 14.5' RT CATCH BASIN TYPE 2 (6.4)

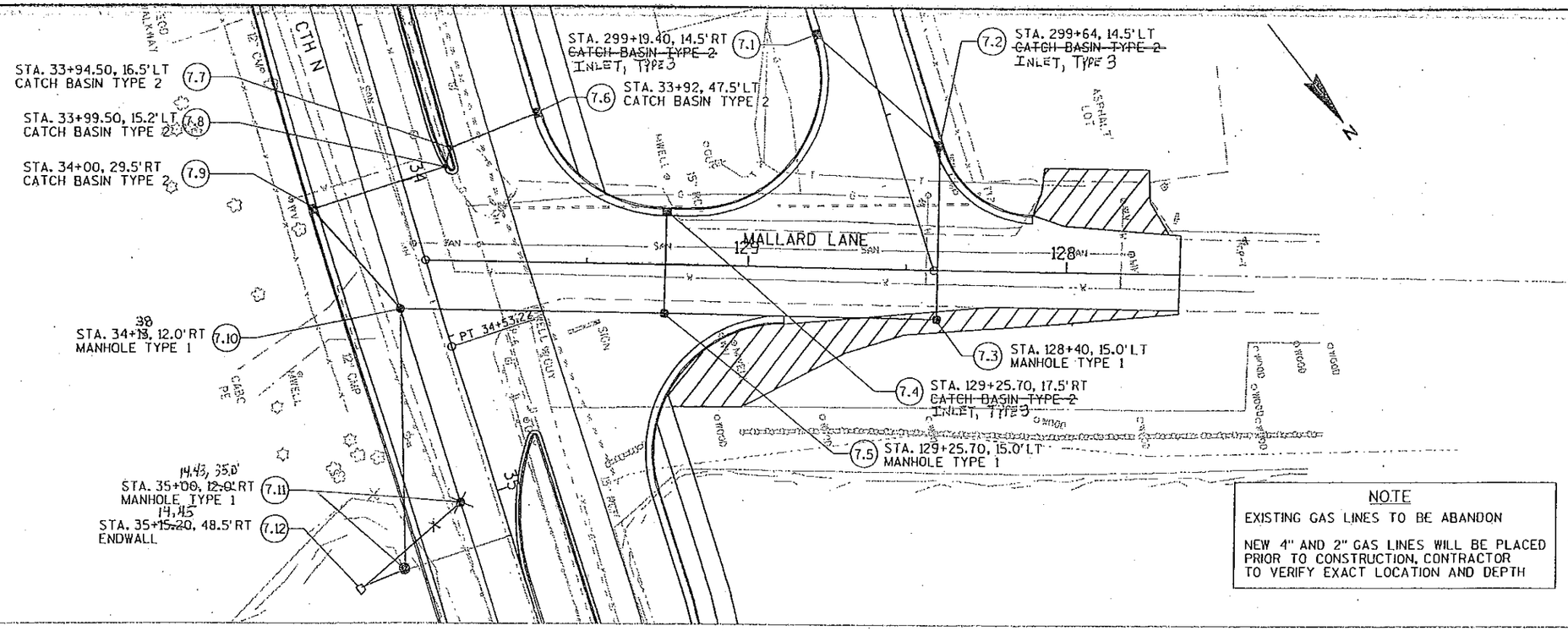
CTH N
PT 26+00.98
PC 30+23.02
12" CMP
ASPHALT PE
HOUSE
BUILDING
WOODS
MH
SAN
W
G
OHP
UGP
GP 6274

EXISTING GROUND
12-INCH RCP, S=0.47%
12-INCH RCP, S=0.52%
12-INCH RCP, S=1.0%
12-INCH RCP, S=0.30%
12-INCH RCP, S=0.31%
18-INCH RCP, S=0.31%
18-INCH RCP, S=0.29%
15-INCH RCP, S=0.29%
12-INCH RCP, S=1.0%
12-INCH RCP, S=0.92%
12-INCH RCP, S=0.51%
12-INCH RCP, S=0.93%
12-INCH RCP, S=0.40%
12-INCH RCP, S=0.50%
EXISTING WATER MAIN TOP EL. 1157.57+-
EXISTING SANITARY SEWER TOP EL. 1157.35+-
EXISTING SANITARY SEWER TOP EL. 1158.30+-
EXISTING WATER MAIN TOP EL. 1159.20
EXISTING SANITARY SEWER TOP EL. 1156.00+-
EXISTING SANITARY SEWER TOP EL. 1159.01

STATE PROJECT NUMBER: 6999-03-73	HWY: CTH G	COUNTY: MARATHON	STORM SEWER PLAN PROFILE	SCALE, FEET 0 NA	SHEET NO: 28	E

FILE NAME : g:\2001\20012047\MS\Planset-South\stormpp4.dgn PLOT DATE : 03/27/03 PLOT BY : $$...plotuser...$$ PLOT NAME : ORG DATE : Originator : Dist PLOT SCALE : $$.....plotscale.....$$

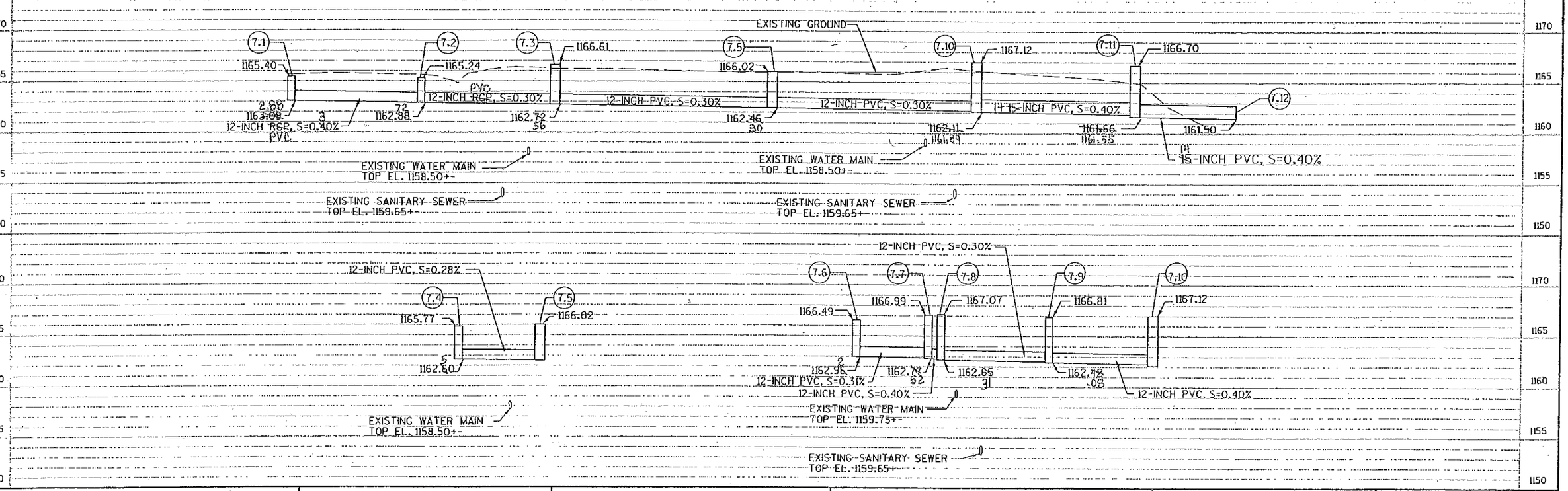
WISDOT/CADDS SHEET 41



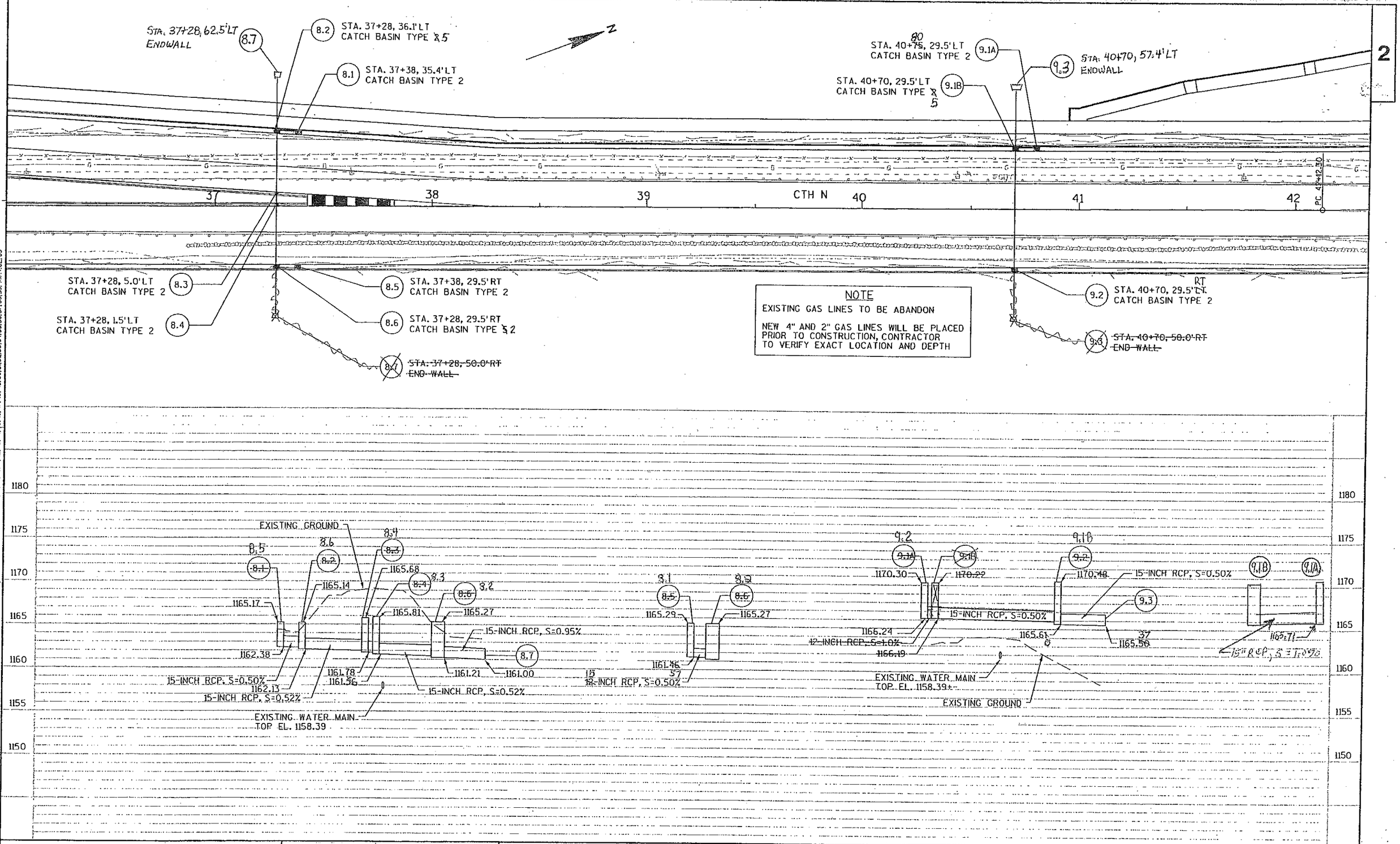
NOTE

EXISTING GAS LINES TO BE ABANDON

NEW 4" AND 2" GAS LINES WILL BE PLACED PRIOR TO CONSTRUCTION. CONTRACTOR TO VERIFY EXACT LOCATION AND DEPTH



STATE PROJECT NUMBER: 6999-03-73	HWY: CTH G	COUNTY: MARATHON	STORM SEWER PLAN PROFILE	SCALE, FEET 0 NA	SHEET NO: 29	E



STATE PROJECT NUMBER: 6999-03-73	HWY: CTH G	COUNTY: MARATHON	STORM SEWER PLAN PROFILE	SCALE, FEET 0 NA	SHEET NO: 30	E

FILE NAME : g:\2001\20012047\MS\Planset-South\stormpp6.dgn PLOT DATE : 03/13/03 PLOT BY : $$...plotuser...$$ PLOT NAME : ORG DATE : Originator : Dist PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 41

LAKE WAUSAU

KELLY W. GRAEFE

N

LAKE WAUSAU

REMOVE AND RELOCATE FISHING PIER

REMOVE ASPHALT WALK

(12.3) STA 44+00, 50' LT
ENDWALL
CONCRETE CURB AND GUTTER
30-INCH, TYPE D REQ'D

4" CONCRETE SIDEWALK REQ'D

STEEL PLATE BEAM GUARD, CLASS A, REQ'D

(12.2) STA. 44+00 20.5' LT
CATCH BASIN TYPE 2

T.I. FOR CONSTRUCTION ACCESS

SLOPE INTERCEPTS

CTH N
R/W & AND
CONSTRUCTION &

R/W LINE

CONCRETE CURB AND GUTTER
30-INCH, TYPE D REQ'D

REMOVE BEAM GUARD

REMOVE CABLE GUARD FENCE

(12.1) STA. 45+11, 29.5' RT
CATCH BASIN TYPE 2
STEEL PLATE BEAM GUARD, CLASS A, REQ'D

CONCRETE PAVEMENT APPROACH SLAB

STRUCTURE B-37-335

REMOVE BEAM GUARD

WALLEYE SPAWNING AREA
SEE DETAIL

R/W LINE

LAKE WAUSAU
STATE OF WISCONSIN
DEPT. OF NATURAL RESOURCES

T.I. FOR REMOVAL OF FILL SLOPE

R/W LINE

LAKE WAUSAU
STATE OF WISCONSIN
DEPARTMENT OF NATURAL RESOURCES

SUPERELEVATION TABLE		
SLOPE LEFT	STATION	SLOPE RIGHT
-2.00%	40+55	-2.00%
-2.00%	41+50	0.00%
-2.00%	42+45	+2.00%
-2.00%	44+50	+2.00%
-2.00%	45+05	0.00%
-2.00%	45+60	-2.00%

BENCH MARKS			
NO.	STATION	DESCRIPTION	ELEV.
193	44+58	TOP OF SE COR. OF SE WINGWALL-125'RT	1165.41

CTH N
CURVE DATA

P.I. = 43+68.87
Y = 194,646.80
X = 274,746.68
DELTA = 21° 39' 30"
D = 7° 00' 00"
T = 156.57 FT
L = 309.40 FT
R = 818.51 FT
P.C. = 42+12.30
P.T. = 34+53.22
S.E. = 2%

(12.1) 1172.98

(12.2) 1175.76

(12.3) 1171.41

12 INCH RCP, S= 1.0%

12 INCH RCP, S= 1.0%

1171.69

1175.13

EXISTING GRADE

STA. 53+66.21
STRUCTURE B-37-335 REQUIRED
TWELVE SPAN 70-INCH PRESTRESSED GIRDERS
1579.54' OVERALL LENGTH
58.0' CLEAR ROADWAY
SKEW 30° LHF
SEE STRUCTURE DRAWINGS B-37-335

STA. 46+00.00 275' RT
REMOVE STRUCTURE B-37-4
18 SPAN, STEEL DECK GIRDER
702' OVERALL LENGTH
25' OVERALL ROADWAY WIDTH
5.5' HANGING WOOD SIDEWALK

NOTE:
WATER ELEVATION
ELEV.=1,160.53
DATE 9-11-01

1644 1173.12 | 1650 1174.00 | 1657 1174.87 | 1670 1175.73 | 1538 1176.38 | 1534 1176.75 | 1537 1177.05 | 1551 1177.35 | 1558 1177.65 | 1566 1177.95 | 1575 1178.25 | 1580 1178.55 | 1582 1178.85

42+00 | 42+50 | 43+00 | 43+50 | 44+00 | 44+50 | 45+00 | 45+50 | 46+00 | 46+50 | 47+00 | 47+50 | 48+00

1178 1176 1174 1172 1170 1168 1166 1164

STATE PROJECT NUMBER: 6999-03-73 | HWY: CTH N | COUNTY: MARATHON | PLAN AND PROFILE | SHEET NO: 11 | 204 | E

FILE NAME : g:\2001\20012047\MS\Planset\South\po7.dgn | PLOT DATE : 03/27/03 | PLOT BY : $$...plotuser...$$ | PLOT NAME : | ORG DATE : 11-19-01 | Originator : Dist | PLOT SCALE : $$...plotscale...$$ | $$WISDOT/CADDS/SHEET.40

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5

N

STA. 61+92.30, 64.0' LT
END WALL
10.3

12" CMP

STA. 62+10.90, 30.2' LT
CATCH BASIN TYPE 2
10.2

STA. 61+79.46, 29.6' LT
INLET TYPE 3
10.4

STA. 61+72.40, 29.9' RT
CATCH BASIN TYPE 2
10.1

HOUSE
HOUSE
HOUSE
HOUSE
HOUSE

CONC PE
ASPH
WELL
CONCRETE PE GUY
WV
SAN
MH
CABC PE
CONCRETE
ASPHALT PE
CTH N
12" CMP
12" CMP
ASPHALT PE
140
100.00

69 60 61 62 63 64 65

NOTE

EXISTING GAS LINES TO BE ABANDON

NEW 4" AND 2" GAS LINES WILL BE PLACED PRIOR TO CONSTRUCTION, CONTRACTOR TO VERIFY EXACT LOCATION AND DEPTH

1195 1190 1185 1180 1175 1170 1165 1160

EXISTING GROUND

10.1
1186.46
12-INCH RCP, S=2.0%
1181.48

10.2
1186.68
1179.78
12-INCH RCP, S=2.0%
10.3
1179.00

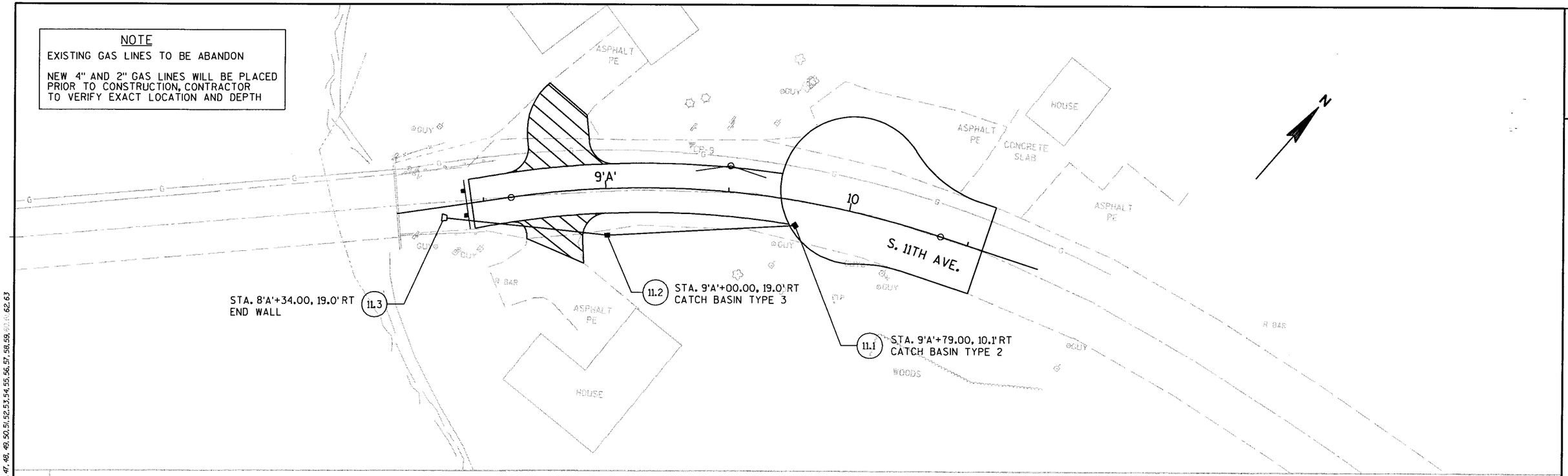
10.2
1186.63
12-INCH RCP, S=2.0%
1182.40
10.4
1186.54
1182.71

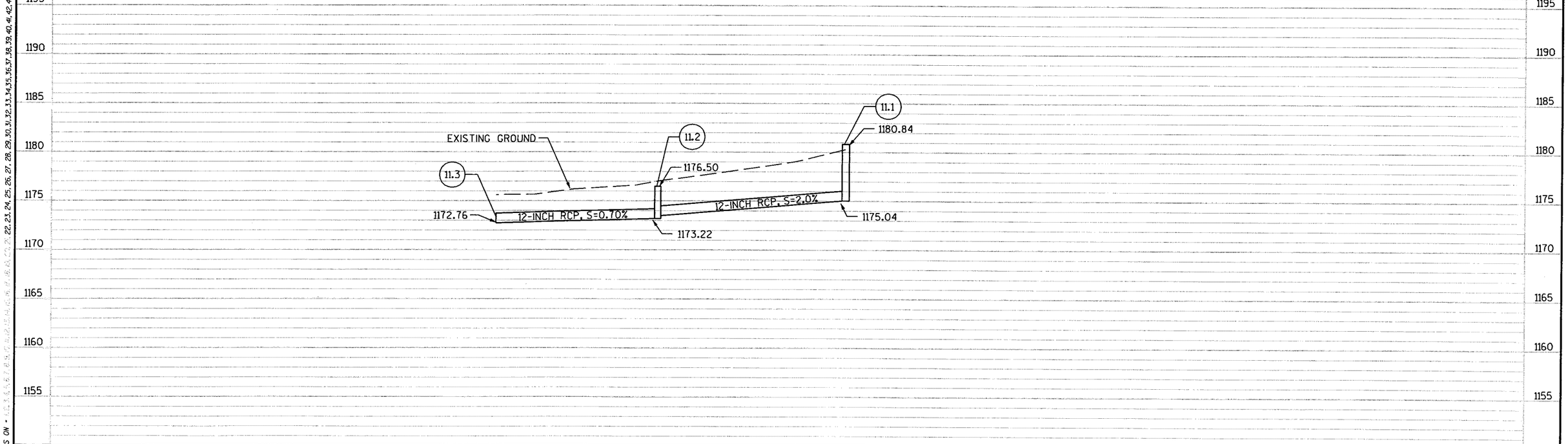
STATE PROJECT NUMBER: 6999-03-73	HWY: CTH G	COUNTY: MARATHON	STROM SEWER PLAN PROFILE	SCALE, FEET 0 N/A	SHEET NO: 31	E

NOTE

EXISTING GAS LINES TO BE ABANDON

NEW 4" AND 2" GAS LINES WILL BE PLACED PRIOR TO CONSTRUCTION, CONTRACTOR TO VERIFY EXACT LOCATION AND DEPTH





STATE PROJECT NUMBER:6999-03-73	HWY: CTH N	COUNTY: MARATHON	STORM SEWER PLAN PROFILE	SCALE, FEET 0 NA	SHEET NO: 32	E

FILE NAME : g:\2001\20012047\MS\Planset-South\stormpp8.dgn PLOT DATE : 03/13/03 PLOT BY : $$...plotuser...$$ PLOT NAME : ORG DATE : Originator : Dist PLOT SCALE : $$.....plotscale.....$$

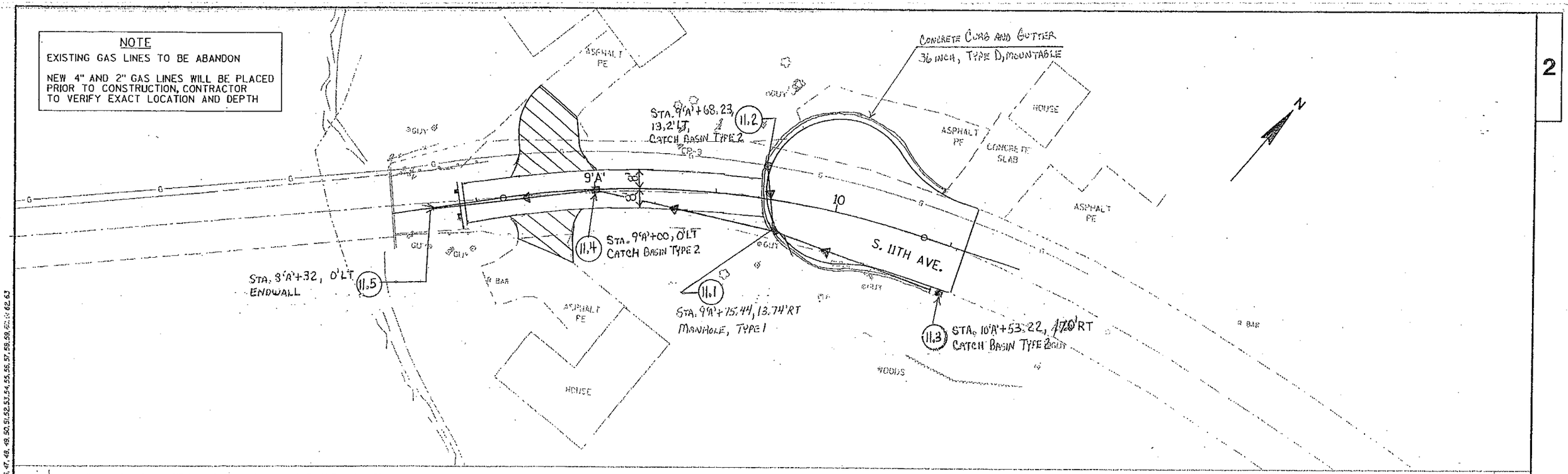
WISDOT/CADDS SHEET 41

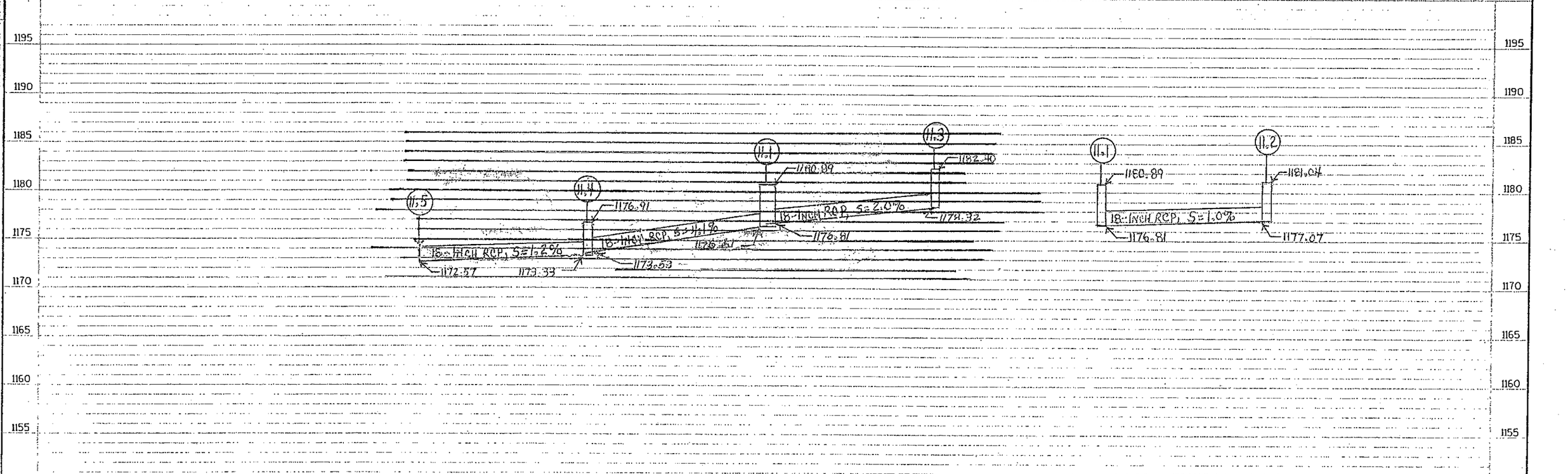
LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,63

NOTE

EXISTING GAS LINES TO BE ABANDON

NEW 4" AND 2" GAS LINES WILL BE PLACED PRIOR TO CONSTRUCTION, CONTRACTOR TO VERIFY EXACT LOCATION AND DEPTH





STATE PROJECT NUMBER:6999-03-73	HWY: CTH N	COUNTY: MARATHON	STORM SEWER PLAN PROFILE	SCALE, FEET 0 NA	SHEET NO: 32.A	E

FILE NAME : g:\2001\20012047\WS\Planset-South\stormpp8.dgn PLOT DATE : 03/13/03 PLOT BY : $$...platuser...$$ PLOT NAME : ORG DATE : Originator : Dist PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 41

LEVELS ON • 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63

M1-6 24" X 24" · M1-4 24" X 24" · M1-5A 24" X 24" · M1-5A 24" X 24" · M 2-1 21" X 15" · M 4-5 24" X 12" · M6-1 21" X 21" · M 6-4 21" X 21" · M 5-1L 21" X 21" · M 5-1R 21" X 21"

R1-2 36" X 31" · R2-1 24" X 30" · R3-4 24" X 24" · R3-50L 30" X 36" · R3-50R 30" X 36" · R3-55L 24" X 30" · R3-55R 24" X 30"

R1-1 30" X 30" · R1-1F 30" X 30" · R4-7 24" X 30" · R9-56 18" X 24" · W1-7 48" X 24" · W3-1 36" X 36" · W3-3 36" X 36"

W5-52L 12" X 36" · W5-52R 12" X 36" · W5-56 18" X 18" · W6-1 36" X 36" · W6-2 36" X 36" · W8-64 36" X 36" · W11-2 30" X 30"

W12-1 24" X 24" · W14-1 30" X 30" · S1-1 36"x36"

NOTES: 1.) R1-1F SIGNS SHALL BE BANDED TO TRAFFIC SIGNAL STANDARDS AT LOCATIONS SHOWN.
2.) ALL SIGN LOCATIONS ARE APPROXIMATE.
3.) SOME SIGNS WERE BANDED TO LIGHT POLES IF THERE WOULD BE A CONFLICT.
4.) SIGN + POST INSTALLATION CHANGES ARE NOT REFLECTED IN MISC. QUANTITIES.

NOTE: ALL EXISTING PAVEMENT MARKING FROM STA 101+50 TO RAILWAY WAS REPAINTED UNDER THIS PROJECT.

PLACE SIGN AT STA. 105+50

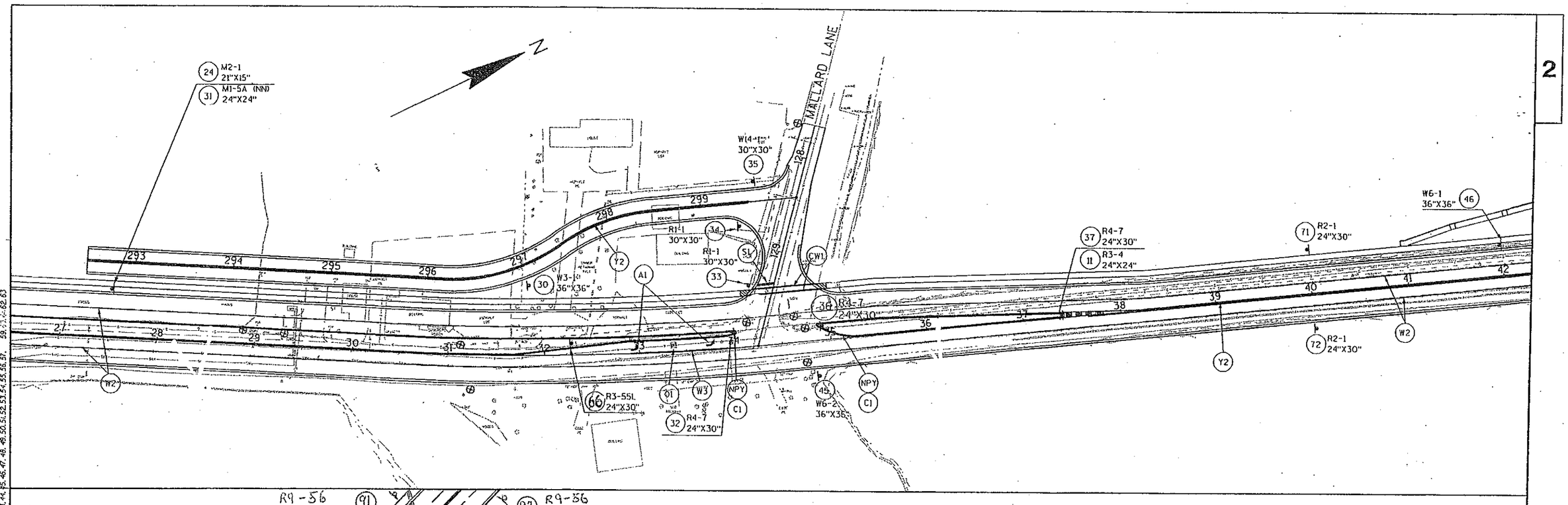
C.T.H. NN · BLUEBIRD LANE · GOOSE LANE

GENERAL NOTE:
1.) SEE "PLAN AND PROFILE" SHEETS FOR GEOMETRIC CONFIGURATION CHANGES.

LEGEND
- (W1) - PAVEMENT MARKING, 4-INCH, EPOXY (SOLID WHITE)
- (W2) - PAVEMENT MARKING, 4-INCH, EPOXY (DASHED WHITE)
- (W3) - PAVEMENT MARKING, CHANNELIZING, 8-INCH, EPOXY
- (Y1) - PAVEMENT MARKING, 4-INCH, EPOXY (SOLID YELLOW)
- (Y2) - PAVEMENT MARKING, 4-INCH, EPOXY (DOUBLE YELLOW)
- (A1) - PAVEMENT MARKING, ARROWS, TYPE 2, EPOXY
- (O1) - PAVEMENT MARKING, 'ONLY', EPOXY (TYPICAL)
- (S1) - PAVEMENT MARKING, STOP LINE, 18-INCH, EPOXY
- (C1) - PAVEMENT MARKING, CURB, EPOXY
- (CW1) - PAVEMENT MARKING, CROSSWALK, 12-INCH, EPOXY
- (CR1) - PAVEMENT MARKING, CURB RAMP, EPOXY
- (NPY) - PAVEMENT MARKING, ISLAND NOSE, EPOXY
- (XX) - SIGN NUMBER
- (X) - SIGNS TO BE REMOVED (BY OTHERS)
- (YA) - PAVEMENT MARKING, DIAGONAL, 12-INCH, EPOXY

STATE PROJECT NUMBER: 6999-03-73	HWY: CTH N	COUNTY: MARATHON	PAVEMENT MARKING AND SIGNING	SCALE, FEET 0 — 100	SHEET NO: 33	E

FILE NAME : g:\2001\20012047\MS\Planset-South\PM&Splan1.dgn · PLOT DATE : 03/27/03 · PLOT BY : $$...plotuser...$$ · PLOT NAME : · ORG DATE : 7-17-02 · Originator : Dist · PLOT SCALE : $$.....plotscale.....$$ · WISDOT/CADDS SHEET 42



LEGEND

- W1 - PAVEMENT MARKING, 4-INCH, EPOXY (SOLID WHITE)
- W2 - PAVEMENT MARKING, 4-INCH, EPOXY (DASHED WHITE)
- W3 - PAVEMENT MARKING, CHANNELIZING, 8-INCH, EPOXY
- Y1 - PAVEMENT MARKING, 4-INCH, EPOXY (SOLID YELLOW)
- Y2 - PAVEMENT MARKING, 4-INCH, EPOXY (DOUBLE YELLOW)
- A1 - PAVEMENT MARKING, ARROWS, TYPE 2, EPOXY
- 01 - PAVEMENT MARKING, 'ONLY', EPOXY (TYPICAL)
- S1 - PAVEMENT MARKING, STOP LINE, 18-INCH, EPOXY
- C1 - PAVEMENT MARKING, CURB, EPOXY
- CW1 - PAVEMENT MARKING, CROSSWALK, 12-INCH, EPOXY
- CR1 - PAVEMENT MARKING, CURB RAMP, EPOXY
- NPY - PAVEMENT MARKING, ISLAND NOSE, EPOXY
- XX - SIGN NUMBER
- ⊗ - SIGNS TO BE REMOVED (BY OTHERS)

PLACE SIGN 50' SOUTH OF 12TH AVENUE

42 W14-1 30"X30"

STATE PROJECT NUMBER: 6999-03-73	HWY: CTH N	COUNTY: MARATHON	PAVEMENT MARKING AND SIGNING	SCALE, FEET 0 50 100	SHEET NO: 34	E

FILE NAME : g:\2001\20012047\MS\Planset-South\PM&Splan2.dgn PLOT DATE : 05/07/03 PLOT BY : $$...plotuser...$$ PLOT NAME : ORG DATE : 7-18-02 Originator : Dist PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

LEGEND

- (W1) - PAVEMENT MARKING, 4-INCH, EPOXY (SOLID WHITE)
- (W2) - PAVEMENT MARKING, 4-INCH, EPOXY (DASHED WHITE)
- (W3) - PAVEMENT MARKING, CHANNELIZING, 8-INCH, EPOXY
- (Y1) - PAVEMENT MARKING, 4-INCH, EPOXY (SOLID YELLOW)
- (Y2) - PAVEMENT MARKING, 4-INCH, EPOXY (DOUBLE YELLOW)
- (A1) - PAVEMENT MARKING, ARROWS, TYPE 2, EPOXY
- (O1) - PAVEMENT MARKING, 'ONLY', EPOXY (TYPICAL)
- (S1) - PAVEMENT MARKING, STOP LINE, 18-INCH, EPOXY
- (C1) - PAVEMENT MARKING, CURB, EPOXY
- (CW1) - PAVEMENT MARKING, CROSSWALK, 12-INCH, EPOXY
- (CR1) - PAVEMENT MARKING, CURB RAMP, EPOXY
- (NPY) - PAVEMENT MARKING, ISLAND NOSE, EPOXY
- (XX) - SIGN NUMBER
- (⊗) - SIGNS TO BE REMOVED (BY OTHERS)

N

(55) R9-56 18"X24"

(90) R2-1 24X30

(44) W8-64 36"X36"

(89) R2-1 24X30

(95) W6-1 36"X36"

60 61 62 63 64

W2 Y2

MADISON STREET

BOPF STREET

WALNUT STREET

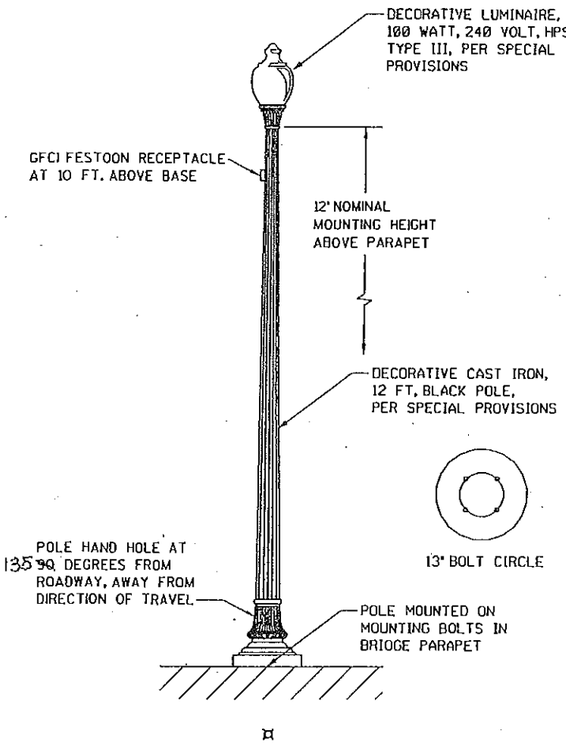
LAKE STREET

MADISON STREET

BOPF STREET

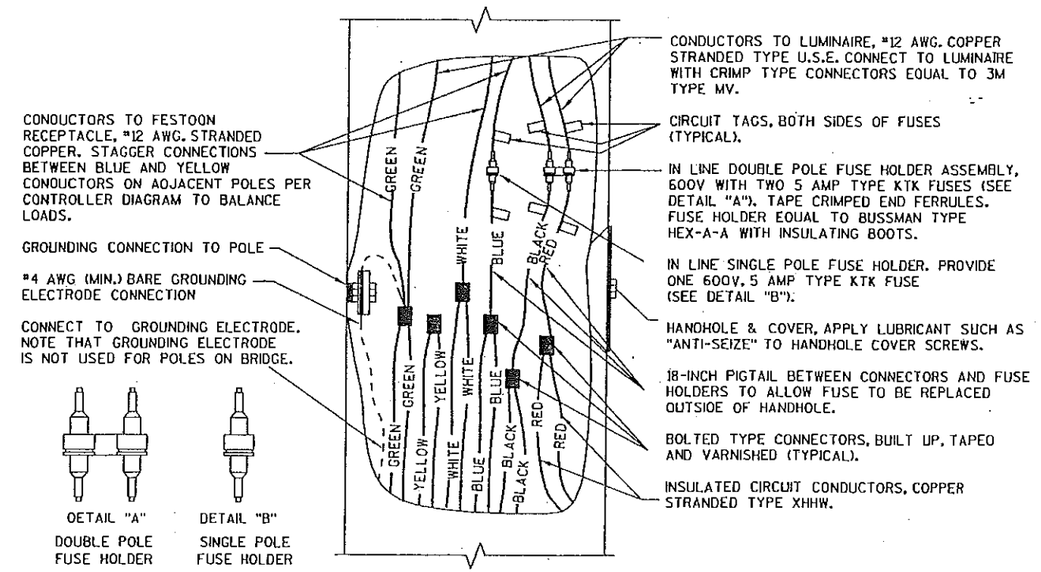
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STATE PROJECT NUMBER: 6999-03-73	HWY: CTH N	COUNTY: MARATHON	PAVEMENT MARKING AND SIGNING	SCALE, FEET 0 100	SHEET NO: 35	E



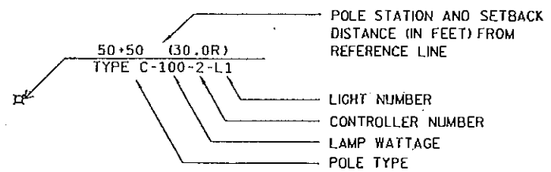
POLE, TYPE B

SYMBOLS	
PB-*	PULL BOX - 24 X 36 INCHES, STEEL, GROUNDED
— — —	CONDUIT: CONDUIT SIZE = 2 INCH SCHEDULE 40 PVC UNLESS LISTED OTHERWISE.
3/8	CONDUCTOR SYMBOL TOP NUMBER = No. OF CONDUCTORS BOTTOM NUMBER = CONDUCTOR SIZE FOR COPPER CONDUCTORS IN AWG
	POLE WITH DECORATIVE LUMINAIRE REFER TO FIXTURE LEGEND FOR ADDITIONAL INFORMATION.
	SERVICE CONTROLLER WITH METER PEDESTAL AND EQUIPMENT AS NOTED ON THE SERVICE CONTROLLER DIAGRAM.



240 VOLT, 3 WIRE PLUS GROUND - LIGHT CONNECTION WITH 120 VOLT FESTOON RECEPTACLE CONNECTION DETAIL

NTS



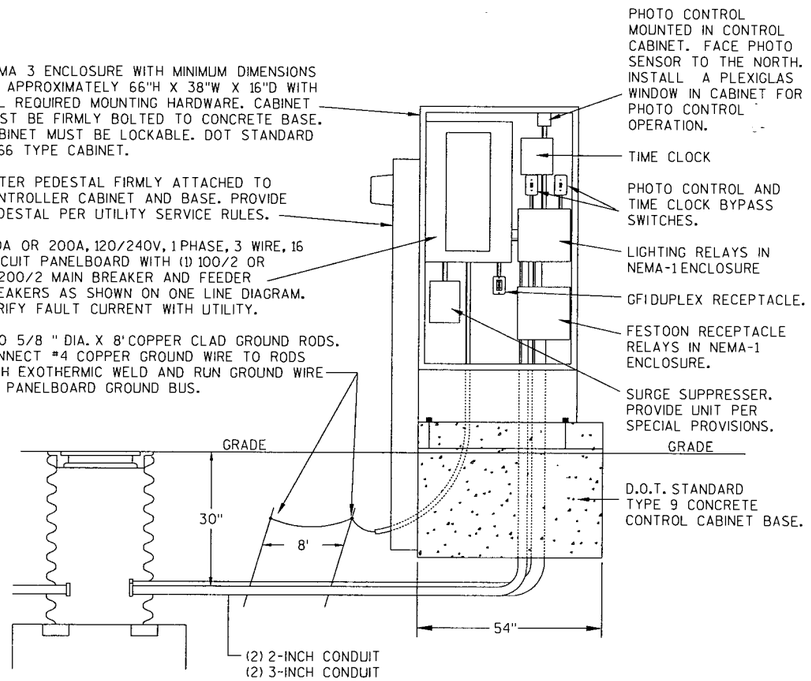
ORIGINAL DESIGN BY
LANG ASSOCIATE
510 N. 17TH AVE.
WAUSAU, WI 54401
(715) 845-1333

STATE PROJECT NUMBER: 6999-03-73	HWY: C.T.H. N	COUNTY: MARATHON	McCLEARY BRIDGE LIGHTING DETAILS	SCALE, NONE	SHEET NO: 36	E

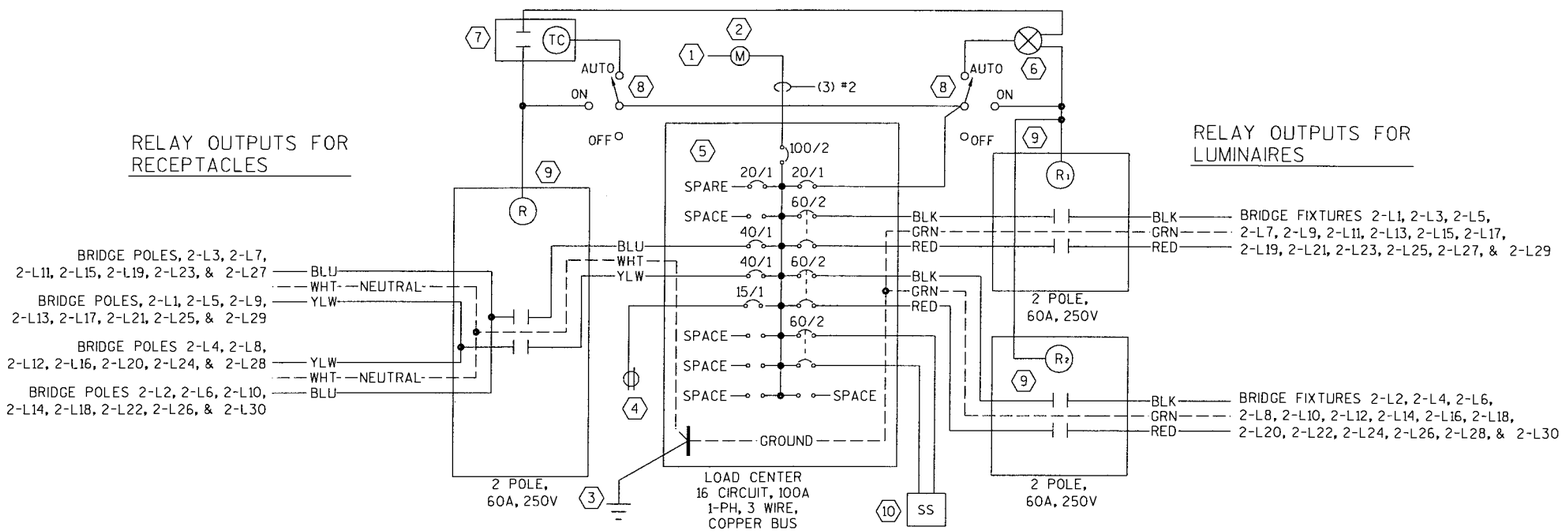
FILE NAME : 6999-03-73-00-PR-DT01.dgn | PLOT DATE : | PLOT BY : | PLOT NAME : | ORG DATE : | Originator : Dist | PLOT SCALE :

WISDOT/CADDS SHEET 44

LEVELS ON 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56, 59,60,61,62,63



SERVICE AND LIGHTING CONTROL CABINET (FRONT VIEW)



LIGHTING CONTROLLER #2 ONE LINE ELECTRICAL DIAGRAM

ONE LINE DIAGRAM NOTES

1. ELECTRICAL CONTRACTOR SHALL ARRANGE FOR A 100A, 1 PHASE, 120/240V, UNDERGROUND SERVICE FROM THE UTILITY (WISCONSIN PUBLIC SERVICE CORP). UTILITY COSTS ASSOCIATED WITH THE UTLITY EXTENSION FOR THIS SERVICE ARE THE RESPONSIBILITY OF THE ELECTRICAL CONTRACTOR, SEE SPECIAL PROVISIONS.
2. PROVIDE A METERING PEDESTAL PER UTILITY REQUIREMENTS. SEE SERVICE AND LIGHTING CONTROL CABINET DETAIL.
3. GROUND SERVICE PER CODE TO TWO DRIVEN GROUND RODS. SEE SERVICE AND LIGHTING CONTROL CABINET DETAIL.
4. PROVIDE A GFCI RECEPTACLE IN A WEATHER PROOF ENCLOSURE IN THE CONTROL CABINET.
5. PROVIDE 100A, 1 PHASE, 120/240V, 3 WIRE LOAD CENTER WITH A MINIMUM OF 16 CIRCUIT POSITIONS IN A NEMA-1 ENCLOSURE. THE LOAD CENTER SHALL HAVE A COPPER BUS, A 2-POLE, 100A MAIN BREAKER AND THE BRANCH BREAKERS SHOWN IN THE SERVICE AND LIGHTING CONTROL CABINET DIAGRAM. THE LOAD CENTER SHALL INCLUDE A GROUND AND A NEUTRAL TERMINAL STRIP AND BE U.L. SERVICE ENTRANCE RATED.
6. PROVIDE A PHOTO CONTROL IN THE CONTROLLER CABINET. THE PHOTO CONTROL SHALL BE RATED 120V, 1500 WATTS, AND SHALL BE THE THERMAL TYPE WITH TIME DELAY. THE PHOTO CONTROL SHALL TURN THE LIGHTS ON AT BETWEEN 1 TO 5 FOOT CANDLES OF DAYLIGHT AND TURN THEM OFF AT APPROXIMATELY 15 FOOT CANDLES OF DAYLIGHT.
7. PROVIDE A PROGRAMMABLE TIME CLOCK WITH A CONTACT FOR CONTROL OF THE FESTOON RECEPTACLE CIRCUIT CONTACTOR. SET TIME CLOCK TO TURN ON FESTOON RECEPTACLES VIA PHOTO CONTROL AND TURN OFF AT MIDNIGHT.
8. PROVIDE (2) 3 POSITION SWITCHES MARKED "ON, OFF, AUTO" TO BYPASS THE PHOTO CONTROL AND THE TIME CLOCK. LABEL SWITCHES "PHOTO CONTROL BYPASS" AND "TIME CLOCK BYPASS".
9. PROVIDE (3) 2-POLE 60A RELAYS IN NEMA 1 ENCLOSURES IN CONTROLLER #2 FOR CONTROL OF THE LIGHTING AND FESTOON RECEPTACLES ON THE BRIDGE. THE RELAY CONTACTS SHALL BE RATED 240 VOLTS AND SHALL BE THE HEAVY DUTY TYPE RATED FOR BALLAST TYPE LOADS. THE RELAY COILS SHALL BE OPERATED AT 120 VOLTS.
10. PROVIDE SURGE SUPPRESSER RATED FOR LINE TO LINE, LINE TO NEUTRAL AND NEUTRAL TO GROUND SUPPRESSION MODES AND HAVING A MANUFACTURERS RATED WITHSTAND CAPABILITY OF 60K AMPS OR GREATER. SURGE SUPPRESSOR MAY BE EQUAL TO A LEVITON MODEL 32120-001.

STATE PROJECT NUMBER: 6999-03-73	HWY: C.T.H. N	COUNTY: MARATHON	McCLEARY BRIDGE LIGHTING DETAILS	SCALE, NONE	SHEET NO: 37	E

LEVELS ON - 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,59,60,61,62,63
FILE NAME : 6999-03-73-01-BD-LD02.dgn
PLOT DATE :
PLOT BY :
PLOT NAME :
ORG DATE :
Originator : Dist
PLOT SCALE :
WISDOT/CADDS SHEET 44

NOTES: 1.) SEE "PLAN + PROFILE" SHEETS FOR GEOMETRIC CONFIGURATION CHANGES.
2.) LIGHT POLE LOCATIONS ARE APPROXIMATE ONLY.

DRAWING NOTES

1. INSTALL ONE 2-INCH CONDUIT PER SPECIAL PROVISIONS AT THE LOCATION(S) SHOWN. LIGHTING POLES AND FIXTURES, POLE BASES, PULL BOXES, AND WIRING ARE BY OTHERS.
2. INSTALL TWO 2-INCH CONDUITS PER SPECIAL PROVISIONS AT THE LOCATION(S) SHOWN. LIGHTING POLES AND FIXTURES, POLE BASES, PULL BOXES, AND WIRING ARE BY OTHERS.

BEGIN PROJECT
STA. 9+90.00

SLOPE INTERCEPTS

BURIED GAS LINE (APPROXIMATE LOCATION

BURIED TELEPHONE CABLE (APPROXIMATE LOCATION

3.3'LT
10+25 (09.5L)
III-250-A-8-1-1&2

7.2'LT
11+67 (12.0L)
III-250-A-8-1-3&4

EXISTING R/W

LOARE PREFERRED LLC

BUILDING

ASPHALT

WOODS

SIGN

PLANTER

SAN

MH

CONSTRUTION LIMITS
STA. 98+55
SAW CUT REQ'D

DENNIS F. AND JEANETTE D. KNAPP

GARAGE
JAMES W. AND CAROL J. RUETHER

HOUSE

MYRON L. AND CAROL A. CLINE

RODNEY J. KLOS

HOUSE
ROBERT W. HEMPFER

ROBERT W. HEMPFER

METAL

R/W LINE

JEFFREY A. AND SHELLEY R. HERTZ

WELL

BUSHLINE

BLUEBIRD LANE

13+10 (15.0L)
III-250-A-4-1-5&6

14+70 (03.0L)
III-250-A-4-1-7&8

16+42 (15.0L)
III-250-A-4-1-9&10

18+05 (15.0L)
III-250-A-4-1-11&12

OGP-643A

PB-2

PB-1

18+15 (42.0R)
CONTROLLER #1

STA. 13+79.95 CTH N=
STA. 100+00.00 BLUEBIRD LANE

BURIED TELEPHONE CABLE (APPROXIMATE LOCATION

OGP-669A

OGP-669B

OGP-669C

OH

WOODS

STATE PROJECT NUMBER: 6999-03-73	HWY: C.T.H. N	COUNTY: MARATHON	STREET LIGHTING PLAN - RIB MOUNTAIN	SCALE, FEET 0 20 40	SHEET NO: 38	E

FILE NAME : 6999-03-73-CO-BD-LP01.dgn | PLOT DATE : | PLOT BY : | PLOT NAME : | ORG DATE : | Originator : Dist | PLOT SCALE :

WISDOT/CADDS SHEET 44

JAMES N. AND MARCELLA J. LIGHT

CTH NN

SLOPE INTERCEPTS

MARATHON COUNTY

N

R/W LINE

GOOSE LANE

19+50 (09.0L)
III-250-A-8-1-13&14

21+03 (10.5L)
III-250-A-8-1-15&16

22+63 (15.0L)
III-250-A-4-1-17&18

23+90 (10.0L)
III-250-A-8-1-19&20

GP-643B

GP-640A

GP-640B

PB-1

PB-2

BURIED GAS LINE
(APPROXIMATE LOCATION

CAUTION

SIGNAL CONTROLLER BASE CB-1

STA. 18+58.22 CTH N=
STA. 110+00.00 CTH NN

STA. 23+47.30 CTH N=
STA. 120+00.00 GOOSE LANE

EXISTING R/W

LAKE WAUSAU

TOWN OF RIB MOUNTAIN

LEWIS FAMILY, LLC

DRAWING NOTES

1. INSTALL ONE 2-INCH CONDUIT PER SPECIAL PROVISIONS AT THE LOCATION(S) SHOWN. LIGHTING POLES AND FIXTURES, POLE BASES, PULL BOXES, AND WIRING ARE BY OTHERS.
2. INSTALL TWO 2-INCH CONDUITS PER SPECIAL PROVISIONS AT THE LOCATION(S) SHOWN. LIGHTING POLES AND FIXTURES, POLE BASES, PULL BOXES, AND WIRING ARE BY OTHERS.

BURIED TELEPHONE CABLE
(APPROXIMATE LOCATION

FRONTAGE ROAD

4" CONCRETE SIDEWALK REQ'D

25+40 (09.0L)
III-250-A-8-1-21&22

26+95 (09.0L)
III-250-A-8-1-23&24

28+50 (09.0L)
III-250-A-8-1-25&26

STATE PROJECT NUMBER: 6999-03-73	HWY: C.T.H. N	COUNTY: MARATHON	STREET LIGHTING PLAN - RIB MOUNTAIN	SCALE, FEET 0 20 40	SHEET NO: 39	E

FILE NAME : 6999-03-73-CO-BD-LP02.dgn | PLOT DATE : | PLOT BY : | PLOT NAME : | ORG DATE : | Originator : Dist | PLOT SCALE :

WISDOT/CADDS SHEET 44

FRONTAGE ROAD

296

351

N

ESTATE OF EDWARD C. SCHNECK

R/W LINE

LAKE WAUSAU

MALLARDS LANE

30+15 (09.0L)
III-250-A-8-2-1&2

32+00 (11.0L)
III-250-A-8-2-3&4

33+70 (15.0L)
III-250-A-4-2-5&6

35+10 (10.0L)
III-250-A-8-2-7&8

APPROXIMATE LOCATION OF WPS ELECTRIC SERVICE FOR LIGHTING

EXISTING R/W

SLOPE INTERCEPTS

R/W LINE

LAKE WAUSAU

LAKE WAUSAU

TOWN OF RIB MOUNTAIN

CAROL M. SMITH

KELLY W. GRAEFE

TOWN OF RIB MOUNTAIN

LAKE WAUSAU

DRAWING NOTES

(1) INSTALL ONE 2-INCH CONDUIT PER SPECIAL PROVISIONS AT THE LOCATION(S) SHOWN. LIGHTING POLES AND FIXTURES, POLE BASES, PULL BOXES, AND WIRING ARE BY OTHERS.

LAKE WAUSAU

ESTATE OF EDWARD C. SCHNECK

SLOPE INTERCEPTS

R/W LINE

BURIED GAS LINE (APPROXIMATE LOCATION)

36+70 (05.0L)
III-250-A-4-2-9&10

38+15 (33'LT)
III-150-A-4-2-11

~~38+15 (33.0R)~~
~~III-150-A-4-2-11~~

~~39+50 (33.0L)~~
~~III-150-A-4-2-12~~

39+50 (33'RT)
III-150-A-4-2-12

40+90 (33'LT)
III-150-A-4-2-13

~~40+90 (33.0R)~~
~~III-150-A-4-2-13~~

CTH N

SLOPE INTERCEPTS

R/W LINE

LAKE WAUSAU

TOWN OF RIB MOUNTAIN

KELLY W. GRAEFE

STATE OF WISCONSIN
DEPARTMENT OF NATURAL RESOURCES

LAKE WAUSAU

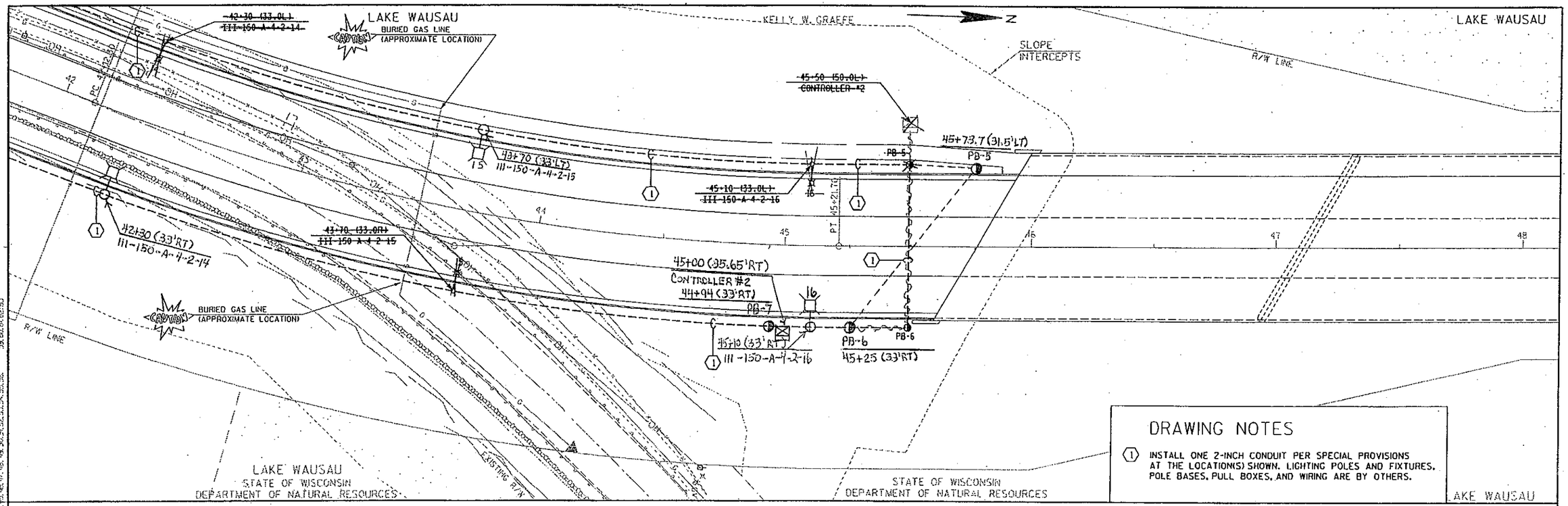
R/W LINE

STATE PROJECT NUMBER: 6999-03-73	HWY: C.T.H. N	COUNTY: MARATHON	STREET LIGHTING PLAN - RIB MOUNTAIN	SCALE, FEET 0 20 40	SHEET NO: 40	E

FILE NAME : 6999-03-73-EO-BD-LP04.dgn PLOT DATE : PLOT BY : PLOT NAME : ORIG DATE : Originator : Dist PLOT SCALE :

WISDOT/CADDS SHEET 44

LEVELS ON - 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,59,60,61,62,63



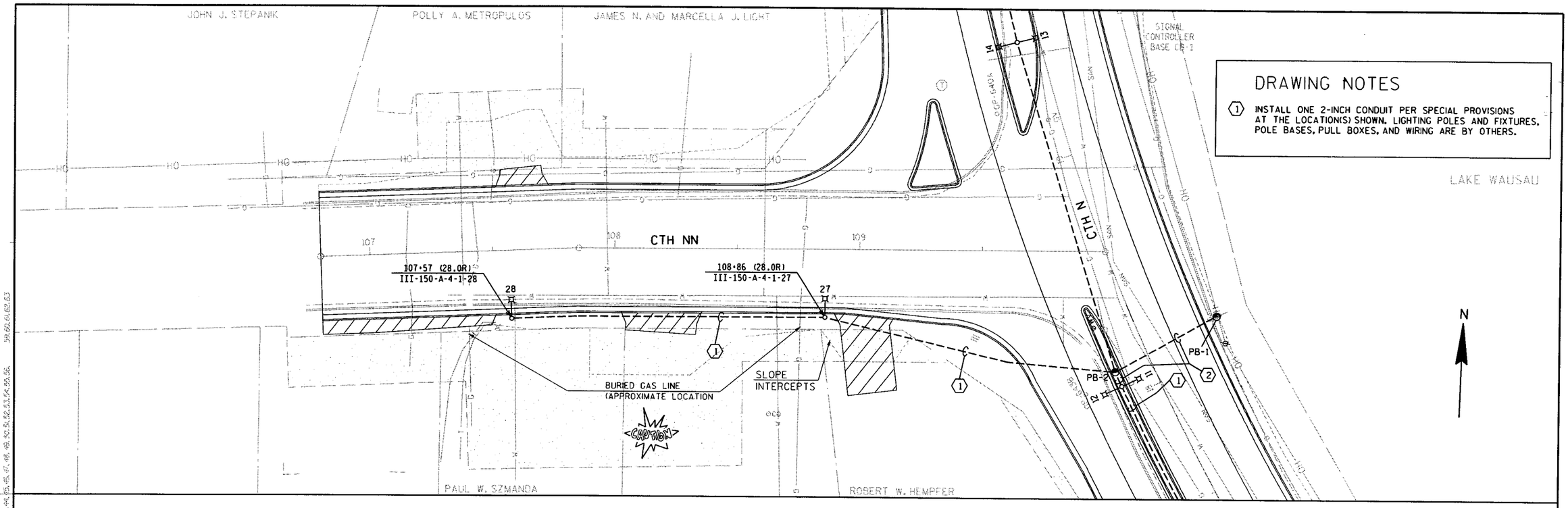
DRAWING NOTES

(1) INSTALL ONE 2-INCH CONDUIT PER SPECIAL PROVISIONS AT THE LOCATION(S) SHOWN. LIGHTING POLES AND FIXTURES, POLE BASES, PULL BOXES, AND WIRING ARE BY OTHERS.

STATE PROJECT NUMBER: 6999-03-73	HWY: C.T.H. N	COUNTY: MARATHON	STREET LIGHTING PLAN - RIB MOUNTIAN	SCALE, FEET 0 20 40	SHEET NO: 41	E

FILE NAME : 6999-03-73-00-PR-LP05.dgn PLOT DATE : PLOT BY : PLOT NAME : ORG DATE : Originator : DIST PLOT SCALE :

WISDOT/CADDS SHEET 44



STATE PROJECT NUMBER: 6999-03-73	HWY: C.T.H. NN	COUNTY: MARATHON	STREET LIGHTING PLAN - RIB MOUNTAIN	SCALE, FEET 0 20 40	SHEET NO: 42	E

FILE NAME : 6999-03-73-CO-BD-LP02.dgn | PLOT DATE : | PLOT BY : | PLOT NAME : | ORG DATE : | Originator : DIST | PLOT SCALE :

WISDOT/CADDS SHEET 44

LEVELS ON : 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,

2

N

ROBIN LANE

BUILDING

CONCRETE SIDEWALK

ELECTRIC BOX

12"CMP

DENTENTION BASIN

ASPHALT LOT

CONCRETE

ASPHALT

WOODS

EX PB-10

1" EXISTING CONDUIT
TO REMAIN FROM EX PB-10
TO NEW PB-9a

REUSE EXISTING
LOOP DETECTOR
LEAD IN CABLE

PB-9a

EX PB-9

REMOVE EXISTING
PULL BOX

REMOVE EXISTING
CONDUIT FROM NEW
PB-9a TO EXISTING PB-9

REMOVE EXISTING
LOOP DETECTOR

SIGN

BUSHLINE

PLANTER

10

11

12

SAN

MH

W

G

T

ROBIN LANE

ASPHALT LOT

BUILDING

GUY

WV

CABC PE

GARAGE

HOUSE

CSH

ASPHALT PE

CP-669A

CONC PAD

LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,63

STATE PROJECT NUMBER: 6999-03-73	HWY: CTH N	COUNTY: MARATHON	TRAFFIC SIGNAL REMOVAL PLAN	SCALE, FEET 0 20 40	SHEET NO: 43	E

FILE NAME : g:\2001\20012047\MS\Planset-South\traffic-robin.dgn PLOT DATE : 03/13/03 PLOT BY : $$...plotuser...$$ PLOT NAME : ORG DATE : 10-30-02 Originator : Dist PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 42

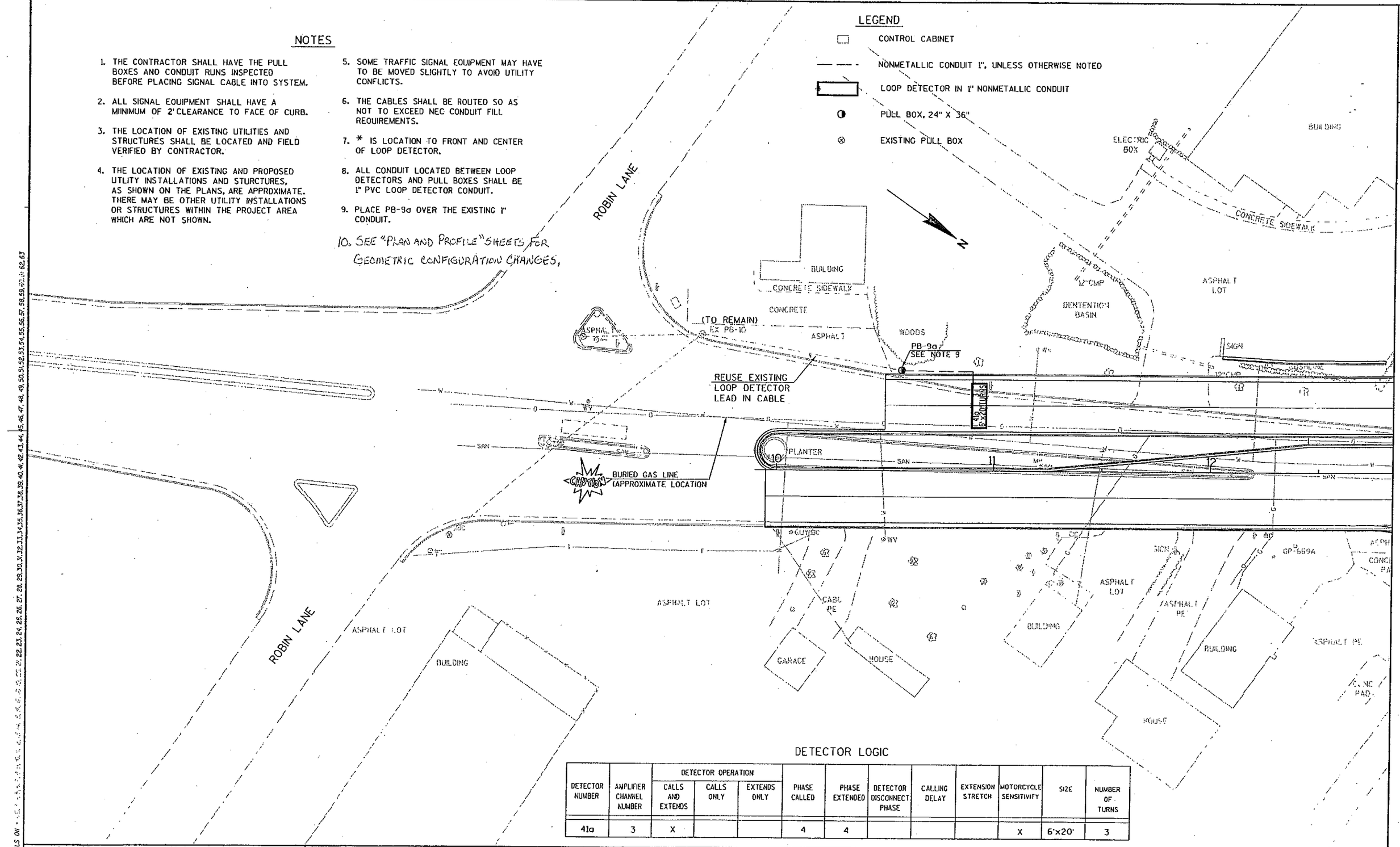
NOTES

1. THE CONTRACTOR SHALL HAVE THE PULL BOXES AND CONDUIT RUNS INSPECTED BEFORE PLACING SIGNAL CABLE INTO SYSTEM.
2. ALL SIGNAL EQUIPMENT SHALL HAVE A MINIMUM OF 2' CLEARANCE TO FACE OF CURB.
3. THE LOCATION OF EXISTING UTILITIES AND STRUCTURES SHALL BE LOCATED AND FIELD VERIFIED BY CONTRACTOR.
4. THE LOCATION OF EXISTING AND PROPOSED UTLITY INSTALLATIONS AND STURCTURES, AS SHOWN ON THE PLANS, ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS OR STRUCTURES WITHIN THE PROJECT AREA WHICH ARE NOT SHOWN.
5. SOME TRAFFIC SIGNAL EQUIPMENT MAY HAVE TO BE MOVED SLIGHTLY TO AVOID UTILITY CONFLICTS.
6. THE CABLES SHALL BE ROUTED SO AS NOT TO EXCEED NEC CONDUIT FILL REQUIREMENTS.
7. * IS LOCATION TO FRONT AND CENTER OF LOOP DETECTOR.
8. ALL CONDUIT LOCATED BETWEEN LOOP DETECTORS AND PULL BOXES SHALL BE 1" PVC LOOP DETECTOR CONDUIT.
9. PLACE PB-9a OVER THE EXISTING 1" CONDUIT.
10. SEE "PLAN AND PROFILE" SHEETS FOR GEOMETRIC CONFIGURATION CHANGES.

LEGEND

- CONTROL CABINET
- NONMETALLIC CONDUIT 1", UNLESS OTHERWISE NOTED
- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT
- PULL BOX, 24" X 36"
- EXISTING PULL BOX

2



DETECTOR LOGIC

DETECTOR NUMBER	AMPLIFIER CHANNEL NUMBER	DETECTOR OPERATION			PHASE CALLED	PHASE EXTENDED	DETECTOR DISCONNECT PHASE	CALLING DELAY	EXTENSION STRETCH	MOTORCYCLE SENSITIVITY	SIZE	NUMBER OF TURNS
		CALLS AND EXTENDS	CALLS ONLY	EXTENDS ONLY								
41a	3	X			4	4				X	6'x20'	3

STATE PROJECT NUMBER: 6999-03-73	HWY: CTH N	COUNTY: MARATHON	TRAFFIC SIGNAL PLAN	SCALE, FEET 0 20 40	SHEET NO: 44	E

FILE NAME : g:\2001\20012047\MS\Planset-South\traffic-robin-1.dgn PLOT DATE : 03/13/03 PLOT BY : $$...plotuser...$$ PLOT NAME : ORG DATE : 10-30-02 Originator : Dist PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

LEVELS ON • 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63

Proposed Emergency Vehicle Preemption Timings
CTH NN Intersection with CTH N

Proposed Emergency Vehicle Preemption (EVP) Timings
With Activation on North Approach (Phase 2)

	SB CTH N	EB CTH NN	NB TH & LT CTH N
Phase	2	4	1 & 6
Minimum Green		8	12
Maximum Green	50	8	12
Yellow	4	4	4
All-Red	1	1	1

After Preemption the controller shall return to Phases 2 & 6.

Proposed Emergency Vehicle Preemption (EVP) Timings
With Activation on South Approach (Phases 1 & 6)

	SB CTH N	EB CTH NN	NB TH & LT CTH N
Phase	2	4	1 & 6
Minimum Green	12	8	
Maximum Green	12	8	50
Yellow	4	4	4
All-Red	1	1	1

After Preemption the controller shall return to Phases 2 & 6.

Proposed Emergency Vehicle Preemption (EVP) Timings
With Activation on West Approach (Phase 4)

	SB CTH N	EB CTH NN	NB TH & LT CTH N
Phase	2	4	1 & 6
Minimum Green	12		12
Maximum Green	12	50	12
Yellow	4	4	4
All-Red	1	1	1

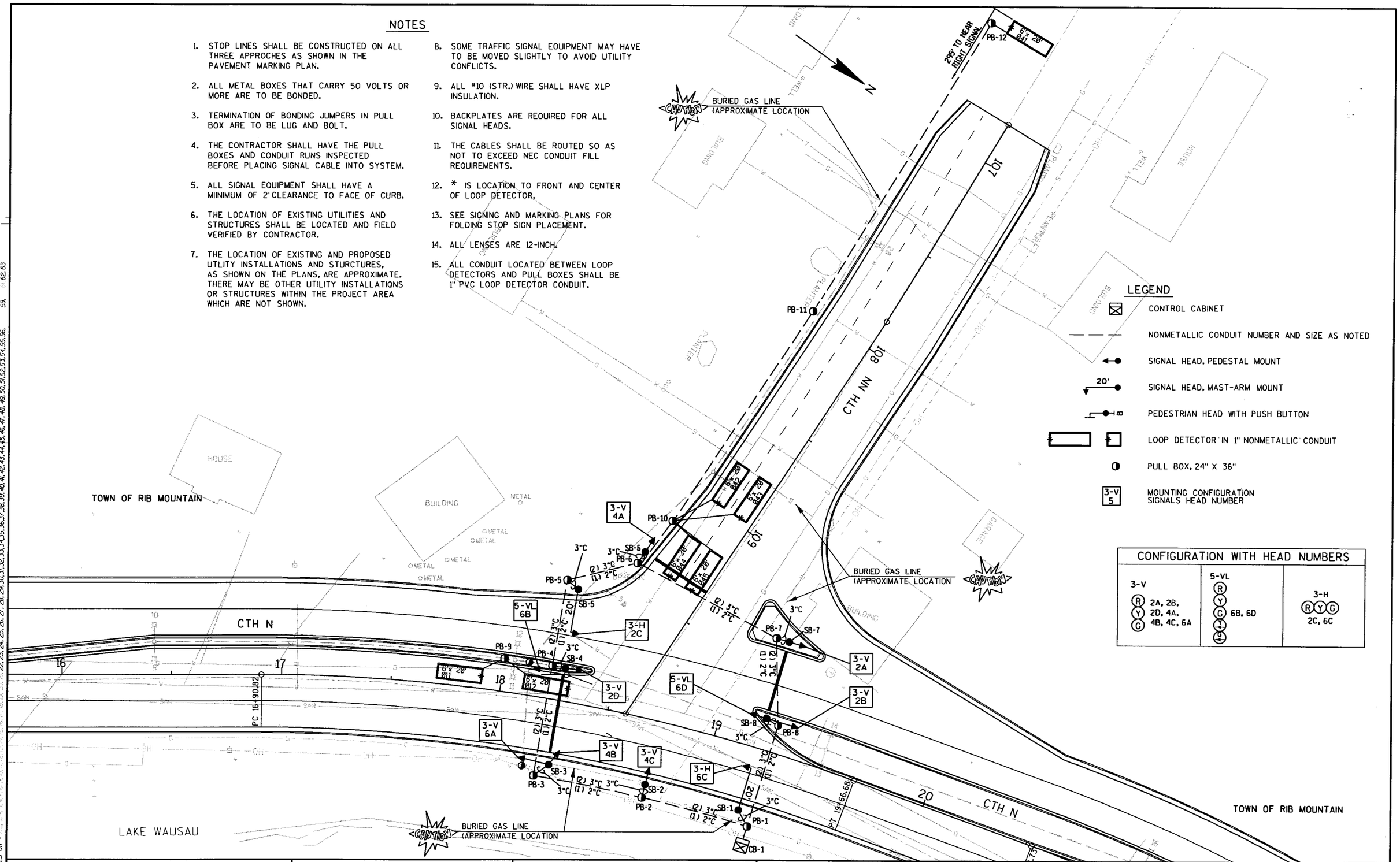
After Preemption the controller shall return to Phase 4.

PROPOSED SIGNAL TIMING
CTH NN INTERSECTION WITH CTH N

	NB LT CTH N	SB CTH N	EB CTH NN	NB CTH N
Phase	1	2	4	6
Minimum Green	8	12	10	12
Passage Time	1.5	-	1.5	-
Maximum Green	15	50	22	50
Allowable Gap	2	-	2	-
Time Before Reduction	10	-	10	-
Yellow	3.5	4	4	4
All-Red	0	1	1	1

NOTES

1. STOP LINES SHALL BE CONSTRUCTED ON ALL THREE APPROCHES AS SHOWN IN THE PAVEMENT MARKING PLAN.
2. ALL METAL BOXES THAT CARRY 50 VOLTS OR MORE ARE TO BE BONDED.
3. TERMINATION OF BONDING JUMPERS IN PULL BOX ARE TO BE LUG AND BOLT.
4. THE CONTRACTOR SHALL HAVE THE PULL BOXES AND CONDUIT RUNS INSPECTED BEFORE PLACING SIGNAL CABLE INTO SYSTEM.
5. ALL SIGNAL EQUIPMENT SHALL HAVE A MIINIMUM OF 2' CLEARANCE TO FACE OF CURB.
6. THE LOCATION OF EXISTING UTILITIES AND STRUCTURES SHALL BE LOCATED AND FIELD VERIFIED BY CONTRACTOR.
7. THE LOCATION OF EXISTING AND PROPOSED UTLITY INSTALLATIONS AND STURCTURES, AS SHOWN ON THE PLANS, ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS OR STRUCTURES WITHIN THE PROJECT AREA WHICH ARE NOT SHOWN.
8. SOME TRAFFIC SIGNAL EQUIPMENT MAY HAVE TO BE MOVED SLIGHTLY TO AVOID UTILITY CONFLICTS.
9. ALL #10 (STR.) WIRE SHALL HAVE XLP INSULATION.
10. BACKPLATES ARE REQUIRED FOR ALL SIGNAL HEADS.
11. THE CABLES SHALL BE ROUTED SO AS NOT TO EXCEED NEC CONDUIT FILL REQUIREMENTS.
12. * IS LOCATION TO FRONT AND CENTER OF LOOP DETECTOR.
13. SEE SIGNING AND MARKING PLANS FOR FOLDING STOP SIGN PLACEMENT.
14. ALL LENSES ARE 12-INCH.
15. ALL CONDUIT LOCATED BETWEEN LOOP DETECTORS AND PULL BOXES SHALL BE 1" PVC LOOP DETECTOR CONDUIT.



STATE PROJECT NUMBER: 6999-03-73	HWY: CTH N	COUNTY: MARATHON	TRAFFIC SIGNAL AT CTH NN	SCALE, FEET 0 20 40	SHEET NO: 45	E

FILE NAME : 6999-03-73-00-BD-SC01.dgn | PLOT DATE : | PLOT BY : | PLOT NAME : | ORG DATE : | Originator : Dist | PLOT SCALE :

WISDOT/CADDS SHEET 42

LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56, 59, 62,63

SEQUENCE OF OPERATION

NOT USED

NOT USED

NOT USED

NOT USED

	HEAD NUMBERS	Ø1 R/W	Ø1 CLEAR TO **	Ø2 R/W	Ø2 CLEAR TO **	Ø3 R/W	Ø3 CLEAR TO **	Ø4 R/W	Ø4 CLEAR TO **
RING 1 Ø1	6B,6D	G	Y -	-	- -			-	- -
Ø2	2A,2B,2C,2D	R	R R	G	Y R			R	R R
Ø3									
Ø4	4A,4B,4C	R	R R	R	R R			G	Y R
Ø5									
Ø6	6A,6B,6C,6D	R	R R	R	R R			R	R R
Ø7									
Ø8									
Ø2P									
Ø4P									
Ø6P									
Ø8P									

FLASH: - Y R Y

	HEAD NUMBERS	Ø5 R/W	Ø5 CLEAR TO **	Ø6 R/W	Ø6 CLEAR TO **	Ø7 R/W	Ø7 CLEAR TO **	Ø8 R/W	Ø8 CLEAR TO **
RING 2 Ø1	6B,6D			-	- -				
Ø2	2A,2B,2C,2D			R	R R				
Ø3									
Ø4	4A,4B,4C			R	R R				
Ø5									
Ø6	6A,6B,6C,6D			G	Y R				
Ø7									
Ø8									
Ø2P									
Ø4P									
Ø6P									
Ø8P									

BARRIER

** CLEARANCE TO A PHASE IN CONFLICT WITH THIS PHASE ON (SEE CHART 1 BELOW)

N

DETECTOR LOGIC

DETECTOR NUMBER	AMPLIFIER CHANNEL NUMBER	DETECTOR OPERATION: CALLS AND EXTENDS	DETECTOR OPERATION: CALLS ONLY	DETECTOR OPERATION: EXTENDS ONLY	PHASE CALLED	PHASE EXTENDED	DETECTOR DISCONNECT PHASE	CALLING DELAY	EXTENSION STRETCH	SIZE	NUMBER OF TURNS
011	1	x			1	1				6'x20'	
012	2			x		1			x	6'x20'	
041	3			x		4			x	6'x20'	
042	4	x			4	4		x		6'x20'	
043	5	x			4	4				6'x20'	
044	6	x			4	4				6'x20'	
045	7	x			4	4		x		6'x20'	

CONTROLLER LOGIC

PHASE NUMBER	PHASE LOCKING	DUAL ENTRY W / Ø	PHASE RECALL
1			
2		6	MIN.
3			
4			
5			
6		2	MIN.
7			
8			

OVERLAPS

O.L. "A" =
O.L. "B" =
O.L. "C" =
O.L. "D" =

TYPE OF INTERCONNECT	
NONE	x
TBC	
CLOSED LOOP	
HARDWIRE	
TONE (FREQ)	

TYPE OF PRE-EMPT	
NONE	x
RAILROAD	
EMERGENCY VEHICLE	

TYPE OF LIGHTING	
NONE	x
IN TRAFFIC CONTROL CABINET	
IN SEPARATE CONTROL CABINET	

CHART 1

PHASE ON	NONCONFLICTING PHASE ALLOWED TO TIME CONCURRENTLY	PHASES IN CONFLICT WITH PHASE ON
Ø1	6	2,4
Ø2	6	1,4
Ø3		
Ø4		1,2,6
Ø5		
Ø6	1 OR 2	4
Ø7		
Ø8		

GENERAL NOTES:

1. WHEN OPPOSING THRU PHASES ARE TIMING CONCURRENTLY, THEY SHALL TERMINATE TOGETHER DUE TO PERMISSIVE LEFT TURN CONFLICT
2. ANY ACTUATED PHASE FOR WHICH THERE IS NO CALL SHALL BE SKIPPED.
3. WHEN ONE PHASE IS ON ALONE, ANY NON-CONFLICTING PHASE MAY START TIMING CONCURRENTLY WITHOUT A CLEARANCE INTERVAL. (SEE CHART 1 AT LEFT)

CTH N & CTH NN
MARATHON COUNTY

SIGNAL NO.

DATE

SHEET NO. 2 OF 2

STATE PROJECT NUMBER: 6999-03-73 | HWY: CTH NN | COUNTY: MARATHON | TRAFFIC SIGNAL PLAN | SCALE, FEET 0 N/A | SHEET NO: 46 | E

LEVELS ON · 2,4,6,8,10,12,14,16,18,20,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,...62,63

FILE NAME : g:\2001\20012047\MS\Planset-South\cthnn_ph.dgn PLOT DATE : 05/07/03 PLOT BY : $$...plotuser...$$ PLOT NAME : ORG DATE : Originator : Dist PLOT SCALE : $$.....plotscale.....$$

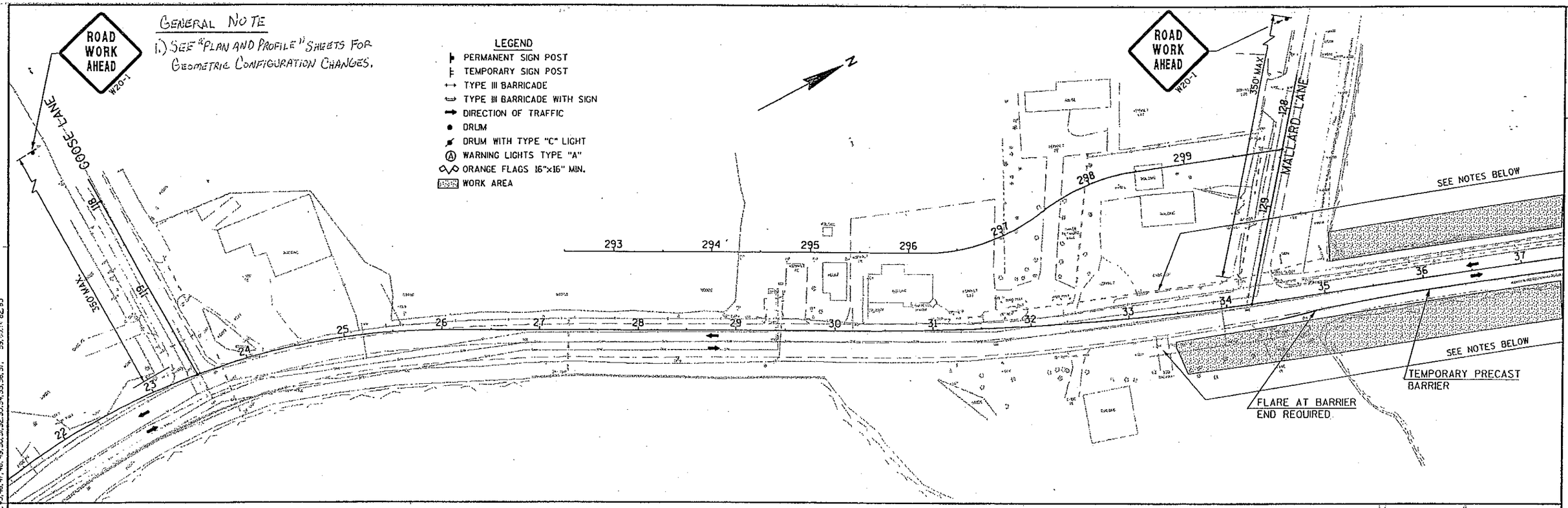
WISDOT/CADDS SHEET 42

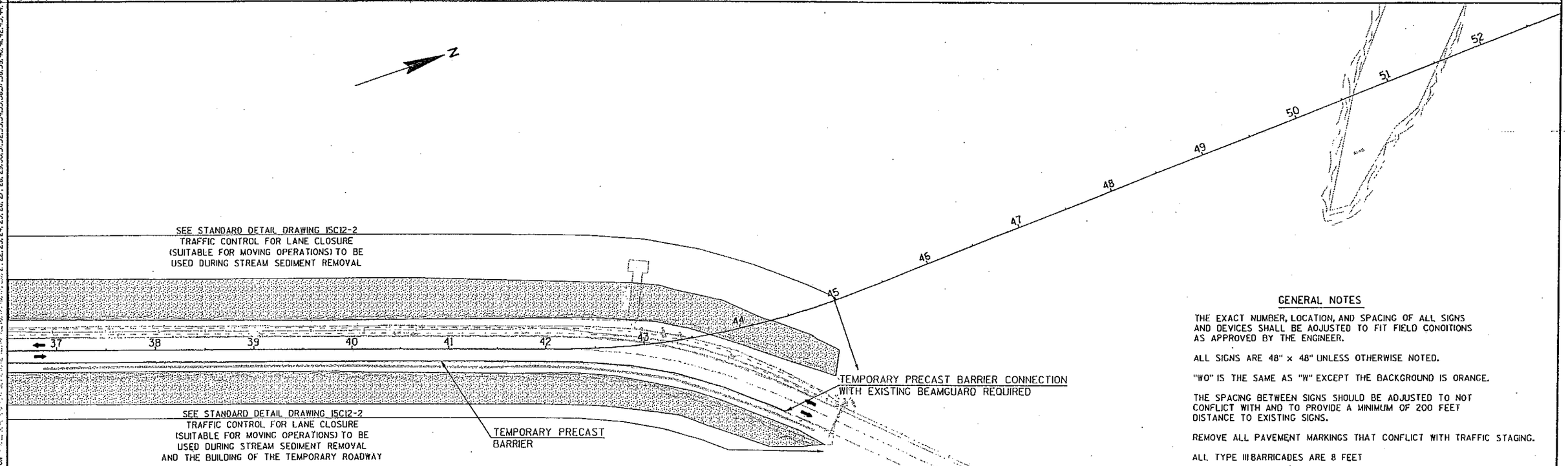
GENERAL NOTE

1.) SEE "PLAN AND PROFILE" SHEETS FOR GEOMETRIC CONFIGURATION CHANGES.

LEGEND

- PERMANENT SIGN POST
- TEMPORARY SIGN POST
- TYPE III BARRICADE
- TYPE III BARRICADE WITH SIGN
- DIRECTION OF TRAFFIC
- DRUM
- DRUM WITH TYPE "C" LIGHT
- (A) WARNING LIGHTS TYPE "A"
- ORANGE FLAGS 16"x16" MIN.
- WORK AREA





GENERAL NOTES

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

ALL SIGNS ARE 48" x 48" UNLESS OTHERWISE NOTED.

"W0" IS THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET DISTANCE TO EXISTING SIGNS.

REMOVE ALL PAVEMENT MARKINGS THAT CONFLICT WITH TRAFFIC STAGING.

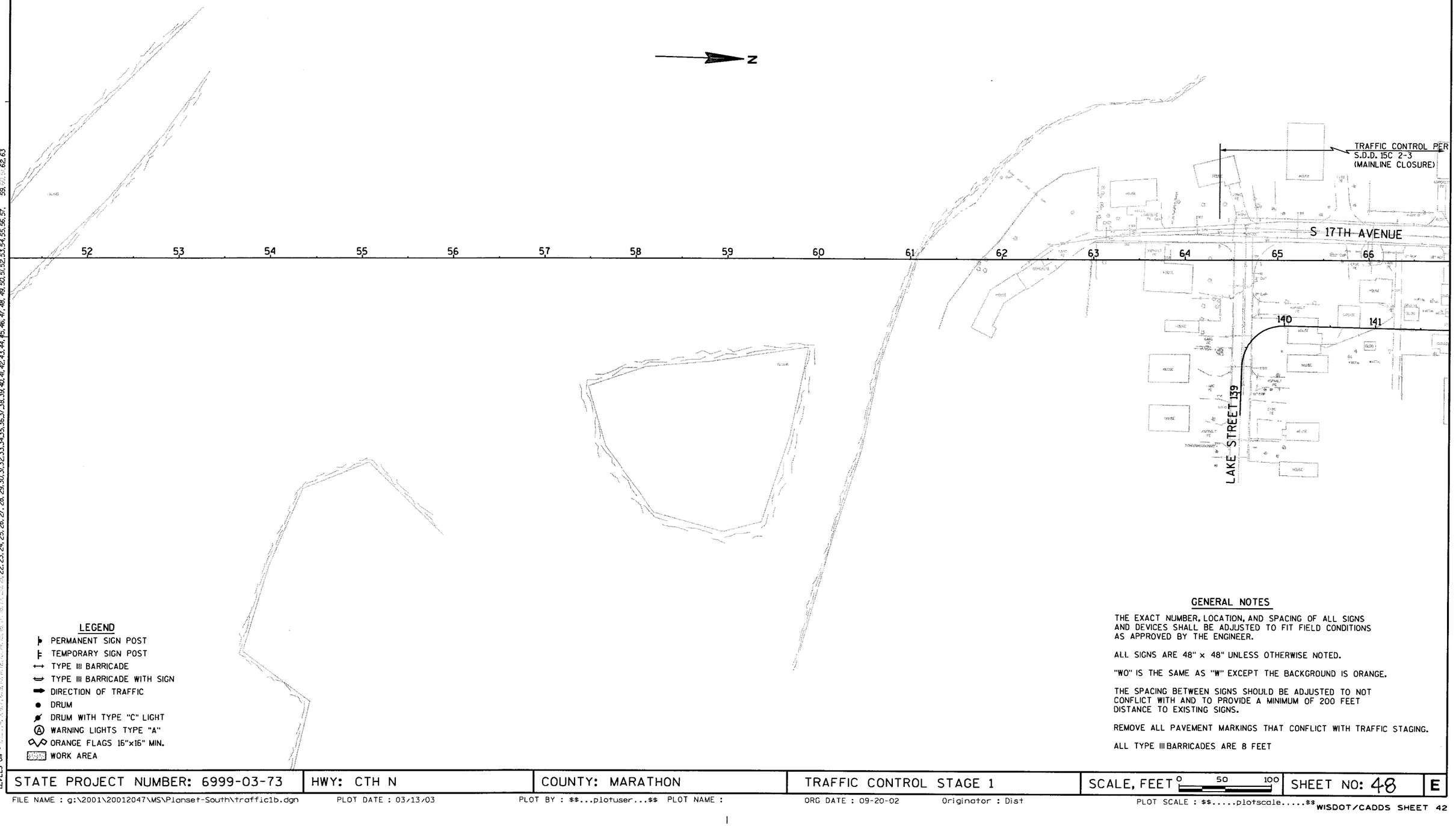
ALL TYPE III BARRICADES ARE 8 FEET

STATE PROJECT NUMBER: 6999-03-73	HWY: CTH N	COUNTY: MARATHON	TRAFFIC CONTROL STAGE 1	SCALE, FEET 0 50 100	SHEET NO: 47	E

LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,59,60,61,62,63

FILE NAME : g:\2001\20012047\MS\Planset-South\trafficlo.dgn PLOT DATE : 03/13/03 PLOT BY : $$...plotuser...$$ PLOT NAME : ORG DATE : 09-20-02 Originator : Dist PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 42



LEGEND

- PERMANENT SIGN POST
- TEMPORARY SIGN POST
- TYPE III BARRICADE
- TYPE III BARRICADE WITH SIGN
- DIRECTION OF TRAFFIC
- DRUM
- DRUM WITH TYPE "C" LIGHT
- (A) WARNING LIGHTS TYPE "A"
- ORANGE FLAGS 16"x16" MIN.
- WORK AREA

GENERAL NOTES

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

ALL SIGNS ARE 48" x 48" UNLESS OTHERWISE NOTED.

"WO" IS THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET DISTANCE TO EXISTING SIGNS.

REMOVE ALL PAVEMENT MARKINGS THAT CONFLICT WITH TRAFFIC STAGING.

ALL TYPE III BARRICADES ARE 8 FEET

STATE PROJECT NUMBER: 6999-03-73	HWY: CTH N	COUNTY: MARATHON	TRAFFIC CONTROL STAGE 1	SCALE, FEET 0 50 100	SHEET NO: 48	E

LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,59,60,62,63

FILE NAME : g:\2001\20012047\MS\Planset-South\traffic1b.dgn PLOT DATE : 03/13/03 PLOT BY : $$...plotuser...$$ PLOT NAME : ORG DATE : 09-20-02 Originator : Dist PLOT SCALE : $$.....plotscale.....$$

2

ORIOLE LANE

WREN LANE

ROBIN LANE

END ROAD WORK
G20-2A
48" X 24"

W01-6
48" X 24"

TEMPORARY PAVEMENT MARKING, REMOVABLE TAPE, CHANNELIZING, 8-INCH WHITE

ROAD WORK AHEAD
W20-1

500'

ROAD WORK 1000 FT
W20-1

500'

LEFT LANE CLOSED 500 FT
W20-5

350'

W04-2L

0+65

10:1 TAPER

25' (TYP.)

REMOVE PAVEMENT MARKINGS
(BEGIN REMOVAL AT STA. 0+65)

50' (TYP.)

10:1 TAPER

25' (TYP.)

REMOVE PAVEMENT MARKINGS

TEMPORARY PAVEMENT MARKING, REMOVABLE TAPE, 4-INCH YELLOW

LEFT TURN LANE
R3-55L(MOD)
24" X 30"

25' (TYP.)

ROAD WORK AHEAD
W20-1

ROBIN LANE

350' MAX. OR AT LAST INTERSECTION WHICHEVER IS CLOSER

N

GENERAL NOTES

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

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THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET DISTANCE TO EXISTING SIGNS.

REMOVE ALL PAVEMENT MARKINGS THAT CONFLICT WITH TRAFFIC STAGING.

ALL TYPE III BARRICADES ARE 8 FEET

LEGEND

- PERMANENT SIGN POST
- TEMPORARY SIGN POST
- TYPE III BARRICADE
- TYPE III BARRICADE WITH SIGN
- DIRECTION OF TRAFFIC
- DRUM
- DRUM WITH TYPE "C" LIGHT
- WARNING LIGHTS TYPE "A"
- ORANGE FLAGS 16"x16" MIN.
- WORK AREA

ROAD WORK AHEAD
W20-1

350' MAX. OR AT LAST INTERSECTION WHICHEVER IS CLOSER

ROBIN LANE

TYPE III BARRICADE

R4-7
24" X 30"

10:1 TAPER

25' (TYP.)

TEMPORARY PAVEMENT MARKING, REMOVABLE TAPE, 4-INCH YELLOW

W01-6
48" X 24"

BLUEBIRD LANE

ROAD WORK AHEAD
W20-1

350' MAX. OR AT LAST INTERSECTION WHICHEVER IS CLOSER

BLUEBIRD LANE

ROAD WORK AHEAD
W20-1

350' MAX. OR AT LAST INTERSECTION WHICHEVER IS CLOSER

ROAD WORK AHEAD
W20-1

WARNING SIGN TO BE PLACED AT EAGLE LANE

W01-4R

CTH NN

END ROAD WORK
G20-2A
48" X 24"
END OF ROAD WORK SIGN TO BE PLACED AT STA. 106+30

N

ROAD WORK AHEAD
W20-1

350' MAX.

GOOSE LANE

REMOVE EXISTING MEDIAN FROM STA. 9+90 TO STA. 11+50 AND REPLACE WITH 3" ASPHALTIC CONCRETE PAVEMENT AND 10" CRUSHED AGGREGATE BASE COURSE

STATE PROJECT NUMBER: 6999-03-73	HWY: CTH N	COUNTY: MARTHON	TRAFFIC CONTROL STAGE 2-A	SCALE, FEET 0 50 100	SHEET NO: 49	E

FILE NAME : g:\2001\20012047\MS\Planset-South\traffic2.dgn PLOT DATE : 03/13/03 PLOT BY : $$...plotuser...$$ PLOT NAME : ORG DATE : 09-20-02 Originator : Dist PLOT SCALE : $$.....plotscale.....$$

LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57, 59,60,61,62,63

2

LEGEND

- PERMANENT SIGN POST
- TEMPORARY SIGN POST
- TYPE III BARRICADE
- TYPE III BARRICADE WITH SIGN
- DIRECTION OF TRAFFIC
- DRUM
- DRUM WITH TYPE "C" LIGHT
- (A) WARNING LIGHTS TYPE "A"
- ORANGE FLAGS 16"x16" MIN.
- WORK AREA

N

GOOSE LANE

MALLARD LANE

ROAD WORK AHEAD W20-1

350' MAX.

128

129

R11-2 48" X 30" ROAD CLOSED

TYPE III BARRICADE

FLARE AT BARRIER END REQUIRED

TEMPORARY PRECAST BARRIER

TEMPORARY PAVEMENT MARKING, 4-INCH DOUBLE YELLOW

REMOVE EXISTING PAVEMENT MARKINGS

FLARE AT BARRIER END REQUIRED

TEMPORARY PAVEMENT MARKING, 4-INCH WHITE

EXISTING CENTERLINE PAVEMENT MARKING TO REMAIN STA. 19+90 TO STA. 31+00

50' (TYP.)

118 118 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 293 294 295 296 297 298 299

N

W01-2R

20 M.P.H. W013-1 24" X 24"

250'

250'

W01-2L

20 M.P.H. W013-1 24" X 24"

TEMPORARY PAVEMENT MARKING, 4-INCH WHITE

TEMPORARY PAVEMENT MARKING, 4-INCH DOUBLE YELLOW

TEMPORARY PRECAST BARRIER

REMOVE EXISTING PAVEMENT MARKINGS

37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52

GENERAL NOTES

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

ALL SIGNS ARE 48" x 48" UNLESS OTHERWISE NOTED.

"WO" IS THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET DISTANCE TO EXISTING SIGNS.

REMOVE ALL PAVEMENT MARKINGS THAT CONFLICT WITH TRAFFIC STAGING.

ALL TYPE III BARRICADES ARE 8 FEET

STATE PROJECT NUMBER: 6999-03-73	HWY: CTH N	COUNTY: MARATHON	TRAFFIC CONTROL STAGE 2-A	SCALE, FEET 0 50 100	SHEET NO: 50	E

LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57, 59, 62.

FILE NAME : g:\2001\20012047\MS\Planset-South\traffic2a.dgn PLOT DATE : 03/13/03 PLOT BY : $$...plotuser...$$ PLOT NAME : ORG DATE : 09-20-02 Originator : Dist PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 42

2

N

TRAFFIC CONTROL PER
S.D.D. 15C 2-3
(MAINLINE CLOSURE)

S 17TH AVENUE

LAKE STREET

52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 140 141 139

GENERAL NOTES

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REMOVE ALL PAVEMENT MARKINGS THAT CONFLICT WITH TRAFFIC STAGING.

ALL TYPE III BARRICADES ARE 8 FEET

LEGEND

- PERMANENT SIGN POST
- TEMPORARY SIGN POST
- TYPE III BARRICADE
- TYPE III BARRICADE WITH SIGN
- DIRECTION OF TRAFFIC
- DRUM
- DRUM WITH TYPE "C" LIGHT
- (A) WARNING LIGHTS TYPE "A"
- ORANGE FLAGS 16"x16" MIN.
- WORK AREA

ROAD WORK 1000 FT
W20-1

25 M.P.H.
WO13-1
24" X 24"

ROAD WORK AHEAD
W20-1

25'

12TH AVENUE

S 11TH AVENUE

500'

10

9

250'

WO1-2L

20 M.P.H.
WO13-1
24" X 24"

ROAD WORK 500 FT
W20-1

END ROAD WORK
G20-2A
48" X 24"

LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,59,60,62,63

STATE PROJECT NUMBER: 6999-03-73	HWY: CTH N	COUNTY: MARATHON	TRAFFIC CONTROL STAGE 2-A	SCALE, FEET 0 50 100	SHEET NO: 51	E

FILE NAME : g:\2001\20012047\MS\Planset-South\traffic2a-a.dgn PLOT DATE : 03/13/03 PLOT BY : $$...plotuser...$$ PLOT NAME : ORG DATE : 09-20-02 Originator : Dist PLOT SCALE : $$.....plotscale.....$$

TRAFFIC CONTROL PER
S.D.D. 15C 2-3
(SIDEROAD CLOSURE)

R11-2
48" X 30"
ROAD CLOSED
TYPE III BARRICADE

PT 19+66.68

PC 18+90.82

107 | 108 CTH NN | 109

20 | 16 | 16 | 17

HOUSE
WELL
BUILDING
CONC
PLANTER
SIGN
ASPHALT LOT
GARAGE
BUILDING
RETAINING WALL
GUY
GUARD RAIL
CUP-FLOW
WOODS
BUILDING
WELL
BUILDING
BUILDING
BUILDING

GENERAL NOTES

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"WO" IS THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET DISTANCE TO EXISTING SIGNS.

REMOVE ALL PAVEMENT MARKINGS THAT CONFLICT WITH TRAFFIC STAGING.

ALL TYPE III BARRICADES ARE 8 FEET

STAGE 2-B CONSTRUCTION IS REQUIRED TO BE COMPLETED PRIOR TO BEGINNING STAGE 2-C CONSTRUCTION.

LEGEND

- PERMANENT SIGN POST
- TEMPORARY SIGN POST
- TYPE III BARRICADE
- TYPE III BARRICADE WITH SIGN
- DIRECTION OF TRAFFIC
- DRUM
- DRUM WITH TYPE "C" LIGHT
- (A) WARNING LIGHTS TYPE "A"
- ORANGE FLAGS 15"x15" MIN.
- WORK AREA

STATE PROJECT NUMBER: 6999-03-73	HWY: CTH N	COUNTY: MARATHON	TRAFFIC CONTROL STAGE 2-B	SCALE, FEET 0 20 40	SHEET NO: 52	E

FILE NAME : g:\2001\20012047\MS\Planset-South\traffic2b.dgn PLOT DATE : 03/25/03 PLOT BY : $$...plotuser...$$ PLOT NAME : ORG DATE : 09-24-02 Originator : Dist PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

LEVELS ON • 1,2,3,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57, 59,60,62,63

ORIOLE LANE

WREN LANE

ROBIN LANE

END ROAD WORK
G20-2A
48" X 24"

W01-6
48" X 24"

TEMPORARY PAVEMENT MARKING, REMOVABLE TAPE, CHANNELIZING, 8-INCH WHITE

ROAD WORK AHEAD
W20-1

500'

ROAD WORK 1000 FT
W20-1

500'

LEFT LANE CLOSED 500 FT
W20-5

350'

W04-2L

0+65

10:1 TAPER

25' (TYP.)

50' (TYP.)

10:1 TAPER

25' (TYP.)

25' (TYP.)

TEMPORARY PAVEMENT MARKING, REMOVABLE TAPE, 4-INCH YELLOW

LEFT TURN LANE
R3-55L(MOD)
24" X 30"

ROAD WORK AHEAD
W20-1

ROBIN LANE

350' MAX. OR AT LAST INTERSECTION WHICHEVER IS CLOSER

GENERAL NOTES

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

ALL SIGNS ARE 48" x 48" UNLESS OTHERWISE NOTED.

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THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET DISTANCE TO EXISTING SIGNS.

REMOVE ALL PAVEMENT MARKINGS THAT CONFLICT WITH TRAFFIC STAGING.

ALL TYPE III BARRICADES ARE 8 FEET

LEGEND

- PERMANENT SIGN POST
- TEMPORARY SIGN POST
- TYPE III BARRICADE
- TYPE III BARRICADE WITH SIGN
- DIRECTION OF TRAFFIC
- DRUM
- DRUM WITH TYPE "C" LIGHT
- WARNING LIGHTS TYPE "A"
- ORANGE FLAGS 16"x16" MIN.
- WORK AREA

ROAD WORK AHEAD
W20-1

350' MAX. OR AT LAST INTERSECTION WHICHEVER IS CLOSER

ROBIN LANE

RIGHT TURN LANE
R3-55R(MOD)
24" X 30"

TEMPORARY PAVEMENT MARKING, REMOVABLE TAPE, CHANNELIZING, 8-INCH WHITE

TEMPORARY PAVEMENT MARKING, REMOVABLE TAPE 4-INCH WHITE

W01-4R

25 M.P.H.
W013-1
24" X 24"

ROAD WORK AHEAD
W20-1

350' MAX. OR AT LAST INTERSECTION WHICHEVER IS CLOSER

BLUEBIRD LANE

STOP
R1-1
30" X 30"

W01-4L

25 M.P.H.
W013-1
24" X 24"

WARNING SIGN TO BE PLACED AT EAGLE LANE

ROAD WORK AHEAD
W20-1

CTH NN

109

STOP
R1-1
30" X 30"

END ROAD WORK
G20-2A
48" X 24"
END OF ROAD WORK SIGN TO BE PLACED AT STA. 106+30

ROAD WORK AHEAD
W20-1

STOP
R1-1
30" X 30"

350' MAX.

GOOSE LANE

50' (TYP.)

6:1 TAPER

25' (TYP.)

REMOVE EXISTING PAVEMENT MARKINGS

R11-2
48" X 30"
ROAD CLOSED
TYPE III BARRICADE

TEMPORARY PAVEMENT MARKING, 4-INCH WHITE

TEMPORARY PAVEMENT MARKING, 4-INCH YELLOW

W01-6
48" X 24"

W01-6
48" X 24"

BLUEBIRD LANE

350' MAX. OR AT LAST INTERSECTION WHICHEVER IS CLOSER

ROAD WORK AHEAD
W20-1

TEMPORARY PAVEMENT MARKING, CHANNELIZING, 8-INCH, WHITE

TEMPORARY PAVEMENT MARKING, 4-INCH DOUBLE YELLOW

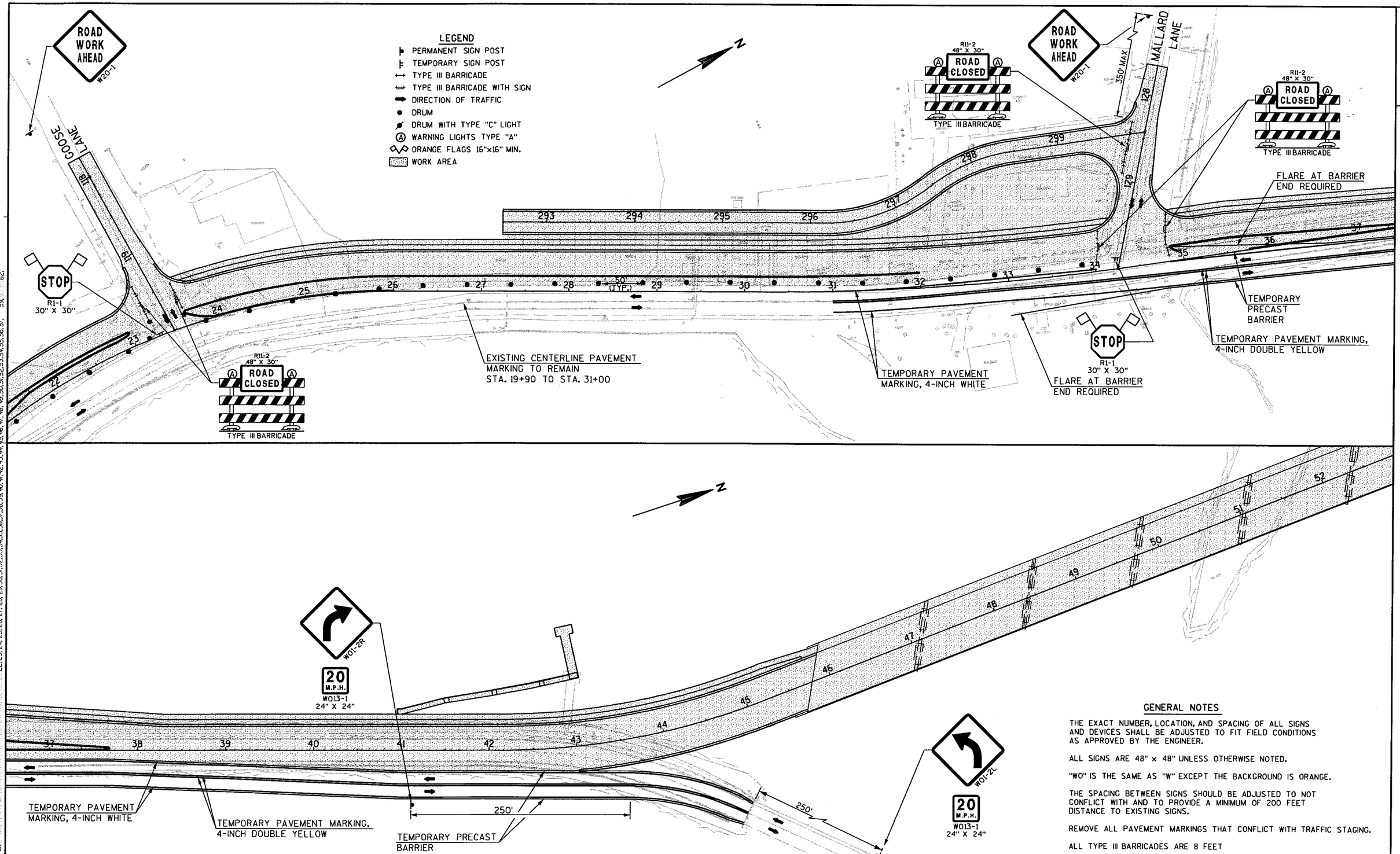
R11-2
48" X 30"
ROAD CLOSED
TYPE III BARRICADE

R11-2
48" X 30"
ROAD CLOSED
TYPE III BARRICADE

STATE PROJECT NUMBER: 6999-03-73	HWY: CTH N	COUNTY: MARTHON	TRAFFIC CONTROL STAGE 2-C	SCALE, FEET 0 50 100	SHEET NO: 53	E

FILE NAME : g:\2001\20012047\MS\Planset-South\traffic2c-a.dgn PLOT DATE : 03/13/03 PLOT BY : $$...plotuser...$$ PLOT NAME : ORG DATE : 09-20-02 Originator : Dist PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57, 59, 60, 61, 62,



GENERAL NOTES

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

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"WO" IS THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET DISTANCE TO EXISTING SIGNS.

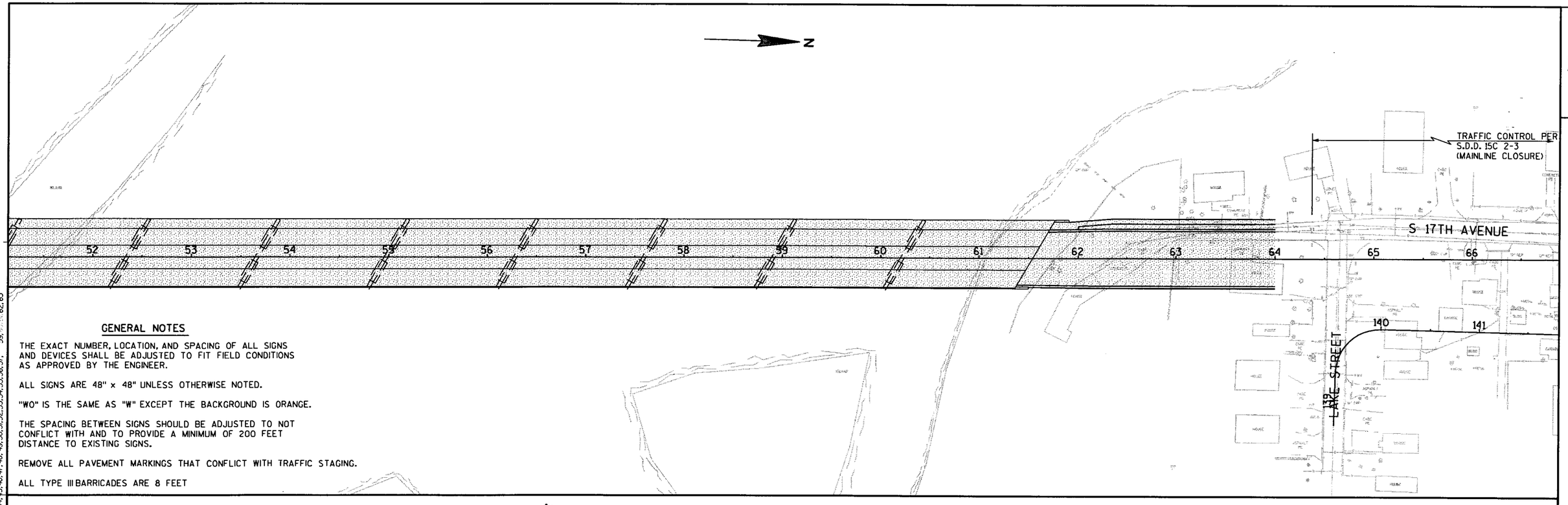
REMOVE ALL PAVEMENT MARKINGS THAT CONFLICT WITH TRAFFIC STAGING.

ALL TYPE III BARRICADES ARE 8 FEET

STATE PROJECT NUMBER: 6999-03-73	HWY: CTH N	COUNTY: MARATHON	TRAFFIC CONTROL STAGE 2-C	SCALE, FEET 0 50 100	SHEET NO: 54	E

FILE NAME : g:\2001\20012047\MS\Planset-South\traffic2c-b.dgn PLOT DATE : 03/13/03 PLOT BY : $$...plotuser...$$ PLOT NAME : ORG DATE : 09-20-02 Originator : Dist PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

LEVELS ON • 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 59, 62,



GENERAL NOTES

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

ALL SIGNS ARE 48" x 48" UNLESS OTHERWISE NOTED.

"WO" IS THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET DISTANCE TO EXISTING SIGNS.

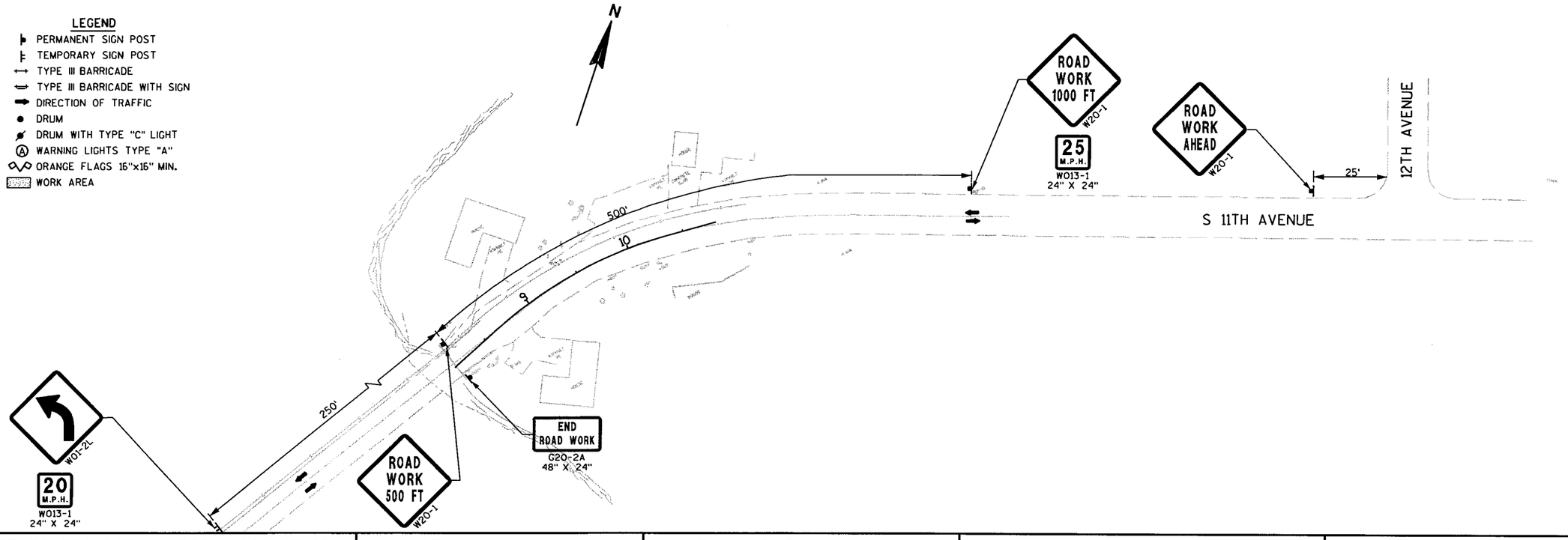
REMOVE ALL PAVEMENT MARKINGS THAT CONFLICT WITH TRAFFIC STAGING.

ALL TYPE III BARRICADES ARE 8 FEET

LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,59,60,62,63

LEGEND

- PERMANENT SIGN POST
- TEMPORARY SIGN POST
- TYPE III BARRICADE
- TYPE III BARRICADE WITH SIGN
- DIRECTION OF TRAFFIC
- DRUM
- DRUM WITH TYPE "C" LIGHT
- WARNING LIGHTS TYPE "A"
- ORANGE FLAGS 16"x16" MIN.
- WORK AREA



STATE PROJECT NUMBER: 6999-03-73	HWY: CTH N	COUNTY: MARATHON	TRAFFIC CONTROL STAGE 2-C	SCALE, FEET 0 50 100	SHEET NO: 55	E

FILE NAME : g:\2001\20012047\MS\Planset-South\traffic2c-c.dgn PLOT DATE : 03/13/03 PLOT BY : $$...plotuser...$$ PLOT NAME : ORG DATE : 09-20-02 Originator : Dist PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

2

ORIOLE LANE

WREN LANE

ROBIN LANE

N

END ROAD WORK
G20-2A
48" X 24"

ROAD WORK AHEAD
W20-1

500'

ROAD WORK 1000 FT
W20-1

500'

RIGHT LANE CLOSED AHEAD
W20-5

350'

W04-2R

0+65

10:1 TAPER

25' (TYP.)

50' (TYP.)

TEMPORARY PAVEMENT MARKING, REMOVABLE TAPE, CHANNELIZING, 8-INCH WHITE

MATCH TAPER

RIGHT TURN LANE
R3-55R(MOD)
24" X 30"

TEMPORARY PAVEMENT MARKING, REMOVABLE TAPE, 4-INCH WHITE

ROAD WORK AHEAD
W20-1

350' MAX. OR AT LAST INTERSECTION WHICHEVER IS CLOSER

GENERAL NOTES

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

ALL SIGNS ARE 48" x 48" UNLESS OTHERWISE NOTED.

"WO" IS THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET DISTANCE TO EXISTING SIGNS.

REMOVE ALL PAVEMENT MARKINGS THAT CONFLICT WITH TRAFFIC STAGING.

ALL TYPE III BARRICADES ARE 8 FEET

LEGEND

- PERMANENT SIGN POST
- TEMPORARY SIGN POST
- TYPE III BARRICADE
- TYPE III BARRICADE WITH SIGN
- DIRECTION OF TRAFFIC
- DRUM
- DRUM WITH TYPE "C" LIGHT
- WARNING LIGHTS TYPE "A"
- ORANGE FLAGS 16"x16" MIN.
- WORK AREA

ROAD WORK AHEAD
W20-1

ROBIN LANE

TEMPORARY PAVEMENT MARKING, REMOVABLE TAPE 4-INCH, YELLOW

25' TYP.

5:1 TAPER

25' (TYP.)

W01-4R

25 M.P.H.
W013-1
24" X 24"

TEMPORARY PAVEMENT MARKING, REMOVABLE TAPE 4-INCH WHITE

W01-6
48" X 24"

R11-2
48" X 30"
ROAD CLOSED
TYPE III BARRICADE

BLUEBIRD LANE

350' MAX. OR AT LAST INTERSECTION WHICHEVER IS CLOSER

ROAD WORK AHEAD
W20-1

ROAD WORK AHEAD
W20-1

350' MAX. OR AT LAST INTERSECTION WHICHEVER IS CLOSER

BLUEBIRD LANE

STOP
R1-1
30" X 30"

25' TYP.

STOP
R1-1
30" X 30"

R11-2
48" X 30"
ROAD CLOSED
TYPE III BARRICADE

ROAD WORK AHEAD
W20-1

WARNING SIGN TO BE PLACED AT EAGLE LANE

CTH "N"

STOP
R1-1
30" X 30"

END ROAD WORK
G20-2A
48" X 24"
END OF ROAD WORK SIGN TO BE PLACED AT STA. 106+30

TEMPORARY PAVEMENT MARKING, REMOVABLE TAPE 4-INCH, DOUBLE YELLOW

ROAD WORK AHEAD
W20-1

STOP
R1-1
30" X 30"

350' MAX.

GOOSE LANE

R11-2
48" X 30"
ROAD CLOSED
TYPE III BARRICADE

STATE PROJECT NUMBER: 6999-03-73	HWY: CTH N	COUNTY: MARATHON	TRAFFIC CONTROL STAGE 3	SCALE, FEET 0 50 100	SHEET NO: 56	E

FILE NAME : g:\2001\20012047\WS\Planset-South\traffic3.dgn PLOT DATE : 03/13/03 PLOT BY : $$...plotuser...$$ PLOT NAME : ORG DATE : 09-20-02 Originator : Dist PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 42

LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57, 59, 60 & 62.

LEGEND
- PERMANENT SIGN POST
- TEMPORARY SIGN POST
- TYPE III BARRICADE
- TYPE III BARRICADE WITH SIGN
- DIRECTION OF TRAFFIC
- DRUM
- DRUM WITH TYPE "C" LIGHT
- (A) WARNING LIGHTS TYPE "A"
- ORANGE FLAGS 16"x16" MIN.
- WORK AREA

ROAD WORK AHEAD W20-1

GOOSE LANE

STOP R1-1 30" X 30"

R11-2 48" X 30" ROAD CLOSED TYPE III BARRICADE

TEMPORARY PAVEMENT MARKING, REMOVABLE TAPE, 4-INCH DOUBLE YELLOW

TEMPORARY PAVEMENT MARKING, REMOVABLE TAPE 4-INCH WHITE

25' TYP.

TEMPORARY PAVEMENT MARKING, REMOVABLE TAPE, 4-INCH DOUBLE YELLOW DASHED

MALLARD LANE

350' MAX

ROAD WORK AHEAD W20-1

STOP R1-1 30" X 30"

R11-2 48" X 30" ROAD CLOSED TYPE III BARRICADE

FLARE AT BARRIER END REQUIRED

TEMPORARY PRECAST BARRIER

TEMPORARY PAVEMENT MARKING, REMOVABLE TAPE, 4-INCH DOUBLE YELLOW

W01-4R 25 M.P.H. W013-1 24" X 24"

W01-4R 25 M.P.H. W013-1 24" X 24"

W01-2R 20 M.P.H. W013-1 24" X 24"

TEMPORARY PAVEMENT MARKING, 4-INCH WHITE

TEMPORARY PAVEMENT MARKING, 4-INCH DOUBLE YELLOW

250'

TEMPORARY PRECAST BARRIER

250'

W01-2L 20 M.P.H. W013-1 24" X 24"

GENERAL NOTES

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

ALL SIGNS ARE 48" x 48" UNLESS OTHERWISE NOTED.

"WO" IS THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET DISTANCE TO EXISTING SIGNS.

REMOVE ALL PAVEMENT MARKINGS THAT CONFLICT WITH TRAFFIC STAGING.

ALL TYPE III BARRICADES ARE 8 FEET

STATE PROJECT NUMBER: 6999-03-73	HWY: CTH N	COUNTY: MARATHON	TRAFFIC CONTROL STAGE 3	SCALE, FEET 0 50 100	SHEET NO: 57	E

FILE NAME : g:\2001\20012047\WS\Planset-South\traffic3a.dgn PLOT DATE : 03/13/03 PLOT BY : $$...plotuser...$$ PLOT NAME : ORG DATE : 09-20-02 Originator : Dist PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,

2

Z

TRAFFIC CONTROL PER
S.D.D. 15C 2-3
(MAINLINE CLOSURE)

S 17TH AVENUE

52 53 54 55 56 57 58 59 60 61 62 63 64 65 66

140 141

139 LAKE STREET

GENERAL NOTES

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

ALL SIGNS ARE 48" x 48" UNLESS OTHERWISE NOTED.

"WO" IS THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET DISTANCE TO EXISTING SIGNS.

REMOVE ALL PAVEMENT MARKINGS THAT CONFLICT WITH TRAFFIC STAGING.

ALL TYPE III BARRICADES ARE 8 FEET

LEGEND

- PERMANENT SIGN POST
- TEMPORARY SIGN POST
- TYPE III BARRICADE
- TYPE III BARRICADE WITH SIGN
- DIRECTION OF TRAFFIC
- DRUM
- DRUM WITH TYPE "C" LIGHT
- (A) WARNING LIGHTS TYPE "A"
- ORANGE FLAGS 16"x16" MIN.
- WORK AREA

N

ROAD WORK 1000 FT
W20-1

25 M.P.H.
WO13-1
24" X 24"

ROAD WORK AHEAD
W20-1

25'

12TH AVENUE

S 11TH AVENUE

500'

10

9

250'

WO1-2L

20 M.P.H.
WO13-1
24" X 24"

ROAD WORK 500 FT
W20-1

END ROAD WORK
G20-2A
48" X 24"

STATE PROJECT NUMBER: 6999-03-73	HWY: CTH N	COUNTY: MARATHON	TRAFFIC CONTROL STAGE 3	SCALE, FEET 0 50 100	SHEET NO: 58	E

FILE NAME : g:\2001\20012047\MS\Planset-South\traffic3b.dgn PLOT DATE : 03/13/03 PLOT BY : $$...plotuser...$$ PLOT NAME : ORG DATE : 09-20-02 Originator : Dist PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 42

LEVELS ON • 1,2,3,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57, 59, 62,63

NOTE: TRAFFIC CONTROL IN STAGE 4 WAS MODIFIED DURING CONSTRUCTION AND A STAGE 5 NEEDED TO BE ADDED. TOO MANY CHANGES WERE NEEDED TO BE SHOWN EFFECTIVELY.

2

ORIOLE LANE

WREN LANE

ROBIN LANE

END ROAD WORK
G20-2A
48" X 24"

ROAD WORK AHEAD
W20-1

500'

ROAD WORK 1000 FT
W20-1

500'

RIGHT LANE CLOSED AHEAD
W20-5

350'

W04-2R

0+65

10:1 TAPER

25' (TYP.)

50' (TYP.)

25' (TYP.)

MATCH TAPER

TEMPORARY PAVEMENT MARKING, REMOVABLE TAPE, CHANNELIZING, 8-INCH WHITE

TEMPORARY PAVEMENT MARKING, REMOVABLE TAPE, 4-INCH WHITE

RIGHT TURN LANE
R3-55R(MOD)
24" X 30"

ROAD WORK AHEAD
W20-1

ROBIN LANE

350' MAX. OR AT LAST INTERSECTION WHICHEVER IS CLOSER

GENERAL NOTES

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

ALL SIGNS ARE 48" x 48" UNLESS OTHERWISE NOTED.

"WO" IS THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET DISTANCE TO EXISTING SIGNS.

REMOVE ALL PAVEMENT MARKINGS THAT CONFLICT WITH TRAFFIC STAGING.

ALL TYPE III BARRICADES ARE 8 FEET

LEGEND

- PERMANENT SIGN POST
- TEMPORARY SIGN POST
- TYPE III BARRICADE
- TYPE III BARRICADE WITH SIGN
- DIRECTION OF TRAFFIC
- DRUM
- DRUM WITH TYPE "C" LIGHT
- (A) WARNING LIGHTS TYPE "A"
- ORANGE FLAGS 16"x16" MIN.
- WORK AREA

ROAD WORK AHEAD W20-1

END ROAD WORK G20-2A 48" X 24"

ROBIN LANE

W01-6 48" X 24"

ROAD WORK AHEAD W20-1

350' MAX. OR AT LAST INTERSECTION WHICHEVER IS CLOSER

BLUEBIRD LANE

STOP R1-1 30" X 30"

350'

WARNING SIGN TO BE PLACED AT EAGLE LANE

CTH N

STOP R1-1 30" X 30"

END ROAD WORK G20-2A 48" X 24" END OF ROAD WORK SIGN TO BE PLACED AT STA. 106+30

ROAD WORK AHEAD W20-1

500'

25' (TYP.)

W01-6 48" X 24"

BLUEBIRD LANE

350' MAX. OR AT LAST INTERSECTION WHICHEVER IS CLOSER

STOP R1-1 30" X 30"

W04-2L

LEFT LANE CLOSED AHEAD W20-5

STOP R1-1 30" X 30"

350' MAX.

GOOSE LANE

STATE PROJECT NUMBER: 6999-03-73	HWY: CTH N	COUNTY: MARTHON	TRAFFIC CONTROL STAGE 4	SCALE, FEET 0 50 100	SHEET NO: 59	E

FILE NAME : g:\2001\20012047\MS\Planset-South\traffic4.dgn PLOT DATE : 03/13/03 PLOT BY : $$...plotuser...$$ PLOT NAME : ORG DATE : 09-20-02 Originator : Dist PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

LEVELS ON • 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 59, 60, 61, 62.

LEGEND
- PERMANENT SIGN POST
- TEMPORARY SIGN POST
- TYPE III BARRICADE
- TYPE III BARRICADE WITH SIGN
- DIRECTION OF TRAFFIC
- DRUM
- DRUM WITH TYPE "C" LIGHT
- WARNING LIGHTS TYPE "A"
- ORANGE FLAGS 16"x16" MIN.
- WORK AREA

ROAD WORK AHEAD W20-1

GOOSE LANE

MALLARD LANE

350' MAX.

STOP R1-1 30" X 30"

RIGHT LANE CLOSED AHEAD W20-5

500'

350'

W04-2R

25' (TYP.)

10:1 TAPER

50' (TYP.)

W01-6 48" X 24"

W01-4R

25 M.P.H. W013-1 24" X 24"

TEMPORARY PAVEMENT MARKING, REMOVABLE TAPE, 4-INCH YELLOW

5:1 TAPER

25' (TYP.)

R11-2 48" X 30" ROAD CLOSED

TYPE III BARRICADE

TEMPORARY PAVEMENT MARKING, REMOVABLE TAPE, 4-INCH WHITE

TEMPORARY PAVEMENT MARKING, REMOVABLE TAPE, 4-INCH DOUBLE YELLOW

TEMPORARY PRECAST BARRIER

GENERAL NOTES

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

ALL SIGNS ARE 48" x 48" UNLESS OTHERWISE NOTED.

"WO" IS THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET DISTANCE TO EXISTING SIGNS.

REMOVE ALL PAVEMENT MARKINGS THAT CONFLICT WITH TRAFFIC STAGING.

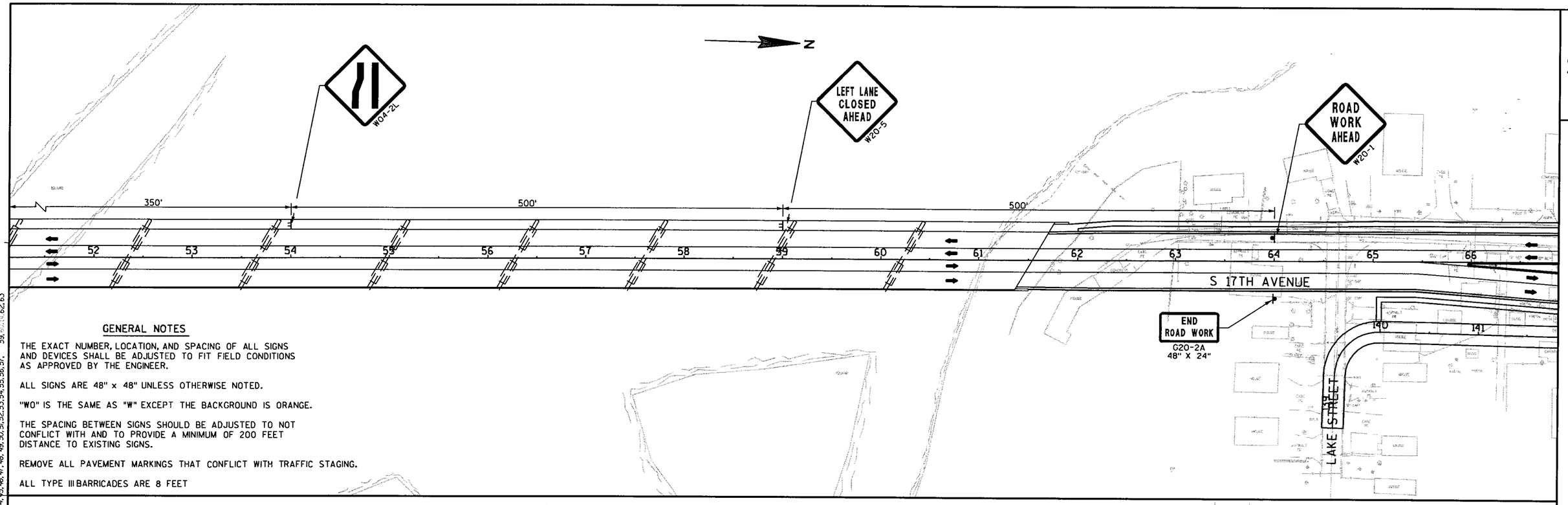
ALL TYPE III BARRICADES ARE 8 FEET

STATE PROJECT NUMBER: 6999-03-73	HWY: CTH N	COUNTY: MARATHON	TRAFFIC CONTROL STAGE 4	SCALE, FEET 0 50 100	SHEET NO: 60	E

LEVELS ON • 22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,62,

FILE NAME : g:\2001\20012047\MS\Planset-South\traffic4a.dgn PLOT DATE : 03/13/03 PLOT BY : $$...plotuser...$$ PLOT NAME : ORG DATE : 09-20-02 Originator : Dist PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 42



GENERAL NOTES

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

ALL SIGNS ARE 48" x 48" UNLESS OTHERWISE NOTED.

"WO" IS THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.

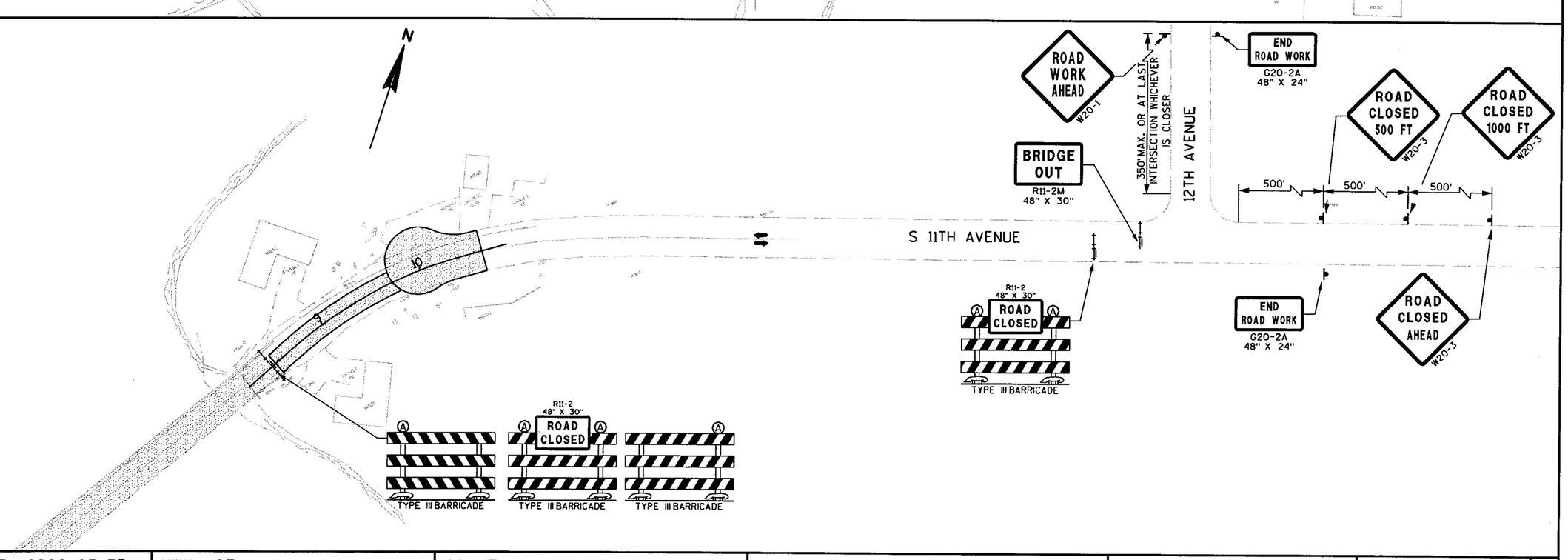
THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET DISTANCE TO EXISTING SIGNS.

REMOVE ALL PAVEMENT MARKINGS THAT CONFLICT WITH TRAFFIC STAGING.

ALL TYPE III BARRICADES ARE 8 FEET

LEGEND

- PERMANENT SIGN POST
- TEMPORARY SIGN POST
- TYPE III BARRICADE
- TYPE III BARRICADE WITH SIGN
- DIRECTION OF TRAFFIC
- DRUM
- DRUM WITH TYPE "C" LIGHT
- WARNING LIGHTS TYPE "A"
- ORANGE FLAGS 16"x16" MIN.
- WORK AREA



STATE PROJECT NUMBER: 6999-03-73	HWY: CTH N	COUNTY: MARATHON	TRAFFIC CONTROL STAGE 4	SCALE, FEET 0 50 100	SHEET NO: 61	E

FILE NAME : g:\2001\20012047\WS\Planset-South\traffic4b.dgn PLOT DATE : 03/13/03 PLOT BY : $$...plotuser...$$ PLOT NAME : ORG DATE : 09-20-02 Originator : Dist PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,59,60,61,62,63

2

MALLARD LANE

N

50' SPACING

BUOY (TYP.)

50' SPACING

BUOY (TYP.)

BRIDGE WORK

DANGER BUOY

LEGEND

- BUOY
- DRUM WITH LIGHTS
- WARNING LIGHTS TYPE "C"
- WORK AREA

CONSTRUCTION SEASON 2003

NOTE:

FOR INFORMATION ONLY.
CONTRACTOR SHALL COMPLY WITH
SEC. 107.19 OF THE STATE OF WISCONSIN
SUPPLEMENTAL SPECIFICATIONS
(2002 EDITION)

STATE PROJECT NUMBER: 6999-03-73	HWY: CTH N	COUNTY: MARATHON	BOATING TRAFFIC CONTROL PHASE 1	SCALE, FEET 0 100	SHEET NO: 62	E

FILE NAME : g:\2001\20012047\MS\Planset-South\Snow-Boat Control.dgPLOT DATE : 05/07/03 PLOT BY : $$...plotuser...$$ PLOT NAME : ORG DATE : 10-24-02 Originator : Dist PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 42

LEVELS ON : 2, 4, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62

2

N

MALLARD LANE

THIS SPAN TO BE USED FOR BOATING

BUOY (TYP.)

50' SPACING

LAKE STREET

BRIDGE WORK

DANGER BUOY

LEGEND

- BUOY
- DRUM WITH LIGHTS
- WARNING LIGHTS TYPE "C"
- WORK AREA

CONSTRUCTION SEASON 2004

NOTE:

FOR INFORMATION ONLY.
CONTRACTOR SHALL COMPLY WITH SEC. 107.19 OF THE STATE OF WISCONSIN SUPPLEMENTAL SPECIFICATIONS (2002 EDITION)

STATE PROJECT NUMBER: 6999-03-73	HWY: CTH N	COUNTY: MARATHON	BOATING TRAFFIC CONTROL PHASE 2	SCALE, FEET 0 100	SHEET NO: 63	E

FILE NAME : g:\2001\20012047\MS\Planset-South\Snow-Boat Control2.dgn PLOT DATE : 05/07/03 PLOT BY : $$...plotuser...$$ PLOT NAME : ORG DATE : 10-24-03 Originator : Dist PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

LEVELS ON : 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62

2

N

MALLARD LANE

BUOY (TYP.)

50' SPACING

REMOVE BRIDGE ONE HALF AT A TIME AND PLACE BUOYS ACCORDINGLY

LAKE STREET

BRIDGE WORK

DANGER BUOY

LEGEND

- BUOY
- DRUM WITH LIGHTS
- WARNING LIGHTS TYPE "C"
- WORK AREA

NOTE:

FOR INFORMATION ONLY.
CONTRACTOR SHALL COMPLY WITH SEC. 107.19 OF THE STATE OF WISCONSIN SUPPLEMENTAL SPECIFICATIONS (2002 EDITION)

STATE PROJECT NUMBER: 6999-03-73	HWY: CTH N	COUNTY: MARATHON	BOATING TRAFFIC CONTROL PHASE 3	SCALE, FEET 0 100	SHEET NO: 64	E

FILE NAME : g:\2001\20012047\MS\Planset-South\Snow-Boat Control3.dgn PLOT DATE : 05/07/03 PLOT BY : $$...plotuser...$$ PLOT NAME : ORG DATE : 10-25-02 Originator : Dist PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 42

LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,

MALLARD LANE

N

ISLAND

ISLAND

DRUM (TYP.)

100' SPACING

DRUM (TYP.)

LAKE SUPERIOR

R55-16
12"x12"
NO SNOWMOBILING

NOTE:

TYPE C LIGHTS ON ALL DRUMS

PLACE SIGN ON EVERY OTHER DRUM
(DENOTED BY "S" NEXT TO DRUM LOCATION)

LEGEND

- BUOY
- DRUM WITH LIGHTS
- WARNING LIGHTS TYPE "C"
- WORK AREA

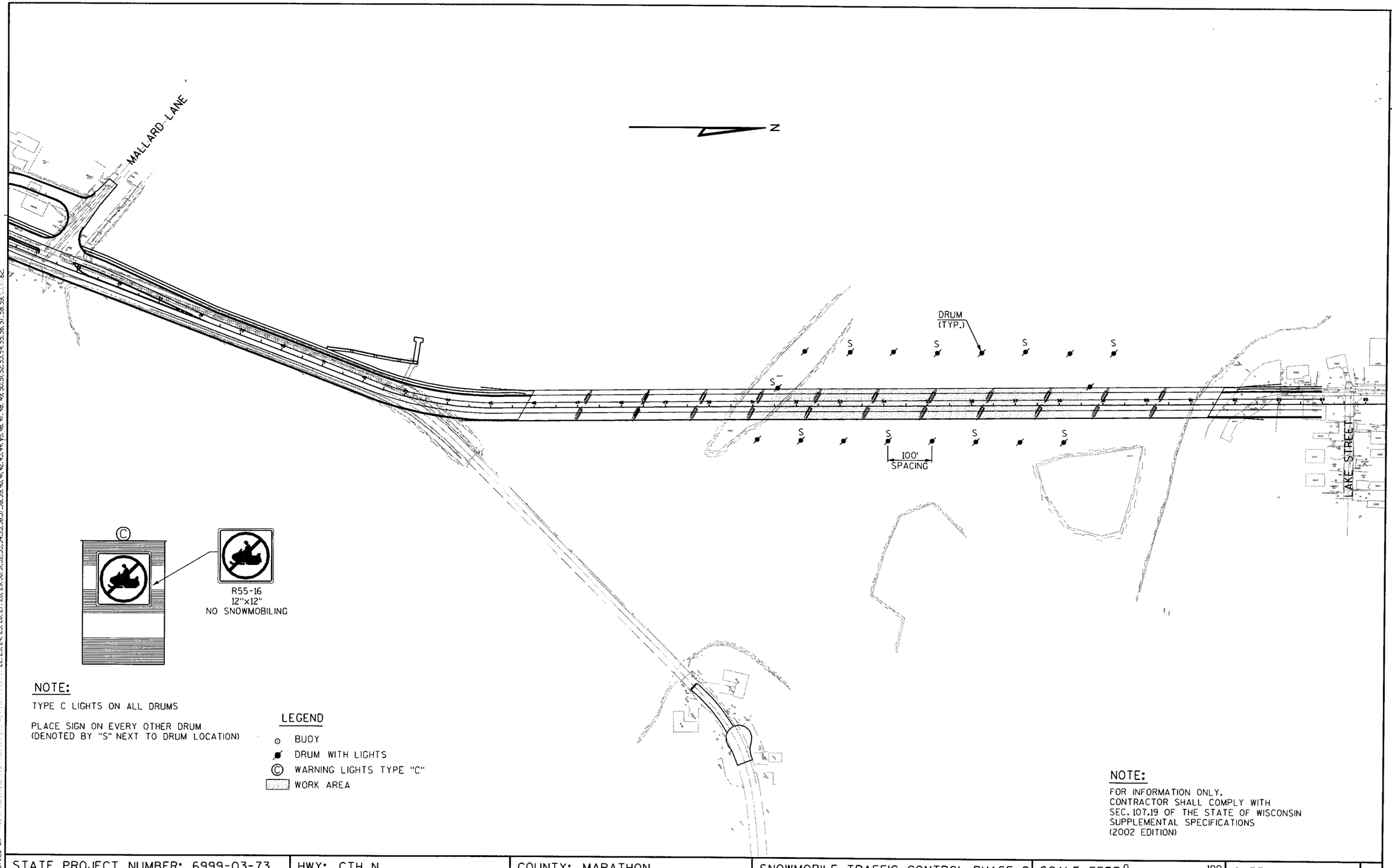
NOV 2003 - MARCH 2004

NOTE:

FOR INFORMATION ONLY.
CONTRACTOR SHALL COMPLY WITH
SEC. 107.19 OF THE STATE OF WISCONSIN
SUPPLEMENTAL SPECIFICATIONS
(2002 EDITION)

STATE PROJECT NUMBER: 6999-03-73	HWY: CTH N	COUNTY: MARATHON	SNOWMOBILE TRAFFIC CONTROL PHASE 1	SCALE, FEET 0 100	SHEET NO: 65	E

FILE NAME : g:\2001\20012047\MS\Pioneer-South\Snow-Boat Control.dgPLOT DATE : 05/07/03 PLOT BY : $$...plotuser...$$ PLOT NAME : ORG DATE : 10-25-02 Originator : Dist PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



R55-16
12"x12"
NO SNOWMOBILING

NOTE:

TYPE C LIGHTS ON ALL DRUMS

PLACE SIGN ON EVERY OTHER DRUM
(DENOTED BY "S" NEXT TO DRUM LOCATION)

LEGEND

- BUOY
- DRUM WITH LIGHTS
- WARNING LIGHTS TYPE "C"
- WORK AREA

NOTE:

FOR INFORMATION ONLY,
CONTRACTOR SHALL COMPLY WITH
SEC. 107.19 OF THE STATE OF WISCONSIN
SUPPLEMENTAL SPECIFICATIONS
(2002 EDITION)

STATE PROJECT NUMBER: 6999-03-73	HWY: CTH N	COUNTY: MARATHON	SNOWMOBILE TRAFFIC CONTROL PHASE 2	SCALE, FEET 0 100	SHEET NO: 66	E

FILE NAME : g:\2001\20012047\MS\Planset-South\Snow-Boat Control5.dgn PLOT DATE : 05/07/03 PLOT BY : $$...plotuser...$$ PLOT NAME : ORG DATE : Originator : Dist PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

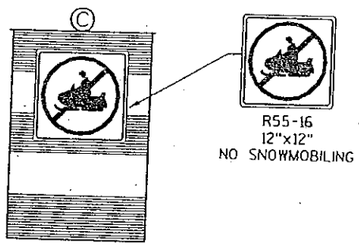
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2

MALLARD LANE

N

50' SPACING



NOTE:

TYPE C LIGHTS ON ALL DRUMS

PLACE SIGN ON EVERY OTHER DRUM
(DENOTED BY "S" NEXT TO DRUM LOCATION)

LEGEND

- BUOY
- DRUM WITH LIGHTS
- WARNING LIGHTS TYPE "C"
- WORK AREA

NOTE:

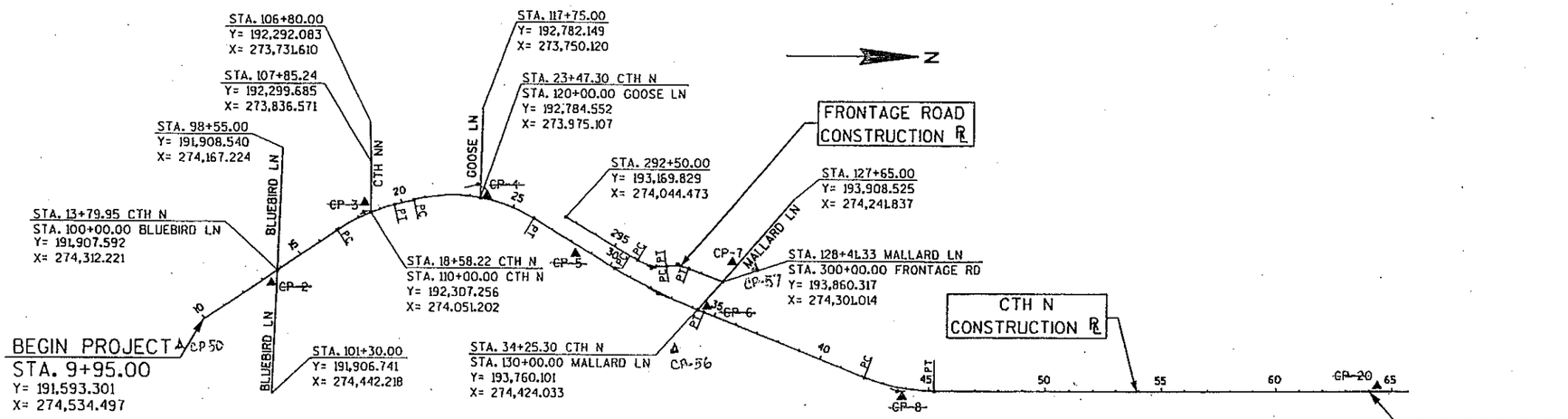
FOR INFORMATION ONLY.
CONTRACTOR SHALL COMPLY WITH
SEC. 107.19 OF THE STATE OF WISCONSIN
SUPPLEMENTAL SPECIFICATIONS
(2002 EDITION)

Nov. 2004 – Mar. 2005

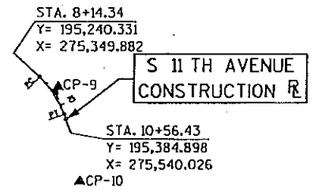
STATE PROJECT NUMBER: 6999-03-73	HWY: CTH N	COUNTY: MARATHON	SNOWMOBILE TRAFFIC CONTROL PHASE 2	SCALE, FEET 0 — 100	SHEET NO: 66A	E

FILE NAME : g:\2001\20012047\MS\Planset-South\Snow-Boat Control3.dgPLOT DATE : 05/07/03
PLOT BY : $$...plotuser...$$ PLOT NAME :
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PLOT SCALE : $$.....plotscale.....$$
WISDOT/CADDS SHEET 42

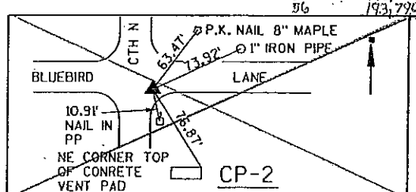
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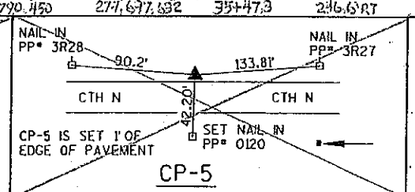


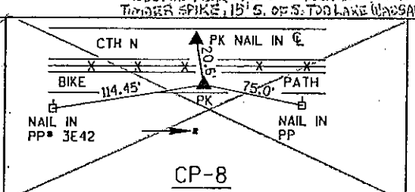
FRONTAGE ROAD CURVE DATA	FRONTAGE ROAD CURVE DATA	CTH N CURVE DATA	CTH N CURVE DATA	CTH N CURVE DATA	CTH N CURVE DATA	11 TH AVENUE CURVE DATA
P.I.= 296+83.19	P.I.= 297+96.77	P.I.= 18+30.17	P.I.= 23+41.08	P.I.= 32+38.52	P.I.= 43+68.87	P.I.= 9+51.56
Y = 193,550.19	Y = 193,667.08	Y = 192,275.17	Y = 192,770.78	Y = 193,583.77	Y = 194,646.80	Y = 195,343.82
X = 274,251.77	X = 274,230.73	X = 274,052.26	X = 273,916.96	X = 274,360.04	X = 274,746.68	X = 275,440.00
DELTA = 38° 47' 45"	DELTA = 30° 11' 31"	DELTA = 20° 00' 00"	DELTA = 43° 51' 35"	DELTA = 8° 36' 14"	DELTA = 21° 39' 30"	DELTA = 26° 37' 18"
D = 39° 00' 00"	D = 30° 00' 00"	D = 7° 15' 00"	D = 8° 00' 00"	D = 2° 00' 00"	D = 7° 00' 00"	D = 15° 00' 00"
T = 67.25 FT	T = 51.52 FT	T = 139.35 FT	T = 288.34 FT	T = 215.51 FT	T = 156.57 FT	T = 90.37 FT
L = 129.32 FT	L = 100.64 FT	L = 275.86 FT	L = 548.25 FT	L = 430.20 FT	L = 309.40 FT	L = 177.48 FT
R = 190.99 FT	R = 190.99 FT	R = 790.29 FT	R = 716.20 FT	R = 2,864.79 FT	R = 818.51 FT	R = 381.97 FT
P.C.= 296+15.94	P.C.= 297+45.26	P.C.= 16+90.82	P.C.= 20+52.73	P.C.= 30+23.02	P.C.= 42+12.30	P.C.= 8+61.19
P.T.= 297+45.26	P.T.= 298+45.90	P.T.= 19+66.68	P.T.= 26+00.98	P.T.= 34+53.22	P.T.= 45+21.70	P.T.= 10+38.67

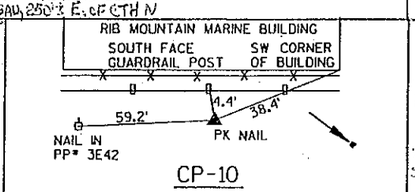


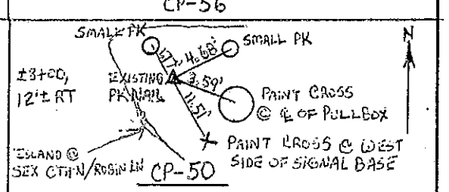
CONTROL POINT	NORTH (Y)	EAST (X)	STATION	OFFSET	ELEVATION	DESCRIPTION
2	191,888.788	274,364.037	13+34.68	31.45' RT	1,190.48	PK NAIL IN SE RADIUS OF BLUEBIRD LN AND CTH N
3	192,277.562	274,011.099	18+47.34	48.62' LT	1,188.56	PK NAIL IN SW RADIUS OF PARKING LOT
4	192,803.085	273,978.219	23+66.08	0.16' RT	1,167.25	PK NAIL IN THE NW RADIUS OF GOOSE LN AND CTH N
5	193,221.098	274,194.712	28+40.96	28.38' RT	1,166.32	REBAR IN THE EAST SHOULDER OF CTH N OPPSITE PP 0120
6	193,792.971	274,412.838	34+52.36	21.89' LT	1,165.82	PK NAIL IN THE NW RADIUS OF MALLARD LN AND CTH N
7	193,964.249	274,227.149	35+49.86	254.94' LT	1,165.72	PK NAIL IN THE SOUTH EDGE OF MALLARD LANE
8	194,664.320	274,759.196	43+85.73	24.63' RT	1,166.23	PK NAIL IN BIKE PATH
9	195,339.966	275,422.164	50+38.30	695.42' RT	1,179.21	PK NAIL IN ASPHALTIC SHOULDER OPPOSITE HOUSE #120
10	195,446.235	275,782.432	51+34.02	1,058.63' RT	1,194.20	PK NAIL IN ASPAHLTIC SHOULDER OPPOSITE RIB MOUNTAIN MARINE
20	196,743.782	274,655.575	64+63.88	29.89' LT	1,188.02	PK NAIL IN CENTERLINE OF 17 TH AVE AND LAKE ST
50	191,440.130	274,658.658	±3+00	12'± RT		EXISTING PK NAIL IN ISLAND @ SEX CTH N / ROBIN LANE
57	193,964.256	274,237.198	354+49.9	254.9' LT		WISDOT IRON BAR W/ RED CAP LOCATED OPPOSITE CULLIVERS LANDING
56	193,790.450	274,677.632	351+47.3	246.6' RT		TIMBER SPIKE, 15' S. OF S. TOD LAKE ROAD, 250'± E. OF CTH N

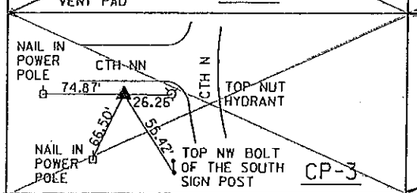


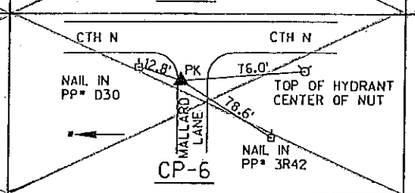


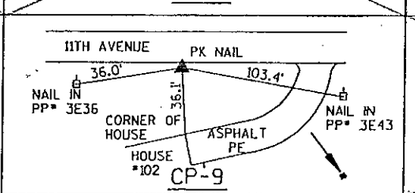


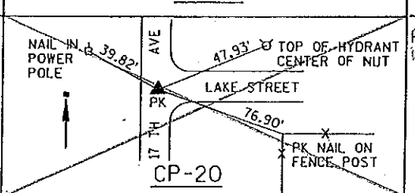


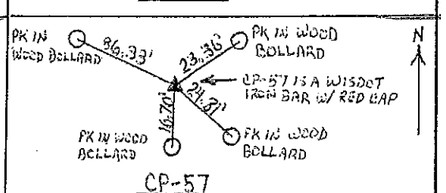












STATE PROJECT NUMBER: 6999-03-73	HWY: CTH N	COUNTY: MARATHON	ALIGNMENT DIAGRAM	SCALE, FEET: NTS	SHEET NO: 67	E

FILE NAME : g:\2001\20012047\MS\Planset-South\alignment.dgn PLOT DATE : 03/13/03 PLOT BY : $$...plotuser...$$ PLOT NAME : ORG DATE : 01-07-02 Originator : Dist PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,63

DATE 13MAY03

E S T I M A T E O F Q U A N T I T I E S

6999-03-73

LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	QUANTITY
0010	10843	RELATIONSHIP BAR CHART PROGRESS SCHEDULE	LS	1.000	1.000
0020	20101	CLEARING	STA.	13.000	13.000
0030	20102	CLEARING	I.D.	307.000	307.000
0040	20104	GRUBBING	STA.	13.000	13.000
0050	20105	GRUBBING	I.D.	307.000	307.000
0060	20335	REMOVING SMALL PIPE CULVERTS	EACH	14.000	14.000
0070	20371	REMOVING OLD STRUCTURE, STATION 46+00, 275 RT	LS	1.000	1.000
0080	20402	REMOVING ASPHALTIC SURFACE	S.Y.	5,165.000	5,165.000
0090	20405	REMOVING CURB AND GUTTER	L.F.	3,196.000	3,196.000
0100	20406	REMOVING CONCRETE SIDEWALK	S.Y.	60.000	60.000
0110	20411	REMOVING GUARDRAIL	L.F.	2,985.000	2,985.000
0120	20412	REMOVING FENCE	L.F.	270.000	270.000
0130	20416	REMOVING INLETS	EACH	5.000	5.000
0140	20422	REMOVING CONCRETE BASES	EACH	1.000	1.000
0150	20480	ABANDONING MANHOLES	EACH	1.000	1.000
0160	20483	ABANDONING WELLS	EACH	1.000	1.000
0170	20501	COMMON EXCAVATION	C.Y.	24,660.000	24,660.000
0180	20610	EXCAVATION FOR STRUCTURES, BRIDGES B-37-335	LS	1.000	1.000
0190	20651	COFFERDAMS, STRUCTURE B-37-335	LS	1.000	1.000
0200	21001	STRUCTURE BACKFILL	C.Y.	990.000	990.000
0210	21301	FINISHING ROADWAY	LS	1.000	1.000
0220	30404	CRUSHED AGGREGATE BASE COURSE	TON	25,965.000	25,965.000
0230	30420	CRUSHED AGGREGATE BASE COURSE, OPEN GRADED, NUMBER 2	TON	6,245.000	6,245.000
0240	40204	ASPHALTIC MATERIAL FOR TACK COAT	GAL.	1,370.000	1,370.000
0250	40301	QMP, ASPHALTIC MIXTURE	TON	8,555.000	8,555.000
0260	40501	ASPHALTIC MATERIAL FOR PLANT MIXES	TON	573.000	573.000
0270	40723	ASPHALTIC CONCRETE PAVEMENT, TYPE E-3	TON	8,555.000	8,555.000
0280	40728	DENSITY INCENTIVE, ASPHALTIC CONCRETE PAVEMENT	DOL	5,480.000	5,480.000
0290	41105	ASPHALTIC SURFACE, DRIVEWAYS AND FIELD ENTRANCES	TON	155.000	155.000
0300	41106	ASPHALTIC SURFACE, TEMPORARY	TON	615.000	615.000
0310	41605	CONCRETE DRIVEWAY, 6-INCH	S.Y.	15.000	15.000
0320	41621	CONCRETE PAVEMENT APPROACH SLAB	S.Y.	189.000	189.000
0330	50201	CONCRETE MASONRY, BRIDGES	C.Y.	5,805.000	5,805.000
0340	50211	CONCRETE MASONRY, SEAL	C.Y.	560.000	560.000
0350	50232	EXPANSION DEVICE, STRUCTURE B-37-335	LS	1.000	1.000
0360	50265	PROTECTIVE SURFACE TREATMENT	S.Y.	12,990.000	12,990.000
0370	50309	PRESTRESSED GIRDER, I TYPE, 70-INCH	L.F.	12,569.000	12,569.000
0380	50504	HIGH STRENGTH BAR STEEL REINFORCEMENT, BRIDGES	LB.	368,690.000	368,690.000
0390	50511	COATED HIGH STRENGTH BAR STEEL REINFORCEMENT, BRIDGES	LB.	946,240.000	946,240.000
0400	50626	NON-LAMINATED ELASTOMERIC BEARING PADS	EACH	64.000	64.000
0410	50627	LAMINATED ELASTOMERIC BEARING PADS	EACH	40.000	40.000
0420	50640	STEEL DIAPHRAGMS, STRUCTURE B-37-335	EACH	168.000	168.000
0430	51121	STEEL PILING, DELIVERED AND DRIVEN, HP 10-INCH 42 POUND	L.F.	33,960.000	33,960.000
0440	51130	PILE POINTS	EACH	344.000	344.000
0450	51407	FLOOR DRAINS, TYPE H	EACH	16.000	16.000
0460	51605	RUBBERIZED MEMBRANE WATERPROOFING	S.Y.	50.000	50.000
0470	52001	CULVERT PIPE, CLASS III, 12-INCH	L.F.	24.000	24.000

DATE 13MAY03 — E S T I M A T E O F Q U A N T I T I E S

LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	6999-03-73 QUANTITY
0480	52059	APRON ENDWALLS FOR CULVERT PIPE, 12-INCH	EACH	1.000	1.000
0490	52103	CORRUGATED STEEL CULVERT PIPE, 12-INCH	L.F.	10.000	10.000
0500	52147	STEEL APRON ENDWALLS FOR CULVERT PIPE, 12-INCH	EACH	1.000	1.000
0510	52225	REINFORCED CONCRETE CULVERT PIPE, CLASS IV, 12-INCH	L.F.	22.000	22.000
0520	52260	REINFORCED CONCRETE APRON ENDWALLS FOR CULVERT PIPE, 12-INCH	EACH	8.000	8.000
0530	52261	REINFORCED CONCRETE APRON ENDWALLS FOR CULVERT PIPE, 15-INCH	EACH	4.000	4.000
0540	52262	REINFORCED CONCRETE APRON ENDWALLS FOR CULVERT PIPE, 18-INCH	EACH	1.000	1.000
0550	52263	REINFORCED CONCRETE APRON ENDWALLS FOR CULVERT PIPE, 21-INCH	EACH	1.000	1.000
0560	60120	CONCRETE CURB AND GUTTER, 18-INCH, TYPE D	L.F.	5,065.000	5,065.000
0570	60133	CONCRETE CURB AND GUTTER, 30-INCH, TYPE D	L.F.	8,430.000	8,430.000
0580	60204	CONCRETE SIDEWALK, 4-INCH	S.F.	12,970.000	12,970.000
0590	60206	CONCRETE SIDEWALK, 6-INCH	S.F.	1,260.000	1,260.000
0600	60305	TEMPORARY PRECAST CONCRETE BARRIER, CONTRACTOR FURNISHED AND DELIVERED	L.F.	2,400.000	2,400.000
0610	60308	TEMPORARY PRECAST CONCRETE BARRIER, CONTRACTOR FURNISHED, CONTRACTOR INSTALLED	L.F.	4,110.000	4,110.000
0620	60602	HEAVY RIPRAP	C.Y.	750.000	750.000
0630	60604	MEDIUM RANDOM RIPRAP	C.Y.	3,115.000	3,115.000
0640	60825	REINFORCED CONCRETE PIPE, CLASS III, STORM SEWER, 12-INCH	L.F.	1,802.000	1,802.000
0650	60826	REINFORCED CONCRETE PIPE, CLASS III, STORM SEWER, 15-INCH	L.F.	576.000	576.000
0660	60827	REINFORCED CONCRETE PIPE, CLASS III, STORM SEWER, 18-INCH	L.F.	125.000	125.000
0670	60828	REINFORCED CONCRETE PIPE, CLASS III, STORM SEWER, 21-INCH	L.F.	341.000	341.000
0680	61102	CATCH BASINS, TYPE 2	EACH	50.000	50.000
0690	61103	CATCH BASINS, TYPE 3	EACH	6.000	6.000
0700	61105	CATCH BASINS, TYPE 5	EACH	8.000	8.000
0710	61110	MANHOLES, TYPE 1	EACH	8.000	8.000
0720	61122	INLETS, TYPE 3	EACH	2.000	2.000
0730	61151	MANHOLE COVERS, TYPE J	EACH	8.000	8.000
0740	61156	INLET COVERS, TYPE H-S	EACH	13.000	13.000
0750	61163	INLET COVERS, TYPE C	EACH	6.000	6.000
0760	61167	INLET COVERS, TYPE H	EACH	24.000	24.000
0770	61168	INLET COVERS, TYPE Z	EACH	21.000	21.000
0780	61179	INLET COVERS, TYPE S	EACH	2.000	2.000
0790	61201	PIPE UNDERDRAIN, 6-INCH	L.F.	7,296.000	7,296.000
0800	61211	PIPE UNDERDRAIN, UNPERFORATED, 6-INCH	L.F.	40.000	40.000
0810	61407	STEEL THRIE BEAM STRUCTURE APPROACH	L.F.	66.200	66.200
0820	61408	STEEL PLATE BEAM GUARD, CLASS A	L.F.	925.000	925.000
0830	61409	STEEL PLATE BEAM GUARD, CLASS B	L.F.	56.000	56.000
0840	61433	ANCHOR ASSEMBLIES FOR STEEL PLATE BEAM GUARD	EACH	4.000	4.000
0850	61435	STEEL PLATE BEAM GUARD, ENERGY ABSORBING TERMINAL	EACH	6.000	6.000
0860	61910	MOBILIZATION	LS	1.000	1.000

DATE 13MAY03

E S T I M A T E O F Q U A N T I T I E S

LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	6999-03-73 QUANTITY
0870	62001	CONCRETE CORRUGATED MEDIAN	S.F.	175.000	175.000
0880	62003	CONCRETE MEDIAN SLOPED NOSE	S.F.	110.000	110.000
0890	62302	DUST CONTROL SURFACE TREATMENT	S.Y.	36,320.000	36,320.000
0900	62401	WATER	MGAL	355.000	355.000
0910	62501	TOPSOIL	S.Y.	17,350.000	17,350.000
0920	62702	MULCHING	S.Y.	17,350.000	17,350.000
0930	62811	EROSION BALES, DELIVERED	EACH	80.000	80.000
0940	62812	EROSION BALES, INSTALLED	EACH	80.000	80.000
0950	62815	SILT FENCE, DELIVERED	L.F.	3,020.000	3,020.000
0960	62816	SILT FENCE, INSTALLED	L.F.	3,020.000	3,020.000
0970	62817	SILT FENCE MAINTENANCE	L.F.	3,020.000	3,020.000
0980	62819	MOBILIZATIONS, EROSION CONTROL	EACH	3.000	3.000
0990	62821	MOBILIZATIONS, EMERGENCY EROSION CONTROL	EACH	4.000	4.000
1000	62828	EROSION MAT, DELIVERED, CLASS I, URBAN, TYPE B	S.Y.	3,495.000	3,495.000
1010	62829	EROSION MAT, INSTALLED, CLASS I, URBAN, TYPE B	S.Y.	3,495.000	3,495.000
1020	62860	TURBIDITY BARRIERS	S.Y.	2,750.000	2,750.000
1030	62870	INLET PROTECTION, TYPE A	EACH	65.000	65.000
1040	62871	INLET PROTECTION, TYPE B	EACH	2.000	2.000
1050	62872	INLET PROTECTION, TYPE C	EACH	53.000	53.000
1060	62873	INLET PROTECTION, TYPE D	EACH	6.000	6.000
1070	62905	FERTILIZER, TYPE B	CWT.	16.000	16.000
1080	63003	SEEDING, TEMPORARY	LB.	242.000	242.000
1090	63009	SEEDING, MIXTURE NO. 20	LB.	183.000	183.000
1100	63011	SEEDING, MIXTURE NO. 40	LB.	351.000	351.000
1110	63411	WOOD POSTS, 4X6-INCH X 14-FT.	EACH	60.000	60.000
1120	63702	SIGNS, TYPE II, REFLECTIVE	S.F.	449.400	449.400
1130	64210	FIELD LABORATORY	LS	1.000	1.000
~~1140~~	~~64220~~	~~FIELD OFFICE, TYPE C~~	~~LS~~	~~1.000~~	~~1.000~~
1150	64301	TRAFFIC CONTROL	LS	1.000	1.000
1160	64313	TRAFFIC CONTROL, DRUMS	DAYS	42,395.000	42,395.000
1170	64318	TRAFFIC CONTROL, BARRICADES, TYPE III	DAYS	12,010.000	12,010.000
1180	64321	TRAFFIC CONTROL, WARNING LIGHTS, TYPE A	DAYS	9,940.000	9,940.000
1190	64323	TRAFFIC CONTROL, WARNING LIGHTS, TYPE C	DAYS	10,050.000	10,050.000
1200	64326	TRAFFIC CONTROL, SIGNS	DAYS	19,140.000	19,140.000
1210	64503	GEOTEXTILE FABRIC, TYPE DF	S.Y.	8,170.000	8,170.000
1220	64505	GEOTEXTILE FABRIC, TYPE R	S.Y.	7,465.000	7,465.000
1230	64506	GEOTEXTILE FABRIC, TYPE HR	S.Y.	1,420.000	1,420.000
1240	64602	PAVEMENT MARKING, 4-INCH, EPOXY	L.F.	14,678.000	14,678.000
1250	64618	PAVEMENT MARKING, CHANNELIZING, 8-INCH, EPOXY	L.F.	680.000	680.000
1260	64642	REMOVING PAVEMENT MARKINGS	L.F.	1,970.000	1,970.000
1270	64710	PAVEMENT MARKING, STOP LINE, 18-INCH, EPOXY	L.F.	111.000	111.000
1280	64722	PAVEMENT MARKING, CROSSWALK, 12-INCH, EPOXY	L.F.	143.000	143.000
1290	64734	PAVEMENT MARKING, ARROWS, TYPE 2, EPOXY	EACH	13.000	13.000
1300	64758	PAVEMENT MARKING, WORDS, EPOXY	EACH	8.000	8.000
1310	64778	PAVEMENT MARKING, CURB, EPOXY	L.F.	495.000	495.000
1320	64782	PAVEMENT MARKING, CURB RAMP, EPOXY	L.F.	30.000	30.000
1330	64790	PAVEMENT MARKING, ISLAND NOSE, EPOXY	EACH	8.000	8.000
1340	64901	TEMPORARY PAVEMENT MARKING, 4-INCH	L.F.	7,335.000	7,335.000
1350	64904	TEMPORARY PAVEMENT MARKING, 4-INCH, REMOVABLE TAPE	L.F.	13,090.000	13,090.000

