MARA.029.087

AS BUILT

REDLINES

Dec 04

PROJECT ID: 1053-09-71, 1053-09-72

COUNTY: MARATHON

INDEX OF SHEETS


| | | |
|---|---|---|
| Sheet No. | 1 | Title |
| Sheet No. | | Typical Sections and Details |
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| Sheet No. | | Miscellaneous Quantities |
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| Sheet No. | | Sign Plates |
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| Sheet No. | | Cross Sections |


TOTAL SHEETS = 357

# STATE OF WISCONSIN
# DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

## WAUSAU - SHAWANO COUNTY LINE

CTH Y INTERCHANGE @ HATLEY

STH 29

MARATHON COUNTY

STATE PROJECT NUMBER

1053-09-71

## WAUSAU - SHAWANO COUNTY LINE

CTH Y INTERCHANGE @ HATLEY

STH 29

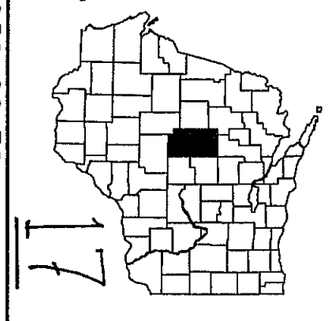
NEW BRIDGE

MARATHON COUNTY

STATE PROJECT NUMBER

1053-09-72

| STATE PROJECT | FEDERAL PROJECT | |
|---|---|---|
| | PROJECT | CONTRACT |
| 1053-09-71 | NH 2005017 | 1 |
| 1053-09-72 | NH 2005018 | 1 |
| | | |
| | | |



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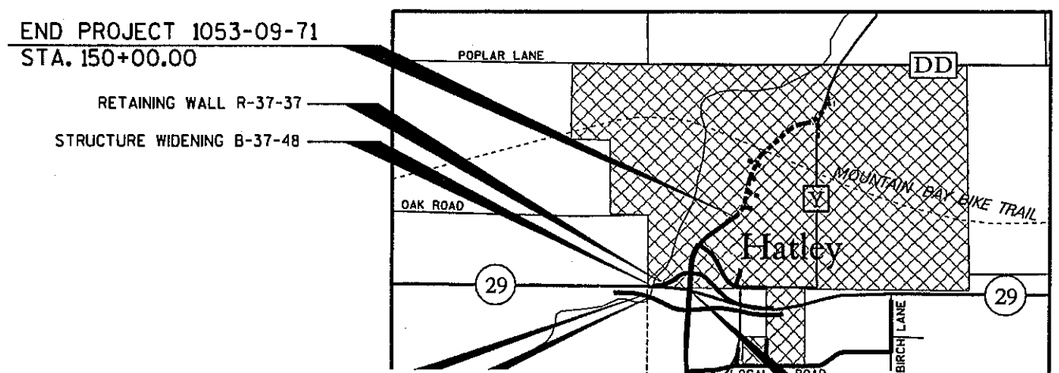



DESIGN DESIGNATION

| | | CTH Y | STH 29 |
|---|---|---|---|
| A.D.T. | 2005 | = 2,800 | 12,850 |
| A.D.T. | 2025 | = 3,600 | 17,400 |
| D.H.V. | 2025 | = 248 | |
| D. | | = 62/38 | |
| T. | | = 17.8% | |
| DESIGN SPEED | | = 50/40/30 MPH | |
| ESALS | | = 912,500 | |

## AS BUILT PLAN

SUPERVISOR: Roland Hawk

PROJECT MANAGER: Craig Smits

CONTRACTOR: S+N, Inc.

DATE STARTED: 4/25/05

DATE COMPLETED: 11/1/05

## CONSTRUCTION STAFF (NAME/RESPONSIBILITIES)

Ryan Schanhofer (SEH) - Project Leader

Jack Laning (SEH) - Engineer

Eric Hoel (SEH) - Materials/Inspection

LeRoy Dumonson (SEH) - Inspection

TY
011503
ICTED BY OTHERS)

T 1053-09-71 = 0.873 MI.
T 1053-09-72 = 0.046 MI.
CENTERLINE = 0.919 MI.

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

ACCEPTED FOR
MARATHON COUNTY

7/07/04 (Date) Glenn Speich

ACCEPTED FOR
VILLAGE OF HATLEY

7/07/04 (Date) David Marena

ORIGINAL PLANS PREPARED BY
TN & A TN & Associates, Inc.
Engineering and Science

WISCONSIN
GARY A. CORCORAN
33653-006
MADISON, WI
PROFESSIONAL ENGINEER

7-1-04 (Date) Gary Corcoran (Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

| | |
|---|---|
| Surveyor | TN & ASSOCIATES, INC. |
| Designer | TN & ASSOCIATES, INC. |
| District Examiner | ROLAND HAWK, JR. |
| District Supervisor | MICHAEL O'MEARA |
| Proj. Dev. Engineer | |
| C.O. Examiner | Jane Englebretsen |

APPROVED FOR DISTRICT OFFICE

DATE: 7/19/04 Roland Z Hawk (Signature)

E

2

N

BEGIN PROJECT 1053-09-71
STA. 101+50.00

RETAINING WALL R-37-38
STRUCTURE B-37-378

PROPOSED CTH Y

'SW' LINE

'CY' LINE

'LR' LINE

'SE' LINE

EXISTING CTH Y

WISHBONE LANE

NORTH ROAD

LOCAL ROAD

STH 29

EXISTING CTH Y

PLOVER RIVER

STH 29

STRUCTURE WIDENING
AND REDECKING B-37-48

RETAINING WALL R-37

BEGIN PROJECT 1053-09-72
STA. 132+30.87
END PROJECT 1053-09-72
STA. 134+72.74
STRUCTURE B-37-377

'NW' LINE

'NE' LINE

'FR' LINE

'CS' LINE

CURTIS AVE.

KUHLMAN AVE.

VILLAGE LIMITS OF HATLEY

PLOVER RIVER

END PROJECT 1053-09-71
STA. 150+00.00

PROPOSED CTH Y

VILLAGE OF HATLEY

EXISTING CTH Y

PLOVER RIVER

CTH Y

STATE ROAD

BIRCH LANE

---- MARATHON COUNTY PROJECT WI-011503
(TO BE CONSTRUCTED BY OTHERS)

## ORDER OF DETAIL SHEETS


PROJECT OVERVIEW

GENERAL NOTES / STANDARD DETAIL DRAWINGS

TYPICAL SECTIONS

CONSTRUCTION DETAILS

INTERSECTION / GRADING DETAILS

EROSION CONTROL PLAN

STORM SEWER PLAN

PERMANENT SIGNING / PAVEMENT MARKING PLAN

TRAFFIC CONTROL / DETOUR PLAN

ALIGNMENT PLAN


| PROJECT NO: 1053-09-71/72 | HWY: CTH Y | COUNTY: MARATHON | PROJECT OVERVIEW | SHEET 2 | E |
|---|---|---|---|---|---|

FILE NAME : p:\2001193\microstation\planset\020201_po.dgn PLOT DATE : 6/29/2004 PLOT BY : TNA PLOT NAME : PLOT SCALE : _PLOTSCALE_

WISDOT/CADDS SHEET 42

## ABBREVIATIONS

| | | | |
|---|---|---|---|
| A | AHEAD | PC | POINT OF CURVATURE |
| ASPH. | ASPHALT | P.E. | PRIVATE ENTRANCE |
| BK | BACK | PI | POINT OF INTERSECTION |
| CABC | CRUSHED AGGREGATE BASE COURSE | P.L. | PROPERTY LINE |
| C.E. | COMMERCIAL ENTRANCE | P.L.E. | PERMANENT LIMITED EASEMENT |
| C.P. | CULVERT PIPE | PT | POINT OF TANGENCY |
| C/L | CENTER LINE | RAD. | RADIUS |
| CMP | CORRUGATED METAL PIPE | RC | REINFORCECD CONCRETE |
| CTH | COUTNY TRUNK HIGHWAY | RCP | REINFORCE CULVERT PIPE |
| CWT | CENTURY WEIGHT | RCCP | REINFORCED CONCRETE CULVERT PIPE |
| CY | CUBIC YARD | RCPSS | REINFORCED CONCRETE PIPE STORM SEWER |
| D | DEGREE | RD. | ROAD |
| E | EAST | RT. | RIGHT |
| EB | EASTBOUND | R/L | REFERENCE LINE |
| EL | ELEVATION | R/W | RIGHT OF WAY |
| ELEV. | ELEVATION | S | SOUTH |
| F.E. | FIELD ENTRANCE | SB | SOUTHBOUND |
| FT | FEET | SE | SOUTHEAST |
| G | GARAGE | SF | SQUARE FEET |
| GAL | GALLON | S.S. | STORM SEWER |
| H | HOUSE | S.D.D. | STANDARD DETAIL DRAWING |
| HMA | HOT MIX ASPHALT | STA. | STATION |
| HOR | HORIZONTAL | STR. | STRUCTURE |
| ID | INCH DIAMETER | STH | STATE TRUNK HIGHWAY |
| L | LENGTH | SY | SQUARE YARD |
| LB | POUND | T | TANGENT |
| LF | LINEAR FOOT | T.I. | TEMPORARY INTEREST |
| LT. | LEFT | TYP. | TYPICAL |
| LS | LUMP SUM | VAR. | VARIABLE |
| MAX. | MAXIMUM | VER | VERTICLE |
| MIN. | MINIMUM | VPC | POINT OF VERTICAL CURVATURE |
| MISC. | MISCELLANEOUS | VPI | POINT OF VERTICAL INTERSECTION |
| MPH | MILES PER HOUR | VPT | POINT OF VERTICAL TANGENCY |
| N | NORTH | W | WEST |
| NB | NORTH BOUND | WB | WESTBOUND |
| NC | NORMAL CROWN | X | EAST/WEST GRID COORDINATE |
| N/A | NOT APPLICABLE | Y | NORTH/SOUTH GRID COORDINATE |
| NOR. | NORMAL | | |

## UTILITIES

| UTILITY OR MUNICIPALITY | ADDRESS | CONTACT | FACILITY TYPE |
|---|---|---|---|
| ALLIANT ENERGY | P.O. BOX 77007<br>MADISON, WI 53707-2148 | DAVID MCCOY<br>(608)458-5739<br>(608)516-1307 CELL | ELECTRIC |
| AMERICAN TRANSMISSION COMPANY | N19 W23993 RIDGEVIEW PKWY WEST<br>P.O. BOX 47<br>WAUKESHA, WI 53187-0047 | ANDY EBERHARDT<br>(262)506-6875 | TRANSMISSION |
| ANR PIPELINE | W 3925 PIPELINE LANE<br>EDEN, WI 53019 | LAWRENCE HUBER<br>(920)477-4211 EXT. 13 | PIPELINE |
| CHARTER COMMUNICATIONS | 853 MCINTOSH STREET<br>BOX 1818<br>WAUSAU, WI 54402-1818 | JEFF KULAF<br>(715)842-3910 EXT. 256<br>(715)574-8241 CELL | COMMUNICATIONS |
| NORLIGHT TELECOMMUNICATIONS | 13935 BISHOPS DRIVE<br>BROOKFIELD, WI 53005 | PAUL NEUMANN<br>(262)792-7219 | COMMUNICATIONS |
| OWEST COMMUNICATION NETWORK | 13057 SOUTH MONITOR AVENUE<br>PALOS HEIGHTS, IL 60463 | KEVIN HUFF<br>(708)837-7927 | COMMUNICATIONS |
| VERIZON | 521 FOURTH STREET<br>WAUSAU, WI 54403-4869 | KEVIN SCHEDLBAUER<br>(715)847-1501 | TELEPHONE |
| * VILLAGE OF HATLEY | P.O. BOX 99<br>HATLEY, WI 54440 | DAVID NARLOCH<br>(715)446-3435 | SANITARY WATER |
| WISCONSIN PUBLIC SERVICE CORPORATION | 700 NORTH ADAMS STREET<br>P.O. BOX 19001<br>GREEN BAY, WI 54307-9001 | LORI BUTRY<br>(920)433-1043 | GAS |

* DENOTES UTILITY IS NOT A MEMBER OF DIGGERS HOTLINE

## GENERAL NOTES

MISCELLANEOUS

DETAILS OF CONSTRUCTION NOT SHOWN SHALL BE IN ACCORDANCE WITH THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS.

THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS AS SHOWN ON THE PLANS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREAS THAT ARE NOT SHOWN.

RADIUS DIMENSIONS ON CURB AND GUTTER ARE TO THE FLANGE OF CURB UNLESS OTHERWISE NOTED.

WETLANDS ARE PRESENT IN SEVERAL AREAS ADJACENT TO THE PROJECT. DO NOT OPERATE EQUIPMENT OUTSIDE OF THE SLOPE INTERCEPTS IN WETLAND AREAS, UNLESS DIRECTED BY THE ENGINEER.

CURVE DATA IS BASED ON ARC DEFINITION.

PLACE, SHAPE, AND COMPACT THE SHOULDERS PRIOR TO THE PLACEMENT OF STEEL PLATE BEAM GUARD.

REMOVALS

DO NOT REMOVE ANY TREES OR SHRUBS WITHOUT APPROVAL OF THE ENGINEER.

REMOVE ITEMS REQUIRING THE RESTORATION OF CONCRETE OR ASPHALTIC CONCRETE DRIVEWAYS, SIDEWALKS OR SIDE STREETS TO AN EXISTING JOINT OR WITH A SAWED EDGE AS DETERMINED BY THE ENGINEER.

GRADING/EROSION CONTROL

RESTORE EXISTING DRIVEWAYS AND FIELD ENTRANCES IN KIND AND AT THE LOCATION DETERMINED BY THE ENGINEER.

FILL QUANTITIES HAVE BEEN EXPANDED BY A FACTOR OF 20% ON COMPUTER YARDAGE SHEETS.

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

EXCAVATION BELOW SUBGRADE (EBS) IS NOT USED TO BALANCE YARDAGE AND IS NOT SHOWN ON THE CROSS SECTIONS BUT IS MEASURED AND PAID FOR AS COMMON EXCAVATION. THE LOCATION FOR EBS WILL BE DETERMINED BY THE ENGINEER.

TOPSOIL, FERTILIZE, SEED, AND MULCH ALL DISTURBED AREAS WITHIN THE RIGHT-OF-WAY, EXCEPT THE AREAS WITHIN THE FINISHED SHOULDER POINTS.

STORM DRAINAGE

CROSS DRAIN PIPE INVERT ELEVATIONS AS SHOWN ON THE CROSS SECTIONS MAY BE ADJUSTED TO FIT EXISTING FIELD CONDITIONS.

INSTALL JOINT TIES ON THE LAST TWO PIPE JOINTS AND THE ENDWALL JOINT AT BOTH THE INLET AND DISCHARGE END OF ALL CONCRETE CULVERT PIPES.

HMA PAVING

A SAWED JOINT IS REQUIRED WHERE NEW PAVEMENT MEETS AN EXISTING PAVED SURFACE.

ASPHALTIC SHOULDER RUMBLE STRIPS ARE REQUIRED FOR ALL NEW PAVED SHOULDER ALONG STH 29. SEE S.D.D. "ASPHALTIC SHOULDER RUMBLE STRIP, MILLING" FOR DETAILS.

CONSTRUCT THE 5.5-INCH HMA PAVEMENT, TYPE E-3 WITH A 2.5-INCH UPPER LAYER AND A 3-INCH LOWER LAYER.

CONSTRUCT THE 5-INCH HMA PAVEMENT, TYPE E-1 WITH A 2.25-INCH UPPER LAYER AND A 2.75-INCH LOWER LAYER.

CONSTRUCT THE 3.5-INCH HMA PAVEMENT, TYPE E-0.3 WITH A 1.75-INCH UPPER LAYER AND A 1.75-INCH LOWER LAYER.

CONSTRUCT THE 2.5-INCH HMA PAVEMENT MEDIANS WITH ONE 2.5-INCH LAYER.

**DIGGERS HOTLINE**

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

## STANDARD DETAIL DRAWINGS

| | |
|---|---|
| 8A5-16a | INLET COVERS TYPE A, H, A-S, & H-S |
| 8A5-16b | INLET COVERS TYPE B, B-A, C, MS, MS-A & WM |
| 8A5-16d | INLET COVER, TYPE Z MANHOLE COVERS, TYPE K, J, J-S, L & M |
| 8B6-3 | MANHOLES TYPE 1 |
| 8B7-3 | MANHOLES TYPE 2 & 3 |
| 8C1-5 | INLETS TYPE 1,2,3 & 4 |
| 8D1-13 | CONCRETE CURB, CONCRETE CURB & GUTTER AND PAVEMENT TIES |
| 8D3-4 | CONCRETE SURFACE DRAIN DROP INLET TYPE AT STRUCTURES |
| 8D4-3 | CONCRETE SURFACE DRAIN & ASPHALTIC FLUME |
| 8D5-9a | CURB RAMPS TYPE 1, 2, & 3 |
| 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 |
| 9A1-12a | AT-GRADE SIDE ROAD INTERSECTION, TYPES "B1", "B2", "C" AND "D" AND TEE INTERSECTION BYPASS LANE |
| 11B2-1 | CONCRETE MEDIAN NOSE |
| 12A1-2 | SLOPE PAVING-STRUCTURES (CONCRETE CAST-IN-PLACE) |
| 12A3-7 | NAME PLATE (STRUCTURES) |
| 13A5-3a,b | ASPHALTIC SHOULDER RUMBLE STRIP, MILLING |
| 13B2-4 | CONCRETE PAVEMENT APPROACH SLAB |
| 13C1-11 | CONCRETE PAVEMENT LONGITUDINAL JOINTS AND PAVEMENT TIES |
| 13C13-4 | URBAN DOWELED CONCRETE PAVEMENT |
| 13C17-1a | CONCRETE JOINT DETAIL FOR EXIT RAMP TERMINI |
| 13C17-1b | CONCRETE JOINT DETAIL FOR ENTRANCE RAMP TERMINI |
| 14B3-2 | STEEL PLATE BEAM GUARD CLASS B |
| 14B7-10a,b | CONCRETE BARRIER TEMPORARY PRECAST, 12'-6" |
| 14B7-10c | CONCRETE BARRIER TEMPROARY PRECAST, 12'-6" BENDING DIAGRAM |
| 14B7-10d | CONCRETE BARRIER TEMPROARY PRECAST, 12'-6" ANCHORING DETAIL AND CRASH CUSHION |
| 14B15-4a,b | STEEL PLATE BEAM GUARD, CLASS "A" INSTALLATION & ELEMENTS |
| 14B18-4a | STEEL PLATE BEAM GUARD, CLASS "A" (AT BRIDGES, OBSTACLES AND SIDEROADS/DRIVEWAYS) |
| 14B18-4d | STEEL PLATE BEAM GUARD, CLASS "A", BULLNOSE INSTALLATION AT MEDIAN PIERS AND SIGN SUPPORTS |
| 14B20-6a | STEEL THRIE BEAM STRUCTURE APPROACH |
| 14B20-6b | STEEL THRIE BEAM STRUCTURE APPROACH, CONNECTION TO SQUARE END AND VERTICAL FACED PARAPETS |
| 14B22-3a&b | CONCRETE BARRIER, SINGLE-FACED (WITH ANCHORAGE) |
| 14B24-4a,b&c | STEEL PLATE BEAM GUARD ENERGY ABSORBING TERMINAL |
| 15A1-9 | MARKER POST FOR RIGHT-OF-WAY |
| 15A2-6 | DELINEATOR POST, DELINEATOR BRACKET AND DELINEATOR |
| 15A3-1 | MARKER POST, FLEXIBLE, FOR CULVERT END |
| 15B1-7a&b | WOVEN WIRE FENCE |
| 15B3-10a&b | CHAIN LINK FENCE |
| 15C2-4a,b | BARRICADES AND SIGNS FOR MAINLINE CLOSURES |
| 15C3-1 | BARRICADES AND SIGNS FOR SIDEROAD CLOSURES |
| 15C7-6a | PAVEMENT MARKING SYMBOLS |
| 15C8-9a | PAVEMENT MARKING (MAINLINE) |
| 15C8-9b | PAVEMENT MARKING (INTERSECTIONS) |
| 15C8-9d | PAVEMENT MARKING (LEFT TURN LANE) |
| 15C8-10e | PAVEMENT MARKING (ISLANDS, STOP LINE & CROSS WALK) |
| 15C8-9f | PAVEMENT MARKING (RAMPS & GORES) |
| 15C10-7b | RAISED PAVEMENT MARKERS (RAMPS & ARROWS) |
| 15C12-2 | TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS) |
| 15C18-1 | MEDIAN ISLAND MARKING |
| 15D3-1 | TRAFFIC CONTROL, LANE CLOSURE, SPEEDS GREATER THAT 40 M.P.H. WITH BARRIER |
| 15D12-2 | TRAFFIC CONTROL, LANE CLOSURE, SPEEDS GREATER THAT 40 M.P.H. |
| 15D16-1 | TRAFFIC CONTROL, EXIT RAMP CLOSURE |
| 15D27-1 | TRAFFIC CONTROL, SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THAN 40 M.P.H. |
| 15D28-1 | TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED HIGHWAY |

## DESIGNER

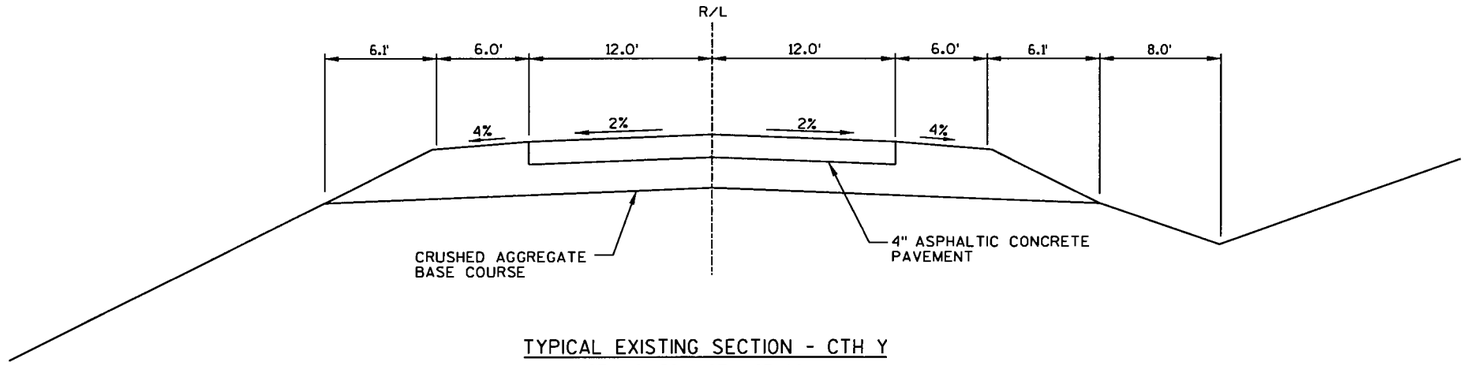
TN & ASSOCIATES, INC.
ATTN: GARY CORCORAN
2801 CROSSROADS DRIVE, SUITE 1600
MADISON, WI 53718
(608)243-6470

## ENVIRONMENTAL COORDINATOR

WISCONSIN DEPARTMENT OF NATURAL RESOURCES
ATTN: CAMERON BUMP
473 GRIFFITH AVE.
WISCONSIN RAPIDS, WI 54494
(715)421-7867

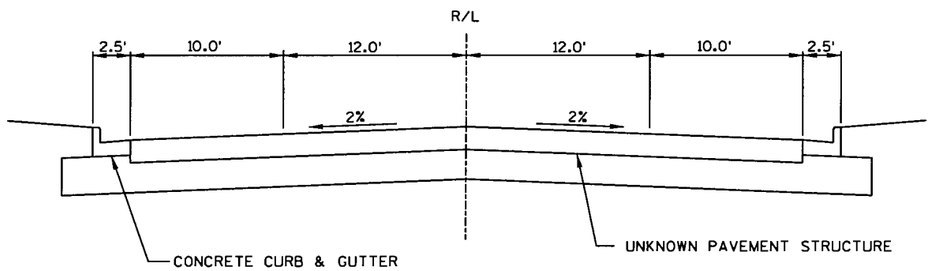
| PROJECT NO: 1053-09-71/72 | HWY: STH 29 | COUNTY: MARATHON | ABBREVIATIONS, GENERAL NOTES, & S.D.D.'S | SHEET 3 | E |
|---|---|---|---|---|---|

2




TYPICAL EXISTING SECTION - CTH Y

STA. 101+50 - STA. 123+00




TYPICAL EXISTING SECTION - CTH Y THROUGH HATLEY

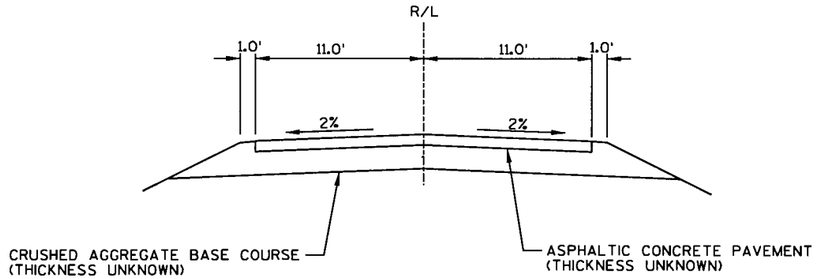
STA. 20+50'FR' - STA. 23+10'FR'

| PROJECT NO: 1053-09-71/72 | HWY: CTH Y | COUNTY: MARATHON | TYPICAL EXISTING SECTIONS | SHEET 4 | E |
|---|---|---|---|---|---|

FILE NAME : p:\2001193\microstation\planset\020301_ts.dgn PLOT DATE : 6/29/2004 PLOT BY : TNA PLOT NAME : PLOT SCALE : _PLOTSCALE_

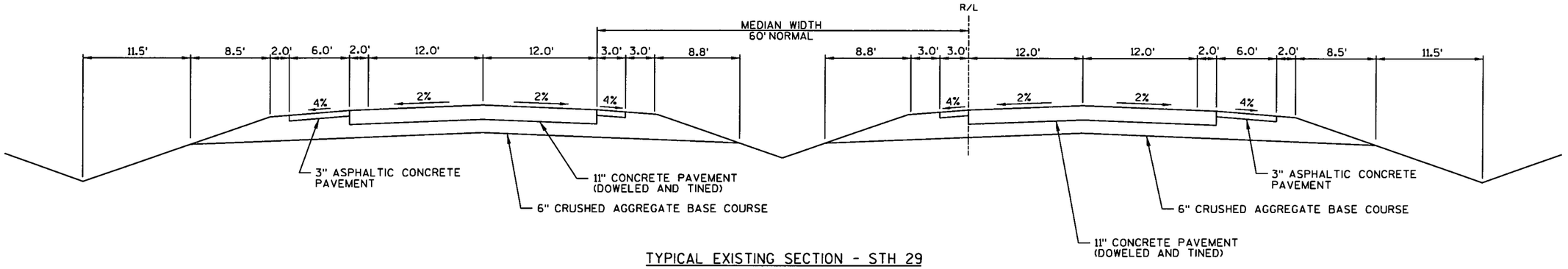
WISDOT/CADDS SHEET 42

2



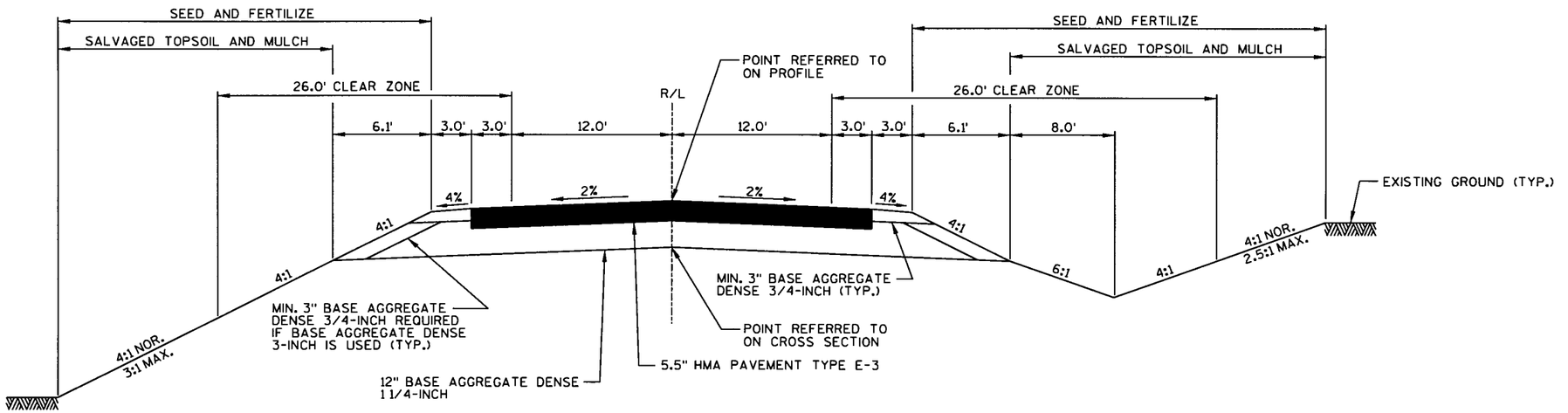

TYPICAL EXISTING SECTION - CURTIS AVENUE

STA. 10+00'CS' - STA. 13+14.44'CS'



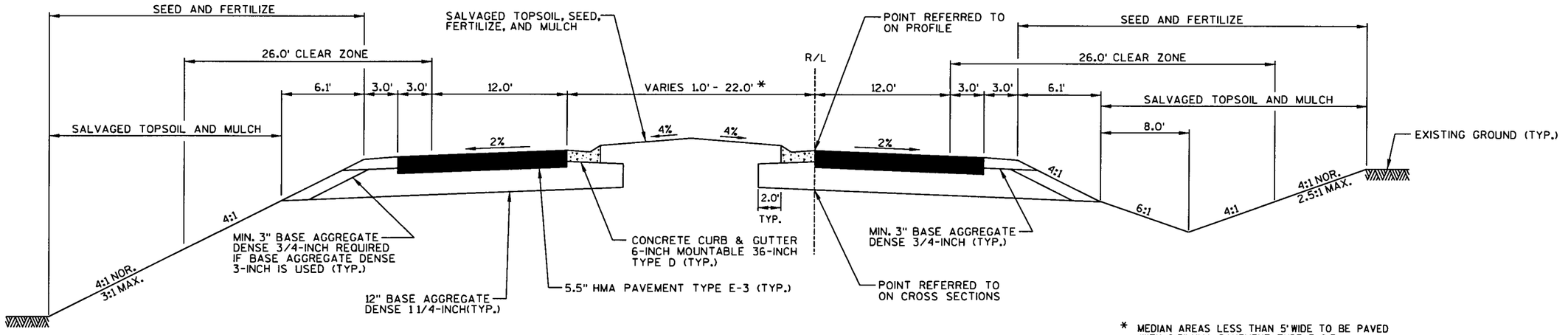

TYPICAL EXISTING SECTION - STH 29

| PROJECT NO: 1053-09-71/72 | HWY: CTH Y | COUNTY: MARATHON | TYPICAL EXISTING SECTIONS | SHEET 5 | E |
|---|---|---|---|---|---|




TYPICAL PROPOSED SECTION - CTH Y

STA. 101+50 - STA. 123+00




* MEDIAN AREAS LESS THAN 5' WIDE TO BE PAVED WITH 2.5" HMA PAVEMENT TYPE E-0.3

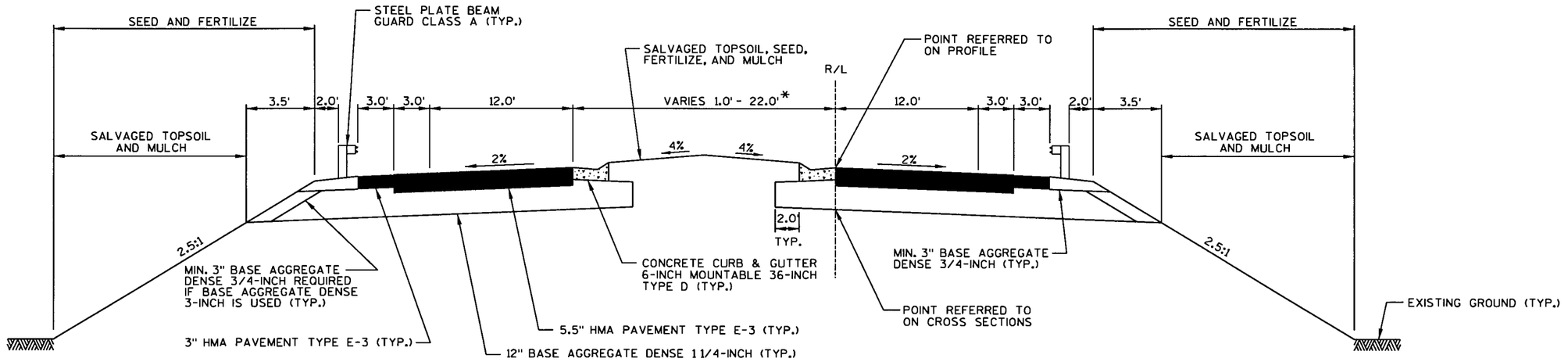
TYPICAL PROPOSED SECTION - CTH Y

STA. 123+00 - STA. 124+00

| PROJECT NO: 1053-09-71/72 | HWY: CTH Y | COUNTY: MARATHON | TYPICAL PROPOSED SECTIONS | SHEET 6 | E |
|---|---|---|---|---|---|

FILE NAME : p:\2001193\microstation\planset\020303_ts.dgn PLOT DATE : 6/29/2004 PLOT BY : TNA PLOT NAME : PLOT SCALE : _PLOTSCALE_

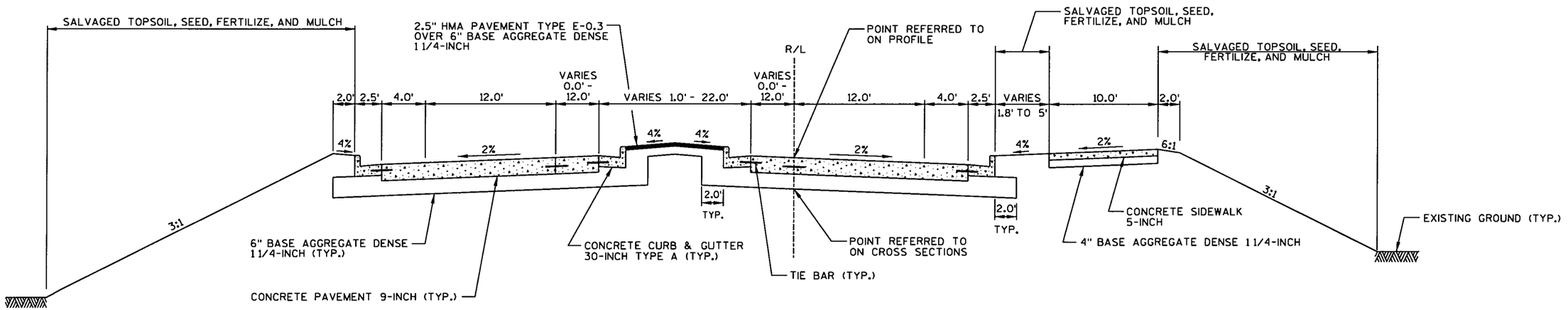
WISDOT/CADDS SHEET 42




TYPICAL PROPOSED SECTION - CTH Y

STA. 124+00 - STA. 129+55.69

* MEDIAN AREAS LESS THAN 5' WIDE TO BE PAVED WITH 2.5" HMA PAVEMENT TYPE E-0.3 OVER 6" BASE AGGREGATE DENSE 1 1/4-INCH

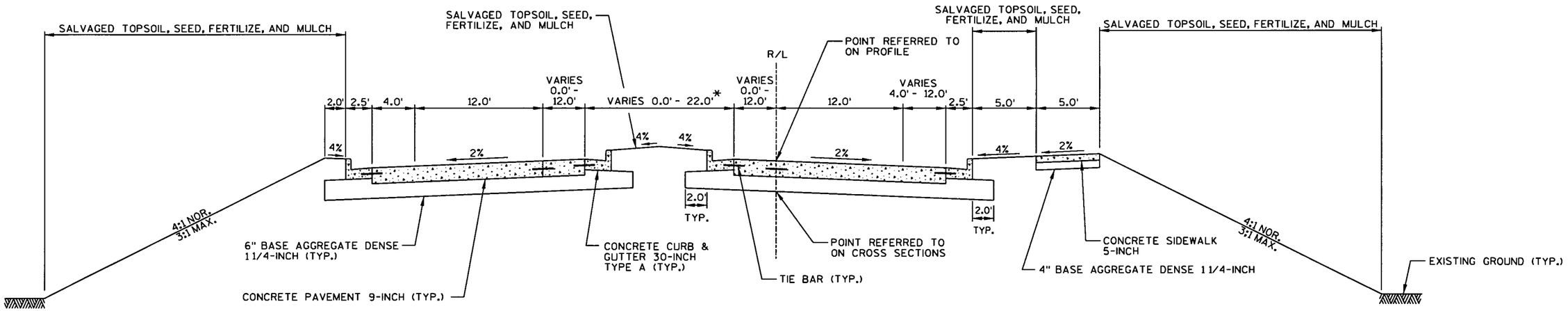



PROPOSED TYPICAL SECTION - CTH Y

STA. 129+55.69 - STA. 132+30.87**
STA. 134+72.74 - STA. 137+00

**STA. 132+30.87 - STA. 134+72.74
SEE PLAN FOR STRUCTURE B-37-377

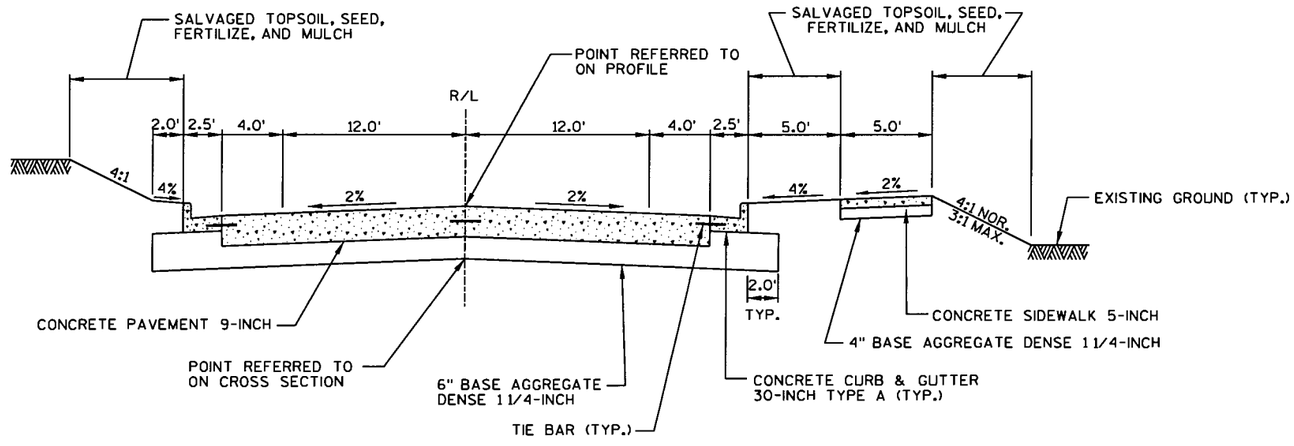
| PROJECT NO: 1053-09-71/72 | HWY: CTH Y | COUNTY: MARATHON | TYPICAL PROPOSED SECTIONS | SHEET 7 | E |
|---|---|---|---|---|---|




TYPICAL PROPOSED SECTION - CTH Y

STA. 137+00 - STA. 141+62.21

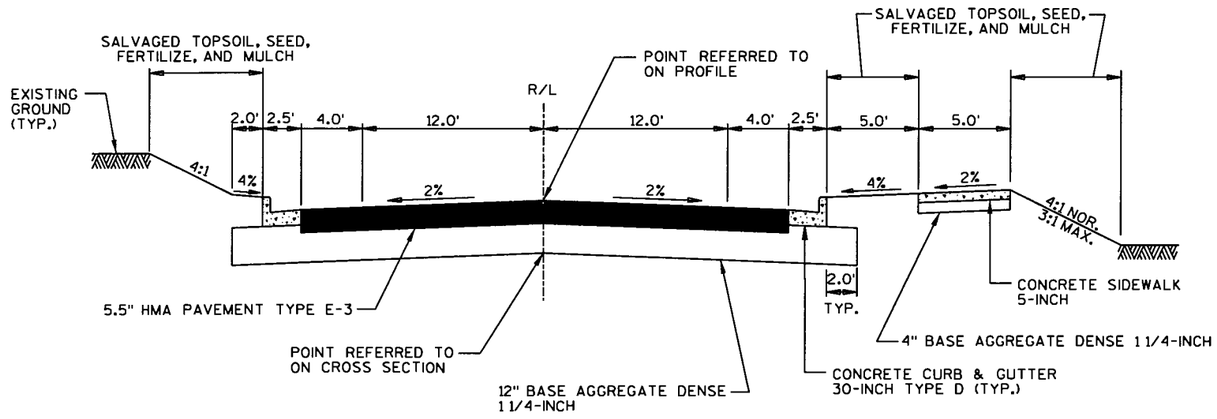
* MEDIAN AREAS LESS THAN 5' WIDE TO BE PAVED WITH 2.5" HMA PAVEMENT TYPE E-0.3 OVER 6" BASE AGGREGATE DENSE 1 1/4-INCH




TYPICAL PROPOSED SECTION - CTH Y

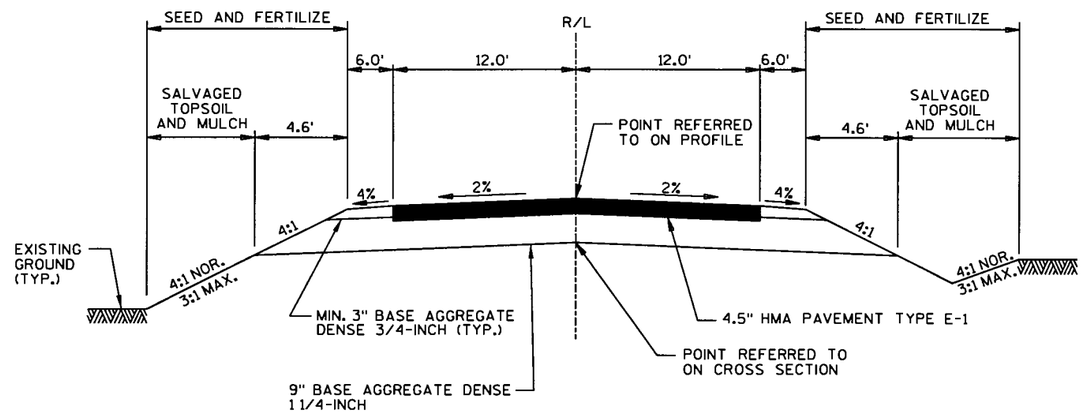
STA. 141+62.21 - STA. 145+00

| PROJECT NO: 1053-09-71/72 | HWY: CTH Y | COUNTY: MARATHON | TYPICAL PROPOSED SECTIONS | SHEET 8 | E |
|---|---|---|---|---|---|



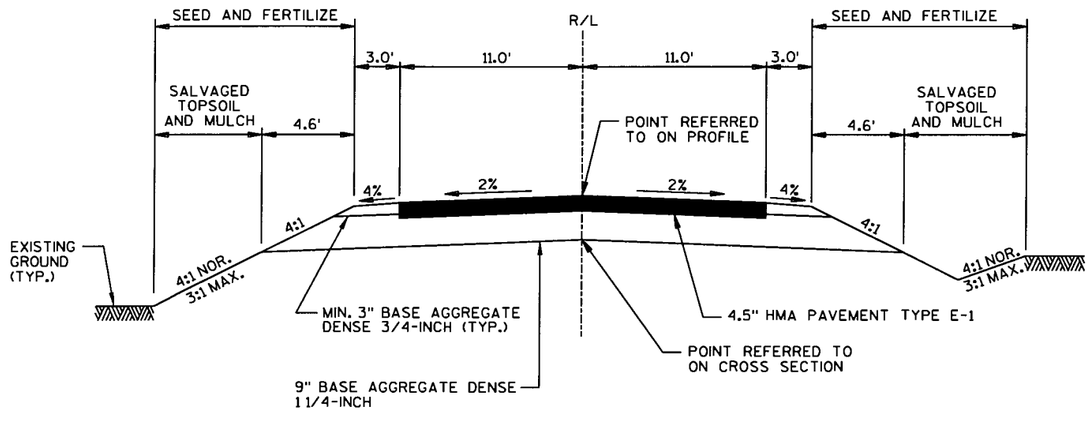

TYPICAL PROPSED SECTION - CTH Y

STA. 145+00 - STA. - 150+00



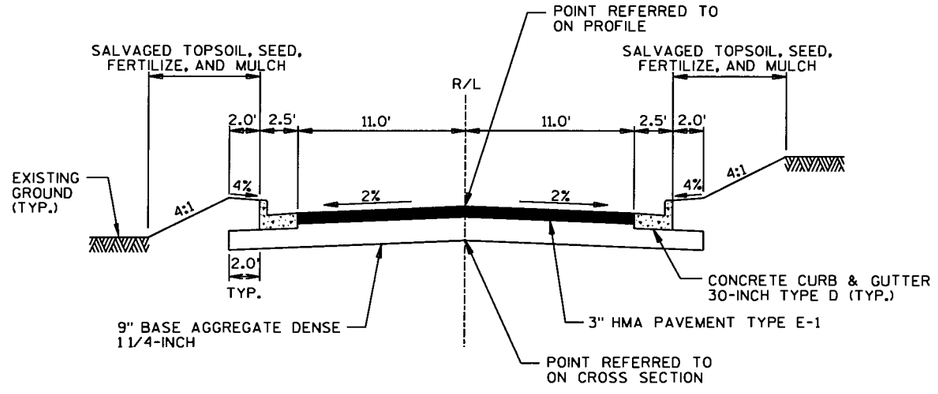

TYPICAL PROPOSED SECTION - OLD CTH Y

STA. 7+75'CY' - STA. 10+48.66'CY'




TYPICAL PROPOSED SECTION - LOCAL ROAD

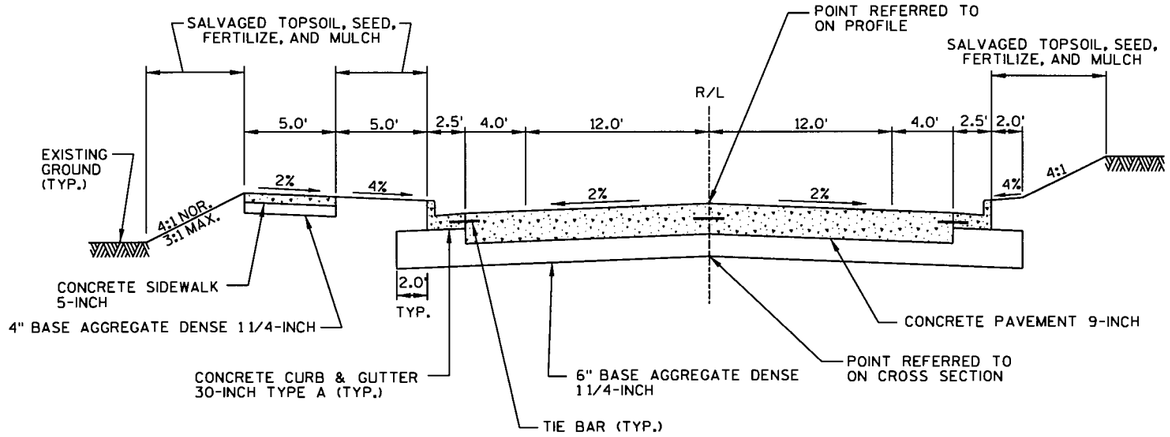
STA. 10+00'LR' - STA. 18+00'LR'




TYPICAL PROPOSED SECTION - CURTIS AVENUE

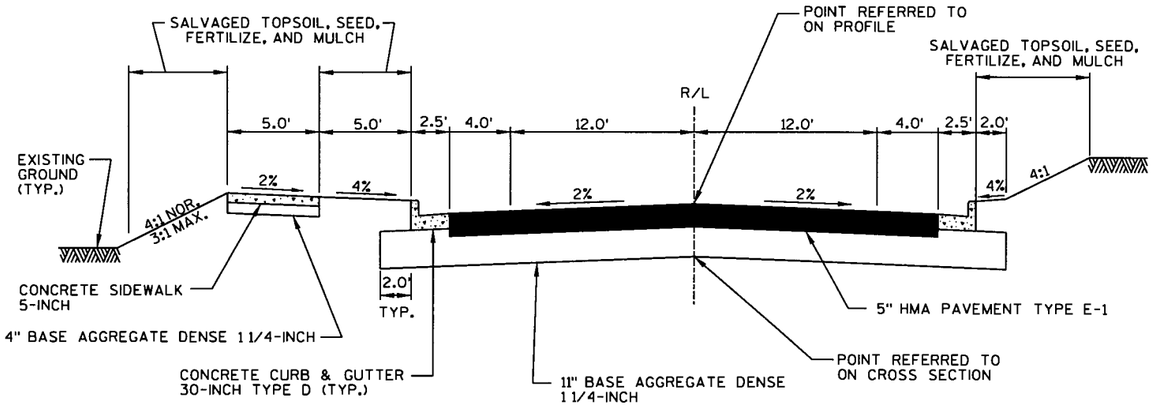
STA. 10+00'CS' - STA. 13+14.44'CS'

| PROJECT NO: 1053-09-71/72 | HWY: CTH Y | COUNTY: MARATHON | TYPICAL PROPOSED SECTIONS | SHEET 9 | E |
|---|---|---|---|---|---|



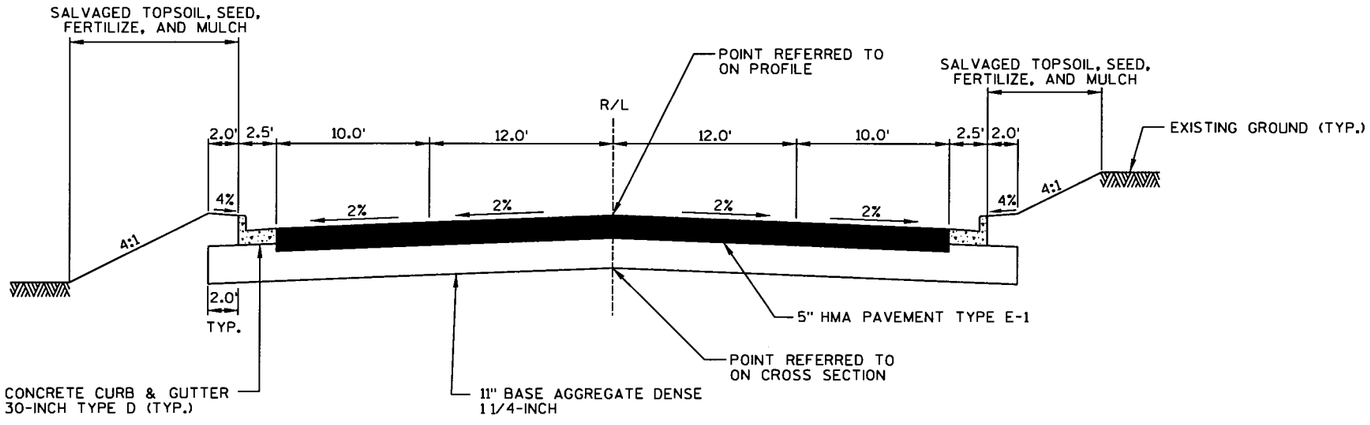

PROPOSED TYPICAL SECTION - FRONTAGE ROAD

STA. 10+00'FR' - STA. 11+50'FR'




PROPOSED TYPICAL SECTION - FRONTAGE ROAD

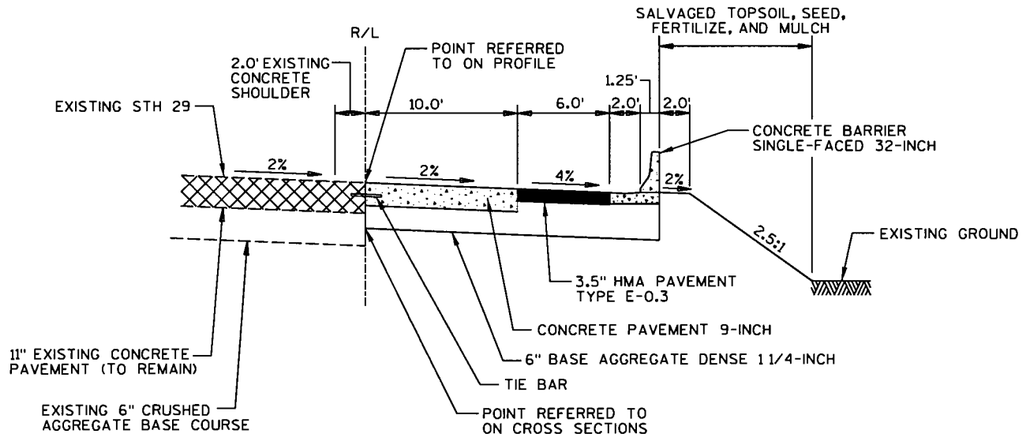
STA. 11+50'FR' - STA. 20+50'FR'




PROPOSED TYPICAL SECTION - FRONTAGE ROAD

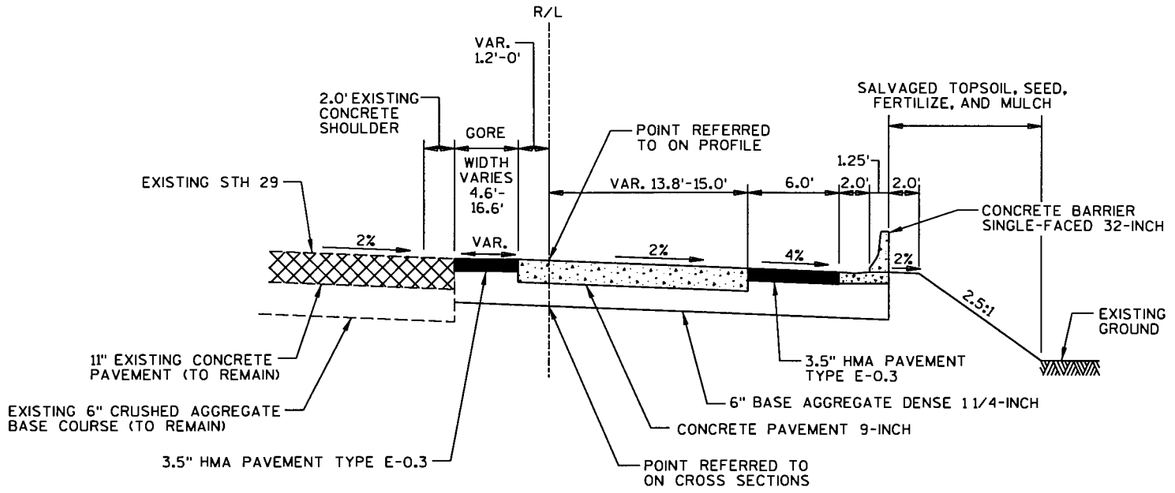
STA. 20+50'FR' - STA. 23+10'FR'

| PROJECT NO: 1053-09-71/72 | HWY: CTH Y | COUNTY: MARATHON | TYPICAL SECTIONS | SHEET 10 | E |
|---|---|---|---|---|---|



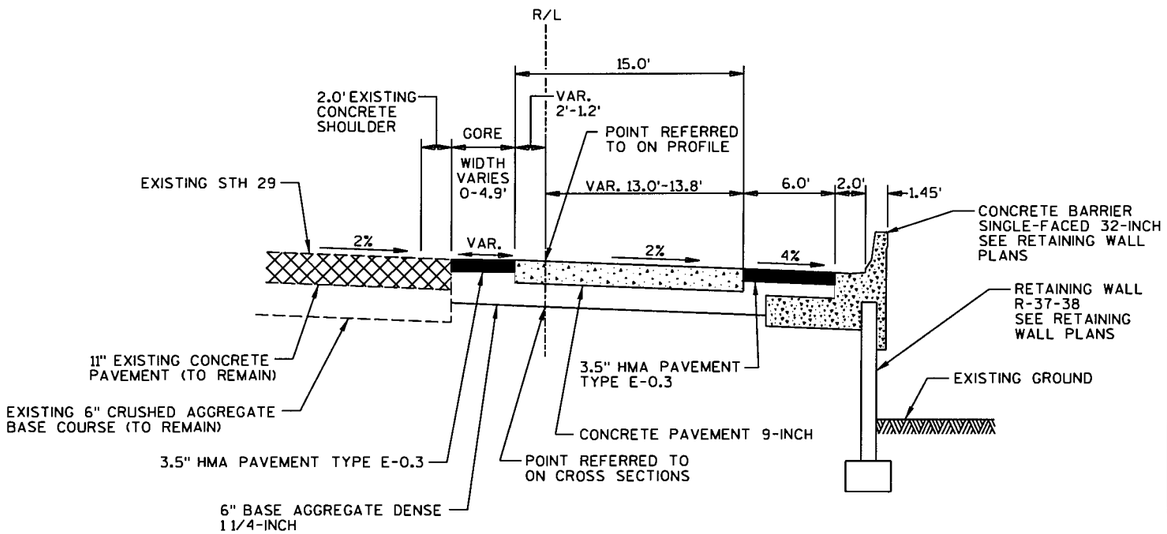

TYPICAL PROPOSED SECTION - RAMPS

STA. 6+63.54'SW' - STA. 8+25'SW' (EB OFF RAMP)



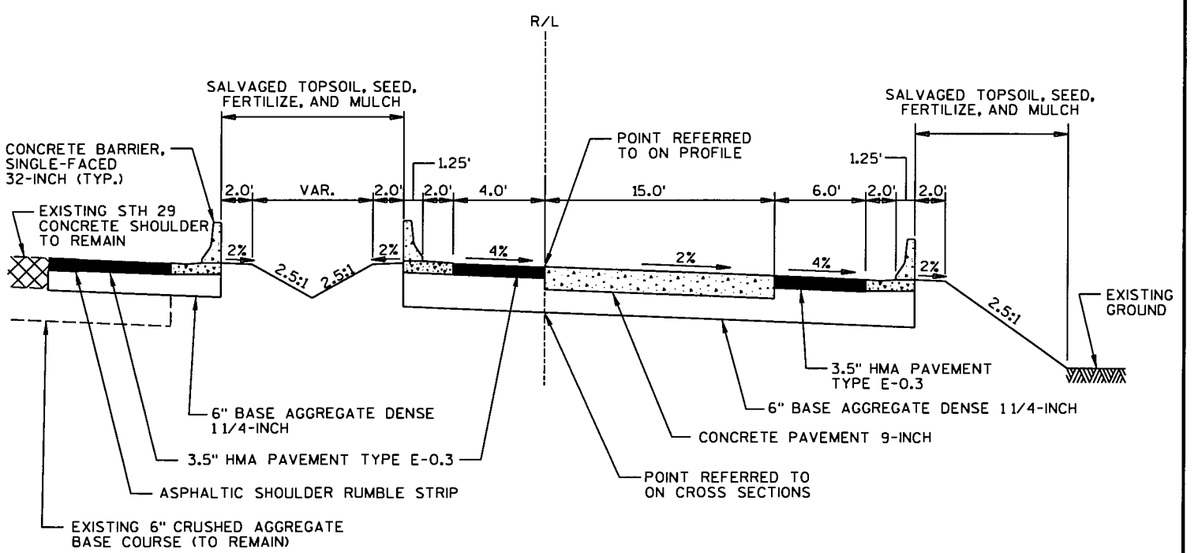

TYPICAL PROPOSED SECTION - RAMPS

STA. 9+85'SW' - STA. 10+94.72'SW' (EB OFF RAMP)




TYPICAL PROPOSED SECTION - RAMPS

STA. 8+25'SW' - STA. 9+85'SW' (EB OFF RAMP)

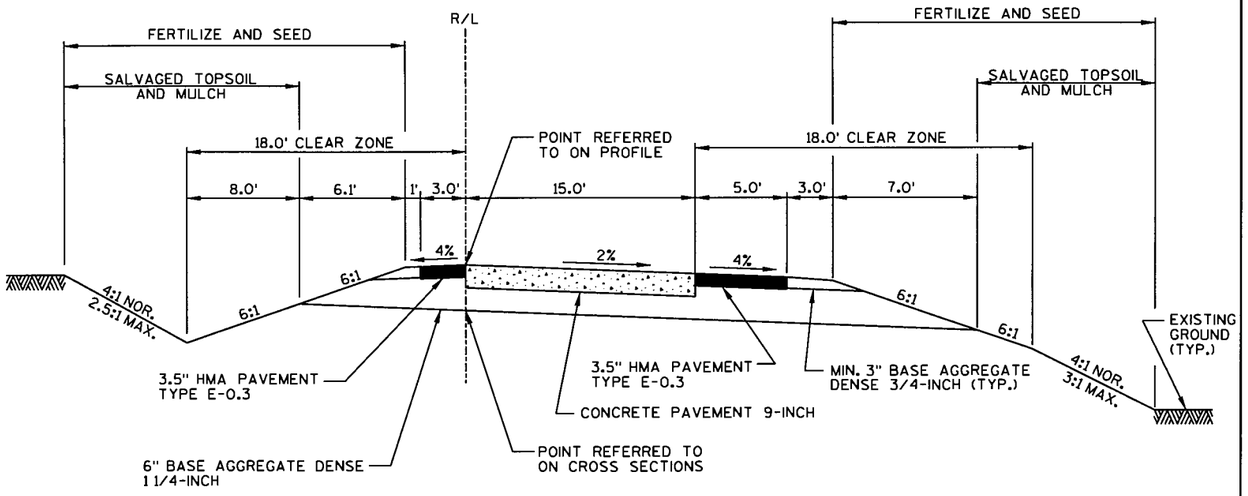



TYPICAL PROPOSED SECTION - RAMPS

STA. 10+94.72'SW' - STA. 12+71.35'SW' (EB OFF RAMP)**

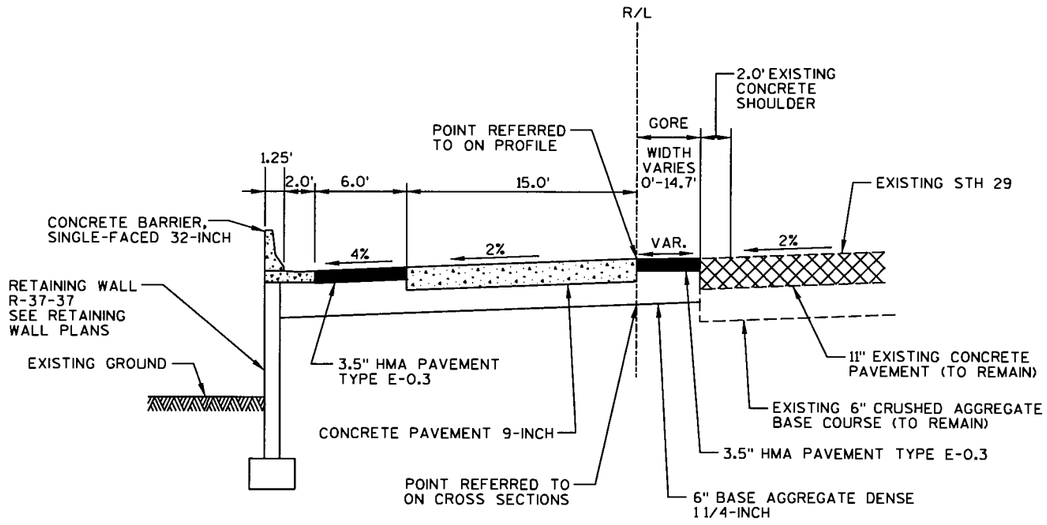
**STA. 12+71.35'SW' - STA. 13+69.63'SW'
SEE PLAN FOR STRUCTURE B-37-378

| PROJECT NO: 1053-09-71/72 | HWY: CTH Y | COUNTY: MARATHON | TYPICAL PROPOSED SECTIONS | SHEET 11 | E |
|---|---|---|---|---|---|



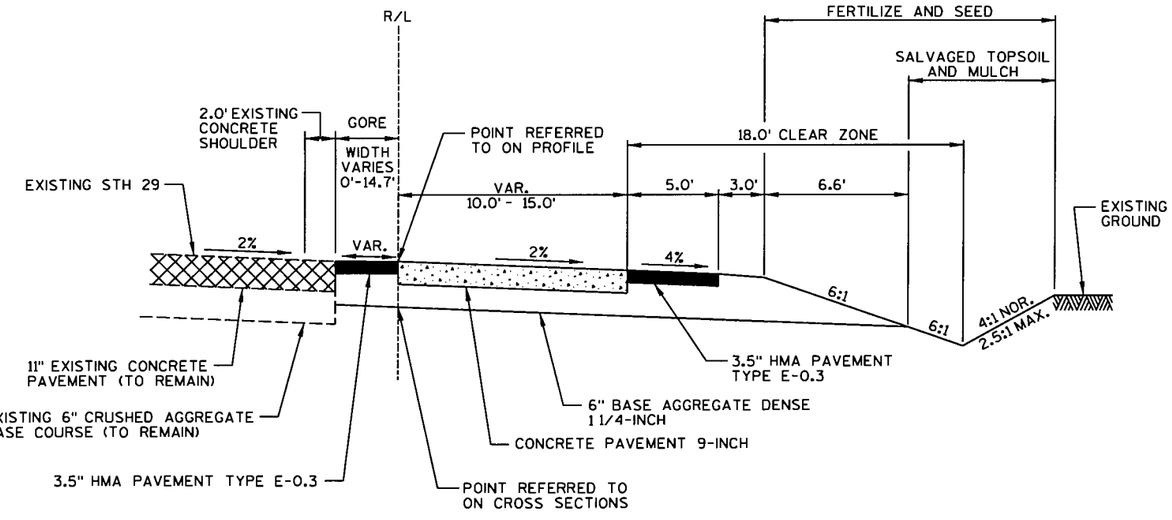

TYPICAL PROPOSED SECTION - RAMPS

STA. 13+69.63'SW' - STA. 20+00'SW' (EB OFF RAMP)
STA. 20+00'SE' - STA. 28+44.06'SE' (EB ON RAMP)



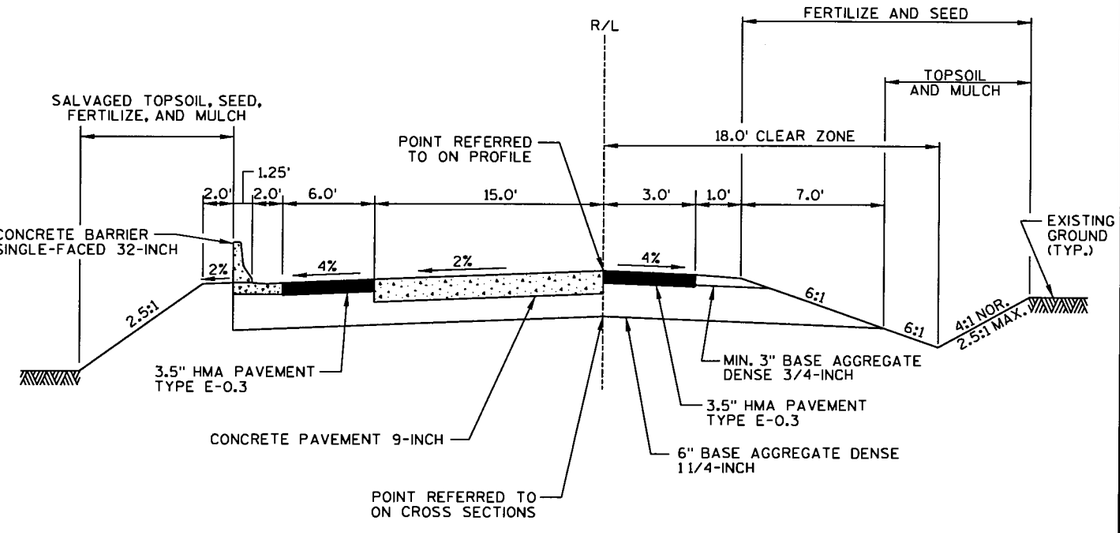

TYPICAL PROPOSED SECTION - RAMPS

STA. 12+85.23'NW' - STA. 13+75'NW' (WB ON RAMP)




TYPICAL PROPOSED SECTION - RAMPS

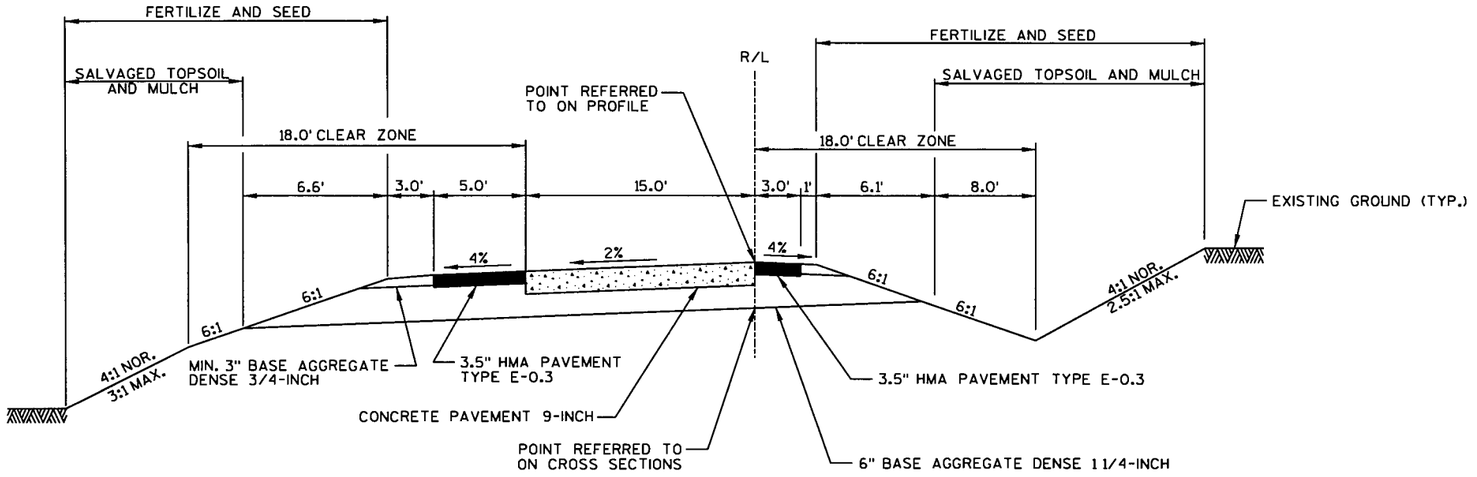
STA. 28+44.06'SE' - STA. 36+31.82'SE' (EB ON RAMP)




TYPICAL PROPOSED SECTION - RAMPS

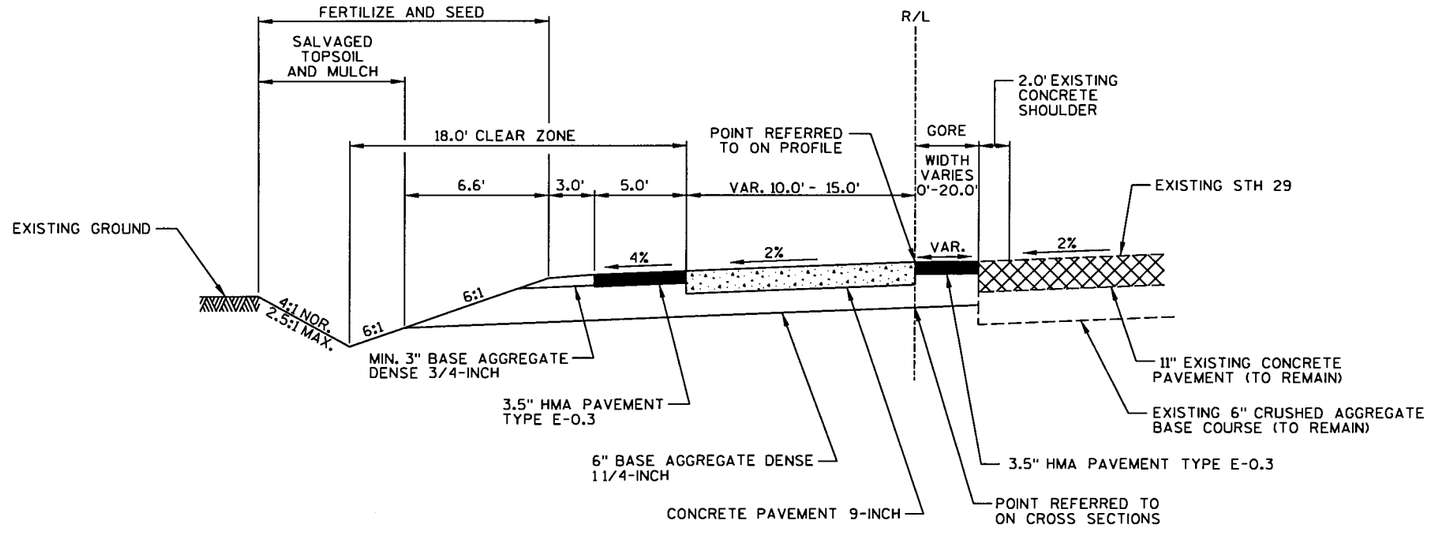
STA. 13+75'NW' - STA. 14+50'NW' (WB ON RAMP)

| PROJECT NO: 1053-09-71/72 | HWY: CTH Y | COUNTY: MARATHON | TYPICAL PROPOSED SECTIONS | SHEET 12 | E |
|---|---|---|---|---|---|




TYPICAL PROPOSED SECTION - RAMPS

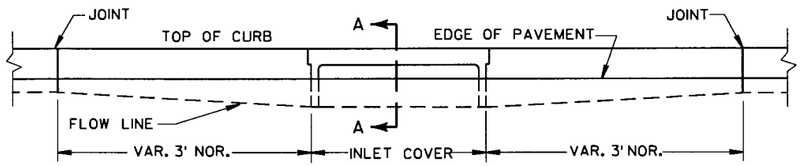
STA. 14+50'NW' - STA. 20+00'NW' (WB ON RAMP)
STA. 20+00'NE' - STA. 28+50'NE' (WB OFF RAMP)



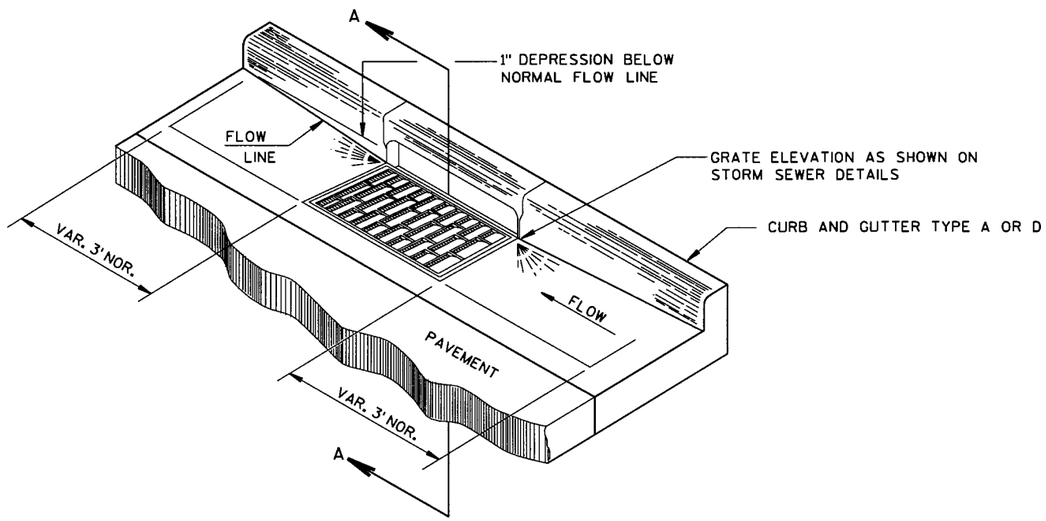

TYPICAL PROPOSED SECTION - RAMPS

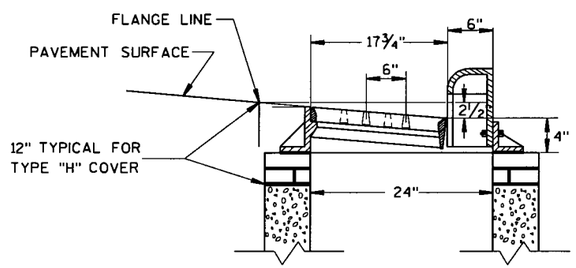
STA. 28+50'NE' - STA. 36+17.56'NE' (WB OFF RAMP)

| PROJECT NO: 1053-09-71/72 | HWY: CTH Y | COUNTY: MARATHON | TYPICAL PROPOSED SECTIONS | SHEET 13 | E |
|---|---|---|---|---|---|




ELEVATION

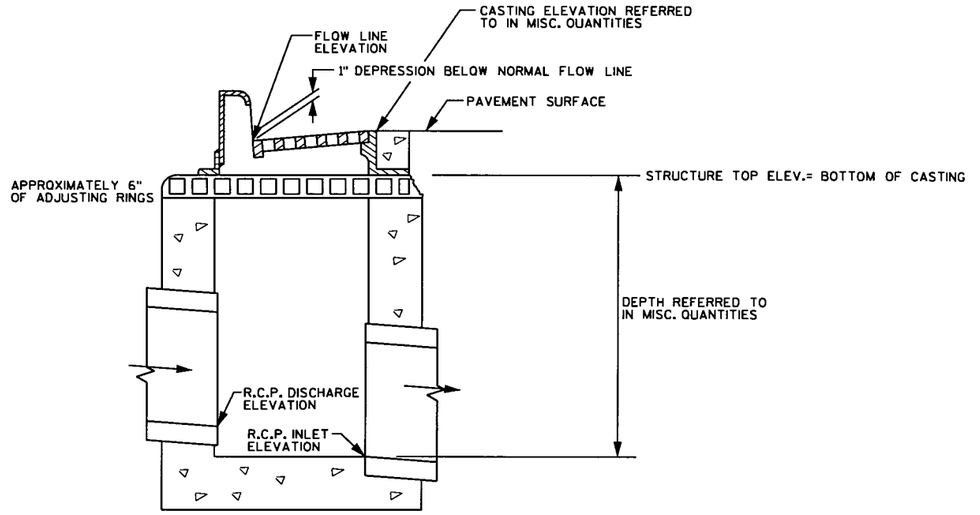



SECTION A-A

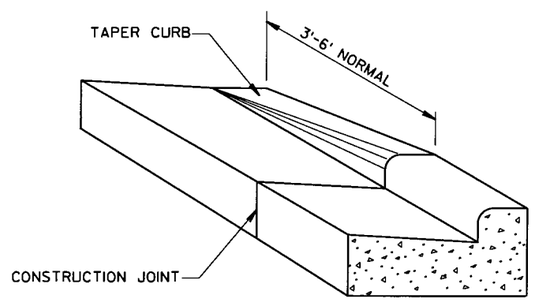
## DETAIL OF CURB AND GUTTER AT INLETS

(TYPE 3-H INLET SHOWN)

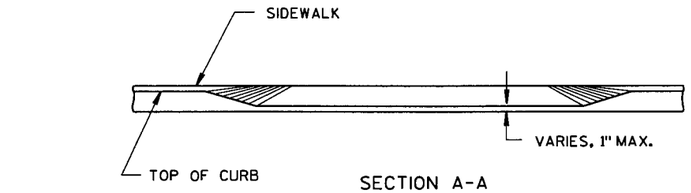



## INLET AND MANHOLE DETAIL

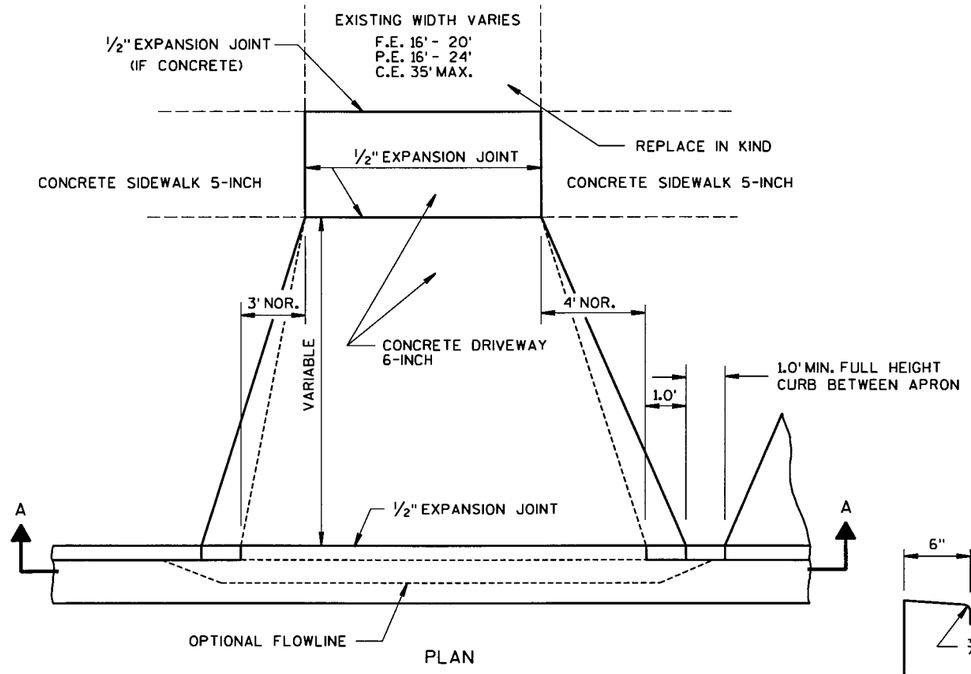
FOR USE WITH ALL INLETS & MANHOLES IN PLAN



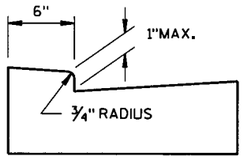

## DETAIL OF CURB & GUTTER TERMINI



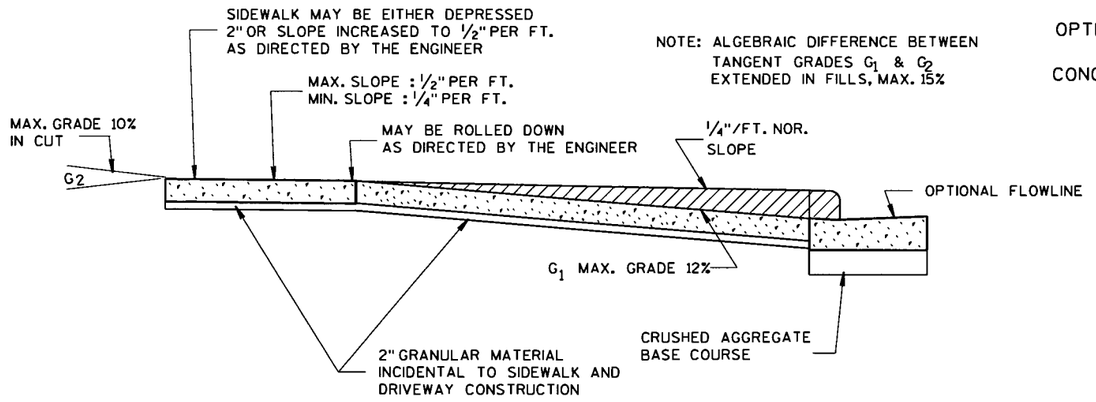

SECTION A-A




PLAN



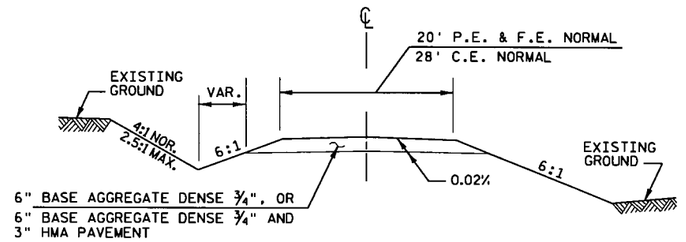

OPTIONAL METHOD
FOR
CONCRETE GUTTER



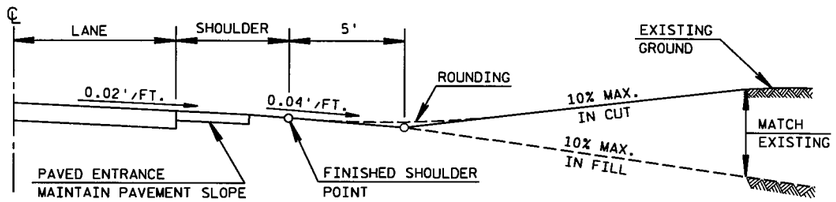

NOTE: ALGEBRAIC DIFFERENCE BETWEEN TANGENT GRADES $G_1$ & $G_2$ EXTENDED IN FILLS, MAX. 15%

PROFILE

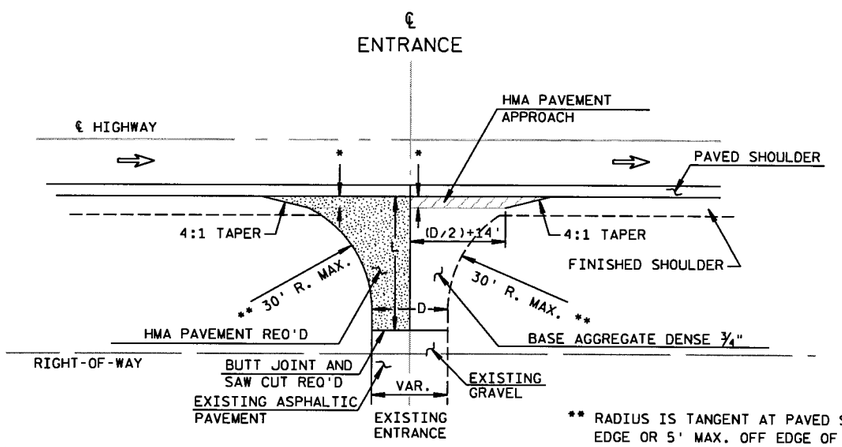
## URBAN DRIVEWAY DETAIL




TYPICAL CROSS SECTION




PROFILE VIEW




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

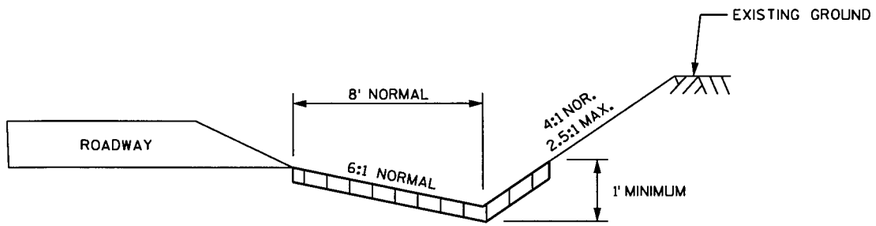
* 3' MAX. OR TO FINISHED SHOULDER WHICH EVER IS LESS.

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=16' - 20' (F.E.)
D=16' - 24' (P.E.)
D=35' MAX (C.E.)

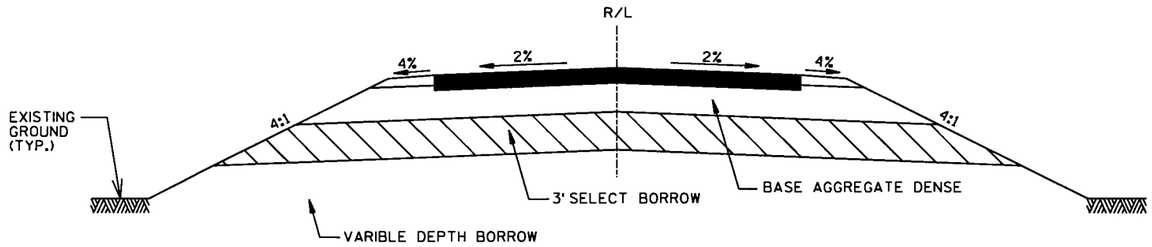
PLAN VIEW

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



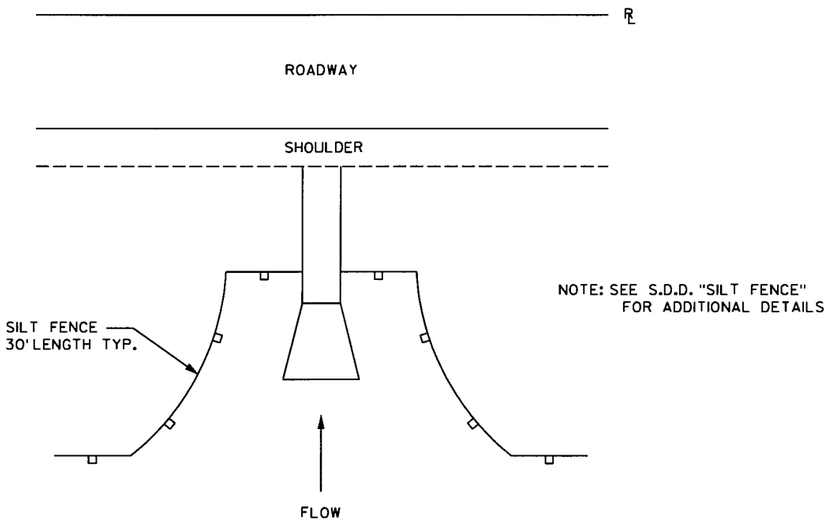

EROSION MAT DETAIL FOR DITCHES

SEE EROSION CONTROL PLANS FOR LOCATIONS



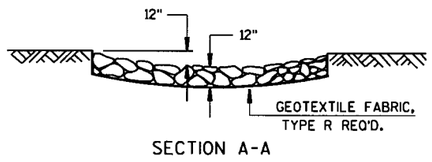

SELECT BORROW DETAIL

(AREAS WITH MORE THAN 3' OF FILL)

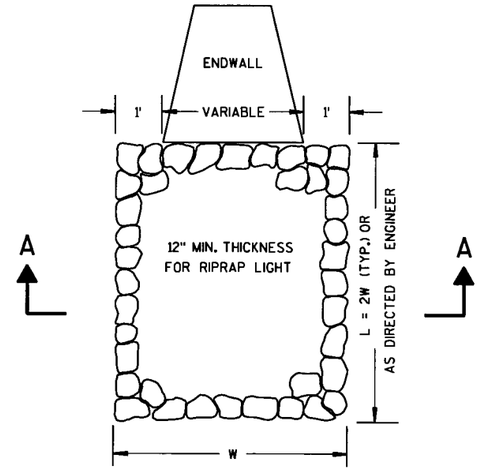



SILT FENCE AT PIPE INLET

SEE EROSION CONTROL PLANS FOR LOCATIONS

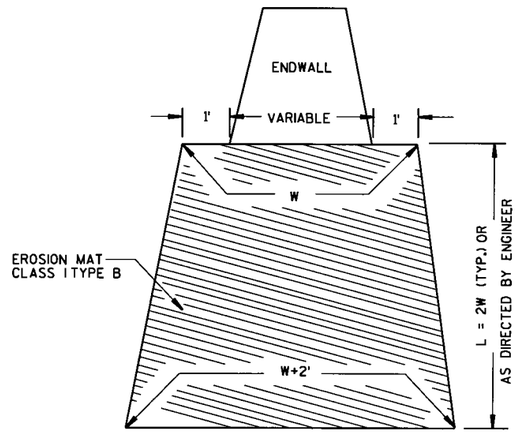



SECTION A-A




RIPRAP TREATMENT AT CULVERTS

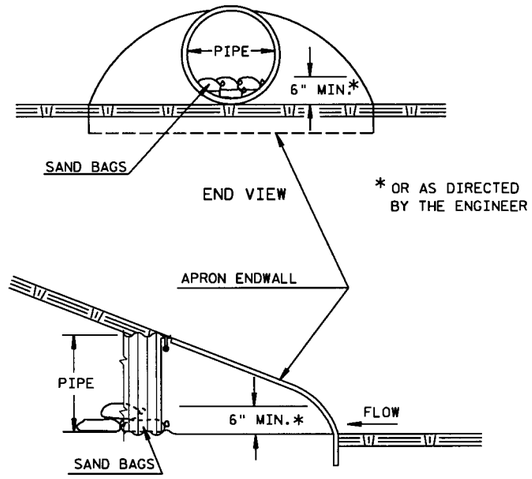
SEE EROSION CONTROL PLANS FOR LOCATIONS




EROSION MAT TREATMENT AT CULVERTS

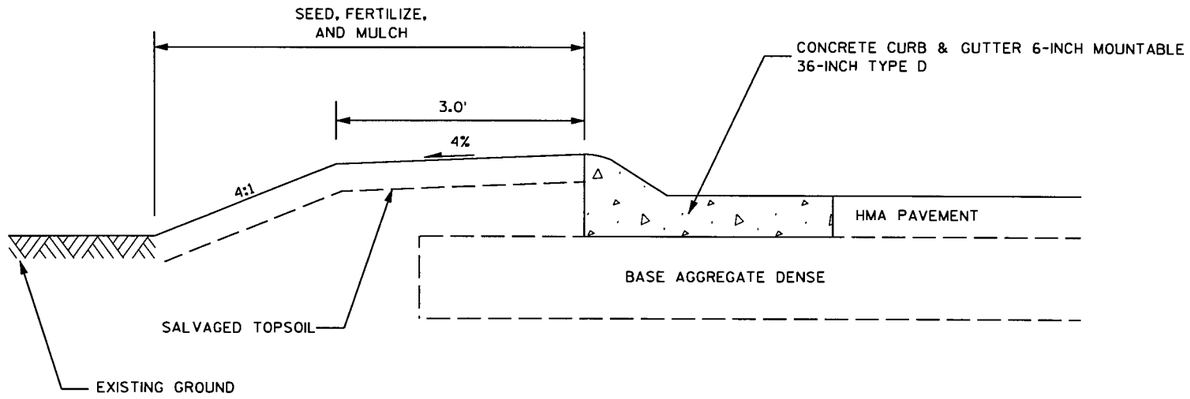
SEE EROSION CONTROL PLANS FOR LOCATIONS

| PROJECT NO: 1053-09-71/72 | HWY: CTH Y | COUNTY: MARATHON | CONSTRUCTION DETAILS | SHEET 16 | E |
|---|---|---|---|---|---|



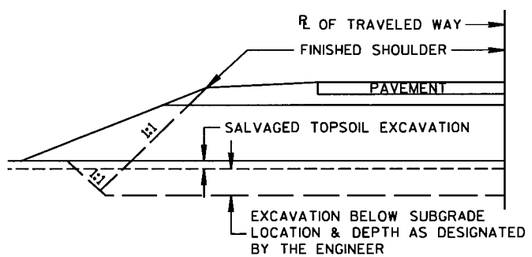

## CULVERT PIPE DITCH CHECK

SEE EROSION CONTROL PLANS FOR LOCATIONS




## PARTIAL TYPICAL SECTION AT INTERSECTION RADII WITH 36" CURB AND GUTTER TYPE D

USED AT ALL RAMP AND SIDE ROAD INTERSECTIONS



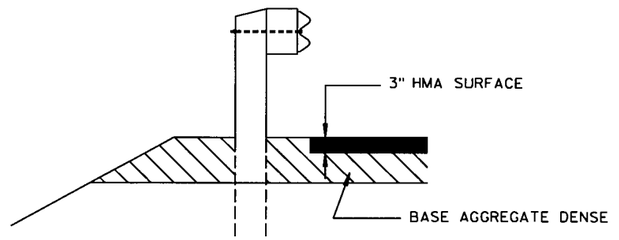

## DETAIL FOR EXCAVATION BELOW SUBGRADE

EXACT LOCATIONS AND EXTENT OF E.B.S. SECTIONS SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

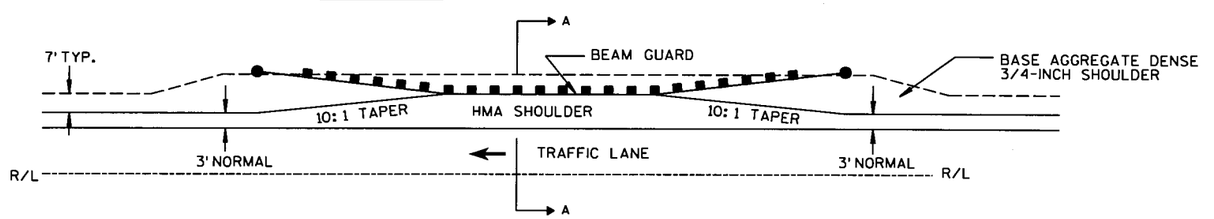
E.B.S AREA TP BE BACKFILLED WITH MATERIAL ACCEPTABLE TO THE ENGINEER.

BACKFILL MUST BE HOMOGENEOUS WITH ADJOINING FILL MATERIAL.

THE FILL SECTION WITHIN 100 FEET OF THE MOUTH OF THE CUT MUST BE KEPT 3 FEET BELOW SUBGRADE UNTIL E.B.S. IS COMPLETED.



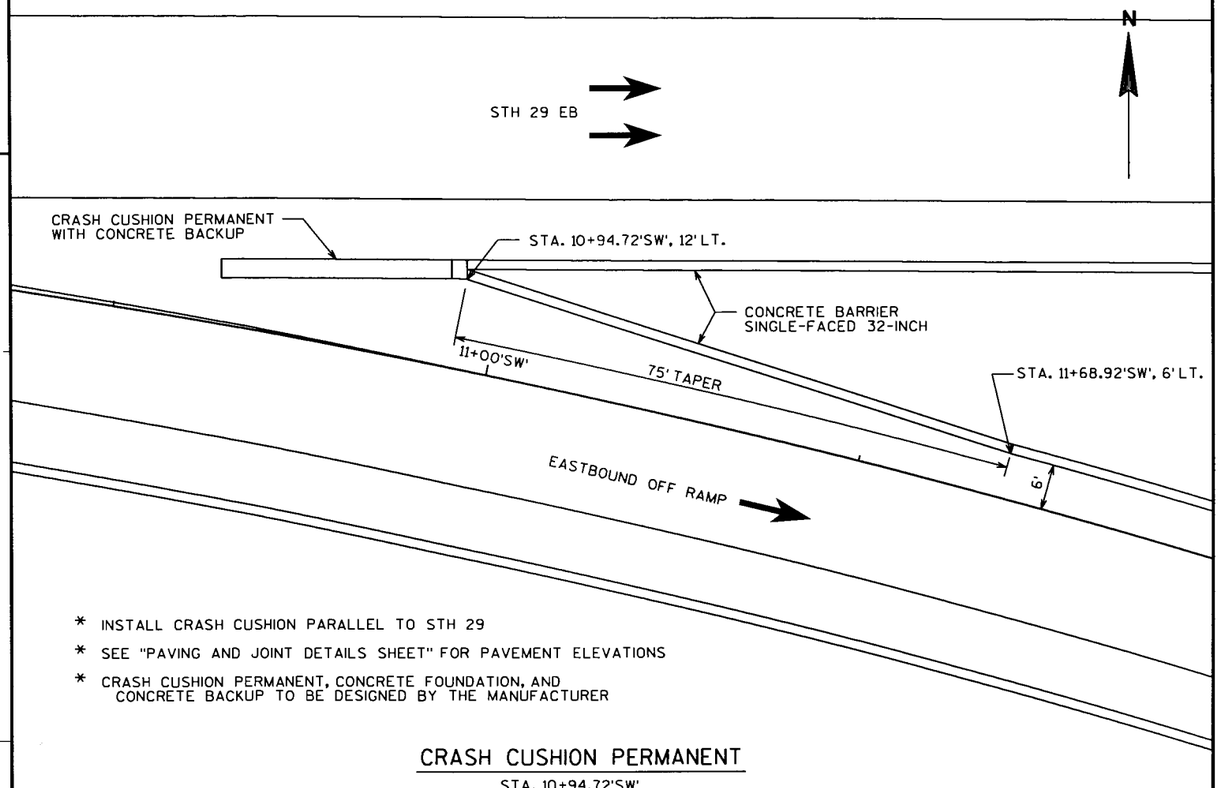

SECTION A-A




## DETAIL FOR HMA SHOULDER AT BEAM GUARD

STA. 123+93 TO STA. 129+56, LT.
STA. 124+00 TO STA. 129+56, RT.
STA. 5+82'SW' TO STA. 6+65'SW', RT.
STA. 14+48'NW' TO STA. 15+31'NW', LT.

| PROJECT NO: 1053-09-71/72 | HWY: CTH Y | COUNTY: MARATHON | CONSTRUCTION DETAILS | SHEET 17 | E |
|---|---|---|---|---|---|



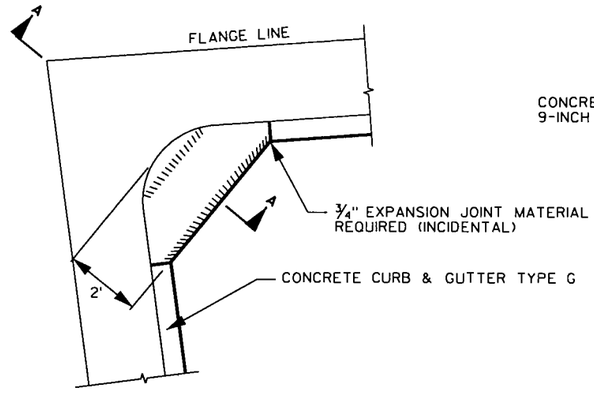

* INSTALL CRASH CUSHION PARALLEL TO STH 29

* SEE "PAVING AND JOINT DETAILS SHEET" FOR PAVEMENT ELEVATIONS

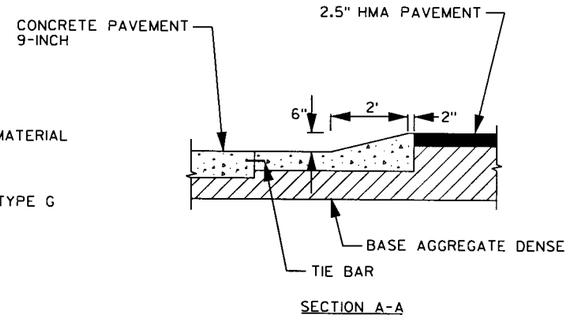
* CRASH CUSHION PERMANENT, CONCRETE FOUNDATION, AND CONCRETE BACKUP TO BE DESIGNED BY THE MANUFACTURER

## CRASH CUSHION PERMANENT

STA. 10+94.72'SW'



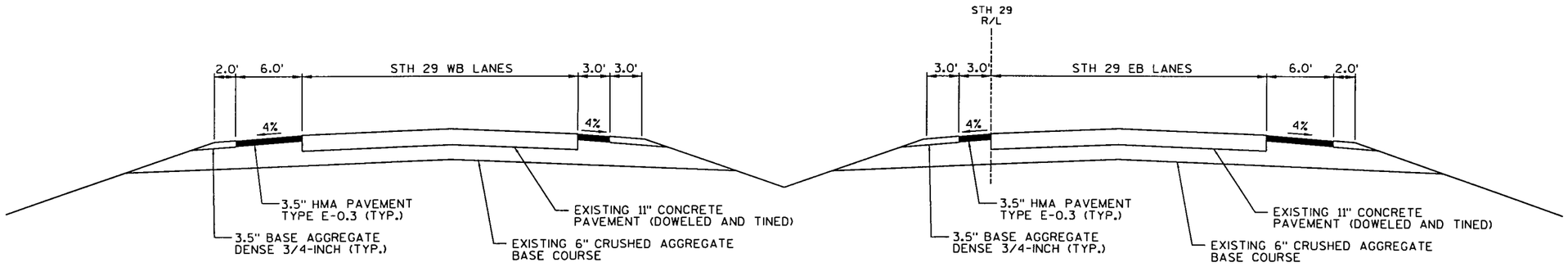

NOTE:
ISLAND CORNER WILL BE PAID
AS CONCRETE CURB & GUTTER




SECTION A-A

## ISLAND CORNER DETAIL

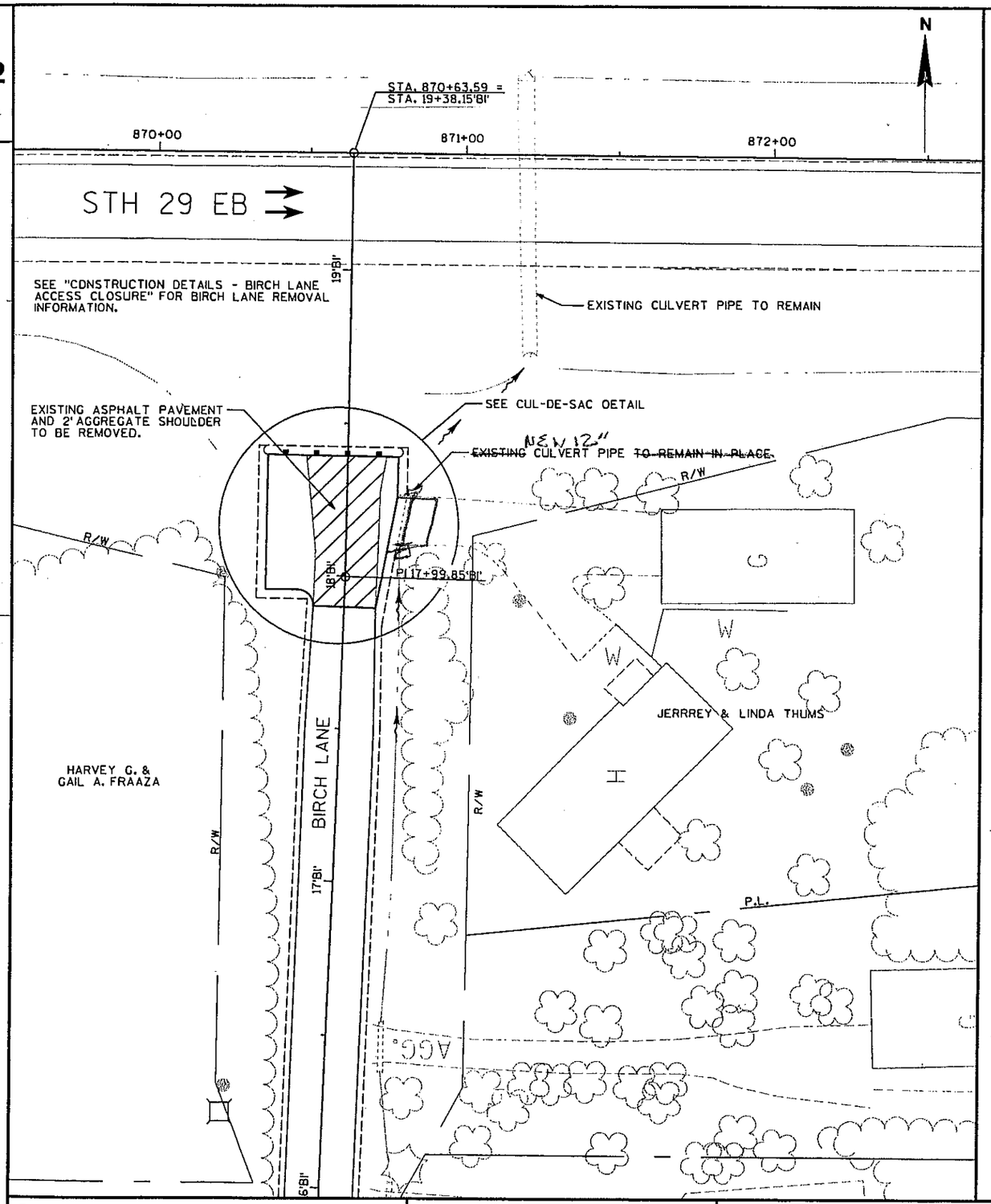
WESTBOUND OFF RAMP ISLAND
FRONTAGE ROAD ISLAND

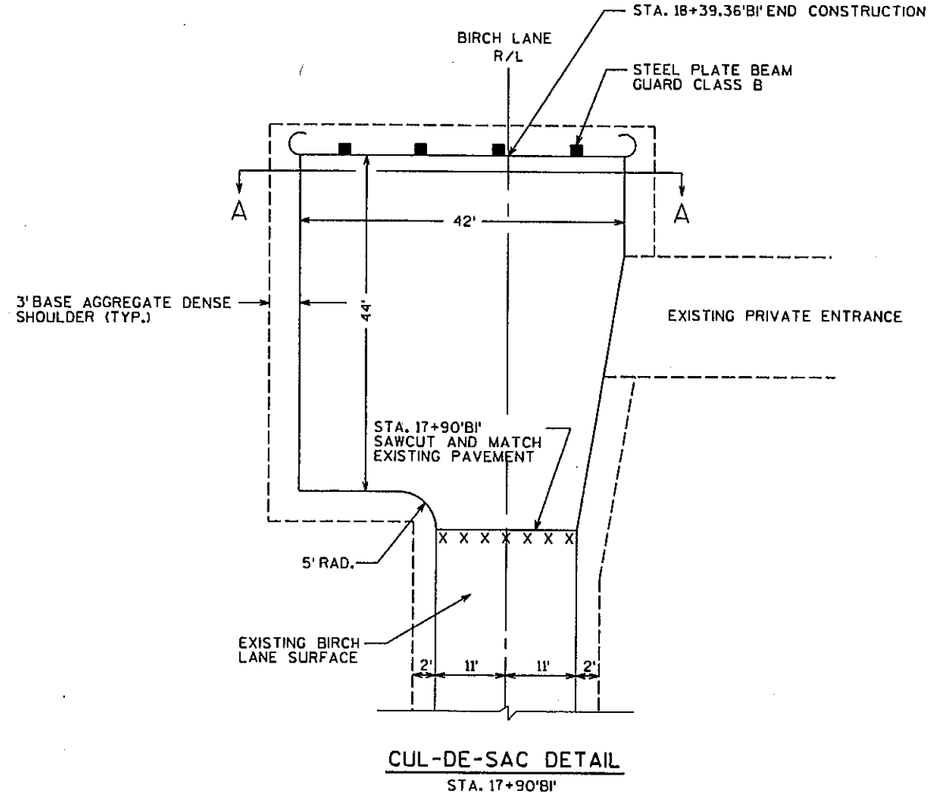



## STH 29 SHOULDER CONSTRUCTION DETAIL

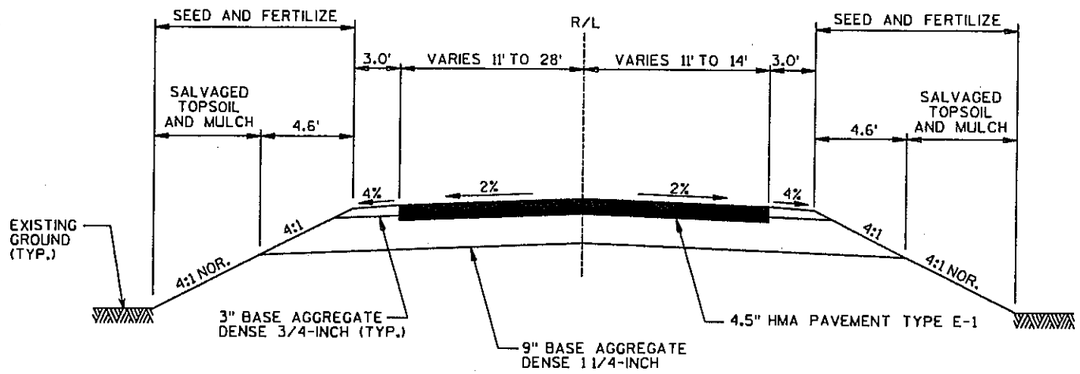
SEE "CONSTRUCTION DETAILS - STH 29/CTH Y
MEDIAN CLOSURE" FOR SHOULDER LOCATIONS

| PROJECT NO: 1053-09-71/72 | HWY: CTH Y | COUNTY: MARATHON | CONSTRUCTION DETAILS | SHEET 18 | E |
|---|---|---|---|---|---|




CUL-DE-SAC DETAIL
STA. 17+90'BI'




SECTION A-A

| PROJECT NO: 1053-09-71 | HWY: CTH Y | COUNTY: MARATHON | CONSTRUCTION DETAILS - BIRCH LANE CUL-DE-SAC | SHEET 19 | E |
|---|---|---|---|---|---|

FILE NAME : p:\2001193\Microstation\Planset\021206_pd.dgn
PLOT DATE : 9/8/2004
PLOT BY : TNA
PLOT NAME :
PLOT SCALE : _PLOTSCALE_
WISDOT/CADDS SHEET 42

2

REMOVE EXISTING PAVEMENT

OBLITERATE OLD ROAD

N

STATE ROAD

STA. 870+65, LT.
REMOVE SMALL
PIPE CULVERT
(24" CMP)

SIGN

STH 29 WB

PT 864+68.41

STH 29 WB

R/L STH 29

864 866 868 870 872 874 876 878

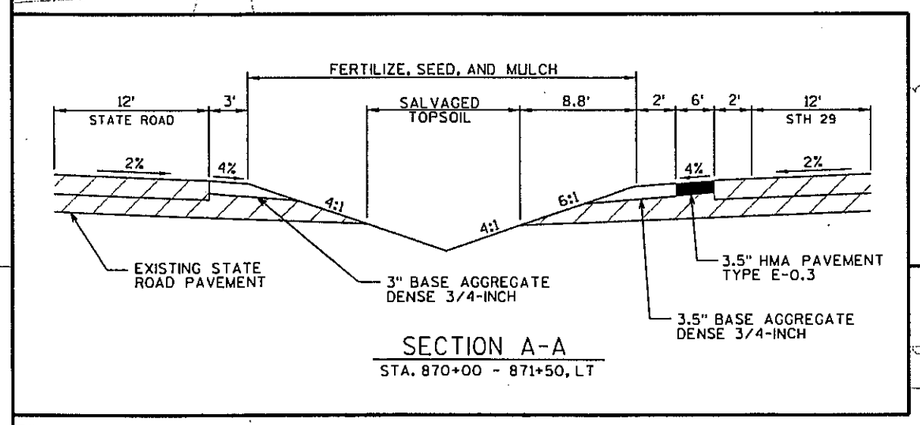
STH 29 EB

STH 29 EB

SIGN

BIRCH LANE

SEE "CONSTRUCTION DETAILS - BIRCH LANE CUL-DE-SAC" FOR REMOVAL INFORMATION

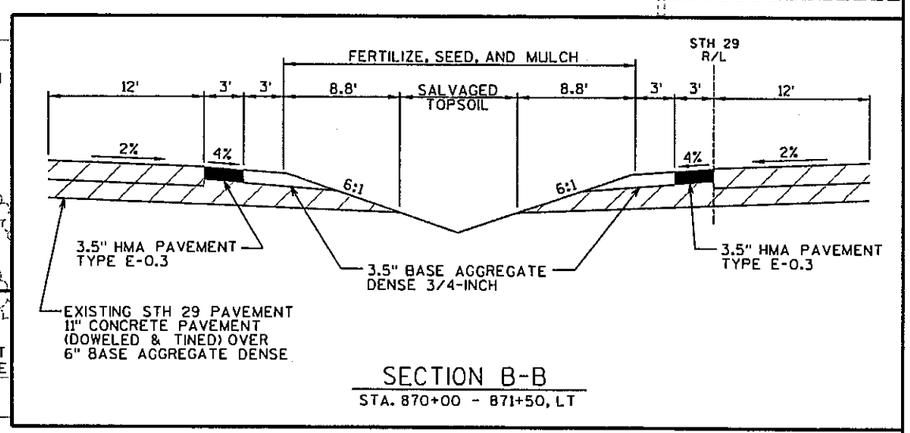



SECTION A-A

STA. 870+00 - 871+50, LT

STA. 868+40 - 871+70, LT
CONSTRUCT 3% SHOULDER.
SHOULDER TO BE 3" BASE
AGGREGATE DENSE 3/4-INCH.

STA. 870+00 - 871+50, LT
EXISTING DITCH FLOW LINE
TO BE GRADED THROUGH
EXISTING INTERSECTION.




SECTION B-B

STA. 870+00 - 871+50, LT

STATE ROAD

N

STA. 868+90 - 876+30, LT
CONSTRUCT 6' SHOULDER
3' PAVED (3.5" HMA TYPE E-0.3)
REMAINING 3' TO BE 3.5" BASE
AGGREGATE DENSE 3/4-INCH.

STA. 869+00 - 876+50, LT
CONSTRUCT 8' SHOULDER
6' PAVED (3.5" HMA TYPE E-0.3)
REMAINING 2' TO BE 3.5" BASE
AGGREGATE DENSE 3/4-INCH.

STH 29 WB

PT 864+68.41

STH 29 WB

R/L STH 29

| 864 | 866 | 868 | 870 | 872 | 874 | 876 | 878 |
|---|---|---|---|---|---|---|---|
| | | | 870+00 1295.31 | 870+50 1296.23 | 871+00 1297.15 | 871+50 1298.06 | |

STH 29 EB

STH 29 EB

SIGN

STA. 865+10 - 872+80, RT
CONSTRUCT 6' SHOULDER
3' PAVED (3.5" HMA TYPE E-0.3)
REMAINING 3' TO BE 3.5" BASE
AGGREGATE DENSE 3/4-INCH.

STA. 867+80 - 872+60, RT
CONSTRUCT 8' SHOULDER
6' PAVED (3.5" HMA TYPE E-0.3)
REMAINING 2' TO BE 3.5" BASE
AGGREGATE DENSE 3/4-INCH.

| 869+50 | 870+00 | 870+50 | 871+00 | 871+50 |
|---|---|---|---|---|
| 1293.09 | 1293.69 | 1294.28 | 1294.88 | 1295.47 |

STA. 869+50 - 871+50, RT
EXISTING DITCH FLOW LINE
TO BE GRADED THROUGH
EXISTING INTERSECTION.
SEE EXISTING STH 29 TYPICAL
SECTION FOR SIDE SLOPE
INFORMATION.

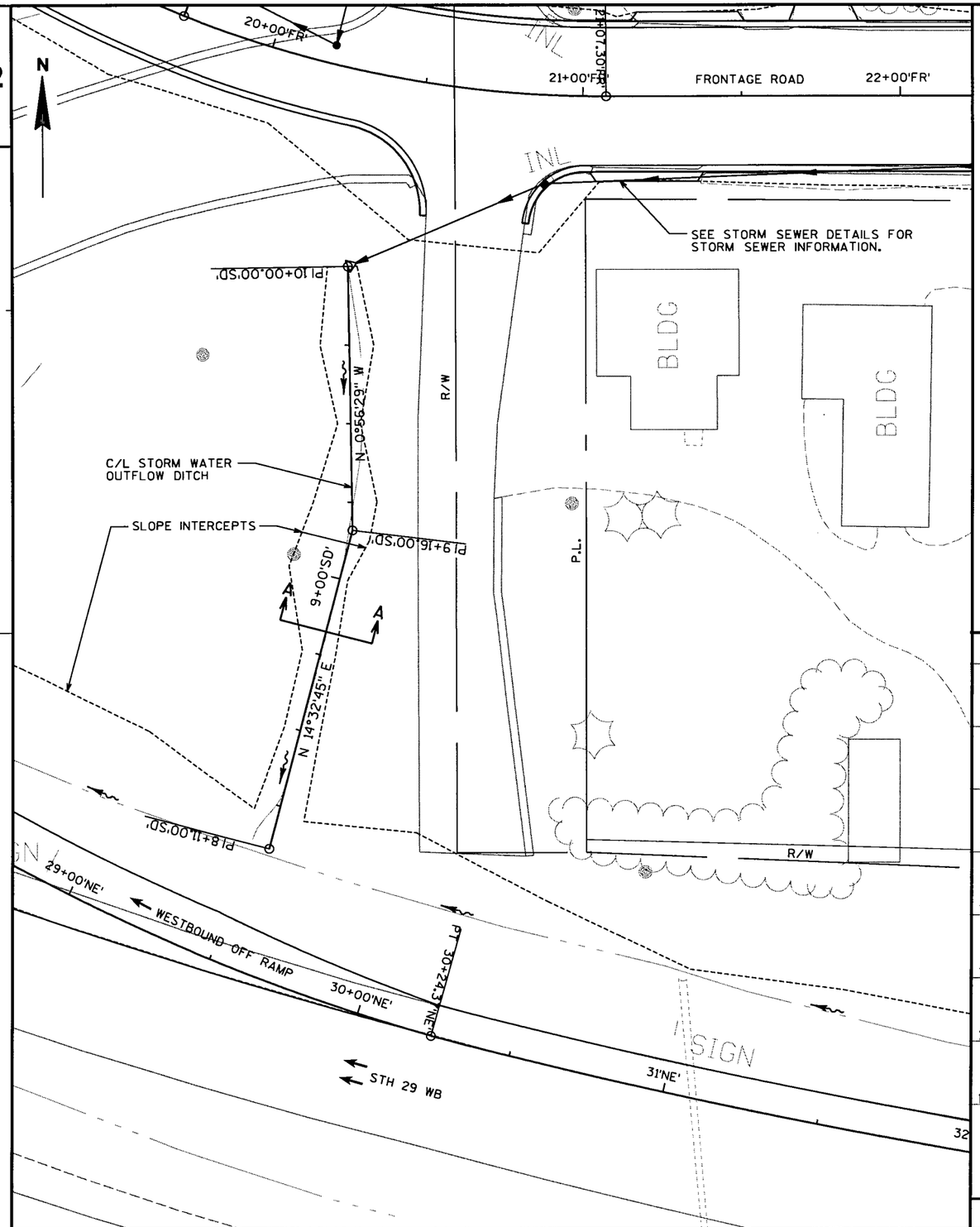
SEE "CONSTRUCTION DETAILS - BIRCH LANE CUL-DE-SAC" FOR DETAILS

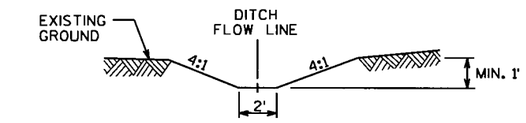
BIRCH LANE

SIGN

| PROJECT NO: 1053-09-71 | HWY: CTH Y | COUNTY: MARATHON | CONSTRUCTION DETAILS - BIRCH LANE ACCESS CLOSURE | SHEET 20 | E |
|---|---|---|---|---|---|

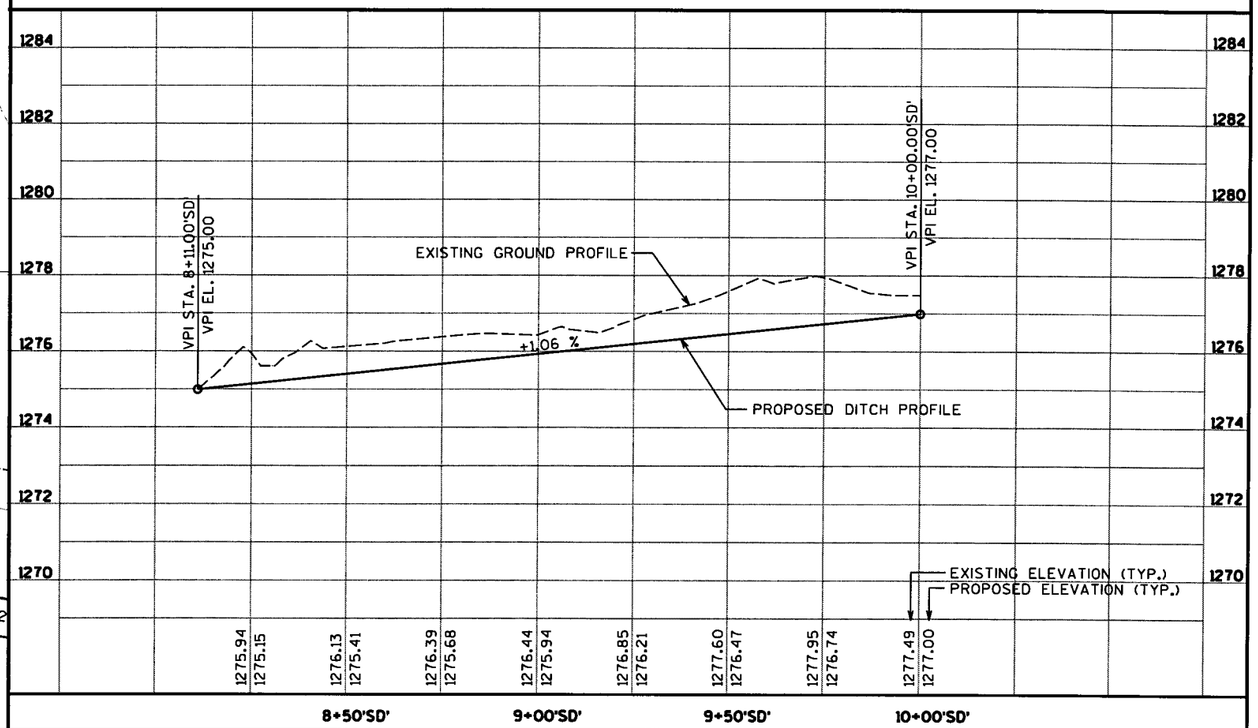
FILE NAME : p:\2001193\Microstation\Planset\021207_pd.dgn PLOT DATE : 9/8/2004 PLOT BY : TNA PLOT NAME : PLOT SCALE : _PLOTSCALE_



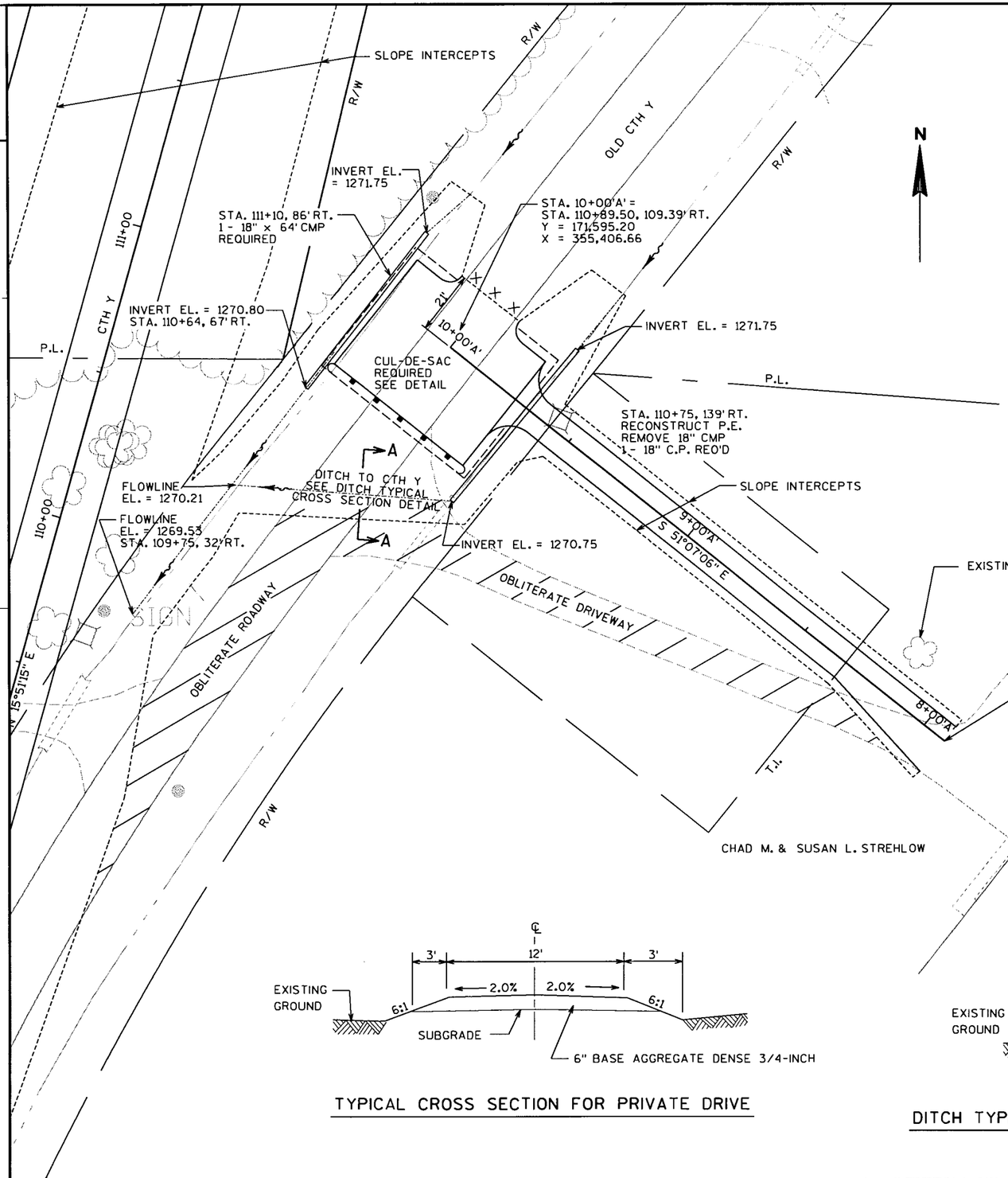



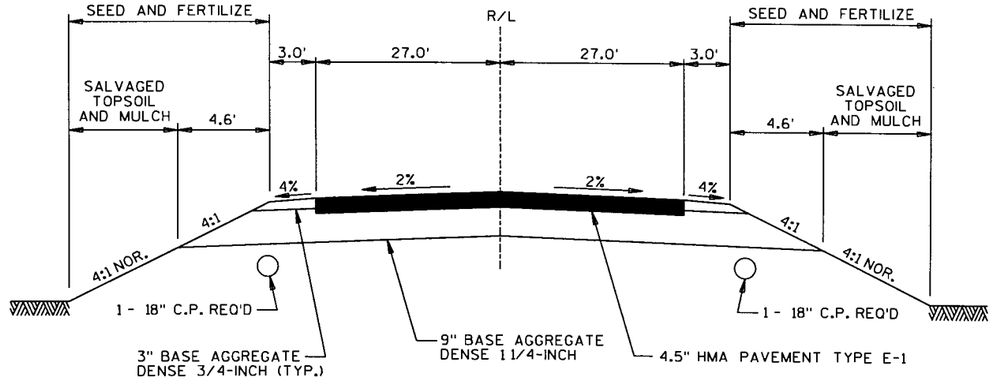

STORM WATER OUTFLOW DITCH TYPICAL SECTION

SECTION A-A

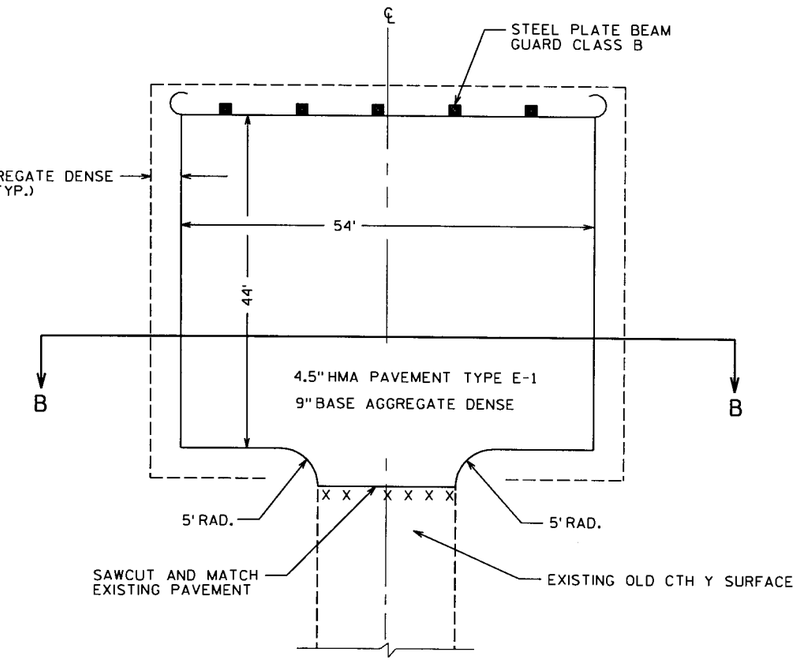



| PROJECT NO: 1053-09-71 | HWY: CTH Y | COUNTY: MARATHON | CONSTRUCTION DETAILS - STORM WATER OUTFLOW DITCH | SHEET 21 | E |
|---|---|---|---|---|---|



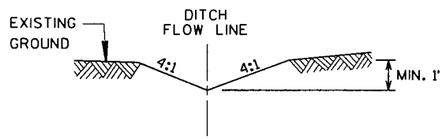

SECTION B-B




CUL-DE-SAC DETAIL



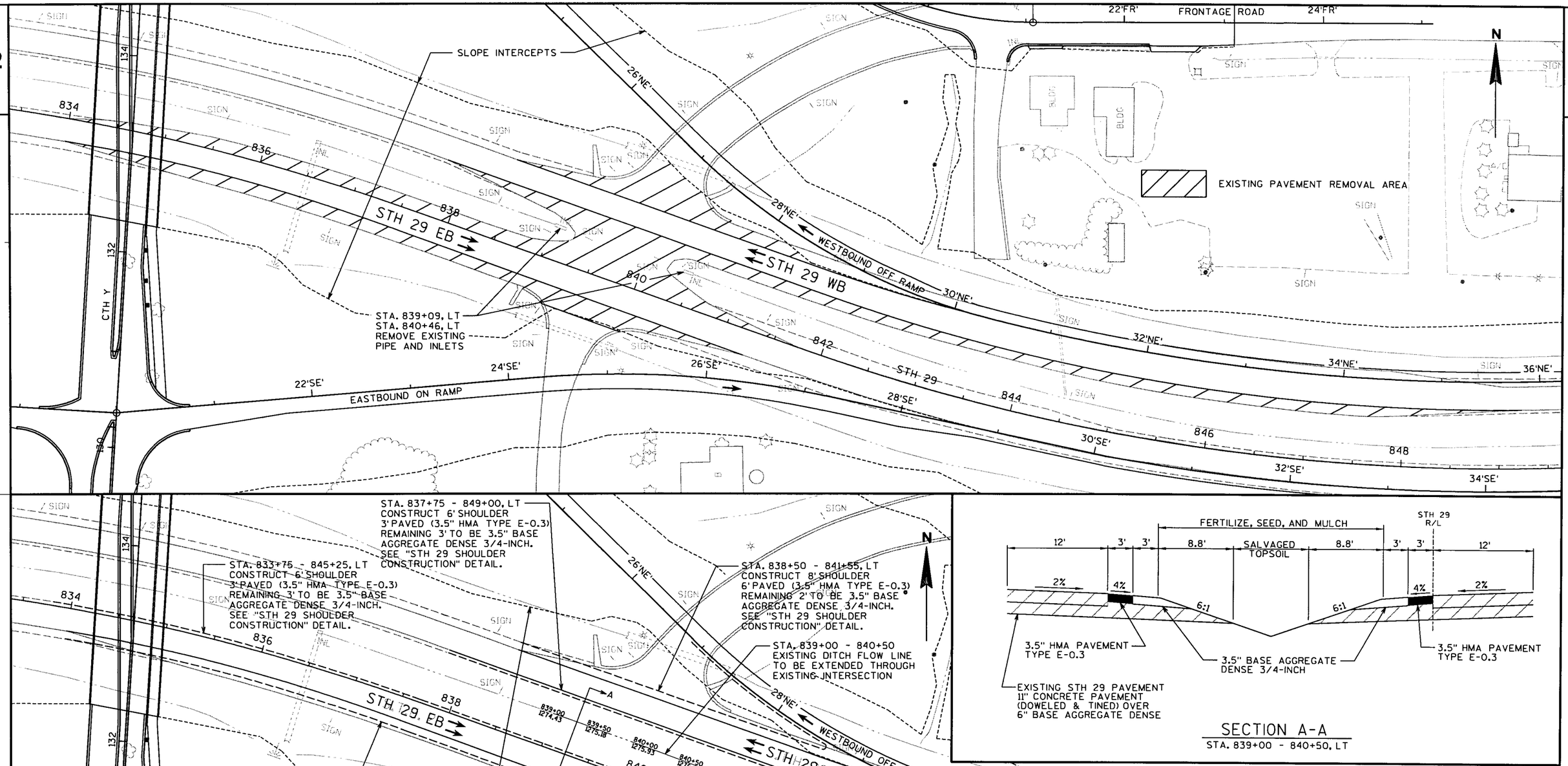

TYPICAL CROSS SECTION FOR PRIVATE DRIVE




DITCH TYPICAL CROSS SECTION DETAIL

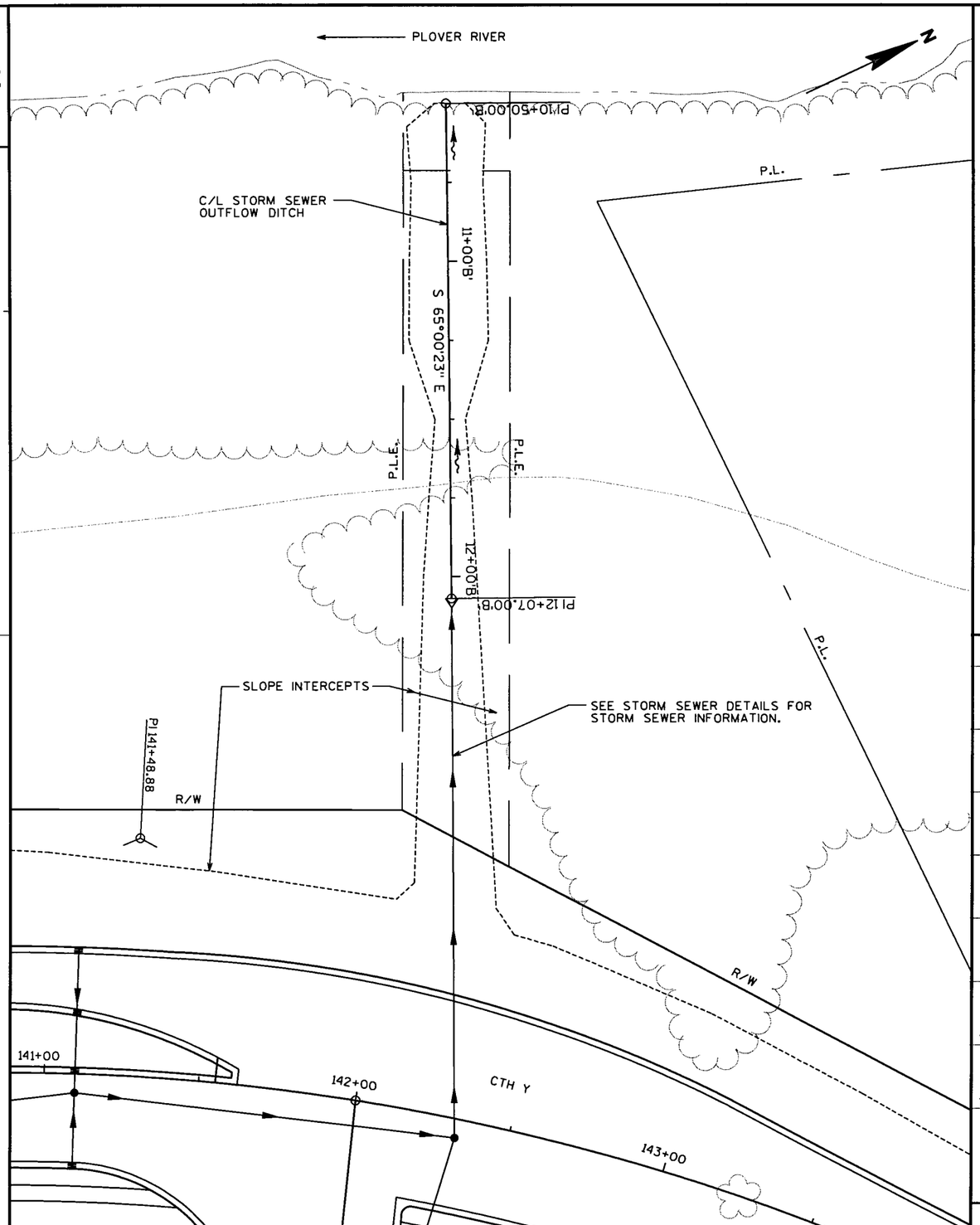
SECTION A-A

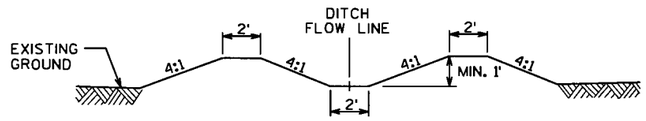
| PROJECT NO: 1053-09-71 | HWY: CTH Y | COUNTY: MARATHON | CONSTRUCTION DETAILS - OLD CTH Y CUL-DE-SAC | SHEET 22 | E |
|---|---|---|---|---|---|




SECTION A-A
STA. 839+00 - 840+50, LT

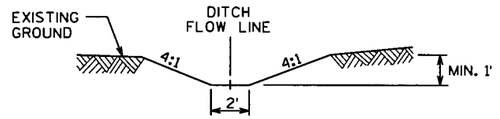
| PROJECT NO: 1053-09-71 | HWY: CTH Y | COUNTY: MARATHON | CONSTRUCTION DETAILS - CTH Y MEDIAN CLOSURE | SHEET 23 | E |
|---|---|---|---|---|---|



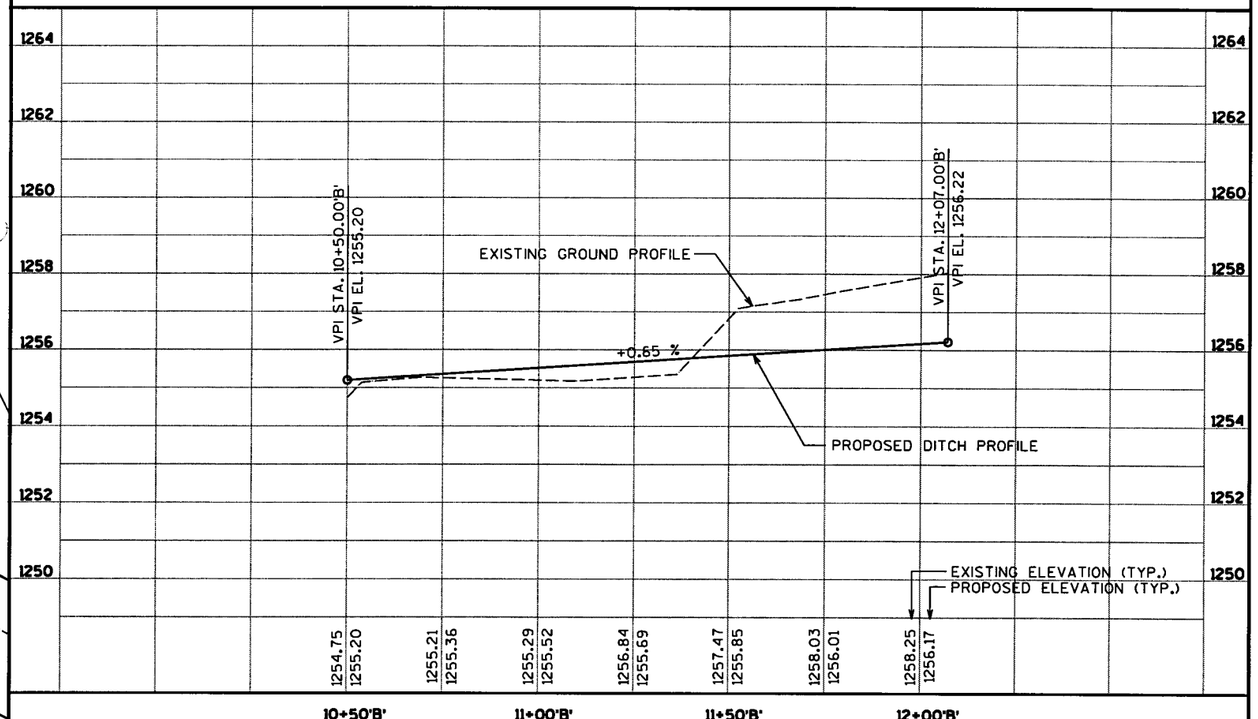

STORM SEWER OUTFLOW DITCH TYPICAL SECTION

STA. 10+50'B' TO STA. 11+25'B'




STORM SEWER OUTFLOW DITCH TYPICAL SECTION

STA. 11+25'B' TO STA. 12+07'B'

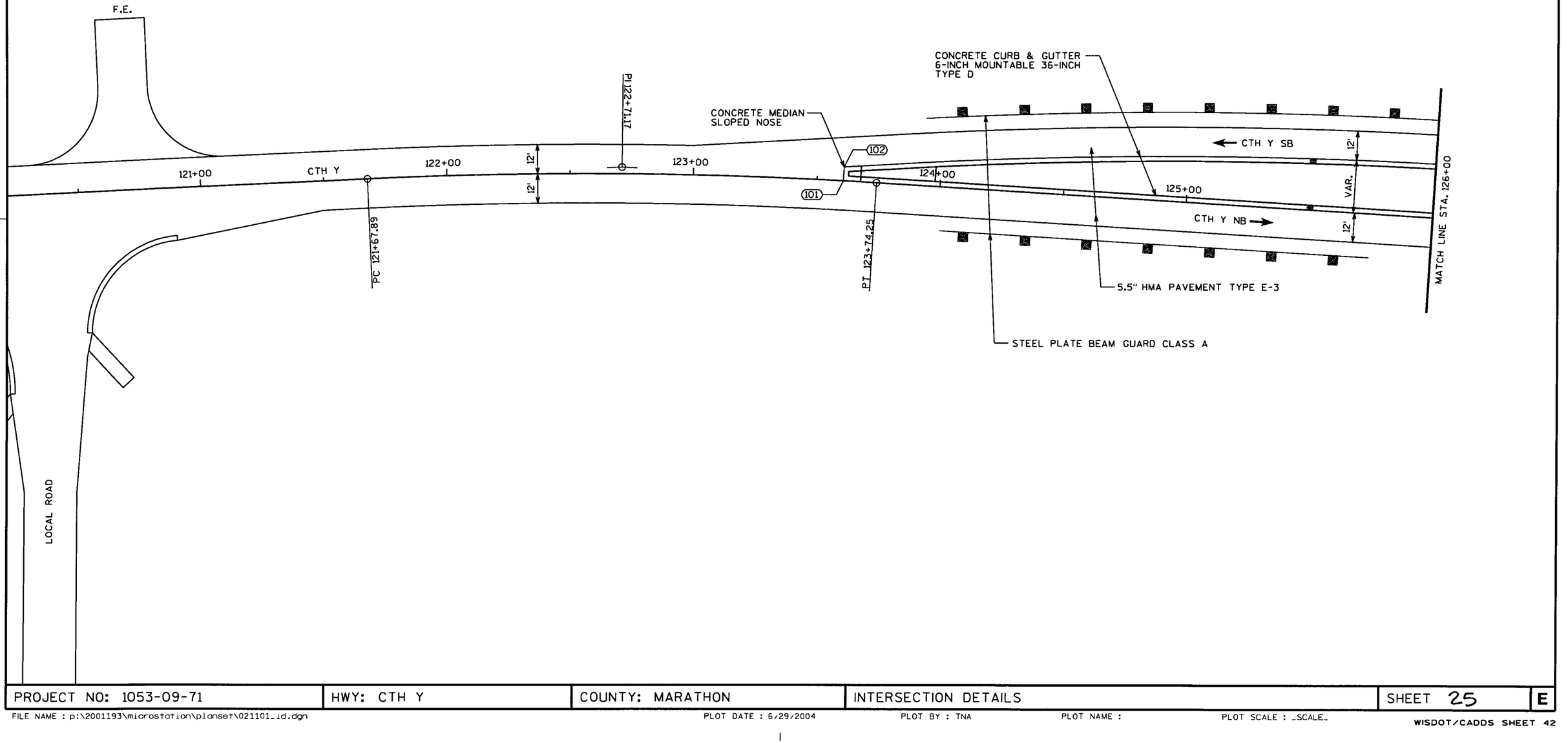



| PROJECT NO: 1053-09-71 | HWY: CTH Y | COUNTY: MARATHON | CONSTRUCTION DETAILS - STORM SEWER OUTFLOW DITCH | SHEET 24 | E |
|---|---|---|---|---|---|

FILE NAME : P:\2001193\Microstation\Planset\021211_pd.dgn PLOT DATE : 6/29/2004 PLOT BY : TNA PLOT NAME : PLOT SCALE : _PLOTSCALE_

WISDOT/CADDS SHEET 42

| REFERENCE POINT CHART | | |
|---|---|---|
| NO. | STATION | OFFSET |
| 101 | 123+60.71 | 0.00' |
| 102 | 123+60.71 | 5.71' LT. |

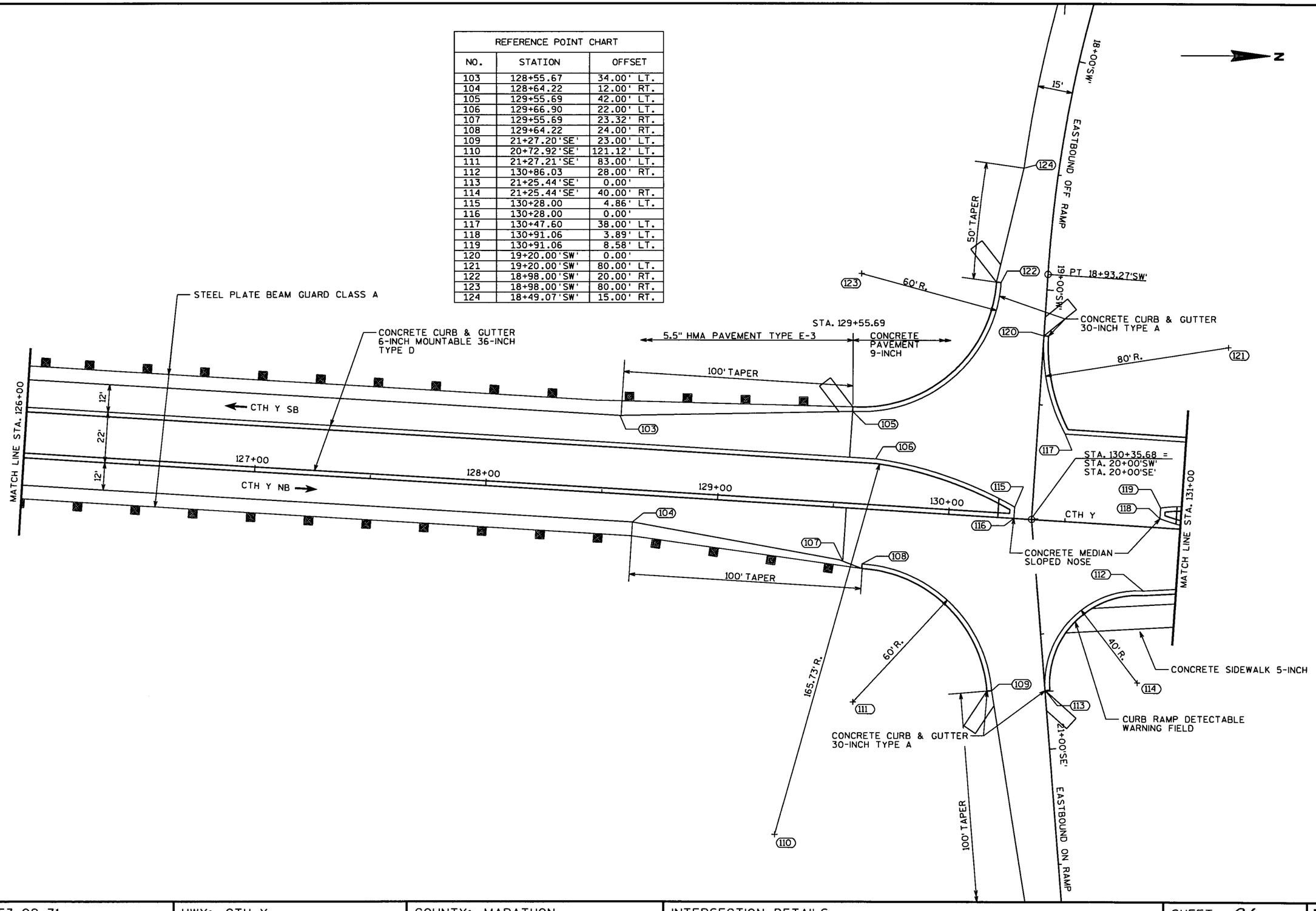



| PROJECT NO: 1053-09-71 | HWY: CTH Y | COUNTY: MARATHON | INTERSECTION DETAILS | SHEET 25 | E |
|---|---|---|---|---|---|

FILE NAME : p:\2001193\microstation\planset\021101_id.dgn PLOT DATE : 6/29/2004 PLOT BY : TNA PLOT NAME : PLOT SCALE : _SCALE_

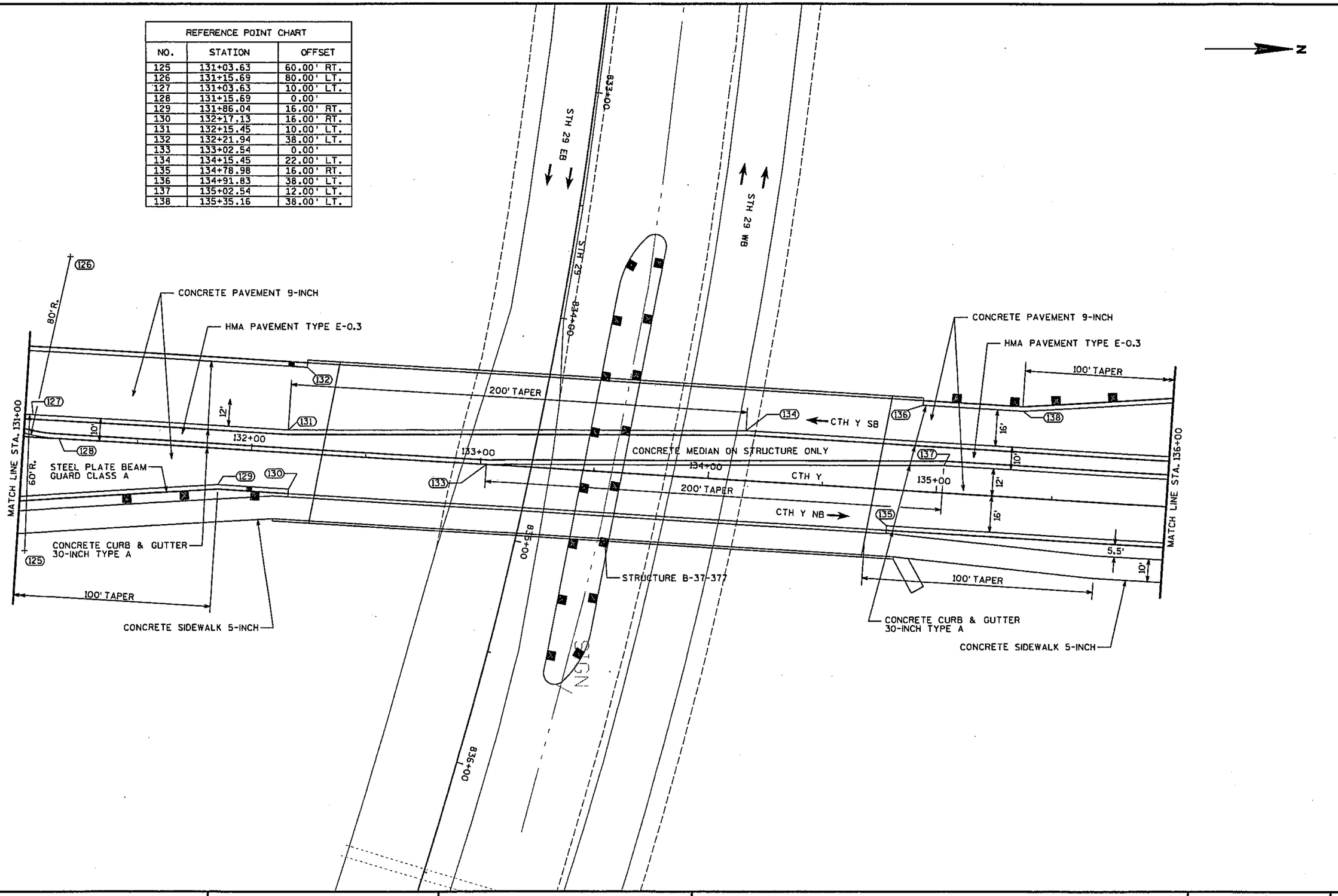
WISDOT/CADDS SHEET 42

| REFERENCE POINT CHART | | |
|---|---|---|
| NO. | STATION | OFFSET |
| 103 | 128+55.67 | 34.00' LT. |
| 104 | 128+64.22 | 12.00' RT. |
| 105 | 129+55.69 | 42.00' LT. |
| 106 | 129+66.90 | 22.00' LT. |
| 107 | 129+55.69 | 23.32' RT. |
| 108 | 129+64.22 | 24.00' RT. |
| 109 | 21+27.20'SE' | 23.00' LT. |
| 110 | 20+72.92'SE' | 121.12' LT. |
| 111 | 21+27.21'SE' | 83.00' LT. |
| 112 | 130+86.03 | 28.00' RT. |
| 113 | 21+25.44'SE' | 0.00' |
| 114 | 21+25.44'SE' | 40.00' RT. |
| 115 | 130+28.00 | 4.86' LT. |
| 116 | 130+28.00 | 0.00' |
| 117 | 130+47.60 | 38.00' LT. |
| 118 | 130+91.06 | 3.89' LT. |
| 119 | 130+91.06 | 8.58' LT. |
| 120 | 19+20.00'SW' | 0.00' |
| 121 | 19+20.00'SW' | 80.00' LT. |
| 122 | 18+98.00'SW' | 20.00' RT. |
| 123 | 18+98.00'SW' | 80.00' RT. |
| 124 | 18+49.07'SW' | 15.00' RT. |




| PROJECT NO: 1053-09-71 | HWY: CTH Y | COUNTY: MARATHON | INTERSECTION DETAILS | SHEET 26 | E |
|---|---|---|---|---|---|

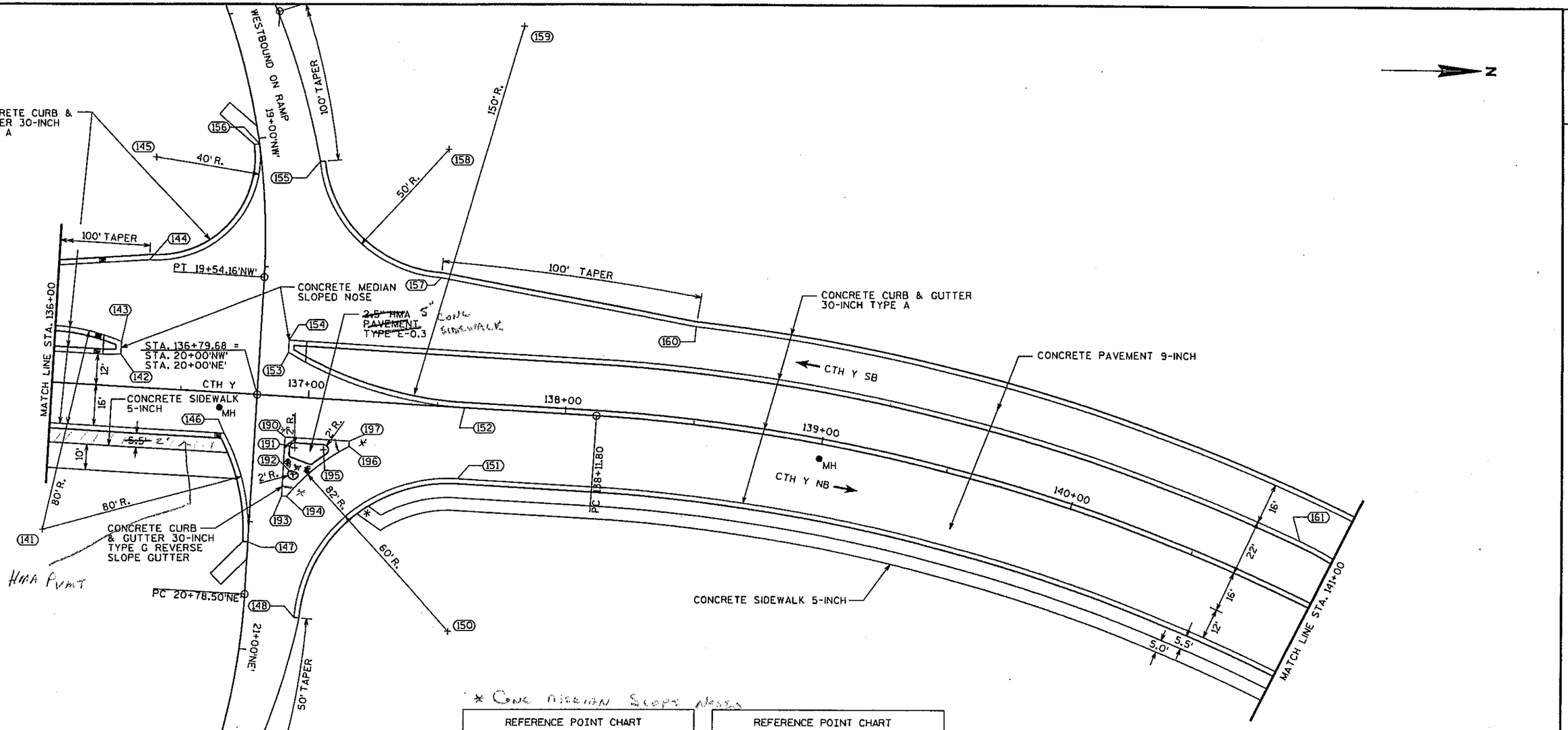
| REFERENCE POINT CHART | | |
|---|---|---|
| NO. | STATION | OFFSET |
| 125 | 131+03.63 | 60.00' RT. |
| 126 | 131+15.69 | 80.00' LT. |
| 127 | 131+03.63 | 10.00' LT. |
| 128 | 131+15.69 | 0.00' |
| 129 | 131+86.04 | 16.00' RT. |
| 130 | 132+17.13 | 16.00' RT. |
| 131 | 132+15.45 | 10.00' LT. |
| 132 | 132+21.94 | 38.00' LT. |
| 133 | 133+02.54 | 0.00' |
| 134 | 134+15.45 | 22.00' LT. |
| 135 | 134+78.98 | 16.00' RT. |
| 136 | 134+91.83 | 38.00' LT. |
| 137 | 135+02.54 | 12.00' LT. |
| 138 | 135+35.16 | 38.00' LT. |




| PROJECT NO: 1053-09-71 | HWY: CTH Y | COUNTY: MARATHON | INTERSECTION DETAILS | SHEET 27 | E |
|---|---|---|---|---|---|

FILE NAME : p:\2001193\microstation\planset\021103_id.dgn PLOT DATE : 6/29/2004 PLOT BY : TNA PLOT NAME : PLOT SCALE : _SCALE_

WISDOT/CADDS SHEET 42




* Conc median sloped nose

| REFERENCE POINT CHART | | |
|---|---|---|
| NO. | STATION | OFFSET |
| 141 | 135+99.68 | 58.00' RT. |
| 142 | 136+26.31 | 12.62' LT. |
| 143 | 136+26.31 | 17.45' LT. |
| 144 | 136+35.46 | 50.00' LT. |
| 145 | 136+35.46 | 90.00' LT. |
| 146 | 136+67.77 | 16.00' RT. |
| 147 | 20+58.00'NE' | 0.00' |
| 148 | 20+85.84'NE' | 20.00' LT. |
| 149 | 21+35.94'NE' | 15.00' LT. |
| 150 | 20+85.84'NE' | 80.00' LT. |
| 151 | 137+59.55 | 28.00' RT. |
| 152 | 137+60.70 | 0.00' |
| 153 | 136+91.00 | 17.19' LT. |
| 154 | 136+91.00 | 22.00' LT. |
| 155 | 19+111+24'NW' | 23.00' LT. |

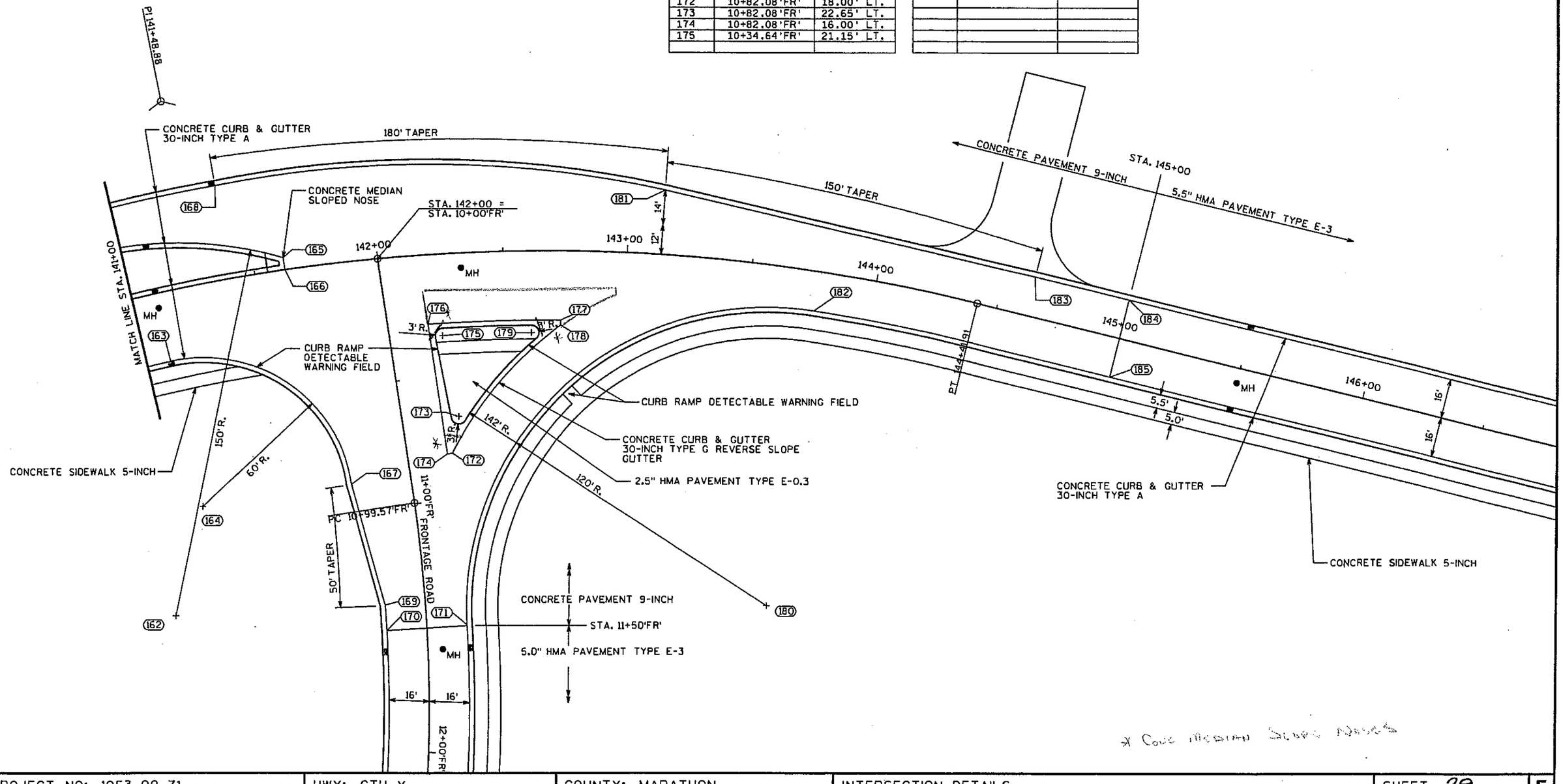
| REFERENCE POINT CHART | | |
|---|---|---|
| NO. | STATION | OFFSET |
| 156 | 19+02.10'NW' | 0.00' |
| 157 | 137+48.42 | 50.00' LT. |
| 158 | 137+48.42 | 100.00' LT. |
| 159 | 137+75.21 | 150.00' LT. |
| 160 | 138+46.57 | 38.00' LT. |
| 161 | 140+85.75 | 22.00' LT. |
| 190 | 136+91.68 | 16.00' RT. |
| 191 | 136+95.68 | 20.00' RT. |
| 192 | 136+95.68 | 30.36' RT. |
| 193 | 20+39.15'NE' | 12.00' LT. |
| 194 | 20+39.15'NE' | 14.00' LT. |
| 195 | 137+07.02 | 20.00' RT. |
| 196 | 137+16.84 | 18.00' RT. |
| 197 | 137+16.84 | 16.00' RT. |
| | | |

* CURB RAMP DETECTABLE WARNING FIELD

| PROJECT NO: 1053-09-71 | HWY: CTH Y | COUNTY: MARATHON | INTERSECTION DETAILS | SHEET 28 | E |
|---|---|---|---|---|---|

| REFERENCE POINT CHART | | |
|---|---|---|
| NO. | STATION | OFFSET |
| 162 | 11+36.41'FR' | 100.00' RT. |
| 163 | 141+09.85 | 28.00' RT. |
| 164 | 141+09.85 | 88.00' RT. |
| 165 | 141+62.21 | 4.93' LT. |
| 166 | 141+62.21 | 0.00' |
| 167 | 10+88.37'FR' | 24.00' RT. |
| 168 | 141+40.85 | 38.00' LT. |
| 169 | 11+39.49'FR' | 16.00' RT. |
| 170 | 11+50.00'FR' | 16.00' RT. |
| 171 | 11+50.00'FR' | 16.00' LT. |
| 172 | 10+82.08'FR' | 18.00' LT. |
| 173 | 10+82.08'FR' | 22.65' LT. |
| 174 | 10+82.08'FR' | 16.00' LT. |
| 175 | 10+34.64'FR' | 21.15' LT. |
| | | |

| REFERENCE POINT CHART | | |
|---|---|---|
| NO. | STATION | OFFSET |
| 176 | 10+29.09'FR' | 16.00' LT. |
| 177 | 142+73.48 | 28.00' RT. |
| 178 | 142+73.48 | 30.00' RT. |
| 179 | 142+61.15 | 33.00' RT. |
| 180 | 11+50.00'FR' | 136.00' LT. |
| 181 | 143+13.44 | 26.00' LT. |
| 182 | 143+77.36 | 16.00' RT. |
| 183 | 144+61.64 | 16.00' LT. |
| 184 | 145+00.00 | 16.00' LT. |
| 185 | 145+00.00 | 16.00' RT. |
| | | |
| | | |
| | | |
| | | |
| | | |




| PROJECT NO: 1053-09-71 | HWY: CTH Y | COUNTY: MARATHON | INTERSECTION DETAILS | SHEET 29 | E |
|---|---|---|---|---|---|

FILE NAME : p:\2001193\microstation\planset\021105_id.dgn PLOT DATE : 6/29/2004 PLOT BY : TNA PLOT NAME : PLOT SCALE : _SCALE_

WISDOT/CADDS SHEET 42

2

N

F.E.

