MAD FEB 13

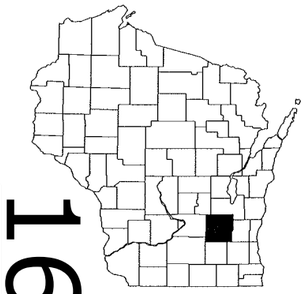
PROJECT ID: 1390-04-96
WITH: N/A

COUNTY: DODGE

ORDER OF SHEETS


| | | |
|---|---|---|
| Section No. | 1 | Title |
| Section No. | 2 | Typical Sections and Details |
| Section No. | 3 | Estimate of Quantities |
| Section No. | 3 | Miscellaneous Quantities |
| Section No. | 4 | Right of Way Plat |
| Section No. | 5 | Plan and Profile |
| Section No. | 6 | Standard Detail Drawings |
| ~~Section No.~~ | ~~7~~ | ~~Sign Plates~~ |
| Section No. | 8 | Structure Plans |
| Section No. | 9 | Computer Earthwork Data |
| Section No. | 9 | Cross Sections |


TOTAL SHEETS = 164



16

N

DESIGN DESIGNATION

| | | |
|---|---|---|
| A.A.D.T. 2015 | = | 4,700 |
| A.A.D.T. 2035 | = | 5,900 |
| D.H.V. | = | 770 VPH |
| D.D. | = | 62/38 |
| T. | = | 12% |
| DESIGN SPEED | = | 60 MPH |
| ESALS | = | 1,423,500 |

CONVENTIONAL SYMBOLS

PLAN

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

PROFILE

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

UTILITIES

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

# STATE OF WISCONSIN
# DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

# STH 26 - HARTFORD

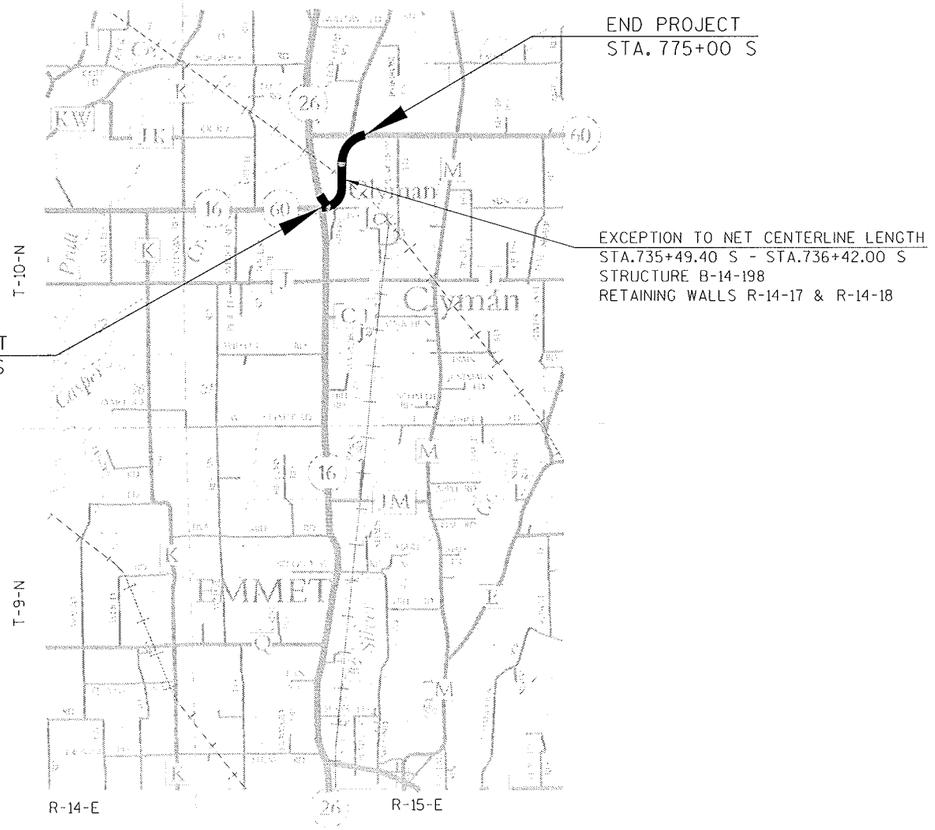
(STH 60 RELOCATION)

## STH 60

## DODGE COUNTY

| STATE PROJECT | FEDERAL PROJECT | |
|---|---|---|
| | PROJECT | CONTRACT |
| 1390-04-96 | ——— | — |
| | | |
| | | |
| | | |

STATE PROJECT NUMBER
**1390-04-96**




END PROJECT
STA. 775+00 S

EXCEPTION TO NET CENTERLINE LENGTH
STA.735+49.40 S - STA.736+42.00 S
STRUCTURE B-14-198
RETAINING WALLS R-14-17 & R-14-18

BEGIN PROJECT
STA. 707+82 S
Y = 676,628.82
X = 874,667.91

LAYOUT
SCALE 0 1 MI.

TOTAL NET LENGTH OF CENTERLINE = 1.255 MI.

COORDINATES ON THIS PLAN ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM (WCCS), DODGE COUNTY.

ORIGINAL PLANS PREPARED BY

OTIE
Onelda Total Integrated Enterprises

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

7-31-12 (Date) Gary Corcoran (Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

| | |
|---|---|
| Surveyor | WISDOT SW REGION |
| Designer | OTIE |
| Project Manager | KARLA KNORR |
| Regional Examiner | |
| Regional Supervisor | KURT JOHNSON |
| C.O. Examiner | JE |

APPROVED FOR THE DEPARTMENT
DATE: 7/16/2012 Kurt A. Johnson (Signature)

E

2

## GENERAL NOTES

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

PIPE AND INLET ELEVATIONS AS SHOWN ON THE PLANS MAY BE ADJUSTED BY THE ENGINEER.

EROSION CONTROL/STORM SEWER ITEMS SHOWN ARE AT SUGGESTED LOCATIONS. ALL EROSION CONTROL MEASURES SHALL BE MAINTAINED UNTIL SUCH TIME AS THE ENGINEER DETERMINES THE MEASURE IS NO LONGER NECESSARY.

EROSION CONTROL DEVICES SHALL BE PLACED IN SEQUENCE WITH CONSTRUCTION OPERATIONS OR AS DETERMINED BY THE ENGINEER.

THE LOCATIONS OF EXISTING UTILITY INSTALLATIONS SHOWN ON THE PLANS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS IN THE AREA THAT ARE NOT SHOWN. THE CONTRACTOR SHALL CALL DIGGERS HOTLINE AND NOTIFY AFFECTED UTILITIES PRIOR TO THE START OF WORK.

SEE SUBSURFACE EXPLORATION REPORTS FOR SOIL BORING INFORMATION. REPORTS ARE AVAILABLE FROM THE WISDOT SOUTHWEST REGION PROJECTS SECTION. CONTACT KARLA KNORR PROJECT MANAGER, PHONE (608) 246-7965.

SEE EXCAVATION SUMMARY FOR EARTHWORK ADJUSTMENT FACTORS. EXCAVATION BELOW SUBGRADE (EBS) SHOWN ON THE PLANS IS ESTIMATED AND MAY VARY AS DIRECTED BY THE ENGINEER.

ALL OPENINGS OF HOLES BELOW SUBGRADE RESULTING FROM REMOVALS OR ABANDONMENTS SHALL BE BACKFILLED WITH GRANULAR MATERIAL. GRANULAR MATERIAL IS INCIDENTAL TO THE REMOVAL ITEM.

WHEN THE QUANTITY OF ITEMS OF BASE OR SURFACE COURSE IS MEASURED FOR PAYMENT BY THE TON, THE THICKNESS OF THE COURSE SHOWN ON THE PLANS IS APPROXIMATE, AND THE ACTUAL THICKNESS WILL DEPEND ON THE DISTRIBUTION OF THE MATERIAL AS DIRECTED BY THE ENGINEER.

THE EXACT LOCATION OF PRIVATE ENTRANCES AND DRIVEWAYS IS TO BE DETERMINED IN THE FIELD BY THE ENGINEER.

RESTORATION OF EXPOSED SLOPES AND DITCHES SHALL TAKE PLACE NOT MORE THAN 7 DAYS AFTER FINISHED GRADING IS COMPLETE.

QUANTITIES FOR EXCAVATION COMMON INCLUDE REMOVAL OF EXISTING ASPHALT AND BASE COURSE TO THE PROPOSED SUBGRADE.

EXISTING TOPOGRAPHY AND BASE MAPS ARE BASED ON FLOWN AERIAL PHOTOGRAPHY AND MAY NOT BE CURRENT. ADJUSTMENTS TO THE PLAN MAY BE REQUIRED TO FIT FIELD CONDITIONS.

## UTILITIES

FRONTIER - COMMUNICATION LINE
WALTER WRIGHT
100 COMMUNICATIONS DRIVE
SUN PRAIRIE, WI 53590
(608) 837-1494
Walter.p.wright@ftr.com

WE-ENERGIES - ELECTRICITY/GAS/PETROLEUM
DAN SANDE
333 W EVERETT STREET *A279
MILWAUKEE, WI 53203
(414) 221-4578
Dan.sande@we-energies.com

## DNR LIAISON

WIS DNR
3911 FISH HATCHERY ROAD
FITCHBURG, WI 53711-5397
MR. ERIC HEGGELAND
(608) 275-3301

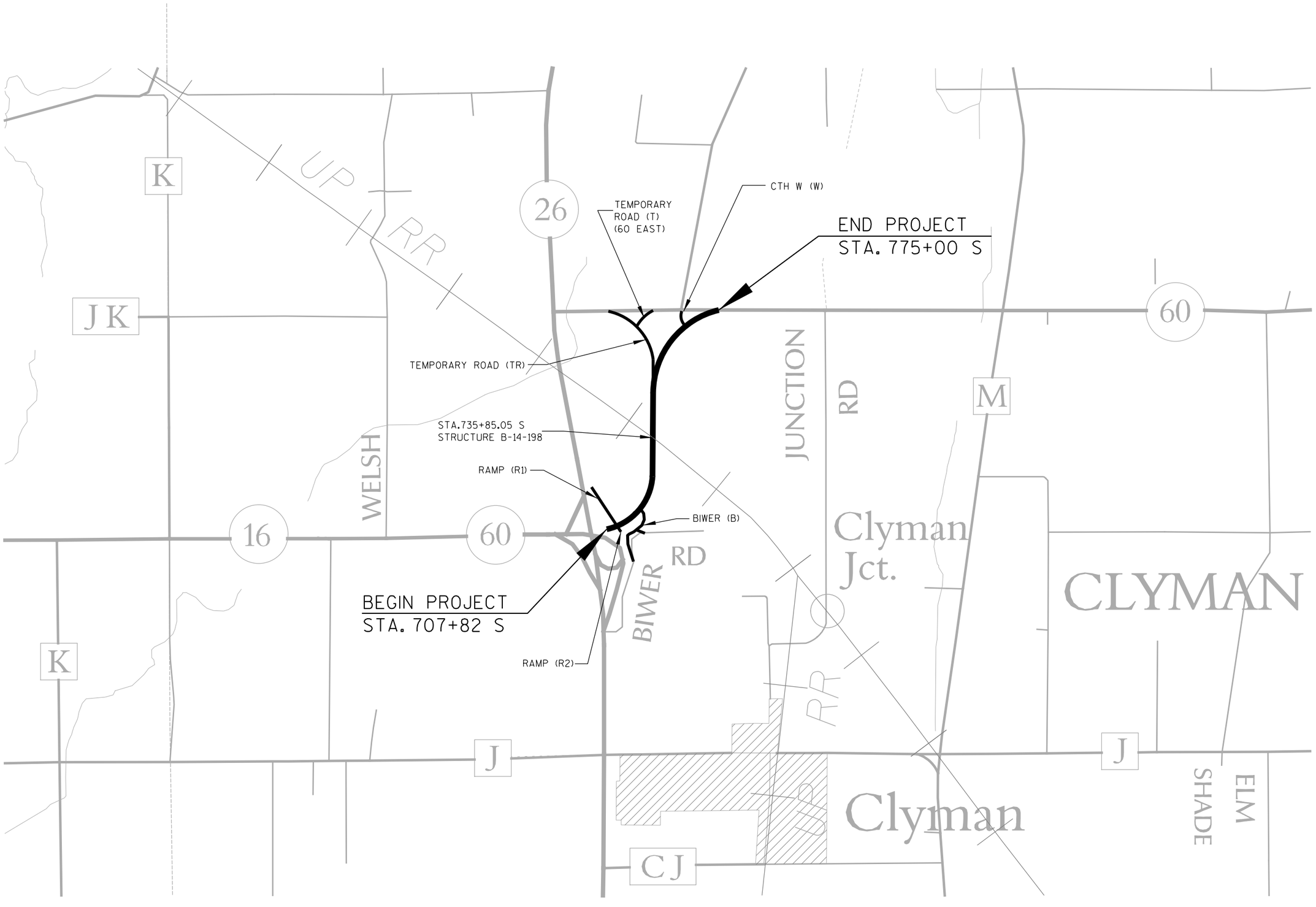
## RAILROADS

UNION PACIFIC RAILROAD COMPANY
301 WEST LAKE STREET, ROOM 103
NORTHLAKE, IL 60164
MR. JOHN VENICE
MANAGER OF SPECIAL PROJECTS - INDUSTRY AND PUBLIC PROJECTS
(708) 649-5210
JNVENICE@UP.COM

DIGGERS HOTLINE

**Call 811 3 Work Days Before You Dig**
**or Toll Free (800) 242-8511**
**Hearing Impaired TDD (800) 542-2289**
**www.DiggersHotline.com**

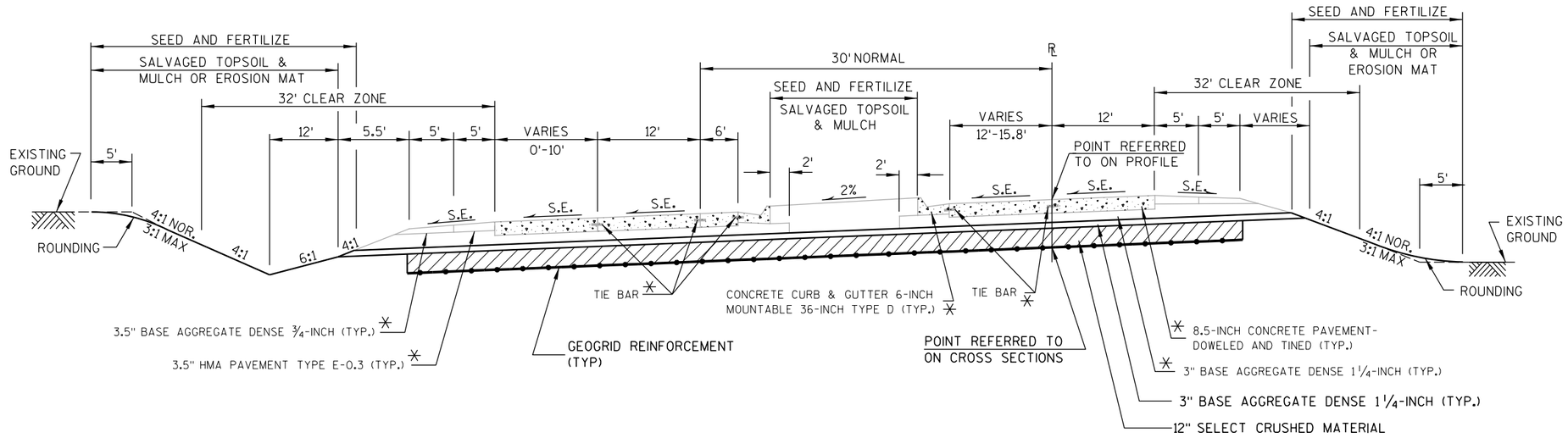
| PROJECT NO:1390-04-96 | HWY:STH 60 | COUNTY:DODGE | GENERAL NOTES | SHEET 2 | E |
|---|---|---|---|---|---|




| PROJECT NO:1390-04-96 | HWY:STH 60 | COUNTY:DODGE | PROJECT OVERVIEW | SHEET 3 | E |
|---|---|---|---|---|---|

FILE NAME : P:\2011070 - STH 26 CADD WO#7\MicroStation\Planset\d1_13900496\020201_po.dgn PLOT DATE : 7/10/2012 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : 194.7059 sf / in.

WISDOT/CADDS SHEET 42

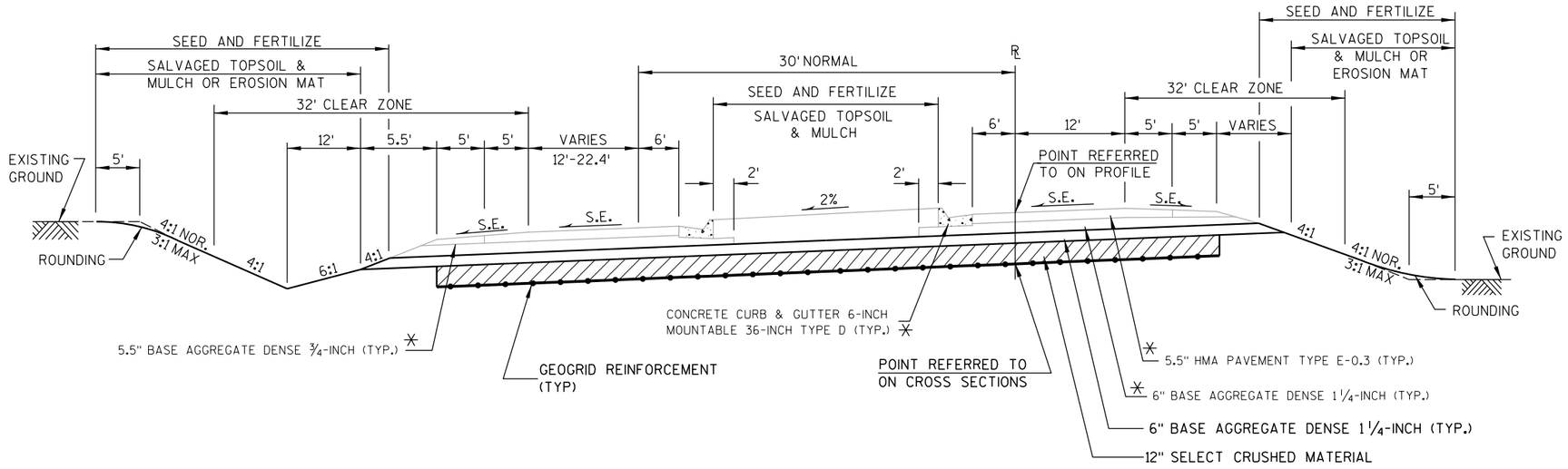



**TYPICAL FINISHED SECTION**

STH 60
STA. 707+82 S - STA. 710+57 S

* NOT PART OF THIS CONTRACT
FOR INFORMATION ONLY

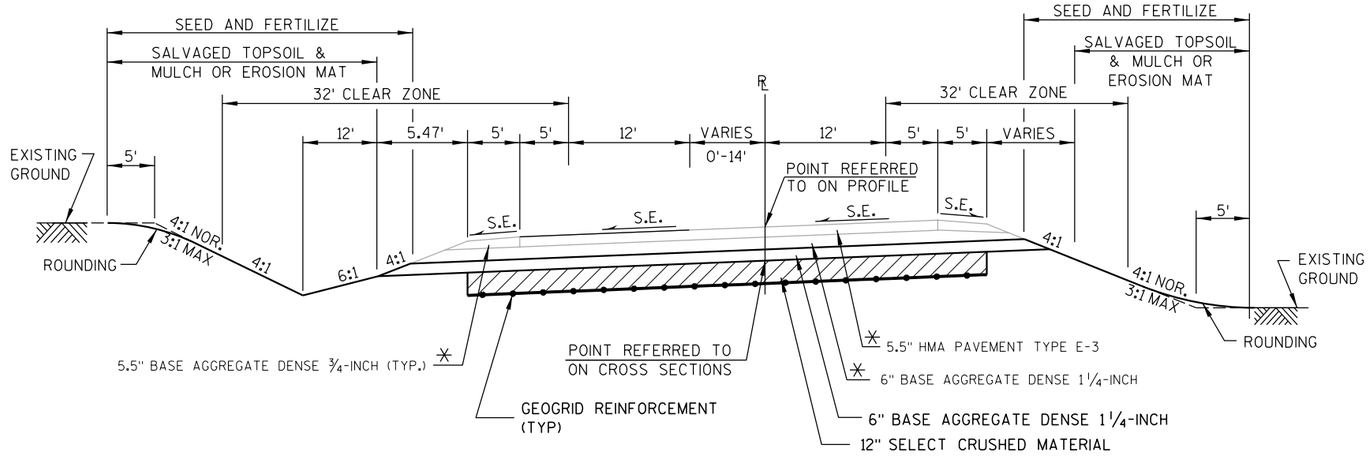
NOTE:
SUPERELEVATION TABLES ARE
ON ALIGNMENT LAYOUT SHEETS




**TYPICAL FINISHED SECTION**

STH 60
STA. 710+57 S - STA. 713+81 S

| PROJECT NO: 1390-04-96 | HWY: STH 60 | COUNTY: DODGE | TYPICAL SECTIONS | SHEET 4 | E |
|---|---|---|---|---|---|

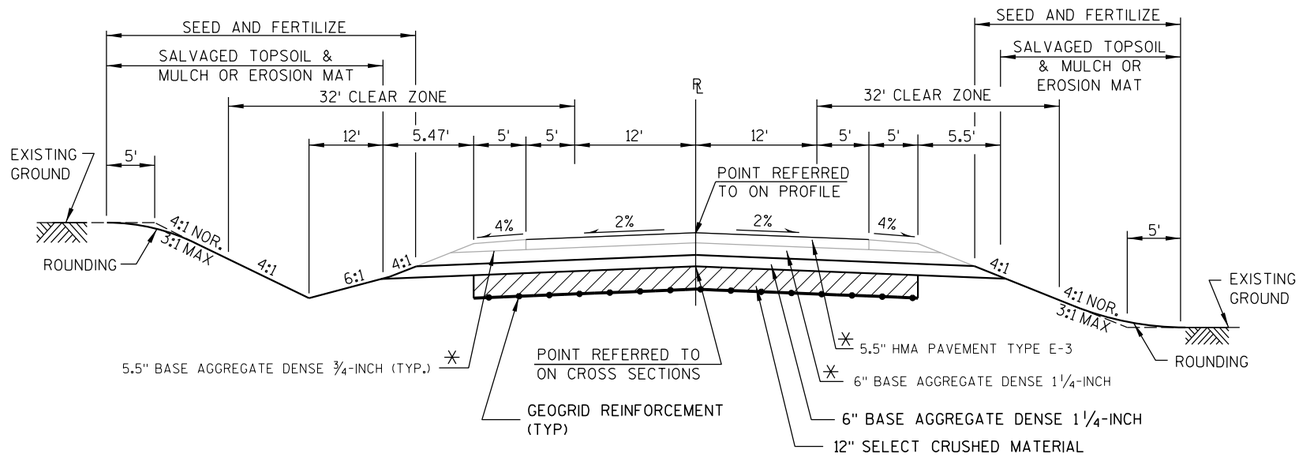



**TYPICAL FINISHED SECTION**

STH 60
STA. 713+81 S - STA. 717+47 S

NOTE:
SUPERELEVATION TABLES ARE
ON ALIGNMENT LAYOUT SHEETS

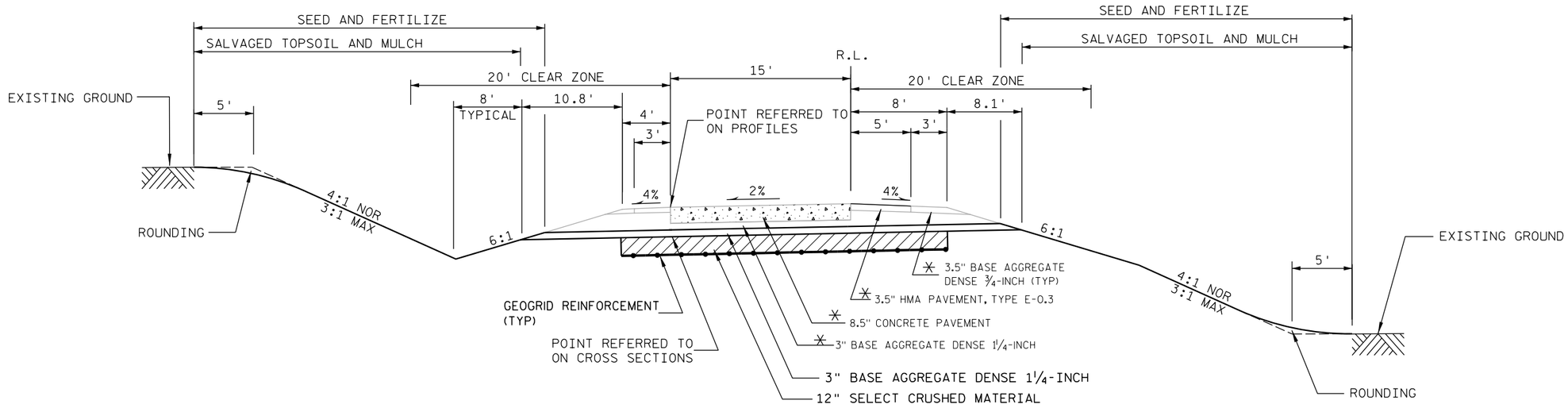
* NOT PART OF THIS CONTRACT
FOR INFORMATION ONLY




**TYPICAL FINISHED SECTION**

STH 60
STA. 717+47 S - STA. 735+49.40 S
STA. 736+42 S - STA. 775+00 S
(SEE SUPERELEVATION TABLES)

| PROJECT NO: 1390-04-96 | HWY: STH 60 | COUNTY: DODGE | TYPICAL SECTIONS | SHEET 5 | E |
|---|---|---|---|---|---|

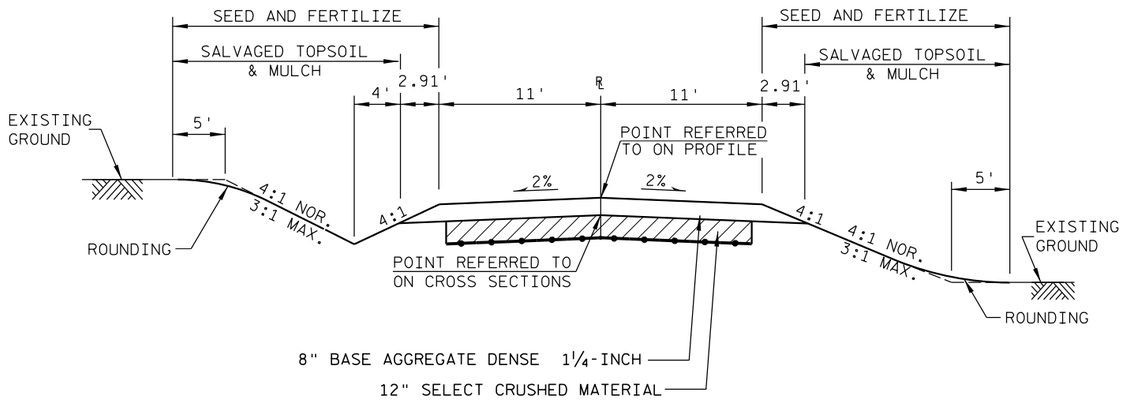



**TYPICAL FINISHED SECTION**

STH 26 RAMPS
STA.1294+23.95 R2 - STA.1294+88.00 R2
STA.1294+88.00 R1 - STA.1316+75.98 R1 (SEE SUPERELEVATION TABLE)

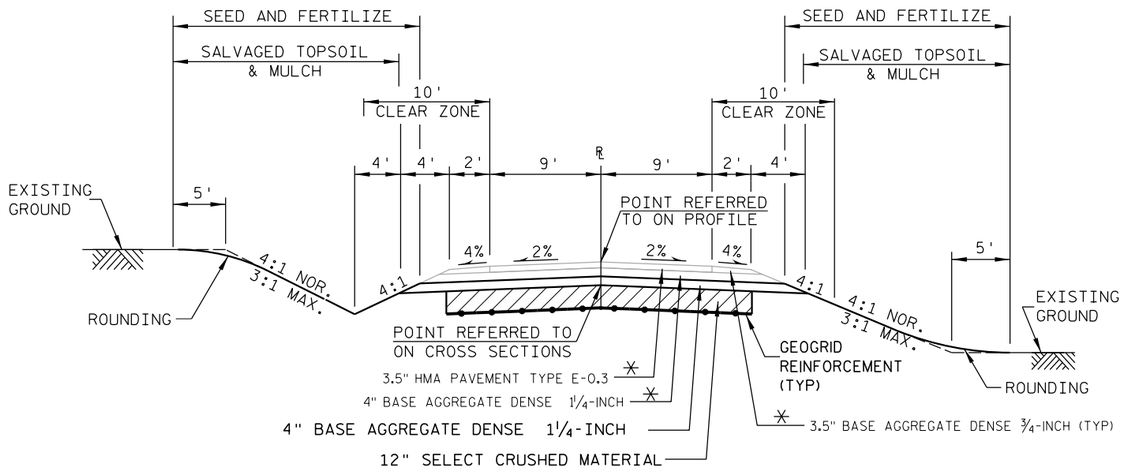
* NOT PART OF THIS CONTRACT
FOR INFORMATION ONLY

NOTE:
SUPERELEVATION TABLES ARE
ON ALIGNMENT LAYOUT SHEETS




**TYPICAL FINISHED SECTION**

BIWER ROAD
STA. 25+00 B - STA. 33+59.50 B
(SEE SUPERELEVATION TABLES)

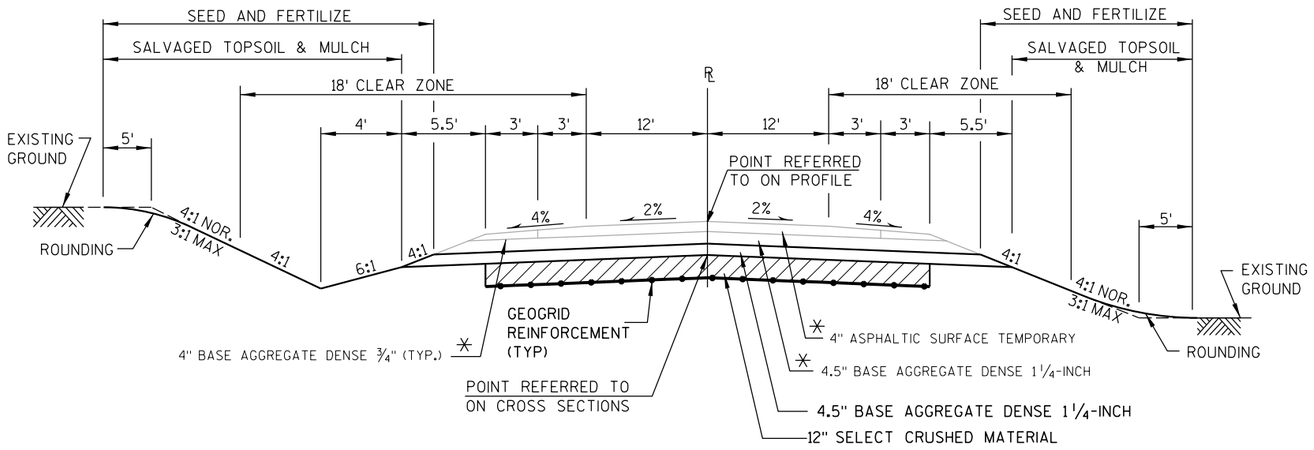



**TYPICAL FINISHED SECTION**

BIWER ROAD
STA. 33+59.50 B - STA. 40+50 B
(SEE SUPERELEVATION TABLES)

| PROJECT NO:1390-04-96 | HWY:STH 60 | COUNTY:DODGE | TYPICAL SECTIONS | SHEET 6 | E |
|---|---|---|---|---|---|

2



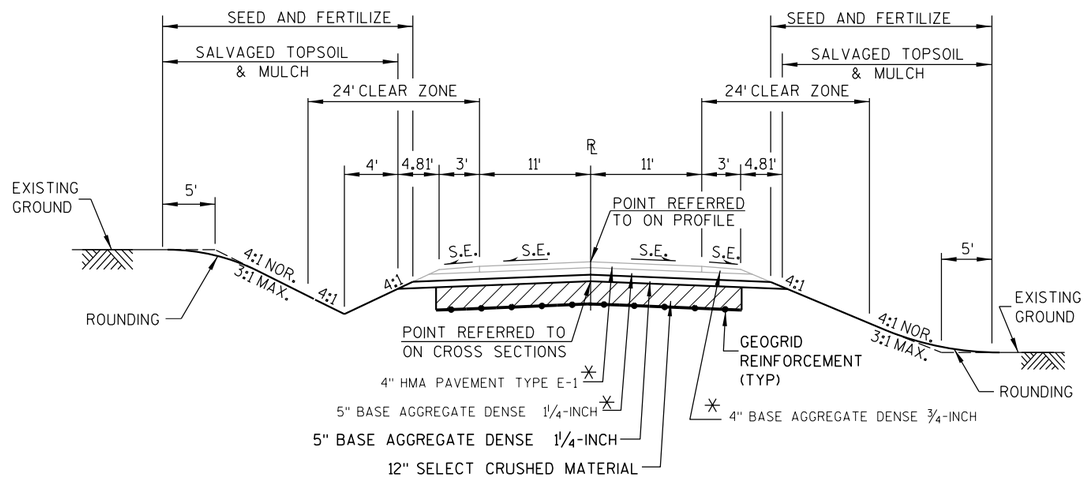

**TYPICAL FINISHED SECTION**

TEMPORARY ROAD

STA. 10+00 TR - STA. 35+00 TR (SEE SUPERELEVATION TABLES)
STA. 0+00 T - STA. 6+69 T

NOTE:
SUPERELEVATION TABLES ARE ON ALIGNMENT LAYOUT SHEETS

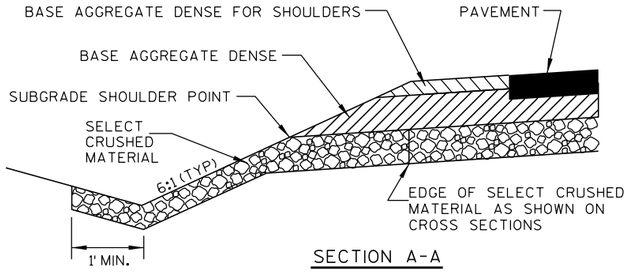
⁎ NOT PART OF THIS CONTRACT
FOR INFORMATION ONLY



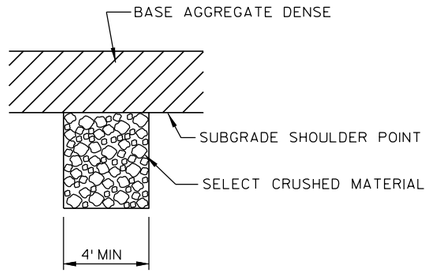

**TYPICAL FINISHED SECTION**

CTH W
STA. 10+00 W - STA. 14+20 W

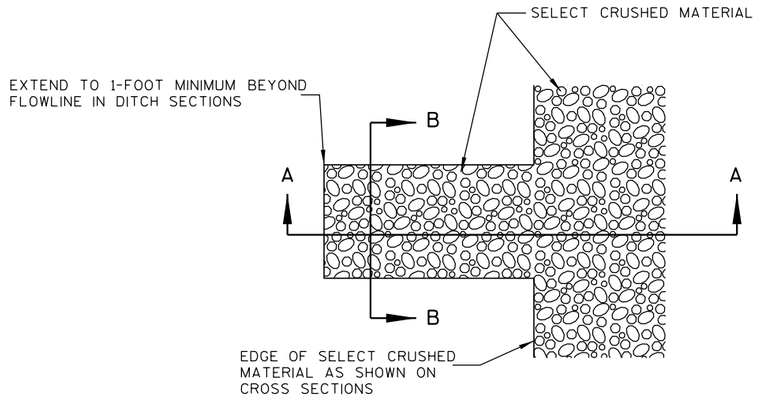
| PROJECT NO: 1390-04-96 | HWY: STH 60 | COUNTY: DODGE | TYPICAL SECTIONS | SHEET 7 | E |
|---|---|---|---|---|---|




SECTION A-A




SECTION B-B

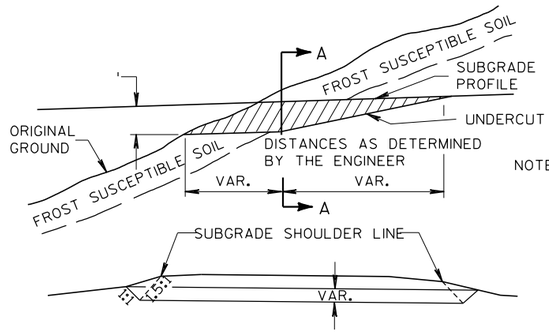



## DETAIL FOR FRENCH DRAINS

DRAINS ARE TO BE CONSTRUCTED AT LEAST EVERY 250'
CONSTRUCT A MINIMUM OF 2 AT EACH SAG VERTICLE
CURVE IN THE PROFILE.

(LOCATIONS TO BE DETERMINED IN THE FIELD BY THE ENGINEER)

EXCAVATION REQUIRED TO CONSTRUCT FRENCH DRAINS SHALL
BE CONSIDERED INCIDENTAL TO THE ITEM SELECT CRUSHED MATERIAL.




SECTION A-A

CROSS SECTION SHOWING UNDERCUT

NOTE: EXACT LOCATIONS AND EXTENT OF EBS SECTIONS TO BE DETERMINED BY THE ENGINEER IN THE FIELD.

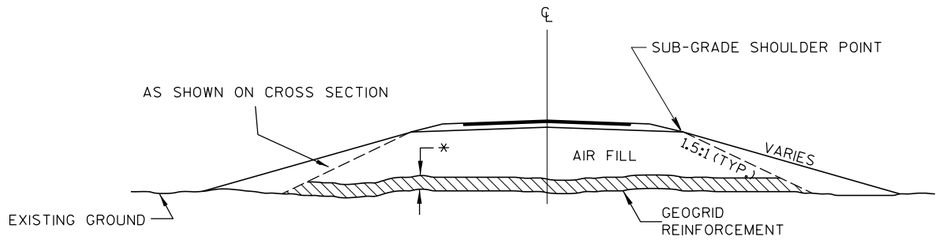
EBS AREA TO BE BACKFILLED WITH MATERIAL ACCEPTABLE TO THE ENGINEER

BACKFILL MUST BE HOMOGENEOUS WITH ADJOINING FILL MATERIAL.

THE FILL SECTION WITHIN 100' OF THE MOUTH OF THE CUT MUST BE KEPT 2' BELOW SUBGRADE UNTIL EBS IS COMPLETED.

## DETAIL FOR EXCAVATION BELOW SUBGRADE

CUTS TO FILL TRANSITION




SELECT CRUSHED MATERIAL

## SOIL STABILIZATION DETAIL

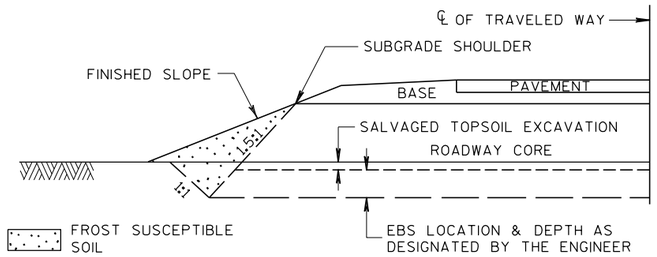
SEE CROSS SECTIONS

* 1' SELECT CRUSHED MATERIAL
STA. 708+00 S - STA. 735+49.40 S
STA. 736+42 S - STA. 758+00 S

* 2' SELECT CRUSHED MATERIAL
STA. 764+00 S - STA. 775+00 S

RAMP R1 UNDISTRIBUTED (LOCATION TO BE DETERMINED BY THE ENGINEER)

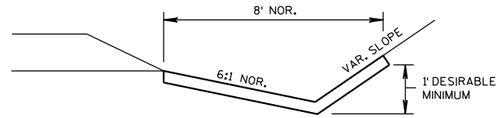
NOTE: STRIP TOPSOIL FOR SIDE SLOPES IN AREAS LISTED ABOVE




EXCAVATION BELOW EMBANKMENT (EBE)
EXCAVATION BELOW SUBGRADE (EBS)

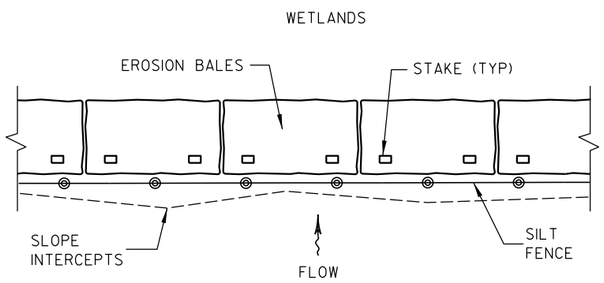
EBE:
PAID FOR AS COMMON EXCAVATION AT LOCATIONS AND DEPTHS AS DETERMINED BY THE ENGINEER.

EBS:
EXCAVATION BELOW SUBGRADE IN CUT SECTIONS IS PAID FOR AS COMMON EXCAVATION AT LOCATIONS AND DEPTHS AS DETERMINED BY THE ENGINEER.

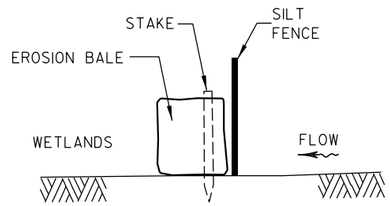



EROSION MAT DETAIL FOR DITCHES

SEE EROSION CONTROL SHEETS FOR LOCATIONS



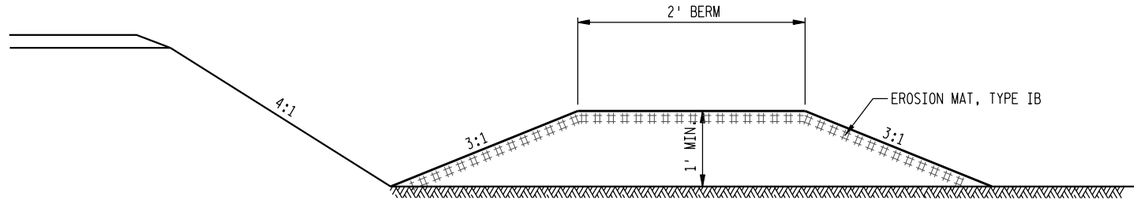

PLAN VIEW




ELEVATION VIEW

EROSION BALE BARRIER IN WETLAND AREA

SEE EROSION CONTROL SHEETS FOR LOCATIONS



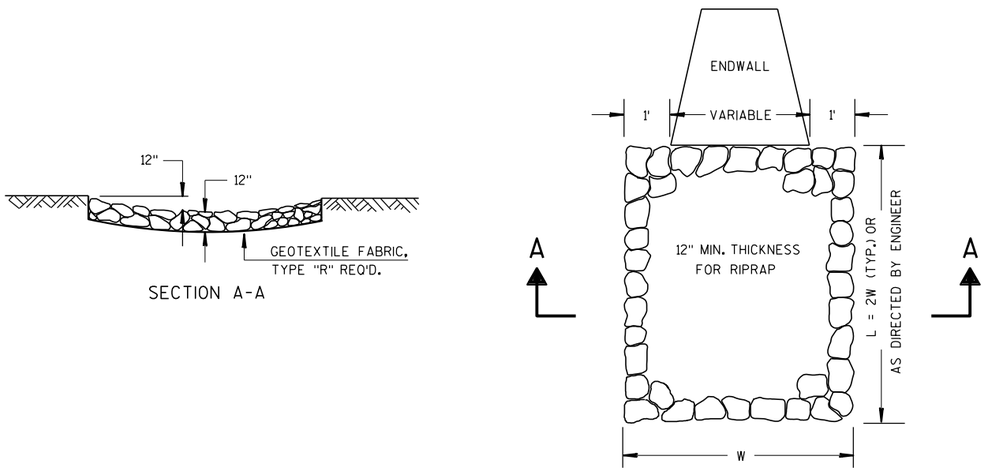

DITCH EARTH BERM DETAIL

SEE CROSS SECTIONS FOR LOCATIONS

# RUNOFF COEFFICIENT TABLE

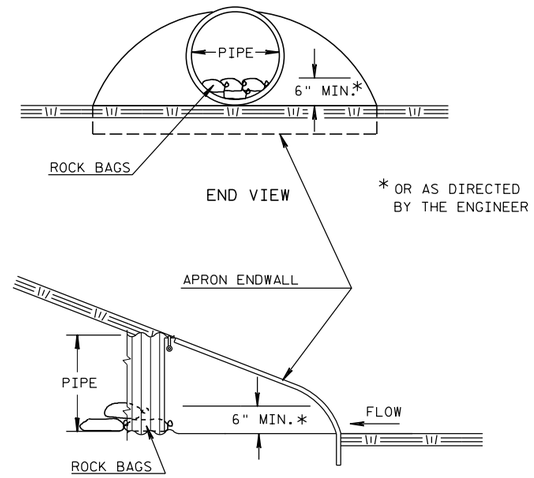
| | HYDROLOGIC SOIL GROUP | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | A | | | B | | | C | | | D | | |
| | SLOPE RANGE (PERCENT) | | | SLOPE RANGE (PERCENT) | | | SLOPE RANGE (PERCENT) | | | SLOPE RANGE (PERCENT) | | |
| LAND USE: | 0-2 | 2-6 | 6 & OVER | 0-2 | 2-6 | 6 & OVER | 0-2 | 2-6 | 6 & OVER | 0-2 | 2-6 | 6 & OVER |
| ROW CROPS | .08<br>.22 | .16<br>.30 | .22<br>.38 | .12<br>.26 | .20<br>.34 | .27<br>.44 | .15<br>.30 | .24<br>.37 | .33<br>.50 | .19<br>.34 | .28<br>.41 | .38<br>.56 |
| MEDIAN STRIP-<br>TURF | .19<br>.24 | .20<br>.26 | .24<br>.30 | .19<br>.25 | .22<br>.28 | .26<br>.33 | .20<br>.26 | .23<br>.30 | .30<br>.37 | .20<br>.27 | .25<br>.32 | .30<br>.40 |
| SIDE SLOPE-<br>TURF | | | .25<br>.32 | | | .27<br>.34 | | | .28<br>.36 | | | .30<br>.38 |
| PAVEMENT: | | | | | | | | | | | | |
| ASPHALT | .70 - .95 | | | | | | | | | | | |
| CONCRETE | .80 - .95 | | | | | | | | | | | |
| BRICK | .70 - .80 | | | | | | | | | | | |
| DRIVES, WALKS | .75 - .85 | | | | | | | | | | | |
| ROOFS | .75 - .95 | | | | | | | | | | | |
| GRAVEL ROADS, SHOULDERS | .40 - .60 | | | | | | | | | | | |

TOTAL PROJECT AREA = 53.70 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 45.04 ACRES




## RIPRAP TREATMENT AT CULVERTS

SEE EROSION CONTROL SHEETS FOR LOCATIONS



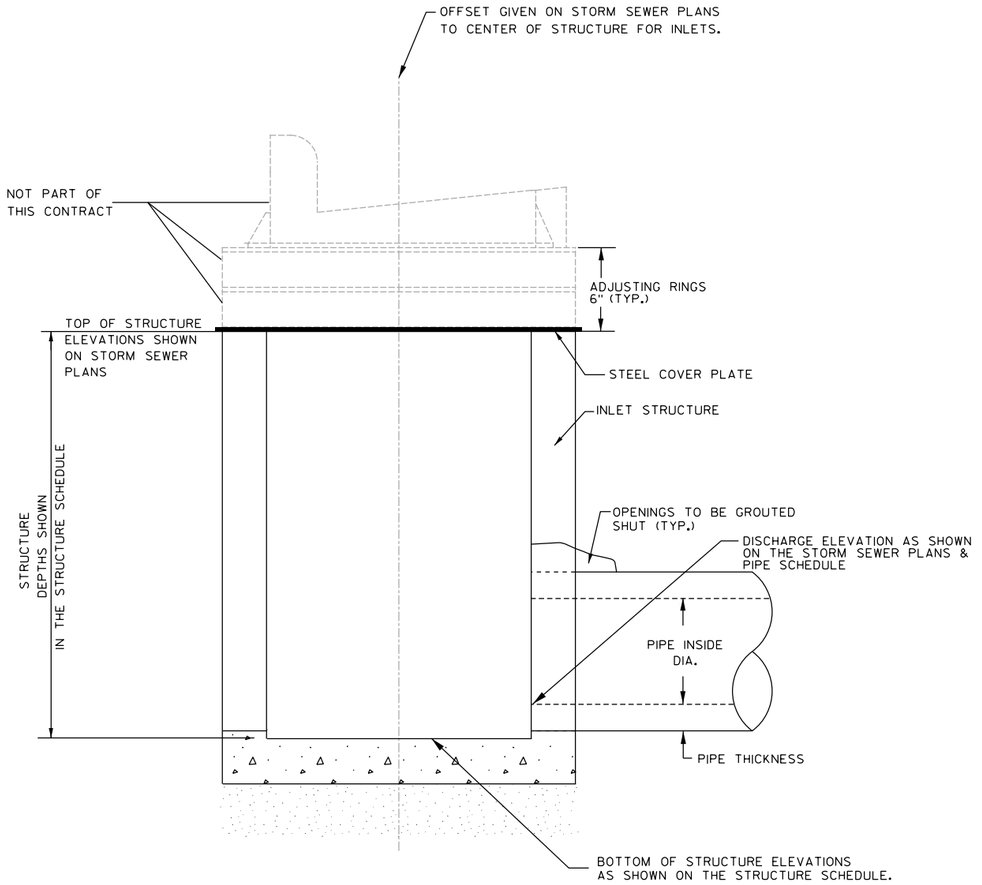

SIDE VIEW

## CULVERT PIPE CHECK

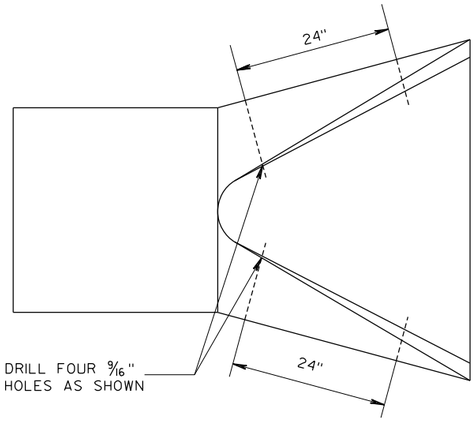
GENERAL NOTES:

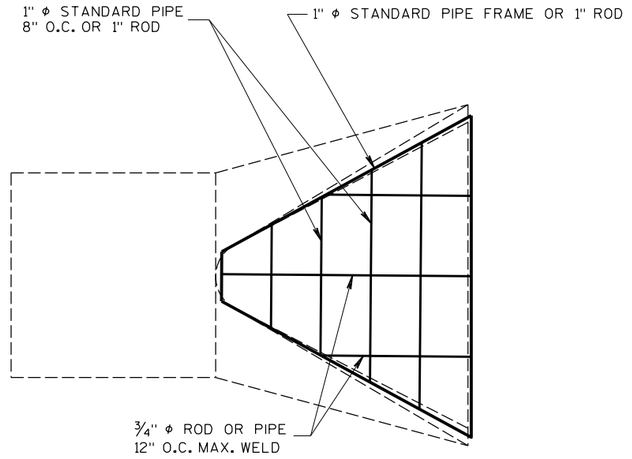
GRANULAR BACKFILL REQUIRED AROUND INLET
(INCIDENTAL TO CONSTRUCTION OF INLET)

DETAILS OF CONSTRUCTION, MATERIALS, AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, APPLICABLE SPECIAL PROVISIONS, AND S.D.D. FOR INLETS 2 X 3-FT.

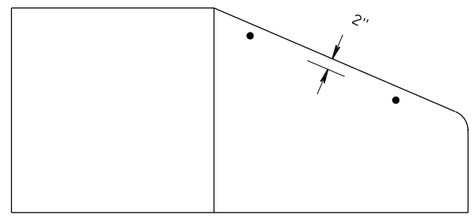


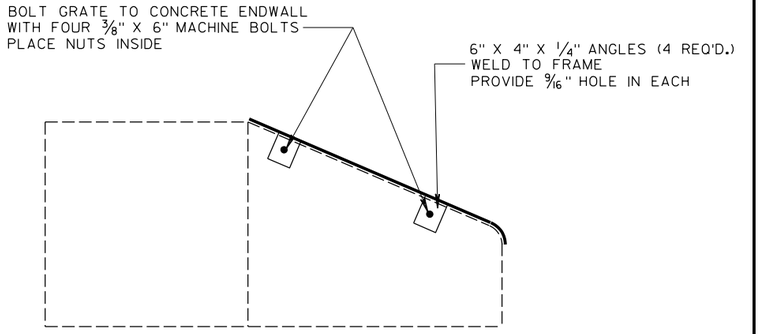

DETAIL OF INLET W/CASTING

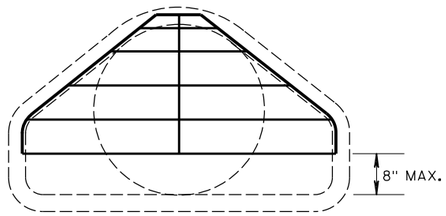



AT EACH PIPE

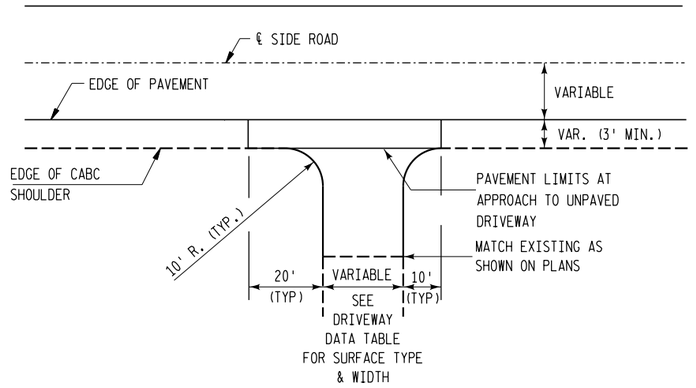


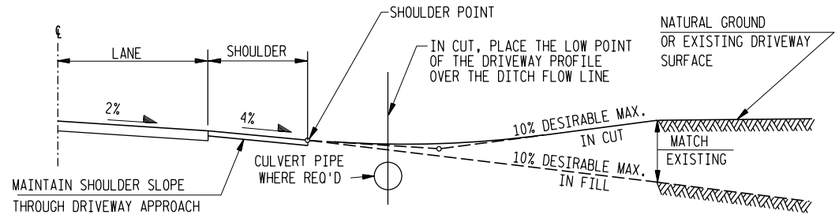




PIPE GRATE DETAIL

2




PLAN VIEW - SIDE ROAD DRIVEWAY

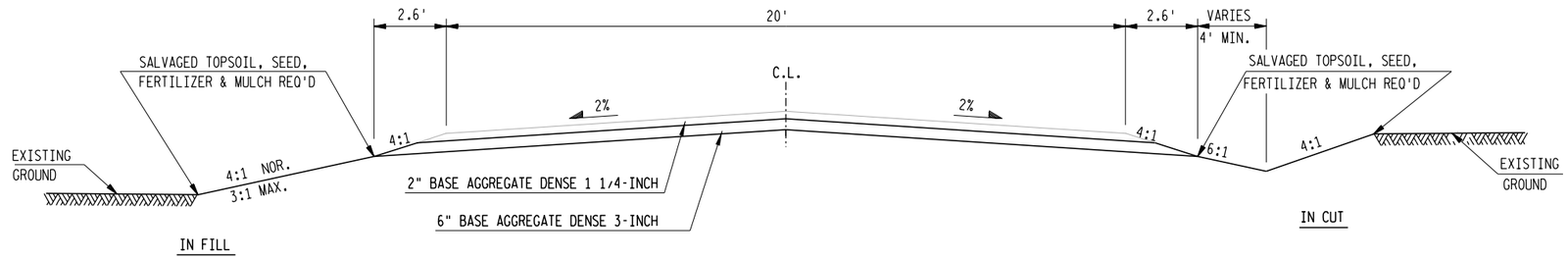



PROFILE VIEW

## TYPICAL RURAL DRIVEWAY DETAILS

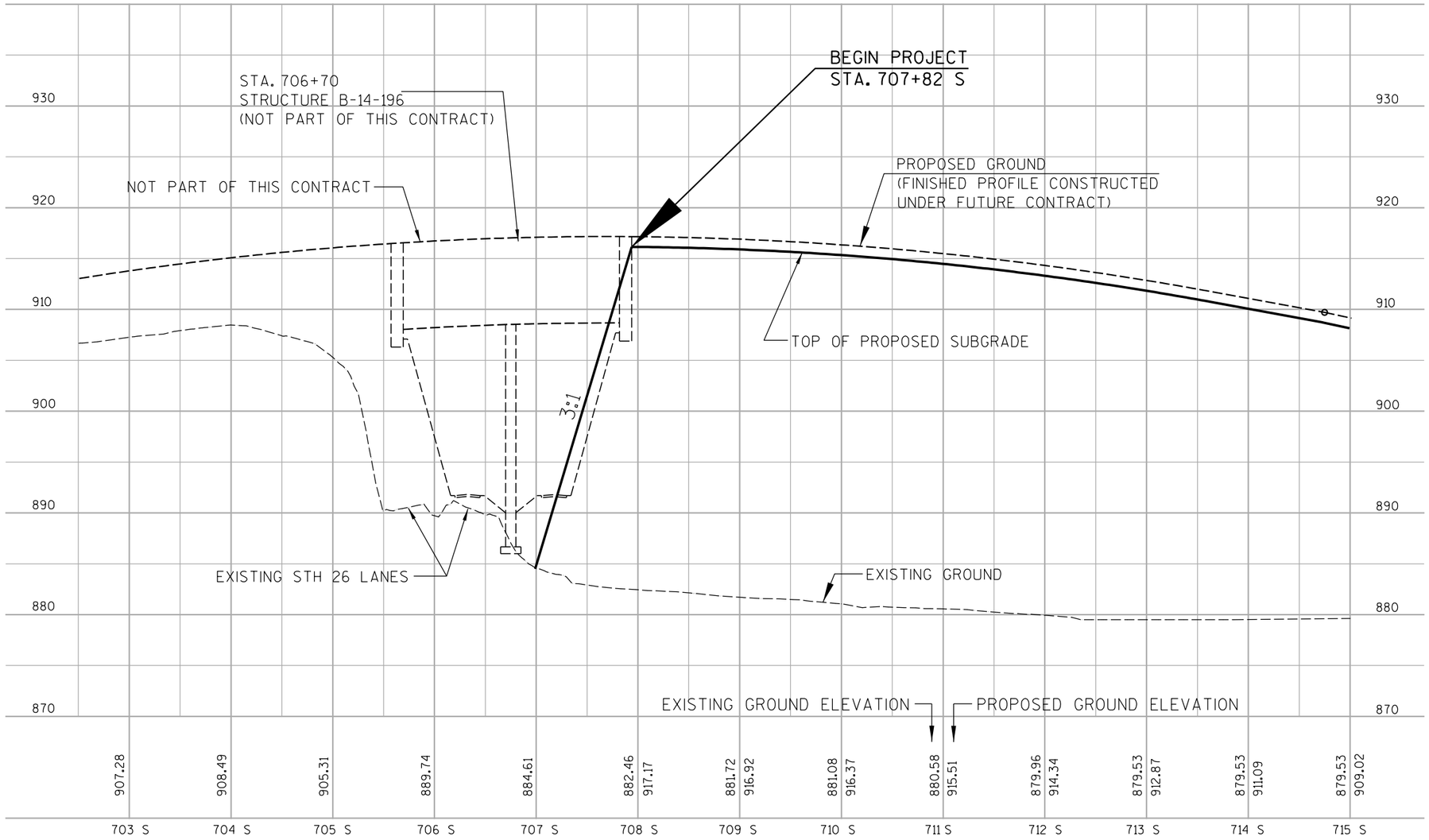
## DRIVEWAY TABLE

| STA. | TYPE | WIDTH | SURFACE |
|---|---|---|---|
| 727+48.55 S, LT | FE | 20' | BAD |
| 727+48.55 S, RT | FE | 20' | BAD |
| 764+00 S, RT | FE | 20' | BAD |
| 29+00 B, RT | FE | 20' | BAD |
| 34+00 B, RT | FE | VAR. | BAD |

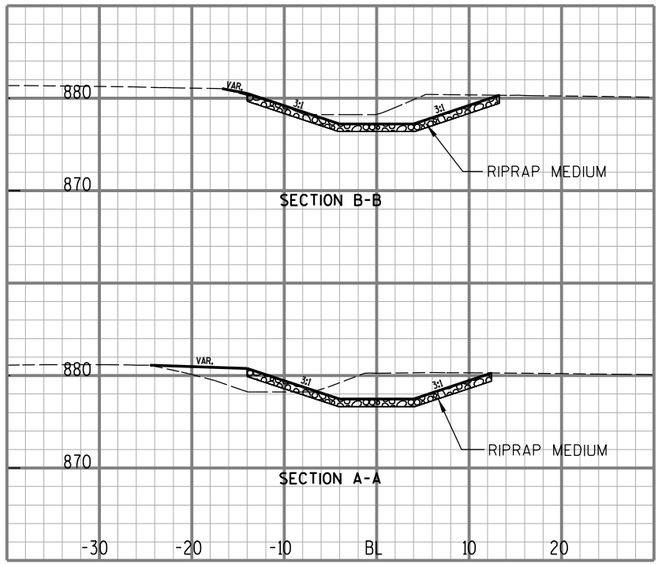


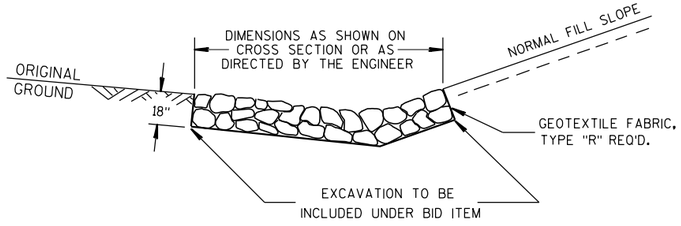

## TYPICAL SECTION FOR RURAL DRIVEWAY

2

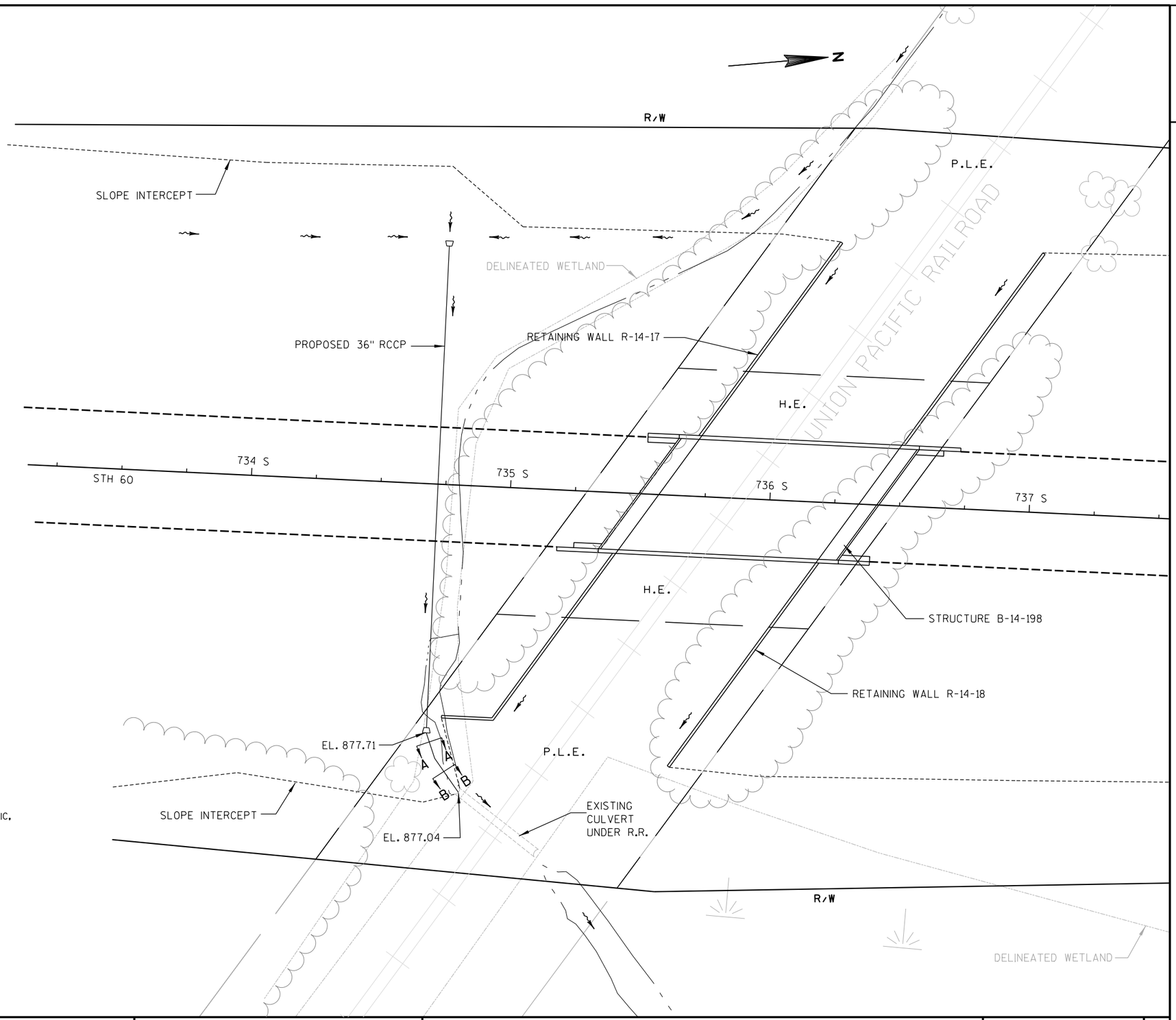



**EMBANKMENT DETAIL AT B-14-196**




RIPRAP MEDIUM




| PROJECT NO: 1390-04-96 | HWY: STH 60 | COUNTY: DODGE | CONSTRUCTION DETAILS - RAILROAD STRUCTURE | SHEET 14 | E |
|---|---|---|---|---|---|

2

2

N

STA.1296+41.81 R1
8'RT.

1297 R1

19'

8'

RAMP 1

1296 R1

STA.709+55.22 S, 75.42'LT. =
STA.1295+61.36 R1, 35'LT.
16'R.

STA.708+52.56 S
BEGIN TAPER
52'LT.

STA.1295+53.29 R1
END TAPER
21.19'LT.

STA.710+57.49 S, 102.33'LT. =
STA.1295+95.00 R1, 58'RT.
47'R.

STA.710+89.25 S
END TAPER
BEGIN TAPER
51.23'LT.

STA.713+82.56 S
END TAPER
41.98'LT.

EDGE OF SHOULDER (TYP)

STA.708+27.18 S
END TAPER
21'LT.

STA.708+59.37 S
21'LT.

STA.709+00.43 S
15'LT.

STA.710+02.96 S
BEGIN TAPER
22.54'LT.

STA.710+56.96 S, 150'LT. =
STA.1296+39.13 R1, 54.27'RT.
141'R.

STA.713+74.39 S
11.24'LT.

714

708 S

STH 60

709 S

710 S

1295 R1

711 S

712 S

713 S

STH 60

STA.713+74.32 S
9'LT.

STA.709+61.04 S
22'RT.

STA.710+56.86 S
9'LT.

STA.708+58.83 S, 125.64'RT. =
STA.1293+38.52 R2, 101.86'LT.
146.64'R.

STA.709+15.79 S, 20.32'RT. =
STA.1294+52.60 R2, 65'LT.
46'R.

STA.1294+23.95 R2
19'LT.

1294 R2

8'RT.

STA.1294+24.01 R2

STA.710+02.91 S, 20.54'LT. =
STA.1295+09.79 R1, 14.65'RT.
2'R.

STA.710+72.54 S
END TAPER
22'RT.

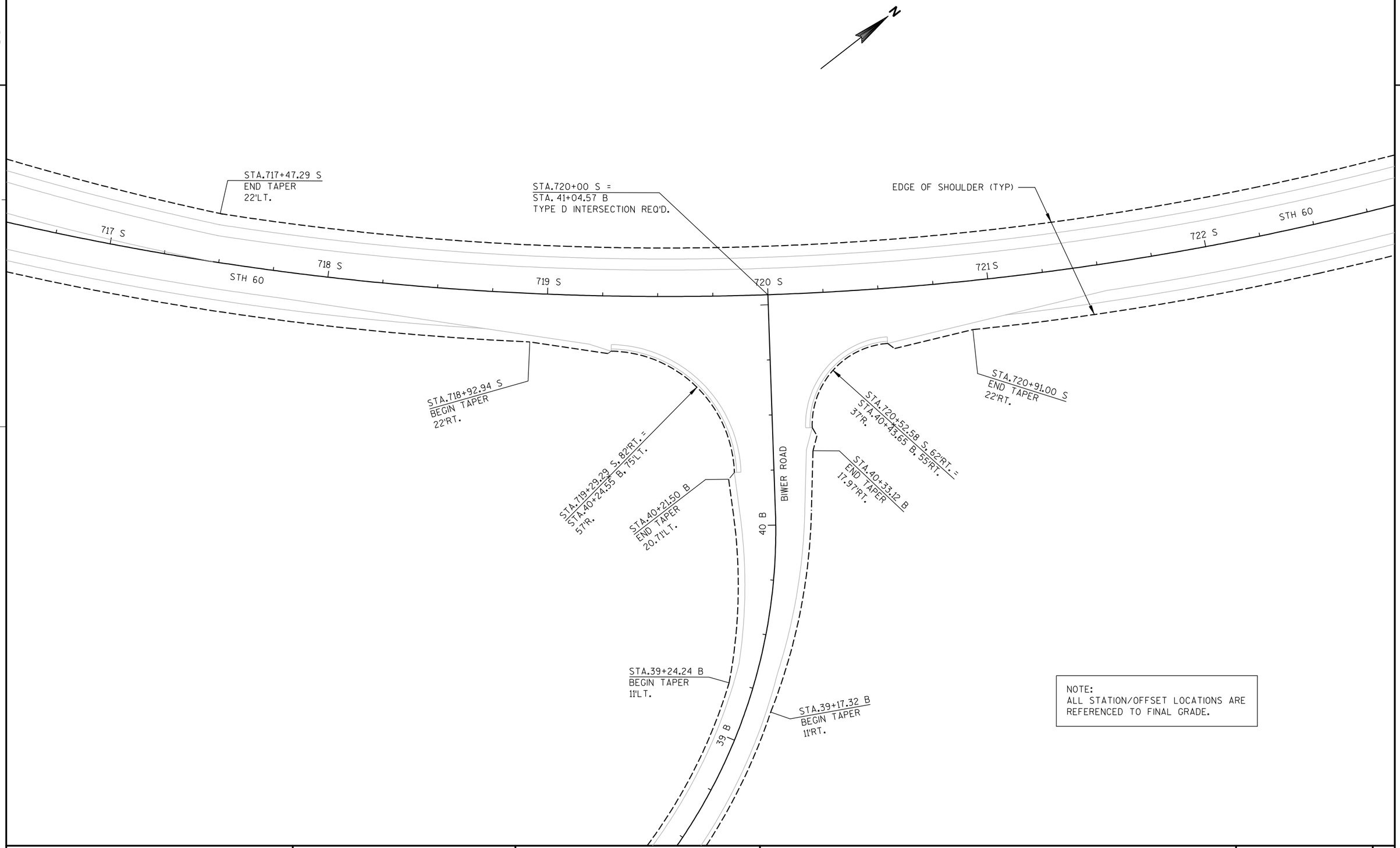
STA.710+22.09 S, 76'RT. =
STA.1294+24.01 R2, 55'RT.
47'R.

RAMP 2

NOTE:
ALL STATION/OFFSET LOCATIONS ARE
REFERENCED TO FINAL GRADE.

| PROJECT NO: 1390-04-96 | HWY: STH 60 | COUNTY: DODGE | INTERSECTION DETAILS | SHEET 15 | E |
|---|---|---|---|---|---|

2




NOTE:
ALL STATION/OFFSET LOCATIONS ARE REFERENCED TO FINAL GRADE.

| PROJECT NO: 1390-04-96 | HWY: STH 60 | COUNTY: DODGE | INTERSECTION DETAILS | SHEET 16 | E |
|---|---|---|---|---|---|

2

N

STA.747+92.11 S =
STA.10+00 TR

STA.749+17.93 S
22'LT

EDGE OF SHOULDER (TYP)

STA.751+90.59 S, 22'LT. =
STA.14+00.20 TR, 18'RT.

10 TR

748 S

11 TR

749 S

12 TR

750 S

13 TR

751 S

14 TR

752 S

15 TR

TEMPORARY ROAD

STH 60

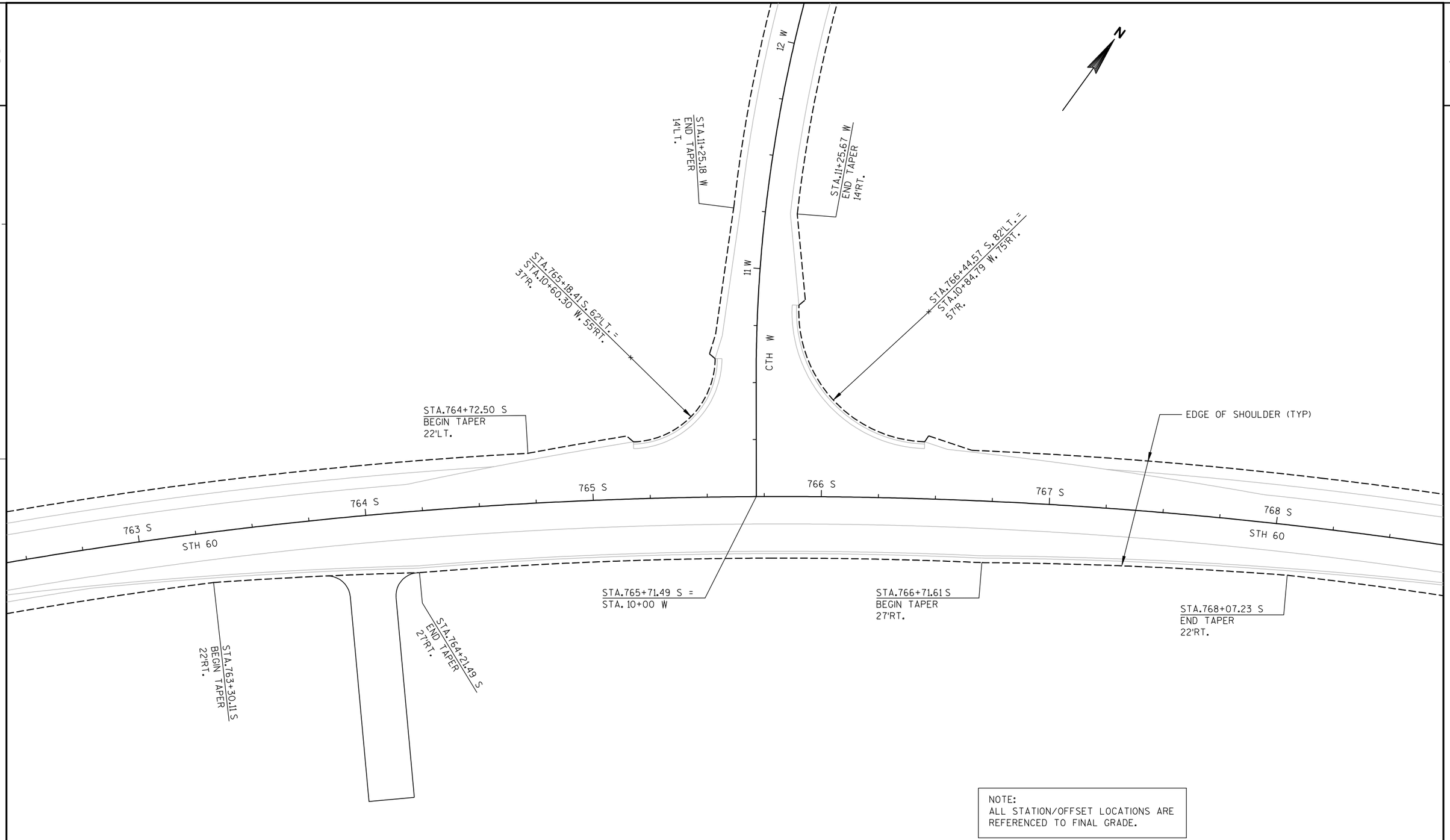
753 S

NOTE:
ALL STATION/OFFSET LOCATIONS ARE REFERENCED TO FINAL GRADE.

| PROJECT NO:1390-04-96 | HWY: STH 60 | COUNTY: DODGE | INTERSECTION DETAILS | SHEET 17 | E |
|---|---|---|---|---|---|

FILE NAME : p:\2011070 - sth 26 cadd wo#7\microstation\planset\d1_13900496\021103_id.dgn PLOT DATE : 7/31/2012 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 40.0000 sf / IN.

2




NOTE:
ALL STATION/OFFSET LOCATIONS ARE REFERENCED TO FINAL GRADE.

| PROJECT NO: 1390-04-96 | HWY: STH 60 | COUNTY: DODGE | INTERSECTION DETAILS | SHEET 18 | E |
|---|---|---|---|---|---|

2

2

STA. 27+49.20 TR =
STA. 0+00 T

STA.26+49.19 TR
END TAPER
27'LT.

STA.29+00.00 TR
BEGIN TAPER
27'LT.

25 TR
TEMPORARY ROAD

26 TR

27 TR

28 TR

29 TR

30 TR
TEMPORARY ROAD

EDGE OF SHOULDER (TYP)

STA.26+83.83 TR, 84'RT. =
STA.0+82.72 T, 75'RT.
57'R.

STH 60 TEMPORARY CONNECTION

1 T

2 T

STA.28+52.68 TR
18'RT.

STA.28+03.31 TR, 64'RT. =
STA.0+62.67 T, 55'LT.
37'R.

NOTE:
ALL STATION/OFFSET LOCATIONS ARE
REFERENCED TO FINAL GRADE.

| PROJECT NO: 1390-04-96 | HWY: STH 60 | COUNTY: DODGE | INTERSECTION DETAILS | SHEET 19 | E |
|---|---|---|---|---|---|

2

910
905
900
895
890
885
884
882

714+00 S
716+00 S
718+00 S
720+00 S

40+00 B
40+00 D

SLOPE INTERCEPT

MATCHLINE WITH EXISTING
300'LEFT FROM CENTERLINE
OF DRAINAGE CHANNEL

882.84

290'LEFT FROM CENTERLINE
OF DRAINAGE CHANNEL

B B

882.69

0.30%

0.30%

NOTE: SEE CROSS SECTIONS OF DRAINAGE CHANNEL

GRADE INFIELD OUT AND UP FROM 9' LEFT OF CENTERLINE OF DRAINAGE CHANNEL AT 0.30% TO 290'LEFT OF CENTERLINE OF DRAINAGE CHANNEL

GRADE DOWN AT 290'LEFT FROM CENTERLINE OF DRAINAGE CHANNEL TO MATCH EXISTING GROUND AT 300' LEFT FROM CENTERLINE OF DRAINAGE CHANNEL

882.54

30+00 B

R/W

32+00 B

CENTERLINE OF DRAINAGE CHANNEL

882

0.30%

0.30%

188

881

A A

12+00 D

0.30%

0.30%

882

DISCHARGE EL. = 881.02

N

0.30%

0.30%

NOTE: SEE CROSS SECTIONS OF DRAINAGE CHANNEL

GRADE INFIELD OUT AND UP FROM 9' RIGHT OF CENTERLINE OF DRAINAGE CHANNEL AT 0.30% UNTIL HIT SIDE SLOPES OF STH 60 AND BIWER ROAD

38+00 B

EDGE OF SHOULDER (TYP)

INLET EL. = 880.26

34+00 B

36+00 B

BIWER ROAD

INLET EL. = 880.42

DISCHARGE EL. = 880.15

SLOPE INTERCEPT

R/W

3' 6' 6' 3'

EXISTING GROUND

0.30%

3:1

3:1

0.30%

SECTION A-A

290'LEFT FROM CENTERLINE OF DRAINAGE CHANNEL

300'LEFT FROM CENTERLINE OF DRAINAGE CHANNEL

EXISTING GROUND

VAR.

0.30%

SECTION B-B

| PROJECT NO: 1390-04-96 | HWY: STH 26 | COUNTY: DODGE | STH 60/BIWER ROAD - GRADING DETAIL | SHEET: 20 | E |
|---|---|---|---|---|---|

FILE NAME : p:\2011070 - sth 26 cadd wo#7\microstation\planset\d1_13900496\021601_cm.dgn PLOT DATE : 7/31/2012 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 50.0000 sf / IN.

WISDOT/CADDS SHEET 21

2

2

MATCHLINE STA. 708+96.00 S, 115.96 LT =
STA. 1296+04.00 R1, 91.18 LT ELEV. = 896.98

1305 R1

1300 R1

N

MATCHLINE STA. 709+22.17 S, 109.72 RT =
STA. 1294+24.01 R2, 52.62 LT ELEV. = 910.11

MATCHLINE STA. 709+00.00 S, 112.55 LT =
STA. 1296+00.00 R1, 87.27 LT ELEV. = 898.18

1290 R2

1295 R1

10 S

MATCHLINE STA. 710+50.00 S, 109.72 RT =
STA. 1294+24.01 R2, 55.00 RT ELEV. = 902.88

MATCHLINE STA. 710+50.00 S, 108.37 LT =
STA. 1296+00.00 R1, 50.57 RT ELEV. = 897.05

MATCHLINE STA. 711+00.00 S, 139.66 LT =
STA. 1296+31.79 R1, 93.20 RT ELEV. = 884.43

MATCHLINE STA. 710+50.00 S, 109.72 RT =
STA. 1294+00.00 R2, 93.09 RT ELEV. = 890.35

B

25 B

30 B

715 S

MATCHLINE STA. 719+58.95 S, 55.22 RT =
STA. 40+50.00 B, 42.73 LT ELEV. = 895.07

15 D8

MATCHLINE
STA. 727+00.00 S,
46.70 LT =
STA. 19+50.00 D8,
44.21 RT ELEV. = 891.60

720 S

35 B

40 B

MATCHLINE STA. 728+00.00 S, 51.99 LT =
STA. 19+50.00, 55.05 LT ELEV. = 892.33

725 S

730 S

735 S

MATCHLINE STA. 720+47.90 S, 55.46 RT =
STA. 40+50.00 B, 49.87 RT ELEV. = 890.23

MATCHLINE
STA. 727+00.00 S,
53.72 RT =
STA. 20+50.00 D9,
53.26 RT ELEV. = 892.34

MATCHLINE STA. 728+00.00 S, 48.06 LT =
STA. 20+50.00 D9, 49.90 LT ELEV. = 895.40

| PROJECT NO: 1390-04-96 | HWY: STH 60 | COUNTY: DODGE | CROSS SECTION MATCHLINES | SHEET 21 | E |
|---|---|---|---|---|---|

2

N

MATCHLINE STA. 753+00.00 S, 35.35 LT =
STA. 15+11.33 TR, 29.92 RT ELEV. = 895.75

MATCHLINE STA. 755+00.00 S, 68.02 LT =
STA. 17+16.78 TR, 60.17 RT ELEV. = 883.31

MATCHLINE STA. 28+00.00 TR, 50.23 RT =
STA. 0+50.00 T, 50.84 LT ELEV. = 881.76

MATCHLINE STA. 27+00.00 TR, 52.86 RT =
STA. 0+50.00 T, 55.30 RT ELEV. = 882.68

MATCHLINE STA. 752+00.00 S, 22.97 RT =
STA. 14+09.72 TR , 18.95 RT ELEV. = 899.82

MATCHLINE STA. 754+00.00 S, 50.13 LT =
STA. 16+13.58 TR, 48.84 RT ELEV. = 890.41

MATCHLINE STA. 765+29.04 S, 50.64 LT =
STA. 10+50.00 W, 43.73 ELEV. = 882.21

MATCHLINE STA. 766+12.76 S, 50.26 LT =
STA. 10+50.00 W, 42.10 RT ELEV. = 883.60

745 S
10 TR
750 S
15 TR
20 TR
25 TR
30 TR
755 S
760 S
765 S
770 S
5 T
15 W

| PROJECT NO:1390-04-96 | HWY: STH 60 | COUNTY:DODGE | CROSS SECTION MATCHLINES | SHEET 22 | E |
|---|---|---|---|---|---|

2

2

N

FO

STH 16

STH 26

STH 26/60

SEPTIC

CEMETERY

SIGN

705 S

1290

1295

1300

1305

1310

1315

1290 R2

RAMP R2

BEGIN CONSTRUCTION
STA.1294+23.95 R2

1295 R1

1305 R1

1310 R1

1315 R1

RAMP R1

1304 R1

END CONSTRUCTION
STA. 1307+00.00 R1

R/W

710 S

STH 60

BIWER ROAD 25 B

BEGIN CONSTRUCTION
STA.25+00 B

T.L.E.

D01

30 B

R/W

DRIVEWAY D5

735 B

720 S

BIWER ROAD

725 S

D02

D03

D04

15 D8

DRIVEWAY D8

T.L.E.

T.L.E.

UNION PACIFIC RAILROAD

LEGEND

- EROSION MAT CLASS I, TYPE B
- SILT FENCE
- RIP RAP
- SLOPE INTERCEPT
- STEEL COVER PLATE
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW
- EROSION BALES

| PROJECT NO: 1390-04-96 | HWY: STH 60 | COUNTY: DODGE | EROSION CONTROL | SHEET 23 | E |
|---|---|---|---|---|---|

FILE NAME : P:\2011070 - STH 26 CADD WO#7\MicroStation\Planset\d1_13900496\022001_ec.DGN

PLOT DATE : 11/19/2012

PLOT BY : $$...plotuser...$$ PLOT NAME :

PLOT SCALE : 200.0000 sf / in.

2

N

DELINEATED WETLAND

DRIVEWAY D8

15 D8

T.L.E.

T.L.E.

DELINEATED WETLAND

UNION PACIFIC RAILROAD

RETAINING WALLS
R-14-17/18

R/W

720 S

STH 60

725 S

730 S

735 S

740 S

745 S

750 S

10 LT

P.L.E.

H.E.

H.E.

P.L.E.

R/W

R/W

R/W

R/W

TEMPORARY
ROAD

STH 60

DELINEATED WETLAND

STRUCTURE B-14-198

DRIVEWAY D9

T.L.E.

T.L.E.

25-D9

LEGEND

- EROSION MAT CLASS I, TYPE B
- SILT FENCE
- RIP RAP
- SLOPE INTERCEPT
- STEEL COVER PLATE
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW
- EROSION BALES

2

| PROJECT NO:1390-04-96 | HWY: STH 60 | COUNTY: DODGE | EROSION CONTROL | SHEET 24 | E |
|---|---|---|---|---|---|

2

EXISTING STH 60

35 TR

T.L.E.

50 LT

STH 60 TEMPORARY CONNECTION

TEMPORARY ROAD

20 LT

CTH W

15 W

5 T

DELINEATED WETLAND

STH 60

EXISTING STH 60

780 S

775 S

770 S

765 S

760 S

R/W

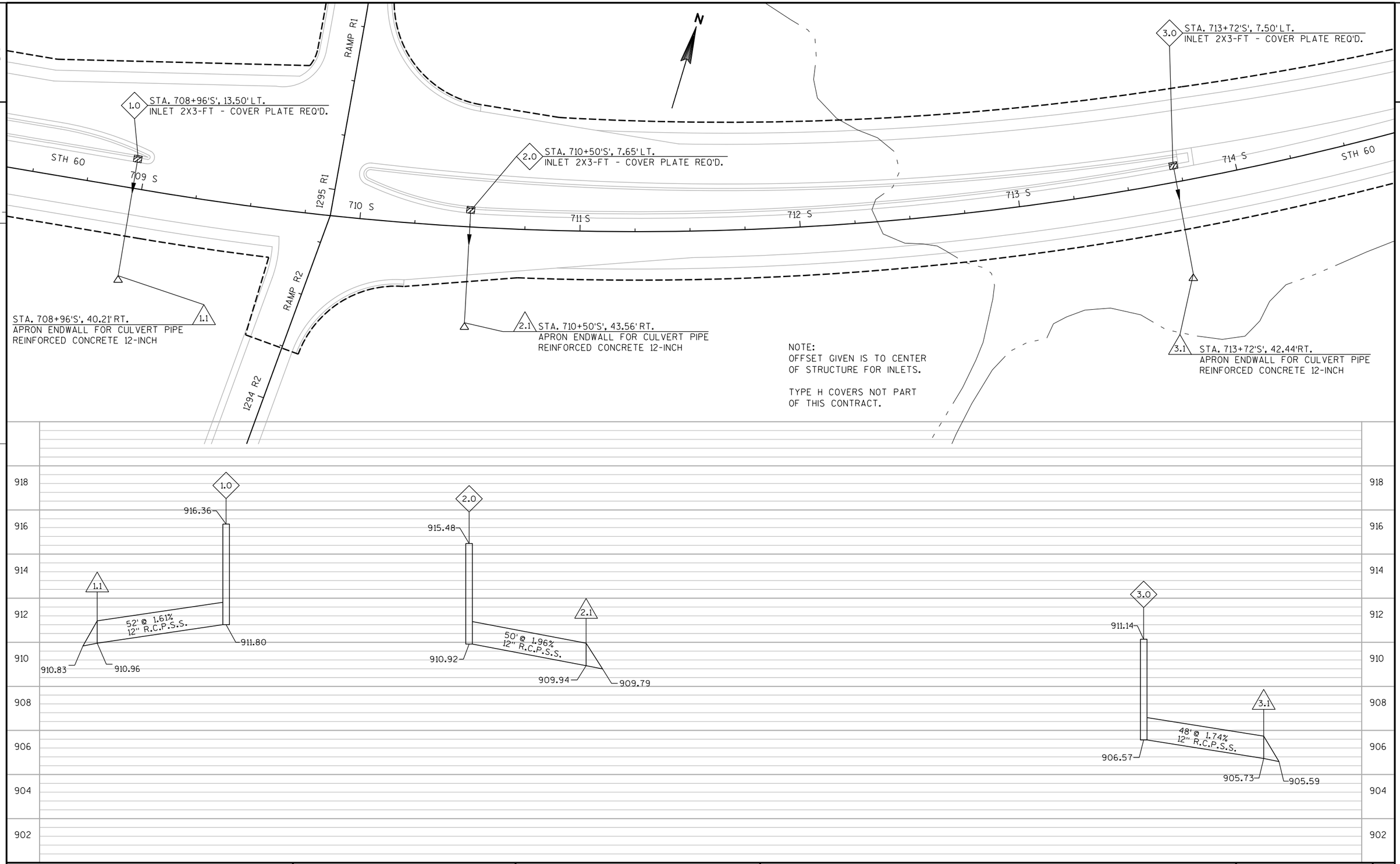
N

LEGEND

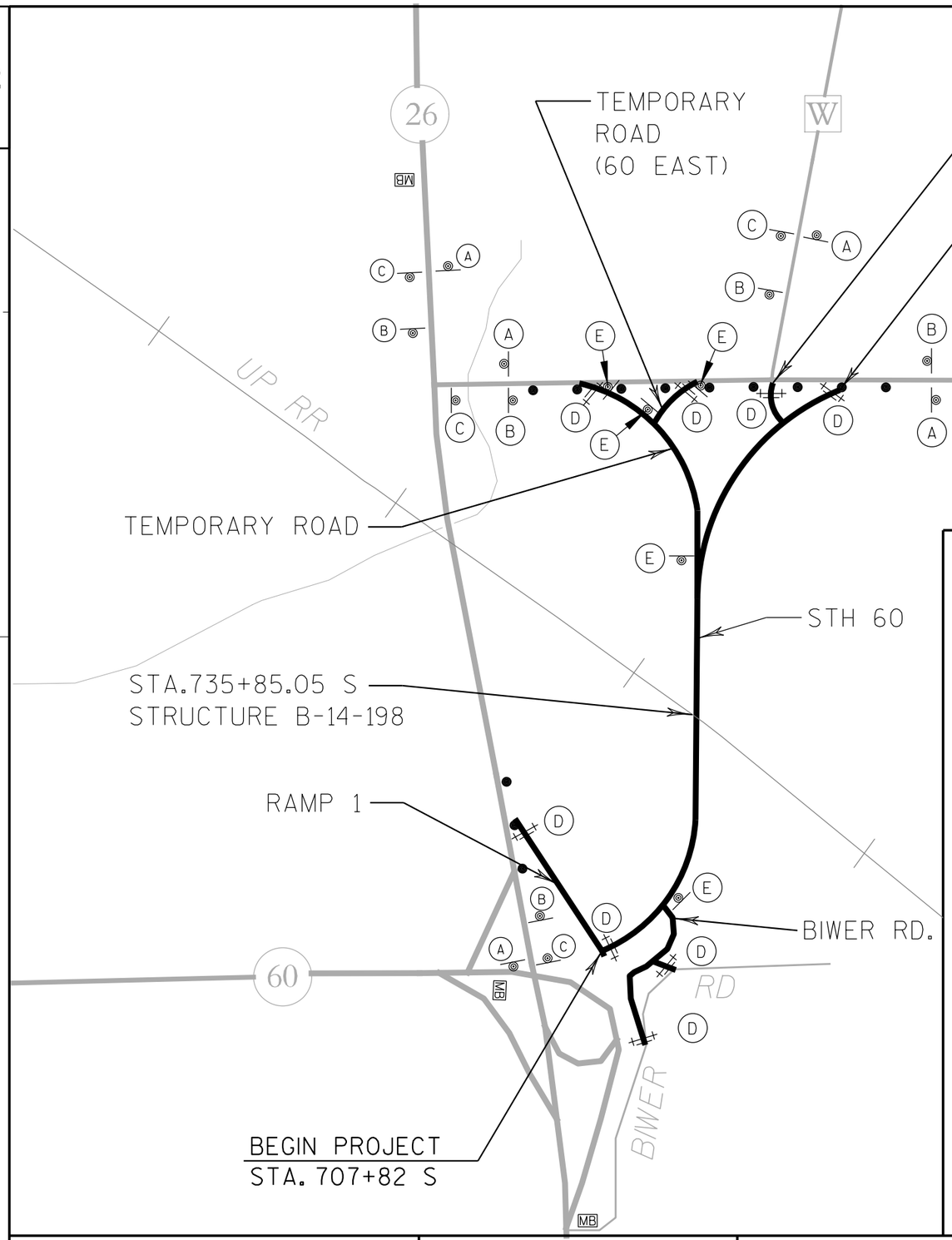
- EROSION MAT CLASS I, TYPE B
- SILT FENCE
- RIP RAP
- SLOPE INTERCEPT
- STEEL COVER PLATE
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW
- EROSION BALES

| PROJECT NO: 1390-04-96 | HWY: STH 60 | COUNTY: DODGE | EROSION CONTROL | SHEET 25 | E |
|---|---|---|---|---|---|

FILE NAME : P:\2011070 - STH 26 CADD WO"7\MicroStation\Planset\d1_13900496\022003_ec.DGN PLOT DATE : 11/19/2012 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : 200.0000 sf / in.




| PROJECT NO:1390-04-96 | HWY: STH 26 | COUNTY:DODGE | STORM SEWER | SHEET 26 | E |
|---|---|---|---|---|---|




## LEGEND

- WORK AREA
- BARRICADE PERMANENT TYPE III WITH ATTACHED SIGN
- WOOD POST WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM (50' SPACING)
- MB PORTABLE CHANGEABLE MESSAGE SIGN

## GENERAL NOTES

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

ALL SIGNS INAPPROPRIATE TO THE STATUS OF THE CONTROL ZONE, INCLUDING PRE-EXISTING SIGNING IN THE VICINITY, SHALL BE COVERED OR REMOVED AS SPECIFIED IN THE PLANS AND/OR AS DIRECTED BY THE ENGINEER.

ALL "W" SIGNS SHALL BE 48" x 48" UNLESS OTHERWISE NOTED AND SHALL HAVE REFLECTIVE FLUORESCENT DIAMOND GRADE SHEETING.

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

ALL EXISTING SIGNS THAT NEED TO BE COVERED SHALL BE COVERED WITH A BLANK ORANGE PANEL.

A — END ROAD WORK
G20-2A
48" X 24"

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

B — ROAD WORK 500 FT
W20-1

E — STOP
R1-1
30" X 30"

C — ROAD WORK AHEAD
W20-1

| PROJECT NO: 1390-04-96 | HWY: STH 60 | COUNTY: DODGE | TRAFFIC CONTROL | SHEET 27 | E |
|---|---|---|---|---|---|

2

N

NOT PART OF THIS CONTRACT (TYP)

1300 R4

1300 STH 26

1300 R1 RAMP R1

PC 709+02.55 S

PT 708+54.93 S

STH 60

710 S

PI 1295+40.00 R4 =
PI 1295+40.00 R3 =
STA. 703+90.64 S

705 S

1295

N 82°56'07" E

PI 1294+88.00 R2 =
PI 1294+88.00 R1 =
STA. 709+96.43 S

PI 28+57.45 B

685 S

STH 60

690 S

695 S

700 S

PC 695+93.47 S

PI 702+24.78 S

BEGIN PROJECT
STA.707+82 S

1290 R2 RAMP R2

PC 26+79.14 B

N 6°33'50" E

25 B

P.I. = 702+24.78 S
Y 676559.92
X 874113.80
Δ. = -6°01'23"
D. = 0°28'39"
T. = 631.31'
L. = 1261.46'
R. = 12000.00'

1290 R3

1290 STH 26

1290 R2

BIWER ROAD

20 B

P.I. = 28+57.45 B
Y 676560.41
X 875100.05
Δ. = 83°26'10"
D. = 28°38'52"
T. = 178.31'
L. = 291.25'
R. = 200.00'

1285

1285 R2

| PROJECT NO:1390-04-96 | HWY: STH 60 | COUNTY:DODGE | ALIGNMENT LAYOUT DETAILS | SHEET 28 | E |
|---|---|---|---|---|---|

2

BEGIN PROJECT
STA.707+82 S

NOT PART OF THIS CONTRACT

PT 708+54.93 S
PC 709+02.55 S
N 82°56'07" E
RAMP R1
RAMP R2
710 S
PI 1294+88.00 R2 =
PI 1294+88.00 R1 =
STA. 709+86.43 S
PI 28+57.45 B
STH 60
BIWER ROAD
715 S
PT 29+70.39 B
30 B
S 90°00'00" E
PC 32+31.70 B
PT 33+59.50 B
PI 10+00.00 D5 =
STA. 34+00.00 B
N 48°09'30" E
PI 32+98.60 B
S 41°50'30" E
PI 10+97.81 D5
DRIVEWAY D5
PT 11+75.21 D5
PI 12+31.57 D5
S 89°03'17" E
35 B
PC 35+60.44 B
PC 10+10.40 D5
BIWER ROAD
PI 20+31.30 S
PI 38+69.98 B
N 53°59'23" W
PT 40+06.14 B
40 B
720 S
PI 41+04.57 B =
STA. 720+00.00 S
PI 15+00.00 D8
15 D8
S 89°05'21.18" E
DRIVEWAY D8
PI 20+00.00 D8 =
PI 20+00.00 D9 =
STA. 727+48.55 S
PT 727+78.64 S
725 S
730 S
STH 60
735 S
STA.735+85.05 S
STRUCTURE B-14-198
UNION PACIFIC RAILROAD
N 2°43'01" E
740 S
S 89°05'21.18" E
DRIVEWAY D9
25 D9
PI 26+00.00 D9

P.I. = 720+31.30 S
Y 676782.25
X 875907.75
Δ. = -80°13'05"
D. = 4°16'33"
T. = 1128.75'
L. = 1876.09'
R. = 1340.00'

STH 26 - SUPERELEVATION TABLE

| STATION | LEFT SLOPE % | RIGHT SLOPE % | TYPE |
|---|---|---|---|
| 707+40.56 S | -0.020 | -0.020 | END NC |
| 707+94.56 S | -0.020 | 0.000 | ZERO SUPER |
| 708+48.56 S | -0.020 | 0.020 | REV. CROWN |
| 709+02.56 S | -0.040 | 0.040 | SH. TRANS. |
| 709+56.56 S | -0.060 | 0.060 | BEGIN FS |
| 727+24.63 S | -0.060 | 0.060 | END FS |
| 727+78.63 S | -0.040 | 0.040 | SH. TRANS. |
| 728+32.63 S | -0.020 | 0.020 | REV. CROWN |
| 728+86.63 S | -0.020 | 0.000 | ZERO SUPER |
| 729+40.63 S | -0.020 | -0.020 | BEGIN NC |
| 729+94.63 S | -0.020 | -0.020 | SH-BEGIN NC |
| 745+89.45 S | -0.020 | -0.020 | SH-END NC |
| 746+42.79 S | -0.020 | -0.020 | END NC |
| 746+96.12 S | 0.000 | -0.020 | ZERO SUPER |
| 747+49.45 S | 0.020 | -0.020 | REV. CROWN |
| 748+02.79 S | 0.040 | -0.040 | SH. TRANS. |
| 748+40.12 S | 0.054 | -0.054 | BEGIN FS |
| 778+44.80 S | 0.054 | -0.054 | END FS |

BIWER ROAD - SUPERELEVATION TABLE

| STATION | LEFT SLOPE % | RIGHT SLOPE % | TYPE |
|---|---|---|---|
| 26+03.21 B | -0.020 | -0.020 | SH-END NC |
| 26+25.54 B | -0.020 | -0.020 | END NC |
| 26+47.88 B | 0.000 | -0.020 | ZERO SUPER |
| 26+70.21 B | 0.020 | -0.020 | REV. CROWN |
| 26+92.54 B | 0.040 | -0.040 | BEGIN FS |
| 29+56.99 B | 0.040 | -0.040 | END FS |
| 29+79.32 B | 0.020 | -0.020 | REV. CROWN |
| 30+01.66 B | 0.000 | -0.020 | ZERO SUPER |
| 30+23.99 B | -0.020 | -0.020 | BEGIN NC |
| 30+46.32 B | -0.020 | -0.020 | SH-BEGIN NC |
| 31+55.77 B | -0.020 | -0.020 | SH-END NC |
| 31+78.10 B | -0.020 | -0.020 | END NC |
| 32+00.43 B | -0.020 | 0.000 | ZERO SUPER |
| 32+22.77 B | -0.020 | 0.020 | REV. CROWN |
| 32+45.10 B | -0.040 | 0.040 | BEGIN FS |
| 33+46.10 B | -0.040 | 0.040 | END FS |
| 33+68.43 B | -0.020 | 0.020 | REV. CROWN |
| 33+90.76 B | -0.020 | 0.000 | ZERO SUPER |
| 34+13.10 B | -0.020 | -0.020 | BEGIN NC |
| 34+35.43 B | -0.020 | -0.020 | SH-BEGIN NC |
| 34+84.12 B | -0.020 | -0.020 | SH-END NC |
| 35+06.84 B | -0.020 | -0.020 | END NC |
| 35+29.55 B | -0.020 | 0.000 | ZERO SUPER |
| 35+52.26 B | -0.020 | 0.020 | REV. CROWN |
| 35+73.84 B | -0.039 | 0.039 | BEGIN FS |
| 39+92.74 B | -0.039 | 0.039 | END FS |
| 40+14.32 B | -0.020 | 0.020 | REV. CROWN |
| 40+37.03 B | -0.020 | 0.000 | ZERO SUPER |
| 40+59.74 B | -0.020 | -0.020 | BEGIN NC |
| 40+82.45 B | -0.020 | -0.020 | SH-BEGIN NC |

P.I. = 28+57.45 B
Y 676560.41
X 875100.05
Δ. = 83°26'10"
D. = 28°38'52"
T. = 178.31'
L. = 291.25'
R. = 200.00'

P.I. = 32+98.60 B
Y 676560.41
X 875606.57
Δ. = -41°50'30"
D. = 32°44'26"
T. = 66.90'
L. = 127.80'
R. = 175.00'

P.I. = 38+69.98 B
Y 676945.57
X 876036.71
Δ. = -102°08'53"
D. = 22°55'06"
T. = 309.54'
L. = 445.70'
R. = 250.00'

P.I. = 10+97.81 D5
Y 676559.19
X 875751.83
Δ. = -47°12'48"
D. = 28°38'52"
T. = 87.41'
L. = 164.81'
R. = 200.00'

| PROJECT NO: 1390-04-96 | HWY: STH 60 | COUNTY: DODGE | ALIGNMENT LAYOUT DETAILS | SHEET 29 | E |
|---|---|---|---|---|---|

## TEMPORARY ROAD - SUPERELEVATION TABLE

| STATION | LEFT SLOPE % | RIGHT SLOPE % | TYPE |
|---|---|---|---|
| 19+21.76 TR | -0.020 | -0.020 | SH-END NC |
| 19+64.07 TR | -0.020 | -0.020 | END NC |
| 20+06.38 TR | -0.020 | 0.000 | ZERO SUPER |
| 20+48.68 TR | -0.020 | 0.020 | REV. CROWN |
| 20+90.99 TR | -0.040 | 0.040 | SH. TRANS. |
| 21+16.38 TR | -0.052 | 0.052 | BEGIN FS |
| 33+82.11 TR | -0.052 | 0.052 | END FS |
| 36+68.17 TR | -0.052 | -0.052 | BEGIN FS |

N

P.I. = 29+42.63 TR
Y 681861.38
X 876148.79
Δ. = -91°53'05"
D. = 6°51'42"
T. = 862.93'
L. = 1339.08'
R. = 835.00'

P.I. = 39+99.39 TR
Y 681882.35
X 874705.41
Δ. = 44°38'01"
D. = 6°51'42"
T. = 342.74'
L. = 650.47'
R. = 835.00'

P.I. = 3+60.13 T
Y 681881.05
X 876120.36
Δ. = 52°31'00"
D. = 7°50'55"
T. = 360.13'
L. = 669.11'
R. = 730.00'

P.I. = 767+51.53 S
Y 681878.25
X 876149.59
Δ. = 88°49'42"
D. = 2°51'53"
T. = 1959.52'
L. = 3100.70'
R. = 2000.00'

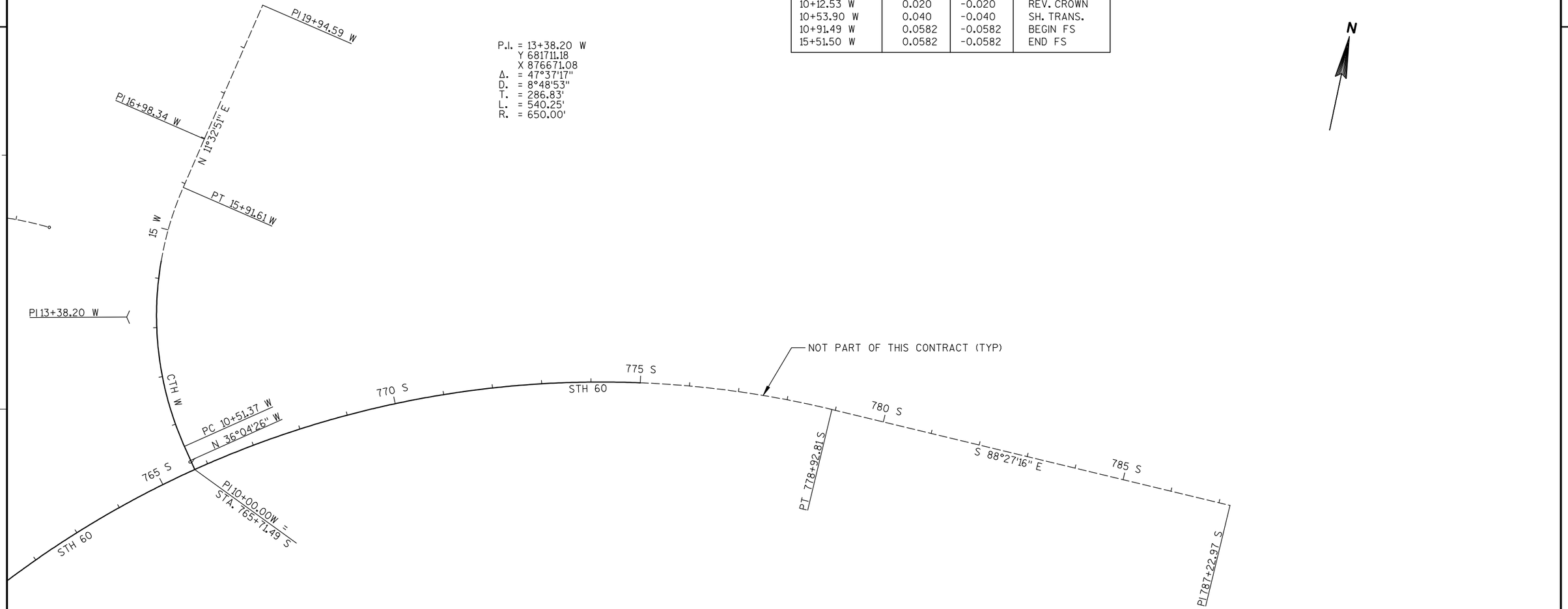
N 2°43'01" E
745 S
STH 60
P.I. 10+00.00 TR = PC 747+92.11 S
10 TR
750 S
15 TR
TEMPORARY ROAD
N 2°43'01" E
PC 20+79.70 TR
20 TR
755 S
760 S
STH 60
P.I. 10+00.00 T = STA. 27+49.20 TR
25 TR
30 TR
TEMPORARY ROAD
P.I. 39+99.39 TR
40 TR
NOT PART OF THIS CONTRACT
PC 36+56.64 TR
35 TR
N 89°10'03" W
PT 34+18.79 TR
STH 60 TEMPORARY CONNECTION
5 T
PT 6+69.11 T
P.I. 3+60.13 T
P.I. 767+51.63 S
P.I. 29+42.63 TR

| PROJECT NO: 1390-04-96 | HWY: STH 60 | COUNTY: DODGE | ALIGNMENT LAYOUT DETAILS | SHEET 30 | E |
|---|---|---|---|---|---|

2

CTH W - SUPERELEVATION TABLE

| STATION | LEFT SLOPE % | RIGHT SLOPE % | TYPE |
|---|---|---|---|
| 10+12.53 W | 0.020 | -0.020 | REV. CROWN |
| 10+53.90 W | 0.040 | -0.040 | SH. TRANS. |
| 10+91.49 W | 0.0582 | -0.0582 | BEGIN FS |
| 15+51.50 W | 0.0582 | -0.0582 | END FS |

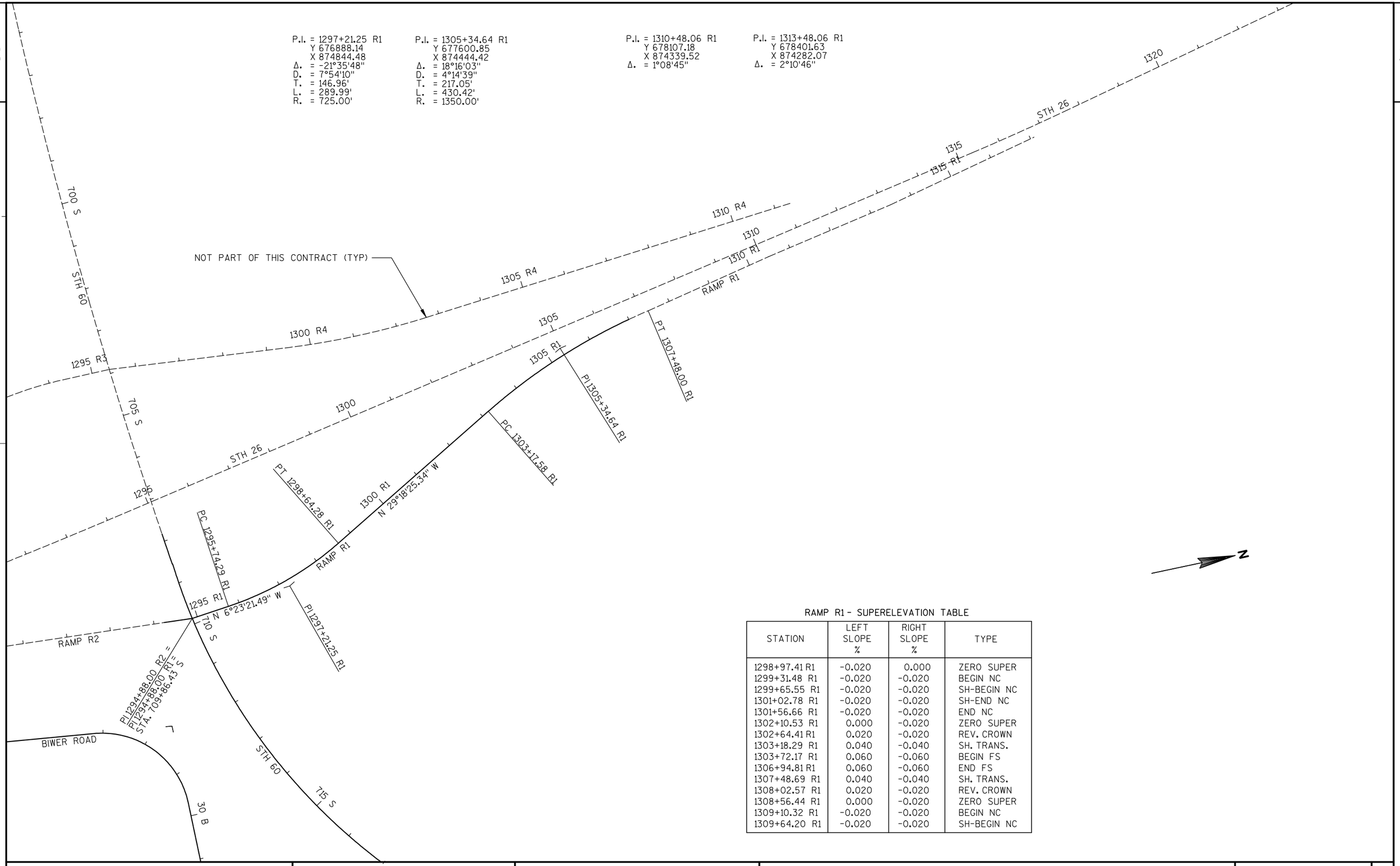


P.I. = 1297+21.25 R1
Y 676888.14
X 874844.48
Δ. = -21°35'48"
D. = 7°54'10"
T. = 146.96'
L. = 289.99'
R. = 725.00'

P.I. = 1305+34.64 R1
Y 677600.85
X 874444.42
Δ. = 18°16'03"
D. = 4°14'39"
T. = 217.05'
L. = 430.42'
R. = 1350.00'

P.I. = 1310+48.06 R1
Y 678107.18
X 874339.52
Δ. = 1°08'45"

P.I. = 1313+48.06 R1
Y 678401.63
X 874282.07
Δ. = 2°10'46"




RAMP R1 - SUPERELEVATION TABLE

| STATION | LEFT SLOPE % | RIGHT SLOPE % | TYPE |
|---|---|---|---|
| 1298+97.41 R1 | -0.020 | 0.000 | ZERO SUPER |
| 1299+31.48 R1 | -0.020 | -0.020 | BEGIN NC |
| 1299+65.55 R1 | -0.020 | -0.020 | SH-BEGIN NC |
| 1301+02.78 R1 | -0.020 | -0.020 | SH-END NC |
| 1301+56.66 R1 | -0.020 | -0.020 | END NC |
| 1302+10.53 R1 | 0.000 | -0.020 | ZERO SUPER |
| 1302+64.41 R1 | 0.020 | -0.020 | REV. CROWN |
| 1303+18.29 R1 | 0.040 | -0.040 | SH. TRANS. |
| 1303+72.17 R1 | 0.060 | -0.060 | BEGIN FS |
| 1306+94.81 R1 | 0.060 | -0.060 | END FS |
| 1307+48.69 R1 | 0.040 | -0.040 | SH. TRANS. |
| 1308+02.57 R1 | 0.020 | -0.020 | REV. CROWN |
| 1308+56.44 R1 | 0.000 | -0.020 | ZERO SUPER |
| 1309+10.32 R1 | -0.020 | -0.020 | BEGIN NC |
| 1309+64.20 R1 | -0.020 | -0.020 | SH-BEGIN NC |

| PROJECT NO: 1390-04-96 | HWY: STH 60 | COUNTY: DODGE | ALIGNMENT LAYOUT DETAILS | SHEET 32 | E |
|---|---|---|---|---|---|

DATE 29NOV12 — 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 | 1390-04-96 QUANTITY |
|---|---|---|---|---|---|
| 0010 | 201.0105 | CLEARING | STA | 16.000 | 16.000 |
| 0020 | 201.0205 | GRUBBING | STA | 16.000 | 16.000 |
| 0030 | 203.0100 | REMOVING SMALL PIPE CULVERTS | EACH | 2.000 | 2.000 |
| 0040 | 205.0100 | EXCAVATION COMMON | CY | 6,900.000 | 6,900.000 |
| 0050 | 206.1000 | EXCAVATION FOR STRUCTURES BRIDGES (STRUCTURE) 01. B-14-198 | LS | 1.000 | 1.000 |
| 0060 | 206.3000 | EXCAVATION FOR STRUCTURES RETAINING WALLS (STRUCTURE) 01. R-14-17 | LS | 1.000 | 1.000 |
| 0070 | 206.3000 | EXCAVATION FOR STRUCTURES RETAINING WALLS (STRUCTURE) 02. R-14-18 | LS | 1.000 | 1.000 |
| 0080 | 206.6000.S | TEMPORARY SHORING | SF | 690.000 | 690.000 |
| 0090 | 208.0100 | BORROW | CY | 811,000.000 | 811,000.000 |
| 0100 | 209.0100 | BACKFILL GRANULAR | CY | 390.000 | 390.000 |
| 0110 | 210.0100 | BACKFILL STRUCTURE | CY | 380.000 | 380.000 |
| 0120 | 213.0100 | FINISHING ROADWAY (PROJECT) 01. 1390-04-96 | EACH | 1.000 | 1.000 |
| 0130 | 214.0100 | OBLITERATING OLD ROAD | STA | 5.000 | 5.000 |
| 0140 | 305.0120 | BASE AGGREGATE DENSE 1 1/4-INCH | TON | 23,600.000 | 23,600.000 |
| 0150 | 305.0130 | BASE AGGREGATE DENSE 3-INCH | TON | 840.000 | 840.000 |
| 0160 | 312.0110 | SELECT CRUSHED MATERIAL | TON | 83,700.000 | 83,700.000 |
| 0170 | 502.0100 | CONCRETE MASONRY BRIDGES | CY | 297.000 | 297.000 |
| 0180 | 502.3200 | PROTECTIVE SURFACE TREATMENT | SY | 554.000 | 554.000 |
| 0190 | 503.0137 | PRESTRESSED GIRDER TYPE I 36W-INCH | LF | 623.000 | 623.000 |
| 0200 | 505.0405 | BAR STEEL REINFORCEMENT HS BRIDGES | LB | 7,090.000 | 7,090.000 |
| 0210 | 505.0605 | BAR STEEL REINFORCEMENT HS COATED BRIDGES | LB | 31,550.000 | 31,550.000 |
| 0220 | 506.2605 | BEARING PADS ELASTOMERIC NON-LAMINATED | EACH | 14.000 | 14.000 |
| 0230 | 506.4000 | STEEL DIAPHRAGMS (STRUCTURE) 01. B-14-198 | EACH | 12.000 | 12.000 |
| 0240 | 516.0500 | RUBBERIZED MEMBRANE WATERPROOFING | SY | 28.000 | 28.000 |
| 0250 | 520.0118 | CULVERT PIPE CLASS III 18-INCH | LF | 62.000 | 62.000 |
| 0260 | 520.1018 | APRON ENDWALLS FOR CULVERT PIPE 18-INCH | EACH | 6.000 | 6.000 |
| 0270 | 522.0112 | CULVERT PIPE REINFORCED CONCRETE CLASS III 12-INCH | LF | 299.000 | 299.000 |
| 0280 | 522.0124 | CULVERT PIPE REINFORCED CONCRETE CLASS III 24-INCH | LF | 722.000 | 722.000 |
| 0290 | 522.0130 | CULVERT PIPE REINFORCED CONCRETE CLASS III 30-INCH | LF | 278.000 | 278.000 |
| 0300 | 522.0324 | CULVERT PIPE REINFORCED CONCRETE CLASS IV 24-INCH | LF | 170.000 | 170.000 |
| 0310 | 522.0330 | CULVERT PIPE REINFORCED CONCRETE CLASS IV 30-INCH | LF | 332.000 | 332.000 |
| 0320 | 522.0536 | CULVERT PIPE REINFORCED CONCRETE CLASS V 36-INCH | LF | 200.000 | 200.000 |
| 0330 | 522.1012 | APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 12-INCH | EACH | 5.000 | 5.000 |
| 0340 | 522.1024 | APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 24-INCH | EACH | 16.000 | 16.000 |
| 0350 | 522.1030 | APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 30-INCH | EACH | 14.000 | 14.000 |
| 0360 | 522.1036 | APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 36-INCH | EACH | 2.000 | 2.000 |
| 0370 | 523.0119 | CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-III 19X30-INCH | LF | 32.000 | 32.000 |

DATE 29NOV12 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 | 1390-04-96 QUANTITY |
|---|---|---|---|---|---|
| 0380 | 523.0519 | APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL 19X30-INCH | EACH | 2.000 | 2.000 |
| 0390 | 550.0020 | PRE-BORING ROCK OR CONSOLIDATED MATERIALS | LF | 240.000 | 240.000 |
| 0400 | 550.1100 | PILING STEEL HP 10-INCH X 42 LB | LF | 825.000 | 825.000 |
| 0410 | 604.0400 | SLOPE PAVING CONCRETE | SY | 36.000 | 36.000 |
| 0420 | 606.0200 | RIPRAP MEDIUM | CY | 170.000 | 170.000 |
| 0430 | 608.0312 | STORM SEWER PIPE REINFORCED CONCRETE CLASS III 12-INCH | LF | 150.000 | 150.000 |
| 0440 | 611.3230 | INLETS 2X3-FT | EACH | 3.000 | 3.000 |
| 0450 | 611.9800.S | PIPE GRATES | EACH | 8.000 | 8.000 |
| 0460 | 612.0406 | PIPE UNDERDRAIN WRAPPED 6-INCH | LF | 785.000 | 785.000 |
| 0470 | 614.0150 | ANCHOR ASSEMBLIES FOR STEEL PLATE BEAM GUARD | EACH | 4.000 | 4.000 |
| 0480 | 618.0100 | MAINTENANCE AND REPAIR OF HAUL ROADS (PROJECT) 01. 1390-04-96 | EACH | 1.000 | 1.000 |
| 0490 | 619.1000 | MOBILIZATION | EACH | 1.000 | 1.000 |
| 0500 | 624.0100 | WATER | MGAL | 18,200.000 | 18,200.000 |
| 0510 | 625.0500 | SALVAGED TOPSOIL | SY | 178,000.000 | 178,000.000 |
| 0520 | 627.0200 | MULCHING | SY | 82,000.000 | 82,000.000 |
| 0530 | 628.1104 | EROSION BALES | EACH | 2,000.000 | 2,000.000 |
| 0540 | 628.1504 | SILT FENCE | LF | 33,800.000 | 33,800.000 |
| 0550 | 628.1520 | SILT FENCE MAINTENANCE | LF | 33,800.000 | 33,800.000 |
| 0560 | 628.1905 | MOBILIZATIONS EROSION CONTROL | EACH | 12.000 | 12.000 |
| 0570 | 628.1910 | MOBILIZATIONS EMERGENCY EROSION CONTROL | EACH | 7.000 | 7.000 |
| 0580 | 628.2004 | EROSION MAT CLASS I TYPE B | SY | 96,000.000 | 96,000.000 |
| 0590 | 628.7504 | TEMPORARY DITCH CHECKS | LF | 3,500.000 | 3,500.000 |
| 0600 | 628.7555 | CULVERT PIPE CHECKS | EACH | 147.000 | 147.000 |
| 0610 | 629.0210 | FERTILIZER TYPE B | CWT | 780.000 | 780.000 |
| 0620 | 630.0120 | SEEDING MIXTURE NO. 20 | LB | 4,800.000 | 4,800.000 |
| 0630 | 630.0200 | SEEDING TEMPORARY | LB | 1,600.000 | 1,600.000 |
| 0640 | 630.0300 | SEEDING BORROW PIT | LB | 12,760.000 | 12,760.000 |
| 0650 | 633.5200 | MARKERS CULVERT END | EACH | 43.000 | 43.000 |
| 0660 | 642.5201 | FIELD OFFICE TYPE C | EACH | 1.000 | 1.000 |
| 0670 | 643.0100 | TRAFFIC CONTROL (PROJECT) 01. 1390-04-96 | EACH | 1.000 | 1.000 |
| 0680 | 643.0300 | TRAFFIC CONTROL DRUMS | DAY | 14,460.000 | 14,460.000 |
| 0690 | 643.0453 | TRAFFIC CONTROL BARRICADES PERMANENT TYPE III | EACH | 28.000 | 28.000 |
| 0700 | 643.0900 | TRAFFIC CONTROL SIGNS | DAY | 4,579.000 | 4,579.000 |
| 0710 | 645.0130 | GEOTEXTILE FABRIC TYPE R | SY | 500.000 | 500.000 |
| 0720 | 650.4000 | CONSTRUCTION STAKING STORM SEWER | EACH | 3.000 | 3.000 |
| 0730 | 650.4500 | CONSTRUCTION STAKING SUBGRADE | LF | 13,650.000 | 13,650.000 |
| 0740 | 650.5000 | CONSTRUCTION STAKING BASE | LF | 13,650.000 | 13,650.000 |
| 0750 | 650.6000 | CONSTRUCTION STAKING PIPE CULVERTS | EACH | 20.000 | 20.000 |
| 0760 | 650.6500 | CONSTRUCTION STAKING STRUCTURE LAYOUT (STRUCTURE) 01. B-14-198 | LS | 1.000 | 1.000 |
| 0770 | 650.6500 | CONSTRUCTION STAKING STRUCTURE LAYOUT (STRUCTURE) 02. R-14-17 | LS | 1.000 | 1.000 |
| 0780 | 650.6500 | CONSTRUCTION STAKING STRUCTURE LAYOUT (STRUCTURE) 03. R-14-18 | LS | 1.000 | 1.000 |
| 0790 | 650.9910 | CONSTRUCTION STAKING SUPPLEMENTAL CONTROL (PROJECT) 01. 1390-04-96 | LS | 1.000 | 1.000 |
| 0800 | 650.9920 | CONSTRUCTION STAKING SLOPE STAKES | LF | 13,650.000 | 13,650.000 |
| 0810 | 715.0502 | INCENTIVE STRENGTH CONCRETE STRUCTURES | DOL | 2,970.000 | 2,970.000 |

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DATE 29NOV12 E S T I M A T E O F Q U A N T I T I E S

LINE 1390-04-96

| NUMBER | ITEM | ITEM DESCRIPTION | UNIT | TOTAL | QUANTITY |
|---|---|---|---|---|---|
| 0820 | SPV.0045 | SPECIAL 01. PORTABLE CHANGEABLE MESSAGE SIGN | DAY | 28.000 | 28.000 |
| 0830 | SPV.0060 | SPECIAL 01. COVERING INLETS | EACH | 3.000 | 3.000 |
| 0840 | SPV.0060 | SPECIAL 02. REMOVING BARRICADES TYPE III | EACH | 28.000 | 28.000 |
| 0850 | SPV.0090 | SPECIAL 01. FENCE CHAIN LINK POLYMER-COATED 6-FT | LF | 391.000 | 391.000 |
| 0860 | SPV.0105 | SPECIAL 01. RAILING PIPE GALVANIZED R-14-17 | LS | 1.000 | 1.000 |
| 0870 | SPV.0105 | SPECIAL 02. RAILING PIPE GALVANIZED R-14-18 | LS | 1.000 | 1.000 |
| 0880 | SPV.0165 | SPECIAL 01. WALL CONCRETE PANEL MECHANICALLY STABILIZED EARTH LRFD | SF | 9,240.000 | 9,240.000 |
| 0890 | SPV.0180 | SPECIAL 01. GEOGRID REINFORCEMENT | SY | 135,000.000 | 135,000.000 |

ALL ITEMS ARE GROUP CODE 0010

## CLEARING AND GRUBBING

| STATION | TO | STATION | LOCATION | 201.0105 CLEARING STA | 201.0205 GRUBBING STA |
|---|---|---|---|---|---|
| 727+00 S | - | 728+00 S | STH 60, LT, RT | 1 | 1 |
| 16+00 D8 | - | 19+00 D8 | HOLL/TRACY BROTHERS FE | 3 | 3 |
| 21+00 D9 | - | 22+00 D9 | HOLL/TRACY BROTHERS FE | 1 | 1 |
| 729+00 S | - | 734+75 S | STH 60, RT | 6 | 6 |
| 734+75 S | - | 735+50 S | STH 60, LT, RT | 1 | 1 |
| 736+20 S | - | 737+00 S | STH 60, LT, RT | 1 | 1 |
| 738+75 S | - | 741+00 S | STH 60, RT | 3 | 3 |
| | | | TOTAL: | 16 | 16 |

## 203.0100
## REMOVING SMALL PIPE CULVERTS

| STATION | LOCATION | EACH |
|---|---|---|
| 26+32 B | OLD BIWER RD, LT | 1 |
| 28+25 B | OLD BIWER RD, LT | 1 |
| | TOTAL: | 2 |

3

## EARTHWORK SUMMARY

| STATION | TO | STATION | LOCATION | 205.0100 EXCAVATION COMMON (1) CUT (2) CY | 205.0100 EXCAVATION COMMON (1) EBS EXCAVATION (3) CY | REDUCED EBS FACTOR = 0.8 CY | SALVAGE/UNUSABLE PAVEMENT MATERIAL CY | AVAILABLE MATERIAL (4) CY | SELECT CRUSHED FOR SOIL STABILIZATION CY | UNEXPANDED FILL CY | EXPANDED FILL (5) FILL FACTOR = 1.20 CY | MASS (6) ORDINATE (+/-) CY | WASTE CY | 208.0100 BORROW CY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 707+82 S | - | 735+49 S | STH 60 | 1,690 | 169 | 135 | 0 | 1,690 | 12,690 | 306,087 | 351,964 | -350,274 | 0 | 350,274 |
| 736+42 S | - | 775+00 S | STH 60 | 1,057 | 106 | 84 | 0 | 1,057 | 14,855 | 219,033 | 244,946 | -243,889 | 0 | 243,889 |
| 1295+50 R1 | - | 1307+00 R1 | RAMP 1 | 1,437 | 144 | 115 | 0 | 1,437 | 0 | 59,389 | 71,129 | -69,692 | 0 | 69,692 |
| 1294+00 R2 | - | 1294+50 R2 | RAMP 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2,798 | 3,358 | -3,358 | 0 | 3,358 |
| 10+00 TR | - | 35+00 TR | TEMPORARY ROAD | 319 | 32 | 26 | 0 | 319 | 0 | 75,035 | 90,011 | -89,692 | 0 | 89,692 |
| 0+00 T | - | 6+50 T | TEMPORARY CONNECTION | 86 | 9 | 7 | 0 | 86 | 0 | 3,848 | 4,609 | -4,523 | 0 | 4,523 |
| 10+00 W | - | 14+20 W | CTH W | 1,480 | 148 | 118 | 0 | 1,480 | 0 | 1,762 | 1,973 | -493 | 0 | 493 |
| 25+00 B | - | 40+50 B | BIWER RD | 15 | 2 | 2 | 0 | 15 | 1,449 | 19,210 | 21,311 | -21,296 | 0 | 21,296 |
| 15+80 D8 | - | 19+50 D8 | D8 DRIVEWAY | 1 | 0 | 0 | 0 | 1 | 0 | 5,401 | 6,481 | -6,480 | 0 | 6,480 |
| 20+50 D9 | - | 25+25 D9 | D9 DRIVEWAY | 3 | 0 | 0 | 0 | 3 | 0 | 11,387 | 13,664 | -13,661 | 0 | 13,661 |
| 10+50 D5 | - | 12+40 D5 | D5 DRIVEWAY | 122 | 12 | 10 | 0 | 122 | 0 | 189 | 215 | -93 | 0 | 93 |
| | | | STH60/BIWER INFIELD GRADING | 64 | 6 | 5 | 0 | 64 | 0 | 6,349 | 7,613 | -7,549 | 0 | 7,549 |
| | | | TOTAL: | 6,274 | 626 | 502 | 0 | 6,274 | 28,994 | 710,488 | 817,274 | -811,000 | 0 | 811,000 |
| | | | TOTAL COMMON EXCAVATION: | 6,900 | | | | | | | | TOTAL BORROW (7): | | 811,000 |

(1) TOTAL COMMON EXCAVATION IS THE SUM OF ALL THE ROADWAY CUT.
(2) SALVAGED/UNUSABLE PAVEMENT MATERIAL IS INCLUDED IN CUT.
(3) EBS EXCAVATION = 10.0% OF THE CUT. EBS TO BE BACKFILLED WITH SELECT CRUSHED MATERIAL. EXCAVATED EBS MATERIAL IS USABLE IN FILLS OUTSIDE THE 1:1 SLOPE.
(4) AVAILABLE MATERIAL = CUT - SALVAGED/UNUSABLE PAVEMENT MATERIAL.
(5) EXPANDED FILL = (UNEXPANDED FILL - REDUSED EBS - SELECT CRUSHED FOR SOIL STABILIZATION)*FILL FACTOR.
(6) MASS ORDINATE = AVAILABLE MATERIAL - EXPANDED FILL. PLUS QUANTITY INDICATES AN EXCESS OF MATERIAL. MINUS INDICATES A SHORTAGE OF MATERIAL.
(7) TOTAL BORROW = BORROW - WASTE.