DATE 13MAY03

E S T I M A T E O F Q U A N T I T I E S

LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	6999-03-73 QUANTITY
1360	64907	TEMPORARY PAVEMENT MARKING, CHANNELIZING, 8-INCH	L.F.	140.000	140.000
1370	64908	TEMPORARY PAVEMENT MARKING, CHANNELIZING, 8-INCH, REMOVABLE TAPE	L.F.	920.000	920.000
1380	65040	CONSTRUCTION STAKING, STORM SEWER SYSTEM	EACH	87.000	87.000
1390	65045	CONSTRUCTION STAKING, SUBGRADE	L.F.	5,725.000	5,725.000
1400	65050	CONSTRUCTION STAKING, CRUSHED AGGREGATE BASE COURSE	L.F.	5,725.000	5,725.000
1410	65055	CONSTRUCTION STAKING, CURB, GUTTER, AND CURB AND GUTTER	L.F.	14,300.000	14,300.000
1420	65065	CONSTRUCTION STAKING, STRUCTURE LAYOUT, STRUCTURE B-37-335	LS	1.000	1.000
1430	65085	CONSTRUCTION STAKING, ELECTRICAL, PROJECT 6999-03-73	LS	1.000	1.000
1440	65219	NONMETALLIC CONDUIT, SCHEDULE 40, 2-INCH	L.F.	717.000	717.000
1450	65221	NONMETALLIC CONDUIT, SCHEDULE 40, 3-INCH	L.F.	992.000	992.000
1460	65250	LOOP DETECTOR CONDUIT	L.F.	552.000	552.000
1470	65306	PULL BOXES, STEEL, 24X36-INCH	EACH	16.000	16.000
1480	65401	CONCRETE BASES, TYPE 1	EACH	6.000	6.000
1490	65402	CONCRETE BASES, TYPE 2	EACH	2.000	2.000
1500	65418	CONCRETE CONTROL CABINET BASES, TYPE 9	EACH	2.000	2.000
1510	65425	PEDESTAL BASES	EACH	6.000	6.000
1520	65430	TRANSFORMER BASES, STANDARD, 11 1/2-INCH BOLT CIRCLE	EACH	2.000	2.000
1530	65522	TRAFFIC SIGNAL CABLE, 4 CONDUCTOR, NO. 14	L.F.	177.000	177.000
1540	65530	TRAFFIC SIGNAL CABLE, 12 CONDUCTOR, NO. 14	L.F.	953.000	953.000
1550	65557	ELECTRICAL WIRE, TRAFFIC SIGNALS, NO. 10	L.F.	1,565.000	1,565.000
1560	65566	ELECTRICAL WIRE, LIGHTING, NO. 12	L.F.	2,700.000	2,700.000
1570	65570	ELECTRICAL WIRE, LIGHTING, NO. 4	L.F.	19,186.000	19,186.000
1580	65580	LOOP DETECTOR LEAD IN CABLE	L.F.	1,877.000	1,877.000
1590	65585	LOOP DETECTOR WIRE	L.F.	1,544.000	1,544.000
1600	65615	ELECTRICAL SERVICE, METER BREAKER PEDESTAL, CTH N AND CTH NN	LS	1.000	1.000
1610	65702	POLES, TYPE 2	EACH	2.000	2.000
1620	65732	TRAFFIC SIGNAL STANDARDS, ALUMINUM, 13-FOOT	EACH	4.000	4.000
1630	65733	TRAFFIC SIGNAL STANDARDS, ALUMINUM, 15-FOOT	EACH	2.000	2.000
1640	65803	TROMBONE ARMS, 20-FOOT	EACH	2.000	2.000
1650	65826	TRAFFIC SIGNAL FACES, 3-12 INCH VERTICAL	EACH	7.000	7.000
1660	65828	TRAFFIC SIGNAL FACES, 5-12 INCH VERTICAL	EACH	2.000	2.000
1670	65829	TRAFFIC SIGNAL FACES, 3-12 INCH HORIZONTAL	EACH	2.000	2.000
1680	65850	TRAFFIC SIGNAL MOUNTING HARDWARE, CTH NN	LS	1.000	1.000
1690	66501	SAWING EXISTING PAVEMENT	L.F.	2,743.000	2,743.000
1700	66502	SAWING CONCRETE PAVEMENT, FULL DEPTH	L.F.	10.000	10.000
1710	90004	MISC 90004A, MOVING PIER	LS	1.000	1.000
1720	90004	MISC 90004B, LIGHTING CONTROLLER, NO.2, STA. 45+50, 50' LT & ELECTRICAL SERVICE	LS	1.000	1.000
1730	90004	MISC 90004C, BRIDGE LIGHTING, STRUCTURE B-37-335	LS	1.000	1.000
1740	90004	MISC 90004D, COMBINATION RAILING, TYPE C6, STRUCTURE B-37-335	LS	1.000	1.000

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E S T I M A T E O F Q U A N T I T I E S

LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	6999-03-73 QUANTITY
1750	90005	MISC 90005A, DECORATIVE BRIDGE POLE AND LUMINAIRE, TYPE B	EACH	30.000	30.000
1760	90005	MISC 90005B, CONCRETE TRENCH DAM	EACH	5.000	5.000
1770	90005	MISC 90005C, REMOVING PULL BOX	EACH	1.000	1.000
1780	90005	MISC 90005D, SPECIAL SEALING FOR STORM SEWER JOINTS AND CONNECTIONS	EACH	14.000	14.000
1790	90008	MISC 90008A, PORTABLE CHANGEABLE MESSAGE SIGN	DAY	90.000	90.000
1800	90030	MISC 90030A, CONSTRUCTION STAKING, CABC OPEN GRADED, NUMBER 2	L.F.	3,556.000	3,556.000
1810	90030	MISC 90030B, REMOVING STORM SEWER PIPE	L.F.	210.000	210.000
1820	90030	MISC 90030C, HES CONCRETE CURB AND GUTTER, 30-INCH, TYPE D	L.F.	705.000	705.000
1830	90030	MISC 90030D, HES CONCRETE CURB AND GUTTER, 18-INCH, TYPE D	L.F.	100.000	100.000
1840	90030	MISC 90030E, PIPE RAILING	L.F.	220.000	220.000
1850	90030	MISC 90030F, REMOVING CABLE GUARD FENCE	L.F.	1,010.000	1,010.000
1860	90030	MISC 90030G, INSTALLING CONDUIT, 2-INCH	L.F.	4,549.000	4,549.000
1870	90030	MISC 90030H, STORM SEWER, PVC, SDR 18, 12-INCH	L.F.	319.000	319.000
~~1880~~	~~90030~~	~~MISC 90030I, STORM SEWER, PVC, SDR18, 15 INCH~~	~~L.F.~~	~~103.000~~	~~103.000~~
1890	90031	MISC 90031A, REMOVING SPLIT BLOCK RETAINING WALL	S.F.	450.000	450.000
1900	90033	MISC 90033A, PREPARATION FOR LAWN TURF	S.Y.	9,645.000	9,645.000
1910	90034	MISC 90034A, SEDIMENT REMOVAL	C.Y.	7,580.000	7,580.000
1920	90034	MISC 90034B, SELECTED BORROW EXCAVATION, CLEAR STONE	C.Y.	5,665.000	5,665.000
1930	90034	MISC 90034C, GRANULAR SUBBASE COURSE, SPECIAL	C.Y.	39,538.000	39,538.000
1940	90035	MISC 90035A, WALLEYE SPAWNING SURFACE MATERIAL	TON	1,040.000	1,040.000
1950	90035	MISC 90035B, CONTAMINATED SOIL MANAGEMENT	TON	350.000	350.000
1960	90319	ABANDONING SEWER	C.Y.	18.000	18.000
1970	90365	QMP, BASE COURSES	TON	32,210.000	32,210.000
1980	90465	PILE REDRIVING	EACH	5.000	5.000
1990	90501	QMP, READY MIXED CONCRETE MASONRY FOR BRIDGES, 5 CYLINDERS	C.Y.	5,805.000	5,805.000
2000	90502	QMP, BRIDGE STRENGTH INCENTIVE, CONCRETE MASONRY	DOL	55,728.000	55,728.000
2010	90591	TEMPORARY COVER PLATES	EACH	2.000	2.000
2020	90616	MARKER POSTS, FLEXIBLE, FOR CULVERT END	EACH	12.000	12.000
2030	90859	TRAFFIC SIGNAL CONTROLLER, FULLY ACTUATED, 8 PHASE	EACH	1.000	1.000

DATE 13MAY03

ESTIMATE OF QUANTITIES

6999-03-73

LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	
2045	30404	CRUSHED AGGREGATE BASE COURSE	TON	275.00	275.00
2050	30430	CABC, OPEN GRADED, NUMBER 2	TON	470.00	470.00
2055	40204	ASPHALTIC MATERIAL FOR TACK COAT	GAL	85.00	85.00
2060	40301	QMP, ASPHALTIC MIXTURE	TON	545.00	545.00
2065	40501	ASPHALTIC MATERIAL FOR PLANT MIXES	TON	33.00	33.00
2070	40723	ASPHALTIC CONCRETE PAVEMENT, TYPE E-3	TON	545.00	545.00
2075	41621	CONCRETE PAVEMENT, APPROACH SLAB	SY	189.00	189.00
2080	60133	CONCRETE CURB AND GUTTER, 30-INCH, TYPE D	LF	615.00	615.00
2085	60204	CONCRETE SIDEWALK, 4-INCH	SF	1520.00	1520.00
2090	61201	PIPE UNDERDRAIN, 6-INCH	LF	615.00	615.00
2095	61407	STEEL THRIE BEAM STRUCTURE APPROACH	LF	66.20	66.20
2100	61408	STEEL PLATE BEAM GUARD, CLASS A	LF	37.50	37.50
2105	61435	STEEL PLATE BEAM GUARD, ENERGY ABSORBING TERMINAL	EACH	2.00	2.00
2110	64602	PAVEMENT MARKING, 4-INCH, EPOXY	LF	1400.00	1400.00
2115	63702	SIGNS, TYPE II, REFLECTIVE	SF	10.00	10.00
2120	63411	WOOD POSTS, 4X6-INCH X 14-FT	EACH	2.00	2.00
2125	65050	CONSTRUCTION STAKING, CABC	LF	145.00	145.00
2130	65055	CONSTRUCTION STAKING, CURB, GUTTER, AND CURB AND GUTTER	LF	615.00	615.00
2135	90365	QMP, BASE COURSES	TON	745.00	745.00
2140	90030	MISC. 90030A, CONSTRUCTION STAKING, CABC, OPEN GRADED, NUMBER 2	LF	390.00	390.00
2145	64503	GEOTEXTILE FABRIC, TYPE DF	SY	270.00	270.00
2150	90030	MISC. 90030J, STORM SEWER, PVC, SDR 18, 14-INCH	LF	103.00	103.00
2155	52148	STEEL APRON ENDWALL FOR CULVERT PIPE, 15-INCH	EACH	1.00	1.00
2160	90545	CONCRETE COLLAR	EACH	1.00	1.00
2165	81121	SPLICES, 9 x SPEEL PILING, DELIVERED AND DRIVEN, HP 10-INCH 42 POUND	EACH	36.00	36.00
2170	64220	FIELD OFFICE, TYPE C	LS	1.00	1.00
2175	90005	MISC. 90005E, DUCTILE IRON, 11¼ DEGREE BEND, 12-INCH	EACH	2.00	2.00
2180	90005	MISC. 90005F, DUCTILE IRON, 45 DEGREE BEND, 12-INCH	EACH	1.00	1.00
2190	90005	MISC. 90005G, FIELD OFFICE, TYPE C	EACH	-1.00	-1.00
2195	60170	CONCRETE CURB AND GUTTER, 36-INCH, TYPE D	LF	300.00	300.00
2200	61158	INLET COVERS, TYPE B-A	EACH	2.00	2.00
2205	61165	INLET COVERS, TYPE F	EACH	2.00	2.00
2210	90004	MISC. 90004E, INSTALL EMERGENCY VEHICLE PREEMPTION (EVP) EQUIPMENT	LS	1.00	1.00
2215	90031	MISC. 90031B, CURB RAMP DETECTABLE WARNING FIELD	SF	24.00	24.00
2220	90036	MISC. 90036A, ICE	LB	47,300.00	47,300.00
2225	41512	CONCRETE PAVEMENT, 12-INCH	SY	43.50	43.50
2230	52264	RCCP, APRON ENDWALLS, 24-INCH	EACH	1.00	1.00
2235	60829	REINFORCED CONCRETE PIPE, CLASS III, STORM SEWER, 24-INCH	LF	12.50	12.50
2240	41104	ASPHALTIC SURFACE, SAFETY ISLANDS	TON	73.00	73.00
2245	64770	PAVEMENT MARKING, DIAGONAL, 12-INCH, EPOXY	LF	63.30	63.30

DATE 13MAY03

ESTIMATE OF QUANTITIES

6999-03-73

LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	QUANTITY
2250	90004	Misc. 90004E, Traffic Signal Face, LED Conversion	LS	1.00	1.00
2265	90031	Misc. 90031C, Pavement Marking, Concrete Corrugated Median, Epoxy	SF	59.40	59.40
2275	90004	Misc. 90004G, Repair to Parapet, Prestressed Girder Retrofit and Pier Retrofit	LS	1.00	1.00
2280	90005	Misc. 90005H, Steel Posts	EACH	5.00	5.00
2285	90005	Misc. 90005J, Steel Posts, Galvanized	EACH	5.00	5.00
2290	63822	Moving Signs, Type II	EACH	4.00	4.00

NOTE:
ALL ITEMS ON THIS PAGE ARE FOR CATEGORY 0010

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CLEARING AND GRUBBING

STATION TO STATION	LOCATION	(20101) CLEARING (STA.)	(20104) GRUBBING (STA.)	(20102) CLEARING (I.D.)	(20105) GRUBBING (I.D.)
17+00-24+00	---	7	7	---	---
25+00-29+00	---	4	4	---	---
31+70-32-65	LT	---	---	211	211
33+60-34+82	RT	---	---	70	70
61+50-63+50	---	2	2	---	---
63+85	LT	---	---	18	18
64+00	LT	---	---	8	8
TOTAL		13	13	307	307

REMOVING SMALL PIPE CULVERTS

STATION	LOCATION	(20335) QUANTITY (EACH)	DESCRIPTION
20+65	RT	1	24" X 54' CMP
23+75	LT & RT	1	24" X 69' CMP
27+30	LT & RT	1	24" X 53' CMP
29+15	LT	1	12" X 24' CMP
29+60	LT	1	12" X 31' CMP
31+35	LT	1	12" X 37' CMP
32+45	RT	1	12" X 20' CMP
33+35	RT	1	12" X 20' CMP
34+35	RT	1	12" X 20' CMP
98+90	BLUEBIRD LANE	1	6" X 21' CMP
119+00	GOOSE LANE	1	12" X 48' CMP
119+30	GOOSE LANE	1	12" X 20' CMP
119+63	GOOSE LANE	1	12" X 44' CMP
128+60	MALLARD LANE	1	15" X 60' CMP
TOTAL		14	

REMOVING ASPHALTIC SURFACE

STATION TO STATION	LOCATION	(20402) QUANTITY (S.Y.)
11+26-11+85	RT	69
11+85	LT	31
12+00	RT	31
15+10	RT	39
17+15	LT	8
32+20	LT	92
32+80	LT	164
98+90	BLUEBIRD LANE RT	27
100+60	BLUEBIRD LANE LT	20
106+80-107+50	CTH NN LT	32
127+90	MALLARD LANE RT	41
127+65-129+25	MALLARD LANE LT	122
8'A'+45-9'A'+80	11 TH AVENUE	305
297+75	FRONTAGE ROAD LT	44
32+50-34+50	TEMPORARY ROAD	415
33+00-44+50	TEMPORARY ROAD	2,760
35+50-39+00	TEMPORARY ROAD	965
		5,165

REMOVING CURB AND GUTTER

STATION TO STATION	LOCATION	(20405) QUANTITY (L.F.)
9+90-12+20	MEDIAN	470
9+90-13+24	RT	334
10+50-13+53	LT	303
14+02-16+34	RT	232
14+36-18+11	LT	375
18+04-19+50	RT	146
19+50-23+13	LT & RT	363
BLUEBIRD LANE	LT & RT	143
CTH NN	LT & RT	800
GOOSE LANE	RT	30
TOTAL		3,196

REMOVING CONCRETE SIDEWALK

STATION	LOCATION	(20406) QUANTITY (S.Y.)
12+85	RT	51
16+35	LT	9
TOTAL		60

REMOVING FENCE

STATION TO STATION	LOCATION	(20412) QUANTITY (L.F.)
33+18-34+63	RT	145
63+02	LT & RT	125
TOTAL		270

REMOVING CONCRETE BASES

STATION	LOCATION	(20422) QUANTITY (EACH)
11+85	RT	1
TOTAL		1

CONCRETE DRIVEWAY, 6-INCH

STATION	LOCATION	(41605) QUANTITY (S.Y.)
16+35	LT	15
TOTAL		15

REMOVING GUARDRAIL

STATION TO STATION	LOCATION	(20411) QUANTITY (L.F.)
16+40-24+70	RT	795
34-50-44+60	RT	1,050
34+65-44+70	LT & RT	1,065
8'A'+15-8'A'+56	LT	41
8'A'+15-8'A'+49	RT	34
TOTAL		2,985

REMOVING INLETS

STATION	LOCATION	(20416) QUANTITY (EACH)
16+08	LT	1
16+30	RT	1
18+08	LT	1
20+65	RT	1
109+59	CTH NN RT	1
TOTAL		5

ABANDONING MANHOLES

STATION	LOCATION	(20480) QUANTITY (EACH)
34+17	LT	1
TOTAL		1

ABANDONING WELLS

STATION	LOCATION	(20483) QUANTITY (EACH)
63+45	LT	1
TOTAL		1

CONCRETE PAVEMENT APPROACH SLAB

STATION TO STATION	(41621) QUANTITY (S.Y.)
45+46.62-45+77.88	189
TOTAL	189

EARTHWORK SUMMARY

STATION TO STATION	LOCATION	(20501) COMMON EXCAVATION (C.Y.)	(90034A) SEDIMENT* REMOVAL (C.Y.)	FILL (C.Y.)	△ EXPANDED FILL (C.Y.)	WASTE (C.Y.)
33+00-45+90	STAGE 1	90	2,190	---	---	90
10+50-45+78	STAGE 2	7,525	5,390	6,235	8,105	-580
9+90-33+00	STAGE 3	6,930	---	1,046	1,360	5,570
33+00-45+00	STAGE 4	2,440	---	1,312	1,705	735
61+53-64+00	LT & RT	2,510	---	792	1,030	1,480
BLUEBIRD LANE	---	530	---	7	10	520
CTH NN	---	2,295	---	39	50	2,245
GOOSE LANE	---	90	---	289	375	-285
MALLARD LANE	---	335	---	74	95	240
FRONTAGE ROAD	---	1,575	---	1,212	1,575	---
11 TH AVENUE	---	340	---	11	15	325
TOTAL		24,660	7,580*	11,017	14,320	10,340

△-EXPANSION FACTOR= 1.30

*-DOES NOT INCLUDE PIER LOCATIONS. COVERED UNDER EXCAVATION OF STRUCTURE ON THE STRUCTURE PLANS

CRUSHED AGGREGATE BASE COURSE

STATION TO STATION	(30404) CRUSHED AGGREGATE BASE COURSE (TON)	(30420) CRUSHED AGGREGATE BASE COURSE, OPEN GRADED NO. 2 (TON)	(90365) QUALITY MANAGEMENT PROGRAM BASE COURSES (TON)	(62401) WATER (MGAL.)
9+90-23+47.30	6,680	2,450	9,130	100
23+47.30-34+25.30	6,055	2,010	8,065	85
34+25.30-45+77.88	5,040	1,785	6,825	70
61+53.34-64+00	1,010	---	1,010	10
TEMPORARY ROAD	1,535	---	1,535	20
BLUEBIRD LANE	585	---	585	10
CTH NN	1,575	---	1,575	20
GOOSE LANE	480	---	480	5
MALLARD LANE	505	---	505	5
FRONTAGE ROAD	1,790	---	1,790	20
11TH AVENUE	300	---	300	5
DRIVEWAYS	410	---	410	5
TOTAL	25,965	6,245	32,210	355

LEVELS ON - 1,2,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,59,60,62,63

STATE PROJECT NUMBER: 6999-03-73 | HWY: CTH N | COUNTY: MARATHON | MISCELLANEOUS QUANTITIES | SCALE, FEET 0 N/A | SHEET NO: 73 | E

FILE NAME : g:\2001\20012047\MS\Planset-South\quantity.dgn PLOT DATE : 05/07/03 PLOT BY : $$...plotuser...$$ PLOT NAME : ORG DATE : 10-14-02 Originator : Dist PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 43

ASPHALTIC SUMMARY

STATION TO STATION	(40723) ASPHALTIC CONCRETE PAVEMENT, TYPE E-3 (TON)	(41105) ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES (TON)	(41106) ASPHALTIC SURFACE, TEMPORARY (TON)	(40301) QUALITY MANAGEMENT PROGRAM, ASPHALTIC MIXTURES (TON)	(40204) ASPHALTIC MATERIAL FOR TACK COAT (GAL)	(40501) ASPHALTIC MATERIAL FOR PLANT MIXES (TON)
9+90-23+47.30	2,705	---	40	2,705	430	168
23+47.30-34+25.30	2,140	---	80	2,140	345	138
34+25.30-45+77.88	2,160	---	10	2,160	345	131
TEMPORARY ROAD	---	---	485	---	70	30
BLUEBIRD LANE	185	---	---	185	20	11
CTH NN	470	---	---	470	50	29
GOOSE LANE	155	---	---	155	20	10
MALLARD LANE	160	---	---	160	20	10
FRONTAGE ROAD	475	---	---	475	55	29
11TH AVENUE	105	---	---	105	15	7
DRIVEWAYS	---	155	---	---	---	10
TOTAL	8,555	155	615	8,555	1,370	573

NOTE:
ALL ITEMS ON THIS PAGE ARE FOR CATEGORY 0010

3

CULVERT PIPES AND APRON ENDWALLS

STATION	LOCATION	(52001) CULVERT PIPE 12" DIAMETER (L.F.)	(52103) C.S.C.P. 12" DIA. (L.F.)	(52225) R.C.C.P. 12" DIA. (L.F.)	R.C.C.P. CLASS	THICKNESS STEEL	THICKNESS ALUMINUM	(52059) APRON ENDWALLS FOR CULVERT PIPE 12" (EACH)	(52147) STEEL APRON ENDWALLS FOR CULVERT PIPE 12" (EACH)	(52260) REINFORCED CONCRETE APRON ENDWALLS FOR CULVERT PIPE 12" (EACH)	SILT * FENCE (L.F.)	REMARKS
62+08	LT	---	10	---	---	0.064	0.060	---	1	---	15	EXTEND LT
98+93	BLUEBIRD LANE	---	---	22	IV	---	---	---	---	2	30	
118+90	GOOSE LANE	24	---	---	---	0.064	0.060	2	---	---	30	
TOTAL		24	10	22				2	1	2	75*	

*-QUANTITIES ARE INCLUDED IN A LISTING ELSEWHERE

HEAVY RIPRAP

STATION TO STATION	LOCATION	(60602) QUANTITY (C.Y.)
16+34	RT	15
18+46	RT	9
20+50	RT	9
22+95	RT	10
25+50	RT	9
28+15	RT	10
35+15	RT	10
37+22	RT	10
40+70	RT	9
61+93	LT	9
8'A'+15-8'A'35	LT & RT	50
TOTAL		150**

**-DOES NOT INCLUDE QUANTITIES SHOWN ON STRUCTURE PLANS.

MEDIUM RANDOM RIPRAP

STATION TO STATION	LOCATION	(60604) QUANTITY (C.Y.)
35+50-45+93	LT	1,710
35+50-45+52	RT	1,195
61+73-62+50	LT	200
9'A'+90-10'A'+00	LT	10
TOTAL		3,115

CONCRETE CURB AND GUTTER

STATION TO STATION	LOCATION	(60120) 18-INCH, TYPE D (L.F.)	(60133) 30-INCH, TYPE D (L.F.)	(90030C) 30-INCH, TYPE D HES CONCRETE (L.F.)	(90030D) 18-INCH, TYPE D HES CONCRETE (L.F.)
9+90-23+47.30	LT	2,320	940	---	---
9+90-23+47.30	RT	---	1,220	---	---
12+00-12+80	PARKING LOT (LT)	80	---	---	---
19+02-19+36	ISLAND (LT)	---	---	---	100
23+47.30-34+25.30	LT	2,090	1,015	---	---
23+47.30-34+25.30	RT	---	1,070	---	---
34+25.30-45+77.88	LT	575	1,070	---	---
34+25.30-45+77.88	RT	---	1,150	---	---
BLUEBIRD LANE	LT & RT	---	205	---	---
CTH NN	LT & RT	---	---	705	---
GOOSE LANE	LT & RT	---	120	---	---
MALLARD LANE	LT & RT	---	135	---	---
FRONTAGE ROAD	LT & RT	---	1,505	---	---
TOTAL		5,065	8,430	705	100

CONCRETE SIDEWALK

STATION TO STATION	LOCATION	(60204) 4-INCH (S.F.)	(60206) 6-INCH (S.F.)
23+62-34+22	LT	6,390	---
34+88-46+00	LT	6,580	---
40+95-43+10	LT	---	1,260
TOTAL		12,970	1,260

TEMPORARY PRECAST CONCRETE BARRIER

STAGE	STATION TO STATION	(60305) CONTRACTOR FURNISHED AND DELIVERED (L.F.)	(60308) CONTRACTOR FURNISHED AND INSTALLED (L.F.)
1	34+50-44+25	1,010	1,010
2A	33+00-44+75	1,390	2,400
4	37+70-44+50	---	700
TOTAL		2,400	4,110

STORM SEWER SUMMARY

TYPE	ITEM NUMBER	QUANTITY
12" RCCP ENDWALLS	(52260)	6 EACH
15" RCCP ENDWALLS	(52261)	4 EACH
18" RCCP ENDWALLS	(52262)	1 EACH
21" RCCP ENDWALLS	(52263)	1 EACH
12" RCP, CLASS III, STORM SEWER	(60825)	1,802 L.F.
15" RCP, CLASS III, STORM SEWER	(60826)	576 L.F.
18" RCP, CLASS III, STORM SEWER	(60827)	125 L.F.
21" RCP, CLASS III, STORM SEWER	(60828)	341 L.F.
CATCH BASINS, TYPE 2	(61102)	50 EACH
CATCH BASINS, TYPE 3	(61103)	6 EACH
CATCH BASINS, TYPE 5	(61105)	8 EACH
MANHOLES, TYPE 1	(61110)	8 EACH
INLETS, TYPE 3	(61122)	2 EACH
MANHOLE COVERS, TYPE J	(61151)	8 EACH
INLET COVERS, TYPE H-S	(61156)	13 EACH
INLET COVERS, TYPE C	(61163)	6 EACH
INLET COVERS, TYPE H	(61167)	24 EACH
INLET COVERS, TYPE Z	(61168)	21 EACH
INLET COVERS, TYPE S	(61179)	2 EACH
INLET PROTECTION, TYPE A	(62870)	65 EACH
INLET PROTECTION, TYPE B	(62871)	2 EACH
INLET PROTECTION, TYPE C	(62872)	53 EACH
INLET PROTECTION, TYPE D	(62873)	6 EACH
12" PVC,SDR18, STORM SEWER	(90030H)	319 L.F.
15" PVC,SDR18, STORM SEWER	(90030I)	103 L.F.
MARKER POST FLEXIBLE FOR CULVERT ENDS	(90616)	12 EACH

SEE CHART FOR LOCATIONS

CATCH BASINS, COVERS, ENDWALLS, INLETS AND MANHOLES

NO.	STATION	OFFSET	STRUCTURE TYPE	COVER TYPE	GRATE ELEVATION	DEPTH (FEET)	LOCATION FROM	LOCATION TO	INVERT ELEVATION (FEET) INLET	INVERT ELEVATION (FEET) DISCHARGE	STORM SEWER 12-INCH (L.F.)	STORM SEWER 15-INCH (L.F.)	STORM SEWER 18-INCH (L.F.)	STORM SEWER 21-INCH (L.F.)	24-INCH REINFORCED CONCRETE ENDWALLS 12-INCH (EACH)	15-INCH (EACH)	18-INCH (EACH)	21-INCH (EACH)	24" (EACH)	PIPE CLASS	INLET PROTECTION (TYPE)	MARKER POST FLEXIBLE FOR CULVERT ENDS (EACH)
1.1A	~~10+95~~ 11+09	44.5' LT	CB-2	H	1190.85	2.~~19~~ 11	1.1A	1.1B	1187.~~79~~ 82	1187.~~74~~ 70	~~5~~ 5.1	--	--	--	--	--	--	--		III	A,C	--
1.1B	~~11+00~~ 11+09	44.5' LT	CB-2	H	1190.85	2.~~19~~ 23	1.1B	1.2B	1187.~~74~~ 70	1187.~~46~~ 37	~~69~~ 69.7	--	--	--	--	--	--	--		III	A,C	--
1.2A	10+95	26.5' RT	CB-2	H	1191.21	~~2.88~~ 2.96	1.2A	1.2B	1187.~~36~~ 33	1187.~~31~~ 30	~~5~~ 5.1	--	--	--	--	--	--	--		III	A,C	--
1.2B	11+00	26.5' RT	CB-2	H	1191.21	~~2.99~~ 3.11	1.2B	1.3	1187.~~31~~ 18	1186.~~61~~ 64	--	174	--	--	--	--	--	--		III	A,C	--
1.3	12+74.40	26.5' RT	CB-2	H	1190.35	3.07	1.3	1.6	1186.~~36~~ 37	1185.~~90~~ 59	--	~~77~~ 77.9	--	--	--	--	--	--		III	A,C	--
1.4	101+11.70	14.5' RT	~~CB-2~~ H-S	H-S	1189.94	1.83	1.4	1.3	1187.~~10~~ 09	1186.~~46~~ 51	~~64~~ 64.5	--	--	--	--	--	--	--		III	A,C	--
1.5	100+45	18.0' LT	CB-3	C	1188.70	1.93	1.5	1.6	1185.~~85~~ 90	1185.~~65~~ 70	~~40~~ 39.6	--	--	--	--	--	--	--		III	B	--
1.6	13+50	12.0' RT	MH-1	J	1190.28	3.65	1.6	1.12	1185.~~55~~53	1185.~~30~~ 17	--	--	~~63~~ 61.3	--	--	--	--	--		III	A	--
1.7	12+59.70	50.2' LT	CB-2	Z	1190.17	2.71	1.7	1.8	1186.54	1186.~~00~~ 05	~~78~~ 79.6	--	--	--	--	--	--	--		III	--	--
1.8	13+29.30	16.2' LT	CB-2	Z	1190.22	3.32	1.8	1.9	1185.~~98~~ 96	1185.~~95~~ 90	~~6~~ 6.5	--	--	--	--	--	--	--		III	A,C	--
1.9	13+34.50	13.5' LT	CB-2	Z	1190.22	3.45	1.9	1.6	1185.~~85~~ 87	1185.~~70~~ 68	~~29~~ 29.2	--	--	--	--	--	--	--		III	A,C	--
1.10	98+68	20.0' LT	CB-3	C	1188.90	2.09	1.10	1.~~11~~0A	1185.~~80~~ 92	1185.~~42~~ 67	~~75~~ 37.2	--	--	--	--	--	--	--		III	A,C	--
1.11	99+37	17.5' RT	CB-3	C	1187.85	1.61	1.11	1.12	1185.~~32~~ 24	1185.~~15~~ 07	~~29~~ 32.1	--	--	--	--	--	--	--		III	A	--
1.12	13+79.90	44.5' LT	CB-5	H	1189.47	3.55	1.12	1.~~14~~ 13	1185.~~80~~ 95	1184.~~39~~ 23	--	--	--	--	--	--	--	--		III	A	--
1.13	15+32	44.5' LT	CB-5	H-S	1188.80	3.73	1.13	1.14	1184.~~04~~ 98	1183.~~59~~ 51	--	--	--	~~152~~ 156.2	--	--	--	--		III	A,C	--
1.14	16+42.60	16.5' LT	CB-5	Z	1189.03	4.87	1.14	1.15	1183.24	1183.~~07~~ 03	--	--	--	~~111~~ 113.5	--	--	--	--		III	A,C	--
1.15	16+38	26.5' RT	CB-5	H	1188.53	4.89	1.15	~~1.16~~ 2.61	1182.~~72~~ 69	1182.~~59~~ 0.18	--	--	--	~~43~~ 44.8	--	--	--	--		III	A,C	--
~~1.16~~	~~16+33.20~~	~~56.6' RT~~	ENDWALL	--	--	--	--	--	--	--	--	--	--	~~32~~ 20.5	--	--	--	--		III	A,C	--
2.1	108+57.50	26.5' LT	CB-2	H	1186.95	3.54	2.1	2.2	1182.~~54~~ 57	1182.~~05~~ 03	~~93~~ 96.1	--	--	--	--	--	--	~~1~~		III	--	1
2.2	109+32.20	~~30.5'~~ RT 33.2'	CB-2	H-S	1186.47	3.58	2.2	2.3	1181.~~89~~ 91	1181.~~66~~ 61	~~47~~ 44.4	--	--	--	--	--	--	--		III	A,C	--
2.3	18+19.40	48.5' LT	CB-2	H	1187.41	5.07	2.3	2.4B	1181.~~46~~ 39	1181.~~29~~ 17	~~33~~ 33.5	--	--	--	--	--	--	--		III	A,C	--
2.4A	18+27.80	16.5' LT	CB-2	Z	1186.25	4.24	2.4A	2.4B	1181.~~14~~ 15	1181.~~09~~ 12	~~5~~ 5.1	--	--	--	--	--	--	--		III	A,C	--
2.4B	18+32.80	16.5' LT	CB-2	Z	1186.25	4.24	2.4B	2.5	1181.~~09~~ 13	1181.~~06~~ 05	~~6~~ 6.2	--	--	--	--	--	--	--		III	A,C	--
2.5	18+37.80	~~15.2'~~ LT 19.2'	CB-2	Z	1186.25	4.52	2.5	2.6	1180.~~81~~ 77	1180.~~57~~ 51	~~40~~ 40.5	--	--	--	--	--	--	--		III	A,C	--
2.6	18+44	26.5' RT	~~CB-2~~ CB-5	H	1185.40	4.32	2.6	2.7	~~1180.16~~	~~1180.80~~ 79.77	~~16~~	--	--	--	--	--	--	--		III	A,C	--
2.7	18+46	41.0' RT	ENDWALL	--	--	--	--	--	--	~~79.79~~ --	--	--	--	--	12.5	--	--	--		III	A,D	--
3.1A	20+45	16.5' LT	CB-2	Z	1177.27	4.22	3.1A	3.1B	1172.18	1171.~~33~~ 12	~~5~~ 5.5	--	--	--	--	--	--	~~1~~	1	III	--	1
3.1B	20+50	16.5' LT	CB-2	Z	1177.27	4.22	3.1B	3.2	1172.~~13~~ 12	1171.~~92~~ 93	~~43~~ 42.3	--	--	--	--	--	--	--		III	A,C	--
3.2	20+50	26.5' RT	CB-2	H	1176.43	3.74	3.2	3.3	1171.~~77~~ 88	1171.~~53~~ 65	~~28~~ 27.0	--	--	--	--	--	--	--		III	A,C	--
3.3	20+50	53.8' RT	ENDWALL	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--		III	A,C	--
4.1	~~118+00~~ 35	~~25.0'~~ LT 28.1'	ENDWALL	--	--	--	4.1	4.2	1164.~~25~~ 3.96	1162.~~69~~ 61	~~125~~ 97.5	--	--	--	--	1	--	--		III	--	1
4.2	119+10	33.5' RT	CB-3	C	1165.00	1.46	4.2	4.3	1162.~~64~~ 57	1162.~~42~~ 38	~~48~~ 47.5	--	--	--	--	1	--	--		III	--	1
4.3	22+82.80	44.5' LT	CB-2	H	1169.52	6.28	4.3	4.4B	1162.~~38~~ 29	1162.~~22~~ 20	~~27~~ 27.1	--	--	--	--	--	--	--		III	A	--
4.4A	~~22+80~~ 22+82.80	16.5' LT	CB-2	Z	1168.99	5.86	4.4A	4.4B	1162.~~16~~ 21	1161.~~11~~ 2.17	~~5~~ 5.2	--	--	--	--	--	--	--		III	A,C	--
4.4B	22+90.20	16.5' LT	CB-2	Z	1168.89	5.89	4.4B	4.5	1162.~~11~~ 10	1162.~~03~~ 00	--	~~6~~ 6.5	--	--	--	--	--	--		III	A,C	--
4.5	22+95.40	15.2' LT	CB-2	Z	1168.89	5.98	4.5	4.6	1161.99	1161.82	--	~~43~~ 43.5	--	--	--	--	--	--		III	A,C	--
4.6	22+94.60	29.3' RT	CB-2	H	1167.96	5.32	4.6	4.7	1161.72	1161.60	--	~~31~~ 28.5	--	--	--	--	--	--		III	A,C	--
4.7	22+94.60	59.2' RT	ENDWALL	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--		III	A,D	--
5.1	26+00	16.5' LT	CB-2	Z	1165.78	2.58	5.1	5.3	1162.~~28~~ 31	1162.~~01~~ 1.96	~~53~~ 52.3	--	--	--	--	--	1	--		III	--	1
5.2	25+50	16.5' LT	CB-2	Z	1165.79	2.78	5.2	5.3	1162.~~09~~ 15	1162.~~01~~ 1.98	~~17~~ 16.4	--	--	--	--	--	--	--		III	A,C	--
5.3	25+50	1.5' LT	CB-2	Z	1165.43	2.60	5.3	5.4B	1161.~~91~~ 92	1161.~~78~~ 74	~~29~~ 32.0	--	--	--	--	--	--	--		III	A,C	--
5.4A	25+45	29.5' RT	~~I-3~~ H-S	H-S	1164.89	2.36	5.4A	5.4B	1161.~~65~~ 79	1161.~~61~~ 64	~~5~~ 5.5	--	--	--	--	--	--	--		III	A,C	--
5.4B	25+50	29.5' RT	I-3	H-S	1164.89	2.36	5.4B	5.5	1161.~~61~~ 66	1161.~~40~~ 41	~~21~~ 17.7	--	--	--	--	--	--	--		III	A,D	--
5.5	25+50	49.5' RT	ENDWALL	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--		III	A,D	--
6.1	295+00	~~23.5'~~ LT 22.4'	CB-3	C	1165.70	1.64	6.1	6.2	1163.14	1163.~~09~~ 07	~~10~~ 9.7	--	--	--	--	1	--	--		III	--	1
6.2	295+00	14.5' LT	CB-2	H	1166.63	2.72	6.2	6.3	1162.~~39~~ 34	1162.~~92~~ 96	~~14~~ 13.6	--	--	--	--	--	--	--		III	A	--
6.3	295+00	0.0' RL	MH-1	J	1166.95	3.05	6.3	6.5	1162.~~82~~ 89	1162.~~18~~ 20	~~159~~ 158.7	--	--	--	--	--	--	--		III	A,C	--
6.4	295+00	14.5' RT	CB-2	H	1166.63	2.66	6.4	6.3	1163.~~05~~ 09	1162.~~92~~ 91	~~14~~ 13.5	--	--	--	--	--	--	--		III	--	--
6.5	293+41	0.0' RL	MH-1	J	1166.16	3.00	6.5	6.10	1162.~~00~~ 11	1161.~~89~~ 80	~~62~~ 63.5	--	--	--	--	--	--	--		III	A,C	--
6.6	292+52.50	14.5' LT	CB-2	H	1165.39	1.79	6.6	6.8	1162.~~68~~ 73	1162.~~55~~ 53	~~14~~ 13.6	--	--	--	--	--	--	--		III	--	--
6.7	292+52.50	14.5' RT	CB-2	H	1165.39	1.79	6.7	6.8	1162.~~68~~ 66	1162.~~55~~ 56	~~14~~ 13.6	--	--	--	--	--	--	--		III	A,C	--
6.8	292+52.50	0.0' RL	MH-1	J	1165.71	2.18	6.8	6.5	1162.~~45~~ 50	1162.~~10~~ 17	~~89~~ 89.0	--	--	--	--	--	--	--		III	A,C	--
6.9A	27+45	47.5' LT	CB-2	H-S	1165.48	2.46	6.9A	6.9B	1162.~~15~~ 14	1162.~~10~~ 12	~~5~~ 5.2	--	--	--	--	--	--	--		III	--	--
6.9B	27+50	47.5' LT	CB-2	H-S	1165.48	2.46	6.9B	6.10	1162.~~10~~ 12	1161.~~09~~ 82	--	~~71~~ 70.0	--	--	--	--	--	--		III	A,C	--
6.10	28+15	16.5' LT	CB-5	Z	1166.26	3.55	6.10	6.11	1161.~~79~~ 77	1161.74	--	--	~~17~~ 16.3	--	--	--	--	--		III	A,C	--
6.11	28+15	1.5' LT	CB-5	Z	1166.62	4.06	6.11	6.12	1161.~~64~~ 62	1161.~~55~~ 53	--	--	~~29~~ 30.2	--	--	--	--	--		III	A,C	--
6.12	28+15	29.5' RT	CB-5	H	1166.08	3.71	6.12	6.13	1161.~~45~~ 47	1161.~~40~~ 37	--	--	~~18~~ 14.1	--	--	--	--	--		III	A,C	--
6.13	28+15	44.0' RT	ENDWALL	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--		III	A,C	--
7.1	299+19.40	14.5' RT	~~CB-2~~ I-3	H-S	1165.40	1.39	7.1	7.2	1163.09	1162.88	~~52~~ 48.5	--	--	--	--	1	--	--		--	--	1
7.2	299+64	14.5' LT	~~CB-2~~ I-3	H-S	1165.24	3.44	7.2	7.3	1162.88	1162.72	~~53~~ 56.7	--	--	--	--	--	--	--		PVC ~~III~~ SDR18	A,C	--
7.3	128+40	15.0' LT	MH-1	J	1166.61	2.81	7.3	7.5	1162.72	1162.46	~~36~~ 80.6	--	--	--	--	--	--	--		PVC ~~III~~ SDR18	A,C	--
7.4	129+25.70	17.5' RT	~~CB-2~~ I-3	H-S	1165.77	2.25	7.4	7.5	1162.60	1162.51	~~32~~ 35.0	--	--	--	--	--	--	--		PVC,SDR18	--	--
7.5	129+25.70	15.0' LT	MH-1	J	1166.02	2.48	7.5	7.10	1162.46	1162.21	~~82~~ 81.7	--	--	--	--	--	--	--		PVC,SDR18	A,C	--
7.6	33+92	47.5' LT	CB-2	H	1166.49	2.61	7.6	7.7	1162.~~96~~ 92	1162.~~87~~ 60	~~29~~ 29.4	--	--	--	--	--	--	--		PVC,SDR18	--	--
7.7	33+94.50	16.5' LT	CB-2	Z	1166.99	3.30	7.7	7.8	1162.~~77~~ 52	1162.~~75~~ 44	~~6~~ 5.8	--	--	--	--	--	--	--		PVC,SDR18	A,C	--
7.8	33+99.50	15.2' LT	CB-2	Z	1167.07	3.50	7.8	7.9	1162.~~65~~ 31	1162.52	43	--	--	--	--	--	--	--		PVC,SDR18	A,C	--
7.9	34+00	29.5' RT	CB-2	H	1166.81	3.47	7.9	7.10	1162.42	1162.26	~~43~~ 41.8	--	--	--	--	--	--	--		PVC,SDR18	A,C	--
7.10	34+~~38~~	12.0' RT	MH-1	J	1167.12	3.81	7.10	7.11	1162.11	1161.86	--	~~53~~ 79.5	21.4	--	--	--	--	--		PVC,SDR18	--	--
7.11	35+00 ~~19.43~~	~~12+0~~' RT 35.0'	MH-1	J	1166.70	3.96	7.11	7.12	1161.66	1161.50	--	~~48~~ 18.0	--	--	--	--	--	--		PVC,SDR18	--	--
7.12	~~35+15.20~~ 35+19.43	48.5' RT	ENDWALL	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--		PVC,SDR18	--	--
8.1	37+38	35.4' LT	CB-2	H-S	1165.17	1.87	8.1	8.2	1162.~~38~~ 1.57	1162.~~35~~ 1.26	--	~~10~~ 9.7	--	--	--	1	--	--		III	--	1
8.2	37+28	~~36.1~~' LT 35.27'	~~CB-2~~ S	H-S	1165.14	2.09	8.2	8.3	1162.~~13~~ 1.24	1161.98	--	~~28~~ 30.2	--	--	--	--	--	--		III	A,C	--
8.3	37+28	~~5.0~~' LT 4.22'	CB-2	Z	1165.68	2.98	8.3	8.4	1161.~~78~~ 58	1161.~~76~~ 38	--	~~5~~ 29.5	--	--	--	--	--	--		III	A,C	--
8.4	37+28	1.5' LT	CB-2	Z	1165.81	3.33	8.4	8.6	1161.~~56~~ 65	1161.~~41~~ 60	--	~~29~~ 4.5	--	--	--	--	--	--		III	A,C	--
8.5	37+38	29.5' RT	CB-2	H-S	1165.29	2.91	8.5	8.6	1161.~~46~~	1161.41	~~10~~	--10	--	--	--	--	--	--		III	A,C	--
8.6	37+28	29.5' RT	CB-~~2~~	H-S	1165.27	3.14	8.6	8.~~74~~	1161.21	1161.00	--	~~28~~ 28.8	--	--	--	--	--	--		III	A,D	--
8.7	37+28	50.0' RT	ENDWALL	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--		III	A,D	--
9.1A	40+~~75~~20	29.5' LT	CB-2	H	1170.30	3.11	9.1A	9.1B	1166.~~24~~ 5.75	1166.~~19~~ 5.63	~~6~~	--	-10.1	--	--	--	--	--		III	--	1
9.1B	40+70	29.5' LT	CB-~~2~~5	H	1170.22	3.11	9.1B	9.2	1166.~~19~~ 5.60	1165.~~91~~ 37	--	~~57~~ 28.9	--	--	--	--	--	--		III	A,C	--
9.2	40+70	29.5' RT	CB-2	H	1170.48	3.95	9.2	9.~~3~~18	1165.61	1165.~~50~~ 75	--	~~82~~ 80.6	--	--	--	--	--	--		III	A,C	--
9.3	40+70	50.0' RT	ENDWALL	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--		III	A,C	--
10.1	61+72.40	29.9' RT	CB-2	H	1186.46	4.06	10.1	10.2	1181.48	1180.08	~~70~~ 70.2	--	--	--	--	1	--	--		III	--	1
10.2	62+10.90	30.2' LT	CB-2	H	1186.68	5.98	10.2	10.3	1179.78	1179.00	~~39~~ 25.5	--	--	--	--	--	--	--		III	A,C	--
10.3	61+92.30	64.0' LT	ENDWALL	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--		III	A,C	--
12.1	~~46+11~~	~~29.5'~~ RT	~~CB-2~~	~~H-S~~	~~1177.98~~		12.1	12.2	~~1172.79~~	~~1171.91~~	125.3	--	--	--	--	--	--	--		III	--	1
12.2	~~44+60~~	~~29.5'~~ LT	~~CB-2~~	~~H-S~~	~~1175.76~~		12.2	12.3	~~1171.76~~	~~1171.43~~	~~34~~	--	--	--	--	--	--	--		III	B	--
12.3	~~44+60~~	~~50.6'~~ LT	~~endwall~~																	III	A	--
10.4	61+79.46	29.64 LT	I-3	H	1186.59	3.00	10.4	10.2	1182.71	1182.40	--	--	--	--	--	--	--	--		III	--	1
~~10.4~~	~~98+73~~	~~17.5'~~ RT	~~CB-3~~	C	1188.90		10.4	1.11	1185.60	1185.34	36.5	--	--	--	--	--	--	--		III	--	--
										TOTAL	2,121	679	125	341	~~85~~ 85	4	1	0	1	~~III~~ A		12

NOTE:
OFFSETS FOR CATCH BASINS, TYPE 1, 2, AND 5 AND INLETS ARE TO THE BACK OF CURB. OFFSETS FOR THE CATCH BASINS, TYPE 3 AND MANHOLES ARE TO CENTER OF STRUCTURE. GRATE ELEVATIONS LISTED ARE AT THE FLANGE LINE FOR TYPES H, H-S, AND Z COVERS AND THE CENTER OF STRUCTURE FOR TYPE C,J, AND S COVERS. DEPTH OF STRUCTURES ARE MEASURED FROM THE LOWEST INVERT ELEVATION TO THE TOP OF MASONARY. PIPE LENGTHS ARE TO CENTER OF STRUCTURE. ~~ALL STRUCTURE DEPTHS INCLUDE 0.5 FT OF ADJUSTMENT. ALLOWANCE STRUCTURE DEPTHS INCLUDE COVER ALLWANCES OF 6-INCHES -- TYPE H, H-S AND S, 9-INCHES -- TYPE C AND J, AND 7-INCHES TYPE Z. CASTING ALLOWANCE OF~~ 13-INCHES FOR MANHOLES AND 11-INCHES FOR CATCH BASINS

SEE STORM STORM SUMMARY TABLE FOR TOTAL QUANTITIES

TOTAL ALLOWANCE FOR CASTING & ADJUSTMENT 15

STATE PROJECT NUMBER: 6999-03-73	HWY: CTH N	COUNTY: MARATHON	MISCELLANEOUS QUANTITIES	SCALE, FEET 0 N/A	SHEET NO: 75	E

FILE NAME : g:\2001\20012047\MS\Planset-South\quantity.dgn PLOT DATE : 03/25/03 PLOT BY : $$...platuser...$$ PLOT NAME : ORG DATE : 10-14-02 Originator : Dist PLOT SCALE : $$.....platscale.....$$ WISDOT/CADDS SHEET 43

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NOTE:
ALL ITEMS ON THIS PAGE ARE FOR CATEGORY 0010

LANDSCAPING ITEMS

STATION TO STATION	(62501) TOPSOIL (S.Y.)	(62702) MULCHING (S.Y.)	(62905) FERTILIZER TYPE B (CWT.)	(63003) SEEDING, TEMPORARY (LBS.)	(63009) SEEDING MIX #20 (LBS.)	(63011) SEEDING MIX #40 (LBS.)	(90033) PREPARATION FOR LAWN TURF (S.Y.)
9+90-23+47.30	3,120	3,120	2	43	42	58	1,600
23+47.30-34+25.30	3,235	3,235	2	46	19	97	2,676
34+25.30-45+77.88	4,455	4,455	3	60	111	10	269
61+53.34-64+00	630	630	1	9	---	23	628
TEMPORARY SLOPE (38+50-44+00)	1,045	1,045	1	15	---	---	---
BLUEBIRD LANE	245	245	1	4	---	9	245
CTH NN	475	475	1	7	---	17	472
GOOSE LANE	380	380	1	6	11	---	---
MALLARD LANE	55	55	1	1	---	2	53
FRONTAGE ROAD	3,065	3,065	2	42	---	111	3,061
11TH AVENUE	645	645	1	9	---	24	641
TOTAL	17,350	17,350	16	242	183	351	9,645

PIPE UNDERDRAIN, 6-INCH

STATION TO STATION	LOCATION	(61201) QUANTITY* (L.F.)
9+90-23+47.30	LT	1,357
9+90-23+47.30	RT	1,357
23+47.30-34+25.30	LT	1,078
23+47.30-34+25.30	RT	1,078
34+25.30-45+77.88	LT	1,153
34+25.30-45+77.88	RT	1,153
TOTAL		7,176*

*-DOES NOT INCLUDE QUANTITIES SHOWN ON THE STRUCTURE PLANS

STEEL PLATE BEAM GUARD, ENERGY ABSORBING TERMINAL

STATION	LOCATION	(61435) QUANTITY (EACH)
16+00	RT	1
19+50	RT	1
23+25	RT	1
30+50	RT	1
44+32	RT	1
44+76	LT	1
TOTAL		6

CONCRETE CORRUGATED MEDIAN

STATION TO STATION	LOCATION	(62001) QUANTITY (S.F.)
37+42-37+82	LT	175
TOTAL		175

SILT FENCE

STATION TO STATION	LOCATION	(62815) DELIVERED (L.F.)	(62815) INSTALLED (L.F.)	(62817) MAINTENANCE (L.F.)
16+50-30+30	RT	1,330	1,330	1,330
34+75-42+00	℄	725	725	725
8'A'+05-10'A'+15	11 TH AVE.	250	250	250
CULVERT PIPES**	-	75	75	75
UNDISTRIBUTED	-	640	640	640
TOTAL		3,020	3,020	3,020

**-SILT FENCE LOCATIONS LISTED ELSEWHERE

CONCRETE MEDIAN SLOPED NOSE

STATION	LOCATION	(62003) QUANTITY (S.F.)
13+38	LT	8
14+35	LT	8
18+42	LT	8
19+02	ISLAND LT	15
19+06	ISLAND LT	15
19+14	LT	9
19+39	ISLAND LT	13
22+98	LT	8
23+63	LT	9
34+03	LT	8
34+86	LT	9
TOTAL		110

EROSION MAT, CLASS I, URBAN, TYPE B

STATION TO STATION	LOCATION	(62828) DELIVERED (S.Y.)	(62829) INSTALLED (S.Y.)
34+75-45+80	RT	2,455	2,455
41+00-45+90	LT	550	550
61+75-62+50	LT	400	400
CATCH BASINS AND ENDWALLS	---	90	90
TOTAL		3,495	3,495

STEEL THRIE BEAM STRUCTURE APPROACH

STATION TO STATION	LOCATION	(61407) QUANTITY (L.F.)
45+07-45+40	RT	33.1
45+51-45+84	LT	33.1
TOTAL		66.2

STEEL PLATE BEAM GUARD, CLASS A

STATION TO STATION	LOCATION	(61408) QUANTITY (L.F.)
16+50-19+00	RT	250.0
23+75-30+00	RT	625.0
44+82-45+07	RT	25.0
45+26-45+51	LT	25.0
TOTAL		925.0

STEEL PLATE BEAM GUARD, CLASS B

STATION	LOCATION	(61409) QUANTITY (L.F.)
292+35	FRONTAGE ROAD	28
8'A'+40	11TH AVENUE	28
TDTAL		56

DUST CONTROL SURFACE TREATMENT

STATION TO STATION	(62302) QUANTITY (S.Y.)
9+90-23+47.30	10,720
23+47.30-34+25.30	9,450
34+25.30-45+77.88	8,285
BLUEBIRD LANE	895
CTH NN	2,220
GOOSE LANE	725
MALLARD LANE	770
FRONTAGE ROAD	2,810
11 TH AVENUE	445
TOTAL	36,320

EROSION BALES

STATION TO STATION	LOCATION	(62811) DELIVERED (EACH)	(62812) INSTALLED (EACH)
31+50	RT	15	15
34+50	RT	15	15
UNDISTRIBUTED	LT & RT	50	50
TOTAL		80	80

TURBIDITY BARRIER

STATION TO STATION	LOCATION	(62860) QUANTITY (S.Y.)
35+00-43+00	LT	725
43+00-46+00	LT	300
46+00	LT & RT	180
35+00-40+00	RT	555
40+00-43+00	RT	340
43+00-46+00	RT	355
61+00	LT & RT	200
8'A'+00	LT & RT	95
TOTAL		2,750

SIGNS, TYPE II, REFLECTIVE AND WOOD POSTS, 4 X 6-INCH X 14 FEET

SIGN NUMBER	CODE NUMBER	SIZE (INCHES)	(63702) QUANTITY (S.F.)	(63411) QUANTITY (EACH)
1	R2-1	24X30	5.0	1
2	W11-2	30X30	6.3	1
3	W5-52R	12X36	3.0	ON #55
4	M2-1	21X15	2.2	1
4A	M1-5A	24X24	4.0	ON #4
5	M5-1L	21X21	3.1	ON #4
6	R4-7	24X30	5.0	1
7	R1-1	30X30	5.2	1
8	R1-1	30X30	5.2	1
9	R4-7	24X30	5.0	1
10	M5-1L	21X21	3.1	ON #13
11	R3-4	24X24	4.0	ON #37
12	W3-3	36X36	9.0	1
13	M4-5	21X15	2.2	1
13A	M1-6	24X24	4.0	ON #13
13B	M1-4	24X24	4.0	ON #13
14	R2-1	24X30	5.0	1
15	M4-5	24X12	2.0	1
15A	M1-6	24X24	4.0	ON #15
15B	M1-4	24X24	4.0	ON #15
15C	M6-1	21X21	3.1	ON #15
16	R4-7	24X30	5.0	1
17	M1-5A	24X24	4.0	1
17A	M6-4	21X21	3.1	ON #17
18	W3-3	36X36	9.0	1
19	R1-2	36X31	7.8	1
20	W12-1	24X24	4.0	1
21	R4-7	24X30	5.0	1
22	W5-52L	12X36	3.0	1
22A	R9-56	18X24	3.0	ON #22
23	W3-3	36X36	9.0	1
24	M2-1	21X15	2.2	1
25	R4-7	24X30	5.0	1
26	R1-1	30X30	5.2	1
27	R3-55L	36X36	5.0	1
28	R4-7	24X30	5.0	1
29	M4-5	24X12	2.2	1
29A	M1-6	24X24	4.0	ON #29
29B	M1-4	24X24	4.0	ON #29
29C	M5-1R	21X21	3.1	ON #29
30	W3-1	36X36	9.0	1
31	M1-5A	24X24	4.0	ON #24
32	R4-7	24X30	5.0	1
33	R1-1	30X30	5.2	1
34	R1-1	30X30	5.2	1
35	W14-1	30X30	5.2	1
36	R4-7	24X30	5.0	1
37	R4-7	24X30	5.0	1
38	W5-52R	12X36	3.0	1
39	W8-64	36X36	9.0	1
40	W5-56	18X18	2.3	1
41	W5-56	18X18	2.3	1
42	W14-1	30X30	6.3	1
43	W5-52L	12X36	3.0	1
44	W8-64	36X36	9.0	1
45	W6-2	36X36	9.0	1
46	W6-1	36X36	9.0	1
47	M1-5A	24X24	4.0	1
47A	W1-7	48X24	8.0	ON #47
48	M6-1	21X21	3.1	ON #24
49	M4-5	24X12	2.0	1
49A	M1-6	24X24	4.0	ON #49
49B	M1-4	24X24	4.0	ON #49
49C	M6-1	21X21	3.1	ON #49
50	M1-5A	24X24	4.0	1
50A	M6-1	21X21	3.1	ON #50
51	M2-1	21X15	2.2	1
51A	M1-5A	24X24	4.0	ON #51
51B	M5-1R	21X21	3.1	ON #51
52	M1-5A	24X24	4.0	1
53	M1-5A	24X24	4.0	1
53A	M6-1	21X21	3.1	ON #53
54	R9-56	18X24	3.0	ON #38
55	R9-56	18X24	3.0	1
56	R1-1F	30X30	6.3	ON SB#6
57	R1-1F	30X30	6.3	ON SB#4
58	R1-1F	30X30	6.3	ON SB#3
59	R1-1F	30X30	6.3	ON SB#7
60	R1-1F	30X30	6.3	ON SB#8
61	R3-55L	24X30	5.0	1
62	R3-55L	24X30	5.0	1
63	R3-55L	24X30	5.0	1
64	M4-5	24X12	2.0	1
65	R3-55L	24X30	5.0	1
66	R3-55L	24X30	5.0	1
67	M1-6	24X24	4.0	ON #64
68	M1-4	24X24	4.0	ON #64
68A	M6-1	21X21	3.1	ON #64
69	W5-56	18X18	2.3	1
70	W5-56	18X18	2.3	1
71	R2-1	24X30	5.0	1
72	R2-1	24X36	5.0	1
73	R3-50L	30X36	7.5	1
74	R3-50R	30X36	7.5	ON #73
75	R3-50L	30X36	7.5	1
76	R3-50R	30X36	7.5	ON #75
TOTAL			449.4	60

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LEVELS ON * 1,2,3,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57, 59,60,61,62,63

STATE PROJECT NUMBER: 6999-03-73	HWY: CTH N	COUNTY: MARATHON	MISCELLANEOUS QUANTITIES	SCALE, FEET 0 N/A	SHEET NO: 76	E

FILE NAME : g:\2001\20012047\MS\Planset-South\quantity.dgn PLOT DATE : 03/25/03 PLOT BY : $$...plotuser...$$ PLOT NAME : ORG DATE : 10-14-02 Originator : Dist PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 43

NOTE:
ALL ITEMS ON THIS PAGE ARE FOR CATEGORY 0010

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TRAFFIC CONTROL ITEMS

	SERVICE DAYS	(64313) TRAFFIC CONTROL DRUMS (EACH)	(64313) TRAFFIC CONTROL DRUMS (DAYS)	(64318) TRAFFIC CONTROL BARRICADES, TYPE III (EACH)	(64318) TRAFFIC CONTROL BARRICADES, TYPE III (DAYS)	(64321) TRAFFIC CONTROL WARNING LIGHTS, TYPE A (EACH)	(64321) TRAFFIC CONTROL WARNING LIGHTS, TYPE A (DAYS)	(64323) TRAFFIC CONTROL WARNING LIGHTS, TYPE C (EACH)	(64323) TRAFFIC CONTROL WARNING LIGHTS, TYPE C (DAYS)	(64326) TRAFFIC CONTROL SIGNS (EACH)	(64326) TRAFFIC CONTROL SIGNS (DAYS)
STAGE 1	30	0	0	5	150	11	330	0	0	16	480
STAGE 2A	200	76	15,200	13	2,600	17	3,400	9	1,800	34	6,800
STAGE 2B	20	0	0	15	300	16	320	0	0	5	100
STAGE 2C	120	132	15,840	48	5,760	33	3,960	20	2,400	52	6,240
STAGE 3	60	82	4,920	35	2,100	23	1,380	48	2,880	48	2,880
STAGE 4	55	117	6,435	20	1,100	10	550	54	2,970	48	2,640
TOTAL		407	42,395	136	12,010	110	9,940	131	10,050	203	19,140

GEOTEXTILE FABRIC, TYPE R

STATION TO STATION	LOCATION	(64505) QUANTITY (S.Y.)
35+50-45+93	LT	4,100
35+50-45+52	RT	2,900
61+73-62+50	LT	425
9'A'+90-10'A'+00	LT	40
TOTAL		7,465

GEOTEXTILE FABRIC, TYPE DF

STATION TO STATION	LOCATION	(64503) QUANTITY (S.Y.)
9+90-23+47.30	LT & RT	2,885
23+47.30-34+25.30	LT & RT	3,175
34+25.30-45+77.88	LT & RT	2,010
TOTAL		8,070*

*-DOES NOT INCLUDE QUANTITIES SHOWN ON STRUCTURE PLANS

GEOTEXTILE FABRIC, TYPE HR

STATION TO STATION	LOCATION	(64506) QUANTITY (S.Y.)
16+34	RT	42
18+46	RT	28
20+50	RT	28
22+95	RT	29
25+50	RT	28
28+15	RT	30
35+15	RT	29
37+22	RT	29
40+70	RT	28
61+93	LT	28
8'A'+15-8'A'+45	LT & RT	121
TOTAL		420**

**-DOES NOT INCLUDE QUANTITIES SHOWN ON STRUCTURE PLANS

PAVEMENT MARKING, 4-INCH, EPOXY

STATION TO STATION	LOCATION	(64602) QUANTITY YELLOW NO-PASSING (L.F.)	(64602) QUANTITY WHITE LANE LINE (L.F.)
3+90-5+40	RT	---	38
5+40-6+40	RT	---	25
9+90-13+38	LT	700	---
9+95-13+36	RT	---	86
10+50-13+36	LT	---	72
14+35-18+42	LT	830	---
14+35-18+40	RT	---	101
14+35-18+40	LT	---	101
19+02-19+39	LT	105	---
19+14-22+98	LT	820	---
19+15-23+00	LT	---	79
19+15-23+00	RT	---	79
23+63-34+03	LT	2,200	---
23+63-34+00	RT	---	260
23+67-34+00	LT	---	260
34+86-37+69	LT	580	---
34+87-45+77.88	LT	---	272
34+87-45+77.88	RT	---	272
37+69-45+77.88	RT	809	---
37+69-45+77.88	LT	809	---
45+77.88-61+53.34	LT	---	394
45+77.88-61+53.34	RT	---	394
45+77.88-61+53.34	LT	1,576	---
45+77.88-61+53.34	RT	1,576	---
106+80-109+36	CTH NN LT	256	---
106+80-109+36	CTH NN RT	256	---
106+80-109+36	CTH NN 12.0 LT	---	64
106+80-109+36	CTH NN 12.0 RT	---	64
292+50-299+50	FRONTAGE RD LT	700	---
292+50-299+50	FRONTAGE RD RT	700	---
9'A'+80-10'A'+60	11 TH AVE LT & RT	---	200
TOTAL		11,917	2,761
		14,678	

PAVEMENT MARKING, CHANNELIZING, 8-INCH, EPOXY

STATION TO STATION	LOCATION	(64618) QUANTITY (L.F.)
12+20-13+36	LT	116
14+37-15+22	LT	85
16+42-18+39	LT	197
19+31-19+50	LT	44
21+70-22+97	LT	127
32+90-34+01	LT	111
TOTAL		680

PAVEMENT MARKING, STOP LINE, 18-INCH, EPOXY

STATION	LOCATION	(64710) QUANTITY (L.F.)
18+39	LT & RT	38
18+60-18+84	LT	27
19+16	LT & RT	28
34+28-34+46	LT	18
TOTAL		111

PAVEMENT MARKING, CROSSWALK, 12-INCH, EPOXY

STATION TO STATION	LOCATION	(64722) QUANTITY (L.F.)
34+15-34+94	LT	79
34+22-34+86	LT	64
TOTAL		143

PAVEMENT MARKING, ARROWS, TYPE 2, EPOXY

STATION	LOCATION	(64734) QUANTITY (EACH)
12+32	LT	1
13+13	LT	1
14+56	LT	1
17+33	LT	1
18+14	LT	1
21+90	LT	1
22+75	LT	1
32+96	LT	1
33+77	LT	1
108+33	CTH NN RT	2
109+13	CTH NN RT	2
TOTAL		13

PAVEMENT MARKING, WORDS, EPOXY

STATION	LOCATION	(64758) QUANTITY (EACH)	COMMENTS
12+70	LT	1	ONLY
14+92	LT	1	ONLY
16+89	LT	1	ONLY
17+74	LT	1	ONLY
22+35	LT	1	ONLY
33+37	LT	1	ONLY
108+73	CTH NN RT	2	ONLY
TOTAL		8	ONLY

TEMPORARY PAVEMENT MARKING ITEMS

	(64642) REMOVING PAVEMENT MARKING (L.F.)	(64901) TEMPORARY PAVEMENT MARKING, 4-INCH, PAINT (WHITE) (L.F.)	(64901) TEMPORARY PAVEMENT MARKING, 4-INCH, PAINT (YELLOW) (L.F.)	(64904) TEMPORARY PAVEMENT MARKING, 4-INCH, REMOVABLE TAPE (WHITE) (L.F.)	(64904) TEMPORARY PAVEMENT MARKING, 4-INCH, REMOVABLE TAPE (YELLOW) (L.F.)	(64907) TEMPORARY PAVEMENT MARKING, CHANNELIZING, 8-INCH (L.F.)	(64908) TEMPORARY PAVEMENT MARKING, CHANNELIZING, 8-INCH, REMOVABLE TAPE (L.F.)
STAGE 1	---	---	---	---	---	---	---
STAGE 2A	1,170	2,715	2,800	---	1,340	---	530
STAGE 2B	---	---	---	---	---	---	---
STAGE 2C	800	580	1,240	220	520	140	90
STAGE 3	---	---	---	1,410	4,650	---	300
STAGE 4	---	---	---	1,430	3,520	----	----
TOTAL	1,970	3,295	4,040	3,060	10,030	140	920
		7,335		13,090			

PAVEMENT MARKING, CURB RAMP, EPOXY

STATION	LOCATION	(64782) QUANTITY (L.F.)
23+69	LT	10
34+19	LT	10
34+90	LT	10
TOTAL		30

PAVEMENT MARKING, CURB, EPOXY

STATION	LOCATION	(64778) QUANTITY (EACH)
10+00	LT	35
13+38	LT	35
14+35	LT	35
18+42	LT	35
19+14	LT	95
22+98	LT	35
23+63	LT	95
34+03	LT	35
34+86	LT	95
TOTAL		495

PAVEMENT MARKING, ISLAND NOSE, EPOXY

STATION	LOCATION	(64790) QUANTITY (EACH)
13+38	LT	1
14+35	LT	1
18+42	LT	1
19+14	LT	1
22+98	LT	1
23+63	LT	1
34+03	LT	1
34+86	LT	1
TOTAL		8

CONSTRUCTION STAKING, STORM SEWER SYSTEM

STATION	OFFSET	(65040) QUANTITY (EACH)
11+00	44.5' LT	2
11+00	26.5' RT	2
12+74.4	26.5' RT	1
101+11.7	14.5' RT	1
100+45	18' LT	1
13+50	12' RT	1
12+59.7	50.2' LT	1
13+29.3	16.2' LT	1
13+34.5	13.5' LT	1
98+68	20' LT	1
99+37	17.5' RT	1
13+79.9	44.5' LT	1
15+32	44.5' LT	1
16+42.6	16.5' LT	1
16+38	26.5' RT	1
16+33.2	56.6' RT	1
108+57.5	26.5' LT	1
109+32.2	30.5' RT	1
18+19.4	48.5' LT	1
18+32.8	16.5' LT	2
18+37.8	15.2' LT	1
18+44	26.5' RT	1
18+46	41' RT	1
20+50	16.5' LT	2
20+50	26.5' RT	1
20+50	53.8' RT	1
118+00	25' LT	1
119+10	33.5' RT	1
22+82.8	44.5' LT	1
22+90.2	16.5' LT	2
22+95.4	15.2' LT	1
22+94.6	29.3' RT	1
22+94.6	59.2' RT	1
26+00	16.5' LT	1
25+50	16.5' LT	1
25+50	1.5' LT	1
25+50	29.5' RT	2
25+50	49.5' RT	1
295+00	23.5' LT	1
295+00	14.5' LT	1
295+00	0' RL	1
295+00	14.5' RT	1
293+41	0' RL	1
292+52.5	14.5' LT	1
292+52.5	14.5' RT	1
292+52.5	0' RL	1
27+50	47.5' LT	2
28+15	16.5' LT	1
28+15	1.5' LT	1
28+15	29.5' RT	1
28+15	44' RT	1
299+19.4	14.5' RT	1
299+64	14.5' LT	1
128+40	15' LT	1
129+25.7	17.5' RT	1
129+25.7	15' LT	1
33+92	47.5' LT	1
33+94.5	16.5' LT	1
33+99.5	15.2' LT	1
34+00	29.5' RT	1
34+13	12' RT	1
35+00	12' RT	1
35+15.2	48.5' RT	1
37+38	35.4' LT	1
37+28	36.1' LT	1
37+28	5' LT	1
37+28	1.5' LT	1
37+38	29.5' RT	1
37+28	29.5' RT	1
37+28	50' RT	1
40+70	29.5' LT	1
40+70	29.5' RT	1
40+70	50' RT	1
40+75	29.5' RT	1
61+72.4	29.9' RT	1
62+10.9	30.2' LT	1
61+92.3	64' LT	1
9+79	10.1' RT	1
9+10	19' LT	1
9+00	19' RT	1
8+34	4.6' RT	1
	TOTAL	87

CONSTRUCTION STAKING, CURB, GUTTER, CURB AND GUTTER

STATION TO STATION	LOCATION	(65055) QUANTITY (L.F.)
9+90-23+47.30	LT	3,260
9+90-23+47.30	RT	1,220
12+00-12+80	PARKING LOT (LT)	80
19+02-19+36	ISLAND (LT)	100
23+47.30-34+25.30	LT	3,105
23+47.30-34+25.30	RT	1,070
34+25.30-45+77.88	LT	1,645
34+25.30-45+77.88	RT	1,150
BLUEBIRD LANE	LT & RT	205
CTH NN	LT & RT	705
GOOSE LANE	LT & RT	120
MALLARD LANE	LT & RT	135
FRONTAGE ROAD	LT & RT	1,505
TOTAL		14,300

CONSTRUCTION STAKING

STATION TO STATION	(65045) SUBGRADE (L.F.)	(65050) CRUSHED AGGREGATE BASE COURSE (L.F.)	(90030A) CRUSHED AGGREGATEBASE COURSE OPEN GRADED, NUMBER 2 (L.F.)
9+90-23+47.30	1,357	1,357	1,357
23+47.30-34+25.30	1,078	1,078	1,078
34+25.30-45+77.88	1,153	1,153	1,153
61+53.34-64+00	246	246	---
BLUEBIRD LANE	275	275	---
CTH NN	320	320	---
GOOSE LANE	225	225	---
MALLARD LANE	235	235	---
FRONTAGE ROAD	750	750	---
11TH AVENUE	86	86	---
TOTAL	5,725	5,725	3,556

SAWING EXISTING PAVEMENT

STATION TO STATION	LOCATION	(66501) QUANTITY (L.F.)	REMARKS
9+90-10+50	LT & RT	123	---
10+50-19+40	LT	180	---
17+20-18+55	LT	890	TEMPORARY CROSSOVER
32+50-34+50	LT & RT	280	---
34+50-38+25	LT & RT	375	TEMPORARY ROAD
39+00	RT	25	---
64+00	LT	16	---
98+55	BLUEBIRD LANE	22	---
101+30	BLUEBIRD LANE	35	---
106+80	CTH NN	40	---
117+75	GOOSE LANE	28	---
127+65	MALLARD LANE	22	---
10'A'+10-10'A'+56.43	11TH AVENUE	107	---
DRIVEWAYS	---	600	---
TOTAL		2,743	

SAWING CONCRETE PAVEMENT, FULL DEPTH

STATION	LOCATION	(66502) QUANTITY (L.F.)
16+35	LT	10
TOTAL		10

REMOVING PULL BOX

STATION	LOCATION	(90005C) QUANTITY (EACH)
10+90	LT	1
TOTAL		1

REMOVING STORM SEWER PIPE

STATION TO STATION	LOCATION	(90030B) QUANTITY (L.F.)	DESCRIPTION
16+08-16+30	LT & RT	49	12" DIAMETER
16+30-16+33	RT	32	12" DIAMETER
18+08-18+13	LT & RT	56	12" DIAMETER
18+08-109+59	CTH NN LT & RT	53	12" DIAMETER
33+80-34+00	LT	20	15" DIAMETER
TOTAL		210	

REMOVING CABLE GUARD FENCE

STATION TO STATION	LOCATION	(90030F) QUANTITY (L.F.)
35+10-44+70	LT	1,010
TOTAL		1,010

PIPE RAILING

STATION TO STATION	(90030E) QUANTITY (L.F.)
41+95-43+05	220
TOTAL	220

REMOVING SPLIT BLOCK RETAINING WALL

STATION TO STATION	LOCATION	(90031A) QUANTITY (S.F.)
19+08-20+25	LT	450
TOTAL		450

ABANDONING SEWER

STATION TO STATION	LOCATION	(90319) QUANTITY (C.Y.)	DESCRIPTION
31+80-33+80	LT	9	15" X 200' RCP
34+00-34+17	LT	1	15" X 17' RCP
34+14-34+17	LT	1	15" X 5' RCP
34+17-129+21	MALLARD LANE	3	15" X 55' RCP
34+17-35+10	LT	4	15" X 92' RCP
TOTAL		18	

TEMPORARY COVER PLATES

STRUCTURE NUMBER	STATION	LOCATION	(90591) QUANTITY (EACH)
7.6	33+94.50	16.5' LT	1
7.7	33+94.50	15.2' LT	1
			2

NOTE:
ALL ITEMS ON THIS PAGE ARE FOR CATEGORY 0010

CONCRETE TRENCH DAM

STATION	LOCATION	(90005B) QUANTITY (EACH)
34+0	12.0' RT	1
34+42	4.0' LT	1
35+42	31.0' RT	1
129+26	MALLARD LANE 5' LT	1
299+56	FRONTAGE ROAD 8' LT	1
TOTAL		5

PORTABLE CHANGEABLE MESSAGE SIGN

LOCATION	(90008A) QUANTITY (DAY)	REMARKS
UNDISTRIBUTED	90	TWO REQUIRED
TOTAL	90	

SELECTED BORROW EXCAVATION, CLEAR STONE

STATION TO STATION	LOCATION	(90034B) QUANTITY (C.Y.)
34+85-43+35	STAGE 1	1,250
35+20-45+90	STAGE 2	4,415
TOTAL		5,665

GRANULAR SUBBASE COURSE, SPECIAL

STATION TO STATION	LOCATION	(90034C) QUANTITY (C.Y.)
33+00-44+50	STAGE 1	5,691
35+50-45+78	STAGE 2	29,723
35+00-45+00	STAGE 4	3,840
61+53-64+00	LT	284
TOTAL		39,538

WALLEYE SPAWNING SURFACE MATERIAL

STATION TO STATION	LOCATION	(90035A) QUANTITY (TON)*
43+20-45+30	RT	1,040
TOTAL		1,040

*-UNIT WEIGHT CONVERSION= 2 TONS PER CUBIC YARD

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LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57, 59,60,61,62,63

TRAFFIC SIGNALS STANDARDS, TROMBONE ARMS, AND FACES

BASE NUMBER	BASE TYPE (65425) PEDESTRAL (EACH)	BASE TYPE (65430) TRANSFORMER 11½" BOLT CIRCLE (EACH)	TRAFFIC SIGNAL STANDARD TYPE (65732) ALUMINUM 13-FOOT (EACH)	TRAFFIC SIGNAL STANDARD TYPE (65733) ALUMINUM 15-FOOT (EACH)	TRAFFIC SIGNAL STANDARD TYPE (65702) POLES, TYPE 2 (EACH)	(65803) TROMBONE ARM, 20-FOOT (EACH)	TRAFFIC SIGNAL FACE (65829) 3-12" HORIZONTAL (EACH)	TRAFFIC SIGNAL FACE (65826) 3-12" VERTICAL (EACH)	TRAFFIC SIGNAL FACE (65828) 5-12" VERTICAL (EACH)
SB-1		1			1	1	1		
SB-2	1		1					1	
SB-3	1		1					2	
SB-4	1			1				1	1
SB-5		1			1	1	1		
SB-6	1		1					1	
SB-7	1		1					1	
SB-8	1			1				1	1
TOTALS	6	2	4	2	2	2	2	7	2

NOTE:
BACKPLATES SHALL BE FURNISHED WITH EACH SIGNAL HEAD PER LATEST DOT STANDARD SPECIICATIONS

TRAFFIC SIGNAL CABLE

ROUTE FROM	ROUTE TO	HEAD NUMBER	(65522) SIGNAL CABLE 4 CONDUCTOR, NO. 14 (L.F.)	(65530) SIGNAL CABLE 12 CONDUCTOR, NO. 14 (L.F.)	(65557) ELECTRICAL WIRE, TRAFFIC SIGNAL NO. 10, WHITE (L.F.)
CB-1	SB-1	6C	33	20	20
CB-1	SB-2	4C	12	63	63
CB-1	SB-3	4B & 6A	25	115	115
CB-1	SB-4	2D & 6B	25	165	165
CB-1	SB-5	2C	33	195	195
CB-1	SB-6	4A	12	235	235
CB-1	SB-7	2A	12	100	100
CB-1	SB-8	2B & 6D	25	60	60
TOTALS			177	953	953

NOTE:
CONTRACTOR SHALL FOLLOW THE STANDARD DOT CABLE COLOR CODE FOR CONNECTIONS AND SHALL RECORD THE CONDUCTOR COLOR TO EACH SIGNAL/DEVICE ON THE RECORD DRAWINGS

PULL BOXES, STEEL, GROUNDED

NUMBER	LOCATION	(65306) 24"X36" (EACH)
PB-9a	10+57 (48 L)	1
PB-1	19+26 (32.5 R)	1
PB-2	18+74 (32.5 R)	1
PB-3	18+22 (32.5 R)	1
PB-4	18+22 (15.0 L)	1
PB-5	18+22 (55.0 L)	1
PB-6	18+50 (68.5 L)	1
PB-7	19+14 (50.5 L)	1
PB-8	19+26 (12.5 L)	1
PB-9	18+00 (15.0 L)	1
PB-10	109+15 (31.0 R)	1
PB-11	108+00 (30.5 R)	1
PB-12	106+44.5 (31.0 R)	1
TOTAL		13

NONMETALLIC CONDUIT, SCHEDULE 40,

ROUTE FROM	ROUTE TO	(65219) 2-INCH (L.F.) NO.	LENGTH	TOTAL	(65221) 3- INCH (L.F.) NO.	LENGTH	TOTAL
CB-1	PB-1	2	5	10	2	5	10
PB-1	SB-1				1	5	5
PB-1	PB-2	1	48	48	2	48	96
PB-2	SB-2				1	5	5
PB-2	PB-3	1	48	48	2	48	96
PB-3	SB-3				1	5	5
PB-3	PB-4	1	49	49	2	49	98
PB-4	PB-9	1	8	8			
PB-4	SB-4				1	5	5
PB-4	PB-5				2	40	80
PB-5	SB-5				1	5	5
PB-5	PB-6				2	37	74
PB-6	SB-6				1	5	5
PB-6	PB-10	1	16	16			
PB-10	PB-11	1	116	116			
PB-11	PB-12	1	158	158			
PB-6	PB-7	1	77	77	2	77	154
PB-7	SB-7				1	5	5
PB-7	PB-8	1	38	38	2	38	76
PB-8	SB-8				1	5	5
PB-8	PB-1	1	48	48	2	48	96
TOTALS				616			820

GROUNDING WIRE

FROM	TO	(65557) ELECTRICAL WIRE, TRAFFIC SIGNAL NO. 10, GREEN (L.F.)
CB-1	SB-1	13
SB-1	SB-2	58
SB-2	SB-3	58
SB-3	SB-4	59
SB-4	SB-5	50
SB-5	SB-6	48
SB-6	SB-7	88
SB-7	SB-8	48
SB-8	CB-1	60
SB-1	PB-1	10
SB-2	PB-2	10
SB-3	PB-3	10
SB-4	PB-4	10
SB-5	PB-5	10
SB-6	PB-6	10
SB-7	PB-7	10
SB-8	PB-8	10
PB-4	PB-9	25
PB-6	PB-10	25
TOTALS		612

TRAFFIC LOOP DETECTOR

LOOP NUMBER	STATION	SIZE	(65250) 1-INCH CONDUIT (L.F.)	NUMBER OF TURNS	(65585) LOOP DETECTOR WIRE (L.F.)	(65580) LOOP DETECTOR LEAD IN CABLE (L.F.)
041a	10+90 (30.0 L)	6'X 20'	98	3	194	---
011	17+90 (6.0 L)	6'X 20'	60	3	188	175
012	18+30 (6.0 L)	6'X 20'	60	3	188	175
041	106+41.5 (22.0 R)	6'X 20'	60	3	188	527
042	108+97 (18.0 R)	6'X 20'	65	3	193	250
043	108+97 (6.0R)	6'X 20'	75	3	203	250
044	109+37 (18.0 R)	6'X 20'	60	3	188	250
045	109+37 (6.0 R)	6'X 20'	74	3	202	250
TOTAL			552		1,544	1,877

TRAFFIC SIGNAL CABLE ROUTING AT CTH N AND CTH NN

ROUTE FROM	ROUTE TO	CABLE	HEAD NO.	EQUIPMENT GROUND	NEUTRAL	PHASE	SIGNAL INDICATION GREEN	SIGNAL INDICATION YELLOW	SIGNAL INDICATION RED	NOTES
CB-1	SB-1	12/C	6C	WHITE/BLACK	WHITE	06	GREEN	ORANGE	RED	1
CB-1	SB-2	12/C	4C	WHITE/BLACK	WHITE	04	GREEN	ORANGE	RED	1
CB-1	SB-3	12/C	4B	WHITE/BLACK	WHITE	04	GREEN	ORANGE	RED	1
			6A	WHITE/BLACK	WHITE	06	GREEN/BLACK	ORANGE/BLACK	RED/BLACK	1
CB-1	SB-4	12/C	2D	WHITE/BLACK	WHITE	02	GREEN	ORANGE	RED	1
			6B	WHITE/BLACK	WHITE	06	GREEN/BLACK	ORANGE/BLACK	RED/BLACK	1
CB-1	SB-5	12/C	2C	WHITE/BLACK	WHITE	02	GREEN	ORANGE	RED	1
CB-1	SB-6	12/C	4A	WHITE/BLACK	WHITE	04	GREEN	ORANGE	RED	1
CB-1	SB-7	12/C	2A	WHITE/BLACK	WHITE	02	GREEN	ORANGE	RED	1
CB-1	SB-8	12/C	2B	WHITE/BLACK	WHITE	02	GREEN	ORANGE	RED	1
			6D	WHITE/BLACK	WHITE	06	GREEN/BLACK	ORANGE/BLACK	RED/BLACK	1

NOTES VERIFY COLOR CODE FOR SIGNAL WIRING WITH THE TOWN OF RIB MOUNTAIN PRIOR TO WIRING
1 SIGNALS.

SUMMARY OF QUANTITIES FOR TRAFFIC SIGNAL

ITEM	ITEM NUMBER	QUANTITY	UNIT
PULL BOXES, STEEL, GROUNDED, 24x36-INCH	(65306)	13	EACH
NON-METALLIC CONDUIT, SCHEDULE 40, 2-INCH	(65219)	616	LF
NON-METALLIC CONDUIT, SCHEDULE 40, 3-INCH	(65221)	820	LF
CONCRETE CONTROL CABINET BASES, TYPE 9	(65418)	1	EACH
CONCRETE BASES, TYPE 1	(65401)	6	EACH
CONCRETE BASES, TYPE 2	(65402)	2	EACH
PEDESTAL BASES	(65425)	6	EACH
TRANSFORMER BASES, STANDARD, 11-1/2" BOLT CIRCLE	(65430)	2	EACH
TRAFFIC SIGNAL CABLE, 4 CONDUCTOR, NO. 14	(65522)	177	LF
TRAFFIC SIGNAL CABLE 12 CONDUCTOR, NO. 14	(65530)	953	LF
ELECTRICAL WIRE, TRAFFIC SIGNALS, NO. 10	(65557)	1,565	LF
ELECTRICAL SERVICE, METER BRAKER PEDESTAL, CTH NN	(65615)	1	LS
TRAFFIC SIGNAL STANDARDS, ALUMINUM, 13-FOOT	(65732)	4	EACH
TRAFFIC SIGNAL STANDARDS, ALUMINUM, 15-FOOT	(65733)	2	EACH
POLE, TYPE 2	(65702)	2	EACH
TROMBONE ARMS, 20-FOOT	(65803)	2	EACH
TRAFFIC SIGNAL FACES, 3 - 12 INCH VERTICAL	(65829)	7	EACH
TRAFFIC SIGNAL FACES, 3 - 12 INCH HORIZONTAL	(65826)	2	EACH
TRAFFIC SIGNAL FACES, 5 - 12 INCH VERTICAL	(65828)	2	EACH
LOOP DETECTOR CONDUIT	(65250)	552	LF
LOOP DETECTOR LEAD IN CABLE	(65585)	1,877	LF
LOOP DETECTOR W IRE	(65580)	1,544	LF
TRAFFIC SIGNAL MOUNTING HARDWARE LOCATION CTH NN (40'R)	(65850)	1	LS
TRAFFIC SIGNAL CONTROLLER, FULLY ACTVATED, 8-PHASE	(90859)	1	LS

CONCRETE BASES

BASE NUMBER	STATION	(65401) BASE TYPE 1 (EACH)	(65402) BASE TYPE 2 (EACH)	(65418) CONTROL CABINET BASE, TYPE 9 (EACH)
CB-1	19+26 (40.0 R)			1
SB-1	19+20 (29.5 R)		1	
SB-2	18+74 (29.5 R)	1		
SB-3	18+28 (29.5 R)	1		
SB-4	18+28 (15.0 L)	1		
SB-5	18+27 (51.5 L)		1	
SB-6	18+51 (74.0 L)	1		
SB-7	19+20 (50.5 L)	1		
SB-8	19+20 (14.5 L)	1		
TOTAL		6	2	1

NOTE:
ALL ITEMS ON THIS PAGE ARE FOR CATEGORY 0010

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LEVELS ON - 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57, 59,60,61,62,63

NOTE:
ALL ITEMS ON THIS PAGE ARE FOR CATEGORY 0010

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2-INCH CONDUIT SCHEDULE

ROUTE		2-INCH CONDUIT INSTALLED		
FROM STATION	TO STATION	NO.	LENGTH	TOTAL
10+25, (9.5L)	11+67, (12.0L)	1	142	142
11+67, (12.0L)	13+10, (15.0L)	1	143	143
13+10, (15.0L)	14+70, (3.0L)	1	160	160
14+70, (3.0L)	16+42, (15.0L)	1	172	172
16+42, (15.0L)	18+05, (15.0L)	1	163	163
18+05, (15.0L)	18+12, (15.0L)	2	7	14
18+12, (15.0L)	18+14, (33.0R)	2	48	96
18+12, (15.0L)	19+50, (9.0L)	1	138	138
19+50, (9.0L)	21+03, (10.5L)	1	153	153
21+03, (10.5L)	22+63, (15.0L)	1	160	160
22+63, (15.0L)	23+90, (10.0L)	1	127	127
23+90, (10.0L)	25+40, (9.0L)	1	150	150
25+40, (9.0L)	26+95, (9.0L)	1	155	155
26+95, (9.0L)	28+50, (9.0L)	1	155	155
18+12, (15.0L)	108+86, (28.0R)	1	120	120
108+86, (28.0R)	107+57, (28.0R)	1	129	129
30+15, (9.0L)	32+00, (11.0L)	1	185	185
32+00, (11.0L)	33+70, (15.0L)	1	170	170
33+70, (15.0L)	35+10, (10.0L)	1	140	140
35+10, (10.0L)	36+70, (5.0L)	1	160	160
36+70, (5.0L)	36+88, (4.0L)	1	18	18
36+88, (4.0L)	36+90, (42.0L)	1	38	38
36+90, (42.0L)	39+50, (33.0L)	1	260	260
39+50, (33.0L)	42+30, (33.0L)	1	280	280
42+30, (33.0L)	45+10, (33.0L)	1	280	280
45+10, (33.0L)	45+50, (33.0L)	1	40	40
45+50, (33.0L)	45+50, (33.0R)	1	66	66
45+50, (33.0R)	43+70, (33.0R)	1	180	180
43+70, (33.0R)	40+90, (33.0R)	1	280	280
40+90, (33.0R)	38+15, (33.0R)	1	275	275
TOTALS				4,549

RECAP OF QUANTITIES

SPECIAL ITEMS	QUANTITY	UNIT
INSTALLING CONDUIT, 2-INCH	4,549	LF

LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57, 59,60,62,63

CONDUIT AND ELECTRICAL WIRE SCHEDULE

ROUTE		NONMETALLIC CONDUIT, SCHEDULE 40, 2-INCH			3-INCH			ELECTRICAL WIRE, LIGHTING, NO. 4 AWG			NO. 12 AWG, (IN POLE)		
FROM	TO	NO.	LENGTH (L.F.)	TOTAL (L.F.)	NO.	LENGTH (L.F.)	TOTAL (L.F.)	NO.	LENGTH (L.F.)	TOTAL (L.F.)	NO.	LENGTH (L.F.)	TOTAL (L.F.)
CONTROLLER #2	PB-5	2	20	40	2	20	40	12	20	240			
PB-5	PB-6				2	66	132	6	66	396			
PB-6	POLE 2-L2	1	10	10				6	77	462	6	15	90
POLE 2-L2	POLE 2-L4							6	108	648	6	15	90
POLE 2-L4	POLE 2-L6							6	106	636	6	15	90
POLE 2-L6	POLE 2-L8							6	107	642	6	15	90
POLE 2-L8	POLE 2-L10							6	106	636	6	15	90
POLE 2-L10	POLE 2-L12							6	106	636	6	15	90
POLE 2-L12	POLE 2-L14							6	106	636	6	15	90
POLE 2-L14	POLE 2-L16							6	106	636	6	15	90
POLE 2-L16	POLE 2-L18							6	106	636	6	15	90
POLE 2-L18	POLE 2-L20							6	106	636	6	15	90
POLE 2-L20	POLE 2-L22							6	106	636	6	15	90
POLE 2-L22	POLE 2-L24							6	106	636	6	15	90
POLE 2-L24	POLE 2-L26							6	106	636	6	15	90
POLE 2-L26	POLE 2-L28							6	103	618	6	15	90
POLE 2-L28	POLE 2-L30							5	109	545	6	15	90
PB-5	PB-7	1	41	41				6	41	246			
PB-7	POLE 2-L1	1	10	10				6	36	216	6	15	90
POLE 2-L1	POLE 2-L3							6	108	648	6	15	90
POLE 2-L3	POLE 2-L5							6	106	636	6	15	90
POLE 2-L5	POLE 2-L7							6	107	642	6	15	90
POLE 2-L7	POLE 2-L9							6	106	636	6	15	90
POLE 2-L9	POLE 2-L11							6	106	636	6	15	90
POLE 2-L11	POLE 2-L13							6	106	636	6	15	90
POLE 2-L13	POLE 2-L15							6	106	636	6	15	90
POLE 2-L15	POLE 2-L17							6	106	636	6	15	90
POLE 2-L17	POLE 2-L19							6	106	636	6	15	90
POLE 2-L19	POLE 2-L21							6	106	636	6	15	90
POLE 2-L21	POLE 2-L23							6	106	636	6	15	90
POLE 2-L23	POLE 2-L25							6	103	618	6	15	90
POLE 2-L25	POLE 2-L27							5	109	545	6	15	90
POLE 2-L27	POLE 2-L29												
TOTALS				101			172			19,186			2,700

POLES AND LUMINAIRES

POLE NO.	STATION	LOCATION	POLES, TYPE B WITH 100W LUMINAIRE
2-L1	46+27	39.0L	1
2-L2	46+27	30.0R	1
2-L3	47+36	39.0L	1
2-L4	47+36	30.0R	1
2-L5	48+39	39.0L	1
2-L6	48+39	30.0R	1
2-L7	49+45	39.0L	1
2-L8	49+45	30.0R	1
2-L9	50+51	39.0L	1
2-L10	50+51	30.0R	1
2-L11	51+57	39.0L	1
2-L12	51+57	30.0R	1
2-L13	52+63	39.0L	1
2-L14	52+63	30.0R	1
2-L15	53+69	39.0L	1
2-L16	53+69	30.0R	1
2-L17	54+75	39.0L	1
2-L18	54+75	30.0R	1
2-L19	55+81	39.0L	1
2-L20	55+81	30.0R	1
2-L21	56+87	39.0L	1
2-L22	56+87	30.0R	1
2-L23	57+93	39.0L	1
2-L24	57+93	30.0R	1
2-L25	58+99	39.0L	1
2-L26	58+99	30.0R	1
2-L27	60+02	39.0L	1
2-L28	60+02	30.0R	1
2-L29	61+11	39.0L	1
2-L30	61+11	30.0R	1
TOTAL			30

PULL BOXES, STEEL

NO.	STATION	LOCATION	24 X 36 INCH
PB-5	45+50	33.0L	1
PB-6	45+50	33.0R	1
PB-7	45+90	42.0L	1
TOTAL			3

SERVICE AND LIGHTING CONTROLLER

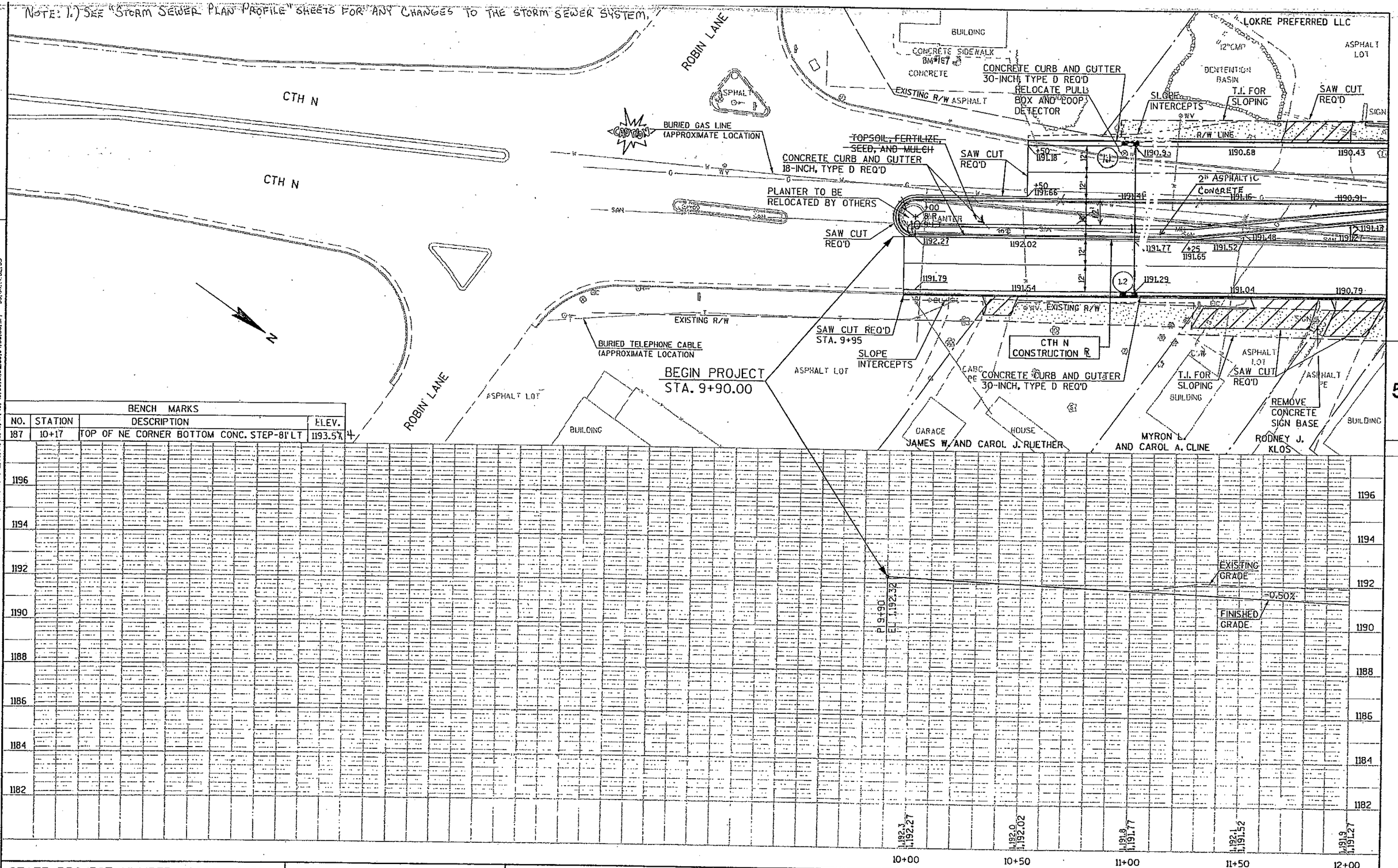
CONTROLLER NO.	STATION	LOCATION	CONCRETE CONTROLLER BASE	ELECTRICAL SERVICE SIZE
CONTROLLER #2	45+50	50.0L	TYPE 9	100 AMP, 120/240 VOLT, 1 PH

RECAP OF QUANTITIES

ITEMS	QUANTITY	UNIT
CONCRETE CONTROL CABINET BASES, TYPE 9	1	EACH
PULL BOXES, STEEL, 24 X 36-INCH	3	EACH
NONMETALLIC CONDUIT, SCHEDULE 40, 2-INCH	101	L.F.
NONMETALLIC CONDUIT, SCHEDULE 40, 3-INCH	172	L.F.
ELECTRICAL WIRE, LIGHTING, NO. 4	19,186	L.F.
ELECTRICAL WIRE, LIGHTING, NO. 12	2,700	L.F.
CONTROLLER #2, LOCATION 45+50, (50.0L) & ELECT. SERVICE	1	LS
DECORATIVE BRIDGE POLE AND LUMINAIRE, TYPE B	30	EACH

NOTE:
ALL ITEMS ON THIS PAGE ARE FOR CATEGORY 0020

NOTE: 1.) SEE "STORM SEWER PLAN PROFILE" SHEETS FOR ANY CHANGES TO THE STORM SEWER SYSTEM.



BENCH MARKS			
NO.	STATION	DESCRIPTION	ELEV.
187	10+17	TOP OF NE CORNER BOTTOM CONC. STEP-8I'LT	1193.5

5

STATE PROJECT NUMBER: 6999-03-73	HWY: CTH N	COUNTY: MARATHON	PLAN AND PROFILE	SHEET NO: 105	E

LEVELS ON : 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57, 59,60,61,62,63

LOKRE PREFERRED LLC

JEFFREY A. AND SHELLEY R. HERTZ

SAW CUT REQ'D

REMOVE CULVERT

CONCRETE CURB AND GUTTER 30-INCH, TYPE D REQ'D (TYP.)

~~TOPSOIL, FERTILIZE, MULCH, AND SEED~~

T.I. FOR SLOPING

T.I. FOR SLOPING

SAW CUT REQ'D

(TO REMAIN) PLANTER

BUSHLINE

+81.43 25'R 69'RT

12" BLUEBIRD LANE

99

CONSTRUCTION LIMITS STA. 98+55 SAW CUT REQ'D

DENNIS F. AND JEANETTE D. KNAPP

PROVIDE 20' DRIVE CURB CUT CENTERED ON STA 15+98.63

+96.90 35'R 79'RT

CAUTION

BURIED GAS LINE (APPROXIMATE LOCATION)

CONCRETE CURB AND GUTTER 30-INCH, TYPE D REQ'D (TYP.)

SLOPE INTERCEPTS

T.I. FOR SLOPING

EXISTING R/W

HOUSE ROBERT W. HEMPFER

ROBERT W. HEMPFER STA. 17+15 CONSTRUCT NEW PE LT.

SAW CUT REQ'D

SIGN TO BE REMOVED (BY OTHERS)

T.I. FOR SLOPING AND DRIVEWAY CONSTRUCTION

CONCRETE PE

ASPHALT LOT

METAL

SAW CUT REQ'D

SIGN TO BE REMOVED (BY OTHERS)

EXISTING R/W

+48.12 34'R 35'LT

+36.17 1'R 14'LT

+36.80 1'R 4'LT

(REMOVE) ASPH

+50 ASPHALT LOT

+88

SP-643A HA'LT

2" ASPHALTIC CONCRETE REQ'D

+45

+24.63 34'R 17'RT

+14

+42

REMOVE BEAM GUARD

2" ASPHALTIC CONCRETE REQ'D

EXISTING R/W

SLOPE INTERCEPTS

SAW CUT REQ'D

REMOVE DRIVEWAY

ASPHALT CONCRETE PAD

GP-6.6%

STA. 13+79.95 CTH N = STA. 100+00.00 BLUEBIRD LANE

SIGN TO BE MOVED (BY OTHERS)

REMOVE PE ENTRANCE

SAW CUT REQ'D

+91.37 25'R 51'RT

BURIED TELEPHONE CABLE (APPROXIMATE LOCATION)

BURIED GAS LINE (APPROXIMATE LOCATION)

CAUTION

CTH N CURVE DATA

P.I. = 18+30.17
Y = 192,275.17
X = 274,052.26
DELTA = 20°00'00"
D = 7°15'00"
T = 139.35 FT
L = 275.86 FT
R = 790.29 FT
P.C. = 16+90.82
P.T. = 19+66.68
S.E. = 2%

CTH N CONSTRUCTION R

CONCRETE CURB AND GUTTER 18-INCH, TYPE D REQ'D (TYP.)

CONSTRUTION LIMITS STA. 101+30

R.J.GROUP, INC. SAW CUT REQ'D

+75.91 35'R ~~35'RT~~ 6'RT

R/W LINE

ASPHALT PE

CONC PAD

T.I. FOR SLOPING AND DRIVEWAY CONSTRUCTION ASPHALT PE

SAW CUT REQ'D

REMOVE ASPHALT AND REPLACE WITH GRASS

FLOYD R. AND DELORES M. RADANT

CONC PAD

FOR BLUEBIRD LANE PROFILE SEE SEPARATE PROFILE SHEET PRIOR TO CROSS SECTIONS

EXISTING GRADE

FINISHED GRADE

-0.50%

PC 16+90.82 EL 1188.90

BENCH MARKS			
NO.	STATION	DESCRIPTION	ELEV.
~~188~~	~~14+28~~	~~TOP OF NW BONNET BOLT ON FH 36'LT~~	~~1190.89~~
189	14+69	TOP OF SW COR. OF CONC. SIDEWALK-97'RT	1190.532
190	17+97	TOP NORTH EDGE OF FAR EAST POST-86'LT	1192.48

5

STATE PROJECT NUMBER: 6999-03-73	HWY: CTH N	COUNTY: MARATHON	PLAN AND PROFILE	SHEET NO: 106	E

FILE NAME : g:\2001\20012047\MS\Planset-South\pp2.dgn PLOT DATE : 03/13/03 PLOT BY : $$...plotuser...$$ PLOT NAME : ORG DATE : 11-15-01 Originator : Dist PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 40

LEVELS ON : 59,62 : 62,63 | 22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,

ASPHALT LOT
+24.73 54'R 72'LT
2.2
1186.55 +33.75 28'
+23.29 2.5'R 27.97'LT
1185.25 +20.48
1184.83 +40.18
+37.27 2.5'R 29.12'LT
+15.64 1'R 16'LT
1183.78
2.3
1187.02
SIGN TO BE REMOVED (BY OTHERS)
1187.49 +20.92 1187.97
2.4
+38.78 1'R 1.93'R 16'LT 15.46'LT
1187.46
1187.34
2.5
1185.73
1187.10
2.6
1185.25
1186.62
2.7
12"RCP
REMOVE BEAM GUARD
WOODS
STA. 18+58.22 CTH N= STA. 110+00.00 CTH NN
TOPSOIL, FERTILIZE, SEED AND MULCH
EXISTING R/W
BUILDING
JAMES N. AND MARCELLA J. LIGHT
+56.58 74'R 75'LT
1182.80 +55.63 64.5 LT
1180.45
+29.30 1.5'R 59.27'LT
1183.40 +36.75
FUEL TANK REMOVAL (BY OTHERS)
REMOVE RETAINING WALLS (BY OTHERS)
+52.73
1177.71
1175.65
1173.70
T.I. FOR SLOPING
SLOPE INTERCEPTS
MARATHON COUNTY 2" ASPHALTIC CONCRETE REQ'D
CONSTRUCTION LIMITS STA. 117+75 SAW CUT REQ'D
CONSTRUCT CABC ENTRANCE
PE TO BE REMOVED
CABC PE
+82.18 59'R 72'LT
22+84.23 +85.22 40'R 87'LT 64'LT
EXISTING R/W
12" CMP
1168.79
GOOSE LANE
119'
R/W LINE
15'
23+86.70 +85.64 40'R 87'LT
REMOVE CULVERT
1168.54
+06.41 74'R 75'LT
1168.09
TYPE 2 CURB RAMP 12" CMP
1167.64
1167.45
+65.34 1'R 16'LT
1167.44
1167.36
1166.91
1166.55
1166.82
EXISTING R/W
WOODS
GUY
RETAINING WALL
CABC PE
1179.76
1177.35
1175.17
1173.22
1171.98
1171.50
1170.49
1169.60
1169.20
1168.54
1168.39
1167.85 +00 27'RT
1169.17 +50 24'RT
1169.06
1169.89
1169.65
1170.01
1170.66
1172.39
1171.38
1171.04
1173.03
1172.86
1174.81
1174.86
1174.33
1172.38
1176.99
1176.91
1179.40
1178.92
1181.85
1181.37
1183.50
1183.98
1182.21
1183.78
1185.73
1185.25
1186.62
1187.10
1187.34
1187.46
1187.49
1187.97
1188.10
1187.02
1186.55
1185.25
1184.83
1185.25
1183.40
1182.80
1180.45
1177.71
1175.65
1173.70
1171.98
1171.50
1170.49
1169.60
1169.20
1168.54
1168.39
1168.09
1167.64
1167.45
1166.91
1166.55
1166.82
1167.44
1167.36
1167.85
1169.17
1169.06
1169.89
1169.65
1170.01
1170.66
1172.39
1171.38
1171.04
1173.03
1172.86
1174.81
1174.86
1174.33
1172.38
1176.99
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1178.92
1181.85
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1183.50
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1183.78
1179.76
1177.35
1175.17
1173.22
1171.98
1171.50
1170.49
1169.60
1169.20
1168.54
1168.39
1168.09
1167.64
1167.45
1166.91
1166.55
1166.82
1167.44
1167.36
1167.85
1169.17
1169.06
1169.89
1169.65
1170.01
1170.66
1172.39
1171.38
1171.04
1173.03
1172.86
1174.81
1174.86
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1172.38
1176.99
1176.91
1179.40
1178.92
1181.85
1181.37
1183.50
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1182.21
1183.78
1185.73
1185.25
1186.62
1187.10
1187.34
1187.46
1187.49
1187.97
1188.10
1187.02
1186.55
1185.25
1184.83
1185.25
1183.40
1182.80
1180.45
1177.71
1175.65
1173.70

LEWIS FAMILY, LLC

LEWIS FAMILY, LLC

BUILDING

T.J. FOR SLOPING

BURIED TELEPHONE CABLE (APPROXIMATE LOCATION

SLOPE INTERCEPTS

FRONTAGE ROAD CONSTRUCTION ℄

R/W LINE

4" CONCRETE SIDEWALK REQ'D

HOUSE

LIFT STATION TO BE RELOCATED (BY OTHERS)

HOUSE TO BE REMOVED

REMOVE (BY OTHERS) CULVERT

CONCRETE CURB AND GUTTER 18-INCH, TYPE D REQ'D (TYP.)

12" CMP

REMOVE 12" CMP CULVERT

WOODS

GUY

WV

MH

SAN

PT 26+00.98

24" CMP

EXISTING R/W

CONCRETE CURB AND GUTTER 30-INCH, TYPE D REQ'D (TYP.)

CTH N R/W ℄ AND CONSTRUCTION ℄

BURIED GAS LINE (APPROXIMATE LOCATION

CAUTION

TOPSOIL, FERTILIZE, SEED AND MULCH

REMOVE BEAM GUARD

LAKE WAUSAU

TOWN OF RIB MOUNTAIN

CTH N CURVE DATA

P.I. = 23+41.08
Y = 192,770.78
X = 273,916.96
DELTA = 43° 51' 35"
D = 8° 00' 00"
T = 288.34 FT
L = 548.25 FT
R = 716.20 FT
P.C. = 20+52.73
P.T. = 26+00.98
S.E. = 2%

LAKE WAUSAU BENCH MARKS			
NO.	STATION	DESCRIPTION	ELEV.
191	24+35	TOP OF SE COR. OF CONC. LOADING DOCK-97' LT	1172.07

5

EXISTING GRADE

FINISHED GRADE

PT 26+05
EL 1165.68

±0.50%

1170
1168
1166
1164
1162
1160
1158
1156

24+00 24+50 25+00 25+50 26+00 26+50 27+00 27+50 28+00 28+50 29+00 29+50 30+00

STATE PROJECT NUMBER: 6999-03-73 | HWY: CTH N | COUNTY: MARATHON | PLAN AND PROFILE | SHEET NO: 108 | E

FILE NAME : g:\2001\20012047\MS\Planset-South\pp4.dgn PLOT DATE : 03/13/03 PLOT BY : $$...plotuser...$$ PLOT NAME : ORG DATE : 11-16-01 Originator : Dist PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 40

REMOVE DRIVEWAY TIMBER RETAINING WALL

REMOVE DETERIORATED TIMBER RETAINING WALL (INCLUDED IN COMMON EXCAVATION) (NO SEPARATE PAYMENT)

BUILDING TO BE REMOVED (BY OTHERS)

ABANDON (BY OTHERS)

ESTATE OF EDWARD C. SCHNECK

R/W LINE

LAKE WAUSAU

MALLARD LANE

FRONTAGE ROAD CONSTRUCTION

4" CONCRETE SIDEWALK REQ'D

APPROXIMATE EXTENT OF PETROLEUM IMPACTED SOIL AND/OR GROUNDWATER

2" ASPHALTIC CONCRETE REQ'D

ABANDONING STORM SEWER REMOVED

TYPE 2 CURB RAMP

REMOVE CABLE GUARD FENCE

4" CONCRETE SIDEWALK REQ'D

HOUSE TO BE REMOVED (BY OTHERS)

BUILDING TO BE REMOVED (BY OTHERS)

ASPHALT LOT

CONCRETE PORCH

REMOVE CULVERT

ABANDONING STORM SEWER REMOVED

ASPHALT

ABANDON (BY OTHERS)

SAW CUT REQ'D

SIGN TO BE REMOVED (BY OTHERS)

TYPE 2 CURB RAMP

PETROLEUM IMPACTED SOIL AND/OR GROUNDWATER

REMOVE BEAM GUARD

TOPSOIL, FERTILIZE, SEED, AND MULCH

EXISTING R/W

CTH N CURVE DATA

P.I. = 32+38.52
Y = 193,583.77
X = 274,360.04
DELTA = 8° 36' 14"
D = 2° 00' 00"
T = 215.51 FT
L = 430.20 FT
R = 2,864.79 FT
P.C. = 30+23.02
P.T. = 34+53.22

CTH N R/W AND CONSTRUCTION ℄

REMOVE CULVERT

T.I. FOR SLOPING

SOD WALKWAY

REMOVE CULVERT

REMOVE FENCE (TO REMAIN)

CONCRETE CURB AND GUTTER 30-INCH, TYPE D REQ'D (TYP.)

REMOVE CULVERT (TO REMAIN)

SLOPE INTERCEPTS

APPROXIMATE EXTENT OF PETROLEUM IMPACTED SOIL AND/OR GROUNDWATER

STA. 32+50 PE RT TO REMAIN

STA. 33+30 PE RT TO BE REMOVED

STA. 34+25 PE RT TO BE REMOVED

STA. 34+25.30 C.T.H. N= STA. 130+00.00 MALLARD LANE

TOWN OF RIB MOUNTAIN

MARATHON COUNTY

TOWN OF RIB MOUNTAIN LAKE WAUSAU

P.I. 31+80 EL. 1168.52

P.C. 31+30 EL. 1168.27

P.T. 32+30 EL. 1168.28

100' V.C.

+0.50%

0.50%

FINISHED GRADE

EXISTING GRADE

WATER TABLE (APPROXIMATE)

PETROLEUM IMPACTED SOIL AND/OR GROUNDWATER

30+00 30+50 31+00 31+50 32+00 32+50 33+00 33+50 34+00 34+50 35+00 35+50 36+00

1170 1168 1166 1164 1162 1160 1158 1156

STATE PROJECT NUMBER: 6999-03-73	HWY: CTH N	COUNTY: MARATHON	PLAN AND PROFILE	SHEET NO: 109	E

FILE NAME : g:\2001\20012047\MS\Planset-South\pp5.dgn PLOT DATE : 03/13/03 PLOT BY : $$...plotuser...$$ PLOT NAME : ORG DATE : 11-16-01 Originator : Dist PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 40

LEVELS ON : 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57, 58,60,62,63

5

LAKE WAUSAU

ESTATE OF EDWARD C. SCHNECK

R/W LINE

T.I. FOR SEDIMENT REMOVAL

SLOPE INTERCEPTS

KELLY W. GRAEFE

LAKE WAUSAU

REMOVE CABLE GUARD FENCE

CONCRETE CURB AND GUTTER 18-INCH, TYPE D REQ'D

CONCRETE CORRUGATED MEDIAN REQ'D

REMOVE ASPHALT WALK

CTH N R/W & CONSTRUCTION

4" CONCRETE SIDEWALK REQ'D

CONCRETE CURB AND GUTTER 30-INCH, TYPE D REQ'D

PIPE RAILING

SIDEWALK TO FISHING PIER

1165.60 1165.42 1165.24 1165.28 1165.69 1166.46 1167.33 1168.20 1169.08 1169.95 1170.83 1171.70 1172.58

8.2 8.1 8.3 8.4 8.6 8.5 8.7

Sta. 37+15 9.93' LT. TO ELBG

+29.58

1166.14 1165.96 1165.78 1165.82 1165.92 1160.00 1166.27 +28.71 1167.00 1167.87 1168.74 1169.62 1170.49 1171.37 1172.24 1173.12

35 36 37 38 39 40 41 42

PC 42+12.50

1166.44 1166.19 1165.95 1165.92 1167.00 1167.87 1168.74 1169.62 1170.49 1171.37 1172.24

1165.90 1165.65 1165.41 1165.38 1165.73 1166.46 1167.33 1168.20 1169.08 1169.95 1171.09 1172.24 1173.46

9.1 9.2 9.3

TOPSOIL, FERTILIZE, SEED, AND MULCH

CONCRETE CURB AND GUTTER 30-INCH, TYPE D REQ'D

REMOVE BEAM GUARD

@GUY

R/W LINE

SLOPE INTERCEPTS

5

LAKE WAUSAU

TOWN OF RIB MOUNTAIN

KELLY W. GRAEFE

STATE OF WISCONSIN DEPARTMENT OF NATURAL RESOURCES

R/W LINE

LAKE WAUSAU

1172 1170 1168 1166 1164 1162 1160 1158

150' V.C.

PO 36+95 EL 1165.97

PI 37+70 EL 1165.60

PT 38+25 EL 1166.91

FINISHED GRADE

+1.75%

-0.50%

EXISTING GRADE

1164.1 1166.44 | 1164.1 1166.19 | 1164.2 1165.95 | 1164.2 1165.92 | 1164.2 1166.27 | 1164.2 1167.00 | 1164.2 1167.87 | 1164.2 1168.74 | 1164.2 1169.62 | 1164.1 1170.49 | 1164.0 1171.37 | 1164.1 1172.24 | 1164.4 1173.12

36+00 36+50 37+00 37+50 38+00 38+50 39+00 39+50 40+00 40+50 41+00 41+50 42+00

STATE PROJECT NUMBER: 6999-03-73 | HWY: CTH N | COUNTY: MARATHON | PLAN AND PROFILE | SHEET NO: 110 | E

FILE NAME : g:\2001\20012047\MS\Planset-South\pp6.dgn PLOT DATE : 03/13/03 PLOT BY : $$...plotuser...$$ PLOT NAME : ORG DATE : 11-16-01 Originator : Dist PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 40

LEVELS ON - 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 59, 60, 61, 62, 63

LAKE WAUSAU

KELLY W. GRAEFE

N

LAKE WAUSAU

R/W LINE

T.I. FOR CONSTRUCTION ACCESS

REMOVE AND RELOCATE FISHING PIER

REMOVE ASPHALT WALK

CONCRETE CURB AND GUTTER 30-INCH, TYPE D REQ'D

4" CONCRETE SIDEWALK REQ'D

STEEL PLATE BEAM GUARD, CLASS A, REQ'D

SLOPE INTERCEPTS

CONCRETE PAVEMENT, 12-INCH

CTH N R/W ℄ AND CONSTRUCTION ℄

CONCRETE SIDEWALK, 6-INCH

CONCRETE CURB AND GUTTER 30-INCH, TYPE D REQ'D

CONCRETE PAVEMENT APPROACH SLAB

REMOVE BEAM GUARD

REMOVE CABLE GUARD FENCE

STEEL PLATE BEAM GUARD, CLASS A, REQ'D

STRUCTURE B-37-335

REMOVE BEAM GUARD

WALLEYE SPAWNING AREA SEE DETAIL

T.I. FOR REMOVAL OF FILL SLOPE

LAKE WAUSAU
STATE OF WISCONSIN
DEPT. OF NATURAL RESOURCES

SUPERELEVATION TABLE

SLOPE LEFT	STATION	SLOPE RIGHT
-2.00%	40+55	-2.00%
-2.00%	41+50	0.00%
-2.00%	42+45	+2.00%
-2.00%	~~44+50~~ 44+21.7	+2%
-2.00%	~~45+05~~ 44+76.7	0%
-2.00%	~~45+60~~ 45+31.7	-2%

LAKE WAUSAU
STATE OF WISCONSIN
DEPARTMENT OF NATURAL RESOURCES

BENCH MARKS

NO.	STATION	DESCRIPTION	ELEV.
~~193~~	~~44+58~~	~~TOP OF SE COR. OF SE WINGWALL-125'RT~~	~~1165.41~~
BM	45+41	ALUM. CAP IN TOP OF SEX PARAPET-29.5'RT	1179.46

CTH N
CURVE DATA

P.I. = 43+68.87
Y = 194,646.80
X = 274,746.68
DELTA = 21° 39' 30"
D = 7° 00' 00"
T = 156.57 FT
L = 309.40 FT
R = 818.51 FT
P.C. = 42+12.30
P.T. = 34+53.22
S.E. = 2%

5

FINISHED GRADE

EXISTING GRADE

+1.75%

+0.60%

100-V.I.C.

PC 43+35 EL 1,175.98

PI 43+85.00 EL 1,176.36

PT 44+35 EL 1,176.66

STA. 53+66.21
STRUCTURE B-37-335 REQUIRED
TWELVE SPAN 70-INCH PRESTRESSED GIRDERS
1,579.54' OVERALL LENGTH
58.0' CLEAR ROADWAY
SKEW 30° LHF
SEE STRUCTURE DRAWINGS B-37-335

STA. 46+00.00 27.5' RT
REMOVE STRUCTURE B-37-4
18 SPAN, STEEL DECK GIRDER
702' OVERALL LENGTH
25' OVERALL ROADWAY WIDTH
5.5' HANGING WOOD SIDEWALK

NOTE:
WATER ELEVATION
ELEV.=1,160.53
DATE 9-11-01

42+00	42+50	43+00	43+50	44+00	44+50	45+00	45+50	46+00	46+50	47+00	47+50	48+00
1164.4 / 1,173.12	1165.0 / 1,174.00	1165.7 / 1,174.87	1165.0 / 1,175.73	1153.8 / 1,176.38	1153.4 / 1,176.75	1153.7 / 1,177.05	1155.1 / 1,177.35	1155.8 / 1,177.65	1155.6 / 1,177.95	1157.5 / 1,178.25	1158.0 / 1,178.55	1158.2 / 1,178.85

STATE PROJECT NUMBER: 6999-03-73	HWY: CTH N	COUNTY: MARATHON	PLAN AND PROFILE	SHEET NO: 111	E

FILE NAME : g:±2001±20012047±MS±Planset-South±pp7.dgn PLOT DATE : 03/27/03 PLOT BY : $$...plotuser...$$ PLOT NAME : ORG DATE : 11-19-01 Originator : Dist PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 40

LAKE WAUSAU

KELLY W. GRAEFE

T.I. FOR CONSTRUCTION ACCESS

N

STATE OF WISCONSIN
DEPARTMENT OF NATURAL RESOURCES

LAKE WAUSAU

ISLAND

R/W LINE

R/W LINE

48 49 50 51 52 53 54

STRUCTURE B-37-335

R/W LINE

R/W LINE

CTH N
R/W ℄ AND
CONSTRUCTION ℄

ISLAND

STATE OF WISCONSIN
DEPARTMENT OF NATURAL RESOURCES

LAKE WAUSAU

TOWN OF RIB MOUNTAIN

LAKE WAUSAU

1184
1182
1180
1178
1176
1174
1172
1170

FINISHED GRADE

+0.60%

STA. 53+66.21
STRUCTURE B-37-335 REQUIRED
TWELVE SPAN 70-INCH PRESTRESSED GIRDERS
1,579.54' OVERALL LENGTH
58.0' CLEAR ROADWAY
SKEW 30° LHF
SEE STRUCTURE DRAWINGS B-37-335

NOTE:
WATER ELEVATION
ELEV.=1,160.53
DATE 9-11-01

48+00	48+50	49+00	49+50	50+00	50+50	51+00	51+50	52+00	52+50	53+00	53+50	54+00
1,158.2 / 1,178.85	1,157.3 / 1,179.15	1,156.7 / 1,179.45	1,157.6 / 1,179.75	1,158.6 / 1,180.05	1,160.1 / 1,180.35	1,160.6 / 1,180.65	1,160.6 / 1,180.95	1,158.6 / 1,181.25	1,157.1 / 1,181.55	1,155.0 / 1,181.85	1,154.6 / 1,182.15	1,155.0 / 1,182.45

LEVELS ON • 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 59, 60, 62, 63

5

STATE PROJECT NUMBER: 6999-03-73	HWY: CTH N	COUNTY: MARATHON	PLAN AND PROFILE	SHEET NO: 112	E

FILE NAME : g:\2001\20012047\MS\Planset-South\pp8.dgn PLOT DATE : 03/13/03 PLOT BY : $$...plotuser...$$ PLOT NAME : ORG DATE : 11-19-01 Originator : Dist PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 40

LAKE WAUSAU

STATE OF WISCONSIN
DEPARTMENT OF NATURAL RESOURCES

N

LAKE WAUSAU

CTH N
R/W ℄ AND
CONSTRUCTION ℄

R/W LINE

R/W LINE

54 55 56 57 58 59 60

STRUCTURE B-37-335

R/W LINE

R/W LINE

5

LAKE WAUSAU

TOWN OF RIB MOUNTAIN

LAKE WAUSAU

1188
1186
1184
1182
1180
1178
1176
1174

FINISHED
GRADE

+0.60%

STA. 53+66.21
STRUCTURE B-37-335 REQUIRED
TWELVE SPAN 70-INCH PRESTRESSED GIRDERS
1,579.54' OVERALL LENGTH
58.0' CLEAR ROADWAY
SKEW 30° LHF
SEE STRUCTURE DRAWINGS B-37-335

NOTE:
WATER ELEVATION
ELEV.=1,160.53
DATE 9-11-01

54+00	54+50	55+00	55+50	56+00	56+50	57+00	57+50	58+00	58+50	59+00	59+50	60+00
1,155.0	1,155.3	1,155.6	1,155.9	1,156.2	1,156.5	1,156.8	1,157.1	1,157.4	1,157.8	1,158.1	1,158.4	1,158.4
1,182.45	1,182.75	1,183.05	1,183.35	1,183.65	1,183.95	1,184.25	1,184.55	1,184.85	1,185.15	1,185.45	1,185.75	1,186.05

STATE PROJECT NUMBER: 6999-03-73	HWY: CTH N	COUNTY: MARATHON	PLAN AND PROFILE	SHEET NO: 113	E

FILE NAME : g:\2001\20012047\WS\Planset-South\pp9.dgn PLOT DATE : 03/13/03 PLOT BY : $$...plotuser...$$ PLOT NAME : ORG DATE : 11-19-01 Originator : Dist PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 40

LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,59,60,61,62,63

STATE OF WISCONSIN
DEPARTMENT OF
NATURAL RESOURCES

LAKE WAUSAU

N

R/W LINE

STEEL PLATE BEAM GUARD,
CLASS A, REQ'D UNDER
PROJECT 6999-03-75,73

12" CMP

PIPE EXTENSION AND
ENDWALL REQ'D

4" CONCRETE
SIDEWALK REQ'D
UNDER PROJECT
6999-03-75,73

CONCRETE SIDEWALK
6 INCH

10.3

+25

+42

5.5

TOB 42
28'LT

1186.70

10.2

+25

1186.99

1187.29

1187.58

1187.60

CONCRETE PAVEMENT
APPROACH SLAB
UNDER PROJECT
6999-03-75,73

60

61

62

63

1188.425

1187.55

1188.85

1188.14

1188.16

12'

16'

CONCRETE
TO BE REMOVED
(BY OTHERS)

+55.45

10.1

+25

1186.69

1186.99

1187.29

1187.58

1187.60

STRUCTURE B-37-335

HOUSE
HOUSE
TO BE REMOVED
(BY OTHERS)

STEEL PLATE BEAM GUARD,
CLASS A, REQ'D UNDER
PROJECT 6999-03-75,73

CTH N
R/W & AND
CONSTRUCTION &

TOWN
OF
RIB
MOUNTAIN

LAKE WAUSAU

R/W LINE

DAVE MORAVEC

HOUSE
TO BE REMOVED
(BY OTHERS)

SLOPE
INTERCEPTS

DALE RAWSON HOUSE

TURN AROUND
DRIVEWAY UNDER
PROJECT 6999-03-75

CONC
PE

JOHN DANIEL AND MARY LOU
McCARTEN

HOUSE

CABC
PE

CAUTION

BURIED GAS LINE
(APPROXIMATE LOCATION

EXISTING R/W

WELL

CONCRETE
PE GUT

ASPH

MH
SANN

T68

SAN

W

G

ASPHALTIC PAVEMENT
UNDER PROJECT
6999-03-75,73

ASPHALT
PE

CSW

12" CMP

EXISTING R/W

END CONSTRUCTION
STA. 64+71

+71

HOUSE

SLOPE
INTERCEPTS

CONCRETE CURB AND GUTTER
30-INCH, TYPE D REQ'D (TYP.)
UNDER PROJECT 6999-03-75,73

END PROJECT
6999-03-73
STA. 64+00.00

HOUSE

CABC
PE

EXISTING R/W

ASPHALT
PE

CSW

GARAGE

HOUSE

BEGIN PROJECT 6999-03-75
(BY OTHERS)

BLDG

5

BENCH MARKS			
NO.	STATION	DESCRIPTION	ELEV.
1321	64+82	TOP NUT OF HYDRANT 15'RT	1198.57

RAYMOND W. AND JANIS J. HENNING

1192
1190
1188
1186
1184
1182
1180
1178

EXISTING
GRADE

FINISHED
GRADE

+0.60%

PC 63+40
EL 1188.09

PI 63+90
EL 1188.39

100' V.C.

PT 64+40
EL 1187.89

1.00%

ULTIMATE GRADE
(BY OTHERS)

STA. 63+66.21
STRUCTURE B-37-335 REQUIRED
TWELVE SPAN 70-INCH PRESTRESSED GIRDERS
1,579.54' OVERALL LENGTH
58.0' CLEAR ROADWAY
SKEW 30° LHF
SEE STRUCTURE DRAWINGS B-37-335

1158.4 1186.05	1158.8 1186.35	1159.1 1186.65	1178.2 1186.95	1189.5 1187.25
1189.8 1187.55	1189.1 1187.85	1190.0 1188.14	1189.8 1188.16	1187.7 1187.79
1187.4 1187.29	1187.9 1186.79	1187.0 1186.29		

60+00 60+50 61+00 61+50 62+00 62+50 63+00 63+50 64+00 64+50 65+00 65+50 66+00

STATE PROJECT NUMBER: 6999-03-73	HWY: CTH N	COUNTY: MARATHON	PLAN AND PROFILE	SHEET NO: 114	E

FILE NAME : g:±2001±20012047±MS±Planset-South±pp10.dgn PLOT DATE : 05/07/03 PLOT BY : ss...plotuser...ss PLOT NAME : ORG DATE : 11-19-01 Originator : Dist PLOT SCALE : ss.....plotscale.....ss

WISDOT/CADDS SHEET 40

LEVELS ON : 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,63

JOHN J. STEPANIK

POLLY A. METROPULOS

JAMES N. AND MARCELLA J. LIGHT

CTH NN CONSTRUCTION ℄

SAW CUT REQ'D

BUILDING TO BE REMOVED (BY OTHERS)

CONCRETE CURB AND GUTTER 30-INCH, TYPE D REQ'D (TYP.)

BURIED GAS LINE (APPROXIMATE LOCATION)

T.I. FOR SLOPING

EXISTING R/W

MATCH

CONSTRUCTION LIMITS
STA. 106+80.00
SAW CUT REQ'D

PI STA. 107+85.24
ANGLE=180°07'27"

2" ASPHALTIC CONCRETE REQ'D

SLOPE INTERCEPT

BURIED TELEPHONE CABLE (APPROXIMATE LOCATION)

PAUL W. SZMANDA

STA. 109+00
CONSTRUCT NEW RE RT

ROBERT W. HEMPFER

CONCRETE CURB AND GUTTER 30-INCH, TYPE D REQ'D (TYP.)

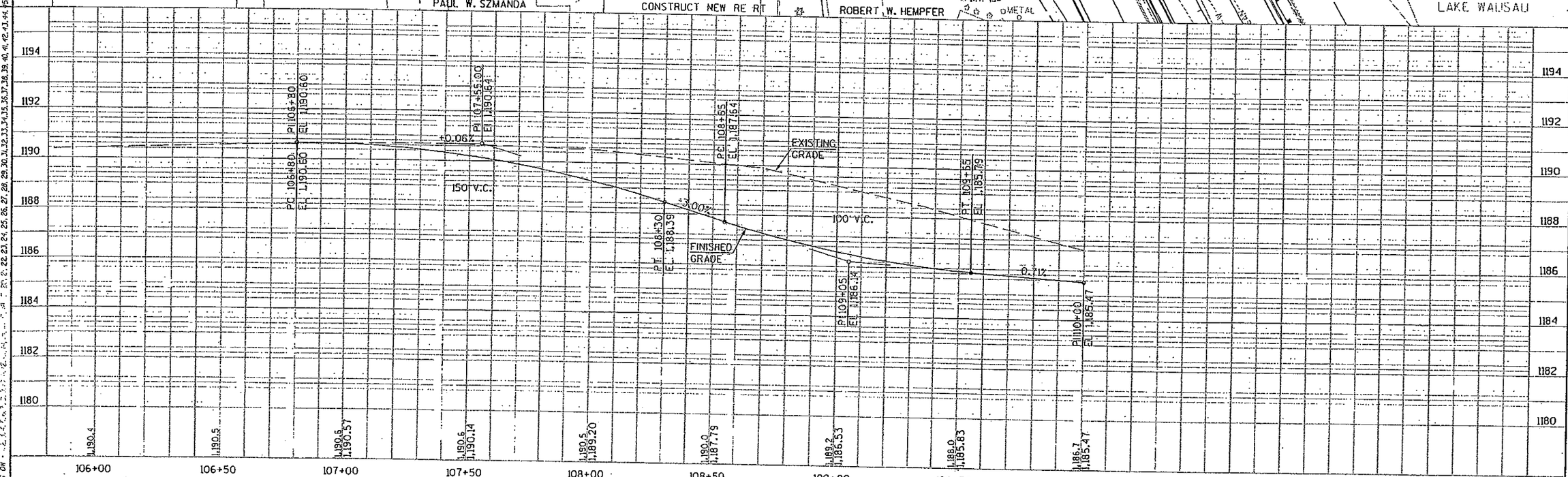
STA. 110+00.00 CTH NN=
STA. 18+58.22 CTH N

LAKE WAUSAU

BENCH MARKS			
NO.	STATION	DESCRIPTION	ELEV.
190	17+97	TOP NORTH EDGE OF FAR EAST POST-86'LT	1192.48

CTH N
CURVE DATA

P.I. = 18+30.17
Y = 192,275.17
X = 274,052.26
DELTA = 20°00'00"
D = 7°15'00"
T = 139.35 FT
L = 275.86 FT
R = 790.29 FT
P.C. = 16+90.82
P.T. = 19+66.68



STATE PROJECT NUMBER: 6999-03-73	HWY: CTH NN	COUNTY: MARATHON	PLAN AND PROFILE	SHEET NO: 115	E

FILE NAME : g:\2001\20012047\MS\Planset-South\cthnnpp.dgn PLOT DATE : 05/07/03 PLOT BY : $$...plotuser...$$ PLOT NAME : ORG DATE : 01-14-02 Originator : Dist PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 40

LEWIS FAMILY, LLC

FRONTAGE ROAD CURVE DATA
P.I. = 296+83.19
Y = 193,550.19
X = 274,251.77
DELTA = 38° 47' 46"
D = 30° 00' 00"
T = 67.25 FT
L = 129.32 FT
R = 190.99 FT
P.C. = 296+15.94
P.T. = 297+45.26

FRONTAGE ROAD CURVE DATA
P.I. = 297+96.77
Y = 193,667.08
X = 274,230.73
DELTA = 30° 11' 31"
D = 30° 00' 00"
T = 51.52 FT
L = 100.64 FT
R = 190.99 FT
P.C. = 297+45.26
P.T. = 298+45.90

LEWIS FAMILY, LLC

JOESPH BUSKA JR.

SAW CUT REQ'D

BUSKA PROPERTIES LLC

T.I. FOR SLOPING AND DRIVEWAY CONSTRUCTION

P.C. 297+45.26

CONCRETE CURB AND GUTTER 30-INCH, TYPE D REQ'D (TYP.)

T.I. FOR SLOPING

STEEL PLATE BEAM GUARD CLASS B, REQ'D

SLOPE INTERCEPTS

FRONTAGE ROAD CONSTRUCTION R

CONSTRUCT CABC FE ENTRANCE

R/W LINE

CONSTRUCTION LIMITS
STA. 292+50.00

CAUTION BURIED GAS LINE (APPROXIMATE LOCATION)

T.I. FOR SLOPING

BUILDING TO BE REMOVED (BY OTHERS)

P.C. 296+15.94

4" CONCRETE SIDEWALK REQ'D

WOODS

LIFT STATION TO BE RELOCATED (BY OTHERS)

HOUSE TO BE REMOVED (BY OTHERS)

P.C. 30+23.02

BUILDING TO BE REMOVED (BY OTHERS)

ASPHALT LOT

PETROLEUM IMPACTED SOIL AND/OR GROUNDWATER

CONCRETE PORCH

REMOVE DRIVEWAY

12" CMP

15" RCP

WOOD POST

6.1 6.2 6.3 6.4 6.5 6.6 6.7 6.8 6.9 6.10 6.11

1165.46 1165.71 293 1165.95 1165.96 1166.20 1166.21 294 1166.45 1166.46 1166.70 1166.71 1166.95 296 1167.20 1167.21 1167.45 1167.46 1167.70 1167.69 297 1167.93 1167.38 1167.62

27 28 29 30 31 32

1172 1170 1168 1166 1164 1162 1160 1158

EXISTING GRADE

FINISHED GRADE

+0.50%

-1.52%

STA. 292+50
EL. 1165.70

STA. 296+90
EL. 1167.90

R 297+15
EL. 1168.03

50' V.C.

STA. 297+40
EL. 1167.74

1167.7 1165.70 | 1167.7 1165.95 | 1167.6 1166.20 | 1167.6 1166.45 | 1167.4 1166.70 | 1166.3 1166.95 | 1167.4 1167.20 | 1167.4 1167.45 | 1166.6 1167.70 | 1166.3 1167.93 | 1167.4 1167.62

292+50 293+00 293+50 294+00 294+50 295+00 295+50 296+00 296+50 297+00 297+50

STATE PROJECT NUMBER: 6999-03-73 | HWY: FRONTAGE ROAD | COUNTY: MARATHON | PLAN AND PROFILE | SHEET NO: 116 | E

FILE NAME : g:\2001\20012047\WS\Planset-South\frontagepp1.dgn PLOT DATE : 05/07/03 PLOT BY : $$...plotuser...$$ PLOT NAME : ORG DATE : Originator : Dist PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 40

5

BUSKA PROPERTIES, LLC
HOUSE

JOESPH BUSKA JR.

BANK OF WAUSAU

ASPHALT LOT

SLOPE INTERCEPTS

SAW CUT REQ'D

T.I. FOR SLOPING AND DRIVEWAY CONSTRUCTION

MONITORING WELL ABANDON (BY OTHERS)

FRONTAGE ROAD CONSTRUCTION

T.I. FOR SLOPING

BUILDING TO BE REMOVED (BY OTHERS)

APPROXIMATE EXTENT OF PETROLEUM IMPACTED SOIL AND/OR GROUNDWATER

CONCRETE CURB AND GUTTER 30-INCH, TYPE D REQ'D (TYP.)

REMOVE DRIVEWAY

TIMBER RETAINING WALL

REMOVE DETERIOATED TIMBER RETAINING WALL (NO SEPARATE PAYMENT)

4" CONCRETE SIDEWALK REQ'D

TYPE 2 CURB RAMP

+65.54 30' R. 44' LT REMOVE CULVERT

T.I. FOR SLOPING

SAW CUT REQ'D ASPHALT LOT

EXIST. R/W

(ADJ.)

CONSTRUCTION LIMITS
STA. 127+65.00
SAW CUT REQ'D

TOWN OF RIB MOUNTAIN

ESTATE OF
EDWARD C. SCHNECK

STA. 300+00.00 FRONTAGE ROAD=
STA. 128+41.33 MALLARD LANE

MALLARD LANE CONSTRUCTION

SAW CUT REQ'D

REPLACE WITH 1 3/4" ASPHALTIC CONCRETE PAVEMENT OVER 6" CRUSHED AGGREGATE BASE COURSE

T.I. FOR SEDIMENT REMOVAL

APPROXIMATE EXTENT OF PETROLEUM IMPACTED SOIL AND/OR GROUNDWATER

4" CONCRETE SIDEWALK REQ'D

SLOPE INTERCEPTS

BENCH MARKS			
NO.	STATION	DESCRIPTION	ELEV.
192	127+55	TOP OF EAST COR. OF R/R TIE W/BELL-105'RT	1167.523

FRONTAGE ROAD CURVE DATA	FRONTAGE ROAD CURVE DATA
P.I.= 296+83.19	P.I.= 297+96.77
Y = 193,550.19	Y = 193,667.08
X = 274,251.77	X = 274,230.73
DELTA = 38° 47' 45"	DELTA = 30° 11' 31"
D = 30° 00' 00"	D = 30° 00' 00"
T = 67.25 FT	T = 51.52 FT
L = 129.32 FT	L = 100.64 FT
R = 190.99 FT	R = 190.99 FT
P.C.= 296+15.94	P.C.= 297+45.26
P.T.= 297+45.26	P.T.= 298+45.90

KELLY W. GRAEFE

MALLARD LANE

STA. 130+00.00 MALLARD LANE=
STA. 34+25.30 CTH N

EXISTING GRADE

FINISHED GRADE

50' V.C.

40' V.C.

-1.15%

+0.39%

-0.45%

+2.06%

+2.22%

PI 297+15 EL 1168.05
STA. 297+40 EL 1167.74
PC 299+30 EL 1165.56
PI 299+55 EL 1165.27
PT 299+80 EL 1165.83
P 300+00 EL 1166.27
PC 127+68 EL 1166.40
PI 127+90 EL 1166.50
PT 128+15 EL 1166.39
PC 129+10 EL 1166.56
PI 129+30 EL 1165.87
PT 129+50 EL 1166.28
PI 130+10 EL 1167.31

PETROLEUM IMPACTED SOIL AND/OR GROUNDWATER

WATER TABLE (APPROXIMATE)

297+00 297+50 298+00 298+50 299+00 299+50 300+00

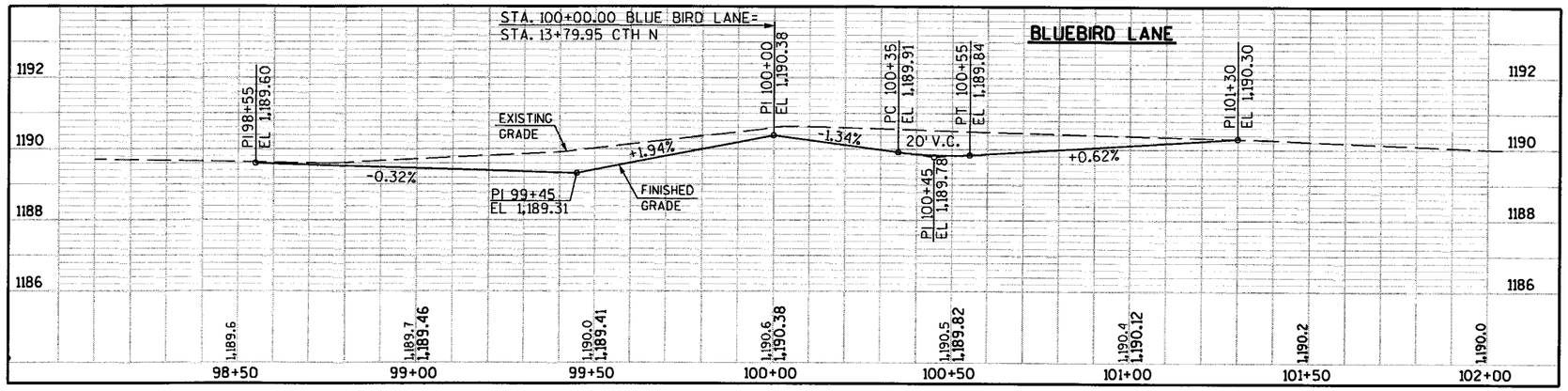
127+50 128+00 128+50 129+00 129+50 130+00

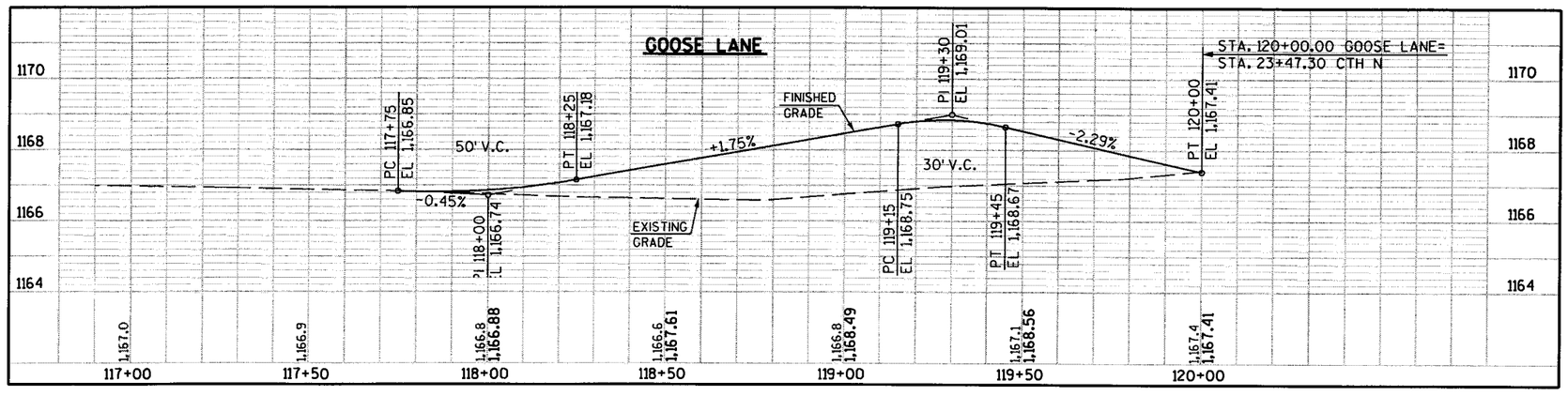
1172 1170 1168 1166 1164 1162 1160 1158

STATE PROJECT NUMBER: 6999-03-73	HWY: FRONTAGE ROAD	COUNTY: MARATHON	PLAN AND PROFILE	SHEET NO: 117	E

5

FILE NAME : g:\2001\20012047\WS\Planset-South\frontagepp2.dgn PLOT DATE : 05/07/03 PLOT BY : $$...plotuser...$$ PLOT NAME : ORG DATE : 1-14-02 Originator : Dist PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 40





5

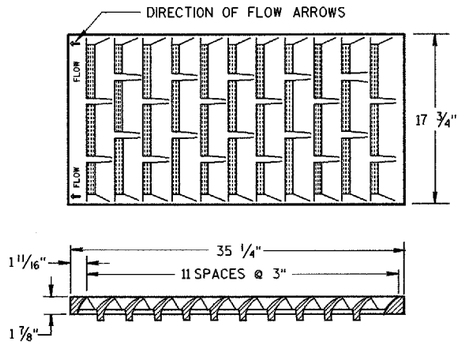
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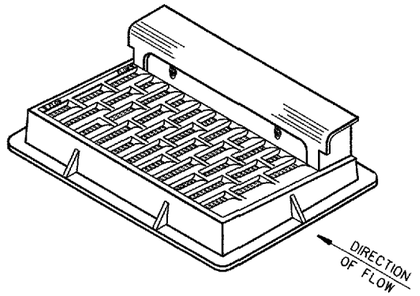
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WISDOT/CADDS SHEET 44

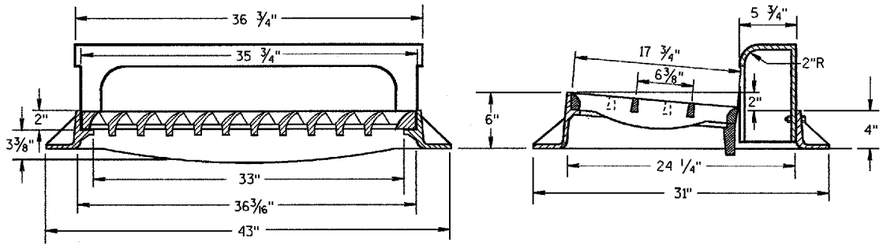
LEVELS ON • 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 59, 60, 62, 63

NOTE:
GRATE IS REVERSIBLE.





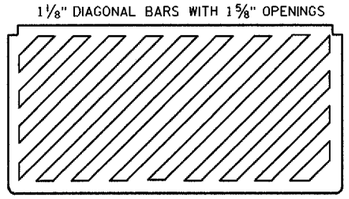
NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"



TYPE "H"

(APPROXIMATE WEIGHT 422 LBS.)
FRAME..... 175 LBS.
GRATE..... 138 LBS.
CURB BOX..... 109 LBS.

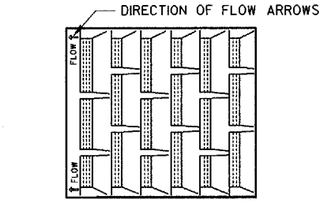
1 1/8" DIAGONAL BARS WITH 1 5/8" OPENINGS

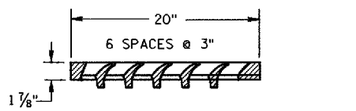


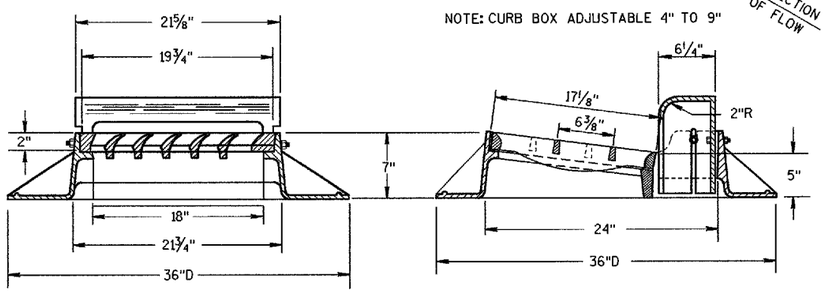
SPECIAL GRATE FOR TYPE "H" COVER

(MEASURES 35 1/4" X 17 3/4" X 2")
(APPROXIMATE WEIGHT 172 LBS.)
GRATE..... 172 LBS.

(NOTED AS TYPE H-S ON DRAINAGE TABLE)

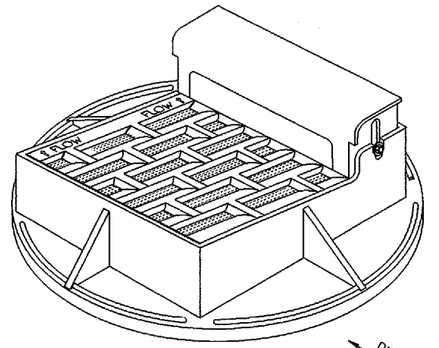






TYPE "A"

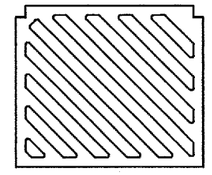
(APPROXIMATE WEIGHT 325 LBS.)
FRAME..... 157 LBS.
GRATE..... 84 LBS.
CURB BOX..... 84 LBS.



NOTE: CURB BOX ADJUSTABLE 4" TO 9"

NOTE:
GRATE IS REVERSIBLE.

1" DIAGONAL BARS
WITH 1 1/2" OPENINGS



SPECIAL GRATE FOR TYPE "A" COVER

(MEASURES 19 3/4" X 17" X 1 1/8")
GRATE..... 84 LBS.

(NOTED AS TYPE A-S ON 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 CATCH BASIN, MANHOLE AND INLET 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.

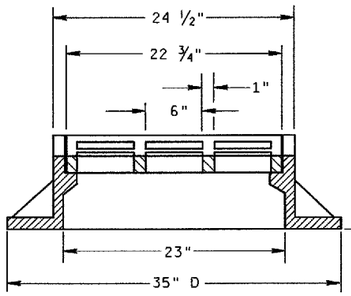
INLET COVERS
TYPE A, H, A-S, & H-S

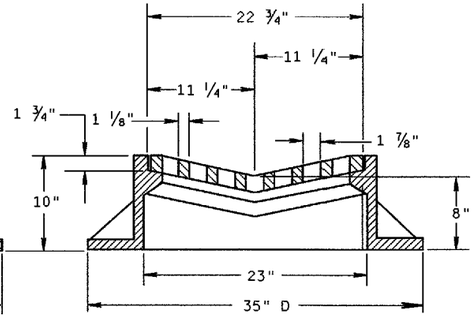
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10/04/99
DATE
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

S.D.D. 8 A 5-16a

S.D.D. 8 A 5-16a

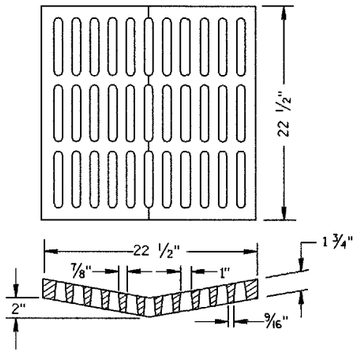




TYPE "B"

(APPROXIMATE WEIGHT 395 LBS.)

FRAME..... 285 LBS.
GRATE..... 110 LBS.

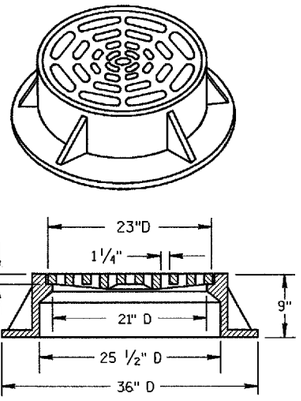


ALTERNATIVE GRATE FOR TYPE "B" COVER

(APPROXIMATE GRATE WEIGHT 125 LBS.)
GRATE.....125 LBS.

USE WHERE PEDESTRIAN OR BICYCLE TRAFFIC IS POSSIBLE.

NOTED AS TYPE B-A ON THE DRAINAGE TABLE



TYPE "C"

(APPROXIMATE WEIGHT 340 LBS.)

FRAME..... 235 LBS.
GRATE..... 105 LBS.

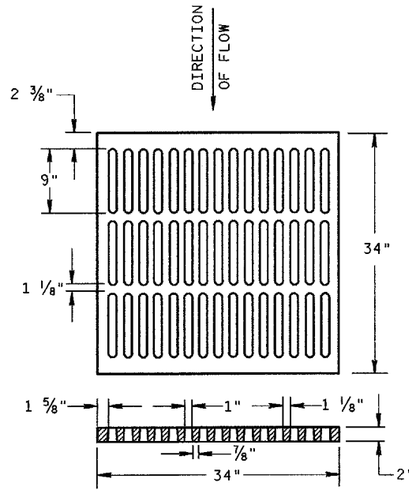
GENERAL NOTES

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

DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR CATCH BASIN, MANHOLE AND INLET 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.

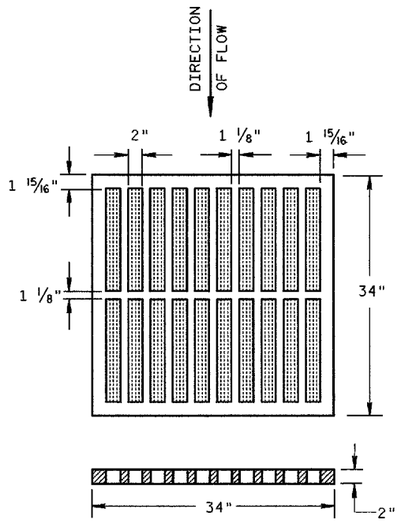


ALTERNATIVE TYPE "MS"

(APPROXIMATE GRATE WEIGHT 365 LBS.)
GRATE.....365 LBS.

USE WHERE PEDESTRIAN OR BICYCLE TRAFFIC IS PERMITTED

NOTED AS TYPE MS-A ON THE DRAINAGE TABLE

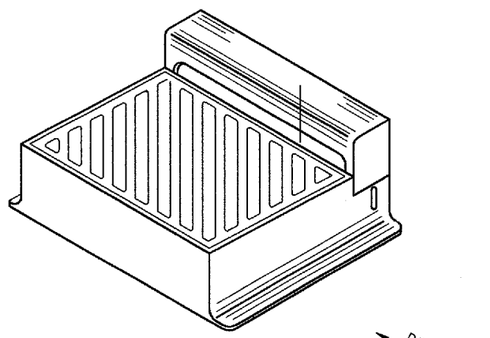


TYPE "MS"

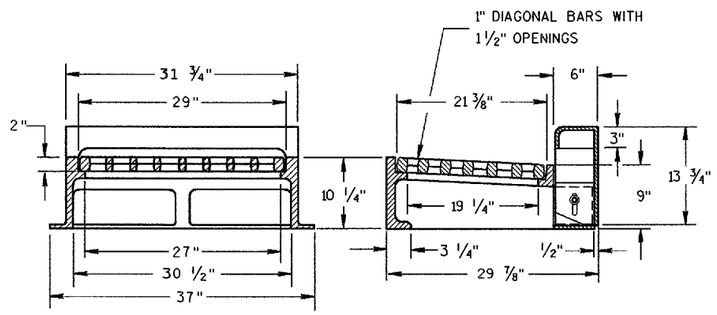
(APPROXIMATE GRATE WEIGHT 270 LBS.)
GRATE.....270 LBS.

USE ON FREEWAYS AND EXPRESSWAYS

NOTED AS TYPE MS ON DRAINAGE TABLE



DIAGONAL SLOTS, SHALL BE ORIENTED TO THE DIRECTION OF FLOW AS ILLUSTRATED. GRATES ARE MANUFACTURED TO BE REVERSIBLE.



NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"

TYPE "WM"

(APPROXIMATE WEIGHT 670 LBS.)

FRAME..... 360 LBS.
GRATE..... 160 LBS.
CURB BOX..... 150 LBS.

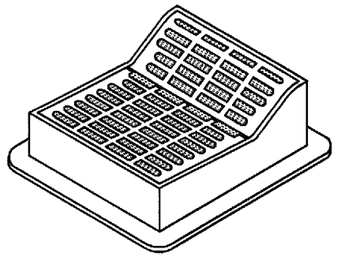
INLET COVERS
TYPE B, B-A, C, MS, MS-A, & WM

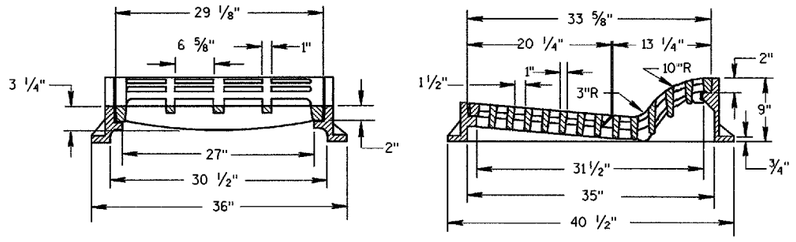
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED 10/04/99
DATE
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

S.D.D. 8 A 5-16b

S.D.D. 8 A 5-16b



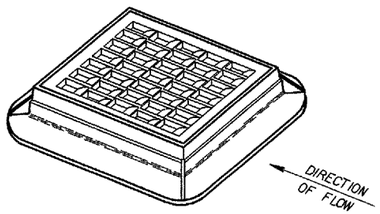


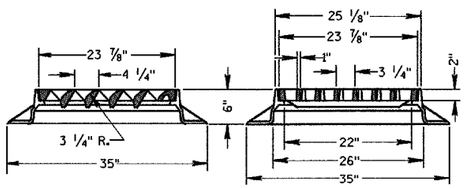
TYPE "F"

(APPROXIMATE WEIGHT 645 LBS.)

FRAME.....300 LBS.
GRATE.....165 LBS.
GRATE.....180 LBS.

USE WITH CONCRETE CURB & GUTTER, 36 INCH.

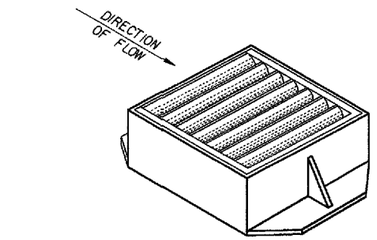


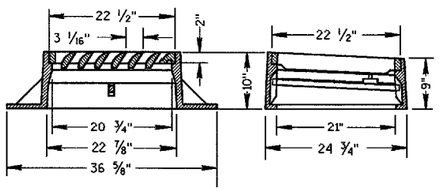


TYPE "S"

(APPROXIMATE WEIGHT 334 LBS.)

FRAME.....165 LBS.
GRATE.....169 LBS.





TYPE "V"

(APPROXIMATE WEIGHT 405 LBS.)

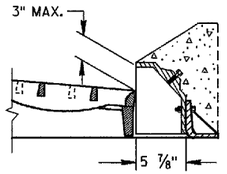
FRAME.....270 LBS.
GRATE.....130 LBS.
SAFETY BAR.....5 LBS.

GENERAL NOTES

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

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

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



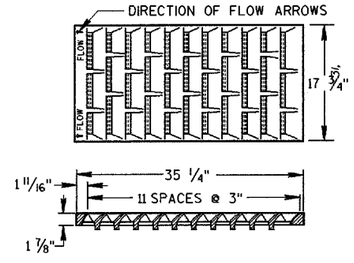
ALTERNATIVE CURB BOX FOR TYPE "HM" COVER

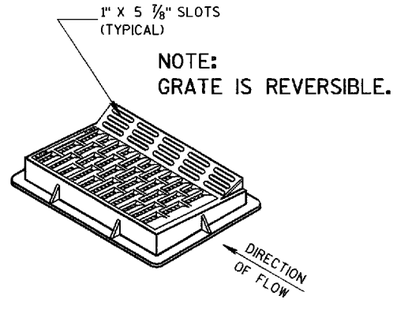
(APPROXIMATE WEIGHT 79 LBS.)

CURB BOX.....79 LBS.

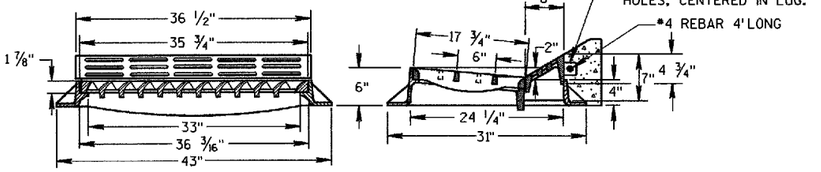
USE WITH TYPES G & J CONCRETE CURB & GUTTER, 30 INCH
NOTED AS TYPE HM-GJ ON DRAINAGE TABLE

NOTE:
SPECIAL GRATE FOR THE TYPE "H" COVER MAY ALSO BE USED FOR THE TYPE "HM-GJ" COVER
NOTED AS TYPE HM-GJ-S ON DRAINAGE TABLE





NOTE:
GRATE IS REVERSIBLE.



TYPE "HM"

(APPROXIMATE WEIGHT 375 LBS.)

FRAME.....175 LBS.
GRATE.....138 LBS.
CURB BOX.....62 LBS.

USE WITH CONCRETE CURB & GUTTER, 36 INCH.

NOTE:
SPECIAL GRATE FOR THE TYPE "H" COVER MAY ALSO BE USED FOR THE TYPE "HM" COVER
NOTED AS TYPE HM-S ON DRAINAGE TABLE

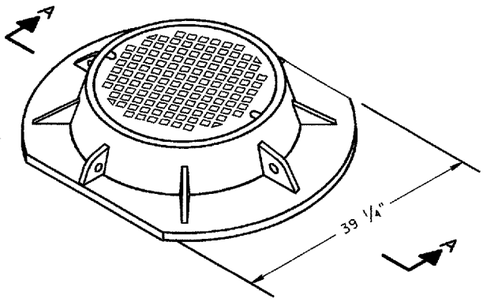
INLET COVERS
TYPE F, HM, HM-S, S, V, HM-GJ, & HM-GJ-S

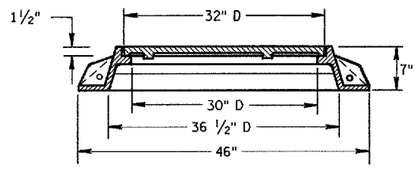
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED 10/04/99
DATE
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

S.D.D. 8 A 5-16c

S.D.D. 8 A 5-16c



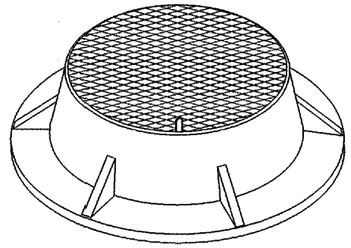


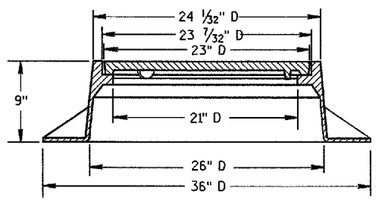
SECTION A-A

TYPE "K"

(APPROXIMATE WEIGHT 415 LBS.)

FRAME.....210 LBS.
LID.....205 LBS.

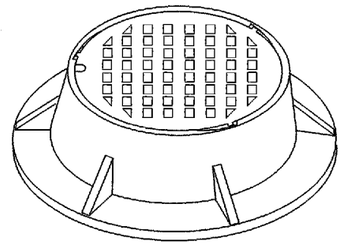


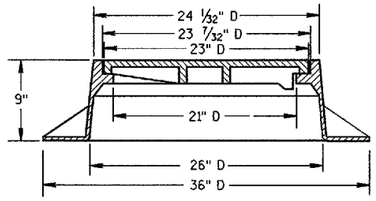


TYPE "J"

(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)

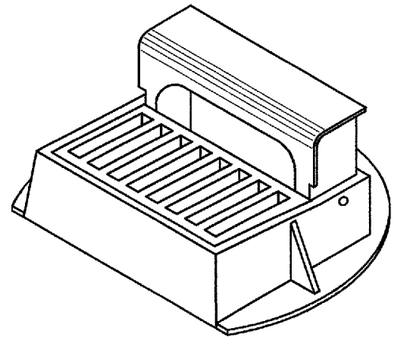
GENERAL NOTES

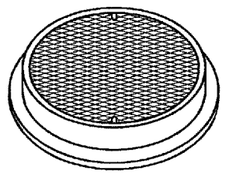
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

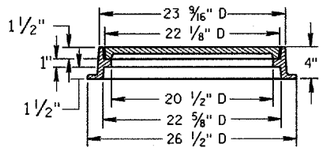
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR MANHOLE COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

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

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



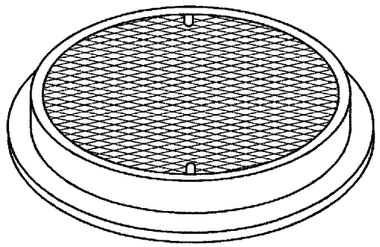


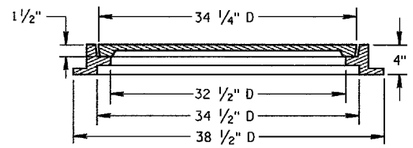


TYPE "L"

(APPROXIMATE WEIGHT 145 LBS.)

FRAME.....75*
LID.....70*

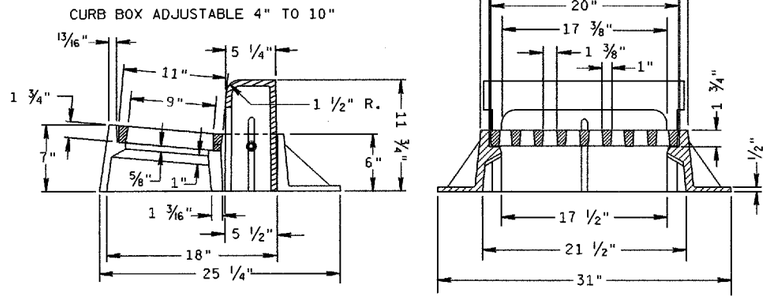




TYPE "M"

(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

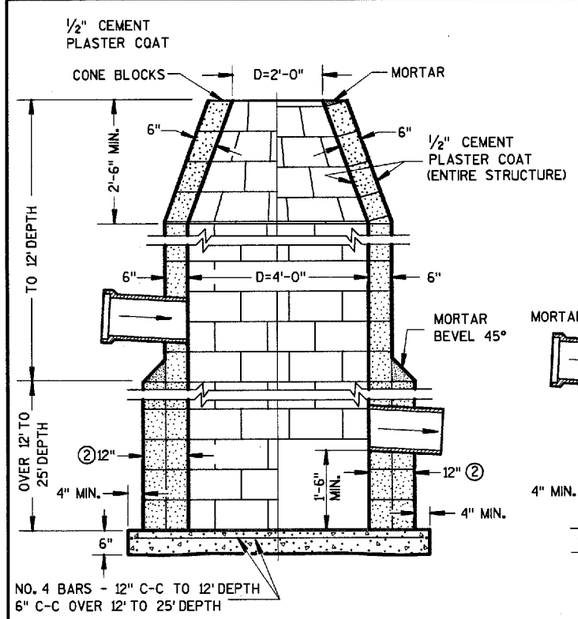
APPROVED 10/04/99
DATE

Roy L. Amundson
CHIEF ROADWAY DEVELOPMENT ENGINEER

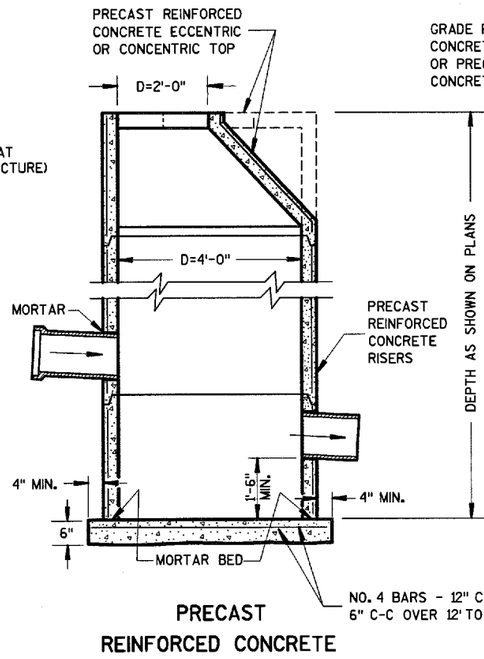
FHWA

S.D.D. 8 A 5-16d

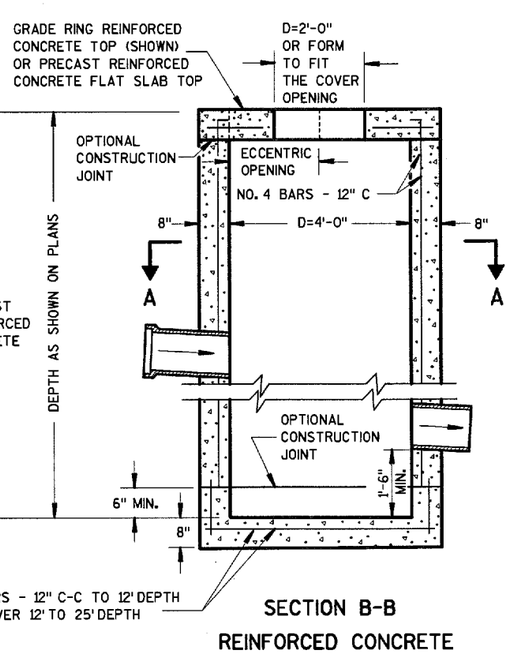
S.D.D. 8 A 5-16d



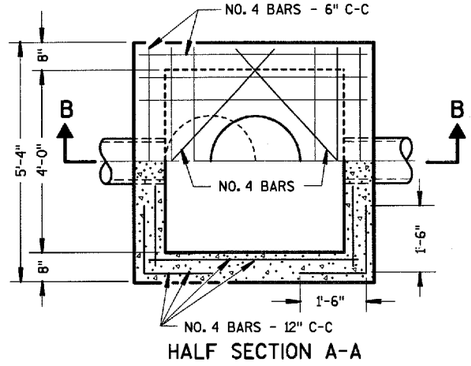
CONCRETE BLOCK



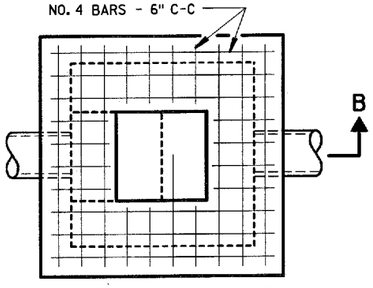
PRECAST REINFORCED CONCRETE



SECTION B-B
REINFORCED CONCRETE



HALF SECTION A-A



PLAN VIEW SHOWING ALTERNATE OPENING

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 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 CONE TOPS (ECCENTRIC OR CONCENTRIC) OR PRECAST REINFORCED CONCRETE FLAT SLAB TOPS MAY BE USED ON CONCRETE BLOCK STRUCTURES. THE CONE TOPS SHALL BE INSTALLED ON A BED OF MORTAR.

ECCENTRIC CONE TOPS MAY BE USED ON ALL STRUCTURES, AND CONCENTRIC CONE TOPS SHALL BE USED ONLY ON STRUCTURES 5 FEET OR LESS IN DEPTH, UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

STEPS MEETING THE FOLLOWING REQUIREMENTS SHALL BE INSTALLED IN ALL STRUCTURES OVER 5 FEET IN DEPTH: 16 INCH C-C MAXIMUM SPACING; PROJECT A MINIMUM CLEAR DISTANCE OF 4 INCHES FROM THE WALL AT THE POINT OF EMBEDMENT; MINIMUM LENGTH OF 10 INCHES; MINIMUM WALL EMBEDMENT OF 3 INCHES. FERROUS METAL STEPS NOT PAINTED OR TREATED TO RESIST CORROSION SHALL HAVE A MINIMUM CROSS SECTIONAL DIMENSION OF 1 INCH.

STEPS OF APPROVED POLYPROPYLENE PLASTIC COATED REINFORCEMENT BAR ARE ACCEPTABLE.

CERTIFICATION SHALL BE PROVIDED THAT INSTALLED STEPS WHEN TESTED IN ACCORDANCE WITH SECTION 10 OF AASHTO T280 CAN WITHSTAND A VERTICAL LOAD OF 800 LBS. AND A HORIZONTAL LOAD OF 400 LBS.

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

ALL PRECAST INLET UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF AASHTO DESIGNATION M199.

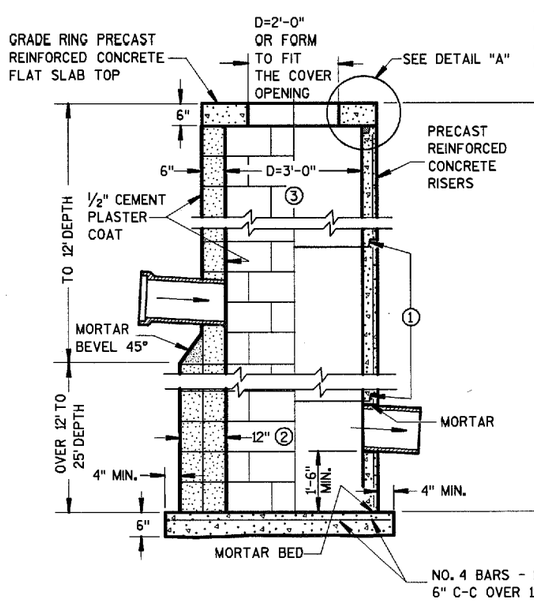
THE "PRECAST REINFORCED CONCRETE FLAT SLAB TOP" OPTION IS REQUIRED ON CATCH BASINS, TYPE 1 WHEN 2' X 3' OPENING INLET COVERS ARE REQUIRED.

① PRECAST REINFORCED CONCRETE RISERS SHALL BE PLACED WITH THE TONGUE DOWN WHEN GRADE RINGS ARE USED FOR THE SLAB TOP.

② 2 COURSES 6" BLOCK.

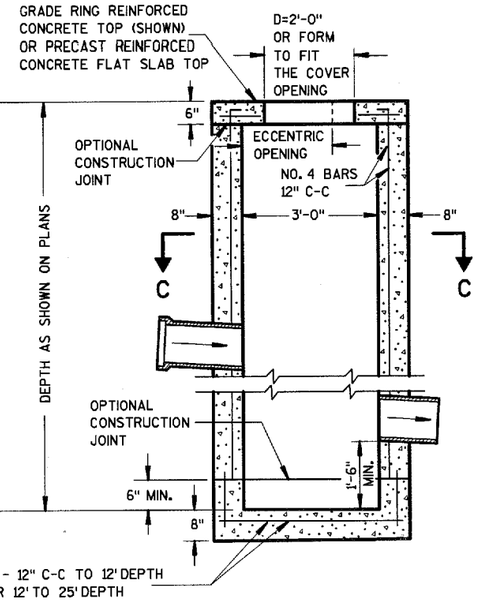
③ WHEN THE CONNECTING PIPES ARE 24" OR LARGER THE PRECAST CATCH BASIN MAY BE INCREASED TO 42" DIA.

CATCH BASINS, TYPE 1

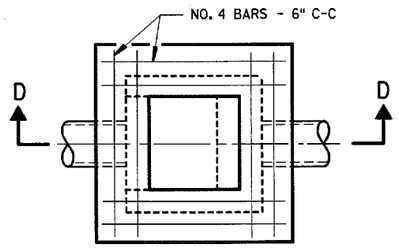


CONCRETE BLOCK

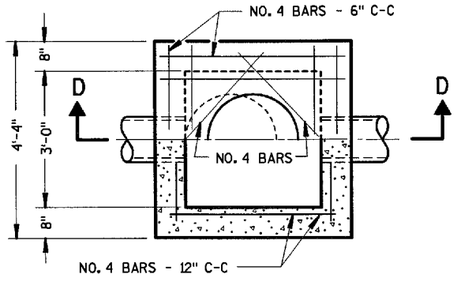
PRECAST REINFORCED CONCRETE



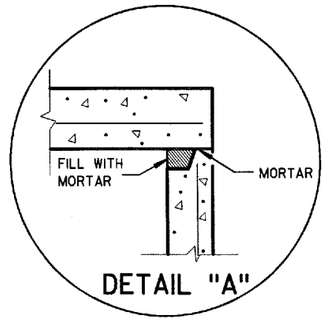
SECTION D-D
REINFORCED CONCRETE



PLAN VIEW SHOWING ALTERNATE OPENING



HALF SECTION C-C



DETAIL "A"

CATCH BASINS, TYPE 2

CATCH BASINS TYPE 1 & 2

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED 06/09/99 DATE
Tony A. Thimsen
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

S.D.D. 8 A 6-4

S.D.D. 8 A 6-4

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 undergroung drainage structures shall be submitted to the Engineer for approval providing that such alternate designs make provision for equivalent capacity and strength.

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 for Granular Backfill. This bedding shall be compacted and provide uniform support for the entire area of the base.

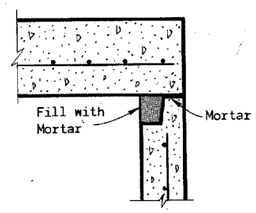
Steps meeting the following requirements shall be installed in all structures over 5 feet in depth: 16 inch C-C maximum spacing; project a minimum clear distance of 4 inches from the wall at the point of embedment; minimum length of 10 inches; minimum wall embedment of 3 inches; and be capable of supporting a concentrated load of 300 lbs. Ferrous metal steps not painted or treated to resist corrosion shall have a minimum cross sectional dimension of 1 inch.

Solid Aluminum steps shall have a minimum cross sectional dimension of 0.75 inch. Aluminum surfaces to be embedded in concrete shall be given one coat of suitable quality paint, such as zinc chromate primer conforming to federal spacification TT-P-645 or equivalent. Steps of approved Polypropylene plastic coated reinforcement bar will be acceptable.