121+00

122+00

PI 122+71.17

123+00

CTH Y

PC 121+67.89

PT 123+74.25

1283.56

1285.44

1287.43

1289.42

1291.41

124+00

125+00

CTH Y SB

CTH Y NB

LINE STA. 126+00

MATCH LINE STA. 126+00

5.5" HMA PAVEMENT TYPE E-3

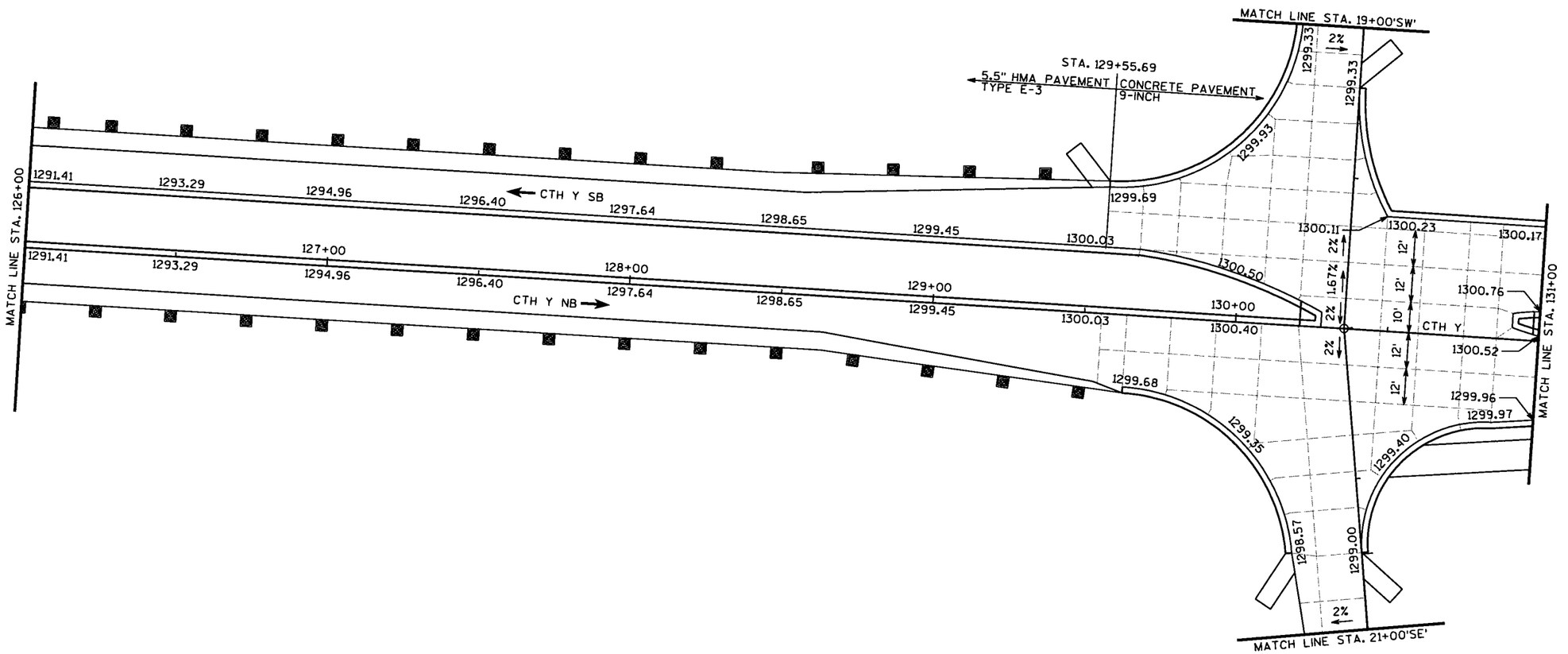
LOCAL ROAD

| PROJECT NO: 1053-09-71 | HWY: CTH Y | COUNTY: MARATHON | PAVEMENT JOINTS AND GRADES | SHEET 30 | E |
|---|---|---|---|---|---|

FILE NAME : p:\2001193\microstation\planset\021301_jd.dgn PLOT DATE : 6/29/2004 PLOT BY : TNA PLOT NAME : PLOT SCALE : _SCALE_

2

N




| PROJECT NO: 1053-09-71 | HWY: CTH Y | COUNTY: MARATHON | PAVEMENT JOINTS AND GRADES | SHEET 31 | E |
|---|---|---|---|---|---|

FILE NAME : p:\2001193\microstation\planset\021302_jd.dgn PLOT DATE : 6/29/2004 PLOT BY : TNA PLOT NAME : PLOT SCALE : _SCALE_

2

N

STH 29 EB

STH 29

STH 29 WB

833+00

834+00

835+00

836+00

CONCRETE PAVEMENT 9-INCH

CONCRETE PAVEMENT APPROACH SLAB

CONCRETE PAVEMENT APPROACH SLAB

CONCRETE PAVEMENT 9-INCH

MATCH LINE STA. 131+00

MATCH LINE STA. 136+00

1300.17 1299.88 1299.39

1300.76 1300.44 1299.95

132+00

1300.52 1300.20 1299.71

133+00

1299.96 1299.79 1299.39

134+00

CTH Y

CTH Y SB

CTH Y NB

1291.85 1289.91 1287.90

1292.17 1290.27 1288.37

1292.41 135+00 1290.51 1288.61

1291.85 1289.95 1288.05

4' 12' 12' 4'

2%

STRUCTURE B-37-377

NORTH

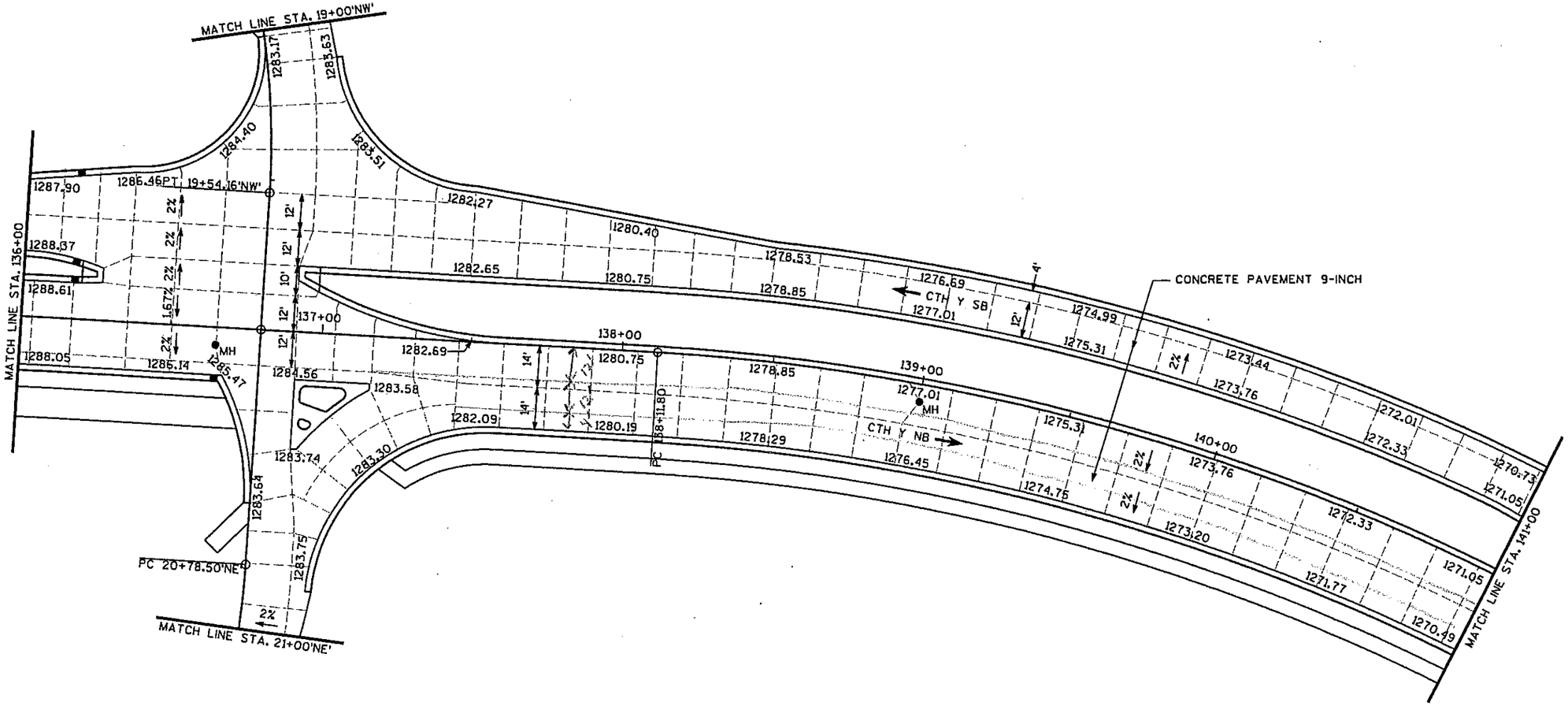
| PROJECT NO: 1053-09-71 | HWY: CTH Y | COUNTY: MARATHON | PAVEMENT JOINTS AND GRADES | SHEET 32 | E |
|---|---|---|---|---|---|

FILE NAME : p:\2001193\microstation\planset\021303_jd.dgn PLOT DATE : 6/29/2004 PLOT BY : TNA PLOT NAME : PLOT SCALE : _SCALE_

WISDOT/CADDS SHEET 42

2

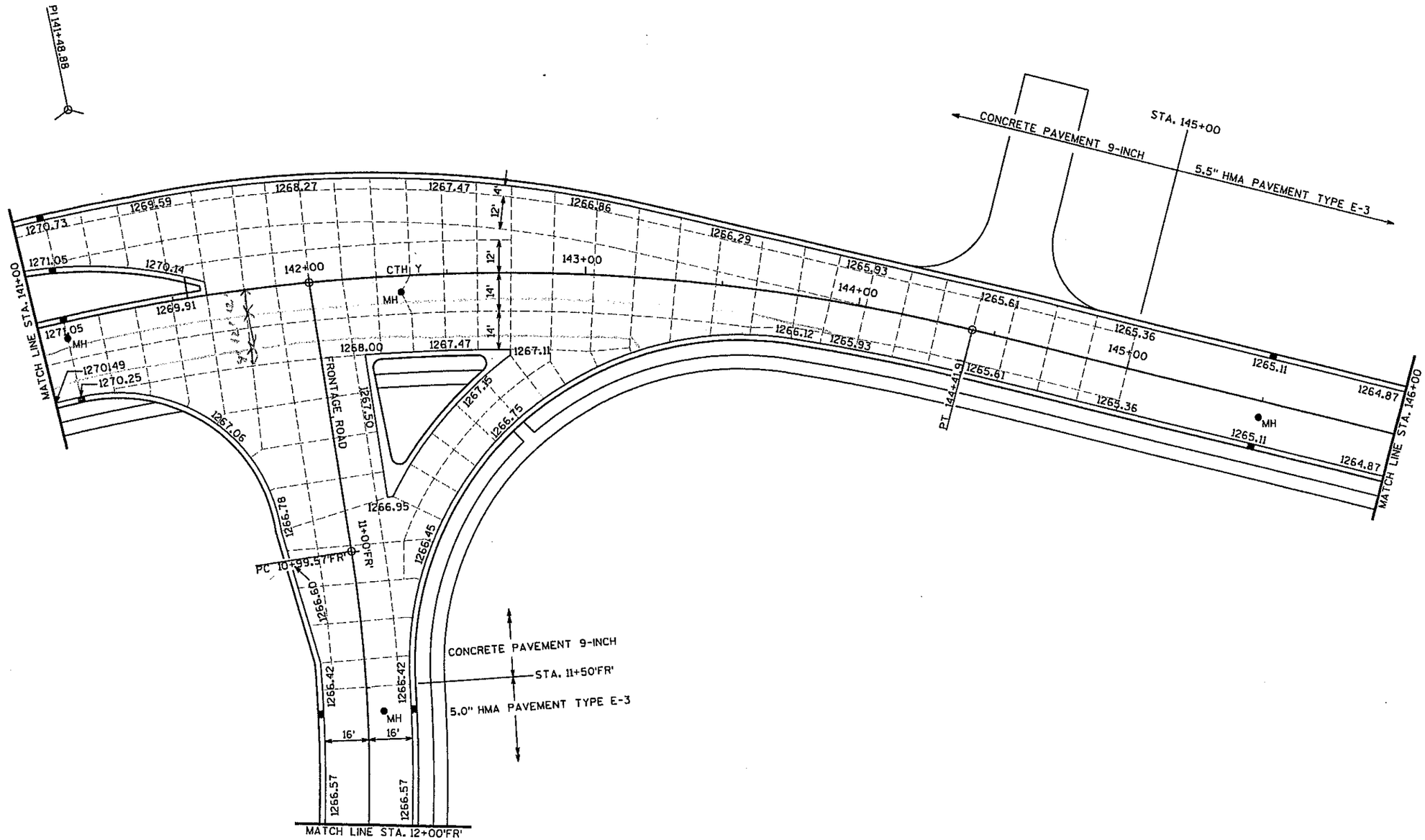
N




| PROJECT NO: 1053-09-71 | HWY: CTH Y | COUNTY: MARATHON | PAVEMENT JOINTS AND GRADES | SHEET 33 | E |
|---|---|---|---|---|---|

FILE NAME : p:\2001193\microstation\planset\021304_jd.dgn PLOT DATE : 6/29/2004 PLOT BY : TNA PLOT NAME : PLOT SCALE : _SCALE_

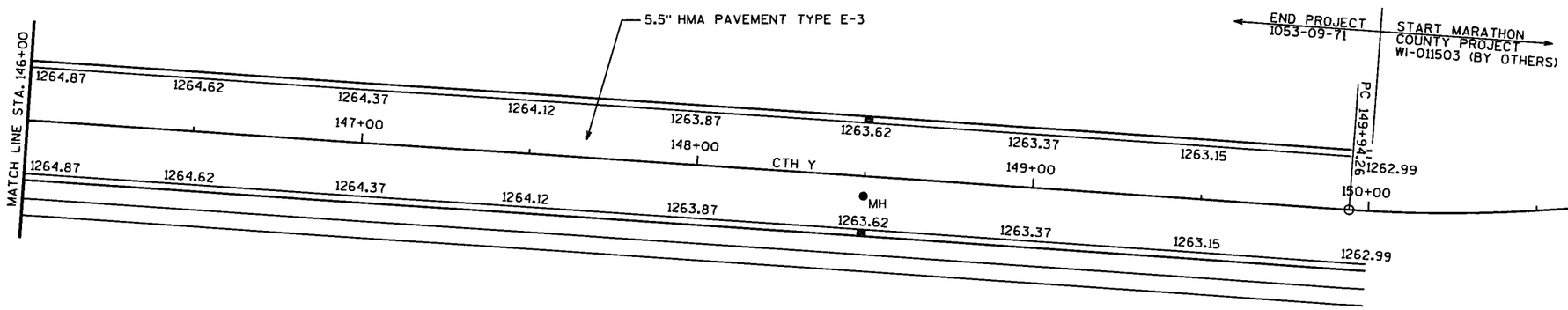
2




| PROJECT NO: 1053-09-71 | HWY: CTH Y | COUNTY: MARATHON | PAVEMENT JOINTS AND GRADES | SHEET 34 | E |
|---|---|---|---|---|---|

FILE NAME : p:\2001193\microstation\planset\021305_jd.dgn PLOT DATE : 6/29/2004 PLOT BY : TNA PLOT NAME : PLOT SCALE : _SCALE_

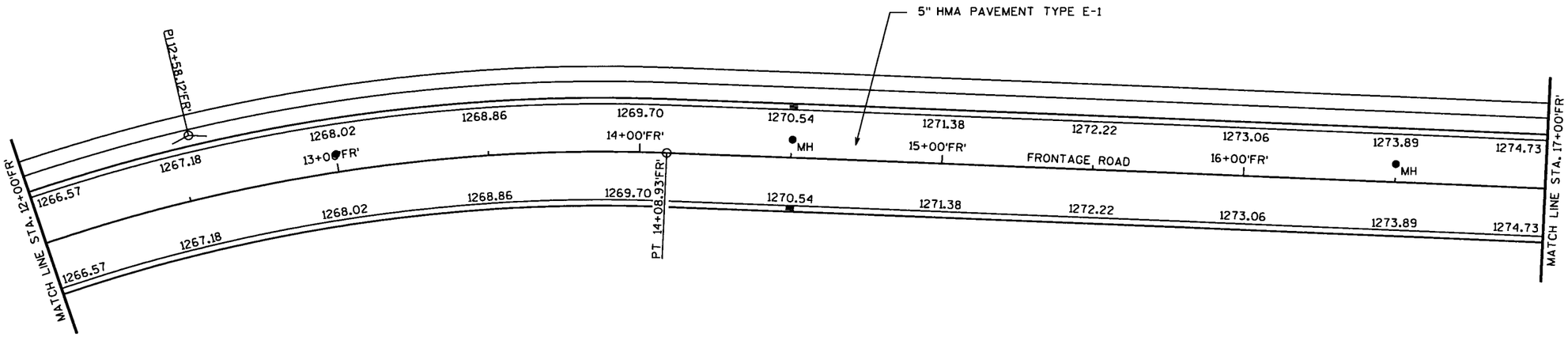
2



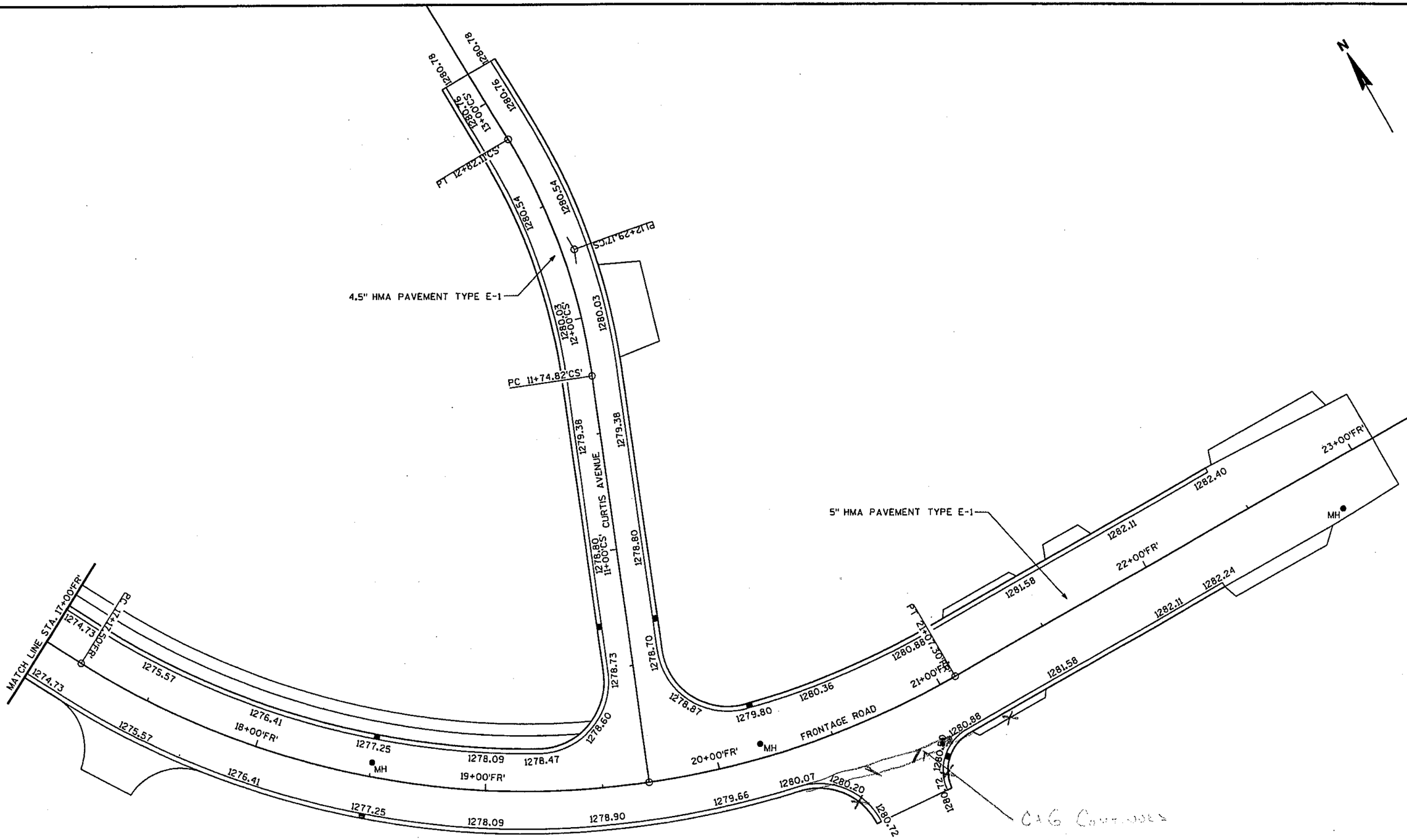

| PROJECT NO: 1053-09-71 | HWY: CTH Y | COUNTY: MARATHON | PAVEMENT JOINTS AND GRADES | SHEET 35 | E |
|---|---|---|---|---|---|

2

N




| PROJECT NO: 1053-09-71 | HWY: CTH Y | COUNTY: MARATHON | PAVEMENT JOINTS AND GRADES - FRONTAGE ROAD | SHEET 36 | E |
|---|---|---|---|---|---|




| PROJECT NO: 1053-09-71 | HWY: CTH Y | COUNTY: MARATHON | PAVEMENT JOINTS AND GRADES - FRONTAGE ROAD | SHEET 37 | E |
|---|---|---|---|---|---|

FILE NAME : p:\2001193\microstation\planset\021308_jd.dgn PLOT DATE : 6/29/2004 PLOT BY : TNA PLOT NAME : PLOT SCALE : _SCALE_

2

N

819+00 820+00 821+00 STH 29 822+00 823+00 824+00

STA. 4+55.12'SW'
BEGIN CONSTRUCTION

STH 29 EB

5+00'SW' 6+00'SW' 7+00'SW' EASTBOUND OFF RAMP 8+00'SW' 9+00'SW'

1263.98 1263.95 1263.82 1263.74 1263.65 1263.52 1263.48 1263.29 1263.47 1263.27 1263.35 1263.15 1263.19 1263.03 1262.99 1262.91 1263.02 1262.82 1262.75 1262.58 1262.86 1262.62 1262.69 1262.17 1262.47 1262.33 1261.98 1261.74 1262.38 1261.93

CONCRETE PAVEMENT 9-INCH

STA. 4+55.12'SW'

P16+63.54'SW'

208.33' TAPER TO EDGE OF EXISTING 2' CONCRETE SHOULDER

CONCRETE BARRIER SINGLE-FACED 32-INCH

3.5" HMA PAVEMENT TYPE E-0.3

STA. 8+19.20'SW'

50' TAPER

PC 8+69.20'SW'

RETAINING WALL R-37-38

MATCH LINE STA. 9+50'SW'

CTH Y

N

828+00 827+00 826+00 825+00 STH 29

STH 29 EB

PI 8+40.57'SW'

1261.72 1261.70 1261.72 1261.48 1261.46 1261.48 1261.82 1261.58 1261.99 1261.95 1262.14 1262.04 1262.22

EXISTING STRUCTURE B-37-378

OPENING FOR DRAINAGE SHALL BE PLACED AT LOW POINT OF VERTICAL CURVE. SEE S.D.D. "CONCRETE BARRIER, SINGLE-FACED (WITH ANCHORAGE)"

3.5" HMA PAVEMENT TYPE E-0.3

11+00'SW' EASTBOUND OFF RAMP 12+00'SW' 13+00'SW' 14+00'SW'

1263.99 1264.65 1263.48 1264.49 1262.88 1263.89 1262.64 1263.65 1265.97 1266.93 1265.81 1266.81 1265.21 1266.21 1264.97 1265.97 1269.54 1269.13 1271.67 1271.26 1274.25 1274.14

MATCH LINE STA. 9+50'SW'

1262.47 1262.31 1262.53 1262.37 1262.42 1261.81 1261.93 1261.84 1261.74 1261.57 1261.54 1261.60 1262.80 1262.20 1261.96

MATCH LINE STA. 14+50'SW'

PT 14+02.11'SW'

3.5" HMA PAVEMENT TYPE E-0.3

CONCRETE BARRIER SINGLE-FACED 32-INCH

CONCRETE PAVEMENT 9-INCH

STRUCTURE B-37-378

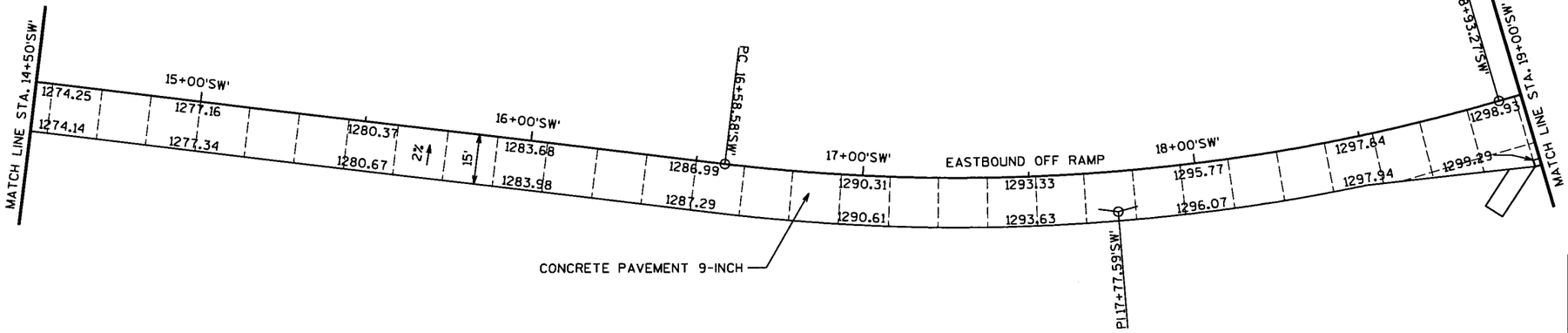
RETAINING WALL R-37-38

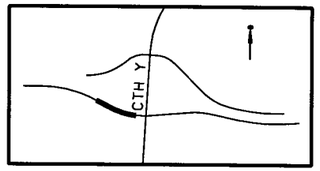
| PROJECT NO: 1053-09-71 | HWY: CTH Y | COUNTY: MARATHON | PAVEMENT JOINTS AND GRADES - EASTBOUND OFF RAMP | SHEET 38 | E |
|---|---|---|---|---|---|

FILE NAME : p:\2001193\microstation\planset\021309_jd.dgn PLOT DATE : 6/29/2004 PLOT BY : TNA PLOT NAME : PLOT SCALE : _SCALE_

WISDOT/CADDS SHEET 42

2

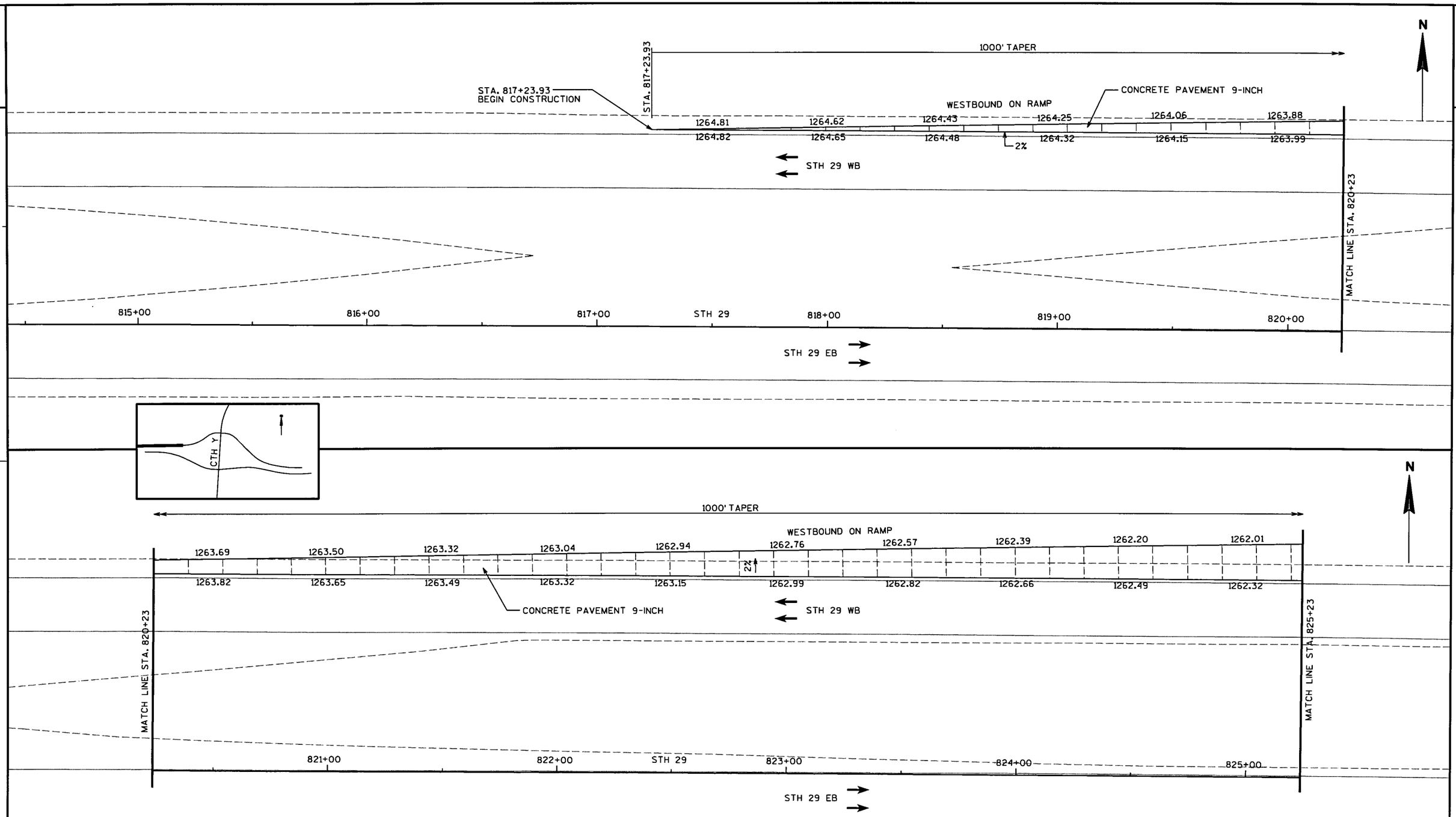


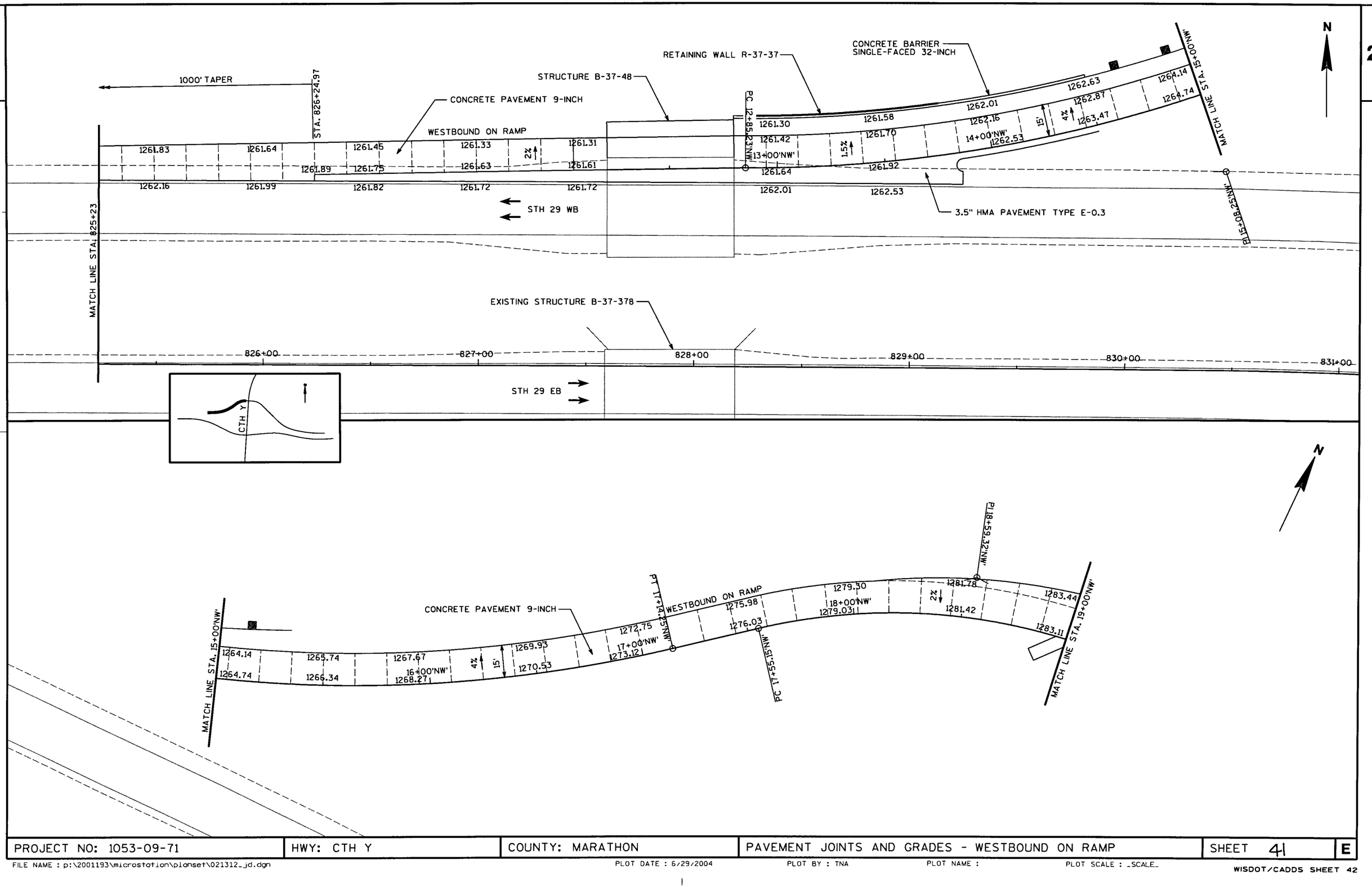

| PROJECT NO: 1053-09-71 | HWY: CTH Y | COUNTY: MARATHON | PAVEMENT JOINTS AND GRADES - EASTBOUND OFF RAMP | SHEET 39 | E |
|---|---|---|---|---|---|

FILE NAME : p:\2001193\microstation\planset\021310_jd.dgn PLOT DATE : 6/29/2004 PLOT BY : TNA PLOT NAME : PLOT SCALE : _SCALE_

2




| PROJECT NO: 1053-09-71 | HWY: CTH Y | COUNTY: MARATHON | PAVEMENT JOINTS AND GRADES - WESTBOUND ON RAMP | SHEET 40 | E |
|---|---|---|---|---|---|




| PROJECT NO: 1053-09-71 | HWY: CTH Y | COUNTY: MARATHON | PAVEMENT JOINTS AND GRADES - WESTBOUND ON RAMP | SHEET 41 | E |
|---|---|---|---|---|---|

FILE NAME : p:\2001193\microstation\planset\021312_jd.dgn PLOT DATE : 6/29/2004 PLOT BY : TNA PLOT NAME : PLOT SCALE : _SCALE_

2

2

CONCRETE PAVEMENT 9-INCH

WESTBOUND OFF RAMP

MATCH LINE STA. 21+00'NE'

PC 21+81.77'NE'

PT 22+75.94'NE'

MATCH LINE STA. 26+75'NE'

1283.39
1283.04
1282.61
1282.31
15'
1281.89
22+00'NE'
1281.59
1281.21
1280.91
1280.60
23+00'NE'
1280.30
1280.03
1279.78
1279.64
24+00'NE'
1279.34
1279.28
1278.98
2%
1279.00
25+00'NE'
1278.70
1278.72
1278.49
1278.30
26+00'NE'
1278.37
1277.96
1278.33

CTH Y

N

MATCH LINE STA. 26+75'NE'

PC 26+88.00'NE'

CONCRETE PAVEMENT 9-INCH

75' TAPER

STA. 29+49.37'NE'

PT 30+24.37'NE'

STA. 30+24.37'NE'

MATCH LINE STA. 32+75'NE'

WESTBOUND OFF RAMP

3.5" HMA PAVEMENT TYPE E-0.3

PI 28+59.92'NE'

STH 29 WB

STH 29 EB

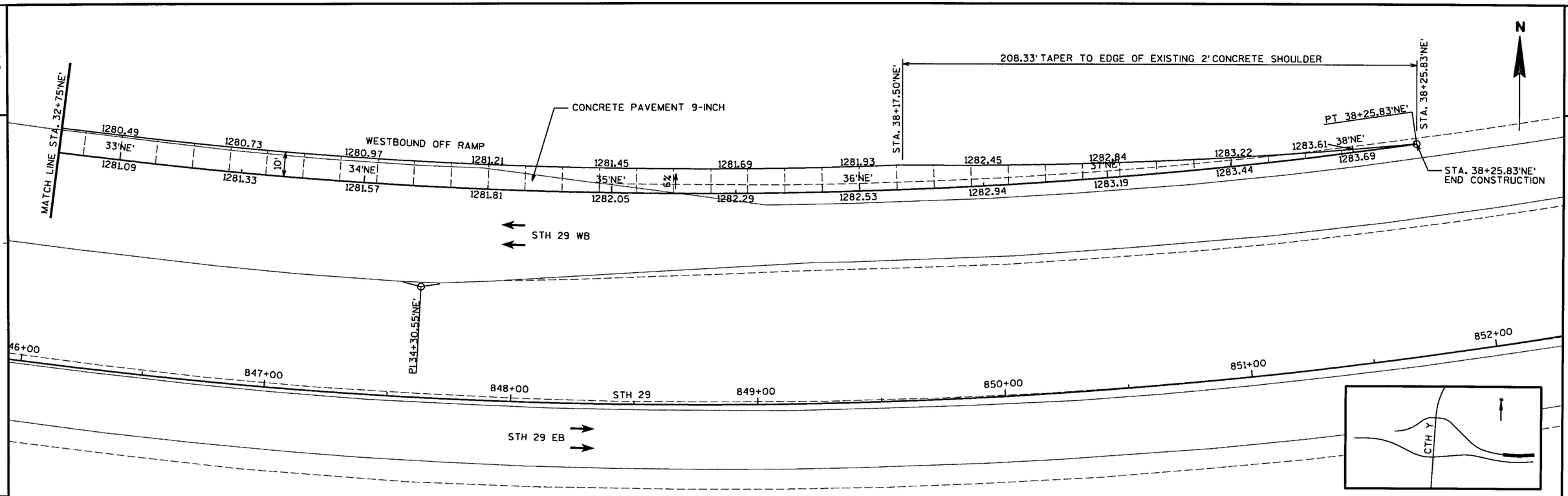
1277.70
27+00'NE'
1278.37
1277.59
1278.49
6%
1277.79
28+00'NE'
1278.69
1278.03
1278.93
1278.27
29+00'NE'
1279.17
15'
1278.52
1279.41
1278.95
30+00'NE'
1279.65
1279.04
1279.34
1278.95
1279.29
10'
1279.89
1279.53
31'NE'
1280.13
6%
1279.77
1280.37
1280.01
32'NE'
1280.61
1280.25
1280.85

843+00
844+00
845+00
846+

| PROJECT NO: 1053-09-71 | HWY: CTH Y | COUNTY: MARATHON | PAVEMENT JOINTS AND GRADES - WESTBOUND OFF RAMP | SHEET 42 | E |
|---|---|---|---|---|---|

FILE NAME : p:\2001193\microstation\planset\021313_jd.dgn PLOT DATE : 6/29/2004 PLOT BY : TNA PLOT NAME : PLOT SCALE : _SCALE_

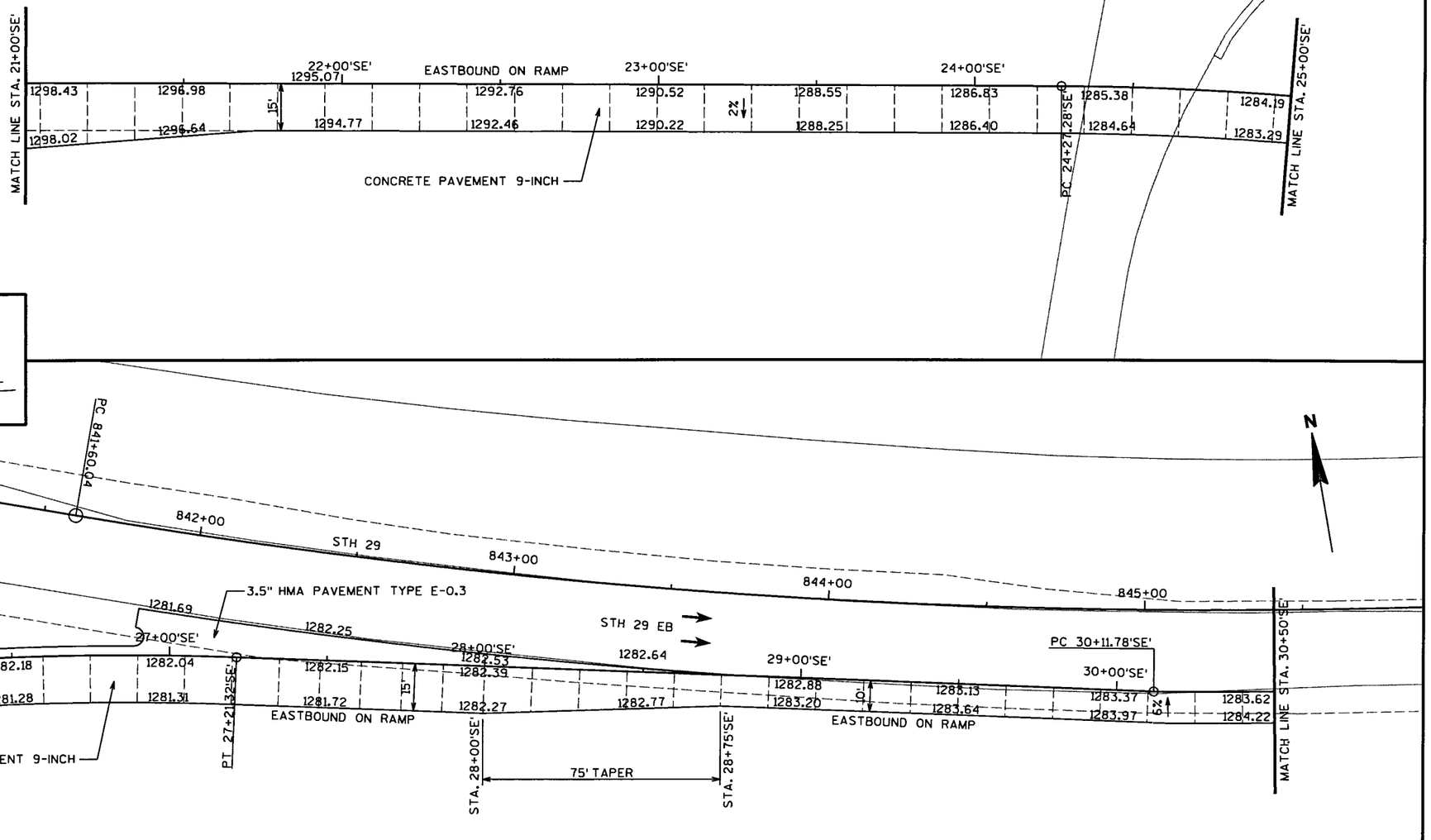
WISDOT/CADDS SHEET 42



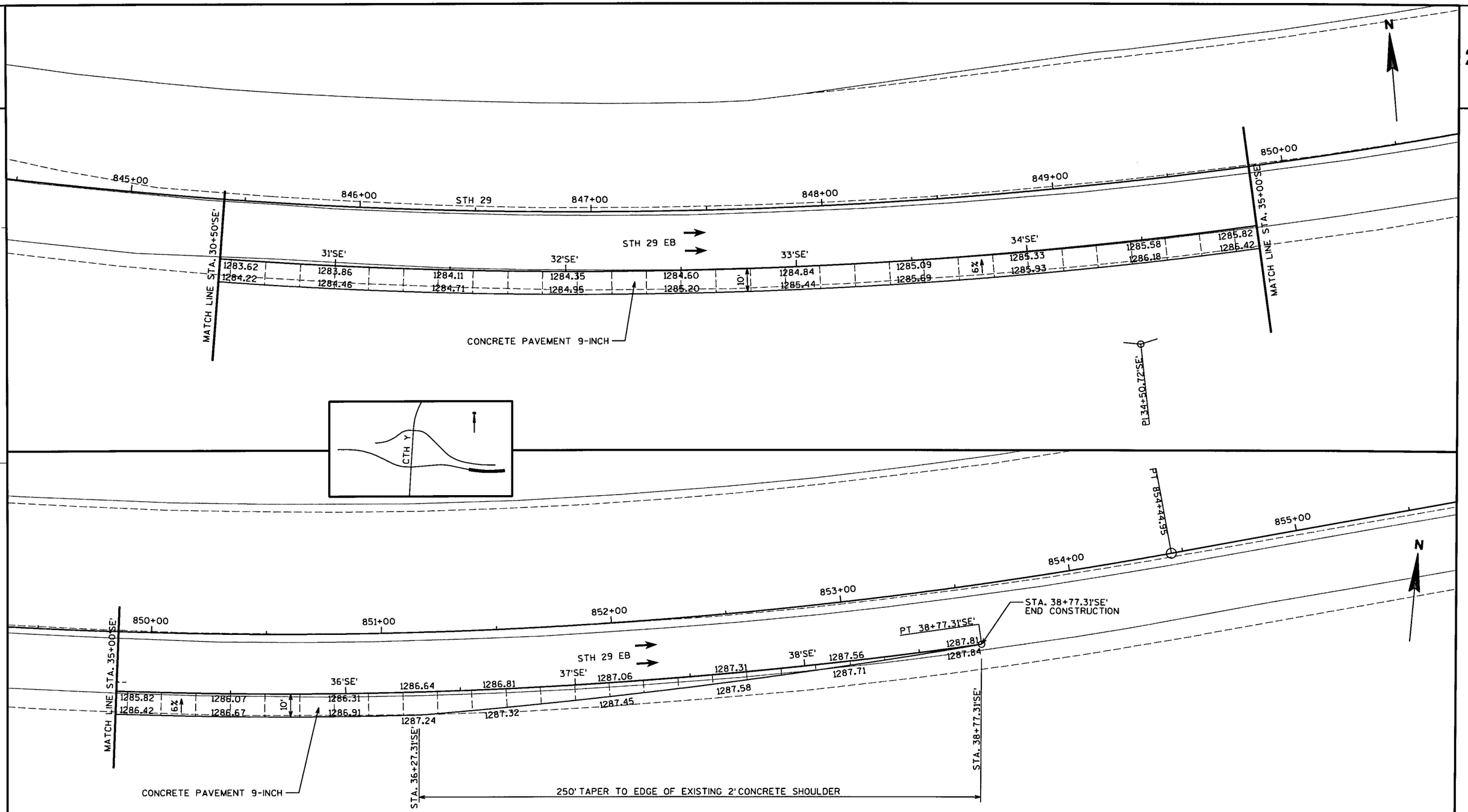

| | | | | |
|---|---|---|---|---|
| PROJECT NO: 1053-09-71 | HWY: CTH Y | COUNTY: MARATHON | PAVEMENT JOINTS AND GRADES - WESTBOUND OFF RAMP | SHEET 43 E |

FILE NAME : p:\2001193\microstation\planset\021314_jd.dgn PLOT DATE : 6/29/2004 PLOT BY : TNA PLOT NAME : PLOT SCALE : _SCALE_

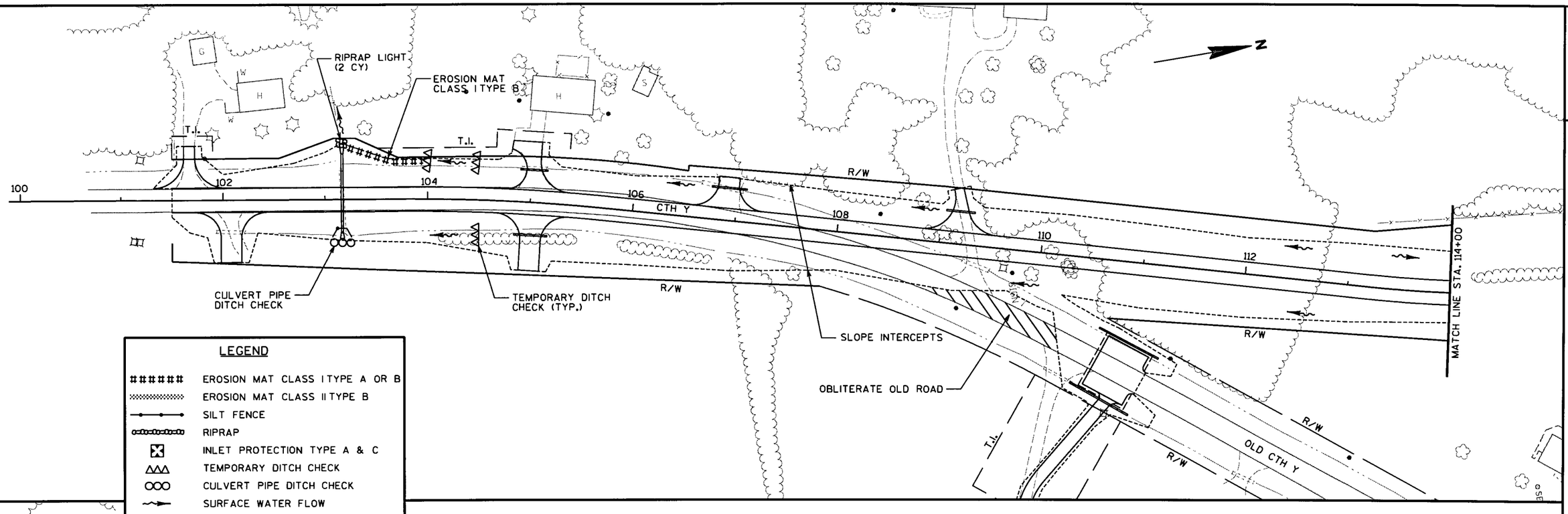
2




| PROJECT NO: 1053-09-71 | HWY: CTH Y | COUNTY: MARATHON | PAVEMENT JOINTS AND GRADES - EASTBOUND ON RAMP | SHEET 44 | E |
|---|---|---|---|---|---|

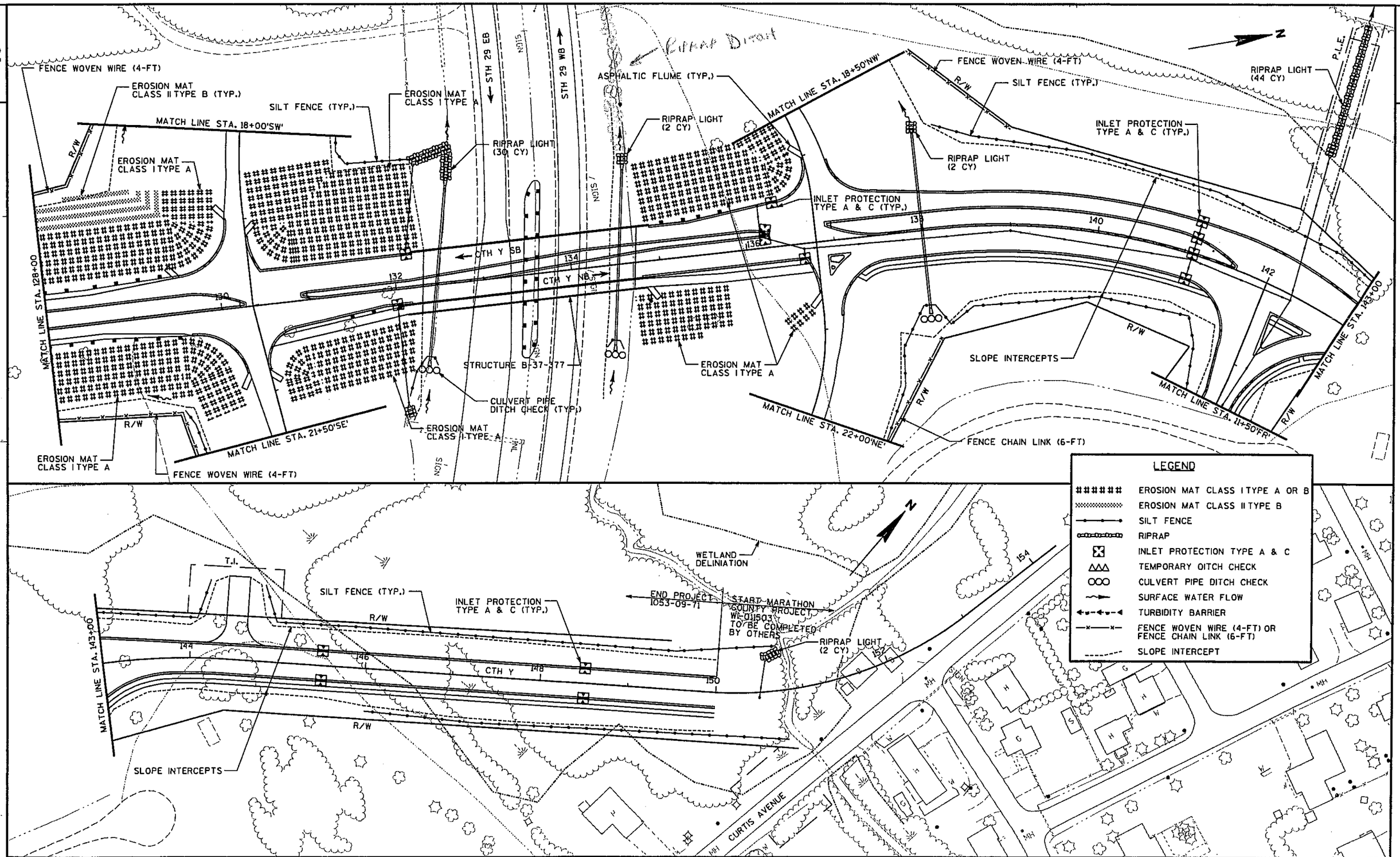



| PROJECT NO: 1053-09-71 | HWY: CTH Y | COUNTY: MARATHON | PAVEMENT JOINTS AND GRADES - EASTBOUND ON RAMP | SHEET 45 | E |
|---|---|---|---|---|---|




| PROJECT NO: 1053-09-71 | HWY: CTH Y | COUNTY: MARATHON | EROSION CONTROL DETAILS | SHEET 46 | E |
|---|---|---|---|---|---|

FILE NAME : p:\2001193\microstation\planset\022001_ec.dgn PLOT DATE : 6/29/2004 PLOT BY : TNA PLOT NAME : PLOT SCALE : _PLOTSCALE_




| PROJECT NO: 1053-09-71 | HWY: CTH Y | COUNTY: MARATHON | EROSION CONTROL DETAILS | SHEET 47 | E |
|---|---|---|---|---|---|

FILE NAME : p:\2001193\microstation\plcnset\022002_ec.dgn PLOT DATE : 6/29/2004 PLOT BY : TNA PLOT NAME : PLOT SCALE : _PLOTSCALE_

2

OLD ROAD TO BE OBLITERATED

SLOPE INTERCEPTS

R/W

MATCH LINE STA. 12+00 LR'

14'LR'

LOCAL ROAD

16'LR'

18'LR'

WISHBONE LANE

T.I.

20'LR'

22'LR'

N

R/W

EROSION MAT CLASS I TYPE B

SIGN

CULVERT PIPE DITCH CHECK

AGC.

TEMPORARY DITCH CHECK (TYP.)

R/W

8'CY

OLD CTH Y

T.I.

CURTIS AVENUE

OLD ROAD TO BE OBLITERATED

R/W

24'FR

22'FR

CULVERT PIPE DITCH CHECK (TYP.)

SLOPE INTERCEPTS

MATCH LINE STA. 11+50 FR'

12'FR

14'FR

16'FR

18'FR

R/W

FRONTAGE ROAD

20'FR

BLDG

R/W

SILT FENCE (TYP.)

RIPRAP LIGHT 5½ (CY)

OLD ROAD TO BE OBLITERATED

INLET PROTECTION TYPE A & C (TYP.)

32'NF

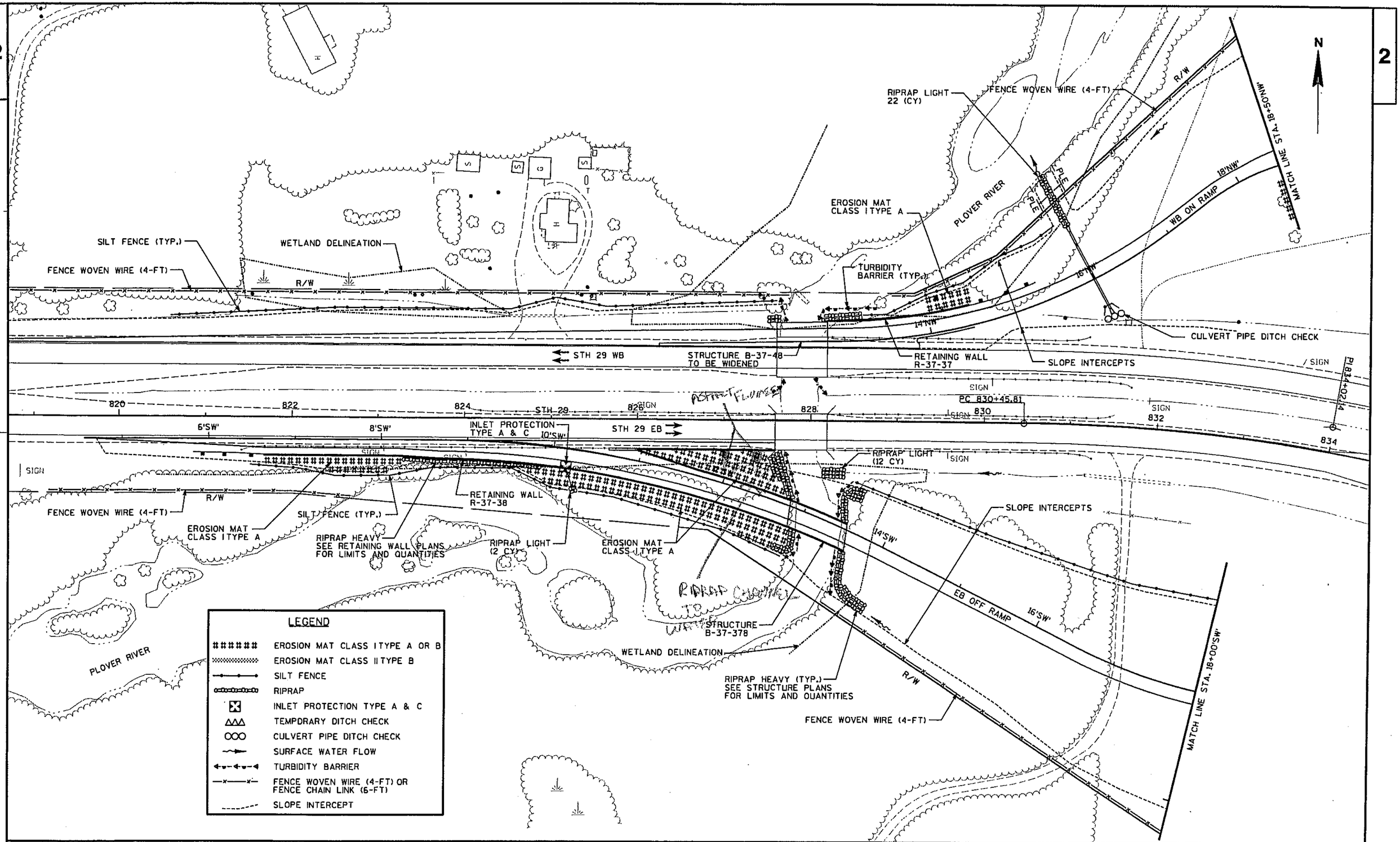
30'NF

## LEGEND

- ###### EROSION MAT CLASS I TYPE A OR B
- EROSION MAT CLASS II TYPE B
- SILT FENCE
- RIPRAP
- INLET PROTECTION TYPE A & C
- TEMPORARY DITCH CHECK
- CULVERT PIPE DITCH CHECK
- SURFACE WATER FLOW
- TURBIDITY BARRIER
- FENCE WOVEN WIRE (4-FT) OR FENCE CHAIN LINK (6-FT)
- SLOPE INTERCEPT

| PROJECT NO: 1053-09-71 | HWY: CTH Y | COUNTY: MARATHON | EROSION CONTROL DETAILS | SHEET 48 | E |
|---|---|---|---|---|---|

FILE NAME : p:\2001193\microstation\planset\022003_ec.dgn PLOT DATE : 6/29/2004 PLOT BY : TNA PLOT NAME : PLOT SCALE : _PLOTSCALE_




| PROJECT NO: 1053-09-71 | HWY: CTH Y | COUNTY: MARATHON | EROSION CONTROL DETAILS | SHEET 49 | E |
|---|---|---|---|---|---|

FILE NAME : p:\2001193\microstation\planset\022004_ec.dgn PLOT DATE : 6/29/2004 PLOT BY : TNA PLOT NAME : PLOT SCALE : _PLOTSCALE_

WISDOT/CADDS SHEET 42

2

MATCH LINE STA. 22+00 NE'

SLOPE INTERCEPTS

R/W

16'FR'

18'FR'

CURTIS AVENUE

OLD ROAD TO BE OBLITERATED

BLDG

20'FR'

FRONTAGE ROAD

22'FR'

24'FR'

N

24'NE' WB OFF RAMP

RIPRAP LIGHT (2 CY)

26'NE'

OBLITERATE OLD ROAD

RIPRAP LIGHT (2 CY)

EROSION MAT CLASS II TYPE B

PT 837+51.65

FENCE CHAIN LINK (6-FT)

SILT FENCE (TYP.)

RIPRAP LIGHT (8 CY)

EROSION MAT CLASS I TYPE B

TEMPORARY DITCH CHECK

30'NE'

32'NE'

34'NE'

36'NE'

STH 29 WB

PC 841+60.04

28'SE'

STH 29 EB

STH 29

30'SE'

32'SE'

34'SE'

36'SE'

22'SE'

24'SE'

26'SE'

EB ON RAMP

MATCH LINE STA. 21+50 SE'

SLOPE INTERCEPTS

CULVERT PIPE DITCH CHECK (TYP.)

OLD ROAD TO BE OBLITERATED

FENCE WOVEN WIRE (4-FT)

SEPV

A.C.

ANT.

PI 848+23.66

CANOPY

A/C

MH

SIGN

INL

836

838

840

842

844

846

848

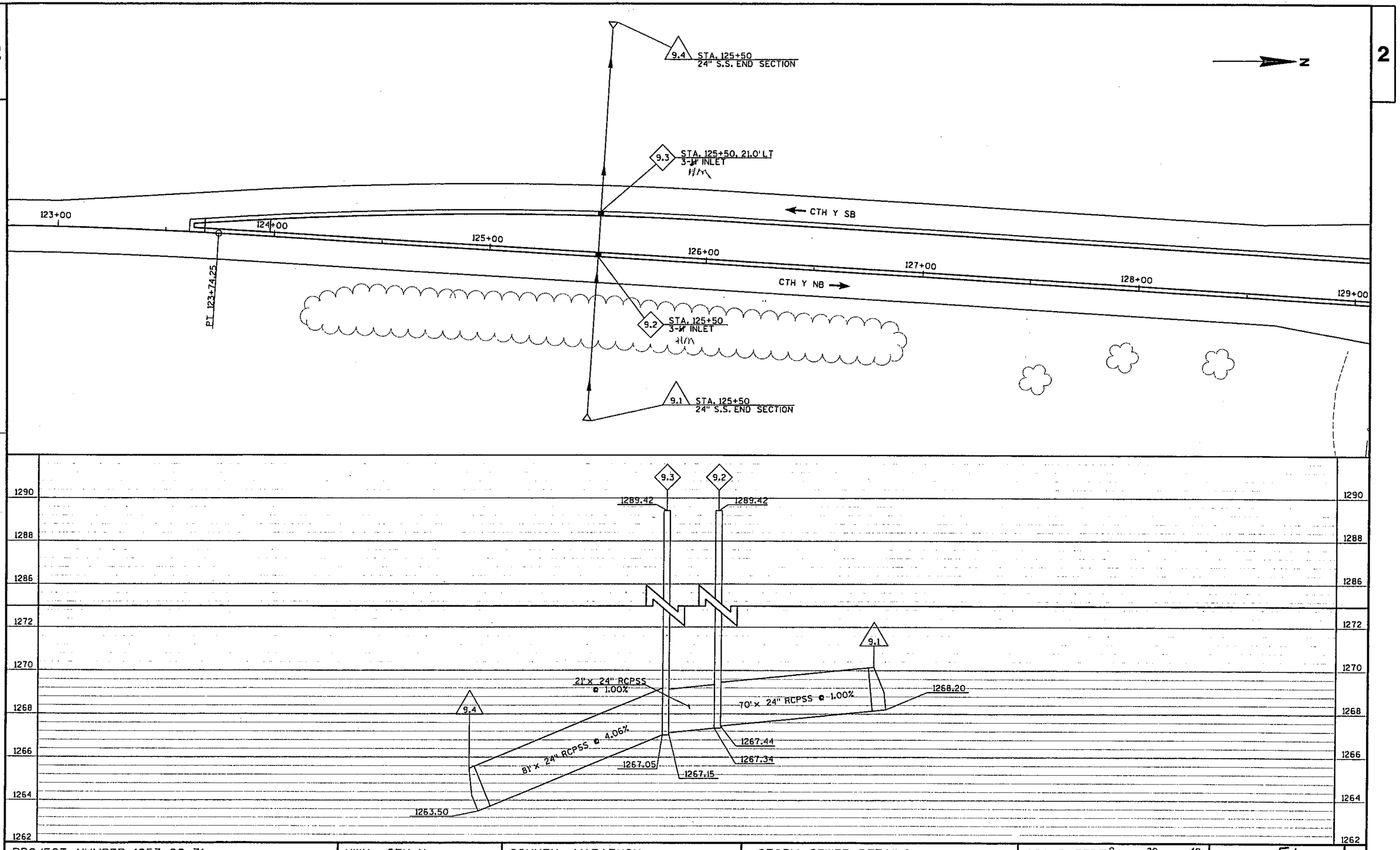
850

## LEGEND

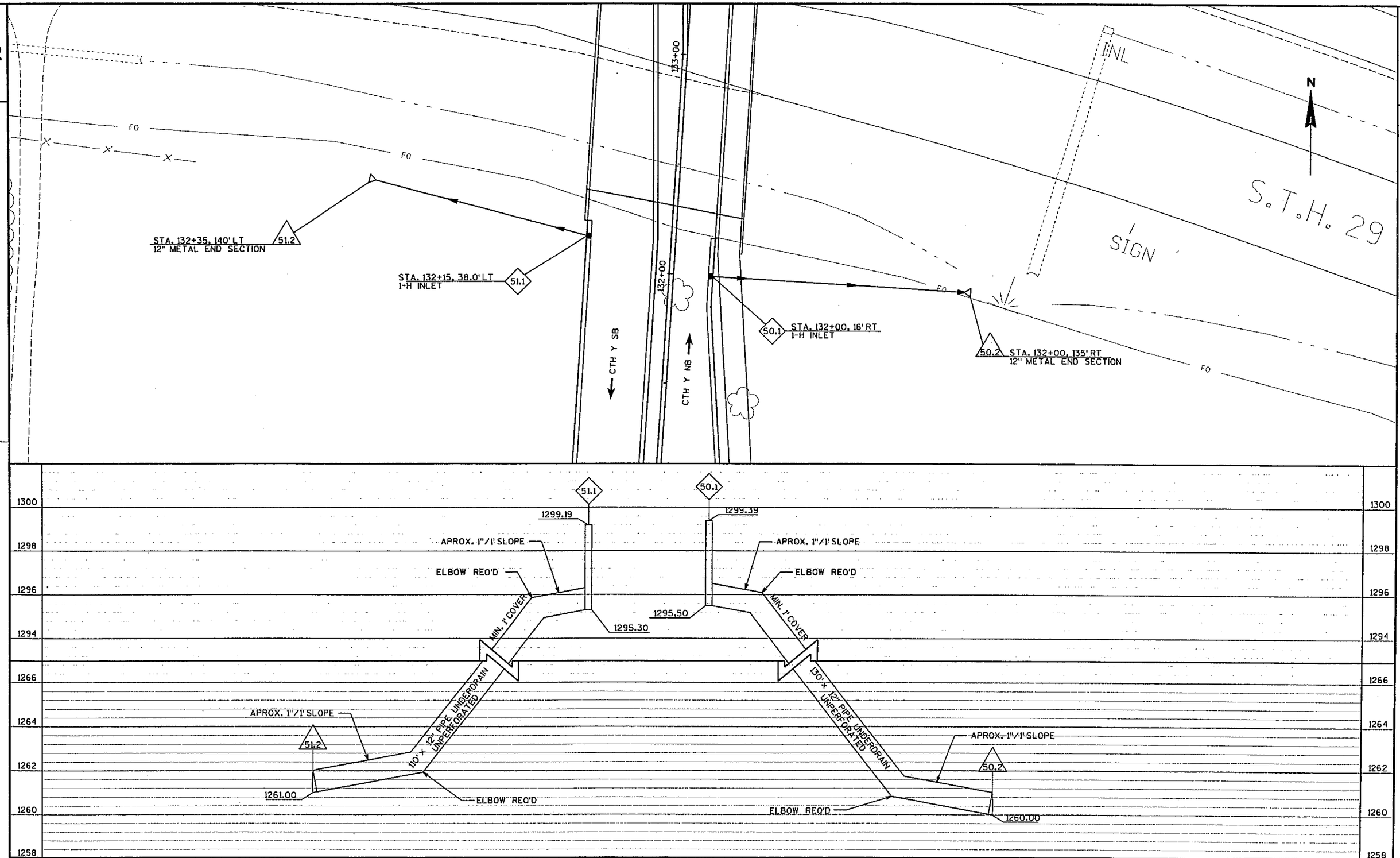
- EROSION MAT CLASS I TYPE A OR B
- EROSION MAT CLASS II TYPE B
- SILT FENCE
- RIPRAP
- INLET PROTECTION TYPE A & C
- TEMPORARY DITCH CHECK
- CULVERT PIPE DITCH CHECK
- SURFACE WATER FLOW
- TURBIDITY BARRIER
- FENCE WOVEN WIRE (4-FT) OR FENCE CHAIN LINK (6-FT)
- SLOPE INTERCEPT

| PROJECT NO: 1053-09-71 | HWY: CTH Y | COUNTY: MARATHON | EROSION CONTROL DETAILS | SHEET 50 | E |
|---|---|---|---|---|---|

FILE NAME : p:\2001193\microstation\planset\022005_ec.dgn PLOT DATE : 6/29/2004 PLOT BY : TNA PLOT NAME : PLOT SCALE : _PLOTSCALE_

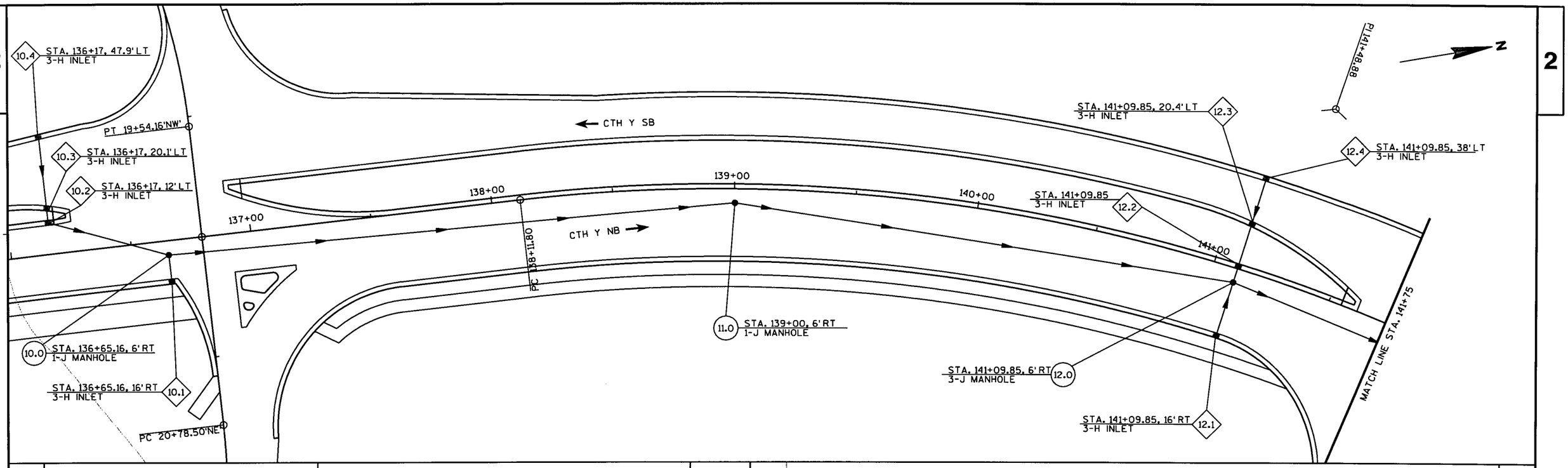



| PROJECT NUMBER: 1053-09-71 | HWY: CTH Y | COUNTY: MARATHON | STORM SEWER DETAILS | SCALE, FEET 0 20 40 | SHEET 51 | E |
|---|---|---|---|---|---|---|

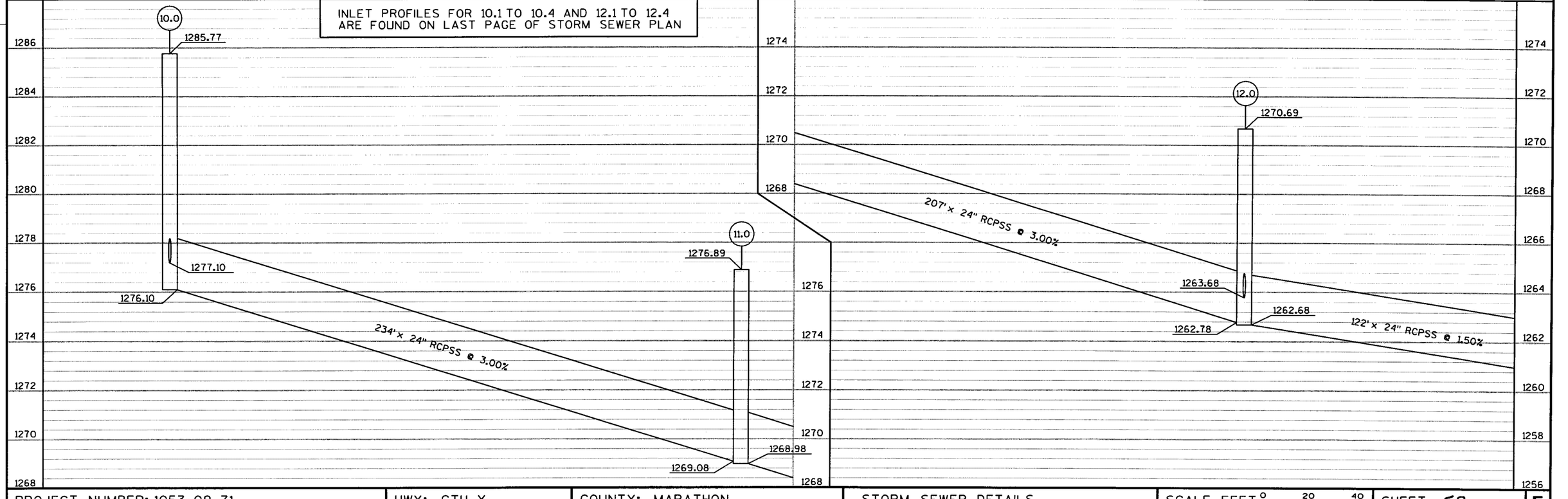



| PROJECT NUMBER: 1053-09-71 | HWY: CTH Y | COUNTY: MARATHON | STORM SEWER DETAILS | SCALE, FEET 0 20 40 | SHEET 52 | E |
|---|---|---|---|---|---|---|

FILE NAME : p:\2001193\microstation\planset\022502_ss.dgn PLOT DATE : 6/29/2004 PLOT BY : TNA PLOT NAME : PLOT SCALE : _SCALE_

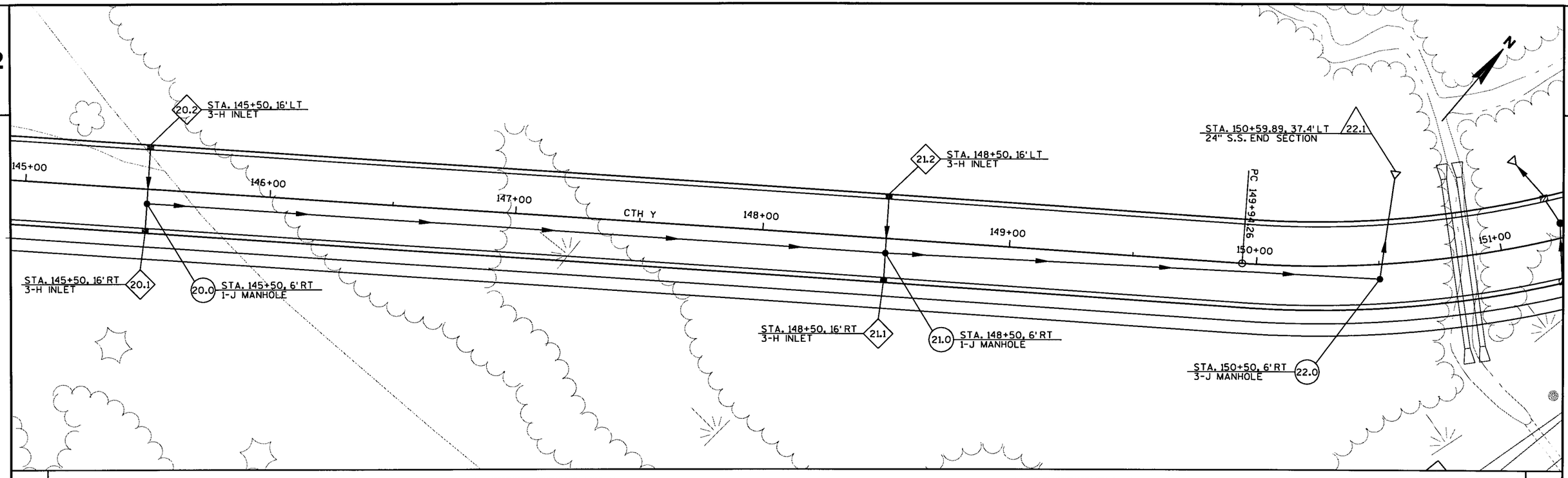


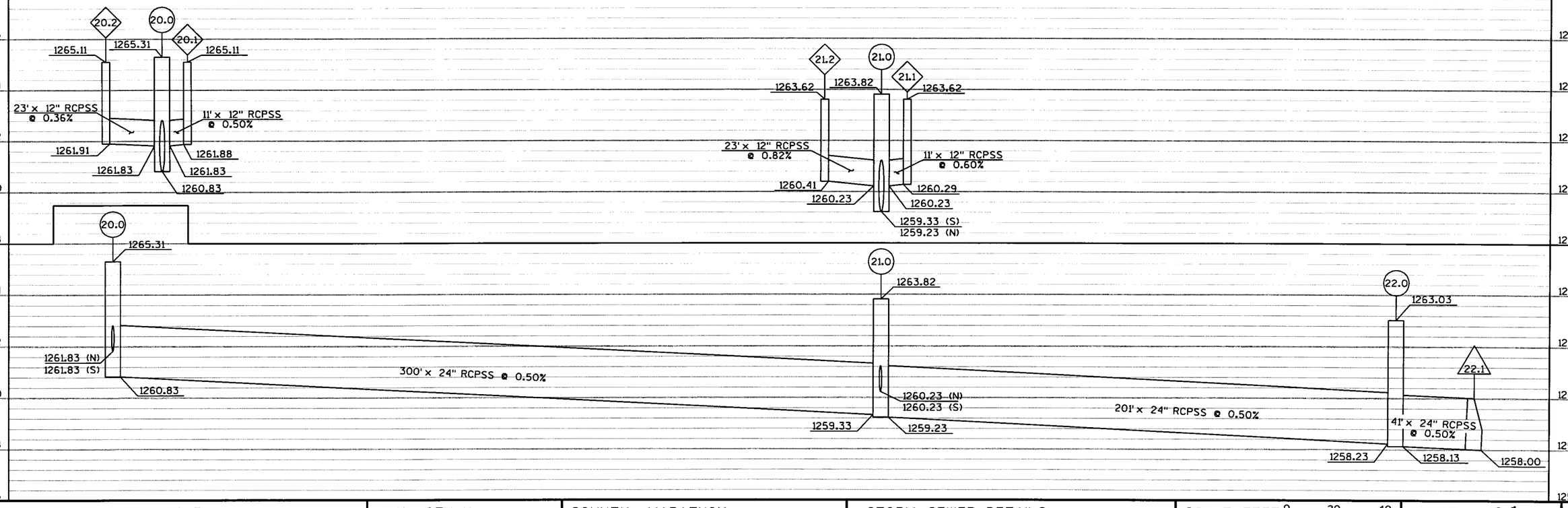

INLET PROFILES FOR 10.1 TO 10.4 AND 12.1 TO 12.4 ARE FOUND ON LAST PAGE OF STORM SEWER PLAN




| PROJECT NUMBER: 1053-09-71 | HWY: CTH Y | COUNTY: MARATHON | STORM SEWER DETAILS | SCALE, FEET 0 20 40 | SHEET 53 | E |
|---|---|---|---|---|---|---|

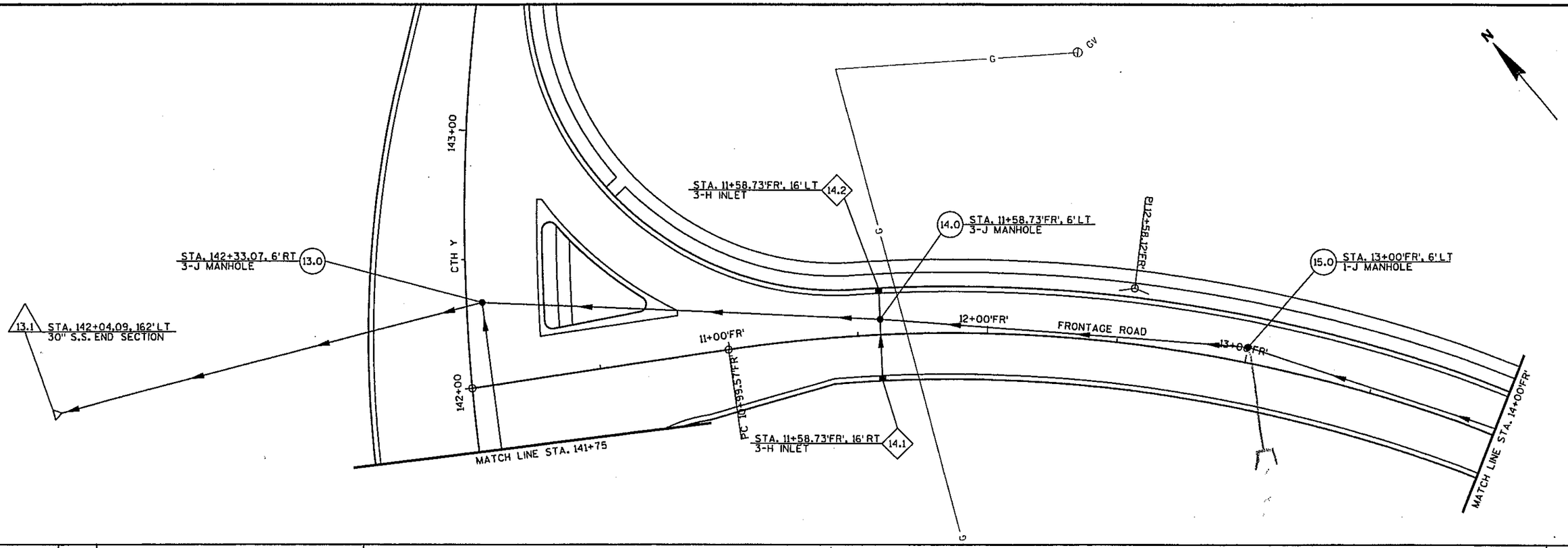
FILE NAME : p:\2001193\microstation\planset\022503_ss.dgn PLOT DATE : 6/29/2004 PLOT BY : TNA PLOT NAME : PLOT SCALE : _SCALE_

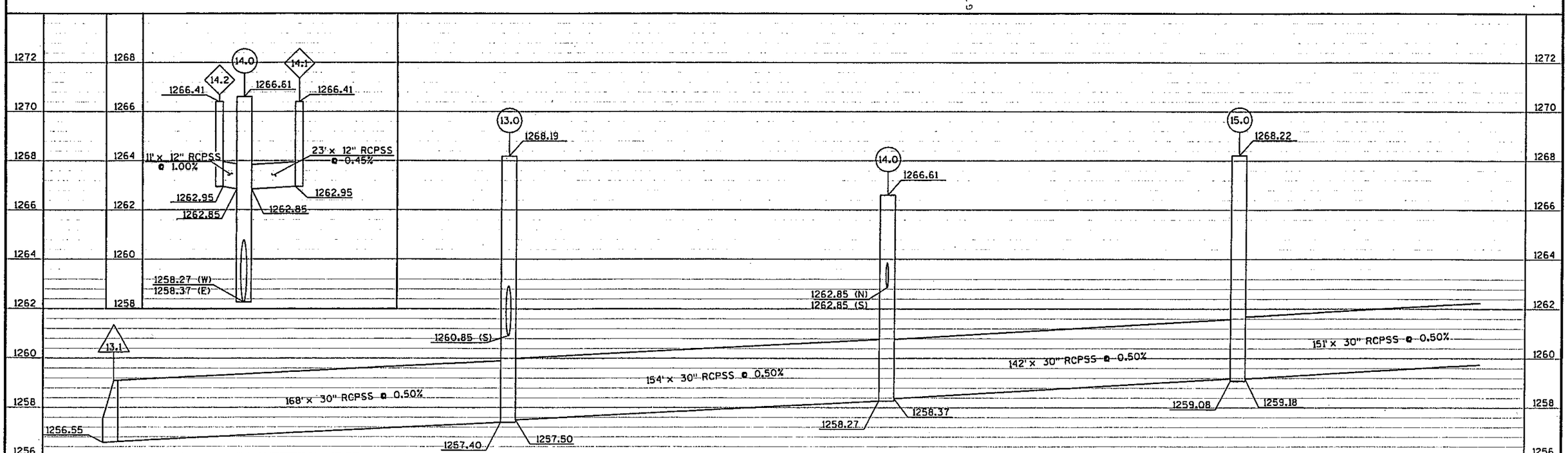



| PROJECT NUMBER: 1053-09-71 | HWY: CTH Y | COUNTY: MARATHON | STORM SEWER DETAILS | SCALE, FEET 0 20 40 | SHEET 54 | E |
|---|---|---|---|---|---|---|

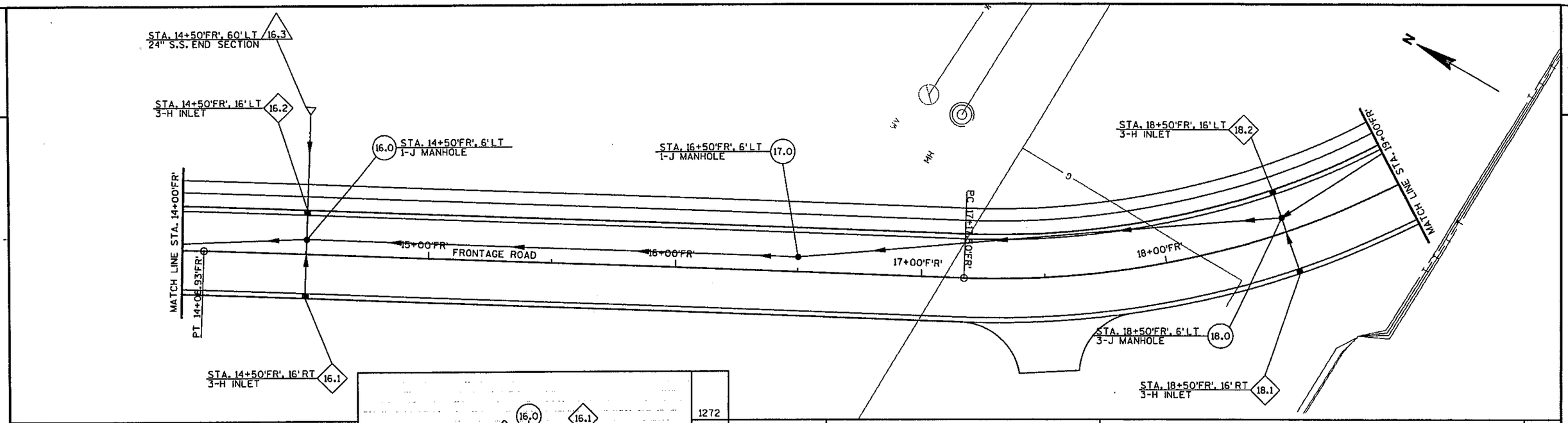
FILE NAME : p:\2001193\microstation\planset\022504_ss.dgn PLOT DATE : 6/29/2004 PLOT BY : TNA PLOT NAME : PLOT SCALE : _SCALE_

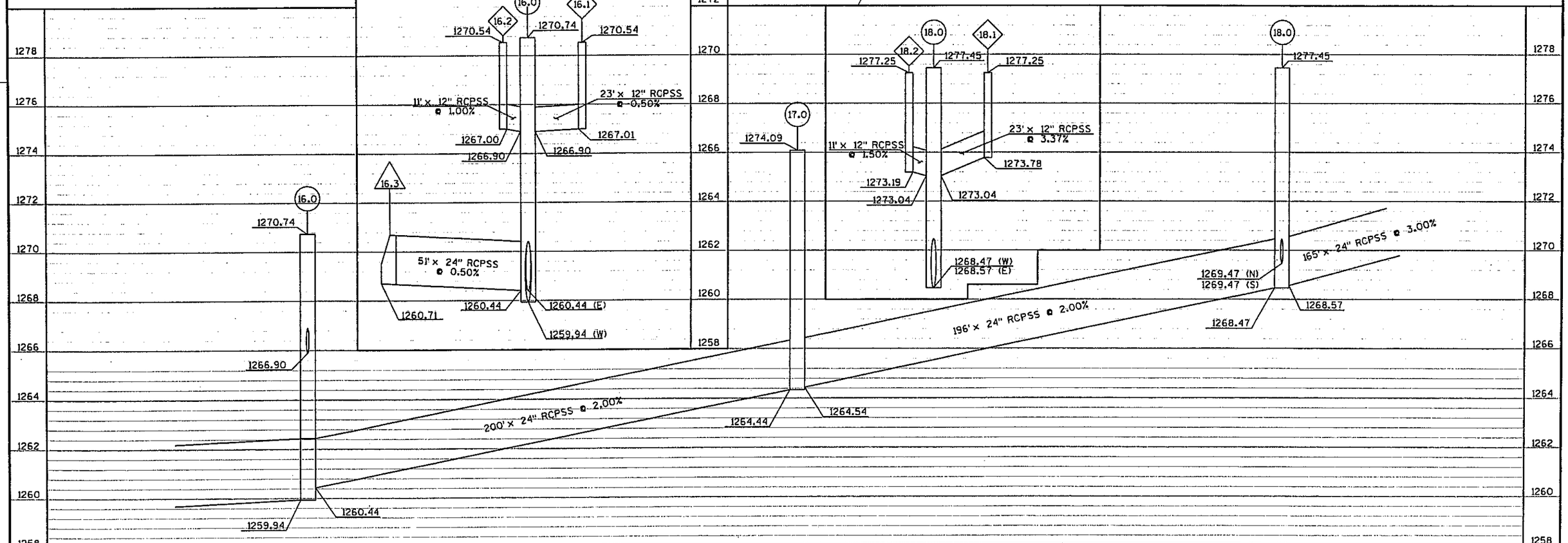


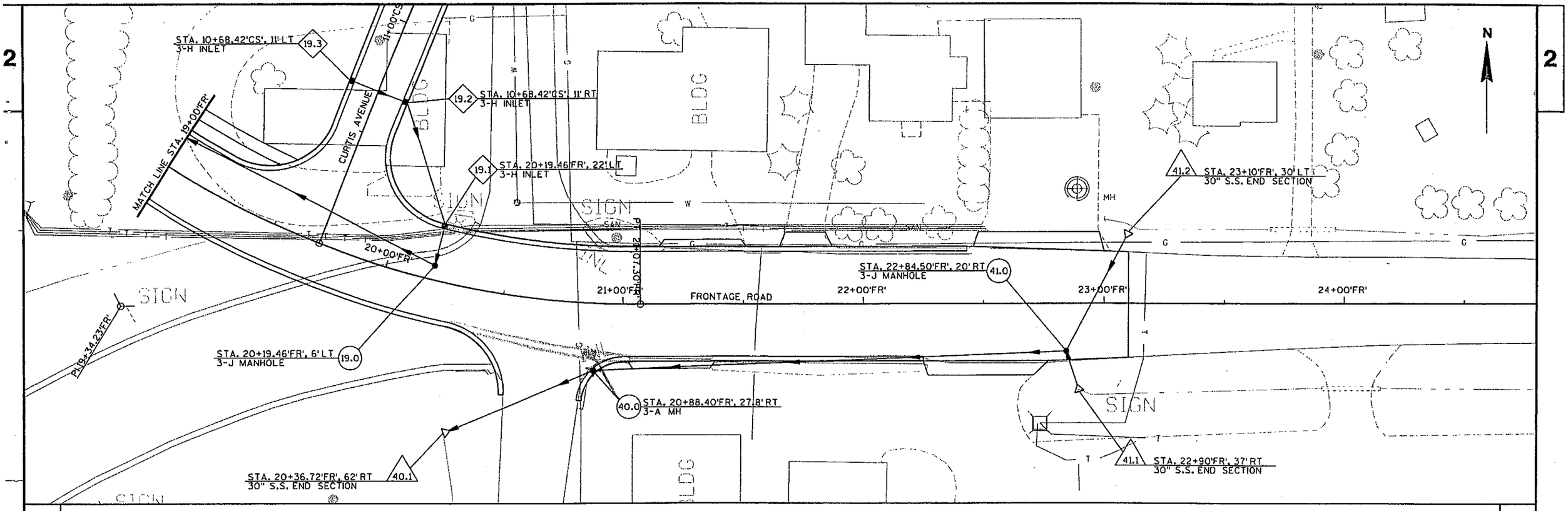

| PROJECT NUMBER: 1053-09-71 | HWY: CTH Y | COUNTY: MARATHON | STORM SEWER DETAILS | SCALE, FEET 0 20 40 | SHEET 55 | E |
|---|---|---|---|---|---|---|

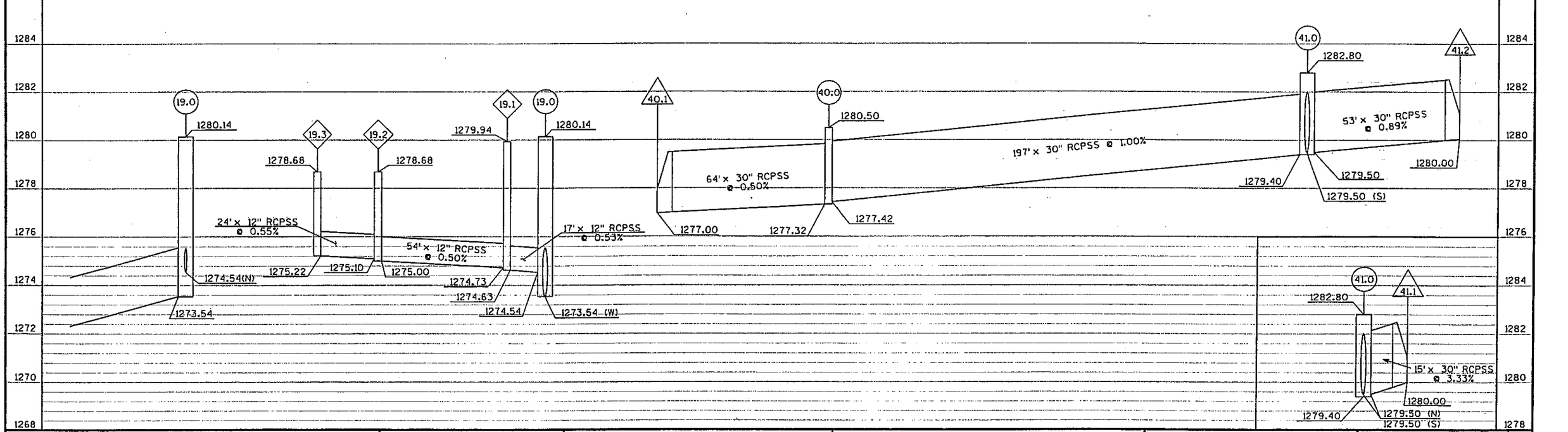
FILE NAME : p:\2001193\microstation\planset\022505_ss.dgn PLOT DATE : 6/29/2004 PLOT BY : TNA PLOT NAME : PLOT SCALE : _SCALE_
WISDOT/CADDS SHEET 41




| PROJECT NUMBER: 1053-09-71 | HWY: CTH Y | COUNTY: MARATHON | STORM SEWER DETAILS | SCALE, FEET 0 20 40 | SHEET 56 | E |
|---|---|---|---|---|---|---|

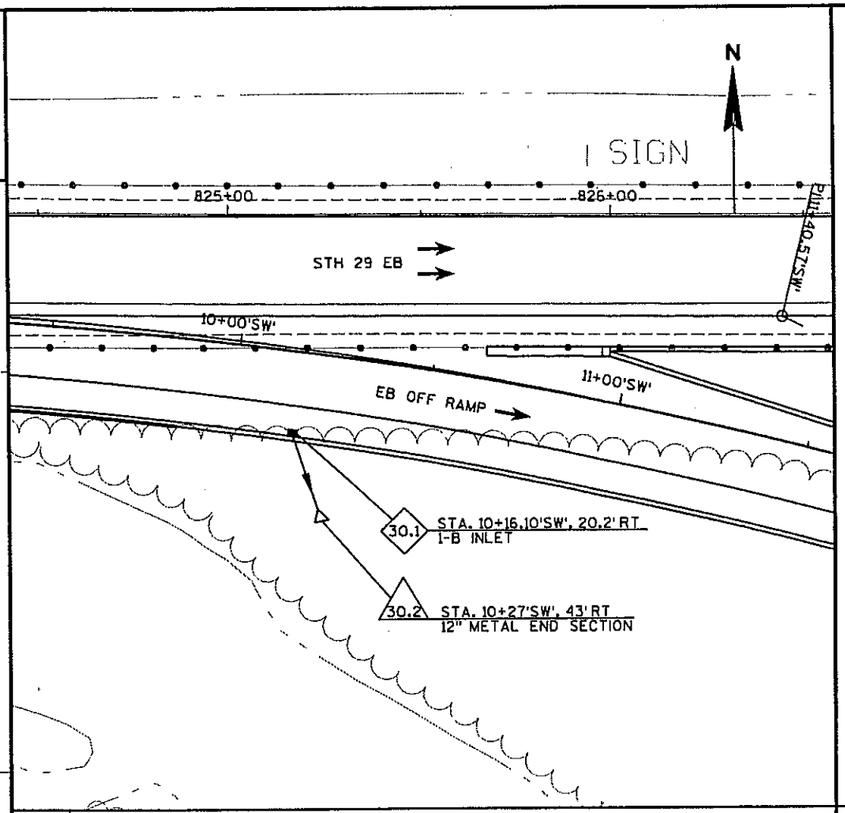


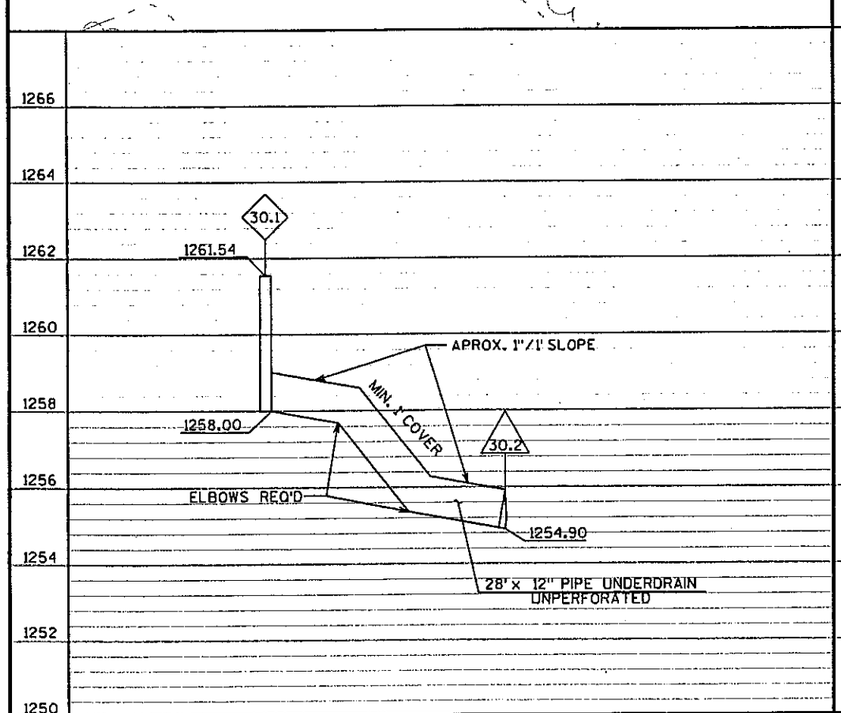



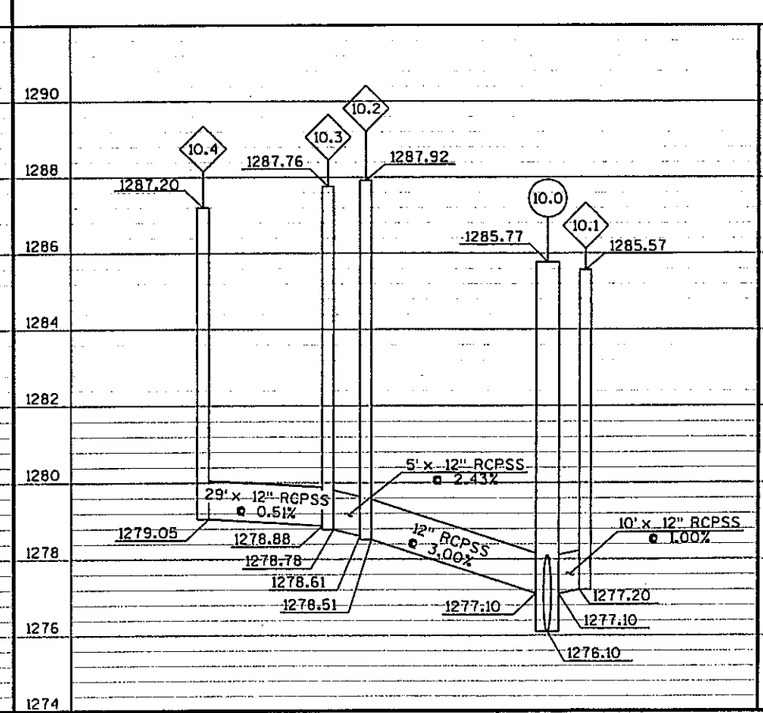

| PROJECT NUMBER: 1053-09-71 | HWY: CTH Y | COUNTY: MARATHON | STORM SEWER DETAILS | SCALE, FEET 0 20 40 | SHEET 57 | E |
|---|---|---|---|---|---|---|

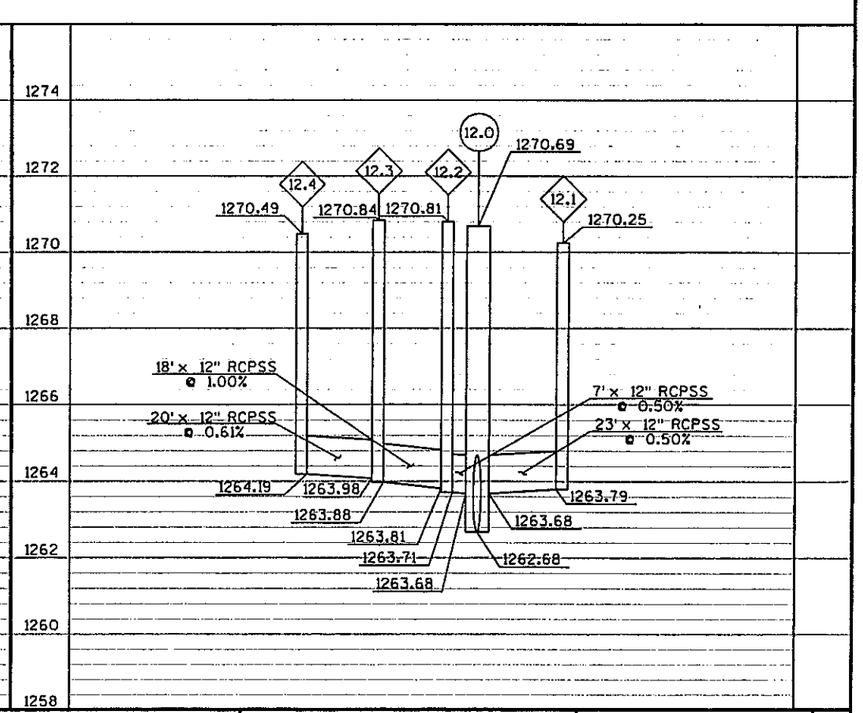
FILE NAME : p:\2001193\Microstation\Planset\022507_ss.dgn PLOT DATE : 9/8/2004 PLOT BY : TNA PLOT NAME : PLOT SCALE : _SCALE_

WISDOT/CADDS SHEET 41



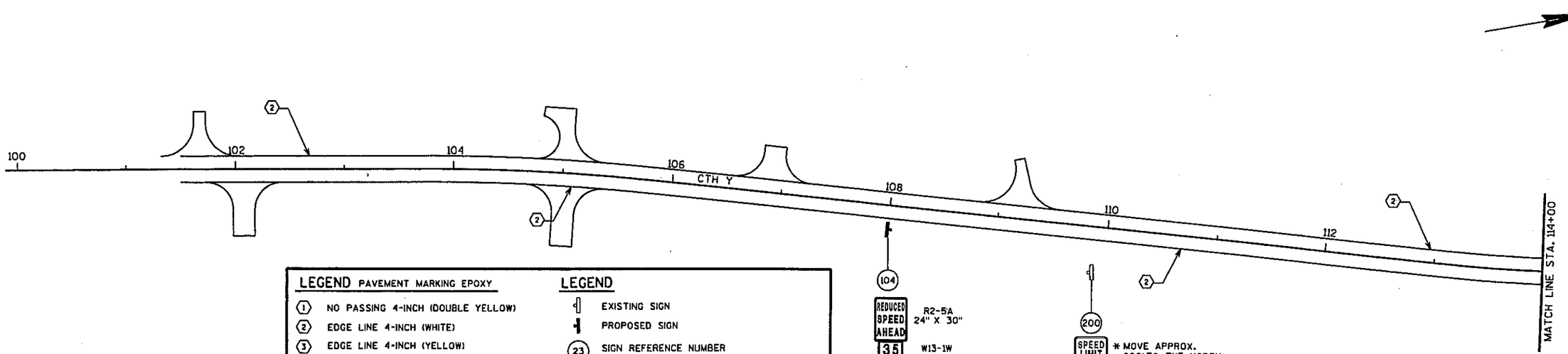




| PROJECT NUMBER: 1053-09-71 | HWY: CTH Y | COUNTY: MARATHON | STORM SEWER DETAILS | SCALE, FEET 0 20 40 | SHEET 58 | E |
|---|---|---|---|---|---|---|

FILE NAME : p:\2001193\microstation\planset\022508_ss.dgn | PLOT DATE : 6/29/2004 | PLOT BY : TNA | PLOT NAME : | PLOT SCALE : _SCALE_

2




## LEGEND PAVEMENT MARKING EPOXY

1. NO PASSING 4-INCH (DOUBLE YELLOW)
2. EDGE LINE 4-INCH (WHITE)
3. EDGE LINE 4-INCH (YELLOW)
4. CHANNELIZING 8-INCH (WHITE)
5. LANE LINE 4-INCH (WHITE)
6. STOP LINE 18-INCH (WHITE)
7. ISLAND NOSE (YELLOW)
8. DIAGONAL LINE 12-INCH (WHITE)
9. CROSSWALK 6-INCH (WHITE)
11. WORDS (WHITE)
12. ARROW TYPE 2 (WHITE)
13. DIAGONAL LINE 24-INCH (WHITE)
14. DOTTED EDGE EXTENSION 4-INCH (WHITE)
15. SKIP DASH 4-INCH (YELLOW)

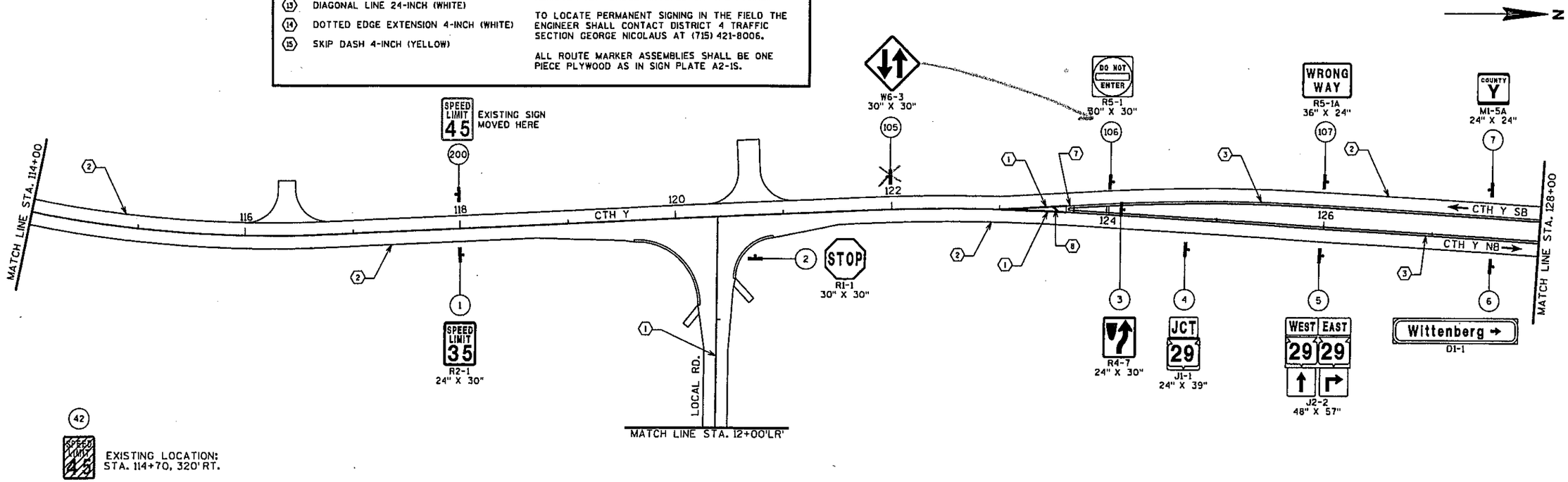
## LEGEND

- EXISTING SIGN
- PROPOSED SIGN
- (23) SIGN REFERENCE NUMBER
- * EXISTING SIGN TO BE REMOVED AND REINSTALLED IN APPROPRIATE LOCATION AFTER CONSTRUCTION
- DELINEATOR WHITE
- DELINEATOR DOUBLE WHITE
- RAISED PAVEMENT MARKER
- × × × REMOVING EXISTING PAVEMENT MARKING

NOTES:
ALL EXISTING SIGNS THAT ARE TO BE REMOVED ARE CROSS HATCHED ON THE PLANS.

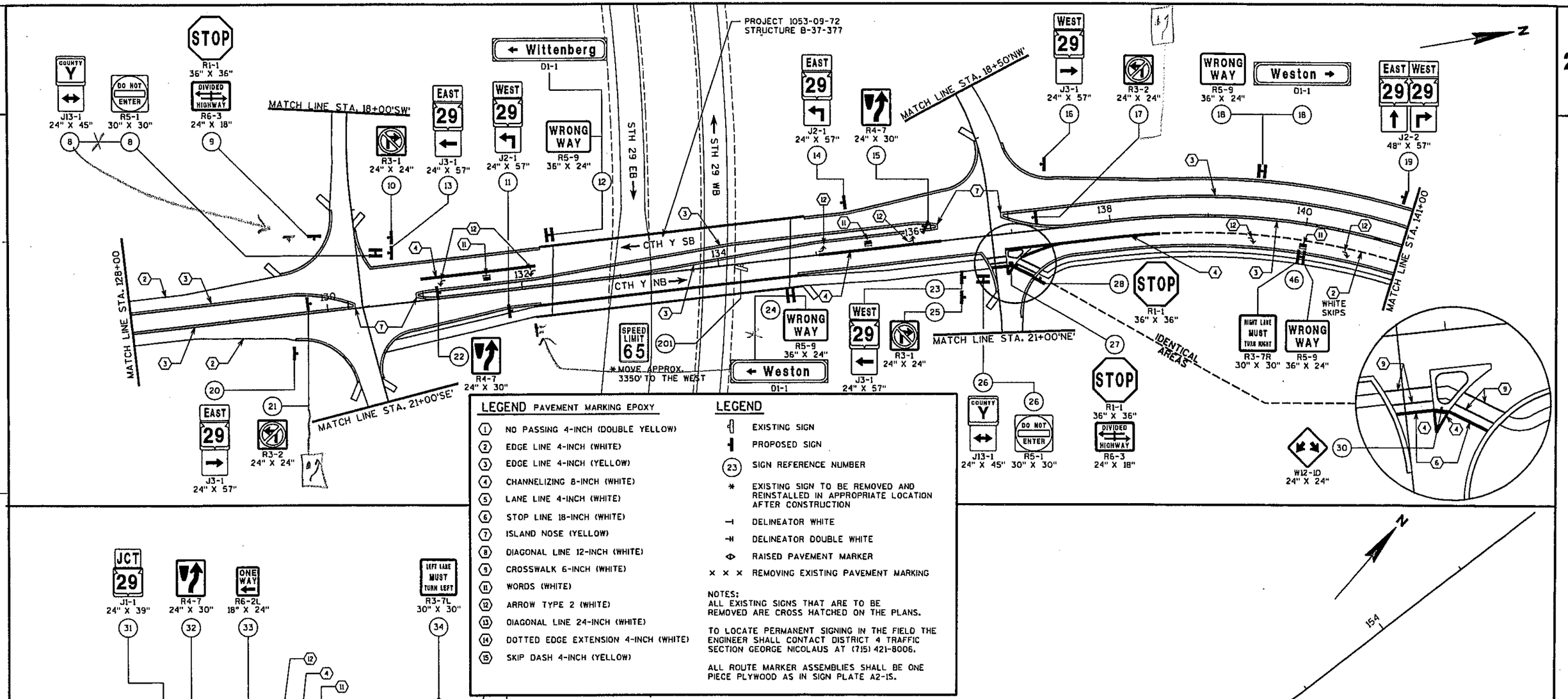
TO LOCATE PERMANENT SIGNING IN THE FIELD THE ENGINEER SHALL CONTACT DISTRICT 4 TRAFFIC SECTION GEORGE NICOLAUS AT (715) 421-8006.

ALL ROUTE MARKER ASSEMBLIES SHALL BE ONE PIECE PLYWOOD AS IN SIGN PLATE A2-1S.




| PROJECT NO: 1053-09-71 | HWY: CTH Y | COUNTY: MARATHON | PAVEMENT MARKING & PERMANENT SIGNING | SHEET 59 | E |
|---|---|---|---|---|---|

FILE NAME : p:\2001193\microstation\planset\023201_ps.dgn PLOT DATE : 6/29/2004 PLOT BY : TNA PLOT NAME : PLOT SCALE : _SCALE_
WISDOT/CADDS SHEET 42




## LEGEND PAVEMENT MARKING EPOXY

1. NO PASSING 4-INCH (DOUBLE YELLOW)
2. EDGE LINE 4-INCH (WHITE)
3. EDGE LINE 4-INCH (YELLOW)
4. CHANNELIZING 8-INCH (WHITE)
5. LANE LINE 4-INCH (WHITE)
6. STOP LINE 18-INCH (WHITE)
7. ISLAND NOSE (YELLOW)
8. DIAGONAL LINE 12-INCH (WHITE)
9. CROSSWALK 6-INCH (WHITE)
11. WORDS (WHITE)
12. ARROW TYPE 2 (WHITE)
13. DIAGONAL LINE 24-INCH (WHITE)
14. DOTTED EDGE EXTENSION 4-INCH (WHITE)
15. SKIP DASH 4-INCH (YELLOW)

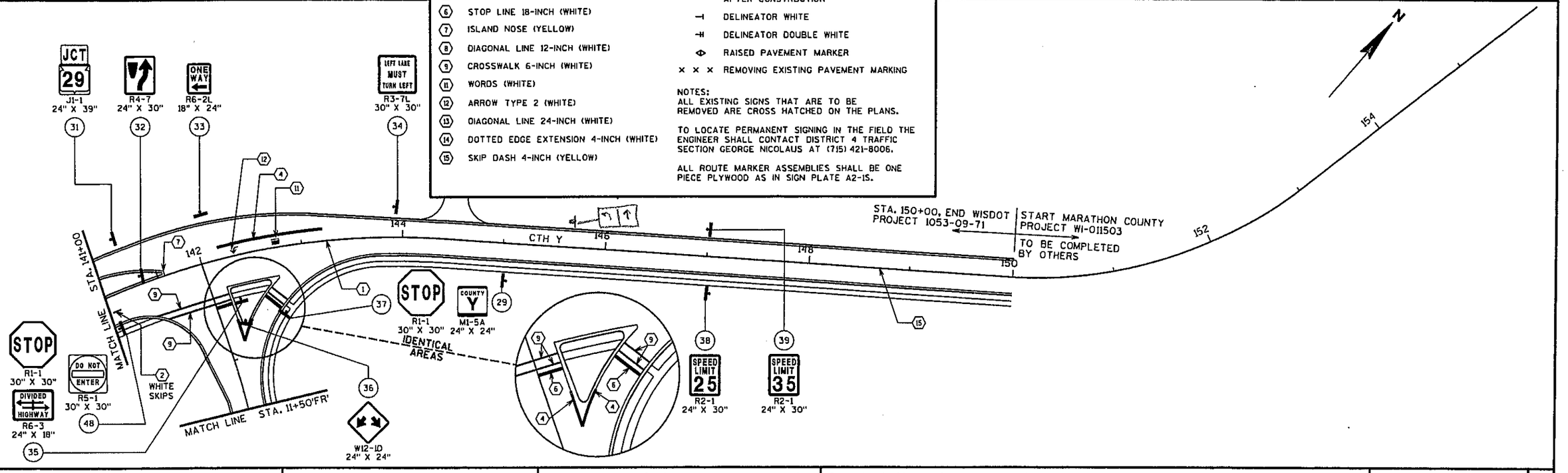
## LEGEND

- EXISTING SIGN
- PROPOSED SIGN
- (23) SIGN REFERENCE NUMBER
- * EXISTING SIGN TO BE REMOVED AND REINSTALLED IN APPROPRIATE LOCATION AFTER CONSTRUCTION
- DELINEATOR WHITE
- DELINEATOR DOUBLE WHITE
- RAISED PAVEMENT MARKER
- × × × REMOVING EXISTING PAVEMENT MARKING

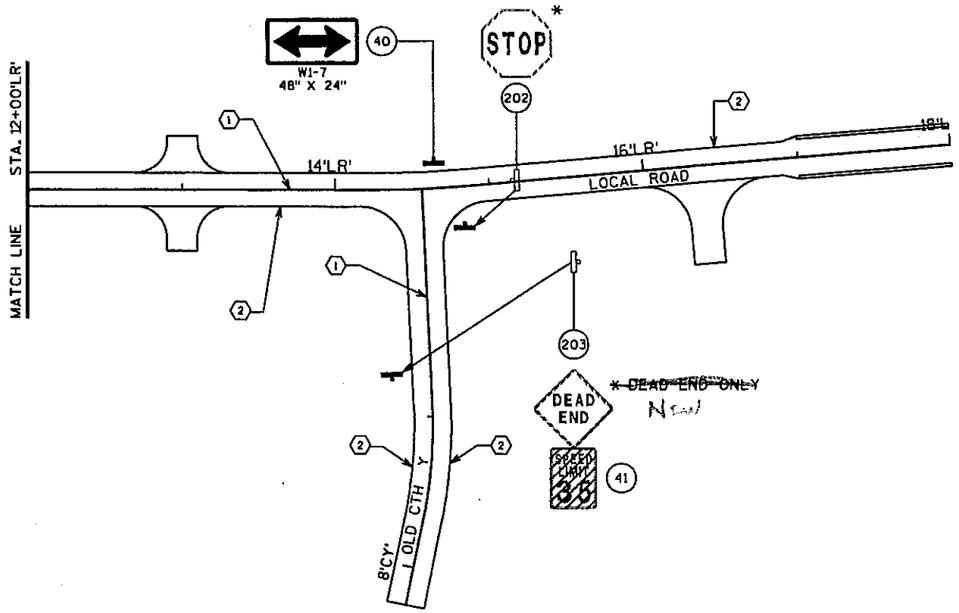
NOTES:
ALL EXISTING SIGNS THAT ARE TO BE REMOVED ARE CROSS HATCHED ON THE PLANS.

TO LOCATE PERMANENT SIGNING IN THE FIELD THE ENGINEER SHALL CONTACT DISTRICT 4 TRAFFIC SECTION GEORGE NICOLAUS AT (715) 421-8006.

ALL ROUTE MARKER ASSEMBLIES SHALL BE ONE PIECE PLYWOOD AS IN SIGN PLATE A2-15.




| PROJECT NO: 1053-09-71 | HWY: CTH Y | COUNTY: MARATHON | PAVEMENT MARKING & PERMANENT SIGNING | SHEET 60 | E |
|---|---|---|---|---|---|



2

**LEGEND** PAVEMENT MARKING EPOXY

| | |
|---|---|
| (1) | NO PASSING 4-INCH (DOUBLE YELLOW) |
| (2) | EDGE LINE 4-INCH (WHITE) |
| (3) | EDGE LINE 4-INCH (YELLOW) |
| (4) | CHANNELIZING 8-INCH (WHITE) |
| (5) | LANE LINE 4-INCH (WHITE) |
| (6) | STOP LINE 18-INCH (WHITE) |
| (7) | ISLAND NOSE (YELLOW) |
| (8) | DIAGONAL LINE 12-INCH (WHITE) |
| (9) | CROSSWALK 6-INCH (WHITE) |
| (11) | WORDS (WHITE) |
| (12) | ARROW TYPE 2 (WHITE) |
| (13) | DIAGONAL LINE 24-INCH (WHITE) |
| (14) | DOTTED EDGE EXTENSION 4-INCH (WHITE) |
| (15) | SKIP DASH 4-INCH (YELLOW) |

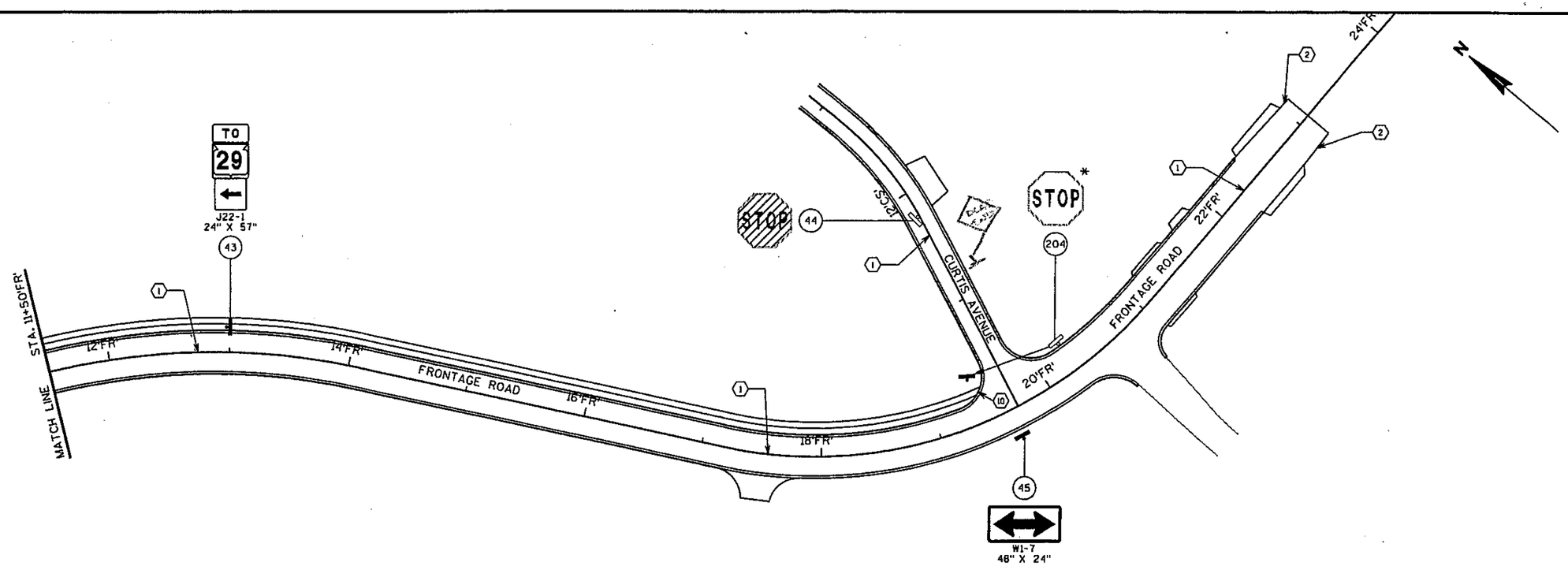
**LEGEND**

| | |
|---|---|
| | EXISTING SIGN |
| | PROPOSED SIGN |
| (23) | SIGN REFERENCE NUMBER |
| * | EXISTING SIGN TO BE REMOVED AND REINSTALLED IN APPROPRIATE LOCATION AFTER CONSTRUCTION |
| | DELINEATOR WHITE |
| | DELINEATOR DOUBLE WHITE |
| | RAISED PAVEMENT MARKER |
| × × × | REMOVING EXISTING PAVEMENT MARKING |

NOTES:
ALL EXISTING SIGNS THAT ARE TO BE REMOVED ARE CROSS HATCHED ON THE PLANS.

TO LOCATE PERMANENT SIGNING IN THE FIELD THE ENGINEER SHALL CONTACT DISTRICT 4 TRAFFIC SECTION GEORGE NICOLAUS AT (715) 421-8006.

ALL ROUTE MARKER ASSEMBLIES SHALL BE ONE PIECE PLYWOOD AS IN SIGN PLATE A2-1S.




| PROJECT NO: 1053-09-71 | HWY: CTH Y | COUNTY: MARATHON | PAVEMENT MARKING & PERMANENT SIGNING | SHEET 61 | E |
|---|---|---|---|---|---|

2

## LEGEND PAVEMENT MARKING EPOXY

1. NO PASSING 4-INCH (DOUBLE YELLOW)
2. EDGE LINE 4-INCH (WHITE)
3. EDGE LINE 4-INCH (YELLOW)
4. CHANNELIZING 8-INCH (WHITE)
5. LANE LINE 4-INCH (WHITE)
6. STOP LINE 18-INCH (WHITE)
7. ISLAND NOSE (YELLOW)
8. DIAGONAL LINE 12-INCH (WHITE)
9. CROSSWALK 6-INCH (WHITE)
11. WORDS (WHITE)
12. ARROW TYPE 2 (WHITE)
13. DIAGONAL LINE 24-INCH (WHITE)
14. DOTTED EDGE EXTENSION 4-INCH (WHITE)
15. SKIP DASH 4-INCH (YELLOW)

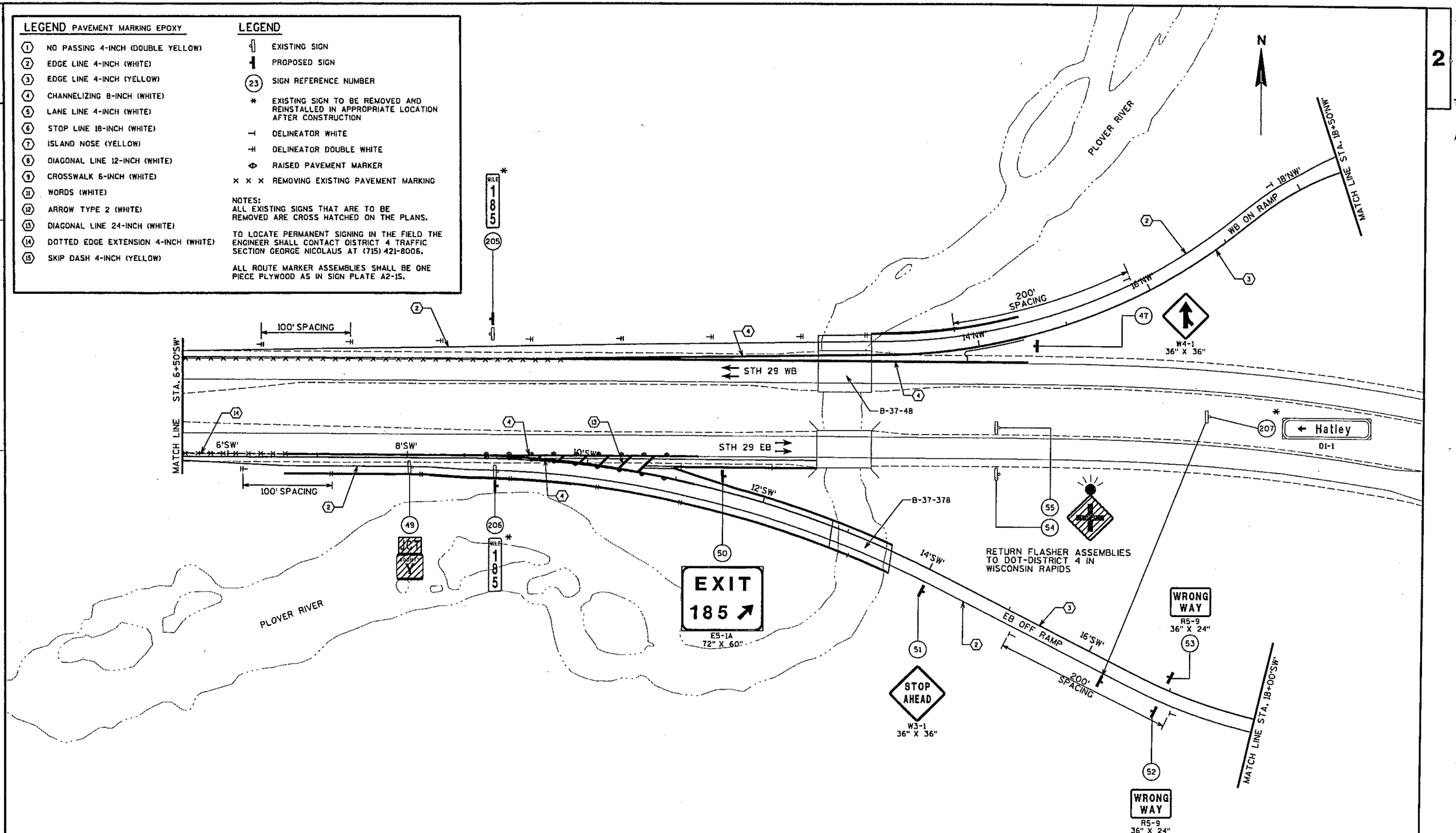
## LEGEND

- EXISTING SIGN
- PROPOSED SIGN
- (23) SIGN REFERENCE NUMBER
- * EXISTING SIGN TO BE REMOVED AND REINSTALLED IN APPROPRIATE LOCATION AFTER CONSTRUCTION
- DELINEATOR WHITE
- DELINEATOR DOUBLE WHITE
- RAISED PAVEMENT MARKER
- × × × REMOVING EXISTING PAVEMENT MARKING

NOTES:
ALL EXISTING SIGNS THAT ARE TO BE REMOVED ARE CROSS HATCHED ON THE PLANS.

TO LOCATE PERMANENT SIGNING IN THE FIELD THE ENGINEER SHALL CONTACT DISTRICT 4 TRAFFIC SECTION GEORGE NICOLAUS AT (715) 421-8006.

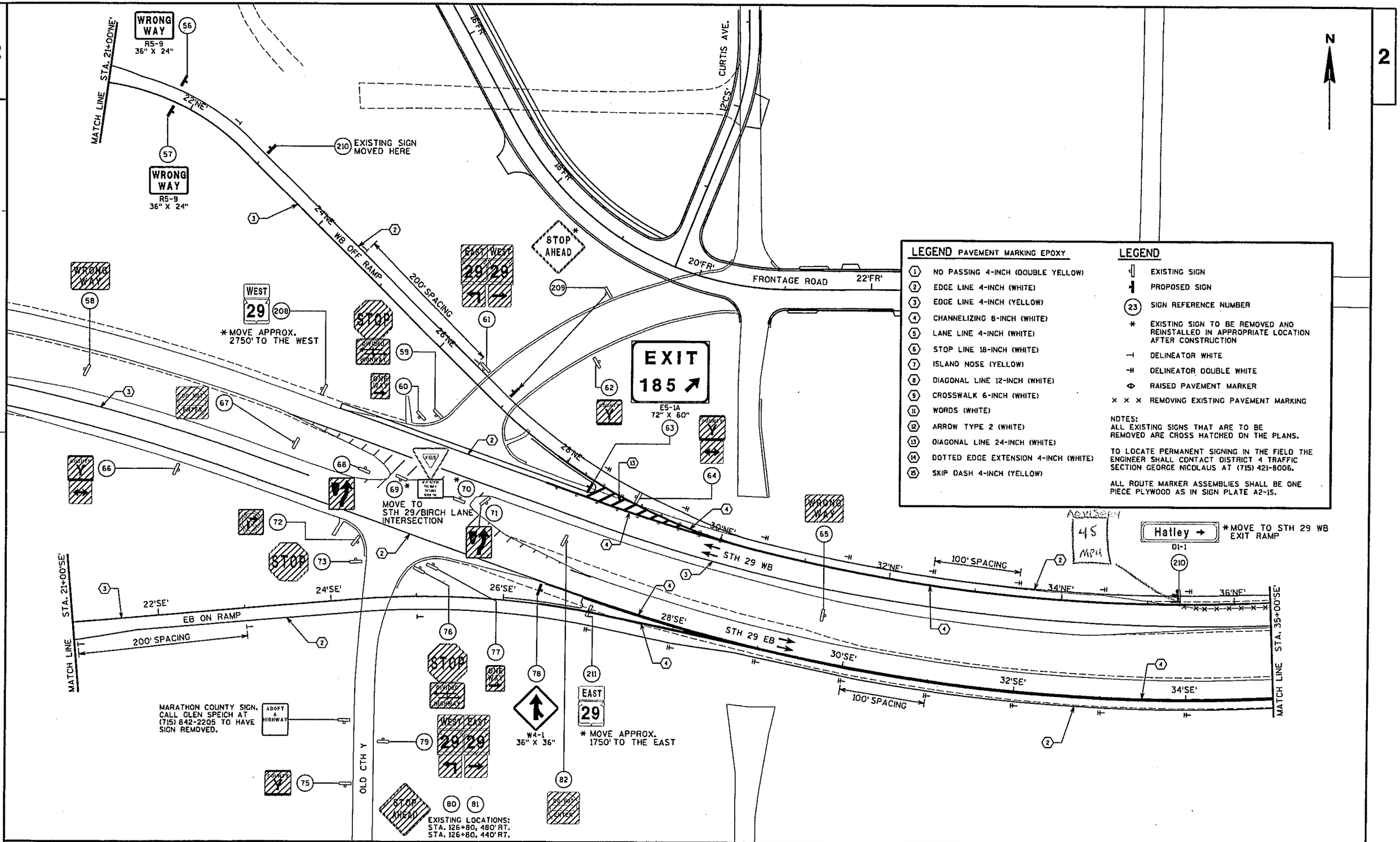
ALL ROUTE MARKER ASSEMBLIES SHALL BE ONE PIECE PLYWOOD AS IN SIGN PLATE A2-15.




| PROJECT NO: 1053-09-71 | HWY: CTH Y | COUNTY: MARATHON | PAVEMENT MARKING & PERMANENT SIGNING | SHEET 62 | E |
|---|---|---|---|---|---|

FILE NAME : p:\2001193\microstation\planset\023204_ps.dgn PLOT DATE : 6/29/2004 PLOT BY : TNA PLOT NAME : PLOT SCALE : _SCALE_

WISDOT/CADDS SHEET 42




**LEGEND** PAVEMENT MARKING EPOXY

1. NO PASSING 4-INCH (DOUBLE YELLOW)
2. EDGE LINE 4-INCH (WHITE)
3. EDGE LINE 4-INCH (YELLOW)
4. CHANNELIZING 8-INCH (WHITE)
5. LANE LINE 4-INCH (WHITE)
6. STOP LINE 18-INCH (WHITE)
7. ISLAND NOSE (YELLOW)
8. DIAGONAL LINE 12-INCH (WHITE)
9. CROSSWALK 6-INCH (WHITE)
11. WORDS (WHITE)
12. ARROW TYPE 2 (WHITE)
13. DIAGONAL LINE 24-INCH (WHITE)
14. DOTTED EDGE EXTENSION 4-INCH (WHITE)
15. SKIP DASH 4-INCH (YELLOW)

**LEGEND**

- EXISTING SIGN
- PROPOSED SIGN
- (23) SIGN REFERENCE NUMBER
- * EXISTING SIGN TO BE REMOVED AND REINSTALLED IN APPROPRIATE LOCATION AFTER CONSTRUCTION
- DELINEATOR WHITE
- DELINEATOR DOUBLE WHITE
- RAISED PAVEMENT MARKER
- × × × REMOVING EXISTING PAVEMENT MARKING

NOTES:
ALL EXISTING SIGNS THAT ARE TO BE REMOVED ARE CROSS HATCHED ON THE PLANS.

TO LOCATE PERMANENT SIGNING IN THE FIELD THE ENGINEER SHALL CONTACT DISTRICT 4 TRAFFIC SECTION GEORGE NICOLAUS AT (715) 421-8006.

ALL ROUTE MARKER ASSEMBLIES SHALL BE ONE PIECE PLYWOOD AS IN SIGN PLATE A2-15.

| PROJECT NO: 1053-09-71 | HWY: CTH Y | COUNTY: MARATHON | PAVEMENT MARKING & PERMANENT SIGNING | SHEET 03 | E |
|---|---|---|---|---|---|

## LEGEND PAVEMENT MARKING EPOXY

| | |
|---|---|
| (1) | NO PASSING 4-INCH (DOUBLE YELLOW) |
| (2) | EDGE LINE 4-INCH (WHITE) |
| (3) | EDGE LINE 4-INCH (YELLOW) |
| (4) | CHANNELIZING 8-INCH (WHITE) |
| (5) | LANE LINE 4-INCH (WHITE) |
| (6) | STOP LINE 18-INCH (WHITE) |
| (7) | ISLAND NOSE (YELLOW) |
| (8) | DIAGONAL LINE 12-INCH (WHITE) |
| (9) | CROSSWALK 6-INCH (WHITE) |
| (11) | WORDS (WHITE) |
| (12) | ARROW TYPE 2 (WHITE) |
| (13) | DIAGONAL LINE 24-INCH (WHITE) |
| (14) | DOTTED EDGE EXTENSION 4-INCH (WHITE) |
| (15) | SKIP DASH 4-INCH (YELLOW) |

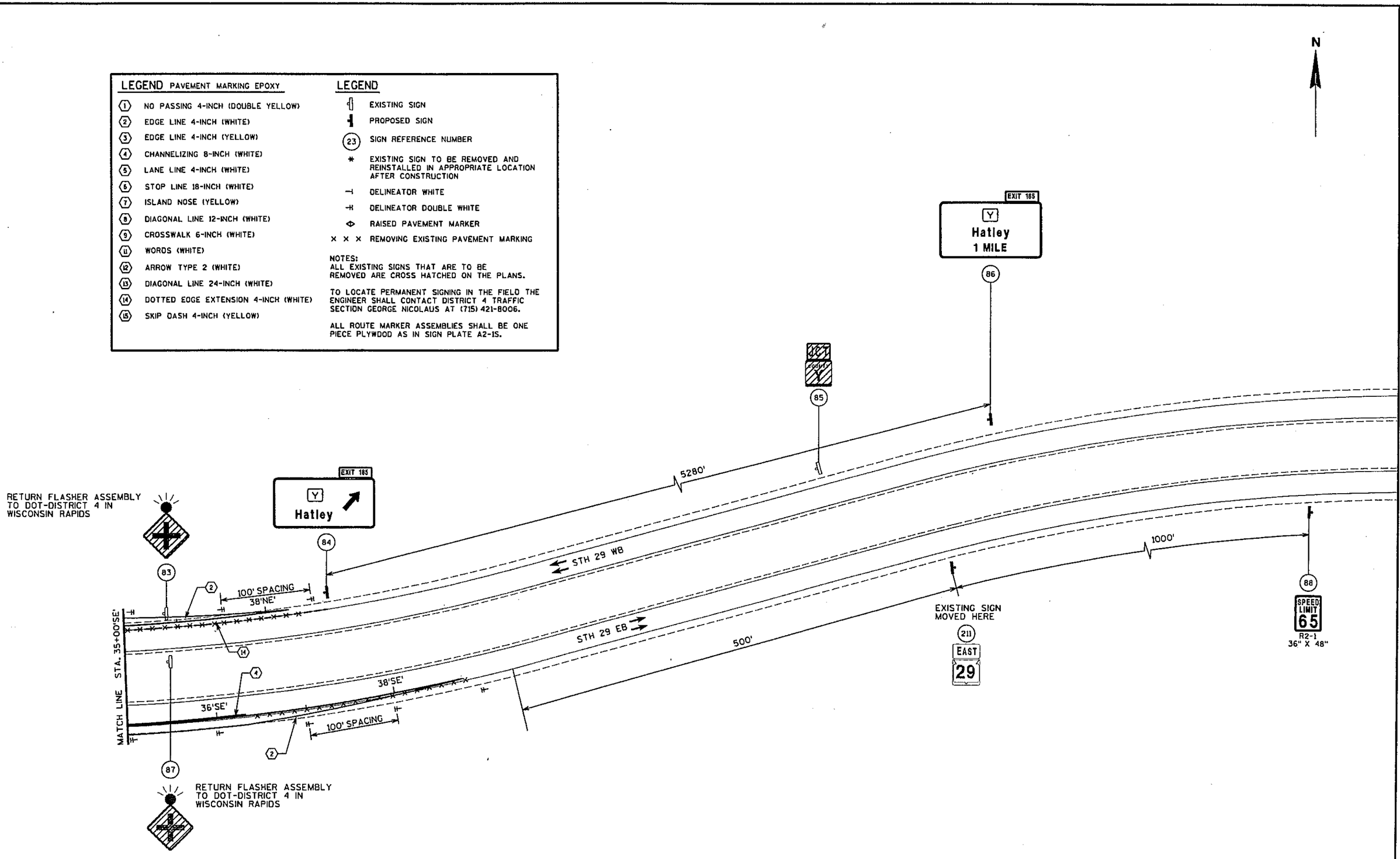
## LEGEND

| | |
|---|---|
| | EXISTING SIGN |
| | PROPOSED SIGN |
| (23) | SIGN REFERENCE NUMBER |
| * | EXISTING SIGN TO BE REMOVED AND REINSTALLED IN APPROPRIATE LOCATION AFTER CONSTRUCTION |
| | DELINEATOR WHITE |
| | DELINEATOR DOUBLE WHITE |
| | RAISED PAVEMENT MARKER |
| × × × | REMOVING EXISTING PAVEMENT MARKING |

NOTES:
ALL EXISTING SIGNS THAT ARE TO BE REMOVED ARE CROSS HATCHED ON THE PLANS.

TO LOCATE PERMANENT SIGNING IN THE FIELD THE ENGINEER SHALL CONTACT DISTRICT 4 TRAFFIC SECTION GEORGE NICOLAUS AT (715) 421-8006.

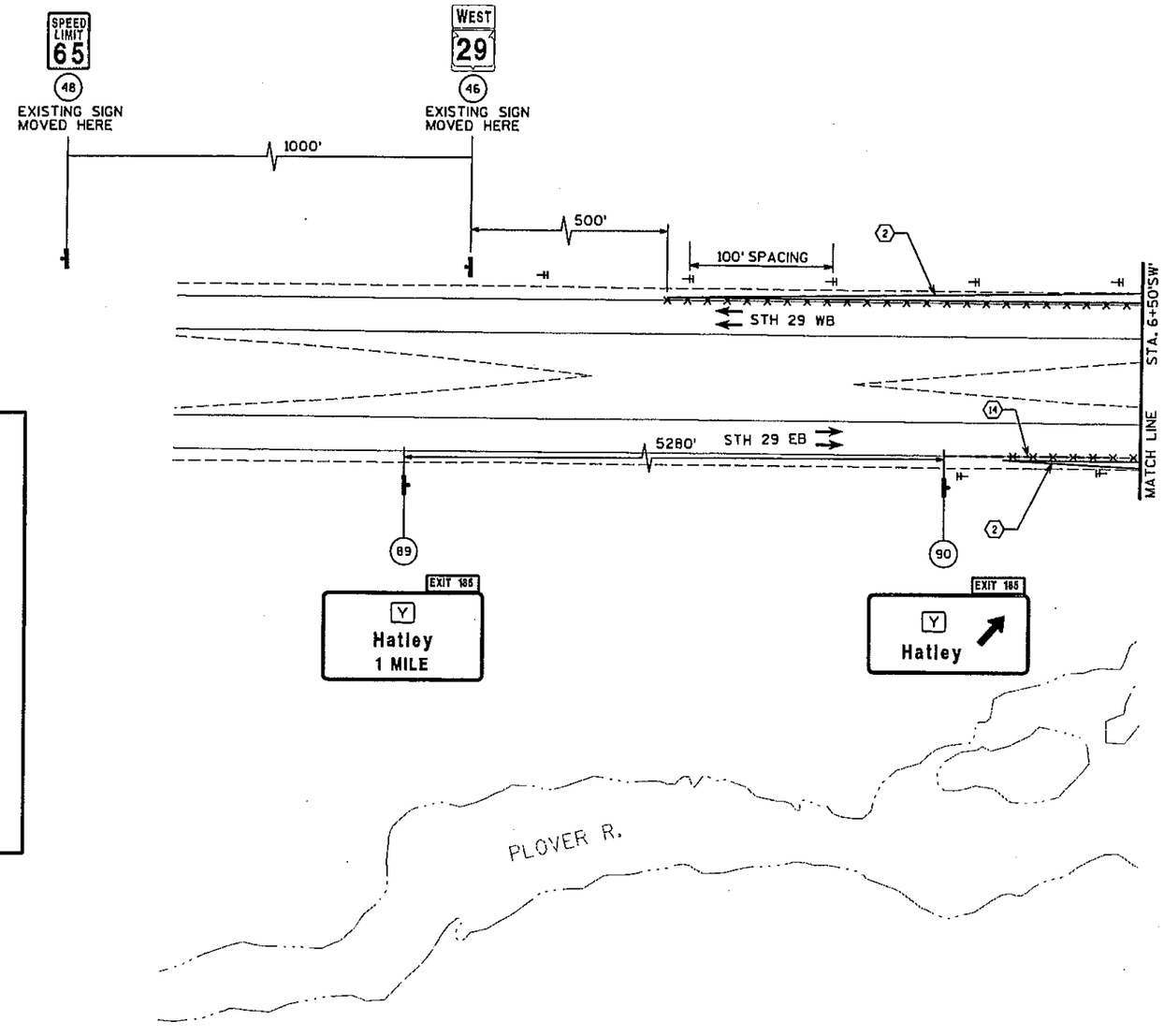
ALL ROUTE MARKER ASSEMBLIES SHALL BE ONE PIECE PLYWOOD AS IN SIGN PLATE A2-1S.




| PROJECT NO: 1053-09-71 | HWY: CTH Y | COUNTY: MARATHON | PAVEMENT MARKING & PERMANENT SIGNING | SHEET 64 | E |
|---|---|---|---|---|---|

2

N




**LEGEND** PAVEMENT MARKING EPOXY

1. NO PASSING 4-INCH (DOUBLE YELLOW)
2. EDGE LINE 4-INCH (WHITE)
3. EDGE LINE 4-INCH (YELLOW)
4. CHANNELIZING 8-INCH (WHITE)
5. LANE LINE 4-INCH (WHITE)
6. STOP LINE 18-INCH (WHITE)
7. ISLAND NOSE (YELLOW)
8. DIAGONAL LINE 12-INCH (WHITE)
9. CROSSWALK 6-INCH (WHITE)
11. WORDS (WHITE)
12. ARROW TYPE 2 (WHITE)
13. DIAGONAL LINE 24-INCH (WHITE)
14. DOTTED EDGE EXTENSION 4-INCH (WHITE)
15. SKIP DASH 4-INCH (YELLOW)

**LEGEND**

- EXISTING SIGN
- PROPOSED SIGN
- (23) SIGN REFERENCE NUMBER
- * EXISTING SIGN TO BE REMOVED AND REINSTALLED IN APPROPRIATE LOCATION AFTER CONSTRUCTION
- DELINEATOR WHITE
- DELINEATOR DOUBLE WHITE
- RAISED PAVEMENT MARKER
- × × × REMOVING EXISTING PAVEMENT MARKING

NOTES:
ALL EXISTING SIGNS THAT ARE TO BE REMOVED ARE CROSS HATCHED ON THE PLANS.

TO LOCATE PERMANENT SIGNING IN THE FIELD THE ENGINEER SHALL CONTACT DISTRICT 4 TRAFFIC SECTION GEORGE NICOLAUS AT (715) 421-8006.

ALL ROUTE MARKER ASSEMBLIES SHALL BE ONE PIECE PLYWOOD AS IN SIGN PLATE A2-1S.

| PROJECT NO: 1053-09-71 | HWY: CTH Y | COUNTY: MARATHON | PAVEMENT MARKING & PERMANENT SIGNING | SHEET 65 | E |
|---|---|---|---|---|---|

2

N

RETURN FLASHER ASSEMBLIES TO WISDOT-DISTRICT 4 IN WISCONSIN RAPIDS AFTER REMOVAL

STOP

STOP

STOP

91

92

93

94

SIGNS * 69 & 70 MOVED FROM OLD CTH Y INTERSECTION REMOVE AFTER CONTRUCTION

STATE ROAD

3

2

STH 29 WB

95

96

70

69

97

98

2

STH 29 EB

3

99

100

W5-56
18" X 18"

212

DEAD END

MOVE APPROX 500' TO THE SOUTH *

NEW

101

SPEED LIMIT 25

BIRCH LANE

102

103

STOP

DIVIDED HIGHWAY

212 EXISTING SIGN MOVED HERE

**LEGEND** PAVEMENT MARKING EPOXY

| | |
|---|---|
| 1 | NO PASSING 4-INCH (DOUBLE YELLOW) |
| 2 | EDGE LINE 4-INCH (WHITE) |
| 3 | EDGE LINE 4-INCH (YELLOW) |
| 4 | CHANNELIZING 8-INCH (WHITE) |
| 5 | LANE LINE 4-INCH (WHITE) |
| 6 | STOP LINE 18-INCH (WHITE) |
| 7 | ISLAND NOSE (YELLOW) |
| 8 | DIAGONAL LINE 12-INCH (WHITE) |
| 9 | CROSSWALK 6-INCH (WHITE) |
| 11 | WORDS (WHITE) |
| 12 | ARROW TYPE 2 (WHITE) |
| 13 | DIAGONAL LINE 24-INCH (WHITE) |
| 14 | DOTTED EDGE EXTENSION 4-INCH (WHITE) |
| 15 | SKIP DASH 4-INCH (YELLOW) |

**LEGEND**

| | |
|---|---|
| | EXISTING SIGN |
| | PROPOSED SIGN |
| 23 | SIGN REFERENCE NUMBER |
| * | EXISTING SIGN TO BE REMOVED AND REINSTALLED IN APPROPRIATE LOCATION AFTER CONSTRUCTION |
| | DELINEATOR WHITE |
| | DELINEATOR DOUBLE WHITE |
| | RAISED PAVEMENT MARKER |
| X X X | REMOVING EXISTING PAVEMENT MARKING |

NOTES:
ALL EXISTING SIGNS THAT ARE TO BE REMOVED ARE CROSS HATCHED ON THE PLANS.

TO LOCATE PERMANENT SIGNING IN THE FIELD THE ENGINEER SHALL CONTACT DISTRICT 4 TRAFFIC SECTION GEORGE NICOLAUS AT (715) 421-8006.

ALL ROUTE MARKER ASSEMBLIES SHALL BE ONE PIECE PLYWOOD AS IN SIGN PLATE A2-15.

| PROJECT NO: 1053-09-71 | HWY: CTH Y | COUNTY: MARATHON | PAVEMENT MARKING & PERMANENT SIGNING | SHEET 66 | E |
|---|---|---|---|---|---|

END PROJECT 1053-09-71
STA. 150+00

MARATHON COUNTY
PROJECT I.D. WI-011503
TO BE COMPLETED
BY OTHERS

N

## PHASE 1 WORK SUMMARY

STAGE 1: EXTEND AND WIDEN TURNING LANES ON STH 29 AT BIRCH LANE INTERSECTION FIRST
STAGE 2: OPEN THE DETOUR THEN CLOSE THE INTERSECTION AT CTH Y

SEE "TRAFFIC CONTROL - PHASE 1, STAGE 1" FOR THE BIRCH LANE INTERSECTION DETAIL

SEE S.D.D. "TRAFFIC CONTROL, LANE CLOSURE, SPEEDS GREATER THAN 40 M.P.H."

STATE ROAD

29

← STH 29 WB

STH 29 EB →

SEE "TRAFFIC CONTROL - PHASE 1" FOR THE ADVANCED SIGNING DETAIL

Y

SEE "TRAFFIC CONTROL - PHASE 1, STAGE 2" FOR CTH Y INTERSECTION CLOSURE DETAIL. TO BE USED AFTER THE DETOUR IS IN PLACE (PRIOR TO START OF PHASE 2).

BIRCH LANE

SEE "TRAFFIC CONTROL - PHASE 1" FOR THE ADVANCED SIGNING PLAN

PLOVER RIVER

LOCAL ROAD

SEE "DETOUR PLAN" FOR ADDITIONAL INFORMATION ON THE DETOUR ROUTE

BEGIN PROJECT 1053-09-71
STA. 101+50

## LEGEND

- PROJECT LIMITS
- MARATHON COUNTY PROJECT I.D. WI-011503 (TO BE COMPLETED BY OTHERS)
- XXXX ROAD TO BE OBLITERATED
- PHASE 1 WORK AREA
- ** SEE S.D.D. "BARRICADES AND SIGNS FOR SIDEROAD CLOSURES"
- DETOUR ROUTE

| PROJECT NO: 1053-09-71 | HWY: CTH Y | COUNTY: MARATHON | TRAFFIC CONTROL - PHASE 1 OVERVIEW | SHEET 67 | E |
|---|---|---|---|---|---|

2

## GENERAL NOTES FOR ALL TRAFFIC CONTROL

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

ALL SIGNS INAPPROPRIATE TO THE STATUS OF THE CONTROL ZONE, INCLUDING EXISTING SIGNING IN THE VICINITY, SHALL BE COVERED AS SPECIFIED IN THE PLANS, THE SPECIAL PROVISIONS, OR AS DIRECTED BY THE ENGINEER.

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

ALL SIGNS SHALL BE 48"X48" UNLESS OTHERWISE NOTED.

TYPE "H" REFLECTIVE SHEETING SHALL BE USED ON ALL BARRICADES AND ON R11-2, R11-3, AND R11-4 SIGNS.

TYPE III BARRICADE STRIPES SHALL SLOPE DOWNWARD TOWARD THE TRAFFIC LANE.

ALL STOP SIGNS THAT ARE REMOVED FOR A CONSTRUCTION OPERATION SAHLL BE IMMEDIATLEY REESTABLISHED.

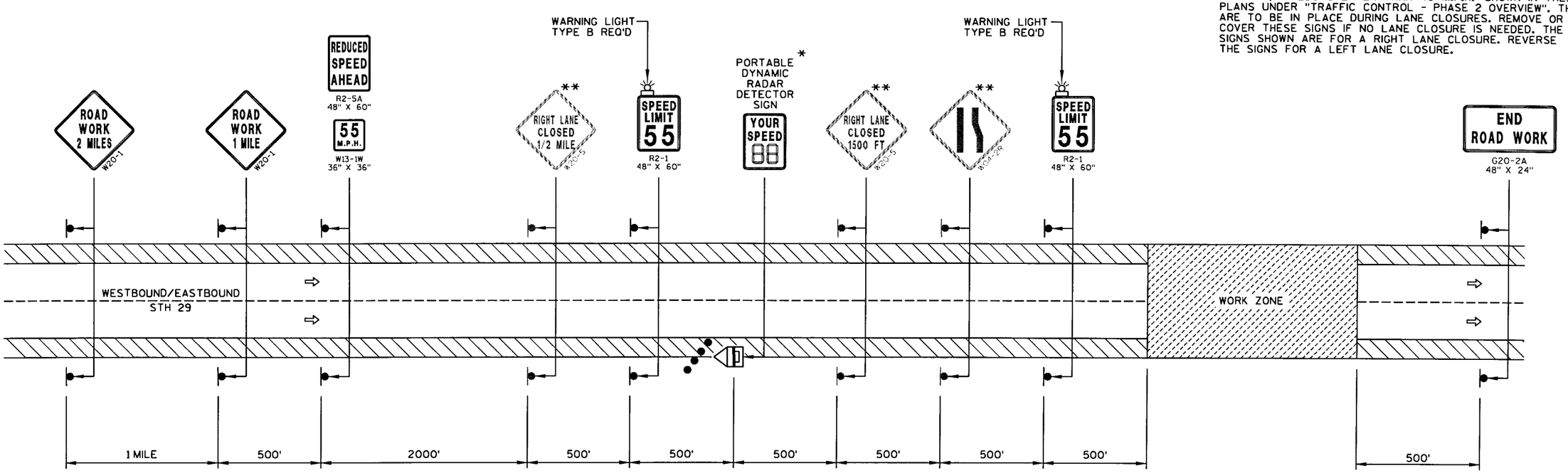
PAVEMENT MARKINGS NOT APPROPRIATE TO THE TRAVEL PATH SHALL BE REMOVED.

* PLACE PORTABLE DYNAMIC RADAR DETECTOR SIGN ON THE OPPOSITE SIDE OF THE ROAD OF THE LANE CLOSURE. PLACE THE SIGN ON THE OUTSIDE SHOULDER WHEN BOTH LANES ARE OPEN TO TRAFFIC.

** THESE SIGNS ARE INCLUDED IN S.D.D. "TRAFFIC CONTROL, LANE CLOSURE, SPEEDS GREATER THAN 40 M.P.H." SHOWN IN THESE PLANS UNDER "TRAFFIC CONTROL - PHASE 2 OVERVIEW". THEY ARE TO BE IN PLACE DURING LANE CLOSURES. REMOVE OR COVER THESE SIGNS IF NO LANE CLOSURE IS NEEDED. THE SIGNS SHOWN ARE FOR A RIGHT LANE CLOSURE. REVERSE THE SIGNS FOR A LEFT LANE CLOSURE.

**LEGEND**

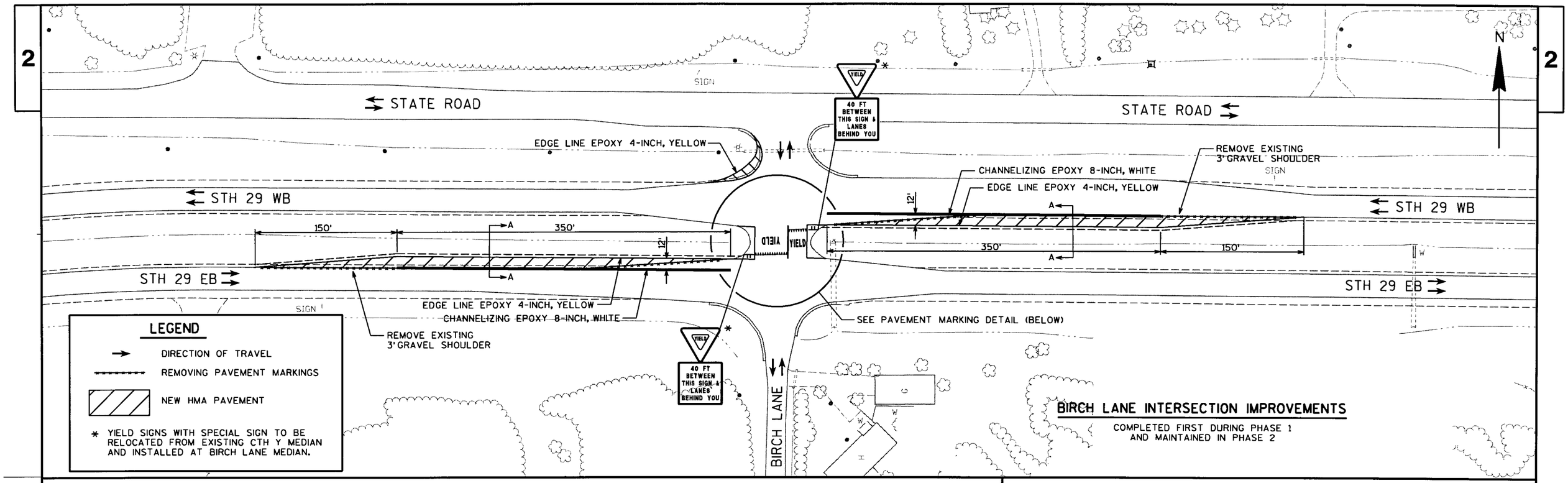
- POST MOUNTED SIGN
- TRAFFIC CONTROL DRUM
- DIRECTION OF TRAVEL
- WORK ZONE
- STH 29 INSIDE/OUTSIDE SHOULDER




## STH 29 ADVANCED SIGNING PLAN

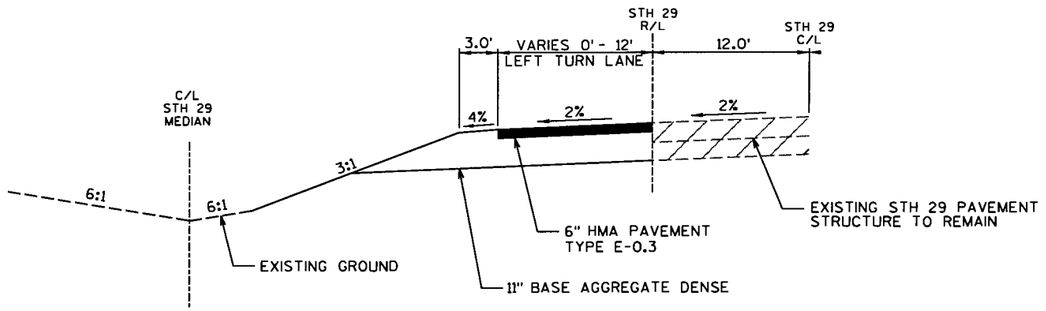
INSTALL PRIOR TO PHASE 1 - MAINTAIN IN PHASES 1, 2, & 3

| PROJECT NO: 1053-09-71 | HWY: CTH Y | COUNTY: MARATHON | TRAFFIC CONTROL - ADVANCED SIGNING | SHEET 68 | E |
|---|---|---|---|---|---|



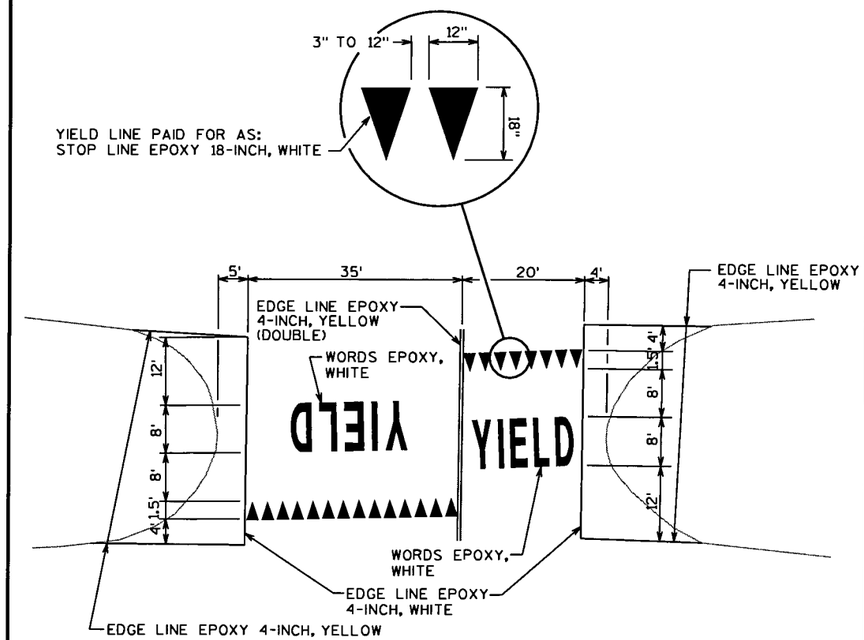

## BIRCH LANE INTERSECTION IMPROVEMENTS

COMPLETED FIRST DURING PHASE 1
AND MAINTAINED IN PHASE 2




## LEFT TURN LANE SECTION - STH 29

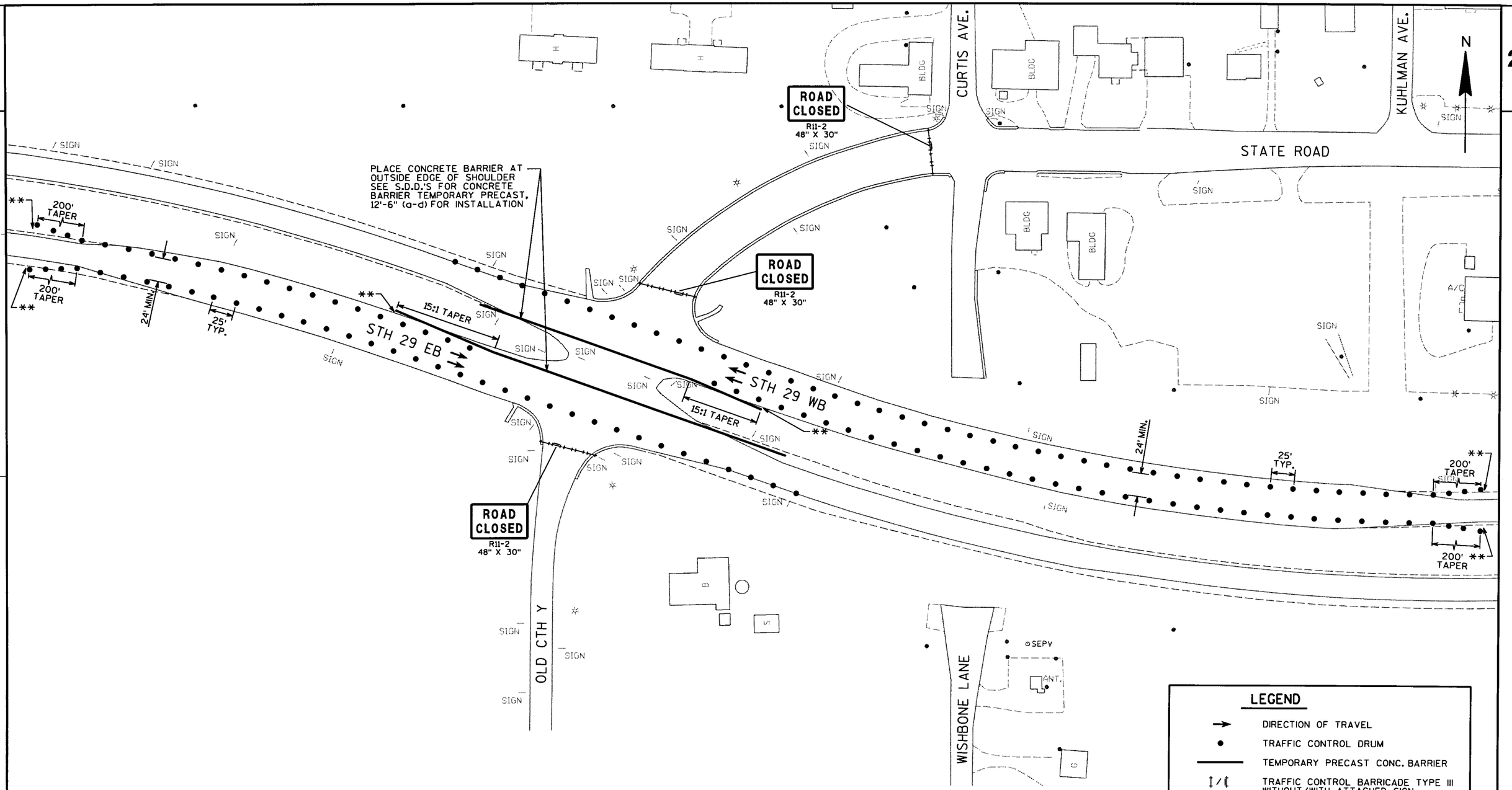
SECTION A-A




## PAVEMENT MARKING DETAIL

MEDIAN CROSSOVER

| PROJECT NO: 1053-09-71 | HWY: CTH Y | COUNTY: MARATHON | TRAFFIC CONTROL - PHASE 1, STAGE 1 | SHEET 69 | E |
|---|---|---|---|---|---|




## CTH Y INTERSECTION CLOSURE

CONSTRUCT AFTER BIRCH LANE INTERSECTION IMPROVEMENTS, AFTER THE DETOUR IS IN PLACE.

| PROJECT NO: 1053-09-71 | HWY: CTH Y | COUNTY: MARATHON | TRAFFIC CONTROL - PHASE 1, STAGE 2 | SHEET 70 | E |
|---|---|---|---|---|---|

END PROJECT 1053-09-71
STA. 150+00

MARATHON COUNTY PROJECT I.D. WI-011503 TO BE COMPLETED BY OTHERS

## PHASE 2 WORK SUMMARY

STAGE 1, 2 AND 3:
- CONSTRUCT RAMPS
- CONSTRUCT CTH Y ALONG NEW ALIGNMENT
- OBLITERATE OLD CTH Y

STAGE 1:
- STRUCTURE B-37-377 PIER CONSTRUCTION
- STRUCTURE B-37-48 INSIDE LANE BRIDGE DECK RECONSTRUCTION

STAGE 2:
- STRUCTURE B-37-377 ABUTMENT & DECK CONSTRUCTION
- STRUCTURE B-37-48 OUTSIDE LANE BRIDGE DECK WIDENING AND RECONSTRUCTION

STAGE 3:
- CONNECT OLD CTH Y TO NEW CTH Y

N

STRUCTURE WIDENING B-37-48

PROJECT 1053-09-72 STRUCTURE B-37-377

SEE S.D.D. "TRAFFIC CONTROL EXIT RAMP CLOSURE"

SEE "TRAFFIC CONTROL - PHASE 2" FOR THE BRIDGE DECK STAGING DETAIL

* SEE S.D.D. "TRAFFIC CONTROL, LANE CLOSURE, SPEEDS GREATER THAN 40 M.P.H."

← STH 29 WB

STH 29 EB →

29

Y

STATE ROAD

SEE "TRAFFIC CONTROL - PHASE 1" FOR THE ADVANCED SIGNING PLAN

* SEE S.D.D. "TRAFFIC CONTROL, LANE CLOSURE, SPEEDS GREATER THAN 40 M.P.H."

SEE S.D.D. "TRAFFIC CONTROL, EXIT RAMP CLOSURE"

STRUCTURE B-37-378

SEE "TRAFFIC CONTROL - PHASE 2" FOR THE SHOULDER CLOSURE AT ABUTMENTS AND SHOULDER CLOSURE AT PIER DETAILS

BIRCH LANE

PLOVER RIVER

LOCAL ROAD

SEE "DETOUR PLAN" FOR ADDITIONAL INFORMATION ON THE DETOUR ROUTE

BEGIN PROJECT 1053-09-71
STA. 101+50

SEE "TRAFFIC CONTROL - PHASE 2" FOR CTH Y STAGING DETAIL

* SEE "TRAFFIC CONTROL - PHASE 1" FOR MODIFICATIONS TO THE ADVANCED SIGNING PLAN

## LEGEND

- PROJECT LIMITS
- MARATHON COUNTY PROJECT I.D. WI-011503 (TO BE COMPLETED BY OTHERS)
- XXXX ROAD TO BE OBLITERATED
- PHASE 2 WORK AREA
- ** SEE S.D.D. "BARRICADES AND SIGNS FOR SIDEROAD CLOSURES"
- DETOUR ROUTE

| PROJECT NO: 1053-09-71 | HWY: CTH Y | COUNTY: MARATHON | TRAFFIC CONTROL - PHASE 2 OVERVIEW | SHEET 71 | E |
|---|---|---|---|---|---|

2

2

N

PLOVER RIVER

KATHY'S COURT

PLACE CONCRETE BARRIER AT OUTSIDE EDGE OF SHOULDER SEE S.D.D.'S FOR CONCRETE BARRIER TEMPORARY PRECAST, 12'-6" (a-d) FOR INSTALLATION

PROJECT 1053-09-71
STRUCTURE B-37-377

STRUCTURE B-37-48

STRUCTURE B-37-378

STH 29 WB

STH 29 EB

SIGN

50' TYP.

15:1 TAPER

**

200' TAPER

500' MIN. BUFFER SPACE

OLD CTH Y

PLACE CONCRETE BARRIER AT OUTSIDE EDGE OF SHOULDER SEE S.D.D.'S FOR CONCRETE BARRIER TEMPORARY PRECAST, 12'-6" (a-d) FOR INSTALLATION

SEE "TRAFFIC CONTROL - PHASE 1" FOR CTH Y INTERSECTION CLOSURE DETAIL

PLOVER RIVER

OLD CTH Y

B

S

## LEGEND

- DIRECTION OF TRAVEL
- TRAFFIC CONTROL DRUM
- TEMPORARY PRECAST CONC. BARRIER
- TRAFFIC CONTROL BARRICADE TYPE III WITHOUT/WITH ATTACHED SIGN
- POST MOUNTED SIGN
- WORK AREA
- ** TAPER TO OUTSIDE EDGE OF SHOULDER

## SHOULDER CLOSURE AT PIER

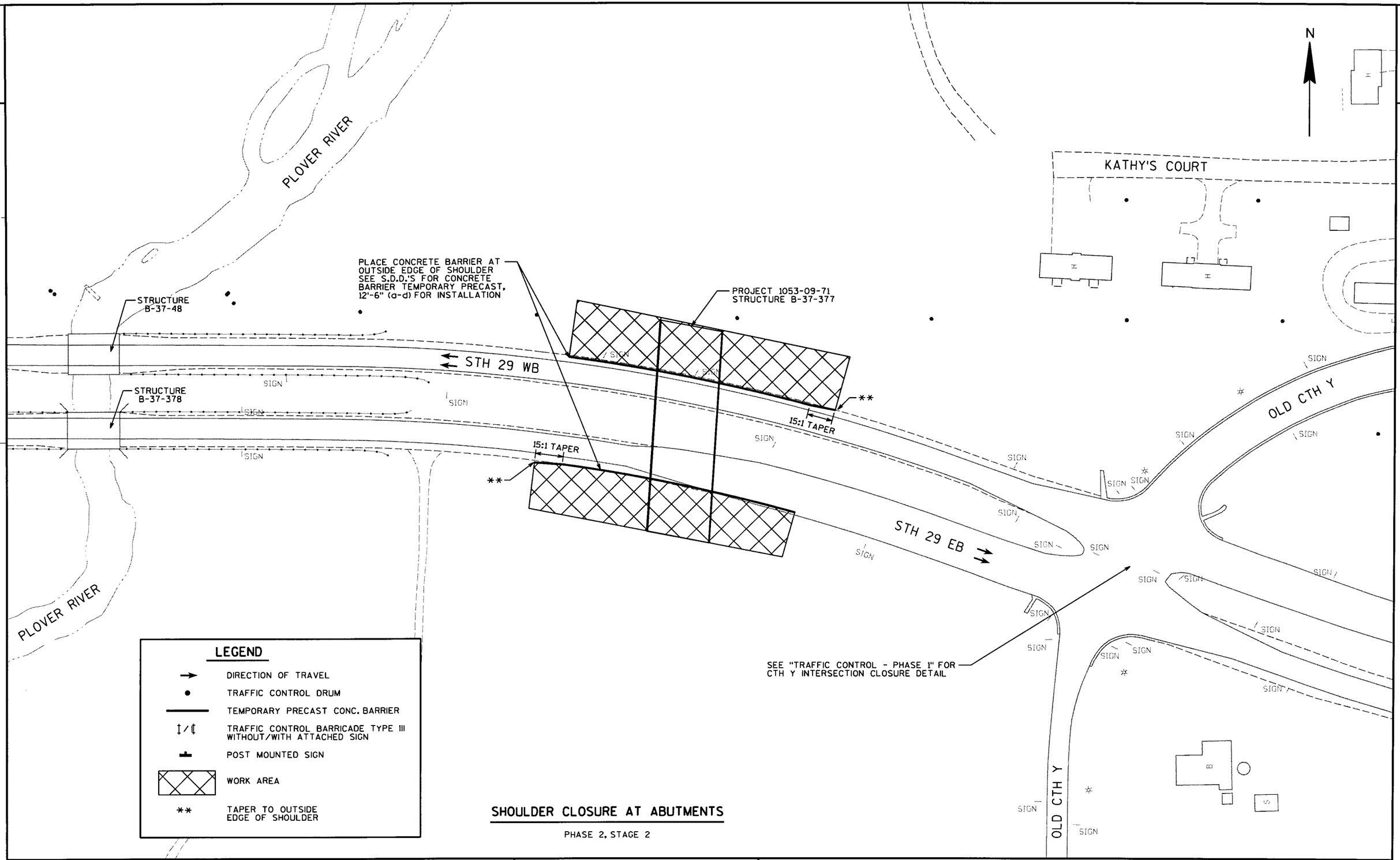
PHASE 2, STAGE 1

| PROJECT NO: 1053-09-71 | HWY: CTH Y | COUNTY: MARATHON | TRAFFIC CONTROL - PHASE 2, STAGE 1 | SHEET 72 | E |
|---|---|---|---|---|---|

FILE NAME : p:\2001193\microstation\planset\025006_tc.dgn PLOT DATE : 6/29/2004 PLOT BY : TNA PLOT NAME : PLOT SCALE : _PLOTSCALE_

WISDOT/CADDS SHEET 42

2




## SHOULDER CLOSURE AT ABUTMENTS

PHASE 2, STAGE 2

| PROJECT NO: 1053-09-71 | HWY: CTH Y | COUNTY: MARATHON | TRAFFIC CONTROL - PHASE 2, STAGE 2 | SHEET 73 | E |
|---|---|---|---|---|---|

FILE NAME : p:\2001193\microstation\planset\025007_tc.dgn PLOT DATE : 6/29/2004 PLOT BY : TNA PLOT NAME : PLOT SCALE : _PLOTSCALE_

WISDOT/CADDS SHEET 42

## BRIDGE DECK STAGING

PHASE 2, STAGE 1

**NOTE**

THE 4' MAX. CENTERLINE SHIFT SHOWN IN S.D.D. "TRAFFIC CONTROL, LANE CLOSURE SPEEDS GREATER THAN 40 M.P.H. WITH BARRIER" SHALL BE 6'.

N

PLOVER RIVER

SEE S.D.D.'S FOR CONCRETE BARRIER TEMPORARY PRECAST, 12'-6" (a-d) FOR INSTALLATION

SEE S.D.D. "TRAFFIC CONTROL, LANE CLOSURE, SPEEDS GREATER THAN 40 M.P.H. WITH BARRIER"

STRUCTURE B-37-48

STH 29 WB

STH 29 WB

SEE S.D.D. "TRAFFIC CONTROL, LANE CLOSURE, SPEEDS GREATER THAN 40 M.P.H."

SIGN

SIGN

STRUCTURE B-37-378

**LEGEND**

- DIRECTION OF TRAVEL
- TRAFFIC CONTROL DRUM
- TEMPORARY PRECAST CONC. BARRIER
- TRAFFIC CONTROL BARRICADE TYPE III WITHOUT/WITH ATTACHED SIGN
- POST MOUNTED SIGN
- WORK AREA

## BRIDGE DECK STAGING

PHASE 2, STAGE 2

**NOTE**

THE 4' MAX. CENTERLINE SHIFT SHOWN IN S.D.D. "TRAFFIC CONTROL, LANE CLOSURE SPEEDS GREATER THAN 40 M.P.H. WITH BARRIER" SHALL BE 3'.

N

PLOVER RIVER

STH 29 WB

STRUCTURE B-37-48

STH 29 WB

SEE S.D.D. "TRAFFIC CONTROL, LANE CLOSURE, SPEEDS GREATER THAN 40 M.P.H."

SEE S.D.D.'S FOR CONCRETE BARRIER TEMPORARY PRECAST, 12'-6" (a-d) FOR INSTALLATION

SEE S.D.D. "TRAFFIC CONTROL, LANE CLOSURE, SPEEDS GREATER THAN 40 M.P.H. WITH BARRIER"

SIGN

SIGN

SIGN

STRUCTURE B-37-378

| PROJECT NO: 1053-09-71 | HWY: CTH Y | COUNTY: MARATHON | TRAFFIC CONTROL - PHASE 2, STAGE 1 & 2 | SHEET 74 | E |
|---|---|---|---|---|---|

2

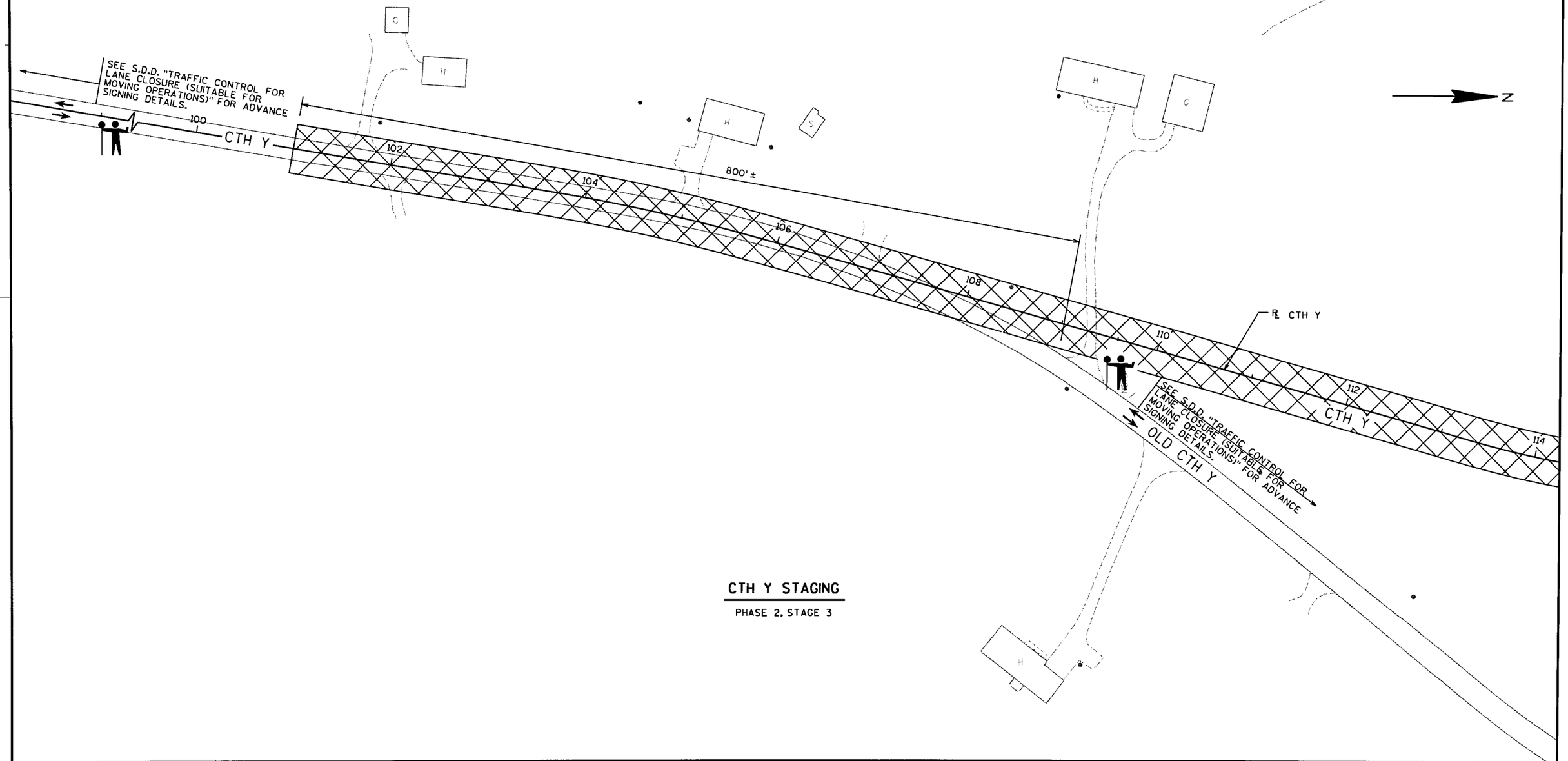
2

## NOTE

"BE PREPARED TO STOP" SIGN W20-7B TO BE USED.

**LEGEND**

- DIRECTION OF TRAVEL
- WORK AREA
- FLAGGER




## CTH Y STAGING

PHASE 2, STAGE 3

| PROJECT NO: 1053-09-71 | HWY: CTH Y | COUNTY: MARATHON | TRAFFIC CONTROL - PHASE 2, STAGE 3 | SHEET 75 | E |
|---|---|---|---|---|---|

FILE NAME : P:\2001193\Microstation\Planset\025009_tc.dgn PLOT DATE : 6/29/2004 PLOT BY : TNA PLOT NAME : PLOT SCALE : _PLOTSCALE_

WISDOT/CADDS SHEET 42

2

END PROJECT 1053-09-71
STA. 150+00

MARATHON COUNTY
PROJECT I.D. WI-011503
TO BE COMPLETED
BY OTHERS

Y

## STAGE 3 WORK SUMMARY

STAGE 1:
- REMOVE MEDIAN AT BIRCH LANE INTERSECTION

STAGE 2:
- REMOVE ACCESS TO STH 29 FROM STATE ROAD
- REMOVE ACCESS TO STH 29 FROM BIRCH LANE

N

2

SEE "TRAFFIC CONTROL - PHASE 3"
FOR BIRCH LANE ACCESS CLOSURE

← STH 29 WB

29

STH 29 EB →

STATE ROAD

STATE ROAD

29

SEE "TRAFFIC CONTROL - PHASE 1"
FOR THE ADVANCED SIGNING PLAN

SEE "TRAFFIC CONTROL - PHASE 1"
FOR THE ADVANCED SIGNING PLAN

SEE S.D.D. "TRAFFIC CONTROL,
LANE CLOSURE, SPEEDS
GREATER THAN 40 M.P.H."

BIRCH LANE

OLD CTH Y

PLOVER RIVER

LOCAL ROAD

BEGIN PROJECT 1053-09-71
STA. 101+50

Y

* ALL PERMANENT SIGNING AND PAVEMENT MARKING SHALL BE IN PLACE PRIOR TO STARTING PHASE 3

DIVERT ALL TRAFFIC TO THE NEW CTH Y DURING PHASE 3

### LEGEND

- PROJECT LIMITS
- MARATHON COUNTY PROJECT I.D. WI-011503 (TO BE COMPLETED BY OTHERS)
- XXXX ROAD TO BE OBLITERATED
- PHASE 3 WORK AREA
- ** SEE S.D.D. "BARRICADES AND SIGNS FOR SIDEROAD CLOSURES"

| PROJECT NO: 1053-09-71 | HWY: CTH Y | COUNTY: MARATHON | TRAFFIC CONTROL - PHASE 3 OVERVIEW | SHEET 76 | E |
|---|---|---|---|---|---|

FILE NAME : p:\2001193\microstation\planset\025010_tc.dgn PLOT DATE : 6/29/2004 PLOT BY : TNA PLOT NAME : PLOT SCALE : _PLOTSCALE_

WISDOT/CADDS SHEET 42

2

STOP EXISTING R1-1

ONE WAY R6-2R 18" X 24" SIGN

ROAD CLOSED R11-2 48" X 30"

W1-6 48" X 24"

STATE ROAD

N

WRONG WAY R5-1A 36" X 24"

R3-2 24" X 24"

1100' ±

SIGN

STH 29 WB

SEE S.D.D. "TRAFFIC CONTROL, LANE CLOSURE, SPEEDS GREATER THAN 40 M.P.H."

STAGE 1 WORK AREA

SEE S.D.D. "TRAFFIC CONTROL, LANE CLOSURE, SPEEDS GREATER THAN 40 M.P.H."

STH 29 EB

25' TYP.

SIGN

R3-2 24" X 24"

WRONG WAY R5-1A 36" X 24"

R11-2 48" X 30"

ROAD CLOSED

W1-6 48" X 24"

STOP EXISTING R1-1

ONE WAY R6-2R 18" X 24"

BIRCH LANE

## LEGEND

- DIRECTION OF TRAVEL
- TRAFFIC CONTROL DRUM
- TEMPORARY PRECAST CONC. BARRIER
- TRAFFIC CONTROL BARRICADE TYPE III WITHOUT/WITH ATTACHED SIGN
- POST MOUNTED SIGN
- WORK AREA

## BIRCH LANE ACCESS CLOSURE

PHASE 3, STAGE 1

ROAD CLOSED R11-2 48" X 30" SIGN

N

STATE ROAD

775' ±

SEE S.D.D. "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY"

STAGE 2 WORK AREA

SEE S.D.D. "TRAFFIC CONTROL, LANE CLOSURE, SPEEDS GREATER THAN 40 M.P.H."

SIGN

STH 29 WB

25' TYP.

R3-1 24" X 24"

SEE S.D.D. "TRAFFIC CONTROL, LANE CLOSURE, SPEEDS GREATER THAN 40 M.P.H."

500' ±

STH 29 EB

SIGN

STAGE 3 WORK AREA

R3-1 24" X 24"

ROAD CLOSED R11-2 48" X 30"

BIRCH LN

SEE S.D.D. "BARRICADES AND SIGNS FOR SIDEROAD CLOSURES"

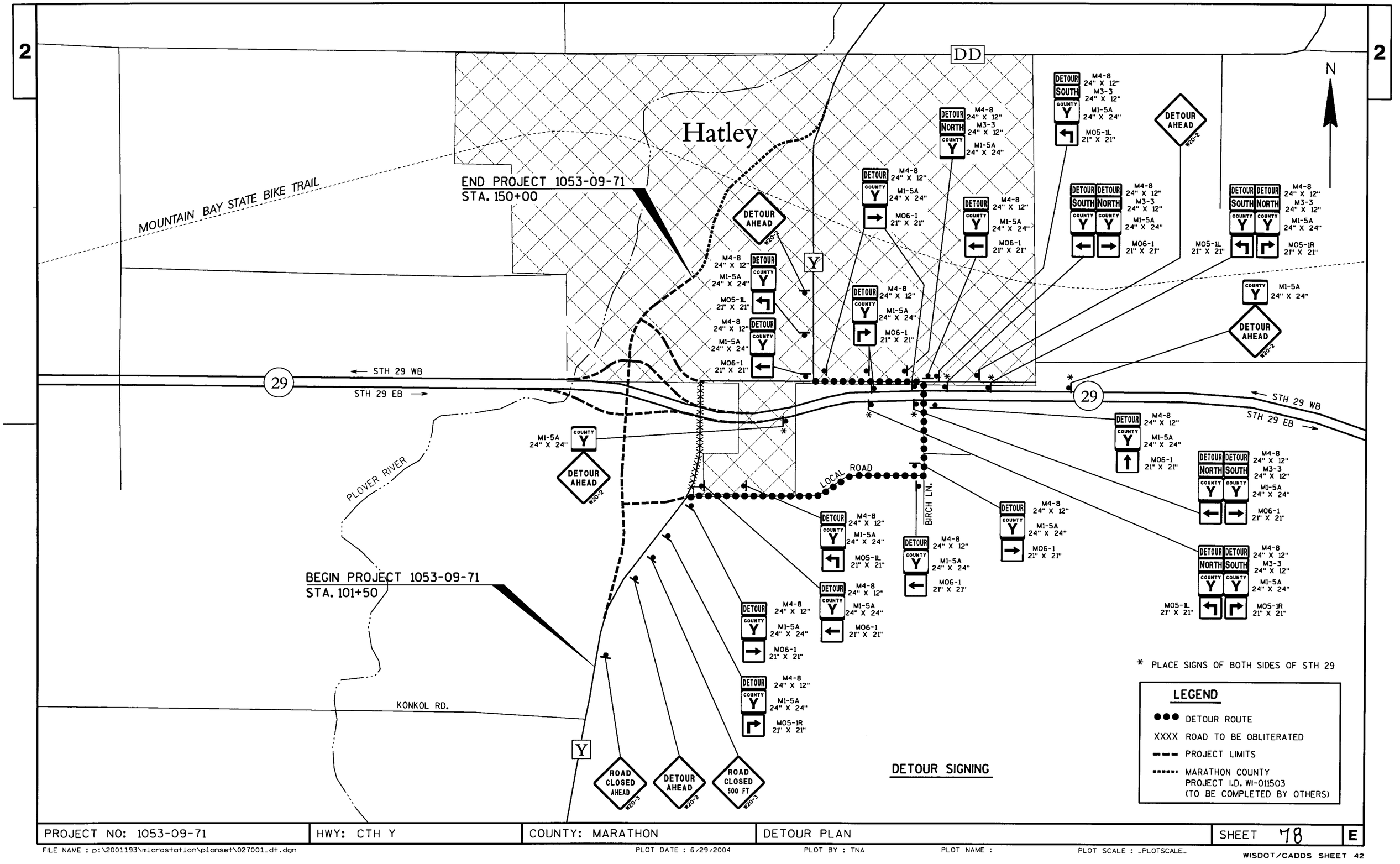
## BIRCH LANE ACCESS CLOSURE

PHASE 3, STAGE 2

| PROJECT NO: 1053-09-71 | HWY: CTH Y | COUNTY: MARATHON | TRAFFIC CONTROL - PHASE 3 | SHEET 77 | E |
|---|---|---|---|---|---|

FILE NAME : p:\2001193\microstation\planset\025011_tc.dgn PLOT DATE : 6/29/2004 PLOT BY : TNA PLOT NAME : PLOT SCALE : _PLOTSCALE_

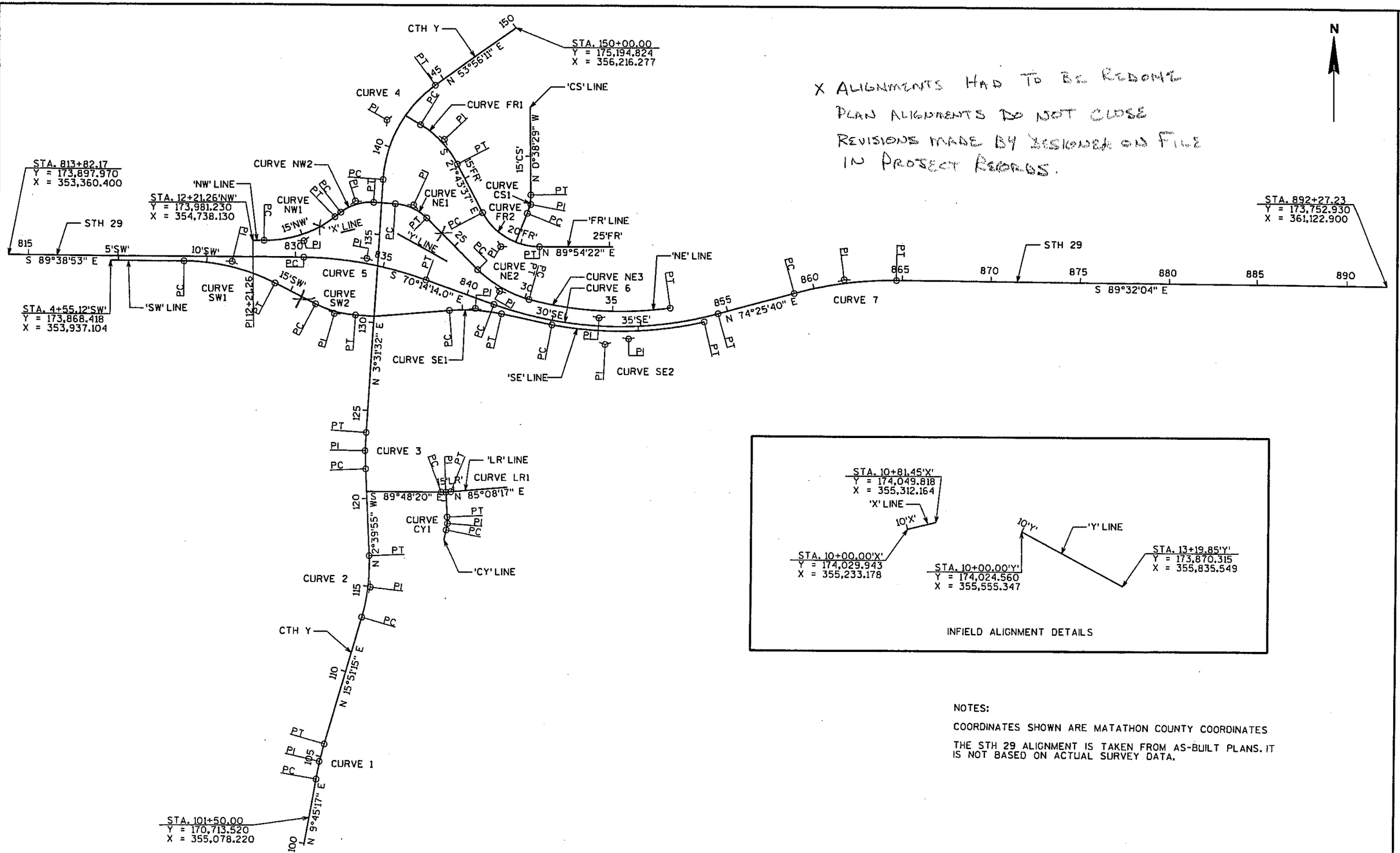
WISDOT/CADDS SHEET 42




| PROJECT NO: 1053-09-71 | HWY: CTH Y | COUNTY: MARATHON | DETOUR PLAN | SHEET 78 | E |
|---|---|---|---|---|---|

FILE NAME : p:\2001193\microstation\planset\027001_dt.dgn PLOT DATE : 6/29/2004 PLOT BY : TNA PLOT NAME : PLOT SCALE : _PLOTSCALE_

WISDOT/CADDS SHEET 42




NOTES:

COORDINATES SHOWN ARE MATATHON COUNTY COORDINATES

THE STH 29 ALIGNMENT IS TAKEN FROM AS-BUILT PLANS. IT IS NOT BASED ON ACTUAL SURVEY DATA.

| PROJECT NO: 1053-09-71/72 | HWY: CTH Y | COUNTY: MARATHON | ALIGNMENT PLAN | SHEET 79 | E |
|---|---|---|---|---|---|

CURVE 1
PI STA. = 104+72.88
Y = 171,031.730
X = 355,132.930
Δ = 6°05'58" (RT)
D = 3°00'00"
T = 101.75'
L = 203.31'
R = 1909.86'
PC STA. = 103+71.12
Y = 170,931.448
X = 355,115.690
PT STA. = 105+74.44
Y = 171,129.613
X = 355,160.728

CURVE 2
PI STA. = 114+98.82
Y = 172,018.830
X = 355,413.260
Δ = 18°31'10" (LT)
D = 5°15'00"
T = 177.93'
L = 352.75'
R = 1091.35'
PC STA. = 113+20.89
Y = 171,847.670
X = 355,364.652
PT STA. = 116+73.64
Y = 172,196.566
X = 355,404.986

CURVE 3
PI STA. = 122+71.17
Y = 172,793.450
X = 355,377.200
Δ = 6°11'27" (RT)
D = 3°00'00"
T = 103.28'
L = 206.36'
R = 1909.86'
PC STA. = 121+67.89
Y = 172,690.281
X = ~~355,383.581~~
PT STA. = 123+74.25
Y = 172,896.535
X = 355,383.551

CURVE 4
PI STA = 141+48.88
Y = 1746,67.81
X = 355,492.68
Δ = 50°24'33" (RT)
D = 8°00'00"
T = 337.09'
L = 630.12'
R = 716.20'
PC STA = 138+11.80
Y = 174,331.360
X = 355,471.952
PT STA = 144+41.91
Y = 174,866.257
X = 355,765.164

CURVE LR1
PI STA = 14+54.85'LR'
Y = 172,560.19
X = 355,837.98
Δ = 5°03'23" (LT)
D = 9°32'58"
T = 26.49'
L = 52.95'
R = 600.00'
PC STA = 14+28.36'LR'
Y = 172,560.283
X = 355,811.492
PT STA = 14+81.31'LR'
Y = 172,562.439
X = 355,864.382

CURVE CY1
PI STA = 8+70.38'CY'
Y = 172,382.37
X = 355,847.79
Δ = 14°08'02" (LT)
D = 19°05'55"
T = 37.19'
L = 74.01'
R = 300.00'
PC STA = 8+33.19'CY'
Y = 172,345.920
X = 355,840.391
PT STA = 9+07.19'CY'
Y = 172,419.520

CURVE FR1
PI STA = 12+58.12'FR'
Y = 174,559.570
X = 355,817.590
Δ = 30°56'07" (RT)
D = 10°00'00"
T = 158.55'
L = 309.35'
R = 572.96'
PC STA = 10+99.57'FR'
Y = 174,642.027
X = 355,682.924
PT STA = 14+08.93'FR'
Y = 174,419.228
X = 355,891.356

CURVE FR2
PI STA = 19+34.23'FR'
Y = 173,954.24
X = 356,135.76
Δ = 62°22'00" (LT)
D = 16°00'00"
T = 216.73'
L = 389.79'
R = 358.10'
PC STA = 17+17.50'FR'
Y = 174,146.084
X = 356,034.924
PT STA = 21+07.30'FR'
Y = 174,954.595
X = 356,352.490

CURVE CS1
PI STA = 12+29.17'CS'
Y = 174,193.06
X = 356,303.84
Δ = 22°31'51" (LT)
D = 20°59'59"
T = 54.35'
L = 107.29'
R = 272.84'
PC STA = 11+74.82'CS'
Y = 174,142.631
X = 356,283.578
PT STA = 12+82.11'CS'
Y = 174,247.404
X = 356,303.232

CURVE 5
PI STA = 834+02.14
Y = 173,885.558
X = 355,380.335
Δ = 19°24'38.6" (RT)
D = 2°45'00.0"
T = 356.34
L = 705.84
R = 2083.48
PC STA = 830+45.81
Y = 173,887.748
X = 355,024.005
PT STA = 837+51.65
Y = 173,765.071
X = 355,715.683

CURVE 6
PI STA = 848+23.66
Y = 173,402.595
X = 356,724.557
Δ = 35°20'06.0" (LT)
D = 2°45'00.0"
T = 663.62
L = 1284.91
R = 2083.48
PC STA = 841+60.04
Y = 173,626.983
X = 356,100.023
PT STA = 854+44.95
Y = 173,580.746
X = 357,363.819

CURVE 7
PI STA = 861+78.73
Y = 173,777.731
X = 358,070.664
Δ = 16°02'16.0" (RT)
D = 2°45'00.0"
T = 293.51
L = 583.19 865
R = 2083.48
PC STA = 858+85.22
Y = 173,698.936
X = 357,787.924
PT STA = 864+68.41
Y = 173,775.346
X = 358,364.168

CURVE SW1
PI STA = 11+40.57'SW'
Y = 173,864.213
X = 354,622.541
Δ = 26°38'36.8" (RT)
D = 4°59'59"
T = 271.36'
L = 532.91'
R = 1146.00'
PC STA = 8+69.20'SW'
Y = 173,865.878
X = 354,351.183
PT STA = 14+02.11'SW'
Y = 173,741.038
X = 354,864.338

CURVE SW2
PI STA = 17+77.59'SW'
Y = 173,570.602
X = 355,198.907
Δ = 23°28'02.4" (LT)
D = 9°59'57.3"
T = 119.01
L = 234.69
R = 573.00
PC STA = 16+58.58'SW'
Y = 173,624.624
X = 355,092.860
PT STA = 18+93.27'SW'
Y = 173,563.279
X = 355,317.695

CURVE NW1
PI STA = 15+08.25'NW'
Y = 173,980.764
X = 355,025.110
Δ = 38°36'42.9" (LT)
D = 9°00'00.0"
T = 223.02
L = 429.02
R = 636.62
PC STA = 12+85.23'NW'
Y = 173,982.113
X = 354,802.099
PT STA = 17+14.25'NW'
Y = 174,118.878
X = 355,200.211

CURVE NW2
PI STA = 18+59.32'NW'
Y = 174,208.716
X = 355,314.108
Δ = 41°47'26.1" (RT)
D = 21°00'00.0"
T = 104.16
L = 199.00
R = 272.84
PC STA = 17+55.16'NW'
Y = 174,144.209
X = 355,232.326
PT STA = 19+54.16'NW'
Y = 174,202.312
X = 355,418.072

CURVE NE1
PI STA = 21+81.77'NE'
Y = 174,188.316
X = 355,645.248
Δ = 41°27'50.8" (RT)
D = 21°00'00.0"
T = 103.27
L = 197.45
R = 272.84
PC STA = 20+78.50'NE'
Y = 174,194.167
X = 355,542.172
PT STA = 22+75.94'NE'
Y = 174,115.306
X = 355,718.285

CURVE NE2
PI STA = 28+59.92'NE'
Y = 173,702.446
X = 356,131.298
Δ = 29°12'02.8" (LT)
D = 8°40'52.2"
T = 171.92
L = 336.37
R = 660.00
PC STA = 26+88.00'NE'
Y = 173,823.991
X = 356,009.708
PT STA = 30+24.37'NE'
Y = 173,655.668
X = 356,296.734

CURVE NE3
PI STA = 34+30.55'NE'
Y = 173,552.636
X = 356,689.623
Δ = 22°56'50.8" (LT)
D = 2°51'47.5"
T = 406.17
L = 801.46
R = 2001.11
PC STA = 30+24.37'NE'
Y = 173,655.668
X = 356,296.734
PT STA = 38+25.83'NE'
Y = 173,610.940
X = 357,091.591

CURVE SE1
PI STA = 25+75.37'SE'
Y = 173,604.692
X = 355,997.593
Δ = 16°54'26.2" (RT)
D = 5°45'00.0"
T = 148.10
L = 294.04
R = 996.45
PC STA = 24+27.28'SE'
Y = 173,512.439
X = 356,426.343
PT STA = 27+21.32'SE'
Y = 173,533.846
X = 357,285.540

CURVE SE2
PI STA = 34+50.72'SE'
Y = 173,433.753
X = 356,858.168
Δ = 23°30'30.7" (LT)
D = 2°42'58.0"
T = 438.94
L = 865.52
R = 2109.48
PC STA = 30+11.78'SE'
Y = 173,592.342
X = 355,850.013
PT STA = 38+77.31'SE'
Y = 173,573.588
X = 356,142.386

NOTES:

COORDINATES SHOWN ARE MATATHON COUNTY COORDINATES

THE STH 29 ALIGNMENT IS TAKEN FROM AS-BUILT PLANS. IT IS NOT BASED ON ACTUAL SURVEY DATA.