ALL ITEMS ARE GROUP CODE 0010

213.0100

FINISHING ROADWAY (1390-04-96)

| LOCATION | EACH |
|---|---|
| PROJECT LIMITS | 1 |
| TOTAL: | 1 |

214.0100

OBLITERATING OLD ROAD

| STATION | TO | STATION | LOCATION | STA |
|---|---|---|---|---|
| 25+00 B | - | 29+00 B | OLD BIWER RD, LT | 4 |
| 33+00 B | - | 34+00 B | OLD BIWER RD, RT | 1 |
| | | | TOTAL: | 5 |

3

BASE AGGREGATE ITEMS

| STATION | TO | STATION | LOCATION | 305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON | 305.0130 BASE AGGREGATE DENSE 3-INCH TON | 312.0110 SELECT CRUSHED MATERIAL TON | SPV.0180.01 GEOGRID REINFORCEMENT SY |
|---|---|---|---|---|---|---|---|
| 707+82 S | - | 710+57 S | STH 60 (EB & WB LANES) | 491 | - | 1,546 | 2,650.00 |
| 710+57 S | - | 713+81 S | STH 60 (EB & WB LANES) | 940 | - | 1,445 | 2,478.00 |
| 713+81 S | - | 717+47 S | STH 60 (EB & WB LANES) | 885 | - | 1,289 | 2,209.00 |
| 717+47 S | - | 735+49 S | STH 60 (EB & WB LANES) | 3,686 | - | 5,236 | 8,977.00 |
| 736+42 S | - | 775+00 S | STH 60 (EB & WB LANES) | 7,868 | - | 11,057 | 18,955.00 |
| 1295+50 R1 | - | 1307+00 R1 | RAMP 1 (NE RAMP) | 1,633 | - | 2,026 | 3,472.00 |
| 10+00 TR | - | 35+00 TR | TEMPORARY ROAD | 2,726 | - | 4,389 | 7,525.00 |
| 0+00 T | - | 6+69 T | TEMPORARY CONNECTION | 670 | - | 1,069 | 1,832.00 |
| 10+00 W | - | 14+20 W | CTH W | 496 | - | 801 | 1,373.00 |
| 25+00 B | - | 40+50 B | BIWER RD | 2,414 | - | 2,415 | 4,141.00 |
| 15+80 D8 | - | 19+50 D8 | HOLL/TRACY BROTHERS FE | 292 | 292 | - | - |
| 20+50 D9 | - | 25+25 D9 | HOLL/TRACY BROTHERS FE | 372 | 372 | - | - |
| 10+00 D5 | - | 12+00 D5 | TRACY BROTHERS PE | - | 135 | - | - |
| | | | SOIL STABILIZATION | - | - | 50,740 | 78,620 |
| | | | UNDISTRIBUTED | 1,127 | 41.00 | 1,687 | 2,768 |
| | | | TOTAL: | 23,600 | 840 | 83,700 | 135,000 |

(1) SELECT CRUSH FOR SOIL STABILIZATION AREAS (28,994 CY)

ALL ITEMS ARE GROUP CODE 0010

3

## CULVERT PIPE ITEMS

| STATION | INLET ELEV. | INLET OFFSET | STATION | OUTLET ELEV. | OUTLET OFFSET | LOCATION | SLOPE (%) | CULVERT PIPE REINFORCED CONCRETE 522.0124 CLASS III 24-INCH LF | 522.0130 CLASS III 30-INCH LF | 522.0324 CLASS IV 24-INCH LF | 522.0330 CLASS IV 30-INCH LF | 522.0536 CLASS V 36-INCH LF | 523.0119 CLASS HE-III 19x30-INCH LF | RON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRE 522.1024 24-INCH EACH | 522.1030 30-INCH EACH | 522.1036 36-INCH EACH | 523.0519 19x30-INCH EACH | JOINT* TIES EACH | 633.5200** MARKERS CULVERT END EACH | 650.6000** CONSTRUCTION STAKING PIPE CULVERTS EACH | 611.9800.S PIPE GRATES EACH | 628.7555** CULVERT PIPE CHECKS EACH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 716+65 S | 881.57 | 87.70 | 716+65 S | 881.02 | 95.41 | STH 60 | 0.30 | - | - | - | 183 | - | - | - | 2 | - | - | 12 | 2 | 1 | - | 9 |
| 723+00 S | 882.28 | 65.42 | 716+70 S | 879.64 | 67.89 | STH 60 | 2.00 | 133 | - | - | - | - | - | 2 | - | - | - | 12 | 2 | 1 | - | 6 |
| 723+05 S | 887.57 | 31.52 | 723+00 S | 885.98 | 48.87 | STH 60 | 2.00 | 80 | - | - | - | - | - | 2 | - | - | - | 12 | 2 | 1 | - | - |
| 734+72 S | 878.60 | 98.89 | 734+72 S | 887.75 | 101.08 | STH 60 | 0.43 | - | - | - | - | 200 | - | - | - | 2 | - | 12 | 2 | 1 | - | 9 |
| 749+00 S | 880.20 | 79.66 | 749+00 S | 879.68 | 90.17 | STH 60 | 0.31 | - | - | 170 | - | - | - | 2 | - | - | - | 12 | 2 | 1 | - | 6 |
| 756+00 S | 883.32 | 47.79 | 756+00 S | 880.55 | 71.24 | STH 60 | 2.33 | 119 | - | - | - | - | - | 2 | - | - | - | 12 | 2 | 1 | - | 6 |
| 772+00 S | 878.99 | 43.95 | 772+00 S | 878.89 | 32.44 | STH 60 | 0.30 | 77 | - | - | - | - | - | 2 | - | - | - | 12 | 2 | 1 | 2 | 6 |
| 773+42 S | 878.62 | 42.03 | 773+13 S | 878.46 | 35.56 | STH 60 (SKEWED) | 0.20 | - | 88 | - | - | - | - | - | 2 | - | - | 12 | 2 | 1 | 2 | 9 |
| 1299+28 R1 | 884.87 | 77.47 | 1299+28 R1 | 881.73 | 71.67 | RAMP 1 | 2.11 | - | - | - | 149 | - | - | - | 2 | - | - | 12 | 2 | 1 | - | 9 |
| 19+00 TR | 880.08 | 56.72 | 19+00 TR | 879.46 | 58.68 | TEMP RD | 0.54 | 115 | - | - | - | - | - | 2 | - | - | - | 12 | 2 | 1 | - | 6 |
| 25+00 TR | 880.17 | 55.12 | 25+00 TR | 878.91 | 43.10 | TEMP RD | 1.29 | 98 | - | - | - | - | - | 2 | - | - | - | 12 | 2 | 1 | - | 6 |
| 10+75 W | 880.96 | 35.05 | 10+75 W | 880.75 | 33.98 | CTH W | 0.38 | - | 72 | - | - | - | - | - | 2 | - | - | 12 | 2 | 1 | 2 | 9 |
| 26+50 B | 880.17 | 16.25 | 26+50 B | 879.91 | 16.11 | BIWER RD | 0.57 | - | - | - | - | - | 32 | - | - | - | 2 | 12 | 2 | 1 | - | 9 |
| 34+50 B | 880.26 | 19.14 | 34+50 B | 880.15 | 19.66 | BIWER RD | 0.30 | - | 39 | - | - | - | - | - | 2 | - | - | 12 | 2 | 1 | - | 9 |
| 34+50 B | 880.26 | 19.14 | 34+50 B | 880.15 | 19.66 | BIWER RD | 0.30 | - | 39 | - | - | - | - | - | 2 | - | - | 12 | 2 | 1 | - | 9 |
| 34+50 B | 880.26 | 19.14 | 34+50 B | 880.15 | 19.66 | BIWER RD | 0.30 | - | 39 | - | - | - | - | - | 2 | - | - | 12 | 2 | 1 | - | 9 |
| 3+46 T | 881.24 | 22.14 | 3+00 T | 880.70 | 23.16 | TEMP CONNECTION (SKEWED) | 0.68 | 100 | - | - | - | - | - | 2 | - | - | - | 12 | 2 | 1 | 2 | 6 |
| | | | | | | | TOTAL: | 722 | 278 | 170 | 332 | 200 | 32 | 16 | 14 | 2 | 2 | 204 | 34 | 17 | 8 | 123 |

* NON BID ITEM. FOR INFORMATION ONLY.
** QUANTITY SHOWN ELSEWHERE

NOTES: 1. JOINT TIES FOR CONCRETE PIPE SHALL BE USED AT ALL CONCRETE APRON ENDWALL. APRON ENDWALLS SHALL BE TIED FOR THE LAST THREE JOINTS AT BOTH CULVERT ENDS.
2. THE COST OF THESE TIES SHALL BE INCIDENTAL TO THE COST OF THE PIPE.
3. BACKFILL GRANULAR IS INCIDENTAL TO THE COST OF CULVERT PIPE
4. ELEVATIONS AND OFFSETS REFER TO THE END OF THE PIPE

3

## DRIVEWAY PIPES

| STATION | INLET ELEV. | INLET OFFSET | STATION | OUTLET ELEV. | OUTLET OFFSET | LOCATION | SLOPE (%) | 520.0118 CULVERT PIPE CLASS III 18-INCH LF | 520.1018 APRON ENDWALLS FOR CULVERT PIPE 18-INCH EACH | 522.0112** CULVERT PIPE REINFORCED CONCRETE CLASS III 12-INCH LF | 522.1012 APRON ENDWALLS FOR REINFORCED CONCRETE CULVERT PIPE 12-INCH EACH | MINIMUM STEEL THICKNESS INCHES | MINIMUM ALUMINUM THICKNESS INCHES | JOINT* TIES EACH | 633.5200** MARKERS CULVERT END EACH | 650.6000** CONSTRUCTION STAKING PIPE CULVERTS EACH | 628.7555** CULVERT PIPE CHECKS EACH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 764+00 S | 882.75 | - | 764+00 S | 882.53 | - | STH 60 (FE, RT) | 0.74 | 30 | 2 | - | - | 0.064 | 0.060 | - | 2 | 1 | 9 |
| 29+00 B | 880.43 | - | 29+00 B | 880.42 | - | BIWER RD (FE, RT) | 0.02 | 31 | 2 | - | - | 0.064 | 0.060 | - | 2 | 1 | 9 |
| 10+69 D5 | 880.42 | 14.26 | 11+00 D5 | 879.83 | 16.80 | DRIVEWAY 5 PE (SKEWED) | 1.34 | - | 2 | 59 | 2 | - | - | 12 | 2 | 1 | 6 |
| | | | | | | | TOTAL: | 62 | 6 | 60 | 2 | | | 12 | 6 | 3 | 24 |

* NON BID ITEM. FOR INFORMATION ONLY.
** QUANTITY SHOWN ELSEWHERE

NOTES: 1. JOINT TIES FOR CONCRETE PIPE SHALL BE USED AT ALL CONCRETE APRON ENDWALL. APRON ENDWALLS SHALL BE TIED FOR THE LAST THREE JOINTS AT BOTH CULVERT ENDS.
2. THE COST OF THESE TIES SHALL BE INCIDENTAL TO THE COST OF THE PIPE.
3. BACKFILL GRANULAR IS INCIDENTAL TO THE COST OF CULVERT PIPE
4. ELEVATIONS AND OFFSETS REFER TO THE END OF THE PIPE

ALL ITEMS ARE GROUP CODE 0010

3

## STORM SEWER PIPE SCHEDULE

| PIPE LOCATION FROM | TO | STATION | LOCATION | OFFSET TO PIPE ENDFALL | INVERT INLET | INVERT DISCHARGE | SLOPE (%) | 608.0312 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 12-INCH LF | 522.1012 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 12-INCH EACH | 633.5200** MARKERS CULVERT END EACH | JOINT* TIES EACH |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1.0 | 1.1 | 708+96 S | STH 60 | 40.21' RT | 911.80 | 910.96 | 1.61% | 52 | 1 | 1 | 3 |
| 2.0 | 2.1 | 710+50 S | STH 60 | 43.56' RT | 910.92 | 909.94 | 1.97% | 50 | 1 | 1 | 3 |
| 3.0 | 3.1 | 713+73 S | STH 60 | 42.44' RT | 906.57 | 905.73 | 1.73% | 48 | 1 | 1 | 3 |
| | | | | | | | TOTAL: | 150 | 3 | 3 | 9 |

* NON BID ITEM. FOR INFORMATION ONLY.
** QUANTITY SHOWN ELSEWHERE

NOTES: 1. STATIONS AND OFFSETS ARE TO THE CENTER OF STRUCTURES OR TO THE END OF PIPE WHERE THERE IS AN ENDWALL.
2. PIPE LENGTHS ARE MEASURED TO THE CENTER OF STRUCTURES.
3. JOINT TIES FOR CONCRETE PIPE SHALL BE PROVIDED AT ALL REINFORCED CONCRETE APRON ENDWALL LOCATIONS. APRON ENDWALLS SHALL BE TIED FOR THE LAST THREE JOINTS AT PIPE ENDS. THE COST OF THESE TIES SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR THE REINFORCED CONCRETE STORM SEWER PIPE.

## STORM SEWER STRUCTURE SCHEDULE

| STRUCTURE NO. | STATION | LOCATION | OFFSET TO CENTER OF STRUCTURE | TOP OF STRUCTURE ELEVATION | BOTTOM OF STRUCTURE ELEVATION | DEPTH OF STRUCTURE FT | 611.3230 INLETS 2X3-FT EACH | SPV.0060.01 COVERING INLETS EACH |
|---|---|---|---|---|---|---|---|---|
| 1.0 | 708+96 S | STH 60 (RT) | 13.50' LT | 914.80 | 911.80 | 3.00 | 1 | 1 |
| 2.0 | 710+50 S | STH 60 (RT) | 7.65' LT | 913.92 | 910.92 | 3.00 | 1 | 1 |
| 3.0 | 713+73 S | STH 60 (RT) | 7.50' LT | 909.57 | 906.57 | 3.00 | 1 | 1 |
| | | | | | TOTAL: | | 3 | 3 |

## 618.0100 MAINTENANCE & REPAIR OF HAUL ROAD (1390-04-96)

| LOCATION | EACH |
|---|---|
| PROJECT LIMITS | 1 |
| TOTAL: | 1 |

## FIELD TILE PIPES

| GROUP CODE | STATION | LOCATION | 522.0112** CULVERT PIPE REINFORCED CONCRETE 12-INCH CLASS III LF |
|---|---|---|---|
| 0010 | 753+50 | STH 60 | 239 |
| | | TOTAL: | 239 |

** QUANTITY SHOWN ELSEWHERE

ALL ITEMS ARE GROUP CODE 0010

3

619.1000
MOBILIZATION

| LOCATION | EACH |
|---|---|
| PROJECT | 1 |
| TOTAL: | 1 |

624.0100
WATER

| LOCATION | USE | MGAL |
|---|---|---|
| PROJECT | BASE PLACEMENT | 12,096 |
| PROJECT | DUST CONTROL | 6,098 |
| TOTAL: | | 18,200 |

MOBILIZATIONS EROSION CONTROL

| LOCATION | 628.1905 MOBILIZATIONS EROSION CONTROL EACH | 628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL EACH |
|---|---|---|
| PROJECT | 12 | 7 |
| TOTAL: | 12 | 7 |

3

RIPRAP ITEMS

| STATION | LOCATION | 606.0200 RIPRAP MEDIUM CY | 645.0130 GEOTEXTILE FABRIC TYPE R SY |
|---|---|---|---|
| 715+65 S | RT. | 30 | 86 |
| 723+00 S | RT. | 37 | 111 |
| 734+32 S | RT. | 39 | 108 |
| 749+00 S | LT. | 5 | 16 |
| 756+00 S | LT. | 5 | 16 |
| 772+00 S | RT. | 5 | 16 |
| 1299+00 R1 | RT. | 6 | 20 |
| 26+50 B | RT. | 5 | 16 |
| 34+50 B | RT. | 16 | 43 |
| 19+00 TR | LT. | 5 | 16 |
| 25+00 TR | LT. | 5 | 16 |
| 3+47 T | RT. | 5 | 16 |
| 10+75 W | RT. | 6 | 20 |
| | **TOTAL:** | **170** | **500** |

LANDSCAPING

| STATION | TO | STATION | LOCATION | 625.0500 SALVAGED TOPSOIL SY | 627.0200 MULCHING SY | 629.0210 FERTILIZER TYPE B CWT | 630.0120 SEEDING MIXTURE NO. 20 LB | 630.0200 SEEDING TEMPORARY LB | 630.0300 SEEDING BORROW PIT LB |
|---|---|---|---|---|---|---|---|---|---|
| 1295+50 R1 | - | 1307+00 R1 | RAMP 1 (NE RAMP), LT | 6,993 | 4,959 | 4.4 | 189 | 63 | - |
| 1295+50 R1 | - | 1307+00 R1 | RAMP 1 (NE RAMP), RT | 6,987 | 3,931 | 4.4 | 189 | 63 | - |
| 707+82 S | - | 775+00 S | STH 60, LT | 47,821 | 19,009 | 30.1 | 1,291 | 430 | - |
| 707+82 S | - | 775+00 S | STH 60, RT | 48,453 | 19,509 | 30.5 | 1,308 | 436 | - |
| 10+50 W | - | 14+20 W | CTH W, LT | 1,787 | 1,787 | 1.1 | 48 | 16 | - |
| 10+50 W | - | 14+20 W | CTH W, RT | 1,251 | 862 | 0.8 | 34 | 11 | - |
| 24+00 B | - | 40+50 B | BIWER RD, LT | 4,443 | 3,738 | 2.8 | 120 | 40 | - |
| 24+00 B | - | 40+50 B | BIWER RD, RT | 5,474 | 4,647 | 3.4 | 148 | 49 | - |
| 0+50 T | - | 6+00 T | TEMPORARY CONNECTION, LT | 967 | 967 | 0.6 | 26 | 9 | - |
| 0+50 T | - | 6+00 T | TEMPORARY CONNECTION, RT | 1,180 | 1,180 | 0.7 | 32 | 11 | - |
| 10+00 TR | - | 35+00 TR | TEMPORARY ROAD, LT | 9,760 | 4,847 | 6.1 | 264 | 88 | - |
| 10+00 TR | - | 35+00 TR | TEMPORARY ROAD, RT | 7,119 | 3,640 | 4.5 | 192 | 64 | - |
| 10+50 D5 | - | 12+50 D5 | TRACY BROTHERS PE, LT | 402 | 402 | 0.3 | 11 | 4 | - |
| 10+50 D5 | - | 12+50 D5 | TRACY BROTHERS PE, RT | 337 | 337 | 0.2 | 9 | 3 | - |
| 15+80 D8 | - | 19+50 D8 | HOLL/TRACY BROTHERS FE, LT | 1,328 | 1,157 | 0.8 | 36 | 12 | - |
| 15+00 D8 | - | 19+50 D8 | HOLL/TRACY BROTHERS FE, RT | 1,236 | 1,236 | 0.8 | 33 | 11 | - |
| 20+50 D9 | - | 25+25 D9 | HOLL/TRACY BROTHERS FE, LT | 1,945 | 1,081 | 1.2 | 53 | 18 | - |
| 20+50 D9 | - | 25+25 D9 | HOLL/TRACY BROTHERS FE, RT | 2,004 | 1,219 | 1.3 | 54 | 18 | - |
| 1294+00 R2 | - | 1295+00 R2 | RAMP 2 (NE RAMP), LT | 111 | - | 0.1 | 3 | 1 | - |
| 1294+00 R2 | - | 1295+00 R2 | RAMP 2 (NE RAMP), RT | 192 | - | 0.1 | 5 | 2 | - |
| | | | STH 60/BIWER INFIELD | 13,059 | - | 8.2 | 353 | 118 | - |
| | | | BORROW SITE* | - | - | 600 | - | - | 12,760 |
| | | | UNDISTRIBUTED | 14,949 | 7,451 | 70 | 402 | 133 | - |
| | | | TOTAL: | 178,000 | 82,000 | 780 | 4,800 | 1,600 | 12,760 |

*BORROW PIT QUANTITIES ARE ESTIMATED AND NOT DETERMINED FOR A PARTICULAR SITE.

ALL ITEMS ARE GROUP CODE 0010

## EROSION CONTROL ITEMS

| STATION | TO | STATION | LOCATION | 628.1504 SILT FENCE LF | 628.1520 SILT FENCE MAINTENANCE LF | 628.7504 TEMPORARY DITCH CHECKS LF | 628.2004 EROSION MAT CLASS I TYPE B SY | 628.1104 EROSION BALES EACH |
|---|---|---|---|---|---|---|---|---|
| 707+00 S | - | 735+50 S | STH 60, LT | 2,554 | 2,554 | 306 | 13,730 | 213 |
| 707+00 S | - | 735+50 S | STH 60, RT | 1,684 | 1,684 | 216 | 19,900 | 113 |
| 736+50 S | - | 774+50 S | STH 60, LT | 1,665 | 1,665 | 211 | 11,145 | - |
| 736+50 S | - | 774+50 S | STH 60, RT | 1,901 | 1,901 | 302 | 9,263 | 33 |
| 1293+70 R2 | - | 1294+50 R2 | RAMP 2 (SE RAMP), LT | - | - | - | 601 | - |
| 1293+70 R2 | - | 1294+50 R2 | RAMP 2 (SE RAMP), RT | - | - | - | 823 | - |
| 1296+00 R1 | - | 1307+00 R1 | RAMP 1 (NE RAMP), LT | - | - | 60 | 4,181 | - |
| 1296+00 R1 | - | 1307+00 R1 | RAMP 1 (NE RAMP), RT | 1,066 | 1,066 | 67 | 4,931 | 22 |
| 10+00 TR | - | 33+00 TR | TEMPORARY ROAD (LT) | 1,983 | 1,983 | 120 | 5,745 | - |
| 15+00 TR | - | 31+00 TR | TEMPORARY ROAD (RT) | 763 | 763 | 127 | 2,448 | - |
| 10+50 W | - | 14+20 W | CTH W (LT) | - | - | 135 | - | - |
| 10+50 W | - | 14+20 W | CTH W (RT) | - | - | 135 | - | - |
| 25+00 B | - | 40+50 B | BIWER RD (LT) | - | - | 77 | 587 | - |
| 25+00 B | - | 40+50 B | BIWER RD (RT) | 1,394 | 1,394 | 60 | 817 | 454 |
| 16+00 D8 | - | 19+00 D8 | HOLL/TRACY BROTHERS FE (LT) | 300 | 300 | 57 | - | - |
| 16+00 D8 | - | 19+00 D8 | HOLL/TRACY BROTHERS FE (RT) | 300 | 300 | 50 | - | - |
| 21+00 D9 | - | 25+25 D9 | HOLL/TRACY BROTHERS FE (LT) | 425 | 425 | 121 | 992 | - |
| 21+00 D9 | - | 25+25 D9 | HOLL/TRACY BROTHERS FE (RT) | 425 | 425 | 84 | 1,129 | - |
| 10+50 D5 | - | 12+40 D5 | TRACY BROTHERS PE (LT) | 143 | 143 | 27 | - | 20 |
| 10+50 D5 | - | 12+40 D5 | TRACY BROTHERS PE (RT) | - | - | 27 | - | - |
| 0+50 T | - | 4+50 T | TEMPORARY CONNECTION (LT) | - | - | 64 | - | - |
| 0+50 T | - | 4+50 T | TEMPORARY CONNECTION (RT) | 400 | 400 | 40 | - | - |
| | | | BORROW SITE | 12,000 | 12,000 | 500 | 500 | 1,000 |
| | | | UNDISTRIBUTED | 6,797 | 6,797 | 714 | 19,208 | 145 |
| | | | TOTAL: | 33,800 | 33,800 | 3,500 | 96,000 | 2,000 |

## FIELD OFFICE

| LOCATION | 642.5201 TYPE C EACH |
|---|---|
| PROJECT LIMITS | 1 |
| TOTAL: | 1 |

ALL ITEMS ARE GROUP CODE 0010

3

## TRAFFIC CONTROL

| LOCATION | ROADWAY | PROJECT DURATION DAYS | 643.0100 PROJECT 1390-04-96 EACH | 643.0300 TRAFFIC CONTROL DRUMS DAYS | 643.0453 BARRICADES PERMANENT TYPE III EACH | 643.0900 SIGNS DAYS | SPV.0045.01 PORTABLE CHANGEABLE MESSAGE SIGNS DAYS | SPV.0060.02 REMOVING BARRICADES TYPE III EACH |
|---|---|---|---|---|---|---|---|---|
| PROJECT TRAFFIC CONTROL | STH 60 | 241 | 1 | 14,460 | 28 | 4,579 | 28 | 28 |
| | TOTALS | | 1 | 14,460 | 28 | 4,579 | 28 | 28 |

NOTES: 1. BARRICADES SHALL BE USED FROM THE START OF 1390-04-96 PROJECT UNTIL THE START OF 1390-04-81 PROJECT (APPROX.
2. PORTABLE CHANGEABLE MESSAGE SIGNS SHALL BE SET UP 1 WEEK PRIOR TO WORK STARTING

3

## CONSTRUCTION STAKING

| STATION | TO | STATION | LOCATION | 650.4000 STORM SEWER EACH | 650.4500 SUBGRADE LF | 650.5000 BASE LF | 650.6500 STRUCTURE LAYOUT LS | 650.9920 SLOPE STAKES LF | 650.9910 SUPPLEMENTAL CONTROL (1390-04-96) LS |
|---|---|---|---|---|---|---|---|---|---|
| 707+82 S | - | 710+57 S | STH 60 (EB & WB LANES) | 3 | 275 | 275 | - | 275 | - |
| 710+57 S | - | 713+81 S | STH 60 (EB & WB LANES) | - | 324 | 324 | - | 324 | - |
| 713+81 S | - | 717+47 S | STH 60 (EB & WB LANES) | - | 366 | 366 | - | 366 | - |
| 717+47 S | - | 775+00 S | STH 60 (EB & WB LANES) | - | 5,753 | 5,753 | - | 5,753 | - |
| 1295+50 R1 | - | 1307+00 R1 | RAMP 1 (NE RAMP) | - | 1,150 | 1,150 | - | 1,150 | - |
| 10+00 TR | - | 35+00 TR | TEMPORARY ROAD | - | 2,500 | 2,500 | - | 2,500 | - |
| 0+00 T | - | 4+20 T | TEMPORARY CONNECTION | - | 420 | 420 | - | 420 | - |
| 10+00 W | - | 14+20 W | CTH W | - | 420 | 420 | - | 420 | - |
| 25+00 B | - | 40+50 B | BIWER RD | - | 1,550 | 1,550 | - | 1,550 | - |
| 15+80 D8 | - | 19+50 D8 | HOLL/TRACY BROTHERS DRIVEWAY (WEST) | - | 370 | 370 | - | 370 | - |
| 20+50 D9 | - | 25+25 D9 | HOLL/TRACY BROTHERS DRIVEWAY (EAST) | - | 475 | 475 | - | 475 | - |
| | | | STRUCTURE B-14-198 | - | - | - | 1 | - | - |
| | | | STRUCTURE R-14-17 | - | - | - | 1 | - | - |
| | | | STRUCTURE R-14-18 | - | - | - | 1 | - | - |
| | | | PROJECT LIMITS | - | - | - | - | - | 1 |
| | | | TOTAL: | 3 | 13,650 | 13,650 | 3 | 13,650 | 1 |

# STATE OF WISCONSIN
# DEPARTMENT OF TRANSPORTATION
# TRANSPORTATION PROJECT PLAT TITLE SHEET
# PROJECT 1390-04-29
# WATERTOWN - STH 60 EAST ROAD
## (CTH Q - STH 60 EAST)
## STH 26
## DODGE COUNTY



### CONVENTIONAL SIGNS AND ABBREVIATIONS

SECTION LINE
QUARTER LINE
SIXTEENTH LINE
NEW REFERENCE LINE
NEW R/W LINE
EXISTING R/W LINE
PROPERTY LINE
LOT, TIE AND OTHER MINOR LINES
CORPORATE LIMITS
UNDERGROUND FACILITY (COMMUNICATIONS, ELECTRIC, ETC.) — C (TYPE)
FEE ACQUISITION AREA (HATCHING VARIES BY OWNER)
TEMPORARY LIMITED EASEMENT AREA
EASEMENT (HIGHWAY, PERMANENT LIMITED OR RESTRICTED DEVELOPMENT) AREAS
TRANSMISSION STRUCTURES (LINE OPTIONAL)
BUILDING
NATIONAL GEODETIC SURVEY MONUMENT

SECTION CORNER
NOTATION FOR COMBUSTABLE FLUIDS
NOTATION FOR HIGH VOLTAGE TRANSMISSION LINES
BRIDGE

R/W MONUMENT
NON-MONUMENTED R/W POINT
FOUND IRON PIN
VALVE (GAS, WATER, ETC.) — ⊘ (TYPE)
SIGN
OFF-PREMISE SIGN

| | COMPENSABLE | NON-COMPENSABLE |
|---|---|---|
| ELECTRIC POLE | ■ | ⊠ |
| TELEPHONE POLE | ■ | ⊠ |
| PEDESTAL (LABEL TYPE - (COMMUNICATIONS, ELECTRIC) | ■ | ⊠ |

ACCESS CONTROLLED BY PARCEL ACQUISITION
NO ACCESS (BY STATUTORY AUTHORITY)
ACCESS RESTRICTED (BY PREVIOUS PROJECT/CONTROL)

PARCEL NUMBER (102)
UTILITY NUMBER (92)

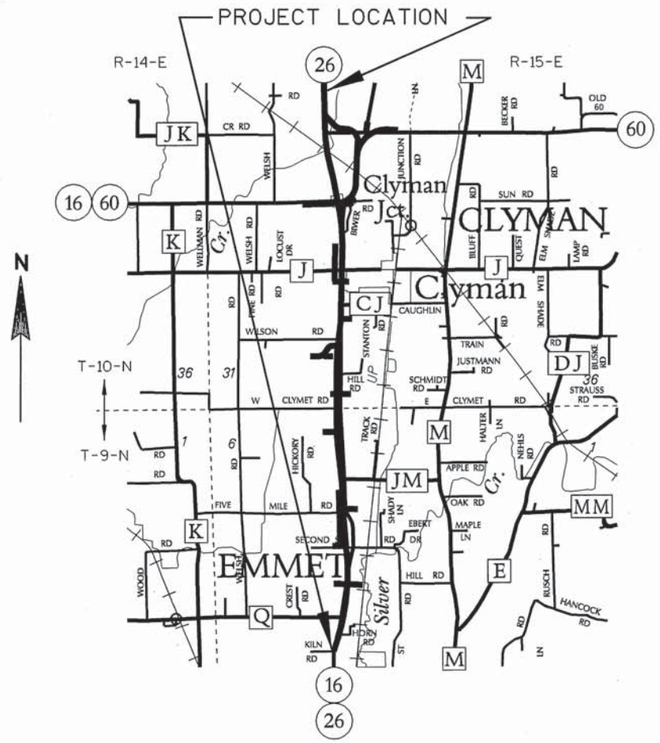
| | |
|---|---|
| ACCESS POINT | AP |
| ACCESS RIGHTS | AR |
| ACRES | AC. |
| AGRICULTURAL | AG |
| AHEAD | AH |
| ALUMINUM | ALUM. |
| AND OTHERS | ET.AL. |
| BACK | BK |
| BLOCK | BLK |
| CENTERLINE | C/L |
| CERTIFIED SURVEY MAP | C.S.M. |
| CONCRETE | CONC. |
| CORNER | COR. |
| COUNTY | CO. |
| COUNTY TRUNK HIGHWAY | CTH |
| DISTANCE | DIST. |
| DOCUMENT NUMBER | DOC. |
| EASEMENT | EASE |
| EXISTING | EX. |
| GAS VALVE | G.V. |
| GRID NORTH | GN |
| HIGHWAY EASEMENT | H.E. |
| IDENTIFICATION | ID. |
| LAND CONTRACT | LC |
| LEFT | LT. |
| MONUMENT | MON. |
| NATIONAL GEODETIC SURVEY | NGS |
| NUMBER | NO. |
| OUTLOT | O.L. |
| PAGE | P. |
| PART OF | PT. |
| PERMANENT LIMITED EASEMENT | P.L.E. |
| POINT OF BEGINNING | P.O.B. |
| POINT OF COMPOUND CURVE | PCC |
| POINT OF CURVATURE | PC |
| POINT OF INTERSECTION | PI |
| POINT OF REVERSE CURVATURE | PRC |
| PRIVATE DRIVEWAY | P.D. |
| POINT ON TANGENT | POT |
| PROPERTY LINE | P.L. |
| RECORDED AS | (100') |
| REFERENCE LINE | R/L |
| REMAINING | REM. |
| RIGHT | RT. |
| RIGHT OF WAY | R/W |
| SECTION | SEC. |
| SEPTIC VENT | SEPV. |
| SQUARE FEET | S.F. |
| STATE TRUNK HIGHWAY | STH |
| STATION | STA. |
| SUBDIVISION | SUBD |
| TANGENT | TAN. |
| TELEPHONE PEDESTAL | T.P. |
| TEMPORARY LIMITED EASEMENT | T.L.E. |
| TRANSPORTATION PROJECT PLAT | TPP |
| UNITED STATES HIGHWAY | USH |
| VOLUME | V. |

#### CURVE DATA

| | |
|---|---|
| LONG CHORD | L.C. |
| LONG CHORD BEARING | L.C.B. |
| RADIUS | R. |
| DEGREE OF CURVE | D. |
| CENTRAL ANGLE OR DELTA | Δ. |
| LENGTH OF CURVE | L. |
| TANGENT | T. |
| DIRECTION AHEAD | DA. |
| DIRECTION BACK | DB. |

### CONVENTIONAL UTILITY SYMBOLS

| | |
|---|---|
| WATER | W |
| GAS | G |
| TELEPHONE | T |
| OVERHEAD TRANSMISSION LINES | OH |
| ELECTRIC | E |
| CABLE TELEVISION | TV |
| FIBER OPTIC | FO |
| SANITARY SEWER | SAN |
| STORM SEWER | SS |




LAYOUT SCALE

0 1 2 4

MILES

THE NOTES, CONVENTIONAL SIGNS, AND ABBREVIATIONS ARE ASSOCIATED WITH EACH TRANSPORTATION PROJECT PLAT FOR PROJECT 1390-04-29.

**NOTES:**

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY ⅜" X 24" IRON REBARS), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

ALL RIGHT-OF-WAY LINES DEPICTED IN NON ACQUISITION AREAS ARE INTENDED TO RE-ESTABLISH EXISTING RIGHT-OF-WAY LINES AS DETERMINED FROM PREVIOUS PROJECTS, OTHER RECORDED DOCUMENTS, OR FROM CENTERLINE OF EXISTING PAVEMENTS.

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

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
EXISTING HIGHWAY RIGHT-OF-WAY FOR STH 26 ESTABLISHED FROM PREVIOUS PROJECTS 1390-04-91, T010-1(24), 1390-04-24, F010-1(26), 1392-03-21, 1390-04-37 & T010-1(14) AUX 7.1.,
EXISTING HIGHWAY RIGHT-OF-WAY FOR STH 16 ESTABLISHED FROM PREVIOUS PROJECT 1403-00-21.
EXISTING HIGHWAY RIGHT-OF-WAY FOR STH 60 ESTABLISHED FROM PREVIOUS PROJECT 3041-02-21.

EXISTING ACCESS CONTROL ALONG STH 26 ESTABLISHED FROM PREVIOUS PROJECTS 1392-03-29, F010-1(26), & 1392-03-21.
EXISTING ACCESS CONTROL ALONG STH 16 ESTABLISHED FROM PREVIOUS PROJECT 1403-00-21 & F010-1(26).
EXISTING ACCESS CONTROL ALONG STH 60 ESTABLISHED FROM 3041-02-21.

DIMENSIONING FOR THE NEW R/W IS MEASURED ALONG AND PERPENDICULAR TO NEW REFERENCE LINES.

A TEMPORARY LIMITED EASEMENT (T.L.E.) IS A RIGHT FOR CONSTRUCTION PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON, THE RIGHT OF INGRESS AND EGRESS, AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM DESIRABLE. ALL (T.L.E.s) ON THIS PLAT EXPIRE AT THE COMPLETION OF THE CONSTRUCTION PROJECT FOR WHICH THIS INSTRUMENT IS GIVEN.

A PERMANENT LIMITED EASEMENT (P.L.E.) IS A RIGHT FOR CONSTRUCTION AND MAINTENANCE PURPOSES, AS TO DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON AND THE RIGHT OF INGRESS AND EGRESS, AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM DESIRABLE, BUT WITHOUT PREJUDICE TO THE OWNER'S RIGHT TO MAKE OR CONSTRUCT IMPROVEMENTS ON SAID LANDS OR TO FLATTEN THE SLOPES, PROVIDING SAID ACTIVITIES WILL NOT IMPAIR OR OTHERWISE ADVERSELY AFFECT THE HIGHWAY FACILITIES.

AN EASEMENT FOR HIGHWAY PURPOSES (H.E.), AS LONG AS SO USED, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM DESIRABLE.

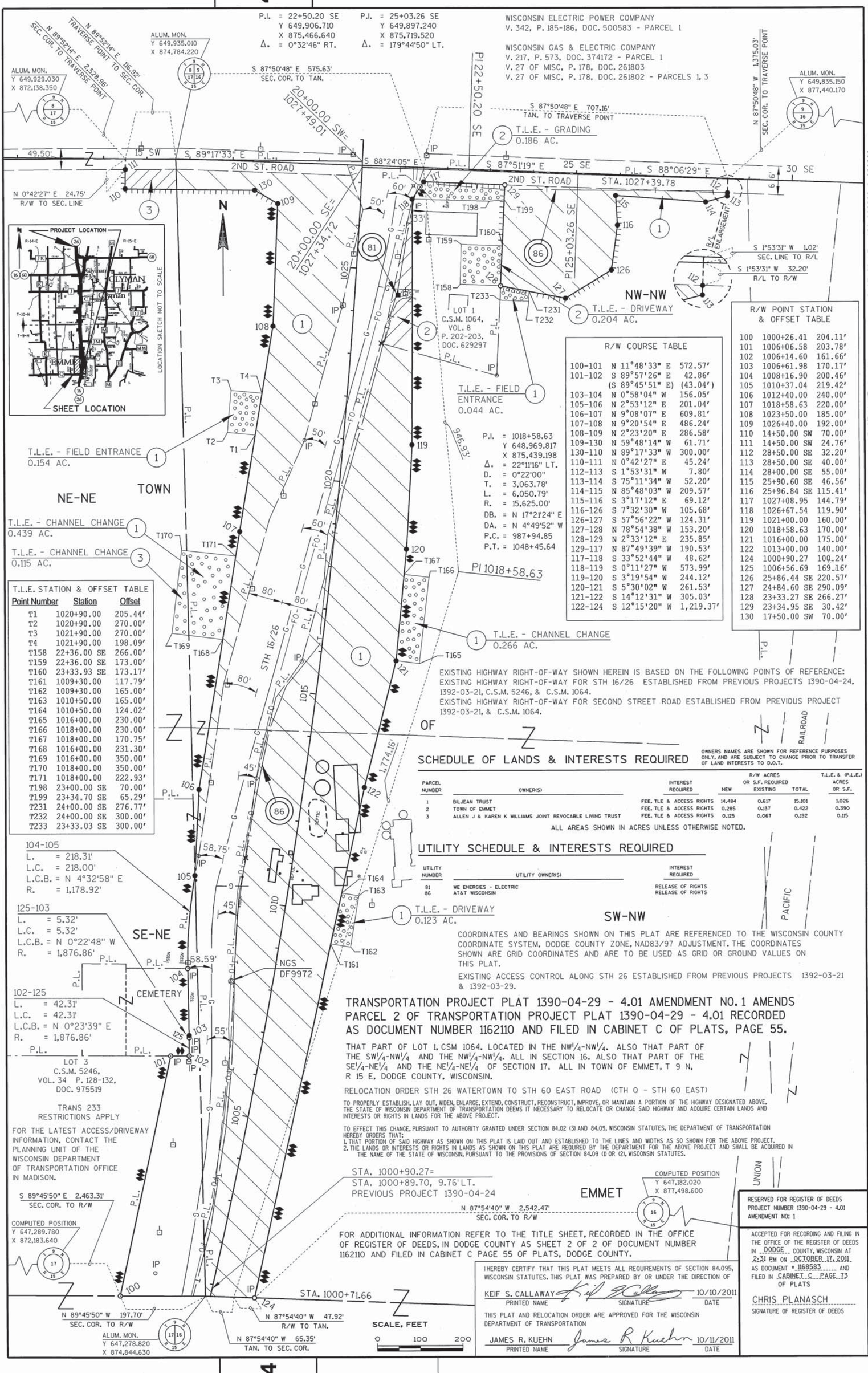
PROPERTY LINES SHOWN ON THIS PLAT ARE DRAWN FROM DATA DERIVED FROM MAPS AND DOCUMENTS OF PUBLIC RECORD AND/OR EXISTING OCCUPATIONAL LINES. THIS PLAT MAY NOT BE A TRUE REPRESENTATION OF EXISTING PROPERTY LINES, EXCLUDING RIGHT-OF-WAY LINES, AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE FIELD SURVEY.

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN MADISON.

PARCEL IDENTIFICATION NUMBERS MAY NOT POINT TO ALL AREAS OF ACQUISITION, AS NOTED ON THE SCHEDULE OF LANDS & INTERESTS REQUIRED.

COORDINATES AND BEARINGS SHOWN ON THIS PLAT ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM, DODGE COUNTY ZONE, NAD83/97 ADJUSTMENT. THE COORDINATES SHOWN ARE GRID COORDINATES AND ARE TO BE USED AS GRID OR GROUND VALUES ON THIS PLAT.

TPP NUMBER 1390-04-29 - 4.01
SHEET 2 OF 2




| R/W COURSE TABLE | | |
|---|---|---|
| 100-101 | N 11°48'33" E | 572.57' |
| 101-102 | S 89°57'26" E | 42.86' |
| | (S 89°45'51" E) | (43.04') |
| 103-104 | N 0°58'04" W | 156.05' |
| 105-106 | N 2°53'12" E | 201.04' |
| 106-107 | N 9°08'07" E | 609.81' |
| 107-108 | N 9°20'54" E | 486.24' |
| 108-109 | N 2°23'20" E | 286.58' |
| 109-130 | N 59°48'14" W | 61.71' |
| 130-110 | N 89°17'33" W | 300.00' |
| 110-111 | N 0°42'27" E | 45.24' |
| 112-113 | S 1°53'31" W | 7.80' |
| 113-114 | S 75°11'34" W | 52.20' |
| 114-115 | N 85°48'03" W | 209.57' |
| 115-116 | S 3°17'12" E | 69.12' |
| 116-126 | S 7°32'30" W | 105.68' |
| 126-127 | S 57°56'22" W | 124.31' |
| 127-128 | N 78°54'38" W | 153.20' |
| 128-129 | N 2°33'12" E | 235.85' |
| 129-117 | N 87°49'39" W | 190.53' |
| 117-118 | S 33°52'44" W | 48.62' |
| 118-119 | S 0°11'27" W | 573.99' |
| 119-120 | S 3°19'54" W | 244.12' |
| 120-121 | S 5°30'02" W | 261.53' |
| 121-122 | S 14°12'31" W | 305.03' |
| 122-124 | S 12°15'20" W | 1,219.37' |

| R/W POINT STATION & OFFSET TABLE | | |
|---|---|---|
| 100 | 1000+26.41 | 204.11' |
| 101 | 1006+06.58 | 203.78' |
| 102 | 1006+14.60 | 161.66' |
| 103 | 1006+61.98 | 170.17' |
| 104 | 1008+16.90 | 200.46' |
| 105 | 1010+37.04 | 219.42' |
| 106 | 1012+40.00 | 240.00' |
| 107 | 1018+58.63 | 220.00' |
| 108 | 1023+50.00 | 185.00' |
| 109 | 1026+40.00 | 192.00' |
| 110 | 14+50.00 SW | 70.00' |
| 111 | 14+50.00 SW | 24.76' |
| 112 | 28+50.00 SE | 32.20' |
| 113 | 28+50.00 SE | 40.00' |
| 114 | 28+00.00 SE | 55.00' |
| 115 | 25+90.60 SE | 46.56' |
| 116 | 25+96.84 SE | 115.41' |
| 117 | 1027+08.95 | 144.79' |
| 118 | 1026+67.54 | 119.90' |
| 119 | 1021+00.00 | 160.00' |
| 120 | 1018+58.63 | 170.00' |
| 121 | 1016+00.00 | 175.00' |
| 122 | 1013+00.00 | 140.00' |
| 124 | 1000+90.27 | 100.24' |
| 125 | 1006+56.69 | 169.16' |
| 126 | 25+86.44 SE | 220.57' |
| 127 | 24+84.60 SE | 290.09' |
| 128 | 23+33.27 SE | 266.27' |
| 129 | 23+34.95 SE | 30.42' |
| 130 | 17+50.00 SW | 70.00' |

| T.L.E. STATION & OFFSET TABLE | | |
|---|---|---|
| Point Number | Station | Offset |
| T1 | 1020+90.00 | 205.44' |
| T2 | 1020+90.00 | 270.00' |
| T3 | 1021+90.00 | 270.00' |
| T4 | 1021+90.00 | 198.09' |
| T158 | 22+36.00 SE | 266.00' |
| T159 | 22+36.00 SE | 173.00' |
| T160 | 23+33.93 SE | 173.17' |
| T161 | 1009+30.00 | 117.79' |
| T162 | 1009+30.00 | 165.00' |
| T163 | 1010+50.00 | 165.00' |
| T164 | 1010+50.00 | 124.02' |
| T165 | 1016+00.00 | 230.00' |
| T166 | 1018+00.00 | 230.00' |
| T167 | 1018+00.00 | 170.75' |
| T168 | 1016+00.00 | 231.30' |
| T169 | 1016+00.00 | 350.00' |
| T170 | 1018+00.00 | 350.00' |
| T171 | 1018+00.00 | 222.93' |
| T198 | 23+00.00 SE | 70.00' |
| T199 | 23+34.70 SE | 65.29' |
| T231 | 24+00.00 SE | 276.77' |
| T232 | 24+00.00 SE | 300.00' |
| T233 | 23+33.03 SE | 300.00' |

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: EXISTING HIGHWAY RIGHT-OF-WAY FOR STH 16/26 ESTABLISHED FROM PREVIOUS PROJECTS 1390-04-24, 1392-03-21, C.S.M. 5246, & C.S.M. 1064.
EXISTING HIGHWAY RIGHT-OF-WAY FOR SECOND STREET ROAD ESTABLISHED FROM PREVIOUS PROJECT 1392-03-21, & C.S.M. 1064.

## SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTERESTS TO D.O.T.

| PARCEL NUMBER | OWNER(S) | INTEREST REQUIRED | R/W ACRES OR S.F. REQUIRED NEW | EXISTING | TOTAL | T.L.E. & (P.L.E.) ACRES OR S.F. |
|---|---|---|---|---|---|---|
| 1 | BILJEAN TRUST | FEE, TLE & ACCESS RIGHTS | 14.484 | 0.617 | 15.101 | 1.026 |
| 2 | TOWN OF EMMET | FEE, TLE & ACCESS RIGHTS | 0.285 | 0.137 | 0.422 | 0.390 |
| 3 | ALLEN J & KAREN K WILLIAMS JOINT REVOCABLE LIVING TRUST | FEE, TLE & ACCESS RIGHTS | 0.125 | 0.067 | 0.192 | 0.115 |

ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED.

## UTILITY SCHEDULE & INTERESTS REQUIRED

| UTILITY NUMBER | UTILITY OWNER(S) | INTEREST REQUIRED |
|---|---|---|
| 81 | WE ENERGIES - ELECTRIC | RELEASE OF RIGHTS |
| 86 | AT&T WISCONSIN | RELEASE OF RIGHTS |

COORDINATES AND BEARINGS SHOWN ON THIS PLAT ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM, DODGE COUNTY ZONE, NAD83/97 ADJUSTMENT. THE COORDINATES SHOWN ARE GRID COORDINATES AND ARE TO BE USED AS GRID OR GROUND VALUES ON THIS PLAT.

EXISTING ACCESS CONTROL ALONG STH 26 ESTABLISHED FROM PREVIOUS PROJECTS 1392-03-21 & 1392-03-29.

## TRANSPORTATION PROJECT PLAT 1390-04-29 - 4.01 AMENDMENT NO. 1 AMENDS PARCEL 2 OF TRANSPORTATION PROJECT PLAT 1390-04-29 - 4.01 RECORDED AS DOCUMENT NUMBER 1162110 AND FILED IN CABINET C OF PLATS, PAGE 55.

THAT PART OF LOT 1, CSM 1064, LOCATED IN THE NW¼-NW¼. ALSO THAT PART OF THE SW¼-NW¼ AND THE NW¼-NW¼, ALL IN SECTION 16. ALSO THAT PART OF THE SE¼-NE¼ AND THE NE¼-NE¼ OF SECTION 17. ALL IN TOWN OF EMMET, T 9 N, R 15 E, DODGE COUNTY, WISCONSIN.

RELOCATION ORDER STH 26 WATERTOWN TO STH 60 EAST ROAD (CTH Q - STH 60 EAST)

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3) AND 84.09, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF REGISTER OF DEEDS, IN DODGE COUNTY AS SHEET 2 OF 2 OF DOCUMENT NUMBER 1162110 AND FILED IN CABINET C PAGE 55 OF PLATS, DODGE COUNTY.

I HEREBY CERTIFY THAT THIS PLAT MEETS ALL REQUIREMENTS OF SECTION 84.095, WISCONSIN STATUTES. THIS PLAT WAS PREPARED BY OR UNDER THE DIRECTION OF

KEIF S. CALLAWAY (PRINTED NAME) (SIGNATURE) 10/10/2011 (DATE)

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION

JAMES R. KUEHN (PRINTED NAME) (SIGNATURE) 10/11/2011 (DATE)

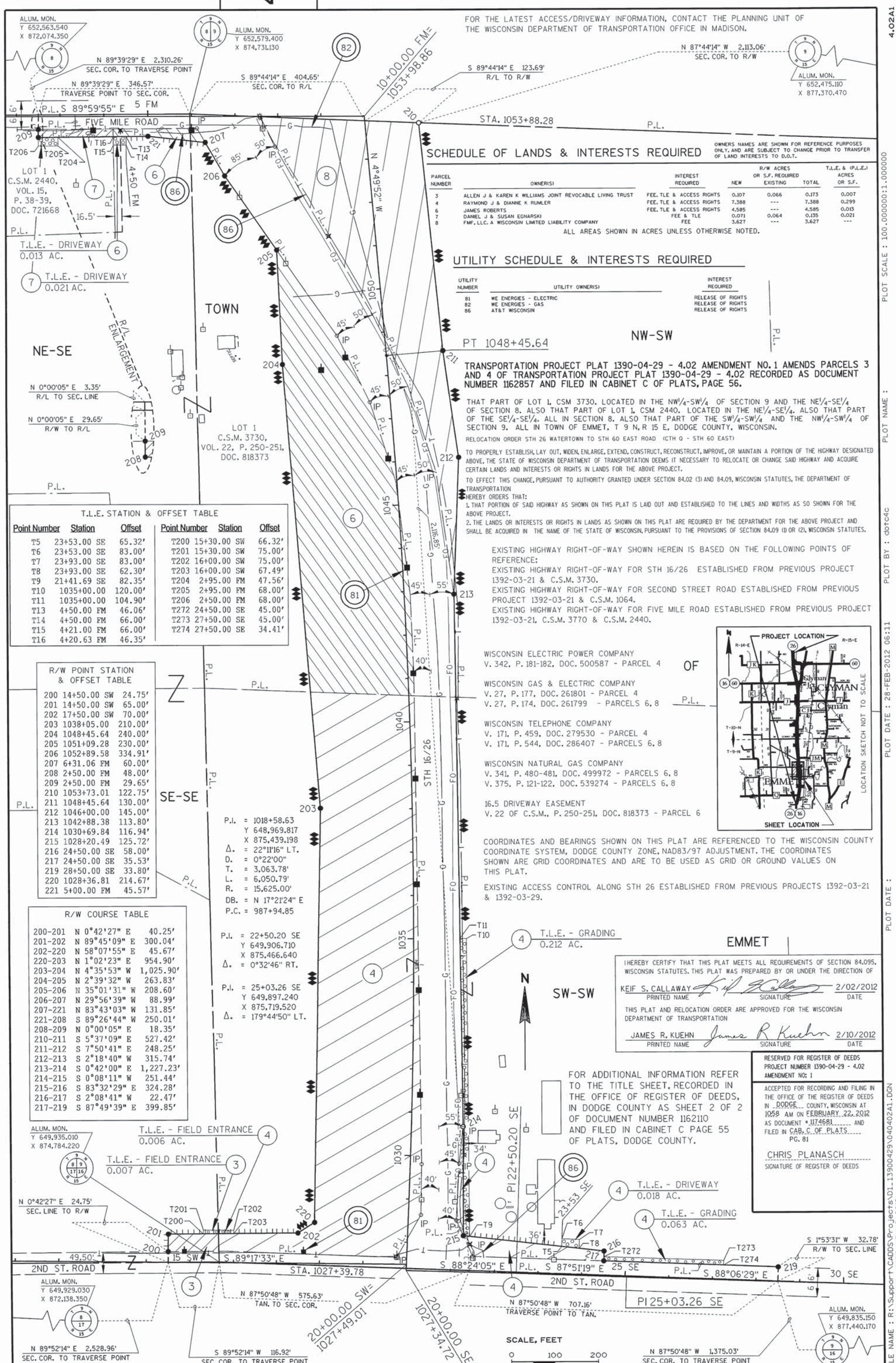
RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1390-04-29 - 4.01
AMENDMENT NO: 1

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN DODGE COUNTY, WISCONSIN AT 2:31 PM ON OCTOBER 17, 2011 AS DOCUMENT # 1168583 AND FILED IN CABINET C PAGE 73 OF PLATS

CHRIS PLANASCH
SIGNATURE OF REGISTER OF DEEDS

4.01A1

PLOT SCALE : 100.000000:1.000000
PLOT NAME :
PLOT BY : dotc4c
PLOT DATE : 20-OCT-2011 06:20
PLOT DATE :
44
FILE NAME : R:\Support\CADDS\Projects\D1_13900429\040401A1.DGN
APPRAISAL PLAT DATE : OCTOBER 10, 2011


FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN MADISON.
ALUM. MON. Y 652,563.540 X 872,074.350
N 89°39'29" E 2,310.26' SEC. COR. TO TRAVERSE POINT
N 89°39'29" E 346.57' TRAVERSE POINT TO SEC. COR.
ALUM. MON. Y 652,579.400 X 874,731.130
S 89°44'14" E 404.65' SEC. COR. TO R/L
10+00.00 FM= 1053+98.86
S 89°44'14" E 123.69' R/L TO R/W
N 87°44'14" W 2,113.06' SEC. COR. TO R/W
ALUM. MON. Y 652,475.110 X 877,370.470
STA. 1053+88.28
P.L.
P.L. S 89°59'55" E 5 FM
P.L. - FIVE MILE ROAD
SCHEDULE OF LANDS & INTERESTS REQUIRED
OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTERESTS TO D.O.T.
PARCEL NUMBER | OWNER(S) | INTEREST REQUIRED | R/W ACRES OR S.F. REQUIRED NEW | EXISTING | TOTAL | T.L.E. & (P.L.E.) ACRES OR S.F.
3 | ALLEN J & KAREN K WILLIAMS JOINT REVOCABLE LIVING TRUST | FEE, TLE & ACCESS RIGHTS | 0.107 | 0.066 | 0.173 | 0.007
4 | RAYMOND J & DIANNE K RUMLER | FEE, TLE & ACCESS RIGHTS | 7.388 | --- | 7.388 | 0.299
6 | JAMES ROBERTS | FEE, TLE & ACCESS RIGHTS | 4.585 | --- | 4.585 | 0.013
7 | DANIEL J & SUSAN EGNARSKI | FEE & TLE | 0.071 | 0.064 | 0.135 | 0.021
8 | FMF, LLC, A WISCONSIN LIMITED LIABILITY COMPANY | FEE | 3.627 | --- | 3.627 | ---
ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED.
UTILITY SCHEDULE & INTERESTS REQUIRED
UTILITY NUMBER | UTILITY OWNER(S) | INTEREST REQUIRED
81 | WE ENERGIES - ELECTRIC | RELEASE OF RIGHTS
82 | WE ENERGIES - GAS | RELEASE OF RIGHTS
86 | AT&T WISCONSIN | RELEASE OF RIGHTS
PT 1048+45.64
NW-SW
TRANSPORTATION PROJECT PLAT 1390-04-29 - 4.02 AMENDMENT NO. 1 AMENDS PARCELS 3 AND 4 OF TRANSPORTATION PROJECT PLAT 1390-04-29 - 4.02 RECORDED AS DOCUMENT NUMBER 1162857 AND FILED IN CABINET C OF PLATS, PAGE 56.
THAT PART OF LOT 1, CSM 3730, LOCATED IN THE NW¼-SW¼ OF SECTION 9 AND THE NE¼-SE¼ OF SECTION 8. ALSO THAT PART OF LOT 1, CSM 2440, LOCATED IN THE NE¼-SE¼. ALSO THAT PART OF THE SE¼-SE¼. ALL IN SECTION 8. ALSO THAT PART OF THE SW¼-SW¼ AND THE NW¼-SW¼ OF SECTION 9. ALL IN TOWN OF EMMET, T 9 N, R 15 E, DODGE COUNTY, WISCONSIN.
RELOCATION ORDER STH 26 WATERTOWN TO STH 60 EAST ROAD (CTH Q - STH 60 EAST)
TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.
TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3) AND 84.09, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.
EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
EXISTING HIGHWAY RIGHT-OF-WAY FOR STH 16/26 ESTABLISHED FROM PREVIOUS PROJECT 1392-03-21 & C.S.M. 3730.
EXISTING HIGHWAY RIGHT-OF-WAY FOR SECOND STREET ROAD ESTABLISHED FROM PREVIOUS PROJECT 1392-03-21 & C.S.M. 1064.
EXISTING HIGHWAY RIGHT-OF-WAY FOR FIVE MILE ROAD ESTABLISHED FROM PREVIOUS PROJECT 1392-03-21, C.S.M. 3770 & C.S.M. 2440.
WISCONSIN ELECTRIC POWER COMPANY
V. 342, P. 181-182, DOC. 500587 - PARCEL 4
WISCONSIN GAS & ELECTRIC COMPANY
V. 27, P. 177, DOC. 261801 - PARCEL 4
V. 27, P. 174, DOC. 261799 - PARCELS 6, 8
WISCONSIN TELEPHONE COMPANY
V. 171, P. 459, DOC. 279530 - PARCEL 4
V. 171, P. 544, DOC. 286407 - PARCELS 6, 8
WISCONSIN NATURAL GAS COMPANY
V. 341, P. 480-481, DOC. 499972 - PARCELS 6, 8
V. 375, P. 121-122, DOC. 539274 - PARCELS 6, 8
16.5 DRIVEWAY EASEMENT
V. 22 OF C.S.M., P. 250-251, DOC. 818373 - PARCEL 6
OF
PROJECT LOCATION
LOCATION SKETCH NOT TO SCALE
SHEET LOCATION
COORDINATES AND BEARINGS SHOWN ON THIS PLAT ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM, DODGE COUNTY ZONE, NAD83/97 ADJUSTMENT. THE COORDINATES SHOWN ARE GRID COORDINATES AND ARE TO BE USED AS GRID OR GROUND VALUES ON THIS PLAT.
EXISTING ACCESS CONTROL ALONG STH 26 ESTABLISHED FROM PREVIOUS PROJECTS 1392-03-21 & 1392-03-29.
EMMET
I HEREBY CERTIFY THAT THIS PLAT MEETS ALL REQUIREMENTS OF SECTION 84.095, WISCONSIN STATUTES. THIS PLAT WAS PREPARED BY OR UNDER THE DIRECTION OF
KEIF S. CALLAWAY — PRINTED NAME — SIGNATURE — 2/02/2012 DATE
THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION
JAMES R. KUEHN — PRINTED NAME — SIGNATURE — 2/10/2012 DATE
RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1390-04-29 - 4.02
AMENDMENT NO: 1
ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN DODGE COUNTY, WISCONSIN AT 1058 AM ON FEBRUARY 22, 2012 AS DOCUMENT # 1174681 AND FILED IN CAB. C OF PLATS PG. 81
CHRIS PLANASCH
SIGNATURE OF REGISTER OF DEEDS
FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF REGISTER OF DEEDS, IN DODGE COUNTY AS SHEET 2 OF 2 OF DOCUMENT NUMBER 1162110 AND FILED IN CABINET C PAGE 55 OF PLATS, DODGE COUNTY.
T.L.E. STATION & OFFSET TABLE
Point Number | Station | Offset | Point Number | Station | Offset
T5 | 23+53.00 SE | 65.32' | T200 | 15+30.00 SW | 66.32'
T6 | 23+53.00 SE | 83.00' | T201 | 15+30.00 SW | 75.00'
T7 | 23+93.00 SE | 83.00' | T202 | 16+00.00 SW | 75.00'
T8 | 23+93.00 SE | 62.30' | T203 | 16+00.00 SW | 67.49'
T9 | 21+41.69 SE | 82.35' | T204 | 2+95.00 FM | 47.56'
T10 | 1035+00.00 | 120.00' | T205 | 2+95.00 FM | 68.00'
T11 | 1035+00.00 | 104.90' | T206 | 2+50.00 FM | 68.00'
T13 | 4+50.00 FM | 46.06' | T272 | 24+50.00 SE | 45.00'
T14 | 4+50.00 FM | 66.00' | T273 | 27+50.00 SE | 45.00'
T15 | 4+21.00 FM | 66.00' | T274 | 27+50.00 SE | 34.41'
T16 | 4+20.63 FM | 46.35'
R/W POINT STATION & OFFSET TABLE
200 14+50.00 SW 24.75'
201 14+50.00 SW 65.00'
202 17+50.00 SW 70.00'
203 1038+05.00 210.00'
204 1048+45.64 240.00'
205 1051+09.28 230.00'
206 1052+89.58 334.91'
207 6+31.06 FM 60.00'
208 2+50.00 FM 48.00'
209 2+50.00 FM 29.65'
210 1053+73.01 122.75'
211 1048+45.64 130.00'
212 1046+00.00 145.00'
213 1042+88.38 113.80'
214 1030+69.84 116.94'
215 1028+20.49 125.72'
216 24+50.00 SE 58.00'
217 24+50.00 SE 35.53'
219 28+50.00 SE 33.80'
220 1028+36.81 214.67'
221 5+00.00 FM 45.57'
R/W COURSE TABLE
200-201 N 0°42'27" E 40.25'
201-202 N 89°45'09" E 300.04'
202-220 N 58°07'55" E 45.67'
220-203 N 1°02'23" E 954.90'
203-204 N 4°35'53" W 1,025.90'
204-205 N 2°39'32" W 263.83'
205-206 N 35°01'31" W 208.60'
206-207 N 29°56'39" W 88.99'
207-221 N 83°43'03" W 131.85'
221-208 S 89°26'44" W 250.01'
208-209 N 0°00'05" E 18.35'
210-211 S 5°37'09" E 527.42'
211-212 S 7°50'41" E 248.25'
212-213 S 2°18'40" W 315.74'
213-214 S 0°42'00" E 1,227.23'
214-215 S 0°08'11" W 251.44'
215-216 S 83°32'29" E 324.28'
216-217 S 2°08'41" W 22.47'
217-219 S 87°49'39" E 399.85'
P.I. = 1018+58.63
Y 648,969.817
X 875,439.198
Δ. = 22°11'16" LT.
D. = 0°22'00"
T. = 3,063.78'
L. = 6,050.79'
R. = 15,625.00'
DB. = N 17°21'24" E
P.C. = 987+94.85
P.I. = 22+50.20 SE
Y 649,906.710
X 875,466.640
Δ. = 0°32'46" RT.
P.I. = 25+03.26 SE
Y 649,897.240
X 875,719.520
Δ. = 179°44'50" LT.
ALUM. MON. Y 649,935.010 X 874,784.220
ALUM. MON. Y 649,929.030 X 872,138.350
ALUM. MON. Y 649,835.150 X 877,440.170
N 0°42'27" E 24.75' SEC. LINE TO R/W
S 1°53'31" W 32.78' R/W TO SEC. LINE
N 89°52'14" E 2,528.96' SEC. COR. TO TRAVERSE POINT
S 89°52'14" W 116.92' SEC. COR. TO TRAVERSE POINT
N 87°50'48" W 575.63' TAN. TO SEC. COR.
N 87°50'48" W 707.16' TRAVERSE POINT TO TAN.
N 87°50'48" W 1,375.03' SEC. COR. TO TRAVERSE POINT
20+00.00 SW= 1027+49.01
20+00.00 SE= 1027+34.72
SCALE, FEET
0 100 200
T.L.E. - DRIVEWAY 0.013 AC.
T.L.E. - DRIVEWAY 0.021 AC.
T.L.E. - GRADING 0.212 AC.
T.L.E. - FIELD ENTRANCE 0.006 AC.
T.L.E. - FIELD ENTRANCE 0.007 AC.
T.L.E. - DRIVEWAY 0.018 AC.
T.L.E. - GRADING 0.063 AC.
LOT 1 C.S.M. 2440, VOL. 15, P. 38-39, DOC. 721668
LOT 1 C.S.M. 3730, VOL. 22, P. 250-251, DOC. 818373
TOWN
NE-SE
SE-SE
SW-SW
NW-SW
STH 16/26
2ND ST. ROAD
4+50 FM
R/L ENLARGEMENT
N 0°00'05" E 3.35' R/L TO SEC. LINE
N 0°00'05" E 29.65' R/W TO R/L
PI 22+50.20 SE
PI 25+03.26 SE
23+53 SE
25 SE
30 SE
N 4°49'52" W
S 89°17'33" E
S 88°24'05" E
S 87°51'19" E
S 88°06'29" E
N
FILE NAME : R:\Support\CADDS\Projects\D1_13900429\040402A1.DGN
APPRAISAL PLAT DATE : FEBRUARY 2, 2012
PLOT DATE : 28-FEB-2012 06:11
PLOT BY : dotcdc
PLOT NAME :
PLOT SCALE : 100.000000:1.000000
4.02A1

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF REGISTER OF DEEDS, IN DODGE COUNTY AS SHEET 2 OF 2 OF DOCUMENT NUMBER 1162110 AND FILED IN CABINET C PAGE 55 OF PLATS, DODGE COUNTY.

ALUM. MON. Y 655,187.150 X 872,023.530

ALUM. MON. Y 655,223.900 X 874,677.930

ALUM. MON. Y 655,115.030 X 877,317.410

N 89°12'24" E 61.72' R/W TO SEC. COR.

N 89°12'24" E 2,592.93' SEC. COR. TO R/W

S 87°38'17" E 269.16' SEC. COR. TO R/L

S 87°38'17" E 420.26' R/L TO TRAVERSE POINT

N 87°38'17" W 1,952.30' SEC. COR. TO TRAVERSE POINT

S 88°19'20" E

CTH JM

15 JM

20 JM

STA. 1080+44.80

75'

75'

45'

P.L.

TOWN

NE-NE

NW-NW

SE-NE

SW-NW

EMMET

R/L ENLARGEMENT

10+00.00 JM= 1080+36.29

S 30°48'08" E 4.11' TRAVERSE POINT TO R/L

S 30°48'08" E 52.45' TRAVERSE POINT TO R/W

N 2°24'11" W

PT 1075+10.41

ACQUIRED BY PREVIOUS PROJECT 1390-04-37 - 4.01 PARCEL 3

PI 1072+13.81

NGS DF9971

OF

PC 1069+17.12

STH 16/26

51.104 AC. REMAINING

N 4°49'52" W

P.I. = 1072+13.81
Y 654,382.461
X 874,981.713
Δ. = 2°25'41" RT.
D. = 0°24'33"
T. = 296.69'
L. = 593.29'
R. = 14,000.00'

10+00.00 FM= 1053+98.86

STA. 1053+88.28

N 87°44'14" W 2,113.06' SEC. COR. TO R/W

ALUM. MON. Y 652,475.110 X 877,370.470

ALUM. MON. Y 652,563.540 X 872,074.350

N 89°39'29" E 2,310.26' SEC. COR. TO TRAVERSE POINT

N 0°00'05" E 33.00' SEC. LINE TO R/W

S 89°59'55" E 5 FM

FIVE MILE ROAD

S 89°39'29" W 346.57' SEC. COR. TO TRAVERSE POINT

N 87°44'14" W 404.65' R/L TO SEC. COR.

ALUM. MON. Y 652,579.400 X 874,731.130

N 87°44'14" W 123.69' R/W TO R/L

1055+00 300.00'

| R/W POINT STATION & OFFSET TABLE | | |
|---|---|---|
| 300 | 2+50.00 FM | 36.35' |
| 301 | 2+50.00 FM | 50.00' |
| 302 | 4+02.57 FM | 50.00' |
| 303 | 1055+29.74 | 468.80' |
| 304 | 1059+54.93 | 425.47' |
| 305 | 1069+17.11 | 360.33' |
| 306 | 1075+10.40 | 332.09' |
| 307 | 1078+50.59 | 323.51' |
| 308 | 1080+68.89 | 329.93' |
| 309 | 14+50.00 JM | 44.25' |
| 310 | 11+90.00 JM | 50.00' |
| 311 | 1075+10.41 | 130.00' |
| 312 | 1072+13.81 | 115.00' |
| 313 | 1069+17.12 | 120.00' |
| 314 | 1058+00.00 | 150.00' |
| 315 | 1053+73.01 | 122.75' |
| 316 | 1079+39.39 | 148.77' |

| R/W COURSE TABLE | | |
|---|---|---|
| 300-301 | N 0°00'05" E | 13.65' |
| 301-302 | S 90°00'00" E | 152.57' |
| 302-303 | N 71°04'08" E | 126.09' |
| 303-304 | N 0°59'17" E | 427.39' |
| 304-305 | N 0°57'30" W | 964.39' |
| 305-306 | N 0°57'30" W | 608.57' |
| 306-307 | N 0°57'30" W | 340.30' |
| 307-308 | N 4°05'16" W | 218.39' |
| 309-310 | N 89°35'24" W | 260.06' |
| 310-316 | S 45°34'33" W | 50.06' |
| 316-311 | S 0°06'09" W | 429.39' |
| 311-312 | S 0°05'22" E | 294.38' |
| 312-313 | S 5°11'52" E | 294.24' |
| 313-314 | S 6°22'10" E | 1,117.52' |
| 314-315 | S 1°10'46" E | 427.86' |

PROJECT LOCATION

LOCATION SKETCH NOT TO SCALE

SHEET LOCATION

## TRANSPORTATION PROJECT PLAT 1390-04-29 - 4.03 AMENDMENT NO. 1 REVISES THE EASTERLY RIGHT OF WAY IN THE NW¼ OF THE NW¼ FOR TRANSPORTATION PROJECT PLAT 1390-04-29 - 4.03 RECORDED AS DOCUMENT NUMBER 1162858 AND FILED IN CABINET C OF PLATS, PAGE 57.

THAT PART OF THE SE¼-NE¼ OF SECTION 8, TOWN OF EMMET, T 9 N, R 15 E. DODGE COUNTY, WISCONSIN.

RELOCATION ORDER STH 26 WATERTOWN TO STH 60 EAST ROAD (CTH Q - STH 60 EAST)

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3) AND 84.09, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

## SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTERESTS TO D.O.T.

| PARCEL NUMBER | OWNER(S) | INTEREST REQUIRED | R/W ACRES OR S.F. REQUIRED NEW | EXISTING | TOTAL | T.I.E. & (P.L.E.) ACRES OR S.F. |
|---|---|---|---|---|---|---|
| 9 | SCOTT & DEBORAH WESTENBERG | FEE & ACCESS RIGHTS | 0.255 | 0.064 | 0.319 | --- |

ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED.

## UTILITY SCHEDULE & INTERESTS REQUIRED

| UTILITY NUMBER | UTILITY OWNER(S) | INTEREST REQUIRED |
|---|---|---|
| 81 | WE ENERGIES - ELECTRIC | RELEASE OF RIGHTS |

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
EXISTING HIGHWAY RIGHT-OF-WAY FOR STH 16/26 ESTABLISHED FROM PREVIOUS PROJECTS 1392-03-21 & 1390-04-37.
EXISTING HIGHWAY RIGHT-OF-WAY FOR CTH JM ESTABLISHED FROM PREVIOUS PROJECT 502.14 (1).
EXISTING HIGHWAY RIGHT-OF-WAY FOR FIVE MILE ROAD ESTABLISHED FROM PREVIOUS PROJECT 1392-03-21, C.S.M. 3770 & C.S.M. 2440.

COORDINATES AND BEARINGS SHOWN ON THIS PLAT ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM, DODGE COUNTY ZONE, NAD83/97 ADJUSTMENT. THE COORDINATES SHOWN ARE GRID COORDINATES AND ARE TO BE USED AS GRID OR GROUND VALUES ON THIS PLAT.

EXISTING ACCESS CONTROL ALONG STH 26 ESTABLISHED FROM PREVIOUS PROJECTS 1392-03-21 & 1392-03-29.

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN MADISON.

WISCONSIN GAS & ELECTRIC COMPANY
V. 27 OF MISC, P. 174, DOC. 261798 - PARCEL 9

WISCONSIN NATURAL GAS COMPANY
V. 341, P. 482-483, DOC. 499973

STATE OF WISCONSIN DEPARTMENT OF INDUSTRY, LABOR, & HUMAN RELATIONS
BUREAU OF PLUMBING
V. 626, P. 402, DOC. 692106

I HEREBY CERTIFY THAT THIS PLAT MEETS ALL REQUIREMENTS OF SECTION 84.095, WISCONSIN STATUTES. THIS PLAT WAS PREPARED BY OR UNDER THE DIRECTION OF

KEIF S. CALLAWAY — PRINTED NAME — SIGNATURE — 2/02/2012 DATE

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION

JAMES R. KUEHN — PRINTED NAME — SIGNATURE — 2/10/2012 DATE

SCALE, FEET
0 100 200

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1390-04-29 - 4.03
AMENDMENT NO: 1

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN DODGE COUNTY, WISCONSIN AT 1058 AM ON FEBRUARY 22, 2012 AS DOCUMENT # 1174682 AND FILED IN CAB. C OF PLATS PG. 82

CHRIS PLANASCH
SIGNATURE OF REGISTER OF DEEDS



4.03A1

PLOT SCALE : 100.000000:1.000000

PLOT NAME :

PLOT BY : dotc4c

PLOT DATE : 28-FEB-2012 06:28

PLOT DATE :

FILE NAME : R:\Support\CADDS\Projects\D1_13900429\040403A1.DGN

APPRAISAL PLAT DATE : FEBRUARY 2, 2012

# TRANSPORTATION PROJECT PLAT 1390-04-29 - 4.04 AMENDMENT NO. 1 AMENDS PARCELS 11 AND 12 OF TRANSPORTATION PROJECT PLAT 1390-04-29 - 4.04 RECORDED AS DOCUMENT NUMBER 1162859 AND FILED IN CABINET C OF PLATS, PAGE 58

THAT PART OF LOT 1, CSM 5675. LOCATED IN THE NW¼-SW¼. ALSO THAT PART OF THE SW¼-SW¼. ALL IN SECTION 4. ALSO THAT PART OF LOT 1, CSM 855. LOCATED IN THE NE¼-SE 1/4. ALSO THAT PART OF THE NE¼-SE 1/4. ALL IN SECTION 5. ALL IN TOWN OF EMMET, T 9 N, R 15 E, DODGE COUNTY, WISCONSIN.

RELOCATION ORDER STH 26 WATERTOWN TO STH 60 EAST ROAD (CTH Q - STH 60 EAST)

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3) AND 84.09, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

## SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTERESTS TO D.O.T.

| PARCEL NUMBER | OWNER(S) | INTEREST REQUIRED | R/W ACRES OR S.F. REQUIRED EXISTING | NEW | TOTAL | T.L.E. & (P.L.E.) ACRES OR S.F. |
|---|---|---|---|---|---|---|
| 11 | DAVID G HASSLINGER (VENDOR) & RENGO FARMS (PURCHASER) | FEE & ACCESS RIGHTS | 10.301 | --- | 10.301 | --- |
| 12 | DANIEL B VONRUEDEN | FEE & TLE | 7.302 | --- | 7.302 | 0.402 |
| 13 | RALPH H SCHMIDT (VENDOR) & DANIEL J & DEBBIE M SCHMIDT (PURCHASER) | FEE | 0.225 | --- | 0.225 | --- |

ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED.

## UTILITY SCHEDULE & INTERESTS REQUIRED

| UTILITY NUMBER | UTILITY OWNER(S) | INTEREST REQUIRED |
|---|---|---|
| 86 | AT&T WISCONSIN | RELEASE OF RIGHTS |

| T.L.E. STATION & OFFSET TABLE | | |
|---|---|---|
| Point Number | Station | Offset |
| T172 | 1094+50.00 | 127.90' |
| T173 | 1094+50.00 | 240.00' |
| T174 | 1096+00.00 | 240.00' |
| T175 | 1096+00.00 | 121.66' |

| R/W POINT STATION & OFFSET TABLE | | |
|---|---|---|
| 400 | 1080+68.89 | 329.93' |
| 401 | 1081+23.58 | 331.54' |
| 402 | 1084+08.11 | 328.20' |
| 403 | 1091+53.73 | 327.63' |
| 404 | 1092+51.46 | 327.22' |
| 405 | 1094+94.12 | 313.32' |
| 406 | 1098+35.00 | 350.00' |
| 407 | 1101+42.68 | 306.30' |
| 408 | 1103+70.65 | 291.29' |
| 409 | 1107+41.76 | 242.03' |
| 410 | 1106+82.15 | 154.96' |
| 412 | 1101+42.68 | 140.00' |
| 414 | 1091+53.74 | 145.00' |
| 415 | 1089+55.00 | 165.00' |
| 413 | 1083+00.00 | 130.00' |
| 416 | 1081+71.27 | 141.51' |
| 418 | 11+90.00 JM | 66.00' |
| 419 | 13+92.72 JM | 45.73' |
| 420 | 1097+00.00 | 307.93' |
| 421 | 1105+44.46 | 264.81' |
| 422 | 1096+48.41 | 120.00' |

| R/W COURSE TABLE | | |
|---|---|---|
| 400-401 | N 4°05'16" W | 54.71' |
| 401-402 | N 1°43'49" W | 284.55' |
| 402-403 | N 2°21'33" W | 745.62' |
| 403-404 | N 2°21'33" W | 95.45' |
| 404-405 | N 0°03'15" E | 237.51' |
| 405-420 | N 2°40'55" W | 201.38' |
| 420-406 | N 22°36'56" W | 138.38' |
| 406-407 | N 2°27'12" E | 303.62' |
| 407-408 | N 2°40'55" W | 228.47' |
| 408-421 | N 2°12'44" E | 175.81' |
| 421-409 | N 0°08'01" E | 198.61' |
| 410-412 | S 4°51'44" E | 539.67' |
| 412-422 | S 3°08'36" E | 499.23' |
| 422-414 | S 6°16'52" E | 499.95' |
| 414-415 | S 8°08'59" E | 199.74' |
| 415-413 | S 0°39'20" W | 655.93' |
| 413-416 | S 7°30'37" E | 129.24' |
| 416-418 | S 34°55'30" E | 98.04' |
| 418-419 | S 82°36'41" E | 203.74' |

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
EXISTING HIGHWAY RIGHT-OF-WAY FOR STH 16/26 ESTABLISHED FROM PREVIOUS PROJECTS 1392-03-21, 1390-04-91, C.S.M. 855, C.S.M. 5677 & C.S.M. 5675.
EXISTING HIGHWAY RIGHT-OF-WAY FOR CTH JM ESTABLISHED FROM PREVIOUS PROJECT 502.14 (1).

COORDINATES AND BEARINGS SHOWN ON THIS PLAT ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM, DODGE COUNTY ZONE, NAD83/97 ADJUSTMENT. THE COORDINATES SHOWN ARE GRID COORDINATES AND ARE TO BE USED AS GRID OR GROUND VALUES ON THIS PLAT.

EXISTING ACCESS CONTROL ALONG STH 26 ESTABLISHED FROM PREVIOUS PROJECTS 1392-03-21 & 1392-03-29.

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN MADISON.

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF REGISTER OF DEEDS, IN DODGE COUNTY AS SHEET 2 OF 2 OF DOCUMENT NUMBER 1162110 AND FILED IN CABINET C PAGE 55 OF PLATS, DODGE COUNTY.

I HEREBY CERTIFY THAT THIS PLAT MEETS ALL REQUIREMENTS OF SECTION 84.095, WISCONSIN STATUTES. THIS PLAT WAS PREPARED BY OR UNDER THE DIRECTION OF

KEIF S. CALLAWAY (PRINTED NAME) (SIGNATURE) 2/08/2012 (DATE)

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION

JAMES R. KUEHN (PRINTED NAME) James R Kuehn (SIGNATURE) 2/10/2012 (DATE)

SCALE, FEET
0 100 200

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1390-04-29 - 4.04
AMENDMENT NO: 1

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN DODGE COUNTY, WISCONSIN AT 1058 AM ON FEBRUARY 22, 2012 AS DOCUMENT # 1174683 AND FILED IN CAB. C OF PLATS PG. 83

CHRIS PLANASCH
SIGNATURE OF REGISTER OF DEEDS

P.I. = 1096+48.41
Y 656,815.015
X 874,879.624
Δ. = 4°02'50" LT.
D. = 0°24'33"
T. = 494.68'
L. = 988.94'
R. = 14,000.00'

PROJECT LOCATION
LOCATION SKETCH NOT TO SCALE
SHEET LOCATION

TOWN
NE-SE
SE-SE
SW-SW
EMMET

LOT 1 C.S.M. 5675, VOL. 37, P. 209-211, DOC. 1038695 — NW-SW
LOT 2 C.S.M. 5675, VOL. 37, P. 209-211, DOC. 1038695
LOT 3 C.S.M. 5675, VOL. 37, P. 209-211, DOC. 1038695
LOT 1 C.S.M. 855, VOL. 7, P. 344, DOC. 620521
LOT 1 C.S.M. 5677, VOL. 37, P. 215, DOC. 1038867

INGRESS- EGRESS EASEMENT DOC. 1075048

T.L.E. - DRIVEWAY 0.402 AC. — ACQUIRED BY PREVIOUS PROJECT 1390-04-91 PARCEL 2

ACQUIRED BY PREVIOUS PROJECT 1390-04-91 PARCEL 1

OF

STA. 1107+06.39
STA. 1080+44.80
PT 1101+42.68
PC 1091+53.74
PI 1096+48.41
1099+00 190.11
10+00.00 JM = 1080+36.29

ALUM. MON. Y 657,854.410 X 871,914.270
ALUM. MON. Y 657,875.040 X 874,565.450
COMPUTED POSITION Y 657,761.940 X 877,216.000
ALUM. MON. Y 655,187.150 X 872,023.530
ALUM. MON. Y 655,223.900 X 874,677.930
ALUM. MON. Y 655,115.030 X 877,317.410

N 89°33'15" E 2,602.05' SEC. COR. TO R/W
N 89°33'15" E 49.21' R/W TO SEC. COR.
S 87°33'24" E 195.45' SEC. COR. TO R/L
S 87°33'24" E 156.84' R/L TO R/W
N 87°33'24" W 2,300.67' SEC. COR. TO R/W
N 89°12'24" E 2,592.93' SEC. COR. TO R/W
S 89°12'24" W 61.72' SEC. COR. TO R/W
N 87°38'17" W 269.16' R/L TO SEC. COR.
N 87°38'17" W 420.26' TRAVERSE POINT TO R/L
N 87°38'17" W 1,952.30' SEC. COR. TO TRAVERSE POINT
S 30°48'08" E 50.10' R/W TO SEC. LINE

STH 16/26 — CTH JM — N 6°27'02" W 1105 — S 88°19'20" E — N 89°24'11" W 1085 — 1095 — 1090 — 1100

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF REGISTER OF DEEDS, IN DODGE COUNTY AS SHEET 2 OF 2 OF DOCUMENT NUMBER 1162110 AND FILED IN CABINET C PAGE 55 OF PLATS, DODGE COUNTY.

FILE NAME : R:\Support\CADDS\Projects\01.13900429\04040441.DGN
APPRAISAL PLAT DATE : FEBRUARY 8, 2012
PLOT DATE : 28-FEB-2012 06:32
PLOT BY : dotc4c
PLOT NAME :
PLOT SCALE : 100.000000:1.000000
4.04A1

4

4.05A1

ALUM. MON.
Y 660,663.500
X 871,841.870

S 89°39'44" E 1,943.57'
SEC. COR. TO TRAVERSE POINT

S 89°39'44" E 16.01'
TAN. TO SEC. COR.

ALUM. MON.
Y 660,647.880
X 874,492.200

S 89°40'26" E 102.40'
SEC. COR. TO R/W

COMPUTED POSITION
Y 660,632.870
X 877,129.230

S 89°39'44" E 690.80'
TRAVERSE POINT TO TAN.

N 89°40'26" W 2,534.67'
SEC. COR. TO R/W

PI 15+10.62 C

S 89°31'19" E 15 C TOWN 6 S 89°31'23" E P.L.

CLYMET ROAD TOWN 6 STA. 1135+01.91 P.L.

OF CLYMAN
OF EMMET

T.L.E. - FIELD ENTRANCE & GRADING
0.169 AC.
16

20+00.00 C=
1134+98.31

T.L.E. - FIELD ENTRANCE
0.036 AC.
14

PI 1132+33.59

270.08'

R/L ENLARGEMENT

TOWN

N 0°28'41" E 1.89'
R/L TO SEC. LINE

N 0°28'41" E 30.91'
R/W TO R/L

NE-NE

STA. 1131+95.42

PC 1124+60.63

NW-NW

STH 16/26

SE-NE

SW-NW

EMMET

P.L.

## SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTERESTS TO D.O.T.

| PARCEL NUMBER | OWNER(S) | INTEREST REQUIRED | R/W ACRES OR S.F. REQUIRED NEW | EXISTING | TOTAL | T.L.E. & (P.L.E.) ACRES OR S.F. |
|---|---|---|---|---|---|---|
| 12 | DANIEL B VONRUEDEN | FEE | 2.172 | --- | 2.172 | --- |
| 13 | RALPH H SCHMIDT (VENDOR) & DANIEL J & DEBBIE M SCHMIDT (PURCHASER) | FEE | 1.059 | --- | 1.059 | --- |
| 14 | SENECA FOODS CORPORATION | FEE, TLE & ACCESS RIGHTS | 5.203 | 0.451 | 5.654 | 0.036 |
| 16 | DAVID BEATTIE | FEE & TLE | 8.191 | --- | 8.191 | 0.169 |

ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED.

## UTILITY SCHEDULE & INTERESTS REQUIRED

| UTILITY NUMBER | UTILITY OWNER(S) | INTEREST REQUIRED |
|---|---|---|
| 81 | WE ENERGIES - ELECTRIC | RELEASE OF RIGHTS |
| 86 | AT&T WISCONSIN | RELEASE OF RIGHTS |

## TRANSPORTATION PROJECT PLAT 1390-04-29 - 4.05 AMENDMENT NO. 1 AMENDS PARCELS 12 AND 16 OF TRANSPORTATION PROJECT PLAT 1390-04-29 - 4.05 RECORDED AS DOCUMENT NUMBER 1162860 AND FILED IN CABINET C OF PLATS, PAGE 59.

THAT PART OF THE SW¼-NW¼ AND THE NW¼-NW¼. ALL IN SECTION 4. ALSO THAT PART OF THE SE¼-NE¼ AND THE NE¼-NE¼ OF SECTION 5. ALL IN TOWN OF EMMET, T 9 N, R 15 E. DODGE COUNTY, WISCONSIN.

RELOCATION ORDER STH 26 WATERTOWN TO STH 60 EAST ROAD (CTH O - STH 60 EAST)

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3) AND 84.09, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:

1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

COORDINATES AND BEARINGS SHOWN ON THIS PLAT ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM, DODGE COUNTY ZONE, NAD83/97 ADJUSTMENT. THE COORDINATES SHOWN ARE GRID COORDINATES AND ARE TO BE USED AS GRID OR GROUND VALUES ON THIS PLAT.

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
EXISTING HIGHWAY RIGHT-OF-WAY FOR STH 16/26 ESTABLISHED FROM PREVIOUS PROJECT 1392-03-21 & C.S.M. 5675.
EXISTING HIGHWAY RIGHT-OF-WAY FOR CLYMET ROAD ESTABLISHED FROM PREVIOUS PROJECT 1392-03-21.

EXISTING ACCESS CONTROL ALONG STH 26 ESTABLISHED FROM PREVIOUS PROJECTS 1392-03-21 & 1392-03-29.

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN MADISON.

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF REGISTER OF DEEDS, IN DODGE COUNTY AS SHEET 2 OF 2 OF DOCUMENT NUMBER 1162110 AND FILED IN CABINET C PAGE 55 OF PLATS, DODGE COUNTY.

WISCONSIN TELEPHONE COMPANY
V. 316, P. 32-33, DOC. 471505 - PARCEL 16
V. 316, P. 52-53, DOC. 471554 - PARCEL 16

WISCONSIN ELECTRIC POWER COMPANY
V. 270, P. 479, DOC. 422636 - PARCEL 14

WISCONSIN GAS & ELECTRIC COMPANY
V. 27 OF MISC., P. 171, DOC. 261794 - PARCEL 14

P.I. = 1132+33.59
Y 660,377.899
X 874,476.804
Δ. = 6°19'13" RT.
D. = 0°24'33"
T. = 772.95'
L. = 1,544.33'
R. = 14,000.00'
DA. = N 0°07'49" W
P.T. = 1140+04.97

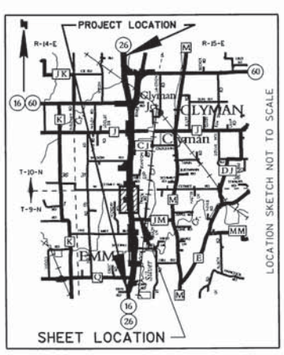
P.I. = 15+10.62 C
Y 660,648.400
X 873,996.000
Δ. = 179°59'55" LT.

N 6°27'02" W

| R/W POINT STATION & OFFSET TABLE | | |
|---|---|---|
| 500 | 1107+41.76 | 242.03' |
| 501 | 1113+00.00 | 191.56' |
| 502 | 1121+00.00 | 245.00' |
| 503 | 1124+60.63 | 245.00' |
| 504 | 1132+00.00 | 220.00' |
| 505 | 1134+18.93 | 232.70' |
| 506 | 15+00.00 C | 50.00' |
| 507 | 13+00.00 C | 30.91' |
| 508 | 1134+97.07 | 109.27' |
| 509 | 1132+00.00 | 120.00' |
| 510 | 1124+60.63 | 148.96' |
| 511 | 1113+00.00 | 125.00' |
| 512 | 1106+82.15 | 154.96' |
| 513 | 1120+00.00 | 155.00' |
| 514 | 1107+68.76 | 238.92' |
| 515 | 1109+36.69 | 223.95' |

| R/W COURSE TABLE | | |
|---|---|---|
| 500-514 | N 0°08'01" E | 27.18' |
| 514-515 | N 1°21'31" W | 168.60' |
| 515-501 | N 1°21'18" W | 364.75' |
| 501-502 | N 10°16'20" W | 801.78' |
| 502-503 | N 6°27'02" W | 360.63' |
| 503-504 | N 3°01'59" W | 751.98' |
| 504-505 | N 6°14'40" W | 222.83' |
| 505-506 | N 80°50'15" W | 274.71' |
| 506-507 | N 84°04'14" W | 200.91' |
| 508-509 | S 4°54'09" E | 294.83' |
| 509-510 | S 7°12'06" E | 732.75' |
| 510-513 | S 7°12'06" E | 460.67' |
| 513-511 | S 3°59'47" E | 700.64' |
| 511-512 | S 9°13'35" E | 618.58' |

| T.L.E. STATION & OFFSET TABLE | | |
|---|---|---|
| Point Number | Station | Offset |
| T17 | 15+70.00 C | 60.69' |
| T18 | 15+70.00 C | 100.00' |
| T19 | 15+30.00 C | 94.00' |
| T20 | 15+30.00 C | 54.58' |
| T21 | 1133+00.00 | 145.00' |
| T22 | 1133+00.00 | 117.09' |
| T23 | 1134+94.92 | 157.37' |




I HEREBY CERTIFY THAT THIS PLAT MEETS ALL REQUIREMENTS OF SECTION 84.095, WISCONSIN STATUTES. THIS PLAT WAS PREPARED BY OR UNDER THE DIRECTION OF

KEIF S. CALLAWAY (PRINTED NAME) _____ (SIGNATURE) 2/06/2012 (DATE)

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION

JAMES R. KUEHN (PRINTED NAME) James R Kuehn (SIGNATURE) 2/10/2012 (DATE)

ALUM. MON.
Y 657,875.040
X 874,565.450

N 89°33'15" E 2,602.05'
SEC. COR. TO R/W

ALUM. MON.
Y 657,854.410
X 871,914.270

COMPUTED POSITION
Y 657,761.940
X 877,216.000

N 87°33'24" W 2,300.67'
SEC. COR. TO R/W

SCALE, FEET
0 100 200

STA. 1107+06.39

S 89°33'15" W 49.21'
SEC. COR. TO R/W

N 87°33'24" W 195.45'
R/L TO SEC. COR.

N 87°33'24" W 156.84'
R/W TO R/L

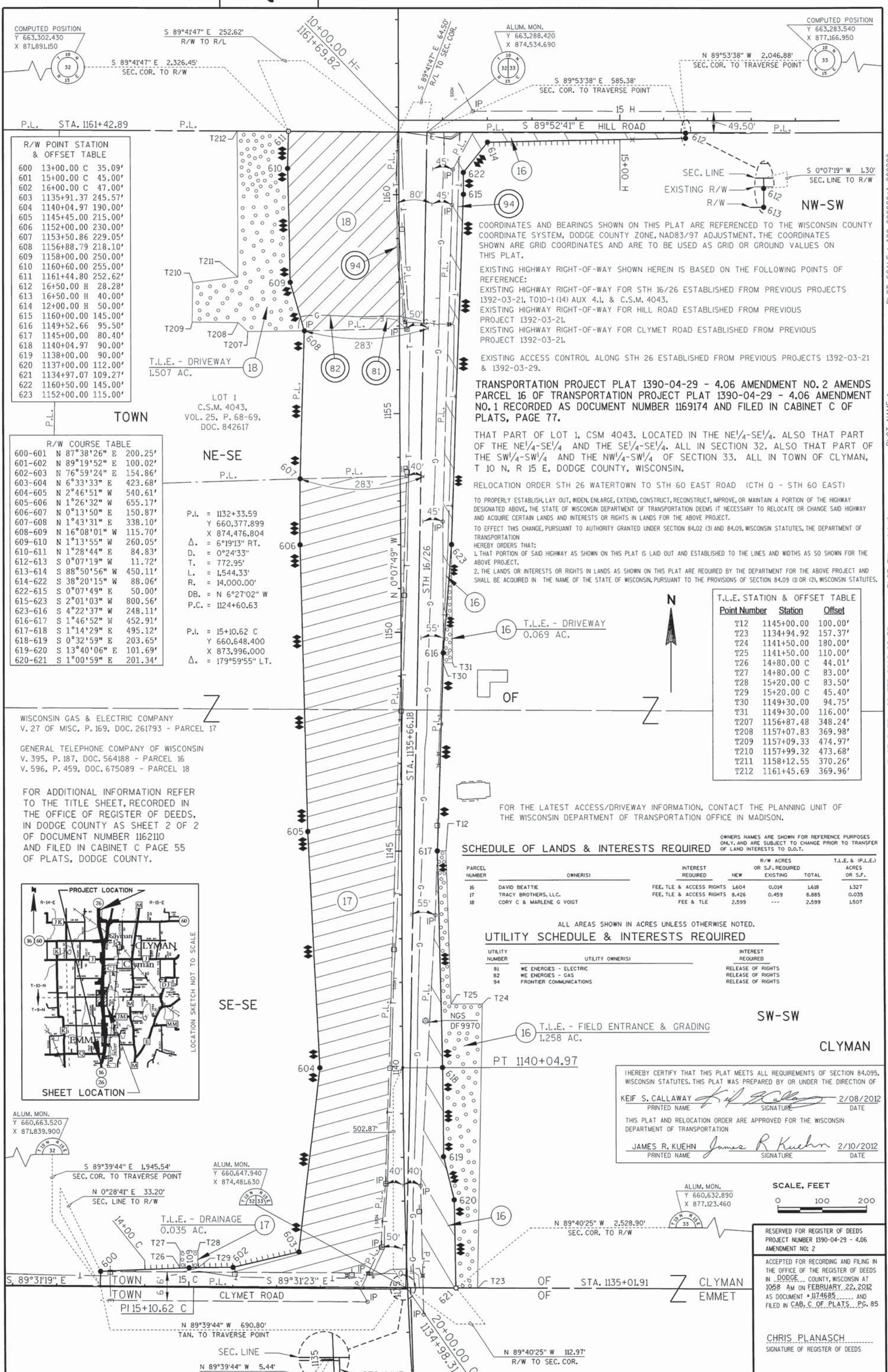
RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1390-04-29 - 4.05
AMENDMENT NO: 1

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN DODGE COUNTY, WISCONSIN AT 1058 AM ON FEBRUARY 22, 2012 AS DOCUMENT # 1174684 AND FILED IN CAB. C OF PLATS PG. 84

CHRIS PLANASCH
SIGNATURE OF REGISTER OF DEEDS

PLOT SCALE : 100.000000:1.000000
PLOT NAME :
PLOT BY : dotcdc
PLOT DATE : 28-FEB-2012 06:36
PLOT DATE :
FILE NAME : R:\Support\CADDS\Projects\D1_13900429\040405A1.DGN
APPRAISAL PLAT DATE : FEBRUARY 6, 2012

4






4.06A2
PLOT SCALE : 100.000000:1.000000
PLOT NAME :
PLOT BY : dotc4c
PLOT DATE : 28-FEB-2012 06:38
PLOT DATE :
49
FILE NAME : R:\Support\CADDS\Projects\D1.13900429\040406A2.DGN
APPRAISAL PLAT DATE : FEBRUARY 8, 2012

4

| R/W COURSE TABLE | | |
|---|---|---|
| 700–701 | N 1°28'44" E | 128.24' |
| 701–702 | N 2°30'00" E | 1068.13' |
| 702–703 | N 0°50'02" E | 594.28' |
| 703–704 | N 0°14'32" W | 813.67' |
| 704–706 | S 89°55'20" W | 87.54' |
| 706–708 | S 83°56'57" W | 107.15' |
| 708–709 | N 89°44'15" W | 300.00' |
| 709–710 | N 0°15'45" E | 16.50' |
| 711–712 | S 8°02'53" W | 81.89' |
| 712–713 | S 1°33'12" W | 250.00' |
| 713–714 | S 4°43'13" E | 201.33' |
| 714–715 | S 1°30'07" W | 317.88' |
| 715–716 | S 1°30'07" W | 30.88' |
| 716–717 | S 0°37'59" W | 363.23' |
| 717–718 | S 6°22'22" E | 186.98' |
| 718–719 | S 0°13'56" E | 200.00' |
| 719–720 | S 2°37'49" W | 354.68' |
| 720–726 | S 18°15'16" E | 105.22' |
| 726–721 | S 2°43'56" W | 300.37' |
| 721–722 | S 9°22'24" E | 158.15' |
| 722–723 | S 76°18'41" E | 71.93' |
| 723–724 | S 89°52'41" E | 400.00' |
| 724–725 | S 0°07'19" W | 36.78' |

P.I. = 1187+96.11
Y 665,941.980
X 874,464.160
Δ = 7°02'45" RT.
D = 0°24'33"
T = 86.91'
L = 172.65'
R = 14,000.00'
DA = N 6°44'57" E
P.T. = 1196+55.85

P.I. = 2+00.08 WR
Y 665,937.495
X 873,676.291
Δ = 45°04'40" LT.
D = 27°56'57"
T = 85.08'
L = 161.28'
R = 205.00'

| R/W POINT STATION & OFFSET TABLE | | |
|---|---|---|
| 700 | 1161+44.80 | 252.62' |
| 701 | 1162+72.99 | 249.02' |
| 702 | 1173+40.00 | 200.00' |
| 703 | 1179+34.20 | 190.00' |
| 704 | 1187+36.01 | 214.90' |
| 706 | 7+00.00 WR | 45.00' |
| 708 | 5+93.43 WR | 56.15' |
| 709 | 2+93.44 WR | 54.37' |
| 710 | 2+93.53 WR | 37.87' |
| 711 | 1187+91.79 | 125.29' |
| 712 | 1187+09.48 | 118.39' |
| 713 | 1184+57.34 | 122.64' |
| 714 | 1182+55.30 | 144.79' |
| 715 | 1179+34.20 | 139.38' |
| 716 | 1179+03.33 | 138.50' |
| 717 | 1175+40.14 | 133.66' |
| 718 | 1173+54.27 | 154.00' |
| 719 | 1171+54.27 | 154.35' |
| 720 | 1168+00.00 | 137.27' |
| 721 | 1164+00.00 | 155.00' |
| 722 | 1162+43.91 | 180.40' |
| 723 | 12+50.00 H | 58.00' |
| 724 | 16+50.00 H | 58.00' |
| 725 | 16+50.00 H | 21.22' |
| 726 | 1167+00.00 | 170.00' |

| T.L.E. STATION & OFFSET TABLE | | |
|---|---|---|
| Point Number | Station | Offset |
| T34 | 1185+60.00 | 121.45' |
| T35 | 1185+60.00 | 160.00' |
| T36 | 1186+71.64 | 133.25' |
| T37 | 1186+70.06 | 119.35' |
| T97 | 1173+75.00 | 199.41' |
| T98 | 1173+75.00 | 280.00' |
| T99 | 1174+80.00 | 280.00' |
| T100 | 1174+80.00 | 197.64' |
| T241 | 7+00.00 WR | 62.00' |
| T262 | 14+50.00 H | 58.00' |
| T263 | 14+50.00 H | 90.00' |
| T264 | 15+50.00 H | 90.00' |
| T265 | 15+50.00 H | 58.00' |
| T270 | 1186+39.21 | 160.00' |
| T271 | 1186+36.32 | 134.11' |

P12+00.08 WR
N 0°15'45" E 33.13'
R/W TO SEC. LINE

ALUM. MON.
Y 665,941.350
X 871,942.390

PC 1+15.00 WR

PT 2+76.29 WR

N 89°55'20" E 5 WR 33'

TOWN
ROAD
49.50'

S 89°44'11" E 1,836.45'
SEC. COR. TO TRAVERSE POINT

S 89°44'11" E 685.38'
TRAVERSE POINT TO TAN.

NE-NE

T.L.E. - GRADING
0.021 AC.

SEPTIC

STA. 1187+84.22

S 89°44'11" E 105.84'
TAN. TO SEC. COR.

T.L.E. - DRIVEWAY
0.028 AC.

T.L.E. - DRIVEWAY
0.168 AC.

L.187 AC.
REMAINING

SE-NE

P.L.

T98 T99 T100 T97

T241

709 708 707 706 705 704 703 702 701 700

849.68'

1165 1170 1175 1180 1185

N 0°07'49" W

SIGN

SEPTIC

SEPTIC

10+00.00 H=
1161+69.82

N 89°41'47" W 252.62'
R/L TO R/W

S 89°41'47" E 2,326.45'
SEC. COR. TO R/W

COMPUTED POSITION
Y 663,302.430
X 871,891.150

LOT 1
C.S.M. 1860,
VOL. 12, P. 148,
DOC. 679983

ACQUIRED BY
PREVIOUS PROJECT
1390-04-91
PARCEL 4

80'
55'
75'
50'
33'

STH 16/26

SEPTIC

T.L.E. - DRIVEWAY
0.011 AC.

T.L.E. - DRIVEWAY
0.069 AC.

T.L.E. - FIELD
ENTRANCE
0.073 AC.

14+80 H

T263 T262 T264 T265

T270 T271 T136 T137 T134 T135

N 89°53'38" W 2,046.88'
SEC. COR. TO TRAVERSE POINT

ALUM. MON.
Y 663,288.420
X 874,534.690

COMPUTED POSITION
Y 663,283.540
X 877,166.950

S 89°52'41" E 15 H HILL ROAD 49.50'

N 89°53'38" W 585.38'
TRAVERSE POINT TO SEC. COR.

S 0°07'19" W 26.38'
R/W TO R/L

S 0°07'19" W 21.22'
R/W TO R/L

N 89°41'47" W 64.50'
SEC. COR. TO R/L

ALUM. MON.
Y 665,929,260
X 874,570,030

N 89°19'19" E 45.48'
SEC. COR. TO R/W

S 89°19'19" W 2,595.56'
SEC. COR. TO R/W

ALUM. MON.
Y 665,360,520
X 871,210,880

SCALE, FEET
0 100 200

LOCATION SKETCH NOT TO SCALE

SHEET LOCATION

## SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTERESTS TO D.O.T.

| PARCEL NUMBER | OWNER(S) | INTEREST REQUIRED | R/W ACRES OR S.F. REQUIRED NEW | EXISTING | TOTAL | T.L.E.& (P.L.E.) ACRES OR S.F. |
|---|---|---|---|---|---|---|
| 17 | TRACY BROTHERS, LLC | FEE, T.L.E. & ACCESS RIGHTS | 0.786 | 0.534 | 1.320 | 0.142 |
| 19 | ROBERT W. & KATHLEEN A. TRACY | FEE & T.L.E. | 2.335 | --- | 2.335 | 0.868 |
| 21 | MELTON & NANCY SCHLENDER | FEE & T.L.E. | 6.704 | 0.650 | 7.354 | 0.011 |
| 22 | | | | | | 0.049 |

ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED.

