

SEL
PROJECT ID: 6749-00-70
WITH: N/A

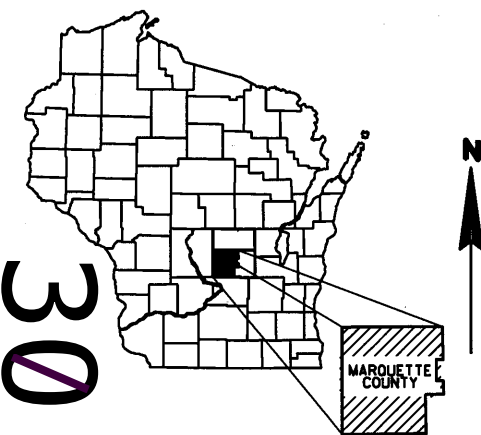
COUNTY: MARQUETTE

MAR 13

ORDER OF SHEETS

Section No.	1	Title
Section No.	2	Typical Sections and Details (Includes Erosion Control Plan)
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 = 64



DESIGN DESIGNATION

A.A.D.T. 2010	=	96
A.A.D.T. 2030	=	175
D.H.V.	=	26
D.D.	=	50/50
T.	=	5.0%
DESIGN SPEED	=	35
ESALS	=	29,200

CONVENTIONAL SYMBOLS

PLAN	
CORPORATE LIMITS	////
PROPERTY LINE	---
LOT LINE	- - - -
LIMITED HIGHWAY EASEMENT	---
EXISTING RIGHT OF WAY	---
PROPOSED OR NEW R/W LINE	---
SLOPE INTERCEPT	---
SAWCUT	XXXXX
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)	---
SPECIAL DITCH	---
GRADE ELEVATION	95.36
CULVERT (Profile View)	---
UTILITIES	
OVERHEAD LINES	OH
ELECTRIC	E
FIBER OPTIC	FO
GAS	G
SANITARY SEWER	SAN
STORM SEWER	SS
TELEPHONE	T
WATER	W
UTILITY PEDESTAL	---
POWER POLE	---
TELEPHONE POLE	---

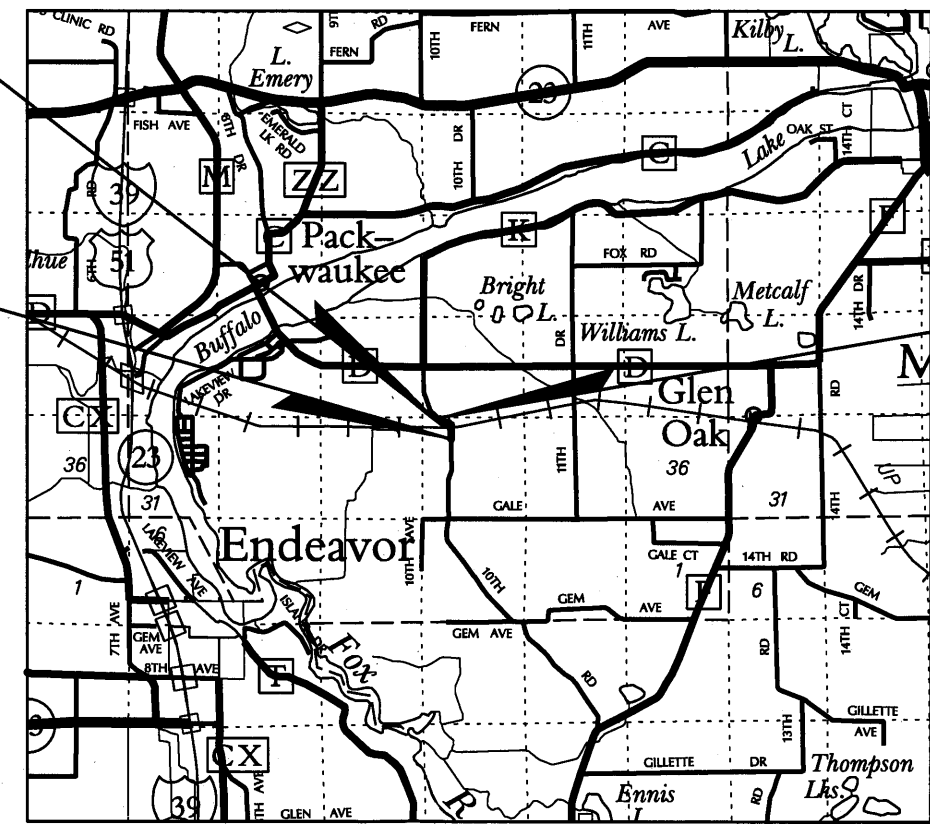
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
PLAN OF PROPOSED IMPROVEMENT
10TH ROAD, GALE AVENUE - CTH D
UNION PACIFIC RR CROSSING
TOWN ROAD
MARQUETTE COUNTY

STATE PROJECT NUMBER
6749-00-70

STRUCTURE B-39-74
STA 14+10.14

BEGIN PROJECT 6749-00-70
STA 6+00.00
Y= 235,726.385
X= 447,917.368

END PROJECT 6749-00-70
STA 18+00.00
Y= 236,800.179
X= 447,528.756



LAYOUT
SCALE 0 1.0 MI.

TOTAL NET LENGTH OF CENTERLINE = 0.227 MI.