DATE 20SEP04

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 | 1053-09-71 QUANTITY | 1053-09-72 QUANTITY |
|---|---|---|---|---|---|---|
| 0010 | 201.0105 | CLEARING | STA | 32.000 | 32.000 | |
| 0020 | 201.0120 | CLEARING | ID | 50.000 | 50.000 | |
| 0030 | 201.0205 | GRUBBING | STA | 32.000 | 32.000 | |
| 0040 | 201.0220 | GRUBBING | ID | 50.000 | 50.000 | |
| 0050 | 203.0100 | REMOVING SMALL PIPE CULVERTS | EACH | 15.000 | 15.000 | |
| 0060 | 203.0200 | REMOVING OLD STRUCTURE (STATION) 01. 827+88.69 | LS | 1.000 | 1.000 | |
| 0070 | 204.0110 | REMOVING ASPHALTIC SURFACE | SY | 16,300.000 | 16,300.000 | |
| 0080 | 204.0165 | REMOVING GUARDRAIL | LF | 930.000 | 930.000 | |
| 0090 | 204.0210 | REMOVING MANHOLES | EACH | 1.000 | 1.000 | |
| 0100 | 204.0220 | REMOVING INLETS | EACH | 2.000 | 2.000 | |
| 0110 | 204.0245 | REMOVING STORM SEWER (SIZE) 01. 30-INCH | LF | 320.000 | 320.000 | |
| 0120 | 205.0100 | EXCAVATION COMMON | CY | 19,219.000 | 19,219.000 | |
| 0130 | 206.1000 | EXCAVATION FOR STRUCTURES BRIDGES (STRUCTURE) 01. B-37-377 | LS | 1.000 | | 1.000 |
| 0140 | 206.1000 | EXCAVATION FOR STRUCTURES BRIDGES (STRUCTURE) 02. B-37-378 | LS | 1.000 | 1.000 | |
| 0150 | 206.1000 | EXCAVATION FOR STRUCTURES BRIDGES (STRUCTURE) 03. B-37-48 | LS | 1.000 | 1.000 | |
| 0160 | 206.3000 | EXCAVATION FOR STRUCTURES RETAINING WALLS (STRUCTURE) 01. R-37-37 | LS | 1.000 | 1.000 | |
| 0170 | 206.3000 | EXCAVATION FOR STRUCTURES RETAINING WALLS (STRUCTURE) 02. R-37-38 | LS | 1.000 | 1.000 | |
| 0180 | 206.6000.S | TEMPORARY SHORING | SF | 120.000 | 120.000 | |
| 0190 | 208.0100 | BORROW | CY | 319,081.000 | 319,081.000 | |
| 0200 | 208.1100 | SELECT BORROW | CY | 34,084.000 | 34,084.000 | |
| 0210 | 210.0100 | BACKFILL STRUCTURE | CY | 959.000 | 455.000 | 504.000 |
| 0220 | 213.0100 | FINISHING ROADWAY (PROJECT) 01. 1053-09-71 | EACH | 1.000 | 1.000 | |
| 0230 | 213.0100 | FINISHING ROADWAY (PROJECT) 02. 1053-09-72 | EACH | 1.000 | | 1.000 |
| 0240 | 214.0100 | OBLITERATING OLD ROAD | STA | 20.000 | 20.000 | |
| 0250 | 301.0100.S | QMP BASE AGGREGATE | TON | 34,700.000 | 34,700.000 | |
| 0260 | 305.0110 | BASE AGGREGATE DENSE 3/4-INCH | TON | 2,700.000 | 2,700.000 | |
| 0270 | 305.0120 | BASE AGGREGATE DENSE 1 1/4-INCH | TON | 32,000.000 | 32,000.000 | |
| 0280 | 311.0110 | BREAKER RUN | TON | 3,400.000 | 3,400.000 | |
| 0290 | 415.0090 | CONCRETE PAVEMENT 9-INCH | SY | 17,550.000 | 17,550.000 | |
| 0300 | 415.1195.S | QMP CONCRETE PAVEMENT URBAN | DAY | 20.000 | 20.000 | |
| 0310 | 415.2000.S | INCENTIVE STRENGTH CONCRETE PAVEMENT | DOL | 4,036.500 | 4,036.500 | |
| 0320 | 416.0050 | CONCRETE PAVEMENT APPROACH SLAB | SY | 362.000 | 197.000 | 165.000 |
| 0330 | 416.0160 | CONCRETE DRIVEWAY 6-INCH | SY | 11.000 | 11.000 | |
| 0340 | 416.0610 | PAVEMENT TIES | EACH | 1,064.000 | 1,064.000 | |
| 0350 | 455.0105 | ASPHALTIC MATERIAL PG58-28 | TON | 470.000 | 470.000 | |
| 0360 | 455.0605 | TACK COAT | GAL | 770.000 | 770.000 | |
| 0370 | 460.1100 | HMA PAVEMENT TYPE E-0.3 | TON | 1,800.000 | 1,800.000 | |
| 0380 | 460.1101 | HMA PAVEMENT TYPE E-1 | TON | 2,400.000 | 2,400.000 | |
| 0390 | 460.1103 | HMA PAVEMENT TYPE E-3 | TON | 3,670.000 | 3,670.000 | |
| 0400 | 460.2000 | INCENTIVE DENSITY HMA PAVEMENT | DOL | 5,305.000 | 5,305.000 | |
| 0410 | 460.3000 | QMP HMA MIXTURE | TON | 7,870.000 | 7,870.000 | |
| 0420 | 465.0115 | ASPHALTIC SURFACE DETOURS | TON | 50.000 | 50.000 | |
| 0430 | 465.0315 | ASPHALTIC FLUMES | SY | 107.000 | 107.000 | |
| 0440 | 465.0400 | ASPHALTIC SHOULDER RUMBLE STRIP | LF | 7,464.000 | 7,464.000 | |
| 0450 | 502.0100 | CONCRETE MASONRY BRIDGES | CY | 1,503.000 | 553.000 | 950.000 |
| 0460 | 502.0300.S | QMP CONCRETE STRUCTURES | CY | 1,503.000 | 553.000 | 950.000 |
| 0470 | 502.0400.S | INCENTIVE STRENGTH CONCRETE STRUCTURES | DOL | 15,030.000 | 5,530.000 | 9,500.000 |

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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 | 1053-09-71 QUANTITY | 1053-09-72 QUANTITY |
|---|---|---|---|---|---|---|
| 0480 | 502.3200 | PROTECTIVE SURFACE TREATMENT | SY | 3,219.000 | 928.000 | 2,291.000 |
| 0490 | 502.5020 | MASONRY ANCHORS TYPE L NO. 8 BARS | EACH | 8.000 | 8.000 | |
| 0500 | 503.0145 | PRESTRESSED GIRDER TYPE I 45-INCH | LF | 570.000 | 570.000 | |
| 0510 | 503.0155 | PRESTRESSED GIRDER TYPE I 54W-INCH | LF | 2,194.000 | | 2,194.000 |
| 0520 | 504.0500 | CONCRETE MASONRY RETAINING WALLS | CY | 149.000 | 149.000 | |
| 0530 | 505.0405 | BAR STEEL REINFORCEMENT HS BRIDGES | LB | 25,320.000 | 14,060.000 | 11,260.000 |
| 0540 | 505.0415 | BAR STEEL REINFORCEMENT HS RETAINING WALLS | LB | 2,720.000 | 2,720.000 | |
| 0550 | 505.0605 | BAR STEEL REINFORCEMENT HS COATED BRIDGES | LB | 223,860.000 | 69,550.000 | 154,310.000 |
| 0560 | 505.0615 | BAR STEEL REINFORCEMENT HS COATED RETAINING WALLS | LB | 9,580.000 | 9,580.000 | |
| 0570 | 506.2605 | BEARING PADS ELASTOMERIC NON-LAMINATED | EACH | 39.000 | 12.000 | 27.000 |
| 0580 | 506.4000 | STEEL DIAPHRAGMS (STRUCTURE) 01. B-37-377 | EACH | 32.000 | | 32.000 |
| 0590 | 506.4000 | STEEL DIAPHRAGMS (STRUCTURE) 02. B-37-378 | EACH | 10.000 | 10.000 | |
| 0600 | 509.1500 | CONCRETE SURFACE REPAIR | SF | 10.000 | 10.000 | |
| 0610 | 511.2105 | PILING STEEL DELIVERED AND DRIVEN HP 10-INCH X 42 LB | LF | 510.000 | 510.000 | |
| 0620 | 511.2110 | PILING STEEL DELIVERED AND DRIVEN HP 12-INCH X 53 LB | LF | 3,680.000 | 860.000 | 2,820.000 |
| 0630 | 513.4080 | RAILING TUBULAR SPECIAL (STRUCTURE) 01. B-37-377 | LS | 1.000 | | 1.000 |
| 0640 | 516.0500 | RUBBERIZED MEMBRANE WATERPROOFING | SY | 77.000 | 49.000 | 28.000 |
| 0650 | 520.0118 | CULVERT PIPE CLASS III 18-INCH | LF | 606.000 | 606.000 | |
| 0660 | 520.1018 | APRON ENDWALLS FOR CULVERT PIPE 18-INCH | EACH | 24.000 | 24.000 | |
| 0670 | 521.1012 | APRON ENDWALLS FOR CULVERT PIPE STEEL 12-INCH | EACH | 3.000 | 3.000 | |
| 0680 | 522.0124 | CULVERT PIPE REINFORCED CONCRETE CLASS III 24-INCH | LF | 151.000 | 151.000 | |
| 0690 | 522.0130 | CULVERT PIPE REINFORCED CONCRETE CLASS III 30-INCH | LF | 100.000 | 100.000 | |
| 0700 | 522.0324 | CULVERT PIPE REINFORCED CONCRETE CLASS IV 24-INCH | LF | 752.000 | 752.000 | |
| 0710 | 522.1024 | APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 24-INCH | EACH | 16.000 | 16.000 | |
| 0720 | 522.1030 | APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 30-INCH | EACH | 6.000 | 6.000 | |
| 0730 | 532.0500.S | WALL CONCRETE PANEL MECHANICALLY STABILIZED EARTH | SF | 985.000 | 985.000 | |
| 0740 | 601.0409 | CONCRETE CURB & GUTTER 30-INCH TYPE A | LF | 4,757.000 | 4,757.000 | |
| 0750 | 601.0411 | CONCRETE CURB & GUTTER 30-INCH TYPE D | LF | 3,681.000 | 3,681.000 | |
| 0760 | 601.0413 | CONCRETE CURB & GUTTER 30-INCH TYPE G | LF | 182.000 | 182.000 | |
| 0770 | 601.0556 | CONCRETE CURB & GUTTER 6-INCH MOUNTABLE 36-INCH TYPE A | LF | 133.000 | 133.000 | |
| 0780 | 601.0558 | CONCRETE CURB & GUTTER 6-INCH MOUNTABLE 36-INCH TYPE D | LF | 1,177.000 | 1,177.000 | |
| 0790 | 602.0410 | CONCRETE SIDEWALK 5-INCH | SF | 14,000.000 | 14,000.000 | |
| 0800 | 602.0505 | CURB RAMP DETECTABLE WARNING FIELD YELLOW | SF | 64.000 | 64.000 | |
| 0810 | 603.0105 | CONCRETE BARRIER SINGLE-FACED 32-INCH | LF | 878.000 | 878.000 | |
| 0820 | 603.0500 | CONCRETE BARRIER TEMPORARY PRECAST CONTRACTOR FURNISHED & DELIVERED | LF | 2,875.000 | 2,875.000 | |
| 0830 | 603.0801 | CONCRETE BARRIER TEMPORARY PRECAST CONTRACTOR INSTALLED | LF | 2,875.000 | 2,875.000 | |
| 0840 | 604.0400 | SLOPE PAVING CONCRETE | SY | 745.000 | | 745.000 |

DATE 20SEP04 — 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 | 1053-09-71 QUANTITY | 1053-09-72 QUANTITY |
|---|---|---|---|---|---|---|
| 0850 | 606.0100 | RIPRAP LIGHT | CY | 105.000 | 105.000 | |
| 0860 | 606.0300 | RIPRAP HEAVY | CY | 521.000 | 521.000 | |
| 0870 | 608.0312 | STORM SEWER PIPE REINFORCED CONCRETE CLASS III 12-INCH | LF | 428.000 | 428.000 | |
| 0880 | 608.0324 | STORM SEWER PIPE REINFORCED CONCRETE CLASS III 24-INCH | LF | 1,889.000 | 1,889.000 | |
| 0890 | 608.0330 | STORM SEWER PIPE REINFORCED CONCRETE CLASS III 30-INCH | LF | 944.000 | 944.000 | |
| 0900 | 611.0201 | MANHOLES TYPE 1 | EACH | 7.000 | 7.000 | |
| 0910 | 611.0210 | MANHOLES TYPE 3 | EACH | 8.000 | 8.000 | |
| 0920 | 611.0301 | INLETS TYPE 1 | EACH | 3.000 | 3.000 | |
| 0930 | 611.0303 | INLETS TYPE 3 | EACH | 23.000 | 23.000 | |
| 0940 | 611.0530 | MANHOLE COVERS TYPE J | EACH | 14.000 | 14.000 | |
| 0950 | 611.0600 | INLET COVERS TYPE A | EACH | 1.000 | 1.000 | |
| 0960 | 611.0606 | INLET COVERS TYPE B | EACH | 1.000 | 1.000 | |
| 0970 | 611.0624 | INLET COVERS TYPE H | EACH | 25.000 | 25.000 | |
| 0980 | 611.8120.S | COVER PLATES TEMPORARY | EACH | 14.000 | 14.000 | |
| 0990 | 612.0106 | PIPE UNDERDRAIN 6-INCH | LF | 310.000 | 140.000 | 170.000 |
| 1000 | 612.0206 | PIPE UNDERDRAIN UNPERFORATED 6-INCH | LF | 270.000 | 120.000 | 150.000 |
| 1010 | 612.0212 | PIPE UNDERDRAIN UNPERFORATED 12-INCH | LF | 268.000 | 268.000 | |
| 1020 | 614.0150 | ANCHOR ASSEMBLIES FOR STEEL PLATE BEAM GUARD | EACH | 9.000 | 5.000 | 4.000 |
| 1030 | 614.0200 | STEEL THRIE BEAM STRUCTURE APPROACH | LF | 132.000 | 132.000 | |
| 1040 | 614.0305 | STEEL PLATE BEAM GUARD CLASS A | LF | 1,359.000 | 1,359.000 | |
| 1050 | 614.0310 | STEEL PLATE BEAM GUARD CLASS B | LF | 108.000 | 108.000 | |
| 1060 | 614.0370 | STEEL PLATE BEAM GUARD ENERGY ABSORBING TERMINAL | EACH | 8.000 | 8.000 | |
| 1070 | 614.0620.S | MARKER POSTS CULVERT END FLEXIBLE | EACH | 20.000 | 20.000 | |
| 1080 | 614.0800 | CRASH CUSHIONS PERMANENT | EACH | 1.000 | 1.000 | |
| 1090 | 616.0100 | FENCE WOVEN WIRE (HEIGHT) 01. 4-FOOT | LF | 5,240.000 | 5,240.000 | |
| 1100 | 616.0206 | FENCE CHAIN LINK 6-FT | LF | 1,940.000 | 1,940.000 | |
| 1110 | 618.0100 | MAINTENANCE AND REPAIR OF HAUL ROADS (PROJECT) 01. 1053-09-71 | EACH | 1.000 | 1.000 | |
| 1120 | 618.0100 | MAINTENANCE AND REPAIR OF HAUL ROADS (PROJECT) 02. 1053-09-72 | EACH | 1.000 | | 1.000 |
| 1130 | 619.1000 | MOBILIZATION | EACH | 1.000 | 0.800 | 0.200 |
| 1140 | 620.0300 | CONCRETE MEDIAN SLOPED NOSE | SF | 266.000 | 266.000 | |
| 1150 | 625.0500 | SALVAGED TOPSOIL | SY | 190,000.000 | 190,000.000 | |
| 1160 | 627.0200 | MULCHING | SY | 190,000.000 | 190,000.000 | |
| 1170 | 628.1505 | SILT FENCE DELIVERED | LF | 7,590.000 | 7,590.000 | |
| 1180 | 628.1510 | SILT FENCE INSTALLED | LF | 7,590.000 | 7,590.000 | |
| 1190 | 628.1520 | SILT FENCE MAINTENANCE | LF | 7,590.000 | 7,590.000 | |
| 1200 | 628.1905 | MOBILIZATIONS EROSION CONTROL | EACH | 5.000 | 5.000 | |
| 1210 | 628.1910 | MOBILIZATIONS EMERGENCY EROSION CONTROL | EACH | 6.000 | 6.000 | |
| 1220 | 628.2005 | EROSION MAT DELIVERED CLASS I TYPE A | SY | 15,900.000 | 15,900.000 | |
| 1230 | 628.2010 | EROSION MAT DELIVERED CLASS I TYPE B | SY | 320.000 | 320.000 | |
| 1240 | 628.2030 | EROSION MAT DELIVERED CLASS II TYPE B | SY | 1,150.000 | 1,150.000 | |
| 1250 | 628.3005 | EROSION MAT INSTALLED CLASS I TYPE A | SY | 15,900.000 | 15,900.000 | |
| 1260 | 628.3010 | EROSION MAT INSTALLED CLASS I TYPE B | SY | 320.000 | 320.000 | |
| 1270 | 628.3030 | EROSION MAT INSTALLED CLASS II TYPE B | SY | 1,150.000 | 1,150.000 | |
| 1280 | 628.6005 | TURBIDITY BARRIERS | SY | 378.000 | 378.000 | |
| 1290 | 628.7005 | INLET PROTECTION TYPE A | EACH | 27.000 | 27.000 | |
| 1300 | 628.7015 | INLET PROTECTION TYPE C | EACH | 27.000 | 27.000 | |
| 1310 | 628.7505 | TEMPORARY DITCH CHECKS DELIVERED | LF | 90.000 | 90.000 | |

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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 | 1053-09-71 QUANTITY | 1053-09-72 QUANTITY |
|---|---|---|---|---|---|---|
| 1320 | 628.7510 | TEMPORARY DITCH CHECKS INSTALLED | LF | 90.000 | 90.000 | |
| 1330 | 628.7550 | CULVERT PIPE DITCH CHECKS | EACH | 13.000 | 13.000 | |
| 1340 | 629.0210 | FERTILIZER TYPE B | CWT | 120.000 | 120.000 | |
| 1350 | 630.0120 | SEEDING MIXTURE NO. 20 | LB | 4,050.000 | 4,050.000 | |
| 1360 | 630.0130 | SEEDING MIXTURE NO. 30 | LB | 620.000 | 620.000 | |
| 1370 | 630.0140 | SEEDING MIXTURE NO. 40 | LB | 55.000 | 55.000 | |
| 1380 | 630.0200 | SEEDING TEMPORARY | LB | 2,550.000 | 2,550.000 | |
| 1390 | 633.0100 | DELINEATOR POSTS STEEL | EACH | 49.000 | 49.000 | |
| 1400 | 633.0500 | DELINEATORS | EACH | 104.000 | 104.000 | |
| 1410 | 633.1000 | DELINEATOR BRACKETS | EACH | 16.000 | 16.000 | |
| 1420 | 634.0614 | POSTS WOOD 4X6-INCH X 14-FT | EACH | 40.000 | 40.000 | |
| 1430 | 634.0616 | POSTS WOOD 4X6-INCH X 16-FT | EACH | 17.000 | 17.000 | |
| 1440 | 634.0618 | POSTS WOOD 4X6-INCH X 18-FT | EACH | 6.000 | 6.000 | |
| 1450 | 635.0200 | SIGN SUPPORTS STRUCTURAL STEEL HS | LB | 3,956.000 | 3,956.000 | |
| 1460 | 636.0100 | SIGN SUPPORTS CONCRETE MASONRY | CY | 6.400 | 6.400 | |
| 1470 | 636.1000 | SIGN SUPPORTS STEEL REINFORCEMENT HS | LB | 392.000 | 392.000 | |
| 1480 | 637.0101 | SIGNS TYPE I | SF | 565.000 | 565.000 | |
| 1490 | 637.0202 | SIGNS REFLECTIVE TYPE II | SF | 516.510 | 516.510 | |
| 1500 | 638.2102 | MOVING SIGNS TYPE II | EACH | 17.000 | 17.000 | |
| 1510 | 638.2602 | REMOVING SIGNS TYPE II | EACH | 49.000 | 49.000 | |
| 1520 | 638.3000 | REMOVING SMALL SIGN SUPPORTS | EACH | 42.000 | 42.000 | |
| 1530 | 638.4000 | MOVING SMALL SIGN SUPPORTS | EACH | 15.000 | 15.000 | |
| 1540 | 642.5200 | FIELD OFFICE TYPE C (PROJECT) 01. 1053-09-71 | EACH | 1.000 | 1.000 | |
| 1550 | 643.0200 | TRAFFIC CONTROL SURVEILLANCE AND MAINTENANCE (PROJECT) 01. 1053-09-71 | DAYS | 190.000 | 190.000 | |
| 1560 | 643.0300 | TRAFFIC CONTROL DRUMS | DAYS | 44,314.000 | 44,314.000 | |
| 1570 | 643.0420 | TRAFFIC CONTROL BARRICADES TYPE III | DAYS | 4,219.000 | 4,219.000 | |
| 1580 | 643.0705 | TRAFFIC CONTROL WARNING LIGHTS TYPE A | DAYS | 5,967.000 | 5,967.000 | |
| 1590 | 643.0710 | TRAFFIC CONTROL WARNING LIGHTS TYPE B | DAYS | 1,520.000 | 1,520.000 | |
| 1600 | 643.0715 | TRAFFIC CONTROL WARNING LIGHTS TYPE C | DAYS | 3,848.000 | 3,848.000 | |
| 1610 | 643.0800 | TRAFFIC CONTROL ARROW BOARDS | DAYS | 650.000 | 650.000 | |
| 1620 | 643.0900 | TRAFFIC CONTROL SIGNS | DAYS | 8,449.000 | 8,449.000 | |
| 1630 | 643.2000 | TRAFFIC CONTROL DETOUR (PROJECT) 01. 1053-09-71 | EACH | 1.000 | 1.000 | |
| 1640 | 643.3000 | TRAFFIC CONTROL DETOUR SIGNS | DAYS | 18,240.000 | 18,240.000 | |
| 1650 | 645.0111 | GEOTEXTILE FABRIC TYPE DF SCHEDULE A | SY | 241.000 | 109.000 | 132.000 |
| 1660 | 645.0120 | GEOTEXTILE FABRIC TYPE HR | SY | 849.000 | 849.000 | |
| 1670 | 645.0130 | GEOTEXTILE FABRIC TYPE R | SY | 510.000 | 510.000 | |
| 1680 | 646.0106 | PAVEMENT MARKING EPOXY 4-INCH | LF | 31,800.000 | 31,800.000 | |
| 1690 | 646.0226 | PAVEMENT MARKING CHANNELIZING EPOXY 8-INCH | LF | 4,700.000 | 4,700.000 | |
| 1700 | 646.0600 | REMOVING PAVEMENT MARKINGS | LF | 3,400.000 | 3,400.000 | |
| 1710 | 646.0700 | RAISED PAVEMENT MARKERS | EACH | 38.000 | 38.000 | |
| 1720 | 647.0166 | PAVEMENT MARKING ARROWS EPOXY TYPE 2 | EACH | 7.000 | 7.000 | |
| 1730 | 647.0356 | PAVEMENT MARKING WORDS EPOXY | EACH | 4.000 | 4.000 | |
| 1740 | 647.0456 | PAVEMENT MARKING CURB EPOXY | LF | 105.000 | 105.000 | |
| 1750 | 647.0566 | PAVEMENT MARKING STOP LINE EPOXY 18-INCH | LF | 74.000 | 74.000 | |
| 1760 | 647.0606 | PAVEMENT MARKING ISLAND NOSE EPOXY | EACH | 6.000 | 6.000 | |
| 1770 | 647.0726 | PAVEMENT MARKING DIAGONAL EPOXY 12-INCH | LF | 10.000 | 10.000 | |
| 1780 | 647.0746 | PAVEMENT MARKING DIAGONAL EPOXY 24-INCH | LF | 205.000 | 205.000 | |
| 1790 | 647.0766 | PAVEMENT MARKING CROSSWALK EPOXY 6-INCH | LF | 265.000 | 265.000 | |
| 1800 | 648.0100 | LOCATING NO-PASSING ZONES | MI | 0.410 | 0.410 | |
| 1810 | 650.4000 | CONSTRUCTION STAKING STORM SEWER SYSTEM | EACH | 52.000 | 52.000 | |

DATE 20SEP04 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 | 1053-09-71 QUANTITY | 1053-09-72 QUANTITY |
|---|---|---|---|---|---|---|
| 1820 | 650.4500 | CONSTRUCTION STAKING SUBGRADE | LF | 14,391.000 | 14,391.000 | |
| 1830 | 650.5000 | CONSTRUCTION STAKING BASE | LF | 5,998.000 | 5,998.000 | |
| 1840 | 650.5500 | CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER | LF | 4,858.000 | 4,858.000 | |
| 1850 | 650.6000 | CONSTRUCTION STAKING PIPE CULVERTS | EACH | 9.000 | 9.000 | |
| 1860 | 650.6500 | CONSTRUCTION STAKING STRUCTURE LAYOUT (STRUCTURE) 01. B-37-377 | LS | 1.000 | | 1.000 |
| 1870 | 650.6500 | CONSTRUCTION STAKING STRUCTURE LAYOUT (STRUCTURE) 02. B-37-378 | LS | 1.000 | 1.000 | |
| 1880 | 650.6500 | CONSTRUCTION STAKING STRUCTURE LAYOUT (STRUCTURE) 03. B-37-48 | LS | 1.000 | 1.000 | |
| 1890 | 650.6500 | CONSTRUCTION STAKING STRUCTURE LAYOUT (STRUCTURE) 04. R-37-37 | LS | 1.000 | 1.000 | |
| 1900 | 650.6500 | CONSTRUCTION STAKING STRUCTURE LAYOUT (STRUCTURE) 05. R-37-38 | LS | 1.000 | 1.000 | |
| 1910 | 650.7000 | CONSTRUCTION STAKING CONCRETE PAVEMENT | LF | 8,576.000 | 8,576.000 | |
| 1920 | 650.7500 | CONSTRUCTION STAKING CONCRETE BARRIER | LF | 878.000 | 878.000 | |
| 1930 | 650.9900 | CONSTRUCTION STAKING INITIAL LAYOUT | LF | 14,391.000 | 14,391.000 | |
| 1940 | 690.0100 | SAWING EXISTING PAVEMENT | LF | 394.000 | 394.000 | |
| 1950 | ASP.1T0A | ON-THE-JOB TRAINING APPRENTICE AT $5. 00/HR | HRS | 300.000 | 300.000 | |
| 1960 | ASP.1T0G | ON-THE-JOB TRAINING GRADUATE AT $5.00/HR | HRS | 1,500.000 | 1,500.000 | |
| 1970 | SPV.0060 | SPECIAL 01. PORTABLE DYNAMIC RADAR DETECTOR | EACH | 2.000 | 2.000 | |
| 1980 | SPV.0105 | SPECIAL 01. RESET RIGHT-OF-WAY MARKER POSTS AND MONUMENTS | LS | 1.000 | 1.000 | |
| 1990 | SPV.0105 | SPECIAL 02. PILING REPAINTING STRUCTURE B-37-48 | LS | 1.000 | 1.000 | |

3

## CLEARING & GRUBBING

| STATION | TO | STATION | (201.0105) CLEARING STA | (201.0205) GRUBBING STA |
|---|---|---|---|---|
| 107+00 | - | 113+00 | 6 | 6 |
| 114+00 | - | 116+00 | 2 | 2 |
| 124+00 | - | 128+00 | 4 | 4 |
| 143+00 | - | 150+00 | 7 | 7 |
| 14+00'NW' | - | 17+00'NW' | 3 | 3 |
| 22+00'SE' | - | 23+00'SE' | 1 | 1 |
| 18+00'FR' | - | 19+00'FR' | 1 | 1 |
| 9+00'SW' | - | 17+00'SW' | 8 | 8 |
| | | TOTAL: | 32 | 32 |

## 204.0110 REMOVING ASPHALTIC SURFACE

| STATION | TO | STATION | LOCATION | SY |
|---|---|---|---|---|
| 101+50 | - | 109+40 | CTH Y | 2,000 |
| 110+25 | - | 111+25 | CTH Y | 267 |
| 7+75'CY' | - | 10+48.66'CY' | CTH Y | 720 |
| 14+65'LR' | - | 18+00'LR' | WISHBONE LANE | 831 |
| 19+70'FR' | - | 23+10'FR' | STATE ROAD | 1,564 |
| 11+50'CS' | - | 13+14.44'CS' | CURTIS AVENUE | 342 |
| 819+73 | - | 827+59 | STH 29 EB SHOULDER RT | 524 |
| 817+23 | - | 830+00 | STH 29 WB SHOULDER LT | 851 |
| STH 29/CTH Y INTERSECTION | | | | 6,167 |
| STH 29/BIRCH LANE INTERSECTION | | | | 3,034 |
| | | | TOTAL: | 16,300 |

## EARTHWORK SUMMARY

| STATION | TO | STATION | (205.0100) EXCAVATION COMMON CY | EXPANDED FILL CY | (208.0100) BORROW CY | (208.1100) SELECT BORROW CY |
|---|---|---|---|---|---|---|
| 101+50 | - | 132+30.87 | 6,471 | 129,064 | 122,593 | 10,417 |
| 134+72.74 | - | 150+00 | 198 | 59,581 | 59,383 | 9,224 |
| RAMPS | | | 4,272 | 139,532 | 135,704 | 8,948 |
| SIDEROADS | | | 8,278 | 9,679 | 1,401 | 5,495 |
| | | TOTAL: | 19,219 | 337,856 | 319,081 | 34,084 |

SHRINKAGE FACTOR = 20%
BORROW = EXPANDED FILL - EXCAVATION COMMON

3

## CLEARING & GRUBBING

| STATION | LOCATION | 201.0120 CLEARING ID | 201.0220 GRUBBING ID |
|---|---|---|---|
| 128+39 | RT | 6 | 6 |
| 129+68 | RT | 6 | 6 |
| 130+75 | RT | 4 | 4 |
| 131+44 | RT | 4 | 4 |
| 131+91 | RT | 6 | 6 |
| 135+31 | RT | 6 | 6 |
| 135+54 | RT | 4 | 4 |
| 135+80 | LT | 4 | 4 |
| 136+19 | LT | 4 | 4 |
| 827+60 | LT | 6 | 6 |
| | TOTAL: | 50 | 50 |

## 204.0210 REMOVING MANHOLES

| STATION | LOCATION | EACH |
|---|---|---|
| 22+82'FR' | RT. | 1 |
| | TOTAL: | 1 |

## 204.0165 REMOVING GUARDRAIL

| STATION | TO | STATION | LOCATION | LF |
|---|---|---|---|---|
| 6+37'SW' | - | 12+44'SW' | RT. | 622 |
| 12+78'NW' | - | 15+68'NW' | RT. | 308 |
| | | | TOTAL: | 930 |

## 214.0100 OBLITERATING OLD ROAD

| LOCATION | DESCRIPTION | STA |
|---|---|---|
| 109+50, RT. | OLD CTH Y | 2 |
| 27+00'NE', LT. | OLD CTH Y | 2 |
| 14+81'LR', LT. | OLD CTH Y | 11 |
| 20+62'FR', LT. | CURTIS AVE. | 2 |
| STTH 29 / BIRCH LANE INTERSECTION | | 3 |
| | TOTAL: | 20 |

## 203.0100 REMOVING SMALL PIPE CULVERTS

| STATION | LOCATION | EACH |
|---|---|---|
| 103+17 | CTH Y | 1 |
| 17+25'LR' | LOCAL ROAD | 1 |
| 26+95'NE' | CTH Y | 1 |
| 24+65'SE' | CTH Y | 1 |
| 839+75 | CTH Y MEDIAN | 1 |
| 870+65 | BIRCH LANE MEDIAN | 1 |
| 101+67 | P.E. LT. | 1 |
| 102+08 | P.E. RT. | 1 |
| 105+02 | P.E. LT. | 1 |
| 106+91 | P.E. LT. | 1 |
| 109+20 | P.E. LT. | 1 |
| 110+75 | P.E. RT. | 1 |
| 12+75'CS' | P.E. RT. | 1 |
| 35+40'SE' | C.E. RT. | 1 |
| 824+85 | P.E. LT. | 1 |
| | TOTAL: | 15 |

## 204.0220 REMOVING INLETS

| STATION | LOCATION | EACH |
|---|---|---|
| 20+90'FR' | LT. | 1 |
| 20+90'FR' | RT. | 1 |
| | TOTAL: | 2 |

## 204.0245 REMOVING STORM SEWER 30-INCH

| STATION | TO | STATION | LF |
|---|---|---|---|
| 20+90'FR', LT. | - | 20+90'FR', RT. | 51 |
| 20+90'FR' | - | 22+82'FR' | 197 |
| 22+82'FR' | - | 23+10'FR', RT. | 55 |
| 22+82 | - | 22+90'FR', RT. | 17 |
| | | TOTAL: | 320 |

## BASE AGGREGATE DENSE

| STATION | TO | STATION | (305.0110) 3/4-INCH TON | (305.0120) 1 1/4-INCH TON |
|---|---|---|---|---|
| 101+50 | - | 132+30.87 | 1,043 | 10,484 |
| 134+72.73 | - | 150+00 | - | 4,210 |
| EB OFF RAMP | | | 66 | 2,416 |
| WB ON RAMP | | | 86 | 2,429 |
| WB OFF RAMP | | | 150 | 2,840 |
| EB ON RAMP | | | 150 | 2,823 |
| STH 29 SHOULDERS | | | 500 | - |
| OLD CTH Y | | | 62 | 638 |
| LOCAL ROAD | | | 80 | 1,645 |
| FRONTAGE ROAD | | | - | 3,927 |
| CURTIS AVENUE | | | - | 588 |
| DRIVEWAYS | | | 563 | - |
| | | TOTAL: | 2,700 | 32,000 |

## 301.0100.S QMP BASE AGGREGATE

| LOCATION | TON |
|---|---|
| CTH Y | 15,737 |
| RAMPS | 10,960 |
| STH 29 | 500 |
| SIDEROADS | 6,940 |
| DRIVEWAYS | 563 |
| TOTAL: | 34,700 |

## 311.0110 BREAKER RUN

| DESCRIPTION | TON |
|---|---|
| UNDISTRIBUTED (EBS) | 3,400 |
| TOTAL: | 3,400 |

3

415.0090
CONCRETE PAVEMENT 9-INCH

| STATION | TO | STATION | SY |
|---|---|---|---|
| 129+55.69 | - | 132+30.87 | 1,274 |
| 134+72.74 | - | 145+00 | 5,034 |
| EB OFF RAMP | | | 2,246 |
| WB ON RAMP | | | 2,635 |
| WB OFF RAMP | | | 2,613 |
| EB ON RAMP | | | 2,897 |
| 10+00'FR' | - | 11+50'FR' | 851 |
| | | TOTAL: | 17,550 |

415.1195.S
QMP CONCRETE URBAN

| DESCRIPTION | DAYS |
|---|---|
| MAINLINE @ 1,100 CY/DAY | 16 |
| HANDWORK @ 200 CY/DAY | 4 |
| TOTAL: | 20 |

416.0050
CONCRETE PAVEMENT APPROACH SLAB

| GROUP CODE | LOCATION | SY |
|---|---|---|
| 1053-09-71, 0010 | B-37-378 | 145 |
| 1053-09-71, 0010 | B-37-48 | 52 |
| | PROJECT I.D. 1053-09-71 TOTAL: | 197 |
| 1053-09-72, 0010 | B-37-377 | 165 |
| | PROJECT I.D. 1053-09-72 TOTAL: | 165 |
| | TOTAL: | 362 |

416.0160
CONCRETE DRIVEWAY 6-INCH

| STATION | LOCATION | SY |
|---|---|---|
| 21+76'FR' | LT. | 11 |
| | TOTAL: | 11 |

HOT MIX ASPHALT

| STATION | TO | STATION | (455.0105) ASPHALTIC MATERIAL PG58-28 TON | (455.0605) TACK COAT GAL | (460.1100) HMA PAVEMENT TYPE E-0.3 TON | (460.1101) HMA PAVEMENT TYPE E-1 TON | (460.1103) HMA PAVEMENT TYPE E-3 TON | (460.3000) QMP HMA MIXTURE TON |
|---|---|---|---|---|---|---|---|---|
| 101+50 | - | 129+55.69 | 178 | 249 | - | - | 2,969 | 2,969 |
| 145+00 | - | 150+00 | 32 | 44 | - | - | 538 | 538 |
| EB OFF RAMP | | | 16 | 34 | 261 | - | - | 261 |
| WB ON RAMP | | | 16 | 34 | 262 | - | - | 262 |
| WB OFF RAMP | | | 19 | 41 | 313 | - | - | 313 |
| EB ON RAMP | | | 15 | 32 | 250 | - | - | 250 |
| CTH Y MEDIAN / ISLANDS | | | 4 | - | 68 | - | - | 68 |
| STH 29 SHOULDERS | | | 37 | 90 | 646 | - | - | 646 |
| LOCAL ROAD | | | 36 | 61 | - | 602 | - | 602 |
| OLD CTH Y | | | 11 | 19 | - | 185 | - | 185 |
| OLD CTH Y CUL-DE-SAC | | | 4 | 7 | - | 69 | - | 69 |
| FRONTAGE ROAD | | | 75 | 114 | - | 1,259 | - | 1,259 |
| CURTIS AVENUE | | | 13 | 22 | - | 216 | - | 216 |
| BIRCH LANE | | | 4 | 7 | - | 69 | - | 69 |
| BIRCH LANE/STH 29 INTERSECTION UPGRADES | | | 10 | 16 | - | - | 163 | 163 |
| | | TOTAL: | 470 | 770 | 1,800 | 2,400 | 3,670 | 7,870 |

416.0610
PAVEMENT TIES

| LOCATION | EACH |
|---|---|
| EB OFF RAMP | 154 |
| WB ON RAMP | 301 |
| WB OFF RAMP | 274 |
| EB ON RAMP | 335 |
| TOTAL: | 1,064 |

465.0115
ASPHALTIC SURFACE DETOURS

| LOCATION | TON |
|---|---|
| UNDISTRIBUTED | 50 |
| TOTAL: | 50 |

465.0315
ASPHALTIC FLUMES

| STATION | LOCATION | SY |
|---|---|---|
| 129+50 | LT. | 10 |
| 134+85 | RT. | 10 |
| 10+65'LR' | LT. | 15 |
| 10+90'LR' | RT. | 12 |
| 18+90'SW' | RT. | 10 |
| 19+10'SW' | LT. | 10 |
| 19+00'NW' | RT. | 10 |
| 20+60'NE' | RT. | 10 |
| 20+80'SE' | RT. | 10 |
| 20+80'SE' | LT. | 10 |
| | TOTAL: | 107 |

465.0400
ASPHALTIC SHOULDER RUMBLE STRIP

| STATION | TO | STATION | LOCATION | LF |
|---|---|---|---|---|
| 817+24 | - | 823+24 | LT. | 600 |
| 826+00 | - | 827+59 | RT. | 159 |
| 833+75 | - | 845+25 | LT. | 1,150 |
| 834+00 | - | 841+85 | RT. | 785 |
| 837+75 | - | 849+00 | LT. | 1,125 |
| 838+50 | - | 841+55 | LT. | 305 |
| 847+58 | - | 853+58 | RT. | 600 |
| 865+10 | - | 872+80 | RT. | 770 |
| 867+80 | - | 872+60 | RT. | 480 |
| 868+90 | - | 876+30 | LT. | 740 |
| 869+00 | - | 876+50 | LT. | 750 |
| | | | TOTAL: | 7,464 |

| STATION | LOCATION | CULVERT PIPE CLASS III (520.0118) 18-INCH LF | APRON ENDWALLS FOR CULVERT PIPE (521.1012) STEEL 12-INCH EACH | (520.1018) 18-INCH EACH |
|---|---|---|---|---|
| 105+02 | PE LT. | 32 | - | 2 |
| 105+02 | FE RT. | 34 | - | 2 |
| 106+91 | PE LT. | 38 | - | 2 |
| 109+20 | PE LT. | 32 | - | 2 |
| 110+75 | PE RT. | 64 | - | 2 |
| 111+10 | RT., OLD CTH Y | 64 | - | 2 |
| 116+39 | FE LT. | 34 | - | 2 |
| 120+70 | FE LT. | 50 | - | 2 |
| 10+41.74'LR' | LOCAL ROAD | 120 | - | 2 |
| 13+00'LR' | FE LT. | 40 | - | 2 |
| 13+00'LR' | FE RT. | 38 | - | 2 |
| 10+24.74'CY' | OLD CTH Y | 60 | - | 2 |
| 10+27'SW' | RT. | - | 1 | - |
| 132+00 | RT. | - | 1 | - |
| 132+35 | LT. | - | 1 | - |
| | TOTAL: | 606 | 3 | 24 |

MINIMUM THICKNESS = 0.060"

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CULVERT PIPE REINFORCED CONCRETE CLASS III (522.0124) 24-INCH LF; CULVERT PIPE REINFORCED CONCRETE CLASS III (522.0130) 30-INCH LF; CULVERT PIPE REINFORCED CONCRETE CLASS IV (522.0324) 24-INCH LF; APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE (522.1024) 24-INCH EACH; APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE (522.1030) 30-INCH EACH

| STATION | 24-INCH LF | 30-INCH LF | 24-INCH LF | 24-INCH EACH | 30-INCH EACH |
|---|---|---|---|---|---|
| 103+17 | 79 | - | - | 2 | - |
| 132+45.31 | - | - | 200 | 2 | - |
| 134+53.70 | - | - | 200 | 2 | - |
| 138+00 | - | - | 200 | 2 | - |
| 16+00'NW' | - | 100 | - | - | 2 |
| 26+00'NE' | 72 | - | - | 2 | - |
| 22+50'SE' | - | - | 152 | 2 | - |
| STORM SEWER ENDWALLS | - | - | - | 4 | 4 |
| TOTAL: | 151 | 100 | 752 | 16 | 6 |

601.0409
CONCRETE CURB & GUTTER 30-INCH TYPE A

| STATION | TO | STATION | LOCATION | LF |
|---|---|---|---|---|
| 129+55 | - | 130+15 | LT. | 91 |
| 129+64 | - | 130+24 | RT. | 83 |
| 130+36 | - | 132+22 | LT. | 215 |
| 130+46 | - | 132+17 | RT. | 196 |
| 130+91 | - | 136+26 | R/L | 1,046 |
| 134+92 | - | 136+75 | LT. | 209 |
| 134+79 | - | 136+80 | RT. | 230 |
| 137+00 | - | 11+50'FR' | RT. | 573 |
| 136+99 | - | 145+00 | LT. | 853 |
| 136+91 | - | 141+62 | R/L | 929 |
| 11+50'FR' | - | 145+00 | RT. | 332 |
| | | | TOTAL: | 4,757 |

601.0411
CONCRETE CURB & GUTTER 30-INCH TYPE D

| STATION | TO | STATION | LOCATION | LF |
|---|---|---|---|---|
| 11+50'FR' | - | 19+57'FR' | LT. | 819 |
| 11+50'FR' | - | 20+56'FR' | RT. | 926 |
| 19+83'FR' | - | 22+43'FR' | LT. | 267 |
| 20+83'FR' | - | 22+25'FR' | RT. | 144 |
| 10+49'CS' | - | 13+14'CS' | LT. | 260 |
| 10+55'CS' | - | 13+14'CS' | RT. | 265 |
| 145+00 | - | 150+00 | RT. | 500 |
| 145+00 | - | 150+00 | LT. | 500 |
| | | | TOTAL: | 3,681 |

601.0556
CONCRETE CURB & GUTTER 6-INCH MOUNTABLE 36-INCH TYPE A

| STATION | TO | STATION | LOCATION | LF |
|---|---|---|---|---|
| 129+55 | - | 130+28 | R/L | 133 |
| | | | TOTAL: | 133 |

601.0558
CONCRETE CURB & GUTTER 6-INCH MOUNTABLE 36-INCH TYPE D

| STATION | TO | STATION | LOCATION | LF |
|---|---|---|---|---|
| 123+61 | - | 129+55 | R/L | 1,177 |
| | | | TOTAL: | 1,177 |

601.0413
CONCRETE CURB & GUTTER 30-INCH TYPE G

| LOCATION | LF |
|---|---|
| FRONTAGE ROAD ISLAND | 132 |
| WB OFF RAMP ISLAND | 50 |
| TOTAL: | 182 |

CONCRETE BARRIER TEMPORARY PRECAST

| STATION | TO | STATION | LOCATION | (603.0500) CONTRACTOR FURNISHED & DELIVERED LF | (603.0801) CONTRACTOR INSTALLED LF |
|---|---|---|---|---|---|
| 837+38 | - | 841+76 | CTH Y CLOSURE - STH 29 EB | 437.5 | 437.5 |
| 838+20 | - | 841+36 | CTH Y CLOSURE - STH 29 WB | 325.0 | 325.0 |
| 832+87 | - | 836+00 | PIER - STH 29 EB | 312.5 | 312.5 |
| 833+14 | - | 836+29 | PIER - STH 29 WB | 325.0 | 325.0 |
| 832+93 | - | 836+00 | ABUTMENT - STH 29 EB | 300.0 | 300.0 |
| 833+19 | - | 836+13 | ABUTMENT - STH 29 WB | 300.0 | 300.0 |
| 826+50 | - | 830+88 | BRIDGE (B-37-48) - INSIDE LANE | 437.5 | 437.5 |
| 826+50 | - | 830+88 | BRIDGE (B-37-48) - OUTSIDE LANE | 437.5 | 437.5 |
| | | | TOTAL: | 2,875 | 2,875 |

602.0410
CONCRETE SIDEWALK 5-INCH

| STATION | TO | STATION | LOCATION | SF |
|---|---|---|---|---|
| 130+53 | - | 132+27 | RT. | 1,718 |
| 134+69 | - | 136+74 | RT. | 2,024 |
| 137+22 | - | 141+44 | RT. | 2,021 |
| 142+76 | - | 150+00 | RT. | 3,590 |
| 10+70'FR' | - | 19+44'FR' | LT. | 4,432 |
| FRONTAGE ROAD ISLAND | | | | 180 |
| WB OFF RAMP ISLAND | | | | 35 |
| | | | TOTAL: | 14,000 |

602.0505
CURB RAMP DETECTABLE WARNING FIELD YELLOW

| STATION | LOCATION | SF |
|---|---|---|
| 130+57 | RT. | 8 |
| 136+72 | RT. | 8 |
| 137+20 | RT. | 8 |
| 141+41 | RT. | 8 |
| 142+20 | RT. | 8 |
| 142+58 | RT. | 8 |
| 142+70 | RT. | 8 |
| 19+44'FR' | LT. | 8 |
| | TOTAL: | 64 |

603.0105
CONCRETE BARRIER SINGLE-FACED 32-INCH

| STATION | TO | STATION | LOCATION | LF |
|---|---|---|---|---|
| 6+64'SW' | - | 8+25'SW' | RT. | 161 |
| 9+85'SW' | - | 12+88'SW' | RT. | 303 |
| 10+94.72'SW' | - | 12+80'SW' | LT. | 186 |
| 826+00 | - | 827+59 | RT. | 159 |
| 13+78.28'NW' | - | 14+50'NW' | LT. | 69 |
| | | | TOTAL: | 878 |

| STATION | LOCATION | (606.0100) RIPRAP LIGHT CY | (645.0130) GEOTEXTILE FABRIC TYPE R SY |
|---|---|---|---|
| 103+17 | LT. | 2 | 9 |
| 125+50 | LT. | 2 | 9 |
| 132+00 | RT. | 2 | 9 |
| 132+71 | LT. | 30 | 85 |
| 134+72 | LT. | 2 | 9 |
| 138+00 | LT. | 2 | 9 |
| 142+04 | LT. | 43 | 177 |
| 150+60 | LT. | 4 | 20 |
| 10+27'SW' | RT. | 2 | 9 |
| 13+14'SW' | LT. | 12 | 48 |
| 16+00'NW' | LT. | 22 | 75 |
| 26+00'NE' | RT. | 2 | 9 |
| 22+50'SE' | LT. | 8 | 33 |
| 20+40'FR' | RT. | 2 | 9 |
| | TOTAL: | 135 | 510 |

STORM SEWER STRUCTURES

| STRUCT. NO. | STATION | LOCATION | * RIM / CASTING ELEVATION | STRUCTURE INVERT ELEVATION | STR. DEPTH FT. | (611.0201) MANHOLES TYPE 1 EACH | (611.0210) MANHOLES TYPE 3 EACH | (611.0301) INLETS TYPE 1 EACH | (611.0303) INLETS TYPE 3 EACH | (611.0530) MANHOLE COVERS TYPE J EACH | (611.0600) INLET COVERS TYPE A EACH | (611.0606) INLET COVERS TYPE B EACH | (611.0624) INLET COVERS TYPE H EACH | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9.1 | 125+50 | 75.4' RT | N/A | 1268.20 | N/A | - | - | - | - | - | - | - | - | 24" RC APRON ENDWALL |
| 9.2 | 125+50 | C/L | 1289.42 | 1267.34 | 21.58 | - | - | - | 1 | - | - | - | 1 | |
| 9.3 | 125+50 | 21.0' LT | 1289.42 | 1267.05 | 21.87 | - | - | - | 1 | - | - | - | 1 | |
| 9.4 | 125+50 | 108.2' LT | N/A | 1263.50 | N/A | - | - | - | - | - | - | - | - | 24" RC APRON ENDWALL |
| 10.0 | 136+65.16 | 6.0' RT | 1285.77 | 1276.10 | 8.92 | 1 | - | - | - | 1 | - | - | - | |
| 10.1 | 136+65.16 | 16.0' RT | 1285.57 | 1277.20 | 7.87 | - | - | - | 1 | - | - | - | 1 | |
| 10.2 | 136+17 | 12.0' LT | 1287.92 | 1278.51 | 8.91 | - | - | - | 1 | - | - | - | 1 | |
| 10.3 | 136+17 | 20.1' LT | 1287.76 | 1278.78 | 8.48 | - | - | - | 1 | - | - | - | 1 | |
| 10.4 | 136+17 | 47.9' LT | 1287.20 | 1279.05 | 7.65 | - | - | - | 1 | - | - | - | 1 | |
| 11.0 | 139+00 | 6.0' RT | 1276.89 | 1268.98 | 7.16 | 1 | - | - | - | 1 | - | - | - | |
| 12.0 | 141+09.85 | 6.0' RT | 1270.69 | 1262.68 | 7.26 | - | 1 | - | - | 1 | - | - | - | |
| 12.1 | 141+09.85 | 16.0' RT | 1270.25 | 1263.79 | 5.96 | - | - | - | 1 | - | - | - | 1 | |
| 12.2 | 141+09.85 | C/L | 1270.81 | 1263.71 | 6.60 | - | - | - | 1 | - | - | - | 1 | |
| 12.3 | 141+09.85 | 20.4' LT | 1270.84 | 1263.88 | 6.46 | - | - | - | 1 | - | - | - | 1 | |
| 12.4 | 141+09.85 | 38.0' LT | 1270.49 | 1264.19 | 5.80 | - | - | - | 1 | - | - | - | 1 | |
| 13.0 | 142+33.07 | 6.0' RT | 1268.19 | 1257.40 | 10.04 | - | 1 | - | - | 1 | - | - | - | |
| 13.1 | 142+04.09 | 162.0' LT | N/A | 1256.55 | N/A | - | - | - | - | - | - | - | - | 30" RC APRON ENDWALL |
| 14.0 | 11+58.73 'FR' | 6.0' LT | 1266.61 | 1258.27 | 7.59 | - | 1 | - | - | 1 | - | - | - | |
| 14.1 | 11+58.73 'FR' | 16.0' RT | 1266.41 | 1262.95 | 2.96 | - | - | - | 1 | - | - | - | 1 | |
| 14.2 | 11+58.73 'FR' | 16.0' LT | 1266.41 | 1262.95 | 2.96 | - | - | - | 1 | - | - | - | 1 | |
| 15.0 | 13+00'FR' | 6' LT | 1268.22 | 1259.08 | 8.39 | 1 | - | - | - | 1 | - | - | - | |
| 16.0 | 14+50'FR' | 6' LT | 1270.74 | 1259.94 | 10.05 | 1 | - | - | - | 1 | - | - | - | |
| 16.1 | 14+50 'FR' | 16.0' RT | 1270.54 | 1267.01 | 3.03 | - | - | - | 1 | - | - | - | 1 | |
| 16.2 | 14+50 'FR' | 16.0' LT | 1270.54 | 1267.00 | 3.04 | - | - | - | 1 | - | - | - | 1 | |
| 16.3 | 14+50 'FR' | 60.0' LT | N/A | 1260.71 | N/A | - | - | - | - | - | - | - | - | 24" RC APRON ENDWALL |
| 17.0 | 16+50 'FR' | 6.0' LT | 1274.09 | 1264.44 | 8.90 | 1 | - | - | - | 1 | - | - | - | |
| 18.0 | 18+50 'FR' | 6.0' LT | 1277.45 | 1268.47 | 8.23 | - | 1 | - | - | 1 | - | - | - | |
| 18.1 | 18+50 'FR' | 16.0' RT | 1277.25 | 1273.78 | 2.97 | - | - | - | 1 | - | - | - | 1 | |
| 18.2 | 18+50 'FR' | 16.0' LT | 1277.25 | 1273.19 | 3.56 | - | - | - | 1 | - | - | - | 1 | |
| 19.0 | 20+19.46 'FR' | 6.0' LT | 1280.14 | 1273.54 | 5.85 | - | 1 | - | - | 1 | - | - | - | |
| 19.1 | 20+19.46 'FR' | 22.0' LT | 1279.94 | 1274.63 | 4.81 | - | - | - | 1 | - | - | - | 1 | |
| 19.2 | 10+68.42 'CS' | 11.0' RT | 1278.68 | 1275.00 | 3.18 | - | - | - | 1 | - | - | - | 1 | |
| 19.3 | 10+68.42 'CS' | 11.0' LT | 1278.68 | 1275.22 | 2.96 | - | - | - | 1 | - | - | - | 1 | |
| 20.0 | 145+50 | 6.0' RT | 1265.31 | 1260.83 | 3.73 | 1 | - | - | - | 1 | - | - | - | |
| 20.1 | 145+50 | 16.0' RT | 1265.11 | 1261.88 | 2.73 | - | - | - | 1 | - | - | - | 1 | |
| 20.2 | 145+50 | 16.0' LT | 1265.11 | 1261.91 | 2.70 | - | - | - | 1 | - | - | - | 1 | |
| 21.0 | 148+50 | 6.0' RT | 1263.82 | 1259.23 | 3.84 | 1 | - | - | - | 1 | - | - | - | |
| 21.1 | 148+20 | 16.0' RT | 1263.62 | 1260.29 | 2.83 | - | - | - | 1 | - | - | - | 1 | |
| 21.2 | 148+50 | 16.0' LT | 1263.62 | 1260.41 | 2.71 | - | - | - | 1 | - | - | - | 1 | |
| 22.0 | 150+50 | 6.0' RT | 1263.03 | 1258.13 | 4.15 | - | 1 | - | - | 1 | - | - | - | |
| 22.1 | 150+59.89 | 37.2' LT | N/A | 1258.00 | N/A | - | - | - | - | - | - | - | - | 24" RC APRON ENDWALL |
| 30.1 | 10+16.10'SW' | 20.2' RT | 1261.54 | 1258.00 | 2.71 | - | - | 1 | - | - | - | 1 | - | |
| 30.2 | 10+27'SW' | 43' RT | N/A | 1254.90 | N/A | - | - | - | - | - | - | - | - | 12" CMP APRON ENDWALL |
| 40.0 | 20+88.40 'FR' | 27.8' RT | 1280.50 | 1277.32 | 2.60 | - | 1 | - | - | - | 1 | - | - | |
| 40.1 | 20+36.72 'FR' | 62.0' RT | N/A | 1277.00 | N/A | - | - | - | - | - | - | - | - | 30" RC APRON ENDWALL |
| 41.0 | 22+84.50 'FR' | 20.0' RT | 1282.80 | 1279.40 | 2.65 | - | 1 | - | - | 1 | - | - | - | |
| 41.1 | 22+90 'FR' | 37.0' RT | N/A | 1280.00 | N/A | - | - | - | - | - | - | - | - | 30" RC APRON ENDWALL |
| 41.2 | 23+10 'FR' | 30.0' LT | N/A | 1280.00 | N/A | - | - | - | - | - | - | - | - | 30" RC APRON ENDWALL |
| 50.1 | 132+00 | 16.0' RT | 1299.39 | 1295.50 | 3.39 | - | - | 1 | - | - | - | - | 1 | |
| 50.2 | 132+00 | 135.0' RT | N/A | 1260.00 | N/A | - | - | - | - | - | - | - | - | 12" CMP APRON ENDWALL |
| 51.1 | 132+15 | 38.0' LT | 1299.19 | 1295.30 | 3.39 | - | - | 1 | - | - | - | - | 1 | |
| 51.2 | 132+35 | 140' LT | N/A | 1261.00 | N/A | - | - | - | - | - | - | - | - | 12" CMP APRON ENDWALL |
| | | | | | TOTAL: | 7 | 8 | 3 | 23 | 14 | 1 | 1 | 25 | |

* SEE CONSTRUCTION DETAIL

3

## STORM SEWER PIPE

| PIPE LOCATION FROM STR. NO | TO STR. NO | * INLET ELEVATION | * OUTLET ELEVATION | REINFORCED CONCRETE CLASS III (608.0312) 12-INCH LF | (608.0324) 24-INCH LF | (608.0330) 30-INCH LF | (612.0212) PIPE UNDERDRAIN UNPERFORATED 12-INCH LF |
|---|---|---|---|---|---|---|---|
| 9.1 | 9.2 | 1268.20 | 1267.44 | - | 70 | - | - |
| 9.2 | 9.3 | 1267.34 | 1267.15 | - | 21 | - | - |
| 9.3 | 9.4 | 1267.05 | 1263.50 | - | 81 | - | - |
| 10.0 | 11.0 | 1276.10 | 1269.08 | - | 234 | - | - |
| 10.1 | 10.0 | 1277.20 | 1277.10 | 10 | - | - | - |
| 10.2 | 10.0 | 1278.51 | 1277.10 | 51 | - | - | - |
| 10.3 | 10.2 | 1278.78 | 1278.61 | 5 | - | - | - |
| 10.4 | 10.3 | 1279.05 | 1278.88 | 29 | - | - | - |
| 11.0 | 12.0 | 1268.98 | 1262.78 | - | 207 | - | - |
| 12.0 | 13.0 | 1262.68 | 1260.85 | - | 122 | - | - |
| 12.1 | 12.0 | 1263.79 | 1263.68 | 23 | - | - | - |
| 12.2 | 12.0 | 1263.71 | 1263.68 | 7 | - | - | - |
| 12.3 | 12.2 | 1263.88 | 1263.81 | 18 | - | - | - |
| 12.4 | 12.3 | 1264.19 | 1263.98 | 20 | - | - | - |
| 13.0 | 13.1 | 1257.40 | 1256.55 | - | - | 168 | - |
| 14.0 | 13.0 | 1258.27 | 1257.50 | - | - | 154 | - |
| 14.1 | 14.0 | 1262.95 | 1262.85 | 23 | - | - | - |
| 14.2 | 14.0 | 1262.95 | 1262.85 | 11 | - | - | - |
| 15.0 | 14.0 | 1259.08 | 1258.37 | - | - | 142 | - |
| 16.0 | 15.0 | 1259.94 | 1259.18 | - | - | 151 | - |
| 16.1 | 16.0 | 1267.01 | 1266.90 | 23 | - | - | - |
| 16.2 | 16.0 | 1267.00 | 1266.90 | 11 | - | - | - |
| 16.3 | 16.0 | 1260.71 | 1260.44 | - | 51 | - | - |
| 17.0 | 16.0 | 1264.44 | 1260.44 | - | 200 | - | - |
| 18.0 | 17.0 | 1268.47 | 1264.54 | - | 196 | - | - |
| 18.1 | 18.0 | 1273.78 | 1273.04 | 23 | - | - | - |
| 18.2 | 18.0 | 1273.19 | 1273.04 | 11 | - | - | - |
| 19.0 | 18.0 | 1273.54 | 1268.57 | - | 165 | - | - |
| 19.1 | 19.0 | 1274.63 | 1274.54 | 17 | - | - | - |
| 19.2 | 19.1 | 1275.00 | 1274.73 | 54 | - | - | - |
| 19.3 | 19.2 | 1275.22 | 1275.10 | 24 | - | - | - |
| 20.0 | 21.0 | 1260.83 | 1259.33 | - | 300 | - | - |
| 20.1 | 20.0 | 1261.88 | 1261.83 | 11 | - | - | - |
| 20.2 | 20.0 | 1261.91 | 1261.83 | 23 | - | - | - |
| 21.0 | 22.0 | 1259.23 | 1258.23 | - | 201 | - | - |
| 21.1 | 21.0 | 1260.29 | 1260.23 | 11 | - | - | - |
| 21.2 | 21.0 | 1260.41 | 1260.23 | 23 | - | - | - |
| 22.0 | 22.1 | 1258.13 | 1258.00 | - | 41 | - | - |
| 30.1 | 30.2 | 1258.00 | 1254.90 | - | - | - | 28 |
| 40.0 | 40.1 | 1277.32 | 1277.00 | - | - | 64 | - |
| 41.0 | 40.0 | 1279.40 | 1277.42 | - | - | 197 | - |
| 41.1 | 41.0 | 1280.00 | 1279.50 | - | - | 15 | - |
| 41.2 | 41.0 | 1280.00 | 1279.50 | - | - | 53 | - |
| 50.1 | 50.2 | 1295.50 | 1260.00 | - | - | - | 130 |
| 51.1 | 51.2 | 1295.30 | 1261.00 | - | - | - | 110 |
| | | | TOTAL: | 428 | 1,889 | 944 | 268 |

* SEE CONSTRUCTION DETAIL

### 614.0305
### STEEL PLATE BEAM GUARD CLASS A

| STATION | TO | STATION | LOCATION | LF | REMARKS |
|---|---|---|---|---|---|
| 124+43 | - | 129+06 | LT. | 463 | |
| 124+51 | - | 129+14 | RT. | 463 | |
| 833+56 | - | 835+58 | LT. | 420 | BULLNOSE INSTALLATION |
| 135+23 | - | 135+36 | LT. | 13 | |
| | | | TOTAL: | 1,359 | |

### 614.0310
### STEEL PLATE BEAM GUARD CLASS B

| STATION | LOCATION | LF |
|---|---|---|
| 110+75 | RT. | 54 |
| 18+40'BI' | LT., RT. | 54 |
| | TOTAL: | 108 |

### 614.0200
### STEEL THRIE BEAM STRUCTURE APPROACH

| STATION | TO | STATION | LOCATION | LF |
|---|---|---|---|---|
| 6+32'SW' | - | 6+65'SW' | RT. | 33 |
| 14+48'NW' | - | 14+81'NW' | RT. | 33 |
| 131+86 | - | 132+19 | RT. | 33 |
| 134+90 | - | 135+23 | LT. | 33 |
| | | | TOTAL: | 132 |

### 611.8120.S
### COVER PLATES TEMPORARY

| STATION | LOCATION | EACH |
|---|---|---|
| 136+65.16 | 6' RT. | 1 |
| 139+00 | 6' RT. | 1 |
| 141+09.85 | 6' RT. | 1 |
| 142+33.07 | 6' RT. | 1 |
| 145+50 | 6' RT. | 1 |
| 148+50 | 6' RT. | 1 |
| 150+50 | 6' RT. | 1 |
| 11+58.73'FR' | 6' LT. | 1 |
| 13+00'FR' | 6' LT. | 1 |
| 14+50'FR' | 6' LT. | 1 |
| 16+50'FR' | 6' LT. | 1 |
| 18+50'FR' | 6' LT. | 1 |
| 20+19.46'FR' | 6' LT. | 1 |
| 22+84.50'FR' | 20' RT. | 1 |
| | TOTAL: | 14 |

### 614.0370
### STEEL PLATE BEAM GUARD ENERGY ABSORBING TERMINAL

| STATION | TO | STATION | LOCATION | EACH |
|---|---|---|---|---|
| 123+93 | - | 124+43 | LT. | 1 |
| 124+01 | - | 124+51 | RT. | 1 |
| 129+06 | - | 129+56 | LT. | 1 |
| 129+14 | - | 129+64 | RT. | 1 |
| 131+36 | - | 131+86 | RT. | 1 |
| 135+36 | - | 135+86 | LT. | 1 |
| 5+82'SW' | - | 6+32'SW' | RT. | 1 |
| 14+81'NW' | - | 15+31'NW' | LT. | 1 |
| | | | TOTAL: | 8 |

### 614.0620.S
### MARKER POSTS CULVERT END FLEXIBLE

| STATION | EACH |
|---|---|
| 103+17 | 2 |
| 125+50 | 2 |
| 132+45.31 | 2 |
| 134+53.70 | 2 |
| 138+00 | 2 |
| 10+41.74'LR' | 2 |
| 10+24.74'CY' | 2 |
| 16+00'NW' | 2 |
| 26+00'NE' | 2 |
| 24+50'SE' | 2 |
| TOTAL: | 20 |

### 614.0800
### CRASH CUSHION PERMANENT

| STATION | LOCATION | EACH |
|---|---|---|
| 10+94.72'SW' | 12' LT. | 1 |
| | TOTAL: | 1 |

### 616.0100
### FENCE WOVEN WIRE (4-FT)

| STATION | TO | STATION | LOCATION | LF |
|---|---|---|---|---|
| 125+90 | - | 13+60'SW' | - | 808 |
| 125+91 | - | 845+47 | RT. | 2,277 |
| 13+60'NW' | - | 138+98 | LT. | 655 |
| 819+18 | - | 7+64'SW' | RT. | 350 |
| 816+23 | - | 12+35'NW' | LT. | 1,150 |
| | | | TOTAL: | 5,240 |

### 616.0206
### FENCE CHAIN LINK 6-FT

| STATION | TO | STATION | LOCATION | LF |
|---|---|---|---|---|
| 21+10'NE' | - | 854+07 | LT. | 1,940 |
| | | | TOTAL: | 1,940 |

3

620.0300
CONCRETE MEDIAN SLOPED NOSE

| STATION | LOCATION | SF |
|---|---|---|
| 123+61 | LT. | 43 |
| 130+21 | LT. | 46 |
| 130+91 | LT. | 43 |
| 136+19 | LT. | 43 |
| 136+91 | LT. | 46 |
| 141+58 | LT. | 45 |
| | TOTAL: | 266 |

SILT FENCE

| STATION | TO | STATION | LOCATION | (628.1505) DELIVERED LF | (628.1510) INSTALLED LF | (628.1520) MAINTENANCE LF |
|---|---|---|---|---|---|---|
| 138+22 | - | 144+23 | LT. | 701 | 701 | 701 |
| 144+80 | - | 150+74 | LT. | 614 | 614 | 614 |
| 146+01 | - | 150+78 | RT. | 487 | 487 | 487 |
| 820+59 | - | 827+59 | LT. | 704 | 704 | 704 |
| 24+00 'NE' | - | 17+06 'FR' | RT. | 1,322 | 1,322 | 1,322 |
| 21+00'SE' | - | 24+14 'SE' | LT. | 298 | 298 | 298 |
| 20+96 'SE' | - | 22+35 'SE' | RT. | 143 | 143 | 143 |
| 6+47 'SW' | - | 12+93 'SW' | RT. | 633 | 633 | 633 |
| 13+40 'SW' | - | 18+50 'SW' | LT. | 553 | 553 | 553 |
| 13+22 'NW' | - | 15+85 'NW' | LT. | 248 | 248 | 248 |
| SILT FENCE AT CULVERT PIPE INLETS | | | | | | |
| 103+17 | | | RT. | 30 | 30 | 30 |
| 125+50 | | | RT. | 30 | 30 | 30 |
| 132+30 | | | RT. | 30 | 30 | 30 |
| 134+40 | | | RT. | 30 | 30 | 30 |
| 10+24.74'CY' | | | RT. | 30 | 30 | 30 |
| 10+40.74'LR' | | | RT. | 30 | 30 | 30 |
| 14+50'FR' | | | LT. | 30 | 30 | 30 |
| 22+90'FR' | | | RT. | 30 | 30 | 30 |
| 23+10'FR' | | | LT. | 30 | 30 | 30 |
| 16+00'NW' | | | RT. | 30 | 30 | 30 |
| 26+00'NE' | | | LT. | 30 | 30 | 30 |
| 22+50'SE' | | | RT. | 30 | 30 | 30 |
| UNDISTRIBUTED | | | | 1,527 | 1,527 | 1,527 |
| | | | TOTAL: | 7,590 | 7,590 | 7,590 |

EROSION MAT CLASS I TYPE A

| STATION | TO | STATION | LOCATION | (628.2005) DELIVERED SY | (628.3005) INSTALLED SY |
|---|---|---|---|---|---|
| 124+00 | - | 130+00 | LT. | 3,406 | 3,406 |
| 124+00 | - | 129+00 | RT. | 3,406 | 3,406 |
| 130+45 | - | 132+30 | LT. | 1,900 | 1,900 |
| 130+45 | - | 132+30 | RT. | 811 | 811 |
| 134+80 | - | 136+60 | LT. | 1,194 | 1,194 |
| 134+70 | - | 135+75 | RT. | 544 | 544 |
| 14+00 'NW' | - | 14+50 'NW' | LT. | 101 | 101 |
| 6+65 'SW' | - | 8+35 'SW' | RT. | 256 | 256 |
| 9+58 'SW' | - | 12+93 'SW' | RT. | 678 | 678 |
| 11+00 'SW' | - | 12+70 'SW' | LT. | 411 | 411 |
| 20+85 'NE' | - | | RT. | 40 | 40 |
| UNDISTRIBUTED | | | | 3153 | 3153 |
| | | | TOTAL: | 15,900 | 15,900 |

LANDSCAPING

| STATION | TO | STATION | (625.0500) SALVAGED TOPSOIL SY | (627.0200) MULCHING SY | (629.0210) FERTILIZER TYPE B CWT | (630.0120) SEEDING MIXTURE NO. 20 LB | (630.0130) SEEDING MIXTURE NO. 30 LB | (630.0140) SEEDING MIXTURE NO. 40 LB | (630.0200) SEEDING TEMPORARY LB |
|---|---|---|---|---|---|---|---|---|---|
| 101+50 | - | 132+30.87 | 45,510 | 45,510 | 31.1 | 1052 | 186 | - | 666 |
| 134+72.74 | - | 150+00 | 24,923 | 24,923 | 15.7 | 653 | 13 | - | 336 |
| RAMPS | | | 60,544 | 60,544 | 33.2 | 1058 | 244 | - | 713 |
| SIDEROADS | | | 22,043 | 22,043 | 14.5 | 474 | 54 | 43 | 309 |
| UNDISTRIBUTED | | | 36,980 | 36,980 | 25.5 | 813 | 123 | 12 | 526 |
| | | TOTAL: | 190,000 | 190,000 | 120.0 | 4,050 | 620 | 55 | 2,550 |

EROSION MAT CLASS I TYPE B

| STATION | TO | STATION | LOCATION | (628.2010) DELIVERED SY | (628.3010) INSTALLED SY |
|---|---|---|---|---|---|
| 103+23 | - | 103+96 | LT. | 101 | 101 |
| 121+00 | | | RT. | 11 | 11 |
| 24+30 'SE' | - | 25+00 'SE' | LT. | 100 | 100 |
| 14+15 'LR' | | | RT. | 11 | 11 |
| TEMPORARY DITCH CHECKS | | | | 33 | 33 |
| UNDISTRIBUTED | | | | 64 | 64 |
| | | | TOTAL: | 320 | 320 |

628.6005
TURBIDITY BARRIERS

| LOCATION | SY |
|---|---|
| B-37-48 EAST | 112 |
| B-37-48 WEST | 79 |
| B-37-378 WEST | 93 |
| B-37-378 EAST | 94 |
| TOTAL: | 378 |

EROSION MAT CLASS II TYPE B

| STATION | TO | STATION | LOCATION | (628.2030) DELIVERED SY | (628.3030) INSTALLED SY |
|---|---|---|---|---|---|
| 125+40 | - | 129+40 | LT. | 833 | 833 |
| 26+00 'NE' | - | 26+53 'NE' | RT. | 67 | 67 |
| UNDISTRIBUTED | | | | 250 | 250 |
| | | | TOTAL: | 1,150 | 1,150 |

TEMPORARY DITCH CHECKS

| STATION | LOCATION | (628.7505) DELIVERED LF | (628.7510) INSTALLED LF |
|---|---|---|---|
| 104+00 | LT. | 12 | 12 |
| 104+50 | LT. & RT. | 24 | 24 |
| 9+75 'CY' | LT. | 12 | 12 |
| 9+75 'CY' | RT. | 12 | 12 |
| 31+00 'NE' | LT. | 12 | 12 |
| UNDISTRIBUTED | | 18 | 18 |
| | TOTAL: | 90 | 90 |

INLET PROTECTION

| STRUCTURE | STATION | LOCATION | (628.7005) TYPE A EACH | (628.7015) TYPE C EACH |
|---|---|---|---|---|
| 9.2 | 125+50 | C/L | 1 | 1 |
| 9.3 | 125+50 | 21.0' LT | 1 | 1 |
| 10.1 | 136+65.16 | 16.0' RT | 1 | 1 |
| 10.2 | 136+17 | 12.0' LT | 1 | 1 |
| 10.3 | 136+17 | 20.1' LT | 1 | 1 |
| 10.4 | 136+17 | 47.9' LT | 1 | 1 |
| 12.1 | 141+09.85 | 16.0' RT | 1 | 1 |
| 12.2 | 141+09.85 | C/L | 1 | 1 |
| 12.3 | 141+09.85 | 20.4' LT | 1 | 1 |
| 12.4 | 141+09.85 | 38.0' LT | 1 | 1 |
| 14.1 | 11+58.73 'FR' | 16.0' RT | 1 | 1 |
| 14.2 | 11+58.73 'FR' | 16.0' LT | 1 | 1 |
| 16.1 | 14+50 'FR' | 16.0' RT | 1 | 1 |
| 16.2 | 14+50 'FR' | 16.0' LT | 1 | 1 |
| 18.1 | 18+50 'FR' | 16.0' RT | 1 | 1 |
| 18.2 | 18+50 'FR' | 16.0' LT | 1 | 1 |
| 19.1 | 20+19.46 'FR' | 22.0' LT | 1 | 1 |
| 19.2 | 10+68.42 'CS' | 11.0' RT | 1 | 1 |
| 19.3 | 10+68.42 'CS' | 11.0' LT | 1 | 1 |
| 20.1 | 145+50 | 16.0' RT | 1 | 1 |
| 20.2 | 145+50 | 16.0' LT | 1 | 1 |
| 21.1 | 148+20 | 16.0' RT | 1 | 1 |
| 21.2 | 148+50 | 16.0' LT | 1 | 1 |
| 30.1 | 10+16.10'SW' | 20.16' RT | 1 | 1 |
| 40.0 | 20+88.40 'FR' | 27.8' RT | 1 | 1 |
| 50.1 | 132+00 | 16.0' RT | 1 | 1 |
| 51.1 | 132+15 | 38.0' LT | 1 | 1 |
| | | TOTAL: | 27 | 27 |

| SIGN NO. | SIGN CODE | SIZE (HOR X VER) | (634.0614) POSTS WOOD 4X6-INCH X 14-FT EACH | (634.0616) POSTS WOOD 4X6-INCH X 16-FT EACH | TYPE II SIGNS (634.0618) POSTS WOOD 4X6-INCH X 18-FT EACH | (637.0202) SIGNS REFLECTIVE TYPE II SF | (638.2602) REMOVING SIGNS TYPE II EACH | (638.3000) REMOVING SMALL SIGN SUPPORTS EACH | SIGN MESSAGE |
|---|---|---|---|---|---|---|---|---|---|
| 1 | R2-1 | 24" X 30" | 1 | - | - | 5.00 | - | - | SPEED LIMIT 35 |
| 2 | R1-1 | 30" X 30" | 1 | - | - | 6.25 | - | - | STOP |
| 3 | R4-7 | 24" X 30" | 1 | - | - | 5.00 | - | - | KEEP RIGHT SYBMOL |
| 4 | J1-1 | 24" X 39" | - | 1 | - | 6.50 | - | - | JUNCTION ASSEMBLY |
| 5 | J2-2 | 48" X 57" | - | 1 | - | 19.00 | - | - | ROUTE TURN ASSEMBLY |
| 6 | D1-1 | 15" X 78" | 2 | - | - | 8.13 | - | - | WITTENBERG - RIGHT |
| 7 | M1-5A | 24" X 24" | 1 | - | - | 4.00 | - | - | CTH Y MARKER |
| 8 | J13-1 | 24" X 45" | - | 1 | - | 7.50 | - | - | DIRECTIONAL ASSEMBLY |
| | R5-1 | 30" X 30" | - | - | - | 6.25 | - | - | DO NOT ENTER |
| 9 | R1-1 | 36" X 36" | - | 1 | - | 9.00 | - | - | STOP |
| | R6-3 | 24" X 18" | - | - | - | 3.00 | - | - | DIVIDED HIGHWAY |
| 10 | R3-1 | 24" X 24" | - | - | - | 4.00 | - | - | NO RIGHT TURN SYMBOL |
| 11 | J2-1 | 24" X 57" | - | 1 | - | 9.50 | - | - | ROUTE TURN ASSEMBLY |
| 12 | D1-1 | 15" X 78" | 2 | - | - | 8.13 | - | - | WITTENBERG - LEFT |
| | R5-9 | 36" X 24" | - | - | - | 6.00 | - | - | WRONG WAY |
| 13 | J3-1 | 24" X 57" | - | - | 1 | 9.50 | - | - | DIRECTIONAL ASSEMBLY |
| 14 | J2-1 | 24" X 57" | - | 1 | - | 9.50 | - | - | ROUTE TURN ASSEMBLY |
| 15 | R4-7 | 24" X 30" | 1 | - | - | 5.00 | - | - | KEEP RIGHT SYMBOL |
| 16 | J3-1 | 24" X 57" | - | 1 | - | 9.50 | - | - | DIRECTIONAL ASSEMBLY |
| 17 | R3-2 | 24" X 24" | 1 | - | - | 4.00 | - | - | NO LEFT TURN SYMBOL |
| 18 | D1-1 | 15" X 60" | 2 | - | - | 6.25 | - | - | WESTON - RIGHT |
| | R5-9 | 36" X 24" | - | - | - | 6.00 | - | - | WRONG WAY |
| 19 | J2-2 | 48" X 57" | - | 1 | - | 19.00 | - | - | ROUTE TURN ASSEMBLY |
| 20 | J3-1 | 24" X 57" | - | 1 | - | 9.50 | - | - | DIRECTIONAL ASSEMBLY |
| 21 | R3-2 | 24" X 24" | 1 | - | - | 4.00 | - | - | NO LEFT TURN SYMBOL |
| 22 | R4-7 | 24" X 30" | 1 | - | - | 5.00 | - | - | KEEP RIGHT SYMBOL |
| 23 | J3-1 | 24" X 57" | - | - | 1 | 9.50 | - | - | DIRECTIONAL ASSEMBLY |
| 24 | D1-1 | 15" X 60" | 2 | - | - | 6.25 | - | - | WESTON - LEFT |
| | R5-9 | 36" X 24" | - | - | - | 6.00 | - | - | WRONG WAY |
| 25 | R3-1 | 24" X 24" | - | - | - | 4.00 | - | - | NO RIGHT TURN SYMBOL |
| 26 | J13-1 | 24" X 45" | - | 1 | - | 7.50 | - | - | DIRECTIONAL ASSEMBLY |
| | R5-1 | 30" X 30" | - | - | - | 6.25 | - | - | DO NOT ENTER |
| 27 | R1-1 | 36" X 36" | - | 1 | - | 9.00 | - | - | STOP |
| | R6-3 | 24" X 18" | - | - | - | 3.00 | - | - | DIVIDED HIGHWAY |
| 28 | R1-1 | 36" X 36" | 1 | - | - | 9.00 | - | - | STOP |
| 29 | M1-5A | 24" X 24" | 1 | - | - | 4.00 | - | - | CTH Y MARKER |
| | R5-9 | 36" X 24" | - | - | - | 6.00 | - | - | WRONG WAY |
| 30 | W12-1D | 24" X 24" | 1 | - | - | 4.00 | - | - | DOUBLE ARROW |
| 31 | J1-1 | 24" X 39" | 1 | - | - | 6.50 | - | - | JUNCTION ASSEMBLY |
| 32 | R4-7 | 24" X 30" | 1 | - | - | 5.00 | - | - | KEEP RIGHT SYMBOL |
| 33 | R6-2L | 18" X 24" | 1 | - | - | 3.00 | - | - | ONE WAY - LEFT ARROW |
| 34 | R3-7L | 30" X 30" | 1 | - | - | 6.25 | - | - | LEFT LANE MUST TURN LEFT |
| 35 | R1-1 | 30" X 30" | - | 1 | - | 6.25 | - | - | STOP |
| | R6-3 | 24" X 18" | - | - | - | 3.00 | - | - | DIVIDED HIGHWAY |
| 36 | W12-1D | 24" X 24" | 1 | - | - | 4.00 | - | - | DOUBLE ARROW |
| 37 | R1-1 | 30" X 30" | 1 | - | - | 6.25 | - | - | STOP |
| 38 | R2-1 | 24" X 30" | 1 | - | - | 5.00 | - | - | SPEED LIMIT 25 |
| 39 | R2-1 | 24" X 30" | 1 | - | - | 5.00 | - | - | SPEED LIMIT 35 |
| 40 | W1-7 | 48" X 24" | 1 | - | - | 8.00 | - | - | TEE IN ROAD |
| 41 | R2-1 | 24" X 30" | - | - | - | - | 1 | - | SPEED LIMIT 35 |
| 42 | R2-1 | 24" X 30" | - | - | - | - | 1 | 1 | SPEED LIMIT 45 |
| 43 | J22-1 | 24" X 57" | - | 1 | - | 9.50 | - | - | TRAILBLAZER ASSEMBLY |
| 44 | R1-1 | 30" X 30" | - | - | - | - | 1 | 1 | STOP |
| 45 | W1-7 | 48" X 24" | 1 | - | - | 8.00 | - | - | TEE IN ROAD |
| 46 | R3-7R | 30" X 30" | 1 | - | - | 6.25 | - | - | RIGHT LANE MUST TURN RIGHT |
| | R5-9 | 36" X 24" | - | - | - | 6.00 | - | - | WRONG WAY |
| 47 | W4-1 | 36" X 36" | - | 1 | - | 9.00 | - | - | TRAFFIC MERGE RIGHT |
| 48 | R5-1 | 30" X 30" | 1 | - | - | 6.25 | - | - | DO NOT ENTER |
| 49 | J1-1 | 24" X 39" | - | - | - | - | 1 | 1 | JUNCTION ASSEMBLY |
| 50 | E5-1A | 72" X 60" | - | - | 2 | 30.00 | - | - | EXIT NUMBER W/ARROW |

(CONTINUED ON NEXT SHEET)

(CONTINUED)

| SIGN NO. | SIGN CODE | SIZE (HOR X VER) | TYPE II SIGNS (634.0614) POSTS WOOD 4X6-INCH X 14-FT EACH | (634.0616) POSTS WOOD 4X6-INCH X 16-FT EACH | (634.0618) POSTS WOOD 4X6-INCH X 18-FT EACH | (637.0202) SIGNS REFLECTIVE TYPE II SF | (638.2602) REMOVING SIGNS TYPE II EACH | (638.3000) REMOVING SMALL SIGN SUPPORTS EACH | SIGN MESSAGE |
|---|---|---|---|---|---|---|---|---|---|
| 51 | W3-1 | 36" X 36" | - | 1 | - | 9.00 | - | - | STOP AHEAD |
| 52 | R5-9 | 36" X 24" | 1 | - | - | 6.00 | - | - | WRONG WAY |
| 53 | R5-9 | 36" X 24" | 1 | - | - | 6.00 | - | - | WRONG WAY |
| 54 | W2-1 | 48" X 48" | - | - | - | - | 1 | 1 | INTERSECTION AHEAD |
| 55 | W2-1 | 48" X 48" | - | - | - | - | 1 | 1 | INTERSECTION AHEAD |
| 56 | R5-9 | 36" X 24" | 1 | - | - | 6.00 | - | - | WRONG WAY |
| 57 | R5-9 | 36" X 24" | 1 | - | - | 6.00 | - | - | WRONG WAY |
| 58 | R5-9 | 36" X 24" | - | - | - | - | 1 | 1 | WRONG WAY |
| 59 | R1-1 | 30" X 30" | - | - | - | - | 1 | 1 | STOP |
|  | R6-3 | 24" X 18" | - | - | - | - | 1 | - | DIVIDED HIGHWAY |
| 60 | R6-2R | 18" X 24" | - | - | - | - | 1 | 1 | ONE WAY - RIGHT ARROW |
| 61 | J2-2 | 48" X 57" | - | - | - | - | 1 | 1 | ROUTE TURN ASSEMBLY |
| 62 | M1-5A | 24" X 24" | - | - | - | - | 1 | 1 | CTH Y MARKER |
| 63 | E5-1A | 72" X 60" | - | - | 2 | 30.00 | - | - | EXIT NUMBER W/ARROW |
| 64 | J13-1 | 24" X 45" | - | - | - | - | 1 | 1 | DIRECTIONAL ASSEMBLY |
| 65 | R5-9 | 36" X 24" | - | - | - | - | 1 | 1 | WRONG WAY |
| 66 | J13-1 | 24" X 45" | - | - | - | - | 1 | 1 | DIRECTIONAL ASSEMBLY |
| 67 | R5-1 | 30" X 30" | - | - | - | - | 1 | 1 | DO NOT ENTER |
| 68 | R4-7 | 24" X 30" | - | - | - | - | 1 | 1 | KEEP RIGHT SYMBOL |
| 69 | R1-2 | 36" X 31" | - | - | - | - | 1 | 1 | YIELD |
|  | - | 30" X 24" | - | - | - | - | 1 | - | 40' BETWEEN SIGNS |
| 70 | R1-2 | 36' X 31" | - | - | - | - | 1 | 1 | YIELD |
|  | - | 30" X 24" | - | - | - | - | 1 | - | 40' BETWEEN SIGNS |
| 71 | R4-7 | 24" X 30" | - | - | - | - | 1 | 1 | KEEP RIGHT SYMBOL |
| 72 | R3-1 | 24" X 24" | - | - | - | - | 1 | 1 | NO RIGHT TURN SYMBOL |
| 73 | R1-1 | 30" X 30" | - | - | - | - | 1 | 1 | STOP |
| 75 | M1-5A | 24" X 24" | - | - | - | - | 1 | 1 | CTH Y MARKER |
| 76 | R1-1 | 30" X 30" | - | - | - | - | 1 | 1 | STOP |
|  | R6-3 | 24" X 18" | - | - | - | - | 1 | - | DIVIDED HIGHWAY |
| 77 | R6-2R | 18" X 24" | - | - | - | - | 1 | 1 | ONE WAY - RIGHT ARROW |
| 78 | W4-1 | 36" X 36" | - | 1 | - | 9.00 | - | - | TRAFFIC MERGE RIGHT |
| 79 | J2-2 | 48" X 57" | - | - | - | - | 1 | 1 | ROUTE TURN ASSEMBLY |
| 80 | W3-1 | 36" X 36" | - | - | - | - | 1 | 1 | STOP AHEAD |
| 81 | W3-1 | 36" X 36" | - | - | - | - | 1 | 1 | STOP AHEAD |
| 82 | R5-1 | 30" X 30" | - | - | - | - | 1 | 1 | DO NOT ENTER |
| 83 | W2-1 | 48" X 48" | - | - | - | - | 1 | 1 | INTERSECTION AHEAD |
| 85 | J1-1 | 24" X 39" | - | - | - | - | 1 | 1 | JUNCTION ASSEMBLY |
| 87 | W2-1 | 48" X 48" | - | - | - | - | 1 | 1 | INTERSECTION AHEAD |
| 88 | R2-1 | 36 X 48" | - | 1 | - | 12.00 | - | - | SPEED LIMIT 65 |
| 91 | R6-2R | 18" X 24" | - | - | - | - | 1 | 1 | ONE WAY - RIGHT ARROW |
|  | R6-3 | 24" X 18" | - | - | - | - | 1 | - | DIVIDED HIGHWAY |
| 92 | R1-1 | 30" X 30" | - | - | - | - | 1 | 1 | STOP |
| 93 | R1-1 | 30" X 30" | - | - | - | - | 1 | 1 | STOP |
| 94 | R1-1 | 30" X 30" | - | - | - | - | 1 | 1 | STOP |
| 95 | R5-1 | 36" X 36" | - | - | - | - | 1 | 1 | DO NOT ENTER |
| 96 | R4-7 | 24" X 30" | - | - | - | - | 1 | 1 | KEEP RIGHT SYMBOL |
| 97 | R4-7 | 24" X 30" | - | - | - | - | 1 | 1 | KEEP RIGHT SYMBOL |
| 98 | R5-1 | 36" X 36" | - | - | - | - | 1 | 1 | DO NOT ENTER |
| 99 | R3-1 | 24" X 24" | - | - | - | - | 1 | 1 | NO RIGHT TURN SYMBOL |
| 100 | W5-56 | 18" X 18" | 1 | - | - | 4.50 | - | - | 2 - END OF ROAD MARKERS |
| 101 | R2-1 | 24" X 30" | - | - | - | - | 1 | 1 | SPEED LIMIT 25 |
| 102 | R6-2R | 18" X 24" | - | - | - | - | 1 | 1 | ONE WAY - RIGHT ARROW |
| 103 | R1-1 | 30" X 30" | - | - | - | - | 1 | 1 | STOP |
|  | R6-3 | 24" X 18" | - | - | - | - | 1 | - | DIVIDED HIGHWAY |
| 104 | R2-5A | 24" X 30" | 1 | - | - | 5.00 | - | - | REDUCED SPEED AHEAD |
|  | W13-1W | 18" X 18" | - | - | - | 2.25 | - | - | 35 M.P.H. |
| 105 | W6-3 | 30" X 30" | 1 | - | - | 6.25 |  |  | TWO WAY TRAFFIC |
| 106 | R5-1 | 30" X 30" | 1 | - | - | 6.25 | - | - | DO NOT ENTER |
| 107 | R5-1A | 36" X 24" | 1 | - | - | 6.00 |  |  | WRONG WAY |
|  |  | TOTAL: | 40 | 17 | 6 | 516.51 | 49 | 42 |  |

3

628.7550
CULVERT PIPE DITCH CHECKS

| STATION | LOCATION | EACH |
|---|---|---|
| 103+17 | RT. | 1 |
| 119+70 | RT. | 1 |
| 125+50 | RT. | 1 |
| 132+28 | RT. | 1 |
| 134+39 | RT. | 1 |
| 138+00 | RT. | 1 |
| 14+90 'LR' | RT. | 1 |
| 16+00 'NW' | RT. | 1 |
| 26+00 'NE' | LT. | 1 |
| 22+50 'SE' | RT. | 1 |
| 14+50'FR' | LT. | 1 |
| 22+90 'FR' | RT. | 1 |
| 23+10 'FR' | LT. | 1 |
| | TOTAL: | 13 |

TRAFFIC CONTROL

| LOCATION | (643.0300) DRUMS DAYS | (643.0420) BARRICADES TYPE III DAYS | (643.0705) WARNING LIGHTS TYPE A DAYS | (643.0710) WARNING LIGHTS TYPE B DAYS | (643.0715) WARNING LIGHTS TYPE C DAYS | (643.0800) ARROW BOARDS DAYS | (643.0900) SIGNS DAYS | (643.3000) DETOUR SIGNS DAYS | SPV.0060.01 PORTABLE DYNAMIC RADAR DETECTOR SIGN EACH |
|---|---|---|---|---|---|---|---|---|---|
| DETOUR | - | - | - | - | - | - | - | 18,240 | - |
| ADVANCE SIGNING | 760 | - | - | 1,520 | - | - | 4,560 | - | 2 |
| PHASE 1 | 1,160 | 105 | 135 | - | 130 | 20 | 115 | - | - |
| PHASE 2 | | | | | | | | | |
| STAGE 1 | 5,643 | 795 | 1,110 | - | 351 | 54 | 585 | - | - |
| STAGE 2 | 34,680 | 3,120 | 4,440 | - | 3,120 | 480 | 2,829 | - | - |
| PHASE 3 | 2,071 | 199 | 282 | - | 247 | 96 | 360 | - | - |
| TOTAL: | 44,314 | 4,219 | 5,967 | 1,520 | 3,848 | 650 | 8,449 | 18,240 | 2 |

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DELINEATORS

| STATION | TO | STATION | (633.0100) DELINEATOR POSTS STEEL EACH | (633.0500) DELINEATORS EACH | (633.1000) DELINEATOR BRACKETS EACH |
|---|---|---|---|---|---|
| 819+30 | - | 20+00'SW' | 5 | 19 | 11 |
| 816+35 | - | 20+00'NW' | 14 | 29 | 3 |
| 20+00'NE' | - | 852+00 | 14 | 25 | - |
| 20+00'SE' | - | 853+80 | 16 | 29 | - |
| 826+00 | - | 827+59 | - | 2 | 2 |
| | | TOTAL: | 49 | 104 | 16 |

TYPE I SIGNS

| SIGN NO. | SIGN CODE | SIZE IN X IN | POST TYPE | (635.0200) SIGN SUPPORTS STRUCTURAL STEEL HS LB | (636.0100) SIGN SUPPORTS CONCRETE MASONRY CY | (636.1000) SIGN SUPPORTS STEEL REINFORCEMENT HS LB | (637.0101) SIGNS TYPE 1 SF | SIGN MESSAGE |
|---|---|---|---|---|---|---|---|---|
| 84 | E1-1A | 144" X 120" | 2B | 1,025 | 1.6 | 98 | 120.00 | ADVANCE GUIDE SIGN |
| | E1-5 | 120" X 30" | - | - | - | - | 25.00 | EXIT 185 |
| 86 | E4-1A | 180" X 90" | 2B | 953 | 1.6 | 98 | 112.50 | EXIT GUIDE SIGN |
| | E1-5 | 120" X 30" | - | - | - | - | 25.00 | EXIT 185 |
| 89 | E1-1A | 144" X 120" | 2B | 1,025 | 1.6 | 98 | 120.00 | ADVANCE GUIDE SIGN |
| | E1-5 | 120" X 30" | - | - | - | - | 25.00 | EXIT 185 |
| 90 | E4-1A | 180" X 90" | 2B | 953 | 1.6 | 98 | 112.50 | EXIT GUIDE SIGN |
| | E1-5 | 120" X 30" | - | - | - | - | 25.00 | EXIT 185 |
| | | | TOTAL: | 3,956 | 6.4 | 392 | 565.00 | |

MOVING EXISTING SIGNS

| SIGN NO. | SIGN CODE | IN X IN | (638.2102) MOVING SIGNS TYPE II EACH | (638.4000) MOVING SMALL SIGN SUPPORTS EACH | SIGN MESSAGE |
|---|---|---|---|---|---|
| 69 | R1-2 | 36" X 31" | 1 | 1 | YIELD |
| | - | 30" X 24" | 1 | - | 40' BETWEEN SIGNS |
| 70 | R1-2 | 36" X 31" | 1 | 1 | YIELD |
| | - | 30" X 24" | 1 | - | 40' BETWEEN SIGNS |
| 200 | R2-1 | 24" X 30" | 1 | 1 | SPEED LIMIT 45 |
| 201 | R2-1 | 36" X 48" | 1 | 1 | SPEED LIMIT 65 |
| 202 | R1-1 | 30" X 30" | 1 | 1 | STOP |
| 203 | W14-1 | 30" X 30" | 1 | 1 | DEAD END |
| 204 | R1-1 | 30" X 30" | 1 | 1 | STOP |
| 205 | D10-3 | 12" X 48" | 1 | 1 | MILE 185 |
| 206 | D10-3 | 12" X 48" | 1 | 1 | MILE 185 |
| 207 | D1-1 | CUSTOM | 1 | 1 | HATLEY W/ LEFT ARROW |
| 208 | J4-1 | 24" X 36" | 1 | 1 | REASSURANCE ASSEMBLY |
| 209 | W3-1 | 30" X 30" | 1 | 1 | STOP AHEAD |
| 210 | D1-1 | CUSTOM | 1 | 1 | HATLEY W/ RIGHT ARROW |
| 211 | J4-1 | 24" X 36" | 1 | 1 | REASSURANCE ASSEMBLY |
| 212 | W14-1 | 30" X 30" | 1 | 1 | DEAD END |
| | | TOTAL: | 17 | 15 | |

PAVEMENT MARKING

| LOCATION | (646.0106) EPOXY 4-INCH LF | (646.0226) CHANNELIZING EPOXY 8-INCH LF | (647.0456) CURB EPOXY LF | (647.0566) STOP LINE EPOXY 18-INCH LF | (647.0606) ISLAND NOSE EPOXY EACH | (647.0726) DIAGONAL EPOXY 12-INCH LF | (647.0746) DIAGONAL EPOXY 24-INCH LF | (647.0766) CROSSWALK EPOXY 6-INCH LF |
|---|---|---|---|---|---|---|---|---|
| CTH Y | 9,900 | 570 | - | - | 6 | 10 | - | - |
| LOCAL ROAD | 2,745 | - | - | - | - | - | - | - |
| OLD CTH Y | 920 | - | - | - | - | - | - | - |
| FRONTAGE ROAD | 2,579 | 45 | 55 | 36 | - | - | - | 182 |
| CURTIS AVENUE | 568 | - | - | - | - | - | - | - |
| STATE ROAD | 315 | - | - | - | - | - | - | - |
| EB OFF RAMP | 2,228 | 715 | - | - | - | - | 87 | - |
| WB ON RAMP | 2,175 | 1,045 | - | - | - | - | - | - |
| WB OFF RAMP | 2,470 | 1,090 | 50 | 38 | - | - | 118 | 83 |
| EB ON RAMP | 2,377 | 1,235 | - | - | - | - | - | - |
| STH 29 | 5,523 | - | - | - | - | - | - | - |
| TOTAL: | 31,800 | 4,700 | 105 | 74 | 6 | 10 | 205 | 265 |

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646.0600
REMOVING PAVEMENT MARKINGS

| STATION | TO | STATION | LOCATION | LF |
|---|---|---|---|---|
| 817+23 | - | 824+74 | LT. | 746 |
| 819+73 | - | 821+68 | RT. | 195 |
| 849+62 | - | 851+79 | LT. | 208 |
| 851+16 | - | 853+64 | RT. | 251 |
| 865+12 | - | 870+12 | RT. | 1,000 |
| 871+13 | - | 876+13 | LT. | 1,000 |
| | | | TOTAL: | 3,400 |

646.0700
RAISED PAVEMENT MARKERS

| LOCATION | EACH |
|---|---|
| EB OFF RAMP | 19 |
| WB OFF RAMP | 19 |
| TOTAL: | 38 |

647.0166
PAVEMENT MARKING ARROWS EPOXY TYPE 2

| STATION | LOCATION | EACH |
|---|---|---|
| 131+18 | LT. | 1 |
| 132+11 | LT. | 1 |
| 135+08 | LT. | 1 |
| 136+00 | LT. | 1 |
| 139+50 | RT. | 1 |
| 140+50 | RT. | 1 |
| 142+34 | LT. | 1 |
| TOTAL: | | 7 |

647.0356
PAVEMENT MARKING WORDS EPOXY

| STATION | LOCATION | EACH |
|---|---|---|
| 131+65 | LT. | 1 |
| 135+53 | LT. | 1 |
| 140+00 | RT. | 1 |
| 142+75 | LT. | 1 |
| TOTAL: | | 4 |

650.7000
CONSTRUCTION STAKING
CONCRETE PAVEMENT

| STATION | TO | STATION | LF |
|---|---|---|---|
| 129+55 | - | 132+30.87 | 276 |
| 134+72.74 | - | 145+00 | 1,027 |
| EB OFF RAMP | | | 1,531 |
| WB ON RAMP | | | 1,883 |
| WB OFF RAMP | | | 1,826 |
| EB ON RAMP | | | 1,883 |
| 10+00'FR' | - | 11+50'FR' | 150 |
| TOTAL: | | | 8,576 |

648.0100
LOCATING NO-PASSING ZONES

| STATION | TO | STATION | MI |
|---|---|---|---|
| 101+50 | - | 123+00 | 0.41 |
| TOTAL: | | | 0.41 |

650.4000
CONSTRUCTION STAKING
STORM SEWER SYSTEM

| STRUCTURE | EACH |
|---|---|
| 9.1 | 1 |
| 9.2 | 1 |
| 9.3 | 1 |
| 9.4 | 1 |
| 10.0 | 1 |
| 10.1 | 1 |
| 10.2 | 1 |
| 10.3 | 1 |
| 10.4 | 1 |
| 11.0 | 1 |
| 12.0 | 1 |
| 12.1 | 1 |
| 12.2 | 1 |
| 12.3 | 1 |
| 12.4 | 1 |
| 13.0 | 1 |
| 13.1 | 1 |
| 14.0 | 1 |
| 14.1 | 1 |
| 14.2 | 1 |
| 15.0 | 1 |
| 16.0 | 1 |
| 16.1 | 1 |
| 16.2 | 1 |
| 16.3 | 1 |
| 17.0 | 1 |
| 18.0 | 1 |
| 18.1 | 1 |
| 18.2 | 1 |
| 19.0 | 1 |
| 19.1 | 1 |
| 19.2 | 1 |
| 19.3 | 1 |
| 20.0 | 1 |
| 20.1 | 1 |
| 20.2 | 1 |
| 21.0 | 1 |
| 21.1 | 1 |
| 21.2 | 1 |
| 22.0 | 1 |
| 22.1 | 1 |
| 30.1 | 1 |
| 30.2 | 1 |
| 40.0 | 1 |
| 40.1 | 1 |
| 41.0 | 1 |
| 41.1 | 1 |
| 41.2 | 1 |
| 50.1 | 1 |
| 50.2 | 1 |
| 51.1 | 1 |
| 51.2 | 1 |
| TOTAL: | 52 |

CONSTRUCTION STAKING

| LOCATION | (650.4500) SUBGRADE LF | (650.5000) BASE LF | (650.9900) INITIAL LAYOUT LF |
|---|---|---|---|
| CTH Y | 4,608 | 3,305 | 4,608 |
| EB OFF RAMP | 1,531 | - | 1,531 |
| WB ON RAMP | 1,850 | - | 1,850 |
| WB OFF RAMP | 1,826 | - | 1,826 |
| EB ON RAMP | 1,883 | - | 1,883 |
| LOCAL ROAD | 795 | 795 | 795 |
| OLD CTH Y | 274 | 274 | 274 |
| FRONTAGE ROAD | 1,310 | 1,310 | 1,310 |
| CURTIS AVENUE | 314 | 314 | 314 |
| TOTAL: | 14,391 | 5,998 | 14,391 |

650.5500
CONSTRUCTION STAKING
CURB GUTTER AND CURB & GUTTER

| STATION | TO | STATION | LOCATION | LF |
|---|---|---|---|---|
| 123+61 | - | 129+55 | R/L | 1,177 |
| 145+00 | - | 150+00 | RT. | 500 |
| 145+00 | - | 150+00 | LT. | 500 |
| 11+50'FR' | - | 19+57'FR' | LT. | 819 |
| 11+50'FR' | - | 20+56'FR' | RT. | 926 |
| 20+83'FR' | - | 22+25'FR' | RT. | 144 |
| 19+83'FR' | - | 22+43'FR' | LT. | 267 |
| 10+49'CS' | - | 13+14'CS' | LT. | 260 |
| 10+55'CS' | - | 13+14'CS' | RT. | 265 |
| TOTAL: | | | | 4,858 |

650.7500
CONSTRUCTION STAKING
CONCRETE BARRIER

| STATION | TO | STATION | LOCATION | LF |
|---|---|---|---|---|
| 6+64'SW' | - | 8+25'SW' | RT. | 161 |
| 9+85'SW' | - | 12+88'SW' | RT. | 303 |
| 10+94.72'SW' | - | 12+80'SW' | LT. | 186 |
| 826+00 | - | 827+59 | RT. | 159 |
| 13+78.28'NW' | - | 14+50'NW' | LT. | 69 |
| TOTAL: | | | | 878 |

650.6000
CONSTRUCTION STAKING
PIPE CULVERTS

| STATION | EACH |
|---|---|
| 103+17 | 1 |
| 132+45.31 | 1 |
| 134+53.70 | 1 |
| 138+00 | 1 |
| 16+00'NW' | 1 |
| 26+00'NE' | 1 |
| 24+50'SE' | 1 |
| 10+41.74'LR' | 1 |
| 9+75.47'CY' | 1 |
| TOTAL: | 9 |

690.0100
SAWING EXISTING PAVEMENT

| STATION | LOCATION | LF |
|---|---|---|
| 101+50 | CTH Y | 24 |
| 111+22 | OLD CTH Y | 24 |
| 7+75'CY' | OLD CTH Y | 24 |
| 18+00'LR' | LOCAL ROAD | 22 |
| 23+10'FR' | FRONTAGE ROAD | 44 |
| 13+14.44'CS' | CURTIS AVENUE | 22 |
| 17+91'BI' | BIRCH LANE | 20 |
| 21+20'FR' | C.E. RT. | 32 |
| 22+46'FR' | C.E. RT. | 44 |
| 22+74'FR' | C.E. LT. | 50 |
| 12+75'CS' | P.E. RT. | 22 |
| 833+75 | STH 29 EB SHOULDER LT. | 3 |
| 834+00 | STH 29 EB SHOULDER RT. | 6 |
| 837+75 | STH 29 WB SHOULDER RT. | 3 |
| 838+50 | STH 29 WB SHOULDER LT. | 6 |
| 841+25 | STH 29 EB SHOULDER RT. | 6 |
| 845+25 | STH 29 EB SHOULDER LT. | 3 |
| 849+00 | STH 29 WB SHOULDER RT. | 3 |
| 867+80 | STH 29 EB SHOULDER RT. | 6 |
| 868+90 | STH 29 WB SHOULDER RT. | 3 |
| 865+10 | STH 29 EB SHOULDER LT. | 3 |
| 869+00 | STH 29 WB SHOULDER LT. | 6 |
| 872+60 | STH 29 EB SHOULDER RT. | 6 |
| 872+80 | STH 29 EB SHOULDER LT. | 3 |
| 876+30 | STH 29 WB SHOULDER RT. | 3 |
| 876+50 | STH 29 WB SHOULDER LT. | 6 |
| TOTAL: | | 394 |

3

| R/W PROJECT NUMBER | SHEET NUMBER | TOTAL SHEETS |
|---|---|---|
| 1053-09-21 | | |
| FEDERAL PROJECT NUMBER | 4.1 | 22 |

PLAT OF RIGHT-OF-WAY REQUIRED FOR

# WAUSAU - SHAWANO COUNTY LINE

(CTH Y INTERCHANGE AT HATLEY)

STH 29 MARATHON CO.

CONSTRUCTION PROJECT NUMBER
1053-09-71, PSA WI-011503 96

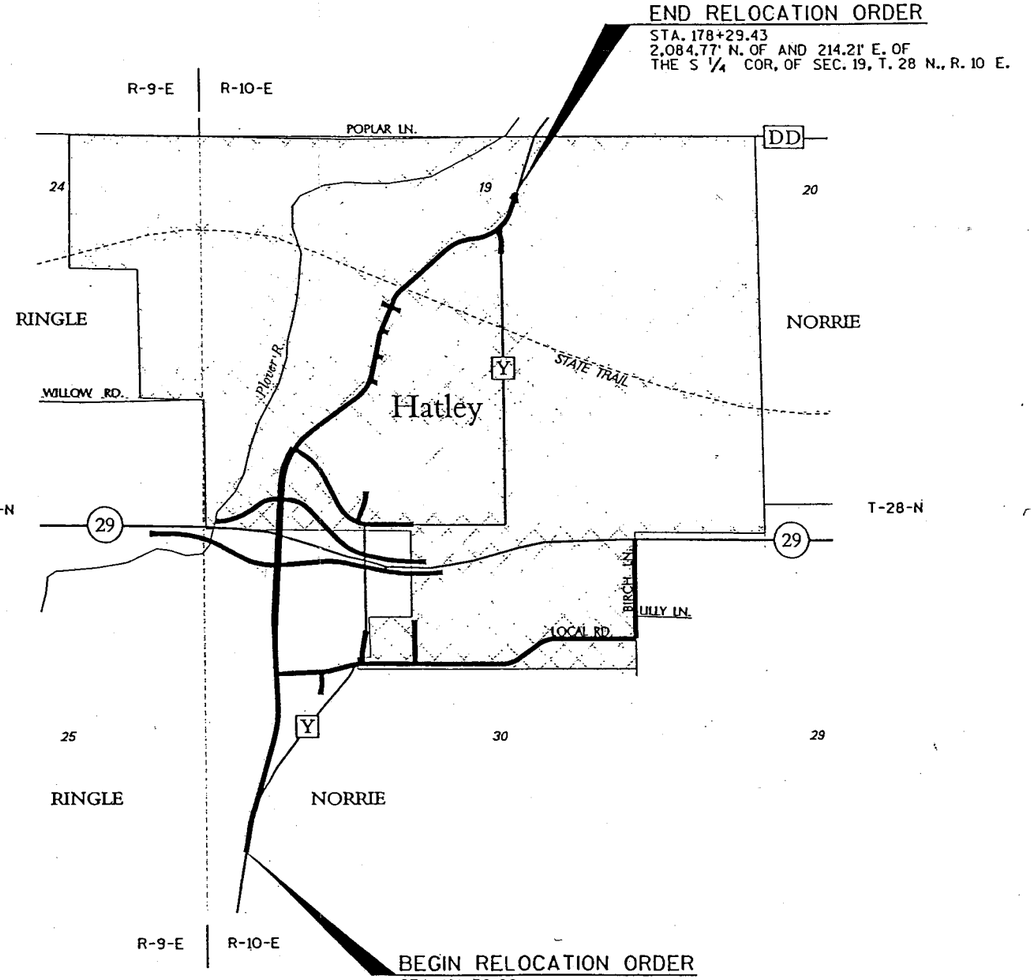
## CONVENTIONAL SIGNS AND ABBREVIATIONS

COUNTY LINE
TOWNSHIP AND RANGE LINES
SECTION LINE
QUARTER LINE
SIXTEENTH LINE
EXISTING R/W LINE
NEW R/W LINE
PROPERTY LINE
SLOPE INTERCEPTS
CORPERATE LIMITS
SECTION CORNER
HAZARDOUS UTILITY SITE

GAS — G —
ELECTRIC — E —
TELEPHONE — T —
CABLE MARKER
RAILROADS
R/W POINT
BUILDING TYPE
NO ACCESS (BY ACQUISITION)
R/W COORDINATE POINT NUMBER XXXX
NO ACCESS (BY STATUTORY AUTHORITY)
NO ACCESS (BY PREVIOUS PROJECT)

| | NON-COMPENSABLE | COMPENSABLE |
|---|---|---|
| SERVICE PEDESTAL | | |
| POWER POLE | | |
| TELEPHONE POLE | | |
| SIGN | | |

| | |
|---|---|
| Access Rights | A.R. |
| Access Point | A.P. |
| Certified Survey Map | C.S.M. |
| Garage | G. |
| Highway Easement | H.E. |
| House | H. |
| County Trunk Highway | C.T.H. |
| Iron Pipe | I.P. |
| Property Line | P.L. |
| Permanent Limited Easement | P.L.E. |
| Right of Way | R/W |
| Reference Line | R/L |
| Shed | S. |
| Square Feet | S.F. |
| Temporary Limited Easement or Construction Permit | T.I. |




GN

LAYOUT
SCALE 0' 750' 1,500'

TOTAL NET LENGTH OF CENTERLINE = 1.444 MI.

## NOTES

COORDINATES AND BEARINGS ON THE PLAT ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM, MARATHON COUNTY ZONE, NAD 83, 1991 ADJUSTMENT, ALL DISTANCES ARE GROUND LENGTH.

RIGHT OF WAY MONUMENTS ARE TYPE II AND ARE PLACED PRIOR TO OR AT THE TIME OF LAND TITLE TRANSFER.

RIGHT OF WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS REFERENCED TO THE U.S. PUBLIC LAND SURVEY OR OTHER SURVEYS OF PUBLIC RECORD.

DISTANCES SHOWN TO BUILDINGS ARE APPROXIMATE.

ACCEPTED FOR
MARATHON COUNTY

8/26/03 Glenn Fabrich
(Date) (Signature & Title of Official)

ORIGINAL PLAT PREPARED BY
TN & Associates, Inc.
Engineering and Science

WISCONSIN
THOMAS L. McCORMACK
2048
HARTFORD, WI
LAND SURVEYOR

8-13-03
(Date) (Signature)

REVISION DATE
11-24-03 N.C.
9-26-04 N.C.

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED FOR DISTRICT OFFICE:

DATE 8-13-03 Joseph L. Hamilton
DISTRICT DIRECTOR
D4 TES Chief.

96

# SCHEDULE OF LANDS & INTERESTS REQUIRED

AREAS SHOWN IN THE TOTAL ACRES COLUMN MAY BE APPROXIMATE AND ARE DERIVED FROM TAX ROLLS OR OTHER AVAILABLE SOURCES AND MAY NOT INCLUDE LANDS OF THE OWNER WHICH ARE NOT CONTIGUOUS TO THE AREA TO BE ACQUIRED.

| PARCEL NUMBER | SHEET NUMBER | OWNER (S) | INTEREST REQUIRED | TOTAL ACRES OR (S.F.) | R/W ACRES REQUIRED OR (S.F.) NEW | R/W ACRES REQUIRED OR (S.F.) EXISTING | R/W ACRES REQUIRED OR (S.F.) TOTAL | TOTAL ACRES OR (S.F.) REMAINING | T.I. ACRES OR (S.F.) | H.E. OR P.L.E ACRES OR (S.F.) | PARCEL NUMBER |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 4.7 | RAYMOND WODORA | FEE, T.I. | 1.40 | 0.01 | | 0.01 | 1.39 | 0.02 | | 1 |
| 2 | 4.7 | JAMES A. KUDRONOWICZ | FEE | 35.26 | 0.27 | | 0.27 | 34.99 | ---- | | 2 |
| 3 | 4.7 | KRIS A. & DAWN M. CARLSON | FEE, T.I. | 2.96 | 0.01 | | 0.01 | 2.95 | 0.06 | | 3 |
| 4 | 4.7 | CHESTER A. & MARILYN K. WARPEHOSKI | FEE | 33.16 | 1.19 | | 1.19 | 31.97 | ---- | | 4 |
| 5 | 4.7 | BEN KUDRONOWICZ | FEE | 2.54 | 0.08 | | 0.08 | 2.46 | ---- | | 5 |
| 6 | 4.7 | CHAD M. & SUSAN L. STREHLOW | FEE, T.I. | 24.96 | 0.02 | | 0.02 | 24.94 | 0.27 | | 6 |
| 7 | 4.8 | JAMES C. BRINKMAN | FEE | 16.35 | 0.69 | | 0.69 | 15.66 | ---- | | 7 |
| 8 | 4.8, 4.19 | ALOIS L. JR & CAMILLE D. BRINKMAN | FEE, A.R., T.I. | 28.47 | 1.86 | | 1.86 | 26.61 | 0.04 | | 8 |
| 9 | 4.8,9,17-19 | CHESTER A. WARPEHOSKI & CAMILLE BRINKMAN | FEE, A.R. | 32.11 | 8.81 | 0.62 | 9.43 | 22.68 | ---- | | 9 |
| 10 | 4.19 | STEVE MATTKE | FEE, T.I. | 2.00 | 0.21 | | 0.21 | 1.79 | 0.04 | | 10 |
| 11 | 4.9,10,17 | IVAN FRAAZA | FEE, P.L.E., A.R., T.I. | 20.29 | 10.10 | | 10.10 | 10.19 | 0.13 | 0.21 | 11 |
| 12 | 4.9, 4.18 | IVAN FRAAZA | FEE, A.R. | 2.36 | 1.26 | | 1.26 | 1.10 | ---- | | 12 |
| 13 | 4.11, 4.12 | THE VILLAGE OF HATLEY | FEE, T.I. | 0.51 | 0.13 | | 0.13 | 0.38 | 0.03 | | 13 |
| 14 | 4.10 | JASON T.GRAF, et al. | FEE, T.I. | 1.00 | 0.31 | | 0.31 | 0.69 | 0.03 | | 14 |
| 15 | | | | | | | | | | | 15 |
| 16 | 4.10 | BARRY S. & TINA M. MEURET | T.I. | 1.00 | ---- | | ---- | 1.00 | 0.03 | | 16 |
| 17 | 4.11 | PHILLIP M. KURSZEWSKI | FEE, T.I. | 0.65 | 0.27 | | 0.27 | 0.38 | 0.02 | | 17 |
| 18 | 4.11 | JODY A. ESKER | T.I. | 0.23 | ---- | | ---- | 0.23 | 0.02 | | 18 |
| 19 | 4.11 | PHILLIP M. & SHELIA D. KURSZEWSKI | FEE | 0.07 | 0.07 | | 0.07 | 0.00 | ---- | | 19 |
| 20 | | | | | | | | | | | 20 |
| 21 | 4.11 | HATLEY POST #471 THE AMERICAN LEGION | FEE | 8.40 | 0.18 | | 0.18 | 8.22 | ---- | | 21 |
| 22 | 4.11 | ANTHONY JESSE KLUCK | FEE, T.I. | 0.46 | 0.11 | | 0.11 | 0.35 | 0.02 | | 22 |
| 23 | 4.11, 4.12 | THEODORE & NATALIE B. KAMINSKI | FEE, T.I. | 0.34 | 0.05 | | 0.05 | 0.29 | 0.02 | | 23 |
| 24 | 4.12 | VIVIAN M. MEYER | FEE, T.I. | 0.23 | 0.01 | | 0.01 | 0.22 | 0.01 | | 24 |
| 25 | | | | | | | | | | | 25 |
| 26 | 4.18 | PATRICK R. ERON | FEE, A.R. | 0.63 | 0.02 | | 0.02 | 0.61 | ---- | | 26 |
| 27 | 4.12 | ROBERT A. KARL & SHELLI ANNE SCHUETZ | T.I. | 0.28 | ---- | | ---- | 0.28 | 0.02 | | 27 |
| 28 | 4.12 | MARSHALL R. TESMER | FEE | 0.55 | 0.11 | | 0.11 | 0.44 | ---- | | 28 |
| 29 | 4.12 | LIONEL J. & MARY JO MAIER | FEE | 0.21 | 0.06 | | 0.06 | 0.15 | ---- | | 29 |
| 30 | | | | | | | | | | | 30 |
| 31 | 4.12 | MITCHELL A. & NICOLE M. KREGER | FEE, T.I. | 0.32 | 0.09 | | 0.09 | 0.23 | (135) | | 31 |
| 32 | 4.12 | WILLIAM W. & ALICE C. KASTEN | FEE, T.I. | 0.53 | 0.05 | | 0.05 | 0.48 | (256) | | 32 |
| 33 | 4.12, 4.13 | WILLIAM J. SCHINDERLE | T.I. | 0.22 | ---- | | ---- | 0.22 | 0.02 | | 33 |
| 34 | 4.13 | STATE OF WISCONSIN (DNR) | H.E., T.I. | 0.80 | ---- | | ---- | 0.80 | 0.72 | 0.10 | 34 |
| 35 | | | | | | | | | | | 35 |
| 36 | | | | | | | | | | | 36 |
| 37 | 4.13 | GEORGE BLAREK | FEE | 0.59 | 0.04 | | 0.04 | 0.55 | ---- | | 37 |
| 38 | 4.13, 4.14 | HARVEY G. FRAAZA | FEE | 3.20 | 0.78 | | 0.78 | 2.42 | ---- | | 38 |
| 39 | 4.14 | ROBERT & GERALDINE FALKOWSKI | FEE, T.I. | 13.00 | 0.28 | | 0.28 | 12.72 | 0.02 | | 39 |
| 40 | | | | | | | | | | | 40 |
| 41 | 4.14, 4.15 | JOINT SCHOOL DISTRICT #3 | FEE, P.L.E., T.I. | 5.93 | 0.07 | | 0.07 | 5.86 | 0.05 | 0.13 | 41 |
| 42 | 4.14 - 4.16 | HATLEY LUMBER & SUPPLY, LLC. | FEE, T.I. | 7.28 | 1.22 | | 1.22 | 6.06 | 0.15 | | 42 |
| 43 | 4.15 | DONNA FINLAN | FEE, T.I. | 1.25 | 0.02 | | 0.02 | 1.23 | 0.03 | | 43 |
| 44 | 4.15, 4.16 | KEVIN J. TRZEBIATOWSKI | FEE, T.I. | 1.25 | 0.05 | | 0.05 | 1.20 | 0.04 | | 44 |
| 45 | | | | | | | | | | | 45 |
| 46 | 4.16 | RONALD R. & FLORA M JAKUBEK | FEE, T.I. | 2.00 | 0.01 | | 0.01 | 1.99 | 0.02 | | 46 |
| 47 | 4.17 | MARVIN A. SCHULTZ | FEE, A.R. | 2.75 | 2.75 | | 2.75 | 0.00 | ---- | | 47 |
| 48 | 4.18 | JAY LOOMIS | FEE | 0.50 | 0.50 | | 0.50 | 0.00 | ---- | | 48 |
| 49 | 4.17 | COUNTY CONCRETE CORP. | FEE, A.R. | 292.75 | 0.04 | | 0.04 | 292.71 | ---- | | 49 |
| 50 | 4.17 | BERNARD A. & BEVERLY E. HEINRICH | A.R. | 28.13 | ---- | | ---- | 28.13 | ---- | | 50 |

4

REVISION DATE
11-24-03
09-20-04

DATE: 8-13-03

SCALE, FEET
0 N/A

HWY: CTH Y

COUNTY: MARATHON

STATE R/W PROJECT NUMBER 1053-09-21

CONSTRUCTION PROJECT NUMBER 1053-09-71

PLAT SHEET NO: 4.2

PS&E SHEET NO: 97

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,

FILE NAME : p:\2001193\Microstation\RW Plat\040201_rs.dgn PLOT DATE : 9/27/2004 PLOT BY : TNA PLOT NAME : ORG DATE : Originator : Dist PLOT SCALE : _PLOTSCALE_

WISDOT/CADDS SHEET 60

# SCHEDULE OF LANDS & INTERESTS REQUIRED

AREAS SHOWN IN THE TOTAL ACRES COLUMN MAY BE APPROXIMATE AND ARE DERIVED FROM TAX ROLLS OR OTHER AVAILABLE SOURCES AND MAY NOT INCLUDE LANDS OF THE OWNER WHICH ARE NOT CONTIGUOUS TO THE AREA TO BE ACQUIRED.

| PARCEL NUMBER | SHEET NUMBER | OWNER (S) | INTEREST REQUIRED | TOTAL ACRES OR (S.F.) | R/W ACRES REQUIRED OR (S.F.) NEW | R/W ACRES REQUIRED OR (S.F.) EXISTING | R/W ACRES REQUIRED OR (S.F.) TOTAL | TOTAL ACRES OR (S.F.) REMAINING | T.I. ACRES OR (S.F.) | H.E.OR P.L.E ACRES OR (S.F.) | PARCEL NUMBER |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 51 | 4.18 - 4.20 | MARY F. WALKUSH, et al, | FEE, A.R., T.I. | 19.61 | 2.90 | | 2.90 | 16.71 | 0.40 | | 51 |
| 52 | 4.19 | JEFFREY A. & DEBORAH G. OSTROWSKI | T.I. | 4.30 | ---- | | ---- | 4.30 | 0.03 | | 52 |
| 53 | 4.19, 4.20 | TIMOTHY D. & AMELIA NOWINSKY | T.I. | 17.78 | ---- | | ---- | 17.78 | 0.30 | | 53 |
| 54 | 4.20, 4.21 | HARVEY G. & GAIL A. FRAAZA | FEE, T.I. | 31.83 | 2.23 | | 2.23 | 29.60 | 0.68 | | 54 |
| 55 | 4.18, 4.19 | HARVEY FRAAZA | A.R. | 1.58 | ---- | | ---- | 1.58 | ---- | | 55 |
| 56 | 4.21 | TODD & TINA WEBER | T.I. | 3.05 | ---- | | ---- | 3.05 | 0.02 | | 56 |
| 57 | | | | | | | | | | | 57 |
| 58 | 4.7,11,12,13,15,16 | ALLIANT ENERGY | RELEASE OF RIGHTS | | | | | | | | 58 |
| 59 | 4.7,11,12,19 | VERIZON | RELEASE OF RIGHTS, TEMPORARY RELEASE OF RIGHTS | | | | | | | | 59 |
| 60 | | | | | | | | | | | 60 |
| 61 | 4.10,11,13 | VILLAGE OF HATLEY | RELEASE OF RIGHTS | | | | | | | | 61 |
| 62 | 4.13 | NORLIGHT TELECOMMUNICATIONS | RELEASE OF RIGHTS | | | | | | | | 62 |
| 63 | 4.10, 4.19 | WISCONSIN PUBLIC SERVICE CORP. | RELEASE OF RIGHTS | | | | | | | | 63 |
| 64 | 4.9 | ANR PIPELINE | RELEASE OF RIGHTS | | | | | | | | 64 |
| 65 | | | | | | | | | | | 65 |
| 66 | 4.17, 4.18 | QWEST COMMUNICATIONS | RELEASE OF RIGHTS | | | | | | | | 66 |
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4

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

REVISION DATE
11-24-03
09-20-04

DATE: 8-13-03

SCALE, FEET
0 N/A

HWY: CTH Y
COUNTY: MARATHON

STATE R/W PROJECT NUMBER 1053-09-21
CONSTRUCTION PROJECT NUMBER 1053-09-71

PLAT SHEET NO: 4.3
PS&E SHEET NO: 98

E

FILE NAME : p:\2001193\microstation\rw plat\040202_rs.dgn PLOT DATE : 9/20/2004 PLOT BY : TNA PLOT NAME : ORG DATE : Originator : Dist PLOT SCALE : _PLOTSCALE_

WISDOT/CADDS SHEET 60

2" SQUARE IRON ROD
County Coordinates
Y = 169,925.721
X = 354,741.721

HARRISON MONUMENT
County Coordinates
Y = 172,563.914
X = 354,741.234

6" X 6" STONE
County Coordinates
Y = 175,203.190
X = 354,740.900

BEGIN RELOCATION ORDER
STA. 101 + 50

PLOVER RIVER

S.T.H. 29

TOWN OF RINGLE

TOWN OF NORRIE

VILLAGE LIMITS

VILLAGE OF HATLEY

C.T.H. Y

OLD C.T.H. Y

LOCAL ROAD

EB OFF RAMP

EB ON RAMP

WB ON RAMP

WB OFF RAMP

FRONTAGE ROAD

WISHBONE LN.

CURTIS AVE.

NORTH ROAD

1" IRON PIPE
County Coordinates
Y = 172,554.155
X = 357,617.169

3/4" X 24" ROUND IRON BAR
County Coordinates
Y = 175,211.211
X = 357,628.425

GN

4

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

| | | | | | |
|---|---|---|---|---|---|
| REVISION DATE<br>11-24-03<br>09-20-04 N.C. | DATE: 8-13-03 | NOT TO SCALE | HWY: CTH Y | STATE R/W PROJECT NUMBER 1053-09-21 | PLAT SHEET NO: 4.4 |
| | | | COUNTY: MARATHON | CONSTRUCTION PROJECT NUMBER 1053-09-71 | PS&E SHEET NO: 99 E |

FILE NAME : p:\2001193\microstation\rw plat\040301_r1.dgn PLOT DATE : 9/20/2004 PLOT BY : TNA PLOT NAME : ORG DATE : Originator : Dist PLOT SCALE : _PLOTSCALE_

WISDOT/CADDS SHEET 70

WISHBONE LN.

EB ON RAMP

WB OFF RAMP

CURTIS AVE.

C.T.H. Y

VILLAGE LIMITS

NORTH ROAD

S.T.H. 29

VILLAGE OF HATLEY

VILLAGE OF HATLEY

TOWN OF NORRIE

TOWN OF NORRIE

GN

4

1" IRON PIPE
County Coordinates
Y = 172,554.155
X = 357,617.169

T 28 N R 10 E 30

¾" X 24" ROUND IRON BAR
County Coordinates
Y = 175,211.211
X = 357,628.425

T 28 N R 10 E 30 19

LOCAL ROAD

LILLY LANE

BIRCH LANE

1" IRON PIPE
County Coordinates
Y = 172,594.972
X = 360,254.653

T 28 N R 10 E 30 29

1" IRON PIPE
County Coordinates
Y = 175,163.800
X = 360,253.160

T 28 N R 10 E 30 29 20 19

| | | | | | |
|---|---|---|---|---|---|
| REVISION DATE<br>11-24-03<br>09-20-04 N.C. | DATE: 8-13-03 | NOT TO SCALE | HWY: CTH Y | STATE R/W PROJECT NUMBER 1053-09-21 | PLAT SHEET NO: 4.5 |
| | | | COUNTY: MARATHON | CONSTRUCTION PROJECT NUMBER 1053-09-71 | PS&E SHEET NO: 100 E |

FILE NAME : p:\2001193\microstation\rw plat\040302_r1.dgn PLOT DATE : 9/20/2004 PLOT BY : TNA PLOT NAME : ORG DATE : Originator : Dist PLOT SCALE : _PLOTSCALE_

WISDOT/CADDS SHEET 70

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

NW - SW
SEC-19

SW - SW
SEC-19

NE - SW
SEC-19

SE - SW
SEC-19

NE - NW
SEC-30

SW - SE
SEC-19

NW - SE
SEC-19

6" X 6" STONE
County Coordinates
Y = 175,203.190
X = 354,740.900

1" IRON PIPE
County Coordinates
Y = 177,837.560
X = 354,734.030

1" IRON PIPE
County Coordinates
Y = 177,811.247
X = 357,616.917

¾" x 24" ROUND IRON BAR
County Coordinates
Y = 175,211.211
X = 357,628.425

GN

END RELOCATION ORDER
STA. 178+29.43

TOWN OF NORRIE
VILLAGE OF HATLEY

CLARK ST.
BARBARA ST.
MARSHALL ST.
KIRKWOOD ST.
CURTIS AVE.
MILL ST.
EMMONSVILLE RD.
C.T.H. Y

VILLAGE OF HATLEY

T 28 N R 9 E 24
T 28 N R 10 E 19
T 28 N R 9 E 25 30
T 28 N R 10 E 19 30

4

| | | | | | |
|---|---|---|---|---|---|
| REVISION DATE 11-24-03 N.C. 09-20-04 | DATE: 8-13-03 | NOT TO SCALE | HWY: CTH Y | STATE R/W PROJECT NUMBER 1053-09-21 | PLAT SHEET NO: 4.6 |
| | | | COUNTY: MARATHON | CONSTRUCTION PROJECT NUMBER PSA WI-011503 | PS&E SHEET NO: 101 E |

FILE NAME : p:\2003052\microstation\rw plat\040302_r1.dgn PLOT DATE : 9/20/2004 PLOT BY : TNA PLOT NAME : ORG DATE : Originator : Dist PLOT SCALE : _PLOTSCALE_

WISDOT/CADDS SHEET 70

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

P.L. P.L. P.L. P.L. P.L. P.L.

N 0°00'38"W 2638.19'

TOWN OF NORRIE

GN

2" SQUARE IRON ROD
COUNTY COORDINATES
Y = 169,925.721
X = 354,741.721

T 28 N R 9 E, Sec 25, 30, 31, 36

PROP101

13/16" IRON ROD
COUNTY COORDINATES
Y = 172,563.815
X = 354,740.953

1 GENE A. & MARGARET BEINE
Tax Key No.30.302810.11.4

1 RAYMOND WODORA
Tax Key No.30.302810.11.6

2 JAMES A. KUDRONOWICZ
Tax Key No.30.302810.11

3 KRIS A. & DAWN M. CARLSON
Tax Key No.30.302810.11.5

4 CHESTER A. & MARILYN K. WARPEHOSKI
Tax Key No.30.302810.10.2

4 CHESTER A. & MARILYN K. WARPEHOSKI
Tax Key No.30.302810.10.8

ONE ROD EASEMENT TO GTE
VOL 568 PG 863

T.I. FOR SLOPE BLENDING

PRW70 101+50 40.41'

PRW1 102+55 40.69'

PRW2 103+09 60'

PRW3 103+30 60'

PRW4 103+71.12 40.99'

P.C. 103+71.12

P.I. 104+72.88

PRW64 104+59.44 43.32'

T.I. FOR SLOPE BLENDING

59 VERIZON
RELEASE OF RIGHTS

ONE ROD EASEMENT TO VERIZON
VOL 568 PG 880

CURVE PRW5
L. = 193.37'
L.C. = 193.16'
L.C.B. = N 14°21'55"E
R. = 1187.70'

PRW6 106+50 50'

PRW5 106+50 44.80'

58 ALLIANT ENERGY CORP.

PRW7 109+00 55'

SLOPE INTERCEPT

P.C. 113+20.89

PRW8 113+20.89 55'

N 4°53'28"E 332.05'

R/W = N 9°45'17" E

N 12°18'37" E 221.34'

N 12°18'37" E 195.89'

P.T. 105+74.44

N 12°18'37" E 214.45'

N 14°42'30" E 250.05'

N 15°51'15" E 420.89'

N 13°34'56" E 250.47'

N 13°34'56" E 134.82'

S 89°48'20"E 2875.95'

C.T.H. Y

PRW10 101+50 42.09'

PRW11 101+50 60'

PRW52 103+71.12 69.87'

PRW53 105+74.44 68.18'

PRW13 107+88.48 54.92'

PRW12 110+70.62 57.30'

PRW55 113+20.89 47.37'

BEGIN RELOCATION ORDER
STA. 101 + 50
Y = 170,713.522
X = 355,078.224

5 BEN KUDRONOWICZ
Tax Key No.30.302810.7.3
LOT 1
C.S.M. 1298-56-112

59 VERIZON
RELEASE OF RIGHTS
TEMPORARY RELEASE OF RIGHTS:
STA. 103+57 - 105+36, 50' LT.
COMP. CONFLICTS:
STA. 101+54 - 101+90 LT.
STA. 102+74 - 105+36 LT.

2 JAMES A. KUDRONOWICZ
Tax Key No.30.302810.11

6 CHAD M. & SUSAN L. STREHLOW
Tax Key No.30.302810.10.10
LOT 1
C.S.M. 11624-49-106

110+06.48 119.73

109+57.60 234.73'

T.I. FOR DRIVEWAY

110+45.03 211.69'

110+95.93 156.85'

4 CHESTER A. & MARILYN K. WARPEHOSKI
Tax Key No.30.302810.10.9

SW - SW SEC. 30

NW - SW SEC. 30

40 LINE

MATCH LINE SHEET 4.8

1" IRON PIPE
COUNTY COORDINATES
Y = 172,554.156
X = 357,617.171

T 28 N R 10 E, Sec 30

| P.I. | = | 104+72.88 | P.I. | = | 114+98.82 |
|---|---|---|---|---|---|
| Y | = | 171,031.731 | Y | = | 172,018.830 |
| X | = | 355,132.931 | X | = | 355,413.261 |
| Δ. | = | 06°05'58" (RT) | Δ. | = | 18°31'10" (LT) |
| D. | = | 3°00.00" | D. P.L. | = | 5°15'00" |
| T. | = | 101.75' | T. | = | 177.93' |
| L. | = | 203.31' | L. | = | 352.75' |
| R. | = | 1,909.86' | R. | = | 1,091.35' |

| ROAD NAME | BASIS OF EXISTING R/W | YEAR |
|---|---|---|
| C.T.H. Y<br>S.T.H. 29 | WISDOT PROJECT 1059-16-23 | 1997 |
| C.T.H. Y<br>S.T.H. 29 | U.S. PUBLIC LAND SURVEYS OF PUBLIC RECORD | |

| COURSE TABLE | | | |
|---|---|---|---|
| FROM | TO | BEARING | DIST. |
| PRW70 | PRW1 | N 9°36'14" E | 105.00' |
| PRW1 | PRW2 | N 9°55'34" W | 57.35' |
| PRW2 | PRW3 | N 9°45'17" E | 21.00' |
| PRW3 | PRW4 | N 34°33'53" E | 45.30' |
| PRW4 | PRW64 | N 9°36'14" E | 90.29' |
| PRW5 | PRW6 | N 74°08'45" W | 5.20' |
| PRW10 | PRW11 | S 80°14'43" E | 17.91' |
| PRW7 | PRW13 | S 28°43'57" E | 156.58' |
| PRW10 | PRW70 | N 80°14'43" W | 82.50' |
| PRW53 | PRW5 | N 40°22'08" W | 135.92' |
| PRW55 | PRW8 | N 74°08'46" W | 102.37' |

| | | | | | |
|---|---|---|---|---|---|
| REVISION DATE<br>11-24-03<br>09-20-04 N.C. | DATE: 8-13-03 | SCALE, FEET<br>0 50 100 | HWY: CTH Y | STATE R/W PROJECT NUMBER 1053-09-21 | PLAT SHEET NO: 4.7 | |
| | GRID FACTOR N/A | | COUNTY: MARATHON | CONSTRUCTION PROJECT NUMBER 1053-09-71 | PS&E SHEET NO: 102 | E |

FILE NAME : p:\2001193\microstation\rw plat\040401_rp.dgn PLOT DATE : 9/20/2004 PLOT BY : TNA PLOT NAME : ORG DATE : Originator : Dist PLOT SCALE : _PLOTSCALE_

WISDOT/CADDS SHEET 75

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

| COURSE TABLE | | | |
|---|---|---|---|
| FROM | TO | BEARING | DIST. |
| PRW56 | PRW31 | N 87°20'05" E | 107.00' |

| ROAD NAME | BASIS OF EXISTING R/W | YEAR |
|---|---|---|
| C.T.H. Y<br>S.T.H. 29 | WISDOT PROJECT 1059-16-23 | 1997 |
| C.T.H. Y<br>S.T.H. 29 | U.S. PUBLIC LAND SURVEYS<br>OF PUBLIC RECORD | |

TOWN OF NORRIE

T 28 N R 9 E
25 30 10

1/16" IRON ROD
COUNTY COORDINATES
Y = 172,563.815
X = 354,740.953

GN

7

JAMES C. BRINKMAN
Tax Key No.30.302810.10.12

3.48 ACRES REMAINING

8

ALOIS L, JR. & CAMILLE D BRINKMAN
Tax Key No.30.302810.10.11

8.14 ACRES REMAINING

9

CHESTER A. WARPEHOSKI & CAMILLE BRINKMAN
Tax Key No.30.302810.7.1

11.97 ACRES REMAINING

P.L. — P.L. — 40 LINE — P.L.

S 89°48'20"E 570.45'

NW - SW SEC-30

SW - NW SEC-30

4

P.I. 125+00.25'SB'

P.C. 123+88.69'SB'

STA. 123+00.00
STA. 122+98.90'SB'

SLOPE INTERCEPT

P.T. 126+11.56'SB'

PRW58 123+74.25 98.01'

P.I. 122+71.17

121+67.89 PRW9 80'

120+43.00
76.21'
Y= 172,561.979
X= 355,311.683

STA. 120+39.19
STA. 10+04.85'LR'
Y = 172,561.720
X = 355,387.987

PRW56 116+73.64 65'

P.T. 116+73.64

N 4°19'52" W 468.14'

N 4°19'52" W 216.62'

N 4°24'13" W 494.48'

N 4°53'28"E 332.05'

369.53'

124.95'

4.7

4.9

MATCH LINE SHEET

PROP102

PROP108

P.L.

116 118 120 122 124 126 128

C.T.H. Y

R/L = N 2°39'55" W

R/L = N 3°09'38" W

R/L = N 3°31'32" E

124'SB' 126'SB'

LOCAL ROAD

N 13°34'56" E 134.82'

N 1°14'46" E 232.79'

N 12°59'31" E 315.85'

N 10°49'37" W 91.17'

N 10°49'37" W 199.32'

N 7°01'37" E 567.81'

114+50 PRW29 50'

SLOPE INTERCEPT

123+74.25 PRW59 80.32'

121+67.89 PRW57 119.29'

11+35'LR' PRW34 45'

116+73.64 PRW31 42'

11+35'LR' PRW32 55'

1.43 ACRES SEVERED

1.98 ACRES SEVERED

P.I. 114+98.82

P.C. 121+67.89

P.T. 123+74.25

12'LR'

S 89°48'20"E 265.00'

S 89°48'20" E 293.36'

7

JAMES C. BRINKMAN
Tax Key No.30.302810.10.12
C.S.M.8595-33-163
PARCEL 1

8

ALOIS L, JR. & CAMILLE D BRINKMAN
Tax Key No.30.302810.10.11

9

CHESTER A. WARPEHOSKI & CAMILLE BRINKMAN
Tax Key No.30.302810.7.1

6.89 ACRES SEVERED

PROP106 PROP105 PROP107

SEPTIC

SIGN

C.T.H. Y

P.L.

MATCH LINE SHEET 4.19

1" IRON PIPE
COUNTY COORDINATES
Y = 172,554.156
X = 357,617.171

T 28 N R 10 E 30

| P.I. = 114+98.82 | P.I. = 122+71.17 | P.I. = 125+00.25'SB' |
|---|---|---|
| Y = 172,018.830 | Y = 172,793.450 | Y = 173,023.399 |
| X = 355,413.261 | X = 355,377.200 | X = 355,369.325 |
| Δ. = 18°31'10" (LT) | Δ. = 6°11'27" (RT) | Δ. = 6°41'10" (RT) |
| D. = 5°15'00" | D. = 3°00'00" | D. = 3°00'00" |
| T. = 177.93' | T. = 103.28' | T. = 111.56' |
| L. = 352.75' | L. = 206.36' | L. = 222.87' |
| R. = 1,091.35' | R. = 1,909.86' | R. = 1,909.86' |

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

| REVISION DATE | DATE: 8-13-03 | SCALE, FEET | HWY: CTH Y | STATE R/W PROJECT NUMBER 1053-09-21 | PLAT SHEET NO: 4.8 | |
|---|---|---|---|---|---|---|
| 11-24-03 N.C.<br>09-20-04 N.C. | GRID FACTOR N/A | 0 50 100 | COUNTY: MARATHON | CONSTRUCTION PROJECT NUMBER 1053-09-71 | PS&E SHEET NO: 103 | E |

FILE NAME : p:\2001193\microstation\rw plat\040402_rp.dgn PLOT DATE : 9/20/2004 PLOT BY : TNA PLOT NAME : ORG DATE : Originator : Dist PLOT SCALE : _PLOTSCALE_

WISDOT/CADDS SHEET 75

P.I. = 17+77.59'SW'
Y = 173,570.602
X = 355,198.907
Δ. = 23°28'02" (LT)
D. = 9°59'57"
T. = 119.01'
L. = 234.69'
R. = 573.00'

TOWN OF NORRIE

P.I. 17+77.59'SW'

N 56°21'35" W 257.95'

128+38 PRW14 162'

N 4°19'52" W 468.14'

ANR PIPELINE
RELEASE OF RIGHTS
VOL. 77R, PAGE 303

64

P.T. 18+93.27'SW'

SEC-30 SW-NW

MATCH LINE SHEET 4.8

9

CHESTER A. WARPEHOSKI & CAMILLE BRINKMAN
Tax Key No.30.302810.7.1

N 7°01'37" E 567.81'

129+41 PRW36 115'

SLOPE INTERCEPT

| COURSE TABLE | | | |
|---|---|---|---|
| FROM | TO | BEARING | DIST. |
| PRW62 | PRW63 | N 47°00'35" E | 41.04' |

23+91.36'SE' PRW38 83.80'

P.L.

MATCH LINE SHEET 4.18

C.T.H. Y

| ROAD NAME | BASIS OF EXISTING R/W | YEAR |
|---|---|---|
| C.T.H. Y | WISDOT PROJECT 1059-16-23 | 1997 |
| S.T.H. 29 | | |
| C.T.H. Y | U.S. PUBLIC LAND SURVEYS OF PUBLIC RECORD | |
| S.T.H. 29 | | |

PROP109 PROP110 PROP111 PROP112 PROP113 PROP114 PROP115 PROP116 PROP117

MATCH LINE SHEET 4.17

EB OFF RAMP

P.I. 834+02.14

186.57' P.L.

S 81°24'44" E

STA. 130+35.68
STA. 130+35.68'SB' =
STA. 19+78'SW'
Y = 173,558.066
X = 355,402.267

130'SB' 130 132'SB' 132

R/L = N 3°31'32" E

STA. 130+35.68 =
STA. 20+00'SE'
Y = 173,556.712
X = 355,424.224

S 2°45'02" W 214.79'

STA. 133+22.31 =
STA. 834+66.77
Y = 173,842.79
X = 355,441.85

QWEST COMMUNICATION NETWORK

R/L = N 85°13'00" E

EB ON RAMP

22'SE'

N 89°38'00" E

N 80°00'00" E 232.35'

29°22'24" W 152.07'

P.T. 837+51.65

S.T.H. 29 R/L

838 836 834 832

S.T.H. 29

NORRIE

ALLIANT ENERGY

S 89°40'53" E 948.82'

P.C. 20+78.50'NE'

PROPOSED STRUCTURE
B-37-377

P.T. 22+75.94'NE'

VERIZON

TOWN OF NORRIE VILLAGE OF HATLEY

P.L.

MATCH LINE SHEET 4.18

40 LINE

N 47°00'35" E 35.20'

24.5'± PLE FOR DRAINAGE

PLE6 16+20.77'NW' 115.37'

S 27°58'57" E 10.35'

PLE5 16+20.36'NW' 105.02'

N 47°00'35" E 78.38'

PRW62 17+14.25'NW' 117.25'

P.T. 17+14.25'NW'

PRW63 17+55.54'NW' 120.63'

P.C. 17+55.16'NW'

N 47°00'35" E 294.02'

VILLAGE OF HATLEY

P.I. 18+59.32'NW'

P.T. 19+54.16'NW'

P.C. 138+11.80'SB'

P.C. 138+11.80

SLOPE INTERCEPT

11 IVAN FRAAZA
Tax Key No.50.302810.6.7

PRW39 139+00 112'

N 25°42'23" E 340.94'

STA. 136+79.68
STA. 136+79.68'SB' =
STA. 19+78'NW'
Y = 174,200.847
X = 355,441.858

136'SB' 136 138'SB' 138 140'SB' 140

STA. 136+79.68 =
STA. 20+00'NE'
Y = 174,199.494
X = 355,463.825

R/L = N 85°24'28" W

WB OFF RAMP

P.C. 138+11.80

MATCH LINE SHEET 4.10

N 4°27'08" W 166.88'

140+00 PRW22 80'

PRW21 138+11.80 125'

S 53°12'06" W 235.69'

WISCONSIN PUBLIC SERVICE CORPORATION

P.I. 21+81.77'NE'

SEC-30 NW-NW

KATHY'S CT 66

CV

GN

P.I. = 15+08.25'NW'
Y = 173,980.764
X = 355,025.111
Δ. = 38°36'43" (LT)
D. = 9°00'00"
T. = 223.02'
L. = 429.02'
R. = 636.62'

P.I. = 18+59.32'NW'
Y = 174,208.717
X = 355,314.108
Δ. = 41°47'26" (RT)
D. = 21°00.00"
T. = 104.16'
L. = 199.00'
R. = 272.84'

P.I. = 141+48.88
Y = 174,667.813
X = 355,492.688
Δ. = 50°24'33" (RT)
D. = 8°00'00"
T. = 337.09'
L. = 630.12'
R. = 716.20

P.I. = 142+15.39'SB'
Y = 174,735.548
X = 355,474.808
Δ. = 50°24'34" (LT)
D. = 5°23'10"
T. = 500.67'
L. = 935.89'
R. = 1,063.74'

P.I. = 21+81.77'NE'
Y = 174,188.316
X = 355,645.249
Δ. = 41°27'51" (RT)
D. = 21°00'00"
T. = 103.27'
L. = 197.45'
R. = 272.84'

4

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

REVISION DATE
11-24-03 N.C.
09-20-04

DATE: 8-13-03
GRID FACTOR N/A

SCALE, FEET
0 50 100

HWY: CTH Y
COUNTY: MARATHON

STATE R/W PROJECT NUMBER 1053-09-21
CONSTRUCTION PROJECT NUMBER 1053-09-71

PLAT SHEET NO: 4.9
PS&E SHEET NO: 104 E

FILE NAME : p:\2001193\microstation\rw plat\040403_rp.dgn PLOT DATE : 9/20/2004 PLOT BY : TNA PLOT NAME : ORG DATE : Originator : Dist PLOT SCALE : _PLOTSCALE_

WISDOT/CADDS SHEET 75

P.I. = 12+58.12'FR'
Y = 174,559.563
X = 355,817.594
Δ. = 30°56'07" (RT)
D. = 10°00'00"
T. = 158.55'
L. = 309.35'
R. = 572.96'

P.I. = 141+48.88
Y = 174,667.810
X = 355,492.680
Δ. = 50°24'33" (RT)
D. = 8°00'00"
T. = 337.09'
L. = 630.12'
R. = 716.20'

P.I. = 151+58.02
Y = 175,287.835
X = 355,344.044
Δ. = 42°08'42" (LT)
D. = 13°28'53"
T. = 163.76'
L. = 312.62'
R. = 425.00'

| COURSE TABLE | | | |
|---|---|---|---|
| FROM | TO | BEARING | DIST. |
| PRW69 | PRW20 | N 53°48'14" E | 105.07' |
| PRW24 | PRW65 | S 28°24'03" E | 73.71' |
| PRW40 | PLE3 | N 53°20'46" E | 38.38' |

| ROAD NAME | BASIS OF EXISTING R/W | YEAR |
|---|---|---|
| C.T.H. Y<br>S.T.H. 29 | WISDOT PROJECT 1059-16-23 | 1997 |
| C.T.H. Y<br>S.T.H. 29 | U.S. PUBLIC LAND SURVEYS<br>OF PUBLIC RECORD | |

6" x 6" STONE
COUNTY COORDINATES
Y = 175,203.190
X = 354,740.900

N 25°42'23"E 34.00'
141+77.80 PLE1 294.05'
PLE2 142.01.61 298.81'
24.8'±
25.1'±
N 64°17'37"W 203.00
N 64°17'37"W 220.84
142+00 PRW40 93'
PLE FOR DRAINAGE
VILLAGE OF HATLEY
P.I. 142+15.39'SB'
STA. 142+00.00
P.I. 141+48.88
N 53°20'46"E 38.38'
PLE3 142+32.64 81.48'
STA. 142+00.00
30'
STA. 10+00'FR'
= 174,693.813
Y = 355,597.125
X =
11
IVAN FRAAZA
Tax Key No.50.302810.6.11
N 25°42'23"E 340.94'
MATCH LINE SHEET 4.9
142+00.00 PROP118 106.32'
143+96.98 51.05'
N 53°20'46"E 229.79'
142'SB
142
C.T.H. Y
144
P.T. 144+41.91
LOT 1
C.S.M.7236-28-9
T.H. FOR DRIVEWAY
PROP119
PRW68 144+41.91 50.03'
145+00.00 50.63', 106.00'
N 89°50'26"E 200.89'
N 89°50'26"E 1,398.49'
P.L.
STEVEN HEBRONS'S PLAT OF HATLEY
NORRIE CREEK
SW - SW SEC-19
BLOCK 7
61
VILLAGE OF HATLEY
RELEASE OF RIGHTS
SEWER & WATER UTILITY EASEMENT
VOL 595 PG 654
SLOPE INTERCEPT
N 53°20'46"E 503.18'
146
40 LINE
HATLEY POST #471
THE AMERICAN LEGION,
DEPARTMENT OF WISCONSIN
Tax Key 50.200.5.5.
140+00 PRW22 80'
N 33°36'54"E 126.09'
11+00'FR' PRW23 55'
P.C. 10+99.57'FR'
R/L S 58°39'45"E 100.57'
PROP120
N 34°42'59"E 132.62'
10+99.57'FR' PRW18 80'
144+41.91 PRW19 58'
PT 144+41.91
149+45.06 PRW51 55.21'
P.C. 149+94.26
R/L N 53°56'11" E 148
N 53°48'14"E 552.35'
WISCONSIN PUBLIC SERVICE CORPORATION
RELEASE OF RIGHTS
63
SLOPE INTERCEPT
S 43°44'33"E 280.34'
12"FR
283.13'
N 46°08'28"W
2°
CV
P.I. 12+58.12'FR'
P.T. 14+08.93'FR'
13+25'FR' PRW24 68'
14+08.93'FR' PRW65 72.54'
P1 12+58.12
P1 14+08.93
216.08'
S 28°24'03" E
14"FR
S 27°43'37" E
SLOPE INTERCEPT
PRW16 13+50'FR' 80'
N 27°15'39"W 67.04'
PRW66 14+08.93'FR' 76'
N 27°15'39"W 308.58'
FRONTAGE ROAD
R/L S 27°43'37" E
MATCH LINE SHEET
4.18
P.L.
66'
KATHY'S CT.
IVAN FRAAZA
Tax Key No.50.302810.6.9
LOT 1
C.S.M.7237-28-10
IVAN FRAAZA
Tax Key No.50.302810.6.7
IVAN FRAAZA
Tax Key No.50.302810.6.1
LOT 1
C.S.M.3453-13-48
C.S.M.6540-24-155
BERNARD & HELEN ERON
Tax Key No.50.302810.6.13
JASON T. GRAF, et al
Tax Key No.50.302810.6.12
LOT 1
C.S.M.8666-34-44
149+94.26 PRW69 56.72'
22+20.54'CS' 44.40'
21+53.17'CS' 29.40', 44.40'
N 56°51'30"E 113.54'
58.11'
4.11
MATCH LINE SHEET
PROP125
PROP124
PROP126
PROP127
PROP123
P18+77.34'CS'
20'CS'
22'CS'
CURTIS AVE.
N 9°48'33" E
R/L N 9°48'33" E
EXISTING R/W
21+53.17'CS' 25.04', 44.40'
22+30.17'CS' 25.04', 44.40'
BARRY S. & TINA M. MEURET
Tax Key No.50.302810.5.2
16
150+91.47 PRW20 75.63
40 LINE
SE - SW SEC-19
6" W
8" SAN
10" SAN
3/4" x 24" ROUND IRON BAR
COUNTY COORDINATES
Y = 175,211.315
X = 357,623.016
T 28 N R 10 E
30'
19
4

NW - NW SEC-30

| REVISION DATE | DATE: 8-13-03 | SCALE, FEET | HWY: CTH Y | STATE R/W PROJECT NUMBER 1053-09-21 | PLAT SHEET NO: 4.10 | |
|---|---|---|---|---|---|---|
| 11-24-03 N.C.<br>09-20-04 | GRID FACTOR N/A | 0 50 100 | COUNTY: MARATHON | CONSTRUCTION PROJECT NUMBER 1053-09-71 | PS&E SHEET NO: 105 | E |

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

FILE NAME : p:\2001193\microstation\rw plat\040404_rp.dgn PLOT DATE : 9/20/2004 PLOT BY : TNA PLOT NAME : ORG DATE : Originator : Dist PLOT SCALE : _PLOTSCALE_

| ROAD NAME | BASIS OF EXISTING R/W | YEAR |
|---|---|---|
| CURTIS AVENUE | C.S.M. 8666 | 1995 |
| CURTIS AVENUE | C.S.M. 8346 | 1994 |
| | | |
| | | |

6" X 6" STONE
County Coordinates
Y = 175,203.190
X = 354,740.900

N 89°50'26"E
1,398.49'

P.I. = 151+58.02
Y = 175,287.820
X = 356,344.040
Δ. = 42°08'42" (LT)
D. = 13°28'53"
T. = 163.76'
L. = 312.62'
R. = 425.00'

149+94.26
58.10'
PRW120

149+45.06
55.21'
PRW51

N 50°34'49" E
49.29'

LOT 6 | LOT 5 | LOT 4 | LOT 3 | LOT 2 | LOT 1

21

HATLEY POST #471
THE AMERICAN LEGION
DEPARTMENT OF WISCONSIN
Tax Key No. 50. 100. 12. 9.

STEVEN HEBRON'S PLAT OF HATLEY
BLK. 7

NORRIE CREEK

N 50°34'49" E
92.01'

PRW80 151+00.00
52'

N 35°26'01" E
101.10'

152+14.39
45.84'
PRW150

N 0°12'00" W
42.98'

STA. 152+30.94 =
STA. 10+00'KI'
Y = 175,375.566
X = 356,355.444

P.I. 153+06.88

PRW151 152+60.22
61.52'

N 20°42'45" E
40.31'

PRW152 153+06.88
57.46'

N 20°42'45" E
94.26'

PRW81 154+00.00
42.84'

N 11°57'35" E
284.68'

SLOPE INTERCEPT

STA. 154+86.06 =
STA. 10+00'MA'
Y = 175,623.522
X = 356,414.115

R/L= N 11°47'27" E

SW-SW SEC-19

EXISTING 33'

VILLAGE OF HATLEY

SAN

P.L.

LOT 6 | LOT 5 | BLK. 6

GN

13
THE VILLAGE OF HATLEY
Tax Key No. 50.100.12.6

LOT 8 | LOT 7 | TENNIS COURT

BLK. 12

17
PHILLIP M. KURSZEWSKI
Tax Key No. 50. 100. 12. 9.

LOT 9

42'

4.12

JASON T. & SARAH E. GRAF AND
DEWAYNE & ROSEMARIE GRAF
Tax Key No. 50. 302810. 6. 12.
C.S.M.8666-34-44

NW-NW SEC-30

MATCH LINE SHEET

N 89°50'26" E
200.89'

19
PHILLIP M. & SHEILA D. KURSZEWSKI
Tax Key No. 50. 100. 4. 1.

LOT 1 | LOT 2 | BLK. 4

17
PHILLIP M. KURSZEWSKI
Tax Key No. 50. 100. 4. 2.

PROP125 | PROP124

P.I. 151+58.02

C.T.H. Y

VERIZON

59

VILLAGE OF HATLEY

61

LOT 10

Tax Key 50. 100. 3. 10.

Tax Key 50. 100. 3. 10. 1.

LOT 9

LOT 1

R/L= N 11°47'27" E

N 11°47'10" E
51.01'

MATCH LINE SHEET

58
ALLIANT ENERGY

P.C. 10+34.41'KI'
P.I. 10'KI'+49.13
P.T. 10+63.83'KI'

SLOPE INTERCEPT

150+91.47'
75.63'
PRW20

N 89°50'26" E
58.69'

CURTIS AVE.

EXISTING R/W

WISCONSIN PUBLIC
SERVICE CORP.

N 10°21'36" E
121.66'

N 2°51'57" E
59.61'

KIRKWOOD ST.

11'KI' R/L = S 73°35'53" E

N 11°47'25" E
152.01'

N 11°47'25" E
152.02'

152+60.53
52.84'

22.27'

PRW82

PRW121 153+06.88
50'

152+59.73
63'

10' T.I. FOR
SLOPE BENDING

154+58.90
50'

PRW83

154+56.88
60'

50'

MARSHALL ST.

R/L = S 69°33'19" E

11'MA'

N 12°26'26" E
174.78'

LOT 10

10' T.I. FOR
SLOPE BENDING

155+07.90
59.97'

PRW84 155+09.91
49.99'

151+44.17
99.33'

151+47.33
108.52'

151+17.66
114.92'
PRW118

10' T.I. FOR
SLOPE BENDING

152+11.20
71.78'
PRW119

152+11.67
81.96'

P.I. = 10+49.13'KI'
Y = 175,357.143
X = 356,400.992
Δ. = -5°37'13"
T. = 14.73'
L. = 29.43'
R. = 300.00'

17
PHILLIP M. KURSZEWSKI
Tax Key No. 50.100.3.8

22
ANTHONY JESSE KLUCK
Tax Key No. 50. 100. 3. 1.

LOT 2 | BLK. 3 | LOT 8 | LOT 3

P.I. 11+25.00'MA'
Y = 175,579.860
X = 356,531.242

23
THEODORE & NATALIE B. KAMINSKI
Tax Key No. 50. 100. 2. 8.

LOT 9 | BLK. 2 | LOT 8

SE-SW SEC-19

BARRY S. & TINA M. MEURET
Tax Key No. 50. 302810. 5. 2.

N 89°50'26" E
11.432.47'

18
JODY A. ESKER
Tax Key No. 50. 100. 5. 1.
C.S.M.8346-32-114
PARCEL 1

BLK. 5

P.I. 11+25.00'KI'
Y = 175,335.714
X = 356,473.796

EXISTING R/W VARIES

FENWOOD LUMBER COMPANY'S PLAT OF HATLEY

LOT 7 | LOT 4

EXISTING 50'

¾" x 24" ROUND IRON BAR
County Coordinates
Y = 175,211.211
X = 357,628.425

NE-NW SEC-30

| REVISION DATE | DATE: 8-13-03 | SCALE. FEET | HWY: CTH Y | STATE R/W PROJECT NUMBER 1053-09-21 | PLAT SHEET NO: 4.11 | |
|---|---|---|---|---|---|---|
| 11-24-03 N.C.<br>09-20-04 N.C. | GRID FACTOR N/A | 0 20 40 | COUNTY: MARATHON | CONSTRUCTION PROJECT NUMBER PSA WI-011503 | PS&E SHEET NO: 106 | 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 : p:\2003052\microstation\rw plat\040401_rp.dgn PLOT DATE : 9/20/2004 PLOT BY : TNA PLOT NAME : ORG DATE : Originator : Dist PLOT SCALE : _PLOTSCALE_

WISDOT/CADDS SHEET 75

4

6" X 6" STONE
County Coordinates
Y = 175,203.190
X = 354,740.900

FENWOOD LUMBER COMPANY'S PLAT OF HATLEY

P.I. = 157+12.53
Y = 175,845.215
X = 356,460.392
Δ. = 10°36'26" (RT.)
D. = 19°05'55"
T. = 27.85'
L. = 55.54'
R. = 300.00'

THE VILLAGE OF HATLEY
Tax Key No. 50. 100. 12. 6.

MARSHALL R. TESMER
Tax Key No. 50. 100. 12. 4.

LIONEL J. & MARY JO MAIER
Tax Key No. 50. 100. 12. 3. L
C.S.M. 7633-29-96

MITCHELL A. & NICOLE M. KREGER
Tax Key No. 50. 100. 12. 3. L

WILLIAM W. & ALICE C. KASTEN
Tax Key No. 50. 100. 11. 2.

THEODORE & NATALIE B. KAMINSKI
Tax Key No. 50. 100. 2. 8.

VIVIAN M. MEYER
Tax Key No. 50. 100. 2. 1.

TERRANCE L. & PENNY A. ESKER
Tax Key No. 50. 100. L 9.

ROBERT A. KARL & SHELLI ANNE SCHUETZ
Tax Key No. 50. 100. L L

WILLIAM J. SCHINDERLE
Tax Key No. 50. 100. 10. L

P.I. 8'CL'+50.00
Y = 176168.989
X = 356431.610

P.I. 11+50.00'CL'
Y = 176,050.584
X = 356,707.257

STA. 157+47.78 =
STA. 10+00'BA'
Y = 175,877.953
X = 356,473.884

STA. 159+98.53 =
STA. 10+00'CL'
Y = 176,109.787
X = 356,569.430

P.I. 11+25.00'BA'
Y = 175,828.878
X = 356,588.847

P.C. 156+84.68
P.T. 157+40.22
P.C. 160+63.35

C.T.H. Y
R/L = N 11°47'27" E
R/L = N 22°23'53" E

CLARK ST. 9'CL'
R/L = S 66°45'14" E

BARBARA ST. 11'BA'
R/L = S 66°53'00" E

EXISTING 50'

SLOPE INTERCEPT

5' T.I. FOR SLOPE BLENDING
10' T.I. FOR SLOPE BLENDING
10' T.I. FOR DRIVEWAY
5' T.I. FOR SIDEWALK

R/W BOUNDARY FOR PARCELS 33,34,36, 38,39 ENVELOPE

10' X 30' UTILITY EASEMENT TO GTE NORTH, INC. VOL 675 - PG 905

VILLAGE OF HATLEY

FENWOOD LUMBER COMPANY'S PLAT OF HATLEY

| ROAD NAME | BASIS OF EXISTING R/W | YEAR |
|---|---|---|
| CURTIS AVENUE | C.S.M. 630 | |
| CURTIS AVENUE | C.S.M. 7633 | 1993 |
| | | |
| | | |

| COURSE TABLE | | | |
|---|---|---|---|
| FROM | TO | BEARING | DIST. |
| 91 | 92 | N 6°33'14" E | 52.22' |
| 92 | 93 | N 60°17'41" E | 48.21' |
| 93 | 171 | N 22°23'53" E | 35.89' |
| 171 | 172 | S 66°50'29" E | 34.16' |

3/4" X 24" ROUND IRON BAR
County Coordinates
Y = 175,211.211
X = 357,628.425

ALLIANT ENERGY
WISCONSIN PUBLIC SERVICE CORP.
VERIZON

REVISION DATE
11-24-03 N.C.
09-20-04

DATE: 8-13-03
GRID FACTOR N/A

SCALE, FEET
0 20 40

HWY: CTH Y
COUNTY: MARATHON

STATE R/W PROJECT NUMBER 1053-09-21
CONSTRUCTION PROJECT NUMBER PSA WI-001503

PLAT SHEET NO: 4.12
PS&E SHEET NO: 107 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 : p:\2003052\microstation\rw plat\040402_rp.dgn PLOT DATE : 9/20/2004 PLOT BY : TNA PLOT NAME : ORG DATE : Originator : Dist PLOT SCALE : _PLOTSCALE_

WISDOT/CADDS SHEET 75

4

P.I. = 161+30.99
Y = 176,232.250
X = 356,619.900
Δ. = 25°24'35" (RT.)
D. = 19°05'55"
T. = 67.63'
L. = 133.05'
R. = 300.00'

GN

STA. 161+51.16
STA. 10+00 'BP'
Y = 176,244.888
X = 356,638.911

8+80.00 'BP'
50'

T.I. FOR BIKE PATH

EXISTING 160'

34
STATE OF WISCONSIN
DEPARTMENT OF NATURAL RESOURCES

PERMANENT HIGHWAY EASEMENT

37
GEORGE R. BLAREK & DIANE B. WESTON
Tax Key No. 50.192810. 12. 8.
C.S.M. 8186-31-139
LOT 1
BLDG

C.S.M. 8186-31-139
Tax Key 50. 192840. 12. 9.

12' INGRESS, EGRESS, AND UTILITY EASEMENT VOL 689, PG 136

38
HARVEY G. FRAAZA
Tax Key No. 50. 192810. 12. 7.

VILLAGE OF HATLEY
BLDG

61
VILLAGE OF HATLEY
RELEASE OF RIGHTS
20' SANITARY EASEMENT
VOL 596, PG 561

NE-SW SEC-19

40 LINE

SLOPE INTERCEPT

MATCH LINE SHEET 4.12

MATCH LINE SHEET 4.14

C.T.H. Y
R/L= N 47°48'29" E

N 47°48'29" E 415.03'

N 48°52'35" E 214.88'

N 47°37'30" E 167.73'

N 23°02'08" E 159.48'

N 23°02'08" E 80.03'

N 23°02'08" E 114.00'

S 66°45'54" E 20.64'

S 66°45'54" E 38.69'

S 42°11'32" E 10.00'

S 56°40'56" E

P.I. 161+30.99

P.T. 161+96.40

161+29.88
23.41'

161+89.58
35.09'

162+03.44
35'

162+44.11
53.77'

162+52.70
35'

162+69.07
0.80'

161+96.40
34.34'

161+07.86
66.59'

162+85.16
35.99'

163+01.37
71.45'

162+87.73
77.69'

165+00.00
40'

165+00.00
50'

11+49.23 'BP'
50'

11+69.98 'BP'
93.40'

12+30.00 'BP'
50'

12+30.00 'BP'
50.67'

PRW174 PRW173 PRW176 PRW99 PRW175 PRW97 PRW98

PROP165 PROP166 PROP167 PROP168 PROP169 PROP170

33.15'

33.26'

6.55'

35'

4.14

33
WILLIAM J. SCHINDERLE
Tax Key No. 50. 100. 10. 1.

NORLIGHT TELECOMMUNICATIONS
62

58
ALLIANT ENERGY

LOT 1

LOT 2

LOT 3

THE VILLAGE OF HATLEY
Tax Key No. 50. 192810. 12. 2.
C.S.M. 13301-58-48

THE VILLAGE OF HATLEY
Tax Key No. 50. 192810. 9. 9.
C.S.M. 13301-58-48

SE-SW SEC-19

T.I. FOR BIKE PATH

EXISTING 145'

1" IRON PIPE
County Coordinates
Y = 177811.247
X = 357616.917

T 28 N
R 10 E
19

T 28 N
R 10 E
19
30

¾" x 24" ROUND IRON BAR
County Coordinates
Y = 175211.211
X = 357628.425

| ROAD NAME | BASIS OF EXISTING R/W | YEAR |
|---|---|---|
| CURTIS AVENUE | C.S.M. 8186 | 1994 |
| | FENWOOD LBR. CO. PLAT OF HATLEY | 1893 |
| | | |
| | | |

| | | | | | |
|---|---|---|---|---|---|
| REVISION DATE 11-24-03 N.C. 09-20-04 | DATE: 8-13-03 | SCALE, FEET 0 20 40 | HWY: CTH Y | STATE R/W PROJECT NUMBER 1053-09-21 | PLAT SHEET NO: 4.13 | |
| | GRID FACTOR N/A | | COUNTY: MARATHON | CONSTRUCTION PROJECT NUMBER PSA WI-011503 | PS&E SHEET NO: 108 | 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 : p:\2003052\microstation\rw plat\040403_rp.dgn PLOT DATE : 9/20/2004 PLOT BY : TNA PLOT NAME : ORG DATE : Originator : Dist PLOT SCALE : _PLOTSCALE_

WISDOT/CADDS SHEET 75

P.I. = 167+64.95

Y = 176,659.522
X = 357,091.247
Δ. = 26°03'57" (RT.)
D. = 13°38'31"
T. = 97.22'
L. = 191.07'
R. = 420.00'

39

ROBERT & GERALDINE FALKOWSKI
Tax Key No. 50. 192810. 9. 2.

NE - SW SEC-19

T 28 N R 10 E 19

1" IRON PIPE
County Coordinates
Y = 177811.247
X = 357616.917

T 28 N R 10 E 19 30

¾" x 24" ROUND IRON BAR
County Coordinates
Y = 175211.211
X = 357628.425

GN

P.I. = 173+63.11

Y = 176,826.600
X = 357,669.106
Δ. = 54°07'24" (LT.)
D. = 13°38'31"
T. = 214.57'
L. = 396.74'
R. = 420.00'

42

HATLEY LUMBER & SUPPLY, LLC.
Tax Key No. 50. 192810. 9. 8.

C.S.M. 11733-50-21

P.I. 167+64.95

P.L.

N 73°52'25" E 107.95'

167+79.55 53.40'

167+81.18 63.23'

167+63.00 57.36' PRW157

PRW100 166+67.73 45'

166+67.73 35' PRW99

107.35'

N 47°44'07" E

N 42°11'16" W 10.00'

N 47°48'29" E 415.03'

N 26°19'11" W 98.08'

PRW168 168+58.80 45'

T.I. FOR SLOPE BLENDING

SLOPE INTERCEPT

170+50.00 55' 45'

P.C. 171+48.54

45'

N 73°52'25" E 289.74'

PRW159 171+48.54 45'

N 61°26'02" E 133.69'

4.13

MATCH LINE SHEET

38

HARVEY G. FRAAZA
Tax Key No. 50. 192810. 12. 7.

N 47°37'30" W 167.73'

P.C. 167+67.73

P.L. 80.53' N 47°37'30 E

PRW167 166+67.73 49.46'

PRW156 167+57.55 40.56'

S 89°51'32" E 94.37'

PROP171

P.T. 168+58.80

N 16°07'35" W 122.97'

C.T.H. Y

R/L N 73°52'25" E

169+74.45 29.50' PRW208

PROP173

PROP

N 32°57'14" E 38.93'

168+58.80 77.97' PRW169

S 89°51'32" E 46.55'

PROP172

N 32°57'14" E 54.98'

PRW177 169+45.03 55.00'

169+33.49 65'

169+03.49 91.00' PRW178

N 73°52'25 E 164.62'

N 73°52'25 E 203.51'

170+50.00 65' 55'

T.I. FOR SLOPE BLENDING

P.L.E. FOR SLOPE BLENDING

SLOPE INTERCEPT

S 89°41'00" E 90.36'

N 73°55'52 E 77.19'

PRW205 171+39.07 29.50'

PRW158 171+48.54 55'

4.15

MATCH LINE SHEET

VILLAGE OF HATLEY
Tax Key No. 50. 192810. 9. 9.

C.S.M. 13301-58-48

40 LINE

LOT 2

LOT 3

VILLAGE OF HATLEY

SE - SW SEC-19

PROP170

41

JOINT SCHOOL DISTRICT #3 OF THE VILLAGE OF HATLEY AND THE TOWNS OF NORRIE AND RINGLE
Tax Key No. 50. 192810. 12. 6.

| | | | | | |
|---|---|---|---|---|---|
| REVISION DATE 11-24-03 09-20-04 | DATE: 8-13-03 | SCALE, FEET 0 20 40 | HWY: CTH Y | STATE R/W PROJECT NUMBER 1053-09-21 | PLAT SHEET NO: 4.14 |
| | GRID FACTOR N/A | | COUNTY: MARATHON | CONSTRUCTION PROJECT NUMBER PSA WI-011503 | PS&E SHEET NO: 109 E |

FILE NAME : p:\2003052\microstation\rw plat\040404_rp.dgn PLOT DATE : 9/20/2004 PLOT BY : TNA PLOT NAME : ORG DATE : Originator : Dist PLOT SCALE : _PLOTSCALE_

WISDOT/CADDS SHEET 75

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

P.I. = 173+63.11

Y = 176,826.600
X = 357,669.106

Δ. = 54°07'24" (LT.)
D. = 13°38'31"
T. = 214.57'
L. = 396.74'
R. = 420.00'

| ROAD NAME | BASIS OF EXISTING R/W | YEAR |
|---|---|---|
| EMMONSVILLE RD | C.S.M. 11733 | 2001 |
| | | |
| | | |
| | | |

VILLAGE OF HATLEY

T 28 N R 10 E 19

1" IRON PIPE
County Coordinates
Y = 177,811.247
X = 357,616.917

GN

42

HATLEY LUMBER & SUPPLY, LLC.
Tax Key No. 50. 192810. 9. 8.

C.S.M. 11733-50-21

NE-SW SEC-19

2,600.04'

N 0°08'36" W

STA. 173+00.00 =
STA. 10+00'EM'
Y = 176,834.118
X = 357,597.844

173+00.00 PRW161 50'

SLOPE INTERCEPT

40 LINE

T.I. FOR SLOPE BLENDING

PRW163 175+45.28 32.14'

175+21.51 61.47'

37.34'

PRW162 174+00.00 45'

175+23.02 37.20'

N 61°26'02"E 133.69'

N 49°36'07"E 88.62'

N 35°10'20"E 131.89'

4.14

MATCH LINE SHEET

4.16

MATCH LINE SHEET

P.T. 175+45.28

P.L.

PROP175

175

PVC FM

SAN

G

W

PVC FM

175+45.29 43' PRW170

P.L.

S 89°41'00" E 90.36'

P.T. 9+69.29'EM'

C.T.H. Y

P.C.

173

174

15" W

R/L = N 36°45'15" W

EXISTING 66'

VILLAGE OF HATLEY

SAN

SLOPE INTERCEPT

N 19°45'02" E 50.12'

6.00'

N 73°55'52" E 77.19'

58 ALLIANT ENERGY

PVC FM

P.I. 173+63.11

N 27°42'48" E 55.52'

174+95.29 45.57'

22' T.F. FOR DRIVEWAY

202.48'

172+16.19 61.31' PRW160

S 89°41'00" E 75.13'

P.L.

PRW164 174+50.00 47.28'

174+97.61 68.14'

175+00.00 45.70' PRW165

N 14°00'46" E

8'EM'+96.69 34.41'

8+93.40'EM' 24.81' PRW106 PROP174

9'EM'

P.I. 9+02.68'EM'

WISCONSIN PUBLIC SERVICE CORP.

NW-SE SEC-19

41

JOINT SCHOOL DISTRICT #3 OF THE VILLAGE OF HATLEY AND THE TOWNS OF NORRIE AND RINGLE
Tax Key No. 50. 192810. 12. 6.

10' T.I. FOR SLOPE BLENDING

9+24.71'EM' 79.06'

54.11'

43

DONNA FINLAN
Tax Key No. 50. 192810. 14. 8.

44

KEVIN J. TRZEBIATOWSKI
Tax Key No. 50. 192810. 14. 9.

8+86.07'EM 46.32'

9+14.25'EM' 99.08'

8+00.00'EM' 42.83'

8+00.00'EM' 32.83'

25' T.F. FOR DRIVEWAY

8+77.42'EM' 68.74'

3/4" x 24" IRON BAR
County Coordinates
Y = 175,211.211
X = 357,628.425

T 28 N R 10 E 19 30

EMMONSVILLE RD.

8'EM'

P.C. 8+30.51'EM'

P.I. 7+19.35'EM'
Y = 176,568.481
X = 357,652.900

PRW108 8+67.17'EM' 35.80'

P.I. = 9+02.68'EM'
Y = 176,751.693
X = 357,659.402
Δ. = 38°47'12" (LT.)
T. = 72.16'
L. = 138.78'
R. = 205.00'

4

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

| | | | | | |
|---|---|---|---|---|---|
| REVISION DATE 11-24-03 N.C. 09-20-04 | DATE: 8-13-03 | SCALE, FEET 0 20 40 | HWY: CTH Y | STATE R/W PROJECT NUMBER 1053-09-21 | PLAT SHEET NO: 4.15 |
| | GRID FACTOR N/A | | COUNTY: MARATHON | CONSTRUCTION PROJECT NUMBER PSA WI-011503 | PS&E SHEET NO: 110 E |

FILE NAME : p:\2003052\microstation\rw plat\040405_rp.dgn PLOT DATE : 9/20/2004 PLOT BY : TNA PLOT NAME : ORG DATE : Originator : Dist PLOT SCALE : _PLOTSCALE_

WISDOT/CADDS SHEET 75

1" IRON PIPE
County Coordinates
Y = 177,811.247
X = 357,616.917

T 28 N
19
R 10 E

NE-SW SEC-19

VILLAGE OF HATLEY

2,600.04'
N 0°08'36" W

42
HATLEY LUMBER & SUPPLY, LLC.
Tax Key No. 50. 192810. 9. 8.
C.S.M. 11733-50-21
LOT 1

T.I. NOT TO INCLUDE OR AFFECT BUILDING.

P.I. 8+75.00 'MW'
Y = 177,271.901
X = 357,683.150

EXISTING 50'

9+31.01 'MW'
25.00'

176+89.00
72.78'
47.78'

177+04.23
32.85'
PRW112

STA. 177+22.17
STA. 10+00 'MW'
Y = 177,195.030
X = 357,801.389

175+90.00
62.34'
47.34'

30' T.I. FOR SLOPE BLENDING

15' T.I. FOR SLOPE BLENDING

158.96'
N 19°29'39" E

VILLAGE OF HATLEY

ALLIANT ENERGY
58

C.T.H. Y

STA. 176+91.25
STA. 10+00 'ME'
Y = 177,165.928
X = 357,790.940

R/L = N 19°45'02" E

MATCH LINE SHEET

128.37'
N 19°45'02" E

SLOPE INTERCEPT

175+60.00
43'

176+73.65
43.00'
PRW166

175+60.00
65'

MILL ST.
R/L = S 56°58'16" E

42
HATLEY LUMBER & SUPPLY, LLC.
Tax Key No. 50. 192810. 14. 12.
LOT 2

SLOPE INTERCEPT

PRW116 178+29.43
32.50'

PRW115 177+55.45
32.18'

73.98'
N 19°29'43" E

WISCONSIN PUBLIC SERVICE CORP.

51.22'
N 29°30'04" E

PRW117 178+29.43
31.32'

178+29.43
41.28'

75.00'
N 19°16'55" E

10' T.I. FOR SLOPE BLENDING

38.00'
N 38°29'31" W

PRW114 177+54.43
31.93'

177+48.21
41.98'

PRW113 10+75.00 'EM'
19.13'

R/L = S 89°30'49" E

64.38'
N 89°00'49" E

11 'ME'

EXISTING 50'

P.I. 10+62.90 'ME'
Y = 177,165.494
X = 357,953.843

NW-SE SEC-19

44
KEVIN J. TRZEBIATOWSKI
Tax Key No. 50. 192810. 14. 9.

46
RONALD R. & FLORA M. JAKUBEK
Tax Key No. 50. 192810. 14. 5.
C.S.M. -2 -194
PARCEL 2

PARCEL 1

END RELOCATION ORDER
STA. 178+29.43

3/4" x 24" IRON BAR
County Coordinates
Y = 175,211.211
X = 357,628.425

T 28 N
19
30
R 10 E

| ROAD NAME | BASIS OF EXISTING R/W | YEAR |
|---|---|---|
| EMMONSVILLE RD | C.S.M. 11733 | 2001 |
| | | |
| | | |
| | | |

4

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

REVISION DATE
11-24-03 N.C.
09-20-04 N.C.

DATE: 8-13-03
GRID FACTOR N/A

SCALE, FEET
0 20 40

HWY: CTH Y
COUNTY: MARATHON

STATE R/W PROJECT NUMBER 1053-09-21
CONSTRUCTION PROJECT NUMBER PSA WI-011503

PLAT SHEET NO: 4.16
PS&E SHEET NO: 111

E

FILE NAME : p:\2003052\microstation\rw plat\040406_rp.dgn PLOT DATE : 9/20/2004 PLOT BY : TNA PLOT NAME : ORG DATE : Originator : Dist PLOT SCALE : _PLOTSCALE_

WISDOT/CADDS SHEET 75

EXISTING ACCESS CONTROL ESTABLISHED FROM PREVIOUS PROJECT: F 020-2(23)

TOWN OF RINGLE

NE - NE SEC-25

50

BERNARD A. & BEVERLY E. HEINRICH
Tax Key No.36.252809.L5

C.S.M.2300-9 -84

P.I. = 15+08.25'NW'
Y = 173,980.764
X = 355,025.111
Δ. = 38°36'43" (LT)
D. = 9°00'00"
T. = 223.02'
L. = 429.02'
R. = 636.62'

T 28 N, R 9 E, R 10 E, 24 19 25 30

6" x 6" STONE
COUNTY COORDINATES
Y = 175,203.190
X = 254,740.900

827+60.91
309.13'
Y = 174,198.668
X = 354,741.027

S 0°0'26"E
1,004.56'

VILLAGE OF HATLEY

GN

PLOVER RIVER

NW - NW SEC-30

820+99.62
306.71'
PRW141

14+34.12'NW'
204.97'
PRW142

PLE FOR DRAINAGE

23.3'±

15+79.59'NW'
106.26'
PLE7

N 47°00'35" E
35.20'

11

IVAN FRAAZA
Tax Key No.50.302810.6.7

N 27°58'57" W
10.35'

15+79.98'NW'
95.91'
PLE4

N 47°00'35" E
74.17'

15+00'NW'
70'
PRW37

13+87'NW'
49'
PRW42

N 64°32'41"E
104.42'

S 89°43'29"E 170.78'

154.93' P.L.

6.9

MATCH LINE SHEET 4.9

WB ON RAMP

16'

63.12'

14'NW'

0°19'07" W
25.54'

S 89°40'53" E 948.82'

ALLIANT ENERGY

S 89°51'31"E 823.72'

P.L.

N 0°34'46"E 158.02'

P.L.

47

MARVIN A. SCHULTZ
Tax Key No.36.252809.L2
Tax Key No.50.302810.6.4

C.S.M.3278-12-143

S 48°11'53"W 239.10'

P.L.

SLOPE INTERCEPT

820+98.99
148.69'
PRW140

P.L.

P.L.

S 89°43'29"E 817.87'

827+46.08
149.27'
PRW143

VERIZON

147.87'

147.99'

S.T.H. 29 R/L

S.T.H. 29

P.C. 12+85.23 'NW'
STA. 826+23.21

P.I. 11+40.57'SW'

P.I. 15+08.25'NW'

818 820 822 824 826 828 830

6'SW' 8'SW' 10'SW'

R/L = S 89°38'55" E

90.00'

SIGN

P.L.

P.C. 8+69.20 'SW'

STA. 6+63.54'SW' =
STA. 821+67.46

EB OFF RAMP

12'SW'

PROPOSED STRUCTURE
B-37-378

P.C. 830+45.81

OWEST COMMUNICATION NETWORK

P.T. 14+02.11 'SW'

PROP109

S 81°24'44" E
386.57'

P.L.

N 85°02'26" W
80.76'

S 0°0'26"E
38.42'

14'SW'

P.C. 16+58.58 'SW'

N 56°21'35" W
192.34'

12+00'SW'
57.07'
PRW15

R/L = S 63°00'18" E

16'SW'

P.L.

S 71°28'27" E 396.67'

N 0°00'41" E 195.72'

P.L.

P.L.

MATCH LINE SHEET 4.9

PLOVER RIVER

49

COUNTY CONCRETE CORP.
Tax Key No.36.252809.4

SE - NE SEC-25

14+02.11'SW'
96.22'
PRW60

SLOPE INTERCEPT

N 56°21'35" W
258.20'

9

CHESTER A. WARPEHOSKI & CAMILLE BRINKMAN
Tax Key No.30.302810.7.1

16+58.58'SW'
126.10'
PRW61

N 56°21'35" W
257.95'

4" G

4" G

TOWN OF NORRIE

P.I. = 11+40.57'SW'
Y = 173,864.213
X = 354,622.541
Δ. = 26°38'37" (RT)
D. = 4°59'59"
T. = 271.36'
L. = 532.91'
R. = 1,146.00'

13/16" IRON ROD
COUNTY COORDINATES
Y = 172,563.815
X = 254,740.953

T 28 N, R 9 E, R 10 E, 25 30

SW - NW SEC-30

TOWN OF RINGLE

| ROAD NAME | BASIS OF EXISTING R/W | YEAR |
|---|---|---|
| C.T.H. Y<br>S.T.H. 29 | WISDOT PROJECT 1059-16-23 | 1997 |
| C.T.H. Y<br>S.T.H. 29 | U.S. PUBLIC LAND SURVEYS<br>OF PUBLIC RECORD | |

REVISION DATE
11-24-03
09-20-04

DATE: 8-13-03

GRID FACTOR N/A

SCALE, FEET
0 50 100

HWY: CTH Y

COUNTY: MARATHON

STATE R/W PROJECT NUMBER 1053-09-21

CONSTRUCTION PROJECT NUMBER 1053-09-71

PLAT SHEET NO: 4.17

PS&E SHEET NO: 112

E

FILE NAME : p:\2001193\microstation\rw plat\040405_rp.dgn PLOT DATE : 9/20/2004 PLOT BY : TNA PLOT NAME : ORG DATE : Originator : Dist PLOT SCALE : _PLOTSCALE_

WISDOT/CADDS SHEET 75

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

| COURSE TABLE | | | |
|---|---|---|---|
| FROM | TO | BEARING | DIST. |
| PRW17 | PRW67 | N 27°15'39" W | 32.65' |
| PRW27 | PRW76 | S 41°41'53" E | 95.34' |

EXISTING ACCESS CONTROL ESTABLISHED FROM PREVIOUS PROJECTS: F 020-2(23), DF 020-2(20), AND 1059-16-23

MATCH LINE SHEET 4.10

MATCH LINE SHEET 4.9

MATCH LINE SHEET 4.9

16+25'FR' 70' PRW27

22+75.94'NE' 95' PRW25

N 27°15'39" W 208.28'

N 34°39'39" W 258.82'

P.C. 17+17.50 'FR'

17+17.50'FR' 46.99' PRW76

17+50.36'FR' 71.36' PRW17

17+17.50'FR' 73.49' PRW67

P.T. 12+82.11'CS

MW - NW SEC-30

12

IVAN FRAAZA
Tax Key No.50.302810.6.9

VILLAGE OF HATLEY

VERIZON

LOT 1
C.S.M.7237-28-10

LOT 2
C.S.M.7237-28-10

IVAN FRAAZA
Tax Key No.50.302810.6.10

KATHY'S CT.

S 41°41'53" E 181.42'

S 15°53'23" E 125.65'

FRONTAGE RD 1

CURTIS AVE.

18'FR

20'FR

24'NE

24+86.57'NE' 57.29' PRW26

18+79.87'FR' 43.80' PRW30

P.I. 19+34.25'FR'

P.T. 21+07.30'FR

STA. 19+69.89'FR

STA. 10+00'CS
Y = 173,980.411
X = 356,218.401

R/L = S 45°00'38" E

26'NE'

40 LINE

P.C. 26+88.00'NE'

P.I. 28+59.92'NE'

28'NE'

P.C. 841+60.04

P.I. 25+75.37'SE'

PC 841+60.04 30+24.37'NE'

30'NE'

WB OFF RAMP

32'NE'

P.I. 33+23.16'NE'

P.T. 36+17.56'NE'

STA. 849+11.93

34'NE'

36'NE'

38'NE

S.T.H. 29

N 70°05'20" W 284.35'

26'SE'

28'SE'

P.T. 27+21.32'SE'

P.C. 24+27.28'SE'

SW - NW SEC-30

TOWN OF NORRIE

N 58°32'54" W 51.77'

26+50.20'SE'

62.88'

N 85°46'09" E 243.05'

WISCONSIN PUBLIC SERVICE CORP.

QWEST COMMUNICATION NETWORK

SLOPE INTERCEPT

P.C. 30+11.78'SE'

30'SE'

EB ON RAMP

S 77°50'50" E

S.T.H. 29 R/L

P.I. 33+24.05'SE'

32'SE'

34'SE'

36'SE'

P.I. 848+23.66

P.T. 36+31.82'SE'

STA. 852+15.54

SE - NW SEC-30

10' EASEMENT TO WISCONSIN FUEL AND LIGHT COMPANY DOC. NO. 1220669

CHESTER A. WARPEHOSKI & CAMILLE BRINKMAN
Tax Key 30.302810.7.2.

LOT 1
C.S.M.12522-54-30

WISCONSIN PUBLIC SERVICE CORP.
Tax Key No.30.75.0.5

DUSTIN FRAAZA
Tax Key No.30.302810.8.9 LOT 1
C.S.M.10888-45-140

HARVEY FRAAZA
Tax Key No.30.302810.8.10 LOT 2
C.S.M.10888-45-140

MARY F. WALKUSH, et al.
Tax Key No.50.302810.8.4

| ROAD NAME | BASIS OF EXISTING R/W | YEAR |
|---|---|---|
| C.T.H. Y<br>S.T.H. 29 | WISDOT PROJECT 1059-16-23 | 1997 |
| C.T.H. Y<br>S.T.H. 29 | U.S. PUBLIC LAND SURVEYS OF PUBLIC RECORD | |

26 PATRICK R. ERON
Tax Key No.50.302810.6.14

P.C. 11+74.82'CS

P.I. 12+29.17'CS

R/L = N 89°54'22" E

22'FR

24'FR

48 JAY LOOMIS
Tax Key No.50.302810.6.2

P.I. = 25+75.37'SE'
Y = 173,604.692
X = 355,997.593
Δ. = 16°54'26" (RT)
D. = 5°45'00"
T. = 148.10'
L. = 294.04'
R. = 996.45'

P.I. = 28+59.92'NE'
Y = 173,702.448
X = 356,131.299
Δ. = 29°12'03" (LT)
D. = 8°40'52"
T. = 171.92'
L. = 336.37'
R. = 660.00'

P.I. = 33+24.05'SE'
Y = 173,456.461
X = 356,733.552
Δ. = 16°50'27" (LT)
D. = 2°42'58"
T. = 312.27'
L. = 620.03'
R. = 2,109.48'

P.I. = 33+23.16'NE'
Y = 173,579.877
X = 356,585.748
Δ. = 16°59'03" (LT)
D. = 2°51'48"
T. = 298.79'
L. = 593.19'
R. = 2,001.11'

JEROME T. & THERESA M. TOPCZEWSKI
Tax Key No.50.10.0.1
Tax Key No.30.75.0.1

MICHAEL A. & MARIA T. COX
Tax Key No.50.302810.5.58
Tax Key No.30.302810.8.8
LOT 1
C.S.M.10056-41-79

TERRY & DIANA L. WEISENBERGER
Tax Key No.50.302810.5.57
Tax Key No.30.302810.8.7
LOT 2
C.S.M.10056-41-79

GTM, INC.
Tax Key No.53.302810.8.5

VILLAGE OF HATLEY

GN

4

| REVISION DATE | DATE: 8-13-03 | SCALE, FEET | HWY: CTH Y | STATE R/W PROJECT NUMBER 1053-09-21 | PLAT SHEET NO: 4.18 | |
|---|---|---|---|---|---|---|
| 11-24-03<br>09-20-04 | GRID FACTOR N/A | 0 50 100 | COUNTY: MARATHON | CONSTRUCTION PROJECT NUMBER 1053-09-71 | PS&E SHEET NO: 113 | 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 : p:\2001193\Microstation\RW Plat\040406_rp.dgn PLOT DATE : 9/20/2004 PLOT BY : TNA PLOT NAME : ORG DATE : Originator : Dist PLOT SCALE : _PLOTSCALE_

WISDOT/CADDS SHEET 75

P.I. = 10+80.79'WI'
Y = 172,672.58
X = 356,249.43
Δ. = 8°57'49" (RT)
D. = 19°05'55"
T. = 23.51'
L. = 46.93'
R. = 300.00'

P.I. = 14+28.02'WI'
Y = 173,015.49
X = 356,304.70
Δ. = 8°52'43" (LT)
D. = 4°24'27"
T. = 100.93'
L. = 201.45'
R. = 1,300.00'

TOWN OF NORRIE

P.T. 15+28.55'WI'
P.I. 14+28.02'WI'
P.C. 13+27.09'WI'

9
CHESTER A. WARPEHOSKI & CAMILLE BRINKMAN
Tax Key No.30.302810.7.2

LOT 1
C.S.M. 12522-54-30

MARATHON COUNTY HIGHWAY EASEMENT

DRAINAGE P.L.E. DOC. NO. 1114573

SW - NW SEC-30

CURVE
L. = 6.00'
L.C. = 6.00'
L.C.B. = S 16°16'36" W
R. = 1213.26'

WISHBONE LANE

9
CHESTER A. WARPEHOSKI & CAMILLE BRINKMAN
Tax Key No.30.302810.7.1

10
STEVE MATTKE
Tax Key No.30.302810.7.3

LOT 2
C.S.M. 12522-54-30

82.5'

13/16" IRON ROD
COUNTY COORDINATES
Y = 172,563.815
X = 354,740.953

T.I. FOR SLOPE BLENDING

12+25'WI'
55' & 46.34'

P.T. 14+81.31'LR'
SLOPE INTERCEPT
STA. 14+56.35'LR'
STA. 10+48.66'CY'
Y = 172,560.841
X = 355,839.478
P.I. 14+54.85'LR'

P.T. 11+04.20'WI'
P.I. 10+80.79'WI'
P.C. 10+57.27'WI'

WISCONSIN PUBLIC SERVICE CORPORATION 63

VERIZON 59

10+76.12'WI'
75.48'

10+71.52'WI'
88.15'

14+28.36'LR'
45'
PRW33

P.C. 14+28.36'LR'

P.C. 18+02.75'LR'

S 89°48'20"E
293.36'

S 83°40'26" W 218.76'

18'LR'

16'LR'

14'LR'

R/L = N 85°08'17" E

MATCH LINE SHEET 4.8

S 89°48'20" E
265.00'

14+00'LR'
55'
PRW43

ALLIANT ENERGY

9+00'CY'
36.51'
PRW44

P.T. 9+07.19'CY'

P.C. 8+33.19'CY'

R/L = N 2°39'55" W

OLD C.T.H. Y

R/L = N 11°28'07" E

8'CY'

82.5'

8
ALOIS L, JR. & CAMILLE D BRINKMAN
Tax Key No.30.302810.10.11

NW - SW SEC-30

9+31.13'CY'
69.02'

9+15.18'CY'
49.26'

P.I. 8+70.38'CY'

T.I. FOR SLOPE BLENDING

7+75'CY'
42.39' & 52'

8
ALOIS L, JR. & CAMILLE D BRINKMAN
Tax Key No.30.302810.10.1

P.I. = 8+70.38'CY
Y = 172,382.37
X = 355,847.79
Δ. = 14°08'02" (LT)
D. = 19°05'55"
T. = 37.19'
L. = 74.01'
R. = 300.00'

CURVE PRW6
L. = 115.09'
L.C. = 114.42'
L.C.B. = N 78°46'12" E
R. = 308.00'

P.T. 18+55.70'LR'

18+55.70'LR'
33'
PRW72

P.I. 18+29.24'LR'

17+06.54'LR'
53.49'
PRW46

15+92.82'LR'
65.88'
PRW78

PRW131

19+15.43'LR'
33'

19+15.46'LR'
70'

19+50'LR'
70' & 43'

R/L = N 0°11'32" E

40' LINE

12'WI'

R/L = N 9°09'21" E

DUSTIN FRAAZA
Tax Key 30.302810.8.9.
LOT 1
C.S.M. 10888-45-140

HARVEY FRAAZA
Tax Key 30.302810.8.10.
55
LOT 2
C.S.M. 10888-45-140

14+77.74'NR'
33'
PRW148

PRW147 14+77.12'NR'
33'

NORTH ROAD

14'NR'

444.61'

444.35'

N 0°12'14" W

VILLAGE OF HATLEY

SE - NW SEC-30

51
MARY F. WALKUSH, et al.
Tax Key No.50.302810.8.4

2.50 ACRES SEVERED

51
MARY F. WALKUSH, et al.
Tax Key No.50.302810.8.4

14.21 ACRES REMAINING

PRW203 12+36.29'WI'
26.02'

PRW202 12+44.05'WI'
72.53'

PRW74

RICHARD & CAROL MAE STROIK
Tax Key No.30.302810.8.4

LOT 1
C.S.M. 4172-15-170

N 0°03'30" W 197.86'

19+65.23'LR'
43'

19+65.27'LR'
33'
PRW47

23+51.08'LR'
33'
PRW144

PRW145 24+17.08'LR'
33'

1" IRON PIPE
COUNTY COORDINATES
Y = 172,554.156
X = 357,617.171

T.I. FOR SLOPE BLENDING

33'

10'

20'LR'

S 89°48'20"E 385.81'

22'LR'

LOCAL ROAD

24'LR'

S 89°48'20"E 822.12'

26'LR'

P/L = S 89°48'20" E

4.20

MATCH LINE SHEET

9
19+65.56'LR'
33'
172,558.465
356,347.306

STA. 18+67.49'LR'

STA. 10+00'WI'
Y = 172,591.799
X = 356,249.164

T.I. FOR SLOPE BLENDING

STA. 23+84.31'LR'

STA. 10+00'NR'
Y = 172,590.045
X = 356,766.162

SLOPE INTERCEPT

S 89°48'20"E 1,372.70'

52
JEFFREY A. & DEBORAH G. OSTROWSKI
Tax Key No.30.302810.9.3

LOT 1
C.S.M. 5634-20-227

P.I. = 18+29.24'LR'
Y = 172,591.93
X = 356,211.06
Δ. = 5°03'23" (RT)
D. = 9°32'58"
T. = 26.49'
L. = 52.95'
R. = 600.00'

NE - SW SEC-30

TOWN OF NORRIE

53
TIMOTHY D. & AMELIA NOWINSKY
Tax Key No.30.302810.9.1

P.I. = 14+54.85'LR'
Y = 172,560.19
X = 355,837.98
Δ. = 5°03'23" (RT)
D. = 9°32'58"
T. = 26.49'
L. = 52.95'
R. = 600.00'

| COURSE TABLE | | | |
|---|---|---|---|
| FROM | TO | BEARING | DIST. |
| PRW75 | PRW45 | S 68°32'37" W | 104.21' |
| PRW77 | PRW33 | S 83°40'26" W | 48.93' |
| PRW71 | PRW78 | N 48°25'26" E | 115.21' |
| PRW45 | PRW74 | N 40°44'16" E | 189.26' |
| PRW44 | PROP150 | N 77°52'33" E | 87.03' |
| PRW72 | PRW74 | N 10°06'02" E | 561.64' |
| PRW46 | PRW131 | N 78°07'27" E | 96.94' |
| PRW131 | PRW72 | N 78°07'27" E | 50.35' |
| PRW44 | PRW43 | S 15°57'51" E | 97.64' |
| PRW146 | PRW147 | S 89°40'03" E | 66.00' |
| PRW201 | PRW202 | N 89°40'29" E | 47.15' |

| POINT TABLE - STATION AND OUT | | |
|---|---|---|
| POINT # | STATION | DIST. |
| PRW77 | 14+81.31'LR' | 48.41' |
| PRW75 | 17+00.00'LR' | 54.00' |
| PRW131 | 18+02.75'LR' | 41.36' |
| PRW74 | 12+30.34'WI' | 25.28' |

| ROAD NAME | BASIS OF EXISTING R/W | YEAR |
|---|---|---|
| C.T.H. Y<br>S.T.H. 29 | WISDOT PROJECT 1059-16-23 | 1997 |
| C.T.H. Y<br>S.T.H. 29 | U.S. PUBLIC LAND SURVEYS OF PUBLIC RECORD | |

REVISION DATE
11-24-03
09-20-04 N.C.