## UTILITY SCHEDULE & INTERESTS REQUIRED

| UTILITY NUMBER | UTILITY OWNER(S) | INTEREST REQUIRED |
|---|---|---|
| 81 | WE ENERGIES - ELECTRIC | RELEASE OF RIGHTS |
| 94 | FRONTIER COMMUNICATIONS | RELEASE OF RIGHTS |

COORDINATES AND BEARINGS SHOWN ON THIS PLAT ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM, DODGE COUNTY ZONE, NAD83/97 ADJUSTMENT. THE COORDINATES SHOWN ARE GRID COORDINATES AND ARE TO BE USED AS GRID OR GROUND VALUES ON THIS PLAT.

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
EXISTING HIGHWAY RIGHT-OF-WAY FOR STH 16/26 ESTABLISHED FROM PREVIOUS PROJECT 1392-03-21 & C.S.M. 1860.
EXISTING HIGHWAY RIGHT-OF-WAY FOR HILL ROAD ESTABLISHED FROM PREVIOUS PROJECT 1392-03-21.
EXISTING HIGHWAY RIGHT-OF-WAY FOR WILSON ROAD ESTABLISHED FROM PREVIOUS PROJECT 1392-03-21, C.S.M. 990, C.S.M. VOL. 2, P. 320, C.S.M. 4859, C.S.M 1071, & DODGE COUNTY PROJECT WILSON ROAD.
EXISTING ACCESS CONTROL ALONG STH 26 ESTABLISHED FROM PREVIOUS PROJECTS 1392-03-21 & 1392-03-29.

GENERAL TELEPHONE COMPANY OF WISCONSIN
V. 596, P. 80, DOC. 674839 - PARCEL 19
V. 395, P. 188, DOC. 564189 - PARCEL 17
V. 596, P. 81, DOC. 674840 - PARCEL 22
V. 372, P. 119, DOC. 535844 - PARCEL 17
V. 395, P. 189, DOC. 564190 - PARCEL 17

WISCONSIN GAS & ELECTRIC COMPANY
V. 217, P. 475, DOC. 368482 - PARCEL 17

## SW-NW

## CLYMAN

## NW-NW

## TOWN

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF REGISTER OF DEEDS, IN DODGE COUNTY AS SHEET 2 OF 2 OF DOCUMENT NUMBER 1162110 AND FILED IN CABINET C PAGE 55 OF PLATS, DODGE COUNTY.

## TRANSPORTATION PROJECT PLAT 1390-04-29 - 4.07 AMENDMENT NO. 2

**AMENDS PARCEL 17 OF TRANSPORTATION PROJECT PLAT 1390-04-29 - 4.07 AMENDMENT NO. 1 RECORDED AS DOCUMENT NUMBER 1168584 AND FILED IN CABINET C OF PLATS, PAGE 74.**

THAT PART OF THE SE¼-NE¼ AND THE NE¼-SE¼ OF SECTION 32, ALSO THAT PART OF THE SW¼-NW¼ AND THE NW¼-NW¼ OF SECTION 33, ALL IN TOWN OF CLYMAN, T 10 N, R 15 E, DODGE COUNTY, WISCONSIN.

RELOCATION ORDER STH 26 WATERTOWN TO STH 60 EAST ROAD (CTH O - STH 60 EAST) TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3) AND 84.09, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION

HEREBY ORDERS THAT:

1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

PC 1179+34.20

I HEREBY CERTIFY THAT THIS PLAT MEETS ALL REQUIREMENTS OF SECTION 84.095, WISCONSIN STATUTES. THIS PLAT WAS PREPARED BY OR UNDER THE DIRECTION OF:

KEIF S. CALLAWAY — 2/06/2012
PRINTED NAME — SIGNATURE — DATE

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION

JAMES R. KUEHN — 2/10/2012
PRINTED NAME — SIGNATURE — DATE

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1390-04-29 - 4.07 AMENDMENT NO: 2

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN DODGE COUNTY, WISCONSIN AT 10:58 AM ON FEBRUARY 22, 2012 AS DOCUMENT # 1174686 AND FILED IN CAB. C OF PLATS PG. 86

CHRIS PLANASCH
SIGNATURE OF REGISTER OF DEEDS

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN MADISON.

FILE NAME : R:\Support\CADDS\Projects\D1_13900429\040407A2.DGN
APPRAISAL PLAT DATE : FEBRUARY 6, 2012

PLOT DATE :
PLOT DATE : 28-FEB-2012 06:42
PLOT BY : dotc4c
PLOT NAME :
PLOT SCALE : 100.000000:1.000000

4.07A2

# TRANSPORTATION PROJECT PLAT 1390-04-29 - 4.08 AMENDMENT NO. 4 ADDS PARCEL 35 TO TRANSPORTATION PROJECT PLAT 1390-04-29 - 4.08 AMENDMENT NO. 3 RECORDED AS DOCUMENT NUMBER 1174687 AND FILED IN CABINET C OF PLATS, PAGE 87.

THAT PART OF LOT 2, CSM 2815, LOCATED IN THE SW¼-NW¼ AND THE NW¼-NW¼ OF SECTION 28, VILLAGE OF CLYMAN. ALSO THAT PART OF LOT 1, CSM 2815, LOCATED IN THE NW¼-NW¼. ALSO THAT PART OF LOT 2, CSM 1109, LOCATED IN THE SW¼-NW¼. ALSO PART OF THE SW¼-NW¼, THE SW¼-SW¼, THE NW¼-SW¼, AND THE SW¼-NW¼. ALL IN SECTION 28, TOWN OF CLYMAN. ALSO THAT PART OF LOT 2, CSM, VOL. 2, PAGE 320, DOC. NO. 561750. LOCATED IN THE SE¼-SE¼. ALSO THAT PART OF LOT 1, CSM 4859. LOCATED IN THE SW¼-SE¼. ALSO THAT PART OF LOTS 1& 2, CSM 1071. LOCATED IN THE SE¼-SE¼ AND THE NE 1/4-SE¼. ALSO THAT PART OF LOTS 1& 2, CSM 3194. LOCATED IN THE SE¼-NE¼ AND THE NE¼-NE¼. ALSO THAT PART OF LOT 1, CSM 3030. LOCATED IN THE NE¼-NE¼. ALSO THAT PART OF THE SW¼-SE¼. ALL IN SECTION 29, TOWN OF CLYMAN. ALSO THAT PART OF THE NE¼-NE¼ AND THE NW¼-NE¼ OF SECTION 32, TOWN OF CLYMAN, ALL IN T 10 N, R 15 E, DODGE COUNTY, WISCONSIN

RELOCATION ORDER STH 26 WATERTOWN TO STH 60 EAST ROAD (CTH Q - STH 60 EAST)

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3) AND 84.09, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

## SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTERESTS TO D.O.T.

| PARCEL NUMBER | OWNER(S) | INTEREST REQUIRED | R/W ACRES OR S.F. REQUIRED NEW | EXISTING | TOTAL | T.L.E. & (P.L.E.) ACRES OR S.F. |
|---|---|---|---|---|---|---|
| 22 | MILTON & NANCY SCHLENDER | FEE | 0.008 | 0.398 | 0.406 | --- |
| 23 | BRIAN & CARLA J WALSH | FEE & TLE | 0.197 | 0.429 | 0.626 | 0.088 |
| 24 | THEODORE OLSON JR. & PRISCILLA OLSON | FEE & TLE | 0.069 | 0.299 | 0.368 | 0.056 |
| 26 | ELEANOR SCHUETT, AS TRUSTEE OF THE ELEANOR SCHUETT SURVIVOR'S TRUST | FEE & ACCESS RIGHTS | 9.160 | 0.446 | 9.606 | --- |
| 27 | JOHN J SIMON & SUSAN DEVINE-SIMONE | FEE & TLE | 1.293 | --- | 1.293 | 0.138 |
| 28 | STANLEY J BUSKA | FEE & TLE | 0.054 | --- | 0.054 | 0.020 |
| 29 | EDWARD & LISA O'REILLY | PLE & TLE | --- | --- | --- | 0.033 (0.023) |
| 31 | DANIEL REEN | FEE, PLE & TLE | 1.503 | --- | 1.503 | 0.341 (0.111) |
| 32 | REGINA J REEN (VENDOR) & DANIEL J REEN (PURCHASER) | FEE & ACCESS RIGHTS | 6.720 | --- | 6.720 | --- |
| 33 | DANIEL J & CECILIA M REEN | FEE | 0.166 | --- | 0.166 | --- |
| 34 | ROBERT L PERKINS | FEE & TLE | 0.172 | --- | 0.172 | 0.250 |
| 35 | UNKNOWN OWNER | FEE | 0.088 | --- | 0.088 | --- |
| 36 | BRIAN P & LINDA M DORNEY | FEE & TLE | 0.096 | --- | 0.096 | 0.340 |
| 37 | NANCY J BASOL & NEAL G KOHLHOFF, IRREVOCABLE TRUST | FEE, TLE & ACCESS RIGHTS | 1.467 | --- | 1.467 | 0.036 |
| 38 | RICHARD D & NANCY J BASOL | FEE, TLE & ACCESS RIGHTS | 0.526 | --- | 0.526 | 0.019 |
| 39 | SANDY CREEK LLC | FEE, TLE & ACCESS RIGHTS | 3.657 | 0.002 | 3.659 | 0.132 |
| 41 | PATRICIA MURPHY NEUBERGER | FEE & ACCESS RIGHTS | 0.899 | --- | 0.899 | --- |

ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED.

## UTILITY SCHEDULE & INTERESTS REQUIRED

| UTILITY NUMBER | UTILITY OWNER(S) | INTEREST REQUIRED |
|---|---|---|
| 81 | WE ENERGIES - ELECTRIC | RELEASE OF RIGHTS |
| 86 | AT&T WISCONSIN | RELEASE OF RIGHTS |
| 94 | FRONTIER COMMUNICATIONS | RELEASE OF RIGHTS |

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
EXISTING HIGHWAY RIGHT-OF-WAY FOR STH 16/26 ESTABLISHED FROM PREVIOUS PROJECT 1392-03-21, C.S.M. 990, C.S.M. 1071, C.S.M. 3194, C.S.M. 1109, C.S.M. 2815 & C.S.M. 3030.
EXISTING HIGHWAY RIGHT-OF-WAY FOR CTH CJ ESTABLISHED FROM PREVIOUS PROJECTS 1392-03-21, & 510.08(2).
EXISTING HIGHWAY RIGHT-OF-WAY FOR CTH J ESTABLISHED FROM PREVIOUS PROJECT 1392-03-21, C.S.M. 2815, C.S.M. 3030, C.S.M. 837, C.S.M. 5876 & C.S.M. VOL. 2, P. 43.
EXISTING HIGHWAY RIGHT-OF-WAY FOR WILSON ROAD ESTABLISHED FROM PREVIOUS PROJECT 1392-03-21, C.S.M. 990, C.S.M. VOL. 2, P. 320, C.S.M. 4859, C.S.M 1071, & DODGE COUNTY PROJECT WILSON ROAD.

COORDINATES AND BEARINGS SHOWN ON THIS PLAT ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM, DODGE COUNTY ZONE, NAD83/97 ADJUSTMENT. THE COORDINATES SHOWN ARE GRID COORDINATES AND ARE TO BE USED AS GRID OR GROUND VALUES ON THIS PLAT.

EXISTING ACCESS CONTROL ALONG STH 26 ESTABLISHED FROM PREVIOUS PROJECTS 1392-03-21 & 1392-03-29.

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN MADISON.

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF REGISTER OF DEEDS, IN DODGE COUNTY AS SHEET 2 OF 2 OF DOCUMENT NUMBER 1162110 AND FILED IN CABINET C PAGE 55 OF PLATS, DODGE COUNTY.

P.I. = 1187+96.11
Y 665,941.980
X 874,464.160
Δ. = 7°02'45" RT.
D. = 0°24'33"
T. = 861.91'
L. = 1,721.65'
R. = 14,000.00'
DB.= N 0°07'49" W
P.C.= 1179+34.20

P.I. = 19+39.72 WI
Y 666,674.625
X 873,967.615
Δ. = 57°13'33" RT.
D. = 20°50'05"
T. = 150.02'
L. = 274.66'
R. = 275.00'

P.I. = 1212+36.69
Y 668,366.962
X 874,758.291
Δ. = 5°44'57" LT.
D. = 0°24'33"
T. = 702.59'
L. = 1,404.80'
R. = 14,000.00'

P.I. = 11+28.08 WI
Y 665,945.076
X 873,492.854
Δ. = 56°36'33" LT.
D. = 8°40'52"
T. = 355.44'
L. = 652.09'
R. = 660.00'

P.I. = 2+00.08 WR
Y 665,937.495
X 873,676.291
Δ. = 45°04'40" LT.
D. = 27°56'57"
T. = 85.08'
L. = 161.28'
R. = 205.00'

P.I. = 10+00.00 J
Y 671,247.800
X 874,816.951
Δ. = 0°32'52" RT.

PROJECT LOCATION

LOCATION SKETCH NOT TO SCALE

SHEET LOCATION

### T.L.E. STATION & OFFSET TABLE

| Point Number | Station | Offset |
|---|---|---|
| T38 | 7+65.00 WI | 46.89' |
| T39 | 7+65.00 WI | 84.00' |
| T40 | 8+35.00 WI | 84.00' |
| T41 | 8+35.00 WI | 46.01' |
| T42 | 11+92.00 | 102.98' |
| T43 | 11+92-20.00 | 115.00' |
| T44 | 11+94-23.11 | 101.48' |
| T47 | 11+98+00.00 | 115.00' |
| T48 | 11+98+00.00 | 108.28' |
| T49 | 12+14+50.00 | 201.60' |
| T50 | 12+14+50.00 | 215.00' |
| T51 | 12+16+75.00 | 215.00' |
| T52 | 12+16+75.00 | 231.05' |
| T53 | 12+18+00.00 | 189.34' |
| T54 | 12+10+50.00 | 228.67' |
| T55 | 12+10+50.00 | 201.60' |
| T56 | 12+12+00.00 | 270.00' |
| T57 | 12+18+00.00 | 231.00' |
| T58 | 12+18+56.51 | 231.05' |
| T59 | 12+18+56.51 | 210.00' |
| T60 | 12+19+74.00 | 212.00' |
| T61 | 12+26+00.00 | 212.00' |
| T62 | 12+24+15.00 | 122.43' |
| T63 | 12+29+20.00 | 91.40' |
| T64 | 12+25+00.00 | 142.00' |
| T66 | 12+26+00.00 | 193.14' |
| T70 | 12+28+10.00 | 100.20' |
| T71 | 12+28+10.00 | 140.00' |
| T72 | 12+29+20.00 | 140.00' |
| T73 | 12+29+20.00 | 91.40' |
| T213 | 3+63.02 WR | 54.85' |
| T214 | 3+98.02 WR | 54.69' |
| T215 | 3+97.88 WR | 27.46' |
| T238 | 6+00.00 WR | 60.00' |
| T239 | 7+00.00 WR | 60.00' |
| T240 | 7+00.00 WR | 45.00' |
| T275 | 6+35.00 WI | 45.20' |
| T276 | 6+35.00 WI | 70.00' |
| T277 | 6+95.00 WI | 70.00' |
| T278 | 6+95.00 WI | 46.43' |

### R/W COURSE TABLE

| | | |
|---|---|---|
| 800-801 | N 89°44'15" W | 469.39' |
| 801-802 | S 73°14'04" W | 31.24' |
| 802-803 | N 89°09'56" W | 289.36' |
| 803-804 | N 73°45'55" W | 17.40' |
| 805-806 | N 0°02'00" W | 16.50' |
| 806-807 | N 88°02'21" E | 237.84' |
| 807-808 | N 60°02'08" E | 357.54' |
| 808-809 | N 46°14'26" E | 131.23' |
| 809-810 | N 25°26'35" E | 353.22' |
| 810-811 | N 40°02'06" E | 128.95' |
| 811-812 | N 47°12'47" E | 123.97' |
| 812-813 | N 58°12'39" E | 92.53' |
| 813-814 | N 73°29'10" E | 70.99' |
| 814-815 | S 88°28'27" E | 241.98' |
| 815-816 | N 12°09'56" E | 566.44' |
| 816-817 | N 3°08'38" E | 334.42' |
| 817-818 | N 3°58'49" E | 655.97' |
| 818-819 | N 10°15'30" E | 300.44' |
| 819-820 | N 3°26'56" E | 429.71' |
| 820-821 | N 1°03'42" E | 526.08' |
| 821-822 | N 2°03'01" W | 436.11' |
| 822-824 | N 0°04'29" W | 600.14' |
| 824-825 | N 2°45'07" E | 543.17' |
| 825-826 | S 89°08'56" W | 343.18' |
| 827-828 | S 0°03'09" E | 38.09' |
| 828-830 | S 89°47'47" W | 134.48' |
| 830-831 | S 1°09'59" W | 548.54' |
| 831-832 | S 1°58'07" W | 500.08' |
| 832-833 | S 3°24'27" E | 501.60' |

### R/W COURSE TABLE

| | | |
|---|---|---|
| 833-834 | S 2°54'05" W | 561.76' |
| 834-835 | S 0°28'25" W | 361.48' |
| 835-836 | S 65°58'51" E | 142.11' |
| 836-837 | S 86°39'14" E | 52.09' |
| 837-838 | S 88°24'09" W | 295.11' |
| 838-839 | S 0°02'39" W | 13.34' |
| 840-841 | S 0°02'39" W | 3.66' |
| 841-842 | S 87°33'17" W | 345.33' |
| 842-844 | S 31°51'36" W | 239.81' |
| 844-845 | S 7°33'18" W | 672.96' |
| 845-846 | S 8°13'15" W | 878.08' |
| 846-847 | S 0°02'37" W | 92.96' |
| 847-863 | S 3°46'15" W | 15.10' |
| 863-864 | S 83°31'03" E | 77.26' |
| 864-865 | S 31°11'12" W | 164.04' |
| 863-848 | S 3°46'15" W | 106.89' |
| 848-865 | S 1°33'12" W | 42.41' |
| 865-849 | S 1°33'12" W | 335.83' |
| 849-850 | S 4°09'26" E | 100.50' |
| 850-851 | S 13°31'48" E | 64.50' |
| 851-852 | S 3°37'04" W | 105.61' |
| 853-854 | N 0°35'59" W | 231.65' |
| 854-855 | N 7°06'43" E | 336.01' |
| 855-856 | N 84°21'00" W | 217.11' |
| 856-857 | S 60°22'55" W | 61.43' |
| 857-858 | S 81°30'29" W | 291.50' |
| 858-859 | S 0°10'33" W | 302.97' |
| 859-860 | S 89°44'15" E | 237.13' |
| 860-861 | N 0°04'40" W | 18.69' |
| 861-862 | S 89°52'32" E | 186.75' |
| 862-953 | S 0°35'59" E | 52.02' |

### R/W POINT STATION & OFFSET TABLE

| | | |
|---|---|---|
| 800 | 2+93.53 WR | 37.87' |
| 801 | 9+30.87 WI | 62.75' |
| 802 | 9+02.43 WI | 64.89' |
| 803 | 6+25.00 WI | 45.00' |
| 804 | 6+08.32 WI | 38.66' |
| 805 | 6+08.67 WI | 25.96' |
| 806 | 6+08.76 WI | 42.46' |
| 807 | 8+52.07 WI | 44.75' |
| 808 | 12+51.29 WI | 80.28' |
| 809 | 13+99.18 WI | 69.77' |
| 810 | 17+52.00 WI | 117.00' |
| 811 | 18+54.45 WI | 112.01' |
| 812 | 19+40.00 WI | 240.00' |
| 813 | 20+00.00 WI | 150.00' |
| 814 | 20+45.00 WI | 160.00' |
| 815 | 1196+55.85 | 240.00' |
| 816 | 1202+00.00 | 190.00' |
| 817 | 1203+33.70 | 212.00' |
| 818 | 1212+00.00 | 230.00' |
| 819 | 1215+03.00 | 195.00' |
| 820 | 1219+38.50 | 184.57' |
| 821 | 1224+64.38 | 185.53' |
| 822 | 1229+00.00 | 210.00' |
| 824 | 1235+00.00 | 220.00' |
| 825 | 1240+42.97 | 207.97' |
| 826 | 4+46.67 J | 69.04' |
| 827 | 12+25.00 J | 31.95' |
| 828 | 12+25.00 J | 70.00' |
| 830 | 1240+48.54 | 92.00' |
| 831 | 1235+00.00 | 92.00' |
| 832 | 1230+00.00 | 85.00' |
| 833 | 1225+00.00 | 125.00' |
| 834 | 1219+38.50 | 108.00' |

### R/W POINT STATION & OFFSET TABLE

| | | |
|---|---|---|
| 835 | 1215+80.00 | 117.00' |
| 836 | 12+53.00 CJ | 63.00' |
| 837 | 16+00.00 CJ | 63.00' |
| 838 | 16+00.00 CJ | 52.00' |
| 839 | 16+00.00 CJ | 38.66' |
| 840 | 16+00.00 CJ | 41.34' |
| 841 | 16+00.00 CJ | 45.00' |
| 842 | 16+00.00 CJ | 63.00' |
| 844 | 1212+00.00 | 145.00' |
| 845 | 1205+33.70 | 125.00' |
| 846 | 1202+00.00 | 105.00' |
| 847 | 1195+65.17 | 82.02' |
| 848 | 1194+42.56 | 87.39' |
| 849 | 1190+62.40 | 111.88' |
| 850 | 1189+62.13 | 126.63' |
| 851 | 1189+00.00 | 146.00' |
| 852 | 1187+93.28 | 145.97' |
| 853 | 1187+72.69 | 217.36' |
| 854 | 1190+00.00 | 235.00' |
| 855 | 1193+30.38 | 222.08' |
| 856 | 20+15.00 WI | 155.00' |
| 857 | 18+70.00 WI | 160.00' |
| 858 | 15+34.47 WI | 122.01' |
| 859 | 3+62.87 WR | 27.72' |
| 860 | 6+00.00 WR | 26.31' |
| 861 | 6+00.00 WR | 45.00' |
| 862 | 1188+23.78 | 221.00' |
| 863 | 1195+50.00 | 82.74' |
| 864 | 1195+50.00 | 160.00' |
| 865 | 1194+00.00 | 90.64' |

I HEREBY CERTIFY THAT THIS PLAT MEETS ALL REQUIREMENTS OF SECTION 84.095, WISCONSIN STATUTES. THIS PLAT WAS PREPARED BY OR UNDER THE DIRECTION OF

KEIF S. CALLAWAY — PRINTED NAME — SIGNATURE — 9/27/2012 DATE

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION

JAMES R. KUEHN — PRINTED NAME — SIGNATURE — 10/01/2012 DATE

SCALE, FEET
0 200 400

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1390-04-29 - 4.08 AMENDMENT NO: 4

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN DODGE COUNTY, WISCONSIN AT 1002 AM ON OCTOBER 8, 2012 AS DOCUMENT #1186491 AND FILED IN CAB. C OF PLATS PG. 92

SANDRA H. GROSENICK
SIGNATURE OF REGISTER OF DEEDS

PLOT NAME : 4.08A4
PLOT SCALE : 200.000000:1.000000
PLOT BY : dotc4c
PLOT DATE : 08-OCT-2012 16:06
PLOT DATE :
FILE NAME : \\Mod31zp1\w3dtdd1\PDS\Support\CADDS\Projects\D1.13900429\040408A4.DGN
APPRAISAL PLAT DATE : SEPTEMBER 27, 2012

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN MADISON.

| SIGN NUMBER | SIGN OWNER |
|---|---|
| 42-1 | J & A STICHES QUILT SHOP |
| - | |
| - | |
| - | |

ALUM. MON.
Y 673,876.150
X 872,118.290

N 89°18'43" E 2,209.98'
SEC. COR. TO R/W

N 89°18'43" E 98.56'
R/W TO R/W

N 89°18'43" E 52.36'
R/W TO SEC. COR.

N 89°18'43" E 251.00'
R/W TO R/W

COMPUTED POSITION
Y 673,907.520
X 874,730.000

S 89°37'47" E 141.09'
SEC. COR. TO TAN.

S 89°37'47" E 94.10'
TAN. TO R/W

N 89°37'47" W 2,407.17'
SEC. COR. TO R/W

COMPUTED POSITION
Y 673,890.450
X 877,372.310

P.L. STA. 1267+76.29

STA. 1266+12.10=
STA. 573+46.81, 104.05' LT.
PREVIOUS PROJECT 1392-03-21

NW-SW

## TRANSPORTATION PROJECT PLAT NO: 1390-04-29 - 4.09 AMENDMENT NO. 2 AMENDS PARCELS 42 AND 43 OF TRANSPORTATION PROJECT PLAT NO: 1390-04-29 - 4.09 AMENDMENT 1 RECORDED AS DOCUMENT NUMBER 1165211 AND FILED IN CABINET C OF PLATS, PAGE 69.

THAT PART OF CSM, VOLUME 2, PAGE 43, DOCUMENT NUMBER 546290. LOCATED IN THE SE¼-SE¼. ALSO THAT PART OF LOT 1, CSM 3973. LOCATED IN THE NE¼-SE¼. ALSO THAT PART OF THE SE¼-SE¼ AND THE NE¼-SE¼. ALL IN SECTION 20. ALSO LOT 1, CSM 837. LOCATED IN THE SW¼-SW¼. ALSO THAT PART OF LOTS 1 & 2, CSM 5876. LOCATED IN THE SW¼-SW¼. ALSO THAT PART OF THE NW¼-SW¼. ALL IN SECTION 21. ALL IN TOWN OF CLYMAN, T 10 N, R 15 E, DODGE COUNTY, WISCONSIN

RELOCATION ORDER STH 26 WATERTOWN TO STH 60 EAST ROAD (CTH Q - STH 60 EAST)

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3) AND 84.09, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION

HEREBY ORDERS THAT:

1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.

2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

## SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTERESTS TO D.O.T.

| PARCEL NUMBER | OWNER(S) | INTEREST REQUIRED | R/W ACRES OR S.F. REQUIRED NEW | EXISTING | TOTAL | T.L.E. & (P.L.E.) ACRES OR S.F. |
|---|---|---|---|---|---|---|
| 42 | JEFFREY A & JEAN M KREUZIGER | FEE, TLE & ACCESS RIGHTS | 0.652 | 0.142 | 10.794 | 0.115 |
| 43 | ARICK, & KRISTINA J WAGNER | FEE, TLE & ACCESS RIGHTS | 0.608 | 0.369 | 0.977 | 0.246 |
| 44 | NORMA FREDRICK | FEE | 0.540 | 0.151 | 0.691 | --- |
| 45 | DEAN P. RETTSCHLAG | FEE & TLE | 1.007 | --- | 1.007 | 0.123 |
| 46 | DEAN P & TAMMY Y RETTSCHLAG | FEE & ACCESS RIGHTS | 2.242 | 0.169 | 2.511 | --- |
| 47 | TODD C & WENDY L MCINNIS | FEE, TLE & ACCESS RIGHTS | 0.044 | --- | 0.044 | 0.164 |

ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED.

## UTILITY SCHEDULE & INTERESTS REQUIRED

| UTILITY NUMBER | UTILITY OWNER(S) | INTEREST REQUIRED |
|---|---|---|
| 81 | WE ENERGIES - ELECTRIC | RELEASE OF RIGHTS |
| 86 | AT&T WISCONSIN | RELEASE OF RIGHTS |
| 94 | FRONTIER COMMUNICATIONS | RELEASE OF RIGHTS |

COORDINATES AND BEARINGS SHOWN ON THIS PLAT ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM, DODGE COUNTY ZONE, NAD83/97 ADJUSTMENT. THE COORDINATES SHOWN ARE GRID COORDINATES AND ARE TO BE USED AS GRID OR GROUND VALUES ON THIS PLAT.

EXISTING ACCESS CONTROL ALONG STH 26 ESTABLISHED FROM PREVIOUS PROJECTS 1392-03-21 & 1392-03-29.

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF REGISTER OF DEEDS, IN DODGE COUNTY AS SHEET 2 OF 2 OF DOCUMENT NUMBER 1162110 AND FILED IN CABINET C PAGE 55 OF PLATS, DODGE COUNTY.

## T.L.E. STATION & OFFSET TABLE

| Point Number | Station | Offset |
|---|---|---|
| T74 | 1245+38.00 | 190.00' |
| T75 | 1250+00.00 | 190.00' |
| T76 | 1252+50.00 | 60.00' |
| T77 | 1252+50.00 | 86.00' |
| T78 | 1254+00.00 | 86.00' |
| T79 | 1254+50.00 | 112.00' |
| T80 | 1255+05.00 | 112.00' |
| T81 | 1255+05.00 | 86.25' |
| T82 | 1265+00.00 | 186.00' |
| T216 | 4+06.00 FJ | 46.28' |
| T217 | 4+06.00 FJ | 55.00' |
| T218 | 4+51.00 FJ | 55.00' |
| T219 | 4+51.00 FJ | 46.94' |
| T220 | 13+50.00 FJ | 59.63' |
| T221 | 13+50.00 FJ | 100.00' |
| T222 | 14+00.00 FJ | 100.00' |
| T223 | 14+00.00 FJ | 59.61' |
| T242 | 13+50.00 FJ | 40.00' |
| T243 | 13+50.00 FJ | 60.00' |
| T244 | 14+00.00 FJ | 60.00' |
| T245 | 14+00.00 FJ | 40.00' |
| T266 | 6+59.00 FJ | 49.95' |
| T267 | 6+59.00 FJ | 75.00' |
| T268 | 7+29.00 FJ | 75.00' |
| T269 | 7+29.00 FJ | 50.96' |

## R/W COURSE TABLE

| | | |
|---|---|---|
| 900-901 | N 1°00'27" E | 2589.84' |
| 901-902 | N 89°18'43" E | 98.56' |
| 902-903 | S 0°56'24" W | 650.67' |
| 903-904 | S 0°58'36" W | 682.84' |
| 904-905 | S 1°50'12" W | 1256.73' |
| 905-906 | N 89°08'56" E | 245.74' |
| 906-907 | N 45°32'22" E | 19.39' |
| 907-908 | N 1°09'59" E | 341.11' |
| 908-909 | S 88°50'01" E | 22.45' |
| 909-910 | N 1°37'12" E | 199.90' |
| 910-937 | N 2°15'21" E | 77.44' |
| 937-911 | N 0°34'55" W | 100.35' |
| 911-912 | N 2°15'31" E | 84.40' |
| 912-913 | N 88°50'01" W | 24.05' |
| 913-914 | N 3°35'50" W | 301.04' |
| 914-915 | N 3°13'05" E | 335.21' |
| 915-916 | N 28°04'59" E | 72.90' |
| 916-917 | N 3°35'50" W | 301.04' |
| 917-918 | N 20°27'24" E | 105.95' |
| 918-919 | N 10°43'26" E | 101.41' |
| 919-920 | N 2°15'16" E | 98.56' |
| 920-921 | N 1°05'09" W | 143.77' |
| 921-922 | N 1°05'09" W | 20.52' |
| 922-923 | N 0°14'37" E | 144.94' |
| | (N 0°16'18" W) | (144.70') |
| 923-924 | N 0°47'28" E | 89.54' |
| 924-925 | N 25°23'42" W | 84.40' |
| 926-927 | S 1°51'56" W | 335.43' |
| 927-928 | S 1°48'52" W | 442.24' |
| 928-929 | S 1°09'59" W | 200.00' |
| 929-930 | S 5°57'31" E | 201.56' |
| 930-931 | S 15°12'10" W | 206.16' |
| 931-932 | S 1°09'59" W | 300.00' |
| 932-933 | S 23°03'40" E | 109.66' |
| 933-934 | S 1°31'02" W | 439.90' |
| 934-938 | N 89°56'35" E | 26.19' |
| 938-939 | S 1°02'02" W | 376.96' |
| 939-935 | N 89°56'18" E | 94.24' |
| 935-936 | S 0°03'09" E | 17.94' |

## R/W POINT STATION & OFFSET TABLE

| | | |
|---|---|---|
| 900 | 4+66.34 J | 71.05' |
| 901 | 26+59.79 FJ | 40.00' |
| 902 | 26+62.71 FJ | 58.51' |
| 903 | 20+12.04 FJ | 59.28' |
| 904 | 13+29.20 FJ | 59.65' |
| 905 | 5+47.84 J | 71.40' |
| 906 | 7+93.58 J | 72.48' |
| 907 | 1241+96.89 | 195.00' |
| 908 | 1245+38.00 | 195.00' |
| 909 | 1245+38.00 | 172.55' |
| 910 | 1247+37.89 | 170.96' |
| 911 | 1249+15.62 | 172.55' |
| 912 | 1250+00.00 | 170.95' |
| 913 | 1250+00.00 | 195.00' |
| 914 | 1253+00.00 | 220.00' |
| 915 | 1256+35.00 | 208.00' |
| 916 | 1257+00.00 | 175.00' |
| 917 | 1260+00.00 | 200.00' |
| 918 | 1261+00.00 | 165.00' |
| 919 | 1262+00.00 | 148.16' |
| 920 | 1262+98.55 | 146.29' |
| 921 | 1264+42.21 | 151.94' |
| 922 | 1264+62.94 | 152.73' |
| 923 | 1266+09.47 | 154.10' |
| 924 | 1267+00.00 | 153.32' |
| 925 | 1267+77.22 | 189.46' |
| 926 | 1267+75.32 | 98.08' |
| 927 | 1264+42.21 | 90.00' |
| 928 | 1260+00.00 | 85.00' |
| 929 | 1258+00.00 | 85.00' |
| 930 | 1256+00.00 | 110.00' |
| 931 | 1254+00.00 | 60.00' |
| 932 | 1251+00.00 | 60.00' |
| 933 | 1250+00.00 | 105.00' |
| 934 | 1245+60.11 | 102.31' |
| 935 | 12+25.00 J | 64.01' |
| 936 | 12+25.00 J | 46.07' |
| 937 | 1248+15.32 | 169.49' |
| 938 | 1245+60.67 | 128.49' |
| 939 | 1241+83.71 | 129.37' |

P.I. = 10+00.00 J
Y 671,247.800
X 874,816.951
Δ. = 0°32'52" RT.

P.I. = 1279+36.54
Y 675,066.600
X 874,894.710
Δ. = 12°11'07" LT.
D. = 0°24'33"
T. = 1,494.34'
L. = 2,977.40'
R. = 14,000.00'
DA. = N 11°01'07" W
P.T. = 1294+19.60

I HEREBY CERTIFY THAT THIS PLAT MEETS ALL REQUIREMENTS OF SECTION 84.095, WISCONSIN STATUTES. THIS PLAT WAS PREPARED BY OR UNDER THE DIRECTION OF

KEIF S. CALLAWAY — PRINTED NAME — SIGNATURE — 9/27/2011 DATE

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION

JAMES R. KUEHN — PRINTED NAME — SIGNATURE — 10/11/2011 DATE

SCALE, FEET
0 100 200

CLYMAN

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1390-04-29 - 4.09
AMENDMENT NO: 2

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN DODGE COUNTY, WISCONSIN AT 2:31 PM ON OCTOBER 17, 2011 AS DOCUMENT # 1168586 AND FILED IN CAB. C OF PLATS PG. 76

CHRIS PLANASCH
SIGNATURE OF REGISTER OF DEEDS

PROJECT LOCATION
LOCATION SKETCH NOT TO SCALE
SHEET LOCATION

TOWN
NE-SE
SE-SE
SW-SW
OF

LOT 1 C.S.M. 3973 V. 25, P. 205-206 DOC. 836245

C.S.M. V. 2, P. 43 DOC. 546290

LOT 1 C.S.M. 5876 V. 39, P. 106-107 DOC. 1061004

LOT 2 C.S.M. 5876 V. 39, P. 106-107 DOC. 1061004

LOT 1 C.S.M. 836 V. 7, P. 318 DOC. 619744

LOT 1 C.S.M. 837 V. 7, P. 319 DOC. 619745

ACQUIRED BY PREVIOUS PROJECT 1390-04-37 PARCEL 5

PC 1264+42.21

T.L.E. - GRADING 0.164 AC.
T.L.E. - FIELD ENTRANCE 0.023 AC.
T.L.E. - FIELD ENTRANCE 0.046 AC.
T.L.E. - DRIVEWAY 0.046 AC.
T.L.E. - DRIVEWAY 0.123 AC.
T.L.E. - FIELD ENTRANCE 0.039 AC.
T.L.E. - GRADING 0.198 AC.
T.L.E. - FIELD ENTRANCE 0.009 AC.

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
EXISTING HIGHWAY RIGHT-OF-WAY FOR STH 16/26 ESTABLISHED FROM PREVIOUS PROJECT 1392-03-21, C.S.M. 837, C.S.M. 836, C.S.M. 5876, C.S.M. 3973 & C.S.M. VOL. 2, P. 43.
EXISTING HIGHWAY RIGHT-OF-WAY FOR CTH J ESTABLISHED FROM PREVIOUS PROJECT 1392-03-21, C.S.M. 2815, C.S.M. 3030, C.S.M. 837, C.S.M. 5876 & C.S.M. VOL. 2, P. 43.

GENERAL TELEPHONE COMPANY OF WISCONSIN
V. 386, P. 444, DOC. 552530 - PARCELS 42, 43
V. 386, P. 455, DOC. 552541 - PARCELS 42, 47

WISCONSIN TELEPHONE COMPANY
V. 827, P. 54-55, DOC. 483510 - PARCEL 42

N 0°44'14" W 77.30'
SEC. LINE TO R/W

S 0°03'09" E 52.44'
R/W TO SEC. LINE

S 89°15'37" W 399.53'
SEC. COR. TO TRAVERSE POINT

S 89°55'05" W 133.75'
R/L TO SEC. COR.

N 89°15'37" E 2,238.88'
SEC. COR. TO TRAVERSE POINT

S 89°55'05" W 225.14'
TRAVERSE POINT TO R/L

S 89°55'05" W 2,272.70'
SEC. COR. TO TRAVERSE POINT

COMPUTED POSITION
Y 671,207.060
X 872,044.880

COMPUTED POSITION
Y 671,241.120
X 874,683.070

PK NAIL
Y 671,244.880
X 877,314.650

0+00.00 FJ = 5+04.36 J

1241+10.95 = 10+00.00 J

STA. 1241+10.46

CTH J



4.09A2
PLOT SCALE : 100.000000:1.000000
PLOT NAME :
PLOT BY : ddtc4c
PLOT DATE : 20-OCT-2011 06:17
PLOT DATE :
52
FILE NAME : R:\Support\CADDS\Projects\D1_13900429\04040942.DGN
APPRAISAL PLAT DATE : SEPTEMBER 27, 2011

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
EXISTING HIGHWAY RIGHT-OF-WAY FOR STH 26 ESTABLISHED FROM PREVIOUS PROJECT T010-1(24).
EXISTING HIGHWAY RIGHT-OF-WAY FOR STH 16/60 ESTABLISHED FROM PREVIOUS PROJECT 1403-00-21 & C.S.M. 4890.
EXISTING HIGHWAY RIGHT-OF-WAY FOR BIWER ROAD ESTABLISHED FROM COUNTY HIGHWAY REGISTER PAGE 47.

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN MADISON.

GENERAL TELEPHONE COMPANY OF WISCONSIN
V. 386, P. 445, DOC. 552531 - PARCEL 48
V. 349, P. 42, DOC. 508799 - PARCEL 52
V. 386, P. 449, DOC. 552535 - PARCEL 52

WISCONSIN TELEPHONE COMPANY
V. 327, P. 56-57, DOC. 483512 - PARCEL 48
V. 327, P. 60-61, DOC. 483513 - PARCEL 49
V. 327, P. 54-55, DOC. 483510 - PARCEL 42

COORDINATES AND BEARINGS SHOWN ON THIS PLAT ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM, DODGE COUNTY ZONE, NAD83/97 ADJUSTMENT. THE COORDINATES SHOWN ARE GRID COORDINATES AND ARE TO BE USED AS GRID OR GROUND VALUES ON THIS PLAT.

EXISTING ACCESS CONTROL ALONG STH 26 ESTABLISHED FROM PREVIOUS PROJECTS 1392-03-29 & F010-1(26).
EXISTING ACCESS CONTROL ALONG STH 16/60 ESTABLISHED FROM PREVIOUS PROJECTS 1403-00-21 & F030-1(26).

ALUM. MON. Y 675,222.020 X 874,876.970

COMPUTED POSITION Y 679,175.620 X 877,490.540

5/4" IRON PIPE Y 679,176.170 X 872,218.280

COMPUTED POSITION Y 676,524.960 X 872,191.140

1" IRON PIPE Y 676,372.720 X 874,817.330

ALUM. MON. Y 676,536.070 X 877,428.050

ALUM. MON. Y 673,507.520 X 874,730.000

COMPUTED POSITION Y 673,876.150 X 872,118.290

COMPUTED POSITION Y 673,890.450 X 877,372.330

N 89°03'18" E 146.97' R/W TO R/L
N 89°03'18" E 355.24' R/L TO R/W
S 89°03'18" W 653.99' SEC. COR. TO R/W
S 88°58'58" E 1,009.34' SEC. COR. TO R/W
S 88°58'58" E 120.00' R/L TO R/W
S 88°58'58" E 136.44' R/W TO R/L
N 88°58'58" W 1,348.15' SEC. COR. TO R/W
N 89°03'18" E 1,702.85' SEC. COR. TO R/W

STA. 1321+49.39 P.I.
STA. 740+72.05 S P.I.

## R/W COURSE TABLE

| | | |
|---|---|---|
| 1000-1001 | N 25°23'42" W | 24.82' |
| 1001-1002 | N 0°42'25" W | 305.84' |
| 1002-1003 | N 8°35'51" W | 156.17' |
| 1003-1004 | N 5°36'15" W | 943.01' |
| 1004-1005 | N 8°44'28" W | 251.81' |
| 1005-1006 | N 21°57'36" W | 775.47' |
| 1006-1007 | N 49°06'57" W | 98.13' |
| 1007-1008 | N 66°00'42" W | 331.02' |
| | (N 66°51'59" W) | (331.06') |
| 1008-1009 | S 88°57'13" W | 359.29' |
| 1009-1010 | S 88°57'13" W | 290.72' |
| 1008-1010 | S 88°57'13" W | 650.01' |
| | (S 88°07'00" W) | (650.00') |
| 1010-1011 | S 86°07'03" W | 403.24' |
| | (S 85°16'24" W) | (403.29') |
| 1012-1013 | N 89°53'30" E | 302.59' |
| | (N 89°03'46" E) | (302.74') |
| 1013-1014 | N 88°57'42" E | 49.80' |
| 1014-1015 | N 1°02'15" W | 173.00' |
| 1015-1016 | N 88°57'30" E | 117.51' |
| 1016-1017 | N 88°57'30" E | 329.21' |
| 1017-1018 | N 69°16'21" E | 85.70' |
| 1018-1019 | N 34°19'14" E | 66.61' |
| 1019-1020 | N 19°53'54" E | 580.35' |
| 1020-1021 | N 70°26'06" W | 46.00' |
| 1021-1022 | N 0°00'00" E | 134.00' |
| 1022-1023 | N 89°59'03" E | 140.36' |
| 1023-1024 | S 0°00'00" W | 73.47' |
| 1024-1025 | S 19°33'54" E | 684.36' |
| 1025-1026 | S 19°33'54" E | 212.96' |
| 1026-1027 | N 79°42'25" E | 376.55' |
| 1027-1028 | N 22°59'49" E | 152.42' |
| 1028-1029 | N 10°12'50" E | 198.87' |
| 1029-1030 | N 7°03'39" W | 1216.71' |
| 1030-1031 | N 9°53'49" W | 325.02' |
| 1031-1032 | N 9°53'49" W | 221.80' |
| 1032-1033 | N 9°53'49" W | 239.15' |
| 1033-1034 | N 16°48'13" W | 181.17' |
| 1035-1036 | S 13°01'27" E | 354.91' |
| 1036-1037 | S 13°01'27" E | 62.87' |
| 1037-1038 | S 10°17'44" E | 170.73' |
| 1038-1039 | S 10°17'44" E | 266.64' |
| 1039-1040 | S 8°55'33" E | 301.20' |
| 1040-1041 | S 7°24'00" E | 393.09' |
| 1041-1042 | S 22°29'04" E | 269.99' |
| 1042-1043 | S 36°59'07" E | 465.43' |
| 1043-1044 | S 27°02'28" E | 229.02' |
| 1044-1045 | N 68°39'04" E | 396.09' |
| 1045-1046 | N 49°13'02" E | 365.52' |

## R/W COURSE TABLE

| | | |
|---|---|---|
| 1046-1047 | N 32°51'38" E | 279.27' |
| 1047-1048 | N 15°32'53" E | 280.00' |
| 1048-1049 | N 0°15'21" E | 166.30' |
| 1049-1050 | N 0°15'21" E | 848.20' |
| 1050-1051 | S 53°34'46" E | 114.99' |
| 1051-1052 | N 3°51'17" E | 323.05' |
| 1053-1054 | S 87°57'47" E | 529.65' |
| 1054-1055 | N 53°34'46" W | 126.21' |
| 1055-1056 | S 3°43'02" W | 120.20' |
| 1056-1057 | S 53°34'46" E | 117.38' |
| 1054-1055 | S 6°21'45" W | 115.54' |
| 1052-1053 | S 5°29'29" W | 653.88' |
| 1057-1058 | S 10°15'33" W | 610.35' |
| 1057-1058 | S 28°21'27" W | 330.02' |
| 1058-1059 | S 28°49'15" E | 243.13' |
| 1059-1060 | S 10°27'53" N | 223.85' |
| 1060-1061 | S 47°59'47" W | 132.21' |
| 1061-1062 | S 37°02'11" W | 99.65' |
| 1062-1063 | S 41°50'28" E | 38.89' |
| 1063-1064 | S 89°03'17" E | 99.21' |
| 1064-1082 | S 0°56'44" W | 25.96' |
| 1082-1083 | S 0°56'44" W | 16.50' |
| 1083-1084 | S 0°56'44" W | 17.54' |
| 1057-1058 | S 28°21'27" W | 287.90' |
| 1065-1066 | S 80°17'10" W | 77.17' |
| 1066-1067 | N 90°00'00" W | 261.31' |
| 1067-1068 | N 67°46'33" W | 114.87' |
| 1068-1069 | S 27°33'30" W | 85.12' |
| 1069-1070 | S 1°47'07" E | 638.97' |
| 1070-1071 | S 20°02'12" W | 269.93' |
| 1071-1072 | S 6°04'14" W | 339.03' |
| 1072-1073 | S 3°03'31" W | 398.65' |
| 1073-1074 | S 4°48'45" W | 300.06' |
| 1074-1075 | S 28°24'45" W | 84.49' |
| 1075-1076 | S 2°52'06" E | 704.67' |
| 1076-1077 | S 1°51'56" W | 34.88' |
| 1078-1079 | N 1°00'27" E | 640.21' |
| 1079-1080 | N 88°59'33" W | 50.00' |
| 1080-1081 | N 1°00'27" E | 194.18' |
| 1085-1086 | S 68°42'07" E | 182.36' |
| 1086-1090 | N 1°00'27" E | 31.98' |
| 1090-1087 | S 1°00'27" W | 97.41' |
| 1087-1088 | N 88°59'33" W | 50.00' |
| 1088-1089 | N 1°00'27" E | 637.99' |
| 1090-1091 | S 68°42'07" E | 166.77' |
| 1091-1092 | N 5°36'15" W | 33.69' |
| 1092-1086 | N 68°42'07" W | 162.64' |

## R/W POINT STATION & OFFSET TABLE

| | | |
|---|---|---|
| 1000 | 1267+77.22 | 189.46' |
| 1001 | 1268+00.00 | 200.00' |
| 1002 | 1271+10.27 | 198.80' |
| 1003 | 1272+67.71 | 217.04' |
| 1004 | 1282+26.28 | 240.60' |
| 1005 | 1284+82.41 | 249.50' |
| 1006 | 1292+56.20 | 426.81' |
| 1007 | 1293+35.48 | 120.20' |
| 1008 | 699+50.87 S | 65.39' |
| 1009 | 695+93.47 S | 60.07' |
| 1010 | 693+02.75 S | 60.10' |
| 1011 | 689+00.01 S | 80.08' |
| 1012 | 690+00.12 S | 64.91' |
| 1013 | 693+02.68 S | 59.98' |
| 1014 | 693+52.47 S | 59.97' |
| 1015 | 11+81.27 FH | 83.00' |
| 1016 | 12+45.66 FH | 33.00' |
| 1017 | 15+74.87 FH | 33.00' |
| 1018 | 16+85.00 FH | 33.00' |
| 1019 | 17+69.65 FH | 33.00' |
| 1020 | 23+50.00 FH | 33.00' |
| 1021 | 23+50.00 FH | 79.00' |
| 1022 | 24+76.26 FH | 123.87' |
| 1023 | 25+23.23 FH | 8.00' |
| 1024 | 24+54.01 FH | 33.00' |
| 1025 | 17+69.65 FH | 33.00' |
| 1026 | 699+07.63 S | 89.58' |
| 1027 | 702+85.04 S | 134.49' |
| 1028 | 1298+09.49 | 317.79' |
| 1029 | 1299+94.86 | 245.77' |
| 1030 | 1312+08.67 | 161.78' |
| 1031 | 1315+33.62 | 155.42' |
| 1032 | 1317+61.27 | 146.67' |
| 1033 | 1320+00.00 | 132.69' |
| 1034 | 1321+80.83 | 143.57' |
| 1035 | 1321+16.18 | 151.65' |
| 1036 | 1317+61.27 | 149.96' |
| 1037 | 1317+00.00 | 131.98' |
| 1038 | 1315+33.62 | 145.37' |
| 1039 | 1312+67.00 | 142.00' |
| 1040 | 1309+66.00 | 133.00' |

## R/W POINT STATION & OFFSET TABLE

| | | |
|---|---|---|
| 1041 | 1305+73.69 | 106.19' |
| 1042 | 1303+09.09 | 159.86' |
| 1043 | 1298+90.62 | 363.64' |
| 1044 | 711+54.00 S | 172.00' |
| 1045 | 716+00.00 S | 130.00' |
| 1046 | 720+00.00 S | 100.00' |
| 1047 | 723+00.00 S | 84.00' |
| 1048 | 726+00.00 S | 90.00' |
| 1049 | 727+78.64 S | 108.23' |
| 1050 | 736+26.06 S | 144.66' |
| 1051 | 737+45.00 S | 142.80' |
| 1052 | 740+68.00 S | 136.38' |
| 1053 | 740+75.61 S | 120.00' |
| 1054 | 735+47.05 S | 154.00' |
| 1055 | 734+31.75 S | 146.65' |
| 1056 | 727+78.64 S | 135.00' |
| 1057 | 724+00.00 S | 119.00' |
| 1058 | 720+94.86 S | 102.04' |
| 1059 | 38+25.00 B | 82.00' |
| 1060 | 36+50.00 B | 70.00' |
| 1061 | 35+60.44 B | 50.00' |
| 1062 | 34+62.66 B | 69.22' |
| 1063 | 11+34.08 TB | 31.45' |
| 1064 | 12+00.00 TB | 35.00' |
| 1065 | 32+95.00 B | 38.02' |
| 1066 | 32+31.70 B | 37.00' |
| 1067 | 29+70.39 B | 37.00' |
| 1068 | 28+25.00 B | 40.00' |
| 1069 | 27+15.00 B | 47.76' |
| 1070 | 23+02.50 B | 109.46' |
| 1071 | 20+40.00 B | 46.57' |
| 1072 | 17+00.00 B | 49.00' |
| 1073 | 13+00.00 B | 54.00' |
| 1074 | 10+00.00 B | 48.00' |
| 1075 | 1275+90.00 | 85.00' |
| 1076 | 1268+00.00 | 99.00' |
| 1077 | 1267+75.32 | 98.08' |
| 1078 | 26+59.79 FJ | 40.00' |
| 1079 | 33+00.01 FJ | 40.00' |
| 1080 | 33+00.01 FJ | 90.00' |
| 1081 | 34+94.19 FJ | 90.00' |
| 1082 | 12+40.00 TB | 9.04' |
| 1083 | 12+40.00 TB | 7.46' |
| 1084 | 12+40.00 TB | 25.00' |
| 1085 | 34+92.64 FJ | 86.04' |
| 1086 | 34+29.40 FJ | 85.00' |
| 1087 | 33+00.01 FJ | 85.00' |
| 1088 | 33+00.01 FJ | 35.00' |
| 1089 | 26+62.01 FJ | 35.00' |
| 1090 | 33+97.42 FJ | 85.00' |
| 1091 | 1274+59.23 | 226.92' |
| 1092 | 1274+93.43 | 228.41' |
| 1093 | 735+62.25 S | 49.00' |
| 1094 | 735+62.45 S | 49.00' |
| 1095 | 736+17.09 S | 49.00' |
| 1096 | 734+96.88 S | 49.00' |

## T.L.E. STATION & OFFSET TABLE

| Point Number | Station | Offset | Point Number | Station | Offset | Point Number | Station | Offset |
|---|---|---|---|---|---|---|---|---|
| T136 | 17+19.68 FH | 37.30' | T187 | 28+60.00 B | 80.00' | T246 | 26+59.20 FJ | 60.00' |
| T137 | 23+50.00 FH | 43.00' | T188 | 29+40.00 B | 80.00' | T247 | 27+35.00 FJ | 60.00' |
| T138 | 22+33.00 FH | 33.00' | T189 | 29+40.00 B | 44.81' | T248 | 27+35.00 FJ | 60.00' |
| T139 | 22+33.00 FH | 43.00' | T190 | 726+65.00 S | 99.26' | T249 | 26+64.23 FJ | 110.00' |
| T140 | 22+81.00 FH | 43.00' | T191 | 726+65.00 S | 427.00' | T250 | 27+35.00 FJ | 110.00' |
| T141 | 22+81.00 FH | 33.00' | T192 | 728+00.00 S | 432.00' | T251 | 27+35.00 FJ | 35.00' |
| T142 | 698+51.00 S | 62.83' | T193 | 728+15.00 S | 109.80' | T252 | 12+75.00 FH | 75.00' |
| T143 | 698+51.00 S | 72.83' | T194 | 726+76.34 S | 104.62' | T253 | 12+75.00 FH | 75.00' |
| T144 | 699+01.00 S | 74.01' | T195 | 727+37.00 S | 539.02' | T254 | 13+25.00 FH | 75.00' |
| T145 | 699+01.00 S | 64.01' | T196 | 728+12.00 S | 535.00' | T255 | 13+25.00 FH | 33.00' |
| T182 | 15+30.05 B | 51.83' | T197 | 728+29.61 S | 117.47' | T256 | 15+25.00 FH | 33.00' |
| T183 | 15+33.68 B | 120.63' | T234 | 34+71.95 FJ | 29.93' | T257 | 15+25.00 FH | 55.00' |
| T184 | 16+00.00 B | 120.00' | T235 | 35+31.01 FJ | 29.88' | T258 | 15+74.87 FH | 55.00' |
| T185 | 16+00.00 B | 51.16' | T236 | 35+30.95 FJ | 50.12' | | | |
| T186 | 28+60.00 B | 47.06' | T237 | 34+42.34 FJ | 50.05' | | | |

## SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTERESTS TO D.O.T.

| PARCEL NUMBER | OWNER(S) | INTEREST REQUIRED | R/W ACRES OR S.F. REQUIRED NEW | EXISTING | TOTAL | T.L.E. & (P.L.E.) ACRES OR S.F. | H.E. ACRES OR S.F. |
|---|---|---|---|---|---|---|---|
| 17 | TRACY BROTHERS, LLC. | FEE & TLE | 17,020 | 0.147 | 17,167 | 1,027 | --- |
| 42 | JEFFREY A & JEAN M KREUZIGER | FEE & TLE | 0.606 | 0.147 | 0.753 | 0.042 | --- |
| 48 | MARK F & JUDY A HOLL | FEE, PLE, TLE & ACCESS RIGHTS | 17,483 | --- | 17,483 | 0.469 & (10,113) | --- |
| 49 | TIMOTHY C ZIMMERMAN | FEE & TLE | 0.772 | --- | 0.772 | 0.308 | --- |
| 50 | TOWN OF CLYMAN | ACCESS RIGHTS | --- | --- | --- | --- | --- |
| 51 | TIMOTHY C & NICOLE M ZIMMERMAN | TLE | --- | --- | --- | 0.012 | --- |
| 52 | CAROL A KREUZIGER (VENDOR), JEFFREY A & JEAN M KREUZIGER (PURCHASER) | FEE & TLE | 1,064 | --- | 1,064 | 0.048 | --- |
| 53 | HOLL FAMILY TRUST | FEE & TLE | 7,251 | --- | 7,251 | 1,100 | 0.270 |
| 54 | UNION PACIFIC RAILROAD COMPANY | H.E., PLE | --- | --- | --- | 10,543) | 0.270 |

ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED.

# TRANSPORTATION PROJECT PLAT 1390-04-29 - 4.10 AMENDMENT NO. 1 AMENDS PARCELS 48, 52 AND 54 OF TRANSPORTATION PROJECT PLAT 1390-04-29 - 4.10 RECORDED AS DOCUMENT NUMBER 1163961 AND FILED IN CABINET C OF PLATS, PAGE 66.

THAT PART OF LOT 1 C.S.M. 6547, LOCATED IN SE¼- NE¼, ALSO THAT PART OF THE SE¼-NE¼ AND THE NE¼ -NE¼ OF SECTION 20, ALSO THAT PART OF THE SW¼-NW¼, AND THE NW¼-NW¼ OF SECTION 21. ALSO THAT PART OF THE SW¼-SE¼, THE SE¼-SE¼, AND THE NE¼-SE¼ OF SECTION 17, ALSO THAT PART OF THE SW¼-SW¼ AND THE NW¼-SW¼ OF SECTION 16, T 10 N, R 15 E. ALL IN TOWN OF CLYMAN, DODGE COUNTY, WISCONSIN.

RELOCATION ORDER STH 26 WATERTOWN TO STH 60 EAST ROAD (CTH O - STH 60 EAST)

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.
TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3) AND 84.09, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION
HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

I HEREBY CERTIFY THAT THIS PLAT MEETS ALL REQUIREMENTS OF SECTION 84.095, WISCONSIN STATUTES. THIS PLAT WAS PREPARED BY OR UNDER THE DIRECTION OF

KEIF S. CALLAWAY — PRINTED NAME — SIGNATURE — 11/8/2011 DATE

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION

JAMES R. KUEHN — PRINTED NAME — SIGNATURE — 11/11/2011 DATE

## UTILITY SCHEDULE & INTERESTS REQUIRED

| UTILITY NUMBER | UTILITY OWNER(S) | INTEREST REQUIRED |
|---|---|---|
| 81 | WE ENERGIES - ELECTRIC | RELEASE OF RIGHTS |
| 94 | FRONTIER COMMUNICATIONS | RELEASE OF RIGHTS |

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF REGISTER OF DEEDS, IN DODGE COUNTY AS SHEET 2 OF 2 OF DOCUMENT NUMBER 1162110 AND FILED IN CABINET C PAGE 55 OF PLATS, DODGE COUNTY.

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1390-04-29 - 4.10
AMENDMENT NO: 1

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN DODGE COUNTY, WISCONSIN AT 1:30 PM ON November 21, 2011 AS DOCUMENT # 1170413 AND FILED IN Cabinet C P. 78

Sandra H. Grosenick, Chief Deputy
SIGNATURE OF REGISTER OF DEEDS

PROJECT LOCATION
LOCATION SKETCH NOT TO SCALE
SHEET LOCATION

SCALE, FEET
0 200 400

4.10A1
PLOT SCALE : 200.000000:1.000000
PLOT NAME :
PLOT BY : dotc4c
PLOT DATE : 22-NOV-2011 06:32
PLOT DATE :
FILE NAME : R:\Support\CADDS\Projects\D1.13900429\040410A1.DGN
APPRAISAL PLAT DATE : NOVEMBER 8, 2011

# SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTERESTS TO D.O.T.

| PARCEL NUMBER | OWNER(S) | INTEREST REQUIRED | R/W ACRES OR S.F. REQUIRED NEW | EXISTING | TOTAL | T.L.E. & (P.L.E.) ACRES OR S.F. |
|---|---|---|---|---|---|---|
| 42 | JEFFREY A & JEAN M KREUZIGER | ACCESS RIGHTS | --- | --- | --- | --- |
| 53 | HOLL FAMILY TRUST | FEE & TLE | 15.597 | --- | 15.597 | 5.874 |
| 56 | ERIC J & JACQUELYN ANN HOWLETT | FEE | 0.266 | --- | 0.266 | --- |
| 57 | RICHARD R & DALENE M FRARI | TLE | --- | --- | --- | 0.149 |
| 58 | WAYNE M & GENEVIEVE P ZIELICKE (VENDOR) & LELAND D & MARIBETH H BRUNI (PURCHASER) | TLE | --- | --- | --- | 0.045 |

ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED.

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
EXISTING HIGHWAY RIGHT-OF-WAY FOR STH 60 ESTABLISHED FROM PREVIOUS PROJECT 3041-02-21, C.S.M. 5581, C.S.M. 4934, C.S.M. 5740, & C.S.M. 6349.
EXISTING HIGHWAY RIGHT-OF-WAY FOR CTH W ESTABLISHED FROM PREVIOUS PROJECT 3041-02-21.
COORDINATES AND BEARINGS SHOWN ON THIS PLAT ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM, DODGE COUNTY ZONE, NAD83/97 ADJUSTMENT. THE COORDINATES SHOWN ARE GRID COORDINATES AND ARE TO BE USED AS GRID OR GROUND VALUES ON THIS PLAT.

EXISTING ACCESS CONTROL ALONG STH 60 ESTABLISHED FROM PREVIOUS PROJECT 3041-02-21.

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN MADISON.

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF REGISTER OF DEEDS, IN DODGE COUNTY AS SHEET 2 OF 2 OF DOCUMENT NUMBER 1162110 AND FILED IN CABINET C PAGE 55 OF PLATS, DODGE COUNTY.

WISCONSIN ELECTRIC POWER COMPANY
V. 508, P. 382-384, DOC. 621325 - PARCEL 53
V. 504, P. 915, DOC. 619157 - PARCEL 56

GENERAL TELEPHONE COMPANY OF WISCONSIN
V. 508, P. 382-384, DOC. 621325 - PARCEL 53
V. 504, P. 915, DOC. 619157 - PARCEL 56

60' SHARED ACCESS EASEMENT
V. 43, P. 49-51, DOC. 1119304 - PARCEL 56

WISCONSIN GAS & ELECTRIC COMPANY
V. 217, P. 360, DOC. 364257 - PARCELS 57, 58
V. 217, P. 145, DOC. 356794

WISCONSIN TELEPHONE COMPANY
V. 327, P. 236-237, DOC. 483736

| R/W COURSE TABLE | | |
|---|---|---|
| 1100-1101 | N 3°51'17" E | 724.23' |
| 1101-1102 | N 10°16'45" E | 430.89' |
| 1102-1103 | N 7°13'09" E | 420.37' |
| 1103-1104 | N 36°14'20" E | 417.48' |
| 1104-1105 | N 45°04'24" E | 274.65' |
| 1105-1106 | N 50°38'00" E | 242.94' |
| 1106-1107 | N 28°26'55" W | 156.03' |
| 1107-1108 | N 16°51'27" W | 215.76' |
| 1108-1109 | N 89°05'28" W | 118.10' |
| 1109-1110 | N 0°54'32" E | 5.00' |
| 1111-1112 | N 63°58'56" E | 144.09' |
| 1112-1113 | N 11°31'35" E | 300.00' |
| 1113-1114 | S 78°28'25" E | 115.00' |
| 1114-1115 | S 11°31'32" W | 275.06' |
| 1115-1116 | S 61°48'59" E | 116.91' |
| 1116-1117 | S 89°05'28" E | 680.04' |
| 1117-1118 | S 88°32'27" E | 555.43' |
| 1118-1119 | S 88°32'27" E | 515.87' |
| 1120-1121 | N 88°32'27" W | 515.19' |
| 1121-1122 | N 88°32'27" W | 185.96' |
| 1122-1123 | S 81°46'56" W | 386.87' |
| 1123-1124 | S 69°28'47" W | 290.75' |
| 1124-1125 | S 65°41'11" W | 290.10' |
| 1125-1126 | S 31°56'23" W | 386.16' |
| 1126-1127 | S 39°35'40" W | 385.98' |
| 1127-1128 | S 27°05'14" W | 386.61' |
| 1128-1129 | S 16°06'40" W | 287.05' |
| 1129-1130 | S 5°45'31" W | 386.78' |
| 1130-1131 | S 2°43'02" W | 592.21' |
| 1131-1132 | S 0°57'47" E | 124.65' |

| R/W POINT STATION & OFFSET TABLE | | | |
|---|---|---|---|
| 1100 | 740+68.00 S | 136.38' |
| 1101 | 747+92.11 S | 122.00' |
| 1102 | 752+00.00 S | 109.00' |
| 1103 | 756+00.00 S | 101.00' |
| 1104 | 760+00.00 S | 67.00' |
| 1105 | 762+65.00 S | 72.00' |
| 1106 | 765+00.00 S | 62.00' |
| 1107 | 12+00.00 W | 12.03' |
| 1108 | 13+84.79 W | 79.39' |
| 1109 | 13+96.78 W | 196.60' |
| 1110 | 14+00.59 W | 196.04' |
| 1111 | 15+00.76 W | 191.98' |
| 1112 | 15+65.02 W | 70.16' |
| 1113 | 18+62.15 W | 69.66' |
| 1114 | 18+62.20 W | 45.34' |
| 1115 | 15+86.80 W | 45.42' |
| 1116 | 15+41.63 W | 136.00' |
| 1117 | 773+69.08 S | 145.51' |
| 1118 | 778+92.81 S | 73.20' |
| 1119 | 784+07.78 S | 73.98' |
| 1120 | 784+08.09 S | 76.02' |
| 1121 | 778+92.81 S | 76.80' |
| 1122 | 777+00.00 S | 68.11' |
| 1123 | 773+00.00 S | 58.00' |
| 1124 | 770+00.00 S | 62.00' |
| 1125 | 767+00.00 S | 67.00' |
| 1126 | 763+00.00 S | 65.00' |
| 1127 | 759+00.00 S | 69.00' |
| 1128 | 755+00.00 S | 80.00' |
| 1129 | 752+00.00 S | 93.00' |
| 1130 | 747+92.11 S | 112.00' |
| 1131 | 742+00.00 S | 112.00' |
| 1132 | 740+75.61 S | 120.00' |

| T.L.E. STATION & OFFSET TABLE | | |
|---|---|---|
| Point Number | Station | Offset |
| T83 | 778+04.44 S | 74.95' |
| T84 | 778+04.69 S | 84.35' |
| T85 | 779+34.00 S | 83.26' |
| T86 | 779+34.00 S | 147.00' |
| T87 | 780+04.00 S | 147.00' |
| T88 | 780+04.00 S | 83.37' |
| T89 | 782+00.00 S | 83.66' |
| T90 | 782+00.00 S | 73.66' |
| T101 | 12+00.00 TR | 95.45' |
| T102 | 21+00.00 TR | 75.00' |
| T103 | 25+00.00 TR | 70.00' |
| T104 | 27+00.00 TR | 70.00' |
| T105 | 28+00.00 TR | 65.00' |
| T106 | 29+00.00 TR | 60.00' |
| T107 | 31+00.00 TR | 50.00' |
| T108 | 32+33.62 TR | 51.26' |
| T109 | 18+40.00 TR | 77.50' |
| T110 | 20+50.00 TR | 70.00' |
| T112 | 22+50.00 TR | 85.00' |
| T113 | 24+00.00 TR | 85.00' |
| T114 | 25+00.00 TR | 85.00' |
| T115 | 26+85.00 TR | 80.00' |
| T116 | 26+99.82 TR | 191.31' |
| T117 | 26+92.59 TR | 284.61' |
| T118 | 26+65.71 TR | 396.18' |
| T119 | 27+82.92 TR | 220.29' |
| T120 | 28+15.00 TR | 65.00' |
| T122 | 29+55.44 TR | 64.05' |
| T152 | 763+50.00 S | 69.49' |
| T153 | 763+50.00 S | 135.00' |
| T154 | 764+50.00 S | 135.00' |
| T155 | 764+50.00 S | 74.81' |

TRANSPORTATION PROJECT PLAT 1390-04-29 - 4.11 AMENDMENT NO. 1 ADDS UTILITY NUMBERS 81 AND 94 TO TRANSPORTATION PROJECT PLAT 1390-04-29 - 4.11 RECORDED AS DOCUMENT NUMBER 1163962 AND FILED IN CABINET C OF PLATS, PAGE 67.

THAT PART OF LOT 2, CSM 4934, LOCATED IN THE SW¼-SE¼ OF SECTION 9. ALSO THAT PART OF LOT 1, CSM 6349, LOCATED IN THE NW¼-NE¼. ALSO THAT PART OF THE NE¼-NW¼, THE SE¼-NW¼, THE SW¼-NW¼, AND THE NW¼-NW¼. ALL IN SECTION 16. ALL IN TOWN OF CLYMAN, T 10 N, R 15 E, DODGE COUNTY, WISCONSIN.

RELOCATION ORDER STH 26 WATERTOWN TO STH 60 EAST ROAD (CTH O - STH 60 EAST)

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3) AND 84.09, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

# UTILITY SCHEDULE & INTERESTS REQUIRED

| UTILITY NUMBER | UTILITY OWNER(S) | INTEREST REQUIRED |
|---|---|---|
| 81 | WE ENERGIES - ELECTRIC | RELEASE OF RIGHTS |
| 94 | FRONTIER COMMUNICATIONS | RELEASE OF RIGHTS |

I HEREBY CERTIFY THAT THIS PLAT MEETS ALL REQUIREMENTS OF SECTION 84.095, WISCONSIN STATUTES. THIS PLAT WAS PREPARED BY OR UNDER THE DIRECTION OF

KEIF S. CALLAWAY (PRINTED NAME) _____ (SIGNATURE) 2/7/2012 (DATE)

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION

JAMES R. KUEHN (PRINTED NAME) _____ (SIGNATURE) 2/10/2012 (DATE)

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1390-04-29 - 4.11
AMENDMENT NO: 1

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN DODGE COUNTY, WISCONSIN AT 10:58 AM ON FEBRUARY 22, 2012 AS DOCUMENT # 1174688 AND FILED IN CAB. C OF PLATS PG. 88

CHRIS PLANASCH
SIGNATURE OF REGISTER OF DEEDS

P.I. = 10+00.00 TR
Y 679,920.934
X 876,056.702

P.I. = 29+42.63 TR
Y 681,861.382
X 876,148.792
Δ. = 91°53'05" LT.
D. = 6°51'42"
T. = 862.93'
L. = 1,339.08'
R. = 835.00'

P.I. = 39+99.39 TR
Y 681,882.352
X 874,705.414
Δ. = 44°38'01" RT.
D. = 6°51'42"
T. = 342.74'
L. = 650.47'
R. = 835.00'
DA.= N 44°32'03" W
PT = 43+07.11 TR

P.I. = 767+51.63 S
Y 681,878.248
X 876,149.592
Δ. = 88°49'42" RT.
D. = 2°51'53"
T. = 1,959.52'
L. = 3,100.70'
R. = 2,000.00'

P.I. = 13+38.20 W
Y 681,711.177
X 876,671.079
Δ. = 47°37'17" RT.
D. = 8°48'53"
T. = 286.83'
L. = 540.25'
R. = 650.00'

SCALE, FEET
0 200 400

| SIGN NUMBER | SIGN OWNER |
|---|---|
| 61-1 | BLEW INN SUPPER CLUB |
| - | |
| - | |

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
EXISTING HIGHWAY RIGHT-OF-WAY FOR STH 26 ESTABLISHED FROM PREVIOUS PROJECT T010-1(24), C.S.M. 5839 & C.S.M. 4893.
EXISTING HIGHWAY RIGHT-OF-WAY FOR STH 60 ESTABLISHED FROM PREVIOUS PROJECT 3041-02-21.

5/8" REBAR WITH CAP
Y 681,823.320
X 872,270.780

N 88°47'58" E 1,271.83'
SEC. COR. TO R/W

N 88°47'58" E 114.57'
R/W TO TAN.

N 88°47'58" E 274.73'
TAN. TO TRAVERSE POINT

S 88°47'58" W 1,006.64'
SEC. COR. TO TRAVERSE POINT

ALUM. MON.
Y 681,879.220
X 874,937.960

S 1°18'54" W 70.07'
SEC. COR. TO R/W

20+00.00 FK =
1348+35.67

PI 18+14.35 FK

STH 60

60'

70'

P.L.

STA. 1348+30.12

S 89°23'08" W

S 22°14'17" E 75.00'
TRAVERSE POINT TO R/W

LOT 1
C.S.M. 5839
V. 39, P. 21-22
DOC. 1057512

TOWN

**TRANSPORTATION PROJECT PLAT 1390-04-29 - 4.12 AMENDMENT NO. 2 ADDS UTILITY NUMBER 94 TO TRANSPORTATION PROJECT PLAT 1390-04-29 - 4.12 AMENDMENT NO. 1 RECORDED AS DOCUMENT NUMBER 1170414 AND FILED IN CABINET C OF PLATS, PAGE 79.**

THAT PART OF LOTS 1 & 2, CSM 5839, LOCATED IN THE NW¼-NE¼ AND THE NE¼-NE¼. ALSO THAT PART OF THE SE¼-NE¼, THE NW¼-NE¼, AND THE NE¼-NE¼. ALL IN SECTION 17. ALL IN TOWN OF CLYMAN, T 10 N, R 15 E, DODGE COUNTY, WISCONSIN.

RELOCATION ORDER STH 26 WATERTOWN TO STH 60 EAST ROAD (CTH Q - STH 60 EAST)

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3) AND 84.09, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

T.L.E. - FIELD ENTRANCE
0.254 AC.

T.L.E. - GRADING
0.099 AC.

T.L.E. - DRIVEWAY
0.054 AC.

PLE
0.375 AC.

PLE
0.198 AC.

LOT 2
C.S.M. 5839
V. 39, P. 21-22
DOC. 1057512

LOT 1
C.S.M. 4893
V. 31, P. 233
DOC. 926918

3.395 AC.
REMAINING

ACQUIRED BY
PREVIOUS PROJECT
1390-04-91
PARCEL 7

NW-NE

NE-NE

SW-NE

SE-NE

PI 16+35.77 FK

PI 14+24.84 FK

PI 9+41.62 FK

PI 1338+17.43

PI 3+56.59 FK

6+48.76 FK
25.00'

STH 26/60

UNION PACIFIC RAILROAD

B-14-197

PC 1326+74.07

## SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTERESTS TO D.O.T.

| PARCEL NUMBER | OWNER(S) | INTEREST REQUIRED | R/W ACRES OR S.F. REQUIRED NEW | EXISTING | TOTAL | T.L.E. & (P.L.E.) ACRES OR S.F. | H.E. ACRES OR S.F. |
|---|---|---|---|---|---|---|---|
| 42 | JEFFREY A & JEAN M KREUZIGER | FEE & TLE | 5.638 | --- | 5.638 | --- | 0.254 |
| 53 | HOLL FAMILY TRUST | FEE & TLE | 2.974 | --- | 2.974 | 0.099 | --- |
| 54 | UNION PACIFIC RAILROAD COMPANY | PLE | --- | --- | --- | (0.573) | --- |
| 61 | BRADLEY D & CAROLINE C BAILEY | FEE & TLE | 0.229 | --- | 0.229 | 0.054 | --- |

ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED.

## UTILITY SCHEDULE & INTERESTS REQUIRED

| UTILITY NUMBER | UTILITY OWNER(S) | INTEREST REQUIRED |
|---|---|---|
| 81 | WE ENERGIES - ELECTRIC | RELEASE OF RIGHTS |
| 94 | FRONTIER COMMUNICATIONS | RELEASE OF RIGHTS |

SHEET LOCATION

LOCATION SKETCH NOT TO SCALE

PROJECT LOCATION

OF

### T.L.E. STATION & OFFSET TABLE

| Point Number | Station | Offset |
|---|---|---|
| T91 | 1343+00.47 | 116.59' |
| T92 | 1343+09.70 | 230.61' |
| T156 | 9+35.01 FK | 42.31' |
| T157 | 14+08.35 FK | 50.13' |
| T259 | 1343+36.01 | 335.78' |
| T260 | 1344+37.25 | 327.97' |
| T261 | 1344+29.90 | 221.24' |

### R/W COURSE TABLE

| | | |
|---|---|---|
| 1200-1201 | N 16°48'13" W | 219.58' |
| 1201-1202 | N 13°55'25" W | 274.10' |
| 1202-1204 | N 17°28'36" W | 434.64' |
| 1204-1205 | N 5°36'04" W | 215.79' |
| 1205-1227 | S 53°34'46" E | 121.06' |
| 1227-1228 | N 4°13'22" W | 289.10' |
| 1228-1207 | S 89°03'34" W | 40.14' |
| 1205-1206 | N 36°25'14" E | 25.00' |
| 1206-1207 | N 6°10'04" E | 196.80' |
| 1207-1208 | N 53°34'46" W | 84.76' |
| 1208-1209 | N 1°30'54" E | 426.41' |
| 1209-1210 | N 0°02'57" E | 161.30' |
| 1210-1211 | N 16°53'07" W | 178.29' |
| 1211-1212 | S 88°47'37" W | 107.73' |
| 1212-1213 | N 0°10'30" W | 335.29' |
| 1213-1214 | N 24°51'30" E | 199.31' |
| 1215-1216 | S 13°50'22" W | 377.06' |
| 1216-1217 | S 2°40'00" E | 401.97' |
| 1217-1218 | S 26°04'08" E | 540.02' |
| 1218-1219 | S 0°00'00" W | 59.90' |
| 1219-1220 | S 88°55'37" W | 159.49' |
| 1220-1221 | S 3°32'10" E | 167.71' |
| 1221-1229 | N 53°34'46" W | 68.01' |
| 1229-1230 | S 7°05'36" E | 206.84' |
| 1230-1222 | S 53°34'46" E | 47.03' |
| 1221-1222 | S 2°34'17" E | 192.99' |
| 1222-1223 | S 19°34'36" E | 152.19' |
| 1223-1224 | S 14°18'10" E | 223.05' |
| 1224-1225 | S 14°18'10" E | 274.12' |
| 1225-1226 | S 13°01'27" E | 283.82' |

### R/W POINT STATION & OFFSET TABLE

| | | |
|---|---|---|
| 1200 | 1321+80.83 | 143.57' |
| 1201 | 1324+00.00 | 157.00' |
| 1202 | 1326+74.08 | 160.00' |
| 1204 | 1331+00.00 | 200.00' |
| 1205 | 1333+11.36 | 181.37' |
| 1206 | 1333+28.34 | 163.28' |
| 1207 | 1335+15.59 | 110.34' |
| 1208 | 1335+75.00 | 170.04' |
| 1209 | 1339+90.97 | 102.68' |
| 1210 | 1341+50.00 | 85.43' |
| 1211 | 1343+23.00 | 121.45' |
| 1212 | 1343+29.59 | 228.97' |
| 1213 | 1346+57.73 | 207.16' |
| 1214 | 1348+32.05 | 115.23' |
| 1215 | 17+37.54 FK | 81.47' |
| 1216 | 13+70.58 FK | 42.13' |
| 1217 | 9+61.67 FK | 36.70' |
| 1218 | 4+11.64 FK | 54.86' |
| 1219 | 3+57.61 FK | 28.99' |
| 1220 | 1334+15.00 | 167.62' |
| 1221 | 1332+45.92 | 149.01' |
| 1222 | 1330+52.58 | 121.24' |
| 1223 | 1329+00.00 | 142.00' |
| 1224 | 1326+74.08 | 148.19' |
| 1225 | 1324+00.00 | 153.00' |
| 1226 | 1321+16.18 | 151.65' |
| 1227 | 1332+24.42 | 98.28' |
| 1228 | 1335+10.03 | 70.59' |
| 1229 | 1332+95.93 | 102.31' |
| 1230 | 1330+87.68 | 89.57' |

COORDINATES AND BEARINGS SHOWN ON THIS PLAT ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM, DODGE COUNTY ZONE, NAD83/97 ADJUSTMENT. THE COORDINATES SHOWN ARE GRID COORDINATES AND ARE TO BE USED AS GRID OR GROUND VALUES ON THIS PLAT.

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN MADISON.

P.I. = 14+24.84 FK
Y 681,475.716
X 873,825.017
Δ. = 14°42'40" RT.
D. = 11°27'33"
T. = 64.54'
L. = 128.38'
R. = 500.00'
P.C.= 13+60.29 FK
P.T.= 14+88.67 FK

P.I. = 1338+17.44
Y 680,832.009
X 873,684.209
Δ. = 11°45'43" RT.
D. = 0°30'58"
T. = 1,143.36'
L. = 2,278.68'
R. = 11,100.00'
DA. = N 1°32'04" W
P.T. = 1349+52.76

N 1°18'54" E 2,587.83'
SEC. COR. TO R/W

P.I. = 16+35.77 FK
Y 681,682.678
X 873,869.285
Δ. = 6°15'34" LT.
D. = 11°27'33"
T. = 27.34'
L. = 54.62'
R. = 500.00'
P.C.= 16+08.43 FK
P.T.= 16+63.06 FK

CLYMAN

P.I. = 9+41.62 FK
Y 680,990.293
X 873,847.380
Δ. = 22°56'59" RT.
D. = 11°27'33"
T. = 101.50'
L. = 200.27'
R. = 500.00'
P.C.= 8+40.12 FK
P.T.= 10+40.40 FK

P.I. = 18+14.35 FK
Y 681,860.396
X 873,887.380
Δ. = 96°25'42" LT.
D. = 71°37'11"
T. = 89.52'
L. = 134.64'
R. = 80.00'
P.C.= 17+24.83 FK
P.T.= 18+59.47 FK

P.I. = 3+56.59 FK
Y 680,462.639
X 874,100.048

I HEREBY CERTIFY THAT THIS PLAT MEETS ALL REQUIREMENTS OF SECTION 84.095, WISCONSIN STATUTES. THIS PLAT WAS PREPARED BY OR UNDER THE DIRECTION OF

KEIF S. CALLAWAY — PRINTED NAME — SIGNATURE — 2/7/2012 DATE

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION

JAMES R. KUEHN — PRINTED NAME — SIGNATURE — 2/10/2012 DATE

SCALE, FEET
0 100 200

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF REGISTER OF DEEDS, IN DODGE COUNTY AS SHEET 2 OF 2 OF DOCUMENT NUMBER 1162110 AND FILED IN CABINET C PAGE 55 OF PLATS, DODGE COUNTY.

WISCONSIN ELECTRIC POWER COMPANY
V. 508, P. 382-384, DOC. 621325 - PARCEL 53

GENERAL TELEPHONE COMPANY OF WISCONSIN
V. 508, P. 382-384, DOC. 621325 - PARCEL 53

1½" IRON PIPE
Y 679,178.170
X 872,218.280

N 89°03'18" E 1,702.85'
SEC. COR. TO R/W

S 89°03'18" W 653.99'
SEC. COR. TO R/W

ALUM. MON.
Y 679,222.020
X 874,876.970

STA. 1321+49.39

S 89°03'18" W 146.97'
R/L TO R/W

S 89°03'18" W 155.24'
R/W TO R/L

EXISTING ACCESS CONTROL ALONG STH 26 ESTABLISHED FROM PREVIOUS PROJECTS F010-1(26) & 1392-03-29.

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1390-04-29 - 4.12 AMENDMENT NO: 2

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN DODGE COUNTY, WISCONSIN AT 10:58 AM ON FEBRUARY 22, 2012 AS DOCUMENT # 1174689 AND FILED IN CAB. C OF PLATS PG. 89

CHRIS PLANASCH
SIGNATURE OF REGISTER OF DEEDS

4.12A2

PLOT SCALE : 100.000000:1.000000

PLOT NAME :

PLOT BY : dotcdc

PLOT DATE : 28-FEB-2012 06:59

PLOT DATE :

55

FILE NAME : R:\Support\CADDS\Projects\01_113900429\040412A2.DGN
APPRAISAL PLAT DATE : FEBRUARY 7, 2012

4

# SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTERESTS TO D.O.T.

| PARCEL NUMBER | OWNER(S) | INTEREST REQUIRED | R/W ACRES OR S.F. REQUIRED NEW | EXISTING | TOTAL | T.L.E. & (P.L.E.) ACRES OR S.F. |
|---|---|---|---|---|---|---|
| 42 | JEFFFERY A & JEAN M KREUZIGER | TLE | --- | --- | --- | 2,143 |
| 62 | KARL E & CONNIE R GOLDBERG | FEE & TLE | 0.154 | --- | 0.154 | 0.028 |
| 63 | DAVID & KATHY GRAFF | FEE & TLE | 0.028 | --- | 0.028 | 1.948 |

ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED.

1" IRON PIPE
Y 684,456.420
X 872,315.520

N 88°23'58" E 1,198.09'
SEC. COR. TO R/W

N 88°23'58" E 73.05'
R/W TO R/L

N 88°23'58" E 141.95'
R/L TO R/W

ALUM. MON.
Y 684,530.700
X 874,973.920

S 88°23'58" W 1,246.35'
SEC. COR. TO R/W

STA. 1374+70.63 P.L.

STA. 1374+90.30=
STA. 182+00.00, 1.95' RT.
PREVIOUS PROJECT T010-1(24)

# TRANSPORTATION PROJECT PLAT NO: 1390-04-29 - 4.13

THAT PART OF LOT 1, CSM 184, LOCATED IN THE SE¼-SE¼, ALSO THAT PART OF THE SE¼-SE¼ AND THE SW¼-SE¼, ALL IN SECTION 8, ALL IN TOWN OF CLYMAN, T 10 N, R 15 E, DODGE COUNTY, WISCONSIN.

RELOCATION ORDER STH 26 WATERTOWN TO STH 60 EAST ROAD (CTH Q - STH 60 EAST)

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3) AND 84.09, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

TOWN

LOT 1
C.S.M. 6252
V. 42, P. 143-144
DOC. 1104147

NE-SE

NW-SE

SW-SE

SE-SE

| T.L.E. STATION & OFFSET TABLE | | |
|---|---|---|
| Point Number | Station | Offset |
| T123 | 40+56.77 TR | 49.97' |
| T124 | 42+01.05 TR | 59.34' |
| T125 | 48+01.43 TR | 65.00' |
| T126 | 50+01.43 TR | 65.00' |
| T127 | 52+01.43 TR | 55.00' |
| T128 | 53+48.44 TR | 49.82' |
| T129 | 38+03.17 TR | 47.22' |
| T130 | 39+51.27 TR | 52.13' |
| T131 | 41+01.56 TR | 46.26' |
| T132 | 46+01.43 TR | 50.00' |
| T133 | 48+01.43 TR | 70.00' |
| T134 | 52+01.43 TR | 50.00' |
| T135 | 56+21.67 TR | 58.95' |

| R/W COURSE TABLE | | |
|---|---|---|
| 1300-1301 | N 24°51'30" E | 20.34' |
| 1301-1302 | N 3°16'48" E | 104.11' |
| 1302-1303 | N 3°16'48" E | 276.21' |
| 1303-1304 | N 1°31'14" W | 2242.55' |
| 1305-1306 | S 1°31'14" E | 281.68' |
| 1306-1307 | S 4°39'57" W | 603.17' |
| 1307-1308 | S 1°31'14" E | 1356.47' |
| 1308-1309 | S 7°25'51" E | 163.87' |
| 1309-1310 | S 42°44'12" E | 155.82' |
| 1310-1311 | S 42°44'12" E | 85.19' |

| R/W POINT STATION & OFFSET TABLE | | |
|---|---|---|
| 1300 | 1348+32.05 | 115.23' |
| 1301 | 1348+50.00 | 106.00' |
| 1302 | 1349+52.76 | 96.78' |
| 1303 | 1352+28.00 | 73.60' |
| 1304 | 1374+70.55 | 73.05' |
| 1305 | 1374+70.79 | 141.95' |
| 1306 | 1371+89.11 | 141.88' |
| 1307 | 1365+89.47 | 76.73' |
| 1308 | 1352+33.00 | 76.40' |
| 1309 | 1350+70.00 | 93.24' |
| 1310 | 1349+52.76 | 195.88' |
| 1311 | 1348+87.17 | 251.81' |

| T.L.E. STATION & OFFSET TABLE | | |
|---|---|---|
| Point Number | Station | Offset |
| T93 | 1350+34.00 | 89.94' |
| T94 | 1350+34.00 | 110.00' |
| T95 | 1350+89.00 | 110.00' |
| T96 | 1350+89.00 | 85.30' |

PLAT OF SURVEY

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
EXISTING HIGHWAY RIGHT-OF-WAY FOR STH 26 ESTABLISHED FROM PREVIOUS PROJECT T010-1(24), C.S.M. 184 & C.S.M. 6252.
EXISTING HIGHWAY RIGHT-OF-WAY FOR STH 60 ESTABLISHED FROM PREVIOUS PROJECT 3041-02-21 & C.S.M. 184.

COORDINATES AND BEARINGS SHOWN ON THIS PLAT ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM, DODGE COUNTY ZONE, NAD83/97 ADJUSTMENT. THE COORDINATES SHOWN ARE GRID COORDINATES AND ARE TO BE USED AS GRID OR GROUND VALUES ON THIS PLAT.

EXISTING ACCESS CONTROL ALONG STH 26 ESTABLISHED FROM PREVIOUS PROJECT 1392-03-29.

P.I. = 58+00.20 TR
Y 683,307.546
X 873,617.892

P.I. = 39+99.39 TR
Y 681,882.352
X 874,705.414
Δ. = 44°38'01" RT.
D. = 6°51'42"
T. = 342.74'
L. = 650.47'
R. = 835.00'
DB. = N 89°10'03" W
P.C. = 36+56.64 TR

PT 58+00.20 TR=
1362+85.83

OF

WISCONSIN GAS & ELECTRIC COMPANY
V. 217, P. 145, DOC. 356794 - PARCELS 62, 63

WISCONSIN TELEPHONE COMPANY
V. 327, P. 236-237, DOC. 483736 - PARCEL 63
V. 184, P. 91, DOC. 293344

S 0°46'37" W 2,591.72' SEC. COR. TO R/W

P.I. = 55+02.45 TR
Y 682,978.752
X 873,626.700
Δ. = 42°59'59" RT.
D. = 6°51'42"
T. = 328.91'
L. = 626.66'
R. = 835.00'

PI 55+02.45 TR

63 T.L.E. - TEMPORARY ROAD
1.948 AC.

PC 51+73.54 TR

LOT 1
C.S.M. 184
V. 5, P. 260
DOC. 594956

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF REGISTER OF DEEDS, IN DODGE COUNTY AS SHEET 2 OF 2 OF DOCUMENT NUMBER 1162110 AND FILED IN CABINET C PAGE 55 OF PLATS, DODGE COUNTY.

PROJECT LOCATION

LOCATION SKETCH NOT TO SCALE

SHEET LOCATION

P.I. = 1338+17.44
Y 680,832.009
X 873,684.209
Δ. = 11°45'43" RT.
D. = 0°30'58"
T. = 1,143.36'
L. = 2,278.68'
R. = 11,100.00'
DB. = N 13°17'48" W
P.C. = 1326+74.08

5/8" REBAR WITH CAP
Y 681,823.320
X 872,270.780

62 T.L.E. - DRIVEWAY
0.028 AC.

42 T.L.E. - TEMPORARY ROAD
2.143 AC.

N 44°32'03" W 1,271.83' SEC. COR. TO R/W

PT 43+07.11 TR

ACCESS CONROL ENLARGEMENT

CLYMAN

ALUM. MON.
Y 681,879.220
X 874,937.960

PT 1349+52.76

STA. 1348+30.12

S 22°14'17" E 64.28'
R/W TO SEC. LINE

60' STH 60
70'

PI 39+99.39 TR

N 0°46'37" E 60.00'
SEC. COR. TO R/W

S 88°47'58" W 114.57'
TAN. TO R/W

S 88°47'58" W 274.73'
TRAVERSE POINT TO TAN.

S 88°47'58" W 1,006.64'
SEC. COR. TO TRAVERSE POINT

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN MADISON.

I HEREBY CERTIFY THAT THIS PLAT MEETS ALL REQUIREMENTS OF SECTION 84.095, WISCONSIN STATUTES. THIS PLAT WAS PREPARED BY OR UNDER THE DIRECTION OF

KEIF S. CALLAWAY — PRINTED NAME — SIGNATURE — 12/15/2010 DATE

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION

JAMES R. KUEHN — PRINTED NAME — SIGNATURE — 05/17/11 DATE

SCALE, FEET
0 100 200

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1390-04-29 - 4.13
AMENDMENT NO:

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN DODGE COUNTY, WISCONSIN AT 2:24 PM ON MAY 25, 2011 AS DOCUMENT # 1162866 AND FILED IN CAB. C OF PLATS PG. 65

CHRIS PLANASCH
SIGNATURE OF REGISTER OF DEEDS

4.13

PLOT SCALE : 100.000000:1.000000

PLOT NAME :

PLOT BY : dotc4c

PLOT DATE : 31-MAY-2011 06:33

PLOT DATE :

56

FILE NAME : R:\Support\CADDS\Projects\D1.13900429\040413.DGN
APPRAISAL PLAT DATE : DECEMBER 15, 2010

4

DATE: JUNE 9, 2011

REVISION DATE 10/20/2011
11/9/2011
2/7/2012

# TRANSPORTATION PROJECT PLAT 1390-04-29 - 4.14

RELOCATION ORDER STH 26, WATERTOWN - STH 60 EAST ROAD
(CTH Q - STH 60 EAST)

## R/W MONUMENT POINT NUMBER AND COORDINATE TABLE

| R/W MONUMENT POINT NUMBER AND COORDINATE TABLE | | |
|---|---|---|
| POINT | Y | X |
| 100 | 647279.634 | 874646.930 |
| 101 | 647840.086 | 874764.109 |
| 102 | 647840.054 | 874806.973 |
| 103 | 647887.690 | 874807.229 |
| 104 | 648043.721 | 874804.593 |
| 105 | 648261.037 | 874821.885 |
| 106 | 648461.818 | 874832.009 |
| 107 | 649063.895 | 874928.826 |
| 108 | 649543.681 | 875007.809 |
| 109 | 649830.014 | 875019.754 |
| 110 | 649864.757 | 874666.439 |
| 111 | 649909.995 | 874666.997 |
| 112 | 649853.612 | 876065.011 |
| 113 | 649845.814 | 876064.754 |
| 114 | 649832.473 | 876014.286 |
| 115 | 649847.819 | 875805.280 |
| 116 | 649778.808 | 875809.243 |
| 117 | 649880.363 | 875359.802 |
| 118 | 649840.000 | 875332.701 |
| 119 | 649266.013 | 875330.790 |
| 120 | 649022.304 | 875316.602 |
| 121 | 648761.978 | 875291.532 |
| 122 | 648466.276 | 875216.660 |
| 124 | 647274.691 | 874957.822 |
| 125 | 647882.367 | 874807.264 |
| 126 | 649674.040 | 875795.372 |
| 127 | 649608.056 | 875690.023 |
| 128 | 649637.523 | 875539.685 |
| 129 | 649873.141 | 875550.192 |
| 130 | 649861.053 | 874966.416 |
| 200 | 649959.497 | 874667.609 |
| 201 | 649999.747 | 874668.106 |
| 202 | 650001.042 | 874968.145 |
| 203 | 650979.893 | 875024.257 |
| 204 | 652002.495 | 874942.016 |
| 205 | 652266.036 | 874929.776 |
| 206 | 652436.862 | 874810.051 |
| 207 | 652513.973 | 874765.631 |
| 208 | 652525.982 | 874384.569 |
| 209 | 652544.331 | 874384.569 |
| 210 | 652558.540 | 875259.059 |
| 211 | 652033.657 | 875310.701 |
| 212 | 651787.728 | 875344.585 |
| 213 | 651472.245 | 875331.852 |
| 214 | 650245.109 | 875346.846 |
| 215 | 649993.669 | 875346.247 |
| 216 | 649957.192 | 875668.471 |
| 217 | 649934.734 | 875667.630 |
| 219 | 649919.577 | 876067.190 |
| 220 | 650025.155 | 875006.931 |
| 221 | 652528.401 | 874634.569 |
| 300 | 652610.332 | 874384.571 |
| 301 | 652623.982 | 874384.571 |
| 302 | 652623.982 | 874537.138 |
| 303 | 652664.890 | 874656.410 |
| 304 | 653092.218 | 874663.781 |
| 305 | 654056.470 | 874647.651 |
| 306 | 654664.957 | 874637.473 |
| 307 | 655005.207 | 874631.781 |
| 308 | 655223.046 | 874616.213 |
| 309 | 655146.909 | 875395.733 |
| 310 | 655148.770 | 875135.676 |
| 311 | 654684.343 | 875099.158 |
| 312 | 654389.962 | 875099.618 |
| 313 | 654096.935 | 875126.274 |

| R/W MONUMENT POINT NUMBER AND COORDINATE TABLE | | |
|---|---|---|
| POINT | Y | X |
| 314 | 652986.311 | 875250.253 |
| 315 | 652558.540 | 875259.059 |
| 316 | 655113.731 | 875099.926 |
| 400 | 655223.046 | 874616.213 |
| 401 | 655277.619 | 874612.312 |
| 402 | 655562.041 | 874603.721 |
| 403 | 656307.025 | 874573.030 |
| 404 | 656402.397 | 874569.101 |
| 405 | 656639.907 | 874569.326 |
| 406 | 656968.806 | 874506.689 |
| 407 | 657272.150 | 874519.687 |
| 408 | 657500.367 | 874508.996 |
| 409 | 657874.657 | 874516.246 |
| 410 | 657860.021 | 874917.420 |
| 412 | 657322.290 | 874963.163 |
| 413 | 655473.239 | 875066.050 |
| 414 | 656326.857 | 875045.239 |
| 415 | 656129.130 | 875073.554 |
| 416 | 655345.107 | 875082.942 |
| 418 | 655264.720 | 875139.073 |
| 419 | 655238.521 | 875341.117 |
| 420 | 656841.068 | 874559.902 |
| 421 | 657676.047 | 874515.783 |
| 422 | 656823.807 | 874990.540 |
| 500 | 657874.657 | 874516.246 |
| 501 | 658435.035 | 874503.686 |
| 502 | 659223.966 | 874360.707 |
| 503 | 659582.313 | 874320.192 |
| 504 | 660333.237 | 874280.404 |
| 505 | 660554.747 | 874256.166 |
| 506 | 660598.490 | 873984.963 |
| 507 | 660619.245 | 873785.129 |
| 508 | 660647.297 | 874594.601 |
| 509 | 660353.546 | 874619.797 |
| 510 | 659626.572 | 874711.658 |
| 511 | 658470.598 | 874818.240 |
| 512 | 657860.021 | 874917.420 |
| 513 | 659169.537 | 874769.409 |
| 514 | 657901.833 | 874516.309 |
| 515 | 658070.385 | 874512.312 |
| 600 | 660685.243 | 873785.680 |
| 601 | 660693.487 | 873985.756 |
| 602 | 660694.655 | 874085.768 |
| 603 | 660729.516 | 874236.651 |
| 604 | 661150.418 | 874285.048 |
| 605 | 661690.390 | 874258.821 |
| 606 | 662345.354 | 874242.333 |
| 607 | 662496.219 | 874242.940 |
| 608 | 662834.166 | 874253.119 |
| 609 | 662945.307 | 874220.969 |
| 610 | 663205.295 | 874215.378 |
| 611 | 663290.101 | 874217.568 |
| 612 | 663286.036 | 875120.066 |
| 613 | 663274.317 | 875120.042 |
| 614 | 663265.274 | 874670.021 |
| 615 | 663146.204 | 874615.514 |
| 616 | 662098.756 | 874568.397 |
| 617 | 661646.061 | 874554.321 |
| 618 | 661151.055 | 874565.047 |
| 619 | 660947.413 | 874567.001 |
| 620 | 660848.606 | 874591.030 |
| 621 | 660647.296 | 874594.601 |
| 622 | 663196.204 | 874615.400 |
| 623 | 662346.138 | 874587.332 |

| R/W MONUMENT POINT NUMBER AND COORDINATE TABLE | | |
|---|---|---|
| POINT | Y | X |
| 700 | 663290.101 | 874217.568 |
| 701 | 663418.302 | 874220.878 |
| 702 | 664485.417 | 874267.469 |
| 703 | 665079.638 | 874276.119 |
| 704 | 665893.304 | 874272.679 |
| 706 | 665893.185 | 874185.142 |
| 708 | 665881.890 | 874078.588 |
| 709 | 665883.265 | 873778.591 |
| 710 | 665899.767 | 873778.667 |
| 711 | 665929.798 | 874615.505 |
| 712 | 665848.712 | 874604.039 |
| 713 | 665598.803 | 874597.263 |
| 714 | 665398.157 | 874613.830 |
| 715 | 665080.387 | 874605.498 |
| 716 | 665049.513 | 874604.689 |
| 717 | 664686.310 | 874600.676 |
| 718 | 664500.489 | 874621.430 |
| 719 | 664300.491 | 874622.240 |
| 720 | 663946.185 | 874605.964 |
| 721 | 663546.226 | 874624.605 |
| 722 | 663390.190 | 874650.362 |
| 723 | 663373.167 | 874720.251 |
| 724 | 663372.317 | 875120.250 |
| 725 | 663335.536 | 875120.172 |
| 726 | 663846.259 | 874638.923 |
| 800 | 665899.767 | 873778.667 |
| 801 | 665901.918 | 873309.284 |
| 802 | 665892.906 | 873279.369 |
| 803 | 665897.122 | 872990.040 |
| 804 | 665901.987 | 872973.334 |
| 805 | 665967.987 | 872973.296 |
| 806 | 665984.487 | 872973.286 |
| 807 | 665992.625 | 873210.991 |
| 808 | 666171.382 | 873520.636 |
| 809 | 666262.143 | 873615.414 |
| 810 | 666581.103 | 873767.162 |
| 811 | 666679.832 | 873850.108 |
| 812 | 666764.040 | 873941.086 |
| 813 | 666812.782 | 874019.733 |
| 814 | 666832.961 | 874087.793 |
| 815 | 666826.518 | 874329.688 |
| 816 | 667360.688 | 874444.845 |
| 817 | 667694.609 | 874463.186 |
| 818 | 668348.994 | 874508.719 |
| 819 | 668644.632 | 874562.224 |
| 820 | 669073.560 | 874588.075 |
| 821 | 669599.548 | 874597.822 |
| 822 | 670035.378 | 874582.220 |
| 824 | 670635.518 | 874581.437 |
| 825 | 671178.065 | 874607.516 |
| 826 | 671172.968 | 874264.373 |
| 827 | 671216.059 | 875041.980 |
| 828 | 671178.006 | 875042.015 |
| 830 | 671177.529 | 874907.539 |
| 831 | 670629.106 | 874896.372 |
| 832 | 670129.352 | 874879.194 |
| 833 | 669628.641 | 874909.007 |
| 834 | 669067.603 | 874880.580 |
| 835 | 668706.133 | 874877.592 |
| 836 | 668648.288 | 875007.398 |
| 837 | 668645.248 | 875059.395 |
| 838 | 668637.020 | 875354.389 |
| 839 | 668623.681 | 875354.379 |

| R/W MONUMENT POINT NUMBER AND COORDINATE TABLE | | |
|---|---|---|
| POINT | Y | X |
| 840 | 668543.681 | 875354.317 |
| 841 | 668540.020 | 875354.314 |
| 842 | 668525.286 | 875009.303 |
| 844 | 668321.603 | 874882.718 |
| 845 | 667654.032 | 874797.734 |
| 846 | 666784.977 | 874672.178 |
| 847 | 666698.218 | 874638.799 |
| 848 | 666576.494 | 874630.776 |
| 849 | 666198.393 | 874620.524 |
| 850 | 666098.159 | 874627.810 |
| 851 | 666035.444 | 874642.901 |
| 852 | 665930.044 | 874636.237 |
| 853 | 665930.630 | 874272.314 |
| 854 | 666162.270 | 874269.889 |
| 855 | 666495.695 | 874311.490 |
| 856 | 666517.070 | 874095.434 |
| 857 | 666486.710 | 874042.031 |
| 858 | 666268.416 | 873848.845 |
| 859 | 665965.448 | 873847.916 |
| 860 | 665964.361 | 874085.046 |
| 861 | 665983.049 | 874085.021 |
| 862 | 665982.644 | 874271.769 |
| 863 | 666683.151 | 874637.806 |
| 864 | 666674.429 | 874714.571 |
| 865 | 666534.096 | 874629.627 |
| 900 | 671313.254 | 874282.579 |
| 901 | 673902.693 | 874328.113 |
| 902 | 673903.877 | 874426.663 |
| 903 | 673253.294 | 874415.988 |
| 904 | 672570.554 | 874404.348 |
| 905 | 671314.464 | 874364.072 |
| 906 | 671318.114 | 874609.782 |
| 907 | 671331.692 | 874623.619 |
| 908 | 671672.733 | 874630.563 |
| 909 | 671672.276 | 874653.011 |
| 910 | 671872.094 | 874658.663 |
| 911 | 672049.816 | 874660.692 |
| 912 | 672134.148 | 874664.018 |
| 913 | 672134.637 | 874639.968 |
| 914 | 672435.084 | 874621.081 |
| 915 | 672769.771 | 874639.898 |
| 916 | 672834.085 | 874674.215 |
| 917 | 673134.532 | 874655.327 |
| 918 | 673233.799 | 874692.356 |
| 919 | 673333.435 | 874711.225 |
| 920 | 673431.923 | 874715.103 |
| 921 | 673575.672 | 874712.378 |
| 922 | 673596.184 | 874711.989 |
| 923 | 673741.118 | 874712.605 |
| 924 | 673830.647 | 874713.841 |
| 925 | 673906.891 | 874677.646 |
| 926 | 673906.001 | 874965.190 |
| 927 | 673570.747 | 874954.270 |
| 928 | 673128.730 | 874940.268 |
| 929 | 672928.771 | 874936.197 |
| 930 | 672728.304 | 874957.120 |
| 931 | 672529.363 | 874903.059 |
| 932 | 672229.425 | 874896.951 |
| 933 | 672128.530 | 874939.906 |
| 934 | 671688.783 | 874928.259 |
| 935 | 671312.012 | 875041.892 |
| 936 | 671294.072 | 875041.909 |
| 937 | 671949.476 | 874661.711 |
| 938 | 671688.809 | 874954.450 |
| 939 | 671311.911 | 874947.649 |

| R/W MONUMENT POINT NUMBER AND COORDINATE TABLE | | |
|---|---|---|
| POINT | Y | X |
| 1000 | 673906.891 | 874677.646 |
| 1001 | 673929.309 | 874667.003 |
| 1002 | 674235.130 | 874663.229 |
| 1003 | 674389.547 | 874639.883 |
| 1004 | 675328.049 | 874547.792 |
| 1005 | 675576.931 | 874509.524 |
| 1006 | 676296.139 | 874219.529 |
| 1007 | 676360.370 | 874145.336 |
| 1008 | 676494.945 | 873842.911 |
| 1009 | 676488.383 | 873483.679 |
| 1010 | 676483.074 | 873193.010 |
| 1011 | 676455.771 | 872790.698 |
| 1012 | 676602.551 | 872888.157 |
| 1013 | 676603.123 | 873190.749 |
| 1014 | 676604.025 | 873240.536 |
| 1015 | 676777.024 | 873237.403 |
| 1016 | 676779.161 | 873354.895 |
| 1017 | 676785.147 | 873684.052 |
| 1018 | 676815.525 | 873764.188 |
| 1019 | 676870.537 | 873801.744 |
| 1020 | 677417.380 | 873996.089 |
| 1021 | 677432.784 | 873952.744 |
| 1022 | 677566.784 | 873952.744 |
| 1023 | 677566.745 | 874093.107 |
| 1024 | 677493.279 | 874093.107 |
| 1025 | 676848.436 | 873863.933 |
| 1026 | 676647.754 | 873792.612 |
| 1027 | 676715.038 | 874163.106 |
| 1028 | 676855.343 | 874222.653 |
| 1029 | 677051.064 | 874257.918 |
| 1030 | 678258.548 | 874108.358 |
| 1031 | 678578.727 | 874052.496 |
| 1032 | 678797.229 | 874014.374 |
| 1033 | 679032.821 | 873973.270 |
| 1034 | 679206.251 | 873920.896 |
| 1035 | 679211.235 | 874223.069 |
| 1036 | 678865.452 | 874303.052 |
| 1037 | 678804.195 | 874317.222 |
| 1038 | 678636.216 | 874347.735 |
| 1039 | 678373.868 | 874395.391 |
| 1040 | 678076.314 | 874442.124 |
| 1041 | 677686.498 | 874492.752 |
| 1042 | 677437.032 | 874596.005 |
| 1043 | 677065.254 | 874876.010 |
| 1044 | 676861.267 | 874980.130 |
| 1045 | 677005.461 | 875349.040 |
| 1046 | 677244.217 | 875625.810 |
| 1047 | 677478.804 | 875777.342 |
| 1048 | 677748.557 | 875852.400 |
| 1049 | 677914.858 | 875853.143 |
| 1050 | 678763.046 | 875856.930 |
| 1051 | 678881.785 | 875864.430 |
| 1052 | 679204.104 | 875886.149 |
| 1053 | 679199.551 | 876142.602 |
| 1054 | 678669.976 | 876151.504 |
| 1055 | 678555.150 | 876138.700 |
| 1056 | 677904.275 | 876076.125 |
| 1057 | 677500.484 | 876003.041 |
| 1058 | 677210.064 | 875846.290 |
| 1059 | 676997.046 | 875963.498 |
| 1060 | 676776.916 | 875922.840 |
| 1061 | 676701.830 | 875839.459 |
| 1062 | 676622.286 | 875779.439 |
| 1063 | 676593.313 | 875805.382 |

| R/W MONUMENT POINT NUMBER AND COORDINATE TABLE | | |
|---|---|---|
| POINT | Y | X |
| 1064 | 676591.676 | 875904.582 |
| 1065 | 676536.434 | 875615.736 |
| 1066 | 676523.413 | 875539.671 |
| 1067 | 676523.413 | 875278.361 |
| 1068 | 676479.966 | 875172.025 |
| 1069 | 676404.507 | 875132.646 |
| 1070 | 675996.591 | 875145.361 |
| 1071 | 675742.999 | 875052.876 |
| 1072 | 675405.870 | 875017.024 |
| 1073 | 675007.988 | 874995.764 |
| 1074 | 674708.957 | 874970.939 |
| 1075 | 674634.646 | 874930.738 |
| 1076 | 673930.863 | 874965.999 |
| 1077 | 673906.001 | 874965.190 |
| 1078 | 673902.693 | 874328.113 |
| 1079 | 674542.802 | 874339.370 |
| 1080 | 674543.681 | 874289.377 |
| 1081 | 674737.832 | 874292.791 |
| 1082 | 676565.715 | 875904.154 |
| 1083 | 676549.218 | 875903.881 |
| 1084 | 676531.684 | 875903.592 |
| 1085 | 674736.215 | 874296.724 |
| 1086 | 674669.980 | 874466.625 |
| 1087 | 674540.604 | 874464.350 |
| 1088 | 674541.483 | 874414.358 |
| 1089 | 673903.594 | 874403.141 |
| 1090 | 674638.000 | 874466.063 |
| 1091 | 674577.424 | 874621.447 |
| 1092 | 674610.904 | 874618.162 |
| 1093 | 678694.778 | 875949.456 |
| 1094 | 678814.847 | 875955.154 |
| 1095 | 678744.908 | 876049.946 |
| 1096 | 678624.839 | 876044.247 |
| 1100 | 679204.104 | 875886.149 |
| 1101 | 679926.716 | 875934.839 |
| 1102 | 680350.692 | 876011.732 |
| 1103 | 680742.572 | 876163.865 |
| 1104 | 681079.293 | 876410.660 |
| 1105 | 681289.005 | 876587.087 |
| 1106 | 681443.095 | 876774.903 |
| 1107 | 681580.283 | 876700.575 |
| 1108 | 681777.198 | 876640.908 |
| 1109 | 681779.071 | 876522.821 |
| 1110 | 681784.070 | 876522.900 |
| 1111 | 681914.054 | 876524.964 |
| 1112 | 681977.259 | 876654.452 |
| 1113 | 682271.208 | 876714.398 |
| 1114 | 682248.229 | 876827.078 |
| 1115 | 681978.717 | 876772.121 |
| 1116 | 681923.501 | 876875.170 |
| 1117 | 681912.715 | 877555.120 |
| 1118 | 681898.571 | 878110.373 |
| 1119 | 681885.458 | 878625.173 |
| 1120 | 681735.507 | 878621.353 |
| 1121 | 681748.626 | 878106.327 |
| 1122 | 681753.361 | 877920.431 |
| 1123 | 681698.063 | 877537.529 |
| 1124 | 681596.142 | 877265.224 |
| 1125 | 681454.114 | 877012.274 |
| 1126 | 681216.050 | 876708.225 |
| 1127 | 680918.627 | 876462.222 |
| 1128 | 680576.224 | 876287.040 |
| 1129 | 680300.449 | 876207.384 |
| 1130 | 679915.624 | 876168.576 |
| 1131 | 679324.179 | 876140.507 |
| 1132 | 679199.551 | 876142.602 |

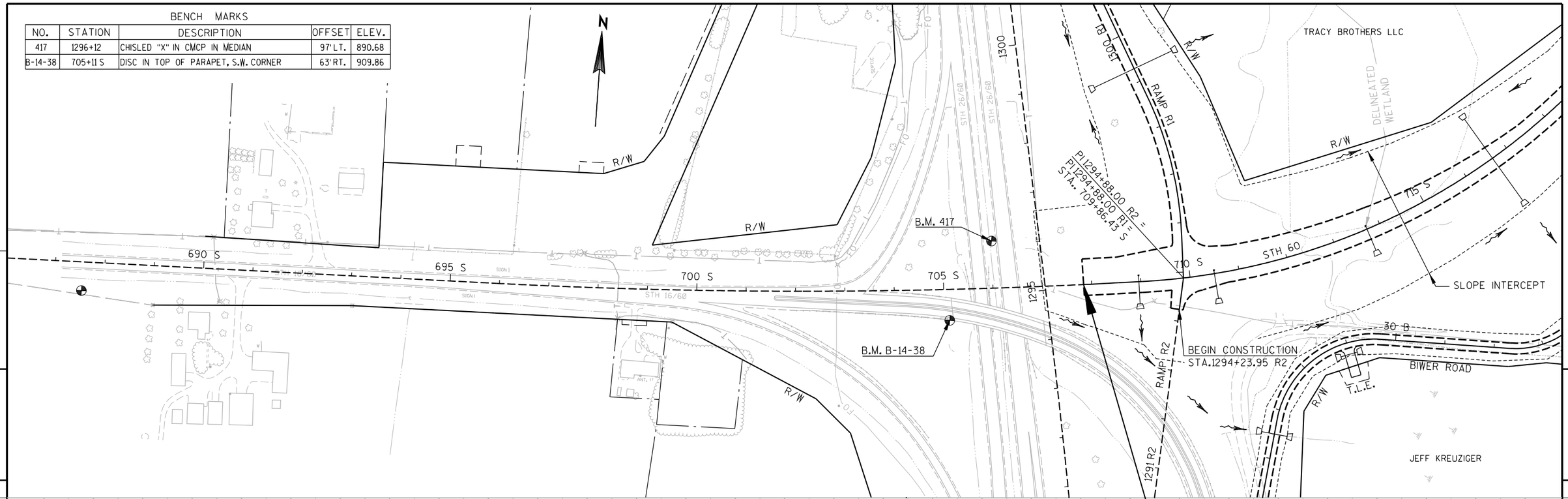
| R/W MONUMENT POINT NUMBER AND COORDINATE TABLE | | |
|---|---|---|
| POINT | Y | X |
| 1200 | 679206.251 | 873920.896 |
| 1201 | 679416.460 | 873857.416 |
| 1202 | 679682.503 | 873791.461 |
| 1204 | 680097.084 | 873660.929 |
| 1205 | 680311.847 | 873639.867 |
| 1206 | 680331.964 | 873654.710 |
| 1207 | 680527.627 | 873675.854 |
| 1208 | 680577.950 | 873607.649 |
| 1209 | 681004.207 | 873618.922 |
| 1210 | 681165.509 | 873619.061 |
| 1211 | 681336.108 | 873567.276 |
| 1212 | 681333.840 | 873459.573 |
| 1213 | 681669.124 | 873458.549 |
| 1214 | 681849.970 | 873542.335 |
| 1215 | 681788.707 | 873959.926 |
| 1216 | 681422.596 | 873869.733 |
| 1217 | 681021.062 | 873888.435 |
| 1218 | 680535.979 | 874125.749 |
| 1219 | 680476.081 | 874125.749 |
| 1220 | 680473.095 | 873966.286 |
| 1221 | 680305.709 | 873976.630 |
| 1222 | 680112.911 | 873985.288 |
| 1223 | 679969.518 | 874036.282 |
| 1224 | 679753.383 | 874091.385 |
| 1225 | 679487.758 | 874159.106 |
| 1226 | 679211.235 | 874223.069 |
| 1227 | 680239.975 | 873737.278 |
| 1228 | 680528.286 | 873715.990 |
| 1229 | 680346.087 | 873921.904 |
| 1230 | 680140.832 | 873947.446 |
| 1300 | 681849.970 | 873542.335 |
| 1301 | 681868.429 | 873550.887 |
| 1302 | 681972.366 | 873556.843 |
| 1303 | 682248.128 | 873572.647 |
| 1304 | 684489.883 | 873513.140 |
| 1305 | 684495.889 | 873728.057 |
| 1306 | 684214.308 | 873735.531 |
| 1307 | 683613.134 | 873686.466 |
| 1308 | 682257.143 | 873722.460 |
| 1309 | 682094.652 | 873743.652 |
| 1310 | 681980.203 | 873849.399 |
| 1311 | 681917.630 | 873907.213 |

4

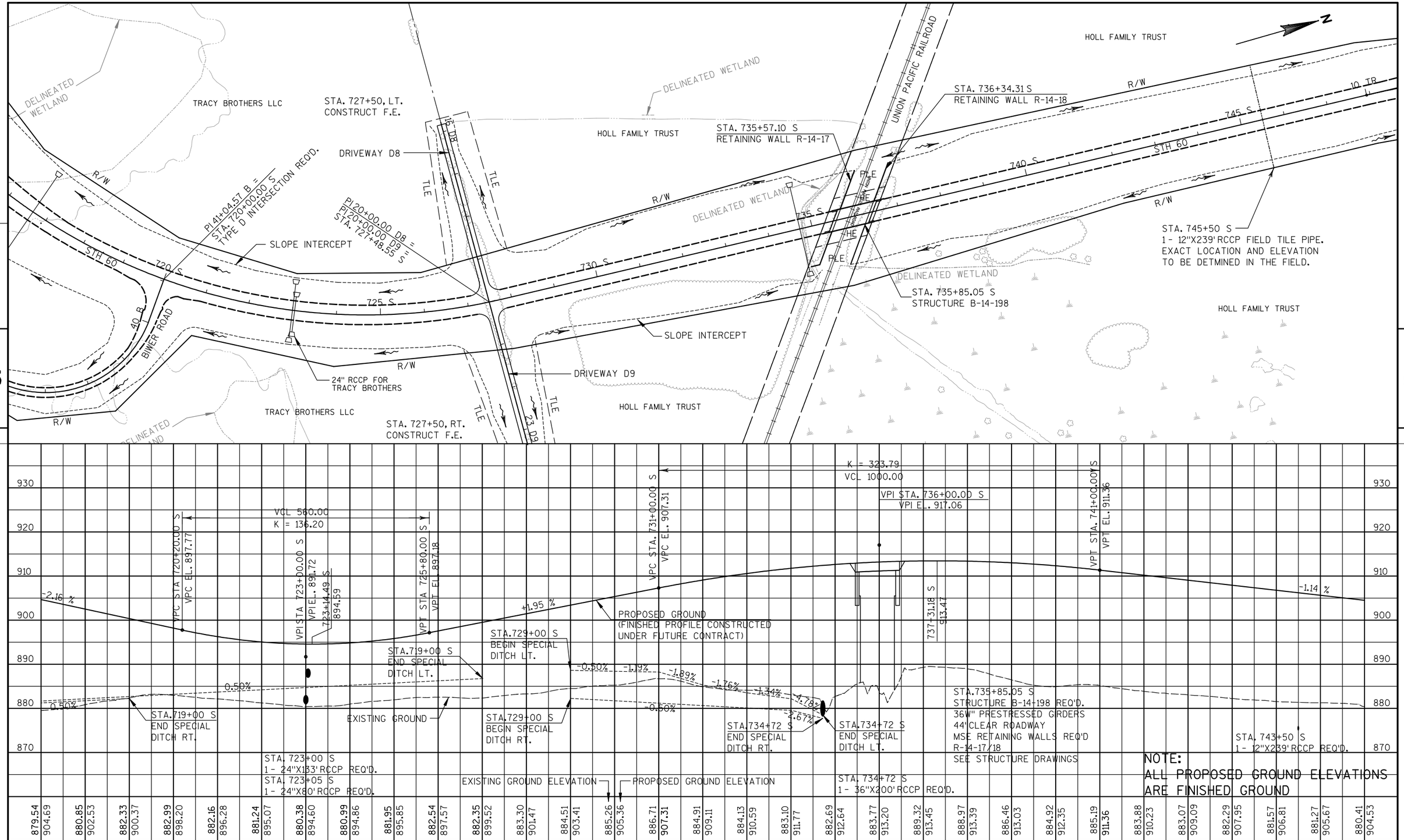
4

BENCH MARKS

| NO. | STATION | DESCRIPTION | OFFSET | ELEV. |
|---|---|---|---|---|
| 417 | 1296+12 | CHISLED "X" IN CMCP IN MEDIAN | 97' LT. | 890.68 |
| B-14-38 | 705+11 S | DISC IN TOP OF PARAPET, S.W. CORNER | 63' RT. | 909.86 |




| PROJECT NO: 1390-04-96 | HWY: STH 60 | COUNTY: DODGE | PLAN & PROFILE - STH 60 | SHEET 58 E |
|---|---|---|---|---|




| PROJECT NO: 1390-04-96 | HWY: STH 60 | COUNTY: DODGE | PLAN & PROFILE - STH 60 | SHEET 59 | E |
|---|---|---|---|---|---|

FILE NAME : P:\2011070 - STH 26 CADD WO*7\MicroStation\Planset\d1_13900496\050102_pp.dgn PLOT DATE : 11/6/2012 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 200.0000 sf / IN.