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
6749-00-70		

ACCEPTED FOR
COUNTY of MARQUETTE
10-22-12 [Signature]
(Date) (County Highway Commissioner)

ACCEPTED FOR
TOWN of PACKWAUKEE
10-22-12 [Signature]
(Date) (Town Chairman)

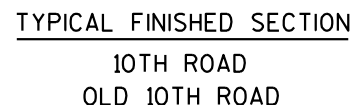
ORIGINAL PLANS PREPARED BY
Mead & Hunt

WISCONSIN
★ KEITH E. KOSBAU ★
E-28476
MADISON, WI
PROFESSIONAL ENGINEER
DATE: 10/19/12 [Signature]
(Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
PREPARED BY
Surveyor MEAD & HUNT, INC.
Designer MEAD & HUNT, INC.
Management Consultant CEDAR CORPORATION
C.O. Examiner

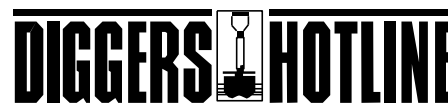
APPROVED FOR THE DEPARTMENT
DATE: 10-26-12 [Signature]
Management Consultant Signature

E



STATION	TYPE	RIGHT SHOULDER	LEFT	RIGHT	LEFT SHOULDER
9+07.17	Sh_End NC	-0.04	-0.02	-0.02	-0.04
9+46.17	End NC	-0.02	-0.02	-0.02	-0.04
9+85.17	Zero Super	0.00	-0.02	0.00	-0.04
10+24.17	Rev. Crown	0.02	-0.02	0.02	-0.04
10+63.17	Begin FS	0.04	-0.04	0.04	-0.04
12+58.68	End FS	0.04	-0.04	0.04	-0.04
12+97.68	Rev. Crown	0.02	-0.02	0.02	-0.04
15+37.72	Rev. Crown	0.02	-0.02	0.02	-0.04
15+63.51	Begin FS	0.03	-0.03	0.03	-0.04
16+97.79	End FS	0.03	-0.03	0.03	-0.04
17+23.58	Rev. Crown	0.02	-0.02	0.02	-0.04
17+61.79	Zero Super	0.00	-0.02	0.00	-0.04
18+00.00	Begin NC	-0.04	-0.02	-0.02	-0.04

RAIL ROAD
"CALL BEFORE YOU DIG" OFFICE
1-800-336-9193
REFERENCE DALTON, WI
MILE POST 228.32, ADAMS SUBDIVISION



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

** DENOTES UTILITIES THAT ARE NOT DIGGERS HOTLINE MEMBERS

ELEVATIONS SHOWN ON THE PLAN ARE REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM OF 1988.

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

DISTURBED AREAS WITHIN THE RIGHT-OF-WAY, EXCEPT THE AREAS WITHIN THE FINISHED SHOULDER POINTS, SHALL BE FERTILIZED, SEEDED AND MULCHED. AREAS COVERED WITH EROSION MAT DO NOT NEED TO BE MULCHED.

4-INCH HMA PAVEMENT SHALL BE CONSTRUCTED WITH AN 1 3/4-INCH UPPER LAYER AND A 2 1/4-INCH LOWER LAYER. LOWER PAVEMENT LAYERS WILL UTILIZE A NOMINAL AGGREGATE SIZE OF 19.0mm AND UPPER PAVEMENT LAYERS WILL UTILIZE A NOMINAL AGGREGATE SIZE OF 12.5 mm. BASE AGGREGATE DENSE 1 1/4-INCH WILL BE USED FOR THE PAVEMENT STRUCTURE AND BASE AGGREGATE DENSE 3/4-INCH WILL BE USED FOR THE SHOULDERS.

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

CALL THE UNION PACIFIC RAIL ROAD FOR FIELD LOCATION OF THE FIBER OPTICS CABLE AT (800) 336-9193 BEFORE DIGGING.

ASPHALTIC PAVEMENT REMOVAL INCLUDED IN BID ITEM "COMMON EXCAVATION".

BEARINGS ARE GRID BEARINGS.

EARTHWORK FILL COMPUTATIONS ARE BASED ON A SHRINKAGE OF 30%.

SILT FENCE TO BE PLACED AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER, PRIOR TO CONSTRUCTION.

THE WISCONSIN DEPARTMENT OF TRANSPORTATION WILL FURNISH THE CONTRACTOR A MONUMENT WHICH SHALL BE SET IN THE STRUCTURE AS DESIGNATED BY THE ENGINEER.

WHEN THE QUANTITY FOR PAYMENT OF THE ITEMS "BASE AGGREGATE DENSE 3/4-INCH OR 1 1/4-INCH" IS MEASURED BY THE TON, THE DEPTH OR THICKNESS OF THE LAYER SHOWN ON THE PLANS IS APPROXIMATE AND THE ACTUAL DEPTH OR THICKNESS WILL DEPEND ON THE DISTRIBUTION OF THE MATERIAL AS DIRECTED BY THE ENGINEER.

ADT	AVERAGE DAILY TRAFFIC	NO	NUMBER
ASPH	ASPHALTIC	PI	POINT OF INTERSECTION
BM	BENCH MARK	PL	PROPERTY LINE
CL	CENTERLINE	RHF	RIGHT-HAND FORWARD
CWT	HUNDREDWEIGHT	RT	RIGHT
CY	CUBIC YARD	R/W	RIGHT-OF-WAY
DHV	DESIGN HOURLY VOLUME	SF	SQUARE FOOT
DWY	DRIVEWAY	SHLDR	SHOULDER
EL	ELEVATION	STA	STATION
EXC	EXCAVATION	SY	SQUARE YARD
FT	FOOT	T	TRUCKS (PERCENT OF)
FTG	FOOTING	TYP	TYPICAL
LB	POUND	VAR	VARIABLE
LF	LINEAR FOOT	VC	VERTICAL CURVE
LHF	LEFT-HAND FORWARD	VPC	VERTICAL POINT OF CURVE
LS	LUMP SUM	VPI	VERTICAL POINT OF INTERSECTION
LT	LEFT	VPT	VERTICAL POINT OF TANGENCY
REQD	REQUIRED		

ADAMS-COLUMBIA ELECTRIC COOPERATIVE P.O. BOX 190 PARDEEVILLE, WI 53954	FRONTIER 2222 W. WISCONSIN STREET PORTAGE, WI 53901	LEVEL (3) COMMUNICATIONS 507 S. 2ND STREET MILWAUKEE, WI 53204
ATTN: JON CONGDON TELEPHONE: (608) 429-2564 jcongdona@ccecwi.com	ATTN: JERALD MOORE TELEPHONE: (608) 742-9507 jerald.r.moore@eftr.com	ATTN: MARK DECHANT TELEPHONE: (414) 426-1857 mark.dechant@level3.com