DATE: 8-13-03
GRID FACTOR N/A

SCALE, FEET
0 50 100

HWY: CTH Y
COUNTY: MARATHON

STATE R/W PROJECT NUMBER 1053-09-21
CONSTRUCTION PROJECT NUMBER 1053-09-71

PLAT SHEET NO: 4.19
PS&E SHEET NO: 114 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 : p:\2001193\microstation\rw plat\040407_rp.dgn PLOT DATE : 9/20/2004 PLOT BY : TNA PLOT NAME : ORG DATE : Originator : Dist PLOT SCALE : _PLOTSCALE_

WISDOT/CADDS SHEET 75

4

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

SE - NW
SEC-30

VILLAGE OF HATLEY

51

MARY F. WALKUSH, et al.
Tax Key No.50.302810.8.4

VILLAGE OF HATLEY

P.L.

TOWN OF NORRIE

40 LINE

54

HARVEY G. & GAIL A. FRAAZA
Tax Key No.30.302810.3

23.80 ACRES REMAINING

SW - NE
SEC-30

TOWN OF NORRIE

GN

4

MATCH LINE SHEET 4.21

CURVE PRW1
L. = 165.69'
L.C. = 163.05'
L.C.B. = N 72°24'58" E
R. = 267.00'

CURVE PRW4
L. = 206.68'
L.C. = 203.38'
L.C.B. = N 72°25'08" E
R. = 333.00'

P.T. 38+49.02'LR'

P.I. 37+59.02'LR'

P.C. 36+62.82'LR'

T.I. FOR SLOPE BLENDING

P.T. 34+25.37'LR'

32+39.20'LR' PRW132
33'

32+35.37'LR'
33'
Y= 172,620.156
X= 357,617.326

P.C. 32+39.20'LR'

SLOPE INTERCEPT

33' 10' 28'LR' S 89°48'20"E 1,273.93' 30'LR' LOCAL RD. 32'LR'

R/L = S 89°48'20" E

S 89°48'20"E 1,372.70'

P.L.

SLOPE INTERCEPT

34+25.37'LR' PRW134
33'

36+62.82'LR' PRW136
33'

38+49.02'LR' PRW138
33'

38+49.02'LR' PRW139
33'

36+62.82'LR' PRW137
33'

34+25.37'LR' PRW135
33'

32+35.43'LR' PRW131
33'

32+39.20'LR' PRW133
33'

38+49.02'LR'
43'

36+62.82'LR'
43'

34+25.37'LR'
43'

32+35.43'LR'
43'

32+38.92'LR'
43'

33+46.10'LR'
55.33'

38'LR' 36'LR' 34'LR' 40'LR'

10' 33'

R/L N 54°38'17" E 237.45'

S 89°48'02" E 770.40'

R/L = S 89°48'02" E

S 89°48'02" E 770.66'

CURVE PRW3
L. = 165.72'
L.C. = 163.07'
L.C.B. = N 72°25'08" E
R. = 267.00'

T.I. FOR SLOPE BLENDING

CURVE PRW2
L. = 206.65'
L.C. = 203.35'
L.C.B. = S 72°24'58" W
R. = 333.00'

P.I. 33+35.39'LR'

S 0°08'05"W 55.33'

S 89° 48' 02" E 2,633.73'

54

HARVEY G. & GAIL A. FRAAZA
Tax Key No.30.302810.3

5.93 ACRES REMAINING

T 28 N R 9 E 25 30 R 10 E

1/4" IRON ROD
COUNTY COORDINATES
Y = 172,563.815
X = 354,740.953

53

TIMOTHY D. & AMELIA NOWINSKY
Tax Key No.30.302810.9.1

1" IRON PIPE
COUNTY COORDINATES
Y = 172,554.156
X = 357,617.171

NE - SW
SEC-30

T 28 N R 10 E 30

NW - SE
SEC-30

T 28 N R 10 E 30 29

1" IRON PIPE
COUNTY COORDINATES
Y = 172,554.155
X = 357,617.169

TOWN OF NORRIE

| P.I. = 33+35.39'LR' | P.I. = 37+59.02'LR' |
|---|---|
| Y = 172,566.82 | Y = 172,835.59 |
| X = 367,717.24 | X = 358,067.79 |
| Δ. = 35°33'23" (lt) | Δ. = 35°33'42" (RT) |
| D. = 19°05'55" | D. = 19°05'55" |
| T. = 96.19' | T. = 96.21' |
| L. = 186.17' | L. = 186.20' |
| R. = 300.00' | R. = 300.00' |

| | | | | | | |
|---|---|---|---|---|---|---|
| REVISION DATE<br>11-24-03<br>09-20-04 | DATE: 8-13-03 | SCALE, FEET<br>0 50 100 | HWY: CTH Y | STATE R/W PROJECT NUMBER 1053-09-21 | PLAT SHEET NO: 4.20 | |
| | GRID FACTOR N/A | | COUNTY: MARATHON | CONSTRUCTION PROJECT NUMBER 1053-09-71 | PS&E SHEET NO: 115 | E |

FILE NAME : p:\2001193\microstation\rw plat\040408_rp.dgn PLOT DATE : 9/20/2004 PLOT BY : TNA PLOT NAME : ORG DATE : Originator : Dist PLOT SCALE : _PLOTSCALE_

WISDOT/CADDS SHEET 75

| ROAD NAME | BASIS OF EXISTING R/W | YEAR |
|---|---|---|
| BIRCH LANE & | CSM 2910 | 1981 |
| LILLY LANE | CSM 5003 | 1988 |
| STH 29 | WISDOT PROJECT 1059-16-23 | 1997 |
| | | |

1" IRON PIPE
COUNTY COORDINATES
Y = 172,554.156
X = 357,617.171

T 28 N R 10 E 30

EXISTING ACCESS CONTROL ESTABLISHED FROM PREVIOUS PROJECT: DF 020-2(20)

MATCH LINE SHEET 4.20

NW - SE SEC-30

P.L.

40 LINE

T.I. FOR SLOPE BLENDING

S 89°48'02" E 770.40'

S 89°48'02" E 770.56'

33'

54
HARVEY G. & GAIL A. FRAAZA
Tax Key No.30.302810.3

SLOPE INTERCEPT

41'LR'

R/L = S 89°48'02" E

LOCAL RD.

10'

45+94.38'LR'
43'

PRW49 46+09.42'LR'
33'

46+19.68'LR'
33'
PRW50

46+19.72'LR'
43'

46'LR'

11+00'BI'
25.00' & 40.00'

SLOPE INTERCEPT

STA. 12+53.47'BI'

STA. 10+00'LI'
Y = 173,085.986
X = 358,949.401

N 0°01'40" W 578.92'

8.57'

48.41'

12'BI'

P.L.

14'BI'

16'BI'

EXR#2

18'BI'

P.I. 15+86.02'BI'

P.I. 17+99.85'BI'

P.L. 40 LINE

HARVEY G. & GAIL A. FRAAZA
Tax Key No.30.302810.3.2

PRW207 16+11.08'BI'
25.93'

QWEST COMMUNICATION NETWORK

TOWN OF NORRIE

SW - NE SEC-30

S.T.H. 29

GN

SIGN

BIRCH LN.

R/L = N 0°01'40" W

R/L = N 2°03'57" E

R/L = N 0°59'40" W

33'

STA. 46+34.55'LR'

STA. 10+00'BI'
Y = 172,832.517
X = 358,949.523

9+68.11'BI'
14.31'

9+65.36'BI'
39.16'

10+05.03'BI'
18.00'

10+08.26'BI'
43.00'

S 8°38'17" E
66.19'

25 T.I. FOR DRAINAGE

56
TODD & TINA WEBER
Tax Key No.30.302810.4.16
LOT 1
C.S.M.5003-18-171

66'

R/L = S 89°46'18" E

LILLY LN.

12'LI'

SLOPE INTERCEPT

ALLIANT ENERGY

WISCONSIN PUBLIC SERVICE CORP.

PATRICIA SEGEL, etal.
Tax Key No.30.302810.4.12

LOT 2
C.S.M.2910-11-80

LOT 1
C.S.M.2910-11-80

ANR PIPELINE

JEFFREY T. & LINDA A. THUMS
Tax Key No.30.302810.4.4
LOT 1
C.S.M.5001-18-169

1" IRON PIPE
COUNTY COORDINATES
Y = 172,554.155
X = 357,617.169

T 28 N R 10 E 30 29

NE - SE SEC-30

SE - NE SEC-30

JOSEPH M. & CAROL A. WERNER
Tax Key No.30.302810.4.17
LOT 1
C.S.M.5807-21-125

4

| REVISION DATE | DATE: 8-13-03 | SCALE, FEET | HWY: CTH Y | STATE R/W PROJECT NUMBER 1053-09-21 | PLAT SHEET NO: 4.21 | |
|---|---|---|---|---|---|---|
| 11-24-03<br>09-20-04 | GRID FACTOR N/A | 0 50 100 | COUNTY: MARATHON | CONSTRUCTION PROJECT NUMBER 1053-09-71 | PS&E SHEET NO: 116 | E |

FILE NAME : p:\2001193\microstation\rw plat\040409_rp.dgn PLOT DATE : 9/20/2004 PLOT BY : TNA PLOT NAME : ORG DATE : Originator : Dist PLOT SCALE : _PLOTSCALE_

WISDOT/CADDS SHEET 75

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 PROPERTY MONUMENTS

| POINT | Y | X |
|---|---|---|
| PRW1 | 170,823.899 | 355,055.918 |
| PRW2 | 170,880.390 | 355,046.032 |
| PRW3 | 170,901.087 | 355,049.590 |
| PRW4 | 170,938.392 | 355,075.291 |
| PRW5 | 171,214.541 | 355,138.278 |
| PRW6 | 171,215.962 | 355,133.273 |
| PRW7 | 171,457.818 | 355,196.761 |
| PRW8 | 171,862.697 | 355,311.744 |
| PRW9 | 172,686.560 | 355,302.089 |
| PRW10 | 170,706.392 | 355,119.707 |
| PRW11 | 170,703.358 | 355,137.357 |
| PRW12 | 171,591.266 | 355,351.396 |
| PRW13 | 171,320.513 | 355,272.034 |
| PRW14 | 173,369.368 | 355,250.375 |
| PRW15 | 173,761.860 | 354,660.528 |
| PRW16 | 174,514.182 | 355,927.926 |
| PRW17 | 174,151.260 | 356,114.930 |
| PRW18 | 174,710.358 | 355,723.776 |
| PRW19 | 174,819.371 | 355,799.306 |
| PRW20 | 175,207.640 | 356,340.273 |
| PRW21 | 174,323.676 | 355,596.716 |
| PRW22 | 174,490.048 | 355,583.761 |
| PRW23 | 174,595.052 | 355,653.565 |
| PRW24 | 174,450.313 | 355,792.087 |
| PRW25 | 174,182.498 | 355,785.443 |
| PRW26 | 174,006.914 | 355,907.754 |
| PRW27 | 174,195.397 | 355,929.924 |
| PRW29 | 171,965.778 | 355,441.877 |
| PRW30 | 173,988.770 | 356,114.010 |
| PRW31 | 172,198.518 | 355,446.941 |
| PRW32 | 172,506.279 | 355,517.948 |
| PRW33 | 172,605.283 | 355,811.645 |
| PRW34 | 172,606.278 | 355,518.287 |
| PRW35 | 172,796.669 | 355,452.020 |
| PRW36 | 173,455.139 | 355,533.185 |
| PRW37 | 174,082.916 | 354,990.261 |
| PRW38 | 173,505.838 | 355,821.204 |
| PRW39 | 174,439.407 | 355,372.681 |
| PRW40 | 174,746.604 | 355,520.567 |
| PRW42 | 174,038.034 | 354,895.977 |
| PRW43 | 172,505.380 | 355,782.946 |
| PRW44 | 172,411.510 | 355,809.799 |
| PRW45 | 172,672.898 | 356,174.694 |
| PRW46 | 172,528.527 | 356,093.305 |
| PRW47 | 172,624.466 | 356,347.238 |
| PRW49 | 172,865.570 | 358,934.507 |
| PRW50 | 172,799.569 | 358,934.539 |
| PRW51 | 175,207.081 | 356,139.383 |
| PRW52 | 170,919.608 | 355,184.548 |
| PRW53 | 171,110.991 | 355,226.312 |
| PRW55 | 171,834.732 | 355,410.217 |
| PRW56 | 172,193.542 | 355,340.056 |
| PRW57 | 172,695.827 | 355,501.161 |
| PRW58 | 172,902.560 | 355,285.730 |
| PRW59 | 172,891.594 | 355,463.721 |
| PRW60 | 173,655.306 | 354,820.661 |
| PRW61 | 173,512.266 | 355,035.624 |
| PRW62 | 174,210.938 | 355,127.595 |
| PRW63 | 174,238.922 | 355,157.614 |
| PRW64 | 171,027.419 | 355,090.355 |
| PRW65 | 174,385.475 | 355,827.146 |
| PRW66 | 174,454.587 | 355,958.634 |
| PRW67 | 174,180.280 | 356,099.977 |
| PRW68 | 174,906.696 | 355,735.707 |
| PRW69 | 175,145.561 | 356,245.052 |
| PRW70 | 170,720.370 | 355,038.400 |
| PRW71 | 172,429.789 | 355,894.890 |
| PRW72 | 172,558.838 | 356,237.442 |
| PRW74 | 172,816.303 | 356,298.206 |
| PRW75 | 172,634.780 | 356,077.708 |
| PRW76 | 174,124.226 | 355,993.331 |
| PRW77 | 172,610.675 | 355,860.278 |
| PRW78 | 171,215.962 | 355,133.273 |
| PRW79 | 172,567.777 | 355,920.052 |
| PRW80 | 175,296.802 | 356,248.534 |
| PRW81 | 175,548.032 | 356,354.594 |
| PRW82 | 175,386.995 | 356,415.820 |
| PRW83 | 175,586.720 | 356,457.510 |
| PRW84 | 175,636.657 | 356,467.930 |
| PRW85 | 175,807.331 | 356,505.582 |
| PRW86 | 175,826.534 | 356,413.587 |
| PRW87 | 175,833.480 | 356,516.390 |
| PRW88 | 175,879.700 | 356,535.490 |
| PRW89 | 176,064.670 | 356,611.920 |
| PRW90 | 176,082.875 | 356,520.483 |
| PRW91 | 176,107.281 | 356,513.936 |
| PRW94 | 176,110.482 | 356,632.800 |
| PRW95 | 176,252.236 | 356,693.075 |
| PRW97 | 176,451.944 | 356,921.814 |
| PRW98 | 176,444.535 | 356,928.530 |
| PRW99 | 176,620.161 | 356,995.714 |
| PRW100 | 176,627.571 | 356,988.998 |
| PRW106 | 176,735.129 | 357,625.568 |
| PRW108 | 176,721.240 | 357,690.300 |
| PRW112 | 177,189.250 | 357,764.410 |
| PRW113 | 177,184.858 | 357,865.991 |
| PRW114 | 177,214.599 | 357,842.341 |
| PRW115 | 177,237.230 | 357,782.350 |
| PRW116 | 177,306.966 | 357,807.038 |
| PRW117 | 177,285.396 | 357,867.109 |
| PRW118 | 175,207.782 | 356,390.961 |
| PRW119 | 175,327.460 | 356,412.840 |
| PRW120 | 175,238.379 | 356,177.458 |
| PRW121 | 175,437.906 | 356,426.447 |
| PRW122 | 175,884.639 | 356,437.817 |
| PRW123 | 176,147.322 | 356,648.464 |
| PRW131 | 172,548.476 | 356,188.170 |
| PRW132 | 172,620.143 | 357,621.161 |
| PRW133 | 172,554.143 | 357,620.937 |
| PRW134 | 172,689.398 | 357,776.589 |
| PRW135 | 172,615.573 | 357,814.785 |
| PRW136 | 172,806.819 | 357,970.232 |
| PRW137 | 172,752.995 | 358,008.429 |
| PRW138 | 172,868.253 | 358,164.112 |
| PRW139 | 172,802.253 | 358,163.882 |
| PRW140 | 174,042.249 | 354,078.121 |
| PRW141 | 174,200.261 | 354,079.719 |
| PRW142 | 174,198.229 | 354,903.440 |
| PRW143 | 174,038.855 | 354,725.202 |
| PRW144 | 172,623.157 | 356,733.044 |
| PRW145 | 172,622.933 | 356,799.045 |
| PRW146 | 173,067.662 | 356,731.462 |
| PRW147 | 173,067.278 | 356,797.464 |
| PRW150 | 175,379.180 | 356,307.150 |
| PRW151 | 175,422.160 | 356,307.000 |
| PRW152 | 175,459.864 | 356,321.257 |
| PRW156 | 176,611.857 | 357,111.932 |
| PRW157 | 176,699.772 | 357,068.444 |
| PRW158 | 176,714.166 | 357,478.257 |
| PRW159 | 176,810.231 | 357,450.481 |
| PRW160 | 176,735.533 | 357,552.435 |
| PRW161 | 176,874.160 | 357,567.900 |
| PRW162 | 176,931.594 | 357,635.390 |
| PRW163 | 177,039.406 | 357,711.364 |
| PRW164 | 176,917.697 | 357,739.329 |
| PRW165 | 176,966.852 | 357,765.150 |
| PRW166 | 177,134.835 | 357,825.464 |
| PRW167 | 176,557.581 | 357,052.440 |
| PRW168 | 176,729.754 | 357,172.142 |
| PRW169 | 176,611.625 | 357,206.297 |
| PRW170 | 177,014.019 | 357,782.085 |
| PRW172 | 176,202.799 | 356,606.849 |
| PRW173 | 176,341.417 | 356,688.216 |
| PRW174 | 176,349.559 | 356,669.252 |
| PRW175 | 176,310.621 | 356,759.947 |
| PRW176 | 176,657.837 | 357,282.700 |
| PRW177 | 176,576.640 | 357,282.754 |
| PRW178 | 176,325.886 | 356,724.391 |
| PRW200 | 173,523.769 | 356,063.590 |
| PRW201 | 172,822.058 | 356,299.886 |
| PRW202 | 172,822.326 | 356,347.037 |
| PRW208 | 176,690.308 | 357,303.931 |
| PRW209 | 176,736.032 | 357,462.076 |
| PRW210 | 176,213.185 | 356,852.840 |
| PRW211 | 176,168.807 | 356,564.551 |
| PRW212 | 176,152.035 | 356,536.425 |
| PLE1 | 174,834.657 | 355,337.658 |
| PLE2 | 174,865.292 | 355,352.406 |
| PLE3 | 174,769.516 | 355,551.357 |
| PLE4 | 174,133.488 | 355,044.511 |
| PLE5 | 174,157.490 | 355,070.260 |
| PLE6 | 174,166.633 | 355,065.402 |
| PLE7 | 174,200.261 | 354,079.719 |

## EXISTING PROPERTY MONUMENTS

| POINT | Y | X | TYPE |
|---|---|---|---|
| PROP100 | 170,725.302 | 355,038.882 | IP 1IN |
| PROP101 | 171,904.324 | 354,741.404 | RBR 3/4IN |
| PROP102 | 171,902.489 | 355,371.462 | IP 1IN |
| PROP103 | 171,243.720 | 355,237.955 | IP 1IN |
| PROP104 | 171,585.582 | 355,452.757 | IP 1IN |
| PROP105 | 171,828.364 | 355,648.798 | IP 1IN |
| PROP106 | 171,902.065 | 355,604.831 | IP 1IN |
| PROP108 | 172,161.668 | 355,372.375 | IP 1IN |
| PROP109 | 173,786.238 | 355,117.583 | IP 1IN |
| PROP110 | 173,728.531 | 355,499.822 | IP 1IN |
| PROP111 | 173,513.999 | 355,489.418 | IP 1IN |
| PROP112 | 173,515.203 | 355,677.386 | IP 1IN |
| PROP113 | 173,647.921 | 355,751.813 | IP 1IN |
| PROP114 | 173,505.877 | 355,821.021 | IP 1IN |
| PROP115 | 173,477.454 | 355,902.658 | IP 1IN |
| PROP116 | 173,531.297 | 355,906.146 | IP 1IN |
| PROP117 | 174,008.142 | 355,714.105 | RBR 3/4IN |
| PROP118 | 174,931.908 | 355,632.069 | IP 1IN |
| PROP119 | 174,947.645 | 355,694.302 | RBR 1.25IN |
| PROP120 | 174,725.994 | 355,724.339 | IP 1IN |
| PROP123 | 174,943.115 | 356,339.369 | IP 1IN |
| PROP124 | 175,208.504 | 356,329.961 | RBR 3/4IN |
| PROP125 | 175,208.476 | 356,307.736 | RBR 1IN |
| PROP126 | 174,948.463 | 356,284.976 | IP 1IN |
| PROP127 | 174,888.649 | 356,274.705 | IP 1IN |
| PROP129 | 174,633.197 | 356,053.381 | IP 1IN |
| PROP130 | 174,005.892 | 356,114.067 | RBR 3/4IN |
| PROP131 | 173,988.769 | 356,114.013 | RBR 3/4IN |
| PROP132 | 173,986.830 | 356,338.655 | IRON ROD |
| PROP133 | 174,002.739 | 356,640.405 | ANGLE IRON |
| PROP134 | 174,002.103 | 356,740.515 | IP 1.5IN |
| PROP135 | 174,001.719 | 356,789.886 | IP 1IN |
| PROP136 | 174,137.836 | 356,278.962 | IRON ROD |
| PROP137 | 174,151.832 | 356,275.373 | RBR 3/4IN |
| PROP138 | 174,217.537 | 356,274.939 | IP 1IN |
| PROP139 | 174,223.273 | 356,333.614 | IP 2IN |
| PROP140 | 174,223.280 | 356,413.826 | IP 2IN |
| PROP141 | 174,134.120 | 356,497.045 | IP 1IN |
| PROP143 | 173,550.768 | 356,019.394 | IP 1IN |
| PROP144 | 173,523.685 | 356,063.405 | IP 1IN |
| PROP145 | 173,400.891 | 356,263.957 | IP 1IN |
| PROP146 | 173,422.327 | 356,346.424 | IP 1IN |
| PROP147 | 173,423.066 | 356,529.562 | IP 1IN |
| PROP149 | 172,205.747 | 355,849.840 | RBR 3/4IN |
| PROP150 | 172,429.775 | 355,894.799 | RBR 3/4IN |
| PROP151 | 172,506.147 | 355,981.000 | RBR 3/4IN |
| PROP152 | 172,572.233 | 355,980.377 | RBR 3/4IN |
| PROP153 | 172,648.764 | 355,900.469 | RBR 3/4IN |
| PROP154 | 172,892.892 | 355,901.248 | IP 1IN |
| PROP155 | 175,808.520 | 356,453.089 | ANGLE IRON |
| PROP156 | 173,924.400 | 361,247.830 | MON PAINTED X |
| PROP157 | 175,794.385 | 356,608.918 | IP 1IN |
| PROP158 | 175,839.886 | 356,627.041 | IP 2IN |
| PROP159 | 175,879.564 | 356,535.729 | ANGLE IRON |
| PROP160 | 175,920.003 | 356,495.234 | IP 2IN |
| PROP161 | 175,985.348 | 356,519.951 | IP 2IN |
| PROP162 | 175,947.701 | 356,563.589 | ANGLE IRON |
| PROP163 | 175,971.654 | 356,375.321 | RBR 3/4IN |
| PROP164 | 176,037.011 | 356,400.013 | RBR 3/4IN |
| PROP165 | 176,179.501 | 356,661.321 | RBR 3/4IN |
| PROP167 | 176,334.883 | 356,704.958 | RBR 3/4IN |
| PROP168 | 176,475.787 | 356,707.778 | RBR 3/4IN |
| PROP169 | 176,339.036 | 356,949.095 | IP 1IN |
| PROP171 | 176,611.732 | 357,163.520 | RBR 3/4IN |
| PROP172 | 176,611.513 | 357,252.856 | RBR 3/4IN |
| PROP173 | 176,736.744 | 357,333.538 | RBR 3/4IN |
| PROP174 | 176,734.985 | 357,626.698 | RBR 3/4IN |
| PROP175 | 176,950.207 | 357,678.156 | RBR 3/4IN |
| PROP176 | 174,151.134 | 355,964.754 | RBR 3/4IN |

4

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

| | | | | | |
|---|---|---|---|---|---|
| REVISION DATE<br>11-24-03<br>09-20-04 | DATE: 8-13-03 | NOT TO SCALE | HWY: CTH Y | STATE R/W PROJECT NUMBER 1053-09-21 | PLAT SHEET NO: 4.22 |
| | | | COUNTY: MARATHON | CONSTRUCTION PROJECT NUMBER 1053-09-71 | PS&E SHEET NO: 117 E |

FILE NAME : p:\2001193\microstation\rw plat\040501_rc.dgn PLOT DATE : 9/20/2004 PLOT BY : TNA PLOT NAME : ORG DATE : Originator : Dist PLOT SCALE : _PLOTSCALE_

WISDOT/CADDS SHEET 70

RAYMOND WODORA

KRIS A. & DAWN M. CARLSON

STA. 105+02, LT.
RECONSTRUCT P.E.
REMOVE SMALL
PIPE CULVERT
(15" RCCP)
1 - 18" C.P. REO'D

STA. 101+67, LT.
RECONSTRUCT P.E.
REMOVE SMALL
PIPE CULVERT
(15" CMP)

VERIZON

CHESTER A. & MARILYN K. WARPEHOSKI

STA. 106+91, LT.
RECONSTRUCT P.E.
REMOVE SMALL
PIPE CULVERT
(15" RCCP)
1 - 18" C.P. REO'D

ALLIANT ENERGY CORP.

STA. 109+20, LT.
RECONSTRUCT P.E.
REMOVE SMALL
PIPE CULVERT
(15" CMP)
1 - 18" C.P. REO'D

CHESTER A. & MARILYN K. WARPEHOSKI

PI STA. = 114+98.82
Y = 172,018.83
X = 355,413.26
Δ = 18°31'10" (LT)
D = 5°15'00"
T = 177.93'
L = 352.75'
R = 1091.35'
PC STA. = 113+20.89
PT STA. = 116+73.64
SE = 0.057'/'
RO = 52.63'

PC 103+71.12
PI 104+72.88
PT 105+74.44

N 9°45'17" E

N 15°51'15" E

CTH Y

WISCONSIN PUBLIC SERVICE

STA. 102+08, RT.
RECONSTRUCT P.E.
REMOVE SMALL
PIPE CULVERT
(15" CMP)

STA. 103+17
REMOVE SMALL
PIPE CULVERT
(24" RCCP)

STA. 105+02, RT.
CONSTRUCT F.E.
1 - 18" C.P. REO'D

SLOPE INTERCEPTS

CAUTION

OBLITERATE OLD ROAD

STA. 110+75, RT.
RECONSTRUCT P.E.
REMOVE SMALL
PIPE CULVERT
(18" CMP)
2 - 18" C.P. REO'D

CHAD M. & SUSAN L. STREHLOW

OLD CTH Y

MATCH LINE STA. 114+00

BEGIN PROJECT 1053-09-71
STA. 101+50.00
Y = 170,713.52
X = 355,078.22

BEN KUDRONOWICZ

JAMES A. KUDRONOWICZ

PI STA. = 104+72.88
Y = 171,031.73
X = 355,132.93
Δ = 6°05'58" (RT)
D = 3°00'00"
T = 101.75'
L = 203.31'
R = 1909.86'
PC STA. = 103+71.12
PT STA. = 105+74.44
SE = 0.045'/'
RO = 66.67'

P.L.

R/W

FO

G

W

H

S

T

T.L.

100 102 104 106 108 110 112

1290 1285 1280 1275 1270 1265 1260 1255

L = 100.00'
K = 250.00

L = 200.00
K = 111.57

L = 600.00
K = 411.16

VPC STA. 101+50.00
VPC EL. 1265.52

VPI STA. 102+00.00
VPI EL. 1265.47

VPC/VPT STA. 102+50.00
VPC/VPT EL. 1265.22

VPI STA. 103+50.00
VPI EL. 1264.72

VPT STA. 104+50.00
VPT EL. 1266.01

VPC STA. 110+00.00
VPC EL. 1273.12

VPI STA. 113+00.00
VPI EL. 1279.00

-0.10%

-0.50%

+1.29%

PROPOSED R/L PROFILE

EXISTING GROUND PROFILE

EXISTING R/L PROFILE

STA. 103+17
1 - 24" x 79' RCCP REO'D

EXISTING ELEVATION (TYP.)
PROPOSED ELEVATION (TYP.)

| | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 101 | 101+50 | 102 | 102+50 | 103 | 103+50 | 104 | 104+50 | 105 | 105+50 | 106 | 106+50 | 107 | 107+50 | 108 | 108+50 | 109 | 109+50 | 110 | 110+50 | 111 | 111+50 | 112 | 112+50 | 113 | 113+50 | 114 |
| 1265.27 | 1265.52 | 1265.47 | 1265.03 | 1264.92 | 1264.83 | 1265.34 | 1265.91 | 1266.54 | 1267.13 | 1267.76 | 1268.39 | 1269.47 | 1270.29 | 1271.08 | 1269.75 | 1270.15 | 1271.43 | 1272.57 | 1273.50 | 1273.86 | 1273.64 | 1273.95 | 1274.36 | 1274.77 | 1274.87 | 1274.73 |
| 1265.52 | 1265.52 | 1265.42 | 1265.22 | 1265.08 | 1265.17 | 1265.48 | 1266.01 | 1266.66 | 1267.31 | 1267.95 | 1268.60 | 1269.24 | 1269.89 | 1270.54 | 1271.18 | 1271.83 | 1272.48 | 1273.12 | 1273.74 | 1274.29 | 1274.79 | 1275.22 | 1275.59 | 1275.91 | 1276.16 | 1276.35 |

PROJECT NUMBER: 1053-09-71 | HWY: CTH Y | COUNTY: MARATHON | PLAN AND PROFILE | SHEET: 118 | E

PI STA. = 114+98.82
Y = 172,018.83
X = 355,413.26
Δ = 18°31'10" (LT)
D = 5°15'00"
T = 177.93'
L = 352.75'
R = 1091.35'
PC STA. = 113+20.89
PT STA. = 116+73.64
SE = 0.057'/'
RO = 52.63'

PI STA. = 122+71.17
Y = 172,793.45
X = 355,377.20
Δ = 6°11'27" (RT)
D = 3°00'00"
T = 103.28'
L = 206.36'
R = 1909.86'
PC STA. = 121+67.89
PT STA. = 123+74.25
SE = N.C.
RO = N/A

N

ALOIS L. JR. & CAMILLE D. BRINKMAN

JAMES C. BRINKMAN

CHESTER A. WARPEHOSKI & CAMILLE BRINKMAN

STA. 120+39.19 =
STA. 10+04.85'LR'
TYPE O INTERSECTION REQUIRED
SEE LOCAL ROAD PLAN & PROFILE SHEET
FOR SIDE ROAD INFORMATION

STA. 116+39, LT.
CONSTRUCT F.E.
1 - 18" C.P. REO'D

STA. 120+70, LT.
CONSTRUCT F.E.
1 - 18" C.P. REO'D

STA. 123+93 TO STA. 129+56, LT.
STEEL PLATE BEAM GUARD, CLASS A
AND ENERGY ABSORBING TERMINALS REO'D

MATCH LINE STA. 114+00

PI 114+98.82

PT 116+73.64

PC 121+67.89

PI 122+71.17

PT 123+74.25

MATCH LINE STA. 128+00

P.L.

R/W

116

118

120

122

124

126

CTH Y

N 2°39'55" W

N 3°31'32" E

CTH Y SB

CTH Y NB

SLOPE INTERCEPTS

ASPHALTIC FLUME (TYP.)

LOCAL ROAD

S 89°48'20" E

STA. 124+01 TO STA. 129+64, RT.
STEEL PLATE BEAM GUARD CLASS A
AND ENERGY ABSORBING TERMINALS REO'D

CONCRETE CURB & GUTTER
6-INCH MOUNTABLE 36-INCH TYPE D
FOR MEDIAN INFORMATION SEE
"INTERSECTION DETAILS" AND
"PAVING AND JOINT DETAILS"

L = 600.00'
K = 411.16

VPT STA. 115+00.00
VPT EL. 1276.50

VPC STA. 119+50.00
VPC EL. 1275.92

L = 500.00
K = 120.65

VPI STA. 122+00.00
VPI EL. 1275.50

VPT STA. 124+50.00
VPT EL. 1285.44

VPC STA. 126+00.00
VPC EL. 1291.41

L = 900.00'
K = 115.60

-0.17%

+3.98%

PROPOSED R/L PROFILE

EXISTING GROUND PROFILE

EXISTING ELEVATION (TYP.)
PROPOSED ELEVATION (TYP.)

| | 114 | 114+50 | 115 | 115+50 | 116 | 116+50 | 117 | 117+50 | 118 | 118+50 | 119 | 119+50 | 120 | 120+50 | 121 | 121+50 | 122 | 122+50 | 123 | 123+50 | 124 | 124+50 | 125 | 125+50 | 126 | 126+50 | 127 | 127+50 | 128 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| EXISTING ELEVATION | 1274.73 | 1274.68 | 1274.51 | 1274.58 | 1274.66 | 1274.74 | 1274.60 | 1274.09 | 1274.67 | 1274.32 | 1274.57 | 1274.04 | 1272.96 | 1271.54 | 1271.33 | 1271.13 | 1271.49 | 1270.90 | 1270.16 | 1271.16 | 1269.38 | 1268.47 | 1268.17 | 1267.61 | 1267.50 | 1268.35 | 1268.35 | 1268.56 | 1269.03 |
| PROPOSED ELEVATION | 1276.35 | 1276.48 | 1276.55 | 1276.55 | 1276.50 | 1276.42 | 1276.33 | 1276.25 | 1276.17 | 1276.08 | 1276.00 | 1275.92 | 1275.94 | 1276.16 | 1276.60 | 1277.24 | 1278.09 | 1279.15 | 1280.41 | 1281.88 | 1283.56 | 1285.44 | 1287.43 | 1289.42 | 1291.41 | 1293.29 | 1294.96 | 1296.40 | 1297.64 |

| PROJECT NUMBER: 1053-09-71 | HWY: CTH Y | COUNTY: MARATHON | PLAN AND PROFILE | SHEET: 119 | E |
|---|---|---|---|---|---|

FILE NAME : p:\2001193\microstation\planset\050102_pp.dgn
PLOT DATE : 6/29/2004
PLOT BY : TNA
PLOT NAME :
PLOT SCALE : _SCALE_
WISDOT/CADDS SHEET 40

CHESTER A. WARPEHOSKI & CAMILLE BRINKMAN R/W

ANR PIPELINE

CAUTION

STA. 123+93 TO STA. 129+56, LT.
STA. 124+01 TO STA. 129+64, RT.
STEEL PLATE BEAM GUARD CLASS A AND ENERGY ABSORBING TERMINALS

MATCH LINE STA. 128+00

4" C

EB OFF RAMP

BEGIN PROJECT 1053-09-72
STA. 132+30.87

ASPHALTIC FLUME (TYP.)

CONCRETE CURB & GUTTER 30-INCH TYPE A FOR MEDIAN INFORMATION SEE "INTERSECTION DETAILS" AND "PAVING AND JOINT DETAILS"

STH 29 EB

STH 29 WB

ALLIANT ENERGY CORP

STRUCTURE B-37-377

SIGN

834

P 834+02.14

130

132

134

136

N 3°31'32" E

CTH Y SB

CTH Y NB

STA. 130+35.68 = STA. 20+00'SW' = STA. 20+00'SE'
SEE RAMP PLAN AND PROFILE SHEETS FOR RAMP INFORMATION

CONCRETE SIDEWALK 5-INCH

EB ON RAMP

R/W

CONCRETE CURB & GUTTER 6-INCH MOUNTABLE 36-INCH TYPE D FOR MEDIAN INFORMATION SEE "INTERSECTION DETAILS" AND "PAVING AND JOINT DETAILS"

CONCRETE CURB & GUTTER 6-INCH MOUNTABLE 36-INCH TYPE A

CHESTER A. WARPEHOSKI & CAMILLE BRINKMAN

QWEST COMMUNICATION NETWORK

STA. 131+36 TO STA. 132+19, RT.
STA. 134+90 TO STA. 135+86, LT.
STEEL PLATE BEAM GUARD CLASS A, ENERGY ABSORBING TERMINALS & STEEL THRIE BEAM STRUCTURE APPROACH

STA. 833+56 TO STA. 835+58
STEEL PLATE BEAM GUARD CLASS A
BULLNOSE INSTALLATION AT MEDIAN PIER

VERIZON

BEGIN PROJECT 1053-09-72
STA. 134+72.74

CLEARING AND GRUBBING TREE (TYP.)

ASPHALTIC FLUME (TYP.)

WB ON RAMP

STA. 136+79.68 = STA. 20+00'NW' = STA. 20+00'NE'
SEE RAMP PLAN AND PROFILE SHEETS FOR RAMP INFORMATION

CONCRETE SIDEWALK 5-INCH

WB OFF RAMP

IVAN FRAAZA

PI STA = 141+48.88
Y = 174,667.81
X = 355,492.68
Δ = 50°24'33" (RT)
D = 8°00'00"
T = 337.09'
L = 630.12'
R = 716.20'
PC STA = 138+11.80
PT STA = 144+41.91
SE = N.C.
RO = N/A

N

WETLANDS

SLOPE INTERCEPTS

CONCRETE CURB & GUTTER 30-INCH TYPE A FOR MEDIAN INFORMATION SEE "INTERSECTION DETAILS" AND "PAVING AND JOINT DETAILS"

138

140

PC 138+11.80

MATCH LINE STA. 141+00

R/W

IVAN FRAAZA

CONCRETE SIDEWALK 5-INCH

5

5

1300
1295
1290
1285
1280
1275
1270
1265
1260

VPI STA. 130+50.00
VPI EL. 1309.31

VPT STA. 135+00.00
VPT EL 1292.17

VPC STA. 138+50.00
VPC EL. 1278.85

PROPOSED R/L PROFILE

L = 600.00'
K = 181.23

-3.81%

L = 900.00
K = 115.60

STA. 133+54
B-37-377
2 SPAN PRESTRESSED CONCRETE GIRDER BRIDGE
OVERALL LENGTH = 238'
CLEAR WIDTH = 40'
SKEW ANGLE = 7.25° L.H.F.

STA. 132+45.31
1 - 24" x 200' RCCP REQ'D
INVERT (W) = 1259.00
INVERT (E) = 1258.40

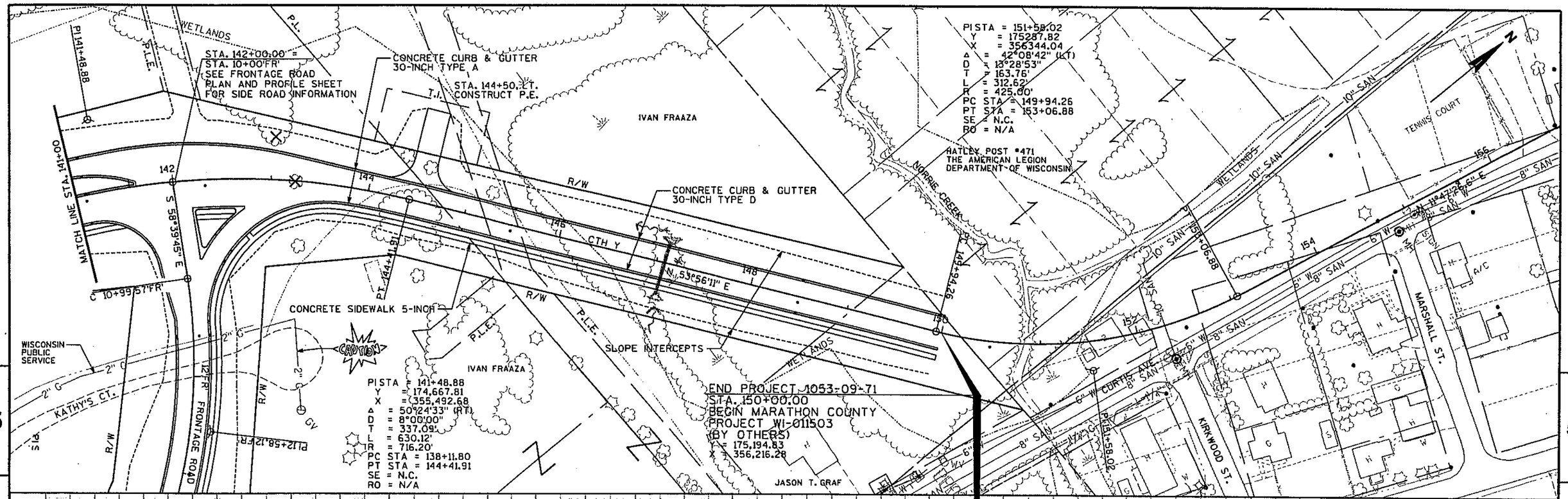
STA. 134+53.70
1 - 24" x 200' RCCP REQ'D
INVERT (W) = 1265.00
INVERT (E) = 1261.20

EXISTING GROUND PROFILE

STA. 138+00
1 - 24" x 200' RCCP REQ'D

EXISTING ELEVATION
PROPOSED ELEVATION

| | | |




| PROJECT NUMBER: 1053-09-71 | HWY: CTH Y | COUNTY: MARATHON | PLAN AND PROFILE | SHEET: 121 | E |
|---|---|---|---|---|---|

FILE NAME : p:\2001193\microstation\planset\050104_pp.dgn
PLOT DATE : 6/29/2004
PLOT BY : TNA
PLOT NAME :
PLOT SCALE : _SCALE_
WISDOT/CADDS SHEET 40

PI STA = 14+54.85'LR'
Y = 172,560.19
X = 355,837.98
Δ = 5°03'23" (LT)
D = 9°32'58"
T = 26.49'
L = 52.95'
R = 600.00'
PC STA = 14+28.36'LR'
PT STA = 14+81.31'LR'
SE = N.C.
RO = N/A

PI 122+17.17

CHESTER A. WARPEHOSKI & CAMILLE BRINKMAN

PC 121+67.89

122

CTH Y

H.E

CHESTER A. WARPEHOSKI & CAMILLE BRINKMAN

STA. 14+56.35'LR' =
STA. 10+48.66'CY'
SEE OLD CTH Y PLAN AND PROFILE SHEET FOR SIDE ROAD INFORMATION

STA. 13+00'LR', LT.
CONSTRUCT F.E.
1 - 18" C.P. REQ'D

R/W

PC 14+28.36'LR'

PI 14+54.85'LR'

PT 14+81.31'LR'

OLD CTH Y

OBLITERATE OLD ROAD

STEVE MATTKE

ALLIANT ENERGY CORP.

CAUTION

WISHBONE LANE

12'WL'

N 9°05'21" E

RICHARD & CAROL MAE STROIK

P.L.

STA. 18+00'LR'
END CONSTRUCTION
MATCH EXISTING

ASPHALTIC FLUME (TYP.)

SLOPE INTERCEPTS

PI 10+80.79'WL

PT 11+04.20'WL

PC 10+57.27'WL

MARY F. WALKUSH, TIMOTHY D. NOWINSKY, TERRANCE F. NOWINSKY AND GREGORY C. NOWINSKY

PI 18+29.24'LR'

R/W

20'LR'

22'LR'

LOCAL ROAD

P.L.

12'LR'

14'LR'

16'LR'

18'LR'

S 89°48'20" E

N 85°08'17" E

N 0°11'32" E

PC 18+02.75'LR'

PT 18+55.70'LR'

STA. 120+39.19 =
STA. 10+04.85'LR'

120

ASPHALTIC FLUME (TYP.)

STA. 13+00'LR', RT.
CONSTRUCT F.E.
1 - 18" C.P. REQ'D

STA. 16+39'LR', RT.
RECONSTRUCT P.E.

CONCRETE CURB & GUTTER
30-INCH TYPE D

STA. 17+25'LR'
REMOVE SMALL
PIPE CULVERT

NOTE: SEGMENT EAST OF STA. 18+00'LR' TO BE CONSTRUCTED IN 2004 BY MARATHON COUNTY

TIMOTHY D. & AMELIA V. NOWINSKY

ALOIS L. JR. & CAMILLE D. BRINKMAN

N 2°39'55" W

PT 9+07.19'CY'

PC 8+33.19'CY'

PI 8+70.38'CY'

OLD CTH Y

ALOIS L. JR. & CAMILLE D. BRINKMAN

VERIZON

WISCONSIN PUBLIC SERVICE

T.L.

PI STA = 18+29.24'LR'
Y = 172,591.93
X = 356,211.06
Δ = 5°03'23" (RT)
D = 9°32'58"
T = 26.49'
L = 52.95'
R = 600.00'
PC STA = 18+02.75'LR'
PT STA = 18+55.70'LR'
SE = N.C.
RO = N/A

JEFFREY A. & DEBORAH C. OSTROWSKI

118

N

5

5

L = 100.00'
K = 35.96

L = 200.00'
K = 48.77

VPI STA. 10+04.85'LR'
VPI EL. 1276.10
VPC STA. 10+25.00'LR'
VPC EL. 1275.70
VPI STA. 10+75.00'LR'
VPI EL. 1274.70
VPT STA. 11+25.00'LR'
VPT EL. 1275.09
VPC STA. 16+50.00'LR'
VPC EL. 1279.21
VPI STA. 17+50.00'LR'
VPI EL. 1280.00
VPT STA. 18+50.00'LR'
VPT EL. 1276.68

EXISTING GROUND PROFILE

PROFILE CONSTRUCTED BY MARATHON COUNTY IN 2003-2004

-2.00%

+0.79 %

-3.32%

PROPOSED R/L PROFILE

STA. 10+41.74'LR'
1 - 18" x 120' C.P. REQ'D

EXISTING ELEVATION (TYP.)
PROPOSED ELEVATION (TYP.)

| | 10+50'LR' | 11'LR' | 11+50'LR' | 12'LR' | 12+50'LR' | 13'LR' | 13+50'LR' | 14'LR' | 14+50'LR' | 15'LR' | 15+50'LR' | 16'LR' | 16+50'LR' | 17'LR' | 17+50'LR' | 18'LR' | 18+50'LR' | 19'LR' | 19+50'LR' | 20'LR' |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| EXISTING | 1275.47 | 1273.21 | 1274.21 | 1275.29 | 1275.36 | 1275.63 | 1277.15 | 1277.79 | 1278.45 | 1280.59 | 1278.17 | 1279.01 | 1278.34 | 1280.34 | 1281.89 | 1281.61 | 1279.01 | 1274.89 | 1269.89 | 1265.08 |
| PROPOSED | 1275.29 | 1274.98 | 1275.29 | 1275.68 | 1276.07 | 1276.47 | 1276.86 | 1277.25 | 1277.64 | 1278.04 | 1278.43 | 1278.82 | 1279.21 | 1279.35 | 1278.97 | 1278.09 | 1276.68 | 1275.03 | 1273.65 | 1272.84 |

| PROJECT NUMBER: 1053-09-71 | HWY: CTH Y | COUNTY: MARATHON | PLAN AND PROFILE - LOCAL ROAD | SHEET: 122 | E |
|---|---|---|---|---|---|

FILE NAME : p:\2001193\microstation\planset\050105_pp.dgn PLOT DATE : 6/29/2004 PLOT BY : TNA PLOT NAME : PLOT SCALE : _SCALE_

WISDOT/CADDS SHEET 40

PISTA = 8+70.38'CY'
Y = 172,382.37
X = 355,847.79
Δ = 14°08'02" (LT)
D = 19°05'55"
T = 37.19'
L = 74.01'
R = 300.00'
PC STA = 8+33.19'CY'
PT STA = 9+07.19'CY'
SE = N.C.
RO = N/A

N

CHESTER A. WARPEHOSKI & CAMILLE BRINKMAN

ALLIANT ENERGY CORP.

LOCAL ROAD

R/W

141' R'

SEPV

SIGN

OLD CTH Y

STA. 7+75'CY'
END CONSTRUCTION
SAWCUT AND MATCH
EXISTING PAVEMENT

PC 8+33.19'CY'

PT 9+07.19'CY'

8'CY'

10'CY'

N 11°28'07" E

N 2°39'55" W

STA. 14+56.35'LR' =
STA. 10+48.66'CY'

PC 14+28.36'LR'

PI 14+54.85'LR'

PT 14+81.31'LR'

OBLITERATE OLD ROAD

H.E.

OLD CTH Y

PI 8+70.38'CY'

T.J.

SLOPE INTERCEPTS

R/W

N 85°08'11" E

161' R'

STEVE MATTKE

P.L.

CHESTER A. WARPEHOSKI & CAMILLE BRINKMAN

ALOIS L. JR. & CAMILLE D. BRINKMAN

STA. 16+39'LR'
RECONSTRUCT P.E.

AGG.

5

5

L = 60.00'
K = 26.27

L=50.00'
K=24.96

VPC STA. 7+75.00'CY'
VPC EL. 1280.64
VPI STA. 8+05.00'CY'
VPI EL. 1280.70
VPT STA. 8+35.00'CY'
VPT EL. 1280.07

VPC STA. 9+35.00'CY'
VPC EL. 1277.99
VPI STA. 9+60.00'CY'
VPI EL. 1277.47
VPT STA. 9+85.00'CY'
VPT EL. 1277.45

VPI STA. 10+34.66'CY'

0.20%

2.08 %

-0.08 %

PROPOSED R/L PROFILE

EXISTING GROUND PROFILE

STA. 10+24.78'CY'
1 - 18" x 60' C.P. REQ'D

EXISTING ELEVATION (TYP.)
PROPOSED ELEVATION (TYP.)

| 8'CY' | 8+50'CY' | 9'CY' | 9+50'CY' | 10'CY' |
|---|---|---|---|---|
| 1280.69 | 1280.57 | 1280.67 | 1279.76 | 1280.35 | 1278.72 | 1279.62 | 1277.72 | 1279.27 | 1277.44 |

1295 1290 1285 1280 1275 1270 1265 1260

| PROJECT NUMBER: 1053-09-71 | HWY: CTH Y | COUNTY: MARATHON | PLAN AND PROFILE - OLD CTH Y | SHEET: 123 | E |
|---|---|---|---|---|---|

PI STA = 19+34.23'FR'
Y = 173,954.24
X = 356,135.76
Δ = 62°22'00" (LT)
D = 16°00'00"
T = 216.73'
L = 389.79'
R = 358.10'
PC STA = 17+17.50'FR'
PT STA = 21+07.30'FR'
SE = N.C.
RO = N/A

IVAN FRAAZA

BERNARD & HELEN ERON

STA. 13+14.44'CS'
END CONSTRUCTION
SAWCUT AND MATCH
EXISTING PAVEMENT

AMBROSE BUDZYNSKI

STA. 12+75'CS', RT.
RECONSTRUCT P.E.
REMOVE SMALL
PIPE CULVERT
15" C.M.P.

RANDOLPH L. & LINDA OSTROWSKI

STA. 20+90'FR', LT. - 20+90'FR', RT.
STA. 20+90'FR' - 22+82'FR'
STA. 22+82'FR', LT. - 23+10'FR', RT.
STA. 22+82'FR' - 22+90'FR', RT.
REMOVE STORM SEWER

STA. 23+10'FR'
END CONSTRUCTION
SAWCUT AND MATCH
EXISTING PAVEMENT

STA. 12+00'CS', RT.
RECONSTRUCT P.E.

JOSEPH STEINKE

STA. 21+33'FR' LT.
RECONSTRUCT C.E.

OBLITERATE OLD ROAD

VILLAGE OF HATLEY

PI STA = 12+29.17'CS'
Y = 174,193.06
X = 356,303.84
Δ = 22°31'5" (LT)
D = 20°59'59"
T = 54.35'
L = 107.29'
R = 272.84'
PC STA = 11+74.82'CS'
PT STA = 12+82.11'CS'
SE = N.C.
RO = N/A

STA. 22+74'FR', LT.
RECONSTRUCT C.E.

MICHAEL A. & MARIA T. COX

STA. 22+46'FR', RT.
RECONSTRUCT C.E.

STA. 20+90'FR', LT. & RT.
REMOVE INLETS

STA. 22+82'FR', RT.
REMOVE MANHOLE

STA. 21+76'FR' LT.
RECONSTRUCT P.E.

STA. 21+20'FR', RT.
RECONSTRUCT C.E.

JEROME T. & THERESA A. TOPCZEWSKI

WISCONSIN PUBLIC SERVICE

STA. 20+65'FR', 50' RT.
END CONSTRUCTION
SAW CUT AND MATCH
EXISTING PAVEMENT

OBLITERATE OLD ROAD

STA. 19+64.76'FR' =
STA. 10+00'CS'

STA. 142+00 =
STA. 10+00'FR'

CONCRETE SIDEWALK 5-INCH

FRONTAGE ROAD

S 58°39'45" E

SLOPE INTERCEPTS

WISCONSIN PUBLIC SERVICE

PC 10+99.57'FR'

PT 14+08.93'FR'

S 27°43'37" E

CONCRETE CURB AND GUTTER 30-INCH TYPE D

PI STA = 12+58.12'FR'
Y = 174,559.57
X = 355,817.59
Δ = 30°56'07" (RT)
D = 10°00'00"
T = 158.55'
L = 309.35'
R = 572.96'
PC STA = 10+99.57'FR'
PT STA = 14+08.93'FR'
SE = N.C.
RO = N/A

IVAN FRAAZA

STA. 10+60'CS, LT.
STA. 10+70'CS', LT.
BUILDINGS TO BE
REMOVED BY OTHERS

JAY LOOMIS

KATHY'S CT.

CURTIS AVE.

N 89°54'22" E

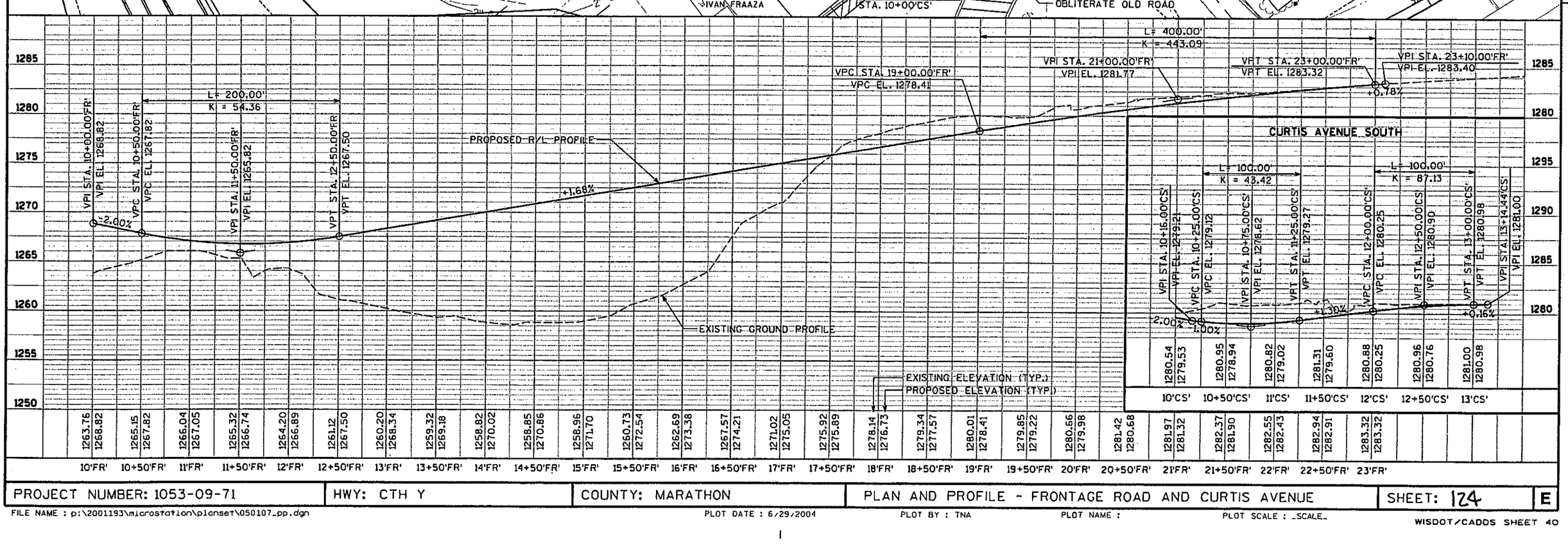
STA. 17+50'FR', RT.
CONSTRUCT P.E.

STA. 17+90'FR', RT.
BUILDING TO BE
REMOVED BY OTHERS

IVAN FRAAZA

CTH Y SB

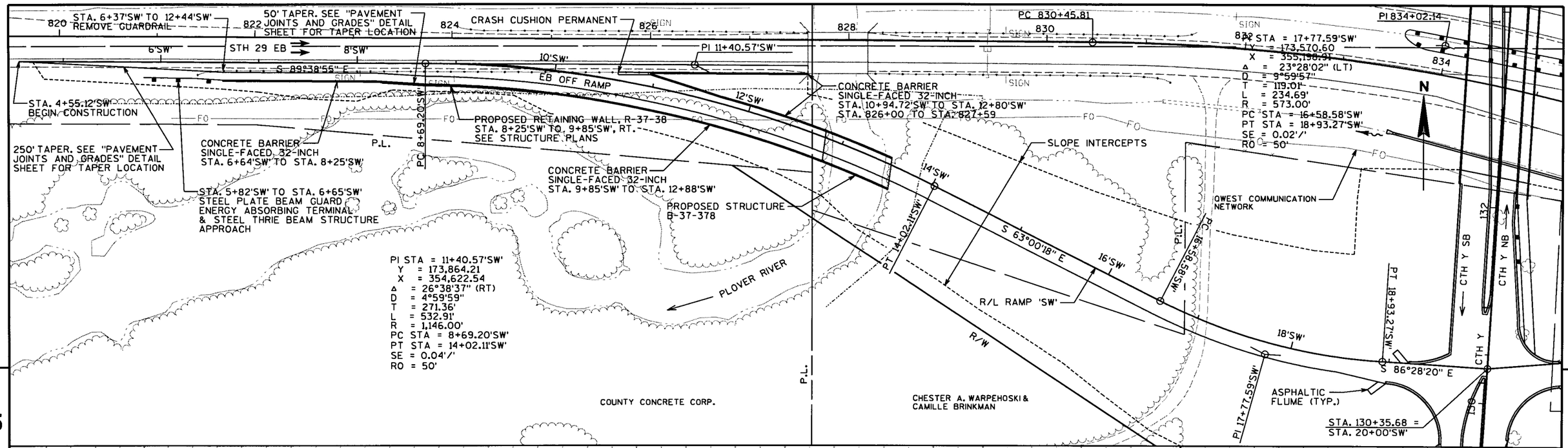
CTH Y NB




CURTIS AVENUE SOUTH




| PROJECT NUMBER: 1053-09-71 | HWY: CTH Y | COUNTY: MARATHON | PLAN AND PROFILE - FRONTAGE ROAD AND CURTIS AVENUE | SHEET: 124 | E |
|---|---|---|---|---|---|




| PROJECT NUMBER: 1053-09-71 | HWY: CTH Y | COUNTY: MARATHON | PLAN AND PROFILE - EASTBOUND OFF RAMP | SHEET: 125 | E |
|---|---|---|---|---|---|

FILE NAME : p:\2001193\microstation\planset\050108_pp.dgn PLOT DATE : 6/29/2004 PLOT BY : TNA PLOT NAME : PLOT SCALE : _SCALE_

WISDOT/CADDS SHEET 40

PI STA = 15+08.25'NW'
Y = 173,980.76
X = 355,025.11
Δ = 38°36'43" (LT)
D = 9°00'00"
T = 223.02'
L = 429.02'
R = 636.62'
PC STA = 12+85.23'NW'
PT STA = 17+14.25'NW'
SE = 0.04'/'
RO = 50'

PI STA = 18+59.32'NW'
Y = 174,208.72
X = 355,314.11
Δ = 41°47'26" (RT)
D = 21°00'00"
T = 104.16'
L = 199.00'
R = 272.84'
PC STA = 17+55.15'NW'
PT STA = 19+54.16'NW'
SE = 0.02'/'
RO = 50'

BERNARD A. & BEVERLEY E. HEINRICH

MARVIN A. & JUDITH A. SCHULTZ

STA. 825+00, LT.
BUILDINGS TO BE REMOVED BY OTHERS

1000' TAPER. SEE "PAVEMENT JOINTS AND GRADES" DETAIL SHEET FOR TAPER LOCATION

STA. 824+85, LT.
REMOVE SMALL PIPE CULVERT

STRUCTURE WIDENING AND REDECKING B-37-48

PROPOSED RETAINING WALL, R-37-37
STA. 12+90.09'NW' TO STA. 13+78.09'NW'

CONCRETE BARRIER
SINGLE-FACED 32-INCH
STA. 13+78.28'NW' TO STA. 14+50'NW'

STA. 14+48'NW' TO STA. 14+81'NW'
STEEL PLATE BEAM GUARD
ENERGY ABSORBING TERMINAL
AND STEEL THRIE BEAM
STRUCTURE APPROACH

PLOVER RIVER

IVAN FRAAZA

ASPHALTIC FLUME (TYP.)

R/L RAMP 'NW'

SLOPE INTERCEPTS

10'X' NW RAMP INFIELD

ALLIANT ENERGY CORP.

VERIZON

STA. 12+80'NW' - 15+68'NW'
REMOVE GUARDRAIL

CLEARING & GRUBBING TREE (TYP.)

STH 29 WB

STH 29 EB

STH. 29

6'SW'

WETLANDS

P.L.

PC 12+85.23'NW'

PT 17+14.25'NW'

PI 17+55.15'NW'

PI 18+59.32'NW'

PT 19+54.16'NW'

PC 20+78.50'NW'

PI 10+00.10'

PI 15+80.25'NW'

PC 830+45.81

PI 83+02.14

STA. 136+79.68'SB' = STA. 20+00'NW'

N 51°44'05" E

S 86°28'29" E

CTH Y SB

CTH Y NB

18'NW'

16'NW'

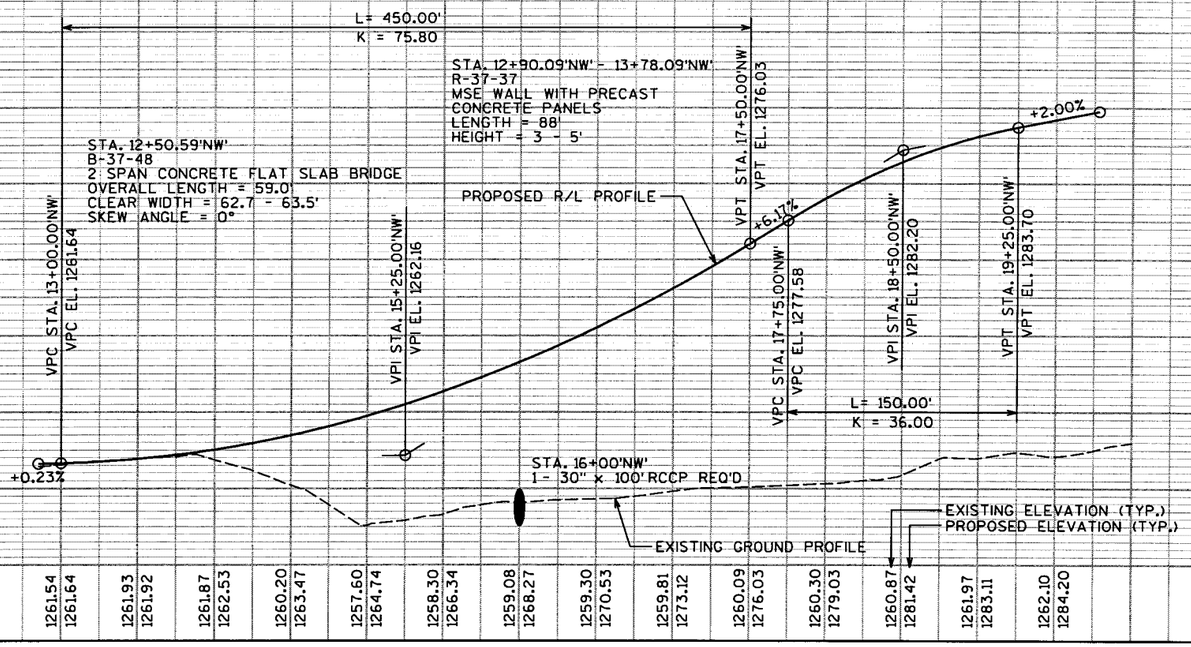
14'NW'

SIGN

822 824 826 828 830 832

138 136 134

5 5




| PROJECT NUMBER: 1053-09-71 | HWY: CTH Y | COUNTY: MARATHON | PLAN AND PROFILE - WESTBOUND ON RAMP | SHEET: 126 | E |
|---|---|---|---|---|---|

STA. 136+94.68 = STA. 20+00'NE'

PI STA. 21+81.77'NE'

22'NE'

IVAN FRAAZA

R/W

18'FR'

P.L.

22'FR'

FRONTAGE ROAD

20'FR'

PI STA = 34+30.55'NE'
Y = 173,552.64
X = 356,689.62
Δ = 22°51'4803" (LT)
D = 2°51'48"
T = 406.17'
L = 801.46'
R = 2,001.11'
PC STA = 30+24.37'NE'
PT STA = 38+25.83'NE'
SE = 0.06'/'
RO = 50'

N

PT 19+54.16'NW

S 86°28'29" W

CTH Y CTL

CTH Y SB

CTH Y NB

PC 20+78.50'NE'

PT 22+75.94'NE'

R/L RAMP 'NE'

IVAN FRAAZA

24'NE'

P.L.

WB OFF RAMP

S 45°00'38" E

OBLITERATE OLD ROAD

STA. 17+90'FR', LT.
STA. 24+25'NE', LT.
BUILDINGS TO BE REMOVED BY OTHERS

PI STA = 28+59.92'NE'
Y = 173,702.45
X = 356,131.30
Δ = 29°12'03" (LT)
D = 8°40'52"
T = 171.92'
L = 336.37'
R = 660.00'
PC STA = 26+88.00'NE'
PT STA = 30+24.37'NE'
SE = 0.06'/'
RO = 50'

PI 19+34.23'FR

PC 26+88.00'NE

JEROME T. & THERESA M. TOPCZEWSKI

MICHAEL A. & MARIA T. COX

P.L.

PT PC 30+24.37'NE'

MATCH LINE STA. 34+00'NE'

ASPHALTIC FLUME (TYP.)

CLEARING & GRUBBING TREE (TYP.)

VERIZON

ALLIANT ENERGY CORP.

10'Y'

NE RAMP INFIELD

12'Y'

SLOPE INTERCEPTS

26'NE'

28'NE'

30'NE'

32'NE'

PI 10+00.00'Y'

PI 13+19.85'Y'

PI 10+18.45'Y'

PI 834+02.14

134

PI STA = 21+81.77'NE'
Y = 174,188.32
X = 355,645.25
Δ = 41°27'51" (RT)
D = 21°00'00"
T = 103.27'
L = 197.45'
R = 272.84'
PC STA = 20+78.50'NE'
PT STA = 22+75.94'NE'
SE = 0.02'/'
RO = 50'

STA. 26+95'NE'
REMOVE SMALL PIPE CULVERT (36" RCCP)

SEE CONSTRUCTION DETAIL FOR MEDIAN CLOSURE INFORMATION

PI 28+59.92'NE

PT 837+51.65

PC 841+60.04

CAUTION

WISCONSIN PUBLIC SERVICE

STH 29

STH 29

834 836 838 840 842 844 846

5

5

L = 600.00'
K = 311.48

VPI STA. 20+50.00'NE'
VPI EL. 1283.76

VPC STA. 22+00.00'NE'
VPC EL. 1281.59

VPI STA. 25+00.00'NE'
VPI EL. 1277.25

VPT STA. 28+00.00'NE'
VPT EL. 1278.69

-2.00%

-1.45%

+0.48%

PROPOSED R/L PROFILE

EXISTING GROUND PROFILE

STA. 26+00'NE'
1 - 24" x 72' RCCP REQ'D

EXISTING ELEVATION (TYP.)
PROPOSED ELEVATION (TYP.)

1295 1290 1285 1280 1275 1270 1265 1260

| 20'NE' | 20+50'NE' | 21'NE' | 21+50'NE' | 22'NE' | 22+50'NE' | 23'NE' | 23+50'NE' | 24'NE' | 24+50'NE' | 25'NE' | 25+50'NE' | 26'NE' | 26+50'NE' | 27'NE' | 27+50'NE' | 28'NE' | 28+50'NE' | 29'NE' | 29+50'NE' | 30'NE' | 30+50'NE' | 31'NE' | 31+50'NE' | 32'NE' | 32+50'NE' | 33'NE' | 33+50'NE' | 34'NE' |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1262.96 | 1263.10 | 1263.46 | 1263.58 | 1263.81 | 1268.82 | 1267.42 | 1270.19 | 1272.52 | 1271.99 | 1271.43 | 1272.17 | 1272.81 | 1278.03 | 1278.52 | 1273.85 | 1275.37 | 1277.75 | 1278.96 | 1279.59 | 1279.97 | 1280.06 | 1280.17 | 1280.44 | 1280.52 | 1280.94 | 1281.05 | 1281.40 | 1281.42 |
| 1284.76 | 1283.76 | 1283.04 | 1282.31 | 1281.59 | 1280.91 | 1280.30 | 1279.78 | 1279.34 | 1278.98 | 1278.69 | 1278.49 | 1278.37 | 1278.33 | 1278.37 | 1278.49 | 1278.69 | 1278.93 | 1279.17 | 1279.41 | 1279.65 | 1279.89 | 1280.13 | 1280.37 | 1280.61 | 1280.85 | 1281.09 | 1281.33 | 1281.57 |

| PROJECT NUMBER: 1053-09-71 | HWY: CTH Y | COUNTY: MARATHON | PLAN AND PROFILE - WESTBOUND OFF RAMP | SHEET: 127 | E |
|---|---|---|---|---|---|

FILE NAME : p:\2001193\Microstation\Planset\050110_pp.dgn PLOT DATE : 9/8/2004 PLOT BY : TNA PLOT NAME : PLOT SCALE : _SCALE_

PI STA = 33+23.16'NE'
Y = 173,579.88
X = 356,585.75
Δ = 16°59'03" (LT)
D = 2°51'48"
T = 298.79'
L = 593.19'
R = 2,001.11'
PC STA = 30+24.37'NE'
PT STA = 36+17.56'NE'
SE = 0.06'/'
RO = 50'

JEROME T. & THERESA M. TOPCZEWSKI

MICHAEL A. & MARIA T. COX

TERRY & DIANA L. WEISENBERGER

GTM, INC.

CANOPY

SLOPE INTERCEPTS

250' TAPER. SEE "PAVEMENT JOINTS AND GRADES" DETAIL SHEET FOR TAPER LOCATION

STA. 38+25.83'SE' END CONSTRUCTION

PT 38+25.83'NE'

PT 854+44.95

PC 858+85.22

MATCH LINE STA. 34+00'NE'

WB OFF RAMP 36'NE'

38'NE'

R/L RAMP 'NE'

STH 29 WB

STH 29

STH 29 EB

848 850 852 854 856 858 860

N

PROPOSED R/L PROFILE

+0.48%

EXISTING R/L PROFILE

VPI STA. 38+25.53'NE'
VPI EL. 1283.61

EXISTING ELEVATION (TYP.)
PROPOSED ELEVATION (TYP.)

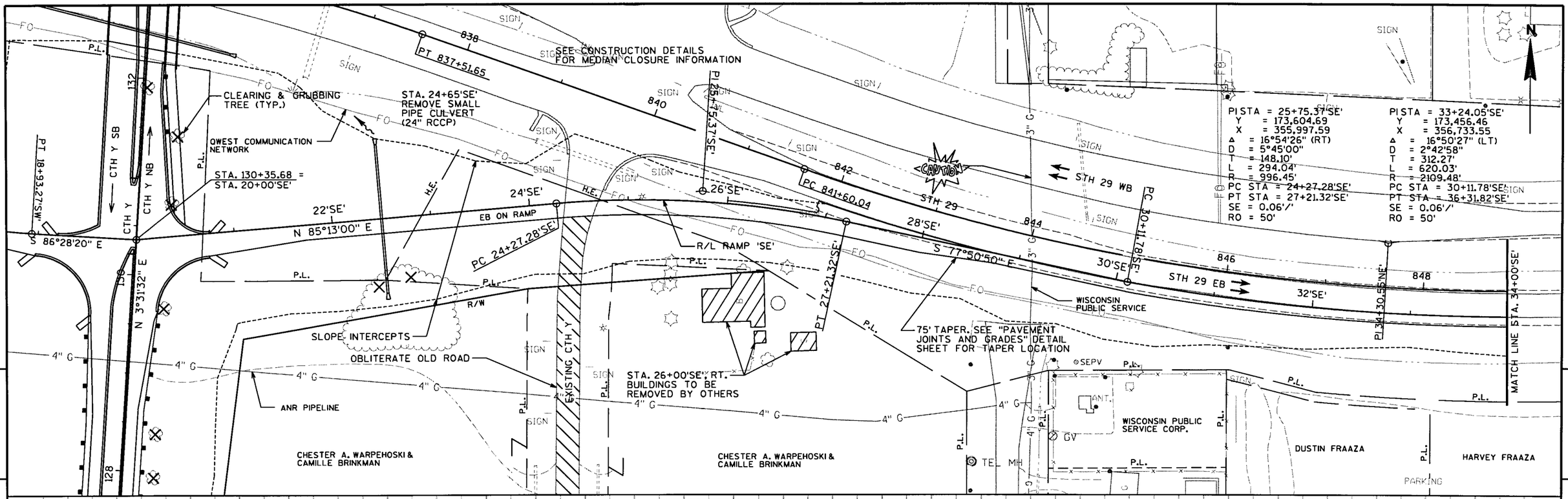
1300 1295 1290 1285 1280 1275 1270 1265

| 34'NE' | 34+50'NE' | 35'NE' | 35+50'NE' | 36'NE' | 36+50'NE' | 37'NE' | 37+50'NE' | 38'NE' |
|---|---|---|---|---|---|---|---|---|
| 1281.42 | 1281.66 | 1281.94 | 1282.29 | 1282.61 | 1281.66 | 1281.94 | 1282.29 | 1282.61 |
| 1281.57 | 1281.81 | 1282.05 | 1282.29 | 1282.53 | 1282.77 | 1283.01 | 1283.25 | 1283.49 |

| PROJECT NUMBER: 1053-09-71 | HWY: CTH Y | COUNTY: MARATHON | PLAN AND PROFILE - WESTBOUND OFF RAMP | SHEET: 128 | E |
|---|---|---|---|---|---|

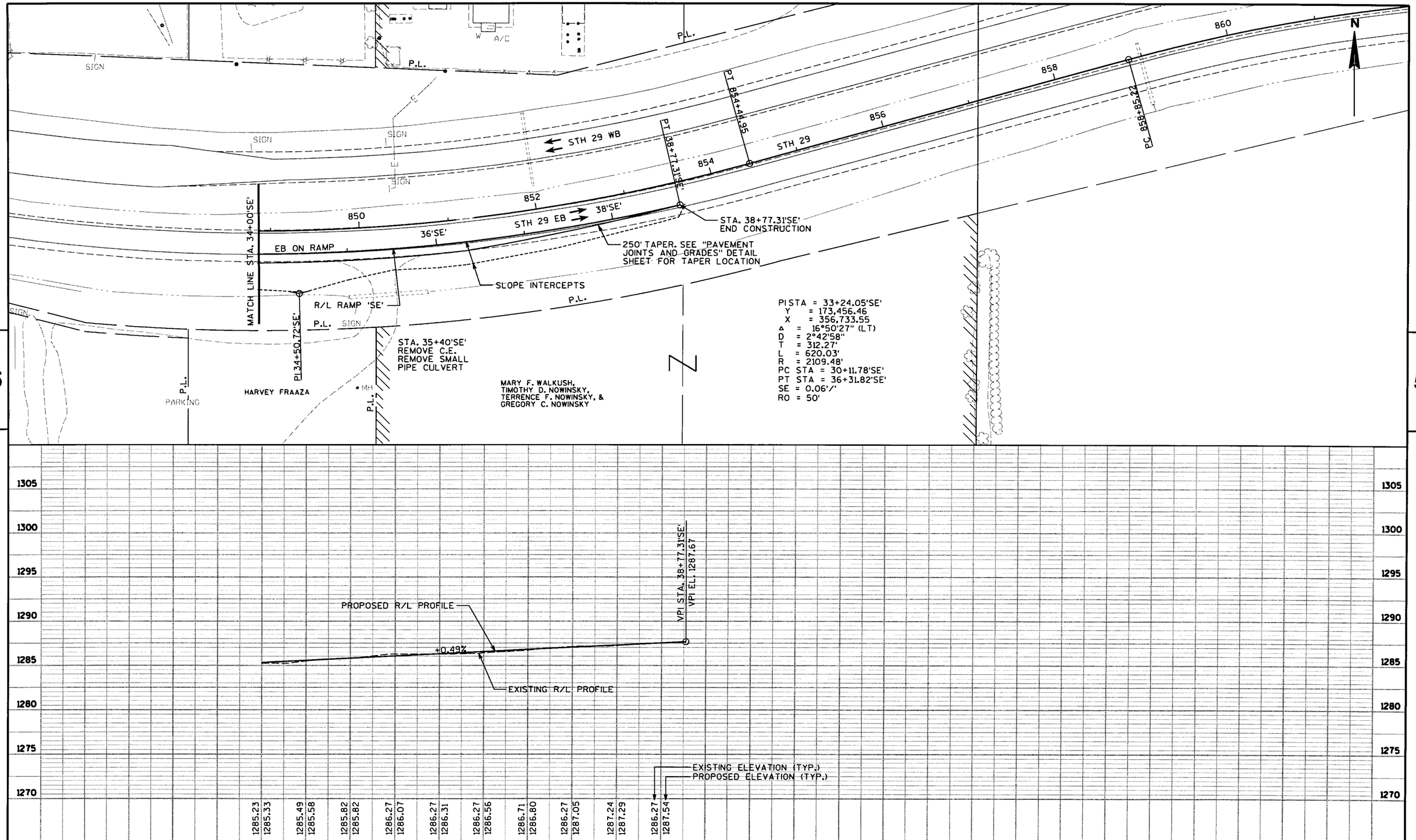
FILE NAME : p:\2001193\microstation\planset\050111_pp.dgn PLOT DATE : 6/29/2004 PLOT BY : TNA PLOT NAME : PLOT SCALE : _SCALE_

WISDOT/CADDS SHEET 40

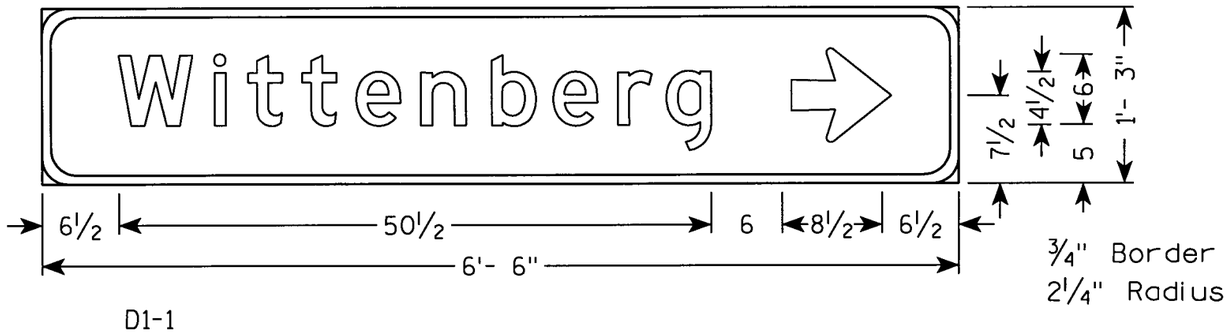



| PROJECT NUMBER: 1053-09-71 | HWY: CTH Y | COUNTY: MARATHON | PLAN AND PROFILE - EASTBOUND ON RAMP | SHEET: 129 | E |
|---|---|---|---|---|---|

FILE NAME : p:\2001193\microstation\planset\050112_pp.dgn PLOT DATE : 6/29/2004 PLOT BY : TNA PLOT NAME : PLOT SCALE : _SCALE_

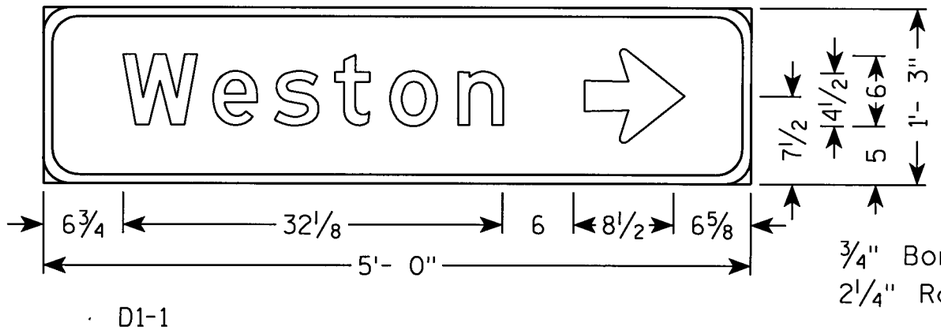



| PROJECT NUMBER: 1053-09-71 | HWY: CTH Y | COUNTY: MARATHON | PLAN AND PROFILE - EASTBOUND ON RAMP | SHEET: 130 | E |
|---|---|---|---|---|---|



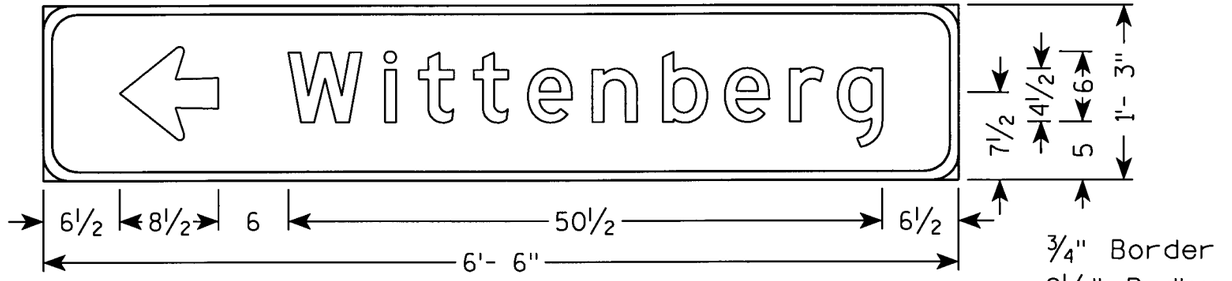

¾" Border
2¼" Radius

D1-1



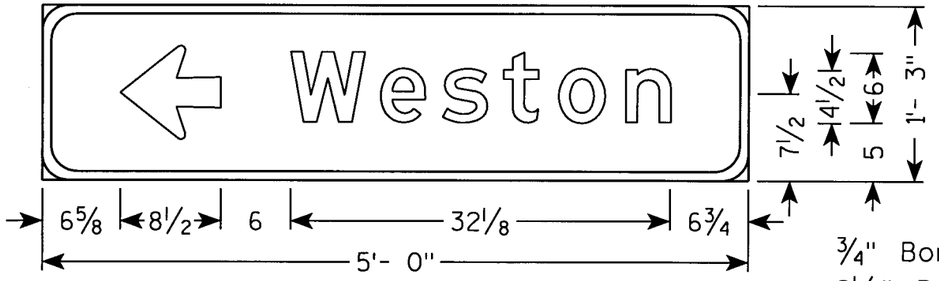

¾" Border
2¼" Radius

D1-1




¾" Border
2¼" Radius

D1-1



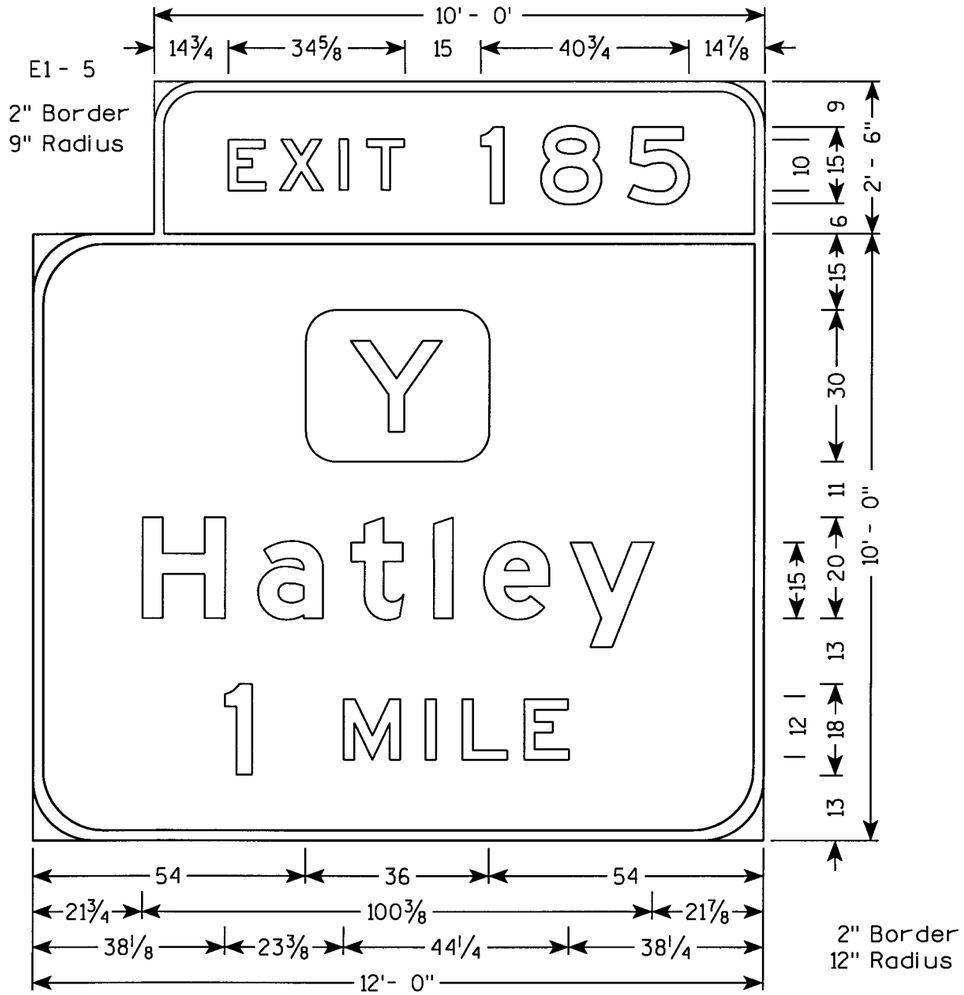

¾" Border
2¼" Radius

D1-1

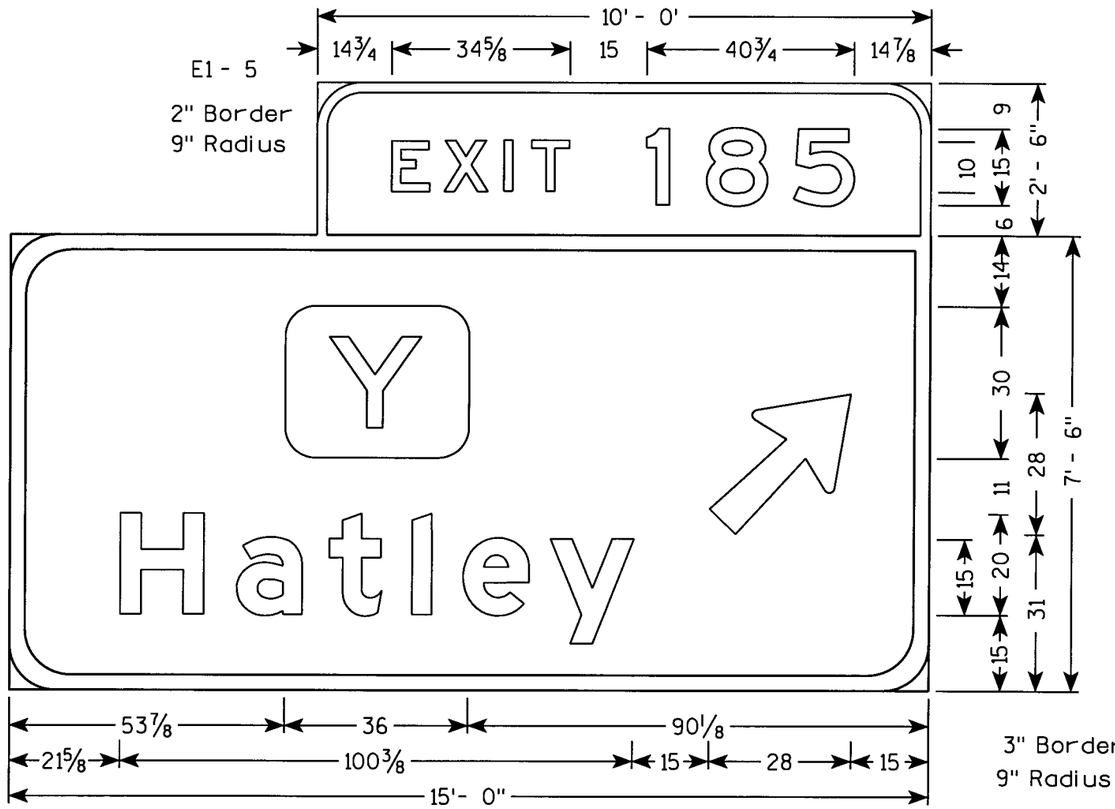
7

7

| PROJECT NO: 1053-09-71 | HWY: CTH Y | COUNTY: MARATHON | SPECIAL SIGN DETAILS | SHEET NO: 198 | E |
|---|---|---|---|---|---|




E1-1A




E4-1A

7

| STATE PROJECT NUMBER: 1053-09-71 | HWY: STH 29 | COUNTY: MARATHON | SPECIAL SIGN DETAILS | SHEET NO: 199 | E |
|---|---|---|---|---|---|

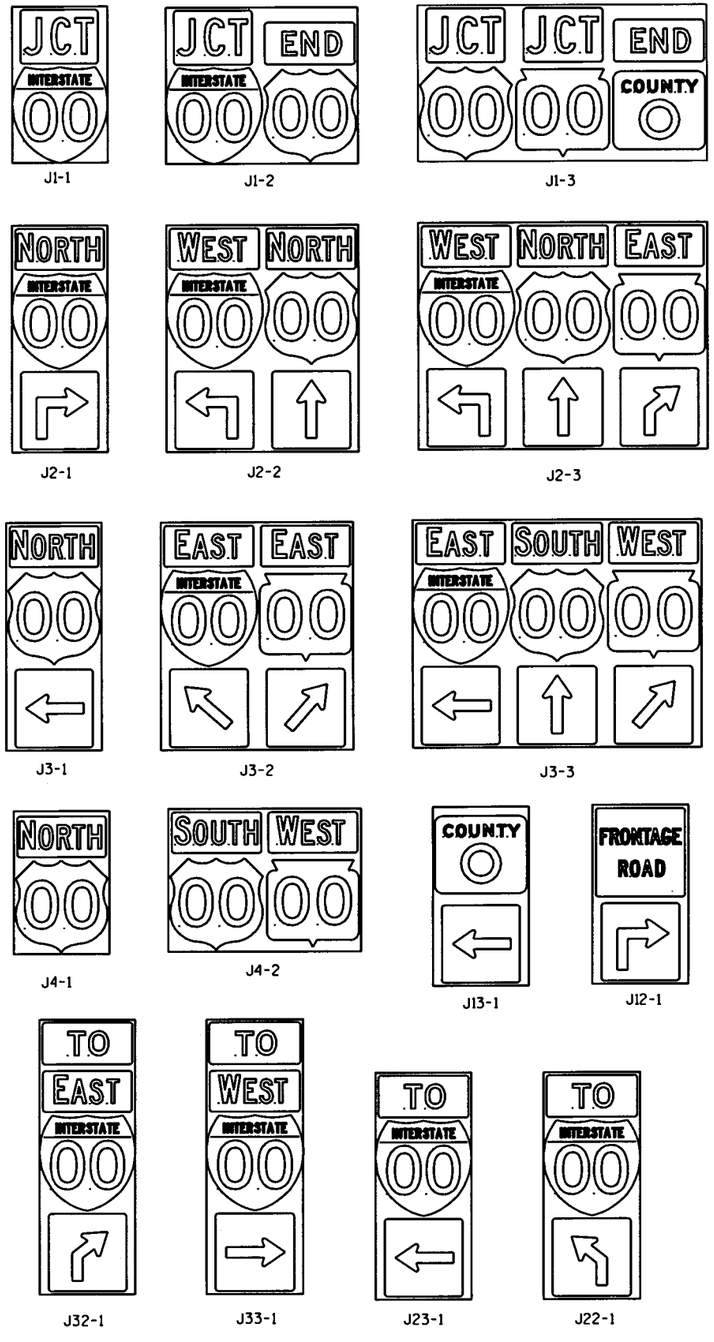
FILE NAME : p:\2001193\microstation\planset\023210_ps.dgn PLOT DATE : 6/29/2004 PLOT BY : TNA ORG DATE : 12/02/03 Originator : DON KLUEVER

WISDOT/CADDS SHEET 42

LEVELS ON - 1,2, 5,6, 10.

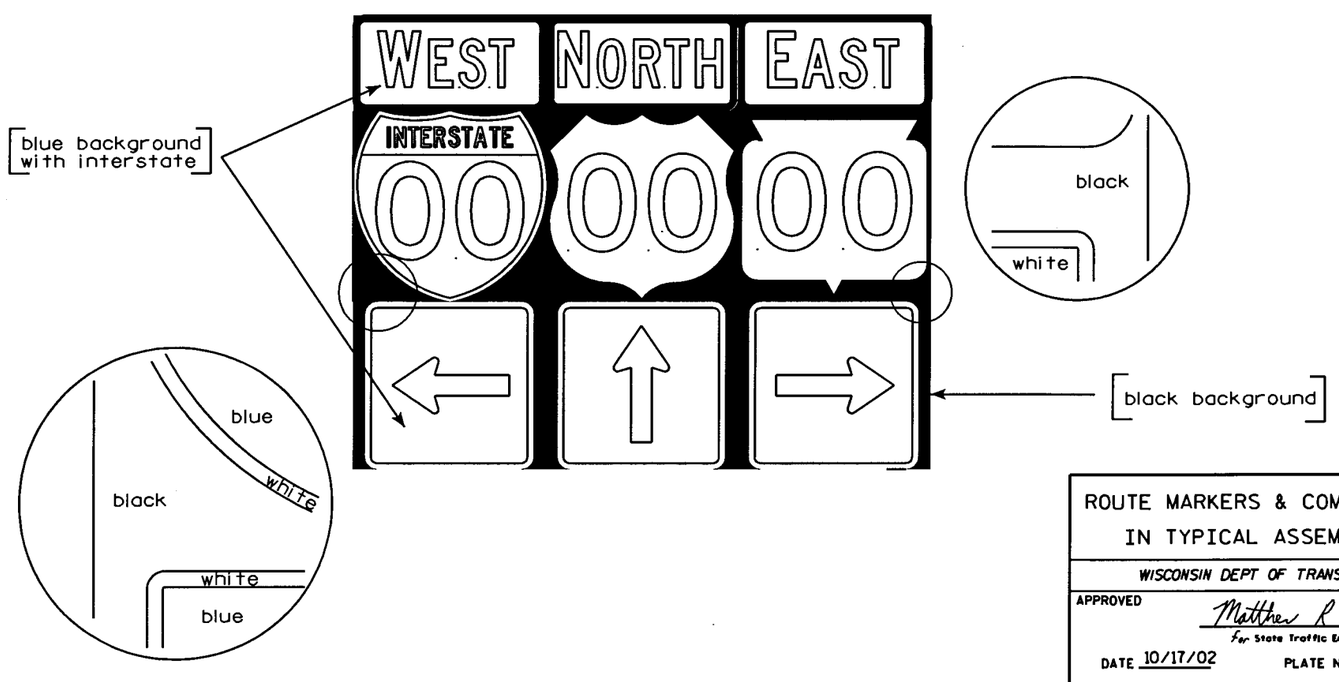
57, 59,60,61,62,63

## TYPICAL ASSEMBLIES




### NOTES

1. Signs are Type II - Type H 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

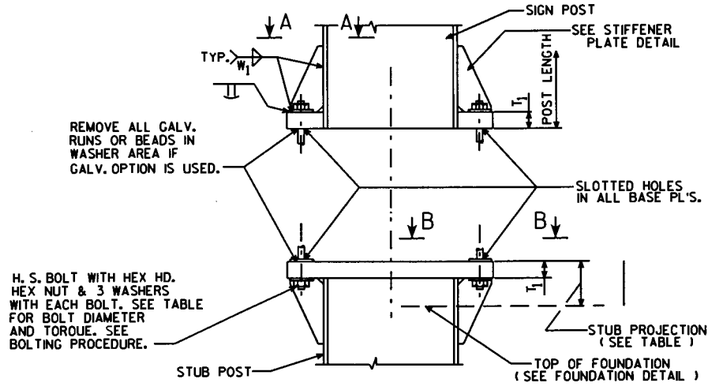
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/17/02 PLATE NO. A2-1S.3

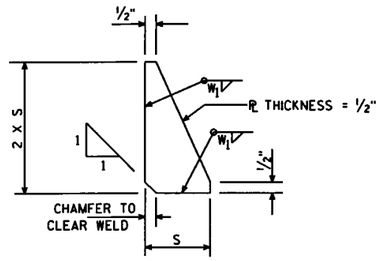
7

STATE PROJECT NUMBER: 1053-09-71

SHEET NO: 200 E

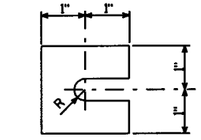



SIGN POST AND STUB POST ELEVATION



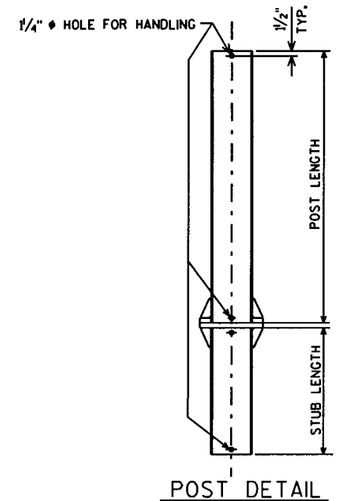

STIFFENER PLATE DETAIL

( SEE TABLE FOR DIMENSIONS )

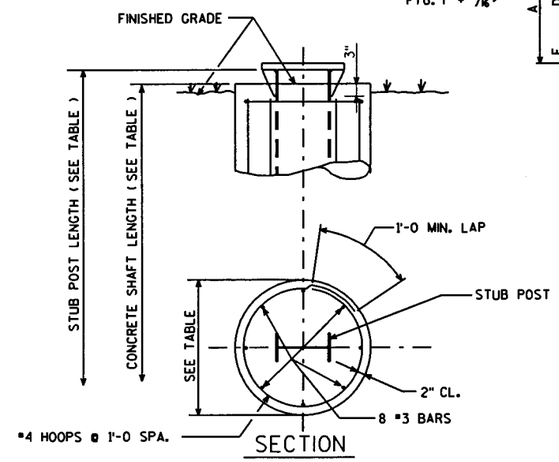



FURNISH 2 @ .012" ± THICK AND 2 @ .032" ± THICK SHIMS PER POST. SHIMS SHALL BE FABRICATED FROM BRASS SHIM STOCK OR STRIP CONFORMING TO A.S.T.M.- B36.

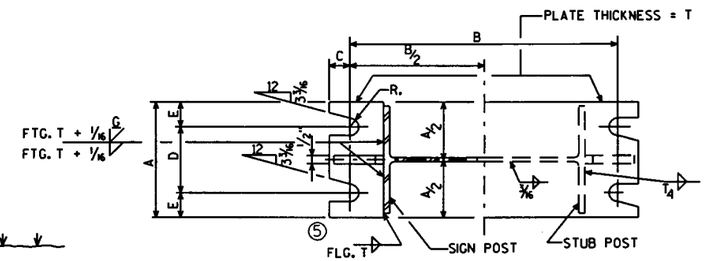
SHIM DETAIL



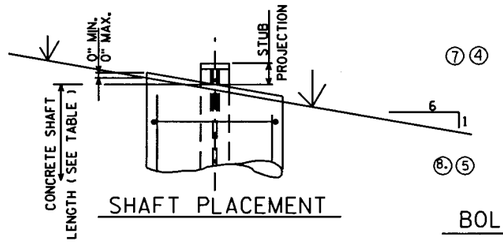

POST DETAIL




SECTION




SECTION A-A SECTION B-B




SHAFT PLACEMENT

## DESIGN DATA

WIND PRESSURE = 75 M.P.H.
WIND COMPONENTS - NORMAL = 1.0 TRANSVERSE = 0.0
ICE LOAD = 3 P.S.F.

| GROUP LOADS | PERCENT OF ALLOWABLE STRESS |
|---|---|
| 1. DEAD | 100 |
| 2. DEAD & WIND | 140 |
| 3. DEAD, ICE & ½ WIND△ | 140 △25 P.S.F. MIN. |

ALLOWABLE SOIL PRESSURE = 1½T / SQ. FT.
WIND LOAD WAS APPLIED TO THE AREA OF THE SIGN AND TO THE SUPPORTING MEMBERS.
ICE LOAD WAS APPLIED TO ONE FACE OF THE SIGN AND AROUND THE SURFACE OF THE SUPPORTING MEMBERS.

## GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.
DESIGN CONFORMS WITH A.A.S.H.T.O. SPECIFICATIONS 1985.
ALL POSTS, POST STUBS & ATTACHMENTS SHALL BE A.S.T.M. A709 GRADE 50, EXCEPT WHERE CONTRACT REQUIRES A.S.T.M. A709 GRADE 50 W.
IF A709 GRADE 50 MATERIAL IS USED, THE POST, BASE PLATES, UPPER SIX INCHES OF STUB POST, FLANGE SPLICE PLATE AND FUSE PLATE SHALL BE GALVANIZED AFTER FABRICATION.
H.S. BOLTS, WASHERS & NUTS SHALL BE A325 GALVANIZED WHEN POSTS, POST STUBS AND ATTACHMENTS ARE A709 GRADE 50 AND GALVANIZED.
H. S. BOLTS, WASHERS & NUTS SHALL BE A325 TYPE 3 NOT GALVANIZED WHEN CONTRACT REQUIRES A709 GRADE 50 W POSTS, POSTS STUBS AND ATTACHMENTS.

## BOLTING PROCEDURE - BASE CONNECTION

1. ASSEMBLE SIGN POST TO STUB POST WITH BOLTS AND ONE OF THE FLAT WASHERS ON EACH BOLT BETW. PLATES.
2. SHIM AS REQ'D. TO PLUMB POST.
3. TIGHTEN ALL BOLTS THE MAXIMUM POSSIBLE WITH 12" OR 15" WRENCH TO BED WASHERS & SHIMS AND TO CLEAN BOLT THREADS, THEN LOOSEN EACH BOLT IN TURN AND RETIGHTEN IN A SYSTEMATIC ORDER TO THE PRESCRIBED TORQUE. ( SEE TABLE )
4. BURR THREADS AT JUNCTION WITH NUT USING A CENTER PUNCH TO PREVENT NUT LOOSENING.

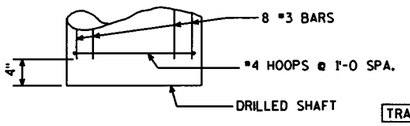
NOTE:
TIGHTEN THE HIGH STRENGTH BOLTS TO THE TORQUE SHOWN. DO NOT OVERTIGHTEN.

| QUANTITIES FOR 1 FOOTING | | |
|---|---|---|
| | CONC. MASONRY C.Y. | REINF. STEEL LBS. |
| A | 0.6 | 34 |
| B | 0.8 | 49 |
| C | 0.9 | 50 |
| D | 0.9 | 56 |
| E | 1.0 | 62 |
| | | |

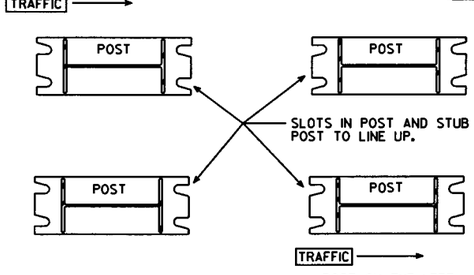
⑦

| REINF. | TYPE | #3 | #4 |
|---|---|---|---|
| | A | 8 @ 4'-5 | 5 @ 6'-3 |
| | B | 8 @ 6'-5 | 7 @ 6'-3 |
| | C | 8 @ 6'-11 | 7 @ 6'-3 |
| | D | 8 @ 7'-5 | 8 @ 6'-3 |
| | E | 8 @ 7'-11 | 9 @ 6'-3 |

⑦




FOUNDATION DETAIL




POST SLOT ORIENTATION ⑦

| BASE CONNECTION DATA TABLE | | | | | | | | | | | | FOUNDATION DATA | | | | ② |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TYPE | DIMENSION / POST SIZE | BOLT SIZE & TORQUE | A | B | C | D | E | $T_1$ | $T_4$ | $W_1$ | R | S | STUB LENGTH | STUB PROJECTION | SHAFT DIAMETER | SHAFT LENGTH | K |
| ④ A | W10"X12.0 #/FT. | ¾" ϕ @ 75"-FT. | 5¼" | 1'-0⅜ | ⅛" | 3½" | ⅞" | 1" | 3/16" | 5/16" | 13/32 " | 2⅛" | 3'-6 | 3" | 2'-0 ϕ | 5'-0 | 76.0" ④ |
| ④ B | W12"X16.0 #/FT. | ⅞" ϕ @ 85"-FT. | 5½" | 1'-4¼ | 1" | 3½" | 1" | 1¼" | ¼" | 5/16" | 15/32 " | 3" | 5'-6 | 3" | 2'-0 ϕ | 7'-0 | 146.5" ④ |
| C | W12"X19.0 #/FT. | ⅞" ϕ @ 85"-FT. | 5½" | 1'-4¼ | 1" | 3½" | 1" | 1½" | 5/16" | 5/16" | 15/32 " | 3" | 6'-0 | 3" | 2'-0 ϕ | 7'-6 | 182.1" |
| D | W12"X22.0 #/FT. | ⅞" ϕ @ 85"-FT. | 5½" | 1'-4¼ | 1" | 3½" | 1" | 1½" | 3/8" | 5/16" | 15/32 " | 3" | 6'-6 | 3" | 2'-0 ϕ | 8'-0 | 210.5" |
| ③ E | W12"X26.0 #/FT. | 1" ϕ @ 90"-FT. | 7" | 1'-4¼ | 1¼" | 4" | 1½" | 1½" | 3/8" | 5/16" | 11/32 " | 3" | 7'-0 | 3" | 2'-0 ϕ | 8'-6 | 293.0" ③ |
| | | | | | | | | | | | | | | | | | |

① ⑥ ①

STRUCTURAL CARBON STEEL PAY WTS. ( 1 POST ) = K+ ( POST LENGTH X POST WT. )
" K " INCLUDES STUB, BASE PLATES, STIFFS., BOLTS, AND WASHERS.

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chesta J Spay for State Traffic Engineer
DATE 8/26/97 PLATE NO. A3-1.12

| NO. | DATE | REVISION |
|---|---|---|
| ⑧ | 10-30-96 | NOT GALVANIZED/GALVANIZED |
| ⑦ | 10-30-92 | QUANT., A588 EXCEPT., ADD SLOT VIEW |
| ⑥ | 8-24-87 | BASE CONN. WELD |
| ⑤ | 10-13-81 | BASE CONN. WELD & FUSE PL WASHERS |
| ④ | 10-19-79 | POST A & B, A572 GR. 50, & K |
| ② | 11-28-78 | "K" ③ 4-23-79 TYPE "E" |
| ① | 5-4-78 | $T_1$ , $T_2$ & $W_1$ |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

TYPE A, B, C, D, & E

| CONST. SPEC. | DRAWN BY | PLANS CK'D. |
|---|---|---|
| 1989 | LOY | |

FTG. & SIGN SUPPORT DETAILS GROUND MOUNT BREAK-AWAY SIGNS

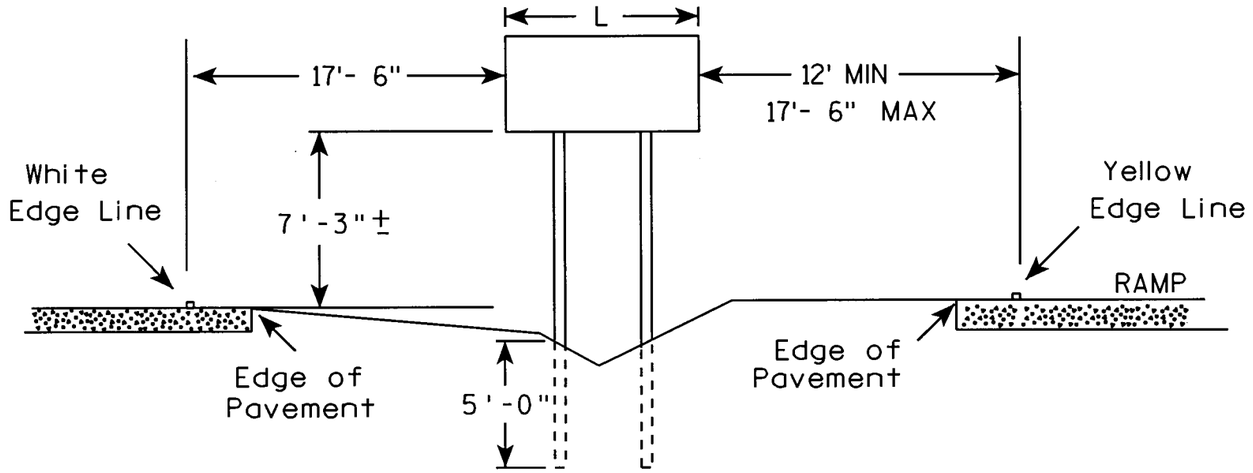
SHEET

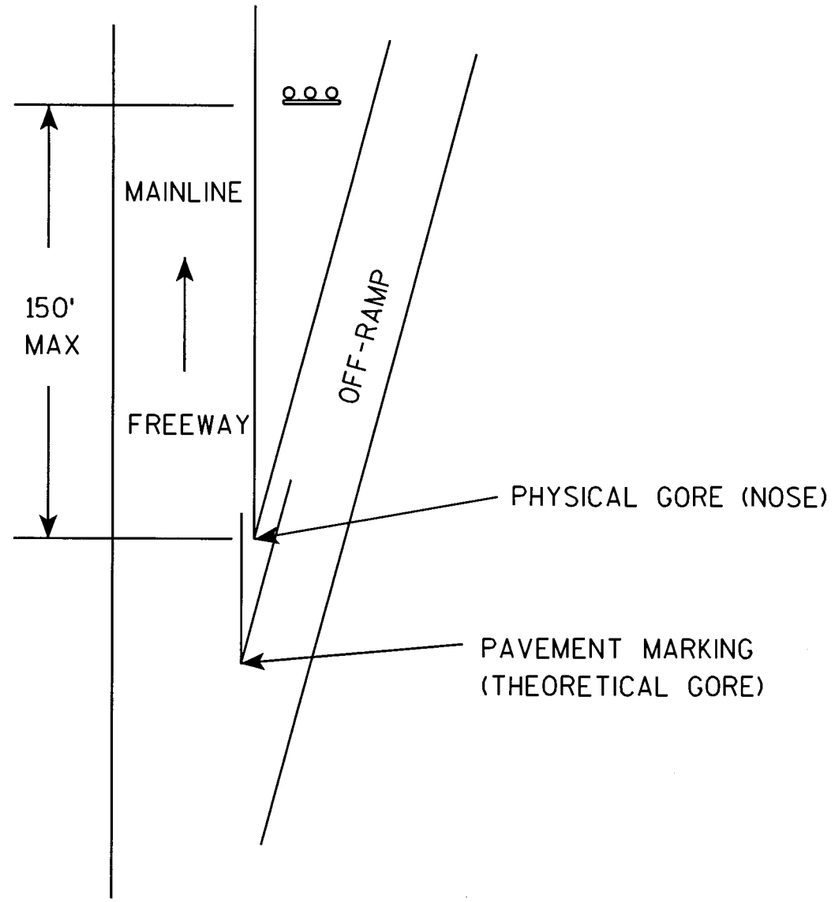
7

STATE PROJECT NUMBER: 1053-09-71

SHEET NO: 201 E


FILE NAME : C:\Users\Projects\tr_stdplate\A31.DGN PLOT DATE : 20-MAY-2004 12:46 PLOT BY : DOTDZK ORG DATE : 8/26/97 Originator : DON KLUEVER
WISDOT/CADDS SHEET 42
LEVELS ON - 1,2,3,4,5,6, 10, 12
57,58,59,60,61,62,63




## GENERAL NOTES

1. The 150 foot distance from the physical gore (where pavement ends) will normally provide the offsets as shown.
2. If roadway geometrics permit, the sign may be closer than the 150 foot distance as long as the offsets are maintained.
3. At no time shall the location be greater than 150 feet. If the normal offsets cannot be maintained, they can be reduced to 6 feet from the edge of the paved shoulder (both freeway and ramp).
4. The offset from edge of sign to the yellow edge line on the ramp is shown as a minimum of 12 feet and a maximum of 17 feet, 6 inches. Preference is adhering to the maximum rather than the minimum dimension.
5. When L is equal to or exceeds 9 feet, use 3 posts as per A4-4.
6. The (±) tolerance for the mounting height is 3 inches.

**TYPICAL INSTALLATION OF TYPE II SIGNS ON WOOD POSTS IN GORE**

*WISCONSIN DEPT OF TRANSPORTATION*

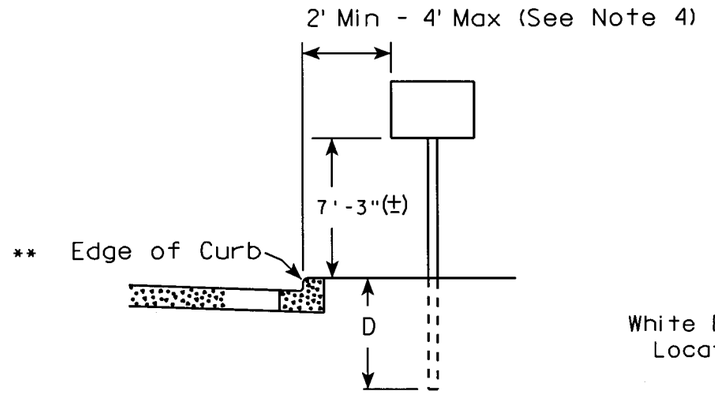
APPROVED Chester J Spanje for State Traffic Engineer

DATE 4/4/00 PLATE NO. A4-2.2

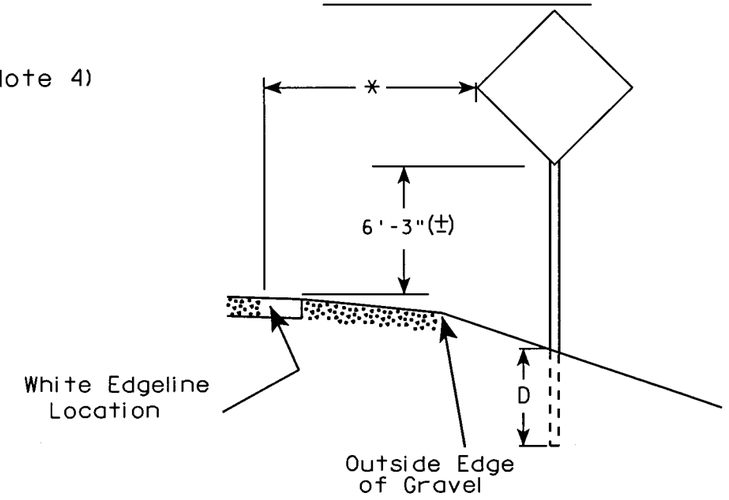
STATE PROJECT NUMBER: 1053-09-71 | SHEET NO: 202 | E

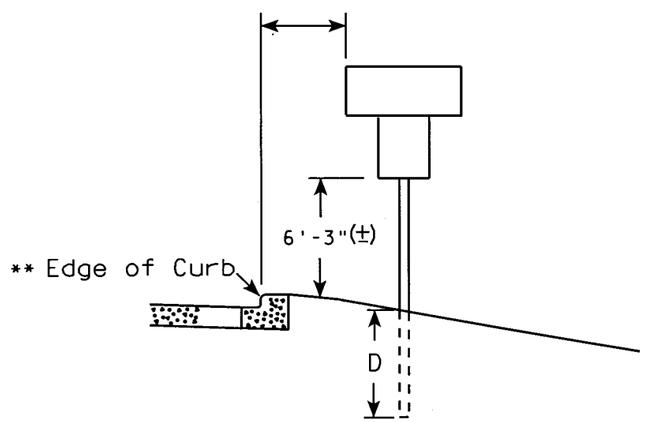
58.59.60. 63
LEVELS ON • 2.3. 5.6. 10.

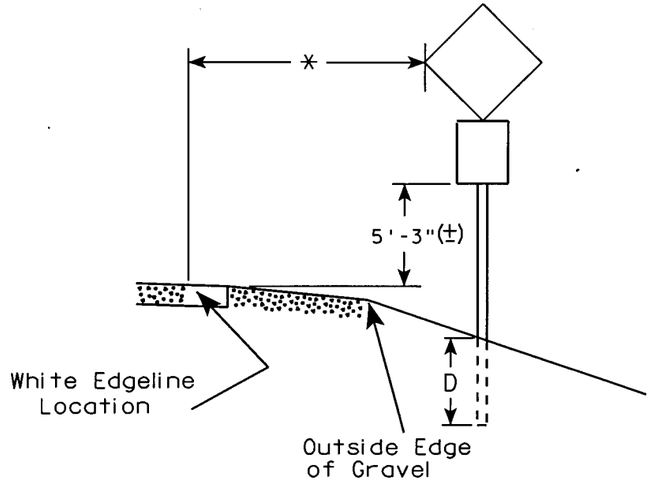
## URBAN AREA




## 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

| STATE PROJECT NUMBER: 1053-09-71 | HWY: | COUNTY: | | | SHEET NO: 203 | E |
|---|---|---|---|---|---|---|

FILE NAME : C:\Users\Projects\tr_stdplate\A43.DGN PLOT DATE : 20-MAY-2004 12:49 PLOT BY : DOTDZK PLOT NAME : REV DATE : 12/20/02 Originator : Sandy Anderson PLOT SCALE : 101.940000:1.000000

WISDOT/CADDS SHEET 42

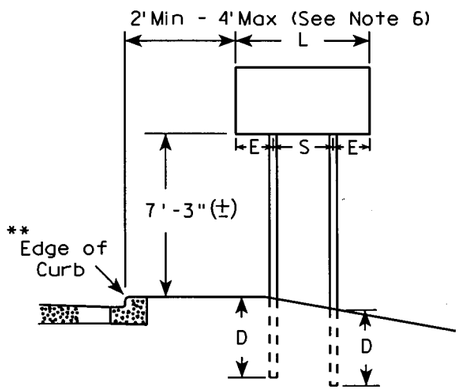
7

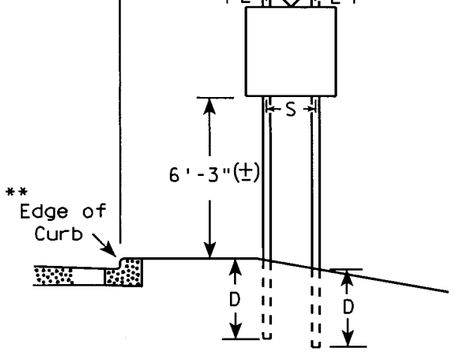
LEVELS ON - 2, 5&6, 10,11,12,13,14,15,16.

57,58,59,60,61,62,63

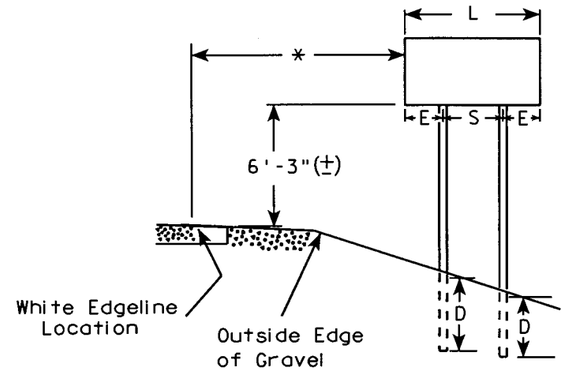
50.

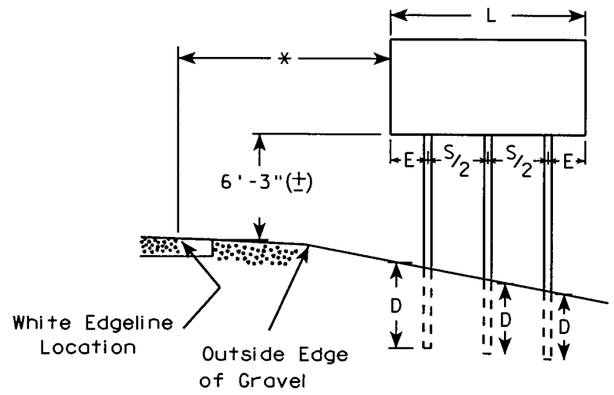
## URBAN AREA

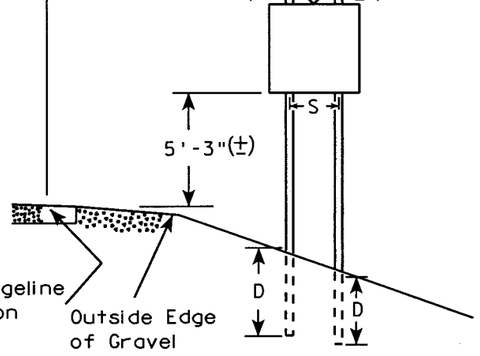



## RURAL AREA (See Note 3)




## 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: 1053-09-71 | HWY: | COUNTY: | | | SHEET NO: 204 | E |
|---|---|---|---|---|---|---|

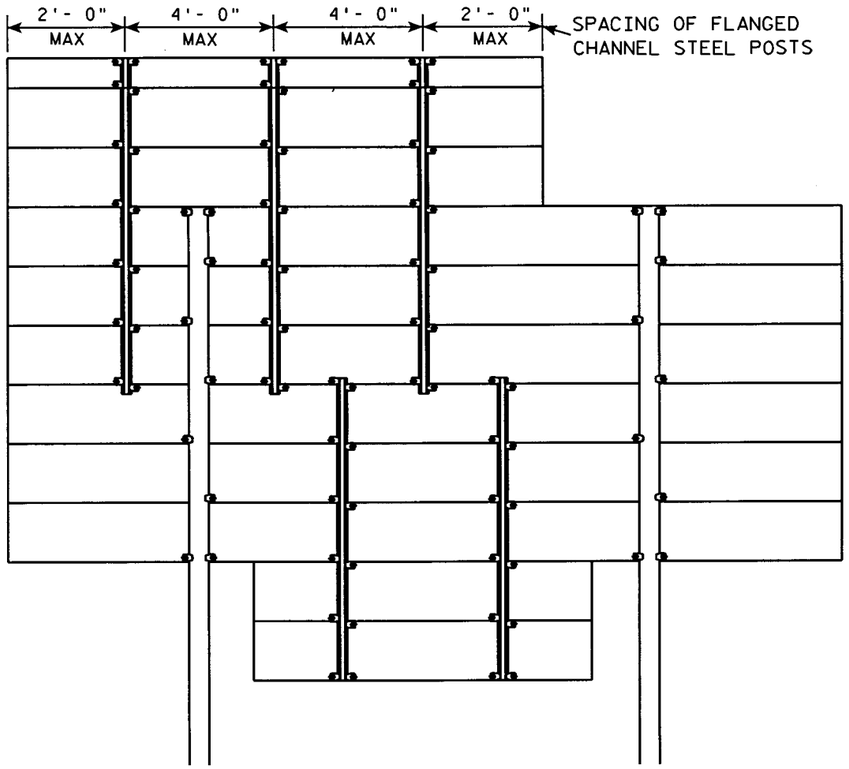
FILE NAME : C:\Users\Projects\tr_stdplate\A44.DGN PLOT DATE : 20-MAY-2004 12:50 PLOT BY : DOTDZK PLOT NAME : ORG DATE : Originator : Sandy Anderson PLOT SCALE : 104.000000:1.000000

WISDOT/CADDS SHEET 42

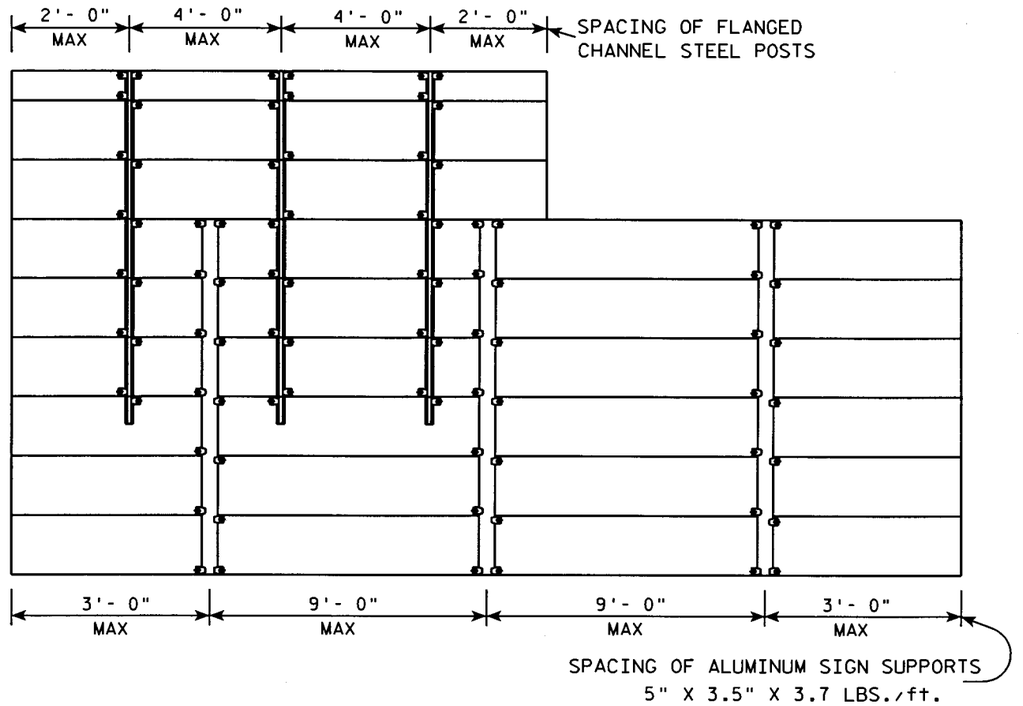
LEVELS ON - 1,2,3, 5,6, 10,

57,58,59,63

## GROUND MOUNTED SIGN




## SIGN BRIDGE MOUNTED SIGN




### GENERAL NOTES

1. Flanged channel steel posts shall conform to section 633 of STANDARD SPECIFICATIONS and shall be considered as incidental to other items in the contract.
2. Number of Flanged channel steel supports varies with length of panel and shall be spaced as shown:

   PANEL LENGTH 8'-0" OR LESS = 2 CHANNELS
   PANEL LENGTH 9'- 0" - 12'- 0" = 3 CHANNELS
   PANEL LENGTH 13'- 0" OR MORE = 4 CHANNELS

   If the flanged channel steel posts can not be horizontally spaced as shown, they can be moved so as to securely hold the sign.
3. The EXIT NUMBER PANEL shall normally be positioned above the guide sign aligned with the right edge of the guide sign. If the guide sign indicates a left exit, the EXIT NUMBER PANEL shall be aligned with the left edge of the guide sign.
4. If the bolt holes in the top panel (EXIT NUMBER), or sub panel (NEXT EXIT) line up with holes in main sign panel, stitch bolts shall be used in addition to the channels.
5. Provide post clips for each sign as shown. (Please note the differences between a ground mounted versus Sign bridge mounted sign as far as number of clips required on the main supports or beams)

7

7

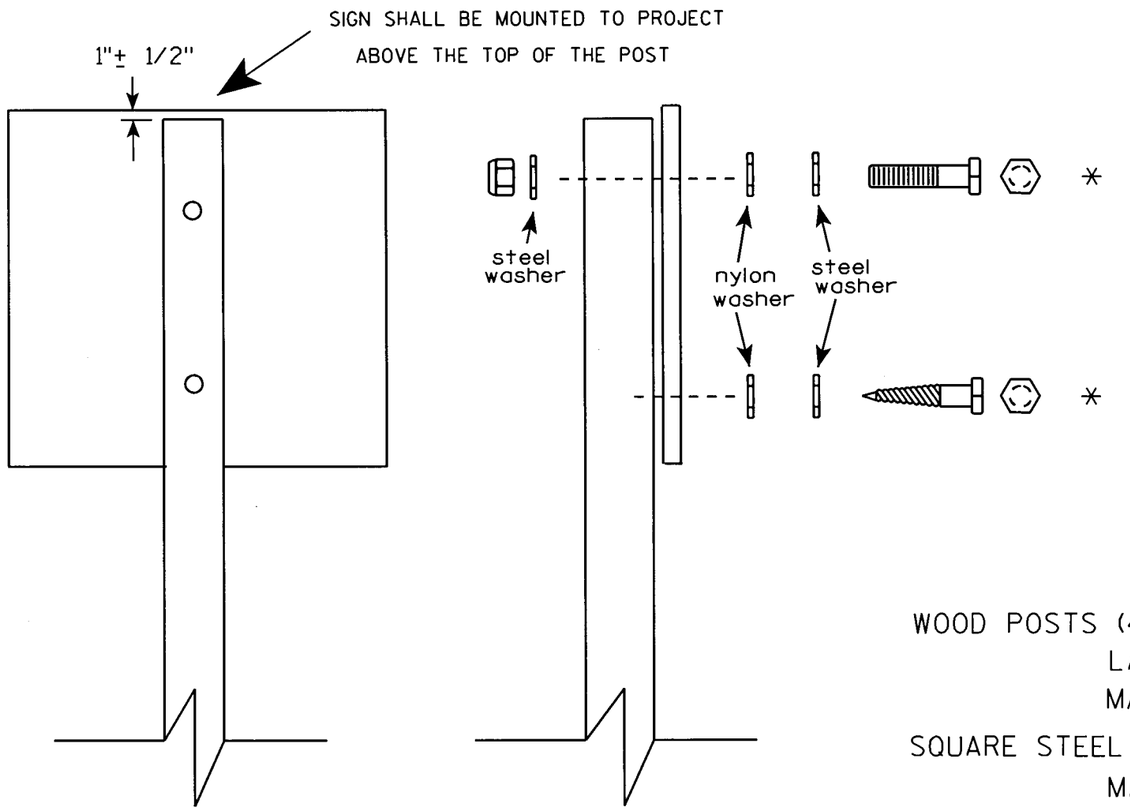
# ATTACHMENT OF GUIDE SIGNS TO SUPPORTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/23/04 PLATE NO. A4-6.10

| PROJECT NO: 1053-09-71 | HWY: | COUNTY: | | SHEET NO: 205 | E |
|---|---|---|---|---|---|




Nuts, bolts and lags used for mounting signs shall have hexagonal heads and shall be either :

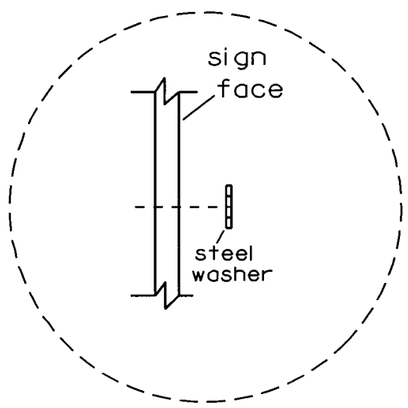
a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D, or
b. Cadmium plated in accordance with ASTM Designation : B 766 TYPE 3, Class 12, or
c. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.

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

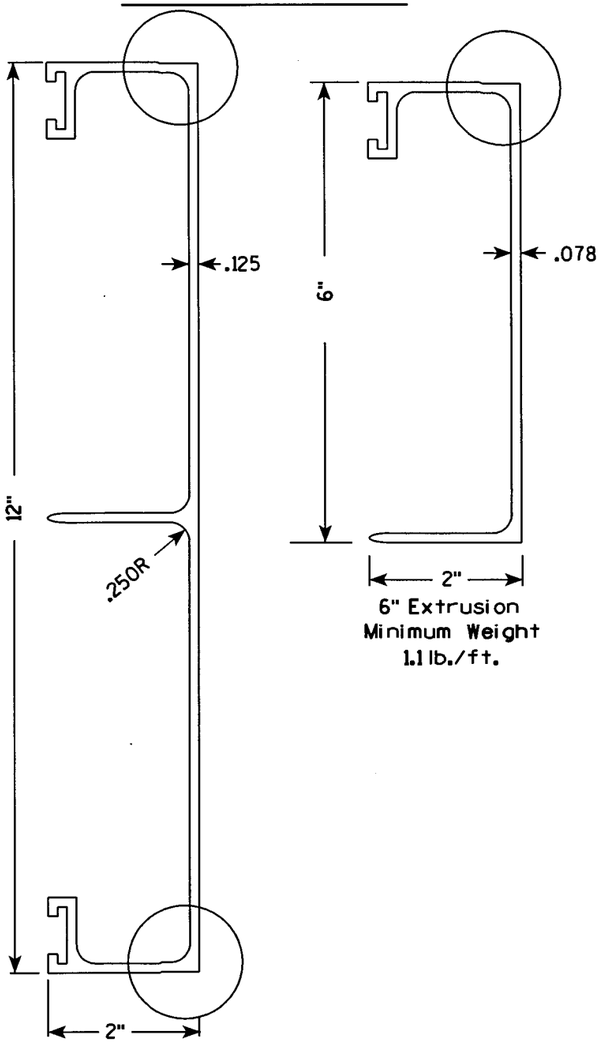
APPROVED Chester J Spange for State Traffic Engineer

DATE 4/03/02 PLATE NO. A4-8.5

7

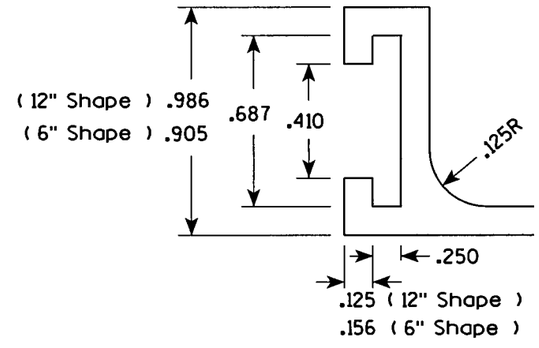
STATE PROJECT NUMBER: 1053-09-71 | SHEET NO: 206 | E

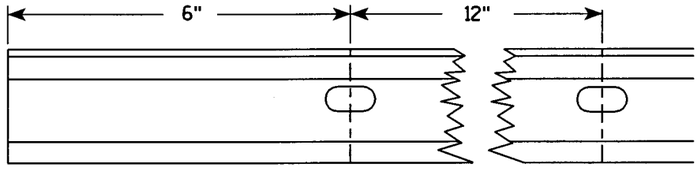
## Extruded Shape



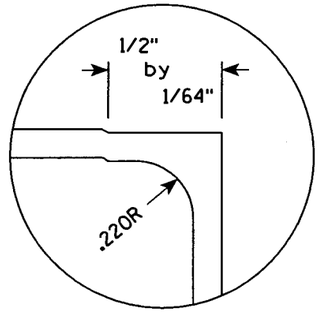






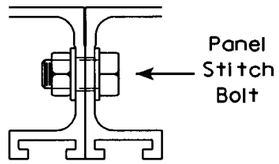

Punch 7/16" x 7/8" oval holes beginning 6" in from end of extrusion 12" CC on both edges of 6" and 12" panels.




## Hardware

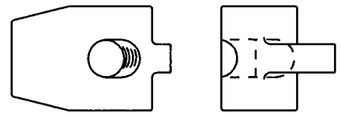
### STITCH BOLT, WASHER & NUT

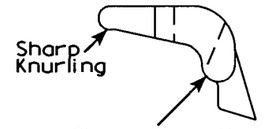
The hardware includes:
3/8 " - 16 X 3/4 " Economy Bolt 2024-T4 alloy
3/8 " - Stainless steel stop nut
3/8" X .064 Flat Washers, Alclad 2024-T4 alloy

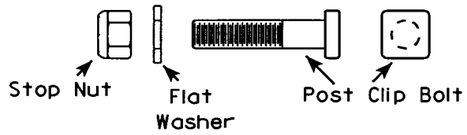



### POST CLIP, POST CLIP BOLT, WASHER & NUT

Post Clip shall be Alum. Alloy 356-T6
Post Clip Bolt shall be Stainless Steel.
Flat washer shall be 3/8" X .091, Stainless Steel.
Stop nut shall be stainless steel.




### NOTES

1. The contractor may select any brand of extrusion that conforms to the illustrations or meets with the approval of the engineer, but all extrusions used on this contract shall be of the same brand.
2. Panel Stitch Bolts shall be used to assemble adjacent panels. Maximum stitch bolt spacing shall be 24" C-C, and a minimum of 4 bolts shall be used to connect any two extrusions.
3. Post Clips shall be used to attach the sign panel to the sign support.

7

# ALUMINUM EXTRUSIONS FOR TYPE I SIGNS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang for State Traffic Engineer

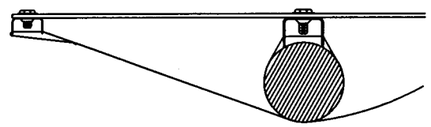
DATE 11/18/99 PLATE NO. A5-2.9

STATE PROJECT NUMBER: 1053-09-71 | SHEET NO: 207 | E



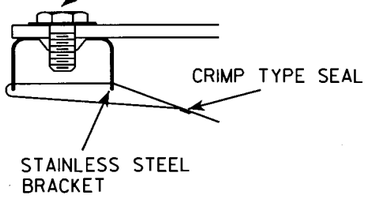

LEVELS ON - 1, 2, 5, 10, 50, 57, 58, 59, 60, 61, 62, 63

## BRACE BANDING

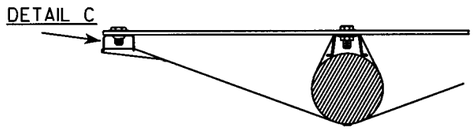


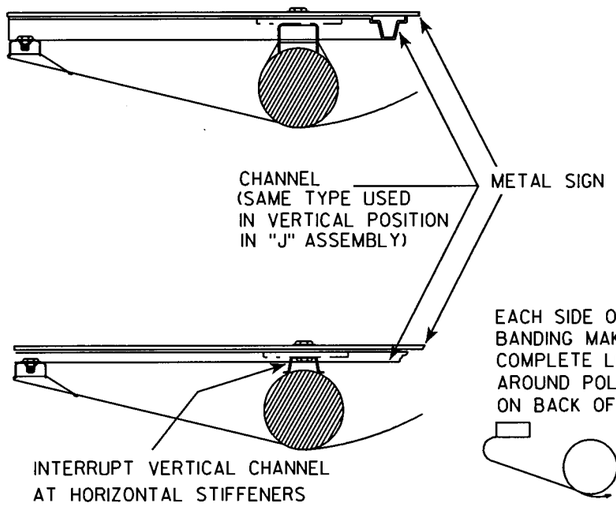
DETAIL C

CADMIUM PLATED STEEL BOLT
THROUGH BLACK BORDER




DETAIL C



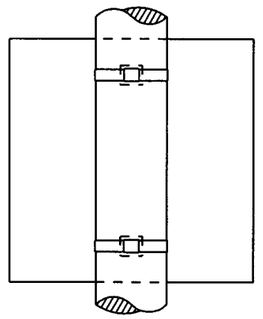


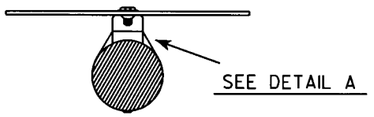

EACH SIDE OF BRACE BANDING MAKES ONE COMPLETE LOOP AROUND POLE-SEAL ON BACK OF POLE



## BRACKET BANDING

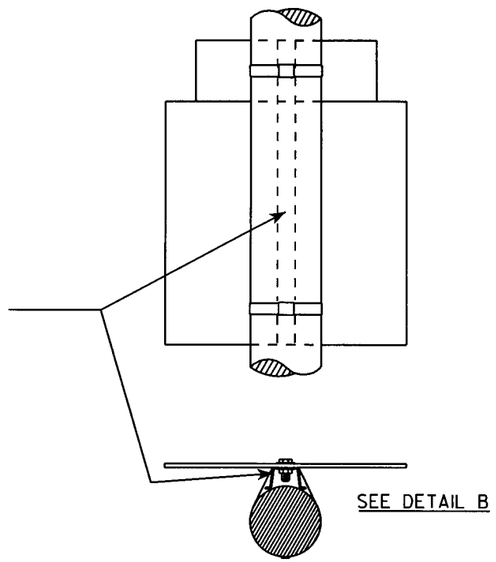
SINGLE SIGN

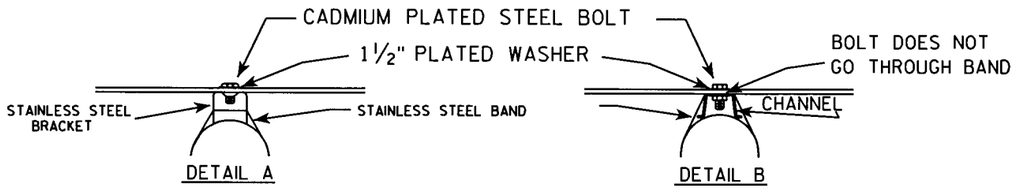


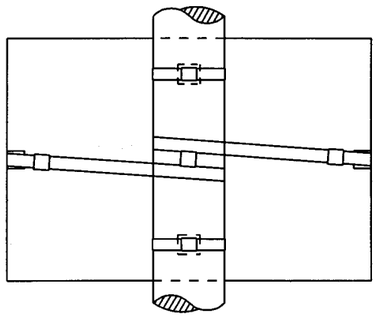



"J" ASSEMBLY

CHANNEL
SEE TYPICAL PANEL
INSTALLATION SHEET

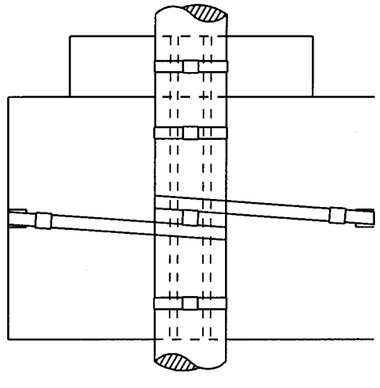


### BRACE BANDING

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

7

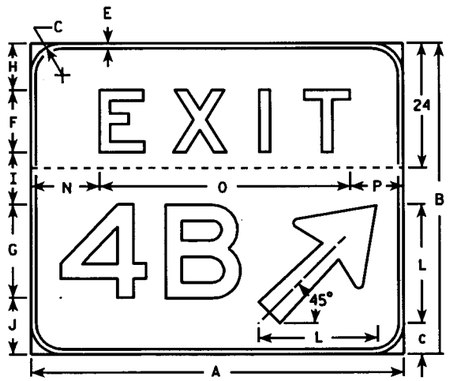
| STATE PROJECT NUMBER: 1053-09-71 | HWY: | COUNTY: | | | SHEET NO: 208 | E |
|---|---|---|---|---|---|---|

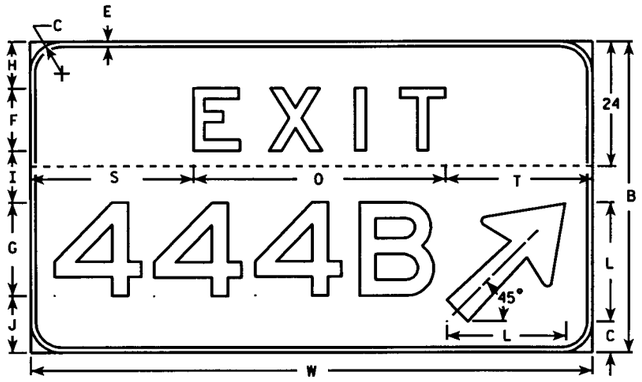

FILE NAME : C:\Users\Projects\tr_stdplate\A59.DGN PLOT DATE : 20-MAY-2004 12:58 PLOT BY : DOTDZK PLOT NAME : ORG DATE : Feb 2003 Originator : Sandy Anderson PLOT SCALE : 36.000000:1.000000

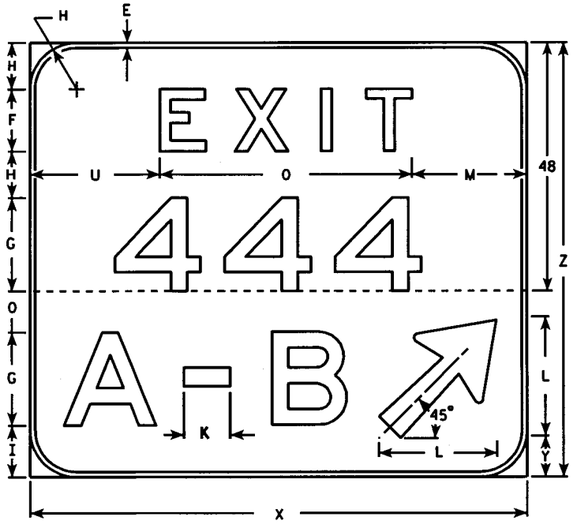
WISDOT/CADDS SHEET 42

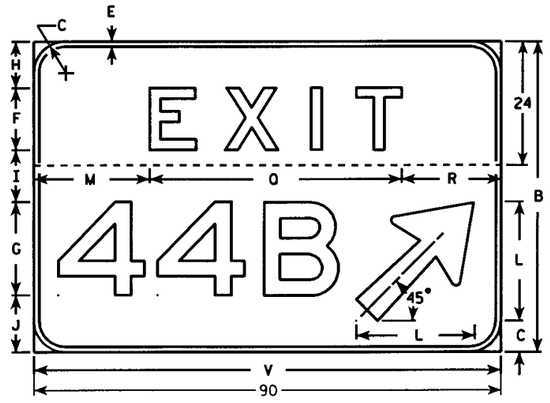
LEVELS ON • 2.3.4.5.6.7. 10.

57.58.59.60. 63

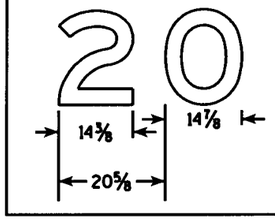



EXAMPLE FOR USING SPACING CHART




NOTES

1. Sign is Type II - Type H reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Green
   Message - White (Type H reflective)
3. Message Series - E
4. Corners may be square or rounded but the border shall be rounded as shown.
5. Base material for this sign shall be plywood and shall be split into two seperate pieces as shown on each detail by the dashed line (----------).
6. Arrow is Type "A" from sign plate A1-1.
7. Substitute appropriate message, space per the table and adjust placement on sign to achieve proper balance.
8. When two letters are hyphenated, the distance between them should be equal to two letter heights and the hyphen is spaced optically between them.
9. As per the Standard Spec's, these signs shall not have a vertical joint.

SPACING CHART FOR 18" NUMERALS

| NUMBERS | WIDTH | 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | A | B | C |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0 | 14 7/8 | 21 5/8 | 21 5/8 | 21 1/4 | 20 3/8 | 21 1/4 | 21 1/4 | 21 5/8 | 19 7/8 | 22 1/8 | 21 5/8 | 19 7/8 | 22 1/8 | 22 1/8 |
| 1 | 5 7/8 | 14 | 14 | 14 | 13 1/8 | 12 1/8 | 14 | 14 | 12 1/4 | 14 | 14 | 9 7/8 | 14 | 14 |
| 2 | 14 3/8 | 20 5/8 | 21 1/8 | 20 5/8 | 19 3/4 | 20 1/4 | 20 5/8 | 20 5/8 | 18 7/8 | 21 1/8 | 20 5/8 | 20 1/4 | 21 1/8 | 21 1/8 |
| 3 | 14 3/8 | 20 3/4 | 21 1/8 | 20 3/4 | 20 1/4 | 19 3/4 | 20 3/4 | 20 3/4 | 19 3/8 | 21 1/8 | 20 3/4 | 20 1/4 | 21 1/8 | 21 1/8 |
| 4 | 16 5/8 | 22 1/8 | 22 | 22 1/2 | 21 5/8 | 21 5/8 | 22 1/8 | 22 1/8 | 20 5/8 | 23 3/8 | 22 1/8 | 22 1/2 | 23 3/8 | 23 3/8 |
| 5 | 14 1/4 | 20 5/8 | 20 5/8 | 20 1/8 | 18 3/4 | 18 3/4 | 20 5/8 | 20 5/8 | 18 3/8 | 20 5/8 | 20 5/8 | 19 1/4 | 20 5/8 | 20 5/8 |
| 6 | 14 1/2 | 21 1/4 | 20 3/4 | 20 3/4 | 19 7/8 | 19 1/2 | 20 3/8 | 20 3/4 | 19 | 20 3/4 | 20 3/8 | 18 | 20 3/4 | 20 3/4 |
| 7 | 14 3/8 | 19 3/4 | 19 3/4 | 20 1/4 | 19 3/4 | 17 | 19 3/4 | 20 5/8 | 18 7/8 | 20 5/8 | 19 3/4 | 20 1/4 | 20 5/8 | 20 5/8 |
| 8 | 14 1/4 | 21 1/2 | 21 1/2 | 20 5/8 | 19 1/4 | 19 3/4 | 20 5/8 | 21 1/2 | 19 5/8 | 21 1/2 | 20 5/8 | 19 1/4 | 21 1/2 | 21 1/2 |
| 9 | 14 1/2 | 21 1/4 | 21 1/4 | 20 7/8 | 20 | 20 7/8 | 20 7/8 | 21 1/4 | 19 1/2 | 21 3/4 | 21 1/4 | 18 | 21 3/4 | 21 3/4 |
| A | 18 | 19 3/4 | 19 3/4 | 20 1/4 | 19 3/4 | 17 | 19 3/4 | 20 5/8 | 18 7/8 | 20 5/8 | 19 3/4 | 21 5/8 | 23 7/8 | 23 |
| B | 14 1/4 | 21 1/2 | 21 1/2 | 20 5/8 | 19 1/4 | 19 3/4 | 20 5/8 | 21 1/2 | 19 5/8 | 21 1/2 | 20 5/8 | 19 1/2 | 22 3/8 | 21 1/2 |
| C | 14 1/4 | 21 1/4 | 21 1/4 | 20 7/8 | 20 | 20 7/8 | 20 7/8 | 21 1/4 | 19 1/2 | 21 3/4 | 21 1/4 | 18 3/8 | 21 | 19 3/4 |

Metric equivalent for this sign is:

| PHY. SIZE | | |
|---|---|---|
| 72 X 60 | 1800 mm X 1500 mm | 1-2 Digit |
| 90 X 60 | 2250 mm X 1500 mm | 3 Digit |
| 108 X 60 | 2700 mm X 1500 mm | 4 Digit |
| 96 X 84 | 2400 mm X 2100 mm | 5 Digit |

| 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | 72 | 60 | 6 | | 1 | 12 | 18 | 9 | 10 | 11 | 8 7/8 | 23 | 22 1/4 | 13 1/4 | 48 1/2 | 10 1/4 | 8 | 19 1/4 | 31 1/4 | 28 1/4 | 25 1/4 | 90 | 108 | 96 | 7 1/2 | 84 |

| 1-2 Digit Bid Area | 3 Digit Bid Area | 4 Digit Bid Area | 5 Digit Bid Area |
|---|---|---|---|
| Sq. Ft. | | | |
| 30 | 37.5 | 45 | 56 |
| m2 | | | |
| 2.70 | 3.38 | 4.05 | 5.04 |

STANDARD SIGN
E5-1A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Charles J Spanbauer for State Traffic Engineer

DATE 3/16/01 PLATE NO. E5-1A.11

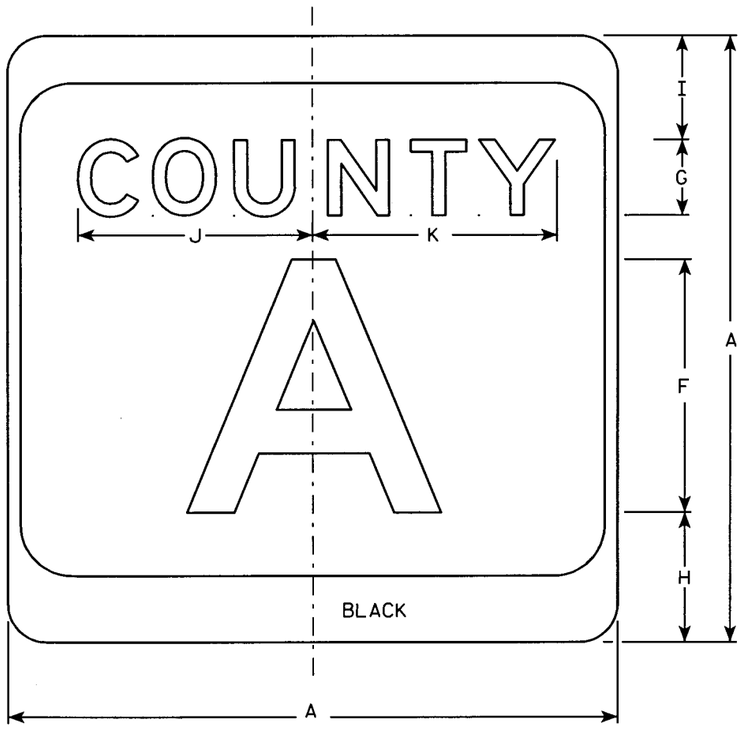
STATE PROJECT NUMBER: 1053-09-71 | HWY: | COUNTY: | SHEET NO: 209 | E

58.59.60.61.62.63

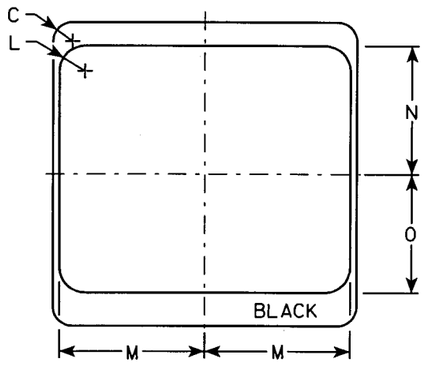
LEVELS ON - 1.2.3. 5.6. 10.

FILE NAME : C:±Users±Projects±tr_stdplate±E51A.DGN PLOT DATE: 20-MAY-2004 13:21 REV DATE : 2/09/00 Originator : Sandy Anderson

WISDOT/CADDS SHEET 42




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

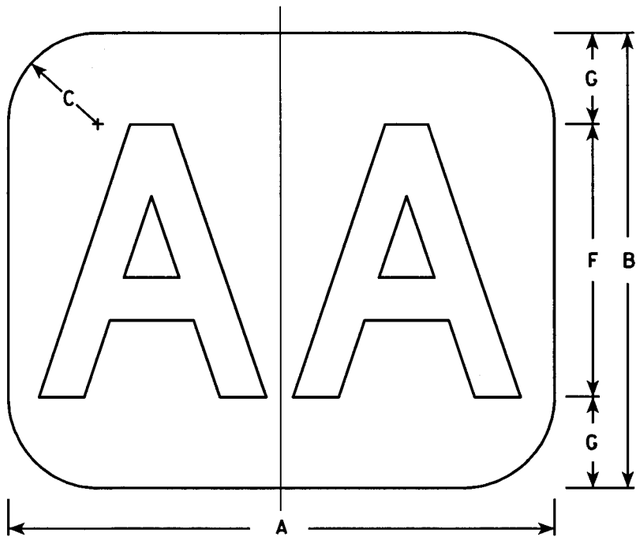
STATE PROJECT NUMBER: 1053-09-71

SHEET NO: 210 E

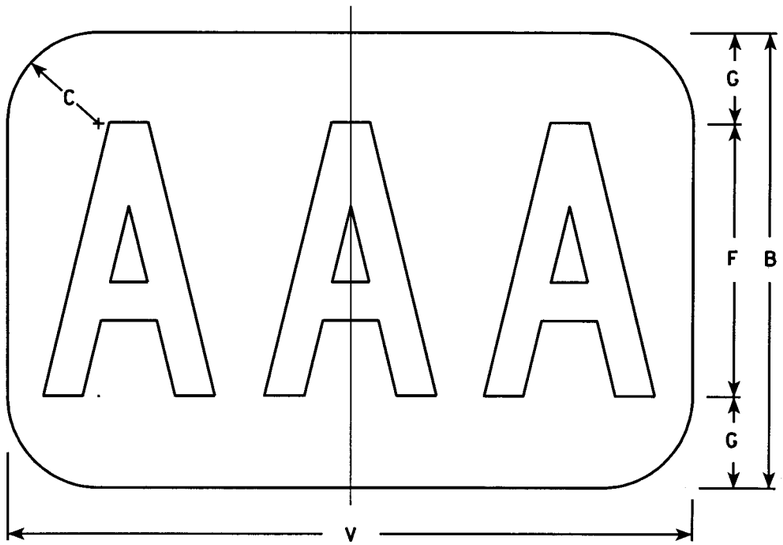



58.59.60.61.62.63

LEVELS ON - 2.3. 5.6. 10.




M1-55




M1-55A

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. The marker shall consist of a non-corrosive metal plate, 0.040 minimium thickness of the size and shape of the outline.
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.
   Substitute appropriate letters and optically adjust spacing to achieve proper balance.

Metric equivalent for this sign is:

| SIZE | M1-55 | M1-55A |
|---|---|---|
| 1 | | |
| 2 | | |
| 3 | | |
| 4 | 600 mm X 500 mm | 750 mm X 500 mm |
| 5 | 900 mm X 750 mm | 1125 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 | 2 Digit Area sq. ft. | 3 Digit Area sq. ft. | 2 Digit Area m² | 3 Digit Area m² |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | 24 | 20 | 4 | | | 12 | 4 | | | | | | | | | | | | | | | 30 | | | | | 3.33 | 4.17 | .30 | .38 |
| 5 | 36 | 30 | 6 | | | 18 | 6 | | | | | | | | | | | | | | | 45 | | | | | 7.50 | 9.38 | .68 | .84 |

CTH MARKER
M1-55 FOR GUIDE SIGNS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spanje for State Traffic Engineer

DATE 1/30/02 PLATE NO. M1-55.5

STATE PROJECT NUMBER: 1053-09-71

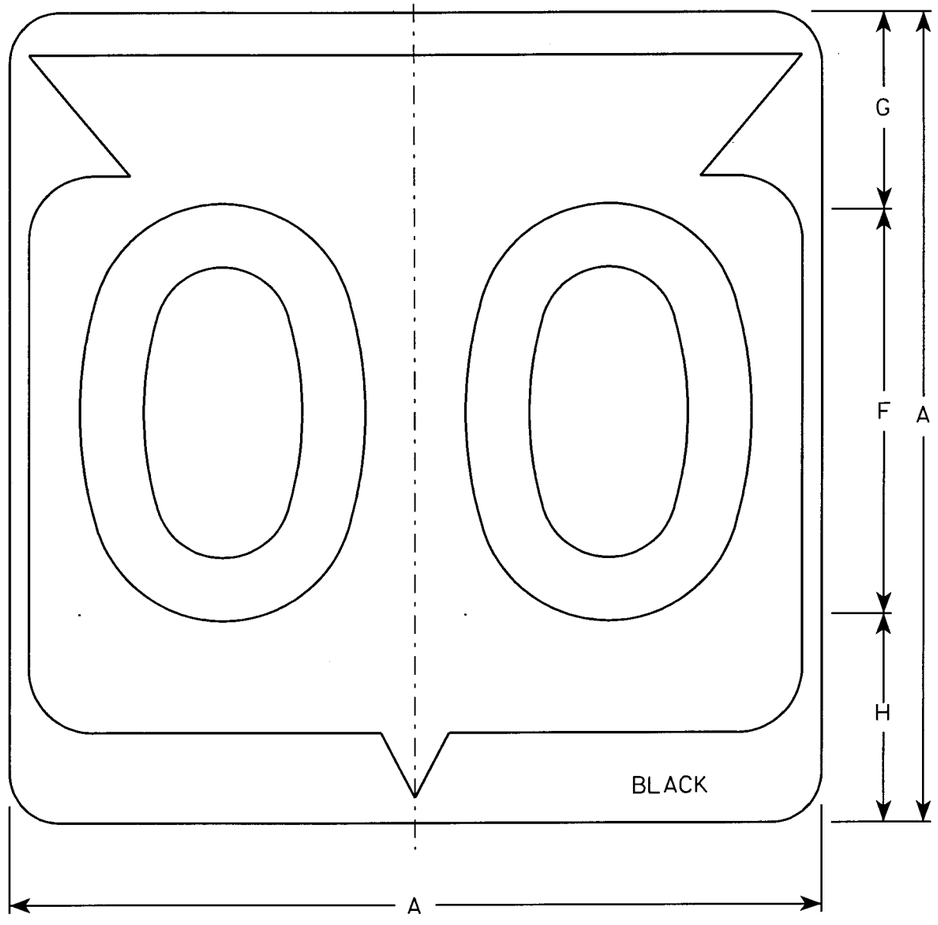
SHEET NO: 211 E

FILE NAME : C:\Users\Projects\tr_stdplate\M155.DGN PLOT DATE : 20-MAY-2004 13:27 ORG DATE : 7/15/96 Originator : Don Kluever

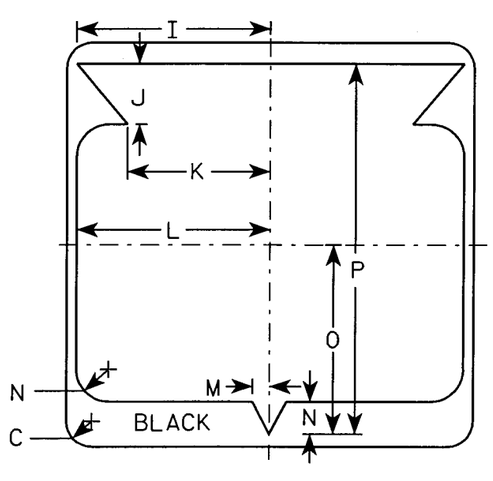
WISDOT/CADDS SHEET 42

58.59.60.61.

LEVELS ON • 2 5.6. 10.




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

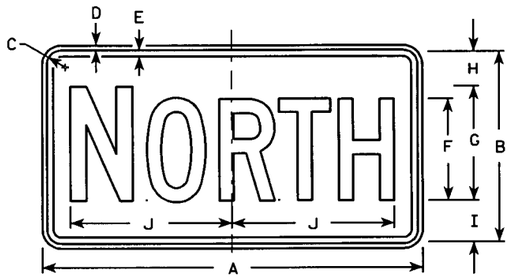
APPROVED Chester J Spong for State Traffic Engineer

DATE 3/20/02 PLATE NO. M1-6.9

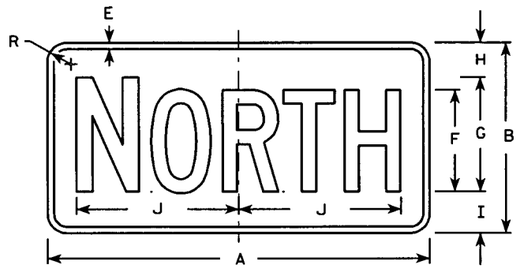
STATE PROJECT NUMBER: 1053-09-71

SHEET NO: 212 E

58.59 61.62.63 LEVELS ON · 2.3. 5.6. 10.



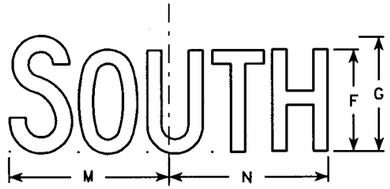

M3-1
MK3-1
MO3-1



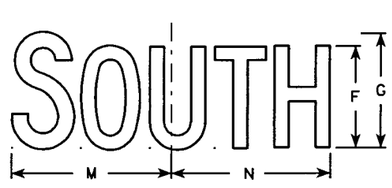

MB3-1
MG3-1
MM3-1*
MN3-1

M3-2
MK3-2
MO3-2

MB3-2
MG3-2
MM3-2*
MN3-2

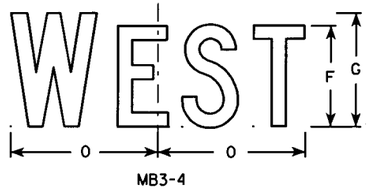



M3-3
MK3-3
MO3-3




MB3-3
MG3-3
MM3-3*
MN3-3

M3-4
MK3-4
MO3-4




MB3-4
MG3-4
MM3-4*
MN3-4

NOTES

1. All Signs 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. M3-1 thru M3-4 Background - White - Type H Reflective (Detour or temporary signs - Reflective)
   Message - Black
   MB3-1 thru MB3-4 Background - Blue
   Message - White - Type H Reflective (Detour or temporary signs - Reflective)
   MG3-1 thru MG3-4 Background - Green
   Message - White - Type H Reflective
   MK3-1 thru MK3-4 Background - Green
   Message - White - Type H Reflective
   MM3-1 thru MM3-4 Background - White - Type H Reflective
   Message - Green
   MN3-1 thru MN3-4 Background - Brown
   Message - White - Type H Reflective
   MO3-1 thru MO3-4 Background - Orange - Reflective
   Message - Black
6. Border shall be omitted on MM series.
7. Note the first letter of each direction is larger than the remainder of the message.

* See Note 6

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 | 1/2 | 6 | 7 | 2 1/4 | 2 3/4 | 10 1/4 | 7 7/8 | 8 3/8 | 10 1/4 | 9 3/4 | 8 3/4 | | | 1 1/2 | | | | | | | | | 2.00 | 0.18 |
| 3 | 30 | 15 | 1 1/8 | 3/8 | 1/2 | 8 | 9 | 2 3/4 | 3 1/4 | 12 3/4 | 10 3/8 | 11 1/8 | 12 5/8 | 12 1/2 | 11 5/8 | | | 1 1/2 | | | | | | | | | 3.13 | 0.28 |
| 4 | 30 | 15 | 1 1/8 | 3/8 | 1/2 | 8 | 9 | 2 3/4 | 3 1/4 | 12 3/4 | 10 3/8 | 11 1/8 | 12 5/8 | 12 1/2 | 11 5/8 | | | 1 1/2 | | | | | | | | | 3.13 | 0.28 |
| 5 | 30 | 15 | 1 1/8 | 3/8 | 1/2 | 8 | 9 | 2 3/4 | 3 1/4 | 12 3/4 | 10 3/8 | 11 1/8 | 12 5/8 | 12 1/2 | 11 5/8 | | | 1 1/2 | | | | | | | | | 3.13 | 0.28 |

STANDARD SIGNS
M3-1 thur M3-4
SERIES

WISCONSIN DEPT OF TRANSPORTATION

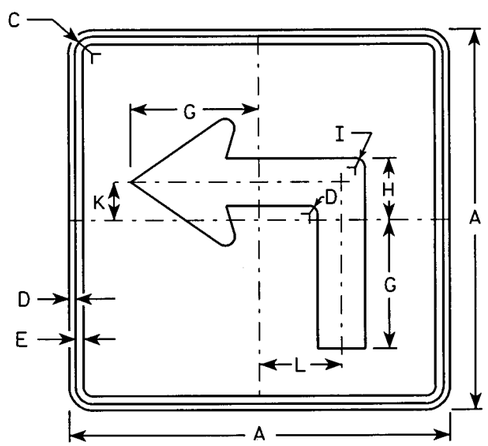
APPROVED Chester J Spang for State Traffic Engineer

DATE 3/20/02 PLATE NO. M3-1.10

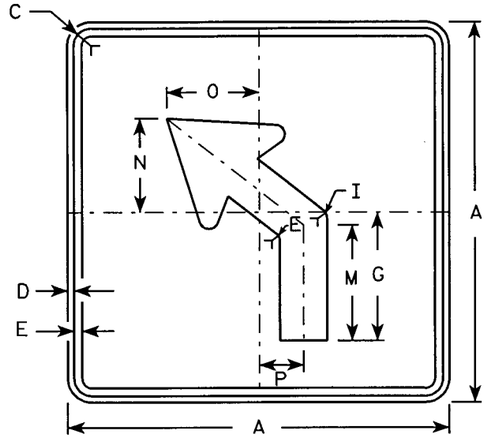
STATE PROJECT NUMBER: 1053-09-71

SHEET NO: 213 E

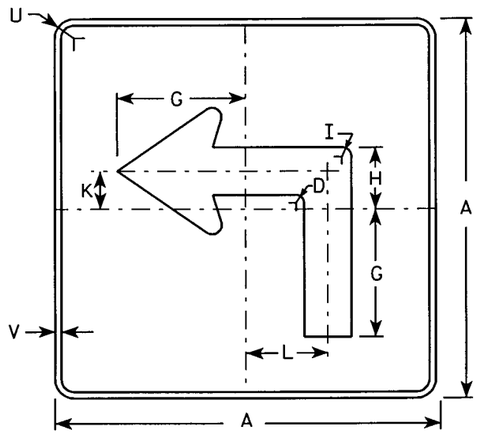
58.59.61.62.63
LEVELS ON - 2.3. 5.6. 10.
FILE NAME : C:\Users\Projects\tr_stdplate\M31.DGN
PLOT DATE : 20-MAY-2004 13:26
ORG DATE : 1980
Originator : Sandy Anderson
WISDOT/CADDS SHEET 42



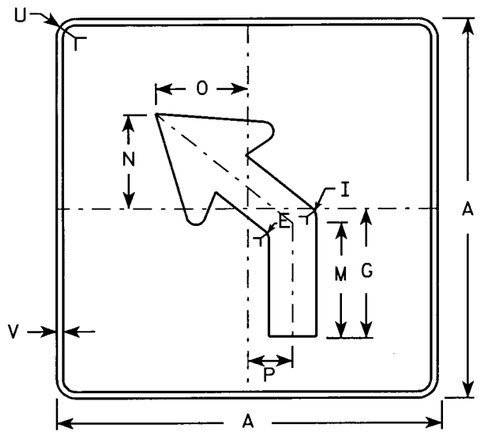

M5-1L
MK5-1L
MM5-1L (See Note 7)
M05-1L
MR5-1L



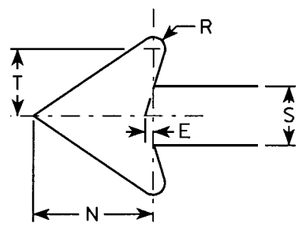

M5-2L
MK5-2L
MM5-2L (See Note 7)
M05-2L
MR5-2L




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
   M05-1 and M05-2 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

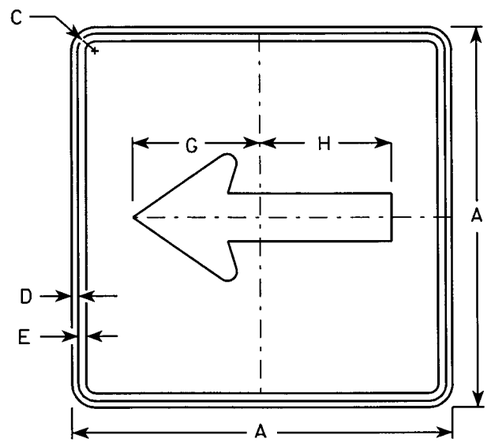
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/03/03 PLATE NO. M5-1.10

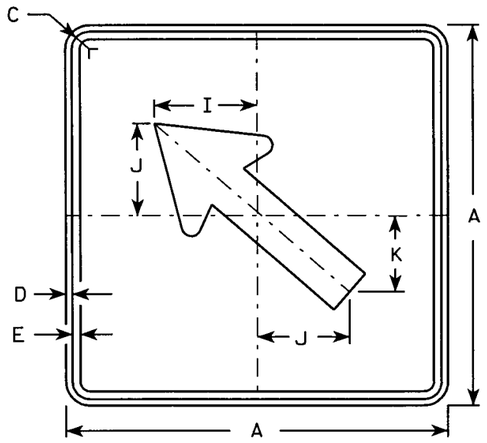
7

STATE PROJECT NUMBER: 1053-09-71

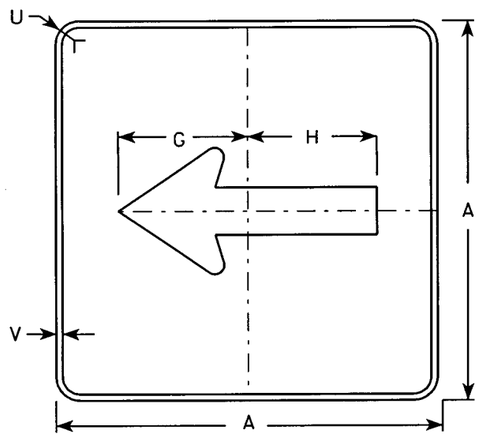
SHEET NO: 214 E



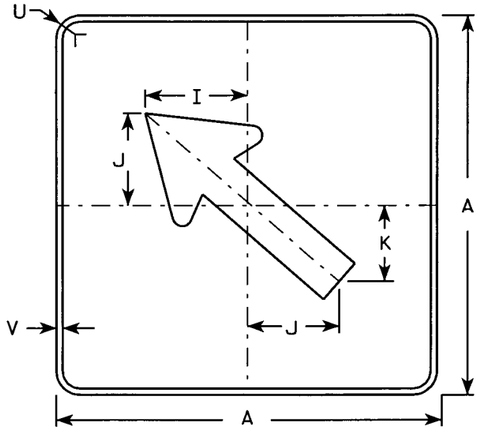

M6-1
MK6-1
MM6-1 (See Note 5)
MO6-1
MR6-1




M6-2
MK6-2
MM6-2 (See Note 5)
MO6-2
MR6-2



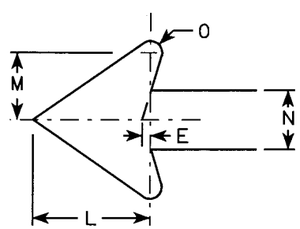

MB6-1
MG6-1
MN6-1




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 Spong for State Traffic Engineer

DATE 3/20/02 PLATE NO. M6-1.11

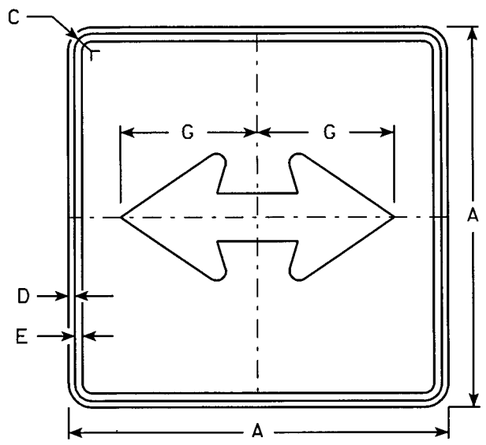
STATE PROJECT NUMBER: 1053-09-71 | SHEET NO: 215 | E

LEVELS ON - 2.3. 5.6. 10.

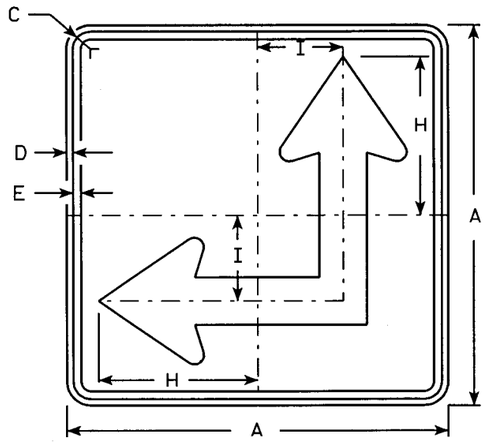
FILE NAME : C:\Users\Projects\tr_stdplate\M61.DGN PLOT DATE : 20-MAY-2004 13:24 ORG DATE : 1980 Originator : Sandy Anderson

WISDOT/CADDS SHEET 42

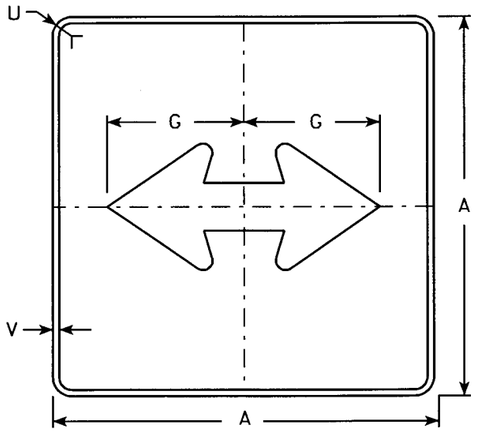
58,59,60,61,62,63



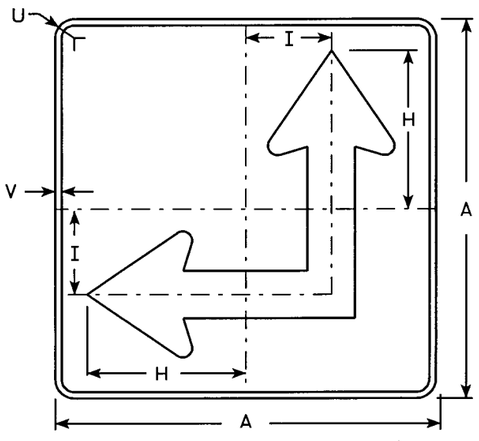

M6-4
MK6-4
MM6-4 (See Note 5)
MO6-4
MR6-4




M6-6
MK6-6
MM6-6 (See Note 5)
MO6-6
MR6-6



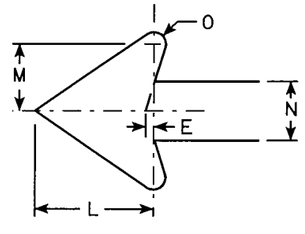

MB6-4
MG6-4
MN6-4




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

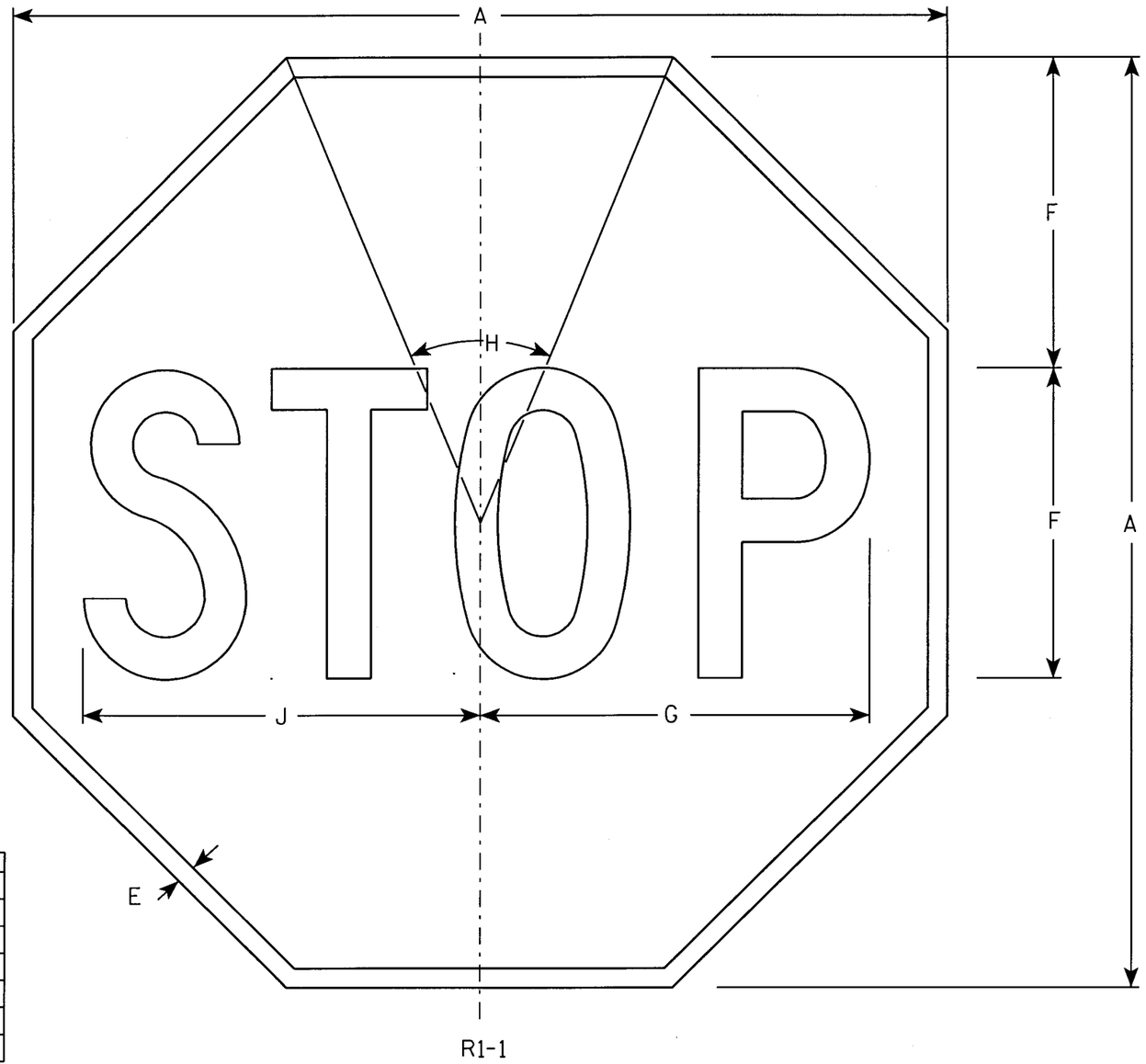
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang for State Traffic Engineer

DATE 3/20/02 PLATE NO. M6-4.6

STATE PROJECT NUMBER: 1053-09-71 | SHEET NO: 216 | E

LEVELS ON • 2.3. 5.6. 10.
58.59.60.61.62.63




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

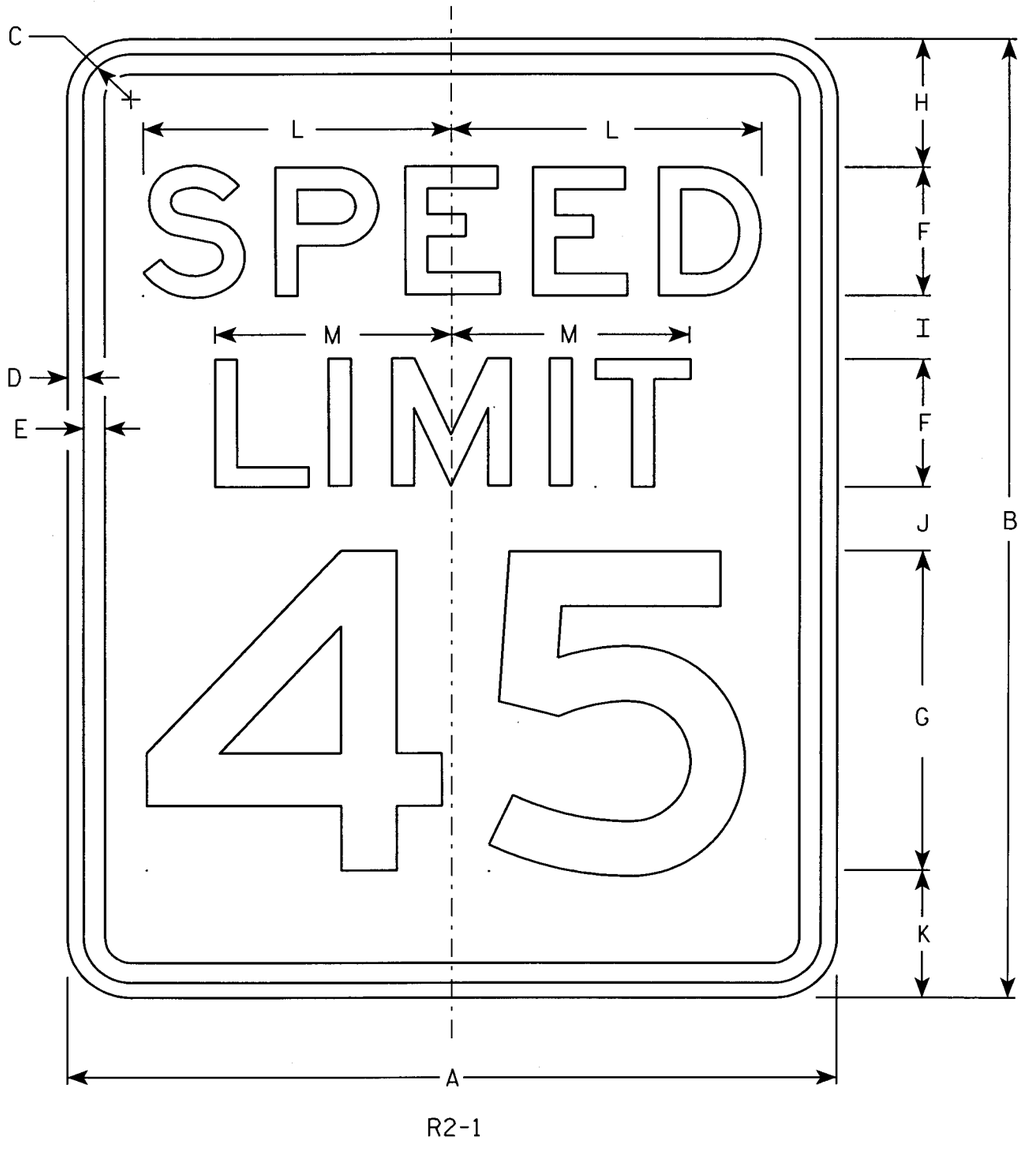
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang
for State Traffic Engineer

DATE 10/15/98 PLATE NO. R1-1.11

STATE PROJECT NUMBER: 1053-09-71 | HWY: | COUNTY: | SHEET NO: 217 | E

FILE NAME : C:\Users\Projects\tr_stdplate\R11.DGN PLOT DATE : 20-MAY-2004 13:29 ORG DATE : 1980 PLOT NAME : Originator : Sandy Anderson PLOT SCALE : 4.500000:1.000000 WISDOT/CADDS SHEET 42




R2-1

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 - 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.
5. Substitute appropriate numerals and optically adjust spacing to achieve proper balance.

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 | 1200 mm X 1500 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 | 8 | 3 | 2 | 2 | 3 | 7 1/4 | 5 1/2 | | | | | | | | | | | | | | 3.0 | .28 |
| 2 | 24 | 30 | 1 1/8 | 3/8 | 1/2 | 4 | 10 | 3 | 2 1/4 | 3 3/8 | 3 3/8 | 9 5/8 | 7 3/8 | | | | | | | | | | | | | | 5.0 | .46 |
| 3 | 36 | 48 | 1 3/8 | 1/2 | 5/8 | 6 | 14 | 6 | 5 | 5 | 6 | 14 3/8 | 11 | | | | | | | | | | | | | | 12.0 | 1.11 |
| 4 | 36 | 48 | 1 3/8 | 1/2 | 5/8 | 6 | 14 | 6 | 5 | 5 | 6 | 14 3/8 | 11 | | | | | | | | | | | | | | 12.0 | 1.11 |
| 5 | 48 | 60 | 2 1/4 | 3/4 | 1 | 8 | 20 | 6 | 4 1/2 | 6 3/4 | 6 3/4 | 19 1/4 | 14 5/8 | | | | | | | | | | | | | | 20.0 | 1.86 |

STANDARD SIGN
R2-1

WISCONSIN DEPT OF TRANSPORTATION

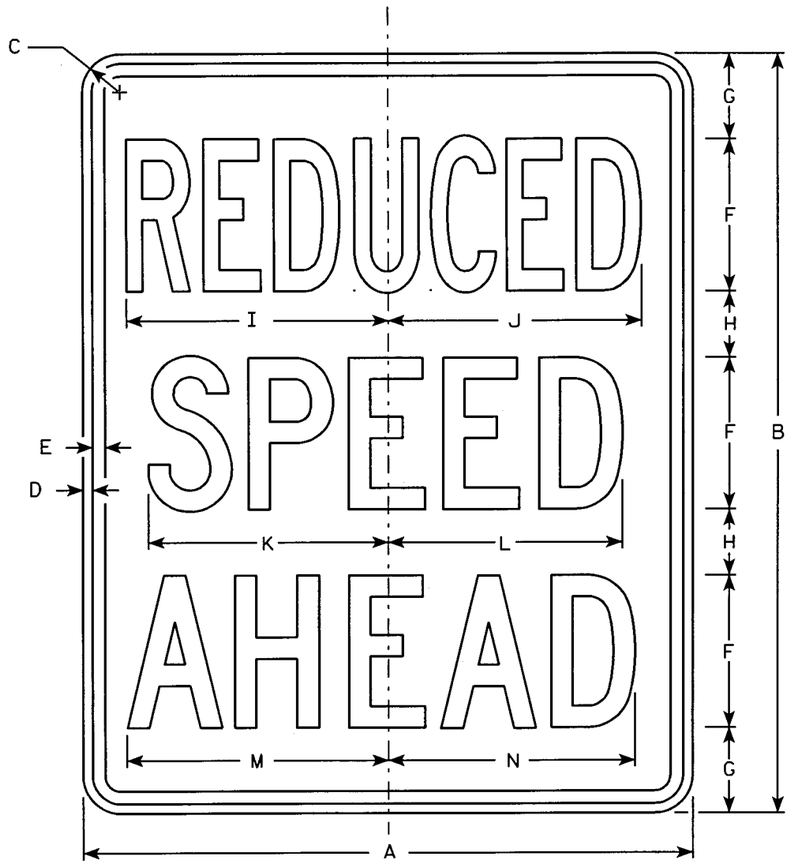
APPROVED Chester J Spong for State Traffic Engineer

DATE 2/01/02 PLATE NO. R2-1.11

STATE PROJECT NUMBER: 1053-09-71

SHEET NO: 218 E

58.59 60.61.62.63
LEVELS ON - 2.3. 56.