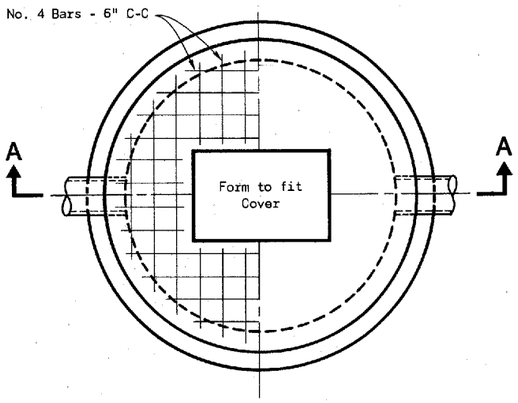
All bar steel reinforcement shall be embedded 2 inches clear unless otherwise shown or noted.

Precast Reinforced Concrete Risers shall be placed with tongue down.

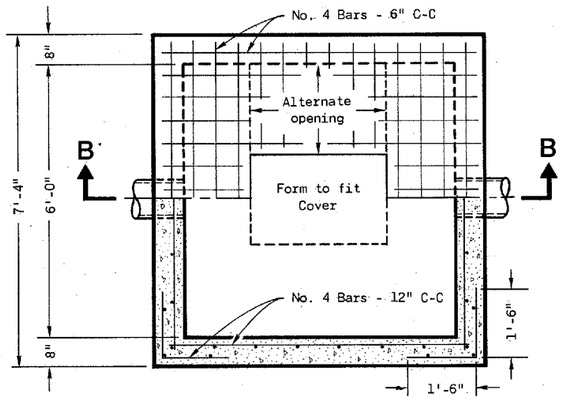
All Precast Inlet Units shall conform to the pertinent requirements of AASHTO Designation M 199.



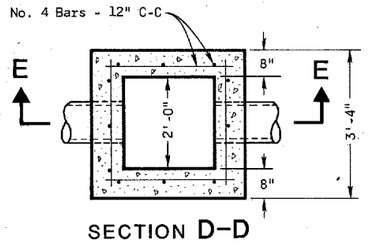
DETAIL "A"



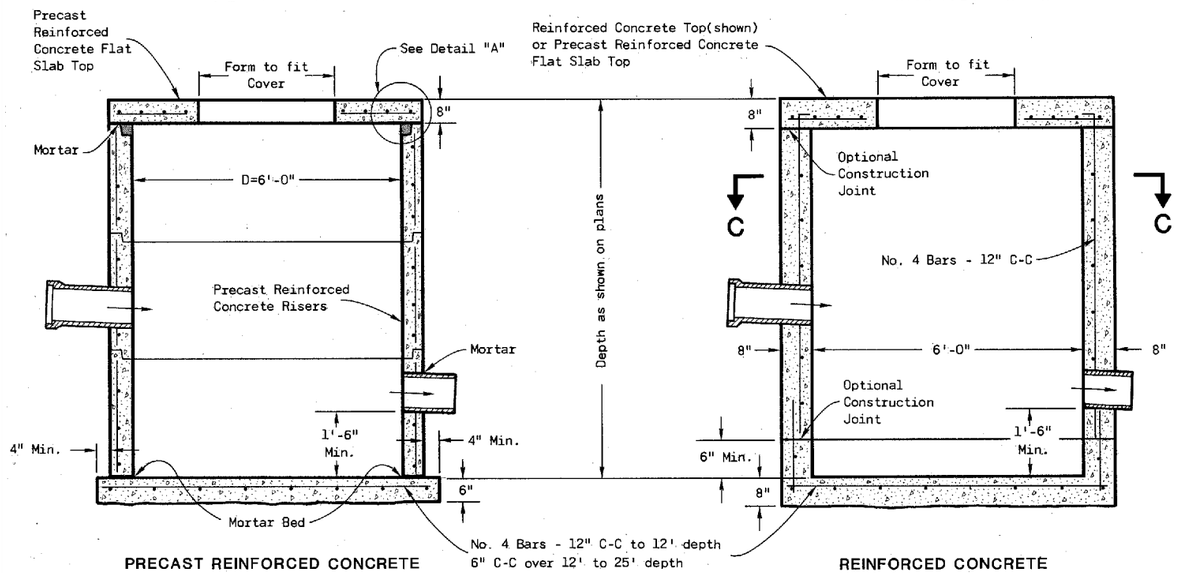
PLAN VIEW



HALF SECTION C-C



SECTION D-D



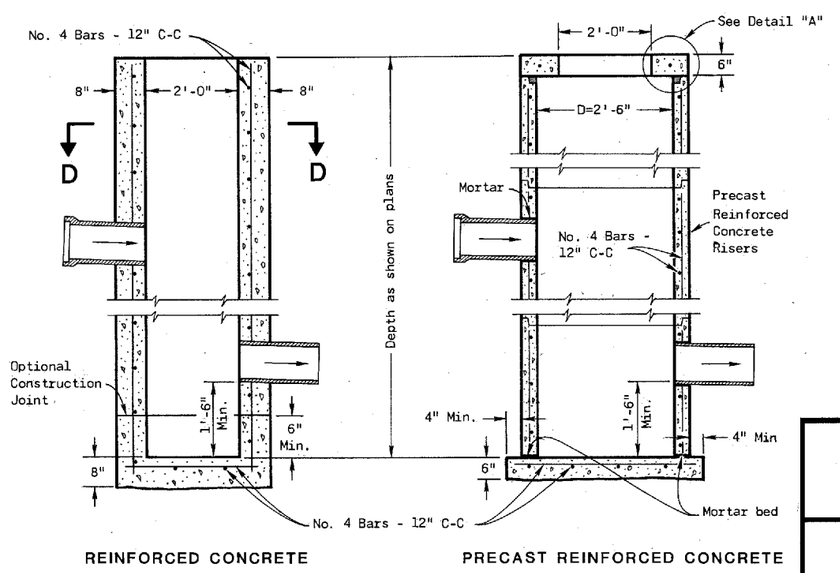
PRECAST REINFORCED CONCRETE

SECTION A-A

REINFORCED CONCRETE

SECTION B-B

CATCH BASINS TYPE 5



REINFORCED CONCRETE

SECTION E-E

PRECAST REINFORCED CONCRETE

CATCH BASINS TYPE 3

CATCH BASINS TYPE 3 & 5

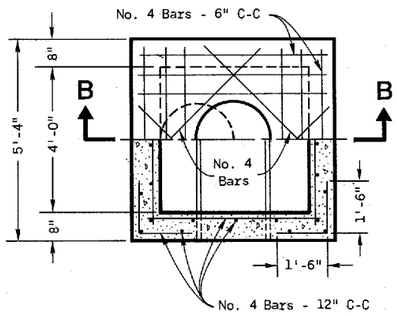
State of Wisconsin
Department of Transportation

APPROVED 4-13-82
DATE
FHWA

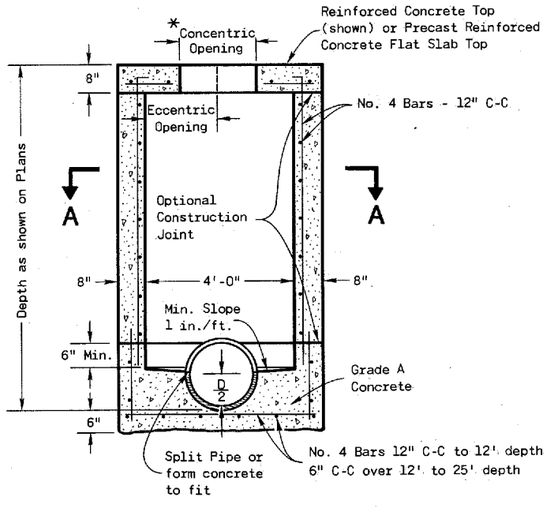
CHIEF DESIGN ENGINEER

S.D.D. 8 A 7-3

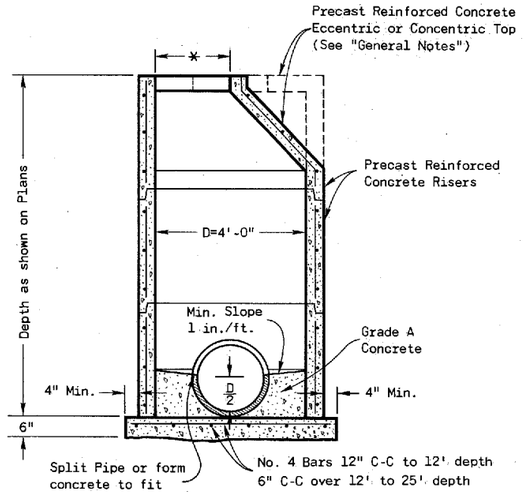
S.D.D. 8 A 7-3



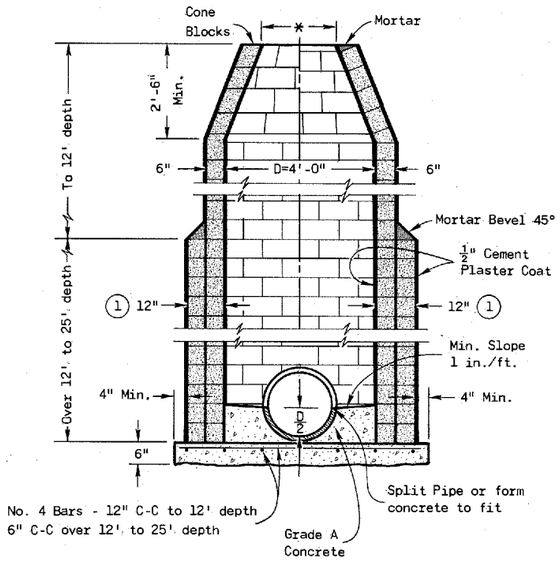
HALF SECTION **A-A**



SECTION **B-B**
REINFORCED CONCRETE



PRECAST REINFORCED CONCRETE



CONCRETE BLOCK

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 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 for Granular Backfill. This bedding shall be compacted and provide uniform support for the entire area of the base.

Precast Reinforced Concrete Cone Tops (Eccentric or Concentric) may be used on concrete block structures. The Cone Tops shall be installed on a bed of mortar.

Eccentric Cone Tops may be used on all structures, and Concentric Cone Tops shall be used only on structures 5 feet or less in depth, unless otherwise directed by the Engineer.

Steps meeting the following requirements shall be installed in all structures over 5 feet in depth: 16 inch C-C maximum spacing; project a minimum clear distance of 4 inches from the wall at the point of embedment; minimum length of 10 inches; minimum wall embedment of 3 inches; and be capable of supporting a concentrated load of 300 lbs. Ferrous metal steps not painted or treated to resist corrosion shall have a minimum cross sectional dimension of 1 inch.

Solid Aluminum steps shall have a minimum cross sectional dimension of 0.75 inch. Aluminum surfaces to be embedded in concrete shall be given one coat of suitable quality paint, such as zinc chromate primer conforming to Federal Specification TT-P-645 or equivalent. Steps of approved Polypropylene plastic coated reinforcement bar will be acceptable.

All bar steel reinforcement shall be embedded 2 inches clear unless otherwise shown or noted.

Precast Reinforced Concrete Risers may be placed with tongue up or down.

All Precast Inlet Units shall conform to the pertinent requirements of AASHTO Designation M 199.

* Use 2'-0" diameter opening with Type "C", "L" and "J" covers, or 3'-0" diameter with Type "K" and "M" covers.

(1) 2 courses 6" block.

MANHOLES TYPE 1

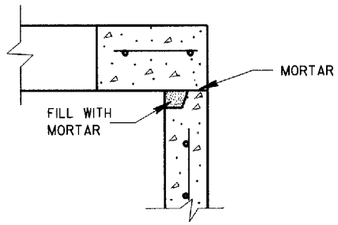
State of Wisconsin
Department of Transportation

APPROVED 4-13-82
DATE
CHIEF DESIGN ENGINEER
FHWA

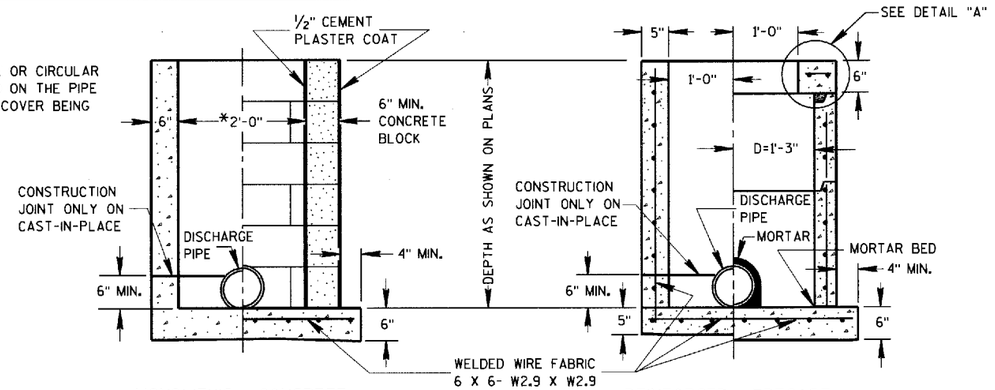
S.D.D. 8 B 6-3

MANHOLES TYPE 1

S.D.D. 8 B 6-3



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.

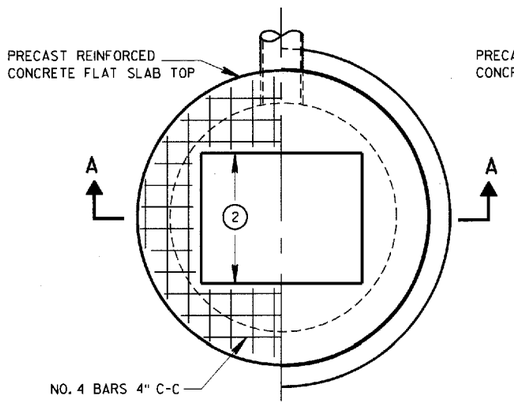
PRECAST REINFORCED CONCRETE FLAT SLAB TOPS MAY BE USED ON THE STRUCTURES. THE TOPS SHALL BE INSTALLED ON A BED OF MORTAR.

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

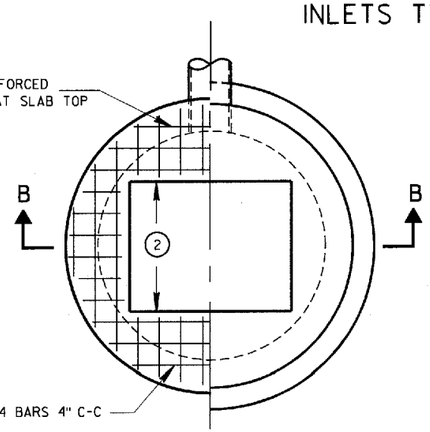
PRECAST REINFORCED CONCRETE RISERS SHALL BE PLACED WITH TONGUE DOWN.

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

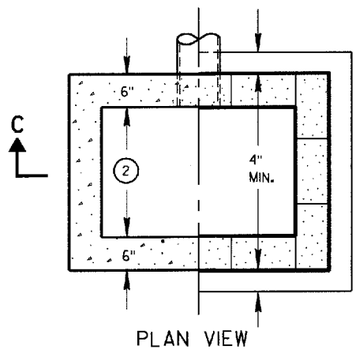
(2) USE 2'-0" OPENING FOR TYPE 1, 2 & 3 INLETS. 2'-6½" OPENING FOR TYPE 4 INLETS.



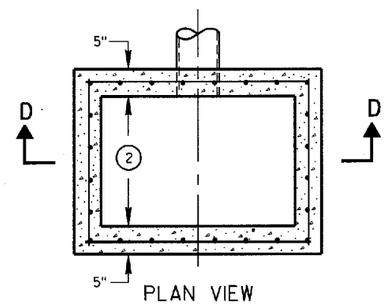
PLAN VIEW



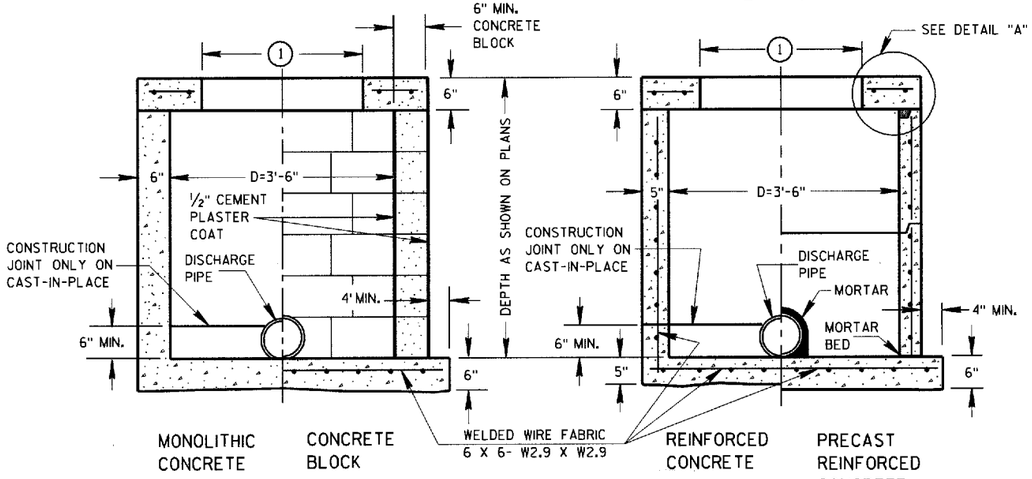
PLAN VIEW



PLAN VIEW

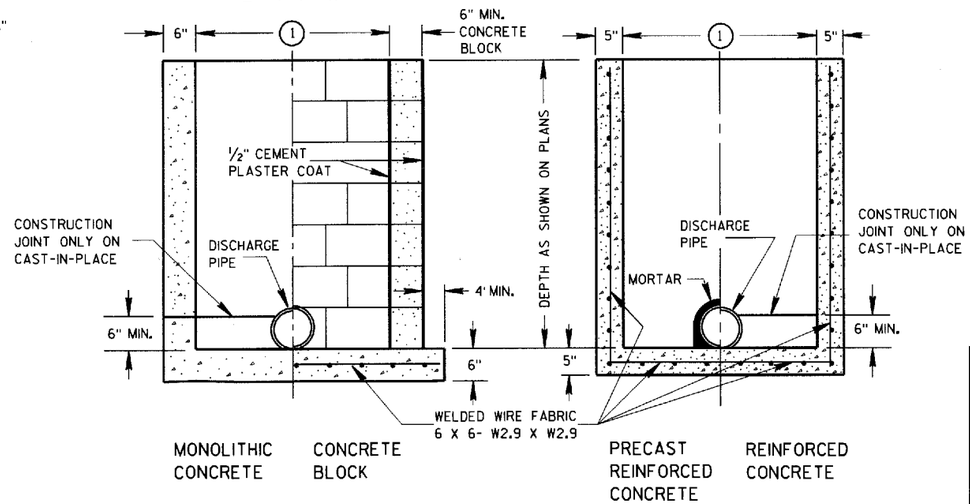


PLAN VIEW



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

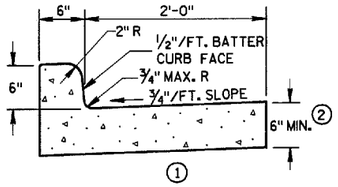
APPROVED
8/26/94
DATE

Roy L. Thiessen
CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA

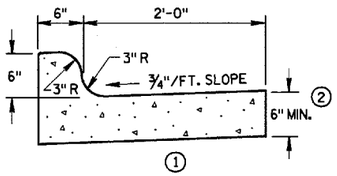
S.D.D. 8 C 1-5

S.D.D. 8 C 1-5



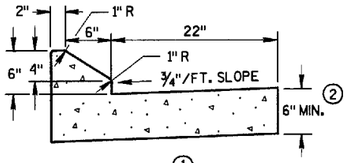
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TYPES A & D



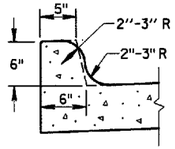
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TYPES K & L



1

TYPES G & J

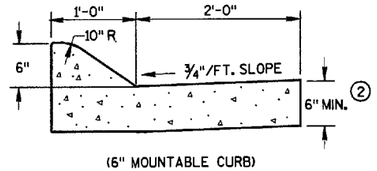


OPTIONAL CURB SHAPE

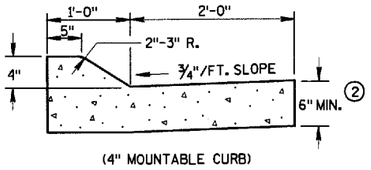
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FOR TYPES K & L

CONCRETE CURB & GUTTER 30"



(6" MOUNTABLE CURB)



(4" MOUNTABLE CURB)

1

TYPES A & D

CONCRETE CURB & GUTTER 36"

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

INTEGRAL CURB & GUTTER SHALL CONFORM TO THE DETAILS SHOWN FOR CONCRETE CURB & GUTTER INCLUDING THE TRANSVERSE GUTTER SLOPE. A LONGITUDINAL CONSTRUCTION JOINT IS NOT REQUIRED WITH INTEGRAL CURB AND GUTTER.

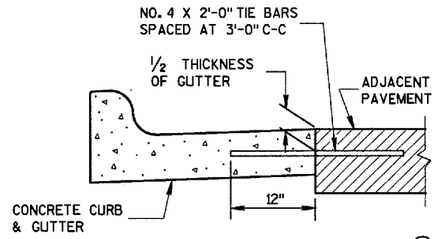
WHERE THE TRANSVERSE JOINTS IN THE PAVEMENT ARE REQUIRED TO BE SEALED, THE JOINTS IN THE INTEGRAL CURB AND GUTTER SHALL BE SEALED TO THE FACE OF CURB WITH THE SAME TYPE OF SEALANT. THE COST OF FURNISHING AND INSTALLING THIS SEALANT SHALL BE INCIDENTAL TO THE ITEM CONCRETE CURB AND GUTTER.

UNLESS OTHERWISE SHOWN ON THE TYPICAL CROSS SECTIONS, THE BASE COURSE AND UNCLASSIFIED EXCAVATION LIMITS ARE 2'-0" BEHIND THE BACK OF CURBS.

(1) TIE BARS ARE REQUIRED FOR CURB AND GUTTER TYPES A, G AND K.

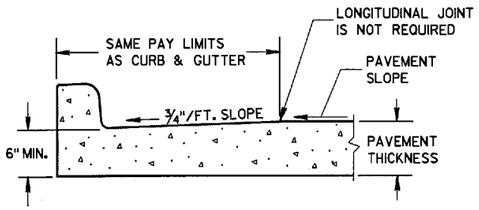
(2) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE COURSE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.

(3) WHEN REVERSE SLOPE GUTTER IS REQUIRED, THE LOCATION(S) WILL BE SHOWN ELSEWHERE IN THE PLAN.

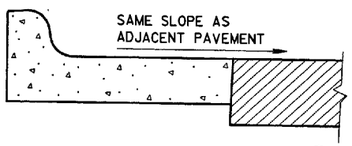


1

TYPICAL TIE BAR LOCATION



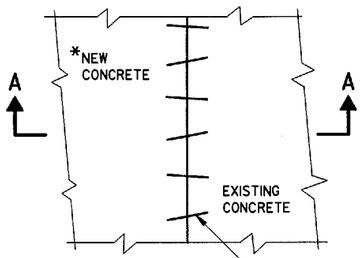
PARTIAL SECTION OF PAVEMENT WITH INTEGRAL CURB & GUTTER



3

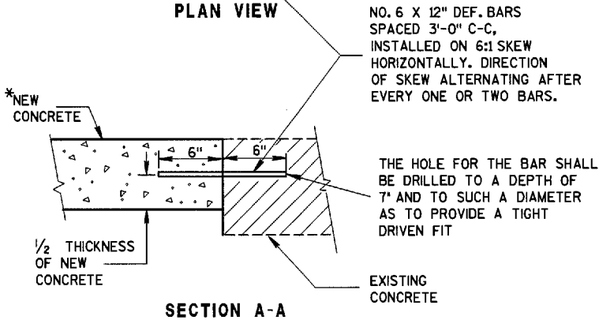
REVERSE SLOPE GUTTER

(TYPICAL FOR ALL CURB & GUTTER TYPES)



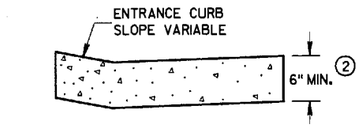
PLAN VIEW

*NEW CURB & GUTTER, SURFACE DRAINS, CONCRETE PAVEMENT OR OTHER NEW CONCRETE.



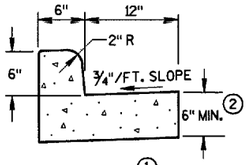
SECTION A-A

PAVEMENT TIES



DRIVEWAY ENTRANCE CURB

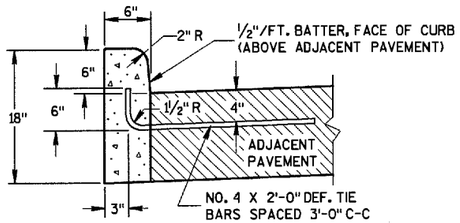
(WHEN DIRECTED BY THE ENGINEER)



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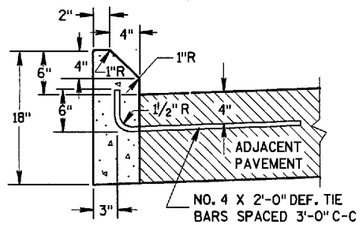
TYPES A & D

CONCRETE CURB & GUTTER 18"



1

TYPES A & D



1

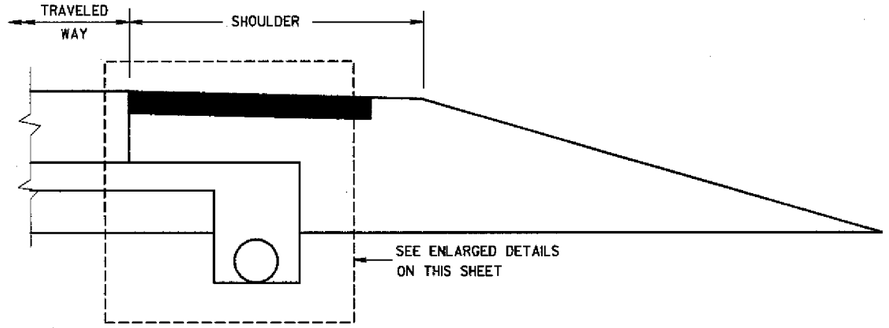
TYPES G & J

CONCRETE CURB

CONCRETE CURB, CONCRETE CURB & GUTTER AND PAVEMENT TIES	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 04/10/99 DATE	Roy L. Hanson CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA	

S.D.D. 8 D 1-13

S.D.D. 8 D 1-13



RURAL CROSS SECTION

NOTES

THE DIMENSIONS SHOWN ON THE TYPICAL CROSS SECTIONS WILL GOVERN IN THE EVENT THERE IS A CONFLICT WITH THE DETAILS SHOWN ON THIS DRAWING.

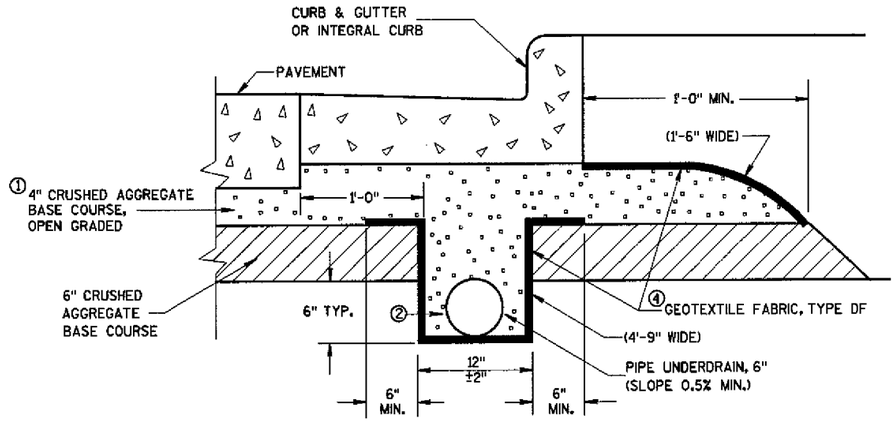
PIPE UNDERDRAIN SHALL BE LAID PARALLEL TO THE GRADE OF THE ROADWAY.

① THE GRADATION OF THE OPEN GRADED BASE COURSE SHALL BE EITHER NO. 1 OR NO. 2 AS SPECIFIED ELSEWHERE IN THE CONTRACT.

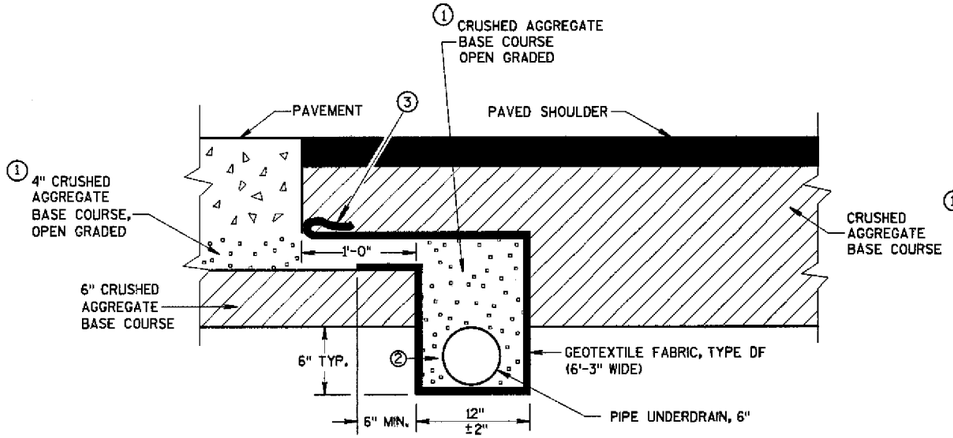
② TRENCH BACKFILL WILL BE PAID FOR AS CRUSHED AGGREGATE BASE COURSE, OPEN GRADED NO. 1 OR NO. 2 AS SPECIFIED.

③ FOLD OVER EXCESS GEOTEXTILE FABRIC AT THIS LOCATION.

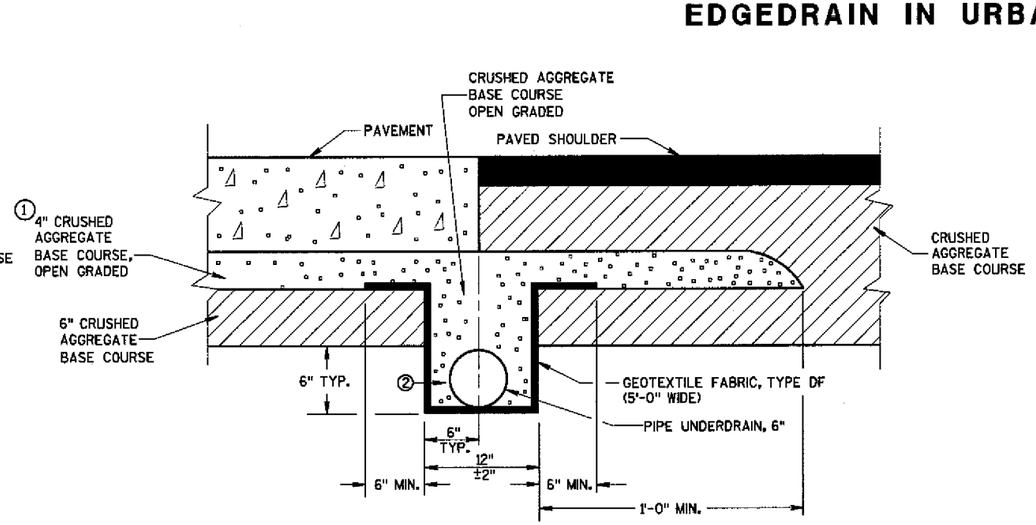
④ TOTAL FABRIC WIDTH IS 6'-3" FOR PAYMENT.



EDGEDRAIN IN URBAN ROADWAY



POST PAVING INSTALLATION
(QUANTITIES ARE BASED ON THIS DETAIL)



PRE-PAVING INSTALLATION ALTERNATE

EDGEDRAIN IN RURAL ROADWAY

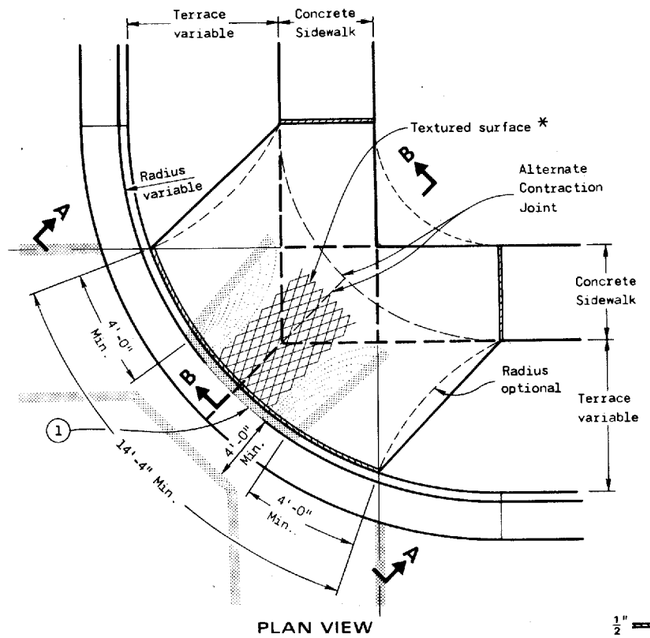
EDGEDRAIN AND CRUSHED AGGREGATE BASE COURSE, OPEN GRADED, NO.1 OR NO. 2

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED 01/15/99 DATE — Tony L. Thurmer — CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

S.D.D. 8 D 15-3b

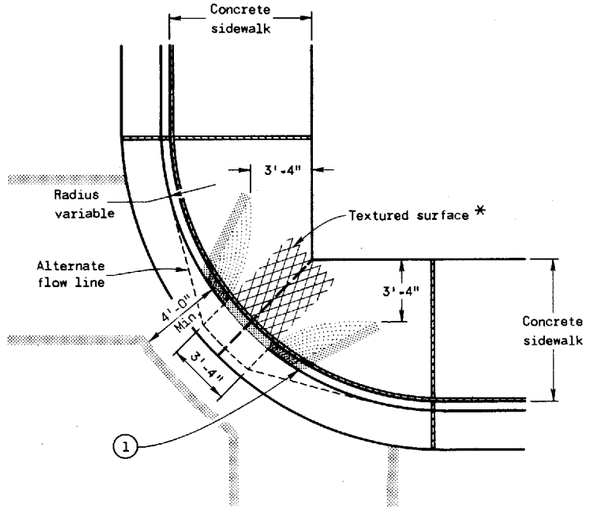
S.D.D. 8 D 15-3b



PLAN VIEW

TYPE 1 RAMP

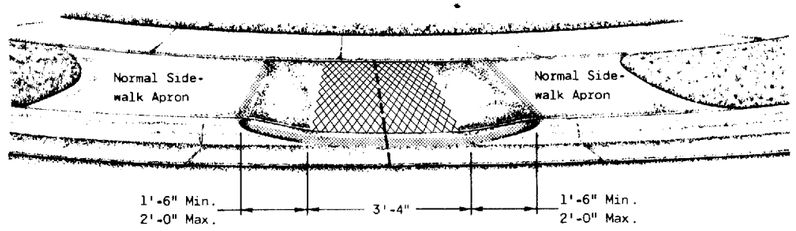
(CENTER OF CORNER RADIUS)



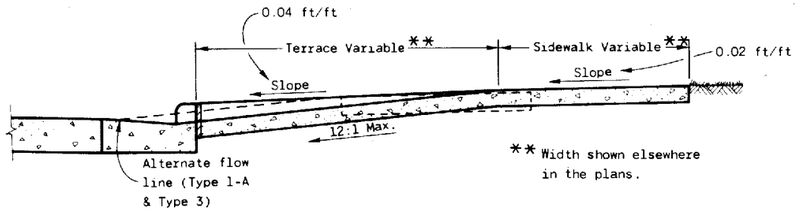
PLAN VIEW

TYPE 1-A RAMP

(NO TERRACE)



VIEW **A-A**



SECTION **B-B**

$\frac{1}{2}$" EXPANSION JOINTS - SIDEWALK

CONTRACTION JOINTS

Location of joints may be varied from those shown to better fit site conditions and/or local government preference.

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.

Ramps shall be built at 12:1 or flatter. When necessary, the sidewalk elevation may be lowered to meet the high point on the ramp.

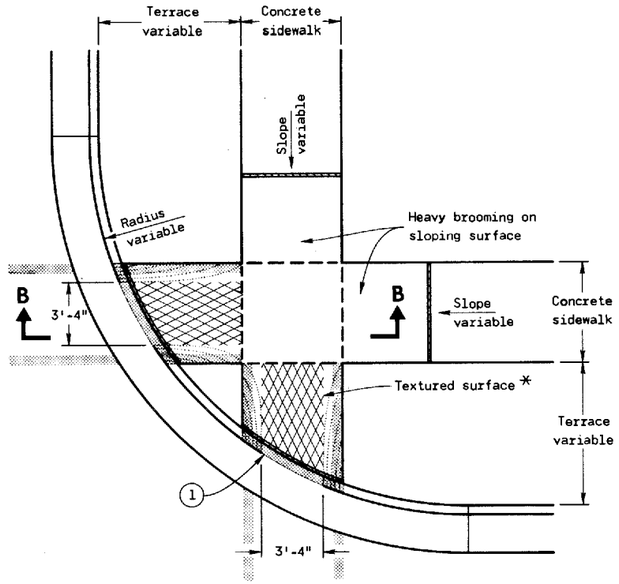
Type 1 or Type 1-A Ramps shall have a normal sidewalk apron and curb on both sides of ramp

Curb ramps shall be measured and paid for as Concrete Sidewalk and Concrete Curb and Gutter.

Surface texturing shall consist of linear impressions approximately $\frac{1}{4}$ inch to $\frac{3}{8}$ inch in depth and width, oriented to provide a uniform pattern of diamond shapes measuring approximately $1\frac{1}{4}$ inches in width by $2\frac{1}{4}$ inches in length, with the length being parallel to the direction of pedestrian movement. This surface texture may be achieved by impressing and removing a piece of expanded metal regular industrial mesh into the surface of the ramp while the concrete is in a plastic state.

1 The ramp shall be bordered on both sides and on the curb line with a 4 inch wide yellow stripe or with brick of a contrasting color. Normally the paint stripe alternate will be used. The municapality or the department will apply this striping unless otherwise specified in the contract.

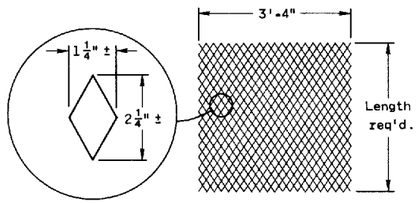
If a municapality requires the brick alternate, special details and provisions are shown elsewhere in the plans.



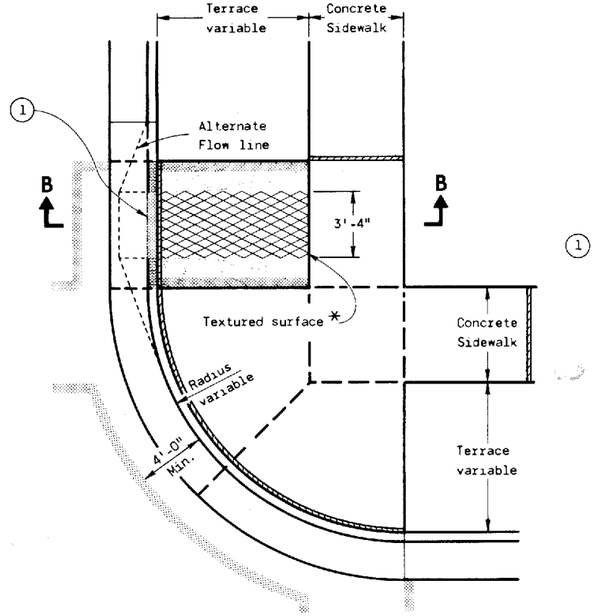
PLAN VIEW

TYPE 2 RAMP

(ON LINE WITH SIDEWALK)



DETAIL OF DIAMOND PATTERN * .



PLAN VIEW

TYPE 3 RAMP

(OUTSIDE OF CROSSWALK AREA)

CURB RAMPS

State of Wisconsin
Department of Transportation

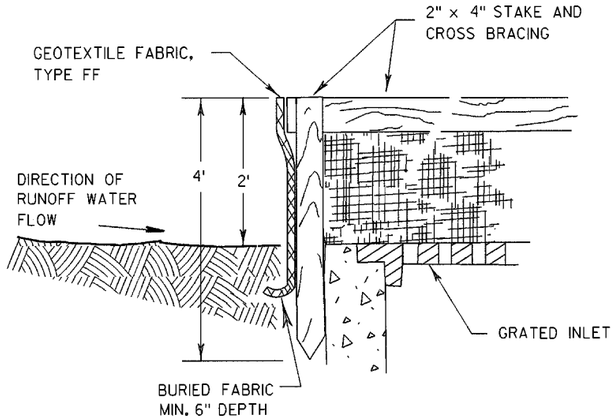
APPROVED 10-23-84 DATE

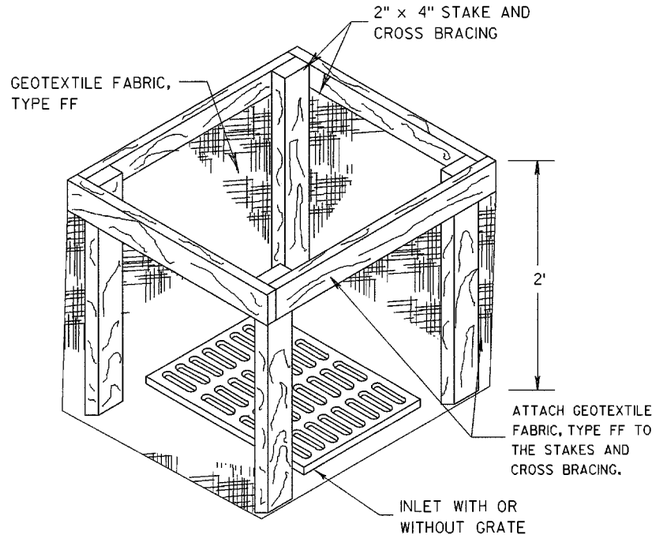
CHIEF DESIGN ENGINEER

FHWA

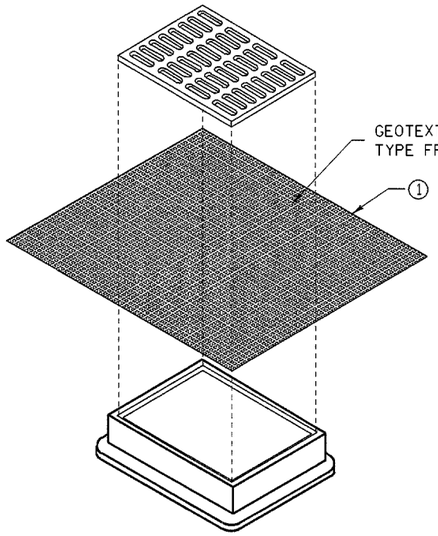
S.D.D. 8 D 5-8

S.D.D. 8 D 5-8



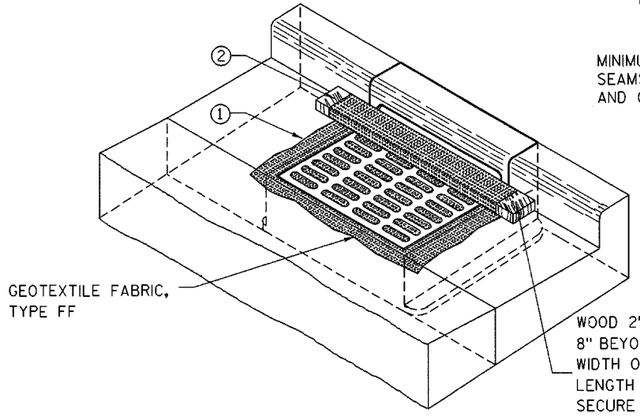


INLET PROTECTION, TYPE A

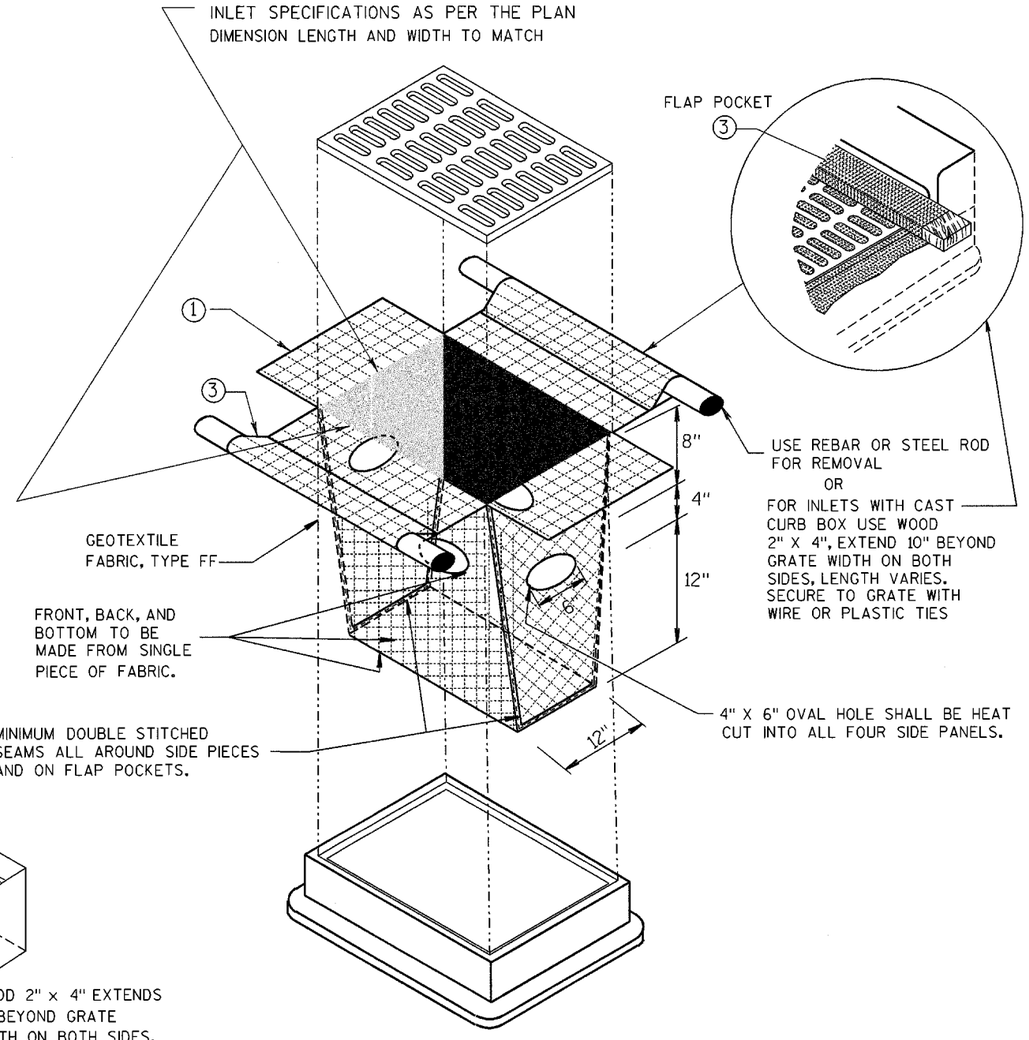


INLET PROTECTION, TYPE B (WITHOUT CURB BOX)

(CAN BE INSTALLED IN ANY INLET WITHOUT A CURB BOX)



INLET PROTECTION, TYPE C (WITH CURB BOX)



INLET PROTECTION, TYPE D

(CAN BE INSTALLED IN ANY INLET TYPE WITH OR WITHOUT A CURB BOX AS PER NOTE ②)

GENERAL NOTES

INLET PROTECTION DEVICES SHALL BE MAINTAINED OR REPLACED AT THE DIRECTION OF THE ENGINEER.

MANUFACTURED ALTERNATIVES APPROVED AND LISTED ON THE DEPARTMENT'S EROSION CONTROL PRODUCT ACCEPTABILITY LIST MAY BE SUBSTITUTED.

WHEN REMOVING OR MAINTAINING INLET PROTECTION, CARE SHALL BE TAKEN SO THAT THE SEDIMENT TRAPPED ON THE GEOTEXTILE FABRIC DOES NOT FALL INTO THE INLET. ANY MATERIAL FALLING INTO THE INLET SHALL BE REMOVED IMMEDIATELY.

① FINISHED SIZE, INCLUDING FLAP POCKETS WHERE REQUIRED, SHALL EXTEND A MINIMUM OF 10" AROUND THE PERIMETER TO FACILITATE MAINTENANCE OR REMOVAL.

② FOR INLET PROTECTION, TYPE C (WITH CURB BOX), AN ADDITIONAL 18" OF FABRIC IS WRAPPED AROUND THE WOOD AND SECURED WITH STAPLES. THE WOOD SHALL NOT BLOCK THE ENTIRE HEIGHT OF THE CURB BOX OPENING.

③ FLAP POCKETS SHALL BE LARGE ENOUGH TO ACCEPT WOOD 2X4.

INSTALLATION NOTES

TYPE B & C

TRIM EXCESS FABRIC IN THE FLOW LINE TO WITHIN 3" OF THE GRATE.

THE CONTRACTOR SHALL DEMONSTRATE A METHOD OF MAINTENANCE, USING A SEWN FLAP, HAND HOLDS OR OTHER METHOD TO PREVENT ACCUMULATED SEDIMENT FROM ENTERING THE INLET.

TYPE D

DO NOT INSTALL INLET PROTECTION TYPE D IN INLETS SHALLOWER THAN 30", MEASURED FROM THE BOTTOM OF THE INLET TO THE TOP OF THE GRATE.

TRIM EXCESS FABRIC IN THE FLOW LINE TO WITHIN 3" OF THE GRATE.

THE INSTALLED BAG SHALL HAVE A MINIMUM SIDE CLEARANCE, BETWEEN THE INLET WALLS AND THE BAG, MEASURED AT THE BOTTOM OF THE OVERFLOW HOLES, OF 3". WHERE NECESSARY THE CONTRACTOR SHALL CINCH THE BAG, USING PLASTIC ZIP TIES, TO ACHIEVE THE 3" CLEARANCE. THE TIES SHALL BE PLACED AT A MAXIMUM OF 4" FROM THE BOTTOM OF THE BAG.

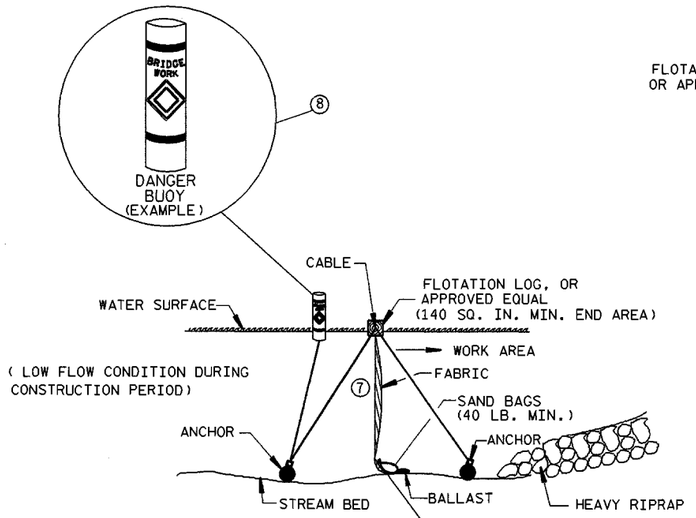
INLET PROTECTION
TYPE A, B, C, AND D

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

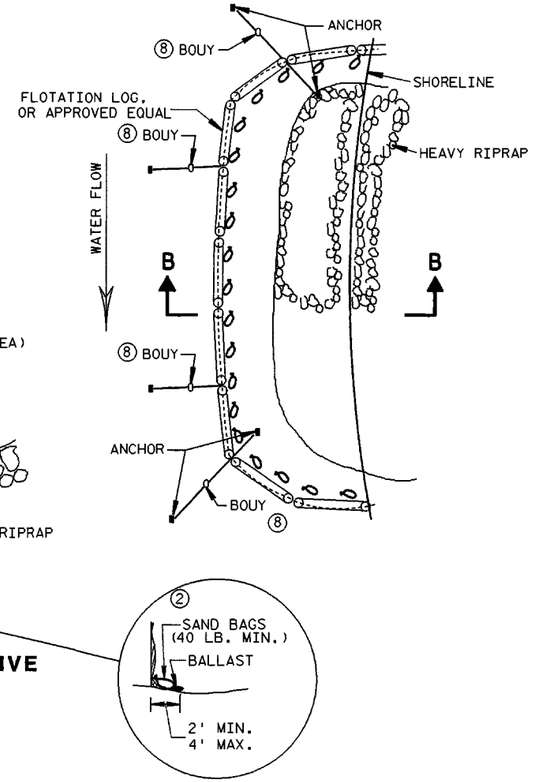
APPROVED
10/16/02
DATE

CHIEF ROADWAY DEVELOPMENT ENGINEER

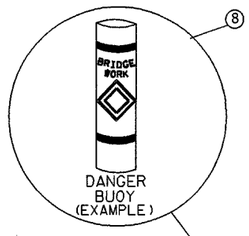
FHWA

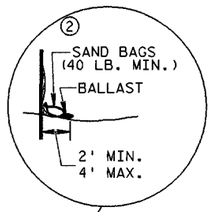


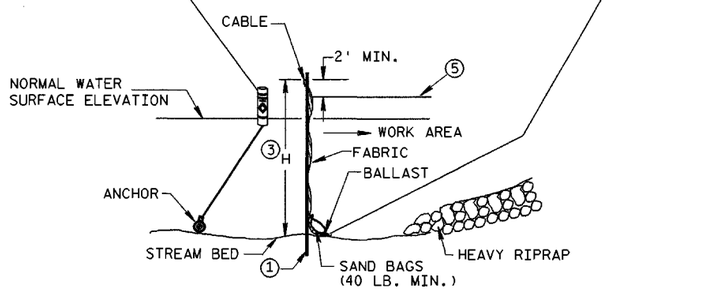
SECTION B-B



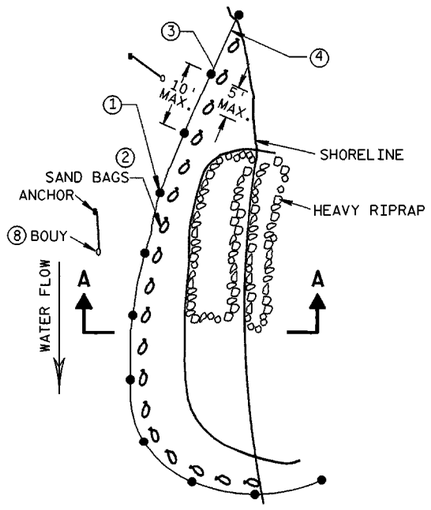
TURBIDITY BARRIER FLOAT ALTERNATIVE
CAUTION - SEE NOTE 6







SECTION A-A



PLAN VIEW

TURBIDITY BARRIER STANDARD POST INSTALLATION

TURBIDITY BARRIER PLACEMENT 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.

TURBIDITY BARRIER MAY BE REMOVED AT THE ENGINEERS DISCRETION, WHEN PERMANENT EROSION CONTROL MEASURES HAVE BEEN ESTABLISHED.

① DRIVEN STEEL POSTS, PIPES, OR CHANNELS. LENGTH SHALL BE SUFFICIENT TO SECURELY SUPPORT BARRIER AT HIGH WATER ELEVATIONS.

② SANDBAGS TO BE USED AS ADDITIONAL BALLAST WHEN ORDERED BY THE ENGINEER TO MEET ADVERSE FIELD CONDITIONS. SPACE AS APPROPRIATE FOR SITE CONDITIONS.

③ WHEN BARRIER HEIGHT, H, EXCEEDS 8 FT., POST SPACING MAY NEED TO BE DECREASED.

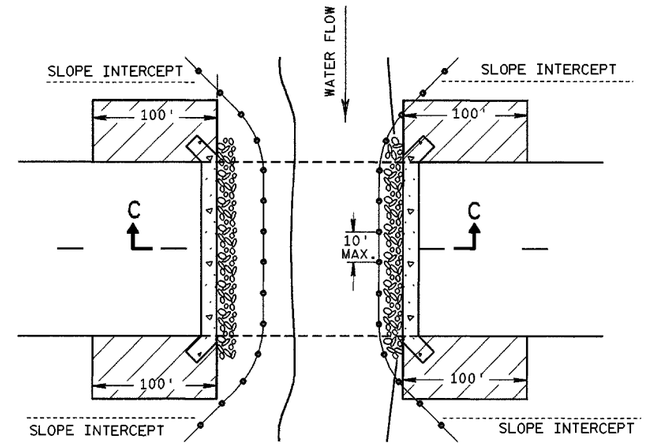
④ IN WATERWAYS SUBJECT TO FLUCTUATING WATER ELEVATIONS, PROVISIONS SHOULD BE MADE TO ALLOW THE WATER TO EQUALIZE ON EACH SIDE OF THE BARRIER. THIS MAY BE ACCOMPLISHED BY LEAVING A PORTION OF THE BARRIER OPEN ON THE UPSTREAM END.

⑤ ESTIMATED HIGH WATER ELEVATION DURING CONSTRUCTION PERIOD. MIMIMUM BARRIER HEIGHT SHALL BE 2'GREATER THAN EITHER THE Q2 ELEVATION OR THE ESTIMATED HIGH WATER ELEVATION DURING CONSTRUCTION, WICHEVER IS GREATER.

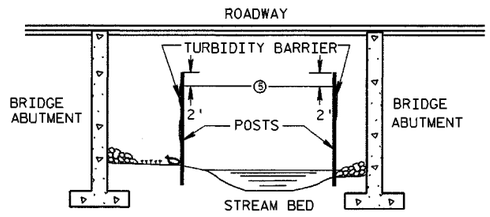
⑥ FLOAT ALTERNATIVE WILL ONLY BE ALLOWED WITH WRITTEN APPROVAL OF THE ENGINEER, AND IS MEANT FOR LOCATIONS WHERE BED ROCK PREVENTS THE INSTALLATION OF POSTS.

⑦ ALLOW SUFFICIENT SLACK VERTICALLY AND HORIZONTALLY SO THAT SEDIMENT BUILD UP WILL NOT SEPARATE OR LOWER THE TURBIDITY BARRIER.

⑧ USE AS DIRECTED BY COAST GUARD OR DNR PERMIT WHEN WORKING IN NAVIGABLE WATERWAYS.



PLAN VIEW



SECTION C-C

TURBIDITY BARRIER DETAIL SHOWING TYPICAL PLACEMENT AT STRUCTURES

TURBIDITY BARRIER

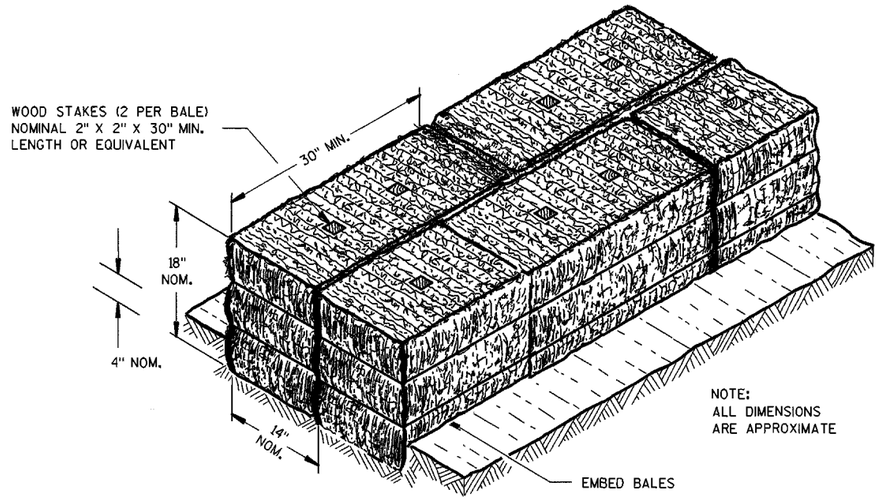
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED 6/4/02
DATE
CHIEF ROADWAY DEVELOPMENT ENGINEER

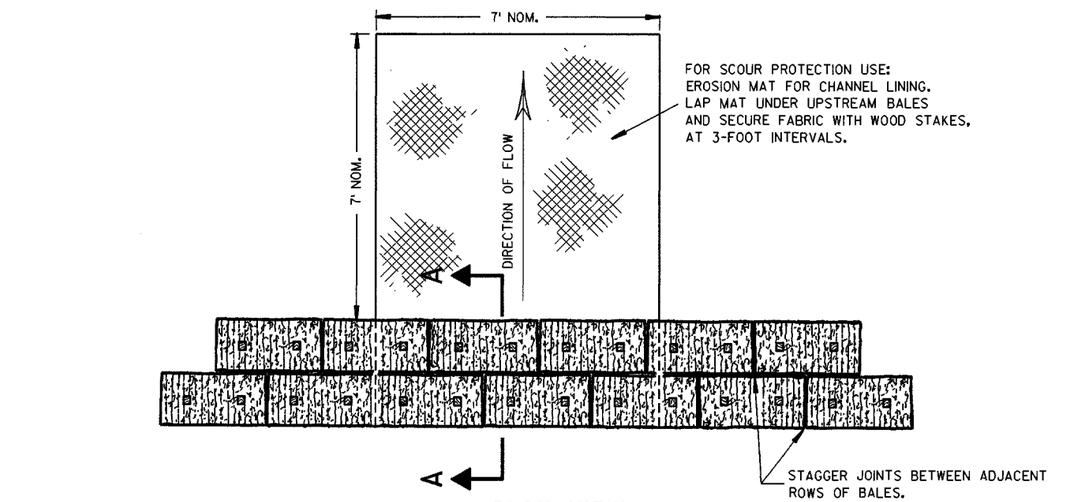
FHWA

S.D.D. 8 E 11-2

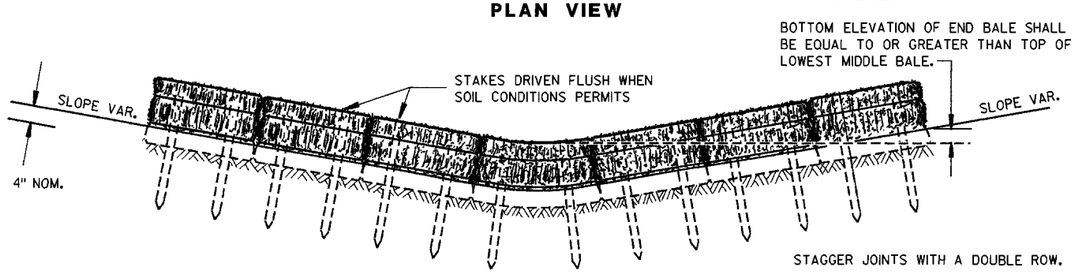
S.D.D. 8 E 11-2



SECTION A-A



PLAN VIEW



FRONT ELEVATION

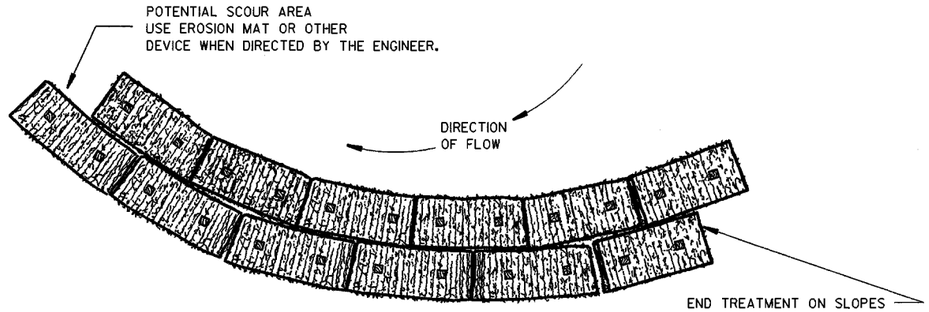
TEMPORARY DITCH CHECK USING EROSION BALES (1)

S.D.D. 8 E 8-3

GENERAL NOTES

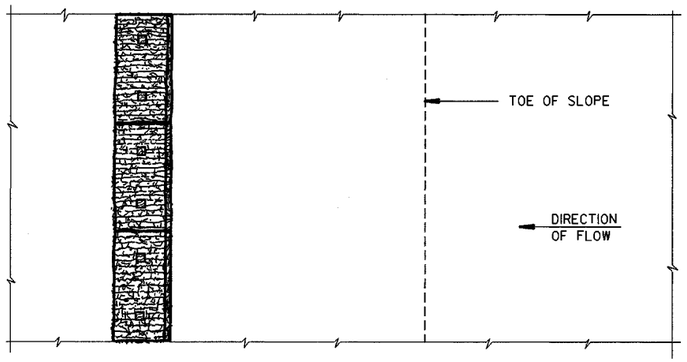
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

(1) TEMPORARY DITCH CHECKS EITHER EROSION BALES OR MANUFACTURED SHALL BE PAID FOR UNDER THE BID ITEM OF TEMPORARY DITCH CHECK. THE DEPARTMENT WILL NOT PAY FOR TEMPORARY DITCH CHECKS CONSTRUCTED OF A SINGLE ROW OF EROSION BALES.

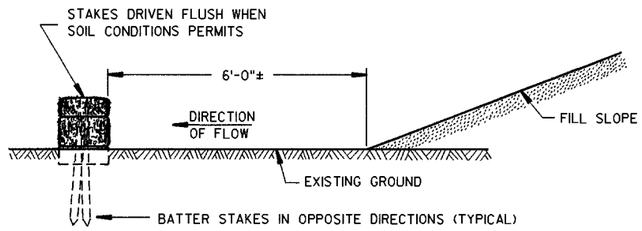


PLAN VIEW

WHEN ALTERING THE DIRECTION OF FLOW



PLAN VIEW



FRONT ELEVATION

WHEN EXISTING GROUND SLOPES AWAY FROM FILL SLOPE

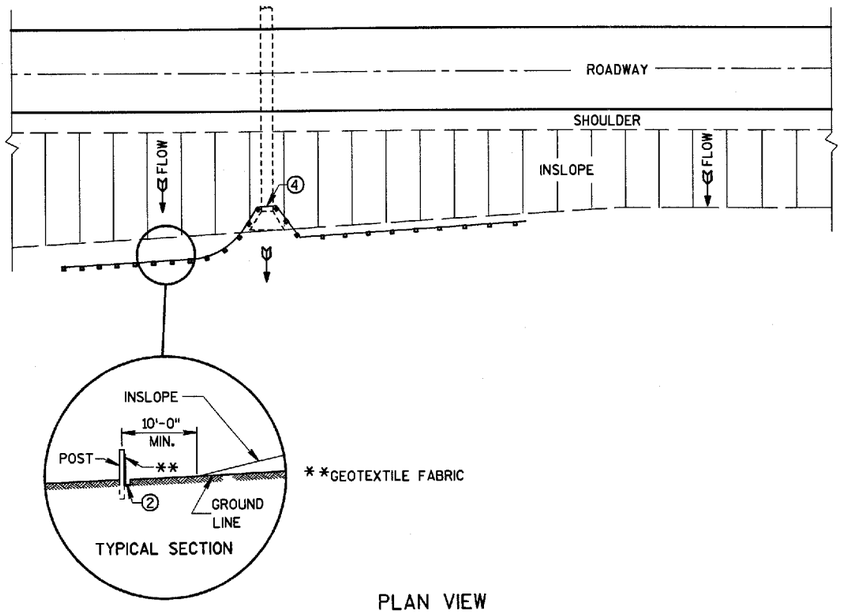
EROSION BALES FOR SHEET FLOW

TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

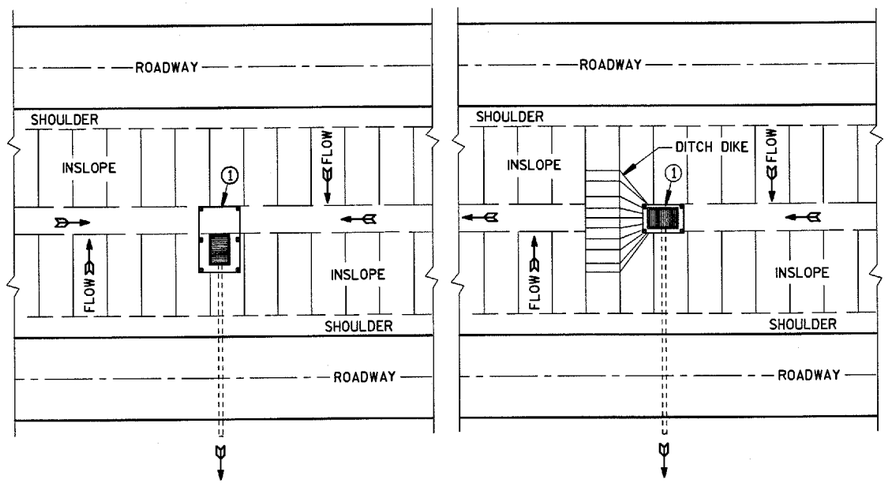
APPROVED 6/4/02 DATE
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

S.D.D. 8 E 8-3



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

GENERAL NOTES

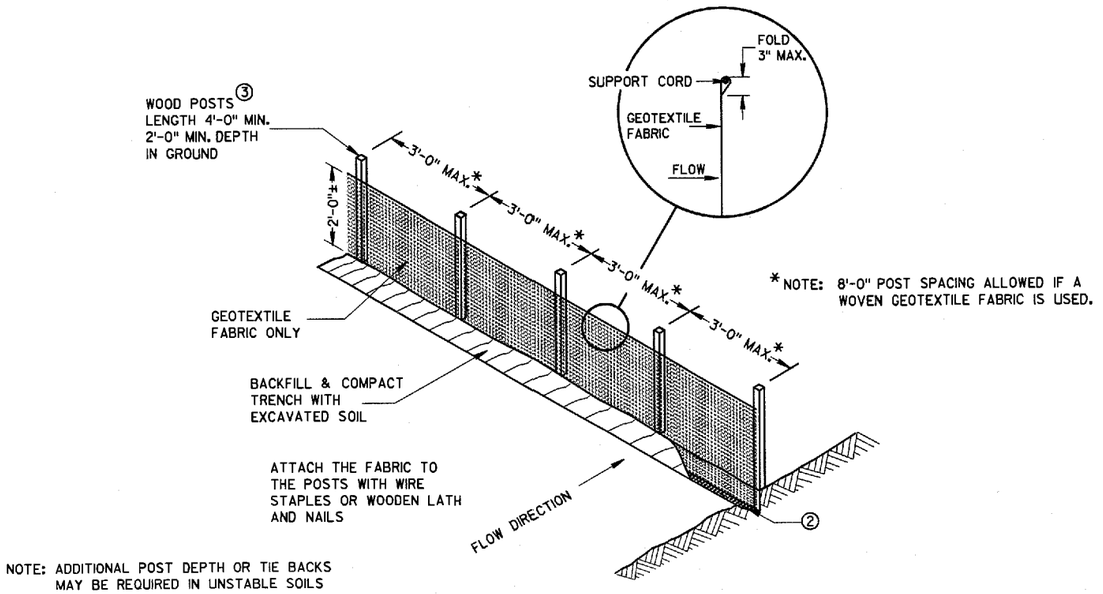
DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

① HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.

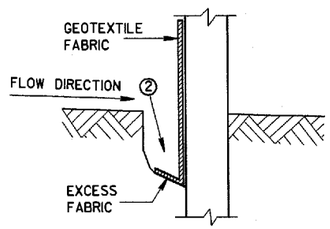
② TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.

③ WOOD POSTS SHALL BE A MINIMUM SIZE OF 1⅛" X 1⅛" OF OAK OR HICKORY.

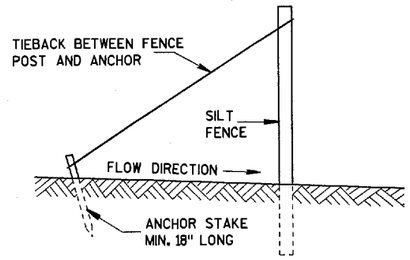
④ SILT FENCE TO EXTEND ACROSS THE TOP OF THE PIPE.



SILT FENCE



TRENCH DETAIL



SILT FENCE TIE BACK
(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED 03/06/00 DATE — CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

S.D.D. 8 E 9-5

S.D.D. 8 E 9-5

METAL APRON ENDWALLS

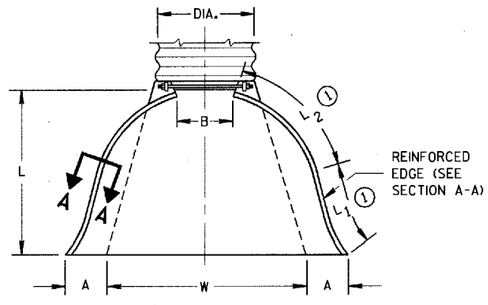
PIPE DIA. (IN.)	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
12	.064	.060	6	6	6	21	12	17 1/2	24	2 1/2 to 1	1 Pc.
15	.064	.060	7	8	6	26	14	21 3/4	30	2 1/2 to 1	1 Pc.
18	.064	.060	8	10	6	31	15	28 1/4	36	2 1/2 to 1	1 Pc.
21	.064	.060	9	12	6	36	18	29 5/8	42	2 1/2 to 1	1 Pc.
24	.064	.075	10	13	6	41	18	37 1/4	48	2 1/2 to 1	1 Pc.
30	.079	.075	12	16	8	51	18	52 1/4	60	2 1/2 to 1	1 Pc.
36	.079	.105	14	19	9	60	24	59 3/4	72	2 1/2 to 1	2 Pc.
42	.109	.105	16	22	11	69	24	75 5/8	84	2 1/2 to 1	2 Pc.
48	.109	.105	18	27	12	78	24	81	90	2 1/4 to 1	3 Pc.
54	.109	.105	18	30	12	84	30	85 1/2	102	2 1/4 to 1	3 Pc.
60	.109×	.105×	18	33	12	87	—	—	114	2 to 1	3 Pc.
66	.109×	.105×	18	36	12	87	—	—	120	2 to 1	3 Pc.
72	.109×	.105×	18	39	12	87	—	—	126	2 to 1	3 Pc.
78	.109×	.105×	18	42	12	87	—	—	132	1 1/2 to 1	3 Pc.
84	.109×	.105×	18	45	12	87	—	—	138	1 1/2 to 1	3 Pc.
90	.109×	.105×	18	37	12	87	—	—	144	1 1/2 to 1	3 Pc.
96	.109×	.105×	18	35	12	87	—	—	150	1 1/2 to 1	3 Pc.

× EXCEPT CENTER PANEL SEE GENERAL NOTES

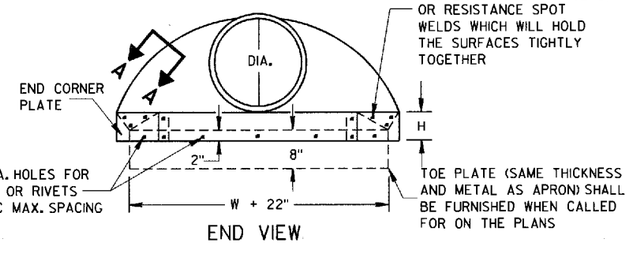
REINFORCED CONCRETE APRON ENDWALLS

PIPE DIA. (IN.)	DIMENSIONS (Inches) T	A	B	C	D	E	G	APPROX. SLOPE
12	2	4	24	48 7/8	72 7/8	24	2	3 to 1
15	2 1/4	6	27	46	73	30	2 1/4	3 to 1
18	2 1/2	9	27	46	73	36	2 1/2	3 to 1
21	2 3/4	9	36	37 1/2	73 1/2	42	2 3/4	3 to 1
24	3	9 1/2	43 1/2	30	73 1/2	48	3	3 to 1
27	3 1/4	10 1/2	49 1/2	24	73 1/2	54	3 1/4	3 to 1
30	3 1/2	12	54	19 3/4	73 1/2	60	3 1/2	3 to 1
36	4	15	63	34 3/4	97 3/4	72	4	3 to 1
42	4 1/2	21	63	35	98	78	4 1/2	3 to 1
48	5	24	72	26	98	84	5	3 to 1
54	5 1/2	27	65	* 33 1/4 - ** 35	* 98 1/4 - ** 100	90	5 1/2	2 2/3 to 1
60	6	* 30 - ** 35	60	39	99	96	5	2 to 1
66	6 1/2	* 24 - 30 **	* 72 - 78 **	* 21 - 27 **	99	102	5 1/2	2 to 1
72	7	* 24 - 36 **	78	21	99	108	6	2 to 1
78	7 1/2	* 24 - 36 **	78	21	99	114	6 1/2	2 to 1
84	8	36	90 1/2	21	111 1/2	120	6 1/2	1 1/2 to 1
90	8 1/2	41	87 1/2	24	111 1/2	132	6 1/2	1 1/2 to 1

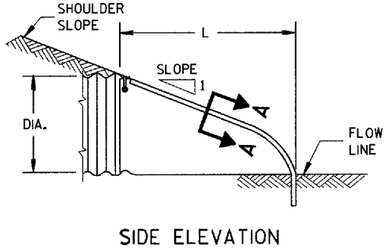
*MINIMUM
**MAXIMUM



PLAN VIEW

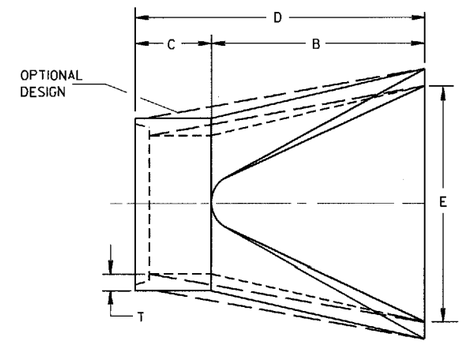


END VIEW

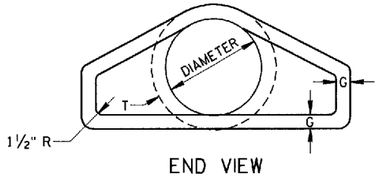


SIDE ELEVATION

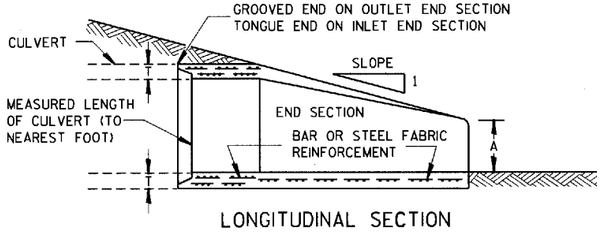
METAL ENDWALLS



PLAN

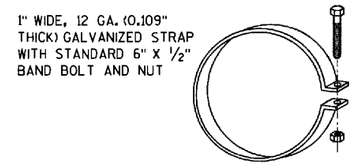


END VIEW



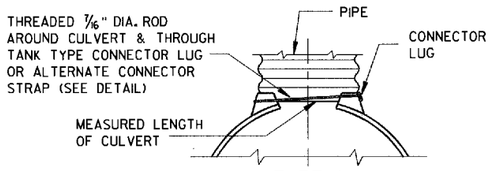
LONGITUDINAL SECTION

CONCRETE ENDWALLS

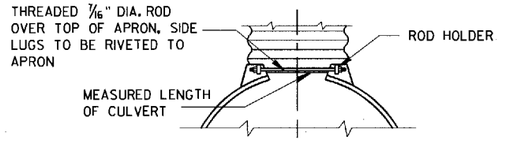


ALTERNATE FOR TYPE 1 CONNECTION

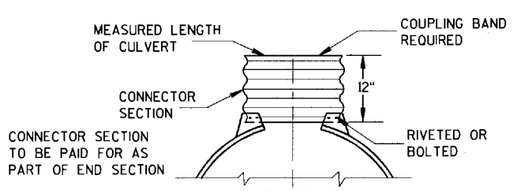
END SECTION CONNECTOR STRAP



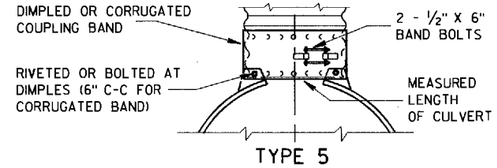
TYPE 1
FOR 12" THRU 24" CORR. PIPE



TYPE 2
FOR 30" THRU 96" CORR. PIPE



TYPE 3
FOR 42" THRU 96" CORR. PIPE



TYPE 5
ALTERNATE FOR:
ALL SIZES CORRUGATED CIRCULAR PIPE

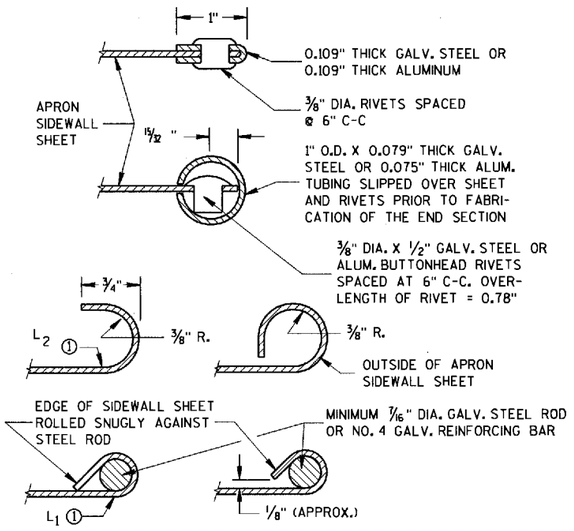
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL, AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

FOR CIRCUMFERENTIALLY CORRUGATED PIPE USE ENDWALL CONNECTION DETAILS 1, 2, 3 OR 5 AS APPLICABLE.

FOR HELICALLY CORRUGATED PIPE USE ENDWALL CONNECTION DETAILS 1, 2 OR 5.

FOR HELICALLY CORRUGATED PIPES WITH TWO CIRCUMFERENTIAL CORRUGATIONS AT EACH END USE ENDWALL CONNECTION DETAILS 1, 2 OR 3.

CONNECTION DETAILS



SECTION A-A

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.

CONCRETE CULVERT ENDWALLS MAY NOT BE USED WITH GALVANIZED STEEL OR ALUMINUM CULVERT PIPE OR VISE VERSA. GALVANIZED STEEL OR ALUMINUM ENDWALLS SHALL NORMALLY BE INSTALLED ON CULVERT PIPE OF THE SAME METAL.

ALL THREE PIECE STEEL APRON ENDWALLS FOR 60" DIAMETER PIPE AND LARGER SHALL HAVE 0.109" SIDES AND 0.138" CENTER PANELS. ALL THREE PIECE ALUMINUM APRON ENDWALLS FOR 60" DIAMETER PIPE AND LARGER SHALL HAVE 0.105" SIDES AND 0.134" CENTER PANELS. THE WIDTH OF CENTER PANELS SHALL BE GREATER THAN 20 PERCENT OF THE PIPE PERIMETER.

LAP SEAMS SHALL BE TIGHTLY JOINED BY GALVANIZED RIVETS OR BOLTS FOR STEEL UNITS AND ALUMINUM RIVETS AND BOLTS FOR ALUMINUM UNITS. FOR THE 60" THROUGH 96" DIAMETER APRON ENDWALL SIZES, THE REINFORCED EDGES AND CENTER PANEL SEAMS SHALL BE FURTHER REINFORCED WITH GALVANIZED STEEL OR ALUMINUM STIFFENER ANGLES. THE ANGLES SHALL BE ATTACHED BY GALVANIZED NUTS AND BOLTS FOR STEEL UNITS AND ALUMINUM NUTS AND BOLTS FOR ALUMINUM UNITS.

WHERE TWO OR MORE PIPES WITH APRON ENDWALLS ARE LAID ADJACENT TO EACH OTHER, THEY SHALL BE SEPARATED BY A DISTANCE SUFFICIENT TO PROVIDE A MINIMUM CLEARANCE OF 6 INCHES BETWEEN APRON ENDWALLS.

① FOR PIPE SIZES UP TO 60" DIAMETER, A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

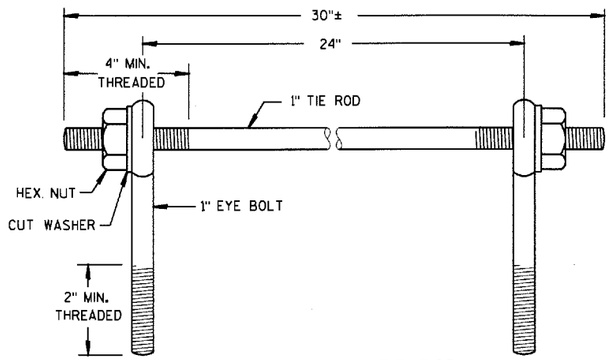
APRON ENDWALLS FOR CULVERT PIPE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

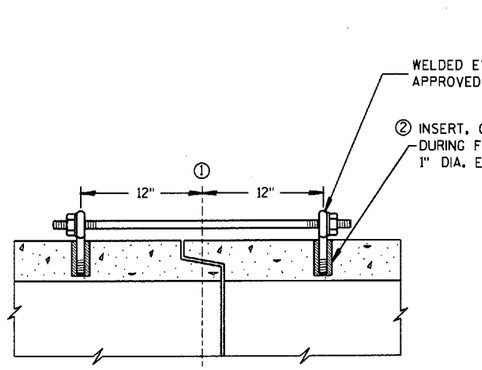
APPROVED
11/30/94
DATE
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

S.D.D. 8 F 1-11

S.D.D. 8 F 1-11



EYE BOLTS AND TIE ROD



(CAST-IN-PLACE THREADED INSERT)

LONGITUDINAL SECTIONS

GENERAL NOTES

CONCRETE CULVERT PIPE SHALL BE TIED TOGETHER IN THE MANNER ILLUSTRATED BY THIS DETAIL AT LOCATIONS DESIGNATED ON THE PLAN. THE CONTRACTOR MAY USE EITHER ALTERNATE 1, 2 OR 3 FOR DRAINAGE STRUCTURES. ONLY ALTERNATE 1 AND 3 MAY BE USED FOR CATTLE PASSES. UNLESS OTHERWISE STATED IN THE CONTRACT THE MATERIALS, FABRICATION AND WORK NECESSARY TO TIE CULVERT PIPE AS INDICTED ON THE PLANS AND BY THIS DETAIL WILL BE CONSIDERED INCIDENTAL TO CILVERT PIPE, REINFORCED CONCRETE CULVERT PIPE, OR REINFORCED CONCRETE PIPE CATTLE PASS.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR JOINT TIES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.

① ℄ OF TONGUE AND GROOVE OR BELL AND SPIGOT JOINTS.

② THE INSIDE OF THE THREADED INSERTS SHALL BE CLEAN TO ALLOW THE INSERTION OF THREADED EYE BOLTS.

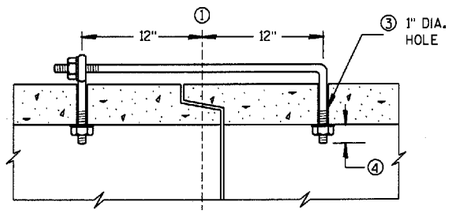
③ HOLES SHALL BE CAST-IN-PLACE OR DRILLED 12" FROM ℄ OF TONGUE AND GROOVE.

④ BOLT PROJECTION INSIDE OF PIPE SHALL NOT EXCEED 2".

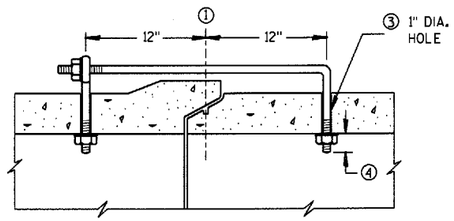
⑤ ROD DIAMETER + 1 INCH.

⑥ LENGTH ADEQUATE TO EXTEND TO WITHIN 1/2 INCH OF THE INNER SURFACE OF THE PIPE.

EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 1)



(TONGUE & GROOVE PIPE)



(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

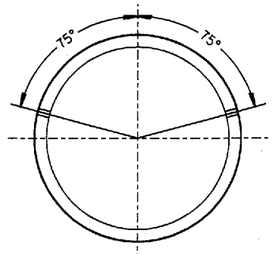
EYE BOLT DIMENSION TABLE

PIPE SIZE	L = LENGTH	
	TONGUE & GROOVE PIPE	MODIFIED BELL PIPE
18" TO 24"	4 1/2"	6 1/4"
30"	5"	7"
36"	5 1/2"	7"
42"	6"	
48"	6 1/2"	
60"	7 1/2"	
66"	8"	

ADJUSTABLE TIE ROD TABLE

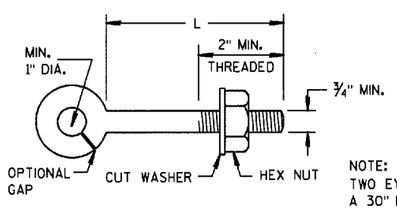
PIPE DIAMETER	TIE ROD DIAMETER	D	L_1	N
12-60	5/8	5/8	5	1/2
66-84	3/4	3/4	5	1/2
90-108	1	1	7	1 7/16

DIMENSIONS SHOWN ARE IN INCHES



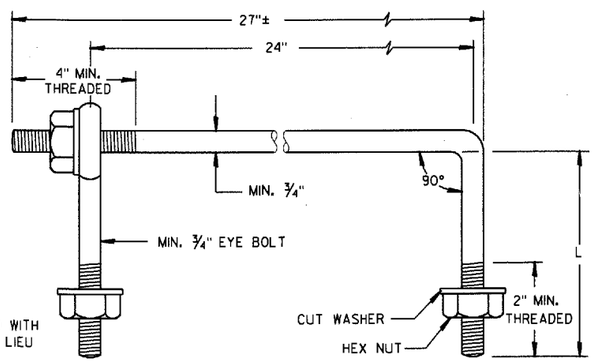
PLACEMENT OF (2) CAST-IN-PLACE INSERTS OR HOLES DURING FABRICATION FOR PIPE SECTIONS REQUIRING TIE RODS

TRANSVERSE SECTION



EYE BOLT

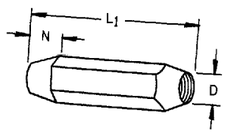
NOTE:
TWO EYE BOLTS MAY BE USED WITH A 30" LONG THREADED ROD IN LIEU OF THE 90° BENT TIE ROD.



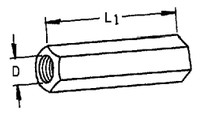
EYE BOLT AND TIE ROD

(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 2)



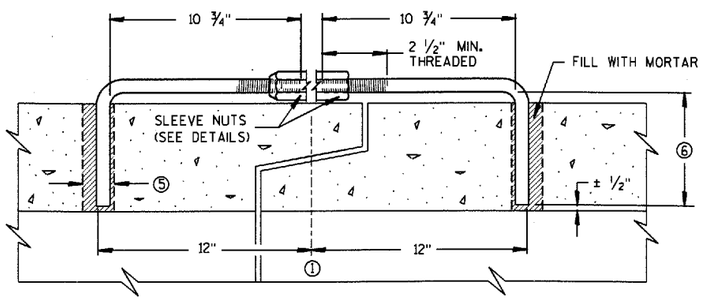
TAPERED



PLAIN

RIGHT AND LEFT THREADS

SLEEVE NUTS



LONGITUDINAL SECTION

(JOINT TIES FOR 12" TO 108" DIA. CONCRETE PIPE)

ADJUSTABLE TIE ROD (ALTERNATE NO. 3)

JOINT TIES FOR CONCRETE PIPE

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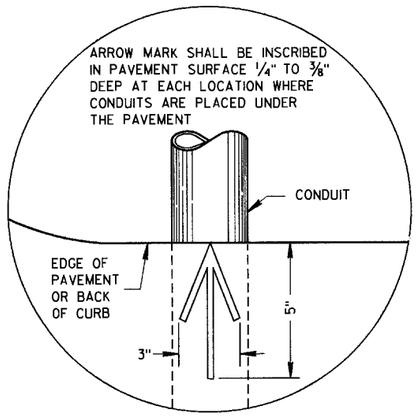
APPROVED 9/8/92 DATE

STATE DESIGN ENGINEER FOR HWYS

FHWA

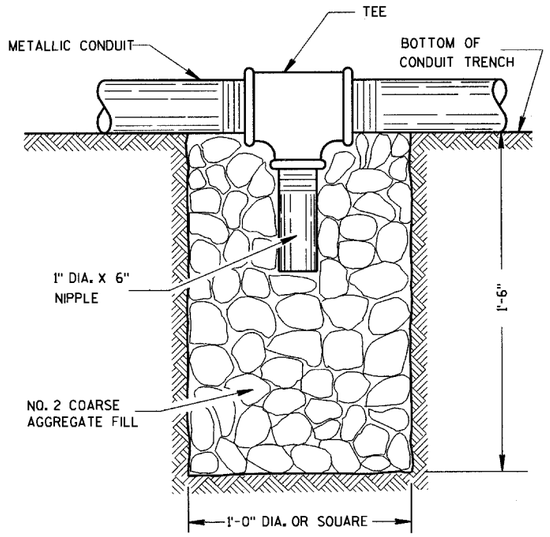
S.D.D. 8 F 4-5

S.D.D. 8 F 4-5



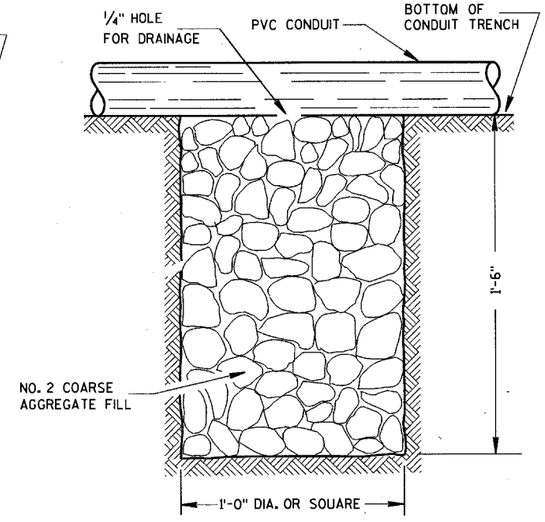
PLAN VIEW

ARROW MARK



NOTE: INSTALL AT LOCATIONS WHERE METALLIC CONDUITS CANNOT BE PITCHED TO DRAIN INTO A PULL BOX.

DRAIN SUMP FOR METALLIC CONDUIT



NOTE: INSTALL AT LOCATIONS WHERE PVC CONDUITS CANNOT BE PITCHED TO DRAIN INTO A PULL BOX.

DRAIN SUMP FOR PVC CONDUIT

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

METALLIC (STANDARD SPECIFICATION 652.2.2) OR NONMETALLIC (STANDARD SPECIFICATION 652.2.3) CONDUIT SHALL BE FURNISHED AND PLACED AS SHOWN.

DEPTH OF CONDUIT INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES MINIMUM AND 36 INCHES MAXIMUM.

DEPTH OF CONDUIT INSTALLED THAT IS NOT BELOW THE TRAVELED WAY SHALL BE 18 INCHES MINIMUM AND 36 INCHES MAXIMUM.

ANY EXCEPTION TO THE MAXIMUM DEPTH SHALL BE ONLY WITH THE WRITTEN APPROVAL OF THE ENGINEER.

THE TRENCH SHALL NOT BE BACKFILLED PRIOR TO INSPECTION OF THE CONDUIT.

ALL METALLIC CONDUIT RACEWAY ENDS SHALL BE REAMED AND THREADED.

ALL METALLIC CONDUIT IN WHICH WIRE OR CABLE IS TO BE INSTALLED SHALL BE BUSHED WITH APPROVED THREADED BUSHINGS BEFORE INSTALLATION OF THE WIRE OR CABLE.

ALL METALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT TO BE INSTALLED SHALL BE CAPPED WITH THREADED PROTECTIVE CAPS, AS APPROVED BY THE ENGINEER.

ALL NONMETALLIC CONDUIT SHALL BE CAPPED OR PLUGGED IMMEDIATELY AFTER INSTALLATION AND SHALL REMAIN CAPPED OR PLUGGED UNTIL WIRE/CABLES ARE INSTALLED.

NONMETALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

BENDING OF PVC ELECTRICAL CONDUIT SHALL BE ACCOMPLISHED BY USING A BLANKET OR EMERSION TYPE TANK DESIGNED FOR THE PURPOSE OF BENDING PVC ELECTRICAL CONDUIT.

ALL CUT ENDS SHALL BE TRIMMED INSIDE AND OUTSIDE TO REMOVE ALL ROUGH EDGES ON NONMETALLIC CONDUIT. (SEE NEC 347.5)

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY U.L. LISTED ADAPTER FITTINGS SHALL BE USED.

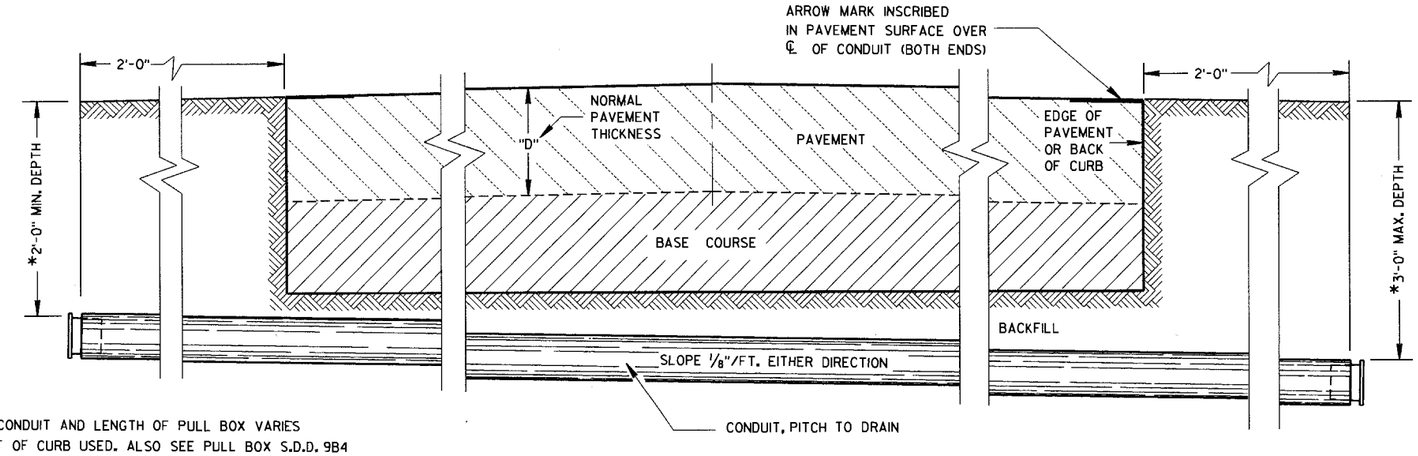
PRIOR TO CONDUIT ACCEPTANCE, CONDUIT CAPS OR PLUGS SHALL BE REMOVED, AND THE CAPS, PLUGS AND CONDUIT ENDS SHALL BE THOROUGHLY CLEANED AND THEN THE CAPS OR PLUGS REINSTALLED TO ENSURE THAT THE CAPS OR PLUGS CAN BE EASILY REMOVED IN THE FUTURE.

ALL CONDUIT BEING FURNISHED AND INSTALLED SHALL HAVE THE U.L. LABEL FIRMLY ATTACHED.

CONDUIT RUNS SHALL BE THE SAME SIZE OF CONDUIT FROM ONE END TO THE OTHER (FROM PULL BOX TO PULL BOX-OR-JUNCTION BOX TO JUNCTION BOX-OR-BASE TO BASE, ETC.).

POLY ROPE OR A PULL WIRE SHALL BE INSTALLED AS STATED IN THE STANDARD SPECIFICATION, ITEM 652.3.1.1.

ALL CONDUIT RUNS SHALL BE STRAIGHT (WITHOUT BENDS) FROM PULL BOX TO PULL BOX, PULL BOX TO BASE AND BASE TO BASE AS SHOWN ON THE PLANS UNLESS OTHERWISE APPROVED BY THE PROJECT ENGINEER.



*DEPTH OF CONDUIT AND LENGTH OF PULL BOX VARIES WITH HEIGHT OF CURB USED. ALSO SEE PULL BOX S.D.D. 9B4

SIDE ELEVATION

DETAIL FOR CONDUIT UNDER PAVED HIGHWAYS

CONDUIT

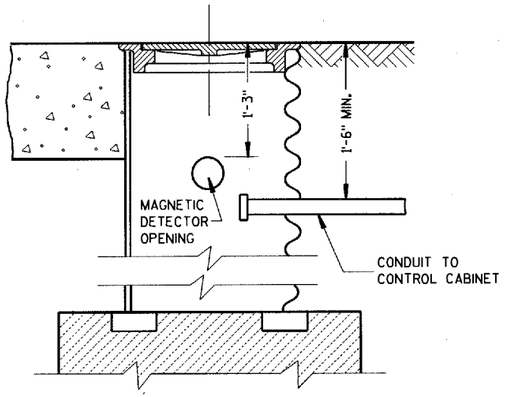
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED 10/21/96 DATE
FHWA

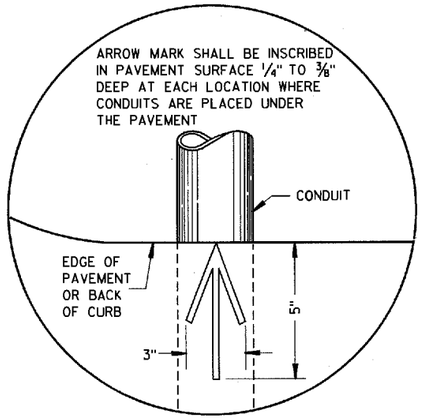
STATE ELECTRICAL ENGINEER FOR HIGHWAYS

S.D.D. 9 B 2-6

S.D.D. 9 B 2-6



DETECTOR INSTALLATION AT PULL BOX



PLAN VIEW

ARROW MARK

GENERAL NOTES

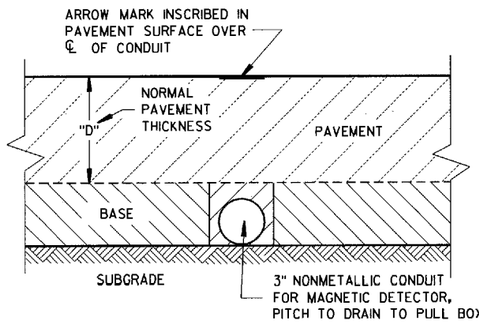
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

ONLY NONMETALLIC CONDUIT SHALL BE FURNISHED AND SHALL BE PLACED AS SHOWN.

(1) PRIOR TO BACKFILLING, THE CAPS OR PLUGS SHALL BE REMOVED, AND THE CAPS, PLUGS AND CONDUIT ENDS SHALL BE THOROUGHLY CLEANED AND THEN REINSTALLED TO ASSURE THAT THE CAPS OR PLUGS CAN BE EASILY REMOVED IN THE FUTURE.

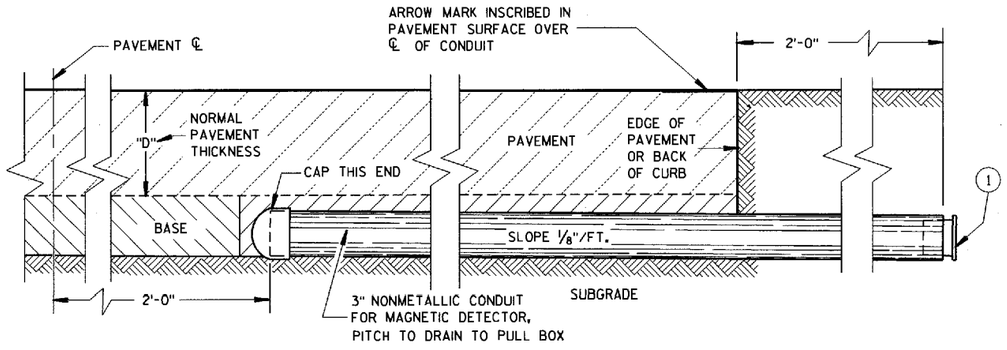
PRIOR TO INSTALLATION OF A MAGNETIC DETECTOR, THE PLUG OR CAP SHALL BE REMOVED AND AN END BELL (U.L. LISTED FOR ELECTRICAL USE) INSTALLED.

THE STANDARD DETAIL DRAWING "CONDUIT", 9B2 SHALL APPLY TO THIS DRAWING.



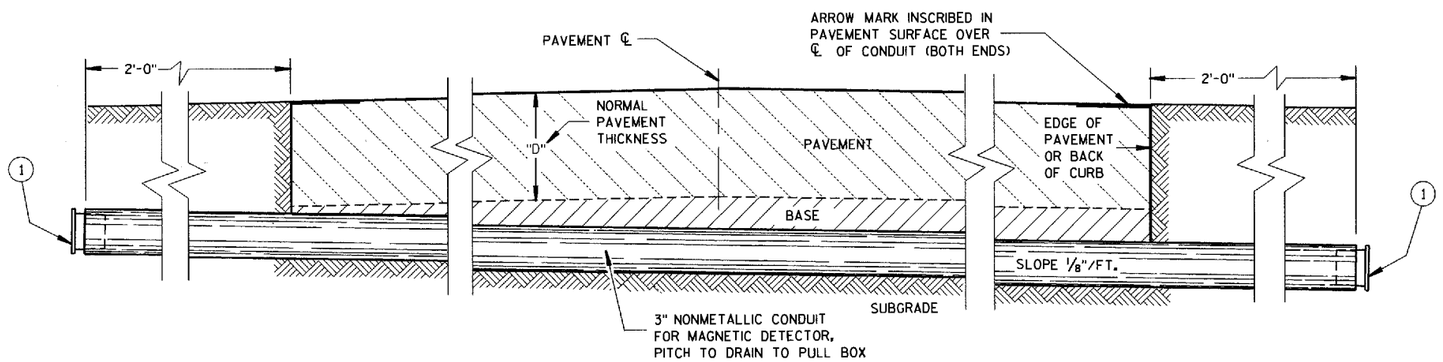
END ELEVATION

MAGNETIC DETECTOR CONDUIT



SIDE ELEVATION

MAGNETIC DETECTOR CONDUIT FOR UNDIVIDED HIGHWAYS



SIDE ELEVATION

MAGNETIC DETECTOR CONDUIT FOR DIVIDED HIGHWAYS

CONDUIT FOR MAGNETIC DETECTOR

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10/21/96
DATE

STATE ELECTRICAL ENGINEER FOR HIGHWAYS

FHWA

S.D.D. 9 B 3-2

S.D.D. 9 B 3-2

TABLE OF NOMINAL DIMENSIONS AND WEIGHTS

DIMENSION IN INCHES		TYPE OF PIPE									
		CORRUGATED STEEL									POLYETHYLENE SDR 32.5
PIPE DIAMETER (INSIDE)	A	12	12	12	18	18	18	24	24	24	12
PIPE LENGTH **	B	24	30	36	24	30	36	36	42	48	24
WALL THICKNESS	C	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.4
COVER	D	10 1/4	10 1/4	10 1/4	16 1/4	16 1/4	16 1/4	22 1/4	22 1/4	22 1/4	10 1/4
FRAME	E	14 1/2	14 1/2	14 1/2	20 1/2	20 1/2	20 1/2	26 1/2	26 1/2	26 1/2	14 1/2
FRAME	F	8 1/2	8 1/2	8 1/2	14 1/2	14 1/2	14 1/2	20 1/2	20 1/2	20 1/2	8 1/2
FRAME	G	11 1/2	11 1/2	11 1/2	17 1/2	17 1/2	17 1/2	23 1/2	23 1/2	23 1/2	11 1/2
WEIGHT IN POUNDS *											
FRAME AND COVER		60	60	60	110	110	110	155	155	155	60

* THE ACTUAL WEIGHT OF THE MANHOLE FRAME AND COVER MAY VARY WITHIN 5 PERCENT PLUS OR MINUS OF THE WEIGHTS SHOWN.

** NORMALLY USED LENGTHS. THE PROJECT ENGINEER SHALL DETERMINE IF PIPE LENGTHS, OTHER THAN THOSE SPECIFIED, SHALL BE USED, TO A MAXIMUM OF 48" (CONTINUOUS LENGTH, NON-SPLICED). THE ADDITIONAL LENGTH SHALL BE INCIDENTAL TO THE PULL BOX BID PRICE.

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

ALL FRAMES AND COVERS SHALL BE HEAVY DUTY TYPE, SUITABLE FOR VEHICULAR TRAFFIC LOADS.

PULL BOXES LOCATED IN THE ROADWAYS SHALL HAVE LOCKING COVERS.

ENTRANCE HOLES INTO PULL BOXES SHALL BE CUT WITH A CIRCULAR HOLE SAW OR HYDRAULIC CONDUIT PUNCH. HOLE SIZE SHALL BE THE OUTSIDE DIAMETER OF THE CONDUIT THAT IS TO FIT IN THE OPENING PLUS NO MORE THAN 1/4".

THE CONTRACTOR SHALL NOT INSTALL WIRE IN ANY PULL BOX UNTIL ITS INSTALLATION HAS BEEN INSPECTED AND ACCEPTED BY THE ENGINEER.

GROUNDING LUGS (MECHANICAL CONNECTORS) SHALL BE U.L. LISTED AND APPROVED FOR USE WITH COPPER WIRE. THE MECHANICAL CONNECTION (INSIDE AND OUTSIDE) TO THE PULL BOX, SHALL BE TOTALLY AND PERMANENTLY SEALED WITH A SILICONE OR RUBBERIZED CAULKING COMPOUND AS APPROVED BY THE ENGINEER.

GROUNDING LUGS ARE NOT REQUIRED IN PULL BOXES WHEN VOLTAGES OF LESS THAN 50 VOLTS AC ARE THE ONLY VOLTAGES ENCOUNTERED IN THE BOXES.

DRAIN DUCT SHALL BE MEASURED AND PAID FOR SEPARATELY.

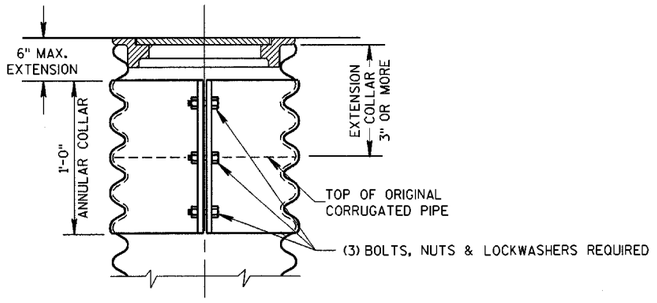
RODENT WIRE SCREEN SHALL BE 1/8" STAINLESS STEEL MESH AND BE INSTALLED WITH A STAINLESS STEEL HOSE CLAMP OF SUFFICIENT SIZE.

ALL METALLIC CONDUIT IN WHICH WIRE AND/OR CABLE IS TO BE INSTALLED, SHALL BE BUSHED BEFORE INSTALLATION OF THE WIRE AND/OR CABLE.

S.D.D. 9B2, "CONDUIT", APPLIES TO THIS DRAWING.

WHEN PULL BOXES ARE INSTALLED FOR FUTURE USE, DO NOT INSTALL THE EQUIPMENT GROUNDING LUG. THE EQUIPMENT GROUNDING LUG, THE EQUIPMENT GROUNDING ELECTRODE AND THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE REQUIRED AND INSTALLED UNDER A FUTURE WIRING CONTRACT.

IF PULL BOX EQUIPMENT GROUNDING IS REQUIRED USING AN EQUIPMENT GROUNDING ELECTRODE IN EACH PULL BOX, THE EQUIPMENT GROUNDING ELECTRODE SHALL BE 5/8" X 8'-0", COPPERCLAD AND BE EXOTHERMICALLY WELDED TO A #4 AWG, COPPER, STRANDED WIRE (BARE OR GREEN INSULATED). THE #4 AWG WIRE SHALL BE 4 FEET IN LENGTH, NEATLY COILED, TAPED AND AVAILABLE FOR USE WHEN REQUIRED.



CORRUGATED PIPE EXTENDER

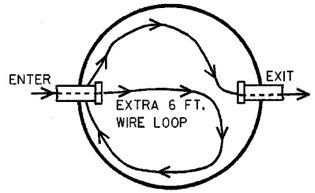
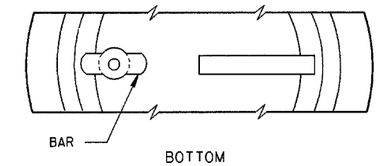
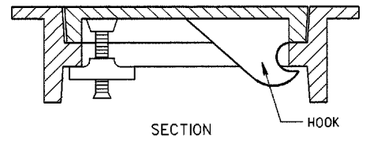


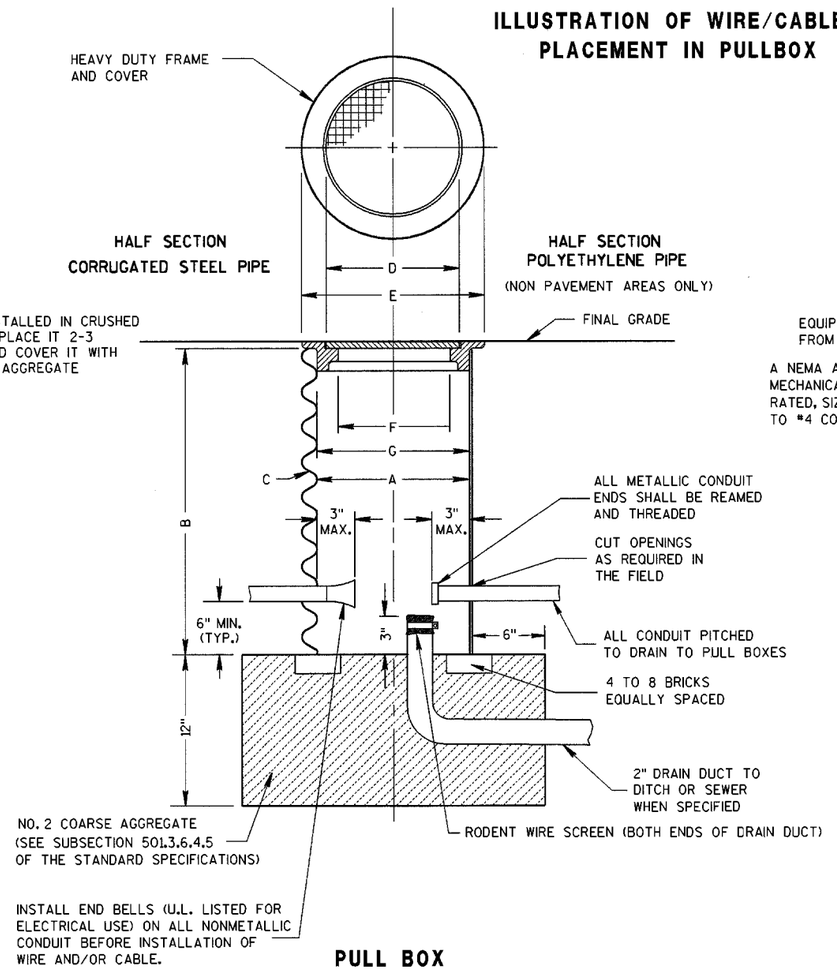
ILLUSTRATION OF WIRE/CABLE PLACEMENT IN PULLBOX



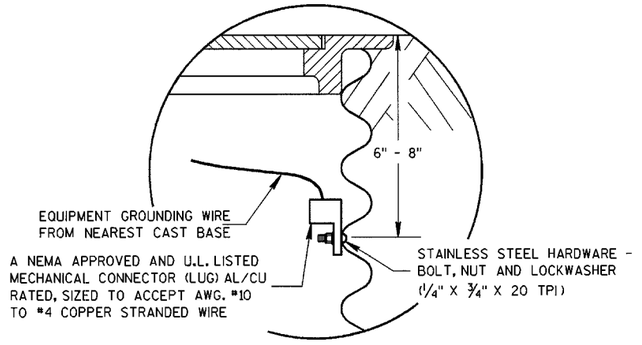


ALTERNATE COVER (LOCKING)

TIGHTENING BAR TYPE



PULL BOX



EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES

PULL BOX

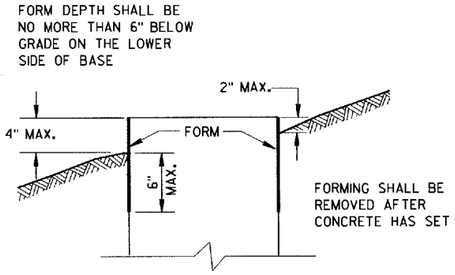
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
2/11/02
DATE
FHWA

STATE ELECTRICAL ENGINEER FOR HIGHWAYS

S.D.D. 9 B 4-5

S.D.D. 9 B 4-5



FORMING DETAIL

QUANTITY REQUIREMENTS	CONCRETE BASE TYPE		
	1	2	5
APPROX. CUBIC YARDS OF CONCRETE	0.40	0.57	0.40
LBS. OF HOOP BAR STEEL	NONE	23	16
LBS. OF VERTICAL BAR STEEL	NONE	60	18

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

BASES SHALL BE EXCAVATED BY USE OF A CIRCULAR AUGER.

TOP SURFACES OF CONCRETE BASES SHALL BE TROWEL FINISHED AND LEVEL.

CONDUIT SIZES AND LOCATIONS SHALL BE AS SHOWN ON THE PLANS.

THE FINAL OR TERMINATING CONCRETE BASE IN A CONDUIT RUN SHALL HAVE A 6" EXIT STUB INSTALLED FOR FUTURE CABLING USE. THE EXIT STUB SHALL BE SIZED AS USED THROUGHOUT THE CONDUIT RUN AS SHOWN AT THE ENTRANCE OF THE BASE.

MINIMUM BENDING RADIUS OF CONDUIT IS EQUAL TO 6 X THE DIAMETER.

CONDUIT HEIGHT ABOVE CONCRETE BASES SHALL BE 1 INCH. ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED.

ALL CONDUIT ENDS AT THE TOP OF CONCRETE BASES SHALL BE CAPPED IF METALLIC OR PLUGGED IF NONMETALLIC IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUITS IN WHICH WIRE OR CABLE IS NOT INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

GENERAL NOTES (CONTINUED)

BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF CONCRETE BASES BEFORE INSTALLATION OF CABLE OR WIRE.

ENDS OF CONDUIT INSTALLED BELOW GRADE FOR FUTURE USE SHALL BE CAPPED IF METALLIC OR PLUGGED IF NONMETALLIC.

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTER FITTINGS, U.L. LISTED FOR ELECTRICAL USE, SHALL BE USED.

IF A BASE REQUIRES A DEEP FORM BECAUSE OF LOOSE DIRT OR FILL, THE FORM SHALL BE REMOVED BEFORE BACKFILLING AROUND THE BASE. BACKFILL SHALL BE TAMPED TIGHT AGAINST THE BARE CONCRETE BASE IN LAYERS OF 1 FOOT OR LESS.

A NO. 4 AWG, STRANDED COPPER EQUIPMENT GROUNDING CONDUCTOR SHALL BE EXOTHERMICALLY WELDED TO THE EQUIPMENT GROUNDING ELECTRODE (GROUND ROD) FOR TYPE 2 AND TYPE 5 BASES.

THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE FURNISHED AND INSTALLED TO ENTER THE BASE OF THE TYPE 2 AND TYPE 5 BASES THROUGH A 1 INCH CONDUIT INSTALLED FOR GROUNDING PURPOSES, LEAVING A 4 FOOT COIL OF WIRE ABOVE THE CONCRETE BASE. THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE NEATLY COILED AND THE COILS TIED TOGETHER.

ANCHOR RODS SHALL BE THREADED 12" IN LENGTH ON EACH END OF THE ROD. ANCHOR RODS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 654.2.1 AND 641.2.2 OF THE STANDARD SPECIFICATIONS, ASTM A-449, OR ASTM A-687 (GRADE 105).

WASHERS AND LOCK WASHERS ARE REQUIRED ON ALL ANCHOR RODS.

WHEN ANCHOR RODS USING THE ALTERNATE "L" BEND ARE FURNISHED, THE 4" "L" BEND SHALL BE IN ADDITION TO THE SPECIFIED ANCHOR ROD BAR LENGTH. THE "L" BEND END SHALL NOT BE THREADED.

WELDING OF THE ANCHOR RODS TO THE CAGE IS UNACCEPTABLE. TIE WIRES SHALL BE USED.

BAR STEEL REINFORCEMENT SHALL BE COATED WITH POWERED EPOXY RESIN IN ACCORDANCE WITH SECTION 505 OF THE STANDARD SPECIFICATIONS (LATEST EDITION).

(1) THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE AND INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES. THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE THAT IS NOT INSTALLED BELOW THE TRAVELED WAY SHALL BE 18 INCHES. THE MAXIMUM DEPTH OF ALL CONDUIT SHALL BE 36 INCHES EXCEPT WITH WRITTEN APPROVAL BY THE ENGINEER.

(2) (4) 1" DIA. X 3'-6" ANCHOR RODS.

(3) (4) 1" DIA. X 5'-0" ANCHOR RODS.

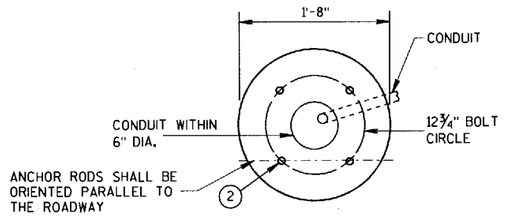
(4) (6) NO. 6 X 6'-8" BAR STEEL REINFORCEMENT.

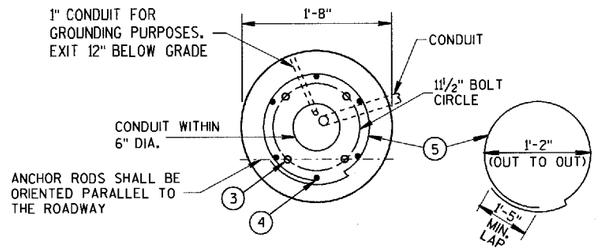
(5) (7) NO. 4 X 5'-1" BAR STEEL REINFORCEMENT @ 1'-0" C-C.

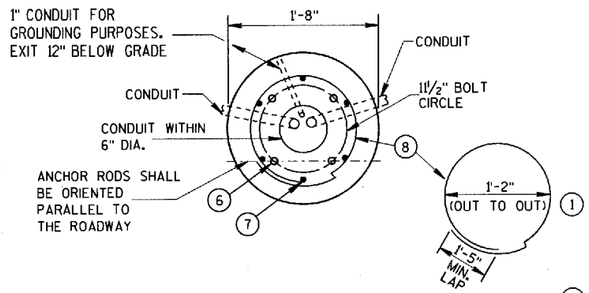
(6) (4) 1" DIA. X 3'-6" ANCHOR RODS.

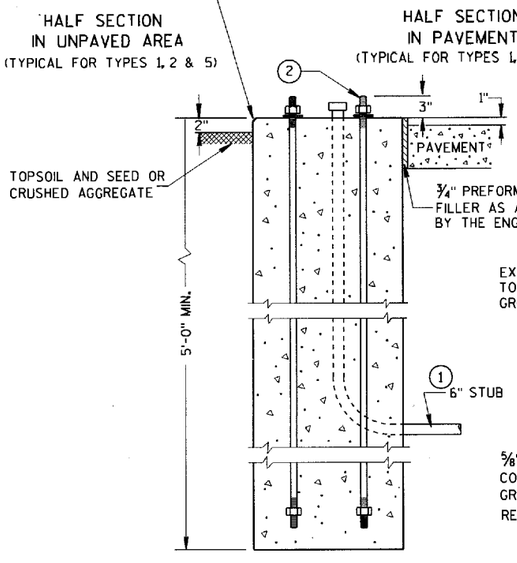
(7) (6) NO.4 X 4'-8" BAR STEEL REINFORCEMENT

(8) (5) NO. 4 X 5'-1" BAR STEEL REINFORCEMENT @ 1'-0" C-C.

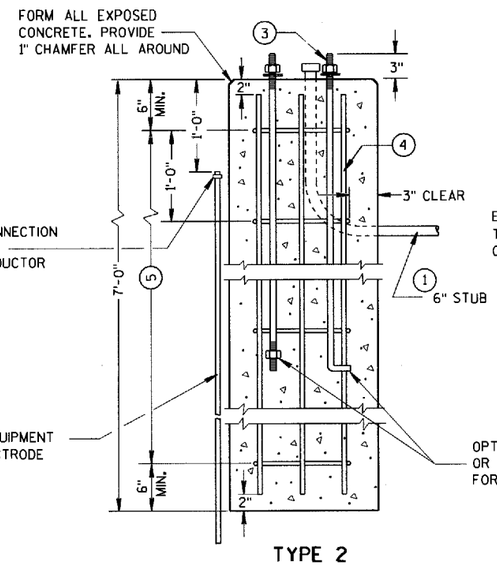




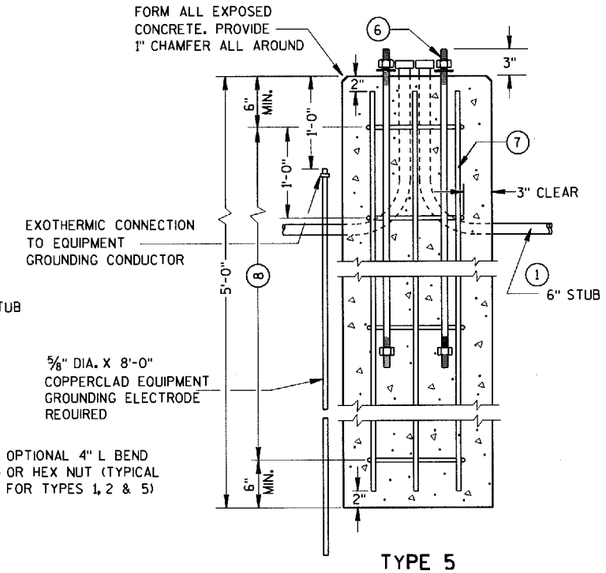




TYPE 1



TYPE 2



TYPE 5

CONCRETE BASES

CONCRETE BASES, TYPES 1, 2 & 5
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION
APPROVED 10/21/96 DATE — STATE ELECTRICAL ENGINEER FOR HIGHWAYS
FHWA

S.D.D. 9 C 2-2

S.D.D. 9 C 2-2

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

FOUR (4) BOLTS SHALL BE FURNISHED WITH EACH TRANSFORMER BASE. BOLTS SHALL BE 1" DIAMETER, 4" IN LENGTH, WITH WASHERS, LOCK WASHERS AND NUTS. BOLTS, NUTS AND WASHERS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 641.2.2 OF THE STANDARD SPECIFICATIONS, ASTM A-325, (92,000 YIELD) HEAVY HEX NUT AND BE GALVANIZED IN ACCORDANCE WITH ASTM A-153, CLASS C.

LEVELING SHIMS, IF NEEDED, SHALL BE DESIGNED FOR THE PURPOSE AND USED UNDER CAST BASES WHEN PLUMBING POLES OR STANDARDS DURING INSTALLATION. THE USE OF WASHERS IN LIEU OF PROPER LEVELING SHIMS IS NOT ACCEPTABLE.

SHIM LENGTH SHALL BE LONG ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.

DOUBLE NUTTING IS NOT ACCEPTABLE FOR LEVELING OR MOUNTING PURPOSES.

A NEMA APPROVED AND U.L. LISTED MECHANICAL CONNECTOR (LUG) AL/CU RATED AND SIZED TO ACCEPT #10 AWG STRANDED WIRE, SHALL BE FURNISHED AND INSTALLED IN THE PEDESTAL AND TRANSFORMER BASES.

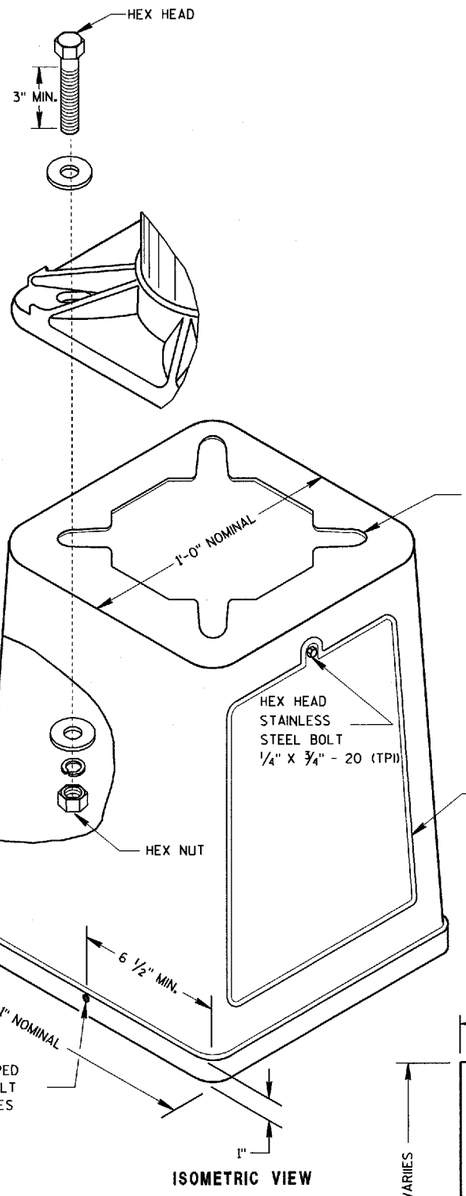
THE MECHANICAL CONNECTOR SHALL BE INSTALLED USING A 1/4" - 20 (TPI) STAINLESS STEEL HEX HEAD BOLT OF SUFFICIENT LENGTH TO FIRMLY ATTACH THE LUG TO THE BASE.

SHOULD THE MANNER OF ATTACHMENT OF THE LUG REQUIRE WASHERS, HEX NUTS, LOCK WASHER - THEY SHALL BE STAINLESS STEEL AS IS THE BOLT. THE MANNER OF ATTACHMENT SHALL NOT BLOCK ACCESSIBILITY TO WIRE PLACEMENT IN THE CONNECTOR.

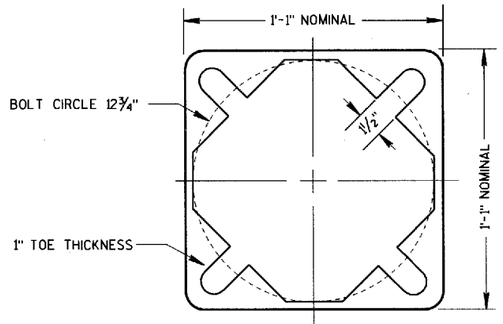
PEDESTAL BASE COLLAR THREADING SHALL BE TAPERED AND IN ACCORDANCE WITH NATIONAL PIPE THREADING DIMENSIONS.

BASE COLLAR THREADING SHALL EXTEND INTO THE BASE COLLAR WITH SUFFICIENT DEPTH TO ACCEPT THE INSTALLATION OF TRAFFIC SIGNAL STANDARDS TO A DEPTH OF 1½", THEN TIGHTENING TO A POINT OF BEING IMMOVABLE.

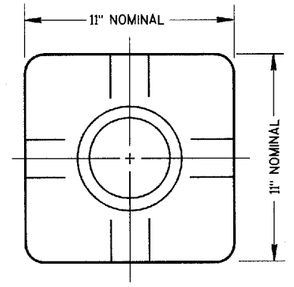
THE ACCESS DOOR SHALL BE OF THE SAME MATERIAL AS THE BASE.



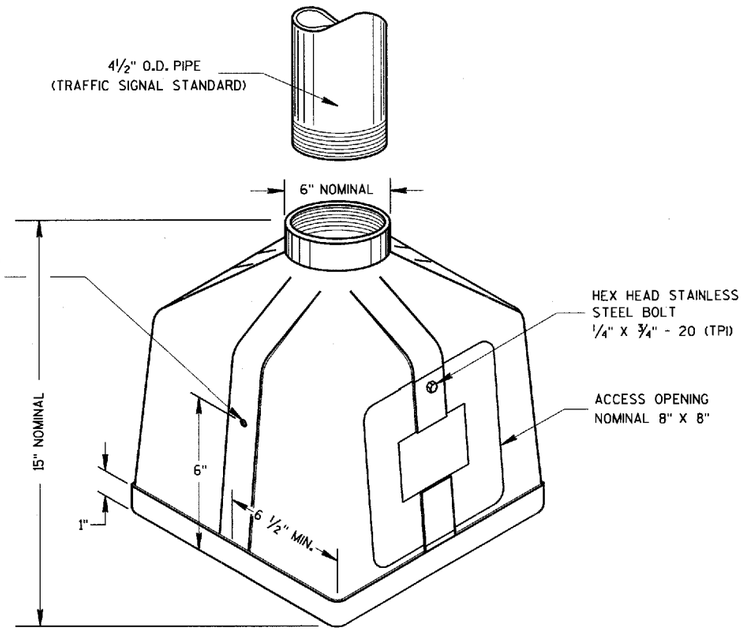
ISOMETRIC VIEW



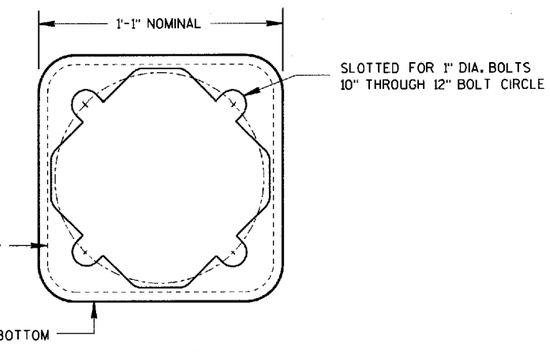
BOTTOM VIEW
(PEDESTAL BASE)



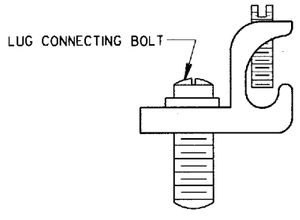
TOP VIEW
(PEDESTAL BASE)



ISOMETRIC VIEW
PEDESTAL BASE



BOTTOM VIEW
(TRANSFORMER BASE)

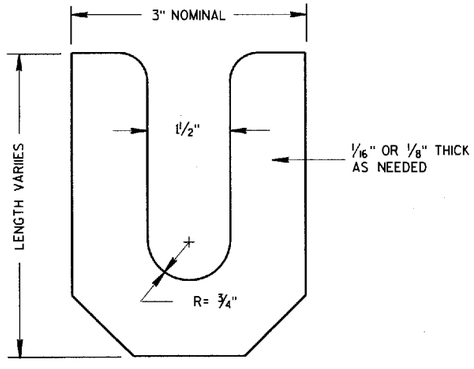


TYPICAL MECHANICAL CONNECTOR LUG

TO BE FURNISHED WITH EACH BASE

TRANSFORMER BASE

INTENDED FOR USE WITH TYPE 2, 3, 4, 5 & 6 POLES



LEVELING SHIM

TRANSFORMER/PEDESTAL BASES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED 10/21/96 DATE

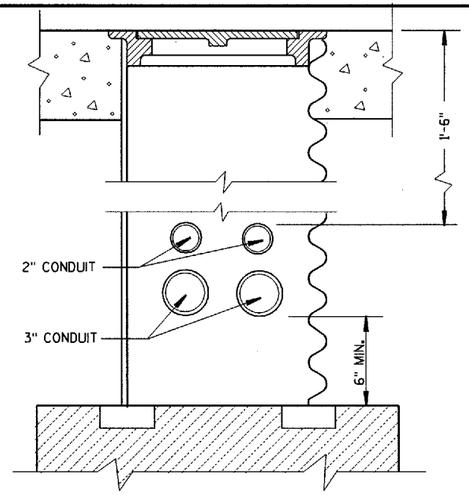
STATE ELECTRICAL ENGINEER FOR HIGHWAYS

FHWA

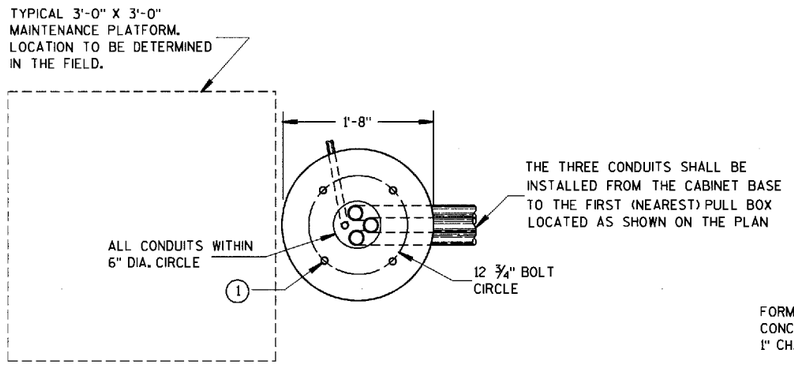
S.D.D. 9 C 3-2

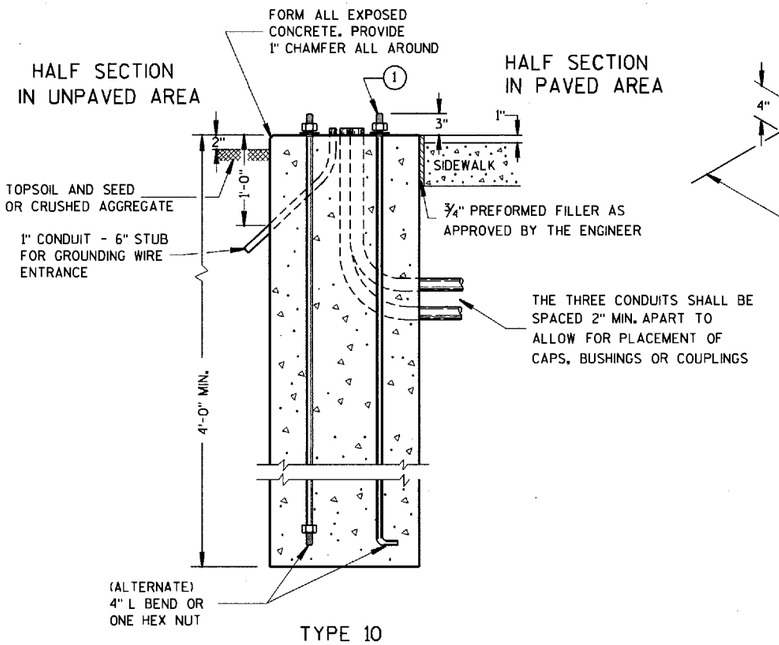
S.D.D. 9 C 3-2

CONTROL CABINET BASE TYPE	DIMENSIONS				C.Y. CONCRETE (APPROX.)
	H	I	J	K	
TYPE 6 - 30" CABINET	34"	60"	10"	17"	.64
TYPE 7 - 38" CABINET	42"	60"	10"	21"	.93
TYPE 8 - 38" CABINET	42"	72"	12"	21"	1.29
TYPE 9 - VARIABLE	54"	72"	14"	27"	1.56
TYPE 10 - POST MOUNT	AS SHOWN				.32

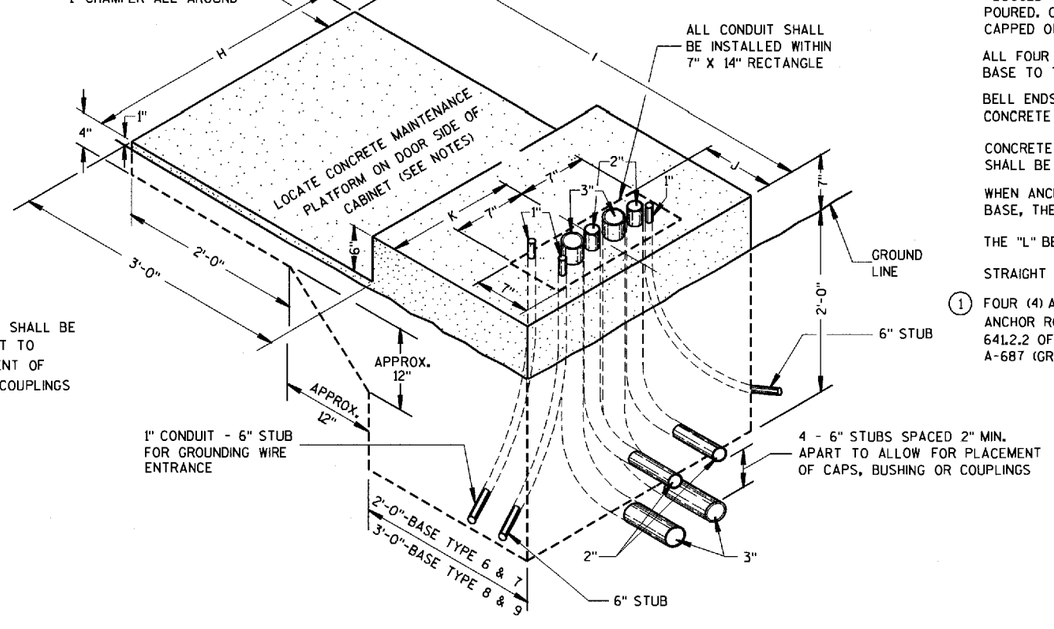


CONDUIT LOCATIONS IN 24" X 36" PULL BOX
(LEADING TO CONTROLLER CABINET BASE TYPE 6, 7, 8 AND 9)





TYPE 10



TYPE 6,7,8 AND 9
(ISOMETRIC VIEW)

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

INSTALL FOUR ½ INCH MINIMUM DIAMETER X 4 INCH MINIMUM LENGTH APPROVED CONCRETE MASONRY ANCHORS TO ANCHOR THE CABINET TO TYPE 6, 7, 8, AND 9 BASES. THE ANCHOR STUDS SHALL BE LOCATED AS DIRECTED BY THE ENGINEER TO PROPERLY ANCHOR THE CONTROL CABINET TO THE BASE.

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTER FITTINGS, U.L. LISTED FOR ELECTRICAL USE, SHALL BE USED.

CONDUIT HEIGHT ABOVE THE CONCRETE BASE SHALL BE 1 INCH.

DEPTH OF CONDUIT INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES MINIMUM AND 36 INCHES MAXIMUM.

DEPTH OF CONDUIT INSTALLED THAT IS NOT BELOW THE TRAVELED WAY SHALL BE 18 INCHES MINIMUM AND 36 INCHES MAXIMUM.

ANY EXCEPTION TO THE MAXIMUM DEPTH SHALL BE ONLY WITH THE WRITTEN APPROVAL OF THE ENGINEER.

CONTROL CABINET BASE TOP SURFACES SHALL BE TROWEL FINISHED AND LEVEL.

WHEN A TYPE 10 CONTROL CABINET BASE IS USED TO POST MOUNT A CONTROL CABINET, A 36" SQUARE 4" THICK CONCRETE MAINTENANCE PLATFORM SHALL BE REQUIRED ON THE DOOR SIDE OF THE CABINET. THE TOP 1 INCH SHALL BE ABOVE FINISHED GRADE AND BE BROOM FINISHED AND LEVEL.

MAINTENANCE PLATFORMS ARE NOT REQUIRED WHEN THE SURROUNDING AREA IS PAVED.

MINIMUM BENDING RADIUS OF CONDUIT = 6 X THE DIAMETER.

ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED.

ALL CONDUIT ENDS AT THE TOP OF CONCRETE BASES SHALL BE CAPPED IF METALLIC OR PLUGGED IF NONMETALLIC IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUITS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

ALL FOUR (TWO INCH AND THREE INCH) CONDUIT SHALL BE INSTALLED FROM THE CABINET BASE TO THE FIRST (NEAREST PULL BOX LOCATED AS SHOWN ON THE PLANS.

BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF THE CONCRETE BASE BEFORE INSTALLATION OF CABLE OR WIRE.

CONCRETE FORM DEPTH BELOW FINISHED GRADE SHALL BE 6" MAXIMUM. CONCRETE FORMS SHALL BE REMOVED AFTER CONCRETE HAS SET.

WHEN ANCHOR RODS USING THE ALTERNATE L BEND ARE FURNISHED FOR THE TYPE 10 BASE, THE 4" L BEND SHALL BE IN ADDITION TO THE SPECIFIED ANCHOR ROD BAR LENGTH.

THE "L" BEND SHALL NOT BE THREADED.

STRAIGHT ANCHOR RODS SHALL BE THREADED 12" IN LENGTH ON EACH END OF THE ROD.

(1) FOUR (4) ANCHOR RODS, 1" DIA. X 3'-6" ANCHOR RODS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 654.2.1 AND 641.2.2 OF THE STANDARD SPECIFICATIONS AND IN ACCORDANCE WITH A-449, OR ASTM. A-687 (GRADE 105).

CONCRETE CONTROL CABINET BASES

CONCRETE CONTROL CABINET BASES

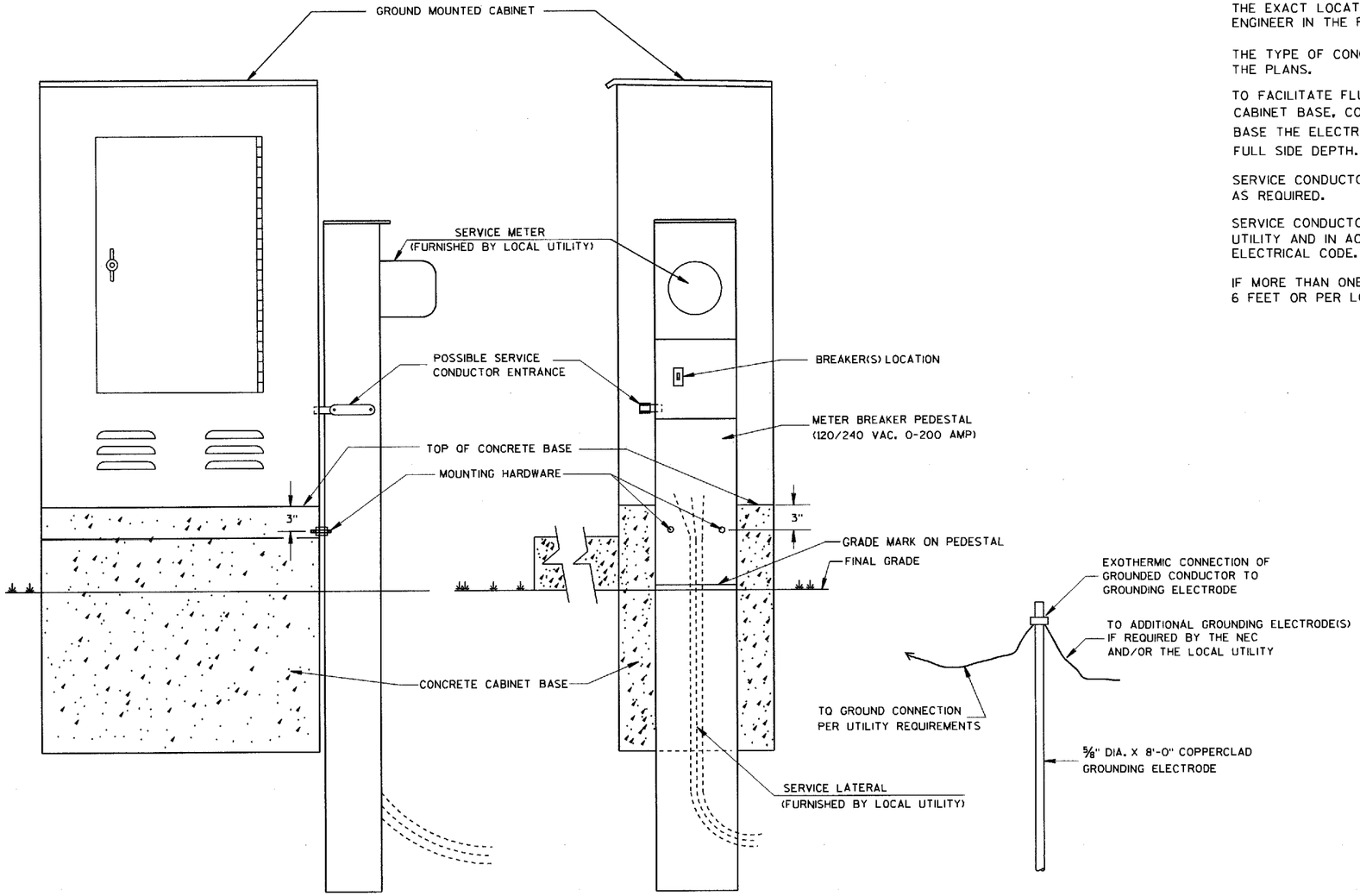
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APPROVED
10/21/66
DATE
FHWA

STATE ELECTRICAL ENGINEER FOR HIGHWAYS

S.D.D. 9 C 5-2

S.D.D. 9 C 5-2



TYPICAL CABINET SERVICE INSTALLATION

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

THE EXACT LOCATION OF THE METER BREAKER PEDESTAL SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

THE TYPE OF CONCRETE CABINET BASE TO BE INSTALLED SHALL BE AS CALLED FOR IN THE PLANS.

TO FACILITATE FLUSH MOUNTING OF THE METER BREAKER PEDESTAL AGAINST THE SIDE OF THE CABINET BASE, CONFER WITH THE LOCAL UTILITY TO DETERMINE WHICH SIDE OF THE CONCRETE BASE THE ELECTRIC SERVICE LATERAL WILL APPROACH. THEN FORM THAT INDICATED SIDE FOR FULL SIDE DEPTH.

SERVICE CONDUCTOR ENTRANCES SHALL BE RIGID METALLIC CONDUIT, NIPPLES AND/OR CONDULETS AS REQUIRED.

SERVICE CONDUCTOR ENTRANCES SHALL BE SIZED AND LOCATED AS REQUIRED BY THE LOCAL UTILITY AND IN ACCORDANCE WITH APPROPRIATE ARTICLES OF THE LATEST ACCEPTED NATIONAL ELECTRICAL CODE.

IF MORE THAN ONE GROUNDING ELECTRODE IS REQUIRED, THE DISTANCE APART SHALL BE 6 FEET OR PER LOCAL UTILITY REGULATIONS.

CABINET SERVICE INSTALLATION
(METER BREAKER PEDESTAL)

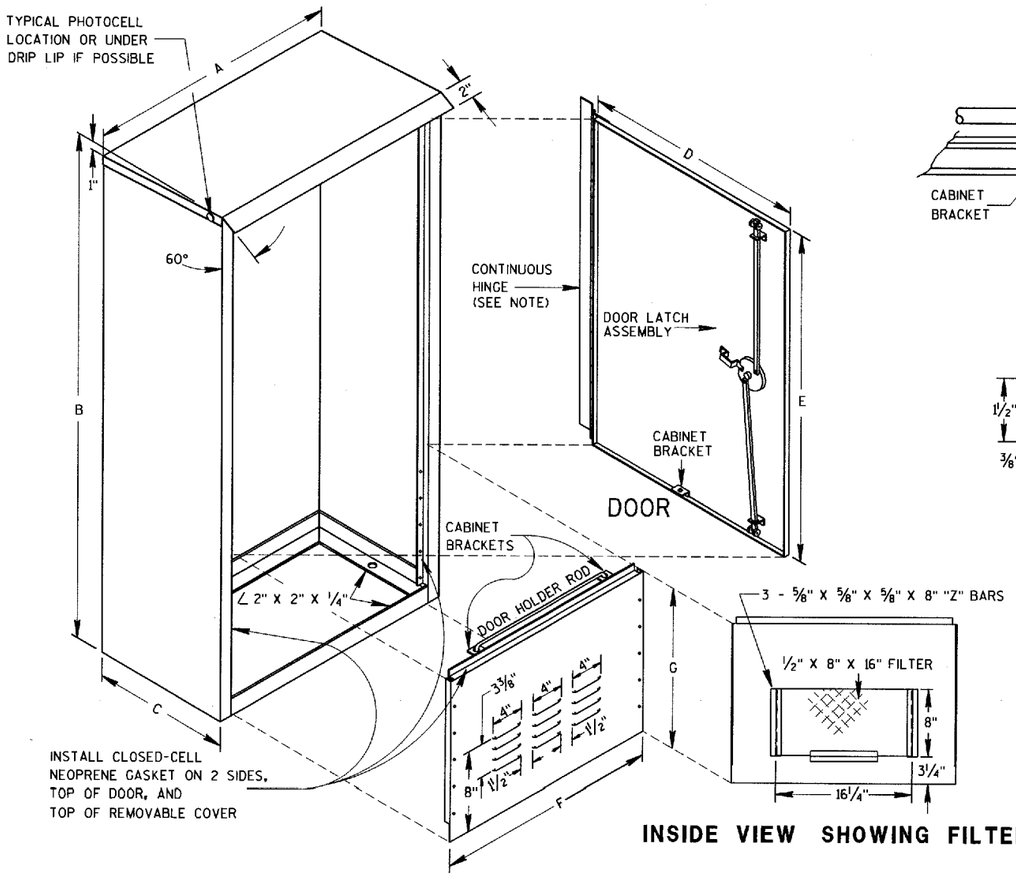
STATE OF WISCONSIN
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STATE ELECTRICAL ENGINEER FOR HIGHWAYS

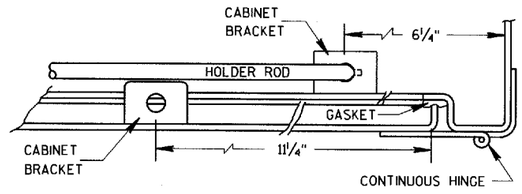
S.D.D. 9 D 1-2

S.D.D. 9 D 1-2

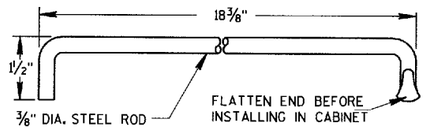


REMOVABLE COVER

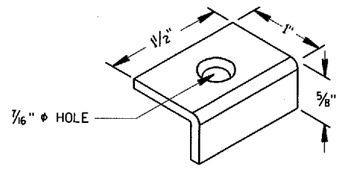
INSIDE VIEW SHOWING FILTER



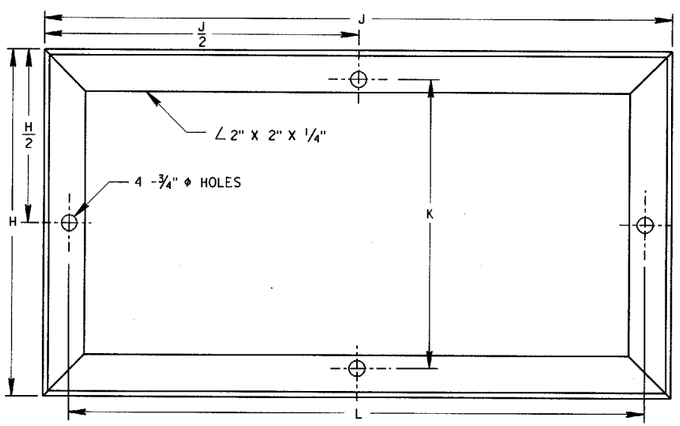
HINGE & DOOR HOLDER



HOLDER ROD



CABINET BRACKET



MOUNTING BASE

TABLE OF DIMENSIONS (INCHES)

MARK	CABINET TYPE		
	3060	3860	3866
A	30	38	38
B	60	60	66
C	16 1/2	16 1/2	24
D	26 1/2	34 3/4	33 3/4
E	38 3/4	38 3/4	38 3/4
F	26 1/2	34 3/4	33 3/4
G	19	19	25
H	16 1/2	16 1/2	24
H/2	8 1/4	8 1/4	12
J	30	38	38
J/2	15	19	19
K	13 3/4	13 3/4	21 1/4
L	27 1/2	35 1/2	35 1/2

GENERAL NOTES

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

PRIME WITH PHOSPHATE TREATMENT AND PRIMER.

FINISH EXTERIOR SURFACES WITH RUSTOLEUM #906 SILVER GRAY OR APPROVED EQUAL.

FINISH INTERIOR WITH RUSTOLEUM #2766 HIGH GLOSS WHITE ENAMEL OR APPROVED EQUAL.

ALL SHEET METAL PARTS SHALL BE .125 INCH THICK ALUMINUM.

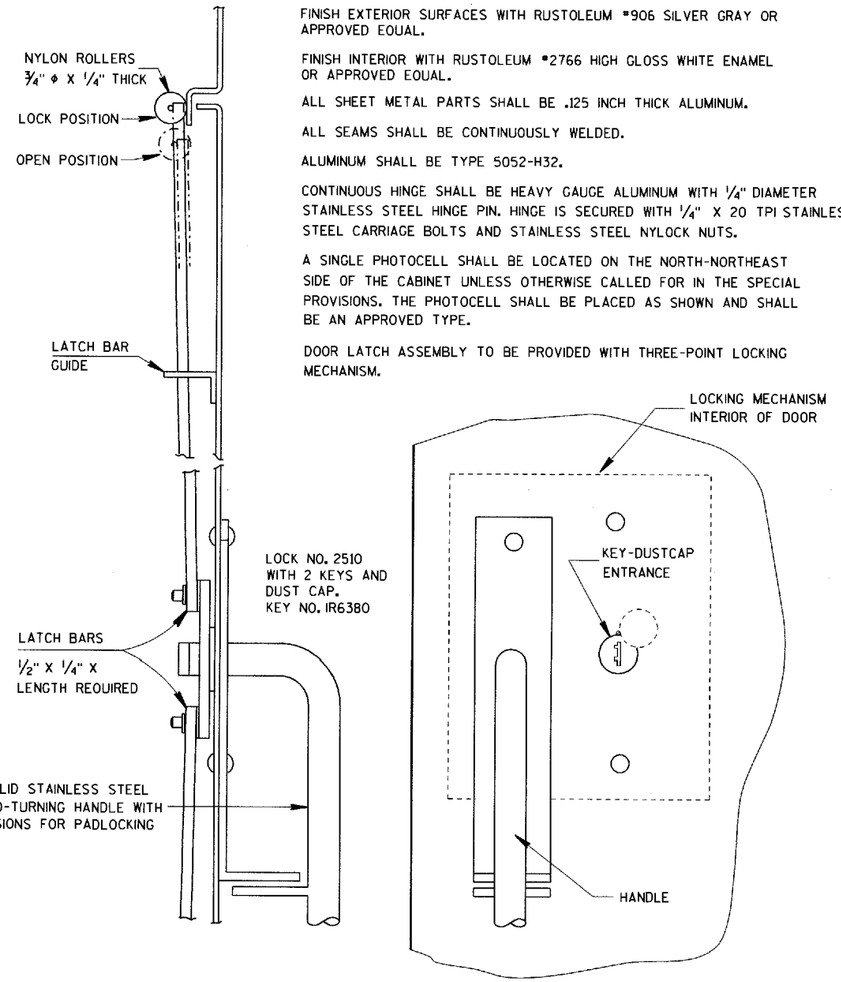
ALL SEAMS SHALL BE CONTINUOUSLY WELDED.

ALUMINUM SHALL BE TYPE 5052-H32.

CONTINUOUS HINGE SHALL BE HEAVY GAUGE ALUMINUM WITH 1/4" DIAMETER STAINLESS STEEL HINGE PIN. HINGE IS SECURED WITH 1/4" X 20 TPI STAINLESS STEEL CARRIAGE BOLTS AND STAINLESS STEEL NYLOCK NUTS.

A SINGLE PHOTOCELL SHALL BE LOCATED ON THE NORTH-NORTHEAST SIDE OF THE CABINET UNLESS OTHERWISE CALLED FOR IN THE SPECIAL PROVISIONS. THE PHOTOCELL SHALL BE PLACED AS SHOWN AND SHALL BE AN APPROVED TYPE.

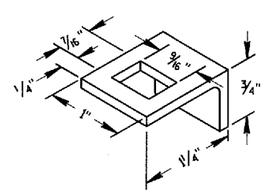
DOOR LATCH ASSEMBLY TO BE PROVIDED WITH THREE-POINT LOCKING MECHANISM.



SIDE VIEW

FRONT VIEW

LATCH ASSEMBLY



LATCH BAR GUIDE

SIGNAL OR LIGHTING CONTROL CABINET

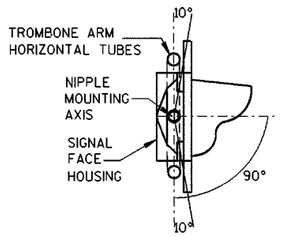
STATE OF WISCONSIN
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STATE ELECTRICAL ENGINEER FOR HIGHWAYS

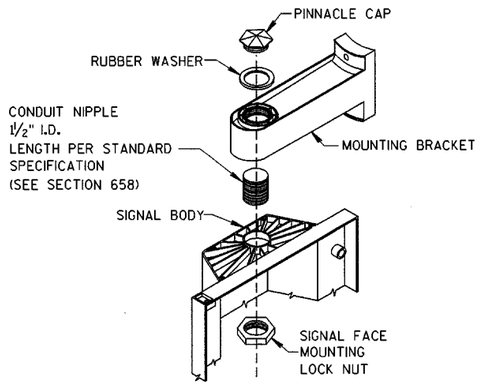
S.D.D. 9 D 2-2

S.D.D. 9 D 2-2



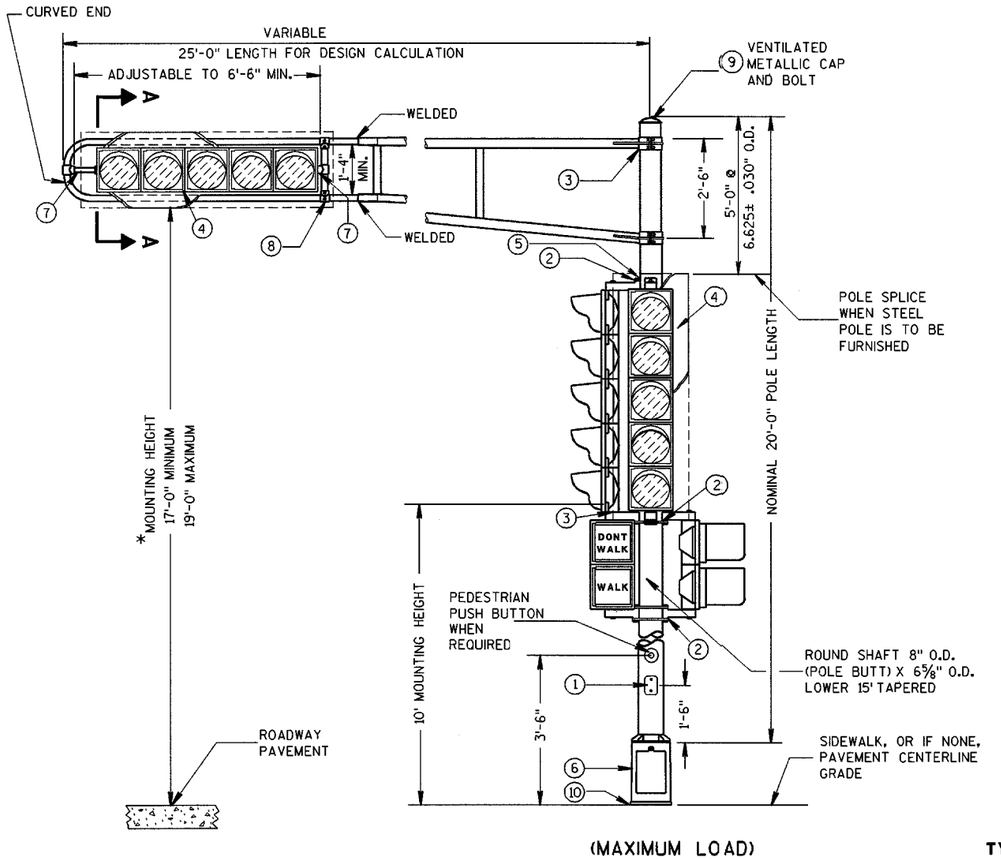
SECTION A-A

(10 DEGREES TILT REQUIREMENT OF FACE(S) IN THE TROMBONE MOUNTING)

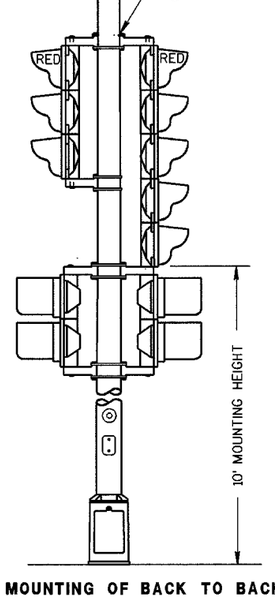


SIGNAL FACE MOUNTING DETAIL

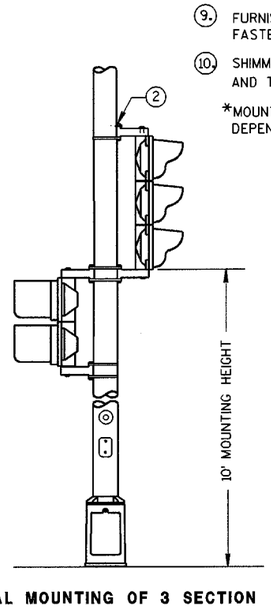
(BANDED)



(MAXIMUM LOAD)



TYPICAL MOUNTING OF BACK TO BACK 3 AND 5 SECTION SIGNAL FACES



TYPICAL MOUNTING OF 3 SECTION SIGNAL FACE

TYPE 2 POLE MOUNTING CONFIGURATION

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

POLES SHALL BE EITHER ALUMINUM OR GALVANIZED STEEL AS CALLED FOR IN THE CONTRACT.

SECTION 657, POLES, OF THE STANDARD SPECIFICATIONS SHALL APPLY TO THIS DRAWING.

A PULL WIRE/ROPE IN ACCORDANCE WITH STANDARD SPECIFICATION 652 SHALL BE INSTALLED IN EACH TROMBONE ARM RACEWAY DURING THE MANUFACTURING PROCESS.

TYPE 2 ALUMINUM POLES SHALL BE CONSTRUCTED OF 6063-T6 ALUMINUM ALLOY. SLEEVING INSIDE THE POLE IS NOT ACCEPTABLE.

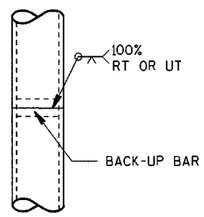
WHEN TRANSFORMER BASES ARE USED, WIRE CONNECTIONS SHALL BE MADE IN THE TRANSFORMER BASE.

1. 4" X 6" REINFORCED HANDHOLE & COVER ASSEMBLY WITH 2 (TWO) ¼" X ¾" - 20 TPI HEX HEAD STAINLESS STEEL BOLTS.
2. SIGNAL FACE MOUNTING BRACKETS. MOUNT WITH CAP SCREWS AND BANDING. (SEE STANDARD SPECIFICATIONS - SEC. 658)
3. GROMMETS, 1" CHASE NIPPLES OR 1" CLOSE CONDUIT NIPPLES WITH BUSHINGS SHALL BE PROVIDED FOR 1⅜" HOLE IN POLE SHAFT FOR WIRING.
4. SECURELY MOUNT DULL BLACK POLYCARBONATE BACKPLATES, PROJECTING 5" BEYOND ALL SIDES OF THE SIGNAL FACE HOUSING, WITH SELF-TAPPING STAINLESS STEEL SCREWS.
5. POLE MOUNTED SIGNAL FACES SHALL REQUIRE 1 OR MORE MOUNTING SPACERS UNDER THE TOP MOUNTING BRACKET(S) AS REQUIRED, TO PLUMB THE SIGNAL FACES.
6. CAST ALUMINUM TRANSFORMER BASE, WHEN REQUIRED.
7. MOUNTING BRACKET NIPPLES FOR THE SIGNAL FACE(S) SHALL BE 2 INCHES IN LENGTH AND 1½ INCHES IN DIAMETER. (SEE STANDARD SPECIFICATION - SECTION 658).
8. VERTICAL STRUT (ADJUSTABLE). ONE (1) SET SCREW (¼" X ¾" LONG- 20 TPI, STAINLESS STEEL, HEX HEAD) INTO EACH ARM MEMBER IF STRUT IS THE SLIDING TYPE.
9. FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1 ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.
10. SHIMMING, IF NEEDED, SHALL BE LOCATED BETWEEN THE CONCRETE FOUNDATION AND THE TRANSFORMER BASE.

*MOUNTING HEIGHT LIMITATION DIMENSIONS OF THE TROMBONE MAST ARM WILL BE DEPENDENT UPON THE USE/NON-USE OF A TRANSFORMER BASE.

FOR MANUFACTURERS USE ONLY

WELD TO BE 100% R.T. OR U.T. TESTED AS PER THE REQUIREMENTS OF AWS D 1.5-88. RECORDS OF COMPLIANCE OF SUCH TESTING SHALL BE FURNISHED TO THE OFFICE OF DESIGN/BRIDGE FOR VERIFICATION AND APPROVAL.



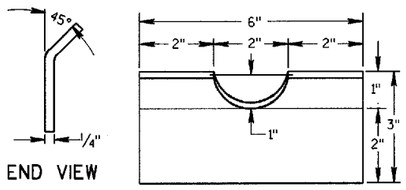
POLE SPLICE DETAIL

POLE MOUNTINGS FOR TRAFFIC SIGNALS TYPE 2

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DEPARTMENT OF TRANSPORTATION

S.D.D. 9 E 1-4a

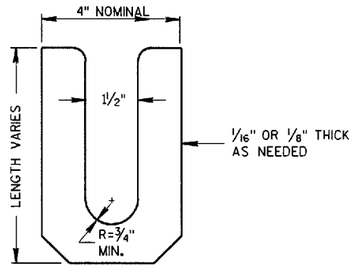
S.D.D. 9 E 1-4a



FRONT VIEW

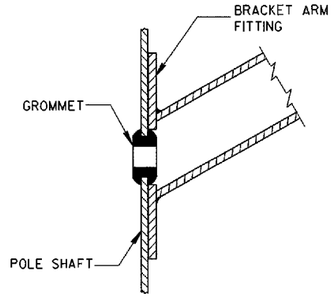
RECTANGULAR CLAMP SHIM

(4 TO A SET)

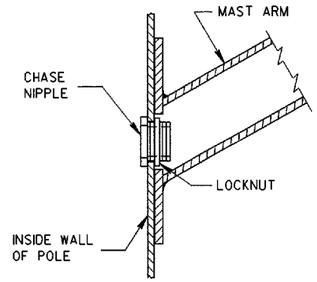


LEVELING SHIM (15)

SHALL BE ALUMINUM



TYPICAL APPLICATION OF GROMMET IN POLE SHAFT



TYPICAL APPLICATION OF CHASE NIPPLE IN POLE SHAFT

GENERAL NOTES

CLAMP BOLT-NUT TIGHTENING TORQUE SHALL BE INDICATED BY INDENT STAMPING (1/2 INCH NUMERALS AND LETTERS) OR WEATHERPROOF PRINTING ON THE INSIDE OF THE CLAMP THAT IS WELDED TO THE ARM MEMBER.

(10.) 4.5" I.D. FOR LUMINAIRE MAST ARM CLAMP.
6.625" I.D. FOR TROMBONE MAST ARM CLAMP.

(11.) INDIVIDUAL BASE PLATE ANCHOR ROD COVERS. (4 REQUIRED)

(12.) BASE PLATE SLOTTED TO ACCEPT 11" THROUGH 12" BOLT CIRCLE USING 1" DIAMETER ANCHOR RODS.

(13.) OUTSIDE SHIM DIAMETER - (4.5" O.D. FOR LUMINAIRE MAST ARM)
(6.625" O.D. FOR TROMBONE MAST ARM)

(14.) VARIABLE SHIM THICKNESS - (0.10", 0.25", 0.35", 0.53" OR 0.70")

SHIM THICKNESS FOR TROMBONE MAST ARMS MAY BE TYPICALLY 0.25", 0.35", 0.53" OR 0.70".

SHIM THICKNESS FOR LUMINAIRE MAST ARMS MAY BE TYPICALLY 0.10", 0.25" OR 0.35".

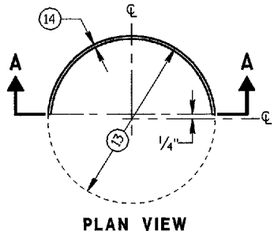
SHIM MATERIAL SHALL BE ALUMINUM ALLOY.

SHIM THICKNESS SHALL BE IMPRESSED INTO EACH SHIM. NUMERALS SHALL BE 1/4" HIGH AND LEGIBLE.

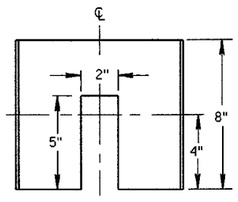
THE CONTRACTOR SHALL SUBMIT TWO COPIES OF ALL SHIM SHOP DRAWINGS TO THE ENGINEER FOR APPROVAL.

(15.) LEVELING SHIMS, DESIGNED FOR THE PURPOSE, SHALL BE USED WHEN PLUMBING POLES. THE USE OF WASHERS IN LIEU OF PROPER LEVELING SHIMS IS NOT ACCEPTABLE. LEVELING SHIMS SHALL BE USED ONLY BETWEEN THE TOP OF THE CONCRETE BASE AND A METALLIC BASE PLATE.

SHIMS SHALL BE LONG ENOUGH AND WIDE ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.