UNION PACIFIC RAILROAD
101 NORTH WACKER DRIVE
SUITE 1920
CHICAGO, IL 60606

ATTN: JOHN VENICE
TELEPHONE: (312) 777-2043
invenice@up.com

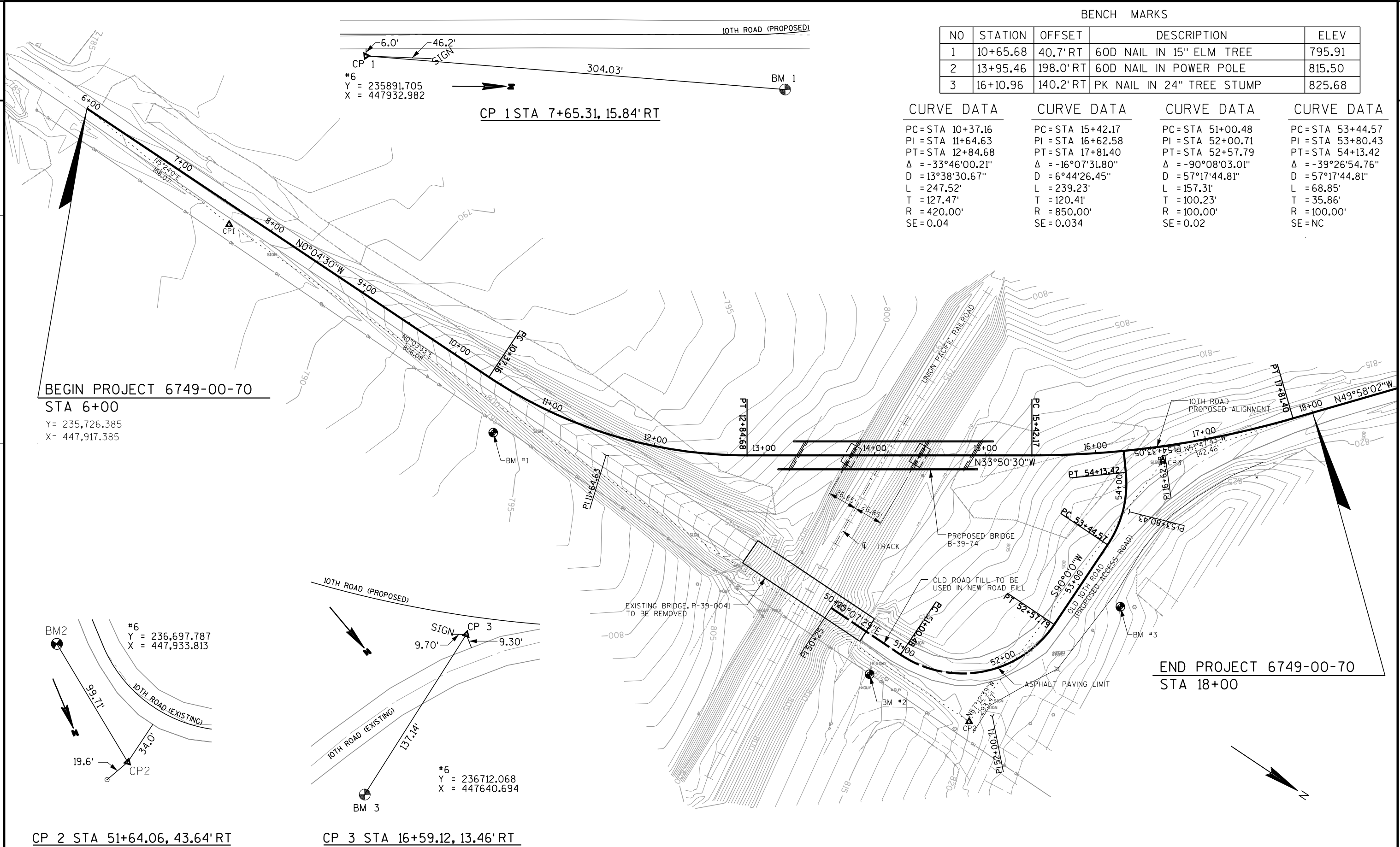
WISCONSIN DEPARTMENT OF
NATURAL RESOURCES
NORTH CENTRAL REGION
427 EAST TOWER DRIVE, SUITE 100
WAUTOMA, WI 54982

ATTN: BOBBI JO FISCHER
TELEPHONE: (920) 787-4686 EXT 3007
bobbi.fischer@wisconsin.gov

ENGINEERS!
ARCHITECTS!
SCIENTISTS!
PLANNERS!

6501 WATTS ROAD
MADISON, WI 53719

ATTN: GARY RUCHTI, P.E.
TELEPHONE: (608) 273-6380
gary.ruchti@meadhunt.com



BEGIN PROJECT 6749-00-70
STA 6+00
Y= 235,726.385
X= 447,917.385

#6
Y = 236,697.787
X = 447,933.813

CP 2 STA 51+64.06, 43.64' RT

CP 1 STA 7+65.31, 15.84' RT

CP 3 STA 16+59.12, 13.46' RT

BENCH MARKS

NO	STATION	OFFSET	DESCRIPTION	ELEV
1	10+65.68	40.7' RT	60D NAIL IN 15" ELM TREE	795.91
2	13+95.46	198.0' RT	60D NAIL IN POWER POLE	815.50
3	16+10.96	140.2' RT	PK NAIL IN 24" TREE STUMP	825.68

CURVE DATA

PC= STA 10+37.16
PI = STA 11+64.63
PT= STA 12+84.68
Δ = -33°46'00.21"
D = 13°38'30.67"
L = 247.52'
T = 127.47'
R = 420.00'
SE = 0.04

CURVE DATA

PC= STA 15+42.17
PI = STA 16+62.58
PT= STA 17+81.40
Δ = -16°07'31.80"
D = 6°44'26.45"
L = 239.23'
T = 120.41'
R = 850.00'
SE = 0.034