R2-5A

## 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 - Line 1 is B, Lines 2 & 3 are 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.

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 | 1200 mm X 1500 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 1/2 | 3/8 | 1/2 | 4 | 3 1/2 | 2 1/2 | 6 7/8 | 7 | 6 1/4 | 6 1/4 | 6 3/4 | 6 1/2 | | | | | | | | | | | | | 3.0 | 0.27 |
| 2 | 24 | 30 | 1 1/2 | 3/8 | 1/2 | 6 | 3 3/8 | 2 5/8 | 10 1/4 | 10 1/2 | 9 3/8 | 9 1/4 | 10 1/8 | 9 3/4 | | | | | | | | | | | | | 5.0 | 0.45 |
| 3 | 36 | 48 | 1 7/8 | 1/2 | 5/8 | 8 | 7 1/4 | 4 3/4 | 14 1/4 | 14 3/4 | 12 3/8 | 10 5/8 | 12 5/8 | 12 1/4 | | | | | | | | | | | | | 12.0 | 1.08 |
| 4 | 36 | 48 | 1 7/8 | 1/2 | 5/8 | 8 | 7 1/4 | 4 3/4 | 14 1/4 | 14 3/4 | 12 3/8 | 10 5/8 | 12 5/8 | 12 1/4 | | | | | | | | | | | | | 12.0 | 1.08 |
| 5 | 48 | 60 | 3 | 3/4 | 1 | 10 | 8 1/2 | 6 1/2 | 17 3/4 | 18 1/2 | 15 3/8 | 13 1/4 | 15 3/4 | 15 1/4 | | | | | | | | | | | | | 20.0 | 1.80 |

STANDARD SIGN
R2-5A

WISCONSIN DEPT OF TRANSPORTATION

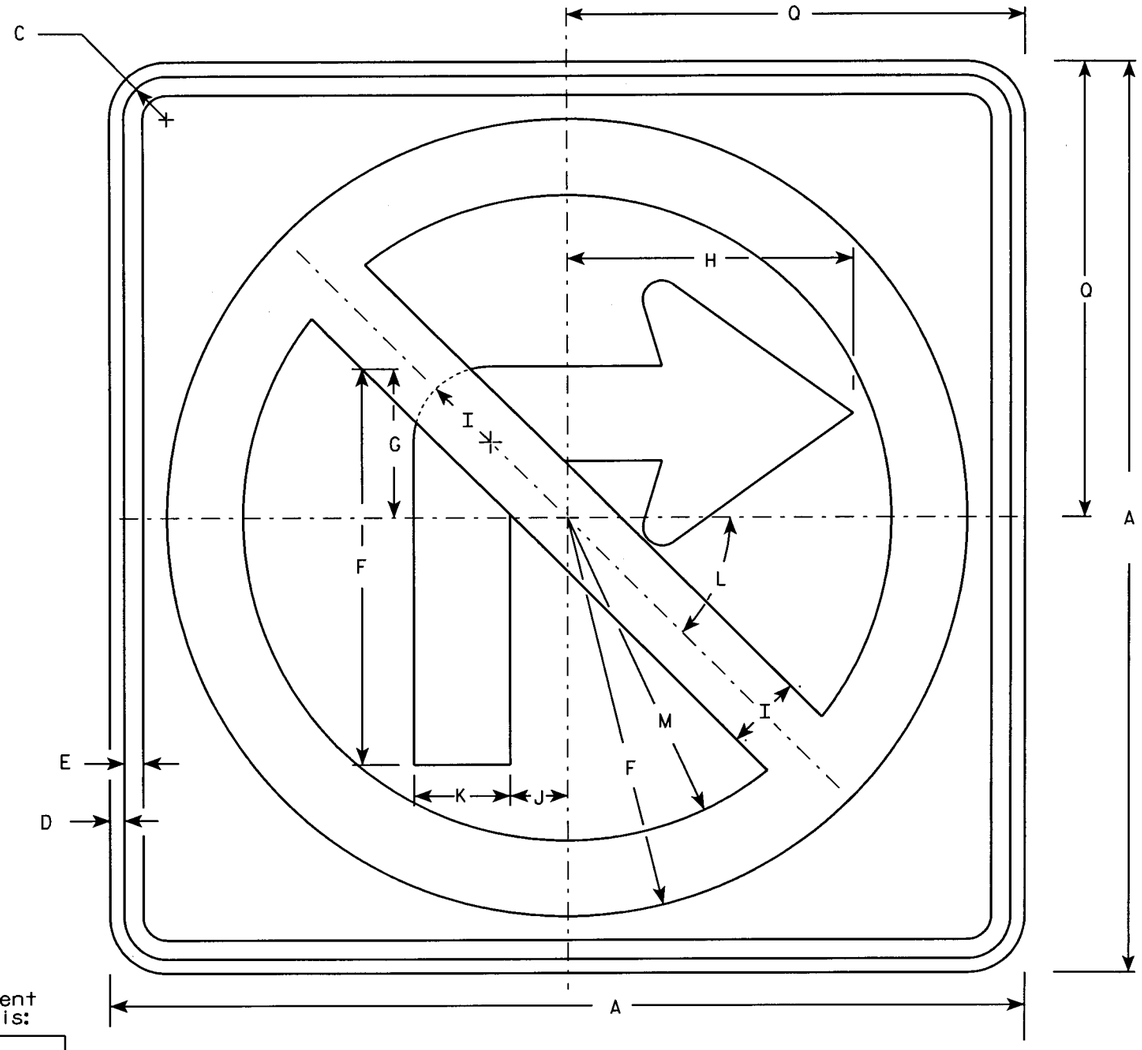
APPROVED Chester J Spange for State Traffic Engineer

DATE 2/01/02 PLATE NO. R2-5A.5

STATE PROJECT NUMBER: 1053-09-71

SHEET NO: 219 E

58.59.60.61.62.63
LEVELS ON - 2.3. 5.6. 10.



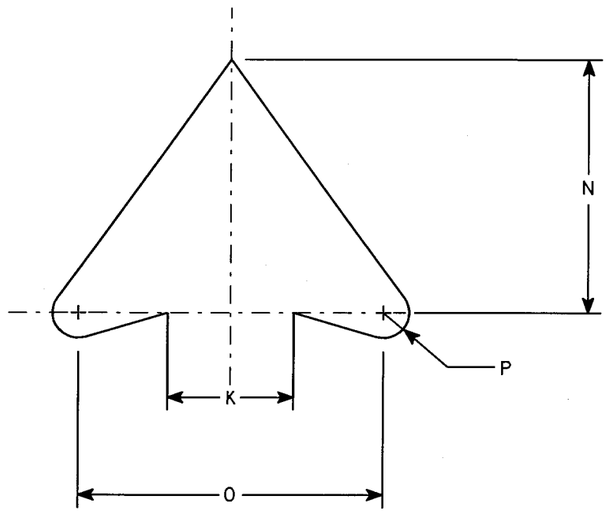

R3-1

Metric equivalent for this sign is:

| SIZE | |
|---|---|
| 1 | 600mm X 600mm |
| 2 | 600mm X 600mm |
| 3 | 750mm X 750mm |
| 4 | 900mm X 900mm |
| 5 | 1200mm X 1200mm |

## 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

| 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 | 10 1/2 | 4 | 7 1/2 | 2 | 1 1/2 | 2 1/2 | 45° | 8 1/2 | 5 | 6 | 1/2 | 12 | | | | | | | | | | 4.0 | 0.36 |
| 2 | 24 | | 1 1/8 | 3/8 | 1/2 | 10 1/2 | 4 | 7 1/2 | 2 | 1 1/2 | 2 1/2 | 45° | 8 1/2 | 5 | 6 | 1/2 | 12 | | | | | | | | | | 4.0 | 0.36 |
| 3 | 30 | | 1 3/8 | 1/2 | 5/8 | 13 1/8 | 5 | 9 1/2 | 2 1/2 | 1 7/8 | 3 1/8 | 45° | 10 5/8 | 6 1/4 | 7 1/2 | 5/8 | 15 | | | | | | | | | | 6.25 | 0.56 |
| 4 | 36 | | 1 5/8 | 5/8 | 3/4 | 15 3/4 | 6 | 11 1/4 | 3 | 2 1/4 | 3 3/4 | 45° | 12 3/4 | 7 1/2 | 9 | 3/4 | 18 | | | | | | | | | | 9.0 | 0.81 |
| 5 | 48 | | 2 1/4 | 3/4 | 1 | 21 | 8 | 15 | 4 | 3 | 5 | 45° | 17 | 10 | 12 | 1 | 24 | | | | | | | | | | 16.0 | 1.44 |

STANDARD SIGN
R3-1

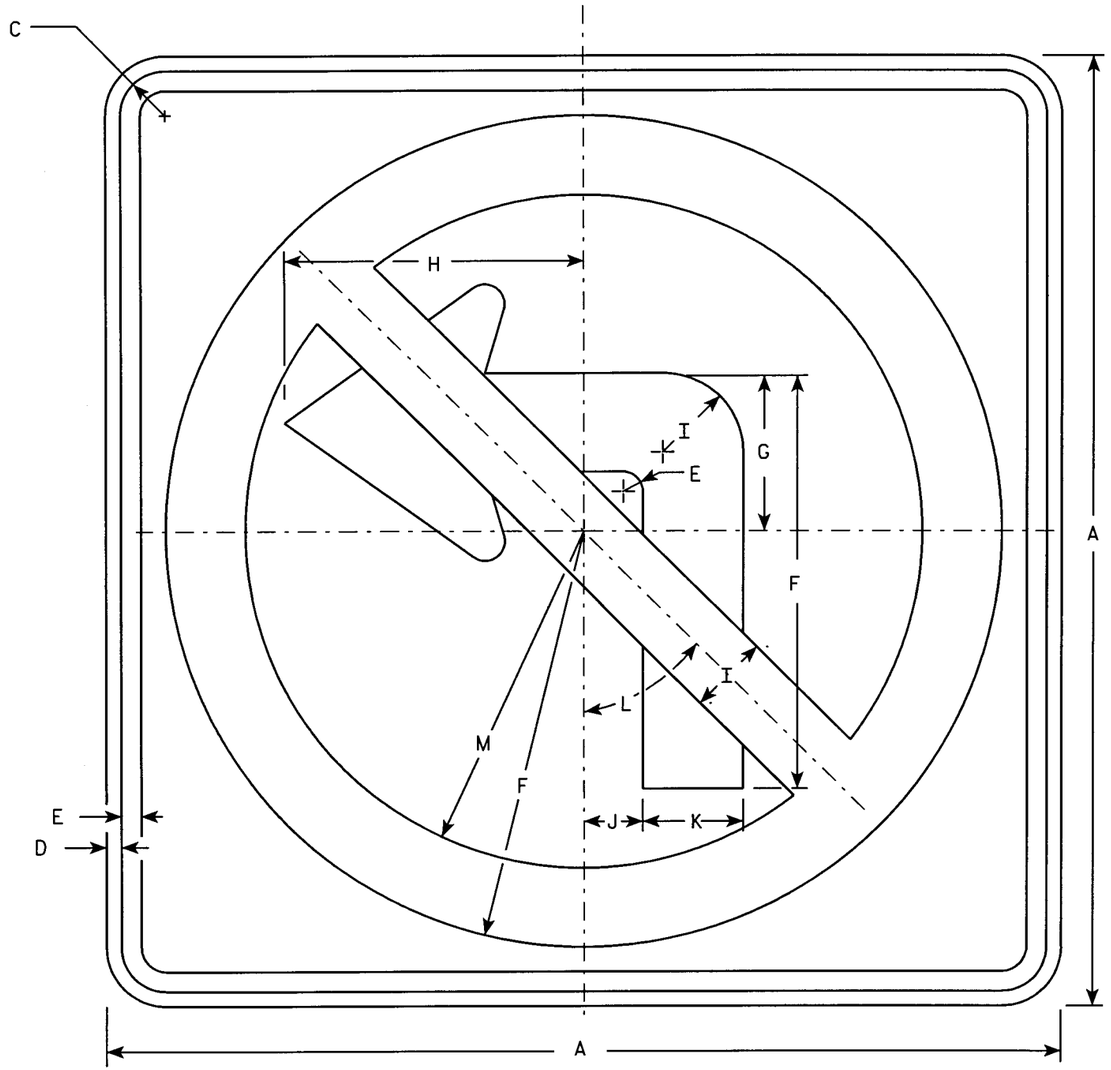
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spay for State Traffic Engineer

DATE 2/01/02 PLATE NO. R3-1.4

STATE PROJECT NUMBER: 1053-09-71 | HWY: | COUNTY: | SHEET NO: 220 | E

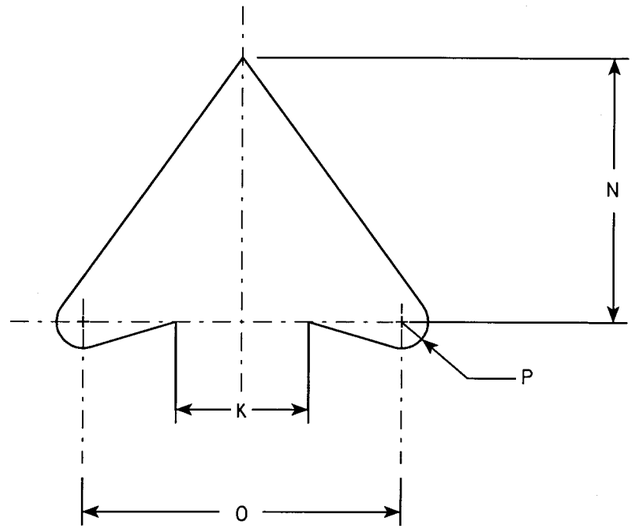

56.59 60.61.62.63
LEVELS ON - 2.3. 5.6. 10.
FILE NAME : C:\Users\Projects\tr_stdplate\R31.DGN PLOT DATE : 20-MAY-2004 13:31 PLOT BY : DOTDZK PLOT NAME : ORG DATE : 7/6/98 Originator : Sandy Anderson PLOT SCALE : 6.000000:1.000000
WISDOT/CADDS SHEET 42




R3-2

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 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 | 600 mm X 600 mm |
| 2 | 600 mm X 600 mm |
| 3 | 750 mm X 750 mm |
| 4 | 900 mm X 900 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 24 | | 1 1/8 | 3/8 | 1/2 | 10 1/2 | 4 | 7 1/2 | 2 | 1 1/2 | 2 1/2 | 45° | 8 1/2 | 5 | 6 | 1/2 | | | | | | | | | | | 4.0 | 0.36 |
| 2 | 24 | | 1 1/8 | 3/8 | 1/2 | 10 1/2 | 4 | 7 1/2 | 2 | 1 1/2 | 2 1/2 | 45° | 8 1/2 | 5 | 6 | 1/2 | | | | | | | | | | | 4.0 | 0.36 |
| 3 | 30 | | 1 3/8 | 1/2 | 5/8 | 13 1/8 | 5 | 9 1/2 | 2 1/2 | 1 7/8 | 3 1/8 | 45° | 10 5/8 | 6 1/4 | 7 1/2 | 5/8 | | | | | | | | | | | 6.25 | 0.56 |
| 4 | 36 | | 1 5/8 | 5/8 | 3/4 | 15 3/4 | 6 | 11 1/4 | 3 | 2 1/4 | 3 3/4 | 45° | 12 3/4 | 7 1/2 | 9 | 3/4 | | | | | | | | | | | 9.0 | 0.81 |
| 5 | 48 | | 2 1/4 | 3/4 | 1 | 21 | 8 | 15 | 4 | 3 | 5 | 45° | 17 | 10 | 12 | 1 | | | | | | | | | | | 16.0 | 1.44 |

STANDARD SIGN
R3-2

WISCONSIN DEPT OF TRANSPORTATION

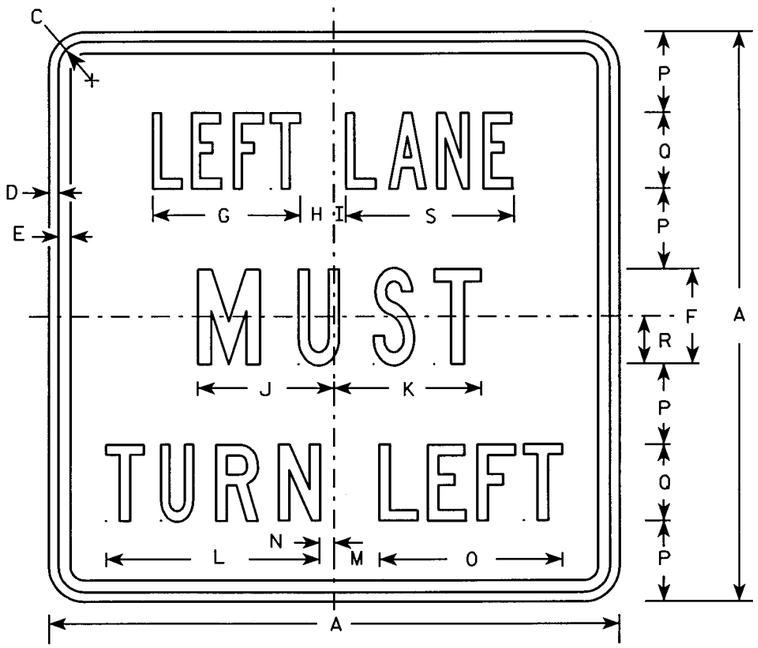
APPROVED Chester J Spange for State Traffic Engineer

DATE 2/01/02 PLATE NO. R3-2.9

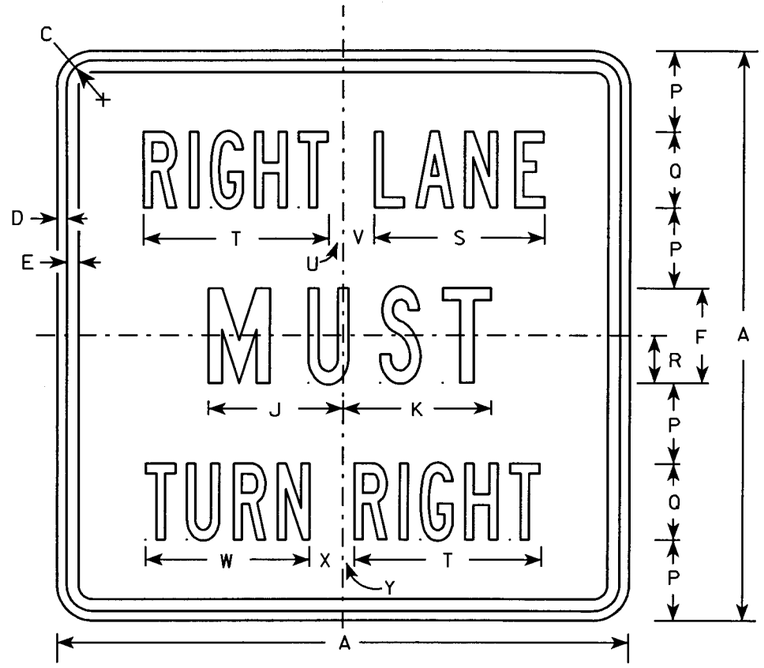
STATE PROJECT NUMBER: 1053-09-71

SHEET NO: 221 E

LEVELS ON • 2.3. 5.6. 10.
58.59.60.61.62.63




R3-7L




R3-7R

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 - Line 1 is Series B.
   Line 2 is Series C.
   Line 3 on plate R3-7R is Series B and Series C on plate R3-7L.
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 | 750 mm X 750 mm |
| 2 | 750 mm X 750 mm |
| 3 | 900 mm X 900 mm |
| 4 | 1200 mm X 1200 mm |
| 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 | 30 | | 1 3/8 | 1/2 | 5/8 | 5 | 7 3/4 | 1 3/4 | 5/8 | 7 1/8 | 7 3/4 | 11 1/4 | 2 3/8 | 3/4 | 9 5/8 | 4 1/4 | 4 | 2 1/2 | 8 7/8 | 9 3/4 | 3/4 | 1 5/8 | 8 5/8 | 1 5/8 | 5/8 | | 6.25 | 0.56 |
| 2 | 30 | | 1 3/8 | 1/2 | 5/8 | 5 | 7 3/4 | 1 3/4 | 5/8 | 7 1/8 | 7 3/4 | 11 1/4 | 2 3/8 | 3/4 | 9 5/8 | 4 1/4 | 4 | 2 1/2 | 8 7/8 | 9 3/4 | 3/4 | 1 5/8 | 8 5/8 | 1 5/8 | 5/8 | | 6.25 | 0.56 |
| 3 | 36 | | 1 5/8 | 5/8 | 3/4 | 6 | 9 5/8 | 2 | 1 1/8 | 8 3/4 | 9 | 13 1/2 | 3 7/8 | 1 1/2 | 12 1/2 | 5 | 5 | 3 | 10 5/8 | 12 | 7/8 | 2 1/4 | 10 5/8 | 2 1/8 | 1 | | 9.00 | 0.81 |
| 4 | 48 | | 2 1/4 | 3/4 | 1 | 8 | 13 1/2 | 2 3/8 | 1 1/2 | 11 1/2 | 11 7/8 | 17 3/4 | 3 5/8 | 2 1/2 | 16 3/8 | 6 1/2 | 7 | 4 | 14 3/8 | 16 7/8 | 5/8 | 3 1/4 | 15 1/8 | 2 3/4 | 1 1/8 | | 16.00 | 1.44 |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

STANDARD SIGN
R3-7L & R3-7R

WISCONSIN DEPT OF TRANSPORTATION

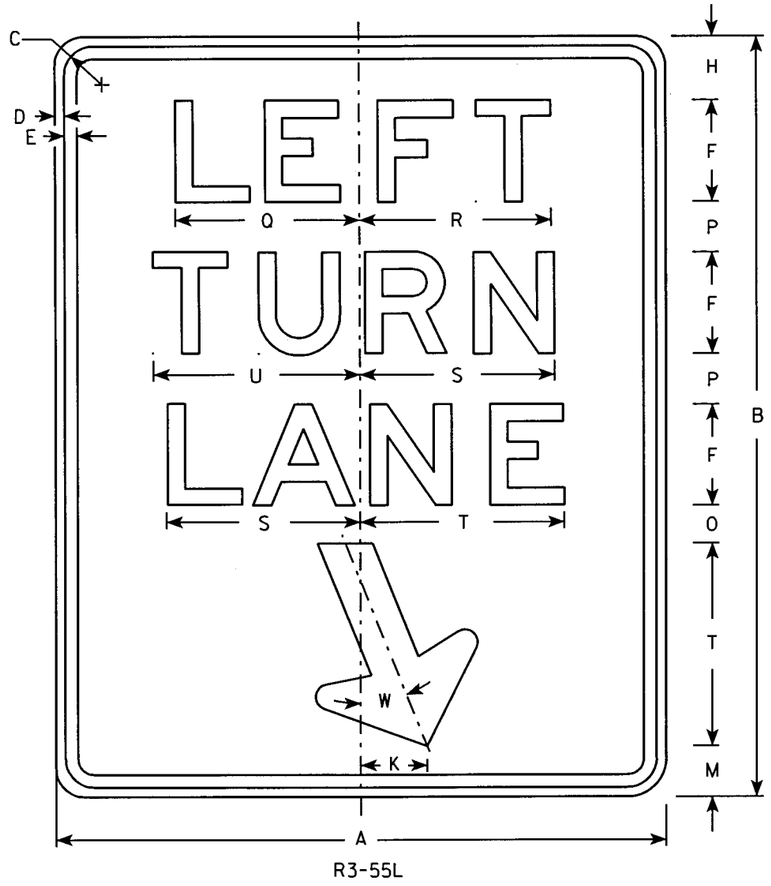
APPROVED Chester J Spang for State Traffic Engineer

DATE 2/05/02 PLATE NO. R3-7.3

STATE PROJECT NUMBER: 1053-09-71

SHEET NO: 222 E

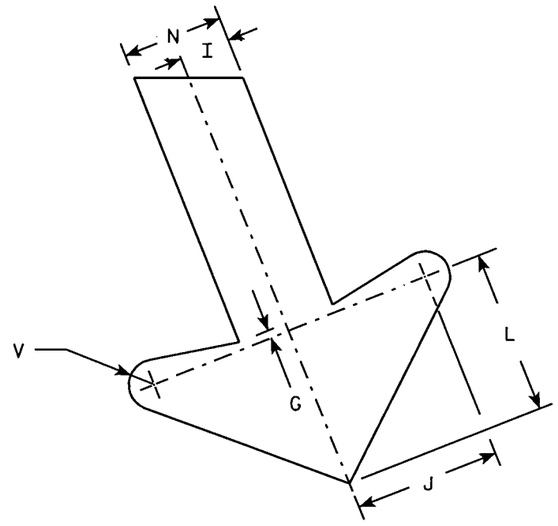
58.59 62.63 LEVELS ON • 2.3. 5.6. 10.




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

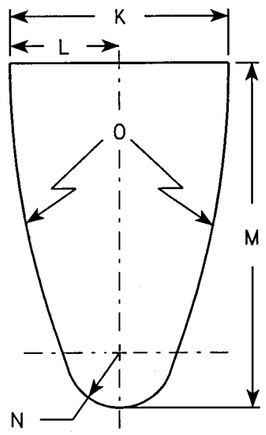
APPROVED Charles J Spang for State Traffic Engineer

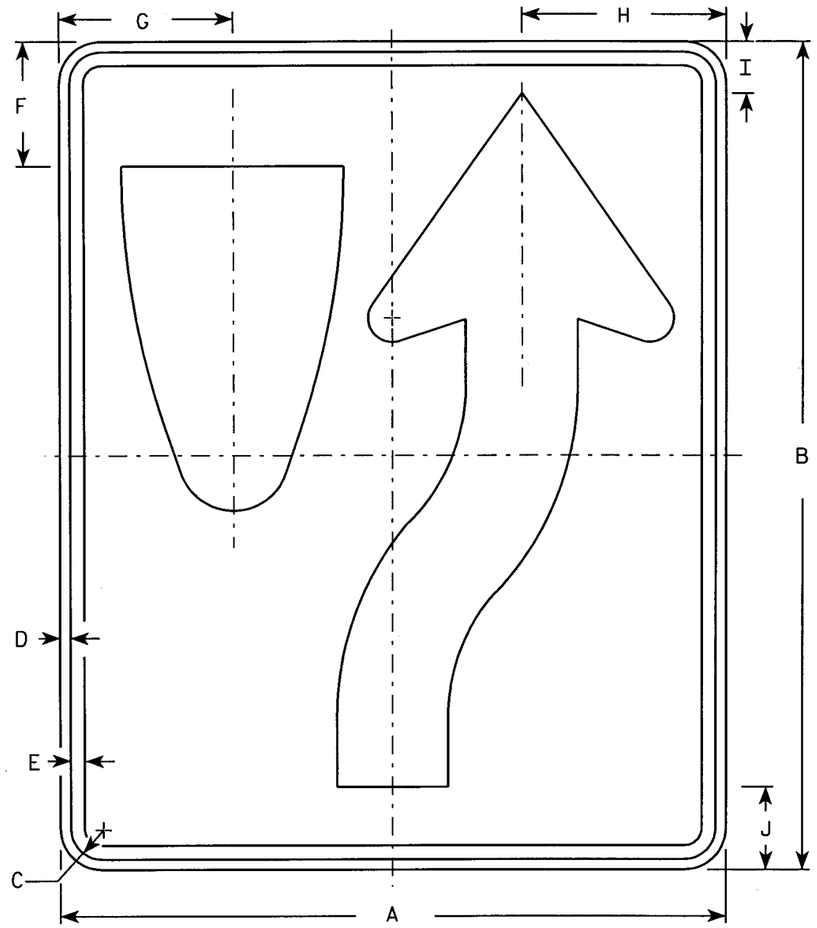
DATE 2/05/02 PLATE NO. R3-55L.5

STATE PROJECT NUMBER: 1053-09-71

SHEET NO: 223 E

58,59,60,61,62,63
LEVELS ON - 2.3, 4.6, 10.

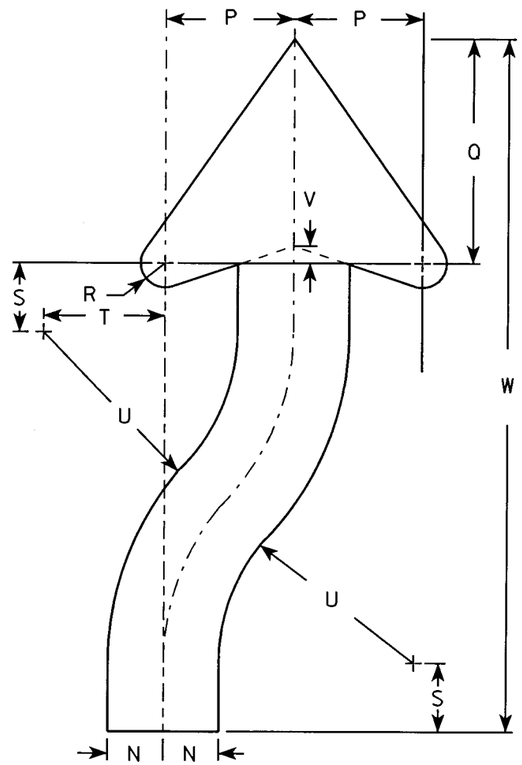



R4-7

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.




ARROW DETAIL

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

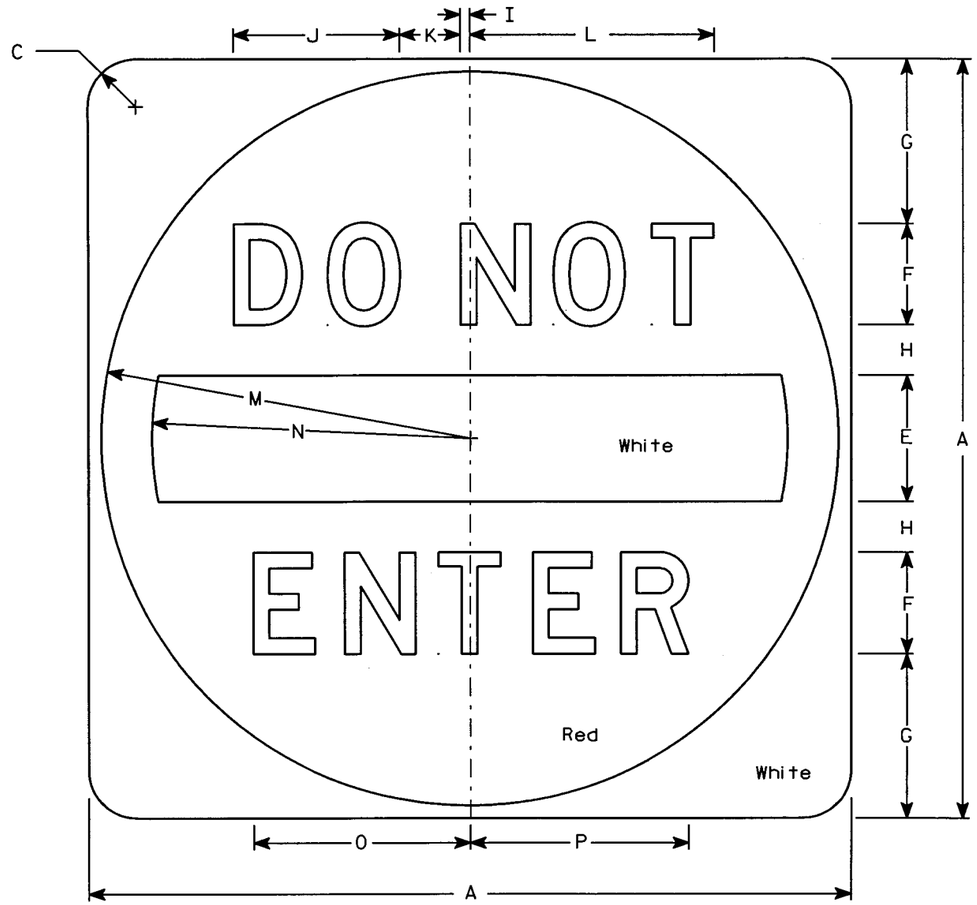
APPROVED Chester J Spong for State Traffic Engineer

DATE 2/6/02 PLATE NO. R4-7.7

STATE PROJECT NUMBER: 1053-09-71

SHEET NO: 224 E

58.59.60.61.62.63
LEVELS ON • 2.3. 5.6. 10.




R5-1

## NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - See detail
   Message - White - Type H Reflective
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but when base material is metal, the cornors shall be rounded.

Metric equivalent for this sign is:

| SIZE | |
|---|---|
| 1 | |
| 2 | 750 mm X 750 mm |
| 3 | 900 mm X 900 mm |
| 4 | 900 mm X 900 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 30 | | 1 7/8 | | 5 | 4 | 6 1/2 | 2 | 3/8 | 6 1/2 | 2 3/8 | 9 5/8 | 14 1/2 | 12 1/2 | 8 1/2 | 8 5/8 | | | | | | | | | | | 6.26 | 0.56 |
| 3 | 36 | | 2 1/4 | | 6 | 5 | 7 1/2 | 2 1/2 | 1/2 | 8 1/8 | 3 | 12 1/8 | 17 1/2 | 15 | 10 5/8 | 10 3/4 | | | | | | | | | | | 9.0 | 0.81 |
| 4 | 36 | | 2 1/4 | | 6 | 5 | 7 1/2 | 2 1/2 | 1/2 | 8 1/8 | 3 | 12 1/8 | 17 1/2 | 15 | 10 5/8 | 10 3/4 | | | | | | | | | | | 9.0 | 0.81 |
| 5 | 48 | | 3 | | 8 | 6 | 11 | 3 | 5/8 | 9 3/4 | 3 5/8 | 14 1/2 | 23 1/2 | 20 | 12 3/4 | 12 7/8 | | | | | | | | | | | 16.0 | 1.44 |

STANDARD SIGN
R5-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang
for State Traffic Engineer

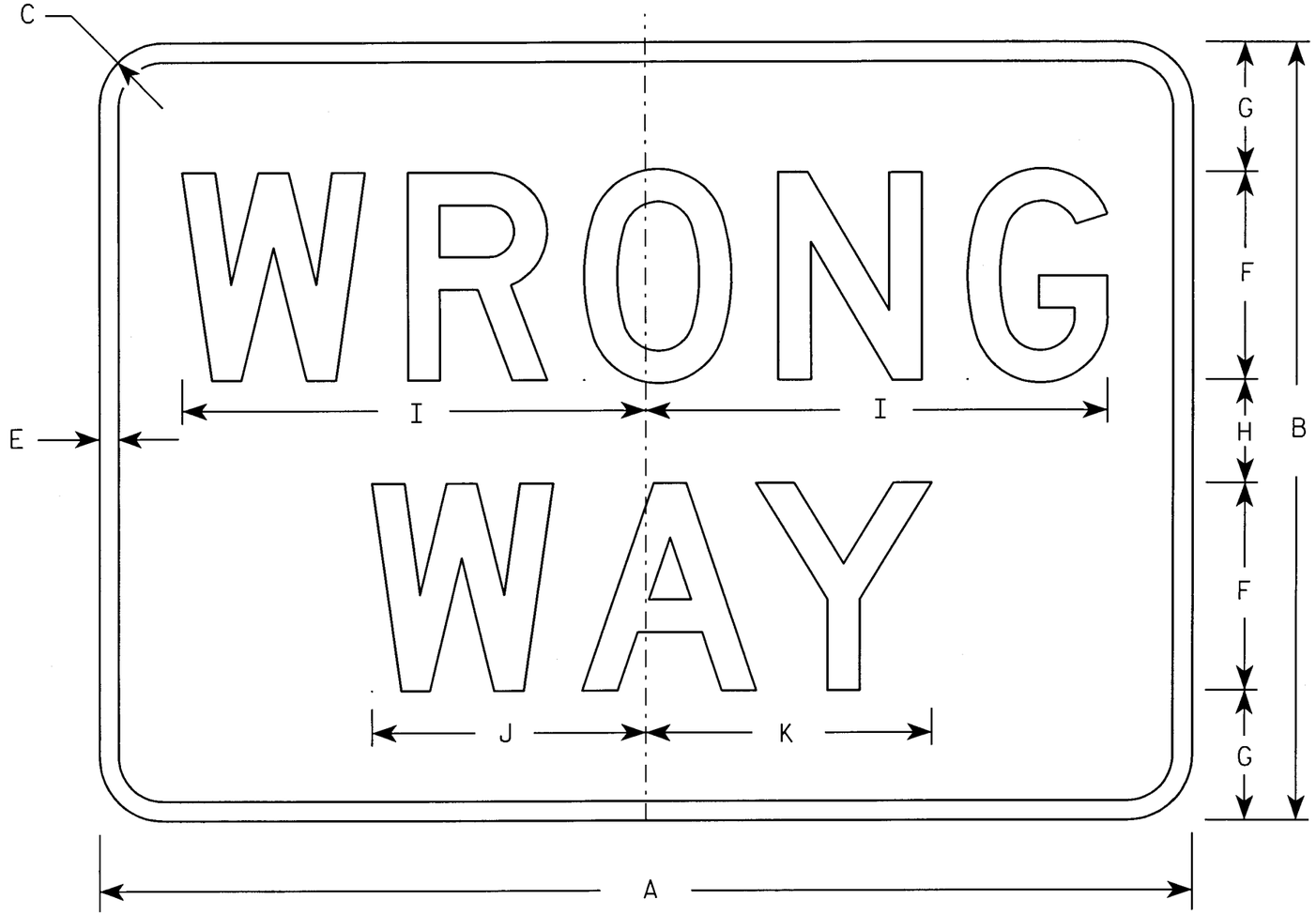
DATE 2/6/02 PLATE NO. R5-1.13

STATE PROJECT NUMBER: 1053-09-71

SHEET NO: 225 E




58,59,60,61,62,63 LEVELS ON - 2,5, 3,6, 10,




R5-1A

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 - 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 | 750 mm X 450 mm |
| 2 | 900 mm X 600 mm |
| 3 | 1050 mm X 750 mm |
| 4 | 1050 mm X 750 mm |
| 5 | 1050 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 | 30 | 18 | 1 1/2 | | 1/2 | 5 | 3 | 2 | 11 | 6 1/2 | 6 7/8 | | | | | | | | | | | | | | | | 3.75 | 0.34 |
| 2 | 36 | 24 | 2 | | 5/8 | 6 | 4 1/2 | 3 | 13 1/4 | 7 7/8 | 8 1/4 | | | | | | | | | | | | | | | | 6.00 | 0.54 |
| 3 | 42 | 30 | 2 1/2 | | 3/4 | 8 | 5 | 4 | 17 3/4 | 10 1/2 | 11 | | | | | | | | | | | | | | | | 8.75 | 0.79 |
| 4 | 42 | 30 | 2 1/2 | | 3/4 | 8 | 5 | 4 | 17 3/4 | 10 1/2 | 11 | | | | | | | | | | | | | | | | 8.75 | 0.79 |
| 5 | 42 | 30 | 2 1/2 | | 3/4 | 8 | 5 | 4 | 17 3/4 | 10 1/2 | 11 | | | | | | | | | | | | | | | | 8.75 | 0.79 |

STANDARD SIGN
R5-1A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/24/02 PLATE NO. R5-1A.1

STATE PROJECT NUMBER: 1053-09-71 | HWY: | COUNTY: | SHEET NO: 226 E

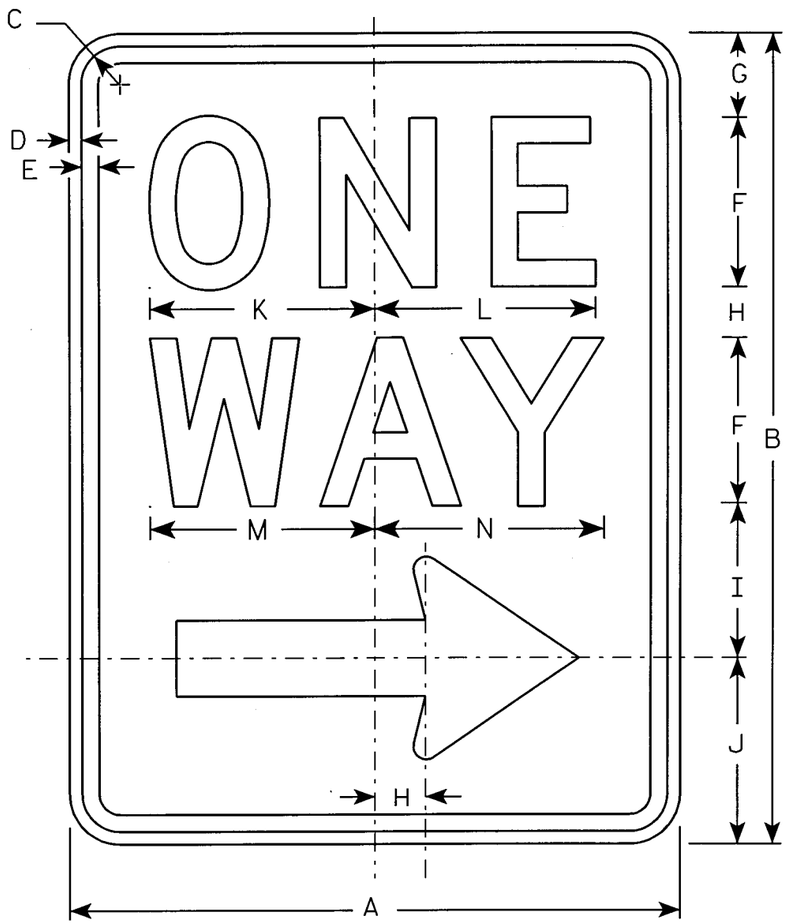
FILE NAME : C:\Users\Projects\tr_stdplate\R51A.DGN PLOT DATE : 20-MAY-2004 13:32 PLOT BY : DOTDZK PLOT NAME : ORG DATE : 12/1/97 Originator : Sandy Anderson PLOT SCALE : 5.500000:1.000000

WISDOT/CADDS SHEET 42

7

LEVELS ON - 1,2,3, 5,6, 10,

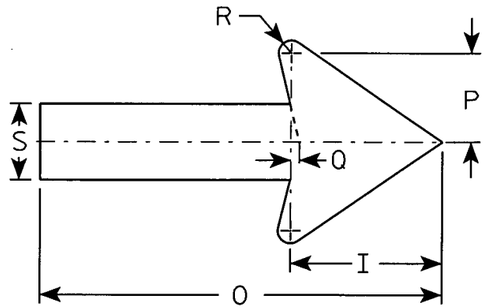
57,58,59,62, 63




R6-2R

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. R6-2L same as R6-2R except arrow points to the left.




Metric equivalent for this sign is:

| SIZE | |
|---|---|
| 1 | |
| 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 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 18 | 24 | 1 1/8 | 3/8 | 1/2 | 5 | 2 1/2 | 1 1/2 | 4 1/2 | 5 1/2 | 6 5/8 | 6 1/2 | 6 5/8 | 6 3/4 | 11 7/8 | 2 5/8 | 1/4 | 3/8 | 2 1/4 | | | | | | | | 3.0 | 0.27 |
| 3 | 24 | 30 | 1 1/8 | 3/8 | 1/2 | 6 | 3 1/2 | 2 1/2 | 5 1/2 | 6 1/2 | 8 1/8 | 8 1/8 | 8 1/2 | 8 3/8 | 15 3/4 | 3 1/4 | 3/8 | 1/2 | 2 3/4 | | | | | | | | 5.0 | 0.45 |
| 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

STANDARD SIGN
R6-2R&L

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J. Sprague for State Traffic Engineer

DATE 2/7/02 PLATE NO. R6-2.5

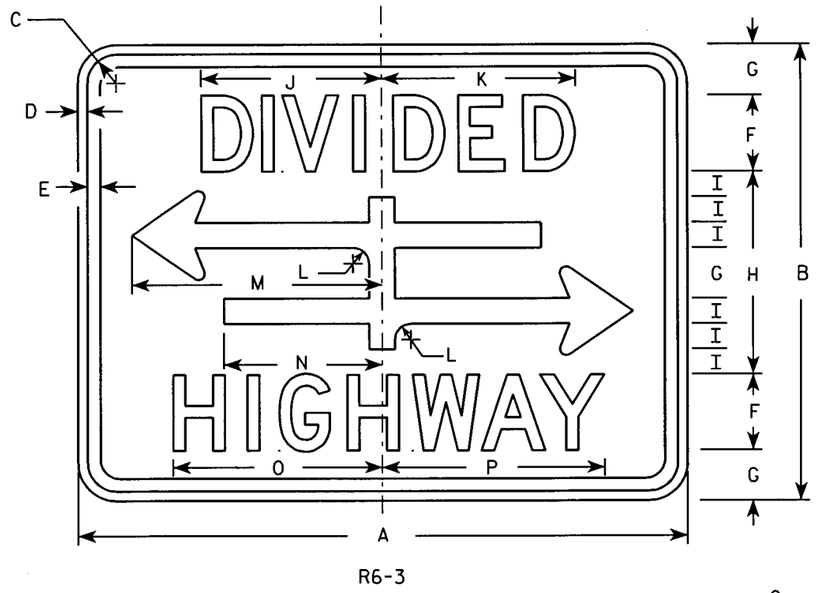
STATE PROJECT NUMBER: 1053-09-71

SHEET NO: 227 E

FILE NAME : C:\Users\Projects\tr_stdplate\R62.DGN PLOT DATE : 20-MAY-2004 13:34 ORG DATE : 10/19/98 Originator : Don Kluever

WISDOT/CADDS SHEET 42

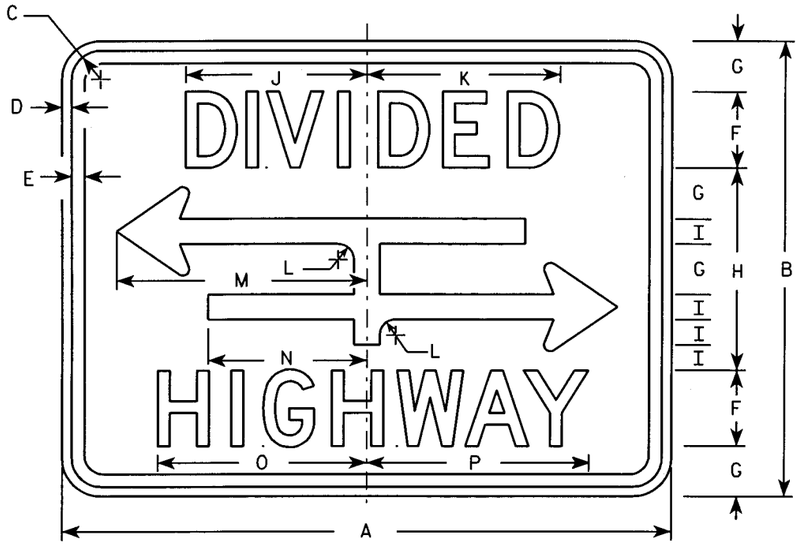
LEVELS ON • 2.3. 5.6. 10.



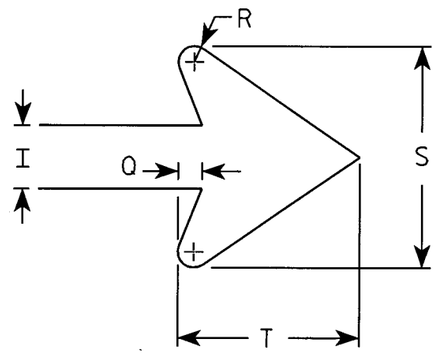

R6-3

## 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.




R6-3A




ARROW DETAIL

Metric equivalent for this sign is:

| SIZE | |
|---|---|
| 1 | |
| 2 | 600 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 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 24 | 18 | 1 1/8 | 3/8 | 1/2 | 3 | 2 | 8 | 1 | 7 1/8 | 7 5/8 | 5/8 | 9 7/8 | 6 1/4 | 8 1/4 | 8 3/4 | 3/8 | 1/4 | 3 1/2 | 2 3/4 | | | | | | | 3.0 | 0.27 |
| 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

STANDARD SIGN
R6-3 & R6-3A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang for State Traffic Engineer

DATE 2/21/02 PLATE NO. R6-3.3

STATE PROJECT NUMBER: 1053-09-71

SHEET NO: 228 E

LEVELS ON - 2.3. 5.6. 10.

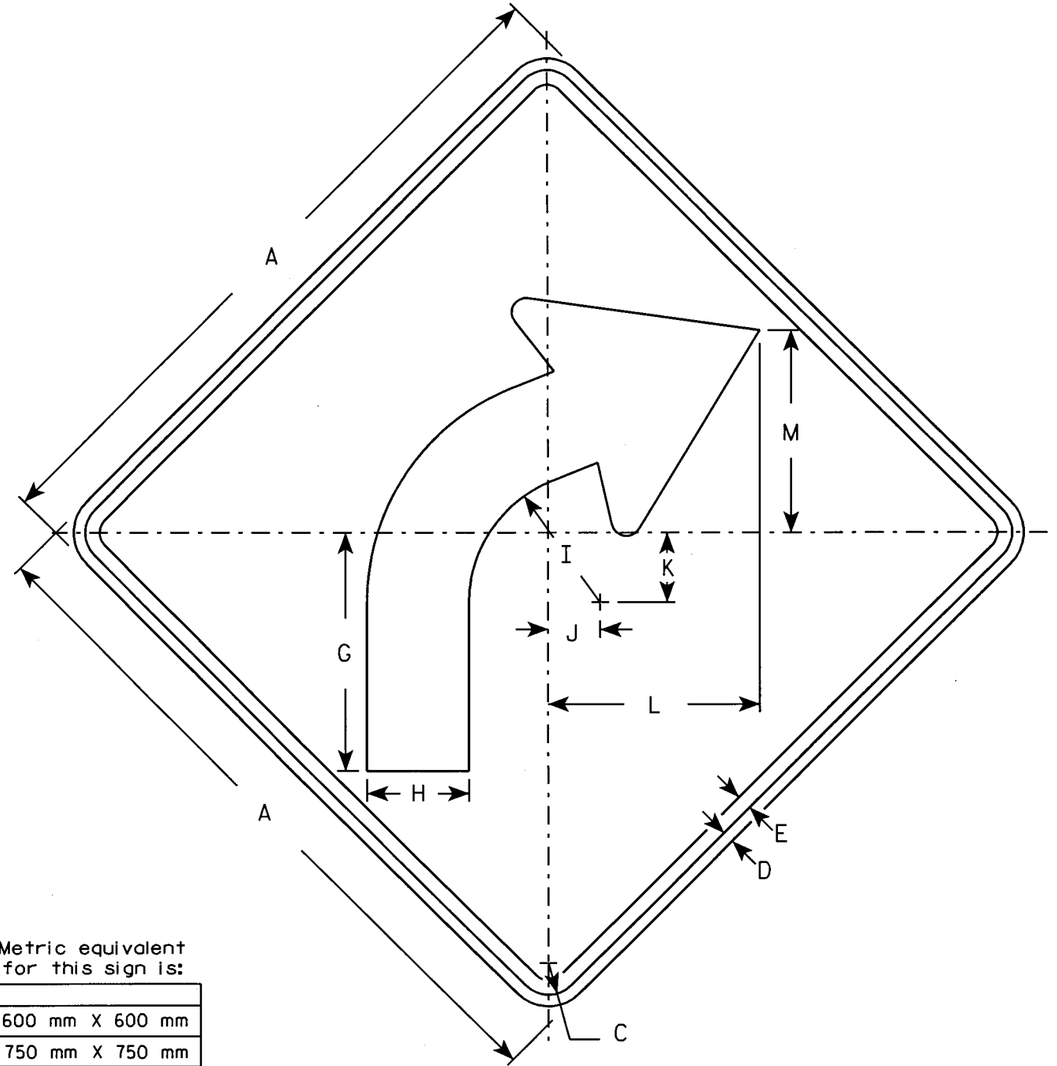
FILE NAME : C:\Users\Projects\tr_stdplate\R63.DGN PLOT DATE : 20-MAY-2004 13:31 ORG DATE : 3/2/84 Originator : Don Kluever

WISDOT/CADDS SHEET 42

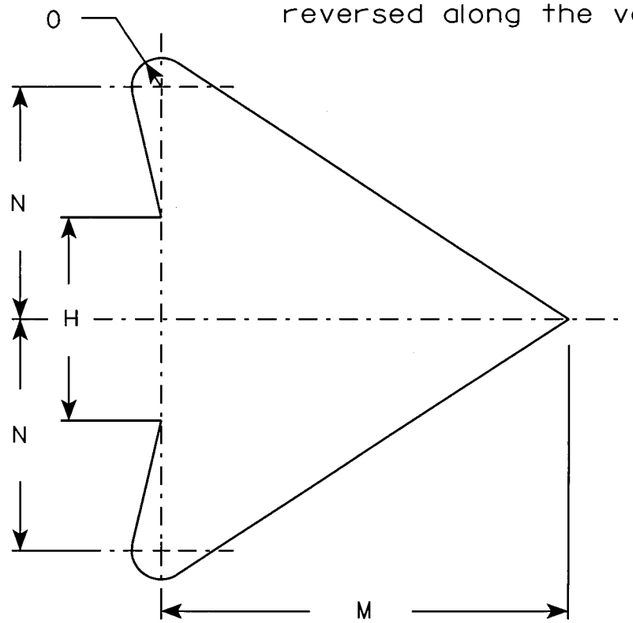
58.59.60.61.62.63

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. W1-2L is the same as W1-2R except the arrow is reversed along the vertical centerline.




W1-2R




ARROW DETAIL

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 | 900 mm X 900 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 24 | | 1 1/8 | 3/8 | 1/2 | | 8 1/4 | 3 1/2 | 4 1/2 | 1 3/4 | 2 3/8 | 7 1/4 | 7 | 4 | 1/2 | | | | | | | | | | | | 4.0 | 0.36 |
| 2 | 30 | | 1 3/8 | 1/2 | 5/8 | | 10 1/4 | 4 3/8 | 5 5/8 | 2 1/4 | 3 | 9 1/8 | 8 3/4 | 5 | 5/8 | | | | | | | | | | | | 6.25 | 0.56 |
| 3 | 36 | | 1 5/8 | 5/8 | 3/4 | | 12 3/8 | 5 1/4 | 6 3/4 | 2 5/8 | 3 1/2 | 10 7/8 | 10 1/2 | 6 | 3/4 | | | | | | | | | | | | 9.0 | 0.81 |
| 4 | 36 | | 1 5/8 | 5/8 | 3/4 | | 12 3/8 | 5 1/4 | 6 3/4 | 2 5/8 | 3 1/2 | 10 7/8 | 10 1/2 | 6 | 3/4 | | | | | | | | | | | | 9.0 | 0.81 |
| 5 | 48 | | 2 1/4 | 3/4 | 1 | | 16 1/2 | 7 | 9 | 3 1/2 | 4 5/8 | 14 1/2 | 14 | 8 | 1 | | | | | | | | | | | | 16.0 | 1.44 |

STANDARD SIGN
W1-2

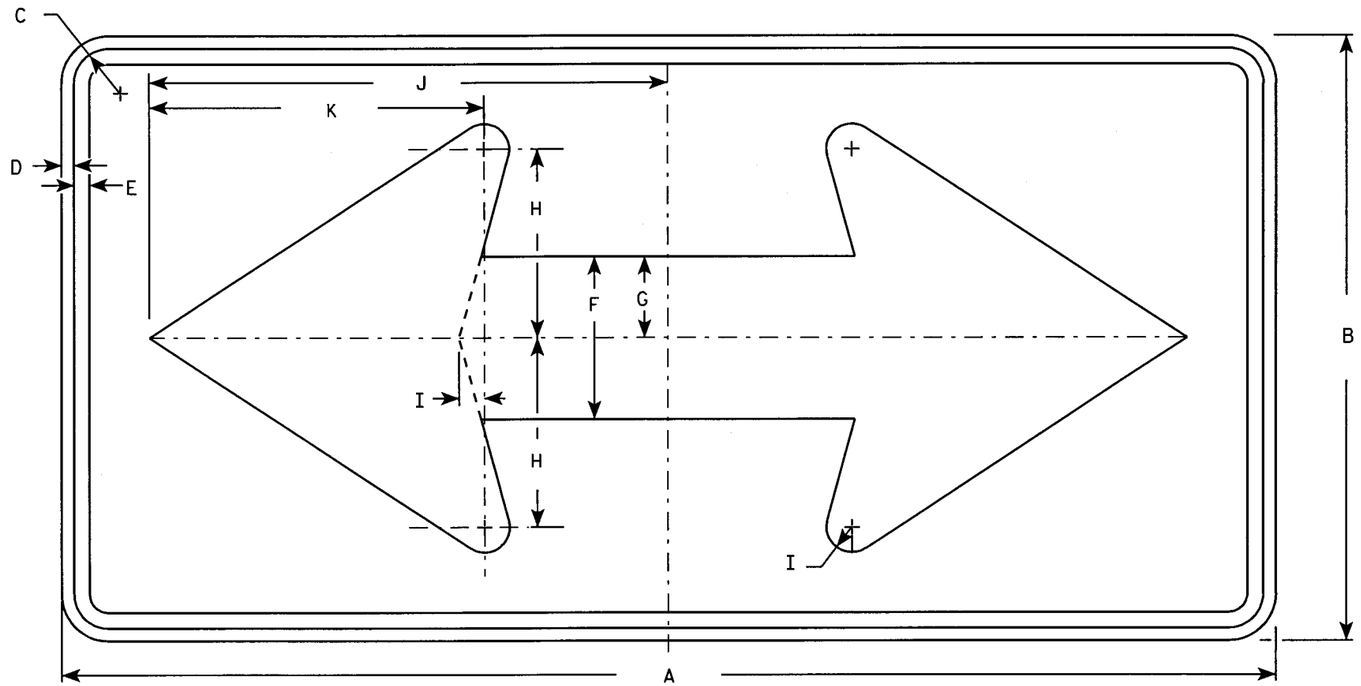
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spange for State Traffic Engineer

DATE 01/14/02 PLATE NO. W1-2.8

STATE PROJECT NUMBER: 1053-09-71 | HWY: | COUNTY: | SHEET NO: 229 | E


LEVELS ON - 2.3. 5.6. 63
58.59




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

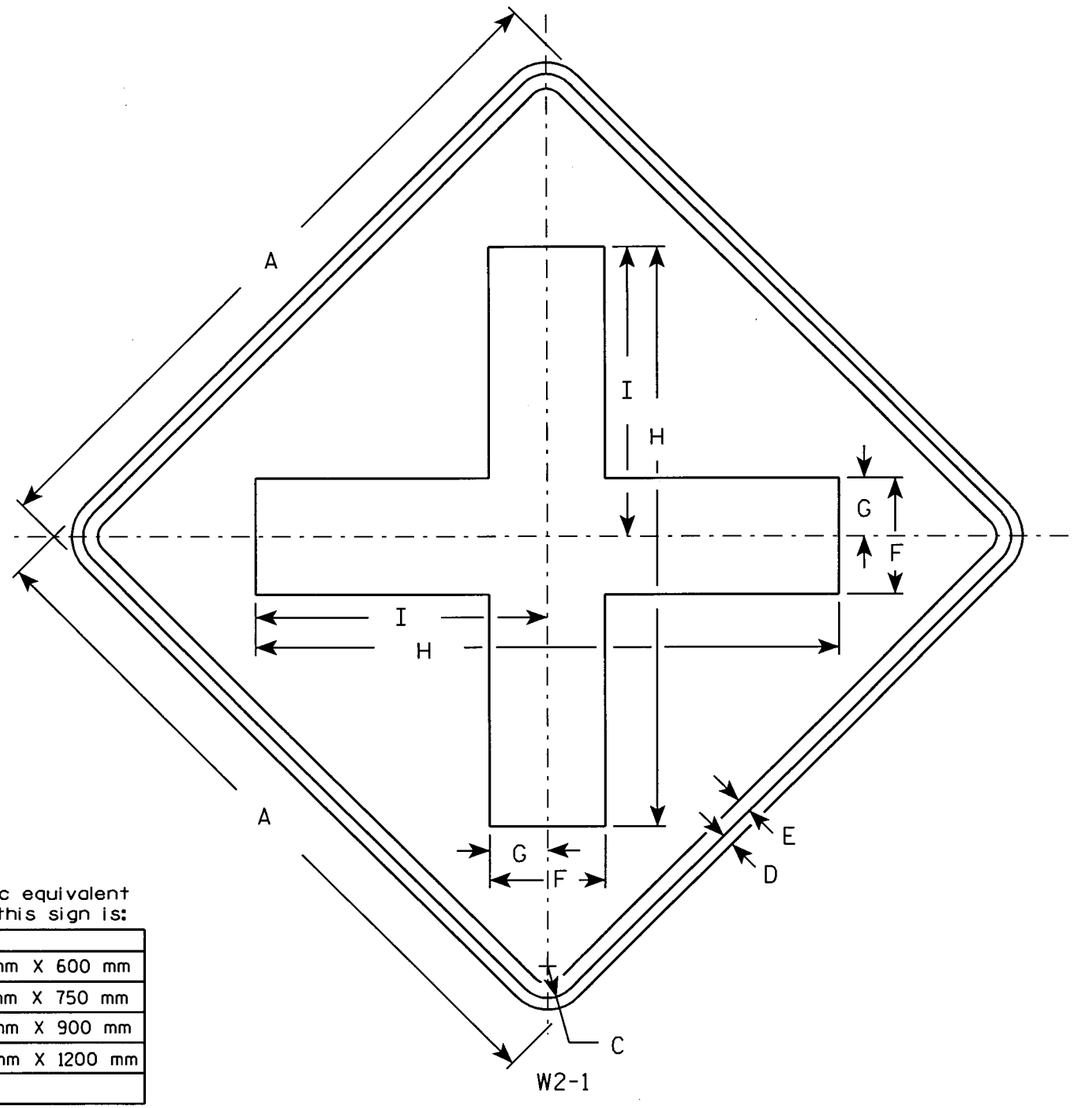
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spanje
for State Traffic Engineer

DATE 8/20/97 PLATE NO. W1-7.6

1053-09-71

SHEET NO: 230 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. 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 | 1200 mm X 1200 mm |
| 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 sq. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 24 | | 1 1/8 | 3/8 | 1/2 | 4 | 2 | 20 | 10 | | | | | | | | | | | | | | | | | | 4.0 | 0.36 |
| 2 | 30 | | 1 3/8 | 1/2 | 5/8 | 5 | 2 1/2 | 25 | 12 1/2 | | | | | | | | | | | | | | | | | | 6.25 | 0.56 |
| 3 | 36 | | 1 5/8 | 5/8 | 3/4 | 6 | 3 | 30 | 15 | | | | | | | | | | | | | | | | | | 9.0 | 0.81 |
| 4 | 48 | | 2 1/4 | 3/4 | 1 | 8 | 4 | 40 | 20 | | | | | | | | | | | | | | | | | | 16.0 | 1.44 |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

STANDARD SIGN
W2-1

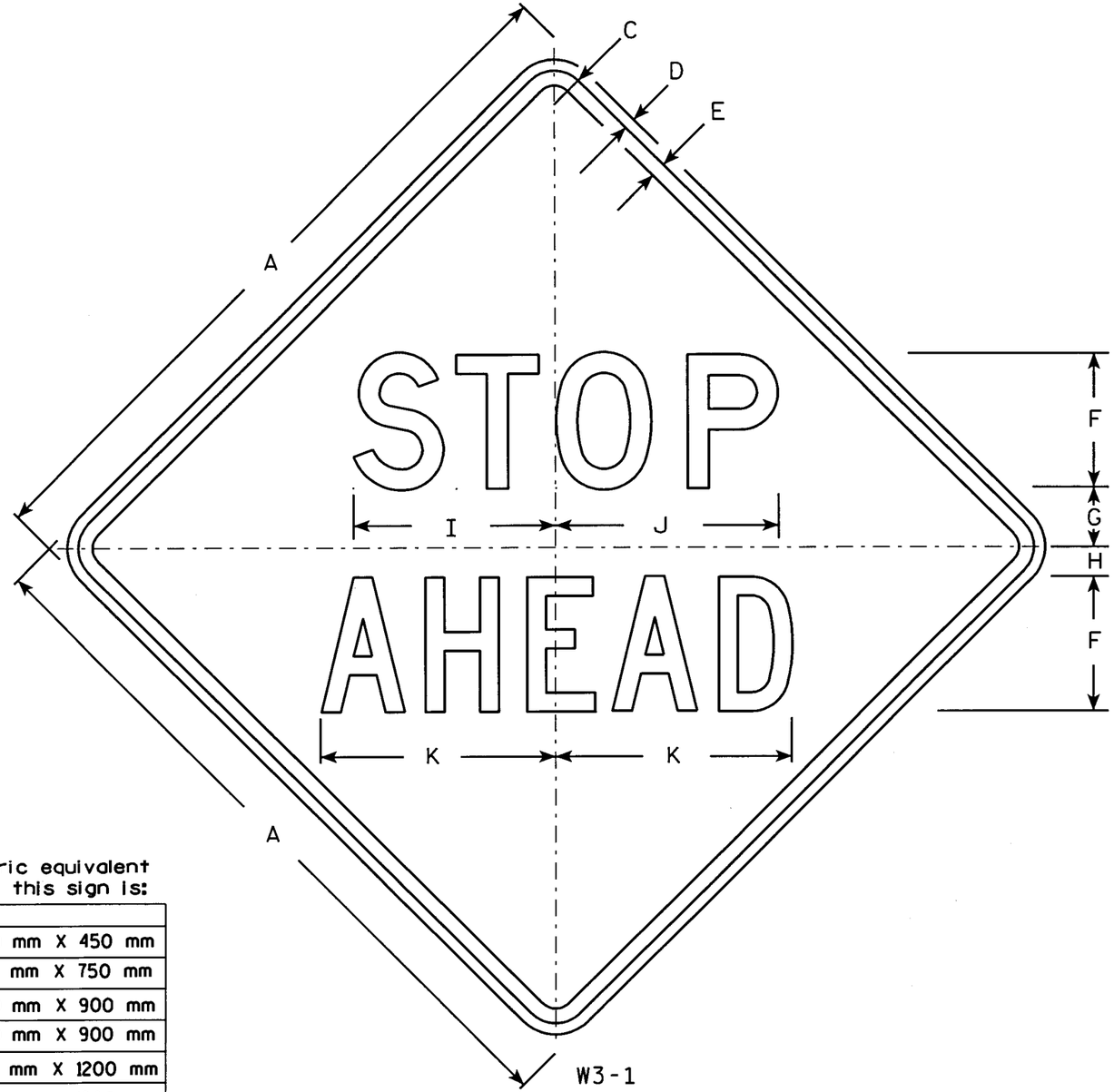
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Sprague for State Traffic Engineer

DATE 01/14/02 PLATE NO. W2-1.7

STATE PROJECT NUMBER: 1053-09-71 | HWY: | COUNTY: | SHEET NO: 231 E

LEVELS ON - I.B.J. 56.59 63




## 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 $m^2$ |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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

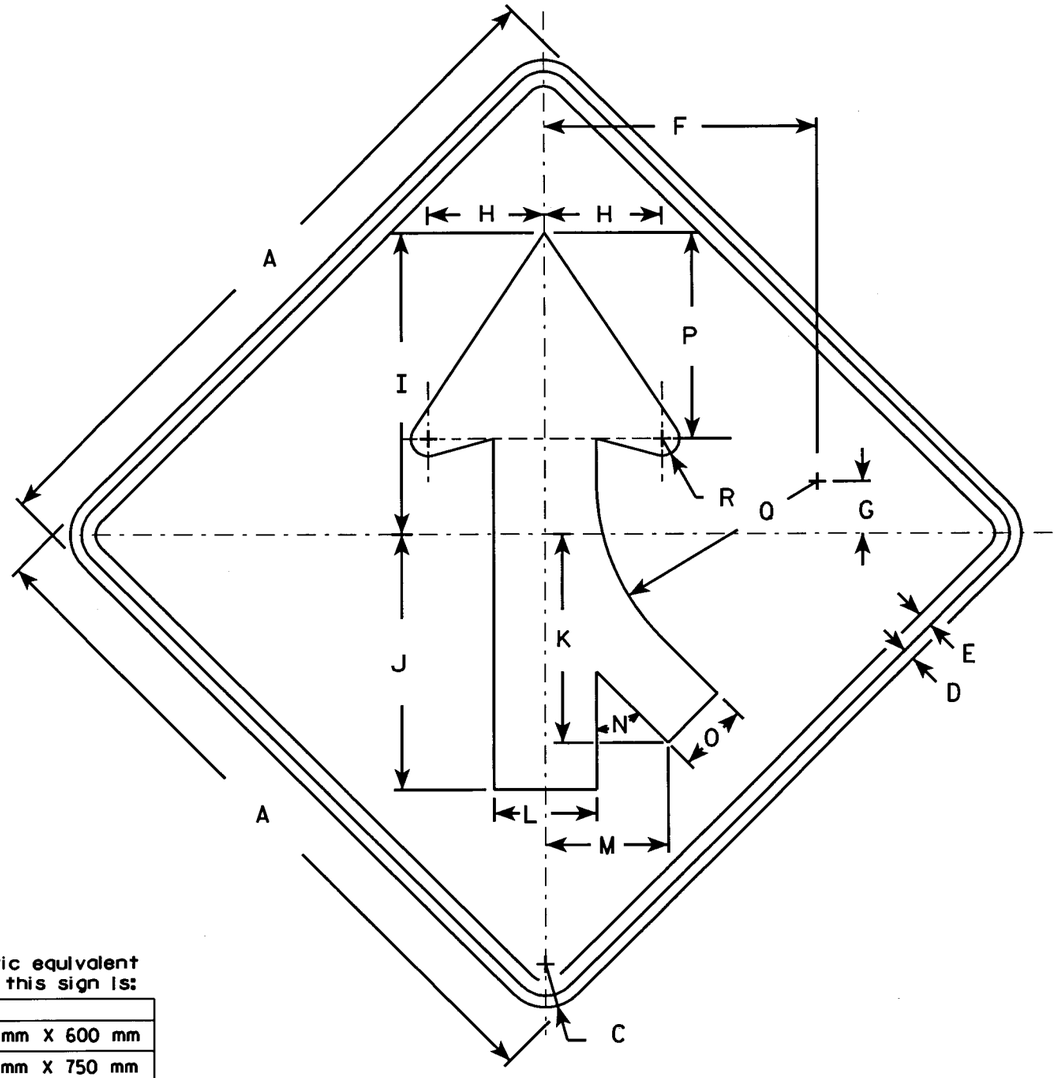
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang
for State Traffic Engineer

DATE 1/25/02 PLATE NO. W3-1.10

STATE PROJECT NUMBER: 1053-09-71 | HWY: | COUNTY: | SHEET NO: 232 | 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 : 20-MAY-2004 13:39
ORG DATE : 1/21/94
PLOT NAME :
Originator : Sandy Anderson
PLOT SCALE : 9.250000:1.000000
WISDOT/CADDS SHEET 42




W4-1R

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. W4-1L is the same as W4-1R except the arrow is reversed along the vertical centerline.

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 | 900 mm X 900 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 24 | | 1 1/8 | 3/8 | 1/2 | 9 3/8 | 1 7/8 | 4 | 10 1/4 | 8 3/4 | 7 1/4 | 3 1/2 | 4 1/4 | 45° | 2 3/8 | 7 1/8 | 7 5/8 | 5/8 | | | | | | | | | 4.0 | 0.36 |
| 2 | 30 | | 1 3/8 | 1/2 | 5/8 | 11 5/8 | 2 1/2 | 5 | 13 | 11 | 9 | 4 3/8 | 5 1/4 | 45° | 3 | 8 7/8 | 9 1/2 | 3/4 | | | | | | | | | 6.25 | 0.56 |
| 3 | 36 | | 1 5/8 | 5/8 | 3/4 | 14 | 2 3/4 | 6 | 15 3/4 | 13 1/4 | 10 1/4 | 5 1/4 | 6 3/8 | 45° | 3 5/8 | 10 5/8 | 11 3/8 | 7/8 | | | | | | | | | 9.0 | 0.81 |
| 4 | 36 | | 1 5/8 | 5/8 | 3/4 | 14 | 2 3/4 | 6 | 15 3/4 | 13 1/4 | 10 1/4 | 5 1/4 | 6 3/8 | 45° | 3 5/8 | 10 5/8 | 11 3/8 | 7/8 | | | | | | | | | 9.0 | 0.81 |
| 5 | 48 | | 2 1/4 | 3/4 | 1 | 18 3/4 | 3 5/8 | 8 | 20 1/2 | 17 1/2 | 14 3/8 | 7 | 8 3/8 | 45° | 4 3/4 | 14 1/4 | 15 1/4 | 1 1/4 | | | | | | | | | 16.0 | 1.44 |

STANDARD SIGN
W4-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Charles J Sprang for State Traffic Engineer

DATE 7/9/97 PLATE NO. W4-1.11

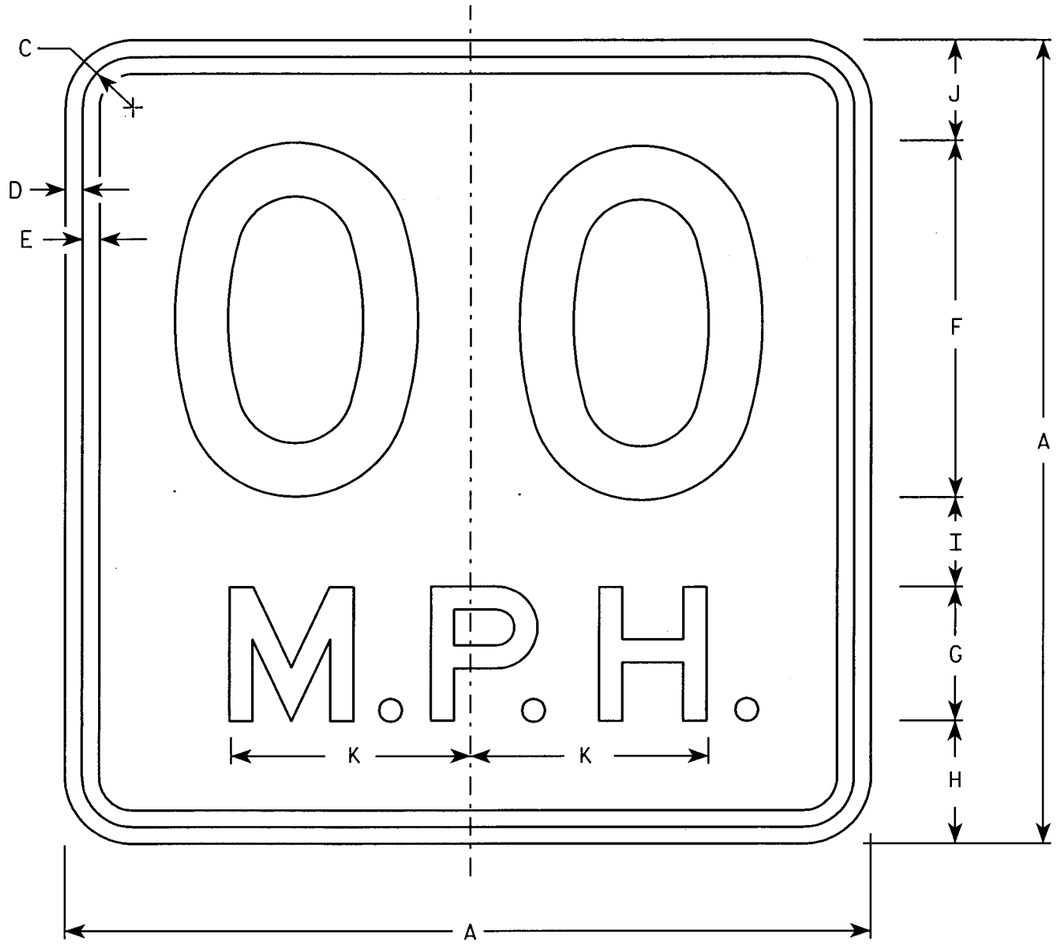
1053-09-71 | SHEET NO: 233 | E

FILE NAME : C:±Users±Projects±tr_stdplate±W41.DGN PLOT DATE: 20-MAY-2004 13:38 ORG DATE : 7/9/97 Originator : Don Kluever

WISDOT/CADDS SHEET 42

58.59.60. 63

LEVELS ON • 2.3. 5.6.7. 10.




W13-1 & W13-1W

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - See Note 7
   Message - Black
3. Message Series - See Note 6
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 optically space about centerline to achieve proper balance.
6. Line 1 is Series D
   Line 2 is Series E
7. W13-1 has a yellow background while W13-1W has a white background.

Metric equivalent for this sign is:

| SIZE | |
|---|---|
| 1 | 450 mm X 450 mm |
| 2 | 450 mm X 450 mm |
| 3 | 600 mm X 600 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 | 18 | | 1 1/8 | 3/8 | 3/8 | 8 | 3 | 2 3/4 | 2 | 2 1/4 | 5 3/8 | | | | | | | | | | | | | | | | 2.25 | 0.20 |
| 2 | 18 | | 1 1/8 | 3/8 | 3/8 | 8 | 3 | 2 3/4 | 2 | 2 1/4 | 5 3/8 | | | | | | | | | | | | | | | | 2.25 | 0.20 |
| 3 | 24 | | 1 1/8 | 3/8 | 1/2 | 10 | 4 | 4 | 2 3/4 | 3 1/4 | 6 5/8 | | | | | | | | | | | | | | | | 4.00 | 0.36 |
| 4 | 36 | | 1 5/8 | 5/8 | 3/4 | 16 | 6 | 5 1/2 | 4 | 4 1/2 | 10 5/8 | | | | | | | | | | | | | | | | 9.00 | 0.81 |
| 5 | 36 | | 1 5/8 | 5/8 | 3/4 | 16 | 6 | 5 1/2 | 4 | 4 1/2 | 10 5/8 | | | | | | | | | | | | | | | | 9.00 | 0.81 |

STANDARD SIGN
W13-1 & W13-1W

WISCONSIN DEPT OF TRANSPORTATION

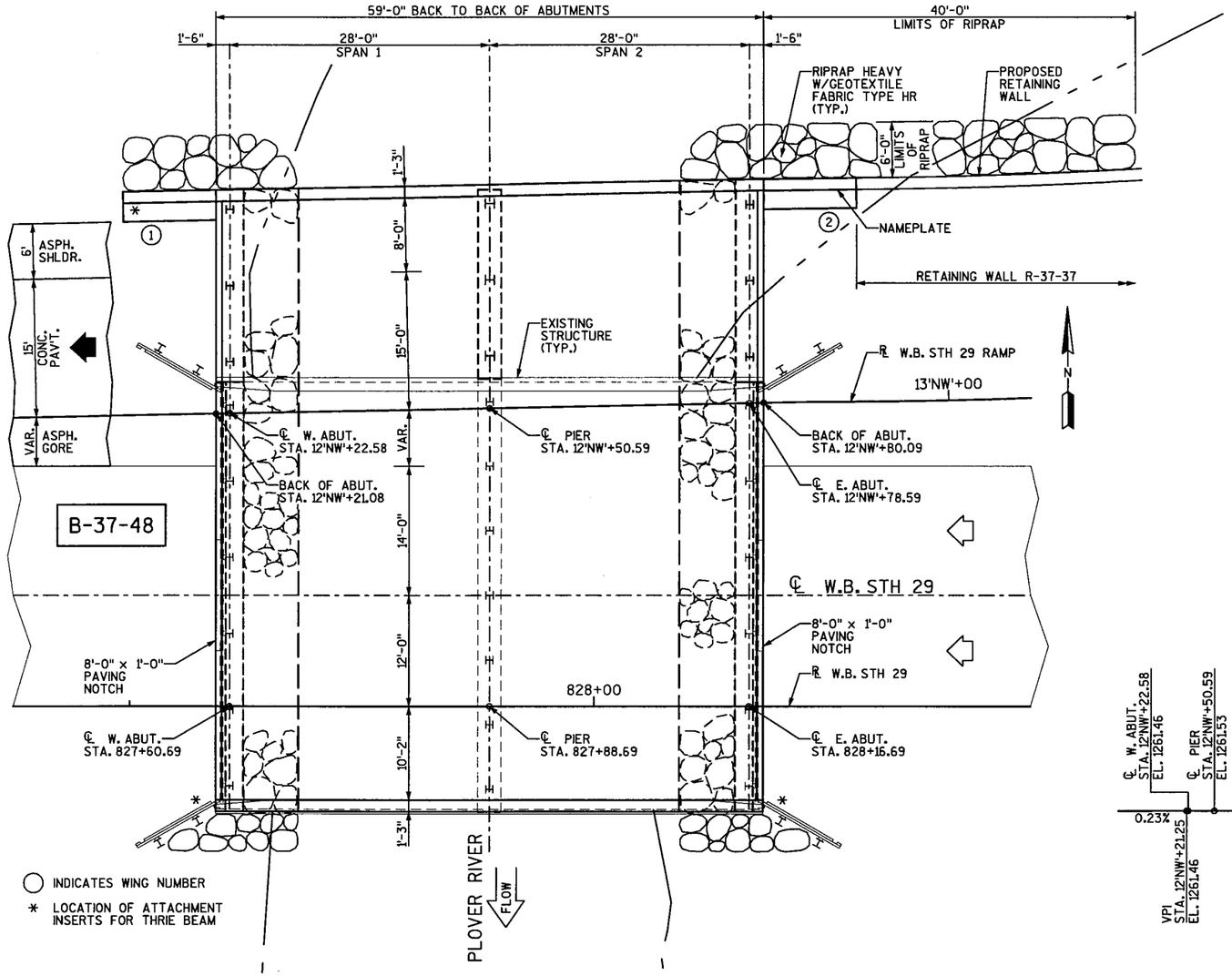
APPROVED Charles J Spaw for State Traffic Engineer

DATE 01/22/02 PLATE NO. W13-1.11

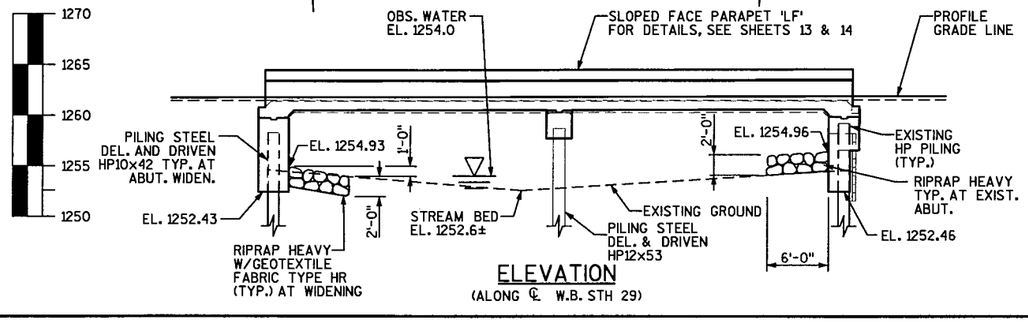
STATE PROJECT NUMBER: 1053-09-71 | HWY: | COUNTY: | SHEET NO: 234 | E

LEVELS ON - 2.3. 5.6. 12.
58.59.63

| STATE PROJECT NUMBER | SHEET NO |
|---|---|
| 1053-09-71 | 235 |




## PLAN
TWO SPAN - CONCRETE SLAB BRIDGE




## ELEVATION
(ALONG ℄ W.B. STH 29)

## GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.
BAR STEEL REINFORCEMENT SHALL BE IMBEDDED 2" CLEAR UNLESS OTHERWISE SHOWN OR NOTED.
THE SLOPE OF FILL IN FRONT OF THE ABUTMENTS SHALL BE COVERED WITH RIPRAP HEAVY AND GEOTEXTILE FABRIC TYPE HR TO THE EXTENT SHOWN ON THE GENERAL PLAN AND IN THE ABUTMENT DETAILS. DO NOT USE GEOTEXTILE FABRIC TYPE HR IN FRONT OF EXISTING ABUTMENTS.
JOINT FILLER SHALL CONFORM TO THE REQUIREMENTS OF A.A.S.H.T.O. DESIGNATION: M153, TYPE I, II, OR III OR A.A.S.H.T.O. DESIGNATION: M123.
THE FIRST DIGIT OF A THREE DIGIT BAR MARK AND THE FIRST TWO DIGITS OF A FOUR DIGIT BAR MARK SIGNIFIES THE BAR SIZE.
PROTECTIVE SURFACE TREATMENT IS TO BE APPLIED TO THE TOP OF DECK AND INSIDE FACE AND TOP OF PARAPETS.
THE FINISHED GRADED SECTION SHALL BE THE UPPER LIMITS OF EXCAVATION FOR STRUCTURES.
ALL SPACES AT THE BACKFACE OF THE ABUTMENTS SHALL BE BACKFILLED WITH BACKFILL STRUCTURE TO THE ELEVATION OF THE ABUTMENT. SEE ABUTMENT SHEETS FOR DETAIL.
FILL/EXCAVATE TO BOTTOM OF ABUTMENT ELEVATION BEFORE PREBORING OR DRIVING PILING.
ALL STATIONS AND ALL ELEVATIONS ARE IN FEET.
THE DEPARTMENT OF TRANSPORTATION WILL FURNISH THE CONTRACTOR WITH A MONUMENT TO BE INSTALLED BY THE CONTRACTOR AS DIRECTED BY THE ENGINEER.
SLAB FALSEWORK SHALL BE SUPPORTED ON PILES OR THE SUBSTRUCTURE UNLESS AN ALTERNATE METHOD IS APPROVED BY THE ENGINEER.

## LIST OF DRAWINGS


1. GENERAL PLAN
2. TYPICAL SECTION
3. SUBSURFACE EXPLORATION
4. WEST ABUTMENT
5. WEST ABUTMENT DETAILS
6. WING 1
7. EAST ABUTMENT
8. EAST ABUTMENT DETAILS
9. WING 2
10. PIER
11. SUPERSTRUCTURE PLAN
12. SUPERSTRUCTURE SECTION & BILL OF BARS
13. SLOPED FACE PARAPET 'LF' - WING 1 AND EXISTING WINGS
14. SLOPED FACE PARAPET 'LF' - WING 2


## DESIGN DATA

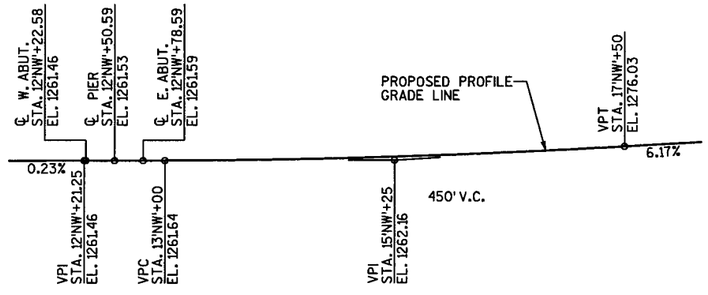
STRUCTURE IS DESIGNED FOR A FUTURE WEARING SURFACE 20 PSF.

LIVE LOAD:
DESIGN RATING ——— HS20
INVENTORY RATING ——— HS24
OPERATING RATING ——— HS53
MAX. STD. PERMIT VEHICLE LOAD = 250 KIPS

ULTIMATE DESIGN STRESSES:
CONCRETE MASONRY SLAB ——— f'c = 4,000 psi
ALL OTHER ——— f'c = 3,500 psi
HIGH STRENGTH BAR STEEL REINFORCEMENT ——— fy = 60,000 psi

FOUNDATION DATA:
ABUTMENTS TO BE SUPPORTED ON PILING STEEL DELIVERED AND DRIVEN HP10x42 ESTIMATED 20' LONG DRIVEN TO A MINIMUM BEARING VALUE OF 55 TONS PER PILE.

PIER TO BE SUPPORTED ON PILING STEEL DELIVERED AND DRIVEN HP 12x53 ESTIMATED 20' LONG DRIVEN TO A MINIMUM BEARING VALUE OF 55 TONS PER PILE.




## PROFILE GRADE LINE

## BENCH MARKS

| NO. | STATION | DESCRIPTION | ELEV. |
|---|---|---|---|
| 1 | --- | DISC IN PARAPET OF NE CORNER OF E.B. STH 29 STRUCTURE OVER PLOVER RIVER | 1264.68 |
| | | | |

WISCONSIN
THOMAS J. ROMENESKO
E-26318
MADISON
WI
PROFESSIONAL ENGINEER
4/16/04

BRIDGE OFFICE CONTACT:
FINN HUBBARD, P.E.
(608) 266-8489


ROMENESKO ENGINEERING, LLC
213 JACKSON STREET
SAUK CITY, WI. 53583
(608) 644-1502
FAX (608) 644-1602
romeneskoecharter.net


| No. | Date. | Revision | By |
|---|---|---|---|

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

STRUCTURE B-37-48

STH 29 W.B. OVER PLOVER RIVER

| | | | |
|---|---|---|---|
| County: MARATHON | | Village: HATLEY | |
| Design Spec.: A.A.S.H.T.O. 2002 | | Load: HS20 | Const. Spec.: WIS. 2003 |
| Designed By: TR | Design Ck'd.: VR | Drawn By: BS | Plans Ck'd.: TR |

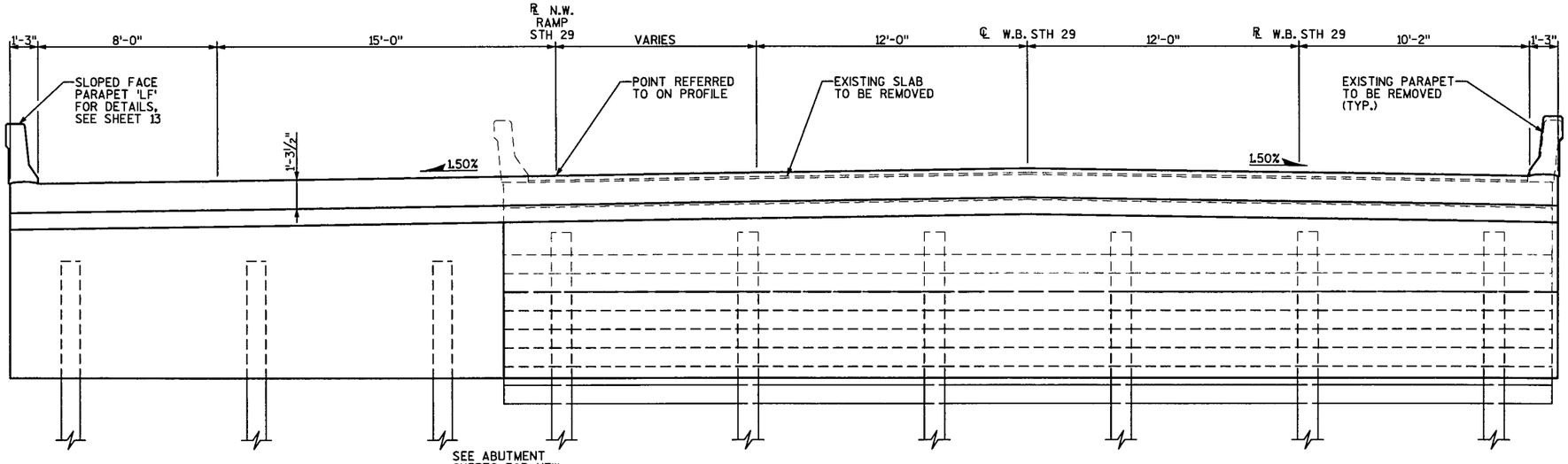
Approved: Finn Hubbard for State Bridge Engineer — Date: 8-25-04

GENERAL PLAN

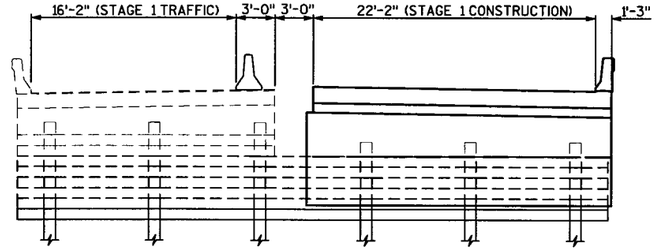
SHEET 1 OF 14

FEB. 2004

| STATE PROJECT NUMBER | SHEET NO |
|---|---|
| 1053-09-71 | |

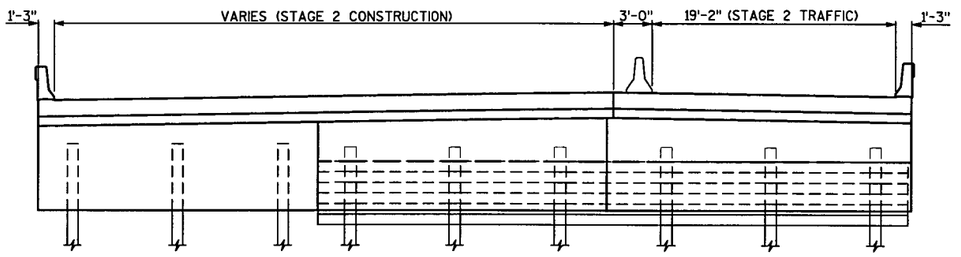



CROSS SECTION THRU ROADWAY




TEMPORARY SHORING SHALL BE INSTALLED BEHIND THE EXISTING ABUTMENT, BETWEEN THE CONSTRUCTION ACTIVITIES AND TRAFFIC BARRIER IN STAGE 1 AND 2.

STAGE 1 - CONSTRUCTION STAGING AND TRAFFIC CONTROL




STAGE 2 - CONSTRUCTION STAGING AND TRAFFIC CONTROL

## TOTAL ESTIMATED QUANTITIES

| BID ITEMS | UNIT | W. ABUT. | PIER | E. ABUT. | SUPER | TOTAL |
|---|---|---|---|---|---|---|
| EXCAVATION FOR STRUCTURES BRIDGE B-37-48 | L.S. | --- | --- | --- | --- | 1 |
| REMOVING OLD STRUCTURE STATION 827+88.69 | L.S. | --- | --- | --- | --- | 1 |
| PILING REPAINTING STRUCTURE B-37-48 | L.S. | --- | --- | --- | --- | 1 |
| CONCRETE MASONRY BRIDGES | C.Y. | 56.9 | 4.7 | 58.7 | 213.7 | 334.0 |
| PROTECTIVE SURFACE TREATMENT | S.Y. | --- | --- | --- | 489 | 489 |
| BAR STEEL REINFORCEMENT HS BRIDGES | LB. | 3,390 | 820 | 3,450 | --- | 7,660 |
| BAR STEEL REINFORCEMENT HS COATED BRIDGES | LB. | 50 | --- | 50 | 40,930 | 41,030 |
| RUBBERIZED MEMBRANE WATERPROOFING | S.Y. | 15 | --- | 15 | --- | 30 |
| BACKFILL STRUCTURE | C.Y. | 71 | --- | 74 | --- | 145 |
| GEOTEXTILE FABRIC TYPE DF (SCHEDULE A) | S.Y. | 21 | --- | 21 | --- | 42 |
| ANCHOR ASSEMBLIES FOR STEEL PLATE BEAM GUARD | EACH | 2 | --- | 1 | --- | 3 |
| PIPE UNDERDRAIN, 6-INCH | L.F. | 27 | --- | 28 | --- | 55 |
| PIPE UNDERDRAIN UNPERFORATED, 6-INCH | L.F. | 30 | --- | 30 | --- | 60 |
| QMP CONCRETE STRUCTURES 5-CYLINDER | C.Y. | 56.9 | 4.7 | 58.7 | 213.7 | 334.0 |
| INCENTIVE STRENGTH CONCRETE STRUCTURES | DOL. | 569 | 47 | 587 | 2,137 | 3,340 |
| RIPRAP HEAVY | C.Y. | 41 | --- | 55 | --- | 96 |
| GEOTEXTILE FABRIC, TYPE HR | S.Y. | 35 | --- | 60 | --- | 95 |
| PILING STEEL DELIVERED AND DRIVEN HP 10-INCH x 42 LB | L.F. | 60 | --- | 60 | --- | 120 |
| PILING STEEL DELIVERED AND DRIVEN HP 12-INCH x 53 LB | L.F. | --- | 60 | --- | --- | 60 |
| MASONRY ANCHORS TYPE L NO. 8 BARS | EACH | --- | 8 | --- | --- | 8 |
| CONCRETE SURFACE REPAIR | S.Y. | --- | 10 | --- | --- | 10 |
| TEMPORARY SHORING | S.F. | 60 | --- | 60 | --- | 120 |
| NON-BID ITEMS | | | | | | |
| FILLER | SIZE | | | | | ½"&¾" |
| | | | | | | |

| No. | Date. | Revision | By |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

STRUCTURE B-37-48

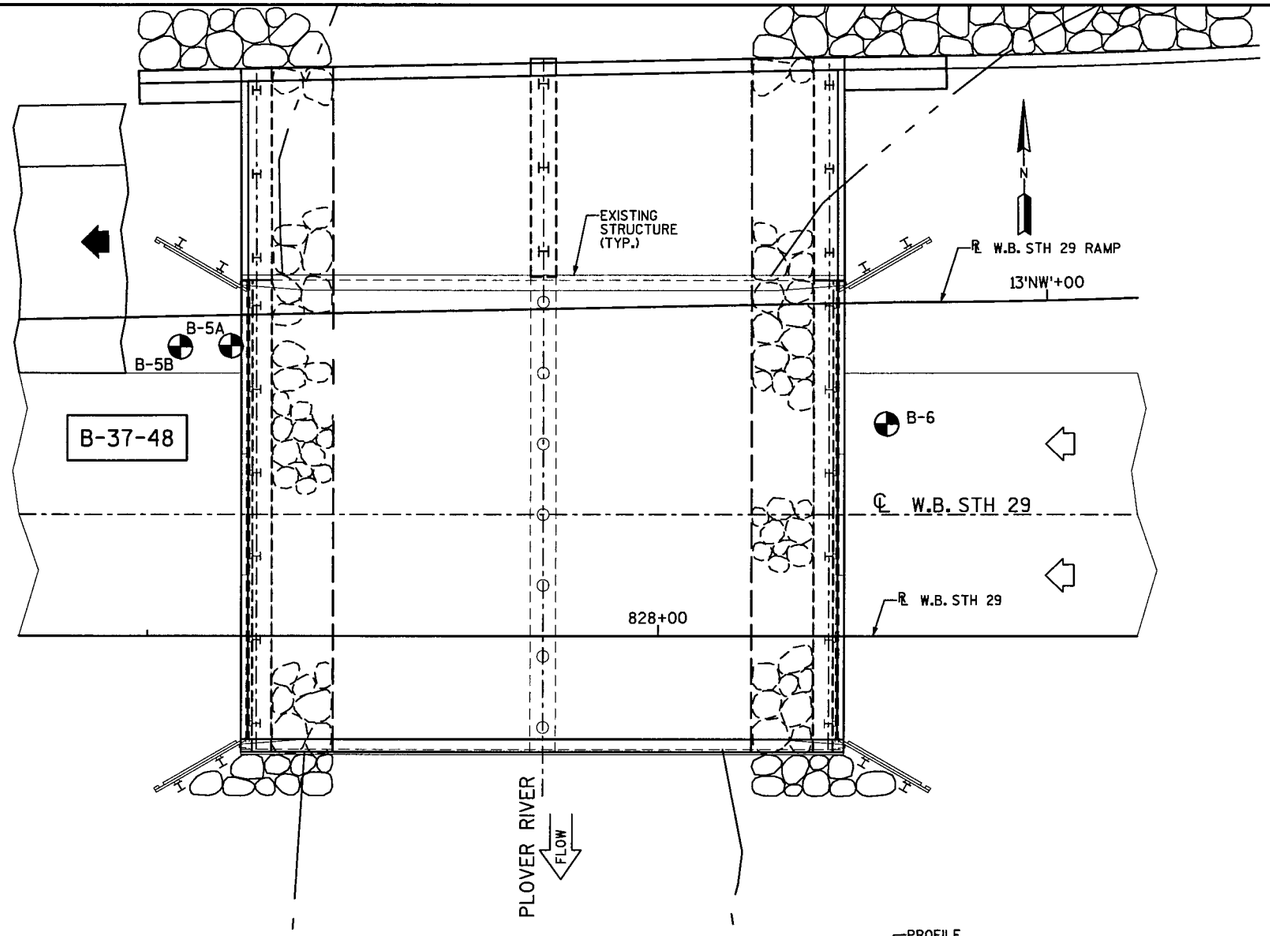
| Const. Spec. WIS. 2003 | Drawn By BS | Plans Checked TR |
|---|---|---|

TYPICAL SECTION

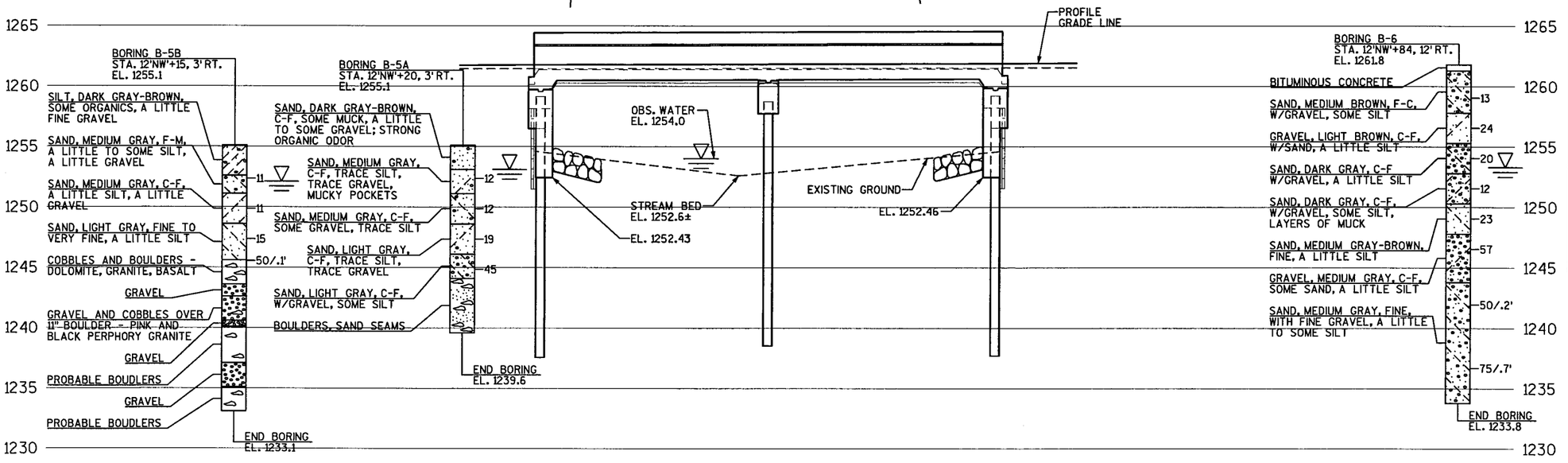
SHEET 2 OF 14

236

| STATE PROJECT NUMBER | SHEET NO |
|---|---|
| 1053-09-71 | |




BORINGS PERFORMED BY:
SOCON ENGINEERING, INC.
5799 RIVER ROAD
WAUNAKEE, WI 53597
BORINGS PERFORMED ON NOVEMBER 20, 2002




## ABBREVIATIONS

F ___ FINE  M ___ MEDIUM  C ___ COARSE
WS ___ WEATHERED  SO ___ SOUND

TOPSOIL/ ROWY SECTION · SILT · SANDSTONE
SAND · PEAT · LIMESTONE
GRAVEL · CLAY · IGNEOUS ROCK

## LEGEND OF PROBING

95/6 = 95 blows for 6" Penetration

Probing taken with a 350# wt. Falling on a 2" O.D. Point

Probing No.
Sta.
Elevation
7 Average Blows Per Foot
Refusal 95/6 mm

## LEGEND OF BORING

Elev.
Boring No.
Sta.
Unconfined Strength — 7.7
Sandy Gravel
Blows per Foot Using 140# Wt. Falling 30"
F.
Wash Sample
Boulders or Cobbles
Shelby Tube — S.T.
Sand
Ground Water Elevation
Silty Clay
No Ground Water Observed Above This Elevation
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 subsurface 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, Romenesko Engineering 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-37-48

| Const. Spec. WIS. 2003 | Drawn By BS | Plans Checked TR |
|---|---|---|

SUBSURFACE EXPLORATION

SHEET 3 OF 14

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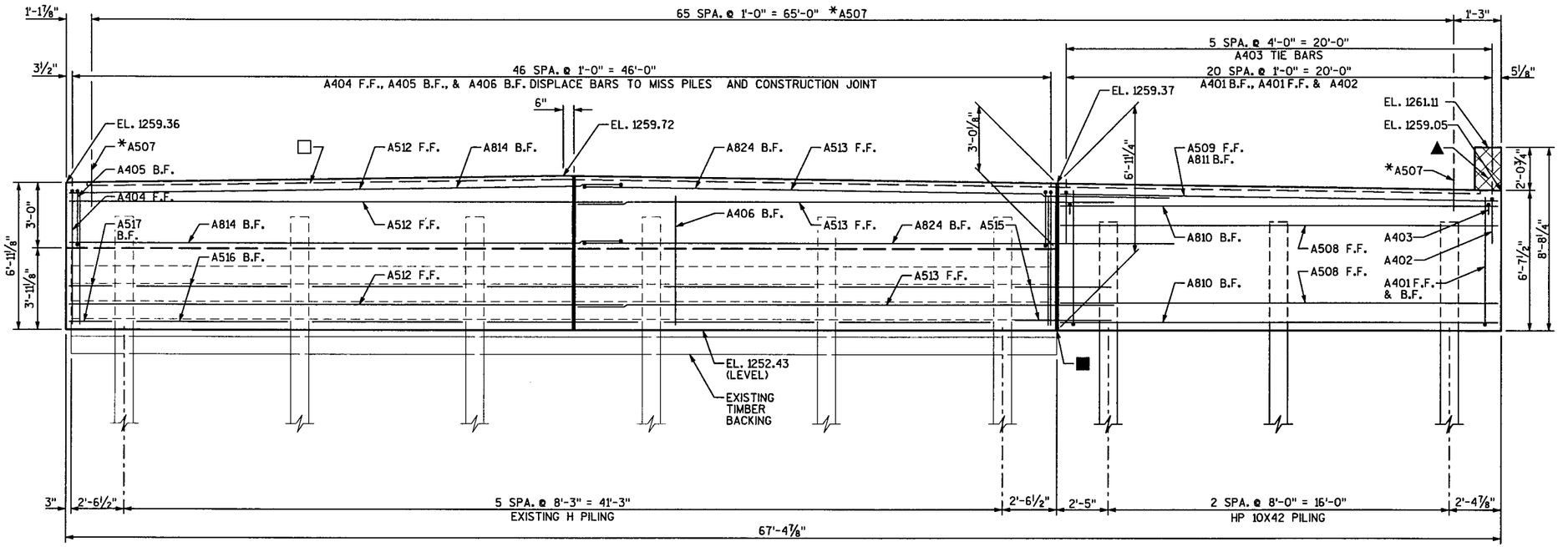
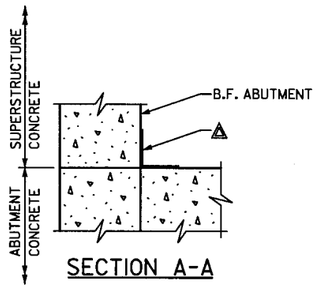
| STATE PROJECT NUMBER | SHEET NO |
|---|---|
| 1053-09-71 | |



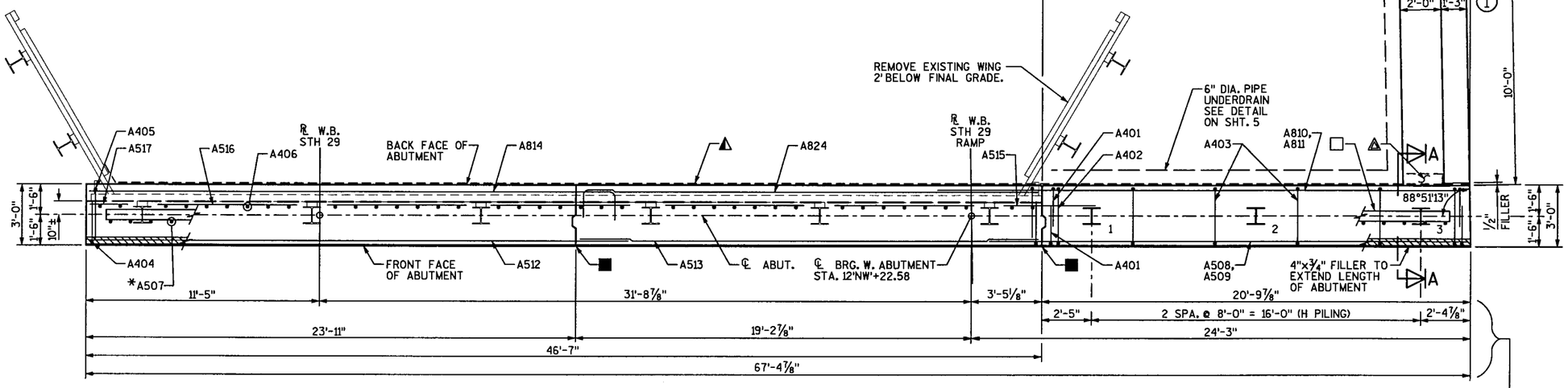

## ELEVATION
(LOOKING WEST)

## LEGEND

- ▲ ½" FILLER TO EXTEND AS SHOWN. SEAL ALL EXPOSED HORIZONTAL AND VERTICAL SURFACES OF FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE).
- ◭ 18" RUBBERIZED MEMBRANE WATERPROOFING - TO EXTEND HORIZONTAL BETWEEN INSIDE FACE OF WINGS AND VERTICAL FROM TOP OF BODY TO TOP OF WINGS.
- ◬ PLACE BOTTOM HALF OF RUBBERIZED MEMBRANE WATERPROOFING HORIZONTAL IN THIS AREA. SEE SECTION A-A ON THIS SHEET.
- ■ VERTICAL CONSTRUCTION JOINT KEYWAY FORMED BY A SURFACED, BEVELED 2"x8". BEVEL EXPOSED EDGES ¾". 18" RUBBERIZED MEMBRANE WATERPROOFING TO EXTEND VERTICALLY ALONG B.F. 18" RUBBERIZED MEMBRANE WATERPROOFING ON BACK FACE.
- □ KEYED CONSTRUCTION JOINT FORMED BY A SURFACED, BEVELED 2"x6".
- Ⓧ INDICATES WING NUMBER
- * A507 BARS MAY BE PLACED AFTER CONC. IS POURED BUT BEFORE INITIAL SET HAS TAKEN PLACE.




## SECTION A-A




## PLAN

| MIN. BAR LAPS |
|---|
| #5 = 2'-5" |
| #8 = 5'-1" |

| No. | Date. | Revision | By |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

# STRUCTURE B-37-48

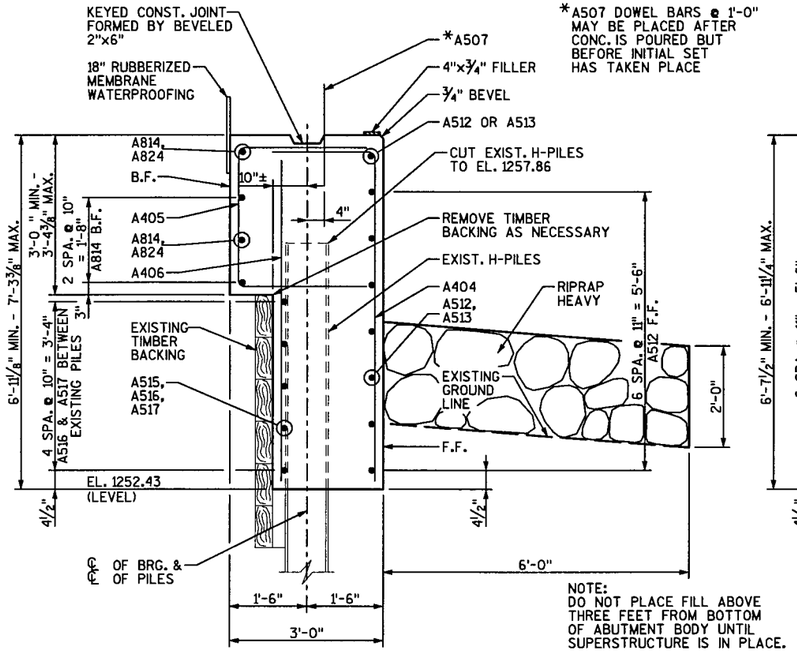
| Const. Spec. | Drawn By | Plans Checked |
|---|---|---|
| WIS. 2003 | BS | TR |

## WEST ABUTMENT

SHEET 4 OF 14

238

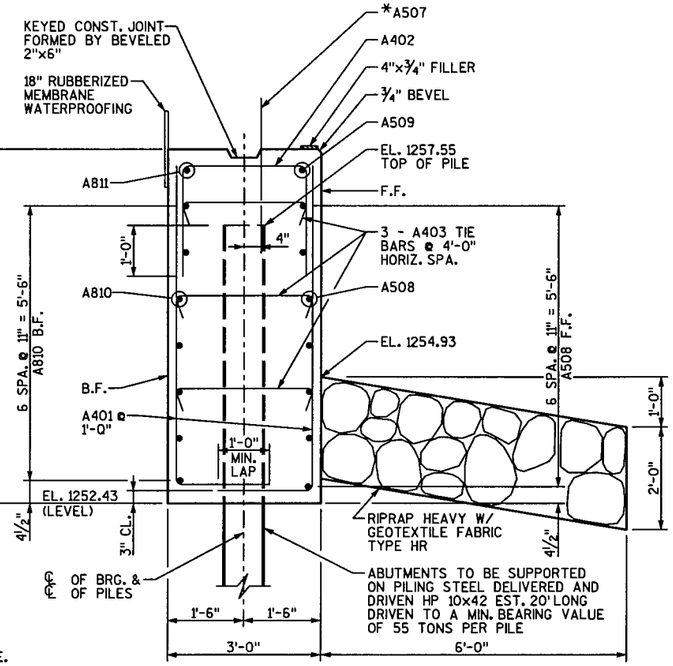
| STATE PROJECT NUMBER | SHEET NO |
|---|---|
| 1053-09-71 | |




*A507 DOWEL BARS @ 1'-0" MAY BE PLACED AFTER CONC. IS POURED BUT BEFORE INITIAL SET HAS TAKEN PLACE

NOTE:
DO NOT PLACE FILL ABOVE THREE FEET FROM BOTTOM OF ABUTMENT BODY UNTIL SUPERSTRUCTURE IS IN PLACE.

SECTION THRU EXIST. ABUTMENT BODY

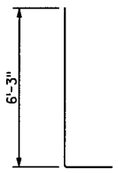



SECTION THRU ABUTMENT BODY

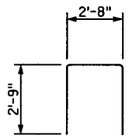
## BILL OF BARS

DIMENSIONS IN BENDING DETAILS ARE OUT TO OUT OF BAR

| MARK | NO. REQ'D. | LENGTH | BENT | LOCATION | |
|---|---|---|---|---|---|
| A401 | 42 | 8'-0" | X | ABUT. BODY - STIRRUPS | VERT. |
| A402 | 21 | 8'-0" | X | ABUT. BODY - STIRRUPS | VERT. |
| A403 | 18 | 3'-5" | X | ABUT. BODY - TIE BARS | HORIZ. |
| A404 | 47 | 8'-6" | X | ABUT. BODY - F.F. | VERT. |
| A405 | 47 | 7'-6" | X | ABUT. BODY - B.F. | VERT. |
| A406 | 47 | 5'-6" | | ABUT. BODY - B.F. | VERT. |
| A507 | 66 | 2'-0" | | ABUT. BODY - TOP - DOWEL | VERT. |
| A508 | 7 | 20'-6" | | ABUT. BODY - F.F. | HORIZ. |
| A509 | 1 | 20'-6" | | ABUT. BODY - TOP - F.F. | HORIZ. |
| A810 | 7 | 20'-5" | | ABUT. BODY - B.F. | HORIZ. |
| A811 | 1 | 20'-5" | | ABUT. BODY - TOP - B.F. | HORIZ. |
| A512 | 8 | 26'-4" | | ABUT. BODY - F.F. | HORIZ. |
| A513 | 8 | 22'-3" | | ABUT. BODY - TOP - F.F. | HORIZ. |
| A814 | 4 | 26'-8" | X | ABUT. BODY - B.F. | HORIZ. |
| A515 | 5 | 4'-6" | | ABUT. BODY - B.F. | HORIZ. |
| A516 | 25 | 7'-0" | | ABUT. BODY - B.F. - BETWEEN EXIST. PILES | HORIZ. |
| A517 | 5 | 2'-0" | | ABUT. BODY - B.F. | HORIZ. |
| A418 | 7 | 18'-4" | X | WING 1- STIRRUPS | VERT. |
| A519 | 7 | 12'-8" | | WING 1- F.F. | HORIZ. |
| A720 | 7 | 12'-8" | | WING 1- B.F. | HORIZ. |
| A421 | 7 | 3'-9" | | WING 1- F.F. | VERT. |
| A422 | 10 | 3'-9" | | WING 1- B.F. | VERT. |
| A423 | 5 | 9'-8" | | WING 1- F.F. & B.F. | HORIZ. |
| A824 | 4 | 23'-5" | X | ABUT. BODY - B.F. | HORIZ. |
| | | | | | |
| | | | | | |
| EPOXY COATED BARS | | | | | |
| A624 | 2 | 9'-8" | | WING 1- TOP | HORIZ. |
| A425 | 10 | 2'-0" | X | WING 1- DOWEL | HORIZ. |




A401

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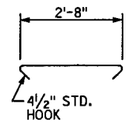


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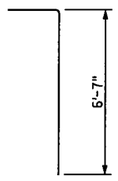


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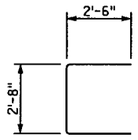


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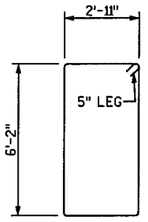
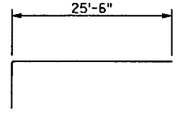
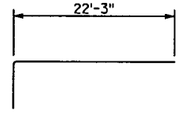



A418




A814




A824

| No. | Date. | Revision | By |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

STRUCTURE B-37-48

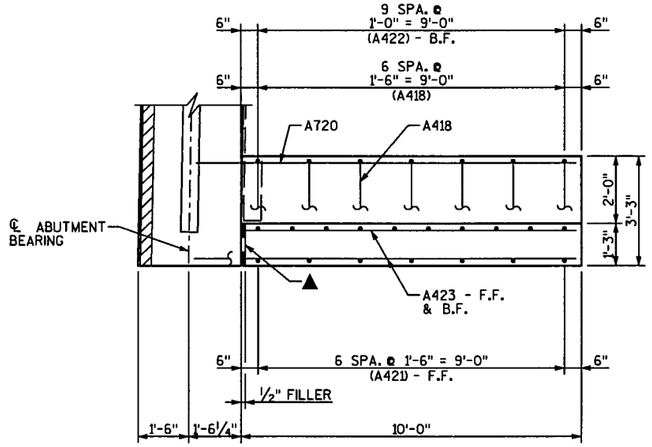
| Const. Spec. WIS. 2003 | Drawn By BS | Plans Checked TR |
|---|---|---|

WEST ABUTMENT DETAILS

SHEET 5 OF 14

239

| STATE PROJECT NUMBER | SHEET NO |
|---|---|
| 1053-09-71 | |

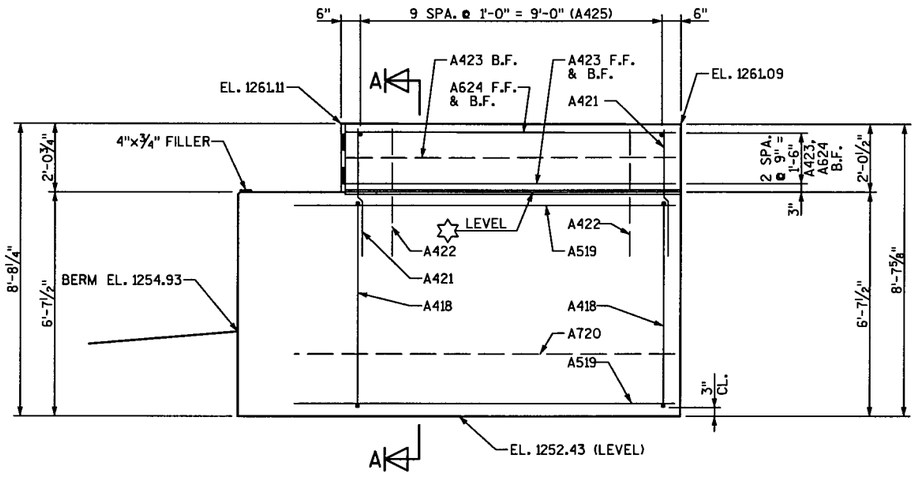



PLAN - WING 1

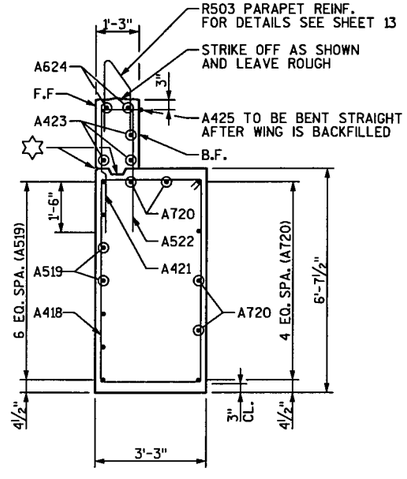
## LEGEND

✡ OPTIONAL KEYED CONSTRUCTION JOINT FORMED BY A SURFACED, BEVELED 2"×6" AND A ¾" V-GROOVE ON FRONT FACE OF WINGWALL. V-GROOVE SHALL BE OMITTED IF CONSTRUCTION JOINT IS NOT USED.

▲ ½" FILLER TO EXTEND AS SHOWN. SEAL ALL EXPOSED HORIZONTAL AND VERTICAL SURFACES OF FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE).




ELEVATION - WING 1




SECTION A-A

| No. | Date. | Revision | By |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

STRUCTURE B-37-48

| Const. Spec. WIS. 2003 | Drawn By BS | Plans Checked TR |
|---|---|---|

WING 1

SHEET 6 OF 14

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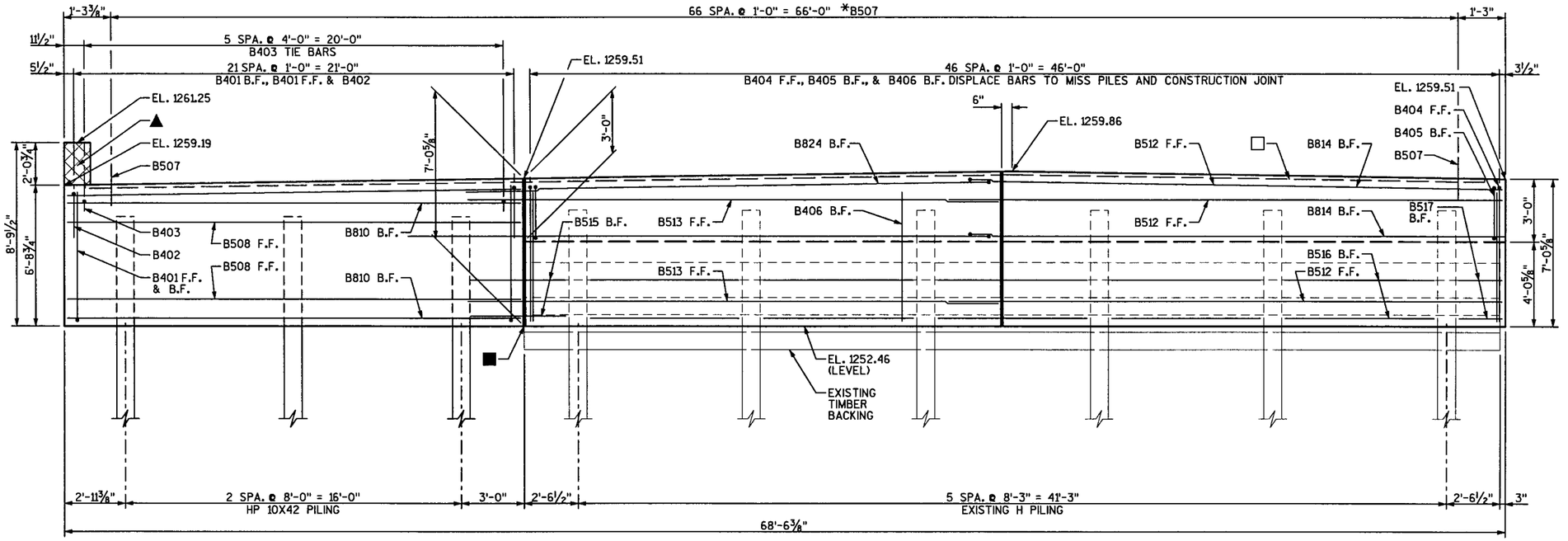
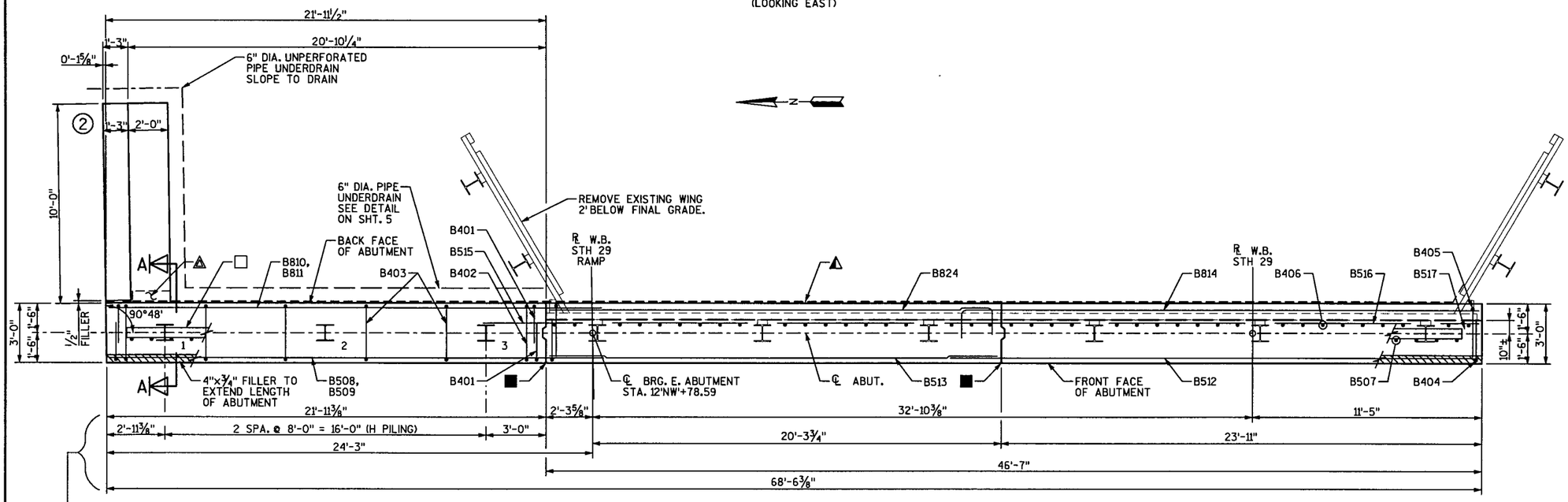
| STATE PROJECT NUMBER | SHEET NO |
|---|---|
| 1053-09-71 | |




## ELEVATION
(LOOKING EAST)

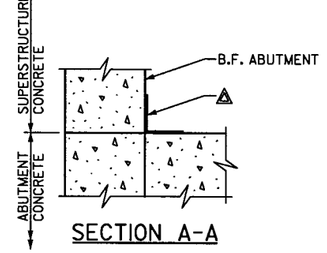



## PLAN

| MIN. BAR LAPS |
|---|
| #5 = 2'-5" |
| #8 = 5'-1" |

## LEGEND

- ▲ ½" FILLER TO EXTEND AS SHOWN. SEAL ALL EXPOSED HORIZONTAL AND VERTICAL SURFACES OF FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE).
- ◭ 18" RUBBERIZED MEMBRANE WATERPROOFING - TO EXTEND HORIZONTAL BETWEEN INSIDE FACE OF WINGS AND VERTICAL FROM TOP OF BODY TO TOP OF WINGS.
- ◬ PLACE BOTTOM HALF OF RUBBERIZED MEMBRANE WATERPROOFING HORIZONTAL IN THIS AREA. SEE SECTION A-A ON THIS SHEET.
- ■ VERTICAL CONSTRUCTION JOINT KEYWAY FORMED BY A SURFACED, BEVELED 2"x8". BEVEL EXPOSED EDGES ¾". 18" RUBBERIZED MEMBRANE WATERPROOFING TO EXTEND VERTICALLY ALONG B.F. 18" RUBBERIZED MEMBRANE WATERPROOFING ON BACK FACE.
- □ KEYED CONSTRUCTION JOINT FORMED BY A SURFACED, BEVELED 2"x6".
- (X) INDICATES WING NUMBER
- * B507 BARS MAY BE PLACED AFTER CONC. IS POURED BUT BEFORE INITIAL SET HAS TAKEN PLACE.




## SECTION A-A

| No. | Date. | Revision | By |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

# STRUCTURE B-37-48

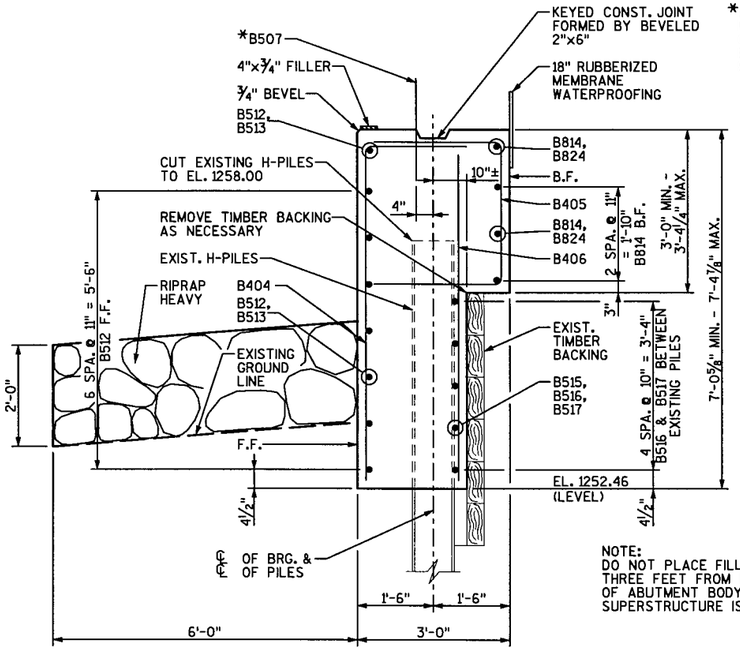
| Const. Spec. | Drawn By | Plans Checked |
|---|---|---|
| WIS. 2003 | BS | TR |

## EAST ABUTMENT

SHEET 7 OF 14

241

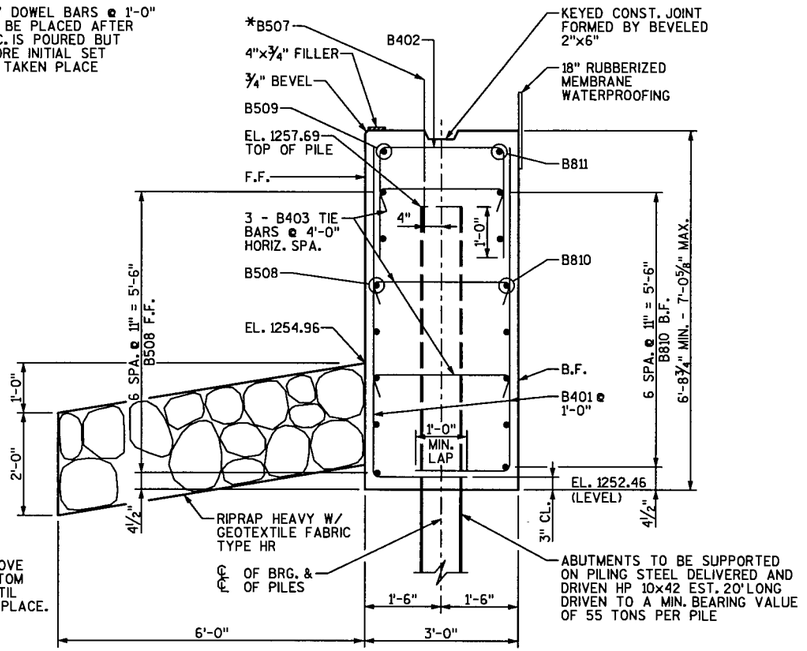
| STATE PROJECT NUMBER | SHEET NO |
|---|---|
| 1053-09-71 | |




SECTION THRU EXIST. ABUTMENT BODY

*B507 DOWEL BARS @ 1'-0" MAY BE PLACED AFTER CONC. IS POURED BUT BEFORE INITIAL SET HAS TAKEN PLACE

NOTE:
DO NOT PLACE FILL ABOVE THREE FEET FROM BOTTOM OF ABUTMENT BODY UNTIL SUPERSTRUCTURE IS IN PLACE.

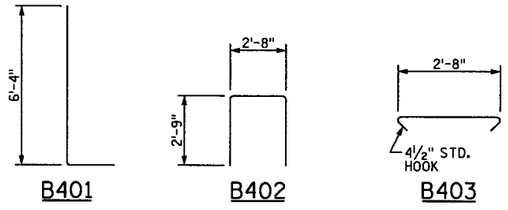


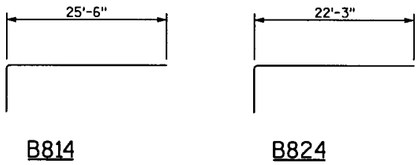

SECTION THRU ABUTMENT BODY

## BILL OF BARS

DIMENSIONS IN BENDING DETAILS ARE OUT TO OUT OF BAR

| MARK | NO. REQ'D. | LENGTH | BENT | LOCATION | |
|---|---|---|---|---|---|
| B401 | 44 | 8'-1" | X | ABUT. BODY - STIRRUPS | VERT. |
| B402 | 22 | 8'-0" | X | ABUT. BODY - STIRRUPS | VERT. |
| B403 | 18 | 3'-5" | X | ABUT. BODY - TIE BARS | HORIZ. |
| B404 | 47 | 8'-7" | X | ABUT. BODY - F.F. | VERT. |
| B405 | 47 | 7'-6" | X | ABUT. BODY - B.F. | VERT. |
| B406 | 47 | 5'-7" | | ABUT. BODY - B.F. | VERT. |
| B507 | 67 | 2'-0" | | ABUT. BODY - TOP - DOWEL | VERT. |
| B508 | 7 | 21'-7" | | ABUT. BODY - F.F. | HORIZ. |
| B509 | 1 | 21'-7" | | ABUT. BODY - TOP - F.F. | HORIZ. |
| B810 | 7 | 21'-7" | | ABUT. BODY - B.F. | HORIZ. |
| B811 | 1 | 21'-7" | | ABUT. BODY - TOP - B.F. | HORIZ. |
| B512 | 8 | 26'-4" | | ABUT. BODY - F.F. | HORIZ. |
| B513 | 8 | 22'-3" | | ABUT. BODY - TOP - F.F. | HORIZ. |
| B814 | 4 | 26'-8" | X | ABUT. BODY - B.F. | HORIZ. |
| B515 | 5 | 4'-5" | | ABUT. BODY - B.F. | HORIZ. |
| B516 | 25 | 7'-0" | | ABUT. BODY - B.F. - BETWEEN EXIST. PILES | HORIZ. |
| B517 | 5 | 2'-0" | | ABUT. BODY - B.F. | HORIZ. |
| B418 | 7 | 18'-10" | X | WING 2 - STIRRUPS | VERT. |
| B519 | 7 | 12'-6" | | WING 2 - F.F. | HORIZ. |
| B720 | 7 | 12'-6" | | WING 2 - B.F. | HORIZ. |
| B421 | 7 | 3'-9" | | WING 2 - F.F. | VERT. |
| B522 | 10 | 3'-9" | | WING 2 - B.F. | VERT. |
| B423 | 3 | 9'-8" | | WING 2 - F.F. & B.F. | HORIZ. |
| B824 | 4 | 23'-5" | X | ABUT. BODY - B.F. | HORIZ. |
| | | | | | |
| | | | | | |
| EPOXY COATED BARS | | | | | |
| B624 | 2 | 9'-8" | | WING 2 - TOP | HORIZ. |
| B425 | 10 | 2'-0" | X | WING 2 - DOWEL | HORIZ. |




| No. | Date. | Revision | By |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

STRUCTURE B-37-48

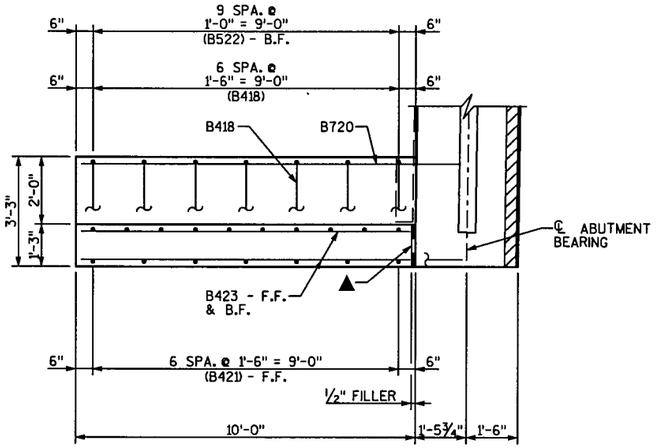
| Const. Spec. | WIS. 2003 | Drawn By | BS | Plans Checked | TR |
|---|---|---|---|---|---|

EAST ABUTMENT DETAILS

SHEET 8 OF 14

242

| STATE PROJECT NUMBER | SHEET NO |
|---|---|
| 1053-09-71 | |

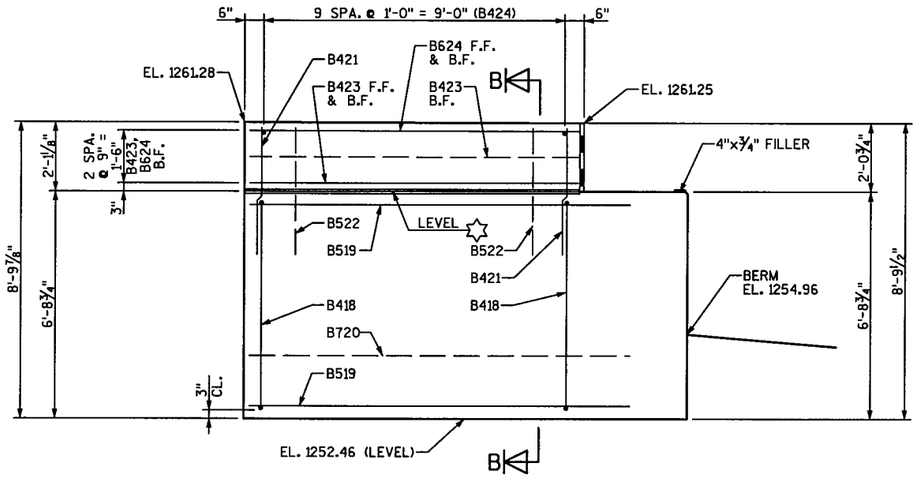



PLAN - WING 2

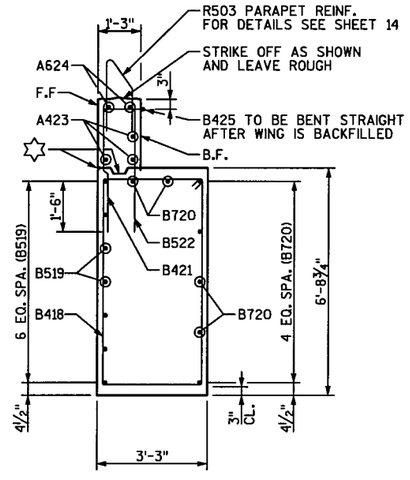
## LEGEND

☆ OPTIONAL KEYED CONSTRUCTION JOINT FORMED BY A SURFACED, BEVELED 2"x6" AND A ¾" V-GROOVE ON FRONT FACE OF WINGWALL. V-GROOVE SHALL BE OMITTED IF CONSTRUCTION JOINT IS NOT USED.

▲ ½" FILLER TO EXTEND AS SHOWN. SEAL ALL EXPOSED HORIZONTAL AND VERTICAL SURFACES OF FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE).




ELEVATION - WING 2




SECTION B-B

| No. | Date. | Revision | By |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

STRUCTURE B-37-48

| Const. Spec. WIS. 2003 | Drawn By BS | Plans Checked TR |
|---|---|---|

WING 2

SHEET 9 OF 14

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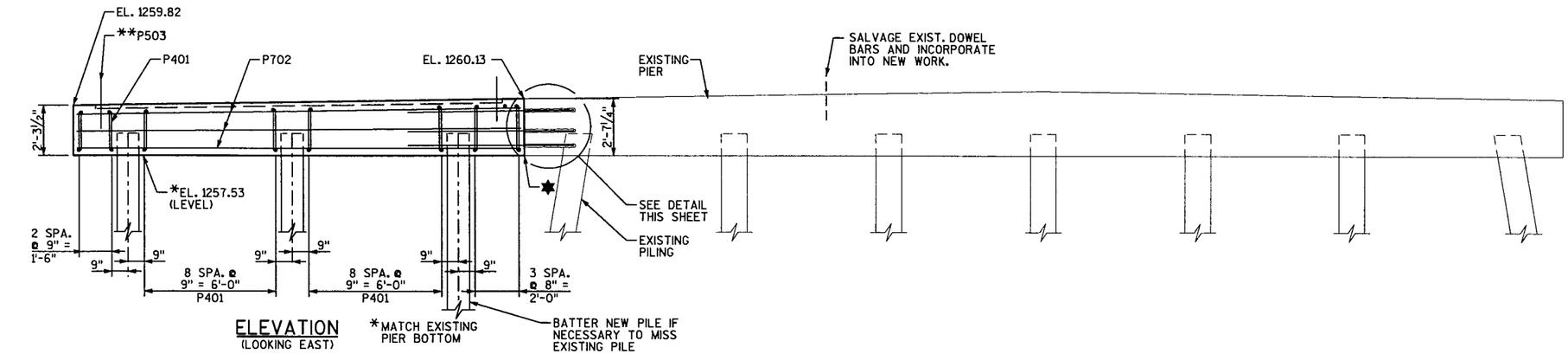
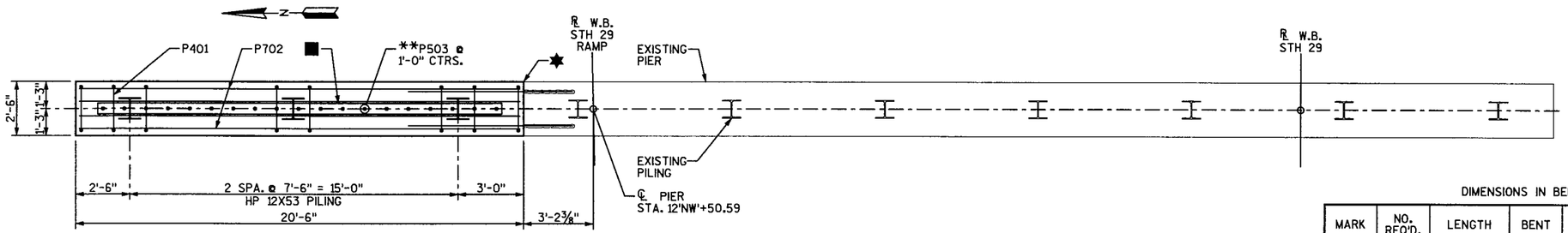
| STATE PROJECT NUMBER | SHEET NO |
|---|---|
| 1053-09-71 | |




ELEVATION
(LOOKING EAST)




PLAN
(LOOKING EAST)

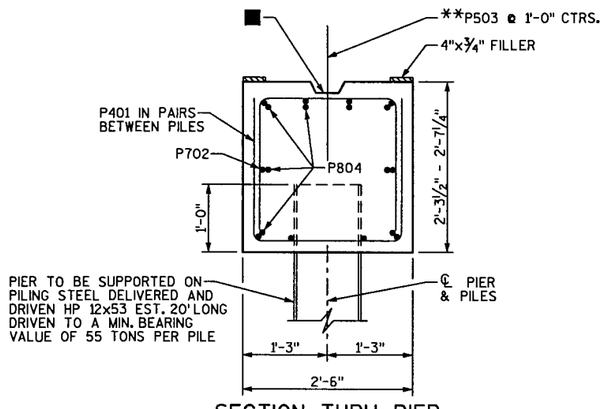
## LEGEND

- ■ KEYED CONSTRUCTION JOINT FORMED BY A SURFACED, BEVELED 2"x8".
- ✱ ROUGHEN SURFACE OF CONCRETE ¼" DEEP MINIMUM AT NEW TO EXISTING CONCRETE CONTACT.

## BILL OF BARS

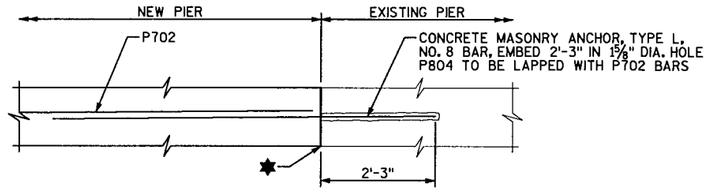
DIMENSIONS IN BENDING DETAILS ARE OUT TO OUT OF BAR

| MARK | NO. REQ'D. | LENGTH | BENT | LOCATION | |
|---|---|---|---|---|---|
| P401 | 50 | 6'-0" | X | PIER - STIRRUPS | VERT. |
| P702 | 10 | 20'-2" | | PIER - BODY | HORIZ. |
| P503 | 20 | 2'-0" | | PIER - TOP | VERT. |
| P804 | 8 | 7'-6" | | PIER - CONC. MASONRY ANCHOR, TYPE L | HORIZ. |
| | | | | | |
| | | | | | |
| | | | | | |

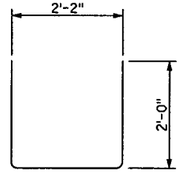



SECTION THRU PIER

** P503 BARS MAY BE PLACED AFTER CONC. IS POURED BUT BEFORE INITIAL SET HAS TAKEN PLACE




DETAIL AT INTERFACE OF EXISTING PIER AND NEW PIER WIDENING CONSTRUCTION




P401

| No. | Date. | Revision | By |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

STRUCTURE B-37-48

| Const. Spec. | WIS. 2003 | Drawn By | BS | Plans Checked | TR |
|---|---|---|---|---|---|

PIER

SHEET 10 OF 14

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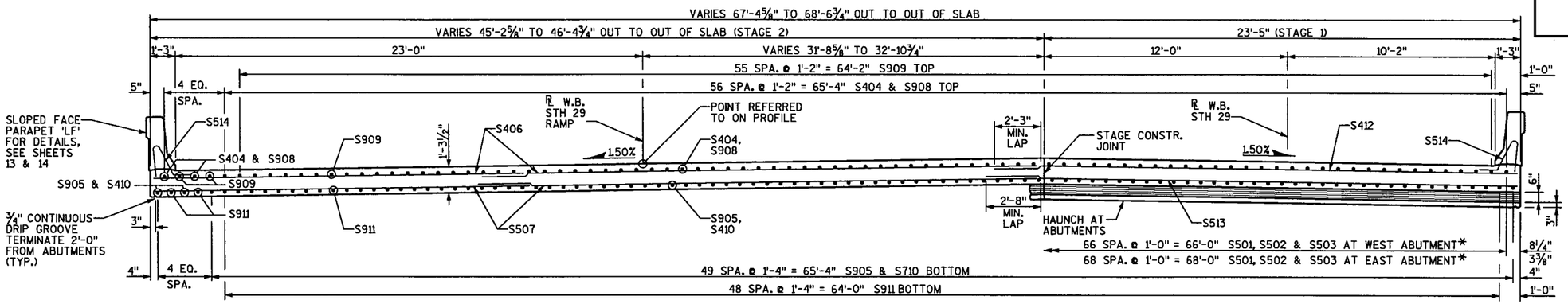
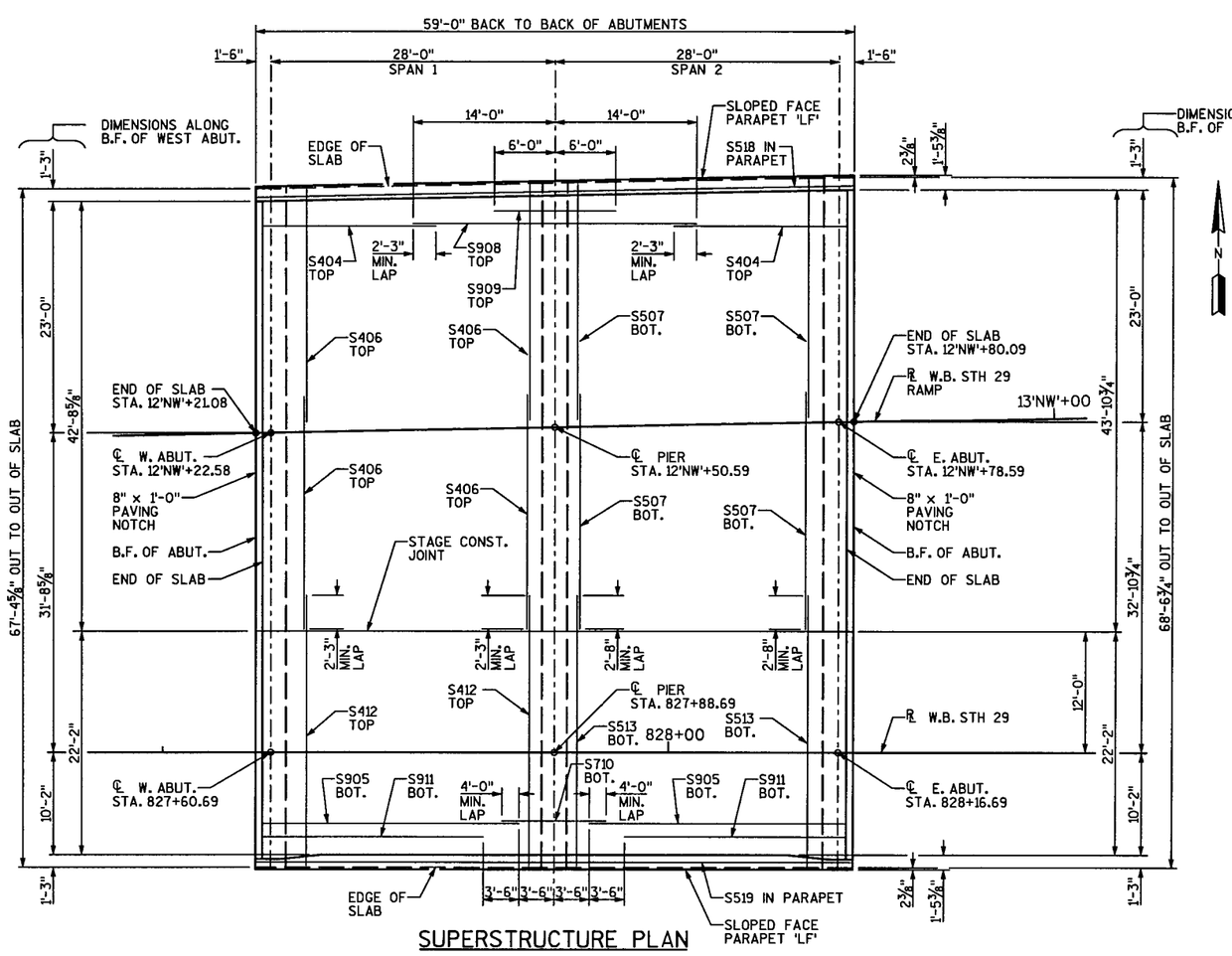
| STATE PROJECT NUMBER | SHEET NO |
|---|---|
| 1053-09-71 | |

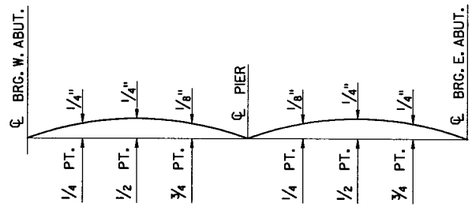



## TYPICAL STH 29 W.B. RAMP BRIDGE SECTION
(LOOKING EAST)

*BARS NOT SHOWN FOR CLARITY




## SUPERSTRUCTURE PLAN




## CAMBER DIAGRAM

## NOTES

TOP TRANSVERSE BARS IN SLAB SHALL BE SUPPORTED BY INDIVIDUAL BAR CHAIRS AT APPROXIMATELY 3'-0" CENTERS EACH WAY. BOTTOM LONGITUDINAL BARS SHALL BE SUPPORTED BY CONTINUOUS BAR CHAIRS AT APPROXIMATELY 4'-0" CENTERS.

ALL SLAB THICKNESS DIMENSIONS ARE MINIMUM. ANY TOLERANCES NECESSARY TO CORRECT CONSTRUCTION DISCREPANCIES ARE TO BE PLUS (+).

CAMBER SPANS AS SHOWN TO PROVIDE FOR DEAD LOAD DEFLECTION & FUTURE CREEP. CAMBER DOES NOT INCLUDE ALLOWANCE FOR FORM SETTLEMENT.

| No. | Date. | Revision | By |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

## STRUCTURE B-37-48

| Const. Spec. WIS. 2003 | Drawn By BS | Plans Checked TR |
|---|---|---|

SUPERSTRUCTURE

SHEET 11 OF 14

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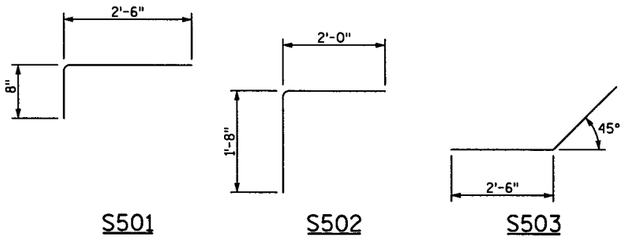
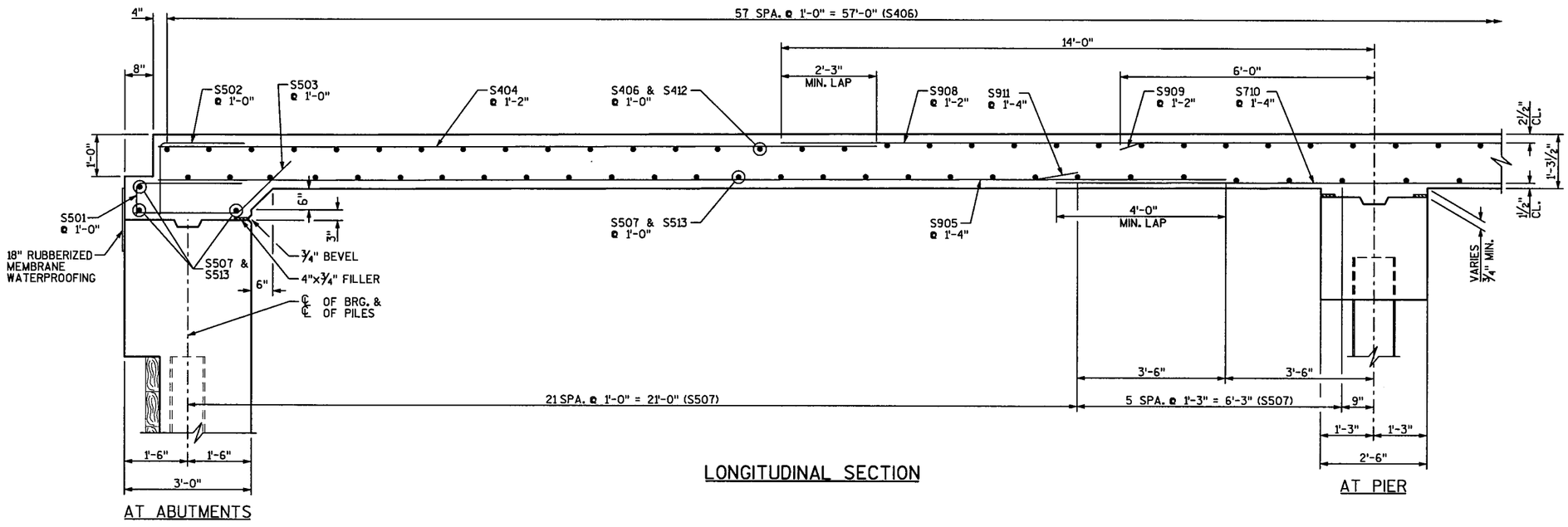
| STATE PROJECT NUMBER | SHEET NO |
|---|---|
| 1053-09-71 | |




## BILL OF BARS

DIMENSIONS IN BENDING DETAILS ARE OUT TO OUT OF BAR.
ALL REINFORCMENT BARS IN THIS BILL SHALL BE EPOXY COATED.

| MARK | NO. REQ'D. | LENGTH | BENT | LOCATION | |
|---|---|---|---|---|---|
| S501 | 136 | 3'-1" | X | HAUNCH @ ABUTMENTS - STIRRUPS | VERT. |
| S502 | 136 | 3'-7" | X | HAUNCH @ ABUTMENTS - STIRRUPS | VERT. |
| S503 | 136 | 4'-6" | X | HAUNCH @ ABUTMENTS - STIRRUPS | VERT. |
| S404 | 118 | 16'-11" | | SLAB - TOP | LONGIT. |
| S905 | 104 | 25'-2" | | SLAB - BOTTOM | LONGIT. |
| S406 | 116 | 23'-7" | | SLAB - TOP | TRANSV. |
| S507 | 120 | 23'-9" | | SLAB - BOTTOM | TRANSV. |
| S908 | 59 | 28'-0" | | SLAB - TOP | LONGIT. |
| S909 | 58 | 12'-0" | | SLAB - TOP | LONGIT. |
| S710 | 104 | 15'-0" | | SLAB - BOTTOM | LONGIT. |
| S911 | 102 | 21'-8" | | SLAB - BOTTOM | LONGIT. |
| S412 | 58 | 25'-8" | | SLAB - TOP | TRANSV. |
| S513 | 60 | 26'-1" | | SLAB - BOTTOM | TRANSV. |
| S514 | 159 | 4'-2" | X | SLAB - "LF" PARAPETS - N. & S. SIDE | VERT. |
| S515 | 187 | 4'-10" | X | SLAB - "LF" PARAPETS - N. & S. SIDE | VERT. |
| S516 | 28 | 4'-5" | X | SLAB - "LF" PARAPET - SOUTH SIDE | VERT. |
| S517 | 16 | 2'-4" | X | SLAB - "LF" PARAPET - SOUTH SIDE | HORIZ. |
| S518 | 10 | 30'-3" | | SLAB - "LF" PARAPET - NORTH SIDE | HORIZ. |
| S519 | 8 | 30'-3" | | SLAB - "LF" PARAPET - SOUTH SIDE | HORIZ. |
| S520 | 2 | 30'-3" | X | SLAB - "LF" PARAPET - SOUTH SIDE | HORIZ. |




| No. | Date. | Revision | By |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

STRUCTURE B-37-48

| Const. Spec. WIS. 2003 | Drawn By BS | Plans Checked TR |
|---|---|---|

SUPERSTRUCTURE SECTION & BILL OF BARS

SHEET 12 OF 14

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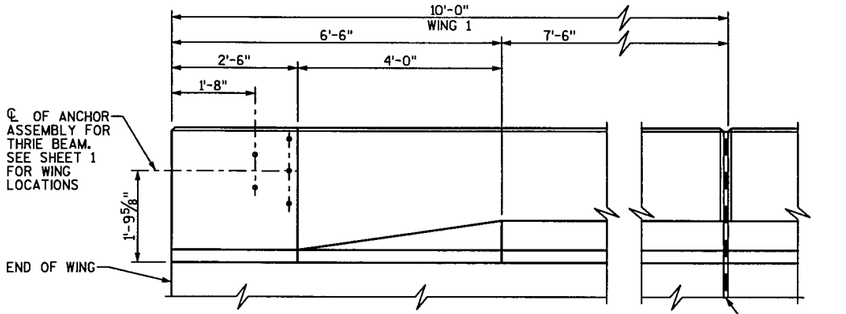
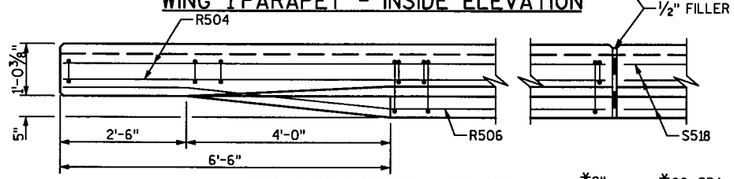
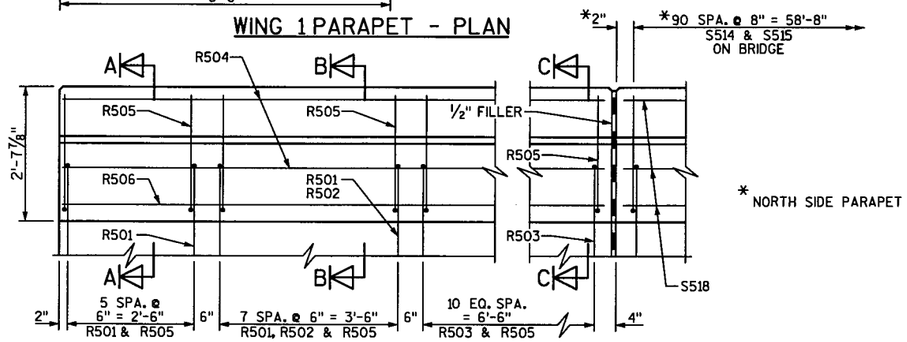
| STATE PROJECT NUMBER | SHEET NO |
|---|---|
| 1053-09-71 | |



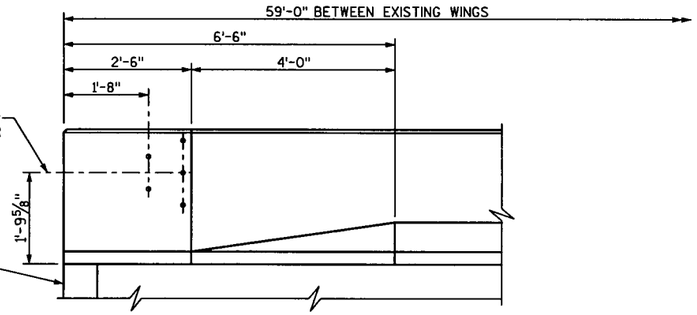

WING 1 PARAPET - INSIDE ELEVATION



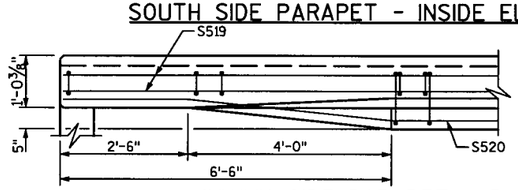

WING 1 PARAPET - PLAN



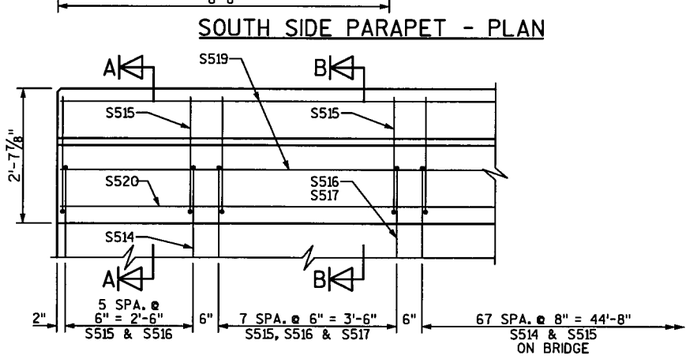

WING 1 PARAPET - OUTSIDE ELEVATION



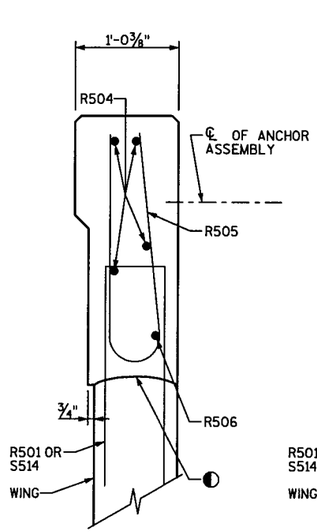

SOUTH SIDE PARAPET - INSIDE ELEVATION



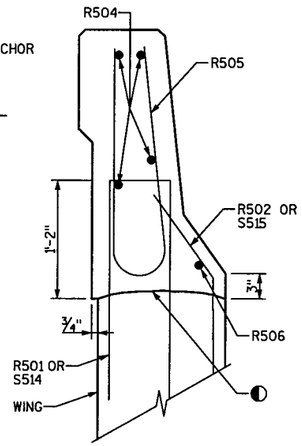

SOUTH SIDE PARAPET - PLAN



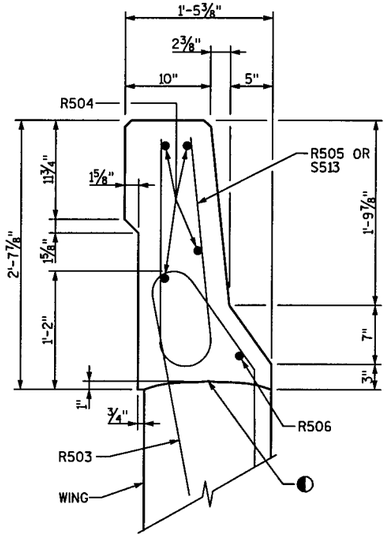

SOUTH SIDE PARAPET - OUTSIDE ELEVATION



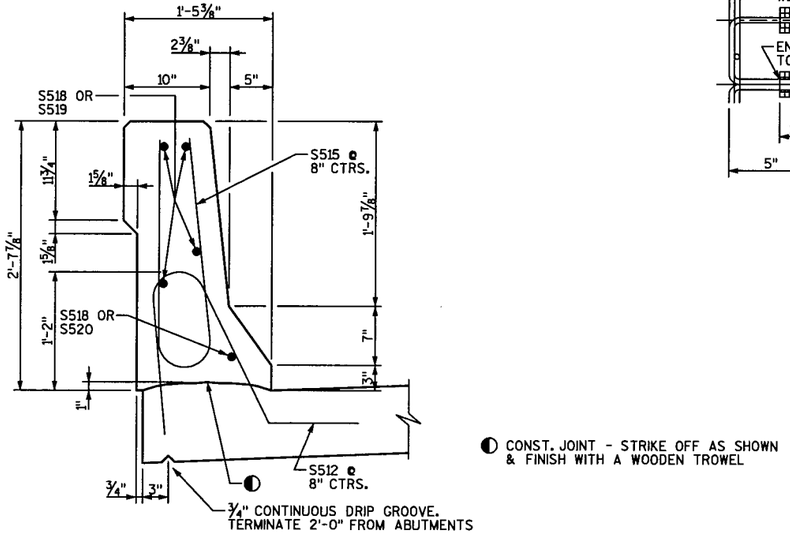

SECTION A-A




SECTION B-B

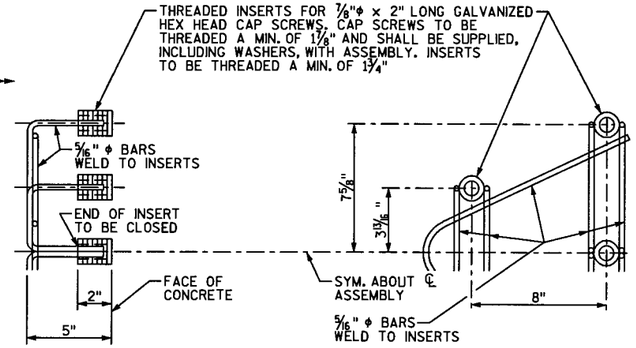



SECTION C-C




SECTION THRU PARAPET ON BRIDGE

◐ CONST. JOINT - STRIKE OFF AS SHOWN & FINISH WITH A WOODEN TROWEL




DETAIL OF ANCHOR ASSEMBLY

NOTE:

HEX HEAD CAP SCREWS & WASHERS TO BE GALVANIZED IN ACCORDANCE WITH AASHTO M232 CLASS C. SEE SHEET 1 FOR LOCATION.

| No. | Date. | Revision | By |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

STRUCTURE B-37-48

| Const. Spec. | Drawn By | Plans Checked |
|---|---|---|
| WIS. 2003 | BS | TR |

SLOPED FACE PARAPET "LF" - WING 1 AND SOUTH SIDE

SHEET 13 OF 14

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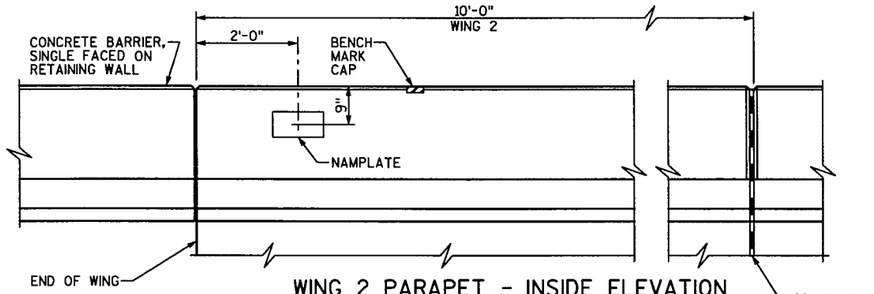
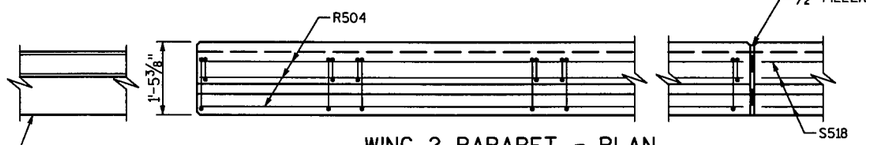
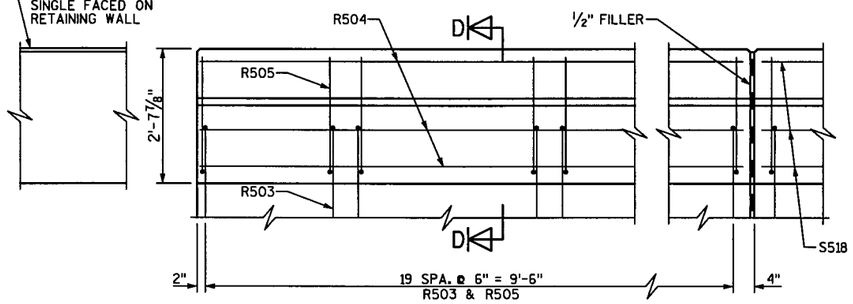
| STATE PROJECT NUMBER | SHEET NO |
|---|---|
| 1053-09-71 | |



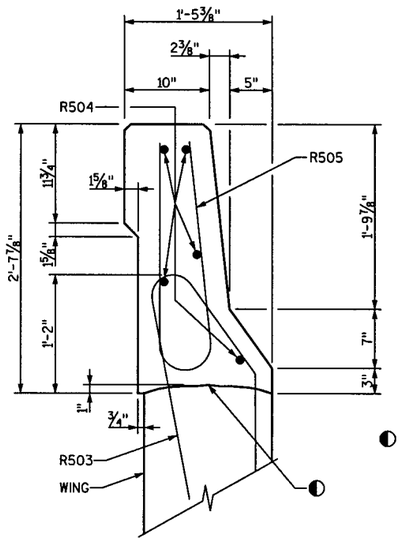

WING 2 PARAPET - INSIDE ELEVATION




WING 2 PARAPET - PLAN




WING 2 PARAPET - OUTSIDE ELEVATION



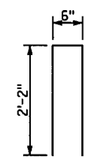

◐ CONST. JOINT - STRIKE OFF AS SHOWN & FINISH WITH A WOODEN TROWEL

SECTION D-D

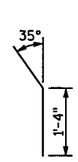
## BILL OF BARS

DIMENSIONS IN BENDING DETAILS ARE OUT TO OUT OF BAR.
ALL REINFORCMENT BARS IN THIS BILL SHALL BE EPOXY COATED.

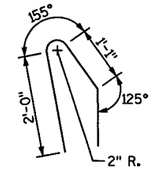
| MARK | NO. REQ'D. | LENGTH | BENT | LOCATION | |
|---|---|---|---|---|---|
| R501 | 14 | 4'-7" | X | PARAPET - WING 1 | VERT. |
| R502 | 8 | 2'-4" | X | PARAPET - WING 1 | VERT. |
| R503 | 31 | 4'-6" | X | PARAPET - WINGS 1& 2 | VERT. |
| R504 | 9 | 9'-7" | | PARAPET - WINGS 1& 2 | HORIZ. |
| R505 | 45 | 4'-10" | X | PARAPET - WINGS 1& 2 | VERT. |
| R506 | 1 | 9'-7" | X | PARAPET - WING 2 | HORIZ. |
| | | | | | |



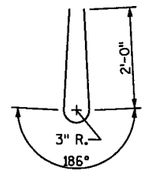

R501



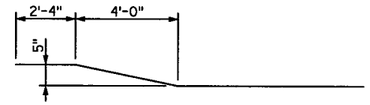

R502




R503




R505




R506

| No. | Date. | Revision | By |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

STRUCTURE B-37-48

| Const. Spec. WIS. 2003 | Drawn By BS | Plans Checked TR |
|---|---|---|

SLOPED FACE PARAPET "LF" - WING 2

SHEET 14 OF 14

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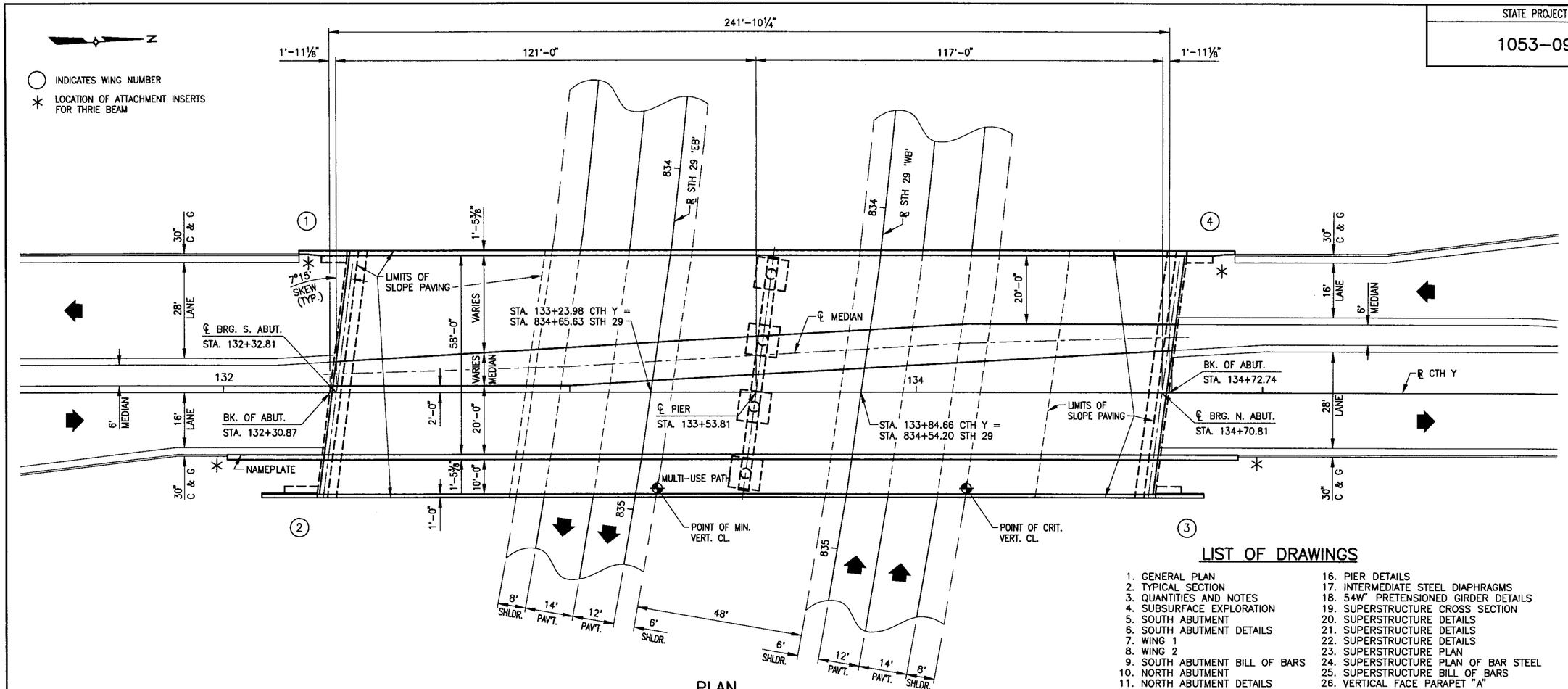
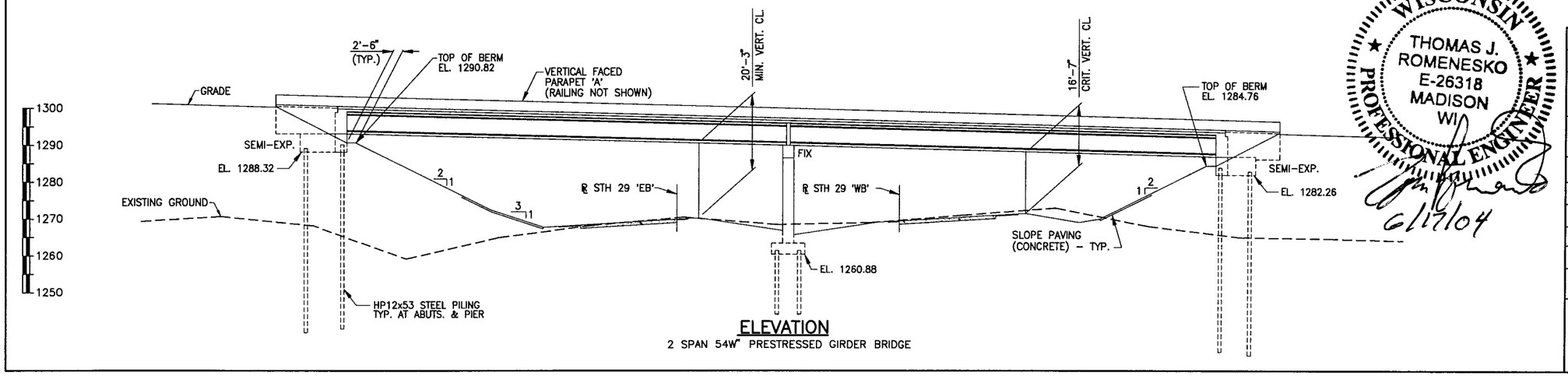
| STATE PROJECT NUMBER | SHEET NO. |
|---|---|
| 1053-09-71 | |




## PLAN
2 SPAN 54W" PRESTRESSED GIRDER BRIDGE




## ELEVATION
2 SPAN 54W" PRESTRESSED GIRDER BRIDGE

## LIST OF DRAWINGS


1. GENERAL PLAN
2. TYPICAL SECTION
3. QUANTITIES AND NOTES
4. SUBSURFACE EXPLORATION
5. SOUTH ABUTMENT
6. SOUTH ABUTMENT DETAILS
7. WING 1
8. WING 2
9. SOUTH ABUTMENT BILL OF BARS
10. NORTH ABUTMENT
11. NORTH ABUTMENT DETAILS
12. WING 3
13. WING 4
14. NORTH ABUTMENT BILL OF BARS
15. PIER
16. PIER DETAILS
17. INTERMEDIATE STEEL DIAPHRAGMS
18. 54W" PRETENSIONED GIRDER DETAILS
19. SUPERSTRUCTURE CROSS SECTION
20. SUPERSTRUCTURE DETAILS
21. SUPERSTRUCTURE DETAILS
22. SUPERSTRUCTURE DETAILS
23. SUPERSTRUCTURE PLAN
24. SUPERSTRUCTURE PLAN OF BAR STEEL
25. SUPERSTRUCTURE BILL OF BARS
26. VERTICAL FACE PARAPET "A"
27. SLOPED FACE PARAPET "LF"
28. SLOPED FACE PARAPET "HF"
29. TUBULAR RAILING SPECIAL



BRIDGE OFFICE CONTACT:
FINN HUBBARD, P.E.
(608) 266-8489

ROMENESKO ENGINEERING, LLC
213 JACKSON STREET
SAUK CITY, WI. 53583
(608) 644-1502


WISCONSIN
THOMAS J. ROMENESKO
E-26318
MADISON
WI
PROFESSIONAL ENGINEER
6/17/04

| No. | Date | Revision | By |
|---|---|---|---|
| | | | |

ROMENESKO ENGINEERING, LLC

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

# STRUCTURE B-37-377

## CTH Y OVER STH 29

| | | | |
|---|---|---|---|
| County MARATHON | | Town NORRIE | |
| Design Spec. A.A.S.H.T.O. 2002 | | Load HS20 | Const. Spec. WIS. 2003 |
| Designed By T.J.R. | Design Checked V.A.R. | Drawn By T.L. | Plans Checked T.J.R. |

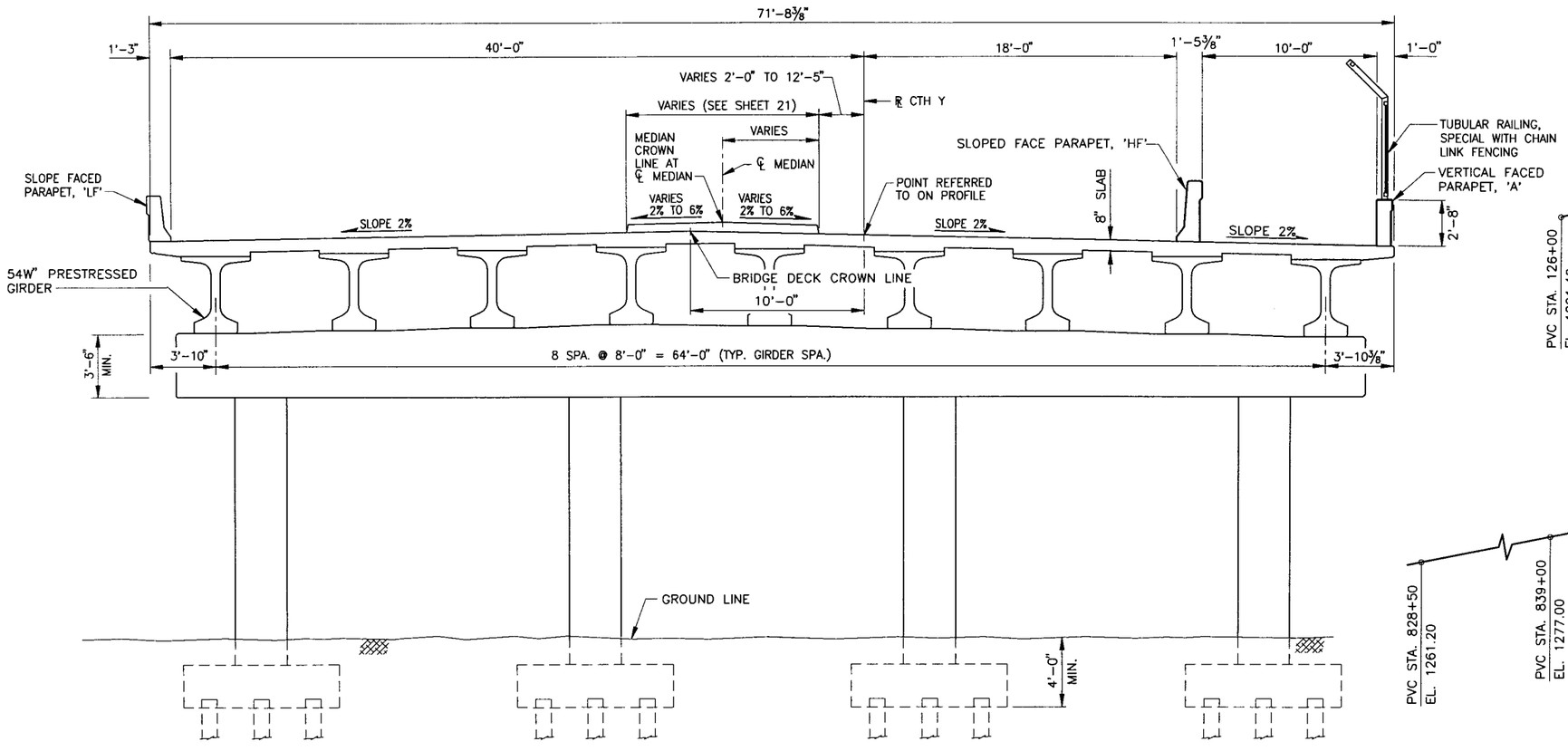
Approved Finn Hubbard SDR State Bridge Engineer — 8-25-04 Date

GENERAL PLAN

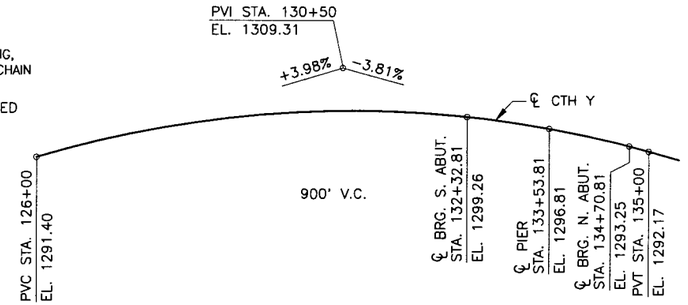
SHEET 1 OF 29

DATE: APRIL 2004

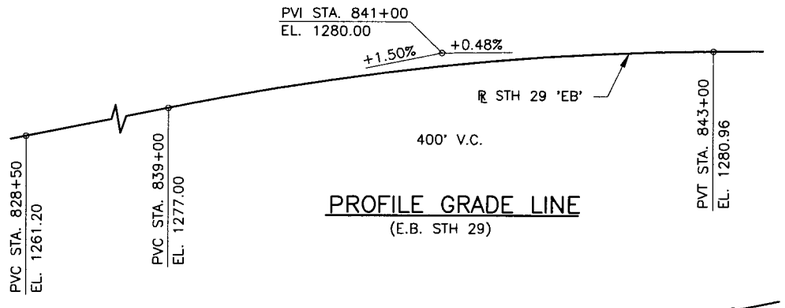
| STATE PROJECT NUMBER | SHEET NO |
|---|---|
| 1053-09-71 | |



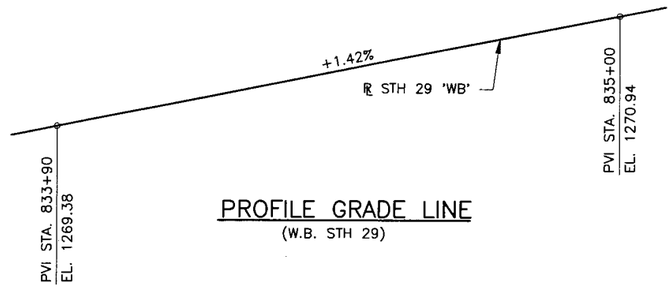

CTH Y TYPICAL BRIDGE SECTION




PROFILE GRADE LINE
(CTH Y)




PROFILE GRADE LINE
(E.B. STH 29)




PROFILE GRADE LINE
(W.B. STH 29)

## DESIGN DATA

STRUCTURE IS DESIGNED FOR A FUTURE WEARING SURFACE 20 PSF.

LIVE LOAD:
- DESIGN RATING — HS20
- INVENTORY RATING — HS21
- OPERATING RATING — HS39
- MAX. STD. PERMIT VEHICLE LOAD = 250 KIPS

ULTIMATE DESIGN STRESSES:
- CONCRETE MASONRY SLAB — f'c = 4,000 psi
- ALL OTHER — f'c = 3,500 psi

HIGH STRENGTH BAR STEEL REINFORCEMENT — fy = 60,000 psi

54W" PRETENSIONED GIRDERS
- CONCRETE MASONRY — 8,000 psi
- STRANDS – ½" OR 0.6" DIA. WITH AN ULTIMATE TENSILE STRENGTH OF 270,000 psi

TRAFFIC DATA:

| CTH Y | STH 29 |
|---|---|
| ADT = 3600 (2025) | ADT = 17,400 (2025) |
| DS = 45 | DS = 70 |

FOUNDATION DATA:

SOUTH ABUTMENT TO BE SUPPORTED ON HP12x53 STEEL PILING EST. 60' LG., DRIVEN TO A MIN. BRG. VALUE OF 65 TONS PER PILE (TYP.).

PIER TO BE SUPPORTED ON HP12x53 STEEL PILING EST. 40' LG., DRIVEN TO A MIN. BRG. VALUE OF 65 TONS PER PILE (TYP.).

NORTH ABUTMENT TO BE SUPPORTED ON HP12x53 STEEL PILING EST. 50' LG., DRIVEN TO A MIN. BRG. VALUE OF 65 TONS PER PILE (TYP.).

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STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
**DIVISION OF HIGHWAYS**

STRUCTURE B-37-377

| Const. Spec. WIS. 2003 | Drawn By TL | Plans Checked TR |
|---|---|---|

TYPICAL SECTION

SHEET 2 OF 29

250

| STATE PROJECT NUMBER | SHEET NO |
|---|---|
| 1053–09–71 | |

## TOTAL ESTIMATED QUANTITIES

| BID ITEM | UNIT | S ABUT | PIER | N ABUT | SUPER | TOTAL |
|---|---|---|---|---|---|---|
| EXCAVATION FOR STRUCTURES BRIDGE B–37–377 | L.S. | – | – | – | – | 1 |
| CONCRETE MASONRY BRIDGES | C.Y. | 62.9 | 99.5 | 61.0 | 726.6 | 950.0 |
| PROTECTIVE SURFACE TREATMENT | S.Y. | – | – | – | 2,291 | 2,291 |
| PRESTRESSED GIRDER TYPE I 54W–INCH | L.F. | – | – | – | 2,194 | 2,194 |
| STEEL DIAPHRAGMS B–37–377 | EACH | – | – | – | 32 | 32 |
| BAR STEEL REINFORCEMENT HS BRIDGES | LB. | 5,100 | 2,410 | 4,970 | – | 11,260 |
| BAR STEEL REINFORCEMENT HS COATED BRIDGES | LB. | 105 | 13,990 | 105 | 140,110 | 154,310 |
| BEARING PADS ELASTOMERIC NON–LAMINATED | EACH | 9 | 9 | 9 | – | 27 |
| PILING STEEL DELIVERED AND DRIVEN HP 12–INCH x 53 LB | L.F. | 840 | 1,280 | 700 | – | 2,820 |
| SLOPE PAVING CONCRETE | S.Y. | 467 | – | 278 | – | 745 |
| RUBBERIZED MEMBRANE WATERPROOFING | S.Y. | 14 | – | 14 | – | 28 |
| BACKFILL STRUCTURE | C.Y. | 252 | – | 252 | – | 504 |
| GEOTEXTILE FABRIC TYPE DF SCHEDULE A | S.Y. | 66 | – | 66 | – | 132 |
| ANCHOR ASSEMBLIES FOR STEEL PLATE BEAM GUARD | EACH | 2 | – | 2 | – | 4 |
| PIPE UNDERDRAIN 6–INCH | L.F. | 85 | – | 85 | – | 170 |
| PIPE UNDERDRAIN UNPERFORATED 6–INCH | L.F. | 75 | – | 75 | – | 150 |
| TUBULAR RAILING SPECIAL STRUCTURE B–37–377 | L.S. | – | – | – | – | 1 |
| QMP CONCRETE STRUCTURES 5–CYLINDER | C.Y. | 62.9 | 99.5 | 61.0 | 726.6 | 950.0 |
| INCENTIVE STRENGTH CONCRETE STRUCTURES | DOL. | 629 | 995 | 610 | 7,266 | 9,500 |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| NON–BID ITEMS | | | | | | |
| FILLER | SIZE | – | – | – | – | ½" & ¾" |

## GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

BAR STEEL REINFORCEMENT SHALL BE IMBEDDED 2" CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

JOINT FILLER SHALL CONFORM TO THE REQUIREMENTS OF A.A.S.H.T.O. DESIGNATION: M153, TYPE I, II, OR III OR A.A.S.H.T.O. DESIGNATION: M213.

THE SLOPE OF THE FILL IN FRONT OF THE ABUTMENTS SHALL BE COVERED WITH SLOPE PAVING TO THE EXTENT SHOWN IN THE ABUTMENT DETAILS AND ON THE GENERAL PLAN SHEET.