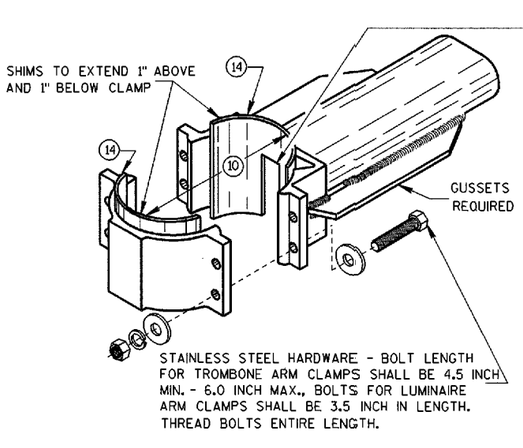
PLAN VIEW



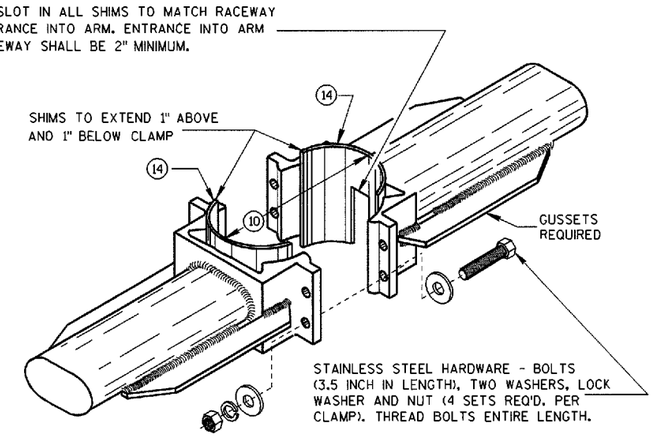
SECTION A-A

CIRCULAR CLAMP SHIM

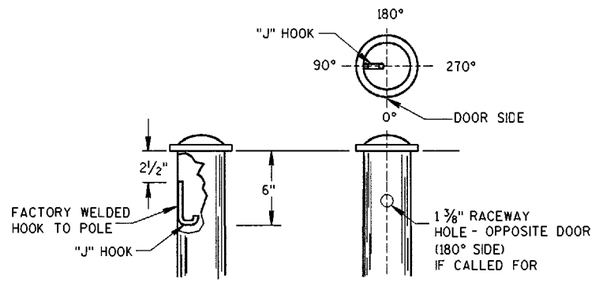
(2 TO A SET)



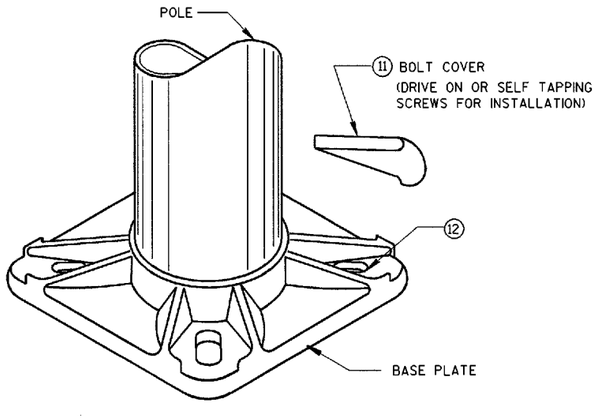
TYPICAL TROMBONE MAST ARM AND SINGLE LUMINAIRE MAST ARM MOUNTING CLAMP



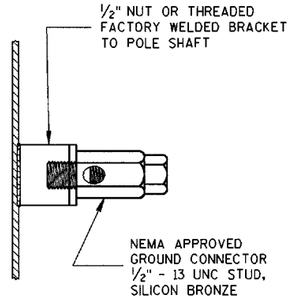
TYPICAL LUMINAIRE MAST ARM (DOUBLE) MOUNTING BRACKETS

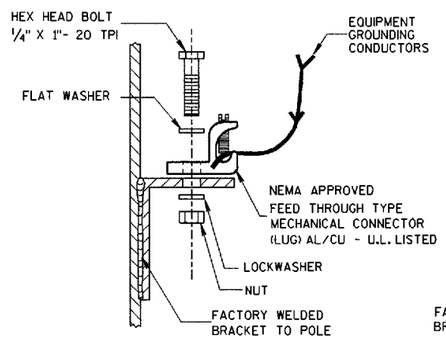


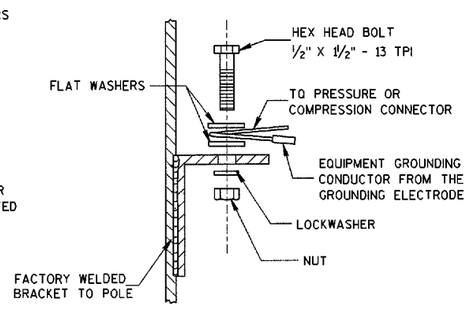
TYPICAL "J" HOOK LOCATION



BASE PLATE







TYPICAL GROUNDING CONNECTIONS

NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL

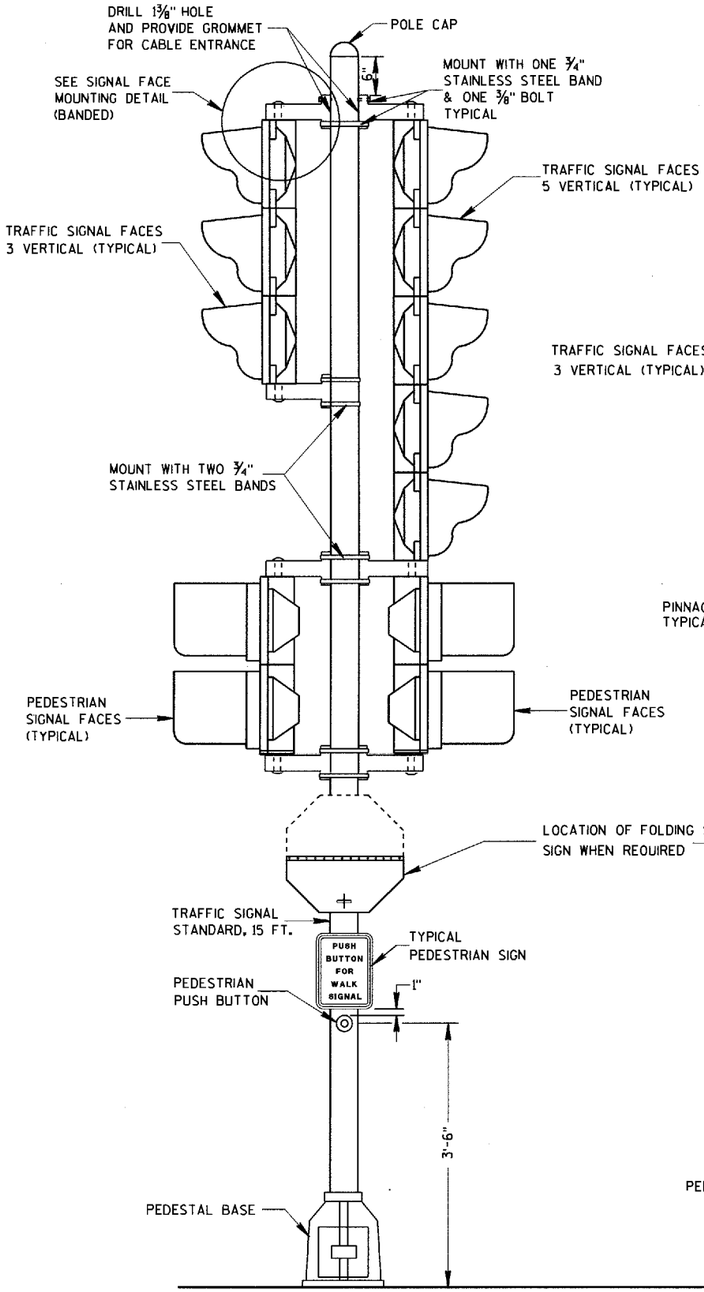
HARDWARE DETAILS FOR POLE MOUNTINGS

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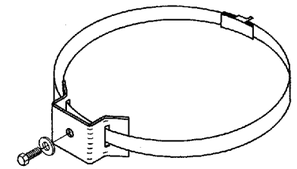
APPROVED
3/05/01
DATE
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FHWA

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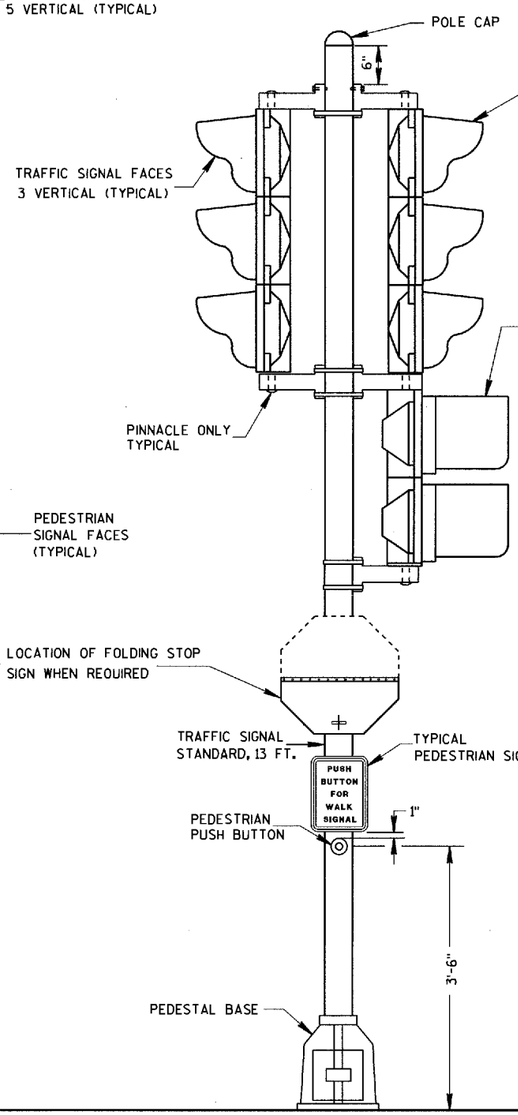
S.D.D. 9 E 1-4g



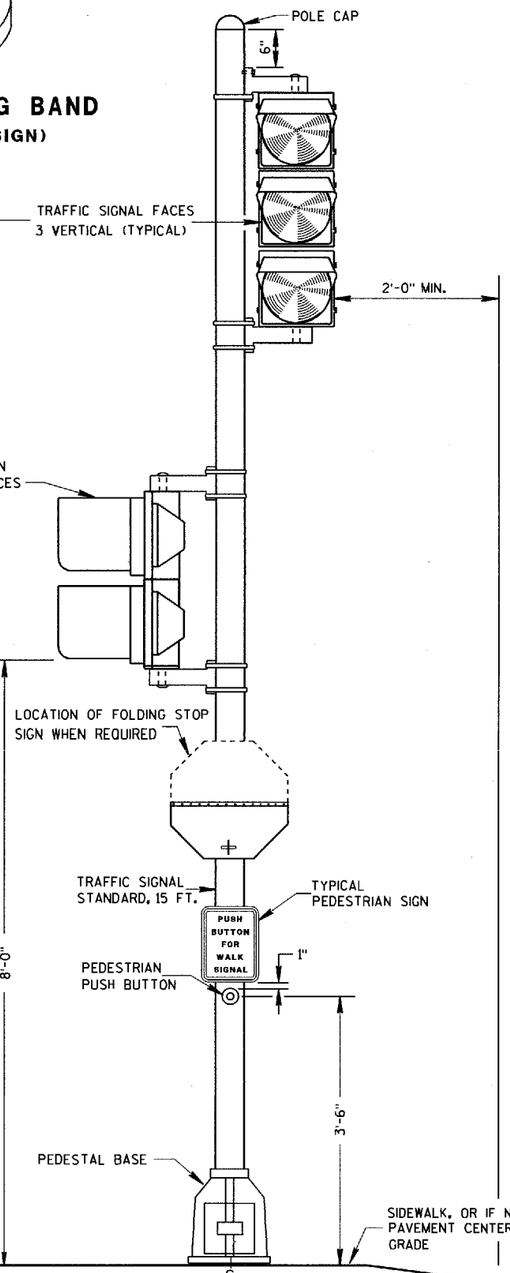
TRAFFIC SIGNAL STANDARD-15 FT.



TYPICAL SIGN MOUNTING BAND
(TOP AND BOTTOM OF SIGN)



TRAFFIC SIGNAL STANDARD-13 FT.



TRAFFIC SIGNAL STANDARD-15 FT.
3M MOUNTING (TYPICAL)

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

SEE THE SIGNAL PLAN FOR REQUIRED SIGNAL FACE SIZES.

ALL PEDESTAL BASES SHALL BE MOUNTED ON CONCRETE BASE - TYPE 1.

FOR APPROVED MOUNTING HARDWARE, SEE THE CONTRACT SPECIAL PROVISIONS.

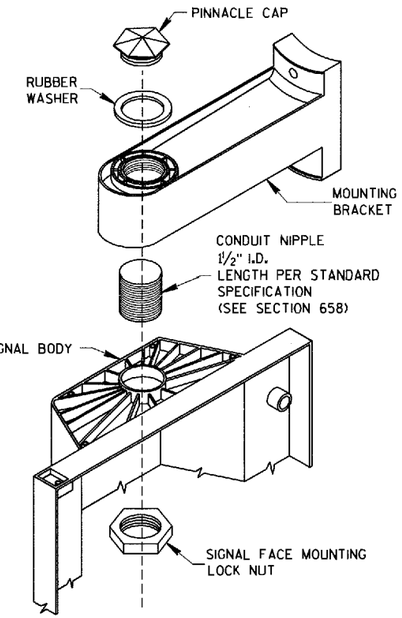
POLYCARBONATE MOUNTING BRACKETS SHALL BE USED.

LENGTH AND LOCATION OF TRAFFIC SIGNAL STANDARDS SHALL BE AS SHOWN ON THE PLANS.

OPTICALLY PROGRAMMED SIGNAL FACES SHALL BE MASKED IN ACCORDANCE WITH MANUFACTURERS INSTRUCTIONS, AND UNDER THE DIRECTIONS OF THE DISTRICT TRAFFIC ENGINEER.

FOLDING STOP SIGNS SHALL BE IN ACCORDANCE WITH THE MUTCD AND/OR THE LATEST WISCONSIN SUPPLEMENT. THE SIGNS SHALL BE SIZED AND LOCATED AS CALLED FOR IN IN THE PLANS.

PEDESTRIAN SIGNS SHALL BE AS DESIGNATED IN THE PLANS.



SIGNAL FACE MOUNTING DETAIL
(BANDED)

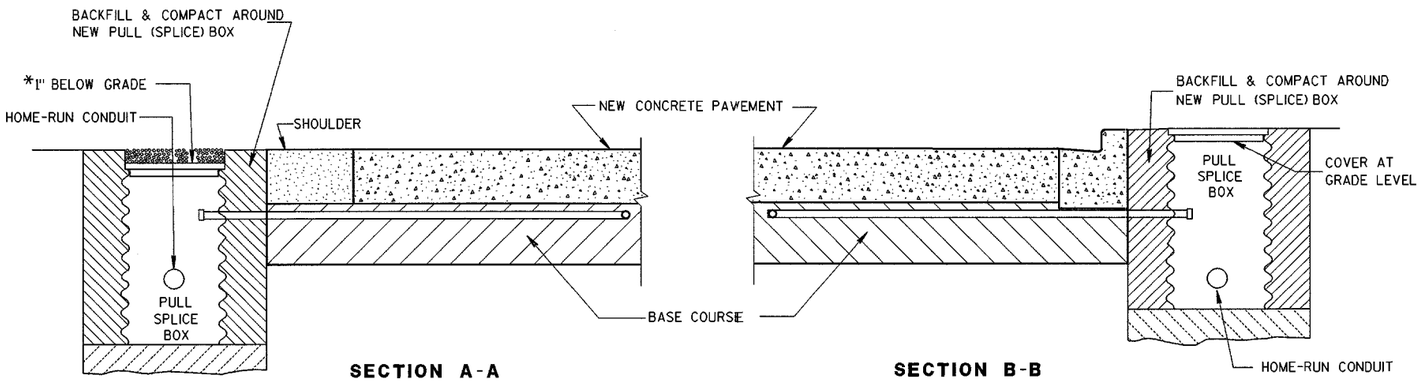
TRAFFIC SIGNAL STANDARD
POLY BRACKET MOUNTINGS (TYPICAL)
13 FT. OR 15 FT.

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DEPARTMENT OF TRANSPORTATION

APPROVED
10/21/96
DATE
STATE ELECTRICAL ENGINEER FOR HIGHWAYS
FHWA

S.D.D. 9 E 6-1

S.D.D. 9 E 6-1



SECTION A-A
NO CURB & GUTTER

SECTION B-B
CURB & GUTTER

*RECESS PULL (SPLICE) BOX SO THAT THE COVER IS 3" BELOW GRADE IN SHOULDER AREAS OF CRUSHED AGGREGATE. BACKFILL OVER COVER WITH THE CRUSHED AGGREGATE TO BRING THE AREA TO GRADE LEVEL.

LOOP DETECTOR INSTALLATION DETAIL

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

LOOP SIZE, CONFIGURATION LOCATION, NUMBER OF TURNS OF WIRE AND ASSOCIATED SIGNAL PHASE SHALL BE AS SHOWN ON THE PLANS.

PITCH LEAD OUT CONDUIT TO DRAIN TO ROADSIDE PULL (SPLICE) BOX.

SPLICES SHALL BE INSTALLED BY USING CAST IN PLACE SPLICE KITS SUCH AS 3M TYPE 82A1 OR APPROVED EQUAL. NON-INSULATED BUTT SPLICES TO FIT #12 AWG STRANDED WIRE SHALL BE USED. SPLICES SHALL BE SOLDERED AND INSULATED FROM EACH OTHER AS PER INSTRUCTIONS INCLUDED IN THE SPLICE KIT.

THE GROUND RESISTANCE READING OF THE LOOP SHALL READ "INFINITY" TO GROUND ON AN OHMMETER USING A MULTIPLIER SCALE OF 1 MEGOHM AND AN INPUT RESISTANCE OF 11 MEGOHMS MINIMUM BEFORE SPLICING THE LOOP TO THE LEAD-IN CABLE.

AFTER SPLICING THE LOOP WIRE TO THE LOOP LEAD-IN CABLE, THE CONTRACTOR SHALL MEASURE INDUCTANCE, GROUND RESISTANCE AND WIRE RESISTANCE AT THE CABINET END OF THE LEAD-IN CABLE AND FURNISH A COPY OF THE READINGS TO THE PROJECT ENGINEER FOR EVALUATION.

LOOP DETECTOR LEADS SHALL BE IDENTIFIED WITH THEIR ASSOCIATED LOOP BY USE OF WATERPROOF TAGS AT BOTH ENDS OF THE CABLE. A LISTING OF THE CABLE IDENTIFICATION PER INDIVIDUAL LOOP LEAD-IN SHALL BE PLACED IN THE CABINET.

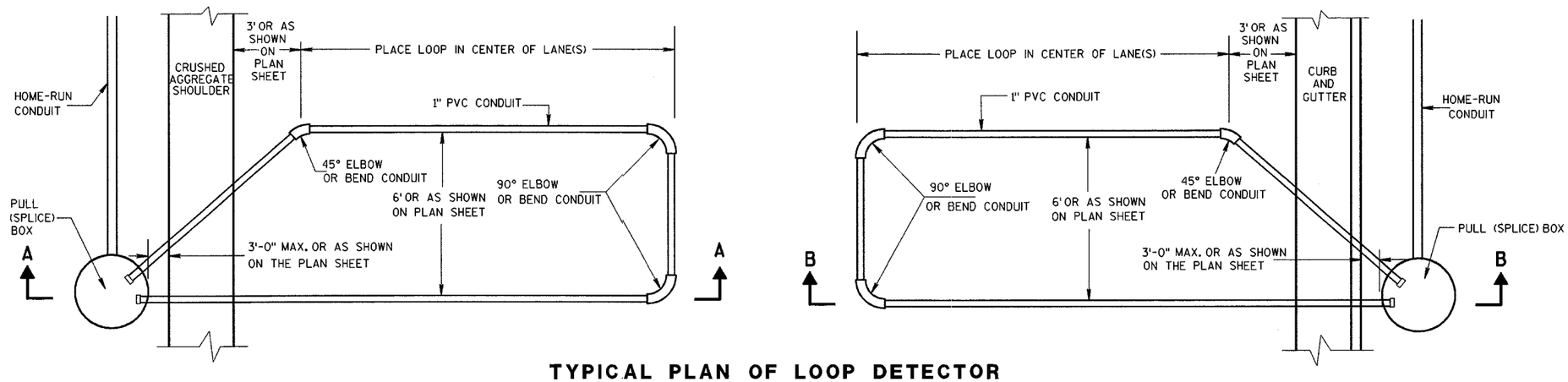
THE #12 AWG. LOOP WIRE IN THE PULL (SPLICE) BOX SHALL BE HAND TWISTED AT LEAST 3 TWISTS PER FOOT BEFORE BEING SPLICED TO THE LOOP LEAD-IN CABLE.

SPLICES OF LOOP WIRE TO LEAD-IN CABLE SHALL BE MADE ONLY IN PULL (SPLICE) BOXES AT THE SIDE OF THE ROAD.

THE #12 AWG LOOP WIRE SHALL BE INSTALLED FROM THE ROADSIDE PULL (SPLICE) BOX THROUGH THE LOOP CONDUIT, BACK TO THE ROADSIDE PULL (SPLICE) BOX, AND BE INSTALLED IN ONE, NON-SPLICE CONTINUOUS LENGTH.

PROTECTION OF THE CONDUIT IN THE BASE COURSE, SHALL BE REQUIRED AFTER INSTALLATION AND BEFORE NEW PAVEMENT IS INSTALLED.

SHOULD INSTALLATION REPAIR BE REQUIRED, IT SHALL BE DONE UNDER THE DIRECTION OF THE PROJECT ENGINEER.



TYPICAL PLAN OF LOOP DETECTOR WITH 18" OR 24" PULL (SPLICE) BOX

LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION I)

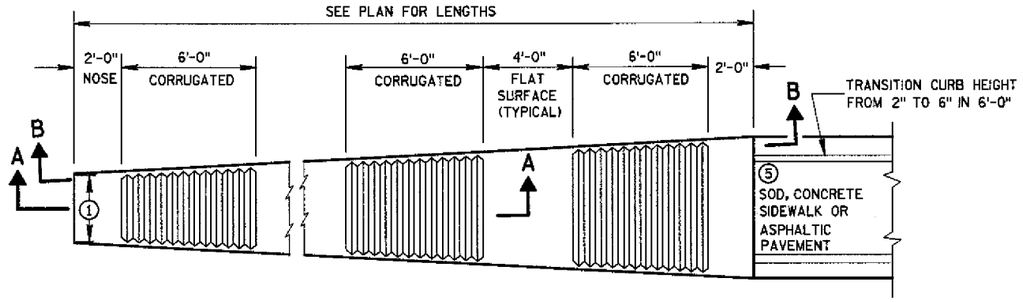
STATE OF WISCONSIN
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APPROVED 6/11/02
DATE
FHWA

STATE ELECTRICAL ENGINEER FOR HIGHWAYS

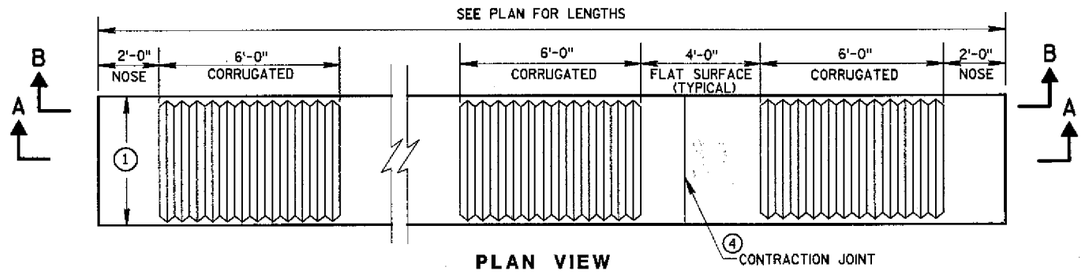
S.D.D. 9 F 15-1a

S.D.D. 9 F 15-1a



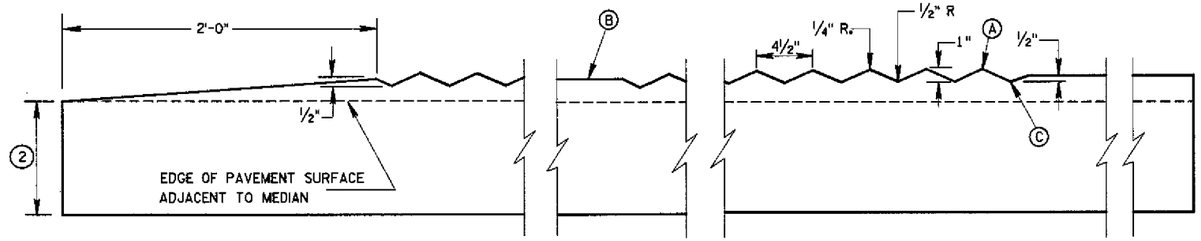
PLAN VIEW

VARIABLE WIDTH CONCRETE CORRUGATED MEDIAN



PLAN VIEW

UNIFORM WIDTH CONCRETE CORRUGATED MEDIAN



SECTION A-A

LONGITUDINAL SECTION

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.

WHEN REQUIRED IN THE CONTRACT, FLAT SURFACES BETWEEN THE CORRUGATIONS SHALL BE MARKED WITH YELLOW PAVEMENT MARKING.

(1) SEE PLANS FOR CONSTANT OR VARIABLE WIDTH.

(2) THE DEPTH OF THE CONCRETE MEDIAN SHALL EQUAL THE DEPTH OF THE ADJACENT PAVEMENT STRUCTURE.

ADJACENT PAVEMENT STRUCTURE DETAILS ARE SHOWN IN THE PLAN. TYPICAL OPTIONS ARE:

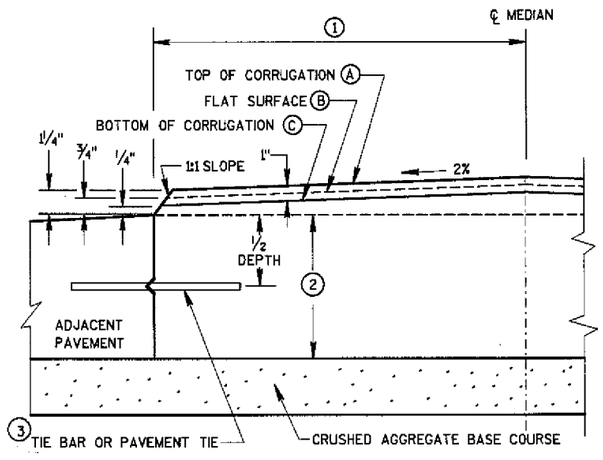
(1) NEW OR EXISTING CONCRETE PAVEMENT.
(2) ASPHALTIC CONCRETE OVER NEW OR EXISTING CONCRETE BASE COURSE.
(3) ASPHALTIC PAVEMENT OVER CRUSHED AGGREGATE BASE COURSE.

(3) TIE BARS OR PAVEMENT TIES REQUIRED IN NEW CONCRETE PAVEMENT OR CONCRETE BASE COURSE. TIE BARS SHALL BE NO. 4 X 2'-0" SPACED AT 2'-0" C-C.

PAVEMENT TIES REQUIRED IN EXISTING CONCRETE PAVEMENT OR CONCRETE BASE COURSE, PAVEMENT TIES SHALL BE NO. 6 X 1'-0" SPACED AT 3'-0" C-C INSTALLED ON A HORIZONTAL SKEW OF 6:1. THE DIRECTION OF SKEW SHALL ALTERNATE AFTER EVERY ONE OR TWO BARS.

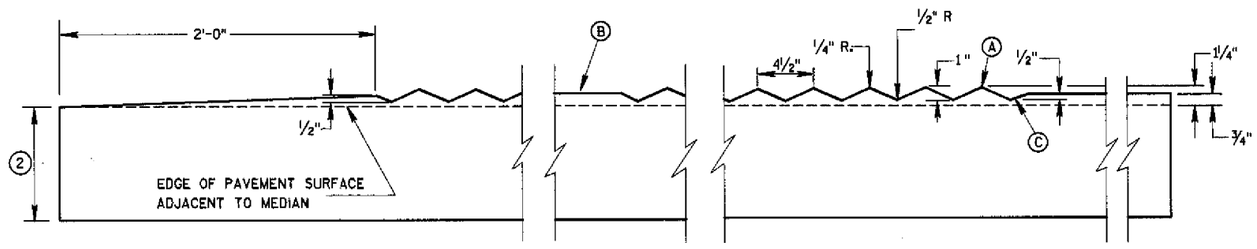
(4) CONCRETE PAVEMENT TRANSVERSE CONTRACTION JOINTS SHALL BE CONSTRUCTED TO MATCH THE JOINTS IN ADJACENT CONCRETE PAVEMENT. WHERE ADJACENT PAVEMENT IS ASPHALT WITH CRUSHED AGGREGATE BASE, TRANSVERSE CONTRACTION JOINTS SHALL BE PROVIDED AT 20 FOOT INTERVALS.

(5) SURFACE TYPE AND DETAILS ARE DEFINED ELSEWHERE IN THE PLAN.



HALF CROSS SECTION

(2) CONCRETE CORRUGATED MEDIAN AND ADJACENT PAVEMENT



SECTION B-B

LONGITUDINAL SECTION

CONCRETE CORRUGATED MEDIAN

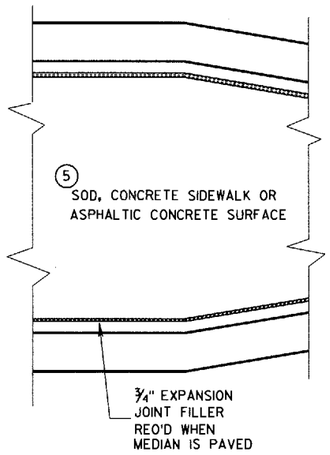
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

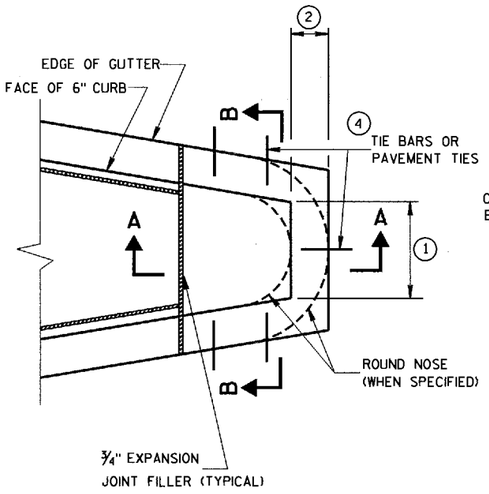
APPROVED 10/08/98 DATE
FHWA

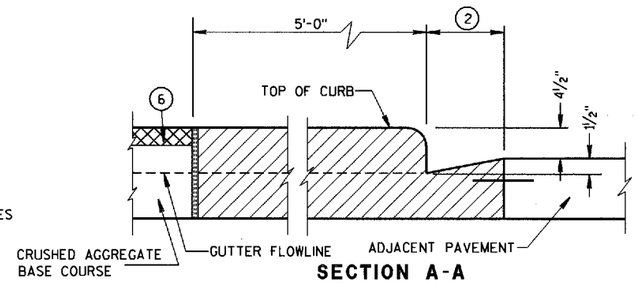
Roy L. Thomson
CHIEF ROADWAY DEVELOPMENT ENGINEER

S.D.D. 11B 1-2

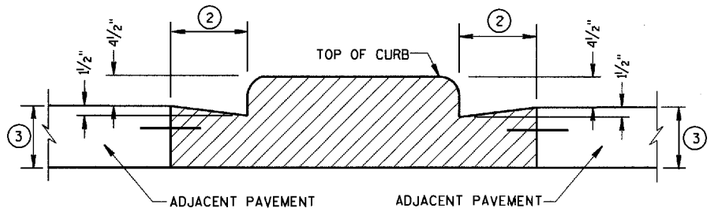
S.D.D. 11B 1-2







SECTION A-A



SECTION B-B

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.

(1) SEE PLAN FOR MEDIAN NOSE WIDTH AND RADIUS (FOR ROUND NOSE ALTERNATE).

(2) WIDTH OF GUTTER TO MATCH EXISTING ADJACENT GUTTER OR AS SPECIFIED ELSEWHERE IN THE PLAN.

(3) DEPTH EQUAL TO ADJACENT PAVEMENT. ADJACENT PAVEMENT STRUCTURE DETAILS ARE SHOWN ON THE PLAN. TYPICAL OPTIONS ARE:

(1) NEW OR EXISTING CONCRETE PAVEMENT.

(2) ASPHALTIC CONCRETE PAVEMENT OVER NEW OR EXISTING CONCRETE BASE COURSE.

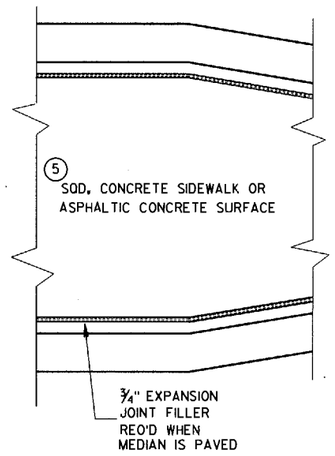
(3) ASPHALTIC CONCRETE PAVEMENT OVER CRUSHED AGGREGATE BASE COURSE.

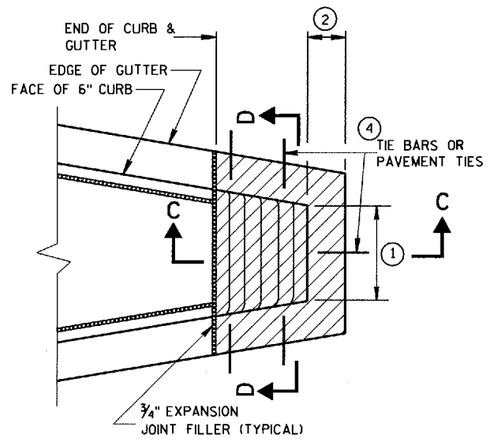
(4) TIE BARS OR PAVEMENT TIES REQUIRED IN NEW CONCRETE PAVEMENT OR CONCRETE BASE COURSE. TIE BARS SHALL BE NO. 4 X 2'-0" SPACED AT 2'-0" C-C.

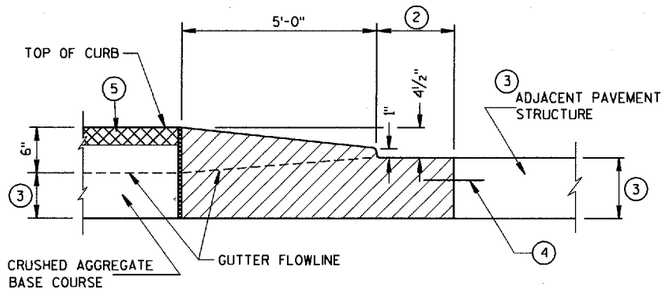
PAVEMENT TIES REQUIRED IN EXISTING CONCRETE BASE COURSE. PAVEMENT TIES SHALL BE NO. 6 X 1'-0" SPACED AT 3'-0" C-C INSTALLED ON A HORIZONTAL SKEW OF 6:1. THE DIRECTION OF SKEW SHALL ALTERNATE AFTER EVERY ONE OR TWO BARS.

(5) SURFACE TYPE AND DETAILS ARE SHOWN ELSEWHERE IN THE PLAN.

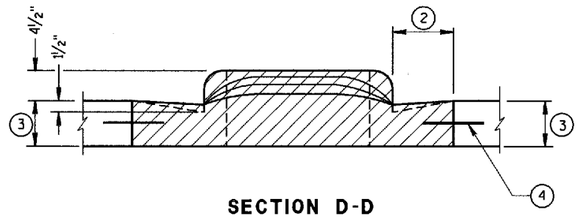
CONCRETE MEDIAN BLUNT NOSE DETAIL







SECTION C-C



SECTION D-D

CONCRETE MEDIAN SLOPED NOSE DETAIL

CONCRETE MEDIAN NOSE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

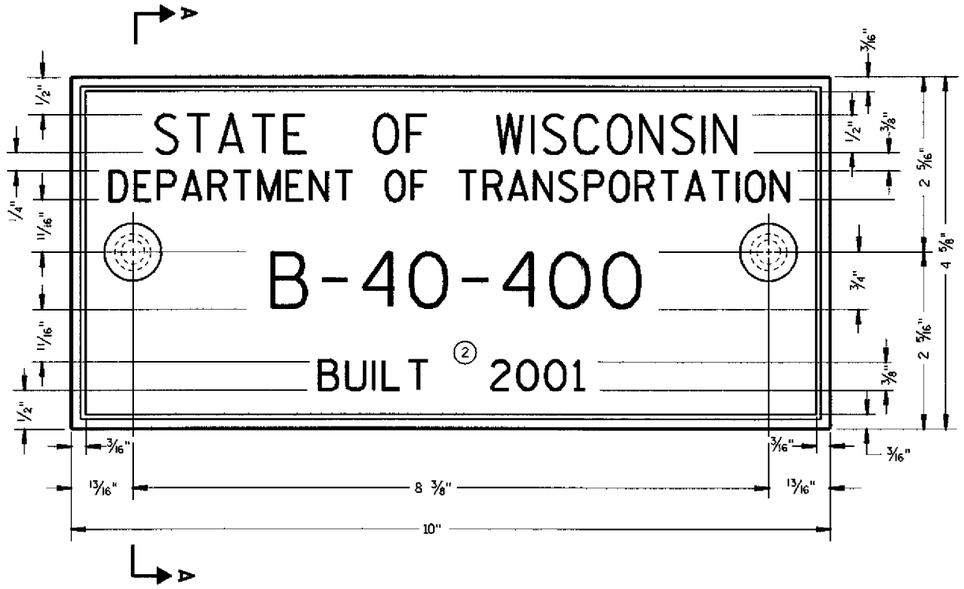
APPROVED
07/30/96
DATE

Roy L. Thoresen
CHIEF ROADWAY DEVELOPMENT ENGINEER

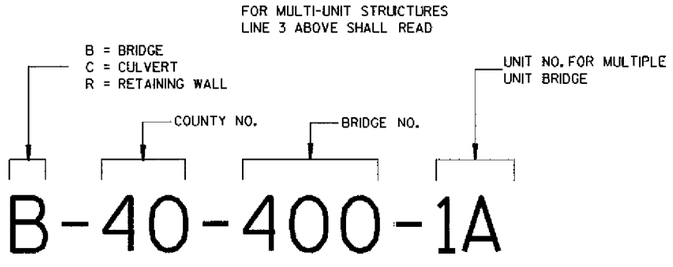
FHWA

S.D.D. 11 B 2-1

S.D.D. 11 B 2-1



TYPICAL NAME PLATE
(BRIDGES, CULVERTS, AND RETAINING WALLS)



NUMBERING DESIGNATION
MULTI-UNIT STRUCTURES

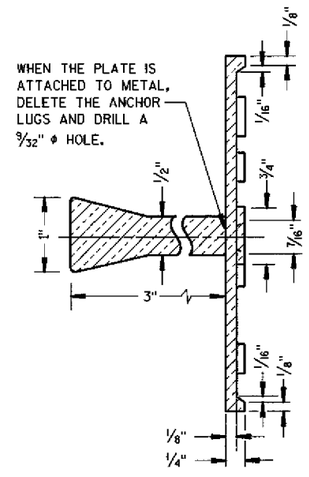
GENERAL NOTES

NAME PLATES TO BE INSTALLED ON BRIDGES, CULVERTS, AND RETAINING WALLS SHALL CONFORM TO THE REQUIREMENTS OF SECTION 506.2.4 OF THE STANDARD SPECIFICATIONS.

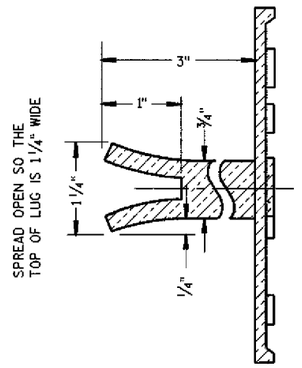
THE BRIDGE NUMBER AND YEAR BUILT SHOWN ON THIS DRAWING ARE EXAMPLES ONLY. SEE CONSTRUCTION PLANS FOR INDIVIDUAL NUMBERING AND YEAR BUILT.

(1) EPOXY RESIN SHALL BE FROM AN APPROVED MANUFACTURER AND USED IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS.

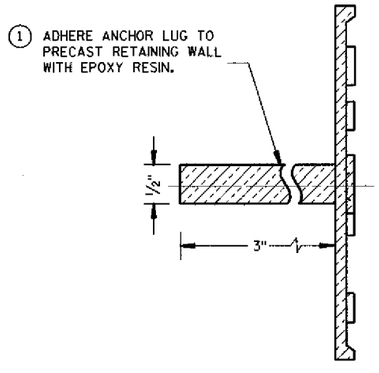
(2) REHABILITATION OF AN EXISTING STRUCTURE SHOULD USE THE DATE OF ORIGINAL STRUCTURE CONSTRUCTION.



SECTION A-A



ALTERNATE LUG



ALTERNATE LUG
(FOR ATTACHMENT TO PRECAST STRUCTURES)

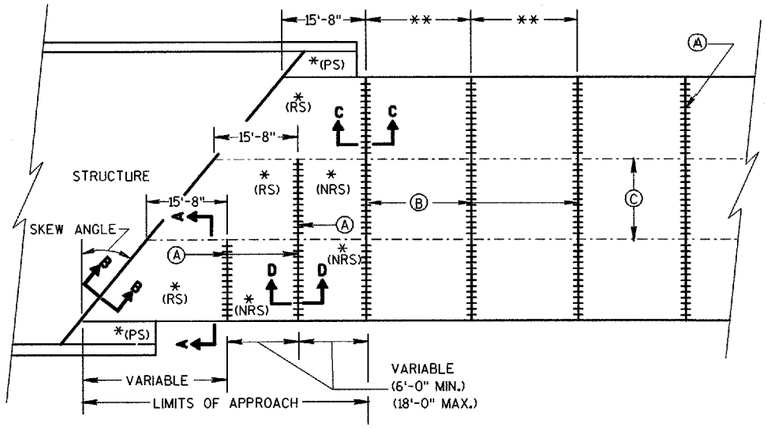
NAME PLATE
(STRUCTURES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

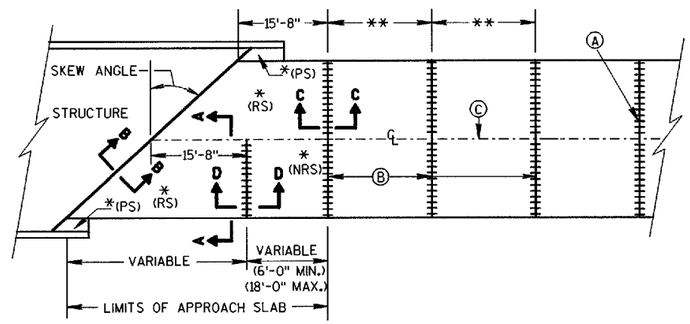
APPROVED
11/29/00 — DATE
S. A. Woods — CHIEF STRUCTURAL DEVELOPMENT ENGINEER
FHWA

S.D.D. 12 A 3-7

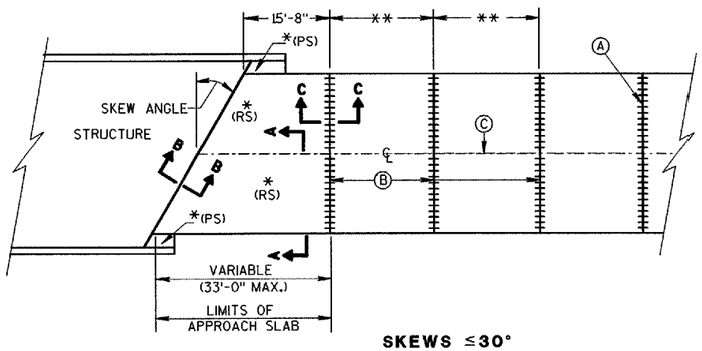
S.D.D. 12 A 3-7



SKEWED PAVEMENT
MORE THAN 2 LANES



SKEWS >30°
(PAVEMENT WIDTH ≤30')



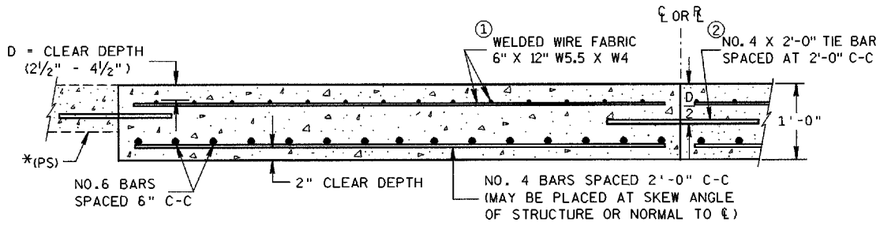
SKEWS ≤30°
(PAVEMENT WIDTH ≤30')

APPROACH SLAB AND ADJACENT PAVEMENT

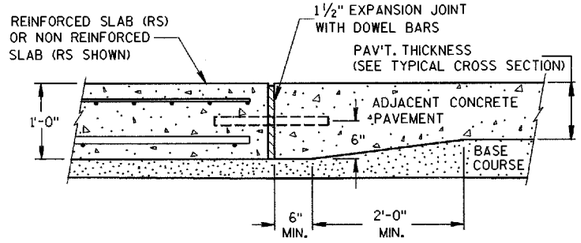
*(RS) = REINFORCED CONCRETE SLAB
*(PS) = PAVED CONCRETE SHOULDER: CONCRETE PAVEMENT, OR CONCRETE SURFACE DRAIN
(SEE DETAILS ELSEWHERE IN THE PLAN)
*(NRS) = NON-REINFORCED CONCRETE SLAB

**STANDARD TRANSVERSE JOINT SPACING
(SEE SDD 13C11 & SDD 13C12)

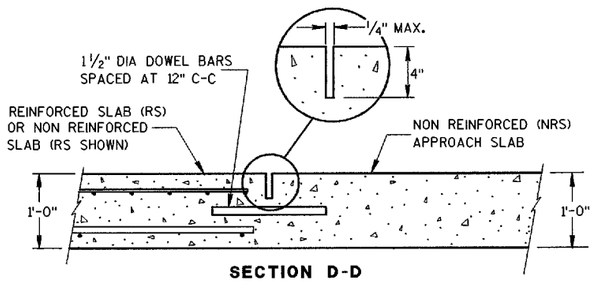
(A) STANDARD CONTRACTION JOINT NORMAL OR SKEWED TO ℄ OR ℄
(B) 1½" EXPANSION JOINT WITH DOWEL BARS NORMAL OR SKEWED TO ℄ OR ℄
(C) STANDARD LONGITUDINAL JOINT AND TIE BARS.



SECTION A-A
REINFORCEMENT POSITIONING DETAIL



SECTION C-C
TRANSITION DETAIL
APPROACH SLAB TO ADJACENT PAVEMENT



SECTION D-D
CONTRACTION JOINT

GENERAL NOTES

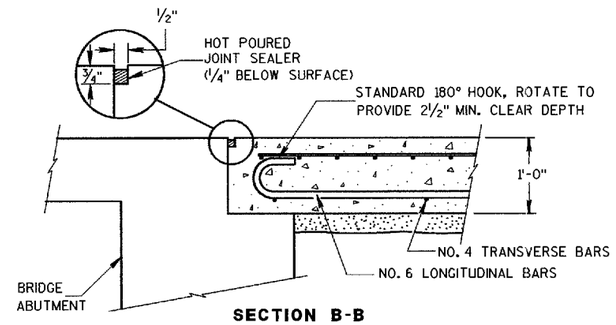
DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.

DOWEL BARS ARE NOT REQUIRED WHEN THE APPROACH SLAB ABUTS AN ASPHALT PAVEMENT OVER BASE COURSE.

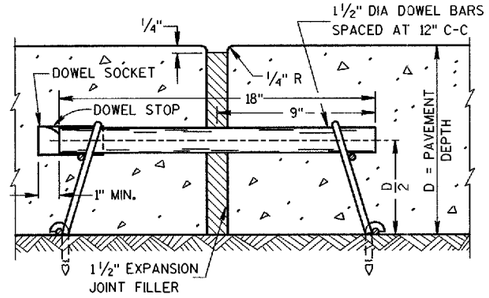
SPLICING OF NO. 6 BARS IN THE APPROACH SLAB IS PERMITTED FOR SKEWED STRUCTURES ONLY. SPLICES SHALL BE STAGGERED, WITH A MAXIMUM OF ONE SPLICE PER BAR. THE LENGTH OF LAP SHALL BE 20 INCHS.

(1) NO. 4 BARS SPACED AT 2'-0" C-C IN BOTH THE LONGITUDINAL AND TRANSVERSE DIRECTIONS MAY BE USED FOR TOP REINFORCEMENT AS AN ALTERNATIVE TO THE WELDED WIRE FABRIC.

(2) TIE BARS BETWEEN REINFORCED SLABS MAY BE OMITTED WHERE SLAB REINFORCEMENT EXTEND ACCROSS THE CENTERLINE OR REFERENCE LINE.



SECTION B-B
BEND DETAIL
BOTTOM REINFORCEMENT



EXPANSION JOINT

CONCRETE PAVEMENT
APPROACH SLAB

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10-14-99
DATE
CHIEF PAVEMENTS & RESEARCH ENGINEER
FHWA

S.D.D. 13 B 2-4

S.D.D. 13 B 2-4

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.

(1) W6 X 9 OR W6 X 8.5 STEEL POSTS AND NOTCHED PLASTIC BLOCKOUTS ARE ACCEPTABLE ALTERNATIVES FOR 6" X 8" WOOD POSTS WITH WOOD OR PLASTIC BLOCKOUTS. USE APPROVED NOTCHED PLASTIC BLOCKOUTS WITH STEEL POSTS.

DO NOT MIX STEEL POSTS AND WOOD POSTS IN A SINGLE INSTALLATION.

(2) USE STRUCTURAL STEEL POSTS CONFORMING TO AASHTO M183. GALVANIZE ACCORDING TO AASHTO M 111. EITHER SET THE POSTS IN DRILLED HOLES OR DRIVE TO GRADE. REMOVE MUSHROOMING CAUSED BY DRIVING AND REPAIR DAMAGED SPELTER COATING ON GALVANIZED POSTS.

(3) INSTALL STEEL POSTS WITH HOLES ON APPROACHING TRAFFIC SIDE.

(4) USE EITHER WOOD OR APPROVED PLASTIC BLOCKOUTS ON WOOD POSTS.

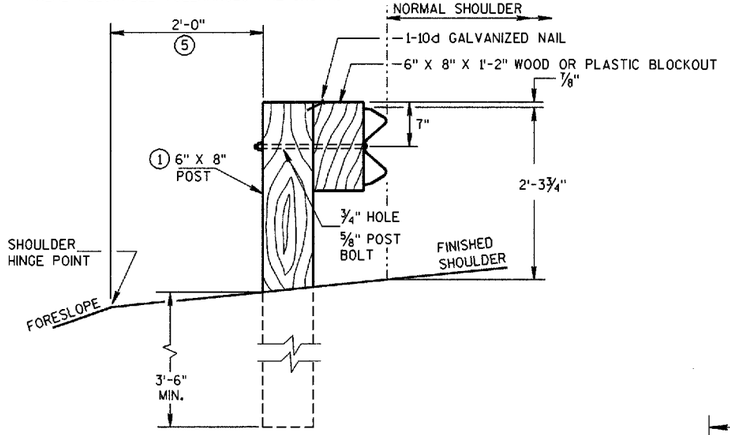
(5) WHEN SPECIFIED IN THE PLANS, THE 2-FOOT MINIMUM TO HINGE POINT MAY BE REDUCED OR ELIMINATED IF EXISTING CONDITIONS DO NOT PERMIT THE DESIRABLE EARTHWORK.

INCREASE POST LENGTH TO PROVIDE A MINIMUM EMBEDMENT OF 3'-6" IF THE SHOULDER HINGE POINT IS LOCATED IN FRONT OF THE POST.

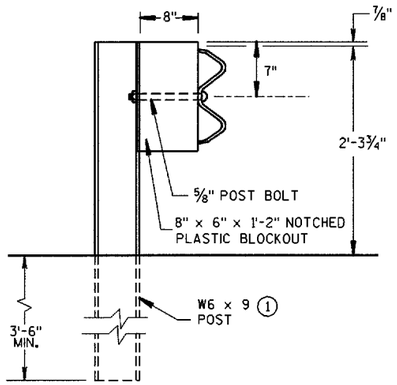
(6) IF ROCK IS ENCOUNTERED DURING EXCAVATION, THE ENGINEER MAY APPROVE USING A 12 INCH DIAMETER POST HOLE EXTENDING 20 INCHES DEEP INTO THE ROCK. PLACE GRANULAR MATERIAL IN THE BOTTOM OF THE HOLE APPROXIMATELY 2½ INCHES DEEP. CUT THE POSTS TO LENGTH AND PLACE IN YHE HOLE. BACKFILL WITH MATERIAL EXCAVATED FROM THE HOLE AND COMPACT ADEQUATEY.

INSTALL BEAM GUARD SECTIONS AND ALL NECESSARY HARDWARE ACCORDING TO THE APPLICABLE PLAN AND CURRENT STANDARD AND SUPPLEMENTAL SPECIFICATIONS.

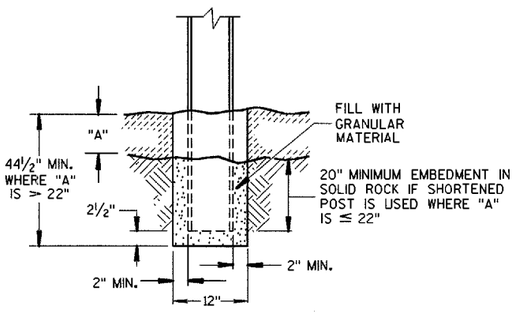
ALL DIMENSIONS ARE SUBJECT TO MANUFACTURER'S TOLERANCES EXCEPT WHERE ALLOWABLE TOLERANCES ARE SHOWN.



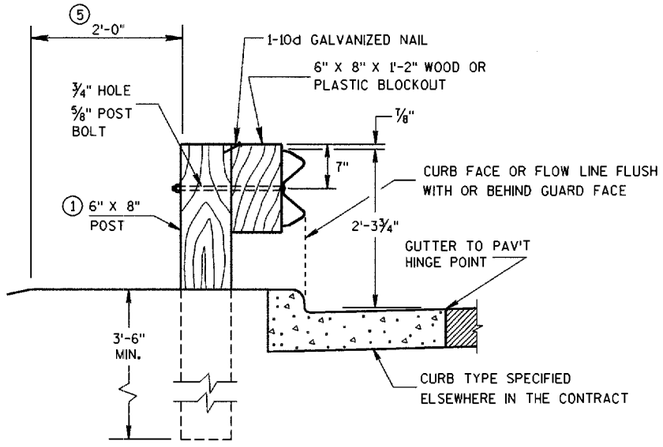
END VIEW
LOCATED ALONG A ROADWAY SHOULDER



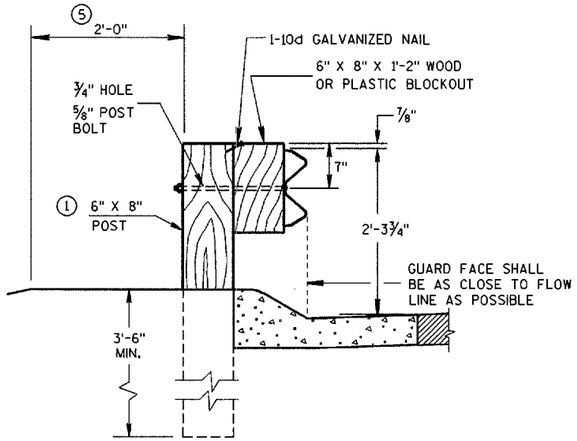
END VIEW
STEEL POST & NOTCHED
PLASTIC BLOCKOUT ALTERNATIVE



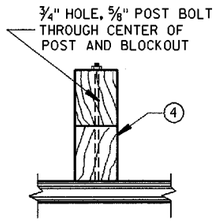
END VIEW
SETTING STEEL OR WOOD POST IN ROCK (6)



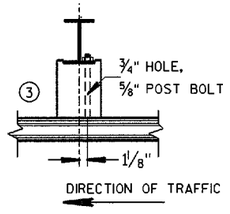
END VIEW
LOCATED ALONG A CURBED ROADWAY



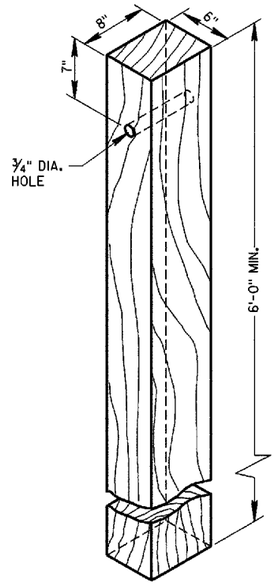
END VIEW
LOCATED ALONG A
MOUNTABLE CURBED ROADWAY



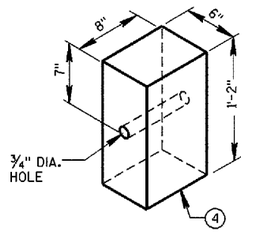
PLAN VIEW
WOOD POST,
BLOCKOUT & BEAM



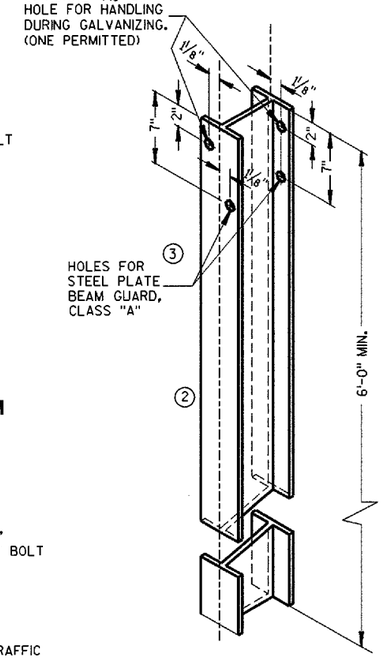
PLAN VIEW
STEEL POST, NOTCHED
PLASTIC BLOCKOUT & BEAM



WOOD POST
(6"X8") NOMINAL

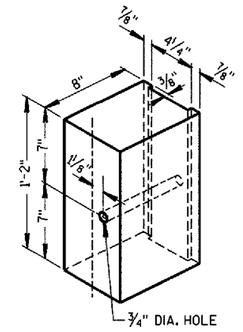


WOOD OR PLASTIC
BLOCKOUT FOR WOOD POSTS



STEEL POST &
HOLE PUNCHING DETAIL
(W6 X 9) (1)

ALL HOLES 13/16" DIAMETER EXCEPT AS NOTED



NOTCHED PLASTIC BLOCKOUT
FOR STEEL POSTS

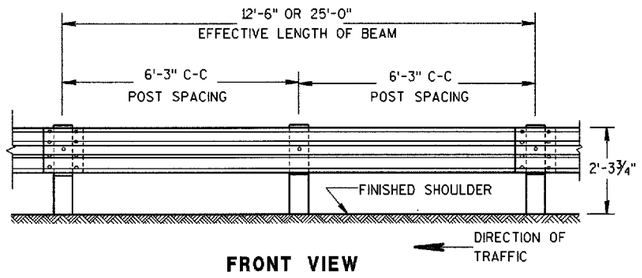
STEEL PLATE BEAM GUARD,
CLASS 'A'
INSTALLATION & ELEMENTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

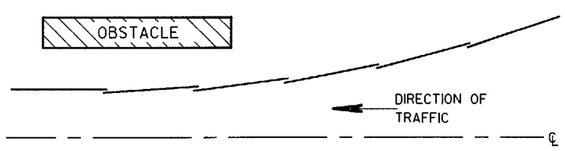
TYPICAL INSTALLATION OF STEEL PLATE BEAM GUARD

S.D.D. 14 B 15-4a

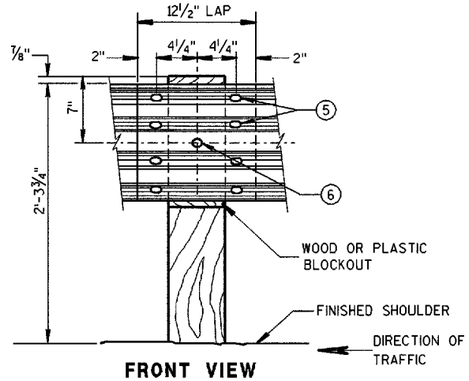
S.D.D. 14 B 15-4a



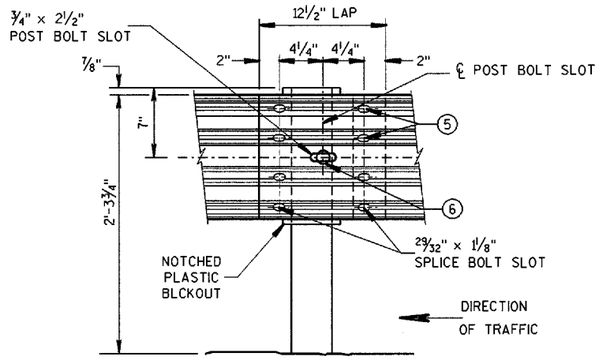
FRONT VIEW



PLAN VIEW
BEAM LAPPING DETAIL



FRONT VIEW
BEAM SPLICE AT WOOD POST
AND POST MOUNTING DETAIL



FRONT VIEW
BEAM SPLICE AT STEEL POST

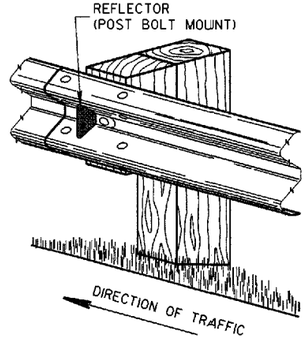
TYPICAL SPLICING DETAILS OF STEEL PLATE BEAM GUARD

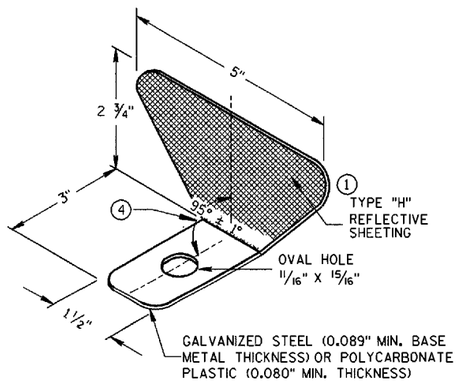
GENERAL NOTES

1. PROVIDE TYPE "H" SILVER REFLECTIVE SHEETING ON ALL REFLECTORS EXCEPT THOSE LOCATED ALONG THE LEFT EDGE OF ONE-WAY ROADWAYS, WHICH SHALL BE PROVIDED WITH TYPE "H" YELLOW REFLECTIVE SHEETING.
2. DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.
3. REVERSE EVERY OTHER REFLECTOR FOR 2-WAY VISIBILITY. THE CONTRACTOR MAY FURNISH TWO-SIDED REFLECTORS IN LIEU OF ONE-SIDED REFLECTORS.
4. PROVIDE AN ANGLE OF BEND OF 90° ± 1° FOR TWO-SIDED REFLECTORS.
5. 8 -⅝" ϕ X 1¼" BUTTON HEAD BOLTS WITH OVAL SHOULDERS & RECESS NUTS.
6. ⅝" ϕ X 1'-6" BUTTON HEAD BOLT AND AND RECESS NUT WITH ROUND WASHER UNDER NUT.

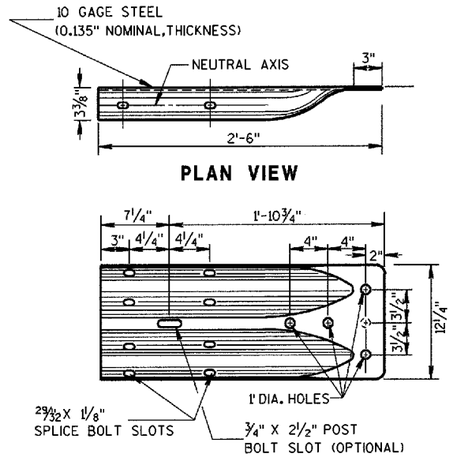
REFLECTOR SPACING (2)

	BEAM GUARD LENGTH	REFLECTOR SPACING	NO. SURFACES REFLECTORIZED	MIN. NO. REFLECTORS
ONE WAY TRAFFIC	< 200'	50' C-C	1	3
	> 200'	100' C-C	1	
TWO WAY TRAFFIC	< 200'	25' C-C	1 (3)	6
	> 200'	50' C-C	1	
TWO WAY TRAFFIC	< 200'	50' C-C	2	3
	> 200'	100' C-C	2 (4)	

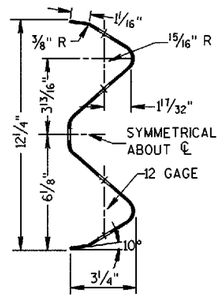




ONE SIDED REFLECTOR DETAIL AND TYPICAL INSTALLATION (1)



W BEAM TERMINAL CONNECTOR
(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)



SECTION THRU W BEAM

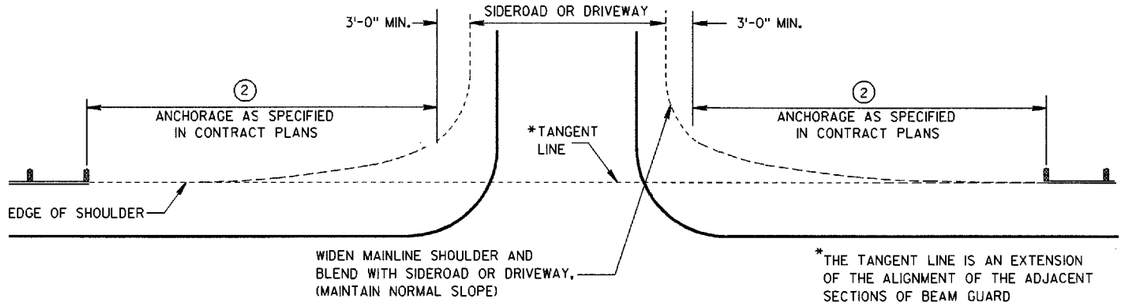
STEEL PLATE BEAM GUARD,
CLASS "A",
INSTALLATION & ELEMENTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

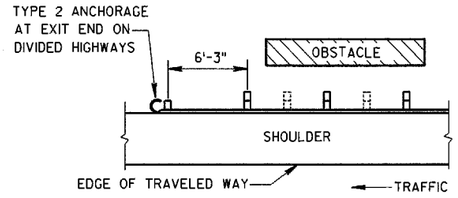
APPROVED
12/08/00 DATE
John Haverberg CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

S.D.D. 14 B 15-4b

S.D.D. 14 B 15-4b



BEAM GUARD AT SIDEROADS OR DRIVEWAYS



BEAM GUARD AT OBSTACLES EXIT END - ONE WAY TRAFFIC

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.

W6 X 9 OR W6 X 8.5 STEEL POSTS WITH NOTCHED PLASTIC BLOCKOUTS ARE ACCEPTABLE ALTERNATIVES FOR 6" X 8" WOOD POSTS WITH WOOD OR PLASTIC BLOCKOUTS. USE APPROVED NOTCHED PLASTIC BLOCKOUTS WITH STEEL POSTS.

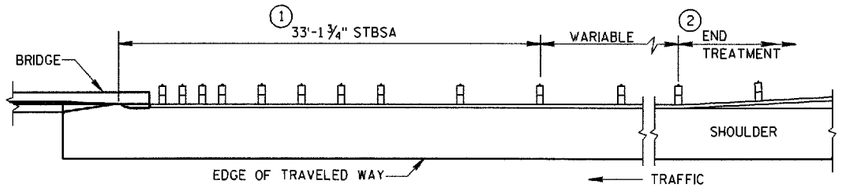
THE LOCATIONS AND LENGTHS OF BEAM GUARD ARE SHOWN ELSEWHERE IN THE PLAN.

(1) USE STEEL THRIE BEAM STRUCTURAL APPROACH (STBSA).

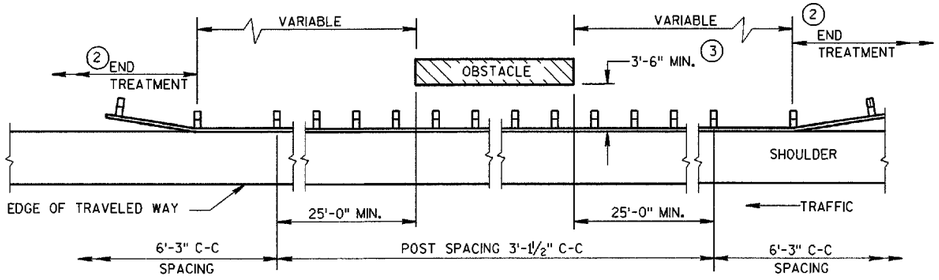
(2) USE AN APPROVED END TREATMENT FOR THE TRAFFIC APPROACH SIDE OF BRIDGE/OBSTACLES. USE TYPE 2 ANCHORAGE ONLY AT THE DOWNSTREAM ENDS OF BEAM GUARD LOCATED ALONG ROADWAYS WITH ONE WAY TRAFFIC.

(3) DESIGN DEFLECTION OF W-BEAM BARRIER SYSYTEM

LATERAL DISTANCE TO FIXED OBJECT	POST SPACING
3'-6" TO 4'-6"	3' - 1½"
4'-6" AND OVER	6' - 3"

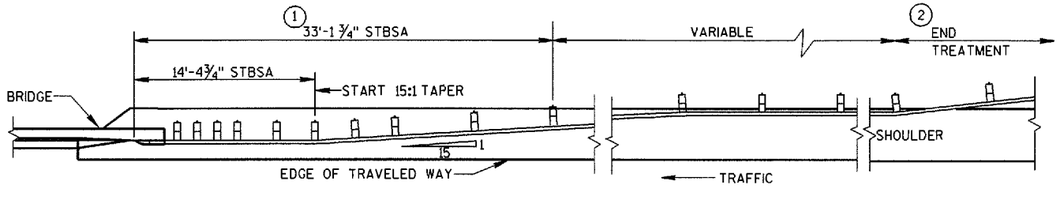


BEAM GUARD AT FULL WIDTH BRIDGES



BEAM GUARD AT OSBSTACLES - TWO WAY TRAFFIC

(RAIL TO OBSTACLE CLEARANCE 3'-6" TO 4'-6")



BEAM GUARD AT NARROW BRIDGES

(FLARED TO SHOULDER EDGE, THEN PARALLEL TO ROADWAY)

STEEL PLATE BEAM GUARD, CLASS "A" (AT BRIDGES, OBSTACLES AND SIDEROADS/DRIVEWAYS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

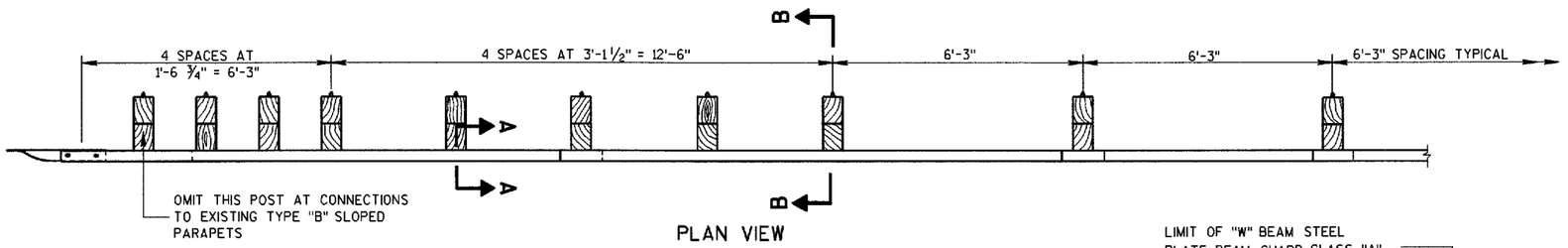
APPROVED
12/08/00
DATE

John Haverberg
CHIEF ROADWAY DEVELOPMENT ENGINEER

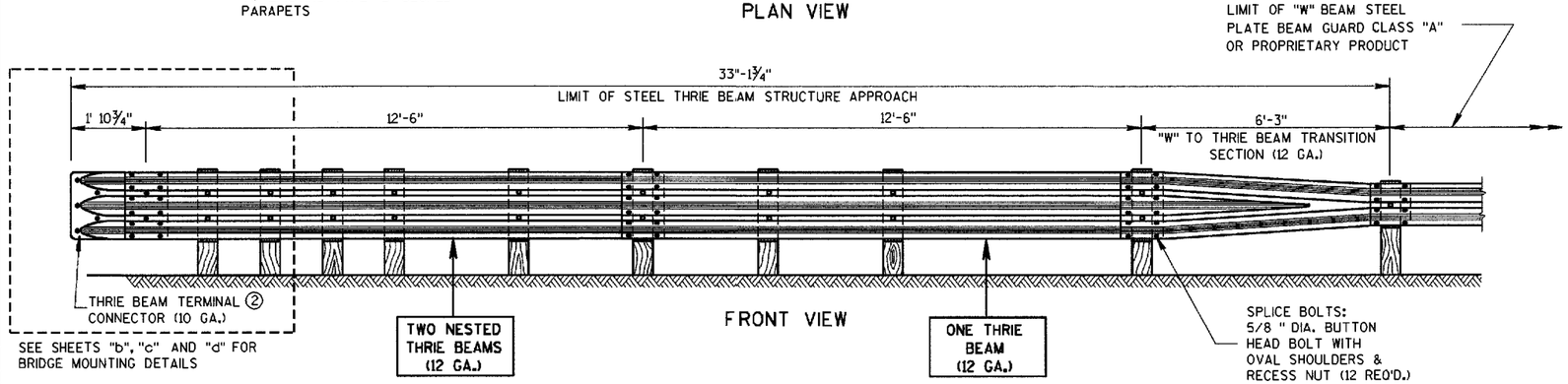
FHWA

S.D.D. 14 B 18-4a

S.D.D. 14 B 18-4a



PLAN VIEW



FRONT VIEW

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.

FURNISH AND CONSTRUCT THRIE BEAM STRUCTURAL APPROACH ACCORDING TO THE REQUIREMENTS OF SECTION 614 OF THE STANDARD SPECIFICATIONS. THRIE BEAM SECTIONS SHALL CONFORM TO THE REQUIREMENTS OF AASHTO DESIGNATION M180, CLASS "A", TYPE 2.

BOLT THE THRIE BEAM TO ALL POSTS AND BLOCKOUTS. DRILL OR PUNCH BOLT HOLES IN THE BEAM IF THE POST SPACING IS LESS THAN 6'-3.

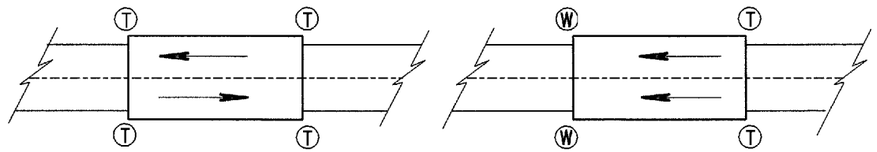
DO NOT USE STEEL POSTS AND NOTCHED PLASTIC BLOCKOUTS IN THE STEEL THRIE BEAM STRUCTURAL APPROACH AND THE TRANSITION SECTION OF STEEL PLATE BEAM GUARD, CLASS "A" INSTALLATIONS.

IF ROCK IS ENCOUNTERED DURING EXCAVATION, THE ENGINEER MAY APPROVE USING A 12 INCH DIAMETER POST HOLE EXTENDING 20 INCHES DEEP INTO THE ROCK. PLACE GRANULAR MATERIAL IN THE BOTTOM OF THE HOLE APPROXIMATELY 2½ INCHES DEEP. CUT THE POSTS TO LENGTH AND PLACE IN THE HOLE. BACKFILL WITH MATERIAL EXCAVATED FROM THE HOLE AND COMPACT ADEQUATELY.

① INCREASE POST LENGTH TO PROVIDE A MINIMUM EMBEDMENT OF 4'-0" IF THE SHOULDER HINGE POINT IS LOCATED IN FRONT OF THE POST.

② BRIDGE RAILING TYPE "W" DO NOT REQUIRE A TERMINAL CONNECTOR.

③ WHEN SPECIFIED IN THE PLANS, THE CONTRACTOR MAY REDUCE OR ELIMINATE THE 2 FOOT MINIMUM TO HINGE POINT IF EXISTING CONDITIONS DO NOT PERMIT THE DESIRABLE EARTHWORK.

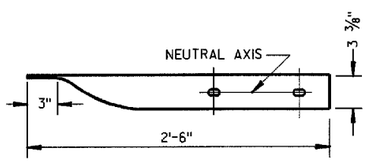


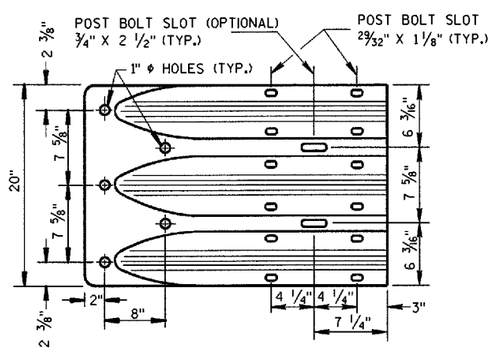
TWO WAY TRAFFIC ONE WAY TRAFFIC

Ⓣ THRIE BEAM CONNECTION

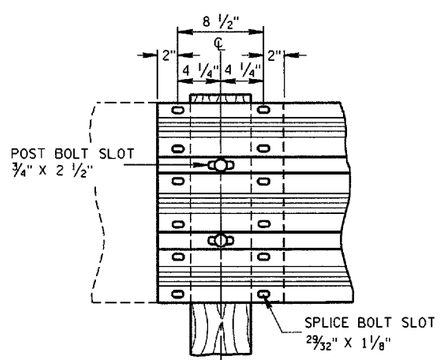
Ⓦ W-BEAM CONNECTION WHEN REQUIRED

TYPICAL LOCATIONS OF THRIE BEAM AND W-BEAM CONNECTIONS TO BRIDGE

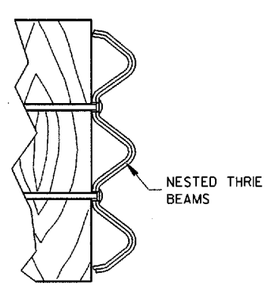




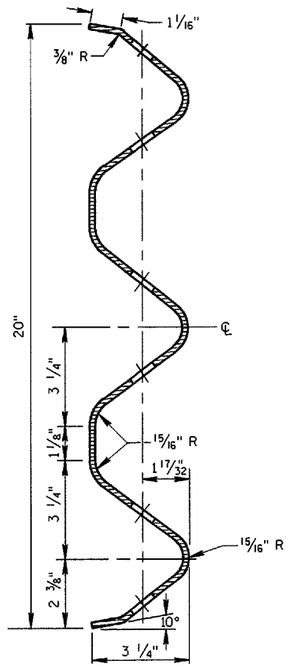
THRIE BEAM TERMINAL CONNECTOR



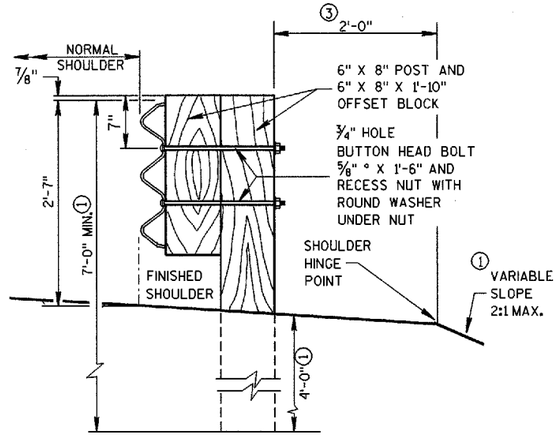
THRIE BEAM SPLICE



PARTIAL SECTION A-A



SECTION THRU THRIE BEAM RAIL ELEMENT



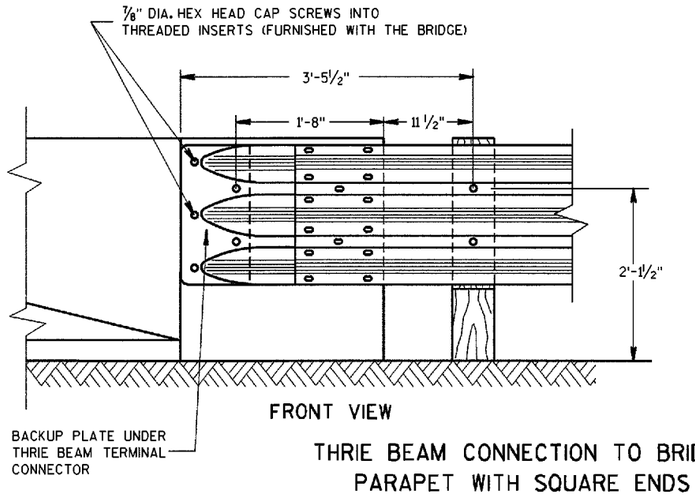
SECTION B-B

STEEL THRIE BEAM STRUCTURE APPROACH

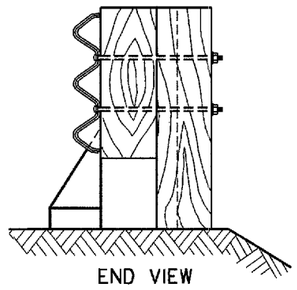
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

S.D.D. 14 B 20-5a

S.D.D. 14 B 20-5a

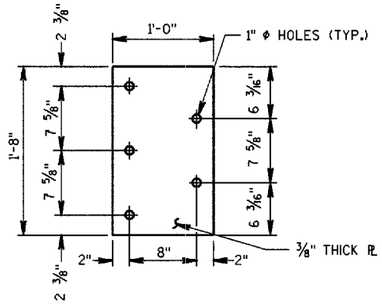


FRONT VIEW



END VIEW

THRIE BEAM CONNECTION TO BRIDGE PARAPET WITH SQUARE ENDS



② BACKUP PLATE DETAIL

GENERAL NOTES

THESE ARE TYPICAL CONNECTION DETAILS. ADJUST THE POSTION OF CONNECTIONS TO EXISTING BRIDGES TO FIT THE ACTUAL BRIDGE AND SITE DIMENSIONS.

BOLTS, PLATES, NUTS AND WASHERS SHALL CONFORM TO THE REQUIREMENTS OF ASTM SPECIFICATION A 325, AND BE GALVANIZED IN ACCORDANCE WITH ASTM A 153.

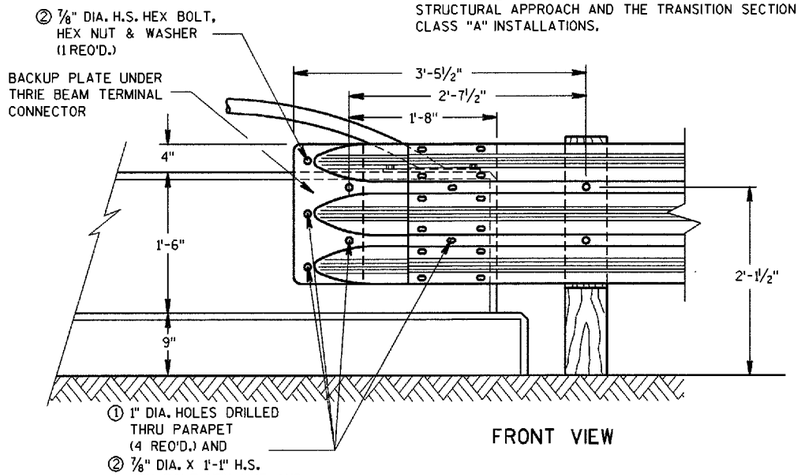
① INCLUDE THE PAYMENT FOR DRILLING BOLT HOLES THROUGH THE PARAPET, AND THE BACKUP PLATE AND ALL BOLTS, NUTS AND WASHERS IN THE ITEM "STEEL THRIE BEAM STRUCTURAL APPROACH".

② EACH BOLT AT THE BACK FACE OF THE PARAPET REQUIRES A HARDENED ROUND STEEL WASHER WITH A 2 1/4" O.D. X 5/32" THICK.

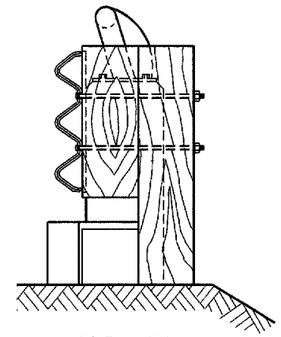
③ THE RECESS FOR A W-BEAM CONNECTION, WHICH EXISTS ON SOME PARAPETS OF THIS TYPE, SHALL BE FILLED WITH A TREATED TIMBER BLOCKOUT. BLOCKOUT SIZE IS 1'-6" X 2'-0" X 3 1/2".

④ W6 X 9 OR W6 X 8.5 STEEL POSTS AND NOTCHED PLASTIC BLOCKOUTS ARE ACCEPTABLE ALTERNATIVES FOR 6" X 8" WOOD POST WITH WOOD OR PLASTIC BLOCKOUTS. USE APPROVED NOTCHED PLASTIC BLOCKOUTS WITH STEEL POSTS.

DO NOT USE STEEL POSTS AND NOTCHED PLASTIC BLOCKOUTS IN THE STEEL THRIE BEAM STRUCTURAL APPROACH AND THE TRANSITION SECTION OF STEEL PLATE BEAM GUARD, CLASS "A" INSTALLATIONS.

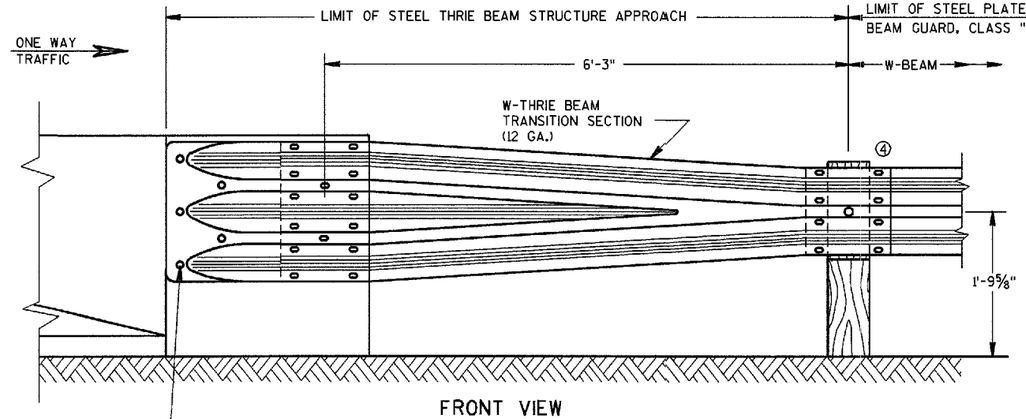


FRONT VIEW



END VIEW

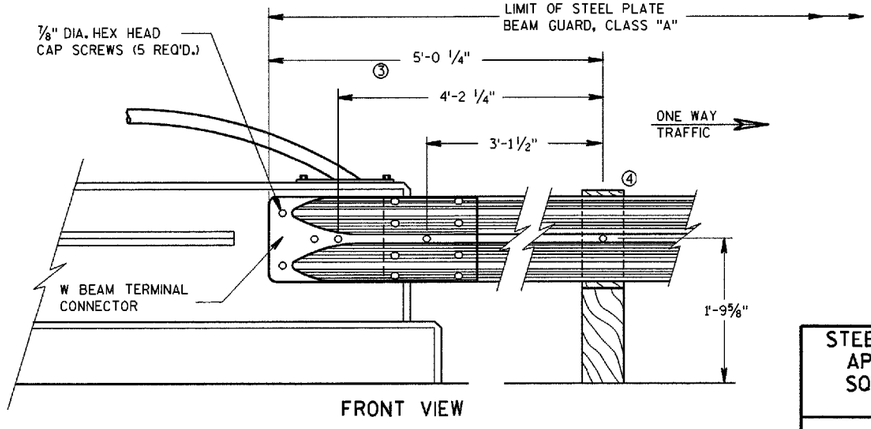
THRIE BEAM CONNECTION TO VERTICAL FACED PARAPETS



FRONT VIEW

W BEAM TRANSITION AND CONNECTION TO BRIDGE PARAPETS WITH SQUARE ENDS

(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)



FRONT VIEW

W BEAM CONNECTION TO VERTICAL FACE PARAPET

(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)

STEEL THRIE BEAM STRUCTURE APPROACH, CONNECTION TO SQUARE END AND VERTICAL FACED PARAPETS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

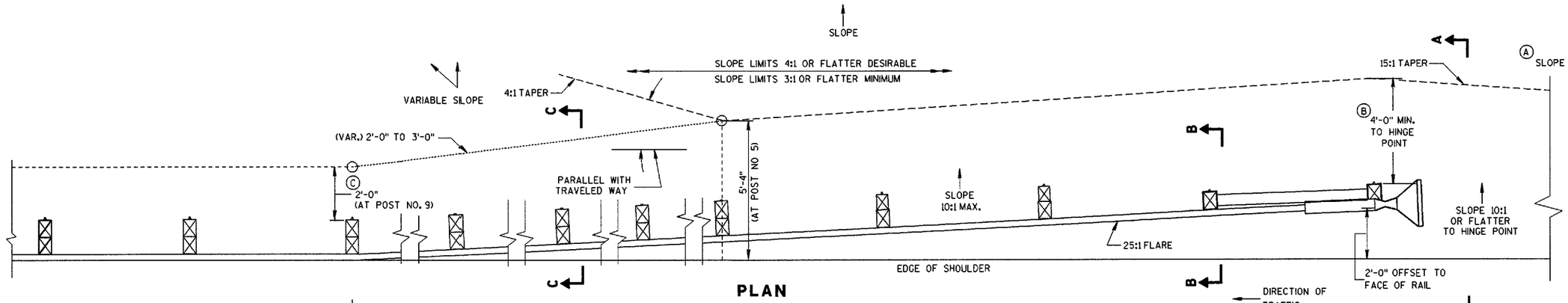
APPROVED
12/08/00
DATE

John Haverberg
CHIEF ROADWAY DEVELOPMENT ENGINEEER

FHWA

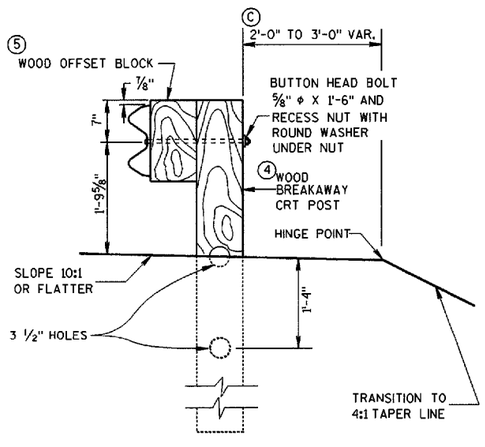
S.D.D. 14 B 20-5b

S.D.D. 14 B 20-5b

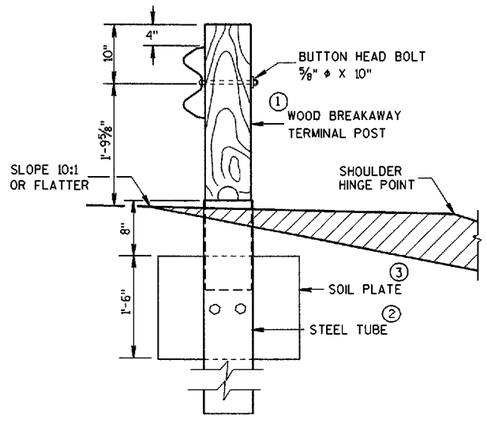


BILL OF MATERIALS

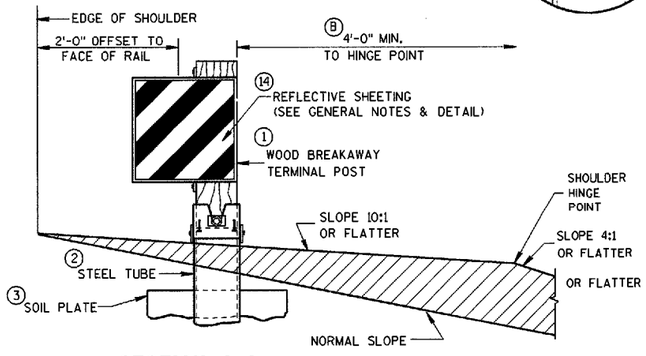
NOTE NO.	QTY.	DESCRIPTION
①	4	WOOD BREAKAWAY TERMINAL POST: 5½" X 7½" X 3'-9"
②	4	STEEL TUBE: TS 8" X 6" X 0.188", 4'-6" LONG
③	4	SOIL PLATE: 2'-0" X 1'-6" X ¼"
④	4	WOOD BREAKAWAY CRT POST: 6" X 8" X 6'-0"
⑤	6	WOOD OFFSET BLOCKS: 6' X 8" X 1'-2"
⑥	1	PIPE SLEEVE: 2" X 5 ½" STANDARD PIPE
⑦	1	BEARING PLATE
⑧	1	BCT CABLE ASSEMBLY
⑨	1	CABLE ANCHOR BOX
⑩	1	STRUT & YOKE
⑪	1	STEEL PLATE BEAM, END PANEL 12 GA. 13'-6½" LONG FOR SKT-350 & ET-2000
⑫	3	STEEL PLATE BEAM: 12 GA. 13'-6½"
⑬	1	ET-2000 GUARDRAIL EXTRUDER OR SKT-350 IMPACT HEAD: AS FURNISHED BY MANUFACTURER
⑭	1	REFLECTIVE SHEETING: 18" X 18"



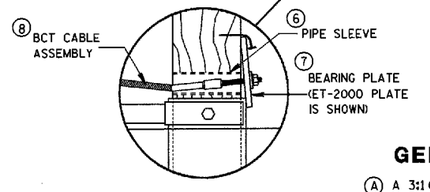
SECTION C-C
TYPICAL AT POST NOS. 5-8 INC.



SECTION B-B
TYPICAL AT POST NO. 2
(ADD WOOD OFFSET BLOCK AT POST 3 & 4)



SECTION A-A
TYPICAL AT POST NO. 1



GENERAL NOTES

(A) A 3:1 OR FLATTER SLOPE MAY BE USED FOR INSTALLATION ON EXISTING HIGHWAYS.

(B) WHEN SPECIFIED ELSEWHERE IN THE CONTRACT THE 4-FOOT MINIMUM TO HINGE POINT, MAY BE REDUCED OR ELIMINATED WHERE EXISTING CONDITIONS WILL NOT PERMIT THE DESIRABLE EARTHWORK. SIMILIARLY THE 15:1 TAPER MAY BE REDUCED TO 4:1.

(C) WHEN SPECIFIED ELSEWHERE IN THE CONTRACT THE 2-FOOT MINIMUM TO HINGE POINT, MAY BE REDUCED OR ELIMINATED WHERE EXISTING CONDITIONS WILL NOT PERMIT THE DESIRABLE EARTHWORK.

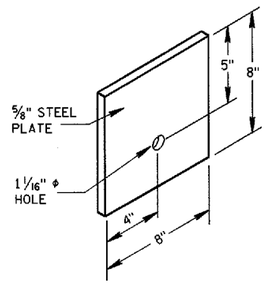
STEEL POSTS SHALL NOT BE ALLOWED FOR USE WITH ENERGY ABSORBING TERMINALS.

STEEL PLATE BEAM GUARD ENERGY ABSORBING TERMINAL

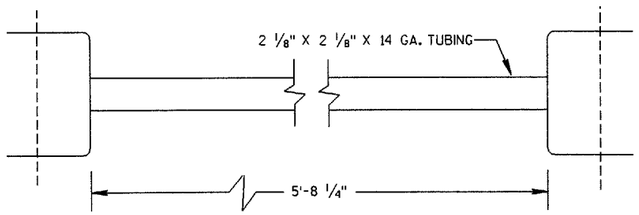
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

S.D.D. 14 B 24-3a

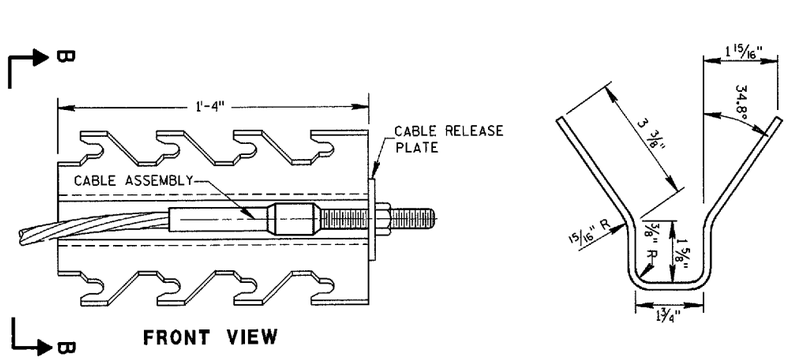
S.D.D. 14 B 24-3a



STEEL BEARING PLATE (SKT-350)



STRUT DETAIL (SKT-350)

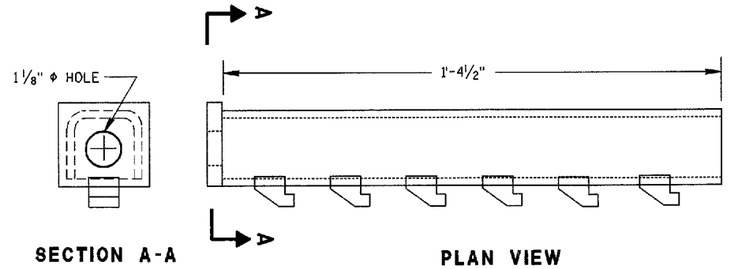


FRONT VIEW

SECTION B-B

CABLE ANCHOR BOX (SKT-350)

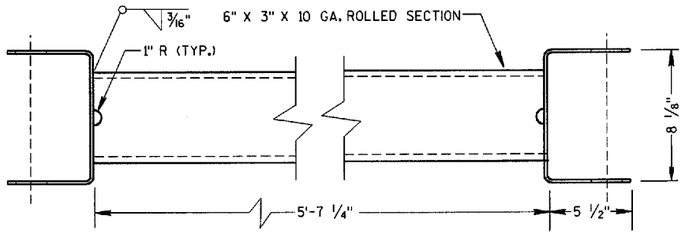
(SKT-350)



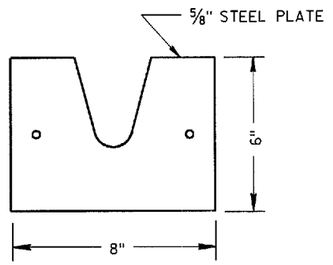
SECTION A-A

PLAN VIEW

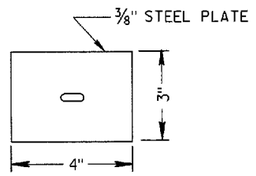
CABLE ANCHOR BOX (ET-2000)



STRUT DETAIL (ET-2000)

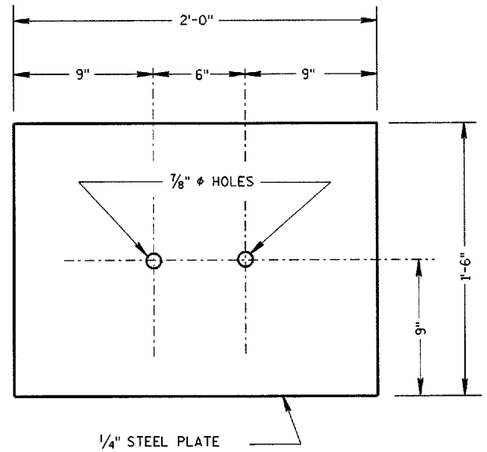


STEEL BEARING PLATE (ET-2000)



BEARING PLATE WASHER ET-2000)

(ET-2000)



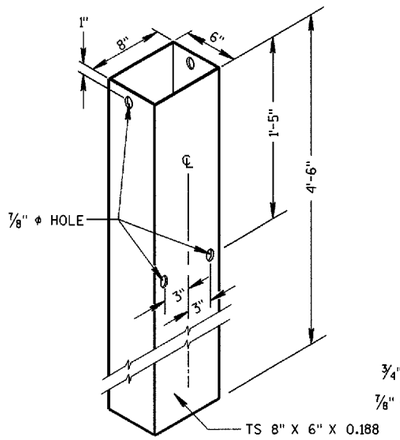
SOIL PLATE (SKT-350 & ET-2000)

STEEL PLATE BEAM GUARD
ENERGY ABSORBING TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

S.D.D. 14 B 24-3b

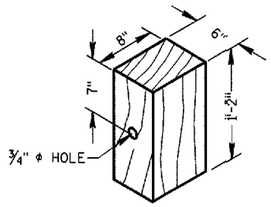
S.D.D. 14 B 24-3b



STEEL TUBE

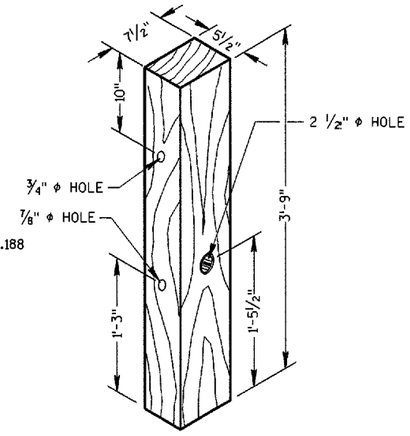
(POSTS NO. 1-4

THE STEEL TUBE SHALL CONFORM TO REQUIREMENTS OF ASTM A500



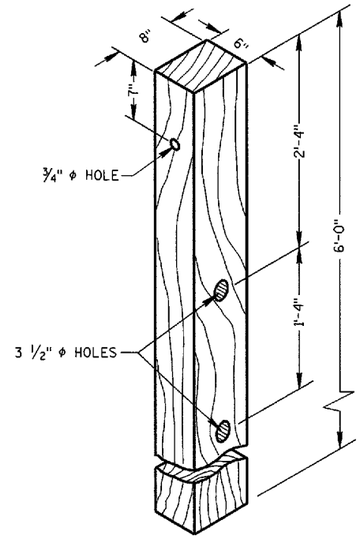
WOOD OFFSET BLOCK

REQ'D. AT ALL POSTS EXCEPT POST NO'S 1 & 2



TERMINAL POST

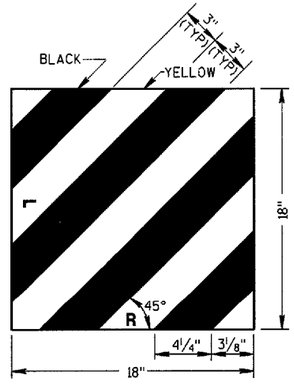
(POSTS NO. 1-4



CRT POST

(POSTS NO'S 5-8

WOOD BREAKAWAY POSTS



REFLECTIVE SHEETING DETAIL

GENERAL NOTES

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

STEEL PLATE BEAM GUARD ENERGY ABSORBING TERMINAL SHALL BE EITHER THE EXTRUDER TERMINAL (ET-2000), OR THE SEQUENTIAL KINKING TERMINAL (SKT-350). THE CONTRACTOR SHALL NOT INTERMIX PROPRIATERY PRODUCT MATERIALS.

THE "ET-2000" IS AVAILABLE FROM SYRO, INC., 2524 N. STEMMONS FREEWAY, DALLAS TEXAS 75207. TELEPHONE 1-800-835-6086 OR 1-800-644-7976

THE "SKT-350" IS AVAILABLE FROM ROAD SYSTEMS, INC., 7631 NEW CASTLE DRIVE, FRANKFORT, ILLINOIS 60423. TELEPHONE (815) 464-5917

THE ET-2000, AND SKT-350 END TERMINALS SHALL BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S INSTRUCTIONS.

STEEL PLATE BEAM GUARD, ENERGY ABSORBING TERMINAL SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH, WHICH SHALL INCLUDE HARDWARE, STEEL PLATE BEAM GUARD, POSTS, REFLECTIVE SHEETING AND INSTALLATION AS SHOWN.

REFLECTIVE SHEETING - SHALL CONFORM TO ASTM SPECIFICATION D4956-93b, REFLECTIVE SHEETING TYPE III, BACKING CLASS 4, PERFORMANCE REQUIREMENT TYPE III. THE MESSAGE AND LINES SHALL BE APPLIED TO THE SIGNS BY THE SILK SCREEN STENCIL PROCESS USING A BLACK OR DARK STENCIL PASTE AS A TYPE APPROVED BY THE MANUFACTURER OF THE FACE MATERIAL TO WHICH IT IS TO BE APPLIED. MESSAGE UNITS CUT FROM NONREFLECTIVE SHEETING AND APPLIED TO THE SIGN FACE ARE NOT ACCEPTABLE. AFTER THE APPROACH END OF THE STEEL PLATE BEAM GUARD INSTALLATION IS COMPLETE, CLEAN THE AREA WHERE THE REFLECTIVE SHEETING WILL BE APPLIED IN ACCORDANCE WITH THE MANUFACTURERS RECOMMENDATION. ONCE CLEAN, APPLY REFLECTIVE SHEETING DIRECTLY TO THE STEEL PLATE BEAM GUARD AS SHOWN. THE CONTRACTOR SHALL TURN OVER THE MANUFACTURERS WARRANTY FOR THE REFLECTIVE SHEETING TO THE DEPARTMENT FOR POTENTIAL OEALING WITH THE MANUFACTURER. PAYMENT OF REFLECTIVE SHEETING IS INCIDENTAL TO STEEL PLATE BEAM GUARD, ENERGY ABSORBING TERMINAL.

WHEN ROCK IS ENCOUNTERED DURING EXCAVATION, A 12 INCH DIA. POST HOLE EXTENDING 20 INCHES DEEP INTO THE ROCK MAY BE USED IF APPROVED BY THE ENGINEER. GRANULAR MATERIAL SHALL BE PLACED IN THE BOTTOM OF THE HOLE APPROXIMATELY 2 1/2" INCHES DEEP TO PROVIDE DRAINAGE. THE SOIL TUBES SHALL BE FIELD CUT TO LENGTH, PLACED IN THE HOLE AND BACKFILLED WITH ADEQUATELY COMPACTED MATERIAL EXCAVATED FROM THE HOLE.

STEEL PLATE BEAM GUARD
ENERGY ABSORBING TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

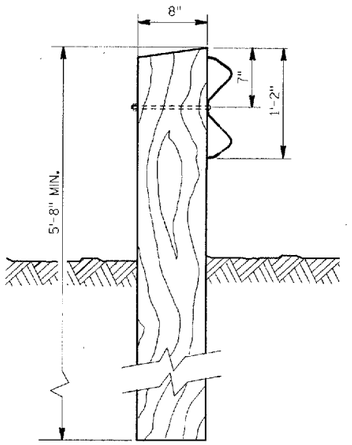
APPROVED
12/08/00
DATE

John Haverberg
CHIEF ROADWAY DEVELOPMENT ENGINEER

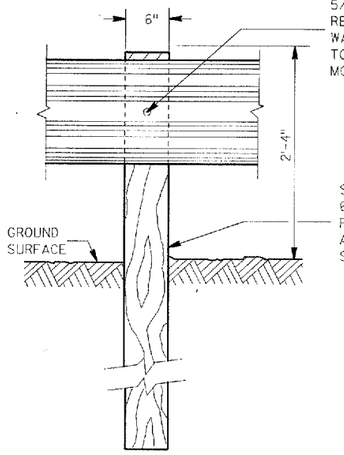
FHWA

S.D.D. 14 B 24-3c

S.D.D. 14 B 24-3c



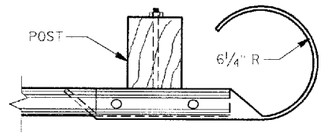
END VIEW



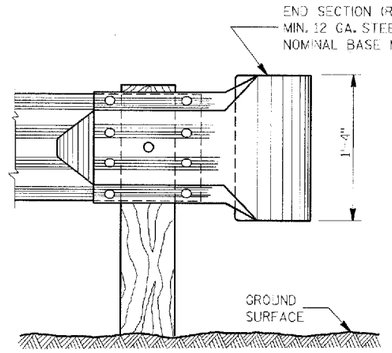
FRONT VIEW

BUTTONHEAD MOUNTING BOLT 5/8 " DIA. X LENGTH AS REQUIRED, SECURED WITH WASHER & NUT. THREAD END TO BE BURRED FOLLOWING MOUNTING.

SAWED TREATED TIMBER POSTS 6" X 8" X 6'-0" SHALL BE FURNISHED AND PLACED IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS.



PLAN

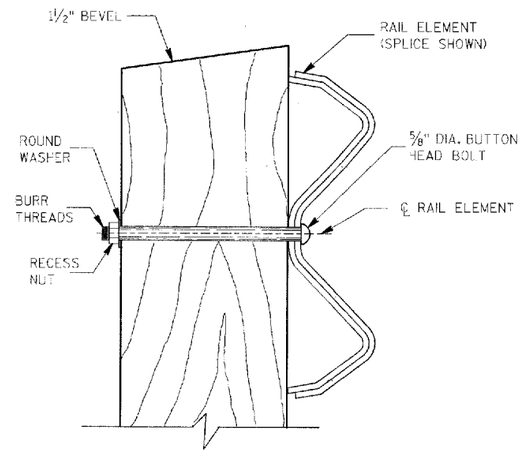


FRONT ELEVATION

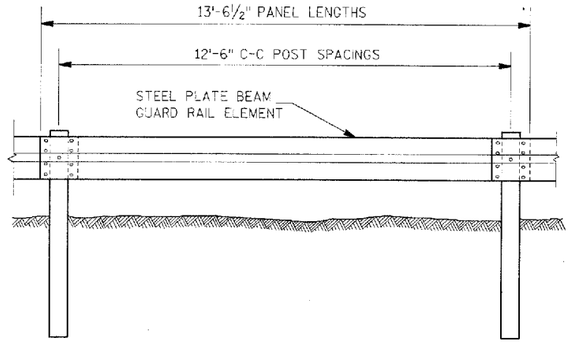
END SECTION (ROUNDED) DETAILS

GENERAL NOTES

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

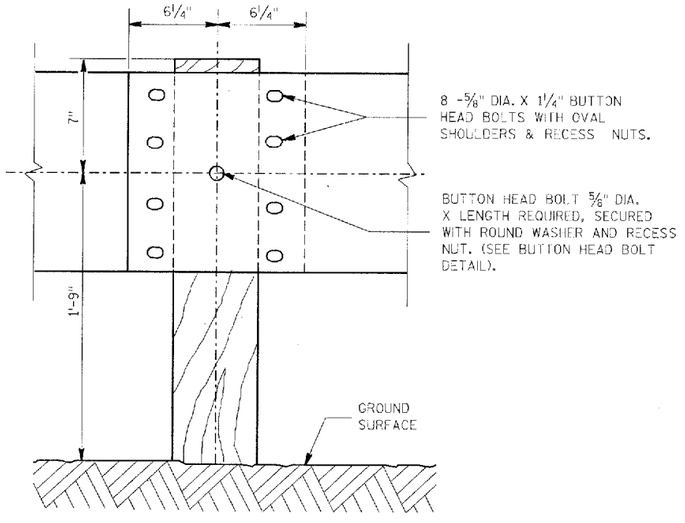


BUTTON HEAD BOLT DETAIL

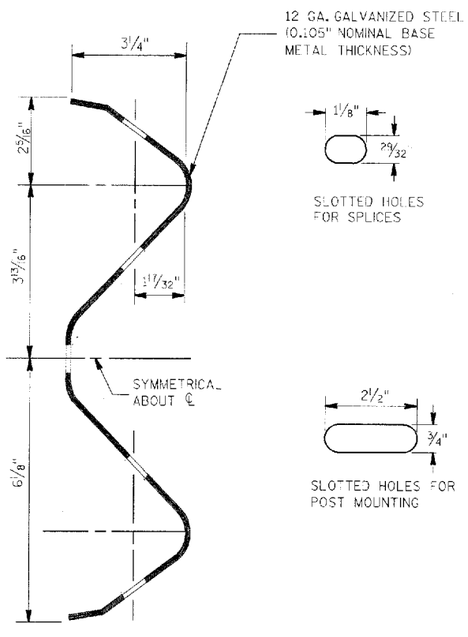


FRONT VIEW

POST DETAIL



RAIL ELEMENT SPLICING AND POST MOUNTING DETAIL



SECTION THRU RAIL ELEMENT

STEEL PLATE BEAM GUARD CLASS B

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED 3-25-85 DATE
CHIEF DESIGN ENGINEER

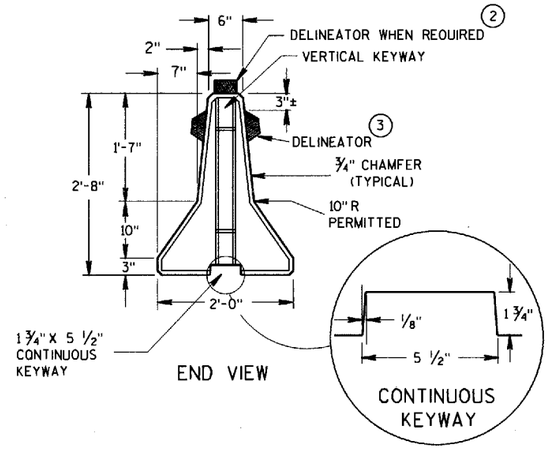
FHWA

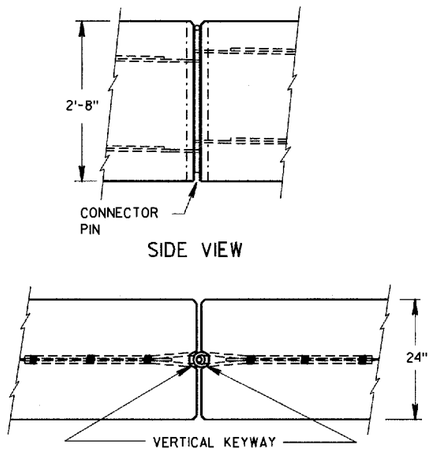
S.D.D. 14 B 3-2

S.D.D. 14 B 3-2

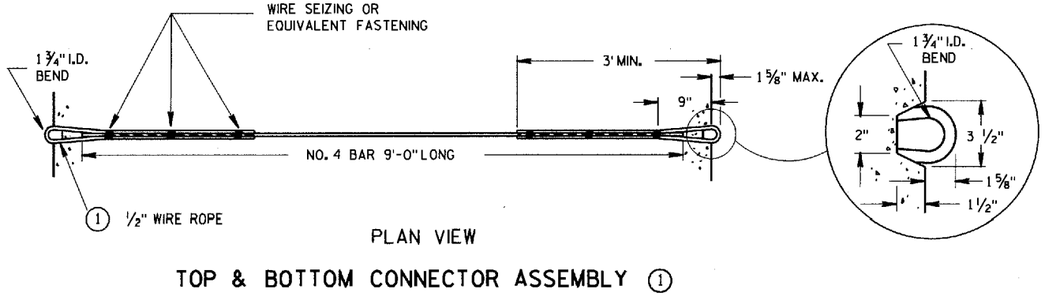
DESCRIPTION	SIZE	NO. REQ'D	LENGTH
TOP CONNECTOR WIRE ROPE (1)	1/2"	2	6'- 0"
BOTTOM CONN. WIRE ROPE (1)	1/2"	2	6'- 0"
TOP CONNECTOR STEEL BAR	NO. 4	1	9'- 0"
BOTTOM CONN. STEEL BAR	NO. 4	1	9'- 0"
STEEL CONNECTING PIN	1 1/4" DIA.	1	2'- 6"
BOTTOM TIE BARS	NO. 4	5	1'- 8"
VERTICAL STEEL BAR	NO. 4	10	2'- 1"
HORIZONTAL STEEL BAR	NO. 5	4	9'- 4"

BILL OF MATERIALS



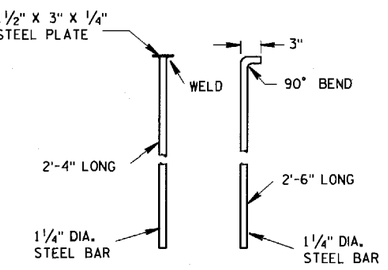


PIN & LOOP CONNECTION DETAILS

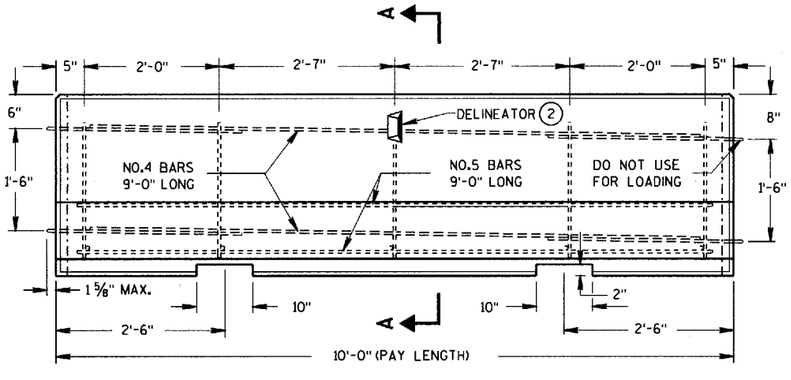


PLAN VIEW

TOP & BOTTOM CONNECTOR ASSEMBLY (1)

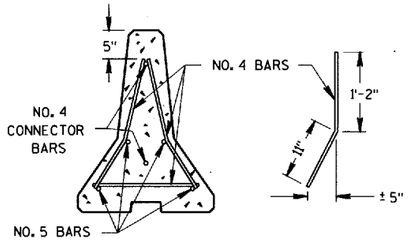


ALTERNATE CONNECTING PINS



SIDE VIEW

LOCATION OF REINFORCEMENT STEEL



SECTION A-A

BAR STEEL REINFORCEMENT

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.

BARRIERS SHALL BE REINFORCED WITH EITHER BAR STEEL REINFORCEMENT AS DETAILED ON THIS DRAWING OR WELDED STEEL WIRE FABRIC ADEQUATE TO ASSURE SAFE HANDLING STRENGTH.

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

WIRE ROPE SHALL BE ZINC-COATED 6 X 19 CLASS 2 IWRC WITH A MINIMUM BREAKING STRENGTH OF 20,000 LBS., AND SHALL CONFORM TO FEDERAL SPECIFICATION RR-W-410. THE ZINC-COATING SHALL CONFORM TO TABLE II OF THE FEDERAL SPECIFICATIONS.

DELINEATORS SHALL CONFORM TO SECTION 633 OF THE STANDARD SPECIFICATIONS EXCEPT THE SHAPE SHALL BE AS SHOWN ON THIS DRAWING. ALTERNATIVE SHAPES MAY BE USED WHEN APPROVED BY THE ENGINEER. CONCRETE SURFACE PREPARATION, ADHESIVE AND METHOD OF APPLICATION SHALL BE AS RECOMMENDED BY THE DELINEATOR MANUFACTURER. THE COLOR OF REFLECTORS SHALL BE YELLOW WHEN LOCATED TO THE LEFT OF TRAFFIC AND WHITE WHEN LOCATED TO THE RIGHT OF TRAFFIC. MAXIMUM SPACING SHALL BE 20 FEET.

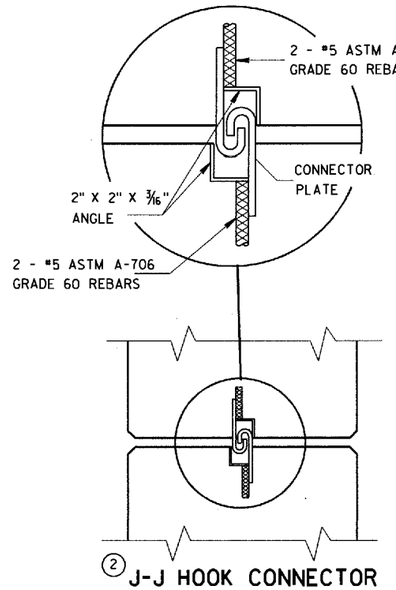
(1) CONNECTOR ASSEMBLIES MAY, AT THE CONTRACTORS OPTION, BE FORMED FROM A CONTINUOUS SECTION OF ½ INCH WIRE ROPE (16'-6" MIN. LENGTH). THE NO. 4 CONNECTOR STEEL BARS MAY THEN BE OMITTED.

(2) TOP MOUNTED DELINEATORS SHALL BE PROVIDED IN ADDITION TO THE SIDE MOUNTED DELINEATORS ON ALL BARRIER INSTALLATIONS LOCATED ON CURVED ALIGNMENT LONGER THAN 200 FEET.

(3) BARRIERS USED TO SEPARATE OPPOSING TRAFFIC SHALL HAVE DELINEATORS ON BOTH SIDES. TOP MOUNTED DELINEATORS SHALL BE DOUBLE FACED FOR THIS CONDITION.

ALTERNATE DESIGN

J-J HOOKS PORTABLE CONCRETE BARRIER BY EASI-SET INDUSTRIES MAY BE FURNISHED INSTEAD OF THE BARRIER DETAILED ON THIS DRAWING. CONTACT INFORMATION : EASISET INDUSTRIES. P.O. BOX 300, MIDLAND, VIRGINIA 22728, TELEPHONE (703) 439-8911.



(2) J-J HOOK CONNECTOR

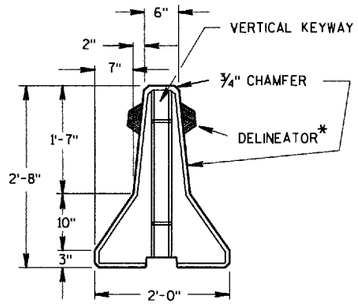
(ALTERNATIVE TO PIN & LOOP CONNECTOR)

TEMPORARY PRECAST CONCRETE BARRIER

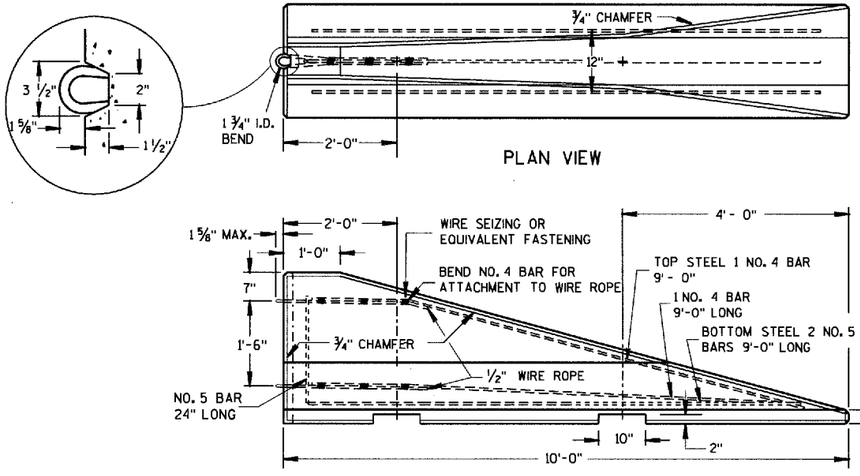
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

S.D.D. 14 B 7-9a

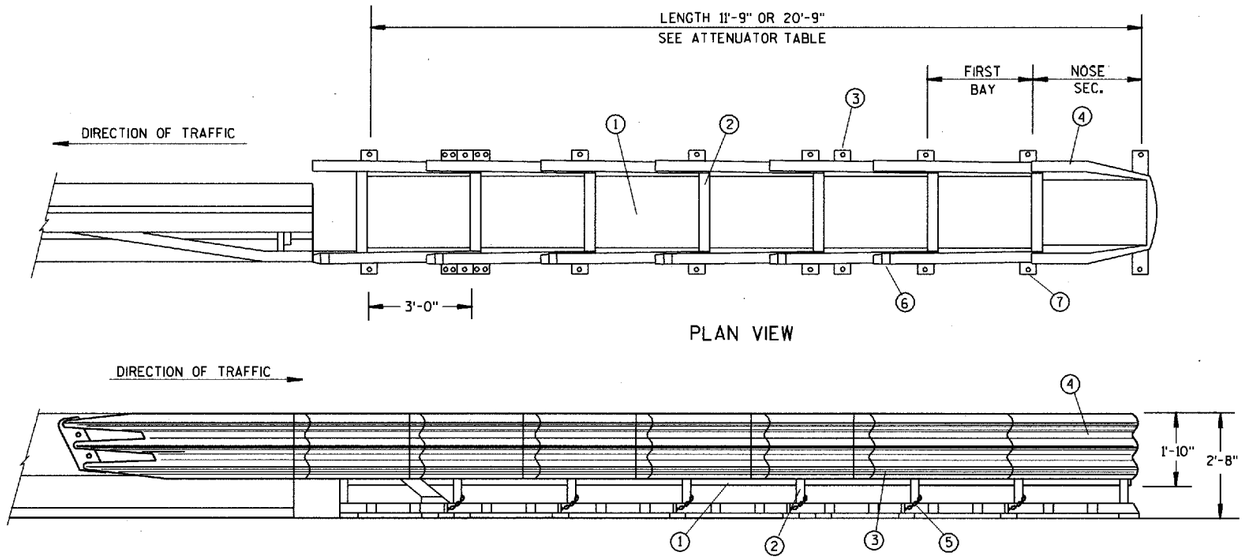
S.D.D. 14 B 7-9a



END VIEW



END SECTION FOR TEMPORARY PRECAST CONCRETE BARRIER



CONSTRUCTION ZONE PORTABLE CRASH CUSHION

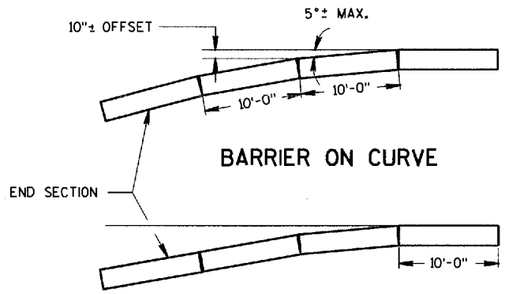
GENERAL NOTES

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 PORTABLE CRASH CUSHION SHALL BE THE G-R-E-A-T CZ IMPACT ATTENUATOR MANUFACTURED BY ENERGY ABSORPTION SYSTEMS, INC: ONE EAST WACKER DRIVE, CHICAGO, IL., 60601.

THE CRASH CUSHION SHALL BE MANUFACTURED, ASSEMBLED AND INSTALLED IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS AND AS DETAILED ELSEWHERE IN THE PLANS OR AS SHOWN ON THE APPROVED SHOP DRAWINGS. THE CRASH CUSHION PLATFORM SHALL BE ANCHORED TO EITHER 6 INCH MINIMUM CONCRETE PAVEMENT OR 3 INCH MINIMUM ASPHALTIC SURFACES THAT HAVE A PREPARED COMPACTED SUBBASE IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS.

*WHEN BARRIERS ARE USED TO SEPARATE OPPOSING TRAFFIC, DELINEATORS ARE REQUIRED ON BOTH SIDES.



FLARE AT BARRIER END

OPERATING SPEED, MPH	FLARE RATE
40 OR LESS	10 : 1
50 OR MORE	15 : 1

1. HEX-FOAM CARTRIDGE
2. DIAPHRAGM
3. THRIE BEAM FENDER PANEL
4. NOSE COVER
5. STABILIZING CHAIN
6. DEFLECTOR PANEL
7. ANCHORAGE DEVICE (WHERE ONE-WAY TRAFFIC EXISTS)

ATTENUATOR TABLE

ATTENUATOR LENGTH	NO. OF BAYS	DESIGN SPEED MPH
11'- 9"	3	40 OR LESS
20'- 9"	6	40 TO 55

TEMPORARY PRECAST CONCRETE BARRIER END SECTION AND PORTABLE CRASH CUSHION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

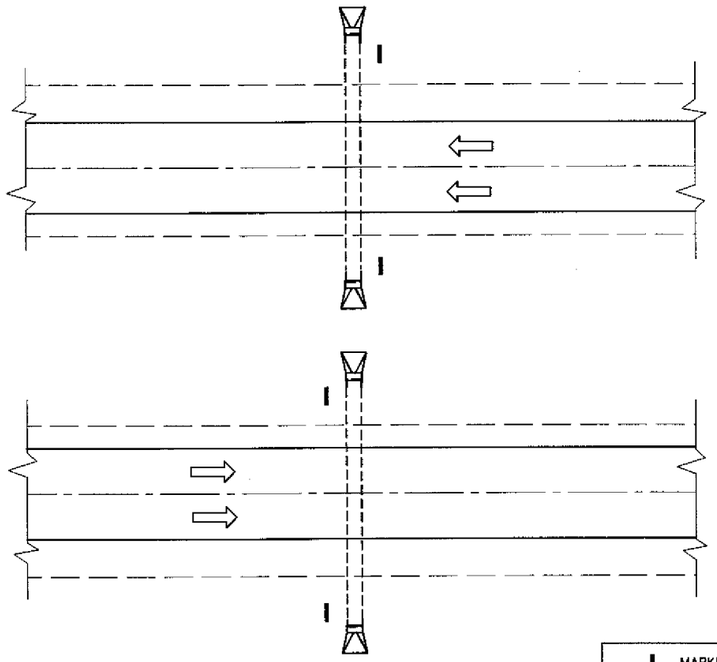
APPROVED 10/24/95 Roy L. Thimsen
DATE CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

S.D.D. 14 B 7-9b

S.D.D. 14 B 7-9b

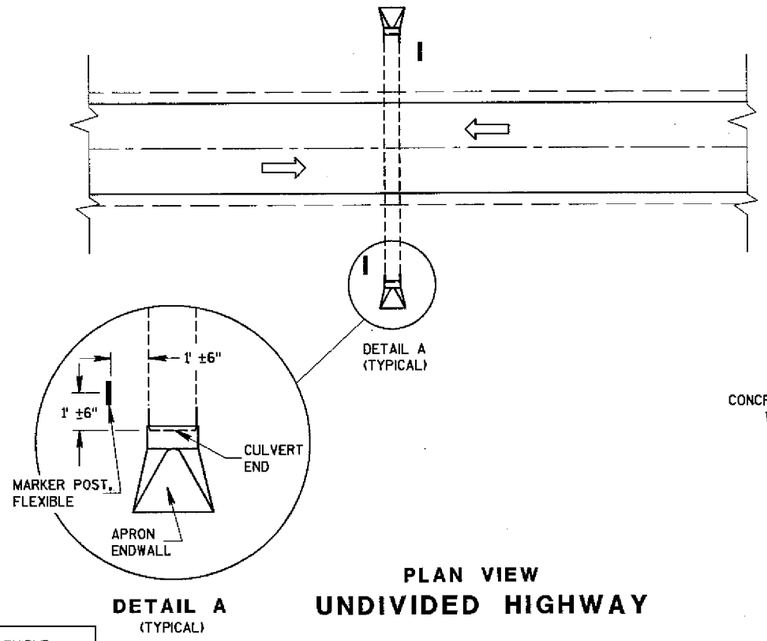
GENERAL NOTES

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

DIVIDED HIGHWAY



DETAIL A
(TYPICAL)

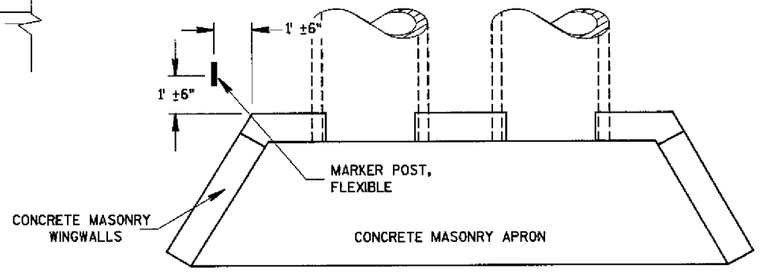
PLAN VIEW

UNDIVIDED HIGHWAY

MARKER POST, FLEXIBLE

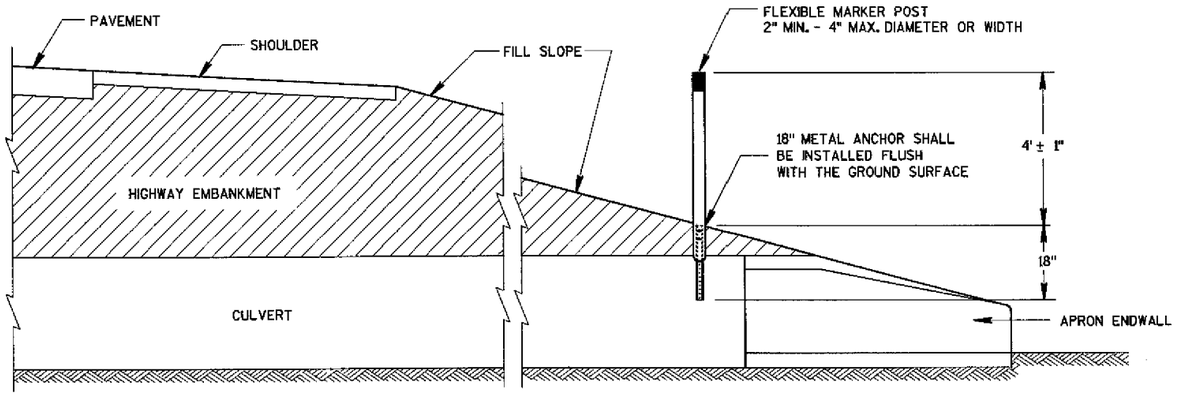
DIRECTION OF TRAFFIC FLOW

FLEXIBLE MARKER POST LOCATION



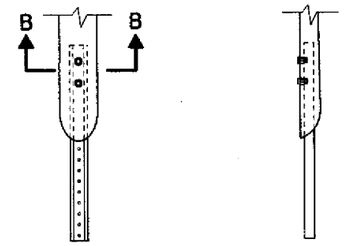
PLAN VIEW

CONCRETE MASONRY ENDWALLS FOR CULVERT PIPE AND PIPE ARCH



CROSS SECTION

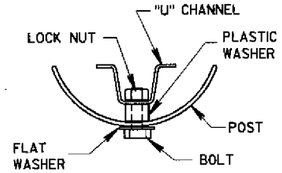
FLEXIBLE MARKER POST



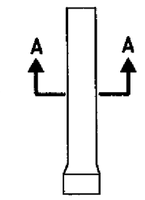
FRONT VIEW

SIDE VIEW

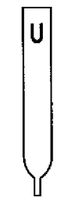
CURVED MARKER



SECTION B-B

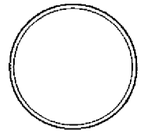


FRONT VIEW



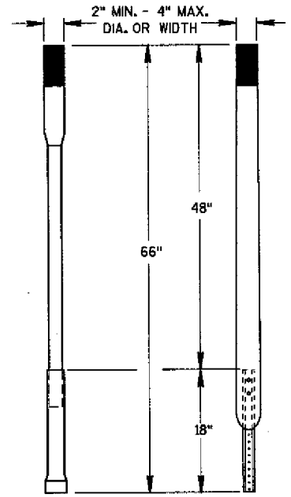
SIDE VIEW

ROUND MARKER



SECTION A-A

FLEXIBLE MARKER POST ANCHORS



ALTERNATE 1 ALTERNATE 2

FLEXIBLE MARKER POST

MARKER POST, FLEXIBLE, FOR CULVERT END

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED 10/01/98 DATE

CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA

S.D.D. 15 A 3-1

S.D.D. 15 A 3-1

TWO-LANE ROADWAY

SYMBOLS

WORK AREA

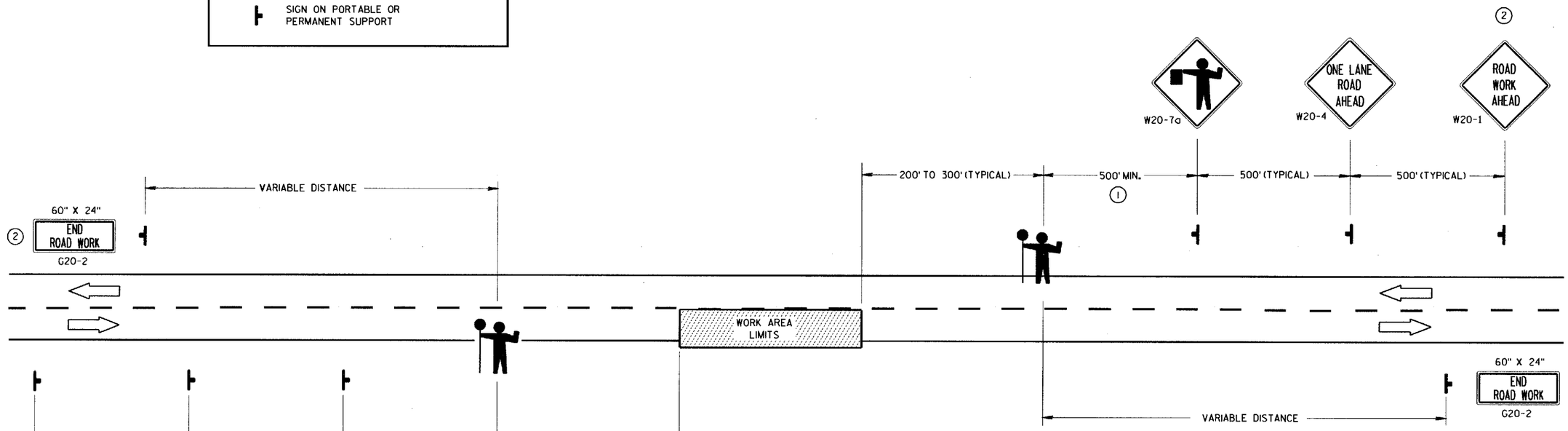
FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF

SIGN ON PORTABLE OR PERMANENT SUPPORT



W20-7b

USE OF THE "BE PREPARED TO STOP" SIGN IS OPTIONAL. WHEN USED, THIS SIGN SHALL BE LOCATED BETWEEN THE W20-7a AND W20-4 SIGNS. A 500' TYPICAL SPACING SHALL BE PROVIDED BETWEEN THE SIGNS.



(1) FOR A MOVING WORK OPERATION,
SIGNING FOR BOTH DIRECTIONS SHALL BE REESTABLISHED (AS SIMULTANEOUSLY AS PRACTICAL) AT APPROXIMATELY 3500 FOOT INTERVALS IN THE MOVING WORK OPERATION OR AS DIRECTED BY THE ENGINEER.

(2) SIGN NOT REQUIRED IF FLAGGING OPERATION OCCURS WITHIN A SIGNED ROAD WORK ZONE AREA.

GENERAL NOTES

DETAILS OF TRAFFIC CONTROL DEVICES AND INSTALLATION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, THE SPECIAL PROVISIONS, AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS AND DEVICES (AND THE LOCATION OF ALL FLAGGERS) SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER.

THE FIRST ADVANCE WARNING SIGN SHOULD TYPICALLY BE LOCATED IN ADVANCE OF THE ANTICIPATED TRAFFIC BACKUP OR QUEUE.

WHEN A SIDE ROAD OR RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS OR AS DIRECTED BY THE ENGINEER.

FLAGGERS SHALL BE IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES. THEY SHALL BE EQUIPPED WITH STOP/SLOW PADDLES FASTENED ON SUPPORT STAFFS. WHEN THE FLAGGING OPERATION IS NOT IN EFFECT, THE "FLAGGER AHEAD", THE "ROAD WORK AHEAD" AND THE ONE LANE ROAD AHEAD" SIGNS SHALL BE COVERED OR REMOVED AND THE HIGHWAY RESTORED TO NORMAL OPERATION.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

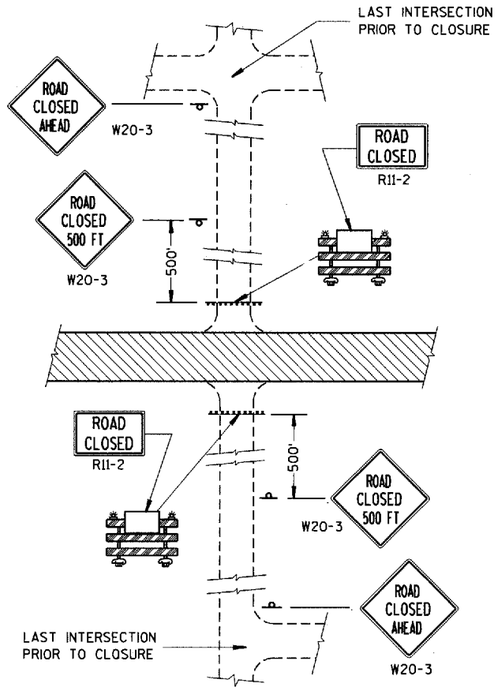
APPROVED
2/17/94
DATE

Peter F. Rusch
STATE TRAFFIC ENGINEER FOR HWYS

FHWA

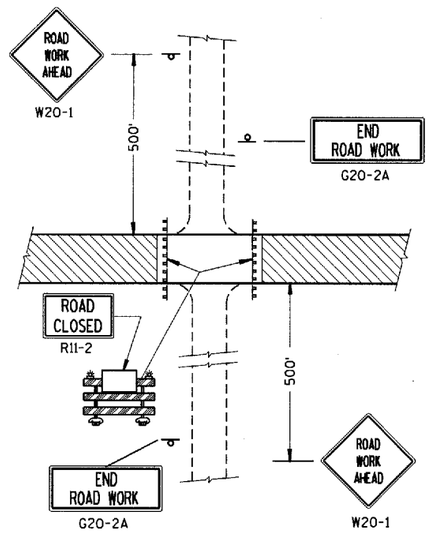
S.D.D. 15 C 12-2

S.D.D. 15 C 12-2



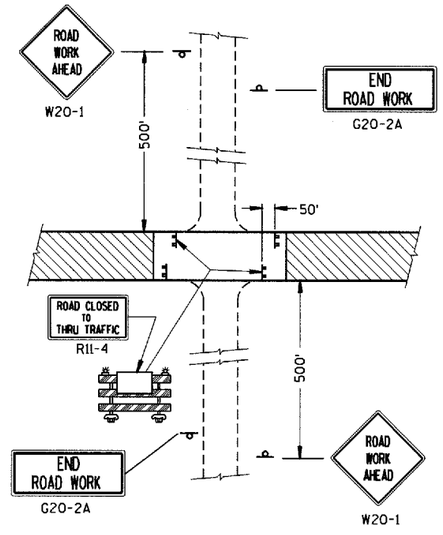
DETAIL 1

(NO ACCESS TO PROJECT)



DETAIL 2

(PUBLIC CROSS-TRAFFIC MAINTAINED. NO ACCESS TO PROJECT).



DETAIL 3

(PUBLIC CROSS-TRAFFIC MAINTAINED. CONTRACTOR, LOCAL BUSINESS AND RESIDENT ACCESS).

GENERAL NOTES

DETAILS OF TRAFFIC CONTROL DEVICES AND THEIR LOCATION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE WISCONSIN MANUAL OF TRAFFIC CONTROL DEVICES, THE PLANS, SPECIFICATIONS AND CONTRACT.

SIGN AND BARRICADE LOCATIONS MAY BE ADJUSTED IN THE FIELD AS DIRECTED BY THE ENGINEER. ANY EXISTING TRAFFIC SIGNS THAT CONFLICT WITH THIS WORK SHALL BE COVERED AS DIRECTED BY THE ENGINEER. ALL "STOP" OR OTHER REGULATORY SIGNS ON THE SIDE ROADS SHALL NOT BE DISTURBED, EXCEPT WHEN NECESSARY TO COMPLETE THE WORK. THE SIGNS MUST THEN BE IMMEDIATELY REESTABLISHED.

ALL TYPE III BARRICADES SHALL HAVE RAILS REFLECTORIZED ON BOTH FACES. STRIPES SHALL BE PROPERLY SLOPED DOWN TOWARD THE TRAFFIC SIDE OR AS SHOWN IN THE ROAD CLOSURE BARRICADE DETAIL FOR FULL ROAD CLOSURES. TYPE "A" LOW INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

THE ROAD CLOSED SIGN (R11-2), ROAD CLOSED ____ MILES AHEAD SIGN (R11-3) AND THE ROAD CLOSED TO THRU TRAFFIC SIGN (R11-4) SHALL BE ATTACHED ONLY TO THE TOP RAIL OF THE TYPE III BARRICADE. THE SIGNS SHALL NOT COVER MIDDLE RAIL.

TYPE "H" REFLECTIVE SHEETING SHALL BE USED ON ALL BARRICADES, TYPE I, II AND III, AND ON ALL R11-2, R11-3 AND R11-4 SIGNS.

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
- R11-2, "ROAD CLOSED" SIGNS SHALL BE 48" X 30".
- R11-3, AND R11-4 SIGNS SHALL BE 60" X 30".
- G20-2A SIGNS SHALL BE 48" X 24".

(1) TWO WARNING LIGHTS SHALL BE PROVIDED ON THE CENTER BARRICADE AND AT LEAST ONE WARNING LIGHT SHALL BE PROVIDED ON EACH OF THE OTHER BARRICADES WITHIN THE ROADWAY LIMITS. SPACING OF THE WARNING LIGHTS SHALL BE UNIFORM TO THE EDGE OF ROADWAY AS SHOWN.

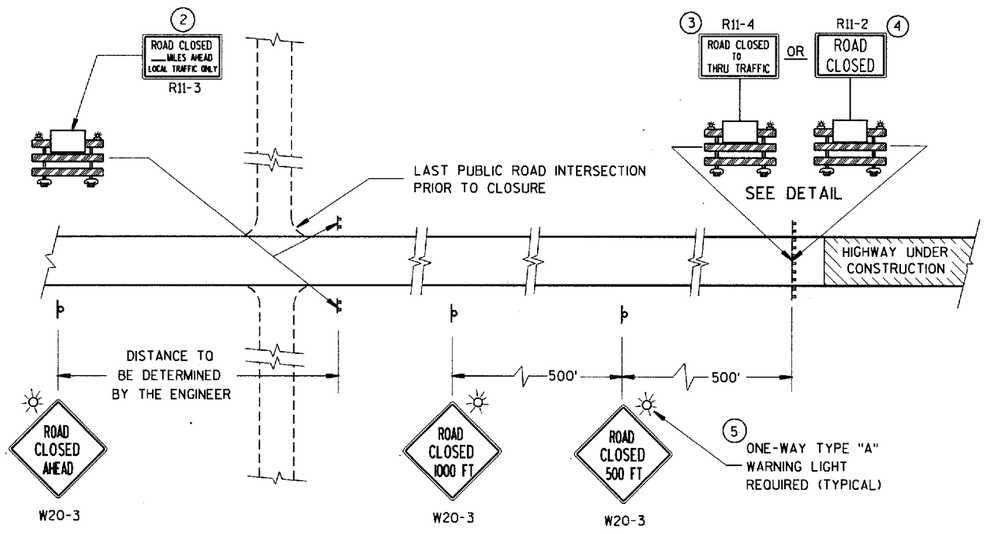
(2) THESE SIGNS AND BARRICADES ARE NOT REQUIRED IF ROAD CLOSURE BEGINS AT INTERSECTION.

(3) FOR ROAD CLOSURE WITH LOCAL ACCESS TO PROJECT. SEE LANE CLOSURE BARRICADE DETAIL

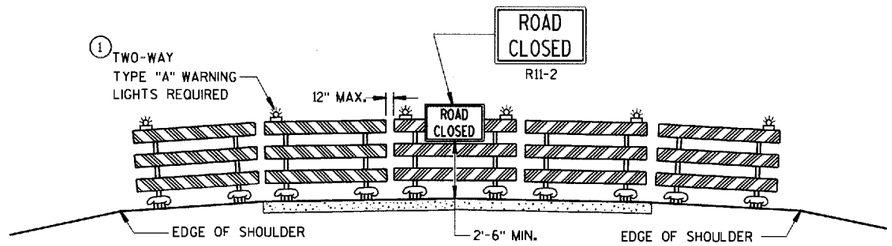
(4) FOR ROAD CLOSURE WITHOUT LOCAL ACCESS TO PROJECT. SEE ROAD CLOSURE BARRICADE DETAIL.

(5) ONE-WAY LIGHTS SHALL BE PROVIDED ON ALL ADVANCE WARNING SIGNS. THE UNIT SHALL BE POSITIONED SUCH THAT THE LIGHT SOURCE IS OUTSIDE THE SIGN FACE AND AT THE TOP OF THE SIGN.

SIDEROAD CLOSURES

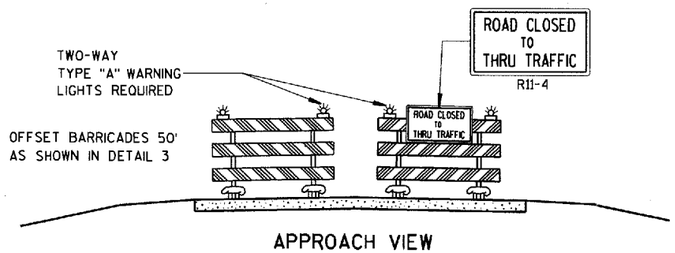


MAINLINE CLOSURE



APPROACH VIEW

ROAD CLOSURE BARRICADE DETAIL



APPROACH VIEW

LANE CLOSURE BARRICADE DETAIL

LEGEND

- POST MOUNTED WARNING SIGN
- TYPE III BARRICADES WITH TYPE "H" REFLECTIVE SHEETING
- TYPE "A" LOW INTENSITY FLASHING WARNING LIGHT (FOR NIGHT USE)
- WORK AREA

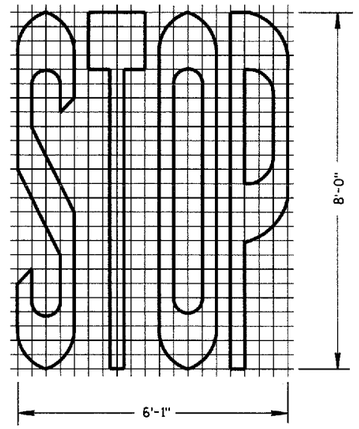
BARRICADES AND SIGNS FOR ROAD CLOSURES

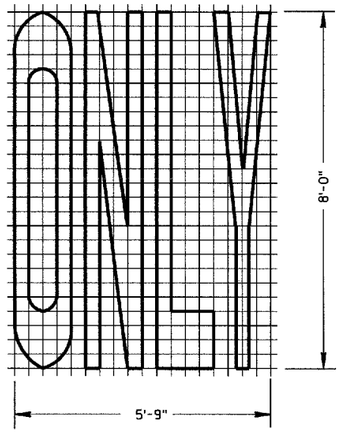
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

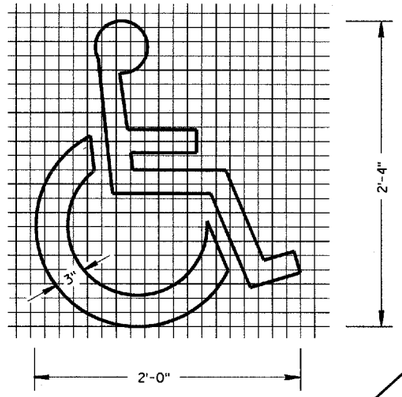
APPROVED
8-10-95
DATE
Charles J. Spang
for DIRECTOR, OFFICE OF TRAFFIC
FHWA

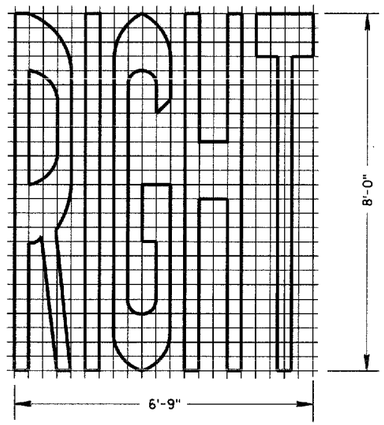
S.D.D. 15 C 2-3

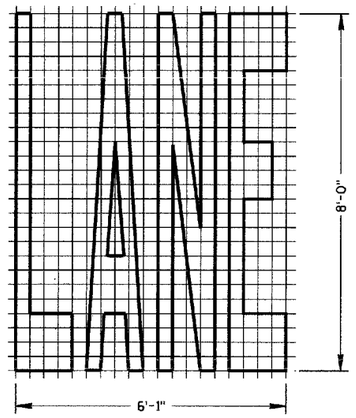
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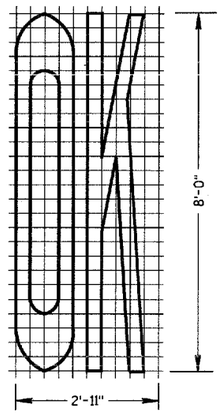


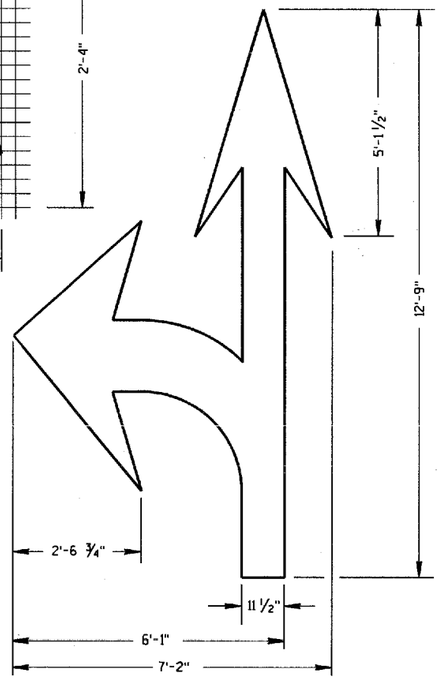




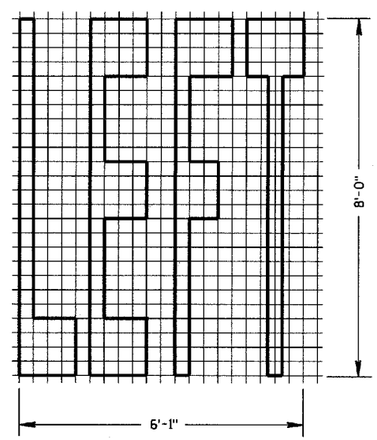


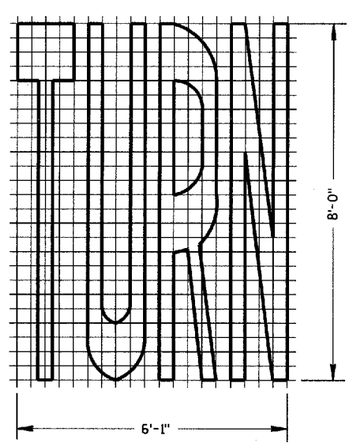


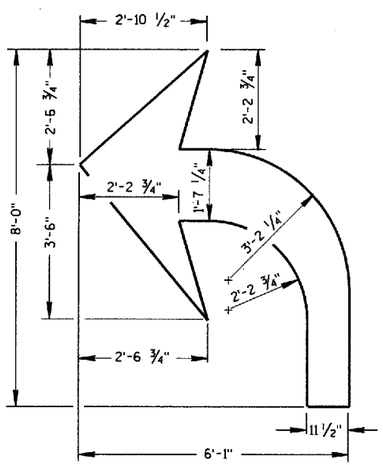




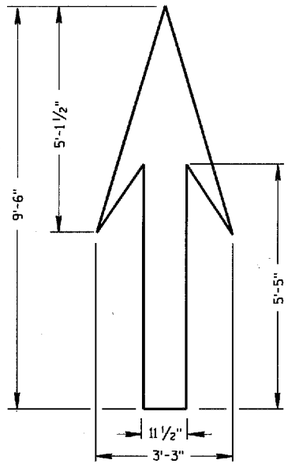
TYPE 3







TYPE 2



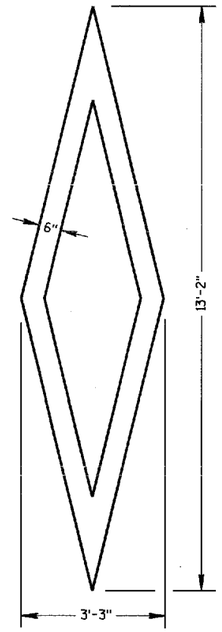
TYPE 1

GENERAL NOTES

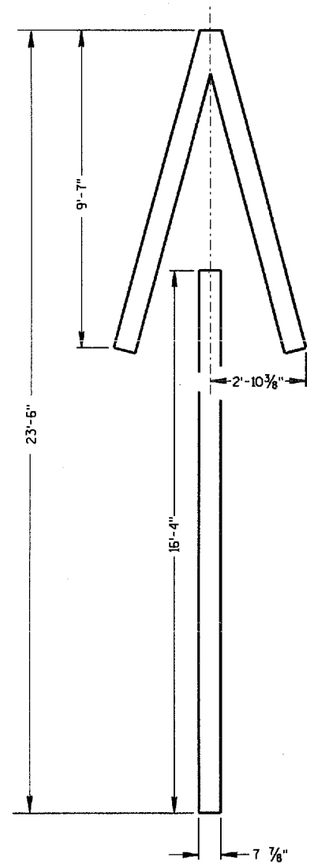
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

ALL LETTERS AND SYMBOLS SHALL BE IN CONFORMANCE WITH REQUIREMENTS INCLUDED IN "STANDARD ALPHABETS FOR HIGHWAY SIGNS AND PAVEMENT MARKING" BY THE FEDERAL HIGHWAY ADMINISTRATION. ALL LETTERS, ARROWS AND SYMBOLS SHALL BE WHITE AND REFLECTORIZED.

A DETAILED DRAWING OF THE HANDICAPPED PARKING SYMBOL IS ILLUSTRATED IN THE "STANDARD HIGHWAY SIGNS MANUAL" BY THE FEDERAL HIGHWAY ADMINISTRATION.



PREFERENTIAL LANE SYMBOL



TYPE 4

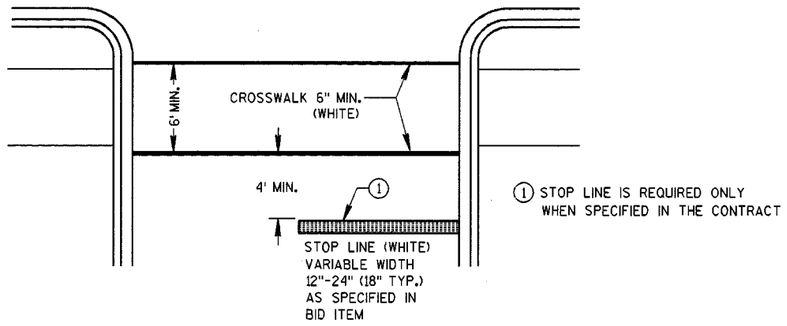
PAVEMENT MARKING SYMBOLS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

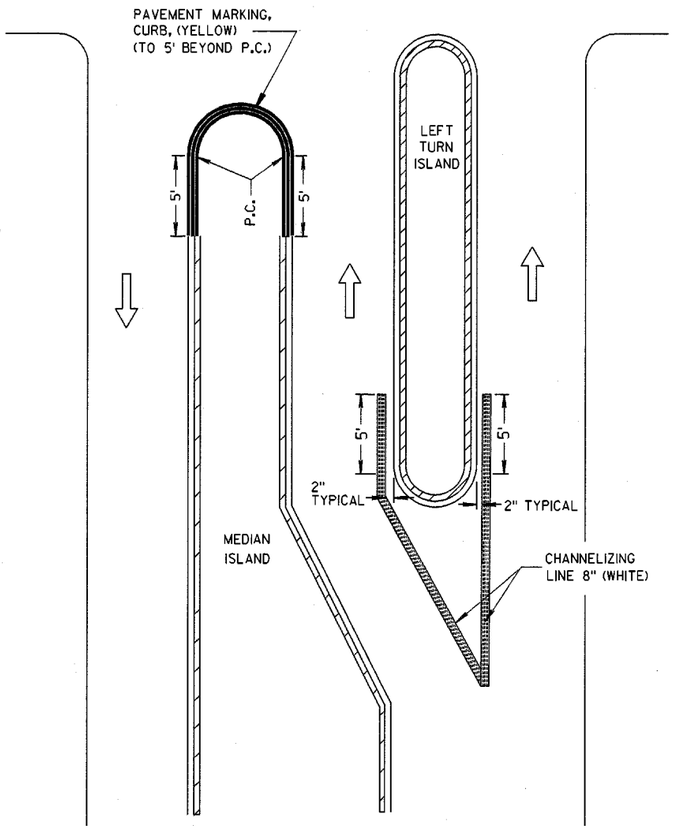
APPROVED
7-28-95
DATE
Charles J. Spang
for DIRECTOR, OFFICE OF TRAFFIC
FHWA

S.D.D. 15 C 7-5a

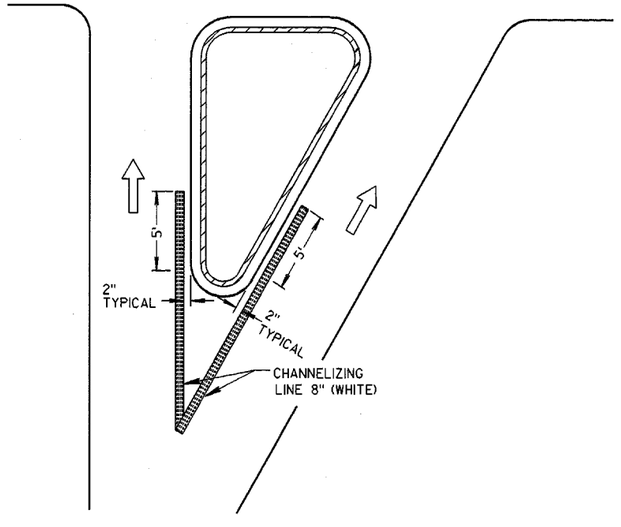
S.D.D. 15 C 7-5a



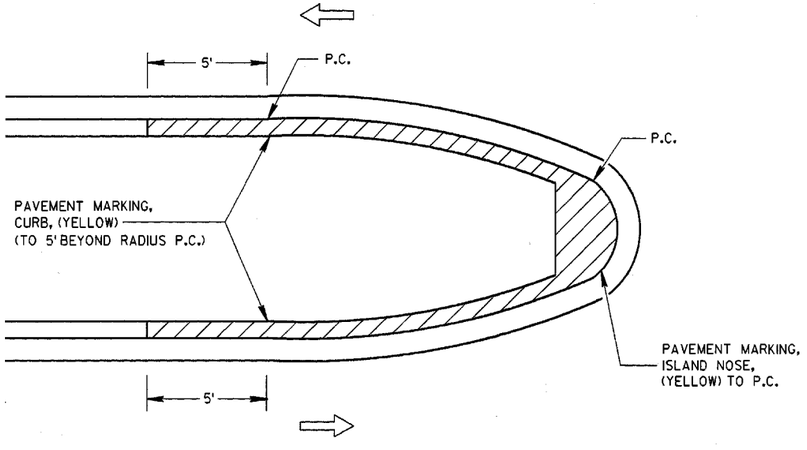
STOP LINE AND CROSSWALK



LEFT TURN & MEDIAN ISLAND



RIGHT TURN ISLAND



MEDIAN ISLAND WITH SLOPED NOSE

NOTE:
ARROW SYMBOL (⇨)
SHOWS DIRECTION OF TRAVEL

PAVEMENT MARKING
(ISLANDS, STOP LINE &
CROSS WALK)

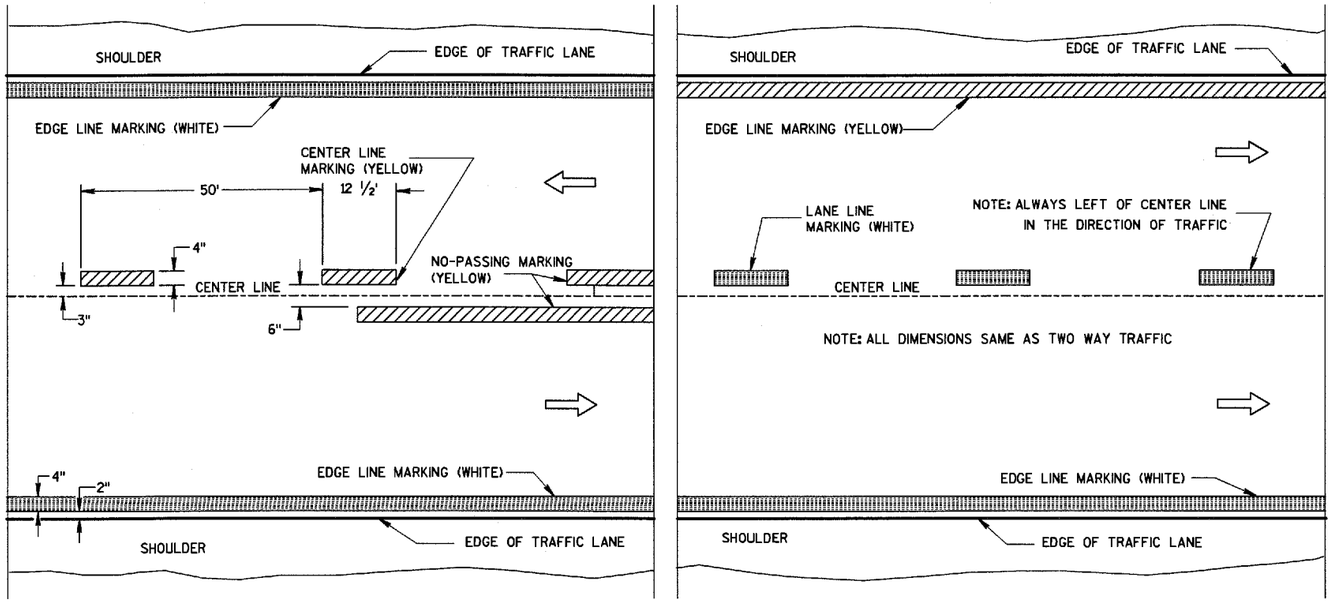
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
1-16-03 (DATE)
Deborah T. Kozel for
CHIEF SIGNS AND MARKING ENGINEER
FHWA

6

S.D.D. 15 C 8-10e

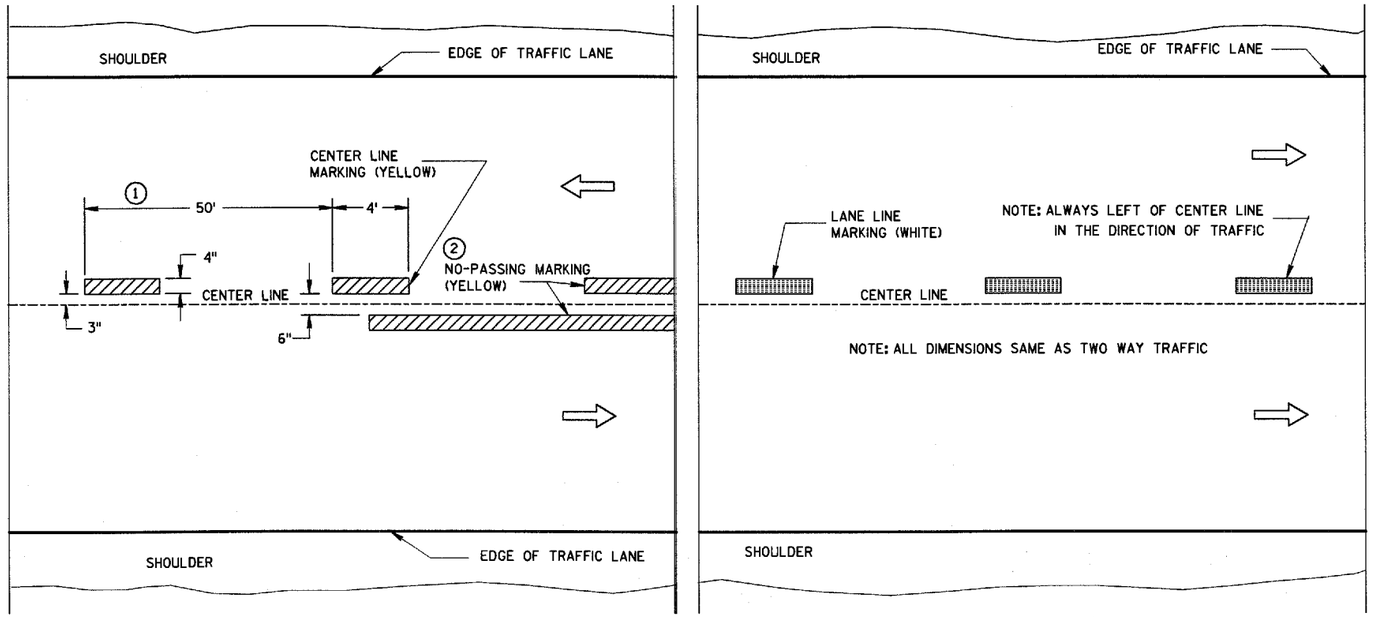
S.D.D. 15 C 8-10e



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

PAVEMENT MARKING
(MAINLINE)

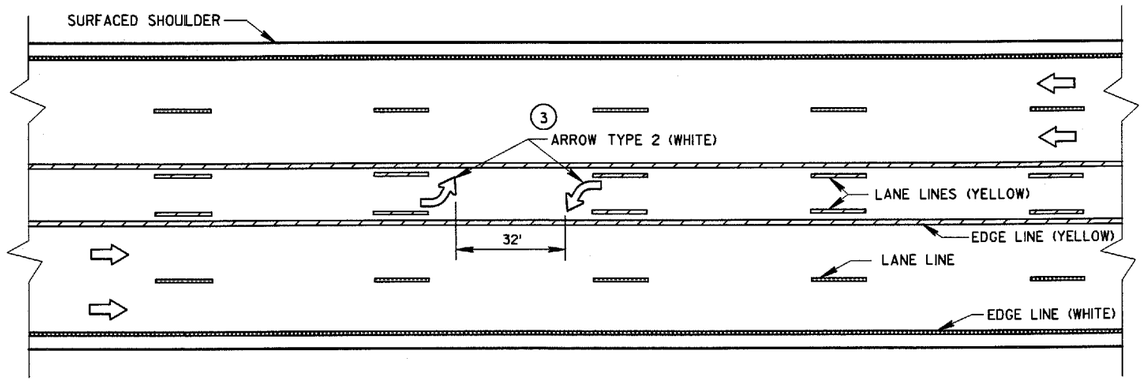
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
2-17-00
DATE
Chester J. Sparks
CHIEF SIGNS AND MARKING ENGINEER
FHWA

S.D.D. 15 C 8-9a

S.D.D. 15 C 8-9a

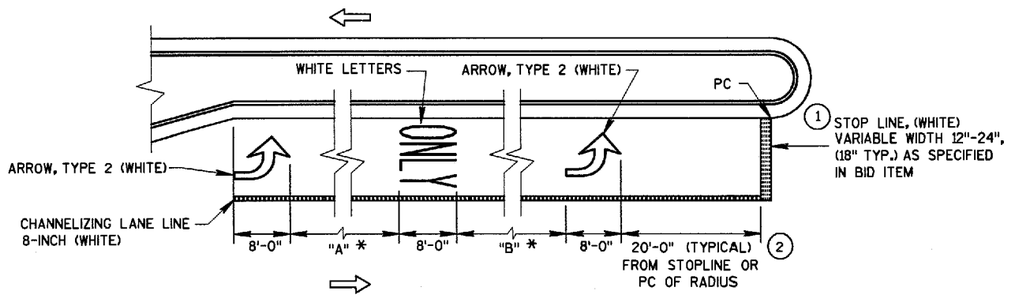
NOTE:
ARROW SYMBOL (⇨)
SHOWS DIRECTION OF TRAVEL



TWO WAY LEFT TURN LANE

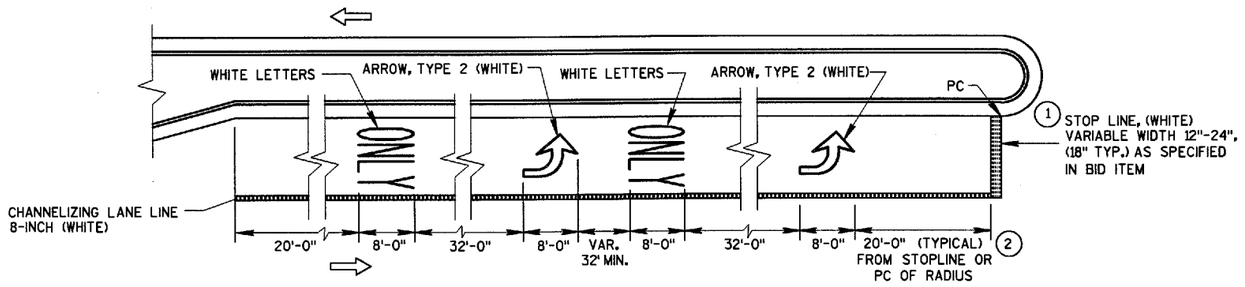
NOTES:

1. STOP BAR IS REQUIRED ONLY WHEN SPECIFIED IN THE CONTRACT.
2. DISTANCE MAY BE ADJUSTED TO ACCOMODATE SHORT LEFT TURN LANES. AS APPROVED BY THE ENGINEER.
3. A SET OF ARROWS IS REQUIRED EVERY 400' OR NEAR INTERSECTIONS OR DRIVEWAYS WITH TURNING TRAFFIC.

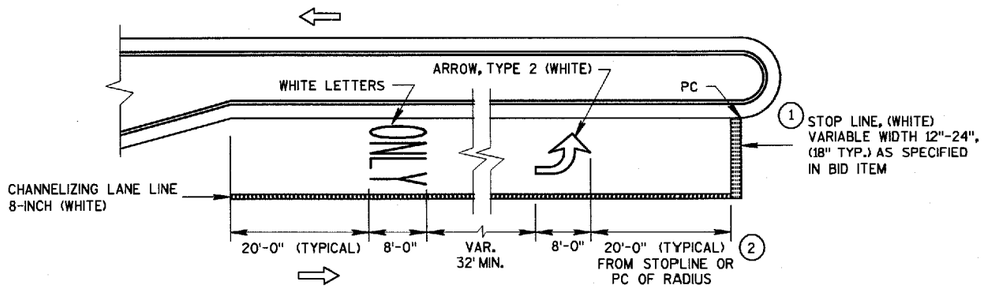


*VARIABLE, 32' MIN.
"A" = "B" (TYPICAL)

LEFT TURN LANE
(LENGTH 108' TO 167')



LEFT TURN LANE
(LENGTH OVER 167')



LEFT TURN LANE
(LENGTH UNDER 108')

PAVEMENT MARKING
(LEFT TURN LANE)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

S.D.D. 15 C 8-9d

S.D.D. 15 C 8-9d

SYMBOLS

- TRAFFIC CONTROL DRUM
- POST MOUNTED SIGN
- DIRECTION OF TRAFFIC FLOW
- ARROW BOARD IN CAUTION MODE

GENERAL NOTES

THIS DETAIL IS TYPICAL FOR CLOSING THE RIGHT SHOULDER. FOR CLOSING THE LEFT SHOULDER, REVERSE THE TRAFFIC CONTROL.

THIS DETAIL MAY BE USED FOR DIVIDED ROADWAYS WITH ANY NUMBER OF TRAVEL LANES.

THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL OF STANDARD HIGHWAY SIGNS OR THE WISCONSIN STANDARD SIGN PLATES.

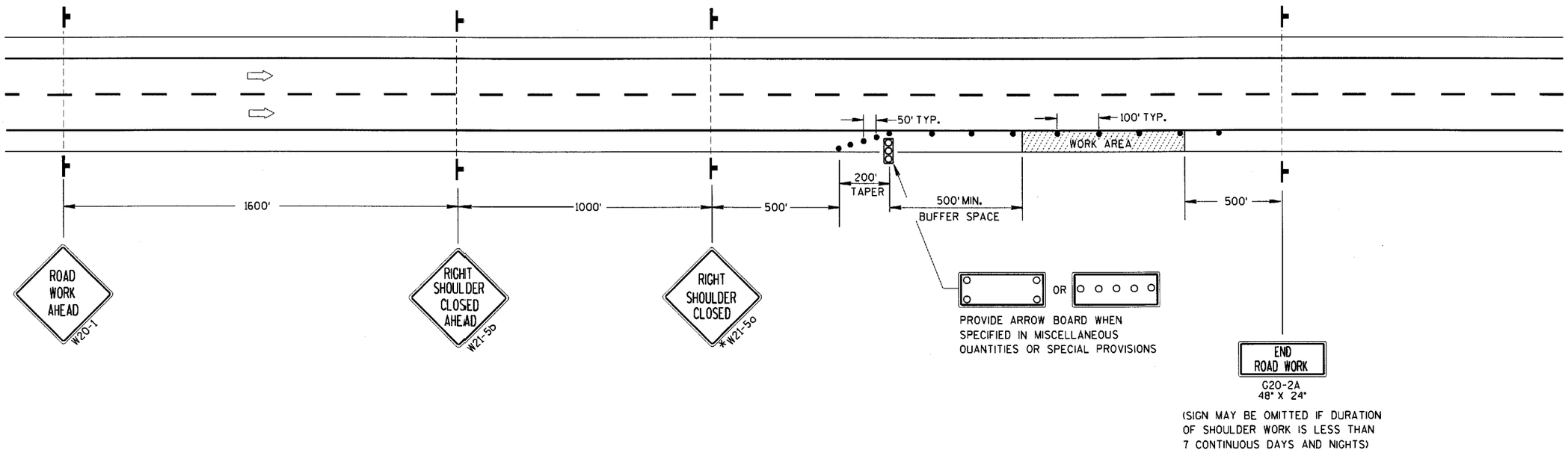
SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

CHANNELIZING DEVICES PLACED ADJACENT TO THE WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

WHEN A RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS OR AS APPROVED BY THE ENGINEER.

*FOR SHORT DURATION SHOULDER WORK OF LESS THAN ONE HOUR, THE W21-5a SIGN MAY BE OMITTED.



TRAFFIC CONTROL, SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THAN 40 MPH

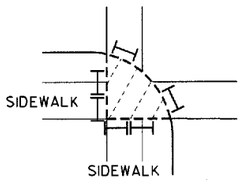
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

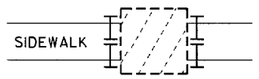
APPROVED
5/23/00 DATE
Chester J. Spang
CHIEF SIGNS AND MARKING ENGINEER
FHWA

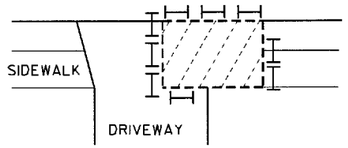
S.D.D. 15 D 27-1

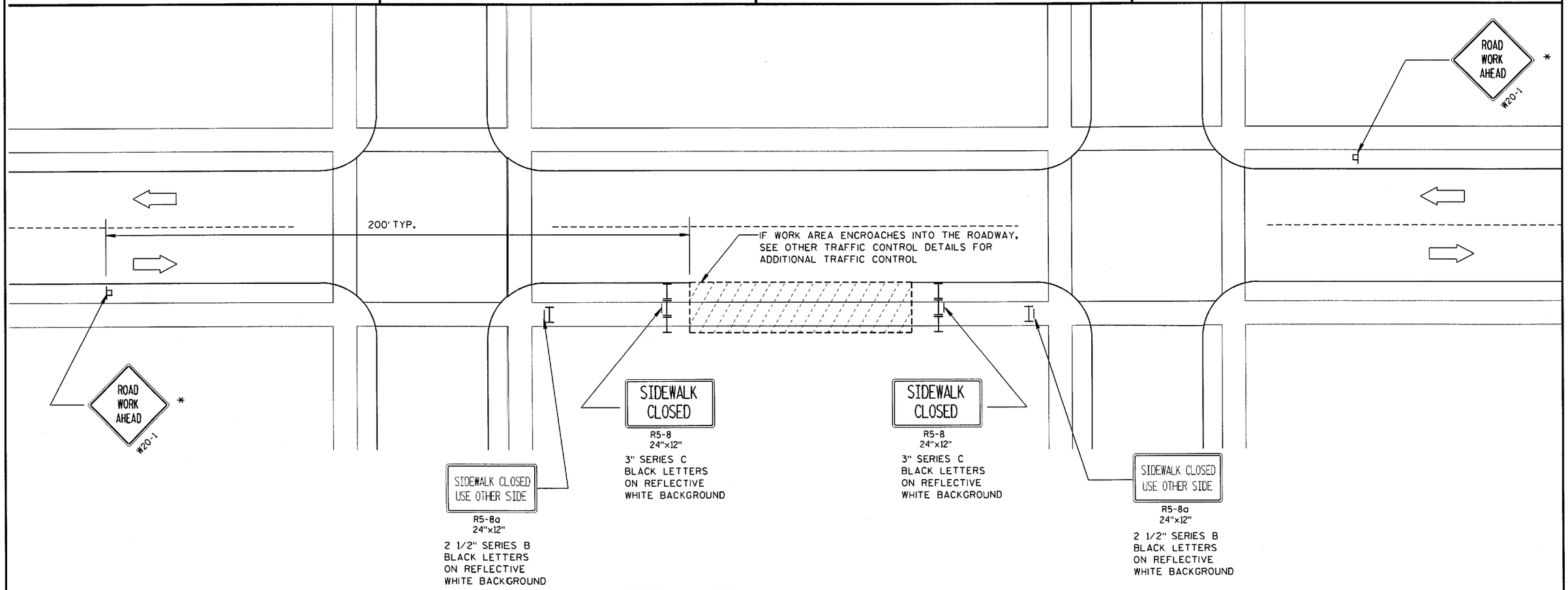
S.D.D. 15 D 27-1

WARNING OF LOCALIZED SIDEWALK WORK AREAS









LEGEND

- POST MOUNTED SIGN
- I/I — TYPE II BARRICADE WITH/WITHOUT SIGN (ALL WITH ONE WARNING LIGHT, TYPE A, LOW-INTENSITY FLASHING)
- WORK AREA
- DIRECTION OF TRAFFIC FLOW

GENERAL NOTES :

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS, 36"x36" SIGNS MAY BE USED INSTEAD OF 48"x48" SIGNS, IF APPROVED BY DISTRICT TRAFFIC UNIT.

THE EXACT LOCATION AND PLACEMENT OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS.

"WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

* "ROAD WORK AHEAD" SIGNS ARE NOT REQUIRED IF THE SIDEWALK CLOSURE OCCURS WITHIN A LARGER WORK ZONE WHERE ADVANCE WARNING SIGNS ARE ALREADY PRESENT, OR IF THE WORK AREA AND EQUIPMENT ARE MORE THAN 2 FEET BEHIND THE CURB.