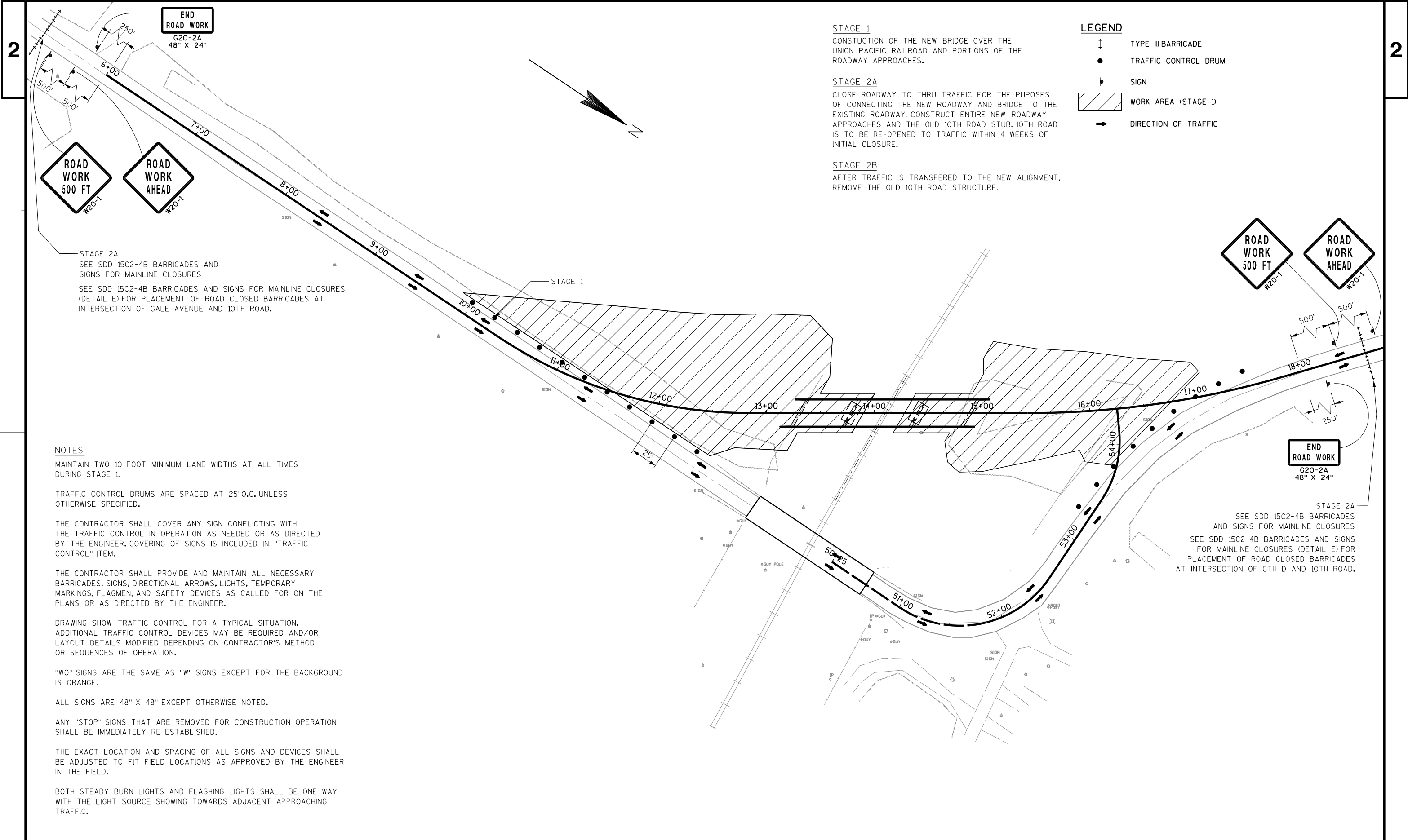
CURVE DATA

PC= STA 51+00.48
PI = STA 52+00.71
PT= STA 52+57.79
Δ = -90°08'03.01"
D = 57°17'44.81"
L = 157.31'
T = 100.23'
R = 100.00'
SE = 0.02

CURVE DATA

PC= STA 53+44.57
PI = STA 53+80.43
PT= STA 54+13.42
Δ = -39°26'54.76"
D = 57°17'44.81"
L = 68.85'
T = 35.86'
R = 100.00'
SE = NC

END PROJECT 6749-00-70
STA 18+00



NOTES

MAINTAIN TWO 10-FOOT MINIMUM LANE WIDTHS AT ALL TIMES DURING STAGE 1.

TRAFFIC CONTROL DRUMS ARE SPACED AT 25' O.C. UNLESS OTHERWISE SPECIFIED.

THE CONTRACTOR SHALL COVER ANY SIGN CONFLICTING WITH THE TRAFFIC CONTROL IN OPERATION AS NEEDED OR AS DIRECTED BY THE ENGINEER. COVERING OF SIGNS IS INCLUDED IN "TRAFFIC CONTROL" ITEM.

THE CONTRACTOR SHALL PROVIDE AND MAINTAIN ALL NECESSARY BARRICADES, SIGNS, DIRECTIONAL ARROWS, LIGHTS, TEMPORARY MARKINGS, FLAGMEN, AND SAFETY DEVICES AS CALLED FOR ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

DRAWING SHOW TRAFFIC CONTROL FOR A TYPICAL SITUATION. ADDITIONAL TRAFFIC CONTROL DEVICES MAY BE REQUIRED AND/OR LAYOUT DETAILS MODIFIED DEPENDING ON CONTRACTOR'S METHOD OR SEQUENCES OF OPERATION.

"W0" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT FOR THE BACKGROUND IS ORANGE.

ALL SIGNS ARE 48" X 48" EXCEPT OTHERWISE NOTED.

ANY "STOP" SIGNS THAT ARE REMOVED FOR CONSTRUCTION OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED.