WISDOT/CADDS SHEET 40

HOLL FAMILY TRUST

HOLL FAMILY TRUST

HOLL FAMILY TRUST

HOLL FAMILY TRUST

JEFF KREUZIGER

RICHARD R FIRARI

ERIC HOWLETT

TEMPORARY ROAD

TLE

TLE

TLE

R/W

R/W

R/W

R/W

R/W

R/W

CTH W

DELINEATED WETLAND

DELINEATED WETLAND

STH 60

STH 60

15 TR

10 TR

750 S

755 S

765 S

770 S

775 S

P.I. 10+00.00 TR = PC 747+92.11 S

P.I. 10+00.00 W = STA. 765+71.49 S

END PROJECT
STA. 775+00 S

BENCH MARKS

| NO. | STATION | DESCRIPTION | OFFSET | ELEV. |
|---|---|---|---|---|
| 425 | 14+75 W | CHISLED "X" ON WEST END OF CURB | 60'LT. | 886.10 |
| 426 | 782+84 S | CHISLED "X" ON WEST END OF CMCP | 50'RT. | 892.13 |

STA. 764+00 S
F.E RT REQ'D.
1 - 18"X29'CP REQ'D.

VCL 400.00
K = 1012.90

VPC STA. 756+00.00 S
VPC EL. 894.28

VPT STA. 760+00.00 S
VPT EL. 890.51

VPI STA. 758+00.00 S
VPI EL. 892.00

-1.14 %

-0.74 %

-0.74%

STA.759+00 S
BEGIN SPECIAL
DITCH RT.

VCL 500.00
K = 371.97

VPC STA. 766+25.00 S
VPC EL. 885.86

VPT STA. 771+25.00 S
VPT EL. 885.50

769+01.82
884.83

VPI STA. 768+75.00 S
VPI EL. 884.00

-0.40%

-0.29%

-0.23%

-0.30%

+0.60 %

STA.767+00 S
BEGIN SPECIAL
DITCH LT.

STA.772+00 S
END SPECIAL
DITCH LT.

STA.773+13 S
END SPECIAL
DITCH RT.

VCL 400.00
K = 529.53

VPC STA. 774+00.00 S
VPC EL 887.15

VPI STA 776+00.00 S
VPI EL. 888.35

+1.20 %

STA. 749+00 S
1 - 24"X170'RCCP REQ'D.

STA. 756+00 S
1 - 24"X119'RCCP REQ'D.

STA. 772+00 S
1 - 24"X77'RCCP REQ'D.

STA. 773+28 S
1 - 30"X88'RCCP REQ'D.
SKEW 18.5° LHF

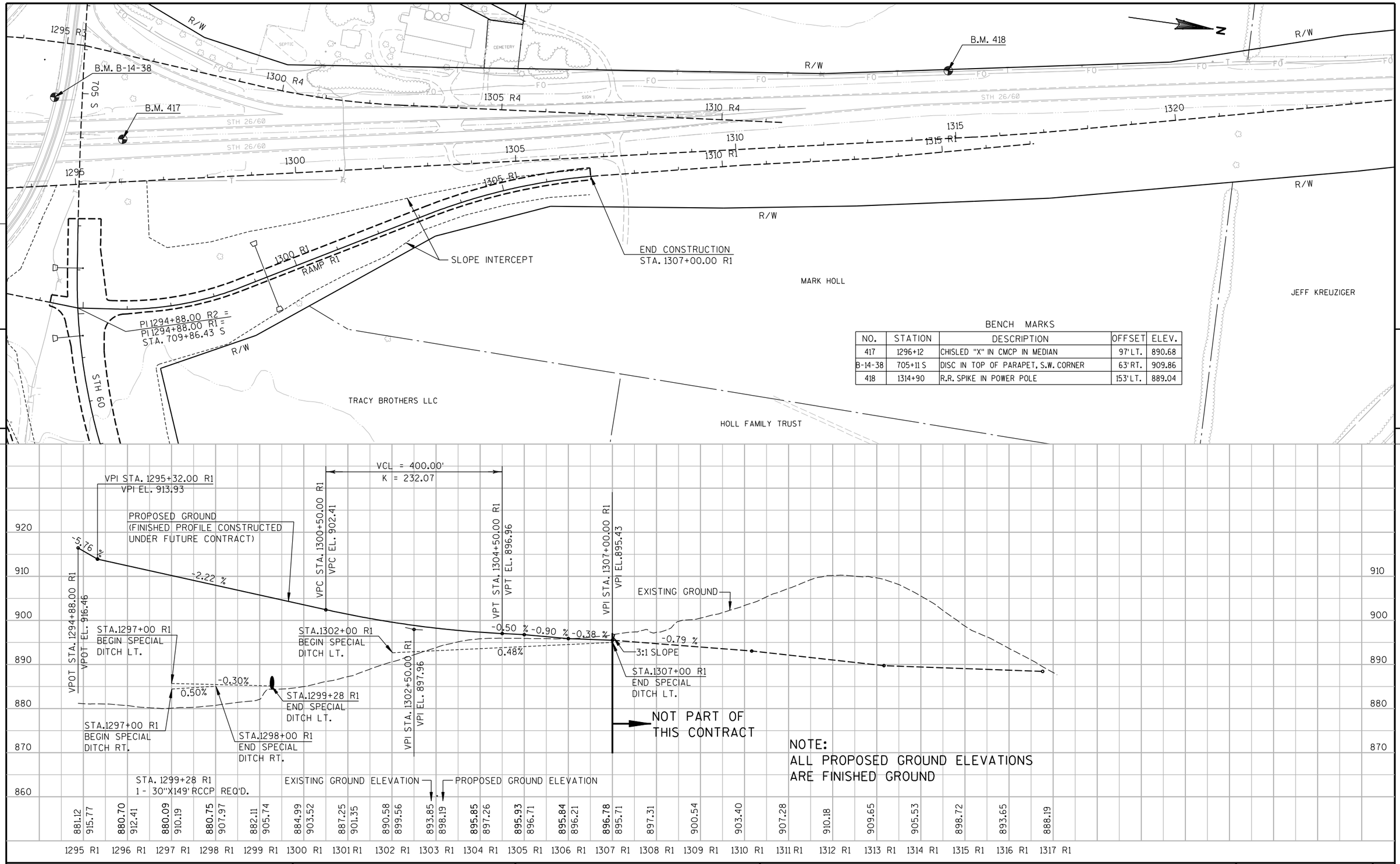
NOTE:
ALL PROPOSED GROUND ELEVATIONS
ARE FINISHED GROUND

EXISTING GROUND ELEVATION

PROPOSED GROUND ELEVATION

| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 880.41 | 879.74 | 879.69 | 879.52 | 879.43 | 879.40 | 879.53 | 880.07 | 880.94 | 881.46 | 882.34 | 884.13 | 887.36 | 889.50 | 884.58 | 888.10 | 886.66 | 881.73 | 880.39 | 879.03 | 878.44 | 877.82 | 878.40 | 878.19 | 877.90 | 878.10 | 878.65 | 879.80 | 882.78 | 885.93 | 887.06 |
| 904.53 | 903.39 | 902.25 | 901.11 | 899.97 | 898.83 | 897.70 | 896.56 | 895.42 | 894.28 | 893.19 | 892.20 | 891.31 | 890.51 | 889.77 | 889.02 | 888.28 | 887.53 | 886.79 | 886.05 | 885.38 | 884.97 | 884.83 | 884.96 | 885.36 | 885.95 | 886.55 | 887.15 | 887.84 | | |
| 747 S | 748 S | 749 S | 750 S | 751 S | 752 S | 753 S | 754 S | 755 S | 756 S | 757 S | 758 S | 759 S | 760 S | 761 S | 762 S | 763 S | 764 S | 765 S | 766 S | 767 S | 768 S | 769 S | 770 S | 771 S | 772 S | 773 S | 774 S | 775 S | 776 S | 777 S |

| PROJECT NO: 1390-04-96 | HWY: STH 60 | COUNTY: DODGE | PLAN & PROFILE - STH 60 | SHEET 60 | E |
|---|---|---|---|---|---|




| PROJECT NO: 1390-04-96 | HWY: STH 60 | COUNTY: DODGE | PLAN & PROFILE - RAMP R1 | SHEET 61 | E |
|---|---|---|---|---|---|

STA. 25+00 B - STA. 29+00 B, LT.
OBLITERATE GRAVEL ROAD
EXISTING PIPE TO REMAIN IN PLACE
UNTIL EXISTING RAMP REMOVED

1285 R2

25 B

BIWER ROAD

20 B

15 B

DELINEATED WETLAND

R/W

BEGIN CONSTRUCTION
STA.25+00 B

30 B

STH 60

75 S

DELINEATED WETLAND

TRACY BROTHERS LLC

HOLL FAMILY TRUST

15 D8

DRIVEWAY D8

TLE

PI 41+04.57 B =
STA. 720+00.00 S

SLOPE INTERCEPT

720 S

725 S

STH 60

TRACY BROTHERS LLC

PI 10+00.00 D5 =
STA. 34+00.00 B

JEFF KREUZIGER

SLOPE INTERCEPT

40 B

35 B

STA. 33+00 B - STA. 34+00 B, RT.
OBLITERATE ROAD

CHARLES ZIMMERMAN

MARK HOLL

DRIVEWAY D5

12 D5

BIWER ROAD

PI 20+00.00 D8 =
PI 20+00.00 D9 =
STA. 727+48.55 S

DELINEATED WETLAND

TRACY BROTHERS LLC

DRIVEWAY D9

B.M. 4171

STA. 29+00 B, RT.
CONSTRUCT F.E.
1 - 18"X31" CP REQ'D.

BENCH MARKS

| NO. | STATION | DESCRIPTION | OFFSET | ELEV. |
|---|---|---|---|---|
| 4171 | 12+51 D5 | CHISLED "X" S. END OF CMCP | 17' RT. | 880.68 |

5

5

## BIWER ROAD

NOT PART OF THIS CONTRACT

6% GRADE

-0.90 %

VCL = 200.00'
K = 174.76

VPC STA. 25+25.00 B
VPC EL. 884.65

VPI STA. 26+25.00 B
VPI EL. 883.75

STA. 26+82.28 B
EL. 883.94

VPT STA. 27+25.00 B
VPT EL. 883.99

PROPOSED GROUND
(FINISHED PROFILE CONSTRUCTED
UNDER FUTURE CONTRACT)

+0.24 %

EXISTING GROUND

NOTE:
ALL PROPOSED GROUND ELEVATIONS
ARE FINISHED GROUND

VCL = 350.00'
K = 79.78

VPC STA. 35+75.00 B
VPC EL. 886.07

VPI STA. 37+50.00 B
VPI EL. 886.50

VPC STA. 40+00.00 B
VPC EL. 898.08

VPI STA. 40+25.00 B
VPI EL. 899.24

VPT STA. 40+50.00 B
VPT EL. 899.36

VPI STA. 40+82.57 B
VPI EL. 899.52

+4.63 %

+0.50 %

+3.00 %

VCL = 50.00'
K = 12.10

VPC STA. 39+25.00 B
VPT EL. 894.61

VPOT STA. 41+04.57 B
VPOT EL. 898.21

STA. 26+50 B
1 - 19"X30"X32' RCHECP REQ'D.

STA. 34+50 B
3 - 30"X39' RCCP REQ'D.

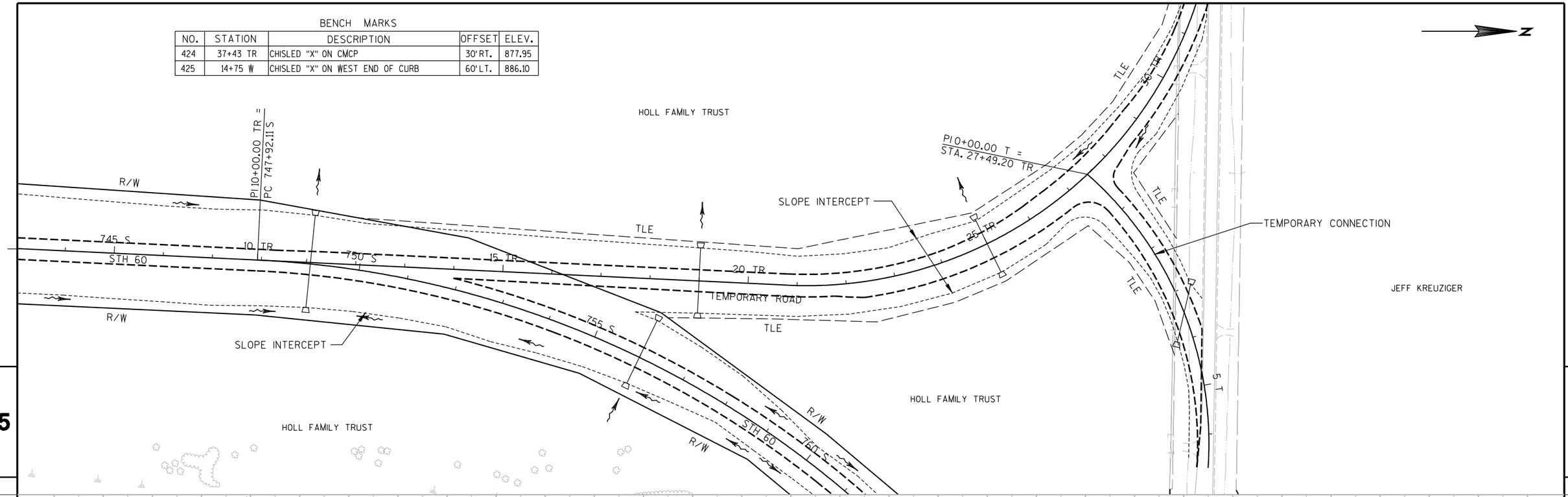
EXISTING GROUND ELEVATION

PROPOSED GROUND ELEVATION

| | | |

BENCH MARKS

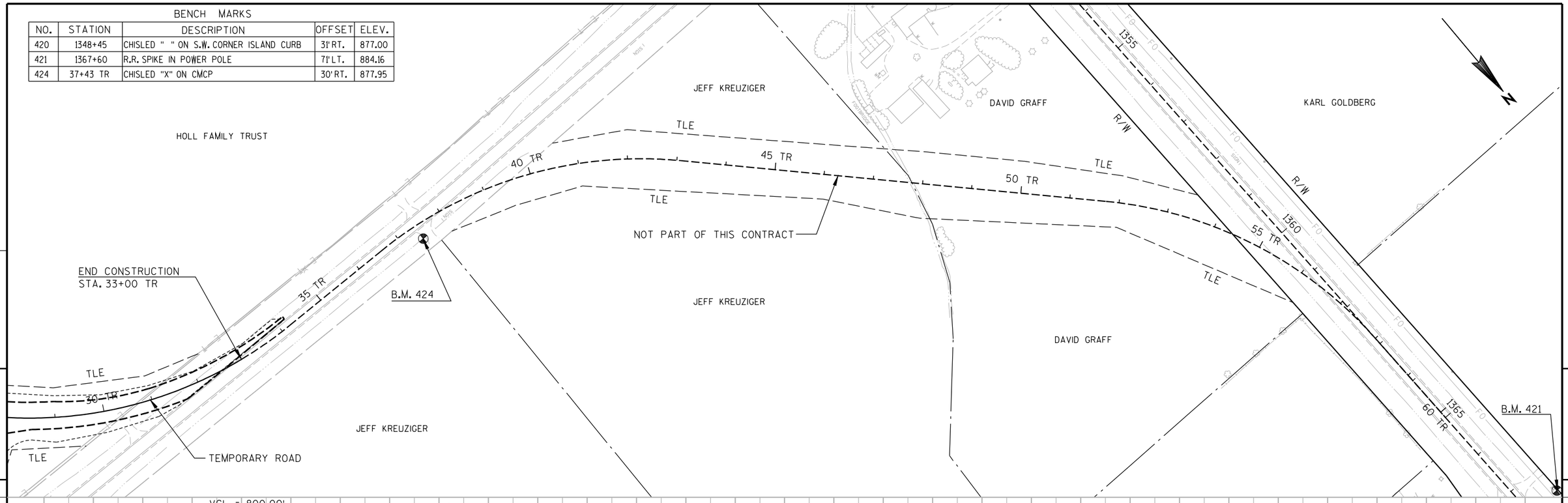
| NO. | STATION | DESCRIPTION | OFFSET | ELEV. |
|---|---|---|---|---|
| 424 | 37+43 TR | CHISLED "X" ON CMCP | 30' RT. | 877.95 |
| 425 | 14+75 W | CHISLED "X" ON WEST END OF CURB | 60' LT. | 886.10 |

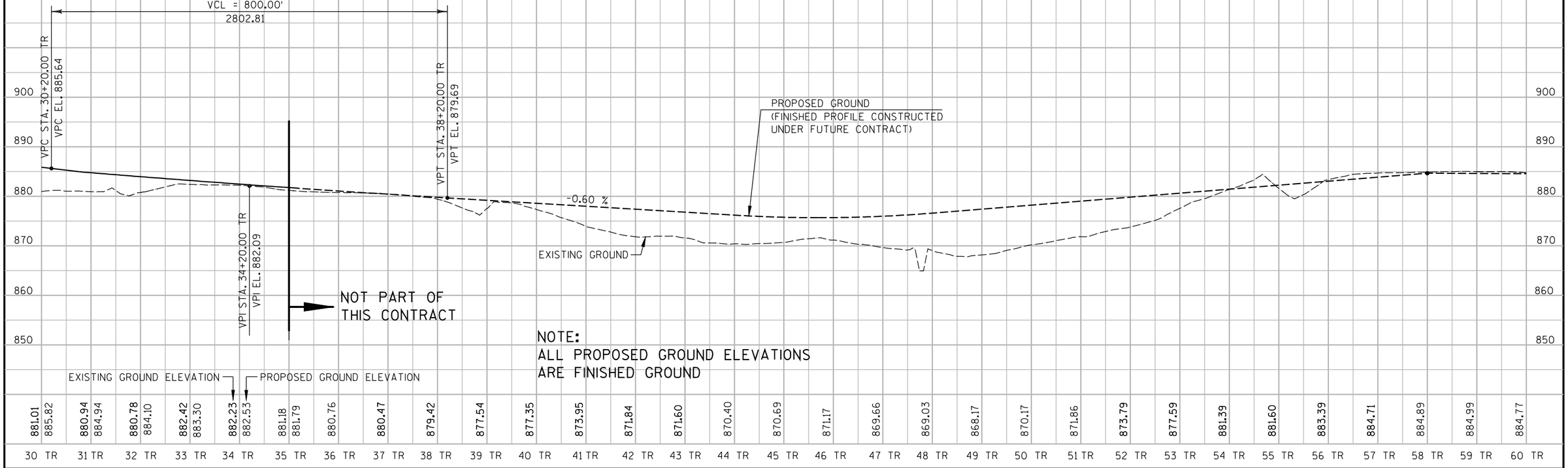



| PROJECT NO: 1390-04-96 | HWY: STH 60 | COUNTY: DODGE | PLAN & PROFILE - TEMPORARY ROAD | SHEET 63 | E |
|---|---|---|---|---|---|

BENCH MARKS

| NO. | STATION | DESCRIPTION | OFFSET | ELEV. |
|---|---|---|---|---|
| 420 | 1348+45 | CHISLED " " ON S.W. CORNER ISLAND CURB | 31' RT. | 877.00 |
| 421 | 1367+60 | R.R. SPIKE IN POWER POLE | 71' LT. | 884.16 |
| 424 | 37+43 TR | CHISLED "X" ON CMCP | 30' RT. | 877.95 |

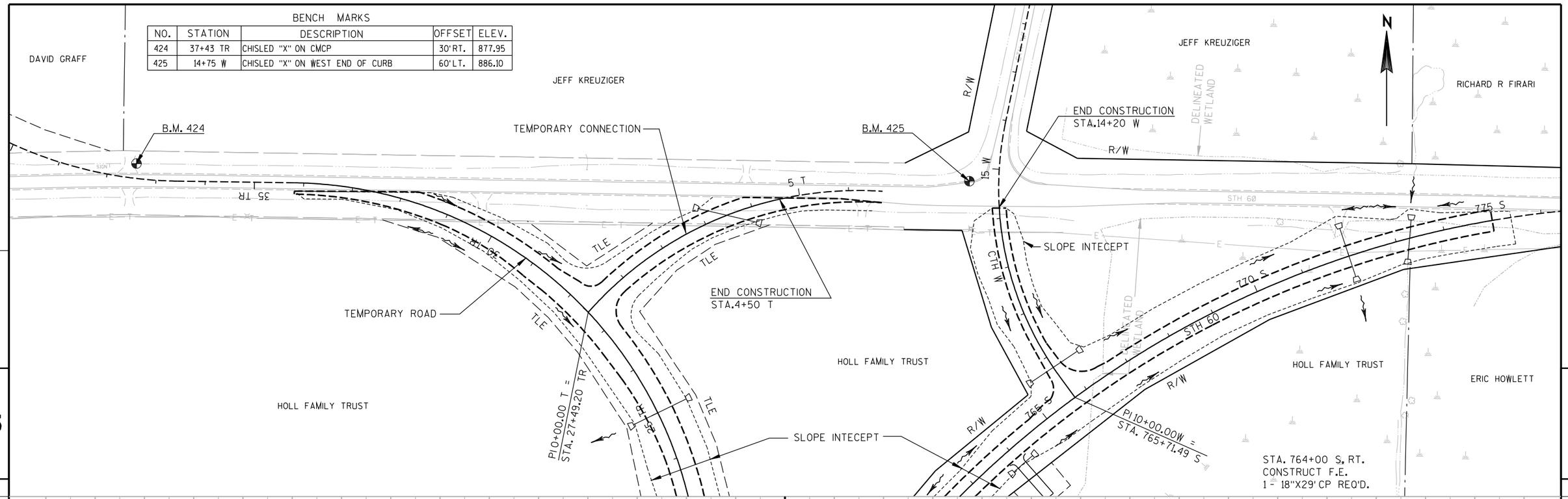


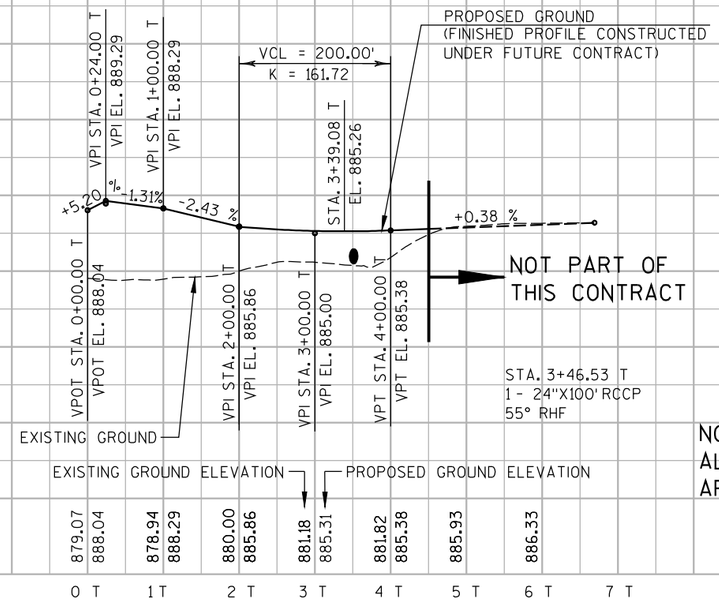




| PROJECT NO: 1390-04-96 | HWY: STH 60 | COUNTY: DODGE | PLAN & PROFILE - TEMPORARY ROAD | SHEET 64 | E |
|---|---|---|---|---|---|

BENCH MARKS

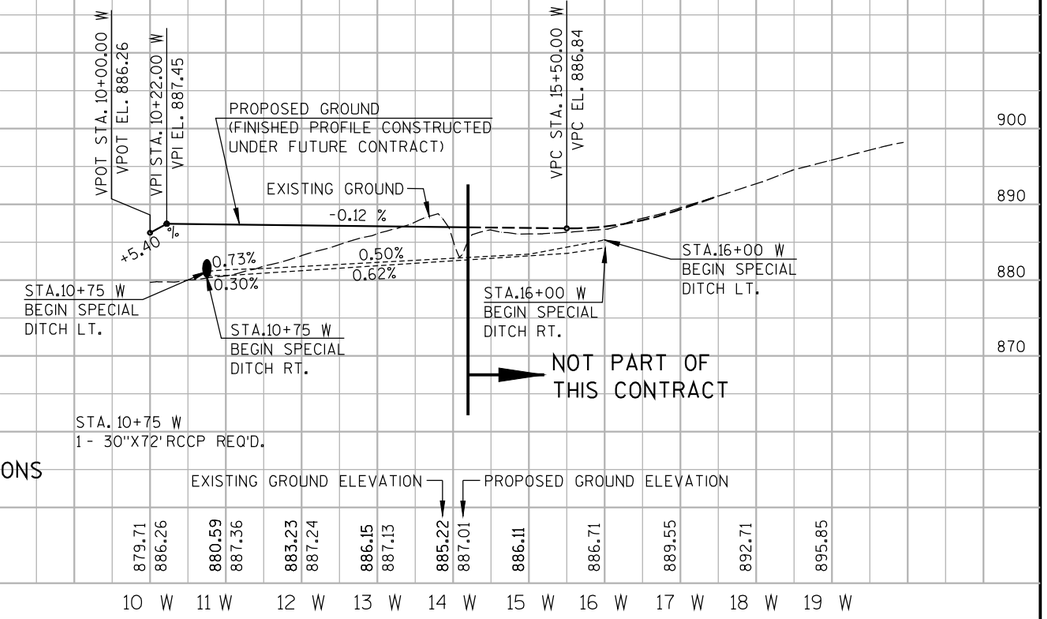
| NO. | STATION | DESCRIPTION | OFFSET | ELEV. |
|---|---|---|---|---|
| 424 | 37+43 TR | CHISLED "X" ON CMCP | 30'RT. | 877.95 |
| 425 | 14+75 W | CHISLED "X" ON WEST END OF CURB | 60'LT. | 886.10 |



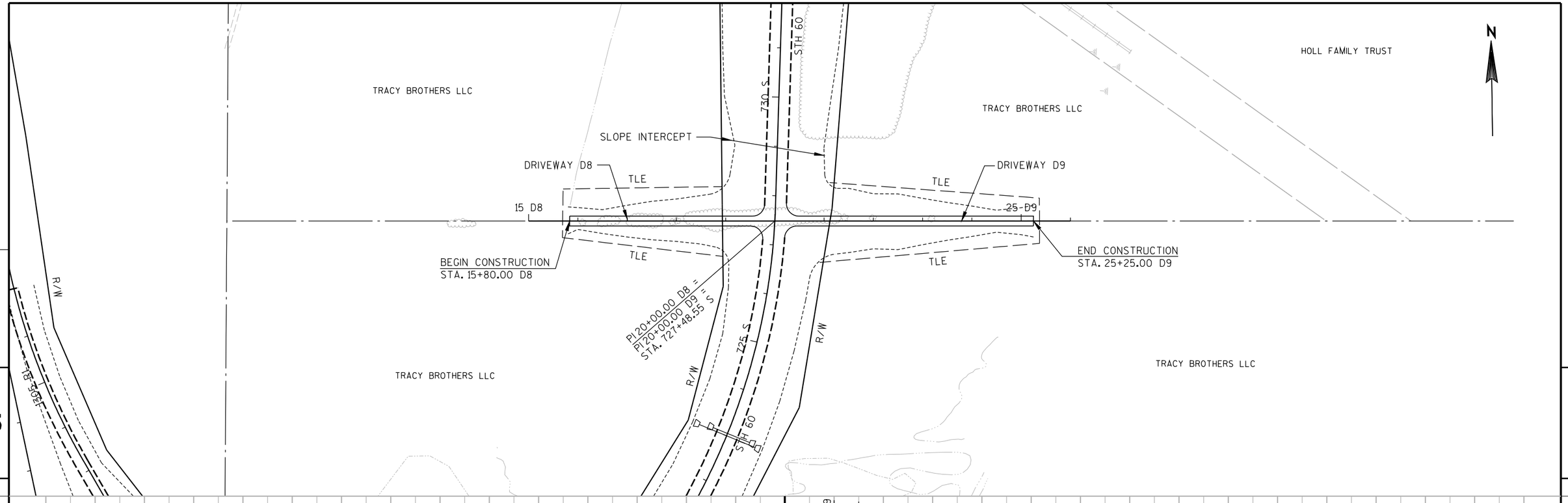




NOTE:
ALL PROPOSED GROUND ELEVATIONS
ARE FINISHED GROUND

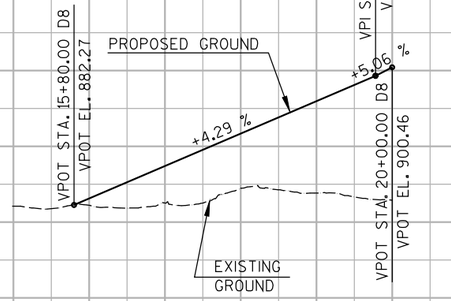
## CTH W CONNECTION




| PROJECT NO: 1390-04-96 | HWY: STH 60 | COUNTY: DODGE | PLAN & PROFILE - STH 60 TEMPORARY CONNECTION / CTH W | SHEET 65 | E |
|---|---|---|---|---|---|

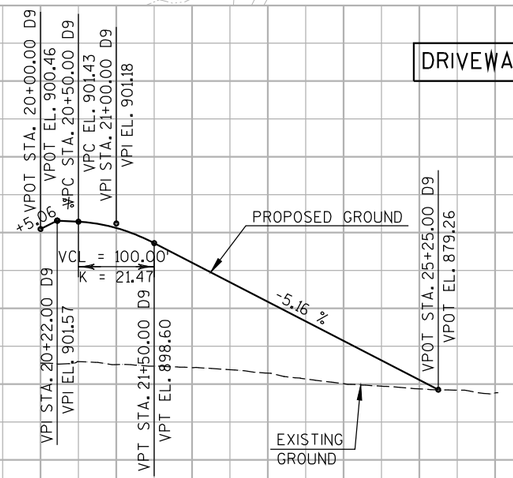



## DRIVEWAY D8




| EXISTING GROUND ELEVATION | | | PROPOSED GROUND ELEVATION | | | |
|---|---|---|---|---|---|---|
| 882.11 | 882.24 | 882.52 | 887.42 | 884.47 | 883.85 | 882.91 |
| | 883.13 | | 891.71 | 896.00 | | 900.46 |
| 15 D8 | 16 D8 | 17 D8 | 18 D8 | 19 D8 | | 20 D8 |

## DRIVEWAY D9




| EXISTING GROUND ELEVATION | | | PROPOSED GROUND ELEVATION | | | | |
|---|---|---|---|---|---|---|---|
| 882.76 | 882.58 | 882.17 | 881.45 | 880.05 | 879.38 | 878.83 | |
| 900.46 | 900.60 | 896.02 | 890.87 | 885.71 | 880.55 | | |
| 20 D9 | 21 D9 | 22 D9 | 23 D9 | 24 D9 | 25 D9 | 26 D9 | |

| | | | | |
|---|---|---|---|---|
| PROJECT NO: 1390-04-96 | HWY: STH 60 | COUNTY: DODGE | PLAN & PROFILE - DRIVEWAYS D8 & D9 | SHEET 66 E |

STA. 25+00 B - STA. 29+00 B, LT.
OBLITERATE GRAVEL ROAD
EXISTING PIPE TO REMAIN IN PLACE
UNTIL EXISTING RAMP REMOVED

1285 R2

25 B

BIWER ROAD

20 B

15 B

DELINEATED WETLAND

R/W

BEGIN CONSTRUCTION
STA.25+00 B

30 B

STH 60

75 S

DELINEATED WETLAND

TRACY BROTHERS LLC

HOLL FAMILY TRUST

15 D8

DRIVEWAY D8

PI 41+04.57 B =
STA. 720+00.00 S

TLE

SLOPE INTERCEPT

720 S

725 S

STH 60

TRACY BROTHERS LLC

PI 10+00.00 D5 =
STA. 34+00.00 B

10 D

12 D

JEFF KREUZIGER

SLOPE INTERCEPT
PI 12+32.54 D

49 B

STA. 33+00 B - STA. 34+00 B, RT.
OBLITERATE ROAD

35 B

CHARLES ZIMMERMAN

MARK HOLL

DRIVEWAY D5

12 D5

BIWER ROAD

PI 20+00.00 D8 =
PI 20+00.00 D9 =
STA. 727+48.55 S

DELINEATED WETLAND

TRACY BROTHERS LLC

B.M. 4171

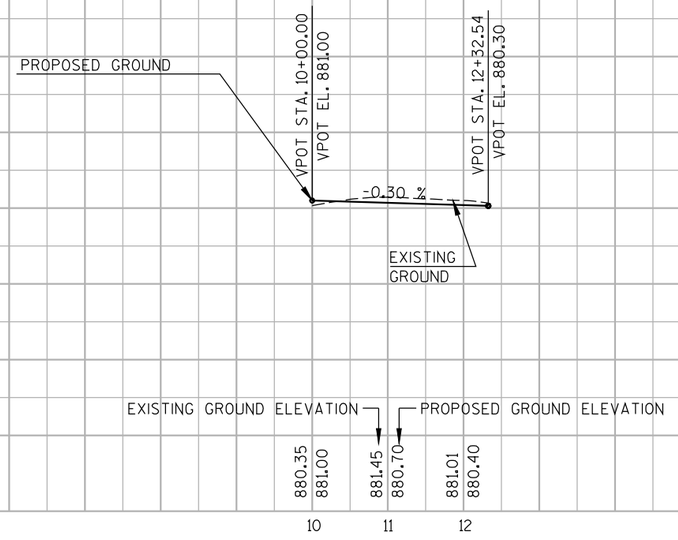
STA. 29+00 B, RT.
CONSTRUCT F.E.
1 - 18"X31" CP REQ'D.

DRIVEWAY D9

BENCH MARKS

| NO. | STATION | DESCRIPTION | OFFSET | ELEV. |
|---|---|---|---|---|
| 4171 | 12+51 D5 | CHISLED "X" S. END OF CMCP | 17' RT. | 880.68 |

## STH 60/BIWER ROAD INFIELD DRAINAGE CHANNEL



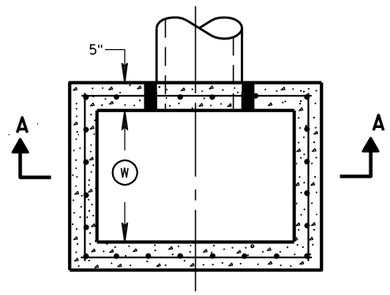

| PROJECT NO: 1390-04-96 | HWY: STH 60 | COUNTY: DODGE | PLAN & PROFILE - STH60/BIWER ROAD INFIELD DRAINAGE CHANNEL | SHEET 67 | E |
|---|---|---|---|---|---|

FILE NAME : p:\2011070 - sth 26 cadd wo"7\microstation\planset\d1_13900496\050110_pp.dgn PLOT DATE : 7/31/2012 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 200.0000 sf / IN.

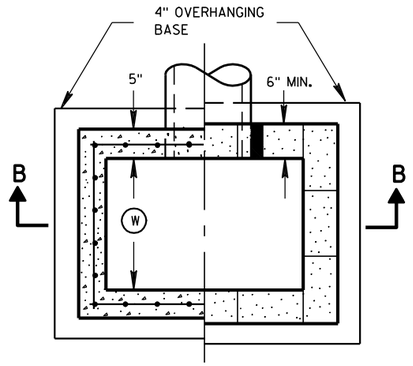
WISDOT/CADDS SHEET 40

# Standard Detail Drawing List

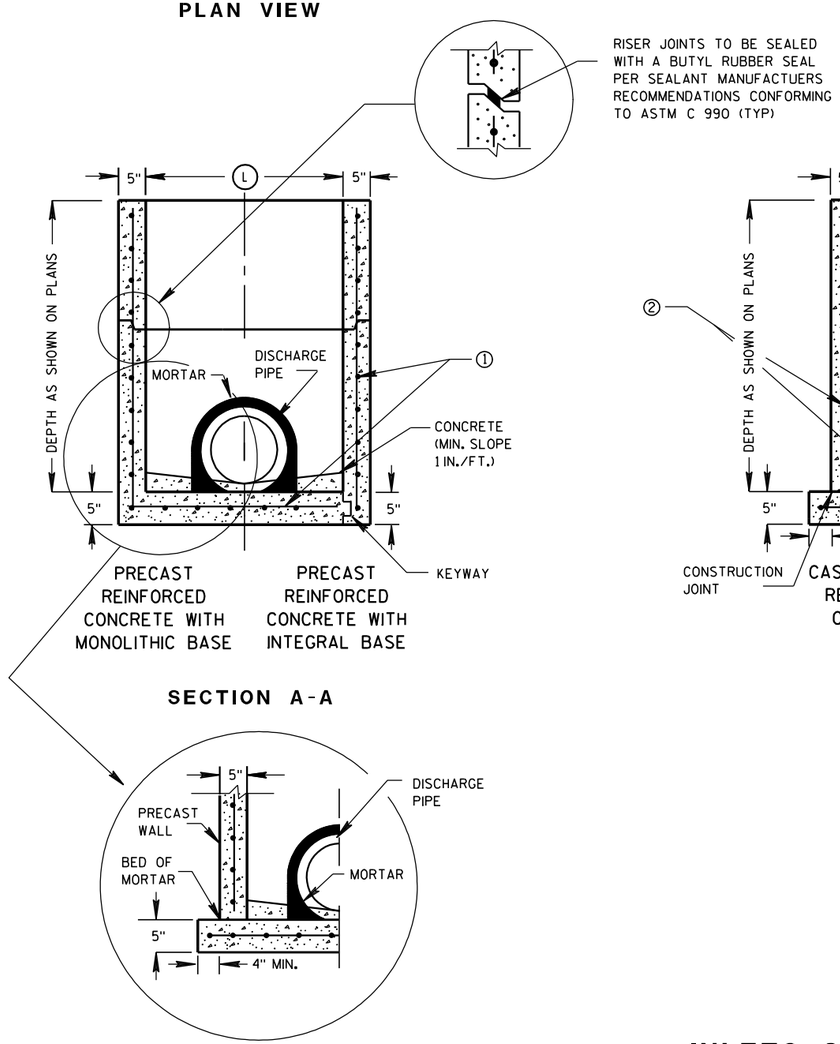
| | |
|---|---|
| 08C07-01 | INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT |
| 08E08-03 | TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS |
| 08E09-06 | SILT FENCE |
| 08F01-11 | APRON ENDWALLS FOR CULVERT PIPE |
| 08F02-01 | APRON ENDWALLS FOR PIPE ARCH AND ELLIPTICAL PIPE |
| 08F04-07 | JOINT TIES FOR CONCRETE PIPE  AND CONCRETE COLLAR DETAIL |
| 09A01-12A | AT-GRADE SIDE ROAD INTERSECTION, TYPES "B1", "B2", "C" AND  D AND TEE INTERSECTION BYPASS LANE |
| 12A03-10 | NAME PLATE (STRUCTURES) |
| 15A02-07 | DELINEATOR POST, DELINEATOR BRACKET AND DELINEATOR |
| 15A03-01 | MARKER POSTS, FLEXIBLE, FOR CULVERT END |
| 15C02-04A | BARRICADES AND SIGNS FOR MAINLINE CLOSURES |
| 15C02-04B | BARRICADES AND SIGNS FOR MAINLINE CLOSURES |
| 15C03-01 | BARRICADES AND SIGNS FOR SIDEROAD CLOSURES |



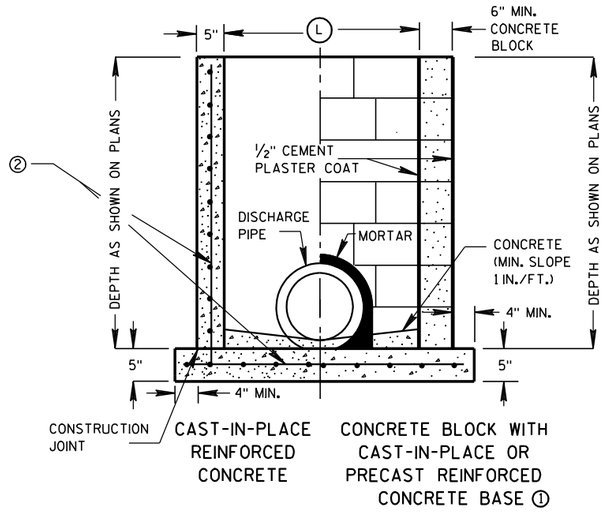

PLAN VIEW




PLAN VIEW




SECTION A-A




SECTION B-B




SEPERATE PRECAST REINFORCED CONCRETE BASE OPTION

## GENERAL NOTES

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

UNLESS OTHERWISE AUTHORIZED IN WRITING BY THE ENGINEER, THE CONTRACTOR SHALL NOT ORDER AND DELIVER PRECAST INLET UNITS REQUIRED FOR THE PROJECT UNTIL A LIST OF SIZES IS FURNISHED BY THE ENGINEER.

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

ALL PRECAST INLET UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF ASTM C 913.

ALL DRAINAGE STRUCTURES ARE DESIGNATED ON THE PLANS AS "MANHOLES 3X3-L", "CATCH BASINS 4-B", "INLETS 2X3-H", ETC. THE FIRST NUMBERS DESIGNATES THE SIZE OF THE STRUCTURE, AND THE FOLLOWING LETTER DESIGNATES THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

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

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

PRECAST REINFORCED RISERS SHALL HAVE A TONGUE AND GROOVE JOINT WITH TONGUE UP OR DOWN.

4" OVERHANGING BASES ARE REQUIRED FOR CAST-IN-PLACE REINFORCED CONCRETE AND CONCRETE BLOCK INSTALLATIONS. 4" OVERHANG IS REQUIRED WHEN SEPERATE PRECAST BASE IS PROVIDED. OVERHANG IS NOT REQUIRED ON PRECAST STRUCTURES WITH AN INTEGRAL OR MONOLITHIC BASE.

MAXIMUM INSIDE PIPE DIAMETER DETERMINED BY 3 INCH CLEARANCE ON EACH SIDE OF THE OUTSIDE WALL OF THE PIPE. SEE DETAIL "A". ASSUMES PIPE ENTERS PERPENDICULAR TO THE STRUCTURE.

① FOR PRECAST INLETS PROVIDE REINFORCING STEEL IN ACCORDANCE TO ASTM C 913.

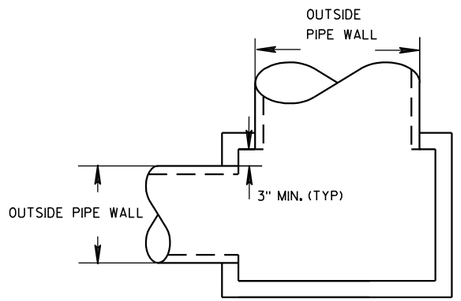
② CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.

## INLET COVER MATRIX

| INLET SIZE | | INLET COVER TYPE | ALL A'S | ALL B'S | BW | F | ALL H'S | S | T | V | WM |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | WIDTH (W) (FT) | LENGTH (L) (FT) | | | | | | | | | |
| 2X2-FT | 2 | 2 | X | X | | | | X | | X | |
| 2X2.5-FT | 2 | 2.5 | | | X | | | X | X | X | X |
| 2X3-FT | 2 | 3 | | | | | X | | | | |
| 2.5X3-FT | 2.5 | 3 | | | | X | | | | | |

## PIPE MATRIX

| INLET SIZE | MAXIMUM INSIDE PIPE DIAMETER | |
|---|---|---|
| | WIDTH (IN) | LENGTH (IN) |
| 2X2-FT | 12 | 12 |
| 2X2.5-FT | 12 | 18 |
| 2X3-FT | 12 | 24 |
| 2.5X3-FT | 18 | 24 |




DETAIL "A"

INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT

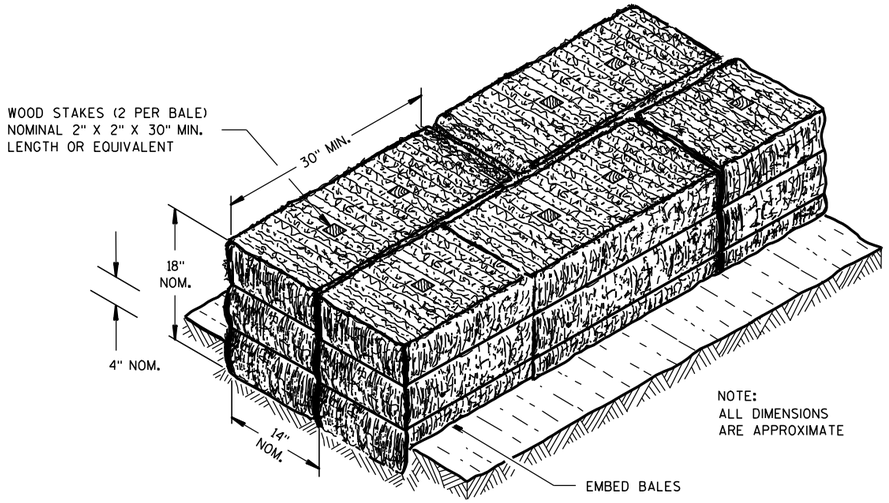
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/5/2012 — DATE
/S/ Jerry H. Zoda — ROADWAY STANDARDS D ENGINEER
FHWA

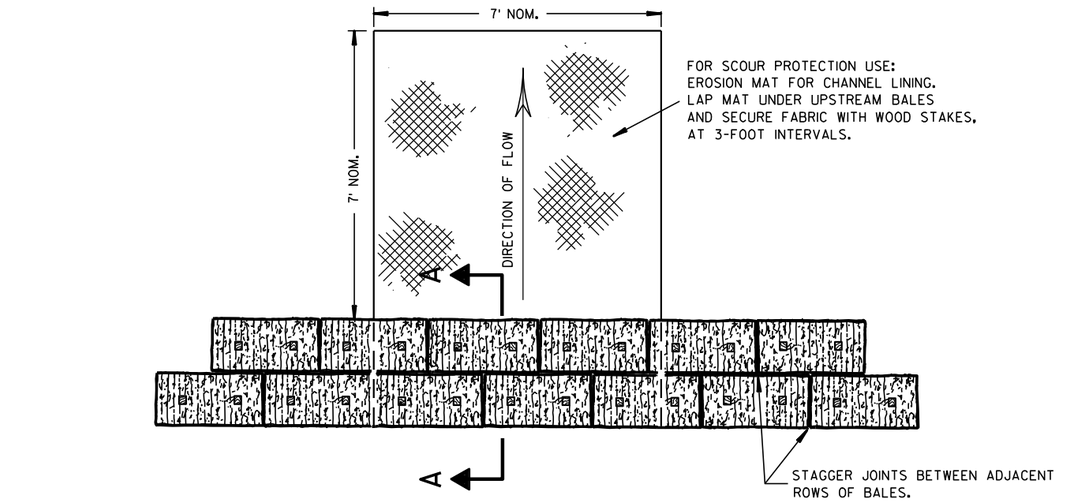




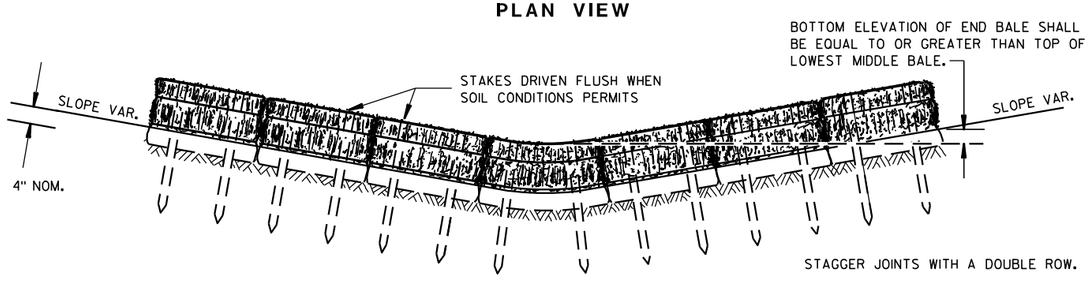
6
S.D.D. 8 C 7-1




**SECTION A-A**




**PLAN VIEW**



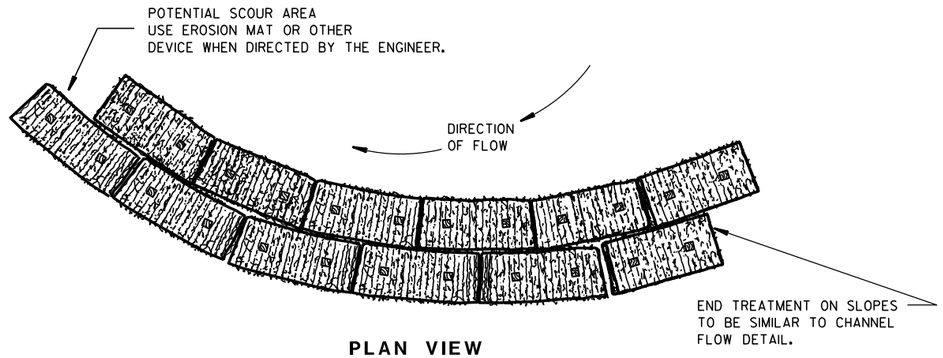

**FRONT ELEVATION**

## TEMPORARY DITCH CHECK USING EROSION BALES (1)

## GENERAL NOTES

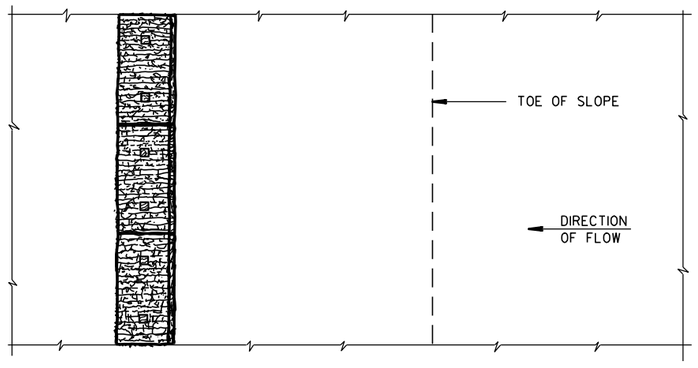
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

(1) TEMPORARY DITCH CHECKS EITHER EROSION BALES OR MANUFACTURED SHALL BE PAID FOR UNDER THE BID ITEM OF TEMPORARY DITCH CHECK. THE DEPARTMENT WILL NOT PAY FOR TEMPORARY DITCH CHECKS CONSTRUCTED OF A SINGLE ROW OF EROSION BALES.

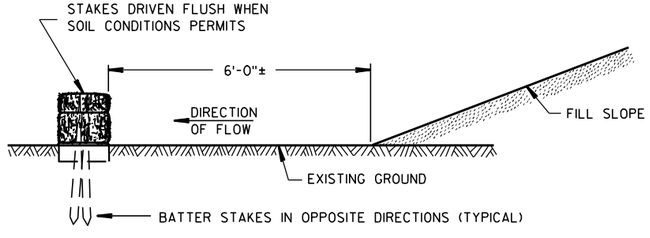



**PLAN VIEW**

WHEN ALTERING THE DIRECTION OF FLOW




**PLAN VIEW**




**FRONT ELEVATION**

WHEN EXISTING GROUND SLOPES AWAY FROM FILL SLOPE

## EROSION BALES FOR SHEET FLOW

## TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

6/04/02 — DATE

/S/ Beth Cannestra — CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA

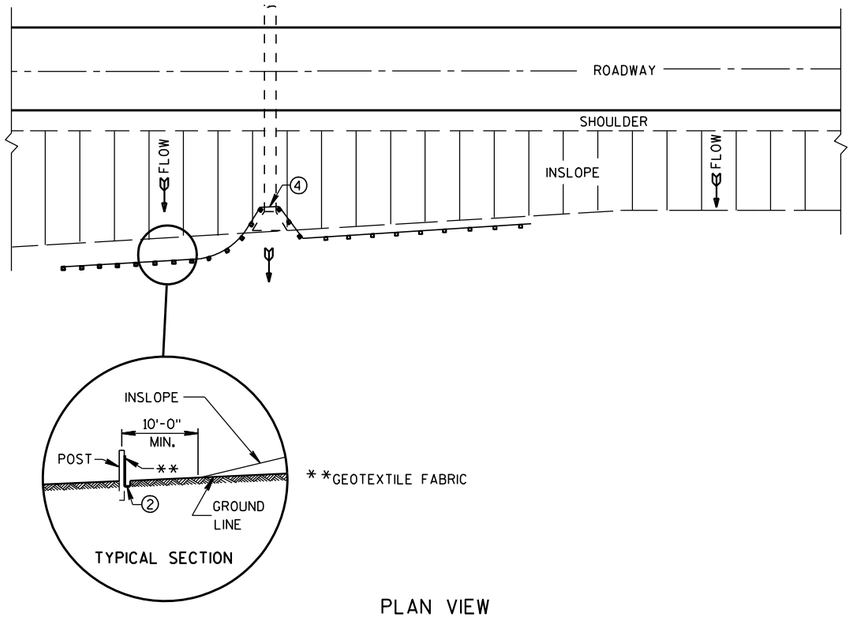




6

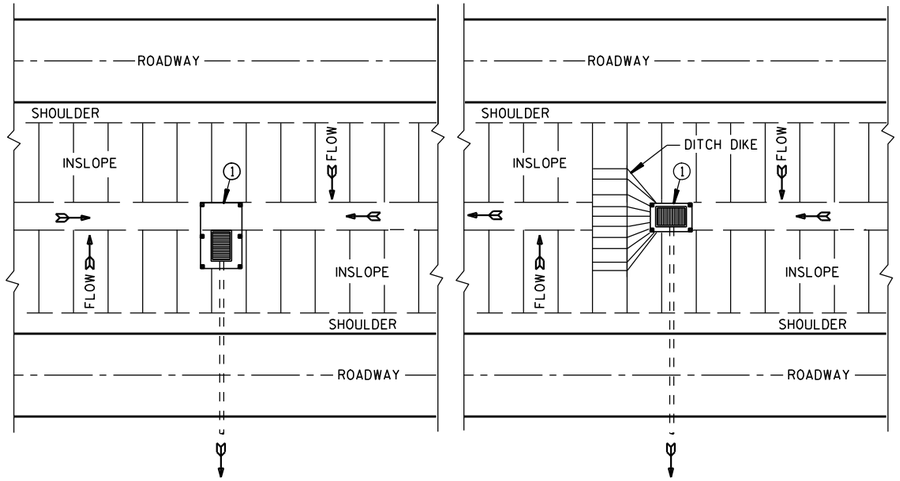


S.D.D. 8 E 8-3




PLAN VIEW

## TYPICAL APPLICATION OF SILT FENCE




PLAN VIEW

## SILT FENCE AT MEDIAN SURFACE DRAINS

## GENERAL NOTES

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

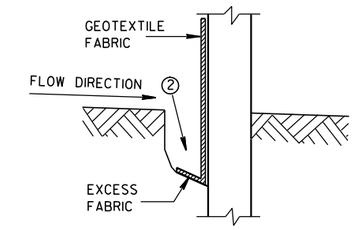
① HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.

② FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.

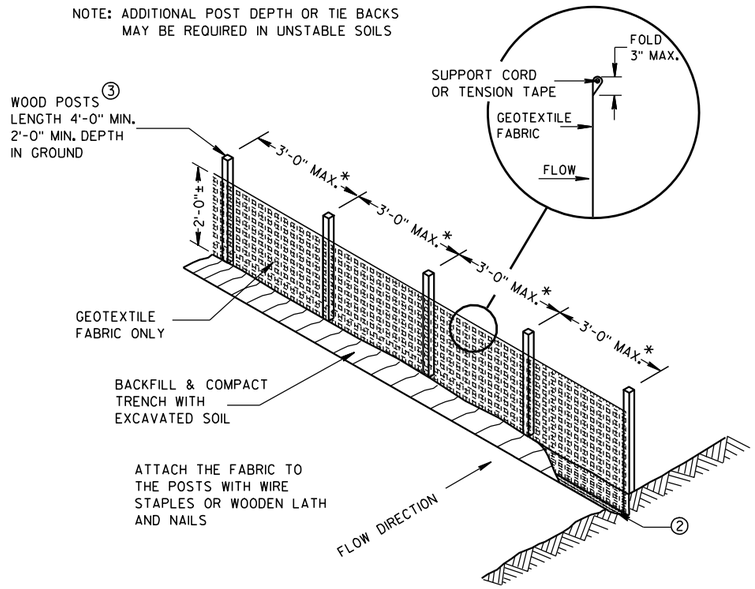
③ WOOD POSTS SHALL BE A MINIMUM SIZE OF 1⅛" X 1⅛" OF OAK OR HICKORY.

④ SILT FENCE TO EXTEND ACROSS THE TOP OF THE PIPE.

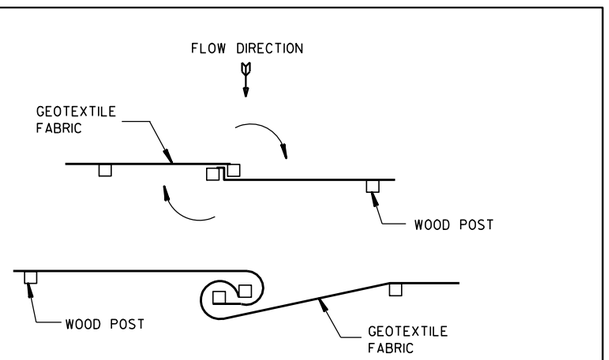
⑤ CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL IF POSSIBLE BY CUTTING LENGTHS TO AVOID JOINTS. IF A JOINT IS NECESSARY USE ONE OF THE FOLLOWING TWO METHODS; A) OVERLAP THE END POSTS AND TWIST, OR ROTATE, AT LEAST 180 DEGREES, B) HOOK THE END OF EACH SILT FENCE LENGTH.



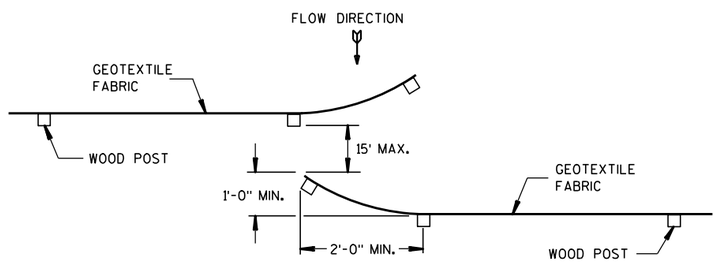

## TRENCH DETAIL




## SILT FENCE

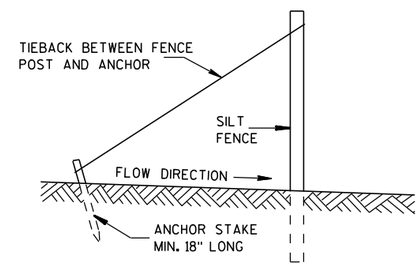



TWIST METHOD




HOOK METHOD

## JOINING TWO LENGTHS OF SILT FENCE ⑤




## SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

| | |
|---|---|
| SILT FENCE | |
| STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION | |
| APPROVED | |
| 4-29-05 DATE | /S/ Beth Cannestra CHIEF ROADWAY DEVELOPMENT ENGINEER |
| FHWA | |



6

S.D.D. 8 E 9-6

6

S.D.D. 8 E 9-6

## METAL APRON ENDWALLS

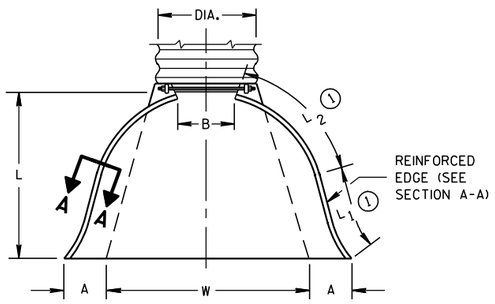
| PIPE DIA. (IN.) | MIN. THICK. (Inches) | | DIMENSIONS (Inches) | | | | | | | APPROX. SLOPE | BODY |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | STEEL | ALUM. | A (±1") | B (MAX.) | H (±1") | L (±1 1/2") | L1 ① | L2 ① | W (±2") | | |
| 12 | .064 | .060 | 6 | 6 | 6 | 21 | 12 | 17 1/2 | 24 | 2 1/2 to 1 | 1 Pc. |
| 15 | .064 | .060 | 7 | 8 | 6 | 26 | 14 | 21 3/4 | 30 | 2 1/2 to 1 | 1 Pc. |
| 18 | .064 | .060 | 8 | 10 | 6 | 31 | 15 | 28 1/4 | 36 | 2 1/2 to 1 | 1 Pc. |
| 21 | .064 | .060 | 9 | 12 | 6 | 36 | 18 | 29 5/8 | 42 | 2 1/2 to 1 | 1 Pc. |
| 24 | .064 | .075 | 10 | 13 | 6 | 41 | 18 | 37 1/4 | 48 | 2 1/2 to 1 | 1 Pc. |
| 30 | .079 | .075 | 12 | 16 | 8 | 51 | 18 | 52 1/4 | 60 | 2 1/2 to 1 | 1 Pc. |
| 36 | .079 | .105 | 14 | 19 | 9 | 60 | 24 | 59 3/4 | 72 | 2 1/2 to 1 | 2 Pc. |
| 42 | .109 | .105 | 16 | 22 | 11 | 69 | 24 | 75 5/8 | 84 | 2 1/2 to 1 | 2 Pc. |
| 48 | .109 | .105 | 18 | 27 | 12 | 78 | 24 | 81 | 90 | 2 1/4 to 1 | 3 Pc. |
| 54 | .109 | .105 | 18 | 30 | 12 | 84 | 30 | 85 1/2 | 102 | 2 1/4 to 1 | 3 Pc. |
| 60 | .109× | .105× | 18 | 33 | 12 | 87 | — | — | 114 | 2 to 1 | 3 Pc. |
| 66 | .109× | .105× | 18 | 36 | 12 | 87 | — | — | 120 | 2 to 1 | 3 Pc. |
| 72 | .109× | .105× | 18 | 39 | 12 | 87 | — | — | 126 | 2 to 1 | 3 Pc. |
| 78 | .109× | .105× | 18 | 42 | 12 | 87 | — | — | 132 | 1 1/2 to 1 | 3 Pc. |
| 84 | .109× | .105× | 18 | 45 | 12 | 87 | — | — | 138 | 1 1/2 to 1 | 3 Pc. |
| 90 | .109× | .105× | 18 | 37 | 12 | 87 | — | — | 144 | 1 1/2 to 1 | 3 Pc. |
| 96 | .109× | .105× | 18 | 35 | 12 | 87 | — | — | 150 | 1 1/2 to 1 | 3 Pc. |

× EXCEPT CENTER PANEL SEE GENERAL NOTES

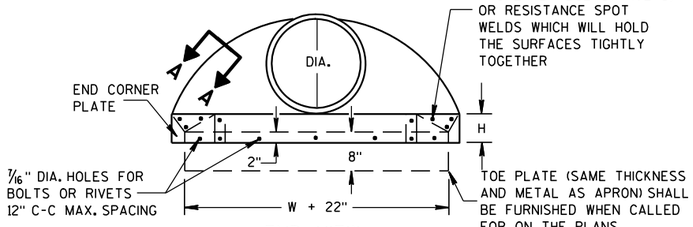
## REINFORCED CONCRETE APRON ENDWALLS

| PIPE DIA. (IN.) | DIMENSIONS (Inches) | | | | | | | APPROX. SLOPE |
|---|---|---|---|---|---|---|---|---|
| | T | A | B | C | D | E | G | |
| 12 | 2 | 4 | 24 | 48 7/8 | 72 1/8 | 24 | 2 | 3 to 1 |
| 15 | 2 1/4 | 6 | 27 | 46 | 73 | 30 | 2 1/4 | 3 to 1 |
| 18 | 2 1/2 | 9 | 27 | 46 | 73 | 36 | 2 1/2 | 3 to 1 |
| 21 | 2 3/4 | 9 | 36 | 37 1/2 | 73 1/2 | 42 | 2 3/4 | 3 to 1 |
| 24 | 3 | 9 1/2 | 43 1/2 | 30 | 73 1/2 | 48 | 3 | 3 to 1 |
| 27 | 3 1/4 | 10 1/2 | 49 1/2 | 24 | 73 1/2 | 54 | 3 1/4 | 3 to 1 |
| 30 | 3 1/2 | 12 | 54 | 19 3/4 | 73 1/2 | 60 | 3 1/2 | 3 to 1 |
| 36 | 4 | 15 | 63 | 34 3/4 | 97 3/4 | 72 | 4 | 3 to 1 |
| 42 | 4 1/2 | 21 | 63 | 35 | 98 | 78 | 4 1/2 | 3 to 1 |
| 48 | 5 | 24 | 72 | 26 | 98 | 84 | 5 | 3 to 1 |
| 54 | 5 1/2 | 27 | 65 | * 33 1/4 - ** 35 | * 98 1/4 - ** 100 | 90 | 5 1/2 | 2 2/5 to 1 |
| 60 | 6 | * 30 - ** 35 | 60 | 39 | 99 | 96 | 5 | 2 to 1 |
| 66 | 6 1/2 | * 24 - ** 30 | * 72 - ** 78 | * 21 - ** 27 | 99 | 102 | 5 1/2 | 2 to 1 |
| 72 | 7 | * 24 - ** 36 | 78 | 21 | 99 | 108 | 6 | 2 to 1 |
| 78 | 7 1/2 | * 24 - ** 36 | 78 | 21 | 99 | 114 | 6 1/2 | 2 to 1 |
| 84 | 8 | 36 | 90 1/2 | 21 | 111 1/2 | 120 | 6 1/2 | 1 1/2 to 1 |
| 90 | 8 1/2 | 41 | 87 1/2 | 24 | 111 1/2 | 132 | 6 1/2 | 1 1/2 to 1 |

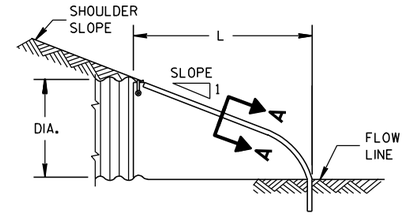
* MINIMUM
** MAXIMUM




PLAN VIEW

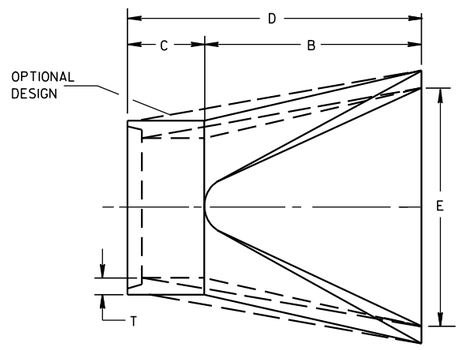



END VIEW

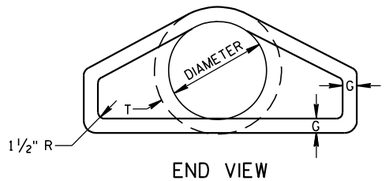



SIDE ELEVATION

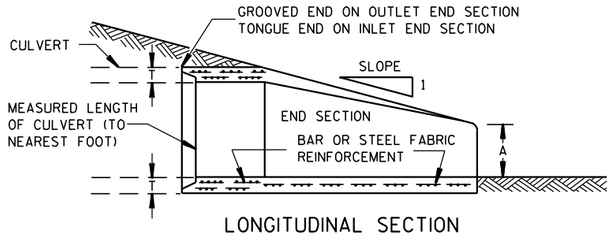
## METAL ENDWALLS




PLAN

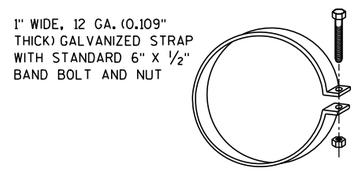



END VIEW



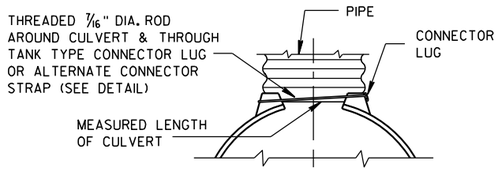

LONGITUDINAL SECTION

## CONCRETE ENDWALLS

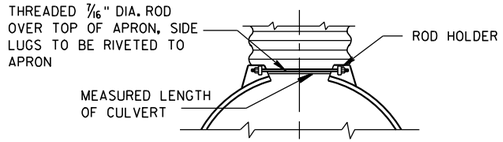



ALTERNATE FOR TYPE 1 CONNECTION

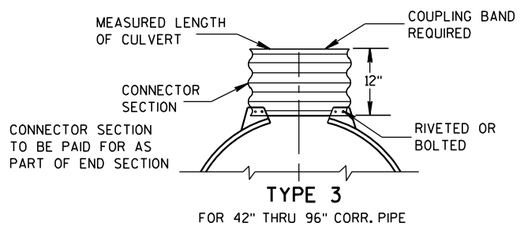
## END SECTION CONNECTOR STRAP



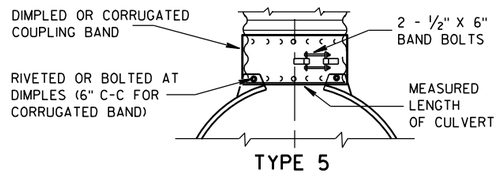

TYPE 1
FOR 12" THRU 24" CORR. PIPE




TYPE 2
FOR 30" THRU 96" CORR. PIPE




TYPE 3
FOR 42" THRU 96" CORR. PIPE




TYPE 5
ALTERNATE FOR:
ALL SIZES CORRUGATED CIRCULAR PIPE

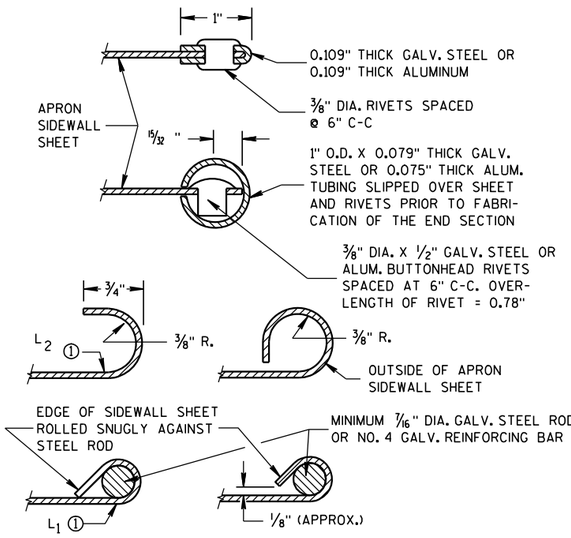
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL. AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

FOR CIRCUMFERENTIALLY CORRUGATED PIPE USE ENDWALL CONNECTION DETAILS 1, 2, 3 OR 5 AS APPLICABLE.

FOR HELICALLY CORRUGATED PIPE USE ENDWALL CONNECTION DETAILS 1, 2 OR 5.

FOR HELICALLY CORRUGATED PIPES WITH TWO CIRCUMFERENTIAL CORRUGATIONS AT EACH END USE ENDWALL CONNECTION DETAILS 1, 2 OR 3.

## CONNECTION DETAILS




## SECTION A-A

## GENERAL NOTES

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

CONCRETE CULVERT ENDWALLS MAY NOT BE USED WITH GALVANIZED STEEL OR ALUMINUM CULVERT PIPE OR VISE VERSA. GALVANIZED STEEL OR ALUMINUM ENDWALLS SHALL NORMALLY BE INSTALLED ON CULVERT PIPE OF THE SAME METAL.

ALL THREE PIECE STEEL APRON ENDWALLS FOR 60" DIAMETER PIPE AND LARGER SHALL HAVE 0.109" SIDES AND 0.138" CENTER PANELS. ALL THREE PIECE ALUMINUM APRON ENDWALLS FOR 60" DIAMETER PIPE AND LARGER SHALL HAVE 0.105" SIDES AND 0.134" CENTER PANELS. THE WIDTH OF CENTER PANELS SHALL BE GREATER THAN 20 PERCENT OF THE PIPE PERIMETER.

LAP SEAMS SHALL BE TIGHTLY JOINED BY GALVANIZED RIVETS OR BOLTS FOR STEEL UNITS AND ALUMINUM RIVETS AND BOLTS FOR ALUMINUM UNITS. FOR THE 60" THROUGH 96" DIAMETER APRON ENDWALL SIZES, THE REINFORCED EDGES AND CENTER PANEL SEAMS SHALL BE FURTHER REINFORCED WITH GALVANIZED STEEL OR ALUMINUM STIFFENER ANGLES. THE ANGLES SHALL BE ATTACHED BY GALVANIZED NUTS AND BOLTS FOR STEEL UNITS AND ALUMINUM NUTS AND BOLTS FOR ALUMINUM UNITS.

WHERE TWO OR MORE PIPES WITH APRON ENDWALLS ARE LAID ADJACENT TO EACH OTHER, THEY SHALL BE SEPARATED BY A DISTANCE SUFFICIENT TO PROVIDE A MINIMUM CLEARANCE OF 6 INCHES BETWEEN APRON ENDWALLS.

① FOR PIPE SIZES UP TO 60" DIAMETER, A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

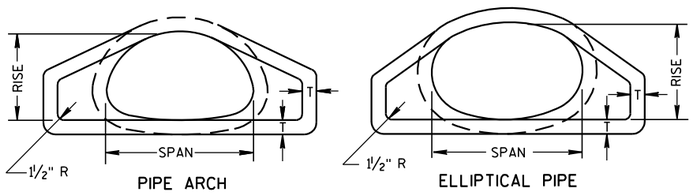
# APRON ENDWALLS FOR CULVERT PIPE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

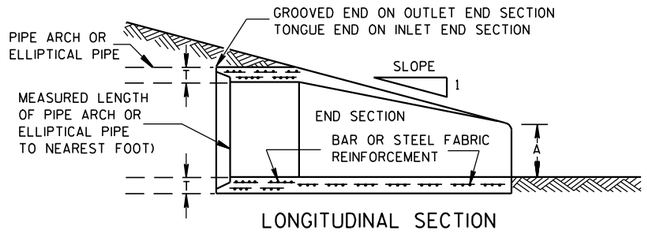
APPROVED
11/30/94 — DATE
/S/ Rory L. Rhinesmith — CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA



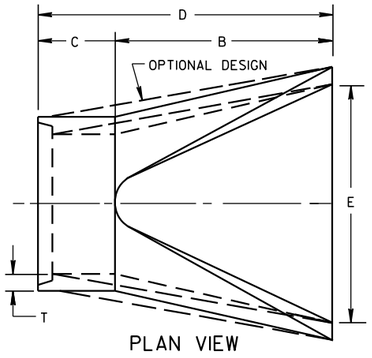

6
S.D.D. 8 F 1-11




END VIEW

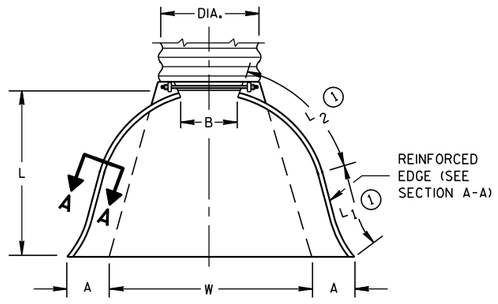



LONGITUDINAL SECTION

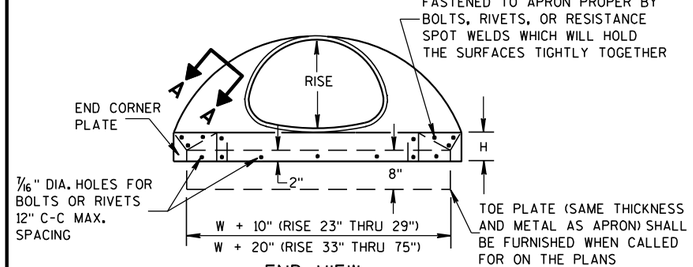



PLAN VIEW

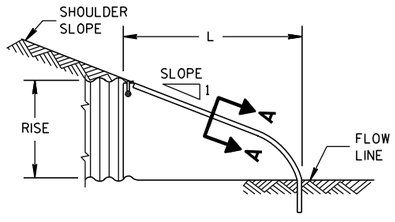
## CONCRETE ENDWALLS




PLAN VIEW

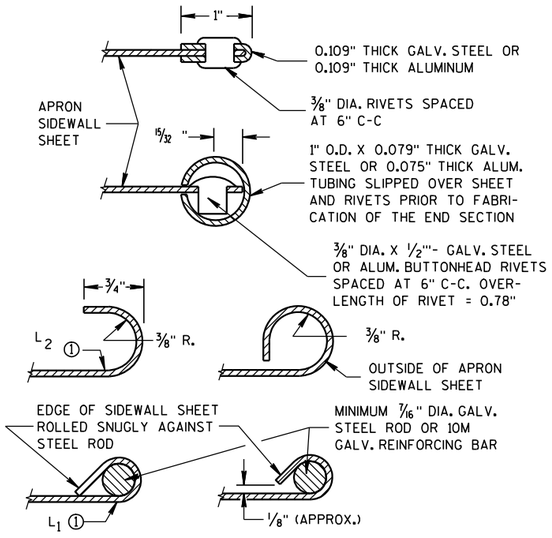



END VIEW




SIDE ELEVATION

## METAL ENDWALLS




## SECTION A-A

### 2- 2/3" X 1/2" CORRUGATIONS

| EQUIV. DIA. (Inches) | (Inches) SPAN | (Inches) RISE | MIN. THICK. (Inches) STEEL | MIN. THICK. (Inches) ALUM. | DIMENSIONS (Inches) A (±1") | B (MAX.) | H (±1") | L (±1 1/2") | L1 ① | L2 ① | W (±2") | APPROX. SLOPE | BODY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 17 | 13 | .064 | .060 | 7 | 9 | 6 | 19 | 14 | 16 | 30 | 2½ to 1 | 1 Pc. |
| 18 | 21 | 15 | .064 | .060 | 7 | 10 | 6 | 23 | 14 | 19⅜ | 36 | 2½ to 1 | 1 Pc. |
| 21 | 24 | 18 | .064 | .060 | 8 | 12 | 6 | 28 | 18 | 21¾ | 42 | 2½ to 1 | 1 Pc. |
| 24 | 28 | 20 | .064 | .060 | 9 | 14 | 6 | 32 | 18 | 27½ | 48 | 2½ to 1 | 1 Pc. |
| 30 | 35 | 24 | .079 | .075 | 10 | 16 | 6 | 39 | 18 | 37⅝ | 60 | 2½ to 1 | 1 Pc. |
| 36 | 42 | 29 | .079 | .075 | 12 | 18 | 8 | 46 | 24 | 45⅜ | 75 | 2½ to 1 | 1 Pc. |
| 42 | 49 | 33 | .109 | .105 | 13 | 21 | 9 | 53 | 24 | 54¾ | 85 | 2½ to 1 | 2 Pc. |
| 48 | 57 | 38 | .109 | .105 | 18 | 26 | 12 | 63 | 24 | 68 | 90 | 2½ to 1 | 3 Pc. |
| 54 | 64 | 43 | .109 | .105 | 18 | 30 | 12 | 70 | 24 | 72¾ | 102 | 2¼ to 1 | 3 Pc. |
| 60 | 71 | 47 | .109* | .105* | 18 | 33 | 12 | 77 | 30 | 82¼ | 114 | 2¼ to 1 | 3 Pc. |
| 66 | 77 | 52 | .109* | .105* | 18 | 36 | 12 | 77 | — | — | 126 | 2 to 1 | 3 Pc. |
| 72 | 83 | 57 | .109* | .105* | 18 | 39 | 12 | 77 | — | — | 138 | 2 to 1 | 3 Pc. |

### 3" X 1" CORRUGATIONS

| EQUIV. DIA. (Inches) | (Inches) SPAN | (Inches) RISE | MIN. THICK. (Inches) STEEL | MIN. THICK. (Inches) ALUM. | DIMENSIONS (Inches) A (±1") | B (MAX.) | H (±1") | L (±1 1/2") | L1 ① | L2 ① | W (±2") | APPROX. SLOPE | BODY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 48 | 53 | 41 | .109 | .105 | 18 | 26 | 12 | 63 | 24 | 72¾ | 90 | 2½ to 1 | 2 Pc. |
| 54 | 60 | 46 | .109 | .105 | 18 | 30 | 12 | 70 | 30 | 82¼ | 102 | 2 to 1 | 2 Pc. |
| 60 | 66 | 51 | .109* | .105* | 18 | 33 | 12 | 77 | — | — | 114 | 1½ to 1 | 3 Pc. |
| 66 | 73 | 55 | .109* | .105* | 18 | 36 | 12 | 77 | — | — | 126 | 1½ to 1 | 3 Pc. |
| 72 | 81 | 59 | .109* | .105* | 18 | 39 | 12 | 77 | — | — | 138 | 2 to 1 | 3 Pc. |
| 78 | 87 | 63 | .109* | .105* | 22 | 38 | 12 | 77 | — | — | 148 | 1½ to 1 | 3 Pc. |
| 84 | 95 | 67 | .109* | .105* | 22 | 34 | 12 | 77 | — | — | 162 | 1½ to 1 | 3 Pc. |
| 90 | 103 | 71 | .109* | .105* | 22 | 38 | 12 | 77 | — | — | 174 | 1½ to 1 | 3 Pc. |
| 96 | 112 | 75 | .109* | .105* | 24 | 40 | 12 | 77 | — | — | 174 | 1½ to 1 | 3 Pc. |

NOTE: ALL SPLICES TO BE LAP RIVETED OR BOLTED.

* EXCEPT CENTER PANEL SEE GENERAL NOTES

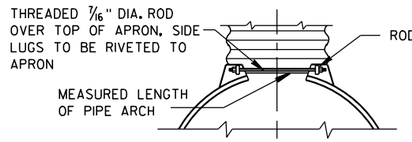
### REINFORCED CONCRETE PIPE ARCH

| EQUIV. DIA. (Inches) | DIMENSIONS (Inches) ** SPAN | ** RISE | T | A | B | C | D | E | APPROX. SLOPE |
|---|---|---|---|---|---|---|---|---|---|
| 24 | 29 | 18 | 3 | 8½ | 39 | 33 | 72 | 48 | 3 to 1 |
| 30 | 36 | 22 | 3½ | 9½ | 50 | 46 | 96 | 60 | 3 to 1 |
| 36 | 44 | 27 | 4 | 11⅛ | 60 | 36 | 96 | 72 | 3 to 1 |
| 42 | 51 | 31 | 4½ | 15 13/16 | 60 | 36 | 96 | 78 | 3 to 1 |
| 48 | 58 | 36 | 5 | 21 | 60 | 36 | 96 | 84 | 3 to 1 |
| 54 | 65 | 40 | 5½ | 25½ | 60 | 36 | 96 | 90 | 3 to 1 |
| 60 | 73 | 45 | 6 | 31 | 60 | 36 | 96 | 96 | 3 to 1 |
| 72 | 88 | 54 | 7 | 31 | 60 | 39 | 99 | 120 | 2 to 1 |
| 84 | 102 | 62 | 8 | 28½ | 83 | 19 | 102 | 144 | 2 to 1 |

### REINFORCED CONCRETE ELLIPTICAL PIPE

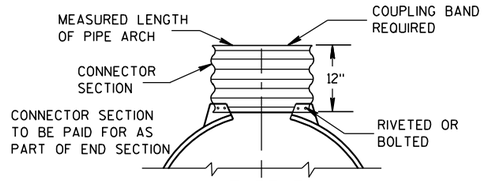
| EQUIV. DIA. (Inches) | DIMENSIONS (Inches) ** SPAN | ** RISE | T | A | B | C | D | E | APPROX. SLOPE |
|---|---|---|---|---|---|---|---|---|---|
| 24 | 30 | 19 | 3¼ | 8½ | 39 | 33 | 72 | 48 | 3 to 1 |
| 30 | 38 | 24 | 3¾ | 9½ | 54 | 18 | 72 | 60 | 3 to 1 |
| 36 | 45 | 29 | 4½ | 11⅛ | 60 | 24 | 84 | 72 | 2½ to 1 |
| 42 | 53 | 34 | 5 | 15¾ | 60 | 36 | 96 | 78 | 2½ to 1 |
| 48 | 60 | 38 | 5½ | 21 | 60 | 36 | 96 | 84 | 2½ to 1 |
| 54 | 68 | 43 | 6 | 25½ | 60 | 36 | 96 | 90 | 2½ to 1 |
| 60 | 76 | 48 | 6½ | 30 | 60 | 36 | 96 | 96 | 2½ to 1 |

**NOMINAL SIZE



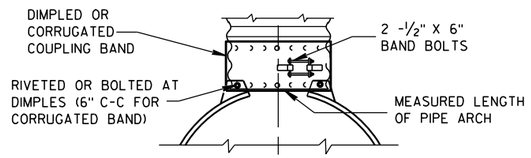

TYPE 2

FOR 17" X 13" THRU 112" X 75" PIPE ARCH




TYPE 3

FOR 64" X 43" THRU 112" X 75" PIPE ARCH




TYPE 5

ALTERNATE FOR:

ALL SIZES CORRUGATED PIPE ARCHES

NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL, AND CORRUGATED BAND FITS INSIDE ENDWALL.

## CONNECTION DETAILS

## GENERAL NOTES

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

CONCRETE APRON ENDWALLS MAY NOT BE USED WITH GALVANIZED STEEL OR ALUMINUM CULVERT PIPE OR VISE VERSA. GALVANIZED STEEL OR ALUMINUM APRON ENDWALLS SHALL NORMALLY BE INSTALLED ON CULVERT PIPE OF THE SAME METAL.

ALL THREE PIECE STEEL APRON ENDWALLS FOR 66" X 51" PIPE ARCH AND LARGER SHALL HAVE 0.109" SIDES AND 0.138" CENTER PANELS. ALL THREE PIECE ALUMINUM APRON ENDWALLS FOR 66" X 51" PIPE ARCH AND LARGER SHALL HAVE 0.105" SIDES AND 0.134" CENTER PANELS. THE WIDTH OF CENTER PANELS SHALL BE GREATER THAN 20 PERCENT OF THE PIPE ARCH PERIMETER.

LAP SEAMS SHALL BE TIGHTLY JOINED BY GALVANIZED RIVETS OR BOLTS FOR STEEL UNITS AND ALUMINUM RIVETS AND BOLTS FOR ALUMINUM UNITS. FOR THE 77" X 52" THROUGH 112" X 75" APRON ENDWALL SIZES, THE REINFORCED EDGES AND CENTER PANEL SEAMS SHALL BE FURTHER REINFORCED WITH GALVANIZED STEEL OR ALUMINUM STIFFENER ANGLES. THE ANGLES SHALL BE ATTACHED BY GALVANIZED NUTS AND BOLTS FOR STEEL UNITS AND ALUMINUM NUTS AND BOLTS FOR ALUMINUM UNITS.

WHERE TWO OR MORE PIPES WITH APRON ENDWALLS ARE LAID ADJACENT TO EACH OTHER, THEY SHALL BE SEPARATED BY A DISTANCE SUFFICIENT TO PROVIDE A MINIMUM CLEARANCE OF 6 INCHES BETWEEN APRON ENDWALLS.

① FOR PIPE ARCH SIZES UP TO 73" X 55" A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

**APRON ENDWALLS FOR PIPE ARCH AND ELLIPTICAL PIPE**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

11/30/94 — DATE

/S/ Rory L. Rhinesmith — CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA

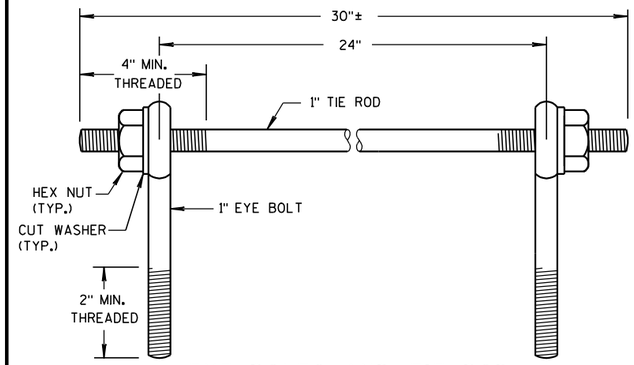


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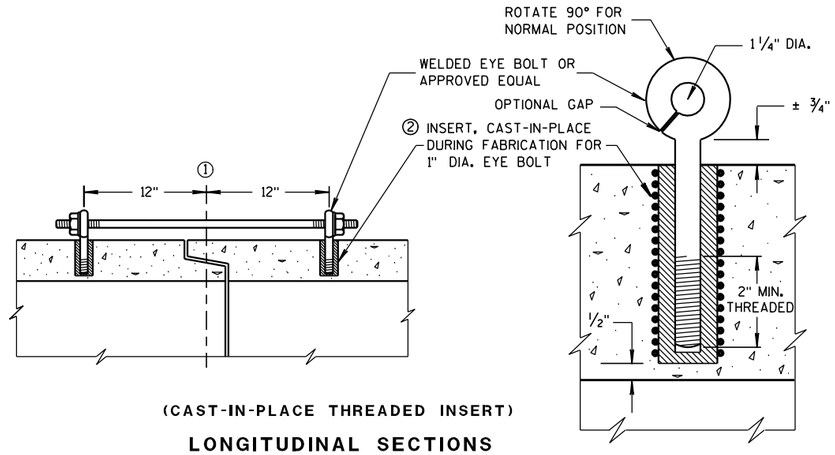
S.D.D. 8 F 2-1

6

S.D.D. 8 F 2-1




EYE BOLTS AND TIE ROD




(CAST-IN-PLACE THREADED INSERT)

LONGITUDINAL SECTIONS

# EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 1)

## GENERAL NOTES

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

CONCRETE CULVERT AND STORM SEWER PIPE SHALL BE TIED TOGETHER IN THE MANNER ILLUSTRATED BY THIS DETAIL AT LOCATIONS DESIGNATED IN THE STANDARD SPECIFICATIONS AND THE PLAN. THE CONTRACTOR MAY USE EITHER ALTERNATE 1, 2 OR 3 FOR DRAINAGE STRUCTURES. ONLY ALTERNATE 1 AND 3 MAY BE USED FOR CATTLE PASSES, UNLESS OTHERWISE STATED IN THE CONTRACT. THE MATERIALS, FABRICATION AND WORK NECESSARY TO TIE THE PIPE BY THIS DETAIL WILL BE CONSIDERED INCIDENTAL TO THE PIPE AND APRON ENDWALLS IF REQUIRED.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR JOINT TIES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.

JOINT TIES TO BE HOT-DIP GALVANIZED PER ASTM A 153.

① ℄ OF TONGUE AND GROOVE OR BELL AND SPIGOT JOINTS.

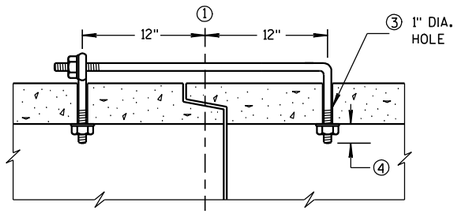
② THE INSIDE OF THE THREADED INSERTS SHALL BE CLEAN TO ALLOW THE INSERTION OF THREADED EYE BOLTS.

③ HOLES SHALL BE CAST-IN-PLACE OR DRILLED 12 INCHES FROM ℄ OF TONGUE AND GROOVE.

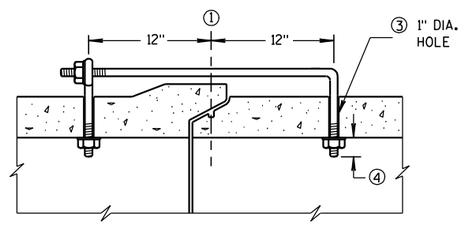
④ BOLT PROJECTION INSIDE OF PIPE SHALL NOT EXCEED 2 INCHES.

⑤ OPENING TO BE ROD DIAMETER PLUS 1 INCH.

⑥ LENGTH ADEQUATE TO EXTEND TO WITHIN 1/2 INCH OF THE INNER SURFACE OF THE PIPE.




(TONGUE & GROOVE PIPE)

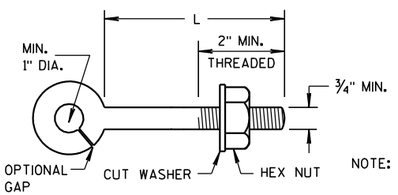



(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

**EYE BOLT DIMENSION TABLE**

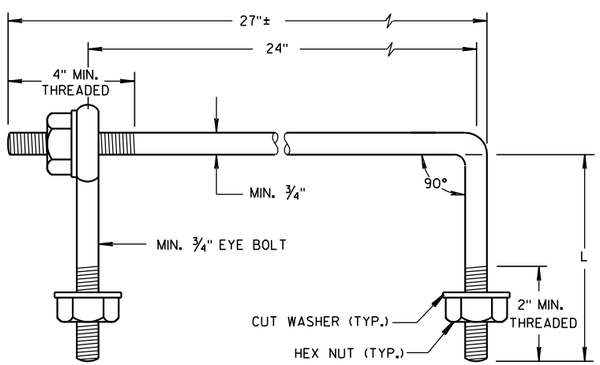
| PIPE SIZE | L = LENGTH | |
|---|---|---|
| | TONGUE & GROOVE PIPE | MODIFIED BELL PIPE |
| 18" TO 24" | 4 1/2" | 6 1/4" |
| 30" | 5" | 7" |
| 36" | 5 1/2" | 7" |
| 42" | 6" | |
| 48" | 6 1/2" | |
| 60" | 7 1/2" | |
| 66" | 8" | |




NOTE:

EYE BOLT

NOTE: TWO EYE BOLTS MAY BE USED WITH A 30" LONG THREADED ROD IN LIEU OF THE 90° BENT TIE ROD.




EYE BOLT AND TIE ROD

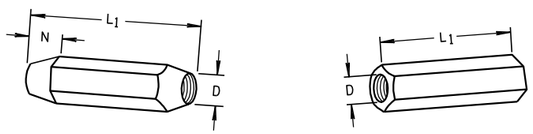
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

# EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 2)

**ADJUSTABLE TIE ROD TABLE**

| PIPE DIAMETER | TIE ROD DIAMETER | D | $L_1$ | N |
|---|---|---|---|---|
| 12-60 | 5/8 | 5/8 | 5 | 1/2 |
| 66-84 | 3/4 | 3/4 | 5 | 1/2 |
| 90-108 | 1 | 1 | 7 | 1 1/16 |

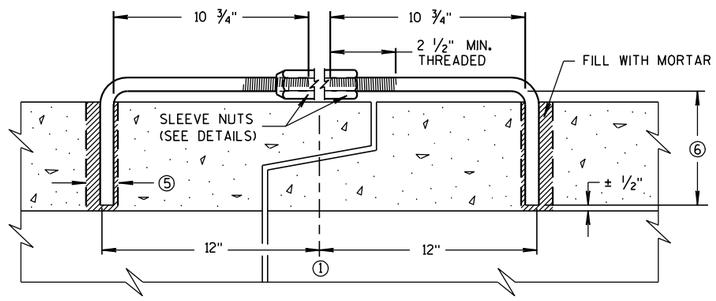
DIMENSIONS SHOWN ARE IN INCHES




TAPERED PLAIN

RIGHT AND LEFT THREADS

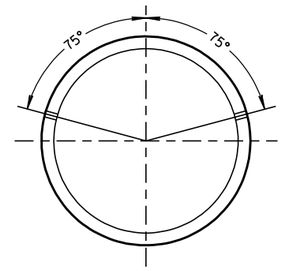
SLEEVE NUTS




LONGITUDINAL SECTION

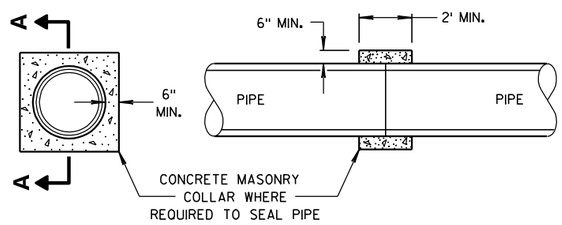
(JOINT TIES FOR 12" TO 108" DIA. CONCRETE PIPE)

# ADJUSTABLE TIE ROD (ALTERNATE NO. 3)




PLACEMENT OF (2) CAST-IN-PLACE INSERTS OR HOLES DURING FABRICATION FOR PIPE SECTIONS REQUIRING TIE RODS

TRANSVERSE SECTION




SECTION A-A

# CONCRETE COLLAR DETAIL

**JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

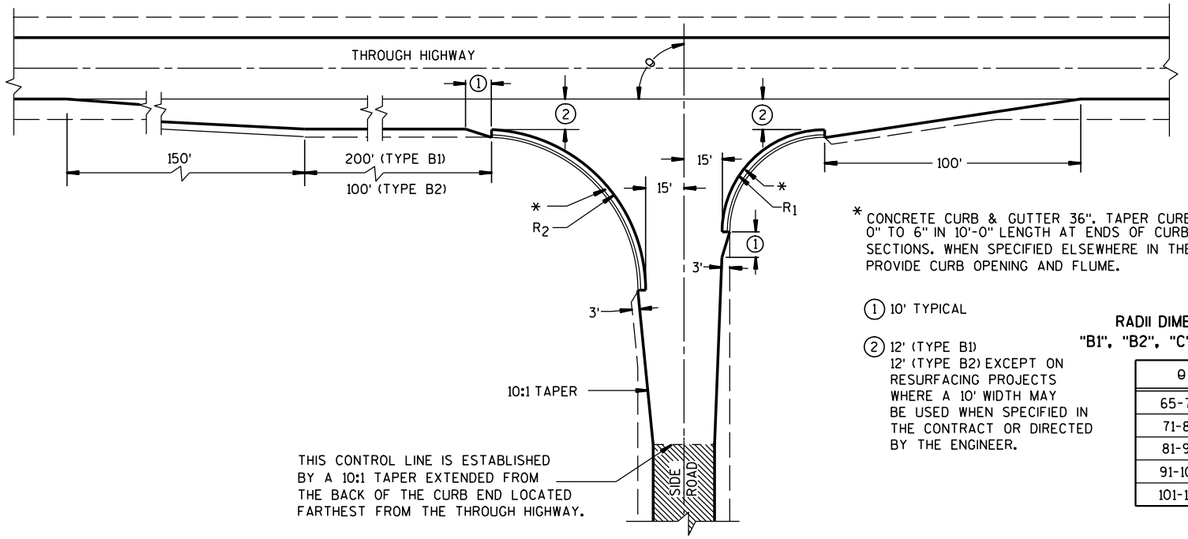
APPROVED
6/5/2012 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
74
FHWA

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S.D.D. 8 F 4-7

6

S.D.D. 8 F 4-7




TYPE "B1" AND "B2"

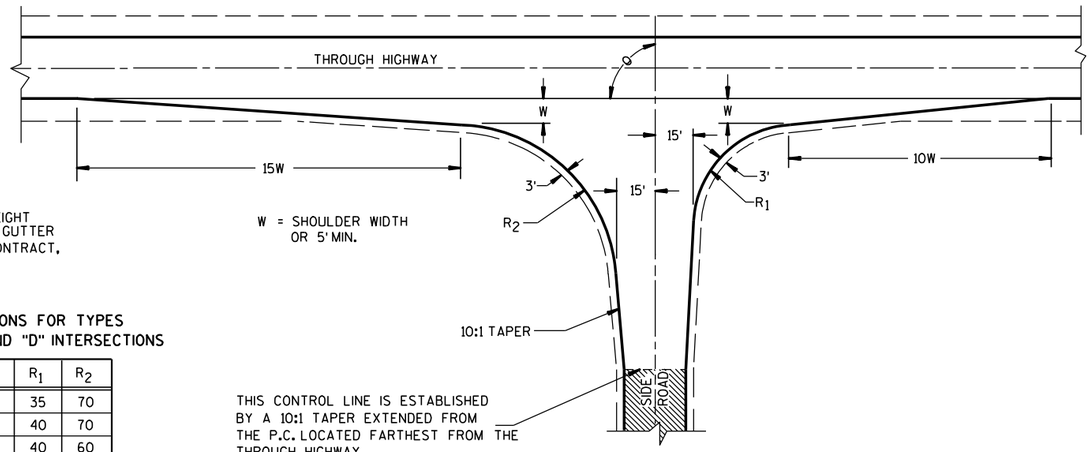
* CONCRETE CURB & GUTTER 36". TAPER CURB HEIGHT 0" TO 6" IN 10'-0" LENGTH AT ENDS OF CURB & GUTTER SECTIONS. WHEN SPECIFIED ELSEWHERE IN THE CONTRACT, PROVIDE CURB OPENING AND FLUME.

① 10' TYPICAL

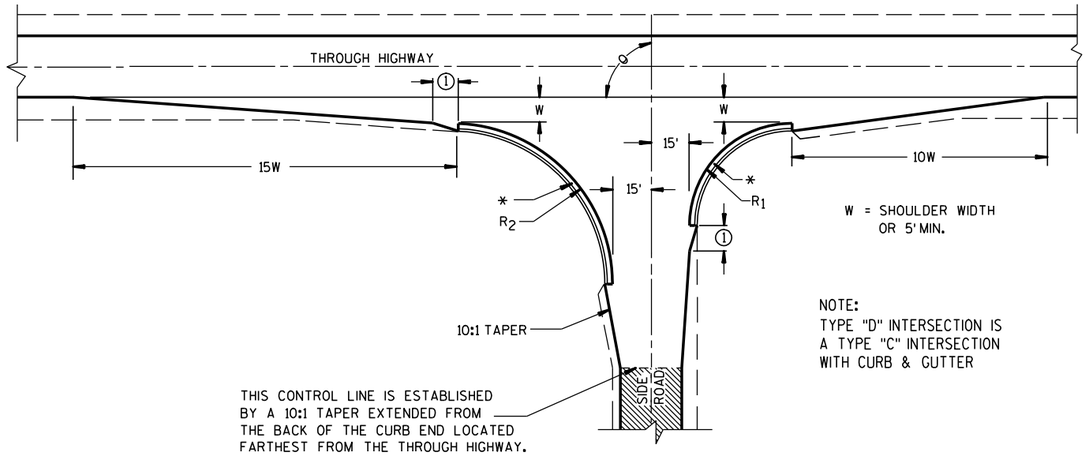
② 12' (TYPE B1)
12' (TYPE B2) EXCEPT ON RESURFACING PROJECTS WHERE A 10' WIDTH MAY BE USED WHEN SPECIFIED IN THE CONTRACT OR DIRECTED BY THE ENGINEER.

**RADII DIMENSIONS FOR TYPES "B1", "B2", "C" AND "D" INTERSECTIONS**

| θ | $R_1$ | $R_2$ |
|---|---|---|
| 65-70 | 35 | 70 |
| 71-80 | 40 | 70 |
| 81-90 | 40 | 60 |
| 91-100 | 50 | 55 |
| 101-110 | 60 | 45 |




TYPE "C"




TYPE "D"

NOTE:
TYPE "D" INTERSECTION IS A TYPE "C" INTERSECTION WITH CURB & GUTTER

## GENERAL NOTES

DESIGNS MAY BE USED INTERCHANGEABLY IN COMBINATION OR SEPARATELY FOR ANY ONE COMPLETE INTERSECTION DEPENDING UPON INTERSECTION ANGLE AND SURFACING OF EACH APPROACH ROADWAY.

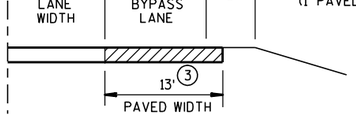
SIDE ROAD SURFACING NOTE

WHEN THE SIDE ROAD IS NOT PRESENTLY PAVED, PAVEMENT SHALL BE PLACED TO THE LIMITS SHOWN UNLESS OTHERWISE PROVIDED IN THE CONTRACT. WHERE THE CONSTRUCTION LIMITS ARE BEYOND THE PAVING LIMITS, CRUSHED AGGREGATE SURFACING SHALL BE PLACED BETWEEN THE PAVING LIMITS AND CONSTRUCTION LIMITS.

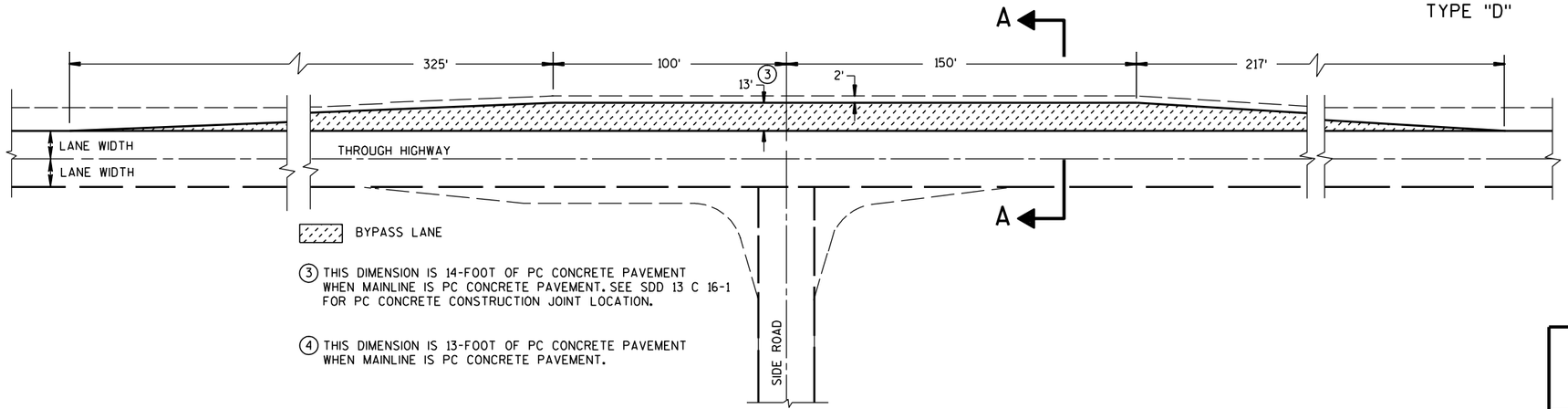
WHEN THE SIDE ROAD IS PRESENTLY PAVED, NEW PAVEMENT SHALL BE PLACED TO THE LIMITS OF DESIGN AS SHOWN AND BEYOND, IF NECESSARY, TO MEET EXISTING PAVEMENT.

WHEN THE SIDE ROAD IS THE CONSTRUCTION PROJECT, THE INTERSECTION SURFACING SHALL BE THE SAME AS FOR THE PROJECT.

▨ EXISTING SURFACE




SECTION A-A
(SHOWING BYPASS LANE AND SHOULDER)




③ THIS DIMENSION IS 14-FOOT OF PC CONCRETE PAVEMENT WHEN MAINLINE IS PC CONCRETE PAVEMENT. SEE SDD 13 C 16-1 FOR PC CONCRETE CONSTRUCTION JOINT LOCATION.

④ THIS DIMENSION IS 13-FOOT OF PC CONCRETE PAVEMENT WHEN MAINLINE IS PC CONCRETE PAVEMENT.

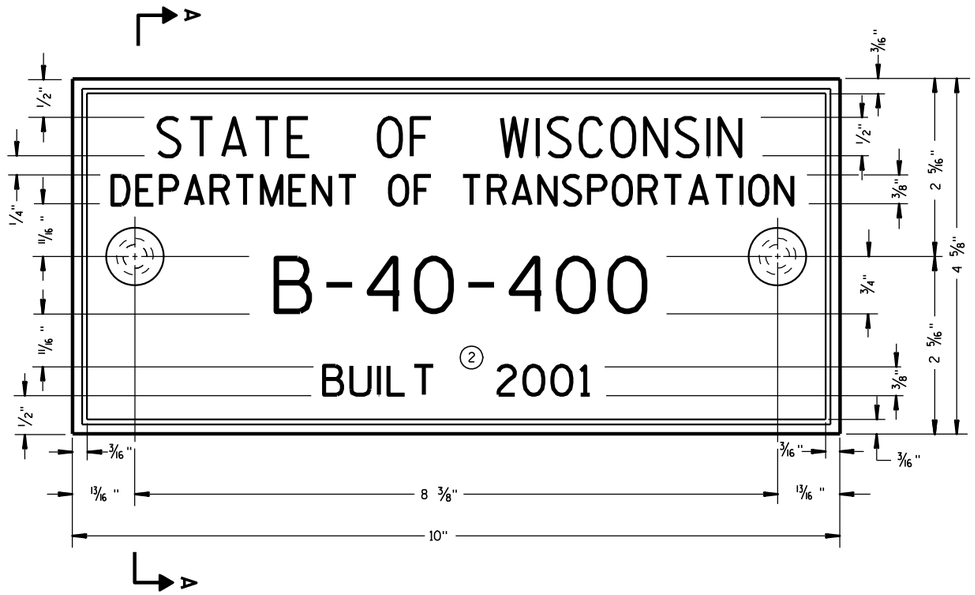
## TEE INTERSECTION BYPASS LANE DETAIL

**AT-GRADE SIDE ROAD INTERSECTION, TYPES "B1", "B2", "C" AND "D" AND TEE INTERSECTION BYPASS LANE**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION




6
S.D.D. 9 A 1-12a




## TYPICAL NAME PLATE

(BRIDGES, CULVERTS, AND RETAINING WALLS)

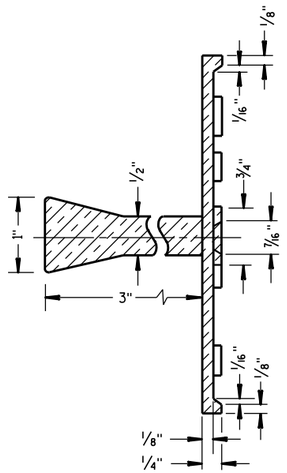
## GENERAL NOTES

NAME PLATES TO BE INSTALLED ON BRIDGES, CULVERTS, AND RETAINING WALLS SHALL CONFORM TO THE REQUIREMENTS OF SECTION 502.3.11 OF THE STANDARD SPECIFICATIONS.

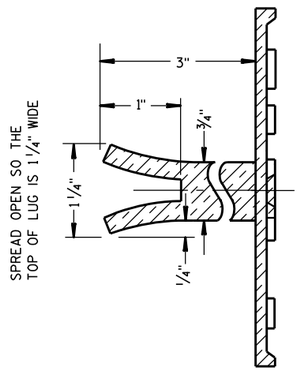
THE BRIDGE NUMBER AND YEAR BUILT SHOWN ON THIS DRAWING ARE EXAMPLES ONLY. SEE CONSTRUCTION PLANS FOR INDIVIDUAL NUMBERING AND YEAR BUILT.

(1) EPOXY RESIN SHALL BE FROM AN APPROVED MANUFACTURER AND USED IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS.

(2) REHABILITATION OF AN EXISTING STRUCTURE SHOULD USE THE DATE OF ORIGINAL STRUCTURE CONSTRUCTION.




SECTION A-A




ALTERNATE LUG

FOR MULTI-UNIT STRUCTURES LINE 3 ABOVE SHALL READ

B = BRIDGE
C = CULVERT
R = RETAINING WALL

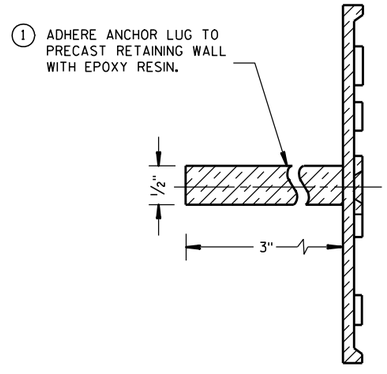
COUNTY NO.

BRIDGE NO.

UNIT NO. FOR MULTIPLE UNIT BRIDGE

B-40-400-1A

## NUMBERING DESIGNATION MULTI-UNIT STRUCTURES




## ALTERNATE LUG

(FOR ATTACHMENT TO PRECAST STRUCTURES)

**NAME PLATE (STRUCTURES)**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

3/26/10 DATE

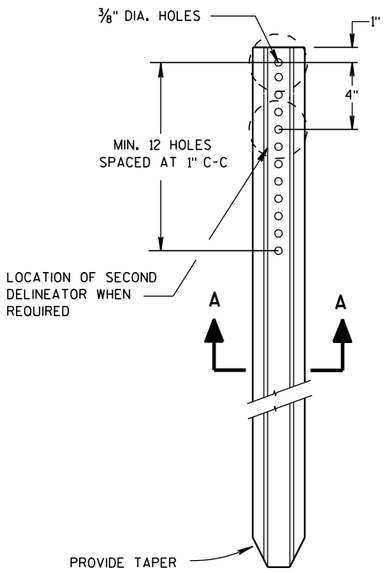
/S/ Scot Beck -- CHIEF STRUCTURAL DEVELOP ENGINEER

FHWA

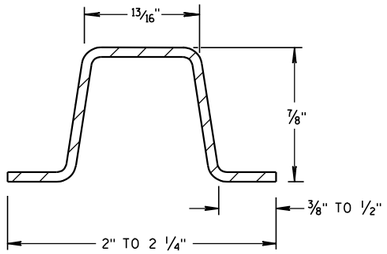


6

S.D.D. 12 A 3-10

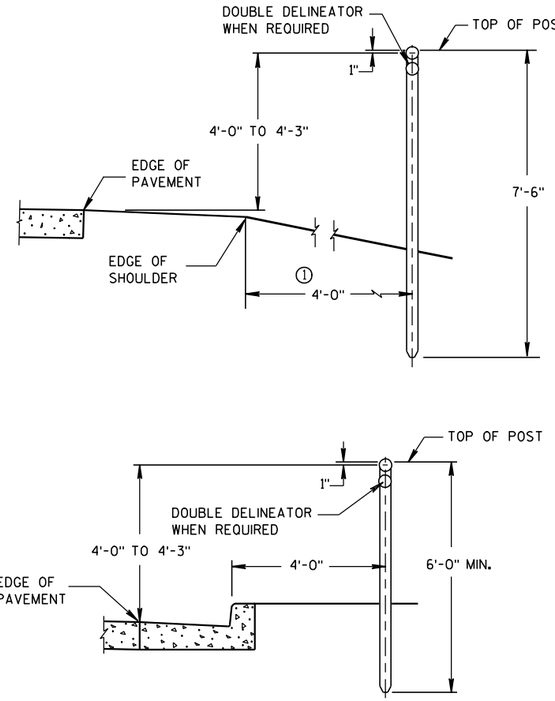



## DELINEATOR POST




## SECTION A-A

WEIGHT 1.12 LBS PER FT. ± 0.1 LB.

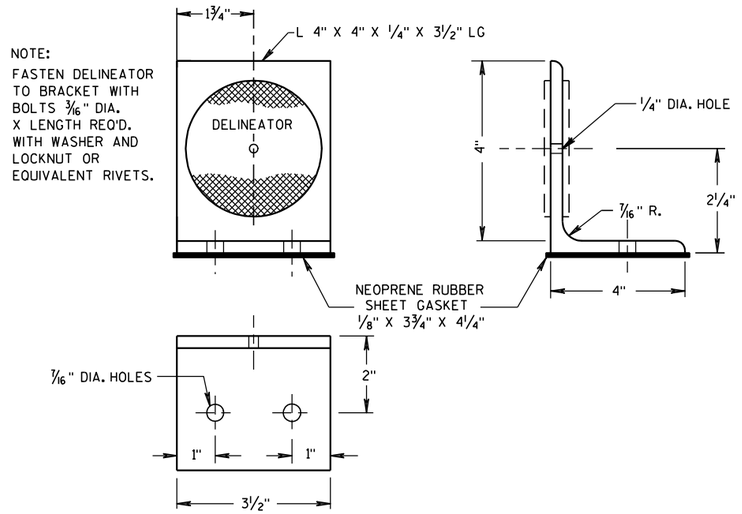



## TYPICAL INSTALLATIONS OF DELINEATOR POSTS

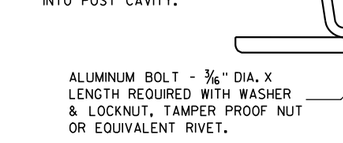
## GENERAL NOTES

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

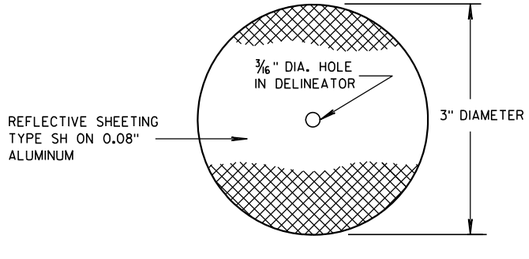
① DELINEATORS SHALL BE PLACED AT A CONSTANT DISTANCE FROM THE EDGE OF THE SHOULDER FOR THE LENGTH OF THE INSTALLATION.