WARNING SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

TRAFFIC CONTROL, SIDEWALK CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
5/23/00
DATE
Charles J. Sprang
CHIEF SIGNS AND MARKING ENGINEER
FHWA

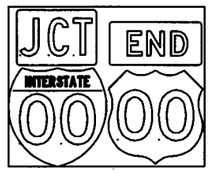
S.D.D. 15 D 30-1

S.D.D. 15 D 30-1

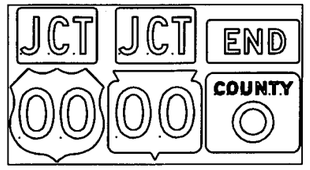
TYPICAL ASSEMBLIES



J1-1



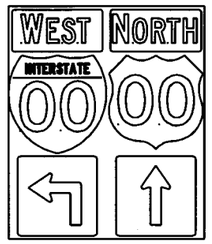
J1-2



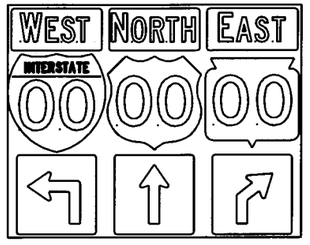
J1-3



J2-1



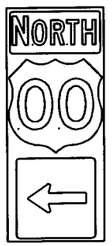
J2-2



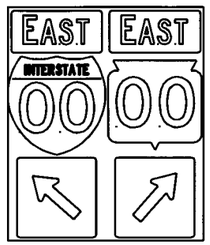
J2-3



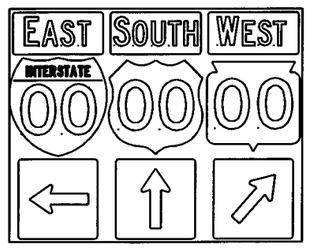
JV



J3-1



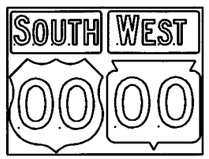
J3-2



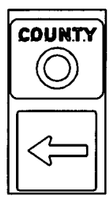
J3-3



J4-1



J4-2



J13-1



J12-1



J32-1



J33-1



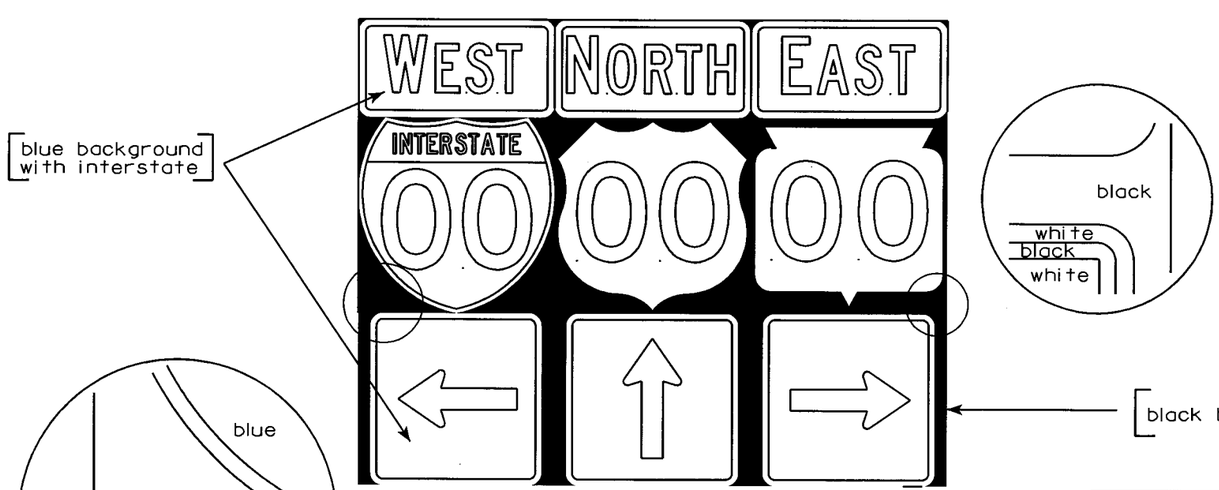
J23-1



J22-1

NOTES

1. Signs are Type II - Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Black Non-reflective
   Message - see Note 5
3. Message Series - See Note 5
4. Corners shall be square since base material is plywood.
5. The colors and message spacing on each marker shall be according to the applicable route marker panel specifications.
6. Certain marker heads require the component pieces to be the same color. As an example, all the components used with an M1-1 interstate marker shall be blue.



ROUTE MARKERS & COMPONENTS IN TYPICAL ASSEMBLIES

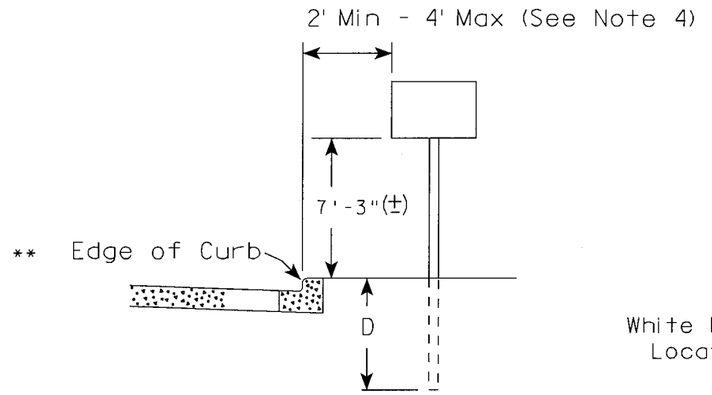
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Sprague for State Traffic Engineer

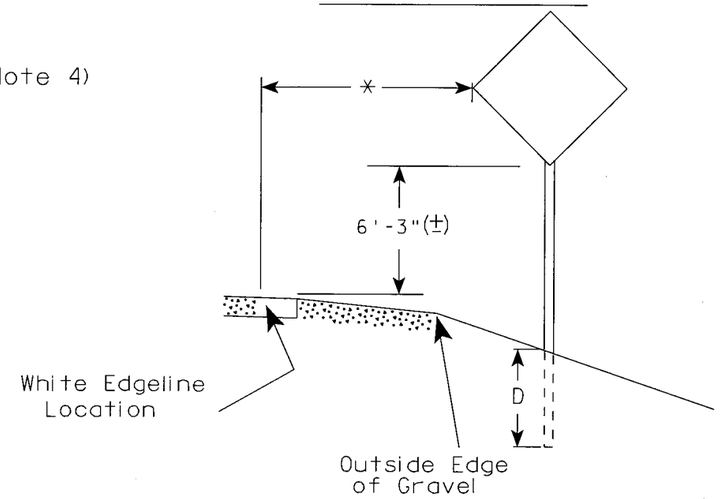
DATE 3/03/00 PLATE NO. A2-1S.2

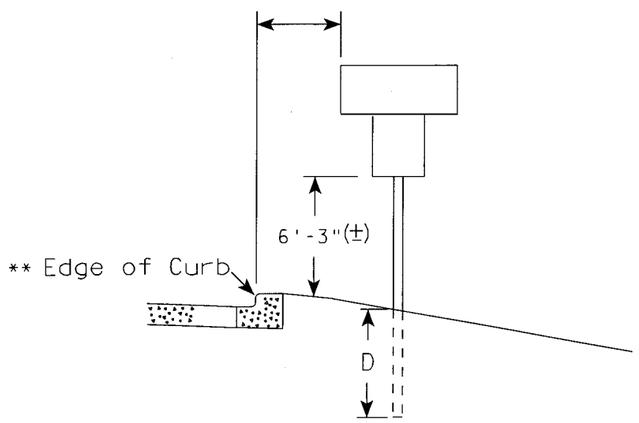
56.59.63 63
REVIS. DATE: 3/02/00
LEVELS ON • 2.3. 5.6. 10.
ORIGINATOR: SANDY ANDERSON
FILE NAME: tf_sv0plate 02.dgn PLOT SCALE: 1.0

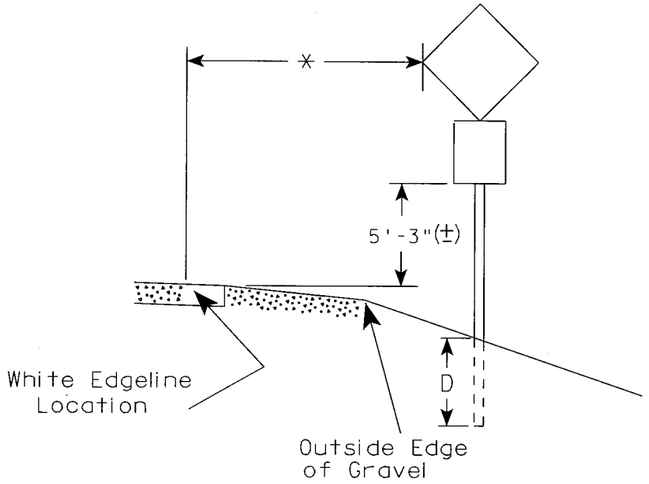
URBAN AREA



RURAL AREA (See Note 2)







GENERAL NOTES

1. Signs wider than 4 feet or larger than 20 sq. ft. shall be mounted on multiple posts. Refer to plate A4-4.
2. For expressways and freeways, mounting height is 7'- 3" (±) or 6'-3" (±) depending upon existence of a sub-sign.
3. Minimum mounting height for J assemblies (A4-5) is 7'-3" (±) or 6'-3" (±) per urban or rural detail respectively.
4. Minimum mounting height for signs mounted on traffic signal poles is 5'- 3" (±).
5. Offset distance shall be consistent with existing signs or consistent throughout length of project.
6. The (±) tolerance for mounting height is 3 inches.

POST EMBEDMENT DEPTH

Area of Sign Installation (Sq. Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically where there is sidewalk adjacent to the roadway or parking is permitted. This same criteria applies to mountable curb as well and measurement shall be taken from flow line.

* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 2/20/03 PLATE NO. A4-3.12

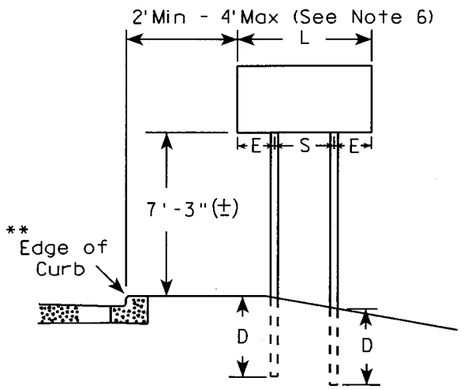
7

STATE PROJECT NUMBER:	HWY:	COUNTY:			SHEET NO: 173	E

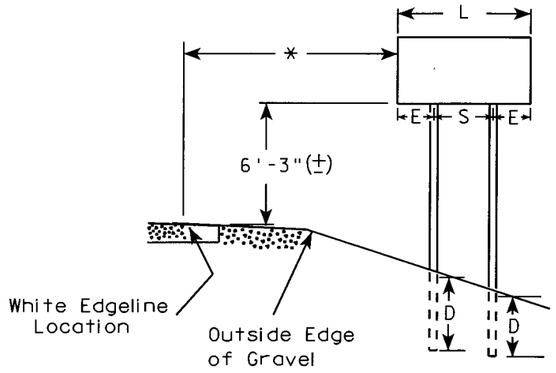
FILE NAME : C:\Users\Projects\tr_stdplate\A43.DGN PLOT DATE : 02-MAY-2003 06:43 PLOT BY : DOTDZK PLOT NAME : REV DATE : 12/20/02 Originator : Sandy Anderson PLOT SCALE : 101.632952:1.000000 WISDOT/CADDS SHEET 42

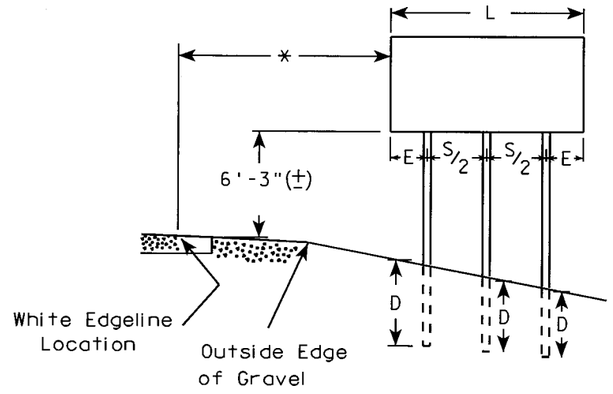
LEVELS ON • 2. 5.6. 10.11.12.13.14.15.16. 50. 57,58,59,60,61,62,63

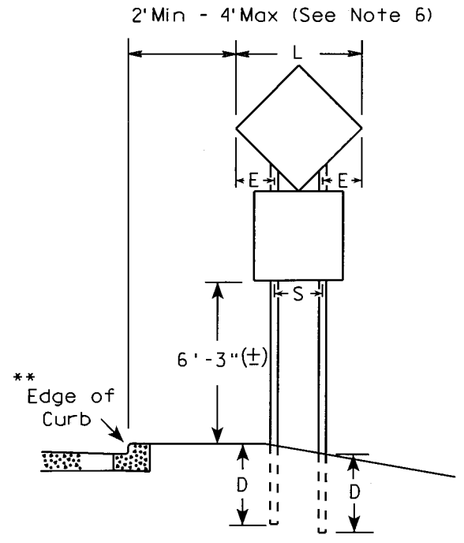
URBAN AREA

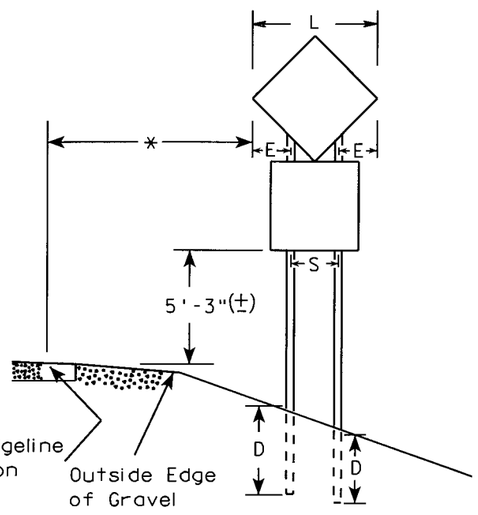


RURAL AREA (See Note 3)









GENERAL NOTES

1. For 3 post installations, spacing is S/2 and S must be greater than 7'-0".
2. For 4 post installations, spacing is S/3 and S must be greater than 10'-6".
3. For expressways and freeways, mounting height is 7'-3" (±) or 6'-3" (±) depending upon existence of sub-sign.
4. The (±) tolerance for mounting height is 3 inches.
5. Minimum mounting height for J assemblies (A4-5) is 7'-3" (±) or 6'-3" (±) per urban or rural detail respectively.
6. Offset distance shall be consistent with existing signs or consistent throughout length of project.

* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically where there is sidewalk adjacent to the roadway or parking is permitted. This same criteria applies to mountable curb as well and measurement shall be from the flow line.

DIAMOND SHAPED SIGNS		
L	S	E
Less than 60"	20"	L/2 - 10
60"--72"	32"	L/2 - 16
Greater than 72"	3 L/5	L/5

SIGN SHAPE OTHER THAN DIAMOND (Two Post Installations)		
L	S	E
Less than 60"	L-24"	12"
60" or more	3 L/5	L/5

POST EMBEDMENT DEPTH

Area of Sign Installation (Sq. Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

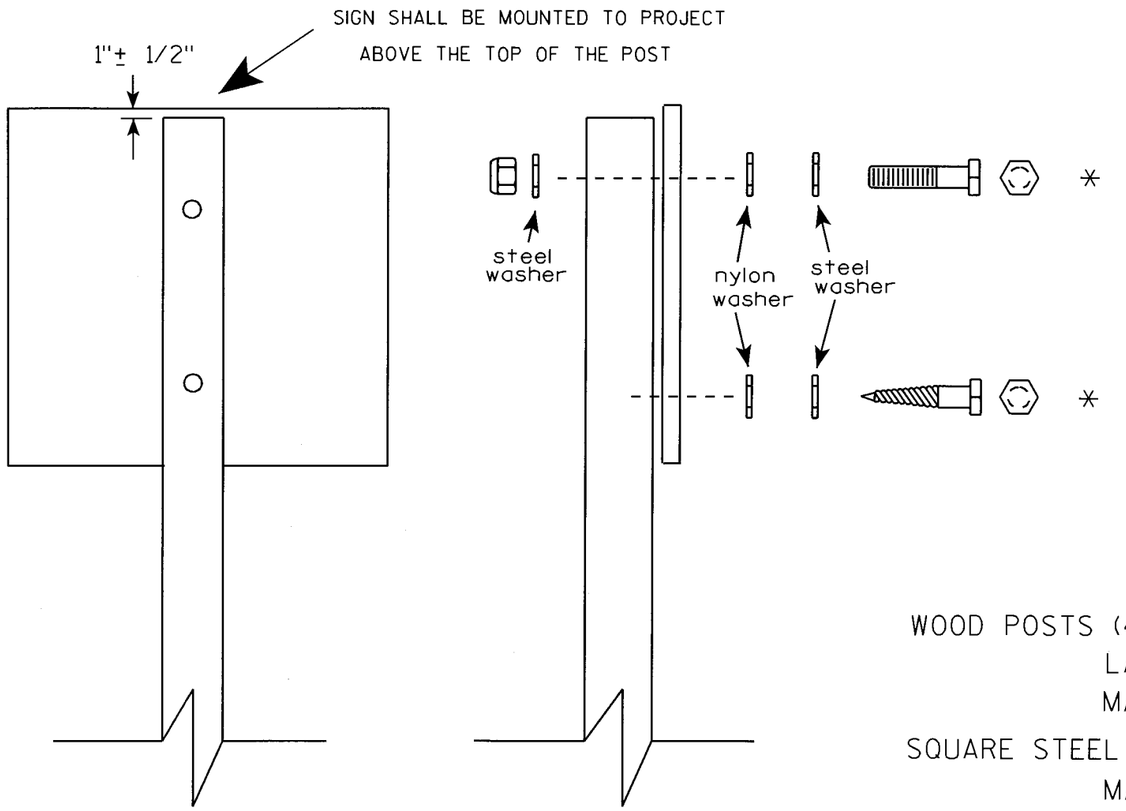
DATE 2/20/03 PLATE NO. A4-4.7

7

STATE PROJECT NUMBER:	HWY:	COUNTY:			SHEET NO: 174	E

FILE NAME : C:\Users\Projects\tr_stdplate\A44.DGN PLOT DATE : 02-MAY-2003 06:45 PLOT BY : DOTDZK PLOT NAME : ORG DATE : Originator : Sandy Anderson PLOT SCALE : 103.686747:1.000000
WISDOT/CADDS SHEET 42

57,58,59,60,63
LEVELS ON - 1,2,3, 5,6, 10,



Nuts, bolts and lags used for mounting signs shall have hexagonal heads and shall be either :

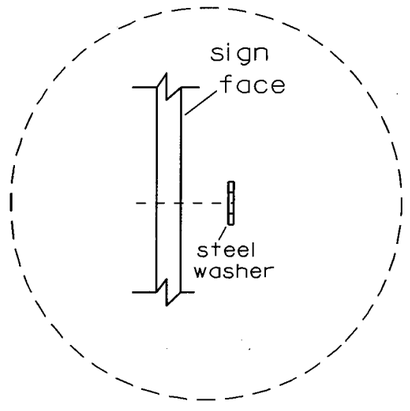
a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D, or
b. Cadmium plated in accordance with ASTM Designation : B 766 TYPE 3, Class 12, or
c. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.

Threads on bolts and nuts shall be manufactured with sufficient allowance for the cadmium plate or galvanized coating to permit the nuts to run freely on the bolts.

WOOD POSTS (4" x 4" or 4" x 6")
LAG SCREWS - 3/8" X 3"
MACHINE BOLTS - 5/16" X 6-1/2" or 7" Length w/ nuts

SQUARE STEEL POSTS (2" x 2")
MACHINE BOLTS - 3/8" X 3-1/4" Length w/ nuts

WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON for all Type H signs.



Washer Placement when Sign Has Other Than Type H or Type F Face

* Two different fastening systems are shown for illustration purposes. On any individual sign, either one or the other system shall be used. Actual number of fasteners per sign varies with the sign area, but normally there are two. For a single post installation, all signs 9 sq. ft. or larger require the use of 3 fasteners.

ATTACHMENT OF SIGNS TO POSTS

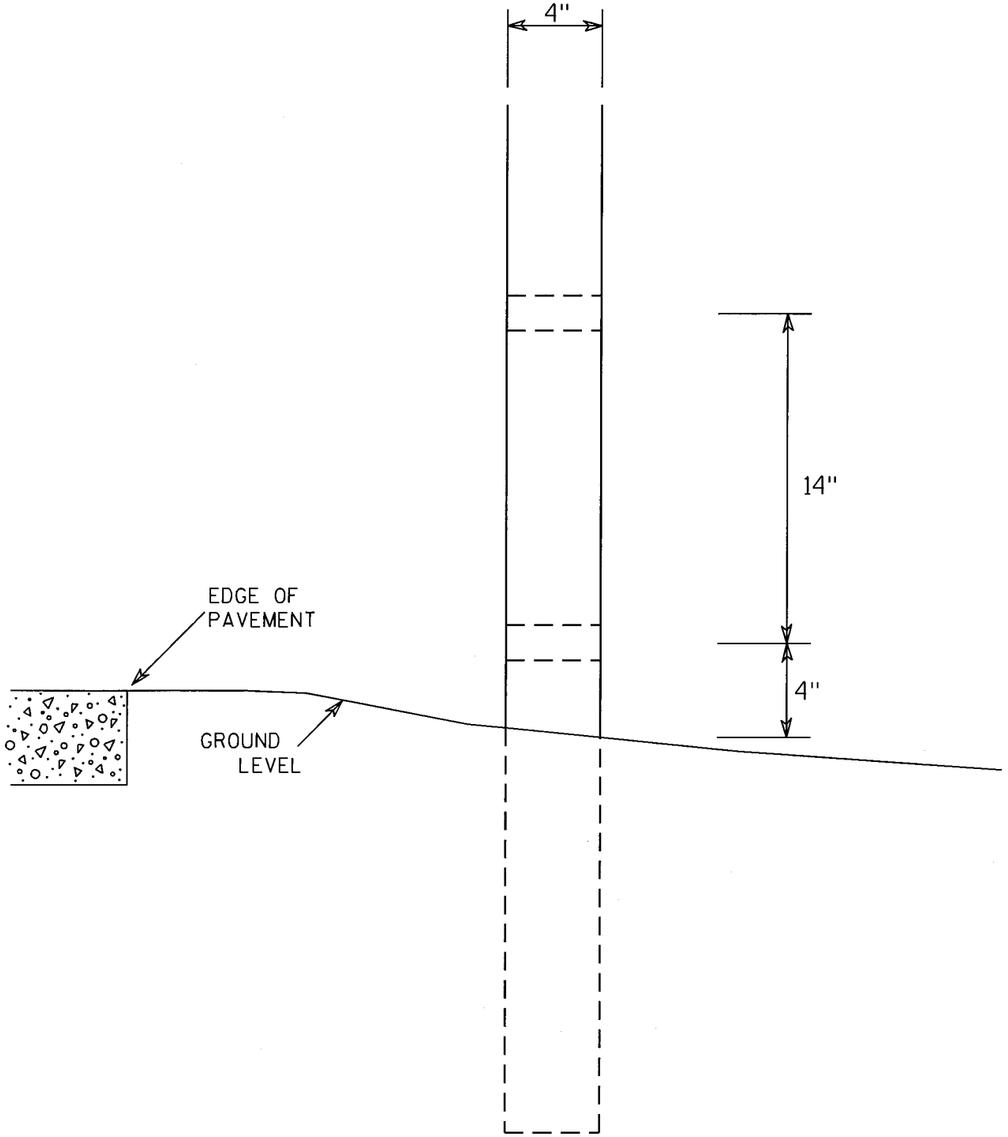
WISCONSIN DEPT OF TRANSPORTATION

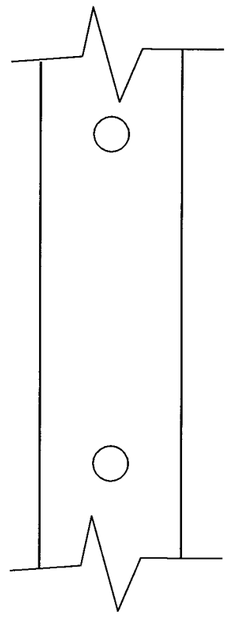
APPROVED Chester J Spang for State Traffic Engineer

DATE 4/03/02 PLATE NO. A4-8.5

STATE PROJECT NUMBER:	HWY:	COUNTY:			SHEET NO: 175	E

FILE NAME : C:\Users\Projects\tr_stdplate\A48.DGN PLOT DATE : 02-MAY-2003 06:45 ORG DATE : 1980 PLOT NAME : Originator : Sandy Anderson PLOT SCALE : 3.987952:1.000000
WISDOT/CADDS SHEET 42
LEVELS ON - 2 5 10
58,59,60,61, 63





SIDE VIEW

GENERAL NOTES

1. All 4 x 6 Wood Posts shall be modified by having two 1½" diameter holes drilled perpendicular to the roadway centerline.

4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

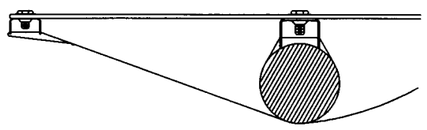
APPROVED Chester J Spang for State Traffic Engineer

DATE 3/27/97 PLATE NO. A4-11.2

SHEET NO: 176 E

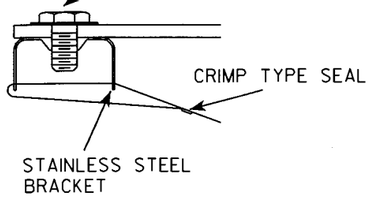
58.59.62.63
LEVELS ON · 2.3. 5.6. 10.
FILE NAME : C:±Users±Projects±tr_stdplate±A411.DGN PLOT DATE: 02-MAY-2003 06:46 ORG DATE :
Originator : Don Kluever
WISDOT/CADDS SHEET 42

BRACE BANDING

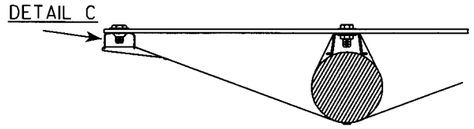


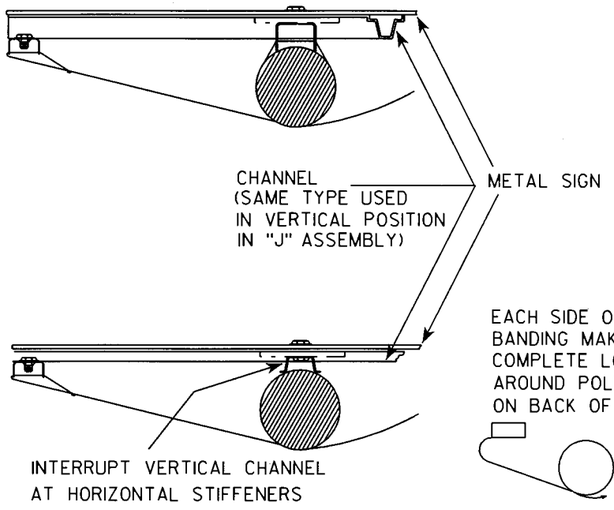
DETAIL C

CADMIUM PLATED STEEL BOLT THROUGH BLACK BORDER



DETAIL C

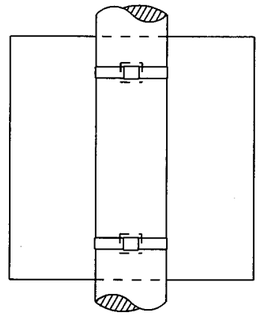


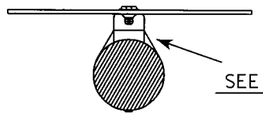


EACH SIDE OF BRACE BANDING MAKES ONE COMPLETE LOOP AROUND POLE-SEAL ON BACK OF POLE

BRACKET BANDING

SINGLE SIGN

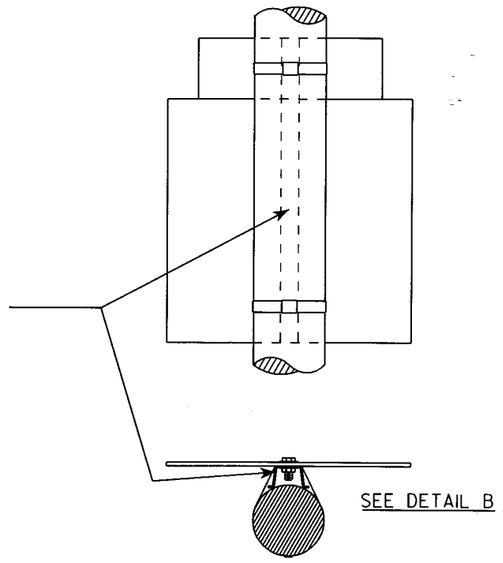


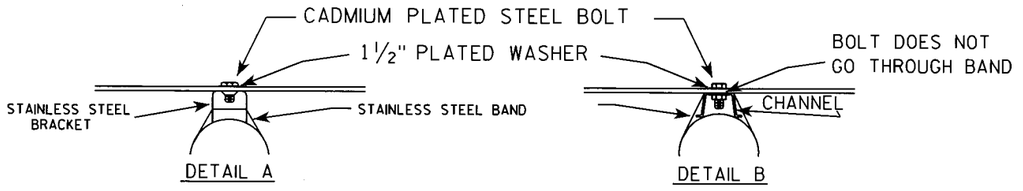


"J" ASSEMBLY

CHANNEL

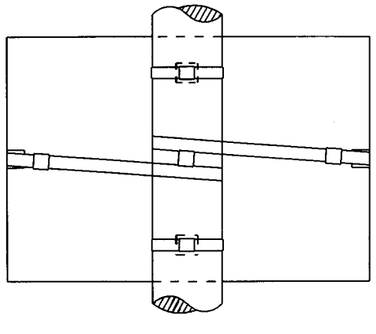
SEE TYPICAL PANEL INSTALLATION SHEET





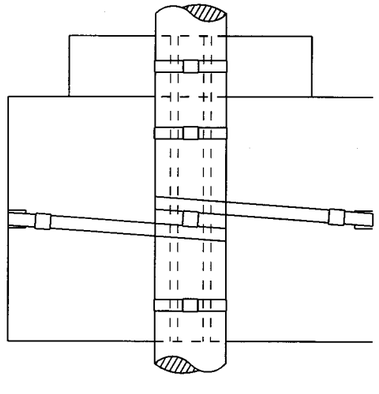
DETAIL A

DETAIL B



BRACE BANDING

BRACE BANDING SHALL BE TIGHTENED FIRMLY BUT NOT SO TIGHT AS TO APPRECIABLY CURVE FACE OF SIGN.



GENERAL NOTES

1. Signs 4' or greater in width shall have one brace band installed at the center of the sign.
2. Signs 3' or greater in height shall have three bracket bands installed. Signs less than 3' in height shall have two bracket bands installed.
3. Banding and assembly bracket shall be stainless steel. All bands shall be ¾" in width and 0.025" thickness.

STANDARD SIGN
SIGN BANDING DETAILS

WISCONSIN DEPT OF TRANSPORTATION

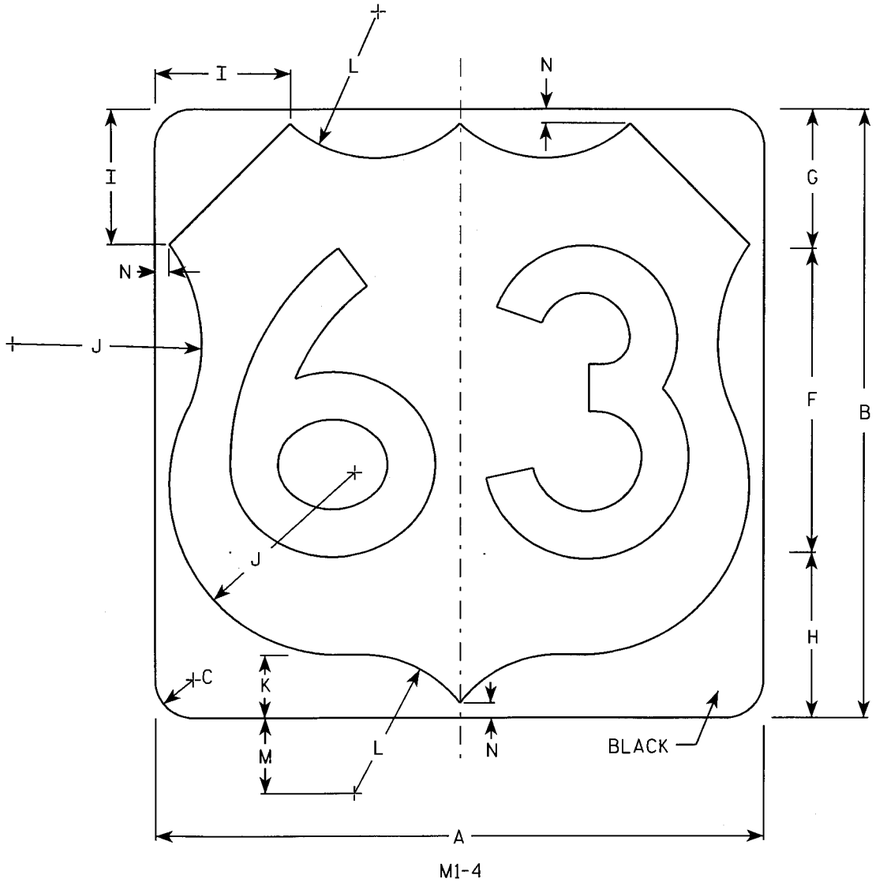
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/03/03 PLATE NO. A5-9.1

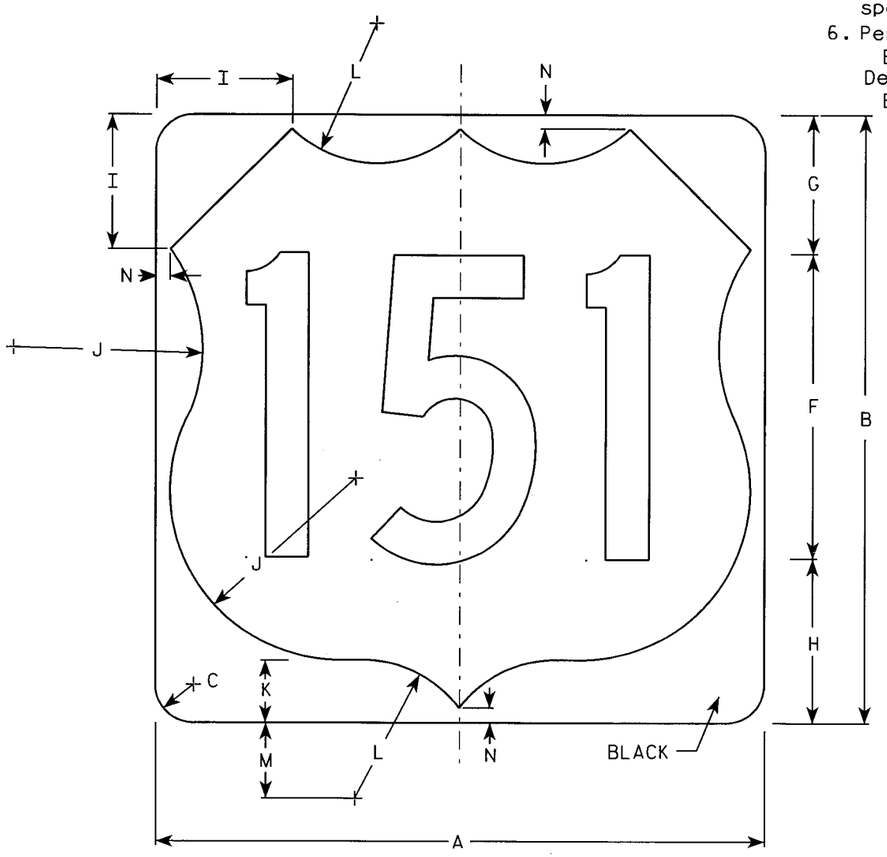
STATE PROJECT NUMBER:	HWY:	COUNTY:			SHEET NO: 177	E

7

LEVELS ON • 2.3.4.5.6.7. 10.
57.58.59.60. 63
FILE NAME : C:\Users\Projects\tr_stdplate\A59.DGN PLOT DATE : 02-MAY-2003 06:46 PLOT BY : DOTDZK PLOT NAME : ORG DATE : Feb 2003 Originator : Sandy Anderson PLOT SCALE : 35.891566:1.000000
WISDOT/CADDS SHEET 42



M1-4



M1-4

NOTES

1. Sign is Type II - See Note 6 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White & Black - See Note 6
   Message - Black
3. Message Series - See note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals and adjust spacing as per Plate A10-1.
6. Permanent Signs
   Background - Type H Reflective
   Detour or other temporary signs
   Background - Reflective

Metric equivalent for this sign is:

SIZE	
1	
2	600 mm X 600 mm
3	900 mm X 900 mm
4	900 mm X 900 mm
5	900 mm X 900 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1																												
2	24	24	1 1/2			12	5 1/2	6 1/2	5	7 1/2	2 1/2	5 1/2	3	1/2													4.0	.36
3	36	36	2 1/4			18	8 1/4	9 1/4	7 1/4	11 1/4	3 3/4	8 1/4	4 1/2	3/4													9.0	.81
4	36	36	2 1/4			18	8 1/4	9 1/4	7 1/4	11 1/4	3 3/4	8 1/4	4 1/2	3/4													9.0	.81
5	36	36	2 1/4			18	8 1/4	9 1/4	7 1/4	11 1/4	3 3/4	8 1/4	4 1/2	3/4													9.0	.81

USH MARKER
M1-4 FOR ASSEMBLIES

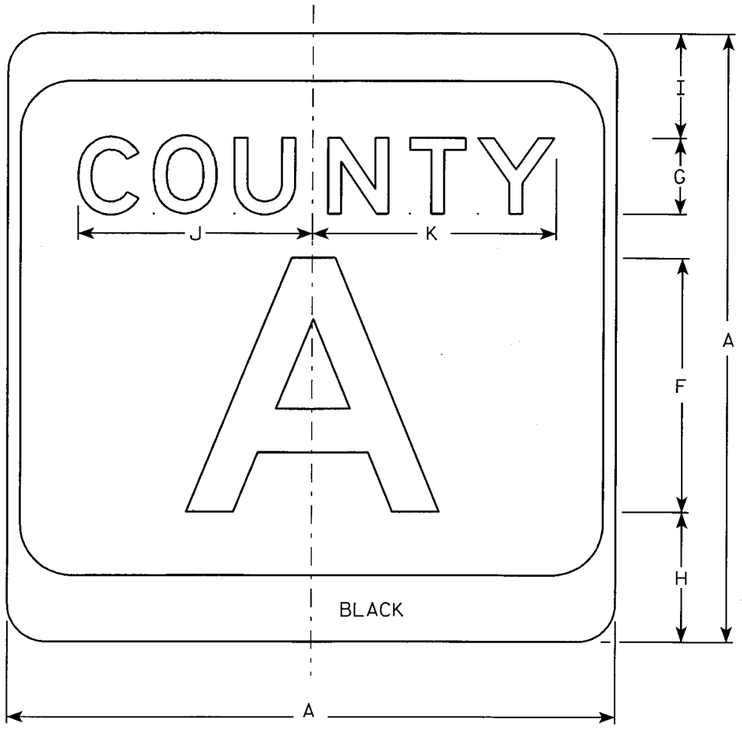
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang for State Traffic Engineer

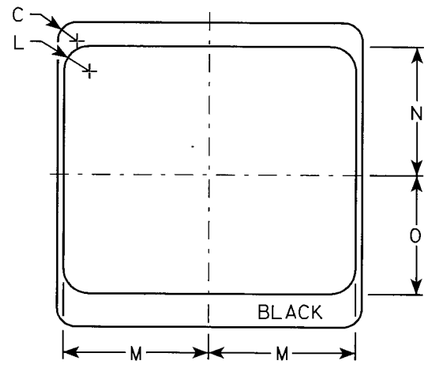
DATE 3/19/02 PLATE NO. M1-4.8

STATE PROJECT NUMBER:

SHEET NO: 178 E



M1-5A



NOTES

1. Sign is Type II - see Note 7 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White & Black - See Note 7
   Message - Black
3. Message Series - see Note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Message Series E for 1 letter.
   Message Series D for 2 letters unless message is too big then Series C.
   Message Series C for 3 letters unless message is too big then Series B.
6. Substitute appropirate letters & optically adjust spacing to achieve proper balance.
7. Permanent Signs
   Background - Type H Reflective
   Detour or temporary Signs
   Background - Reflective

Metric equivalent for this sign is:

SIZE	
1	
2	600 mm X 600 mm
3	900 mm X 900 mm
4	900 mm X 900 mm
5	900 mm X 900 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m²
1																												
2	24		1 1/2			10	3	5 1/8	4 1/8	9 1/4	9 5/8	2	11 1/2	10 1/8	9 3/8												4.0	.36
3	36		2 1/4			16	4	7 5/8	5 5/8	12 1/4	12 7/8	3	17 1/8	15 1/4	14												9.0	.81
4	36		2 1/4			16	4	7 5/8	5 5/8	12 1/4	12 7/8	3	17 1/8	15 1/4	14												9.0	.81
5	36		2 1/4			16	4	7 5/8	5 5/8	12 1/4	12 7/8	3	17 1/8	15 1/4	14												9.0	.81

CTH MARKER
M1-5A FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spong for State Traffic Engineer

DATE 3/20/02 PLATE NO. M1-5A.7

STATE PROJECT NUMBER:

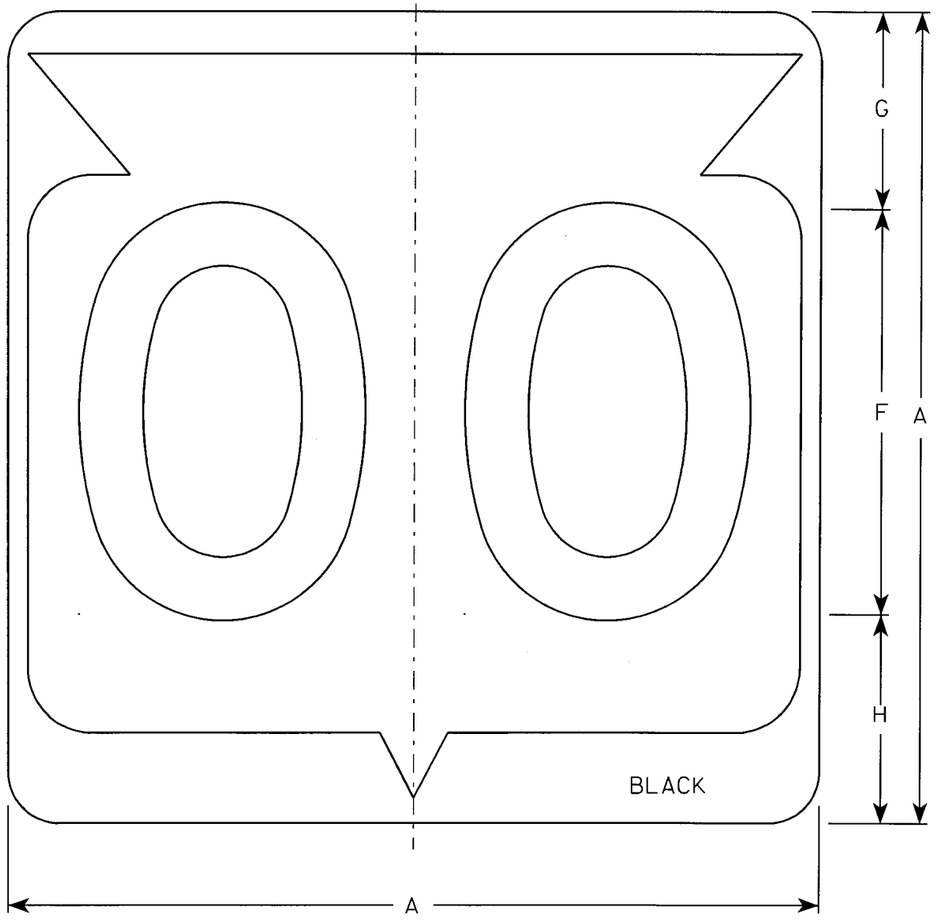
SHEET NO: 179 E

58,59,60,61,62,63

LEVELS ON - 2.3. 5.6. 10.

FILE NAME : C:\Users\Projects\tr_stdplate\M15A.DGN PLOT DATE : 02-MAY-2003 06:53 ORG DATE : 1980 Originator : Sandy Anderson

WISDOT/CADDS SHEET 42



M1-6

NOTES

1. Sign is Type II - See Note 6 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White & Black - See Note 6
   Message - Black
3. Message Series - See note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate Series numerals and adjust spacing as per plate A10-1.
6. Permanent Signs
   Background - Type H Reflective
   Detour or temporary Signs
   Background - Reflective

Metric equivalent for this sign is:

SIZE	
1	
2	600 mm X 600 mm
3	900 mm X 900 mm
4	900 mm X 900 mm
5	900 mm X 900 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1																												
2	24		1 1/2			12	5 1/2	6 1/2	10 1/4	2 1/2	8 7/8	11 1/2	1	1 7/8	11 1/4	21 7/8											4.0	.36
3	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0	.81
4	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0	.81
5	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0	.81

STATE ROUTE MARKER
M1-6 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

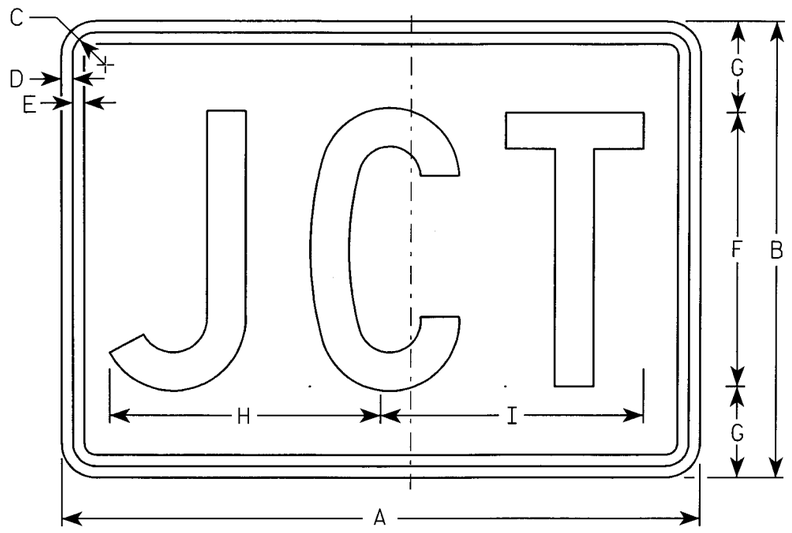
APPROVED Chester J Spang for State Traffic Engineer

DATE 3/20/02 PLATE NO. M1-6.9

STATE PROJECT NUMBER:

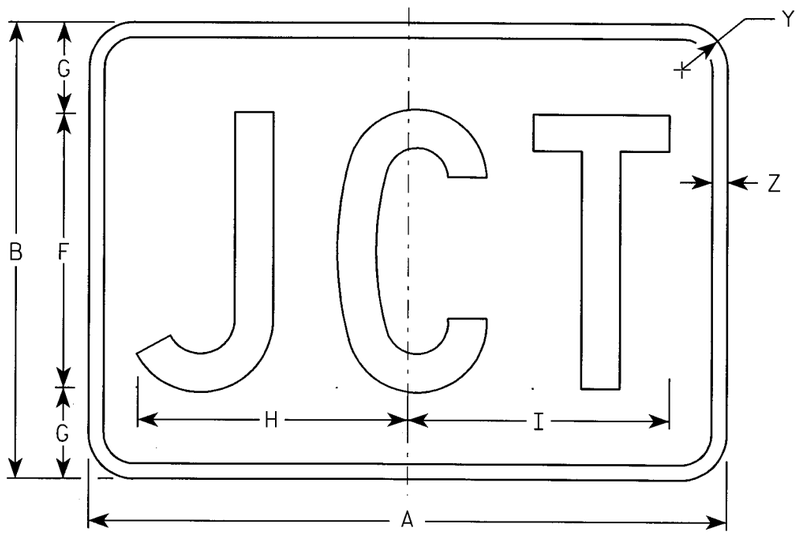
SHEET NO: 180 E

58.59.61.62.63
LEVELS ON - 2.3. 5.6. 10.



M2-1
MK2-1
MM2-1*
MR2-1

*See Note 6



MB2-1
MG2-1
MN2-1

NOTES

1. Sign is Type II - See Note 5 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M2-1 Background - White - Type H Reflective
   (Detour or temporary Signs - Reflective)
   Message - Black
   MB2-1 Background - Blue
   Message - White - Type H Reflective
   (Detour or temporary Signs - Reflective)
   MG2-1 Background - Green
   Message - White - Type H Reflective
   MK2-1 Background - Green
   Message - White - Type H Reflective
   MM2-1 Background - White - Type H Reflective
   Message - Green
   MN2-1 Background - Brown
   Message - White - Type H Reflective
   MR2-1 Background - Brown
   Message - Yellow - Type H Reflective
6. Border shall be omitted on MM2-1.

Metric equivalent for this sign is:

SIZE	
1	
2	525 mm X 375 mm
3	750 mm X 525 mm
4	750 mm X 525 mm
5	750 mm X 525 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1																												
2	21	15	1 1/8	3/8	3/8	9	3	8 7/8	8 5/8																1 1/2	1/2	2.20	0.20
3	30	21	1 1/8	3/8	3/8	13	4	12 7/8	12 3/8																1 1/2	1/2	4.40	0.20
4	30	21	1 1/8	3/8	3/8	13	4	12 7/8	12 3/8																1 1/2	1/2	4.40	0.20
5	30	21	1 1/8	3/8	3/8	13	4	12 7/8	12 3/8																1 1/2	1/2	4.40	0.20

STANDARD SIGN
M2-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang
for State Traffic Engineer

DATE 3/20/02 PLATE NO. M2-1.9

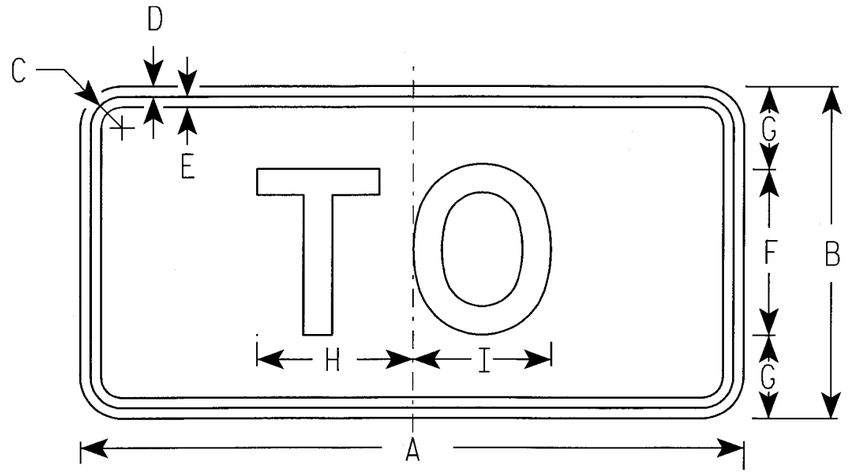
STATE PROJECT NUMBER:

SHEET NO: 181 E

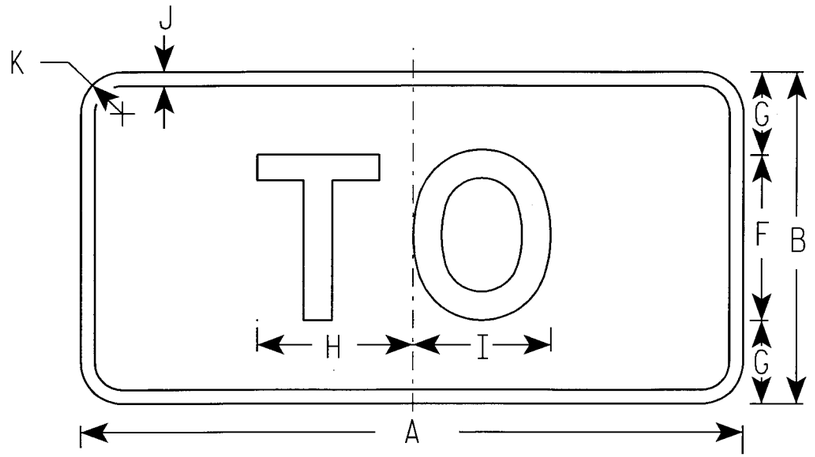
58,59,60,61,62,63 NO. 2.3. 5.6. LEVELS ON

FILE NAME : C:\Users\Projects\tr_stdplate\M21.DGN PLOT DATE : 02-MAY-2003 06:52 ORG DATE : 10/19/00 Originator : Sandy Anderson

WISDOT/CADDS SHEET 42



M4-5
MK4-5
MM4-5 *See Note 6



MB4-5
MG4-5
MN4-5

NOTES

1. Sign is Type II - See Note 5 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M4-5 Background - White - Type H Reflective (Detour or temporary Signs - Reflective)
   Message - Black
   MB4-5 Background - Blue
   Message - White - Type H Reflective (Detour or temporary Signs - Reflective)
   MG4-5 Background - Green
   Message - White - Type H Reflective
   MK4-5 Background - Green
   Message - White - Type H Reflective
   MM4-5 Background - White - Type H Reflective
   Message - Green
   MN4-5 Background - Brown
   Message - White - Type H Reflective
6. Border shall be omitted on MM series.

Metric equivalent for this sign is:

SIZE	
1	
2	600 mm X 300 mm
3	750 mm X 375 mm
4	750 mm X 375 mm
5	750 mm X 375 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1																												
2	24	12	1 1/8	3/8	3/8	6	3	5 5/8	5	1/2	1 1/2																2.00	0.18
3	30	15	1 3/8	3/8	1/2	8	3 1/2	7 1/2	6 5/8	1/2	1 1/2																3.13	0.28
4	30	15	1 3/8	3/8	1/2	8	3 1/2	7 1/2	6 5/8	1/2	1 1/2																3.13	0.28
5	30	15	1 3/8	3/8	1/2	8	3 1/2	7 1/2	6 5/8	1/2	1 1/2																3.13	0.28

STANDARD SIGN
M4-5

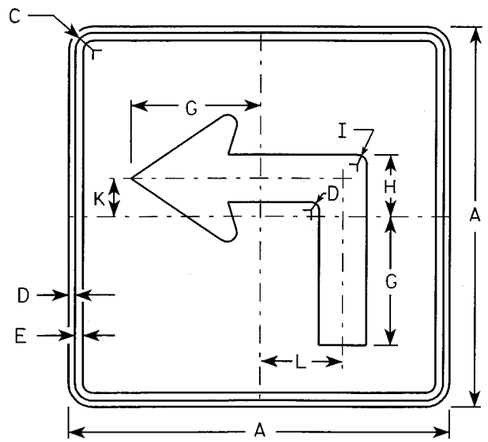
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang for State Traffic Engineer
DATE 3/20/02 PLATE NO. M4-5.4

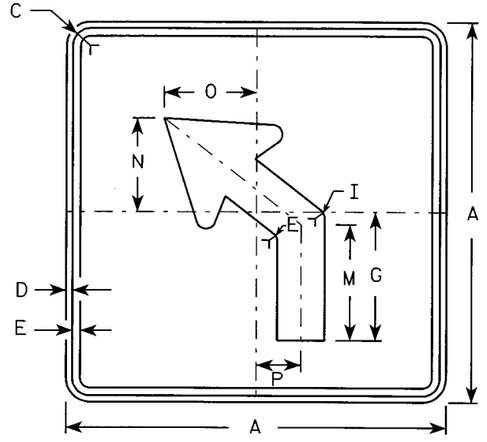
STATE PROJECT NUMBER:

SHEET NO: 182 E

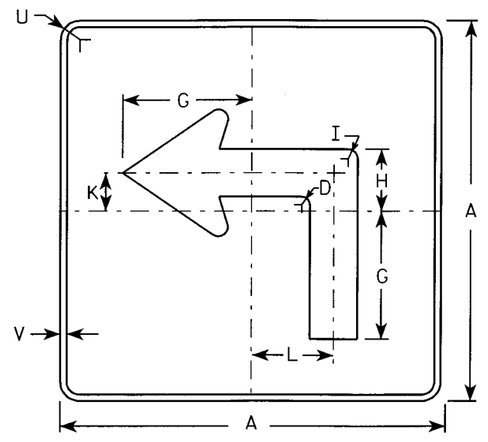
58.59 60.61.62.63
LEVELS ON - 2.3. 5.6. 10.



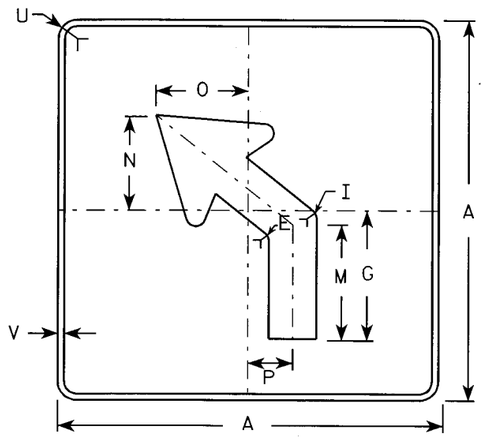
M5-1L
MK5-1L
MM5-1L (See Note 7)
MO5-1L
MR5-1L



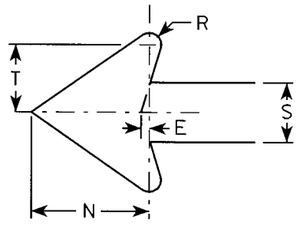
M5-2L
MK5-2L
MM5-2L (See Note 7)
MO5-2L
MR5-2L



MB5-1L
MG5-1L
MN5-1L



MB5-2L
MG5-2L
MN5-2L



NOTES

1. Signs are Type II - See Note 4 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M5-1 and M5-2 Background - White - Type H Reflective (Detour or temporary Signs - Reflective) Message - Black
   MB5-1 and MB5-2 Background - Blue Message - White - Type H Reflective (Detour or temporary Signs - Reflective)
   MG5-1 and MG5-2 Background - Green Message - White - Type H Reflective
   MK5-1 and MK5-2 Background - Green Message - White Type H Reflective
   MM5-1 and MM5-2 Background - White - Type H Reflective Message - Green
   MN5-1 and MN5-2 Background - Brown Message - White - Type H Reflective
   MO5-1 and MO5-2 Background - Orange - Reflective Message - Black
   MR5-1 and MR5-2 Background - Brown Message - Yellow - Type H Reflective
5. M5-1R same as M5-1L except arrow points right.
6. M5-2R same as M5-2L except arrow tilts right.
7. Border shall be omitted on MM series.

Metric equivalent for this sign is:

SIZE	
1	
2	525 mm X 525 mm
3	750 mm X 750 mm
4	750 mm X 750 mm
5	750 mm X 750 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1																												
2	21		1 1/8	3/8	3/8		7	3 3/8	5/8		2 1/8	4 1/2	6 3/8	5 1/4	5	2 1/2		1/2	2 5/8	3	1 1/2	1/2					3.06	0.28
3	30		1 3/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4	1 7/8	1/2					6.25	0.56
4	30		1 3/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4	1 7/8	1/2					6.25	0.56
5	30		1 3/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4	1 7/8	1/2					6.25	0.56

STANDARD SIGN
M5-1 & M5-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew L Rauch
for State Traffic Engineer

DATE 2/03/03 PLATE NO. M5-1.10

STATE PROJECT NUMBER:

SHEET NO: 183 E

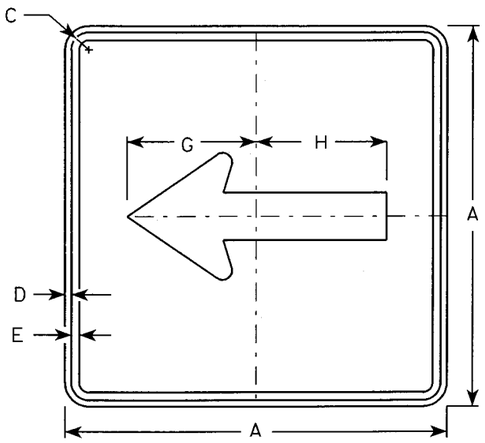
7

57.58.59.60.61.62.63

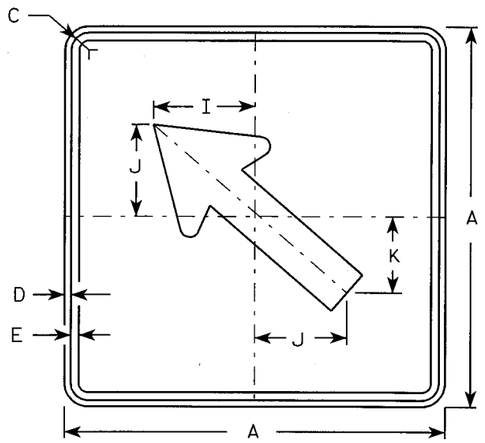
LEVELS ON - 2.3. 5.6. 10.

FILE NAME : C:\Users\Projects\tr_stdplate\M51.DGN PLOT DATE : 02-MAY-2003 07:02 PLOT BY : DOTDZK REV DATE : 2/04/03 Originator : DON KLUEVER

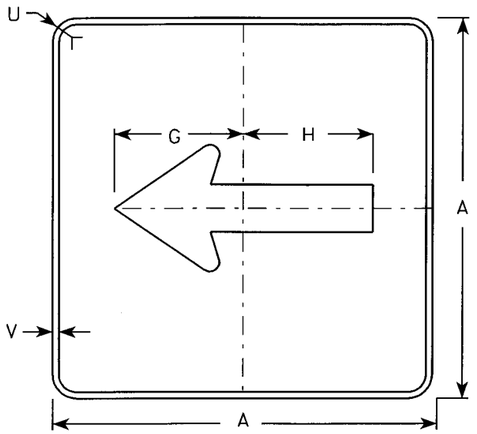
WISDOT/CADDS SHEET 42



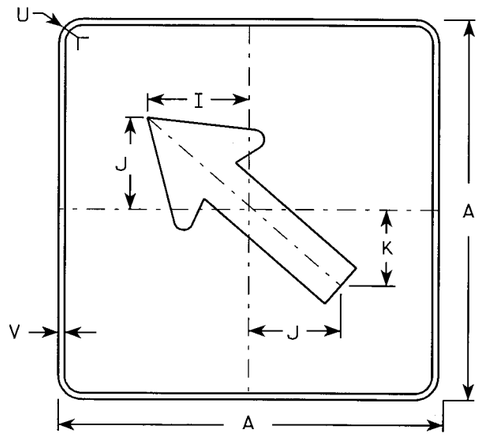
M6-1
MK6-1
MM6-1 (See Note 5)
MO6-1
MR6-1



M6-2
MK6-2
MM6-2 (See Note 5)
MO6-2
MR6-2



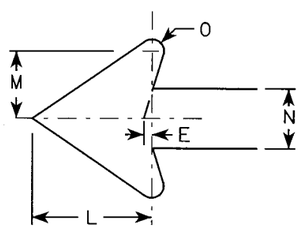
MB6-1
MG6-1
MN6-1



MB6-2
MG6-2
MN6-2

NOTES

1. Signs are Type II - See Note 4 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M6-1 and M6-2 Background - White - Type H Reflective (Detour or temporary Signs - Reflective) Message - Black
   MB6-1 and MB6-2 Background - Blue Message - White - Type H Reflective (Detour or temporary Signs - Reflective)
   MG6-1 and MG6-2 Background - Green Message - White - Type H Reflective
   MK6-1 and MK6-2 Background - Green Message - White - Type H Reflective
   MM6-1 and MM6-2 Background - White - Type H Reflective Message - Green
   MN6-1 and MN6-2 Background - Brown Message - White - Type H Reflective
   MO6-1 and MO6-2 Background - Orange - Reflective Message - Black
   MR6-1 and MR6-2 Background - Brown Message - Yellow - Type H Reflective
5. Border shall be omitted on MM series.



Metric equivalent for this sign is:

SIZE	
1	
2	525 mm X 525 mm
3	750 mm X 750 mm
4	750 mm X 750 mm
5	750 mm X 750 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1																												
2	21		1 1/8	3/8	3/8		7 1/2	7 1/8	5 5/8	5	4 1/4	5 1/4	3	2 5/8	1/2						1 1/2	1/2					3.06	0.28
3	30		1 3/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2					6.25	0.56
4	30		1 3/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2					6.25	0.56
5	30		1 3/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2					6.25	0.56

STANDARD SIGN M6-1 & M6-2 SERIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang for State Traffic Engineer

DATE 3/20/02 PLATE NO. M6-1.11

STATE PROJECT NUMBER:

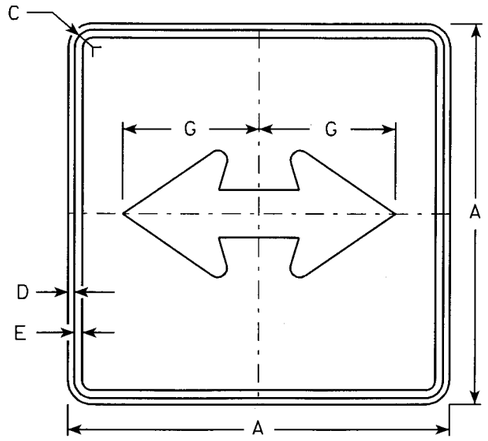
SHEET NO: 184 E

LEVELS ON - 2,3, 5,6, 10,

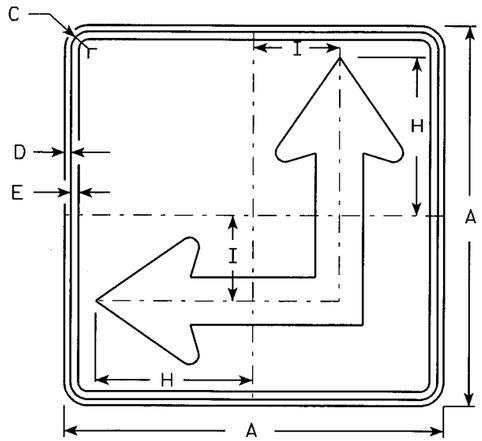
58,59,60,61,62,63

FILE NAME : C:\Users\Projects\tr_stdplate\M61.DGN PLOT DATE : 02-MAY-2003 07:05 ORG DATE : 1980 Originator : Sandy Anderson

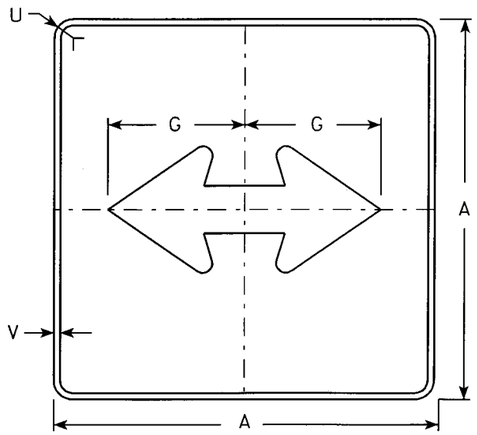
WISDOT/CADDS SHEET 42



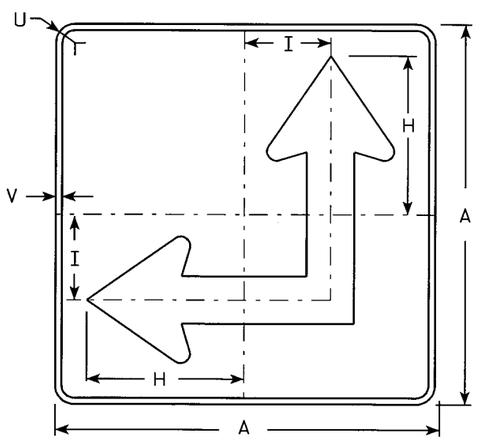
M6-4
MK6-4
MM6-4 (See Note 5)
MO6-4
MR6-4



M6-6
MK6-6
MM6-6 (See Note 5)
MO6-6
MR6-6



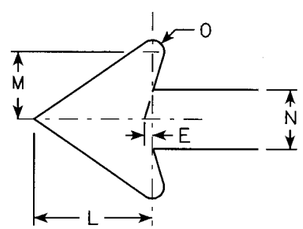
MB6-4
MG6-4
MN6-4



MB6-6
MG6-6
MN6-6

NOTES

1. Signs are Type II - See Note 4 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - See Note 4
   Message - See Note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M6-4 and M6-6 Background - White - Type H Reflective (Detour or temporary Signs - Reflective)
   Message - Black
   MB6-4 and MB6-6 Background - Blue
   Message - White - Type H Reflective (Detour or temporary Signs - Reflective)
   MG6-4 and MG6-6 Background - Green
   Message - White - Type H Reflective
   MK6-4 and MK6-6 Background - Green
   Message - White - Type H Reflective
   MM6-4 and MM6-6 Background - White - Type H Reflective
   Message - Green
   MN6-4 and MN6-6 Background - Brown
   Message - White - Type H Reflective
   MO6-4 and MO6-6 Background - Orange - Reflective
   Message - Black
   MR6-4 and MR6-6 Background - Brown
   Message - Yellow - Type H Reflective
5. M6-6R same as M6-6L except arrow points ahead and right.
6. Border shall be omitted on MM series.



Metric equivalent for this sign is:

SIZE	
1	
2	525 mm X 525 mm
3	750 mm X 750 mm
4	750 mm X 750 mm
5	750 mm X 750 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1																												
2	21		1 1/8	3/8	3/8		7 1/2	8 3/4	4 1/4			5 1/4	3	2 5/8	1/2						1 1/2	1/2					3.06	0.28
3	30		1 3/8	1/2	5/8		10 3/4	12 1/2	6 3/4			7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2					6.25	0.56
4	30		1 3/8	1/2	5/8		10 3/4	12 1/2	6 3/4			7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2					6.25	0.56
5	30		1 3/8	1/2	5/8		10 3/4	12 1/2	6 3/4			7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2					6.25	0.56

STANDARD SIGN M6-4 & M6-6 SERIES

WISCONSIN DEPT OF TRANSPORTATION

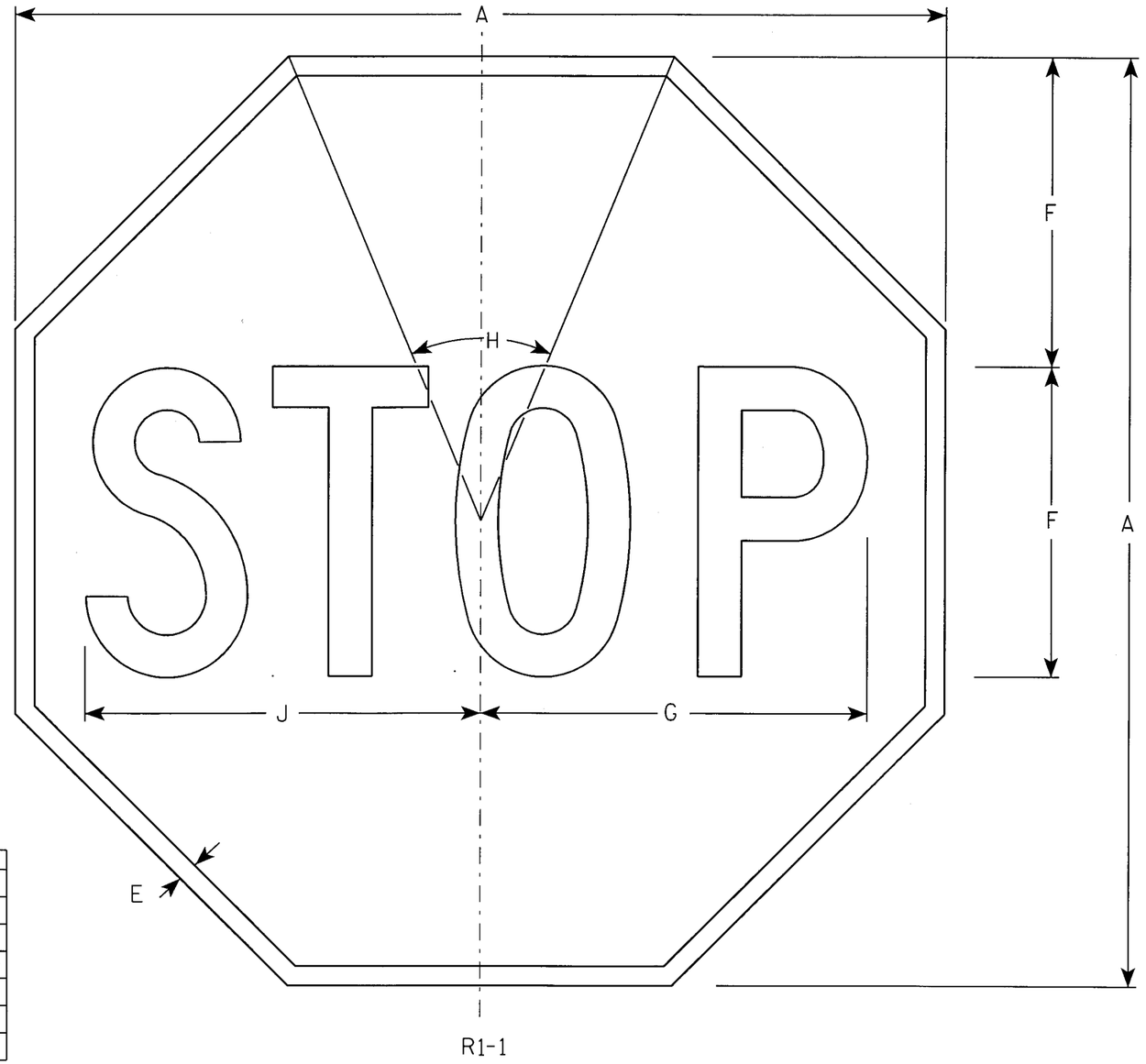
APPROVED Chester J Spang for State Traffic Engineer

DATE 3/20/02 PLATE NO. M6-4.6

STATE PROJECT NUMBER:

SHEET NO: 185 E

LEVELS ON • 2.3. 5.6. 10.
58.59.62.6i.62.63



R1-1

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Red
   Message - White
3. Message Series - C

Metric equivalent for this sign is:

SIZE	
1	600 mm X 600 mm
2	750 mm X 750 mm
3	900 mm X 900 mm
4	1200 mm X 1200 mm
5	1200 mm X 1200 mm
6	450 mm X 450 mm
7	300 mm X 300 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1	24				3/8	8	10	45°		10 1/4																	3.31	0.31
2	30				5/8	10	12 1/2	45°		12 3/4																	5.18	0.48
3	36				3/4	12	15	45°		15 3/8																	7.46	0.69
4	48				1	16	20	45°		20 1/2																	13.25	1.23
5	48				1	16	20	45°		20 1/2																	13.25	1.23
6	18				3/8	6	7 3/4	45°		7 3/4																	1.86	0.17
7	12				1/4	4	5	45°		5 1/8																	0.78	0.07

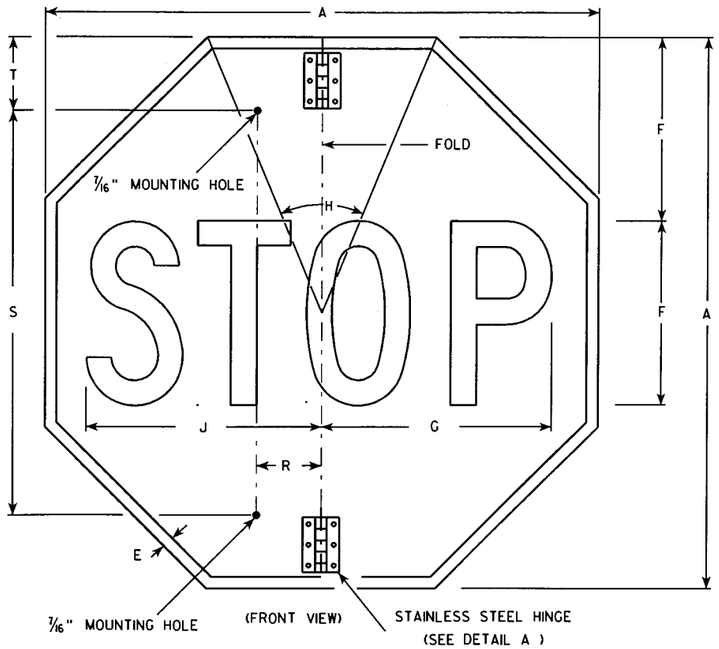
STANDARD SIGN
R1-1

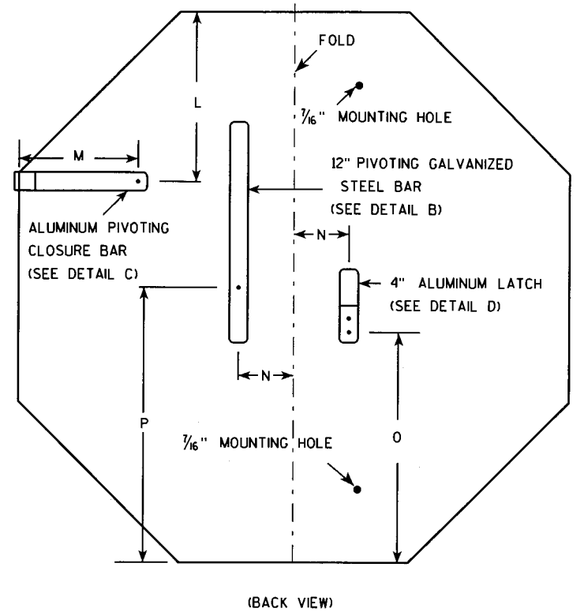
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang
for State Traffic Engineer

DATE 10/15/98 PLATE NO. R1-1.11

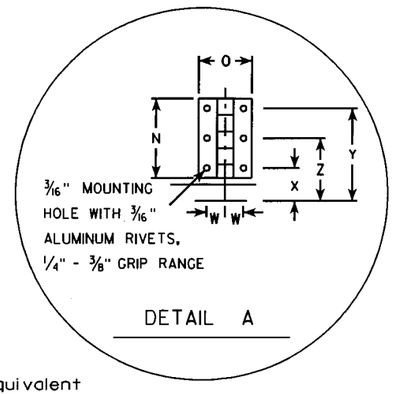
STATE PROJECT NUMBER:	HWY:	COUNTY:			SHEET NO: 186	E



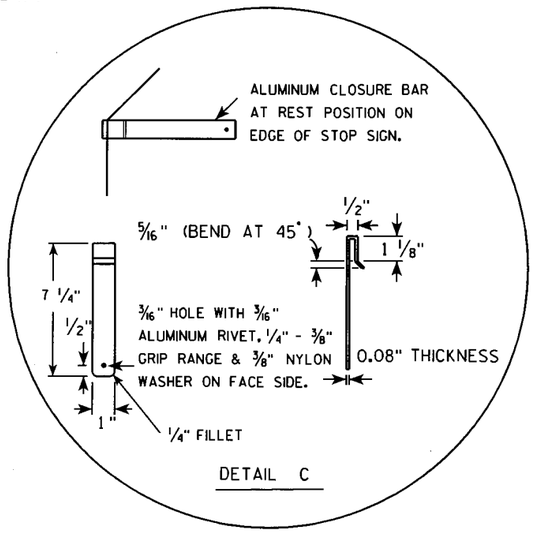


NOTES

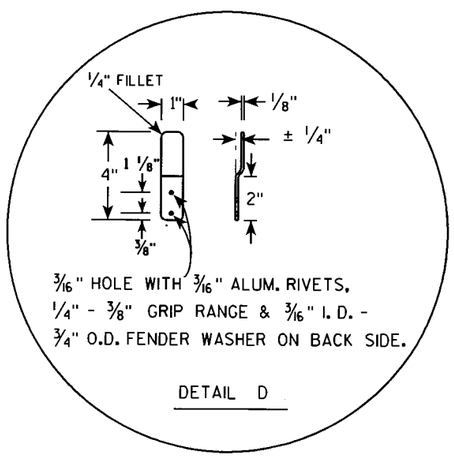
1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Red
   Message - White
3. Message Series - C
4. All hardware used on the folding STOP sign installation shall conform to 637.2.4 of the WIS DOT Standard Specification.



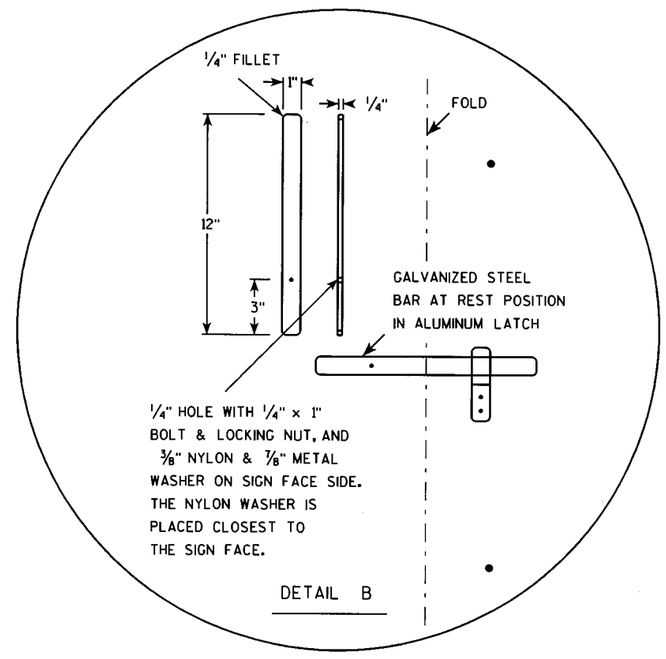
DETAIL A



DETAIL C



DETAIL D



DETAIL B

Metric equivalent for this sign is:

SIZE	
1	
2	750 mm X 750 mm
3	900 mm X 900 mm
4	
5	

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1																												
2	30				5/8	10	12 1/2	45		12 3/4		9 1/4	6 1/2	3	2	15	12 3/8	2 1/2	22	5			11/16	1 1/4	3 1/2	2 3/8	5.18	0.48
3	36				3/4	12	15	45		15 3/8		11	6 1/2	3	2	18	15 3/8	2 1/2	26	5			11/16	1 1/4	3 1/2	2 3/8	7.46	0.69
4																												
5																												

STANDARD SIGN
R1-1F

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Sparge for State Traffic Engineer

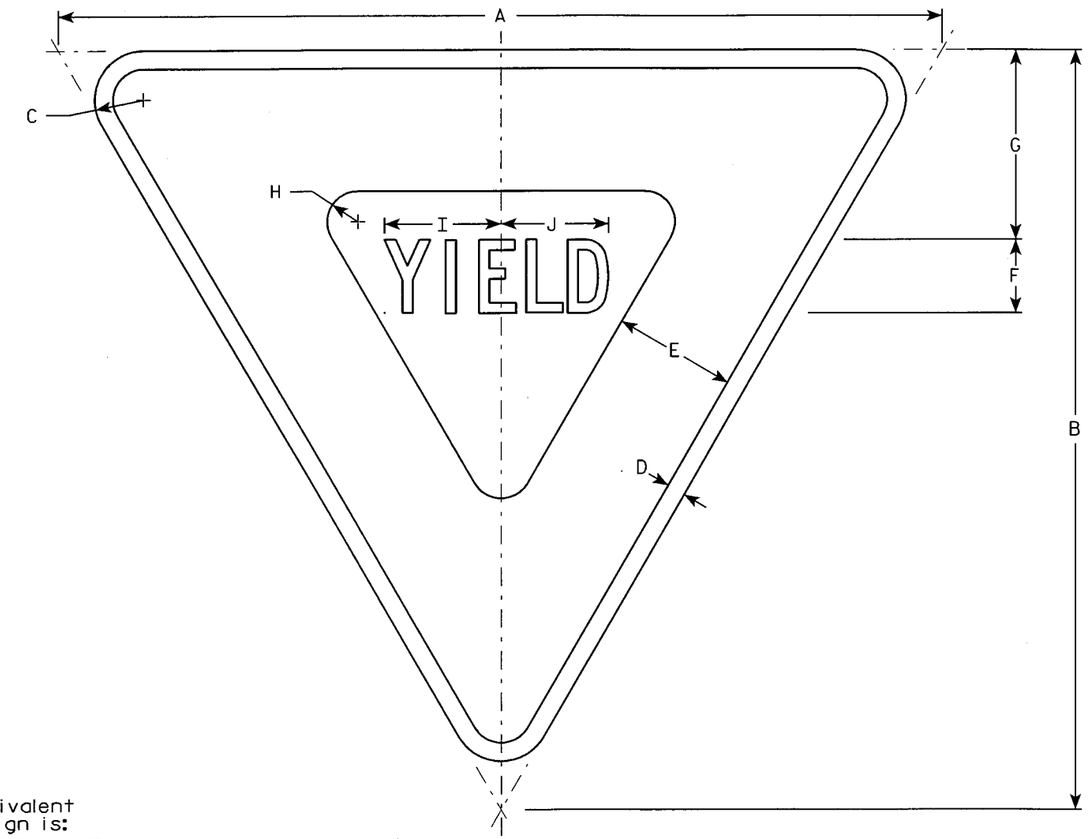
DATE 2/18/00 PLATE NO. R1-1F.2

SHEET NO: 107 E

LEVELS ON • 2,3,4,5&7, 9,10.

FILE NAME : C:±Users±Projects±tr_stdplate±R11F.DGN PLOT DATE: 02-MAY-2003 07:14 ORG DATE : 2/15/00 Originator : Don Kluever

WISDOT/CADDS SHEET 42



R1-2

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - See note 5
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. The border strip and word message are reflectorized red.

Metric equivalent for this sign is:

SIZE	
1	750 mm X 650 mm
2	900 mm X 775 mm
3	
4	1200 mm X 1050 mm
5	1500 mm X 1300 mm
6	600 mm X 525 mm

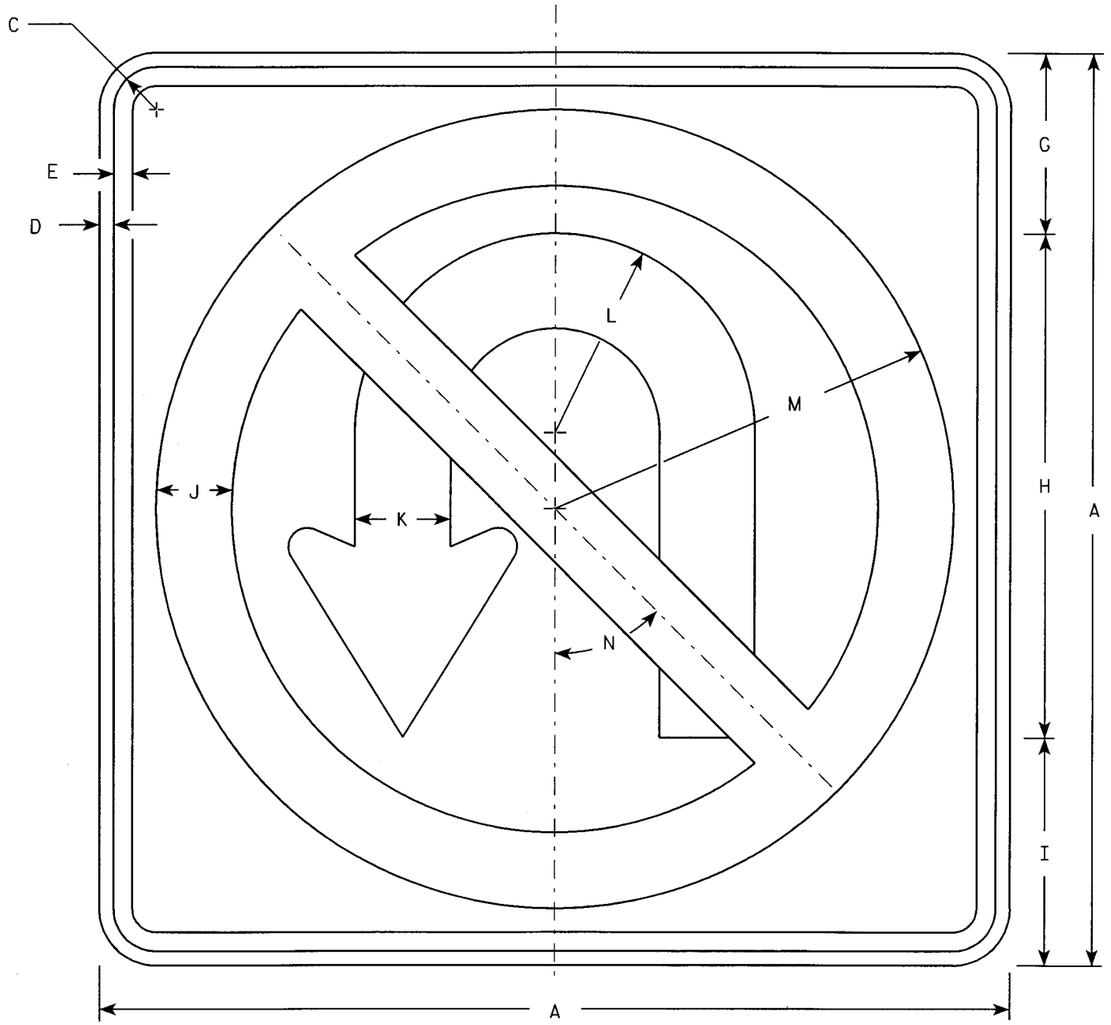
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1	30	26	1 1/2	5/8	4	2 1/2	6 3/8	7/8	4	3 5/8																	2.71	0.24
2	36	31	2	3/4	5	3	7 3/4	1 1/4	4 3/4	4 3/8																	3.88	0.35
3																												
4	48	42	3	1	6	4	9 3/4	2	6 1/4	5 7/8																	7.00	0.63
5	60	52	3	1 1/2	8	5	13	2 1/2	7 7/8	7 1/4																	10.83	0.98
6	24	21	1 1/2	3/8	3	2	4 3/4	7/8	3 1/4	3																	1.75	0.16

STANDARD SIGN
R1-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang
for State Traffic Engineer

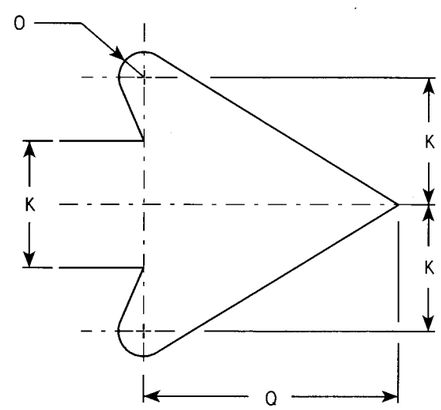
DATE 2/03/98 PLATE NO. R1-2.10



R3-4

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. Border & Arrow are non reflective black, the circle with diagonal bar is reflective red.



ARROW DETAIL

Metric equivalent for this sign is:

SIZE	
1	
2	600 mm X 600 mm
3	750 mm X 750 mm
4	900 mm X 900 mm
5	900 mm X 900 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1																												
2	24		1 1/8	3/8	1/2		4 3/4	13 1/4	6	2	2 1/2	5 1/4	10 1/2	45°	1/2		5										4.0	0.36
3	30		1 3/8	1/2	5/8		6	16 5/8	7 1/2	2 1/2	3 1/8	6 5/8	13 1/8	45°	5/8		6 1/2										6.25	0.56
4	36		1 5/8	5/8	3/4		7 1/8	19 7/8	9	3	3 3/4	7 7/8	15 3/4	45°	3/4		7 5/8										9.0	0.81
5	36		1 5/8	5/8	3/4		7 1/8	19 7/8	9	3	3 3/4	7 7/8	15 3/4	45°	3/4		7 5/8										9.0	0.81

STANDARD SIGN
R3-4

WISCONSIN DEPT OF TRANSPORTATION

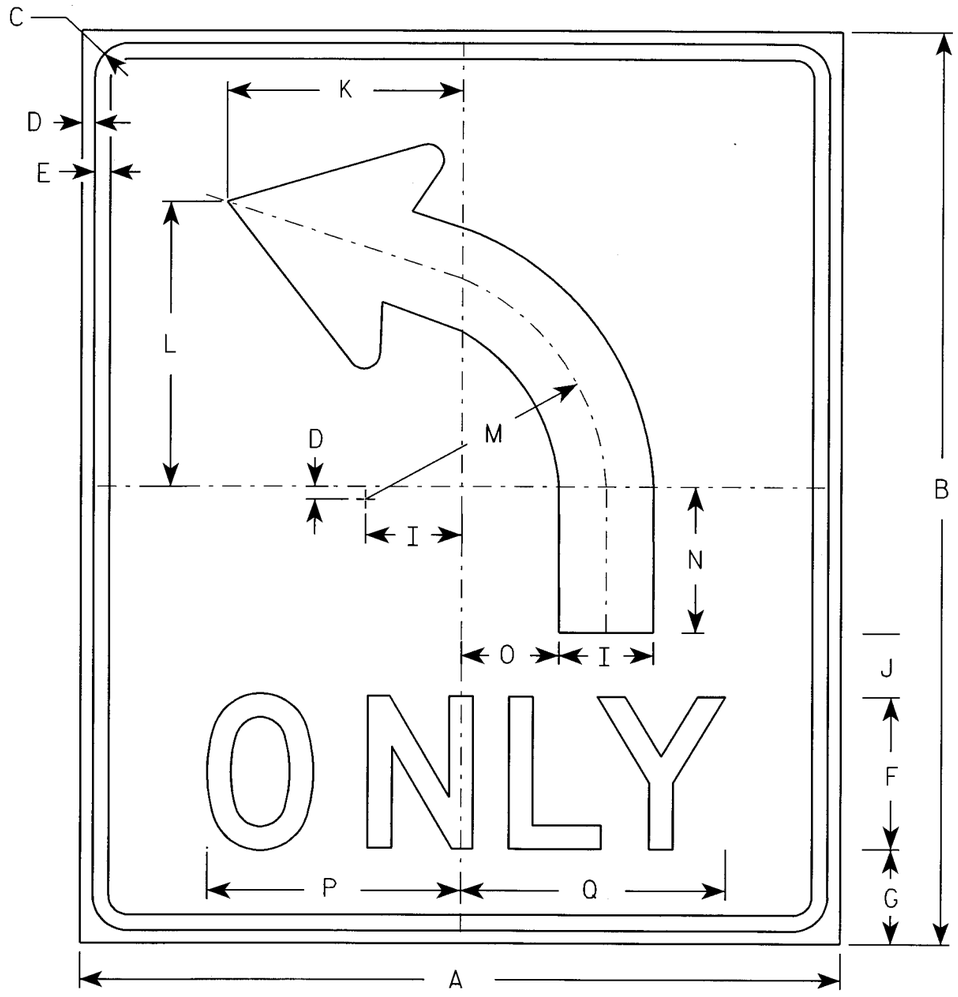
APPROVED Chester J Spagg for State Traffic Engineer

DATE 2/01/02 PLATE NO. R3-4.10

STATE PROJECT NUMBER:

SHEET NO: 189 E

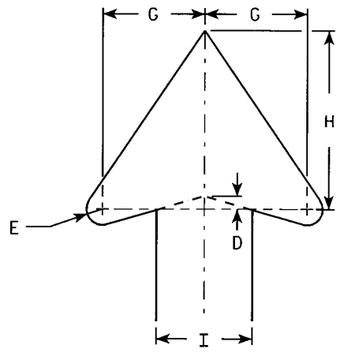
58,59,60,61,62,63
LEVELS ON - 2,3, 5,6, 10.
FILE NAME : C:\Users\Projects\tr_stdplate\R34.DGN
PLOT DATE : 02-MAY-2003 07:09
ORG DATE : 10/4/01
Originator : Don Kluever



R3-50L

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. R3-50R is the same as R3-50L except curved portion of arrow points right.



ARROW DETAIL

Metric equivalent for this sign is:

SIZE	
1	
2	750 mm X 900 mm
3	
4	
5	

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1																												
2	30	36	1 3/8	1/2	5/8	6	4	7	3 3/4	2 1/2	9 1/4	11 1/4	9 1/2	5 3/4	3 7/8	10	10 1/2										7.5	.68
3																												
4																												
5																												

STANDARD SIGN
R3-50

WISCONSIN DEPT OF TRANSPORTATION

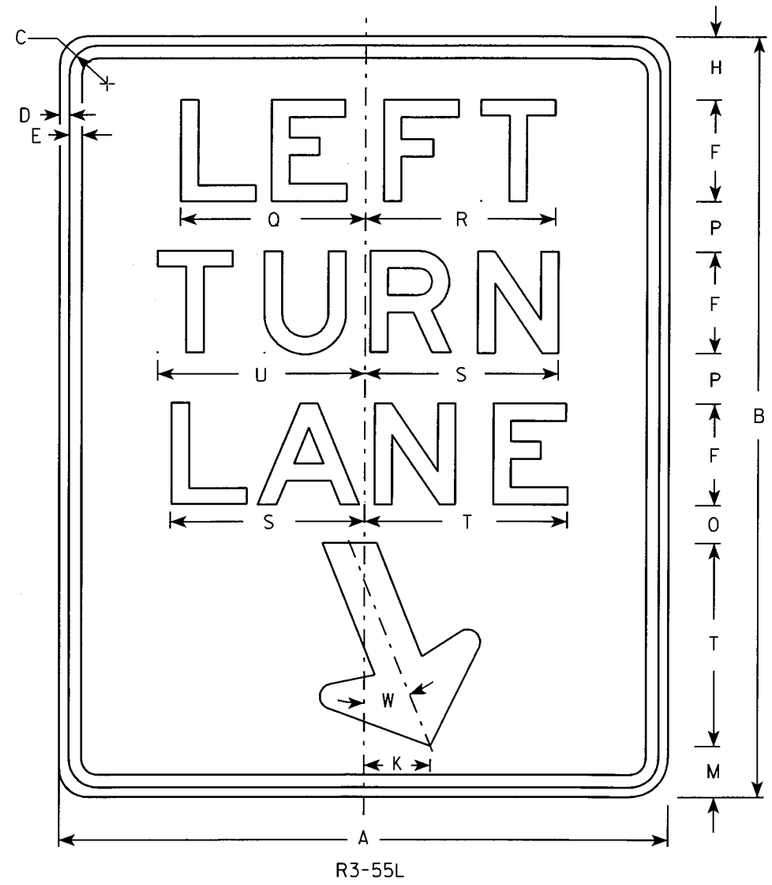
APPROVED Chester J Spacy
for State Traffic Engineer

DATE 10/28/96 PLATE NO. R3-50.1

STATE PROJECT NUMBER:

SHEET NO: 190 E

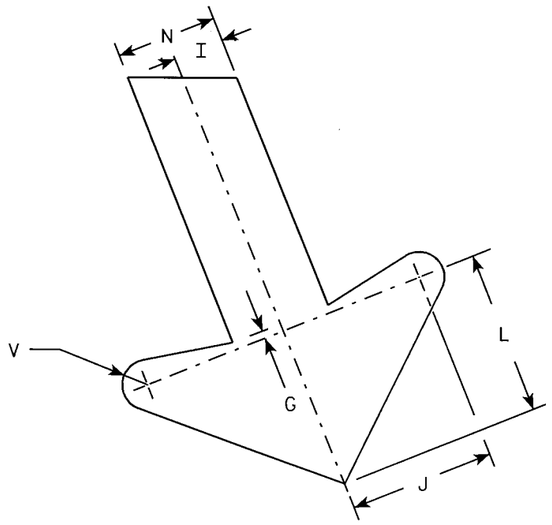
58.59.60.61.62.63
LEVELS ON - 2.3. 5.6.
FILE NAME : C:\Users\Projects\tr_stdplate\R350.DGN
PLOT DATE : 02-MAY-2003 07:14
ORG DATE : 10/28/96
Originator : Don Kluever
WISDOT/CADDS SHEET 42



R3-55L

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - E
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



ARROW DETAIL

Metric equivalent for this sign is:

SIZE	
1	
2	600 mm X 750 mm
3	900 mm X 1200 mm
4	
5	

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m²
1																												
2	24	30	1 1/8	3/8	1/2	4	1/4	2 1/2	1	2 7/8	2 5/8	3 1/4	2	2	1 1/2	2	7 1/4	7 1/2	7 5/8	8	8 1/8	1/2	22°				5.0	0.45
3	36	48	1 3/4	1/2	5/8	6	3/8	4 1/4	1 1/2	4 1/4	4	4 7/8	3 1/4	3	3	3 3/4	10 7/8	11 1/4	11 1/2	12	12 1/4	3/4	22°				12.0	1.08
4																												
5																												

STANDARD SIGN
R3-55L

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang for State Traffic Engineer

DATE 2/05/02 PLATE NO. R3-55L.5

STATE PROJECT NUMBER:

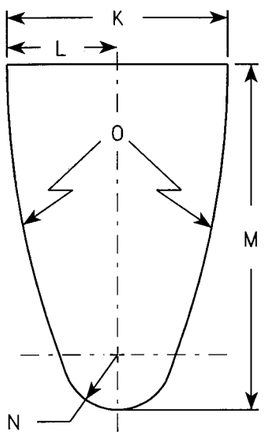
SHEET NO: 191 E

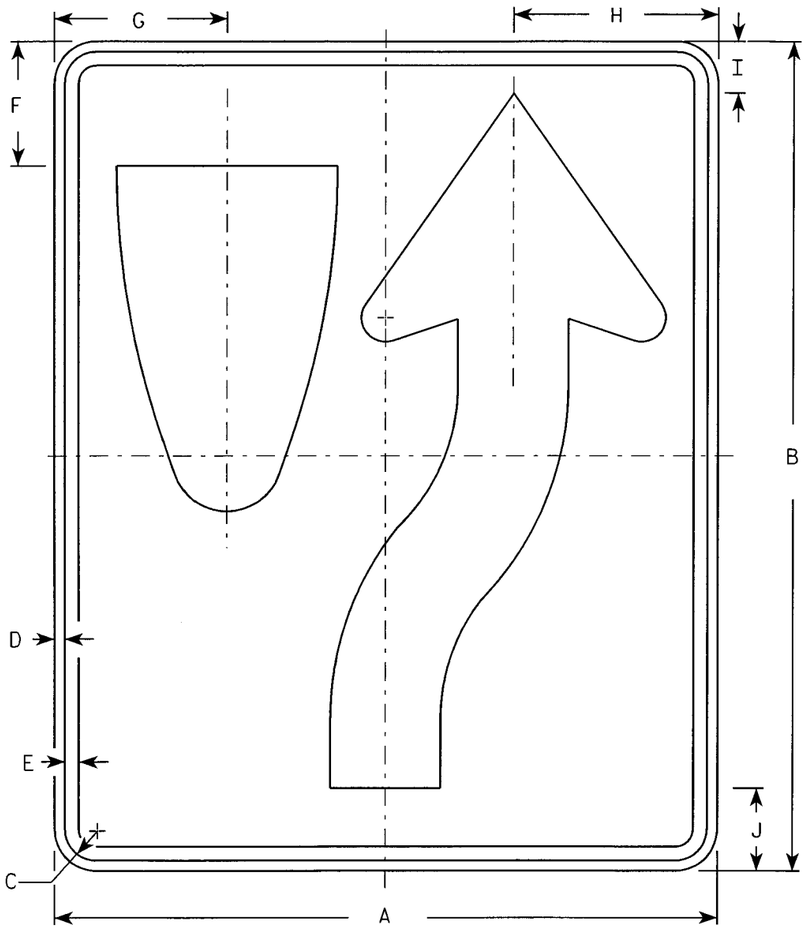
FILE NAME : C:\Users\Projects\tr_stdplate\R355L.DGN PLOT DATE : 02-MAY-2003 07:13 ORG DATE : 4/18/98 Originator : Don Kluever

WISDOT/CADDS SHEET 42

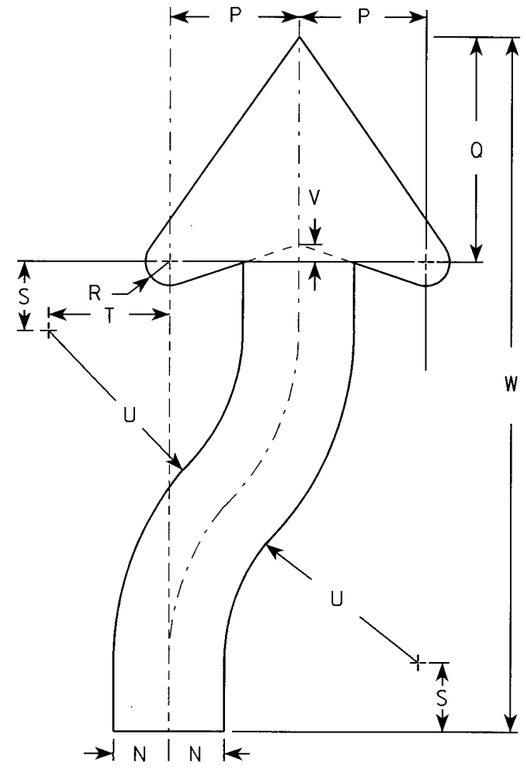
LEVELS ON - 2.3, 5.6, 10.

56.59,60,61,62,63





R4-7



ARROW DETAIL

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition. material is plywood but borders shall be rounded
2. Color:
   Background - White
   Message - Black
3. Corners may be square or rounded when base as shown. When base material is metal, the corners and borders shall be rounded.
4. R4-8 is the same as R4-7 except Legend is reversed.

Metric equivalent for this sign is:

SIZE	
1	450 mm X 600 mm
2	600 mm X 750 mm
3	900 mm X 1200 mm
4	900 mm X 1200 mm
5	900 mm X 1200 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1	18	24	1 1/8	3/8	1/2	3 3/8	4 3/4	5 1/2	1 3/8	2 1/4	6	3	9 3/8	1 1/2	22 1/2	3 1/2	6 1/8	5/8	1 7/8	3 1/4	6 3/4	1/2	20 3/8				3.0	.27
2	24	30	1 1/8	3/8	1/2	4 1/2	6 1/4	7 3/8	1 7/8	3	8	4	12 1/2	2	30	4 5/8	8 1/8	7/8	2 1/2	4 3/8	9	5/8	25 1/8				5.0	.45
3	36	48	1 3/4	1/2	5/8	6 3/4	9 3/8	11 1/8	2 7/8	4 1/2	12	6	18 3/4	3	45	6 7/8	12 1/4	1 1/4	3 3/4	6 5/8	13 1/2	1	40 3/4				12.0	1.08
4	36	48	1 3/4	1/2	5/8	6 3/4	9 3/8	11 1/8	2 7/8	4 1/2	12	6	18 3/4	3	45	6 7/8	12 1/4	1 1/4	3 3/4	6 5/8	13 1/2	1	40 3/4				12.0	1.08
5	48	60	2 1/4	3/4	1	9	12 1/2	14 3/4	3 3/4	6	16	8	25	4	60	9 1/4	16 1/4	1 5/8	5	8 3/4	18	1 1/4	50 1/4				20.0	1.08

STANDARD SIGN
R4-7 & R4-8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang for State Traffic Engineer

DATE 2/6/02 PLATE NO. R4-7.7

STATE PROJECT NUMBER:

SHEET NO: 192 E

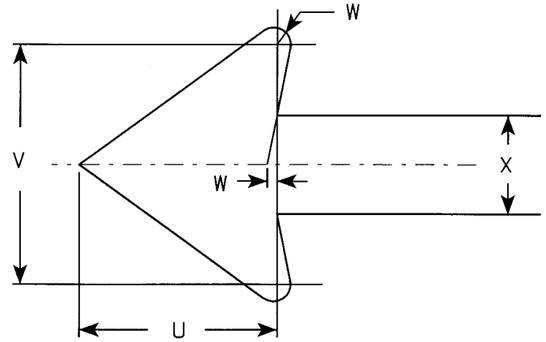
58,59,60,61,62,63
LEVELS ON - 2,3, 5,6, 10,



R7-1

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Red
3. Message Series - See Note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Lines 1, 3 and 4 are series C, line 2 is series B.
6. R7-1D (double arrow)
   R7-1L (left arrow)
   R7-1R (right arrow)



Metric equivalent for this sign is:

SIZE	
1	300 mm X 450 mm
2	450 mm X 600 mm
3	600 mm X 750 mm
4	
5	

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1	12	18	1 1/8	3/8	3/8	3	1 7/8	2	7/8	5/8	1 1/2	2 1/2	2	2	4 7/8	4 7/8	2 1/4	2 1/8	2 1/2	3 7/8	1 1/2	1 3/4	1/8	3/4			1.5	0.14
2	18	24	1 1/8	3/8	1/2	4	2 1/2	2 1/2	1 1/4	1	2	3 1/4	2 3/4	2 5/8	7 1/8	7	2 3/4	2 5/8	3 1/8	5 7/8	2 1/4	2 5/8	1/4	1 1/8			3.0	0.27
3	24	30	1 1/8	3/8	1/2	5	3	3	2	1 1/4	2 1/2	4	3 1/4	3 3/8	9 1/4	9 1/4	3 1/4	3 1/4	3 3/4	7 3/4	3	3 1/2	1/4	1 1/2			5.0	0.45
4																												
5																												

STANDARD SIGN
R7-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang for State Traffic Engineer

DATE 2/7/02 PLATE NO. R7-1.8

STATE PROJECT NUMBER:

SHEET NO: 193 E

58,59,60,61,62,63

LEVELS ON • 2,3, 5,6, 10,



R9-56

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - See Note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Line 1 is Series E.
   Lines 2, 3, 4, 5 and 6 are Series C.

Metric equivalent for this sign is:

SIZE	
1	450 mm X 600 mm
2	450 mm X 600 mm
3	
4	
5	

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m²
1	18	24	1 1/8	3/8	1/2	3	1 1/2	2	1	3 1/8	6 3/8		5 1/4	2 1/8	5 3/4												3.0	0.27
2	18	24	1 1/8	3/8	1/2	3	1 1/2	2	1	3 1/8	6 3/8		5 1/4	2 1/8	5 3/4												3.0	0.27
3																												
4																												
5																												

STANDARD SIGN
R9-56

WISCONSIN DEPT OF TRANSPORTATION

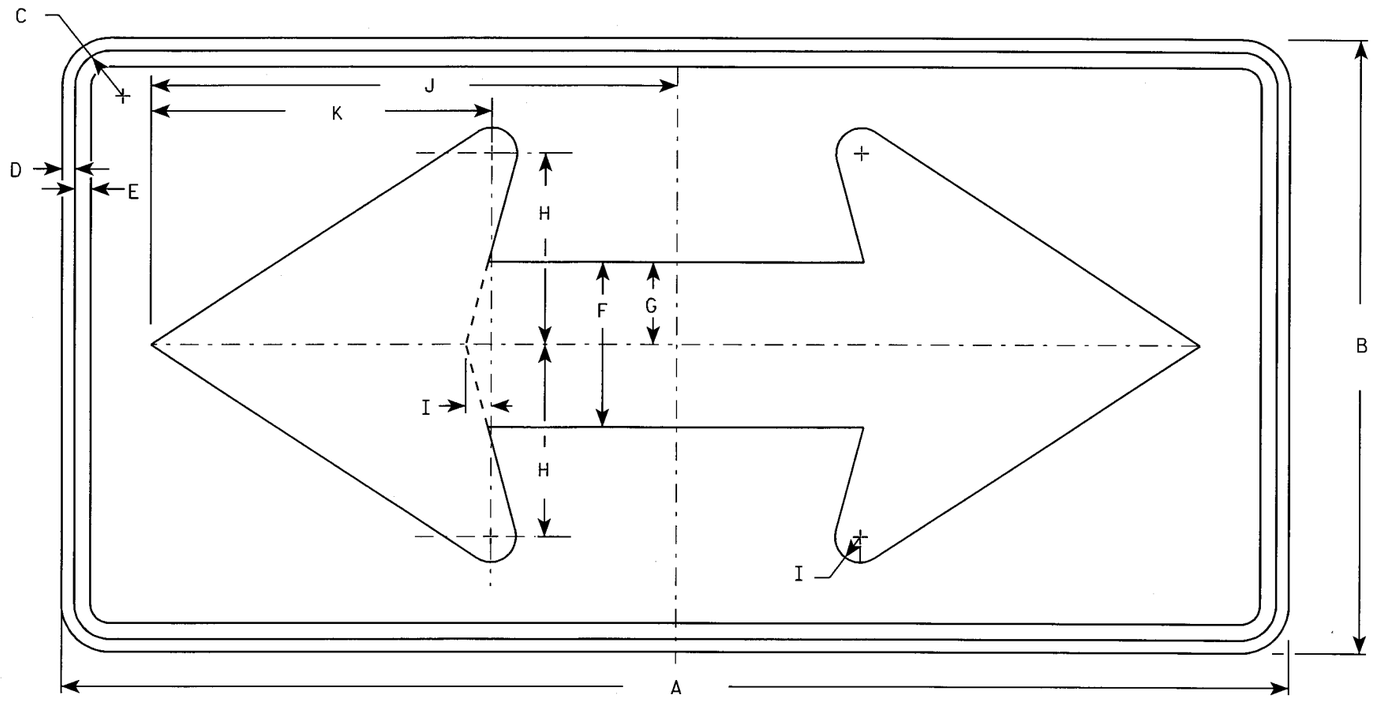
APPROVED Charles J Spang for State Traffic Engineer

DATE 2/11/02 PLATE NO. R9-56.4

STATE PROJECT NUMBER:

SHEET NO: 194 E

58,59,60,61,62,63
LEVELS ON • 2.3. 5.6. 10.



W1-7

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

Metric equivalent for this sign is:

SIZE	
1	900 mm X 450 mm
2	1200 mm X 600 mm
3	1500 mm X 750 mm
4	1500 mm X 750 mm
5	2400 mm X 1200 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1	36	18	1 1/8	3/8	1/2	5	2 1/2	5 3/4	3/4	15 5/8	10 1/8																4.5	0.41
2	48	24	1 3/8	1/2	5/8	6 1/2	3 1/4	7 1/2	1	20 1/2	13 1/4																8.0	0.72
3	60	30	1 3/8	1/2	5/8	8	4	9 1/4	1 1/4	25 3/8	16 1/4																12.5	1.13
4	60	30	1 3/8	1/2	5/8	8	4	9 1/4	1 1/4	25 3/8	16 1/4																12.5	1.13
5	96	48	2 1/4	3/4	1	13	6 1/2	15	2	41	26 1/2																32.0	2.88

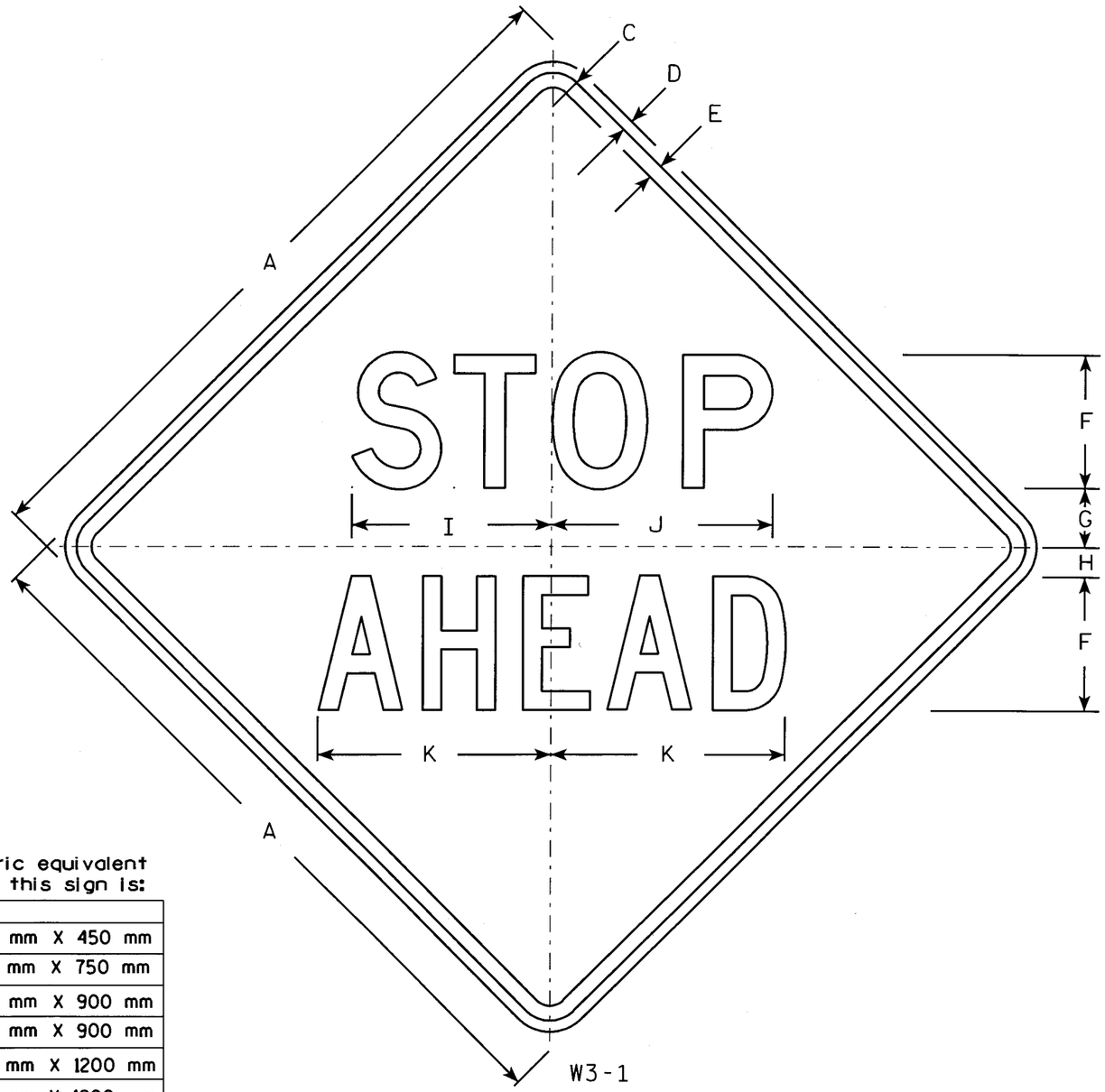
STANDARD SIGN
W1-7

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spagg
for State Traffic Engineer

DATE 8/20/97 PLATE NO. W1-7.6

SHEET NO: 195 E



NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Message Series - See Note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. STOP is Series D and AHEAD is Series C.

Metric equivalent for this sign is:

SIZE	
BIKE	450 mm X 450 mm
1	750 mm X 750 mm
2	900 mm X 900 mm
3	900 mm X 900 mm
4	1200 mm X 1200 mm
5	1200 mm X 1200 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
BIKE	18		1 1/8	3/8	3/8	3	1 3/4	3/4	4 3/4	5 1/4	5 3/8																2.25	0.20
1	30		1 3/8	1/2	5/8	6	2 1/2	1 1/4	9	9 7/8	10 1/2																6.25	0.56
2	36		1 5/8	5/8	3/4	7	3	1 1/2	10 1/2	11 5/8	12 1/4																9.0	0.81
3	36		1 5/8	5/8	3/4	7	3	1 1/2	10 1/2	11 5/8	12 1/4																9.0	0.81
4	48		2 1/4	3/4	1	9	4	2	13 1/2	14 7/8	15 3/4																16.0	1.44
5	48		2 1/4	3/4	1	9	4	2	13 1/2	14 7/8	15 3/4																16.0	1.44

STANDARD SIGN
W3-1

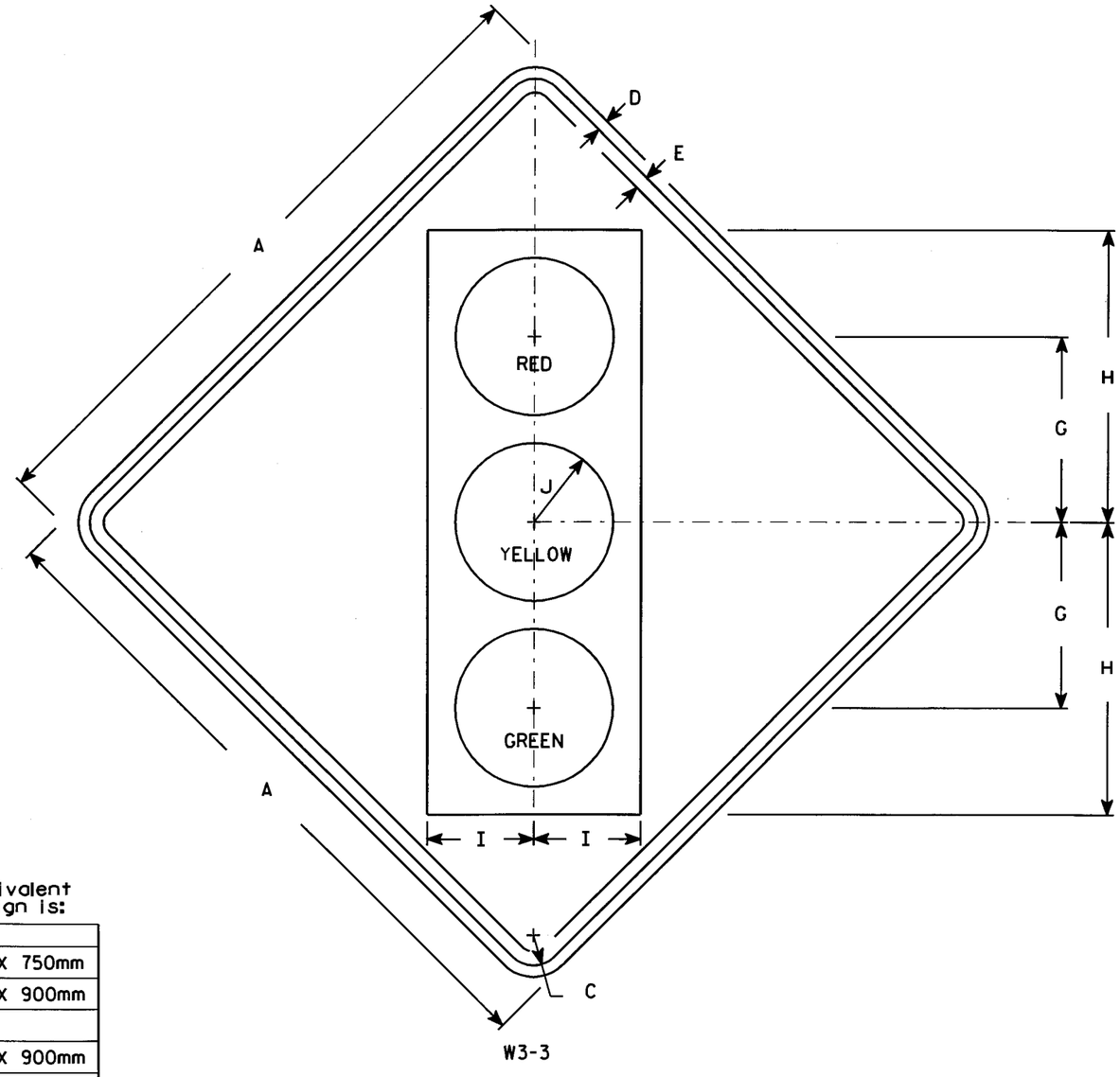
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang
for State Traffic Engineer

DATE 1/25/02 PLATE NO. W3-1.10

STATE PROJECT NUMBER: | HWY: | COUNTY: | SHEET NO: 196 | E

58.59.60.61. 63
LEVELS ON • 1.2.3. 5.6. 10.
FILE NAME : C:\Users\Projects\tr_stdplate\W31.DGN PLOT DATE : 02-MAY-2003 07:18 ORG DATE : 1/21/94 PLOT NAME : Originator : Sandy Anderson PLOT SCALE : 9.222139:1.000000
WISDOT/CADDS SHEET 42



NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - See Note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. Symbol and border are non-reflective black.
   Top circle - Type H Reflectorized Red
   Center circle - Same as background
   Bottom circle - Type H Reflectorized Green

Metric equivalent for this sign is:

SIZE	
1	750mm X 750mm
2	900mm X 900mm
3	
4	900mm X 900mm
5	1200mm X 1200mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1	30		1 3/8	1/2	5/8		8 3/4	13 3/4	5	3 3/4																	6.25	0.56
2	36		1 5/8	5/8	3/4		10	15 3/4	5 3/4	4 1/4																	9.0	0.81
3																												
4	36		1 5/8	5/8	3/4		10	15 3/4	5 3/4	4 1/4																	9.0	0.81
5	48		2 1/4	3/4	1		12 1/2	20	7 1/2	5																	16.0	1.44

STANDARD SIGN
W3-3

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Charles J Spang for State Traffic Engineer

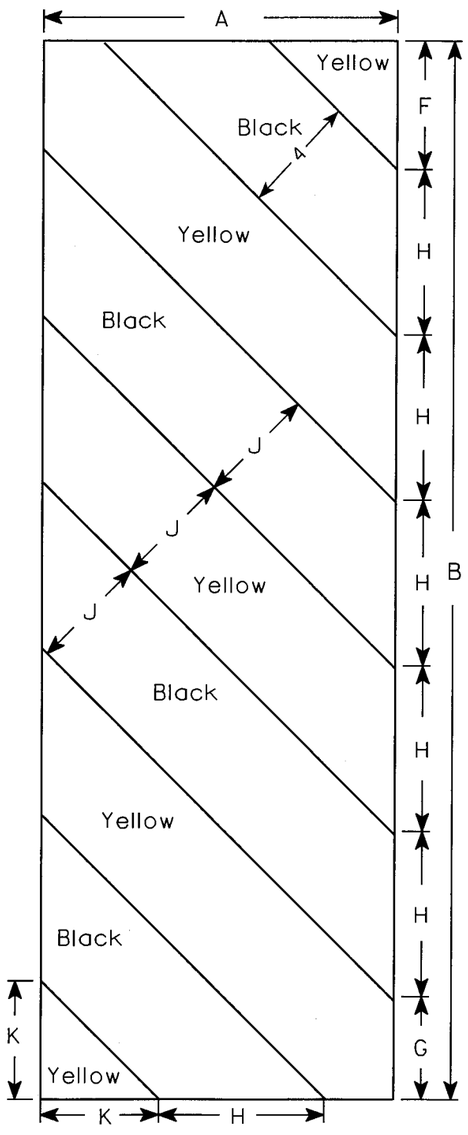
DATE 01/14/02 PLATE NO. W3-3.7

STATE PROJECT NUMBER:	HWY:	COUNTY:			SHEET NO: 197	E

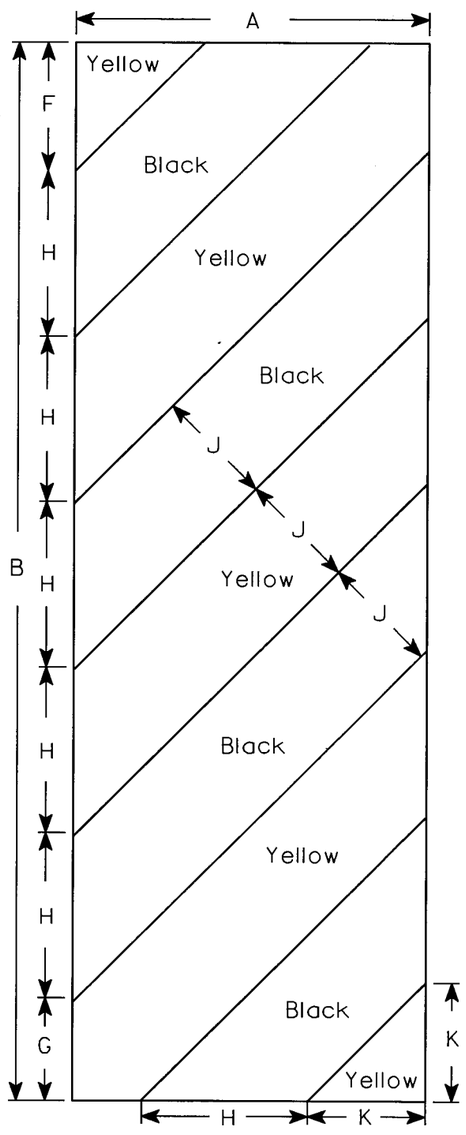
LEVELS ON • 1,2,3, 5,6, 10.
58,59,60, 63
FILE NAME : C:\Users\Projects\tr_stdplate\W33.DGN PLOT DATE : 02-MAY-2003 07:17 ORG DATE : PLOT NAME : Originator : Artie Noll PLOT SCALE : 7.734375:1.000000
WISDOT/CADDS SHEET 42

STATE PROJECT NUMBER

SHEET NO. 198



W5-52L



W5-52R

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. Alternate colors of stripes as shown.

Metric equivalent for this sign is:

SIZE	
1	
2	300 mm X 900 mm
3	450 mm X 1350 mm
4	
5	

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1																												
2	12	36				4 3/8	3 1/2	5 5/8	45°	4	4																3.0	0.27
3	18	54				6	5 1/2	8 1/2	45°	6	6 9/16																6.75	0.61
4																												
5																												

STANDARD SIGN
W5-52L & W5-52R

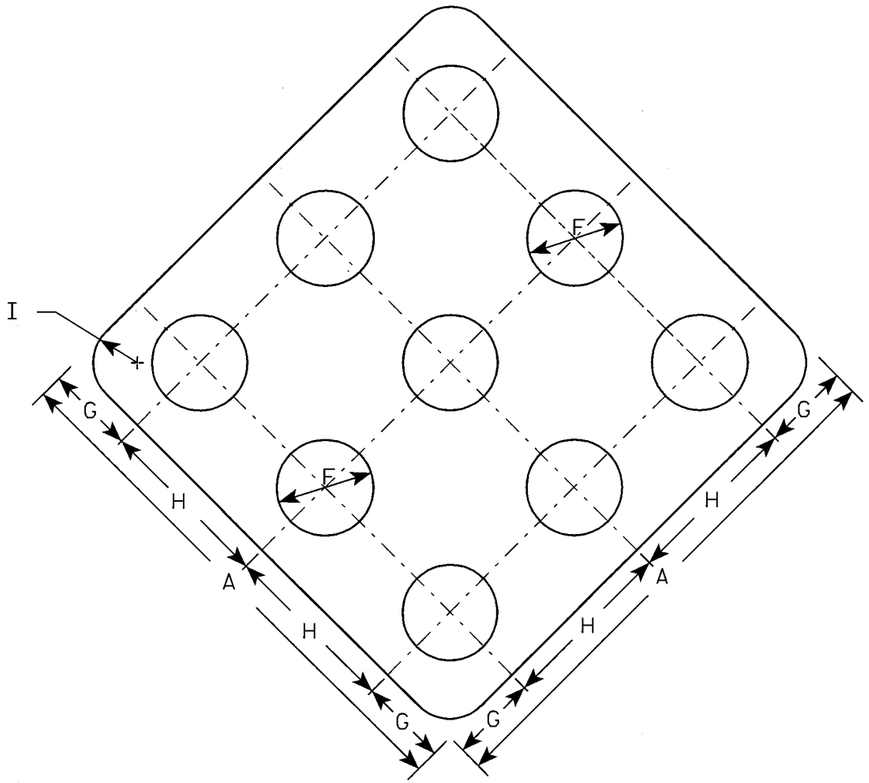
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang
for State Traffic Engineer

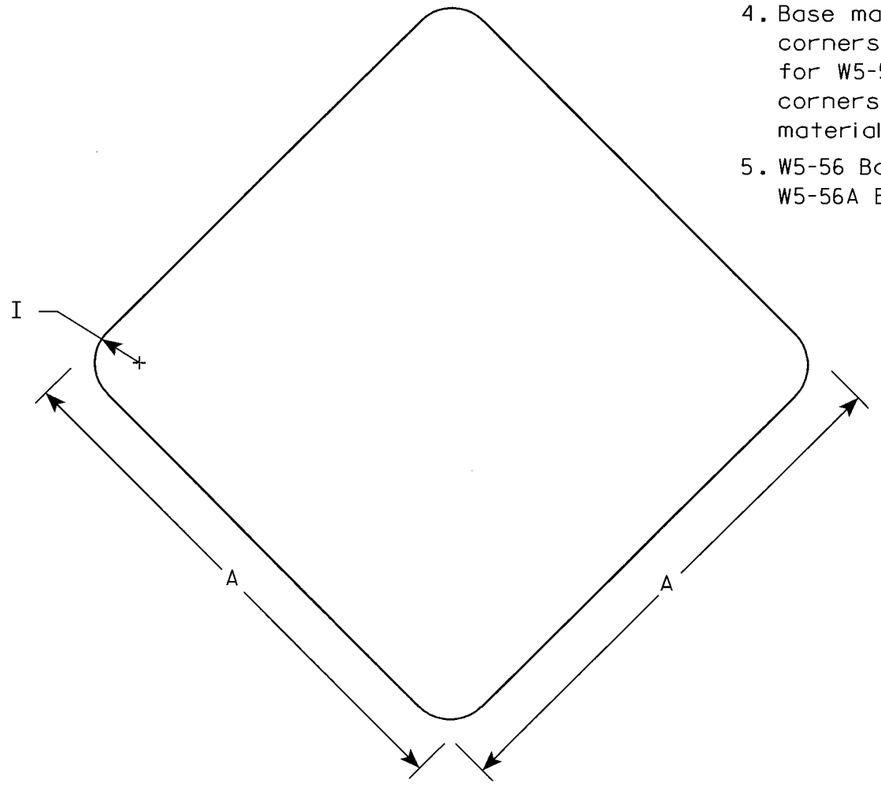
DATE 8/13/97 PLATE NO. W5-52.7

FILE NAME: tr_stdplate w556.dgn PLOT SCALE: 2½ : 1
ORIGINATOR: Don Kluever
REV. DATE: 01/02/98
LEVELS ON - 1.2.3. 56 10.
58.59.60 63

STATE PROJECT NUMBER | SHEET NO. 199



W5-56



W5-56A

NOTES

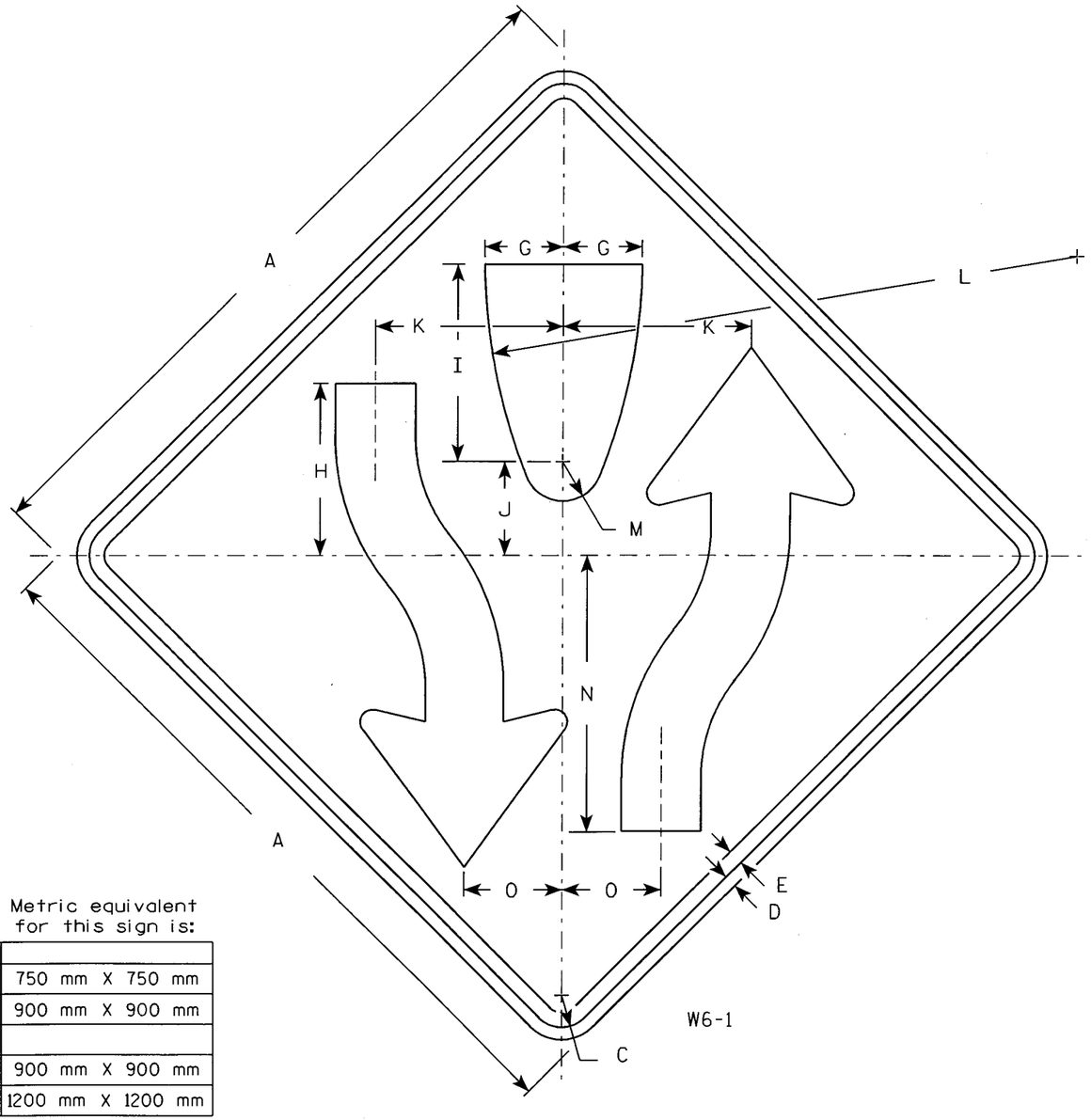
1. Sign is Type II - See Note 5 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Red (See Note 5)
   Message - See Note 3
3. W5-56 Message Units are 3" center mount Red delineators as per 633.2.3.
4. Base material for W5-56 shall be metal and corners shall be rounded. Base material for W5-56A may be plywood or metal and corners may be square or rounded when material is plywood but rounded when metal.
5. W5-56 Background is Reflective
   W5-56A Background is Type H Reflective

Metric equivalent for this sign is:

SIZE	
1	300 mm X 300 mm
2	450 mm X 450 mm
3	
4	
5	

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1	12					3 1/4	2	4	1																		1.0	0.09
2	18					3 1/4	3	6	1 1/2																		2.25	0.20
3																												
4																												
5																												

STANDARD SIGN
W5-56 & W5-56A
WISCONSIN DEPT OF TRANSPORTATION
APPROVED Chester J Spang for State Traffic Engineer
DATE 1/06/98 PLATE NO. W5-56.4



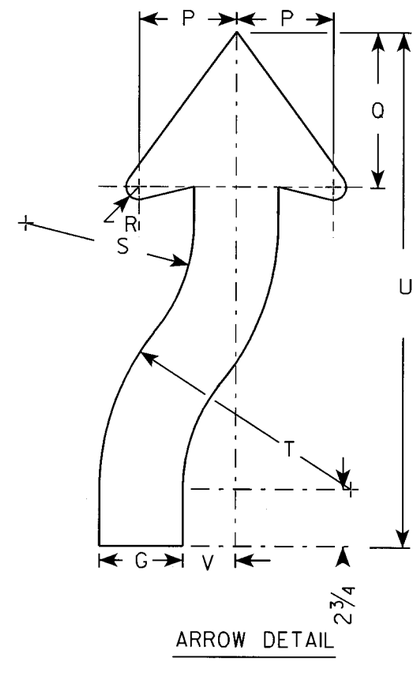
W6-1

Metric equivalent for this sign is:

SIZE	
1	750 mm X 750 mm
2	900 mm X 900 mm
3	
4	900 mm X 900 mm
5	1200 mm X 1200 mm

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W6-2 same as W6-1 but is rotated 180° when mounted.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1	30		1 3/8	1/2	5/8		3 1/4	8	8 1/4	4 1/8	7 7/8	25	1 3/4	11 5/8	4 1/8	3 7/8	6 3/4	5/8	6 5/8	9 7/8	21 5/8	2					6.25	0.56
2	36		1 5/8	5/8	3/4		4	8 3/4	10	4 3/4	9 1/2	30	2	14	5	4 5/8	7 3/8	7/8	8	12	24 1/2	2 1/2					9.0	0.81
3																												
4	36		1 5/8	5/8	3/4		4	8 3/4	10	4 3/4	9 1/2	30	2	14	5	4 5/8	7 3/8	7/8	8	12	24 1/2	2 1/2					9.0	0.81
5	48		2 1/4	3/4	1		5 3/8	11 5/8	13 3/8	6 3/8	12 5/8	40	2 5/8	18 5/8	6 5/8	6 1/4	9 7/8	1 1/4	10 5/8	16	32 5/8	3 3/8					16.0	1.44

STANDARD SIGN
W6-1 & W6-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spagg for State Traffic Engineer

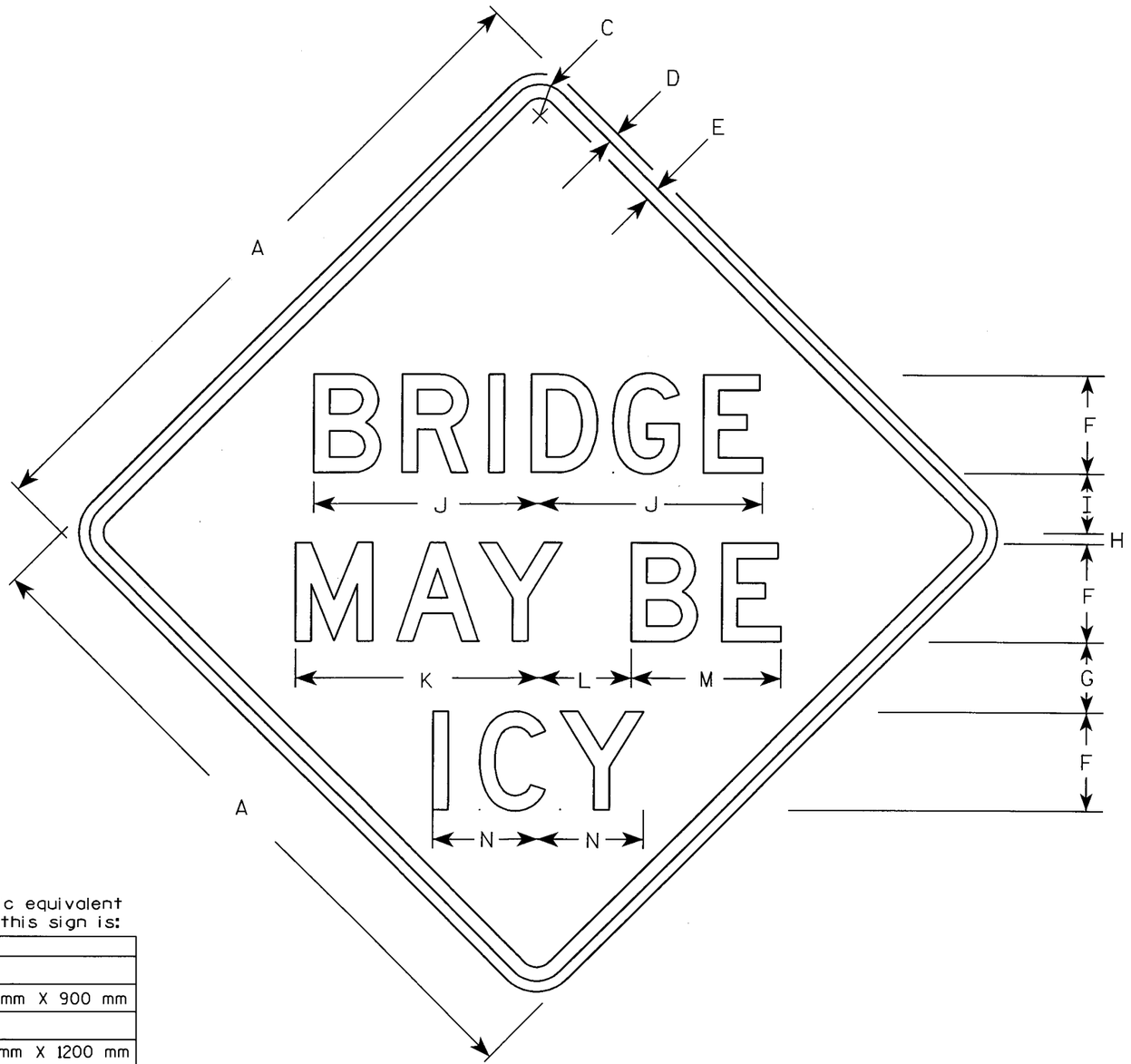
DATE 01/15/02 PLATE NO. W6-1.11

STATE PROJECT NUMBER:	HWY:	COUNTY:			SHEET NO: 200	E

FILE NAME : C:\Users\Projects\tr_stdplate\W61.DGN PLOT DATE : 02-MAY-2003 07:21 ORG DATE : PLOT NAME : Originator : Artie Noll PLOT SCALE : 7.218750:1.000000

WISDOT/CADDS SHEET 42

LEVELS ON - 1,2,3, 5,6, 10.



W8 - 64

Metric equivalent for this sign is:

SIZE	
1	
2	900 mm X 900 mm
3	
4	1200 mm X 1200 mm
5	1200 mm X 1200 mm

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1																												
2	36		1 5/8	5/8	3/4	5	3 3/4	5/8	3 1/8	12	13	5	8	5 5/8													9.0	0.81
3																												
4	48		2 1/4	3/4	1	7	5	3/4	4 1/4	16	17 1/4	6 5/8	10 3/4	7 1/2													16.0	1.44
5	48		2 1/4	3/4	1	7	5	3/4	4 1/4	16	17 1/4	6 5/8	10 3/4	7 1/2													16.0	1.44

STANDARD SIGN
W8-64

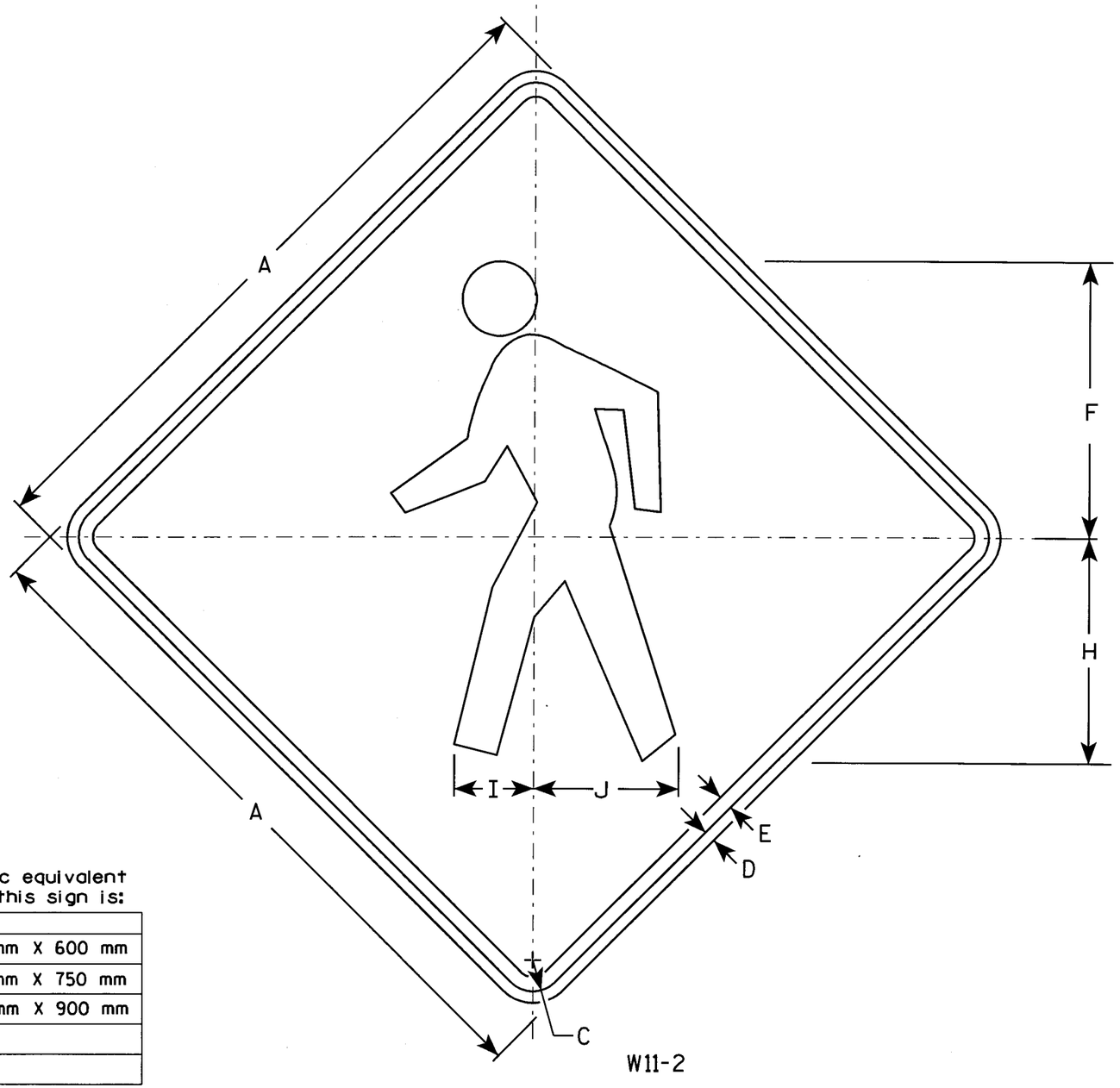
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang for State Traffic Engineer

DATE 01/16/02 PLATE NO. W8-64.4

STATE PROJECT NUMBER:	HWY:	COUNTY:			SHEET NO: 201	E

LEVELS ON · 2,3,4,5,6, 10,
58,59,62, 63



W11-2

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

Metric equivalent for this sign is:

SIZE	
1	600 mm X 600 mm
2	750 mm X 750 mm
3	900 mm X 900 mm
4	
5	

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m²
1	24		1 1/8	3/8	1/2	9 3/4		7 7/8	2 7/8	5 1/8																	4.0	0.36
2	30		1 3/8	1/2	5/8	12 1/8		9 7/8	3 1/2	6 3/8																	6.25	0.56
3	36		1 5/8	5/8	3/4	14 1/2		11 7/8	4 1/4	7 5/8																	9.0	0.81
4																												
5																												

STANDARD SIGN
W11-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang
for State Traffic Engineer

DATE 1/25/02 PLATE NO. W11-2.5

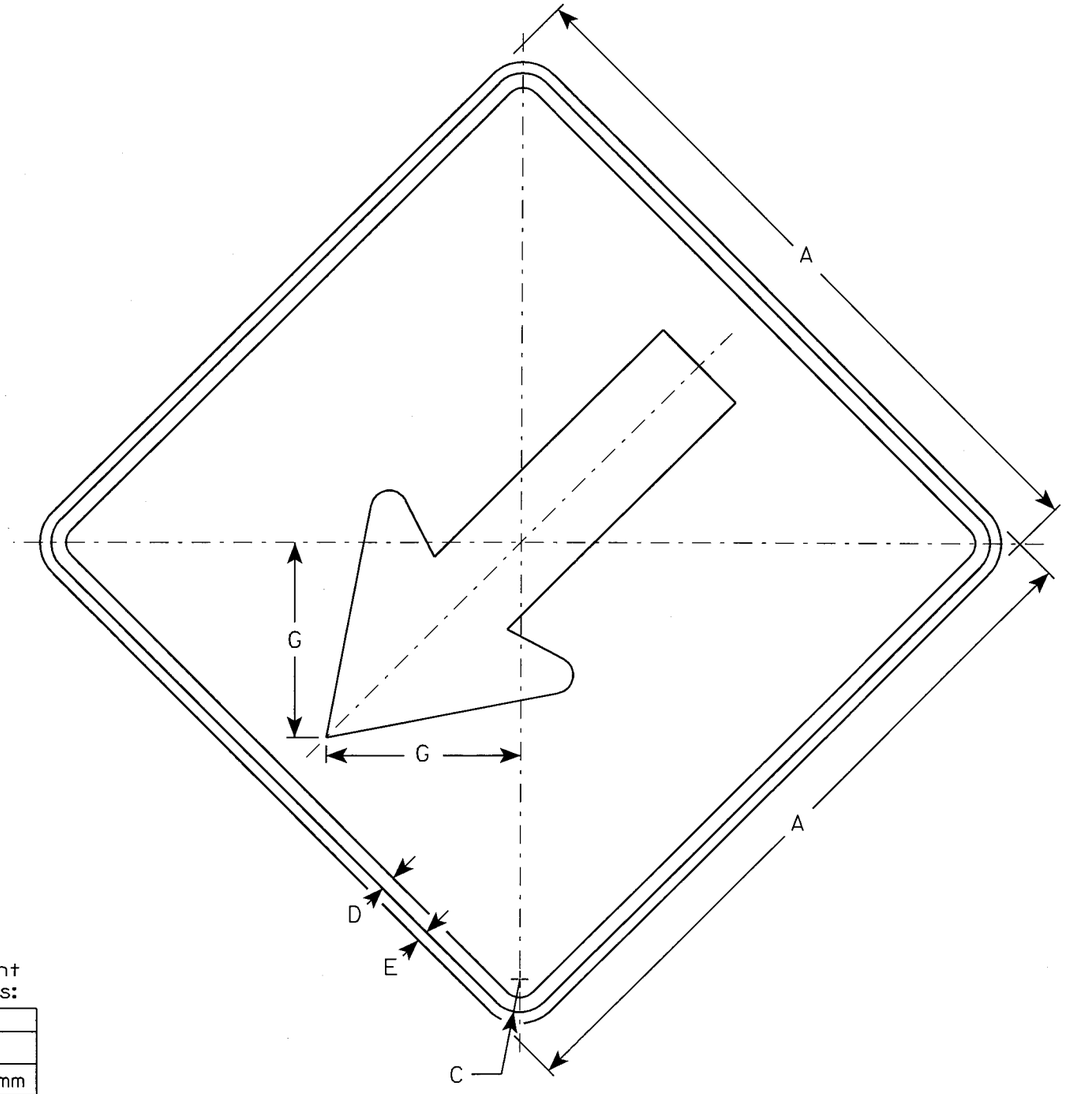
STATE PROJECT NUMBER:	HWY:	COUNTY:			SHEET NO: 202	E

FILE NAME : C:\Users\Projects\tr_stdplate\W112.DGN PLOT DATE : 02-MAY-2003 07:16 ORG DATE : 10/5/94 PLOT NAME : Originator : Sandy Anderson PLOT SCALE : 5.732681:1.000000

WISDOT/CADDS SHEET 42

58.59.60.61. 63

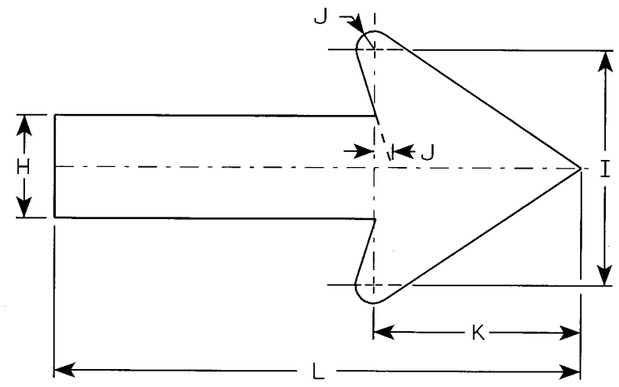
10. LEVELS ON • 1.2.3. 5.6.



W12-1

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



ARROW DETAIL

Metric equivalent for this sign is:

SIZE	
1	
2	600 mm X 600 mm
3	
4	
5	

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1																												
2	24		1 1/8	5/8	1/2		6 5/8	3 1/2	8	5/8	7	17 7/8															4.0	0.36
3																												
4																												
5																												

STANDARD SIGN
W12-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang for State Traffic Engineer

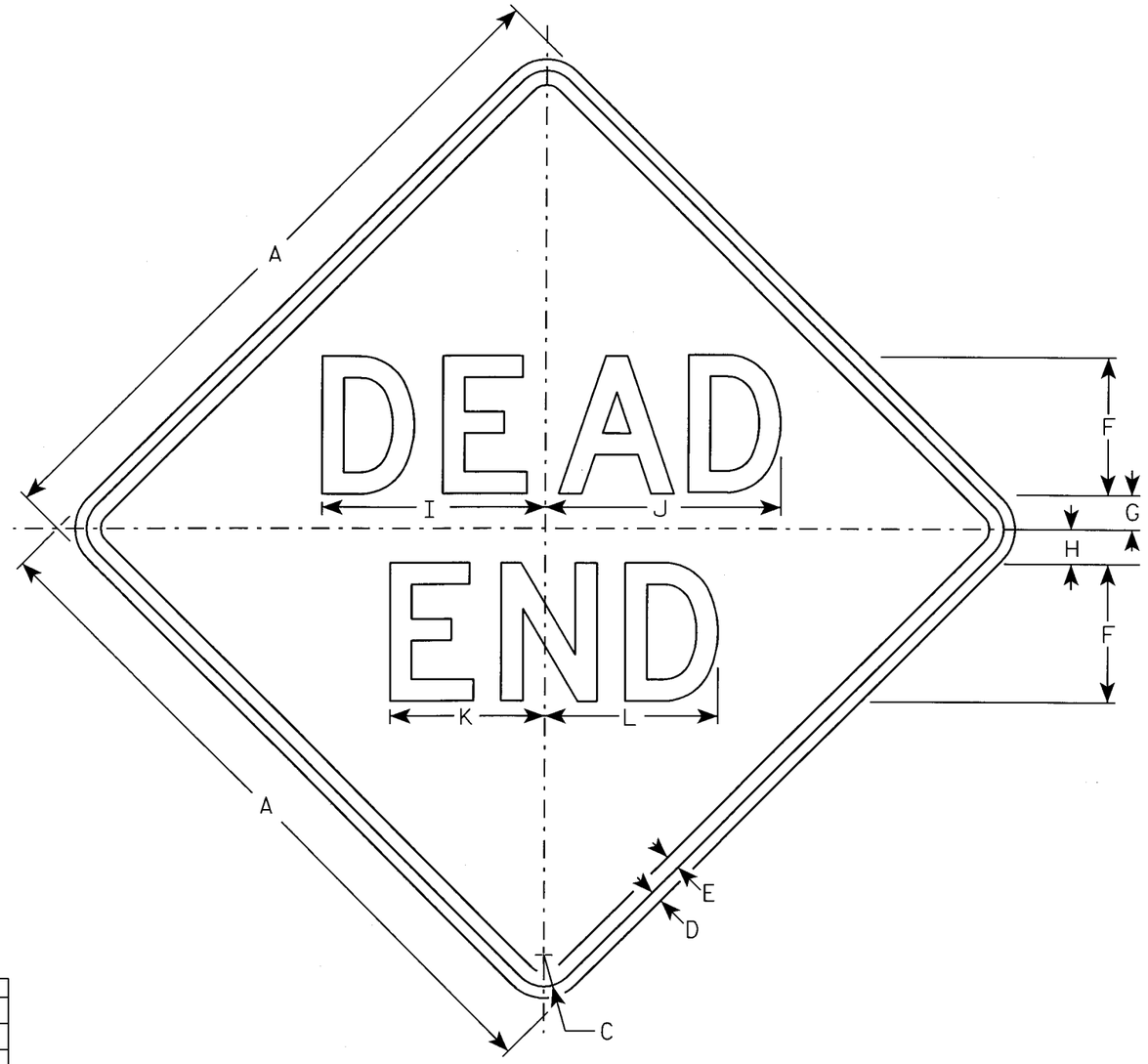
DATE 01/22/02 PLATE NO. W12-1.9

STATE PROJECT NUMBER: | HWY: | COUNTY: | SHEET NO: 203 E

FILE NAME : C:\Users\Projects\tr_stdplate\W121.DGN PLOT DATE : 02-MAY-2003 07:18 ORG DATE : PLOT NAME : Originator : Dastie Noll PLOT SCALE : 5.156250:1.000000

WISDOT/CADDS SHEET 42

LEVELS ON : 23, 56, 60,



W14-1

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

Metric equivalent for this sign is:

SIZE	
1	600 mm X 600 mm
2	750 mm X 750 mm
3	900 mm X 900 mm
4	
5	

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1	24		1 1/8	3/8	1/2	5	1	2	8 1/4	8 5/8	5 5/8	6 1/4															4.0	0.36
2	30		1 3/8	1/2	5/8	6	1 1/2	2 1/2	9 3/4	10 1/4	6 3/4	7 1/2															6.25	0.56
3	36		1 5/8	5/8	3/4	7	2	3	11 3/8	12	7 7/8	8 3/4															9.0	0.81
4																												
5																												

STANDARD SIGN
W14-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Charles J Spray for State Traffic Engineer

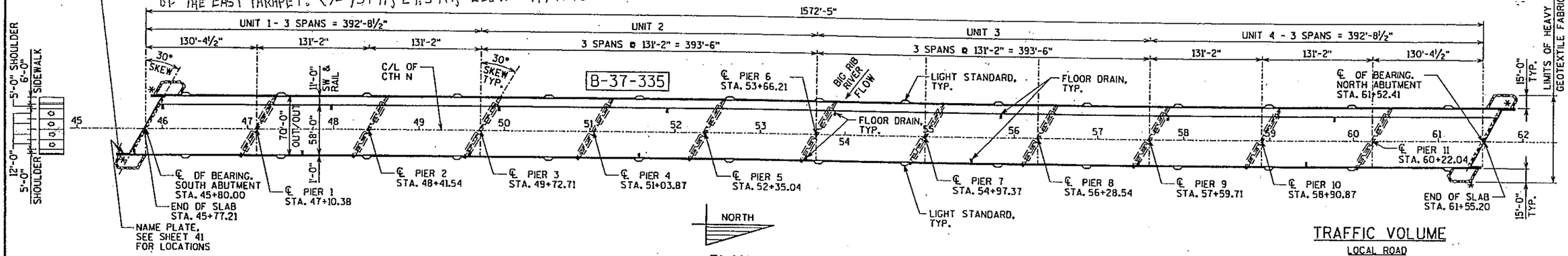
DATE 01/23/02 PLATE NO. W14-1.5

STATE PROJECT NUMBER:	HWY:	COUNTY:			SHEET NO: 204	E

STATE PROJECT NUMBER	SHEET NO.
6999-03-73	

* PROVIDE FOR THRIE BEAM GUARD RAIL ATTACHMENT.

BM - ALUMINUM CAP IN TOP OF PARAPET LOCATED ±5' NORTH OF THE SOUTH END OF THE EAST PARAPET. (± 45+41, 29.5' RT, ELEV. = 1179.46



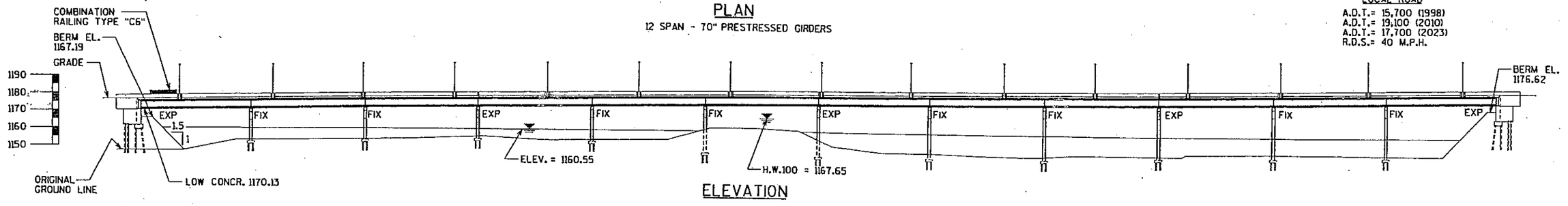
PLAN

12 SPAN - 70" PRESTRESSED GIRDERS

TRAFFIC VOLUME

LOCAL ROAD

A.D.T.= 15,700 (1998)
A.D.T.= 19,100 (2010)
A.D.T.= 17,700 (2023)
R.D.S.= 40 M.P.H.



ELEVATION

GENERAL NOTES

THIS STRUCTURE WILL REPLACE B-37-4, AT STA. 46+00 RIGHT, 275' WHICH IS AN 18 SPAN STEEL, DECK GIRDER STRUCTURE. TOTAL LENGTH IS 702'-6" WITH A 23'-0" CLEAR ROADWAY.

HYDRAULIC DATA

Q100	35,060 CFS
VELOCITY	2.54 FPS
HIGH WATER EL	1167.65
O_2 ELEV.	1161.15
WATERWAY AREA	12,600 SQ. FT.
DRAINAGE AREA	492 SQ. MI.
SCOUR CRITICAL CODE	5
Q100 REGULATORY	41,600 CFS
REGULATORY H.W.ELEV.	1167.73
ROADWAY OVERTOPPING:	
Q70	30,200CFS
HIGH WATER TO	1165.90

BENCH MARKS

NO.	STA.	DESCRIPTION	ELEV.
188	14+28	TOP OF NW BONNET BOLT ON F.H. 36'LT.	1190.89
191	24+35	TOP OF SE CORNER OF CONC. LOADING DOCK 97'LT	1172.07
193	44+58	TOP OF SE CORNER OF SE WINGWALL OF EXISTING STRUCTURE 125'RT	1165.41
1321	64+82	TOP NUT OF HYDRANT 15'RT	1198.57

DESIGN DATA

LIVE LOAD:

DESIGN RATING: HS-20
INVENTORY RATING: HS-25
OPERATIONAL RATING: HS-51
MAXIMUM STANDARD PERMIT VEHICLE LOAD = 250 KIPS.

STRUCTURE IS DESIGNED FOR A FUTURE WEARING SURFACE OF 20 POUNDS PER SQUARE FOOT.

ULTIMATE DESIGN STRESSES:

CONCRETE MASONRY SLAB — f'c = 4,000 P.S.I. ALL OTHER — f'c = 3,500 P.S.I.

BAR STEEL REINFORCEMENT, GRADE 60 ———— fy = 60,000 P.S.I.

70" PRESTRESSED GIRDERS, CONCRETE MASONRY ———— f'c = 7,500 P.S.I.
STRANDS- 0.6" ϕ WITH ULTIMATE TENSILE STRENGTH OF 270,000 P.S.I.

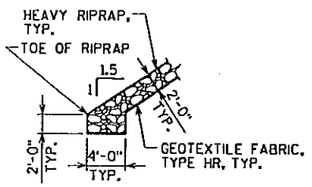
FOUNDATION DATA

ABUTMENTS TO BE SUPPORTED ON HP10x42 STEEL PILING DRIVEN TO A MINIMUM BEARING VALUE OF 55 TONS PER PILE. ESTIMATED 85 FEET LONG AT THE SOUTH ABUTMENT AND ESTIMATED 80 FEET LONG AT THE NORTH ABUTMENT.

PIER TO BE SUPPORTED ON HP10x42 STEEL PILING DRIVEN TO A MINIMUM BEARING VALUE OF 55 TONS PER PILE. SEE PIER SHEETS FOR PILE LENGTHS.

LIST OF DRAWINGS

1. GENERAL PLAN
2. CROSS SECTION
3. QUANTITIES
4. SUBSURFACE EXPLORATION SOUTH
5. SUBSURFACE EXPLORATION NORTH
6. SOUTH ABUTMENT
7. SOUTH ABUTMENT PILE PLAN
8. SOUTH ABUTMENT REINFORCING
9. SOUTH ABUTMENT WINGWALLS
10. SOUTH ABUTMENT BILL OF BARS
11. NORTH ABUTMENT
12. NORTH ABUTMENT PILE PLAN
13. NORTH ABUTMENT REINFORCING
14. NORTH ABUTMENT WINGWALLS
15. NORTH ABUTMENT BILL OF BARS
16. PIERS 1, 2 & 3
17. PIERS 1, 2 & 3 DETAILS
18. PIERS 4, 5 & 6
19. PIERS 4, 5 & 6 DETAILS
20. PIERS 7, 8 & 9
21. PIERS 7, 8 & 9 DETAILS
22. PIERS 10 & 11
23. PIERS 10 & 11 DETAILS
24. BEARING DETAILS
25. 70" PRESTRESSED GIRDER DETAILS
26. INTERMEDIATE STEEL DIAPHRAGM
27. SUPERSTRUCTURE UNIT 1
28. SUPERSTRUCTURE UNIT 2
29. SUPERSTRUCTURE UNIT 3
30. SUPERSTRUCTURE UNIT 4
31. SIDEWALK REINFORCING
32. SUPERSTRUCTURE CROSS SECTION
33. SUPERSTRUCTURE LONGITUDINAL DETAILS
34. SUPERSTRUCTURE BILL OF BARS
35. SUPERSTRUCTURE TOP OF DECK UNITS 1 & 2
36. SUPERSTRUCTURE TOP OF DECK UNITS 3 & 4
37. POURING SEQUENCE & ANCHOR ASSEMBLY
38. EXPANSION JOINT DETAILS
39. EXPANSION JOINT DETAILS
40. FLOOR DRAIN TYPE "H"
41. COMBINATION RAILING TYPE "C6"
42. COMBINATION RAILING DETAILS
43. RAIL POST SPACING & PANEL SPACING UNIT 1
44. RAIL POST SPACING & PANEL SPACING UNIT 2
45. RAIL POST SPACING & PANEL SPACING UNIT 3
46. RAIL POST SPACING & PANEL SPACING UNIT 4
47. LIGHTING DETAILS



RIPRAP DETAIL

BRIDGE OFFICE CONTACT = GERRY ANDERSON (608) 266-8488
CONSULTANT CONTACT = ALBERT M. LINDNER (414) 259-1500

WISCONSIN
ALBERT M. LINDNER
E-18992
BROOKFIELD, WIS.
PROFESSIONAL ENGINEER
3-12-03

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

STRUCTURE B-37-335

CTH N BRIDGE OVER THE BIG RIB RIVER

COUNTY MARATHON		CITY WAUSAU	
DESIGN SPEC. AASHTO 2002		LOAD HS20	CONST. SPEC. 1996
DESIGNED BY JG/MV	DESIGN CK'D. BH	DRAWN BY BLM	PLANS CK'D. AL/BH

APPROVED H.H. Anderson 04-28-03
CHIEF BRIDGE DESIGN ENGINEER — DATE

GENERAL PLAN

SHEET 1 OF 47

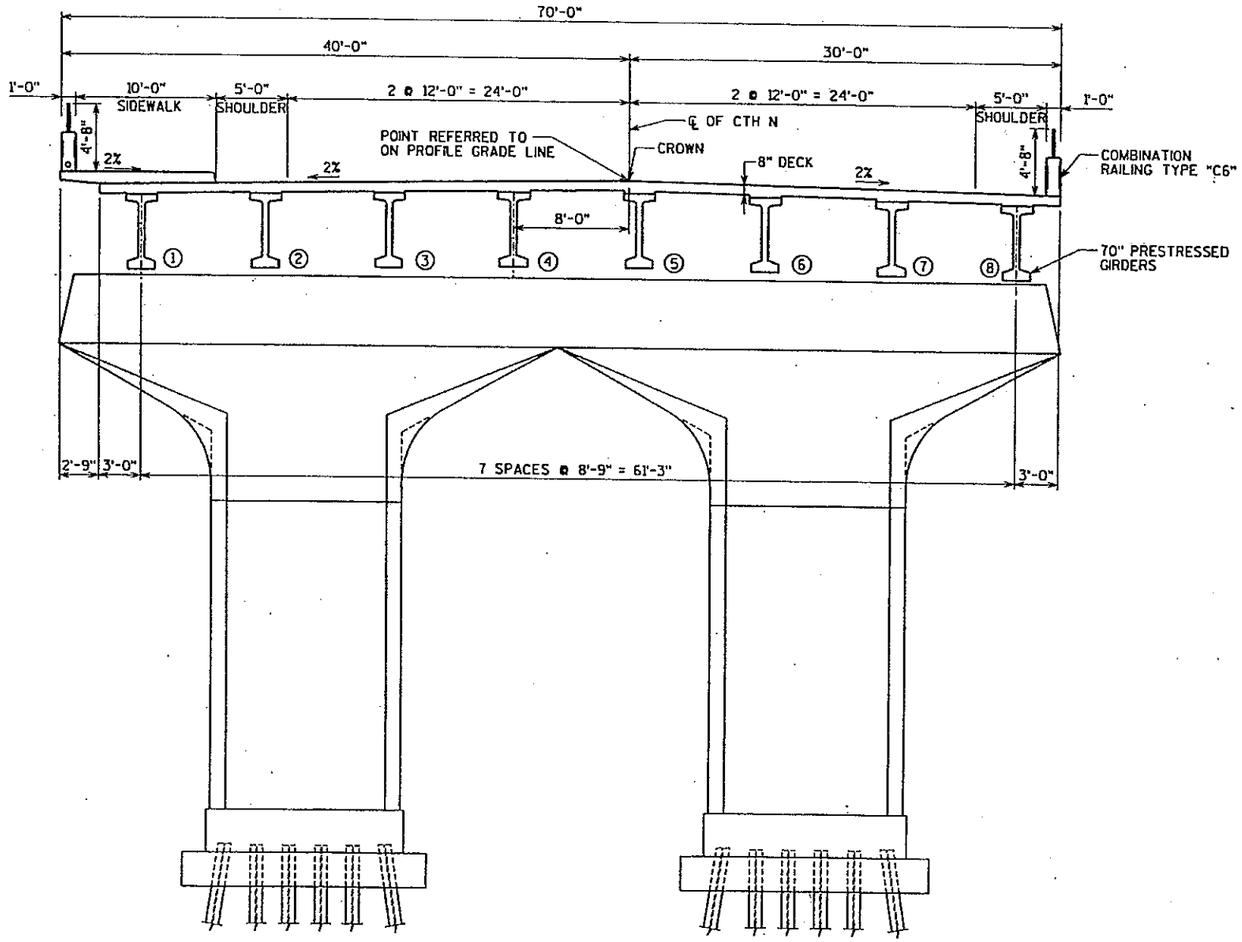
DATE RECEIVED 205

GRAEF ANHALT SCHLOEMER and Associates Inc.
ENGINEERS & SCIENTISTS
1100 Springhurst Drive, Suite 201
Green Bay, WI 54304-5650
(920) 592-9440
FAX (920) 592-9445
Web Site www.gasai.com

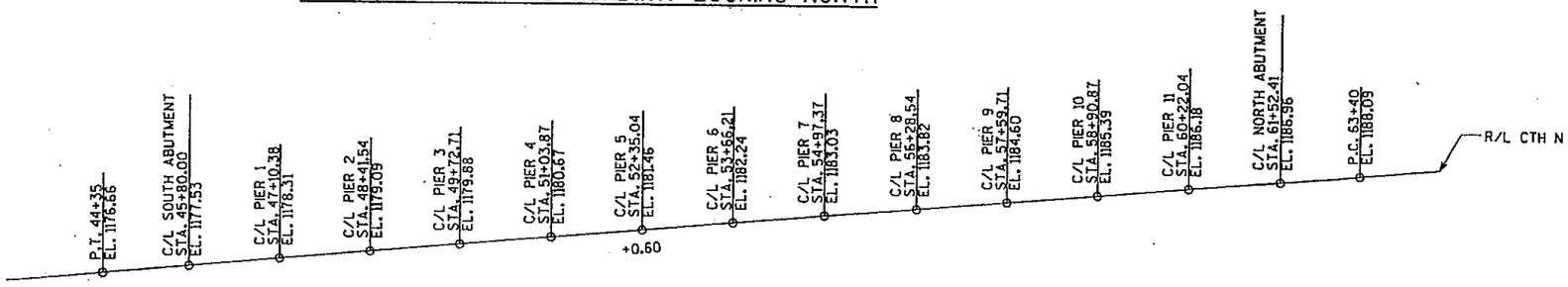
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03/12/03

McCLEARY BRIDGE

STATE PROJECT NUMBER	SHEET NO.
6999-03-73	



CROSS SECTION THRU ROADWAY LOOKING NORTH



PROFILE GRADE LINE

NOTE: ADD .04' (½") TO PROFILE ELEVATIONS. THE PROPOSED PROFILE NEEDED TO BE RAISED 0.04' DURING CONSTRUCTION.

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

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

ELASTOMERIC BEARING PADS NEED NOT BE INDIVIDUALLY MOLDED PROVIDED THE CUT EDGES ARE SMOOTH AND TRUE.

AT THE BACKFACE OF ABUTMENT ALL VOLUME WHICH CANNOT BE IN PLACE BEFORE ABUTMENT CONSTRUCTION AND NOT OCCUPIED BY THE NEW STRUCTURE SHALL BE BACKFILLED WITH STRUCTURE BACKFILL.

THE EXISTING GROUND LINE SHALL BE USED AS THE UPPER LIMITS OF EXCAVATION AT THE PIERS.

THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

THE GRADATION OF THE STRUCTURE BACKFILL SHALL MEET THE REQUIREMENTS OF SECTION 209.2.2 OF THE STANDARD SPECIFICATIONS FOR GRADE 1 MATERIAL.