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

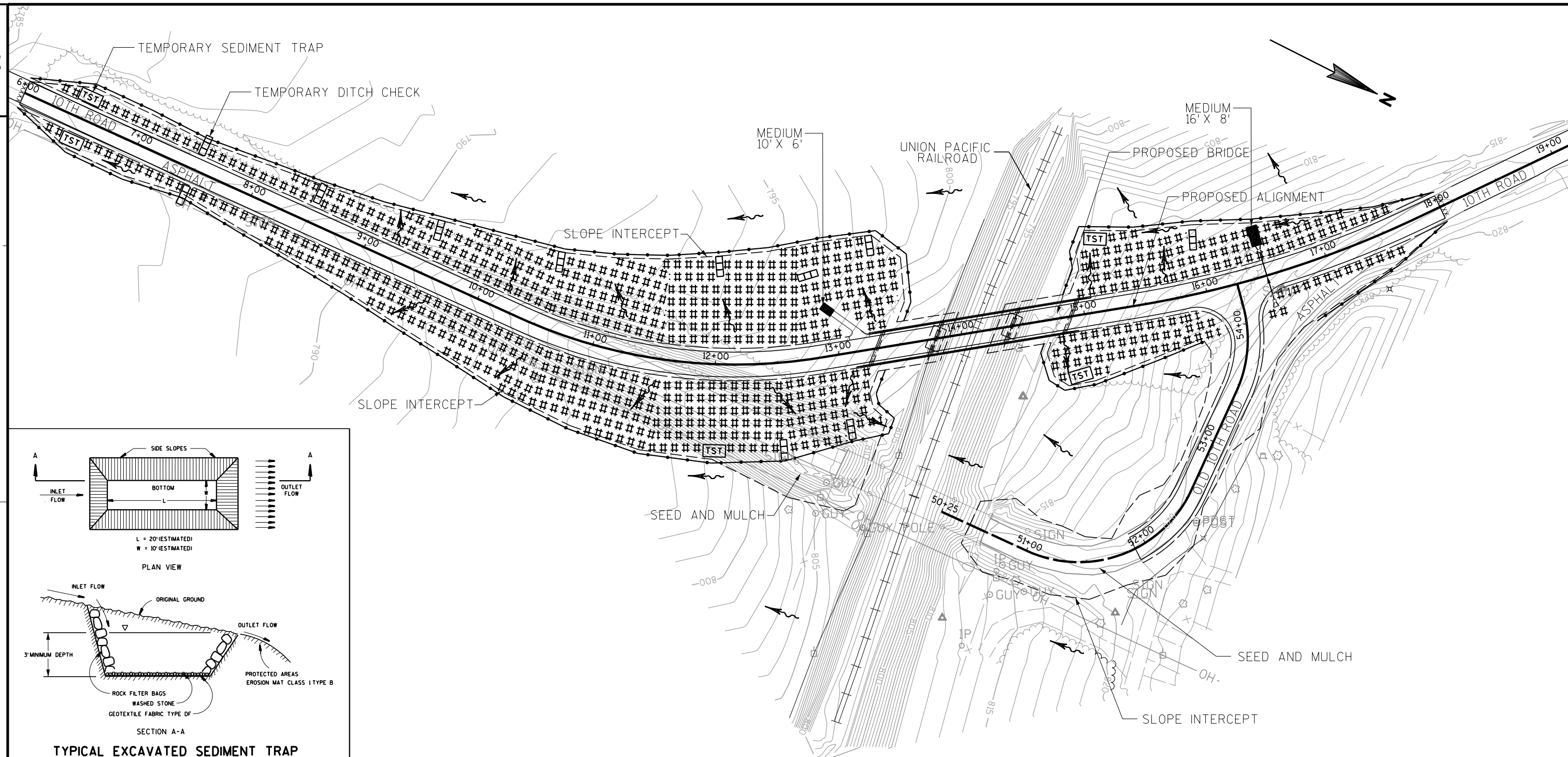
BOTH STEADY BURN LIGHTS AND FLASHING LIGHTS SHALL BE ONE WAY WITH THE LIGHT SOURCE SHOWING TOWARDS ADJACENT APPROACHING TRAFFIC.

STAGE 1
CONSTRUCTION OF THE NEW BRIDGE OVER THE UNION PACIFIC RAILROAD AND PORTIONS OF THE ROADWAY APPROACHES.

STAGE 2A
CLOSE ROADWAY TO THRU TRAFFIC FOR THE PUPOSES OF CONNECTING THE NEW ROADWAY AND BRIDGE TO THE EXISTING ROADWAY. CONSTRUCT ENTIRE NEW ROADWAY APPROACHES AND THE OLD 10TH ROAD STUB. 10TH ROAD IS TO BE RE-OPENED TO TRAFFIC WITHIN 4 WEEKS OF INITIAL CLOSURE.

STAGE 2B
AFTER TRAFFIC IS TRANSFERED TO THE NEW ALIGNMENT, REMOVE THE OLD 10TH ROAD STRUCTURE.

- LEGEND**
- ↓ TYPE III BARRICADE
 - TRAFFIC CONTROL DRUM
 - ▬ SIGN
 - ▨ WORK AREA (STAGE 1)
 - ➔ DIRECTION OF TRAFFIC



TYPICAL EXCAVATED SEDIMENT TRAP

LEGEND

- | | | | | |
|--|----------------------------|-----|--|-------------------------|
| ##### | EROSION MAT CLASS I TYPE B | | | |
| —●—●—● | SILT FENCE | | | |
| — — — / | SLOPE INTERCEPT | | | |
| <table border="1" style="display: inline-table; vertical-align: middle;"><tr><td> </td><td> </td><td> </td></tr></table> | | | | TEMPORARY DITCH CHECKS |
| | | | | |
| <table border="1" style="display: inline-table; vertical-align: middle;"><tr><td> </td><td>TST</td><td> </td></tr></table> | | TST | | TEMPORARY SEDIMENT TRAP |
| | TST | | | |
| ~> | SURFACE WATER FLOW | | | |