PROTECTIVE SURFACE TREATMENT IS TO BE APPLIED TO THE TOP OF DECK (INCLUDING MULTI–USE PATH), THE ENTIRE EXPOSED SURFACE OF TYPE 'HF' PARAPET, AND INSIDE FACE AND TOP OF TYPE 'A' AND 'LF' PARAPETS.

ELASTOMERIC BEARING PADS NEED NOT BE INDIVIDUALLY MOLDED PROVIDED THE CUT EDGES ARE SMOOTH AND TRUE.

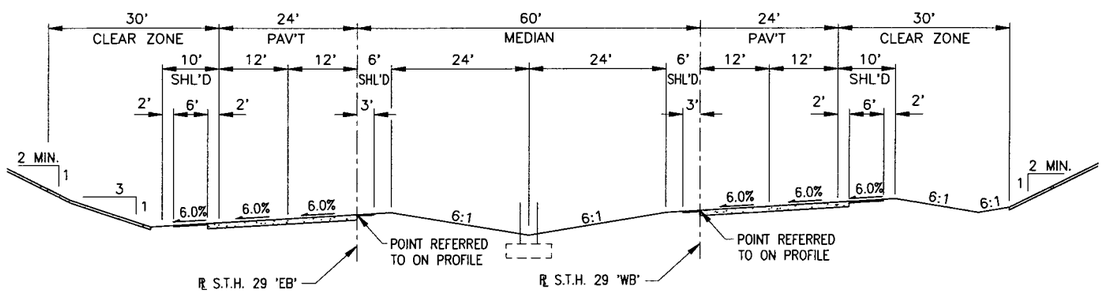
THE FINISHED GRADED SECTION SHALL BE THE UPPER LIMITS OF EXCAVATION FOR STRUCTURES.

ALL SPACES AT THE BACKFACE OF THE ABUTMENTS SHALL BE BACKFILLED WITH STRUCTURAL BACKFILL TO THE ELEVATION OF THE TOP OF THE PROPOSED SUBGRADE ELEVATION WITHIN THE LENGTH OF THE ABUTMENT. SEE ABUTMENT SHEETS FOR DETAIL.

FILL/EXCAVATION TO BOTTOM OF ABUTMENT ELEVATION BEFORE DRIVING PILING.

THE MINIMUM CONCRETE HAUNCH SHALL BE 2" FOR DESIGN CALCULATIONS AND THE HAUNCH CONCRETE QUANTITY IS BASED ON AN AVERAGE HAUNCH DEPTH OF 2½" WHICH IS THE MAXIMUM HAUNCH QUANTITY FOR WHICH THE CONTRACTOR WILL BE PAID.

THE DEPARTMENT OF TRANSPORTATION WILL FURNISH THE CONTRACTOR WITH A MONUMENT TO BE INSTALLED BY THE CONTRACTOR AS DIRECTED BY THE ENGINEER.




TYPICAL SECTION THRU S.T.H. 29

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|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
**DIVISION OF HIGHWAYS**

STRUCTURE B–37–377

| Const. Spec: WIS. 2004 | Drawn By TL | Plans Checked TR |
|---|---|---|

QUANTITIES AND NOTES

SHEET 3 OF 29

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| STATE PROJECT NUMBER | SHEET NO. |
|---|---|
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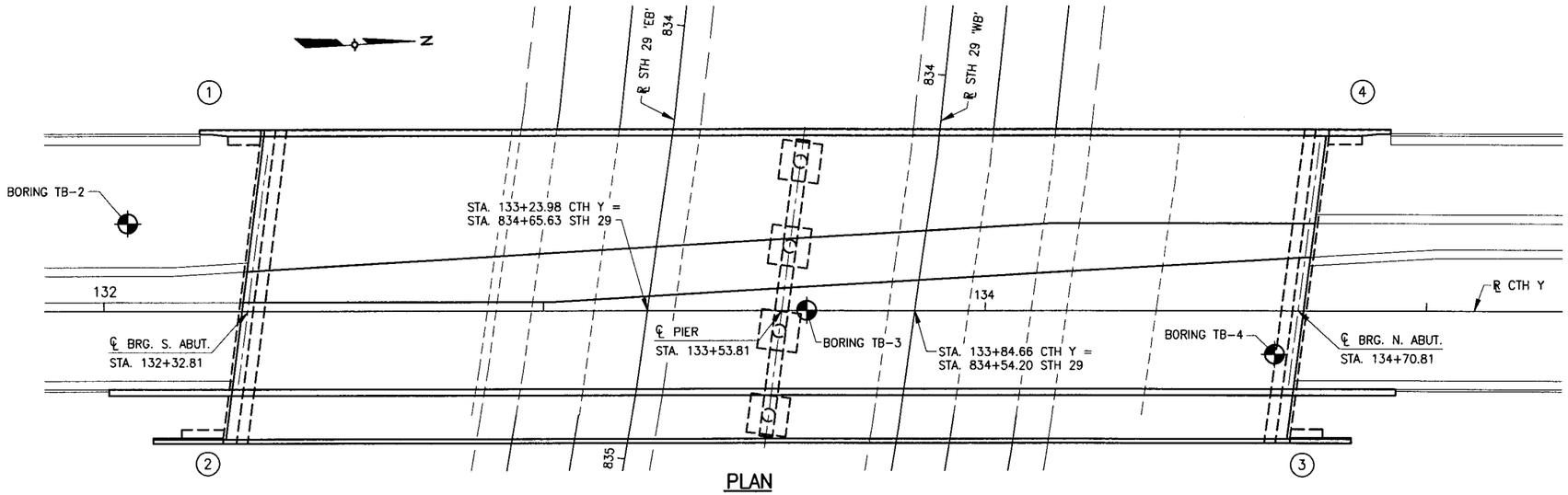
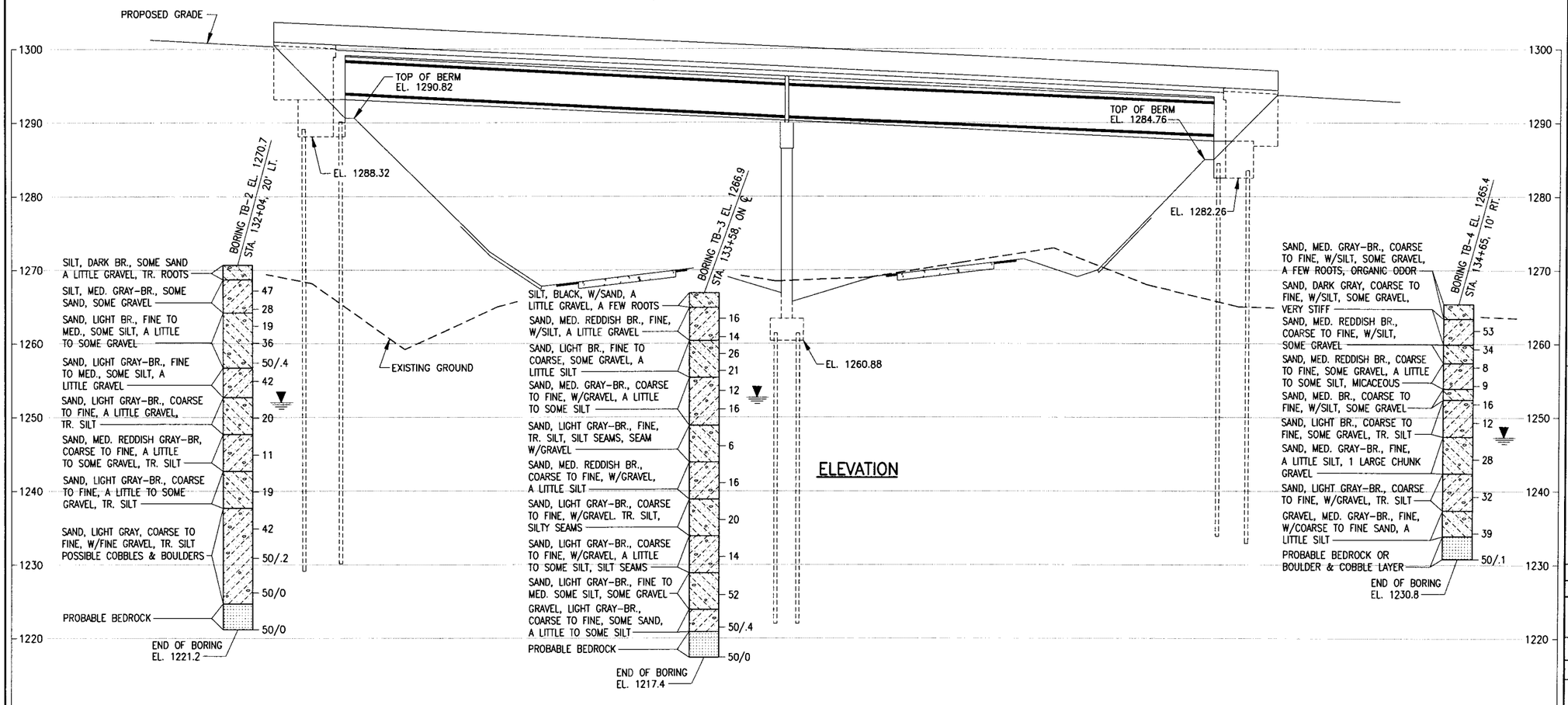



PLAN

BORINGS BY:
MAXIM TECHNOLOGIES, INC.
WAUSAU, WISCONSIN
FEBRUARY 25, 2002




ELEVATION

## ABBREVIATIONS

F— Fine M— Medium C— Coarse
Ws— Weathered Sa— Sound

## MATERIAL SYMBOLS

Topsoil, Silt, Sandstone, Sand, Peat, Limestone, Gravel, Clay, Igneous Rock

## LEGEND OF PROBING

95/6 = 95 Blows for 6" Penetration
Probing taken with a 350 Lb. Wt. Falling 18" on a 2" O.D. Point

Probing No.
Sta.
Elevation
7 Average Blows Per Foot
Refusal 95/6

## LEGEND OF BORING

Elev.
Unconfined Strength — 7.7 — 7
Blows Per Foot Using 140 Lb. Wt. Falling 30"
Wash Sample
Shelby Tube — S.T.
Ground Water Elevation
No Ground Water Observed Above This Elevation

Boring No., Elev. Sta. & Offset
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 lb. 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 subsurface 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-37-377

| Const. Spec. | WIS. 2003 | Drawn By | T.L. | Plans Checked | T.R. |
|---|---|---|---|---|---|

SUBSURFACE EXPLORATION

SHEET 4 OF 29

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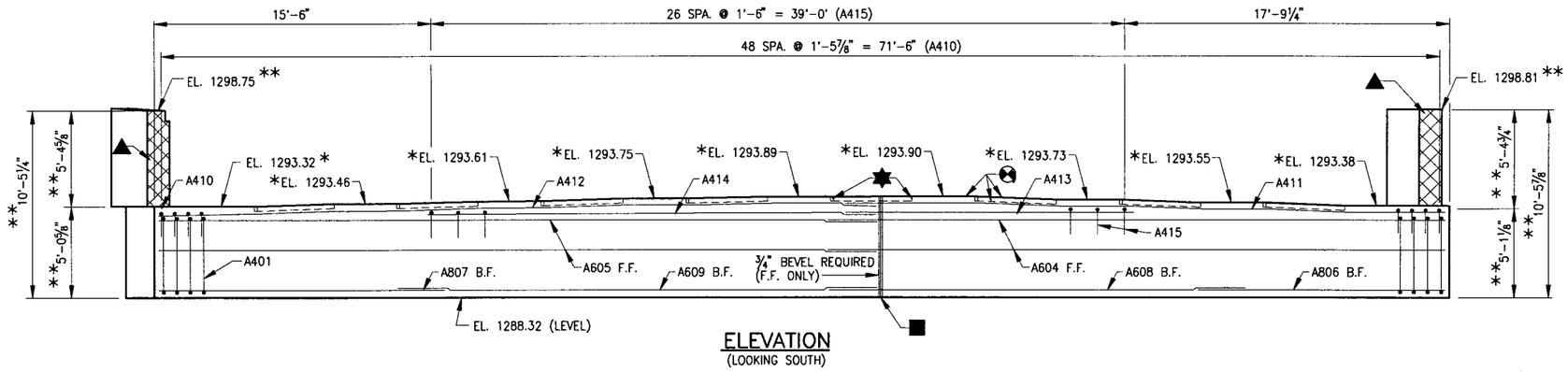
|---|---|
| 1053-09-71 | |




ELEVATION
(LOOKING SOUTH)

## LEGEND

* DIMENSIONS AND ELEVATIONS ARE GIVEN AT THE TOP OF CONCRETE AT THE ℄ OF BEARING.

** DIMENSIONS ARE GIVEN AT THE B.F. OF ABUTMENT. FOR WING DETAILS AND ELEVATIONS, SEE SHEETS 7 & 8.

▲ ½" FILLER TO EXTEND AS SHOWN. SEAL ALL EXPOSED HORIZONTAL AND VERTICAL SURFACES OF FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER, (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE.)

◭ 18" RUBBERIZED MEMBRANE WATERPROOFING – TO EXTEND HORIZONTAL BETWEEN INSIDE FACE OF WINGS AND VERTICAL FROM TOP OF BODY TO TOP OF WINGS.

✸ ¾" CORK FILLER ON VERTICAL FACES ONLY.

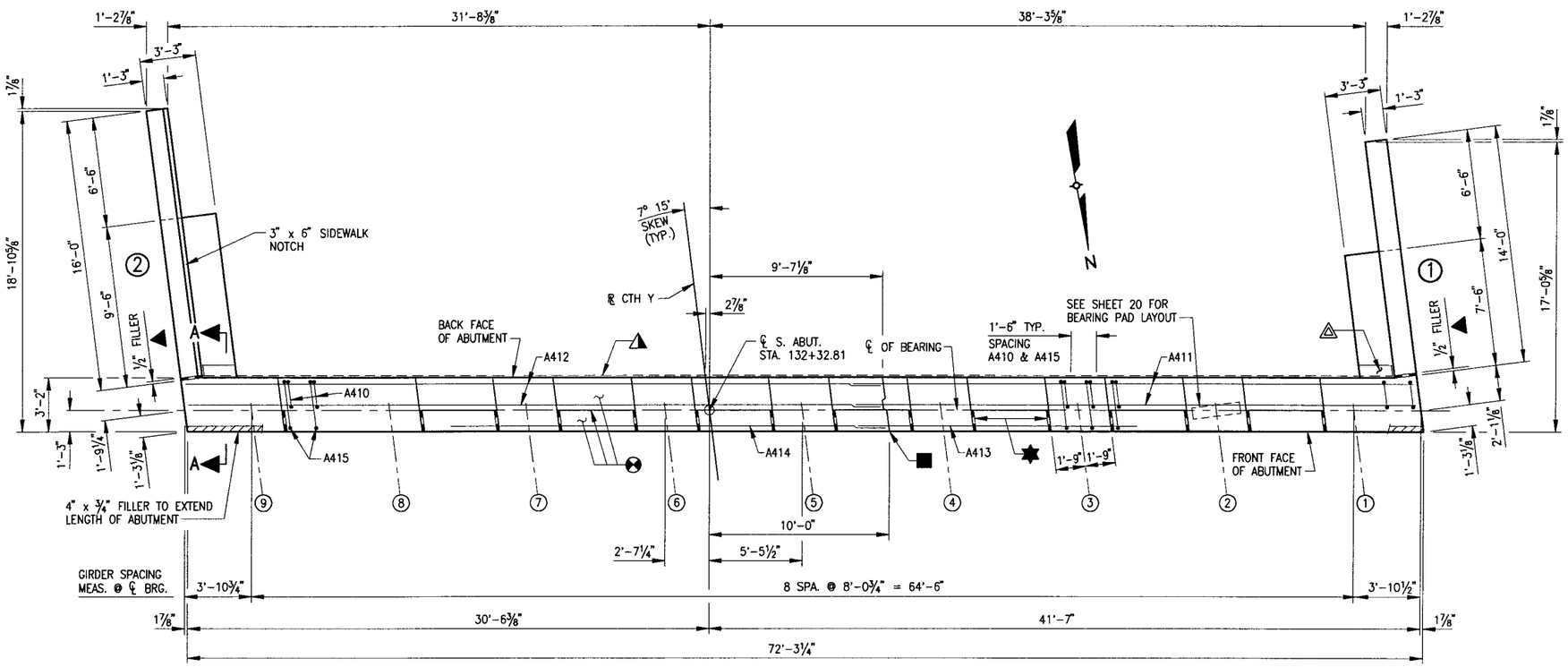
⊗ STEEL TROWEL TOP SURFACE OF ABUTMENT. PLACE MULTIPLE LAYERS OF POLYETHYLENE SHEETS OVER ENTIRE ABUTMENT TOP BEFORE PLACING BEARING PADS AND/OR SUPERSTRUCTURE. TOTAL THICKNESS OF SHEETS SHALL BE AT LEAST 0.03".

◬ PLACE BOTTOM HALF OF RUBBERIZED MEMBRANE WATERPROOFING HORIZONTAL IN THIS AREA. SEE SECTION A-A ON THIS SHEET.

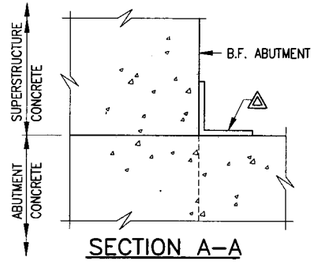
■ VERTICAL CONSTRUCTION JOINT KEYWAY FORMED BY A SURFACED, BEVELED 2" x 8". BEVEL EXPOSED EDGES ¾".

Ⓧ INDICATES WING NUMBER

| MINIMUM BAR LAPS |
|---|
| #4 = 1'-11" |
| #6 = 2'-11" |




PLAN




SECTION A-A

## PILE NOTE

SOUTH ABUTMENT TO BE SUPPORTED ON HP 12x53 STEEL PILING DRIVEN TO A MINIMUM BEARING VALUE OF 65 TONS PER PILE. ESTIMATED 60' LONG. FOR PILE SPLICE DETAILS AND PILE LAYOUT, SEE SHEET 6.

| No. | Date. | Revision | By |
|---|---|---|---|

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
**DIVISION OF HIGHWAYS**

STRUCTURE B-37-377

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|---|---|---|---|---|---|

SOUTH ABUTMENT

SHEET 5 OF 29

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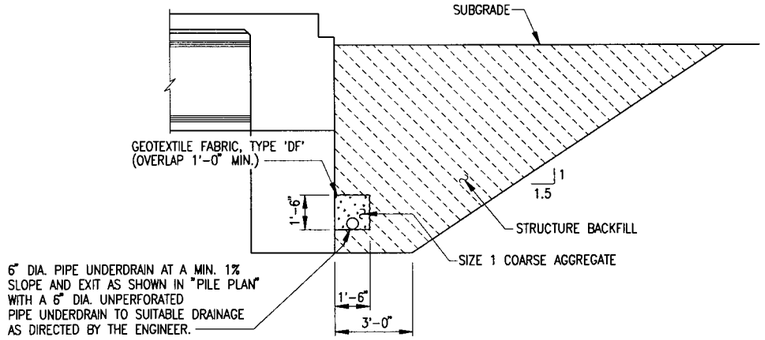
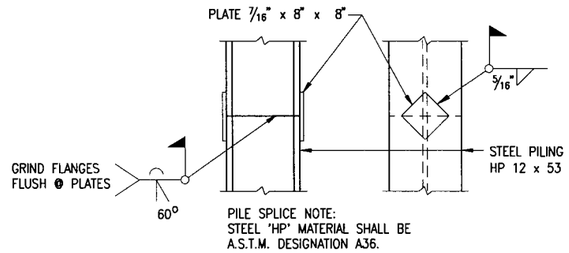
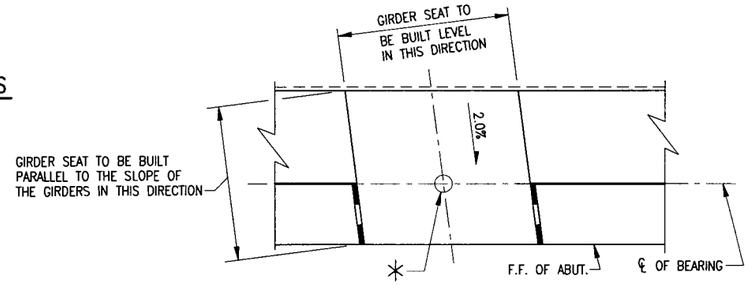
| STATE PROJECT NUMBER | SHEET NO |
|---|---|
| 1053-09-71 | |



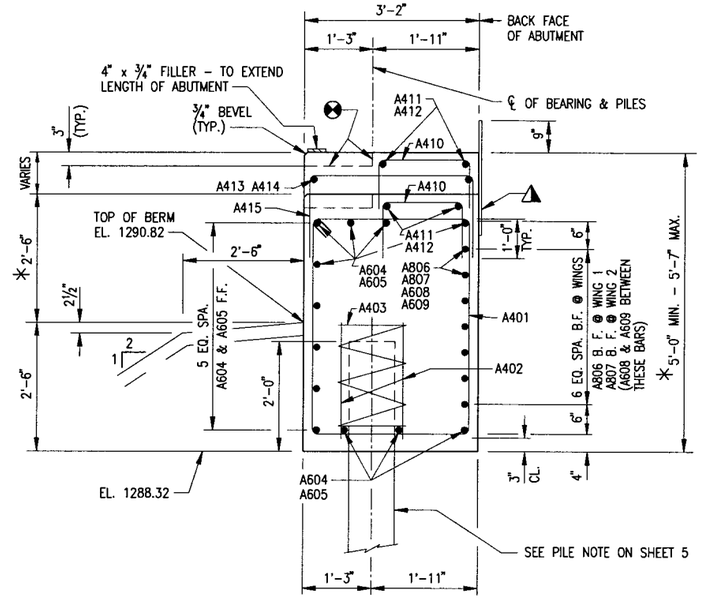

PIPE UNDERDRAIN AND BACKFILL DETAILS



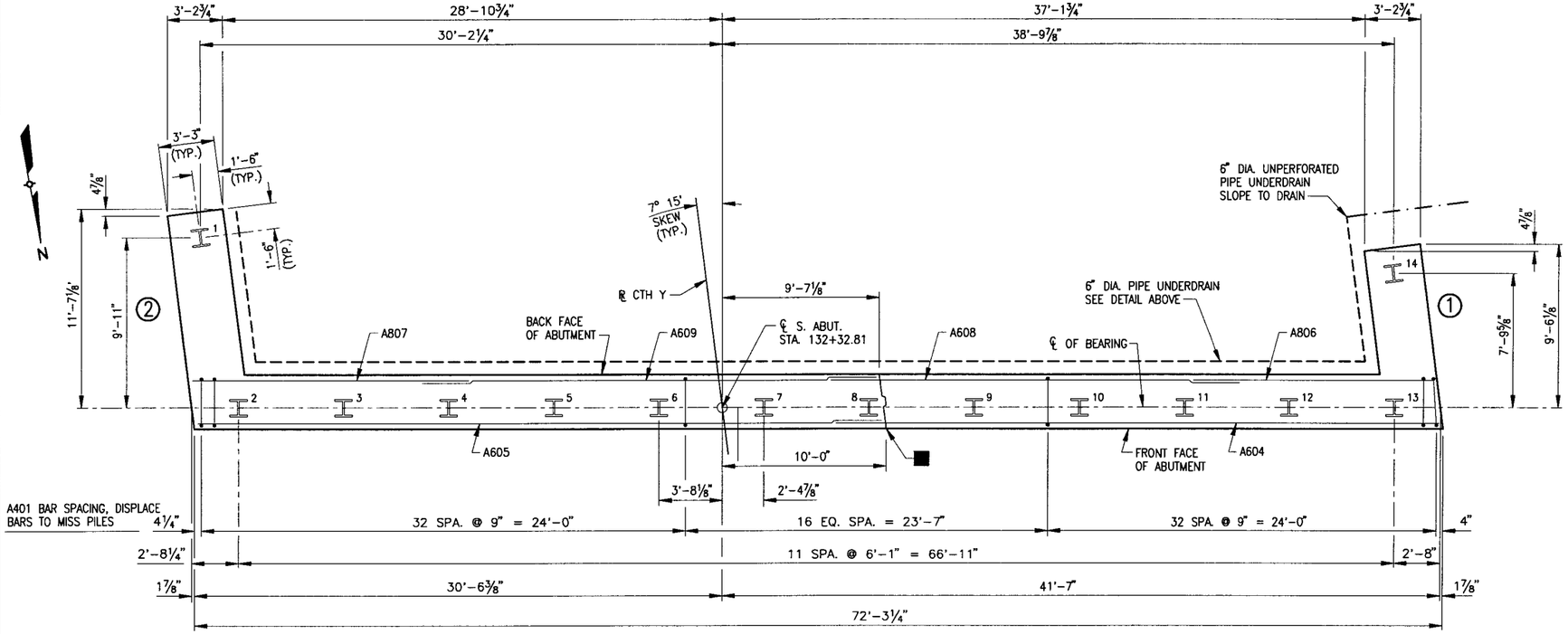

PILE SPLICE DETAIL




PLAN – GIRDER SEAT DETAIL




SECTION THRU ABUTMENT BODY




PLAN

LEGEND

∗ Ⓧ ◭ ✪ ■ FOR SYMBOL DESCRIPTIONS, SEE SHEET 5.

MINIMUM BAR LAPS

#6 = 2'-11"

| No. | Date. | Revision | By |
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| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
**DIVISION OF HIGHWAYS**

STRUCTURE B-37-377

| Const. Spec. | WIS. 2003 | Drawn By | TL | Plans Checked | TR |
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SOUTH ABUTMENT DETAILS

SHEET 6 OF 29

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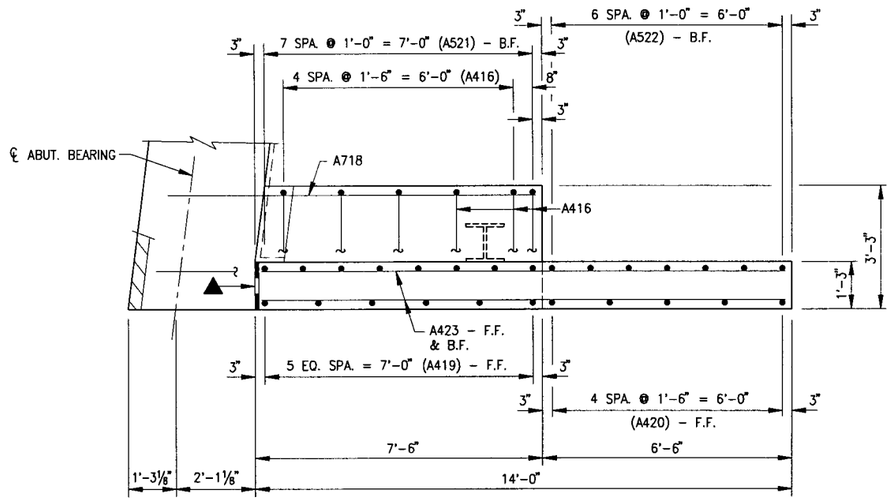
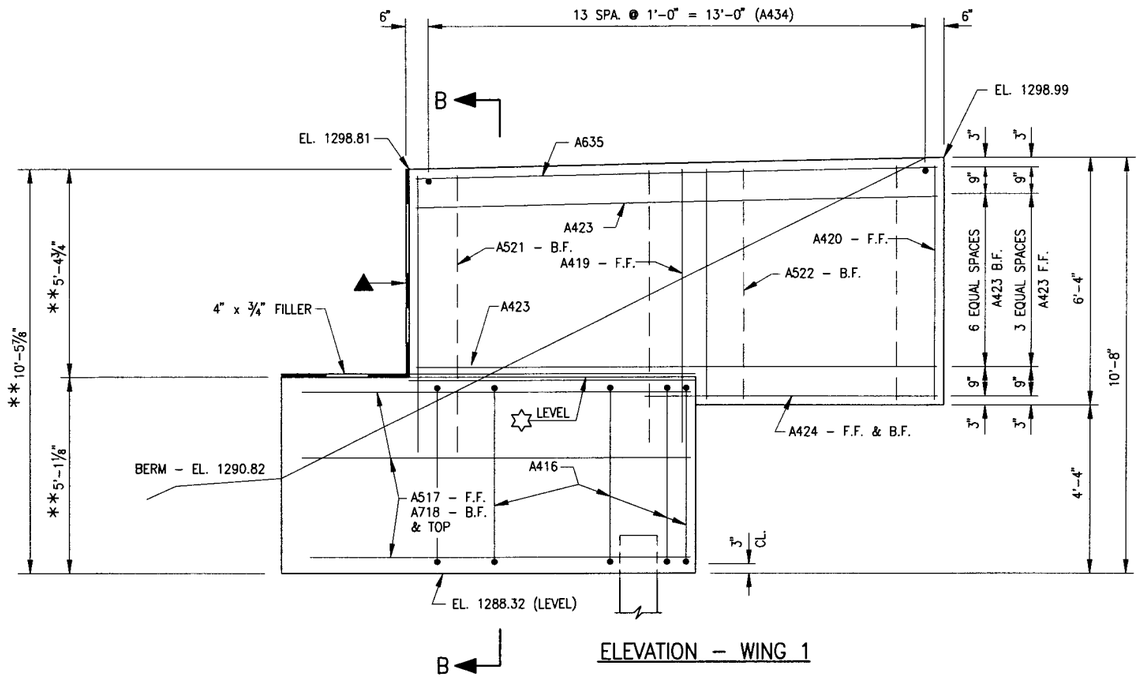



PLAN - WING 1



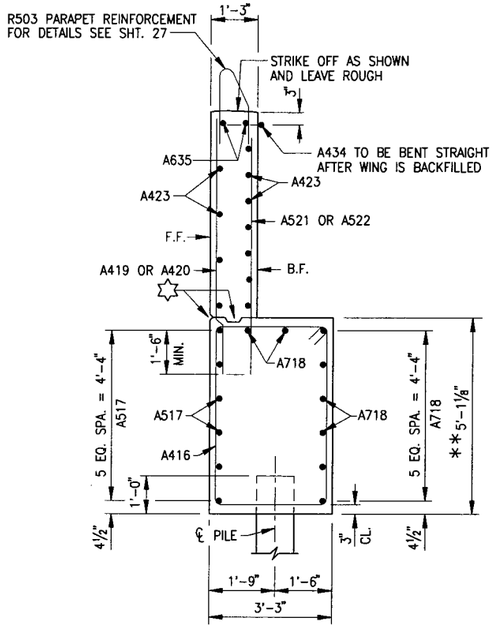

ELEVATION - WING 1

## LEGEND

☆ OPTIONAL KEYED CONSTRUCTION JOINT FORMED BY A SURFACED, BEVELED 2" x 6" AND A ¾" V-GROOVE ON FRONT FACE OF WINGWALL. V-GROOVE SHALL BE OMITTED IF CONSTRUCTION JOINT IS NOT USED.

** DIMENSIONS ARE GIVEN AT THE B.F. OF ABUTMENT.

▲ ½" FILLER TO EXTEND AS SHOWN. SEAL ALL EXPOSED HORIZONTAL AND VERTICAL SURFACES OF FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER, (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE.)




SECTION B-B

| No. | Date. | Revision | By |
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STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
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|---|---|---|---|---|---|

WING 1

SHEET 7 OF 29

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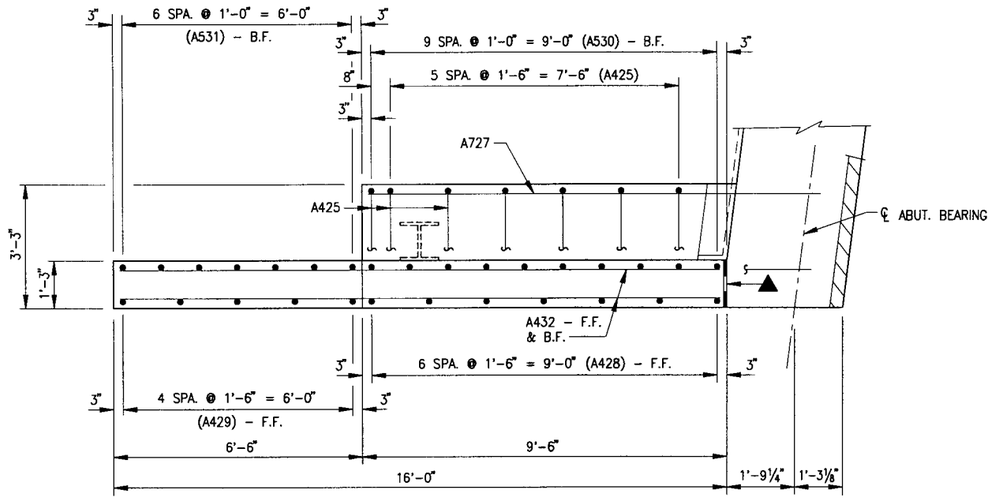
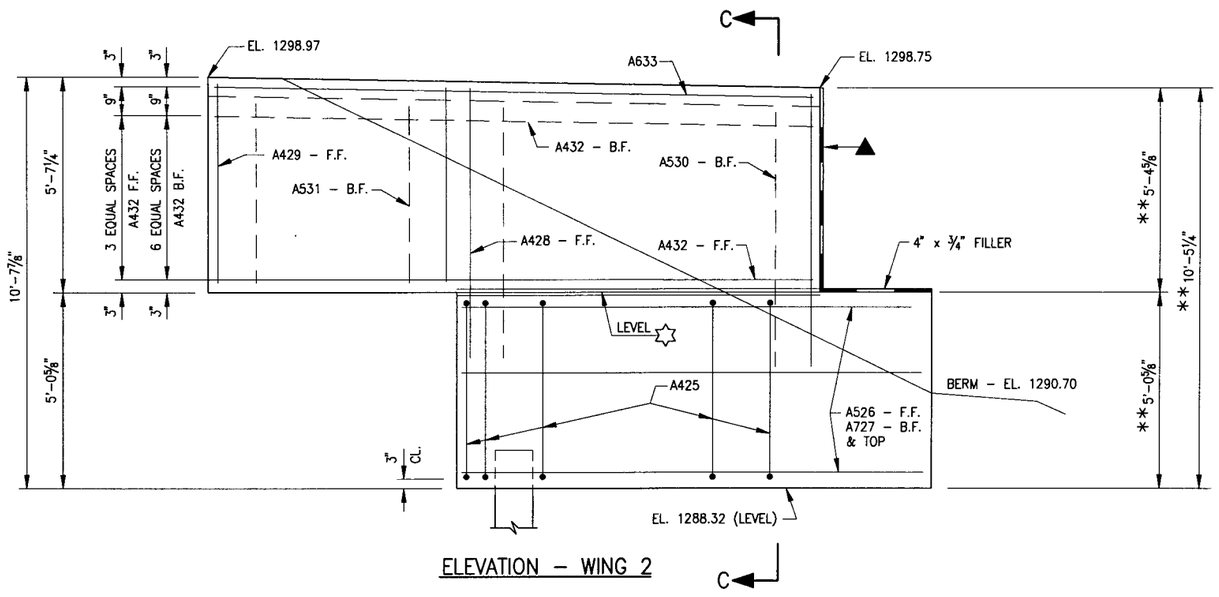



PLAN – WING 2



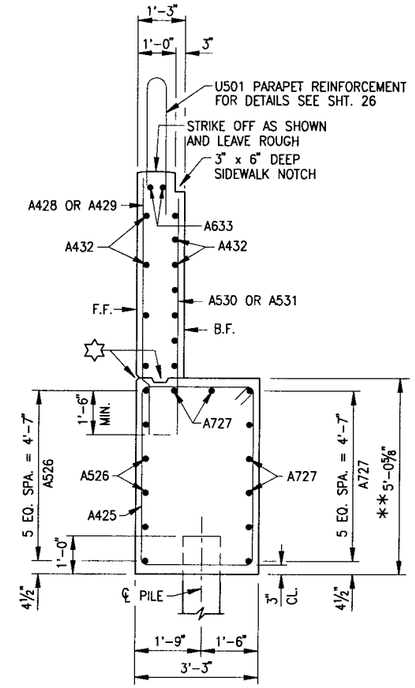

ELEVATION – WING 2

## LEGEND

☆ OPTIONAL KEYED CONSTRUCTION JOINT FORMED BY A SURFACED, BEVELED 2" x 6" AND A ¾" V–GROOVE ON FRONT FACE OF WINGWALL. V–GROOVE SHALL BE OMITTED IF CONSTRUCTION JOINT IS NOT USED.

** DIMENSIONS ARE GIVEN AT THE B.F. OF ABUTMENT.

▲ ½" FILLER TO EXTEND AS SHOWN. SEAL ALL EXPOSED HORIZONTAL AND VERTICAL SURFACES OF FILLER WITH NON–STAINING GRAY NON–BITUMINOUS JOINT SEALER, (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE.)




SECTION C–C

| No. | Date. | Revision | By |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
**DIVISION OF HIGHWAYS**

STRUCTURE B–37–377

| Const. Spec. | WIS. 2003 | Drawn By | TL | Plans Checked | TR |
|---|---|---|---|---|---|

WING 2

SHEET 8 OF 29

256

| STATE PROJECT NUMBER | SHEET NO |
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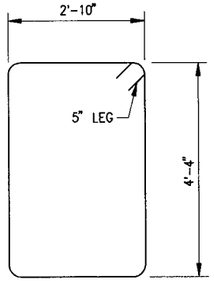
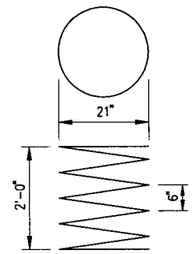
| 1053-09-71 | |




A401

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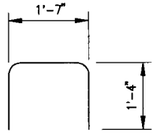


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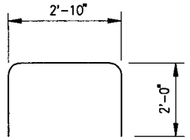


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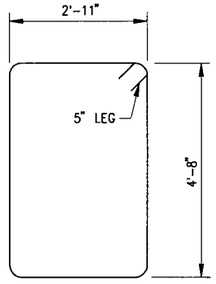


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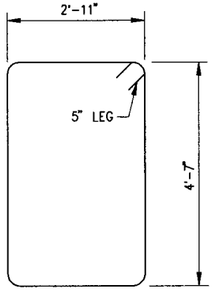


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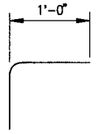



A434

## BILL OF BARS

DIMENSIONS IN BENDING DETAILS ARE OUT TO OUT OF BAR.

| MARK | NO. REQ'D. | LENGTH | BENT | LOCATION | |
|---|---|---|---|---|---|
| A401 | 81 | 14'-11" | X | ABUT. BODY - STIRRUPS | VERT. |
| A402 | 24 | 2'-3" | | ABUT. BODY - 2 @ EA. PILE | VERT. |
| A403 | 12 | 28'-0" | X | ABUT. BODY - @ EA. PILE | HORIZ. |
| A604 | 12 | 35'-0" | | ABUT. BODY | HORIZ. |
| A605 | 12 | 40'-0" | | ABUT. BODY | HORIZ. |
| A806 | 7 | 14'-0" | | ABUT. BODY - B.F. @ WING 1 | HORIZ. |
| A807 | 7 | 16'-0" | | ABUT. BODY - B.F. @ WING 2 | HORIZ. |
| A608 | 7 | 23'-5" | | ABUT. BODY - B.F. | HORIZ. |
| A609 | 7 | 27'-3" | | ABUT. BODY - B.F. | HORIZ. |
| A410 | 49 | 4'-1" | X | ABUT. BODY - TOP - B.F. ALL GIRDERS | VERT. |
| A411 | 2 | 33'-9" | | ABUT. BODY - TOP | HORIZ. |
| A412 | 2 | 40'-0" | | ABUT. BODY - TOP | HORIZ. |
| A413 | 2 | 16'-0" | | ABUT. BODY - TOP | HORIZ. |
| A414 | 2 | 26'-0" | | ABUT. BODY - TOP | HORIZ. |
| A415 | 27 | 6'-8" | X | ABUT. BODY - TOP - BETWEEN GIRDERS 2 & 8 | VERT. |
| A416 | 6 | 15'-9" | X | WING 1 - STIRRUPS | VERT. |
| A517 | 6 | 10'-6" | | WING 1 - F.F. | HORIZ. |
| A718 | 8 | 10'-2" | | WING 1 - B.F. | HORIZ. |
| A419 | 6 | 7'-2" | | WING 1 - F.F. | VERT. |
| A420 | 5 | 5'-11" | | WING 1 - F.F. | VERT. |
| A521 | 8 | 7'-2" | | WING 1 - B.F. | VERT. |
| A522 | 7 | 5'-11" | | WING 1 - B.F. | VERT. |
| A423 | 11 | 13'-8" | | WING 1 - F.F. & B.F. | HORIZ. |
| A424 | 2 | 7'-8" | | WING 1 - F.F. & B.F. | HORIZ. |
| A425 | 7 | 15'-7" | X | WING 2 - STIRRUPS | VERT. |
| A526 | 6 | 12'-2" | | WING 2 - F.F. | HORIZ. |
| A727 | 8 | 12'-3" | | WING 2 - B.F. | HORIZ. |
| A428 | 7 | 6'-11" | | WING 2 - F.F. | VERT. |
| A429 | 5 | 5'-1" | | WING 2 - F.F. | VERT. |
| A530 | 10 | 6'-5" | | WING 2 - B.F. | VERT. |
| A531 | 7 | 4'-7" | | WING 2 - B.F. | VERT. |
| A432 | 11 | 15'-8" | | WING 2 - F.F. & B.F. | HORIZ. |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| EPOXY COATED BARS | | | | | |
| A633 | 2 | 15'-8" | | WING 2 - TOP | HORIZ. |
| A434 | 14 | 2'-0" | X | WING 1- DOWEL | HORIZ. |
| A635 | 2 | 13'-8" | | WING 1 - TOP | HORIZ. |

● FIELD BEND TO FOLLOW TOP SLOPE OF ABUTMENT.

| No. | Date. | Revision | By |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
**DIVISION OF HIGHWAYS**

STRUCTURE B-37-377

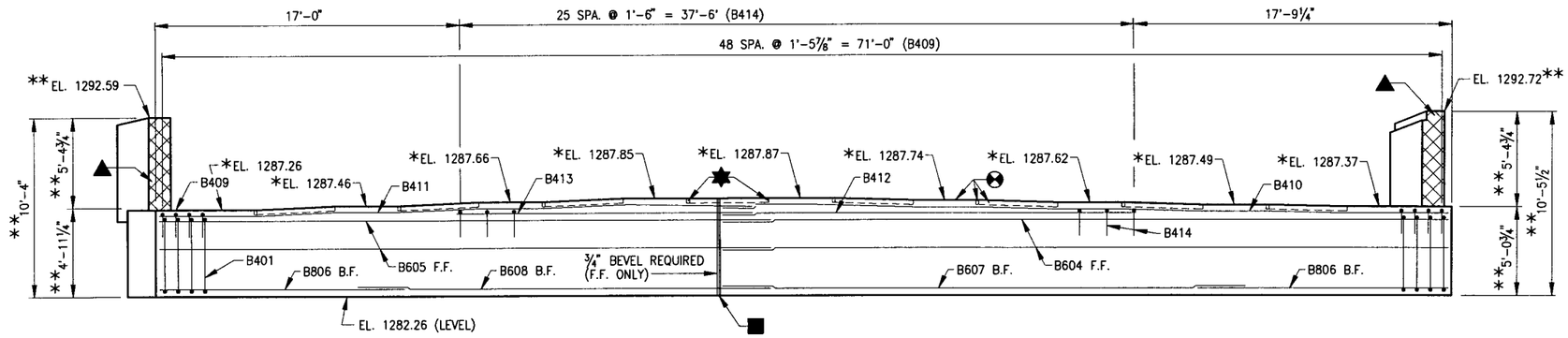
| Const. Spec. | Drawn By | Plans Checked |
|---|---|---|
| WIS. 2003 | TL | TR |

SOUTH ABUTMENT
BILL OF BARS

SHEET 9 OF 29

257

| STATE PROJECT NUMBER | SHEET NO |
|---|---|
| 1053-09-71 | |




ELEVATION
(LOOKING NORTH)

## LEGEND

* DIMENSIONS AND ELEVATIONS ARE GIVEN AT THE TOP OF CONCRETE AT THE ℄ OF BEARING.

** DIMENSIONS ARE GIVEN AT THE B.F. OF ABUTMENT. FOR WING DETAILS AND ELEVATIONS, SEE SHEETS 12 & 13.

▲ ½" FILLER TO EXTEND AS SHOWN. SEAL ALL EXPOSED HORIZONTAL AND VERTICAL SURFACES OF FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER, (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE.)

◭ 18" RUBBERIZED MEMBRANE WATERPROOFING – TO EXTEND HORIZONTAL BETWEEN INSIDE FACE OF WINGS AND VERTICAL FROM TOP OF BODY TO TOP OF WINGS.

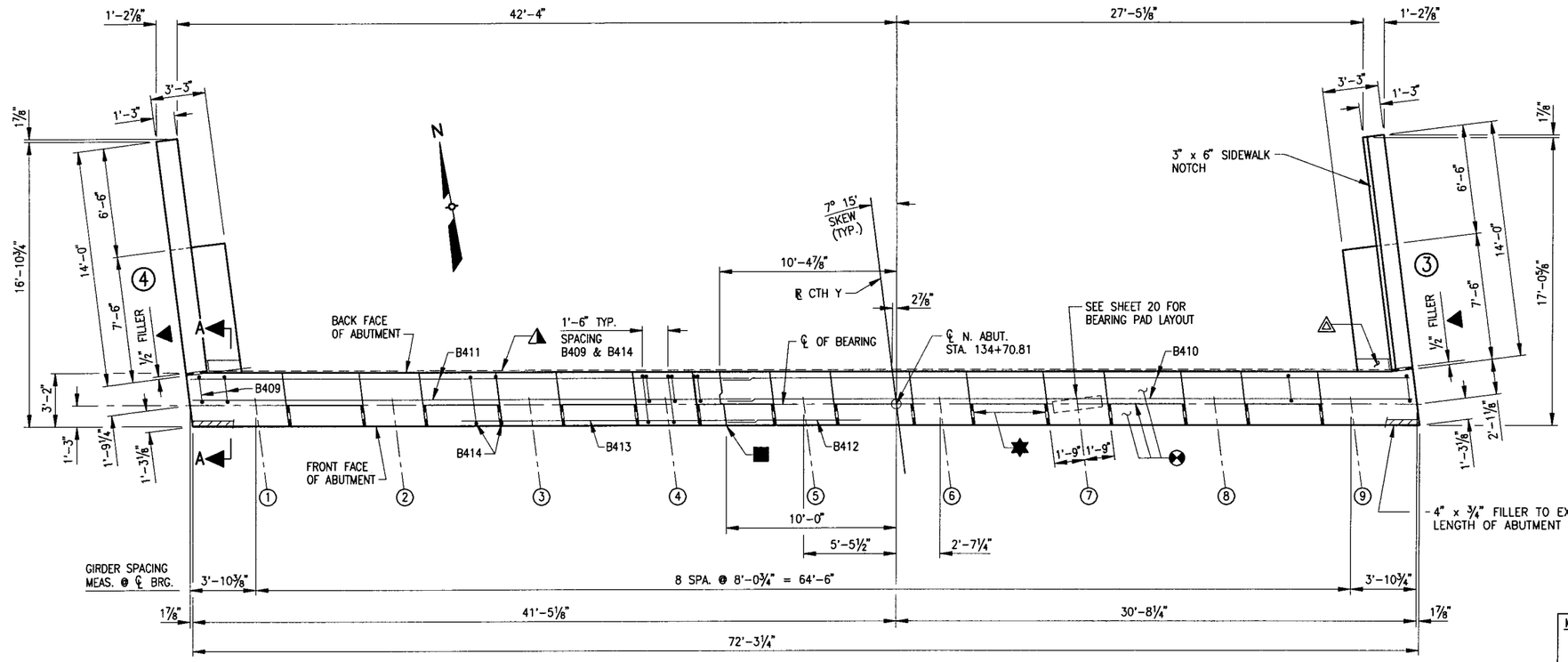
✸ ¾" CORK FILLER ON VERTICAL FACES ONLY.

⊗ STEEL TROWEL TOP SURFACE OF ABUTMENT. PLACE MULTIPLE LAYERS OF POLYETHYLENE SHEETS OVER ENTIRE ABUTMENT TOP BEFORE PLACING BEARING PADS AND/OR SUPERSTRUCTURE. TOTAL THICKNESS OF SHEETS SHALL BE AT LEAST 0.03".

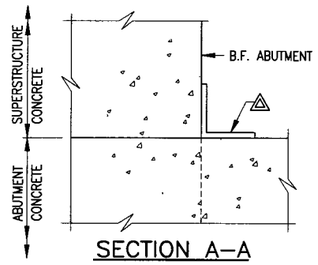
◬ PLACE BOTTOM HALF OF RUBBERIZED MEMBRANE WATERPROOFING HORIZONTAL IN THIS AREA. SEE SECTION A-A ON THIS SHEET.

■ VERTICAL CONSTRUCTION JOINT KEYWAY FORMED BY A SURFACED, BEVELED 2" x 8". BEVEL EXPOSED EDGES ¾".

Ⓧ INDICATES WING NUMBER




PLAN




SECTION A-A

## PILE NOTE

NORTH ABUTMENT TO BE SUPPORTED ON HP 12 x 53 STEEL PILING DRIVEN TO A MINIMUM BEARING VALUE OF 65 TONS PER PILE. ESTIMATED 50' LONG. FOR PILE SPLICE DETAILS AND PILE LAYOUT, SEE SHEET 11.

| MINIMUM BAR LAPS |
|---|
| #4 = 1'-11" |
| #6 = 2'-11" |

| No. | Date. | Revision | By |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
**DIVISION OF HIGHWAYS**

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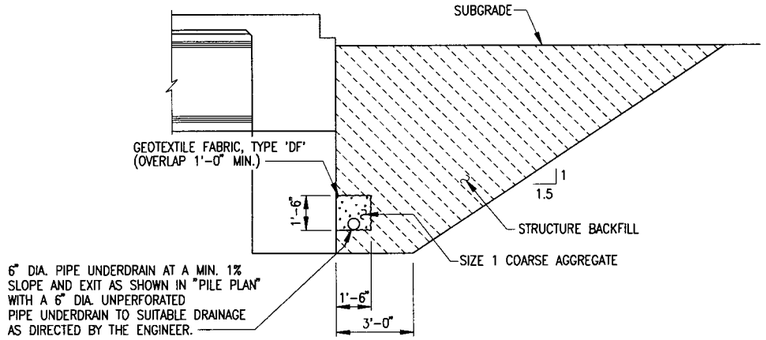
| Const. Spec. | WIS. 2003 | Drawn By | TL | Plans Checked | TR |
|---|---|---|---|---|---|

NORTH ABUTMENT

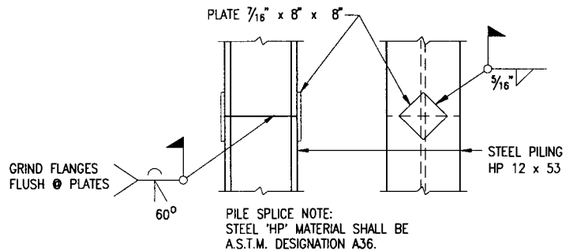
SHEET 10 OF 29

258

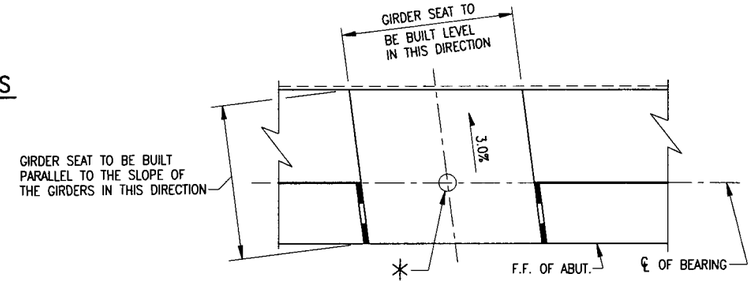
| STATE PROJECT NUMBER | SHEET NO |
|---|---|
| 1053-09-71 | |



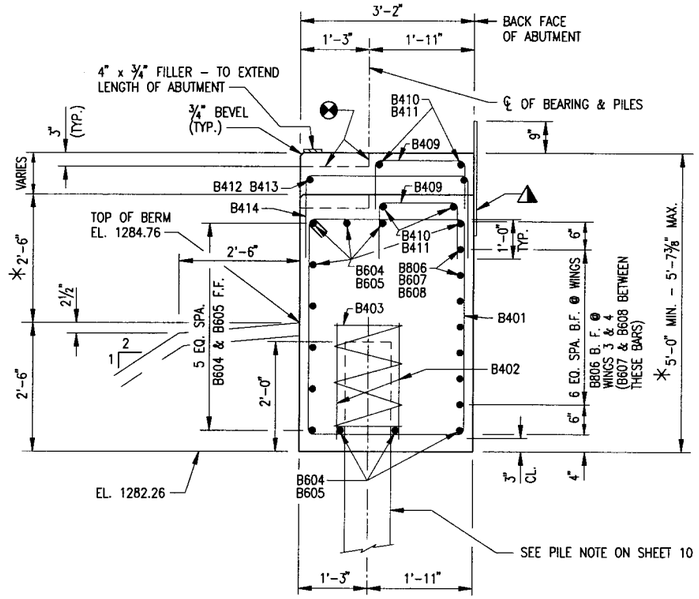

PIPE UNDERDRAIN AND BACKFILL DETAILS



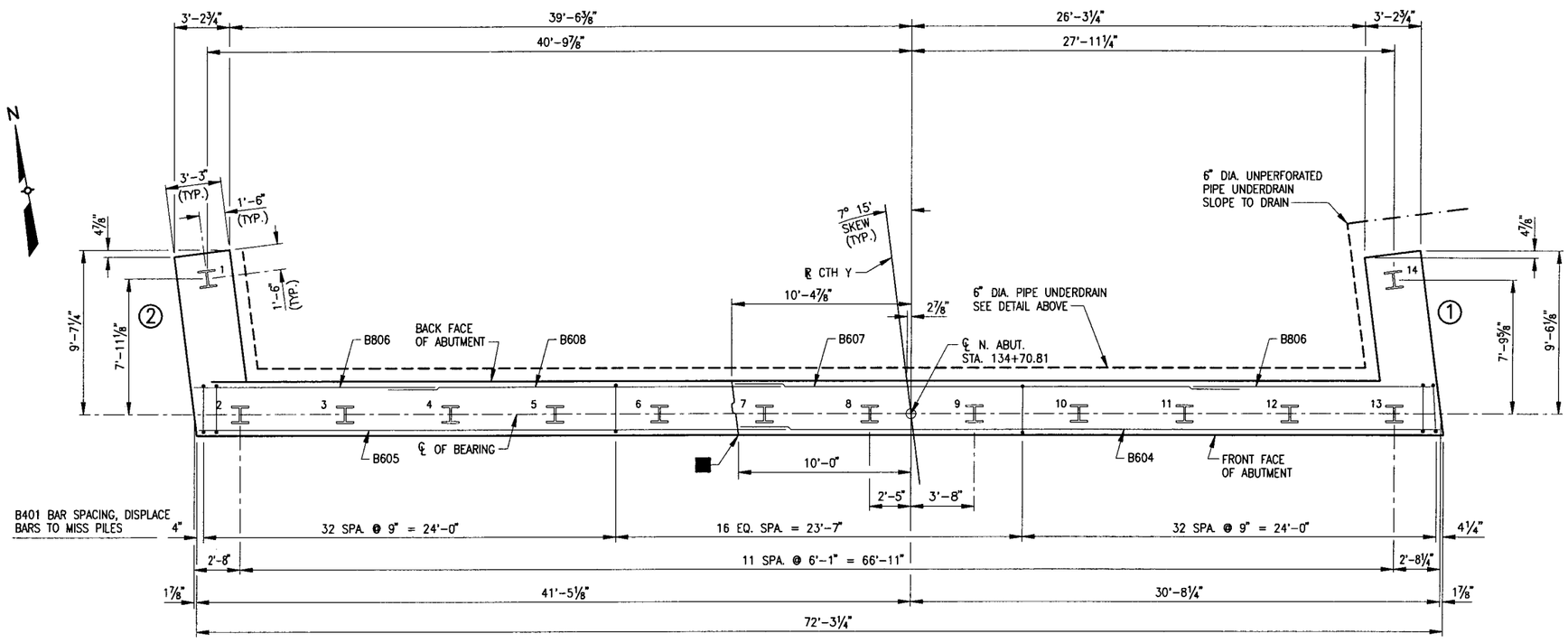

PILE SPLICE DETAIL




PLAN – GIRDER SEAT DETAIL




SECTION THRU ABUTMENT BODY




PLAN

## LEGEND

∗ Ⓧ ◭ ✪ ■ FOR SYMBOL DESCRIPTIONS, SEE SHEET 10.

| MINIMUM BAR LAPS |
|---|
| #6 = 2'-11" |

| No. | Date. | Revision | By |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
**DIVISION OF HIGHWAYS**

STRUCTURE B-37-377

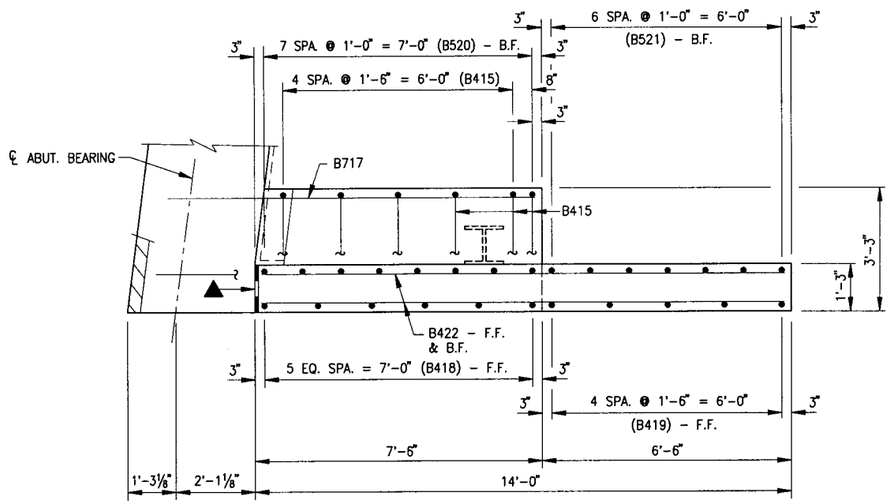
| Const. Spec. | WIS. 2003 | Drawn By | TL | Plans Checked | TR |
|---|---|---|---|---|---|

NORTH ABUTMENT DETAILS

SHEET 11 OF 29

259

| STATE PROJECT NUMBER | SHEET NO |
|---|---|
| 1053-09-71 | |



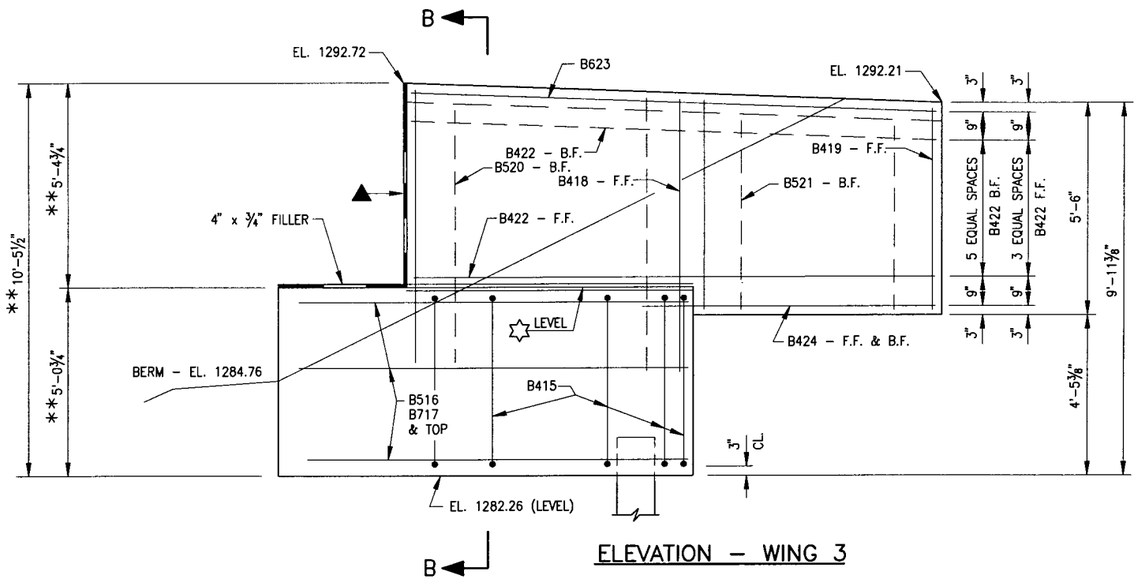

PLAN – WING 3

## LEGEND

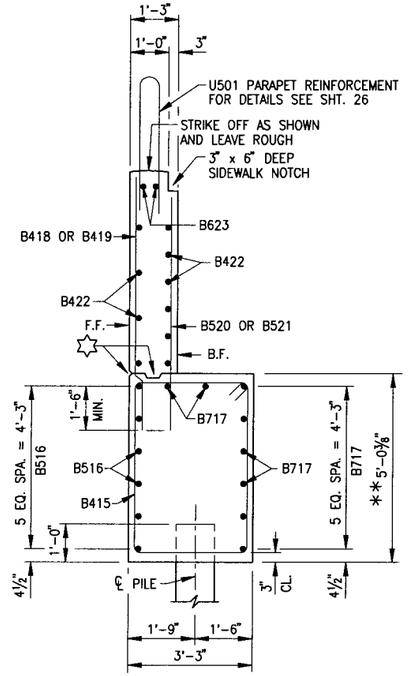
☆ OPTIONAL KEYED CONSTRUCTION JOINT FORMED BY A SURFACED, BEVELED 2" x 6" AND A ¾" V-GROOVE ON FRONT FACE OF WINGWALL. V-GROOVE SHALL BE OMITTED IF CONSTRUCTION JOINT IS NOT USED.

** DIMENSIONS ARE GIVEN AT THE B.F. OF ABUTMENT.

▲ ½" FILLER TO EXTEND AS SHOWN. SEAL ALL EXPOSED HORIZONTAL AND VERTICAL SURFACES OF FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER, (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE.)




ELEVATION – WING 3




SECTION B–B

| No. | Date. | Revision | By |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
**DIVISION OF HIGHWAYS**

STRUCTURE B-37-377

| Const. Spec. WIS. 2003 | Drawn By TL | Plans Checked TR |
|---|---|---|

WING 3

SHEET 12 OF 29

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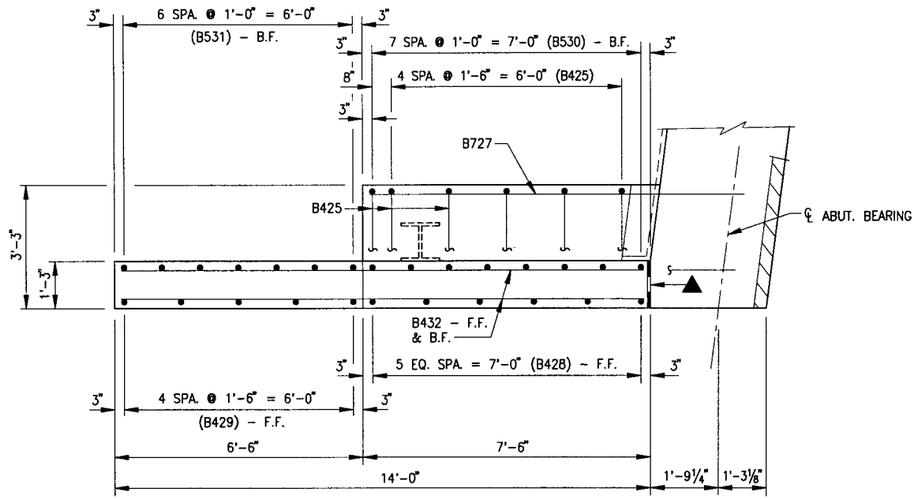
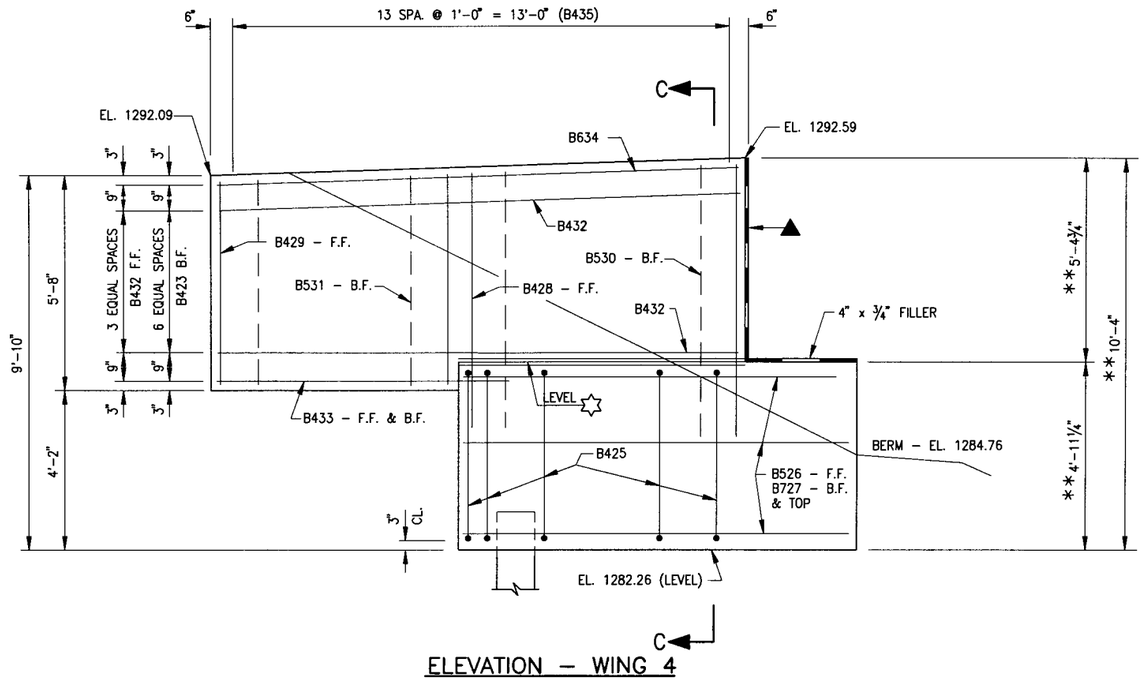
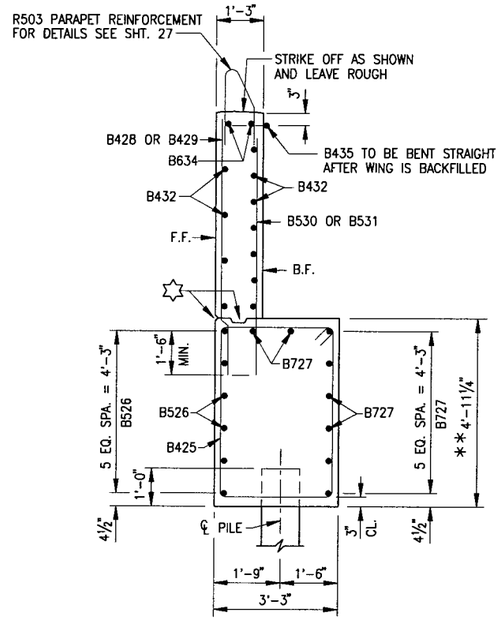
| STATE PROJECT NUMBER | SHEET NO |
|---|---|
| 1053-09-71 | |




PLAN – WING 4




ELEVATION – WING 4




SECTION C–C

## LEGEND

✡ OPTIONAL KEYED CONSTRUCTION JOINT FORMED BY A SURFACED, BEVELED 2" x 6" AND A ¾" V-GROOVE ON FRONT FACE OF WINGWALL. V-GROOVE SHALL BE OMITTED IF CONSTRUCTION JOINT IS NOT USED.

** DIMENSIONS ARE GIVEN AT THE B.F. OF ABUTMENT.

▲ ½" FILLER TO EXTEND AS SHOWN. SEAL ALL EXPOSED HORIZONTAL AND VERTICAL SURFACES OF FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER, (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE.)

| No. | Date. | Revision | By |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-37-377

| Const. Spec: WIS. 2003 | Drawn By TL | Plans Checked TR |
|---|---|---|

WING 4

SHEET 13 OF 29

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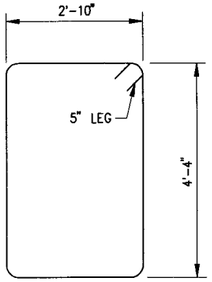
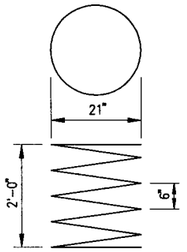
| STATE PROJECT NUMBER | SHEET NO |
|---|---|
| 1053-09-71 | |




B401

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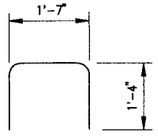
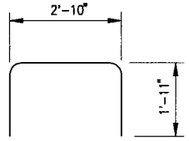



B409

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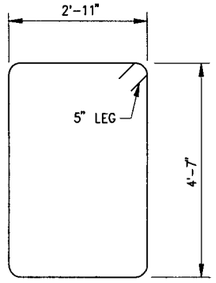


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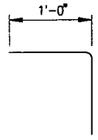
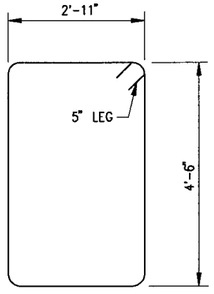



B435




B425

## BILL OF BARS

DIMENSIONS IN BENDING DETAILS ARE OUT TO OUT OF BAR.

| MARK | NO. REQ'D. | LENGTH | BENT | LOCATION | |
|---|---|---|---|---|---|
| B401 | 81 | 14'-11" | X | ABUT. BODY - STIRRUPS | VERT. |
| B402 | 24 | 2'-3" | | ABUT. BODY - 2 @ EA. PILE | VERT. |
| B403 | 12 | 28'-0" | X | ABUT. BODY - @ EA. PILE | HORIZ. |
| B604 | 12 | 40'-0" | | ABUT. BODY | HORIZ. |
| B605 | 12 | 34'-10" | | ABUT. BODY | HORIZ. |
| B806 | 14 | 14'-0" | | ABUT. BODY - B.F. @ WINGS 3 & 4 | HORIZ. |
| B607 | 7 | 28'-8" | | ABUT. BODY - B.F. | HORIZ. |
| B608 | 7 | 23'-3" | | ABUT. BODY - B.F. | HORIZ. |
| B409 | 49 | 4'-1" | X | ABUT. BODY - TOP - B.F. ALL GIRDERS | VERT. |
| B410 | 2 | 40'-0" | | ABUT. BODY - TOP | HORIZ. |
| B411 | 2 | 33'-8" | | ABUT. BODY - TOP | HORIZ. |
| B412 | 2 | 16'-0" | | ABUT. BODY - TOP | HORIZ. |
| B413 | 2 | 24'-3" | | ABUT. BODY - TOP | HORIZ. |
| B414 | 26 | 6'-6" | X | ABUT. BODY - TOP - BETWEEN GIRDERS 1 & 7 | VERT. |
| B415 | 6 | 15'-7" | X | WING 3 - STIRRUPS | VERT. |
| B516 | 6 | 10'-6" | | WING 3 - F.F. | HORIZ. |
| B717 | 8 | 10'-2" | | WING 3 - B.F. | HORIZ. |
| B418 | 6 | 6'-10" | | WING 3 - F.F. | VERT. |
| B419 | 5 | 5'-5" | | WING 3 - F.F. | VERT. |
| B520 | 8 | 6'-4" | | WING 3 - B.F. | VERT. |
| B521 | 7 | 4'-11" | | WING 3 - B.F. | VERT. |
| B422 | 10 | 13'-8" | | WING 3 - F.F. & B.F. | HORIZ. |
| B424 | 2 | 7'-8" | | WING 3 - F.F. & B.F. | HORIZ. |
| B425 | 6 | 15'-5" | X | WING 4 - STIRRUPS | VERT. |
| B526 | 6 | 10'-2" | | WING 4 - F.F. | HORIZ. |
| B727 | 8 | 10'-3" | | WING 4 - B.F. | HORIZ. |
| B428 | 6 | 7'-0" | | WING 4 - F.F. | VERT. |
| B429 | 5 | 5'-3" | | WING 4 - F.F. | VERT. |
| B530 | 8 | 7'-0" | | WING 4 - B.F. | VERT. |
| B531 | 7 | 5'-3" | | WING 4 - B.F. | VERT. |
| B432 | 11 | 13'-8" | | WING 4 - F.F. & B.F. | HORIZ. |
| B433 | 2 | 7'-8" | | WING 4 - F.F. & B.F. | HORIZ. |
| | | | | | |
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| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| EPOXY COATED BARS | | | | | |
| B623 | 2 | 13'-8" | | WING 3 - TOP | HORIZ. |
| B634 | 2 | 13'-8" | | WING 4 - TOP | HORIZ. |
| B435 | 14 | 2'-0" | X | WING 4 - DOWEL | HORIZ. |

● FIELD BEND TO FOLLOW TOP SLOPE OF ABUTMENT.

| No. | Date. | Revision | By |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
**DIVISION OF HIGHWAYS**

STRUCTURE B-37-377

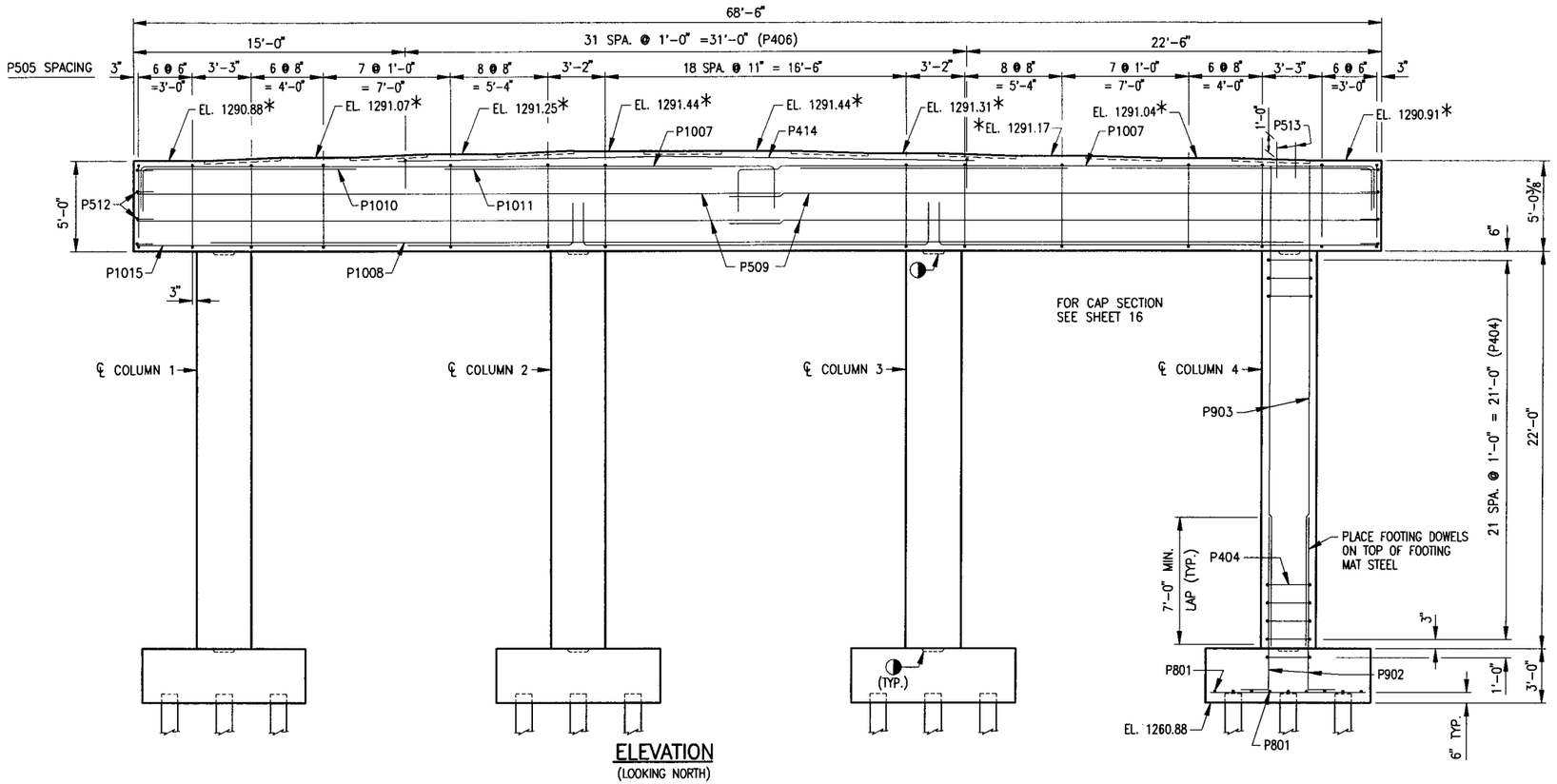
| Const. Spec. | Drawn By | Plans Checked |
|---|---|---|
| WIS. 2003 | TL | TR |

NORTH ABUTMENT
BILL OF BARS

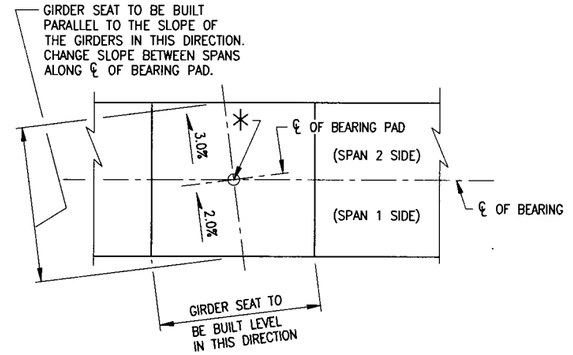
SHEET 14 OF 29

262

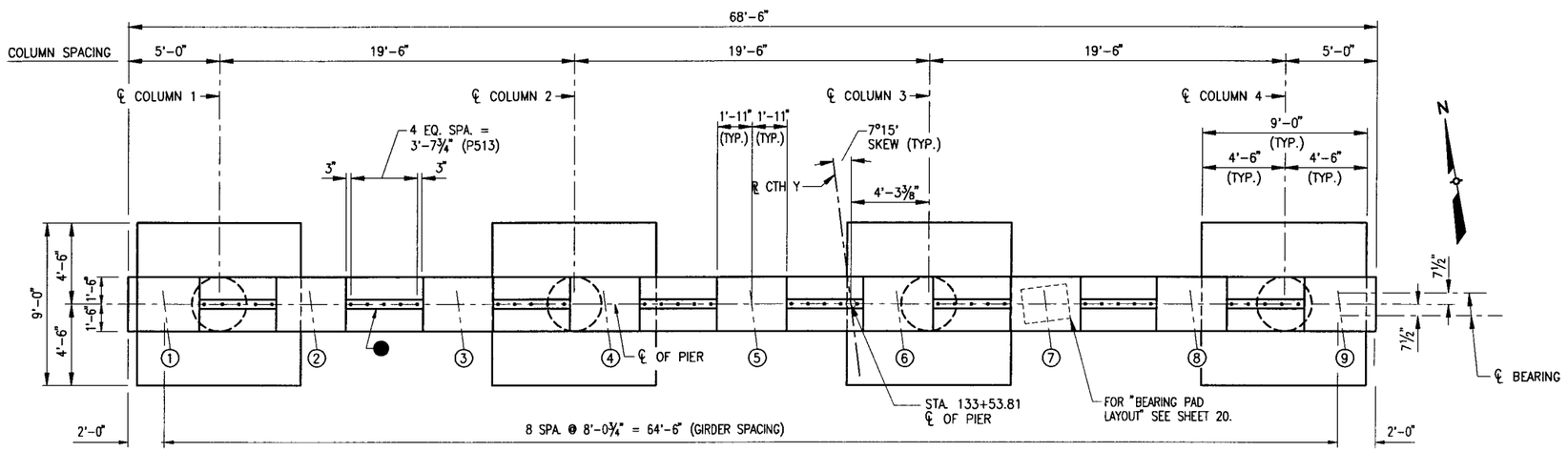
| STATE PROJECT NUMBER | SHEET NO |
|---|---|
| 1053-09-71 | |




## ELEVATION
(LOOKING NORTH)




## GIRDER SEAT DETAIL




## PLAN

## LEGEND

- * ELEVATIONS ARE GIVEN AT THE TOP OF CONCRETE AT THE ℄ OF PIER.
- ● KEYED CONSTRUCTION JOINT FORMED BY A BEVELED 2" X 6".
- ◑ 1'-3" x 1'-3" x 2" CONSTRUCTION JOINT FORMED BY A BEVELED KEYWAY, TYPICAL ALL COLUMNS AND FOOTINGS.

## FOOTING NOTE

PIER TO BE SUPPORTED ON HP12x53 STEEL PILING ESTIMATED 40' LONG, DRIVEN TO A MINIMUM BEARING VALUE OF 65 TONS PER PILE.

NOTE:
P513 BARS MAY BE PLACED AFTER CONCRETE IS POURED, BUT BEFORE THE INITIAL SET HAS TAKEN PLACE. SEE SHEET 16 FOR CAP AND FOOTING DETAILS.

| No. | Date. | Revision | By |
|---|---|---|---|

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
**DIVISION OF HIGHWAYS**

# STRUCTURE B-37-377

| Const. Spec. | WIS. 2003 | Drawn By | TL | Plans Checked | TR |
|---|---|---|---|---|---|

PIER

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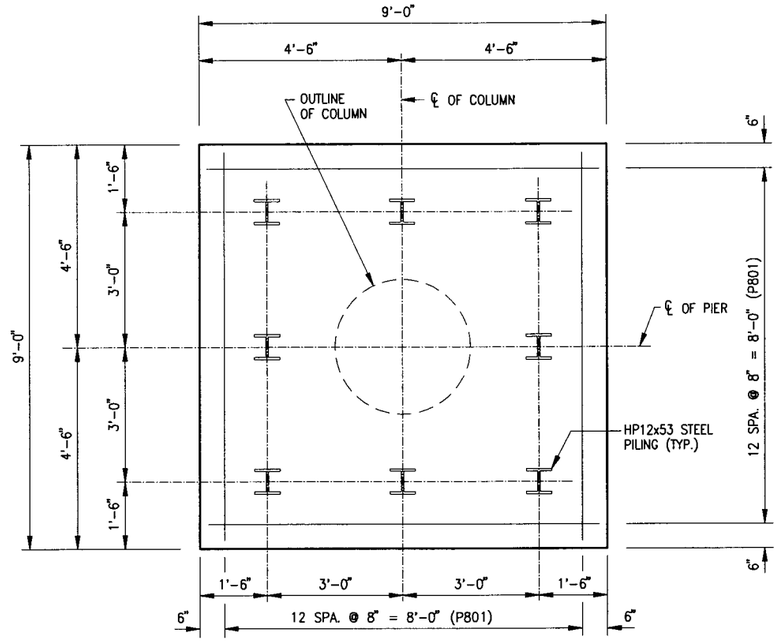
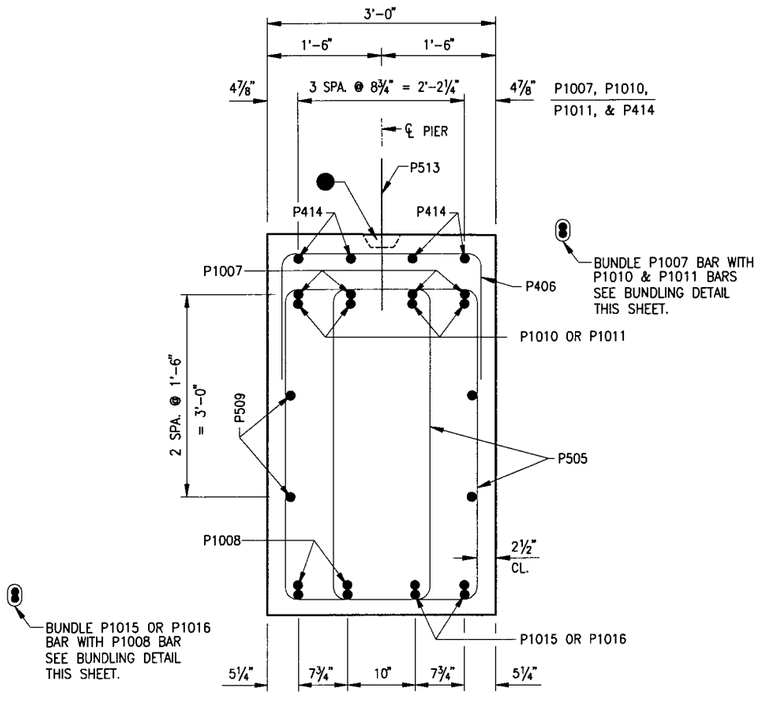
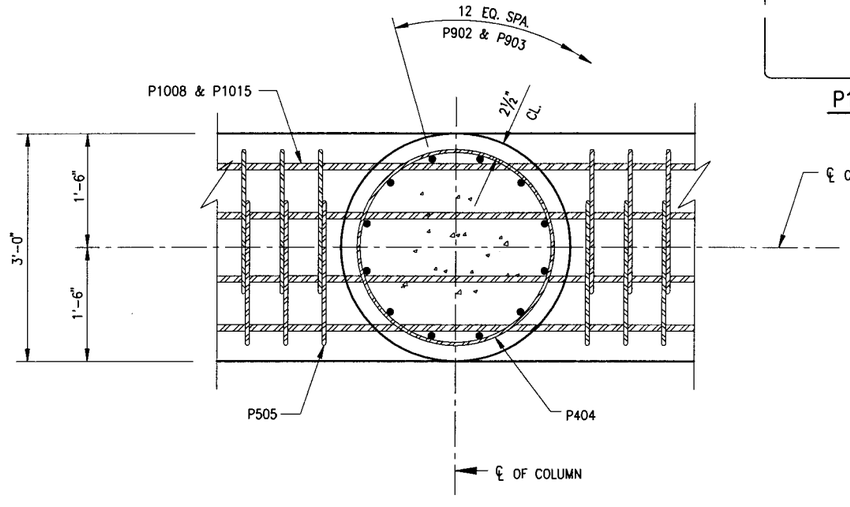



FOOTING PLAN




CAP SECTION

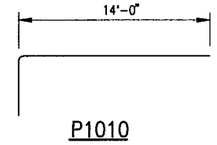



SECTION THRU COLUMN

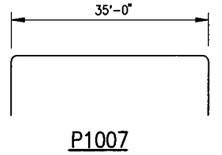
## BILL OF BARS

DIMENSIONS IN BENDING DETAILS ARE OUT TO OUT OF BAR.

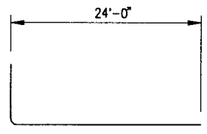
| MARK | NO. REQ'D. | LENGTH | BENT | COATED | LOCATION | |
|---|---|---|---|---|---|---|
| P801 | 104 | 8'-8" | | | FOOTING | HORIZ. |
| P902 | 48 | 10'-11" | X | X | FOOTING & COLUMN | VERT. |
| P903 | 48 | 26'-3" | | X | COLUMN | VERT. |
| P404 | 92 | 9'-2" | X | X | COLUMN - STIRRUPS | HORIZ. |
| P505 | 154 | 12'-6" | X | X | CAP - STIRRUPS | VERT. |
| P406 | 32 | 5'-7" | X | X | CAP - TOP - STIRRUPS | VERT. |
| P1007 | 8 | 38'-0" | | X | CAP - TOP & BOTTOM | HORIZ. |
| P1008 | 4 | 60'-0" | | X | CAP - BOTTOM | HORIZ. |
| P509 | 8 | 30'-9" | | X | CAP - SIDES | HORIZ. |
| P1010 | 8 | 17'-0" | X | X | CAP - TOP | HORIZ. |
| P1011 | 8 | 17'-0" | | X | CAP - TOP | HORIZ. |
| P512 | 8 | 4'-4" | X | X | CAP - END | HORIZ. |
| P513 | 40 | 2'-0" | | X | CAP - TOP DOWELS | VERT. |
| P414 | 4 | 31'-6" | | X | CAP - TOP | HORIZ. |
| P1015 | 8 | 25'-6" | X | X | CAP - BOTTOM | HORIZ. |
| P1016 | 4 | 22'-0" | X | X | CAP - BOTTOM | HORIZ. |



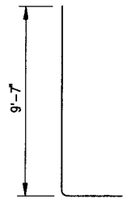

P1010



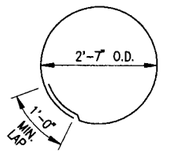

P1007



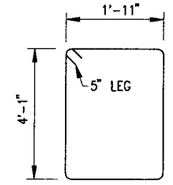

P1015



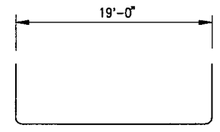

P902



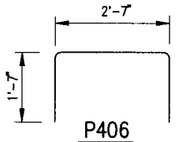

P404



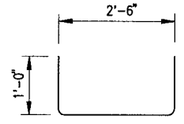

P505



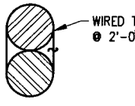

P1016




P406




P512




BUNDLING DETAIL

| No. | Date. | Revision | By |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
**DIVISION OF HIGHWAYS**

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PIER DETAILS

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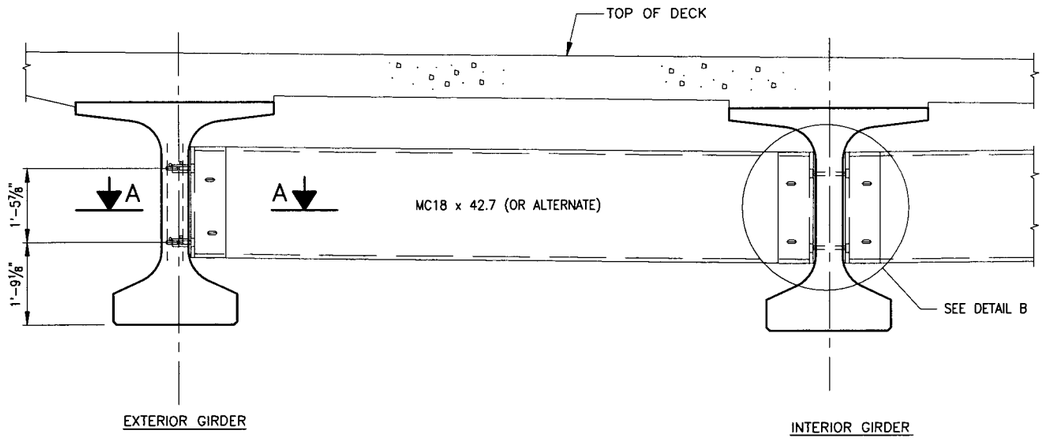



PART TRANSVERSE SECTION AT DIAPHRAGM

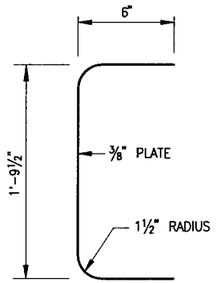
## NOTES

ALL DIAPHRAGM MATERIAL NOT EMBEDDED IN THE CONCRETE GIRDER SHALL BE PAID FOR AT THE UNIT PRICE BID FOR "STEEL DIAPHRAGM, STRUCTURE B-37-377", EACH.

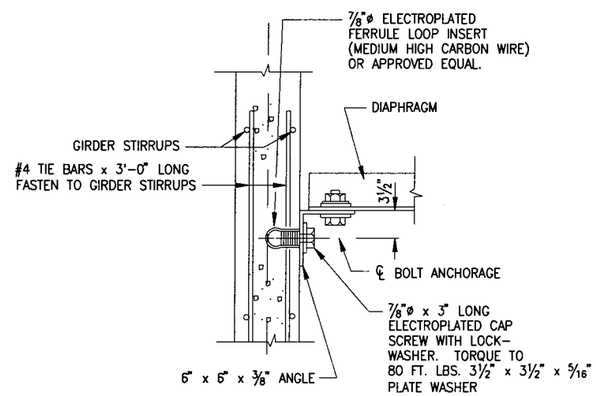
EACH DIAPHRAGM BETWEEN GIRDERS SHALL CONSTITUTE ONE UNIT.

ALL DIAPHRAGM STRUCTURAL STEEL SHALL BE ASTM A709 GRADE 36. ALL BOLTS, NUTS AND WASHERS SHALL BE ASTM A325 TYPE 1.

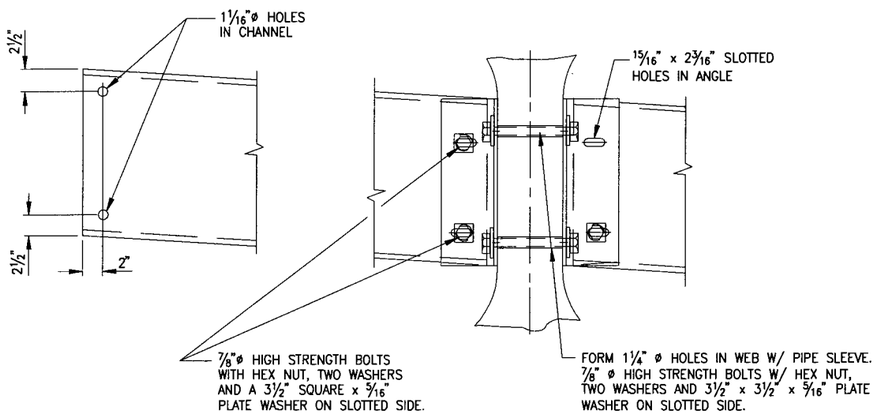
ALL DIAPHRAGM STRUCTURAL STEEL SHOWN SHALL BE HOT-DIPPED GALVANIZED. ALL BOLTS, NUTS AND WASHERS SHALL BE HOT-DIPPED GALVANIZED IN ACCORDANCE WITH ASTM A153 CLASS C. GALVANIZED NUTS SHALL BE TAPPED OVERSIZE IN ACCORDANCE WITH THE REQUIREMENTS OF ASTM A563 AND SHALL MEET THE REQUIREMENTS OF SUPPLEMENTARY REQUIREMENT S1 OF ASTM A563, LUBRICANT AND TEST FOR COATED NUTS.



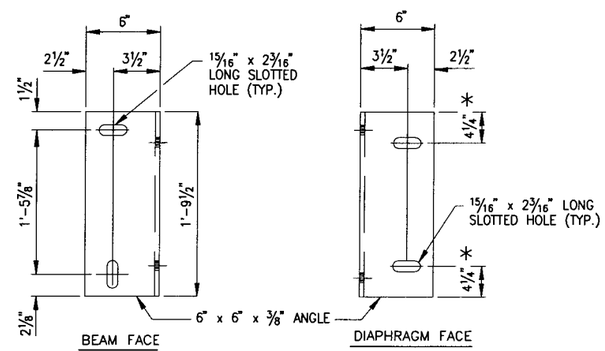

SECTION THRU ALTERNATE DIAPHRAGM




SECT. A-A
(FOR EXTERIOR ATTACHMENT)




DETAIL B




DIAPHRAGM SUPPORT

* USE 2½" FOR ALTERNATE PLATE DIAPHRAGM

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|---|---|---|---|
| | | | |

STATE OF WISCONSIN
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INTERMEDIATE STEEL DIAPHRAGMS

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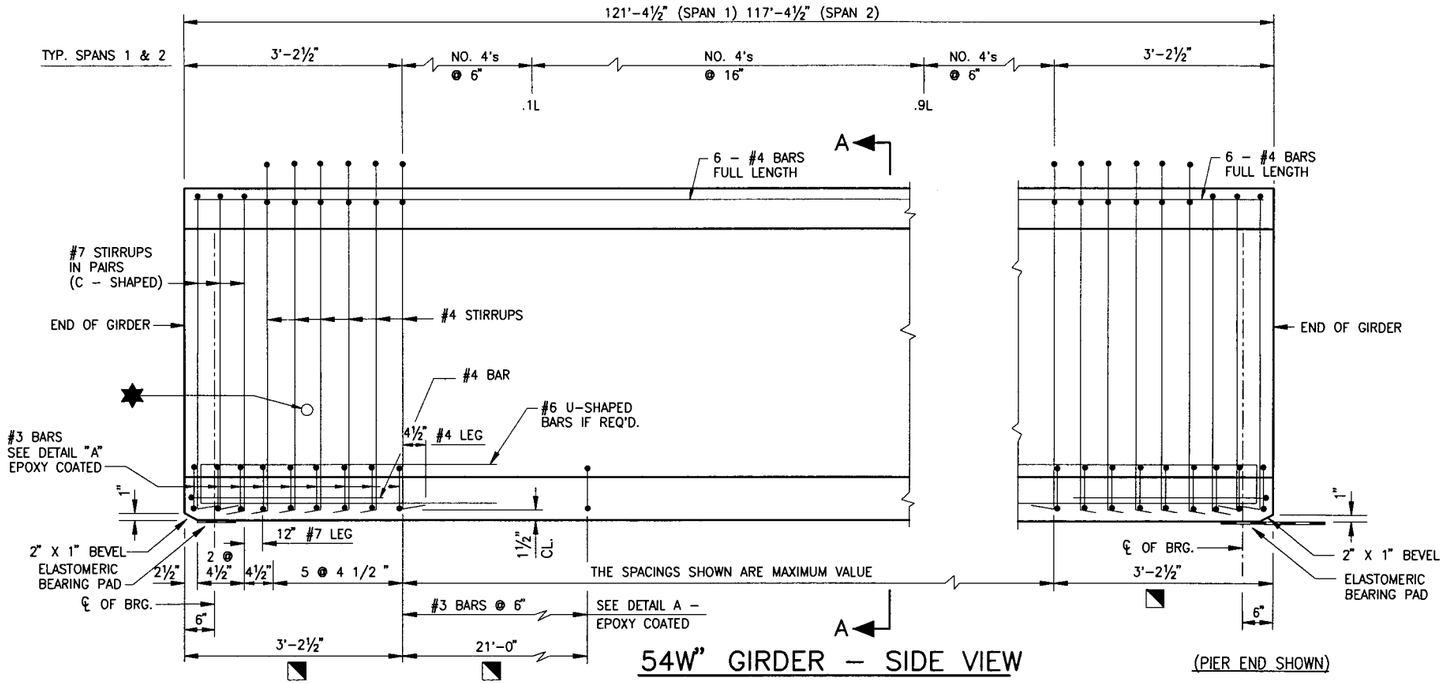
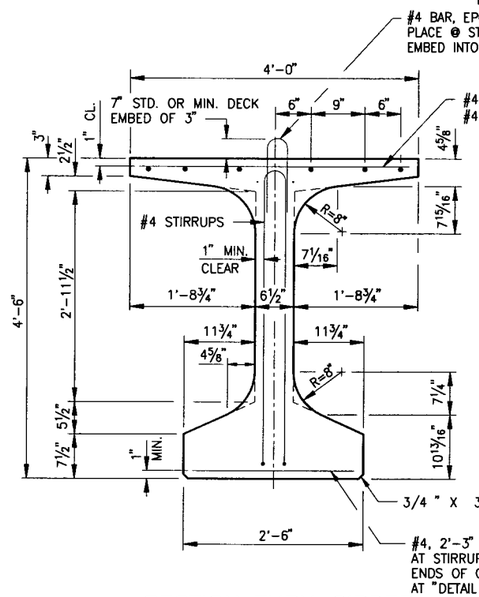



## 54W" GIRDER - SIDE VIEW

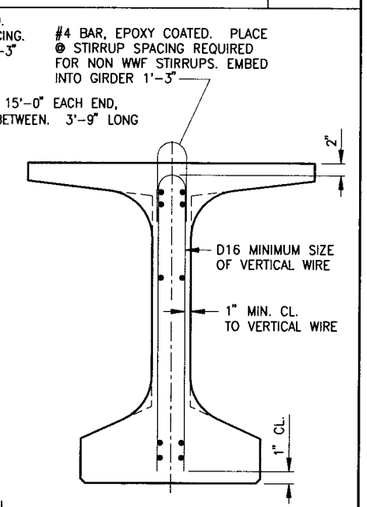
DETAIL TYPICAL EACH END.

1½" DIA. HOLE IN WEB FOR 2 - S515 BARS, (TYPICAL AT ABUTMENTS) FIELD BEND ALONG SKEW




## SECTION THRU GIRDER

STRANDS NOT SHOWN




## SECTION THRU GIRDER

SHOWING WELDED WIRE FABRIC (WWF) STIRRUPS

## GIRDER NOTES

TOP OF GIRDER TO BE ROUGH FLOATED AND BROOMED TRANSVERSELY FOR BONDING TO THE SLAB, EXCEPT THE OUTSIDE 15" OF GIRDER, WHICH SHALL RECEIVE A SMOOTH FINISH. AN APPROVED LIQUID BOND BREAKER SHALL BE APPLIED TO THE TOP SURFACE OF THE GIRDER EXCEPT FOR THE CENTER 18". APPLY NO MORE THAN 7 DAYS PRIOR TO POURING THE DECK.

NOX-CRETE:
SILCOSEAL 2000 F (2 COATS)
MASTER BUILDERS:
FIRST COAT - PRECO FORM-COTE
SECOND COAT - RHEOFINISH 220

STRANDS SHALL BE FLUSH WITH END OF GIRDER. 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.

THE GIRDER MANUFACTURER SHALL PROVIDE A SUITABLE LIFTING DEVICE FOR HANDLING AND ERECTING THE GIRDERS. THE DETAILS OF THE LIFTING DEVICE USED SHALL BE SUBMITTED FOR APPROVAL.

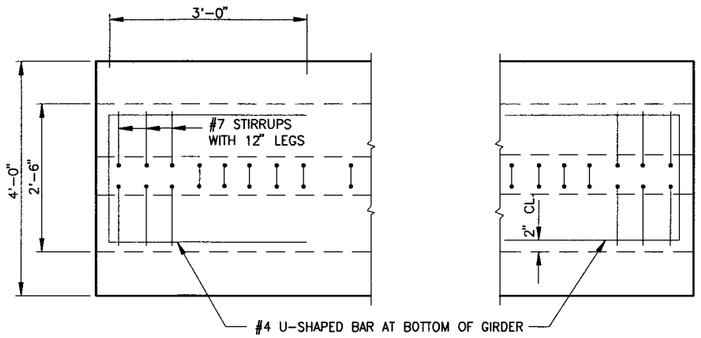
PRESTRESSING STRANDS SHALL BE 0.6" ø 7 WIRE LOW-RELAXATION STRANDS WITH AN ULTIMATE STRENGTH OF 270,000 psi AND SHALL BE FLUSH WITH THE ENDS OF THE GIRDER.

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:

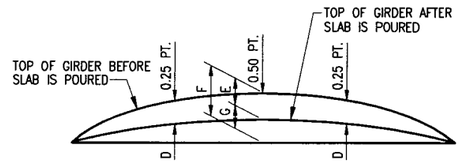
1. USE ASTM A706, GRADE 60 REINFORCEMENT AND THE STIRRUP SPACING AS SHOWN ON THE PLANS.

2. USE ASTM A615, GRADE 40 REINFORCEMENT AND A MODIFIED STIRRUP SPACING SUBMITTED TO AND APPROVED BY THE STRUCTURES DEVELOPMENT SECTION. (608) 266-8494

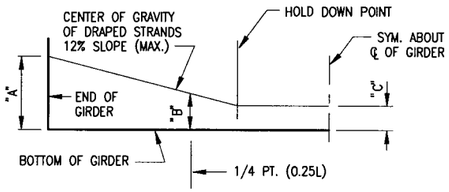
AN ALTERNATE EQUIVALENT OF WELDED WIRE FABRIC (WWF) ASTM A497 MAY BE SUBSTITUTED FOR THE STIRRUP REINFORCEMENT SHOWN, UPON APPROVAL OF THE STRUCTURES DEVELOPMENT SECTION.




## TOP VIEW OF GIRDER




## DEAD LOAD DEFLECTION DIAGRAM

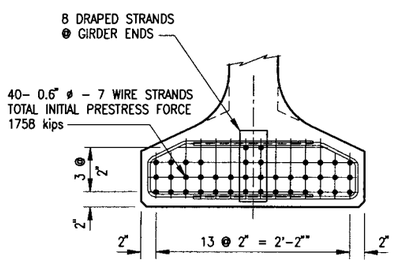



## DRAPED STRAND PROFILE

| GIRDER DATA | | LOW RELAXATION | |
|---|---|---|---|
| | | SPAN 1 | SPAN 2 |
| GIRDER LENGTH "L" REQUIRED | | 121'-4½" | 117'-4½" |
| f'ci (psi) * | DRAPED PATTERN | 6200 | 5500 |
| | SPREAD PATTERN | N/A | N/A |
| DRAPED STRANDS | DIMENSION "A" | 49 | 49 |
| | DIMENSION "B" (MINIMUM) | 16 | 16 |
| | DIMENSION "B" (MAXIMUM) | 19 | 19 |
| | DIMENSION "C" | 5 | 5 |
| DEFLECTION DATA ** | DIMENSION "D" | 1¾" | 1½" |
| | DIMENSION "E" | 2½" | 2⅛" |
| CAMBER DATA | PRESTRESSED CAMBER "F" | 4⅛" | 3⅜" |
| | RESIDUAL CAMBER "G" | 1⅞" | 1¼" |

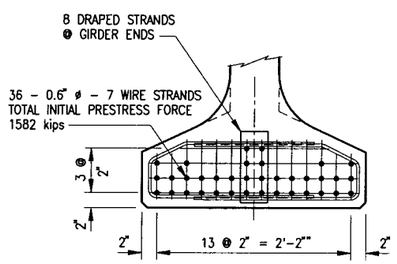
* MINIMUM CYLINDER STRENGTH OF CONCRETE AT THE TIME OF TRANSFER OF PRESTRESS FORCE.

** DATA SHOWN IS THEORETICAL AND MAY VARY WITH CONCRETE STRENGTH, VARIABLE PRESTRESS CONDITIONS AND PRESTRESS LOSSES.



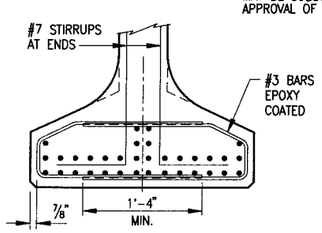

## DRAPED STRAND PATTERN

(SPAN 1)




## DRAPED STRAND PATTERN

(SPAN 2)




## DETAIL A

| No. | Date. | Revision | By |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
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## STRUCTURE B-37-377

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# 54W" PRETENSIONED GIRDER DETAILS

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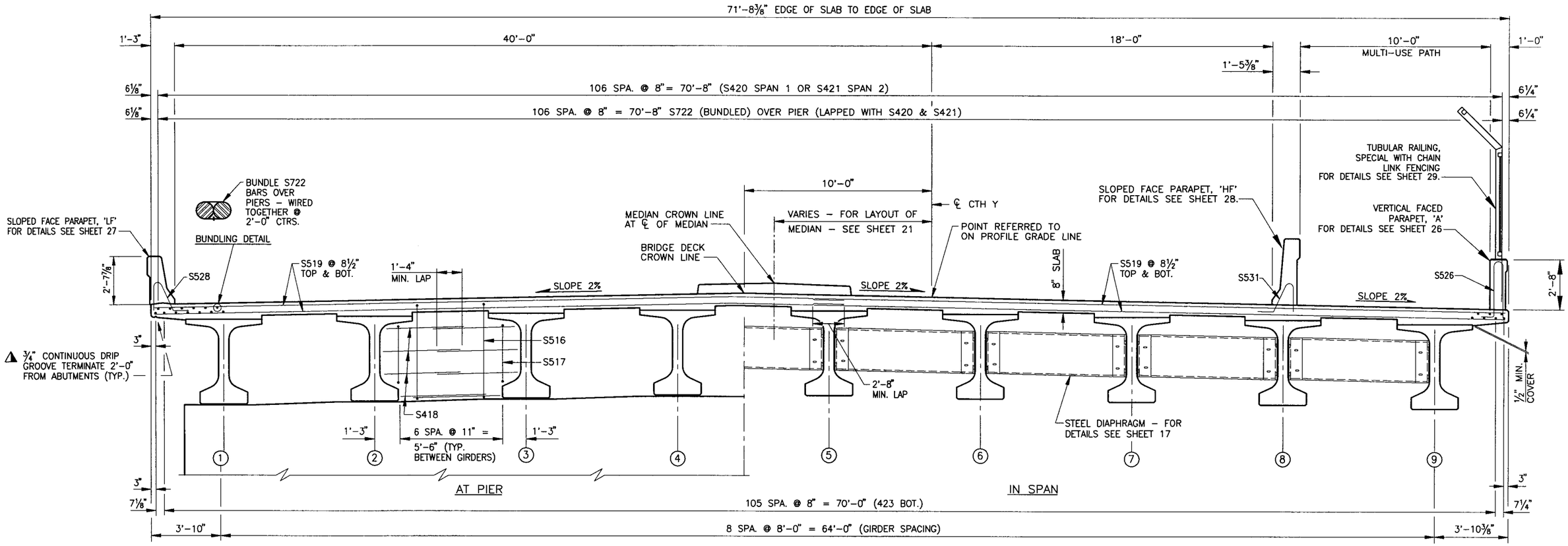


## TYPICAL CROSS SECTION THRU DECK
(LOOKING NORTH)

| No. | Date. | Revision | By |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
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SUPERSTRUCTURE CROSS SECTION

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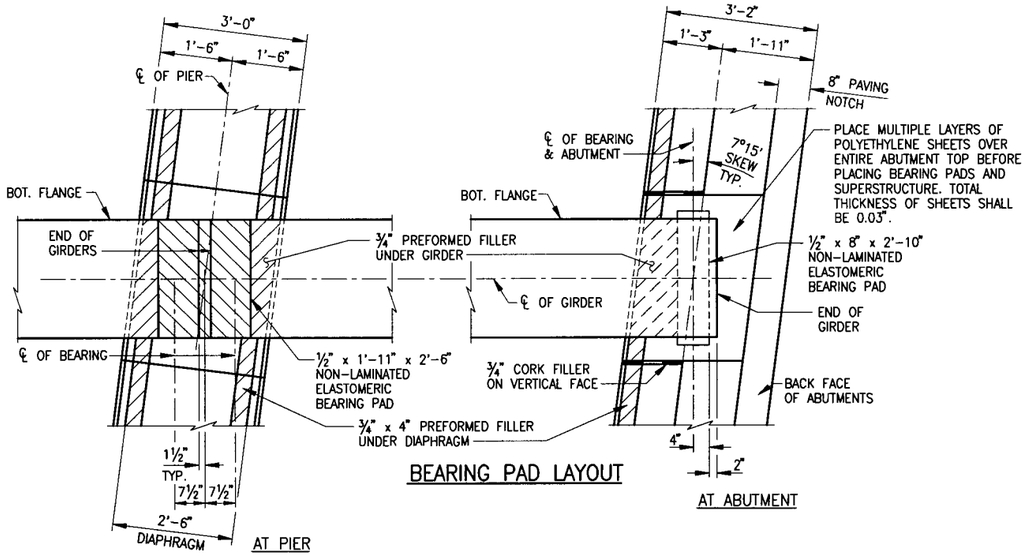


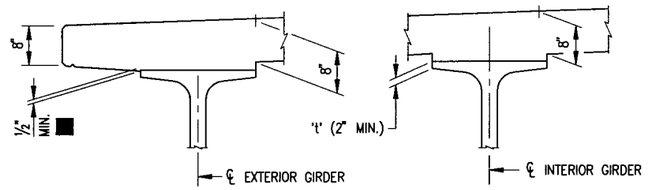

## BEARING PAD LAYOUT

## LEGEND

△ END 2'-0" AWAY FROM FACE OF ABUTMENT.

◪ HORIZONTAL CONSTRUCTION JOINT – STRIKE OFF AS SHOWN AND LEAVE ROUGH.

■ SLAB THICKNESS SHALL BE INCREASED TO CONCEAL INTERSECTION OF SLAB AND TOP OF GIRDER AT ALL FASCIA GIRDERS.




## SLAB HAUNCH DETAIL

IF THE 2" MINIMUM HAUNCH HEIGHT 't' 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. TO DETERMINE 't', ELEV. OF TOP OF GIRDERS 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'

| No. | Date. | Revision | By |
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STATE OF WISCONSIN
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SUPERSTRUCTURE DETAILS

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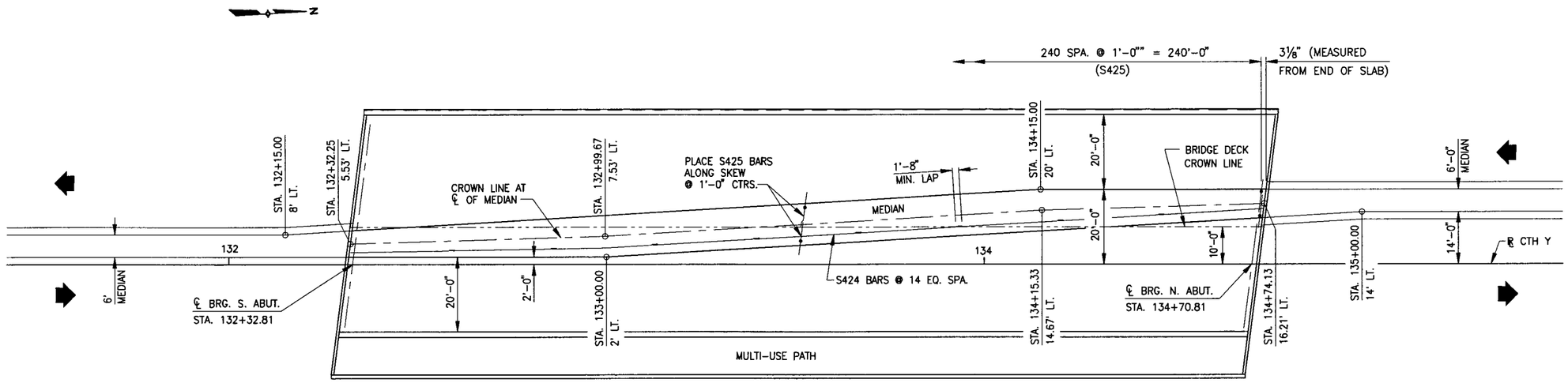
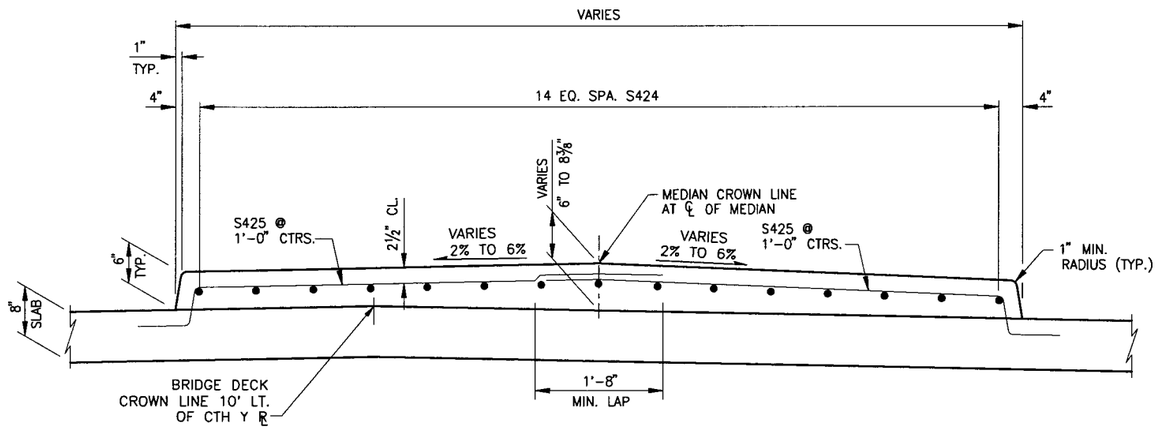



MEDIAN PLAN




TYPICAL SECTION THRU MEDIAN

| No. | Date. | Revision | By |
|---|---|---|---|

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
**DIVISION OF HIGHWAYS**

STRUCTURE B-37-377

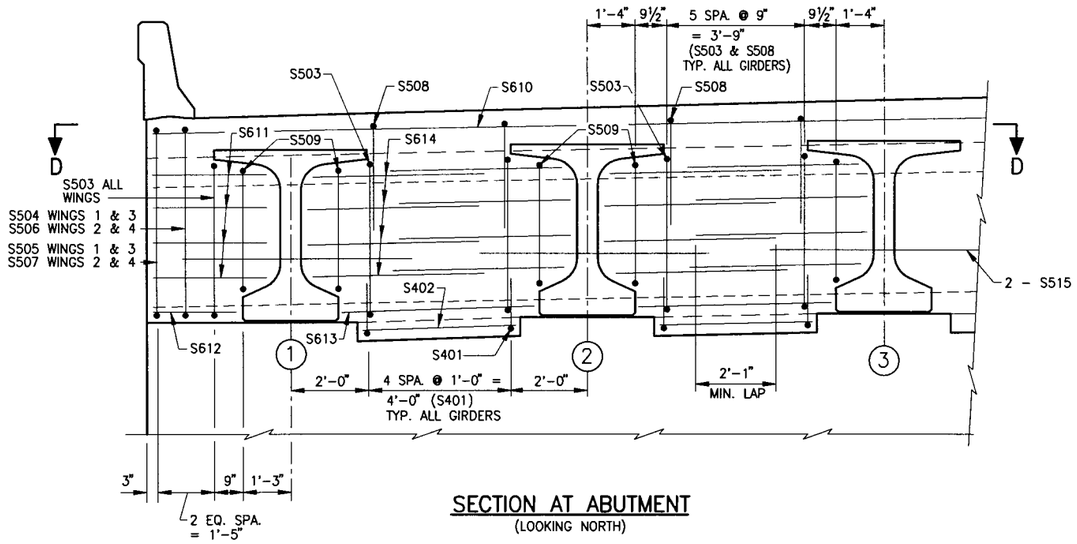
| Const. Spec. WIS. 2003 | Drawn By TL | Plans Checked TR |
|---|---|---|

SUPERSTRUCTURE DETAILS

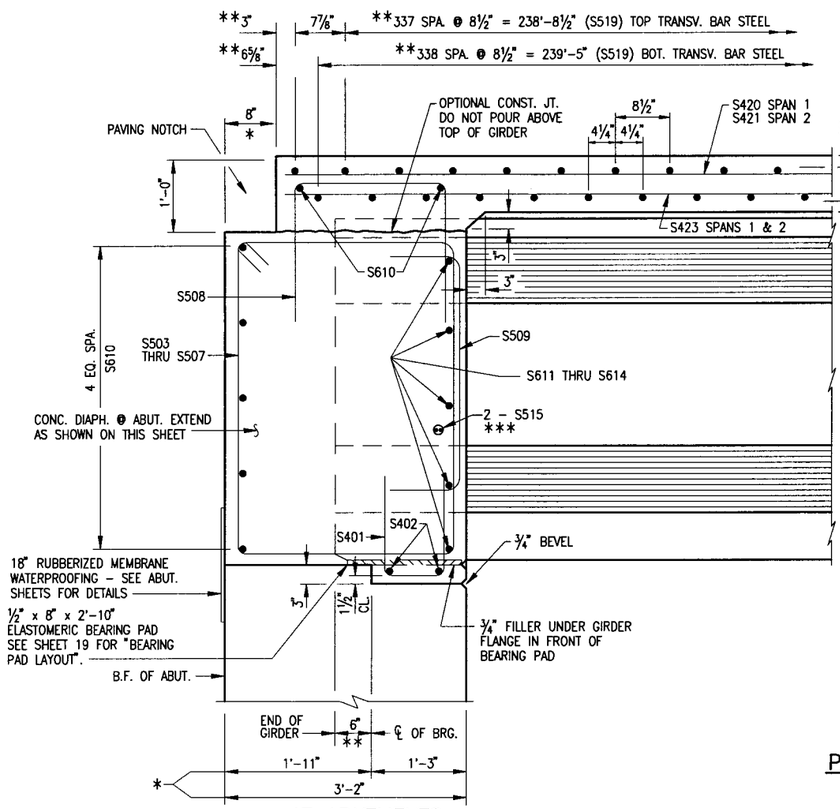
SHEET 21 OF 29

269

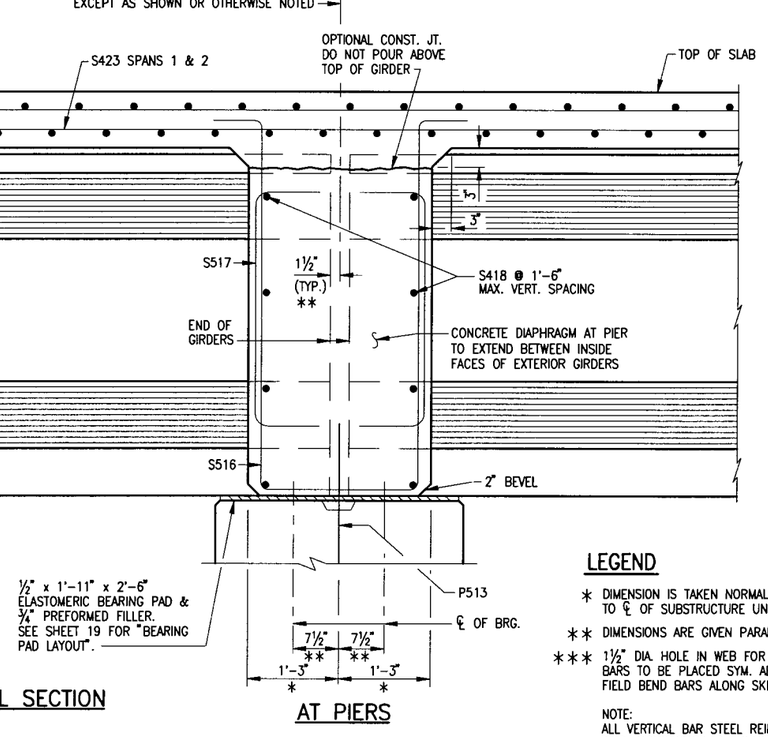
| STATE PROJECT NUMBER | SHEET NO |
|---|---|
| 1053-09-71 | |




SECTION AT ABUTMENT
(LOOKING NORTH)

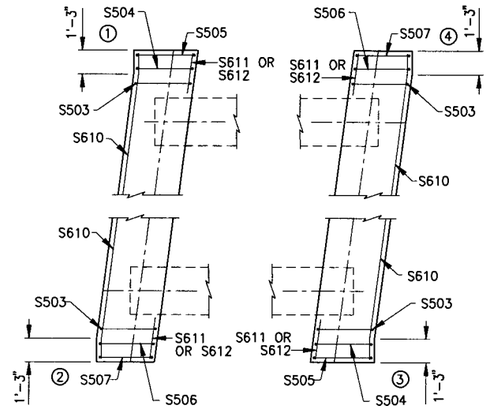



AT ABUTMENTS




PART LONGITUDINAL SECTION

AT PIERS




SECTION D-D

## LEGEND

* DIMENSION IS TAKEN NORMAL TO ℄ OF SUBSTRUCTURE UNITS.

** DIMENSIONS ARE GIVEN PARALLEL TO THE GIRDER.

*** 1½" DIA. HOLE IN WEB FOR S515 BARS. 2 - S515 BARS TO BE PLACED SYM. ABOUT ℄ OF EACH GIRDER. FIELD BEND BARS ALONG SKEW.

NOTE:
ALL VERTICAL BAR STEEL REINFORCEMENT IN CONCRETE DIAPHRAGMS SHALL BE PLACED PARALLEL TO GIRDER.

| No. | Date. | Revision | By |
|---|---|---|---|

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
**DIVISION OF HIGHWAYS**

## STRUCTURE B-37-377

| Const. Spec. WIS. 2003 | Drawn By TL | Plans Checked TR |
|---|---|---|

SUPERSTRUCTURE DETAILS

SHEET 22 OF 29

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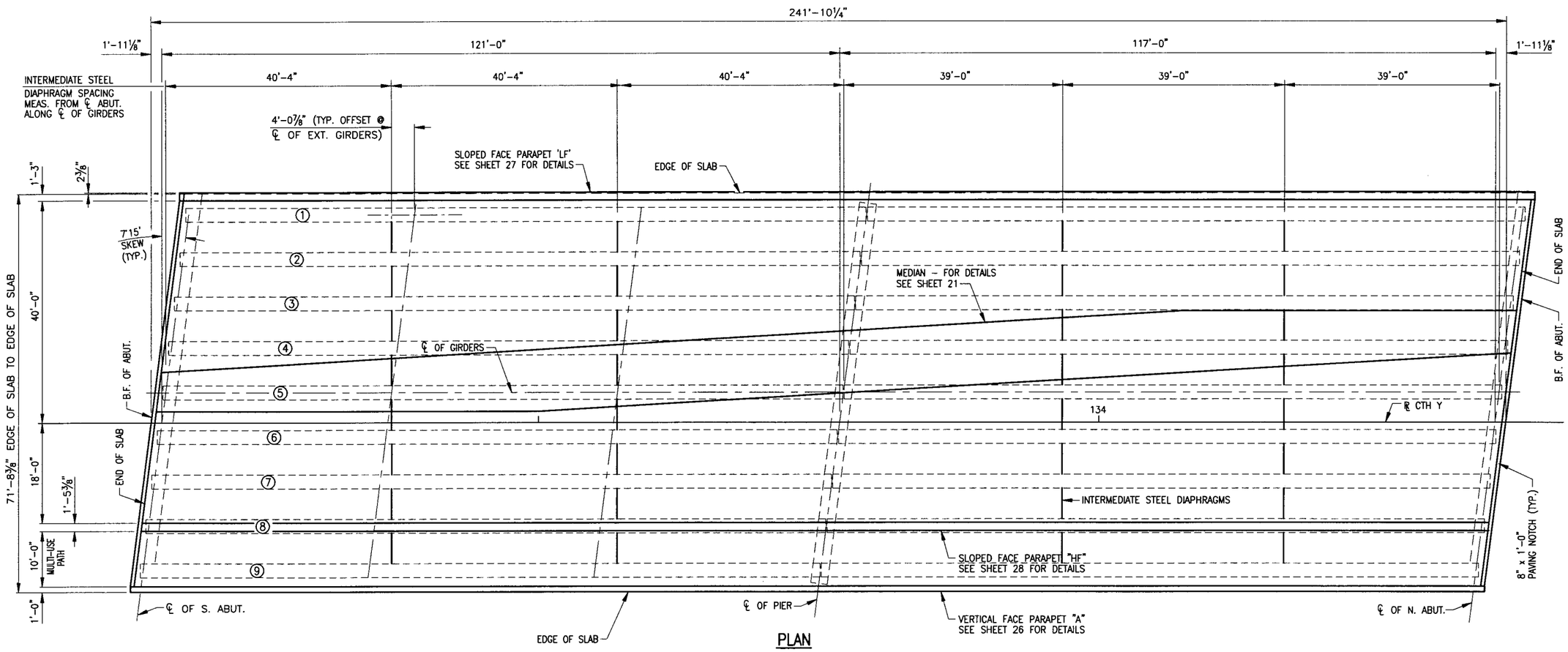
| STATE PROJECT NUMBER | SHEET NO |
|---|---|
| 1053-09-71 | |




PLAN

## TOP OF DECK ELEVATIONS

| | ℄ OF BRG. 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. | ℄ OF PIER | 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. | ℄ OF BRG. N. ABUT. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| GIRDER 1 | 1298.83 | 1298.64 | 1298.44 | 1298.22 | 1297.99 | 1297.75 | 1297.49 | 1297.22 | 1296.94 | 1296.65 | 1296.34 | 1296.03 | 1295.71 | 1295.38 | 1295.03 | 1294.68 | 1294.31 | 1293.93 | 1293.54 | 1293.14 | 1292.72 |
| GIRDER 2 | 1299.01 | 1298.82 | 1298.61 | 1298.40 | 1298.17 | 1297.93 | 1297.67 | 1297.40 | 1297.12 | 1296.83 | 1296.53 | 1296.22 | 1295.90 | 1295.57 | 1295.22 | 1294.87 | 1294.50 | 1294.12 | 1293.73 | 1293.33 | 1292.92 |
| GIRDER 3 | 1299.19 | 1299.00 | 1298.79 | 1298.58 | 1298.35 | 1298.11 | 1297.85 | 1297.59 | 1297.31 | 1297.02 | 1296.71 | 1296.41 | 1296.09 | 1295.76 | 1295.42 | 1295.06 | 1294.70 | 1294.32 | 1293.93 | 1293.53 | 1293.11 |
| GIRDER 4 | 1299.36 | 1299.17 | 1298.97 | 1298.76 | 1298.53 | 1298.29 | 1298.04 | 1297.77 | 1297.49 | 1297.20 | 1296.90 | 1296.59 | 1296.28 | 1295.95 | 1295.61 | 1295.25 | 1294.89 | 1294.51 | 1294.12 | 1293.72 | 1293.31 |
| GIRDER 5 | 1299.35 | 1299.17 | 1298.96 | 1298.75 | 1298.52 | 1298.29 | 1298.03 | 1297.77 | 1297.49 | 1297.20 | 1296.90 | 1296.60 | 1296.28 | 1295.95 | 1295.61 | 1295.26 | 1294.90 | 1294.52 | 1294.13 | 1293.74 | 1293.32 |
| GIRDER 6 | 1299.21 | 1299.02 | 1298.82 | 1298.61 | 1298.38 | 1298.15 | 1297.90 | 1297.63 | 1297.36 | 1297.07 | 1296.77 | 1296.46 | 1296.15 | 1295.82 | 1295.48 | 1295.13 | 1294.77 | 1294.39 | 1294.01 | 1293.61 | 1293.20 |
| GIRDER 7 | 1299.06 | 1298.88 | 1298.68 | 1298.47 | 1298.24 | 1298.01 | 1297.76 | 1297.49 | 1297.22 | 1296.93 | 1296.63 | 1296.33 | 1296.02 | 1295.69 | 1295.35 | 1295.00 | 1294.64 | 1294.27 | 1293.88 | 1293.49 | 1293.08 |
| GIRDER 8 | 1298.92 | 1298.73 | 1298.54 | 1298.33 | 1298.10 | 1297.87 | 1297.62 | 1297.36 | 1297.08 | 1296.80 | 1296.50 | 1296.20 | 1295.88 | 1295.56 | 1295.22 | 1294.87 | 1294.51 | 1294.14 | 1293.76 | 1293.36 | 1292.95 |
| GIRDER 9 | 1298.77 | 1298.59 | 1298.39 | 1298.18 | 1297.96 | 1297.73 | 1297.48 | 1297.22 | 1296.95 | 1296.66 | 1296.36 | 1296.06 | 1295.75 | 1295.43 | 1295.09 | 1294.74 | 1294.38 | 1294.01 | 1293.63 | 1293.24 | 1292.83 |

| No. | Date. | Revision | By |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
**DIVISION OF HIGHWAYS**

STRUCTURE B-37-377

| Const. Spec. WIS. 2003 | Drawn By TL | Plans Checked TR |
|---|---|---|

SUPERSTRUCTURE PLAN

SHEET 23 OF 29

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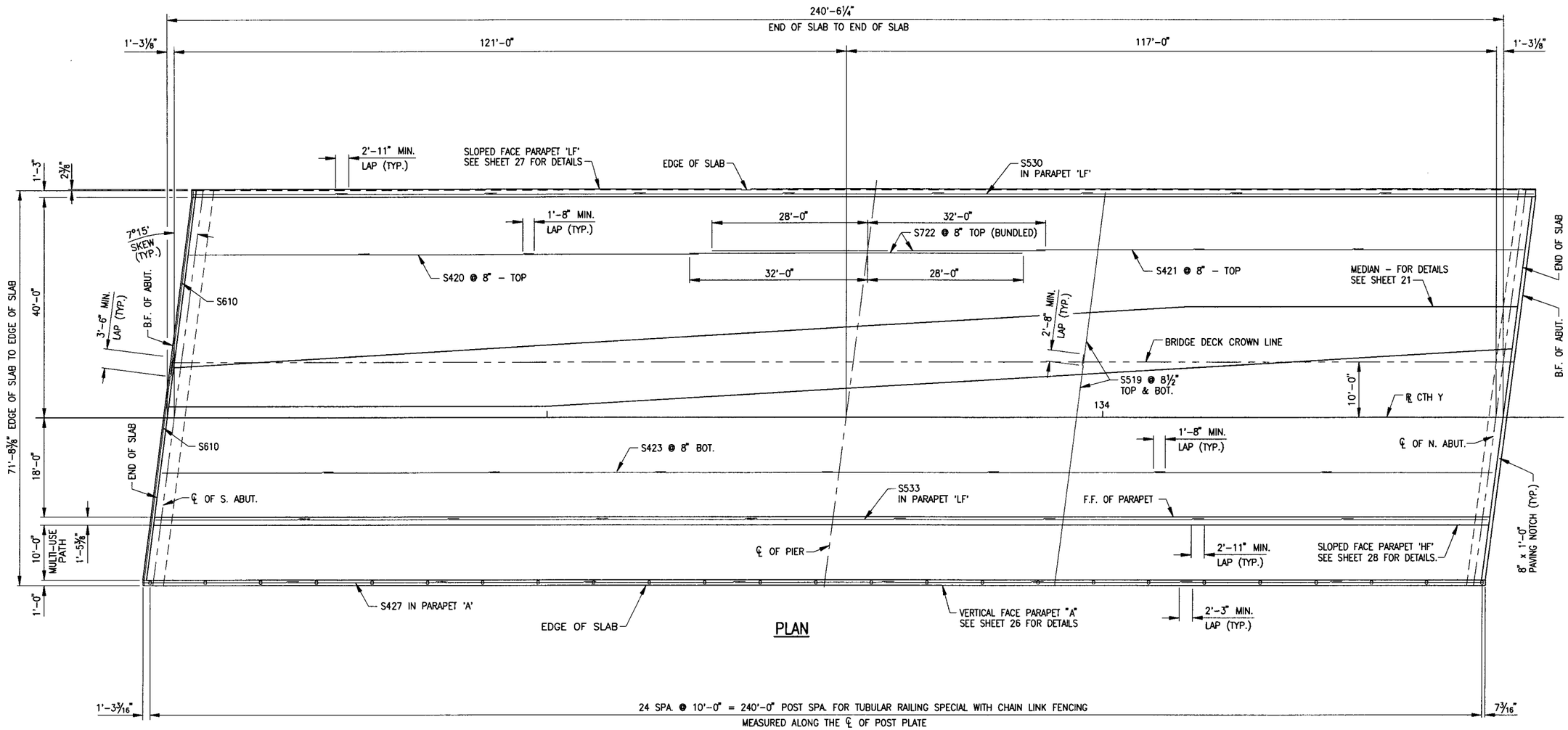
| STATE PROJECT NUMBER | SHEET NO |
|---|---|
| 1053-09-71 | |




PLAN

## NOTES

1. ALL TRANSVERSE BAR STEEL REINFORCEMENT SHALL BE PLACED ALONG THE SKEW.
2. 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 EACH EDGE OF SLAB TO SUPPORT THE ENDS OF THE BOTTOM TRANSVERSE BAR STEEL.
3. THE TOP LONGITUDINAL BAR STEEL REINFORCEMENT SHALL BE SUPPORTED BY CONTINUOUS BAR CHAIRS IN TRANSVERSE DIRECTION ON 4'-0" CENTERS.

| No. | Date. | Revision | By |
|---|---|---|---|

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
**DIVISION OF HIGHWAYS**

STRUCTURE B-37-377

| Const. Spec. | WIS. 2003 | Drawn By | TL | Plans Checked | TR |
|---|---|---|---|---|---|

SUPERSTRUCTURE PLAN OFF BAR STEEL

SHEET 24 OF 29

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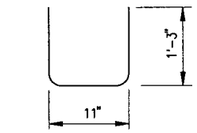
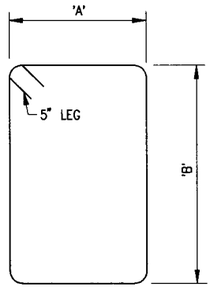
| STATE PROJECT NUMBER | SHEET NO |
|---|---|
| 1053-09-71 | |

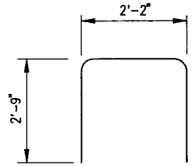



S401

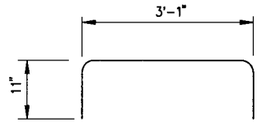



| BAR NO. | DIM. 'A' | DIM. 'B' |
|---|---|---|
| S503 | 2'-10" | 4'-1" |
| S504 | 2'-10½" | 4'-10" |
| S505 | 2'-11½" | 4'-10" |
| S506 | 2'-9½" | 4'-10" |
| S507 | 2'-8½" | 4'-10" |

S503 THRU S507

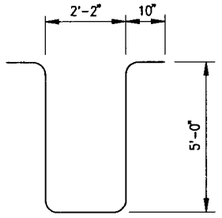



S508

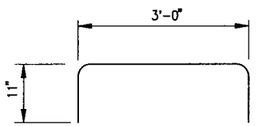



S509

S610




S516

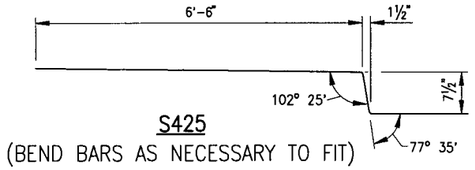



S517

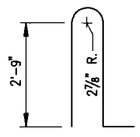
## BILL OF BARS

DIMENSIONS IN BENDING DETAILS ARE OUT TO OUT OF BAR.
ALL REINFORCEMENT BARS IN THIS BILL SHALL BE EPOXY COATED.

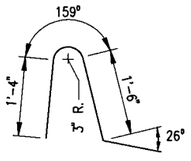
| MARK | NO. REQ'D. | LENGTH | BENT | BAR SERIES | LOCATION | |
|---|---|---|---|---|---|---|
| S401 | 80 | 3'-3" | X | | DIAPHRAGM @ ABUTMENTS | VERT. |
| S402 | 32 | 4'-2" | | | DIAPHRAGM @ ABUTMENTS BETWEEN GIRDERS | HORIZ. |
| S503 | 100 | 14'-5" | X | | DIAPHRAGM @ ABUTMENTS - STIRRUPS | VERT. |
| S504 | 2 | 16'-0" | X | | DIAPHRAGM @ S. ABUTMENT - STIRRUP - @ WINGS 1 & 3 | VERT. |
| S505 | 2 | 16'-2" | X | | DIAPHRAGM @ S. ABUTMENT - STIRRUP - @ WINGS 1 & 3 | VERT. |
| S506 | 2 | 15'-10" | X | | DIAPHRAGM @ N. ABUTMENT - STIRRUP - @ WINGS 2 & 4 | VERT. |
| S507 | 2 | 15'-8" | X | | DIAPHRAGM @ N. ABUTMENT - STIRRUP - @ WINGS 2 & 4 | VERT. |
| S508 | 96 | 7'-5" | X | | DIAPHRAGM @ ABUTMENTS - STIRRUPS | VERT. |
| S509 | 36 | 4'-9" | X | | DIAPHRAGM @ ABUTMENTS - STIRRUPS | VERT. |
| S610 | 28 | 37'-9" | X | | DIAPHRAGM @ ABUTMENTS - B.F. | HORIZ. |
| S611 | 16 | 3'-1" | | | DIAPHRAGM @ ABUTMENTS - F.F. - WINGS | HORIZ. |
| S612 | 4 | 2'-3" | | | DIAPHRAGM @ ABUTMENTS - F.F. - WINGS | HORIZ. |
| S613 | 16 | 5'-2" | | | DIAPHRAGM @ ABUTMENTS - BETWEEN GIRDERS - F.F. | HORIZ. |
| S614 | 128 | 4'-8" | | | DIAPHRAGM @ ABUTMENTS - BETWEEN GIRDERS - F.F. | HORIZ. |
| S515 | 36 | 6'-0" | | | DIAPHRAGM @ ABUTMENTS - 2 @ EA. GIRDER - SYM. ABOUT ℄ | HORIZ. |
| S516 | 40 | 13'-7" | X | | DIAPHRAGM @ PIER | VERT. |
| S517 | 32 | 4'-8" | X | | DIAPHRAGM @ PIER | VERT. |
| S418 | 128 | 4'-5" | | | DIAPHRAGM @ PIER | HORIZ. |
| S519 | 1358 | 37'-4" | | | SLAB - TOP & BOT. | TRANSV. |
| S420 | 321 | 31'-9" | | | SLAB - TOP - SPAN 1 | LONGIT. |
| S421 | 321 | 30'-5" | | | SLAB - TOP - SPAN 2 | LONGIT. |
| S722 | 214 | 60'-0" | | | SLAB - TOP - OVER PIER | LONGIT. |
| S423 | 864 | 31'-6" | | | SLAB - BOT. | LONGIT. |
| S424 | 135 | 28'-6" | | | MEDIAN | LONGIT. |
| S425 | 482 | 8'-1" | X | | MEDIAN | TRANSV. |
| S526 | 242 | 7'-4" | X | | "A" PARAPET | VERT. |
| S427 | 54 | 28'-10" | | | "A" PARAPET | HORIZ. |
| S528 | 362 | 4'-8" | X | | "LF" PARAPETS | VERT. |
| S529 | 362 | 4'-10" | X | | "LF" PARAPETS | VERT. |
| S530 | 45 | 29'-5" | | | "LF" PARAPETS | HORIZ. |
| S531 | 361 | 4'-8" | X | | "HF" PARAPETS | VERT. |
| S532 | 361 | 6'-6" | X | | "HF" PARAPETS | VERT. |
| S533 | 72 | 29'-5" | | | "HF" PARAPETS | HORIZ. |



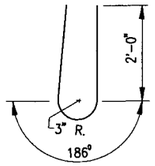

S425
(BEND BARS AS NECESSARY TO FIT)



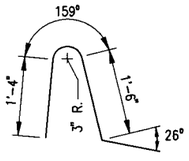

S526



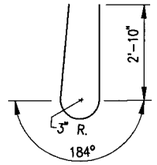

S528




S529




S531




S532

| No. | Date. | Revision | By |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
**DIVISION OF HIGHWAYS**

STRUCTURE B-37-377

| Const. Spec. WIS. 2003 | Drawn By TL | Plans Checked TR |
|---|---|---|

SUPERSTRUCTURE DETAILS & BILL OF BARS

SHEET 25 OF 29

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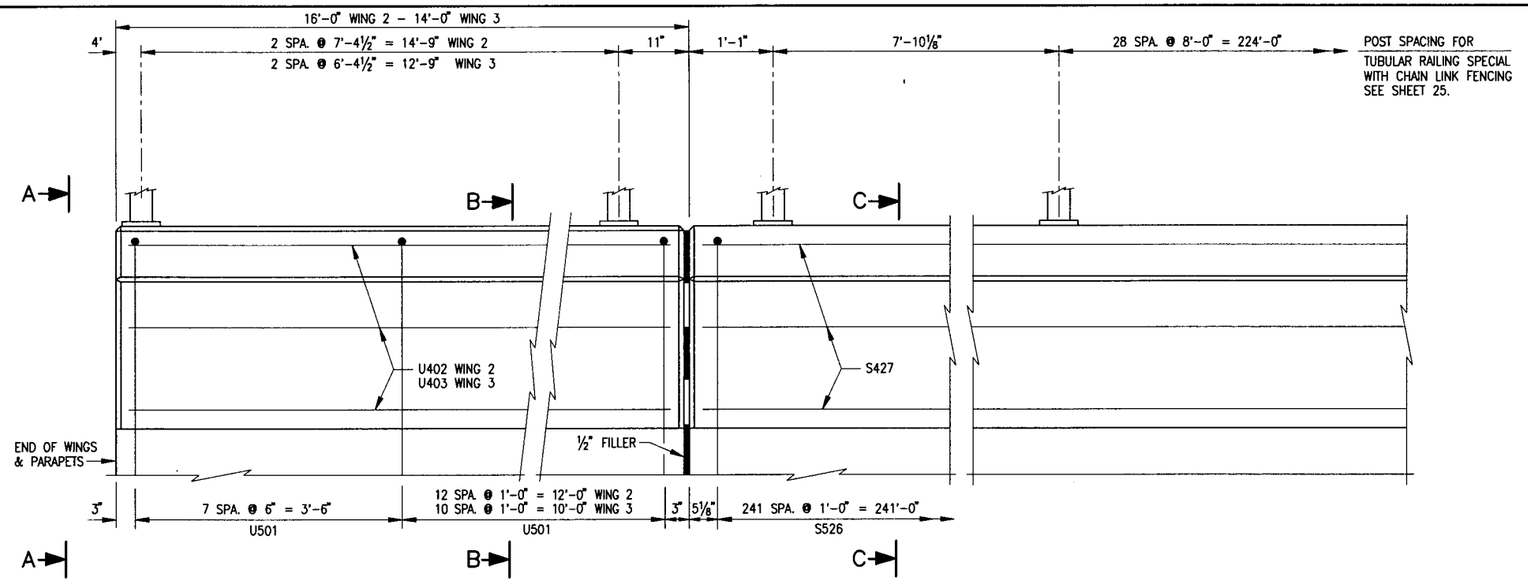
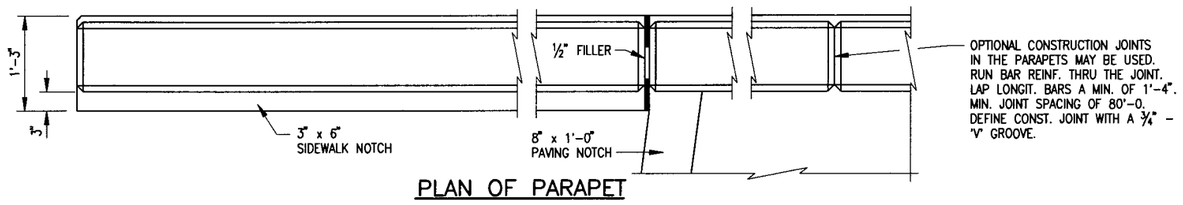
| STATE PROJECT NUMBER | SHEET NO |
|---|---|
| 1053-09-71 | |




ELEVATION AT INSIDE FACE OF PARAPET AT ABUTMENTS

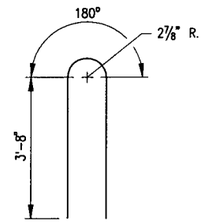



PLAN OF PARAPET

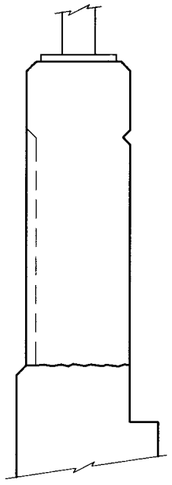
## BILL OF BARS

DIMENSIONS IN BENDING DETAILS ARE OUT TO OUT OF BAR.
ALL REINFORCEMENT BARS IN THIS BILL SHALL BE EPOXY COATED.

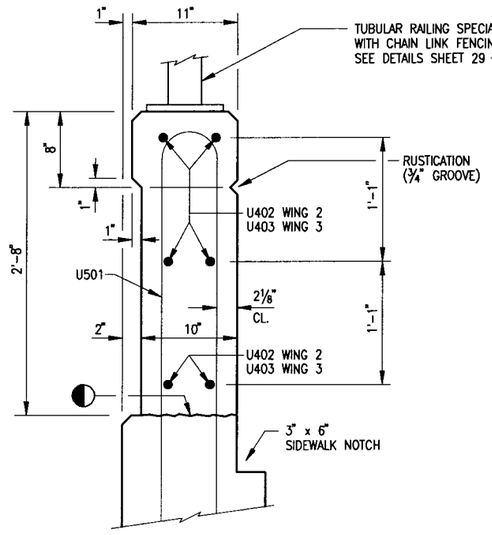
| MARK | NO. REQ'D. | LENGTH | BENT | LOCATION | |
|---|---|---|---|---|---|
| U501 | 38 | 8'-1" | X | PARAPET - WINGS 2 & 3 | VERT. |
| U402 | 6 | 15'-8" | | PARAPET - WING 2 | HORIZ. |
| U403 | 6 | 13'-8" | | PARAPET - WING 3 | HORIZ. |
| | | | | | |



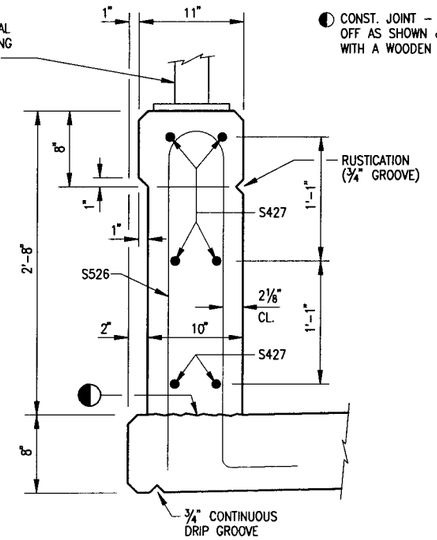

U501



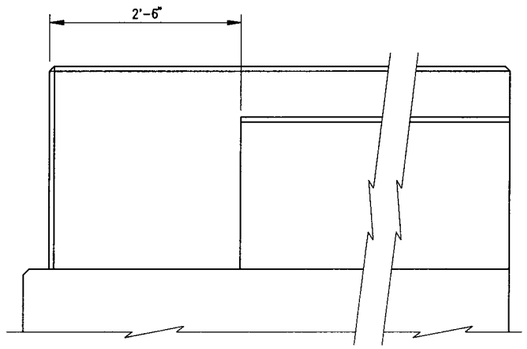
VIEW A




SECTION B




SECTION C AT MULTI USE PATH




OUTSIDE FACE OF PARAPET

| No. | Date. | Revision | By |
|---|---|---|---|

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
**DIVISION OF HIGHWAYS**

STRUCTURE B-37-377

| Const. Spec. WIS. 2003 | Drawn By TL | Plans Checked TR |
|---|---|---|

VERTICAL FACE PARAPET "A"

SHEET 26 OF 29

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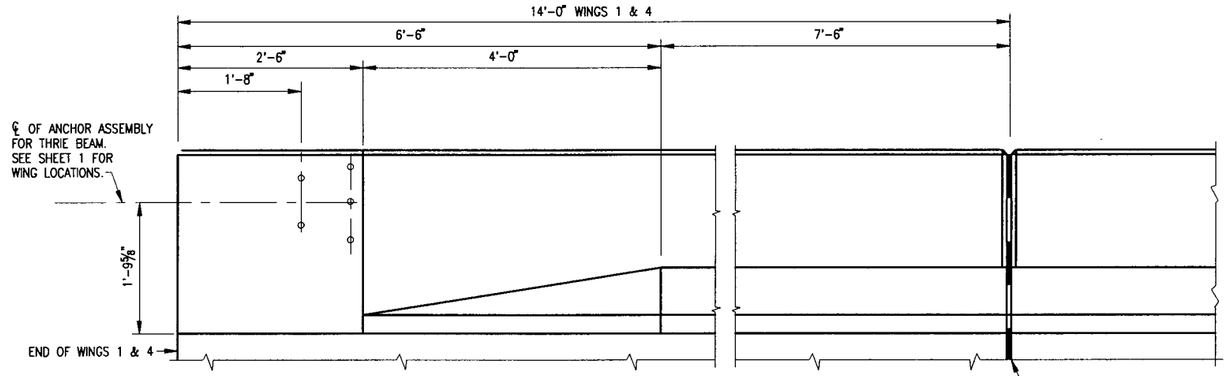
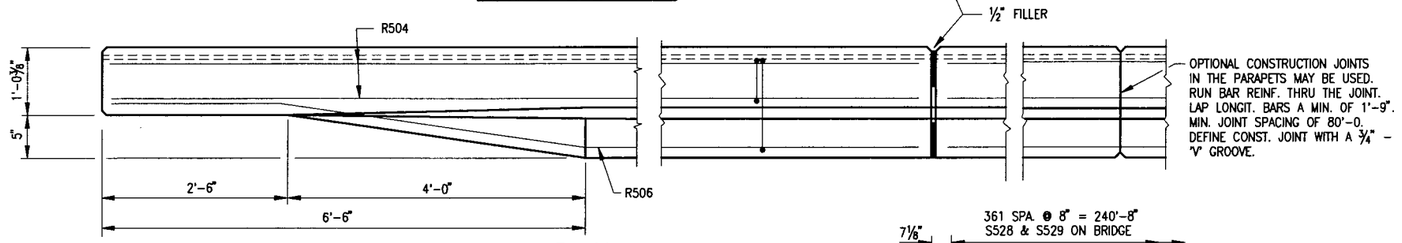
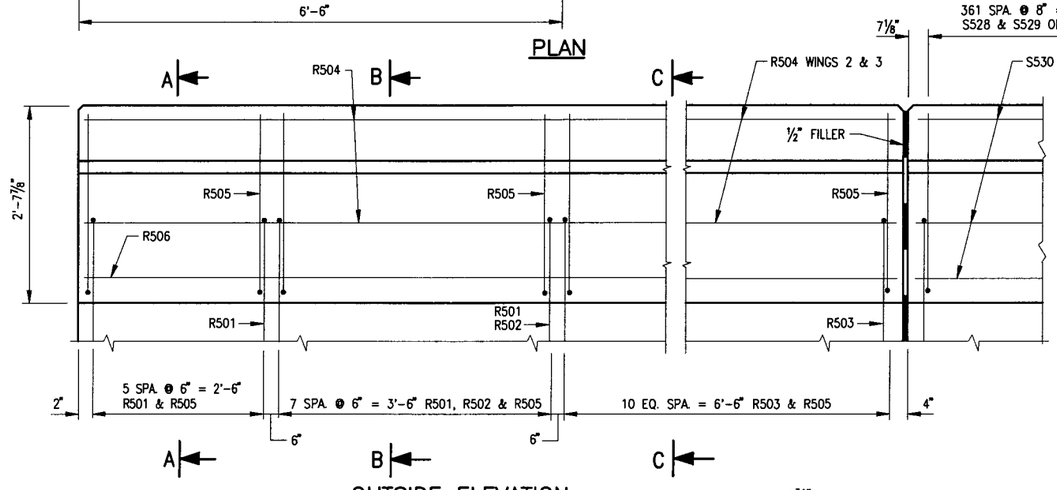
| STATE PROJECT NUMBER | SHEET NO |
|---|---|
| 1053-09-71 | |



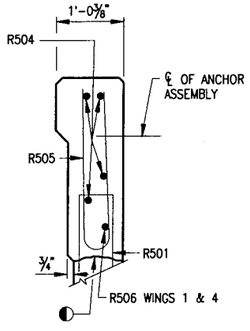

INSIDE ELEVATION



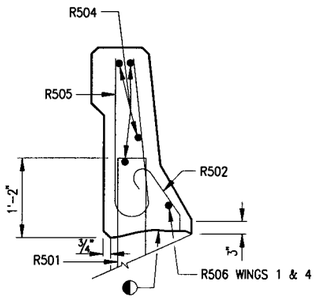

PLAN



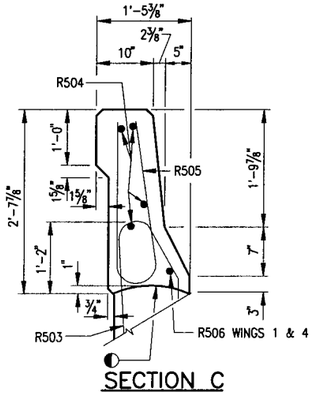

OUTSIDE ELEVATION




SECTION A




SECTION B

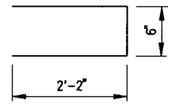



SECTION C

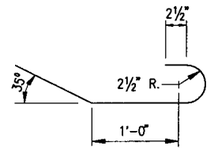
## BILL OF BARS

DIMENSIONS IN BENDING DETAILS ARE OUT TO OUT OF BAR.
ALL REINFORCEMENT BARS IN THIS BILL SHALL BE EPOXY COATED.

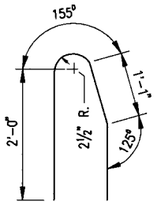
| MARK | NO. REQ'D. | LENGTH | BENT | BAR SERIES | LOCATION | |
|---|---|---|---|---|---|---|
| R501 | 28 | 4'-7" | X | | PARAPET - WINGS 1 & 4 | VERT. |
| R502 | 16 | 3'-2" | X | | PARAPET - WINGS 1 & 4 | VERT. |
| R503 | 22 | 4'-8" | X | | PARAPET - WINGS 1 & 4 | VERT. |
| R504 | 8 | 13'-8" | | | PARAPET - WINGS 1 & 4 | HORIZ. |
| R505 | 50 | 4'-10" | X | | PARAPET - WINGS 1 & 4 | VERT. |
| R506 | 2 | 13'-8" | X | | PARAPET - WINGS 1 & 4 | HORIZ. |



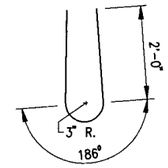

R501



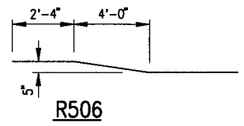

R502



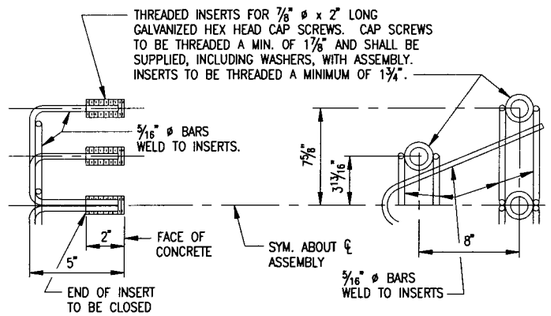

R503




R505

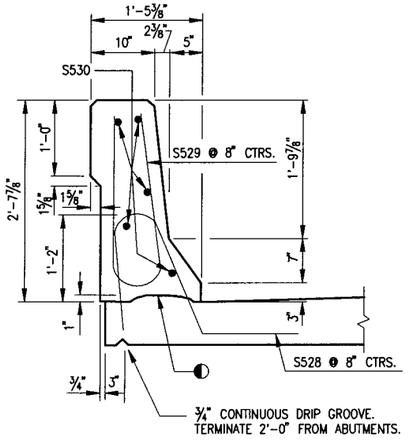



R506




DETAIL OF ANCHOR ASSEMBLY

NOTE: HEX. HEAD CAP SCREWS & WASHERS TO BE GALVANIZED IN ACCORDANCE WITH AASHTO M232 CLASS C. SEE SHEET 1 FOR LOCATION




SECTION THRU PARAPET ON BRIDGE

◐ CONST. JOINT - STRIKE OFF AS SHOWN & FINISH WITH A WOODEN TROWEL.

| No. | Date. | Revision | By |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
**DIVISION OF HIGHWAYS**

STRUCTURE B-37-377

| Const. Spec. WIS. 2003 | Drawn By TL | Plans Checked TR |
|---|---|---|

SLOPED FACE PARAPET "LF"

SHEET 27 OF 29

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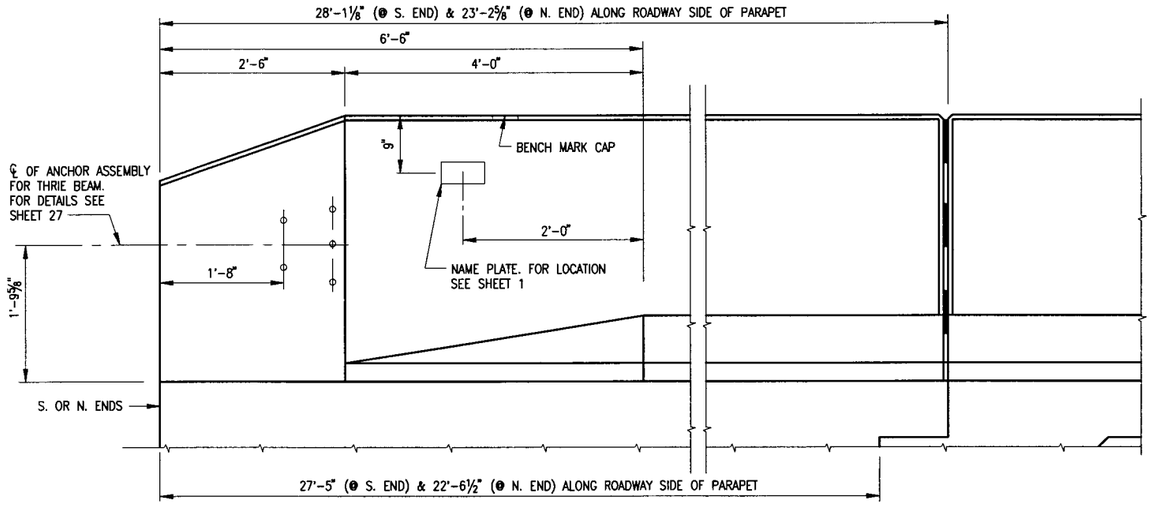
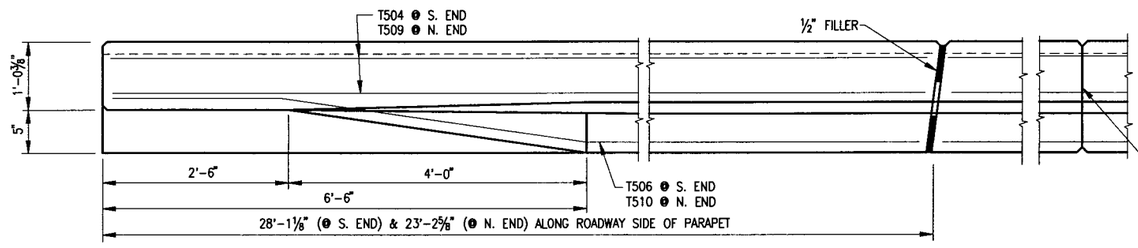
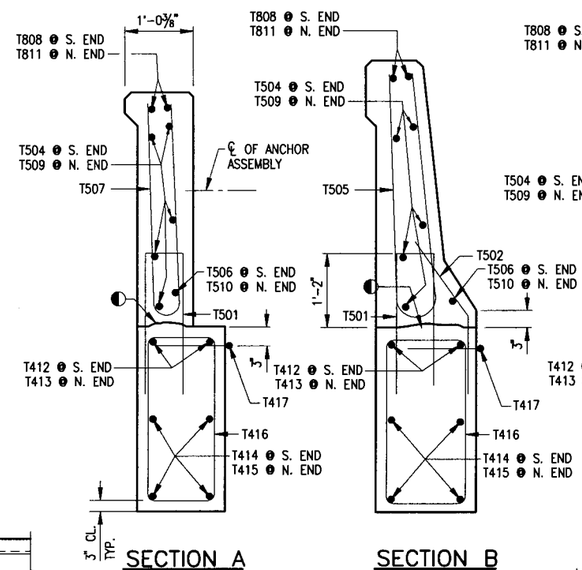
| STATE PROJECT NUMBER | SHEET NO |
|---|---|
| 1053-09-71 | |




## INSIDE ELEVATION (ROADWAY SIDE)



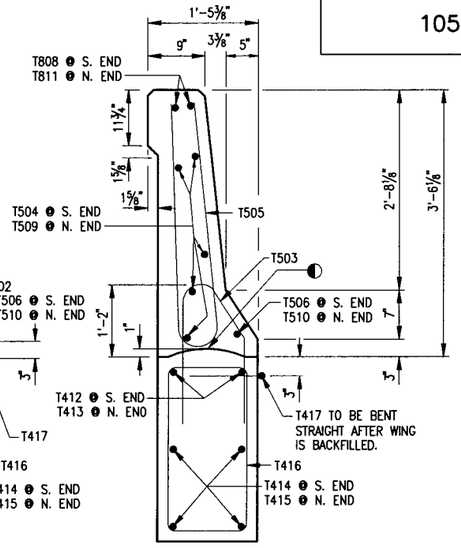

## PLAN




## SECTION A

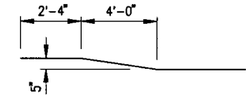



## SECTION B




## SECTION C

◐ CONST. JOINT - STRIKE OFF AS SHOWN & FINISH WITH A WOODEN TROWEL.



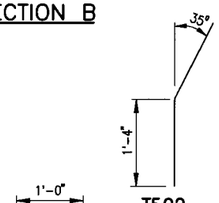

## T506 & T510

## BILL OF BARS

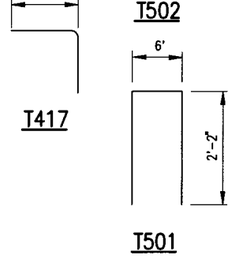
DIMENSIONS IN BENDING DETAILS ARE OUT TO OUT OF BAR.
ALL REINFORCEMENT BARS IN THIS BILL SHALL BE EPOXY COATED.

| MARK | NO. | LENGTH | BENT | LOCATION | |
|---|---|---|---|---|---|
| T501 | 28 | 4'-7" | X | PARAPET N. & S. END | VERT. |
| T502 | 16 | 2'-4" | X | PARAPET N. & S. END | VERT. |
| T503 | 57 | 4'-6" | X | PARAPET N. & S. END | VERT. |
| T504 | 5 | 27'-7" | | PARAPET S. END | VERT. |
| T505 | 73 | 6'-6" | X | PARAPET N. & S. END | HORIZ. |
| T506 | 1 | 27'-9" | X | PARAPET S. END | HORIZ. |
| T507 | 12 | 5'-8" ● | X | PARAPET N. & S. END | HORIZ. |
| T808 | 2 | 27'-9" | X | PARAPET S. END | HORIZ. |
| T509 | 5 | 22'-11" | | PARAPET N. END | VERT. |
| T510 | 1 | 22'-9" | X | PARAPET N. END | HORIZ. |
| T811 | 2 | 22'-11" | X | PARAPET N. END | HORIZ. |
| T412 | 2 | 27'-7" | | PARAPET S. END | HORIZ. |
| T413 | 2 | 22'-9" | | PARAPET N. END | HORIZ. |
| T414 | 4 | 26'-11" | | PARAPET S. END | HORIZ. |
| T415 | 4 | 22'-2" | | PARAPET N. END | HORIZ. |
| T416 | 51 | 7'-6" | X | PARAPET N. & S. END | HORIZ. |
| T417 | 51 | 2'-0" | X | PARAPET N. & S. END | HORIZ. |

● LENGTH SHOWN FOR BAR IS AN AVERAGE LENGTH AND SHOULD ONLY BE USED FOR BAR WEIGHT CALCULATIONS. SEE BAR SERIES TABLE FOR ACTUAL LENGTHS.

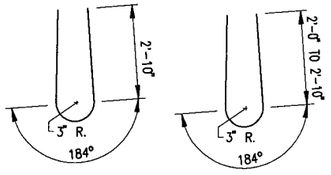



## T502



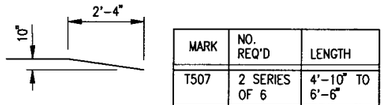

## T417

## T501



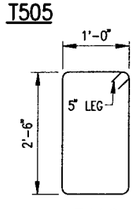

## T505

## T507

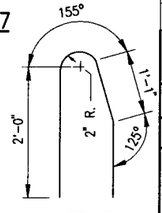



## T808 & T811

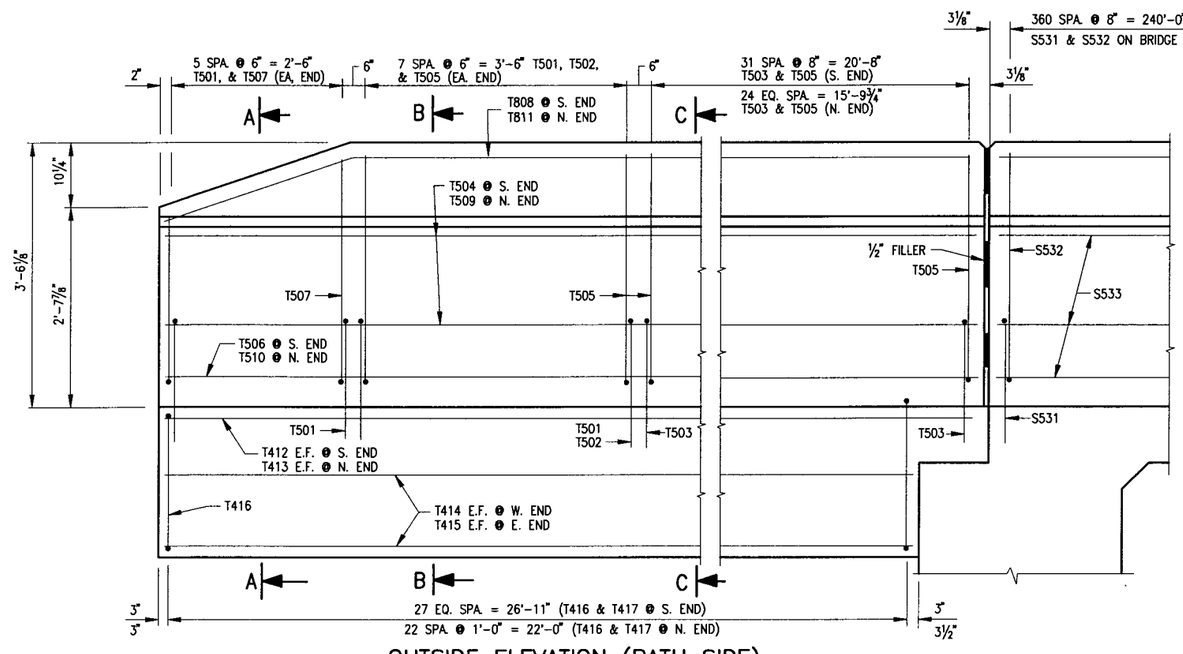
| MARK | NO. REQ'D | LENGTH |
|---|---|---|
| T507 | 2 SERIES OF 6 | 4'-10" TO 6'-6" |



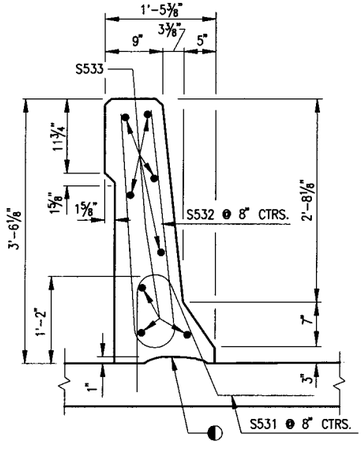

## T416




## T503




## OUTSIDE ELEVATION (PATH SIDE)




## SECTION THRU PARAPET ON BRIDGE

OPTIONAL CONSTRUCTION JOINTS IN THE PARAPETS MAY BE USED. RUN BAR REINF. THRU THE JOINT. LAP LONGIT. BARS A MIN. OF 1'-9". MIN. JOINT SPACING OF 80'-0. DEFINE CONST. JOINT WITH A ¾" - "V" GROOVE.

| No. | Date. | Revision | By |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
**DIVISION OF HIGHWAYS**

## STRUCTURE B-37-377

| Const. Spec. | WIS. 2003 | Drawn By | TL | Plans Checked | TR |
|---|---|---|---|---|---|

## SLOPED FACE PARAPET "HF"

SHEET 28 OF 29

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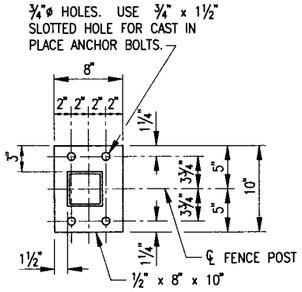
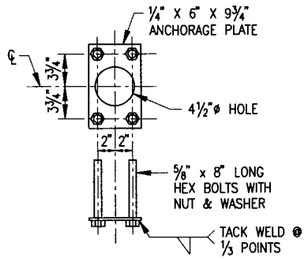
| STATE PROJECT NUMBER | SHEET NO |
|---|---|
| 1053-09-71 | |

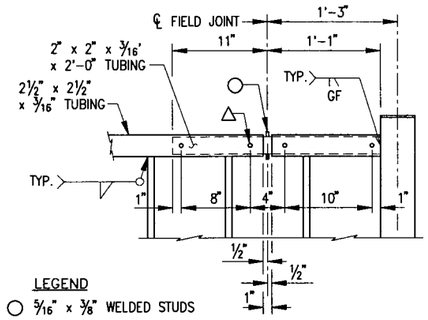



BASE PLATE




ANCHORAGE DETAIL

⅝"ø CONCRETE MASONRY ANCHOR, TYPE S EPOXY, 7" MINIMUM EMBEDMENT WITH A MINIMUM PULLOUT OF 20 KIPS MAY BE SUBSTITUTED FOR ⅝" CAST IN PLACE ANCHOR BOLTS. ANCHORAGE PLATE NOT REQUIRED WHEN TYPE S ANCHORS ARE USED.

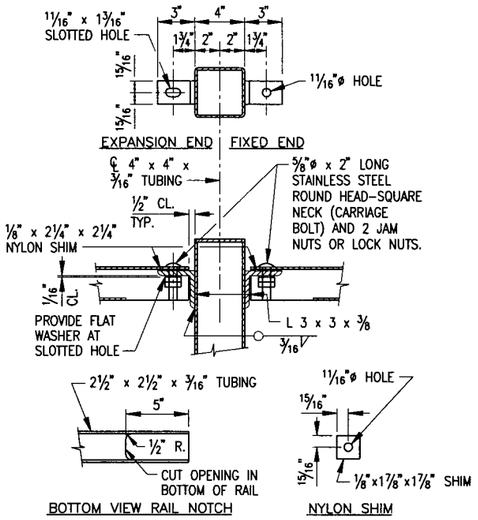



LEGEND

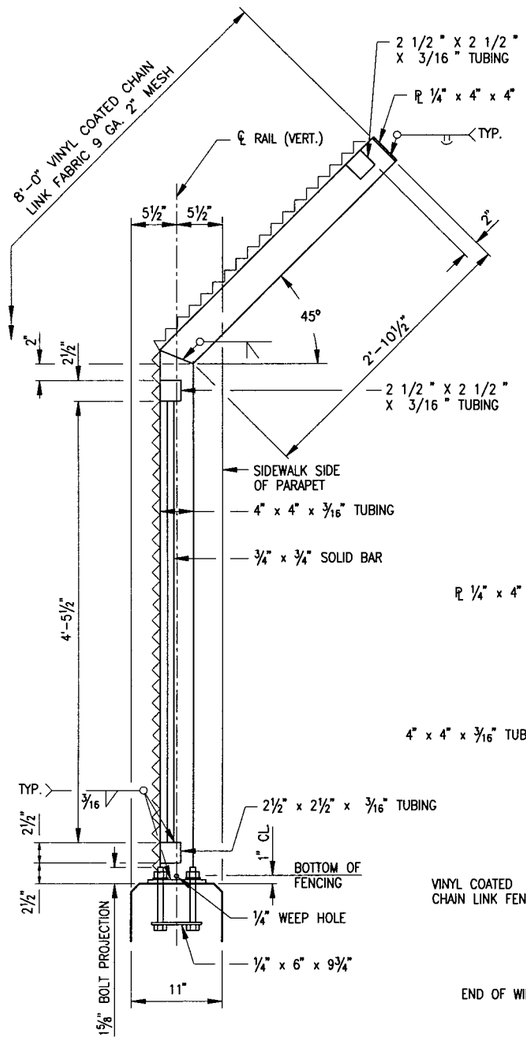
○ ⅝" x ⅜" WELDED STUDS

△ WELD BEAD ON EACH SIDE OF TUBE. GRIND BEADS SO THAT SLEEVE FITS FREELY IN THE I.D. OF 2½"ø TUBE.

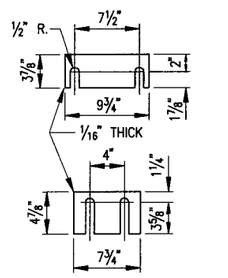
RAILING EXPANSION JOINT DETAIL




TOP RAIL CONNECTION FOR ALTERNATE DETAIL

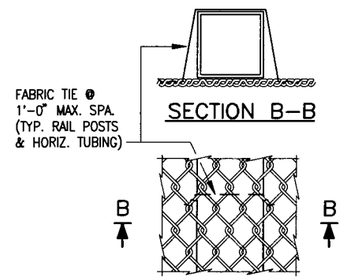



SECTION THRU RAILING

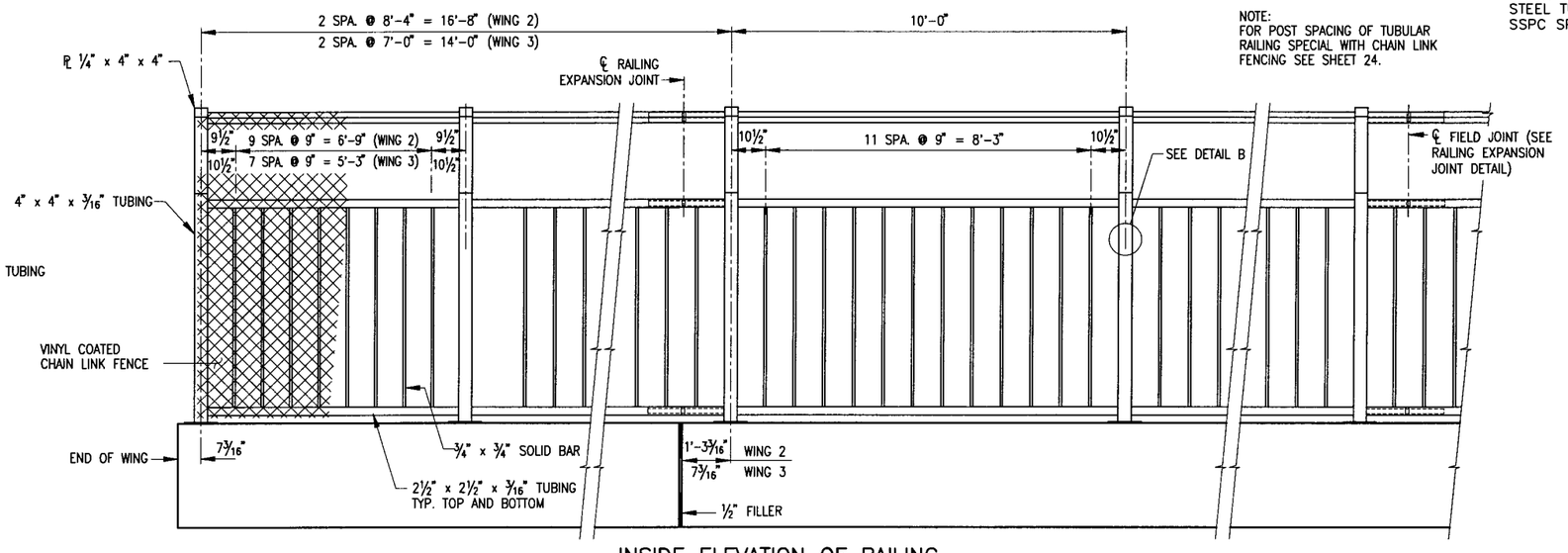



SHIM PLATE DETAILS

TWO SHIMS OF EACH SIZE REQUIRED PER POST




DETAIL B




INSIDE ELEVATION OF RAILING

NOTE:
FOR POST SPACING OF TUBULAR RAILING SPECIAL WITH CHAIN LINK FENCING SEE SHEET 24.

## NOTES

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 CUT.

RAILS AND POSTS TO BE A.S.T.M. A500, GRADE B. BASE PLATES AND SHIMS TO BE A.S.T.M. A709, GRADE 36. ALL GALVANIZED AFTER FABRICATION.

ANCHORAGES SHALL BE ACCURATELY PLACED TO PROVIDE CORRECT ALIGNMENT OF RAILING. SET POSTS NORMAL TO GRADE.

ALL POST SPA. ARE TAKEN HORIZ. ALONG CENTER LINE OF RAILING AT BASE OF POST.

SHIMS SHALL BE USED UNDER BASE PLATES WHERE REQUIRED FOR ALIGNMENT.

CAULK AROUND PERIMETER OF BASE PLATES AND FILL PORTION OF SLOTTED HOLES AROUND ANCHOR BOLTS WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER.

CUT BOTTOM OF POST TO MAKE VERTICAL IN TRANSVERSE DIRECTION.

ANCHOR BOLTS, NUTS AND WASHERS SHALL BE EITHER STAINLESS STEEL OR A.S.T.M. 307. IF 307 IS USED, ANCHOR BOLTS, NUTS, AND WASHERS SHALL BE GALVANIZED.

RAILING TO BE PAINTED AND CHAIN LINK FENCE AND TIES TO BE VINYL COATED. FEDERAL COLOR NO. 27038.

THE BID ITEM SHALL BE "TUBULAR RAILING, SPECIAL" WHICH SHALL INCLUDE ALL ITEMS SHOWN.

RAILING SHALL BE FABRICATED IN LENGTHS THAT INCLUDE NOT MORE THAN 3 POSTS.

THE END OF THE FABRIC SHALL BE ATTACHED TO THE POST BY MEANS OF A STRETCHER BAR THREADED THROUGH THE END LOOPS OF THE FABRIC AND SECURED TO THE POST WITH CLAMPS & BOLT. THE FABRIC SHALL BE STRETCHED TO REMOVE ALL SLACK.

VENT HOLES SHALL BE DRILLED IN MEMBERS AS REQUIRED TO FACILITATE GALVANIZING.

ALL MATERIAL SHALL BE GALVANIZED AFTER FABRICATION. PRIOR TO GALVANIZING ALL STEEL RAILING POSTS AND STEEL TUBING SHALL BE GIVEN A #6 BLAST CLEANING BY SSPC SPECIFICATIONS.

| No. | Date. | Revision | By |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
**DIVISION OF HIGHWAYS**

STRUCTURE B-37-377

| Const. Spec. | WIS. 2003 | Drawn By | TL | Plans Checked | TR |
|---|---|---|---|---|---|

TUBULAR RAILING SPECIAL

SHEET 29 OF 29

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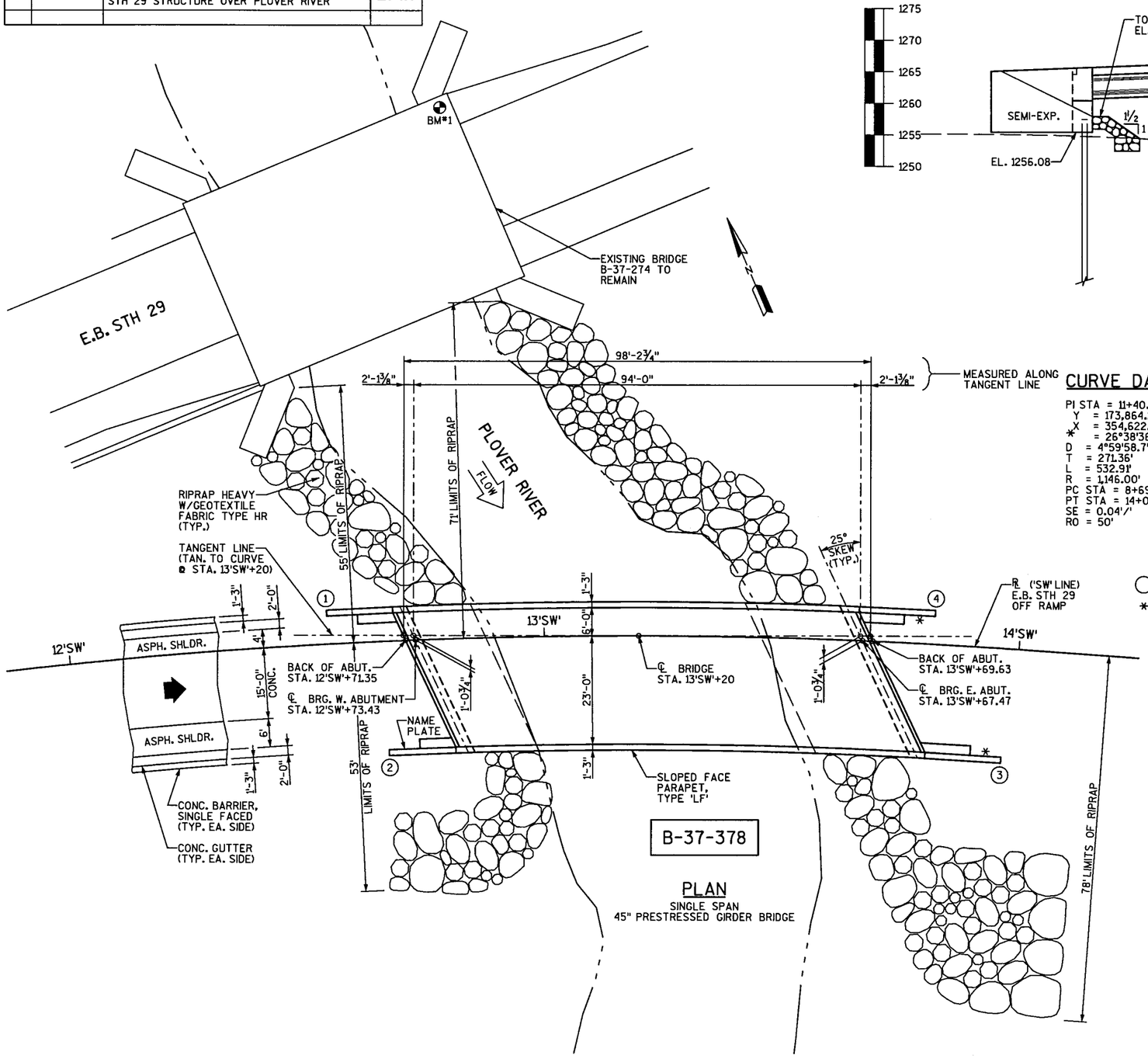
| STATE PROJECT NUMBER | SHEET NO |
|---|---|
| 1053-09-71 | |

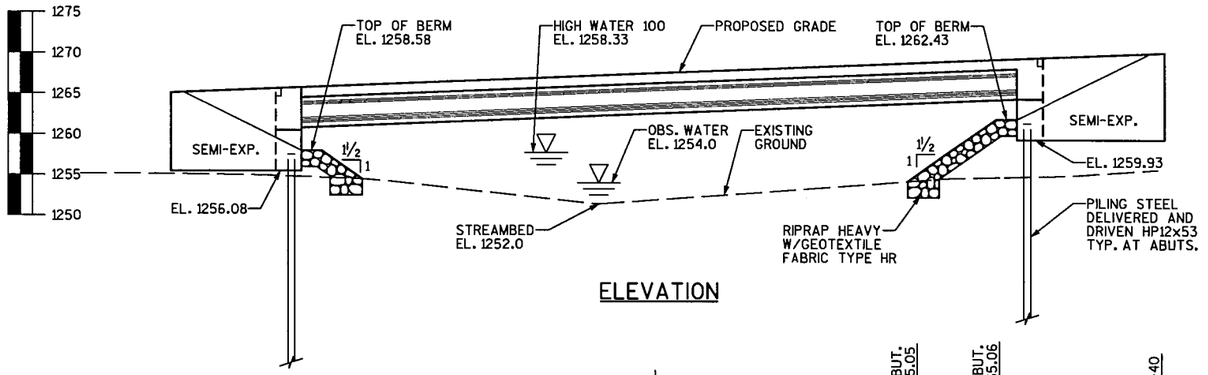
## BENCH MARKS

| NO. | STATION | DESCRIPTION | ELEV. |
|---|---|---|---|
| 1 | --- | DISC IN PARAPET OF NE CORNER OF E.B. STH 29 STRUCTURE OVER PLOVER RIVER | 1264.68 |
| | | | |

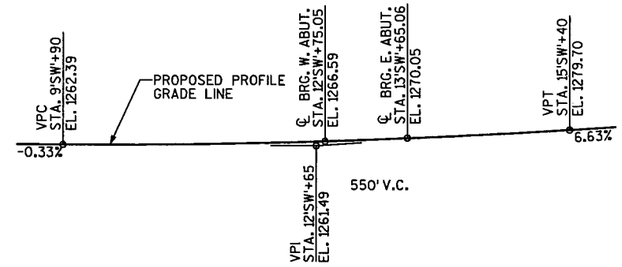



## PLAN

SINGLE SPAN
45" PRESTRESSED GIRDER BRIDGE




## ELEVATION




## PROFILE GRADE LINE

## CURVE DATA

PI STA = 11+40.57'SW'
Y = 173,864.213
X = 354,622.541
= 26°38'36.8" (RT)
D = 4°59'58.7"
T = 271.36'
L = 532.91'
R = 1,146.00'
PC STA = 8+69.20'SW'
PT STA = 14+02.11'SW'
SE = 0.04'/'
RO = 50'

○ INDICATES WING NUMBER

* LOCATION OF ATTACHMENT INSERTS FOR THRIE BEAM

## LIST OF DRAWINGS


1. GENERAL PLAN
2. TYPICAL SECTION
3. SUBSURFACE EXPLORATION
4. WEST ABUTMENT
5. WEST ABUTMENT DETAILS
6. WING 1
7. WING 2
8. WEST ABUTMENT BILL OF BARS
9. EAST ABUTMENT
10. EAST ABUTMENT DETAILS
11. WING 3
12. WING 4
13. EAST ABUTMENT BILL OF BARS
14. INTERMEDIATE STEEL DIAPHRAMS PRESTRESSED GIRDER.
15. TYPE I 45-INCH DETAILS
16. SUPERSTRUCTURE PLAN
17. SUPERSTRUCTURE DETAILS
18. SLOPED FACE PARAPET 'LF'- WINGS 1& 2
19. SLOPED FACE PARAPET 'LF'- WINGS 3 & 4


WISCONSIN
THOMAS J. ROMENESKO
E-26318
MADISON
WI
PROFESSIONAL ENGINEER

3/16/04

BRIDGE OFFICE CONTACT:
FINN HUBBARD, P.E.
(608) 266-8489


ROMENESKO ENGINEERING, LLC
213 JACKSON STREET
SAUK CITY, WI. 53583
(608) 644-1502
FAX (608) 644-1602
romenesko@charter.net


| No. | Date. | Revision | By |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

# STRUCTURE B-37-378

## STH 29 E.B. RAMP OVER PLOVER RIVER

| | | | |
|---|---|---|---|
| County MARATHON | | Town NORRIE | |
| Design Spec. A.A.S.H.T.O. 2002 | | Load HS20 | Const. Spec. WIS. 2003 |
| Designed By TR | Design Ck'd. VR | Drawn By BS | Plans Ck'd. TR |

Approved Finn Hubbard for SDR State Bridge Engineer — 8-25-04 Date

GENERAL PLAN

SHEET 1 OF 19

FEB. 2004

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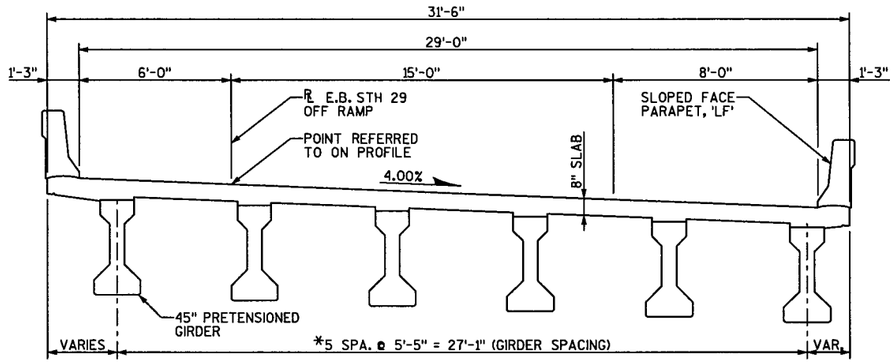
| STATE PROJECT NUMBER | SHEET NO |
|---|---|
| 1053-09-71 | |




## CROSS SECTION THRU ROADWAY

*PERPENDICULAR TO TANGENT LINE @ STA. 13'SW'+20
(LOOKING EAST)

## TOTAL ESTIMATED QUANTITIES

| BID ITEMS | UNIT | W. ABUT. | E. ABUT. | SUPER | TOTAL |
|---|---|---|---|---|---|
| EXCAVATION FOR STRUCTURES BRIDGES B-37-378 | L.S. | --- | --- | --- | 1 |
| CONCRETE MASONRY BRIDGES | C.Y. | 38.1 | 41.8 | 139.1 | 219.0 |
| PROTECTIVE SURFACE TREATMENT | S.Y. | --- | --- | 439 | 439 |
| PRESTRESSED GIRDER TYPE I 45-INCH | L.F. | --- | --- | 570 | 570 |
| STEEL DIAPHRAGMS B-37-378 | EACH | --- | --- | 10 | 10 |
| BAR STEEL REINFORCEMENT HS BRIDGES | LB. | 3,090 | 3,400 | --- | 6,400 |
| BAR STEEL REINFORCEMENT HS COATED BRIDGES | LB. | 120 | 140 | 28,260 | 28,520 |
| BEARING PADS ELASTOMERIC NON-LAMINATED | EACH | 6 | 6 | --- | 12 |
| PILING STEEL DELIVERED AND DRIVEN HP12x53 | L.F. | 400 | 400 | --- | 800 |
| RUBBERIZED MEMBRANE WATERPROOFING | S.Y. | 7 | 7 | --- | 14 |
| BACKFILL STRUCTURE | C.Y. | 90 | 100 | --- | 190 |
| RIPRAP HEAVY | C.Y. | 133 | 217 | --- | 350 |
| GEOTEXTILE FABRIC TYPE HR | S.Y. | 220 | 354 | --- | 574 |
| GEOTEXTILE FABRIC TYPE DF (SCHEDULE A) | S.Y. | 32 | 35 | --- | 67 |
| ANCHOR ASSEMBLIES FOR STEEL PLATE BEAM GUARD | EACH | --- | 2 | --- | 2 |
| PIPE UNDERDRAIN 6-INCH | L.F. | 40 | 45 | --- | 85 |
| PIPE UNDERDRAIN UNPERFORATED, 6-INCH | L.F. | 30 | 30 | --- | 60 |
| QMP CONCRETE STRUCTURES 5-CYLINDER | C.Y. | 38.1 | 41.8 | 139.1 | 219.0 |
| INCENTIVE STRENGTH CONCRETE STRUCTURES | DOL. | 381 | 418 | 1,391 | 2,190 |
| | | | | | |
| NON-BID ITEMS | | | | | |
| FILLER | SIZE | | | | ½"&¾" |
| | | | | | |

## GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.
BAR STEEL REINFORCEMENT SHALL BE IMBEDDED 2" CLEAR UNLESS OTHERWISE SHOWN OR NOTED.
THE SLOPE OF FILL IN FRONT OF THE ABUTMENT SHALL BE COVERED WITH RIPRAP HEAVY AND GEOTEXTILE FABRIC TO THE EXTENT SHOWN ON THE GENERAL PLAN AND IN THE ABUTMENT DETAILS.
JOINT FILLER SHALL CONFORM TO THE REQUIREMENTS OF A.A.S.H.T.O. DESIGNATION: M153, TYPE I, II, OR III OR A.A.S.H.T.O. DESIGNATION: M123.
THE FIRST DIGIT OF A THREE DIGIT BAR MARK AND THE FIRST TWO DIGITS OF A FOUR DIGIT BAR MARK SIGNIFIES THE BAR SIZE.
PROTECTIVE SURFACE TREATMENT IS TO BE APPLIED TO THE TOP OF DECK AND INSIDE FACE AND TOP OF PARAPETS.
ELASTOMERIC BEARING PADS NEED NOT BE INDIVIDUALLY MOLDED PROVIDED THE CUT EDGES ARE SMOOTH AND TRUE.
THE FINISHED GRADED SECTION SHALL BE THE UPPER LIMITS OF EXCAVATION FOR STRUCTURES.
ALL SPACES AT THE BACKFACE OF THE ABUTMENTS SHALL BE BACKFILLED WITH BACKFILL STRUCTURE TO THE ELEVATION OF THE ABUTMENT. SEE ABUTMENT SHEETS FOR DETAIL.
FILL/EXCAVATE TO BOTTOM OF ABUTMENT ELEVATION BEFORE PREBORING OR DRIVING PILING.
ALL STATIONS AND ALL ELEVATIONS ARE IN FEET.
THE MINIMUM CONCRETE HAUNCH SHALL BE 2" FOR DESIGN CALCULATIONS AND THE HAUNCH CONCRETE QUANTITY IS BASED ON AN AVERAGE HAUNCH DEPTH OF 2½" WHICH IS THE MAXIMUM HAUNCH QUANTITY FOR WHICH THE CONTRACTOR WILL BE PAID.
THE DEPARTMENT OF TRANSPORTATION WILL FURNISH THE CONTRACTOR WITH A MONUMENT TO BE INSTALLED BY THE CONTRACTOR AS DIRECTED BY THE ENGINEER.