THE MINIMUM CONCRETE HAUNCH SHALL BE 2" FOR DESIGN CALCULATIONS AND THE HAUNCH CONCRETE QUANTITY IS BASED ON AN AVERAGE DEPTH OF 2½" WHICH IS THE MAXIMUM HAUNCH QUANTITY FOR WHICH THE CONTRACTOR WILL BE PAID.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

STRUCTURE B-37-335

CONST. SPEC. 1996	DRAWN BY RBH	PLANS CK'D. BH

CROSS SECTION

SHEET 2 OF 47

DATE RECEIVED 2006

McCLEARY BRIDGE

g:\bridges\20012047\struct\ms\clh-n-s2.dgn
03/10/2003

STATE PROJECT NUMBER	SHEET NO.
6999-03-73	

TOTAL ESTIMATED QUANTITIES

BID ITEMS	UNIT	SUPER.	SOUTH ABUT.	NORTH ABUT.	PIER 1	PIER 2	PIER 3	PIER 4	PIER 5	PIER 6	PIER 7	PIER 8	PIER 9	PIER 10	PIER 11	TOTALS
REMOVING OLD STRUCTURE, STATION 46+00, 275' RIGHT	L.S.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1
EXCAVATION FOR STRUCTURES, BRIDGES, B-37-335	L.S.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1
COFFERDAMS, STRUCTURE B-37-335	L.S.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1
STRUCTURE BACKFILL	C.Y.	—	490	500	—	—	—	—	—	—	—	—	—	—	—	990
CONCRETE MASONRY, BRIDGES	C.Y.	3857	182	184	131	130	128	130	142	150	154	157	153	154	153	5805
CONCRETE MASONRY, SEAL	C.Y.	—	—	—	46.5	46.5	46.5	52.5	52.5	52.5	52.5	52.5	52.5	52.5	53	560
EXPANSION DEVICE, STRUCTURE B-37-335	L.S.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1
PROTECTIVE SURFACE TREATMENT	S.Y.	12,990	—	—	—	—	—	—	—	—	—	—	—	—	—	12,990
PRESTRESSED GIRDER, I TYPE, 70-INCH	L.F.	12,569	—	—	—	—	—	—	—	—	—	—	—	—	—	12,569
HIGH-STRENGTH BAR STEEL REINFORCEMENT, BRIDGES	LB.	—	4530	4530	30,250	30,170	29,650	30,550	32,630	33,630	34,630	35,000	34,250	34,490	34,380	368,690
COATED HIGH-STRENGTH BAR STEEL REINFORCEMENT, BRIDGES	LB.	933,760	6230	6250	—	—	—	—	—	—	—	—	—	—	—	946,240
NON-LAMINATED ELASTOMERIC BEARING PADS	EACH	—	—	—	8	8	—	8	8	—	8	8	—	8	8	64
LAMINATED ELASTOMERIC BEARING PADS	EACH	—	8	8	—	—	8	—	—	8	—	—	8	—	—	40
STEEL DIAPHRAGMS, STRUCTURE B-37-335	EACH	168	—	—	—	—	—	—	—	—	—	—	—	—	—	168
STEEL PILING, DELIVERED AND DRIVEN, HP 10-INCH 42 POUND	L.F.	—	2210	2080	2520	2340	2340	2520	2310	2520	2940	2940	3150	3150	2940	33,960
PILE POINTS	EACH	—	26	—	36	36	36	42	42	42	42	42	—	—	—	344
FLOOR DRAINS, TYPE H	EACH	16	—	—	—	—	—	—	—	—	—	—	—	—	—	16
RUBBERIZED MEMBRANE WATERPROOFING	S.Y.	—	25	25	—	—	—	—	—	—	—	—	—	—	—	50
HEAVY RIPRAP	C.Y.	—	300	300	—	—	—	—	—	—	—	—	—	—	—	600
PIPE UNDERDRAIN, 6-INCH	L.F.	—	60	60	—	—	—	—	—	—	—	—	—	—	—	120
PIPE UNDERDRAIN, UNPERFORATED, 6-INCH	L.F.	—	20	20	—	—	—	—	—	—	—	—	—	—	—	40
ANCHOR ASSEMBLIES FOR STEEL PLATE BEAM GUARD	EACH	4	—	—	—	—	—	—	—	—	—	—	—	—	—	4
GEOTEXTILE FABRIC, TYPE DF	S.Y.	—	50	50	—	—	—	—	—	—	—	—	—	—	—	100
GEOTEXTILE FABRIC, TYPE HR	S.Y.	—	500	500	—	—	—	—	—	—	—	—	—	—	—	1000
CONSTRUCTION STAKING, STRUCTURE LAYOUT, STRUCTURE B-37-335	L.S.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1
ELECTRICAL WIRE, LIGHTING, NO. 4	L.F.	19,186	—	—	—	—	—	—	—	—	—	—	—	—	—	19,186
ELECTRICAL WIRE, LIGHTING, NO. 12	L.F.	2,700	—	—	—	—	—	—	—	—	—	—	—	—	—	2,700
BRIDGE LIGHTING, STRUCTURE B-37-335	L.S.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1
CONCRETE CONTROL CABINET BASE, TYPE 9	EACH	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1
PULL BOXES, STEEL 24X36 INCH	EACH	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3
NON-METALLIC CONDUIT, SCHEDULE 40, 2 INCH	L.F.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	101
NON-METALLIC CONDUIT, SCHEDULE 40, 3 INCH	L.F.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	172
LIGHTING CONTROLLER NO. 2, STA. 45+50, (50.0'LT) & ELECT. SERVICE	L.S.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1
BRIDGE LIGHTING, STRUCTURE B-37-335	L.S.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1
COMBINATION RAILING, TYPE "C6"	L.S.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1
DECORATIVE BRIDGE POLE AND LUMINAIRE, TYPE B	EACH	30	—	—	—	—	—	—	—	—	—	—	—	—	—	30
PILE REDRIVING	EACH	—	—	1	—	—	—	—	—	—	—	1	1	1	1	5
OMP, READY MIXED CONCRETE MASONRY FOR BRIDGES	C.Y.	3857	182	184	131	130	128	130	142	150	154	157	153	154	153	5805
OMP, MASONRY STRENGTH INCENTIVE, READY-MIXED CONCRETE	DOL.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	55,728
NON-BID ITEMS																
BRIDGE SEAT PROTECTION	L.S.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1
FILLER	SIZE	—	—	—	—	—	—	—	—	—	—	—	—	—	—	½" & ¾"

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

STRUCTURE B-37-335

CONST. SPEC. 1996	DRAWN BY RBH	PLANS CK'D. JC

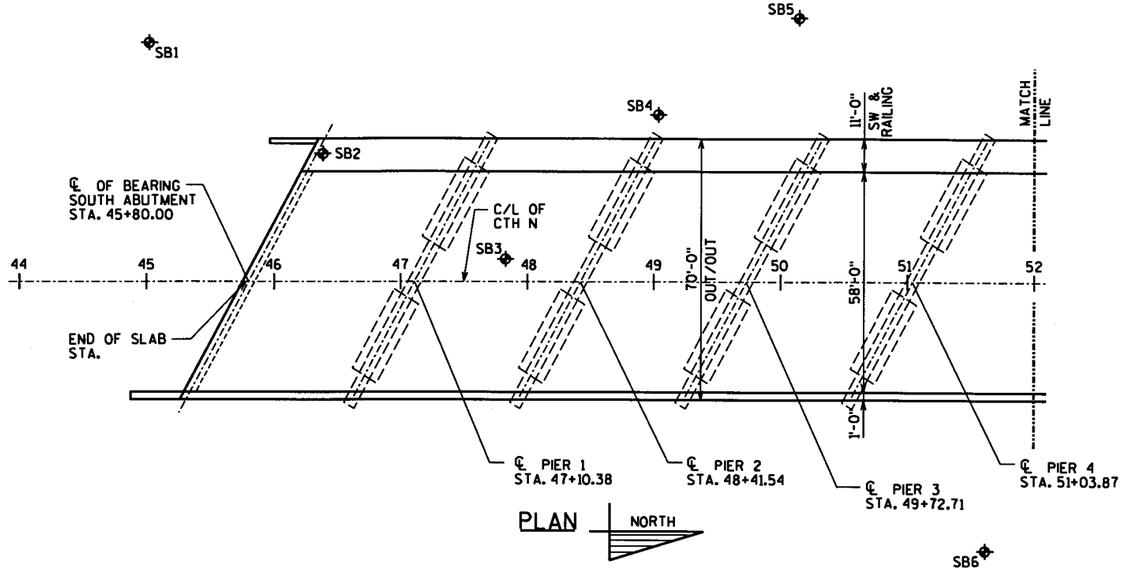
QUANTITIES

SHEET 3 OF 47

DATE RECEIVED 207

McCLEARY BRIDGE

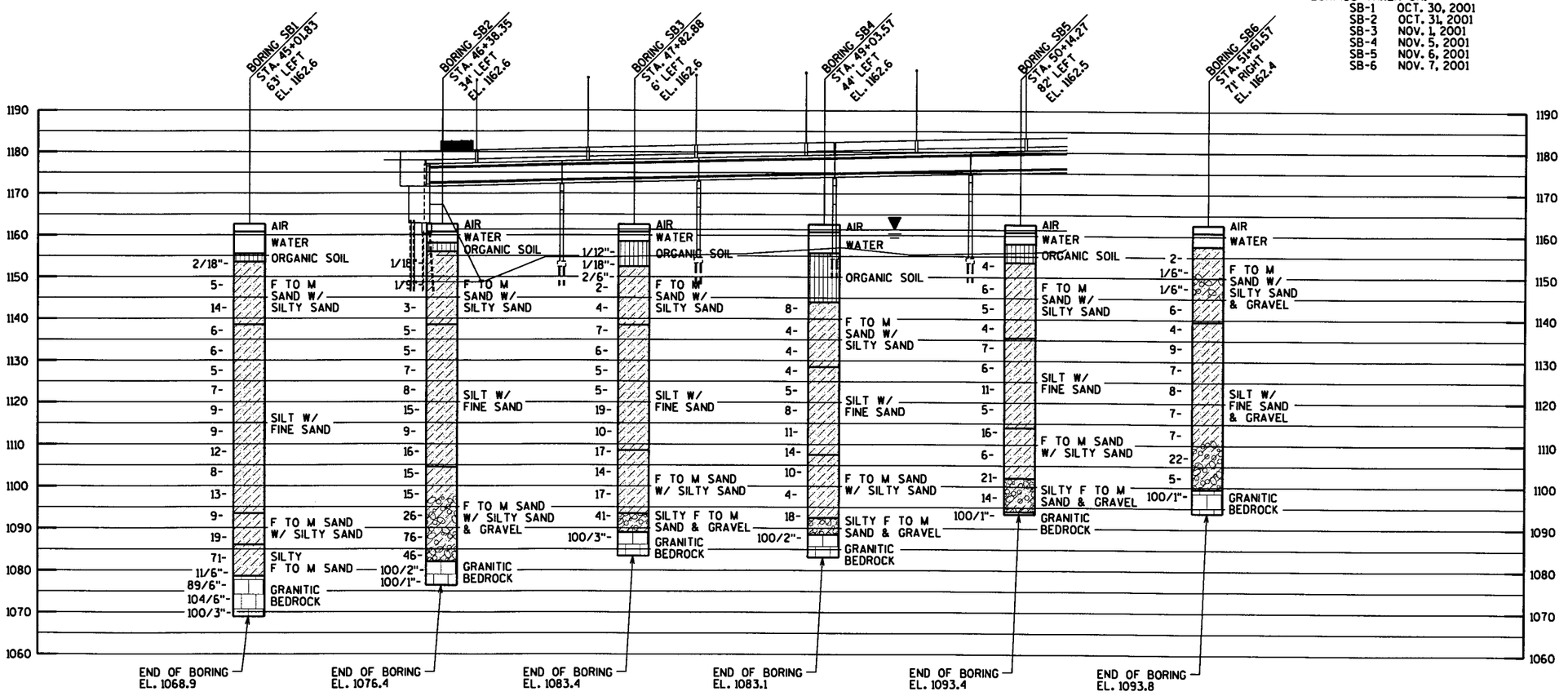
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03/13/03



BORINGS TAKEN BY:
SOILS & ENGINEERING SERVICES, INC.
1102 STEWART STREET
MADISON, WISCONSIN 53713
TEL. (608) 274-7600
FAX (608) 274-7511

BORINGS TAKEN ON:

SB-1	OCT. 30, 2001
SB-2	OCT. 31, 2001
SB-3	NOV. 1, 2001
SB-4	NOV. 5, 2001
SB-5	NOV. 6, 2001
SB-6	NOV. 7, 2001



STATE PROJECT NUMBER	SHEET NO.
6999-03-73	

ABBREVIATIONS

F ---- Fine M ---- Medium C ---- Coarse
Ws ---- Weathered So ---- Sound

MATERIAL SYMBOLS

Fill, Topsoil, Sand, Gravel, Silt, Silty Clay, Clay, Sandy Gravel, Limestone, Clayey Silt, Silty Sand

LEGEND OF PROBING

Probing No.
Sta.
Elevation
95/6 Blows for 6" penetration probing taken with a 140# wt. falling 30" on a 2" O.D. point
7 Average blows per foot
Refusal 95/6

LEGEND OF BORING

Boring No.
sta. elev.
Unconfined strength Tons/Ft.² — 7.7
Blows per Ft. using 140# wt. falling 30"
Wash sample
Shelby Tube ----- S.T.
Ground water elevation
No ground water observed above this elevation
Sandy Gravel
F. Boulders or Cobbles
Sand
Silty Clay
So
Limestone

Unless otherwise specified, the blows per foot at the locations indicated are based on driving a 2" O.D. x 1.4" I.D. split spoon sampler with a 140# hammer having a free fall of 30". The blow count is taken in undisturbed soil immediately below a cased or open hole eliminating side friction on the drive pipe.

SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

To obtain relative data concerning the character of material in and upon which the foundation might be built, borings and/or soundings were made at points approximately as indicated on this drawing. The data presented herein represents the findings of the sub-surface explorations made. However, because the depths investigated are limited and the area of the borings and/or soundings is very small in relation to the entire area, the Division of Highways does not warrant conditions below the depths investigated or that the classification of material encountered in these investigations is necessarily typical of the entire site.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

STRUCTURE B-37-335

CONST. SPEC. 1996	DRAWN BY RBH	PLANS CK'D. JG

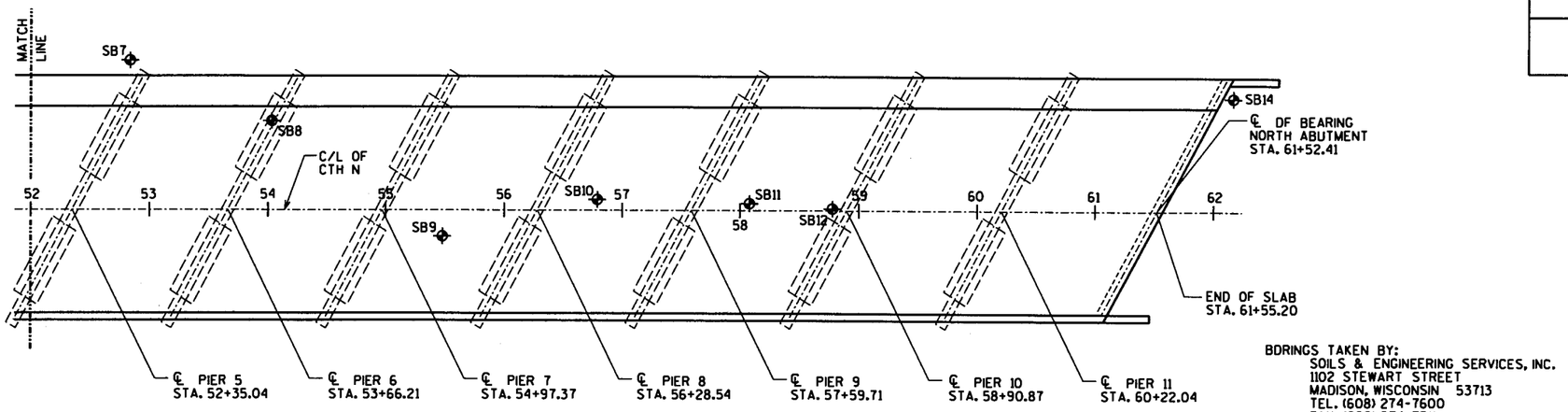
SUBSURFACE EXPLORATION SOUTH

SHEET 4 OF 47

DATE RECEIVED 208

McCLEARY BRIDGE

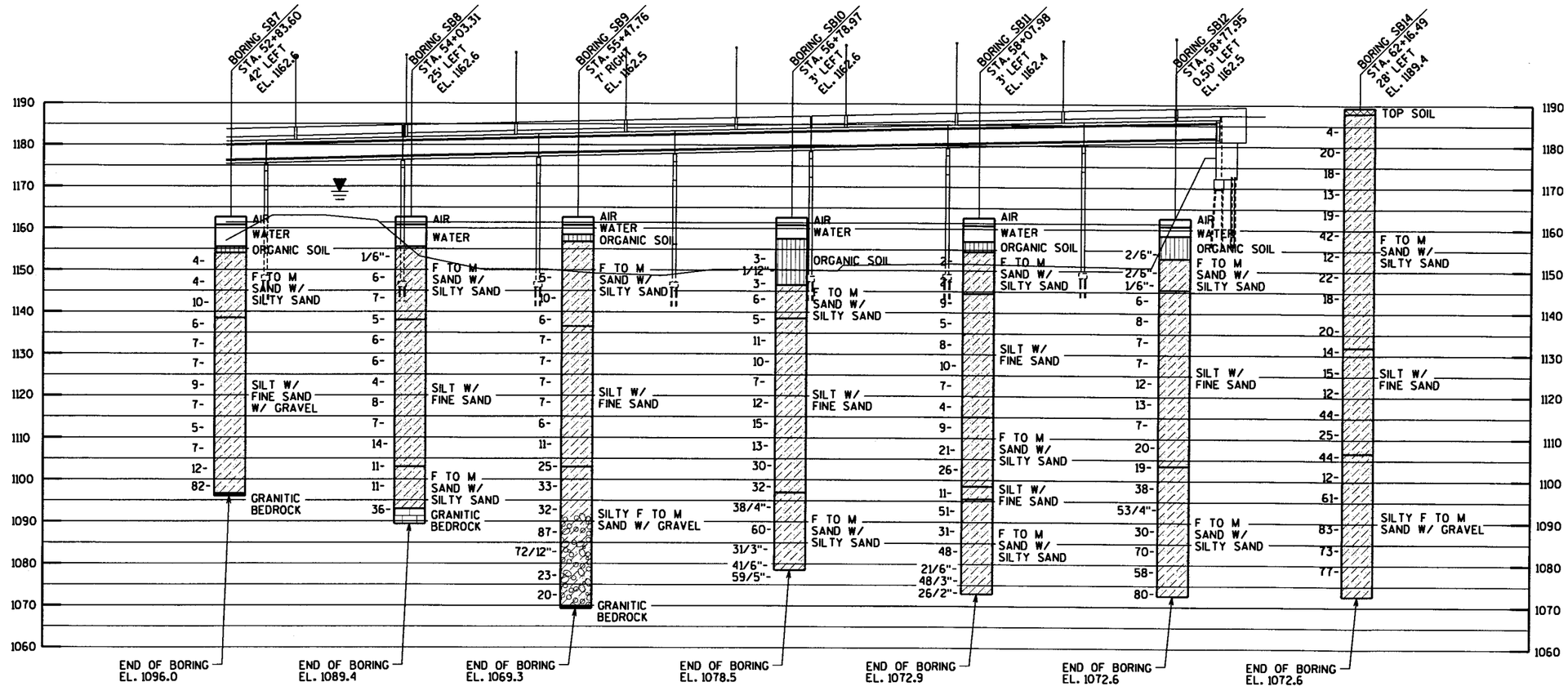
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03/10/2003



PLAN NORTH

BORINGS TAKEN BY:
SOILS & ENGINEERING SERVICES, INC.
1102 STEWART STREET
MADISON, WISCONSIN 53713
TEL. (608) 274-7600
FAX (608) 274-7511

BORINGS TAKEN ON:
SB-7 NOV. 7, 2001
SB-8 NOV. 7, 2001
SB-9 NOV. 8, 2001
SB-10 NOV. 8, 2001
SB-11 NOV. 9, 2001
SB-12 NOV. 13, 2001



STATE PROJECT NUMBER	SHEET NO.
6999-03-73	

ABBREVIATIONS

F ---- Fine M ---- Medium C ---- Coarse
Ws ---- Weathered So ---- Sound

MATERIAL SYMBOLS

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LEGEND OF PROBING

95/6 Blows for 6" penetration probing taken with a 140# wt. falling 30" on a 2" O.D. point

Probing No.
Sta.
Elevation
7 Average blows per foot
Refusal 95/6

LEGEND OF BORING

Unconfined strength Tons/Ft. — 7.7 7 *
Blows per Ft. using 140# wt. falling 30"
Wash sample
Shelby Tube ----- S.T.
Ground water elevation
No ground water observed above this elevation

Boring No. sta. elev.
Sandy Gravel
F. Boulders or Cobbles
Sand
Silty Clay
So
Limestone

Unless otherwise specified, the blows per foot at the locations indicated are based on driving a 2" O.D. x 1.4" I.D. split spoon sampler with a 140# hammer having a free fall of 30". The blow count is taken in undisturbed soil immediately below a cased or open hole eliminating side friction on the drive pipe.

SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

To obtain relative data concerning the character of material in and upon which the foundation might be built, borings and/or soundings were made at points approximately as indicated on this drawing. The data presented herein represents the findings of the sub-surface explorations made. However, because the depths investigated are limited and the area of the borings and/or soundings is very small in relation to the entire area, the Division of Highways does not warrant conditions below the depths investigated or that the classification of material encountered in these investigations is necessarily typical of the entire site.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

STRUCTURE B-37-335

CONST. SPEC. 1996	DRAWN BY RBH	PLANS CK'D. JG

SUBSURFACE EXPLORATION NORTH

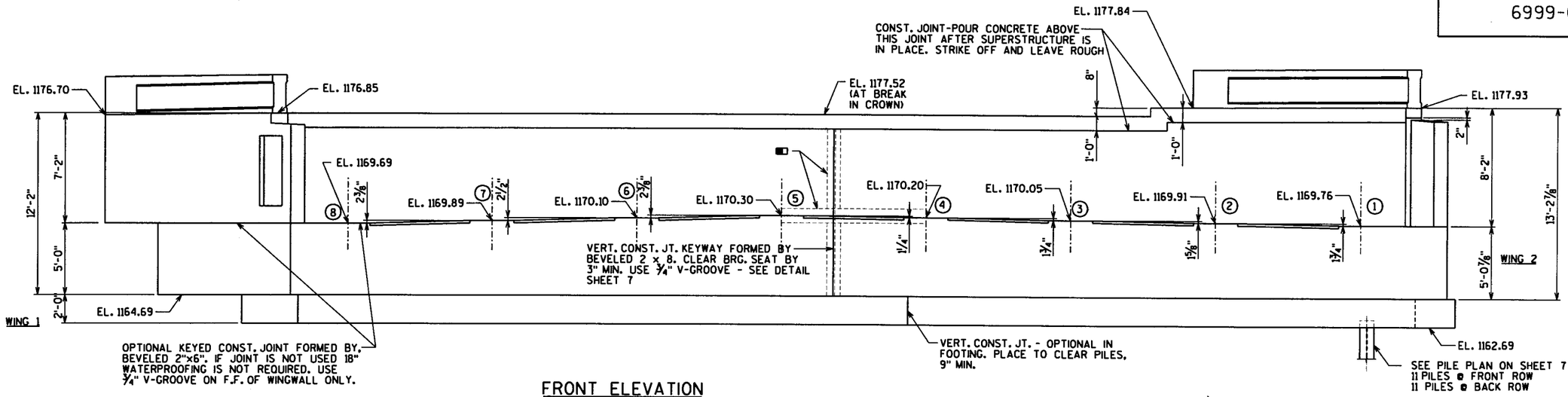
SHEET 5 OF 47

DATE RECEIVED 209

McCLEARY BRIDGE

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03/10/2003

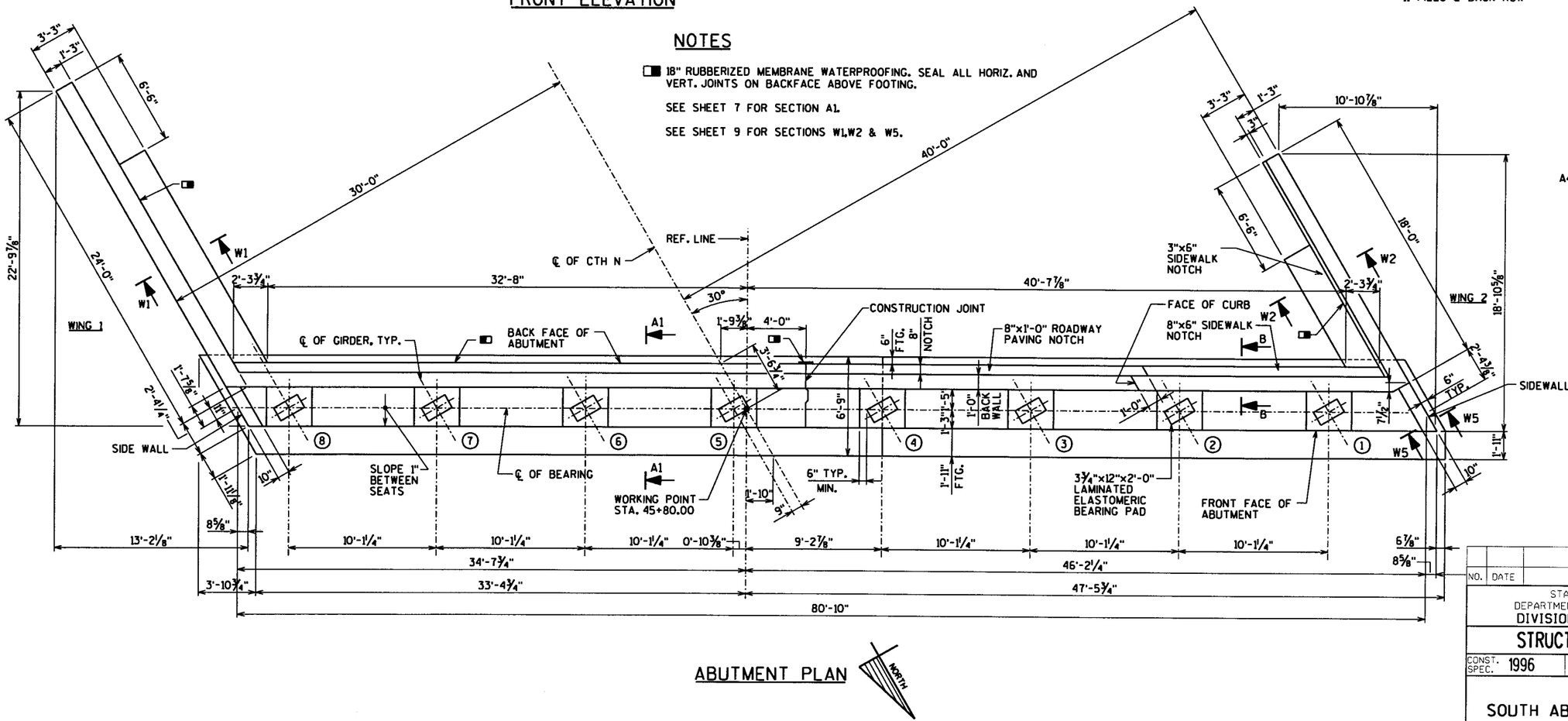
STATE PROJECT NUMBER	SHEET NO.
6999-03-73	



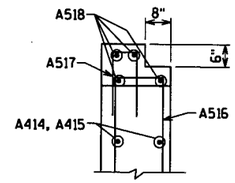
FRONT ELEVATION

NOTES

- 18" RUBBERIZED MEMBRANE WATERPROOFING. SEAL ALL HORIZ. AND VERT. JOINTS ON BACKFACE ABOVE FOOTING.
- SEE SHEET 7 FOR SECTION A1.
- SEE SHEET 9 FOR SECTIONS W1,W2 & W5.



ABUTMENT PLAN



SECTION B

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

STRUCTURE B-37-335

CONST. SPEC. 1996	DRAWN BY R&H	PLANS CK'D. KW

SOUTH ABUTMENT

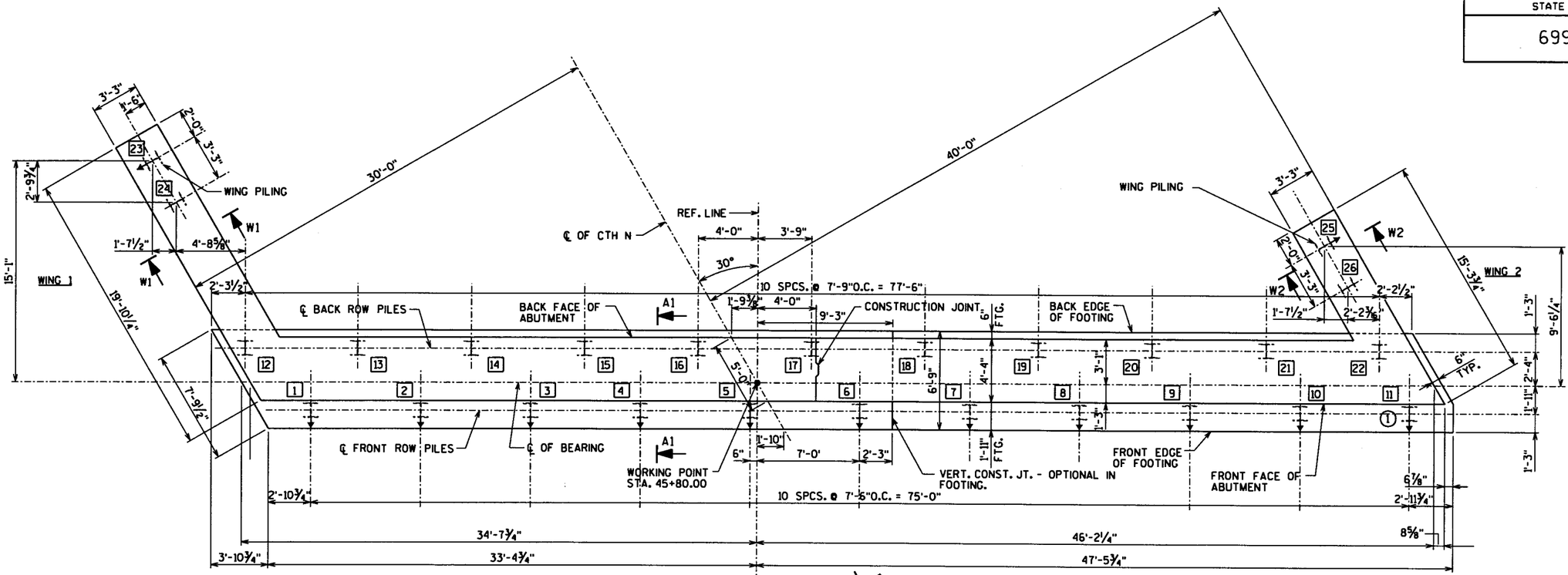
SHEET 6 OF 47

DATE RECEIVED 2.10

McCLEARY BRIDGE

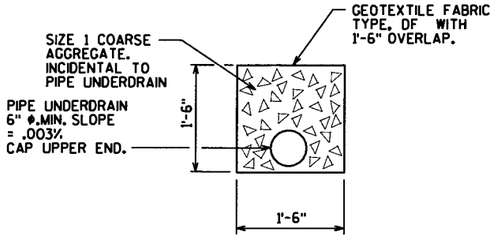
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03/10/2003

STATE PROJECT NUMBER	SHEET NO.
6999-03-73	



PILE PLAN

NORTH



PIPE UNDERDRAIN DETAIL

NOTES

- 18" RUBBERIZED MEMBRANE WATERPROOFING. SEAL ALL HORIZ. AND VERT. JOINTS ON BACKFACE ABOVE FOOTING.
- KEYED CONST. JOINT FORMED BY BEVELED 2 X 6.

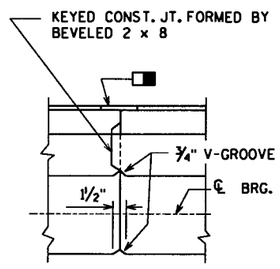
HP 10x42 DRIVEN TO A MIN. BEARING VALUE OF 55 TONS/PILE. ESTIMATE LENGTH = 85'-0

FILL/EXCAVATE TO BOTTOM OF FOOTING EL. BEFORE DRIVING PILING.

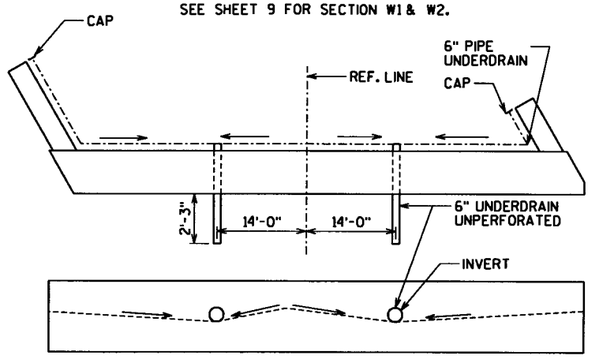
FOR PILE SPLICE DETAIL, SEE SHEET 10.

- = BATTERED PILE AT 4:1

SEE SHEET 9 FOR SECTION W1 & W2.

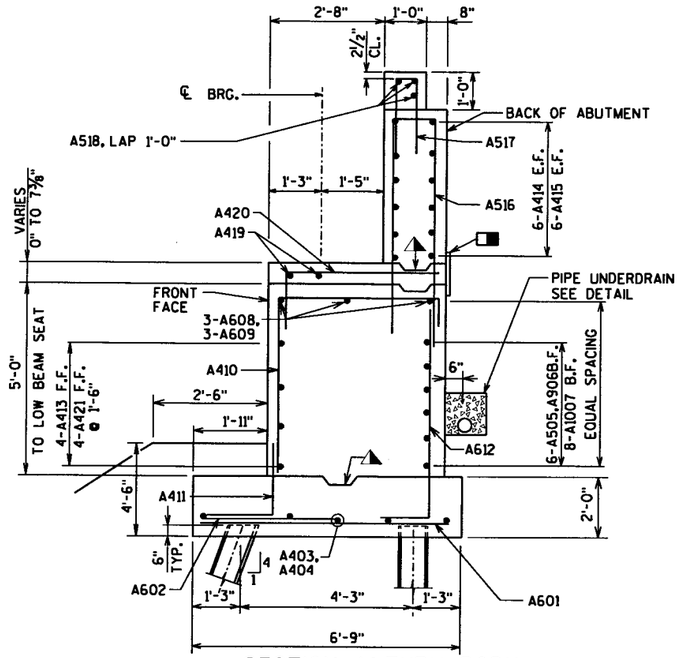


VERT. CONST. JOINT



UNDERDRAIN DETAIL

SLOPE UNDERDRAIN .003 ⅓ MIN.



SECTION A1 THRU BODY

FILL/EXCAVATE TO BOTTOM OF FOOTING EL. BEFORE DRIVING PILING.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

STRUCTURE B-37-335

CONST. SPEC. 1996	DRAWN BY RBH	PLANS CK'D. KW

SOUTH ABUTMENT PILE PLAN

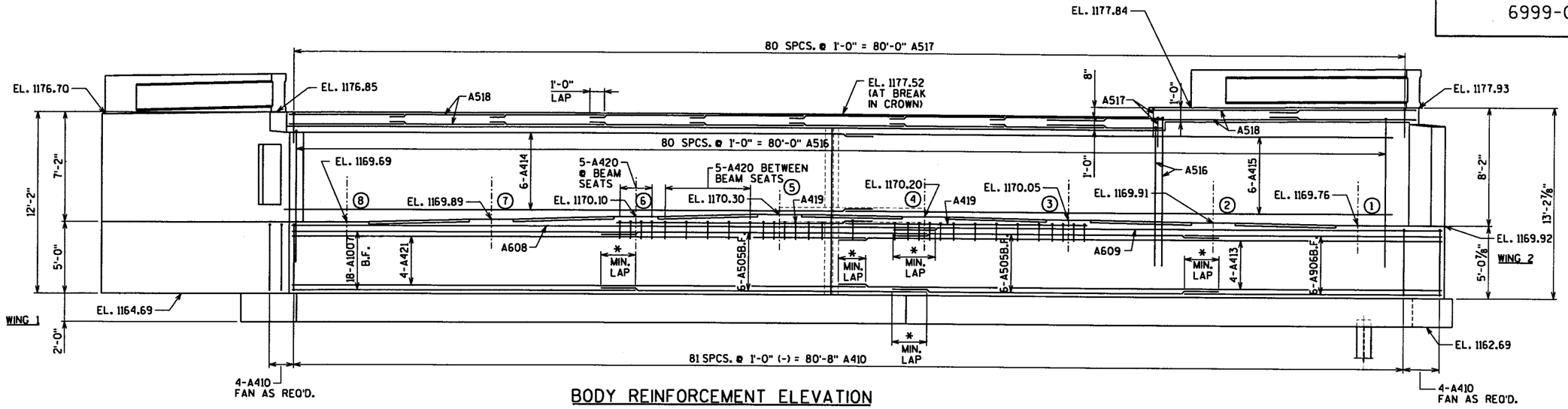
SHEET 7 OF 47

DATE RECEIVED 2/1

McCLEARY BRIDGE

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05/10/2003

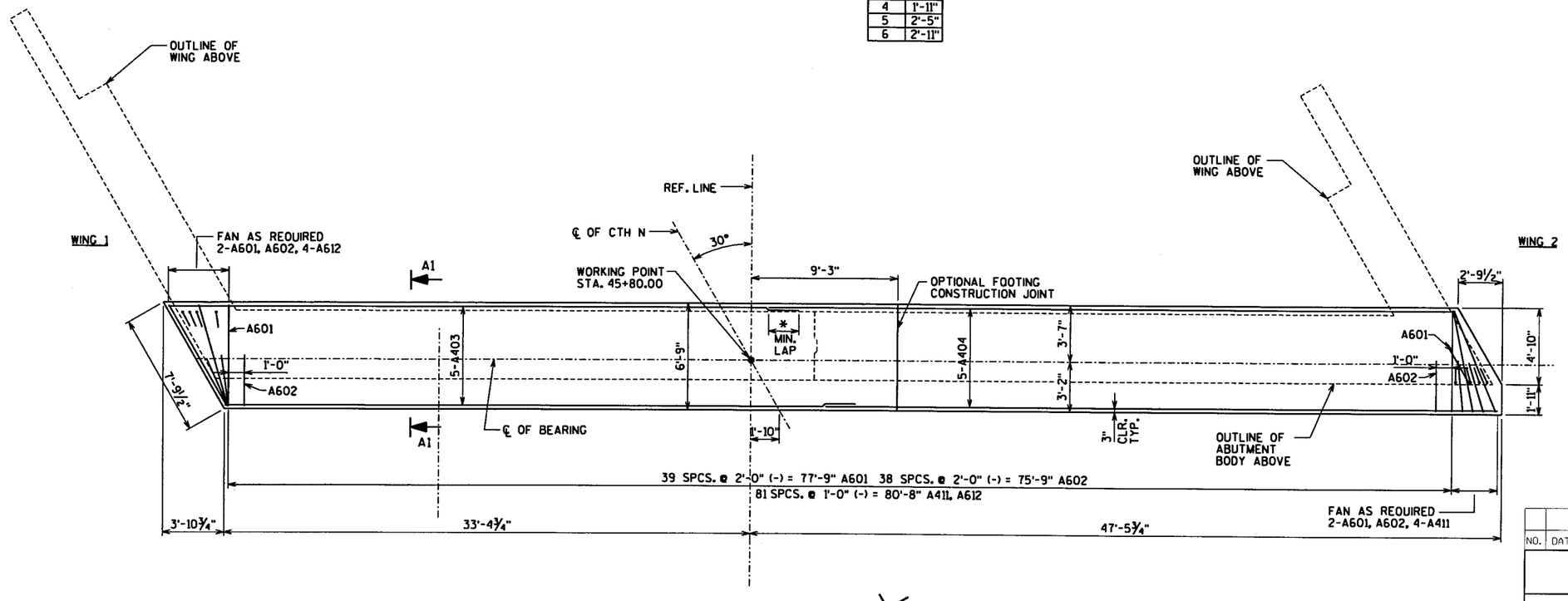
STATE PROJECT NUMBER	SHEET NO.
6999-03-73	



BODY REINFORCEMENT ELEVATION

*

BAR SIZE	MIN. LAP
4	1'-11"
5	2'-5"
6	2'-11"



FOOTING REINFORCEMENT PLAN

NORTH

NOTES

SEE SHEET 7 FOR SECTION A1.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

STRUCTURE B-37-335

CONST. SPEC. 1996	DRAWN BY RBH	PLANS CK'D. KW

SOUTH ABUTMENT REINFORCING

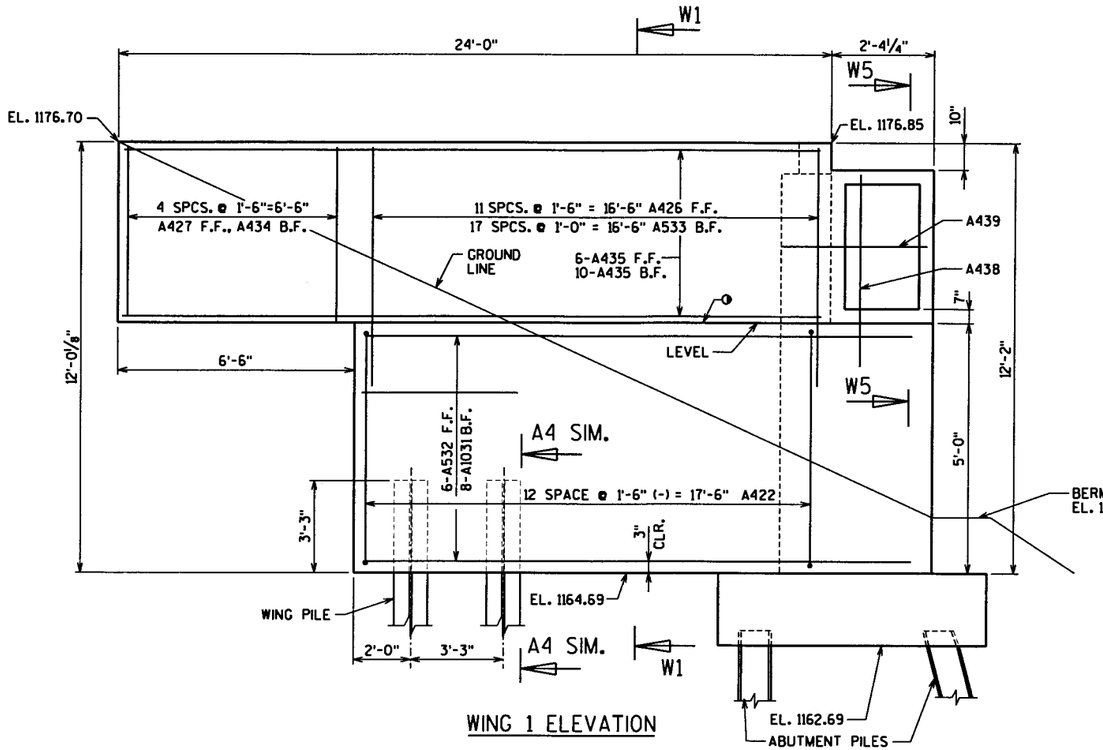
SHEET 8 OF 47

DATE RECEIVED 212

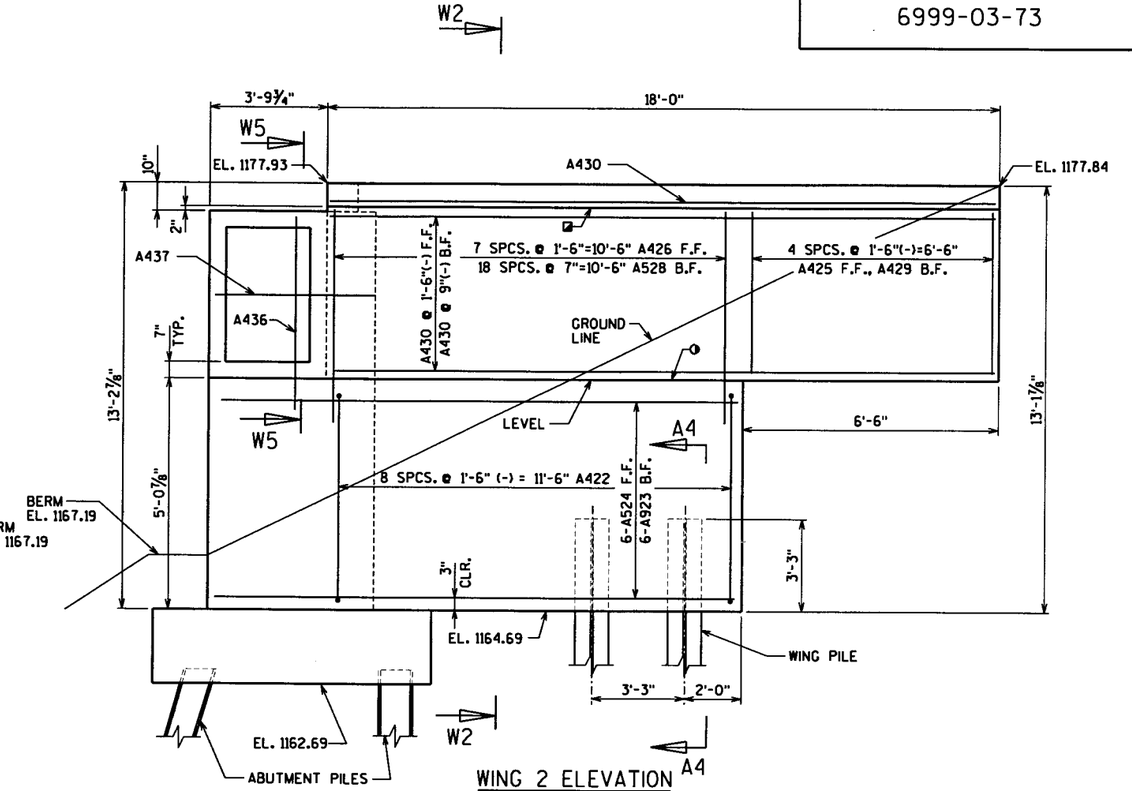
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03/10/2003

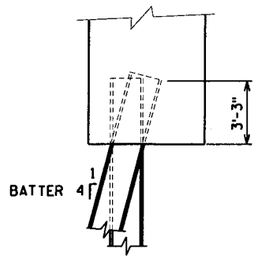
STATE PROJECT NUMBER	SHEET NO.
6999-03-73	



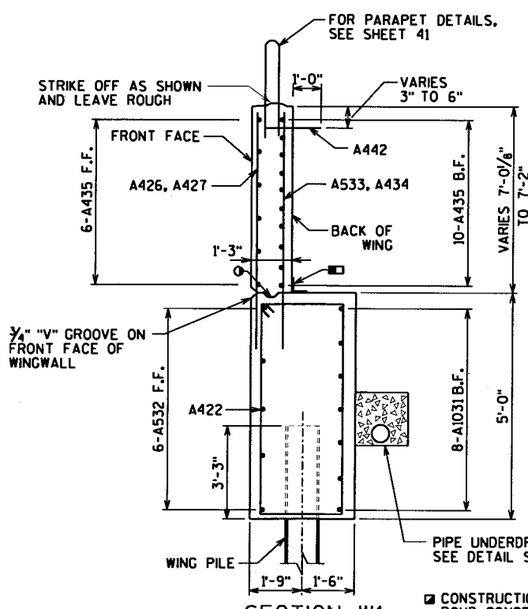
WING 1 ELEVATION



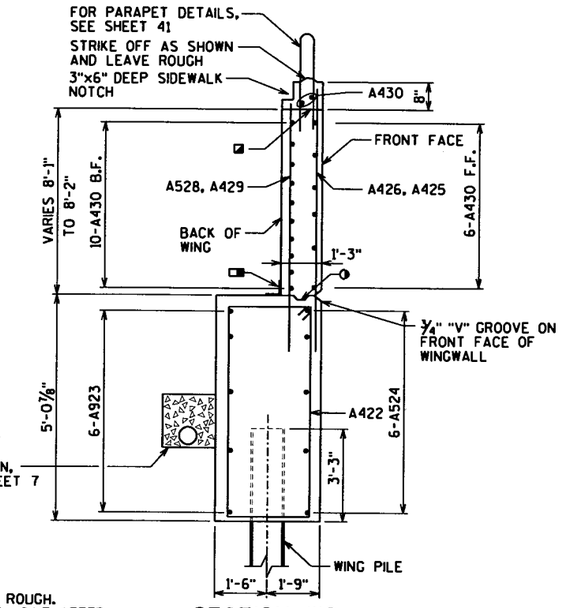
WING 2 ELEVATION



SECTION A4

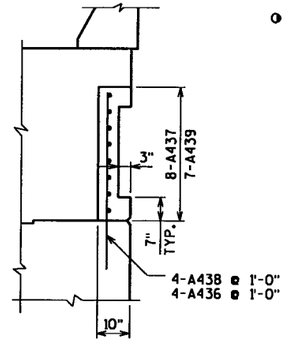


SECTION W1



SECTION W2

CONSTRUCTION JOINT, LEAVE ROUGH. POUR CONCRETE ABOVE THIS JOINT AFTER DECK IS IN PLACE.



SECTION W5

NOTES

FILL/EXCAVATE TO BOTTOM OF FOOTING ELEVATION BEFORE DRIVING PILES.

▬ 18" RUBBERIZED MEBRANE WATERPROOFING.

○ OPTIONAL CONSTRUCTION JOINT FORMED BY BEVELED 2"x6" KEYWAY.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

STRUCTURE B-37-335

CONST. SPEC. 1996	DRAWN BY RBH	PLANS CK'D. KW

SOUTH ABUTMENT WINGWALLS

SHEET 9 OF 47

DATE RECEIVED 213

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03/10/2003

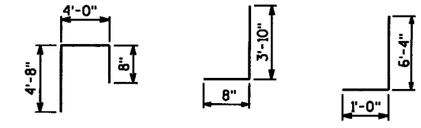
McCLEARY BRIDGE

STATE PROJECT NUMBER	SHEET NO.
6999-03-73	

THE FIRST TWO DIGITS OF A FOUR DIGIT BAR MARK INDICATES BAR SIZE.
ALL DIMENSIONS IN THE BAR BENDS ARE OUT TO OUT.

SOUTH ABUTMENT - BILL OF BARS

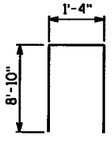
MARK	COATED	NO. REQ'D.	LENGTH	BAR SERIES	BENT	LOCATION
A601		44	6'-3"			FOOTING, TRANSVERSE
A602		43	3'-4"			FOOTING, TRANSVERSE
A403		5	40'-0"			FOOTING, LONGIT.
A404		5	44'-0"			FOOTING, LONGIT.
A505		12	23'-4"			BODY, HORIZONTAL B.F.
A906		7	18'-0"			BODY, HORIZONTAL B.F.
A1007		8	24'-0"			BODY, HORIZONTAL B.F.
A608		3	44'-0"			BODY, HORIZONTAL, TOP
A609		3	40'-0"			BODY, HORIZONTAL, TOP
A410		82	9'-2"		X	BODY, STIRRUP
A411		86	4'-5"		X	FOOTING & WING DOWEL F.F.
A612		86	7'-2"		X	FOOTING DOWEL B.F.
A413		4	42'-8"			BODY HORIZONTAL F.F.
A414	X	12	42'-8"			BACKWALL, HORIZONTAL E.F.
A415	X	12	40'-0"			BACKWALL, HORIZONTAL E.F.
A516	X	81	18'-9"		X	BACKWALL, VERTICAL
A517	X	81	4'-5"		X	PAVING NOTCH VERTICAL
A518	X	38	8'-0"			PAVING NOTCH HORIZONTAL
A419		4	20'-0"			BODY, HORIZONTAL, BEAM SEAT
A420		35	6'-7"		X	BODY, VERTICAL, BEAM SEAT
A421		4	40'-0"			BODY, HORIZONTAL, F.F.
A422	X	22	15'-4"		X	WING 1&2 STIRRUP
A823	X	7	13'-4"			WING 2 HORIZONTAL, B.F.
A524	X	6	13'-4"			WING 2 HORIZONTAL
A425	X	5	8'-5"			WING 2 VERTICAL, F.F.
A426	X	20	10'-2"			WING 1&2 VERTICAL, F.F.
A427	X	5	6'-7"			WING 1 VERTICAL, F.F.
A528	X	19	9'-8"			WING 2 VERTICAL, B.F.
A429	X	5	7'-9"			WING 2 VERTICAL, B.F.
A430	X	18	17'-8"			WING 2 HORIZONTAL, SIDEWALK PARAPET
A1031	X	8	21'-4"			WING 1 HORIZONTAL, B.F.
A532	X	6	19'-6"			WING 1 HORIZONTAL, F.F.
A533	X	18	8'-8"			WING 1 VERTICAL, B.F.
A434	X	5	6'-8"			WING 1 VERTICAL, B.F.
A435	X	16	23'-8"			WING 1 HORIZONTAL
A436	X	4	8'-8"			WING 2 SIDEWALL VERTICAL
A437	X	8	5'-0"			WING 2 SIDEWALL HORIZONTAL
A438	X	4	7'-5"			WING 1 SIDEWALL VERTICAL
A439	X	7	4'-2"			WING 1 SIDEWALL HORIZONTAL
A442	X	24	2'-0"			WING



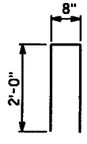
A410

A411

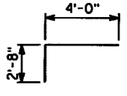
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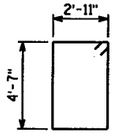
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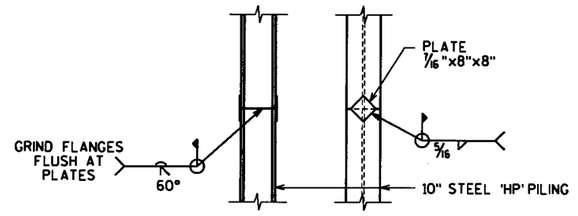
A517



A420



A422



STEEL 'HP' SHAPES

PILE SPLICE DETAILS

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

STRUCTURE B-37-335

CONST. SPEC. 1996	DRAWN BY RBH	PLANS CK'D. KW

SOUTH ABUTMENT
BILL OF BARS

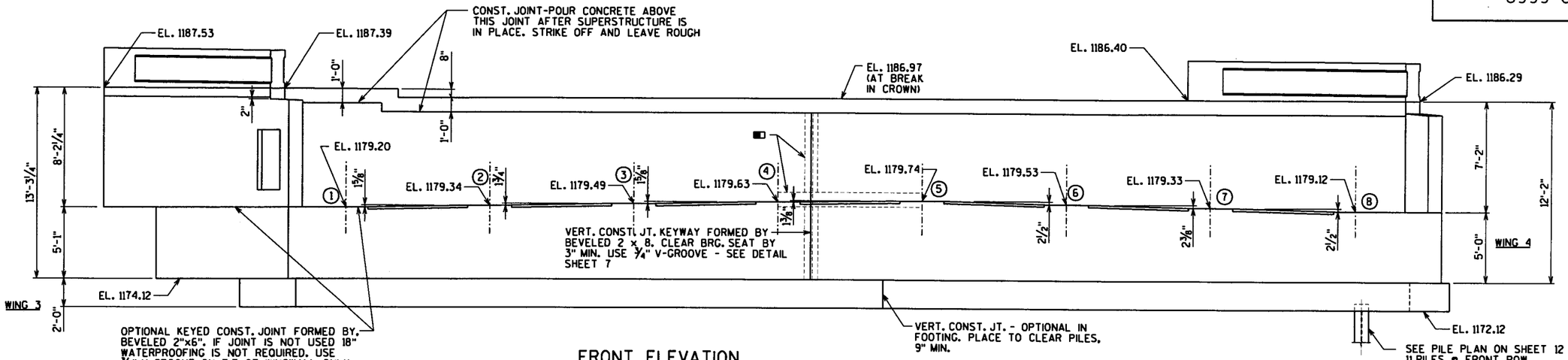
SHEET 10 OF 47

DATE RECEIVED 214

McCLEARY BRIDGE

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03/10/2003

STATE PROJECT NUMBER	SHEET NO.
6999-03-73	



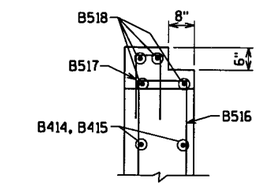
FRONT ELEVATION

NOTES

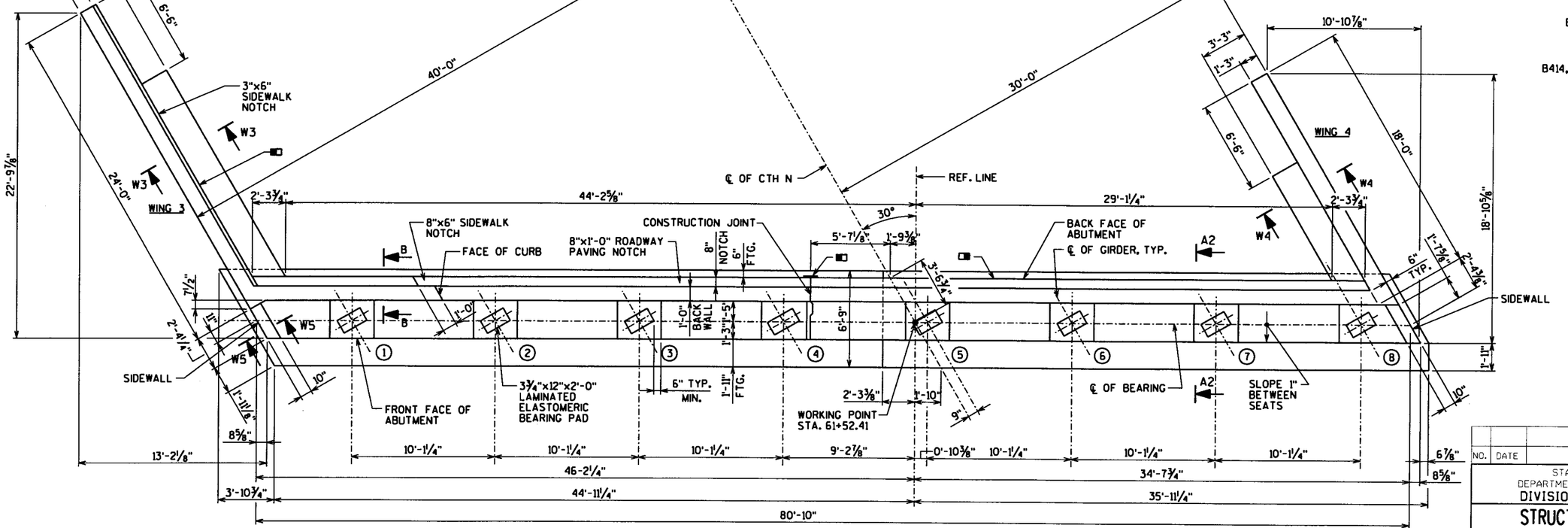
18" RUBBERIZED MEMBRANE WATERPROOFING. SEAL ALL HORIZ. AND VERT. JOINTS ON BACKFACE ABOVE FOOTING.

SEE SHEET 12 FOR SECTION A2.

SEE SHEET 14 FOR SECTIONS W3, W4 & W5.



SECTION B



ABUTMENT PLAN

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

STRUCTURE B-37-335

CONST. SPEC. 1996	DRAWN BY RBH	PLANS CK'D. KW

NORTH ABUTMENT

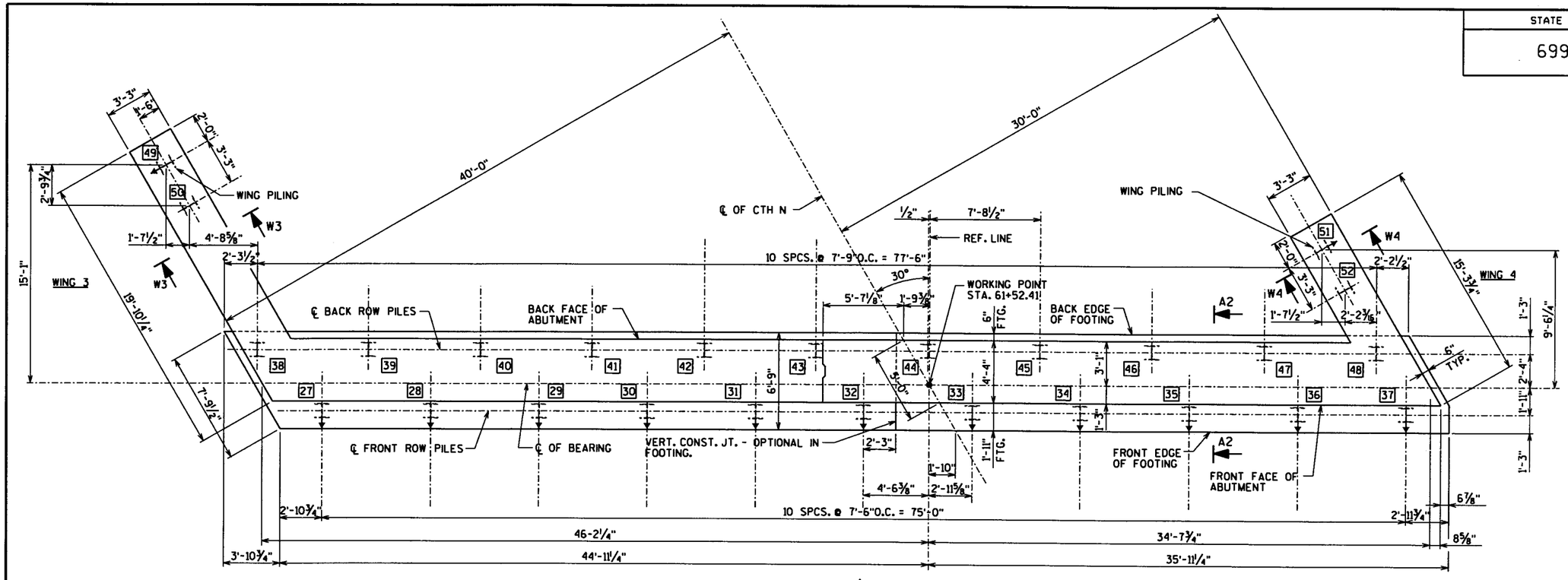
SHEET 11 OF 47

DATE RECEIVED 215

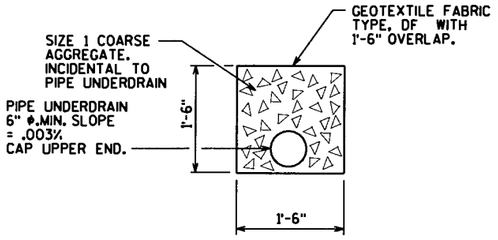
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03/10/2003

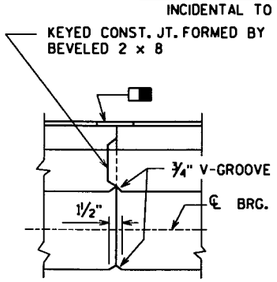
STATE PROJECT NUMBER	SHEET NO.
6999-03-73	



PILE PLAN



PIPE UNDERDRAIN DETAIL
INCIDENTAL TO PIPE UNDERDRAIN



VERT. CONST. JOINT

NOTES

C.J. PROVIDE VERTICAL CONSTRUCTION JOINT, RUN BAR STEEL THRU JOINT, SEAL JOINT WITH 18" RUBBERIZED MEMBRANE WATERPROOFING.

■ 18" RUBBERIZED MEMBRANE WATERPROOFING. SEAL ALL HORIZ. AND VERT. JOINTS ON BACKFACE ABOVE FOOTING.

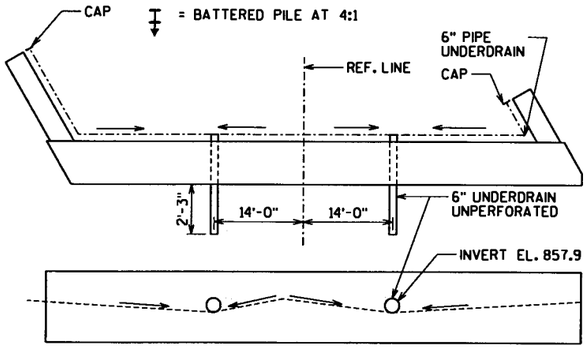
▲ KEYED CONST. JOINT FORMED BY BEVELED 2 X 6.

HP 10x42 DRIVEN TO A MIN. BEARING VALUE OF 55 TONS/PILE. ESTIMATE LENGTH = 80'-0.

FILL/EXCAVATE TO BOTTOM OF FOOTING EL. BEFORE DRIVING PILING.

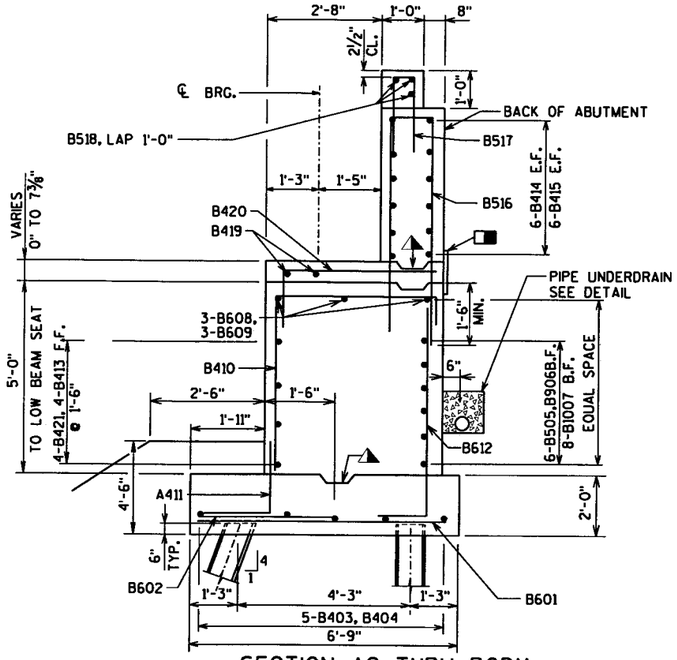
FOR PILE SPLICE DETAIL, SEE SHEET 10.

= BATTERED PILE AT 4:1



SLOPE UNDERDRAIN .003 ℄ MIN.

UNDERDRAIN DETAIL



SECTION A2 THRU BODY
FILL/EXCAVATE TO BOTTOM OF FOOTING EL. BEFORE DRIVING PILING.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

STRUCTURE B-37-335

CONST. SPEC. 1996	DRAWN BY RBH	PLANS CK'D. KW

NORTH ABUTMENT PILE PLAN

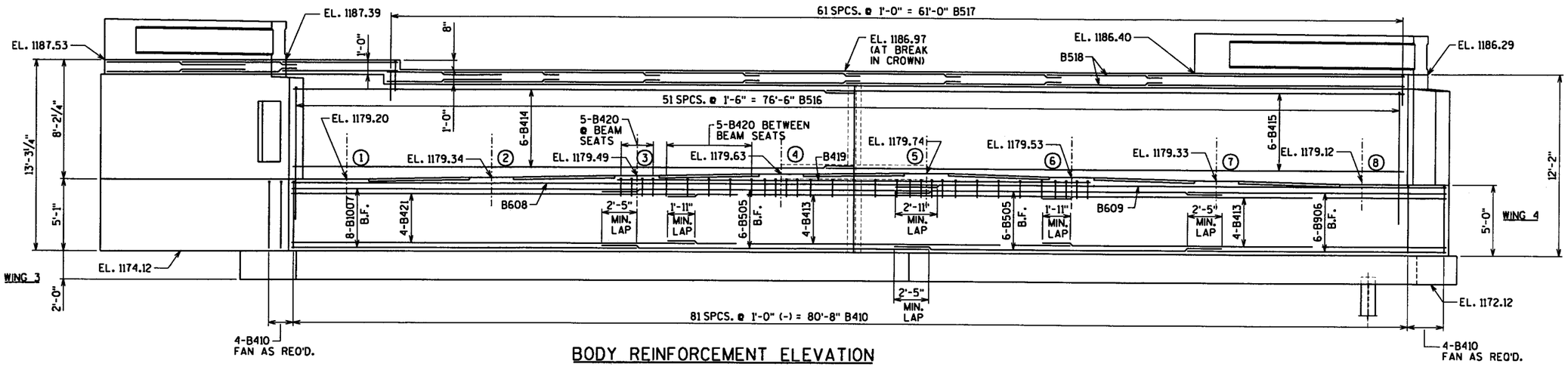
SHEET 12 OF 47

DATE RECEIVED 216

McCLEARY BRIDGE

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03/10/2003

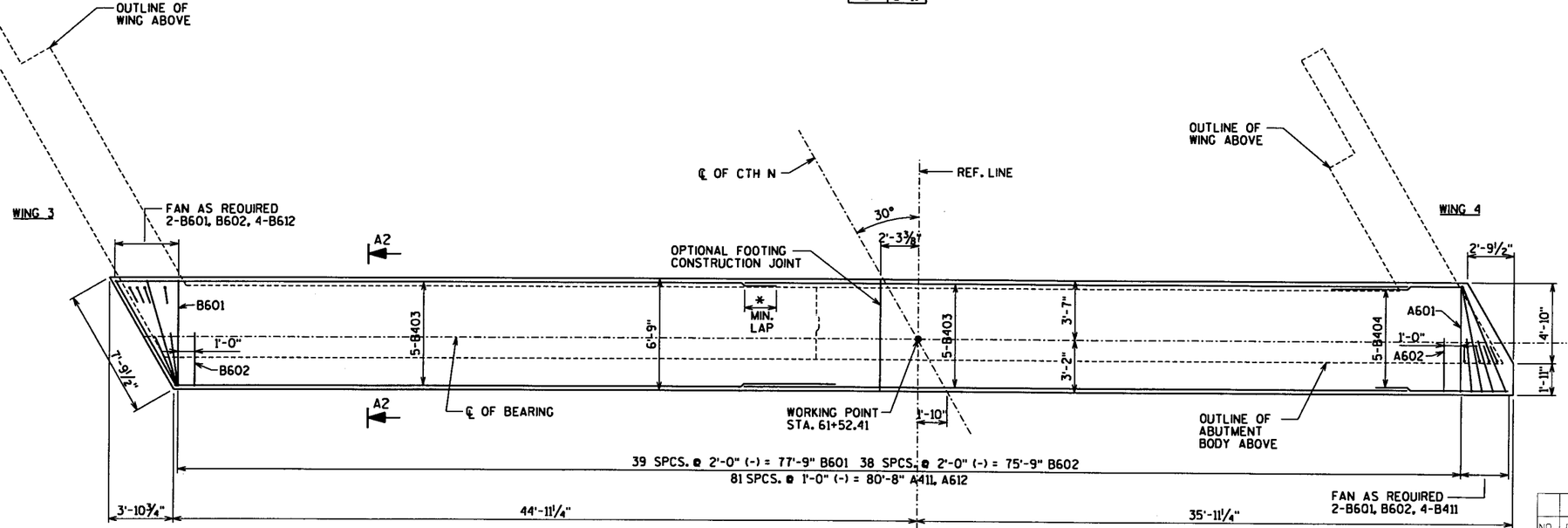
STATE PROJECT NUMBER	SHEET NO.
6999-03-73	



BODY REINFORCEMENT ELEVATION

*

BAR SIZE	MIN. LAP
4	1'-11"
5	2'-5"
6	2'-11"



FOOTING REINFORCEMENT PLAN

SEE SHEET 12 FOR SECTION A2.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

STRUCTURE B-37-335

CONST. SPEC. 1996	DRAWN BY RBH	PLANS CK'D. KW

NORTH ABUTMENT REINFORCING

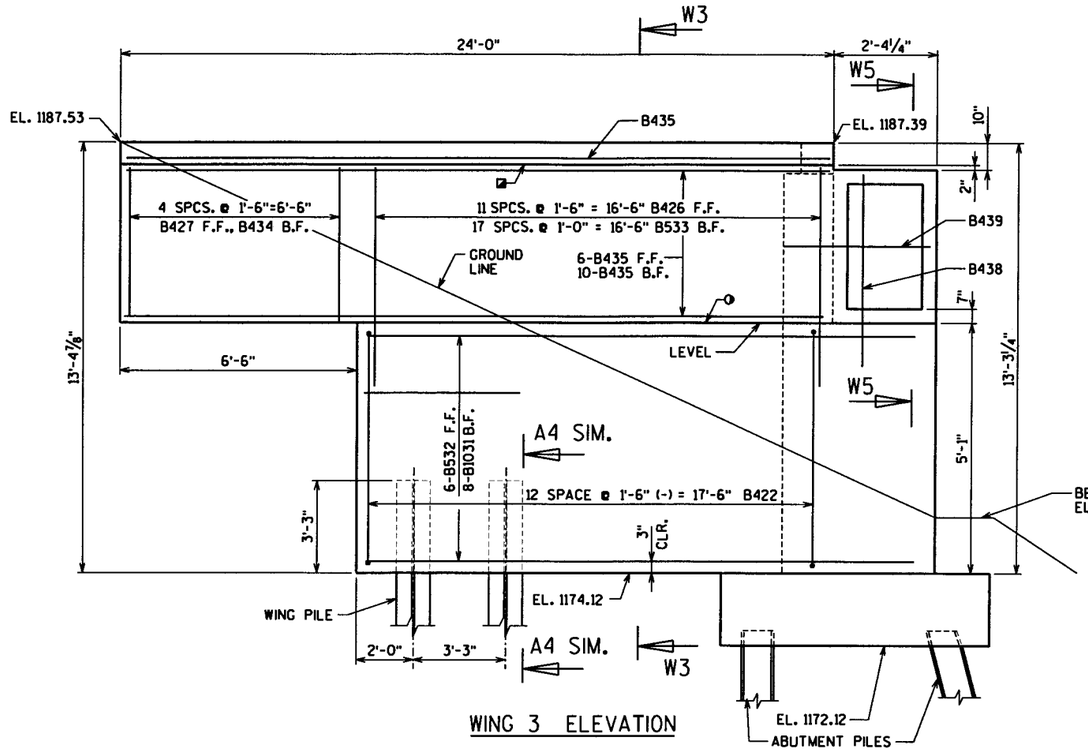
SHEET 13 OF 47

DATE RECEIVED 2.17

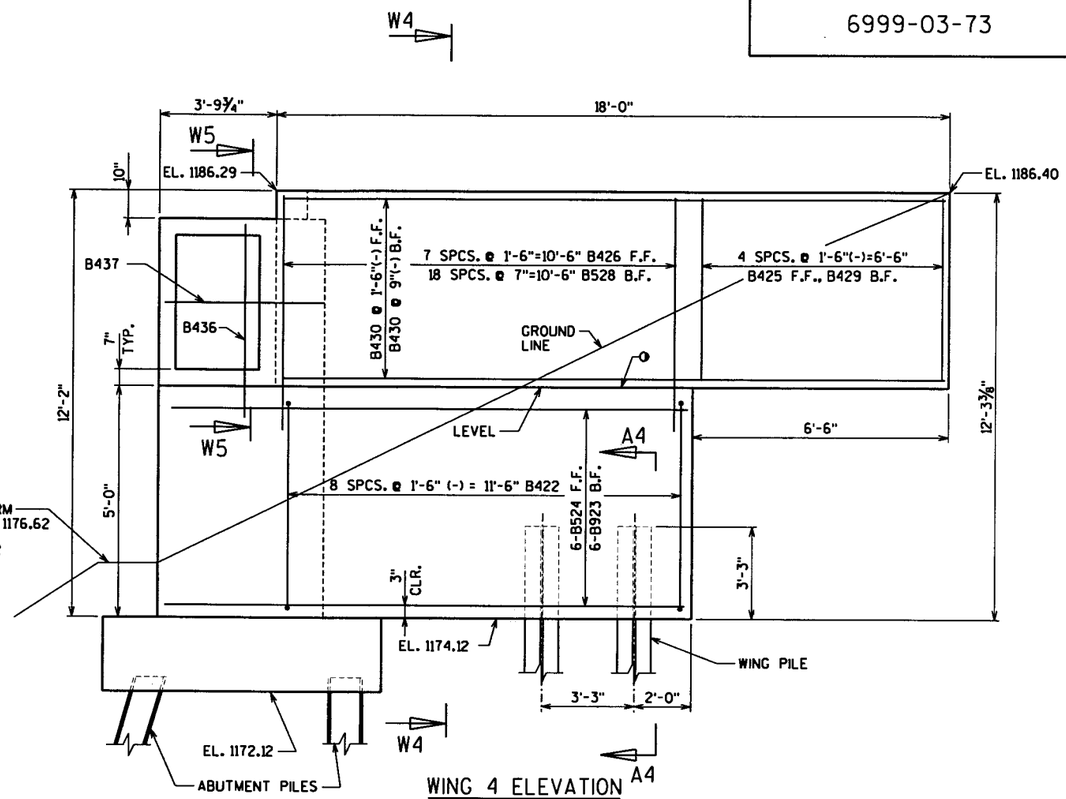
McCLEARY BRIDGE

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03/10/2003

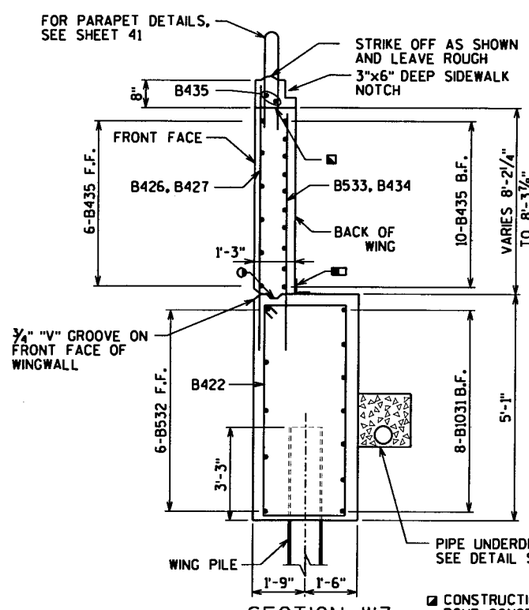
STATE PROJECT NUMBER	SHEET NO.
6999-03-73	



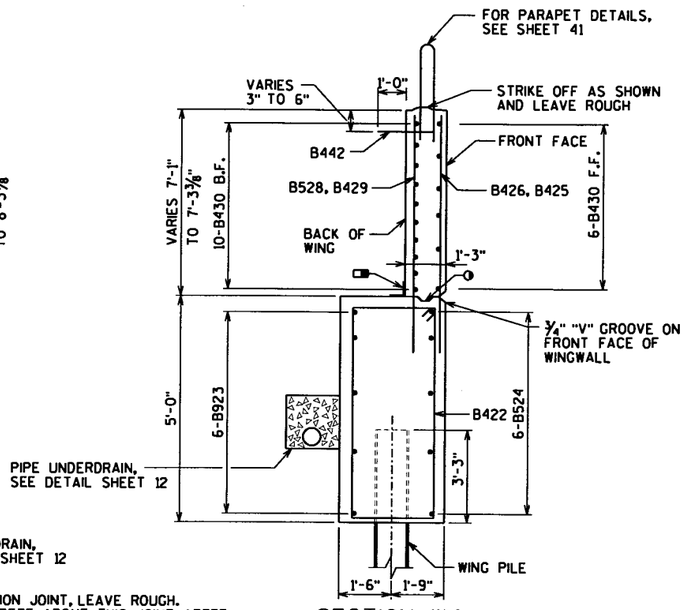
WING 3 ELEVATION



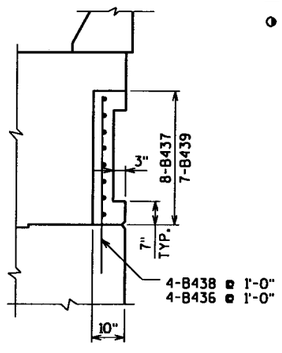
WING 4 ELEVATION



SECTION W3



SECTION W4



SECTION W5

NOTES

FILL/EXCAVATE TO BOTTOM OF FOOTING ELEVATION BEFORE DRIVING PILES.

▭ 18" RUBBERIZED MEBRANE WATERPROOFING.

◑ OPTIONAL CONSTRUCTION JOINT FORMED BY BEVELED 2"x6" KEYWAY.

SEE SHEET 9 FOR SECTION A4

◪ CONSTRUCTION JOINT, LEAVE ROUGH. POUR CONCRETE ABOVE THIS JOINT AFTER DECK IS IN PLACE.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

STRUCTURE B-37-335

CONST. SPEC. 1996	DRAWN BY RBH	PLANS CK'D. KW

NORTH ABUTMENT WINGWALLS

SHEET 14 OF 47

DATE RECEIVED 218

McCLEARY BRIDGE

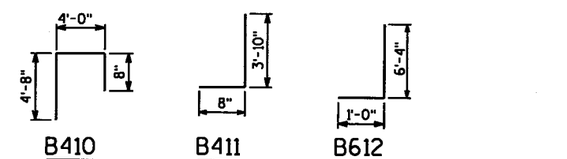
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03/10/2003

STATE PROJECT NUMBER	SHEET NO.
6999-03-73	

THE FIRST TWO DIGITS OF A FOUR DIGIT BAR MARK INDICATES BAR SIZE.
ALL DIMENSIONS IN THE BAR BENDS ARE OUT TO OUT.

NORTH ABUTMENT - BILL OF BARS

MARK	COATED	NO. REQ'D.	LENGTH	BAR SERIES	BENT	LOCATION
B601		44	6'-3"			FOOTING, TRANSVERSE
B602		43	3'-4"			FOOTING, TRANSVERSE
B403		5	40'-0"			FOOTING, LONGIT.
B404		5	44'-0"			FOOTING, LONGIT.
B505		12	23'-4"			BODY, HORIZONTAL B.F.
B906		7	18'-0"			BODY, HORIZONTAL B.F.
B1007		8	24'-0"			BODY, HORIZONTAL B.F.
B608		3	44'-0"			BODY, HORIZONTAL, TOP
B609		3	40'-0"			BODY, HORIZONTAL, TOP
B410		82	9'-2"		X	BODY, STIRRUP
B411		86	4'-5"		X	FOOTING & WING DOWEL F.F.
B612		86	7'-2"		X	FOOTING DOWEL B.F.
B413		4	42'-8"			BODY HORIZONTAL F.F.
B414	X	12	42'-8"			BACKWALL, HORIZONTAL E.F.
B415	X	12	40'-0"			BACKWALL, HORIZONTAL E.F.
B516	X	81	18'-9"		X	BACKWALL, VERTICAL
B517	X	81	4'-5"		X	PAVING NOTCH VERTICAL
B518	X	38	8'-0"			PAVING NOTCH HORIZONTAL
B419		4	20'-0"			BODY, HORIZONTAL, BEAM SEAT
B420		34	6'-7"		X	BODY, VERTICAL, BEAM SEAT
B421		4	40'-0"			BODY, HORIZONTAL, F.F.
B422	X	22	15'-4"		X	WING 3&4 STIRRUP
B923	X	6	13'-4"			WING 4 HORIZONTAL, B.F.
B524	X	6	13'-4"			WING 4 HORIZONTAL
B425	X	5	6'-10"			WING 4 HORIZONTAL, F.F.
B426	X	20	10'-4"			WING 3&4 VERTICAL, F.F.
B427	X	5	7'-9"			WING 3 VERTICAL, F.F.
B528	X	19	8'-8"			WING 4 VERTICAL, B.F.
B429	X	5	6'-10"			WING 4 VERTICAL, B.F.
B430	X	16	17'-8"			WING 4 HORIZONTAL, SIDEWALK PARAPET
B1031	X	8	21'-4"			WING 3 HORIZONTAL, B.F.
B532	X	6	19'-6"			WING 3 HORIZONTAL, F.F.
B533	X	18	9'-10"			WING 3 VERTICAL, B.F.
B434	X	5	7'-9"			WING 3 VERTICAL, B.F.
B435	X	18	23'-8"			WING 3 HORIZONTAL
B436	X	4	7'-4"			WING 4 SIDEWALL VERTICAL
B437	X	8	5'-0"			WING 4 SIDEWALL HORIZONTAL
B438	X	4	8'-5"			WING 3 SIDEWALL VERTICAL
B439	X	7	4'-2"			WING 3 SIDEWALL HORIZONTAL
B442	X	18	2'-0"			WING



NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

STRUCTURE B-37-335

CONST. SPEC. 1996	DRAWN BY RBH	PLANS CK'D. KW

NORTH ABUTMENT
BILL OF BARS

SHEET 15 OF 47

DATE RECEIVED
219

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03/10/2003

STATE PROJECT NUMBER	SHEET NO.
6999-03-73	

LEGEND

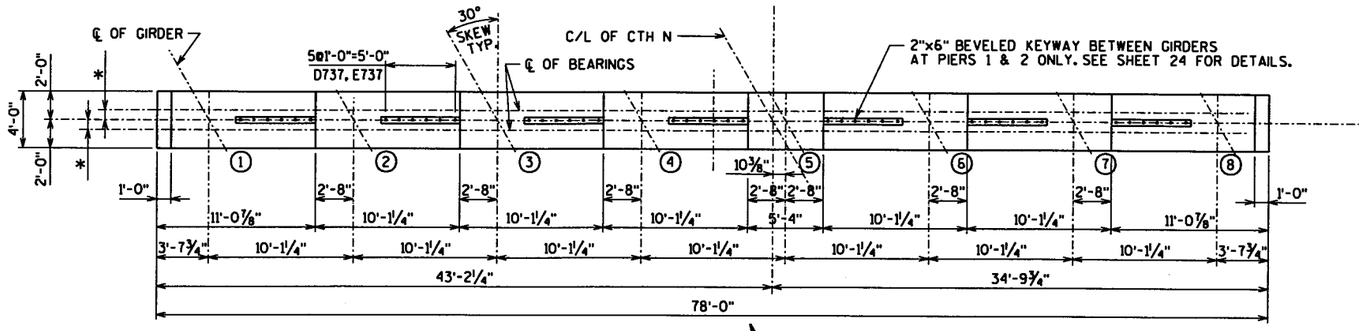
⚠ KEYED CONSTRUCTION JOINTS FORMED BY BEVELED KEYWAY 4"x1'-2"x8'-0". EXPOSED EDGES OF CONSTRUCTION JOINT SHALL BE FLUSH AND NOT BEVELED.

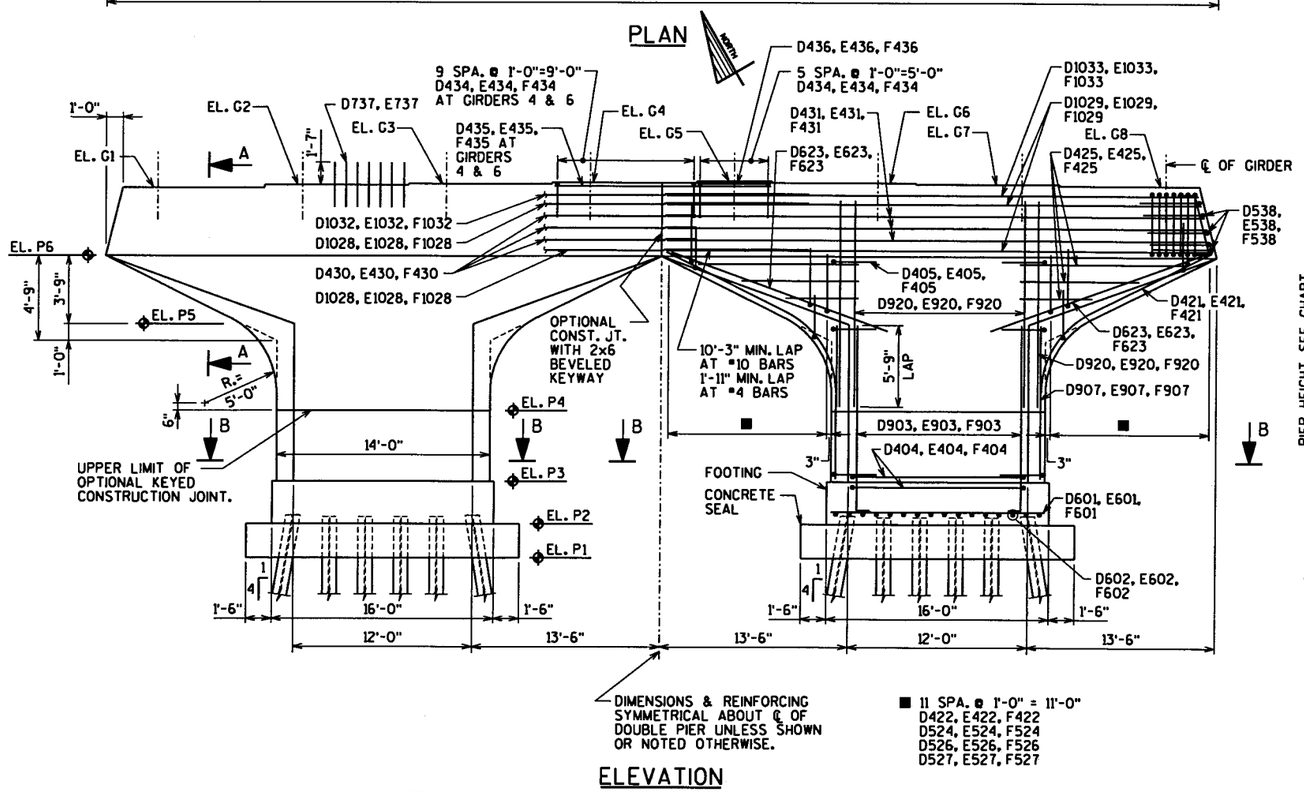
* 6½" AT PIERS 1 & 2.
8¼" AT PIER 3.

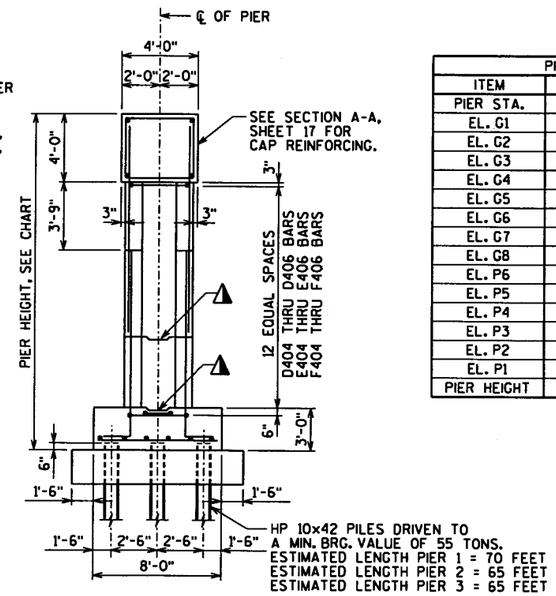
NOTES:
D737 OR E737 BARS MAY BE PLACED AFTER CONCRETE IS POURED, BUT BEFORE THE INITIAL SET HAS TAKEN PLACE.

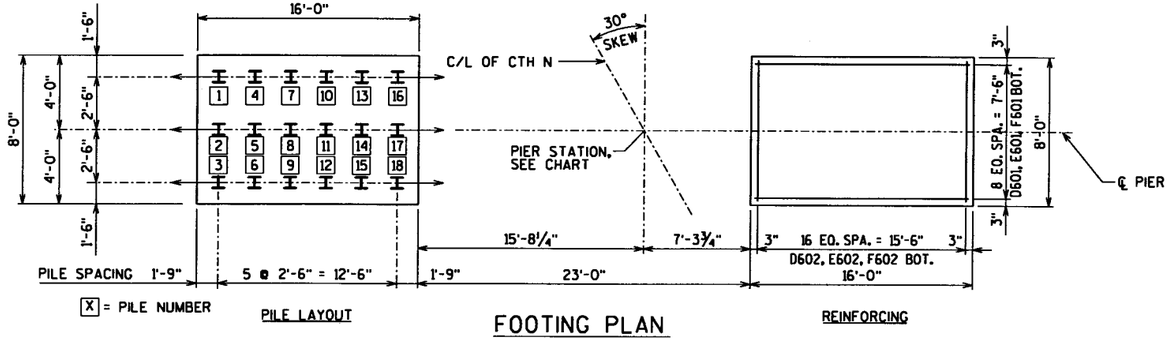
SEE SHEET 24 FOR BEARING DETAILS.

PIER CHART - UNIT 1			
ITEM	PIER #1	PIER #2	PIER #3
PIER STA.	47+10.38	48+41.54	49+72.71
EL. G1	1170.94	1171.73	1172.12
EL. G2	1171.08	1171.87	1172.26
EL. G3	1171.23	1172.01	1172.41
EL. G4	1171.37	1172.16	1172.55
EL. G5	1171.48	1172.27	1172.66
EL. G6	1171.27	1172.06	1172.45
EL. G7	1171.07	1171.85	1172.25
EL. G8	1170.86	1171.65	1172.04
EL. P6	1166.86	1167.65	1168.04
EL. P5	1163.11	1163.90	1164.29
EL. P4	1158.21	1159.00	1159.39
EL. P3	1154.00	1155.00	1156.00
EL. P2	1151.00	1152.00	1153.00
EL. P1	1148.00	1149.00	1150.00
PIER HEIGHT	19'-10⅜"	19'-7¾"	19'-0½"









NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

STRUCTURE B-37-335

CONST. SPEC. 1996 | DRAWN BY RBH | PLANS CK'D. BH

PIERS 1, 2 & 3

SHEET 16 OF 47

DATE RECEIVED 220

McCLEARY BRIDGE

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03/10/2003

THE FIRST DIGIT OF A THREE DIGIT BAR MARK OR THE FIRST TWO DIGITS OF A FOUR DIGIT BAR MARK INDICATES BAR SIZE.
ALL DIMENSIONS IN THE BAR BENDS ARE OUT TO OUT.

PIER 1 - BILL OF BARS

MARK	COATED	NO. REQ'D.	LENGTH	BAR SERIES	BENT	LOCATION
D601	-	18	15'-8"		-	FOOTING
D602	-	34	7'-8"		-	FOOTING
D903	-	120	13'-10"		X	FOOTING & SHAFT
D404	-	26	29'-4"		X	SHAFT - STIRRUPS
D405	-	~~52~~ 48	6'-11"		X	SHAFT - STIRRUPS
D406	-	286	3'-8"		X	SHAFT - STIRRUPS
D907	-	8	10'-2"		-	SHAFT AT ENDS
D920	-	128	12'-6"		-	SHAFT
D421	-	8	16'-5"		X	SHAFT TO CAP TRANSITION
D422	-	48	8'-3"		X	CAP BOTTOM - STIRRUPS
D623	-	8	15'-6"		-	CAP BOTTOM
D524	-	48	10'-2"		X	CAP BOTTOM - STIRRUPS
D425	-	24	8'-3"	⚠	-	CAP AT TAPER
D526	-	48	14'-2"		X	CAP - STIRRUPS
D527	-	48	14'-11"		X	CAP - STIRRUPS
D1028	-	24	50'-0"		-	CAP AT BOTTOM & TOP
D1029	-	24	37'-9"		-	CAP AT BOTTOM & TOP
D430	-	6	41'-3"		-	CAP AT SIDES
D431	-	6	37'-11"		-	CAP AT SIDES
D1032	-	10	51'-10"		X	CAP AT TOP
D1033	-	10	41'-4"		X	CAP AT TOP
D434	-	26	9'-5"		X	CAP AT GIRDERS 4 THRU 6
D435	-	8	12'-9"		-	CAP AT GIRDERS 4 & 6
D436	-	4	5'-0"		-	CAP AT GIRDER 5
D737	-	42	3'-2"		-	DOWELS
D538	-	10	9'-4"		X	CAP AT ENDS

THE FIRST DIGIT OF A THREE DIGIT BAR MARK OR THE FIRST TWO DIGITS OF A FOUR DIGIT BAR MARK INDICATES BAR SIZE.
ALL DIMENSIONS IN THE BAR BENDS ARE OUT TO OUT.

PIER 2 - BILL OF BARS

MARK	COATED	NO. REQ'D.	LENGTH	BAR SERIES	BENT	LOCATION
E601	-	18	15'-8"		-	FOOTING
E602	-	34	7'-8"		-	FOOTING
E903	-	120	13'-8"		X	FOOTING & SHAFT
E404	-	26	29'-4"		X	SHAFT - STIRRUPS
E405	-	~~52~~ 48	6'-11"		X	SHAFT - STIRRUPS
E406	-	286	3'-8"		X	SHAFT - STIRRUPS
E907	-	8	10'-0"		-	SHAFT AT ENDS
E920	-	128	12'-6"		-	SHAFT
E421	-	8	16'-5"		X	SHAFT TO CAP TRANSITION
E422	-	48	8'-3"		X	CAP BOTTOM - STIRRUPS
E623	-	8	15'-6"		-	CAP BOTTOM
E524	-	48	10'-2"		X	CAP BOTTOM - STIRRUPS
E425	-	24	8'-3"	⚠	-	CAP AT TAPER
E526	-	48	14'-2"		X	CAP - STIRRUPS
E527	-	48	14'-11"		X	CAP - STIRRUPS
E1028	-	24	50'-0"		-	CAP AT BOTTOM & TOP
E1029	-	24	37'-9"		-	CAP AT BOTTOM & TOP
E430	-	6	41'-3"		-	CAP AT SIDES
E431	-	6	37'-11"		-	CAP AT SIDES
E1032	-	10	51'-10"		X	CAP AT TOP
E1033	-	10	41'-4"		X	CAP AT TOP
E434	-	26	9'-5"		X	CAP AT GIRDERS 4 THRU 6
E435	-	8	12'-9"		-	CAP AT GIRDERS 4 & 6
E436	-	4	5'-0"		-	CAP AT GIRDER 5
E737	-	42	3'-2"		-	DOWELS
E538	-	10	9'-4"		X	CAP AT ENDS

⚠ LENGTH SHOWN FOR BAR IS AN AVERAGE LENGTH AND SHOULD ONLY BE USED FOR BAR WEIGHT CALCULATIONS. SEE BAR SERIES TABLE FOR ACTUAL LENGTHS. BUNDLE AND TAG EACH SERIES SEPARATELY.

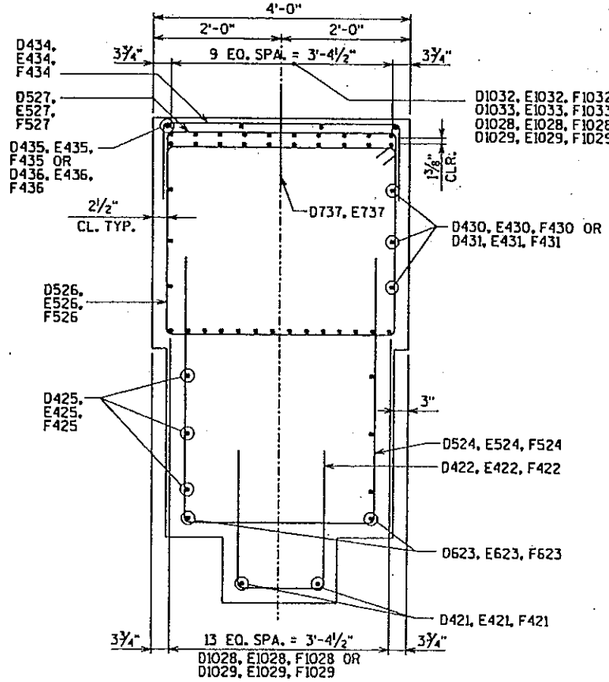
THE FIRST DIGIT OF A THREE DIGIT BAR MARK OR THE FIRST TWO DIGITS OF A FOUR DIGIT BAR MARK INDICATES BAR SIZE.
ALL DIMENSIONS IN THE BAR BENDS ARE OUT TO OUT.

PIER 3 - BILL OF BARS

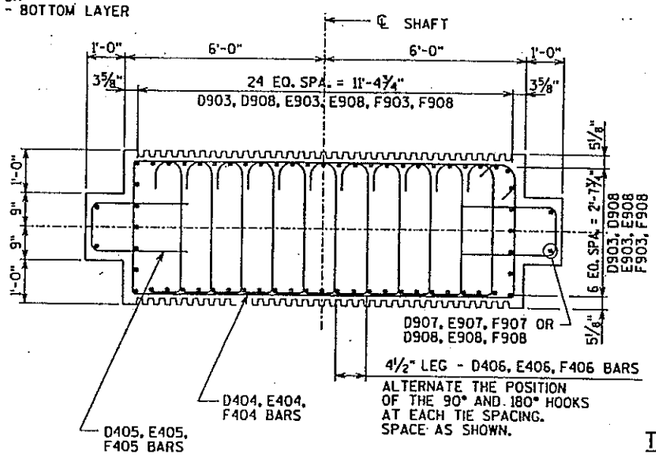
MARK	COATED	NO. REQ'D.	LENGTH	BAR SERIES	BENT	LOCATION
F601	-	18	15'-8"		-	FOOTING
F602	-	34	7'-8"		-	FOOTING
F903	-	120	13'-1"		X	FOOTING & SHAFT
F404	-	26	29'-4"		X	SHAFT - STIRRUPS
F405	-	~~52~~ 48	6'-11"		X	SHAFT - STIRRUPS
F406	-	286	3'-8"		X	SHAFT - STIRRUPS
F907	-	8	9'-5"		-	SHAFT AT ENDS
F920	-	128	12'-6"		-	SHAFT
F421	-	8	16'-5"		X	SHAFT TO CAP TRANSITION
F422	-	48	8'-3"		X	CAP BOTTOM - STIRRUPS
F623	-	8	15'-6"		-	CAP BOTTOM
F524	-	48	10'-2"		X	CAP BOTTOM - STIRRUPS
F425	-	24	8'-3"	⚠	-	CAP AT TAPER
F526	-	48	14'-2"		X	CAP - STIRRUPS
F527	-	48	14'-11"		X	CAP - STIRRUPS
F1028	-	24	50'-0"		-	CAP AT BOTTOM & TOP
F1029	-	24	37'-9"		-	CAP AT BOTTOM & TOP
F430	-	6	41'-3"		-	CAP AT SIDES
F431	-	6	37'-11"		-	CAP AT SIDES
F1032	-	10	51'-10"		X	CAP AT TOP
F1033	-	10	41'-4"		X	CAP AT TOP
F434	-	26	9'-5"		X	CAP AT GIRDERS 4 THRU 6
F435	-	8	12'-9"		-	CAP AT GIRDERS 4 & 6
F436	-	4	5'-0"		-	CAP AT GIRDER 5
F538	-	10	9'-4"		X	CAP AT ENDS

BAR SERIES TABLE

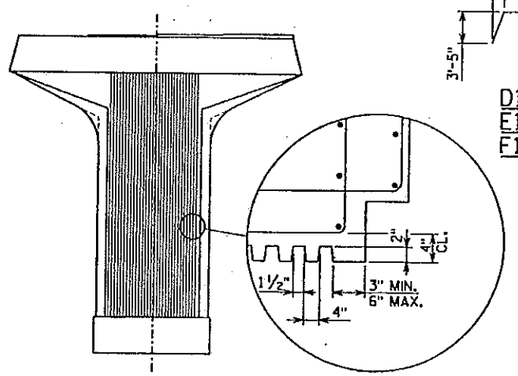
MARK	NO. REQ'D.	LENGTH
D425	8 SERIES OF 3	4'-9" TO 11'-9"
E425	8 SERIES OF 3	4'-9" TO 11'-9"
F425	8 SERIES OF 3	4'-9" TO 11'-9"



SECTION A-A

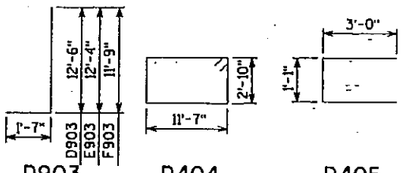


SECTION B-B

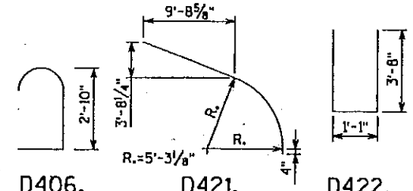


TEXTURING LIMITATIONS OF PIER WALL
(EACH FACE)

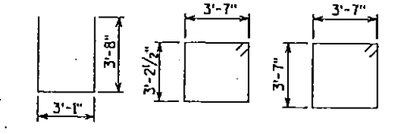
STATE PROJECT NUMBER	SHEET NO.
6999-03-73	



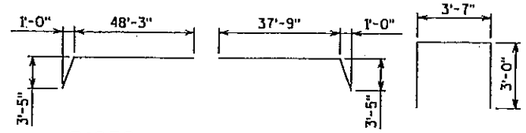
D903, E903, F903 | D404, E404, F404 | D405, E405, F405



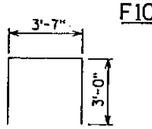
D406, E406, F406 | D421, E421, F421 | D422, E422, F422



D524, E524, F524 | D526, E526, F526 | D527, E527, F527



D1032, E1032, F1032 | D1033, E1033, F1033 | D434, E434, F434



D538, E538, F538

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

STRUCTURE B-37-335

CONST. SPEC. 1996	DRAWN BY RBH	PLANS CK'D. BH

PIER 1, 2 & 3 DETAILS

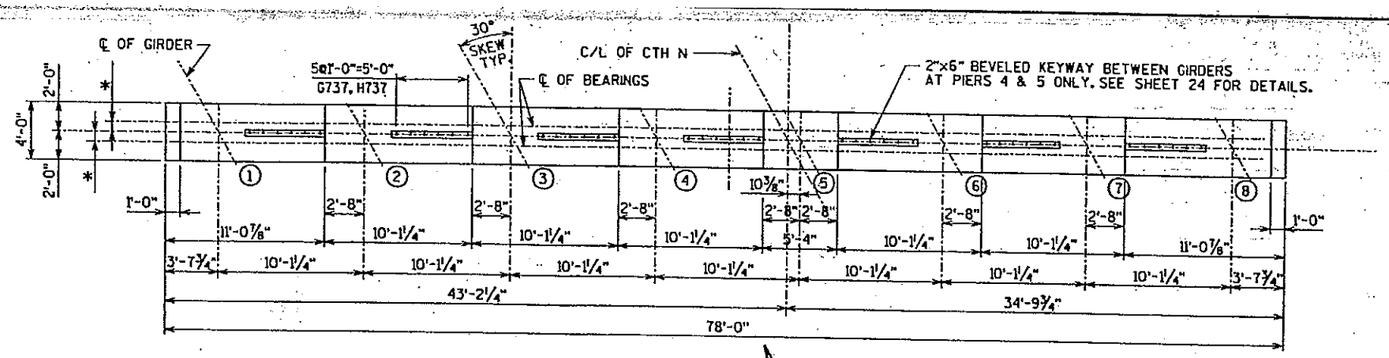
SHEET 17 OF 47

DATE RECEIVED 221

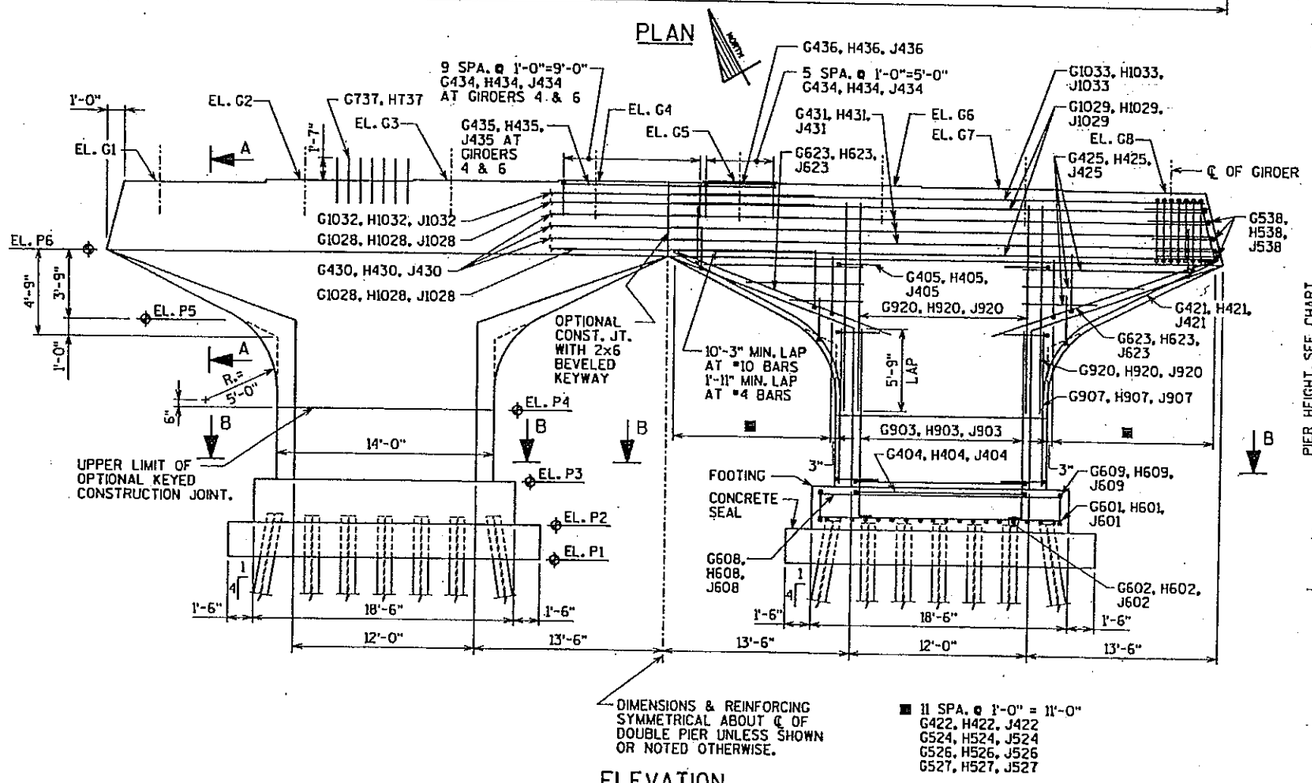
McCLEARY BRIDGE

g:\bridges\2001204\structure\ms\elh-n-s17.dgn
03/10/2003

STATE PROJECT NUMBER	SHEET NO.
6999-03-73	



PLAN

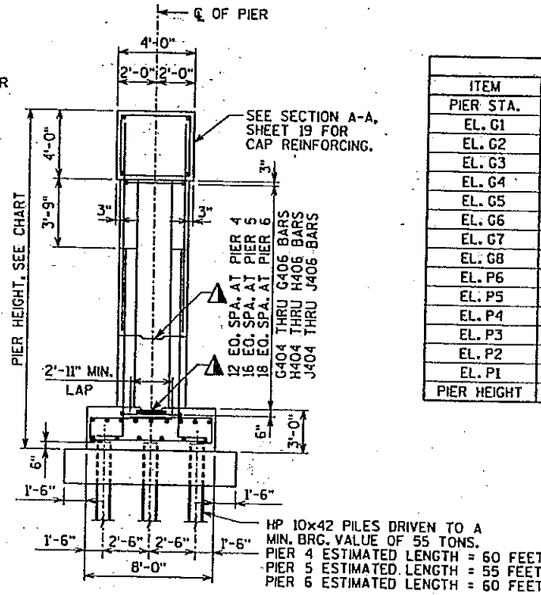


DIMENSIONS & REINFORCING SYMMETRICAL ABOUT ℄ OF DOUBLE PIER UNLESS SHOWN OR NOTED OTHERWISE.

■ 11 SPA. @ 1'-0" = 11'-0"
G422, H422, J422
G524, H524, J524
G526, H526, J526
G527, H527, J527

ELEVATION
LOOKING NORTH

→ - BATTER PILE 1:4



END VIEW

PIER CHART			
ITEM	PIER #4	PIER #5	PIER #6
PIER STA.	47+10.38	48+41.54	49+72.71
EL. G1	1173.30	1174.09	1174.48
EL. G2	1173.44	1174.23	1174.63
EL. G3	1173.59	1174.38	1174.77
EL. G4	1173.73	1174.52	1174.92
EL. G5	1173.84	1174.63	1175.02
EL. G6	1173.63	1174.42	1174.82
EL. G7	1173.43	1174.22	1174.61
EL. G8	1173.22	1174.01	1174.41
EL. P6	1169.22	1170.01	1170.41
EL. P5	1165.47	1166.26	1166.66
EL. P4	1160.57	1161.36	1161.76
EL. P3	1158.00	1155.00	1153.00
EL. P2	1155.00	1152.00	1150.00
EL. P1	1152.00	1149.00	1147.00
PIER HEIGHT	18'-2⅝"	22'-0⅛"	24'-4⅛"

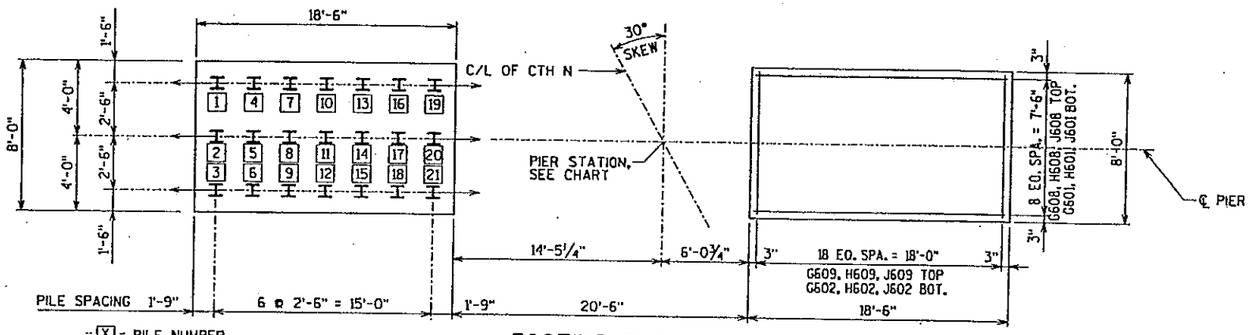
LEGEND

⚠ KEYED CONSTRUCTION JOINTS FORMED BY BEVELED KEYWAY 4"x1'-2"x8'-0". EXPOSED EDGES OF CONSTRUCTION JOINT SHALL BE FLUSH AND NOT BEVELED.

* 6½" AT PIERS 4 & 5.
8¼" AT PIER 6.

NOTES:
G737 OR H737 BARS MAY BE PLACED AFTER CONCRETE IS POURED, BUT BEFORE THE INITIAL SET HAS TAKEN PLACE.

SEE SHEET 24 FOR BEARING DETAILS.



PILE LAYOUT

FOOTING PLAN

REINFORCING

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

STRUCTURE B-37-335

CONST. SPEC. 1996	DRAWN BY REH	PLANS CK'D. BH

PIERS 4, 5 & 6

SHEET 18 OF 47

DATE RECEIVED 222

McCLEARY BRIDGE

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03/10/2003

THE FIRST DIGIT OF A THREE DIGIT BAR MARK OR THE FIRST TWO DIGITS OF A FOUR DIGIT BAR MARK INDICATES BAR SIZE. ALL DIMENSIONS IN THE BAR BENDS ARE OUT TO OUT.

PIER 4 - BILL OF BARS

MARK	COATED	NO. REQ'D.	LENGTH	BAR SERIES	BENT	LOCATION
G601	-	18	~~15'-8"~~	18'-2"	-	FOOTING AT BOTTOM
G602	-	38	7'-8"		-	FOOTING AT BOTTOM
G903	-	120	12'-3"		X	FOOTING & SHAFT
G404	-	26	29'-4"		X	SHAFT - STIRRUPS
G405	-	~~58~~ 48	6'-11"		X	SHAFT - STIRRUPS
G406	-	286	3'-8"		X	SHAFT - STIRRUPS
G907	-	8	8'-7"		-	SHAFT AT ENDS
G608	-	18	18'-2"		-	FOOTING AT TOP
G609	-	~~76~~ 38	8'-0"		X	FOOTING AT TOP
G920	-	128	12'-6"		-	SHAFT
G421	-	8	16'-5"		X	SHAFT TO CAP TRANSITION
G422	-	48	8'-3"		X	CAP BOTTOM - STIRRUPS
G623	-	8	15'-6"		-	CAP BOTTOM
G524	-	48	10'-2"		X	CAP BOTTOM - STIRRUPS
G425	-	24	8'-3"	⚠	-	CAP AT TAPER
G526	-	48	14'-2"		X	CAP - STIRRUPS
G527	-	48	14'-11"		X	CAP - STIRRUPS
G1028	-	24	50'-0"		-	CAP AT BOTTOM & TOP
G1029	-	24	37'-9"		-	CAP AT BOTTOM & TOP
G430	-	6	41'-3"		-	CAP AT SIDES
G431	-	6	37'-11"		-	CAP AT SIDES
G1032	-	10	51'-10"		X	CAP AT TOP
G1033	-	10	41'-4"		X	CAP AT TOP
G434	-	26	9'-5"		X	CAP AT GIRDERS 4 THRU 6
G435	-	8	12'-9"		-	CAP AT GIRDERS 4 & 6
G436	-	4	5'-0"		-	CAP AT GIRDER 5
G737	-	42	3'-2"		-	DOWELS
G538	-	10	9'-4"		X	CAP AT ENDS

THE FIRST DIGIT OF A THREE DIGIT BAR MARK OR THE FIRST TWO DIGITS OF A FOUR DIGIT BAR MARK INDICATES BAR SIZE. ALL DIMENSIONS IN THE BAR BENDS ARE OUT TO OUT.

PIER 5 - BILL OF BARS

MARK	COATED	NO. REQ'D.	LENGTH	BAR SERIES	BENT	LOCATION
H601	-	18	~~15'-8"~~	18'-2"	-	FOOTING AT BOTTOM
H602	-	38	7'-8"		-	FOOTING AT BOTTOM
H903	-	120	16'-0"		X	FOOTING & SHAFT
H404	-	34	29'-4"		X	SHAFT - STIRRUPS
H405	-	~~68~~ 64	6'-11"		X	SHAFT - STIRRUPS
H406	-	374	3'-8"		X	SHAFT - STIRRUPS
H907	-	8	12'-4"		-	SHAFT AT ENDS
H608	-	18	18'-2"		-	FOOTING AT TOP
H609	-	~~76~~ 38	8'-0"		X	FOOTING AT TOP
H920	-	128	12'-6"		-	SHAFT
H421	-	8	16'-5"		X	SHAFT TO CAP TRANSITION
H422	-	48	8'-3"		X	CAP BOTTOM - STIRRUPS
H623	-	8	15'-6"		-	CAP BOTTOM
H524	-	48	10'-2"		X	CAP BOTTOM - STIRRUPS
H425	-	24	8'-3"	⚠	-	CAP AT TAPER
H526	-	48	14'-2"		X	CAP - STIRRUPS
H527	-	48	14'-11"		X	CAP - STIRRUPS
H1028	-	24	50'-0"		-	CAP AT BOTTOM & TOP
H1029	-	24	37'-9"		-	CAP AT BOTTOM & TOP
H430	-	6	41'-3"		-	CAP AT SIDES
H431	-	6	37'-11"		-	CAP AT SIDES
H1032	-	10	51'-10"		X	CAP AT TOP
H1033	-	10	41'-4"		X	CAP AT TOP
H434	-	26	9'-5"		X	CAP AT GIRDERS 4 THRU 6
H435	-	8	12'-9"		-	CAP AT GIRDERS 4 & 6
H436	-	4	5'-0"		-	CAP AT GIRDER 5
H737	-	42	3'-2"		-	DOWELS
H538	-	10	9'-4"		X	CAP AT ENDS

⚠ LENGTH SHOWN FOR BAR IS AN AVERAGE LENGTH AND SHOULD ONLY BE USED FOR BAR WEIGHT CALCULATIONS. SEE BAR SERIES TABLE FOR ACTUAL LENGTHS. BUNDLE AND TAG EACH SERIES SEPARATELY.

THE FIRST DIGIT OF A THREE DIGIT BAR MARK OR THE FIRST TWO DIGITS OF A FOUR DIGIT BAR MARK INDICATES BAR SIZE. ALL DIMENSIONS IN THE BAR BENDS ARE OUT TO OUT.

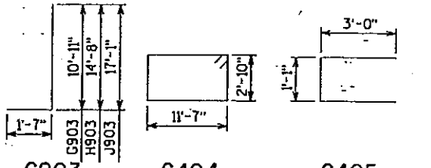
PIER 6 - BILL OF BARS

MARK	COATED	NO. REQ'D.	LENGTH	BAR SERIES	BENT	LOCATION
J601	-	18	~~15'-8"~~	18'-2"	-	FOOTING AT BOTTOM
J602	-	38	7'-8"		-	FOOTING AT BOTTOM
J903	-	120	18'-5"		X	FOOTING & SHAFT
J404	-	38	29'-4"		X	SHAFT - STIRRUPS
J405	-	~~76~~ 72	6'-11"		X	SHAFT - STIRRUPS
J406	-	418	3'-8"		X	SHAFT - STIRRUPS
J907	-	8	14'-9"		-	SHAFT AT ENDS
J608	-	18	18'-2"		-	FOOTING AT TOP
J609	-	~~76~~ 38	8'-0"		X	FOOTING AT TOP
J920	-	128	12'-6"		-	SHAFT
J421	-	8	16'-5"		X	SHAFT TO CAP TRANSITION
J422	-	48	8'-3"		X	CAP BOTTOM - STIRRUPS
J623	-	8	15'-6"		-	CAP BOTTOM
J524	-	48	10'-2"		X	CAP BOTTOM - STIRRUPS
J425	-	24	8'-3"	⚠	-	CAP AT TAPER
J526	-	48	14'-2"		X	CAP - STIRRUPS
J527	-	48	14'-11"		X	CAP - STIRRUPS
J1028	-	24	50'-0"		-	CAP AT BOTTOM & TOP
J1029	-	24	37'-9"		-	CAP AT BOTTOM & TOP
J430	-	6	41'-3"		-	CAP AT SIDES
J431	-	6	37'-11"		-	CAP AT SIDES
J1032	-	10	51'-10"		X	CAP AT TOP
J1033	-	10	41'-4"		X	CAP AT TOP
J434	-	26	9'-5"		X	CAP AT GIRDERS 4 THRU 6
J435	-	8	12'-9"		-	CAP AT GIRDERS 4 & 6
J436	-	4	5'-0"		-	CAP AT GIRDER 5
J538	-	10	9'-4"		X	CAP AT ENDS

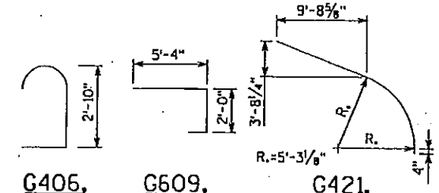
BAR SERIES TABLE

MARK	NO. REQ'D.	LENGTH
G425	8 SERIES OF 3	4'-9" TO 11'-9"
H425	8 SERIES OF 3	4'-9" TO 11'-9"
J425	8 SERIES OF 3	4'-9" TO 11'-9"

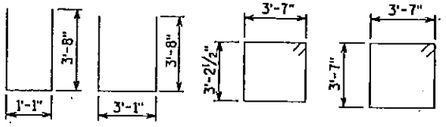
STATE PROJECT NUMBER	SHEET NO.
6999-03-73	



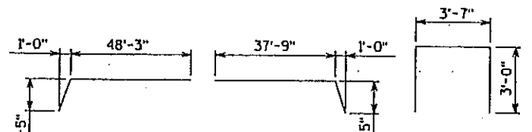
G903, H903, J903 — G404, H404, J404 — G405, H405, J405



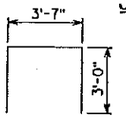
G406, H406, J406 — G609, H609, J609 — G421, H421, J421



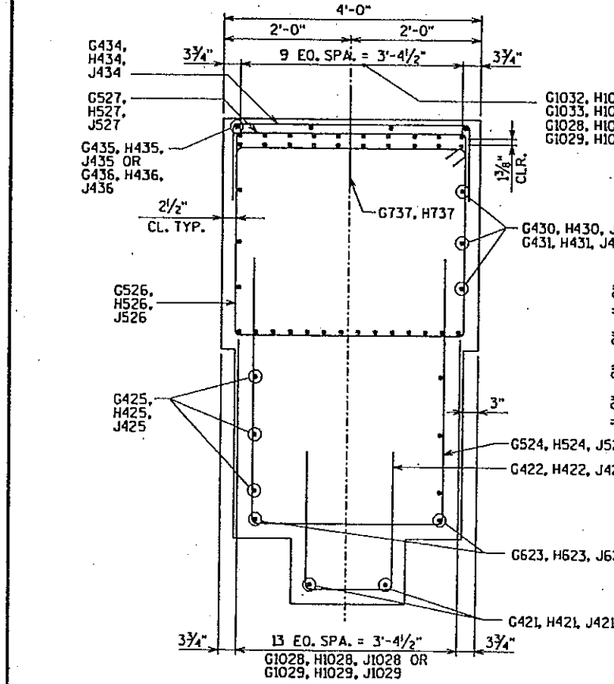
G422, H422, J422 — G524, H524, J524 — G526, H526, J526 — G527, H527, J527



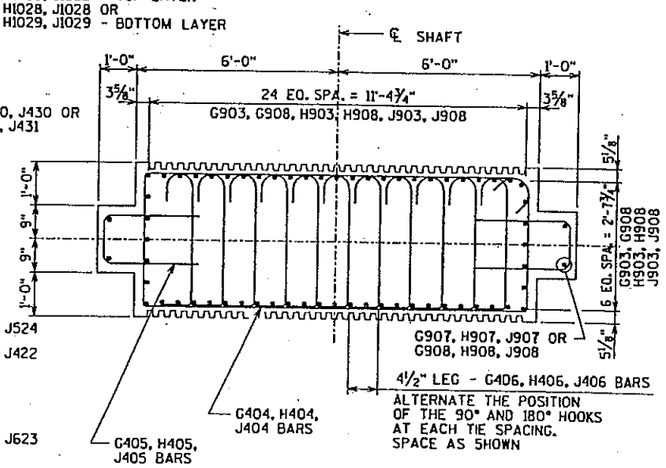
G1032, H1032, J1032 — G1033, H1033, J1033 — G434, H434, J434



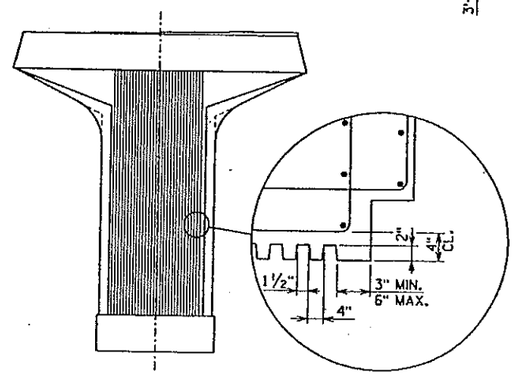
G538, H538, J538



SECTION A-A



SECTION B-B



TEXTURING LIMITATIONS OF PIER WALL (EACH FACE)

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

STRUCTURE B-37-335

CONST. SPEC. 1996	DRAWN BY RBH	PLANS CK'D. BH

PIER 4, 5 & 6 DETAILS

SHEET 19 OF 47

DATE RECEIVED 223

McCLEARY BRIDGE

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03/10/2003

STATE PROJECT NUMBER	SHEET NO.
6999-03-73	

LEGEND

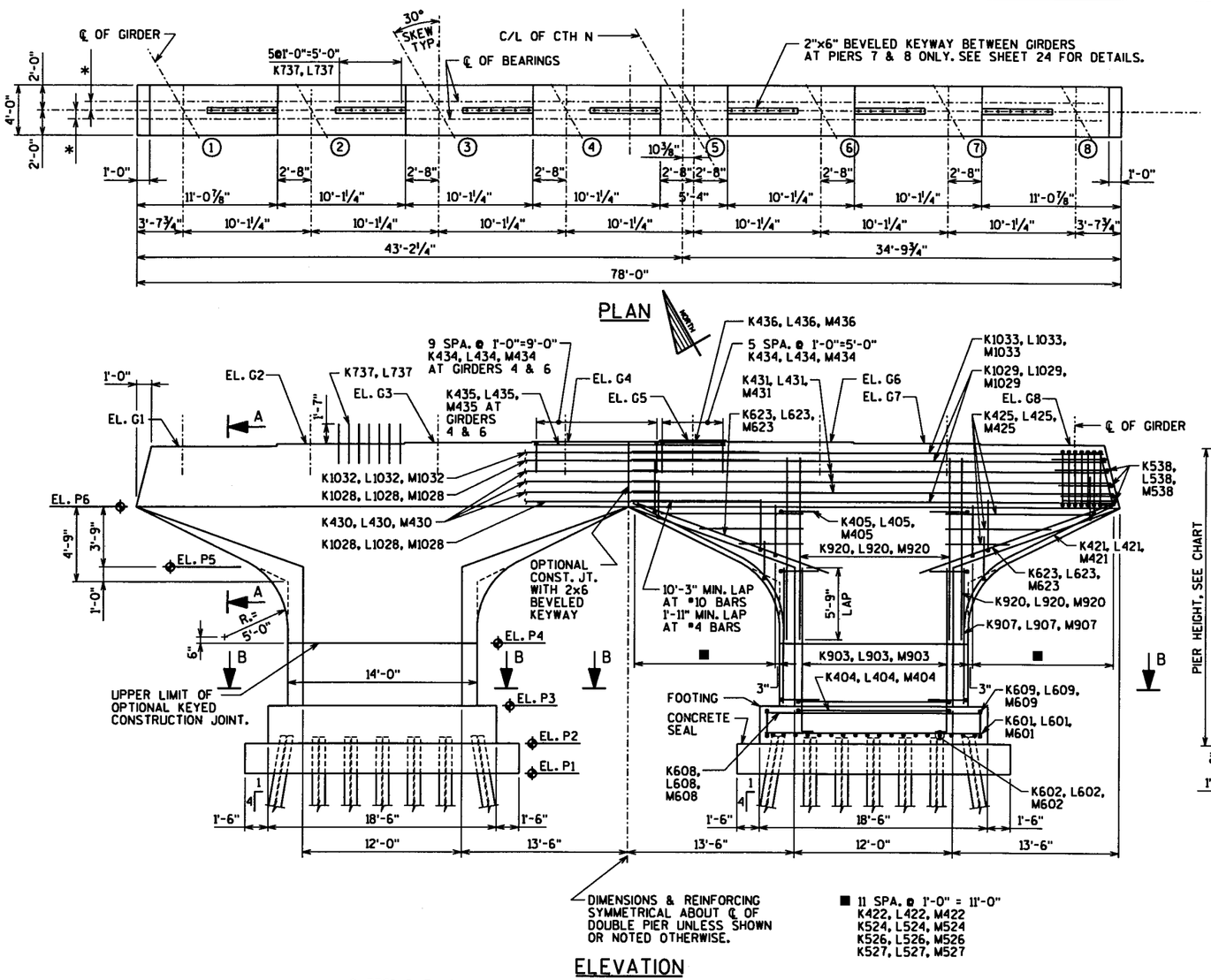
⚠ KEYED CONSTRUCTION JOINTS FORMED BY BEVELED KEYWAY 4"x1'-2"x8'-0". EXPOSED EDGES OF CONSTRUCTION JOINT SHALL BE FLUSH AND NOT BEVELED.

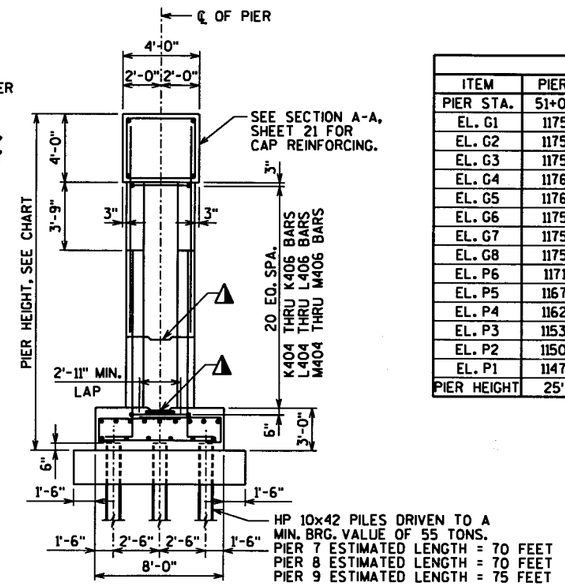
* 6½" AT PIERS 7 & 8.
8¼" AT PIER 9.

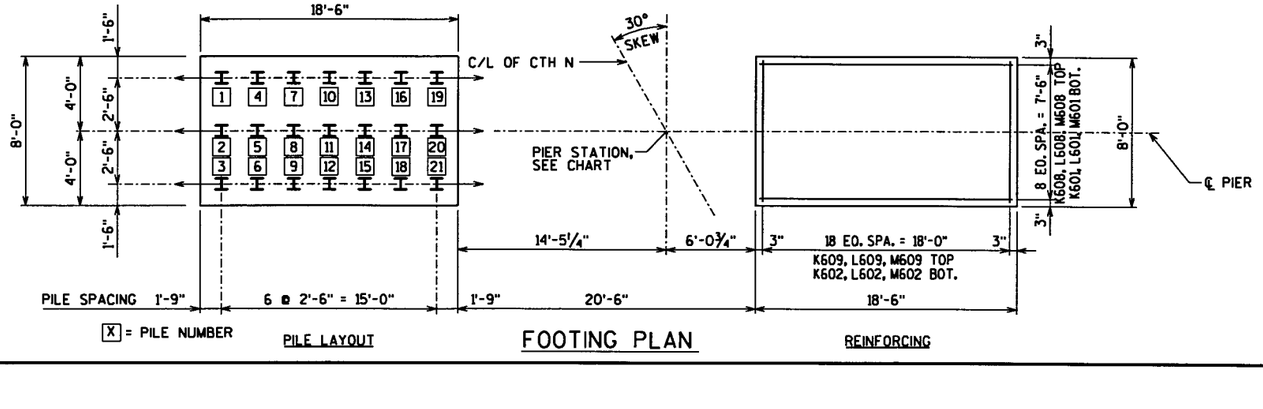
NOTES:
K737 OR L737 BARS MAY BE PLACED AFTER CONCRETE IS POURED, BUT BEFORE THE INITIAL SET HAS TAKEN PLACE.

SEE SHEET 24 FOR BEARING DETAILS.

PIER CHART			
ITEM	PIER #7	PIER #8	PIER #9
PIER STA.	51+03.87	52+35.04	53+66.21
EL. G1	1175.66	1176.45	1176.84
EL. G2	1175.80	1176.59	1176.99
EL. G3	1175.95	1176.74	1177.13
EL. G4	1176.09	1176.88	1177.28
EL. G5	1176.20	1176.99	1177.38
EL. G6	1175.99	1176.78	1177.18
EL. G7	1175.79	1176.58	1176.97
EL. G8	1175.58	1176.37	1176.77
EL. P6	1171.58	1172.37	1172.77
EL. P5	1167.83	1168.62	1169.02
EL. P4	1162.93	1163.72	1164.12
EL. P3	1153.00	1153.00	1154.50
EL. P2	1150.00	1150.00	1151.50
EL. P1	1147.00	1147.00	1148.50
PIER HEIGHT	25'-7"	26'-4½"	25'-3¼"







NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

STRUCTURE B-37-335

CONST. SPEC. 1996	DRAWN BY RBH	PLANS CK'D. BH

PIERS 7, 8 & 9

SHEET 20 OF 47

DATE RECEIVED 224

McCLEARY BRIDGE

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03/10/2003

THE FIRST DIGIT OF A THREE DIGIT BAR MARK OR THE FIRST TWO DIGITS OF A FOUR DIGIT BAR MARK INDICATES BAR SIZE. ALL DIMENSIONS IN THE BAR BENDS ARE OUT TO OUT.

PIER 7 - BILL OF BARS

MARK	COATED	NO. REQ'D.	LENGTH	BAR SERIES	BENT	LOCATION
K601	-	18	~~15'-8"~~	18'-2"	-	FOOTING AT BOTTOM
K602	-	38	7'-8"		-	FOOTING AT BOTTOM
K903	-	120	19'-7"		X	FOOTING & SHAFT
K404	-	42	29'-4"		X	SHAFT - STIRRUPS
K405	-	~~84~~ 80	6'-11"		X	SHAFT - STIRRUPS
K406	-	462	3'-8"		X	SHAFT - STIRRUPS
K907	-	8	15'-11"		-	SHAFT AT ENDS
K608	-	18	18'-2"		-	FOOTING AT TOP
K609	-	~~76~~ 38	8'-0"		X	FOOTING AT TOP
K920	-	128	12'-6"		-	SHAFT
K421	-	8	16'-5"		X	SHAFT TO CAP TRANSITION
K422	-	48	8'-3"		X	CAP BOTTOM - STIRRUPS
K623	-	8	15'-6"		-	CAP BOTTOM
K524	-	48	10'-2"		X	CAP BOTTOM - STIRRUPS
K425	-	24	8'-3"	⚠	-	CAP AT TAPER
K526	-	48	14'-2"		X	CAP - STIRRUPS
K527	-	48	14'-11"		X	CAP - STIRRUPS
K1028	-	24	50'-0"		-	CAP AT BOTTOM & TOP
K1029	-	24	37'-9"		-	CAP AT BOTTOM & TOP
K430	-	6	41'-3"		-	CAP AT SIDES
K431	-	6	37'-11"		-	CAP AT SIDES
K1032	-	10	51'-10"		X	CAP AT TOP
K1033	-	10	41'-4"		X	CAP AT TOP
K434	-	26	9'-5"		X	CAP AT GIRDERS 4 THRU 6
K435	-	8	12'-9"		-	CAP AT GIRDERS 4 & 6
K436	-	4	5'-0"		-	CAP AT GIRDER 5
K737	-	42	3'-2"		-	DOWELS
K538	-	10	9'-4"		X	CAP AT ENDS

THE FIRST DIGIT OF A THREE DIGIT BAR MARK OR THE FIRST TWO DIGITS OF A FOUR DIGIT BAR MARK INDICATES BAR SIZE. ALL DIMENSIONS IN THE BAR BENDS ARE OUT TO OUT.

PIER 8 - BILL OF BARS

MARK	COATED	NO. REQ'D.	LENGTH	BAR SERIES	BENT	LOCATION
L601	-	18	~~15'-8"~~	18'-2"	-	FOOTING AT BOTTOM
L602	-	38	7'-8"		-	FOOTING AT BOTTOM
L903	-	120	20'-5"		X	FOOTING & SHAFT
L404	-	42	29'-4"		X	SHAFT - STIRRUPS
L405	-	~~84~~ 80	6'-11"		X	SHAFT - STIRRUPS
L406	-	462	3'-8"		X	SHAFT - STIRRUPS
L907	-	8	16'-9"		-	SHAFT AT ENDS
L608	-	18	18'-2"		-	FOOTING AT TOP
L609	-	~~76~~ 38	8'-0"		X	FOOTING AT TOP
L920	-	128	12'-6"		-	SHAFT
L421	-	8	16'-5"		X	SHAFT TO CAP TRANSITION
L422	-	48	8'-3"		X	CAP BOTTOM - STIRRUPS
L623	-	8	15'-6"		-	CAP BOTTOM
L524	-	48	10'-2"		X	CAP BOTTOM - STIRRUPS
L425	-	24	8'-3"	⚠	-	CAP AT TAPER
L526	-	48	14'-2"		X	CAP - STIRRUPS
L527	-	48	14'-11"		X	CAP - STIRRUPS
L1028	-	24	50'-0"		-	CAP AT BOTTOM & TOP
L1029	-	24	37'-9"		-	CAP AT BOTTOM & TOP
L430	-	6	41'-3"		-	CAP AT SIDES
L431	-	6	37'-11"		-	CAP AT SIDES
L1032	-	10	51'-10"		X	CAP AT TOP
L1033	-	10	41'-4"		X	CAP AT TOP
L434	-	26	9'-5"		X	CAP AT GIRDERS 4 THRU 6
L435	-	8	12'-9"		-	CAP AT GIRDERS 4 & 6
L436	-	4	5'-0"		-	CAP AT GIRDER 5
L737	-	42	3'-2"		-	DOWELS
L538	-	10	9'-4"		X	CAP AT ENDS

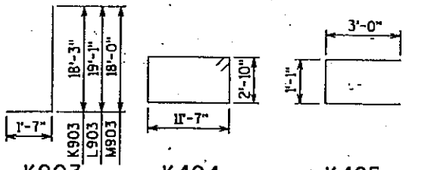
⚠ LENGTH SHOWN FOR BAR IS AN AKERAGE LENGTH AND SHOULD ONLY BE USED FOR BAR WEIGHT CALCULATIONS. SEE BAR SERIES TABLE FOR ACTUAL LENGTHS. BUNDLE AND TAG EACH SERIES SEPARATELY.

THE FIRST DIGIT OF A THREE DIGIT BAR MARK OR THE FIRST TWO DIGITS OF A FOUR DIGIT BAR MARK INDICATES BAR SIZE. ALL DIMENSIONS IN THE BAR BENDS ARE OUT TO OUT.

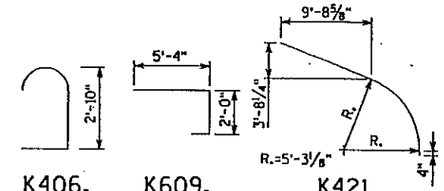
PIER 9 - BILL OF BARS

MARK	COATED	NO. REQ'D.	LENGTH	BAR SERIES	BENT	LOCATION
M601	-	18	~~15'-8"~~	18'-2"	-	FOOTING AT BOTTOM
M602	-	38	7'-8"		-	FOOTING AT BOTTOM
M903	-	120	19'-4"		X	FOOTING & SHAFT
M404	-	42	29'-4"		X	SHAFT - STIRRUPS
M405	-	~~84~~ 80	6'-11"		X	SHAFT - STIRRUPS
M406	-	462	3'-8"		X	SHAFT - STIRRUPS
M907	-	8	18'-1"		-	SHAFT AT ENDS
M608	-	18	~~15'-7"~~	18'-2"	-	FOOTING AT TOP
M609	-	~~76~~ 38	8'-0"		X	FOOTING AT TOP
M920	-	128	12'-6"		-	SHAFT
M421	-	8	16'-5"		X	SHAFT TO CAP TRANSITION
M422	-	48	8'-3"		X	CAP BOTTOM - STIRRUPS
M623	-	8	15'-6"		-	CAP BOTTOM
M524	-	48	10'-2"		X	CAP BOTTOM - STIRRUPS
M425	-	24	8'-3"	⚠	-	CAP AT TAPER
M526	-	48	14'-2"		X	CAP - STIRRUPS
M527	-	48	14'-11"		X	CAP - STIRRUPS
M1028	-	24	50'-0"		-	CAP AT BOTTOM & TOP
M1029	-	24	37'-9"		-	CAP AT BOTTOM & TOP
M430	-	6	41'-3"		-	CAP AT SIDES
M431	-	6	37'-11"		-	CAP AT SIDES
M1032	-	10	51'-10"		X	CAP AT TOP
M1033	-	10	41'-4"		X	CAP AT TOP
M434	-	26	9'-5"		X	CAP AT GIRDERS 4 THRU 6
M435	-	8	12'-9"		-	CAP AT GIRDERS 4 & 6
M436	-	4	5'-0"		-	CAP AT GIRDER 5
M538	-	10	9'-4"		X	CAP AT ENDS

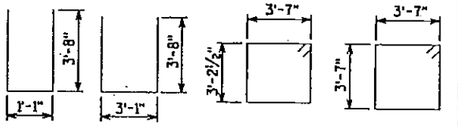
STATE PROJECT NUMBER	SHEET NO.
6999-03-73	



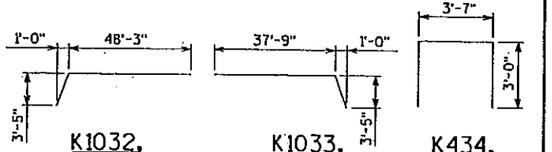
K903, L903, M903 — K404, L404, M404 — K405, L405, M405



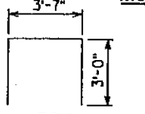
K406, L406, M406 — K609, L609, M609 — K421, L421, M421



K422, L422, M422 — K524, L524, M524 — K526, L526, M526 — K527, L527, M527



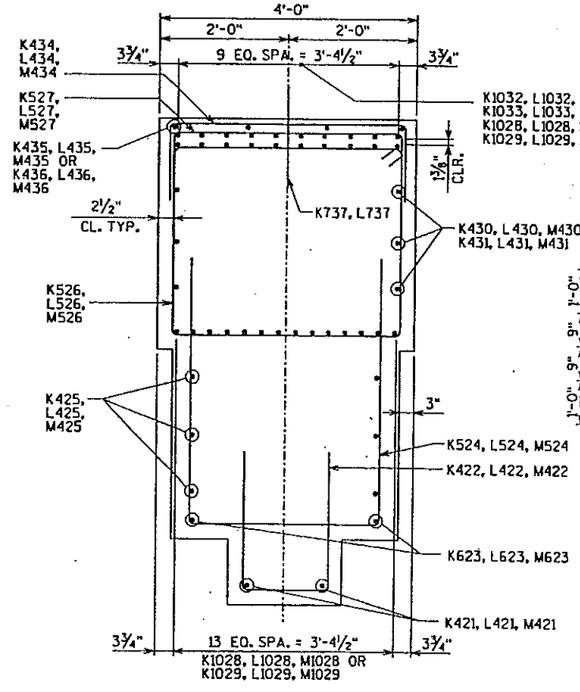
K1032, L1032, M1032 — K1033, L1033, M1033 — K434, L434, M434



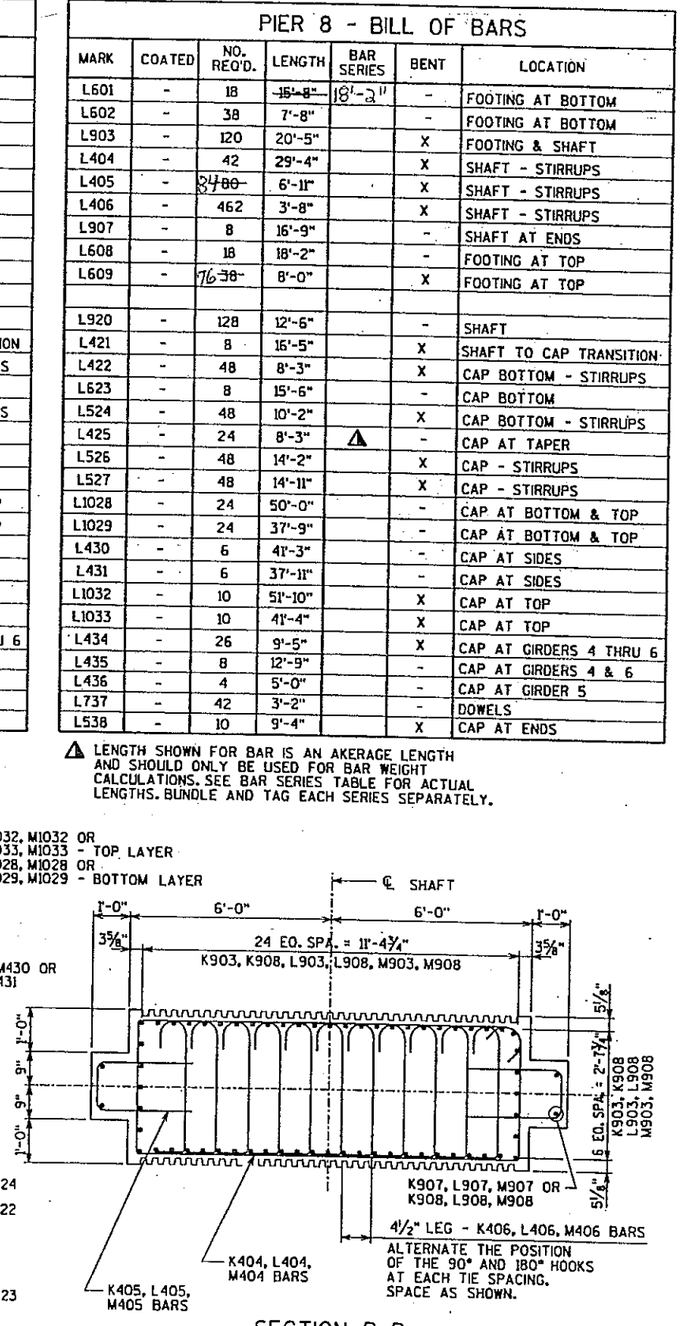
K538, L538, M538

BAR SERIES TABLE

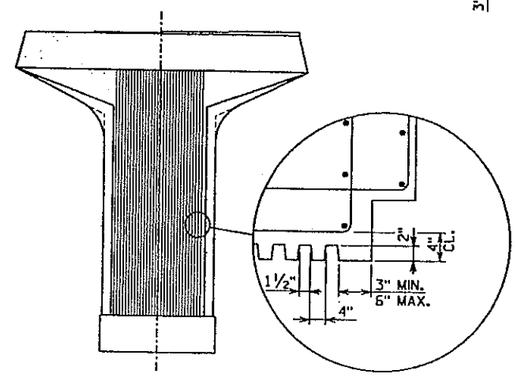
MARK	NO. REQ'D.	LENGTH
K425	8 SERIES OF 3	4'-9" TO 11'-9"
L425	8 SERIES OF 3	4'-9" TO 11'-9"
M425	8 SERIES OF 3	4'-9" TO 11'-9"



SECTION A-A



SECTION B-B



TEXTURING LIMITATIONS OF PIER WALL (EACH FACE)

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

STRUCTURE B-37-335

CONST. SPEC. 1996	DRAWN BY RBH	PLANS CK'D. BH

PIER 7, 8 & 9 DETAILS

SHEET 21 OF 47

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03/10/2003

STATE PROJECT NUMBER	SHEET NO.
6999-03-73	

LEGEND

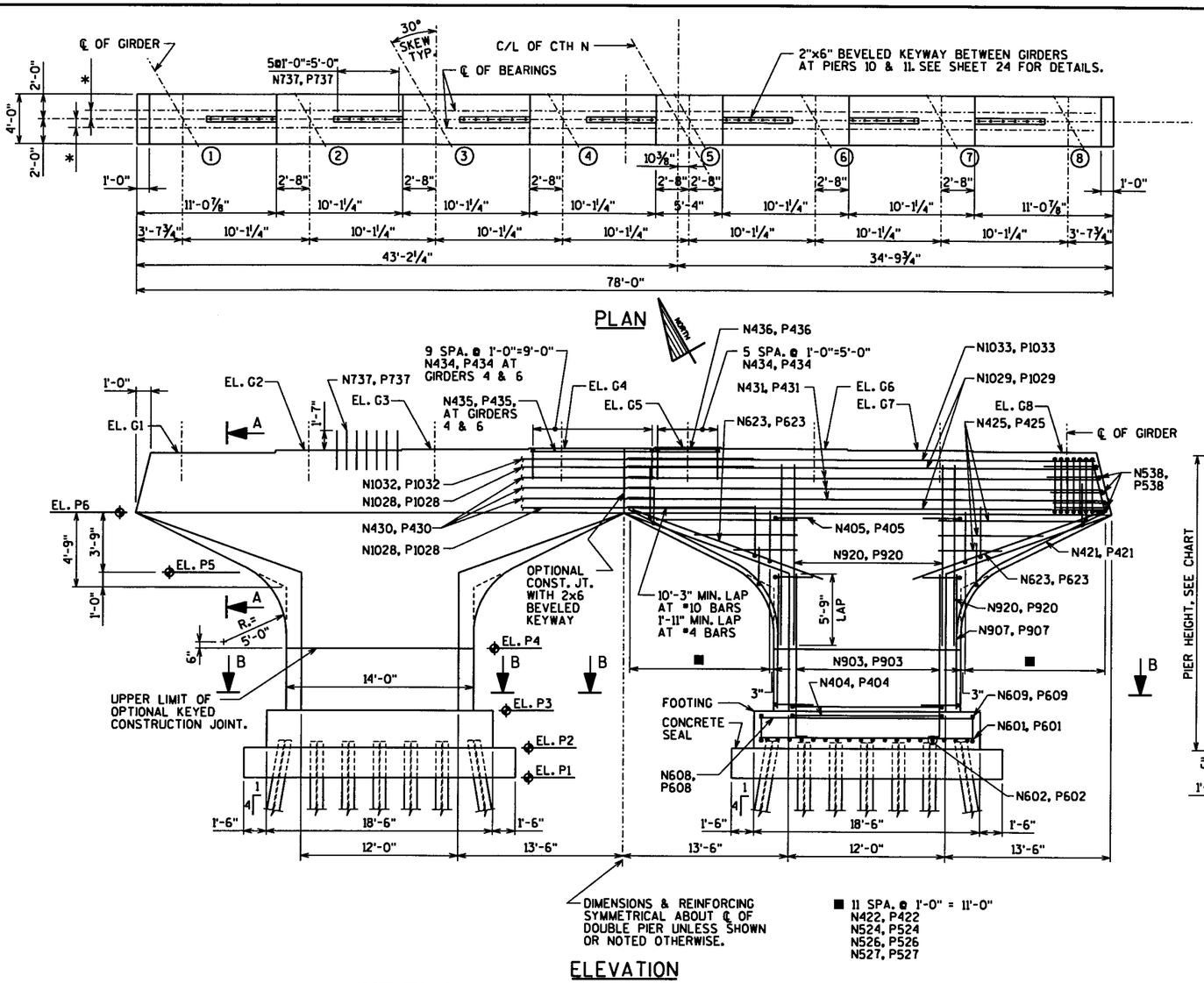
△ KEYED CONSTRUCTION JOINTS FORMED BY BEVELED KEYWAY 4"x1'-2"x8'-0". EXPOSED EDGES OF CONSTRUCTION JOINT SHALL BE FLUSH AND NOT BEVELED.

* 6½" AT PIERS 10 & 11.

NOTES:
N737 OR P737 BARS MAY BE PLACED AFTER CONCRETE IS POURED, BUT BEFORE THE INITIAL SET HAS TAKEN PLACE.

SEE SHEET 24 FOR BEARING DETAILS.

PIER CHART			
ITEM	PIER #10	PIER #11	
PIER STA.	51+03.87	52+35.04	
EL. G1	1178.02	1178.81	
EL. G2	1178.17	1178.95	
EL. G3	1178.31	1179.10	
EL. G4	1178.46	1179.24	
EL. G5	1178.56	1179.35	
EL. G6	1178.36	1179.14	
EL. G7	1178.15	1178.94	
EL. G8	1177.95	1178.73	
EL. P6	1173.95	1174.73	
EL. P5	1170.20	1170.98	
EL. P4	1165.30	1166.08	
EL. P3	1155.50	1156.50	
EL. P2	1152.50	1153.50	
EL. P1	1149.50	1150.50	
PIER HEIGHT	25'-5⅜"	25'-2¾"	



NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

STRUCTURE B-37-335

CONST. SPEC. 1996	DRAWN BY RBH	PLANS CK'D. BH

PIERS 10 & 11

SHEET 22 OF 47

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03/10/2003

THE FIRST DIGIT OF A THREE DIGIT BAR MARK OR THE FIRST TWO DIGITS OF A FOUR DIGIT BAR MARK INDICATES BAR SIZE.
ALL DIMENSIONS IN THE BAR BENDS ARE OUT TO OUT.

PIER 10 - BILL OF BARS

MARK	COATED	NO. REQ'D.	LENGTH	BAR SERIES	BENT	LOCATION
N601	-	18	~~15'-8"~~	18'-2"	-	FOOTING AT BOTTOM
N602	-	38	7'-8"		-	FOOTING AT BOTTOM
N903	-	120	19'-6"		X	FOOTING & SHAFT
N404	-	40	29'-4"		X	SHAFT - STIRRUPS
N405	-	~~80~~ 76	6'-11"		X	SHAFT - STIRRUPS
N406	-	440	3'-8"		X	SHAFT - STIRRUPS
N907	-	8	15-10"		-	SHAFT AT ENDS
N608	-	18	18'-2"		-	FOOTING AT TOP
N609	-	~~76~~ 38	8'-0"		X	FOOTING AT TOP
N920	-	128	12'-6"		-	SHAFT
N421	-	8	16'-5"		X	SHAFT TO CAP TRANSITION
N422	-	48	8'-3"		X	CAP BOTTOM - STIRRUPS
N623	-	8	15'-6"		-	CAP BOTTOM
N524	-	48	10'-2"		X	CAP BOTTOM - STIRRUPS
N425	-	24	8'-3"	⚠	-	CAP AT TAPER
N526	-	48	14'-2"		X	CAP - STIRRUPS
N527	-	48	14'-11"		X	CAP - STIRRUPS
N1028	-	24	50'-0"		-	CAP AT BOTTOM & TOP
N1029	-	24	37'-9"		-	CAP AT BOTTOM & TOP
N430	-	6	41'-3"		-	CAP AT SIDES
N431	-	6	37'-11"		-	CAP AT SIDES
N1032	-	10	51'-10"		X	CAP AT TOP
N1033	-	10	41'-4"		X	CAP AT TOP
N434	-	26	9'-5"		X	CAP AT GIRDERS 4 THRU 6
N435	-	8	12'-9"		-	CAP AT GIRDERS 4 & 6
N436	-	4	5'-0"		-	CAP AT GIRDER 5
N737	-	42	3'-2"		-	DOWELS
N538	-	10	9'-4"		X	CAP AT ENDS

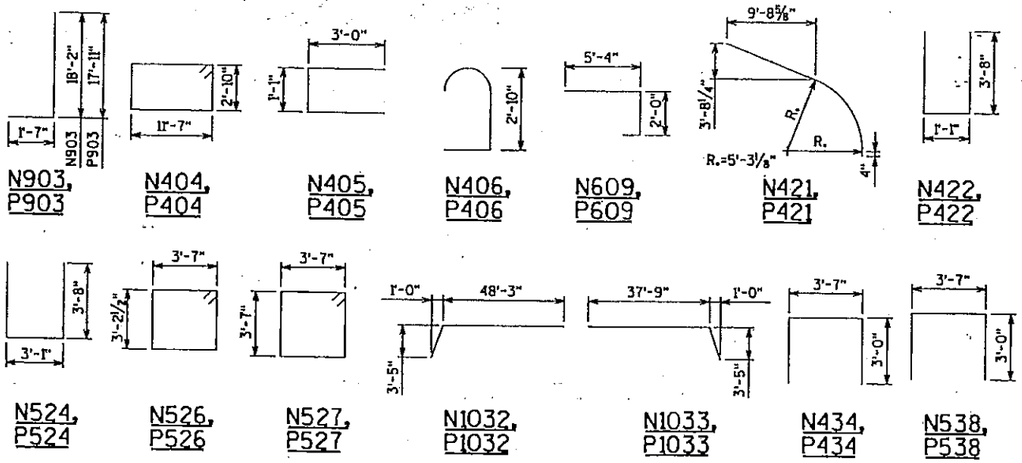
THE FIRST DIGIT OF A THREE DIGIT BAR MARK OR THE FIRST TWO DIGITS OF A FOUR DIGIT BAR MARK INDICATES BAR SIZE.
ALL DIMENSIONS IN THE BAR BENDS ARE OUT TO OUT.

PIER 11 - BILL OF BARS

MARK	COATED	NO. REQ'D.	LENGTH	BAR SERIES	BENT	LOCATION
P601	-	18	~~15'-8"~~	18'-2"	-	FOOTING AT BOTTOM
P602	-	38	7'-8"		-	FOOTING AT BOTTOM
P903	-	120	19'-3"		X	FOOTING & SHAFT
P404	-	40	29'-4"		X	SHAFT - STIRRUPS
P405	-	~~80~~ 76	6'-11"		X	SHAFT - STIRRUPS
P406	-	440	3'-8"		X	SHAFT - STIRRUPS
P907	-	8	15'-7"		-	SHAFT AT ENDS
P608	-	18	18'-2"		-	FOOTING AT TOP
P609	-	~~76~~ 38	8'-0"		X	FOOTING AT TOP
P920	-	128	12'-6"		-	SHAFT
P421	-	8	16'-5"		X	SHAFT TO CAP TRANSITION
P422	-	48	8'-3"		X	CAP BOTTOM - STIRRUPS
P623	-	8	15'-6"		-	CAP BOTTOM
P524	-	48	10'-2"		X	CAP BOTTOM - STIRRUPS
P425	-	24	8'-3"	⚠	-	CAP AT TAPER
P526	-	48	14'-2"		X	CAP - STIRRUPS
P527	-	48	14'-11"		X	CAP - STIRRUPS
P1028	-	24	50'-0"		-	CAP AT BOTTOM & TOP
P1029	-	24	37'-9"		-	CAP AT BOTTOM & TOP
P430	-	6	41'-3"		-	CAP AT SIDES
P431	-	6	37'-11"		-	CAP AT SIDES
P1032	-	10	51'-10"		X	CAP AT TOP
P1033	-	10	41'-4"		X	CAP AT TOP
P434	-	26	9'-5"		X	CAP AT GIRDERS 4 THRU 6
P435	-	8	12'-9"		-	CAP AT GIRDERS 4 & 6
P436	-	4	5'-0"		-	CAP AT GIRDER 5
P737	-	42	3'-2"		-	DOWELS
P538	-	10	9'-4"		X	CAP AT ENDS

⚠ LENGTH SHOWN FOR BAR IS AN AVERAGE LENGTH AND SHOULD ONLY BE USED FOR BAR WEIGHT CALCULATIONS. SEE BAR SERIES TABLE FOR ACTUAL LENGTHS. BUNDLE AND TAG EACH SERIES SEPARATELY.

STATE PROJECT NUMBER	SHEET NO.
6999-03-73	

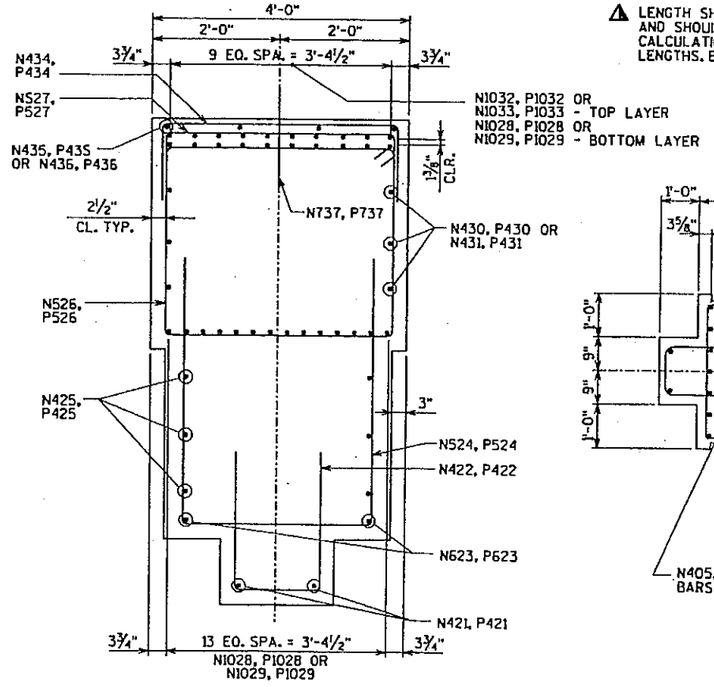


N903, P903 | N404, P404 | N405, P405 | N406, P406 | N609, P609 | N421, P421 | N422, P422

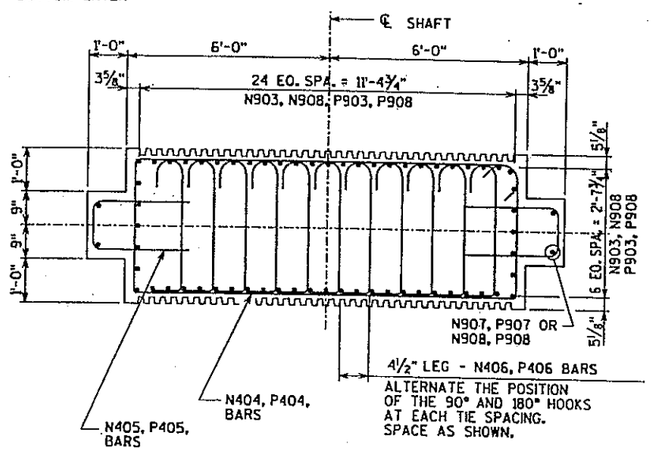
N524, P524 | N526, P526 | N527, P527 | N1032, P1032 | N1033, P1033 | N434, P434 | N538, P538

BAR SERIES TABLE

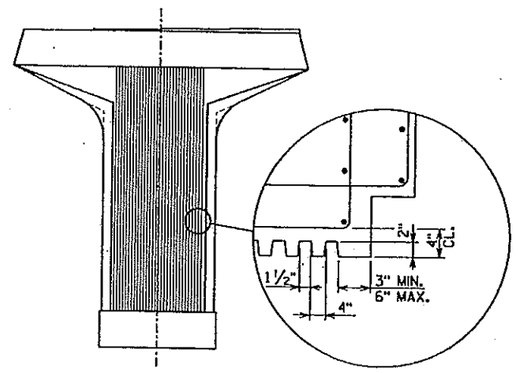
MARK	NO. REQ'D.	LENGTH
N425	8 SERIES OF 3	4'-9" TO 11'-9"
P425	8 SERIES OF 3	4'-9" TO 11'-9"



SECTION A-A



SECTION B-B



TEXTURING LIMITATIONS OF PIER WALL (EACH FACE)

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

STRUCTURE B-37-335

CONST. SPEC. 1996	DRAWN BY RBH	PLANS CK'D. BH

PIER 10 & 11 DETAILS

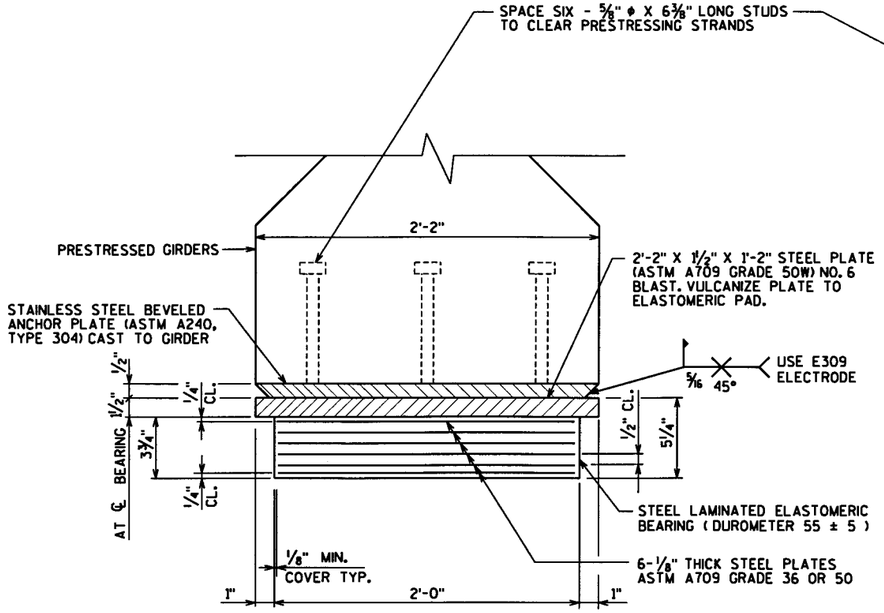
SHEET 23 OF 47

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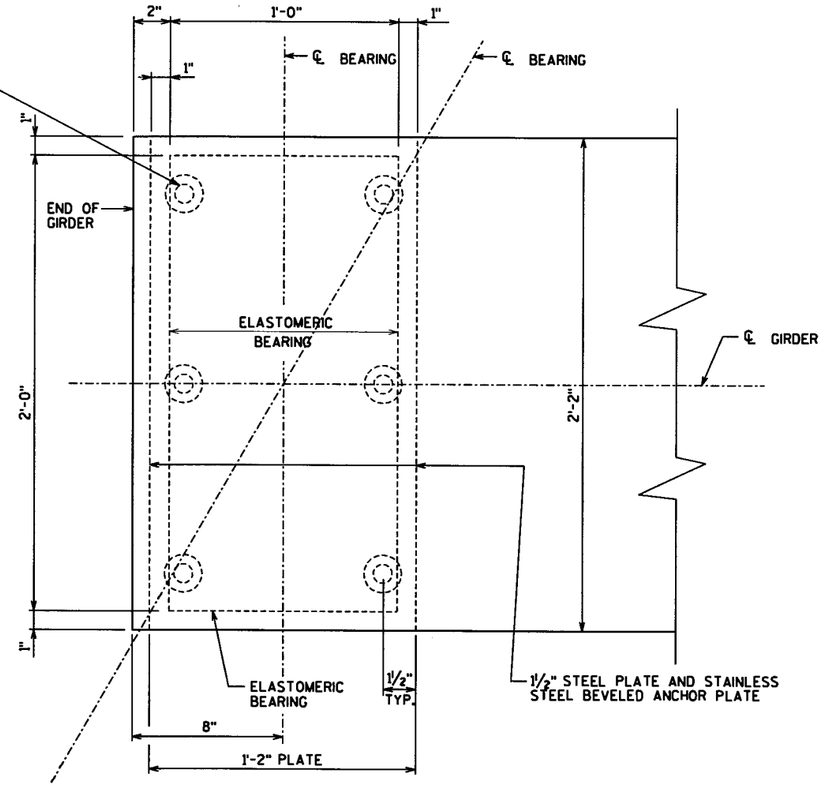
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03/18/2003

STATE PROJECT NUMBER	SHEET NO.
6999-03-73	

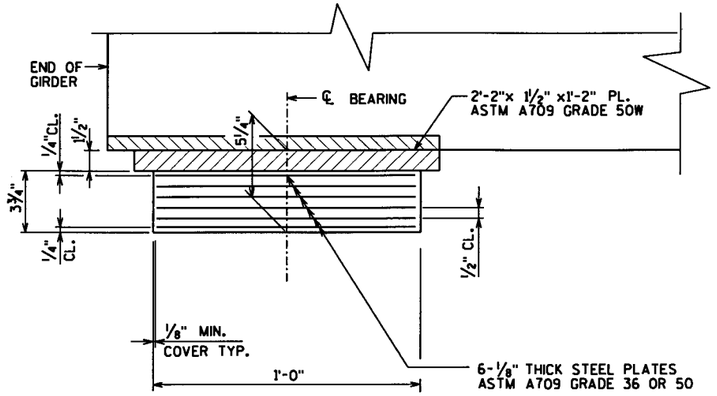


END VIEW OF LAMINATED ELASTOMERIC BEARING

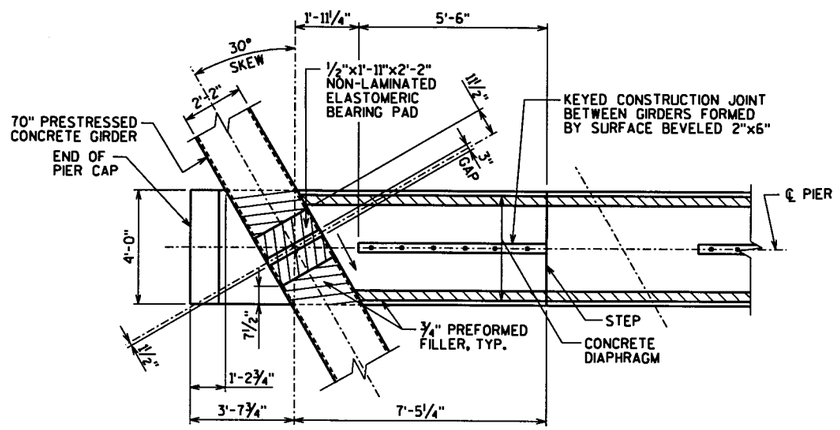


PLAN VIEW OF LAMINATED ELASTOMERIC BEARINGS

(TYPICAL AT ABUTMENTS AND PIERS 3, 6,&9)



SECTION THRU LAMINATED ELASTOMERIC BEARING



NON-LAMINATED ELASTOMERIC BEARING PAD DETAIL

(TYPICAL AT PIERS 1,2,4,5,7,8,10&11)

LAMINATED ELASTOMERIC BEARING NOTES

BEARINGS SHALL NOT BE PLACED AT A TEMPERATURE GREATER THAN 85° F.

ALL MATERIAL USED FOR BEARINGS SHALL BE PAID FOR AT THE UNIT PRICE BID FOR "LAMINATED ELASTOMERIC BEARING PADS".

ALL STRUCTURAL STEEL BEARING PLATES SHALL BE FLAT ROLLED WITH ALL SURFACES SMOOTH AND FREE FROM WARP AND ALL EDGES SMOOTH, STRAIGHT AND VERTICAL

ALL PLATE CUTS SHALL BE MACHINE OR MACHINE FLAME CUTS.

LAMINATED ELASTOMERIC BEARINGS	
LOCATION	QUANTITY
S. ABUT	8
PIER 3	16
PIER 6	16
PIER 9	16
N. ABUT	8
TOTAL	64

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

STRUCTURE B-37-335

CONST. SPEC. 1996	DRAWN BY RBH	PLANS CK'D. BH

BEARING DETAILS

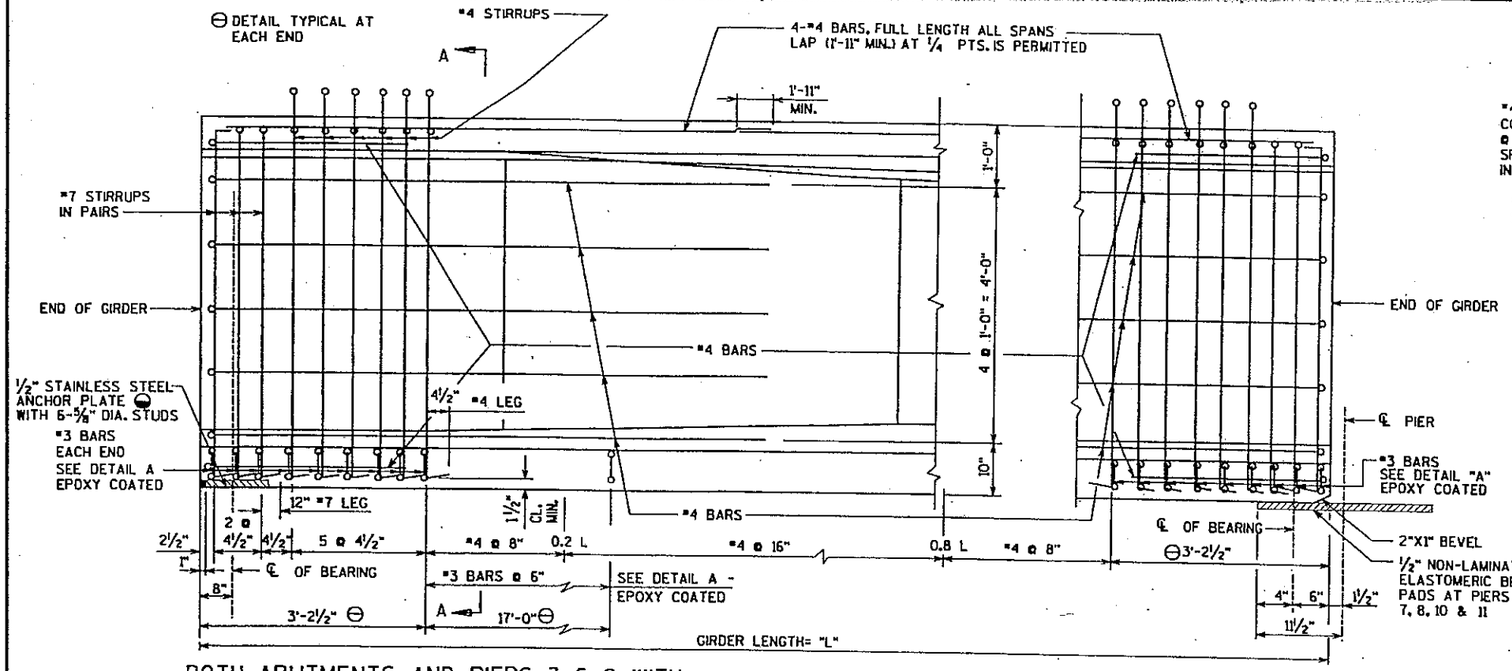
SHEET 24 OF 47

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03/10/2003

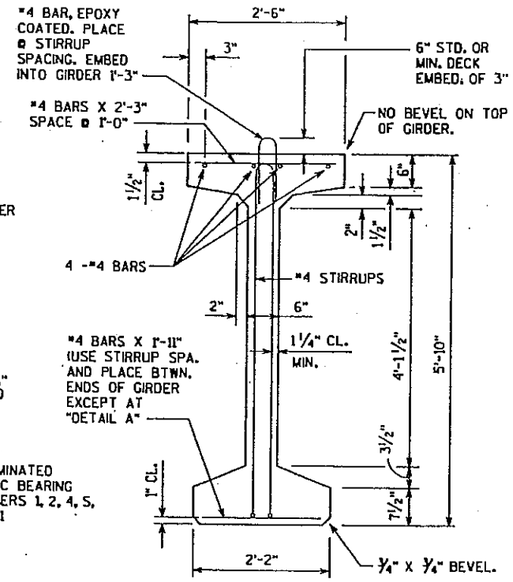
STATE PROJECT NUMBER	SHEET NO.
6999-03-73	



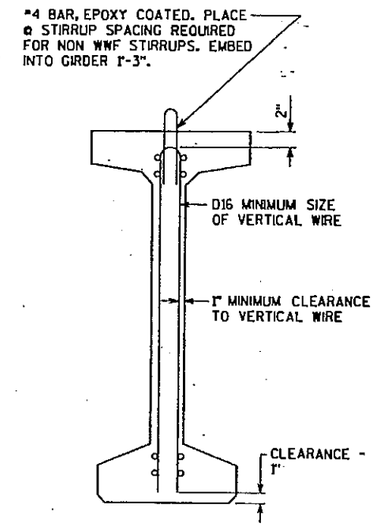
BOTH ABUTMENTS AND PIERS 3, 6, 9 WITH LAMINATED ELASTOMERIC BRGS.

SIDE VIEW OF GIRDER

FIXED PIERS WITH 1/2" ELASTOMERIC BRG. PADS

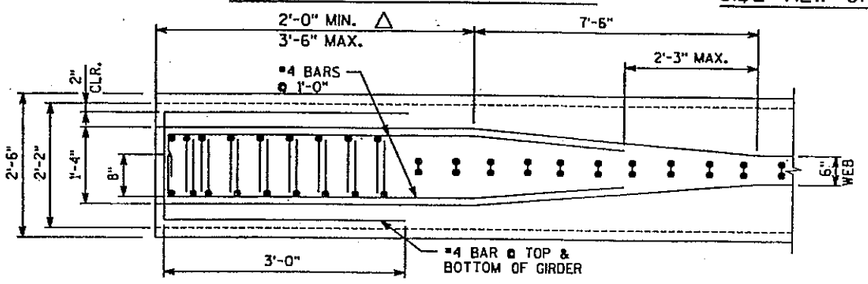


SECTION THRU GIRDER

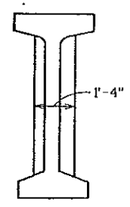


SECTION THRU GIRDER

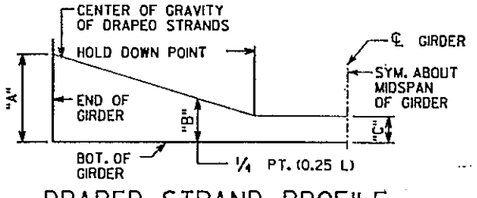
SHOWING WELDED WIRE FABRIC (WWF) STIRRUPS



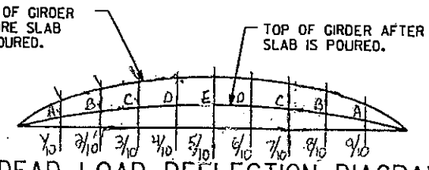
TOP VIEW OF GIRDER



SECTION A-A



DRAPED STRAND PROFILE



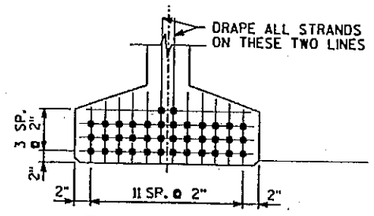
DEAD LOAD DEFLECTION DIAGRAM

SPAN	GIRDER LENGTH "L"	DEAD LOAD DEFLECTION (INCHES) "A"	"B"	"C"	"D"	"E"
1 thru 12	130' 11"	3/4"	1 3/8"	1 7/8"	2 1/8"	2 1/4"

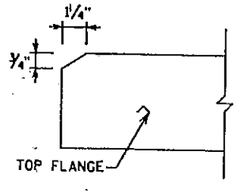
GIRDER DATA

SPAN	GIRDER LENGTH "L"	DEAD LOAD DEFL. (IN.) "D"	"E"	CONCRETE STRENGTH f'c (PSI)	TOTAL INTIAL PRESTRESS FORCE (KIPS)	DIA. OF STRANDS (IN.)	TOTAL No. OF STRANDS	RELEASE STRENGTH f'ci (PSI) *	DRAPED PATTERN INCHES "A"	"B" MIN.	"B" MAX.	"C"
1 THRU 12	130'-11"	1 1/2"	2 1/4"	7500	1670	.6	38	6200	65	20	23	5

* MINIMUM CYLINDER STRENGTH OF CONCRETE AT TIME OF TRANSFER OF PRESTRESS FORCE.



38 STRANDS



COPING DETAIL

REQUIRED AT ABUTMENT ENDS ONLY (S. ABUT. SHOWN, N. ABUT. SIMILAR)

GIRDER NOTES

THE GIRDERS SHALL BE PROVIDED WITH A SUITABLE LIFTING DEVICE FOR HANDLING AND ERECTING THE GIROERS. ALL GIRDERS SHALL BE CAST FULL LENGTH AS SHOWN.