DATE 15JAN13		E S T I M A T E O F Q U A N T I T I E S			
LINE				6749-00-70	
NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	QUANTITY
0010	201.0105	CLEARING	STA	9.000	9.000
0020	201.0205	GRUBBING	STA	9.000	9.000
0030	203.0200	REMOVING OLD STRUCTURE (STATION) 01.50+00	LS	1.000	1.000
0040	203.0225.S	DEBRIS CONTAINMENT (STRUCTURE) 01. B-39-74	LS	1.000	1.000
0050	204.0165	REMOVING GUARDRAIL	LF	200.000	200.000
0060	205.0100	EXCAVATION COMMON **P**	CY	3,800.000	3,800.000
0070	206.1000	EXCAVATION FOR STRUCTURES BRIDGES (STRUCTURE) 01. B-39-74	LS	1.000	1.000
0080	208.0100	BORROW	CY	28,580.000	28,580.000
0090	210.0100	BACKFILL STRUCTURE	CY	200.000	200.000
0100	213.0100	FINISHING ROADWAY (PROJECT) 01.6749-00-70	EACH	1.000	1.000
0110	305.0110	BASE AGGREGATE DENSE 3/4-INCH	TON	230.000	230.000
0120	305.0120	BASE AGGREGATE DENSE 1 1/4-INCH	TON	1,970.000	1,970.000
0130	416.1010	CONCRETE SURFACE DRAINS	CY	2.500	2.500
0140	455.0105	ASPHALTIC MATERIAL PG58-28	TON	40.000	40.000
0150	455.0605	TACK COAT	GAL	70.000	70.000
0160	460.1100	HMA PAVEMENT TYPE E-0.3	TON	650.000	650.000
0170	460.2000	INCENTIVE DENSITY HMA PAVEMENT	DOL	500.000	500.000
0180	502.0100	CONCRETE MASONRY BRIDGES **P**	CY	377.000	377.000
0190	502.3200	PROTECTIVE SURFACE TREATMENT **P**	SY	580.000	580.000
0200	503.0136	PRESTRESSED GIRDER TYPE I 36-INCH	LF	634.000	634.000
0210	505.0405	BAR STEEL REINFORCEMENT HS BRIDGES **P**	LB	8,190.000	8,190.000
0220	505.0605	BAR STEEL REINFORCEMENT HS COATED BRIDGES **P**	LB	68,840.000	68,840.000
0230	506.2605	BEARING PADS ELASTOMERIC NON-LAMINATED	EACH	24.000	24.000
0240	506.4000	STEEL DIAPHRAGMS (STRUCTURE) 01. B-39-74	EACH	9.000	9.000
0250	516.0500	RUBBERIZED MEMBRANE WATERPROOFING	SY	20.000	20.000
0260	520.0124	CULVERT PIPE CLASS III 24-INCH	LF	40.000	40.000
0270	520.1024	APRON ENDWALLS FOR CULVERT PIPE 24-INCH	EACH	2.000	2.000
0280	550.2126	PILING CIP CONCRETE 12 3/4 X 0.375-INCH	LF	2,450.000	2,450.000
0290	604.0500	SLOPE PAVING CRUSHED AGGREGATE	SY	391.000	391.000
0300	606.0200	RIPRAP MEDIUM	CY	11.000	11.000
0310	614.0150	ANCHOR ASSEMBLIES FOR STEEL PLATE BEAM GUARD	EACH	4.000	4.000
0320	619.1000	MOBILIZATION	EACH	1.000	1.000
0330	624.0100	WATER	MGAL	11.000	11.000
0340	625.0500	SALVAGED TOPSOIL	SY	10,950.000	10,950.000
0350	627.0200	MULCHING	SY	11,100.000	11,100.000
0360	628.1504	SILT FENCE	LF	2,780.000	2,780.000
0370	628.1520	SILT FENCE MAINTENANCE	LF	2,780.000	2,780.000
0380	628.1905	MOBILIZATIONS EROSION CONTROL	EACH	3.000	3.000
0390	628.1910	MOBILIZATIONS EMERGENCY EROSION CONTROL	EACH	3.000	3.000
0400	628.2004	EROSION MAT CLASS I TYPE B	SY	8,300.000	8,300.000
0410	628.6505	SOIL STABILIZER TYPE A	ACRE	1.730	1.730
0420	628.7504	TEMPORARY DITCH CHECKS	LF	224.000	224.000
0430	629.0210	FERTILIZER TYPE B	CWT	13.000	13.000
0440	630.0120	SEEDING MIXTURE NO. 20	LB	180.000	180.000
0450	630.0200	SEEDING TEMPORARY	LB	20.000	20.000
0460	633.5100	MARKERS ROW	EACH	17.000	17.000
0470	634.0612	POSTS WOOD 4X6-INCH X 12-FT	EACH	9.000	9.000
0480	637.0202	SIGNS REFLECTIVE TYPE II	SF	48.250	48.250
0490	638.2602	REMOVING SIGNS TYPE II	EACH	7.000	7.000

DATE 15JAN13		E S T I M A T E O F Q U A N T I T I E S			
LINE				6749-00-70	
NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	QUANTITY
0500	638.3000	REMOVING SMALL SIGN SUPPORTS	EACH	5.000	5.000
0510	642.5201	FIELD OFFICE TYPE C 01. 6749-00-70	EACH	1.000	1.000
0520	643.0100	TRAFFIC CONTROL (PROJECT) 01. 6749-00-70	EACH	1.000	1.000
0530	643.0300	TRAFFIC CONTROL DRUMS	DAY	1,680.000	1,680.000
0540	643.0420	TRAFFIC CONTROL BARRICADES TYPE III	DAY	392.000	392.000
0550	643.0705	TRAFFIC CONTROL WARNING LIGHTS TYPE A	DAY	560.000	560.000
0560	643.0900	TRAFFIC CONTROL SIGNS	DAY	964.000	964.000
0570	645.0130	GEOTEXTILE FABRIC TYPE R	SY	45.000	45.000
0580	646.0106	PAVEMENT MARKING EPOXY 4-INCH	LF	4,800.000	4,800.000
0590	650.4500	CONSTRUCTION STAKING SUBGRADE	LF	1,285.000	1,285.000
0600	650.5000	CONSTRUCTION STAKING BASE	LF	1,285.000	1,285.000
0610	650.6000	CONSTRUCTION STAKING PIPE CULVERTS	EACH	1.000	1.000
0620	650.6500	CONSTRUCTION STAKING STRUCTURE LAYOUT (STRUCTURE) 01. B-39-74	LS	1.000	1.000
0630	650.9910	CONSTRUCTION STAKING SUPPLEMENTAL CONTROL (PROJECT) 01. 6749-00-70	LS	1.000	1.000
0640	650.9920	CONSTRUCTION STAKING SLOPE STAKES	LF	1,285.000	1,285.000
0650	690.0150	SAWING ASPHALT	LF	40.000	40.000
0660	715.0502	INCENTIVE STRENGTH CONCRETE STRUCTURES	DOL	1,537.000	1,537.000
0670	SPV.0060	SPECIAL 01. TEMPORARY SEDIMENT TRAP	EACH	5.000	5.000
0680	SPV.0105	SPECIAL 01. TEMPORARY SHORING RAILROAD	LS	1.000	1.000