## DESIGN DATA

STRUCTURE IS DESIGNED FOR A FUTURE WEARING SURFACE 20 PSF.
LIVE LOAD:
DESIGN RATING — HS20
INVENTORY RATING — HS24
OPERATING RATING — HS53
MAX. STD. PERMIT VEHICLE LOAD = 250 KIPS
ULTIMATE DESIGN STRESSES:
CONCRETE MASONRY SLAB — f'c = 4,000 psi
ALL OTHER — f'c = 3,500 psi
HIGH STRENGTH BAR STEEL REINFORCEMENT — fy = 60,000 psi
45" PRESTRESSED GIRDERS
CONCRETE MASONRY — 8,000 psi
STRANDS - 0.5" DIA. WITH AN ULTIMATE TENSILE STRENGTH OF 270,000 psi

HYDRAULIC DATA (100 YEAR FREQUENCY):
Q100 — 1095 C.F.S.
VELOCITY — 3.6 F.P.S.
HIGH WATER 100 ELEV. — 1258.33
WATERWAY AREA — 300 SQ. FT.
DRAINAGE AREA — 47 SQ. MI.
ROADWAY OVERTOPPING FREQUENCY — N/A
SCOUR — 8
HIGH WATER (2 YR.) ELEV. — 1256.09

TRAFFIC DATA:
ADT = 1,650 (2025)
DS = 70 MPH

FOUNDATION DATA:
ABUTMENTS TO BE SUPPORTED ON PILING STEEL DELIVERED AND DRIVEN HP12x53 40'LONG DRIVEN TO A MINIMUM BEARING VALUE OF 45 TONS PER PILE.

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STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

STRUCTURE B-37-378

| Const. Spec. WIS. 2003 | Drawn By BS | Plans Checked TR |
|---|---|---|

TYPICAL SECTION

SHEET 2 OF 19

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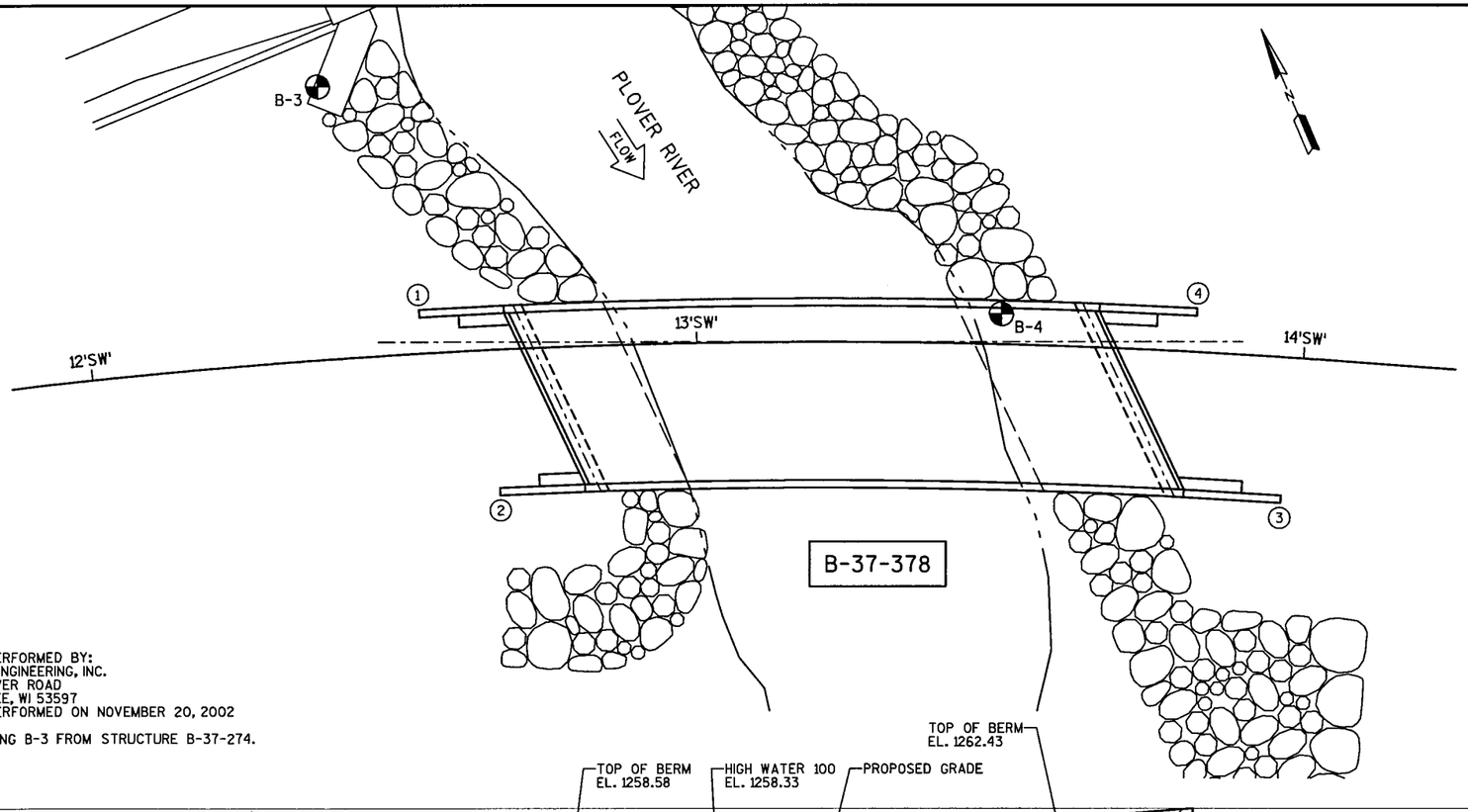
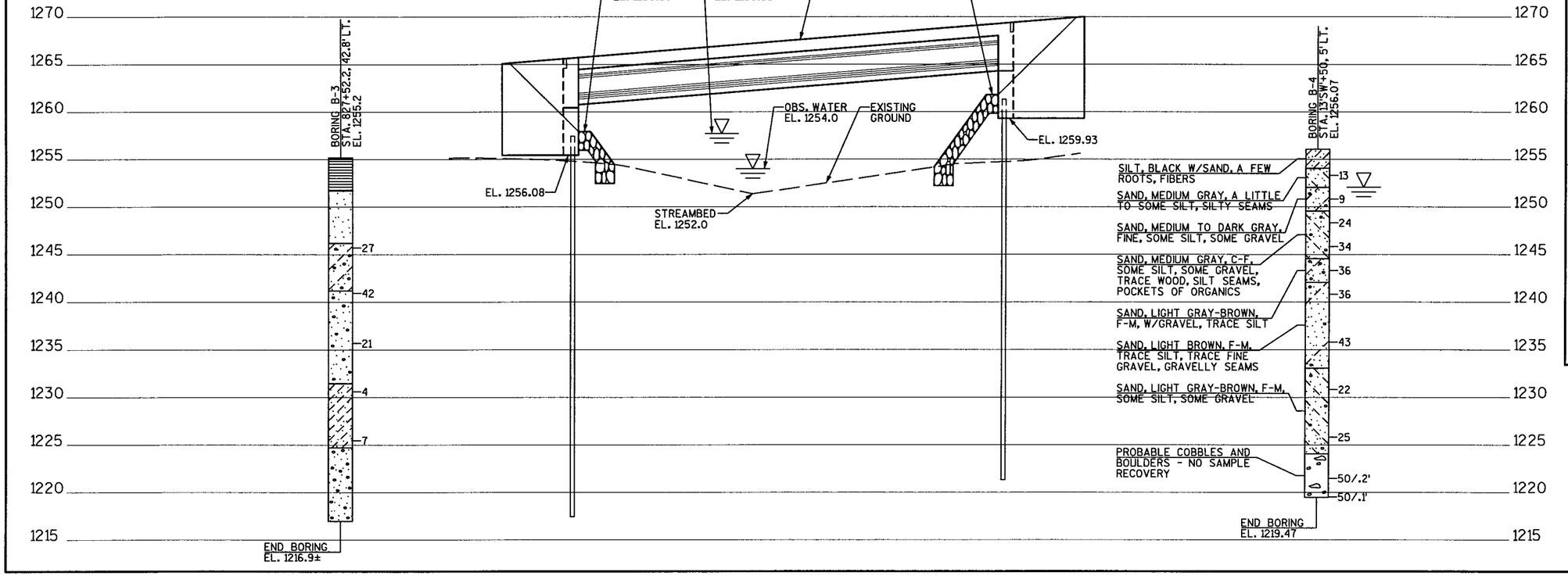
| STATE PROJECT NUMBER | SHEET NO |
|---|---|
| 1053-09-71 | |




BORINGS PERFORMED BY:
SOCON ENGINEERING, INC.
5799 RIVER ROAD
WAUNAKEE, WI 53597
BORINGS PERFORMED ON NOVEMBER 20, 2002

NOTE: BORING B-3 FROM STRUCTURE B-37-274.




## ABBREVIATIONS

F ___ FINE  M ___ MEDIUM  C ___ COARSE
WS ___ WEATHERED  SO ___ SOUND

TOPSOIL/ RDWY SECTION | SILT | SANDSTONE
SAND | PEAT | LIMESTONE
GRAVEL | CLAY | IGNEOUS ROCK

## LEGEND OF PROBING

95/6 = 95 blows for 6" Penetration

Probing taken with a 350# wt. falling on a 2" O.D. point

Probing No.
Sta.
Elevation
7 Average Blows Per Foot
Refusal 95/6 mm

## LEGEND OF BORING

Elev.
Boring No.
Sta.
Unconfined Strength → 7.7
Sandy Gravel
Blows per Foot Using 140# Wt. Falling 30"
F.
Wash Sample
Boulders or Cobbles
Shelby Tube ——— S.T.
Sand
Ground Water Elevation
Silty Clay
No Ground Water Observed Above This Elevation
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 subsurface 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, Romenesko Engineering 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 |
|---|---|---|---|
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STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

STRUCTURE B-37-378

| Const. Spec. | Drawn By | Plans Checked |
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| WIS. 2003 | BS | TR |

SUBSURFACE EXPLORATION

SHEET 3 OF 19

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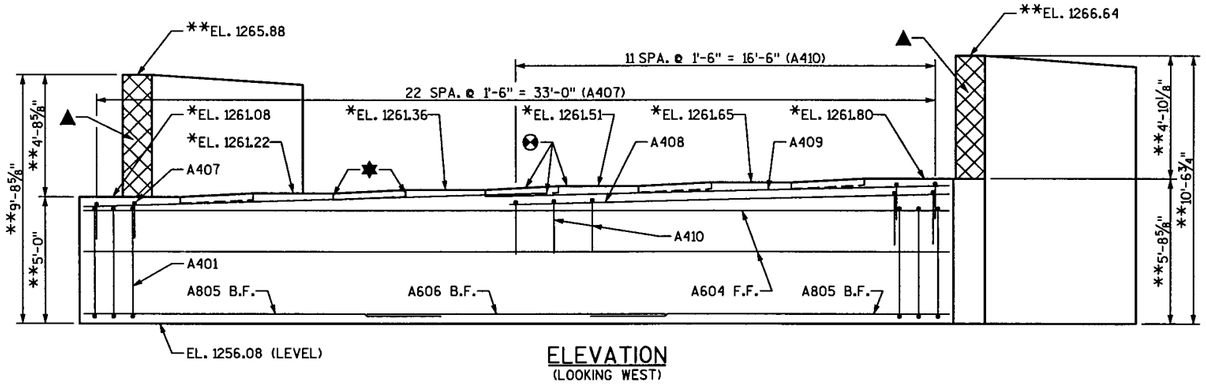
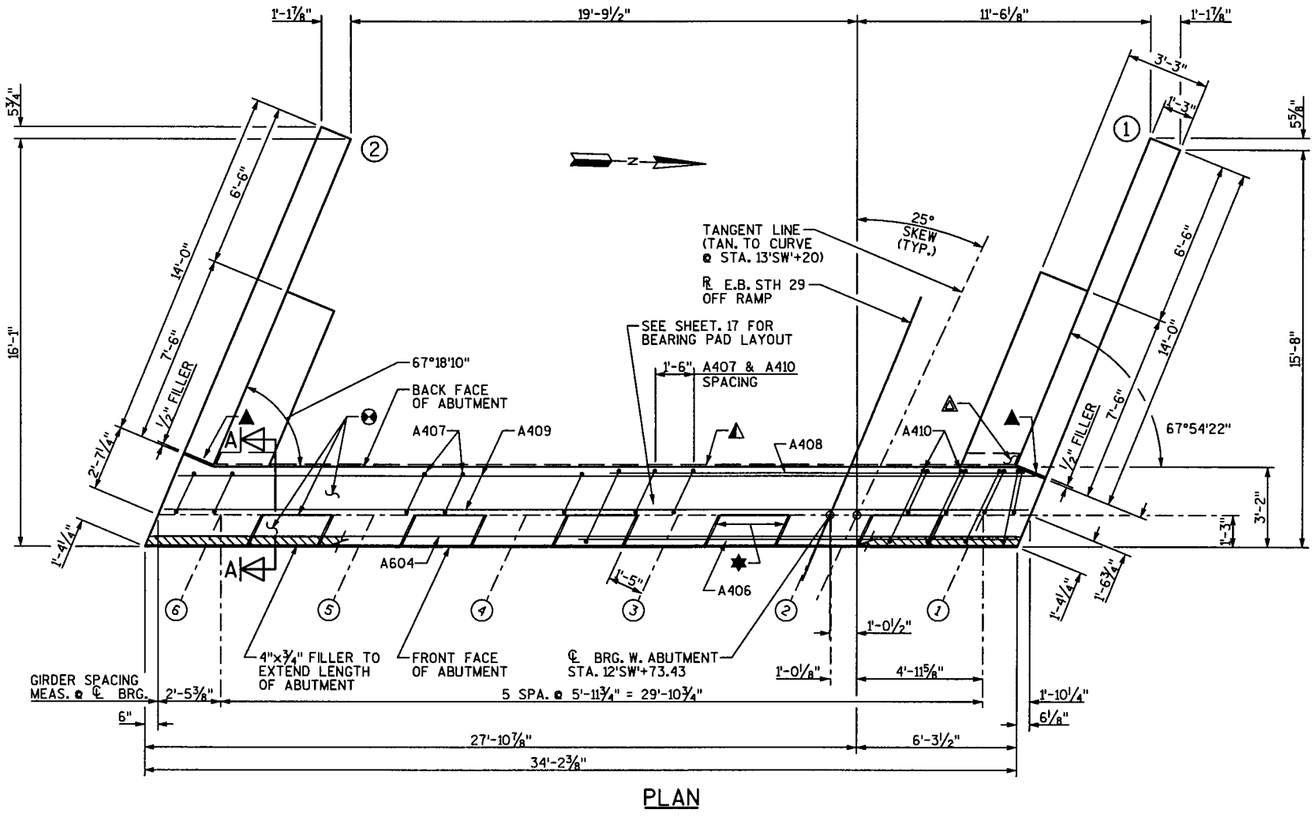
| STATE PROJECT NUMBER | SHEET NO |
|---|---|
| 1053-09-71 | |




ELEVATION
(LOOKING WEST)




PLAN

## LEGEND

* DIMENSIONS AND ELEVATIONS ARE GIVEN AT THE TOP OF CONCRETE AT THE ℄ OF BEARING.

** DIMENSIONS ARE GIVEN AT THE B.F. OF ABUTMENT. FOR WING DETAILS AND ELEVATIONS, SEE SHEETS 6 & 7.

▲ ½" FILLER TO EXTEND AS SHOWN. SEAL ALL EXPOSED HORIZONTAL AND VERTICAL SURFACES OF FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE).

◭ 18" RUBBERIZED MEMBRANE WATERPROOFING - TO EXTEND HORIZONTAL BETWEEN INSIDE FACE OF WINGS AND VERTICAL FROM TOP OF BODY TO TOP OF WINGS.

✸ ¾" CORK FILLER ON VERTICAL FACES ONLY.

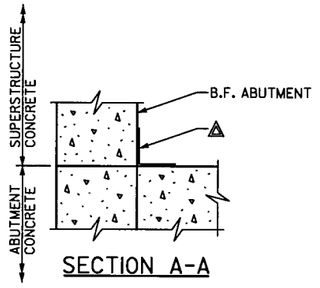
⊗ STEEL TROWEL TOP SURFACE OF ABUTMENT. PLACE MULTIPLE LAYERS OF POLYETHYLENE SHEETS OVER ENTIRE ABUTMENT TOP BEFORE PLACING BEARING PADS AND/OR SUPERSTRUCTURE. TOTAL THICKNESS OF SHEETS SHALL BE AT LEAST 0.03".

◬ PLACE BOTTOM HALF OF RUBBERIZED MEMBRANE WATERPROOFING HORIZONTAL IN THIS AREA. SEE SECTION A-A ON THIS SHEET.

Ⓧ INDICATES WING NUMBER

PILE NOTE

ABUTMENTS TO BE SUPPORTED ON HP12x53 STEEL PILING ESTIMATED 40'LONG DRIVEN TO A MIN. BEARING VALUE OF 45 TONS PER PILE. FOR PILE SPLICE DETAILS AND PILE LAYOUT, SEE SHEET 5.




SECTION A-A

| No. | Date. | Revision | By |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

STRUCTURE B-37-378

| Const. Spec. WIS. 2003 | Drawn By BS | Plans Checked TR |
|---|---|---|

WEST ABUTMENT

SHEET 4 OF 19

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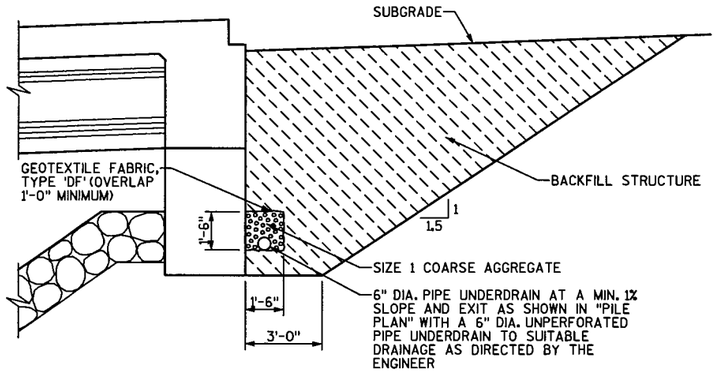
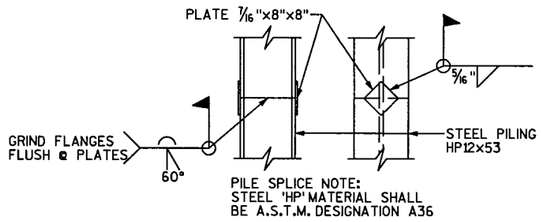
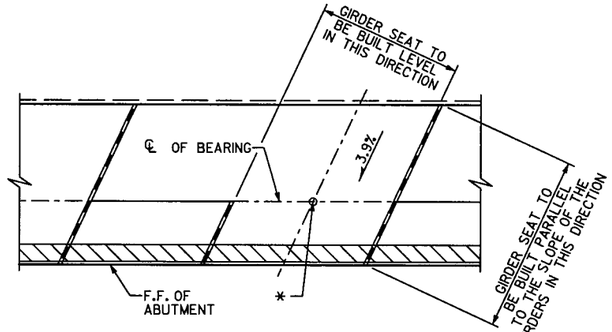
| STATE PROJECT NUMBER | SHEET NO |
|---|---|
| 1053-09-71 | |



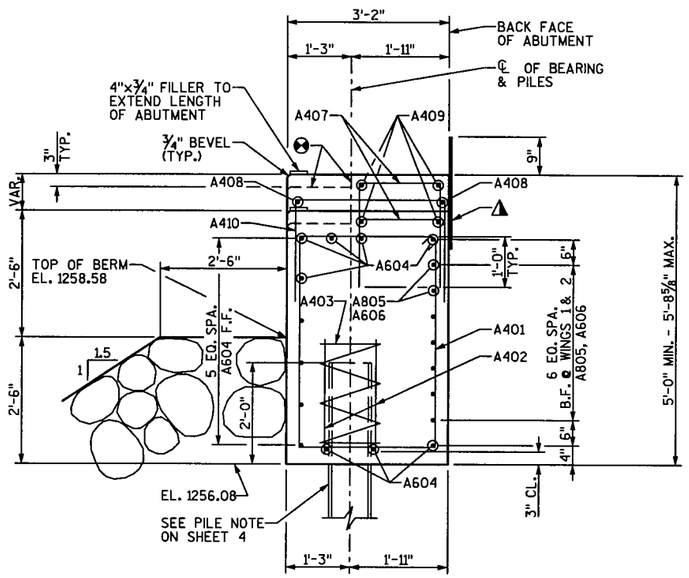

PIPE UNDERDRAIN AND BACKFILL DETAILS




PILE SPLICE DETAIL



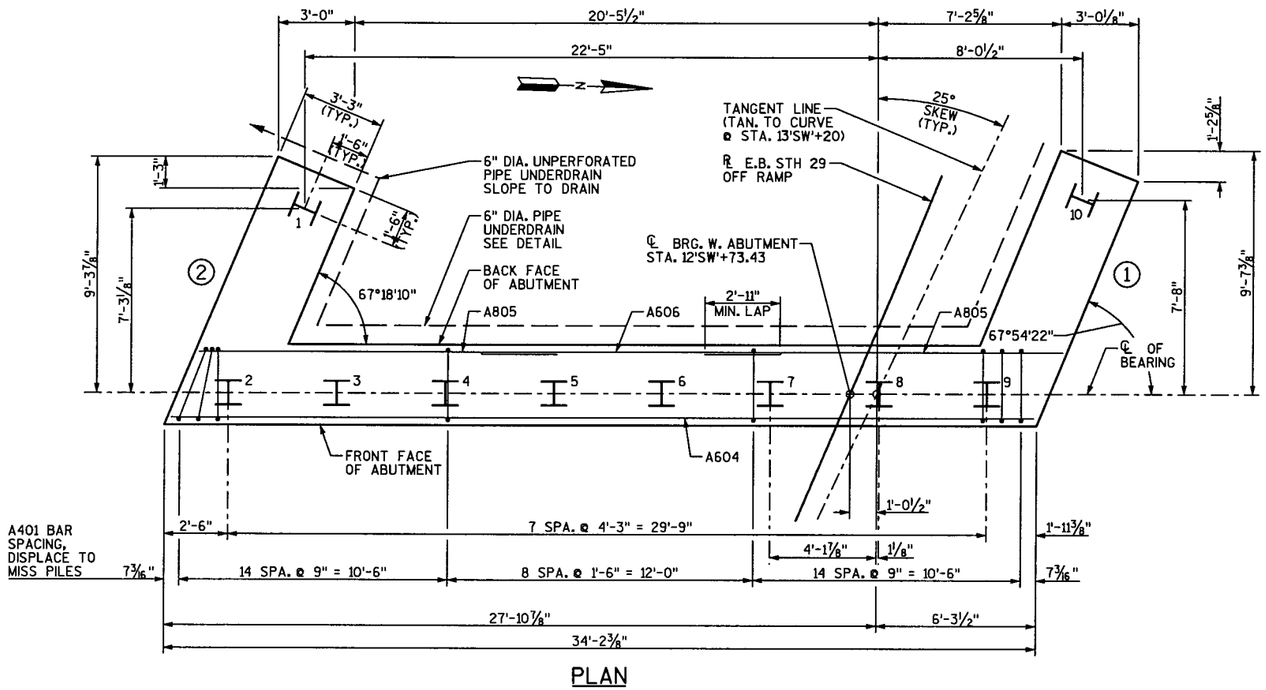

PLAN - GIRDER SEAT DETAIL




SECTION THRU ABUTMENT BODY

## LEGEND

* Ⓧ ◭ ⊖ ■ FOR SYMBOL DESCRIPTIONS, SEE SHEET 4.




PLAN

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STATE OF WISCONSIN
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|---|---|---|---|---|---|

WEST ABUTMENT DETAILS

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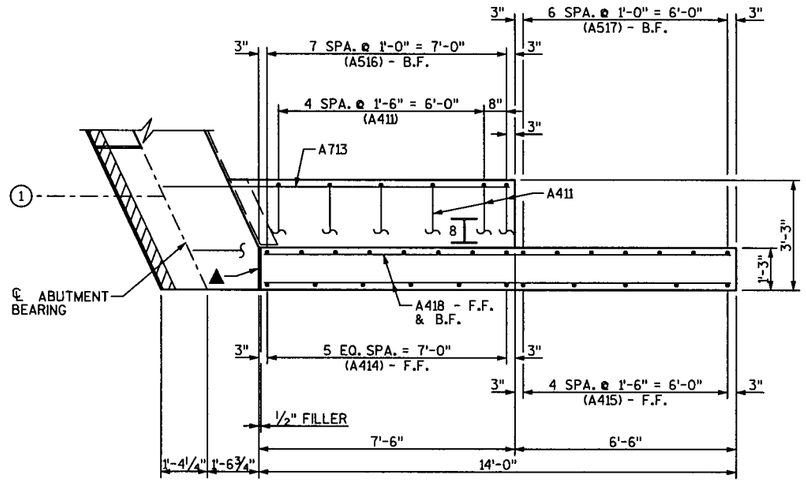
## LEGEND

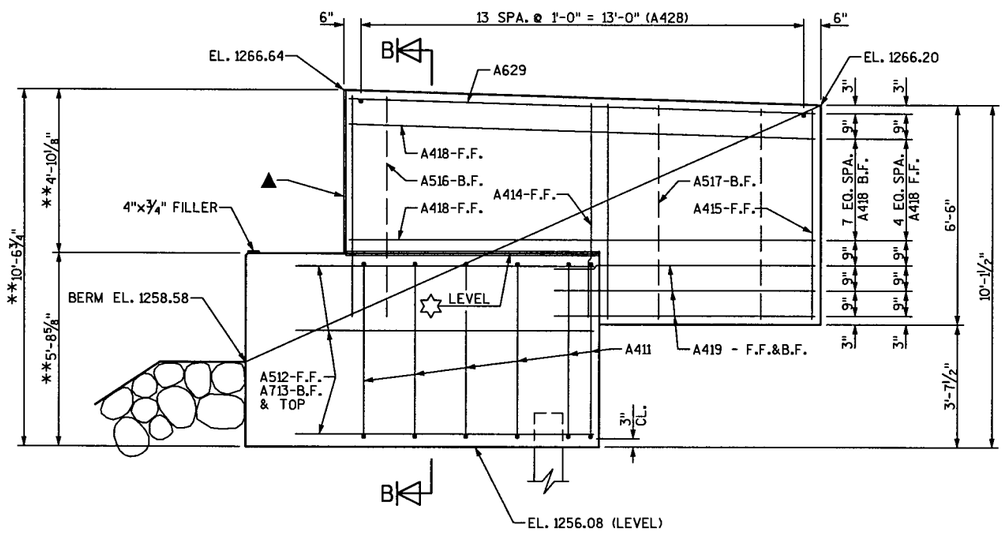
☆ OPTIONAL KEYED CONSTRUCTION JOINT FORMED BY A SURFACED, BEVELED 2"x6" AND A ¾" V-GROOVE ON FRONT FACE OF WINGWALL. V-GROOVE SHALL BE OMITTED IF CONSTRUCTION JOINT IS NOT USED.

** DIMENSIONS ARE GIVEN AT THE B.F. OF ABUTMENT.

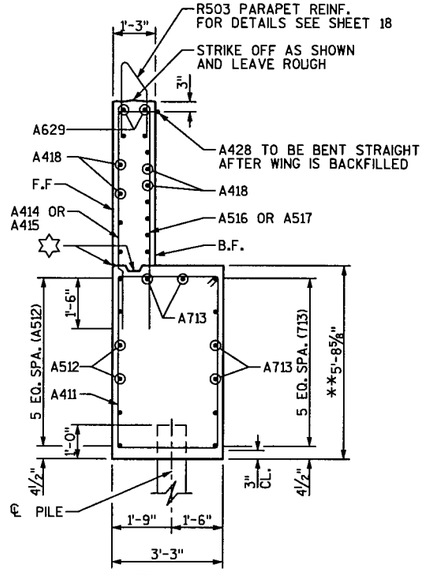
▲ ½" FILLER TO EXTEND AS SHOWN. SEAL ALL EXPOSED HORIZONTAL AND VERTICAL SURFACES OF FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE).




PLAN - WING 1




ELEVATION - WING 1




SECTION B-B

| No. | Date. | Revision | By |
|---|---|---|---|
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STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

STRUCTURE B-37-378

| Const. Spec. | Drawn By | Plans Checked |
|---|---|---|
| WIS. 2003 | BS | TR |

WING 1

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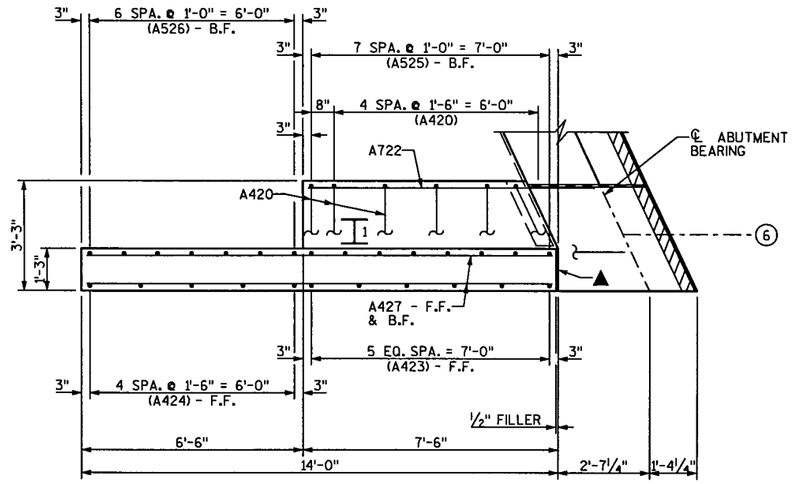


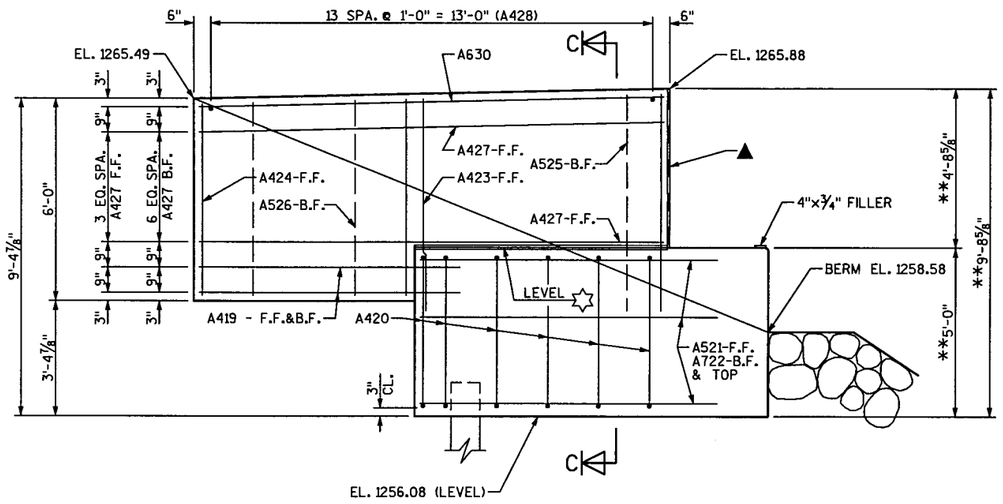

PLAN - WING 2

## LEGEND

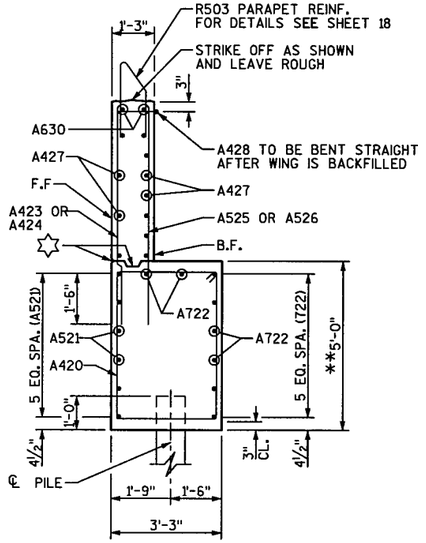
☆ OPTIONAL KEYED CONSTRUCTION JOINT FORMED BY A SURFACED, BEVELED 2"x6" AND A ¾" V-GROOVE ON FRONT FACE OF WINGWALL. V-GROOVE SHALL BE OMITTED IF CONSTRUCTION JOINT IS NOT USED.

** DIMENSIONS ARE GIVEN AT THE B.F. OF ABUTMENT.

▲ ½" FILLER TO EXTEND AS SHOWN. SEAL ALL EXPOSED HORIZONTAL AND VERTICAL SURFACES OF FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE).




ELEVATION - WING 2




SECTION C-C

| No. | Date. | Revision | By |
|---|---|---|---|

STATE OF WISCONSIN
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STRUCTURE B-37-378

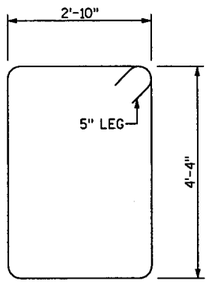
| Const. Spec. WIS. 2003 | Drawn By BS | Plans Checked TR |
|---|---|---|

WING 2

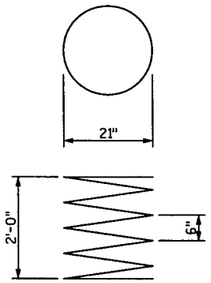
SHEET 7 OF 19

284

| STATE PROJECT NUMBER | SHEET NO |
|---|---|
| 1053-09-71 | |




A401

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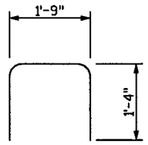


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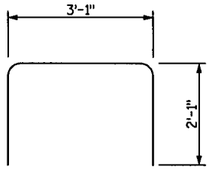


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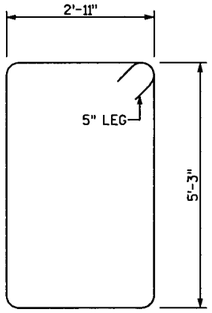


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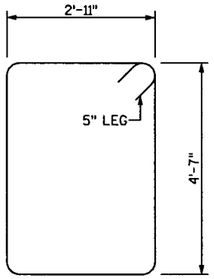


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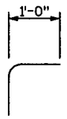


A428

## BILL OF BARS

DIMENSIONS IN BENDING DETAILS ARE OUT TO OUT OF BAR

| MARK | NO. REQ'D. | LENGTH | BENT | LOCATION | |
|---|---|---|---|---|---|
| A401 | 37 | 14'-10" | X | ABUT. BODY - STIRRUPS | VERT. |
| A402 | 16 | 2'-3" | | ABUT. BODY - 2 @ EA. PILE | VERT. |
| A403 | 8 | 28'-0" | X | ABUT. BODY - @ EA. PILE | HORIZ. |
| A604 | 12 | 33'-10" | | ABUT. BODY | HORIZ. |
| A805 | 14 | 14'-0" | | ABUT. BODY - B.F. @ WINGS 1 & 2 | HORIZ. |
| A606 | 7 | 11'-8" | | ABUT. BODY - B.F. @ WINGS 1 & 2 | HORIZ. |
| A407 | 7 | 4'-5" | X | ABUT. BODY - TOP - B.F. ALL GIRDERS | VERT. |
| A408 | 2 | 17'-11" | | ABUT. BODY - TOP | HORIZ. |
| A409 | 2 | 33'-10" | | ABUT. BODY - TOP | VERT. |
| A410 | 12 | 7'-1" | X | ABUT. BODY - TOP - BETWEEN GIRDERS 1 & 4 | VERT. |
| A411 | 6 | 15'-10" | X | WING 1 - STIRRUPS | VERT. |
| A512 | 6 | 10'-0" | | WING 1 - F.F. | HORIZ. |
| A713 | 8 | 10'-2" | | WING 1 - B.F. | HORIZ. |
| A414 | 6 | 6'-6" | | WING 1 - F.F. | VERT. |
| A415 | 5 | 6'-2" | | WING 1 - F.F. | VERT. |
| A516 | 8 | 6'-6" | | WING 1 - B.F. | VERT. |
| A517 | 7 | 6'-2" | | WING 1 - B.F. | VERT. |
| A418 | 13 | 13'-8" | | WING 1 - F.F. & B.F. | HORIZ. |
| A419 | 10 | 7'-10" | | WINGS 1 & 2 - F.F. & B.F. | HORIZ. |
| A420 | 6 | 15'-6" | X | WING 2 - STIRRUPS | VERT. |
| A521 | 6 | 11'-0" | | WING 2 - F.F. | HORIZ. |
| A722 | 8 | 10'-2" | | WING 2 - B.F. | HORIZ. |
| A423 | 6 | 6'-3" | | WING 2 - F.F. | VERT. |
| A424 | 5 | 5'-8" | | WING 2 - F.F. | VERT. |
| A525 | 8 | 6'-3" | | WING 2 - B.F. | VERT. |
| A526 | 7 | 5'-8" | | WING 2 - B.F. | VERT. |
| A427 | 11 | 13'-8" | | WING 2 - F.F. & B.F. | HORIZ. |
| | | | | | |
| | | | | | |
| EPOXY COATED BARS | | | | | |
| A428 | 28 | 2'-0" | X | WINGS 1 & 2 - DOWEL | HORIZ. |
| A629 | 2 | 13'-8" | | WING 1 - TOP | HORIZ. |
| A630 | 2 | 13'-8" | | WING 2 - TOP | HORIZ. |

● FIELD BEND TO FOLLOW TOP SLOPE OF ABUTMENT

| No. | Date. | Revision | By |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
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| WIS. 2003 | BS | TR |

WEST ABUTMENT
BILL OF BARS

SHEET 8 OF 19

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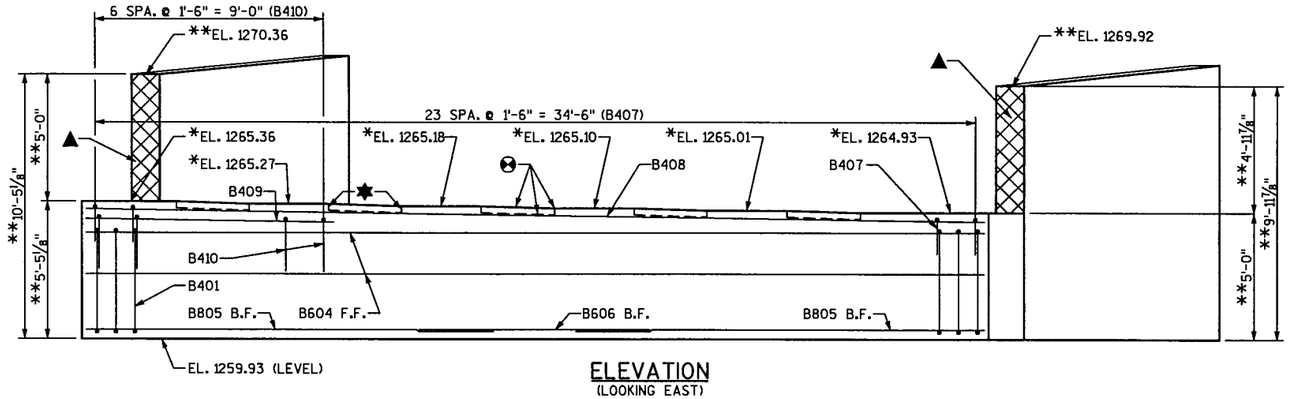
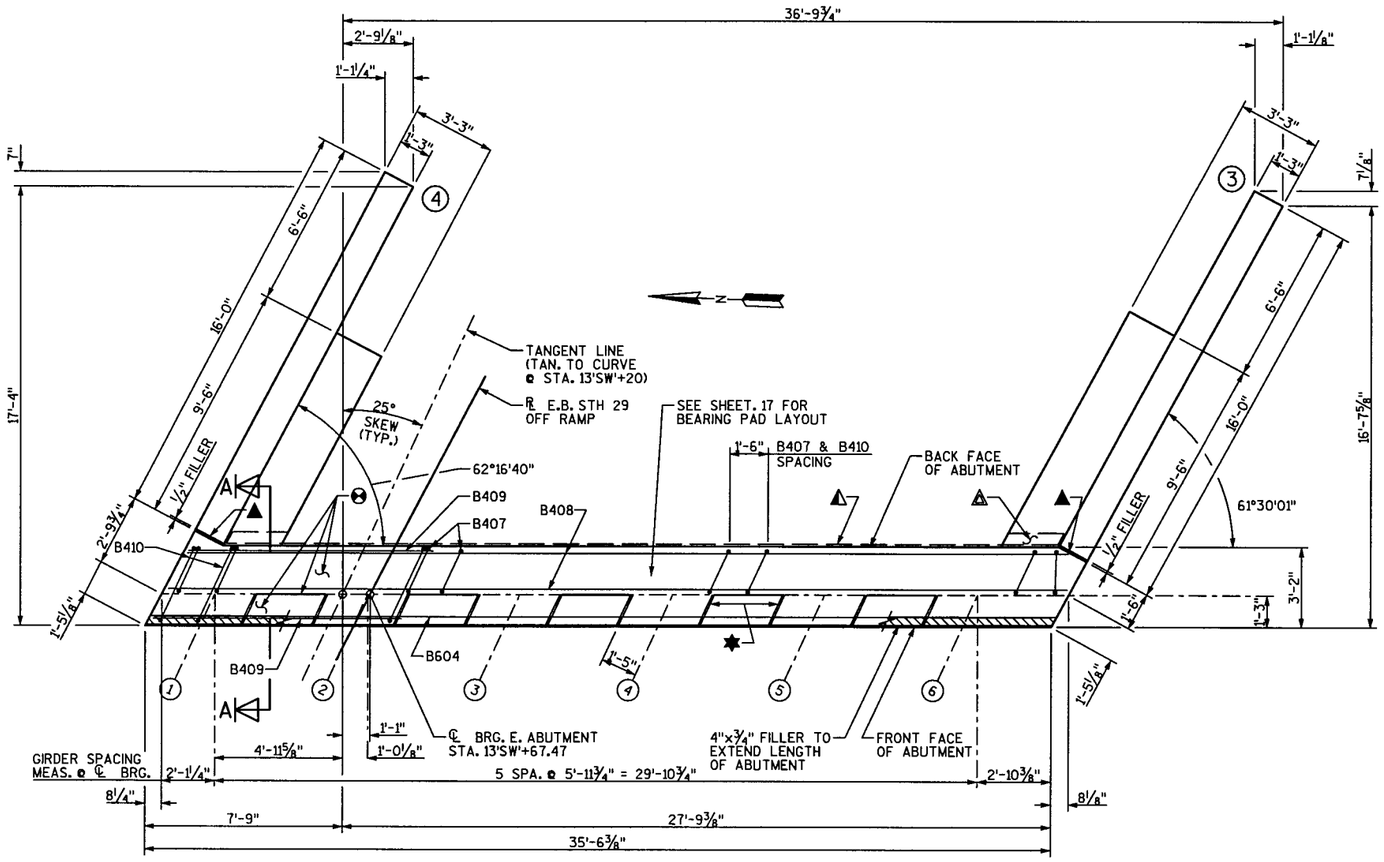
|---|---|
| 1053-09-71 | |




ELEVATION
(LOOKING EAST)




PLAN

## LEGEND

* DIMENSIONS AND ELEVATIONS ARE GIVEN AT THE TOP OF CONCRETE AT THE ℄ OF BEARING.

** DIMENSIONS ARE GIVEN AT THE B.F. OF ABUTMENT. FOR WING DETAILS AND ELEVATIONS, SEE SHEETS X & X.

▲ ½" FILLER TO EXTEND AS SHOWN. SEAL ALL EXPOSED HORIZONTAL AND VERTICAL SURFACES OF FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE).

◭ 18" RUBBERIZED MEMBRANE WATERPROOFING - TO EXTEND HORIZONTAL BETWEEN INSIDE FACE OF WINGS AND VERTICAL FROM TOP OF BODY TO TOP OF WINGS.

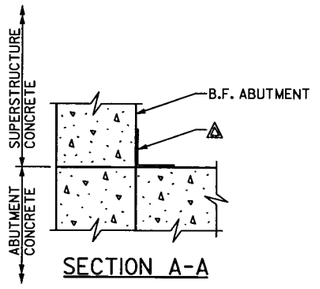
★ ¾" CORK FILLER ON VERTICAL FACES ONLY.

⊗ STEEL TROWEL TOP SURFACE OF ABUTMENT. PLACE MULTIPLE LAYERS OF POLYETHYLENE SHEETS OVER ENTIRE ABUTMENT TOP BEFORE PLACING BEARING PADS AND/OR SUPERSTRUCTURE. TOTAL THICKNESS OF SHEETS SHALL BE AT LEAST 0.03".

◭ PLACE BOTTOM HALF OF RUBBERIZED MEMBRANE WATERPROOFING HORIZONTAL IN THIS AREA. SEE SECTION A-A ON THIS SHEET.

■ VERTICAL CONSTRUCTION JOINT KEYWAY FORMED BY A SURFACED, BEVELED 2"x8". BEVEL EXPOSED EDGES ¾".

Ⓧ INDICATES WING NUMBER




SECTION A-A

| No. | Date. | Revision | By |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
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|---|---|---|

EAST ABUTMENT

SHEET 9 OF 19

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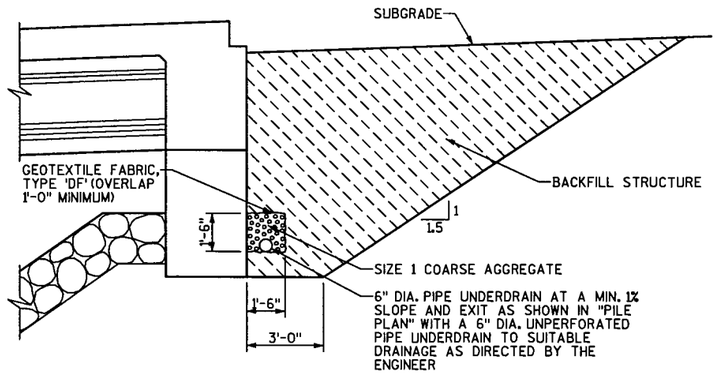
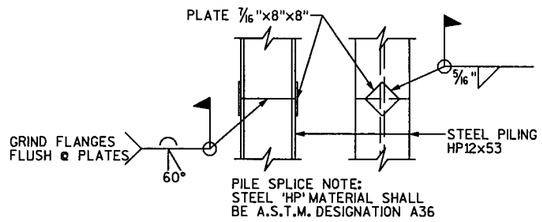
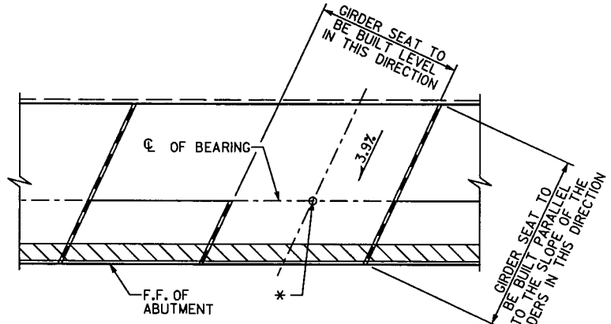
| STATE PROJECT NUMBER | SHEET NO |
|---|---|
| 1053-09-71 | |



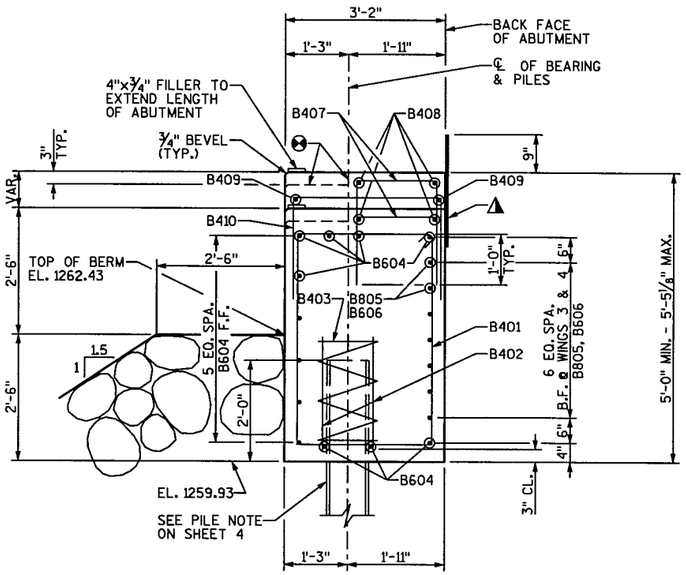

PIPE UNDERDRAIN AND BACKFILL DETAILS



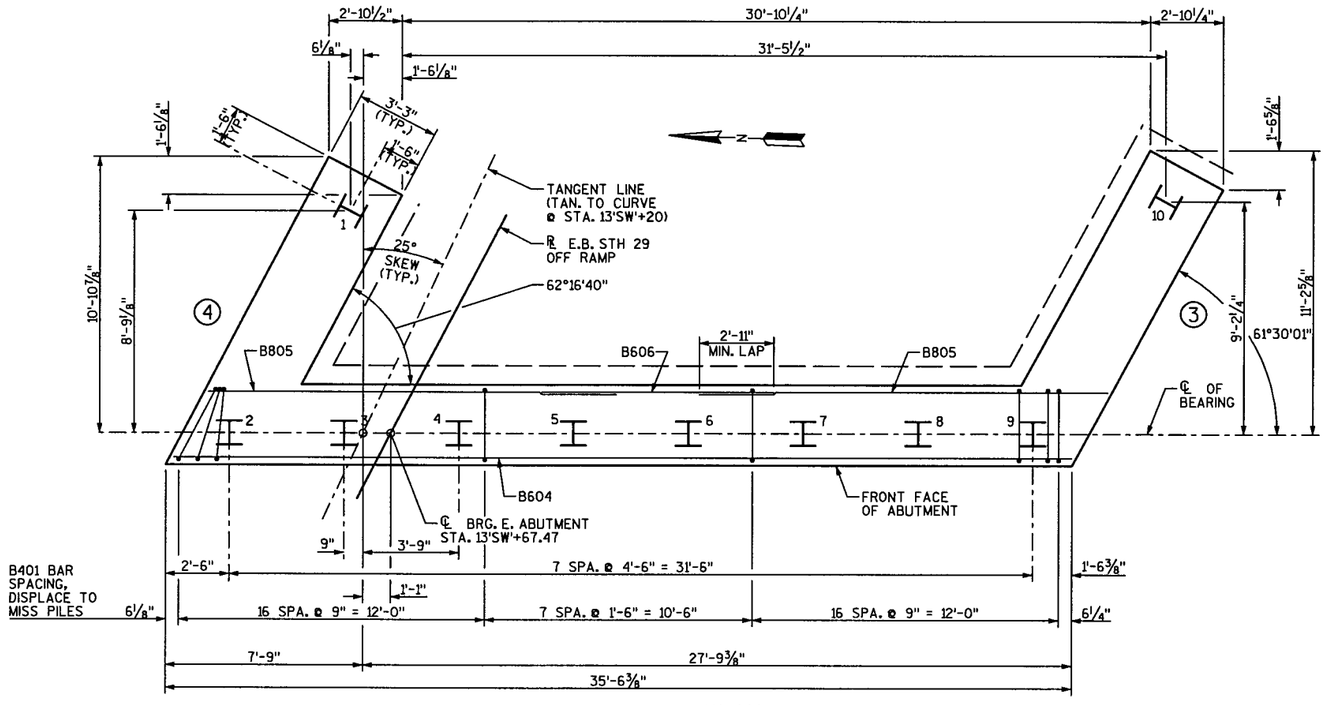

PILE SPLICE DETAIL




PLAN - GIRDER SEAT DETAIL




SECTION THRU ABUTMENT BODY




PLAN

LEGEND

* Ⓧ ◭ ⊖ ■ FOR SYMBOL DESCRIPTIONS, SEE SHEET 9.

| No. | Date. | Revision | By |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
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|---|---|---|---|---|---|

EAST ABUTMENT DETAILS

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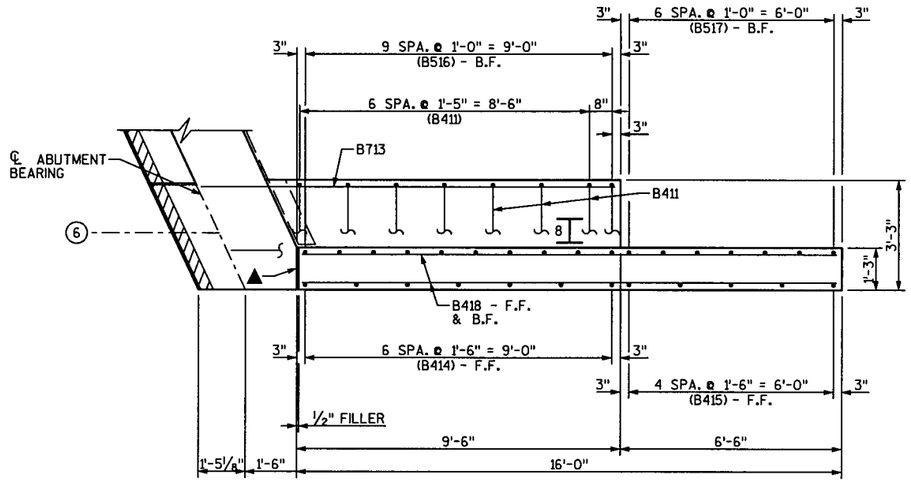
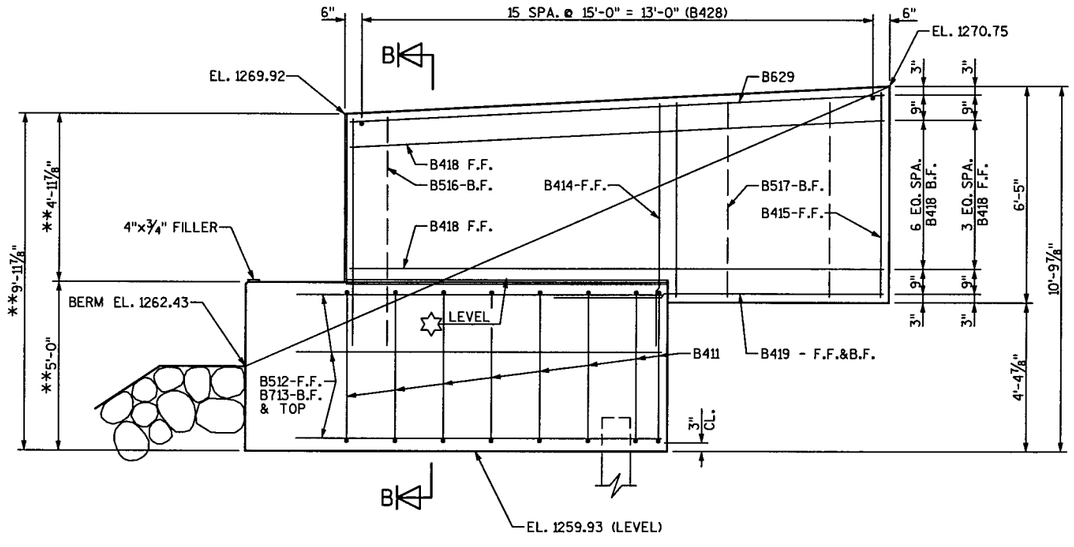
## LEGEND

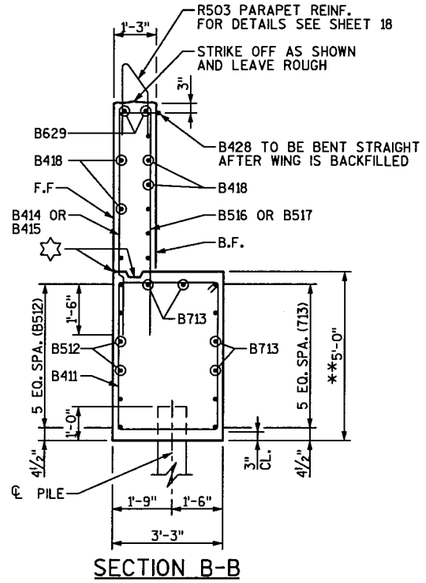
- ✡ OPTIONAL KEYED CONSTRUCTION JOINT FORMED BY A SURFACED, BEVELED 2"x6" AND A ¾" V-GROOVE ON FRONT FACE OF WINGWALL. V-GROOVE SHALL BE OMITTED IF CONSTRUCTION JOINT IS NOT USED.
- ** DIMENSIONS ARE GIVEN AT THE B.F. OF ABUTMENT.
- ▲ ½" FILLER TO EXTEND AS SHOWN. SEAL ALL EXPOSED HORIZONTAL AND VERTICAL SURFACES OF FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE).




PLAN - WING 3




ELEVATION - WING 3




SECTION B-B

| No. | Date. | Revision | By |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
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STRUCTURE B-37-378

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WING 3

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|---|---|
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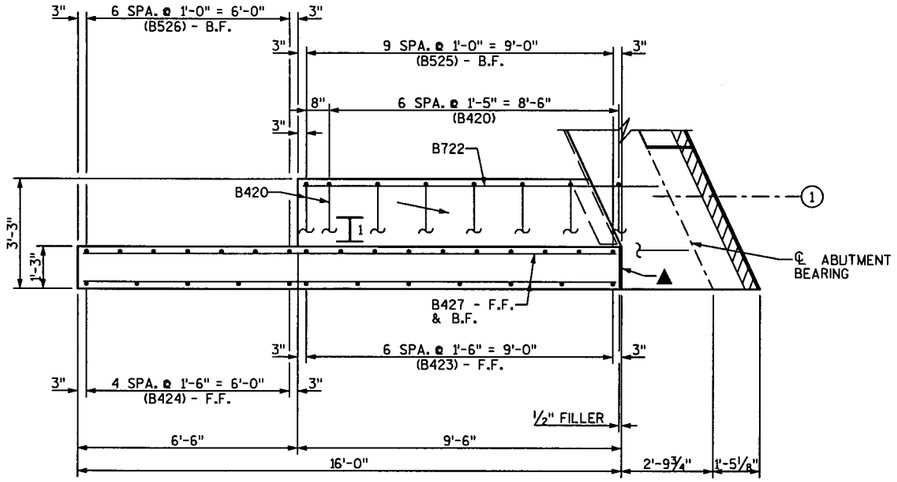
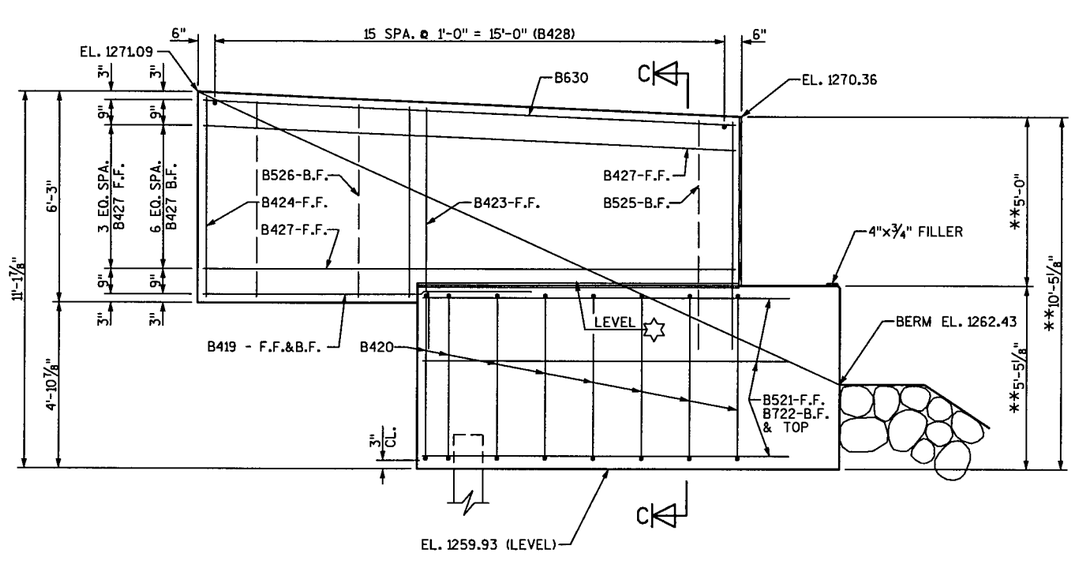
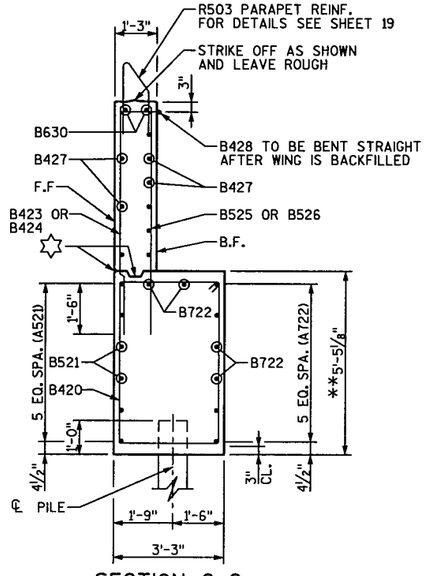



PLAN - WING 4




ELEVATION - WING 4




SECTION C-C

## LEGEND

☆ OPTIONAL KEYED CONSTRUCTION JOINT FORMED BY A SURFACED, BEVELED 2"x6" AND A ¾" V-GROOVE ON FRONT FACE OF WINGWALL. V-GROOVE SHALL BE OMITTED IF CONSTRUCTION JOINT IS NOT USED.

** DIMENSIONS ARE GIVEN AT THE B.F. OF ABUTMENT.

▲ ½" FILLER TO EXTEND AS SHOWN. SEAL ALL EXPOSED HORIZONTAL AND VERTICAL SURFACES OF FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE).

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|---|---|---|---|

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WING 4

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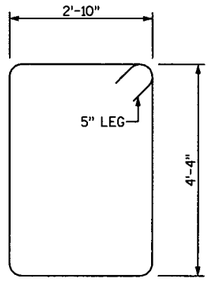
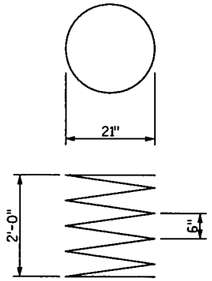



B401

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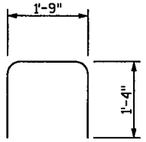
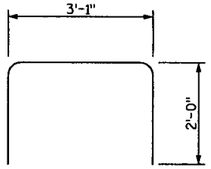
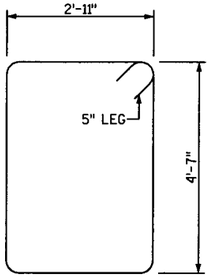



B407




B410

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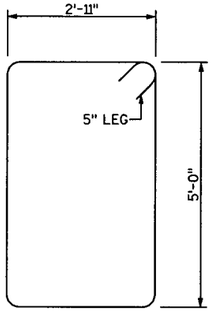


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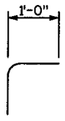


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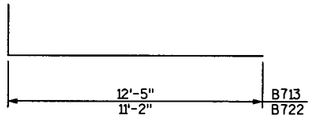


B713 & B722

## BILL OF BARS

DIMENSIONS IN BENDING DETAILS ARE OUT TO OUT OF BAR

| MARK | NO. REQ'D. | LENGTH | BENT | LOCATION | |
|---|---|---|---|---|---|
| B401 | 40 | 14'-10" | X | ABUT. BODY - STIRRUPS | VERT. |
| B402 | 16 | 2'-3" | | ABUT. BODY - 2 @ EA. PILE | VERT. |
| B403 | 8 | 28'-0" | X | ABUT. BODY - @ EA. PILE | HORIZ. |
| B604 | 12 | 35'-2" | | ABUT. BODY | HORIZ. |
| B805 | 14 | 16'-0" | | ABUT. BODY - B.F. @ WINGS 3 & 4 | HORIZ. |
| B606 | 7 | 9'-0" | | ABUT. BODY - B.F. @ WINGS 3 & 4 | HORIZ. |
| B407 | 24 | 4'-5" | X | ABUT. BODY - TOP - B.F. ALL GIRDERS | VERT. |
| B408 | 2 | 35'-2" | | ABUT. BODY - TOP | HORIZ. |
| B409 | 2 | 9'-9" | | ABUT. BODY - TOP | VERT. |
| B410 | 7 | 6'-11" | X | ABUT. BODY - TOP - BETWEEN GIRDERS 1 & 3 | VERT. |
| B411 | 8 | 15'-6" | X | WING 3 - STIRRUPS | VERT. |
| B512 | 6 | 12'-2" | | WING 3 - F.F. | HORIZ. |
| B713 | 8 | 13'-5" | X | WING 3 - B.F. | HORIZ. |
| B414 | 7 | 7'-3" | | WING 3 - F.F. | VERT. |
| B415 | 5 | 5'-9" | | WING 3 - F.F. | VERT. |
| B516 | 10 | 7'-3" | | WING 3 - B.F. | VERT. |
| B517 | 7 | 5'-9" | | WING 3 - B.F. | VERT. |
| B418 | 11 | 15'-8" | | WING 3 - F.F. & B.F. | HORIZ. |
| B419 | 4 | 7'-10" | | WINGS 3 & 4 - F.F. & B.F. | HORIZ. |
| B420 | 8 | 16'-4" | X | WING 4 - STIRRUPS | VERT. |
| B521 | 6 | 13'-2" | | WING 4 - F.F. | HORIZ. |
| B722 | 8 | 12'-2" | X | WING 4 - B.F. | HORIZ. |
| B423 | 7 | 7'-3" | | WING 4 - F.F. | VERT. |
| B424 | 5 | 5'-7" | | WING 4 - F.F. | VERT. |
| B525 | 10 | 7'-3" | | WING 4 - B.F. | VERT. |
| B526 | 7 | 5'-7" | | WING 4 - B.F. | VERT. |
| B427 | 11 | 15'-8" | | WING 4 - F.F. & B.F. | HORIZ. |
| | | | | | |
| | | | | | |
| EPOXY COATED BARS | | | | | |
| B428 | 32 | 2'-0" | X | WINGS 3 & 4 - DOWEL | HORIZ. |
| B629 | 2 | 15'-8" | | WING 3 - TOP | HORIZ. |
| B630 | 2 | 15'-8" | | WING 4 - TOP | HORIZ. |

● FIELD BEND TO FOLLOW TOP SLOPE OF ABUTMENT

| No. | Date. | Revision | By |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
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EAST ABUTMENT
BILL OF BARS

SHEET 13 OF 19

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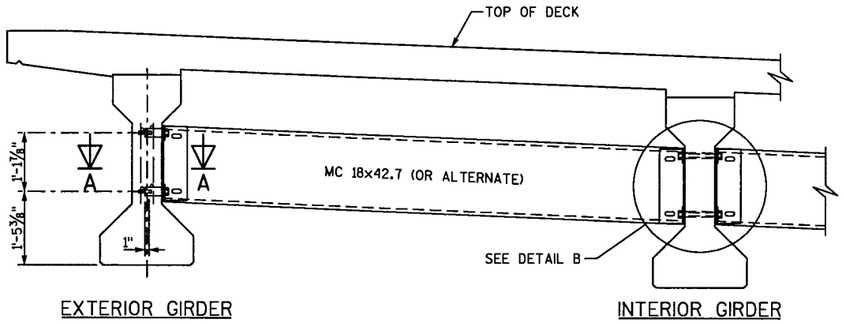
|---|---|
| 1053-09-71 | |




PART TRANSVERSE SECTION AT DIAPHRAGM

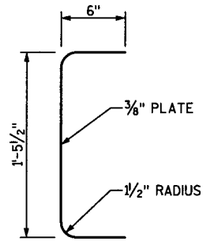
## NOTES

ALL DIAPHRAGM MATERIAL NOT EMBEDDED IN THE CONCRETE GIRDER SHALL BE PAID FOR AT THE UNIT PRICE BID FOR "STEEL DIAPHRAGM (B-37-378)", EACH.

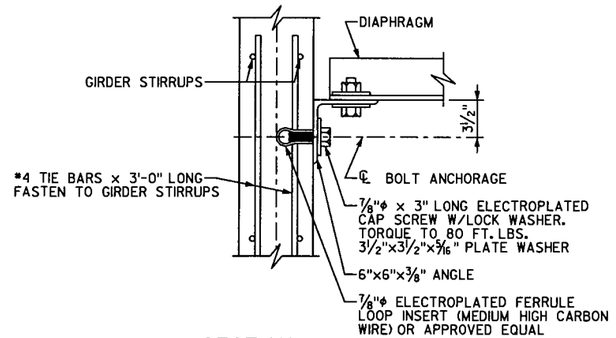
EACH DIAPHRAGM BETWEEN GIRDERS SHALL CONSTITUTE ONE UNIT.

ALL DIAPHRAGM STRUCTURAL STEEL SHALL BE ASTM A709 GRADE 36. ALL BOLTS, NUTS AND WASHERS SHALL BE ASTM A325 TYPE 1.

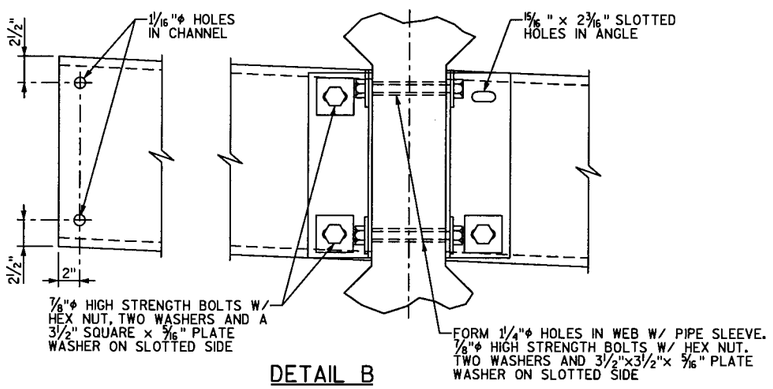
ALL DIAPHRAGM STRUCTURAL STEEL SHOWN SHALL BE HOT-DIPPED GALVANIZED. ALL BOLTS, NUTS AND WASHERS SHALL BE HOT-DIPPED GALVANIZED IN ACCORDANCE WITH ASTM A153 CLASS C. GALVANIZED NUTS SHALL BE TAPPED OVERSIZE IN ACCORDANCE WITH THE REQUIREMENTS OF ASTM A563 AND SHALL MEET THE REQUIREMENTS OF SUPPLEMENTARY REQUIREMENT S1 OF ASTM A563, LUBRICANT AND TEST FOR COATED NUTS.



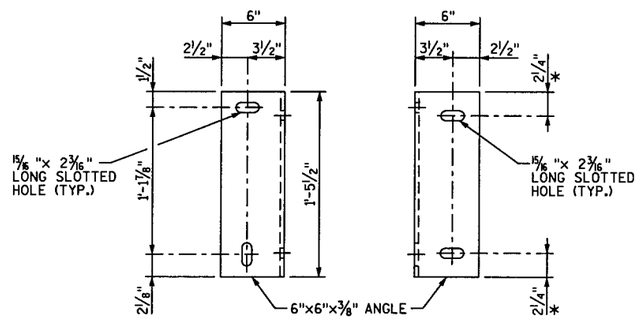

SECTION THRU ALTERNATE DIAPHRAGM




SECTION A-A
(FOR EXTERIOR ATTACHMENT)




DETAIL B




DIAPHRAGM SUPPORT
*USE 2½" FOR ALTERNATE PLATE DIAPHRAGM

| No. | Date. | Revision | By |
|---|---|---|---|
| | | | |

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|---|---|---|

INTERMEDIATE STEEL DIAPHRAGMS

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|---|---|
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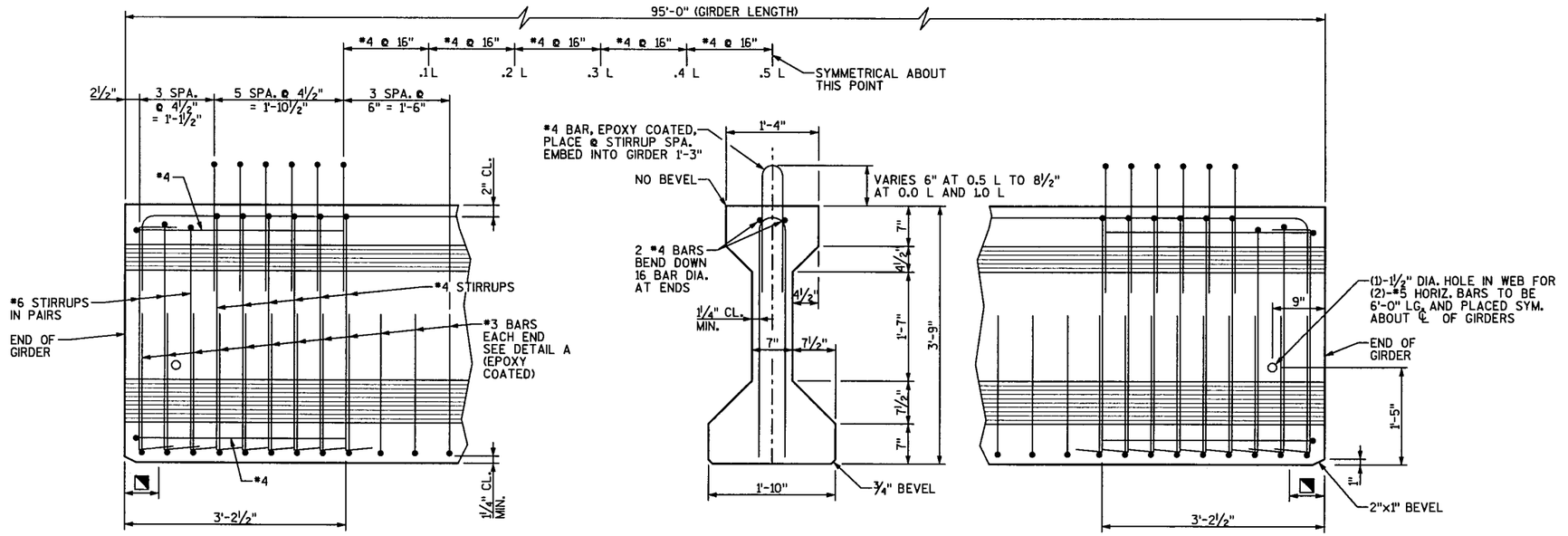



45" GIRDER - SIDE VIEW & TYP. SECTION IN SPAN

## GIRDER NOTES

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.

THE GIRDERS SHALL BE PROVIDED WITH A SUITABLE LIFTING DEVICE FOR HANDLING AND ERECTING THE GIRDERS.

ALL GIRDERS SHALL BE CAST FULL LENGTH AS SHOWN.

PRESTRESSING STRANDS SHALL BE 0.5" ϕ LOW-RELAXATION STRANDS WITH AN ULTIMATE STRENGTH OF 270,000 psi AND SHALL BE FLUSH WITH THE ENDS OF THE GIRDER.

BEND EACH END OF *4 STIRRUPS 4½" AND *6 STIRRUPS 6".

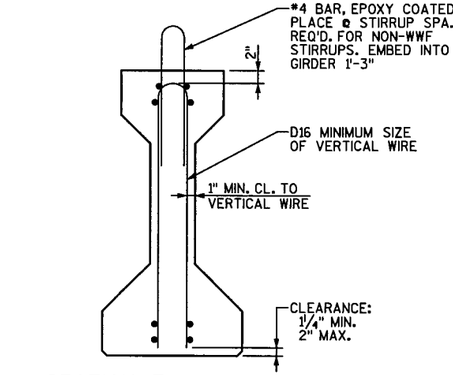
SPACING SHOWN FOR *4 STIRRUPS IS FOR GRADE 60 REINFORCEMENT. IF THE FABRICATOR WANTS TO BUILD A BAR STEEL CAGE BY WELDING LONGITUDINAL REINFORCEMENT TO THE *4 STIRRUPS, TWO OPTIONS ARE AVAILABLE:

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 SECTION.

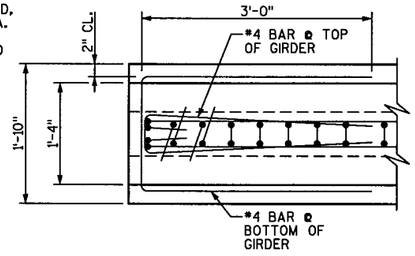
AN ALTERNATE EQUIVALENT OF WELDED WIRE FABRIC (WWF) MAY BE SUBSTITUTED FOR THE STIRRUP REINFORCEMENT SHOWN, UPON APPROVAL OF THE STRUCTURES DEVELOPMENT SECTION. (608) 266-8494

WELDED WIRE FABRIC SHALL CONFORM TO THE REQUIREMENTS OF ASTM A497.

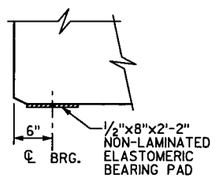
FOR DIAPHRAGM INSERT AND CONNECTION DETAILS SEE "INTERMEDIATE STEEL DIAPHRAGMS" SHEET.



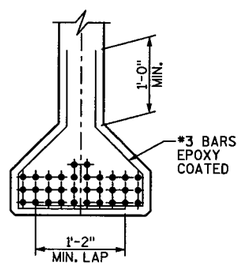

SECTION THRU GIRDER
(SHOWING WELDED WIRE FABRIC (WWF) STIRRUPS)



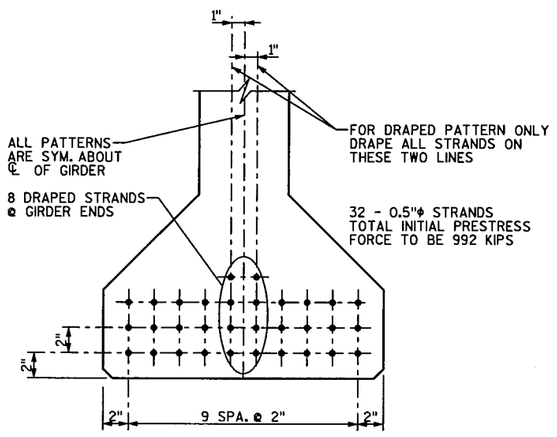

TOP VIEW OF GIRDER END
(TYP. BOTH ENDS)



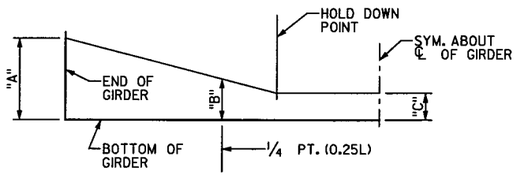

GIRDER END DETAILS



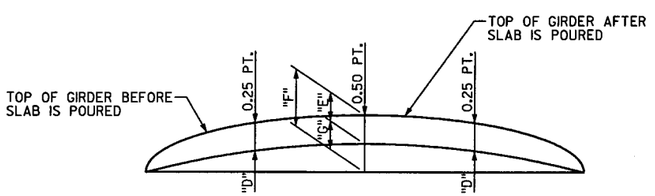

DETAIL A




0.5" ϕ DRAPED STRAND PATTERN




DRAPED STRAND PROFILE




DEAD LOAD DEFLECTION DIAGRAM

| GIRDER DATA | | 0.5" ϕ STRANDS SECTION |
|---|---|---|
| | | DRAPED |
| GIRDER LENGTH "L" REQUIRED | | 95'-0" |
| f'ci ✳ | | 4800 psi |
| LOCATION OF STRANDS | DIMENSION "A" | 40" |
| | DIMENSION "B" (MIN.) | 13¾" |
| | DIMENSION "B" (MAX.) | 16¾" |
| | DIMENSION "C" | 5" |
| DEFLECTION DATA ✳✳ | DIMENSION "D" | 1" |
| | DIMENSION "E" | 1½" |
| CAMBER DATA | PRESTRESSED CAMBER "F" | 2½" |
| | RESIDUAL CAMBER "G" | 1" |

✳ MINIMUM CYLINDER STRENGTH OF CONCRETE AT THE TIME OF TRANSFER OF PRESTRESS FORCE.

✳✳ DATA SHOWN IS THEORETICAL AND MAY VARY WITH CONCRETE STRENGTH. VARIABLE PRESTRESS CONDITIONS AND PRESTRESS LOSSES.

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|---|---|---|---|
| | | | |

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45" PRESTRESSED GIRDER DETAILS

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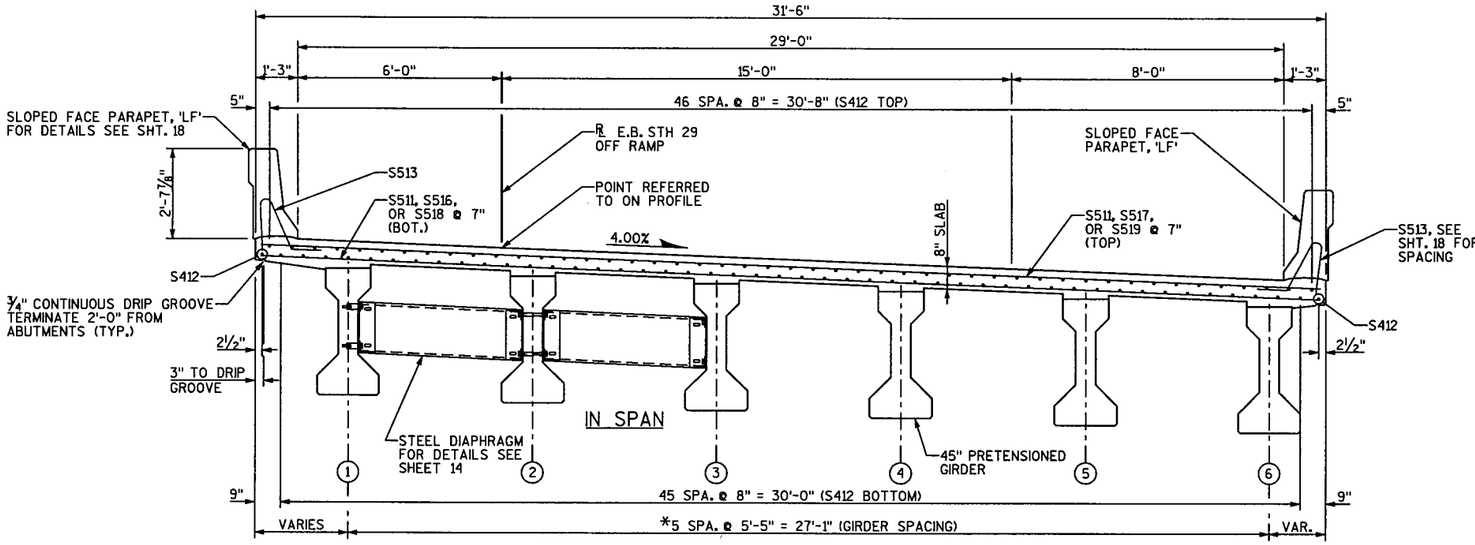
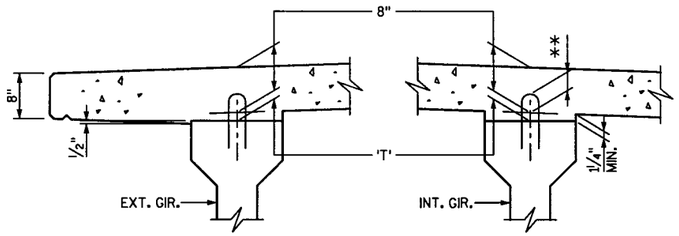



## E.B. STH 29 OFF RAMP TYPICAL BRIDGE SECTION

*PERPENDICULAR TO TANGENT LINE @ STA. 13'SW'+20
(LOOKING EAST)



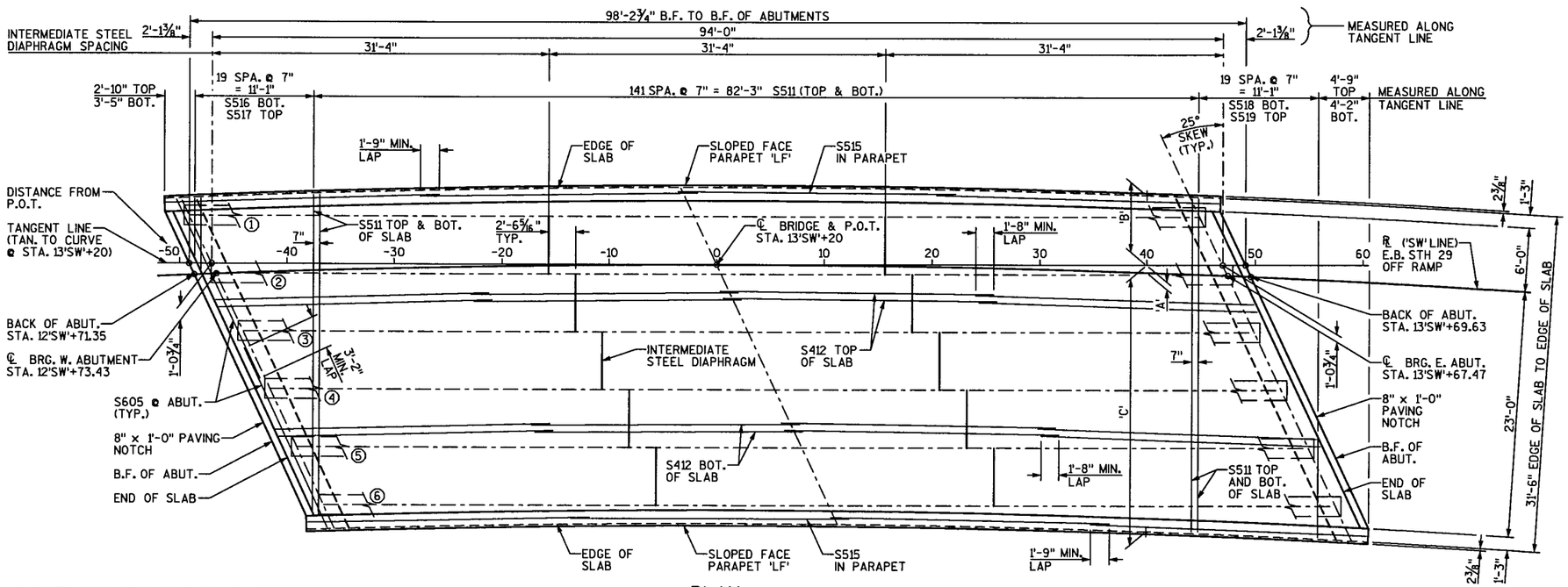

## SLAB HAUNCH DETAIL

IF ¼" MINIMUM HAUNCH HEIGHT AT EDGE OF GIRDER CANNOT BE MAINTAINED, THE GRADE LINE MAY BE REVISED BY THE ENGINEER AT THE OPTION OF THE THE CONTRACTOR. THE PLAN SLAB THICKNESS SHALL BE HELD. NOTIFY THE STRUCTURES SECTION IF THE GRADE LINE IS RAISED FROM THE PLAN PROFILE BY MORE THAN ½" OR,

** IF 3" MINIMUM DECK EMBEDMENT OF TIE BAR CANNOT BE OBTAINED.

TO DETERMINE 'T' ELEV. OF TOP OF GIR'S. AT ℄ OF SUBSTRUCTURE UNITS & AT ⅛ 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'




## PLAN

## TABLE OF TANGENT OFFSETS

OFFSETS NORMAL TO TANGENT LINE

| DISTANCE FROM P.O.T. | REF. LINE DIM. 'A' | LEFT EDGE DIM. 'B' | RIGHT EDGE DIM. 'C' |
|---|---|---|---|
| -50 | 1.09 | 6.19 | --- |
| -40 | 0.70 | 6.58 | --- |
| -30 | 0.39 | 6.87 | 24.65 |
| -20 | 0.17 | 7.08 | 24.43 |
| -10 | 0.04 | 7.21 | 24.29 |
| 0 | 0.00 | 7.25 | 24.25 |
| 10 | 0.04 | 7.21 | 24.29 |
| 20 | 0.17 | 7.08 | 24.43 |
| 30 | 0.39 | 6.87 | 24.65 |
| 40 | 0.70 | 6.58 | 24.95 |
| 50 | --- | --- | 25.35 |
| 60 | --- | --- | 25.83 |

## TOP OF DECK ELEVATIONS

| | ℄ OF BRG. W. 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. | ℄ OF BRG. E. ABUT. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| GIRDER 1 | 1266.69 | 1266.98 | 1267.29 | 1267.61 | 1267.95 | 1268.30 | 1268.66 | 1269.04 | 1269.43 | 1269.84 | 1270.26 |
| GIRDER 2 | 1266.55 | 1266.77 | 1267.16 | 1267.48 | 1267.82 | 1268.18 | 1268.55 | 1268.93 | 1269.33 | 1269.74 | 1270.17 |
| GIRDER 3 | 1266.40 | 1266.70 | 1267.02 | 1267.35 | 1267.70 | 1268.06 | 1268.44 | 1268.83 | 1269.23 | 1269.65 | 1270.08 |
| GIRDER 4 | 1266.26 | 1266.56 | 1266.89 | 1267.23 | 1267.58 | 1267.94 | 1268.33 | 1268.72 | 1269.13 | 1269.55 | 1269.99 |
| GIRDER 5 | 1266.12 | 1266.43 | 1266.76 | 1267.11 | 1267.46 | 1267.83 | 1268.22 | 1268.62 | 1269.03 | 1269.45 | 1269.91 |
| GIRDER 6 | 1265.98 | 1266.29 | 1266.63 | 1266.98 | 1267.34 | 1267.72 | 1268.11 | 1268.52 | 1268.94 | 1269.38 | 1269.83 |

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|---|---|---|---|
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STATE OF WISCONSIN
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SUPERSTRUCTURE

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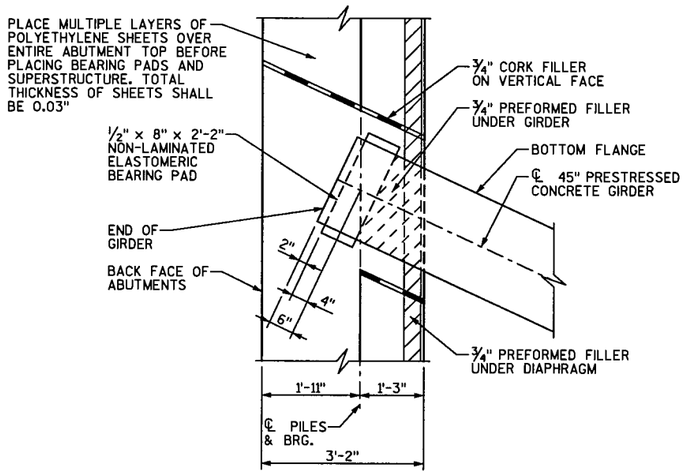
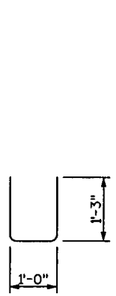
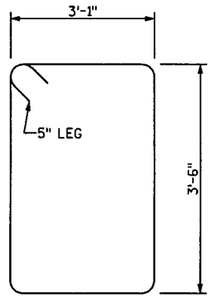



BEARING PAD LAYOUT




S401

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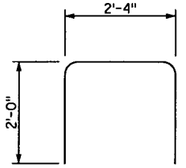


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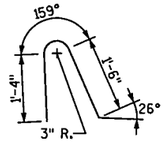
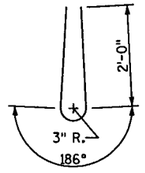



S513



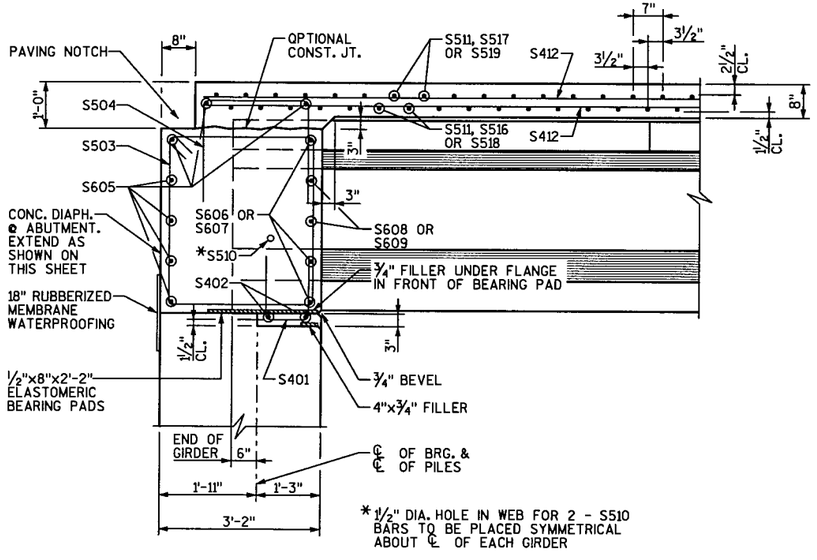

S514

## BILL OF BARS

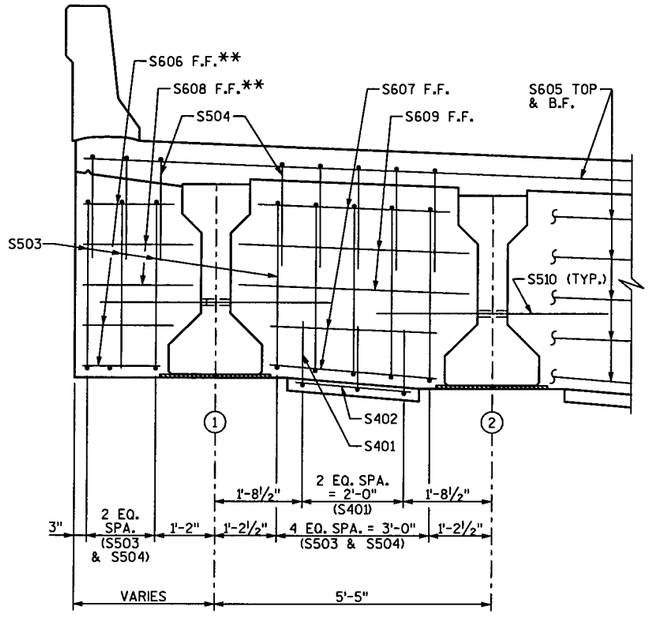
DIMENSIONS IN BENDING DETAILS ARE OUT TO OUT OF BAR.
ALL REINFORCMENT BARS IN THIS BILL SHALL BE EPOXY COATED.

| | MARK | NO. REQ'D. | LENGTH | BENT | LOCATION | |
|---|---|---|---|---|---|---|
| | S401 | 30 | 3'-4" | X | DIAPHRAGM ℄ ABUTMENTS | VERT. |
| | S402 | 20 | 2'-5" | | DIAPHRAGM ℄ ABUTMENTS BETWEEN GIRDERS | HORIZ. |
| | S503 | 62 | 13'-8" | X | DIAPHRAGM ℄ ABUTMENTS - STIRRUPS | VERT. |
| | S504 | 62 | 6'-2" | X | DIAPHRAGM ℄ ABUTMENTS - STIRRUPS | VERT. |
| | S605 | 28 | 19'-3" | | DIAPHRAGM ℄ ABUTMENTS - B.F. & TOP | HORIZ. |
| | S606 | 3 | 2'-0" | | DIAPHRAGM ℄ ABUTMENTS - F.F. | HORIZ. |
| | S607 | 30 | 3'-7" | | DIAPHRAGM ℄ ABUTMENTS - F.F. | HORIZ. |
| | S608 | 2 | 2'-8" | | DIAPHRAGM ℄ ABUTMENTS - F.F. | HORIZ. |
| | S609 | 20 | 4'-11" | | DIAPHRAGM ℄ ABUTMENTS - F.F. | HORIZ. |
| | S510 | 24 | 6'-0" | | DIAPHRAGM ℄ ABUTMENTS - 2 ℄ EA. GIRDER | HORIZ. |
| | S511 | 284 | 31'-2" | | SLAB - TOP & BOTTOM | TRANSV. |
| | S412 | 380 | 25'-6" | | SLAB - TOP & BOTTOM | LONGIT. |
| | S513 | 295 | 4'-2" | X | SLAB - "LF" PARAPETS ℄ N. & S. SIDE OF SLAB | VERT. |
| | S514 | 295 | 4'-10" | X | SLAB - "LF" PARAPETS ℄ N. & S. SIDE OF SLAB | VERT. |
| | S515 | 40 | 25'-11" | | SLAB - "LF" PARAPETS ℄ N. & S. SIDE OF SLAB | HORIZ. |
| * | S516 | 10 | 35'-8" | | SLAB - BOTTOM | LONGIT. |
| * | S517 | 10 | 34'-6" | | SLAB - TOP | LONGIT. |
| * | S518 | 10 | 35'-0" | | SLAB - BOTTOM | LONGIT. |
| * | S519 | 10 | 36'-3" | | SLAB - TOP | LONGIT. |

*SEE CUTTING DIAGRAM BELOW




LONGITUDINAL SECTION AT ABUTMENT




ABUTMENT DIAPHRAGM DETAILS

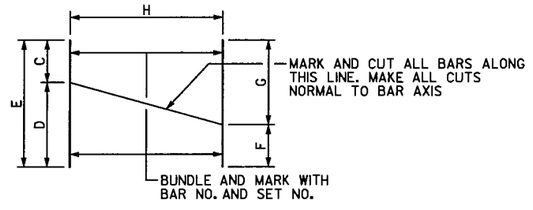
(LOOKING EAST)

**THESE BARS IN S.E. CORNER ONLY

## CUTTING DIAGRAM

NOTE: "H" IS THE NUMBER OF BARS REQUIRED BEFORE THE CUT.

| MARK | | C | D | E | F | G | H | SETS REQ'D. |
|---|---|---|---|---|---|---|---|---|
| S516 | SET 1 | 5'-9" | 29'-11" | 35'-8" | 17'-2" | 18'-6" | 10 | 1 SET 1 |
| S517 | SET 2 | 5'-2" | 29'-4" | 34'-6" | 16'-7" | 17'-11" | 10 | 1 SET 2 |
| S518 | SET 3 | 5'-10" | 29'-2" | 35'-0" | 16'-10" | 18'-2" | 10 | 1 SET 3 |
| S519 | SET 4 | 6'-6" | 29'-9" | 36'-3" | 17'-6" | 18'-9" | 10 | 1 SET 4 |

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STATE OF WISCONSIN
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SUPERSTRUCTURE SECTION & BILL OF BARS

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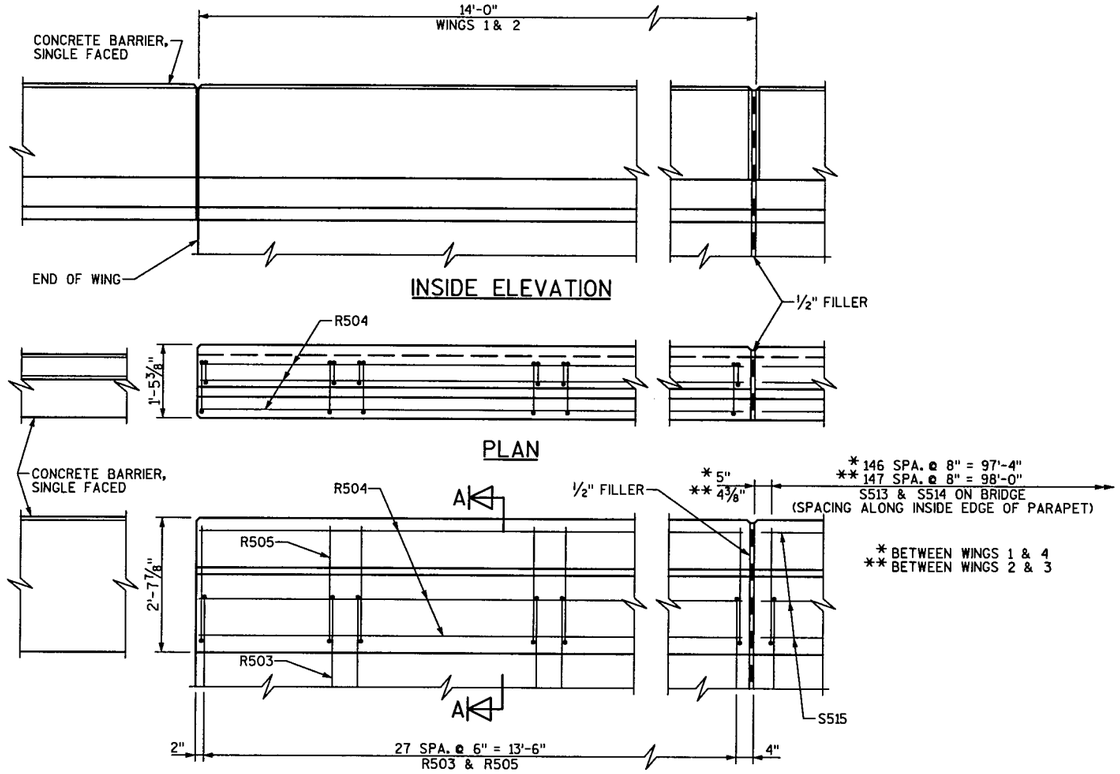
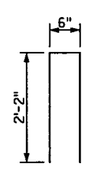


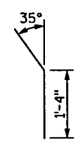

## BILL OF BARS

DIMENSIONS IN BENDING DETAILS ARE OUT TO OUT OF BAR.
ALL REINFORCMENT BARS IN THIS BILL SHALL BE EPOXY COATED.

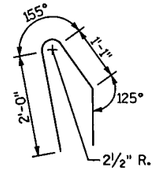
| MARK | NO. REQ'D. | LENGTH | BENT | LOCATION | |
|---|---|---|---|---|---|
| R501 | 28 | 4'-7" | X | PARAPET - WINGS 3 & 4 | VERT. |
| R502 | 16 | 2'-4" | X | PARAPET - WINGS 3 & 4 | VERT. |
| R503 | 84 | 4'-6" | X | PARAPET - WINGS | VERT. |
| R504 | 10 | 13'-8" | | PARAPET - WINGS | HORIZ. |
| R505 | 112 | 4'-10" | X | PARAPET - WINGS | VERT. |
| R506 | 2 | 15'-8" | X | PARAPET - WINGS 3 & 4 | HORIZ. |
| R507 | 8 | 15'-8" | | PARAPET - WINGS 3 & 4 | HORIZ. |



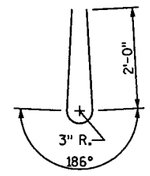
R501



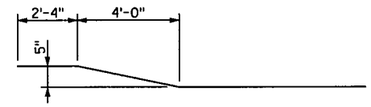
R502



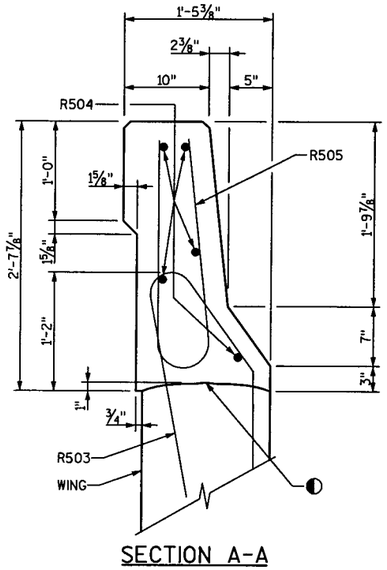
R503



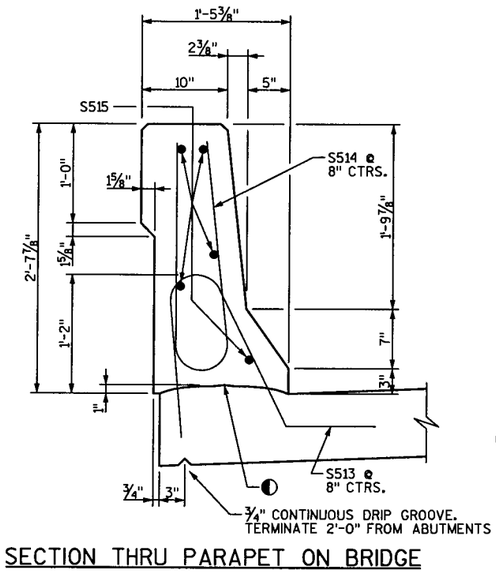
R505



R506



SECTION A-A



SECTION THRU PARAPET ON BRIDGE

◐ CONST. JOINT - STRIKE OFF AS SHOWN & FINISH WITH A WOODEN TROWEL

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|---|---|---|---|
| | | | |

STATE OF WISCONSIN
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SLOPED FACE PARAPET "LF" - WINGS 1 & 2

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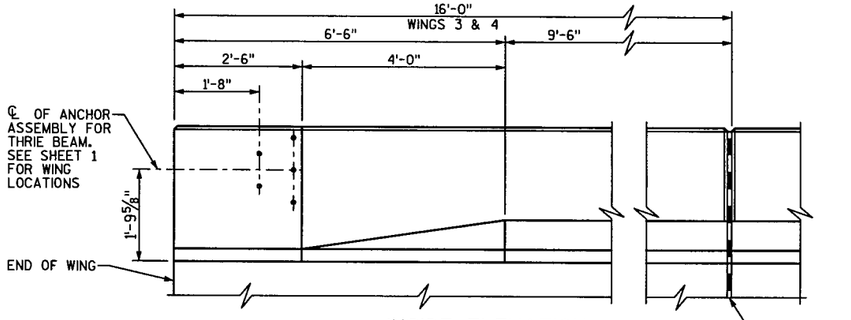
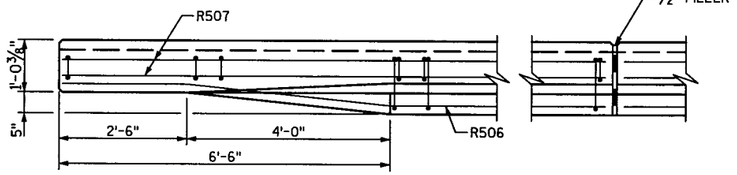
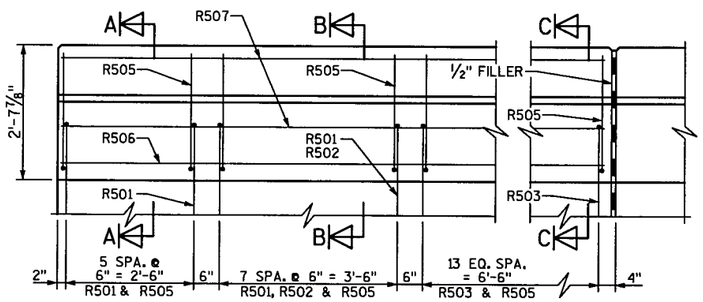


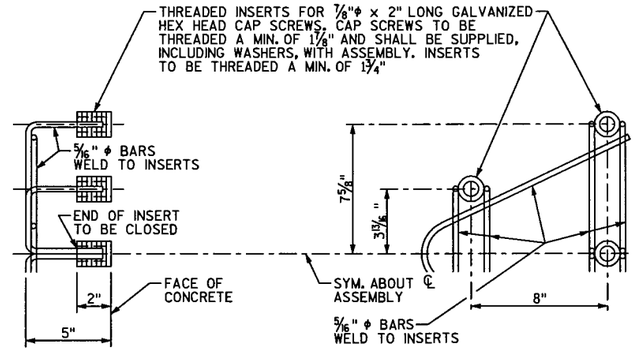

INSIDE ELEVATION




PLAN



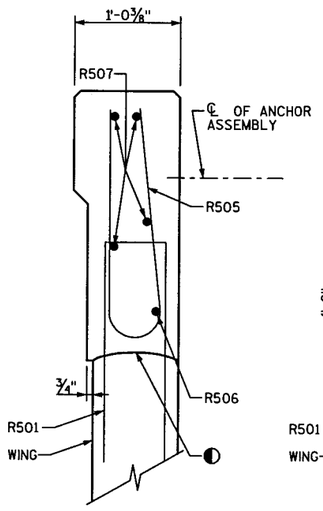

OUTSIDE ELEVATION



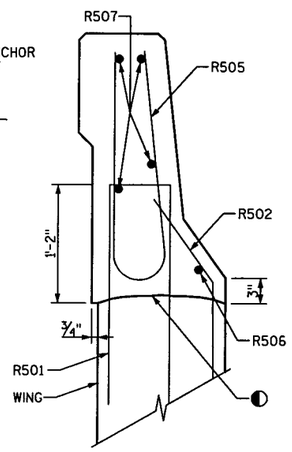

DETAIL OF ANCHOR ASSEMBLY

NOTE:

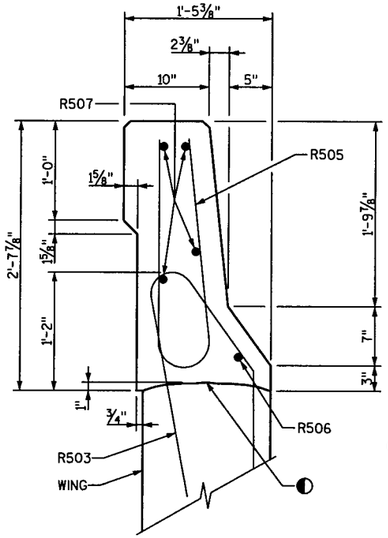
HEX HEAD CAP SCREWS & WASHERS TO BE GALVANIZED IN ACCORDANCE WITH AASHTO M232 CLASS C. SEE SHEET 1 FOR LOCATION.




SECTION A-A




SECTION B-B




SECTION C-C

◐ CONST. JOINT - STRIKE OFF AS SHOWN & FINISH WITH A WOODEN TROWEL

| No. | Date. | Revision | By |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

STRUCTURE B-37-378

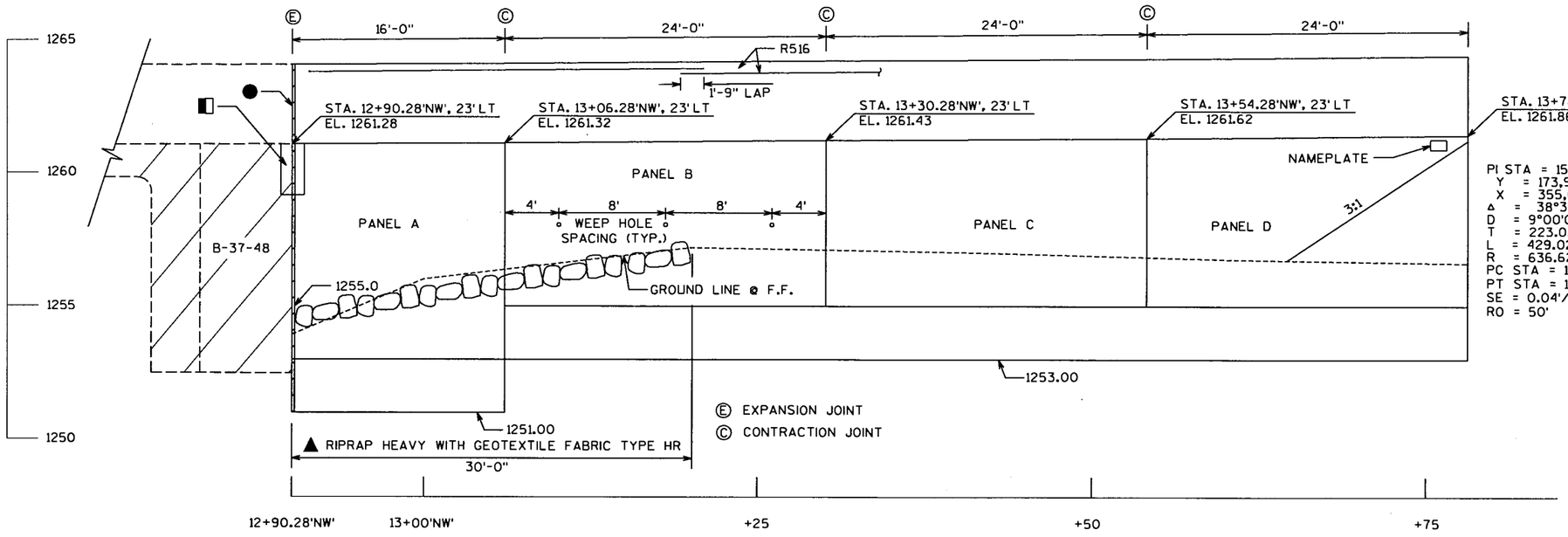
| Const. Spec. | WIS. 2003 | Drawn By | BS | Plans Checked | TR |
|---|---|---|---|---|---|

SLOPED FACE PARAPET "LF" - WINGS 3 & 4

SHEET 19 OF 19

296

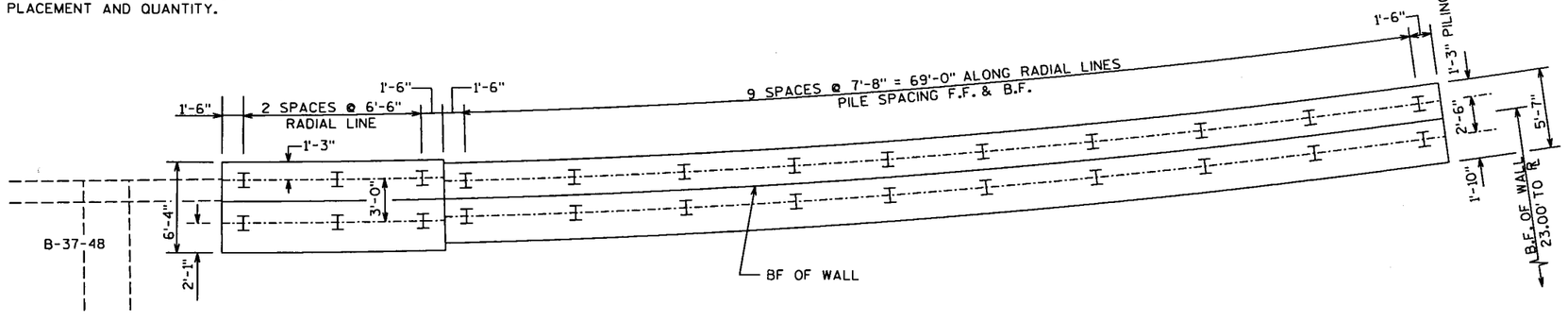
| STATE PROJECT NUMBER | SHEET NO. |
|---|---|
| 1053-09-71 | 8. |




PI STA = 15+08.25'NW'
Y = 173,980.76
X = 355,025.11
Δ = 38°36'42.9" (LT)
D = 9°00'00.0"
T = 223.02'
L = 429.02'
R = 636.62'
PC STA = 12+85.23'NW'
PT STA = 17+14.25'NW'
SE = 0.04'/'
RO = 50'

**ELEVATION**

▲ SEE B-37-48 STRUCTURE PLANS FOR PLACEMENT AND QUANTITY.



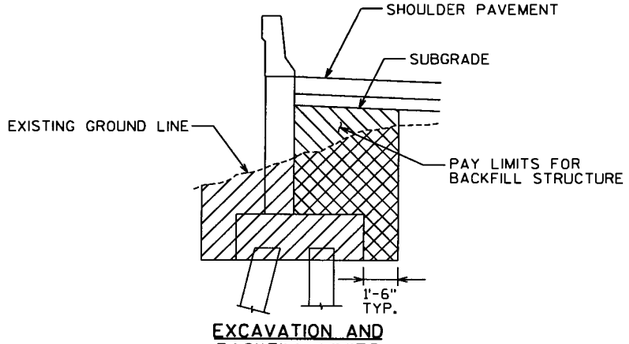

● ½" FILLER. EXTEND FROM BOTTOM OF FOOTING TO TOP OF PARAPET. INCLUDED IN RETAINING WALL LENGTH. SEAL ALL EXPOSED AND VERTICAL SURFACES OF ½" FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE). EXTEND SEALER TO TOP OF FOOTING.

◧ 18" RUBBERIZED MEMBRANE WATERPROOFING. SEAL VERTICAL JOINT ON BACKFACE.

TOTAL ESTIMATED QUANTITIES

| BID ITEM | UNIT | TOTAL |
|---|---|---|
| EXCAVATION FOR STRUCTURES RETAINING WALLS R-37-37 | LS | 1 |
| BACKFILL STRUCTURE | CY | 120 |
| CONCRETE MASONRY, RETAINING WALLS | CY | 74 |
| BAR STEEL REINFORCEMENT HS, RETAINING WALLS | LB | 2720 |
| BAR STEEL REINFORCEMENT HS COATED RETAINING WALLS | LB | 1770 |
| PILING STEEL DELIVERED AND DRIVEN HP 10 INCH x 42 POUND | LF | 390 |
| RUBBERIZED MEMBRANE WATERPROOFING | SY | 5 |
| NON BID ITEMS | | |
| FILLER | SIZE | ½" |

**PILE PLAN**




**EXCAVATION AND BACKFILL LIMITS**

▨ EXCAVATION FOR STRUCTURES, RETAINING WALLS

▩ BACKFILL STRUCTURE

## GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

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

THE EXISTING GROUND LINE SHALL BE THE UPPER LIMITS OF EXCAVATION.

ALL SPACES EXCAVATED AND NOT OCCUPIED BY THE NEW STRUCTURE SHALL BE BACKFILLED WITH STRUCTURE BACKFILL TO A VERTICAL PLANE 1.5' BEHIND THE BACK OF FOOTING. THIS SHALL BE THE PAY LIMITS FOR STRUCTURE BACKFILL.

WALL PANELS AND PARAPET MAY BE CONSTRUCTED IN CHORD LENGTHS OF 8 FEET MAXIMUM.

DEWATERING IF NECESSARY SHALL BE CONSIDERED INCIDENTAL TO EXCAVATION FOR STRUCTURES RETAINING WALLS R-37-37

## DESIGN DATA

FOOTING, WALL ---------- f'c = 3,500 psi
PARAPET ---------- f'c = 4,000 psi
HIGH STRENGTH BAR STEEL REINFORCEMENT, GRADE 60 ------ fy = 60,000 psi

## FOUNDATION DATA

RETAINING WALL FOOTING TO BE SUPPORTED ON STEEL PILING HP10x42 DRIVEN TO A MINIMUM BEARING VALUE OF 35 TONS, ESTIMATED 15' LONG.

## LIST OF DRAWINGS

1. GENERAL PLAN
2. WALL DETAILS
3. SUBSURFACE EXPLORATION

## BRIDGE OFFICE CONTACT

FINN HUBBARD
(608) 266-8489

## CONSULTANT CONTACT

JEFF MELVILLE
(608) 243-6470

WISCONSIN
JEFFREY S. MELVILLE
E-23577
Sauk City
Wis.
4/16/04
PROFESSIONAL ENGINEER

| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

STRUCTURE R-37-37

RETAINING WALL ALONG STH 29 RAMP

| COUNTY | VILLAGE |
|---|---|
| MARATHON | HATLEY |

| DESIGN SPEC. | LOAD | CONST. SPEC. |
|---|---|---|
| AASHTO STD. SPEC. 2002 | N/A | 2003 |

| DESIGNED BY | DESIGN CK'D. | DRAWN BY | PLANS CK'D. |
|---|---|---|---|
| JSM | JSM | RNB | JSM |

APPROVED Finn Hubbard SSR 8-25-04
CHIEF STRUCTURAL DESIGN ENGINEER — DATE

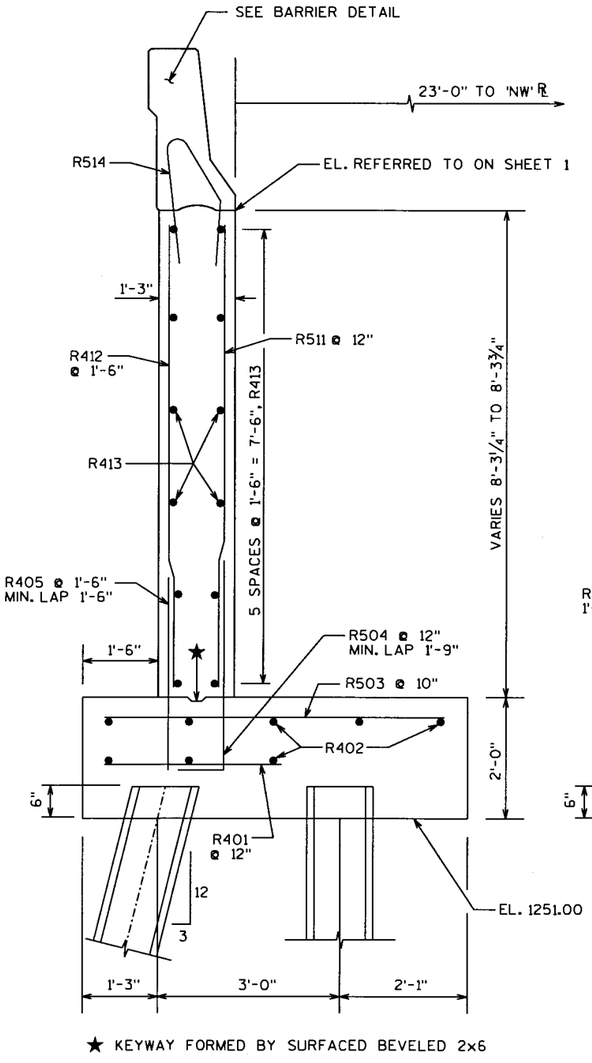
GENERAL PLAN

SHEET 1 OF 3

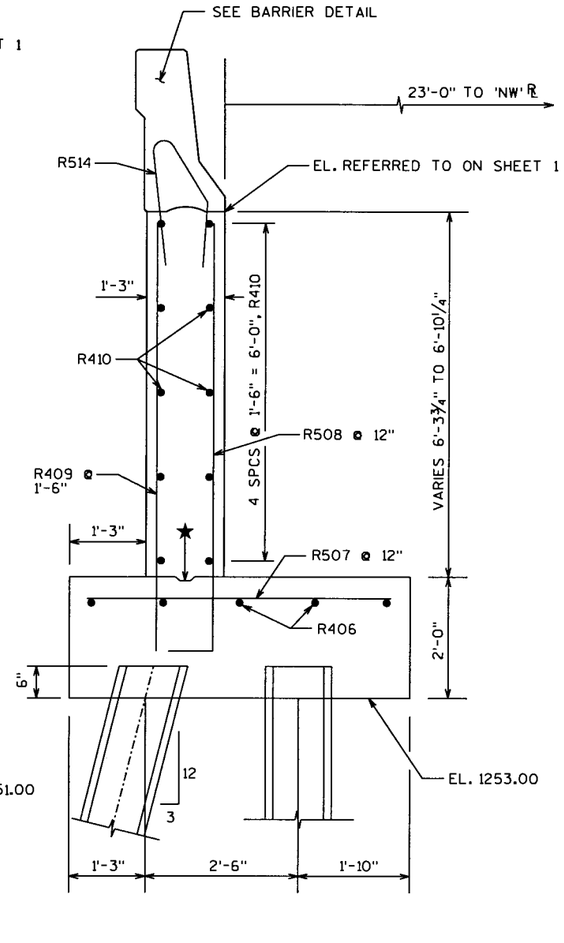
DATE: 297

FILE=

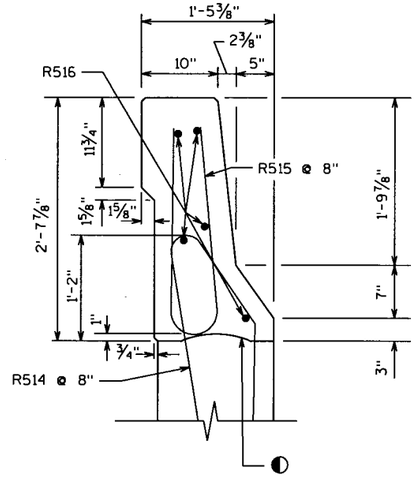
| STATE PROJECT NUMBER | SHEET NO. |
|---|---|
| 1053-09-71 | 8. |




SECTION
PANEL A




SECTION
PANEL B, C, D



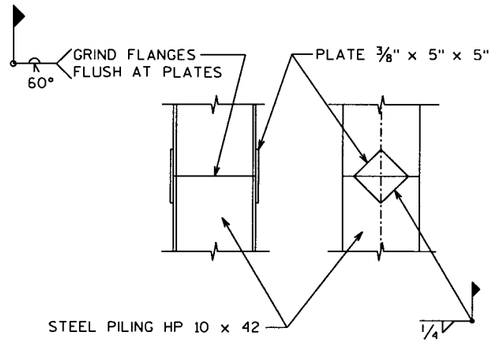

BARRIER DETAIL
◐ CONST. JOINT - STRIKE OFF AS SHOWN

## BILL OF BARS

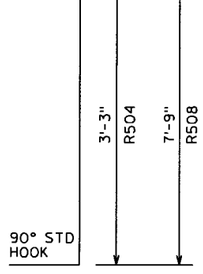
COATED 1770 LB.
UNCOATED 2720 LB.

| BAR MARK | COAT | NO. REQ'D | LENGTH | BENT | LOCATION |
|---|---|---|---|---|---|
| R401 | | 17 | 3'-0" | | FTG. BTM. PANEL A |
| R402 | | 8 | 15'-8" | | FTG. TOP & BTM. PANEL A |
| R503 | | 20 | 6'-0" | | FTG. TOP PANEL A |
| R504 | | 17 | 4'-0" | X | FTG. DOWELS PANEL A |
| R405 | | 12 | 3'-0" | | FTG. DOWELS PANEL A |
| R406 | | 10 | 36'-7" | | FTG. TOP PANELS B,C,D |
| R507 | | 73 | 5'-3" | | FTG. TOP PANELS B,C,D |
| R508 | | 75 | 8'-6" | X | FTG. VERT. PANELS B,C,D |
| R409 | | 51 | 7'-9" | | FTG. VERT. PANELS B,C,D |
| R410 | | 30 | 23'-8" | | WALL HORIZ. PANELS B,C,D |
| R511 | | 17 | 8'-0" | | WALL VERT. PANEL A |
| R412 | | 12 | 8'-0" | | WALL VERT. PANEL A |
| R413 | | 12 | 15'-8" | | WALL HORIZ. PANEL A |
| R514 | X | 133 | 4'-6" | X | PARAPET - VERT. |
| R515 | X | 133 | 4'-10" | X | PARAPET - VERT. |
| R516 | X | 15 | 30'-5" | | PARAPET - HORIZ. |

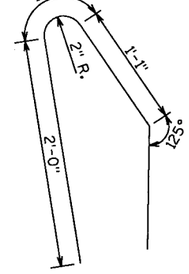
NOTE: BAR DIMENSIONS ARE OUT TO OUT OF BAR. THE FIRST OR FIRST THWO DIGITS OF A BAR MARK SIGNIFIES THE BAR SIZE.



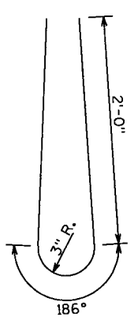

PILE SPLICE DETAILS



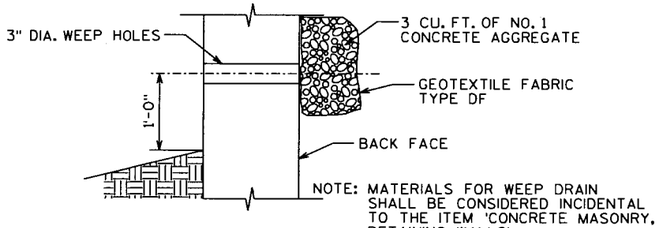

R504, R508



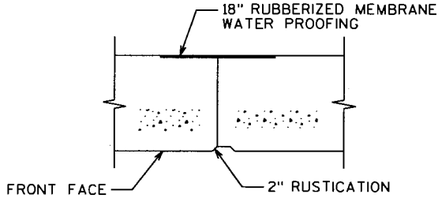

R514



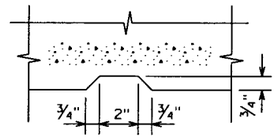

R515




WEEP DRAINS




VERTICAL CONTRACTION JOINT
DO NOT RUN BAR STEEL THRU JOINT




NOTE: RUSTICATION TO STOP AT TOP OF RETAINING WALL

RUSTICATION DETAIL
(TYPICAL VERTICAL)

| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE R-37-37

| CONST. SPEC. 2003 | DRAWN BY RNB | PLANS CK'D. JSM |
|---|---|---|

WALL DETAILS

SHEET 2 OF 3

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FILE=

| STATE PROJECT NUMBER | SHEET NO. |
|---|---|
| 1053-09-71 | 8. |

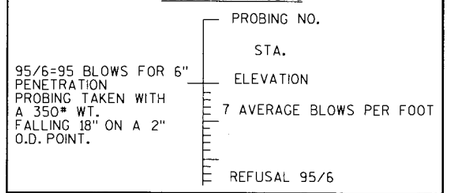
ABBREVIATIONS

F — FINE  M — MEDIUM  C — COARSE
WS — WEATHERED  SO — SOUND

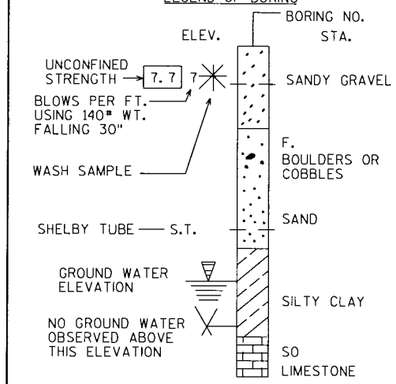
MATERIAL SYMBOLS

TOPSOIL, SAND, GRAVEL, SILT, PEAT, CLAY, SANDSTONE, LIMESTONE, IGNEOUS ROCK

LEGEND OF PROBING



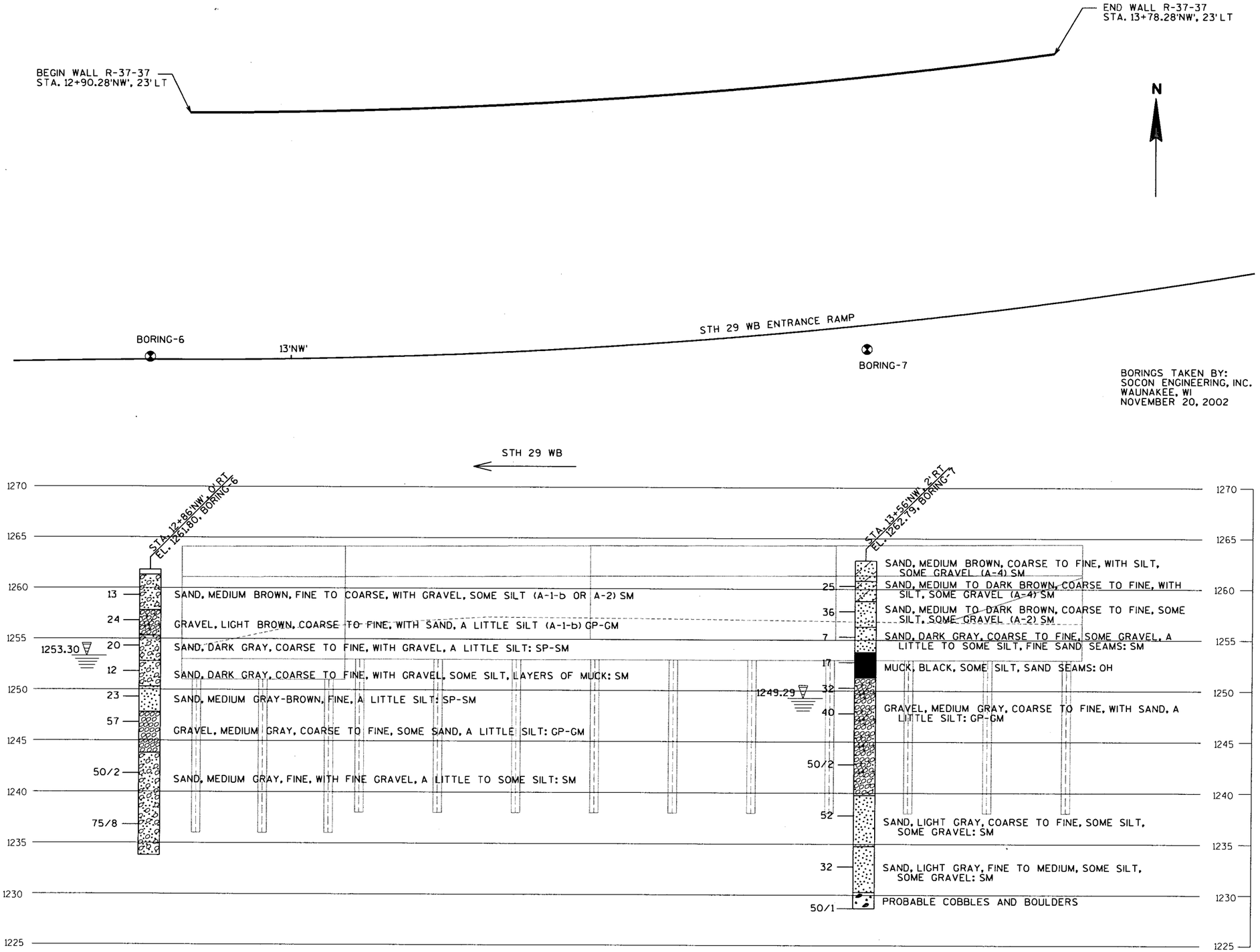

LEGEND OF BORING




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 SUBSURFACE 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 WISCONSIN DEPARTMENT OF TRANSPORTATION 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
STRUCTURES DESIGN SECTION

STRUCTURE R-37-37

| CONST. SPEC. 2003 | DRAWN BY RNB | PLANS CK'D. JSM |
|---|---|---|

SUBSURFACE EXPLORATION

SHEET 3 OF 3

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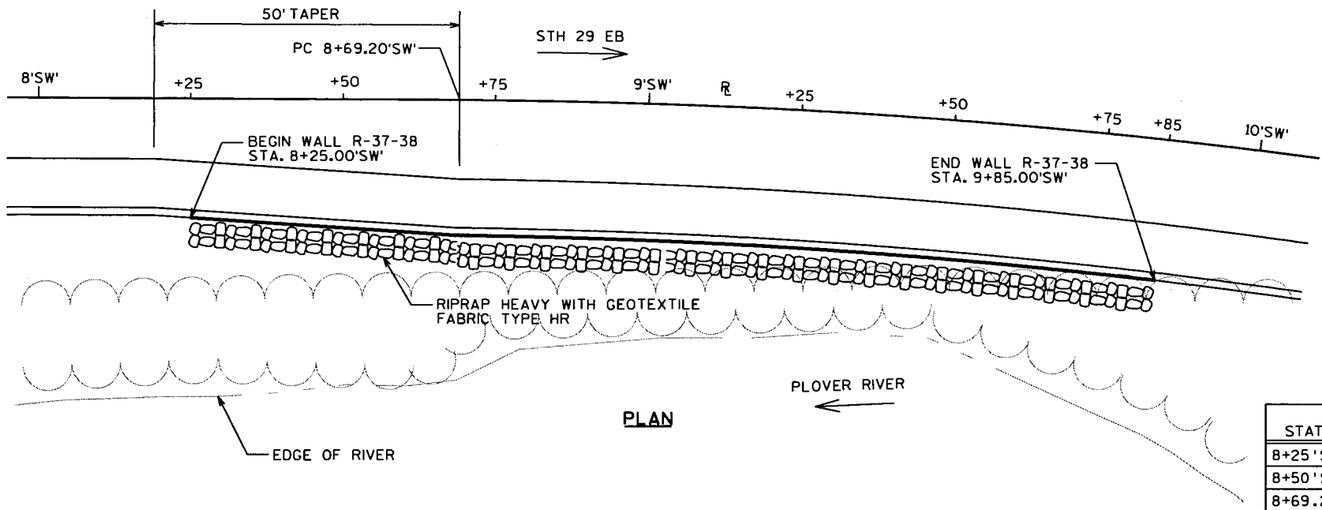
FILE=

| STATE PROJECT NUMBER | SHEET NO. |
|---|---|
| 1053-09-71 | 8. |

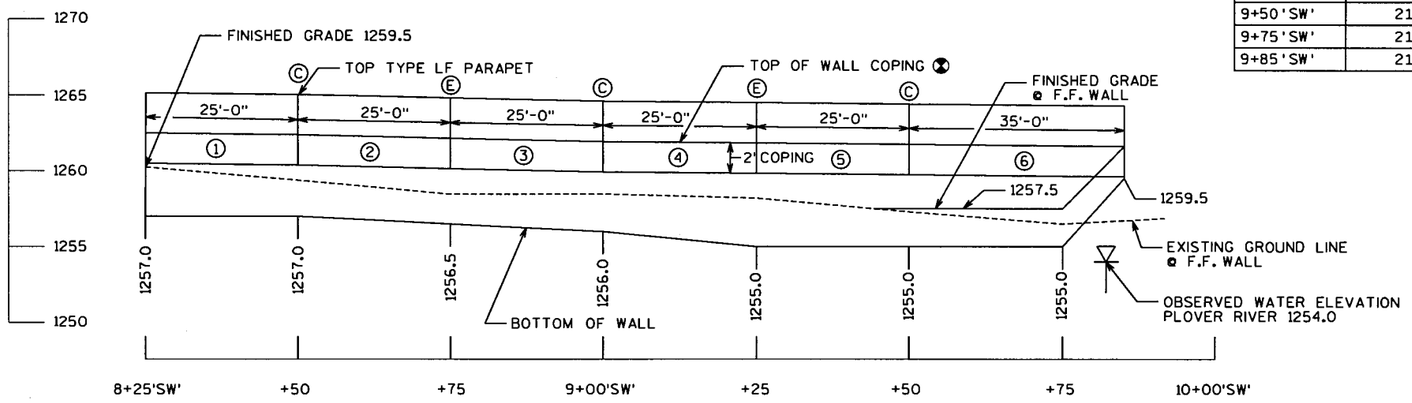



PLAN

N

PI STA = 11+40.57'SW'
Y = 173,864.213
X = 354,622.541
Δ = 26°38'36.8" (RT)
D = 4°59'58.7"
T = 271.36'
L = 532.91'
R = 1,146.00'
PC STA = 8+69.20'SW'
PT STA = 14+02.11'SW'
SE = 0.04'/'
RO = 50'

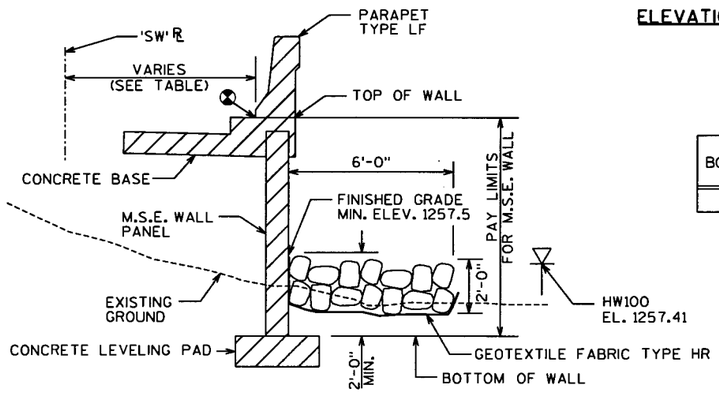
| STATION | DISTANCE FROM REFERENCE LINE ⊠ | TOP OF WALL COPING ⊠ |
|---|---|---|
| 8+25'SW' | 18.36' | 1262.49 |
| 8+50'SW' | 19.87' | 1262.37 |
| 8+69.20'SW' | 21.00' | 1262.20 |
| 8+75'SW' | 21.04' | 1262.15 |
| 9+00'SW' | 21.21' | 1261.93 |
| 9+25'SW' | 21.39' | 1261.83 |
| 9+50'SW' | 21.59' | 1261.74 |
| 9+75'SW' | 21.80' | 1261.65 |
| 9+85'SW' | 21.88' | 1261.61 |




ELEVATION

Ⓒ CONTRACTION JOINT - SEE SHEET 2

Ⓔ EXPANSION JOINT - SEE SHEET 2




⊠ TOP OF WALL ELEVATIONS & DISTANCES ARE TO THIS POINT

SECTION THRU WALL
LOOKING EAST

SOIL PARAMETERS

| BORING NO. | STRATUM LOCATIONS & SOIL DESCRIPTIONS | UNIT WEIGHT (pcf) | FRICTION ANGLE (DEGREES) | COHESION (psf) |
|---|---|---|---|---|
| 2 | EL. 1250 TO EL. 1260 | 121 | 35° | 0 |

SAFETY FACTORS

| MINIMUM REQUIRED DESIGN SAFETY FACTORS | | R-37-38 |
|---|---|---|
| SLIDING: | 1.5 | 4.5 |
| OVERTURNING: | 2.0 | 10.9 |
| GLOBAL STABILITY: | 1.3 | 1.37 |
| ULTIMATE BEARING CAPACITY: | 2.0 | 15.0 |

LIST OF DRAWINGS

1. GENERAL PLAN
2. WALL DETAILS
3. SUBSURFACE EXPLORATION

DESIGN DATA

THE CONTRACTOR SHALL PROVIDE COMPLETE DESIGN, PLANS, DETAILS, SPECIFICATIONS, AND SHOP DRAWINGS FOR THE RETAINING WALL IN ACCORDANCE WITH THE SPECIAL PROVISIONS. THE RETAINING WALL MANUFACTURER SHALL PROVIDE TECHNICAL ASSISTANCE TO THE CONTRACTOR DURING CONSTRUCTION. THE COST OF FURNISHING THESE ITEMS SHALL BE INCLUDED IN THE BID ITEM WALL CONCRETE PANEL MECHANICALLY STABILIZED EARTH

PLANS, ELEVATIONS AND DETAILS SHOWN ON THESE DRAWINGS ARE INTENDED TO INDICATE WALL LOCATIONS, LENGTHS, HEIGHTS, AND DETAILS COMMON TO THE WALL SYSTEM SELECTED. THE CONTRACTOR SHALL VERIFY THAT THE WALL SYSTEM SELECTED WILL CONFORM TO THE REQUIRED ALIGNMENTS AND DETAILS.

THE RETAINING WALL IS TO BE DESIGNED USING THE ELEVATIONS GIVEN ON THIS SHEET.

WALL DESIGN TO INCORPORATE 2' TRAFFIC LOADING SURCHARGE.

ALLOWABLE WALL SYSTEMS

1. WALL CONCRETE PANEL MECHANICALLY STABILIZED EARTH

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

ALLOWABLE SOIL BEARING PRESSURE AT BOTTOM OF WALL = 4380 psf

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

TOTAL ESTIMATED QUANTITIES

| | |
|---|---|
| 1. EXCAVATION FOR STRUCTURES RETAINING WALLS R-37-38 | 1 LS |
| 2. WALL CONCRETE PANEL MECHANICALLY STABILIZED EARTH | 985 SF |
| *3. CONCRETE MASONRY RETAINING WALLS | 75 CY |
| *4. BAR STEEL REINFORCEMENT HS COATED RETAINING WALLS | 7810 LB |
| 5. RIPRAP HEAVY | 75 CY |
| 6. GEOTEXTILE FABRIC TYPE HR | 180 SY |
| NON-BID ITEMS | |
| FILLER | 3/4" & 1" SIZE |

* QUANTITY INCLUDES CONCRETE BASE AND PARAPET

WISCONSIN
JEFFREY S. MELVILLE
E-23577
Sauk City
Wis.
4/16/04
PROFESSIONAL ENGINEER

| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

STRUCTURE R-37-38

RETAINING WALL ALONG STH 29 EB RAMP

| COUNTY | TOWN | |
|---|---|---|
| MARATHON | NORRIE | |
| DESIGN SPEC. AASHTO STD. SPEC. 2002 | LOAD N/A | CONST. SPEC. 2003 |
| DESIGNED BY JSM / DESIGN CK'D. | DRAWN BY RNB | PLANS CK'D. JSM |

APPROVED Finn Hubbard 8-25-04
CHIEF STRUCTURAL DESIGN ENGINEER DATE

BRIDGE OFFICE CONTACT
FINN HUBBARD
(608) 266-8489

CONSULTANT CONTACT
JEFF MELVILLE, P.E.
(608) 243-6470

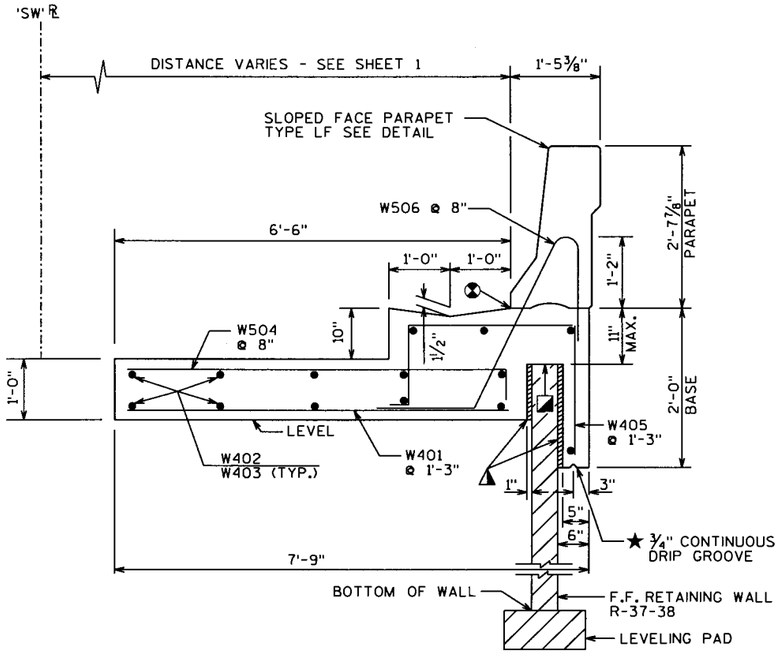
GENERAL PLAN

SHEET 1 OF 3

DATE: 300

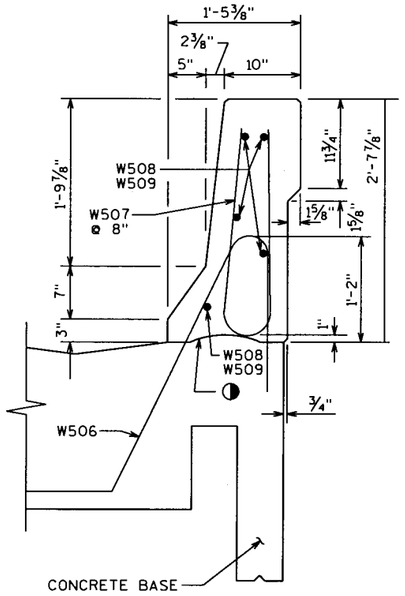
FILE=

| STATE PROJECT NUMBER | SHEET NO. |
|---|---|
| 1053-09-71 | 8. |




## SECTION THRU WALL

LOOKING EAST




## SLOPED FACE PARAPET TYPE LF

◑ CONST. JOINT - STRIKE OFF AS SHOWN

## BILL OF BARS

COATED 7810 LB.

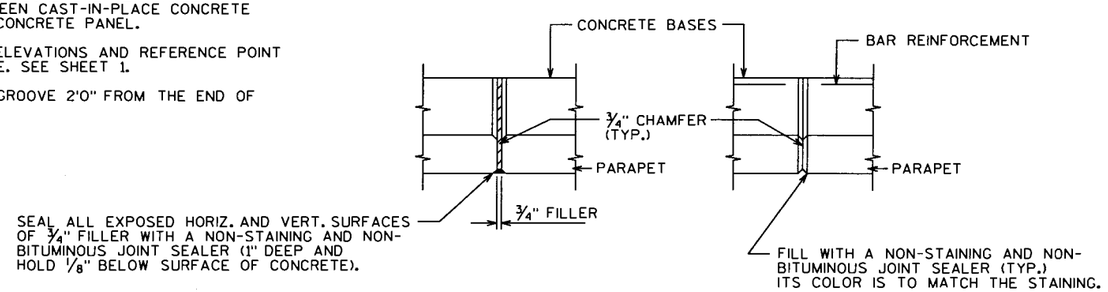
| BAR MARK | COAT | NO. REQ'D | LENGTH | BENT | LOCATION |
|---|---|---|---|---|---|
| W401 | X | 134 | 6'-1" | | CONC. BASE - TRANS. -HORIZ. BTM PANELS 1-6 |
| W402 | X | 70 | 24'-7" | | CONC. BASE - LONG - HORIZ. TOP & BTM PANELS 1-5 |
| W403 | X | 14 | 34'-7" | | CONC. BASE - LONG - HORIZ. TOP & BTM PANEL 6 |
| W504 | X | 243 | 6'-4" | X | CONC. BASE - TRANS - HORIZ. TOP PANELS 1-6 |
| W405 | X | 134 | 6'-0" | X | CONC. BASE - TRANS PANELS 1-6 |
| W506 | X | 243 | 6'-4" | X | CONC. BASE & PARAPET TRANS. PANELS 1-6 |
| W507 | X | 243 | 4'-10" | X | PARAPET - PANELS 1-6 |
| W508 | X | 25 | 24'-8" | | PARAPET - HORIZ. PANELS 1-5 |
| W509 | X | 5 | 34'-8" | | PARAPET - HORIZ. PANEL 6 |

NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

W504

## NOTES:

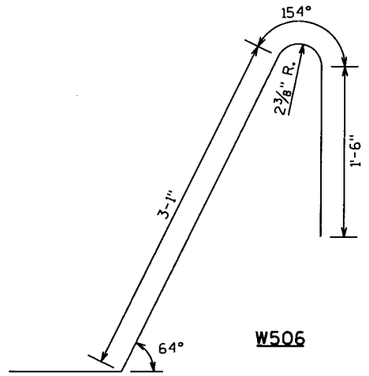
- EXPANSION JOINT IN PARAPET AND CONCRETE BASE @ 50' CENTERS.
- CONSTRUCTION JOINT IN PARAPET AND CONCRETE BASE @ 25' CENTERS.
- ◭ EXPANDED POLYSTYRENE (1 INCH) TYPICAL OF EACH SIDE INCIDENTAL TO CONCRETE MASONRY RETAINING WALLS.
- ◪ LIQUID OR OTHER BOND BREAKER SHALL BE PROVIDED BETWEEN CAST-IN-PLACE CONCRETE AND PRECAST CONCRETE PANEL.
- ⊗ TOP OF WALL ELEVATIONS AND REFERENCE POINT ARE GIVEN HERE. SEE SHEET 1.
- ★ END THE DRIP GROOVE 2'0" FROM THE END OF THE WALL.



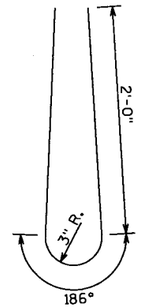

## EXPANSION JOINT PLAN Ⓔ  CONTRACTION JOINT PLAN Ⓒ

NOTES:

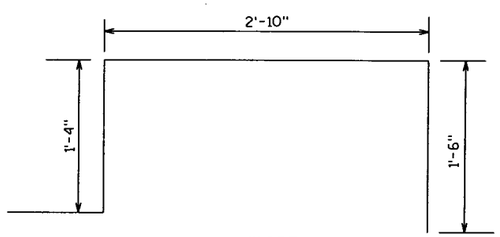
- DO NOT RUN ANY BAR STEEL THRU THE JOINTS.
- ALL EXPANSION AND CONTRACTION JOINTS ARE TO EXTEND THE FULL DEPTH OF THE PARAPET AND THE CONCRETE BASE AND SHALL LINE UP WITH THE MSE WALL PANEL JOINTS.




W506




W507




W405

| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE R-37-38

| CONST. SPEC. 2003 | DRAWN BY RNB | PLANS CK'D. JSM |
|---|---|---|

WALL DETAILS

SHEET 2 OF 3

301

FILE=

| STATE PROJECT NUMBER | SHEET NO. |
|---|---|
| 1053-09-71 | 8. |

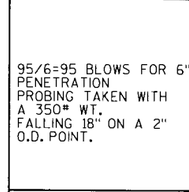
ABBREVIATIONS

F — FINE  M — MEDIUM  C — COARSE
WS — WEATHERED  SO — SOUND

MATERIAL SYMBOLS

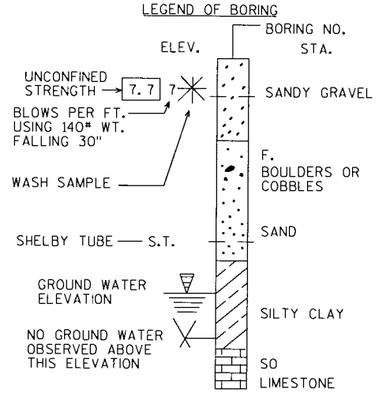
TOPSOIL, SAND, GRAVEL, SILT, PEAT, CLAY, SANDSTONE, LIMESTONE, IGNEOUS ROCK

LEGEND OF PROBING




95/6=95 BLOWS FOR 6" PENETRATION
PROBING TAKEN WITH A 350# WT. FALLING 18" ON A 2" O.D. POINT.

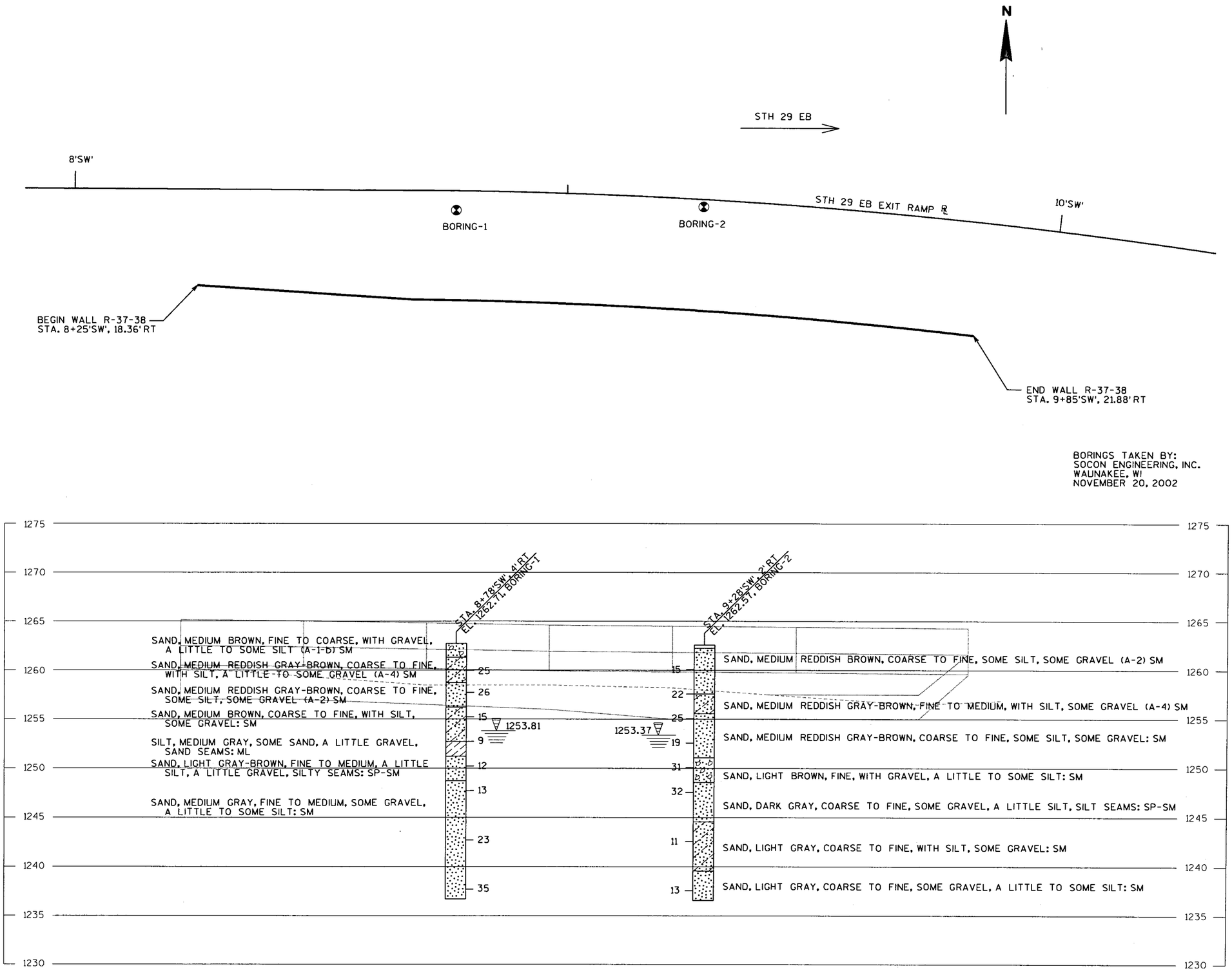
LEGEND OF BORING




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 SUBSURFACE 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 WISCONSIN DEPARTMENT OF TRANSPORTATION 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.




BORINGS TAKEN BY:
SOCON ENGINEERING, INC.
WAUNAKEE, WI
NOVEMBER 20, 2002




| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE R-37-38

| CONST. SPEC. | 2003 | DRAWN BY | RNB | PLANS CK'D. | JSM |
|---|---|---|---|---|---|

SUBSURFACE EXPLORATION

SHEET 3 OF 3

302

FILE=

| STATION | END AREA (S.F.) CUT | END AREA (S.F.) EXP. FILL | END AREA (S.F.) S. FILL | VOLUME (C.Y.) CUT | VOLUME (C.Y.) EXP. FILL | VOLUME (C.Y.) S. FILL | CUM. VOLUMES (C.Y.) CUT | CUM. VOLUMES (C.Y.) EXP. FILL | CUM. VOLUMES (C.Y.) S. FILL | MASS HAUL |
|---|---|---|---|---|---|---|---|---|---|---|
| 101+50 | 41.5 | 62.4 | 0.0 | | | | | | | |
| 102+00 | 51.7 | 1.9 | 0.0 | 86 | 60 | 0 | 86 | 60 | 0 | 27 |
| 103+00 | 35.7 | 97.0 | 0.0 | 162 | 183 | 0 | 248 | 243 | 0 | 6 |
| 104+00 | 63.4 | 20.9 | 0.0 | 184 | 218 | 0 | 432 | 461 | 0 | -29 |
| 105+00 | 48.0 | 61.2 | 0.0 | 206 | 152 | 0 | 638 | 613 | 0 | 25 |
| 106+00 | 121.8 | 0.8 | 0.0 | 314 | 115 | 0 | 953 | 728 | 0 | 225 |
| 107+00 | 124.3 | 0.0 | 0.0 | 456 | 2 | 0 | 1408 | 729 | 0 | 679 |
| 108+00 | 104.6 | 0.0 | 0.0 | 424 | 0 | 0 | 1832 | 729 | 0 | 1103 |
| 109+00 | 85.1 | 5.2 | 0.0 | 351 | 10 | 0 | 2183 | 739 | 0 | 1444 |
| 110+00 | 90.4 | 0.0 | 0.0 | 325 | 10 | 0 | 2508 | 748 | 0 | 1760 |
| 111+00 | 113.7 | 0.0 | 0.0 | 378 | 0 | 0 | 2886 | 748 | 0 | 2138 |
| 112+00 | 48.9 | 0.2 | 0.0 | 301 | 0 | 0 | 3187 | 749 | 0 | 2438 |
| 113+00 | 46.8 | 4.0 | 0.0 | 177 | 8 | 0 | 3365 | 757 | 0 | 2608 |
| 114+00 | 45.0 | 28.7 | 0.0 | 170 | 60 | 0 | 3535 | 817 | 0 | 2718 |
| 115+00 | 30.2 | 39.5 | 0.0 | 139 | 126 | 0 | 3674 | 944 | 0 | 2730 |
| 116+00 | 46.2 | 30.8 | 0.0 | 142 | 130 | 0 | 3816 | 1074 | 0 | 2742 |
| 117+00 | 69.6 | 19.0 | 0.0 | 214 | 92 | 0 | 4030 | 1166 | 0 | 2864 |
| 118+00 | 91.9 | 0.4 | 0.0 | 299 | 36 | 0 | 4329 | 1202 | 0 | 3127 |
| 119+00 | 182.4 | 0.0 | 0.0 | 508 | 1 | 0 | 4837 | 1203 | 0 | 3634 |
| 120+00 | 111.4 | 0.0 | 62.6 | 544 | 0 | 58 | 5381 | 1203 | 58 | 4120 |
| 121+00 | 29.7 | 43.3 | 173.9 | 261 | 80 | 219 | 5642 | 1283 | 277 | 4082 |
| 122+00 | 29.9 | 178.0 | 183.7 | 111 | 410 | 331 | 5753 | 1693 | 608 | 3452 |
| 123+00 | 17.8 | 634.7 | 183.7 | 88 | 1505 | 340 | 5841 | 3198 | 948 | 1695 |
| 124+00 | 38.0 | 1192.2 | 218.1 | 103 | 3383 | 372 | 5945 | 6581 | 1320 | -1956 |
| 124+50 | 49.6 | 1692.4 | 242.2 | 81 | 2671 | 426 | 6026 | 9252 | 1746 | -4972 |
| 125+00 | 39.7 | 2203.4 | 260.0 | 83 | 3607 | 465 | 6108 | 12859 | 2211 | -8962 |
| 125+50 | 22.9 | 2743.3 | 271.0 | 58 | 4580 | 492 | 6166 | 17439 | 2703 | -13976 |
| 126+00 | 11.8 | 3168.5 | 275.7 | 32 | 5474 | 506 | 6198 | 22913 | 3209 | -19924 |
| 126+50 | 11.9 | 3551.6 | 275.8 | 22 | 6222 | 511 | 6220 | 29135 | 3720 | -26635 |
| 127+00 | 16.7 | 3883.0 | 275.5 | 27 | 6884 | 510 | 6247 | 36019 | 4230 | -34003 |
| 127+50 | 17.4 | 4169.9 | 275.4 | 32 | 7456 | 510 | 6278 | 43476 | 4741 | -41938 |
| 128+00 | 32.4 | 4360.0 | 275.5 | 46 | 7898 | 510 | 6325 | 51374 | 5251 | -50300 |
| 128+50 | 23.9 | 4617.7 | 275.8 | 52 | 8313 | 510 | 6377 | 59686 | 5761 | -59071 |
| 129+00 | 35.1 | 4878.4 | 287.6 | 55 | 8793 | 522 | 6431 | 68479 | 6283 | -68331 |
| 129+50 | 4.1 | 5029.2 | 315.0 | 36 | 9174 | 558 | 6468 | 77653 | 6841 | -78026 |
| 130+00 | 0.0 | 4021.3 | 309.8 | 4 | 8380 | 579 | 6471 | 86033 | 7419 | -86981 |
| 130+50 | 0.0 | 3126.1 | 299.8 | 0 | 6618 | 564 | 6471 | 92651 | 7984 | -94163 |
| 131+00 | 0.0 | 5827.7 | 304.5 | 0 | 8291 | 560 | 6471 | 100941 | 8543 | -103013 |
| 131+50 | 0.0 | 5532.2 | 379.9 | 0 | 10518 | 634 | 6471 | 111460 | 9177 | -114165 |
| 132+00 | 0.0 | 5784.6 | 328.4 | 0 | 10479 | 656 | 6471 | 121938 | 9833 | -125300 |
| 132+30.87 **Bridge** | 0.0 | 6680.0 | 302.9 | 0 | 7126 | 585 | 6471 | 129064 | 10417 | -133010 |
| | | | | | | **TOTALS** | **6471** | **129064** | **10417** | **-133010** |

FACTOR APPLIED FOR EXPANDED FILL = 1.20

| STATION | END AREA (S.F.) CUT | EXP. FILL | S. FILL | VOLUME (C.Y.) CUT | EXP. FILL | S. FILL | CUM. VOLUMES (C.Y.) CUT | EXP. FILL | S. FILL | MASS HAUL |
|---|---|---|---|---|---|---|---|---|---|---|
| **Bridge** | | | | | | | | | | |
| 134+72.74 | 0.0 | 4674.7 | 287.5 | | | | | | | |
| 135+00 | 0.0 | 4495.2 | 305.2 | 0 | 4629 | 299 | 0 | 4629 | 299 | -4928 |
| 135+50 | 1.6 | 4143.8 | 325.5 | 1 | 7999 | 318 | 1 | 12628 | 618 | -13244 |
| 136+00 | 0.0 | 3606.1 | 354.9 | 1 | 7176 | 343 | 3 | 19804 | 961 | -20762 |
| 136+50 | 0.0 | 3453.2 | 395.9 | 0 | 6536 | 379 | 3 | 26341 | 1340 | -27678 |
| 137+00 | 0.0 | 2639.4 | 367.9 | 0 | 5641 | 386 | 3 | 31982 | 1726 | -33705 |
| 137+50 | 0.0 | 2969.5 | 415.5 | 0 | 5193 | 395 | 3 | 37175 | 2121 | -39294 |
| 138+00 | 89.8 | 2307.4 | 398.7 | 83 | 4886 | 411 | 86 | 42061 | 2532 | -44507 |
| 138+50 | 0.0 | 1860.7 | 362.4 | 83 | 3859 | 384 | 169 | 45921 | 2916 | -48668 |
| 139+00 | 0.0 | 1419.6 | 382.6 | 0 | 3037 | 376 | 169 | 48958 | 3292 | -52081 |
| 139+50 | 0.0 | 1116.2 | 382.6 | 0 | 2348 | 386 | 169 | 51306 | 3679 | -54816 |
| 140+00 | 0.0 | 857.3 | 382.6 | 0 | 1827 | 386 | 169 | 53133 | 4065 | -57029 |
| 140+50 | 0.0 | 574.2 | 382.6 | 0 | 1325 | 386 | 169 | 54459 | 4451 | -58741 |
| 141+00 | 0.0 | 398.6 | 381.6 | 0 | 901 | 386 | 169 | 55360 | 4837 | -60027 |
| 141+50 | 0.0 | 233.5 | 394.6 | 0 | 585 | 392 | 169 | 55945 | 5229 | -61005 |
| 142+00 | 0.0 | 125.9 | 289.1 | 0 | 333 | 345 | 169 | 56278 | 5574 | -61683 |
| 142+50 | 0.0 | 78.8 | 279.3 | 0 | 190 | 287 | 169 | 56467 | 5861 | -62159 |
| 143+00 | 0.0 | 51.4 | 224.1 | 0 | 121 | 254 | 169 | 56588 | 6115 | -62534 |
| 143+50 | 0.0 | 26.9 | 174.2 | 0 | 72 | 201 | 169 | 56660 | 6316 | -62807 |
| 144+00 | 0.0 | 0.0 | 166.3 | 0 | 25 | 172 | 169 | 56685 | 6488 | -63004 |
| 144+50 | 15.8 | 192.9 | 187.1 | 15 | 179 | 178 | 184 | 56864 | 6666 | -63346 |
| 145+00 | 0.0 | 43.7 | 152.9 | 15 | 219 | 172 | 198 | 57083 | 6838 | -63722 |
| 145+50 | 0.0 | 97.6 | 195.8 | 0 | 131 | 176 | 198 | 57213 | 7014 | -64029 |
| 146+00 | 0.0 | 120.8 | 238.8 | 0 | 202 | 219 | 198 | 57416 | 7234 | -64451 |
| 146+50 | 0.0 | 154.3 | 246.6 | 0 | 255 | 245 | 198 | 57670 | 7479 | -64951 |
| 147+00 | 0.0 | 218.4 | 247.4 | 0 | 345 | 249 | 198 | 58016 | 7728 | -65545 |
| 147+50 | 0.0 | 213.6 | 247.5 | 0 | 400 | 250 | 198 | 58416 | 7978 | -66195 |
| 148+00 | 0.0 | 180.2 | 247.5 | 0 | 365 | 250 | 198 | 58780 | 8228 | -66810 |
| 148+50 | 0.0 | 139.4 | 247.5 | 0 | 296 | 250 | 198 | 59076 | 8478 | -67355 |
| 149+00 | 0.0 | 99.0 | 247.0 | 0 | 221 | 250 | 198 | 59297 | 8727 | -67826 |
| 149+50 | 0.0 | 76.3 | 247.1 | 0 | 162 | 249 | 198 | 59459 | 8977 | -68238 |
| 150+00 | 0.0 | 55.3 | 242.3 | 0 | 122 | 247 | 198 | 59581 | 9224 | -68607 |
| | | | | | | **TOTALS** | **198** | **59581** | **9224** | **-68607** |

FACTOR APPLIED FOR EXPANDED FILL = 1.20

| STATION | END AREA (S.F.) CUT | EXP. FILL | S. FILL | VOLUME (C.Y.) CUT | EXP. FILL | S. FILL | CUM. VOLUMES (C.Y.) CUT | EXP. FILL | S. FILL | MASS HAUL |
|---|---|---|---|---|---|---|---|---|---|---|
| **'X' INFIELD** | | | | | | | | | | |
| 10+00'X' | 46.9 | 1.4 | 0.0 | | | | | | | |
| 10+50'X' | 38.5 | 32.9 | 0.0 | 79 | 32 | 0 | 79 | 32 | 0 | 47 |
| **'Y' INFIELD** | | | | | | | | | | |
| 10+00'Y' | 0.0 | 66.1 | 0.0 | | | | | | | |
| 10+50'Y' | 46.6 | 20.8 | 0.0 | 43 | 80 | 0 | 43 | 80 | 0 | -37 |
| 11+00'Y' | 70.2 | 29.8 | 0.0 | 108 | 47 | 0 | 151 | 127 | 0 | 24 |
| 11+50'Y' | 66.8 | 26.4 | 0.0 | 127 | 52 | 0 | 278 | 179 | 0 | 99 |
| 12+00'Y' | 52.1 | 10.2 | 0.0 | 110 | 34 | 0 | 388 | 213 | 0 | 175 |
| 12+50'Y' | 51.3 | 4.7 | 0.0 | 96 | 14 | 0 | 484 | 227 | 0 | 257 |
| 13+00'Y' | 42.1 | 0.0 | 0.0 | 86 | 4 | 0 | 570 | 231 | 0 | 339 |
| | | | | | | **TOTALS** | **650** | **263** | **0** | **387** |

FACTOR APPLIED FOR EXPANDED FILL = 1.20

| STATION | END AREA (S.F.) CUT | EXP. FILL | S. FILL | VOLUME (C.Y.) CUT | EXP. FILL | S. FILL | CUM. VOLUMES (C.Y.) CUT | EXP. FILL | S. FILL | MASS HAUL |
|---|---|---|---|---|---|---|---|---|---|---|
| **SW RAMP** | | | | | | | | | | |
| 6+63.54'SW' | 7.8 | 12.2 | 0.0 | | | | | | | |
| 7+00'SW' | 8.2 | 12.1 | 0.0 | 11 | 16 | 0 | 11 | 16 | 0 | -6 |
| 7+50'SW' | 7.4 | 18.2 | 0.0 | 14 | 28 | 0 | 25 | 45 | 0 | -19 |
| 8+00'SW' | 7.0 | 47.1 | 0.0 | 13 | 60 | 0 | 39 | 105 | 0 | -66 |
| 8+50'SW' | 7.4 | 8.1 | 0.0 | 13 | 51 | 0 | 52 | 156 | 0 | -104 |
| 9+00'SW' | 8.7 | 8.5 | 0.0 | 15 | 15 | 0 | 67 | 171 | 0 | -105 |
| 9+50'SW' | 8.9 | 9.0 | 0.0 | 16 | 16 | 0 | 83 | 188 | 0 | -105 |
| 10+00'SW' | 4.4 | 48.4 | 58.3 | 12 | 53 | 54 | 95 | 241 | 54 | -145 |
| 10+50'SW' | 1.6 | 80.5 | 85.0 | 6 | 119 | 133 | 101 | 360 | 133 | -259 |
| 11+00'SW' | 1.5 | 135.8 | 127.3 | 3 | 200 | 197 | 104 | 560 | 197 | -457 |
| 11+50'SW' | 4.4 | 223.0 | 156.4 | 5 | 332 | 263 | 109 | 893 | 263 | -783 |
| 12+00'SW' | 10.0 | 375.8 | 157.2 | 13 | 554 | 290 | 123 | 1447 | 290 | -1325 |
| 12+50'SW' | 0.0 | 547.9 | 156.8 | 9 | 855 | 291 | 132 | 2302 | 291 | -2171 |
| 12+71.35'SW' | 0.0 | 660.7 | 156.9 | 0 | 478 | 124 | 132 | 2780 | 124 | -2649 |
| **Bridge** | | | | | | | | | | |
| 13+69.63'SW' | 0.0 | 1071.8 | 157.0 | | | | | | | |
| 14+00'SW' | 7.2 | 1182.5 | 164.8 | 4 | 1268 | 181 | 4 | 1268 | 181 | -1264 |
| 14+50'SW' | 6.1 | 1367.9 | 161.2 | 12 | 2361 | 183 | 16 | 3629 | 183 | -3613 |
| 15+00'SW' | 5.4 | 1785.7 | 159.8 | 11 | 2920 | 181 | 27 | 6549 | 181 | -6522 |
| 15+50'SW' | 8.0 | 2027.3 | 159.3 | 12 | 3531 | 179 | 39 | 10080 | 179 | -10040 |
| 16+00'SW' | 6.9 | 2424.0 | 159.6 | 14 | 4122 | 179 | 53 | 14201 | 179 | -14148 |
| 16+50'SW' | 11.1 | 3016.7 | 159.6 | 17 | 5038 | 180 | 70 | 19239 | 180 | -19169 |
| 17+00'SW' | 27.9 | 3530.3 | 158.9 | 36 | 6062 | 179 | 106 | 25301 | 179 | -25195 |
| 17+50'SW' | 22.9 | 4207.3 | 158.1 | 47 | 7164 | 178 | 153 | 32466 | 178 | -32312 |
| 18+00'SW' | 31.2 | 4561.7 | 157.7 | 50 | 8119 | 178 | 203 | 40585 | 178 | -40382 |
| 18+50'SW' | 53.1 | 4752.8 | 156.8 | 78 | 8625 | 177 | 281 | 49210 | 177 | -48928 |
| 19+00'SW' | 0.0 | 4672.9 | 171.2 | 49 | 8728 | 184 | 330 | 57937 | 184 | -57607 |
| 19+50'SW' | 0.0 | 2411.9 | 196.7 | 0 | 6560 | 207 | 330 | 64497 | 207 | -64167 |
| | | | | | | **TOTALS** | **462** | **67277** | **331** | **-66815** |

FACTOR APPLIED FOR EXPANDED FILL = 1.20

| STATION | END AREA (S.F.) CUT | EXP. FILL | S. FILL | VOLUME (C.Y.) CUT | EXP. FILL | S. FILL | CUM. VOLUMES (C.Y.) CUT | EXP. FILL | S. FILL | MASS HAUL |
|---|---|---|---|---|---|---|---|---|---|---|
| **NW RAMP** | | | | | | | | | | |
| 12+85.23'NW' | 4.0 | 30.6 | 39.6 | | | | | | | |
| 13+00'NW' | 5.5 | 0.0 | 25.2 | 3 | 8 | 18 | 3 | 8 | 18 | -24 |
| 13+50'NW' | 7.0 | 0.0 | 24.1 | 12 | 0 | 13 | 14 | 8 | 31 | -25 |
| 14+00'NW' | 4.6 | 19.7 | 80.2 | 11 | 18 | 29 | 25 | 27 | 60 | -61 |
| 14+50'NW' | 6.2 | 95.4 | 116.1 | 10 | 107 | 54 | 35 | 133 | 113 | -212 |
| 15+00'NW' | 0.0 | 239.6 | 170.0 | 6 | 310 | 78 | 41 | 443 | 192 | -594 |
| 15+50'NW' | 0.0 | 350.5 | 174.6 | 0 | 546 | 94 | 41 | 990 | 286 | -1235 |
| 16+00'NW' | 3.7 | 505.3 | 170.6 | 3 | 792 | 94 | 44 | 1782 | 380 | -2118 |
| 16+50'NW' | 28.2 | 800.2 | 171.0 | 30 | 1209 | 93 | 74 | 2991 | 474 | -3391 |
| 17+00'NW' | 8.2 | 1059.7 | 165.1 | 34 | 1722 | 92 | 107 | 4713 | 566 | -5171 |
| 17+50'NW' | 9.2 | 1531.2 | 160.1 | 16 | 2399 | 89 | 124 | 7112 | 655 | -7643 |
| 18+00'NW' | 25.1 | 1984.4 | 159.1 | 32 | 3255 | 87 | 155 | 10367 | 742 | -10954 |
| 18+50'NW' | 42.5 | 2392.2 | 167.5 | 63 | 4052 | 89 | 218 | 14420 | 831 | -15033 |
| 19+00'NW' | 53.8 | 2622.5 | 178.5 | 89 | 4643 | 95 | 307 | 19063 | 926 | -19682 |
| 19+50'NW' | 0.0 | 4243.6 | 430.2 | 50 | 6357 | 166 | 357 | 25420 | 1092 | -26156 |
| | | | | | | **TOTALS** | **357** | **25420** | **1092** | **-26156** |

FACTOR APPLIED FOR EXPANDED FILL = 1.20

| STATION | END AREA (S.F.) CUT | EXP. FILL | S. FILL | VOLUME (C.Y.) CUT | EXP. FILL | S. FILL | CUM. VOLUMES (C.Y.) CUT | EXP. FILL | S. FILL | MASS HAUL |
|---|---|---|---|---|---|---|---|---|---|---|
| 21+00'NE' | 0.0 | 2284.4 | 168.0 | 0 | 2115 | 156 | 0 | 2115 | 156 | -2271 |
| 21+50'NE' | 0.0 | 2357.6 | 160.0 | 0 | 4298 | 304 | 0 | 6413 | 459 | -6873 |
| 22+00'NE' | 0.0 | 2114.6 | 160.1 | 0 | 4141 | 296 | 0 | 10554 | 756 | -11310 |
| 22+50'NE' | 2.6 | 1603.3 | 159.9 | 2 | 3443 | 296 | 2 | 13997 | 1052 | -15047 |
| 23+00'NE' | 0.1 | 1103.0 | 160.0 | 3 | 2506 | 296 | 5 | 16503 | 1348 | -17846 |
| 23+50'NE' | 34.7 | 653.5 | 162.4 | 32 | 1626 | 299 | 37 | 18129 | 1647 | -19739 |
| 24+00'NE' | 12.0 | 192.6 | 164.1 | 43 | 783 | 302 | 80 | 18913 | 1949 | -20781 |
| 24+50'NE' | 0.0 | 241.7 | 163.9 | 11 | 402 | 304 | 92 | 19315 | 2253 | -21476 |
| 25+00'NE' | 0.4 | 254.9 | 164.2 | 0 | 460 | 304 | 92 | 19775 | 2556 | -22239 |
| 25+50'NE' | 37.8 | 207.6 | 165.3 | 35 | 428 | 305 | 127 | 20203 | 2862 | -22937 |
| 26+00'NE' | 9.6 | 105.2 | 161.1 | 44 | 290 | 302 | 171 | 20493 | 3164 | -23485 |
| 26+50'NE' | 198.3 | 0.0 | 0.0 | 192 | 97 | 149 | 364 | 20590 | 3313 | -23539 |
| 27+00'NE' | 244.4 | 0.0 | 0.0 | 410 | 0 | 0 | 774 | 20590 | 3313 | -23129 |
| 27+50'NE' | 33.7 | 7.7 | 98.9 | 258 | 7 | 92 | 1031 | 20597 | 3405 | -22971 |
| 28+00'NE' | 8.3 | 0.0 | 103.4 | 39 | 7 | 187 | 1070 | 20604 | 3592 | -23126 |
| 28+50'NE' | 20.8 | 0.0 | 60.7 | 27 | 0 | 152 | 1097 | 20604 | 3744 | -23251 |
| 29+00'NE' | 19.8 | 0.0 | 25.6 | 38 | 0 | 80 | 1135 | 20604 | 3824 | -23293 |
| 29+50'NE' | 18.5 | 11.4 | 0.0 | 35 | 11 | 24 | 1170 | 20615 | 3847 | -23292 |
| 30+00'NE' | 32.9 | 1.5 | 0.0 | 48 | 12 | 0 | 1218 | 20627 | 3847 | -23256 |
| 30+50'NE' | 11.3 | 0.5 | 0.0 | 41 | 2 | 0 | 1259 | 20629 | 3847 | -23217 |
| 31+00'NE' | 9.1 | 7.8 | 0.0 | 19 | 8 | 0 | 1277 | 20636 | 3847 | -23206 |
| 31+50'NE' | 9.8 | 8.2 | 0.0 | 17 | 15 | 0 | 1295 | 20651 | 3847 | -23203 |
| 32+00'NE' | 10.8 | 10.4 | 0.0 | 19 | 17 | 0 | 1314 | 20668 | 3847 | -23202 |
| 32+50'NE' | 15.0 | 8.3 | 0.0 | 24 | 17 | 0 | 1338 | 20685 | 3847 | -23195 |
| 33+00'NE' | 23.8 | 6.3 | 0.0 | 36 | 14 | 0 | 1374 | 20699 | 3847 | -23173 |
| 33+50'NE' | 34.0 | 5.5 | 0.0 | 53 | 11 | 0 | 1427 | 20710 | 3847 | -23130 |
| 34+00'NE' | 35.5 | 4.6 | 0.0 | 64 | 9 | 0 | 1492 | 20719 | 3847 | -23075 |
| 34+50'NE' | 37.6 | 5.2 | 0.0 | 68 | 9 | 0 | 1559 | 20729 | 3847 | -23017 |
| 35+00'NE' | 46.6 | 8.1 | 0.0 | 78 | 12 | 0 | 1637 | 20741 | 3847 | -22951 |
| 35+50'NE' | 54.6 | 9.2 | 0.0 | 94 | 16 | 0 | 1731 | 20757 | 3847 | -22873 |
| 36+00'NE' | 57.5 | 9.1 | 0.0 | 104 | 17 | 0 | 1835 | 20774 | 3847 | -22786 |
| 36+17.55'NE' | 60.5 | 7.7 | 0.0 | 38 | 5 | 0 | 1873 | 20779 | 3847 | -22753 |
| | | | | | | **TOTALS** | **1873** | **20779** | **3847** | **-22753** |

FACTOR APPLIED FOR EXPANDED FILL = 1.20

| STATION | END AREA (S.F.) CUT | EXP. FILL | S. FILL | VOLUME (C.Y.) CUT | EXP. FILL | S. FILL | CUM. VOLUMES (C.Y.) CUT | EXP. FILL | S. FILL | MASS HAUL |
|---|---|---|---|---|---|---|---|---|---|---|
| **SE RAMP** | | | | | | | | | | |
| 20+50'SE' | 0.0 | 3252.8 | 232.3 | | | | | | | |
| 21+00'SE' | 0.0 | 2442.2 | 166.6 | 0 | 5273 | 369 | 0 | 5273 | 369 | -5643 |
| 21+50'SE' | 0.0 | 2523.8 | 166.4 | 0 | 4598 | 308 | 0 | 9871 | 678 | -10549 |
| 22+00'SE' | 0.0 | 2289.6 | 161.0 | 0 | 4457 | 303 | 0 | 14328 | 981 | -15309 |
| 22+50'SE' | 0.0 | 1794.7 | 161.4 | 0 | 3782 | 299 | 0 | 18110 | 1279 | -19389 |
| 23+00'SE' | 0.0 | 1179.4 | 162.4 | 0 | 2754 | 300 | 0 | 20864 | 1579 | -22443 |
| 23+50'SE' | 0.0 | 798.0 | 163.4 | 0 | 1831 | 302 | 0 | 22695 | 1881 | -24576 |
| 24+00'SE' | 0.0 | 554.5 | 164.9 | 0 | 1252 | 304 | 0 | 23947 | 2185 | -26132 |
| 24+50'SE' | 71.2 | 192.7 | 179.0 | 66 | 692 | 318 | 66 | 24639 | 2503 | -27076 |
| 25+00'SE' | 39.6 | 173.9 | 175.9 | 103 | 339 | 329 | 169 | 24978 | 2832 | -27642 |
| 25+50'SE' | 19.7 | 100.8 | 140.8 | 55 | 254 | 293 | 223 | 25233 | 3125 | -28134 |
| 26+00'SE' | 24.4 | 28.0 | 120.0 | 41 | 119 | 241 | 264 | 25352 | 3367 | -28454 |
| 26+50'SE' | 26.5 | 0.0 | 69.1 | 47 | 26 | 175 | 311 | 25378 | 3542 | -28608 |
| 27+00'SE' | 30.7 | 0.0 | 39.0 | 53 | 0 | 100 | 364 | 25378 | 3642 | -28655 |
| 27+50'SE' | 34.6 | 30.4 | 0.0 | 61 | 28 | 36 | 425 | 25406 | 3678 | -28659 |
| 28+00'SE' | 25.1 | 18.9 | 0.0 | 55 | 46 | 0 | 480 | 25452 | 3678 | -28649 |
| 28+50'SE' | 16.6 | 7.7 | 0.0 | 39 | 25 | 0 | 519 | 25476 | 3678 | -28635 |
| 29+00'SE' | 70.5 | 5.9 | 0.0 | 81 | 13 | 0 | 600 | 25489 | 3678 | -28567 |
| 29+50'SE' | 16.3 | 13.0 | 0.0 | 80 | 18 | 0 | 680 | 25506 | 3678 | -28504 |
| 30+00'SE' | 23.7 | 14.6 | 0.0 | 37 | 26 | 0 | 717 | 25532 | 3678 | -28493 |
| 30+50'SE' | 27.0 | 19.9 | 0.0 | 47 | 32 | 0 | 764 | 25564 | 3678 | -28478 |
| 31+00'SE' | 12.5 | 17.4 | 0.0 | 37 | 35 | 0 | 801 | 25598 | 3678 | -28476 |
| 31+50'SE' | 7.3 | 12.2 | 0.0 | 18 | 27 | 0 | 819 | 25626 | 3678 | -28485 |
| 32+00'SE' | 5.4 | 19.8 | 0.0 | 12 | 30 | 0 | 831 | 25656 | 3678 | -28503 |
| 32+50'SE' | 6.6 | 12.2 | 0.0 | 11 | 30 | 0 | 842 | 25685 | 3678 | -28521 |
| 33+00'SE' | 7.0 | 6.9 | 0.0 | 13 | 18 | 0 | 854 | 25703 | 3678 | -28526 |
| 33+50'SE' | 6.6 | 10.5 | 0.0 | 13 | 16 | 0 | 867 | 25719 | 3678 | -28530 |
| 34+00'SE' | 5.4 | 13.2 | 0.0 | 11 | 22 | 0 | 878 | 25741 | 3678 | -28541 |
| 34+50'SE' | 5.3 | 14.4 | 0.0 | 10 | 26 | 0 | 888 | 25766 | 3678 | -28556 |
| 35+00'SE' | 5.7 | 6.0 | 0.0 | 10 | 19 | 0 | 898 | 25785 | 3678 | -28565 |
| 35+50'SE' | 7.1 | 0.0 | 0.0 | 12 | 6 | 0 | 910 | 25791 | 3678 | -28559 |
| 36+00'SE' | 6.4 | 1.1 | 0.0 | 12 | 1 | 0 | 923 | 25792 | 3678 | -28547 |
| 36+31.82'SE' | 5.6 | 1.2 | 0.0 | 7 | 1 | 0 | 930 | 25793 | 3678 | -28541 |
| | | | | | | **TOTALS** | **930** | **25793** | **3678** | **-28541** |

FACTOR APPLIED FOR EXPANDED FILL = 1.20

| STATION | END AREA (S.F.) CUT | EXP. FILL | VOLUME (C.Y.) CUT | EXP. FILL | CUM. VOLUMES (C.Y.) CUT | EXP. FILL | MASS HAUL |
|---|---|---|---|---|---|---|---|
| 7+75'CY' | 70.0 | 0.0 | | | | | |
| 8+00'CY' | 78.6 | 0.0 | 69 | 0 | 69 | 0 | 69 |
| 8+50'CY' | 124.0 | 0.0 | 188 | 0 | 256 | 0 | 256 |
| 9+00'CY' | 198.0 | 0.0 | 298 | 0 | 554 | 0 | 554 |
| 9+50'CY' | 287.8 | 0.0 | 450 | 0 | 1004 | 0 | 1004 |
| 9+98.66'CY' | 308.7 | 0.0 | 538 | 0 | 1542 | 0 | 1542 |
| | | | | **TOTALS** | **1542** | **0** | **1542** |

FACTOR APPLIED FOR EXPANDED FILL = 1.20

| STATION | END AREA (S.F.) CUT | EXP. FILL | S. FILL | VOLUME (C.Y.) CUT | EXP. FILL | S. FILL | CUM. VOLUMES (C.Y.) CUT | EXP. FILL | S. FILL | MASS HAUL |
|---|---|---|---|---|---|---|---|---|---|---|
| 10+50'FR' | 0.0 | 138.8 | 0.0 | | | | | | | |
| 11+00'FR' | 32.5 | 5.5 | 0.0 | 30 | 134 | 0 | 30 | 134 | 0 | -104 |
| 11+50'FR' | 0.0 | 0.0 | 81.2 | 30 | 5 | 75 | 60 | 139 | 75 | -154 |
| 12+00'FR' | 0.0 | 0.0 | 120.5 | 0 | 0 | 187 | 60 | 139 | 262 | -341 |
| 12+50'FR' | 0.0 | 108.5 | 295.2 | 0 | 100 | 385 | 60 | 239 | 647 | -826 |
| 13+00'FR' | 0.0 | 331.8 | 308.0 | 0 | 408 | 559 | 60 | 647 | 1205 | -1792 |
| 13+50'FR' | 0.0 | 508.0 | 294.2 | 0 | 778 | 558 | 60 | 1424 | 1763 | -3127 |
| 14+00'FR' | 0.0 | 711.8 | 294.2 | 0 | 1129 | 545 | 60 | 2554 | 2308 | -4802 |
| 14+50'FR' | 0.0 | 815.3 | 277.8 | 0 | 1414 | 530 | 60 | 3968 | 2837 | -6745 |
| 15+00'FR' | 0.0 | 884.6 | 277.8 | 0 | 1574 | 514 | 60 | 5542 | 3352 | -8834 |
| 15+50'FR' | 0.0 | 803.3 | 241.8 | 0 | 1563 | 481 | 60 | 7105 | 3833 | -10878 |
| 16+00'FR' | 0.0 | 666.7 | 307.6 | 0 | 1361 | 509 | 60 | 8466 | 4342 | -12747 |
| 16+50'FR' | 0.0 | 182.4 | 307.6 | 0 | 786 | 570 | 60 | 9252 | 4911 | -14103 |
| 17+00'FR' | 0.0 | 0.0 | 161.2 | 0 | 169 | 434 | 60 | 9421 | 5345 | -14706 |
| 17+50'FR' | 84.9 | 0.0 | 0.0 | 79 | 0 | 149 | 139 | 9421 | 5495 | -14777 |
| 18+00'FR' | 164.1 | 0.0 | 0.0 | 231 | 0 | 0 | 369 | 9421 | 5495 | -14546 |
| 18+50'FR' | 168.4 | 0.0 | 0.0 | 308 | 0 | 0 | 677 | 9421 | 5495 | -14238 |
| 19+00'FR' | 147.7 | 0.0 | 0.0 | 293 | 0 | 0 | 970 | 9421 | 5495 | -13946 |
| 19+50'FR' | 188.8 | 0.0 | 0.0 | 312 | 0 | 0 | 1281 | 9421 | 5495 | -13634 |
| 20+00'FR' | 127.1 | 0.0 | 0.0 | 293 | 0 | 0 | 1574 | 9421 | 5495 | -13342 |
| 20+50'FR' | 170.5 | 0.0 | 0.0 | 276 | 0 | 0 | 1850 | 9421 | 5495 | -13066 |
| 21+00'FR' | 92.6 | 0.1 | 0.0 | 244 | 0 | 0 | 2093 | 9421 | 5495 | -12823 |
| 21+50'FR' | 82.0 | 0.5 | 0.0 | 162 | 1 | 0 | 2255 | 9422 | 5495 | -12661 |
| 22+00'FR' | 64.8 | 1.3 | 0.0 | 136 | 2 | 0 | 2391 | 9423 | 5495 | -12527 |
| 22+50'FR' | 14.2 | 2.5 | 0.0 | 73 | 4 | 0 | 2464 | 9427 | 5495 | -12457 |
| 23+00'FR' | 11.9 | 0.9 | 0.0 | 24 | 3 | 0 | 2488 | 9430 | 5495 | -12436 |
| 23+10'FR' | 12.5 | 0.9 | 0.0 | 5 | 0 | 0 | 2493 | 9430 | 5495 | -12432 |
| | | | | | | **TOTALS** | **2493** | **9430** | **5495** | **-12432** |

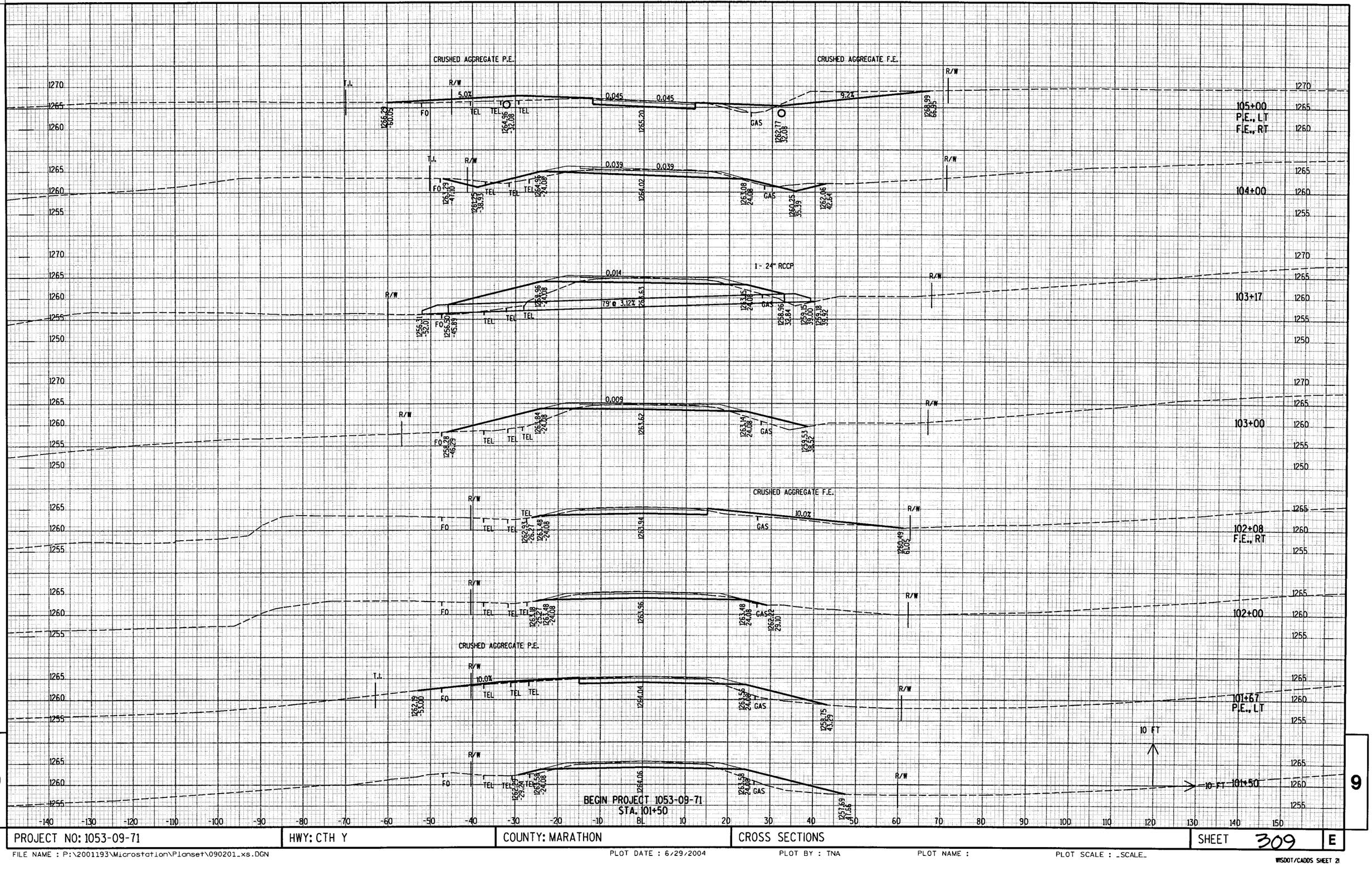
FACTOR APPLIED FOR EXPANDED FILL = 1.20

| STATION | END AREA (S.F.) CUT | EXP. FILL | VOLUME (C.Y.) CUT | EXP. FILL | CUM. VOLUMES (C.Y.) CUT | EXP. FILL | MASS HAUL |
|---|---|---|---|---|---|---|---|
| 10+50'LR' | 186.1 | 23.6 | | | | | |
| 11+00'LR' | 22.6 | 20.7 | 193 | 41 | 193 | 41 | 152 |
| 12+00'LR' | 91.5 | 0.0 | 211 | 38 | 404 | 80 | 325 |
| 13+00'LR' | 0.3 | 28.5 | 170 | 53 | 574 | 132 | 442 |
| 14+00'LR' | 143.0 | 0.0 | 265 | 53 | 840 | 185 | 655 |
| 15+00'LR' | 287.5 | 0.0 | 797 | 0 | 1637 | 185 | 1452 |
| 16+00'LR' | 151.0 | 0.0 | 812 | 0 | 2449 | 185 | 2264 |
| 17+00'LR' | 68.3 | 7.7 | 406 | 14 | 2855 | 199 | 2656 |
| 18+00'LR' | 309.9 | 0.5 | 700 | 15 | 3556 | 214 | 3342 |
| | | | | **TOTALS** | **3556** | **214** | **3342** |

FACTOR APPLIED FOR EXPANDED FILL = 1.20

| STATION | END AREA (S.F.) CUT | EXP. FILL | VOLUME (C.Y.) CUT | EXP. FILL | CUM. VOLUMES (C.Y.) CUT | EXP. FILL | MASS HAUL |
|---|---|---|---|---|---|---|---|
| 10+50'CS' | 112.0 | 0.0 | | | | | |
| 11+00'CS' | 104.7 | 0.0 | 201 | 0 | 201 | 0 | 201 |
| 11+50'CS' | 87.3 | 0.0 | 178 | 0 | 378 | 0 | 378 |
| 12+00'CS' | 59.4 | 0.1 | 136 | 0 | 514 | 0 | 514 |
| 12+50'CS' | 38.4 | 8.7 | 91 | 8 | 605 | 8 | 597 |
| 13+00'CS' | 32.1 | 12.5 | 65 | 20 | 670 | 28 | 642 |
| 13+14'CS' | 33.4 | 15.2 | 17 | 7 | 687 | 35 | 652 |
| | | | | **TOTALS** | **687** | **35** | **652** |

FACTOR APPLIED FOR EXPANDED FILL = 1.20




| PROJECT NO: 1053-09-71 | HWY: CTH Y | COUNTY: MARATHON | CROSS SECTIONS | SHEET 309 | E |
|---|---|---|---|---|---|

FILE NAME : P:\2001193\Microstation\Planset\090201_xs.DGN PLOT DATE : 6/29/2004 PLOT BY : TNA PLOT NAME : PLOT SCALE : _SCALE_

WISDOT/CADDS SHEET 21

110+00

109+20
P.E., LT

109+00

108+00

107+00

106+91
P.E., LT

106+00

105+02
P.E., LT
F.E., RT

CRUSHED AGGREGATE P.E.