STRANDS SHALL BE FLUSH WITH END OF GIROER. ENDS OF STRANDS SHALL BE PAINTED WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. THIS APPLIES ONLY TO THOSE ENDS OF GIRDERS THAT ARE FINALLY EXPOSED.

TOP OF GIRDER TO BE ROUGH FLOATED AND BROOMED TRANSVERSELY FOR BONDING TO THE SLAB, EXCEPT THE OUTSIDE 2" OF GIRDER, WHICH SHALL BE TROWEL FINISHED.

SPACING SHOWN FOR #4 STIRRUPS IS FOR GRADE 60 REINFORCEMENT. IF THE FABRICATOR WANTS TO BUILD A BAR STEEL CAGE BY WELDING LONGITUDINAL REINFORCEMENT TO THE #4 STIRRUPS, TWO OPTIONS ARE AVAILABLE:

1. USE ASTM A706, GRADE 60 REINFORCEMENT AND THE STIRRUP SPACING AS SHOWN ON THE PLANS.

2. USE ASTM A615, GRADE 40 REINFORCEMENT AND A MODIFIED STIRRUP SPACING SUBMITTED TO AND APPROVED BY THE STRUCTURES DEVELOPMENT SECTION.

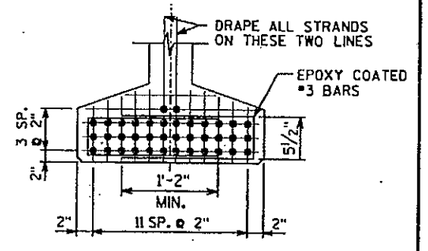
AN ALTERNATE EQUIVALENT OF WELDED WIRE FABRIC (WWF) MAY BE SUBSTITUTED FOR THE STIRRUP REINFORCEMENT SHOWN, UPON APPROVAL OF THE STRUCTURES DEVELOPMENT SECTION. (608) 266-8494

WELDED WIRE FABRIC SHALL CONFORM TO THE REQUIREMENTS OF ASTM A497.

IF THE CONTRACTOR USES THE BOTTOM FLANGE TO SUPPORT CONSTRUCTION FORMS, THE CONTRACTOR SHALL SUBMIT FALSEWORK PLANS FOR APPROVAL BY THE STRUCTURES DESIGN SECTION.

◒ STAINLESS STEEL ANCHOR PLATE ONLY AT THE ENDS AT THE SOUTH & NORTH ABUTMENTS, AND AT PIERS 3, 6 AND 9. SEE LAMINATED ELASTOMERIC BEARING SHEET FOR THE 6-5/8" DIAMETER X 6-3/8" LONG STUDS.

△ SET THE END BLOCK LENGTHS OF GIROERS RESTING ON THE SAME PIER TO 2"+/-.



DETAIL A

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

STRUCTURE B-37-335

CONST. SPEC. 1996	DRAWN BY RBH	PLANS CK'D. BH

70" PRESTRESSED GIRDER DETAILS

SHEET 25 OF 47

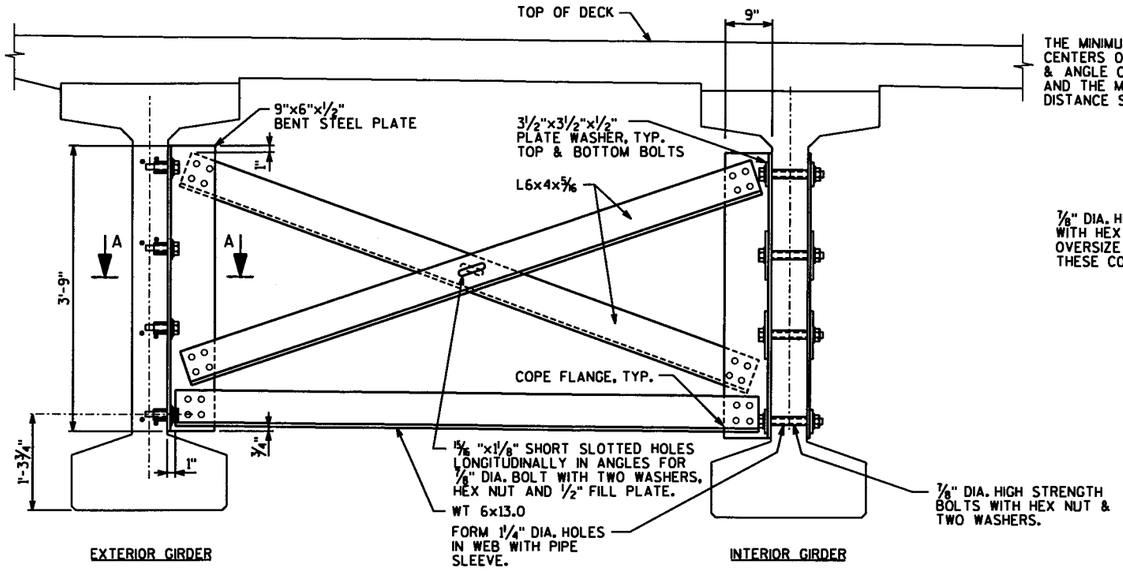
DATE RECEIVED 229

McCLEARY BRIDGE

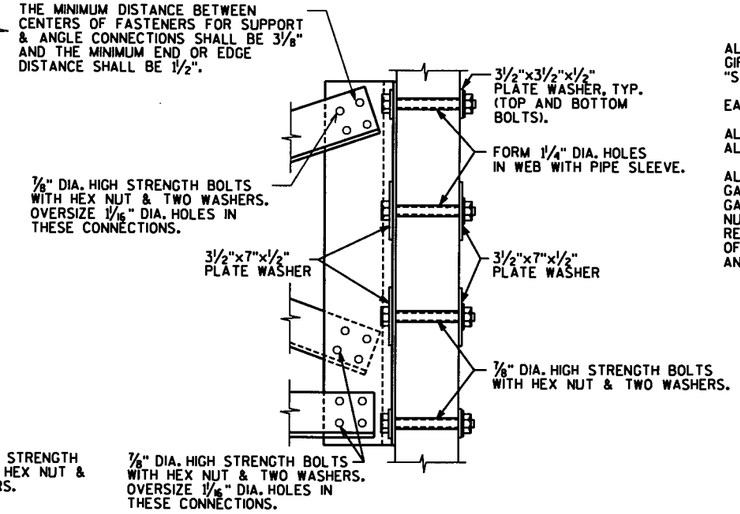
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03/10/2003

NOTE: DURING CONSTRUCTION, GIRDERS 1 AND 2 DEFLECTED MORE THAN THE 2 1/4" MAX AS DESIGNED IN THE PLAN. GIRDER 1 DEFLECTED 3 5/8" AND GIRDER 2 DEFLECTED 3". CENTRAL OFFICE (BRIDGE SECTION) WAS CONTACTED AND THEY DETERMINED THAT A DESIGN MODELING ISSUE WAS THE CAUSE, BUT THE BRIDGE WILL PERFORM AS ORIGINALLY PLANNED.

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PARTIAL TRANSVERSE SECTION AT IN-SPAN BRACE DIAPHRAGM
(168 REQUIRED)



SECTION AT INTERIOR GIRDERS

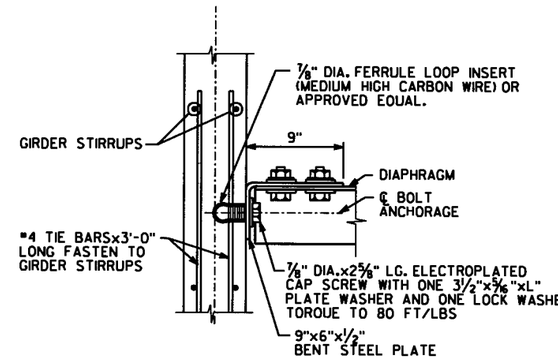
DIAPHRAGM NOTES

ALL DIAPHRAGM MATERIAL NOT EMBEDDED IN THE CONCRETE GIRDER SHALL BE PAID FOR AT THE UNIT PRICE BID FOR "STEEL DIAPHRAGM, STRUCTURE" EACH.

EACH DIAPHRAGM BETWEEN GIRDERS SHALL CONSTITUTE ONE UNIT.

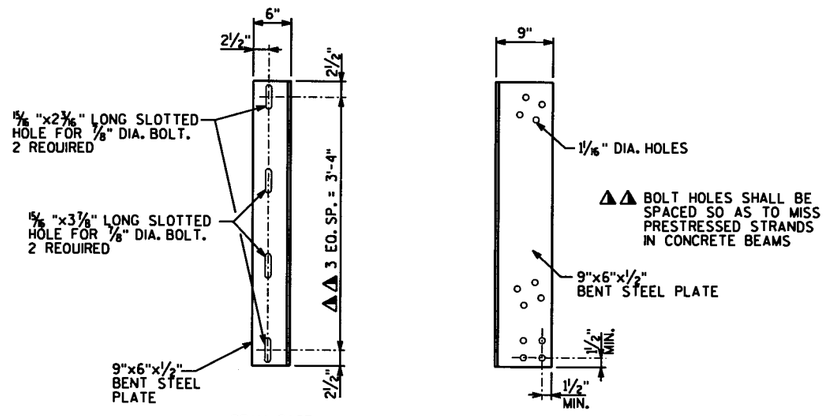
ALL DIAPHRAGM STRUCTURAL STEEL SHALL BE ASTM A709 GRADE 36. ALL BOLTS, NUTS AND WASHERS SHALL BE ASTM A325 TYPE 1.

ALL DIAPHRAGM STRUCTURAL STEEL SHOWN SHALL BE HOT-DIPPED GALVANIZED. ALL BOLTS, NUTS AND WASHERS SHALL BE HOT-DIPPED GALVANIZED IN ACCORDANCE WITH ASTM A153 CLASS C. GALVANIZED NUTS SHALL BE TAPPED OVERSIZE IN ACCORDANCE WITH THE REQUIREMENTS OF ASTM A563 AND SHALL MEET THE REQUIREMENTS OF SUPPLEMENTARY REQUIREMENT S1 OF ASTM A563, LUBRICANT AND TEST FOR COATED NUTS.



L= 3½" FOR TOP & BOTTOM BOLT
L= 7" FOR CENTER BOLTS.

SECTION A-A
(FOR EXTERIOR ATTACHMENT)



DIAPHRAGM SUPPORT

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

STRUCTURE B-37-335

CONST. SPEC. 1996	DRAWN BY RBH	PLANS CK'D. BH

INTERMEDIATE STEEL DIAPHRAGM

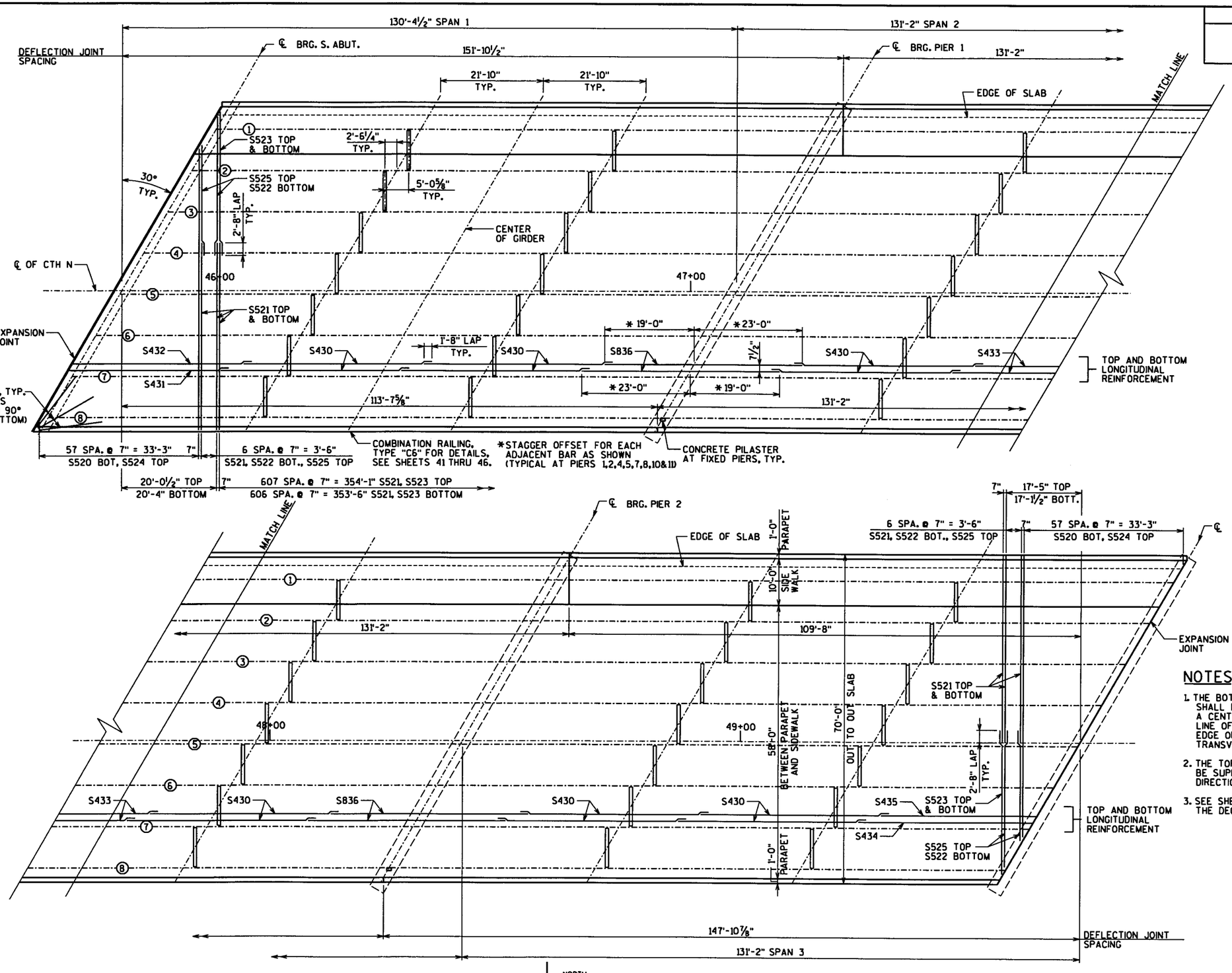
SHEET 26 OF 47

DATE RECEIVED 230

McCLEARY BRIDGE

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UNIT 1

NOTES

1. THE BOTTOM TRANSVERSE BAR STEEL REINFORCEMENT SHALL BE SUPPORTED BY CONTINUOUS BAR CHAIRS WITH A CENTER TO CENTER SPACING NOT TO EXCEED 4'-0". ONE LINE OF CONTINUOUS BAR CHAIRS SHALL BE PLACED NEAR EDGE OF SLAB TO SUPPORT THE ENDS OF THE BOTTOM TRANSVERSE BAR STEEL.
2. THE TOP LONGITUDINAL BAR STEEL REINFORCEMENT SHALL BE SUPPORTED BY CONTINUOUS BAR CHAIRS IN TRANSVERSE DIRECTION ON 4'-0" CENTERS.
3. SEE SHEETS 31, 32, AND 42 FOR STEEL TO BE PLACED IN THE DECK AT THE SIDEWALK AND PARAPET.

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STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

STRUCTURE B-37-335

CONST. SPEC.	DRAWN BY	PLANS CK'D.
1996	RBH	BH

SUPERSTRUCTURE
UNIT 1

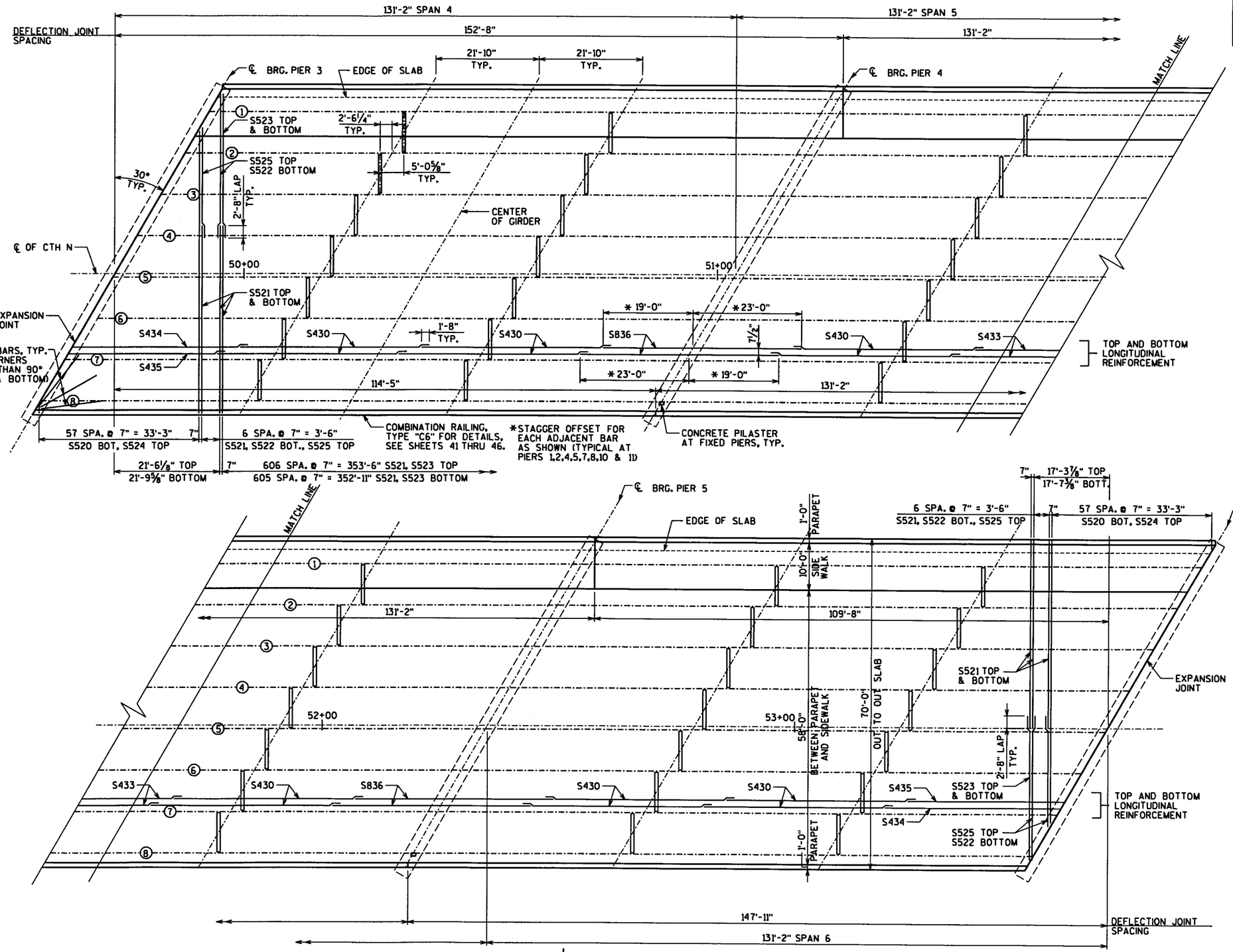
SHEET 27 OF 47

DATE RECEIVED
231

McCLEARY BRIDGE

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03/10/2003

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STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

STRUCTURE B-37-335

CONST. SPEC. 1996	DRAWN BY RBH	PLANS CK'D. BH

SUPERSTRUCTURE
UNIT 2

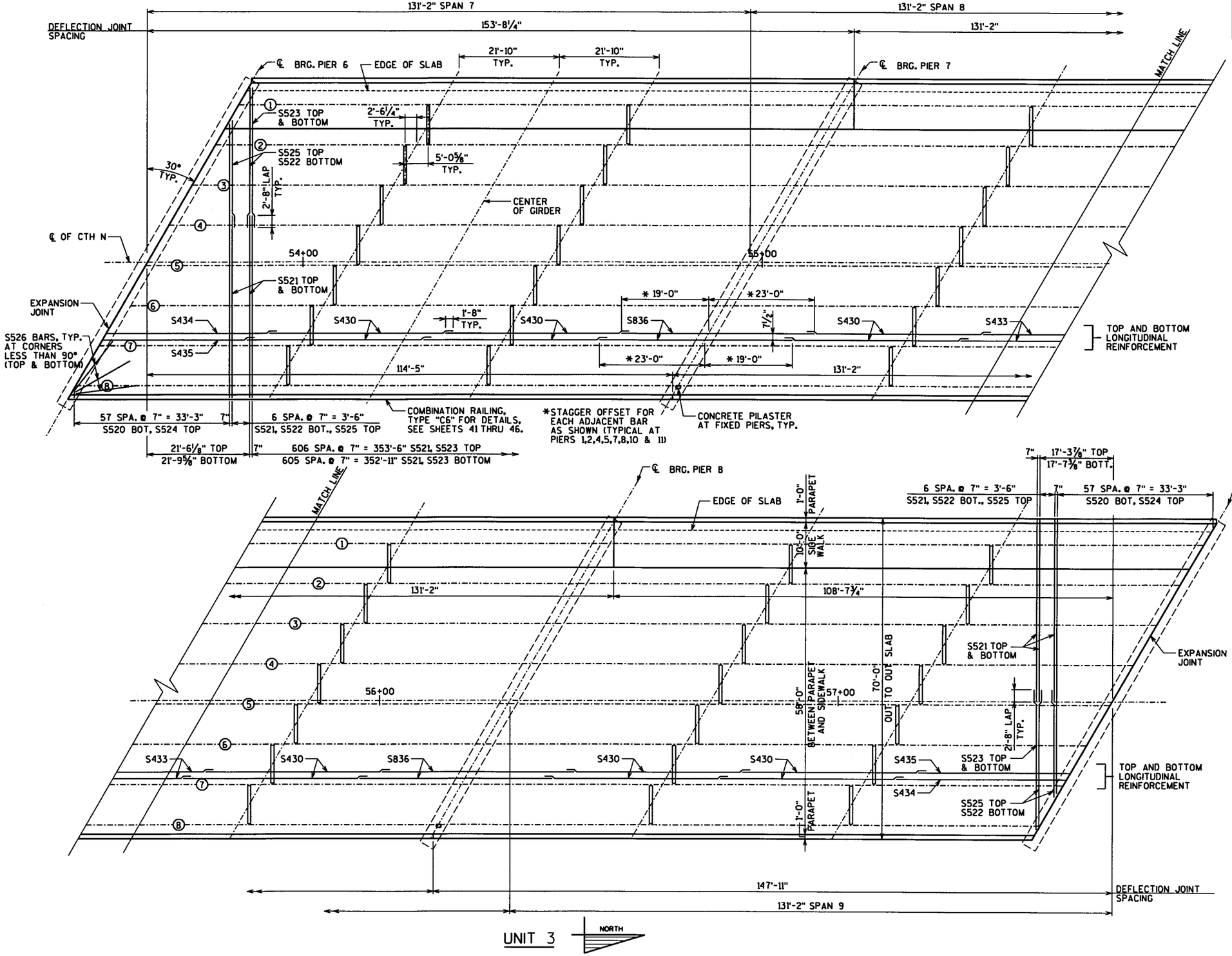
SHEET 28 OF 47

DATE RECEIVED
232

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03/10/2003

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6999-03-73	



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STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

STRUCTURE B-37-335

CONST. SPEC. 1996	DRAWN BY RBH	PLANS CK'D. BH

SUPERSTRUCTURE
UNIT 3

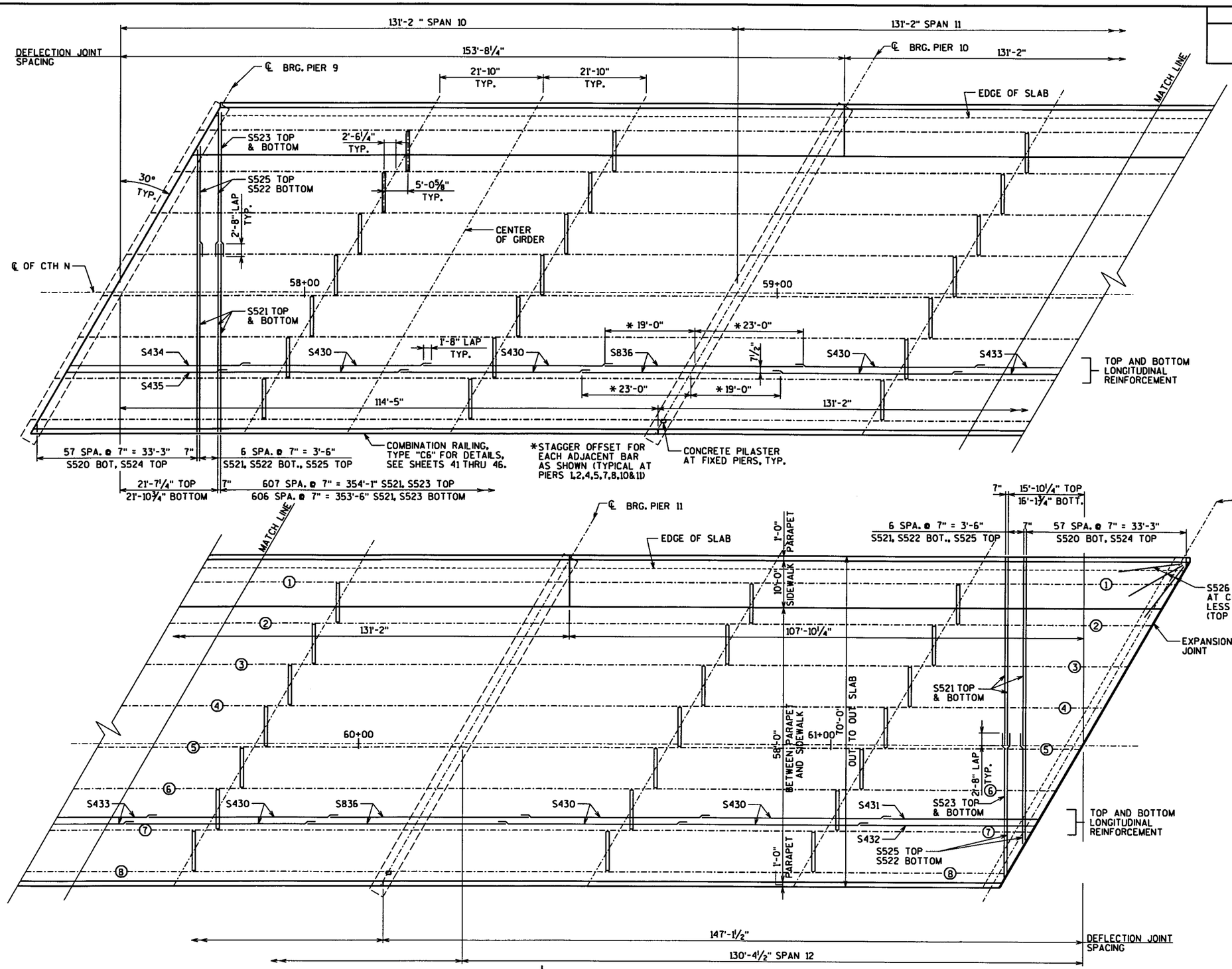
SHEET 29 OF 47

DATE RECEIVED
233

McCLEARY BRIDGE

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STRUCTURE B-37-335

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SUPERSTRUCTURE
UNIT 4

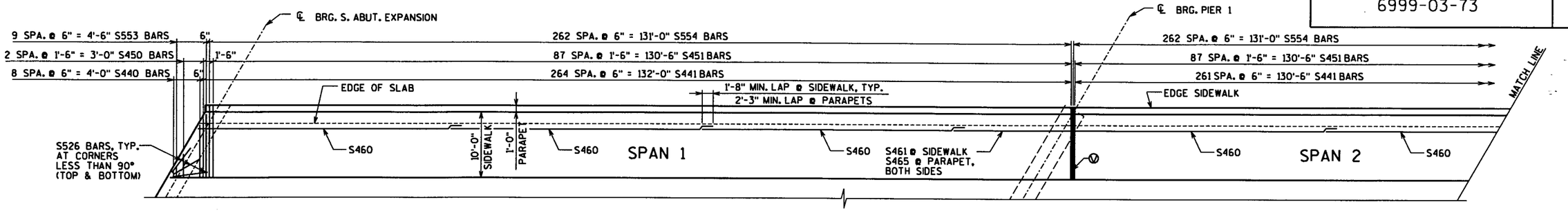
SHEET 30 OF 47

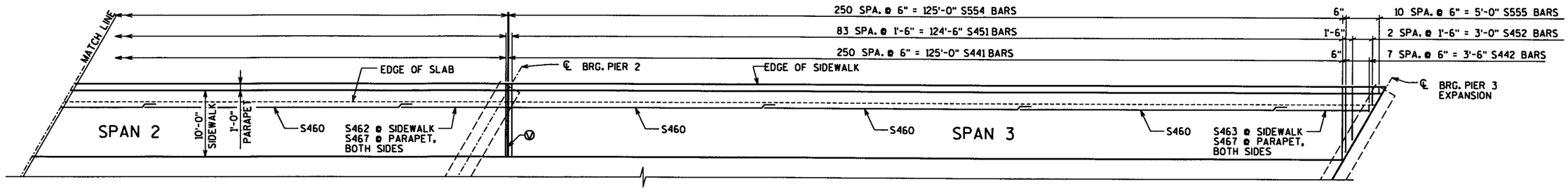
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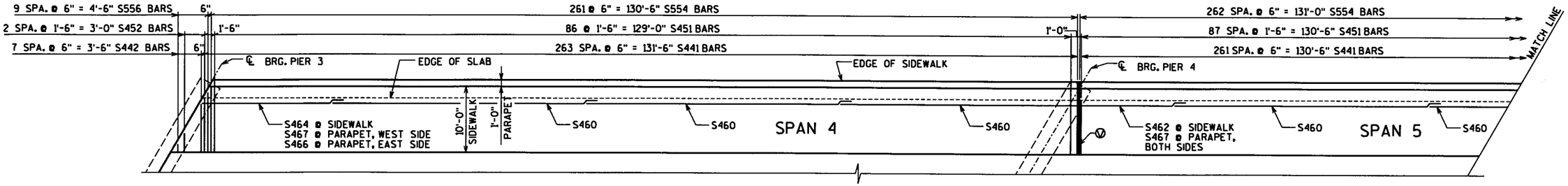
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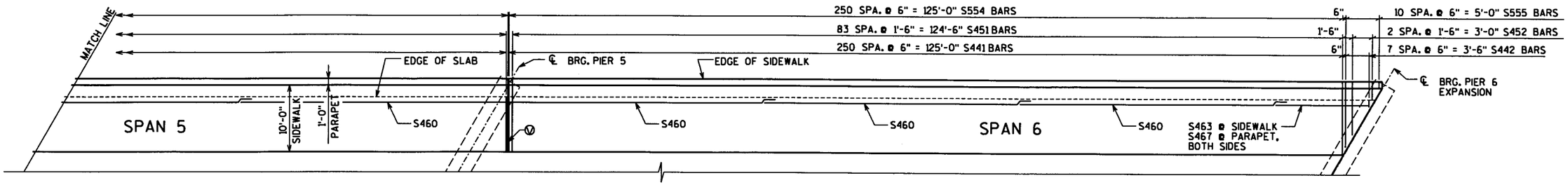
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03/10/2003

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PLAN AT SIDEWALK

NORTH

NOTE: UNITS 1 AND 2 SHOWN, UNITS 3 AND 4 SIMILAR

Ⓥ DEFLECTION JOINT IN SIDEWALK AND PARAPET

NOTES: 1. PLACE S440 THRU S442 BARS PRIOR TO POURING THE DECK

2. SEE SIDEWALK DETAIL ON SHEET 32 FOR FURTHER INFORMATION.

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STRUCTURE B-37-335

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SIDEWALK REINFORCING

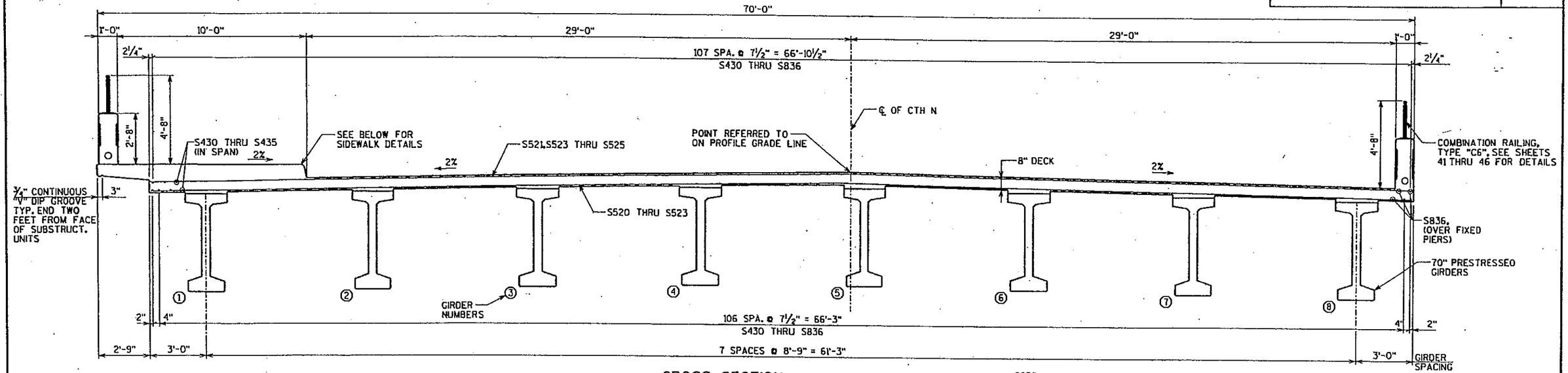
SHEET 31 OF 47

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McCLEARY BRIDGE

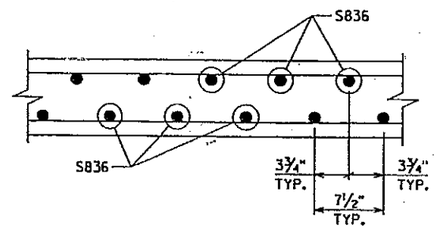
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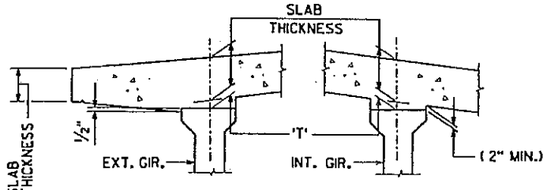
CROSS SECTION

LOOKING NORTH



CROSS SECTION THRU BRIDGE - OVER FIXED PIERS

LOOKING NORTH



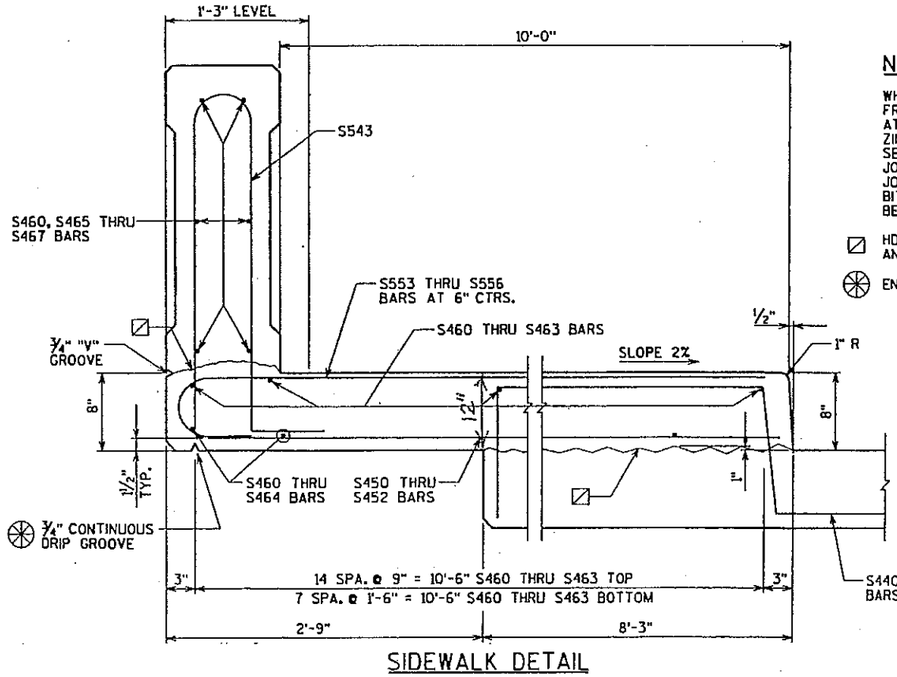
SLAB HAUNCH DETAIL

IF 2" MINIMUM HAUNCH HEIGHT AT EDGE OF GIRDER CANNOT BE MAINTAINED, THE GRADE LINE MAY BE REVISED BY THE ENGINEER AT THE OPTION OF THE CONTRACTOR. THE PLAN SLAB THICKNESS SHALL BE HELD. NOTIFY BRIDGE OFFICE FOR HAUNCH HEIGHTS OVER 4".

TO DETERMINE 'T', ELEV. OF TOP OF GIR'S. AT ℄ OF SUBSTRUCTURE UNITS & AT 0.1 POINTS OF EACH SPAN SHALL BE TAKEN. THEN FOLLOW THIS PROCESS:

TOP OF DECK ELEV. AT FINAL GRADE
- TOP OF GIRDER ELEVATION
+ DEAD LOAD DEFLECTION
- SLAB THICKNESS
= HAUNCH HEIGHT 'T'

NOTE: SEE GIRDER SHEET FOR DEAD LOAD DEFLECTIONS



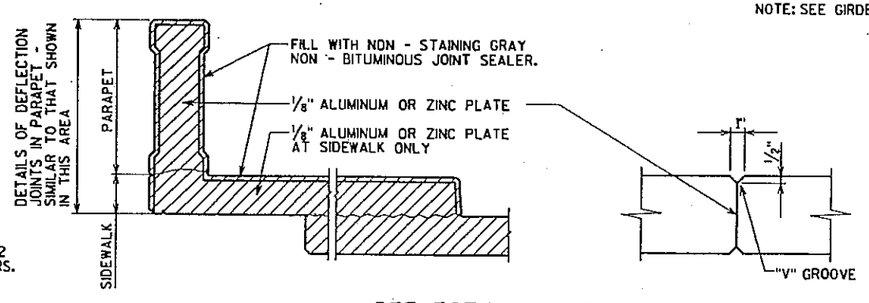
SIDEWALK DETAIL

NOTES

WHEN PARAPETS ARE POURED CONTINUOUSLY FROM END TO END, THEY SHALL BE SEPARATED AT THE DEFLECTION JOINTS BY A PIECE OF ⅛" ZINC OR ALUMINUM PLATE CUT AS SHOWN IN SECTION BELOW BY SHADED AREA. IF CONSTRUCTION JOINTS IN PARAPETS ARE USED AT THE DEFLECTION JOINTS, ONE SIDE OF JOINT SHALL BE COATED WITH BITUMINOUS PAINT AND PLATE SEPARATORS MAY BE OMITTED.

▨ HORIZ. CONST. JOINT-STRIKE OFF AS SHOWN AND LEAVE ROUGH.

⊛ END 2'-0" AWAY FROM FACE OF SUBSTRUCTURE UNITS.



DEFLECTION JOINT DETAILS

SEE SHEETS 27 THRU 30 FOR DEFLECTION JOINT LOCATIONS.

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DIVISION OF HIGHWAYS

STRUCTURE B-37-335

CONST. SPEC. 1996	DRAWN BY RBH	PLANS CK'D. BH

SUPERSTRUCTURE CROSS SECTION

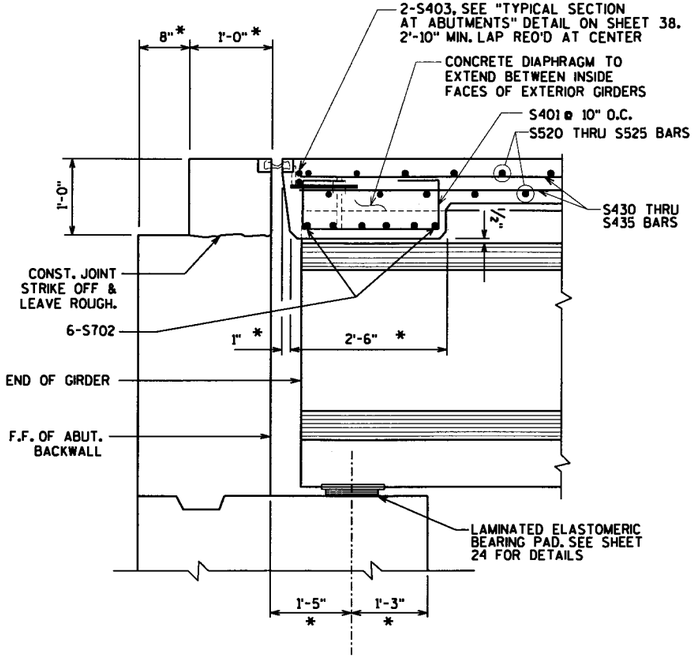
SHEET 32 OF 47

DATE RECEIVED 2-36

McCLEARY BRIDGE

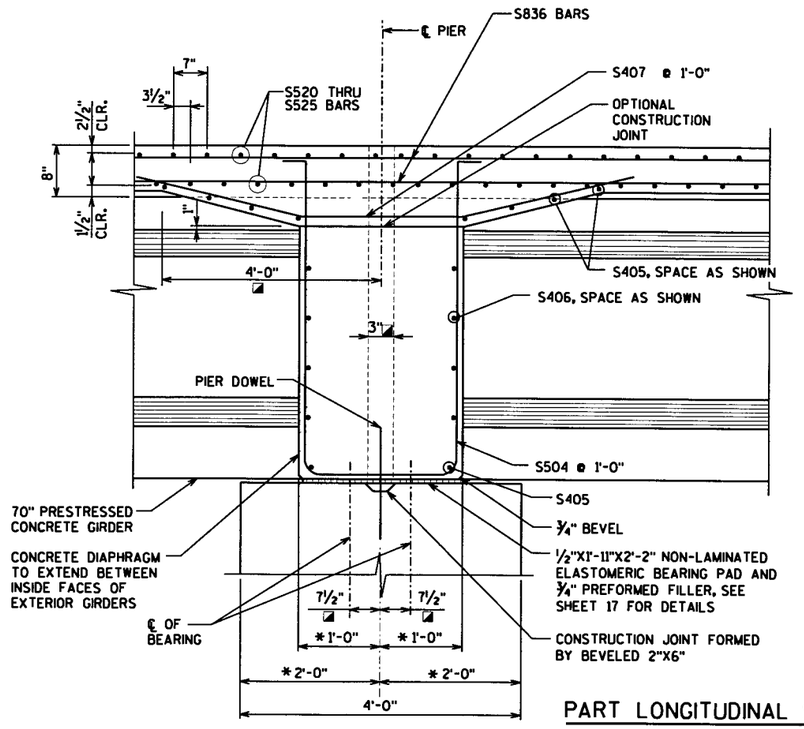
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03/10/2003

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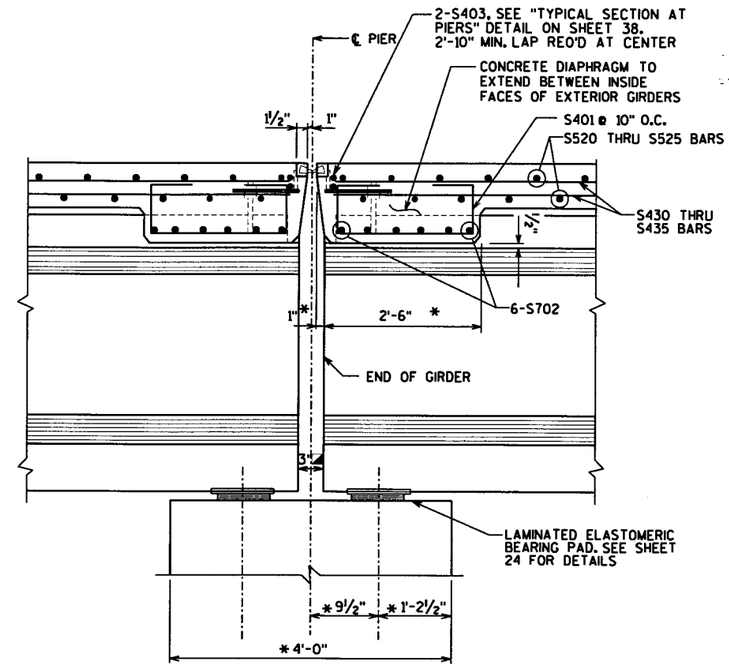
AT ABUTMENTS

NOTE: FOR EXPANSION DEVICE DETAILS NOT SHOWN. SEE SHEETS 38 & 39.



AT FIXED PIERS

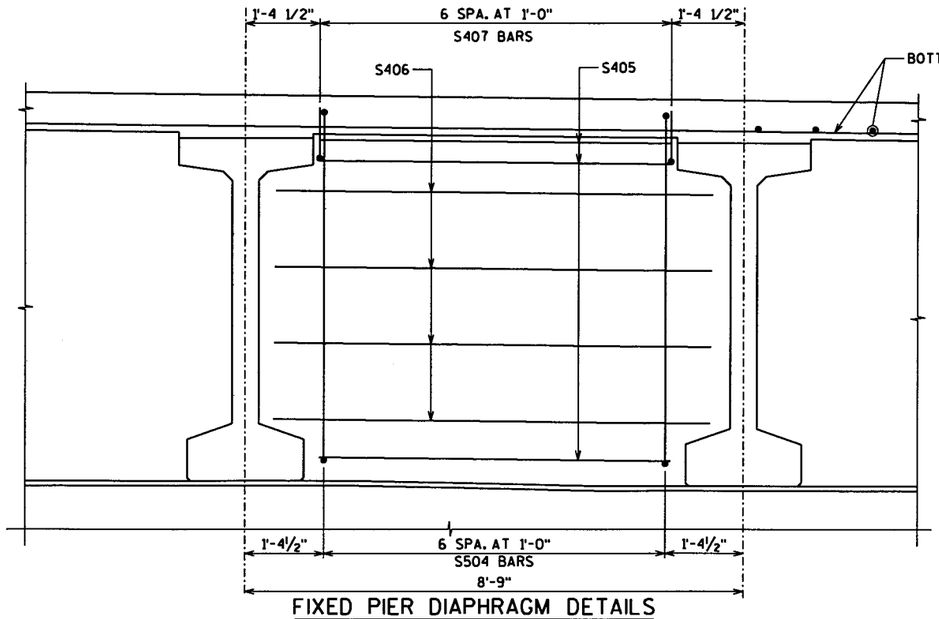
(PIERS 1,2,4,5,7,8,10,&11)



AT EXPANSION PIERS

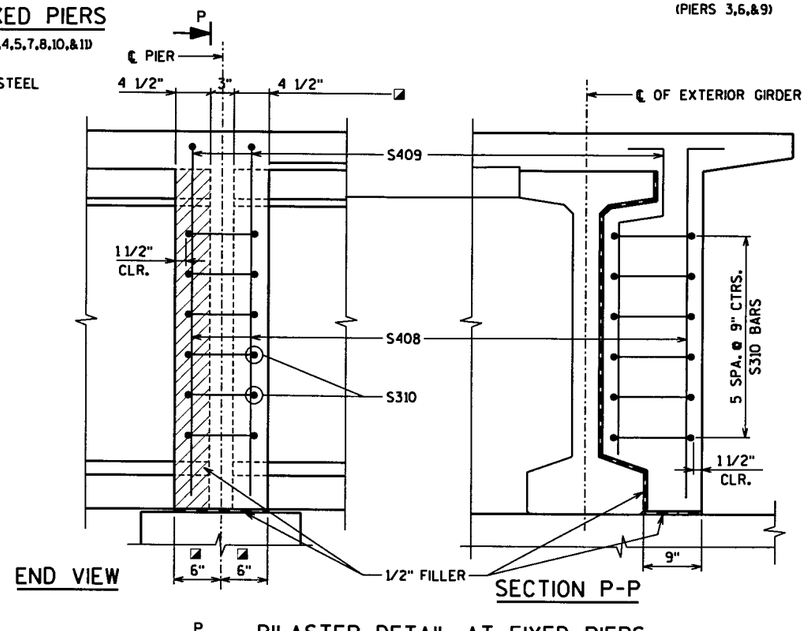
(PIERS 3,6,&9)

PART LONGITUDINAL SECTION



FIXED PIER DIAPHRAGM DETAILS

(PIERS 1,2,4,5,7,8,10,&11)



END VIEW

SECTION P-P

P

PILASTER DETAIL AT FIXED PIERS

(PIERS 1,2,4,5,7,8,10,&11)

NOTES

ALL VERTICAL BAR STEEL REINFORCEMENT IN CONCRETE DIAPHRAGMS SHALL BE SPACED AND PLACED PARALLEL TO GIRDERS

LEGEND

◪ THESE DIMENSIONS PARALLEL TO GIRDER

* DIMENSION IS TAKEN NORMAL TO ℄ SUBSTRUCTURE UNITS.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

STRUCTURE B-37-335

CONST. SPEC. 1996	DRAWN BY RBH	PLANS CK'D. BH

SUPERSTRUCTURE LONGITUDINAL DETAILS

SHEET 33 OF 47

DATE RECEIVED 237

McCLEARY BRIDGE

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03/10/2003

STATE PROJECT NUMBER	SHEET NO.
6999-03-73	

SUPERSTRUCTURE - BILL OF BARS

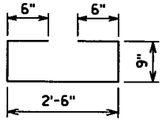
MARK	COATED	NO.	LENGTH	BAR SERIES	BENT	DESCRIPTION
S401	X	448	5'-0"		X	DIAPHRAGM AT EXPANSION JOINTS
S702	X	336	6'-10"			DIAPHRAGM AT EXPANSION JOINTS
S403	X	32	36'-10"			DIAPHRAGM AT EXPANSION JOINTS
S504	X	392	14'-6"		X	DIAPHRAGM AT FIXED PIERS
S405	X	560	7'-1"			DIAPHRAGM AT FIXED PIERS
S406	X	448	9'-4"			DIAPHRAGM AT FIXED PIERS
S407	X	392	9'-8"		X	DIAPHRAGM AT FIXED PIERS
S408	X	32	6'-9"		X	PILASTER AT FIXED PIERS
S409	X	32	6'-9"		X	PILASTER AT FIXED PIERS
S310	X	96	4'-8"		X	PILASTER AT FIXED PIERS
S520	X	464	31'-1"	▲		DECK AT BOTTOM
S521	X	4968	40'-0"			DECK AT TOP AND BOTTOM
S522	X	56	26'-7"	▲		DECK AT BOTTOM
S523	X	4856	29'-7"			DECK AT TOP AND BOTTOM
S524	X	464	30'-8"	▲		DECK AT TOP
S525	X	56	26'-3"	▲		DECK AT TOP
S526	X	96	5'-0"			DECK AND S.W. AT CORNERS
S430	X	5208	40'-0"			DECK
S431	X	216	33'-7"			DECK
S432	X	218	37'-7"			DECK
S433	X	868	15'-11"			DECK
S434	X	652	36'-9"			DECK
S435	X	650	32'-9"			DECK
S836	X	1736	42'-0"			DECK OVER FIXED PIERS
S537	X	56	5'-0"			DECK AT FLOOR DRAINS
S440	X	18	6'-6"	▲	X	DECK AT S.W.
S441	X	3110	10'-2"		X	DECK AT S.W.
S442	X	48	6'-4"	▲	X	DECK AT S.W.
S543	X	3332	7'-4"		X	DECK AND S.W. AT PARAPETS
S450	X	8	5'-11"	▲		S.W. AT ABUTMENTS
S451	X	1040	10'-8"			S.W.
S452	X	18	5'-5"	▲		S.W. AT EXPANSION PIERS
S553	X	20	6'-0"	▲	X	S.W. AT ABUTMENTS
S554	X	3106	11'-4"		X	S.W.
S555	X	44	5'-11"	▲	X	S.W. AT EXPANSION PIERS
S556	X	20	5'-6"	▲	X	S.W. AT EXPANSION PIERS
S460	X	1260	40'-0"			S.W. AND PARAPETS
S461	X	46	22'-3"			S.W., SPAN 1 & 12
S462	X	92	15'-11"			S.W., SPAN 2,5,8 & 11
S463	X	92	15'-6"			S.W., SPAN 3,6,7 & 9
S464	X	46	21'-3"			S.W., SPAN 4 & 10
S465	X	24	18'-10"			PARAPETS, SPAN 1 & 12
S466	X	12	18'-0"			PARAPETS, SPAN 4 & 10
S467	X	108	17'-9"			PARAPET, SPAN 2 THRU 11
S570	X	180	10'-6"		X	PARAPETS AT LIGHT STANDARD
S571	X	180	5'-0"	▲	X	PARAPETS AT LIGHT STANDARD
S572	X	180	7'-5"	▲	X	PARAPETS AT LIGHT STANDARD
S573	X	120	6'-4"		X	PARAPETS AT LIGHT STANDARD
S574	X	120	8'-11"		X	PARAPETS AT LIGHT STANDARD
S575	X	240	5'-10"		X	PARAPETS AT LIGHT STANDARD

BAR SERIES TABLE

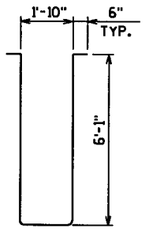
MARK	NO. REQ'D	LENGTH
S520	8 SERIES OF 58	2'-4" TO 59'-10"
S522	8 SERIES OF 7	23'-6" TO 29'-7"
S524	8 SERIES OF 58	1'-10" TO 59'-6"
S525	8 SERIES OF 7	23'-2" TO 29'-3"
S440	2 SERIES OF 9	3'-0" TO 9'-11"
S442	6 SERIES OF 8	3'-4" TO 9'-4"
S450	2 SERIES OF 3	3'-4" TO 8'-6"
S452	6 SERIES OF 3	2'-10" TO 8'-0"
S553	2 SERIES OF 10	2'-1" TO 9'-10"
S555	4 SERIES OF 11	1'-7" TO 10'-3"
S556	2 SERIES OF 10	1'-7" TO 9'-5"
S571	60 SERIES OF 3	4'-3" TO 5'-9"
S572	60 SERIES OF 3	6'-8" TO 8'-2"

▲- LENGTH SHOWN FOR BAR IS AN AVERAGE LENGTH AND SHOULD ONLY BE USED FOR BAR WEIGHT CALCULATIONS. SEE BAR SERIES TABLE FOR ACTUAL LENGTHS.

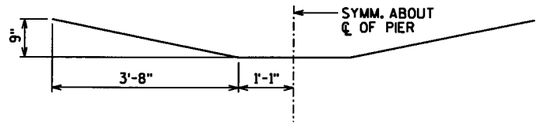
BUNDLE AND TAG EACH SERIES SEPARATELY.



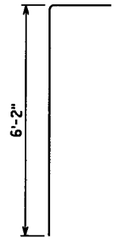
S401



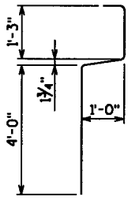
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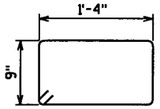
S407



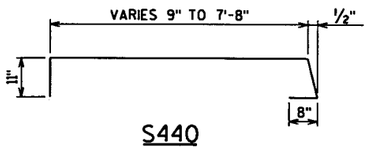
S408



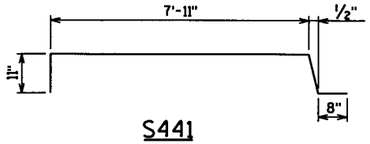
S409



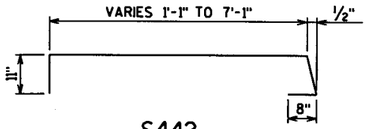
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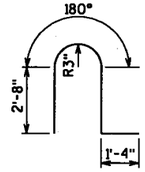
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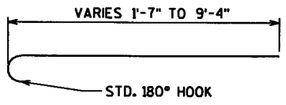
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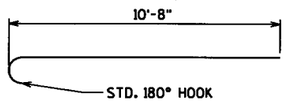
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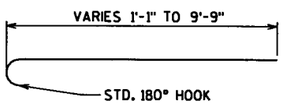
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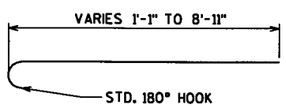
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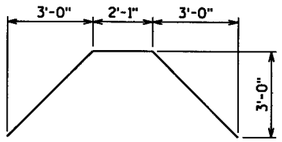
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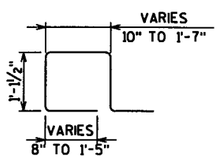
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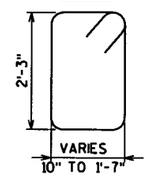
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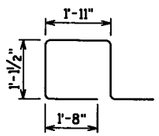
S570



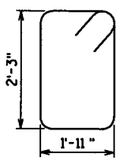
S571



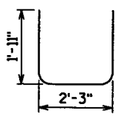
S572



S573



S574



S575

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

STRUCTURE B-37-335

CONST. SPEC. 1996	DRAWN BY RBH	PLANS CK'D. BH

SUPERSTRUCTURE BILL OF BARS

SHEET 34 OF 47

DATE RECEIVED 238

McCLEARY BRIDGE

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03/10/2003

GENERAL NOTE: ADD .04' (½") TO ALL ELEVATIONS SHOWN ON THIS PAGE.
THE PROPOSED PROFILE NEEDED TO BE RAISED 0.04' DURING CONSTRUCTION.

STATE PROJECT NUMBER	SHEET NO.
6999-03-73	

TOP OF DECK ELEVATIONS UNIT 1

		S.ABUT.	0.1 PT.	0.2 PT.	0.3 PT.	0.4 PT.	0.5 PT.	0.6 PT.	0.7 PT.	0.8 PT.	0.9 PT.	PIER 1	0.1 PT.	0.2 PT.	0.3 PT.	0.4 PT.	0.5 PT.	0.6 PT.	0.7 PT.	0.8 PT.	0.9 PT.	PIER 2	0.1 PT.	0.2 PT.	0.3 PT.	0.4 PT.	0.5 PT.	0.6 PT.	0.7 PT.	0.8 PT.	0.9 PT.	PIER 3
EDGE SLAB	TOD	1176.91	1176.99	1177.07	1177.15	1177.23	1177.31	1177.38	1177.46	1177.54	1177.62	1177.70	1177.78	1177.85	1177.93	1178.01	1178.09	1178.17	1178.25	1178.33	1178.40	1178.48	1178.56	1178.64	1178.72	1178.80	1178.88	1178.96	1179.03	1179.11	1179.19	1179.27
G1	TOD	1176.96	1177.04	1177.12	1177.20	1177.28	1177.35	1177.43	1177.51	1177.59	1177.67	1177.75	1177.82	1177.90	1177.98	1178.06	1178.14	1178.22	1178.30	1178.38	1178.45	1178.53	1178.61	1178.69	1178.77	1178.85	1178.93	1179.01	1179.08	1179.16	1179.24	1179.32
G2	TOD	1177.11	1177.19	1177.26	1177.34	1177.42	1177.50	1177.58	1177.66	1177.73	1177.81	1177.89	1177.97	1178.05	1178.13	1178.21	1178.28	1178.36	1178.44	1178.52	1178.60	1178.68	1178.76	1178.83	1178.91	1178.99	1179.07	1179.15	1179.23	1179.31	1179.39	1179.46
G3	TOD	1177.25	1177.33	1177.41	1177.49	1177.57	1177.64	1177.72	1177.80	1177.88	1177.96	1178.04	1178.11	1178.19	1178.27	1178.35	1178.43	1178.51	1178.59	1178.66	1178.74	1178.82	1178.90	1178.98	1179.06	1179.14	1179.22	1179.29	1179.37	1179.45	1179.53	1179.61
G4	TOD	1177.40	1177.48	1177.55	1177.63	1177.71	1177.79	1177.87	1177.95	1178.02	1178.10	1178.18	1178.26	1178.34	1178.42	1178.49	1178.57	1178.65	1178.73	1178.81	1178.89	1178.97	1179.05	1179.12	1179.20	1179.28	1179.36	1179.44	1179.52	1179.60	1179.68	1179.75
CROWN/PGL	TOD	1177.53	1177.61	1177.69	1177.76	1177.84	1177.92	1178.00	1178.08	1178.16	1178.23	1178.31	1178.39	1178.47	1178.55	1178.63	1178.71	1178.78	1178.86	1178.94	1179.02	1179.10	1179.18	1179.26	1179.34	1179.41	1179.49	1179.57	1179.65	1179.73	1179.81	1179.89
G5	TOD	1177.51	1177.59	1177.67	1177.75	1177.83	1177.90	1177.98	1178.06	1178.14	1178.22	1178.29	1178.37	1178.45	1178.53	1178.61	1178.69	1178.77	1178.85	1178.92	1179.00	1179.08	1179.16	1179.24	1179.32	1179.40	1179.48	1179.55	1179.63	1179.71	1179.79	1179.87
G6	TOD	1177.31	1177.39	1177.46	1177.54	1177.62	1177.70	1177.78	1177.85	1177.93	1178.01	1178.09	1178.17	1178.25	1178.33	1178.40	1178.48	1178.56	1178.64	1178.72	1178.80	1178.88	1178.96	1179.03	1179.11	1179.19	1179.27	1179.35	1179.43	1179.51	1179.58	1179.66
G7	TOD	1177.10	1177.18	1177.26	1177.34	1177.41	1177.49	1177.57	1177.65	1177.73	1177.81	1177.88	1177.96	1178.04	1178.12	1178.20	1178.28	1178.36	1178.43	1178.51	1178.59	1178.67	1178.75	1178.83	1178.91	1178.99	1179.06	1179.14	1179.22	1179.30	1179.38	1179.46
G8	TOD	1176.90	1176.97	1177.05	1177.13	1177.21	1177.29	1177.37	1177.44	1177.52	1177.60	1177.68	1177.76	1177.84	1177.91	1177.99	1178.07	1178.15	1178.23	1178.31	1178.39	1178.47	1178.54	1178.62	1178.70	1178.78	1178.86	1178.94	1179.02	1179.10	1179.17	1179.25
EDGE SLAB	TOD	1176.83	1176.90	1176.98	1177.06	1177.14	1177.22	1177.30	1177.37	1177.45	1177.53	1177.61	1177.69	1177.77	1177.84	1177.92	1178.00	1178.08	1178.16	1178.24	1178.32	1178.40	1178.47	1178.55	1178.63	1178.71	1178.79	1178.87	1178.95	1179.02	1179.10	1179.18

TOD - TOP OF DECK

TOP OF DECK ELEVATIONS UNIT 2

		PIER 3	0.1 PT.	0.2 PT.	0.3 PT.	0.4 PT.	0.5 PT.	0.6 PT.	0.7 PT.	0.8 PT.	0.9 PT.	PIER 4	0.1 PT.	0.2 PT.	0.3 PT.	0.4 PT.	0.5 PT.	0.6 PT.	0.7 PT.	0.8 PT.	0.9 PT.	PIER 5	0.1 PT.	0.2 PT.	0.3 PT.	0.4 PT.	0.5 PT.	0.6 PT.	0.7 PT.	0.8 PT.	0.9 PT.	PIER 6
EDGE SLAB	TOD	1179.27	1179.35	1179.43	1179.51	1179.59	1179.66	1179.74	1179.82	1179.90	1179.98	1180.06	1180.14	1180.21	1180.29	1180.37	1180.45	1180.53	1180.61	1180.69	1180.77	1180.84	1180.92	1181.00	1181.08	1181.16	1181.24	1181.32	1181.40	1181.47	1181.55	1181.63
G1	TOD	1179.32	1179.40	1179.48	1179.56	1179.63	1179.71	1179.79	1179.87	1179.95	1180.03	1180.11	1180.19	1180.26	1180.34	1180.42	1180.50	1180.58	1180.66	1180.74	1180.82	1180.89	1180.97	1181.05	1181.13	1181.21	1181.29	1181.37	1181.44	1181.52	1181.60	1181.68
G2	TOD	1179.46	1179.54	1179.62	1179.70	1179.78	1179.86	1179.94	1180.02	1180.09	1180.17	1180.25	1180.33	1180.41	1180.49	1180.57	1180.65	1180.72	1180.80	1180.88	1180.96	1181.04	1181.12	1181.20	1181.27	1181.35	1181.43	1181.51	1181.59	1181.67	1181.75	1181.83
G3	TOD	1179.61	1179.69	1179.77	1179.85	1179.92	1180.00	1180.08	1180.16	1180.24	1180.32	1180.40	1180.47	1180.55	1180.63	1180.71	1180.79	1180.87	1180.95	1181.03	1181.10	1181.18	1181.26	1181.34	1181.42	1181.50	1181.58	1181.66	1181.73	1181.81	1181.89	1181.97
G4	TOD	1179.75	1179.83	1179.91	1179.99	1180.07	1180.15	1180.23	1180.30	1180.38	1180.46	1180.54	1180.62	1180.70	1180.78	1180.86	1180.93	1181.01	1181.09	1181.17	1181.25	1181.33	1181.41	1181.49	1181.56	1181.64	1181.72	1181.80	1181.88	1181.96	1182.04	1182.11
CROWN/PGL	TOD	1179.89	1179.96	1180.04	1180.12	1180.20	1180.28	1180.36	1180.44	1180.52	1180.59	1180.67	1180.75	1180.83	1180.91	1180.99	1181.07	1181.15	1181.22	1181.30	1181.38	1181.46	1181.54	1181.62	1181.70	1181.78	1181.85	1181.93	1182.01	1182.09	1182.17	1182.25
G5	TOD	1179.87	1179.95	1180.03	1180.10	1180.18	1180.26	1180.34	1180.42	1180.50	1180.58	1180.66	1180.73	1180.81	1180.89	1180.97	1181.05	1181.13	1181.21	1181.29	1181.36	1181.44	1181.52	1181.60	1181.68	1181.76	1181.84	1181.91	1181.99	1182.07	1182.15	1182.23
G6	TOD	1179.66	1179.74	1179.82	1179.90	1179.98	1180.06	1180.14	1180.21	1180.29	1180.37	1180.45	1180.53	1180.61	1180.69	1180.77	1180.84	1180.92	1181.00	1181.08	1181.16	1181.24	1181.32	1181.39	1181.47	1181.55	1181.63	1181.71	1181.79	1181.87	1181.95	1182.02
G7	TOD	1179.46	1179.54	1179.62	1179.69	1179.77	1179.85	1179.93	1180.01	1180.09	1180.17	1180.25	1180.32	1180.40	1180.48	1180.56	1180.64	1180.72	1180.80	1180.87	1180.95	1181.03	1181.11	1181.19	1181.27	1181.35	1181.43	1181.50	1181.58	1181.66	1181.74	1181.82
G8	TOD	1179.25	1179.33	1179.41	1179.49	1179.57	1179.65	1179.72	1179.80	1179.88	1179.96	1180.04	1180.12	1180.20	1180.28	1180.35	1180.43	1180.51	1180.59	1180.67	1180.75	1180.83	1180.91	1180.98	1181.06	1181.14	1181.22	1181.30	1181.38	1181.46	1181.54	1181.61
EDGE SLAB	TOD	1179.18	1179.26	1179.34	1179.42	1179.50	1179.58	1179.65	1179.73	1179.81	1179.89	1179.97	1180.05	1180.13	1180.21	1180.28	1180.36	1180.44	1180.52	1180.60	1180.68	1180.76	1180.84	1180.91	1180.99	1181.07	1181.15	1181.23	1181.31	1181.39	1181.46	1181.54

TOD - TOP OF DECK

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

STRUCTURE B-37-335

CONST. SPEC. 1996	DRAWN BY RBH	PLANS CK'D. BH

SUPERSTRUCTURE
TOP OF DECK
UNITS 1 & 2

SHEET 35 OF 47

DATE RECEIVED 239

McCLEARY BRIDGE

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03/10/2003

GENERAL NOTE: ADD 0.04' (½") TO ALL ELEVATIONS SHOWN ON THIS PAGE. THE PROPOSED PROFILE NEEDED TO BE RAISED 0.04' DURING CONSTRUCTION.

STATE PROJECT NUMBER	SHEET NO.
6999-03-73	

TOP OF DECK ELEVATIONS UNIT 3

		PIER 6	0.1 PT.	0.2 PT.	0.3 PT.	0.4 PT.	0.5 PT.	0.6 PT.	0.7 PT.	0.8 PT.	0.9 PT.	PIER 7	0.1 PT.	0.2 PT.	0.3 PT.	0.4 PT.	0.5 PT.	0.6 PT.	0.7 PT.	0.8 PT.	0.9 PT.	PIER 8	0.1 PT.	0.2 PT.	0.3 PT.	0.4 PT.	0.5 PT.	0.6 PT.	0.7 PT.	0.8 PT.	0.9 PT.	PIER 9
EDGE SLAB	TOD	1181.63	1181.71	1181.79	1181.87	1181.95	1182.02	1182.10	1182.18	1182.26	1182.34	1182.42	1182.50	1182.58	1182.65	1182.73	1182.81	1182.89	1182.97	1183.05	1183.13	1183.21	1183.28	1183.36	1183.44	1183.52	1183.60	1183.68	1183.76	1183.83	1183.91	1183.99
G1	TOD	1181.68	1181.76	1181.84	1181.92	1182.00	1182.07	1182.15	1182.23	1182.31	1182.39	1182.47	1182.55	1182.63	1182.70	1182.78	1182.86	1182.94	1183.02	1183.10	1183.18	1183.25	1183.33	1183.41	1183.49	1183.57	1183.65	1183.73	1183.81	1183.88	1183.96	1184.04
G2	TOD	1181.83	1181.90	1181.98	1182.06	1182.14	1182.22	1182.30	1182.38	1182.46	1182.53	1182.61	1182.69	1182.77	1182.85	1182.93	1183.01	1183.08	1183.16	1183.24	1183.32	1183.40	1183.48	1183.56	1183.64	1183.71	1183.79	1183.87	1183.95	1184.03	1184.11	1184.19
G3	TOD	1181.97	1182.05	1182.13	1182.21	1182.29	1182.36	1182.44	1182.52	1182.60	1182.68	1182.76	1182.84	1182.91	1182.99	1183.07	1183.15	1183.23	1183.31	1183.39	1183.47	1183.54	1183.62	1183.70	1183.78	1183.86	1183.94	1184.02	1184.10	1184.17	1184.25	1184.33
G4	TOD	1182.11	1182.19	1182.27	1182.35	1182.43	1182.51	1182.59	1182.67	1182.74	1182.82	1182.90	1182.98	1183.06	1183.14	1183.22	1183.30	1183.37	1183.45	1183.53	1183.61	1183.69	1183.77	1183.85	1183.93	1184.00	1184.08	1184.16	1184.24	1184.32	1184.40	1184.48
CROWN/PGL	TOD	1182.25	1182.33	1182.40	1182.48	1182.56	1182.64	1182.72	1182.80	1182.88	1182.96	1183.03	1183.11	1183.19	1183.27	1183.35	1183.43	1183.51	1183.59	1183.66	1183.74	1183.82	1183.90	1183.98	1184.06	1184.14	1184.21	1184.29	1184.37	1184.45	1184.53	1184.61
G5	TOD	1182.23	1182.31	1182.39	1182.47	1182.54	1182.62	1182.70	1182.78	1182.86	1182.94	1183.02	1183.10	1183.17	1183.25	1183.33	1183.41	1183.49	1183.57	1183.65	1183.72	1183.80	1183.88	1183.96	1184.04	1184.12	1184.20	1184.28	1184.35	1184.43	1184.51	1184.59
G6	TOD	1182.02	1182.10	1182.18	1182.26	1182.34	1182.42	1182.50	1182.58	1182.65	1182.73	1182.81	1182.89	1182.97	1183.05	1183.13	1183.20	1183.28	1183.36	1183.44	1183.52	1183.60	1183.68	1183.76	1183.83	1183.91	1183.99	1184.07	1184.15	1184.23	1184.31	1184.39
G7	TOD	1181.82	1181.90	1181.98	1182.06	1182.13	1182.21	1182.29	1182.37	1182.45	1182.53	1182.61	1182.68	1182.76	1182.84	1182.92	1183.00	1183.08	1183.16	1183.24	1183.31	1183.39	1183.47	1183.55	1183.63	1183.71	1183.79	1183.87	1183.94	1184.02	1184.10	1184.18
G8	TOD	1181.61	1181.69	1181.77	1181.85	1181.93	1182.01	1182.09	1182.16	1182.24	1182.32	1182.40	1182.48	1182.56	1182.64	1182.72	1182.79	1182.87	1182.95	1183.03	1183.11	1183.19	1183.27	1183.35	1183.42	1183.50	1183.58	1183.66	1183.74	1183.82	1183.90	1183.97
EDGE SLAB	TOD	1181.54	1181.62	1181.70	1181.78	1181.86	1181.94	1182.02	1182.09	1182.17	1182.25	1182.33	1182.41	1182.49	1182.57	1182.65	1182.72	1182.80	1182.88	1182.96	1183.04	1183.12	1183.20	1183.27	1183.35	1183.43	1183.51	1183.59	1183.67	1183.75	1183.83	1183.90

TOD - TOP OF DECK

TOP OF DECK ELEVATIONS UNIT 4

		PIER 9	0.1 PT.	0.2 PT.	0.3 PT.	0.4 PT.	0.5 PT.	0.6 PT.	0.7 PT.	0.8 PT.	0.9 PT.	PIER 10	0.1 PT.	0.2 PT.	0.3 PT.	0.4 PT.	0.5 PT.	0.6 PT.	0.7 PT.	0.8 PT.	0.9 PT.	PIER 11	0.1 PT.	0.2 PT.	0.3 PT.	0.4 PT.	0.5 PT.	0.6 PT.	0.7 PT.	0.8 PT.	0.9 PT.	N. ABUT.
EDGE SLAB	TOD	1183.99	1184.07	1184.15	1184.23	1184.31	1184.39	1184.46	1184.54	1184.62	1184.70	1184.78	1184.86	1184.94	1185.02	1185.09	1185.17	1185.25	1185.33	1185.41	1185.49	1185.57	1185.64	1185.72	1185.80	1185.88	1185.96	1186.04	1186.11	1186.19	1186.27	1186.35
G1	TOD	1184.04	1184.12	1184.20	1184.28	1184.36	1184.44	1184.51	1184.59	1184.67	1184.75	1184.83	1184.91	1184.99	1185.06	1185.14	1185.22	1185.30	1185.38	1185.46	1185.54	1185.62	1185.69	1185.77	1185.85	1185.93	1186.01	1186.09	1186.16	1186.24	1186.32	1186.40
G2	TOD	1184.19	1184.27	1184.34	1184.42	1184.50	1184.58	1184.66	1184.74	1184.82	1184.89	1184.97	1185.05	1185.13	1185.21	1185.29	1185.37	1185.45	1185.52	1185.60	1185.68	1185.76	1185.84	1185.92	1186.00	1186.07	1186.15	1186.23	1186.31	1186.39	1186.46	1186.54
G3	TOD	1184.33	1184.41	1184.49	1184.57	1184.65	1184.72	1184.80	1184.88	1184.96	1185.04	1185.12	1185.20	1185.28	1185.35	1185.43	1185.51	1185.59	1185.67	1185.75	1185.83	1185.91	1185.98	1186.06	1186.14	1186.22	1186.30	1186.37	1186.45	1186.53	1186.61	1186.69
G4	TOD	1184.48	1184.55	1184.63	1184.71	1184.79	1184.87	1184.95	1185.03	1185.11	1185.18	1185.26	1185.34	1185.42	1185.50	1185.58	1185.66	1185.74	1185.81	1185.89	1185.97	1186.05	1186.13	1186.21	1186.28	1186.36	1186.44	1186.52	1186.60	1186.68	1186.75	1186.83
CROWN/PGL	TOD	1184.61	1184.69	1184.77	1184.84	1184.92	1185.00	1185.08	1185.16	1185.24	1185.32	1185.40	1185.47	1185.55	1185.63	1185.71	1185.79	1185.87	1185.95	1186.02	1186.10	1186.18	1186.26	1186.34	1186.42	1186.50	1186.57	1186.65	1186.73	1186.81	1186.89	1186.96
G5	TOD	1184.59	1184.67	1184.75	1184.83	1184.91	1184.98	1185.06	1185.14	1185.22	1185.30	1185.38	1185.46	1185.54	1185.61	1185.69	1185.77	1185.85	1185.93	1186.01	1186.09	1186.16	1186.24	1186.32	1186.40	1186.48	1186.56	1186.63	1186.71	1186.79	1186.87	1186.95
G6	TOD	1184.39	1184.46	1184.54	1184.62	1184.70	1184.78	1184.86	1184.94	1185.01	1185.09	1185.17	1185.25	1185.33	1185.41	1185.49	1185.57	1185.64	1185.72	1185.80	1185.88	1185.96	1186.04	1186.12	1186.19	1186.27	1186.35	1186.43	1186.51	1186.59	1186.66	1186.74
G7	TOD	1184.18	1184.26	1184.34	1184.42	1184.49	1184.57	1184.65	1184.73	1184.81	1184.89	1184.97	1185.05	1185.12	1185.20	1185.28	1185.36	1185.44	1185.52	1185.60	1185.68	1185.75	1185.83	1185.91	1185.99	1186.07	1186.15	1186.22	1186.30	1186.38	1186.46	1186.54
G8	TOD	1183.97	1184.05	1184.13	1184.21	1184.29	1184.37	1184.45	1184.53	1184.60	1184.68	1184.76	1184.84	1184.92	1185.00	1185.08	1185.16	1185.23	1185.31	1185.39	1185.47	1185.55	1185.63	1185.71	1185.78	1185.86	1185.94	1186.02	1186.10	1186.17	1186.25	1186.33
EDGE SLAB	TOD	1183.90	1183.98	1184.06	1184.14	1184.22	1184.30	1184.38	1184.46	1184.53	1184.61	1184.69	1184.77	1184.85	1184.93	1185.01	1185.08	1185.16	1185.24	1185.32	1185.40	1185.48	1185.56	1185.63	1185.71	1185.79	1185.87	1185.95	1186.03	1186.10	1186.18	1186.26

TOD - TOP OF DECK

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

STRUCTURE B-37-335

CONST. SPEC. 1996	DRAWN BY RBH	PLANS CK'D. BH

SUPERSTRUCTURE
TOP OF DECK
UNITS 3 & 4

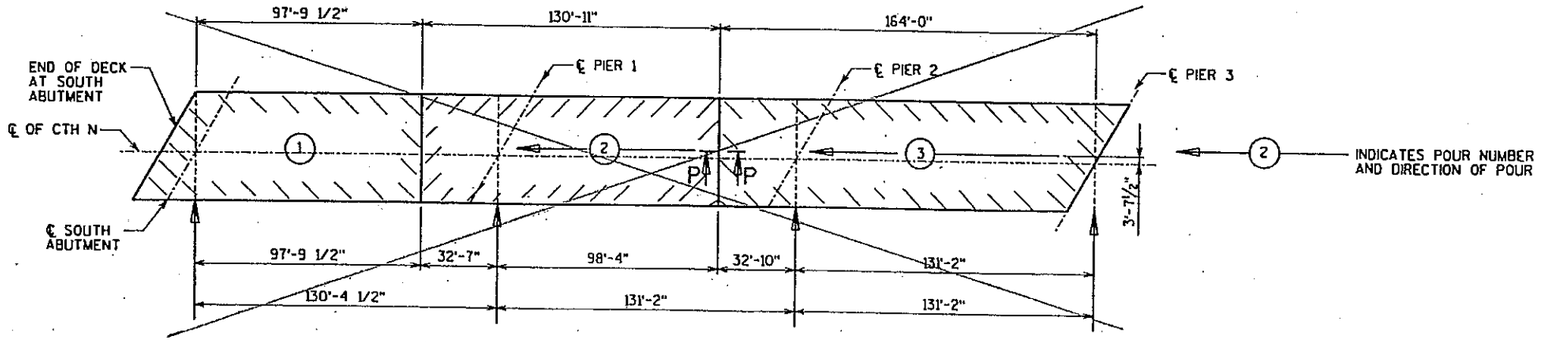
SHEET 36 OF 47

DATE RECEIVED 240

McCLEARY BRIDGE

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03/10/2003

STATE PROJECT NUMBER	SHEET NO.
6999-03-73	



2 INDICATES POUR NUMBER AND DIRECTION OF POUR

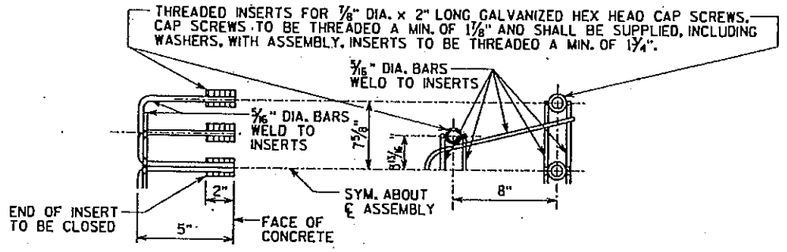
~~UNIT 1 POURING SEQUENCE~~
~~(UNIT 4 SIMILAR)~~

NOTES ON PLANS

TRANSVERSE CONSTRUCTION JOINTS, EXCEPT THOSE ADJACENT TO IN SPAN HINGES, MAY BE OMITTED WITH THE APPROVAL OF THE STRUCTURES DESIGN SECTION.

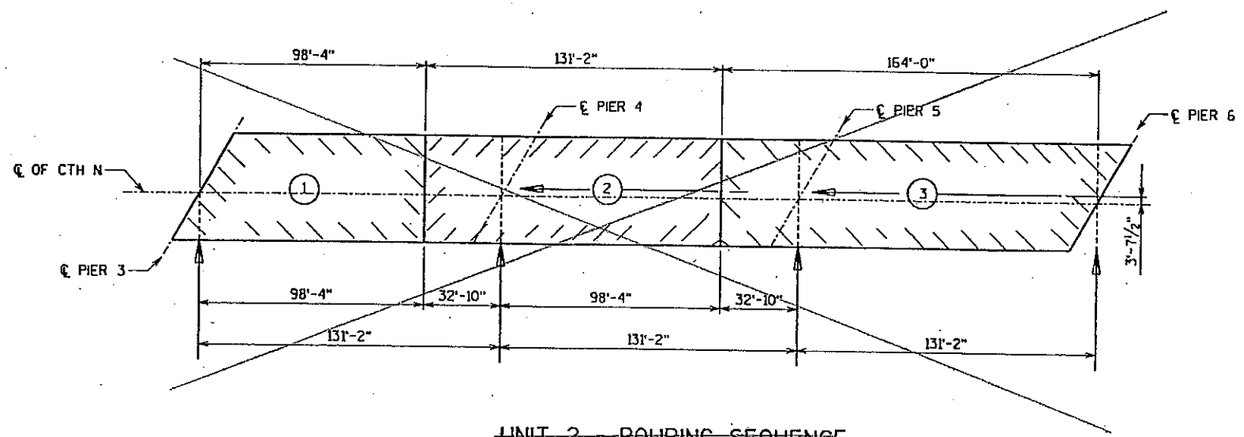
TWO OR MORE ALTERNATE POURS MAY BE PLACED ON THE SAME DAY.

THE CONTRACTOR MAY SUBMIT AN ALTERNATE POURING SEQUENCE SUBJECT TO THE APPROVAL OF THE STRUCTURES DESIGN SECTION.

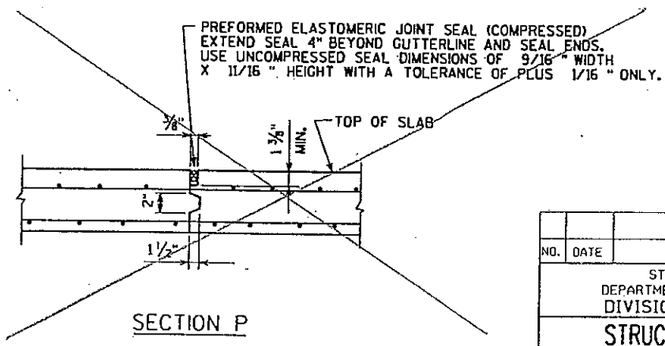


DETAIL OF ANCHOR ASSEMBLY

NOTE: HEX HEAD CAP SCREWS & WASHERS TO BE GALVANIZED IN ACCORDANCE WITH AASHTO M232 CLASS C.
ASSEMBLY SHALL BE BID ITEM 'ANCHOR ASSEMBLY FOR BEAM GUARD'



~~UNIT 2 POURING SEQUENCE~~
~~(UNIT 3 SIMILAR)~~



SECTION P

POURING SEQUENCE

UNIT	FROM	TO
1	PIER 9	N. ABUT
2	PIER 6	PIER 9
3	PIER 3	PIER 6
4	S. ABUT	PIER 3

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

STRUCTURE B-37-335

CONST. SPEC. 1996	DRAWN BY RBH	PLANS CK'D. BH

POURING SEQUENCE & ANCHOR ASSEMBLY

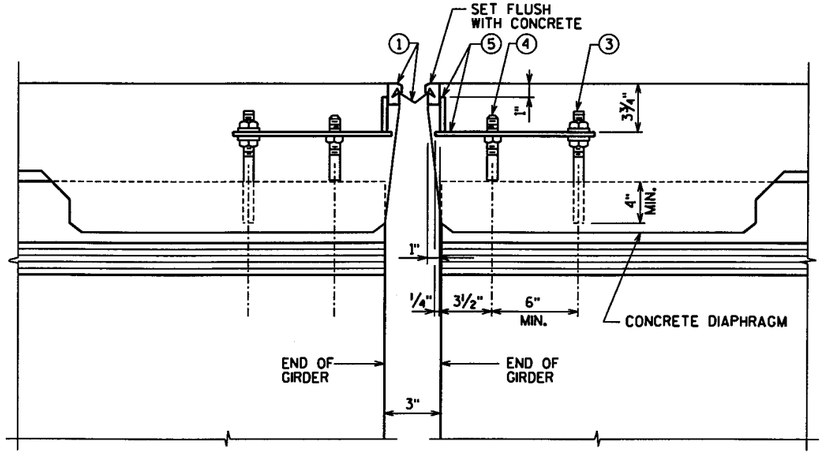
SHEET 37 OF 47

DATE RECEIVED 241

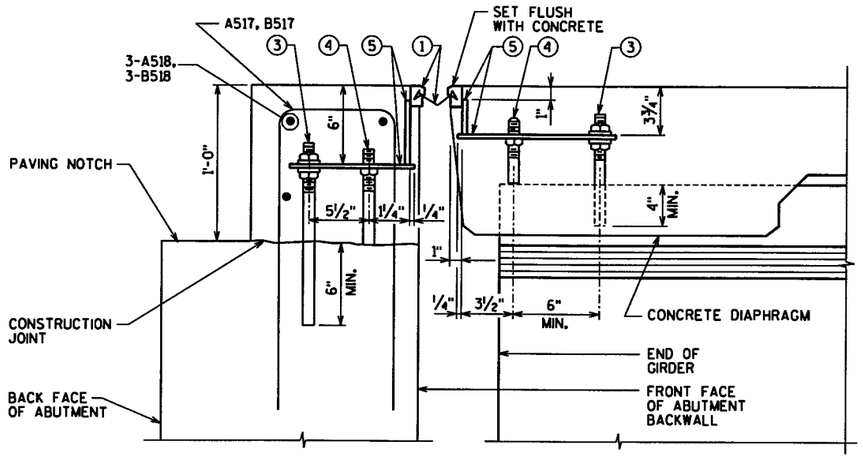
McCLEARY BRIDGE

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$DATE$

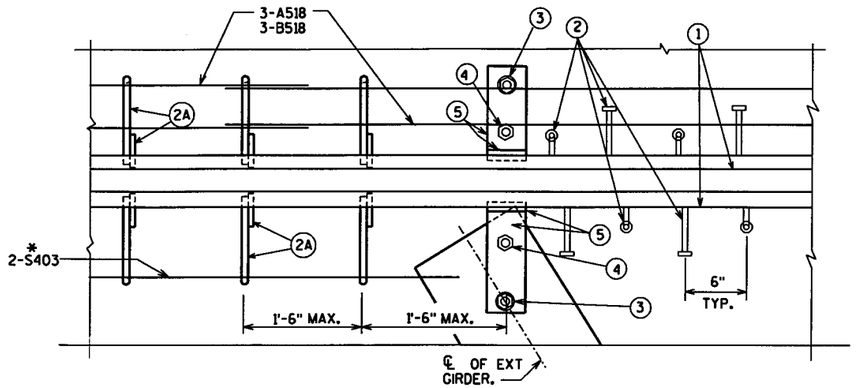
STATE PROJECT NUMBER	SHEET NO.
6999-03-73	



TYPICAL SECTION AT PIERS
NORMAL TO ℄ SUBSTRUCTURE

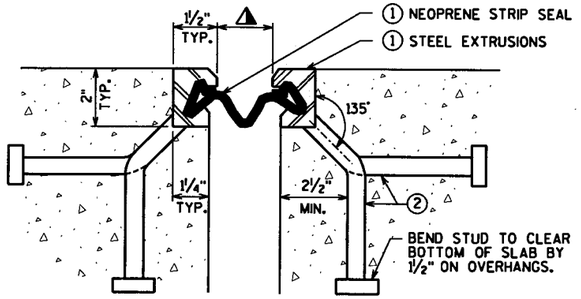


TYPICAL SECTION AT ABUTMENTS
NORMAL TO ℄ SUBSTRUCTURE

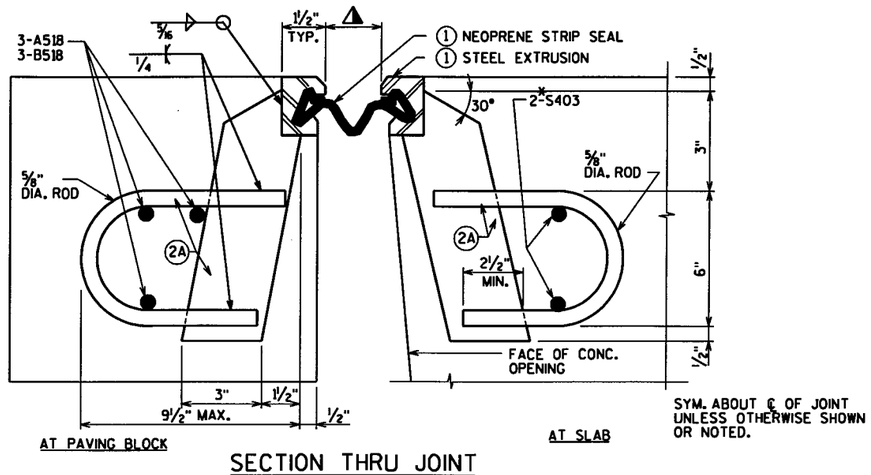


PART PLAN

* 1'-8" MIN. LAP IS ACCOUNTED FOR IN BAR LENGTH ON SHEET 34.

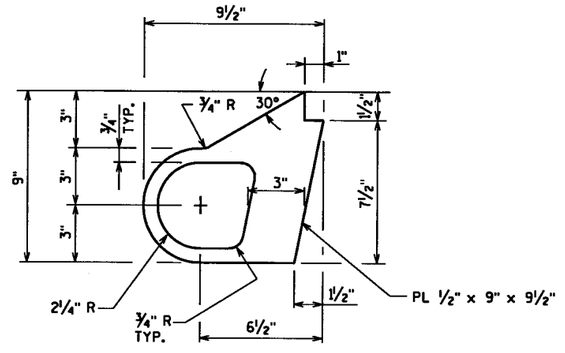


SECTION THRU JOINT
EXTERIOR GIRDER TO EDGE OF SLAB AND AT PARAPETS & SIDEWALK



SECTION THRU JOINT
AREA BETWEEN EXTERIOR GIRDERS.

SYM. ABOUT ℄ OF JOINT UNLESS OTHERWISE SHOWN OR NOTED.



ALTERNATE STRIP SEAL ANCHOR

LEGEND

1. NEOPRENE STRIP SEAL (4-INCH AT ABUTMENTS AND 5-INCH AT PIERS) & STEEL EXTRUSIONS. SET JOINT OPENING AT 1½" AT ABUTMENTS AND 1¾" AT PIERS NORMAL TO JOINT AT 45°F.
2. STUDS ⅝" ø x 6⅜" LONG AT 6" ALTERNATE CENTERS. WELD TO EXTRUSIONS & BEND AS SHOWN AFTER WELDING.
2A. ½" THICK ANCHOR PLATE WITH ⅝" ø ROD (OR LALTERNATE STRIP SEAL ANCHOR) WELD ROD TO ANCHOR PLATE, WELD ANCHOR P. TO NO. 1 AT 1'-6" CTRS. BETWEEN GIRDERS.
3. ¾" ø THREADED ROD WITH 2 NUTS AND WASHERS. FOR PRESTRESSED GIRDERS FIELD SET ON ℄ OF GIRDER. FOR STEEL GIRDERS WELD THREADED ROD TO TOP FLANGE OR ATTACH BY BOLTING THRU FLANGE. ON ABUTMENT SIDE GROUT THREADED ROD INTO FIELD DRILLED HOLES IN ABUTMENT BACKWALL AS SHOWN.
4. ¾" ø THREADED ROD WITH NUT. TACK WELD NUT TO NO. 5.
5. FABRICATE SUPPORT FROM 3" x ½" BAR AS SHOWN OR EQUIVALENT. ONE PER GIRDER PER SIDE. SHOP OR FIELD WELD TO NO. 1. IF FIELD WELDED, COVER WELDED AREAS WITH EPOXY-COATING MATERIAL. PROVIDE 1½" ø HOLE FOR NO. 3 & 1" ø HOLE FOR NO. 4.
6. GALVANIZED PLATE ⅜" x 7⅜" x 2'-0" LONG WITH HOLES FOR NO. 7. BEND AS SHOWN.
7. ¾" ø x 1½" STAINLESS STEEL SOCKET FLAT HEAD SCREWS WITH ANTI-SEIZE LUBRICANT. RECESS 1/16" BELOW PLATE SURFACE.
8. ¾" ø x 4" GALVANIZED HEX HEAD BOLT. BEND 45°.
9. ¾" ø x 2¼" GALVANIZED THREADED COUPLING.
10. GALVANIZED SIDEWALK PLATE ⅜"x2'-0" WIDE x LIMITS SHOWN. BEND DOWN FACE OF SIDEWALK PLATE WITH HOLES FOR NO. 7.
11. 1" x 5" SLOTTED CSK. HOLE FOR NO. 7. SLOT PARALLEL TO DIRECTION OF MOVEMENT.

NOTES

ONE FIELD SPLICE PERMITTED IN STEEL EXTRUSIONS. IF USED, DETAILS SHALL BE SUBMITTED FOR APPROVAL. NO SPLICING PERMITTED IN NEOPRENE STRIP SEAL.

AFTER FABRICATION, BUT BEFORE SHIPMENT, STRAIGHTEN STEEL EXTRUSIONS SUCH THAT THEY SHALL BE FREE FROM WARP, TWIST AND SWEEP.

FABRICATOR SHALL PROVIDE A MEANS OF KEEPING THE GALVANIZED EXTRUSIONS CLEAN AND SMOOTH DURING SHIPMENT AND PRIOR TO APPLYING LUBRICANT ADHESIVE FOR NEOPRENE GLAND INSTALLATION.

SANDBLAST PLATES & EXTRUSIONS AFTER FABRICATION IN ACCORDANCE WITH SSPC SP. #6 "COMMERCIAL BLAST CLEANING". AFTER BLAST CLEANING THE PLATES & EXTRUSIONS SHALL BE HOT DIPPED GALVANIZED.

ANCHOR SYSTEM #8 AND #9 SHALL CONFORM TO ASTM A307 AND SHALL BE GALVANIZED IN ACCORDANCE WITH ASTM A153 CLASS C AND D.

STRIP SEAL EXPANSION JOINT ASSEMBLY, INCLUDING ANCHOR STUDS, HARDWARE, AND PARARET PLATES WILL BE PAID FOR AT THE LUMP SUM PRICE BID FOR "EXPANSION DEVICE, STRUCTURE B-37-335".

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

STRUCTURE B-37-335

CONST. SPEC. 1996	DRAWN BY RBH	PLANS CK'D. BH

EXPANSION JOINT DETAILS

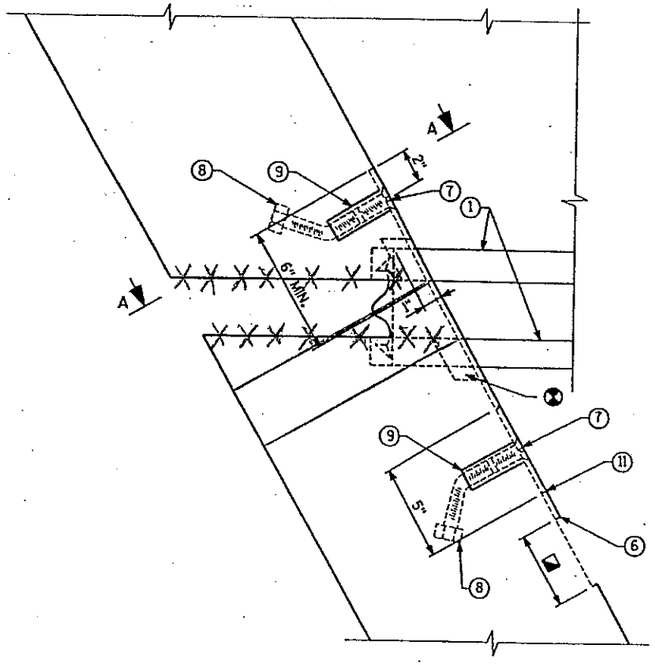
SHEET 38 OF 47

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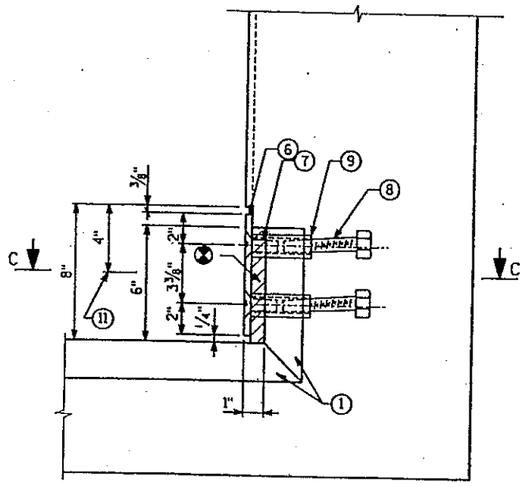
$FILES
$DATES

McCLEARY BRIDGE

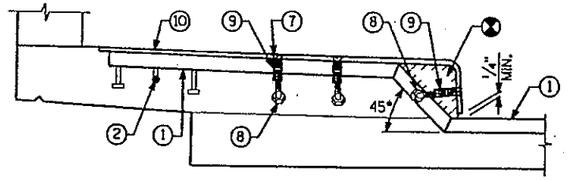
STATE PROJECT NUMBER	SHEET NO.
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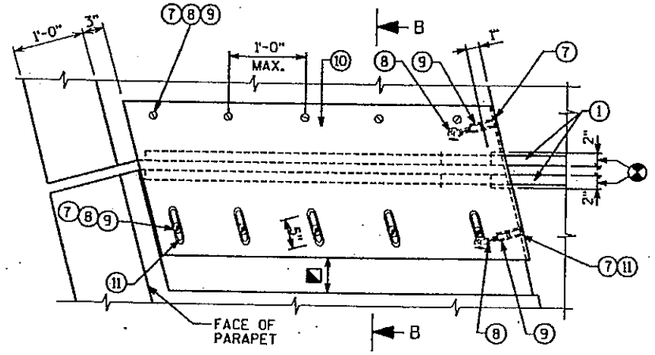
PLAN AT PARAPETS



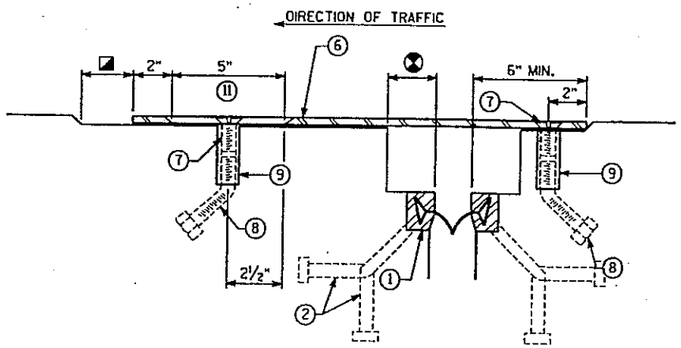
SECTION A-A



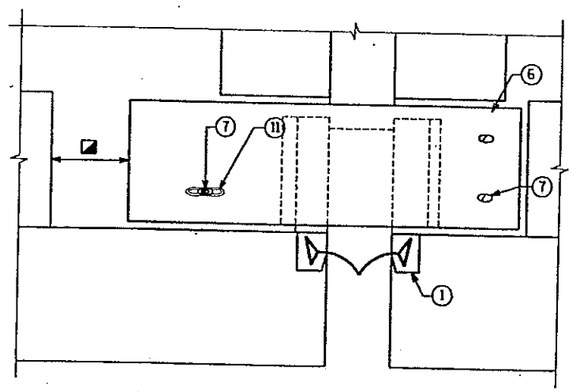
SECTION AT SIDEWALK



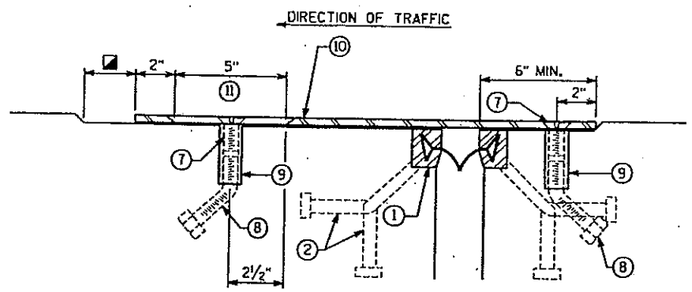
PLAN AT SIDEWALK



SECTION C-C



VIEW OF PARAPET PLATES
FROM ROADWAY



SECTION B-B

BLOCK OUT CONCRETE 2" EACH SIDE FOR JOINT OPENING.

JOINT OPENING DIMENSION ALONG SKEW PLUS ½".

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STRUCTURE B-37-335

CONST. SPEC. 1996	DRAWN BY RBH	PLANS CK'D. BH

EXPANSION JOINT DETAILS

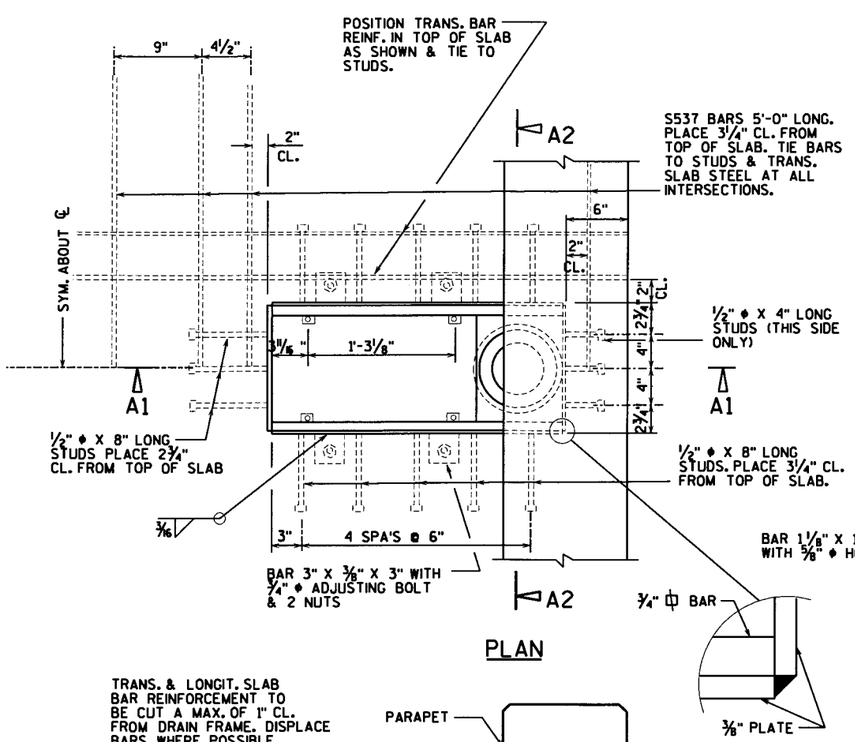
SHEET 39 OF 47

DATE RECEIVED 243

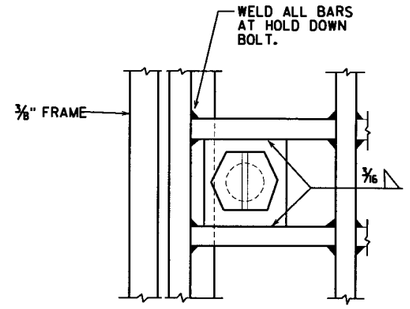
McCLEARY BRIDGE

$FILES
$DATES

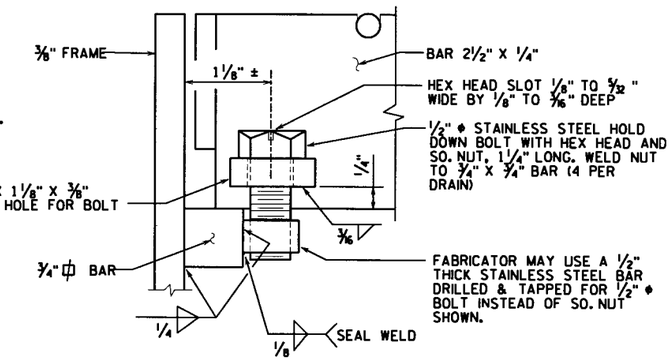
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6999-03-73	



PLAN



PART PLAN



SECTION AT HOLD DOWN BOLT

GENERAL NOTES

ALL DRAIN MATERIAL INCLUDING GRATE, EXCLUDING PIPE & GRATE HOLD DOWN BOLTS, SHALL BE ASTM A36 STEEL.

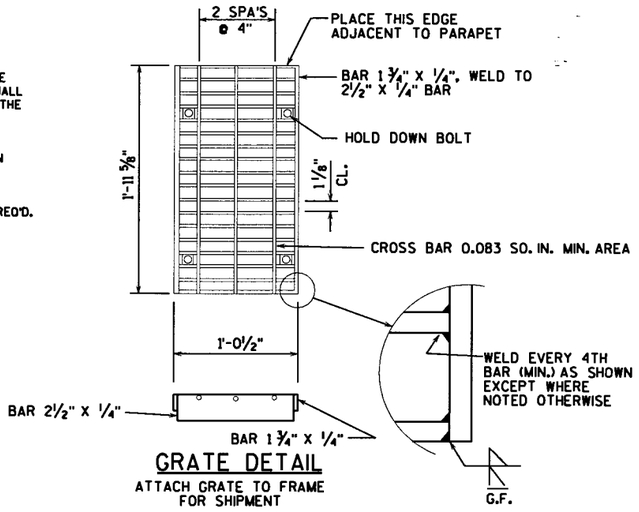
ALL STEEL SHALL BE GALVANIZED. WELDS SHALL BE MADE WITH LOW HYDROGEN ELECTRODES.

SEAL WELD INSIDE OF DRAIN.

THE CONTRACTOR MAY PROPOSE AN ALTERNATE TYPE OF BRACKET. THE PROPOSED ALTERNATE DETAILS SHALL BE SUBMITTED AND SUBJECT TO THE APPROVAL OF THE ENGINEER.

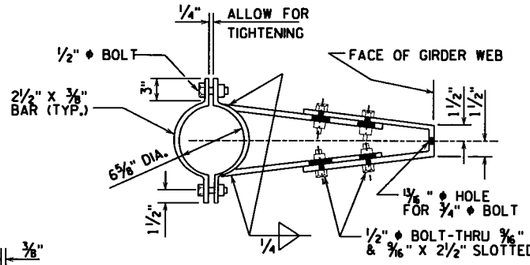
FLANGED 6" ϕ FIBERGLASS PIPE CONFORMING TO ASTM D2996, GRADE 1, CLASS A, MAY BE USED AS AN ALTERNATE TO GALVANIZED ST'D. PIPE CONFORMING TO ASTM A53.

PRIOR TO GALVANIZING A NO. 6 BLAST CLEANING IS REQ'D.



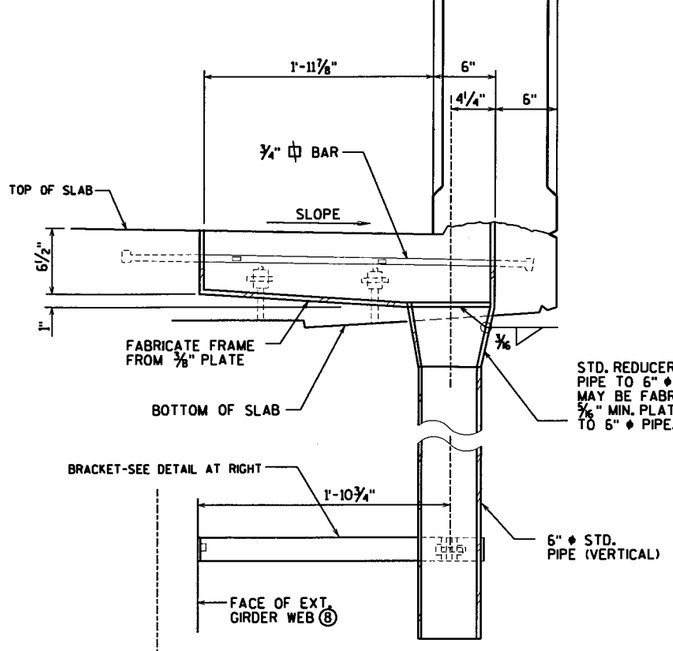
GRATE DETAIL

ATTACH GRATE TO FRAME FOR SHIPMENT

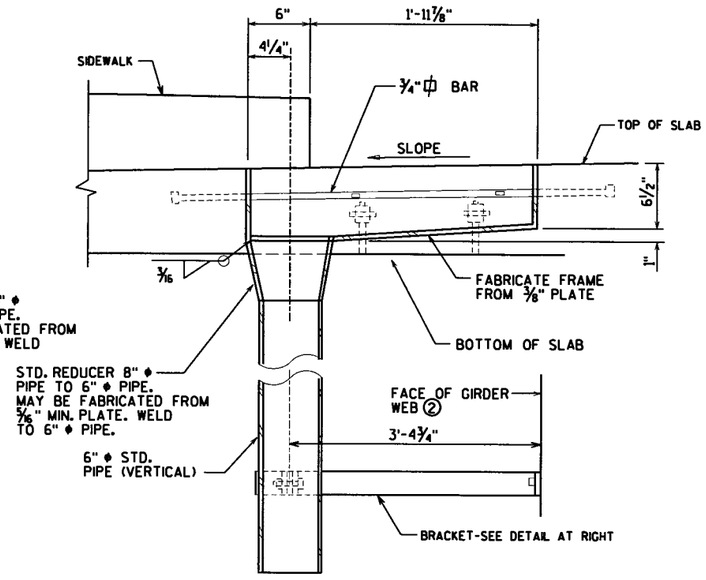


BRACKET DETAIL

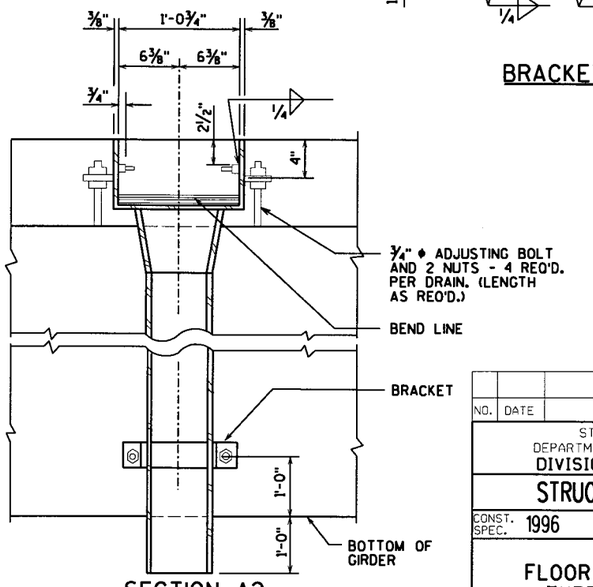
TRANS. & LONGIT. SLAB BAR REINFORCEMENT TO BE CUT A MAX. OF 1" CL. FROM DRAIN FRAME. DISPLACE BARS WHERE POSSIBLE.



SECTION A1



SECTION AT SIDEWALK



SECTION A2

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DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

STRUCTURE B-37-335

CONST. SPEC. 1996	DRAWN BY RBH	PLANS CK'D. BH

FLOOR DRAIN TYPE "H"

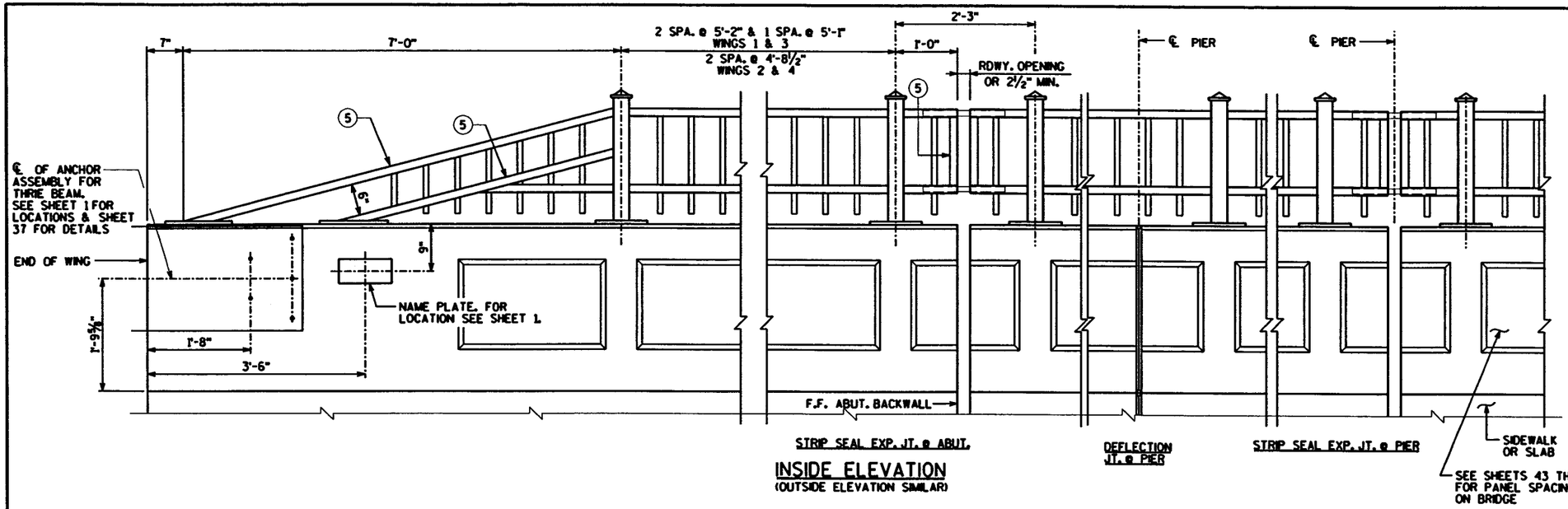
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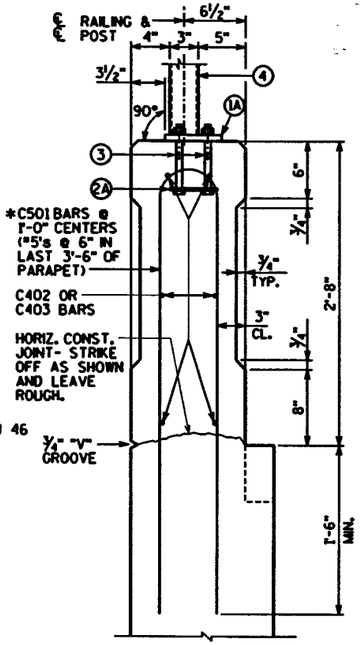
McCLEARY BRIDGE

g:\bridges\20012047\struct\sns\cth-n-s40.dgn
03/10/2003

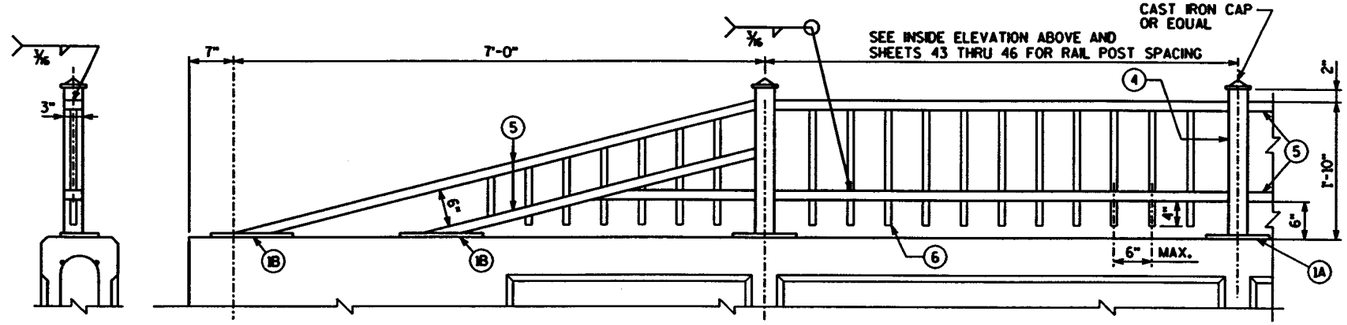
STATE PROJECT NUMBER	SHEET NO.
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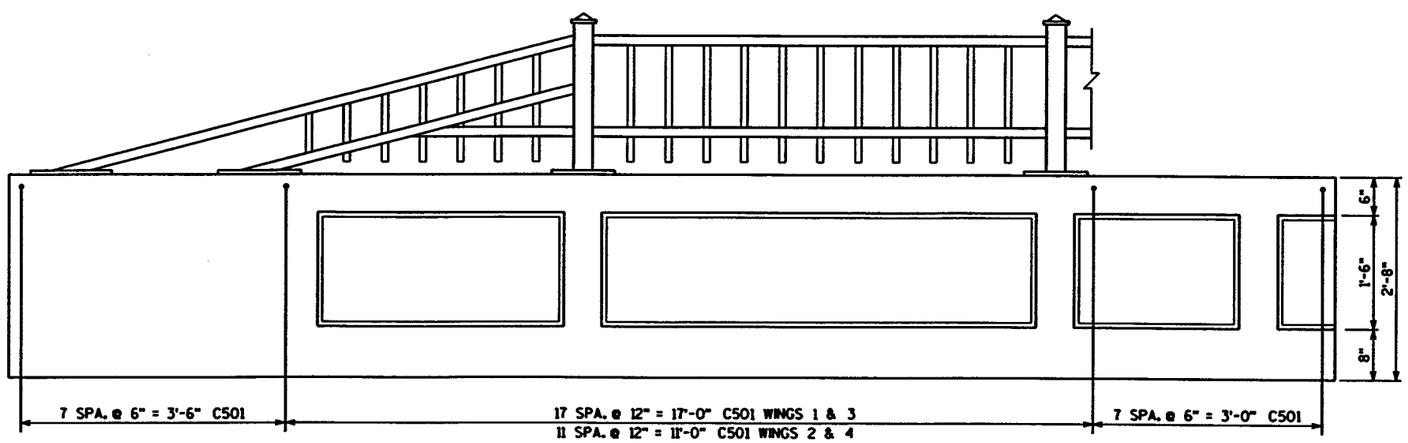
INSIDE ELEVATION
(OUTSIDE ELEVATION SIMILAR)



SECTION THRU PARAPET ON WINGS
*ADJUST LOCATIONS OF BARS TO ALLOW PLACEMENT OF ANCHOR ASSEMBLY FOR RAILING AND BEAM GUARD (WHEN REQ'D.).



RAIL ELEVATION



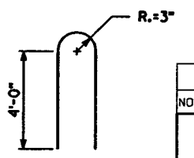
REINFORCEMENT ELEVATION AT WINGS

THE FIRST DIGIT OF A THREE DIGIT BAR MARK INDICATES BAR SIZE.
ALL DIMENSIONS IN THE BAR BENDS ARE OUT TO OUT.

BILL OF BARS

MARK	COATED	NO. REQ'D.	LENGTH	BENT	LOCATION
C501	X	116	8'-10"	X	PARAPET ON WINGS, VERTICAL
C402	X	12	23'-8"		PARAPET ON WINGS, HORIZONTAL
C403	X	12	17'-8"		PARAPET ON WINGS, HORIZONTAL

NOTE: QUANTITIES OF CONCRETE MASONRY AND BAR STEEL REINFORCEMENT ARE INCLUDED IN THE ABUTMENT QUANTITIES ON SHEET 3.



C501

LEGEND
(X) FOR SYMBOL DESCRIPTION SEE SHEET 42.

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COMBINATION RAILING TYPE "C6"

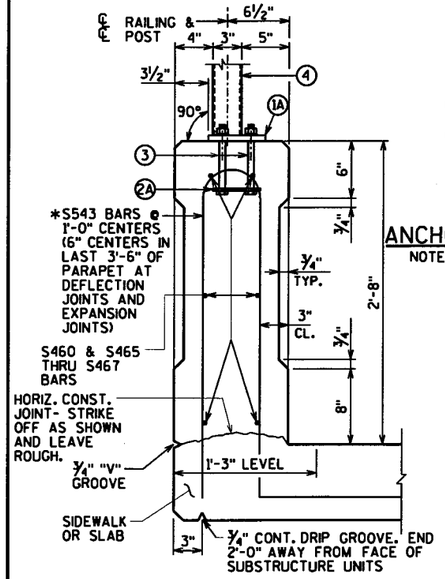
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SFILES
SDATES

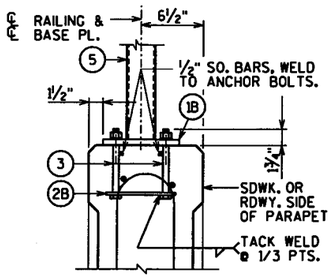
McCLEARY BRIDGE

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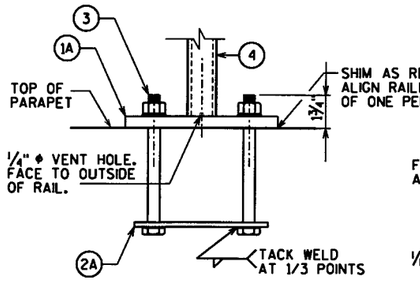
SECTION THRU PARAPET ON BRIDGE

*ADJUST LOCATIONS OF BARS TO ALLOW PLACEMENT OF ANCHOR ASSEMBLY FOR RAILING AND BEAM GUARD (WHEN REQ'D.).



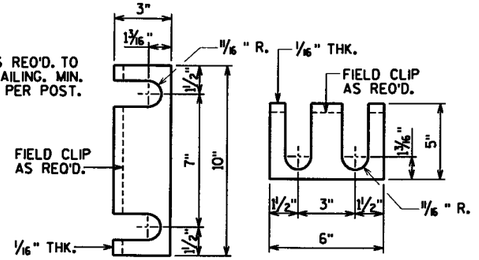
ANCHOR BOLTS FOR END RAIL

NOTE: ANCHOR PLATES NOT REQ'D. WHEN TYPE "S" ANCHORS ARE USED.



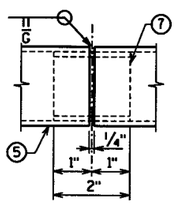
ANCHOR BOLTS FOR RAIL POSTS

NOTE: ANCHOR PLATE NOT REQUIRED WHEN TYPE S ANCHORS ARE USED.



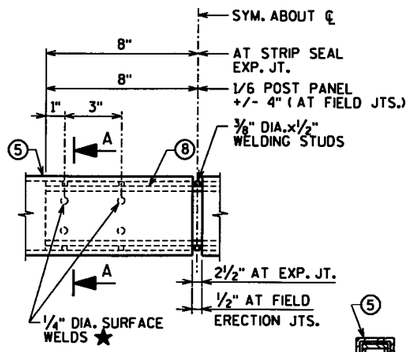
RAIL POST SHIM DETAIL

(2 SETS PER POST)



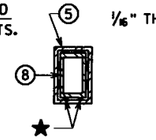
SHOP RAIL SPLICE

(LOCATION MUST BE SHOWN ON SHOP DRAWINGS)

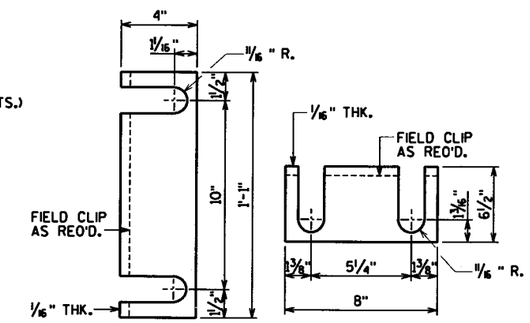


FIELD ERECTION JOINT DETAIL

★ MIN. ⅝" FLAT SURFACE DIA. PUNCHINGS OR STUDS MAY BE USED AS AN ALTERNATE.

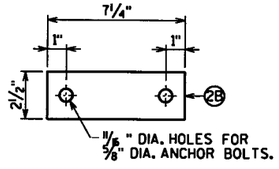


SECTION A-A



END RAIL SHIM DETAIL

(2 SETS PER POST)



END RAIL ANCHOR PLATE

2 REQ'D. PER END RAIL BASE PLATE

LEGEND

(1A) PLATE ⅝" X 6" X 10" WITH ¾" X 1½" SLOTTED HOLES

(1B) PLATE ⅝" X 8" X 1'-1" WITH ¾" X 1½" SLOTTED HOLES.

(2A) ¼" X 5" X 9" ANCHOR PLATE WITH 11/16" ϕ HOLES FOR ANCHOR BOLTS NO. 3.

(2B) ¼" X 2½" X 7¼" ANCHOR PLATE WITH 11/16" ϕ HOLES FOR ANCHOR BOLTS NO. 3.

(3) ⅝" DIA. X 7½" LONG ASTM F593 TYPE 316 STAINLESS STEEL ANCHOR BOLTS WITH NUT AND WASHERS OF SAME ALLOY GROUP. (ALTERNATE RAIL POST ANCHORAGE - 4 EQUIV. STAINLESS STEEL CONCRETE MASONRY ANCHORS, TYPE S (EPOXY), ⅝" ϕ, MINIMUM PULLOUT CAPACITY OF 15 KIPS. EMBED A MIN. OF 7" FOR RAIL POSTS AND 5" FOR END RAILS.)

(4) STRUCTURAL TUBING 3" X 3" X 3/16". PLACE VERTICAL. WELD TO NO. 1 & 5.

(5) STRUCTURAL TUBING 3" X 1½" X 3/16" RAILS. WELD TO NO. 1 & NO. 4.

(6) STRUCTURAL TUBING 1" X 1" X ⅛" PICKETS. WELD TO NO. 5. SPACE AT 6" MAX. ℄ TO ℄ SPACING. PLACE VERTICAL.

(7) RECTANGULAR SLEEVE FABRICATED FROM 3/16" PLATES. PROVIDE "SLIDING FIT".

(8) RECTANGULAR SLEEVE FABRICATED FROM 3/16" PLATES. (1'-4" @ FIELD ERECTION JTS.) (1'-4" @ STRIP SEAL EXP. JTS.)

NOTES

BID ITEM SHALL BE "COMBINATION RAILING TYPE "C6" ", WHICH SHALL INCLUDE ALL STEEL ITEMS SHOWN, AND PAINTING.

POST BASE PLATES SHALL BE FLAT WITH ALL SURFACES SMOOTH AND FREE FROM WARP AND ALL EDGES SMOOTH, STRAIGHT AND VERTICAL. ALL PLATE CUTS SHALL BE MACHINE OR MACHINE FLAME CUTS.

NO. 1, 2, 7 AND NO. 10 SHALL CONFORM TO A.S.T.M. A709 GRADE 36. STRUCTURAL TUBING SHALL CONFORM TO A.S.T.M. A500 GRADE B (NO. 4, NO. 5 AND NO. 6).

ANCHORAGES SHALL BE ACCURATELY PLACED TO PROVIDE CORRECT ALIGNMENT OF RAILING. SET NORMAL TO GRADE.

CUT BOTTOM OF POST TO MAKE POST VERTICAL IN BOTH TRANSVERSE AND LONGITUDINAL DIRECTION.

STEEL SHIMS SHALL BE PROVIDED & USED UNDER BASE PLATES WHERE REQUIRED FOR ALIGNMENT.

FILL BOLT SLOT OPENINGS IN SHIMS AND PLATE NO. 1 AND CAULK AROUND PERIMETER OF PLATE NO. 1 WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER.

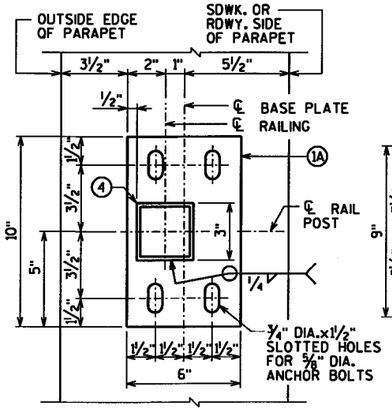
ALL JOINTS AND RECESSES IN CONCRETE PARAPET ARE TO BE VERTICAL.

AFTER FABRICATION, ALL MATERIAL, EXCEPT ANCHORAGE (NO. 2 & 3) & SHIMS SHALL BE PAINTED WITH A THREE COAT ZINC-RICH EPOXY SYSTEM PER WISDOT STANDARD SPECIFICATION, SECTION 517, EPOXY SYSTEM. SHIMS SHALL BE GIVEN ONE COAT OF ZINC RICH PRIMER PAINT. THE FINISH COLOR SHALL BE FEDERAL COLOR NO. 27038

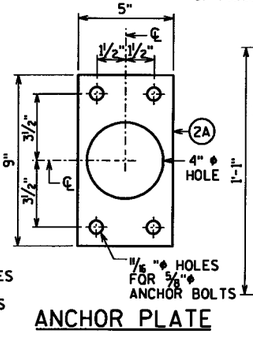
¼"ϕ VENT HOLES LOCATED IN TOP RAIL OVER RAIL POSTS AND AT LOW END OF OTHER RAILS.

RAILING SHALL BE FABRICATED IN LENGTHS THAT INCLUDE 3 OR 4 POSTS.

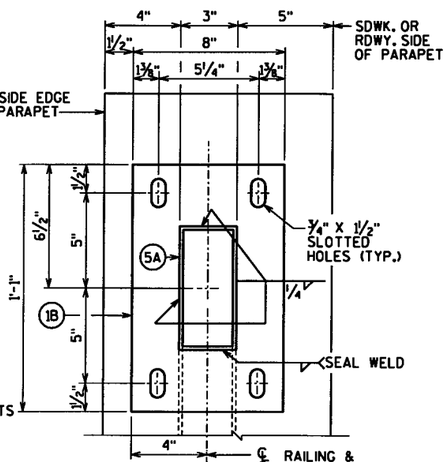
TOUCH-UP PAINTING TO BE DONE AT COMPLETION OF STEEL RAILING INSTALLATION TO THE SATISFACTION OF THE ENGINEER AT NO EXTRA COST.



TYPICAL RAIL POST BASE PLATE



ANCHOR PLATE



END RAIL BASE PLATE

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DIVISION OF HIGHWAYS

STRUCTURE B-37-335

CONST. SPEC. 1996	DRAWN BY RBH	PLANS CK'D. BH

COMBINATION RAILING DETAILS

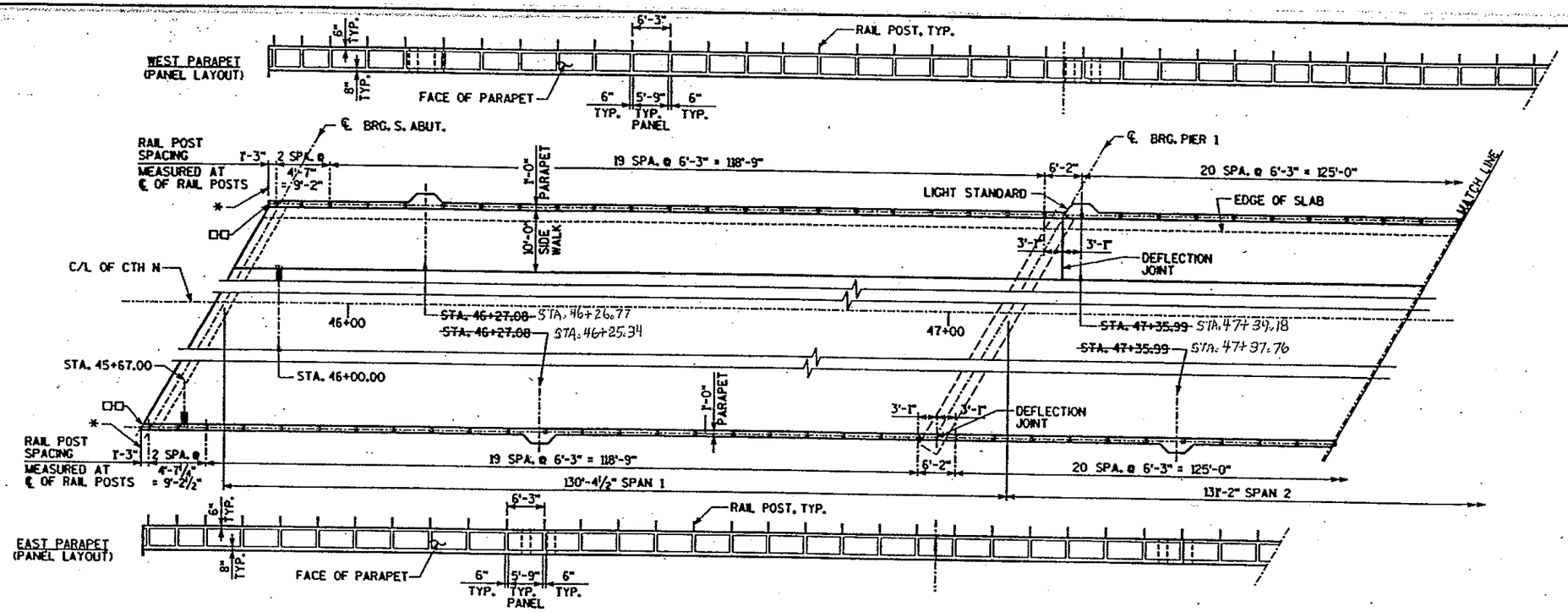
SHEET 42 OF 47

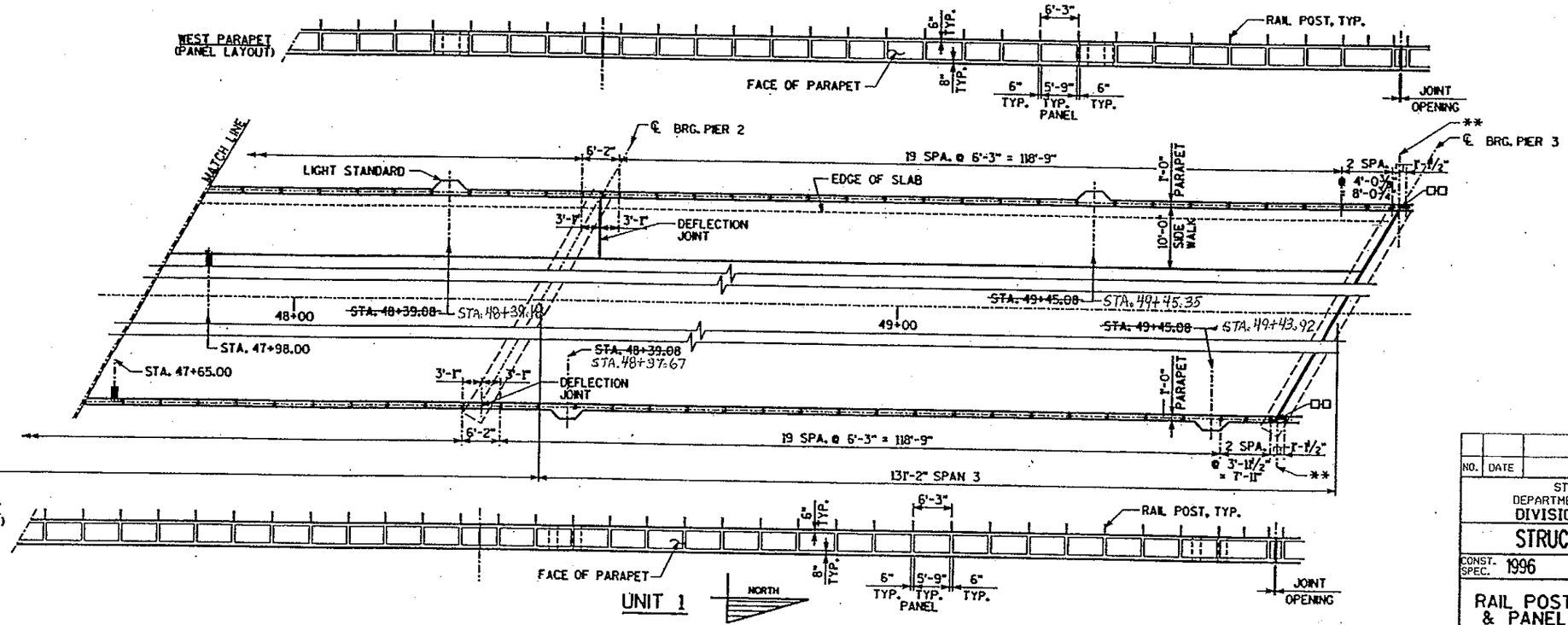
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McCLEARY BRIDGE

$FILES
$DATES

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LEGEND

□□ FIELD ERECTION JOINT DETAIL FOR THE RAILING, SEE SHEET 42.

FLOOR DRAIN LOCATIONS.

* FRONT FACE OF ABUTMENT BACKWALL.

** CENTERLINE OF EXPANSION JOINT.

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STRUCTURE B-37-335

CONST. SPEC. 1996	DRAWN BY RBH	PLANS CK'D. BH

RAIL POST SPACING & PANEL SPACING UNIT 1

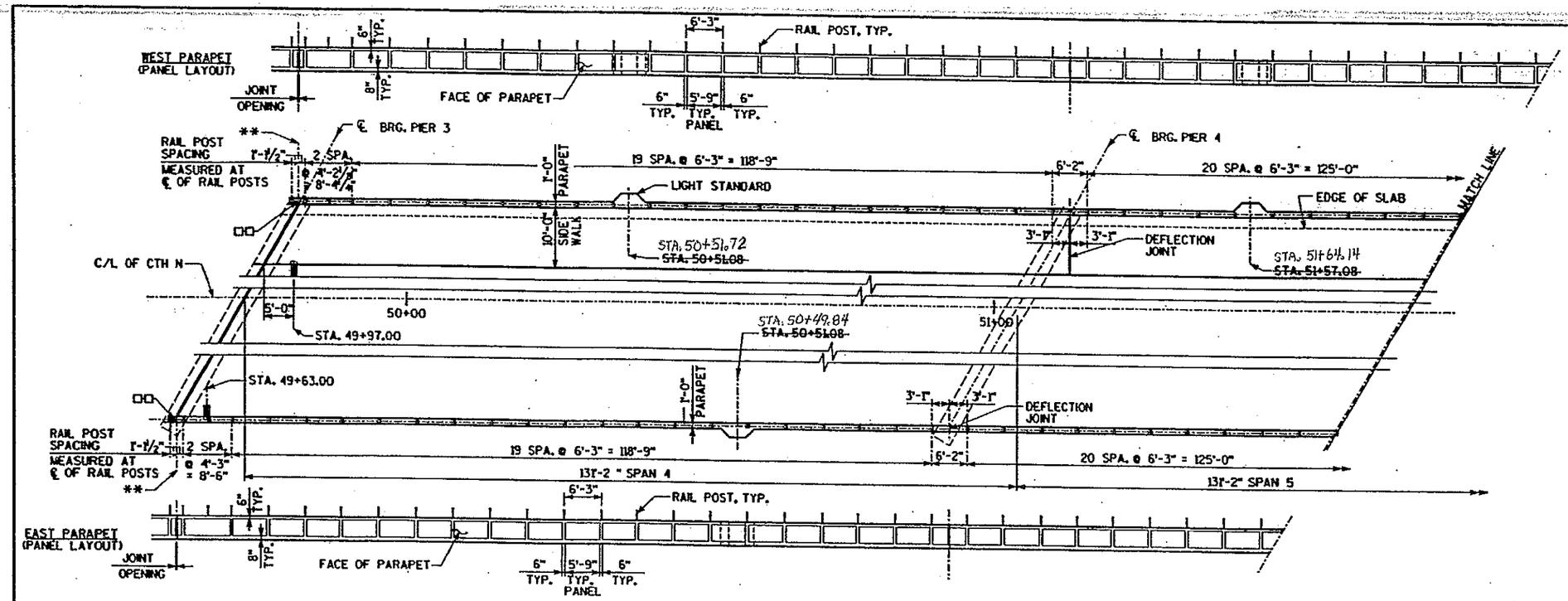
SHEET 43 OF 47

DATE RECEIVED 247

McCLEARY BRIDGE

SPLICE SDATES

STATE PROJECT NUMBER	SHEET NO.
6999-03-73	

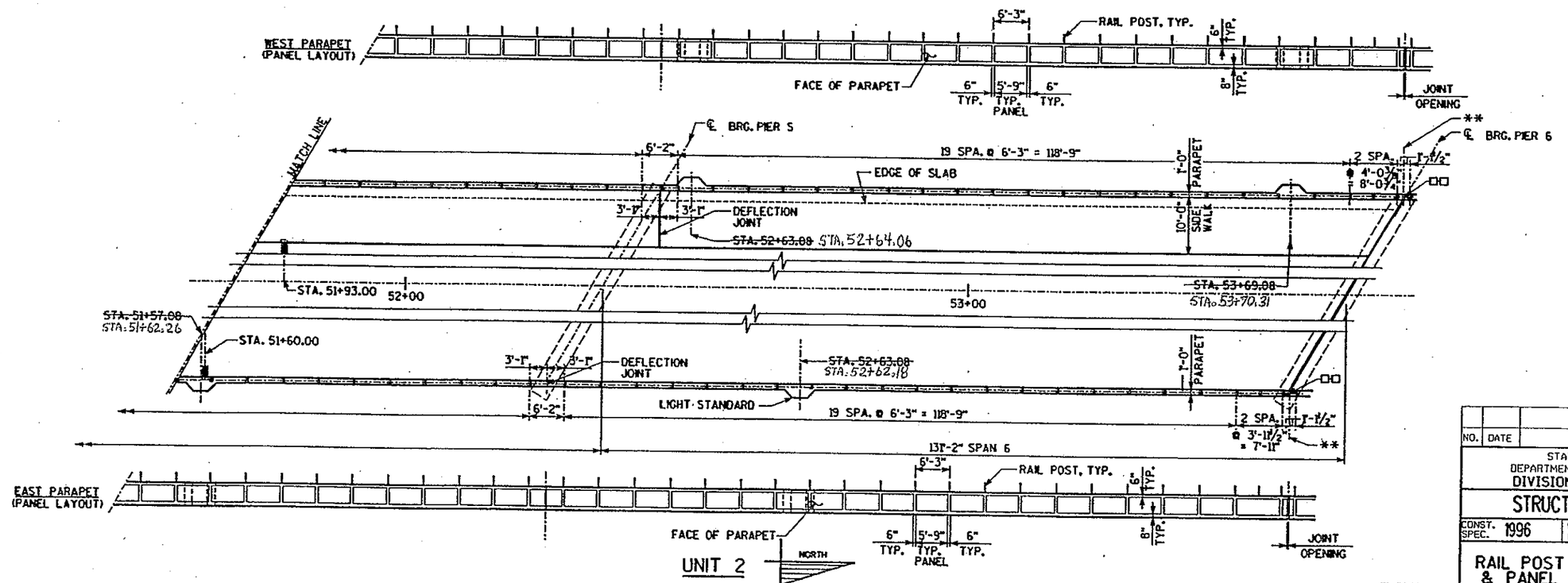


LEGEND

□□ FIELD ERECTION JOINT DETAIL FOR THE RAILING, SEE SHEET 42.

▮ FLOOR DRAIN LOCATIONS.

** CENTERLINE OF EXPANSION JOINT.



NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

STRUCTURE B-37-335

CONST. SPEC. 1996	DRAWN BY RBH	PLANS CK'D. BH

RAIL POST SPACING & PANEL SPACING UNIT 2

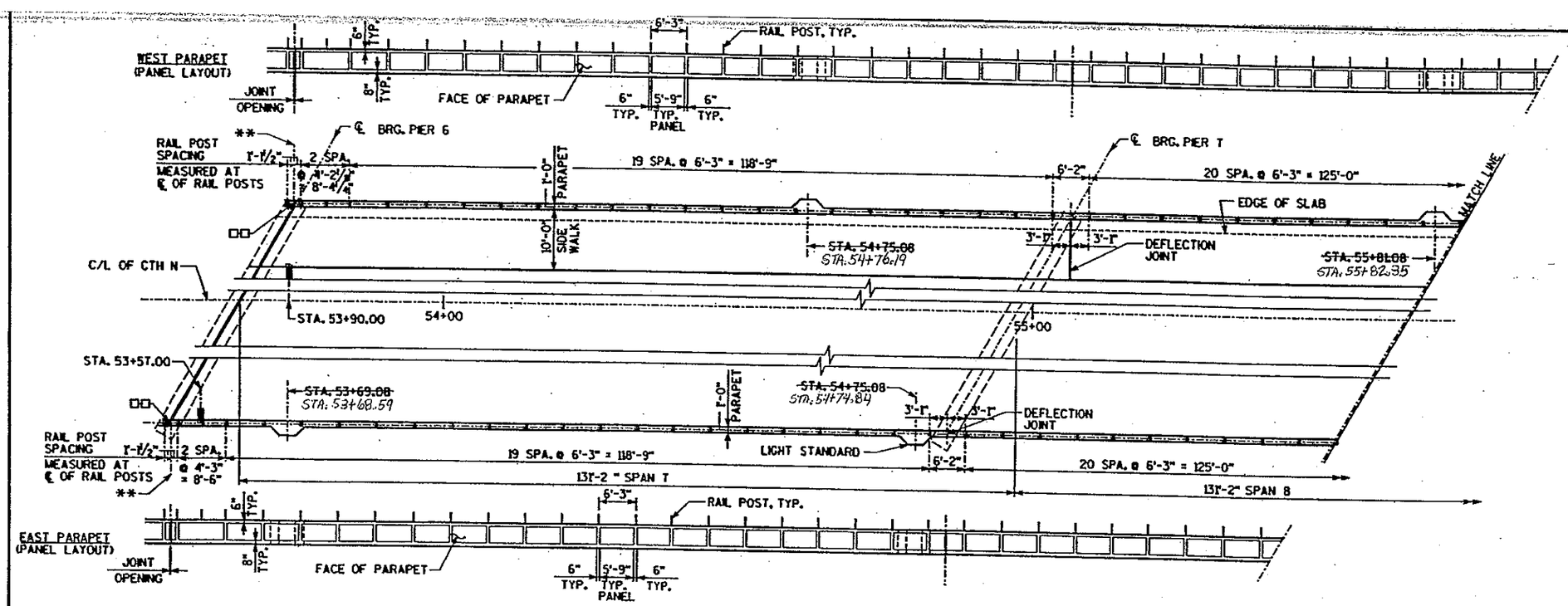
SHEET 44 OF 47

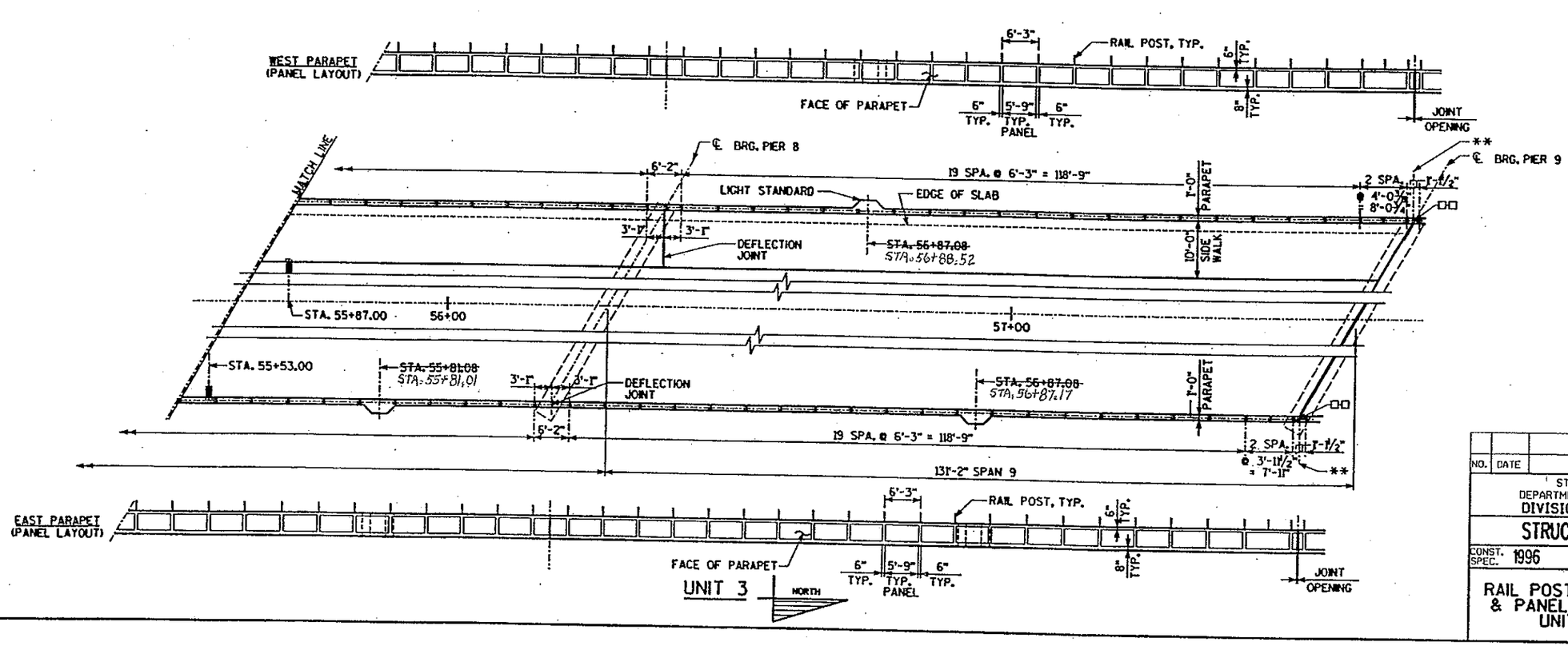
BARS RECEIVED 248

McCLEARY BRIDGE

SFILES SDATES

STATE PROJECT NUMBER	SHEET NO.
6999-03-73	





LEGEND

□□ FIELD ERECTION JOINT DETAIL FOR THE RAILING, SEE SHEET 42.

FLOOR DRAIN LOCATIONS.

** CENTERLINE OF EXPANSION JOINT.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

STRUCTURE B-37-335

CONST. SPEC. 1996	DRAWN BY RBH	PLANS CK'D. BH

RAIL POST SPACING & PANEL SPACING UNIT 3

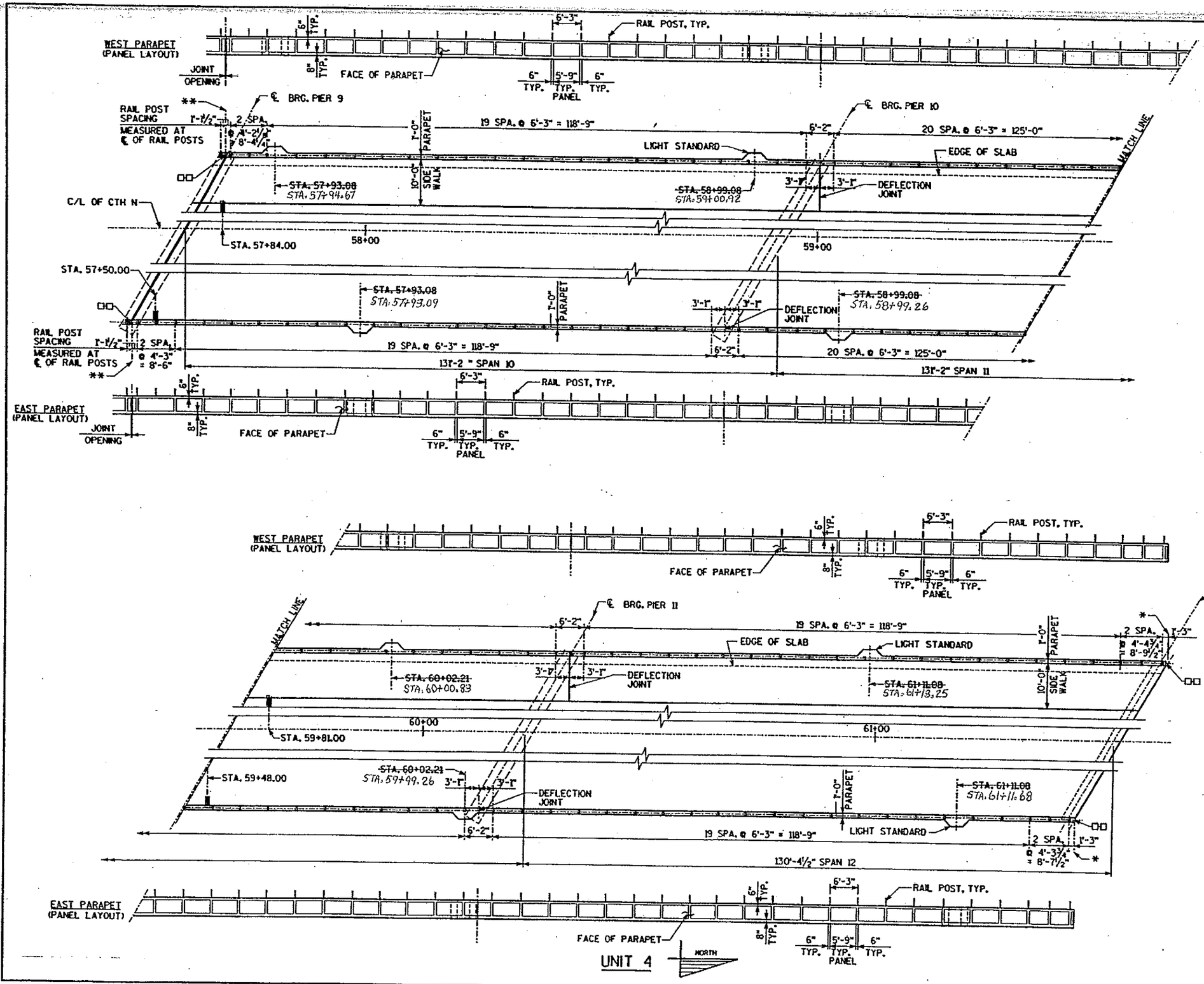
SHEET 45 OF 47

DATE RECEIVED 249

McCLEARY-BRIDGE

FILES
DATES

STATE PROJECT NUMBER	SHEET NO.
6999-03-73	



UNIT 4

LEGEND

- □□ FIELD ERECTION JOINT DETAIL FOR THE RAILING, SEE SHEET 42.
- ● EQUAL LENGTHS AT THE ENDS OF EACH SPAN.
- FLOOR DRAIN LOCATIONS.
- * FRONT FACE OF ABUTMENT BACKWALL.
- ** CENTERLINE OF EXPANSION JOINT.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

STRUCTURE B-37-335

CONST. SPEC. 1996	DRAWN BY RBH	PLANS CK'D. BH

RAIL POST SPACING & PANEL SPACING UNIT 4

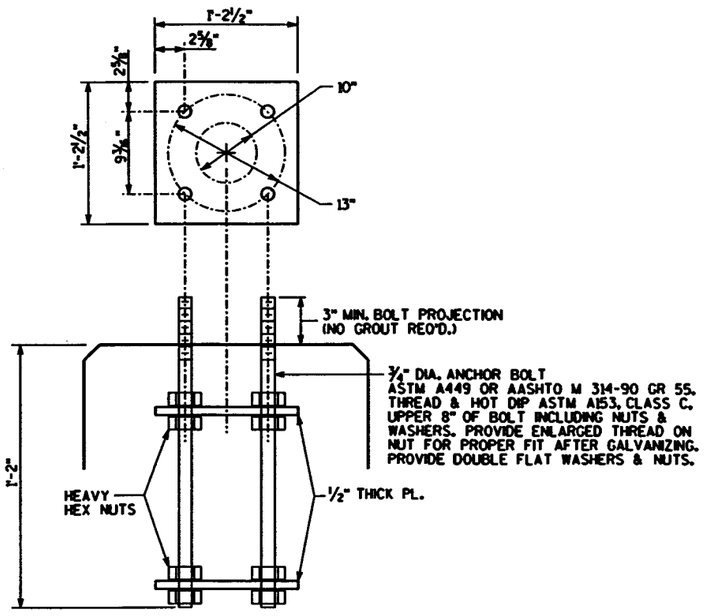
SHEET 46 OF 47

DATE RECEIVED 250

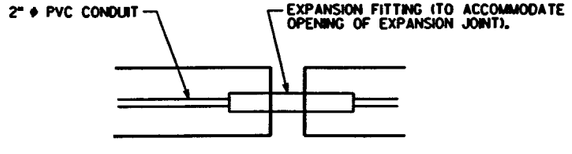
McCLEARY BRIDGE

SFILES SDATES

STATE PROJECT NUMBER	SHEET NO.
6999-03-73	



ANCHORAGE DETAIL

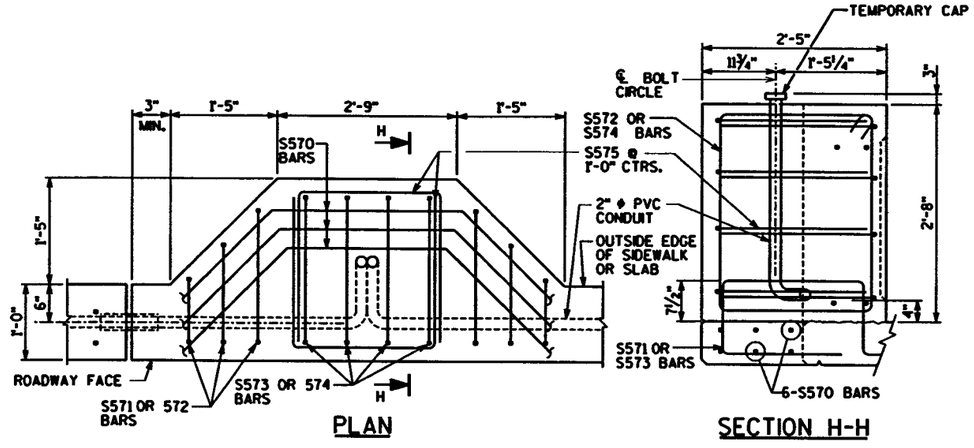


CONDUIT EXP. FITTING

TO BE INCIDENTAL TO BID ITEM, "BRIDGE LIGHTING, STRUCTURE B-37-335." (LOCATED IN BOTH PARAPETS AT S. ABUT., PIERS 3, 6, 9, & N. ABUT.)

NOTE:

CONDUIT, JUNCTION BOXES, AND ANCHORAGES TO BE IN INCLUDED IN THE BID ITEM "BRIDGE LIGHTING, STRUCTURE B-37-335."



LIGHT STANDARD

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

STRUCTURE B-37-335

CONST. SPEC. 1996	DRAWN BY RBH	PLANS CK'D. BH

LIGHTING DETAILS

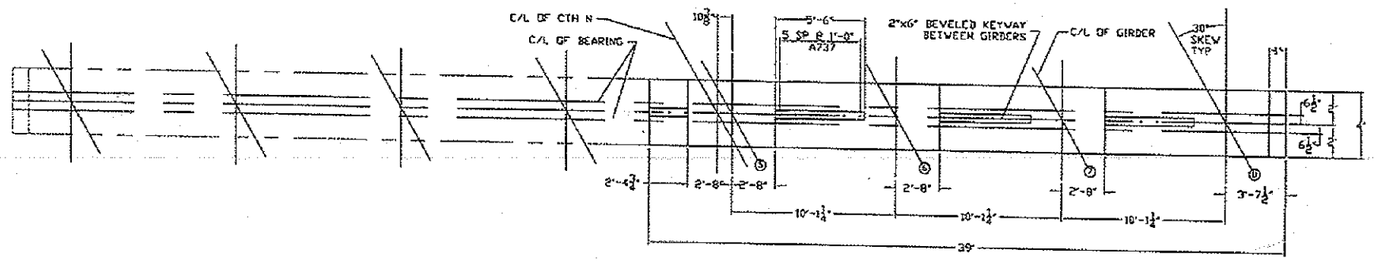
SHEET 47 OF 47

DATE RECEIVED 251

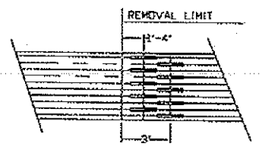
McCLEARY BRIDGE

$FILES
$DATES

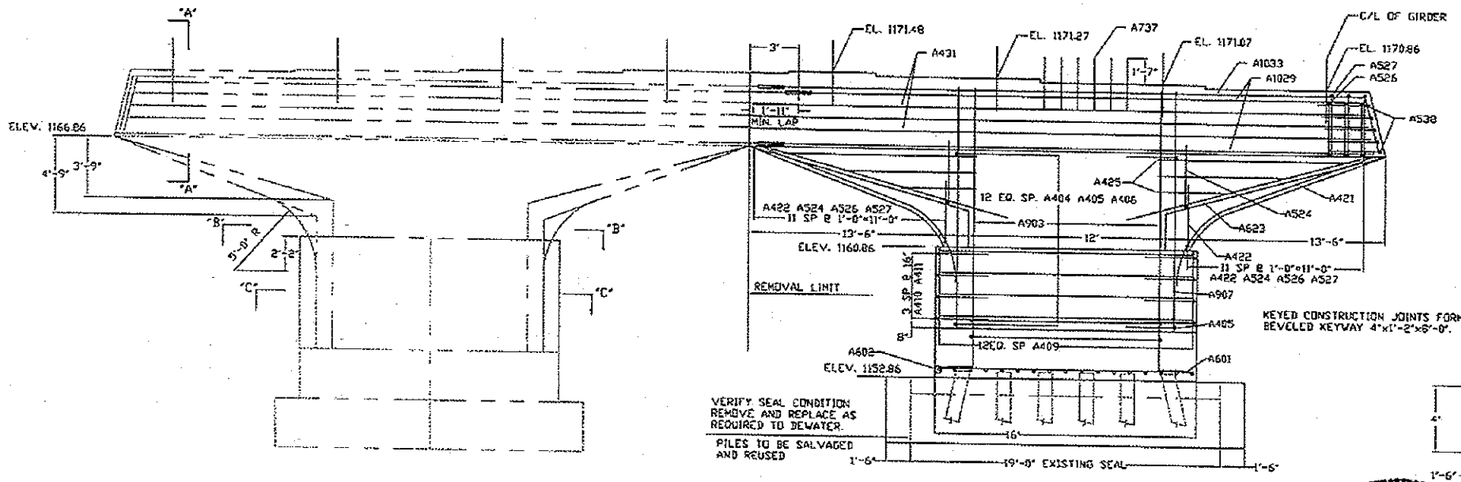
STATE PROJECT NO.	SHEET
6999-03-73	



PLAN VIEW

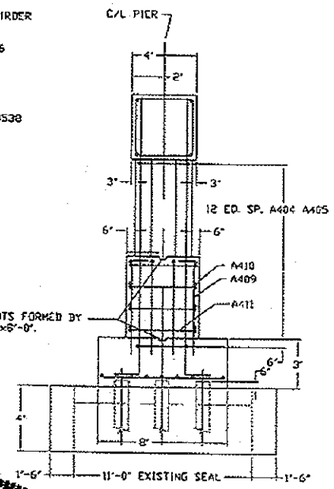


810 ZAP SCREWLOK SYSTEM BAR SPLICES 34 REQ'D. STAGER SPILES.

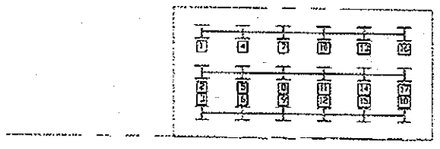


ELEVATION VIEW

KEYED CONSTRUCTION JOINTS FORMED BY BEVELED KEYWAY 4"x1'-2"x8'-0".

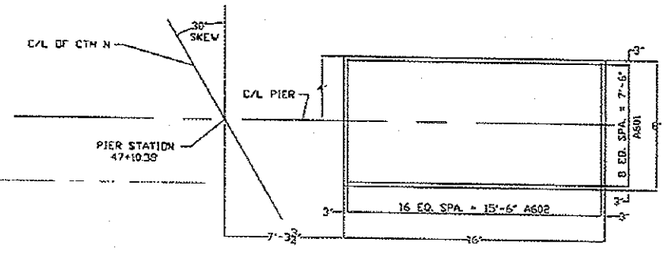


END VIEW



PILE LAYOUT

SALVAGE EXISTING PILES PIER #1 EAST FOOTING



FOOTING PLAN

REINFORCING

WISCONSIN
DAVID A. PHIEFER
E-26241
NEENAH, WIS.
PROFESSIONAL ENGINEER

NO.	DATE	REVISION	BY

STRUCTURE NO. B-37-335

DRAWN: DAP | CHECKED:

PIER #1
EAST HALF

SHEET 1 of 4

DATE: DEC. 7, 2007

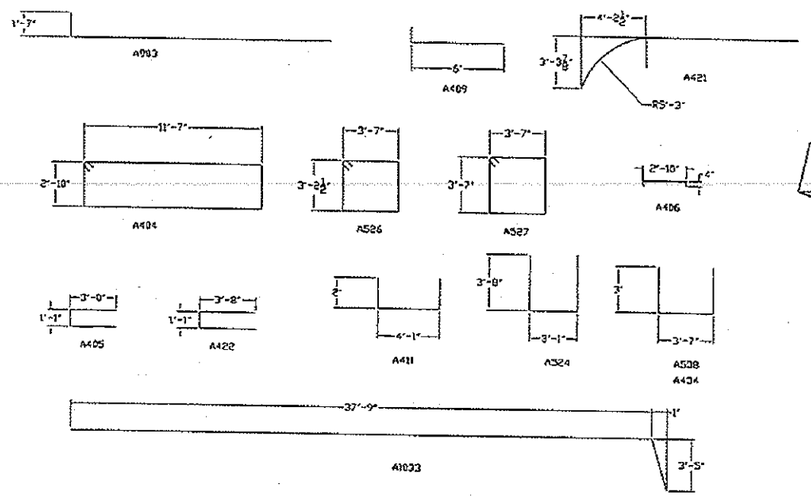
2007-2008 Pier 1 East Footing Reconstruction Asbuilt
PL/PM: Tom Krizenski
Sup: Matt Bronson

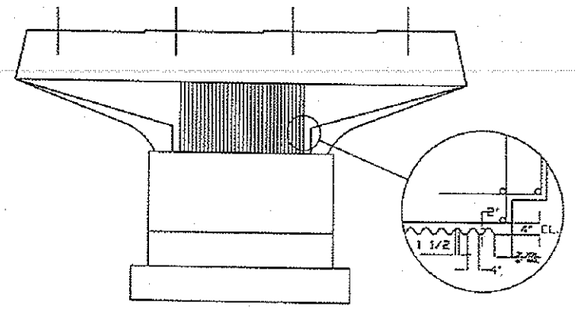
STATE PROJECT NO.	SHEET
6999-03-73	

PIER # 1 BILL OF BARS

MARK	NO. REQ'D.	LENGTH	BENT	LOCATION
A601	9	15'-8"	-	FOOTING
A602	17	7'-8"	-	FOOTING
A903	60	18'-6"	YES	FOOTING
A404	13	29'-4"	YES	SHAFT
A405	24	6'-11"	YES	SHAFT-STURRUPS
A406	143	3'-8"	YES	SHAFT-STURRUPS
A907	4	14'-10"	-	SHAFT
A409	30	7'-0"	YES	SHAFT
A410	8	15'-8"	-	SHAFT
A411	8	8'-0"	YES	SHART
A421	4	15'-8"	YES	SHAFT - CAP TRAN.
A422	24	8'-3"	YES	SHAFT
A623	4	15'-6"	-	CAP
A524	24	10'-2"	YES	CAP
A425	12	8'-3"	SET	CAP
A526	24	14'-2"	YES	CAP
A527	24	14'-11"	YES	CAP
A1029	24	37'-9"	-	CAP
A431	6	37'-11"	-	CAP
A1033	10	41'-4"	YES	CAP
A434	16	9'-5"	YES	BEAM SEAT 5 & 6
A435	4	12'-9"	-	BEAM SEAT #6
A436	4	5'-0"	-	BEAM SEAT #5
A737	21	3'-2"	-	DOWELS @ CAP
A538	5	9'-4"	YES	CAP

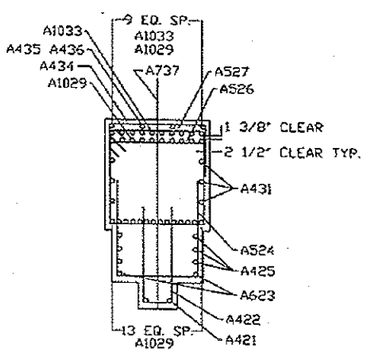
THE FIRST DIGIT OF A THREE DIGIT BAR MARK OR THE FIRST TWO DIGITS OF A FOUR DIGIT BAR MARK INDICATES BAR SIZE. ALL DIMENSIONS IN THE BENDING DIAGRAMS ARE OUT TO OUT.



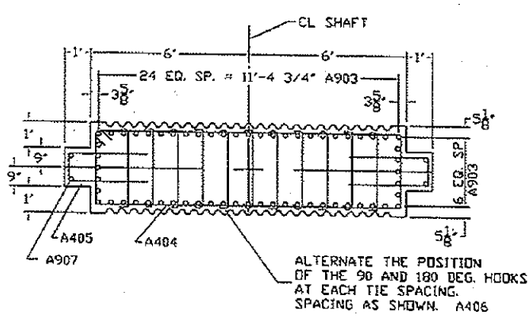


RUSTICATION OF PIER

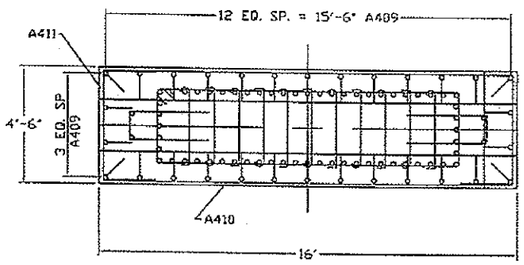
SET A425 4 SET REQ'D.	
REQ'D./SET	LENGTH
1	4'-9"
1	8'-3"
1	11'-9"



SECTION 'A-A'



SECTION 'B-B'



SECTION 'C-C'

NO.	DATE	REVISION	BY

STRUCTURE NO. B-37-335

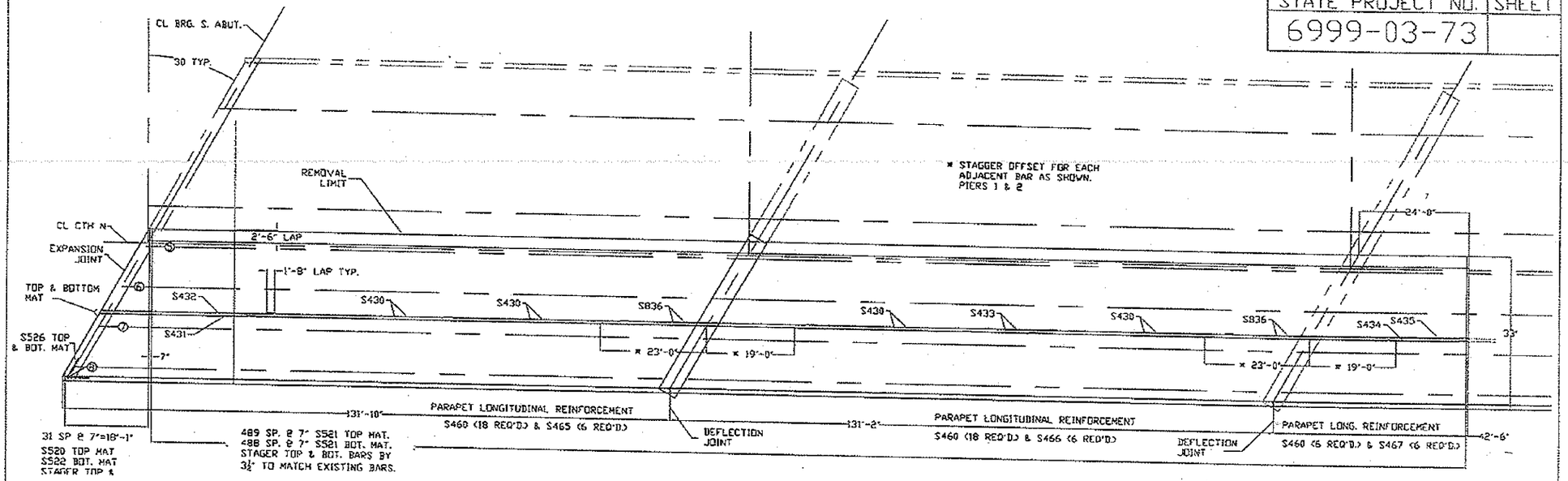
DRAWN: DAP

PIER #1 DETAILS

SHEET 2 OF 4

DATE: NOV. 30, 2007

STATE PROJECT NO.	SHEET
6999-03-73	



33.25

ALL SUPERSTRUCTURE BARS ARE COATED

SUPERSTRUCTURE BILL OF BARS

MARK	NO. REQ'D.	LENGTH	BENT	SET	LOCATION
S401	30	5'-0"	YES	-	S. ABUT. DIAPH.
S702	18	6'-10"	-	-	S. ABUT.
S403	2	34'-7"	-	-	@ EXP. DEVICE
S404	48	14'-6"	YES	-	PIER DIAPH.
S405	66	7'-1"	-	-	PIER DIAPH.
S406	48	9'-4"	-	-	PIER DIAPH.
S407	48	9'-8"	YES	-	DECK @ HAUNCH
S408	4	6'-9"	YES	-	PILASTER
S409	4	6'-9"	YES	-	PILASTER
S310	12	4'-8"	YES	-	PILASTER
S520	32	17'-1"	-	YES	TOP MAT
S521	979	32'-10"	-	-	TOP & BOT. MAT
S522	32	17'-7"	-	YES	BOT. MAT
S526	6	5'-0"	-	-	DECK S.W. CORNER
S430	428	40'-0"	-	-	DECK LONG.
S431	54	33'-7"	-	-	DECK LONG.
S432	53	37'-7"	-	-	DECK LONG.
S433	107	15'-11"	-	-	DECK
S434	54	16'-8"	-	YES	DECK
S435	53	12'-5"	-	YES	DECK
S836	214	42'-6"	-	-	DECK @ PIER
S537	8	5'-0"	-	-	@ FLOOR DRAINS
S543	326	7'-4"	YES	-	PARAPET
S460	42	40'-0"	-	-	PARAPET
S465	6	18'-10"	-	-	PARAPET SPAN #1
S466	6	17'-9"	-	-	PARAPET SPAN #2
S467	6	5'-0"	-	-	PARAPET SPAN #3
S570	18	10'-6"	YES	-	LIGHT STAND DECK
S571	18	5'-0"	YES	YES	LIGHT STAND DECK
S572	18	7'-5"	YES	YES	LIGHT STAND
S573	12	6'-4"	YES	-	LIGHT STAND DECK
S574	12	9'-11"	YES	-	LIGHT STAND
S575	24	5'-10"	YES	-	LIGHT STAND

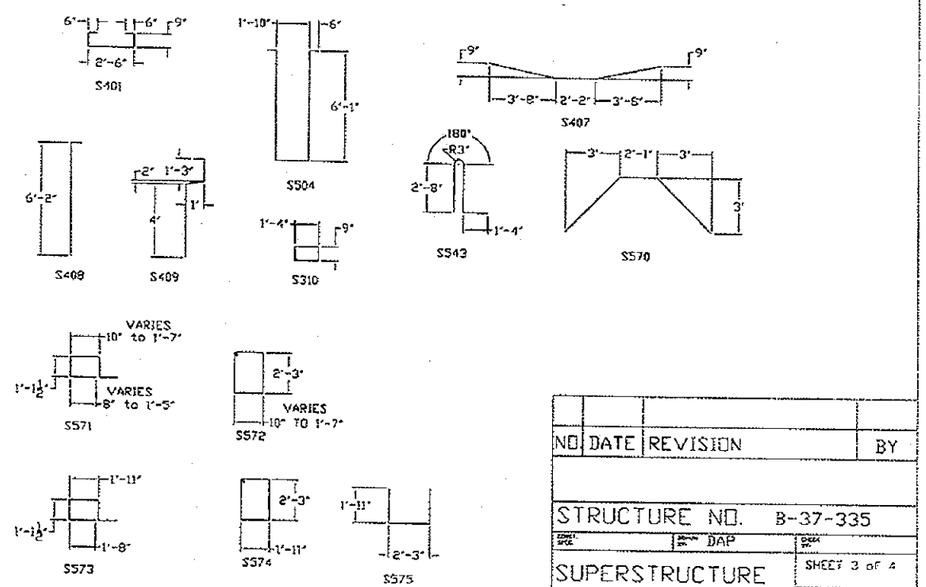
THE FIRST DIGIT OF A THREE DIGIT BAR MARK OR THE FIRST TWO DIGITS OF A FOUR DIGIT BAR MARK INDICATES BAR SIZE. ALL DIMENSIONS IN THE BENDING DIAGRAMS ARE OUT TO OUT.

SET BAR TABLE

MARK	REQ'D.	LENGTH
S320	1 SET OF 32	1'-5" TO 32'-9"
S322	1 SET OF 32	1'-11" TO 33'-2"
S434	1 SET OF 54	6'-8" TO 25'-8"
S435	1 SET OF 53	3'-0" TO 21'-6"
S571	6 SET OF 3	4'-3" TO 5'-9"
S572	6 SET OF 3	6'-8" TO 8'-2"

LENGTH SHOWN IN BILL OF BARS IS AN AVERAGE LENGTH AND SHOULD ONLY BE USED FOR BAR WEIGHT CALCULATIONS. SEE SET BAR TABLE FOR ACTUAL LENGTHS.

BUNDLE AND TAG EACH SERIES SEPARATELY.