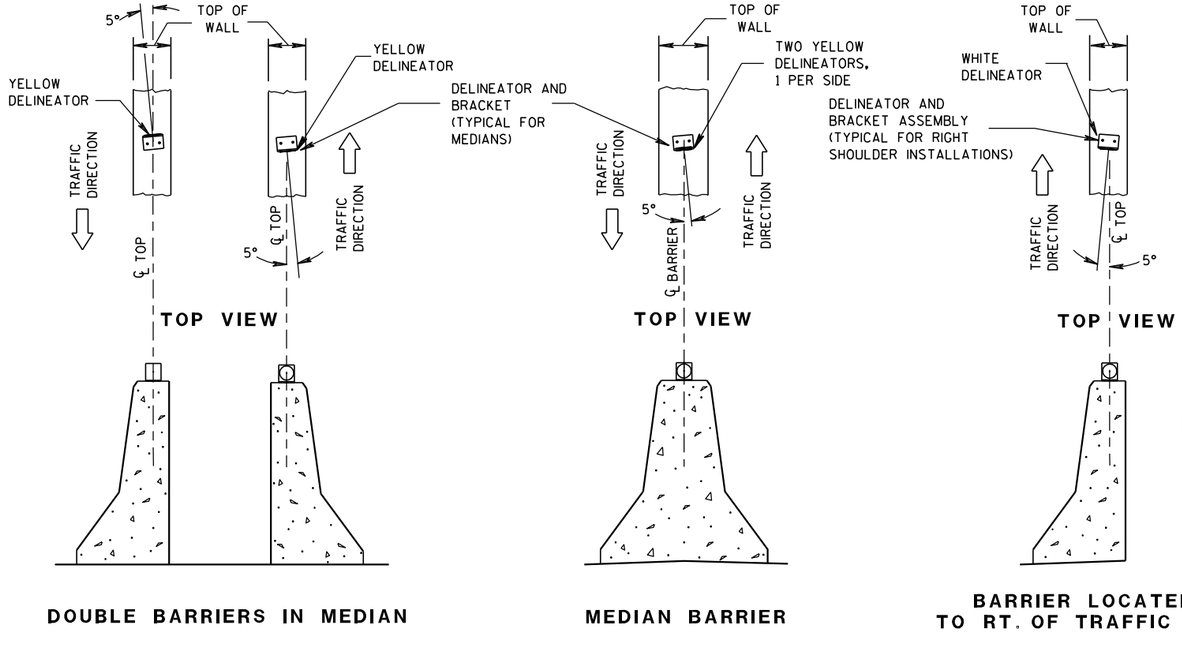

## DELINEATOR BRACKET




## MOUNTING DETAIL FOR DELINEATOR




## DELINEATOR

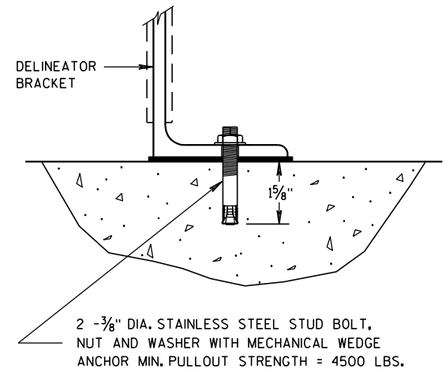



DOUBLE BARRIERS IN MEDIAN

MEDIAN BARRIER

BARRIER LOCATED TO RT. OF TRAFFIC FLOW

## LOCATION AND AIMING DETAILS FOR DELINEATORS MOUNTED ON CONCRETE BARRIERS




## DELINEATOR BRACKET MOUNTING DETAIL

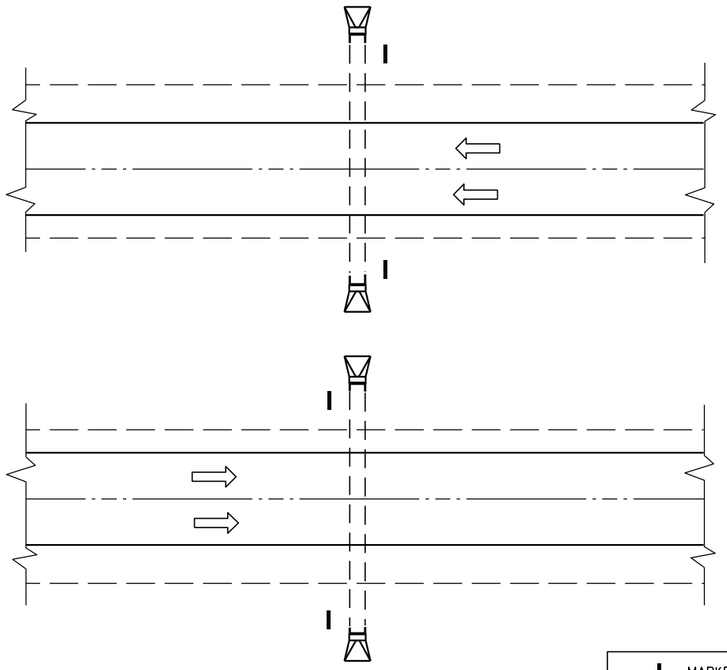
**DELINEATOR POST, DELINEATOR BRACKET AND DELINEATOR**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
1/25/2011 — DATE
/S/ Thomas N. Nothdurft — STATE TRAFFIC ENGINEER

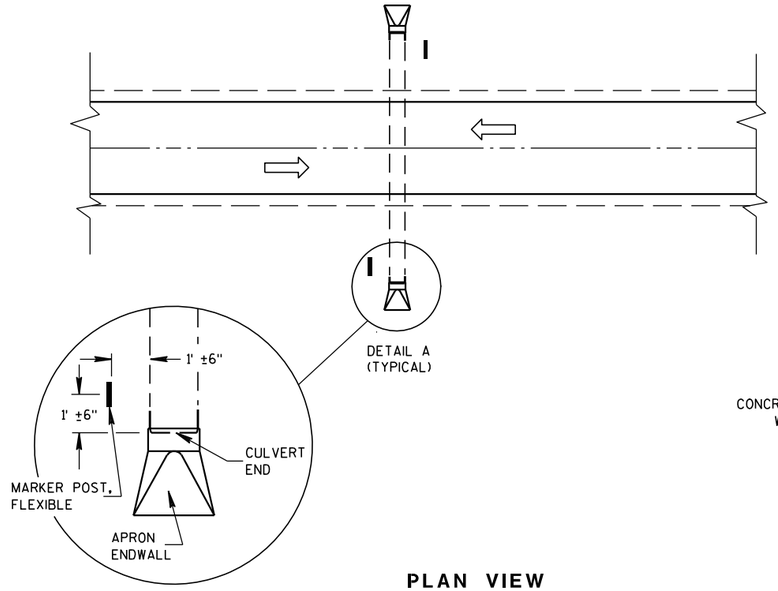
FHWA


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S.D.D. 15 A 2-7



PLAN VIEW

## DIVIDED HIGHWAY




DETAIL A
(TYPICAL)

PLAN VIEW

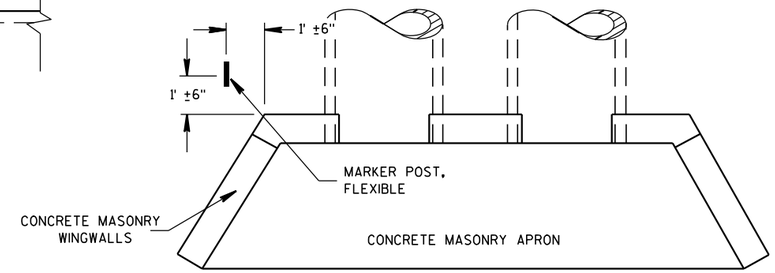
## UNDIVIDED HIGHWAY

MARKER POST, FLEXIBLE

DIRECTION OF TRAFFIC FLOW

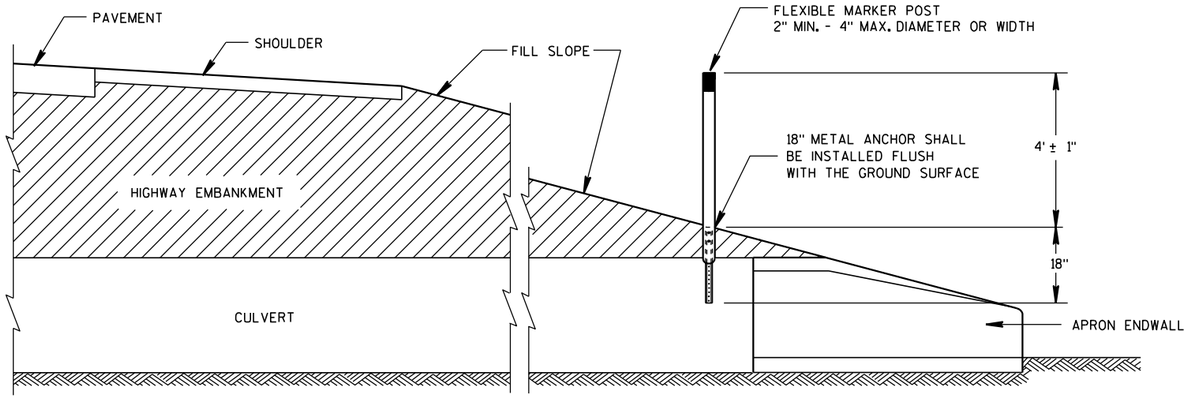
## GENERAL NOTES

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




PLAN VIEW

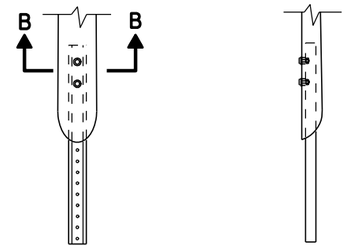
## CONCRETE MASONRY ENDWALLS FOR CULVERT PIPE AND PIPE ARCH




CROSS SECTION

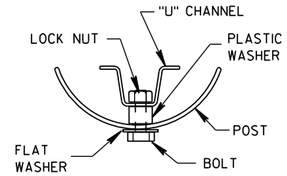
## FLEXIBLE MARKER POST

## FLEXIBLE MARKER POST LOCATION

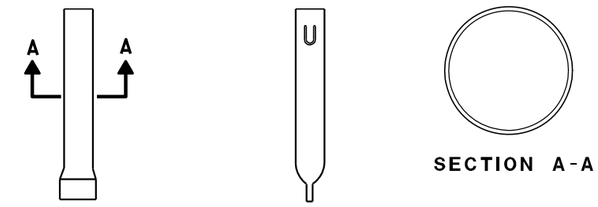



FRONT VIEW SIDE VIEW

CURVED MARKER




SECTION B-B

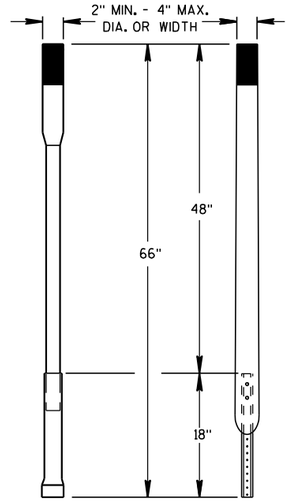



FRONT VIEW SIDE VIEW

ROUND MARKER

SECTION A-A

## FLEXIBLE MARKER POST ANCHORS




ALTERNATE 1 ALTERNATE 2

## FLEXIBLE MARKER POST

MARKER POST, FLEXIBLE, FOR CULVERT END

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

10/1/98
DATE

/S/ Rory L. Rhinesmith
CHEIF ROADWAY DEVELOP ENGINEER

FHWA

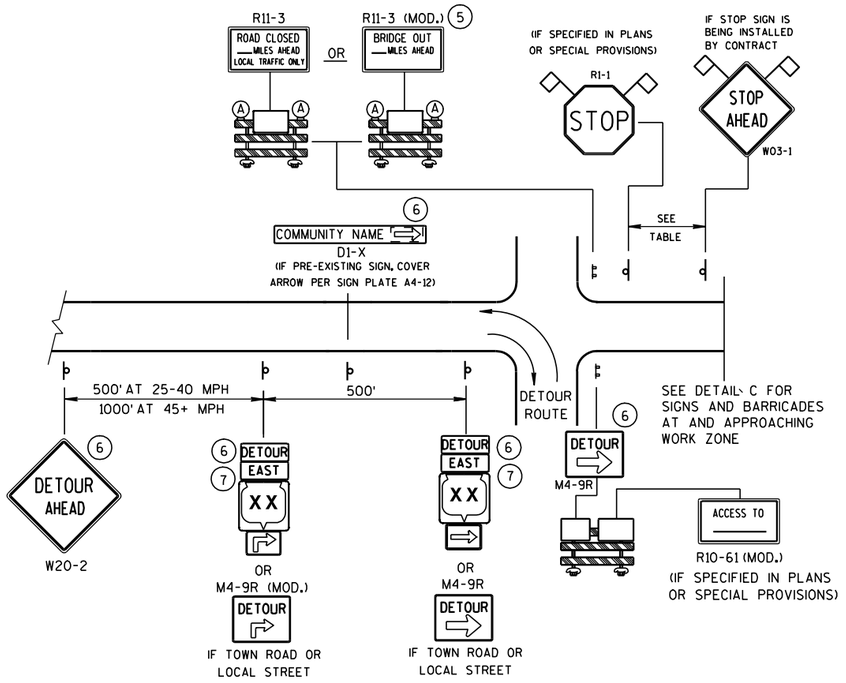


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S.D.D. 15 A 3-1

6

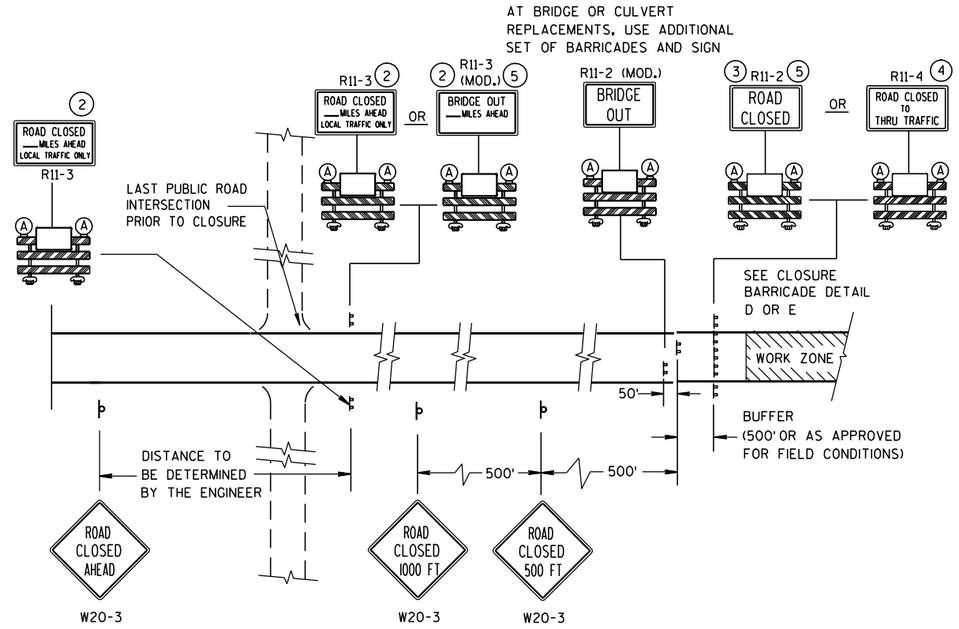
S.D.D. 15 A 3-1




**DETAIL A**

## MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE GREATER THAN ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)

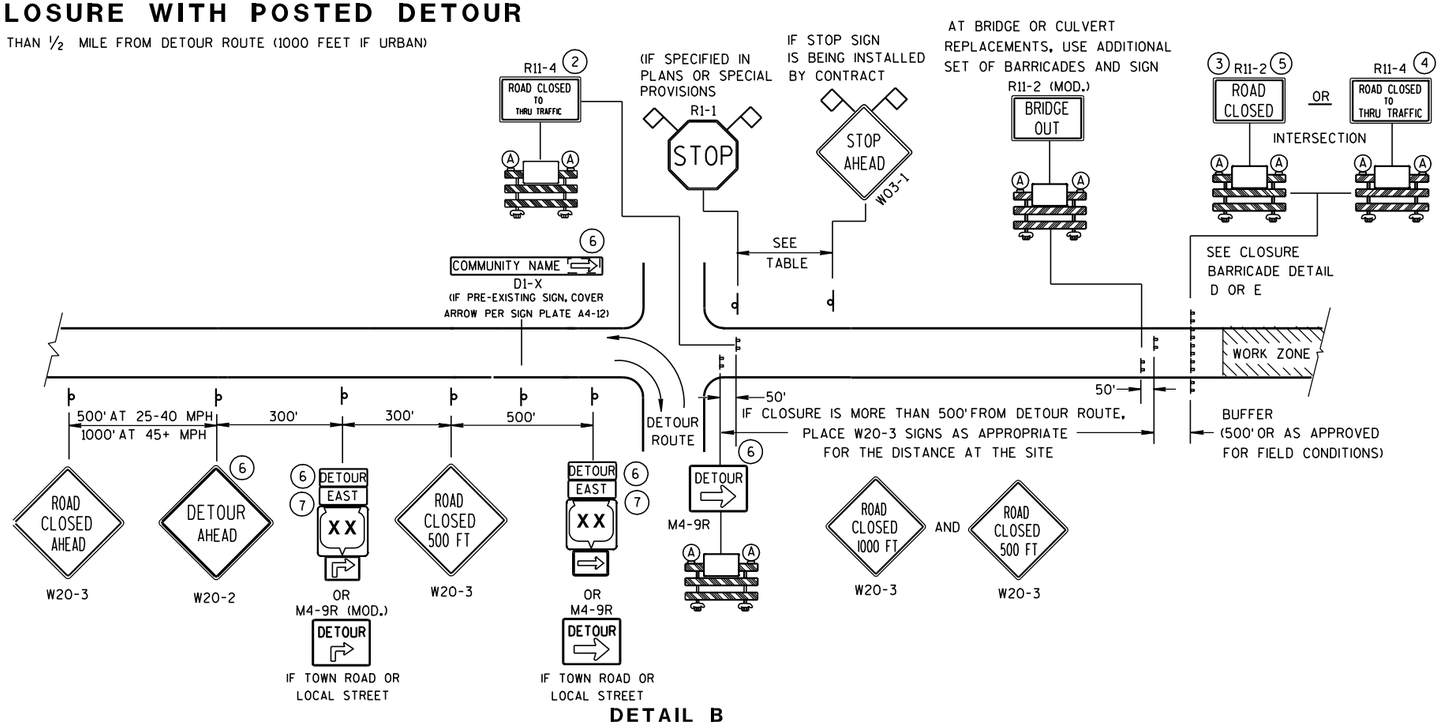



**DETAIL C**

## MAINLINE CLOSURE, NO POSTED DETOUR

| SPEED LIMIT (MPH) | "STOP AHEAD" ADVANCE WARNING DISTANCE (FT) |
|---|---|
| 25 | 200 |
| 30 | 200 |
| 35 | 350 |
| 40 | 350 |
| 45 | 500 |
| 50 | 550 |
| 55 | 750 |

SEE SDD 15C2-4b
FOR GENERAL NOTES
AND FOOTNOTES ① THROUGH ⑦




**DETAIL B**

## MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE LESS THAN ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)

### LEGEND

- POST MOUNTED SIGN
- TYPE III BARRICADES
- (A) TYPE "A" LOW INTENSITY FLASHING WARNING LIGHT (FOR NIGHT USE)
- WORK ZONE
- DETOUR / EAST — M4-8 / M3-X
- XX — M1-4; COUNTY XX — M1-5A; XX — M1-6
- MO5-1 OR MO6-1
- FLAGS, 16" X 16" MIN., (ORANGE)

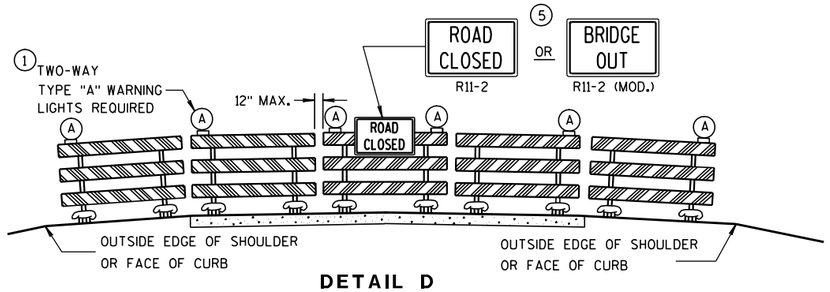
**BARRICADES AND SIGNS FOR MAINLINE CLOSURES**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION




6

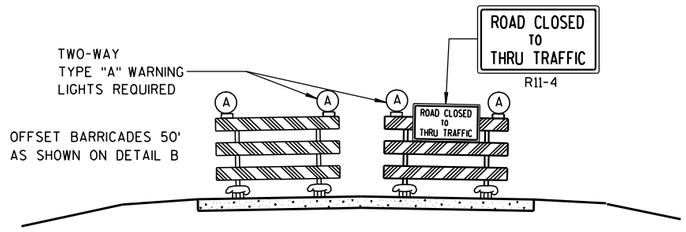
S.D.D. 15 C 2-4a




**DETAIL D**

## ROAD CLOSURE BARRICADE DETAIL

APPROACH VIEW




**DETAIL E**

## LANE CLOSURE BARRICADE DETAIL

APPROACH VIEW

SEE SDD 15C2-4a FOR LEGEND

## GENERAL NOTES

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

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

BARRICADES THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED UPON COMPLETION OF THE OPERATION OR, FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

ALL TYPE III BARRICADES SHALL HAVE RAILS REFLECTORIZED ON BOTH FACES. STRIPES SHALL BE PROPERLY SLOPED DOWN TOWARD THE TRAFFIC SIDE OR AS SHOWN IN THE ROAD CLOSURE BARRICADE DETAIL D FOR FULL ROAD CLOSURES.

TYPE "A" LOW-INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

THE R11-2, R11-3, M4-9, R11-4 AND R10-61 SIGNS PLACED ON BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE OR BOTTOM RAILS.

THE REFLECTIVE SHEETING USED ON R11-2, R11-3, R11-4, R10-61 AND R1-1 SIGNS SHALL COMPLY WITH SUBSECTION 637.2.2.2 OF THE STANDARD SPECIFICATIONS.

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

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
- R11-2 SHALL BE 48" X 30".
- R11-3, R11-4 AND R10-61 SHALL BE 60" X 30".
- M4-9 SHALL BE 30" X 24".
- M3-X AND M4-8 SHALL BE 24" X 12". (30" X 15" IF NEEDED TO MATCH EXISTING SIGNS.)
- M1-4, M1-5A, AND M1-6 SHALL BE 24" X 24". (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS.)
- M05-1 AND M06-1 SHALL BE 21" X 21". (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS.)
- D1-X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.
- R1-1 SHALL BE 36" X 36".

(1) TWO WARNING LIGHTS SHALL BE PROVIDED ON THE CENTER BARRICADE AND A MINIMUM OF ONE WARNING LIGHT SHALL BE PROVIDED ON EACH OF THE OTHER BARRICADES WITHIN THE ROADWAY LIMITS. SPACING OF THE WARNING LIGHTS SHALL BE UNIFORM TO THE EDGE OF ROADWAY AS SHOWN (APPROX. 8-FOOT LIGHT SPACING).

(2) THESE SIGNS AND BARRICADES ARE NOT REQUIRED IF ROAD CLOSURE BEGINS AT INTERSECTION.

(3) FOR ROAD CLOSURE WITHOUT LOCAL ACCESS TO PROJECT, SEE ROAD CLOSURE BARRICADE DETAIL D.

(4) FOR ROAD CLOSURE WITH LOCAL ACCESS TO PROJECT, SEE LANE CLOSURE BARRICADE DETAIL E.

(5) FOR BRIDGE OR CULVERT REPLACEMENTS, SUBSTITUTE "BRIDGE OUT" INSTEAD OF "ROAD CLOSED" ON R11-2 AND R11-3 SIGNS.

(6) INSTALL DETOUR AND COMMUNITY GUIDE SIGNS AND ARROWS ONLY IF SPECIFIED IN THE CONTRACT. IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. MODIFY EXISTING SIGNS WHERE POSSIBLE. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. IF DETOUR SIGNS ARE BEING INSTALLED BY OTHERS, PLACE THE CONTRACTED TRAFFIC CONTROL SIGNS TO ALLOW FOR PLACEMENT OF ALL WARNING, DETOUR AND GUIDE SIGNS AS SHOWN.

(7) "EAST" CARDINAL DIRECTION MARKERS AND RIGHT TURN ARROWS ARE SHOWN. USE OTHER CARDINAL DIRECTIONS AND ARROWS AS APPROPRIATE.

**BARRICADES AND SIGNS FOR MAINLINE CLOSURES**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

9/16/03 — DATE

/S/ Thomas N. [illegible] — CHIEF SIGNS AND MARKING ENGINEER

FHWA

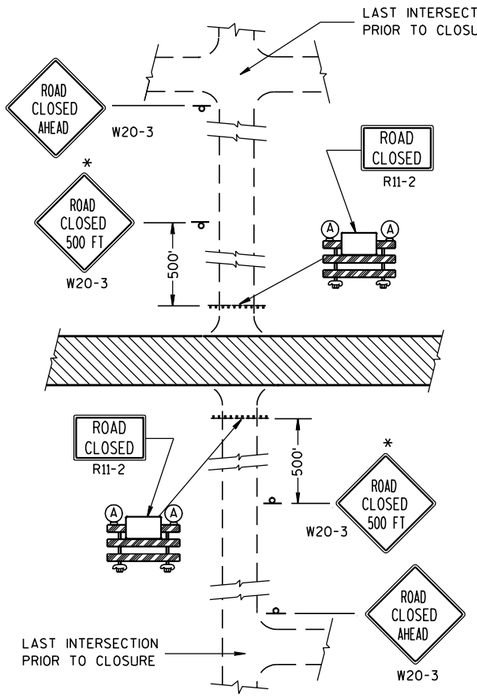






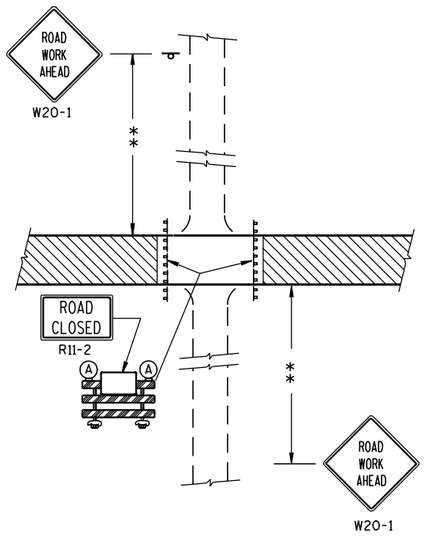
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S.D.D. 15 C 2-4b



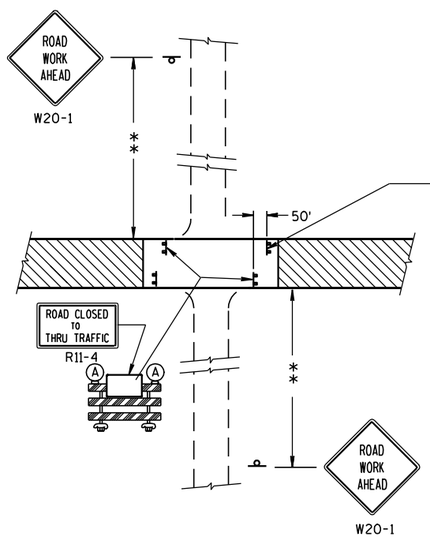

**DETAIL 1**

(NO ACCESS TO PROJECT)



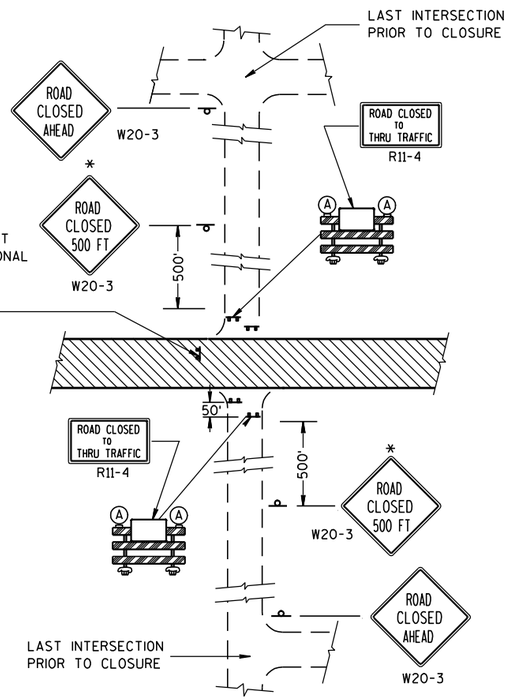

**DETAIL 2**

(PUBLIC CROSS-TRAFFIC MAINTAINED. NO ACCESS TO PROJECT).




**DETAIL 3**

(PUBLIC CROSS-TRAFFIC MAINTAINED. CONTRACTOR, LOCAL BUSINESS AND RESIDENT ACCESS).




**DETAIL 4**

(CONTRACTOR, LOCAL BUSINESS AND RESIDENT ACCESS TO PROJECT)

## GENERAL NOTES

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

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

IF A "STOP" SIGN MUST BE REMOVED FOR A WORK OPERATION, A TEMPORARY "STOP" SIGN SHALL BE PLACED PRIOR TO THE SIGN REMOVAL, OR A FLAGGER SHALL BE PROVIDED UNTIL THE SIGN IS RE-ESTABLISHED.

BARRICADES THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED UPON COMPLETION OF THE OPERATION OR, FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

ALL TYPE III BARRICADES SHALL HAVE RAILS REFLECTORIZED ON BOTH FACES. STRIPES SHALL BE PROPERLY SLOPED DOWN TOWARD THE TRAFFIC SIDE OR AS SHOWN IN THE ROAD CLOSURE BARRICADE DETAIL D FOR FULL ROAD CLOSURES.

TYPE "A" LOW-INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

THE R11-2, R11-3 AND R11-4 SIGNS PLACED ON BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE OR BOTTOM RAILS.

THE REFLECTIVE SHEETING USED ON R11-2, R11-3 AND R11-4 SIGNS SHALL COMPLY WITH SUBSECTION 637.2.2.2 OF THE STANDARD SPECIFICATIONS.

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
R11-2 SHALL BE 48" X 30".
R11-4 AND R11-3 SHALL BE 60" X 30".

*OMIT THE "ROAD CLOSED 500 FT." SIGN IF THE LAST INTERSECTION IS 500 FT. OR LESS FROM THE WORK ZONE.

**500' MAX. OR AT LAST INTERSECTION WHICHEVER IS CLOSER.

## LEGEND

- POST MOUNTED WARNING SIGN
- TYPE III BARRICADES
- (A) TYPE "A" LOW INTENSITY FLASHING WARNING LIGHT (FOR NIGHT USE)
- WORK AREA

**BARRICADES AND SIGNS FOR SIDEROAD CLOSURES**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

9-16-03 DATE

/S/ Thomas N. N- -- -- -- CHIEF SIGNS AND MAR 81 INEER

FHWA

6

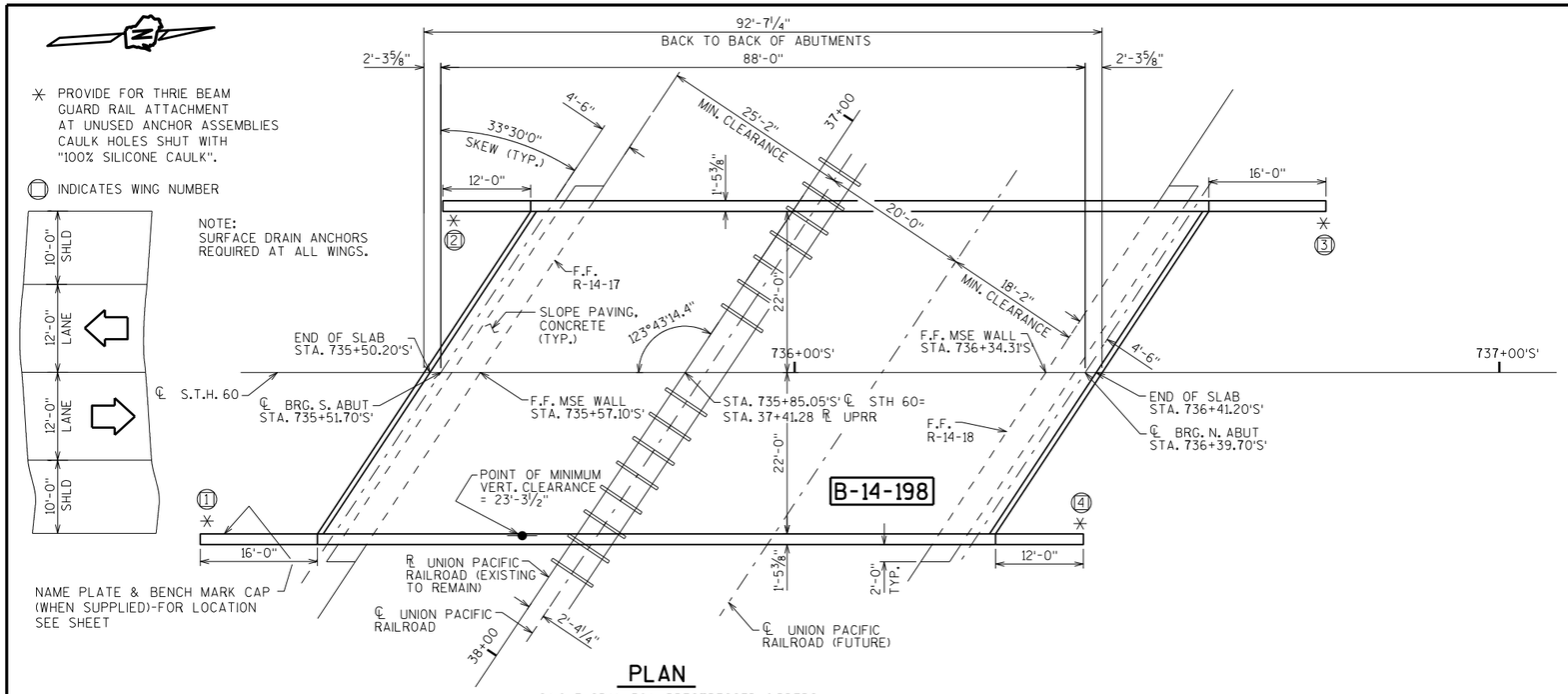
S.D.D. 15 C 3-1

6

S.D.D. 15 C 3-1

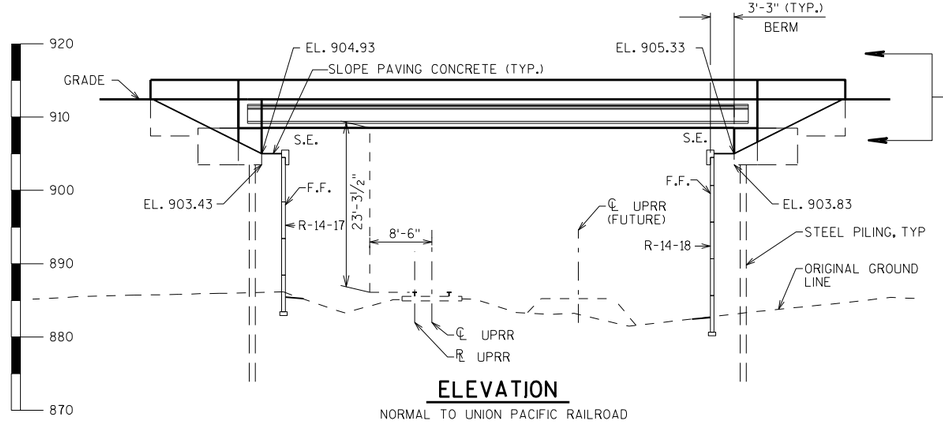
STATE PROJECT NUMBER

1390-04-96



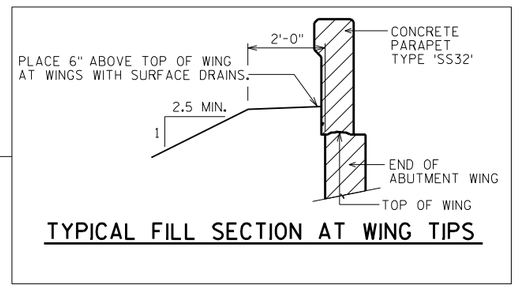

## PLAN

SINGLE SPAN-36W PRESTRESSED GIRDERS

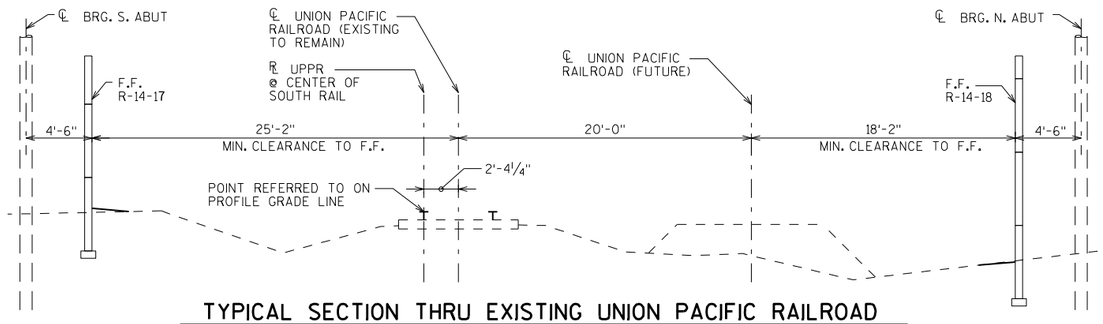



## ELEVATION

NORMAL TO UNION PACIFIC RAILROAD




## TYPICAL FILL SECTION AT WING TIPS




## TYPICAL SECTION THRU EXISTING UNION PACIFIC RAILROAD

LOOKING WEST (DOWNSTATION)

## DESIGN DATA

LIVE LOAD:

DESIGN LOADING; HL-93
INVENTORY RATING FACTOR; RF= 1.11
OPERATING RATING FACTOR; RF= 1.46
WISCONSIN STANDARD PERMIT VEHICLE (WIS.-SPV); 250 (KIPS)

STRUCTURE IS DESIGNED FOR A FUTURE WEARING SURFACE OF 20 POUNDS PER SQUARE FOOT.

ULTIMATE DESIGN STRESSES:

CONCRETE MASONRY SLAB — f'c = 4,000 P.S.I. ALL OTHER — f'c = 3,500 P.S.I.
BAR STEEL REINFORCEMENT, GRADE 60 — fy = 60,000 P.S.I.
36W" PRESTRESSED GIRDERS, CONCRETE MASONRY — f'c = 8,000 P.S.I.
STRANDS- 0.6" DIA. WITH ULTIMATE TENSILE STRENGTH OF 270,000 P.S.I.
STRUCTURAL CARBON STEEL ASTM A709 GRADE 36 — Fy = 36,000 P.S.I.
HIGH STRENGTH STRUCTURAL STEEL ASTM A709 GRADE 50 — Fy = 50,000 P.S.I.

## FOUNDATION DATA

ABUTMENTS TO BE SUPPORTED ON HP 10 X 42 STEEL PILING PILES SHALL BE PREBORED A MINIMUM OF 3 FEET INTO BEDROCK. AFTER PILES HAVE BEEN FIRMLY SEATED, FILL THE AREA AROUND THE PILING WITH CEMENT GROUT. ESTIMATED 40'-0" AT S. ABUT. AND ESTIMATED 35'-0" AT N. ABUT.

## TRAFFIC VOLUME

STH 60
A.D.T.=5900 (2035)
R.D.S.=60 M.P.H.

## LIST OF DRAWINGS


1. GENERAL PLAN
2. CROSS SECTION & QUANTITIES
3. SUBSURFACE EXPLORATION
4. SOUTH ABUTMENT
5. SOUTH ABUTMENT DETAILS
6. NORTH ABUTMENT
7. NORTH ABUTMENT DETAILS
8. 36W" PRESTRESSED GIRDER DETAILS
9. 36W" PRESTRESSED GIRDER DETAILS
10. STEEL DIAPHRAGM
11. SUPERSTRUCTURE
12. SUPERSTRUCTURE DETAILS
13. SINGLE SLOPE PARAPET "32SS"
14. ALTERNATE CONSTRUCTION JOINT



STRUCTURE DESIGN CONTACTS:
JAMES LUEBKE (608) 266-5098
LAURA SHADEWALD (608) 267-9592


| NO. | DATE | REVISION | BY |
|---|---|---|---|

Plans Prepared By WISDOT
BUREAU OF STRUCTURES

ACCEPTED William C. Dreher LLS 11/15/12
CHIEF STRUCTURES DESIGN ENGINEER DATE

STRUCTURE B-14-198

STH 60 OVER UNION PACIFIC RAILROAD

COUNTY DODGE | TOWN/~~CITY/VILLAGE~~ CLYMAN

DESIGN SPEC. AASHTO LRFD DESIGN SPEC. 5th EDITION

| DESIGNED BY | DESIGN CK'D. | DRAWN BY | PLANS CK'D. |
|---|---|---|---|
| JDL | BLB | WWR | RAK |

GENERAL PLAN

SHEET 1 OF 14

82

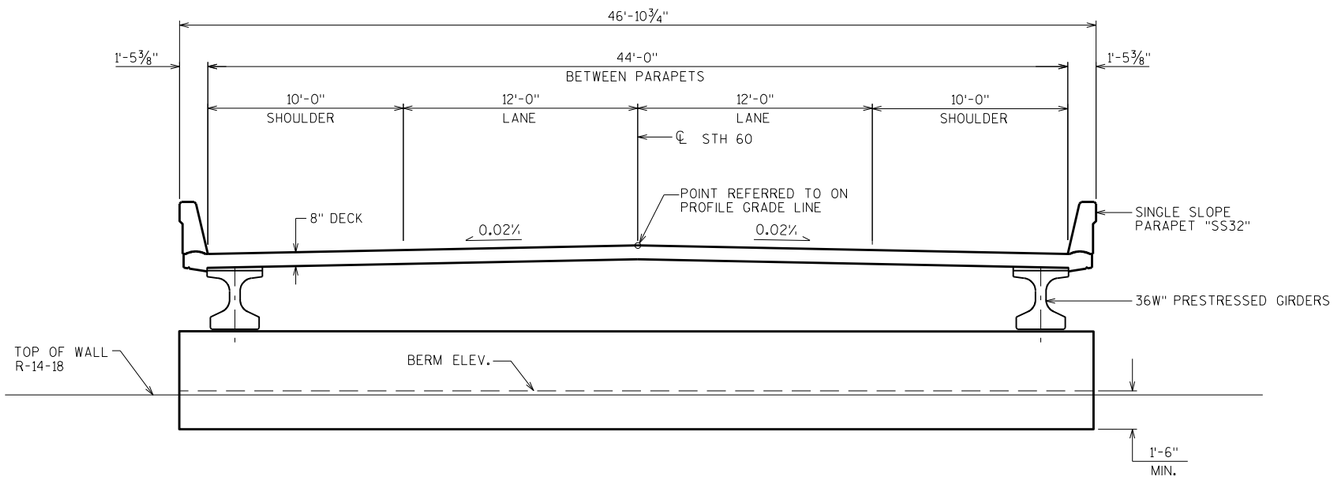
I.D. 1390-04-04C

DATE: MAY 2012

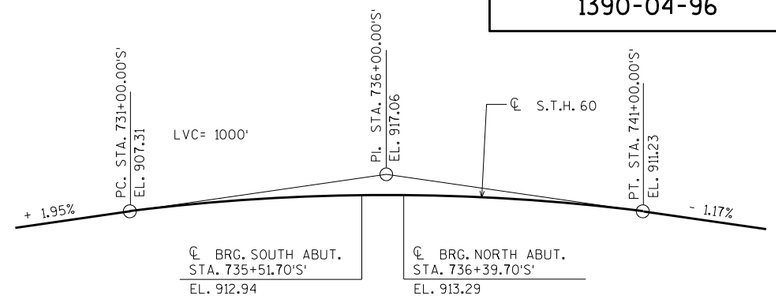
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STATE PROJECT NUMBER

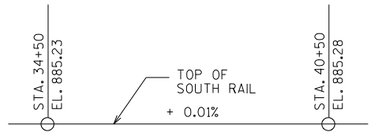
1390-04-96




CROSS SECTION THRU ROADWAY LOOKING NORTH




PROFILE GRADE LINE - STH 60




PROFILE GRADE LINE - UNION PACIFIC RAILROAD

## TOTAL ESTIMATED QUANTITIES

| BID ITEM NUMBER | BID ITEMS | UNIT | SUPER. | SOUTH ABUT. | NORTH ABUT. | TOTALS |
|---|---|---|---|---|---|---|
| | | | | | | |
| 206.1000 | EXCAVATION FOR STRUCTURES BRIDGES B-14-198 | LS | ——— | ——— | ——— | 1 |
| 210.0100 | BACKFILL STRUCTURE | CY | ——— | 190 | 190 | 380 |
| 502.0100 | CONCRETE MASONRY BRIDGES | CY | 181 | 58 | 58 | 297 |
| 502.3200 | PROTECTIVE SURFACE TREATMENT | SY | 530 | 12 | 12 | 554 |
| 503.0137 | PRESTRESSED GIRDER TYPE I 36W-INCH | LF | 623 | ——— | ——— | 623 |
| 505.0405 | BAR STEEL REINFORCEMENT HS BRIDGES | LB | ——— | 3530 | 3560 | 7090 |
| 505.0605 | BAR STEEL REINFORCEMENT HS COATED BRIDGES | LB | 28,030 | 1760 | 1760 | 31,550 |
| 506.2605 | BEARING PADS ELASTOMERIC NON-LAMINATED | EACH | ——— | 7 | 7 | 14 |
| 506.4000 | STEEL DIAPHRAGMS B-14-198 | EACH | 12 | ——— | ——— | 12 |
| 516.0500 | RUBBERIZED MEMBRANE WATERPROOFING | SY | ——— | 14 | 14 | 28 |
| 550.0020 | PRE-BORING ROCK OR CONSOLIDATED MATERIALS | LF | ——— | 145 | 95 | 240 |
| 550.1100 | PILING STEEL HP 10-INCH X 42 LB | LF | ——— | 440 | 385 | 825 |
| 604.0400 | SLOPE PAVING CONCRETE | SY | ——— | 18 | 18 | 36 |
| 612.0406 | PIPE UNDERDRAIN WRAPPED 6-INCH | LF | ——— | 110 | 110 | 220 |
| 614.0150 | ANCHOR ASSEMBLIES FOR STEEL PLATE BEAM GUARD | EACH | 4 | ——— | ——— | 4 |
| | | | | | | |
| | | | | | | |
| | NON-BID ITEMS | | | | | |
| | FILLER | SIZE | ——— | ——— | ——— | ½" & ¾" |
| | POLYSTYRENE | SIZE | | | | 1" |
| | NON-BITUMINOUS JOINT SEALER | | | | | |

## GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

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

THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

AT THE BACKFACE OF ABUTMENT ALL VOLUME WHICH CANNOT BE PLACED BEFORE ABUTMENT CONSTRUCTION AND IS NOT OCCUPIED BY THE NEW STRUCTURE SHALL BE BACKFILLED WITH STRUCTURE BACKFILL.

ELASTOMERIC BEARING PADS NEED NOT BE INDIVIDUALLY MOLDED PROVIDED THE CUT EDGES ARE SMOOTH AND TRUE.

THE GRADATION OF THE STRUCTURE BACKFILL SHALL MEET THE REQUIREMENTS OF SECTION 209.2.2 OF THE STANDARD SPECIFICATIONS FOR GRADE 1 MATERIAL.

PROTECTIVE SURFACE TREATMENT TO BE APPLIED TO THE ENTIRE TOP OF DECK SURFACE AND THE FRONT FACE AND THE TOP OF THE PARAPET, INCLUDING PARAPETS ON ABUTMENT WINGS.

THE SLOPE OF THE FILL IN FRONT OF THE ABUTMENTS SHALL BE COVERED WITH SLOPE PAVING MATERIAL TO THE EXTENT SHOWN ON SHEET 1 AND IN THE ABUTMENT DETAILS.

BEVEL EXPOSED EDGES OF CONCRETE ¾" UNLESS OTHERWISE NOTED.

RAILROAD REQUIREMENTS DO NOT ALLOW WORK WITHIN 50 FEET OF TRACK CENTERLINE WHEN A TRAIN PASSES THE WORK SITE AND ALL PERSONNEL MUST CLEAR THE AREA WITHIN 25 FEET OF THE TRACK CENTERLINE AND SECURE ALL EQUIPMENT.

8

8

| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-14-198

DRAWN BY WWR | PLANS CK'D. RAK

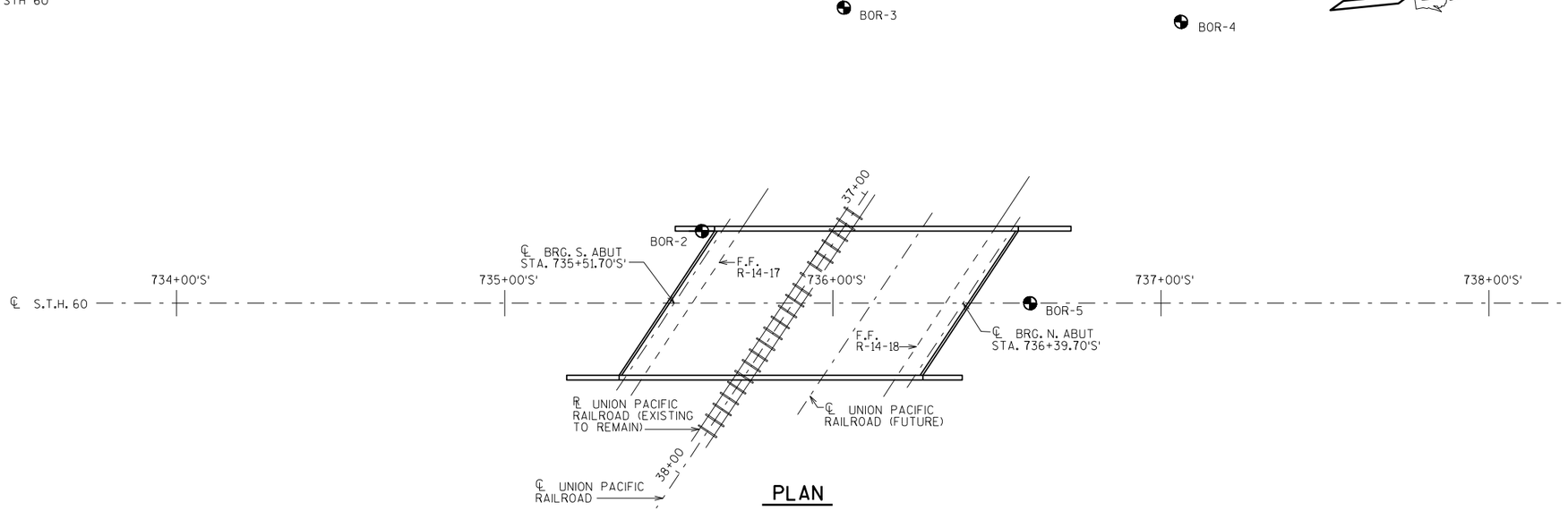
CROSS SECTION & QUANTITIES

SHEET 2

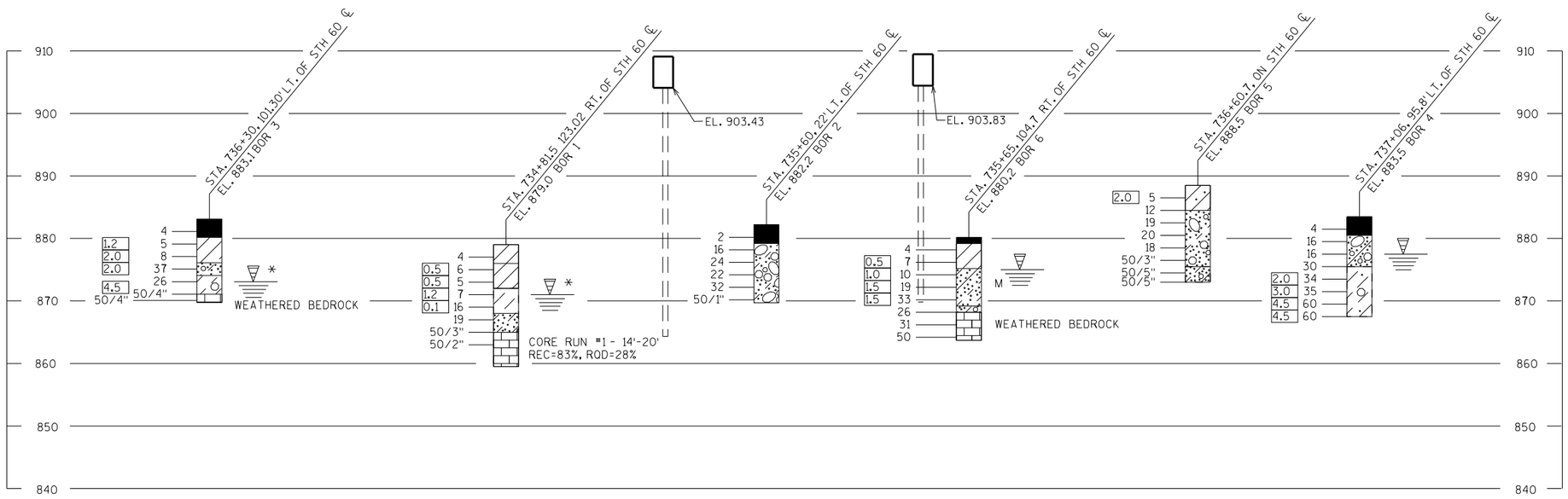
83

SCALE = 3.75

STH 60 OVER UNION PACIFIC RAILROAD
CTH O - STH 60




PLAN




STATE PROJECT NUMBER

**1390-04-96**

ABBREVIATIONS

F — FINE M — MEDIUM C — COARSE
WS — WEATHERED SO — SOUND

MATERIAL SYMBOLS

TOPSOIL, SILT, SANDSTONE
SAND, PEAT, LIMESTONE
GRAVEL, CLAY, IGNEOUS ROCK

LEGEND OF PROBING

PROBING NO.
STA.
ELEVATION
7 AVERAGE BLOWS PER FOOT
REFUSAL 95/6

95/6=95 BLOWS FOR 6" PENETRATION
PROBING TAKEN WITH A 350# WT. FALLING 18" ON A 2" O.D. POINT.

LEGEND OF BORING

BORING NO.
ELEV.
STA.
UNCONFINED STRENGTH → 7.7
BLOWS PER FT. USING 140# WT. FALLING 30"
WASH SAMPLE
SHELBY TUBE — S.T.
GROUND WATER ELEVATION
NO GROUND WATER OBSERVED ABOVE THIS ELEVATION
SANDY GRAVEL
F. BOULDERS OR COBBLES
SAND
SILTY CLAY
SO LIMESTONE

UNLESS OTHERWISE SPECIFIED, THE BLOWS PER FOOT AT THE LOCATIONS INDICATED ARE BASED ON DRIVING A 2" O.D. X 1.4" I.D. SPLIT SPOON SAMPLER WITH A 140# HAMMER HAVING A FREE FALL OF 30". THE BLOW COUNT IS TAKEN IN UNDISTURBED SOIL IMMEDIATELY BELOW A CASED OR OPEN HOLE ELIMINATING SIDE FRICTION ON THE DRIVE PIPE.

SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

TO OBTAIN RELATIVE DATA CONCERNING THE CHARACTER OF MATERIAL IN AND UPON WHICH THE FOUNDATION MIGHT BE BUILT, BORINGS AND/OR SOUNDINGS WERE MADE AT POINTS APPROXIMATELY AS INDICATED ON THIS DRAWING. THE DATA PRESENTED HEREIN REPRESENTS THE FINDINGS OF THE 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 B-14-198

DRAWN BY WWR PLANS CK'D. RAK

SUBSURFACE EXPLORATION

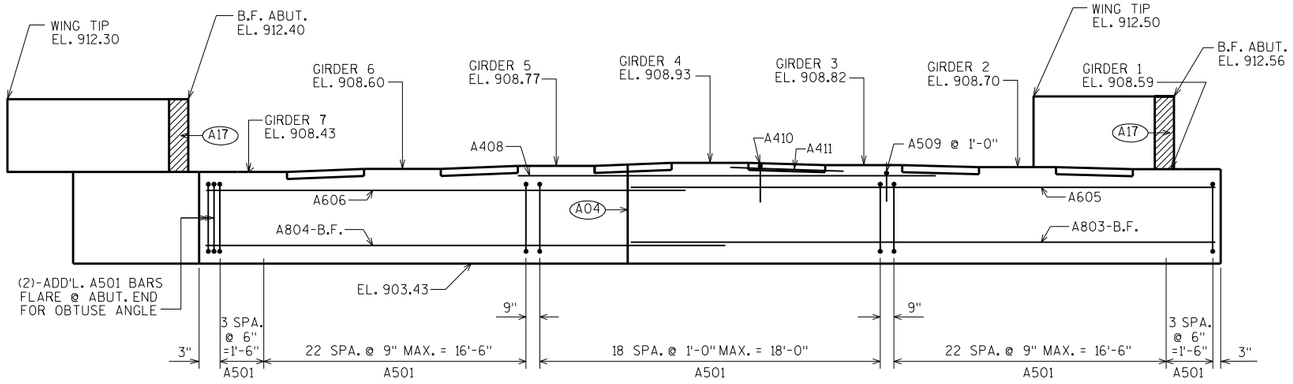
SHEET 3

84

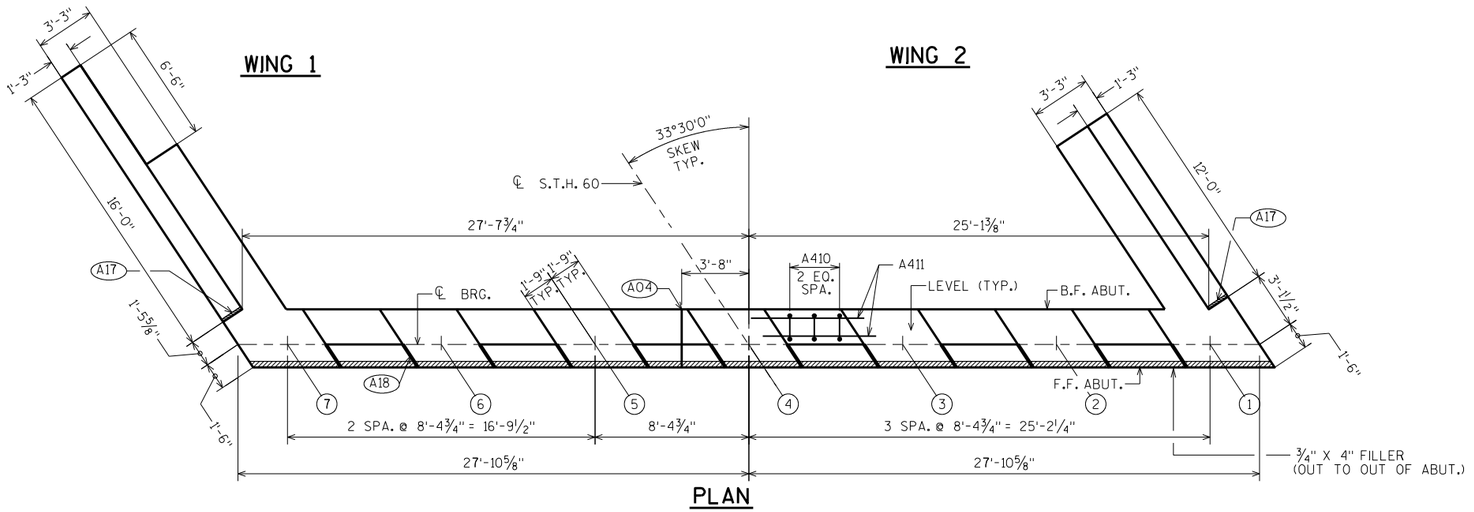
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STATE PROJECT NUMBER

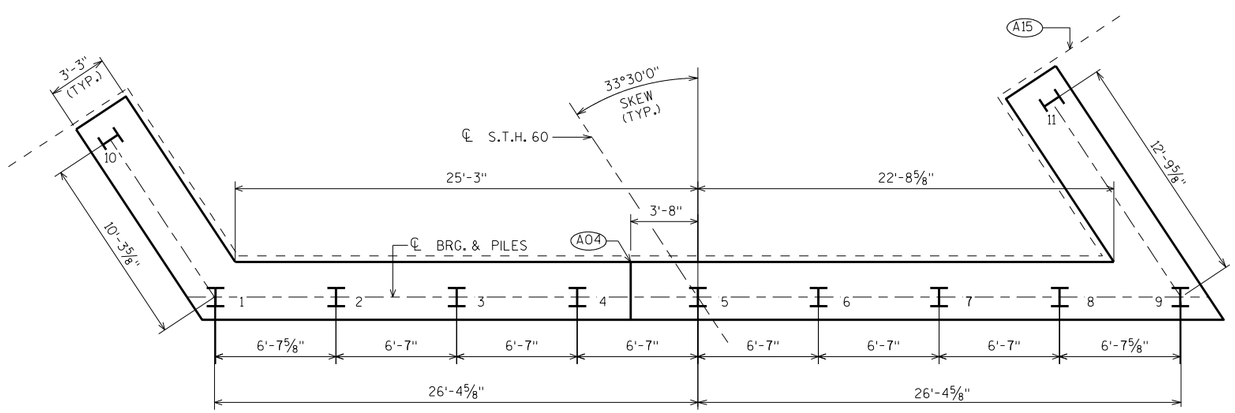
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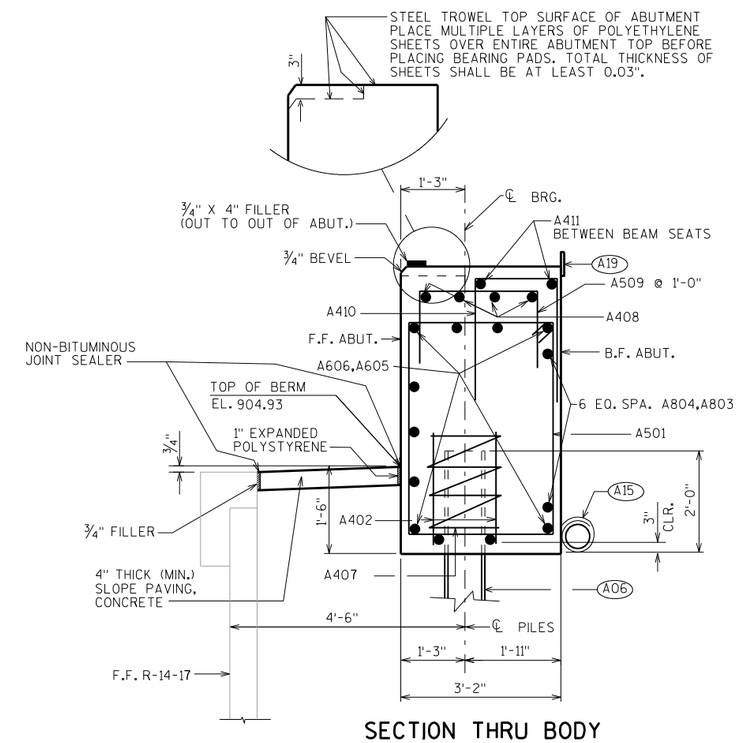

## ELEVATION LOOKING SOUTH



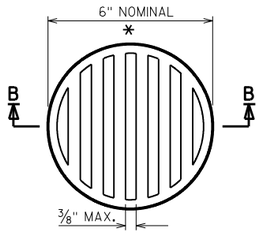

## PLAN



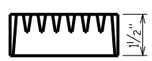

## PILE PLAN




## SECTION THRU BODY




## RODENT SCREEN DETAIL




## SECTION B-B

* DIMENSIONS ARE APPROXIMATE. THE GRATE IS SIZED TO FIT INTO A PIPE COUPLING. ORIENT SO SLOTS ARE VERTICAL.

THE RODENT SCREEN, PIPE COUPLING AND SCREWS SHALL BE CONSIDERED INCIDENTAL TO THE BID ITEM "PIPE UNDERDRAIN WRAPPED 6-INCH".

THE RODENT SCREEN SHALL BE A PVC GRATE SIMILAR TO THIS DETAIL. THE GRATE IS COMMERCIALLY AVAILABLE AS A FLOOR STRAINER. A PIPE COUPLING IS REQUIRED FOR THE ATTACHMENT OF THIS SCREEN TO THE EXPOSED END OF THE PIPE UNDERDRAIN. THE SCREEN SHALL BE FASTENED TO THE PIPE COUPLING WITH TWO OR MORE NO. 10 X 1-INCH SHEET METAL SCREWS.

## LEGEND

(A04) VERT. CONSTRUCTION JOINT: KEYWAY FORMED BY A BEVELED 2 x 8. 3/4" "V" GROOVE @ THE FRONT FACE AND 18" R.M.W. @ BACKFACE. FOR OPTIONAL DETAILS SEE "ALTERNATE CONSTRUCTION JOINT" SHEET.

(A06) SUPPORT ABUTMENT ON HP 10 x 42 STEEL PILING, ESTIMATED 45'-0" LONG WITH A REQUIRED DRIVING RESISTANCE OF 170 TONS PER PILE.

(A15) PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. RODENT SCREEN REQUIRED.

(A17) 1/2" FILLER (INCLUDED IN WING LENGTH): SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF 1/2" FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD 1/8" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE.

(A18) 3/4" CORK FILLER UP VERT. BEAM SEAT FACES THAT RUN PARALLEL WITH GIRDER.

(A19) 18" (RMW) RUBBERIZED MEMBRANE WATERPROOFING SEAL ALL HORIZ. & VERT. JOINTS AT BACKFACE.

| NO. | DATE | REVISION | BY |
|---|---|---|---|

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-14-198

DRAWN BY WWR | PLANS CK'D. RAK

SOUTH ABUTMENT

SHEET 4

85

8

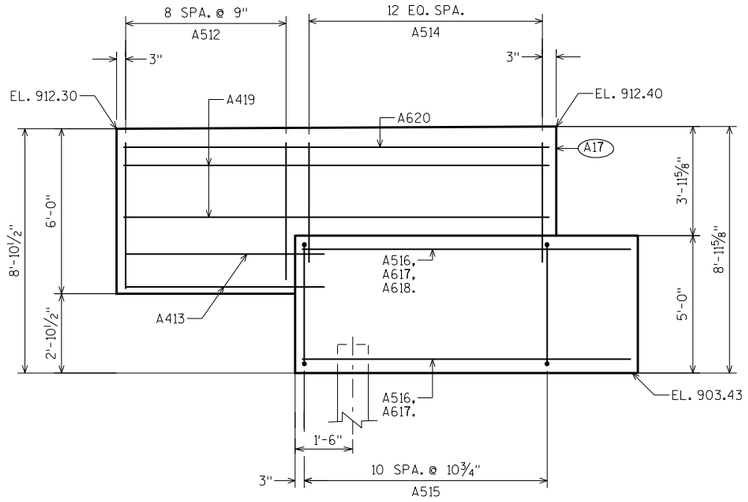
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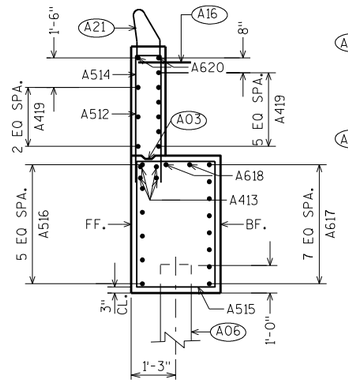
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STATE PROJECT NUMBER

1390-04-96




WING 1 ELEVATION




WING 1 SECTION

(A03) OPTIONAL CONST. JOINT: KEYWAY FORMED BY BEVELED 2 x 6. (18" R.M.W. @ B.F. & 3/4" "V" GROOVE @ F.F. IF JOINT IS USED).

(A06) SUPPORT ABUTMENT ON HP 10 X 42 STEEL PILING PILES SHALL BE PREBORED A MINIMUM OF 3 FEET INTO BEDROCK. AFTER PILES HAVE BEEN FIRMLY SEATED, FILL THE AREA AROUND THE PILING WITH CEMENT GROUT. ESTIMATED 40'-0" AT S. ABUT.

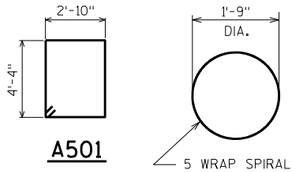
(A16) A428 BARS SPACED @ 1'-0" CTRS. EMBED 1'-0" INTO WING CONC. LOCATE 3" DOWN FROM TOP OF WING @ BACKFACE TO 6" DOWN @ WING TIP. (DRILLED IN EPOXY ANCHORED #4 BARS 2'-0" LONG MAY BE USED.) COST INCIDENTAL TO BID ITEM "BAR STEEL REINFORCEMENT HS COATED BRIDGES".

(A17) 1/2" FILLER (INCLUDED IN WING LENGTH): SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF 1/2" FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD 1/8" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE.

(A21) FOR PPT. BARS & DIMENSION SEE SINGLE SLOPE SLOPE PARAPET "32SS" SHEET.

## BILL OF BARS

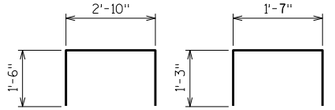
| BAR MARK | COAT | NO. REQ'D. | LENGTH | BENT | BAR SERIES | LOCATION |
|---|---|---|---|---|---|---|
| A501 | | 69 | 14'-10" | X | | BODY-STIRRUPS |
| A402 | | 18 | 2'-3" | | | PILES- 2 PER BODY PILE |
| A803 | | 7 | 29'-11" | | | BODY-HORIZONTAL-B.F. |
| A804 | | 7 | 27'-9" | X | | BODY-HORIZONTAL-B.F. |
| A605 | | 11 | 29'-11" | | | BODY-HORIZONTAL-F.F. & B.F. |
| A606 | | 11 | 27'-9" | X | | BODY-HORIZONTAL-F.F. & B.F. |
| A407 | | 9 | 28'-0" | X | | PILES-1 PER BODY PILE |
| A408 | | 4 | 33'-7" | | | BODY-HORZ. OVER GIRS. 3-5 |
| A509 | | 34 | 5'-8" | X | | BODY-TOP OVER GIRS. 3-5 |
| A410 | | 24 | 3'-11" | X | | BODY-BETWEEN BEAM SEATS |
| A411 | | 12 | 6'-3" | | | BODY-HORZ. EXT |
| A512 | X | 9 | 12'-0" | X | | WING 1-VERTICAL |
| A413 | X | 4 | 7'-8" | | | WING 1-HORIZONTAL-F.F. & B.F. |
| A514 | X | 13 | 12'-1" | X | | WING 1-VERTICAL |
| A515 | X | 11 | 15'-6" | X | | WING 1-STIRRUP |
| A516 | X | 6 | 12'-2" | | | WING 1-HORIZONTAL-F.F. |
| A617 | X | 8 | 13'-8" | | | WING 1-HORIZONTAL-B.F. |
| A618 | X | 2 | 12'-2" | | | WING 1-HORIZONTAL |
| A419 | X | 9 | 15'-8" | | | WING 1-HORIZONTAL-F.F. & B.F. |
| A620 | X | 2 | 15'-8" | | | WING 1-HORIZONTAL |
| A521 | X | 17 | 12'-2" | X | | WING 2-VERTICAL |
| A522 | X | 13 | 15'-10" | X | | WING 2-STIRRUP |
| A523 | X | 6 | 16'-2" | | | WING 2-HORIZONTAL |
| A624 | X | 7 | 13'-8" | | | WING 2-HORIZONTAL-F.F. |
| A625 | X | 2 | 13'-8" | | | WING 2-HORIZONTAL-B.F. |
| A426 | X | 9 | 11'-8" | | | WING 2-HORIZONTAL |
| A627 | X | 2 | 11'-8" | | | WING 2-HORIZONTAL-F.F. & B.F. |
| A428 | X | 30 | 2'-0" | | | SURFACE DRAIN ANCHORS |




A501



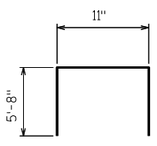

A407



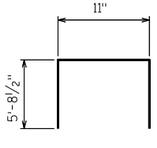

A509



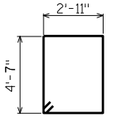

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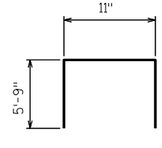

A512



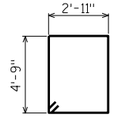

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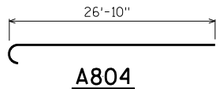

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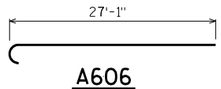

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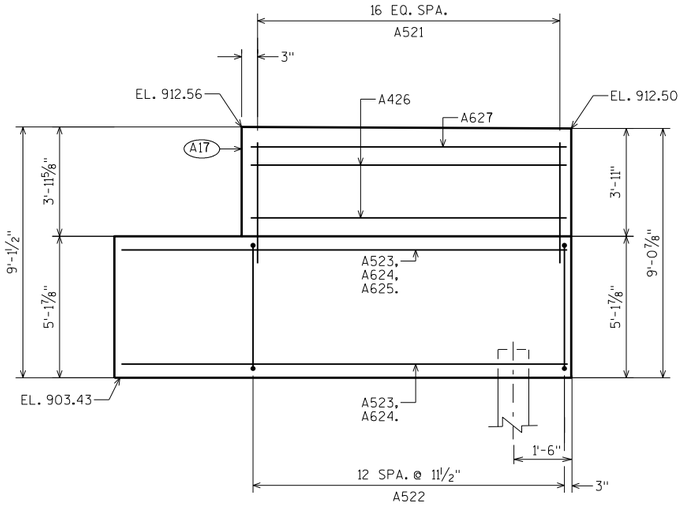

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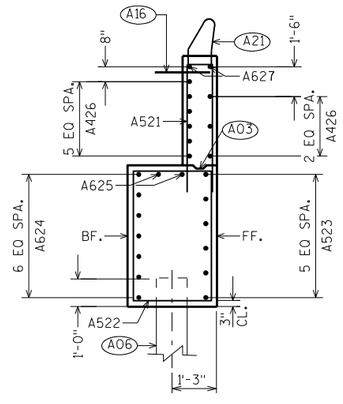

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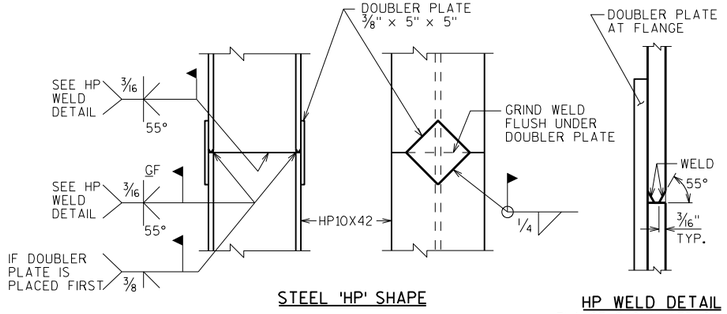

A606




WING 2 ELEVATION




WING 2 SECTION




STEEL 'HP' SHAPE

HP WELD DETAIL
FLANGE SHOWN, WEB SIMILAR

PILE DETAILS

| NO. | DATE | REVISION | BY |
|---|---|---|---|
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STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-14-198

DRAWN BY WWR | PLANS CK'D. RAK

SOUTH ABUTMENT DETAILS

SHEET 5

86

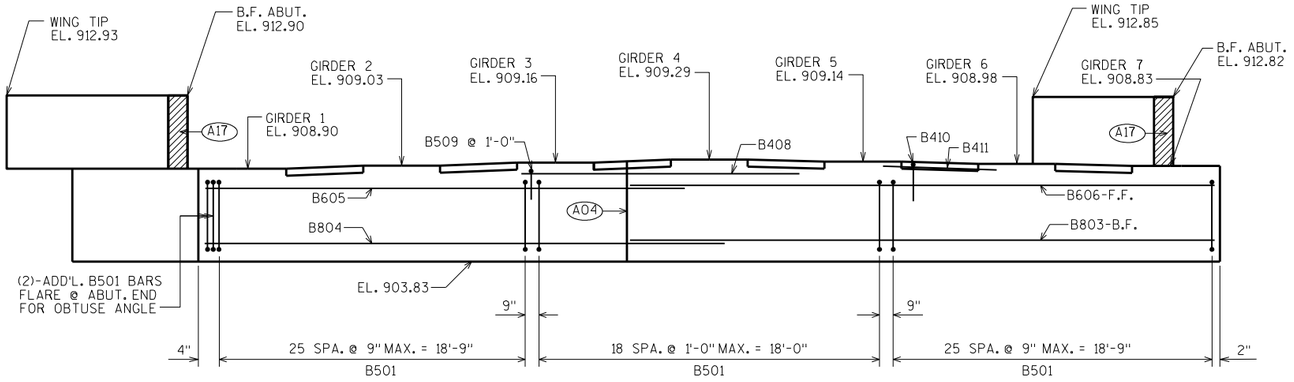
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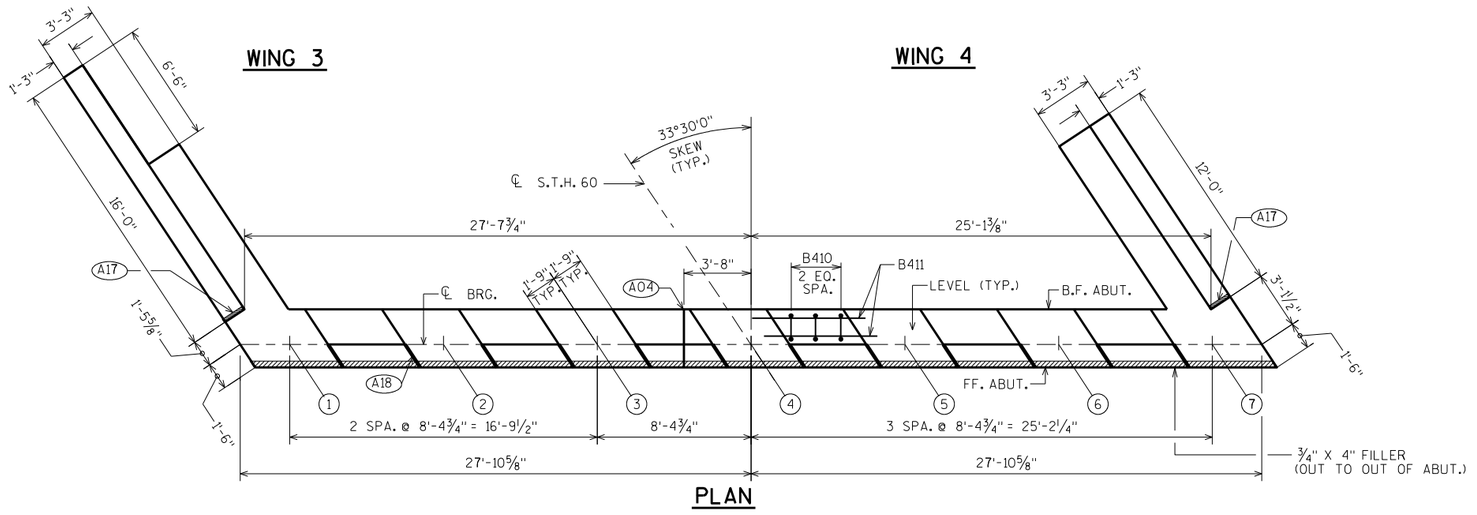
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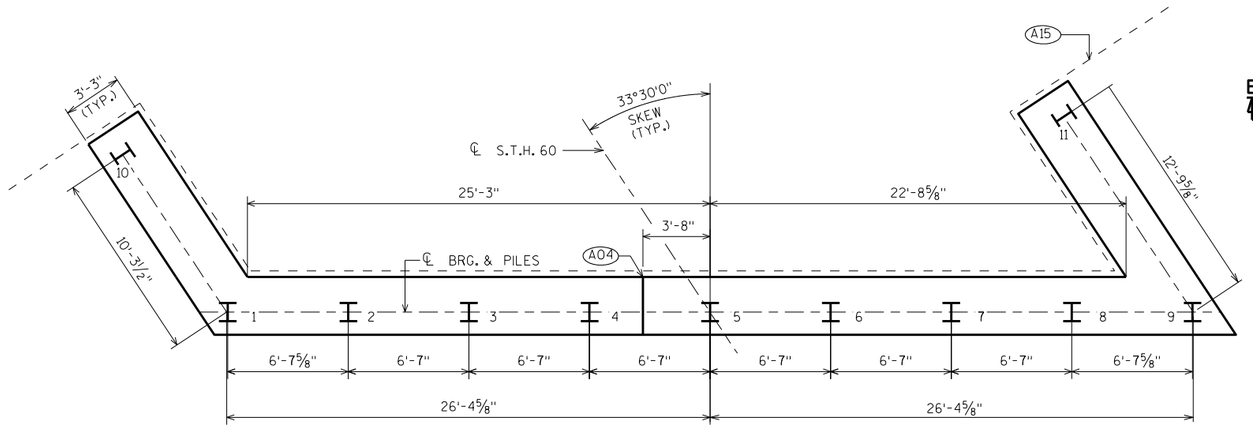
STATE PROJECT NUMBER

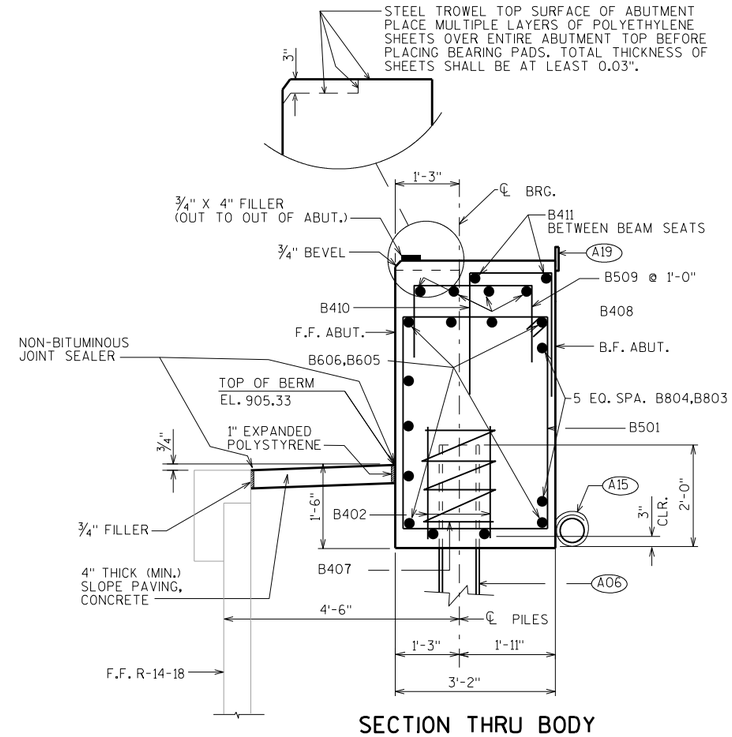
1390-04-96

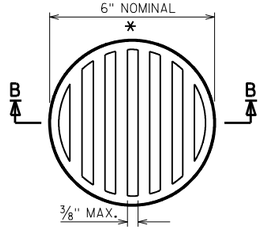



## ELEVATION LOOKING NORTH




## RODENT SCREEN DETAIL

* DIMENSIONS ARE APPROXIMATE. THE GRATE IS SIZED TO FIT INTO A PIPE COUPLING. ORIENT SO SLOTS ARE VERTICAL.

THE RODENT SCREEN, PIPE COUPLING AND SCREWS SHALL BE CONSIDERED INCIDENTAL TO THE BID ITEM "PIPE UNDERDRAIN WRAPPED 6-INCH".

THE RODENT SCREEN SHALL BE A PVC GRATE SIMILAR TO THIS DETAIL. THE GRATE IS COMMERCIALLY AVAILABLE AS A FLOOR STRAINER. A PIPE COUPLING IS REQUIRED FOR THE ATTACHMENT OF THIS SCREEN TO THE EXPOSED END OF THE PIPE UNDERDRAIN. THE SCREEN SHALL BE FASTENED TO THE PIPE COUPLING WITH TWO OR MORE NO. 10 X 1-INCH SHEET METAL SCREWS.

(A04) VERT. CONSTRUCTION JOINT: KEYWAY FORMED BY A BEVELED 2 x 8. 3/4" "V" GROOVE @ THE FRONT FACE AND 18" R.M.W. @ BACKFACE. FOR OPTIONAL DETAILS SEE "ALTERNATE CONSTRUCTION JOINT" SHEET.

(A06) SUPPORT ABUTMENT ON HP 10 x 42 STEEL PILING. ESTIMATED 45'-0" LONG WITH A REQUIRED DRIVING RESISTANCE OF 170 TONS PER PILE.

(A15) PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. RODENT SCREEN REQUIRED.

(A17) 1/2" FILLER (INCLUDED IN WING LENGTH): SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF 1/2" FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD 1/8" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE.

(A18) 3/4" CORK FILLER UP VERT. BEAM SEAT FACES THAT RUN PARALLEL WITH GIRDER.

(A19) 18" (RMW) RUBBERIZED MEMBRANE WATERPROOFING SEAL ALL HORIZ. & VERT. JOINTS AT BACKFACE.

| NO. | DATE | REVISION | BY |
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STATE OF WISCONSIN
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STRUCTURE B-14-198

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NORTH ABUTMENT

SHEET 6

87

8

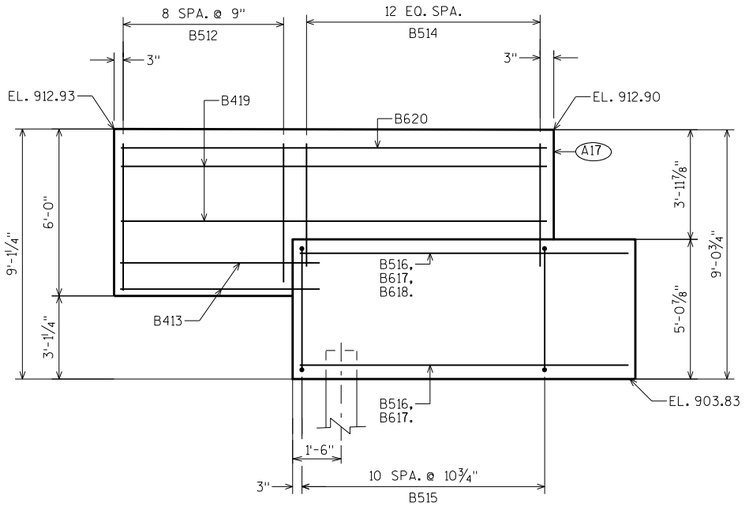
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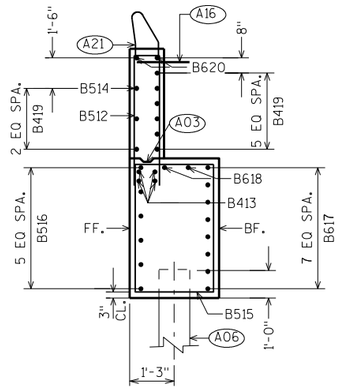
MON MAR 12 12:05:14 2012

STATE PROJECT NUMBER

1390-04-96




WING 3 ELEVATION




WING 3 SECTION

(A03) OPTIONAL CONST. JOINT: KEYWAY FORMED BY BEVELED 2 × 6. (18" R.M.W. @ B.F. & 3/4" "V" GROOVE @ F.F. IF JOINT IS USED).

(A06) SUPPORT ABUTMENT ON HP 10 X 42 STEEL PILING PILES SHALL BE PREBORED A MINIMUM OF 3 FEET INTO BEDROCK. AFTER PILES HAVE BEEN FIRMLY SEATED, FILL THE AREA AROUND THE PILING WITH CEMENT GROUT. ESTIMATED 35'-0" AT N. ABUT.

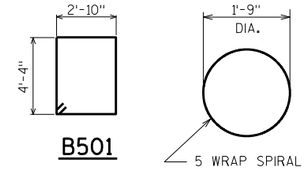
(A16) B428 BARS SPACED @ 1'-0" CTRS. EMBED 1'-0" INTO WING CONC. LOCATE 3" DOWN FROM TOP OF WING @ BACKFACE TO 6" DOWN @ WING TIP. (DRILLED IN EPOXY ANCHORED #4 BARS 2'-0" LONG MAY BE USED.) COST INCIDENTAL TO BID ITEM "BAR STEEL REINFORCEMENT HS COATED BRIDGES".

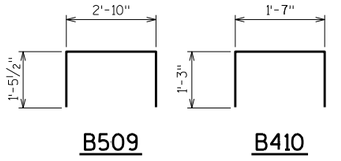
(A17) 1/2" FILLER (INCLUDED IN WING LENGTH): SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF 1/2" FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD 1/8" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE.

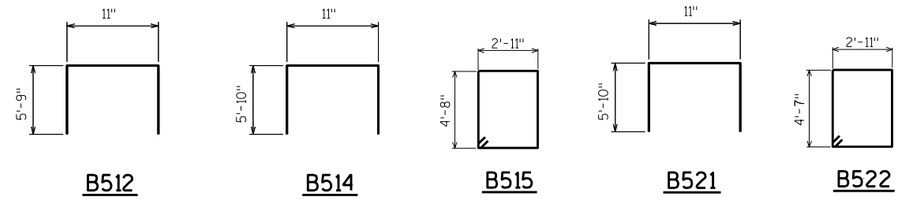
(A21) FOR PPT. BARS & DIMENSION SEE SINGLE SLOPE SLOPE PARAPET "32SS" SHEET.

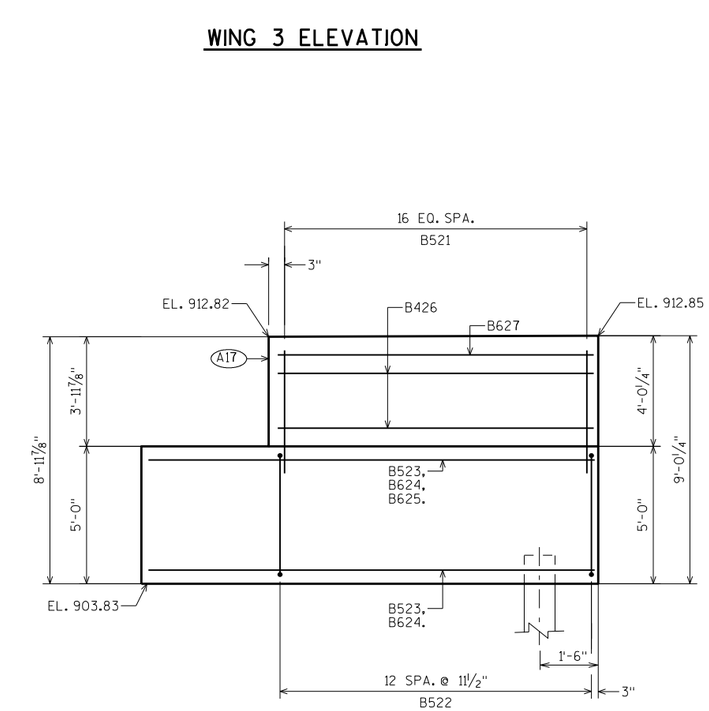
## BILL OF BARS

| BAR MARK | COAT | NO. REQ'D. | LENGTH | BENT | BAR SERIES | LOCATION |
|---|---|---|---|---|---|---|
| B501 | | 69 | 14'-10" | X | | BODY-STIRRUPS |
| B402 | | 18 | 2'-3" | | | PILES- 2 PER BODY PILE |
| B803 | | 7 | 29'-11" | X | | BODY-HORIZONTAL-B.F. |
| B804 | | 7 | 27'-9" | | | BODY-HORIZONTAL-B.F. |
| B605 | | 11 | 29'-11" | | | BODY-HORIZONTAL-F.F. & B.F. |
| B606 | | 11 | 27'-9" | X | | BODY-HORIZONTAL-F.F. & B.F. |
| B407 | | 9 | 28'-0" | X | | PILES-1 PER BODY PILE |
| B408 | | 4 | 16'-9" | | | BODY-HORZ. OVER GIRS. 4-4 |
| B509 | | 17 | 5'-7" | X | | BODY-TOP OVER GIRS. 4-4 |
| B410 | | 24 | 3'-11" | X | | BODY-BETWEEN BEAM SEATS |
| B411 | | 12 | 6'-3" | | | BODY-HORZ. EXT |
| B512 | X | 9 | 12'-2" | X | | WING 3-VERTICAL |
| B413 | X | 4 | 7'-8" | | | WING 3-HORIZONTAL-F.F. & B.F. |
| B514 | X | 13 | 12'-4" | X | | WING 3-VERTICAL |
| B515 | X | 11 | 15'-8" | X | | WING 3-STIRRUP |
| B516 | X | 6 | 12'-2" | | | WING 3-HORIZONTAL-F.F. |
| B617 | X | 8 | 13'-8" | | | WING 3-HORIZONTAL-B.F. |
| B618 | X | 2 | 12'-2" | | | WING 3-HORIZONTAL |
| B419 | X | 9 | 15'-8" | | | WING 3-HORIZONTAL-F.F. & B.F. |
| B620 | X | 2 | 15'-8" | | | WING 3-HORIZONTAL |
| B521 | X | 17 | 12'-4" | X | | WING 4-VERTICAL |
| B522 | X | 13 | 15'-6" | X | | WING 4-STIRRUP |
| B523 | X | 6 | 16'-2" | | | WING 4-HORIZONTAL-F.F. |
| B624 | X | 7 | 13'-8" | | | WING 4-HORIZONTAL-B.F. |
| B625 | X | 2 | 13'-8" | | | WING 4-HORIZONTAL |
| B426 | X | 9 | 11'-8" | | | WING 4-HORIZONTAL-F.F. & B.F. |
| B627 | X | 2 | 11'-8" | | | WING 4-HORIZONTAL |
| B428 | X | 30 | 2'-0" | | | SURFACE DRAIN ANCHORS |

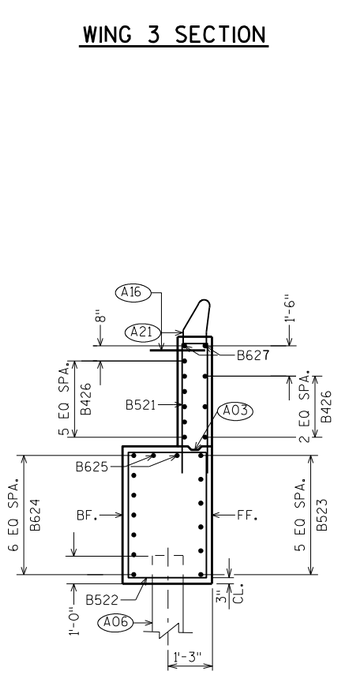


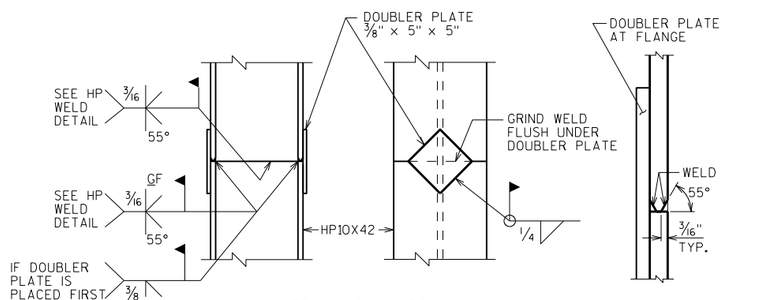




WING 4 ELEVATION




WING 4 SECTION




STEEL 'HP' SHAPE

HP WELD DETAIL
FLANGE SHOWN, WEB SIMILAR

PILE DETAILS

| NO. | DATE | REVISION | BY |
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STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-14-198

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NORTH ABUTMENT DETAILS

SHEET 7

88

8

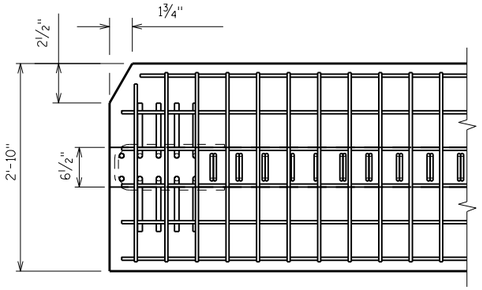
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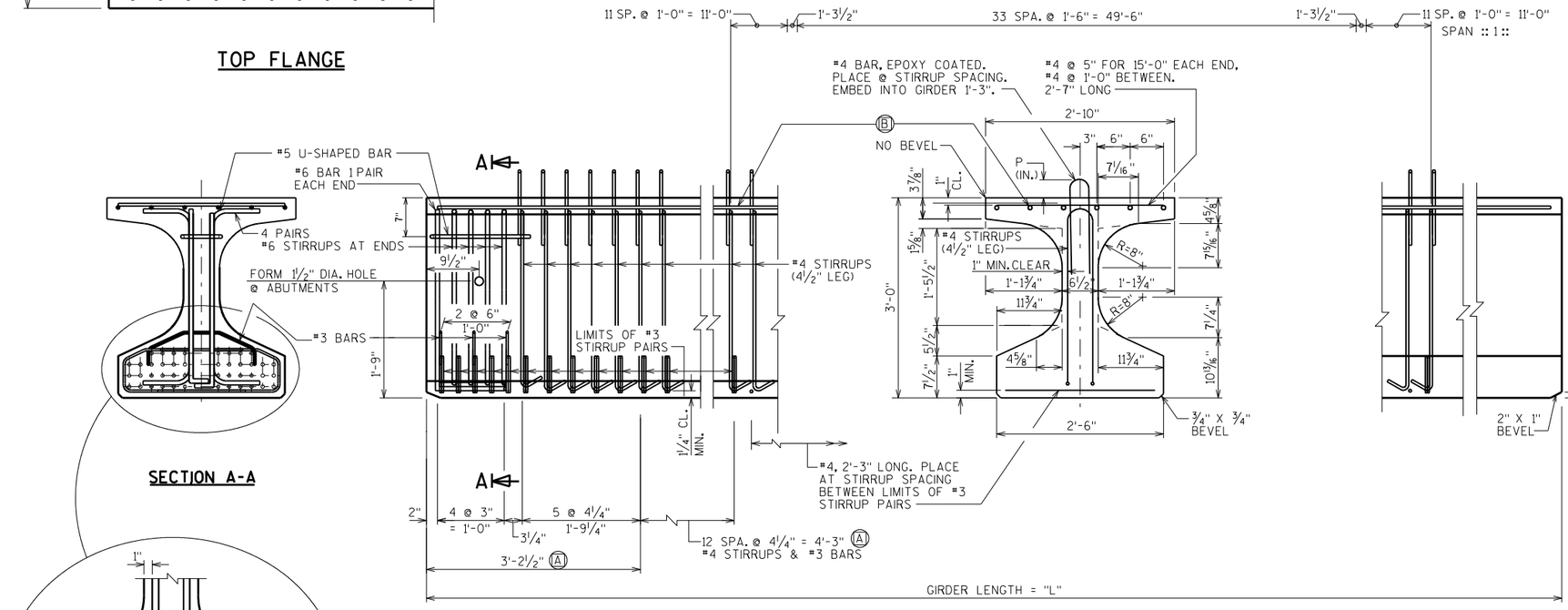
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1390-04-96




TOP FLANGE

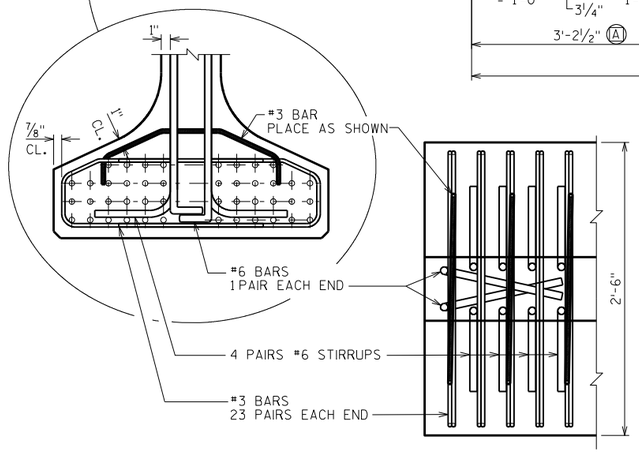



SECTION A-A

SIDE VIEW & TYP. SECTION IN SPAN

Ⓐ DETAIL TYP. AT EACH END

Ⓑ (6) - #4 BARS, FULL LENGTH, MIN. LAP = 1'-11"




BOTTOM FLANGE

## GIRDER NOTES

TOP OF GIRDER TO BE ROUGH FLOATED AND BROOMED TRANSVERSELY FOR BONDING TO THE SLAB, EXCEPT THE OUTSIDE 8" OF GIRDER, WHICH SHALL RECEIVE A SMOOTH FINISH. AN APPROVED CONCRETE SEALER SHALL BE APPLIED TO ALL SMOOTH SURFACES INCLUDING THE OUTSIDE 8" OF THE TOP FLANGE.

DO NOT APPLY CONCRETE SEALER TO SURFACES RECEIVING APPLICATION OF CONCRETE STAINING.

THE GIRDERS SHALL BE PROVIDED WITH A SUITABLE LIFTING DEVICE FOR HANDLING AND ERECTING THE GIRDERS.

STRANDS SHALL BE FLUSH WITH THE END OF GIRDER. FOR GIRDER ENDS EMBEDDED COMPLETELY IN CONCRETE, ENDS OF STRANDS SHALL BE COATED WITH NON-BITUMINOUS JOINT SEALER. FOR GIRDER ENDS THAT ARE FINALLY EXPOSED, COAT THE GIRDER ENDS, EXPOSED STRAND ENDS AND ALL NON-BONDING SURFACES WITHIN 2 FEET OF THE GIRDER ENDS WITH A NON-PIGMENTED EPOXY CONFORMING TO AASHTO M-235 TYPE III, CLASS B OR C. THE EPOXY SHALL BE APPLIED AT LEAST 3 DAYS AFTER MOIST CURING HAS CEASED AND PRIOR TO APPLICATION OF THE SEALER.

ALL GIRDERS SHALL BE CAST FULL LENGTH AS SHOWN.

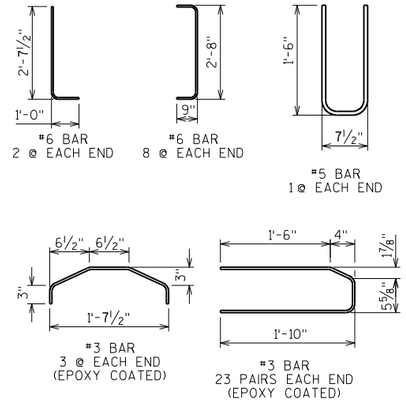
SPACING SHOWN FOR #4 STIRRUPS IS FOR GRADE 60 REINFORCEMENT. IF THE FABRICATOR WANTS TO BUILD A BAR STEEL CAGE BY WELDING LONGITUDINAL REINFORCEMENT TO THE #4 STIRRUPS, ONE OPTION IS AVAILABLE:

USE ASTM A706, GRADE 60 REINFORCEMENT AND THE STIRRUP SPACING AS SHOWN ON THE PLANS.

AN ALTERNATE EQUIVALENT OF WELDED WIRE FABRIC (WWF) ASTM A497 MAY BE SUBSTITUTED FOR THE STIRRUP REINFORCEMENT SHOWN, UPON APPROVAL OF THE STRUCTURES DEVELOPMENT CHIEF, (608)266-5161.

PRESTRESSING STRANDS SHALL BE 0.6" DIA. -7 WIRE LOW-RELAXATION STRANDS WITH AN ULTIMATE STRENGTH OF 270,000 psi.

FOR DIAPHRAGM INSERT & CONNECTION DETAILS SEE "STEEL DIAPHRAGM" SHEET.




* MINIMUM CYLINDER STRENGTH OF CONCRETE @ TIME OF TRANSFER OF PRESTRESS FORCE.

## GIRDER DATA

| SPAN | GIRDER | GIRDER LENGTH "L" | DEAD LOAD DEFL. (IN.) 1/10 | 2/10 | 3/10 | 4/10 | 5/10 | 6/10 | 7/10 | 8/10 | 9/10 | CONC. STRGTH. f'c (p.s.i.) | "P" IST 1/3 OF GIRDER | "P" MID 1/3 OF GIRDER | "P" END 1/3 OF GIRDER | DIA. OF STRAND (IN.) | DRAPED PATTERN TOTAL NO. OF STRANDS | f'ci (P.S.I.) | ( IN.) "A" | "B" MIN. | "B" MAX. | "C" | UNDRAPED PATTERN TOTAL NO. OF STRANDS | f'ci (P.S.I.) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | ALL | 89.00 | 0.6 | 1.1 | 1.5 | 1.7 | 1.8 | 1.7 | 1.5 | 1.1 | 0.6 | 8000 | 7 | 7 | 7 | 0.60 | 30 | 6400 | 32 | 11 | 14 | 4 | —— | —— |
| | | | | | | | | | | | | | | | | | | | | | | | | |
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STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-14-198

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36W" PRESTRESSED GIRDER DETAILS

SHEET 8

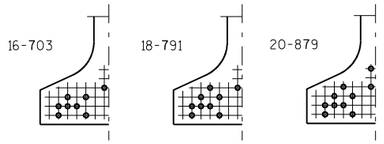
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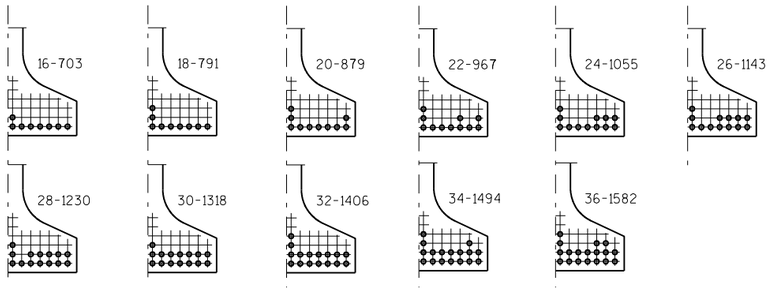
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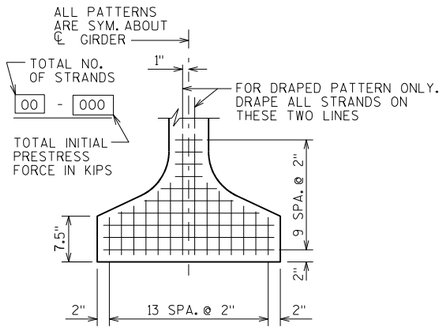
| STATE PROJECT NUMBER |
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| 1390-04-96 |



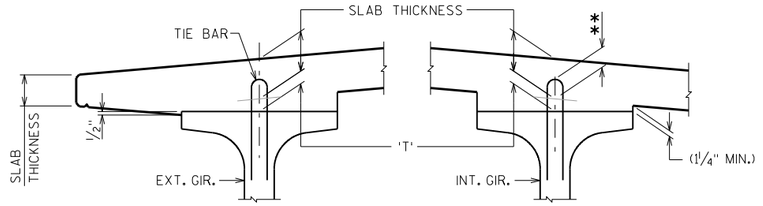

## STANDARD ARRANGEMENTS TO RAISE CENTER OF GRAVITY TO AVOID DRAPING OF STRANDS

0.6"Φ STRANDS




## TYP. STRAND PATTERN




## SLAB HAUNCH DETAIL

IF 1¼" MINIMUM HAUNCH HEIGHT AT EDGE OF GIRDER CANNOT BE MAINTAINED, THE GRADE LINE MAY BE REVISED BY THE ENGINEER AT THE OPTION OF THE CONTRACTOR, THE PLAN SLAB THICKNESS SHALL BE HELD. NOTIFY 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.

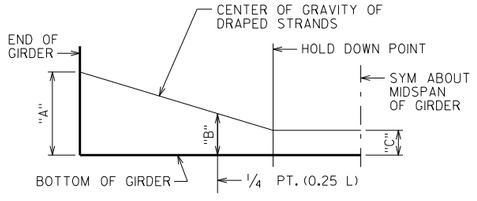
TO DETERMINE 'T', ELEV. OF TOP OF GIR'S. AT ℄ OF SUBSTRUCTURE UNITS & AT 1/10 POINTS OF EACH SPAN SHALL BE TAKEN. THEN FOLLOW THIS PROCESS:

TOP OF DECK ELEV. AT FINAL GRADE
- TOP OF GIRDER ELEVATION
+ DEAD LOAD DEFLECTION
- SLAB THICKNESS
= HAUNCH HEIGHT 'T'

NOTE: AN AVERAGE HAUNCH ('T') OF 3" WAS USED IN THE QUANTITY "CONCRETE MASONRY BRIDGES".

## ARRANGEMENT AT ℄ SPAN - FOR GIRDERS WITH DRAPED STRANDS

0.6"Φ STRANDS



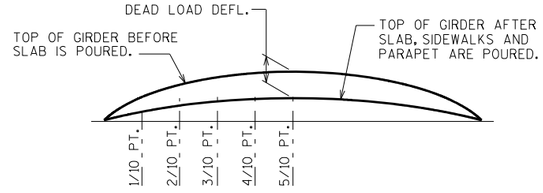

## DRAPED STRAND PROFILE

*THE THEORETICAL INITIAL CAMBER VALUE AT THE TIME OF STRAND RELEASE AT MIDSPAN MULTIPLIED BY A FACTOR OF 1.4 TO ACCOUNT FOR CAMBER GROWTH FROM THE TIME OF STRAND RELEASE TO JOBSITE PLACEMENT.

| SPAN | CAMBER (IN.) * |
|---|---|
| 1 | 3.4 |
| | |
| | |
| | |
| | |

**THESE VALUES ARE NOT TO BE USED IN DETERMINING 'T', USE ACTUAL GIRDER SHOTS.**

THESE VALUES ARE FOR INFORMATIONAL PURPOSES ONLY.




## DEAD LOAD DEFLECTION DIAGRAM

8

8

| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-14-198

DRAWN BY WWR | PLANS CK'D. RAK

36W" PRESTRESSED GIRDER DETAILS

SHEET 9

90

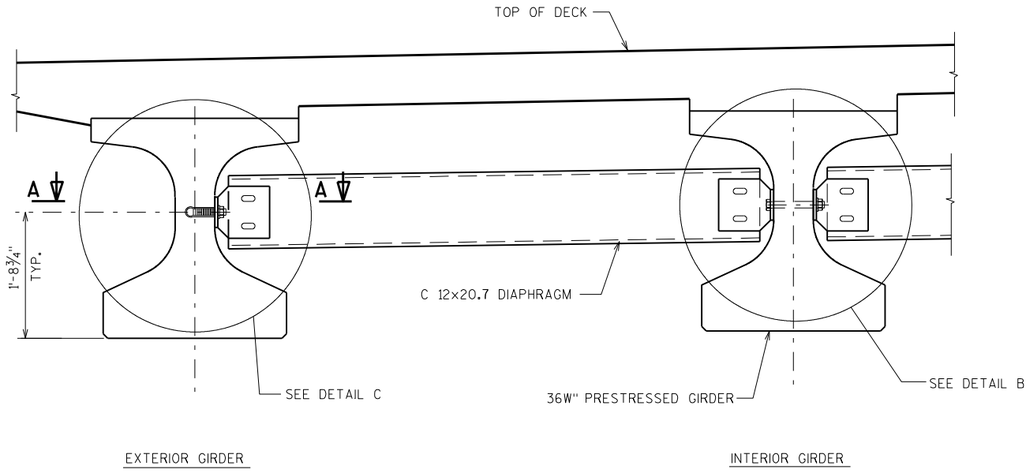
SCALE =

MON MAR 12 12:04:24 2012*

G36W
5-11

STATE PROJECT NUMBER

1390-04-96




EXTERIOR GIRDER

INTERIOR GIRDER

## NOTES

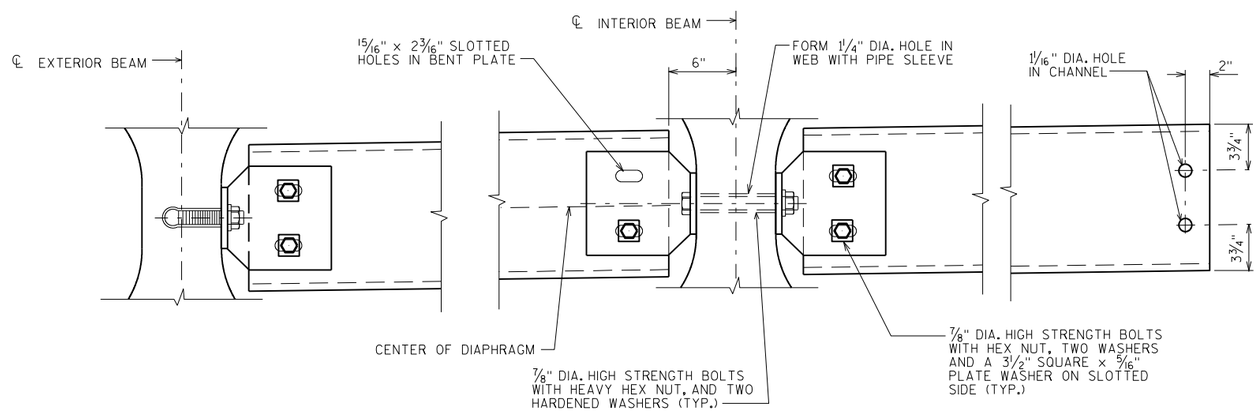
ALL DIAPHRAGM MATERIAL NOT EMBEDDED IN THE CONCRETE GIRDER SHALL BE PAID FOR AT THE UNIT PRICE BID FOR "STEEL DIAPHRAGMS B-14-198", EACH.

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.

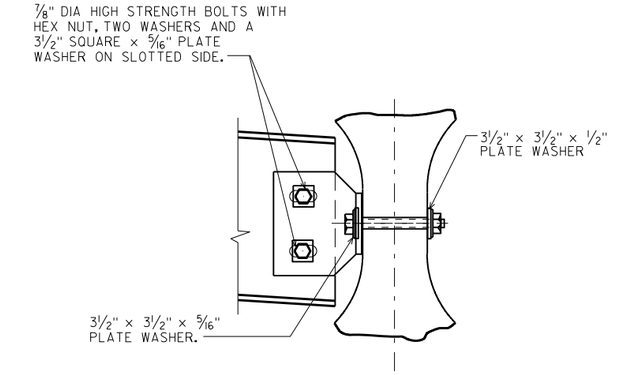
ALL DIAPHRAGM STRUCTURAL STEEL SHOWN SHALL BE HOT-DIPPED GALVANIZED. ALL BOLTS, NUTS AND WASHERS SHALL BE HOT-DIPPED GALVANIZED IN ACCORDANCE WITH ASTM A153 CLASS C. GALVANIZED NUTS SHALL BE TAPPED OVERSIZE IN ACCORDANCE WITH THE REQUIREMENTS OF ASTM A563 AND SHALL MEET THE REQUIREMENTS OF SUPPLEMENTARY REQUIREMENT S1 OF ASTM A563, LUBRICANT AND TEST FOR COATED NUTS.