CLEARING AND GRUBBING

		201.0105		201.0205	
		CLEARING		GRUBBING	
STATION -	STATION	LOCATION	(STA)	(STA)	
6+00	- 13+00	LT & RT	7	7	
15+00	- 17+00	LT & RT	2	2	
TOTAL			9	9	

AGGREGATE ITEMS

		305.0120		305.0110	
		BASE AGGREGATE DENSE 1 1/4 - INCH		BASE AGGREGATE DENSE 3/4 - INCH	
STATION -	STATION	LOCATION	(TON)	(TON)	
6+00	- 13+29.48	MAINLINE	1130	0	
14+90.38	- 18+00	MAINLINE	480	0	
51+87.75	- 54+20	SIDE ROAD	360	0	
6+00	- 13+29.48	SHOULDERS LT & RT	0	132	
14+90.38	- 18+00	SHOULDERS LT	0	28	
51+87.75	- 54+20	SHOULDERS LT & RT	0	42	
14+90.38	- 16+00	SHOULDERS RT	0	12	
16+50	- 18+00	SHOULDERS RT	0	16	
TOTAL			1970	230	

CULVERT PIPES

		520.0124	520.1024
STATION	LOCATION	CULVERT PIPE CLASS III, 24-INCH LF	APRON ENDWALLS FOR CULVERT PIPE 24-INCH EACH
16+50.00	10TH ROAD	40	2
TOTAL		40	2

EROSION CONTROL

		625.0500	627.0200	628.6505	628.7504	629.0210	630.0120	630.0200
		SALVAGED TOPSOIL	MULCHING	SOIL STABILIZER TYPE A	TEMPORARY DITCH CHECKS	FERTILIZER TYPE B	SEEDING MIXTURE NO 20	SEEDING TEMPORARY
STATION -	STATION	LOCATION	(SY)	(SY)	(ACRES)	(LF)	(CWT)	(LBS)
6+00	- 13+60	LT	2950	0		112	1.86	26.8
6+00	- 13+30	RT	3115	800		48	1.96	28.3
14+90	- 18+00	LT	855	0		16	0.54	7.8
14+65	- 15+90	RT	422	20			0.25	4
16+50	- 18+00	RT	252	100			0.33	4.8
50+50	- 54+15	LT	520	520			0.33	4.8
50+50	- 54+12	RT	636	640			0.23	3.5
6+00	- 18+00	LT & RT			1.38			
UNDISTRIBUTED BORROW PIT			2200	520	0.35	48	1.5	20
				8500			6	80
TOTAL			10950	11100	1.73	224	13	180
								20

REMOVING GUARDRAIL

		204.0165
LOCATION	LF	
OLD 10TH ROAD BRIDGE	200	
TOTAL	200	

EARTHWORK SUMMARY

		205.0100 EXCAVATION COMMON (CY)	UNEXPANDED FILL (CY)	EXPANDED FILL 30% EXP FAC (CY)	208.0100 BORROW (CY)
STATION -	STATION	LOCATION			
6+00.00	- 13+29.00	MAINLINE	1,576	18,770	24,401
14+90.00	- 18+00.00	MAINLINE	26	4,341	5,643
50+50.00	- 54+20.00	SIDE ROAD	784	383	498
6+00.00	- 18+00.00	MAINLINE EBS	1,213	1,212	1,576
50+50.00	- 54+20.00	SIDE ROAD EBS	201	202	262
DIVISION TOTALS			3,800	24,908	32,380
				0	28,580

ASPHALT ITEMS

		455.0105	455.0605	460.1100
		ASPHALTIC MATERIAL PG58-28 (TON)	TACK COAT (GAL)	HMA PAVEMENT TYPE E-0.3 (TON)
STATION -	STATION -	STATION	LOCATION	
6+00	- 13+29.48		MAINLINE	23
14+90.38	- 16+00		MAINLINE	3
16+50	- 18+00		MAINLINE	5
51+87.75	- 54+00		SIDE ROAD	7
16+00	- 16+50	- 54+20	INTERSECTION	2
TOTAL			40	70
				650

CONCRETE SURFACE DRAINS

		416.1010 CONCRETE SURFACE DRAINS (CY)
STATION -	STATION	LOCATION
13+20.00		LT
TOTAL		2.5

WATER

		624.0100 WATER (MGAL)
STATION -	STATION	LOCATION
10+09.70	- 11+38.54	MAINLINE
12+57.04	- 15+25	MAINLINE
10+09.70	- 11+38.54	SHOULDERS LT & RT
12+57.04	- 15+25	SHOULDERS LT & RT
TOTAL		11

SILT FENCE

		628.1504	628.1520	628.1905	628.1910
		SILT FENCE (LF)	SILT FENCE MAINTENANCE (LF)	MOBILIZATIONS EROSION CONTROL (EA)	MOBILIZATIONS EMERGENCY EROSION CONTROL (EA)
STATION	STATION	LOCATION			
6+00	- 13+64	LT	795	795	
6+00	- 13+36	RT	840	840	
14+85	- 18+00	LT	345	345	
14+60	- 15+91	RT	165	165	
16+79	- 18+00	RT	135	135	
UNDISTRIBUTED PROJECT			500	500	
TOTAL			2780	2780	3
					3

3

EROSION MAT

628.2004				
CLASS I TYPE B				
STATION	-	STATION	LOCATION	(SY)
6+25	-	13+58	LT	2955
6+25	-	13+25	RT	2320
14+97	-	17+62	LT	860
14+67	-	16+00	RT	450
16+53	-	17+60	RT	85
UNDISTRIBUTED				1630
TOTAL				8300