CRUSHED AGGREGATE F.E.

10 FT

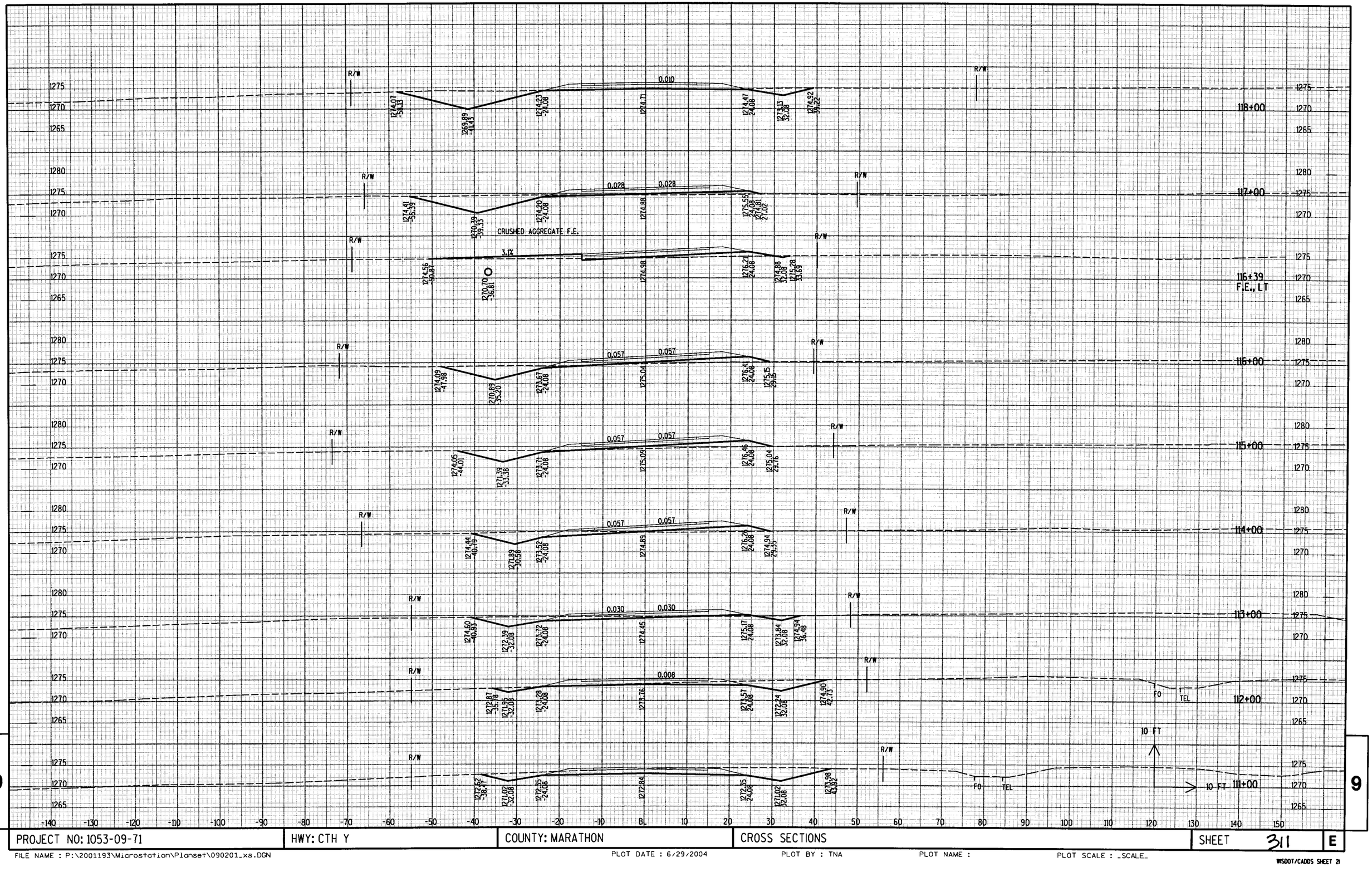
9

9

| PROJECT NO: 1053-09-71 | HWY: CTH Y | COUNTY: MARATHON | CROSS SECTIONS | SHEET 310 | E |
|---|---|---|---|---|---|

FILE NAME : P:\2001193\Microstation\Planset\090201_xs.DGN PLOT DATE : 6/29/2004 PLOT BY : TNA PLOT NAME : PLOT SCALE : _SCALE_

WISDOT/CADDS SHEET 21

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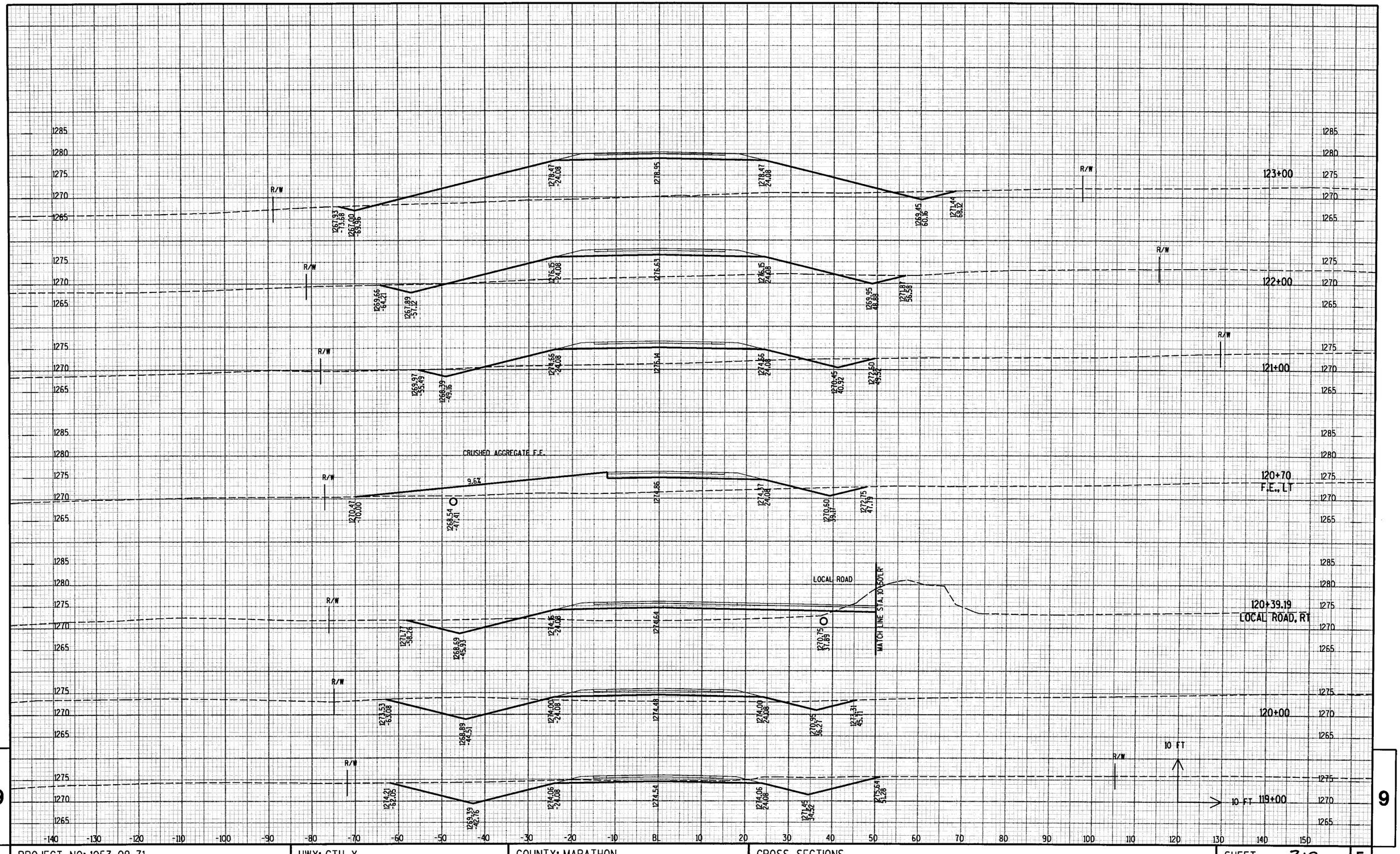
| PROJECT NO: 1053-09-71 | HWY: CTH Y | COUNTY: MARATHON | CROSS SECTIONS | SHEET 311 | E |
|---|---|---|---|---|---|

FILE NAME : P:\2001193\Microstation\Planset\090201_xs.DGN PLOT DATE : 6/29/2004 PLOT BY : TNA PLOT NAME : PLOT SCALE : _SCALE_

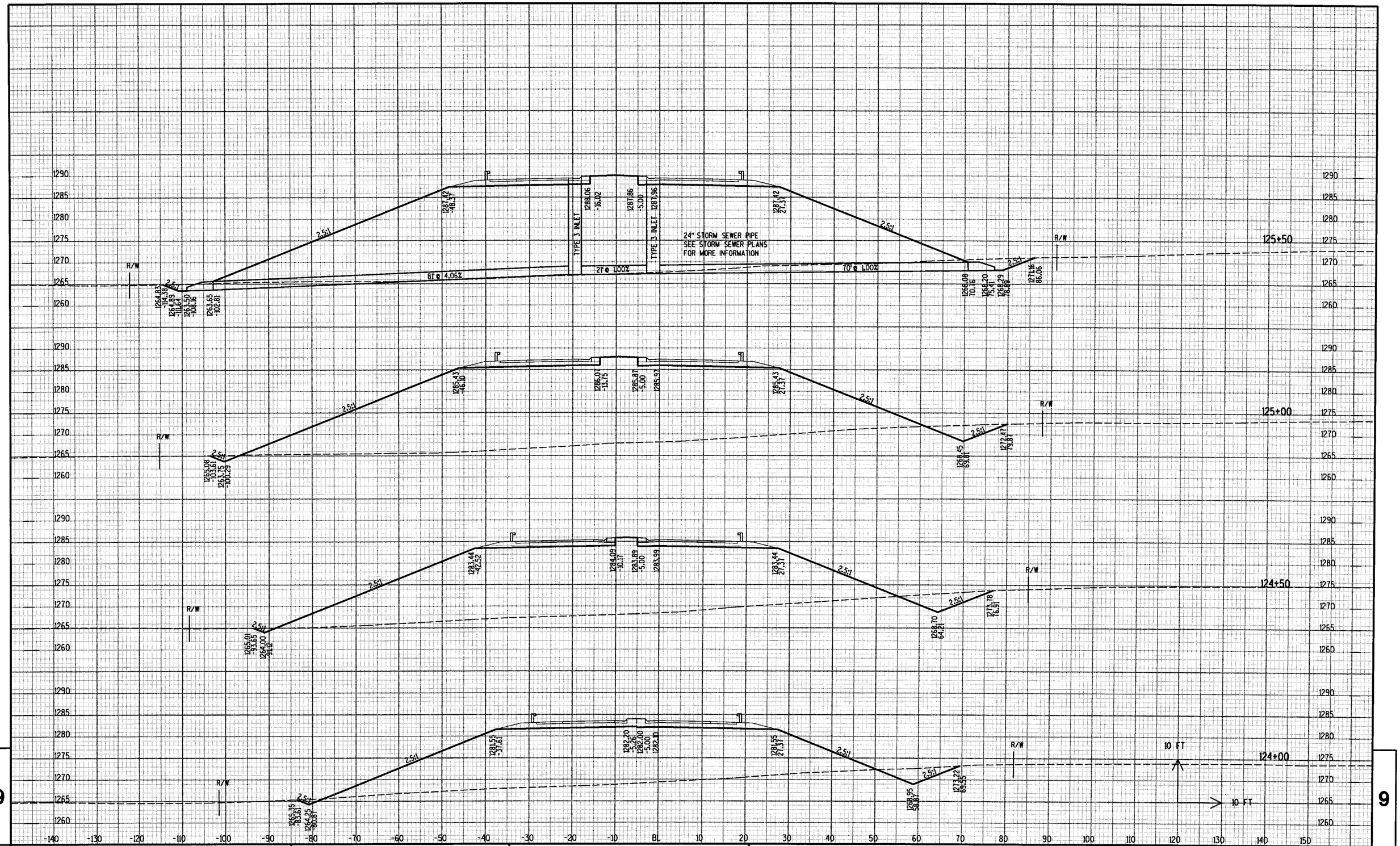
WISDOT/CADDS SHEET 21




| PROJECT NO: 1053-09-71 | HWY: CTH Y | COUNTY: MARATHON | CROSS SECTIONS | SHEET 312 | E |
|---|---|---|---|---|---|

FILE NAME : P:\2001193\Microstation\Planset\090201_xs.DGN PLOT DATE : 6/29/2004 PLOT BY : TNA PLOT NAME : PLOT SCALE : _SCALE_

WISDOT/CADDS SHEET 21

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| PROJECT NO: 1053-09-71 | HWY: CTH Y | COUNTY: MARATHON | CROSS SECTIONS | SHEET 313 | E |
|---|---|---|---|---|---|

FILE NAME : P:\2001193\Microstation\Planset\090201_xs.DGN PLOT DATE : 6/29/2004 PLOT BY : TNA PLOT NAME : PLOT SCALE : _SCALE_

WSDOT/CADDS SHEET 21

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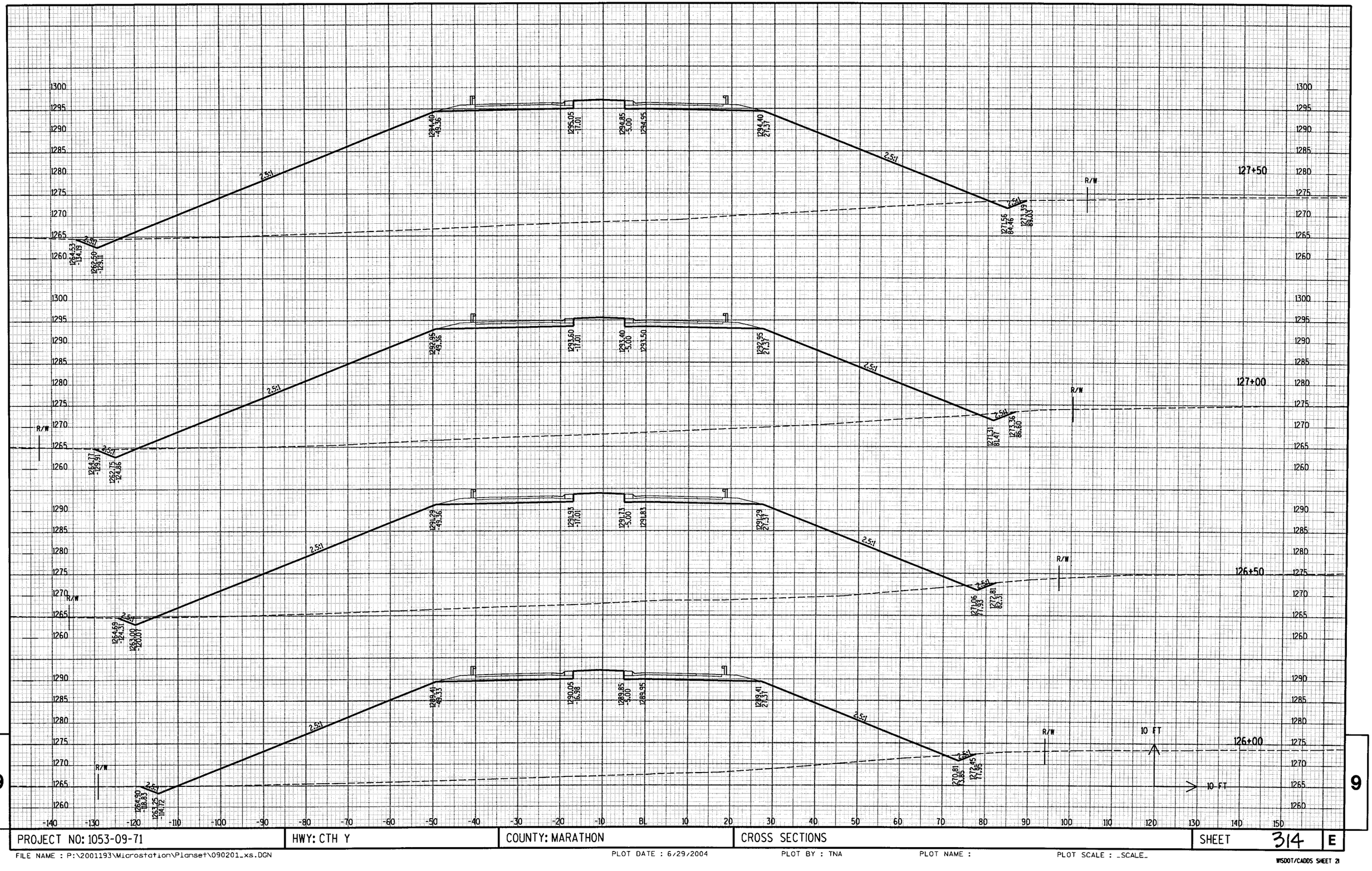


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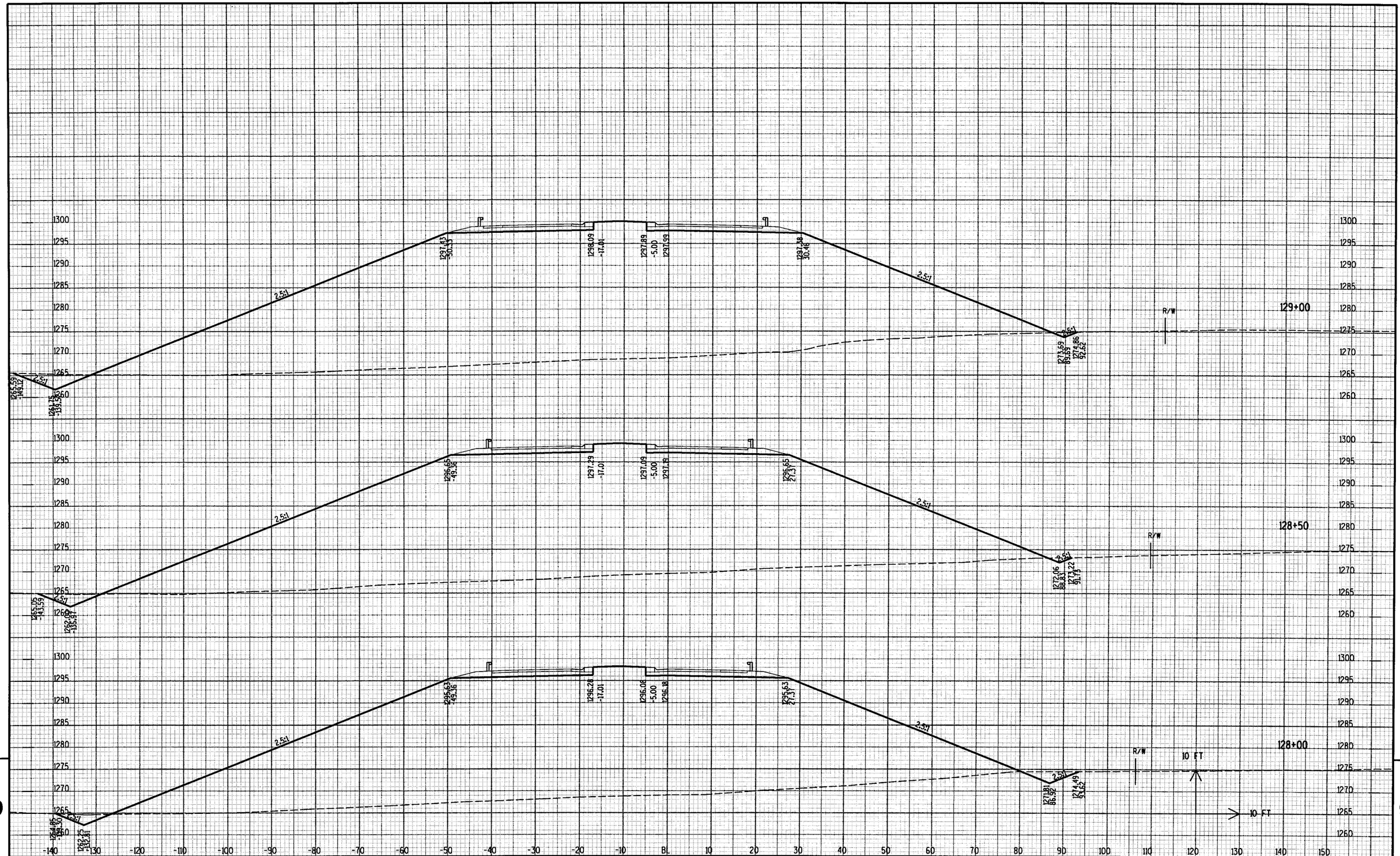
| PROJECT NO: 1053-09-71 | HWY: CTH Y | COUNTY: MARATHON | CROSS SECTIONS | SHEET 314 | E |
|---|---|---|---|---|---|

FILE NAME : P:\2001193\Microstation\Planset\090201_xs.DGN PLOT DATE : 6/29/2004 PLOT BY : TNA PLOT NAME : PLOT SCALE : _SCALE_

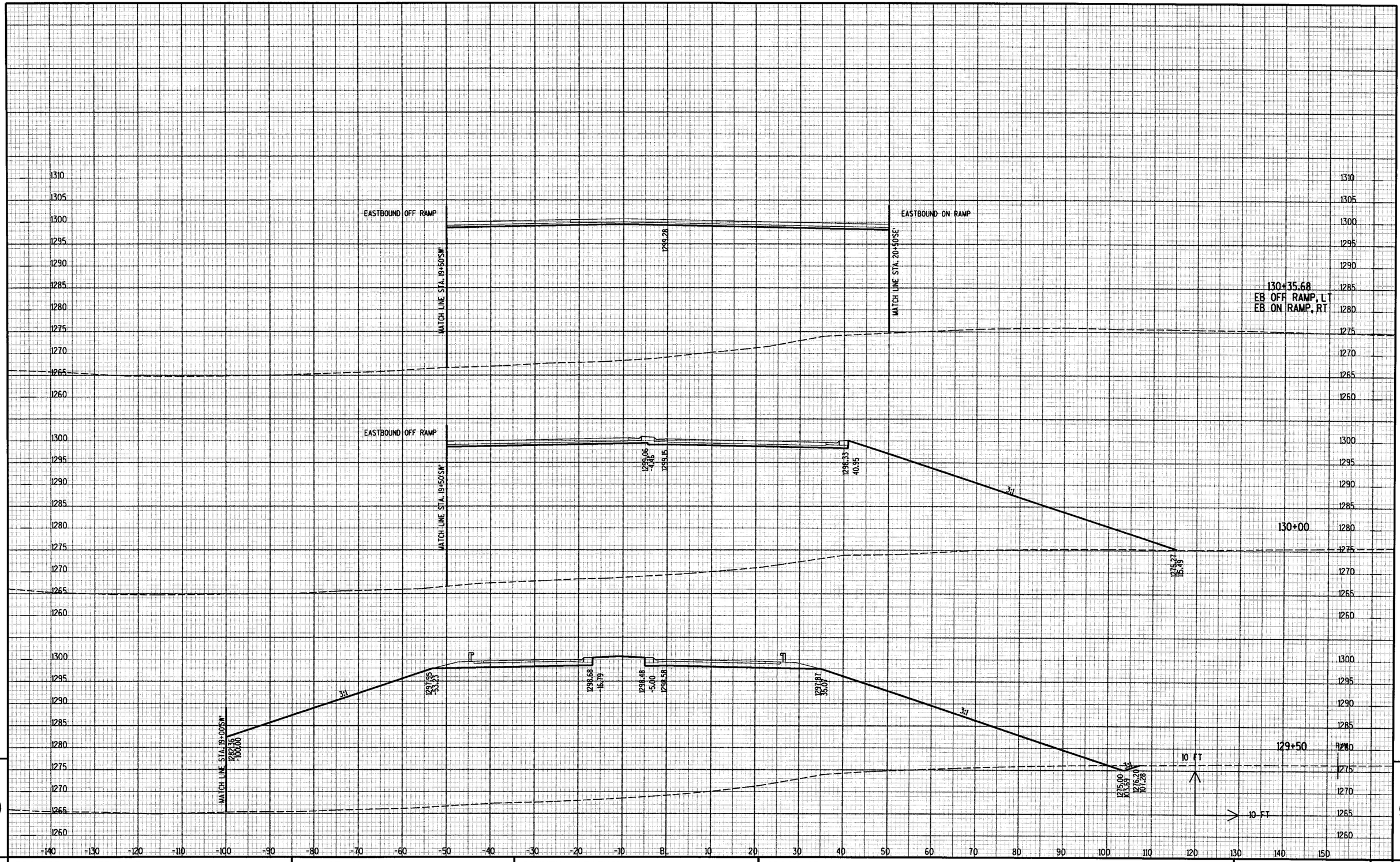
WISDOT/CADDS SHEET 21




| | | | | | |
|---|---|---|---|---|---|
| PROJECT NO: 1053-09-71 | HWY: CTH Y | COUNTY: MARATHON | CROSS SECTIONS | SHEET 315 | E |

FILE NAME : P:\2001193\Microstation\Planset\090201_xs.DGN PLOT DATE : 6/29/2004 PLOT BY : TNA PLOT NAME : PLOT SCALE : _SCALE_

WISDOT/CADDS SHEET 21

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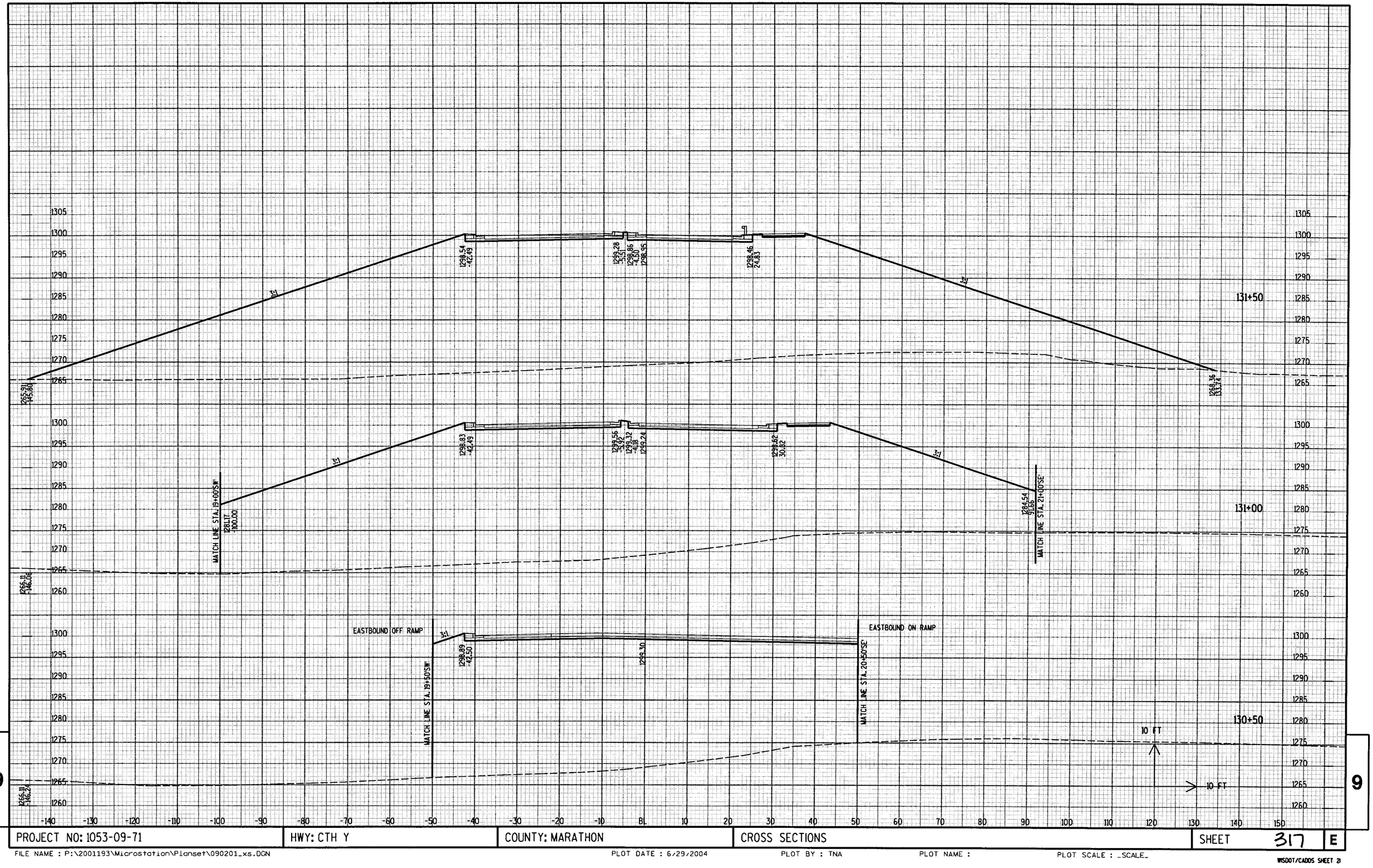
| PROJECT NO: 1053-09-71 | HWY: CTH Y | COUNTY: MARATHON | CROSS SECTIONS | SHEET 316 | E |
|---|---|---|---|---|---|

FILE NAME : P:\2001193\Microstation\Planset\090201_xs.DGN PLOT DATE : 6/29/2004 PLOT BY : TNA PLOT NAME : PLOT SCALE : _SCALE_

WISDOT/CADDS SHEET 21

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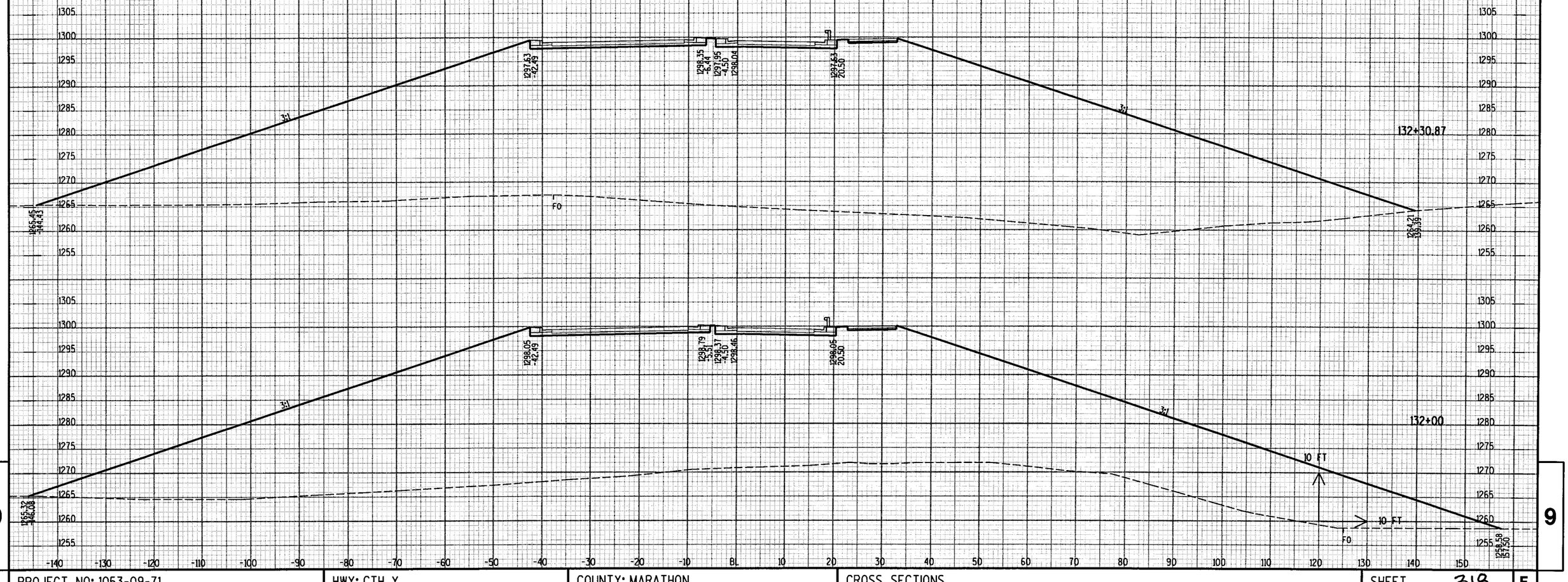
| PROJECT NO: 1053-09-71 | HWY: CTH Y | COUNTY: MARATHON | CROSS SECTIONS | SHEET 317 | E |
|---|---|---|---|---|---|

FILE NAME : P:\2001193\Microstation\Planset\090201_xs.DGN PLOT DATE : 6/29/2004 PLOT BY : TNA PLOT NAME : PLOT SCALE : _SCALE_

WSDOT/CADDS SHEET 21

STA. 132+30.87 TO STA. 134+72.74
STRUCTURE B-37-377

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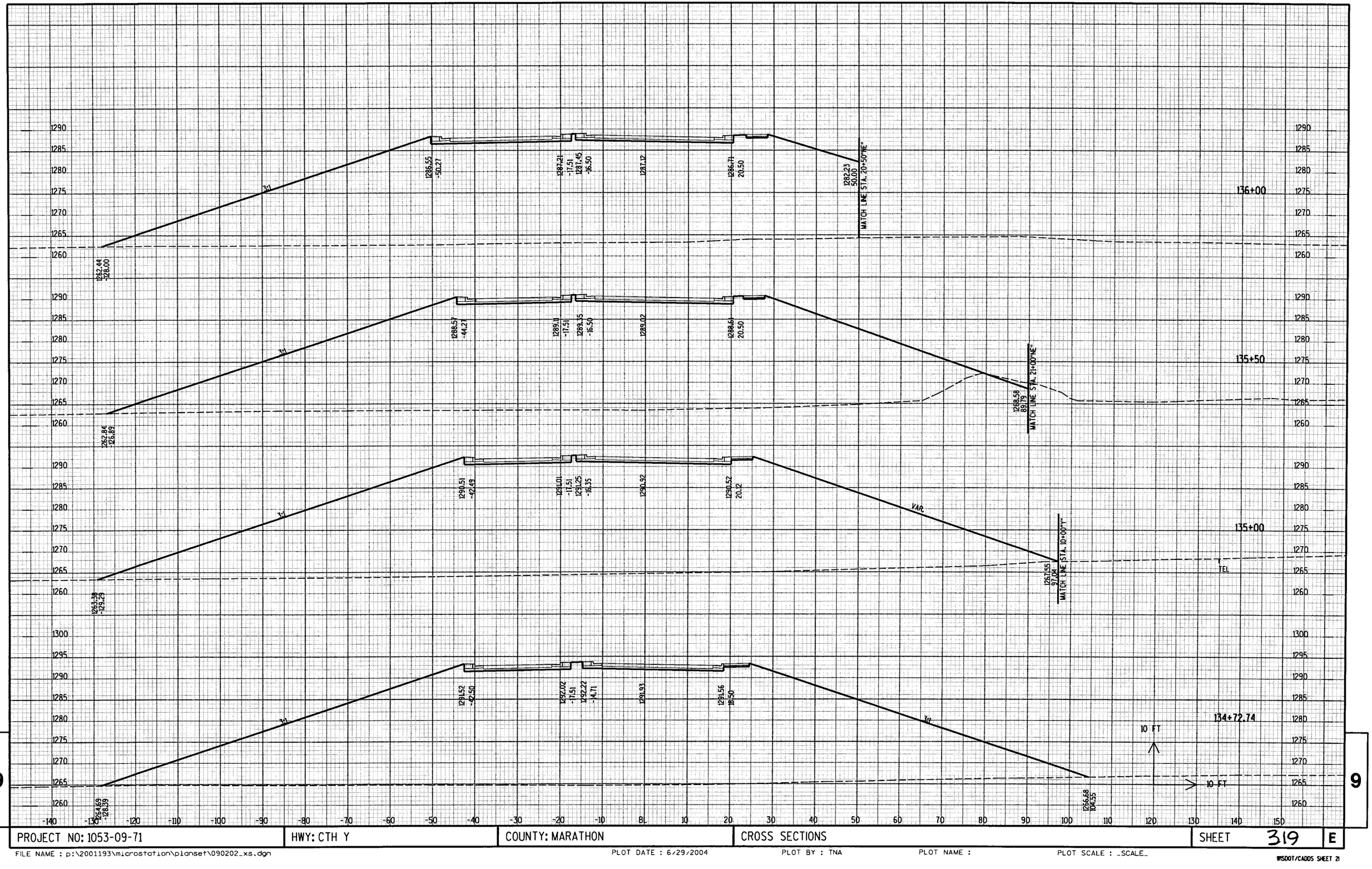
| PROJECT NO: 1053-09-71 | HWY: CTH Y | COUNTY: MARATHON | CROSS SECTIONS | SHEET 318 | E |
|---|---|---|---|---|---|

FILE NAME : P:\2001193\Microstation\Planset\090201_xs.DGN PLOT DATE : 6/29/2004 PLOT BY : TNA PLOT NAME : PLOT SCALE : _SCALE_

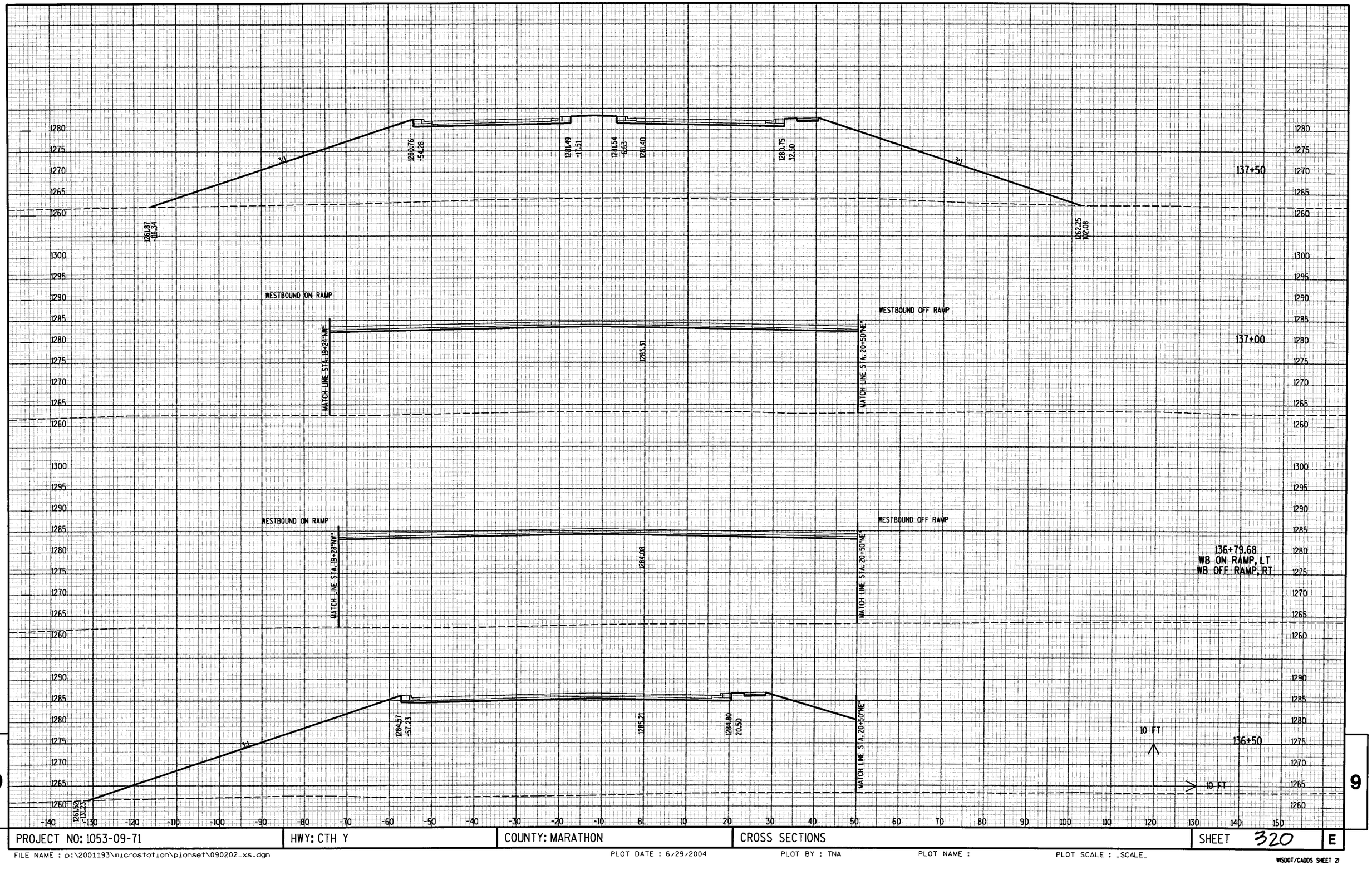
WSDOT/CADDS SHEET 21




| PROJECT NO: 1053-09-71 | HWY: CTH Y | COUNTY: MARATHON | CROSS SECTIONS | SHEET 319 | E |
|---|---|---|---|---|---|

FILE NAME : p:\2001193\microstation\planset\090202_xs.dgn PLOT DATE : 6/29/2004 PLOT BY : TNA PLOT NAME : PLOT SCALE : _SCALE_

WSDOT/CADDS SHEET 21

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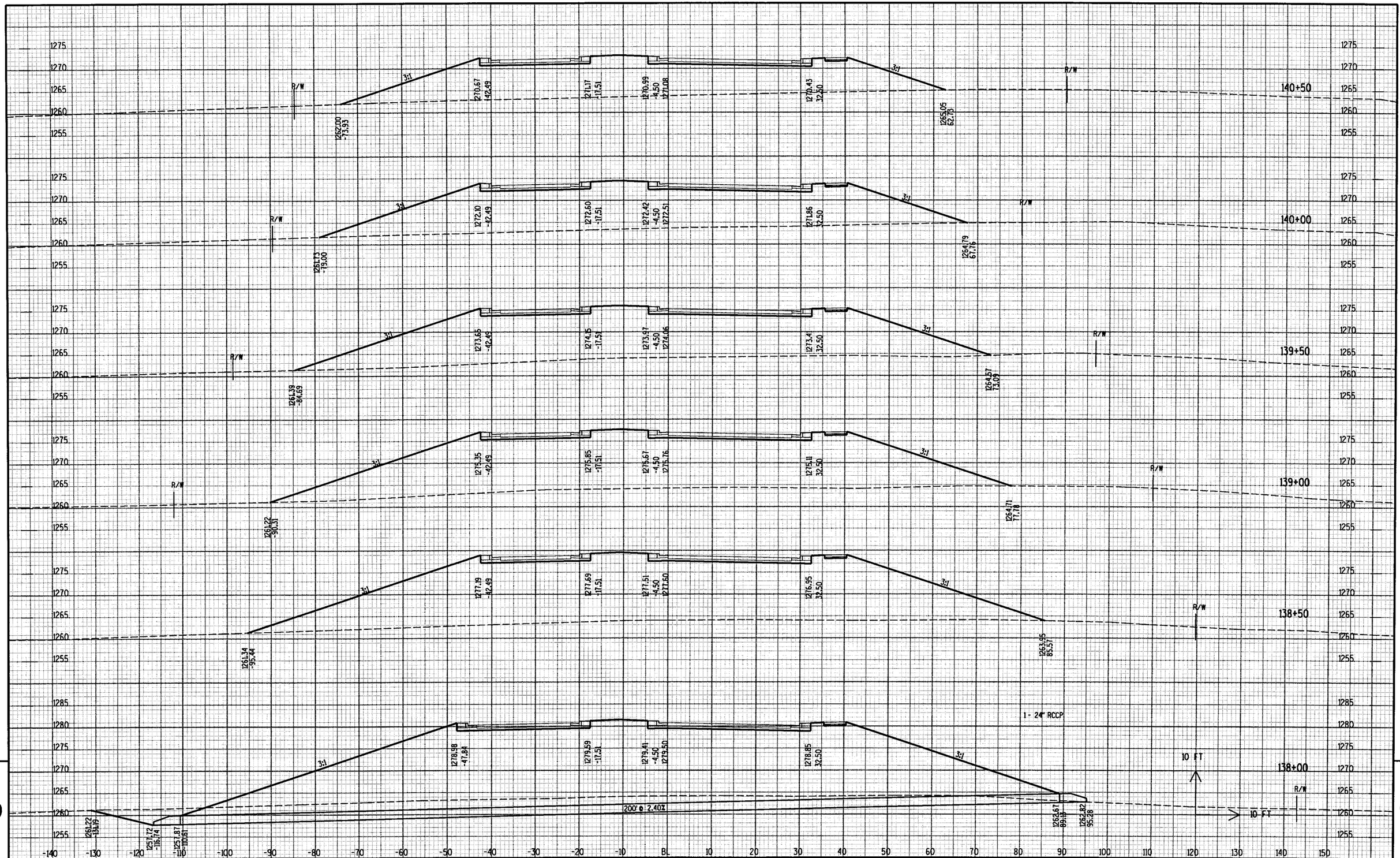
| PROJECT NO: 1053-09-71 | HWY: CTH Y | COUNTY: MARATHON | CROSS SECTIONS | SHEET 320 | E |
|---|---|---|---|---|---|

FILE NAME : p:\2001193\microstation\planset\090202_xs.dgn PLOT DATE : 6/29/2004 PLOT BY : TNA PLOT NAME : PLOT SCALE : _SCALE_

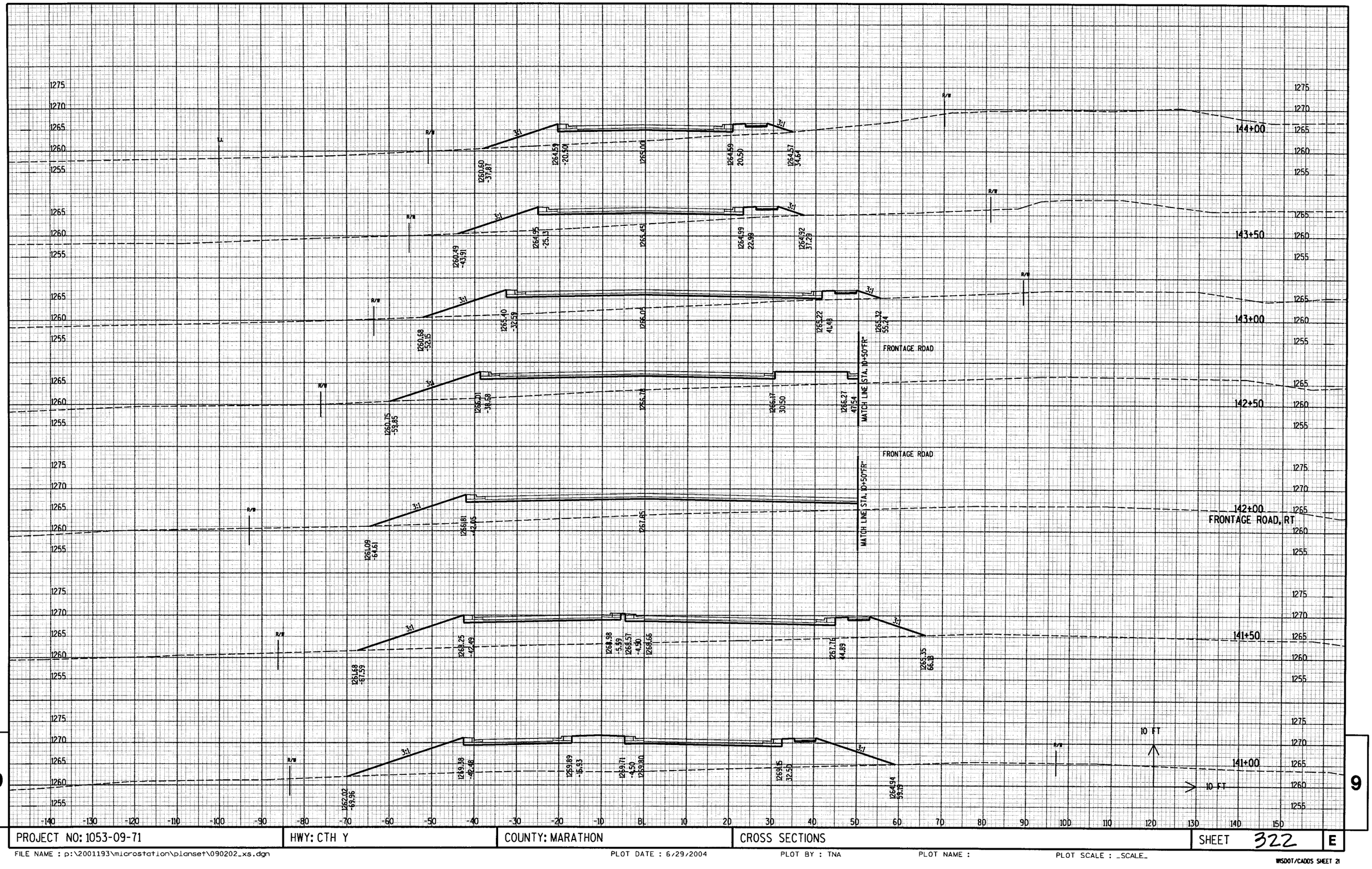
WISDOT/CADDS SHEET 21




| | | | | | |
|---|---|---|---|---|---|
| 9 | PROJECT NO: 1053-09-71 | HWY: CTH Y | COUNTY: MARATHON | CROSS SECTIONS | SHEET 321 E |

FILE NAME : p:\2001193\microstation\planset\090202_xs.dgn PLOT DATE : 6/29/2004 PLOT BY : TNA PLOT NAME : PLOT SCALE : _SCALE_

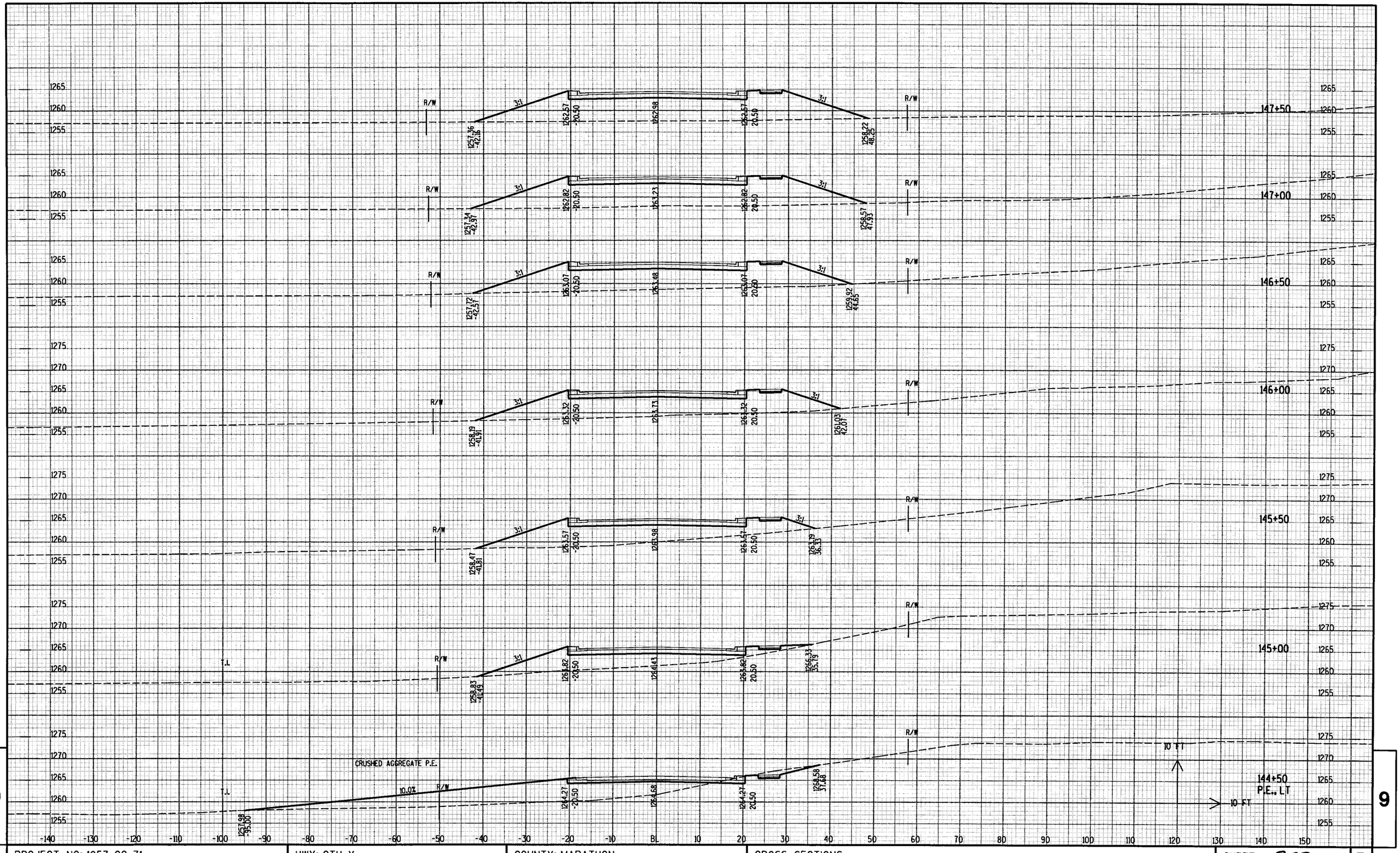
WSDOT/CADDS SHEET 21




| PROJECT NO: 1053-09-71 | HWY: CTH Y | COUNTY: MARATHON | CROSS SECTIONS | SHEET 322 | E |
|---|---|---|---|---|---|

FILE NAME : p:\2001193\microstation\planset\090202_xs.dgn PLOT DATE : 6/29/2004 PLOT BY : TNA PLOT NAME : PLOT SCALE : _SCALE_

WSDOT/CADDS SHEET 21

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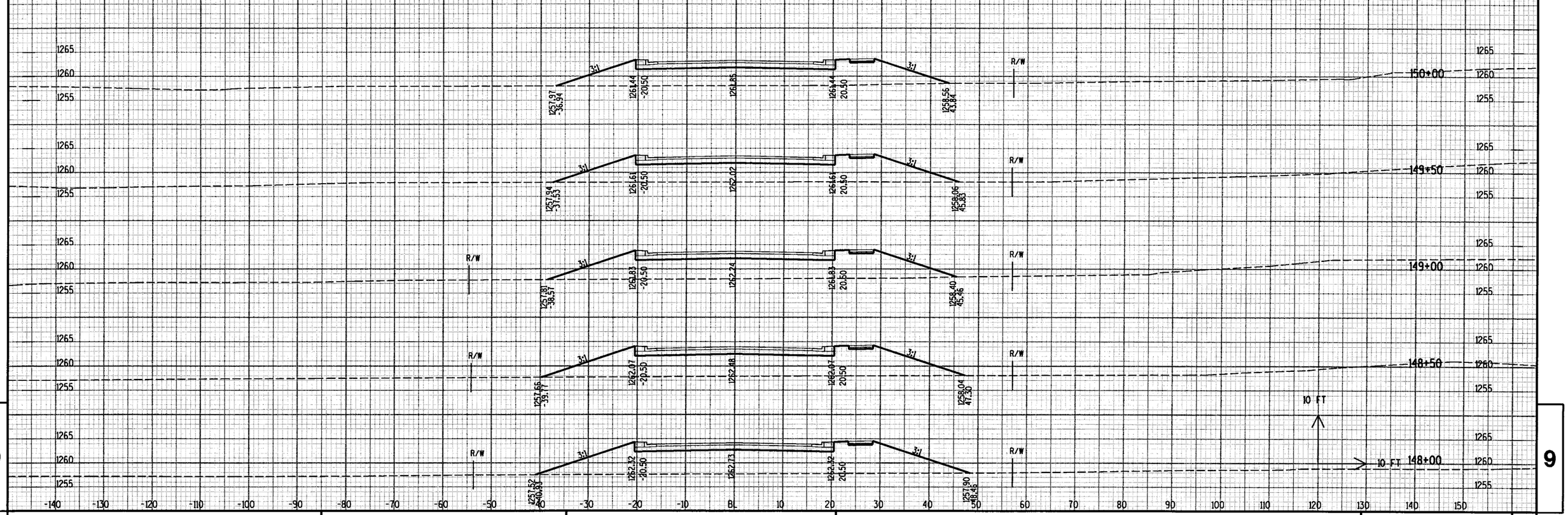
| PROJECT NO: 1053-09-71 | HWY: CTH Y | COUNTY: MARATHON | CROSS SECTIONS | SHEET 323 | E |
|---|---|---|---|---|---|

FILE NAME : p:\2001193\microstation\planset\090202_xs.dgn PLOT DATE : 6/29/2004 PLOT BY : TNA PLOT NAME : PLOT SCALE : _SCALE_

WSDOT/CADDS SHEET 21

END PROJECT 1053-09-71
BEGIN MARATHON COUNTY
PROJECT WI-011503 TO BE
CONSTRUCTED BY OTHERS

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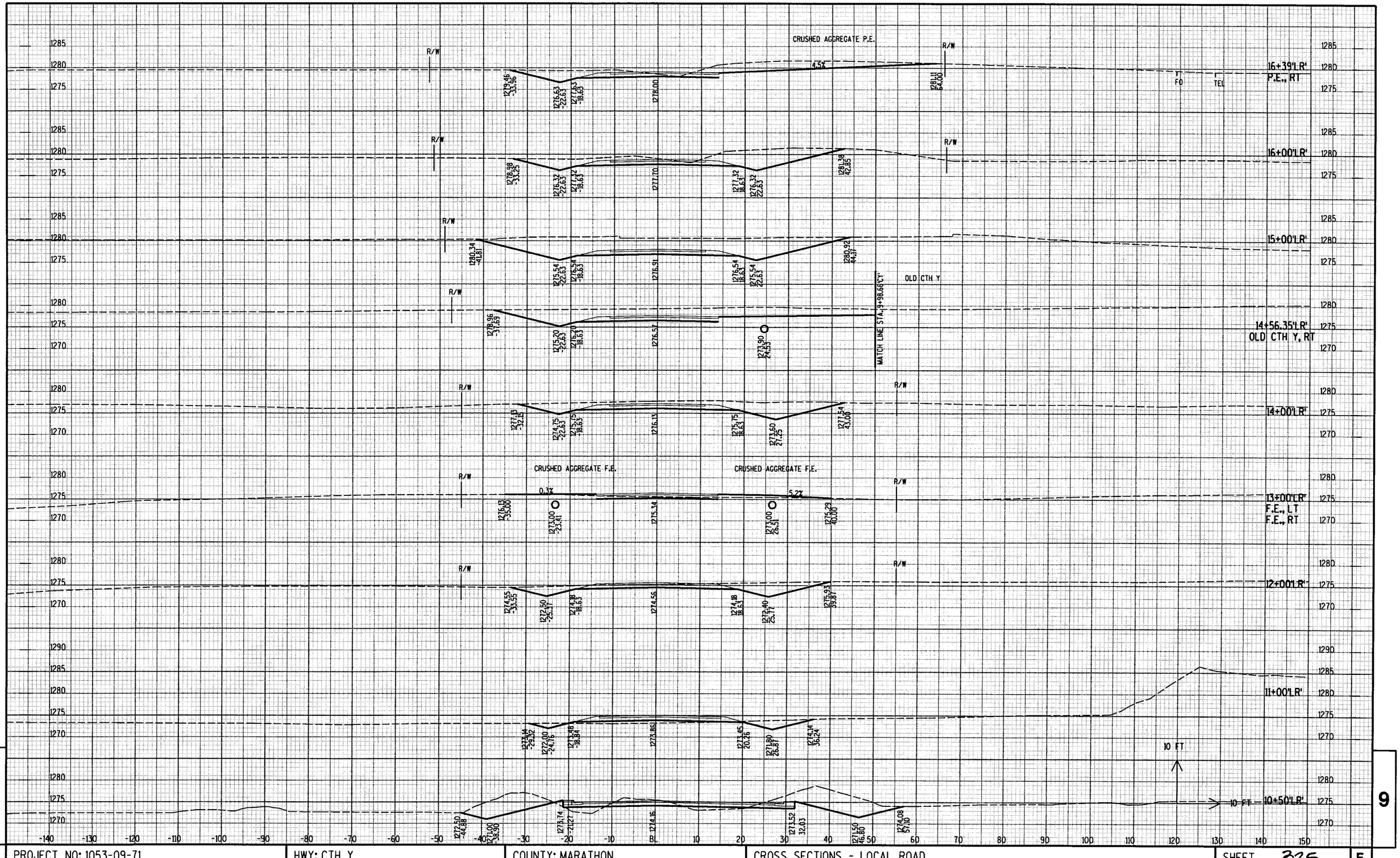
| PROJECT NO: 1053-09-71 | HWY: CTH Y | COUNTY: MARATHON | CROSS SECTIONS | SHEET 324 | E |
|---|---|---|---|---|---|

FILE NAME : p:\2001193\microstation\planset\090202_xs.dgn PLOT DATE : 6/29/2004 PLOT BY : TNA PLOT NAME : PLOT SCALE : _SCALE_

WSDOT/CADDS SHEET 21

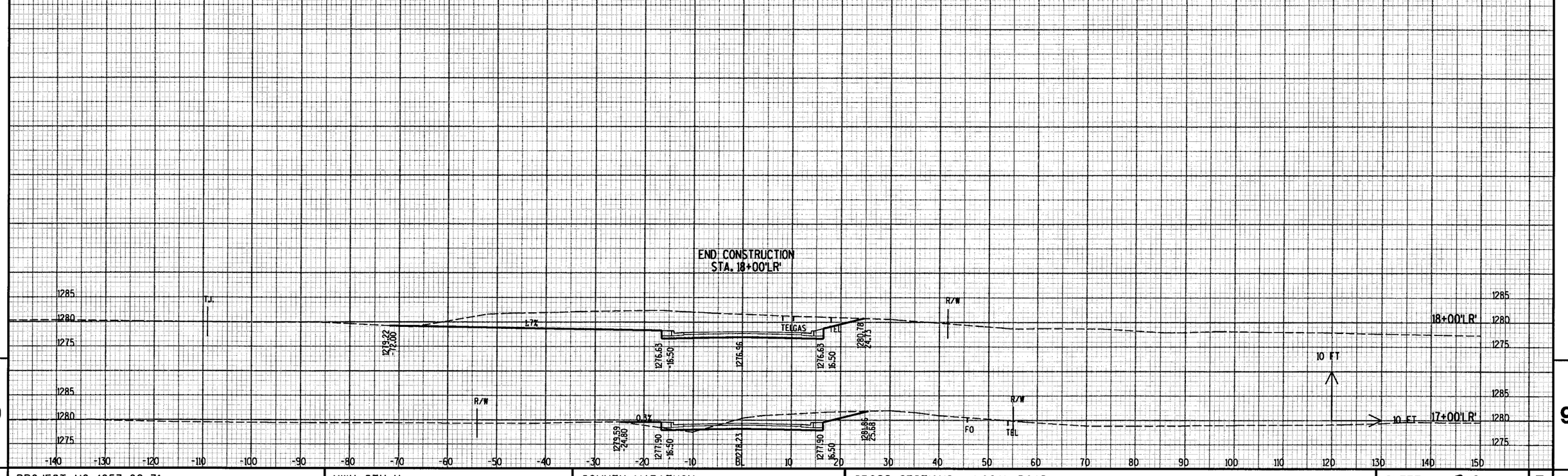



| PROJECT NO: 1053-09-71 | HWY: CTH Y | COUNTY: MARATHON | CROSS SECTIONS - LOCAL ROAD | SHEET 325 | E |
|---|---|---|---|---|---|

FILE NAME : p:\2001193\microstation\planset\090203_xs.dgn PLOT DATE : 6/29/2004 PLOT BY : TNA PLOT NAME : PLOT SCALE : _SCALE_

WSDOT/CADDS SHEET 21

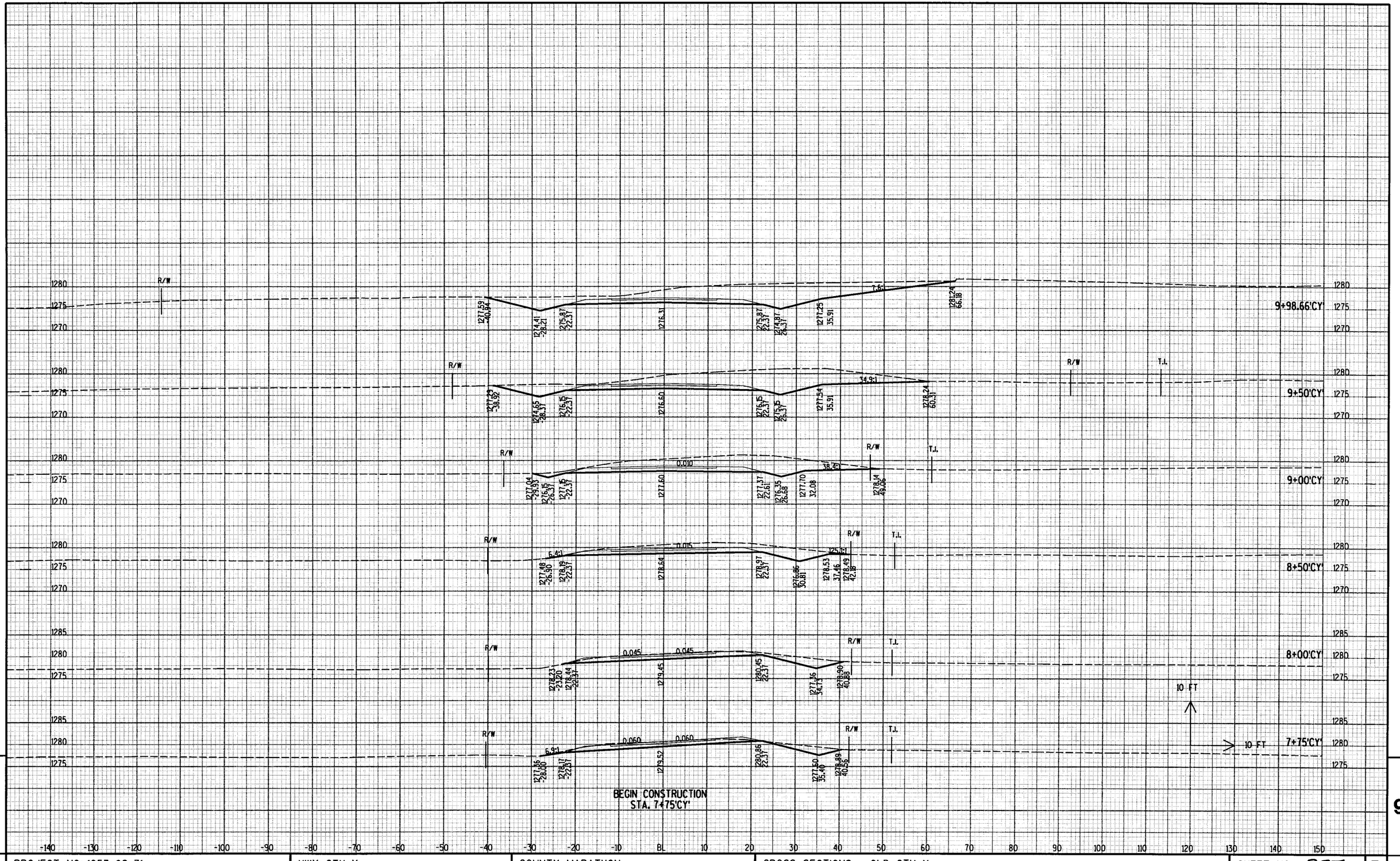
END CONSTRUCTION
STA. 18+00'LR'




| PROJECT NO: 1053-09-71 | HWY: CTH Y | COUNTY: MARATHON | CROSS SECTIONS - LOCAL ROAD | SHEET 326 | E |
|---|---|---|---|---|---|

FILE NAME : p:\2001193\microstation\planset\090203_xs.dgn PLOT DATE : 6/29/2004 PLOT BY : TNA PLOT NAME : PLOT SCALE : _SCALE_

WISDOT/CADDS SHEET 21

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PROJECT NO: 1053-09-71 | HWY: CTH Y | COUNTY: MARATHON | CROSS SECTIONS - OLD CTH Y | SHEET NO 327 | E

FILE NAME : p:\2001193\microstation\planset\090204_xs.dgn PLOT DATE : 6/29/2004 PLOT BY : TNA PLOT NAME : PLOT SCALE : _SCALE_

WSDOT/CADDS SHEET 21

13+50'FR'

R/W
1261.78 -59.53
1267.44 -20.50
1267.85
1267.44 20.50
3:1
1259.26 50.68
R/W

13+00'FR'

R/W
1262.35 -53.10
1266.60 -20.50
1267.01
1266.60 20.50
1259.45 56.61
R/W

12+50'FR'

R/W
1263.48 -46.04
1265.76 -20.50
1266.17
1265.76 20.50
1260.45 45.25
R/W

12+00'FR'

T GAS
R/W
1264.35 -40.12
1265.15 -20.50
1265.56
1265.15 20.50
1263.45 34.82
R/W
T GAS

11+50'FR'

T GAS
T GAS
R/W
1264.30 -39.70
1265.00 -20.50
1265.41
1265.00 20.50
1264.65 23.44
R/W

11+00'FR'

R/W
1265.75 -36.35
1265.27 -26.35
1265.80
1265.99 20.50
1266.04 25.10
R/W

10+50'FR'

1264.98 -80.24
1265.31 -52.83
1266.55
1265.85 36.18
1265.18 46.01

10 FT
10 FT

1275 1270 1265 1260 1255

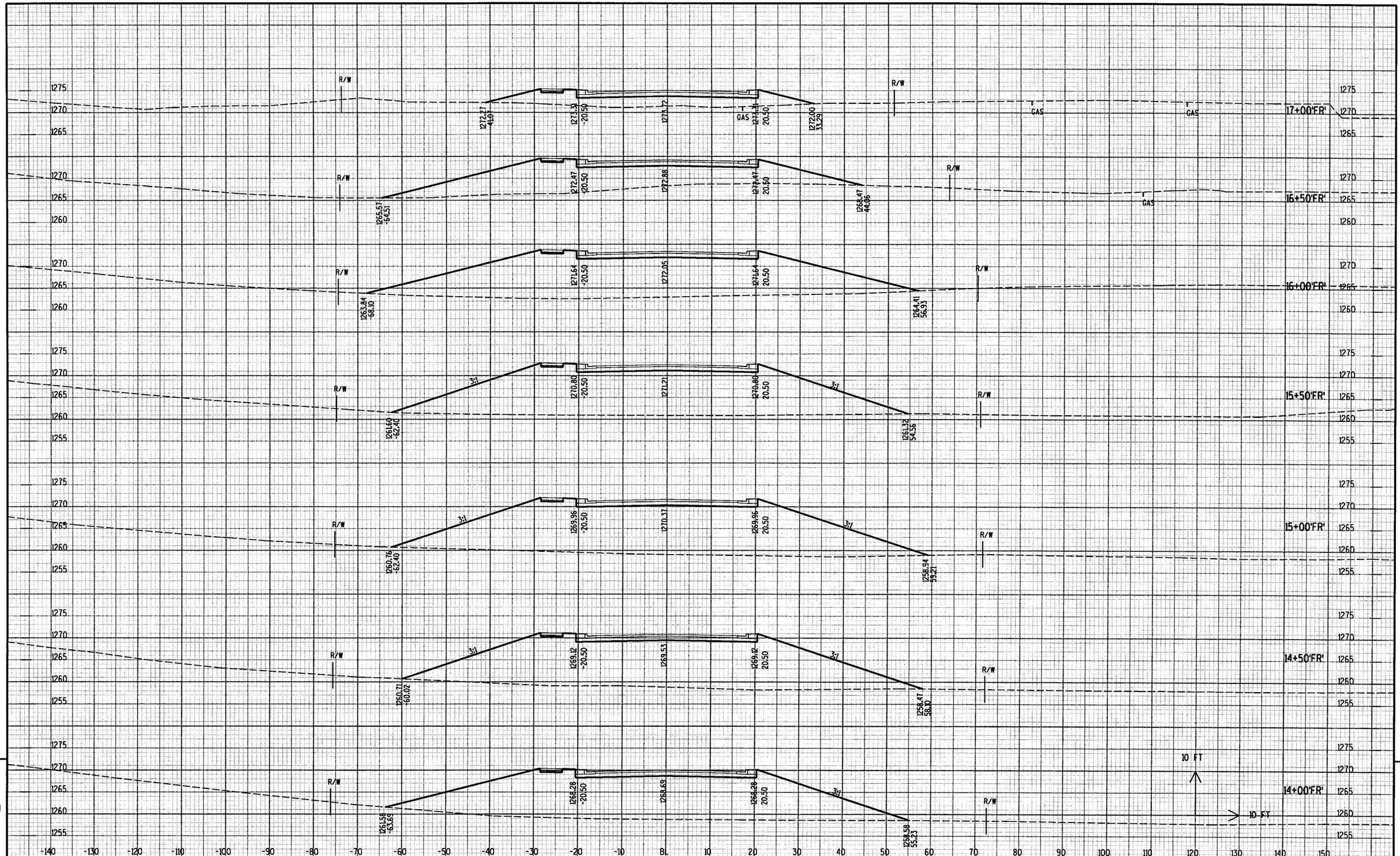
-140 -130 -120 -110 -100 -90 -80 -70 -60 -50 -40 -30 -20 -10 BL 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

9 9

| PROJECT NO: 1053-09-71 | HWY: CTH Y | COUNTY: MARATHON | CROSS SECTIONS - FRONTAGE ROAD | SHEET NO 328 | E |
|---|---|---|---|---|---|

FILE NAME : p:\2001193\microstation\planset\090205_xs.dgn PLOT DATE : 6/29/2004 PLOT BY : TNA PLOT NAME : PLOT SCALE : _SCALE_

WSDOT/CADDS SHEET 21

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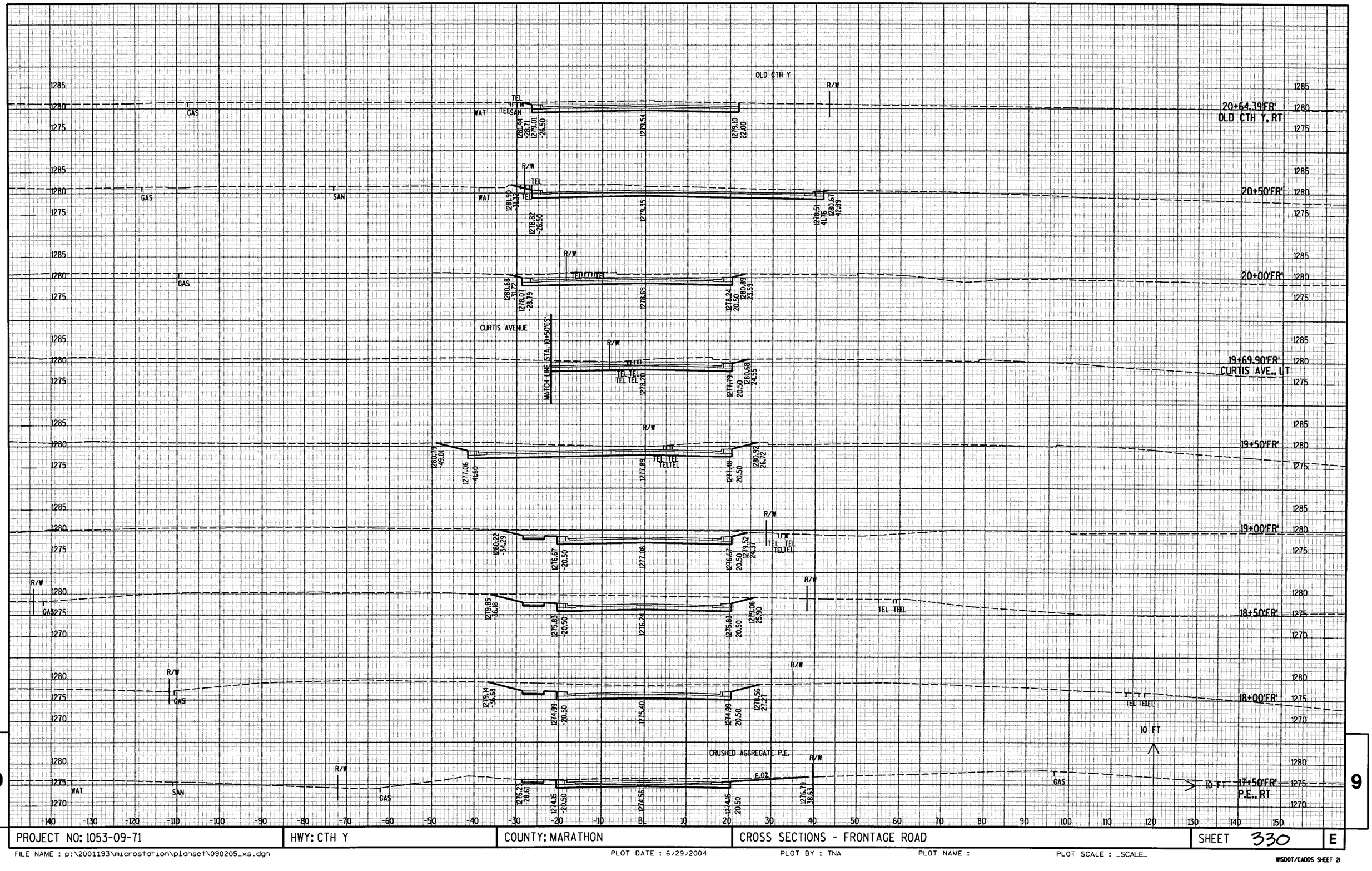
| PROJECT NO: 1053-09-71 | HWY: CTH Y | COUNTY: MARATHON | CROSS SECTIONS - FRONTAGE ROAD | SHEET 329 | E |
|---|---|---|---|---|---|

FILE NAME : p:\2001193\microstation\planset\090205_xs.dgn PLOT DATE : 6/29/2004 PLOT BY : TNA PLOT NAME : PLOT SCALE : _SCALE_

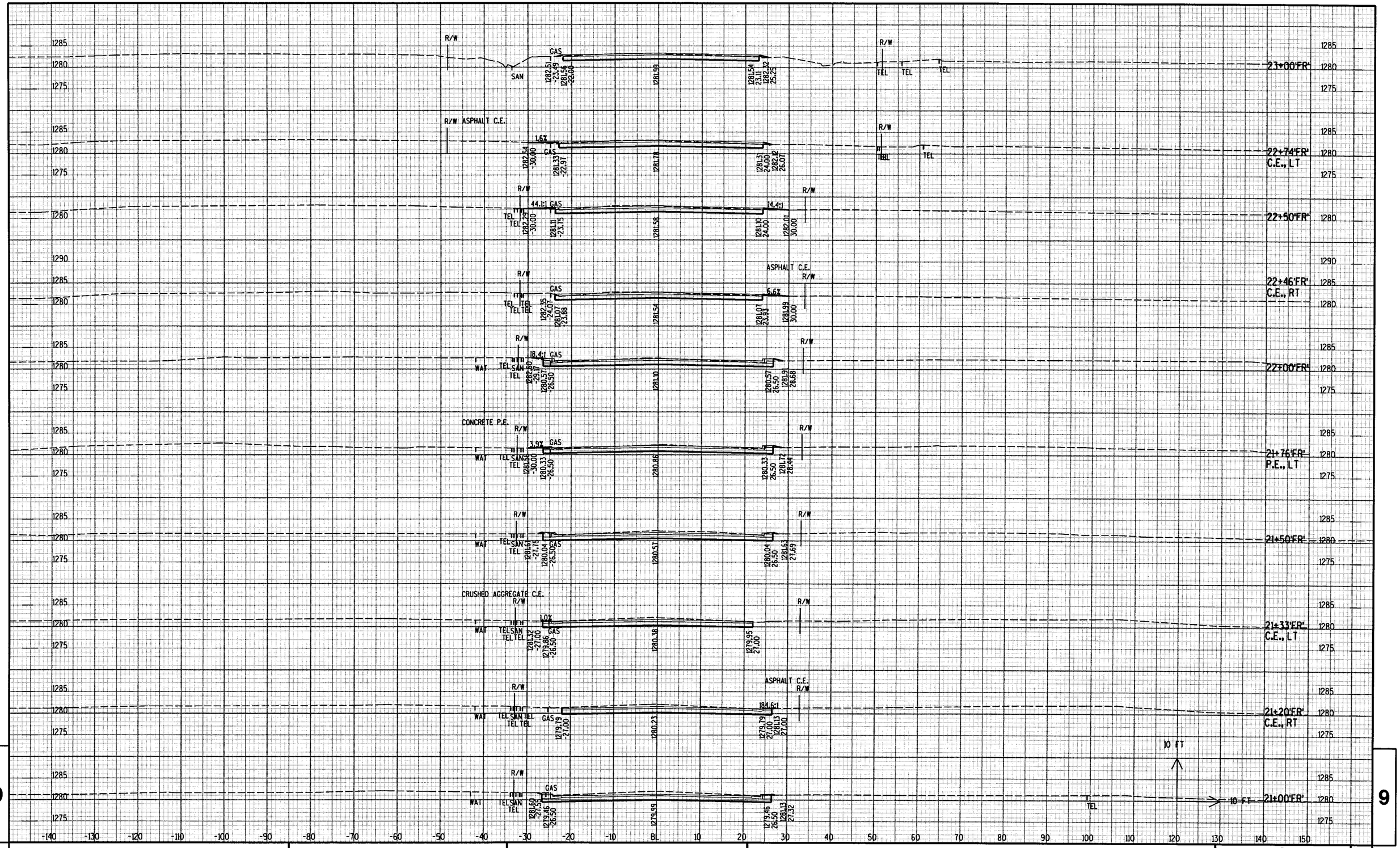
WSDOT/CADDS SHEET 21




| PROJECT NO: 1053-09-71 | HWY: CTH Y | COUNTY: MARATHON | CROSS SECTIONS - FRONTAGE ROAD | SHEET 330 | E |
|---|---|---|---|---|---|

FILE NAME : p:\2001193\microstation\planset\090205_xs.dgn PLOT DATE : 6/29/2004 PLOT BY : TNA PLOT NAME : PLOT SCALE : _SCALE_

WSDOT/CADDS SHEET 21

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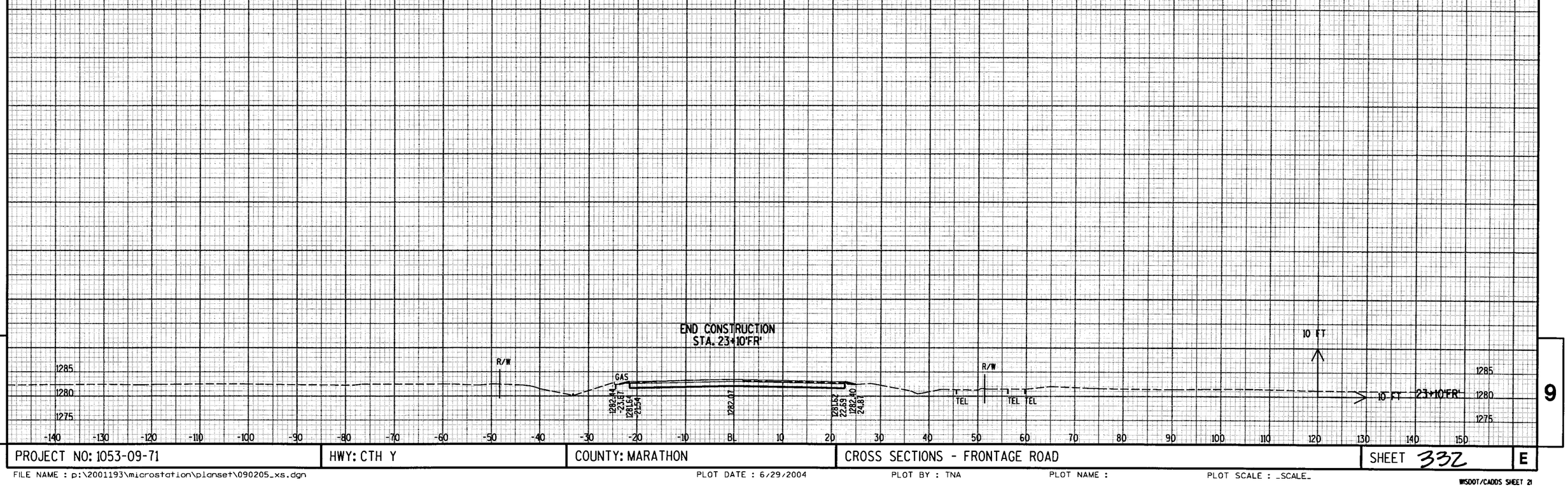
| PROJECT NO: 1053-09-71 | HWY: CTH Y | COUNTY: MARATHON | CROSS SECTIONS - FRONTAGE ROAD | SHEET 331 | E |
|---|---|---|---|---|---|

FILE NAME : p:\2001193\microstation\planset\090205_xs.dgn PLOT DATE : 6/29/2004 PLOT BY : TNA PLOT NAME : PLOT SCALE : _SCALE_

WISDOT/CADDS SHEET 21

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| PROJECT NO: 1053-09-71 | HWY: CTH Y | COUNTY: MARATHON | CROSS SECTIONS - FRONTAGE ROAD | SHEET 332 | E |
|---|---|---|---|---|---|

FILE NAME : p:\2001193\microstation\planset\090205_xs.dgn PLOT DATE : 6/29/2004 PLOT BY : TNA PLOT NAME : PLOT SCALE : _SCALE_

WSDOT/CADDS SHEET 21

END CONSTRUCTION
STA. 13+14.44'CS'

13+14.44'CS'

R/W 1280.16 -19.82 | 1279.69 -15.50 | WAT SAN | 1280.09 | 1279.59 15.50 | GAS | 1281.84 28.53 | R/W | 21.7:1

13+00'CS'

R/W 1280.14 -19.80 | 1279.67 -15.50 | WAT SAN | 1279.98 | 1279.62 15.50 | GAS | 1281.57 27.18 | R/W | 33.7:1

ASPHALT P.E.

12+75'CS'
P.E., RT

R/W 1279.89 -20.51 | 1279.59 -15.50 | WAT SAN | 1279.90 | 1279.60 15.50 | GAS | 1281.05 25.00 | R/W | 3.8%

12+50'CS'

R/W 1279.93 -19.75 | 1279.45 -15.50 | WAT SAN | 1279.76 | 1279.45 15.50 | GAS | 1281.11 26.72 | R/W | 10:1

CRUSHED AGGREGATE C.E.

12+00'CS'
C.E., RT

R/W 1280.28 -16.34 | 1278.94 -15.50 | WAT SAN | 1279.25 | 1278.94 15.50 | GAS | 1281.03 30.00 | R/W | 6.5%

11+50'CS'

GAS | 1280.56 -18.41 | 1278.29 -15.50 | WAT SAN | 1278.60 | 1278.29 15.50 | 1280.93 19.86 | GAS | R/W

11+00'CS'

1280.79 -21.63 | 1277.71 -15.50 | WAT SAN | 1278.02 | 1277.71 15.50 | 1281.06 22.70 | GAS | R/W

10+50'CS'

1280.70 -21.59 | 1277.63 -15.50 | WAT SAN | 1277.94 | 1277.62 15.88 | 1281.17 23.85 | WAT SAN | GAS | TEL | ELEC | TEL | GAS | 10 FT | 10 FT

9 9

| PROJECT NO: 1053-09-71 | HWY: CTH Y | COUNTY: MARATHON | CROSS SECTIONS - CURTIS AVE. SOUTH | SHEET 333 | E |
|---|---|---|---|---|---|

FILE NAME : p:\2001193\microstation\planset\090206_xs.dgn PLOT DATE : 6/29/2004 PLOT BY : TNA PLOT NAME : PLOT SCALE : _SCALE_

WISDOT/CADDS SHEET 21

STA. 8+25'SW' TO STA. 9.85'SW'
STRUCTURE R-37-38

9+50'SW'
0.075 0.040
1261.27
1257.54
22.84
PLOVER RIVER
FO
R/W

9+00'SW'
0.038 0.039
1261.44
1258.59
22.46
PLOVER RIVER
FO
R/W

8+50'SW'
1261.60
1255.31
21.10
PLOVER RIVER
FO
R/W

8+00'SW'
1261.77
1261.20
19.24
2.5:1
1255.60
38.41
PLOVER RIVER
FO
R/W

7+50'SW'
1261.93
1261.36
19.24
2.5:1
1256.46
36.85
PLOVER RIVER
FO
R/W

7+00'SW'
1262.10
1261.53
19.24
2.5:1
1259.37
30.00
PLOVER RIVER
FO
R/W

6+63.54'SW'
1262.22
1261.65
19.24
2.5:1
1260.59
27.25
10 FT
10 FT
FO
R/W

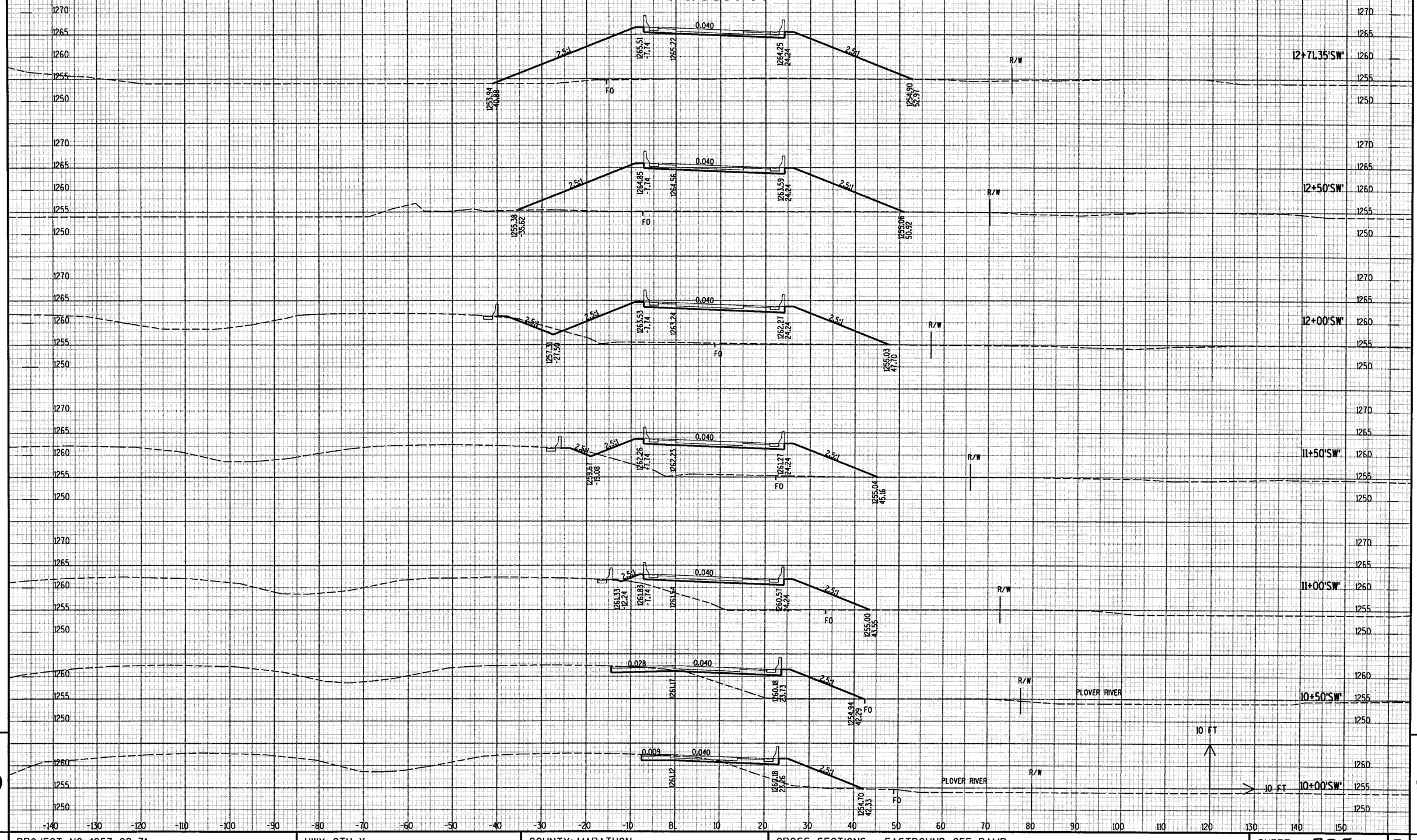
9

| PROJECT NO: 1053-09-71 | HWY: CTH Y | COUNTY: MARATHON | CROSS SECTIONS - EASTBOUND OFF RAMP | SHEET 334 | E |
|---|---|---|---|---|---|

FILE NAME : p:\2001193\microstation\planset\090210_xs.dgn PLOT DATE : 6/29/2004 PLOT BY : TNA PLOT NAME : PLOT SCALE : _SCALE_

WSDOT/CADDS SHEET 21

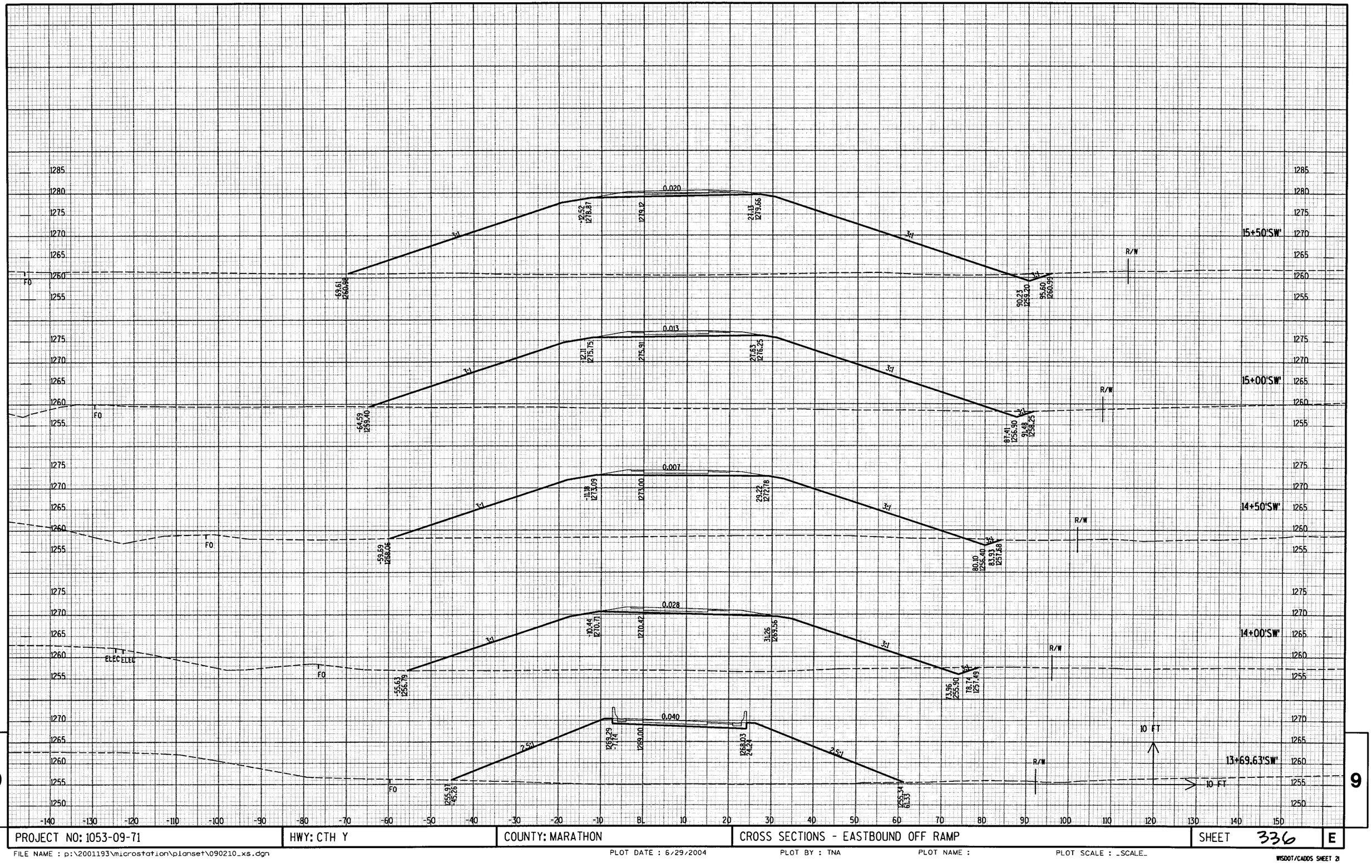
STA. 12+71.35'SW' TO STA. 13+69.63'SW'
STRUCTURE B-37-378




| PROJECT NO: 1053-09-71 | HWY: CTH Y | COUNTY: MARATHON | CROSS SECTIONS - EASTBOUND OFF RAMP | SHEET 335 | E |
|---|---|---|---|---|---|

FILE NAME : p:\2001193\microstation\planset\090210_xs.dgn PLOT DATE : 6/29/2004 PLOT BY : TNA PLOT NAME : PLOT SCALE : _SCALE_

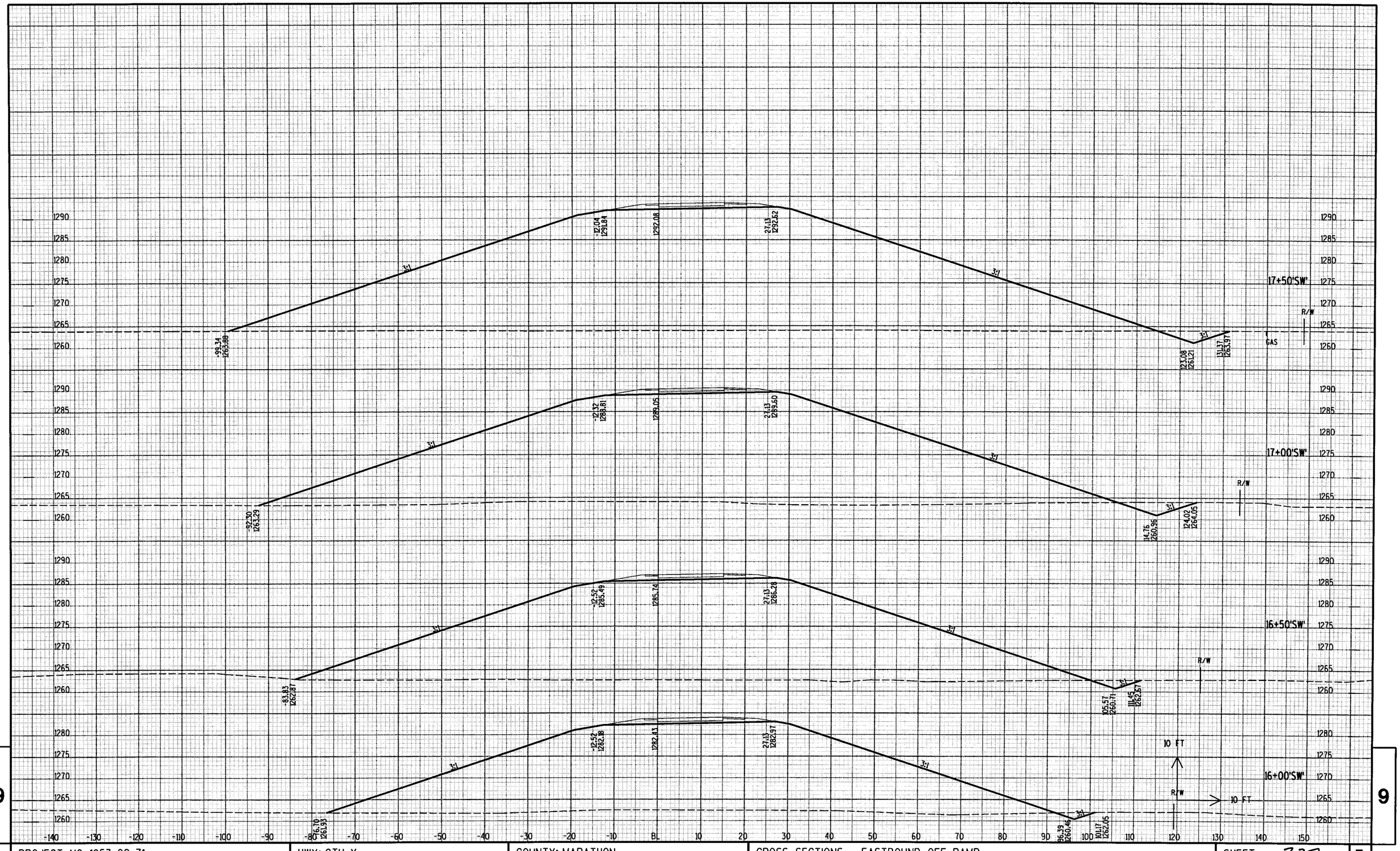
WSDOT/CADDS SHEET 21




| PROJECT NO: 1053-09-71 | HWY: CTH Y | COUNTY: MARATHON | CROSS SECTIONS - EASTBOUND OFF RAMP | SHEET 336 | E |
|---|---|---|---|---|---|

FILE NAME : p:\2001193\microstation\planset\090210_xs.dgn PLOT DATE : 6/29/2004 PLOT BY : TNA PLOT NAME : PLOT SCALE : _SCALE_

WISDOT/CADDS SHEET 21

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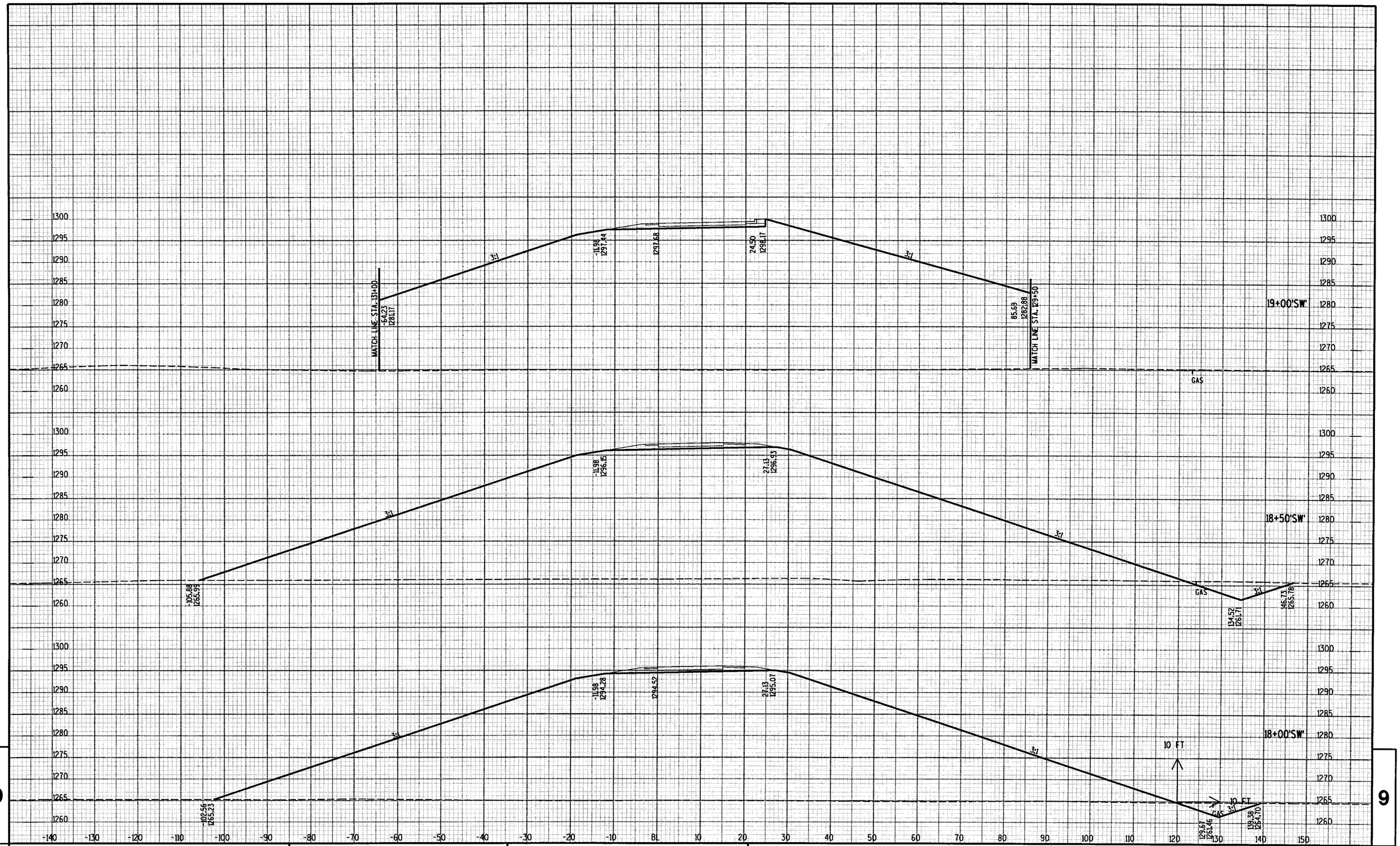
| PROJECT NO: 1053-09-71 | HWY: CTH Y | COUNTY: MARATHON | CROSS SECTIONS - EASTBOUND OFF RAMP | SHEET 337 | E |
|---|---|---|---|---|---|

FILE NAME : p:\2001193\microstation\planset\090210_xs.dgn PLOT DATE : 6/29/2004 PLOT BY : TNA PLOT NAME : PLOT SCALE : _SCALE_

WSDOT/CADDS SHEET 21

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| PROJECT NO: 1053-09-71 | HWY: CTH Y | COUNTY: MARATHON | CROSS SECTIONS - EASTBOUND OFF RAMP | SHEET 338 | E |
|---|---|---|---|---|---|

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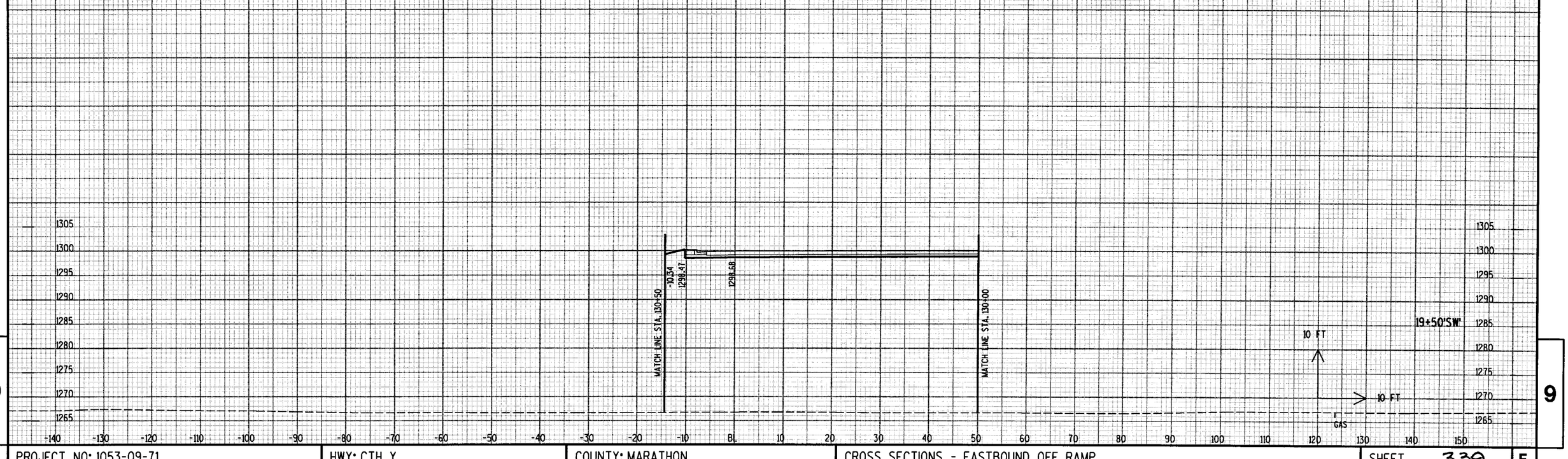
FILE NAME : p:\2001193\microstation\planset\090210_xs.dgn PLOT DATE : 6/29/2004 PLOT BY : TNA PLOT NAME : PLOT SCALE : _SCALE_

WISDOT/CADDS SHEET 21

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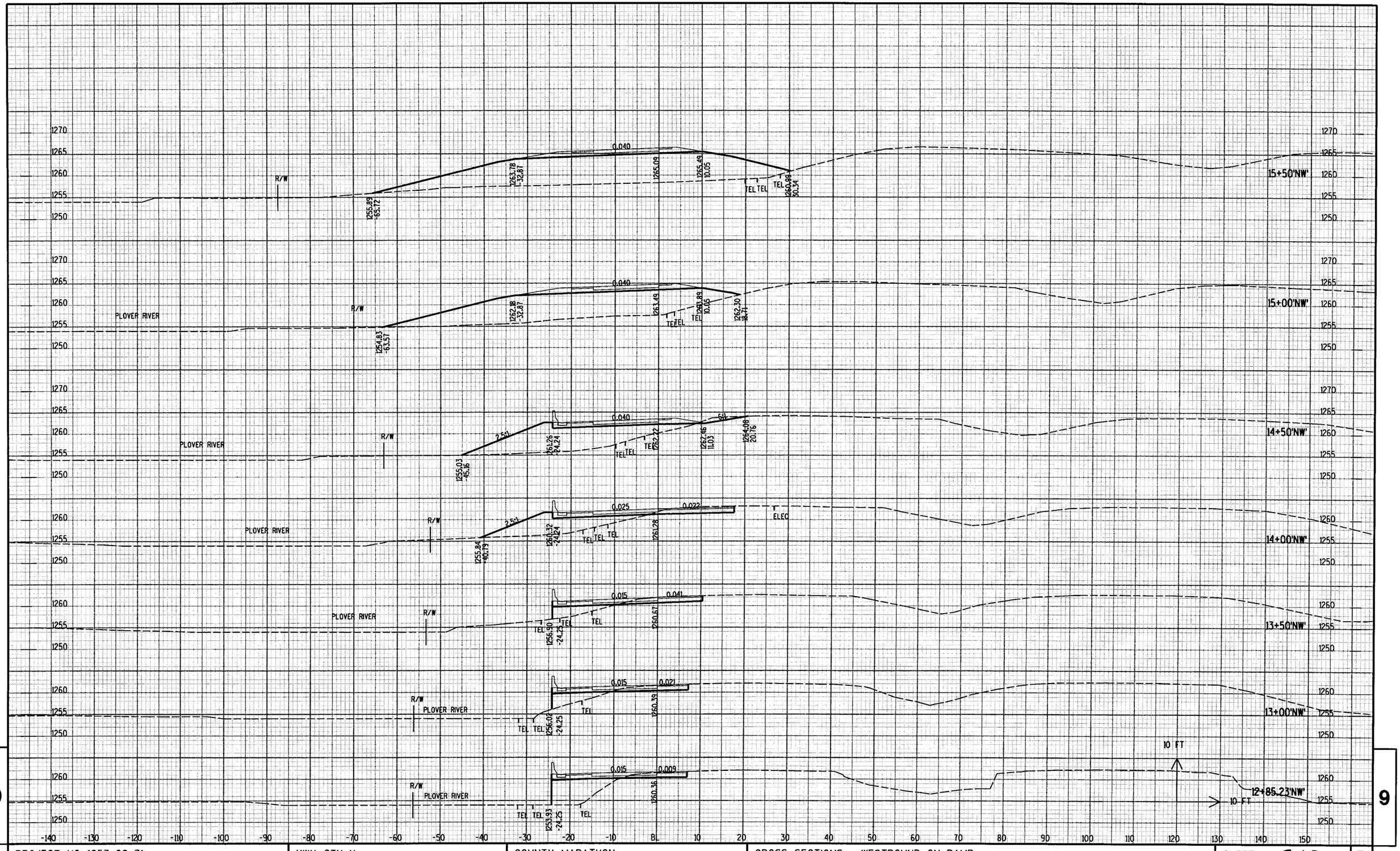
| PROJECT NO: 1053-09-71 | HWY: CTH Y | COUNTY: MARATHON | CROSS SECTIONS - EASTBOUND OFF RAMP | SHEET 339 | E |
|---|---|---|---|---|---|

FILE NAME : p:\2001193\microstation\planset\090210_xs.dgn PLOT DATE : 6/29/2004 PLOT BY : TNA PLOT NAME : PLOT SCALE : _SCALE_

WISDOT/CADDS SHEET 21

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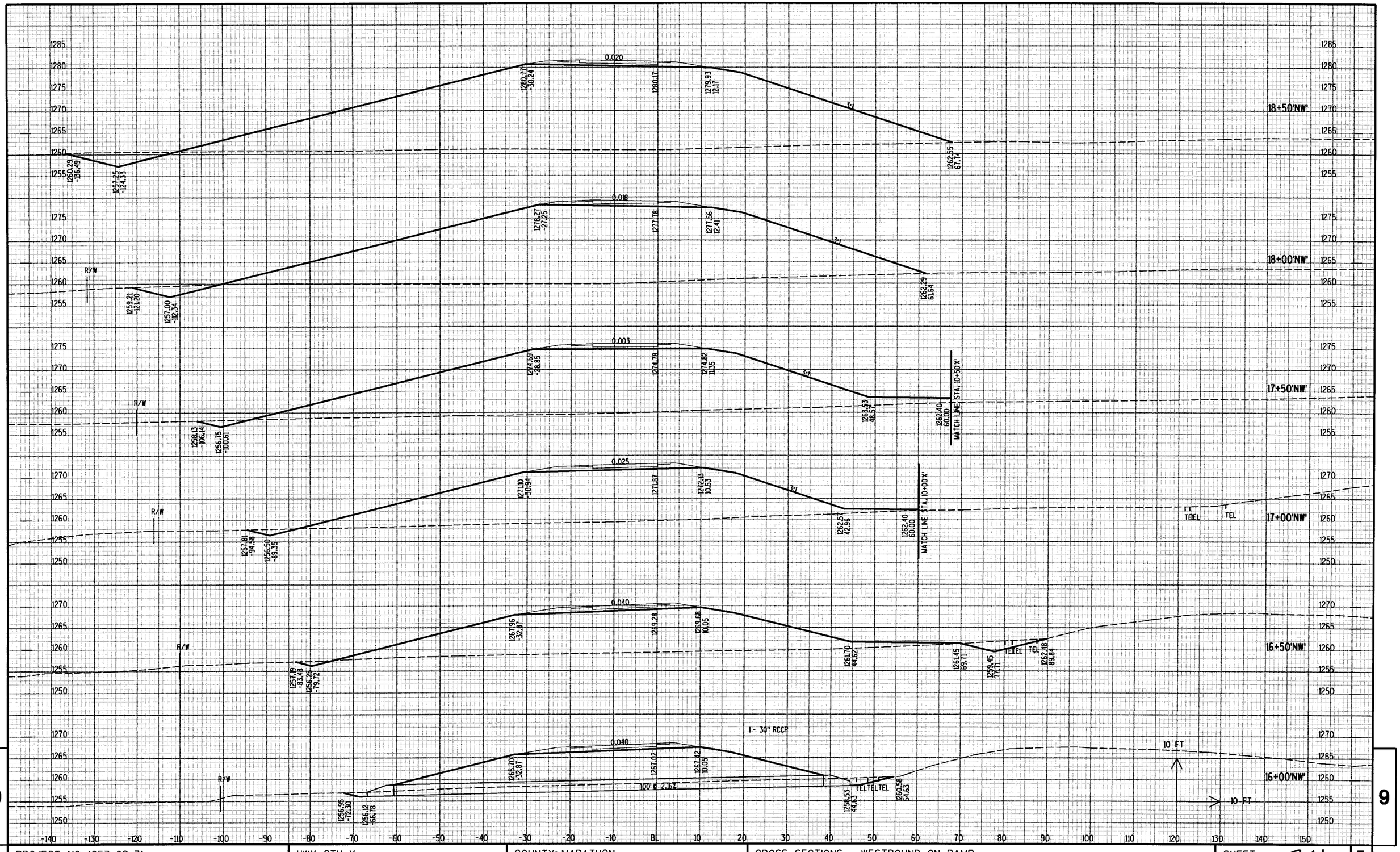
| PROJECT NO: 1053-09-71 | HWY: CTH Y | COUNTY: MARATHON | CROSS SECTIONS - WESTBOUND ON RAMP | SHEET 340 | E |
|---|---|---|---|---|---|

FILE NAME : p:\2001193\microstation\planset\090208_xs.dgn PLOT DATE : 6/29/2004 PLOT BY : TNA PLOT NAME : PLOT SCALE : _SCALE_

WSDOT/CADDS SHEET 21

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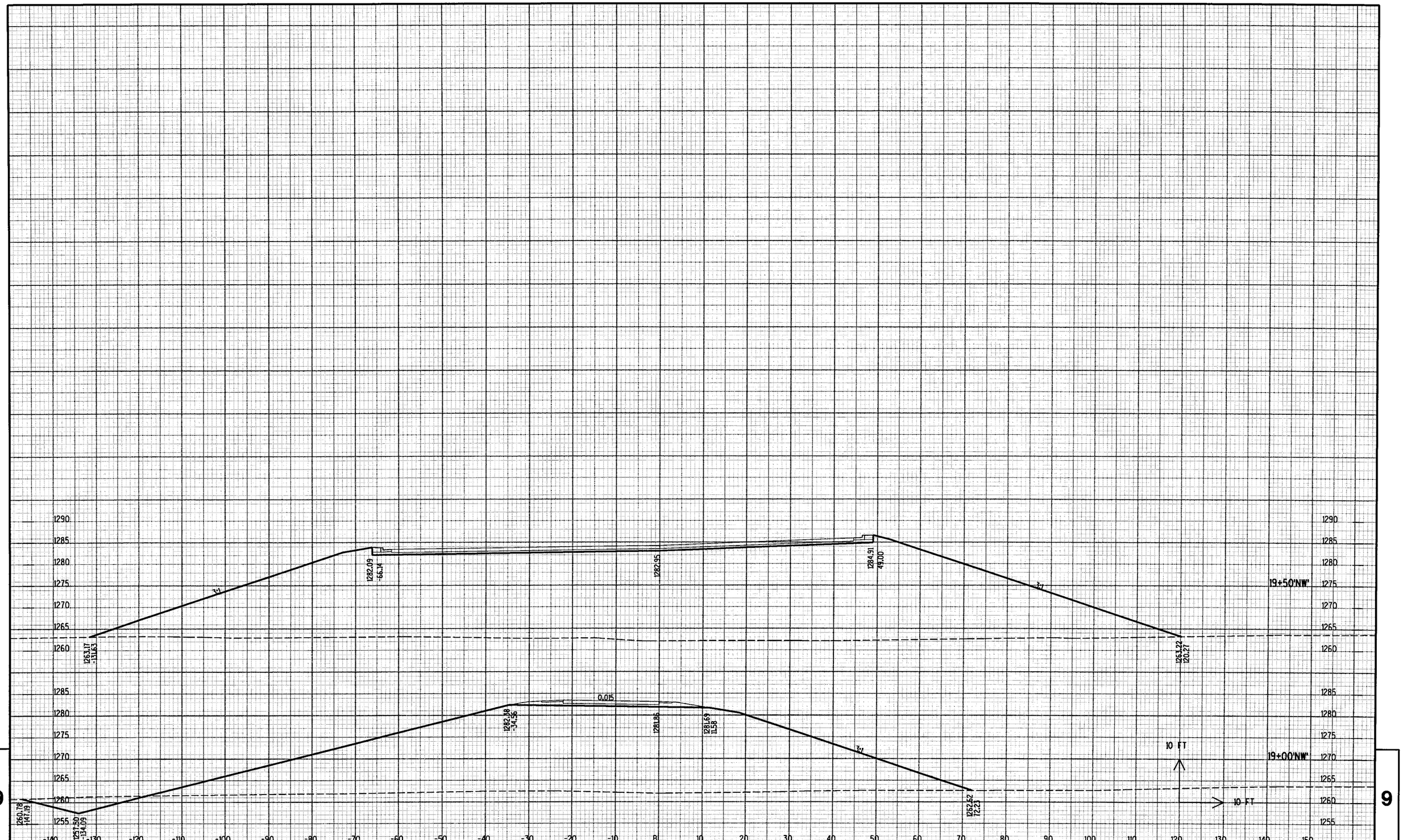
| PROJECT NO: 1053-09-71 | HWY: CTH Y | COUNTY: MARATHON | CROSS SECTIONS - WESTBOUND ON RAMP | SHEET 341 | E |
|---|---|---|---|---|---|

FILE NAME : p:\2001193\microstation\planset\090208_xs.dgn PLOT DATE : 6/29/2004 PLOT BY : TNA PLOT NAME : PLOT SCALE : _SCALE_

WSDOT/CADDS SHEET 2

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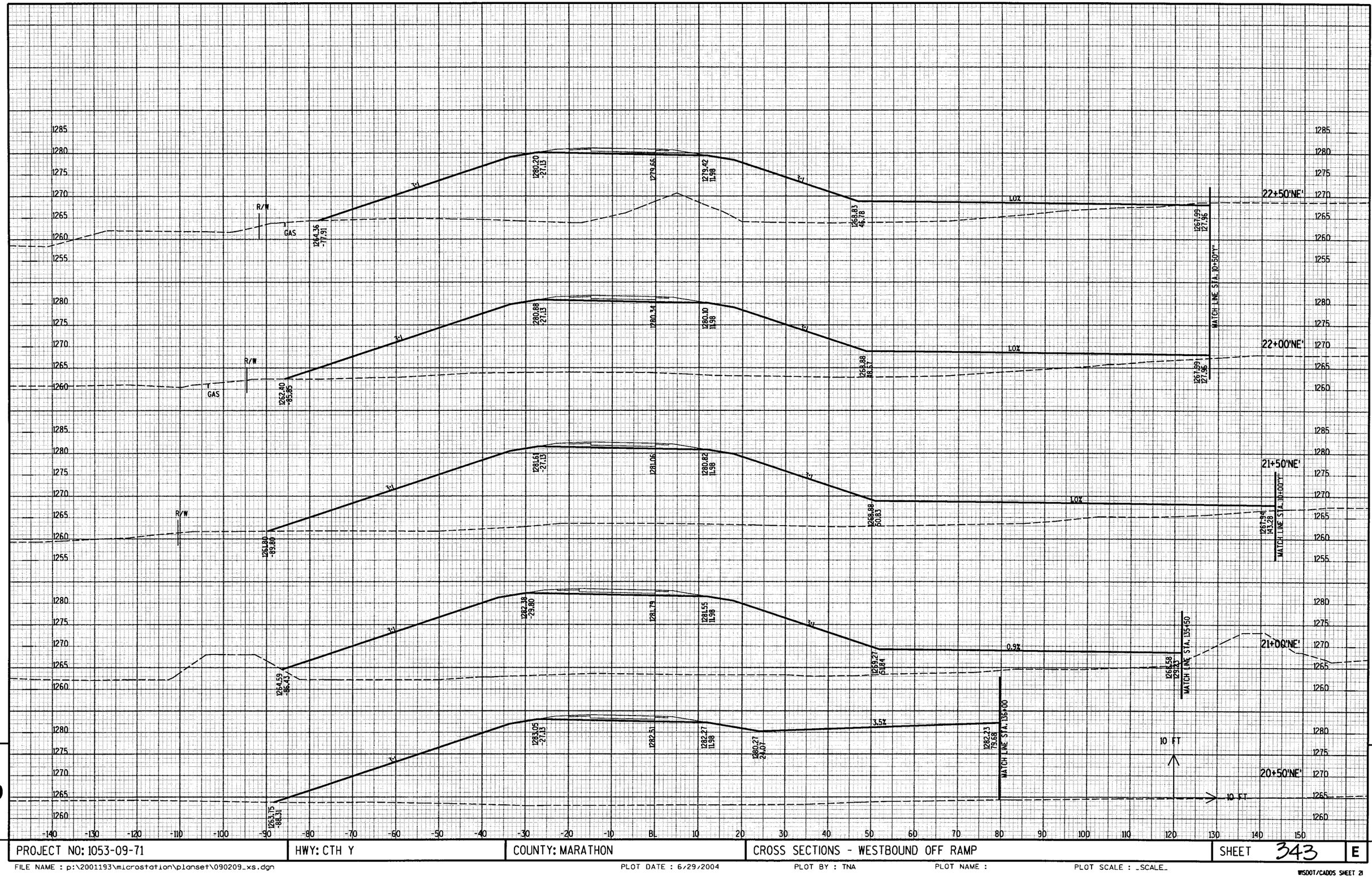
| PROJECT NO: 1053-09-71 | HWY: CTH Y | COUNTY: MARATHON | CROSS SECTIONS - WESTBOUND ON RAMP | SHEET 342 | E |
|---|---|---|---|---|---|

FILE NAME : p:\2001193\microstation\planset\090208_xs.dgn PLOT DATE : 6/29/2004 PLOT BY : TNA PLOT NAME : PLOT SCALE : _SCALE_

WISDOT/CADDS SHEET 21

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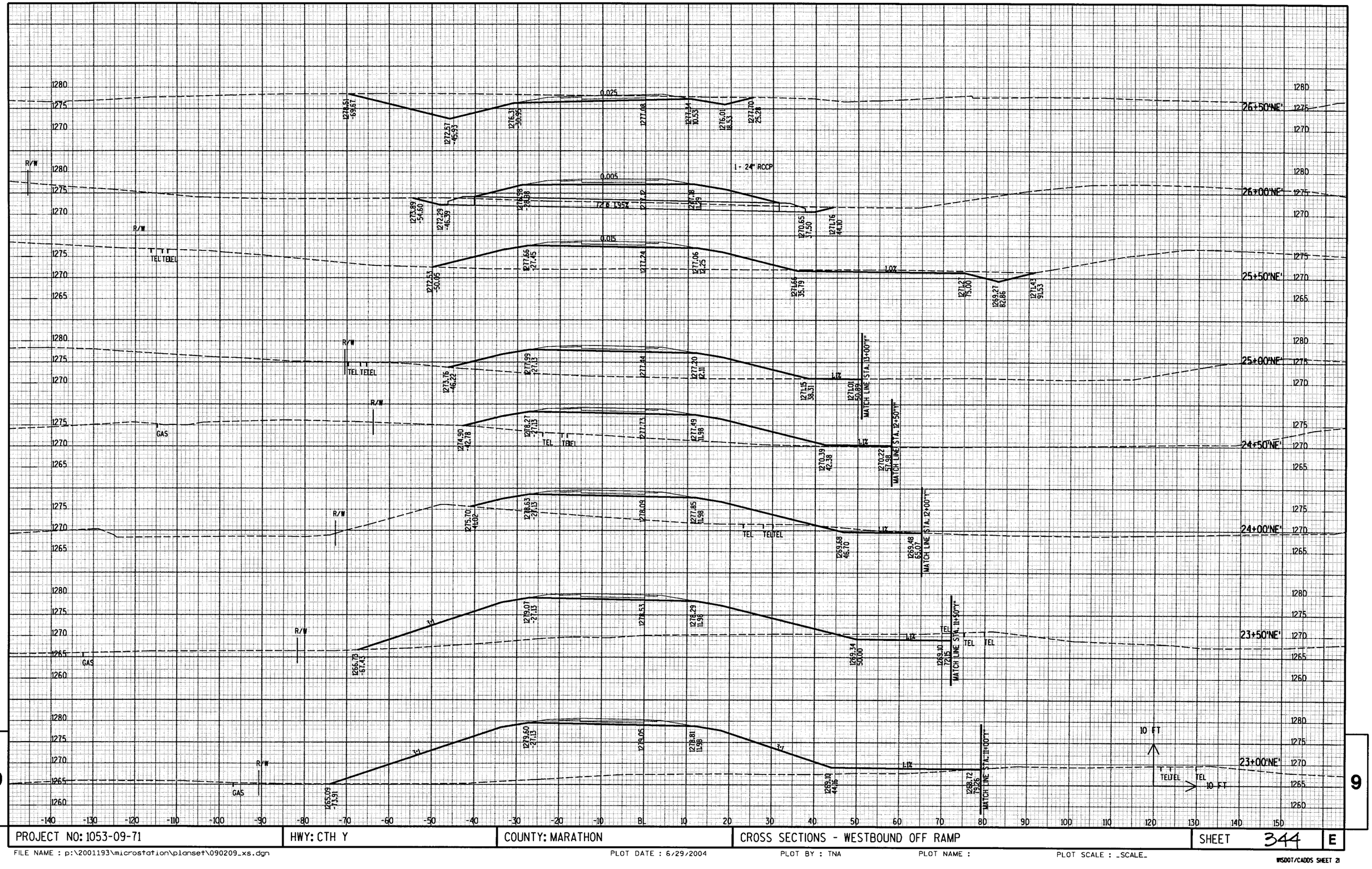
| PROJECT NO: 1053-09-71 | HWY: CTH Y | COUNTY: MARATHON | CROSS SECTIONS - WESTBOUND OFF RAMP | SHEET 343 | E |
|---|---|---|---|---|---|

FILE NAME : p:\2001193\microstation\planset\090209_xs.dgn PLOT DATE : 6/29/2004 PLOT BY : TNA PLOT NAME : PLOT SCALE : _SCALE_

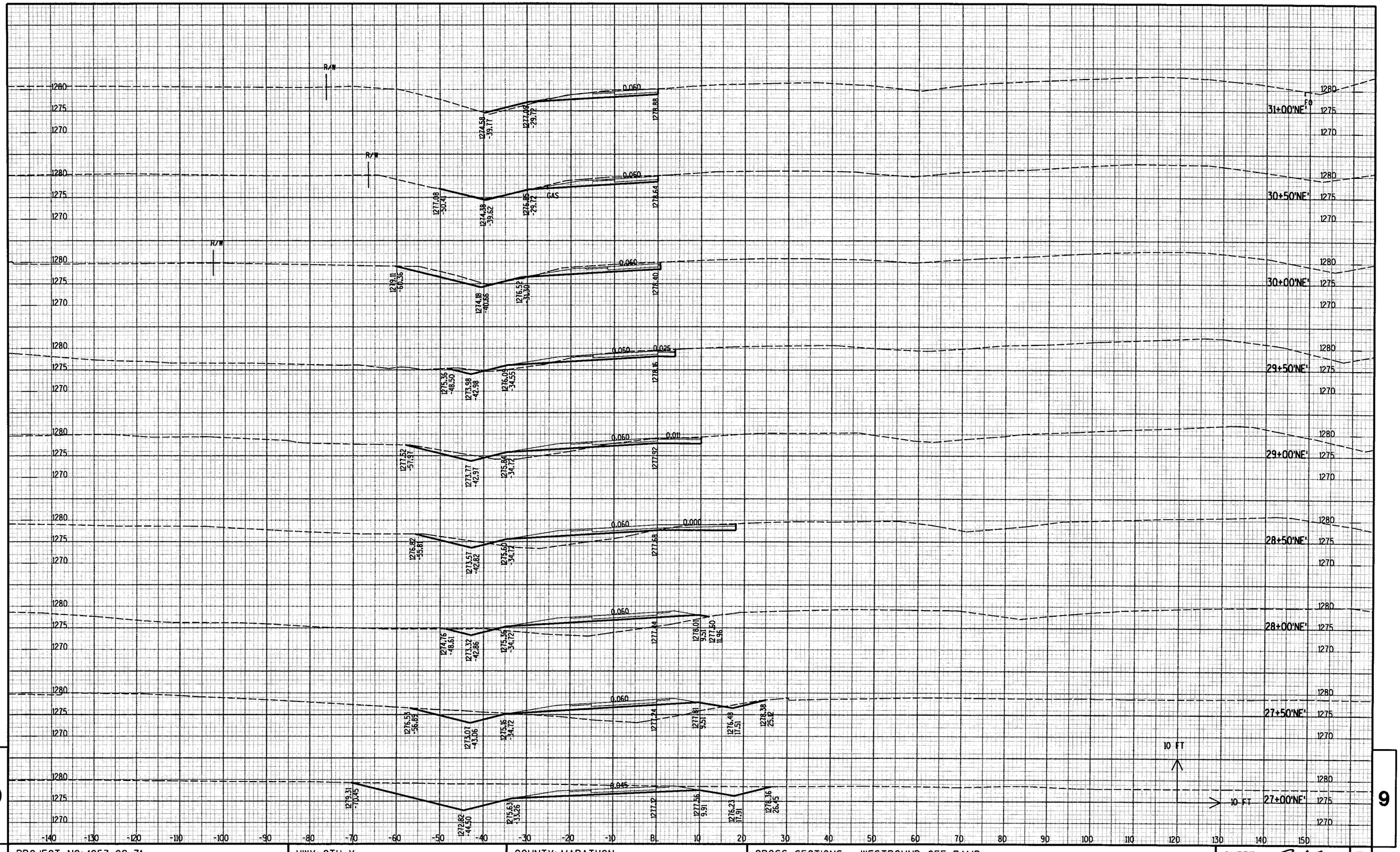
WISDOT/CADDS SHEET 21




| PROJECT NO: 1053-09-71 | HWY: CTH Y | COUNTY: MARATHON | CROSS SECTIONS - WESTBOUND OFF RAMP | SHEET 344 | E |
|---|---|---|---|---|---|

FILE NAME : p:\2001193\microstation\planset\090209_xs.dgn PLOT DATE : 6/29/2004 PLOT BY : TNA PLOT NAME : PLOT SCALE : _SCALE_

WSDOT/CADDS SHEET 21

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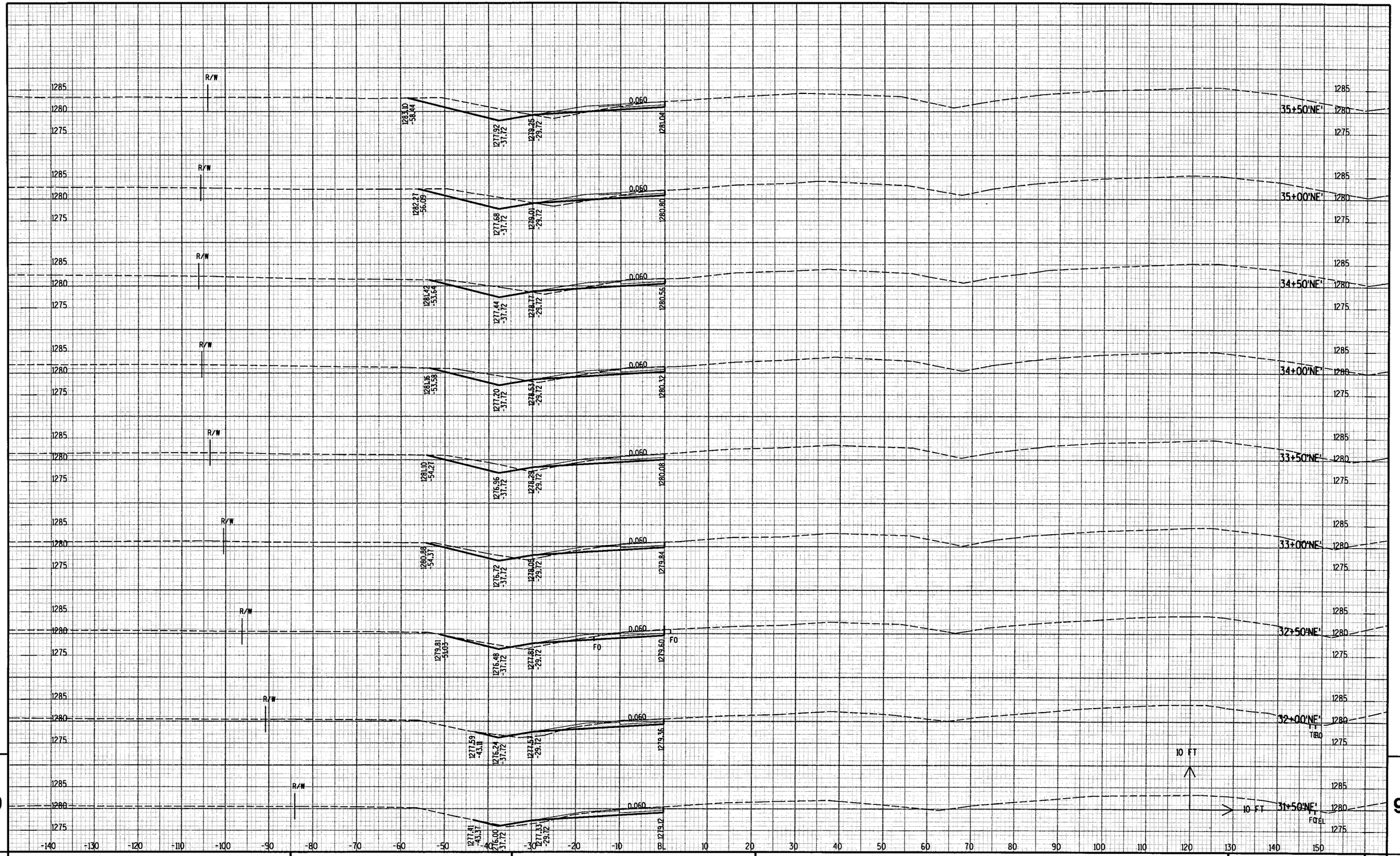
| PROJECT NO: 1053-09-71 | HWY: CTH Y | COUNTY: MARATHON | CROSS SECTIONS - WESTBOUND OFF RAMP | SHEET 345 | E |
|---|---|---|---|---|---|

FILE NAME : p:\2001193\microstation\planset\090209_xs.dgn PLOT DATE : 6/29/2004 PLOT BY : TNA PLOT NAME : PLOT SCALE : _SCALE_

WISDOT/CADDS SHEET 21

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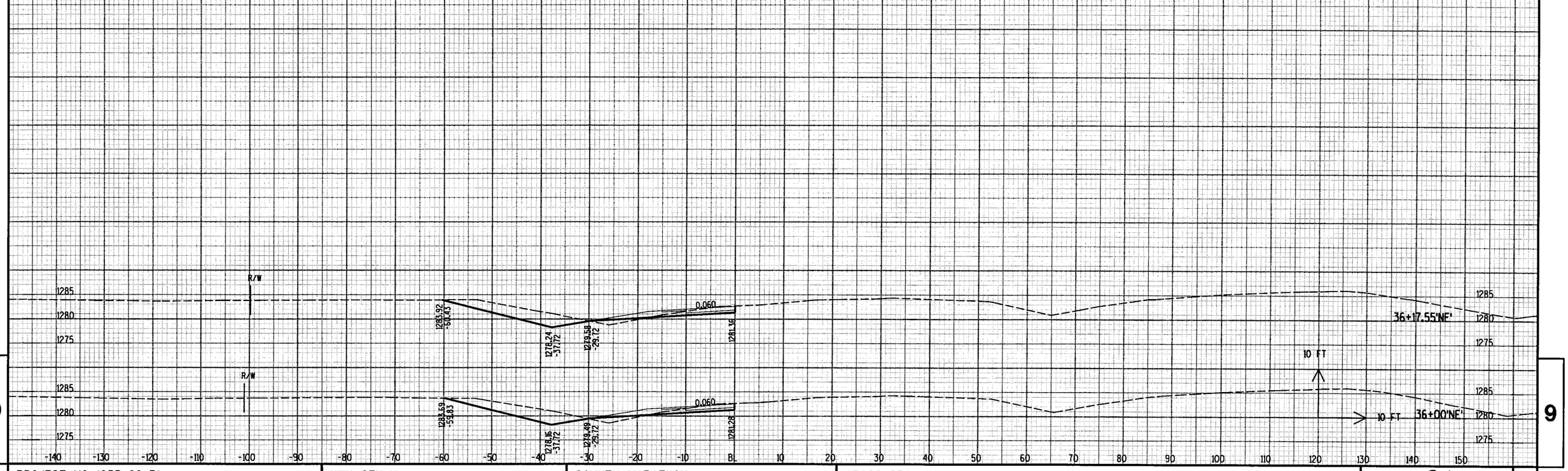
9

| PROJECT NO: 1053-09-71 | HWY: CTH Y | COUNTY: MARATHON | CROSS SECTIONS - WESTBOUND OFF RAMP | SHEET 346 | E |
|---|---|---|---|---|---|

FILE NAME : p:\2001193\microstation\planset\090209_xs.dgn PLOT DATE : 6/29/2004 PLOT BY : TNA PLOT NAME : PLOT SCALE : _SCALE_

WSDOT/CADDS SHEET 21

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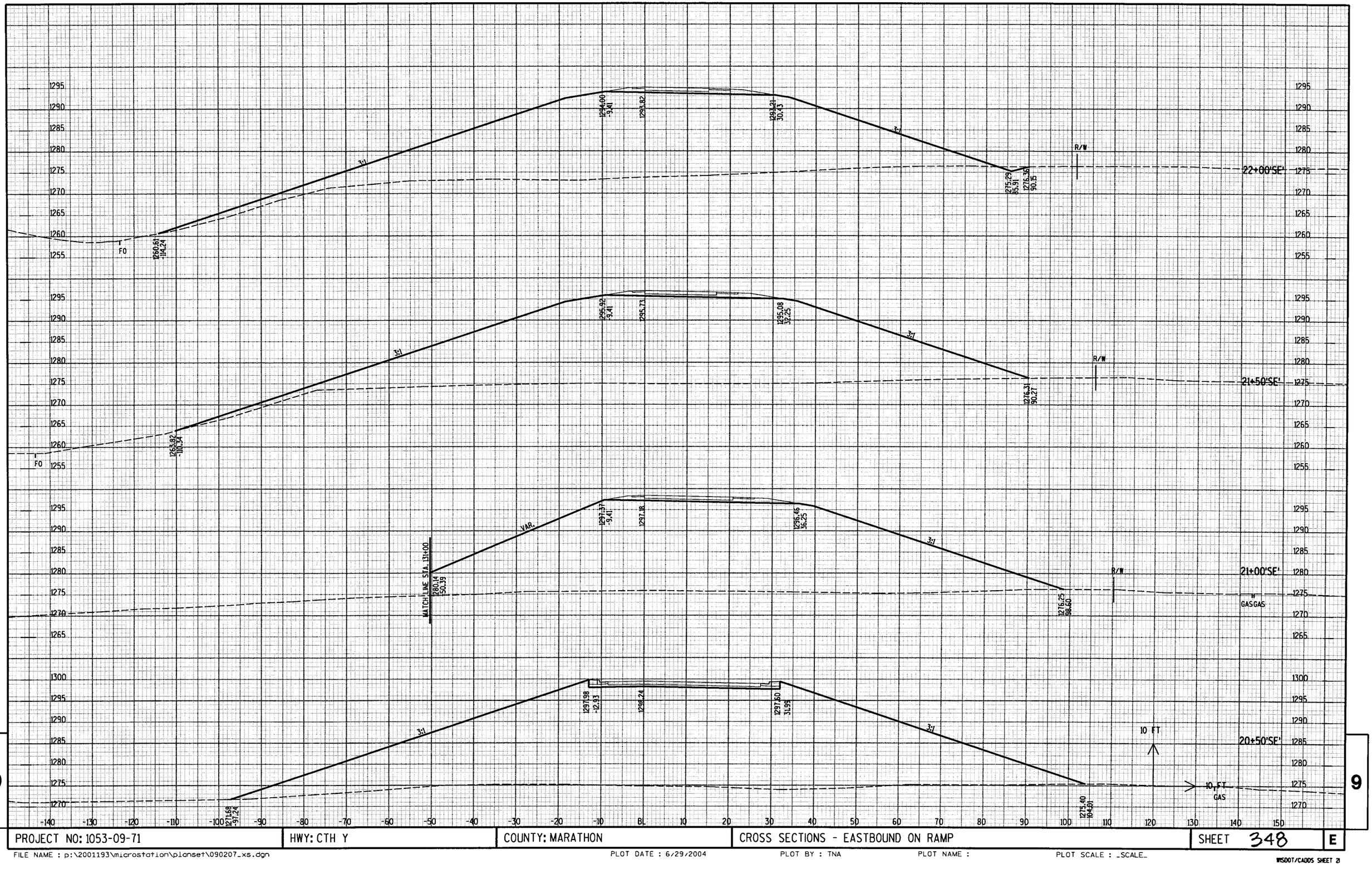
| PROJECT NO: 1053-09-71 | HWY: CTH Y | COUNTY: MARATHON | CROSS SECTIONS - WESTBOUND OFF RAMP | SHEET 347 | E |
|---|---|---|---|---|---|

FILE NAME : p:\2001193\microstation\planset\090209_xs.dgn PLOT DATE : 6/29/2004 PLOT BY : TNA PLOT NAME : PLOT SCALE : _SCALE_

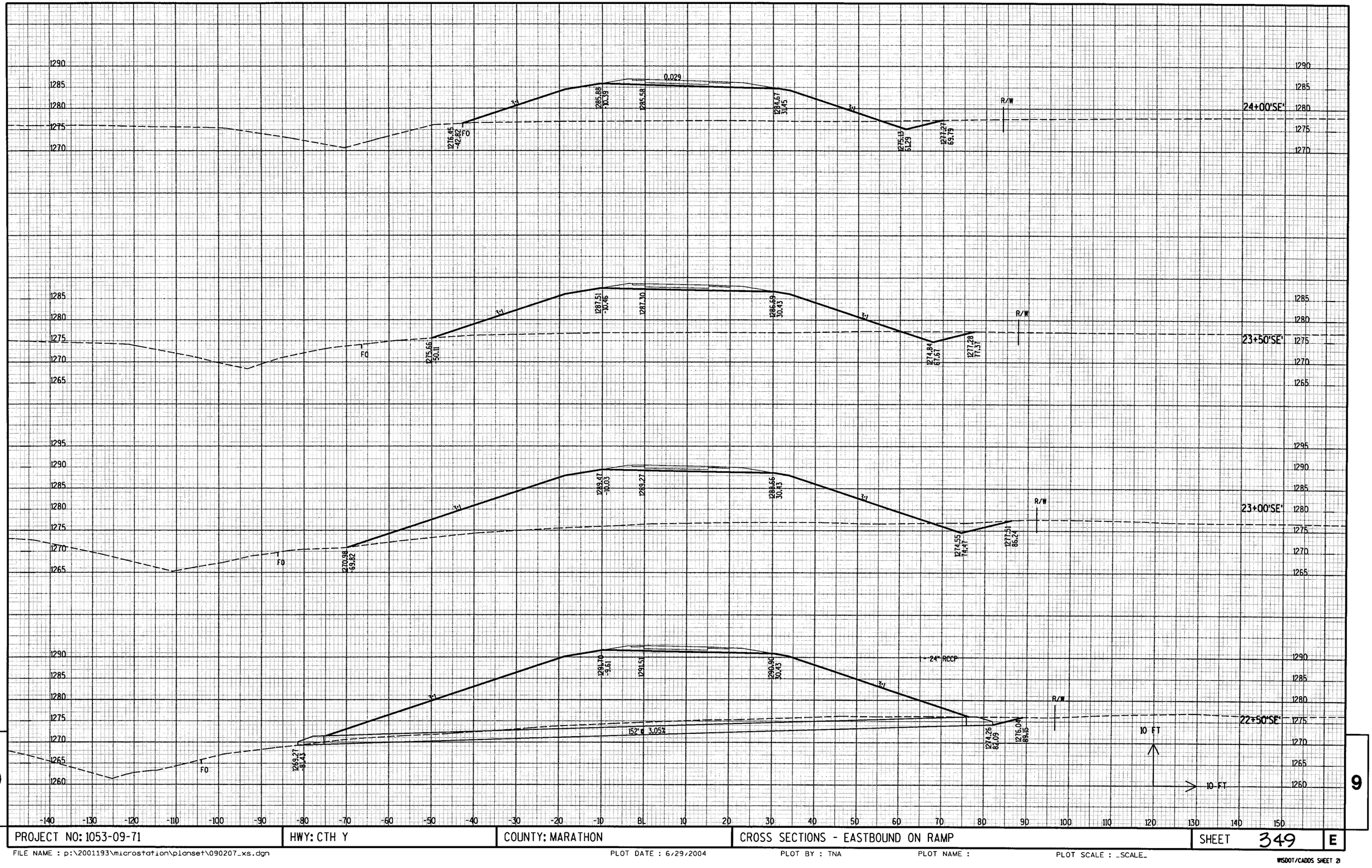
WSDOT/CADDS SHEET 21




| PROJECT NO: 1053-09-71 | HWY: CTH Y | COUNTY: MARATHON | CROSS SECTIONS - EASTBOUND ON RAMP | SHEET 348 | E |
|---|---|---|---|---|---|

FILE NAME : p:\2001193\microstation\planset\090207_xs.dgn PLOT DATE : 6/29/2004 PLOT BY : TNA PLOT NAME : PLOT SCALE : _SCALE_

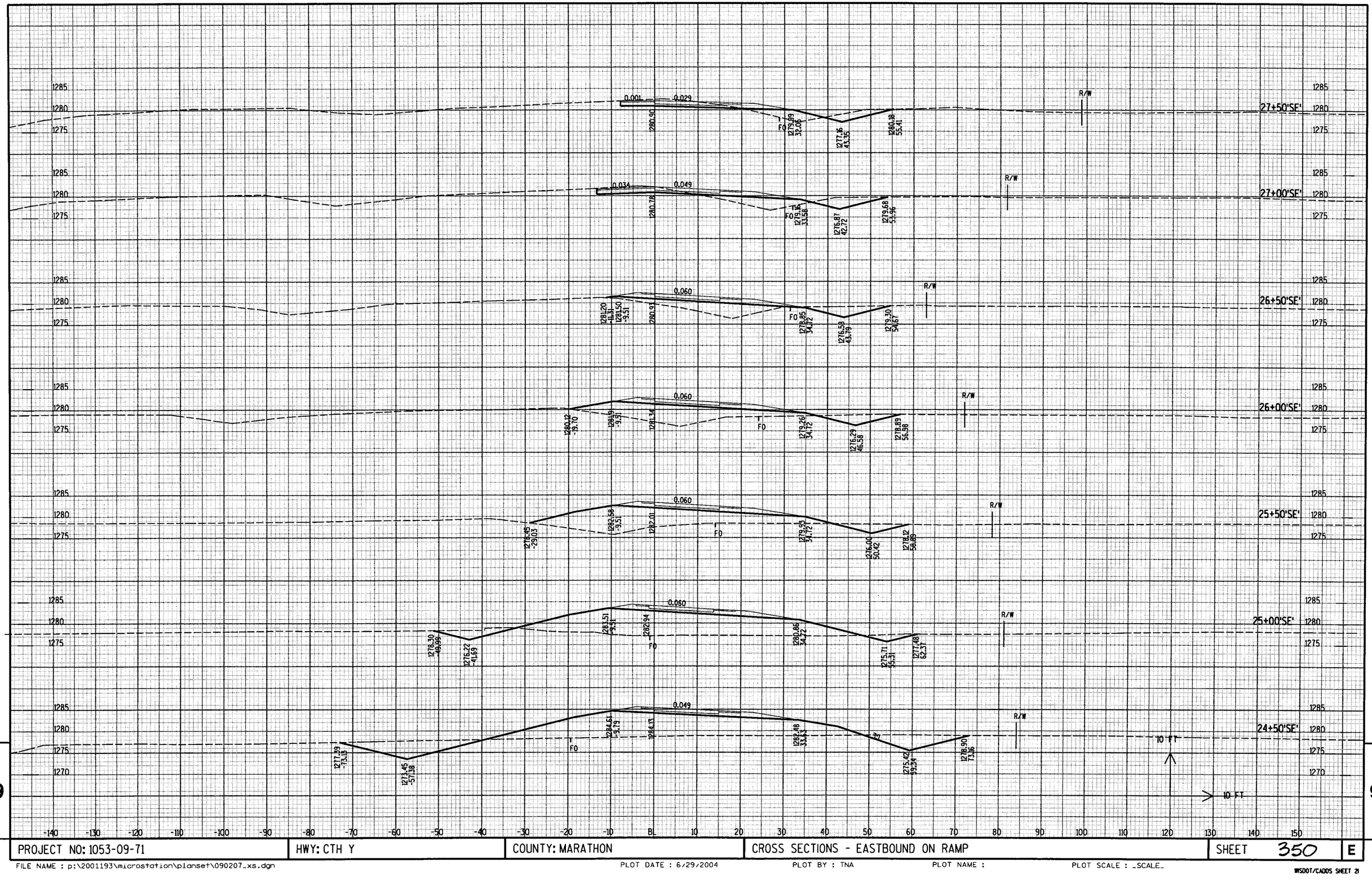
WSDOT/CADDS SHEET 21




| PROJECT NO: 1053-09-71 | HWY: CTH Y | COUNTY: MARATHON | CROSS SECTIONS - EASTBOUND ON RAMP | SHEET 349 | E |
|---|---|---|---|---|---|

FILE NAME : p:\2001193\microstation\planset\090207_xs.dgn PLOT DATE : 6/29/2004 PLOT BY : TNA PLOT NAME : PLOT SCALE : _SCALE_

WSDOT/CADDS SHEET 21

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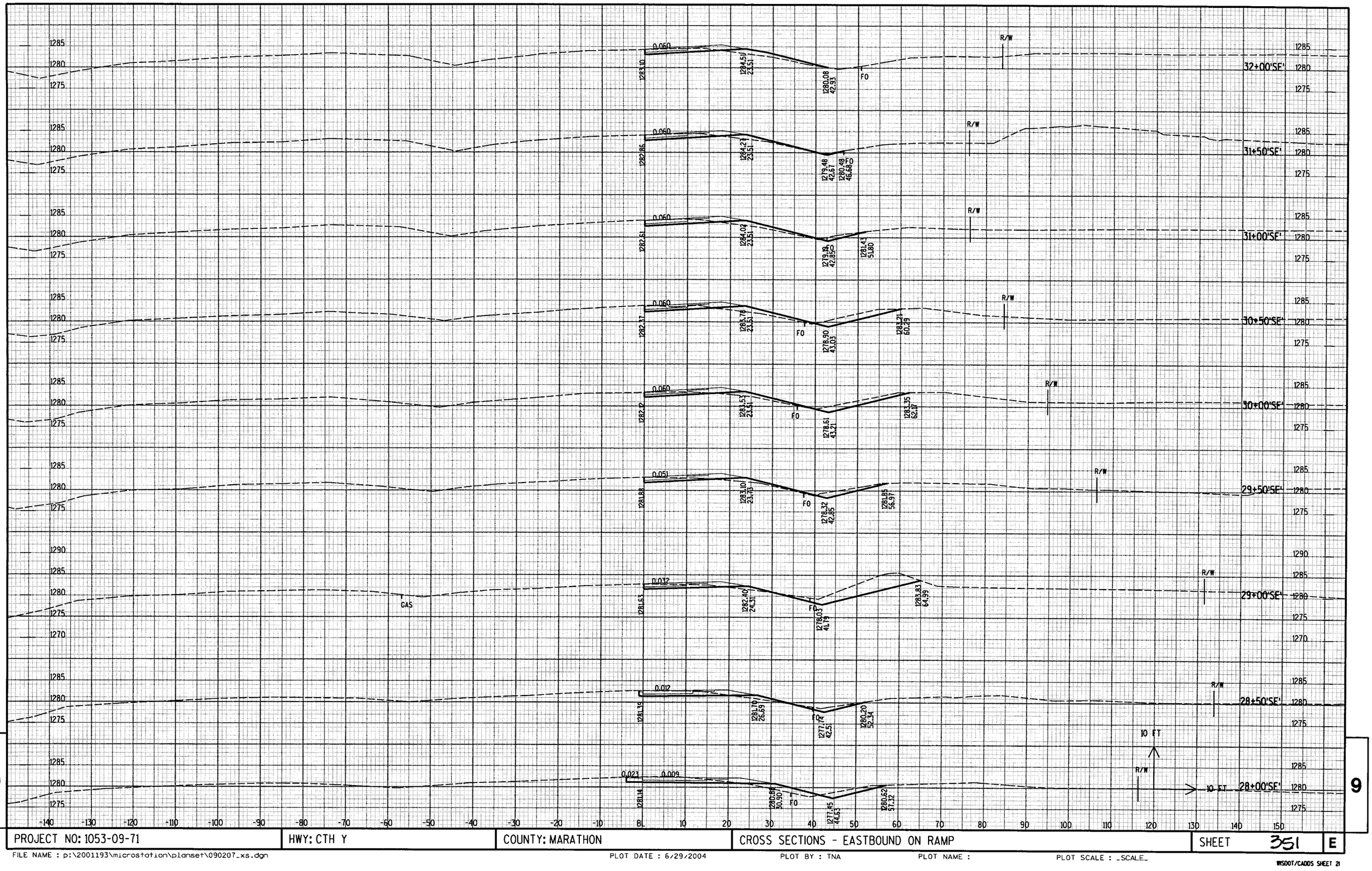
| PROJECT NO: 1053-09-71 | HWY: CTH Y | COUNTY: MARATHON | CROSS SECTIONS - EASTBOUND ON RAMP | SHEET 350 | E |
|---|---|---|---|---|---|

FILE NAME : p:\2001193\microstation\planset\090207_xs.dgn PLOT DATE : 6/29/2004 PLOT BY : TNA PLOT NAME : PLOT SCALE : _SCALE_

WISDOT/CADDS SHEET 21

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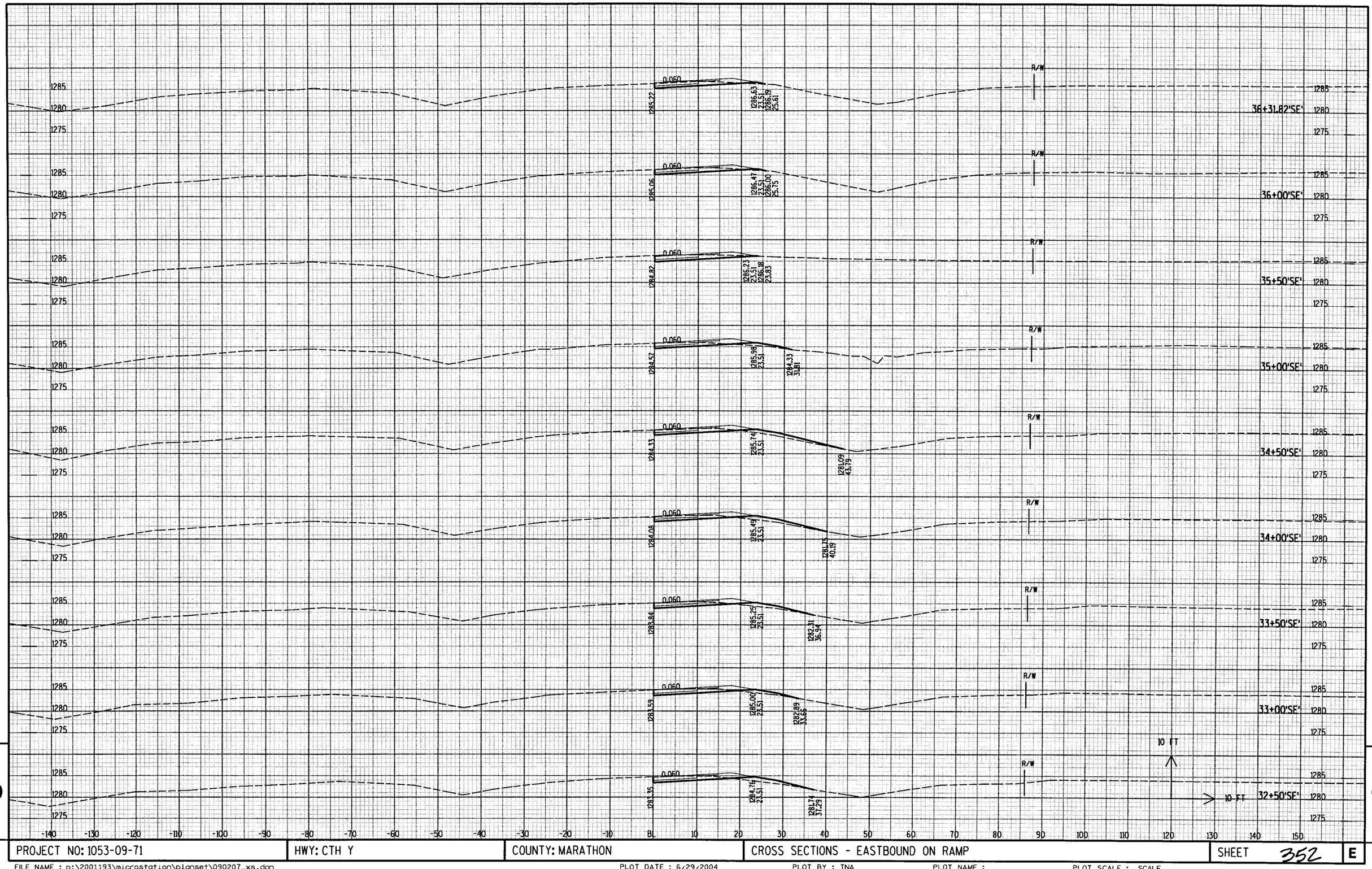
| PROJECT NO: 1053-09-71 | HWY: CTH Y | COUNTY: MARATHON | CROSS SECTIONS - EASTBOUND ON RAMP | SHEET 351 | E |
|---|---|---|---|---|---|

FILE NAME : p:\2001193\microstation\planset\090207_xs.dgn PLOT DATE : 6/29/2004 PLOT BY : TNA PLOT NAME : PLOT SCALE : _SCALE_

WSDOT/CADDS SHEET 21

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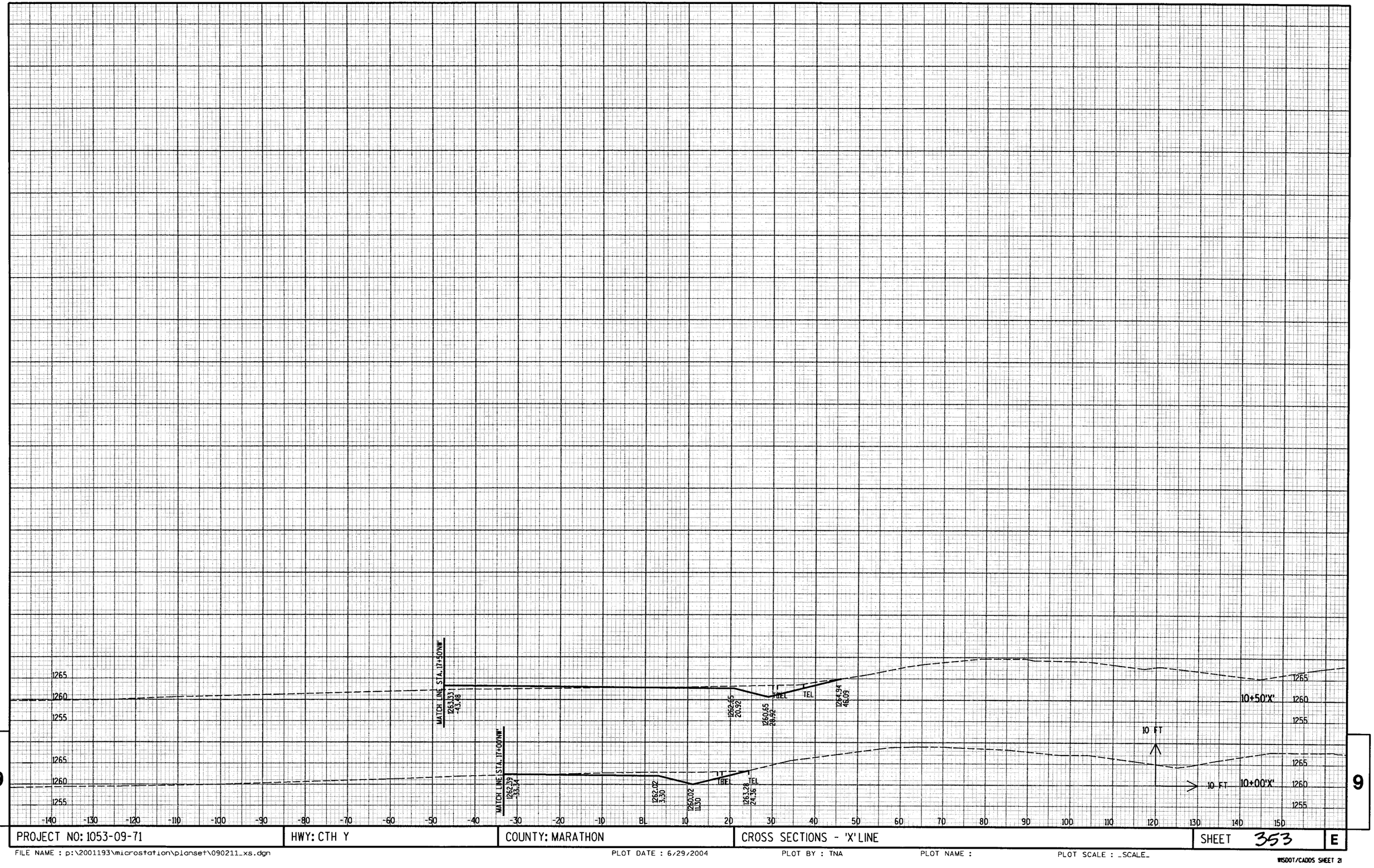
| PROJECT NO: 1053-09-71 | HWY: CTH Y | COUNTY: MARATHON | CROSS SECTIONS - EASTBOUND ON RAMP | SHEET 352 | E |
|---|---|---|---|---|---|

FILE NAME : p:\2001193\microstation\planset\090207_xs.dgn PLOT DATE : 6/29/2004 PLOT BY : TNA PLOT NAME : PLOT SCALE : _SCALE_

WSDOT/CADDS SHEET 21

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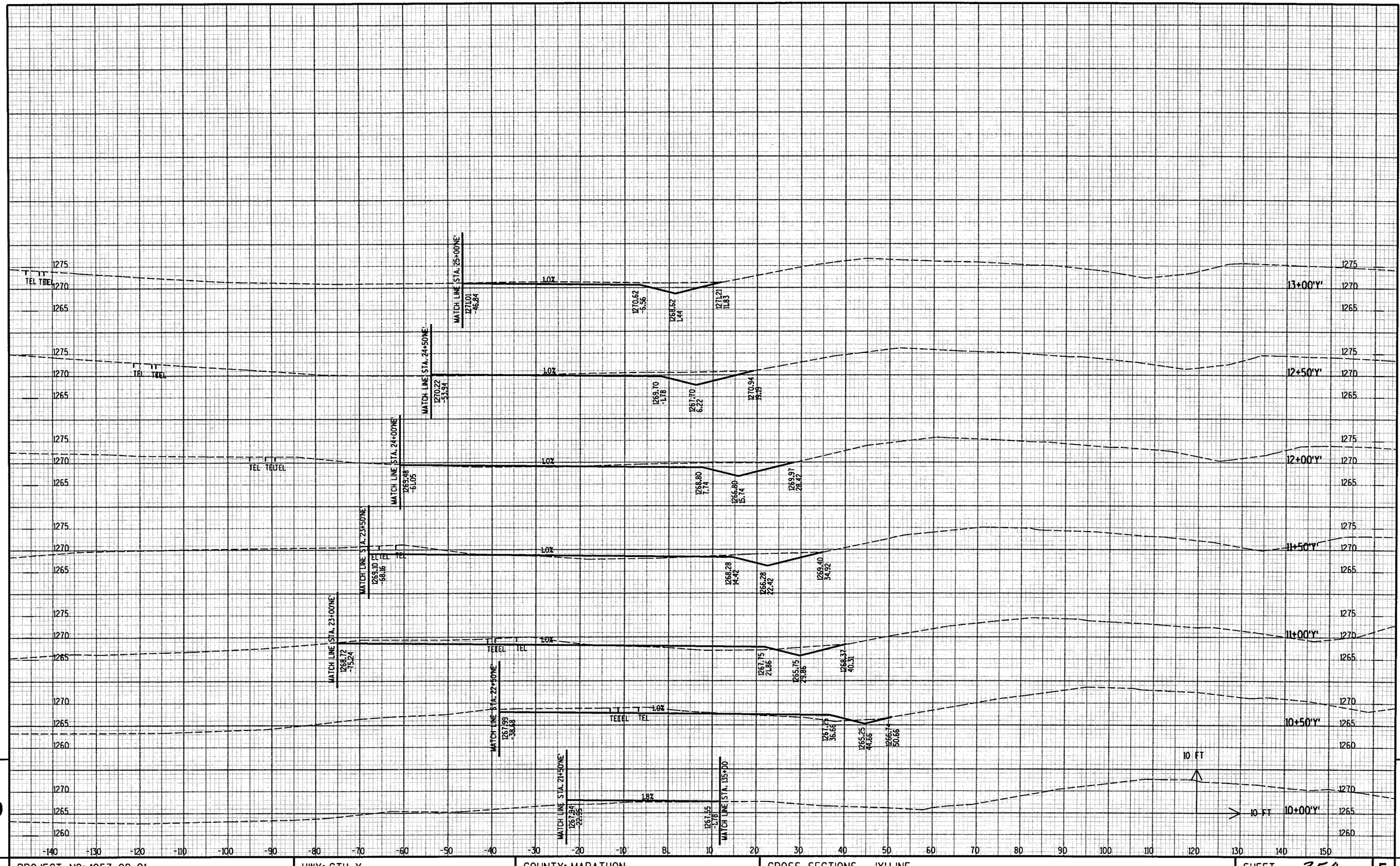
| PROJECT NO: 1053-09-71 | HWY: CTH Y | COUNTY: MARATHON | CROSS SECTIONS - 'X' LINE | SHEET 353 | E |
|---|---|---|---|---|---|

FILE NAME : p:\2001193\microstation\planset\090211_xs.dgn PLOT DATE : 6/29/2004 PLOT BY : TNA PLOT NAME : PLOT SCALE : _SCALE_

WSDOT/CADDS SHEET 21

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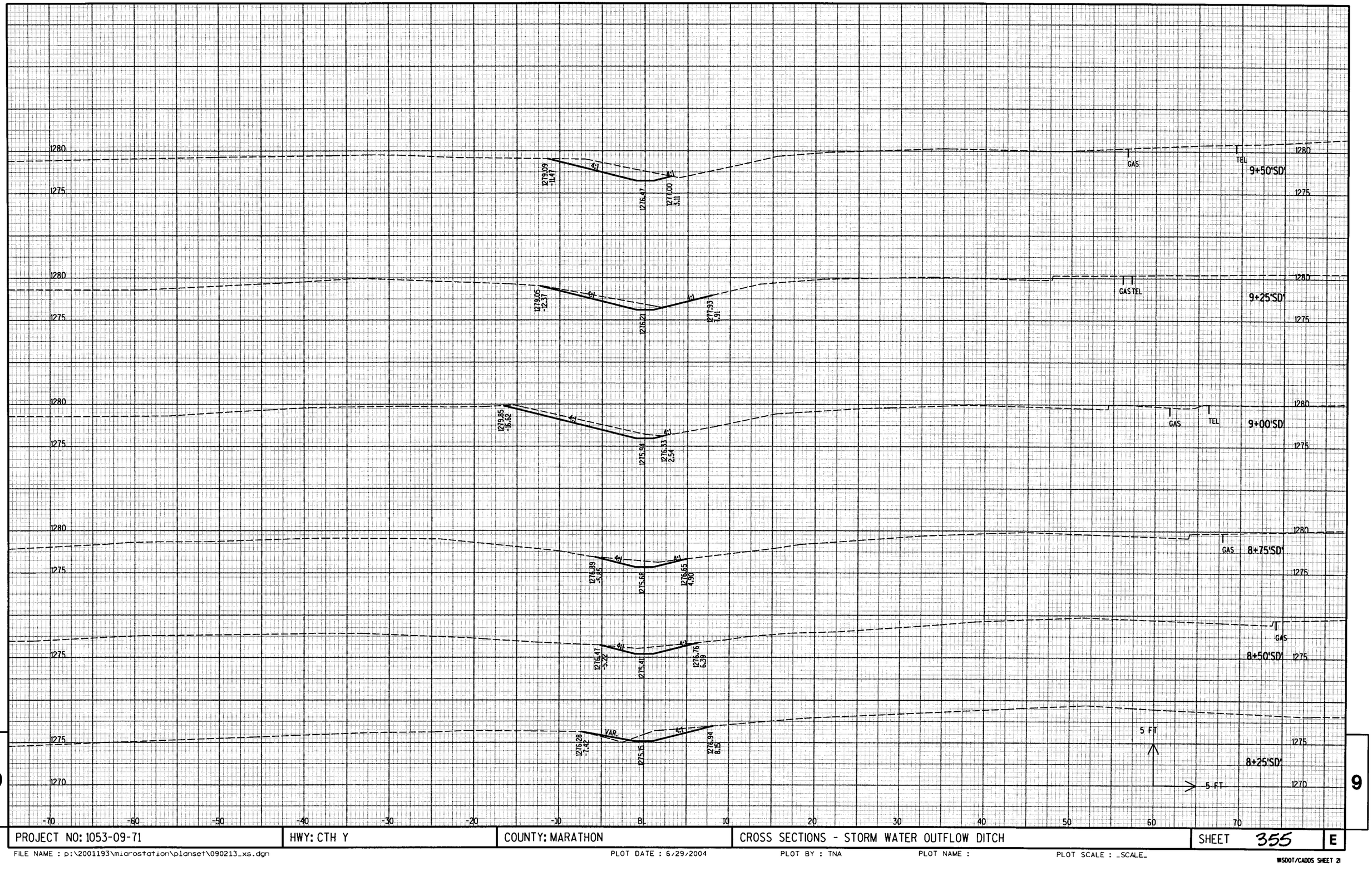
| PROJECT NO: 1053-09-01 | HWY: CTH Y | COUNTY: MARATHON | CROSS SECTIONS - 'Y'LINE | SHEET 354 | E |
|---|---|---|---|---|---|

FILE NAME : p:\2001193\microstation\planset\090212_xs.dgn PLOT DATE : 6/29/2004 PLOT BY : TNA PLOT NAME : _____ PLOT SCALE : _SCALE_

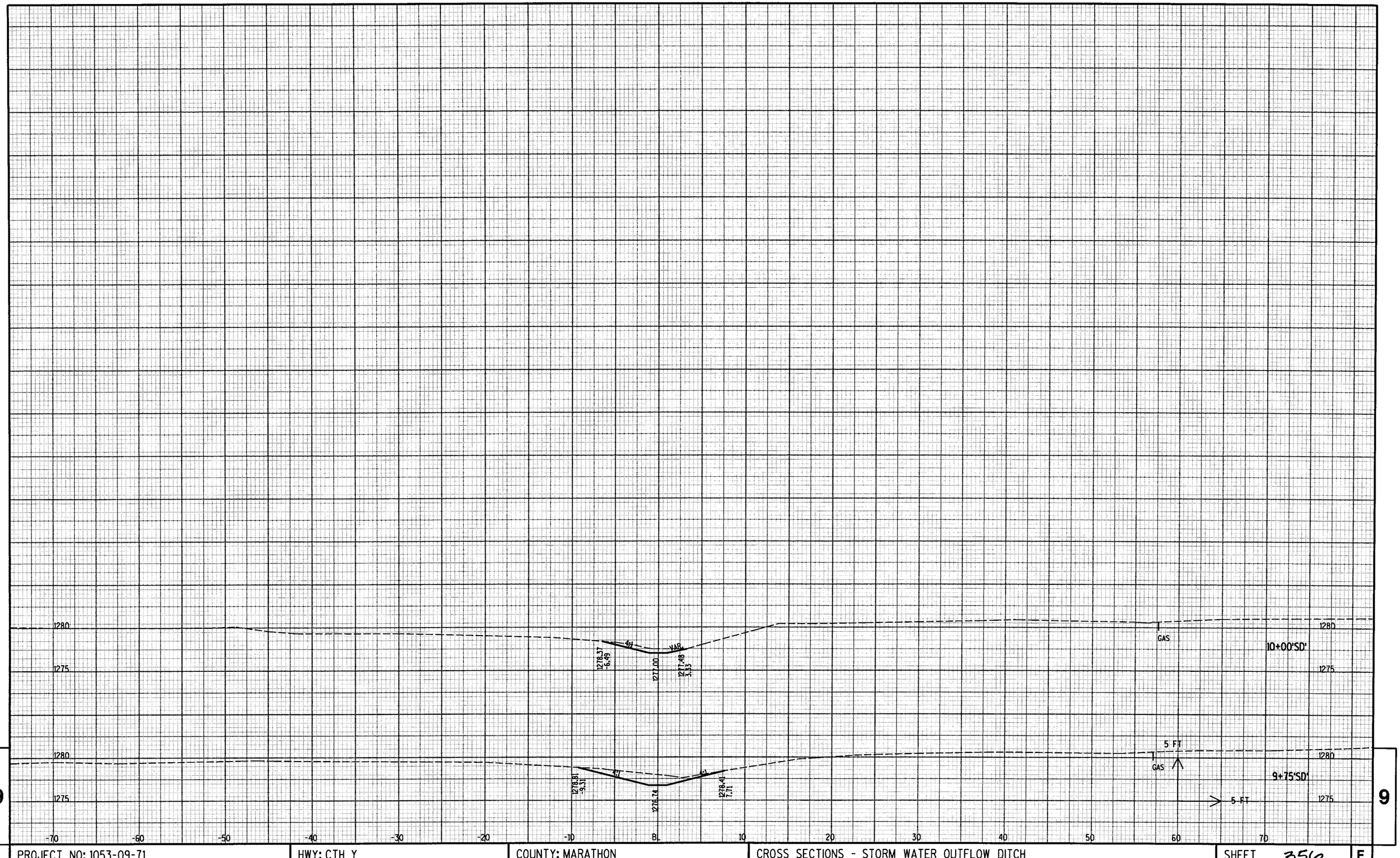
WSDOT/CADDS SHEET 21




| PROJECT NO: 1053-09-71 | HWY: CTH Y | COUNTY: MARATHON | CROSS SECTIONS - STORM WATER OUTFLOW DITCH | SHEET 355 | E |
|---|---|---|---|---|---|

FILE NAME : p:\2001193\microstation\planset\090213_xs.dgn PLOT DATE : 6/29/2004 PLOT BY : TNA PLOT NAME : PLOT SCALE : _SCALE_

WSDOT/CADDS SHEET 21

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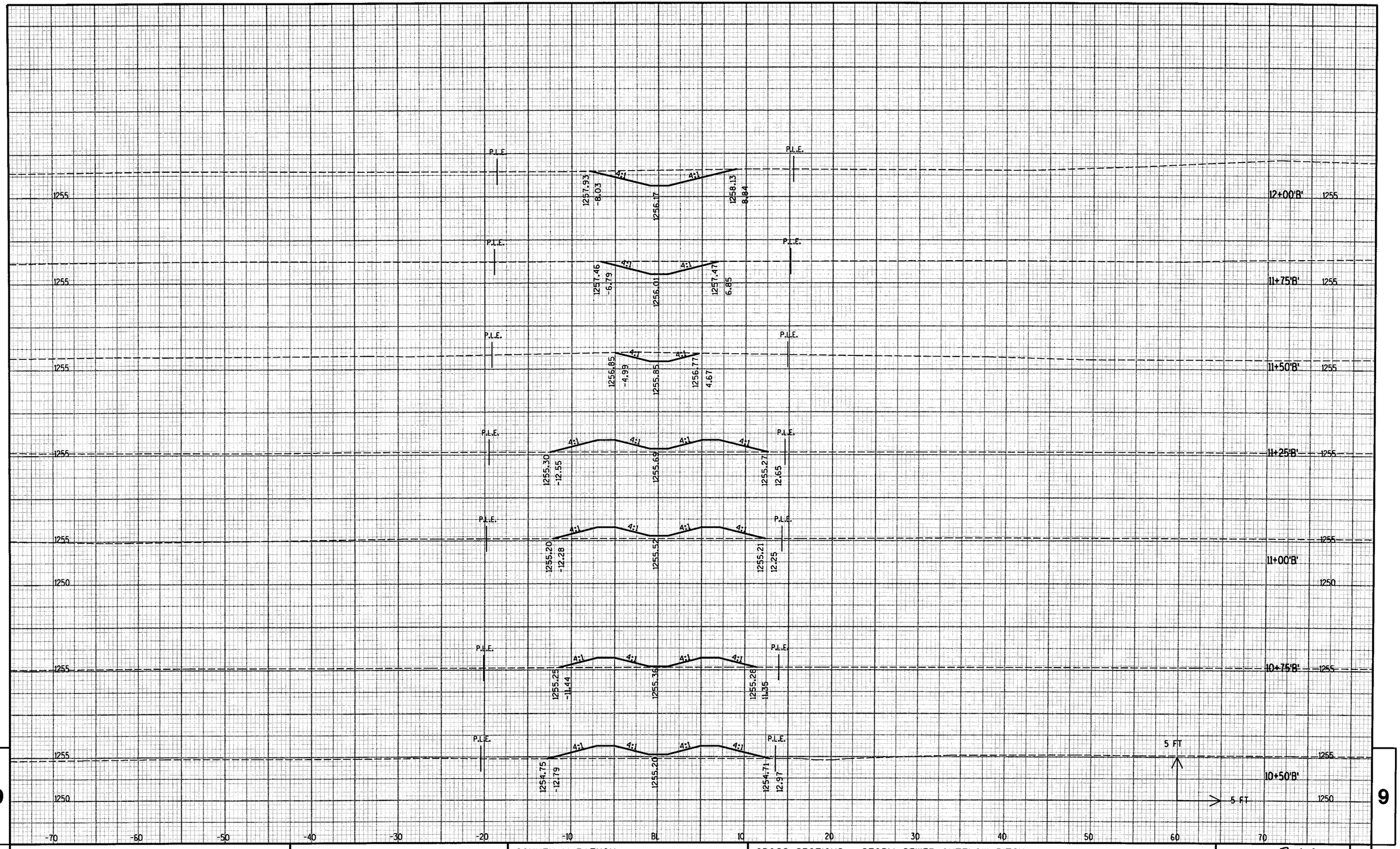
| PROJECT NO: 1053-09-71 | HWY: CTH Y | COUNTY: MARATHON | CROSS SECTIONS - STORM WATER OUTFLOW DITCH | SHEET 356 | E |
|---|---|---|---|---|---|

FILE NAME : p:\2001193\microstation\planset\090213_xs.dgn PLOT DATE : 6/29/2004 PLOT BY : TNA PLOT NAME : PLOT SCALE : _SCALE_

WSDOT/CADDS SHEET 21

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| PROJECT NO: 1053-09-71 | HWY: CTH Y | COUNTY: MARATHON | CROSS SECTIONS - STORM SEWER OUTFLOW DITCH | SHEET 357 | E |
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FILE NAME : P:\2001193\Microstation\Planset\090214_xs.DGN PLOT DATE : 6/29/2004 PLOT BY : TNA PLOT NAME : PLOT SCALE : _SCALE_

WISDOT/CADDS SHEET 21