## PART TRANSVERSE SECTION AT DIAPHRAGM

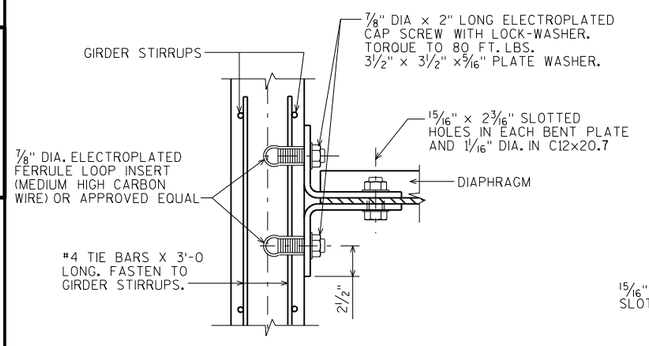



DETAIL C

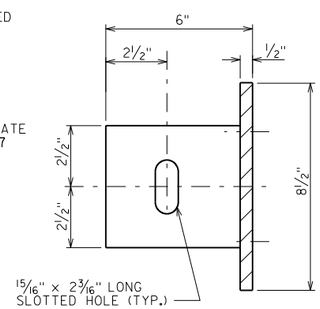
DETAIL B



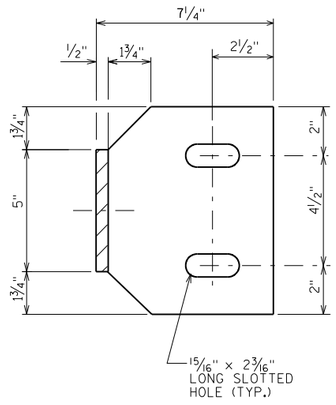

SECTION AT INTERIOR GIRDERS THRU DIAPHRAGM



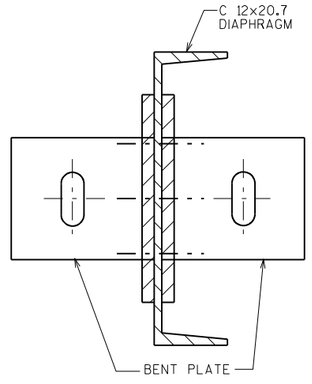

SECTION A-A
(FOR EXTERIOR ATTACHMENT)




BEAM FACE




DIAPHRAGM FACE




ATTACHMENT TO CHANNEL

8

8

| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-14-198

DRAWN BY WWR | PLANS CK'D. RAK

STEEL DIAPHRAGM

SHEET 10

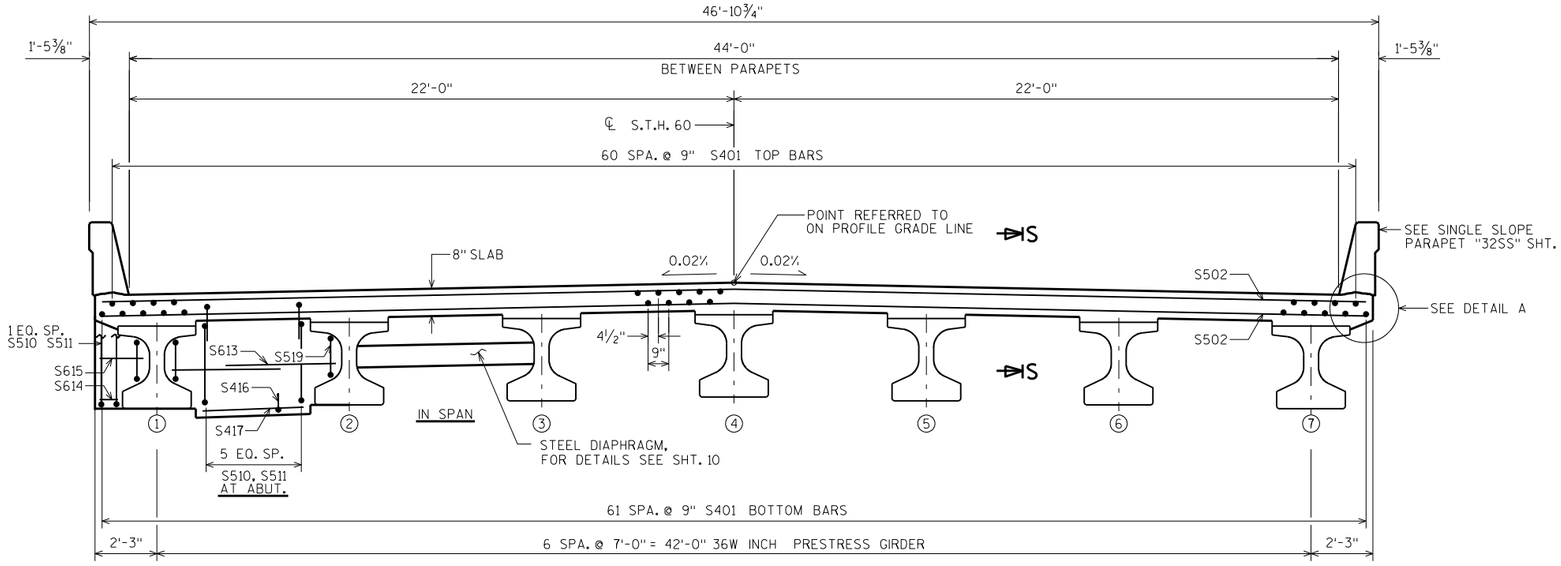
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GSTDIA36W
1-12

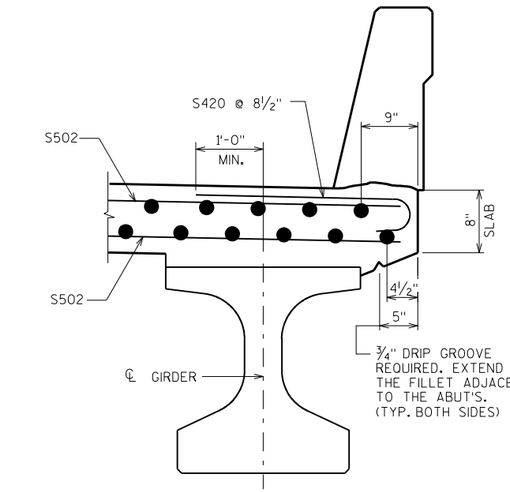
STATE PROJECT NUMBER

1390-04-96

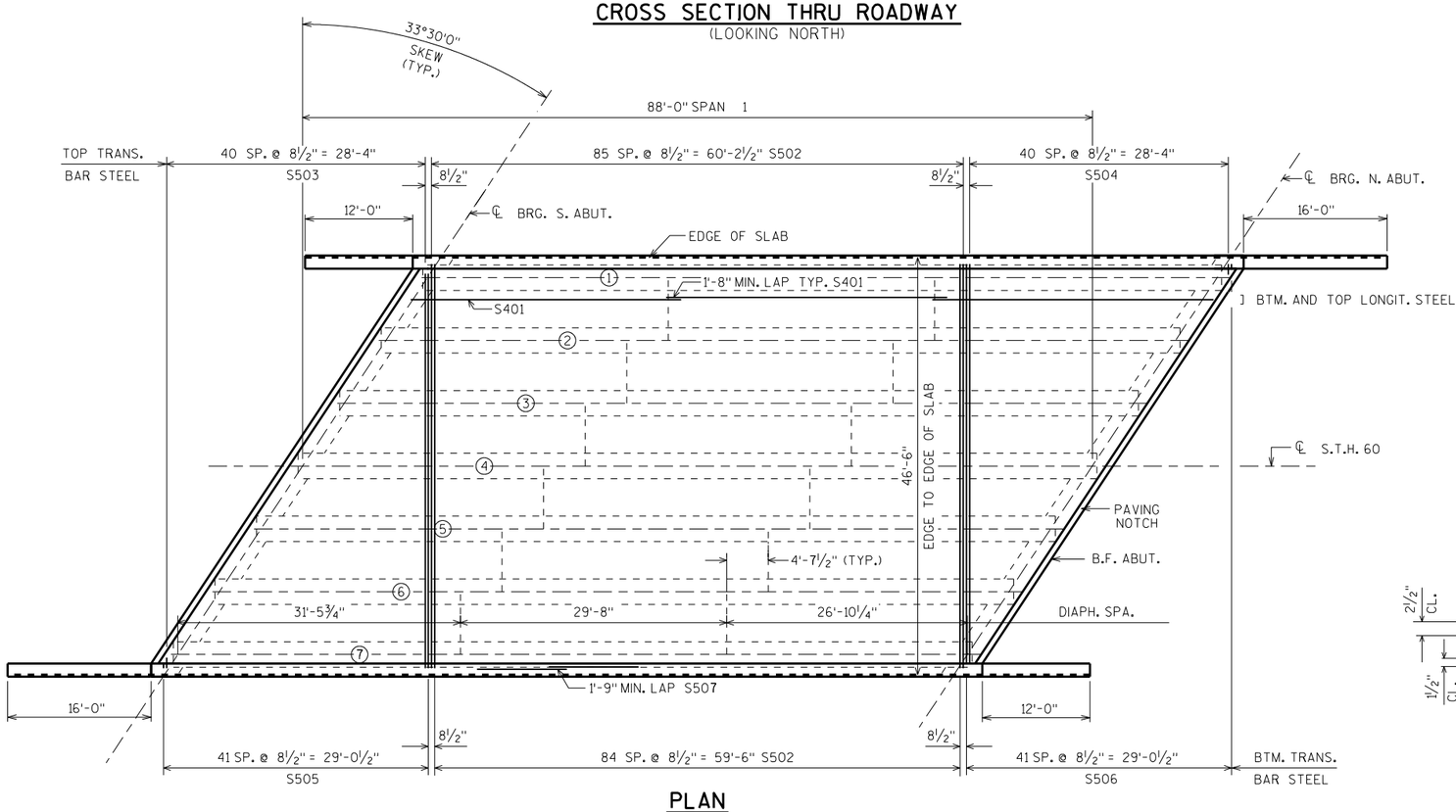



## CROSS SECTION THRU ROADWAY

(LOOKING NORTH)



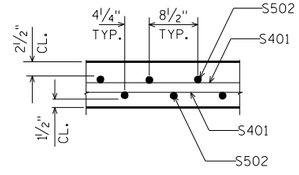

## DETAIL A




## PLAN




## PLAN




## SECTION S-S

| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-14-198

DRAWN BY WWR | PLANS CK'D. RAK

SUPERSTRUCTURE

SHEET 11

92

8

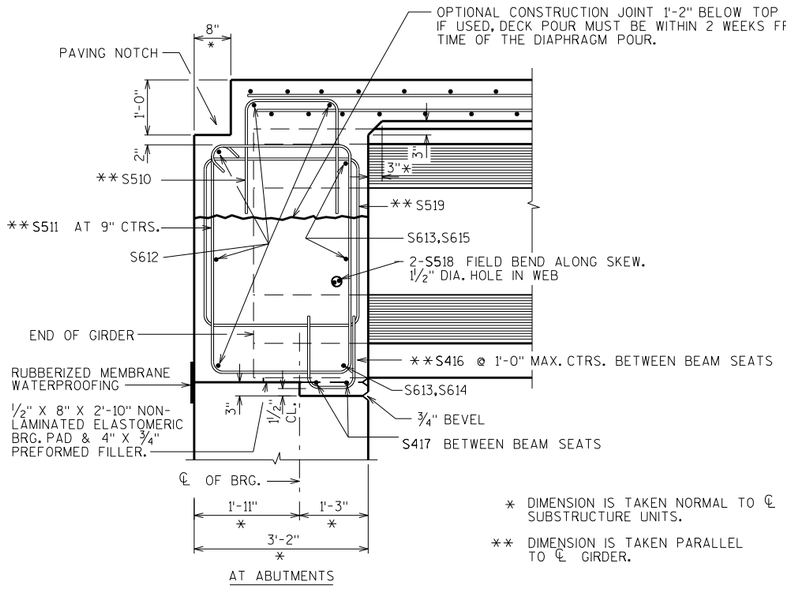
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SCALE =

MON MAR 12 12:04:31 2012*

STATE PROJECT NUMBER

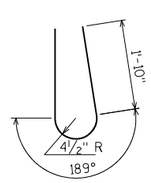
1390-04-96



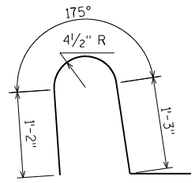

* DIMENSION IS TAKEN NORMAL TO ℄ SUBSTRUCTURE UNITS.

** DIMENSION IS TAKEN PARALLEL TO ℄ GIRDER.

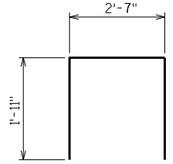
## PART LONGIT. SECTION



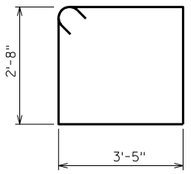

S508



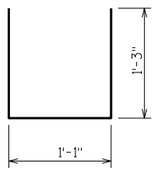

S509



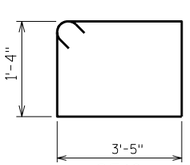

S510



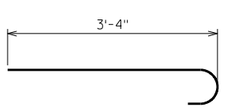

S511




S416




S519

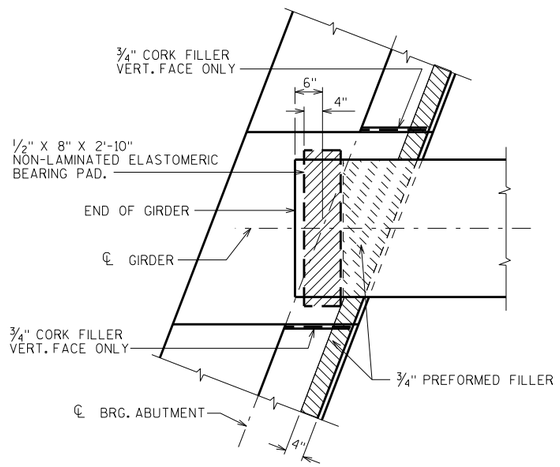



S420

## BILL OF BARS

| BAR MARK | COAT | NO. REQ'D. | LENGTH | BENT | BAR SERIES | LOCATION |
|---|---|---|---|---|---|---|
| S401 | X | 369 | 31'-4" | | | LONGITUDINAL TOP & BOTTOM |
| S502 | X | 171 | 46'-2" | | | TRANSVERSE TOP AND BOTTOM |
| S503 | X | 41 | 23'-7" | | ⚠ | TRANSVERSE TOP CUT LEFT |
| S504 | X | 41 | 23'-7" | | ⚠ | TRANSVERSE TOP CUT RIGHT |
| S505 | X | 42 | 23'-7" | | ⚠ | TRANSVERSE BOT CUT |
| S506 | X | 42 | 23'-7" | | ⚠ | TRANSVERSE BOT CUT RIGHT |
| S507 | X | 36 | 31'-11" | | | PARAPET 32SS |
| S508 | X | 278 | 5'-0" | X | | PARAPET 32SS |
| S509 | X | 278 | 4'-5" | X | | PARAPET 32SS |
| S510 | X | 80 | 6'-2" | X | | ABUT. DIAPHRAGM |
| S511 | X | 80 | 12'-10" | X | | ABUT. DIAPHRAGM |
| S612 | X | 20 | 29'-6" | | | ABUT. DIAPHRAGM |
| S613 | X | 72 | 4'-9" | | | ABUT. DIAPHRAGM |
| S614 | X | 4 | 10" | | | ABUT. DIAPHRAGM |
| S615 | X | 8 | 1'-10" | | | ABUT. DIAPHRAGM |
| S416 | X | 60 | 3'-5" | X | | ABUT. DIAPHRAGM |
| S417 | X | 24 | 3'-11" | | | ABUT. DIAPHRAGM |
| S518 | X | 28 | 6'-0" | | | ABUT. DIAPHRAGM |
| S519 | X | 28 | 10'-2" | X | | ABUT. DIAPHRAGM |
| S420 | X | 258 | 3'-10" | X | | TRANSVERSE TOP DECK EDGE |

⚠ LENGTH SHOWN FOR BAR IS AN AVERAGE LENGTH AND SHOULD ONLY BE USED FOR BAR WEIGHT CALCULATIONS. SEE BAR SERIES TABLE FOR ACTUAL LENGTHS.




## BEARING PAD DETAIL

## TOP OF DECK ELEVATIONS

| | S. ABUT. | 1/10 | 2/10 | 3/10 | 4/10 | 5/10 | 6/10 | 7/10 | 8/10 | 9/10 | N. ABUT. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| EOD | 912.57 | 912.61 | 912.65 | 912.69 | 912.73 | 912.76 | 912.79 | 912.82 | 912.84 | 912.87 | 912.89 |
| GIR. 1 | 912.59 | 912.64 | 912.68 | 912.71 | 912.75 | 912.78 | 912.81 | 912.84 | 912.87 | 912.89 | 912.91 |
| GIR. 2 | 912.71 | 912.75 | 912.79 | 912.83 | 912.87 | 912.90 | 912.94 | 912.97 | 912.99 | 913.02 | 913.04 |
| GIR. 3 | 912.83 | 912.87 | 912.91 | 912.95 | 912.99 | 913.03 | 913.06 | 913.09 | 913.12 | 913.15 | 913.17 |
| GIR. 4 | 912.94 | 912.99 | 913.03 | 913.07 | 913.11 | 913.15 | 913.18 | 913.22 | 913.24 | 913.27 | 913.30 |
| GIR. 5 | 912.77 | 912.82 | 912.87 | 912.91 | 912.95 | 912.99 | 913.03 | 913.06 | 913.09 | 913.12 | 913.14 |
| GIR. 6 | 912.61 | 912.66 | 912.70 | 912.75 | 912.79 | 912.83 | 912.87 | 912.90 | 912.93 | 912.96 | 912.99 |
| GIR. 7 | 912.44 | 912.49 | 912.54 | 912.59 | 912.63 | 912.67 | 912.71 | 912.74 | 912.78 | 912.81 | 912.84 |
| EOD | 912.41 | 912.46 | 912.51 | 912.56 | 912.60 | 912.64 | 912.68 | 912.72 | 912.75 | 912.78 | 912.81 |

## BAR SERIES TABLE

BUNDLE AND TAG EACH SERIES SEPARATELY

| MARK | NO. REQD. | LENGTH |
|---|---|---|
| S503 | 1 SERIES OF 41 | 2'-2" TO 45'-0" |
| S504 | 1 SERIES OF 41 | 2'-2" TO 45'-0" |
| S505 | 1 SERIES OF 42 | 1'-8" TO 45'-6" |
| S506 | 1 SERIES OF 42 | 1'-8" TO 45'-6" |

| NO. | DATE | REVISION | BY |
|---|---|---|---|

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-14-198

DRAWN BY WWR | PLANS CK'D. RAK

SUPERSTRUCTURE DETAILS

SHEET 12

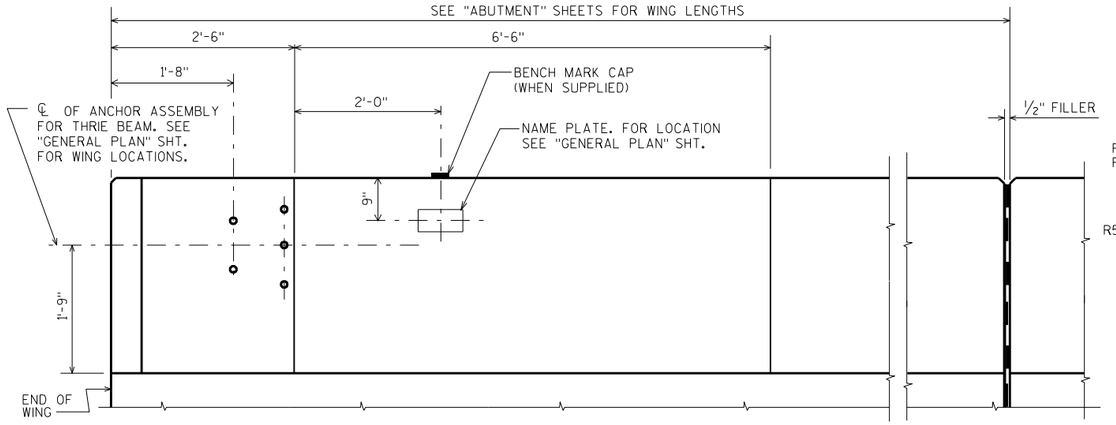
93

MON MAR 12 12:04:17 2012*

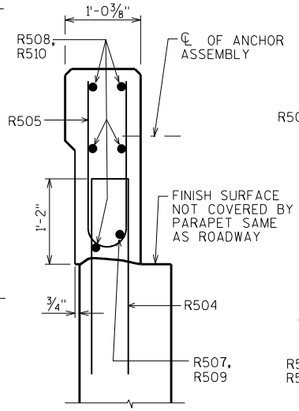
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STATE PROJECT NUMBER

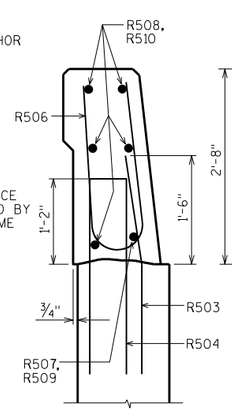
1390-04-96



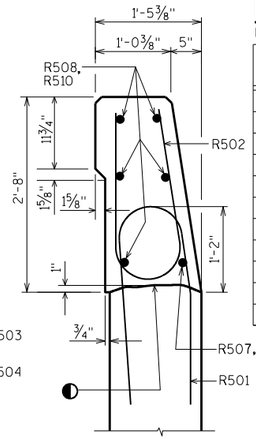

INSIDE ELEVATION




SECTION A




SECTION B

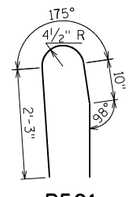



SECTION C

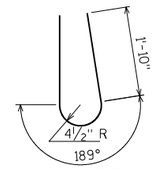
## BILL OF BARS

FOR ABUTMENT PARAPETS

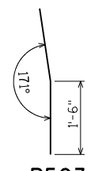
| BAR MARK | COAT | S. ABUT. | N. ABUT. | LENGTH | BENT | BAR SERIES | LOCATION |
|---|---|---|---|---|---|---|---|
| R501 | X | 16 | 16 | 5-10 | X | | PARAPET VERT. |
| R502 | X | 16 | 16 | 5-0 | X | | PARAPET VERT. |
| R503 | X | 24 | 24 | 3-0 | X | | PARAPET VERT. |
| R504 | X | 34 | 34 | 5-7 | X | | PARAPET VERT. |
| R505 | X | 22 | 22 | 4-9 | X | | PARAPET VERT. |
| R506 | X | 12 | 12 | 4-10 | X | | PARAPET VERT. |
| R507 | X | 1 | 1 | 15-8 | X | | PARAPET HORIZ. |
| R508 | X | 5 | 5 | 15-8 | | | PARAPET HORIZ. |
| R509 | X | 1 | 1 | 11-8 | X | | PARAPET HORIZ. |
| R510 | X | 5 | 5 | 11-8 | | | PARAPET HORIZ. |




R501



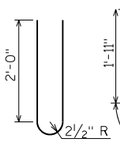

R502



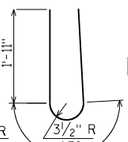

R503



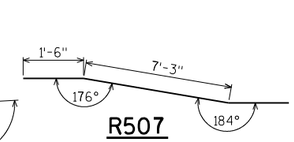

R504



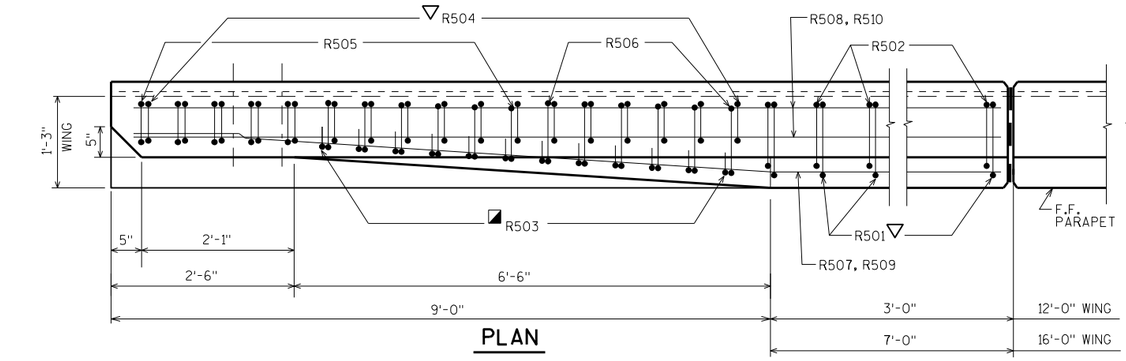

R505




R506

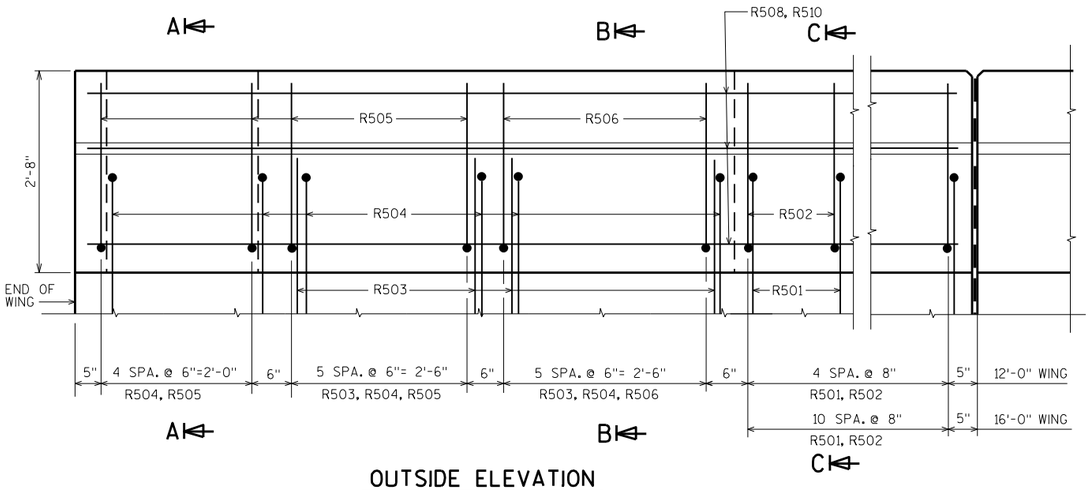



R507
R509

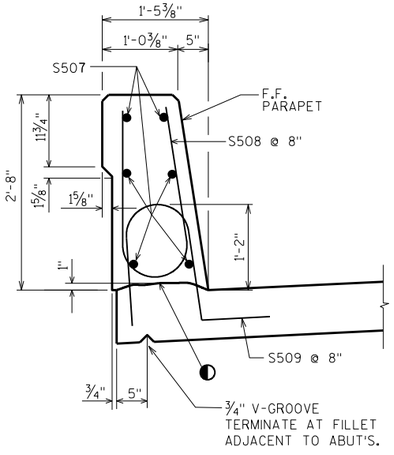



PLAN

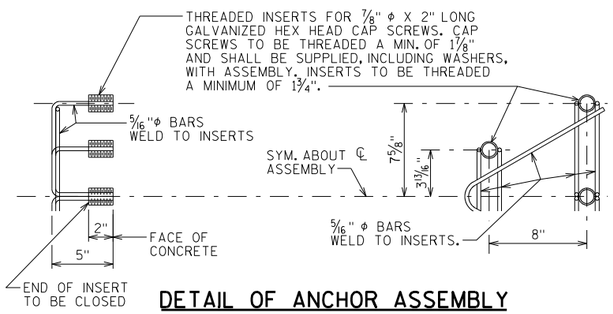
OPTIONAL CONSTRUCTION JOINTS IN THE PARAPETS MAY BE USED. RUN BAR REINF. THRU THE JOINT. LAP LONGIT. BARS A MIN. OF 1'-9". MIN. JOINT SPACING OF 80'-0". DEFINE CONST. JOINT WITH A ¾" - 'V' GROOVE.




OUTSIDE ELEVATION




SECTION THRU PARAPET ON BRIDGE




DETAIL OF ANCHOR ASSEMBLY

NOTE: HEX HEAD CAP SCREWS & WASHERS TO BE GALVANIZED IN ACCORDANCE WITH AASHTO M232 CLASS C.

◐ CONST. JOINT - STRIKE OFF AS SHOWN.

◪ R503 BARS MAY BE PLACED AFTER CONCRETE IS POURED BUT BEFORE INITIAL SET HAS TAKEN PLACE. USE CARE TO PLACE R503 BARS CORRECTLY ALONG TRANSITION OF PARAPET.

▽ R501 AND R504 BARS TO BE TIED TO WING STEEL BEFORE WING IS POURED.

| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-14-198

DRAWN BY WWR | PLANS CK'D. RAK

SINGLE SLOPE PARAPET "32SS"

SHEET 13

94

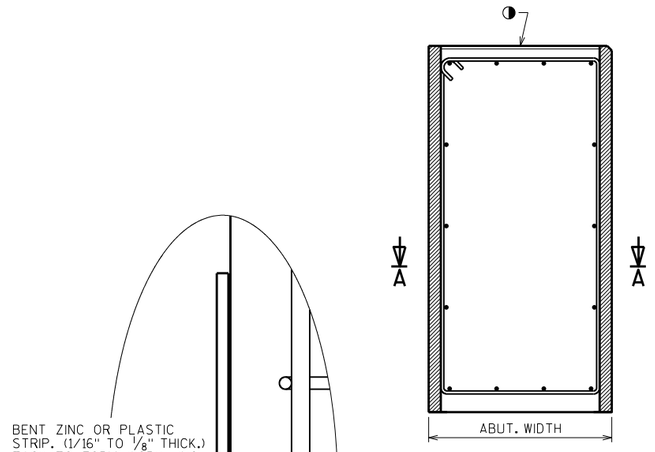
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32SSWIN

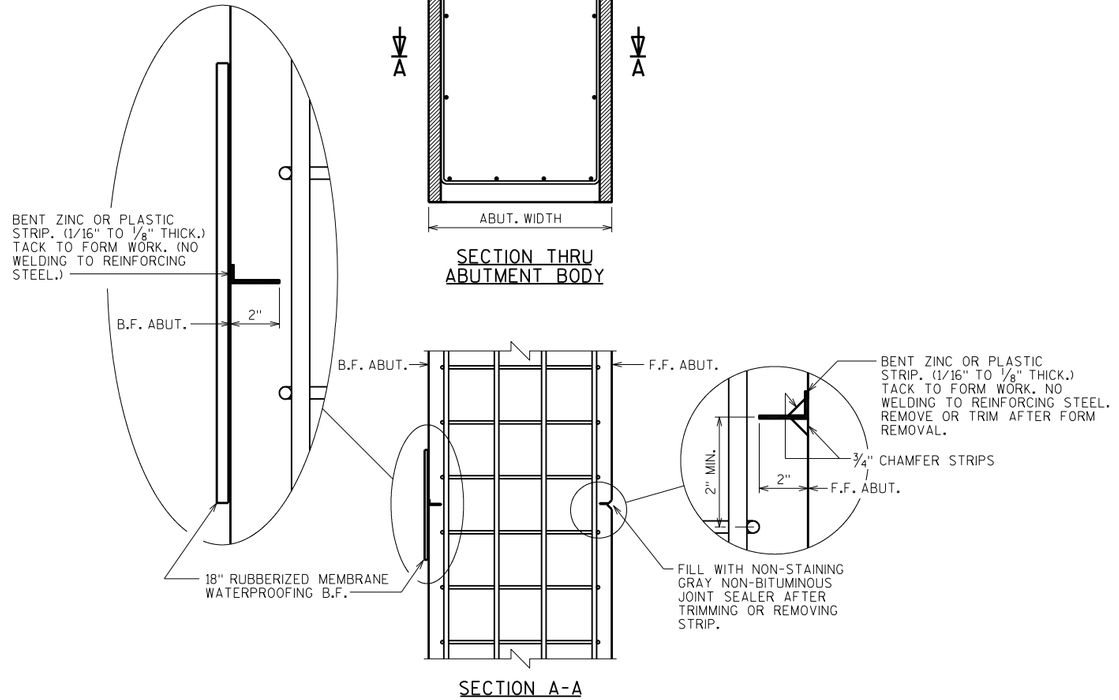
8

8

| STATE PROJECT NUMBER |
| --- |
| 1390-04-96 |




SECTION THRU ABUTMENT BODY




SECTION A-A

## ALTERNATE CONSTRUCTION JOINT AT ABUTMENT

### NOTES

PARTIAL ZINC OR PLASTIC BULKHEAD MAY BE USED AS ALTERNATE CONSTRUCTION JOINT, WITH THE PERMISSION OF THE ENGINEER, AT THE CONTRACTOR'S EXPENSE.

VERTICAL CONSTRUCTION JOINT KEYWAY IS NOT REQUIRED WHEN USING ALTERNATE CONSTRUCTION JOINT.

CARE IS TO BE USED IN CASTING CONCRETE AROUND BULKHEAD TO PREVENT DISLOCATION OR MISALIGNMENT OF THE BULKHEAD.

◑ USE A JOINT TOOL TO CONSTRUCT A CONTRACTION JOINT APPROXIMATELY 1/2" DEEP.

| NO. | DATE | REVISION | BY |
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STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-14-198

DRAWN BY WWR | PLANS CK'D. RAK

ALTERNATE CONSTRUCTION JOINT

SHEET 14

95

8

8

123

SCALE =

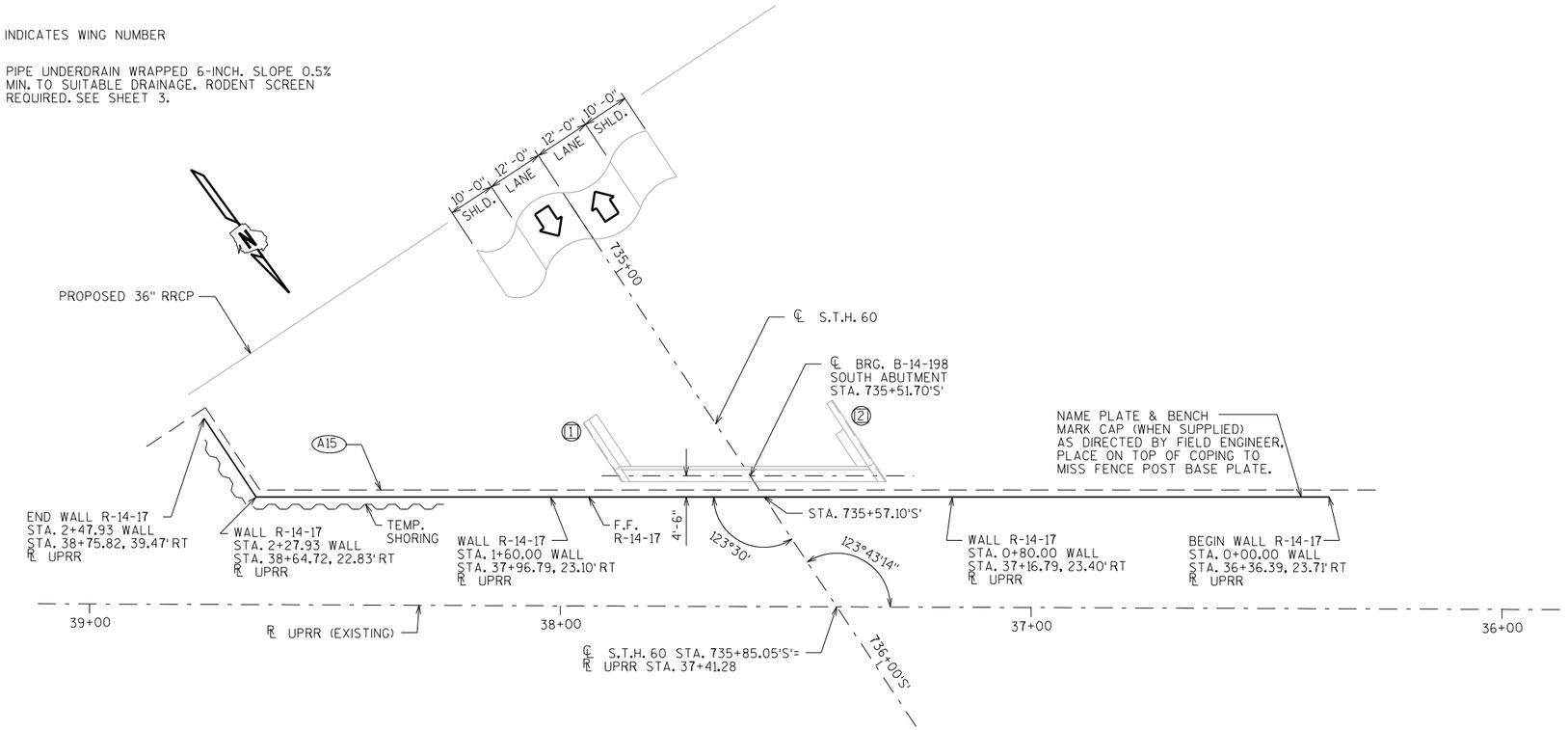
ALTJOINT
10-08

STATE PROJECT NUMBER

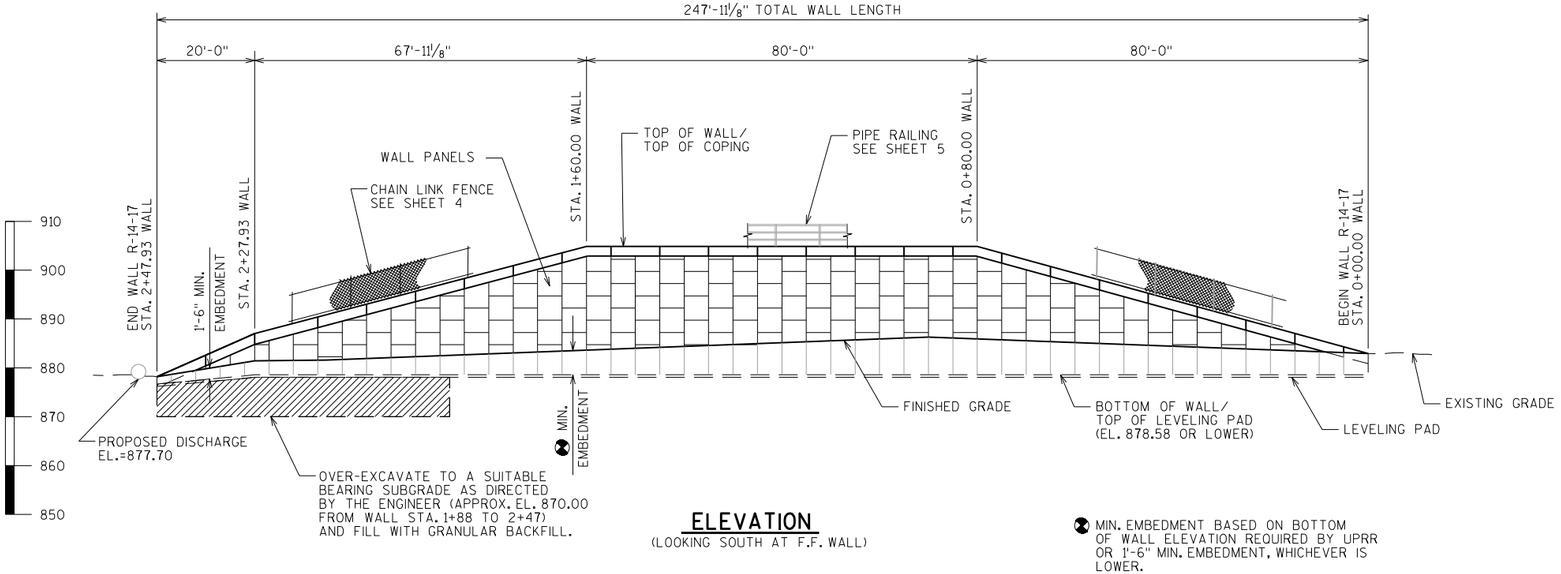
**1390-04-96**

(2) INDICATES WING NUMBER

(A15) PIPE UNDERDRAIN WRAPPED 6-INCH. SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. RODENT SCREEN REQUIRED. SEE SHEET 3.




## PLAN




## ELEVATION

(LOOKING SOUTH AT F.F. WALL)

MIN. EMBEDMENT BASED ON BOTTOM OF WALL ELEVATION REQUIRED BY UPRR OR 1'-6" MIN. EMBEDMENT, WHICHEVER IS LOWER.

## ALLOWABLE WALL SYSTEMS

WALL CONCRETE PANEL M.S.E. LRFD

## ULTIMATE DESIGN STRESSES:

CONCRETE MASONRY CAST-IN-PLACE COPING —— f'c = 3,500 P.S.I.

BAR STEEL REINFORCEMENT, GRADE 60 ———— fy = 60,000 P.S.I.

## 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 LRFD."

PLANS, ELEVATIONS AND DETAILS SHOWN ON THESE DRAWING 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 SHALL BE DESIGNED USING THE ELEVATIONS GIVEN ON SHEET 2.

DESIGN FOR RETAINING WALL TO PROVIDE FOR A FINISHED GRADE SLOPE BEHIND WALL AS SHOWN ON SHEET 3.

DESIGN RETAINING WALL FOR A LIVE LOAD SURCHARGE LOAD OF 240 PSF.

DESIGN THE MSE WALL IN FRONT OF THE ABUTMENT BODY TO RESIST THE FORCE FROM ALL HORIZONTAL EARTH PRESSURE ACTING ON THE BACK OF THE ABUTMENT BELOW THE BEAM SEATS AND A LIVE LOAD SURCHARGE OF 240 PSF.

THE MAXIMUM VALUE OF THE ANGLE OF INTERNAL FRICTION OF THE WALL BACKFILL MATERIAL IN THE REINFORCED ZONE SHALL BE ASSUMED TO BE 30° WITHOUT CERTIFIED TEST VALUES.

## LIST OF DRAWINGS


1. GENERAL PLAN & ELEVATION
2. NOTES & QUANTITIES
3. WALL DETAILS
4. CHAIN LINK FENCE DETAILS
5. PIPE RAILING DETAILS
6. SUBSURFACE EXPLORATION



STRUCTURE DESIGN CONTACTS:

JAMES LUEBKE (608) 266-5098

LAURA SHADEWALD (608) 267-9592


| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

Plans Prepared By **WISDOT**

**BUREAU OF STRUCTURES**

ACCEPTED William C. Duchac LIS 7/25/12

CHIEF STRUCTURES DESIGN ENGINEER — DATE

**STRUCTURE R-14-17**

RETAINING WALL FOR S.T.H. 60 OVER UPRR

COUNTY: DODGE — TOWN/~~CITY/VILLAGE~~: CLYMAN

DESIGN SPEC.: AASHTO LRFD DESIGN SPEC. 5th EDITION

| DESIGNED BY | DESIGN CK'D. | DRAWN BY | PLANS CK'D. |
|---|---|---|---|
| JDL | RAK | JDL | RAK |

**GENERAL PLAN & ELEVATION**

SHEET 1 OF 6

96

I.D. 1390-04-04F

DATE: MAY '12

SCALE = 1"

8

8

STATE PROJECT NUMBER

1390-04-96

## SOIL PARAMETERS

| SOIL DESCRIPTION | FRICTION ANGLE (DEGREES) | COHESION (PSF) | UNIT WEIGHT (PCF) |
|---|---|---|---|
| GRANULAR BACKFILL WITHIN THE WALL IN THE REINFORING ZONE | 30 | 0 | 120 |
| FILL BEHIND AND BELOW THE REINFORCING ZONE | 31 | 0 | 120 |
| B-1, 734+81.50 | | | |
| GRANULAR FILL (REPLACES TOPSOIL) (ELEVATION 878.6 FT 876.0 FT) | 31 | 0 | 120 |
| GRANULAR FILL (REPLACES CLAY, GRAY/BROWN, MOTTLED) (ELEVATION 876.0 FT 872.0.0 FT) | 31 | 0 | 120 |
| GRANULAR FILL (REPLACES SILT, GRAY) (ELEVATION 872.0 FT 870.0 FT) | 31 | 0 | 120 |
| SILT, GRAY, SOME SAND (ELEVATION 870.0 FT 867.0 FT) | 32 | 0 | 120 |
| GRAVEL, GRAY, SOME SAND (ELEVATION 867.0 FT 864.5 FT) | 36 | 0 | 130 |
| BEDROCK (ELEVATION 864.5 FT AND BELOW) | 0 | 96,000 | 140 |
| B-6, 735+65 | | | |
| GRANULAR FILL (REPLACES CLAY, GRAY/BROWN, MOTTLED) (ELEVATION 878.6 FT 875.2 FT) | 31 | 0 | 120 |
| SILT, BROWN, SOME SAND, TRACE CLAY (ELEVATION 875.2 FT 869.2 FT) | 0 | 1,500 | 115 |
| SAND, GRAY, SOME SILT, SOME GRAVEL (ELEVATION 869.2 FT 868.2 FT) | 36 | 0 | 130 |
| SAND, GRAY (ELEVATION 868.2 FT 864.7 FT) | 36 | 0 | 130 |
| BEDROCK (ELEVATION 864.7 FT AND BELOW) | 0 | 96,000 | 140 |
| B-2, 735+60 | | | |
| SAND AND GRAVEL, BROWN, MEDIUM, SOME SILT (ELEVATION 878.6 FT 871.2 FT) | 34 | 0 | 125 |
| SAND AND GRAVEL, BROWN, MEDIUM, SOME SILT (ELEVATION 871.2 FT 869.7 FT) | 36 | 0 | 135 |
| BEDROCK (ELEVATION 869.7 FT AND BELOW) | 0 | 96,000 | 140 |

1. THE MSE WALL WITH PRECAST CONCRETE PANELS WILL ACHIEVE THE EXTERNAL STABILITY FACTORS OF SAFETY IF THE SLIDING AND BEARING RESISTANCE REQUIREMENTS ARE MET. THE WALL EXTERNAL STABILITY EVALUATION TABLE PRESENTS THE MINIMUM LENGTH OF THE REINFORCEMENT. IN THE AREA OF THE WALL THAT SUPPORTS THE ABUTMENT, THE RATIO OF LENGTH OF REINFORCEMENT TO TOTAL HEIGHT OF WALL SHOULD BE INCREASED FROM 0.70 TO 0.81 AND IN THE AREAS WITH THE BACKSLOPE OF 3H:1V RATIO OF LENGTH OF REINFORCEMENT TO TOTAL HEIGHT OF WALL SHOULD BE INCREASED FROM 0.70 TO 0.86.
2. THE CONTRACTOR SHOULD REMOVE THE SOFT SILT AND CLAY ON THE EAST SIDE OF THE RETAINING WALL (B-1) TO AN ESTIMATED ELEVATION OF 870 FEET AND REPLACE THE EXCAVATED SOIL WITH GRANULAR FILL.
3. THE BACKFILL BEHIND THE MSE WALL WITH PRECAST CONCRETE FACING SHOULD BE GRANULAR AND FREE DRAINING.
4. THE SOUTHWEST REGION, MADISON OFFICE SOILS ENGINEER SHOULD REVIEW THE SUBSURFACE CONDITIONS PRIOR TO CONSTRUCTION OF THE WALL.

NOTES:

THE TYPICAL WALL SECTION USED IN THE ANALYSES HAD AN EXPOSED HEIGHT THAT VARIES FROM 7.9 FEET TO 18.6 FEET. THE FOLLOWING ASSUMPTIONS ARE ALSO INCLUDED IN THE ANALYSES:

1. THE SLOPE IN FRONT THE WALL IS HORIZONTAL.
2. THE SLOPE IN BACK OF THE WALL RANGES FROM HORIZONTAL TO 3H:1V.
3. WATER LEVEL RANGED FROM ELEVATION 871 FEET TO ELEVATION 875 FEET.
4. THE GRANULAR BACKFILL IS FREE DRAINING AND WILL NOT BECOME SATURATED.
5. THE MINIMUM EMBEDMENT DEPTH RANGED FROM 3.1 FEET TO 7.7 FEET.
6. A SURCHARGE LOAD OF 240 PSF IS INCLUDED TO MODEL PEDESTRIAN AND LIGHTWEIGHT CONSTRUCTION EQUIPMENT.
7. AN ADDITIONAL SURCHARGE LOAD EQUIVALENT TO THE WEIGHT OF THE SOIL BEHIND THE ABUTMENT IS ALSO INCLUDED IN THE DESIGN.
8. GLOBAL STABILITY FACTOR OF SAFETY WAS DETERMINED BY THE COMPUTER PROGRAM XSTABL
9. BEARING RESISTANCE IS DETERMINED BY TERZAGHI'S BEARING CAPACITY EQUATION.
10. SETTLEMENT OF THE FOUNDATION ON COHESIONLESS AND COHESIVE SOIL IS BASED UPON METHODS DESCRIBED IN THE FHWA SOILS AND FOUNDATIONS MANUAL.

## WALL EXTERNAL STABILITY EVALUATION

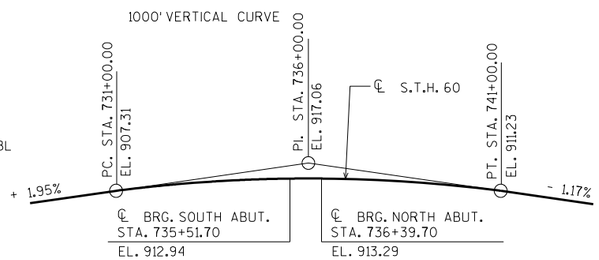
| DIMENSIONS | | | | |
|---|---|---|---|---|
| WALL HEIGHT (FEET)[1] | 13.7 | 26.3 | 23.2 | 11.8 |
| EXPOSED WALL HEIGHT (FEET) | 7.9 | 18.6 | 18.3 | 8.7 |
| LENGTH OF REINFORCEMENT (FEET)[3] | 9.6 | 21.2 | 17.2 | 10.1 |
| LENGTH OF REIN./WALL HEIGHT | 0.70 | 0.81[2] | 0.74[4] | 0.86[4] |
| WALL STATION | 0+38.30 | 0+90.00 | 1+63.30 | 2+27.90 |
| BORING USED | B-2 | B-2 | B-6 | B-1 |
| CAPACITY TO DEMAND RATIO (CDR)[5] | | | | |
| SLIDING (CDR > 1.0) | 1.3 | 1.1 | 1.0 | 1.0 |
| ECCENTRICITY (CDR > 1.0) | 1.2 | 1.0 | 1.2 | 1.4 |
| GLOBAL STABILITY (CDR > 1.0) | NA[6] | 1.5 | 1.2 | NA[6] |
| BEARING RESISTANCE (CDR > 1.0) | 2.9 | 1.2 | 1.4 | 2.7 |
| REQUIRED BEARING RESISTACE (PSF) | 10,000 | 10,000 | 10,000 | 10,000 |

1. THE WALL HEIGHT INCLUDES AN EMBEDMENT THAT RANGES FROM 3.1 FEET TO 7.7 FEET.
2. THE WALL STABILITY EVALUATION INCLUDED A SURCHARGE LOAD THAT WAS EQUAL TO THE WEIGHT OF THE SOIL BEHIND THE ABUTMENT.
3. THE LENGTH OF REINFORCEMENT IS THE MINIMUM REQUIRED LENGTH.
4. REQUIRES EXCAVATION OF THE SOFT SILTS AND CLAYS.
5. CDR REQUIREMENTS AND LOAD AND RESISTANCE FACTORS ARE PRESENTED IN CHAPTER 14 OF THE BRIDGE MANUAL.
6. NA NOT APPLICABLE, GLOBAL SLOPE STABILITY WAS EVALUATED AT THE CRITICAL WALL LOCATION.

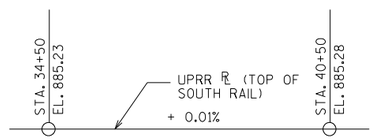
## GEOMETRY TABLE

| WALL STATION | ℄ UPRR STATION | ℄ OFFSET TO F.F. WALL | TOP OF WALL ELEV. | FINISH GRADE ELEV. @ F.F. WALL |
|---|---|---|---|---|
| 0+00.00 | 36+36.79 | 23.71' RT | 882.93 | 882.93 |
| 0+13.21 | 36+50.00 | 23.66' RT | 886.56 | 883.44 |
| 0+38.21 | 36+75.00 | 23.56' RT | 893.41 | 884.41 |
| 0+63.21 | 37+00.00 | 23.47' RT | 900.27 | 885.37 |
| 0+80.00 | 37+16.79 | 23.40' RT | 904.87 | 886.01 |
| 0+88.21 | 37+25.00 | 23.37' RT | 904.87 | 886.33 |
| 1+13.21 | 37+50.00 | 23.28' RT | 904.87 | 885.39 |
| 1+38.21 | 37+75.00 | 23.18' RT | 904.87 | 884.44 |
| 1+60.00 | 37+96.79 | 23.10' RT | 904.87 | 883.62 |
| 1+63.21 | 38+00.00 | 23.08' RT | 904.03 | 883.50 |
| 1+88.21 | 38+25.00 | 22.99' RT | 897.45 | 882.55 |
| 2+13.21 | 38+50.00 | 22.89' RT | 890.87 | 881.61 |
| 2+27.93 | 38+64.72 | 22.83' RT | 887.00 | 881.42 |
| 2+47.93 | 38+75.82 | 39.47' RT | 878.20 | 878.20 |

NOTE: ALL WALL STATIONING & OFFSETS ARE GIVEN AT THE FRONT FACE OF THE WALL.




PROFILE GRADE LINE - S.T.H. 60




PROFILE GRADE LINE - UNION PACIFIC RAILROAD

## TOTAL ESTIMATED QUANTITIES

| BID ITEM NUMBER | BID ITEMS | UNIT | TOTALS |
|---|---|---|---|
| 206.3000 | EXCAVATION FOR STRUCTURES RETAINING WALLS R-14-17 | LS | 1 |
| 206.6000.S | TEMPORARY SHORING | SF | 690 |
| 209.0100 | BACKFILL GRANULAR | CY | 260 |
| 612.0406 | PIPE UNDERDRAIN WRAPPED 6-INCH | LF | 280 |
| SPV.0090 | FENCE CHAIN LINK POLYMER-COATED 6-FT | LF | 196 |
| SPV.0105 | RAILING PIPE GALVANIZED R-14-17 | LS | 1 |
| SPV.0165 | WALL CONCRETE PANEL MECHANICALLY STABILIZED EARTH LRFD | SF | 4610 |
| | | | |
| | NON-BID ITEMS | | |
| | PRE-FORMED JOINT FILLER | SIZE | 3/4" |
| | POLYSTYRENE | SIZE | 1" |
| | NON-BITUMINOUS JOINT SEALER | —— | —— |
| ★ | BACKFILL STRUCTURES | CY | 3460 |

★ "BACKFILL STRUCTURES" QUANTITY IS FOR INFORMATIONAL PURPOSES ONLY. QUANTITY IS INCLUDED IN "WALL CONCRETE PANEL MECHANICALLY STABILIZED EARTH LRFD."

## GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

BEVEL ALL EXPOSED EDGES OF CONCRETE 3/4" UNLESS NOTED OTHERWISE.

BAR STEEL REINFORCEMENT SHALL HAVE 2" CLEAR COVER UNLESS OTHERWISE SHOWN OR NOTED.

ALL WALL STATIONING AND OFFSETS ARE GIVEN AT THE FRONT FACE OF THE WALL (R-14-17).

THE EXISTING GROUND LINE IS THE UPPER LIMIT OF EXCAVATION FOR STRUCUTRES.

COORDINATE THE CONSTRUCTION OF RETAINING WALL R-14-17 WITH THE CONSTRUCTION OF THE SOUTH ABUTMENT OF BRIDGE B-14-198.

ALL BAR STEEL REINFORCEMENT IN CAST-IN-PLACE CONCRETE IS TO BE EPOXY COATED.

THE PLAN QUANTITY FOR THE ITEM "WALL CONCRETE PANEL MECHANICALLY STABILIZED EARTH LRFD" IS BASED ON A WALL HEIGHT MEASURED FROM THE TOP OF WALL TO THE TOP OF LEVELING PAD, SET AT EL. 878.58.

RAILROAD REQUIREMENTS DO NOT ALLOW WORK WITHIN 50 FEET OF TRACK CENTERLINE WHEN A TRAIN PASSES THE WORK SITE AND ALL PERSONNEL MUST CLEAR THE AREA WITHIN 25 FEET OF THE TRACK CENTERLINE AND SECURE ALL EQUIPMENT.

| NO. | DATE | REVISION | BY |
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STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE R-14-17

DRAWN BY JDL | PLANS CK'D. RAK

NOTES & QUANTITIES

SHEET 2

97

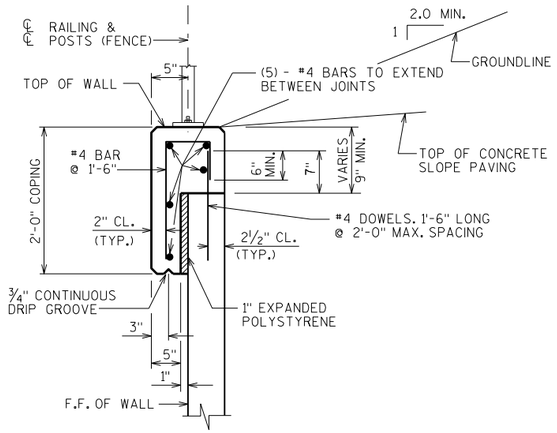
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8

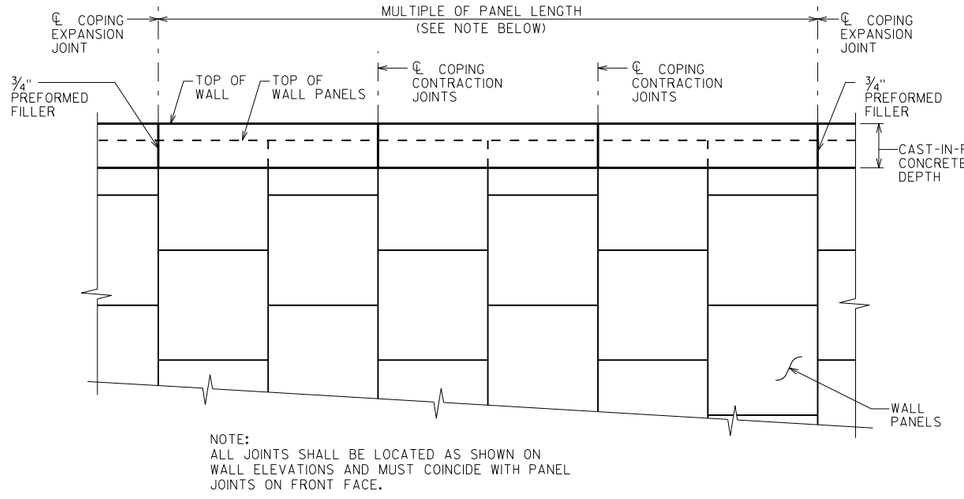
STATE PROJECT NUMBER

1390-04-96




## CAST-IN-PLACE CONCRETE COPING DETAIL

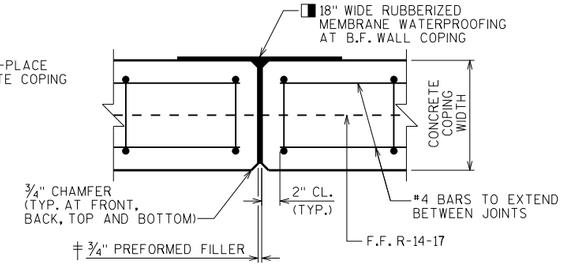
(LOOKING EAST)




NOTE:
ALL JOINTS SHALL BE LOCATED AS SHOWN ON WALL ELEVATIONS AND MUST COINCIDE WITH PANEL JOINTS ON FRONT FACE.

## CAST-IN-PLACE COPING PARTIAL ELEVATION

(LOOKING AT F.F. WALL)




## COPING EXPANSION JOINT

DO NOT RUN BAR STEEL THRU JOINT.

MAXIMUM SPACING OF JOINTS SHALL BE 50'-0" AND MUST LINE UP WITH THE WALL PANELS' JOINTS.

‡ SEAL ALL EXPOSED HORIZ. AND VERT. SURFACES OF FILLER WITH A NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONC.)

■ RUBBERIZED MEMBRANE WATERPROOFING TO EXTEND FROM TOP OF COPING TO 6" BELOW TOP OF WALL PANELS.

ALL EXPANSION JOINTS TO EXTEND THE FULL DEPTH OF COPING.




## TYPICAL SECTION THRU WALL

(LOOKING EAST)




SECTION B-B

## RODENT SCREEN DETAIL

* DIMENSIONS ARE APPROXIMATE. THE GRATE IS SIZED TO FIT INTO A PIPE COUPLING. ORIENT SO SLOTS ARE VERTICAL.

THE RODENT SCREEN, PIPE COUPLING AND SCREWS SHALL BE CONSIDERED INCIDENTAL TO THE BID ITEM "PIPE UNDERDRAIN WRAPPED 6-INCH".

THE RODENT SCREEN SHALL BE A PVC GRATE SIMILAR TO THIS DETAIL. THE GRATE IS COMMERCIALLY AVAILABLE AS A FLOOR STRAINER. A PIPE COUPLING IS REQUIRED FOR THE ATTACHMENT OF THIS SCREEN TO THE EXPOSED END OF THE PIPE UNDERDRAIN. THE SCREEN SHALL BE FASTENED TO THE PIPE COUPLING WITH TWO OR MORE NO. 10 X 1-INCH SHEET METAL SCREWS.




## COPING CONTRACTION JOINT

DO NOT RUN BAR STEEL THRU JOINT.

MAXIMUM SPACING OF JOINTS SHALL BE 12'-0" AND MUST LINE UP WITH THE WALL PANELS' JOINTS.

ALL CONTRACTION JOINTS TO EXTEND THE FULL DEPTH OF COPING.

* MIN. EMBEDMENT BASED ON BOTTOM OF WALL ELEVATION REQUIRED BY UPRR OR 1'-6" MIN. EMBEDMENT, WHICHEVER IS LOWER.

(A15) PIPE UNDERDRAIN WRAPPED 6-INCH. SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. RODENT SCREEN REQUIRED. SET DISCHARGE ELEVATIONS TO ALLOW PIPE UNDERDRAIN TO DAYLIGHT (APPROX. @ FINISHED GRADE ELEVATIONS).

| NO. | DATE | REVISION | BY |
|---|---|---|---|

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE R-14-17

DRAWN BY JDL | PLANS CK'D. RAK

WALL DETAILS

SHEET 3

98

SCALE = 6

8

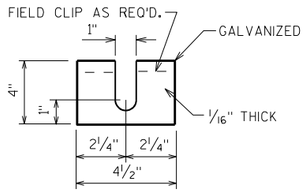
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STATE PROJECT NUMBER

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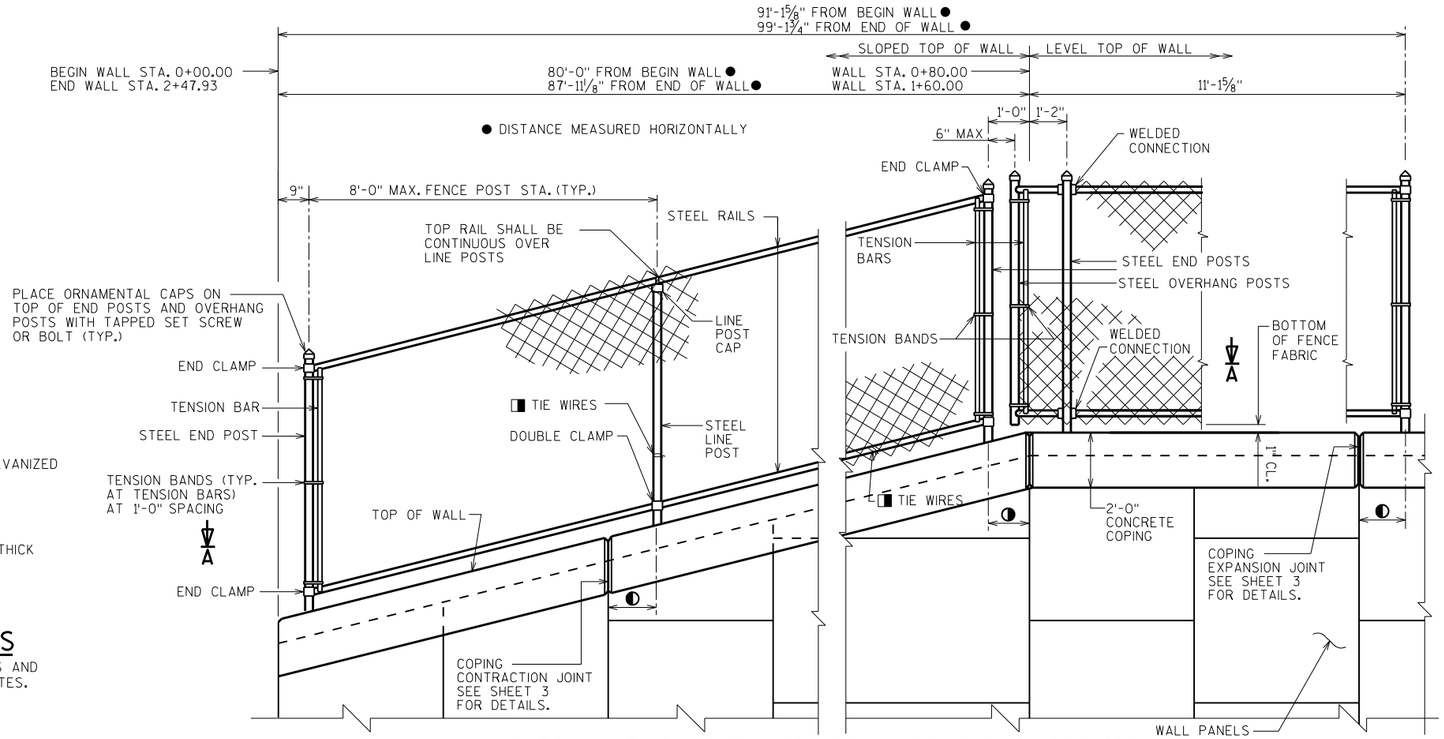
## FENCE MEMBER SIZE & WEIGHT

| STEEL FENCE MEMBER | OUTSIDE DIAMETER (INCHES) | WEIGHT (LB/FT) |
|---|---|---|
| RAILS | 1.660 | 2.27 |
| END POST | 2.875 | 5.80 |
| OVERHANG POST | 2.875 | 5.80 |
| LINE POST | 2.375 | 3.65 |
| POST SLEEVE | 4.000 | 9.12 |




## POST SHIM DETAILS

SHIMS REQUIRED ONLY WHEN END POSTS AND LINE POSTS ARE WELDED TO BASE PLATES. PROVIDE 4 SHIMS PER POST. USE WHERE REQUIRED FOR ALIGNMENT.




◐ 1'-0" MIN. DISTANCE REQUIRED BETWEEN THE ℄ OF COPING JOINTS (BOTH EXPANSION AND CONTRACTION JOINTS) AND THE ℄ OF FENCE POSTS

## PARTIAL ELEVATION OF WALL COPING & FENCE

(LOOKING SOUTH AT F.F. WALL)

## NOTES

POSTS ARE TO BE SET VERTICAL.

ALL FENCE COMPONENTS SHALL BE GALVANIZED STEEL WITH A COLORED POLYMER-COATING ON THE OUTSIDE.

FABRIC SHALL CONFORM TO ASTM F668, CLASS 2B. STEEL RAILS, POSTS AND POST SLEEVES SHALL CONFORM TO ASTM F1083, STANDARD WEIGHT PIPE (SCHEDULE 40). FITTINGS SHALL CONFORM TO ASTM F626. SEE THE "BRIDGE SPECIAL PROVISIONS" FOR ADDITIONAL DETAILS.

THE COLOR OF POLYMER-COATING FOR THIS STRUCTURE SHALL BE BLACK IN ACCORDANCE WITH ASTM F934.

THE BID ITEM SHALL BE "FENCE CHAIN LINK POLYMER-COATED 6-FT.", LF.

COMPLETE ANY REQUIRED WELDING OF COMPONENTS BEFORE GALVANIZING.

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.

BASE PLATES, ANCHOR PLATES AND SHIMS SHALL BE ASTM A709, GRADE 36.

ALL POST SPACINGS ARE MEASURED HORIZONTALLY ALONG THE C/L OF THE POST.

◪ CAULK AROUND PERIMETER OF BASE PLATE AND FILL PORTION OF SLOTTED HOLE AROUND ANCHOR BOLT IN SHIM WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER.

✳ ALTERNATE TO DOUBLE CLAMP: USE LINE RAIL CLAMP (BOULEVARD) OR 180° BRACE BAND, WHICH MAY BE USED WHEN THE POSTS ARE EITHER BOLTED TO THE POST SLEEVES OR DIRECTLY WELDED TO THE BASE PLATE.

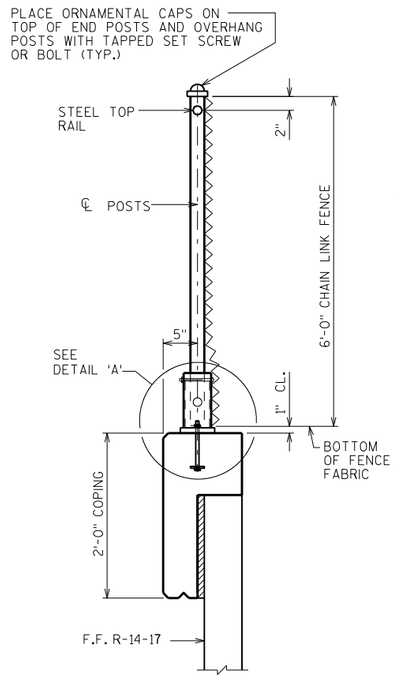
◭ 1/2" DIA. X 6 7/8" LONG GALVANIZED HEX BOLT WITH NUT & WASHER. TYPE "S", 1/2" DIA. CONCRETE MASONRY ANCHORS MAY BE SUBSTITUTED FOR 1/2" DIA. BOLTS. ANCHOR PLATE NOT REQUIRED WHEN TYPE "S" ANCHORS ARE USED. SEE ☆

☆ 1/2" DIA. CONCRETE MASONRY ANCHOR, TYPE "S", 6" MIN. EMBEDMENT (EPOXY ANCHORED) INTO CONCRETE AND MINIMUM PULLOUT CAPACITY OF 10 KIPS. ANCHOR, WASHER AND NUT SHALL BE GALVANIZED.

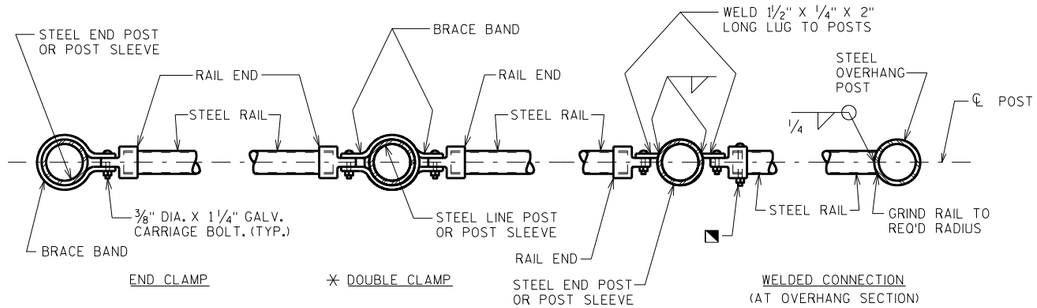
◨ ATTACH FABRIC TO RAILS, AND TO POSTS WITHOUT TENSION BANDS, WITH TIE WIRES (ROUND, 9-GAGE) SPACED AT 1'-0".

◥ BOLT RAIL TO RAIL END TO SECURE OVERHANG SECTION. ALTERNATE IS TO WELD RAIL DIRECTLY TO END POST.

MINIMUM LENGTH OF TOP RAIL BETWEEN SPLICES SHALL BE 20'-0". LOCATE SPLICES NEAR 1/4 POINT OF POST SPACING.

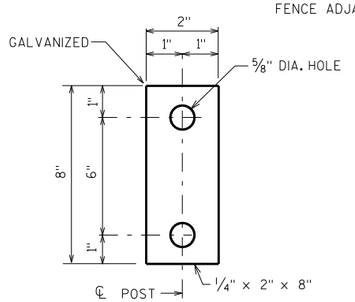



## SECTION THRU FENCE

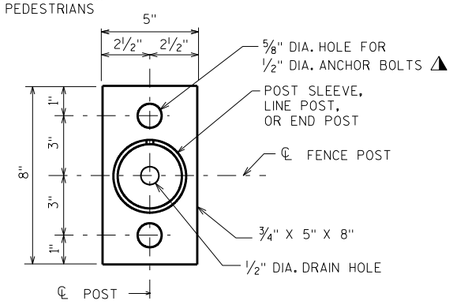



## SECTION A-A

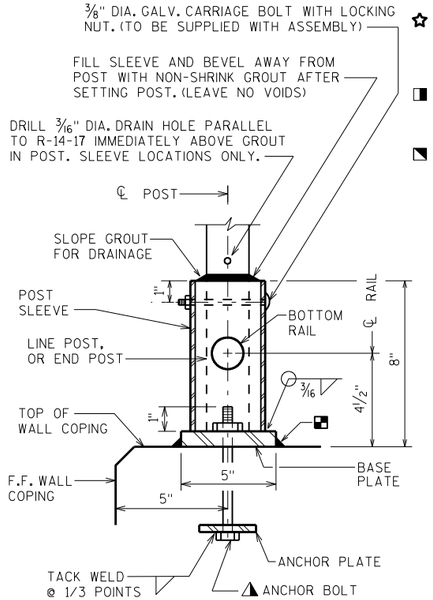
NOTE: PLACE ALL BOLT HEADS ON SIDE OF FENCE ADJACENT TO PEDESTRIANS




## ANCHOR PLATE



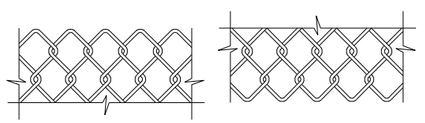

## BASE PLATE




## DETAIL 'A'

UNIT SHALL BE GALVANIZED AFTER FABRICATION

NOTE: IN LIEU OF USING THE POST SLEEVE, THE FENCE POST MAY BE WELDED TO THE BASE PLATE.



TOP DETAIL BOTTOM DETAIL

## FENCE FABRIC

FENCE FABRIC WOVEN OF 9-GAGE WIRE IN 2" DIAMOND PATTERN MESH WITH BOTH THE TOP AND BOTTOM SELVAGES KNUCKLED.

| NO. | DATE | REVISION | BY |
|---|---|---|---|

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE R-14-17

DRAWN BY JDL | PLANS CK'D. RAK

CHAIN LINK FENCE DETAILS

SHEET 4

99

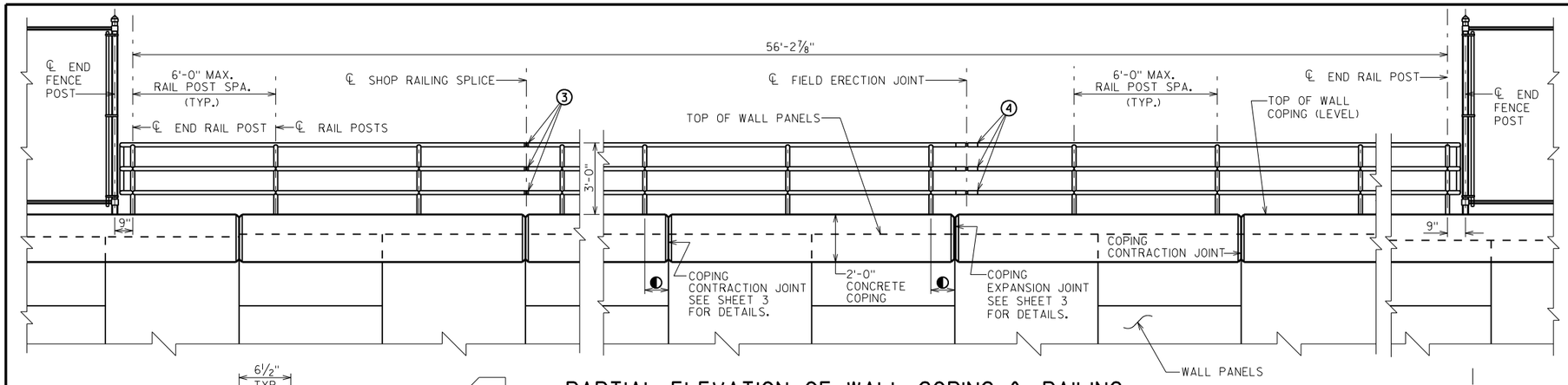
SCALE = 5.33333

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STATE PROJECT NUMBER

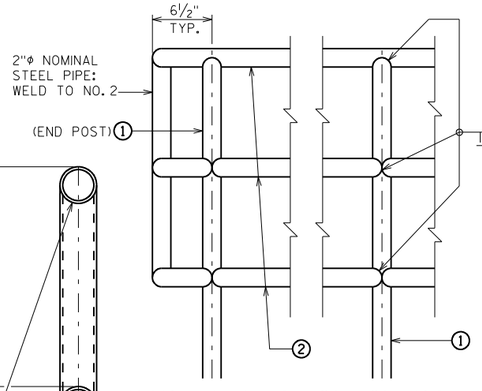
1390-04-96




## PARTIAL ELEVATION OF WALL COPING & RAILING

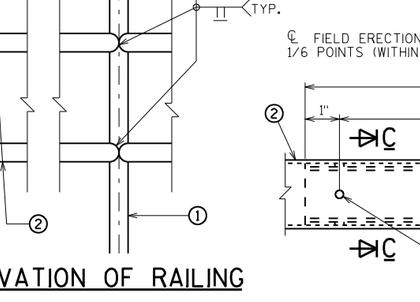
(LOOKING SOUTH AT F.F. WALL)

◐1'-0" MIN. DISTANCE REQUIRED BETWEEN THE ℄ OF COPING JOINTS (BOTH EXPANSION AND CONTRACTION JOINTS) AND THE ℄ OF RAIL POSTS




## PART ELEVATION OF RAILING

## SECTION THRU RAILING

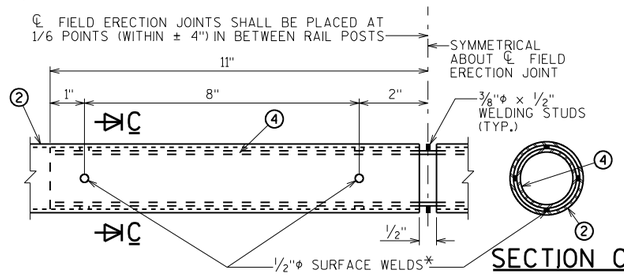



ELEVATION

## POST ATTACHMENT

UNIT SHALL BE GALV. AFTER FABRICATION

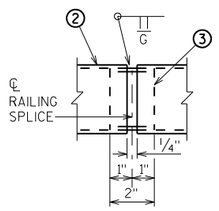
NOTE:
IN LIEU OF USING THE 2½"Φ SLEEVE, THE 2"Φ RAIL POST MAY BE WELDED TO THE BASE PLATE.




## FIELD ERECTION JOINT DETAIL

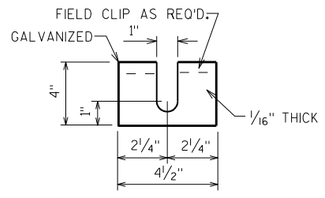
## SECTION C-C

*MIN. ⅝" FLAT SURFACE DIA. PUNCHINGS OR STUDS MAY BE USED AS AN ALTERNATE.



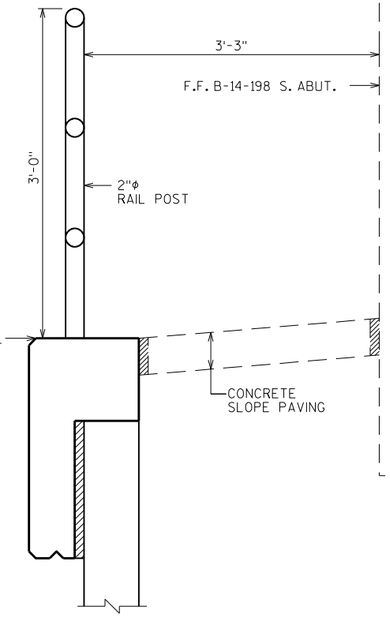

## SHOP RAILING SPLICE DETAIL

(LOCATION MUST BE SHOWN ON THE SHOP DRAWINGS)

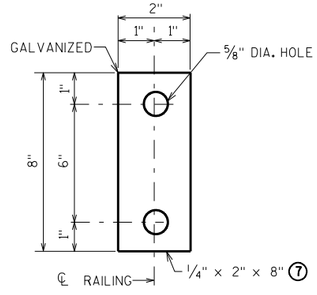



## POST SHIM DETAILS

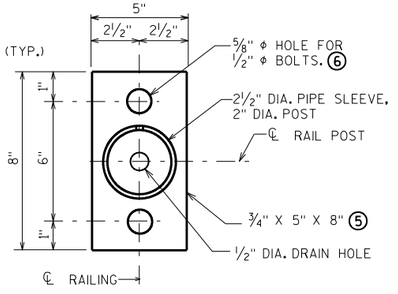
SHIMS REQUIRED ONLY WHEN POSTS ARE WELDED TO BASE PLATES. PROVIDE 4 SHIMS PER POST.




## SECTION THRU WALL AT ABUT.




## ANCHOR PLATE




## BASE PLATE

## LEGEND

① 2"Φ NOMINAL STEEL PIPE FOR POSTS: CUT BOTTOM OF POST TO MATCH TOP OF CONCRETE. POSTS ARE TO BE SET VERTICAL.

② 2"Φ NOMINAL STEEL PIPE FOR RAILS: WELD TO NO. 1

③ 1½"Φ PIPE SLEEVE FOR NO. 2. PROVIDE "SLIDING FIT" WITH A MINIMUM OUT TO OUT DIMENSION OF 2/16".

④ 1½"Φ PIPE SLEEVE x 1'-10" LONG FOR NO. 2. PROVIDE ½"Φ SURFACE WELDS ON ALL SIDES AS SHOWN. GRIND WELDS TO FIT FREE INTO I.D. OF NO. 2. PROVIDE ⅜"Φ x ½" WELDING STUDS ON TOP AND BOTTOM SURFACES AT CENTERLINE.

⑤ PLATE ¾" x 5" x 8", WITH ⅝"Φ HOLE FOR ANCHOR BOLTS NO. 6. WELD TO NO. 1. OR PIPE SLEEVE AS SHOWN.

⑥ ½" DIA. X 6⅞" LONG GALVANIZED HEX BOLT WITH NUT & WASHER. TYPE "S", ½" DIA. CONCRETE MASONRY ANCHORS MAY BE SUBSTITUTED FOR ½" DIA. BOLTS. ANCHOR PLATE NOT REQUIRED WHEN TYPE "S" ANCHORS ARE USED. SEE ☆

☆ ½" DIA. CONCRETE MASONRY ANCHOR, TYPE "S", 6" MIN. EMBEDMENT (EPOXY ANCHORED) INTO CONCRETE AND MINIMUM PULLOUT CAPACITY OF 10 KIPS. ANCHOR, WASHER AND NUT SHALL BE GALVANIZED.

⑦ ¼" x 2" x 8" FLAT BAR, WITH ⅝"Φ HOLES FOR ANCHOR BOLTS NO. 6.

## NOTES

BID ITEM SHALL BE "RAILING PIPE GALVANIZED R-14-17", WHICH INCLUDES ALL ITEMS SHOWN.

RAILING SHALL BE FABRICATED IN LENGTHS THAT INCLUDE 3 OR 4 POSTS.

FIELD ERECTION JOINTS MUST BE PLACED IN BETWEEN RAIL POSTS WHERE THERE IS ALSO A CONCRETE COPING EXPANSION JOINT IN BETWEEN RAIL POSTS.

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.

ALL MATERIAL EXCEPT ANCHORAGE DETAIL (NO. 7) SHALL BE GALVANIZED AFTER FABRICATION. PRIOR TO GALVANIZING, ALL STEEL RAILING SHALL BE GIVEN A NO. 6 BLAST CLEANING PER S.S.P.C. SPECIFICATIONS. PAINT OVER GALVANIZING WITH AN APPROVED TIE COAT AND TOP COAT AS SPECIFIED IN THE "BRIDGE SPECIAL PROVISIONS". THE RAILING SHALL BE PAINTED BLACK (FEDERAL COLOR NO. 27038)

DRILL DRAIN HOLES PRIOR TO GALVANIZING.

ALL MATERIALS USED IN FABRICATION SHALL BE MADE FROM MATERIALS CONFORMING TO A.S.T.M. DESIGNATION A709 GRADE 36 UNLESS NOTED OTHERWISE.

STEEL POST SHIMS SHALL BE PROVIDED & USED UNDER BASE PLATES WHERE REQUIRED FOR ALIGNMENT, AND SHALL BE GALVANIZED.

ALL RAILS, POSTS AND SLEEVES ARE STANDARD WEIGHT PIPE, SCHEDULE 40.

PLACE ALL NUTS ON OUTSIDE OF POSTS.

ANCHORAGES SHALL BE ACCURATELY PLACED TO PROVIDE CORRECT ALIGNMENT OF RAILING.

■ CAULK AROUND PERIMETER OF BASE PLATES, NO. 5, AND FILL BOLT SLOT OPENINGS IN SHIMS AND BASE PLATES WITH NON-STAINING, GRAY, NON-BITUMINOUS JOINT SEALER.

| NO. | DATE | REVISION | BY |
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STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE R-14-17

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PIPE RAILING DETAILS

SHEET 5

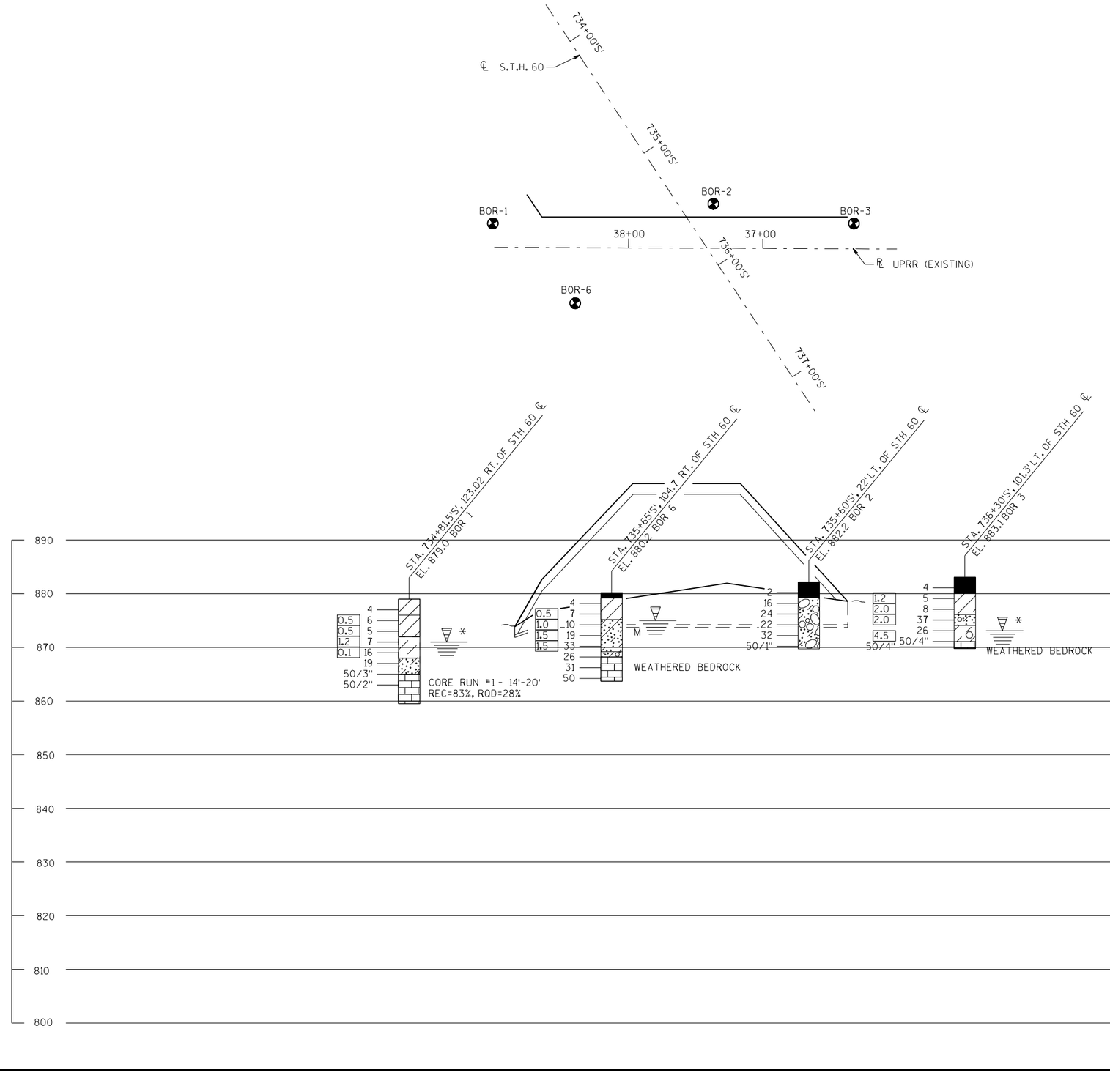
100

8

8

SCALE =

STH 60 OVER UNION PACIFIC RAILROAD
CTH Q - STH 60




STATE PROJECT NUMBER

**1390-04-96**

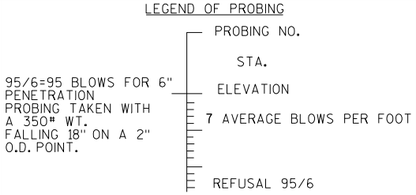
ABBREVIATIONS

F — FINE M — MEDIUM C — COARSE
WS — WEATHERED SO — SOUND

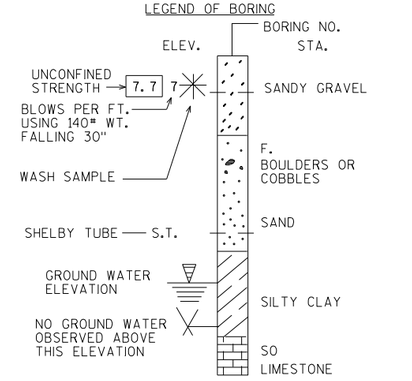
MATERIAL SYMBOLS

TOPSOIL, SILT, SANDSTONE
SAND, PEAT, LIMESTONE
GRAVEL, CLAY, 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-14-17

DRAWN BY JDL | PLANS CK'D. RAK

SUBSURFACE EXPLORATION

SHEET 6

101

SCALE =

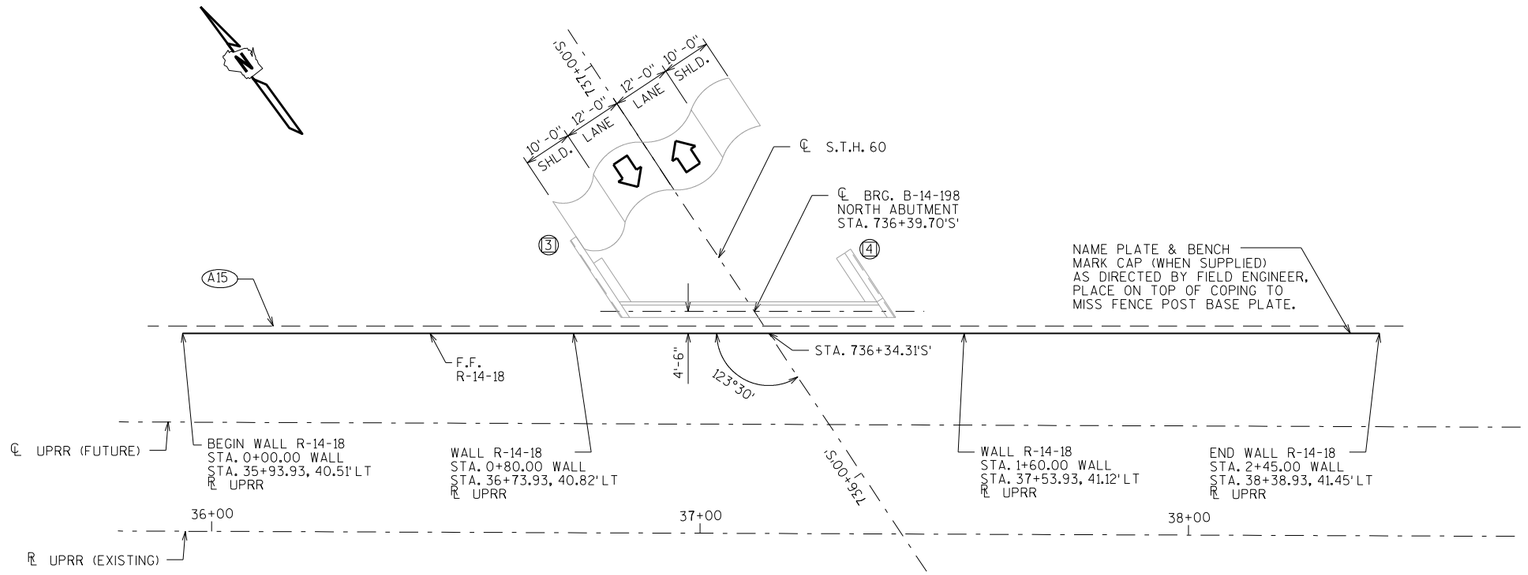
8

8

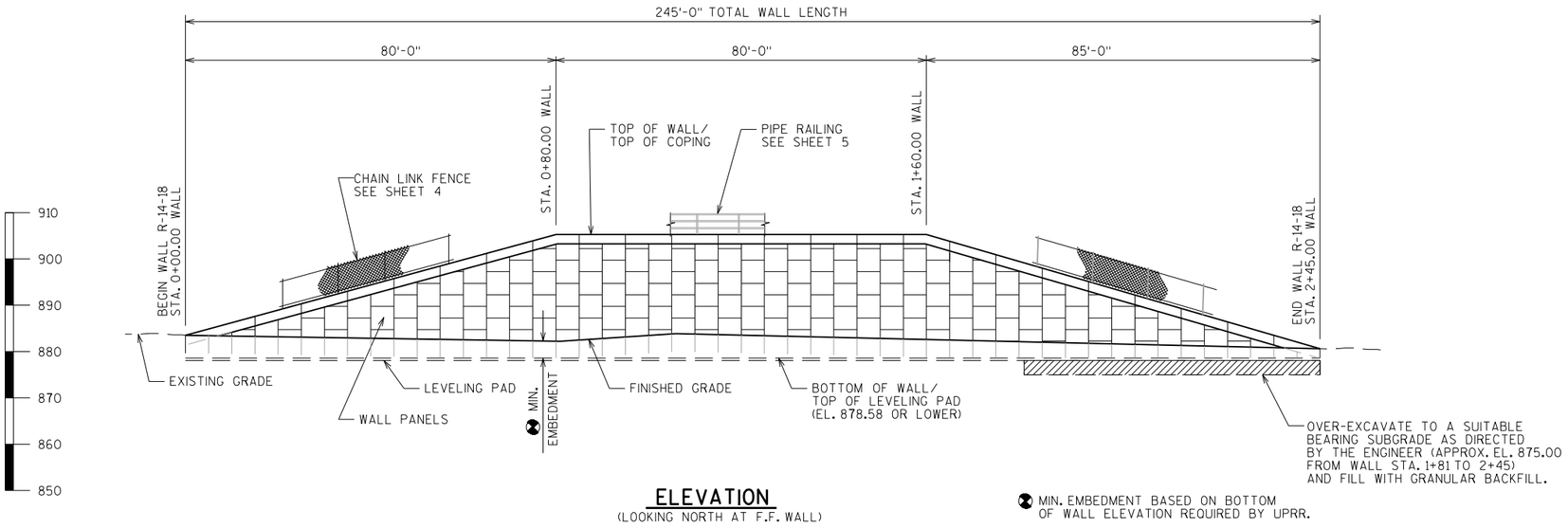
| STATE PROJECT NUMBER |
|---|
| 1390-04-96 |

(3) INDICATES WING NUMBER

(A15) PIPE UNDERDRAIN WRAPPED 6-INCH. SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. RODENT SCREEN REQUIRED. SEE SHEET 3.




PLAN




ELEVATION
(LOOKING NORTH AT F.F. WALL)

MIN. EMBEDMENT BASED ON BOTTOM OF WALL ELEVATION REQUIRED BY UPRR.

## ALLOWABLE WALL SYSTEMS

WALL CONCRETE PANEL M.S.E. LRFD

## ULTIMATE DESIGN STRESSES:

CONCRETE MASONRY CAST-IN-PLACE COPING —— f'c = 3,500 P.S.I.

BAR STEEL REINFORCEMENT, GRADE 60 ———— fy = 60,000 P.S.I.

## 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 LRFD."

PLANS, ELEVATIONS AND DETAILS SHOWN ON THESE DRAWING 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 SHALL BE DESIGNED USING THE ELEVATIONS GIVEN ON SHEET 2.

DESIGN FOR RETAINING WALL TO PROVIDE FOR A FINISHED GRADE SLOPE BEHIND WALL AS SHOWN ON SHEET 3.

DESIGN RETAINING WALL FOR A LIVE LOAD SURCHARGE LOAD OF 240 PSF.

DESIGN THE MSE WALL IN FRONT OF THE ABUTMENT BODY TO RESIST THE FORCE FROM ALL HORIZONTAL EARTH PRESSURE ACTING ON THE BACK OF THE ABUTMENT BELOW THE BEAM SEATS AND A LIVE LOAD SURCHARGE OF 240 PSF.

THE MAXIMUM VALUE OF THE ANGLE OF INTERNAL FRICTION OF THE WALL BACKFILL MATERIAL IN THE REINFORCED ZONE SHALL BE ASSUMED TO BE 30° WITHOUT CERTIFIED TEST VALUES.

## LIST OF DRAWINGS


1. GENERAL PLAN & ELEVATION
2. NOTES & QUANTITIES
3. WALL DETAILS
4. CHAIN LINK FENCE DETAILS
5. PIPE RAILING DETAILS
6. SUBSURFACE EXPLORATION



STRUCTURE DESIGN CONTACTS:

JAMES LUEBKE (608) 266-5098

LAURA SHADEWALD (608) 267-9592


| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

Plans Prepared By WISDOT
BUREAU OF STRUCTURES

ACCEPTED William C. Dreher LLS 7/25/12
CHIEF STRUCTURES DESIGN ENGINEER DATE

STRUCTURE R-14-18

RETAINING WALL FOR S.T.H. 60 OVER UPRR

| COUNTY | TOWN/~~CITY/VILLAGE~~ |
|---|---|
| DODGE | CLYMAN |

DESIGN SPEC. AASHTO LRFD DESIGN SPEC. 5th EDITION

| DESIGNED BY | DESIGN CK'D. | DRAWN BY | PLANS CK'D. |
|---|---|---|---|
| JDL | RAK | JDL | RAK |

GENERAL PLAN & ELEVATION

SHEET 1 OF 6

102

I.D. 1390-04-04G

DATE: JUNE '12

SCALE = 1"

8

8

STATE PROJECT NUMBER

1390-04-96

## SOIL PARAMETERS

| SOIL DESCRIPTION | FRICTION ANGLE (DEGREES) | COHESION (PSF) | UNIT WEIGHT (PCF) |
|---|---|---|---|
| GRANULAR BACKFILL WITHIN THE WALL IN THE REINFORING ZONE | 30 | 0 | 120 |
| FILL BEHIND AND BELOW THE REINFORCING ZONE | 31 | 0 | 120 |
| B-4, 737+06 | | | |
| SAND AND GRAVEL, BROWN, MEDIUM, TRACE CLAY (ELEVATION 878.6 FT - 875.5 FT) | 34 | 0 | 125 |
| SILT, GRAY, TRACE SAND, TRACE CLAY (ELEVATION 875.5 FT - 870.5 FT) | 0 | 2,500 | 125 |
| SILT, GRAY, TRACE SAND, TRACE CLAY (ELEVATION 870.5 FT - 867.5 FT) | 0 | 4,500 | 135 |
| BEDROCK (ELEVATION 867.5 FT AND BELOW) | 0 | 96,000 | 140 |
| B-5, 735+65 | | | |
| SAND, BROWN, FINE/MEDIUM, SOME CLAY, TRACE SILT (ELEVATION 878.6 FT - 875.5 FT) | 34 | 0 | 125 |
| SAND, GRAY, SOME SILT, TRACE CLAY (ELEVATION 875.5 FT - 873.0 FT) | 36 | 0 | 135 |
| BEDROCK (ELEVATION 873.0 FT AND BELOW) | 0 | 96,000 | 140 |
| B-6, 735+65 | | | |
| GRANULAR FILL (REPLACES CLAY, GRAY/BROWN, MOTTLED) (ELEVATION 878.6 FT - 875.2 FT) | 31 | 0 | 120 |
| SILT, BROWN, SOME SAND, TRACE CLAY (ELEVATION 875.2 FT - 869.2 FT) | 0 | 1,500 | 115 |
| SAND, GRAY, SOME SILT, SOME GRAVEL (ELEVATION 869.2 FT - 868.2 FT) | 36 | 0 | 130 |
| SAND, GRAY (ELEVATION 868.2 FT - 864.7 FT) | 36 | 0 | 130 |
| BEDROCK (ELEVATION 864.7 FT AND BELOW) | 0 | 96,000 | 140 |

1. THE MSE WALL WITH PRECAST CONCRETE PANELS WILL ACHIEVE THE EXTERNAL STABILITY FACTORS OF SAFETY IF THE SLIDING AND BEARING RESISTANCE REQUIREMENTS ARE MET. THE WALL EXTERNAL STABILITY EVALUATION TABLE PRESENTS THE MINIMUM LENGTH OF THE REINFORCEMENT. IN THE AREA OF THE WALL THAT SUPPORTS THE ABUTMENT, THE RATIO OF LENGTH OF REINFORCEMENT TO TOTAL HEIGHT OF WALL SHOULD BE INCREASED FROM 0.70 TO 0.80 AND IN THE AREAS WITH THE BACKSLOPE OF 3H:1V RATIO OF LENGTH OF REINFORCEMENT TO TOTAL HEIGHT OF WALL SHOULD BE INCREASED FROM 0.70 TO 0.83.
2. THE CONTRACTOR SHOULD REMOVE THE SOFT SILT AND CLAY ON THE EAST SIDE OF THE RETAINING WALL (B-6) TO AN ESTIMATED ELEVATION OF 875 FEET AND REPLACE THE EXCAVATED SOIL WITH GRANULAR FILL.
3. THE BACKFILL BEHIND THE MSE WALL WITH PRECAST CONCRETE FACING SHOULD BE GRANULAR AND FREE DRAINING.
4. THE SOUTHWEST REGION, MADISON OFFICE SOILS ENGINEER SHOULD REVIEW THE SUBSURFACE CONDITIONS PRIOR TO CONSTRUCTION OF THE WALL.

NOTES:

THE TYPICAL WALL SECTION USED IN THE ANALYSES HAD AN EXPOSED HEIGHT THAT VARIES FROM 8.7 FEET TO 20.9 FEET. THE FOLLOWING ASSUMPTIONS ARE ALSO INCLUDED IN THE ANALYSES:

1. THE SLOPE IN FRONT THE WALL IS HORIZONTAL.
2. THE SLOPE IN BACK OF THE WALL RANGES FROM HORIZONTAL TO 3H:1V.
3. WATER LEVEL WAS ESTIMATED TO BE AT ELEVATION 875 FEET.
4. THE GRANULAR BACKFILL IS FREE DRAINING AND WILL NOT BECOME SATURATED.
5. THE MINIMUM EMBEDMENT DEPTH RANGED FROM 3.3 FEET TO 5.8 FEET.
6. A SURCHARGE LOAD OF 240 PSF IS INCLUDED TO MODEL PEDESTRIAN AND LIGHTWEIGHT CONSTRUCTION EQUIPMENT.
7. AN ADDITIONAL SURCHARGE LOAD EQUIVALENT TO THE WEIGHT OF THE SOIL BEHIND THE ABUTMENT IS ALSO INCLUDED IN THE DESIGN.
8. GLOBAL STABILITY FACTOR OF SAFETY WAS DETERMINED BY THE COMPUTER PROGRAM XSTABL
9. BEARING RESISTANCE IS DETERMINED BY TERZAGHI'S BEARING CAPACITY EQUATION.
10. SETTLEMENT OF THE FOUNDATION ON COHESIONLESS AND COHESIVE SOIL IS BASED UPON METHODS DESCRIBED IN THE FHWA SOILS AND FOUNDATIONS MANUAL.

## WALL EXTERNAL STABILITY EVALUATION

| DIMENSIONS | | | | |
|---|---|---|---|---|
| WALL HEIGHT (FEET)[1] | 13.3 | 26.7 | 20.6 | 13.4 |
| EXPOSED WALL HEIGHT (FEET) | 8.7 | 20.9 | 16.5 | 10.1 |
| LENGTH OF REINFORCEMENT (FEET)[3] | 11.1 | 21.4 | 14.4 | 10.1 |
| LENGTH OF REIN./WALL HEIGHT | 0.83 | 0.80[2] | 0.70 | 0.70[4] |
| WALL STATION | 0+30.9 | 1+30.9 | 1+80.9 | 2+05.9 |
| BORING USED | B-4 | B-5 | B-5 | B-6 |
| CAPACITY TO DEMAND RATIO (CDR)[5] | | | | |
| SLIDING (CDR > 1.0) | 1.0 | 1.1 | 1.4 | 1.3 |
| ECCENTRICITY (CDR > 1.0) | 1.4 | 1.0 | 1.3 | 1.2 |
| GLOBAL STABILITY (CDR > 1.0) | NA | 1.4 | NA | NA |
| BEARING RESISTANCE (CDR > 1.0) | 2.4 | 1.2 | 2.0 | 3.0 |
| REQUIRED BEARING RESISTACE (PSF) | 10,000 | 10,000 | 10,000 | 10,000 |

1. THE WALL HEIGHT INCLUDES AN EMBEDMENT THAT RANGES FROM 3.3 FEET TO 5.8 FEET.
2. THE WALL STABILITY EVALUATION INCLUDED A SURCHARGE LOAD THAT WAS EQUAL TO THE WEIGHT OF THE SOIL BEHIND THE ABUTMENT.
3. THE LENGTH OF REINFORCEMENT IS THE MINIMUM REQUIRED LENGTH.
4. REQUIRES EXCAVATION OF THE SOFT SILTS AND CLAYS.
5. CDR REQUIREMENTS AND LOAD AND RESISTANCE FACTORS ARE PRESENTED IN CHAPTER 14 OF THE BRIDGE MANUAL.
6. NA NOT APPLICABLE, GLOBAL SLOPE STABILITY WAS EVALUATED AT THE CRITICAL WALL LOCATION.

## GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

BEVEL ALL EXPOSED EDGES OF CONCRETE ¾" UNLESS NOTED OTHERWISE.

BAR STEEL REINFORCEMENT SHALL HAVE 2" CLEAR COVER UNLESS OTHERWISE SHOWN OR NOTED.

ALL WALL STATIONING AND OFFSETS ARE GIVEN AT THE FRONT FACE OF THE WALL (R-14-18).

THE EXISTING GROUND LINE IS THE UPPER LIMIT OF EXCAVATION FOR STRUCUTRES.

COORDINATE THE CONSTRUCTION OF RETAINING WALL R-14-18 WITH THE CONSTRUCTION OF THE NORTH ABUTMENT OF BRIDGE B-14-198.

ALL BAR STEEL REINFORCEMENT IN CAST-IN-PLACE CONCRETE IS TO BE EPOXY COATED.

THE PLAN QUANTITY FOR THE ITEM "WALL CONCRETE PANEL MECHANICALLY STABILIZED EARTH LRFD" IS BASED ON A WALL HEIGHT MEASURED FROM THE TOP OF WALL TO THE TOP OF LEVELING PAD, SET AT EL. 878.58.

RAILROAD REQUIREMENTS DO NOT ALLOW WORK WITHIN 50 FEET OF TRACK CENTERLINE WHEN A TRAIN PASSES THE WORK SITE AND ALL PERSONNEL MUST CLEAR THE AREA WITHIN 25 FEET OF THE TRACK CENTERLINE AND SECURE ALL EQUIPMENT.

## GEOMETRY TABLE

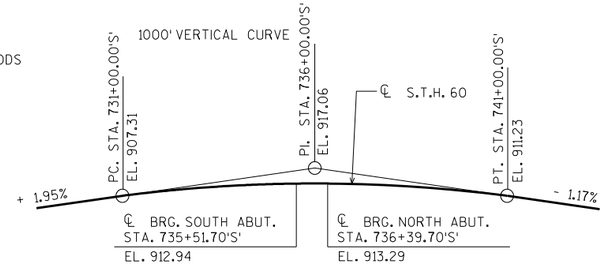
| WALL STATION | ℄ UPRR STATION | ℄ OFFSET TO F.F. WALL | TOP OF WALL ELEV. | FINISH GRADE ELEV. @ F.F. WALL |
|---|---|---|---|---|
| 0+00.00 | 35+93.93 | 40.51' LT | 883.52 | 883.52 |
| 0+06.07 | 36+00.00 | 40.53' LT | 885.17 | 883.46 |
| 0+31.07 | 36+25.00 | 40.63' LT | 891.97 | 883.22 |
| 0+56.07 | 36+50.00 | 40.72' LT | 898.76 | 882.97 |
| 0+80.00 | 36+73.93 | 40.82' LT | 905.27 | 882.73 |
| 0+81.07 | 36+75.00 | 40.82' LT | 905.27 | 882.72 |
| 1+06.07 | 37+00.00 | 40.92' LT | 905.27 | 883.56 |
| 1+31.07 | 37+25.00 | 41.01' LT | 905.27 | 884.39 |
| 1+56.07 | 37+50.00 | 41.11' LT | 905.27 | 883.56 |
| 1+60.00 | 37+53.93 | 41.12' LT | 905.27 | 883.43 |
| 1+81.07 | 37+75.00 | 41.21' LT | 899.16 | 882.73 |
| 2+06.07 | 38+00.00 | 41.30' LT | 891.90 | 881.90 |
| 2+31.07 | 38+25.00 | 41.40' LT | 884.65 | 881.07 |
| 2+45.00 | 38+38.93 | 41.45' LT | 880.61 | 880.61 |

NOTE: ALL WALL STATIONING & OFFSETS ARE GIVEN AT THE FRONT FACE OF THE WALL.

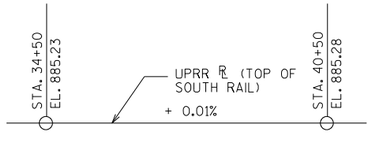
## TOTAL ESTIMATED QUANTITIES

| | BID ITEM NUMBER | BID ITEMS | UNIT | TOTALS |
|---|---|---|---|---|
| | 206.3000 | EXCAVATION FOR STRUCTURES RETAINING WALLS R-14-18 | LS | 1 |
| | 209.0100 | BACKFILL GRANULAR | CY | 130 |
| | 612.0406 | PIPE UNDERDRAIN WRAPPED 6-INCH | LF | 285 |
| | SPV.0090 | FENCE CHAIN LINK POLYMER-COATED 6-FT | LF | 195 |
| | SPV.0105 | RAILING PIPE GALVANIZED R-14-18 | LS | 1 |
| | SPV.0165 | WALL CONCRETE PANEL MECHANICALLY STABILIZED EARTH LRFD | SF | 4630 |
| | | | | |
| | | | | |
| | | NON-BID ITEMS | | |
| | | PRE-FORMED JOINT FILLER | SIZE | ¾" |
| | | POLYSTYRENE | SIZE | 1" |
| | | NON-BITUMINOUS JOINT SEALER | —— | —— |
| ★ | | BACKFILL STRUCTURES | CY | 3550 |

★ "BACKFILL STRUCTURES" QUANTITY IS FOR INFORMATIONAL PURPOSES ONLY. QUANTITY IS INCLUDED IN "WALL CONCRETE PANEL MECHANICALLY STABILIZED EARTH LRFD."




PROFILE GRADE LINE - S.T.H. 60




PROFILE GRADE LINE - UNION PACIFIC RAILROAD

| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE R-14-18

DRAWN BY JDL | PLANS CK'D. RAK

NOTES & QUANTITIES

SHEET 2

103

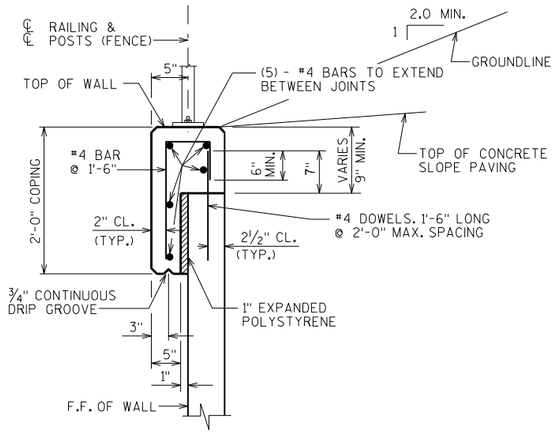
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8

SCALE = 6

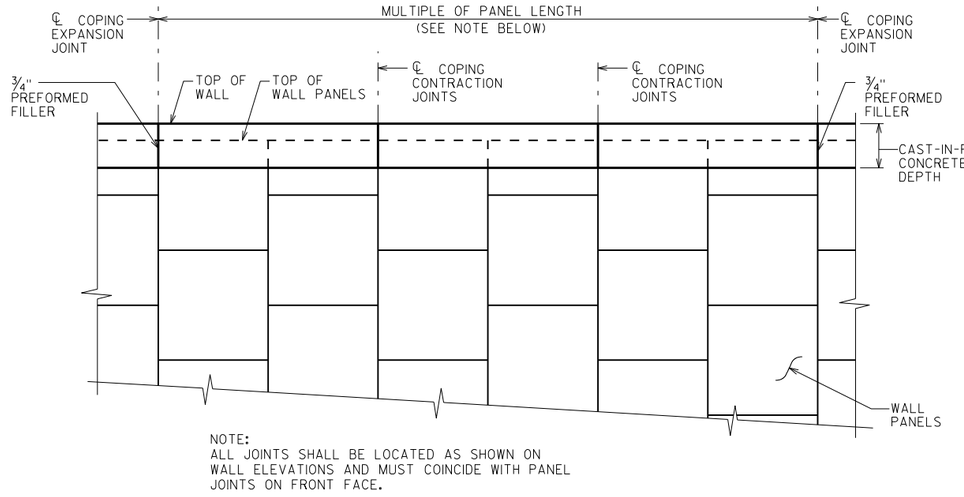
STATE PROJECT NUMBER

1390-04-96




## CAST-IN-PLACE CONCRETE COPING DETAIL

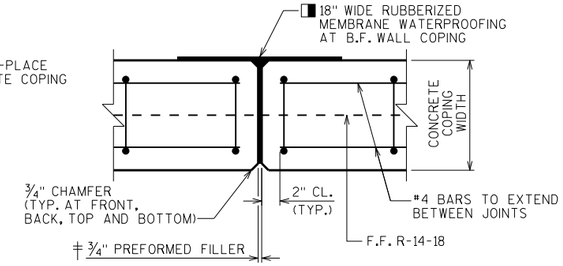
(LOOKING WEST)




NOTE:
ALL JOINTS SHALL BE LOCATED AS SHOWN ON WALL ELEVATIONS AND MUST COINCIDE WITH PANEL JOINTS ON FRONT FACE.

## CAST-IN-PLACE COPING PARTIAL ELEVATION

(LOOKING AT F.F. WALL)




## COPING EXPANSION JOINT

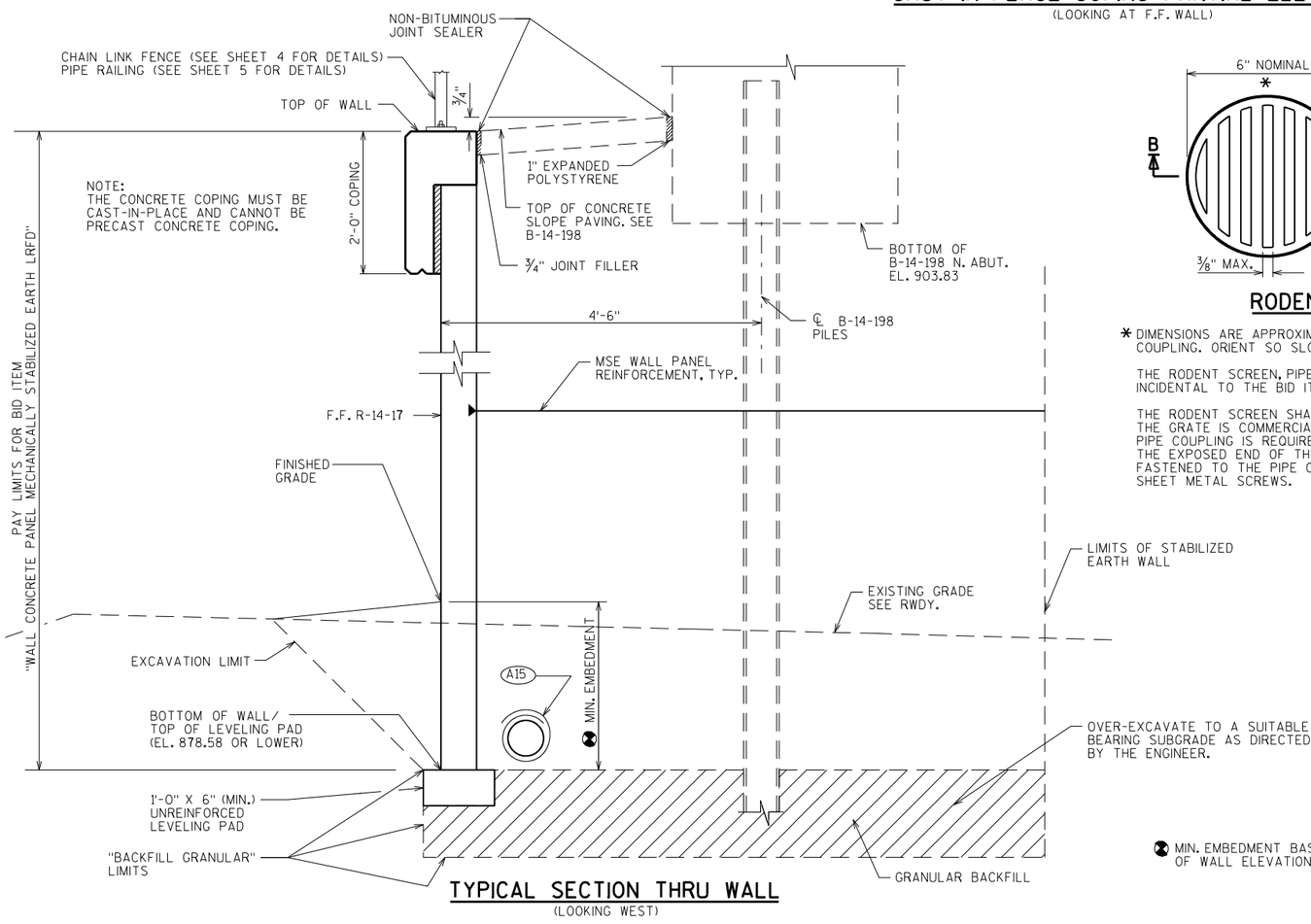
DO NOT RUN BAR STEEL THRU JOINT.

MAXIMUM SPACING OF JOINTS SHALL BE 50'-0" AND MUST LINE UP WITH THE WALL PANELS' JOINTS.

‡ SEAL ALL EXPOSED HORIZ. AND VERT. SURFACES OF FILLER WITH A NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONC.)

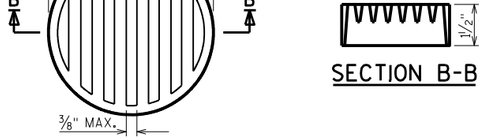
■ RUBBERIZED MEMBRANE WATERPROOFING TO EXTEND FROM TOP OF COPING TO 6" BELOW TOP OF WALL PANELS.

ALL EXPANSION JOINTS TO EXTEND THE FULL DEPTH OF COPING.




## TYPICAL SECTION THRU WALL

(LOOKING WEST)



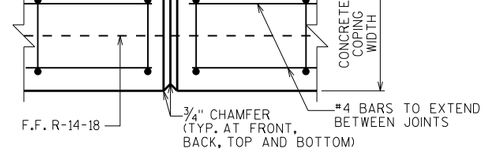

## SECTION B-B

## RODENT SCREEN DETAIL

* DIMENSIONS ARE APPROXIMATE. THE GRATE IS SIZED TO FIT INTO A PIPE COUPLING. ORIENT SO SLOTS ARE VERTICAL.

THE RODENT SCREEN, PIPE COUPLING AND SCREWS SHALL BE CONSIDERED INCIDENTAL TO THE BID ITEM "PIPE UNDERDRAIN WRAPPED 6-INCH".

THE RODENT SCREEN SHALL BE A PVC GRATE SIMILAR TO THIS DETAIL. THE GRATE IS COMMERCIALLY AVAILABLE AS A FLOOR STRAINER. A PIPE COUPLING IS REQUIRED FOR THE ATTACHMENT OF THIS SCREEN TO THE EXPOSED END OF THE PIPE UNDERDRAIN. THE SCREEN SHALL BE FASTENED TO THE PIPE COUPLING WITH TWO OR MORE NO. 10 X 1-INCH SHEET METAL SCREWS.




## COPING CONTRACTION JOINT

DO NOT RUN BAR STEEL THRU JOINT.

MAXIMUM SPACING OF JOINTS SHALL BE 12'-0" AND MUST LINE UP WITH THE WALL PANELS' JOINTS.

ALL CONTRACTION JOINTS TO EXTEND THE FULL DEPTH OF COPING.

NOTE:
ALL JOINTS SHALL BE LOCATED AS SHOWN ON WALL ELEVATIONS AND MUST COINCIDE WITH PANEL JOINTS ON FRONT FACE.

(A15) PIPE UNDERDRAIN WRAPPED 6-INCH. SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. RODENT SCREEN REQUIRED. SET DISCHARGE ELEVATIONS TO ALLOW PIPE UNDERDRAIN TO DAYLIGHT (APPROX. @ FINISHED GRADE ELEVATIONS).