NO.	DATE	REVISION	BY

STRUCTURE NO. B-37-335

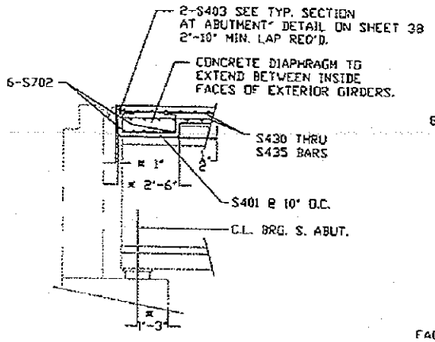
DRAWN BY: DAP

SUPERSTRUCTURE

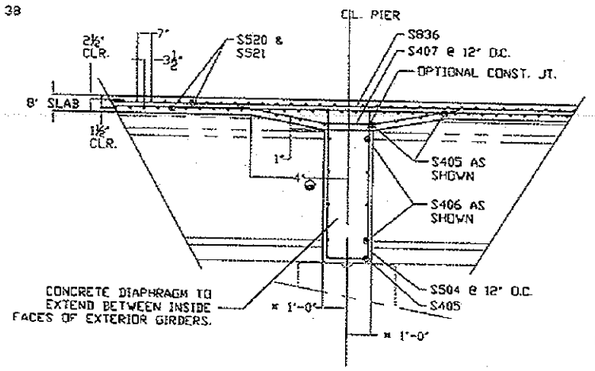
SHEET 3 OF 4

DATE: DEC. 7, 2007

STATE PROJECT NO.	SHEET
6999-03-73	

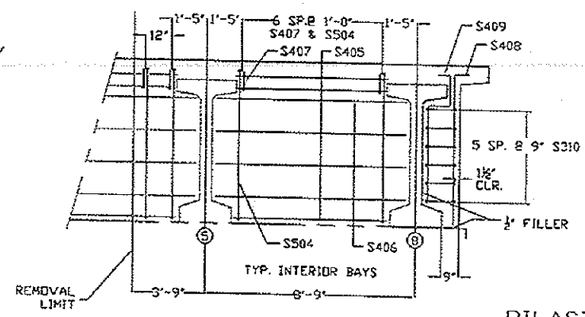


AT SOUTH ABUTMENT



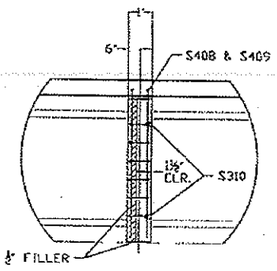
AT PIERS

PIER # 1 & 2.



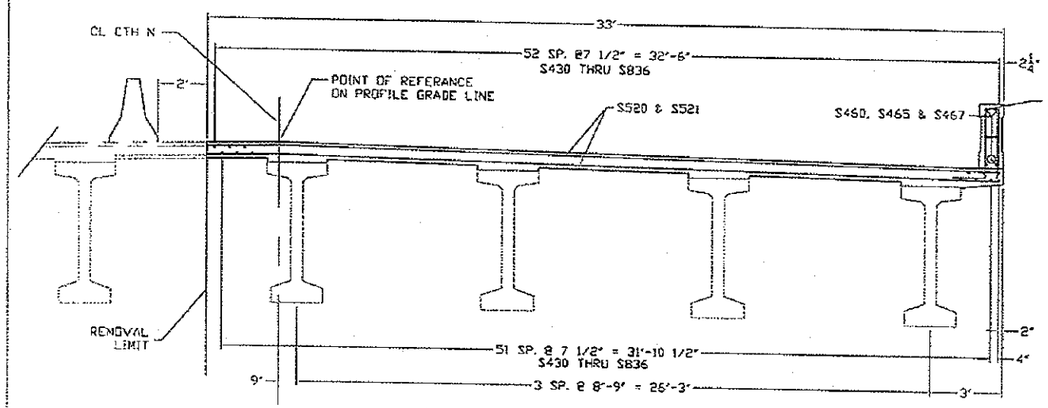
PIERS DIAPHAGM

PIER # 1 & 2.



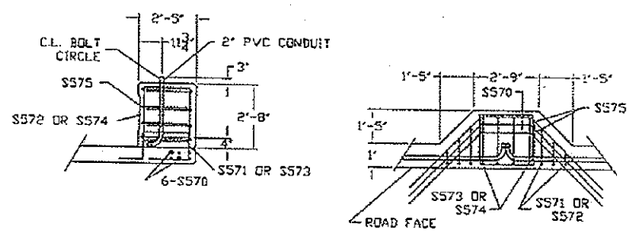
PILASTER DETAIL

PIER # 1 & 2.



CROSS SECTION

LOOKING NORTH



LIGHT STANDARD DETAIL

NOTES:

ALL VERTICAL BAR STEEL REINFORCEMENT IN CONCRETE DIAPHRAGMS SHALL BE SPACED AND PLACED PARALLEL TO GIRDERS.

LEGEND:

(S) THESE DIMENSIONS PARALLEL TO GIRDER

✳ DIMENSION IS TAKEN NORMAL TO C.L. SUBSTRUCTURE UNITS.

NO.	DATE	REVISION	BY

STRUCTURE NO. B-37-335

DAP

SUPERSTRUCTURE SECTIONS

SHEET 4 of 4

DATE: NOV. 30, 2007

COMMON EXCAVATION

STA.	COMMON EXC. (S.F.)	COMMON EXC. VOL. (C.Y.)	CUMUL. COMMON EXC. VOL. (C.Y.)	SIDEROAD VOL. (C.Y.)	NET COMMON VOLUME (C.Y.)	CUMUL. NET VOLUME (C.Y.)
9+90	88	--	--	--	--	--
10+00	88	33	33	--	33	33
10+50	138	209	242	--	209	242
11+00	148	264	506	--	264	506
11+50	148	273	779	--	273	779
12+00	141	267	1,047	--	267	1,047
12+50	137	258	1,304	--	258	1,304
13+00	177	291	1,595	--	291	1,595
13+50	142	295	1,891	--	295	1,891
14+00	178	296	2,186	535	831	2,721
14+50	153	306	2,492	--	306	3,027
15+00	160	290	2,782	--	290	3,317
15+50	144	282	3,064	--	282	3,599
16+00	137	260	3,325	--	260	3,860
16+50	145	261	3,586	--	261	4,121
17+00	129	254	3,840	--	254	4,375
17+50	133	243	4,083	--	243	4,618
18+00	182	292	4,375	--	292	4,910
18+50	302	448	4,823	--	448	5,358
19+00	257	518	5,341	2,295	2,813	8,171
19+50	627	819	6,160	--	819	8,990
20+00	638	1,171	7,331	--	1,171	10,161
20+50	209	784	8,115	--	784	10,945
21+00	60	249	8,363	--	249	11,193
21+50	141	186	8,549	--	186	11,379
22+00	90	214	8,763	--	214	11,593
22+50	61	140	8,903	--	140	11,733
23+00	70	121	9,024	--	121	11,854
23+50	115	171	9,195	90	261	12,115
24+00	141	237	9,432	--	237	12,352
24+50	266	377	9,808	--	377	12,728
25+00	285	510	10,319	--	510	13,239
25+50	255	500	10,818	--	500	13,738
26+00	184	406	11,225	--	406	14,145
26+50	205	361	11,586	--	361	14,506
27+00	176	353	11,939	--	353	14,859
27+50	175	325	12,264	--	325	15,184
28+00	159	309	12,573	--	309	15,493
28+50	156	291	12,864	--	291	15,784
29+00	128	263	13,127	--	263	16,047
29+50	130	239	13,366	--	239	16,286
30+00	125	236	13,602	--	236	16,522
30+50	118	224	13,826	--	224	16,746
31+00	80	183	14,009	--	183	16,929
31+50	31	103	14,112	--	103	17,032
32+00	23	55	14,167	--	55	17,087
32+50	23	49	14,216	--	49	17,136
33+00	23	43	14,259	--	43	17,179
33+50	30	49	14,308	--	49	17,228
34+00	36	61	14,369	--	61	17,289
34+50	55	84	14,454	1,575	1,659	18,949
35+00	3	54	14,507	335	389	19,337
35+50	0	3	14,510	--	3	19,340
36+00	0	0	14,510	--	0	19,340
36+50	0	0	14,510	--	0	19,340
37+00	0	0	14,510	--	0	19,340
37+50	0	0	14,510	--	0	19,340
38+00	0	0	14,510	--	0	19,340
38+50	0	0	14,510	--	0	19,340
39+00	0	0	14,510	--	0	19,340
39+50	0	0	14,510	--	0	19,340
40+00	0	0	14,510	--	0	19,340
40+50	0	0	14,510	--	0	19,340
41+00	0	0	14,510	--	0	19,340
41+50	0	0	14,510	--	0	19,340
42+00	0	0	14,510	--	0	19,340
42+50	0	0	14,510	--	0	19,340
43+00	0	0	14,510	--	0	19,340
43+50	110	102	14,612	--	102	19,442
44+00	346	422	15,035	--	422	19,865
44+50	687	956	15,991	--	956	20,821
45+00	0	636	16,626	--	636	21,456
45+50	0	0	16,626	--	0	21,456
45+78	0	0	16,626	--	0	21,456
61+53	272	--	--	--	--	--
62+00	272	473	17,099	--	473	21,929
62+50	308	537	17,636	--	537	22,466
63+00	261	527	18,164	--	527	22,994
63+50	279	500	18,664	--	500	23,494
64+00	229	470	19,134	340	810	24,304

FILL

STA.	FILL AREA (S.F.)	TOTAL FILL VOL. (C.Y.)	CUMUL. FILL VOL. (C.Y.)	SIDEROAD VOL. (C.Y.)	EXPANDED FILL VOL (C.Y.)	CUMUL. EXPANDED FILL (C.Y.)	ADJUSTED SUM	BALANCE
9+90	17	--	--	--	--	--	--	--
10+00	17	6	6	--	8	8	25	25
10+50	19	33	40	--	43	51	166	191
11+00	19	35	74	--	45	97	219	409
11+50	17	33	107	--	43	140	230	640
12+00	15	29	136	--	38	177	230	869
12+50	6	19	155	--	24	202	233	1,103
13+00	3	8	163	--	11	212	280	1,383
13+50	2	5	168	--	6	218	289	1,672
14+00	3	4	172	7	15	233	816	2,488
14+50	0	3	175	--	4	237	302	2,790
15+00	3	3	178	--	4	241	286	3,076
15+50	3	6	184	--	8	249	274	3,351
16+00	3	6	190	--	8	256	252	3,603
16+50	3	6	196	--	8	264	253	3,856
17+00	5	8	204	--	10	274	244	4,100
17+50	5	9	213	--	12	287	231	4,331
18+00	4	8	222	--	10	297	281	4,613
18+50	3	7	228	--	9	306	440	5,052
19+00	2	4	233	39	56	362	2,757	7,809
19+50	20	20	253	--	26	388	792	8,601
20+00	24	41	294	--	54	442	1,117	9,719
20+50	24	45	339	--	58	500	726	10,444
21+00	57	75	414	--	98	598	151	10,595
21+50	14	66	480	--	85	683	101	10,696
22+00	30	41	520	--	53	736	161	10,857
22+50	100	121	641	--	157	893	-17	10,840
23+00	68	155	796	--	202	1,095	-81	10,759
23+50	2	65	861	289	460	1,555	-199	10,560
24+00	29	29	890	--	38	1,593	199	10,759
24+50	19	44	935	--	58	1,651	319	11,078
25+00	19	35	969	--	45	1,696	465	11,543
25+50	19	35	1,004	--	45	1,741	455	11,998
26+00	19	35	1,039	--	46	1,786	361	12,359
26+50	19	35	1,074	--	46	1,832	315	12,673
27+00	22	38	1,112	--	49	1,881	305	12,978
27+50	26	44	1,156	--	57	1,938	268	13,246
28+00	25	47	1,203	--	62	2,000	247	13,493
28+50	24	45	1,248	--	59	2,059	232	13,725
29+00	24	44	1,293	--	58	2,116	205	13,931
29+50	22	43	1,336	--	56	2,172	184	14,114
30+00	23	41	1,377	--	54	2,226	182	14,296
30+50	22	42	1,419	--	54	2,280	170	14,466
31+00	28	47	1,466	--	61	2,341	123	14,589
31+50	52	74	1,540	--	97	2,437	6	14,595
32+00	54	98	1,638	--	128	2,565	-72	14,522
32+50	62	107	1,746	--	140	2,705	-91	14,431
33+00	69	121	1,867	--	158	2,862	-115	14,317
33+50	42	103	1,970	--	134	2,996	-85	14,232
34+00	38	74	2,044	--	97	3,093	-35	14,196
34+50	7	42	2,087	1,212	1,630	4,724	29	14,225
35+00	59	62	2,148	74	176	4,900	212	14,437
35+50	16	69	2,217	--	90	4,990	-87	14,350
36+00	12	26	2,243	--	33	5,023	-33	14,317
36+50	9	19	2,263	--	25	5,049	-25	14,292
37+00	6	13	2,276	--	17	5,066	-17	14,274
37+50	0	5	2,281	--	7	5,072	-7	14,268
38+00	0	0	2,281	--	0	5,072	0	14,268
38+50	0	0	2,281	--	0	5,072	0	14,268
39+00	0	0	2,281	--	0	5,072	0	14,268
39+50	0	0	2,281	--	0	5,072	0	14,268
40+00	0	0	2,281	--	0	5,072	0	14,268
40+50	0	0	2,281	--	0	5,072	0	14,268
41+00	0	0	2,281	--	0	5,072	0	14,268
41+50	76	70	2,351	--	91	5,164	-91	14,177
42+00	166	223	2,574	--	290	5,454	-290	13,886
42+50	261	395	2,970	--	514	5,968	-514	13,372
43+00	350	566	3,536	--	736	6,704	-736	12,636
43+50	438	730	4,266	--	949	7,653	-847	11,789
44+00	507	874	5,140	--	1,137	8,790	-714	11,075
44+50	547	975	6,115	--	1,268	10,057	-312	10,763
45+00	561	1,025	7,140	--	1,333	11,390	-697	10,067
45+50	579	1,055	8,195	--	1,372	12,761	-1,372	8,695
45+78	0	300	8,496	--	390	13,152	-390	8,305
61+53	287	--	--	--	--	--	--	--
62+00	287	499	499	--	649	13,800	-176	8,129
62+50	3	268	767	--	349	14,149	188	8,317
63+00	3	6	773	--	8	14,157	519	8,837
63+50	3	6	779	--	8	14,165	492	9,329
64+00	3	6	785	11	22	14,187	788	10,117

8

STATE PROJECT NUMBER: 6999-03-73 | HWY: CTH N | COUNTY: MARATHON | EARTHWORK DATA | SCALE, FEET 0 N/A | SHEET NO: 252 | E

LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,59,61,62,63

FILE NAME : g:\2001\20012047\MS\Planset-South\earthwork tables.dgn PLOT DATE : 03/13/03 PLOT BY : $$...plotuser...$$ PLOT NAME : ORG DATE : Originator : Dist PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 43

BLUEBIRD LANE

STATION	COMMON EXC. (S.F.)	FILL AREA (S.F.)	COMMON EXC. VOL. (C.Y.)	FILL VOL. (C.Y.)	EXPANDED FILL VOL (C.Y.)
98+55	43	3	---	---	---
98+68	43	3	21	2	3
99+00	77	2	71	4	5
99+25	90	0	77	1	2
99+48	90	0	77	0	0
100+30	85	0	---	---	---
100+50	85	0	64	0	0
100+75	115	0	93	0	0
101+00	55	0	79	0	0
101+15	44	0	28	0	0
101+30	44	0	25	0	0
TOTAL			535	7	10

CTH NN

STATION	COMMON EXC. (S.F.)	FILL AREA (S.F.)	COMMON EXC. VOL. (C.Y.)	FILL VOL. (C.Y.)	EXPANDED FILL VOL (C.Y.)
106+80	92	4	---	---	---
107+00	92	4	68	3	4
107+50	123	4	200	8	10
107+65	190	4	87	2	3
108+00	158	4	226	5	7
108+20	218	4	139	3	4
108+50	239	4	255	5	6
109+00	513	4	696	8	10
109+25	246	2	351	3	3
109+55	246	2	273	2	3
TOTAL			2,295	39	50

GOOSE LANE

STATION	COMMON EXC. (S.F.)	FILL AREA (S.F.)	COMMON EXC. VOL. (C.Y.)	FILL VOL. (C.Y.)	EXPANDED FILL VOL (C.Y.)
117+75	34	0	---	---	---
118+00	34	0	31	0	0
118+50	13	11	43	11	15
119+00	0	55	12	62	80
119+25	2	112	1	78	101
119+58	2	112	3	138	179
TOTAL			90	289	375

MALLARD LANE

STATION	COMMON EXC. (S.F.)	FILL AREA (S.F.)	COMMON EXC. VOL. (C.Y.)	FILL VOL. (C.Y.)	EXPANDED FILL VOL (C.Y.)
127+65	33	1	---	---	---
128+00	33	1	42	1	2
128+50	43	0	71	1	1
129+00	54	20	90	19	25
129+25	72	28	58	23	29
129+53	72	28	74	30	38
TOTAL			335	74	95

FRONTAGE ROAD

STATION	COMMON EXC. (S.F.)	FILL AREA (S.F.)	COMMON EXC. VOL. (C.Y.)	FILL VOL. (C.Y.)	EXPANDED FILL VOL (C.Y.)
292+50	116	4	---	---	---
293+00	114	4	213	8	10
293+50	100	4	198	8	10
294+00	90	4	176	8	10
294+50	73	4	151	8	10
295+00	32	7	97	11	14
295+50	67	4	92	11	14
296+00	56	5	114	8	11
296+50	20	15	70	18	24
297+00	0	76	19	84	109
297+50	44	79	41	143	186
298+00	19	170	59	231	300
298+50	32	128	47	277	360
299+00	57	99	82	210	273
299+50	74	44	122	132	172
299+84	74	44	94	55	72
TOTAL			1,575	1,212	1,575

IITH AVENUE

STATION	COMMON EXC. (S.F.)	FILL AREA (S.F.)	COMMON EXC. VOL. (C.Y.)	FILL VOL. (C.Y.)	EXPANDED FILL VOL (C.Y.)
8'A'+15	42	3	---	---	---
8'A'+25	42	3	16	1	1
8'A'+50	25	0	31	1	1
8'A'+85	22	0	31	0	0
9'A'+00	29	0	15	0	0
9'A'+50	14	2	40	2	3
10'A'+00	82	1	89	3	4
10'A'+25	50	4	61	2	3
10'A'+50	49	0	46	2	3
10'A'+56	49	0	11	0	0
TOTAL			340	11	15

8

LEVELS ON • 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 59, 60, 61, 62, 63

STATE PROJECT NUMBER: 6999-03-73	HWY: CTH N	COUNTY: MARATHON	EARTHWORK DATA	SCALE, FEET 0 N/A	SHEET NO: 253	E

FILE NAME : g:\2001\20012047\MS\Planset-South\earthwork tables.dgn PLOT DATE : 03/13/03 PLOT BY : $$...plotuser...$$ PLOT NAME : ORG DATE : Originator : Dist PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 43

SEDIMENT REMOVAL

STATION	LOCATION	REMOVAL AREA (S.F.)	REMOVAL VOLUME (C.Y.)
35+20	LT	0	--
35+50	LT	272	151
36+00	LT	244	478
36+50	LT	89	308
37+00	LT	9	91
37+50	LT	2	10
38+00	LT	8	10
38+50	LT	6	13
39+00	LT	13	18
39+50	LT	22	33
40+00	LT	32	50
40+50	LT	28	55
41+00	LT	47	69
41+50	LT	77	115
42+00	LT	133	194
42+50	LT	211	318
43+00	LT	355	524
43+50	LT	367	668
44+00	LT	258	578
44+50	LT	165	391
45+00	LT	169	309
45+50	LT	389	517
45+78	LT	389	404
45+90	LT	0	87
TOTAL			5,390

STATION	LOCATION	REMOVAL AREA (S.F.)	REMOVAL VOLUME (C.Y.)
34+85	RT	0	--
35+00	RT	110	31
35+50	RT	42	141
36+00	RT	39	75
36+50	RT	24	58
37+00	RT	12	33
37+50	RT	11	21
38+00	RT	15	23
38+50	RT	12	25
39+00	RT	18	28
39+50	RT	20	36
40+00	RT	86	99
40+50	RT	113	185
41+00	RT	161	254
41+50	RT	156	293
42+00	RT	137	271
42+50	RT	144	260
43+00	RT	127	251
43+10	RT	127	47
43+35	RT	0	59
TOTAL			2,190

SELECT BORROW EXCAVATION, CLEAR STONE

STATION	LOCATION	AREA (S.F.)	VOLUME (C.Y.)
35+20	LT	0	--
35+50	LT	79	44
36+00	LT	72	140
36+50	LT	58	120
37+00	LT	54	104
37+50	LT	52	98
38+00	LT	46	91
38+50	LT	47	86
39+00	LT	52	90
39+50	LT	57	101
40+00	LT	60	108
40+50	LT	62	113
41+00	LT	70	122
41+50	LT	85	143
42+00	LT	99	170
42+50	LT	100	184
43+00	LT	119	203
43+50	LT	137	237
44+00	LT	190	303
44+50	LT	262	419
45+00	LT	321	540
45+50	LT	322	595
45+78	LT	322	333
45+90	LT	0	71
TOTAL			4,415

STATION	LOCATION	AREA (S.F.)	VOLUME (C.Y.)
34+85	RT	0	--
35+00	RT	22	6
35+50	RT	20	38
36+00	RT	26	43
36+50	RT	28	50
37+00	RT	32	55
37+50	RT	35	61
38+00	RT	35	65
38+50	RT	41	70
39+00	RT	43	77
39+50	RT	46	82
40+00	RT	43	83
40+50	RT	49	86
41+00	RT	54	96
41+50	RT	59	105
42+00	RT	60	111
42+50	RT	54	106
43+00	RT	37	85
43+10	RT	37	14
43+35	RT	0	17
TOTAL			1,250

GRANULAR SUBBASE COURSE, SPECIAL

STAGE 1

STATION	AREA (S.F.)	VOLUME (C.Y.)
33+00	0	--
33+50	36	33
34+00	29	60
34+50	32	56
35+00	139	158
35+50	112	232
36+00	123	217
36+50	105	211
37+00	77	168
37+50	76	142
38+00	91	155
38+50	94	171
39+00	112	190
39+50	119	213
40+00	190	285
40+50	232	391
41+00	301	494
41+50	318	573
42+00	316	588
42+50	304	575
43+00	227	491
43+50	37	244
44+00	6	39
44+50	0	5
TOTAL		5,691

STAGE 2

STATION	AREA (S.F.)	VOLUME (C.Y.)
35+50	481	--
36+00	432	845
36+50	250	631
37+00	171	390
37+50	159	305
38+00	170	304
38+50	211	352
39+00	288	462
39+50	371	610
40+00	452	762
40+50	532	911
41+00	630	1,076
41+50	790	1,316
42+00	877	1,544
42+50	955	1,697
43+00	1,163	1,961
43+50	1,295	2,276
44+00	1,509	2,596
44+50	1,982	3,232
45+00	2,005	3,691
45+50	2,011	3,719
45+78	0	1,043
TOTAL		29,723

STAGE 4

STATION	AREA (S.F.)	VOLUME (C.Y.)
35+00	13	--
35+50	43	51
36+00	42	79
36+50	26	64
37+00	14	37
37+50	13	25
38+00	22	33
38+50	48	65
39+00	78	116
39+50	112	176
40+00	146	240
40+50	176	298
41+00	218	365
41+50	234	418
42+00	227	426
42+50	220	413
43+00	200	389
43+50	160	333
44+00	88	230
44+50	0	82
TOTAL		3,840

STATION	AREA (S.F.)	VOLUME (C.Y.)
61+53	163	--
62+00	163	284
TOTAL		284

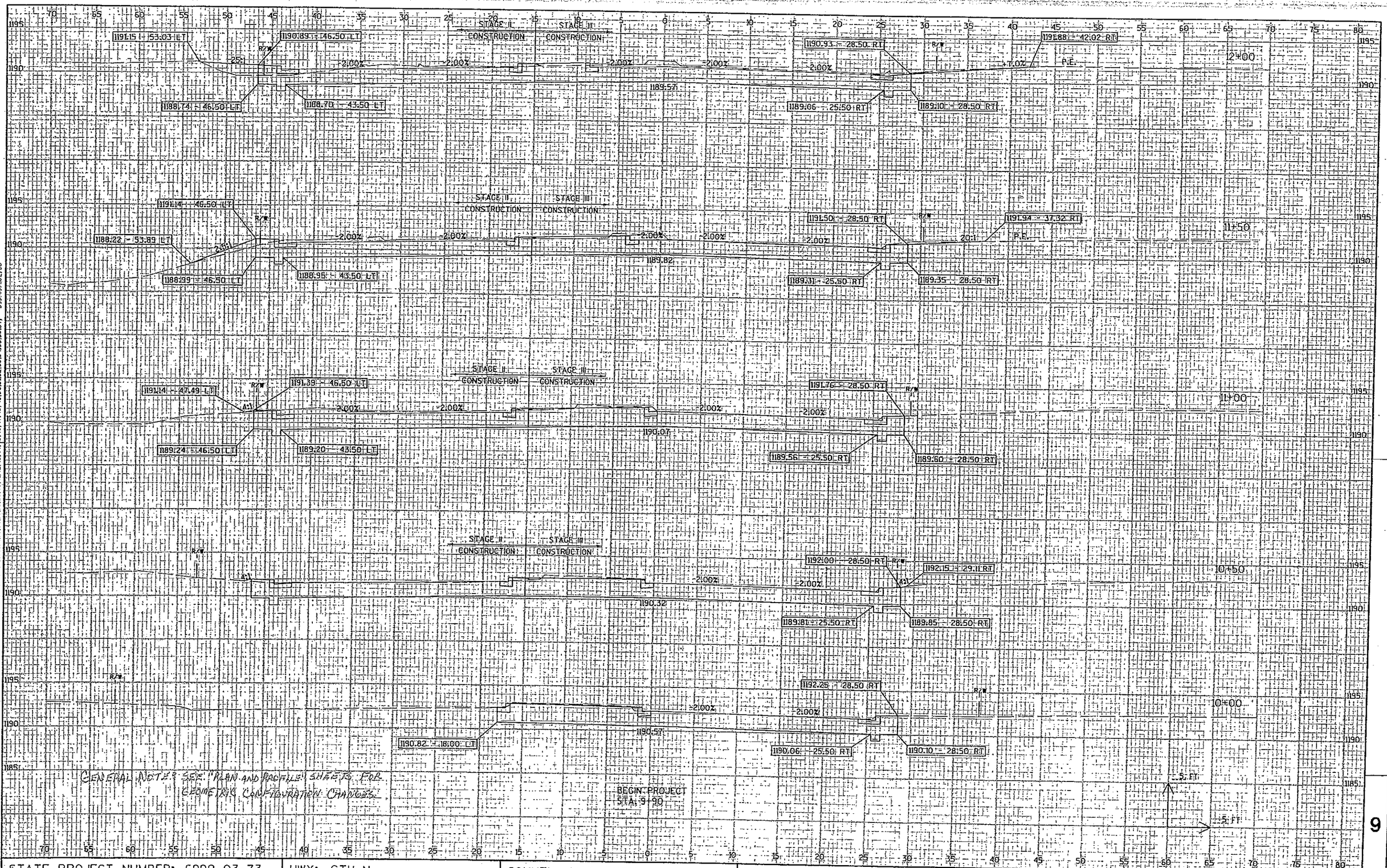
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LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,59,60,61,62,63

STATE PROJECT NUMBER: 6999-03-73	HWY: CTH N	COUNTY: MARATHON	EARTHWORK DATA	SCALE, FEET 0 N/A	SHEET NO: 254	E

FILE NAME : g:\2001\20012047\MS\Planset-South\earthwork tables.dgn PLOT DATE : 03/13/03 PLOT BY : $$...plotuser...$$ PLOT NAME : ORG DATE : Originator : Dist PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 43

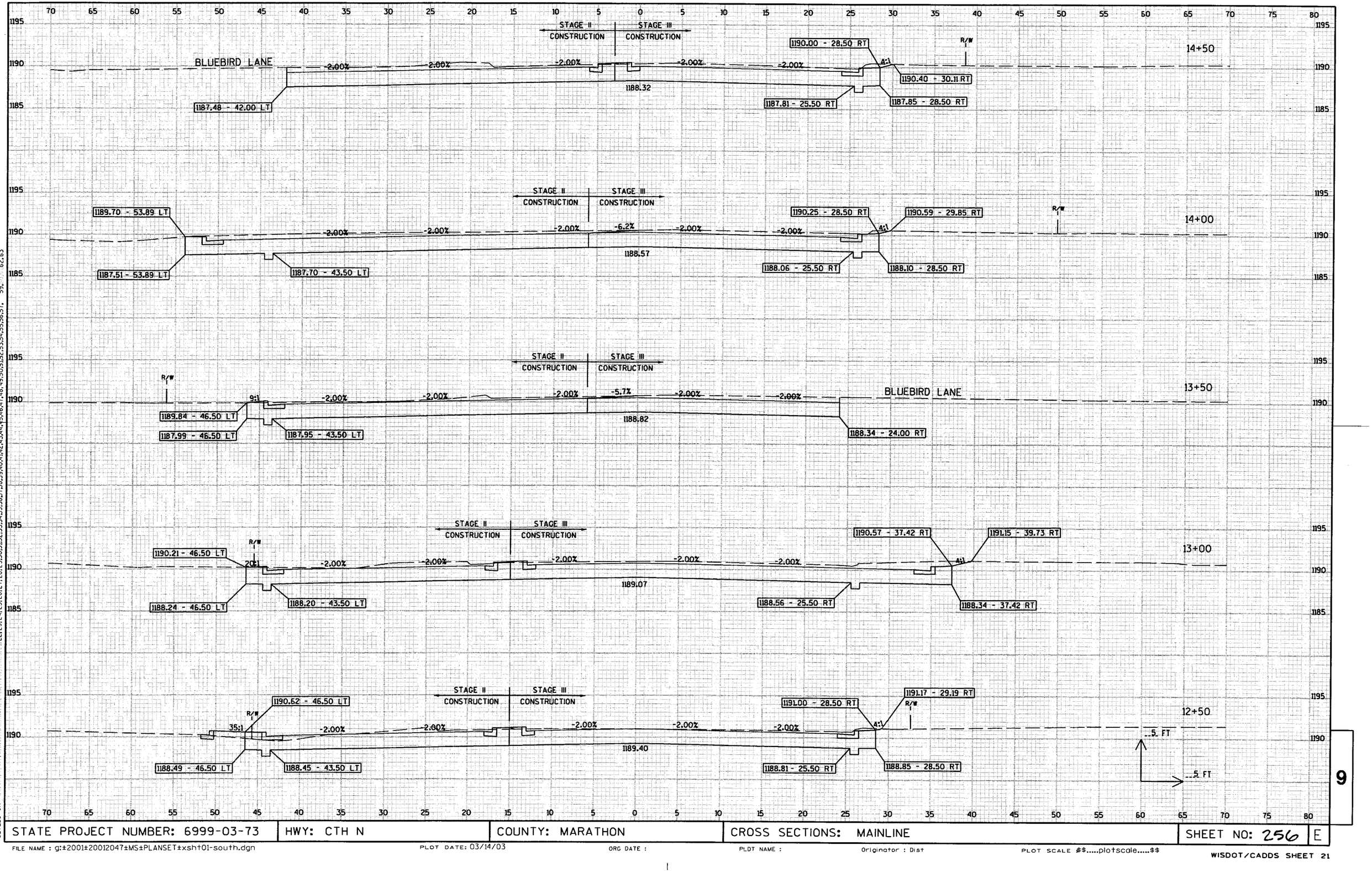


STATE PROJECT NUMBER: 6999-03-73	HWY: CTH N	COUNTY: MARATHON	CROSS SECTIONS: MAINLINE	SHEET NO: 255	E

9

FILE NAME : g:±2001±20012047±MS±PLANSET±xsht01-south.dgn
PLOT DATE: 03/14/03
ORG DATE :
PLOT NAME :
Originator : Dist
PLOT SCALE $$.....plotscale.....$$
WISDOT/CADDS SHEET 21

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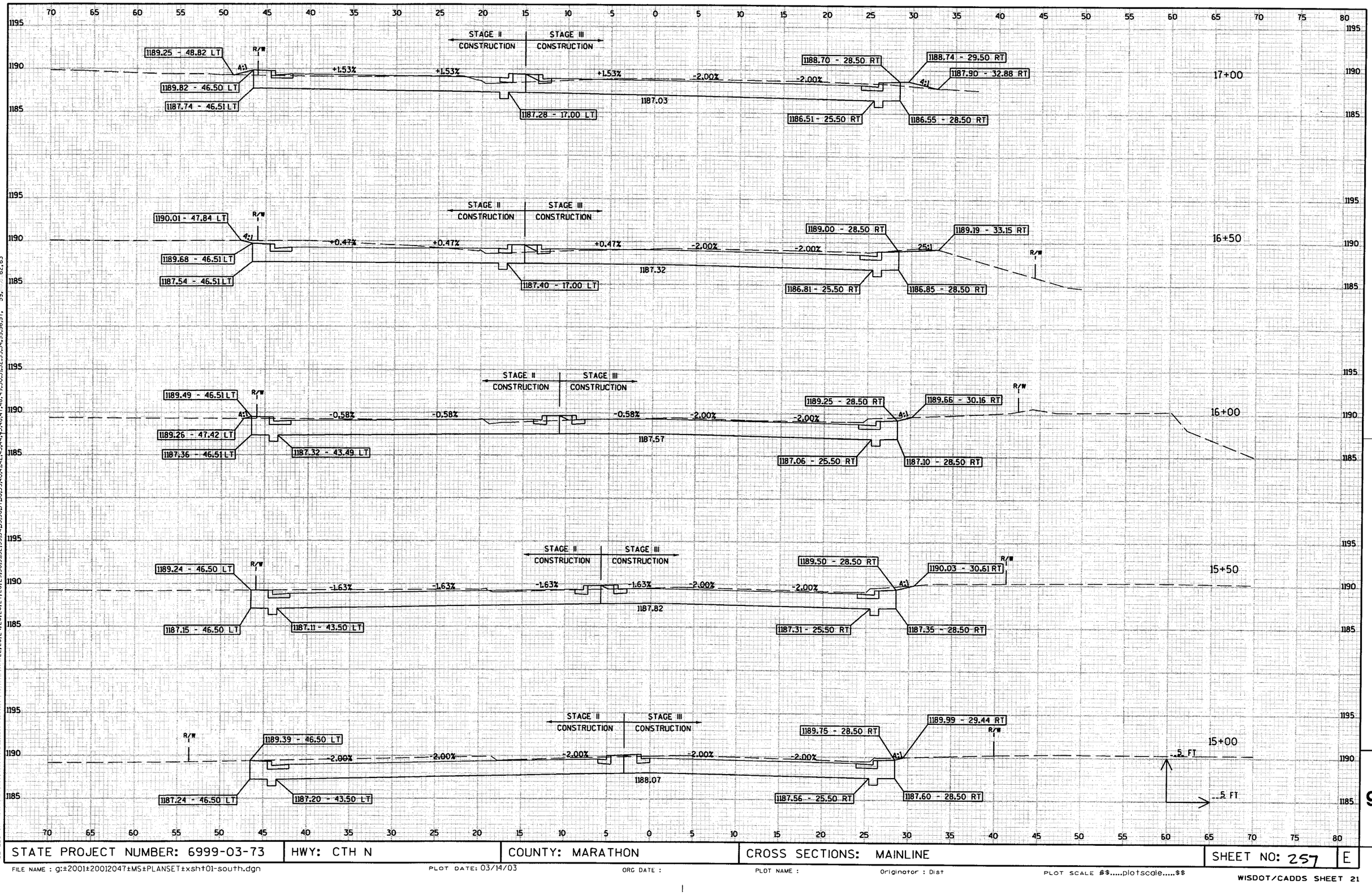
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STATE PROJECT NUMBER: 6999-03-73	HWY: CTH N	COUNTY: MARATHON	CROSS SECTIONS: MAINLINE	SHEET NO: 256	E

9

FILE NAME : g:±2001±20012047±MS±PLANSET±xsht01-south.dgn PLOT DATE: 03/14/03 ORG DATE : PLOT NAME : Originator : Dist PLOT SCALE $$.....plotscale.....$$

WISDOT/CADDS SHEET 21



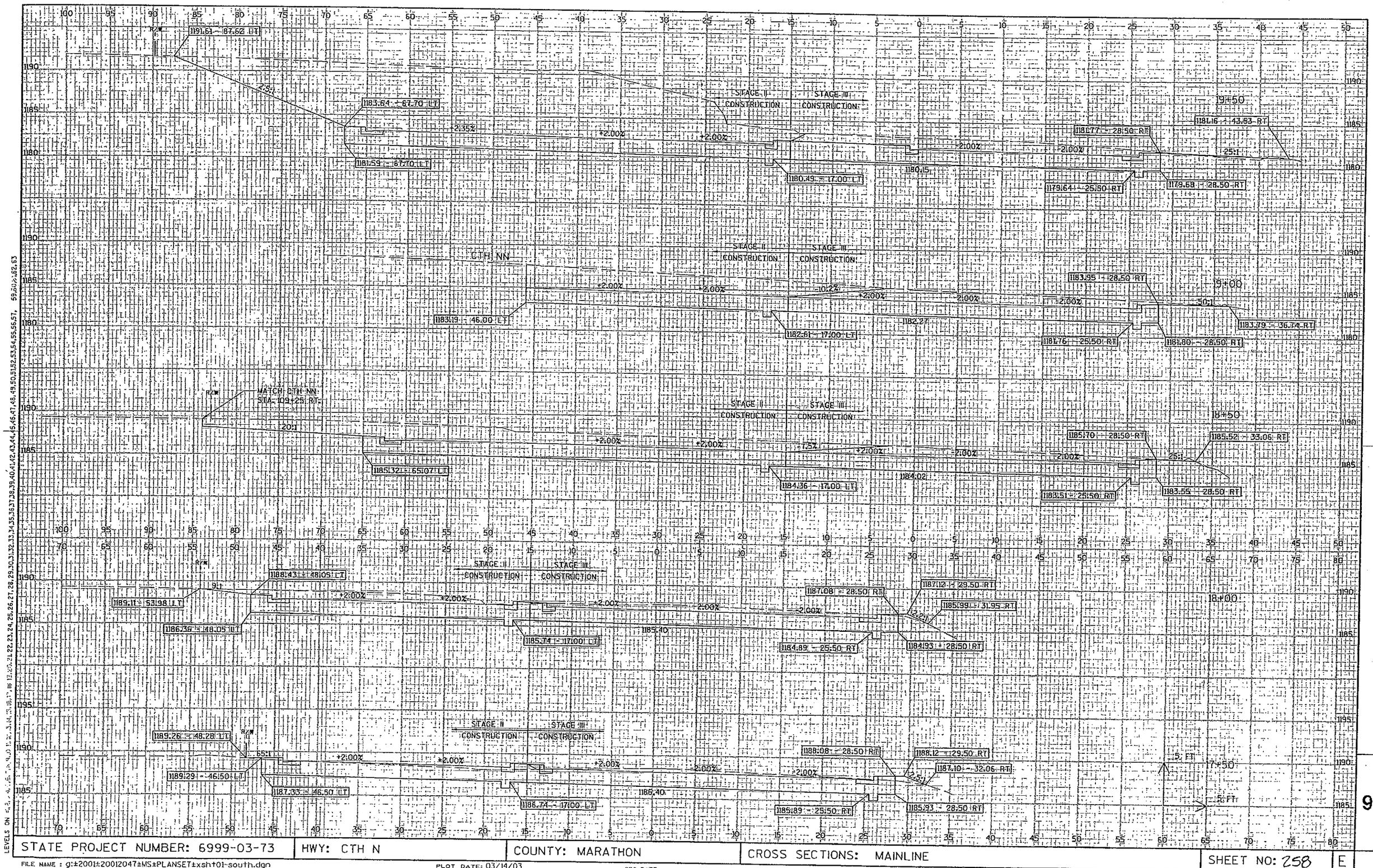
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STATE PROJECT NUMBER: 6999-03-73	HWY: CTH N	COUNTY: MARATHON	CROSS SECTIONS: MAINLINE	SHEET NO: 257	E

9

FILE NAME : g:±2001±20012047±MS±PLANSET±xsht01-south.dgn PLOT DATE: 03/14/03 ORG DATE : PLOT NAME : Originator : Dist PLOT SCALE $$.....plotscale.....$$

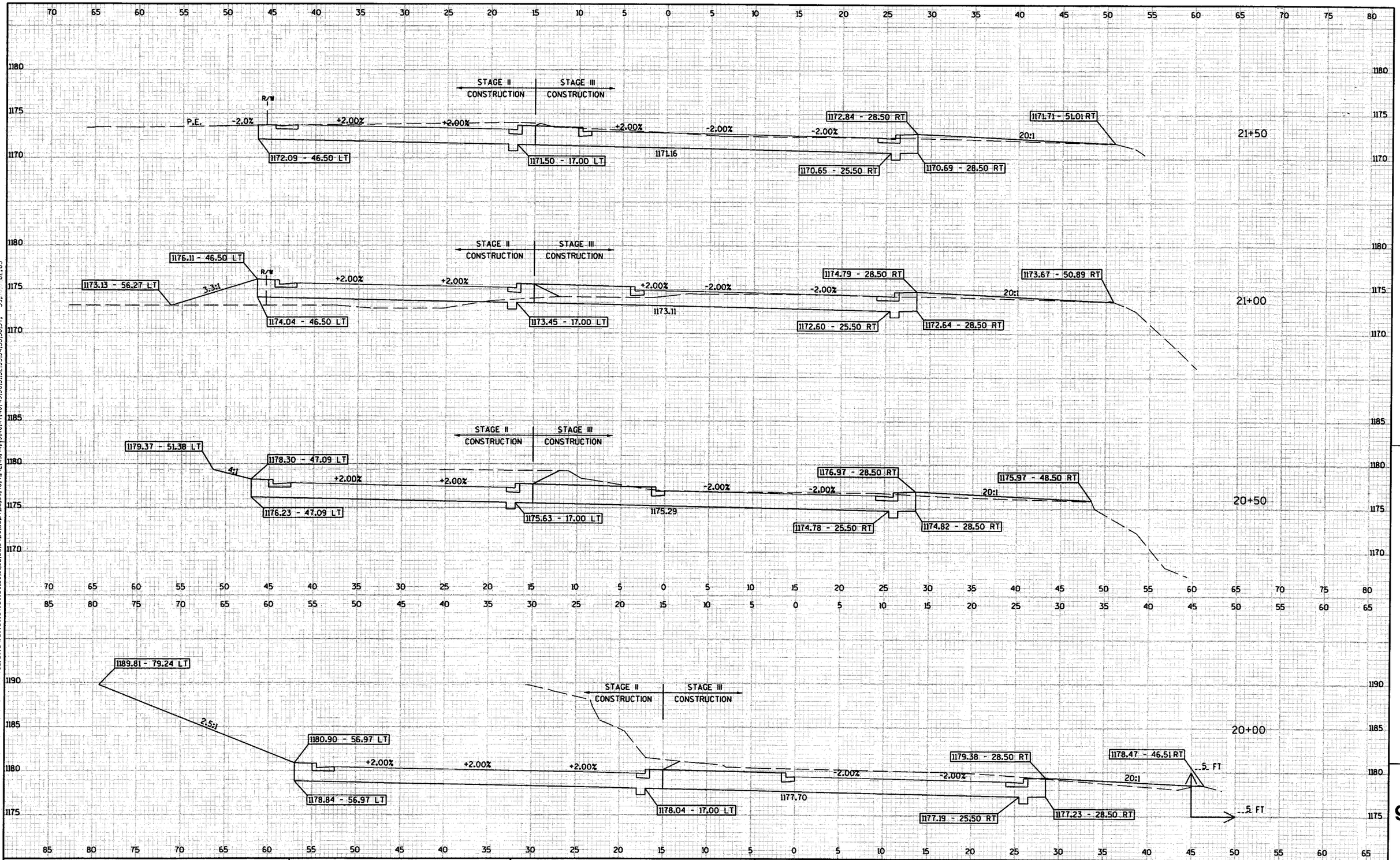
WISDOT/CADDS SHEET 21



STATE PROJECT NUMBER: 6999-03-73	HWY: CTH N	COUNTY: MARATHON	CROSS SECTIONS: MAINLINE	SHEET NO: 258	E

9

FILE NAME : g:±2001±20012047±MS±PLANSET±xsht01-south.dgn
PLOT DATE: 03/14/03
ORG DATE :
PLOT NAME :
Originator : Dist
PLOT SCALE $$.....plotscale.....$$
WISDOT/CADDS SHEET 21

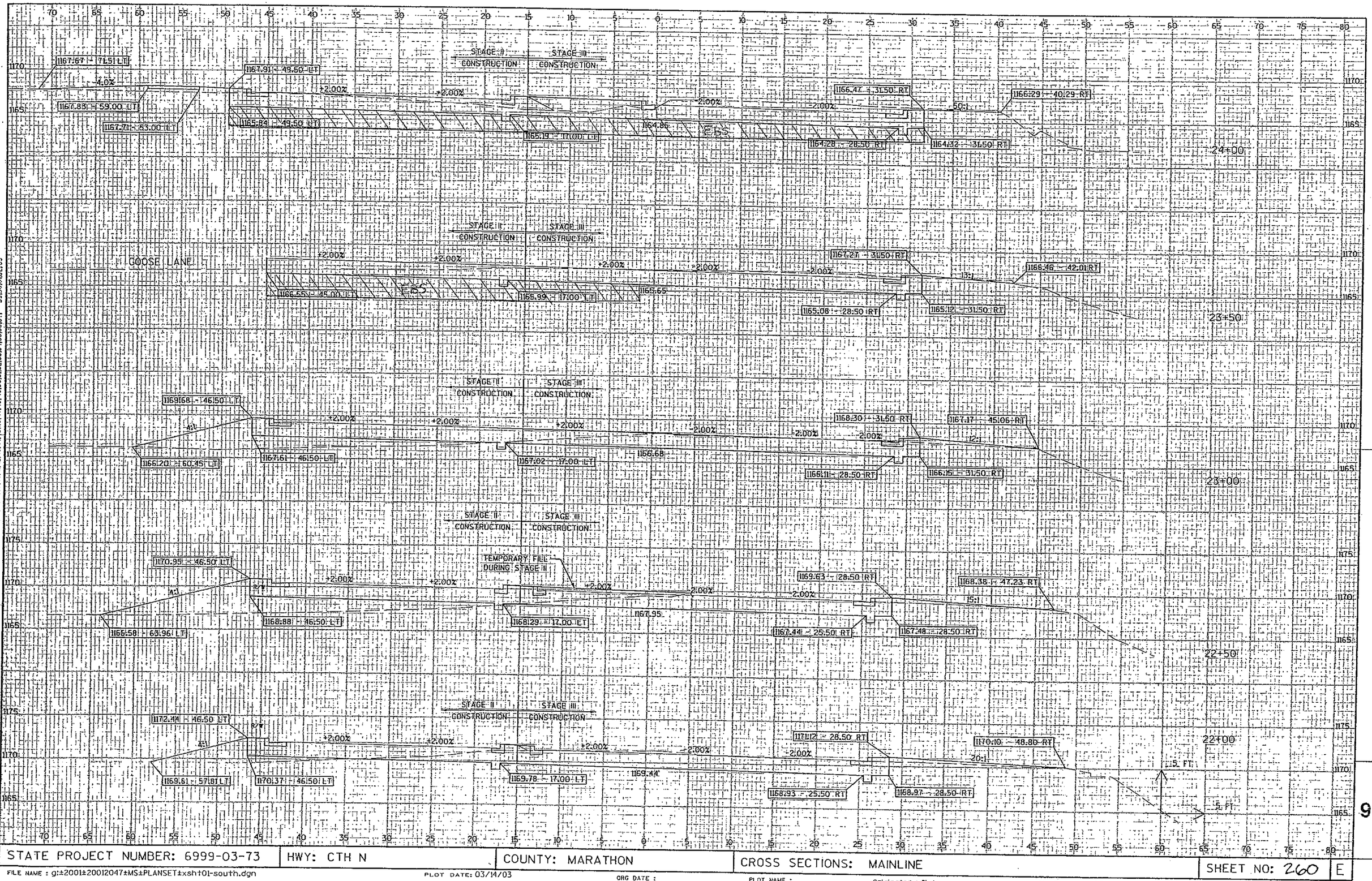


STATE PROJECT NUMBER: 6999-03-73	HWY: CTH N	COUNTY: MARATHON	CROSS SECTIONS: MAINLINE	SHEET NO: 259	E

FILE NAME : g:±2001±20012047±MS±PLANSET±xsht01-south.dgn PLOT DATE: 03/14/03 ORG DATE : PLOT NAME : Originator : Dist PLOT SCALE $$.....plotscale.....$$

WISDOT/CADDS SHEET 21

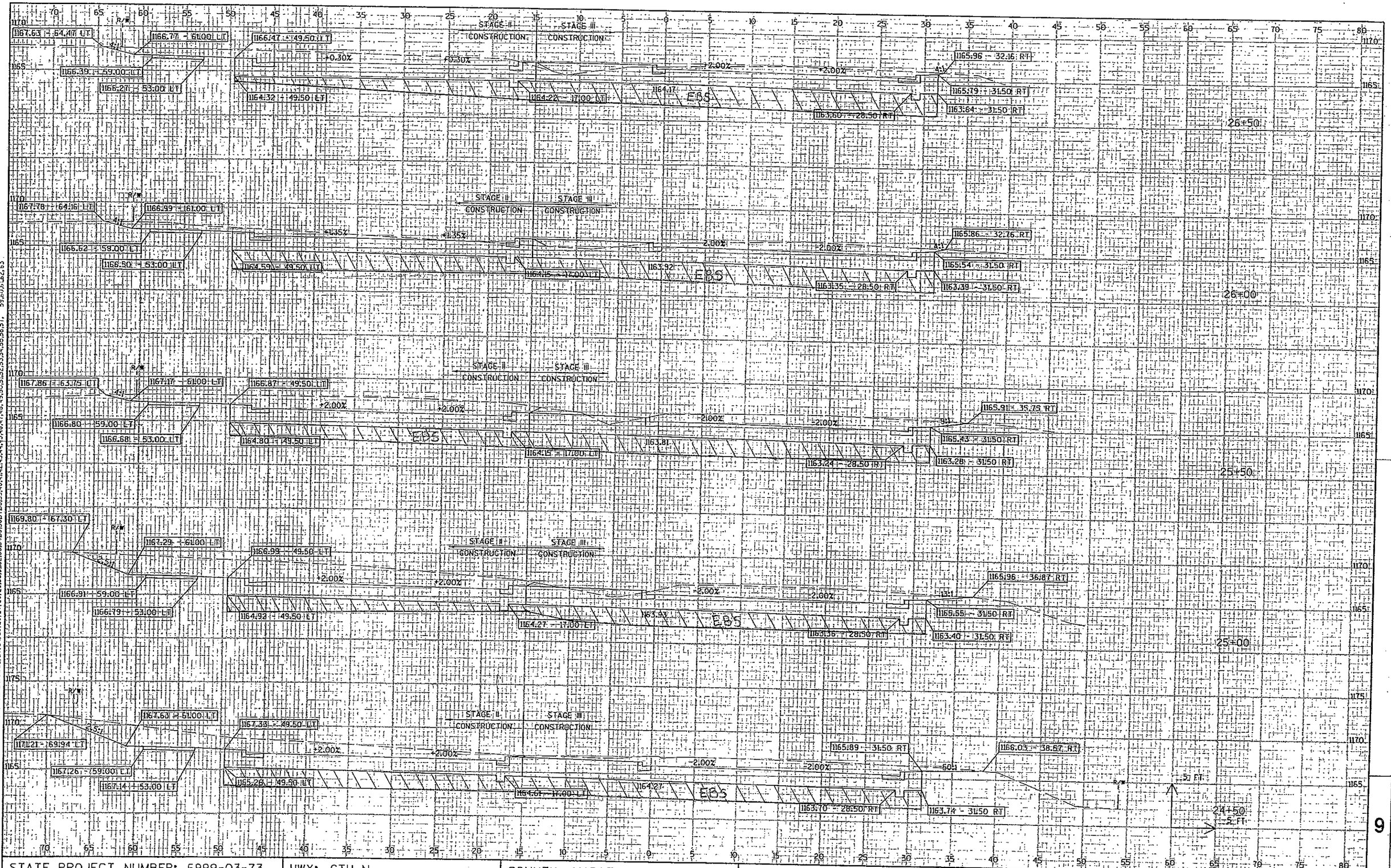
9



LEVELS ON 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57, 59,60,61,62,63

STATE PROJECT NUMBER: 6999-03-73	HWY: CTH N	COUNTY: MARATHON	CROSS SECTIONS: MAINLINE	SHEET NO: 260	E

FILE NAME : g:±2001±20012047±MS±PLANSET±xsht01-south.dgn
PLOT DATE: 03/14/03
ORG DATE :
PLOT NAME :
Originator : Dist
PLOT SCALE $$.....plotscale.....$$
WISDOT/CADDS SHEET 21

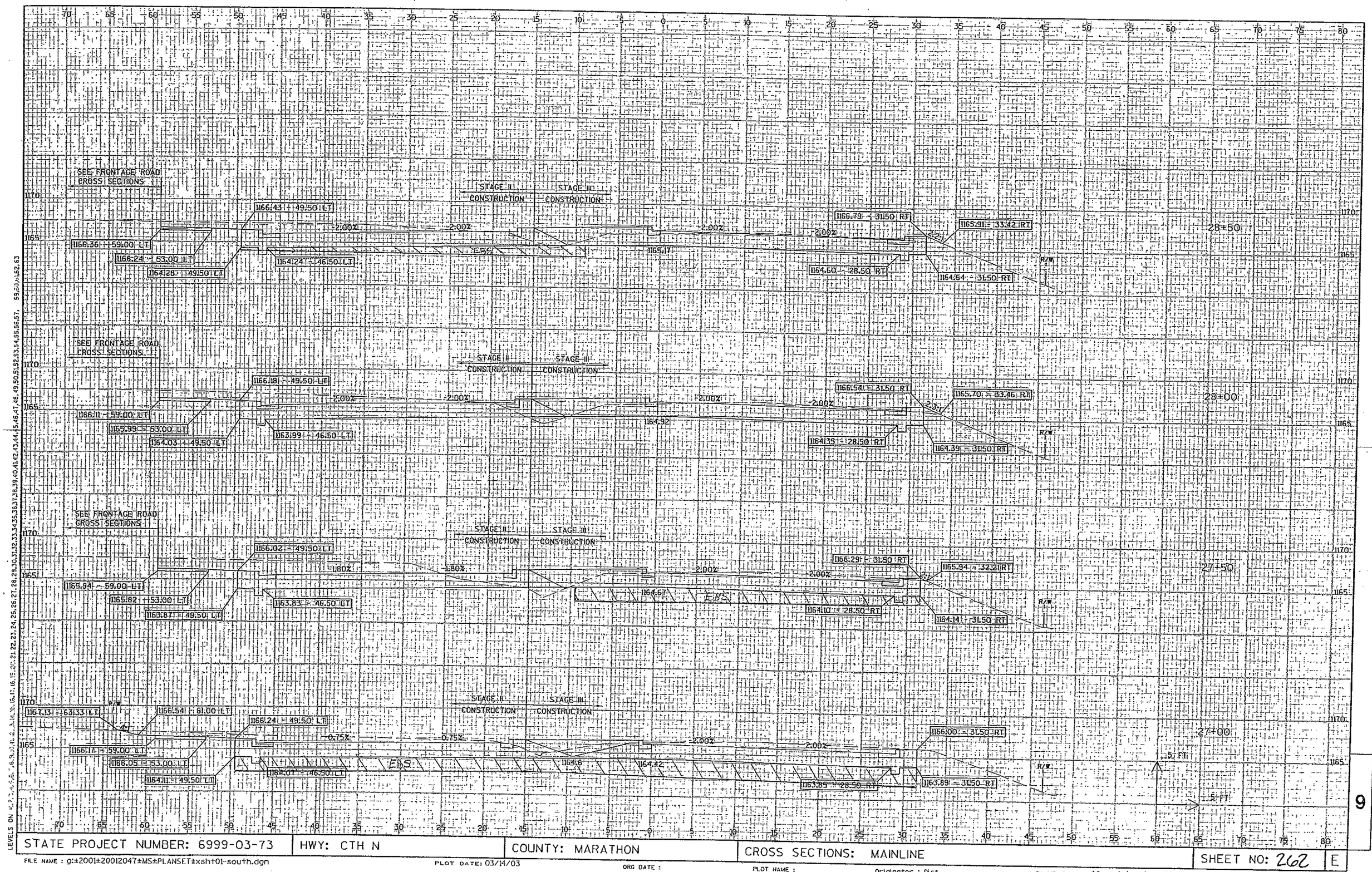


STATE PROJECT NUMBER: 6999-03-73	HWY: CTH N	COUNTY: MARATHON	CROSS SECTIONS: MAINLINE	SHEET NO: 261	E

9

FILE NAME : g:±2001±20012047±MS±PLANSET±xsht01-south.dgn
PLOT DATE: 03/14/03
ORG DATE :
PLOT NAME :
Originator : Dist
PLOT SCALE #$.....plotscale.....$$
WISDOT/CADDS SHEET 21

LEVELS ON: 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57, 59,60,61,62,63



LEVELS ON =1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57, 59,60,62,63

STATE PROJECT NUMBER: 6999-03-73	HWY: CTH N	COUNTY: MARATHON	CROSS SECTIONS: MAINLINE	SHEET NO: 262	E

9

FILE NAME : g:±2001±2001204 7±MS±PLANSET±xsht01-south.dgn
PLOT DATE: 03/14/03
ORG DATE :
PLOT NAME :
Originator : Dist
PLOT SCALE $$.....plotscale.....$$
WISDOT/CADDS SHEET 21

SEE FRONTAGE ROAD CROSS SECTIONS

STAGE II CONSTRUCTION

STAGE III CONSTRUCTION

1167.41 - 49.50 LT

1164.84 - 59.00 LT

1167.22 - 53.00 LT

1165.26 - 49.50 LT

1165.22 - 46.50 LT

2.00%

1166.16

1167.77 - 31.50 RT

1166.36 - 37.16 RT

1165.58 - 28.50 RT

1165.62 - 31.50 RT

30+50

SEE FRONTAGE ROAD CROSS SECTIONS

1167.18 - 49.50 LT

1167.11 - 59.00 LT

1166.99 - 53.00 LT

1165.03 - 49.50 LT

1164.99 - 46.50 LT

1165.92

1167.54 - 31.50 RT

1164.90 - 36.78 RT

1165.85 - 28.50 RT

1165.39 - 31.50 RT

30+00

SEE FRONTAGE ROAD CROSS SECTIONS

1166.98 - 49.50 LT

1166.86 - 59.00 LT

1166.74 - 53.00 LT

1164.78 - 49.50 LT

1164.74 - 46.50 LT

EBS

1165.67

1167.29 - 31.50 RT

1165.64 - 34.81 RT

1165.10 - 28.50 RT

1165.14 - 31.50 RT

29+50

SEE FRONTAGE ROAD CROSS SECTIONS

1166.68 - 49.50 LT

1166.61 - 59.00 LT

1166.49 - 53.00 LT

1164.53 - 49.50 LT

1164.49 - 46.50 LT

EBS

1165.4

1165.42

1167.04 - 31.50 RT

1166.04 - 33.62 RT

1164.85 - 28.50 RT

1164.89 - 31.50 RT

29+00

5 FT

5 FT

9

STATE PROJECT NUMBER: 6999-03-73	HWY: CTH N	COUNTY: MARATHON	CROSS SECTIONS: MAINLINE	SHEET NO: 263	E

FILE NAME : g:±2001±20012047±MS±PLANSET±xsht01-south.dgn

PLOT DATE: 03/14/03

ORG DATE :

PLOT NAME :

Originator : Dist

PLOT SCALE $$.....plotscale.....$$

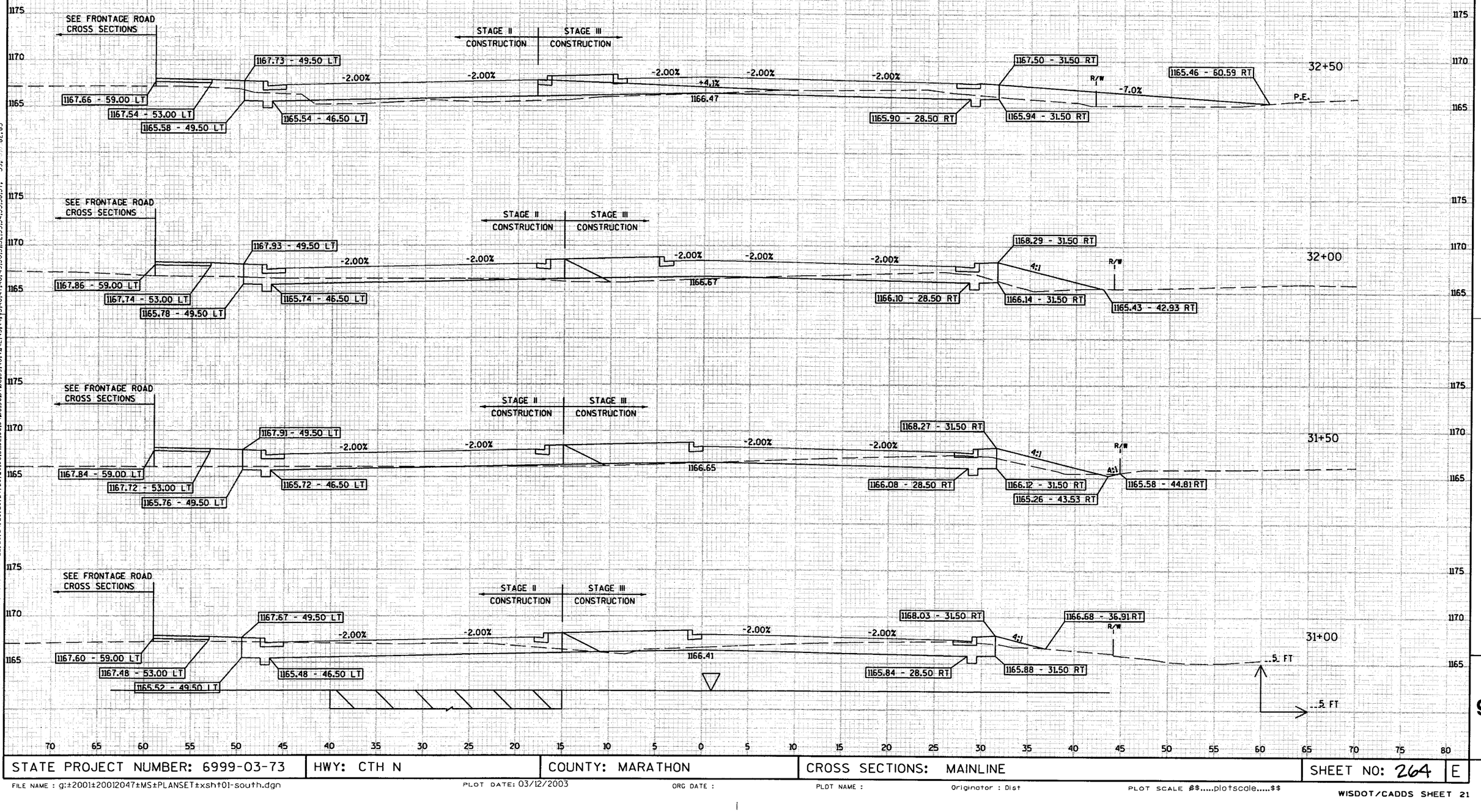
WISDOT/CADDS SHEET 21

LEVELS ON =1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,59,60,62,63

LEGEND

PETROLEUM IMPACTED SOIL AND/OR GROUNDWATER

WATER TABLE (APPROXIMATE)



STATE PROJECT NUMBER: 6999-03-73	HWY: CTH N	COUNTY: MARATHON	CROSS SECTIONS: MAINLINE	SHEET NO: 264	E

9

LEVELS ON = 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57, 59, 62,63

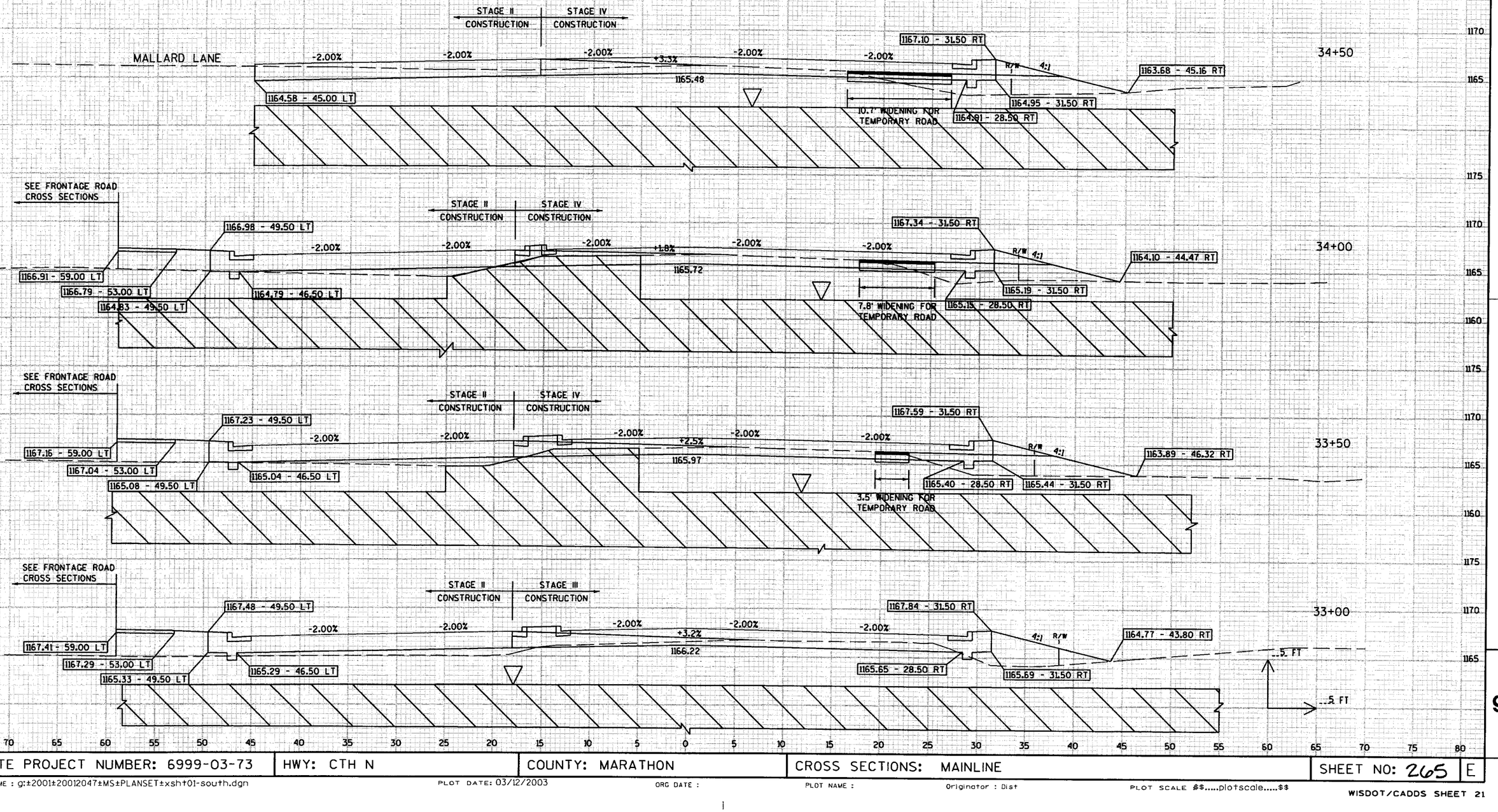
FILE NAME : g:±2001±20012047±MS±PLANSET±xsht01-south.dgn PLOT DATE: 03/12/2003 ORG DATE : PLOT NAME : Originator : Dist PLOT SCALE $$.....plotscale.....$$

WISDOT/CADDS SHEET 21

LEGEND

PETROLEUM IMPACTED SOIL AND/OR GROUNDWATER

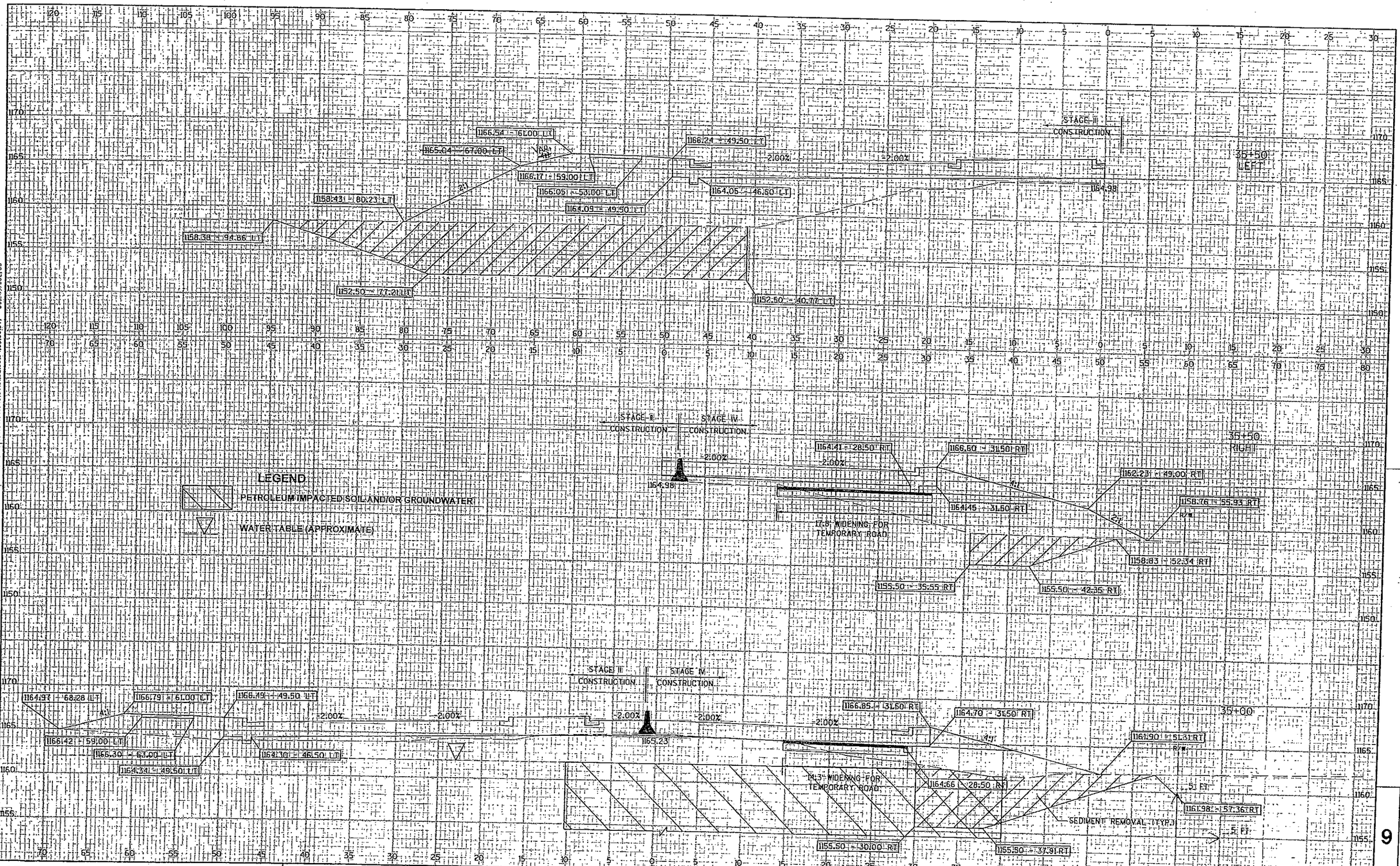
WATER TABLE (APPROXIMATE)



STATE PROJECT NUMBER: 6999-03-73	HWY: CTH N	COUNTY: MARATHON	CROSS SECTIONS: MAINLINE	SHEET NO: 265	E

9

FILE NAME : g:±2001±20012047±MS±PLANSET±xsht01-south.dgn
PLOT DATE: 03/12/2003
ORG DATE :
PLOT NAME :
Originator : Dist
PLOT SCALE $$.....plotscale.....$$
WISDOT/CADDS SHEET 21

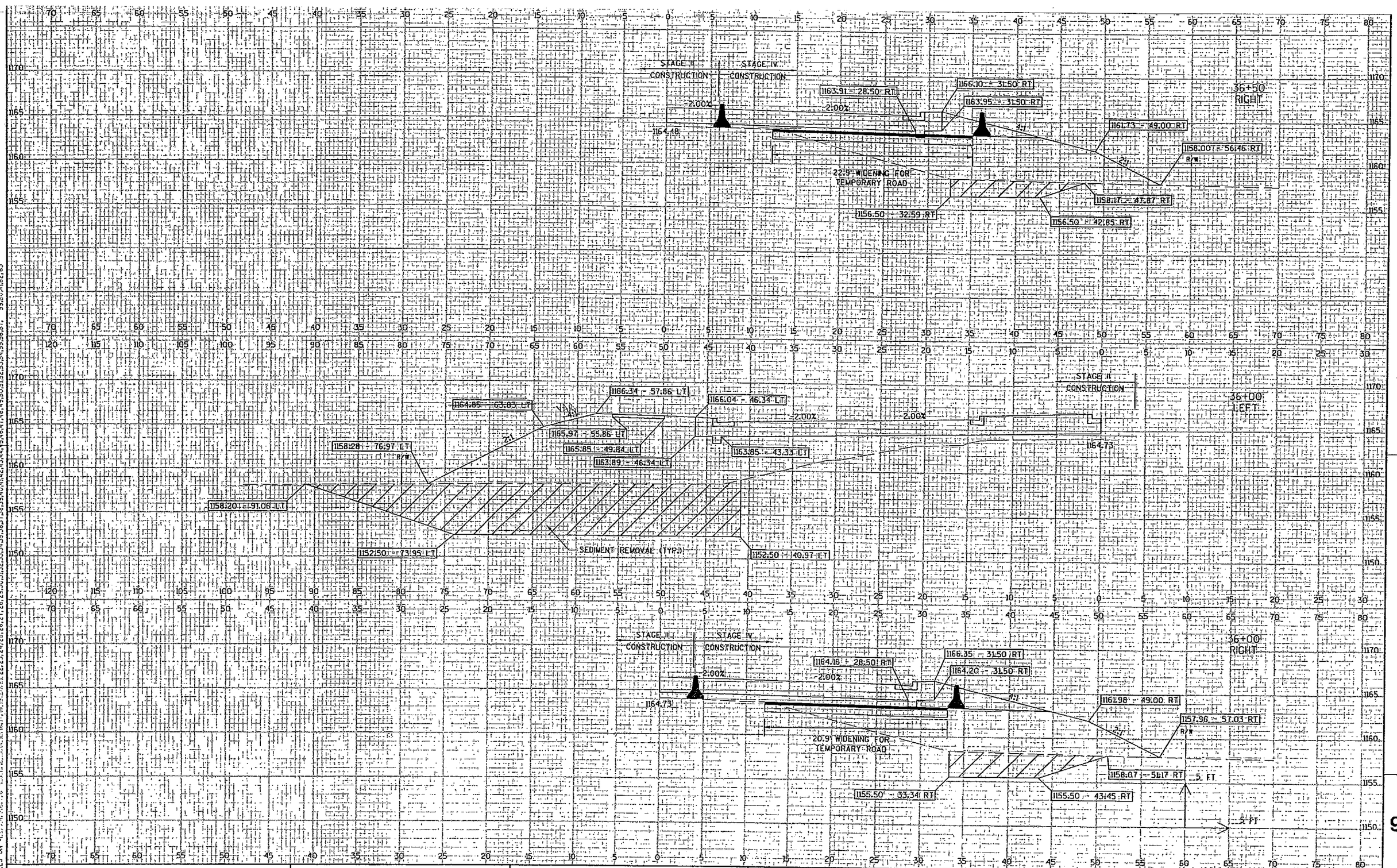


STATE PROJECT NUMBER: 6999-03-73	HWY: CTH N	COUNTY: MARATHON	CROSS SECTIONS: MAINLINE	SHEET NO: 266	E

9

FILE NAME : g:±2001±20012047±MS±PLANSET±xsht01-south.dgn
PLOT DATE: 03/12/2003
ORG DATE :
PLOT NAME :
Originator : Dist
PLOT SCALE $$.....plotscale.....$$
WISDOT/CADDS SHEET 21

LEVELS ON 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,63

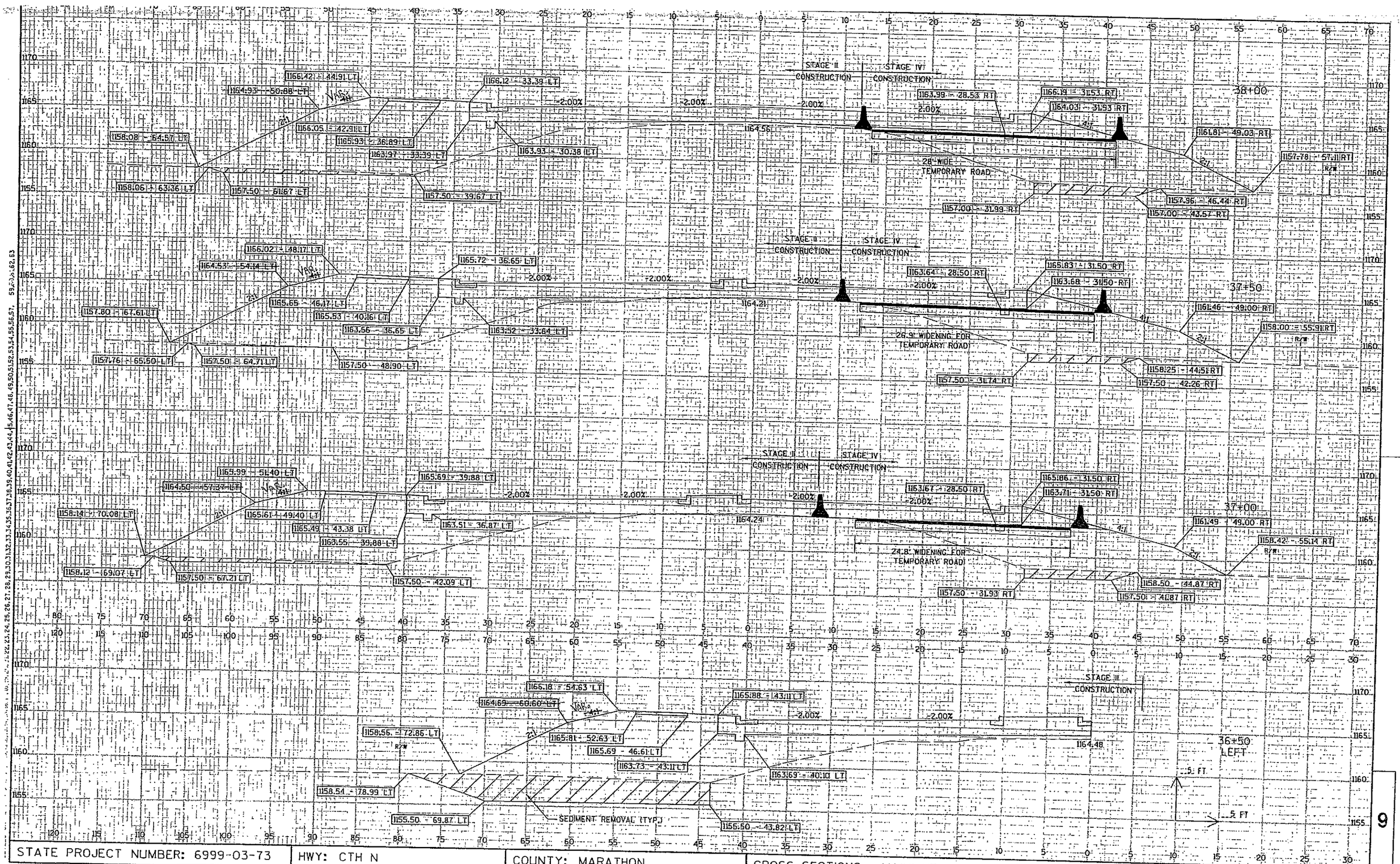


STATE PROJECT NUMBER: 6999-03-73	HWY: CTH N	COUNTY: MARATHON	CROSS SECTIONS: MAINLINE	SHEET NO: 267	E

FILE NAME : g:\2001\2001047\MS\PLANSET\xsht01-south.dgn PLOT DATE: 03/14/03 ORG DATE : PLOT NAME : Originator : Dist PLOT SCALE $$.....plotscale.....$$

WISDOT/CADDS SHEET 21

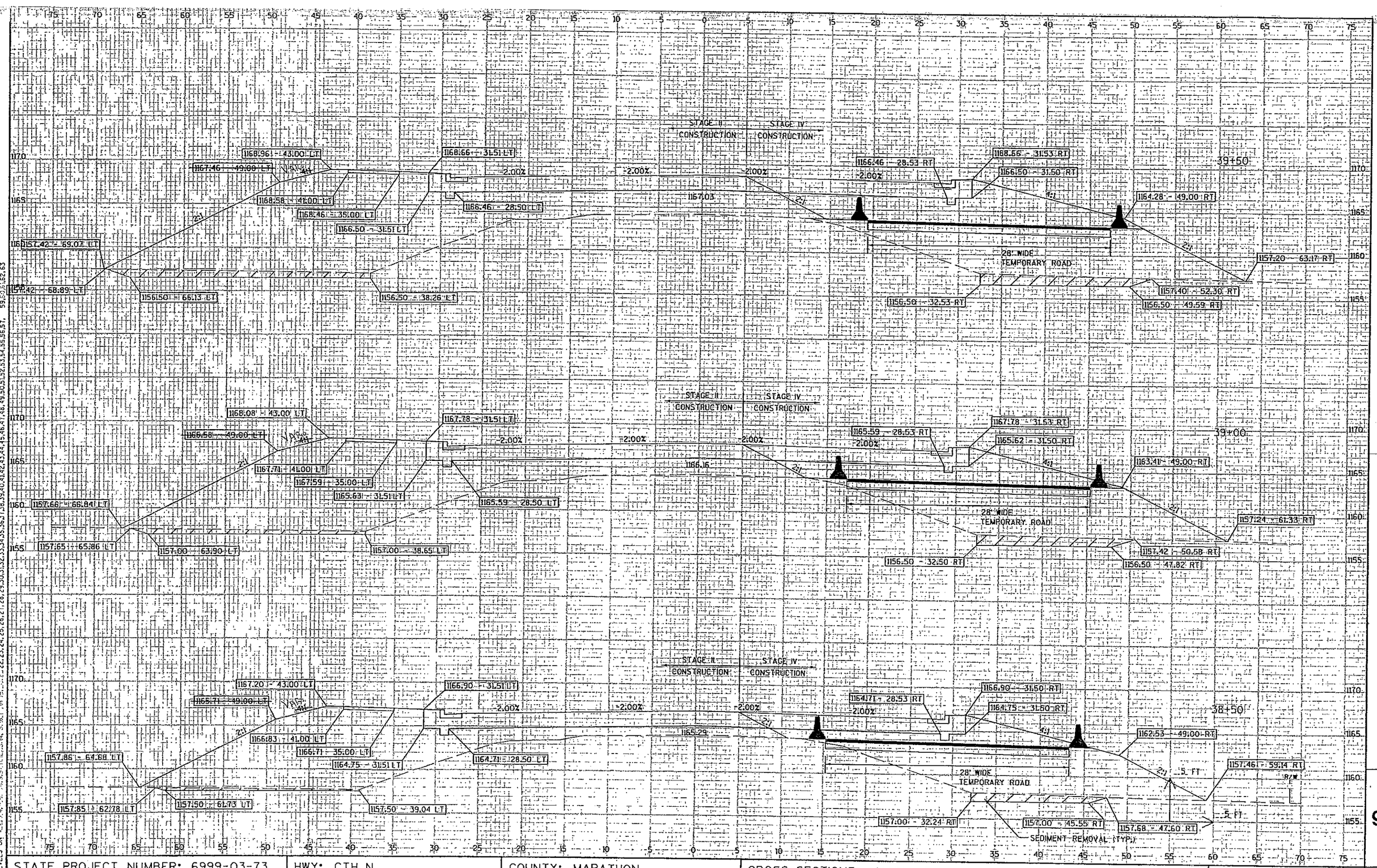
9



STATE PROJECT NUMBER: 6999-03-73	HWY: CTH N	COUNTY: MARATHON	CROSS SECTIONS: MAINLINE	SHEET NO: 268 E

9

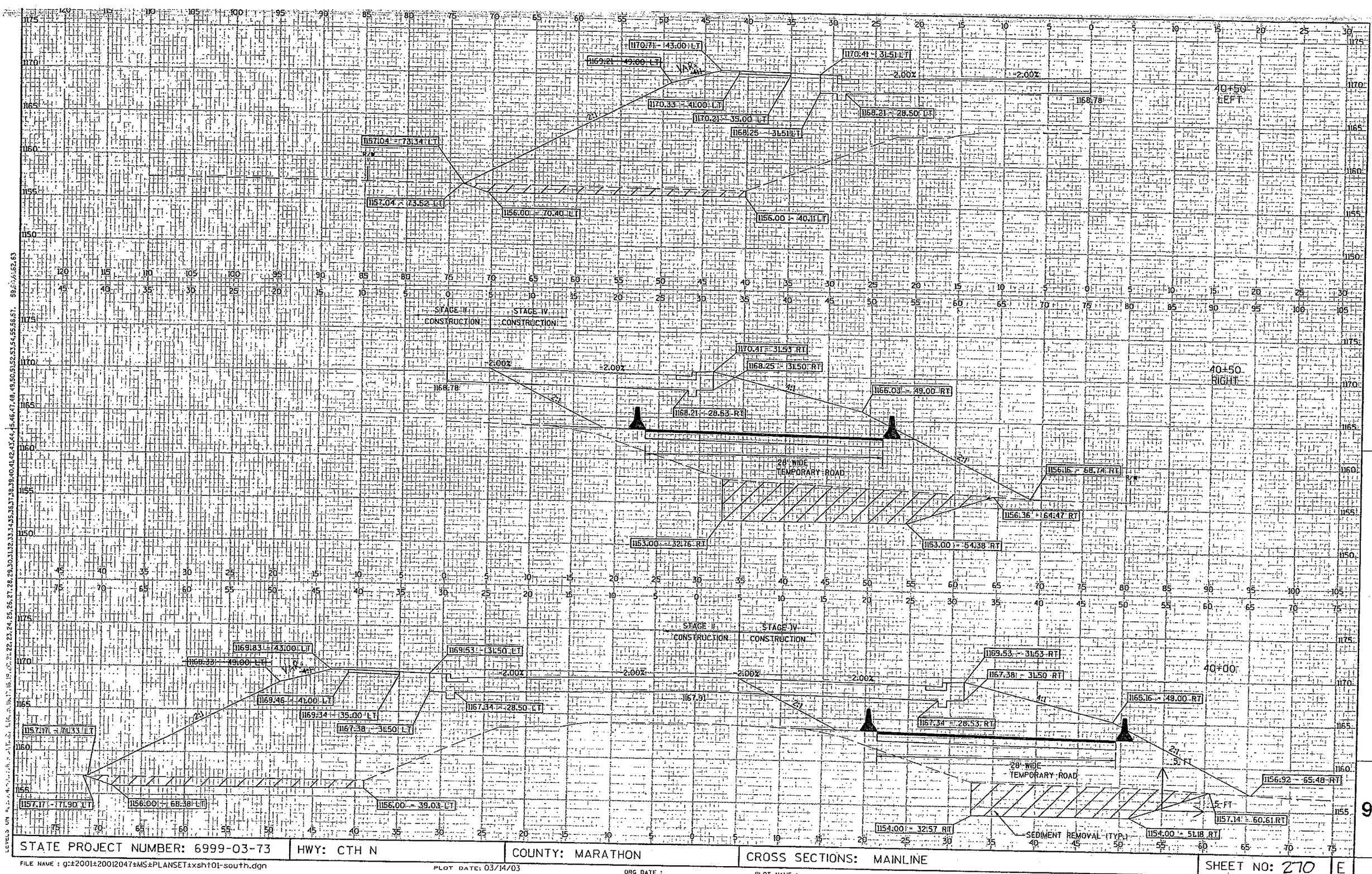
FILE NAME : g:±2001±20012047±MS±PLANSET±xsht01-south.dgn
PLOT DATE: 03/14/03
ORG DATE :
PLOT NAME :
Originator : Dist
PLOT SCALE $$.....plotscale.....$$
WISDOT/CADDS SHEET 21



STATE PROJECT NUMBER: 6999-03-73	HWY: CTH N	COUNTY: MARATHON	CROSS SECTIONS: MAINLINE	SHEET NO: 269	E

9

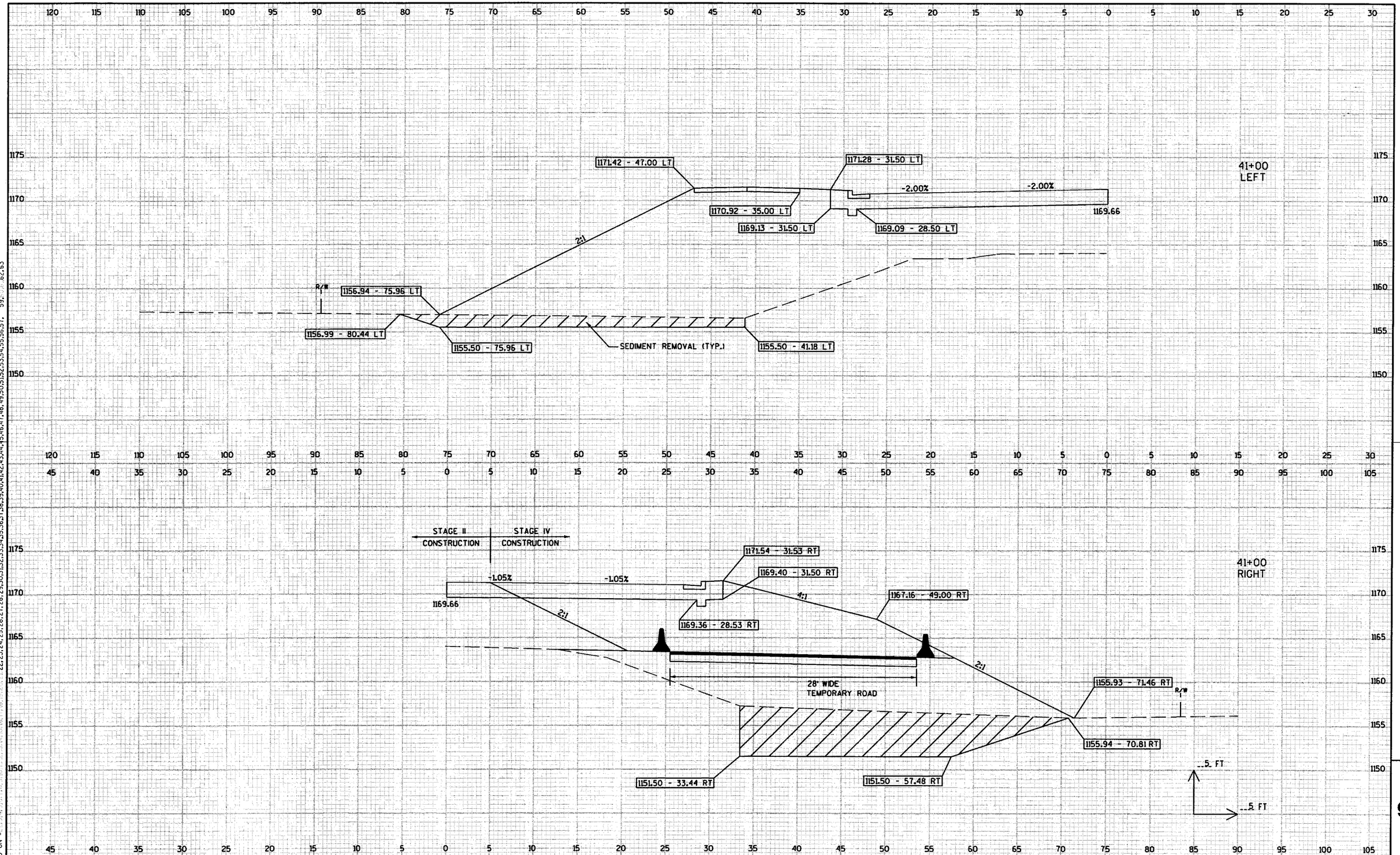
FILE NAME : g:±2001±20012047±MS±PLANSET±xsht01-south.dgn
PLOT DATE: 03/14/03
ORG DATE :
PLOT NAME :
Originator : Dist
PLOT SCALE $$.....plotscale.....$$
WISDOT/CADDS SHEET 21



STATE PROJECT NUMBER: 6999-03-73	HWY: CTH N	COUNTY: MARATHON	CROSS SECTIONS: MAINLINE	SHEET NO: 270	E

9

FILE NAME : g:±2001±20012047±MS±PLANSET±xsht01-south.dgn
PLOT DATE: 03/14/03
ORG DATE :
PLOT NAME :
Originator : Olst
PLOT SCALE $$.....plotscale.....$$
WISDOT/CADDS SHEET 21

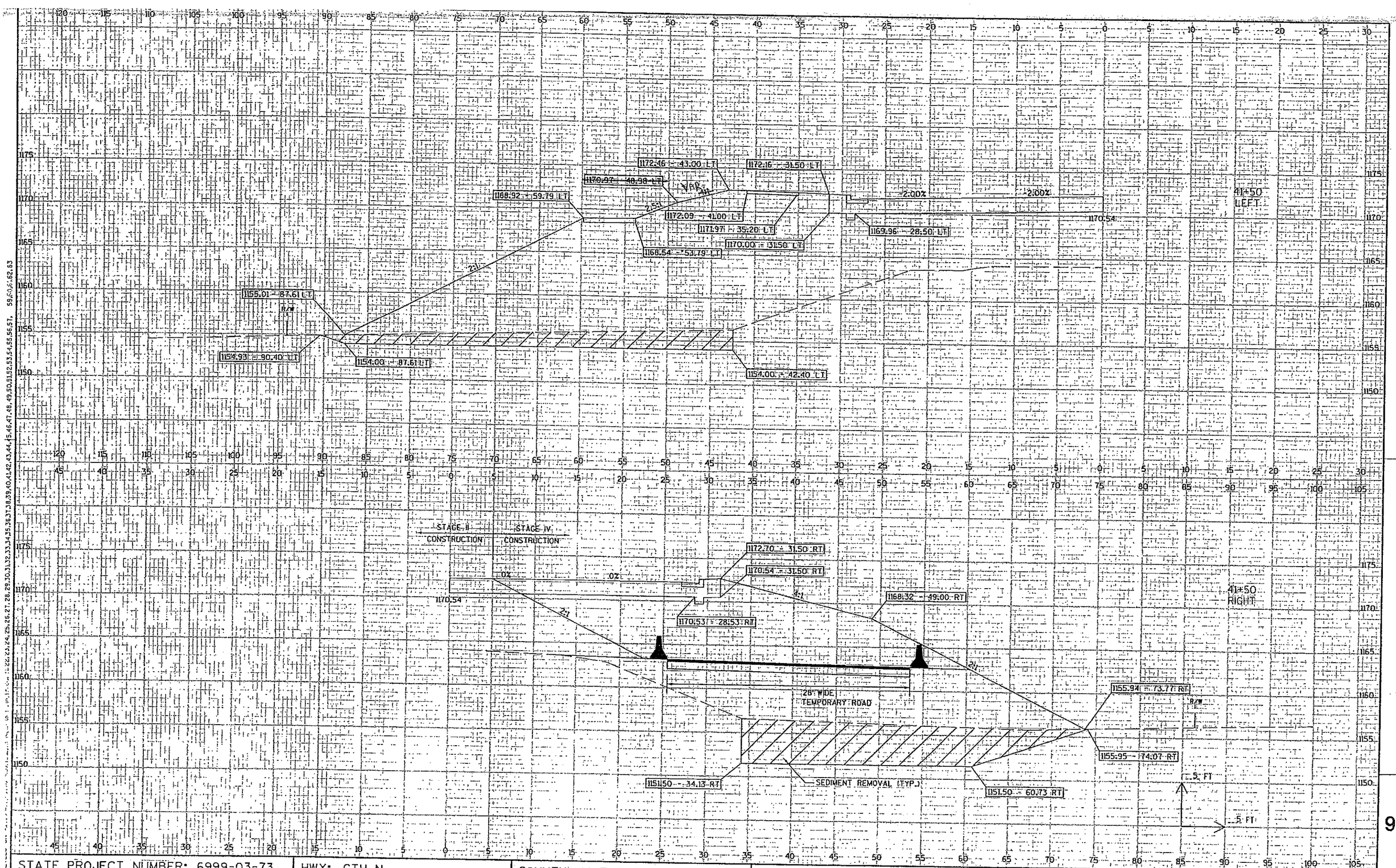


STATE PROJECT NUMBER: 6999-03-73	HWY: CTH N	COUNTY: MARATHON	CROSS SECTIONS: MAINLINE	SHEET NO: 271	E

9

FILE NAME : g:±2001±20012047±MS±PLANSET±xsht01-south.dgn PLOT DATE: 03/14/03 ORG DATE : PLOT NAME : Originator : Dist PLOT SCALE #$.....plotscale.....$$

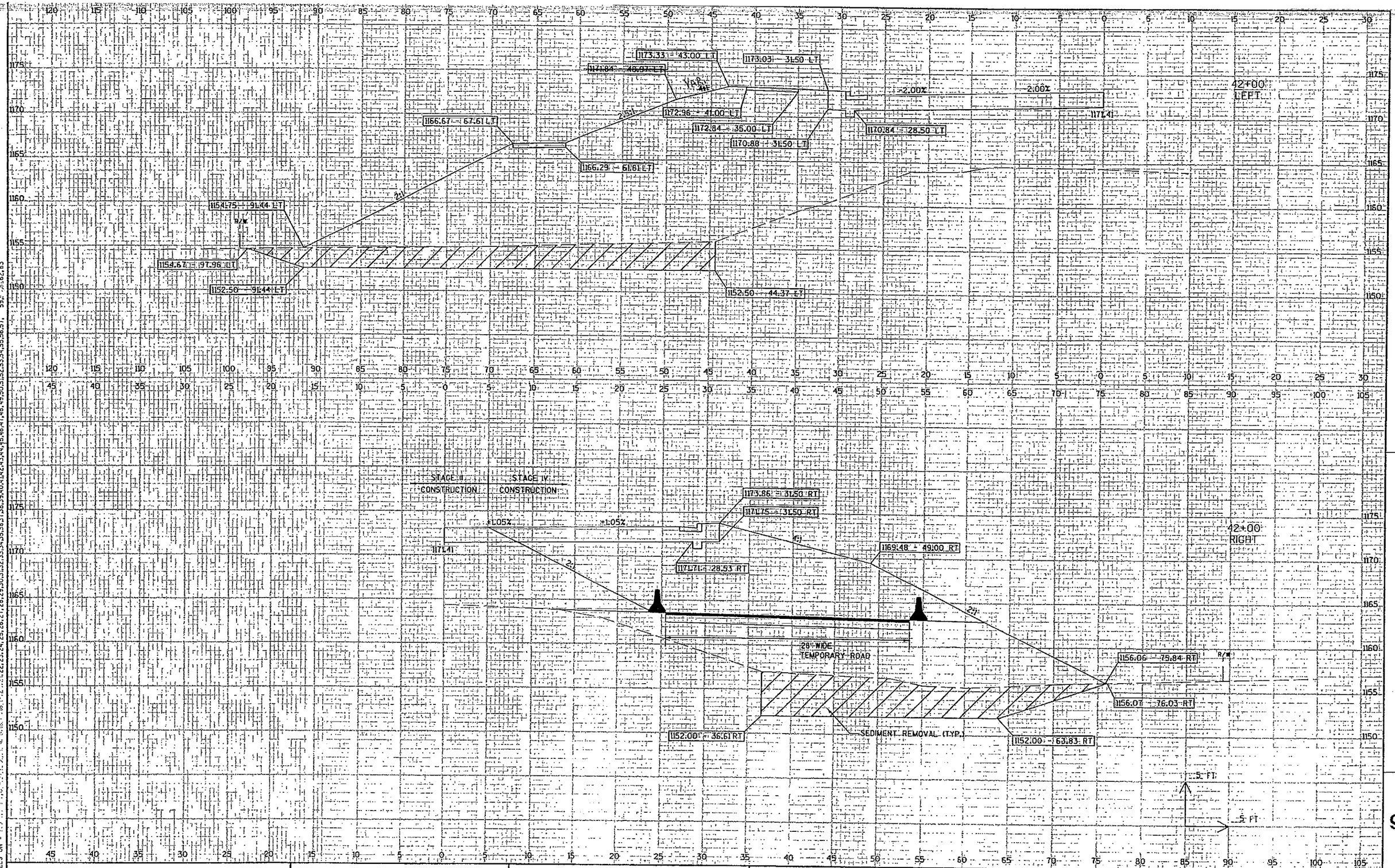
WISDOT/CADDS SHEET 21



STATE PROJECT NUMBER: 6999-03-73 | HWY: CTH N | COUNTY: MARATHON | CROSS SECTIONS: MAINLINE | SHEET NO: 272 | E

9

FILE NAME : g:±2001±20012047±MS±PLANSET±xsht01-south.dgn
PLOT DATE: 03/14/03
ORG DATE :
PLOT NAME :
Originator : Dist
PLOT SCALE $$.....plotscale.....$$
WISDOT/CADDS SHEET 21



STATE PROJECT NUMBER: 6999-03-73	HWY: CTH N	COUNTY: MARATHON	CROSS SECTIONS: MAINLINE	SHEET NO: 273	E

9

LEVELS ON = ...
FILE NAME : g:\2001\20012047\MS\PLANSET\xsht01-south.dgn
PLOT DATE: 03/14/03
ORG DATE :
PLOT NAME :
Originator : Dist
PLOT SCALE $$.....plotscale.....$$
WISDOT/CADDS SHEET 21

1175.95 - 43.00 LT

1174.46 - 48.97 LT

1175.65 - 31.50 LT

-2.00%

-2.00%

43+50
LEFT

1175.58 - 41.00 LT

1175.46 - 35.00 LT

1174.03

1173.45 - 28.50 LT

1173.49 - 31.50 LT

2:1

2:1

ROW

1154.60 - 88.68 LT

1154.71 - 101.39 LT

1149.50 - 85.75 LT

SEDIMENT REMOVAL (TYP.)

1149.50 - 20.32 LT

STAGE II CONSTRUCTION

STAGE IV CONSTRUCTION

+2.00%

+2.00%

1176.73 - 31.50 RT

1174.63 - 31.50 RT

1174.03

1174.60 - 28.53 RT

1172.35 - 49.00 RT

2:1

2:1

2:1

23' WIDENING FOR TEMPORARY ROAD

ROW

1158.20 - 110.03 RT

1157.00 - 79.71 RT

1157.00 - 110.03 RT

43+50
RIGHT

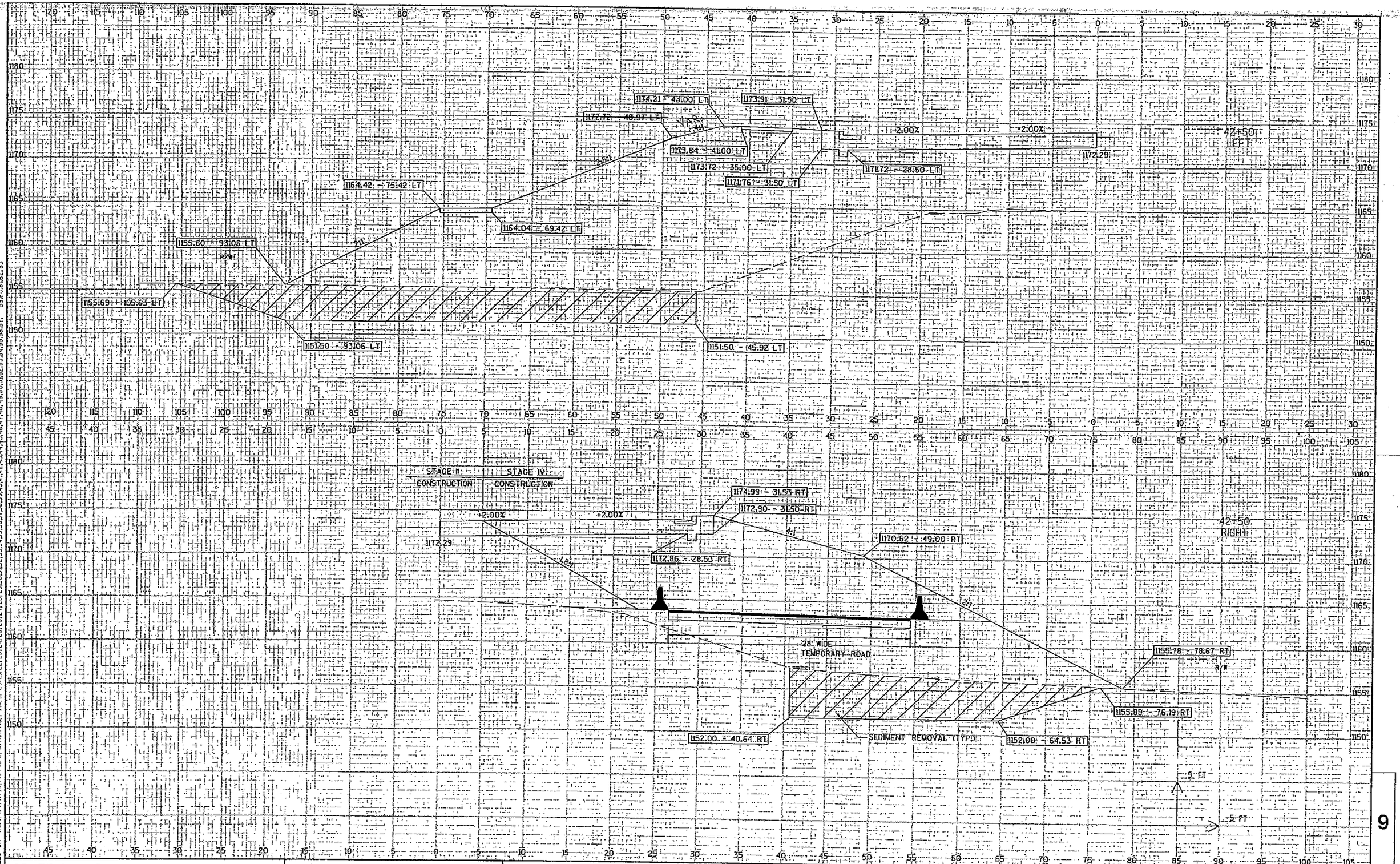
NOTE: SEE SHEET 14 FOR PLAN VIEW AND CROSS SECTION OF THE WALLEYE SPAWNING AREA.

5 FT

5 FT

STATE PROJECT NUMBER: 6999-03-73 | HWY: CTH N | COUNTY: MARATHON | CROSS SECTIONS: MAINLINE | SHEET NO: 274 | E

9



STATE PROJECT NUMBER: 6999-03-73	HWY: CTH N	COUNTY: MARATHON	CROSS SECTIONS: MAINLINE	SHEET NO: 275	E

9

FILE NAME : g:±2001±20012047±MS±PLANSET±xsht01-south.dgn
PLOT DATE: 03/14/03
ORG DATE :
PLOT NAME :
Originator : Dist
PLOT SCALE $$.....plotscale.....$$
WISDOT/CADDS SHEET 21

43+00 LEFT

1175.09 - 43.00 LT
1173.59 - 40.97 LT
1174.71 - 41.00 LT
1174.59 - 35.00 LT
1172.63 - 31.51 LT
1172.59 - 28.50 LT
1173.16
2.00%
-2.00%
2:1
FISHING PIER
1155.14 - 95.75 LT
R/W
1162.22 - 76.16 LT
1162.10 - 82.16 LT
1155.28 - 131.09 LT
1149.50 - 95.75 LT
SEDIMENT REMOVAL (TYP.)
1149.50 - 39.29 LT

STAGE II CONSTRUCTION
STAGE IV CONSTRUCTION

43+00 RIGHT

1173.77 - 31.50 RT
1171.49 - 49.00 RT
1173.73 - 28.53 RT
4:1
28' WIDE TEMPORARY ROAD
1157.27 - 77.45 RT
R/W
1157.26 - 77.68 RT
1152.50 - 47.71 RT
1152.50 - 63.40 RT
5 FT.
5 FT.

STATE PROJECT NUMBER: 6999-03-73 | HWY: CTH N | COUNTY: MARATHON | CROSS SECTIONS: MAINLINE | SHEET NO: 276 | E

9

FILE NAME : g:±2001±20012047±MS±PLANSET±xsht01-south.dgn
PLOT DATE: 03/14/03
ORG DATE :
PLOT NAME :
Originator : Olst
PLOT SCALE $$.....plotscale.....$$
WISDOT/CADDS SHEET 21

44+00
LEFT

1176.59 - 43.00 LT
1176.29 - 31.50 LT
1175.10 - 48.97 LT
1176.22 - 41.00 LT
1176.10 - 35.00 LT
1174.14 - 31.50 LT
1174.10 - 28.50 LT
1174.67
2.00%
2.00%
4:1
2:1
R/W
1154.29 - 90.60 LT
1154.35 - 96.17 LT
1151.50 - 87.62 LT
SEDIMENT REMOVAL (TYP.)

STAGE II CONSTRUCTION
STAGE IV CONSTRUCTION

44+00
RIGHT

1177.37 - 31.50 RT
+2.00%
+2.00%
1174.67
1175.28 - 31.50 RT
1175.24 - 28.53 RT
1173.00 - 49.00 RT
4:1
3:1
2:1
R/W
8.7' WIDENING FOR TEMPORARY ROAD
1158.08 - 135.21 RT
1157.00 - 81.00 RT
1157.00 - 135.21 RT
1151.50 - 41.54 RT

NOTE: SEE SHEET 14 FOR PLAN VIEW AND CROSS SECTION OF THE WALLEYE SPAWNING AREA.

5' FT
5' FT

STATE PROJECT NUMBER: 6999-03-73	HWY: CTH N	COUNTY: MARATHON	CROSS SECTIONS: MAINLINE	SHEET NO: 277	E

9

LEVELS ON = 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57, 59,60,62,63

FILE NAME : g:±2001±20012047±MS±PLANSET±xsht01-south.dgn
PLOT DATE: 03/14/03
ORG DATE :
PLOT NAME :
Originator : Dist
PLOT SCALE $$.....plotscale.....$$
WISDOT/CADDS SHEET 21

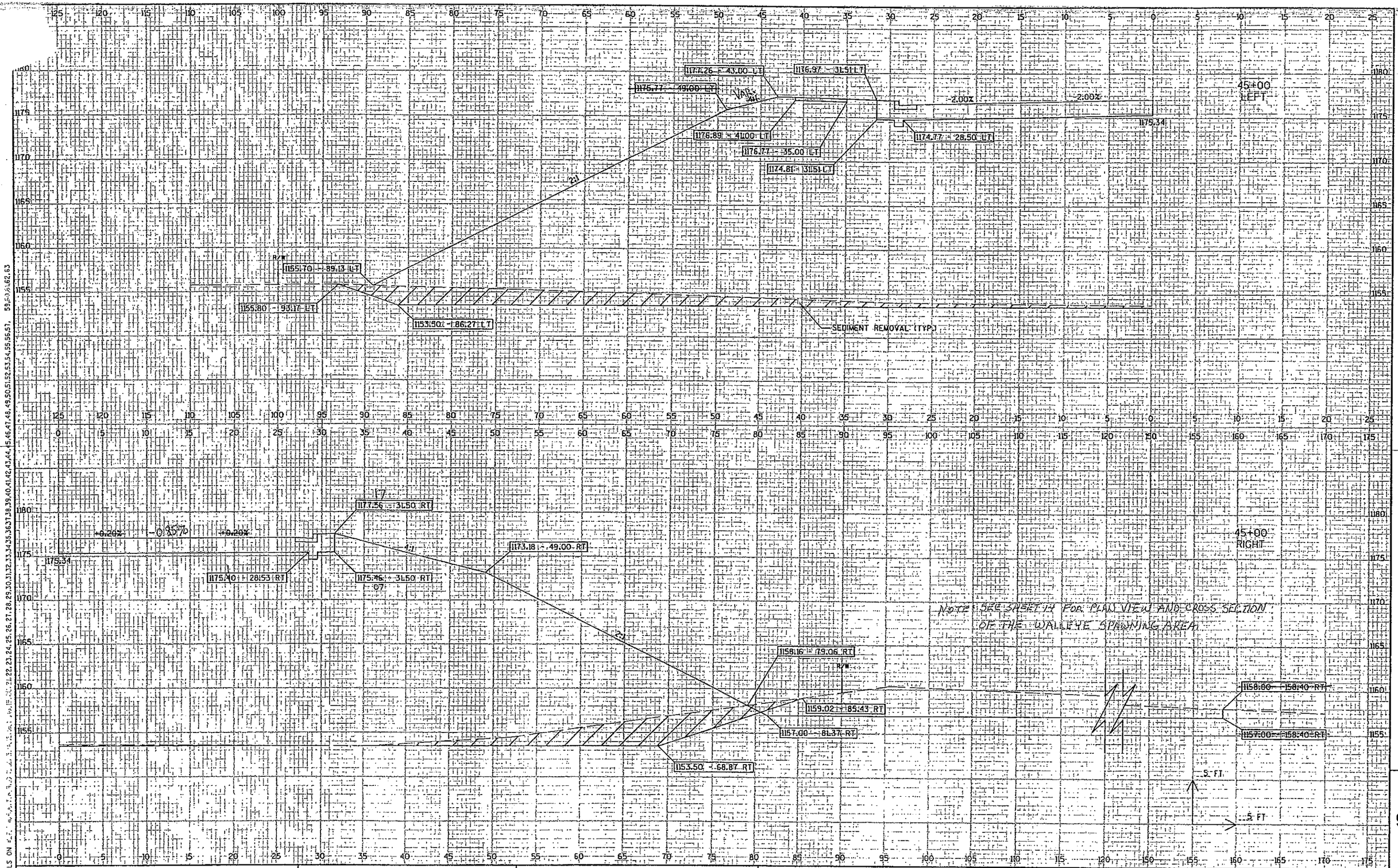
1176.96 - 43.00 LT
1176.67 - 31.51 LT
1175.47 - 49.00 LT
NRR
-2.00%
-2.00%
44+50
LEFT
1176.59 - 41.00 LT
1175.04
1176.47 - 35.00 LT
1174.47 - 28.50 LT
1174.51 - 31.51 LT
2:1
1154.96 - 90.01 LT
R/W
1155.11 - 95.02 LT
1152.50 - 87.18 LT
SEDIMENT REMOVAL (TYP.)

STAGE II CONSTRUCTION
STAGE IV CONSTRUCTION
1177.34 - 31.50 RT
-2.00%
+0.97%
-2.00%
1175.04
1175.03 - 28.53 RT
1175.05 - 31.50 RT
1173.37 - 49.00 RT
44+50
RIGHT
4H
3H
2H
R/W
NOTE: SEE SHEET 11 FOR PLAN VIEW AND CROSS SECTION OF THE WALLEYE SPAWNING AREA.
1158.00 - 172.67 RT
1157.00 - 81.74 RT
1157.00 - 172.67 RT
1152.50 - 40.33 RT
5 FT
5 FT

STATE PROJECT NUMBER: 6999-03-73	HWY: CTH N	COUNTY: MARATHON	CROSS SECTIONS: MAINLINE	SHEET NO: 278	E

9

FILE NAME : g:±2001±20012047±MS±PLANSET±xsht01-south.dgn
PLOT DATE: 03/14/03
ORG DATE :
PLOT NAME :
Originator : Olst
PLOT SCALE $$.....plotscale.....$$
WISDOT/CADDS SHEET 21



STATE PROJECT NUMBER: 6999-03-73	HWY: CTH N	COUNTY: MARATHON	CROSS SECTIONS: MAINLINE	SHEET NO: 279	E

9

FILE NAME : g:±2001±20012047±MS±PLANSET±xsht01-south.dgn
PLOT DATE: 03/14/03
ORG DATE :
PLOT NAME :
Originator : Dist
PLOT SCALE $$.....plotscale.....$$
WISDOT/CADDS SHEET 21

BRIDGE CONSTRUCTION
STA. 45+76.44 TO STA. 61+55.97

45+50
LEFT

1177.56 - 43.00 LT
1176.07 - 49.00 LT
1177.19 - 41.00 LT
1177.07 - 35.00 LT
1177.27 - 31.51 LT
1175.01 - 31.51 LT
1175.64
-2.00%
-2.00%
1156.13 - 88.87 LT
1156.10 - 93.71 LT
1153.50 - 85.90 LT

45+50
RIGHT

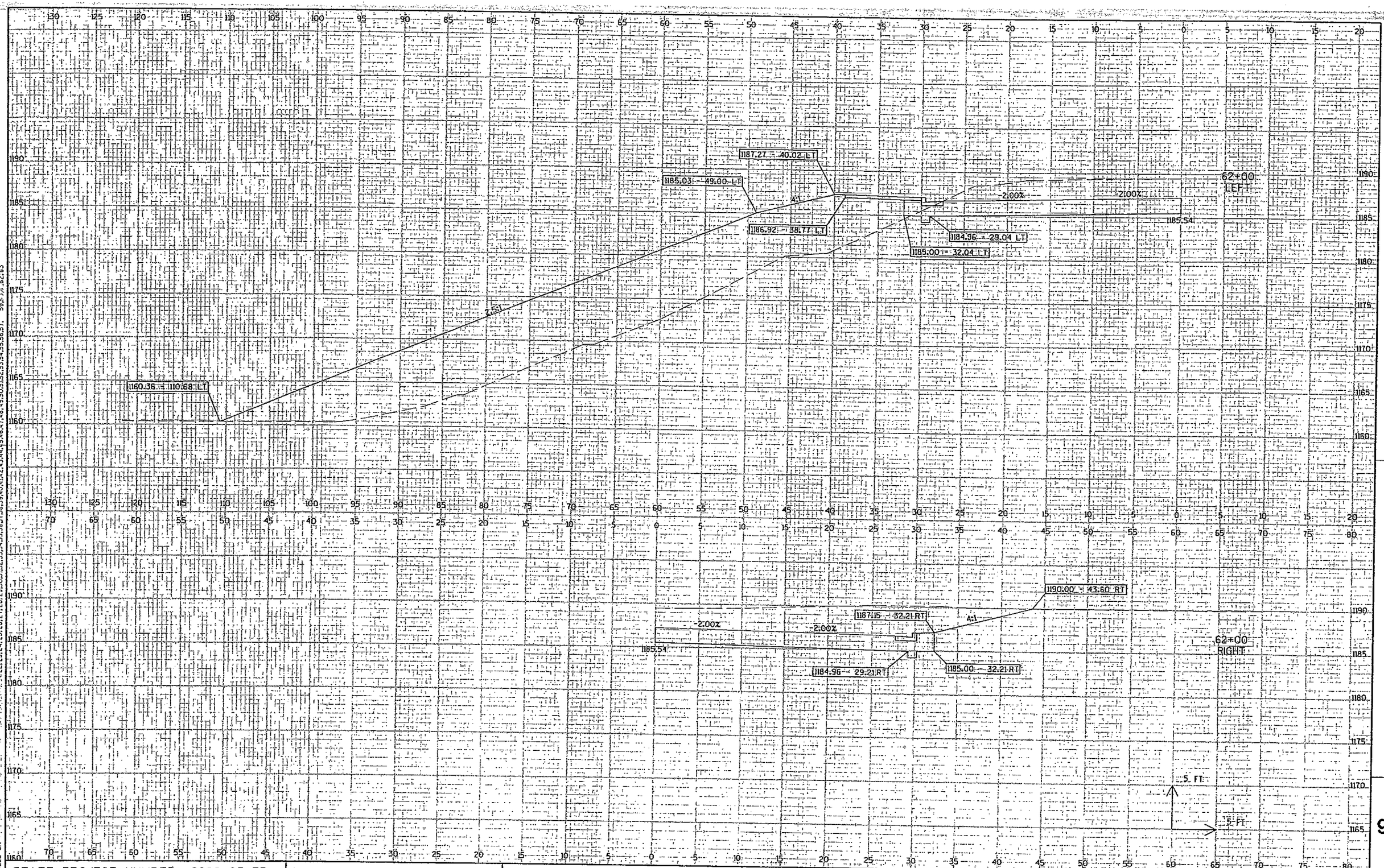
1177.74 - 31.50 RT
1175.64
-0.35%
-2.00%
-0.35%
1175.93 - 31.50 RT
1173.34 - 49.00 RT
1156.14 - 83.39 RT
1156.37 - 77.76 RT
1153.50 - 69.15 RT
SEDIMENT REMOVAL (TYP.)
5 FT
5 FT

LEVELS ON #... 59,60,61,62,63
LEVELS ON #... 42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,
LEVELS ON #... 18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,

STATE PROJECT NUMBER: 6999-03-73	HWY: CTH N	COUNTY: MARATHON	CROSS SECTIONS: MAINLINE	SHEET NO: 280	E

9

FILE NAME : g:±2001±20012047±MS±PLANSET±xsht01-south.dgn
PLOT DATE: 03/14/03
ORG DATE :
PLOT NAME :
Originator : Olst
PLOT SCALE $$.....plotscale.....$$
WISDOT/CADDS SHEET 21



LEVELS ON # 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57, 59,60,61,62,63

STATE PROJECT NUMBER: 6999-03-73	HWY: CTH N	COUNTY: MARATHON	CROSS SECTIONS: MAINLINE	SHEET NO: 281	E

FILE NAME : g:\2001\2001204?\MS\PLANSET\xsht01-south.dgn PLOT DATE: 03/14/03 ORG DATE : PLOT NAME : Originator : Dist PLOT SCALE $$.....plotscale.....$$

WISDOT/CADDS SHEET 21

END CONSTRUCTION
STA. 64+71

END PROJECT
STA. 64+00

64+00

1189.65 - 47.82 LT
1188.32 - 42.50 LT
1188.06 - 32.50 LT
1187.94 - 40.50 LT
1187.64 - 35.50 LT
1185.90 - 32.50 LT
1185.86 - 29.50 LT
1186.45
1188.06 - 32.50 RT
1188.56 - 34.52 RT
1185.86 - 29.50 RT
1185.90 - 32.50 RT

63+50

1190.11 - 49.78 LT
1188.30 - 42.50 LT
1188.04 - 32.51 LT
1187.92 - 40.50 LT
1187.82 - 35.50 LT
1185.88 - 32.51 LT
1185.84 - 29.50 LT
1186.43
1188.04 - 32.50 RT
1189.95 - 40.17 RT
1185.84 - 29.50 RT
1185.88 - 32.50 RT

63+00

1190.10 - 50.89 LT
1188.00 - 42.50 LT
1187.75 - 32.50 LT
1187.63 - 40.50 LT
1187.53 - 35.50 LT
1185.59 - 32.50 LT
1185.55 - 29.50 LT
1186.14
1187.74 - 32.50 RT
1189.20 - 38.32 RT
1185.55 - 29.50 RT
1185.59 - 32.50 RT

62+50

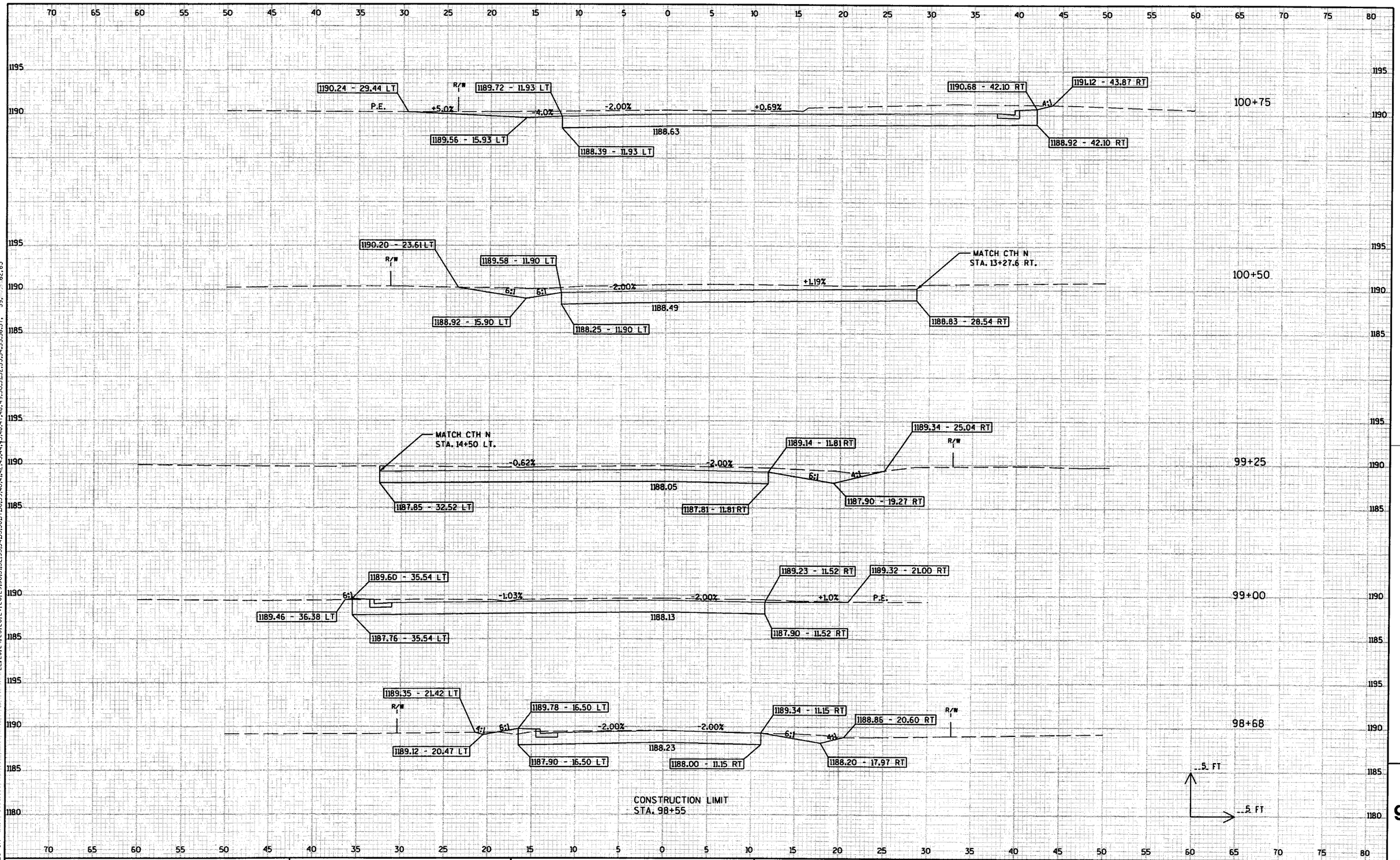
1189.00 - 47.70 LT
1187.70 - 42.50 LT
1187.45 - 32.50 LT
1187.33 - 40.50 LT
1187.23 - 35.50 LT
1185.29 - 32.50 LT
1185.25 - 29.50 LT
1185.84
1187.44 - 32.50 RT
1189.73 - 41.66 RT
1185.25 - 29.50 RT
1185.29 - 32.50 RT

-2.00%
4:1
5 FT

9

STATE PROJECT NUMBER: 6999-03-73 | HWY: CTH N | COUNTY: MARATHON | CROSS SECTIONS: MAINLINE | SHEET NO: 282 | E

FILE NAME : g:±2001±20012047±MS±PLANSET±xsht01-south.dgn
PLOT DATE: 03/14/03
ORG DATE :
PLOT NAME :
Originator : Dist
PLOT SCALE $$.....plotscale.....$$
WISDOT/CADDS SHEET 21



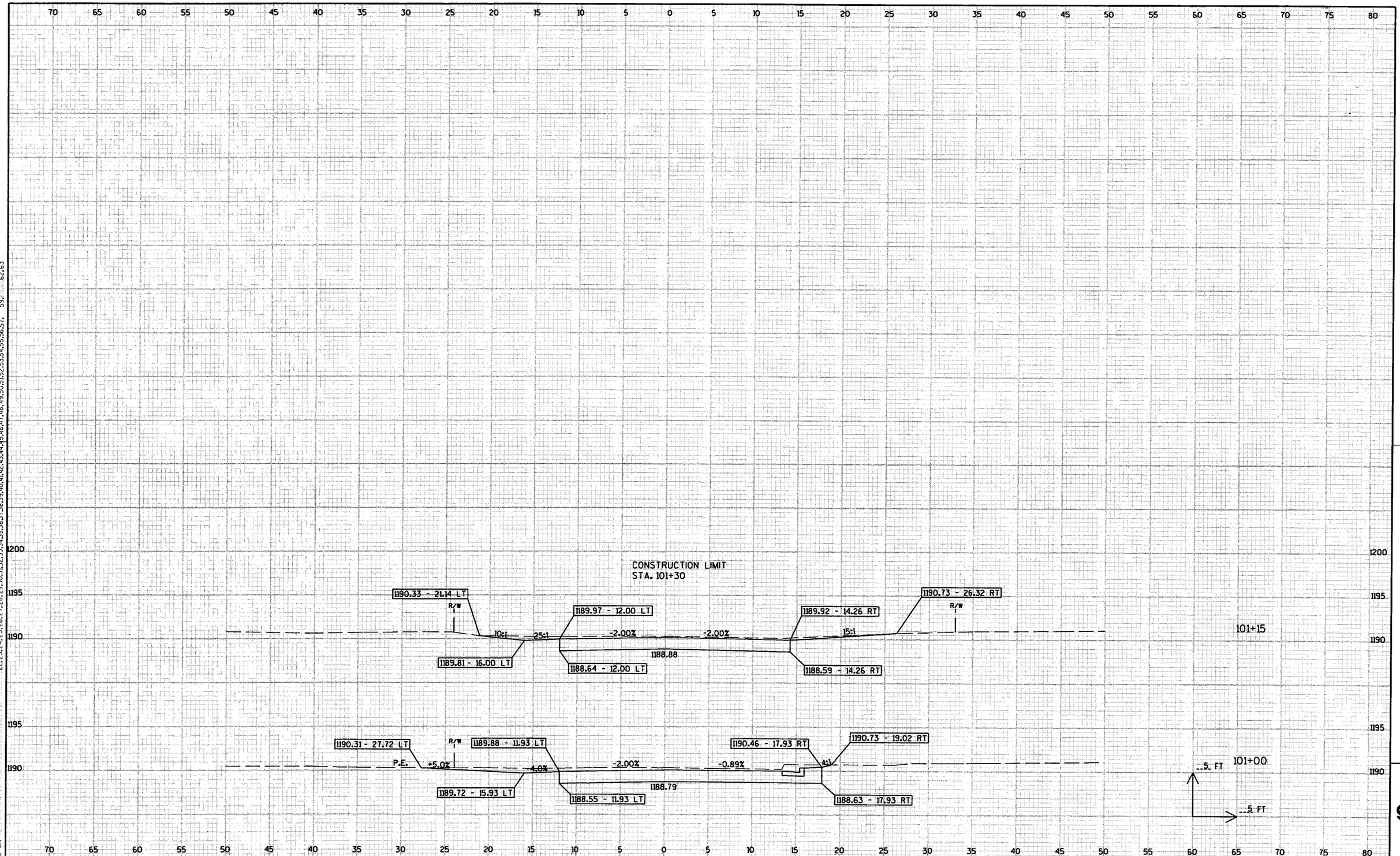
LEVELS ON = 2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57, 59, 62,63

STATE PROJECT NUMBER: 6999-03-73	HWY: CTH N	COUNTY: MARATHON	CROSS SECTIONS: BLUEBIRD LANE	SHEET NO: 203	E

FILE NAME : g:±2001±20012047±MS±PLANSET±xsht02.dgn PLOT DATE: 03/14/03 ORG DATE : PLOT NAME : Originator : Dist PLOT SCALE $$.....plotscale.....$$

WISDOT/CADDS SHEET 21

9



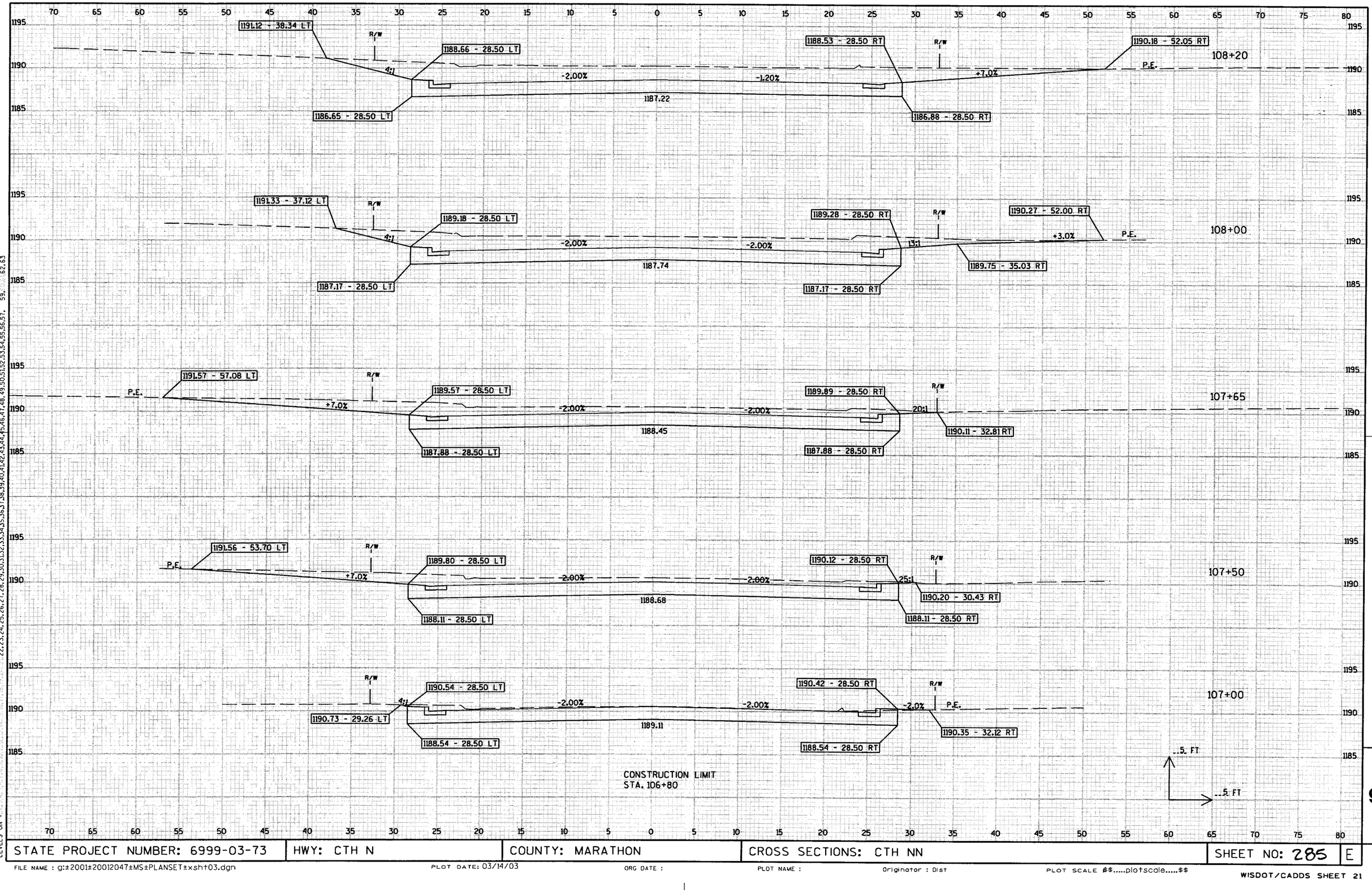
LEVELS ON = 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57, 59, 60, 62, 63

STATE PROJECT NUMBER: 6999-03-73	HWY: CTH N	COUNTY: MARATHON	CROSS SECTIONS: BLUEBIRD LANE	SHEET NO: 284	E

9

FILE NAME : g:±2001±20012047±MS±PLANSET±xsht02.dgn PLOT DATE: 03/14/03 ORG DATE : PLOT NAME : Originator : Dist PLOT SCALE $$.....plotscale.....$$

WISDOT/CADDS SHEET 21



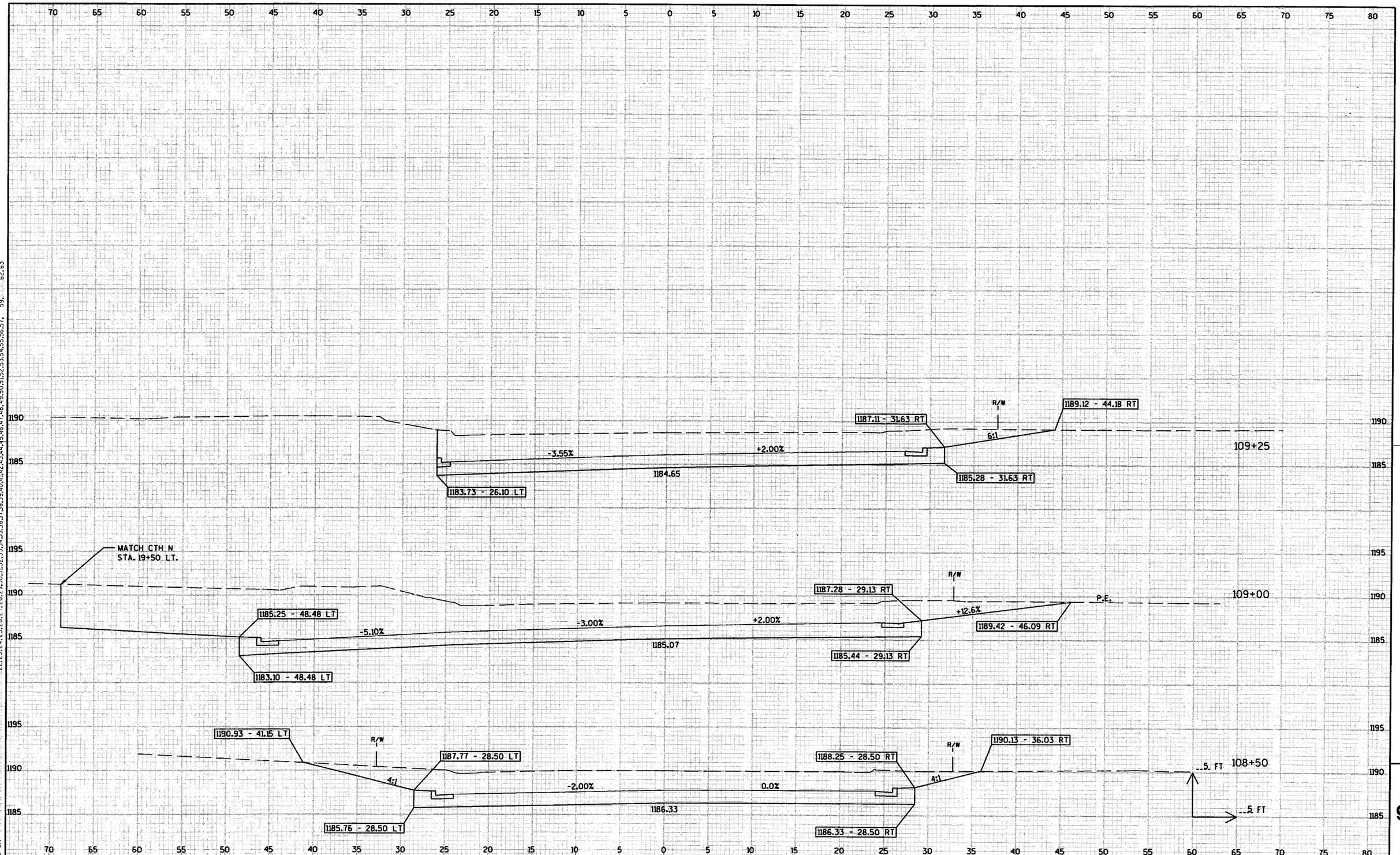
LEVELS ON = 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57, 59, 62,63

STATE PROJECT NUMBER: 6999-03-73	HWY: CTH N	COUNTY: MARATHON	CROSS SECTIONS: CTH NN	SHEET NO: 285	E

FILE NAME : g:±2001±20012047±MS±PLANSET±xsh†03.dgn PLOT DATE: 03/14/03 ORG DATE : PLOT NAME : Originator : Dist PLOT SCALE #$.....plotscale.....$$

WISDOT/CADDS SHEET 21

9



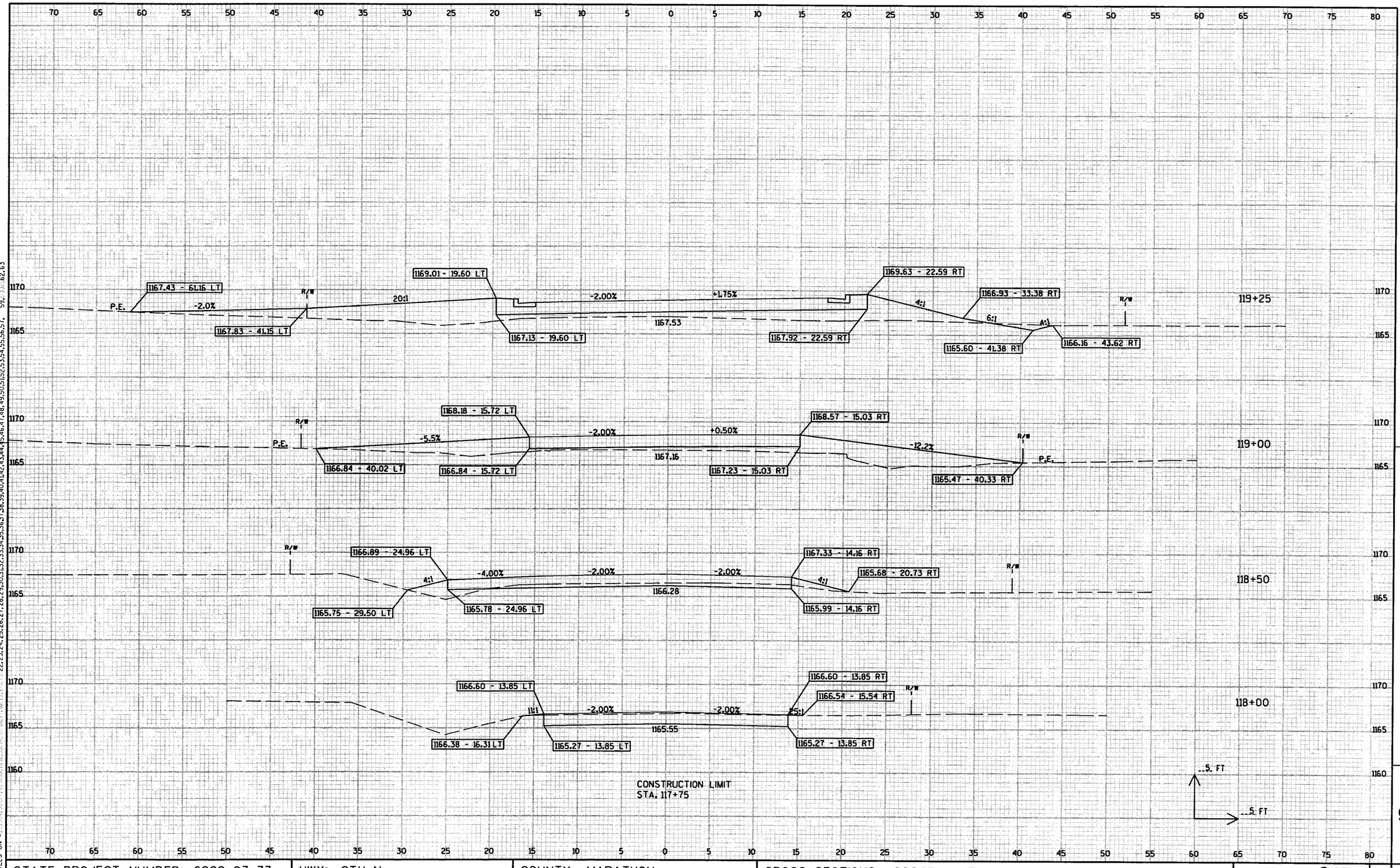
LEVELS ON = 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57, 59, 62,63

STATE PROJECT NUMBER: 6999-03-73	HWY: CTH N	COUNTY: MARATHON	CROSS SECTIONS: CTH NN	SHEET NO: 286	E

9

FILE NAME : g:\2001\20012047\MS\PLANSET\xsht03.dgn PLOT DATE: 03/14/03 ORG DATE : PLOT NAME : Originator : Dist PLOT SCALE $$.....plotscale.....$$

WISDOT/CADDS SHEET 21



STATE PROJECT NUMBER: 6999-03-73	HWY: CTH N	COUNTY: MARATHON	CROSS SECTIONS: GOOSE LANE	SHEET NO: 287	E

9

LEVELS ON #1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,59,61,62,63

FILE NAME : g:±2001±20012047±MS±PLANSET±xsht04.dgn PLOT DATE: 03/14/03 ORG DATE : PLOT NAME : Originator : Dist PLOT SCALE #$.....plotscale.....$$

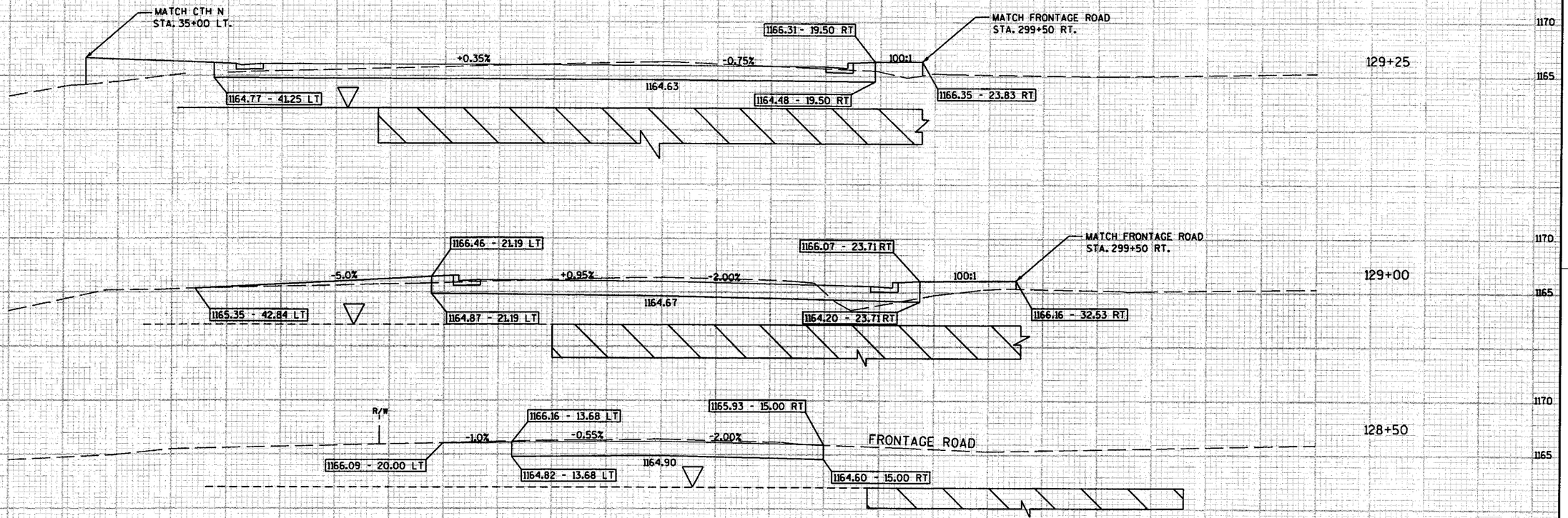
WISDOT/CADDS SHEET 21

70 65 60 55 50 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75 80

LEGEND

PETROLEUM IMPACTED SOIL AND/OR GROUNDWATER

WATER TABLE (APPROXIMATE)



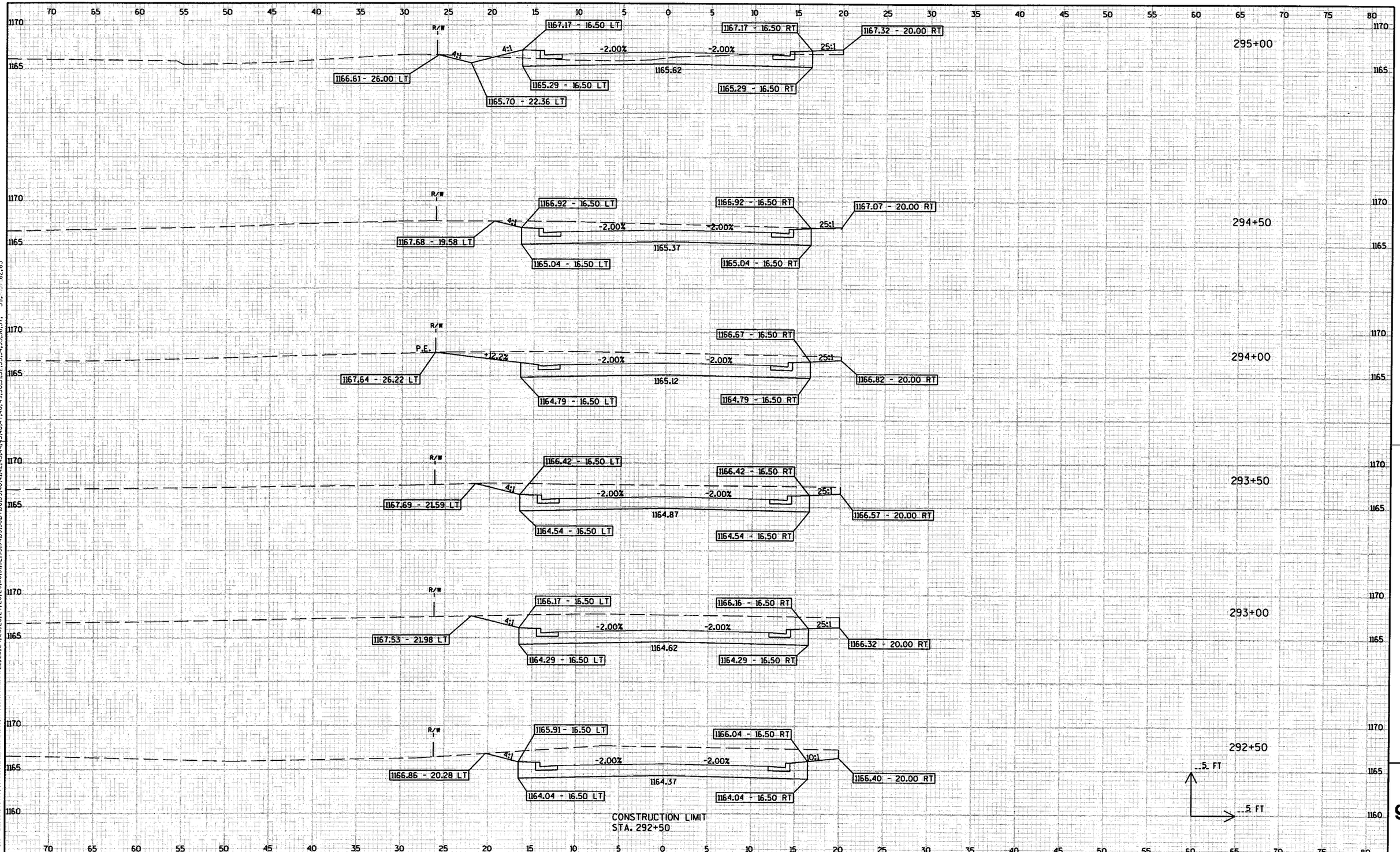
STATE PROJECT NUMBER: 6999-03-73	HWY: CTH N	COUNTY: MARATHON	CROSS SECTIONS: MALLARD LANE	SHEET NO: 288	E

9

LEVELS ON = 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57, 59, 62, 63

FILE NAME : g:±2001±20012047±MS±PLANSET±xsht05.dgn PLOT DATE: 03/12/2003 ORG DATE : PLOT NAME : Originator : Dist PLOT SCALE $$.....plotscale.....$$

WISDOT/CADDS SHEET 21



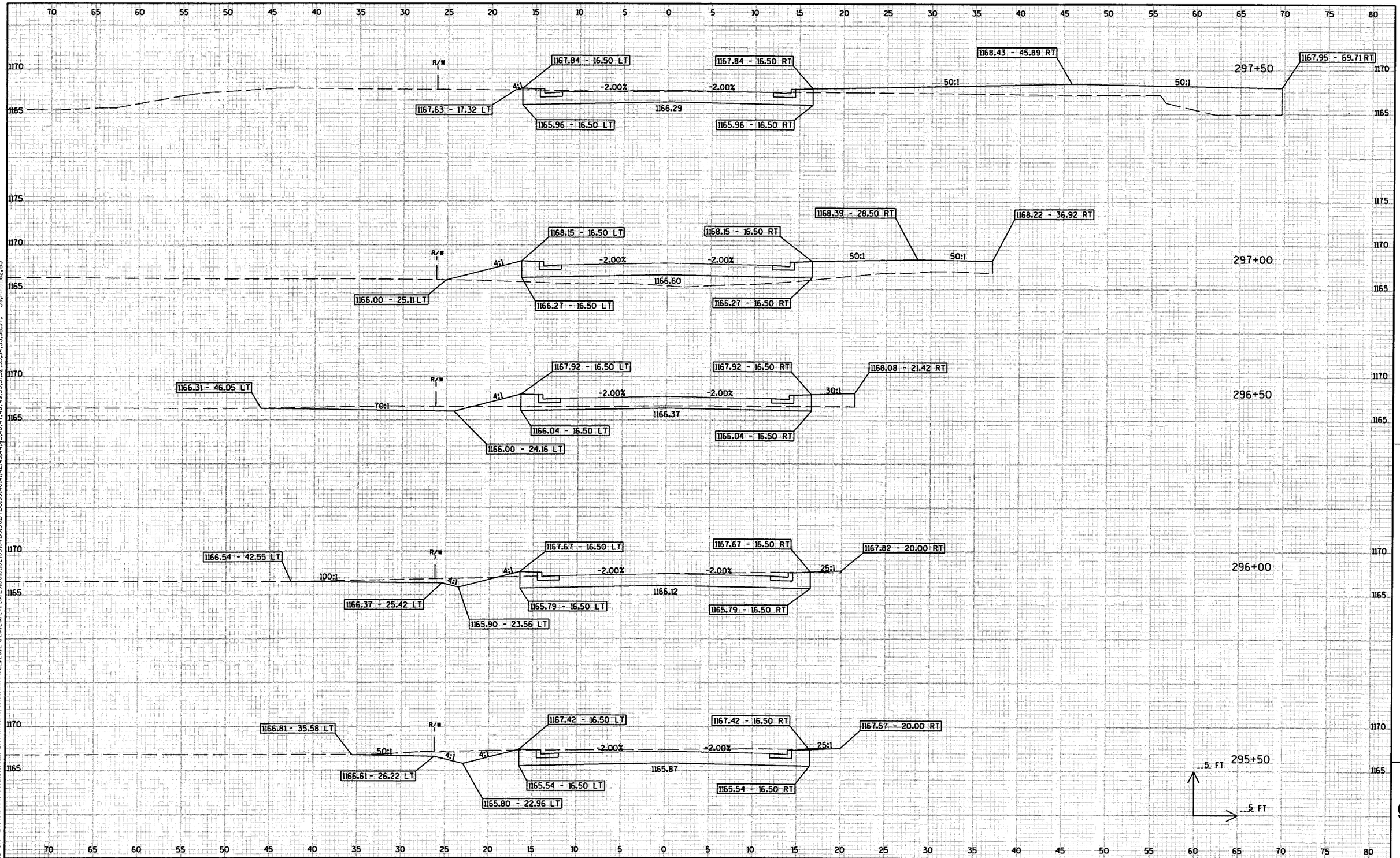
LEVELS ON = 2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21, 22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57, 59, 62,63

STATE PROJECT NUMBER: 6999-03-73	HWY: CTH N	COUNTY: MARATHON	CROSS SECTIONS: FRONTAGE ROAD	SHEET NO: 289	E

FILE NAME : g:±2001±20012047±MS±PLANSET±xsht16.dgn PLOT DATE: 03/14/03 ORG DATE : PLOT NAME : Originator : Dist PLOT SCALE $$.....plotscale.....$$

WISDOT/CADDS SHEET 21

9



STATE PROJECT NUMBER: 6999-03-73	HWY: CTH N	COUNTY: MARATHON	CROSS SECTIONS: FRONTAGE ROAD	SHEET NO: 290	E

9

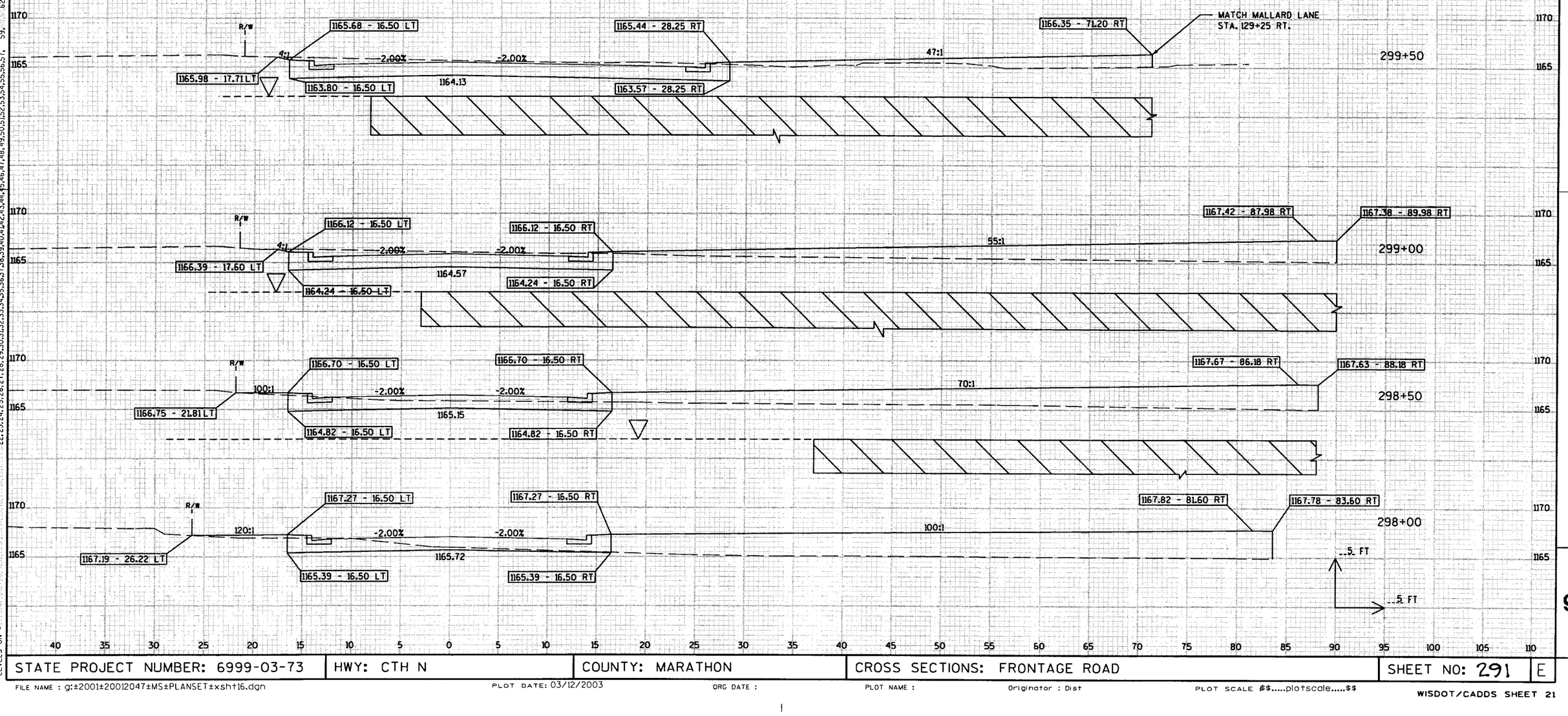
LEVELS ON = 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57, 59, 62,63

FILE NAME : g:±2001±20012047±MS±PLANSET±xsht16.dgn PLOT DATE: 03/14/03 ORG DATE : PLOT NAME : Originator : Dist PLOT SCALE $$.....plotscale.....$$
WISDOT/CADDS SHEET 21

LEGEND

PETROLEUM IMPACTED SOIL AND/OR GROUNDWATER

WATER TABLE (APPROXIMATE)



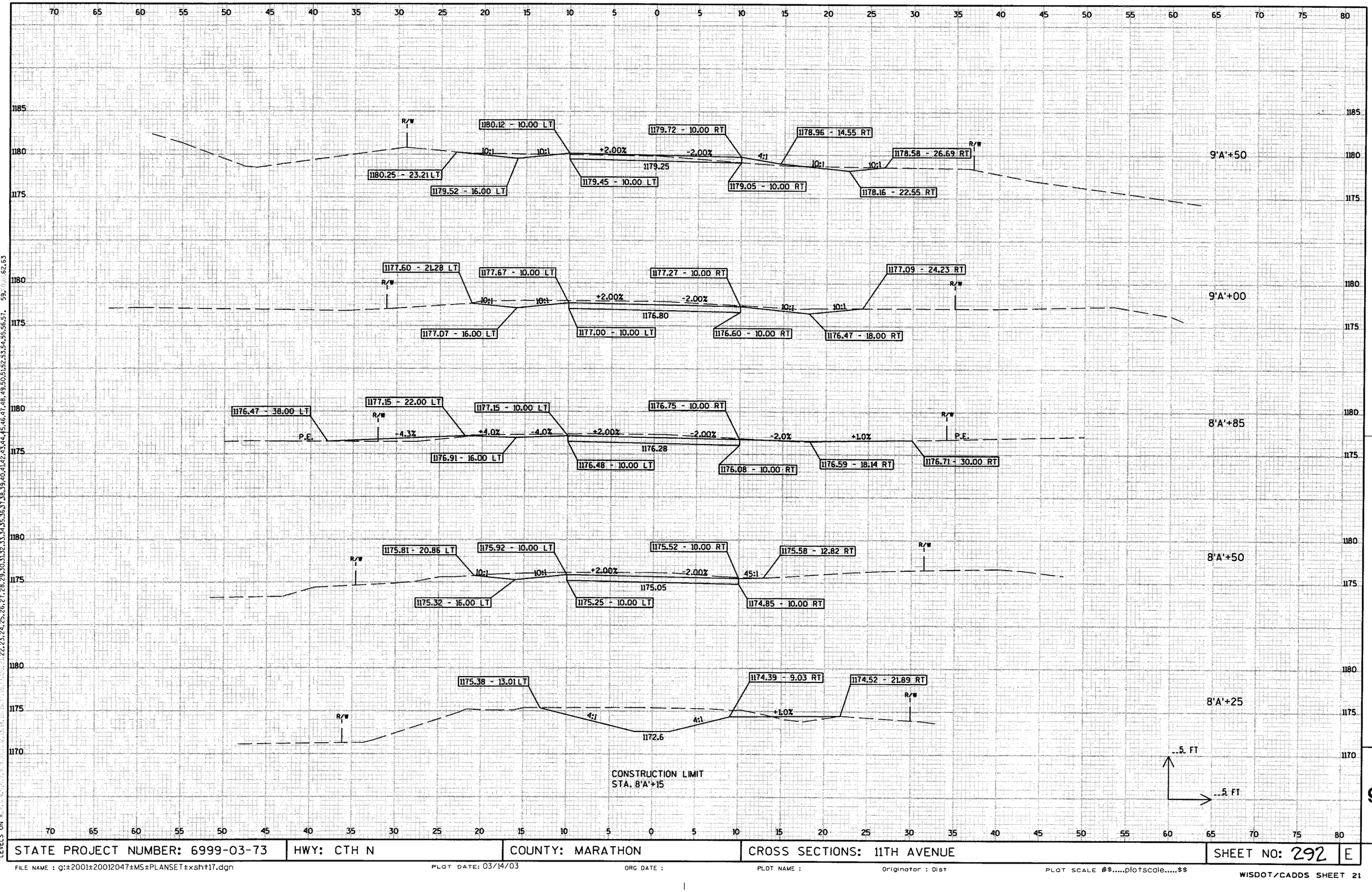
9

STATE PROJECT NUMBER: 6999-03-73	HWY: CTH N	COUNTY: MARATHON	CROSS SECTIONS: FRONTAGE ROAD	SHEET NO: 291	E

FILE NAME : g:±2001±20012047±MS±PLANSET±xsht16.dgn PLOT DATE: 03/12/2003 ORG DATE : PLOT NAME : Originator : Dist PLOT SCALE #$.....plotscale.....$$

WISDOT/CADDS SHEET 21

LEVELS ON = 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57, 59, 62,63



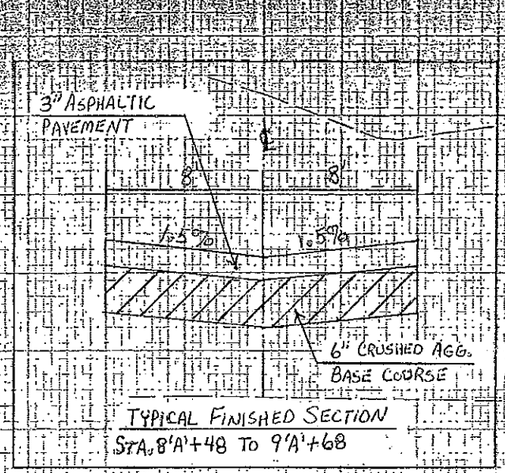
LEVELS ON = 2,3,4,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57, 59, 60, 62, 63

STATE PROJECT NUMBER: 6999-03-73	HWY: CTH N	COUNTY: MARATHON	CROSS SECTIONS: 11TH AVENUE	SHEET NO: 292	E

9

FILE NAME : g:±2001±20012047±MS±PLANSET±xsht17.dgn PLOT DATE: 03/14/03 ORG DATE : PLOT NAME : Originator : Dist PLOT SCALE #$.....plotscale.....$$

WISDOT/CADDS SHEET 21



TYPICAL FINISHED SECTION
STA. 8'A'+48 TO 9'A'+68

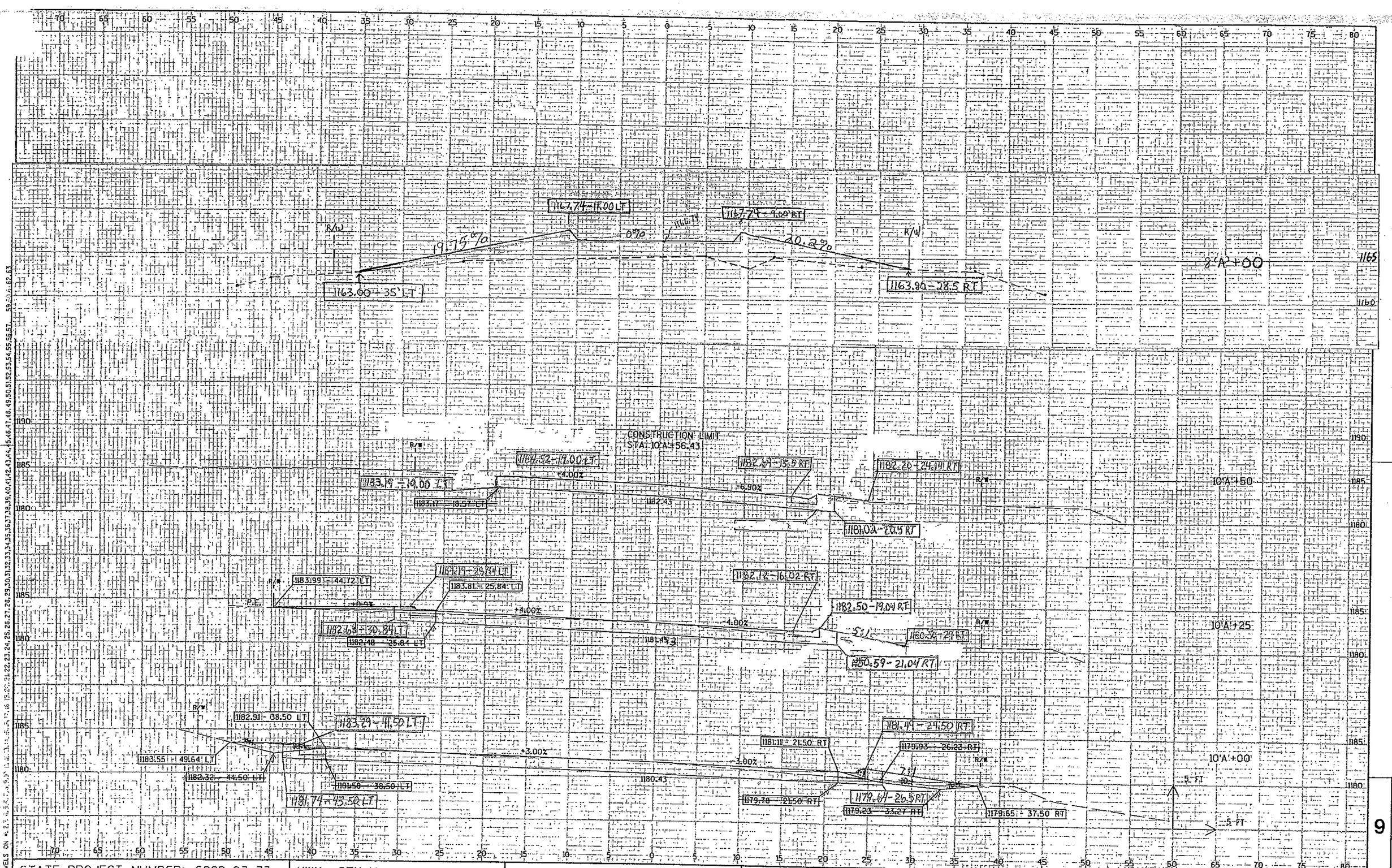
1179.53 - 8.00 LT
1179.41 - 0 RT
1179.53 - 8.00 RT
1180.25 - 23.21 LT
1178.58 - 26.69 RT
1178.78 - 8.00 LT
1178.78 - 8.00 RT
1178.66 - 0 RT
9'A'+50
1177.60 - 21.28 LT
1177.03 - 8.00 LT
1176.91 - 0 RT
1177.03 - 8.00 RT
1177.09 - 24.23 RT
1176.28 - 8.00 LT
1176.28 - 8.00 RT
1176.16 - 0 RT
9'A'+00
1176.47 - 38.00 LT
1176.28 - 8.00 LT
1176.16 - 0 RT
1176.28 - 8.00 RT
8'A'+85
1175.53 - 8.00 LT
1175.53 - 8.00 RT
1175.41 - 0 RT
1176.71 - 30.00 RT
1175.46 - 0 RT
1176.00 - 20.62 RT
1175.81 - 20.86 LT
1175.58 - 8.00 LT
1175.58 - 8.00 RT
8'A'+50
1174.83 - 8.00 LT
1174.83 - 8.00 RT
1174.71 - 0 RT
1173.43 - 8.00 LT
1173.43 - 8.00 RT
8'A'+25
1172.43
0%
1170.43 - 8.00 LT
1170.43 - 8.00 RT
CONSTRUCTION LIMIT
STA. 7'A'+80
5 FT
5 FT

9

STATE PROJECT NUMBER: 6999-03-73	HWY: CTH N	COUNTY: MARATHON	CROSS SECTIONS: 11TH AVENUE	SHEET NO: 292 A E

FILE NAME : g:±2001±20012047±MS±PLANSET±xsht17.dgn PLOT DATE: 03/14/03 ORG DATE : PLOT NAME : Originator : Dist PLOT SCALE $$.....plotscale.....$$

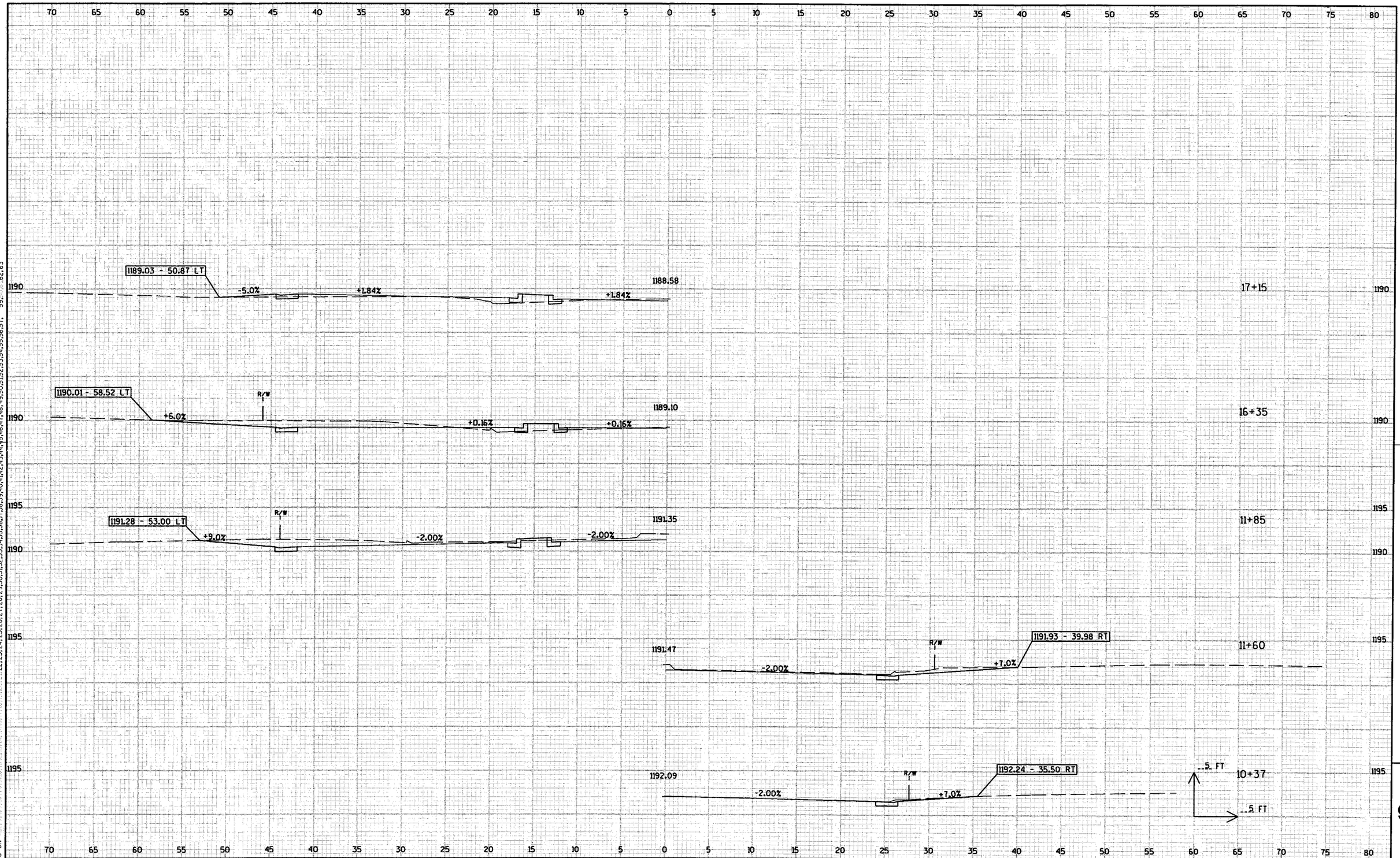
WISDOT/CADDS SHEET 21



STATE PROJECT NUMBER: 6999-03-73	HWY: CTH N	COUNTY: MARATHON	CROSS SECTIONS: 11TH AVENUE	SHEET NO: 293	E

9

FILE NAME : g:±2001±20012047±MS±PLANSET±xsht17.dgn
PLOT DATE: 03/14/03
ORG DATE :
PLOT NAME :
Originator : Dist
PLOT SCALE $$.....plotscale.....$$
WISDOT/CADDS SHEET 21



LEVELS ON = 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57, 59, 82,63

STATE PROJECT NUMBER: 6999-03-73	HWY: CTH N	COUNTY: MARATHON	CROSS SECTIONS: DRIVEWAY PROFILES	SHEET NO: 294	E

FILE NAME : g:±2001±20012047±MS±PLANSET±xsht-drives-south.dgn PLOT DATE: 03/14/03 ORG DATE : PLOT NAME : Originator : Dist PLOT SCALE $$.....plotscale.....$$

WISDOT/CADDS SHEET 21

9

SELECT BORROW EXCAVATION, CLEAR STONE

STATION	LOCATION	AREA (SF)	QUANTITY (TON)*
35+20	LT	0	--
35+50	LT	191	317
36+00	LT	360	1000
36+50	LT	251	697
37+00	LT	130	360
37+50	LT	99	274
38+00	LT	94	260
38+50	LT	87	240
39+00	LT	97	268
39+50	LT	122	337
40+00	LT	148	410
40+50	LT	163	453
41+00	LT	184	510
41+50	LT	254	705
42+00	LT	355	986
42+50	LT	441	1225
43+00	LT	586	1628
43+50	LT	744	2065
44+00	LT	850	2361
44+50	LT	984	2732
45+00	LT	1125	3125
45+50	LT	1220	3389
45+78	LT	1253	1949
45+90	LT	627	418
TOTAL			25709

STATION	LOCATION	AREA (SF)	QUANTITY (TON)*
34+85	RT	0	0
35+00	RT	46	38
35+50	RT	90	248
36+00	RT	100	276
36+50	RT	103	286
37+00	RT	83	230
37+50	RT	76	210
38+00	RT	85	236
38+50	RT	96	267
39+00	RT	112	310
39+50	RT	123	342
40+00	RT	162	449
40+50	RT	222	615
41+00	RT	283	785
41+50	RT	333	925
42+00	RT	341	947
42+50	RT	321	892
43+00	RT	262	726
43+10	RT	217	121
43+35	RT	109	151
TOTAL			8054

* THE CONVERSION FACTOR USED TO CONVERT FROM CUBIC YARDS TO TONS IS 1.5 CUBIC YARDS PER TON.