‡ MIN. EMBEDMENT BASED ON BOTTOM OF WALL ELEVATION REQUIRED BY UPRR.

| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE R-14-18

DRAWN BY JDL | PLANS CK'D. RAK

WALL DETAILS

SHEET 3

104

SCALE = 6

8

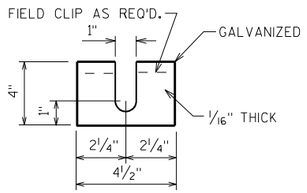
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STATE PROJECT NUMBER

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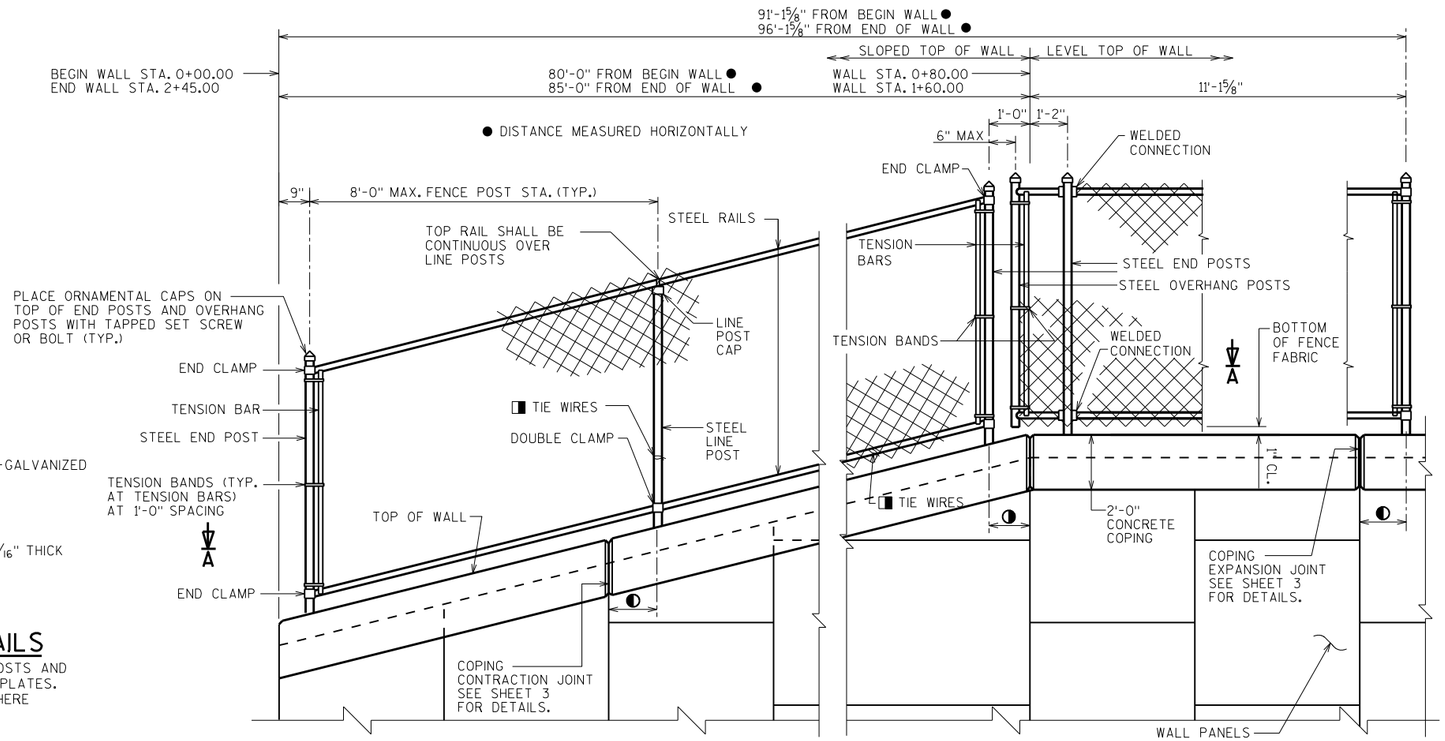
## FENCE MEMBER SIZE & WEIGHT

| STEEL FENCE MEMBER | OUTSIDE DIAMETER (INCHES) | WEIGHT (LB/FT) |
|---|---|---|
| RAILS | 1.660 | 2.27 |
| END POST | 2.875 | 5.80 |
| OVERHANG POST | 2.875 | 5.80 |
| LINE POST | 2.375 | 3.65 |
| POST SLEEVE | 4.000 | 9.12 |




## POST SHIM DETAILS

SHIMS REQUIRED ONLY WHEN END POSTS AND LINE POSTS ARE WELDED TO BASE PLATES. PROVIDE 4 SHIMS PER POST. USE WHERE REQUIRED FOR ALIGNMENT.




◐ 1'-0" MIN. DISTANCE REQUIRED BETWEEN THE ℄ OF COPING JOINTS (BOTH EXPANSION AND CONTRACTION JOINTS) AND THE ℄ OF FENCE POSTS

## PARTIAL ELEVATION OF WALL COPING & FENCE

(LOOKING NORTH AT F.F. WALL)

## NOTES

POSTS ARE TO BE SET VERTICAL.

ALL FENCE COMPONENTS SHALL BE GALVANIZED STEEL WITH A COLORED POLYMER-COATING ON THE OUTSIDE.

FABRIC SHALL CONFORM TO ASTM F668, CLASS 2B. STEEL RAILS, POSTS AND POST SLEEVES SHALL CONFORM TO ASTM F1083, STANDARD WEIGHT PIPE (SCHEDULE 40). FITTINGS SHALL CONFORM TO ASTM F626. SEE THE "BRIDGE SPECIAL PROVISIONS" FOR ADDITIONAL DETAILS.

THE COLOR OF POLYMER-COATING FOR THIS STRUCTURE SHALL BE BLACK IN ACCORDANCE WITH ASTM F934.

THE BID ITEM SHALL BE "FENCE CHAIN LINK POLYMER-COATED 6-FT.", LF.

COMPLETE ANY REQUIRED WELDING OF COMPONENTS BEFORE GALVANIZING.

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.

BASE PLATES, ANCHOR PLATES AND SHIMS SHALL BE ASTM A709, GRADE 36.

ALL POST SPACINGS ARE MEASURED HORIZONTALLY ALONG THE C/L OF THE POST.

▪ CAULK AROUND PERIMETER OF BASE PLATE AND FILL PORTION OF SLOTTED HOLE AROUND ANCHOR BOLT IN SHIM WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER.

✳ ALTERNATE TO DOUBLE CLAMP: USE LINE RAIL CLAMP (BOULEVARD) OR 180° BRACE BAND, WHICH MAY BE USED WHEN THE POSTS ARE EITHER BOLTED TO THE POST SLEEVES OR DIRECTLY WELDED TO THE BASE PLATE.

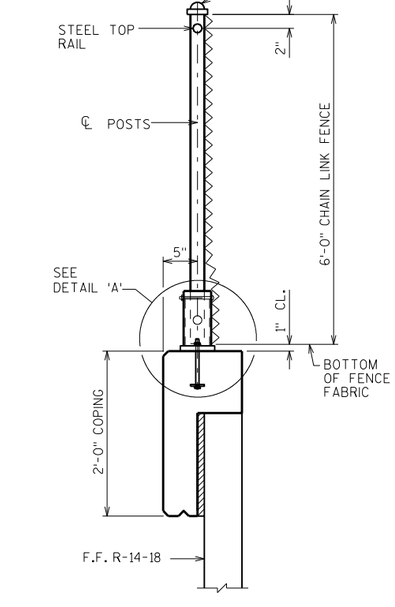
◭ 1/2" DIA. X 6 7/8" LONG GALVANIZED HEX BOLT WITH NUT & WASHER. TYPE "S", 1/2" DIA. CONCRETE MASONRY ANCHORS MAY BE SUBSTITUTED FOR 1/2" DIA. BOLTS. ANCHOR PLATE NOT REQUIRED WHEN TYPE "S" ANCHORS ARE USED. SEE ☆

☆ 1/2" DIA. CONCRETE MASONRY ANCHOR, TYPE "S", 6" MIN. EMBEDMENT (EPOXY ANCHORED) INTO CONCRETE AND MINIMUM PULLOUT CAPACITY OF 10 KIPS. ANCHOR, WASHER AND NUT SHALL BE GALVANIZED.

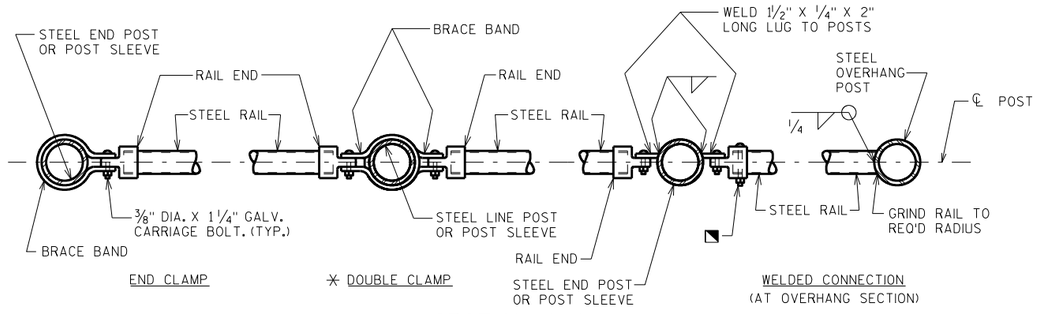
◨ ATTACH FABRIC TO RAILS, AND TO POSTS WITHOUT TENSION BANDS, WITH TIE WIRES (ROUND, 9-GAGE) SPACED AT 1'-0".

◪ BOLT RAIL TO RAIL END TO SECURE OVERHANG SECTION. ALTERNATE IS TO WELD RAIL DIRECTLY TO END POST.

MINIMUM LENGTH OF TOP RAIL BETWEEN SPLICES SHALL BE 20'-0". LOCATE SPLICES NEAR 1/4 POINT OF POST SPACING.

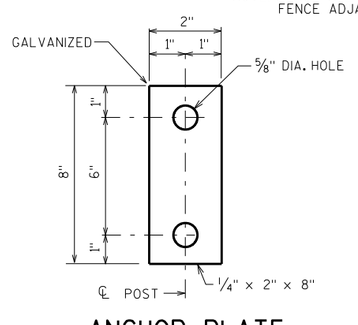



## SECTION THRU FENCE

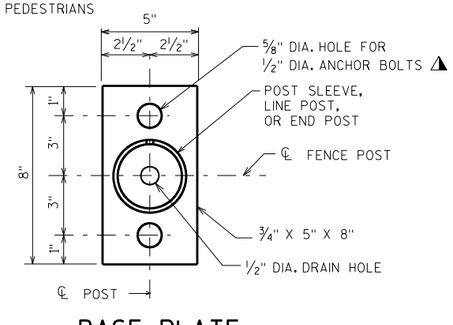



## SECTION A-A

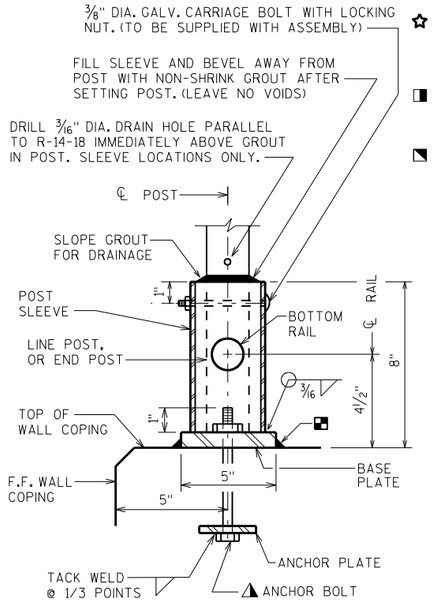
NOTE: PLACE ALL BOLT HEADS ON SIDE OF FENCE ADJACENT TO PEDESTRIANS




## ANCHOR PLATE



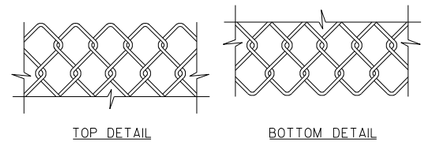

## BASE PLATE




## DETAIL 'A'

UNIT SHALL BE GALVANIZED AFTER FABRICATION

NOTE: IN LIEU OF USING THE POST SLEEVE, THE FENCE POST MAY BE WELDED TO THE BASE PLATE.




## FENCE FABRIC

FENCE FABRIC WOVEN OF 9-GAGE WIRE IN 2" DIAMOND PATTERN MESH WITH BOTH THE TOP AND BOTTOM SELVAGES KNUCKLED.

| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE R-14-18

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CHAIN LINK FENCE DETAILS

SHEET 4

105

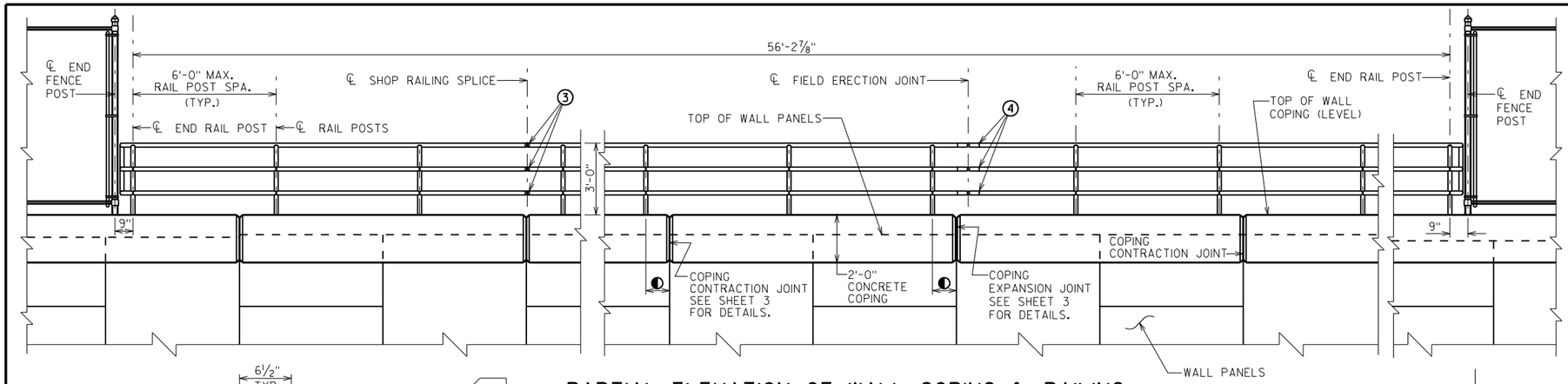
SCALE = 5.33333

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8

STATE PROJECT NUMBER

1390-04-96




## PARTIAL ELEVATION OF WALL COPING & RAILING

(LOOKING NORTH AT F.F. WALL)

◐1'-0" MIN. DISTANCE REQUIRED BETWEEN THE ℄ OF COPING JOINTS (BOTH EXPANSION AND CONTRACTION JOINTS) AND THE ℄ OF RAIL POSTS

## LEGEND

① 2"φ NOMINAL STEEL PIPE FOR POSTS: CUT BOTTOM OF POST TO MATCH TOP OF CONCRETE. POSTS ARE TO BE SET VERTICAL.

② 2"φ NOMINAL STEEL PIPE FOR RAILS: WELD TO NO. 1

③ 1½"φ PIPE SLEEVE FOR NO. 2. PROVIDE "SLIDING FIT" WITH A MINIMUM OUT TO OUT DIMENSION OF 2/16".

④ 1½"φ PIPE SLEEVE x 1'-10" LONG FOR NO. 2. PROVIDE ½"φ SURFACE WELDS ON ALL SIDES AS SHOWN. GRIND WELDS TO FIT FREE INTO I.D. OF NO. 2. PROVIDE ⅜"φ x ½" WELDING STUDS ON TOP AND BOTTOM SURFACES AT CENTERLINE.

⑤ PLATE ¾" x 5" x 8", WITH ⅝"φ HOLE FOR ANCHOR BOLTS NO. 6. WELD TO NO. 1. OR PIPE SLEEVE AS SHOWN.

⑥ ½" DIA. X 6⅞" LONG GALVANIZED HEX BOLT WITH NUT & WASHER. TYPE "S", ½" DIA. CONCRETE MASONRY ANCHORS MAY BE SUBSTITUTED FOR ½" DIA. BOLTS. ANCHOR PLATE NOT REQUIRED WHEN TYPE "S" ANCHORS ARE USED. SEE ☆

☆ ½" DIA. CONCRETE MASONRY ANCHOR, TYPE "S", 6" MIN. EMBEDMENT (EPOXY ANCHORED) INTO CONCRETE AND MINIMUM PULLOUT CAPACITY OF 10 KIPS. ANCHOR, WASHER AND NUT SHALL BE GALVANIZED.

⑦ ¼" x 2" x 8" FLAT BAR, WITH ⅝"φ HOLES FOR ANCHOR BOLTS NO. 6.

## NOTES

BID ITEM SHALL BE "RAILING PIPE GALVANIZED R-14-18", WHICH INCLUDES ALL ITEMS SHOWN.

RAILING SHALL BE FABRICATED IN LENGTHS THAT INCLUDE 3 OR 4 POSTS.

FIELD ERECTION JOINTS MUST BE PLACED IN BETWEEN RAIL POSTS WHERE THERE IS ALSO A CONCRETE COPING EXPANSION JOINT IN BETWEEN RAIL POSTS.

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.

ALL MATERIAL EXCEPT ANCHORAGE DETAIL (NO. 7) SHALL BE GALVANIZED AFTER FABRICATION. PRIOR TO GALVANIZING, ALL STEEL RAILING SHALL BE GIVEN A NO. 6 BLAST CLEANING PER S.S.P.C. SPECIFICATIONS. PAINT OVER GALVANIZING WITH AN APPROVED TIE COAT AND TOP COAT AS SPECIFIED IN THE "BRIDGE SPECIAL PROVISIONS". THE RAILING SHALL BE PAINTED BLACK (FEDERAL COLOR NO. 27038)

DRILL DRAIN HOLES PRIOR TO GALVANIZING.

ALL MATERIALS USED IN FABRICATION SHALL BE MADE FROM MATERIALS CONFORMING TO A.S.T.M. DESIGNATION A709 GRADE 36 UNLESS NOTED OTHERWISE.

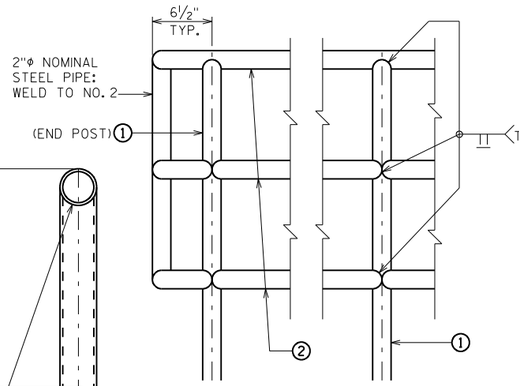
STEEL POST SHIMS SHALL BE PROVIDED & USED UNDER BASE PLATES WHERE REQUIRED FOR ALIGNMENT, AND SHALL BE GALVANIZED.

ALL RAILS, POSTS AND SLEEVES ARE STANDARD WEIGHT PIPE, SCHEDULE 40.

PLACE ALL NUTS ON OUTSIDE OF POSTS.

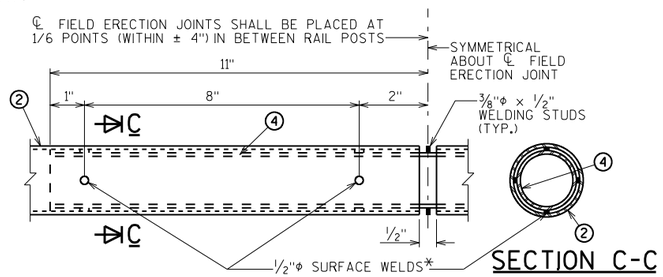
ANCHORAGES SHALL BE ACCURATELY PLACED TO PROVIDE CORRECT ALIGNMENT OF RAILING.

■ CAULK AROUND PERIMETER OF BASE PLATES, NO. 5, AND FILL BOLT SLOT OPENINGS IN SHIMS AND BASE PLATES WITH NON-STAINING, GRAY, NON-BITUMINOUS JOINT SEALER.




## PART ELEVATION OF RAILING

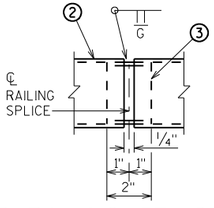
## SECTION THRU RAILING




## SECTION C-C

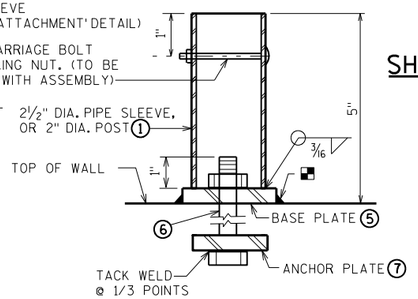
## ■FIELD ERECTION JOINT DETAIL

*MIN. ⅝" FLAT SURFACE DIA. PUNCHINGS OR STUDS MAY BE USED AS AN ALTERNATE.




## SHOP RAILING SPLICE DETAIL

(LOCATION MUST BE SHOWN ON THE SHOP DRAWINGS)

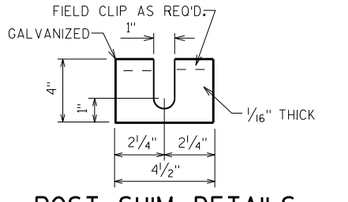



ELEVATION

## POST ATTACHMENT

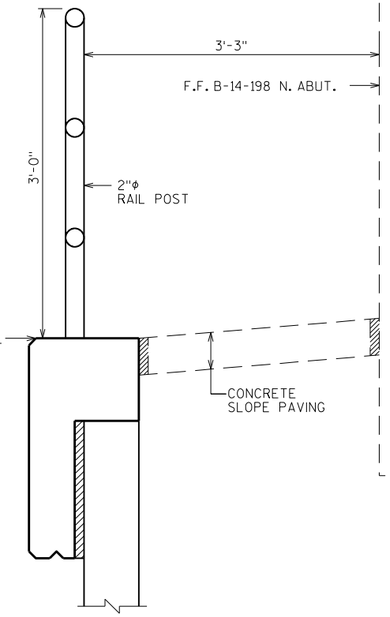
UNIT SHALL BE GALV. AFTER FABRICATION

NOTE:
IN LIEU OF USING THE 2½"φ SLEEVE, THE 2"φ RAIL POST MAY BE WELDED TO THE BASE PLATE.

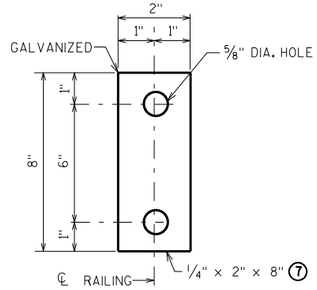



## POST SHIM DETAILS

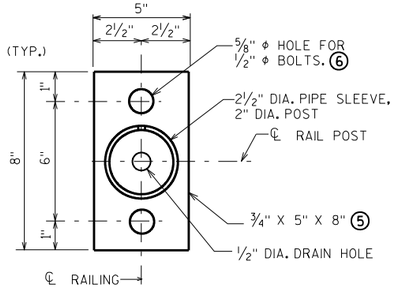
SHIMS REQUIRED ONLY WHEN POSTS ARE WELDED TO BASE PLATES. PROVIDE 4 SHIMS PER POST.




## SECTION THRU WALL AT ABUT.




## ANCHOR PLATE




## BASE PLATE

| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE R-14-18

DRAWN BY JDL | PLANS CK'D. RAK

PIPE RAILING DETAILS

SHEET 5

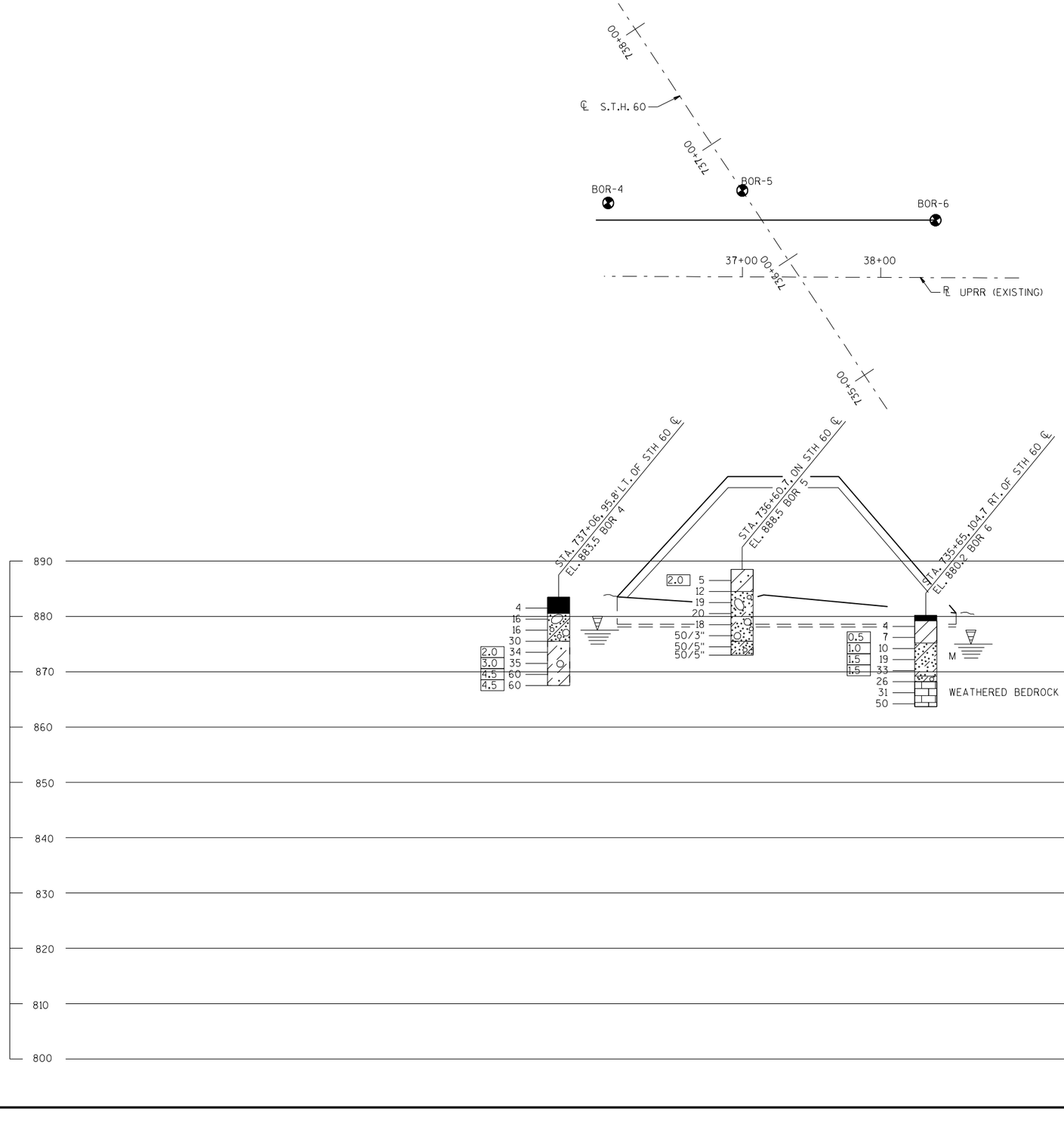
106

8

8

SCALE =

STH 60 OVER UNION PACIFIC RAILROAD
CTH Q - STH 60




STATE PROJECT NUMBER

**1390-04-96**

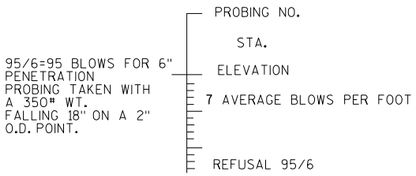
ABBREVIATIONS

F — FINE M — MEDIUM C — COARSE
WS — WEATHERED SO — SOUND

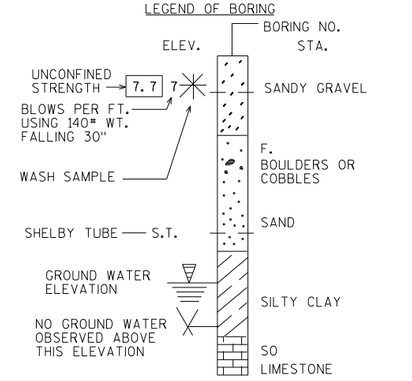
MATERIAL SYMBOLS

TOPSOIL, SILT, SANDSTONE
SAND, PEAT, LIMESTONE
GRAVEL, CLAY, 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-14-18

DRAWN BY JDL | PLANS CK'D. RAK

SUBSURFACE EXPLORATION

SHEET 6

107

SCALE =

8

8

STH 60

| Station | End areas | | Volumes | | Cumulative | |
|---|---|---|---|---|---|---|
| | Common | Unexpanded Fill | Common (CY) | Unexpanded Fill (CY) | Common (CY) | Unexpanded Fill (CY) |
| 707+82 | 0.00 | 5415.78 | | | | |
| 708+00 | 0.00 | 5541.94 | 0.00 | 3652.57 | 0.00 | 3652.57 |
| 709+00 | 0.00 | 5376.47 | 0.00 | 20219.28 | 0.00 | 23871.86 |
| 710+00 | 0.00 | 2922.88 | 0.00 | 15369.17 | 0.00 | 39241.02 |
| 711+00 | 0.00 | 6109.56 | 0.00 | 16726.74 | 0.00 | 55967.76 |
| 712+00 | 0.00 | 5969.66 | 0.00 | 22368.93 | 0.00 | 78336.70 |
| 713+00 | 0.00 | 5581.01 | 0.00 | 21390.15 | 0.00 | 99726.84 |
| 714+00 | 0.00 | 5008.82 | 0.00 | 19610.80 | 0.00 | 119337.64 |
| 715+00 | 0.00 | 4367.87 | 0.00 | 17364.24 | 0.00 | 136701.88 |
| 716+00 | 0.00 | 3765.29 | 0.00 | 15061.41 | 0.00 | 151763.29 |
| 717+00 | 0.00 | 3176.37 | 0.00 | 12854.91 | 0.00 | 164618.21 |
| 718+00 | 0.00 | 2531.49 | 0.00 | 10570.10 | 0.00 | 175188.30 |
| 719+00 | 0.00 | 1903.23 | 0.00 | 8212.43 | 0.00 | 183400.74 |
| 720+00 | 0.01 | 2181.89 | 0.01 | 7565.04 | 0.02 | 190965.78 |
| 721+00 | 0.00 | 1305.88 | 0.01 | 6458.85 | 0.03 | 197424.62 |
| 722+00 | 0.00 | 1262.51 | 0.00 | 4756.28 | 0.03 | 202180.90 |
| 723+00 | 0.00 | 1300.73 | 0.00 | 4746.73 | 0.03 | 206927.63 |
| 724+00 | 0.00 | 1247.43 | 0.00 | 4718.81 | 0.03 | 211646.44 |
| 725+00 | 0.00 | 1241.70 | 0.00 | 4609.50 | 0.03 | 216255.94 |
| 726+00 | 0.00 | 1427.47 | 0.00 | 4942.91 | 0.03 | 221198.85 |
| 727+00 | 0.00 | 1393.70 | 0.00 | 5224.39 | 0.03 | 226423.23 |
| 728+00 | 0.00 | 1494.55 | 0.00 | 5348.60 | 0.03 | 231771.83 |
| 729+00 | 8.15 | 1952.13 | 15.09 | 6382.74 | 15.12 | 238154.57 |
| 730+00 | 101.80 | 2014.13 | 203.62 | 7344.93 | 218.74 | 245499.50 |
| 731+00 | 112.27 | 2226.43 | 396.44 | 7852.90 | 615.17 | 253352.40 |
| 732+00 | 94.07 | 2844.16 | 382.12 | 9389.98 | 997.30 | 262742.38 |
| 733+00 | 69.16 | 3340.50 | 302.29 | 11453.07 | 1299.59 | 274195.45 |
| 734+00 | 37.54 | 3622.85 | 197.59 | 12895.09 | 1497.18 | 287090.54 |
| 735+00 | 38.87 | 3666.49 | 141.50 | 13498.77 | 1638.68 | 300589.31 |
| 735+49.40 | 16.78 | 2342.77 | 50.91 | 5497.35 | 1689.60 | 306086.67 |
| **RR Bridge** | | | | | | |
| 736+42 | 0.00 | 2347.74 | | | | |
| 737+00 | 0.00 | 3061.98 | 0.00 | 5810.44 | 0.00 | 5810.44 |
| 738+00 | 0.00 | 3059.39 | 0.00 | 11335.87 | 0.00 | 17146.31 |
| 739+00 | 0.00 | 3651.90 | 0.00 | 12428.32 | 0.00 | 29574.63 |
| 740+00 | 0.00 | 3636.94 | 0.00 | 13497.85 | 0.00 | 43072.48 |
| 741+00 | 0.00 | 3404.81 | 0.00 | 13040.27 | 0.00 | 56112.75 |
| 742+00 | 0.00 | 3287.73 | 0.00 | 12393.59 | 0.00 | 68506.33 |

CONTINUED

STH 60

| Station | End areas | | Volumes | | Cumulative | |
|---|---|---|---|---|---|---|
| | Common | Unexpanded Fill | Common (CY) | Unexpanded Fill (CY) | Common (CY) | Unexpanded Fill (CY) |
| 743+00 | 0.00 | 3159.75 | 0.00 | 11939.78 | 0.00 | 80446.11 |
| 744+00 | 0.00 | 3031.80 | 0.00 | 11465.84 | 0.00 | 91911.95 |
| 745+00 | 0.00 | 2954.52 | 0.00 | 11085.79 | 0.00 | 102997.74 |
| 746+00 | 0.00 | 2855.59 | 0.00 | 10759.47 | 0.00 | 113757.21 |
| 747+00 | 0.00 | 2875.71 | 0.00 | 10613.52 | 0.00 | 124370.72 |
| 748+00 | 0.00 | 2829.24 | 0.00 | 10564.72 | 0.00 | 134935.44 |
| 749+00 | 0.00 | 2623.07 | 0.00 | 10096.88 | 0.00 | 145032.32 |
| 750+00 | 0.00 | 2420.40 | 0.00 | 9339.76 | 0.00 | 154372.08 |
| 751+00 | 0.00 | 2206.31 | 0.00 | 8567.96 | 0.00 | 162940.04 |
| 752+00 | 0.00 | 2005.82 | 0.00 | 7800.24 | 0.00 | 170740.28 |
| 753+00 | 0.00 | 1416.11 | 0.00 | 6336.91 | 0.00 | 177077.19 |
| 754+00 | 0.00 | 1395.86 | 0.00 | 5207.34 | 0.00 | 182284.53 |
| 755+00 | 0.00 | 1259.67 | 0.00 | 4917.64 | 0.00 | 187202.17 |
| 756+00 | 0.00 | 1099.41 | 0.00 | 4368.67 | 0.00 | 191570.84 |
| 757+00 | 0.00 | 840.27 | 0.00 | 3591.99 | 0.00 | 195162.83 |
| 758+00 | 0.00 | 533.77 | 0.00 | 2544.52 | 0.00 | 197707.35 |
| 759+00 | 33.73 | 156.72 | 62.46 | 1278.69 | 62.46 | 198986.04 |
| 760+00 | 40.36 | 35.91 | 137.20 | 356.72 | 199.65 | 199342.76 |
| 761+00 | 0.00 | 205.00 | 74.74 | 446.13 | 274.40 | 199788.89 |
| 762+00 | 118.39 | 21.48 | 219.24 | 419.41 | 493.64 | 200208.30 |
| 763+00 | 43.32 | 12.52 | 299.46 | 62.96 | 793.10 | 200271.26 |
| 764+00 | 0.00 | 513.92 | 80.22 | 974.87 | 873.32 | 201246.14 |
| 765+00 | 0.00 | 405.13 | 0.00 | 1701.93 | 873.32 | 202948.07 |
| 766+00 | 0.00 | 451.32 | 0.00 | 1586.00 | 873.32 | 204534.07 |
| 767+00 | 0.00 | 483.82 | 0.00 | 1731.72 | 873.32 | 206265.80 |
| 768+00 | 0.00 | 491.36 | 0.00 | 1805.89 | 873.32 | 208071.69 |
| 769+00 | 0.00 | 416.92 | 0.00 | 1682.00 | 873.32 | 209753.69 |
| 770+00 | 0.00 | 431.96 | 0.00 | 1571.99 | 873.32 | 211325.68 |
| 771+00 | 0.00 | 503.34 | 0.00 | 1732.02 | 873.32 | 213057.71 |
| 772+00 | 49.57 | 456.20 | 91.80 | 1776.92 | 965.12 | 214834.63 |
| 773+00 | 0.08 | 454.85 | 91.94 | 1687.13 | 1057.07 | 216521.76 |
| 774+00 | 0.00 | 337.08 | 0.14 | 1466.54 | 1057.21 | 217988.29 |
| 775+00 | 0.00 | 227.16 | 0.00 | 1044.89 | 1057.21 | 219033.18 |
| | | | | | | |
| | | | | **Totals** | **2747** | **525120** |

## RAMP 2

| Station | End areas | | Volumes | | Cumulative | |
|---|---|---|---|---|---|---|
| | Common | Unexpanded Fill | Common (CY) | Unexpanded Fill (CY) | Common (CY) | Unexpanded Fill (CY) |
| 1294+25 | 0.00 | 4230.63 | | | | |
| 1294+50 | 0.00 | 1813.44 | 0.00 | 2798.18 | 0.00 | 2798.18 |
| | | | | | | |
| | | | | **Totals** | **0** | **2798** |

## RAMP 1

| Station | End areas | | Volumes | | Cumulative | |
|---|---|---|---|---|---|---|
| | Common | Unexpanded Fill | Common (CY) | Unexpanded Fill (CY) | Common (CY) | Unexpanded Fill (CY) |
| 1295+50 | 0.00 | 2044.17 | | | | |
| 1296+00 | 0.00 | 3499.64 | 0.00 | 5133.16 | 0.00 | 5133.16 |
| 1297+00 | 0.00 | 3876.02 | 0.00 | 13658.63 | 0.00 | 18791.79 |
| 1298+00 | 0.00 | 3246.43 | 0.00 | 13189.72 | 0.00 | 31981.51 |
| 1299+00 | 0.00 | 2374.14 | 0.00 | 10408.46 | 0.00 | 42389.97 |
| 1300+00 | 0.00 | 1627.70 | 0.00 | 7410.82 | 0.00 | 49800.79 |
| 1301+00 | 0.00 | 1079.64 | 0.00 | 5013.61 | 0.00 | 54814.39 |
| 1302+00 | 0.00 | 537.27 | 0.00 | 2994.28 | 0.00 | 57808.67 |
| 1303+00 | 22.01 | 143.26 | 40.75 | 1260.23 | 40.75 | 59068.90 |
| 1304+00 | 68.83 | 10.06 | 168.22 | 283.91 | 208.98 | 59352.81 |
| 1305+00 | 81.40 | 4.79 | 278.20 | 27.50 | 487.18 | 59380.31 |
| 1306+00 | 118.34 | 0.00 | 369.88 | 8.88 | 857.07 | 59389.19 |
| 1307+00 | 195.07 | 0.00 | 580.40 | 0.00 | 1437.46 | 59389.19 |
| | | | | | | |
| | | | | **Totals** | **1437** | **59389** |

## BIWER ROAD

| Station | End areas | | Volumes | | Cumulative | |
|---|---|---|---|---|---|---|
| | Common | Unexpanded Fill | Common (CY) | Unexpanded Fill (CY) | Common (CY) | Unexpanded Fill (CY) |
| 25+00 | 0.00 | 59.54 | | | | |
| 26+00 | 0.00 | 77.42 | 0.00 | 253.63 | 0.00 | 253.63 |
| 27+00 | 0.00 | 64.95 | 0.00 | 263.64 | 0.00 | 517.27 |
| 28+00 | 0.00 | 84.85 | 0.00 | 277.41 | 0.00 | 794.68 |
| 29+00 | 0.00 | 162.39 | 0.00 | 457.85 | 0.00 | 1252.53 |
| 30+00 | 0.00 | 93.56 | 0.00 | 473.97 | 0.00 | 1726.51 |
| 31+00 | 0.00 | 87.15 | 0.00 | 334.65 | 0.00 | 2061.16 |
| 32+00 | 0.00 | 96.60 | 0.00 | 340.29 | 0.00 | 2401.45 |
| 33+00 | 4.08 | 107.18 | 7.55 | 377.38 | 7.55 | 2778.83 |
| 34+00 | 0.00 | 281.21 | 7.55 | 719.25 | 15.10 | 3498.08 |
| 35+00 | 0.00 | 218.73 | 0.00 | 925.82 | 15.10 | 4423.89 |
| 36+00 | 0.00 | 285.79 | 0.00 | 934.30 | 15.10 | 5358.19 |
| 37+00 | 0.00 | 433.34 | 0.00 | 1331.73 | 15.10 | 6689.92 |
| 38+00 | 0.00 | 667.52 | 0.00 | 2038.64 | 15.10 | 8728.56 |
| 39+00 | 0.00 | 941.67 | 0.00 | 2979.98 | 15.10 | 11708.55 |
| 40+00 | 0.00 | 1616.81 | 0.00 | 4737.91 | 15.10 | 16446.46 |
| 40+50 | 0.00 | 1367.88 | 0.00 | 2763.60 | 15.10 | 19210.06 |
| | | | | | | |
| | | | | **Totals** | **15** | **19210** |

## TEMPORARY ROAD

| Station | End areas | | Volumes | | Cumulative | |
|---|---|---|---|---|---|---|
| | Common | Unexpanded Fill | Common (CY) | Unexpanded Fill (CY) | Common (CY) | Unexpanded Fill (CY) |
| 10+00 | 0.00 | 0.00 | | | | |
| 11+00 | 0.00 | 1048.54 | 0.00 | 1941.75 | 0.00 | 1941.75 |
| 12+00 | 0.00 | 1105.68 | 0.00 | 3989.30 | 0.00 | 5931.05 |
| 13+00 | 0.00 | 1252.00 | 0.00 | 4366.08 | 0.00 | 10297.13 |
| 14+00 | 0.00 | 1449.91 | 0.00 | 5003.54 | 0.00 | 15300.67 |
| 15+00 | 0.00 | 1412.76 | 0.00 | 5301.24 | 0.00 | 20601.90 |
| 16+00 | 0.00 | 1491.72 | 0.00 | 5378.68 | 0.00 | 25980.58 |
| 17+00 | 0.00 | 1491.59 | 0.00 | 5524.64 | 0.00 | 31505.22 |
| 18+00 | 0.00 | 1385.52 | 0.00 | 5327.98 | 0.00 | 36833.20 |
| 19+00 | 0.00 | 1302.23 | 0.00 | 4977.31 | 0.00 | 41810.51 |
| 20+00 | 0.00 | 1168.77 | 0.00 | 4575.92 | 0.00 | 46386.44 |
| 21+00 | 0.00 | 1045.01 | 0.00 | 4099.59 | 0.00 | 50486.03 |
| 22+00 | 0.00 | 862.21 | 0.00 | 3531.88 | 0.00 | 54017.91 |
| 23+00 | 0.00 | 832.55 | 0.00 | 3138.44 | 0.00 | 57156.35 |
| 24+00 | 0.00 | 907.18 | 0.00 | 3221.71 | 0.00 | 60378.06 |
| 25+00 | 0.00 | 821.51 | 0.00 | 3201.26 | 0.00 | 63579.32 |
| 26+00 | 0.00 | 739.00 | 0.00 | 2889.82 | 0.00 | 66469.14 |
| 27+00 | 0.00 | 733.69 | 0.00 | 2727.20 | 0.00 | 69196.34 |
| 28+00 | 0.00 | 542.54 | 0.00 | 2363.39 | 0.00 | 71559.73 |
| 29+00 | 0.00 | 344.25 | 0.00 | 1642.20 | 0.00 | 73201.92 |
| 30+00 | 0.00 | 193.35 | 0.00 | 995.54 | 0.00 | 74197.47 |
| 31+00 | 0.00 | 127.50 | 0.00 | 594.16 | 0.00 | 74791.63 |
| 32+00 | 62.61 | 0.00 | 115.94 | 236.11 | 115.94 | 75027.74 |
| 33+00 | 16.89 | 2.00 | 147.21 | 3.71 | 263.15 | 75031.45 |
| 34+00 | 6.51 | 0.08 | 43.34 | 3.86 | 306.49 | 75035.31 |
| 35+00 | 0.00 | 0.00 | 12.06 | 0.15 | 318.56 | 75035.46 |
| | | | | | | |
| | | | | **Totals** | **319** | **75035** |

## TEMPORARY CONNECTION

| Station | End areas | | Volumes | | Cumulative | |
|---|---|---|---|---|---|---|
| | Common | Unexpanded Fill | Common (CY) | Unexpanded Fill (CY) | Common (CY) | Unexpanded Fill (CY) |
| 0+50 | 0.00 | 771.15 | | | | |
| 1+00 | 0.00 | 552.99 | 0.00 | 1226.06 | 0.00 | 1226.06 |
| 1+50 | 0.00 | 394.87 | 0.00 | 877.65 | 0.00 | 2103.70 |
| 2+00 | 0.00 | 237.88 | 0.00 | 585.88 | 0.00 | 2689.59 |
| 2+50 | 0.00 | 140.88 | 0.00 | 350.71 | 0.00 | 3040.29 |
| 3+00 | 0.00 | 122.96 | 0.00 | 244.30 | 0.00 | 3284.59 |
| 3+50 | 0.00 | 109.56 | 0.00 | 215.30 | 0.00 | 3499.89 |
| 4+00 | 12.21 | 74.43 | 11.31 | 170.36 | 11.31 | 3670.25 |
| 4+50 | 11.74 | 40.06 | 22.18 | 106.01 | 33.48 | 3776.26 |
| 5+00 | 14.32 | 17.23 | 24.13 | 53.05 | 57.61 | 3829.31 |
| 5+50 | 8.02 | 1.35 | 20.68 | 17.21 | 78.30 | 3846.52 |
| 6+00 | 0.00 | 0.00 | 7.42 | 1.25 | 85.72 | 3847.77 |
| 6+50 | 0.00 | 0.00 | 0.00 | 0.00 | 85.72 | 3847.77 |
| | | | | | | |
| | | | | **Totals** | **86** | **3848** |

## CTH W

| Station | End areas | | Volumes | | Cumulative | |
|---|---|---|---|---|---|---|
| | Common | Unexpanded Fill | Common (CY) | Unexpanded Fill (CY) | Common (CY) | Unexpanded Fill (CY) |
| 10+50 | 0.00 | 451.45 | | | | |
| 11+00 | 0.35 | 348.31 | 0.32 | 740.52 | 0.32 | 740.52 |
| 11+50 | 8.95 | 218.93 | 8.61 | 525.22 | 8.93 | 1265.74 |
| 12+00 | 44.85 | 119.58 | 49.82 | 313.43 | 58.74 | 1579.17 |
| 12+50 | 88.01 | 29.74 | 123.02 | 138.26 | 181.77 | 1717.42 |
| 13+00 | 214.41 | 0.00 | 280.02 | 27.53 | 461.79 | 1744.96 |
| 13+50 | 370.59 | 0.00 | 541.67 | 0.00 | 1003.45 | 1744.96 |
| 14+00 | 88.45 | 6.45 | 425.04 | 5.97 | 1428.49 | 1750.93 |
| 14+20 | 50.84 | 22.66 | 51.59 | 10.78 | 1480.08 | 1761.71 |
| | | | | | | |
| | | | | **Totals** | **1480** | **1762** |

9

9

## DRIVEWAY D8

| Station | End areas | | Volumes | | Cumulative | |
|---|---|---|---|---|---|---|
| | Common | Unexpanded Fill | Common (CY) | Unexpanded Fill (CY) | Common (CY) | Unexpanded Fill (CY) |
| 15+80 | 0.00 | 3.18 | | | | |
| 16+00 | 0.52 | 7.35 | 0.19 | 3.90 | 0.19 | 3.90 |
| 16+50 | 0.00 | 97.68 | 0.49 | 97.24 | 0.68 | 101.14 |
| 17+00 | 0.00 | 195.93 | 0.00 | 271.86 | 0.68 | 373.00 |
| 17+50 | 0.00 | 315.57 | 0.00 | 473.61 | 0.68 | 846.60 |
| 18+00 | 0.00 | 385.70 | 0.00 | 649.32 | 0.68 | 1495.92 |
| 18+50 | 0.00 | 544.25 | 0.00 | 861.06 | 0.68 | 2356.98 |
| 19+00 | 0.00 | 807.41 | 0.00 | 1251.54 | 0.68 | 3608.52 |
| 19+50 | 0.00 | 1128.81 | 0.00 | 1792.80 | 0.68 | 5401.32 |
| | | | | | | |
| | | | | **Totals** | **1** | **5401** |

## DRIVEWAY D5

| Station | End areas | | Volumes | | Cumulative | |
|---|---|---|---|---|---|---|
| | Common | Unexpanded Fill | Common (CY) | Unexpanded Fill (CY) | Common (CY) | Unexpanded Fill (CY) |
| 10+50 | 2.71 | 125.39 | | | | |
| 11+00 | 24.63 | 28.78 | 25.31 | 142.75 | 25.31 | 142.75 |
| 11+50 | 13.73 | 8.65 | 35.52 | 34.66 | 60.84 | 177.41 |
| 12+00 | 19.84 | 1.69 | 31.09 | 9.57 | 91.92 | 186.98 |
| 12+40 | 20.80 | 1.61 | 30.11 | 2.44 | 122.03 | 189.42 |
| | | | | | | |
| | | | | **Totals** | **122** | **189** |

## DRIVEWAY D9

| Station | End areas | | Volumes | | Cumulative | |
|---|---|---|---|---|---|---|
| | Common | Unexpanded Fill | Common (CY) | Unexpanded Fill (CY) | Common (CY) | Unexpanded Fill (CY) |
| 20+50 | 0.00 | 1554.37 | | | | |
| 21+00 | 0.00 | 1425.05 | 0.00 | 2758.72 | 0.00 | 2758.72 |
| 21+50 | 0.00 | 1201.08 | 0.00 | 2431.60 | 0.00 | 5190.32 |
| 22+00 | 0.00 | 918.16 | 0.00 | 1962.25 | 0.00 | 7152.58 |
| 22+50 | 0.00 | 733.02 | 0.00 | 1528.86 | 0.00 | 8681.44 |
| 23+00 | 0.00 | 498.15 | 0.00 | 1139.97 | 0.00 | 9821.41 |
| 23+50 | 0.00 | 322.74 | 0.00 | 760.08 | 0.00 | 10581.49 |
| 24+00 | 0.00 | 190.90 | 0.00 | 475.59 | 0.00 | 11057.09 |
| 24+50 | 0.00 | 80.33 | 0.00 | 251.14 | 0.00 | 11308.23 |
| 25+00 | 2.04 | 3.07 | 1.89 | 77.22 | 1.89 | 11385.45 |
| 25+25 | 0.00 | 0.00 | 0.94 | 1.42 | 2.83 | 11386.87 |
| | | | | | | |
| | | | | **Totals** | **3** | **11387** |

## BIWER INFIELD

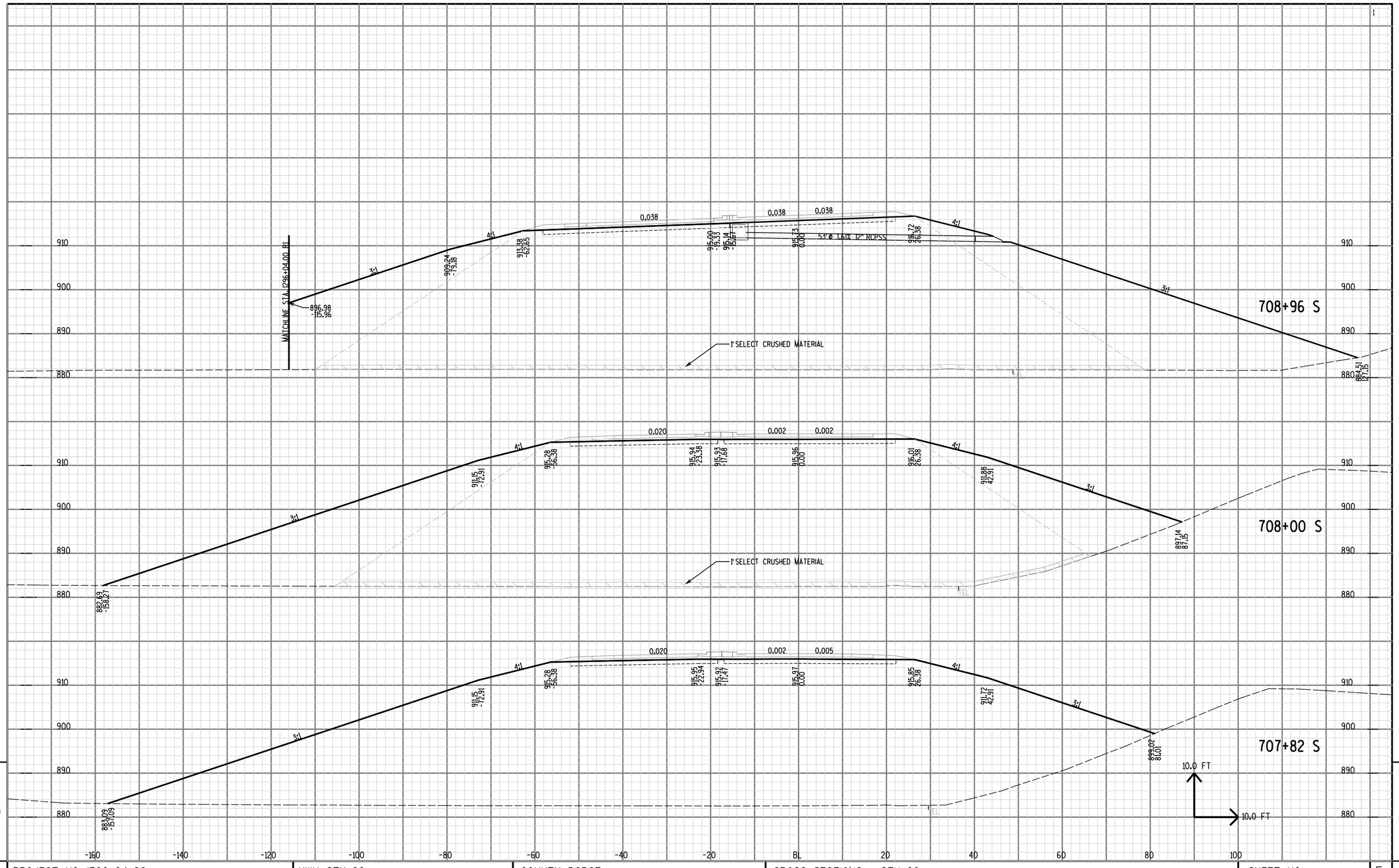
| Station | End areas | | Volumes | | Cumulative | |
|---|---|---|---|---|---|---|
| | Common | Unexpanded Fill | Common (CY) | Unexpanded Fill (CY) | Common (CY) | Unexpanded Fill (CY) |
| 10+00 | 0.00 | 1048.43 | | | | |
| 10+50 | 4.04 | 916.18 | 3.74 | 1819.08 | 3.74 | 1819.08 |
| 11+00 | 10.65 | 870.14 | 13.60 | 1653.99 | 17.33 | 3473.07 |
| 11+50 | 9.66 | 701.87 | 18.81 | 1455.56 | 36.14 | 4928.63 |
| 12+00 | 9.41 | 467.98 | 17.65 | 1083.19 | 53.79 | 6011.82 |
| 12+32.54 | 8.09 | 90.89 | 10.54 | 336.77 | 64.33 | 6348.59 |
| | | | | | | |
| | | | | **Totals** | **64** | **6349** |

| Select Crush for Soil Stabilization (STH 60) | | | |
|---|---|---|---|
| | End areas | Volumes | Cumulative |
| Station | Common | Common (CY) | Common (CY) |
| 707+82 | 0.00 | | |
| 708+00 | 171.48 | 57.16 | 57.16 |
| 709+00 | 187.91 | 665.52 | 722.68 |
| 710+00 | 89.13 | 513.02 | 1235.71 |
| 711+00 | 180.46 | 499.24 | 1734.94 |
| 712+00 | 175.72 | 659.59 | 2394.54 |
| 713+00 | 169.00 | 638.36 | 3032.90 |
| 714+00 | 160.60 | 610.37 | 3643.27 |
| 715+00 | 149.55 | 574.36 | 4217.63 |
| 716+00 | 138.06 | 532.62 | 4750.25 |
| 717+00 | 125.88 | 488.78 | 5239.03 |
| 718+00 | 114.72 | 445.55 | 5684.59 |
| 719+00 | 104.62 | 406.19 | 6090.78 |
| 720+00 | 148.67 | 469.06 | 6559.84 |
| 721+00 | 92.16 | 445.99 | 7005.83 |
| 722+00 | 90.68 | 338.60 | 7344.43 |
| 723+00 | 91.04 | 336.52 | 7680.95 |
| 724+00 | 89.87 | 335.03 | 8015.97 |
| 725+00 | 90.04 | 333.17 | 8349.14 |
| 726+00 | 93.80 | 340.46 | 8689.60 |
| 727+00 | 99.33 | 357.67 | 9047.27 |
| 728+00 | 98.48 | 366.33 | 9413.59 |
| 729+00 | 104.68 | 376.23 | 9789.82 |
| 730+00 | 105.46 | 389.15 | 10178.98 |
| 731+00 | 110.05 | 399.09 | 10578.06 |
| 732+00 | 119.41 | 424.92 | 11002.99 |
| 733+00 | 127.15 | 456.59 | 11459.58 |
| 734+00 | 141.52 | 497.55 | 11957.13 |
| 735+00 | 146.31 | 533.03 | 12490.16 |
| 735+49.40 | 71.99 | 199.71 | 12689.86 |
| **RR Bridge** | | | |
| 736+42 | 72.68 | | |
| 737+00 | 140.01 | 228.44 | 228.44 |
| 738+00 | 139.25 | 517.14 | 745.59 |
| 739+00 | 132.60 | 503.43 | 1249.02 |
| 740+00 | 131.71 | 489.46 | 1738.48 |
| 741+00 | 128.76 | 482.34 | 2220.83 |
| 742+00 | 126.82 | 473.30 | 2694.12 |

CONTINUED

| Select Crush for Soil Stabilization (STH 60) | | | |
|---|---|---|---|
| | End areas | Volumes | Cumulative |
| Station | Common | Common (CY) | Common (CY) |
| 743+00 | 124.89 | 466.13 | 3160.25 |
| 744+00 | 122.63 | 458.37 | 3618.62 |
| 745+00 | 121.51 | 452.11 | 4070.73 |
| 746+00 | 120.60 | 448.35 | 4519.08 |
| 747+00 | 120.72 | 446.89 | 4965.97 |
| 748+00 | 120.29 | 446.32 | 5412.29 |
| 749+00 | 117.11 | 439.63 | 5851.92 |
| 750+00 | 113.74 | 427.50 | 6279.42 |
| 751+00 | 109.83 | 414.01 | 6693.43 |
| 752+00 | 106.17 | 399.99 | 7093.42 |
| 753+00 | 102.60 | 386.61 | 7480.03 |
| 754+00 | 97.28 | 370.16 | 7850.19 |
| 755+00 | 91.55 | 349.69 | 8199.88 |
| 756+00 | 86.95 | 330.56 | 8530.43 |
| 757+00 | 81.25 | 311.48 | 8841.91 |
| 758+00 | 73.49 | 286.57 | 9128.48 |
| | | | |
| 764+00 | 147.47 | | |
| 765+00 | 152.48 | 555.45 | 555.45 |
| 766+00 | 162.43 | 583.16 | 1138.61 |
| 767+00 | 146.38 | 571.87 | 1710.48 |
| 768+00 | 139.08 | 528.63 | 2239.11 |
| 769+00 | 134.37 | 506.38 | 2745.49 |
| 770+00 | 135.12 | 499.05 | 3244.54 |
| 771+00 | 139.85 | 509.21 | 3753.75 |
| 772+00 | 138.51 | 515.48 | 4269.23 |
| 773+00 | 138.80 | 513.53 | 4782.77 |
| 774+00 | 131.02 | 499.67 | 5282.44 |
| 775+00 | 108.83 | 444.16 | 5726.60 |
| | | | |
| | Select Crush Total | | 27206 |
| | | | |
| | **Totals** | | **27206** |

| Select Crush for Soil Stabilization Area (Biwer) | | | |
|---|---|---|---|
| | End areas | Volumes | Cumulative |
| Station | Common | Common (CY) | Common (CY) |
| 25+00 | 45.60 | | |
| 26+00 | 60.39 | 196.28 | 196.28 |
| 27+00 | 46.13 | 197.25 | 393.53 |
| 28+00 | 61.41 | 199.15 | 592.68 |
| 29+00 | 60.12 | 225.06 | 817.74 |
| 30+00 | 56.79 | 216.51 | 1034.25 |
| 31+00 | 54.66 | 206.39 | 1240.64 |
| 32+00 | 57.87 | 208.38 | 1449.02 |
| | | | |
| | Select Crush Total | | 1449 |
| | | | |
| | **Totals** | | **1449** |

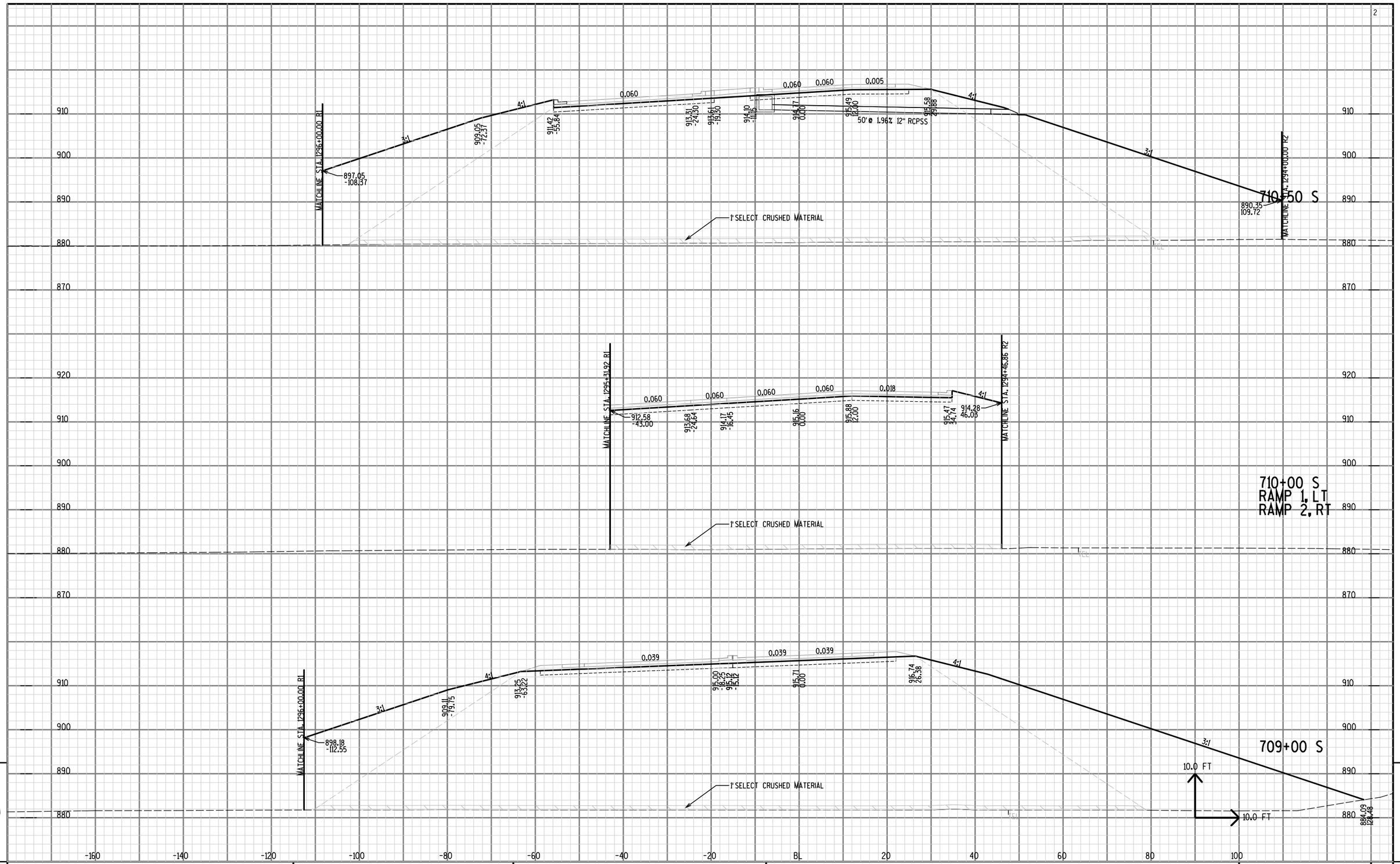



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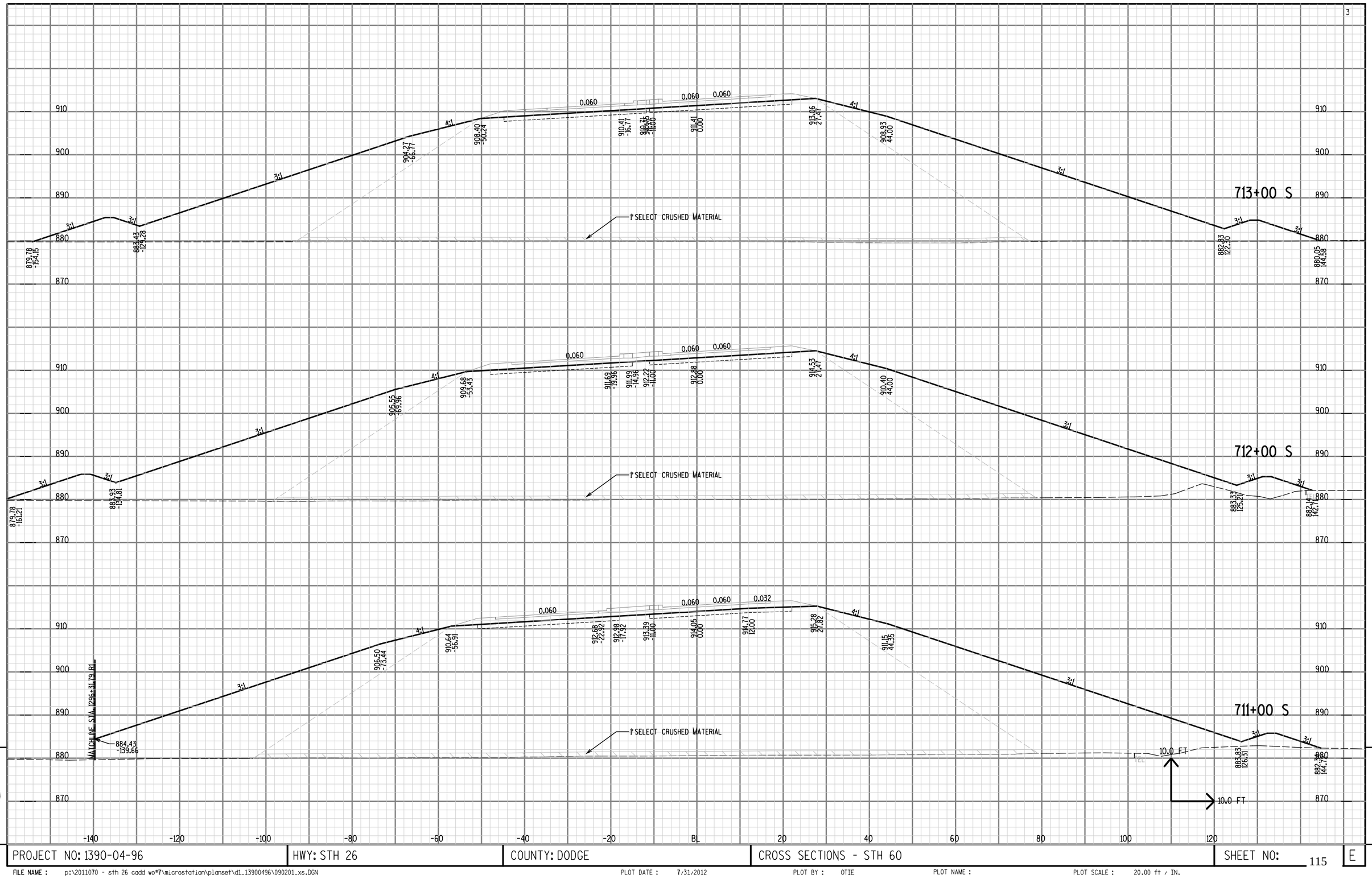
| PROJECT NO: 1390-04-96 | HWY: STH 26 | COUNTY: DODGE | CROSS SECTIONS - STH 60 | SHEET NO: 113 E |
|---|---|---|---|---|

FILE NAME : p:\2011070 - sth 26 cadd wo*7\microstation\planset\d1_13900496\090201_xs.DGN PLOT DATE : 7/31/2012 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.00 ft / IN.



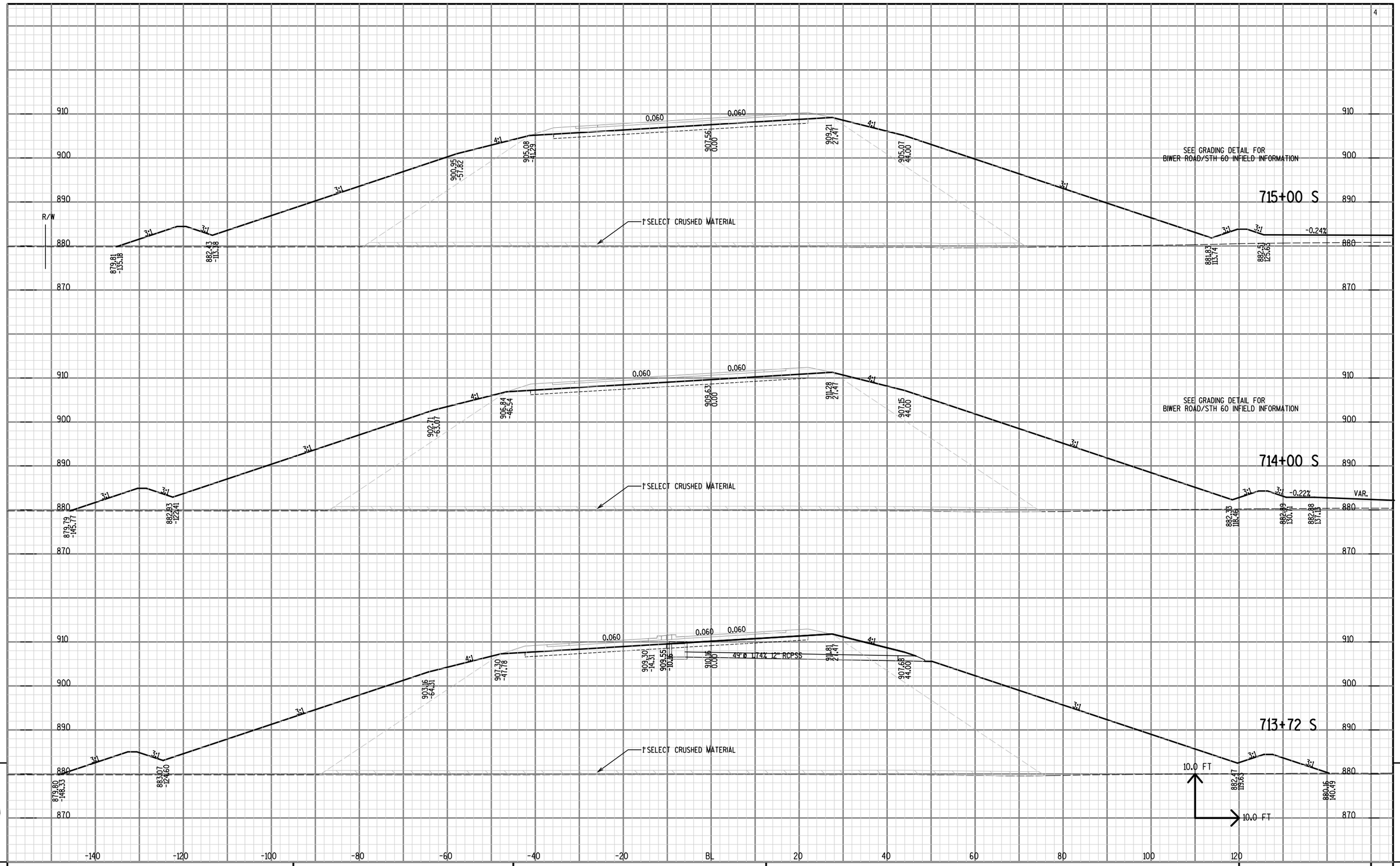

| PROJECT NO: 1390-04-96 | HWY: STH 26 | COUNTY: DODGE | CROSS SECTIONS - STH 60 | SHEET NO: 114 | E |
|---|---|---|---|---|---|

FILE NAME : p:\2011070 - sth 26 cadd wo*7\microstation\planset\d1_13900496\090201_xs.DGN PLOT DATE : 7/31/2012 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.00 ft / IN.




| | | | | |
|---|---|---|---|---|
| PROJECT NO: 1390-04-96 | HWY: STH 26 | COUNTY: DODGE | CROSS SECTIONS - STH 60 | SHEET NO: 115 E |

FILE NAME : p:\2011070 - sth 26 cadd wo*7\microstation\planset\d1_13900496\090201_xs.DGN PLOT DATE : 7/31/2012 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.00 ft / IN.

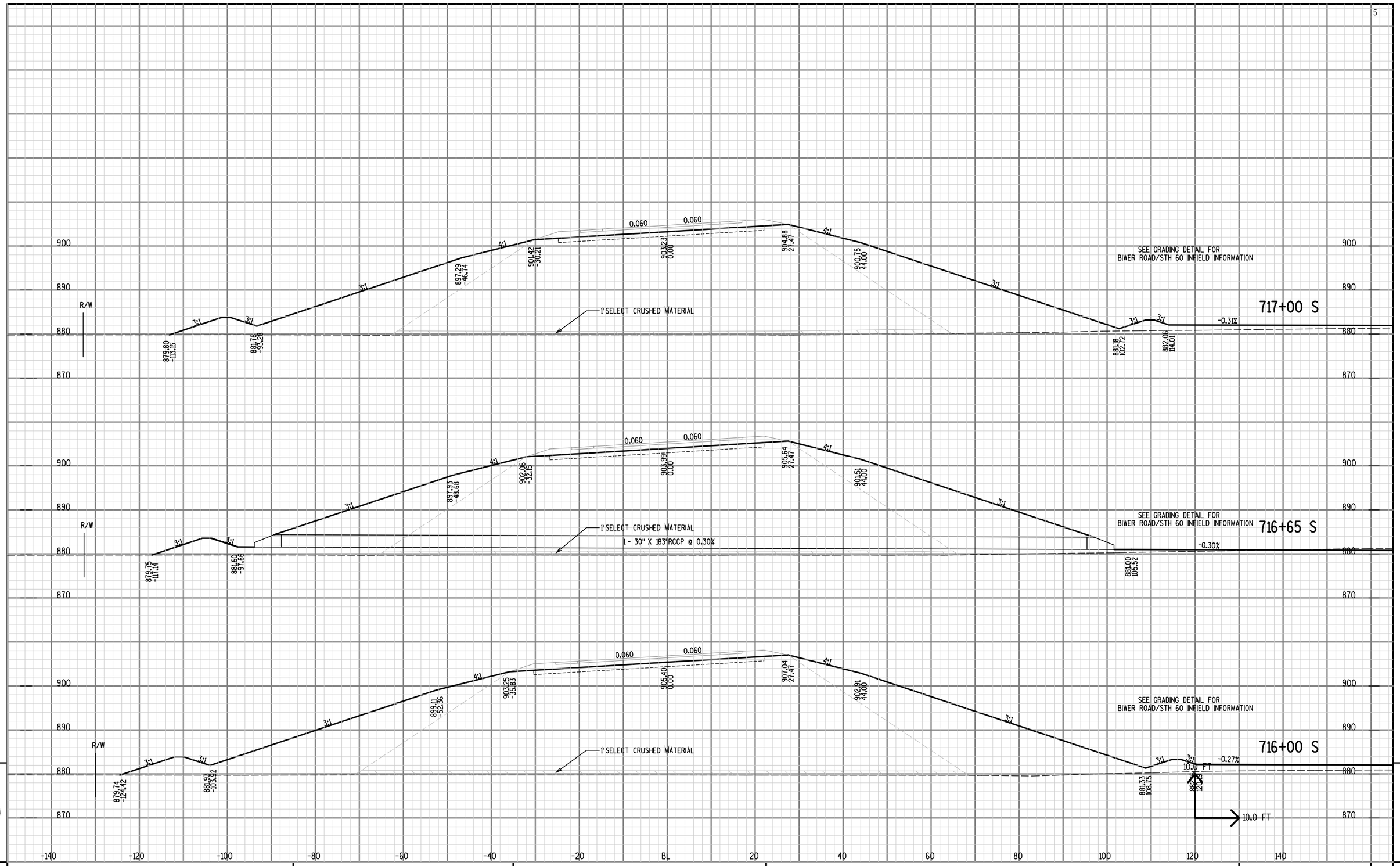



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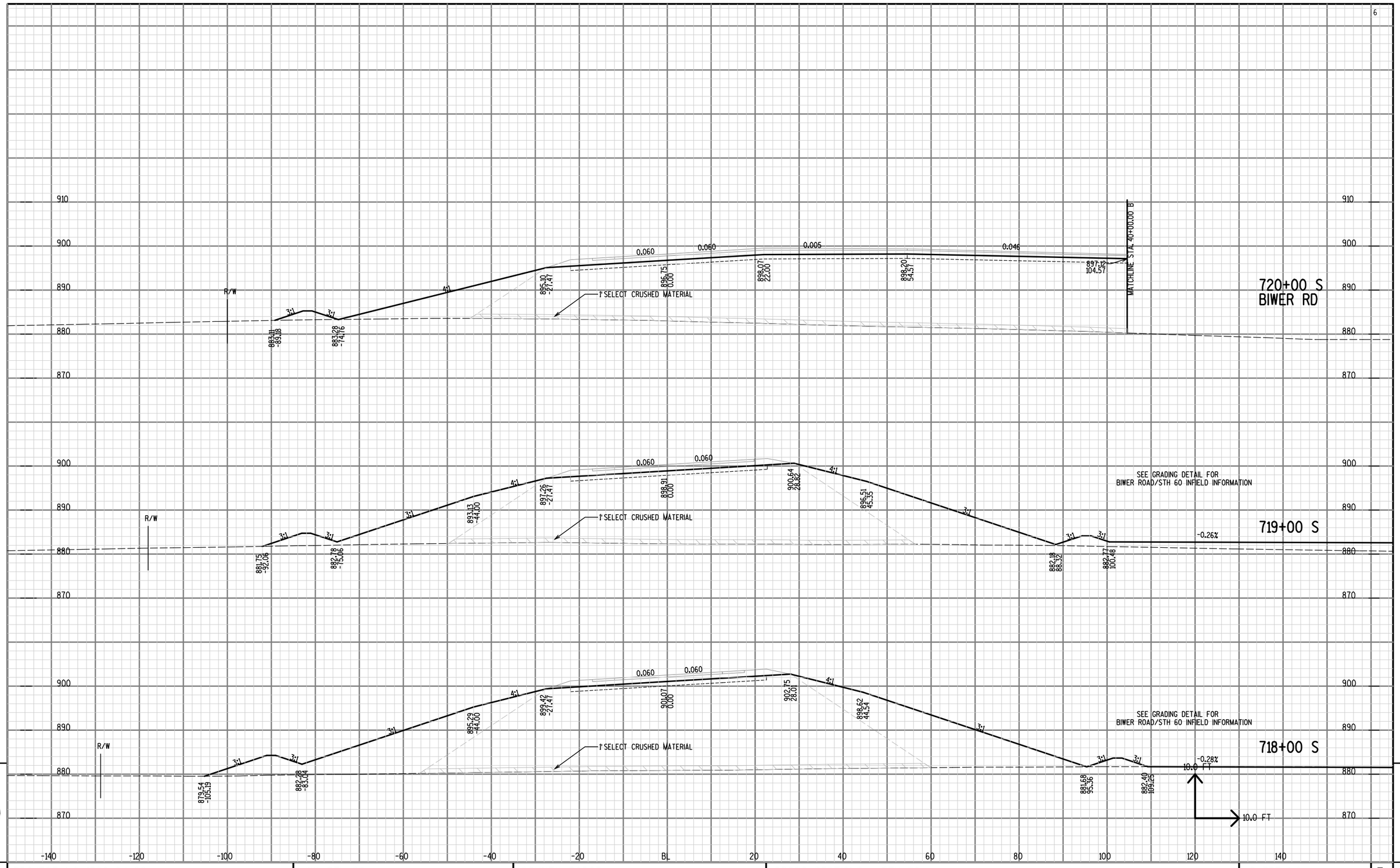
| PROJECT NO: 1390-04-96 | HWY: STH 26 | COUNTY: DODGE | CROSS SECTIONS - STH 60 | SHEET NO: 116 | E |
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FILE NAME : p:\2011070 - sth 26 cadd wo*7\microstation\planset\d1_13900496\090201_xs.DGN PLOT DATE : 7/31/2012 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.00 ft / IN.



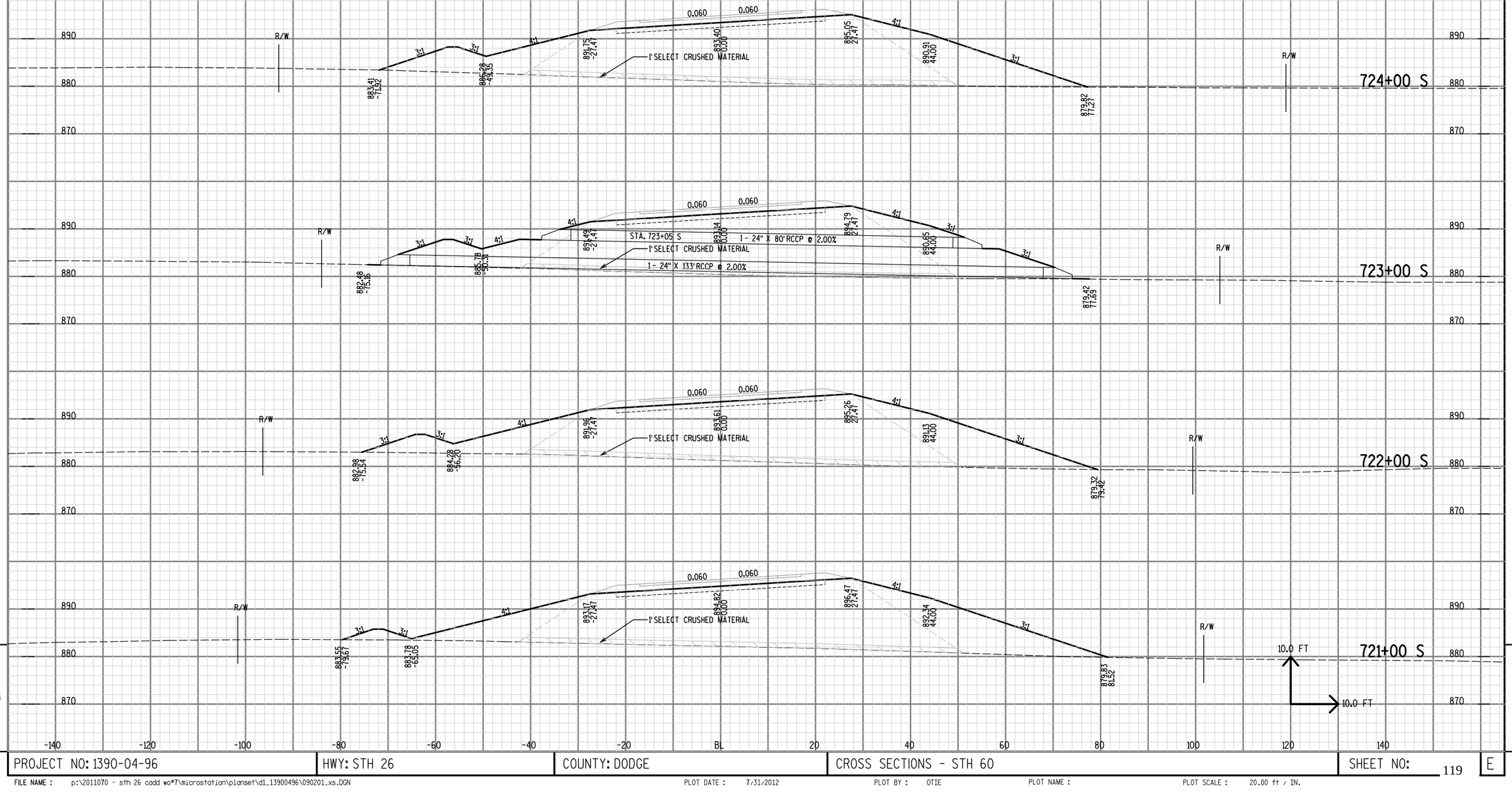

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|---|---|---|---|---|
| PROJECT NO: 1390-04-96 | HWY: STH 26 | COUNTY: DODGE | CROSS SECTIONS - STH 60 | SHEET NO: 117 E |

FILE NAME : p:\2011070 - sth 26 cadd wo*7\microstation\planset\d1_13900496\090201_xs.DGN PLOT DATE : 7/31/2012 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.00 ft / IN.




| PROJECT NO: 1390-04-96 | HWY: STH 26 | COUNTY: DODGE | CROSS SECTIONS - STH 60 | SHEET NO: 118 | E |
|---|---|---|---|---|---|

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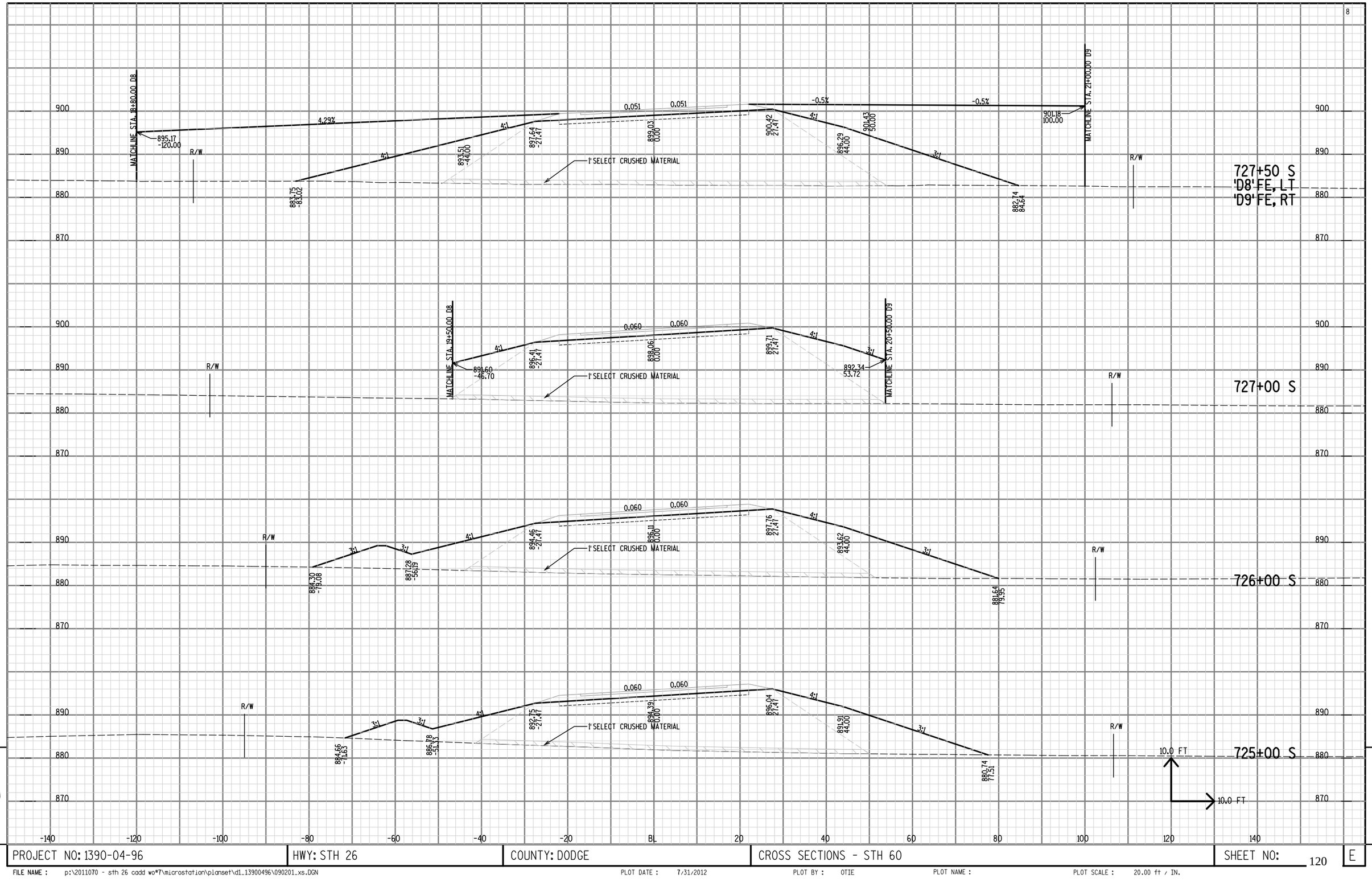



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| PROJECT NO: 1390-04-96 | HWY: STH 26 | COUNTY: DODGE | CROSS SECTIONS - STH 60 | SHEET NO: 119 | E |
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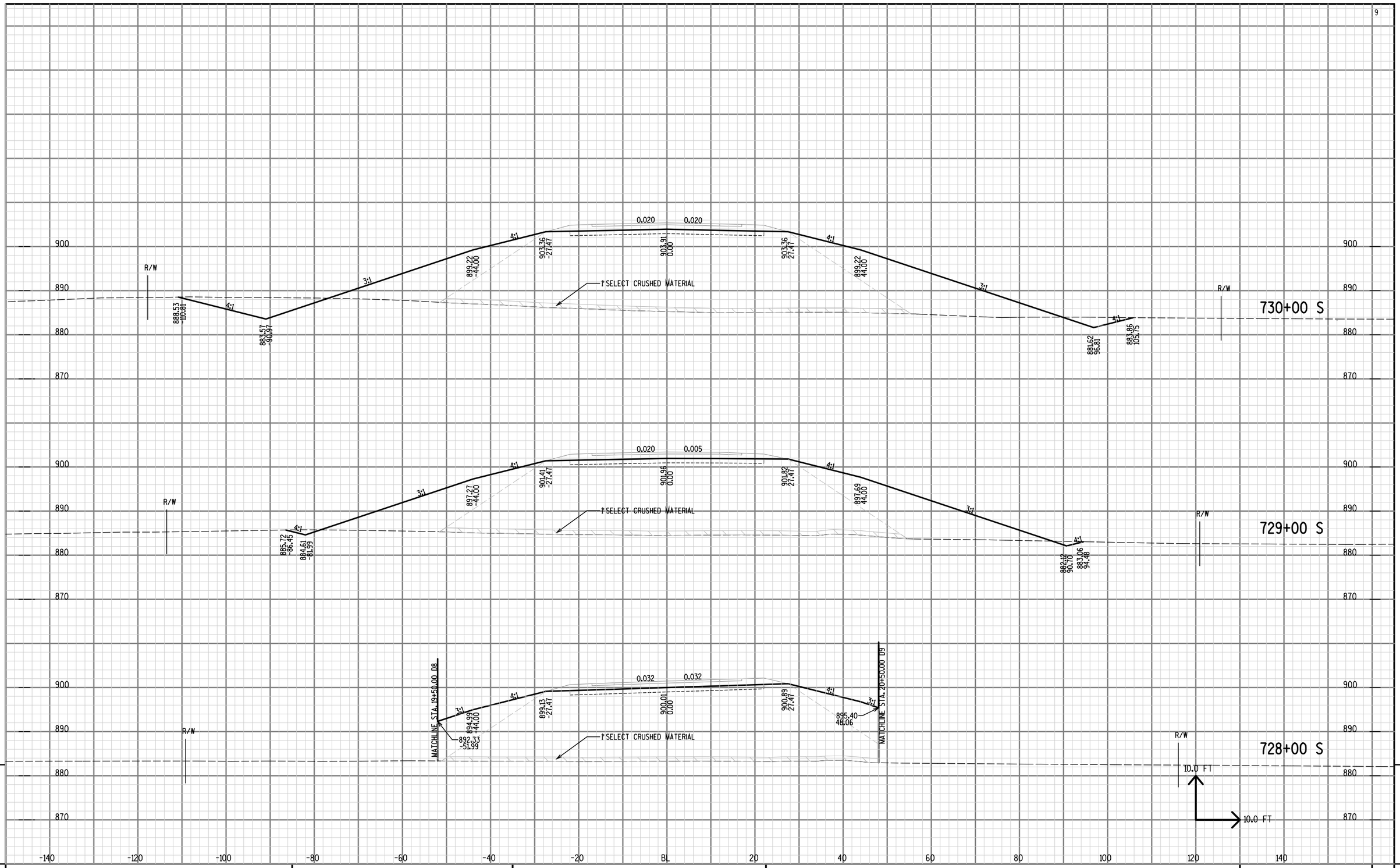



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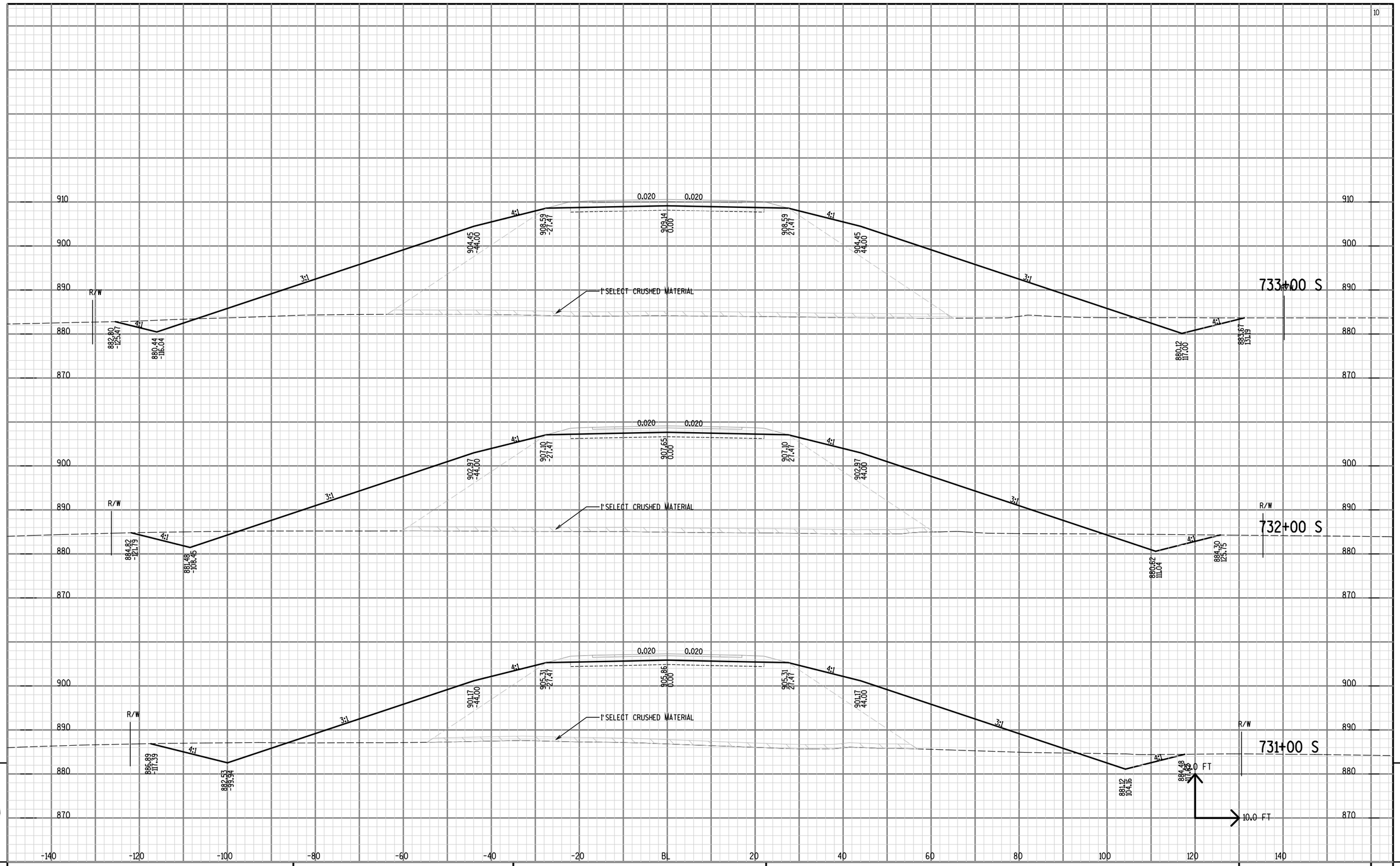
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| PROJECT NO: 1390-04-96 | HWY: STH 26 | COUNTY: DODGE | CROSS SECTIONS - STH 60 | SHEET NO: 121 | E |
|---|---|---|---|---|---|

FILE NAME : p:\2011070 - sth 26 cadd wo*7\microstation\planset\d1_13900496\090201_xs.DGN PLOT DATE : 7/31/2012 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.00 ft / IN.

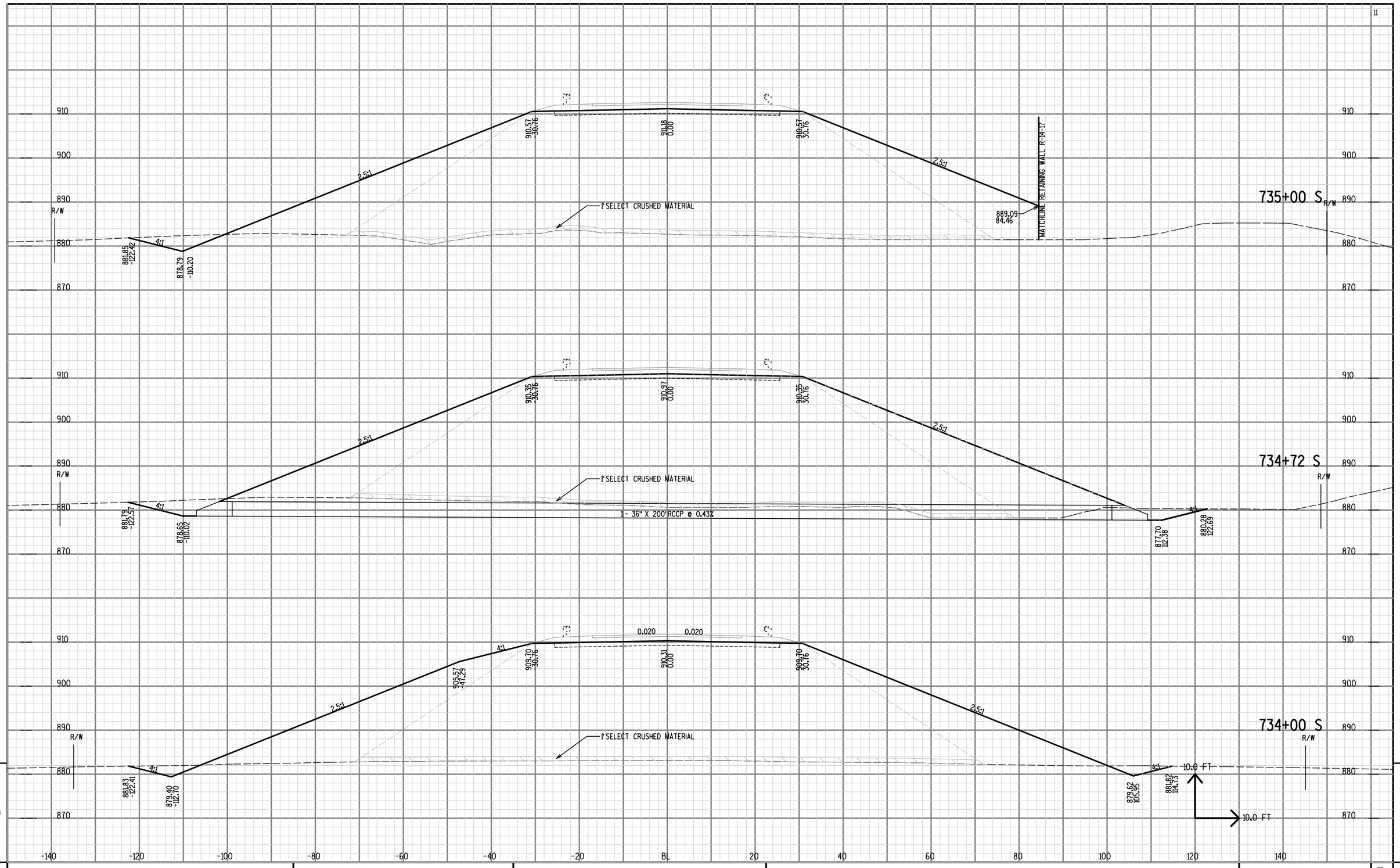



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| PROJECT NO: 1390-04-96 | HWY: STH 26 | COUNTY: DODGE | CROSS SECTIONS - STH 60 | SHEET NO: 122 | E |
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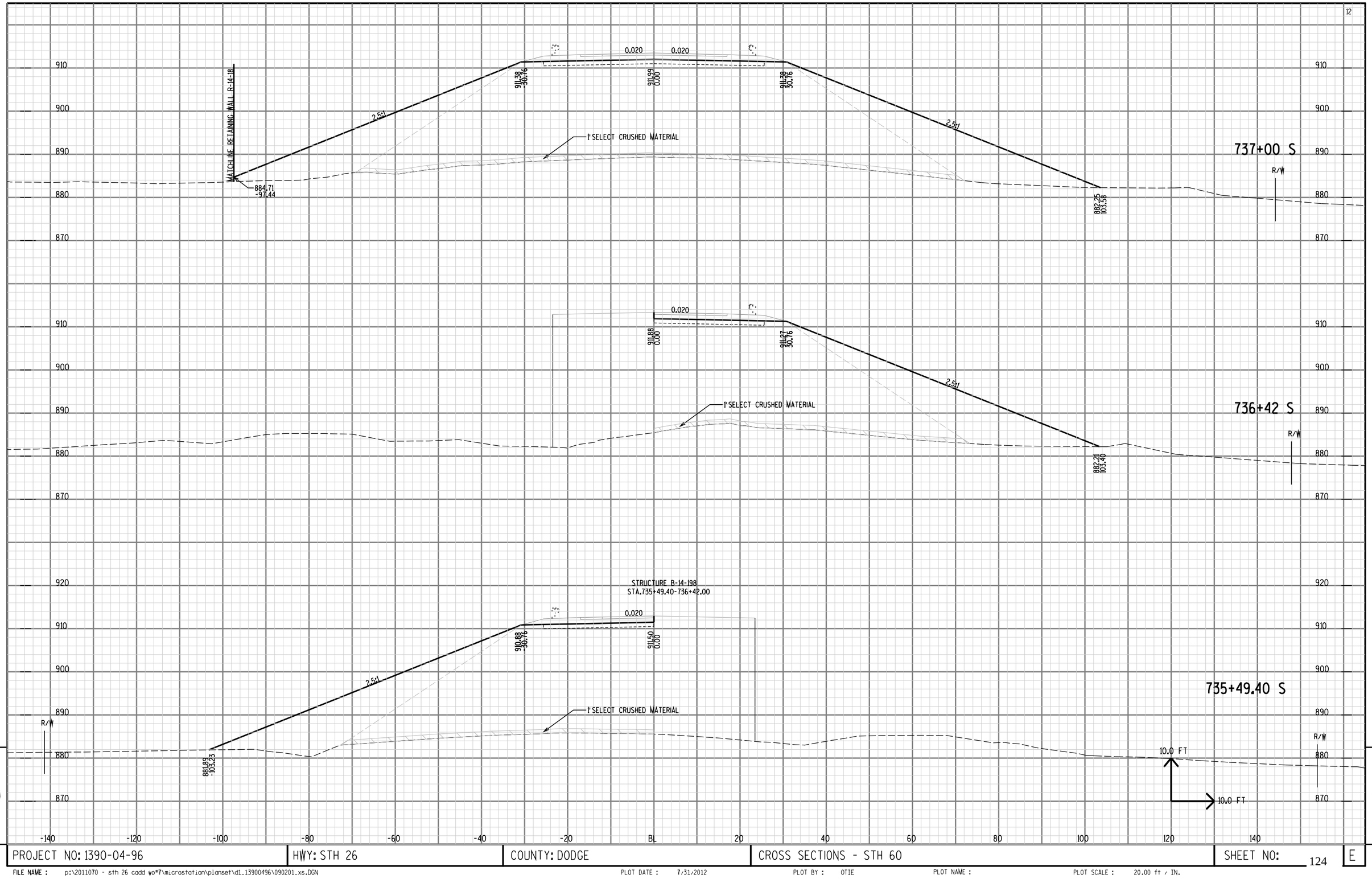



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| PROJECT NO: 1390-04-96 | HWY: STH 26 | COUNTY: DODGE | CROSS SECTIONS - STH 60 | SHEET NO: 123 | E |
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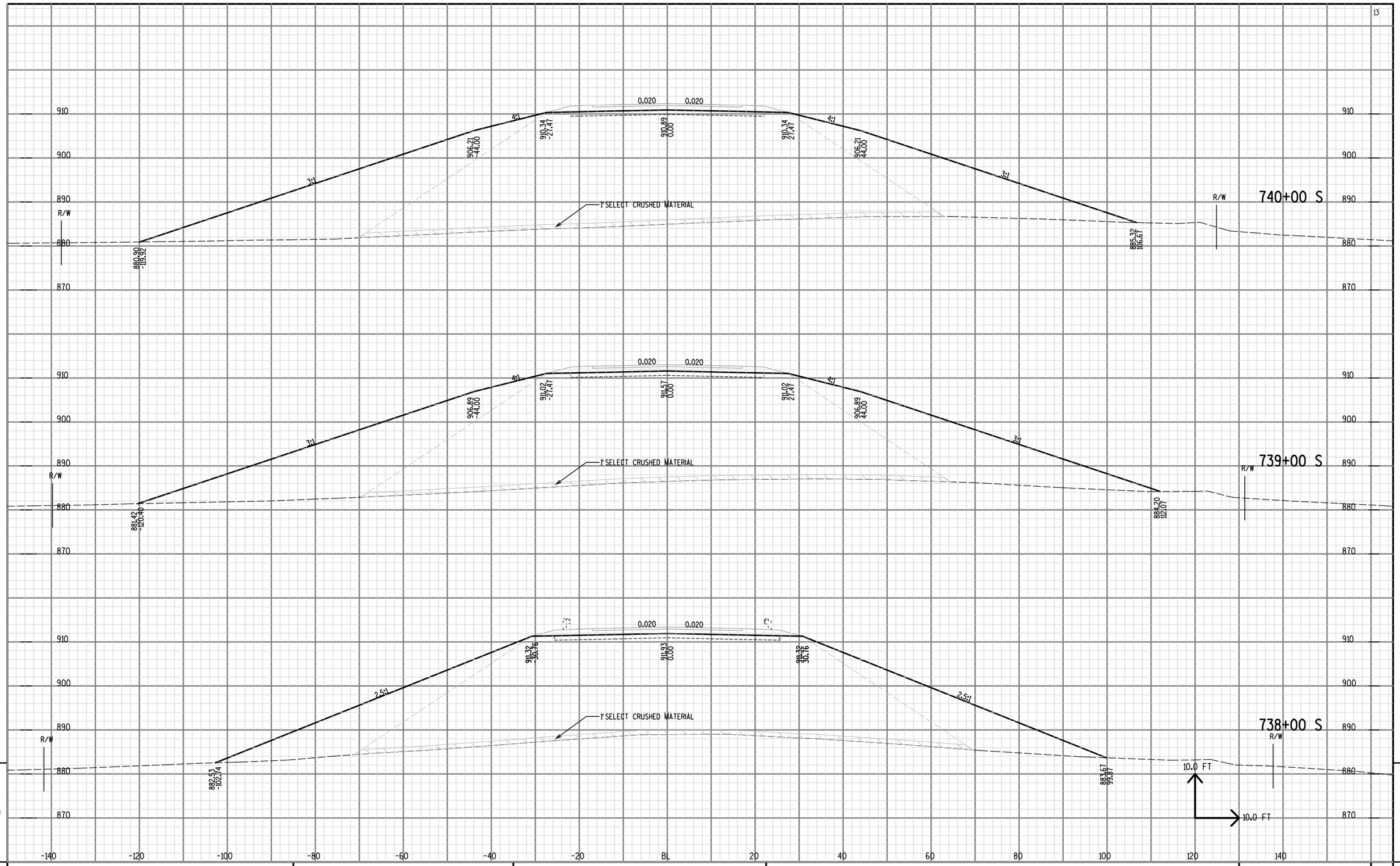



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| PROJECT NO: 1390-04-96 | HWY: STH 26 | COUNTY: DODGE | CROSS SECTIONS - STH 60 | SHEET NO: 124 | E |
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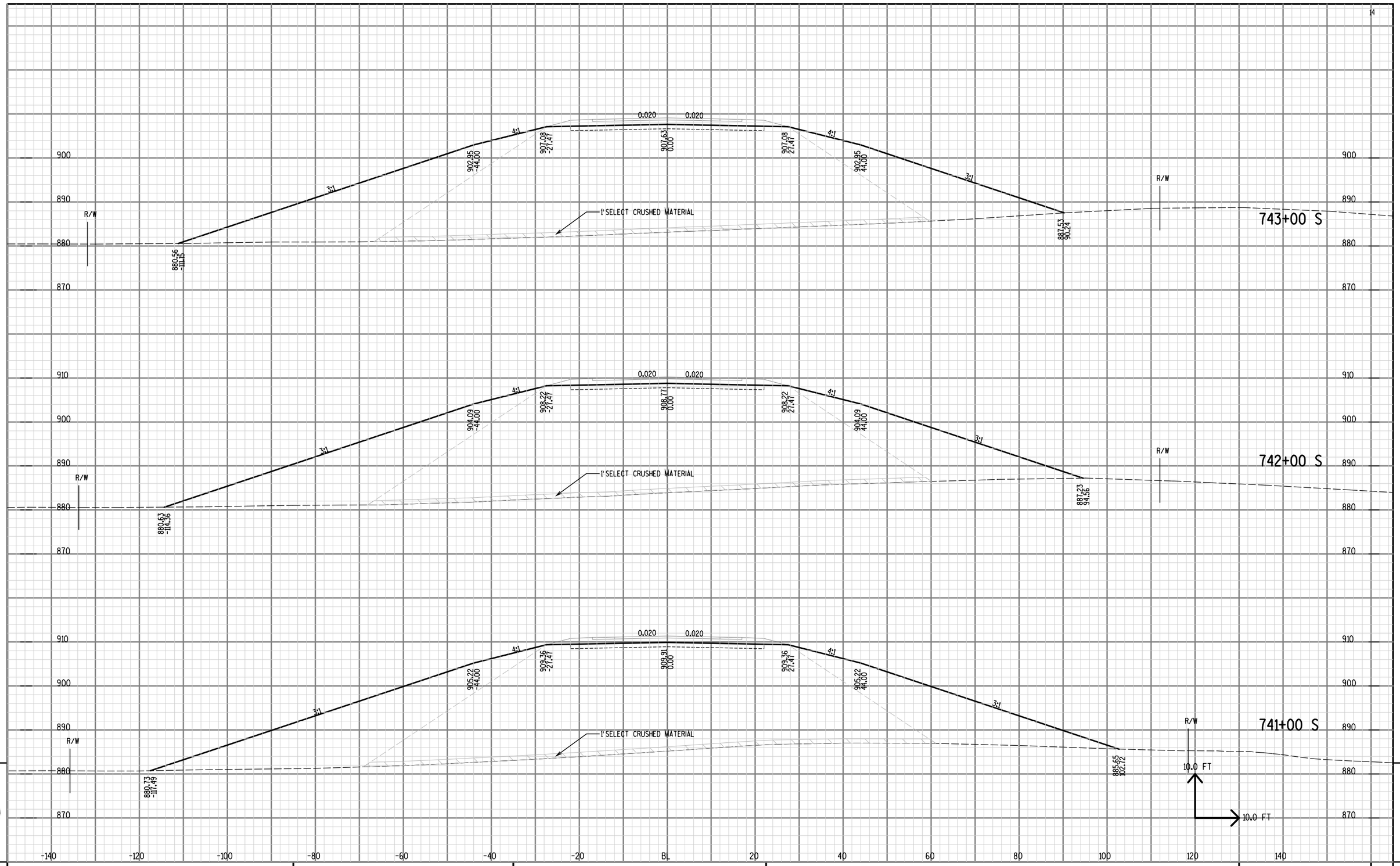



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| PROJECT NO: 1390-04-96 | HWY: STH 26 | COUNTY: DODGE | CROSS SECTIONS - STH 60 | SHEET NO: 125 | E |
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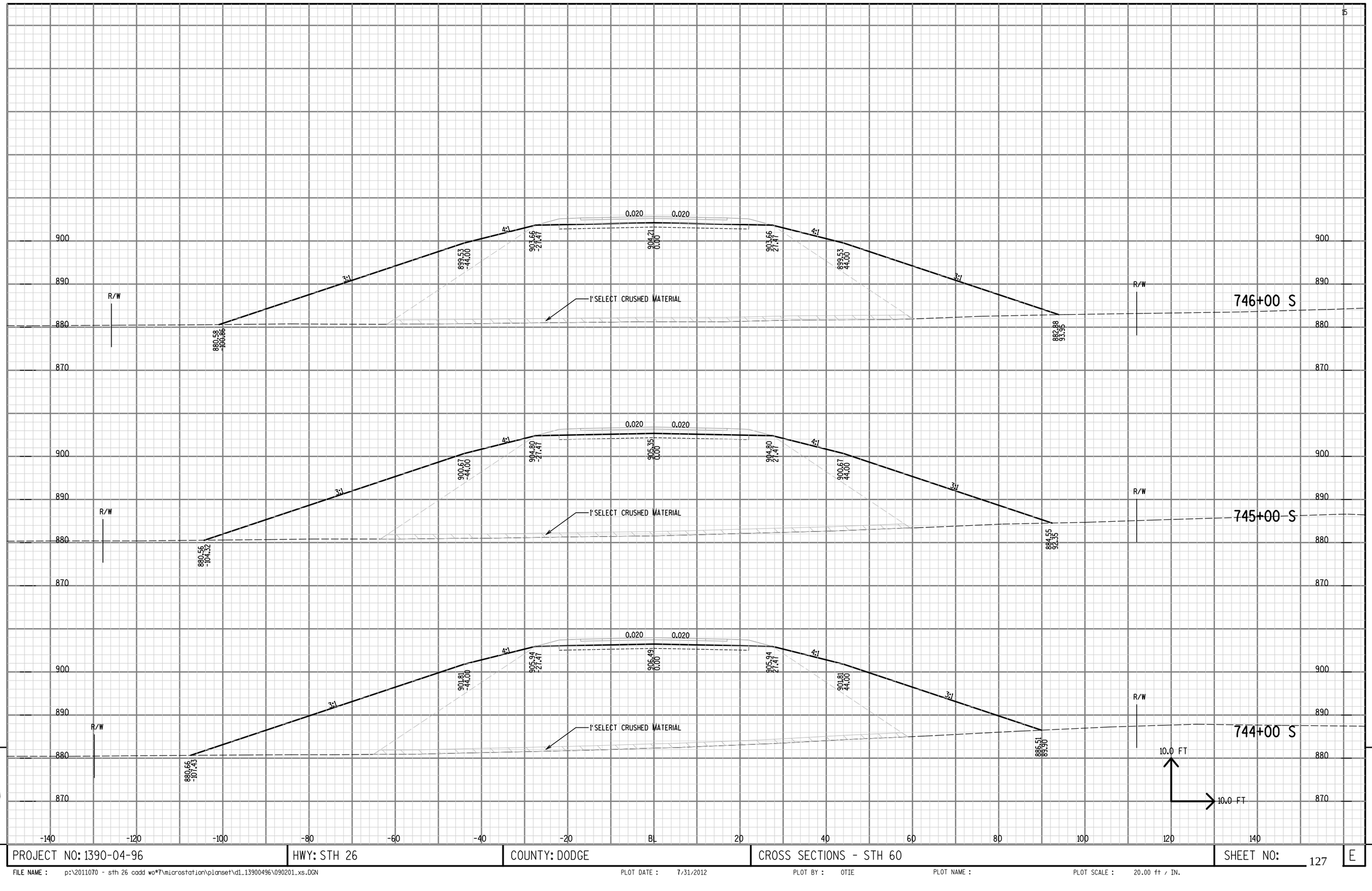



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| PROJECT NO: 1390-04-96 | HWY: STH 26 | COUNTY: DODGE | CROSS SECTIONS - STH 60 | SHEET NO: 126 | E |
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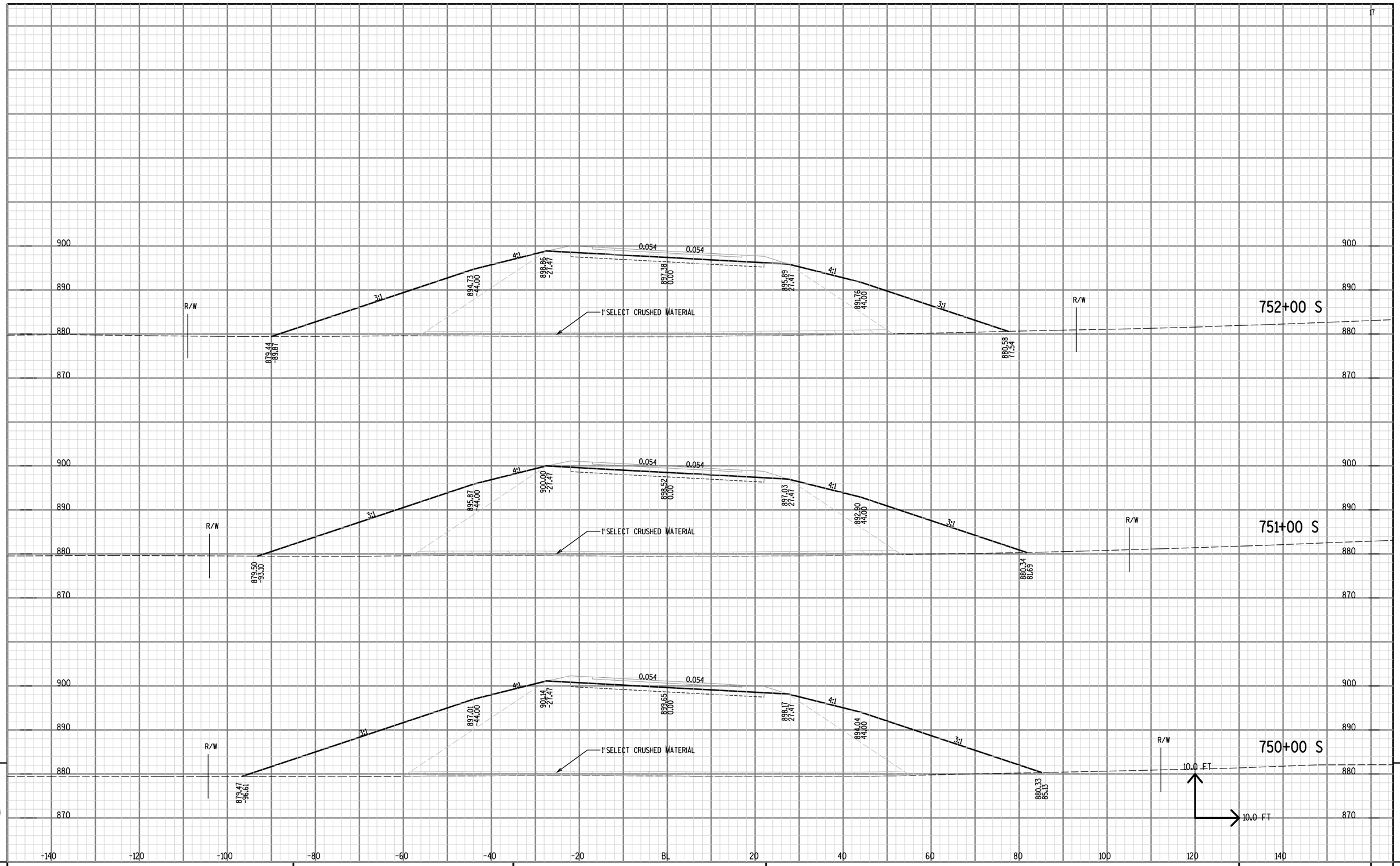
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| | | | | |
|---|---|---|---|---|
| PROJECT NO: 1390-04-96 | HWY: STH 26 | COUNTY: DODGE | CROSS SECTIONS - STH 60 | SHEET NO: 128 E |

FILE NAME : p:\2011070 - sth 26 cadd wo*7\microstation\planset\d1_13900496\090201_xs.DGN PLOT DATE : 7/31/2012 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.00 ft / IN.

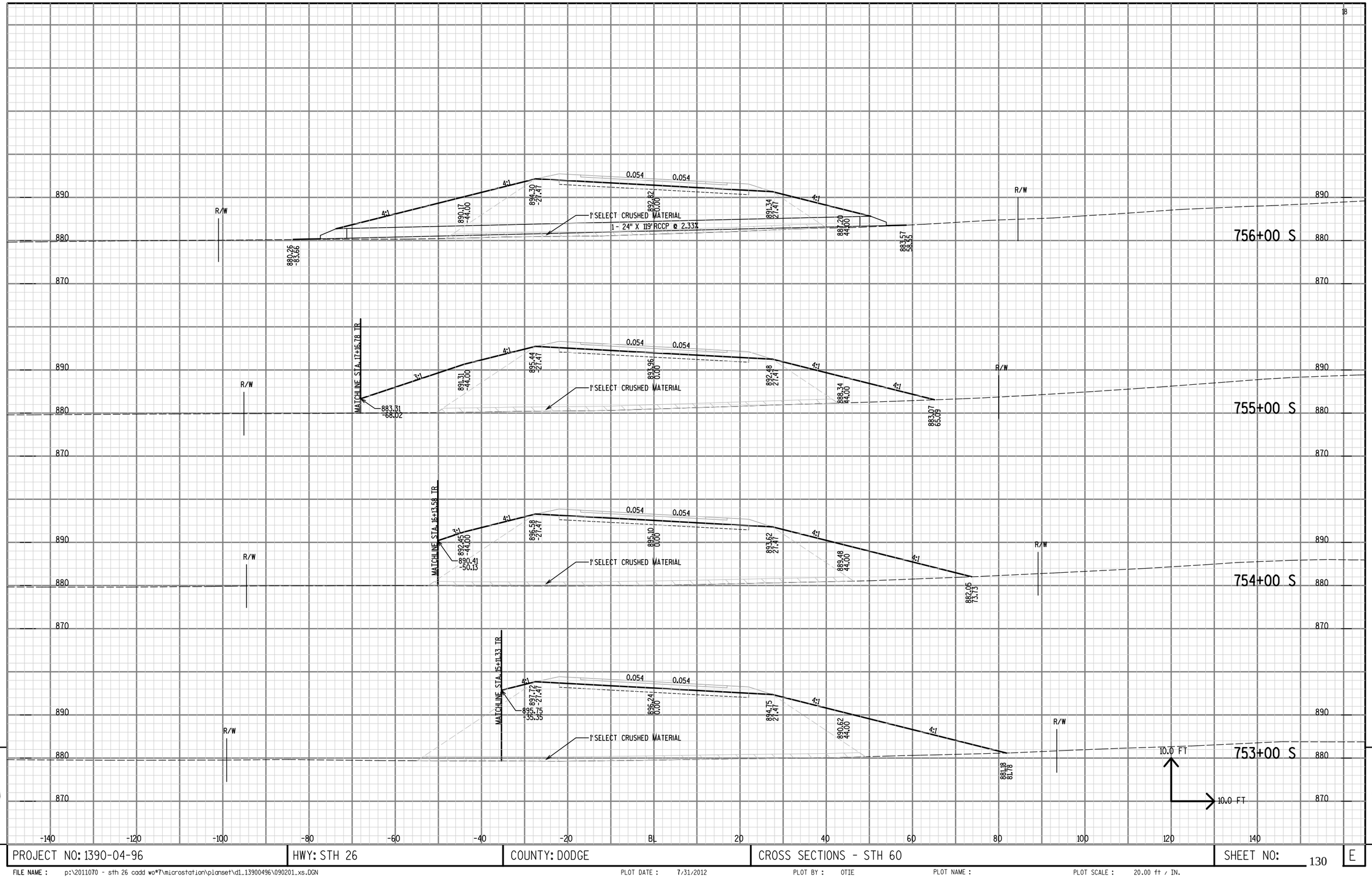



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| PROJECT NO: 1390-04-96 | HWY: STH 26 | COUNTY: DODGE | CROSS SECTIONS - STH 60 | SHEET NO: 129 | E |
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FILE NAME : p:\2011070 - sth 26 cadd wo*7\microstation\planset\d1_13900496\090201_xs.DGN PLOT DATE : 7/31/2012 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.00 ft / IN.

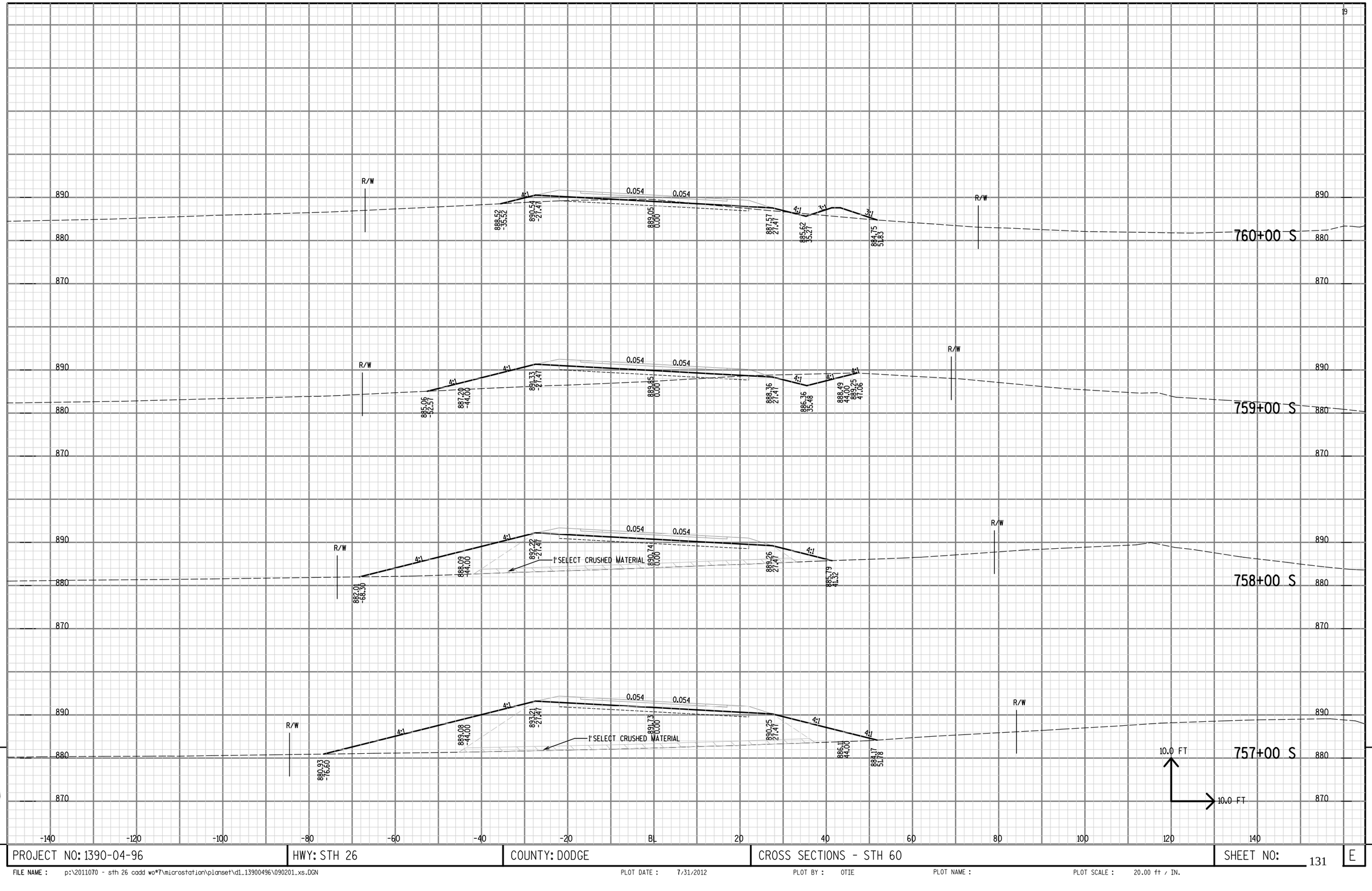



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| PROJECT NO: 1390-04-96 | HWY: STH 26 | COUNTY: DODGE | CROSS SECTIONS - STH 60 | SHEET NO: 130 | E |
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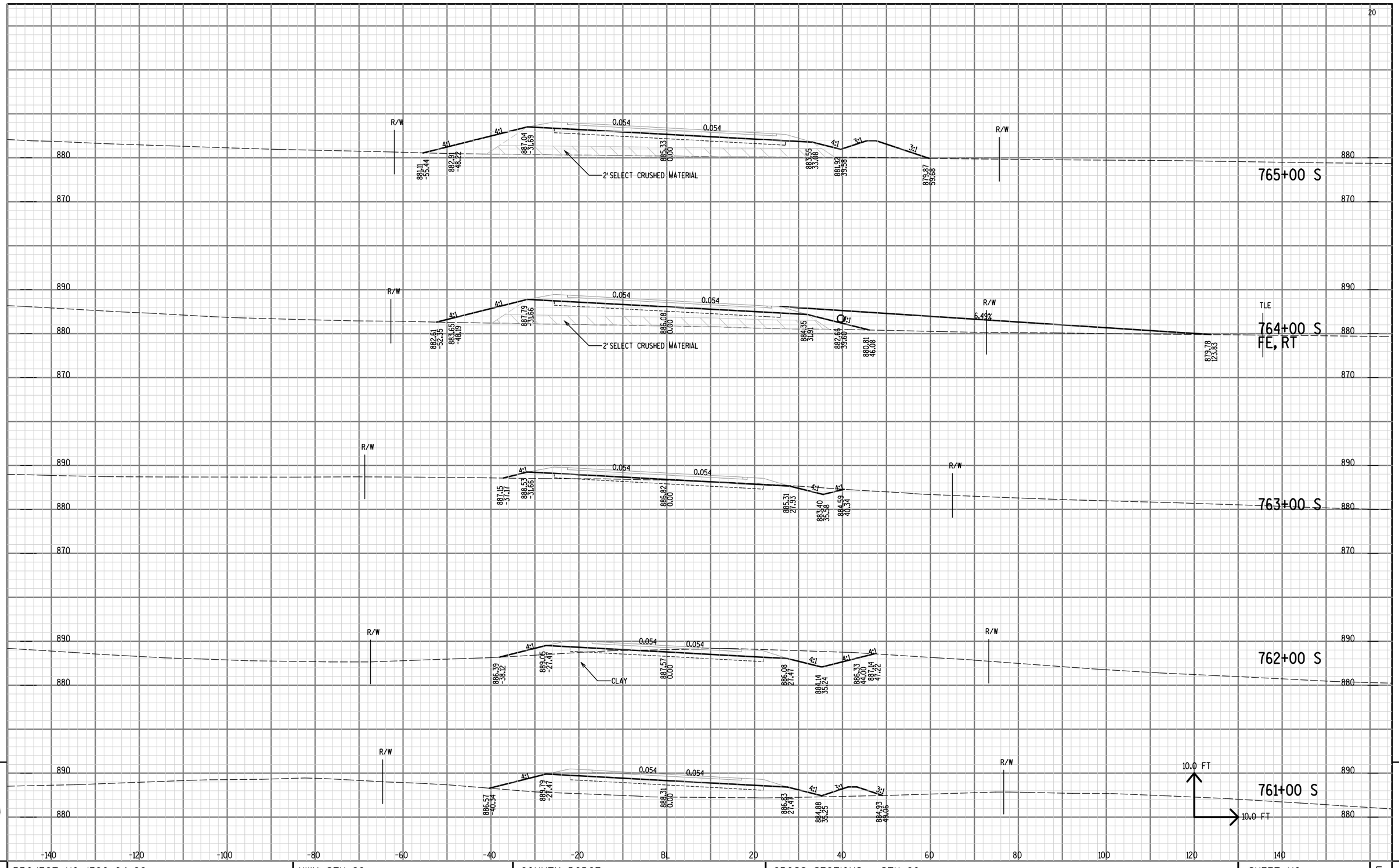
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| PROJECT NO: 1390-04-96 | HWY: STH 26 | COUNTY: DODGE | CROSS SECTIONS - STH 60 | SHEET NO: 131 | E |
|---|---|---|---|---|---|

FILE NAME : p:\2011070 - sth 26 cadd wo#7\microstation\planset\d1_13900496\090201_xs.DGN PLOT DATE : 7/31/2012 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.00 ft / IN.

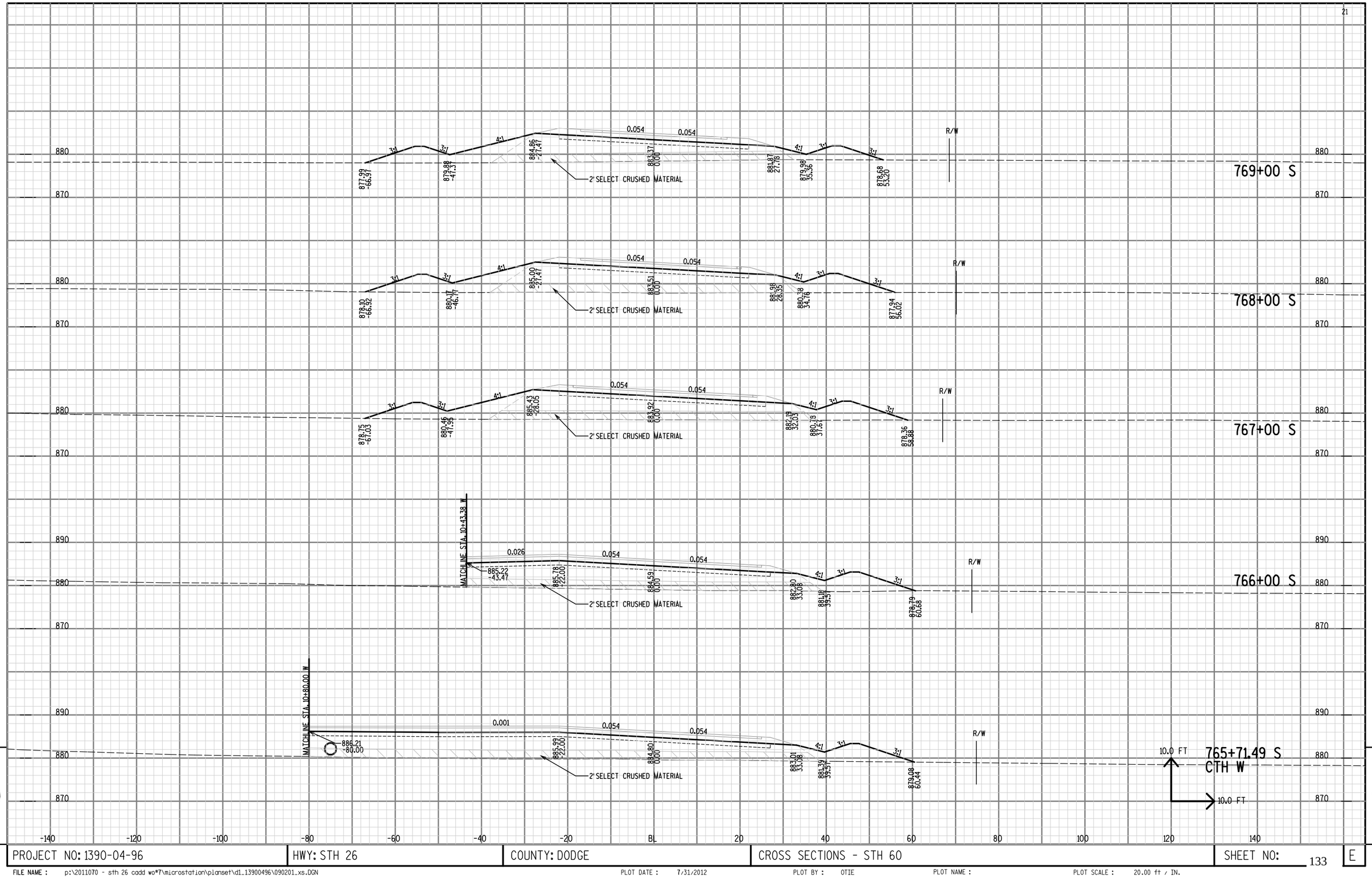



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| PROJECT NO: 1390-04-96 | HWY: STH 26 | COUNTY: DODGE | CROSS SECTIONS - STH 60 | SHEET NO: 132 | E |
|---|---|---|---|---|---|

FILE NAME : p:\2011070 - sth 26 cadd wo*7\microstation\planset\d1_13900496\090201_xs.DGN PLOT DATE : 7/31/2012 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.00 ft / IN.

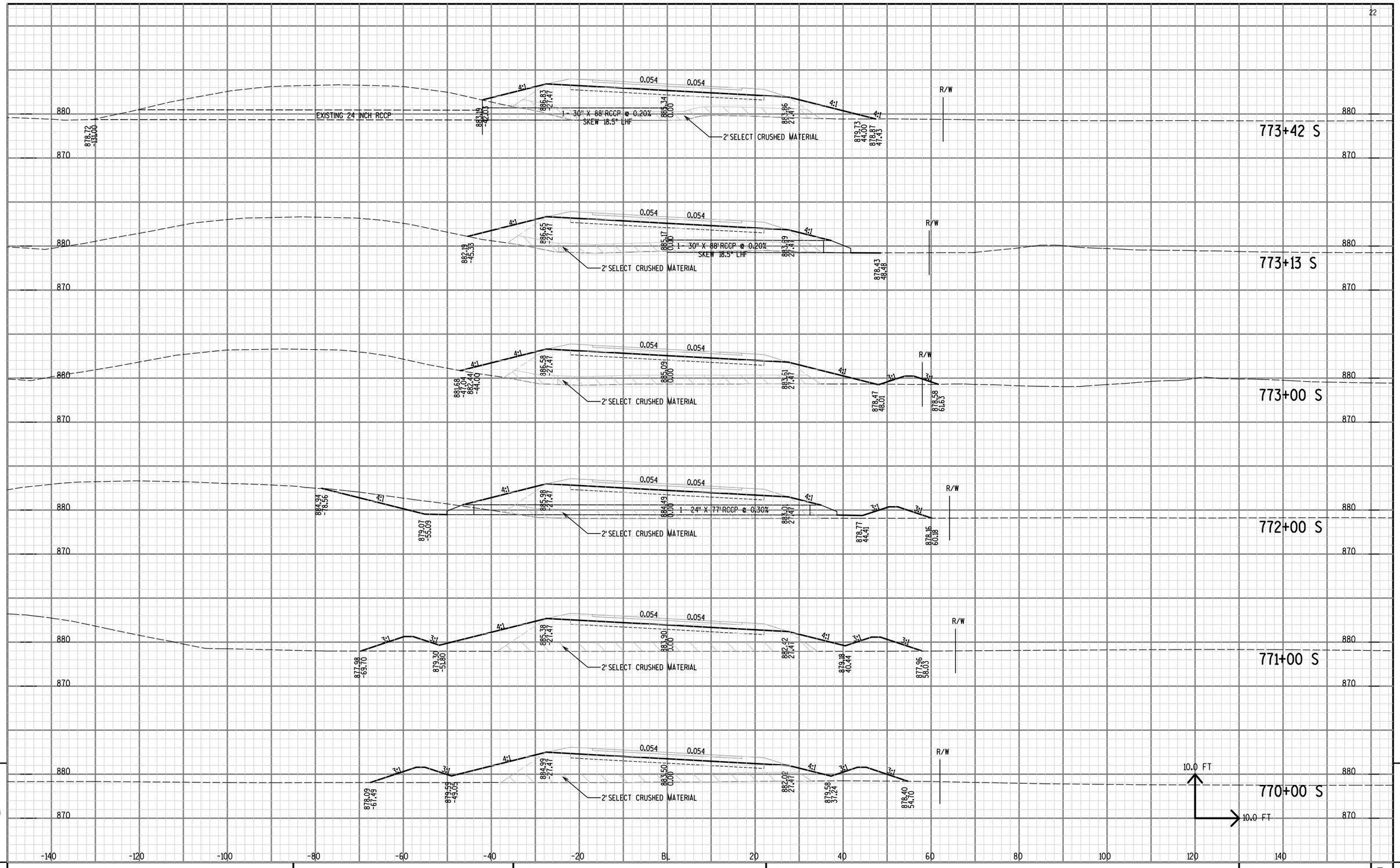



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| PROJECT NO: 1390-04-96 | HWY: STH 26 | COUNTY: DODGE | CROSS SECTIONS - STH 60 | SHEET NO: 133 | E |
|---|---|---|---|---|---|

FILE NAME : p:\2011070 - sth 26 cadd wo*7\microstation\planset\d1_13900496\090201_xs.DGN PLOT DATE : 7/31/2012 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.00 ft / IN.

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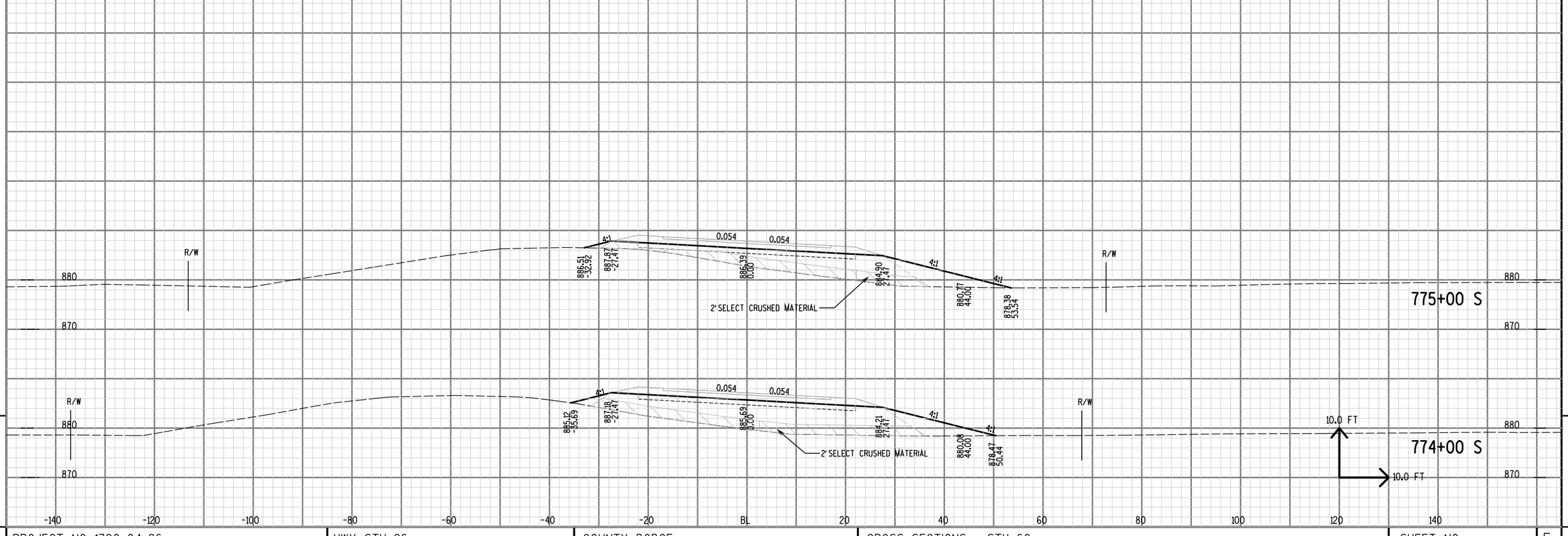



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| PROJECT NO: 1390-04-96 | HWY: STH 26 | COUNTY: DODGE | CROSS SECTIONS - STH 60 | SHEET NO: 134 | E |
|---|---|---|---|---|---|

FILE NAME : p:\2011070 - sth 26 cadd wo*7\microstation\planset\d1_13900496\090201_xs.DGN PLOT DATE : 7/31/2012 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.00 ft / IN.

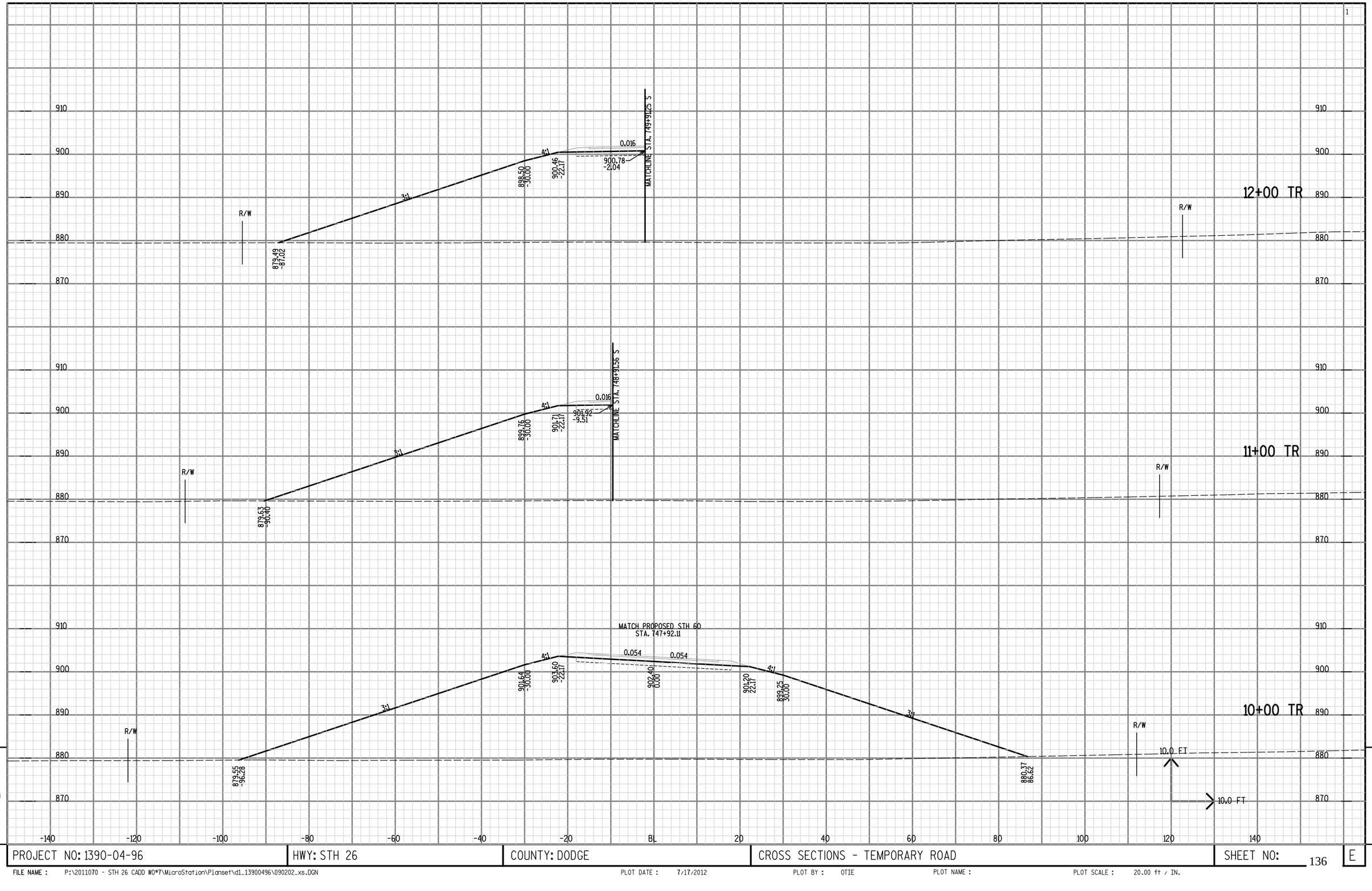



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| PROJECT NO: 1390-04-96 | HWY: STH 26 | COUNTY: DODGE | CROSS SECTIONS - STH 60 | SHEET NO: 135 | E |
|---|---|---|---|---|---|

FILE NAME : p:\2011070 - sth 26 cadd wo*7\microstation\planset\d1_13900496\090201_xs.DGN PLOT DATE : 7/31/2012 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.00 ft / IN.

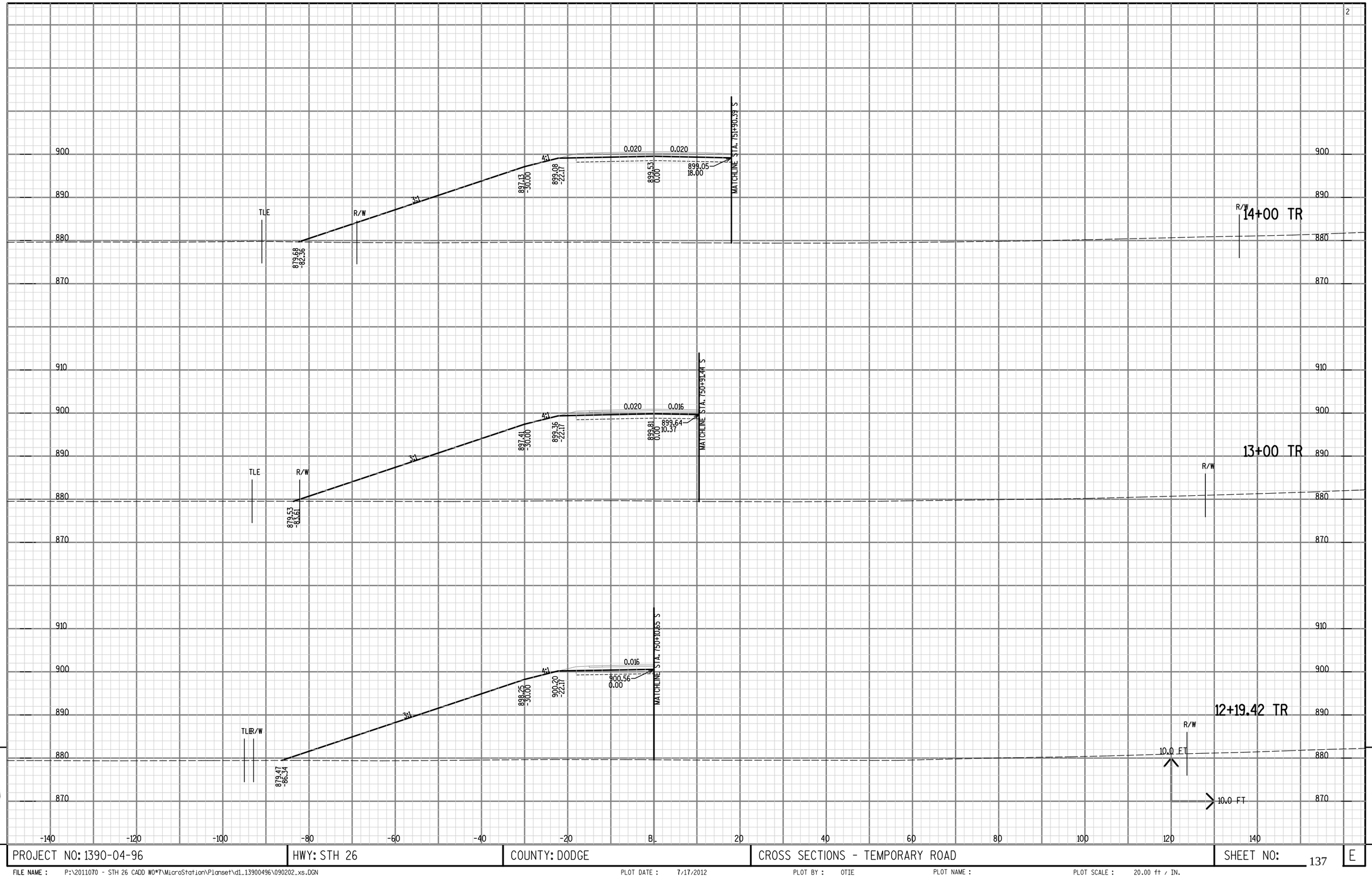



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| PROJECT NO: 1390-04-96 | HWY: STH 26 | COUNTY: DODGE | CROSS SECTIONS - TEMPORARY ROAD | SHEET NO: 136 | E |
|---|---|---|---|---|---|

FILE NAME : P:\2011070 - STH 26 CADD WO*7\MicroStation\Planset\d1_13900496\090202_xs.DGN PLOT DATE : 7/17/2012 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.00 ft / IN.

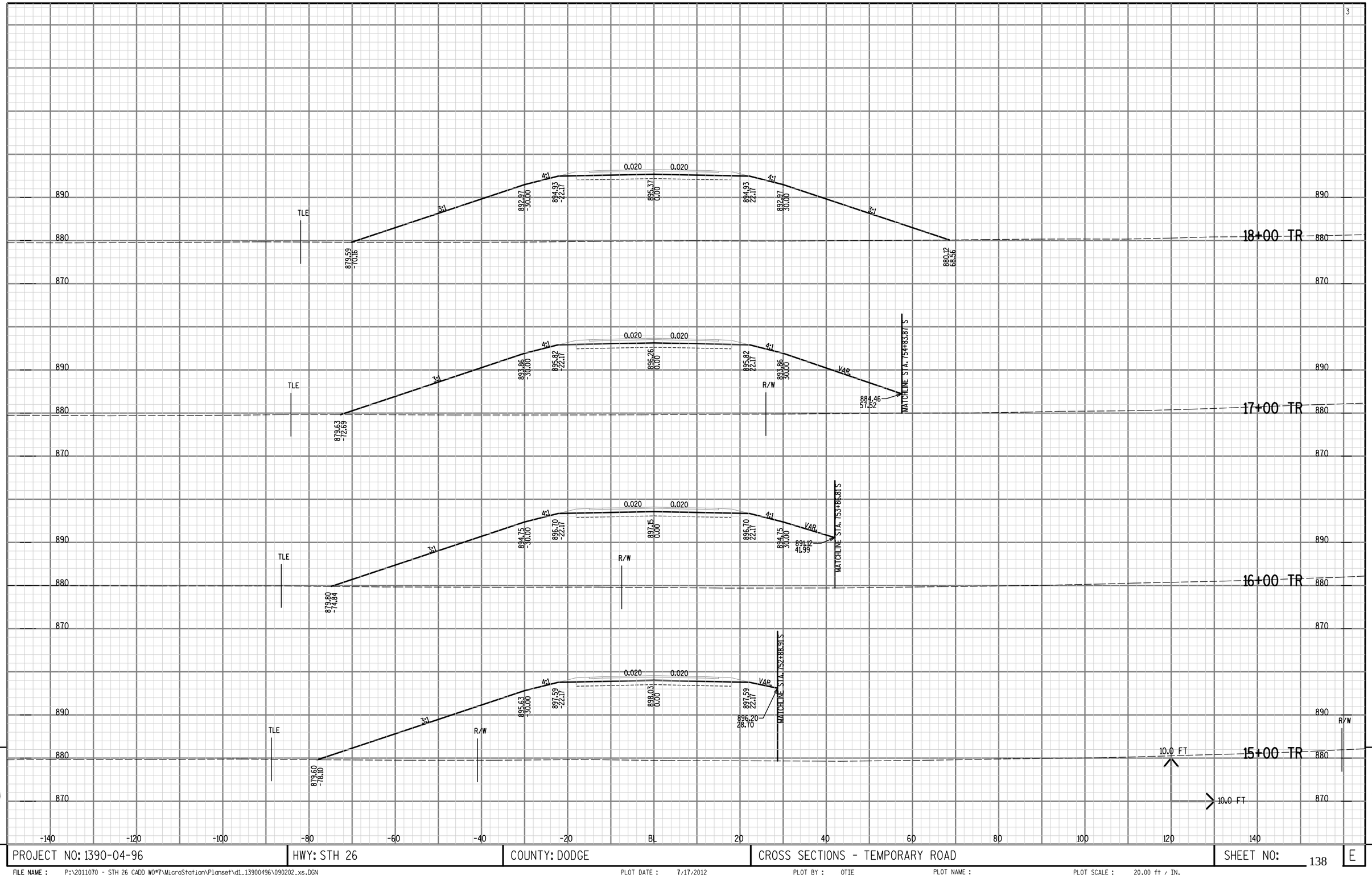



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| PROJECT NO: 1390-04-96 | HWY: STH 26 | COUNTY: DODGE | CROSS SECTIONS - TEMPORARY ROAD | SHEET NO: 137 | E |
|---|---|---|---|---|---|

FILE NAME : P:\2011070 - STH 26 CADD WO*7\MicroStation\Planset\d1_13900496\090202_xs.DGN PLOT DATE : 7/17/2012 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.00 ft / IN.

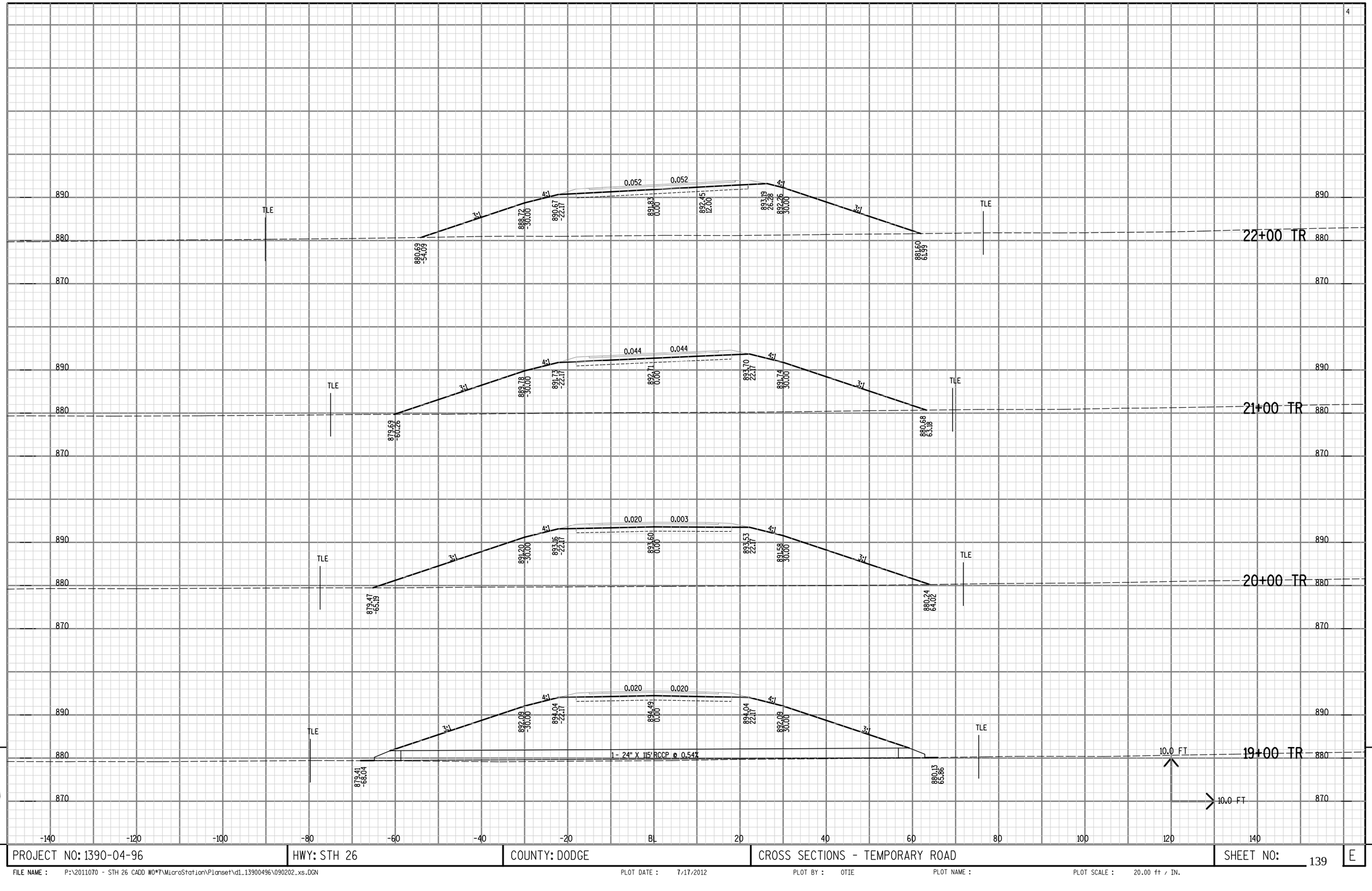



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| PROJECT NO: 1390-04-96 | HWY: STH 26 | COUNTY: DODGE | CROSS SECTIONS - TEMPORARY ROAD | SHEET NO: 138 | E |
|---|---|---|---|---|---|

FILE NAME : P:\2011070 - STH 26 CADD WO*7\MicroStation\Planset\d1_13900496\090202_xs.DGN PLOT DATE : 7/17/2012 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.00 ft / IN.

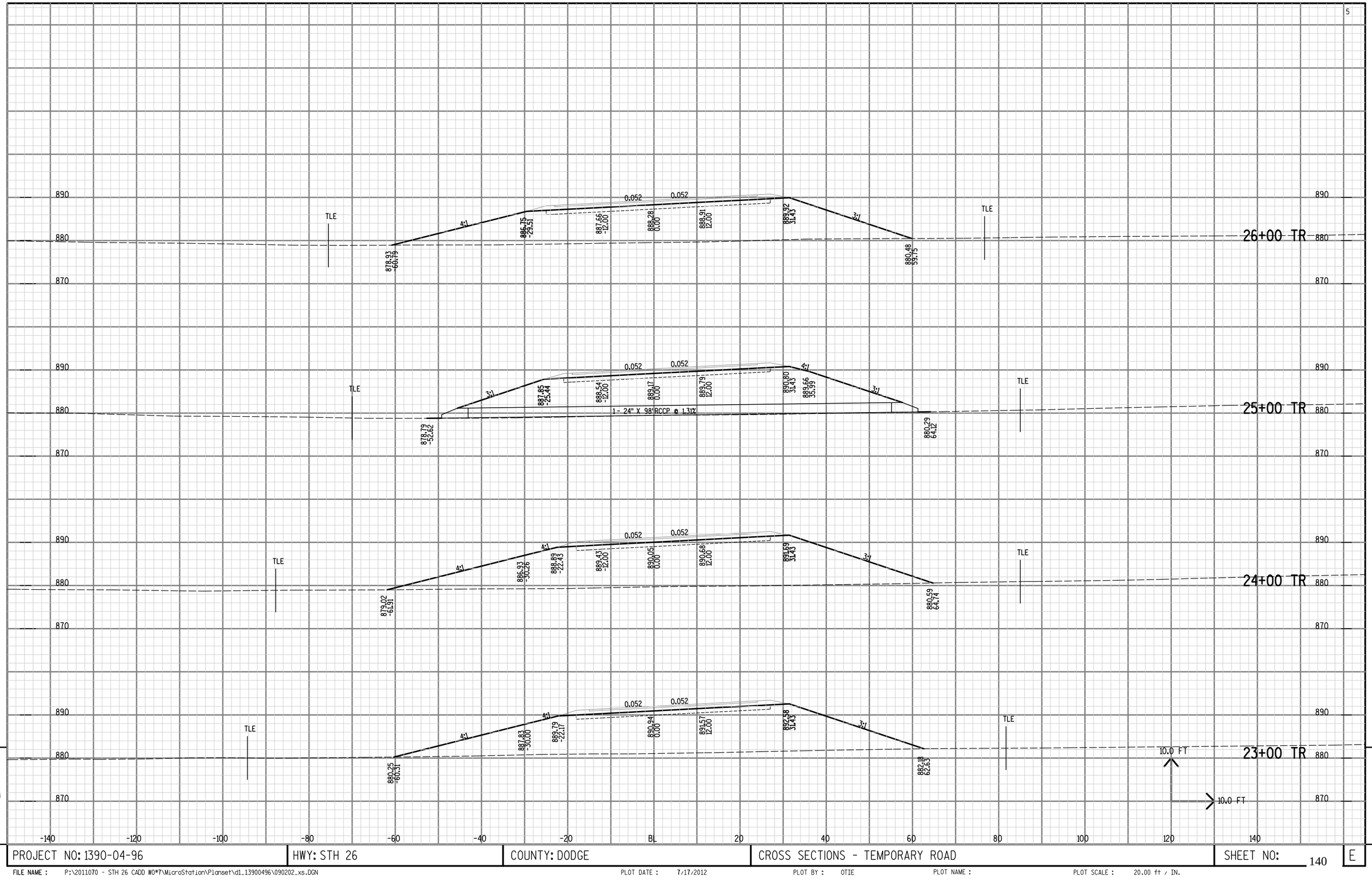



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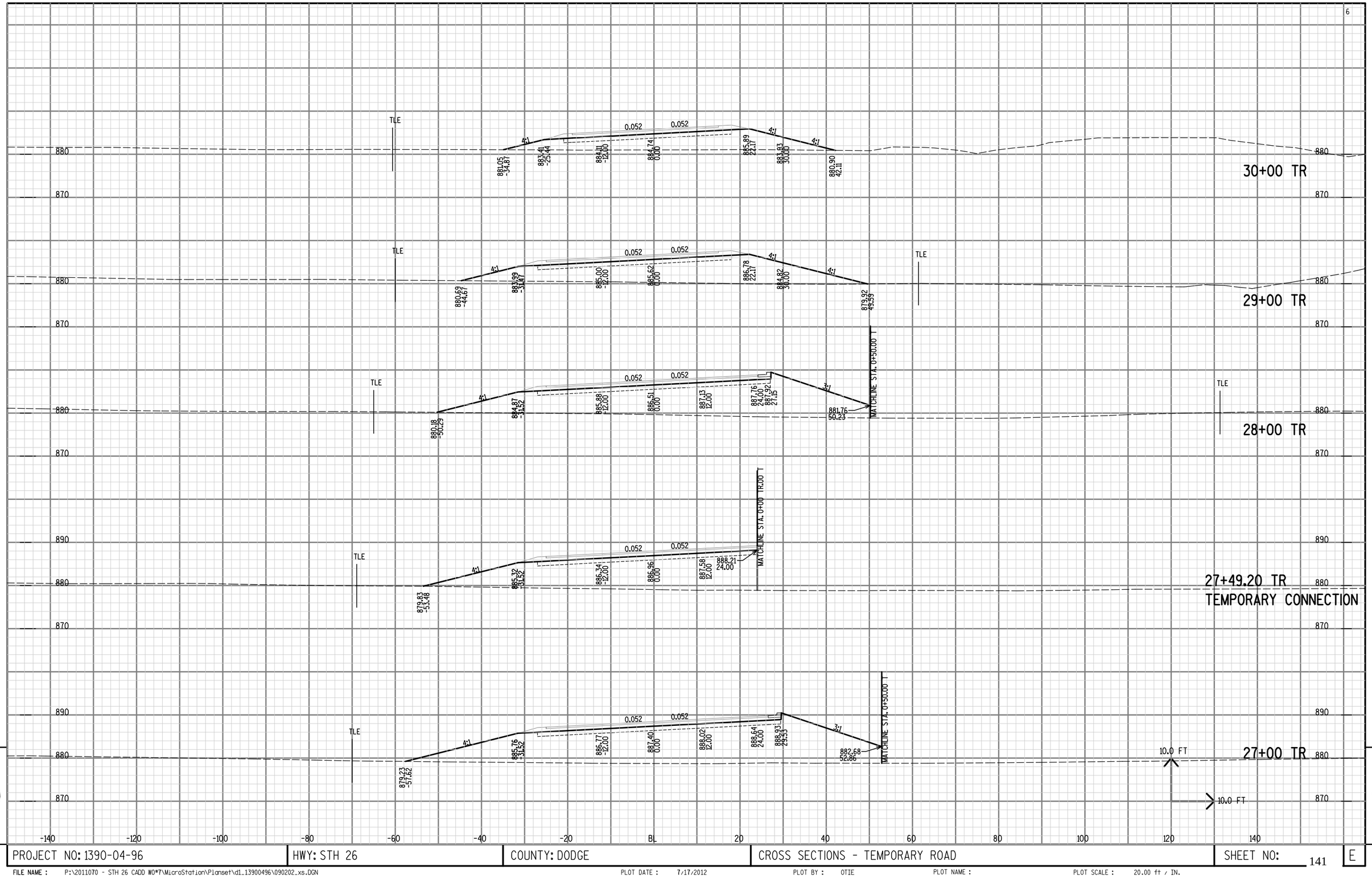
| PROJECT NO: 1390-04-96 | HWY: STH 26 | COUNTY: DODGE | CROSS SECTIONS - TEMPORARY ROAD | SHEET NO: 139 | E |
|---|---|---|---|---|---|

FILE NAME : P:\2011070 - STH 26 CADD WO*7\MicroStation\Planset\d1_13900496\090202_xs.DGN PLOT DATE : 7/17/2012 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.00 ft / IN.




| | | | | |
|---|---|---|---|---|
| PROJECT NO: 1390-04-96 | HWY: STH 26 | COUNTY: DODGE | CROSS SECTIONS - TEMPORARY ROAD | SHEET NO: 140 E |

FILE NAME : P:\2011070 - STH 26 CADD WO#7\MicroStation\Planset\d1_13900496\090202_xs.DGN PLOT DATE : 7/17/2012 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.00 ft / IN.

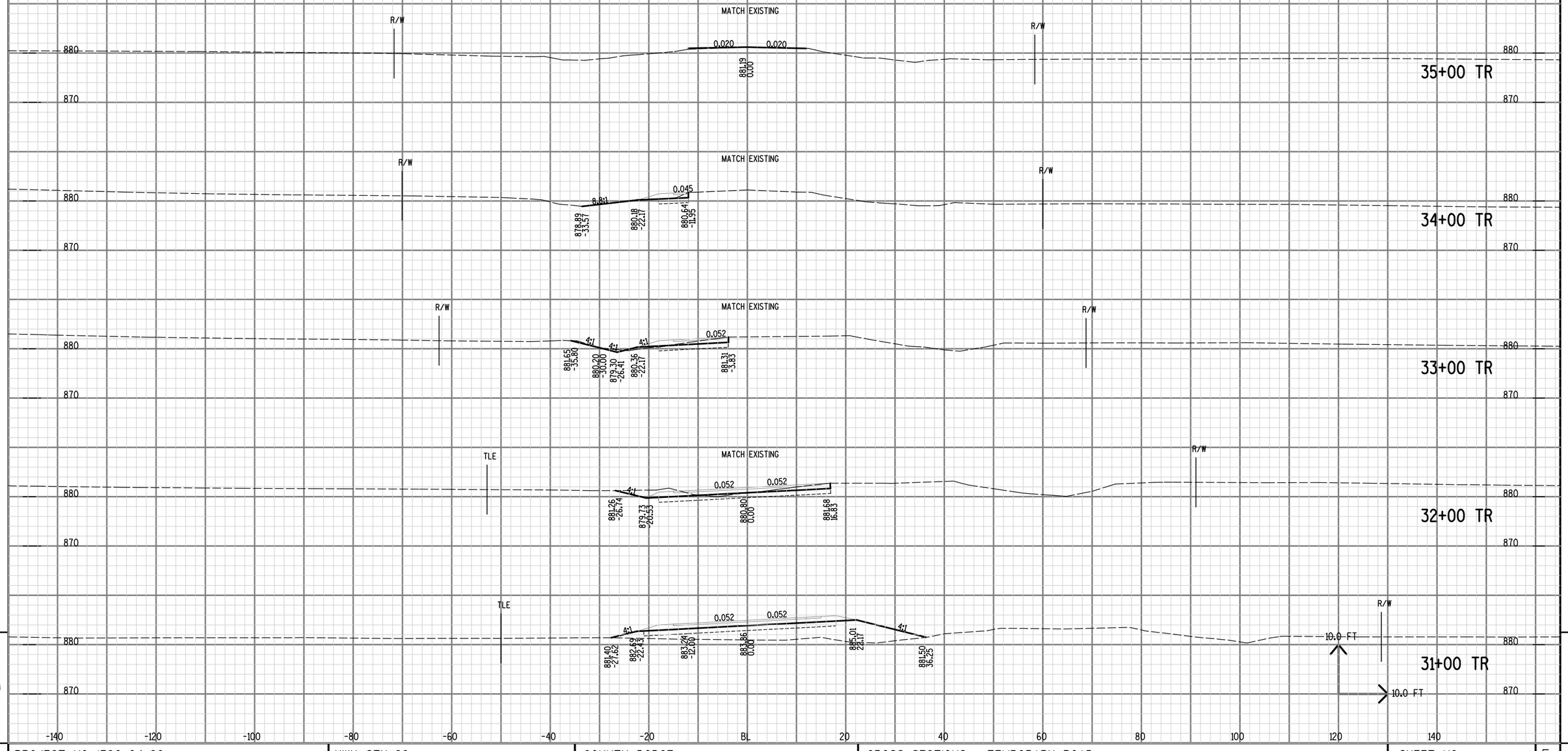



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| PROJECT NO: 1390-04-96 | HWY: STH 26 | COUNTY: DODGE | CROSS SECTIONS - TEMPORARY ROAD | SHEET NO: 141 | E |
|---|---|---|---|---|---|

FILE NAME : P:\2011070 - STH 26 CADD WO*7\MicroStation\Planset\d1_13900496\090202_xs.DGN PLOT DATE : 7/17/2012 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.00 ft / IN.

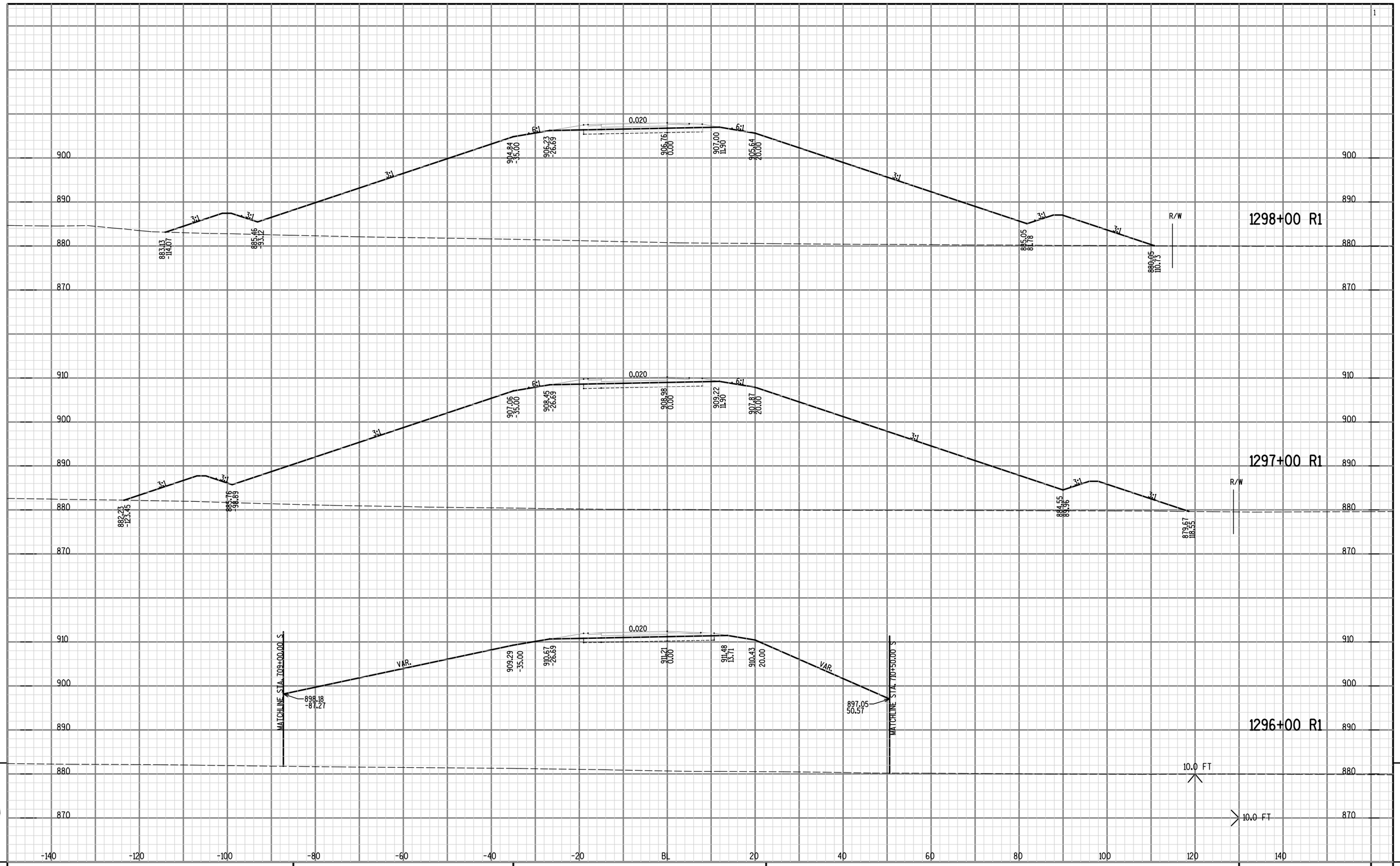



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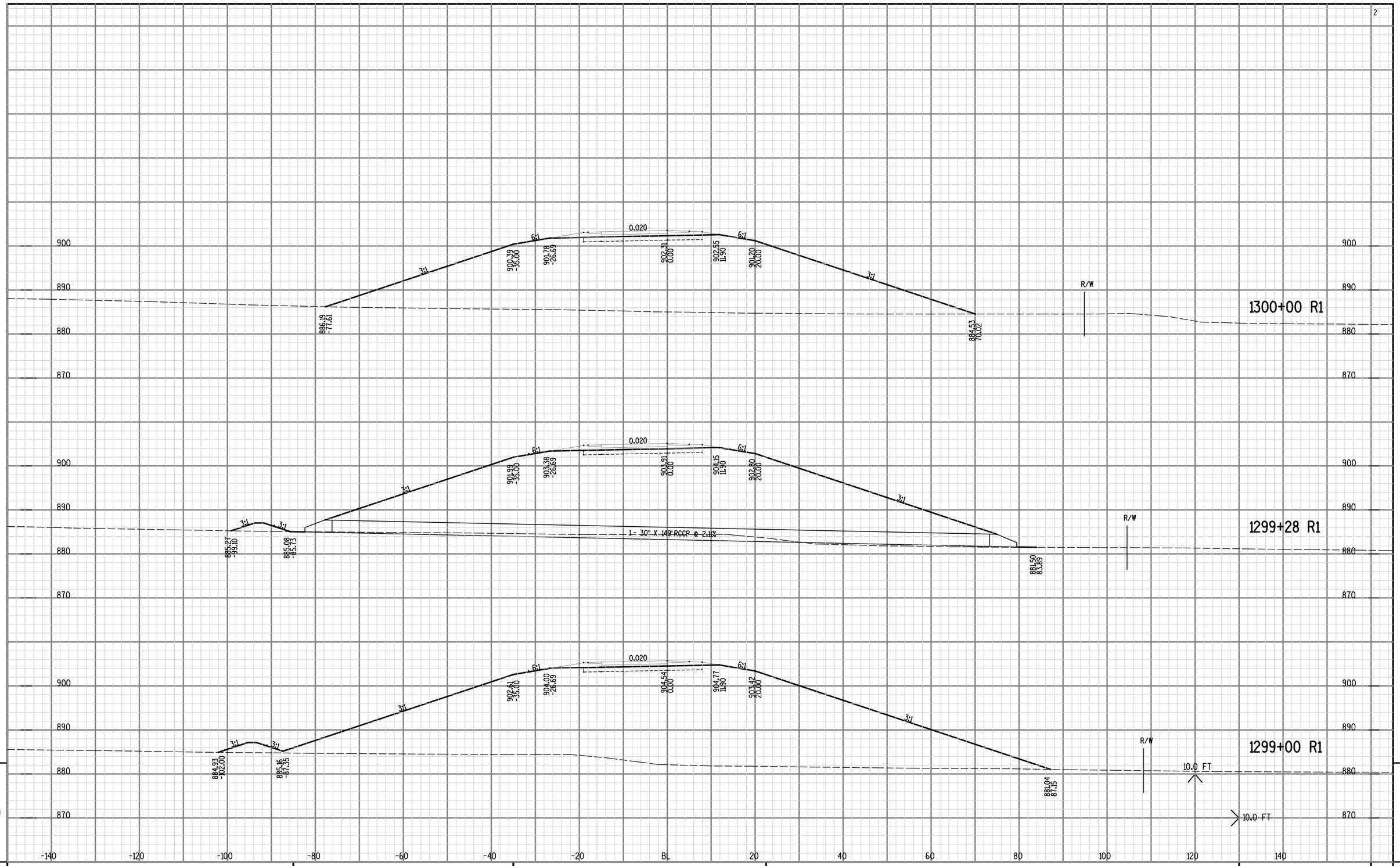
| PROJECT NO: 1390-04-96 | HWY: STH 26 | COUNTY: DODGE | CROSS SECTIONS - TEMPORARY ROAD | SHEET NO: 142 | E |
|---|---|---|---|---|---|

FILE NAME : P:\2011070 - STH 26 CADD WO*T\MicroStation\Planset\d1_13900496\090202_xs.DGN PLOT DATE : 7/17/2012 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.00 ft / IN.




| PROJECT NO: 1390-04-96 | HWY: STH 26 | COUNTY: DODGE | CROSS SECTIONS - RAMP 1 | SHEET NO: 143 | E |
|---|---|---|---|---|---|

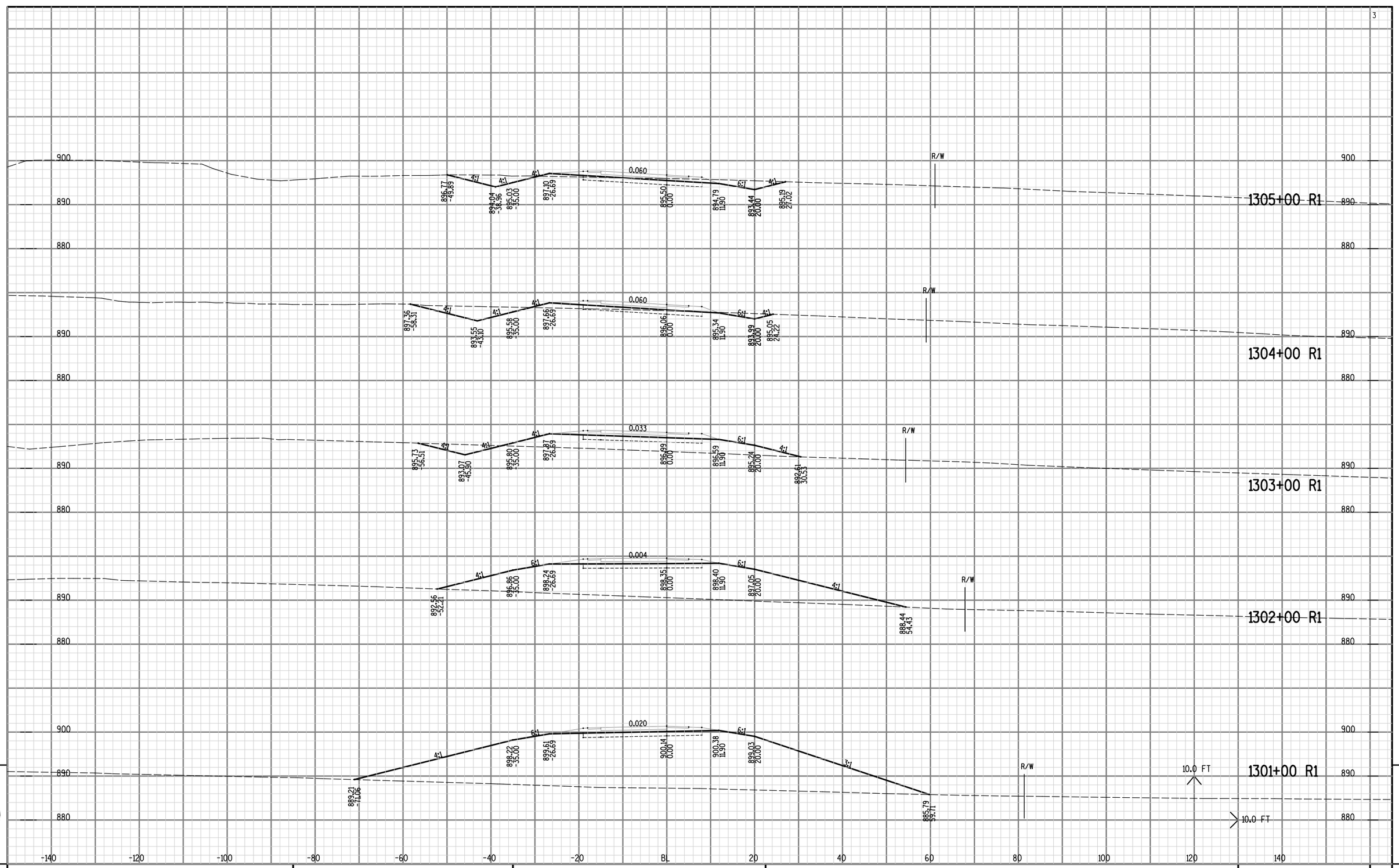
FILE NAME : PLOT DATE : 11/9/2012 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.00 ft / IN.




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| PROJECT NO: 1390-04-96 | HWY: STH 26 | COUNTY: DODGE | CROSS SECTIONS - RAMP 1 | SHEET NO: 144 | E |
|---|---|---|---|---|---|

FILE NAME : P:\2011070 - STH 26 CADD WO*7\MicroStation\Planset\d1_13900496\090203_xs.DGN PLOT DATE : 11/9/2012 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.00 ft / IN.

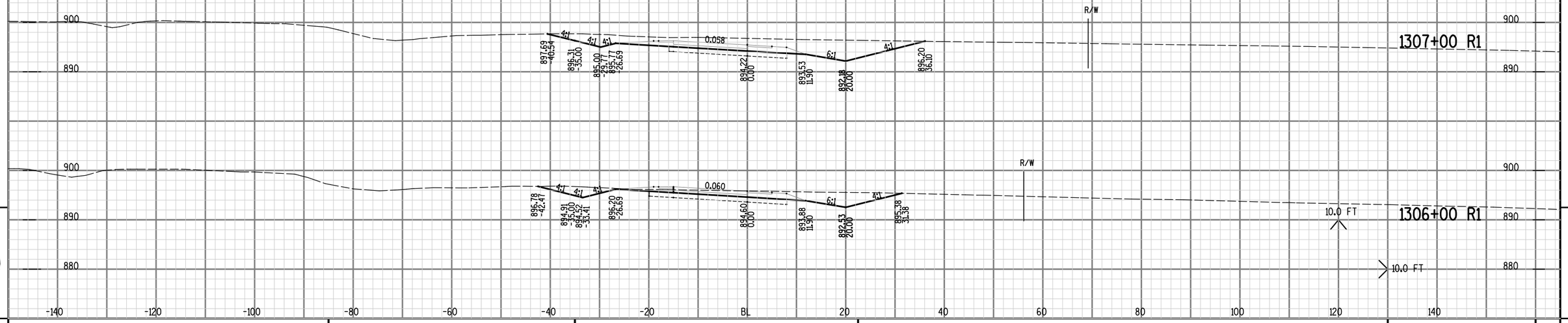



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| PROJECT NO: 1390-04-96 | HWY: STH 26 | COUNTY: DODGE | CROSS SECTIONS - RAMP 1 | SHEET NO: 145 | E |
|---|---|---|---|---|---|

FILE NAME : P:\2011070 - STH 26 CADD WO*7\MicroStation\Planset\d1_13900496\090203_xs.DGN PLOT DATE : 11/9/2012 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.00 ft / IN.

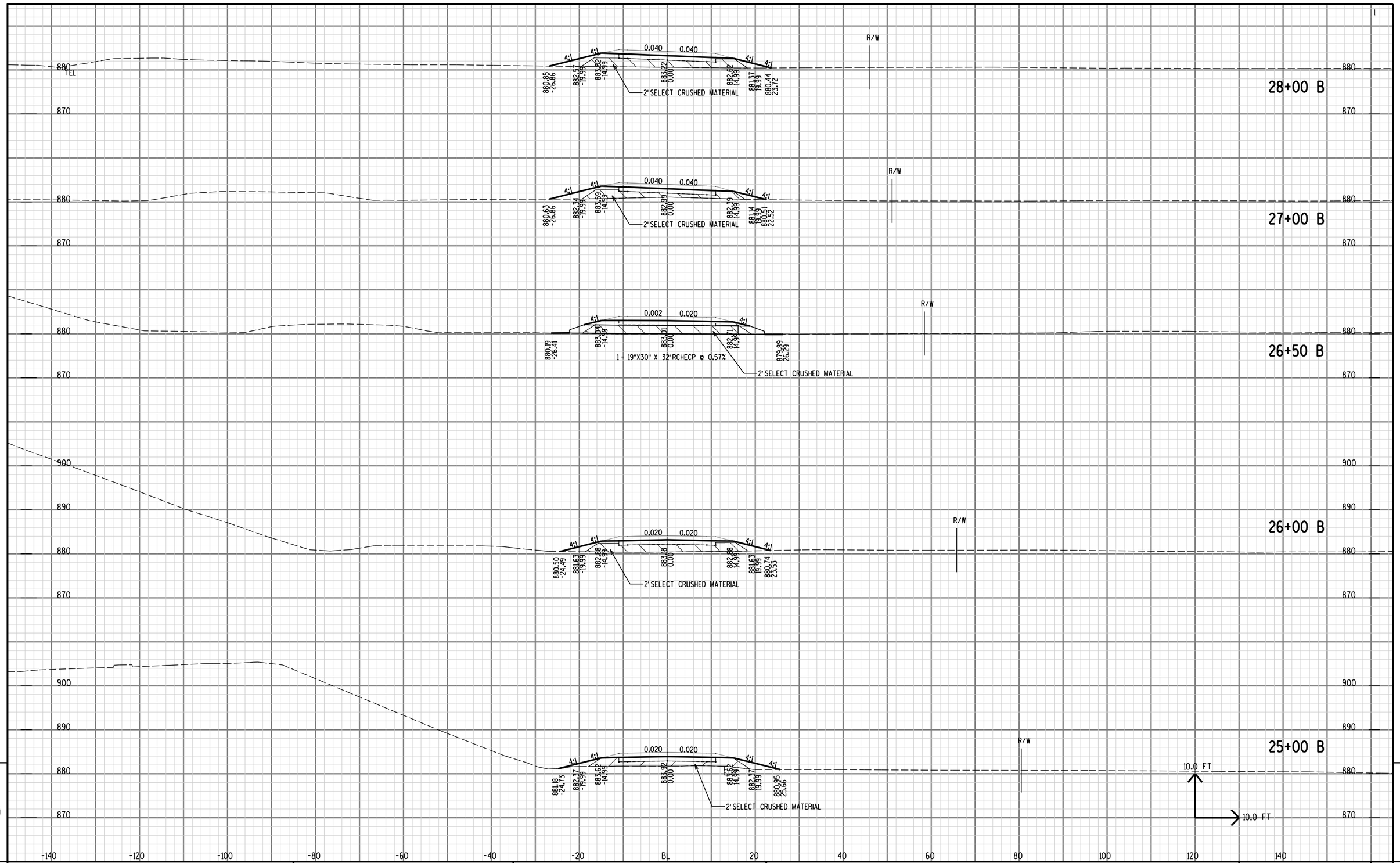



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| PROJECT NO: 1390-04-96 | HWY: STH 26 | COUNTY: DODGE | CROSS SECTIONS - RAMP 1 | SHEET NO: 146 | E |
|---|---|---|---|---|---|

FILE NAME : P:\2011070 - STH 26 CADD WO*7\MicroStation\Planset\d1_13900496\090203_xs.DGN PLOT DATE : 11/9/2012 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.00 ft / IN.




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| PROJECT NO: 1390-04-96 | HWY: STH 26 | COUNTY: DODGE | CROSS SECTIONS - BIWER ROAD | SHEET NO: 147 | E |
|---|---|---|---|---|---|

FILE NAME : P:\2011070 - STH 26 CADD WO#7\MicroStation\Planset\d1_13900496\090204_xs.DGN PLOT DATE : 7/30/2012 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.00 ft / in.

SEE GRADING DETAIL FOR
BIWER ROAD/STH 60 INFIELD INFORMATION

+0.18%

0.040 0.040

4:1 4:1 4:1 4:1

R/W

881.70 -23.57
883.44 -14.99
884.44 0.00 TEL
885.04 14.99
883.79 19.99
880.88 31.62

880 880

870 870

33+00 B

SEE GRADING DETAIL FOR
BIWER ROAD/STH 60 INFIELD INFORMATION

+0.02%

0.020 0.000

4:1 4:1 4:1 4:1

R/W

882.07 -22.34
882.36 -19.99
883.90 -14.99 TEL
884.20 0.00
884.19 14.99
882.84 19.99
881.01 27.74

2" SELECT CRUSHED MATERIAL

880 880

870 870

32+00 B

SEE GRADING DETAIL FOR
BIWER ROAD/STH 60 INFIELD INFORMATION

+0.02%

0.020 0.020

4:1 4:1 4:1 4:1

R/W

882.50 -19.99
883.05 -14.99 TEL
883.95 0.00
883.65 14.99
882.40 19.99
880.65 27.00

2" SELECT CRUSHED MATERIAL

880 880

870 870

31+00 B

0.001 0.020

4:1 4:1 4:1 4:1

R/W

879.94 -30.17
882.48 -19.99
883.13 -14.99 TEL
883.70 0.00
883.41 14.99
882.16 19.99
880.41 27.00

2" SELECT CRUSHED MATERIAL

880 880

870 870

30+00 B

890 890

0.040 0.040

4:1 4:1 4:1 6.38%

R/W TLE

881.79 -24.09
882.81 -19.99
884.06 -14.99 TEL
883.46 0.00
882.86 14.99
880.23 25.53
880.22 70.00

2" SELECT CRUSHED MATERIAL

10.0 FT

10.0 FT

880 880

870 870

29+00 B
FE, RT

-140 -120 -100 -80 -60 -40 -20 BL 20 40 60 80 100 120 140

9 9

| PROJECT NO: 1390-04-96 | HWY: STH 26 | COUNTY: DODGE | CROSS SECTIONS - BIWER ROAD | SHEET NO: 148 | E |
|---|---|---|---|---|---|

FILE NAME : P:\2011070 - STH 26 CADD WO*7\MicroStation\Planset\d1_13900496\090204_xs.DGN PLOT DATE : 7/30/2012 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.00 ft / in.

SEE GRADING DETAIL FOR
BIWER ROAD/STH 60 INFIELD INFORMATION

+0.10%

4:1 4:1 0.039 0.039 4:1 4:1

882.03 -30.11 | 884.56 -19.99 | 885.81 -14.99 | 886.40 0.00 | 886.98 14.99 | 885.73 19.99 | 878.74 47.97

R/W

880 870

37+00 B

SEE GRADING DETAIL FOR
BIWER ROAD/STH 60 INFIELD INFORMATION

+0.25%

4:1 4:1 0.039 0.039 4:1 4:1

881.59 -26.16 | 883.38 -19.99 | 884.63 -14.99 | 885.21 0.00 | 885.80 14.99 | 884.55 19.99 | 879.15 41.58

R/W

880 870

36+00 B

SEE GRADING DETAIL FOR
BIWER ROAD/STH 60 INFIELD INFORMATION

+0.30%

4:1 4:1 0.020 0.020 4:1 4:1

881.40 -21.91 | 883.38 -19.99 | 884.63 -14.99 | 884.93 0.00 | 884.63 14.99 | 883.38 19.99 | 879.61 35.07

R/W

880 870

35+00 B

SEE GRADING DETAIL FOR
BIWER ROAD/STH 60 INFIELD INFORMATION

+0.30%

4:1 0.020 0.020 4:1

880.30 -31.83 | 884.51 -14.99 | 884.81 0.00 | 884.51 14.99 | 880.11 32.59

3 - 30" X 39' RCCP @ 0.30%

TEL | 879.37 120.00

880 870

34+50 B

SEE GRADING DETAIL FOR
BIWER ROAD/STH 60 INFIELD INFORMATION

+0.30%

4:1 4:1 0.020 0.008 2.89% 4:1

881.40 -26.93 | 883.38 -19.99 | 884.39 -14.99 | 884.69 0.00 | 884.56 14.99 | 880.81 30.00 | 880.35 50.00 | 884.02 60.00

MATCHLINE STA. 10+58.54 DS

TEL

R/W

10.0 FT

10.0 FT

890 880 870

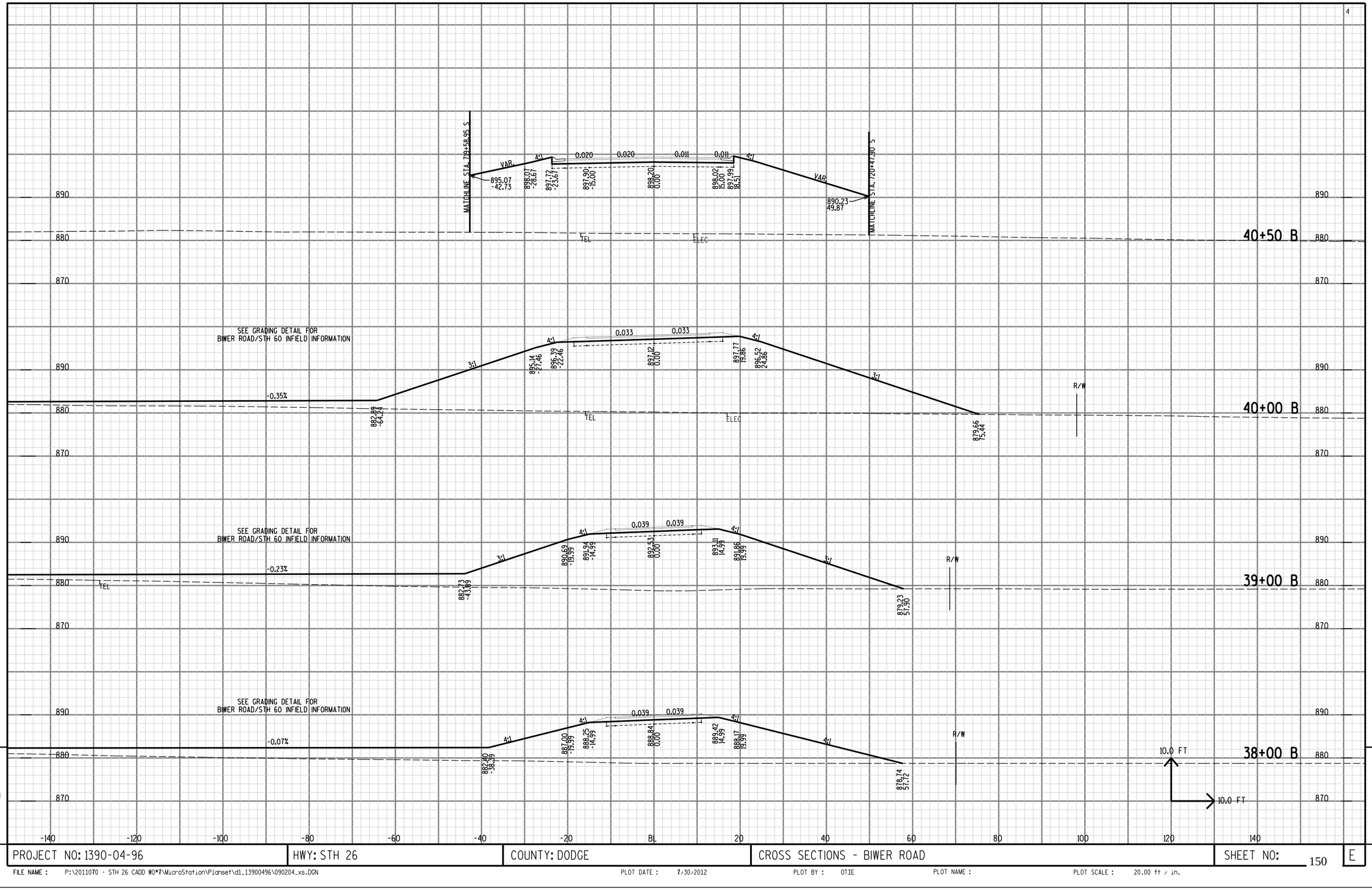
34+00 B
'D5' PE, RT

-140 -120 -100 -80 -60 -40 -20 BL 20 40 60 80 100 120 140

9 9

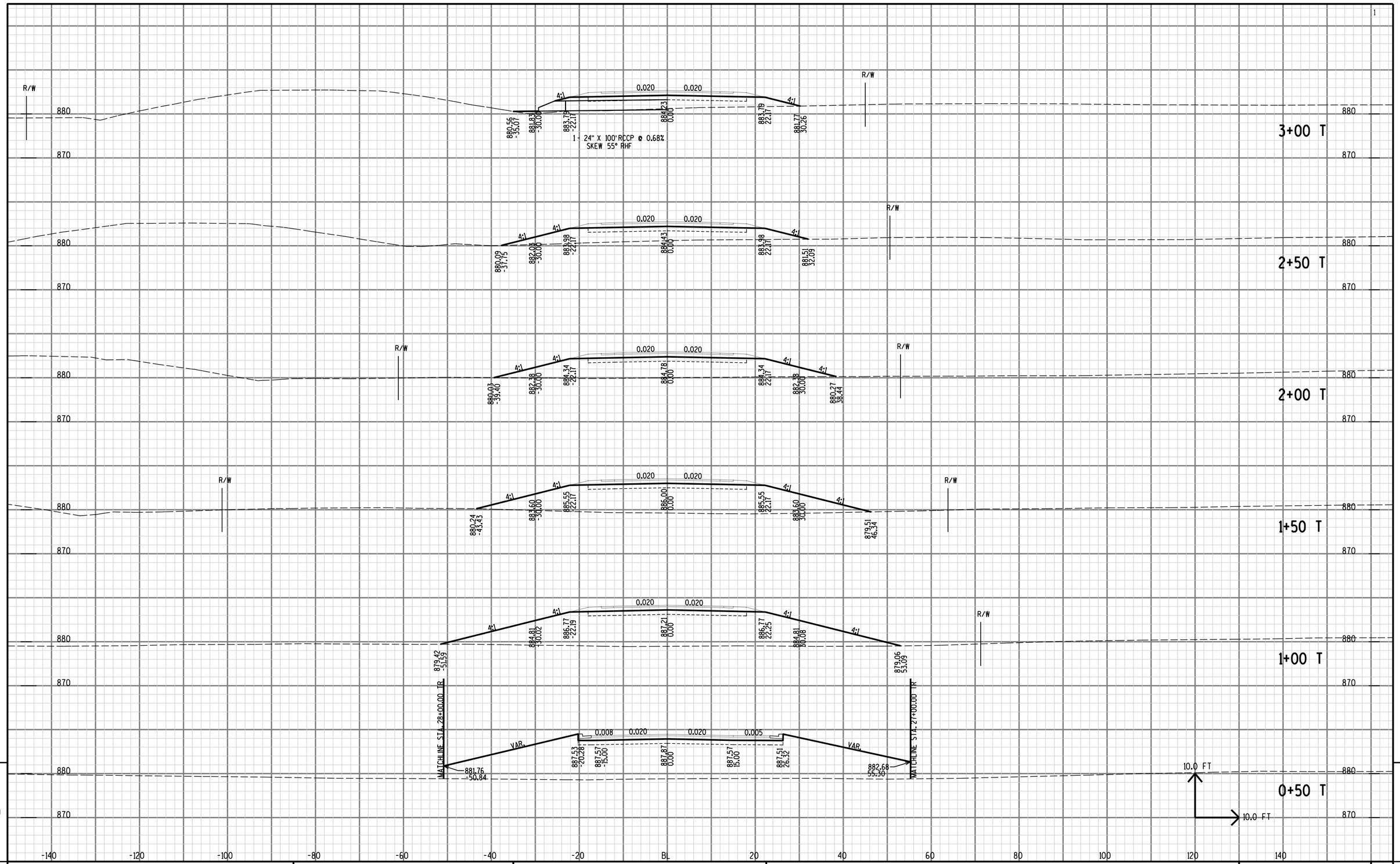
| PROJECT NO: 1390-04-96 | HWY: STH 26 | COUNTY: DODGE | CROSS SECTIONS - BIWER ROAD | SHEET NO: 149 | E |
|---|---|---|---|---|---|

FILE NAME : P:\2011070 - STH 26 CADD WO*7\MicroStation\Planset\d1_13900496\090204_xs.DGN PLOT DATE : 7/30/2012 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.00 ft / in.




| | | | | |
|---|---|---|---|---|
| PROJECT NO: 1390-04-96 | HWY: STH 26 | COUNTY: DODGE | CROSS SECTIONS - BIWER ROAD | SHEET NO: 150 E |

FILE NAME : P:\2011070 - STH 26 CADD WO#7\MicroStation\Planset\d1_13900496\090204_xs.DGN PLOT DATE : 7/30/2012 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.00 ft / in.




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| PROJECT NO: 1390-04-96 | HWY: STH 26 | COUNTY: DODGE | CROSS SECTIONS - TEMPORARY CONNECTION TO STH 60 EAST | SHEET NO: 151 | E |
|---|---|---|---|---|---|

FILE NAME : P:\2011070 - STH 26 CADD WO#7\MicroStation\Planset\d1_13900496\090205_xs.DGN PLOT DATE : 7/30/2012 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.00 ft / in.

MATCH EXISTING STH 60 EAST

R/W

0.020 0.020

886.13
0.00

R/W

6+00 T

MATCH EXISTING STH 60 EAST

R/W

0.020

4:1

884.99
10.71

884.76
22.17

882.89
29.65

R/W

5+50 T

MATCH EXISTING STH 60 EAST

R/W

0.020

4:1

884.77
3.25

884.39
22.17

881.73
32.82

R/W

5+00 T

MATCH EXISTING STH 60 EAST

R/W

0.020 0.020

4:1

884.67
-1.63

884.82
0.00

884.37
22.17

881.62
33.20

R/W

4+50 T

R/W

0.020 0.020

4:1

884.10
-18.00

884.58
0.00

884.19
22.17

881.38
33.20

R/W

4+00 T

1 - 24" X 100' RCCP @ 0.68%
SKEW 55° RHF

R/W

6:1

0.020 0.020

4:1

883.07
-26.18

883.74
-22.17

884.19
0.00

883.74
22.17

881.54
31.00

R/W

3+50 T

10.0 FT

10.0 FT

890
880
870

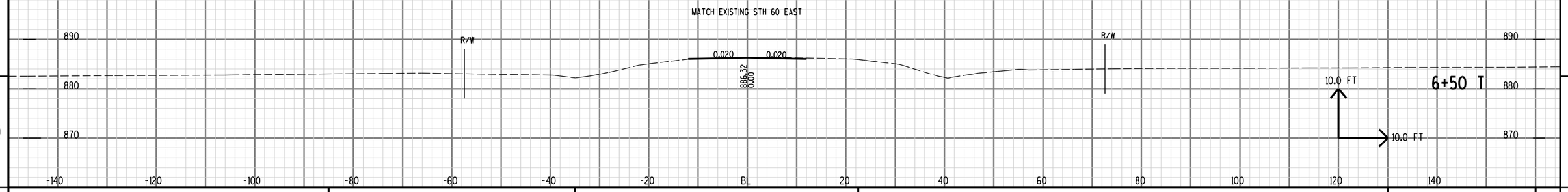
-140 -120 -100 -80 -60 -40 -20 BL 20 40 60 80 100 120 140

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| PROJECT NO: 1390-04-96 | HWY: STH 26 | COUNTY: DODGE | CROSS SECTIONS - TEMPORARY CONNECTION TO STH 60 EAST | SHEET NO: 152 | E |
|---|---|---|---|---|---|

FILE NAME : P:\2011070 - STH 26 CADD WO#7\MicroStation\Planset\d1_13900496\090205_xs.DGN PLOT DATE : 7/30/2012 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.00 ft / in.

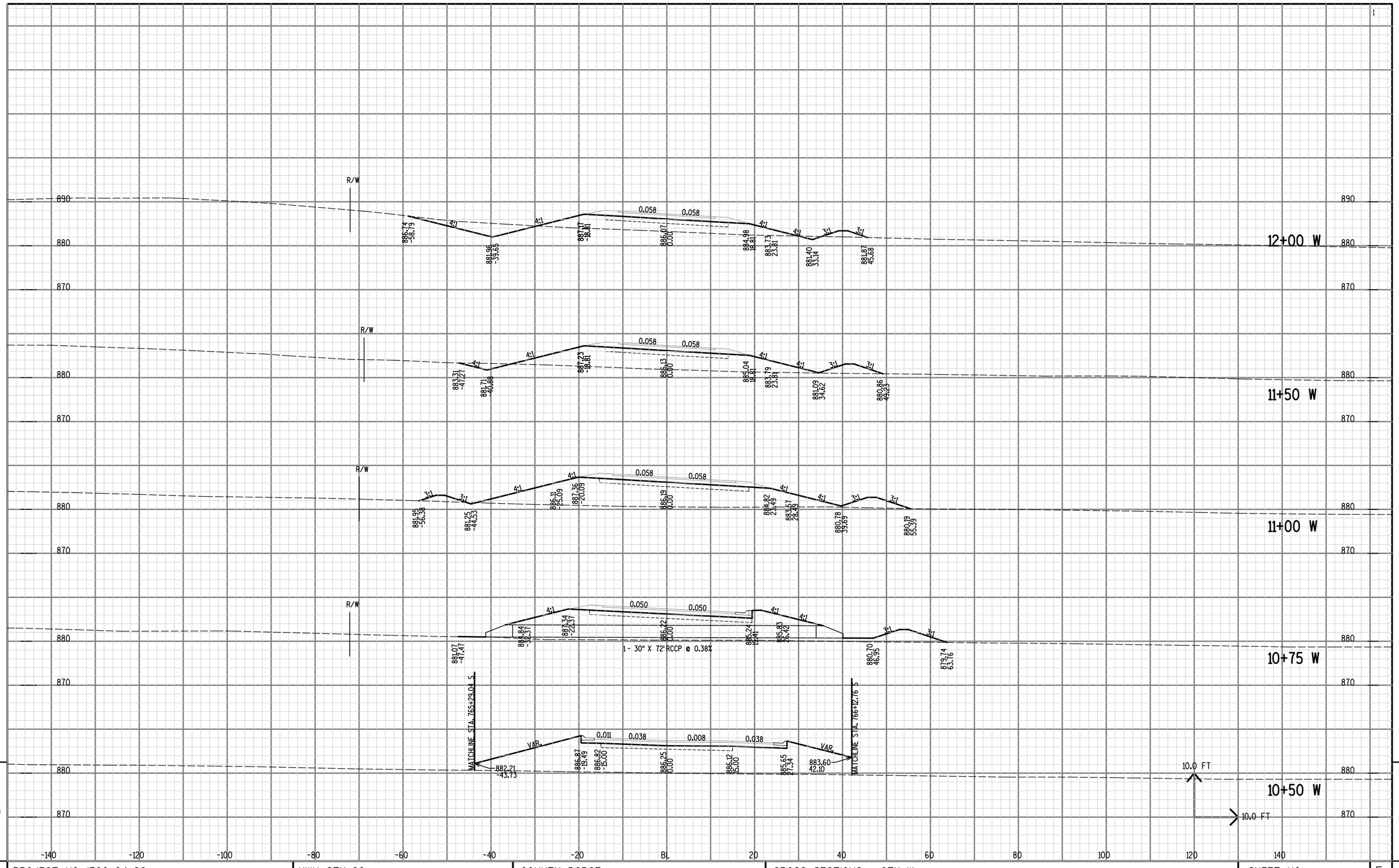



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| PROJECT NO: 1390-04-96 | HWY: STH 26 | COUNTY: DODGE | CROSS SECTIONS - TEMPORARY CONNECTION TO STH 60 EAST | SHEET NO: 153 | E |
|---|---|---|---|---|---|

FILE NAME : P:\2011070 - STH 26 CADD WO#7\MicroStation\Planset\d1_13900496\090205_xs.DGN PLOT DATE : 7/30/2012 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.00 ft / in.

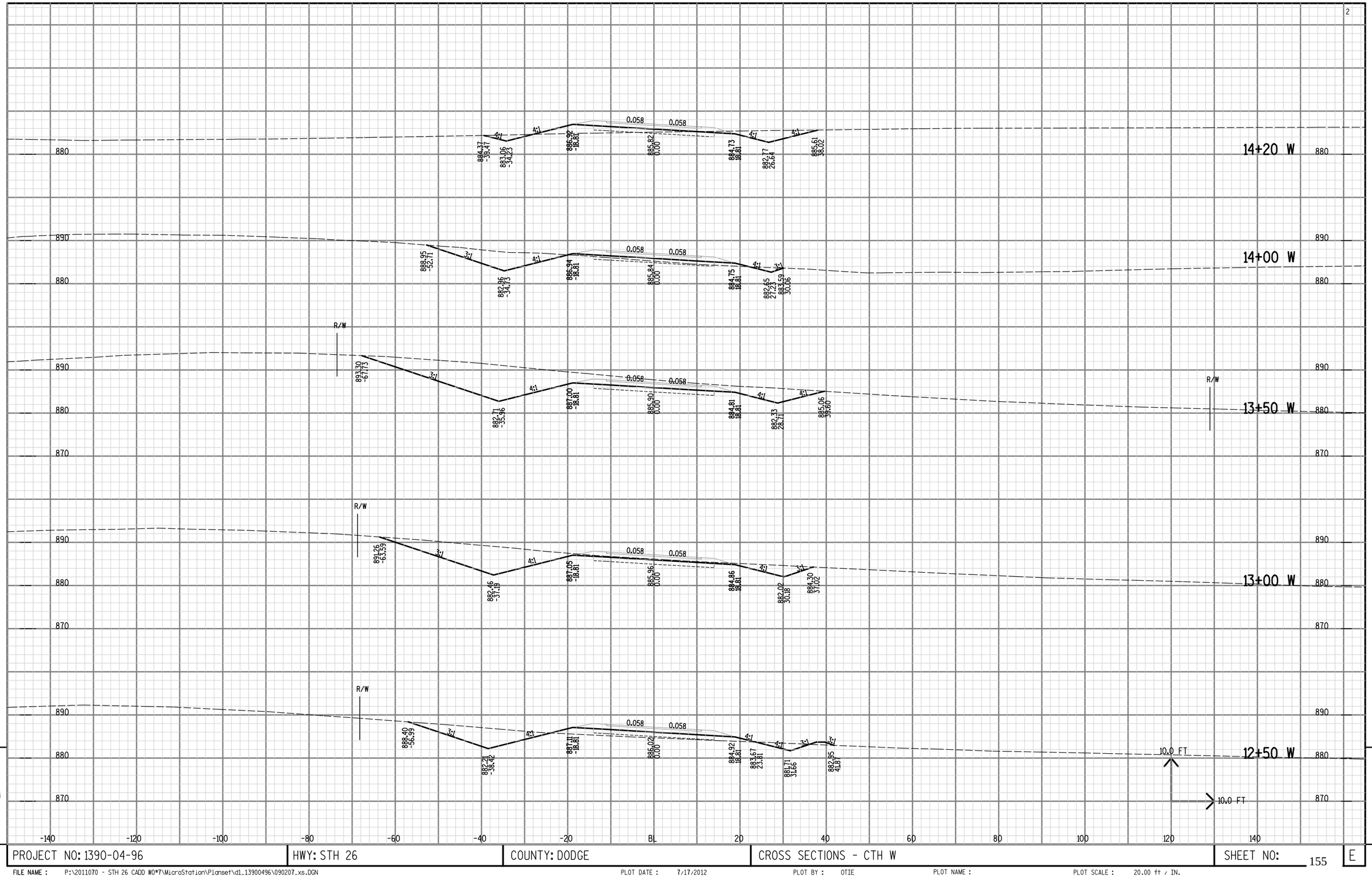



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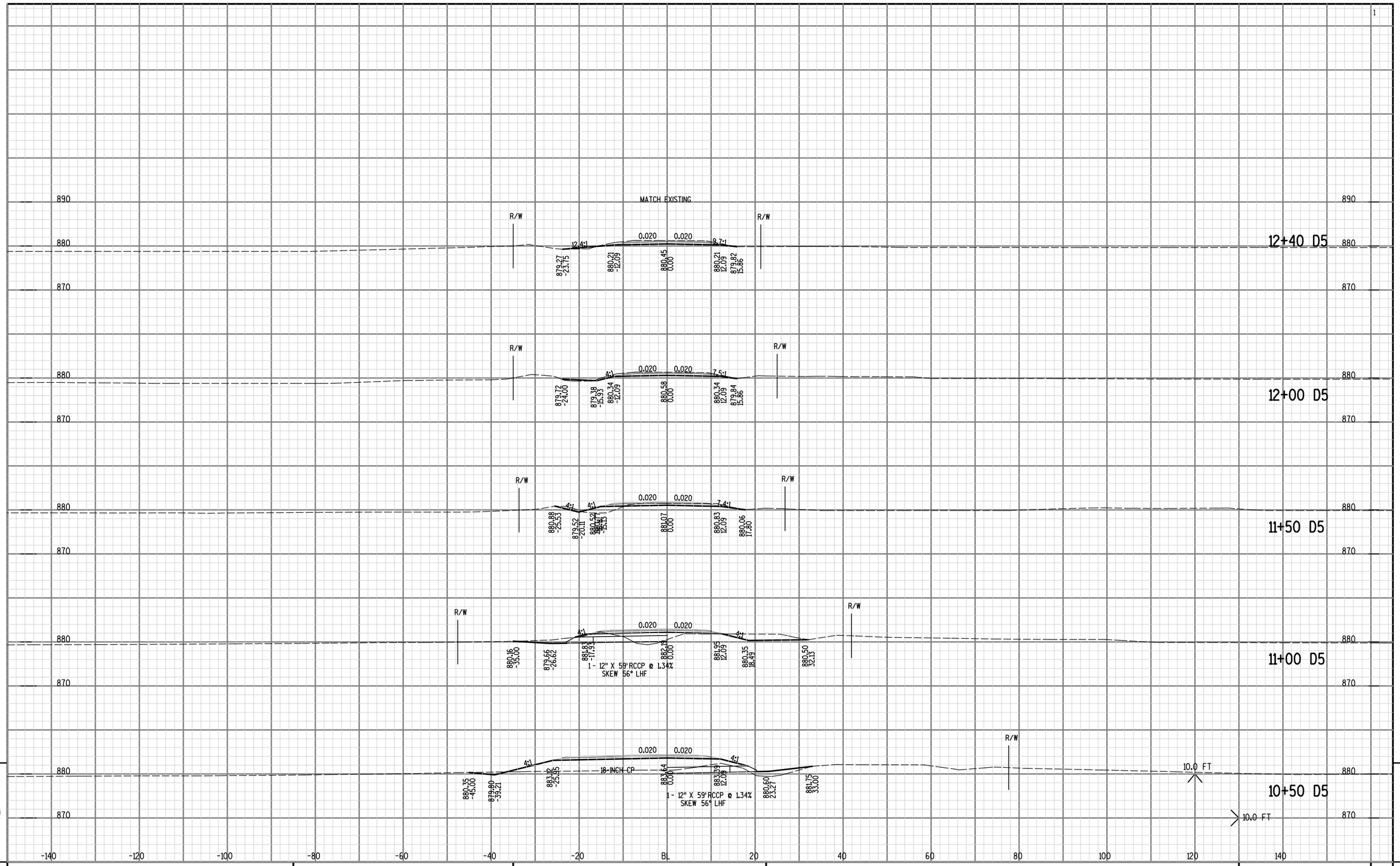
| PROJECT NO: 1390-04-96 | HWY: STH 26 | COUNTY: DODGE | CROSS SECTIONS - CTH W | SHEET NO: 154 | E |
|---|---|---|---|---|---|

FILE NAME : P:\2011070 - STH 26 CADD WO*7\MicroStation\Planset\d1_13900496\090207_xs.DGN PLOT DATE : 7/17/2012 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.00 ft / IN.




| | | | | |
|---|---|---|---|---|
| PROJECT NO: 1390-04-96 | HWY: STH 26 | COUNTY: DODGE | CROSS SECTIONS - CTH W | SHEET NO: 155 E |

FILE NAME : P:\2011070 - STH 26 CADD WO*7\MicroStation\Planset\d1_13900496\090207_xs.DGN PLOT DATE : 7/17/2012 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.00 ft / IN.

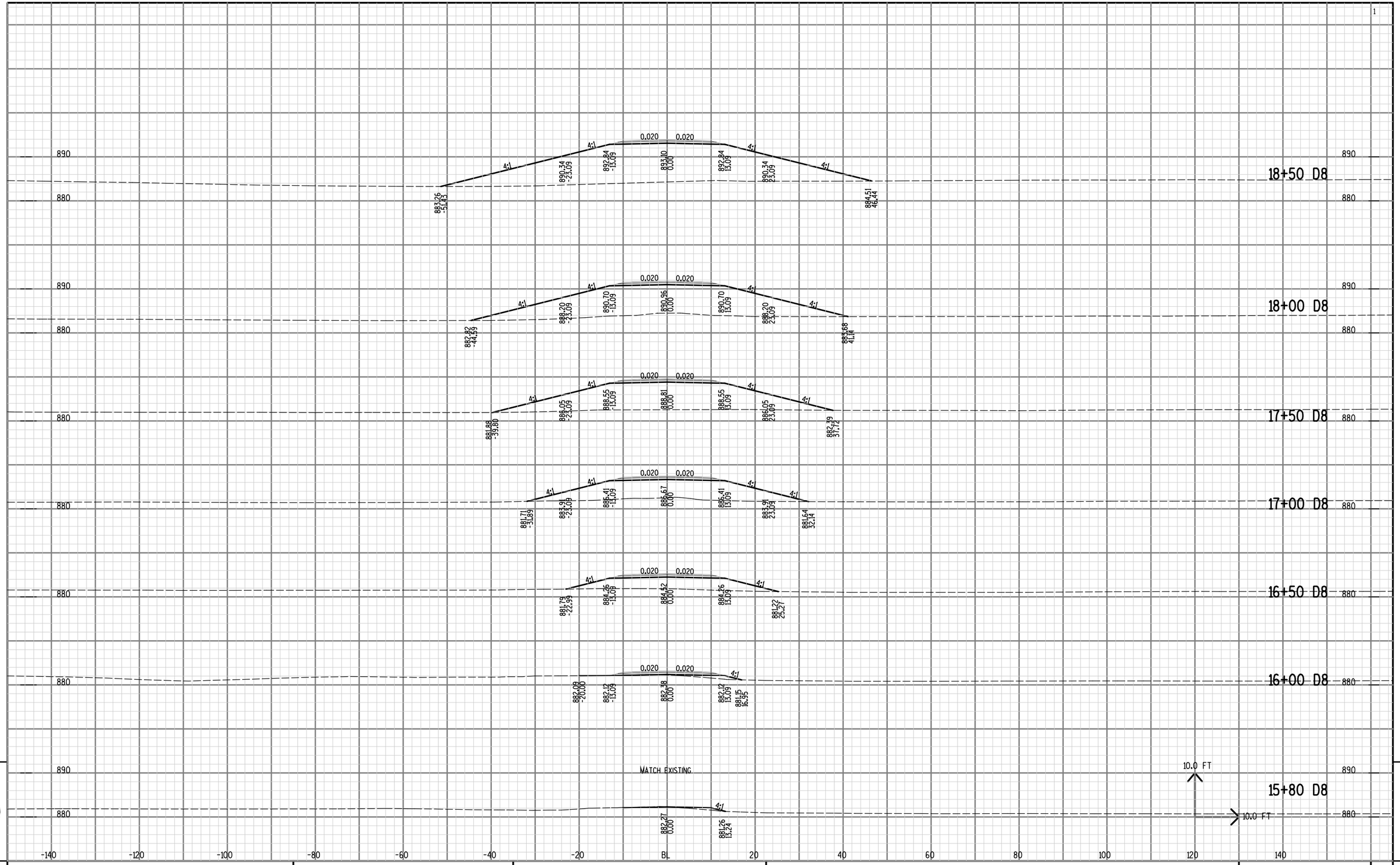



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| PROJECT NO: 1390-04-96 | HWY: STH 26 | COUNTY: DODGE | CROSS SECTIONS - 'D5' DRIVEWAY | SHEET NO: 156 | E |
|---|---|---|---|---|---|

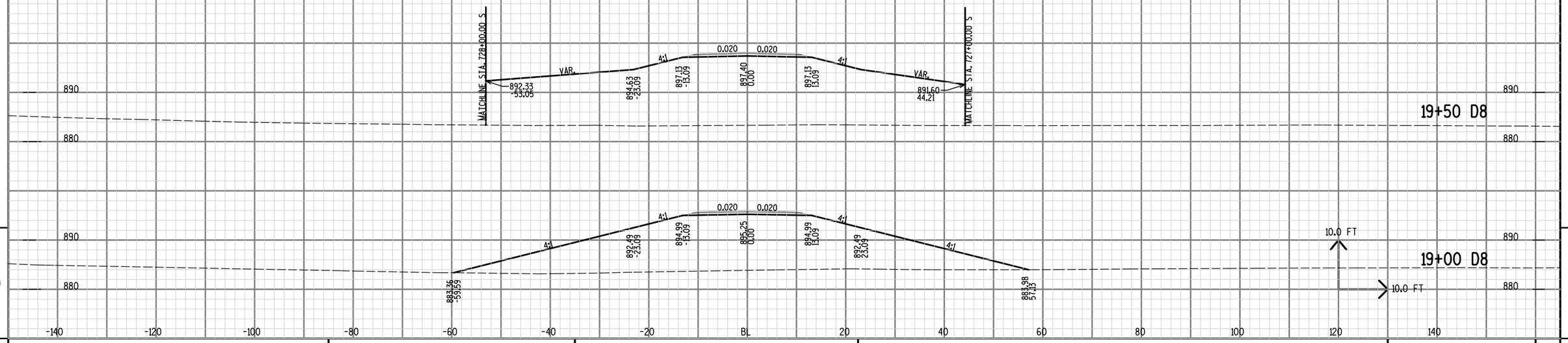
FILE NAME : P:\2011070 - STH 26 CADD WO*7\MicroStation\Planset\d1_13900496\090208_xs.DGN PLOT DATE : 7/17/2012 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.00 ft / IN.




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| PROJECT NO: 1390-04-96 | HWY: STH 26 | COUNTY: DODGE | CROSS SECTIONS - 'D8' FIELD ENTRANCE | SHEET NO: 157 | E |
|---|---|---|---|---|---|

FILE NAME : P:\2011070 - STH 26 CADD WO*7\MicroStation\Planset\d1_13900496\090209_xs.DGN PLOT DATE : 7/17/2012 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.00 ft / IN.

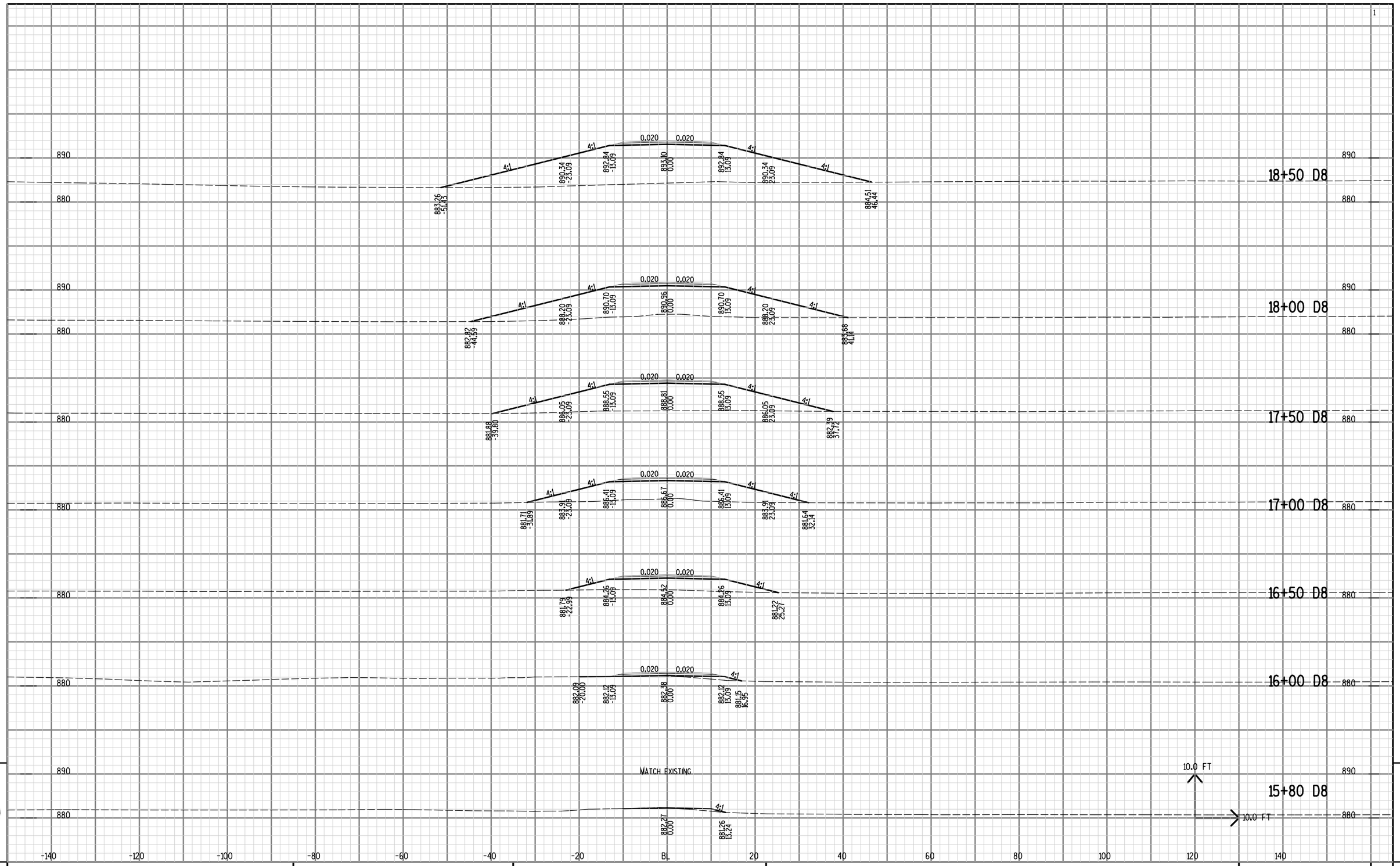



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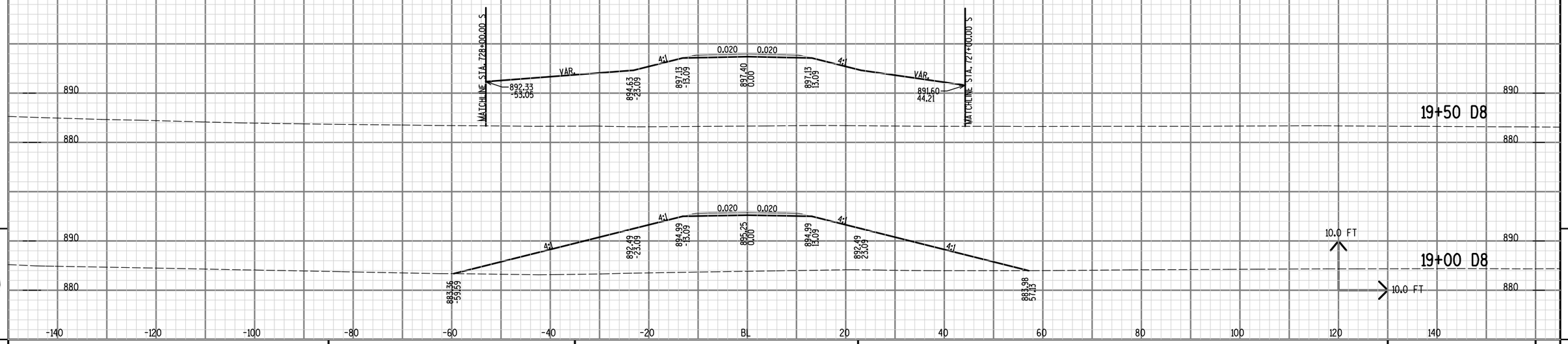
| PROJECT NO: 1390-04-96 | HWY: STH 26 | COUNTY: DODGE | CROSS SECTIONS - 'D8' FIELD ENTRANCE | SHEET NO: 158 | E |
|---|---|---|---|---|---|

FILE NAME : P:\2011070 - STH 26 CADD WO*7\MicroStation\Planset\d1_13900496\090209_xs.DGN PLOT DATE : 7/17/2012 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.00 ft / IN.




| PROJECT NO: 1390-04-96 | HWY: STH 26 | COUNTY: DODGE | CROSS SECTIONS - 'D8' FIELD ENTRANCE | SHEET NO: 159 | E |
|---|---|---|---|---|---|

FILE NAME : P:\2011070 - STH 26 CADD WO*7\MicroStation\Planset\d1_13900496\090209_xs.DGN PLOT DATE : 7/17/2012 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.00 ft / IN.

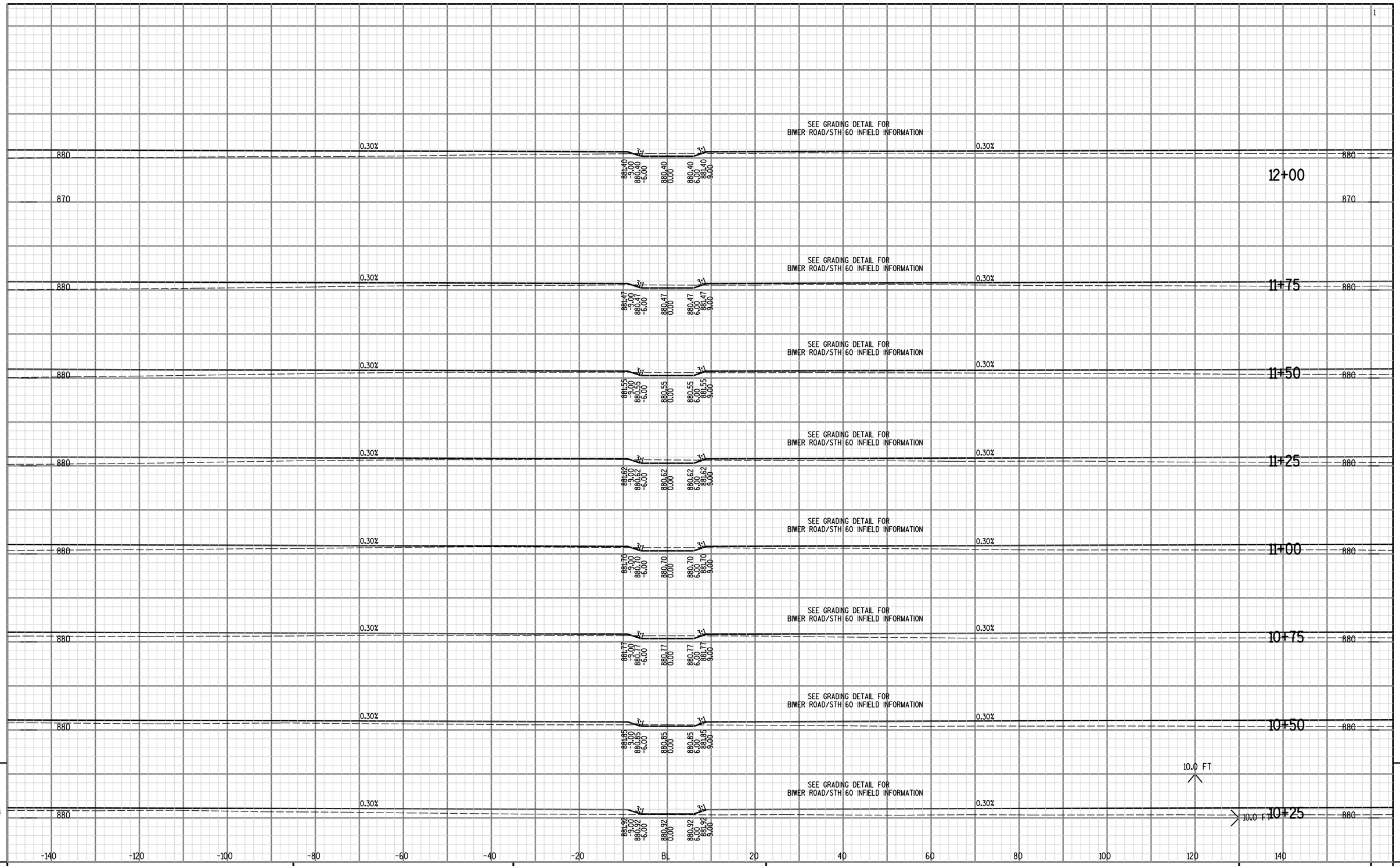



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| PROJECT NO: 1390-04-96 | HWY: STH 26 | COUNTY: DODGE | CROSS SECTIONS - 'D8' FIELD ENTRANCE | SHEET NO: 160 | E |
|---|---|---|---|---|---|

FILE NAME : P:\2011070 - STH 26 CADD WO*7\MicroStation\Planset\d1_13900496\090209_xs.DGN PLOT DATE : 7/17/2012 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.00 ft / IN.

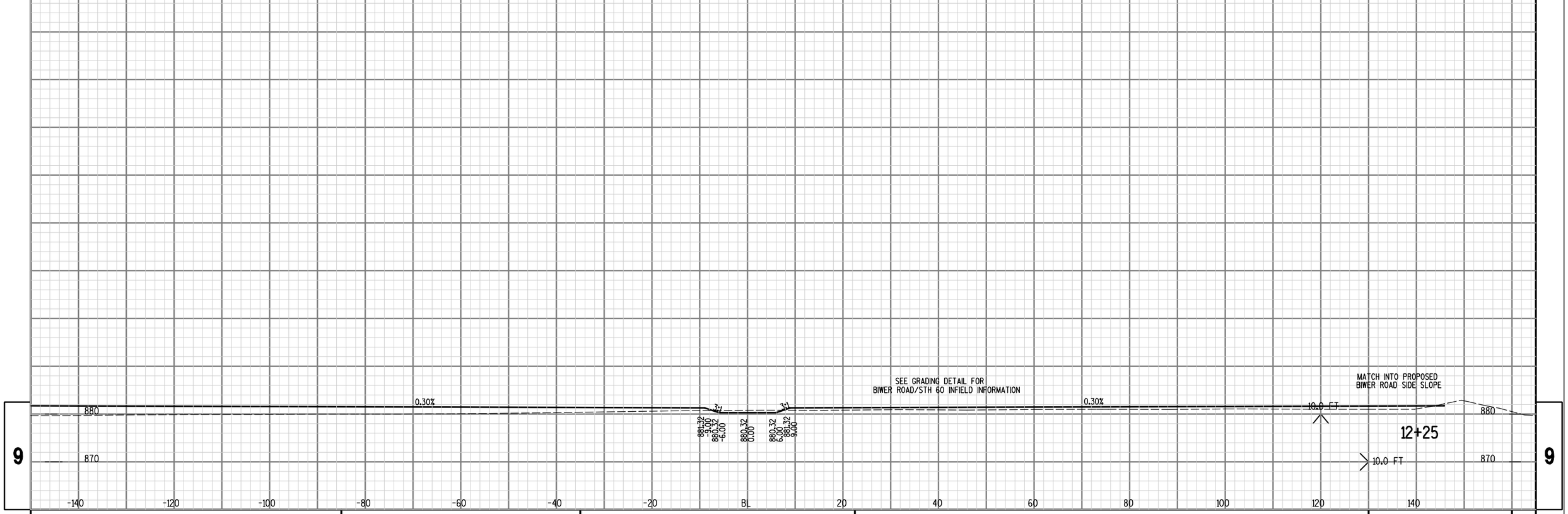



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| PROJECT NO: 1390-04-96 | HWY: STH 26 | COUNTY: DODGE | CROSS SECTIONS - STH 60/BIWER ROAD INFIELD DRAINAGE CHANNEL | SHEET NO: 161 | E |
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FILE NAME : P:\2011070 - STH 26 CADD WO*7\MicroStation\Planset\d1_13900496\090211_xs.DGN PLOT DATE : 7/17/2012 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.00 ft / IN.




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| PROJECT NO: 1390-04-96 | HWY: STH 26 | COUNTY: DODGE | CROSS SECTIONS - STH 60/BIWER ROAD INFIELD DRAINAGE CHANNEL | SHEET NO: 162 | E |
|---|---|---|---|---|---|

FILE NAME : P:\2011070 - STH 26 CADD WO*7\MicroStation\Planset\d1_13900496\090211_xs.DGN PLOT DATE : 7/17/2012 PLOT BY : OTIE PLOT NAME : PLOT SCALE : 20.00 ft / IN.

Notes