GEOTEXTILE ITEMS

645.0130		
GEOTEXTILE FABRIC TYPE R		
STATION	LOCATION	(SY)
12+95.00	LT	30
16+50.00	LT	15
TOTAL		45

TRAFFIC CONTROL

		643.0100		643.0300		643.0420		643.0705		643.0900							
		TRAFFIC CONTROL		TRAFFIC CONTROL		TRAFFIC CONTROL		TRAFFIC CONTROL		TRAFFIC CONTROL SIGNS							
		(PROJECT)		DRUMS		BARRICADES TYPE III		WARNING LIGHTS TYPE A		(W20-1)		(G20-2A)		(R11-2)		(R11-4)	
LOCATION	DAYS	(EACH)	(EACH)	(DAYS)	(EACH)	(DAYS)	(EACH)	(DAYS)	(EACH)	(DAYS)	(EACH)	(DAYS)	(EACH)	(DAYS)	(EACH)	(DAYS)	
PROJECT		1															
STAGE 1	84		20	1680						4	336	2	168				
STAGE 2A	28				14	392	20	560		4	112	2	56	2	56	2	56
STAGE 2B	30									4	120	2	60				
TOTAL	142	1		1680		392		560	568		284		56		56		
															TOTAL		964

CONSTRUCTION STAKING

			650.4500	650.5000	650.6000	650.6500	650.9910	650.9920
			SUBGRADE	BASE	PIPE CULVERTS	STRUCTURE LAYOUT (CATEGORY 20)	SUPPLEMENTAL CONTROL	SLOPE STAKES
STATION	STATION	LOCATION	(LF)	(LF)	(EACH)	(LS)	(LS)	(LF)
6+00	- 13+29.48	MAINLINE	730	730				730
14+90.38	- 18+00	MAINLINE	310	310				310
51+87.75	- 54+33.05	SIDE ROAD	245	245				245
16+50	- 16+50	MAINLINE			1			
PROJECT						1	1	
TOTAL			1285	1285	1	1	1	1285

SIGNING ITEMS

637.0202		634.0612	638.2602	638.3000
SIGNS RELECTIVE TYPE II		POSTS WOOD 4X6- INCH X12-FT	REMOVING SIGNS TYPE II	REMOVING SMALL SIGN SUPPORTS
(SF)		(EACH)	(EACH)	(EACH)
LOCATION	MESSAGE	SIGN CODE		
1 SOUTH OF PROJECT	LEFT CURVE	W1-2L	6.25	
2 SOUTH OF PROJECT	ADVISORY SPEED	W13-1	2.25	
3 NORTH OF PROJECT	RIGHT CURVE	W1-2R	6.25	
4 NORTH OF PROJECT	ADVISORY SPEED	W13-1	2.25	
5 54+10, RT	STOP	R1-1	6.25	
6 51+87.75	END OF ROAD	W5-56	6.75	
7 53+50, LT	DEAD END	W14-1	6.25	
8 13+12.40, RT	BRIDGE MARKER RT	W5-52R	3	
9 15+07.49, LT	BRIDGE MARKER RT	W5-52R	3	
10 13+26.59, LT	BRIDGE MARKER LT	W5-52L	3	
11 14+93.30, RT	BRIDGE MARKER LT	W5-52L	3	
12 NORTH OF PROJECT	LT REVERSE TURN	W1-3L		1
13 SOUTH OF PROJECT	LT REVERSE TURN	W1-3L		1
14 14+42.24, 170' RT	WEIGHT LIMIT 5 TONS	R12-1		1
15 12+45.39, 75' RT	WEIGHT LIMIT 5 TONS	R12-1		1
16 51+83, RT	SINGLE NIGHT	W1-6		2
17 16+52, RT	SINGLE NIGHT	W1-6		1
TOTAL			48.25	9
				7
				5

MARKERS

633.5100			
MARKERS ROW (EACH)			
POINT NUMBER	STATION	OFFSET	
402	17+91.68	33.00' LT	1
408	15+44.25	74.27' LT	1
409	13+81.15	97.62' LT	1
412	8+12.13	33.00' LT	1
413	10+47.86	72.58' LT	1
418	15+50.77	206.03' RT	1
419	15+07.28	271.73' RT	1
421	13+86.99	192.67' RT	1
422	12+66.24	109.88' RT	1
426	12+62.39	120.24' RT	1
427	10+98.45	77.93' RT	1
428	8+48.13	33.00' RT	1
429	15+81.38	171.58' RT	1
431	16+14.66	122.58' RT	1
432	17+40.06	38.59' RT	1
433	17+91.68	33.00' RT	1
434	18+00.00	33.00' RT	1
TOTAL			17

PAVEMENT MARKING

				646.0106	646.0106
				EPOXY 4-INCH (YELLOW)	EPOXY 4-INCH (WHITE)
STATION	STATION	LOCATION		(LF)	(LF)
6+00	-	18+00	CENTERLINE	2400	
6+00	-	18+00	EDGE LINE LT		1200
6+00	-	18+00	EDGE LINE RT		1200
TOTAL				2400	2400

SAWING ASPHALT

690.0150	
STATION	(LF)
6+00	20
18+00	20
TOTAL	40

TEMPORARY SEDIMENT TRAP

SPV.0060.01		
STATION	LOCATION	(EACH)
6+50.00	LT	1
6+50.00	RT	1
12+00.00	RT	1
14+90.00	RT	1
15+15.00	LT	1
TOTAL		5

PROJECT NO: 6749-00-70

HWY: 10TH ROAD

COUNTY: MARQUETTE

MISCELLANEOUS QUANTITIES

SHEET NO:

E

CONVENTIONAL SIGNS AND ABBREVIATIONS

STATE LINE	---	SECTION CORNER		FOUNDATION OR RUIN BUILDING	
COUNTY LINE	---	NOTATION FOR COMBUSTIBLE FLUIDS		CEMETERY	
TOWNSHIP AND RANGE LINES	---	NOTATION FOR HIGH VOLTAGE TRANSMISSION LINES		R/W MONUMENT	
SECTION LINE	---	BRIDGE		NON-MONUMENTED R/W POINT	
QUARTER LINE	---	STREAM OR RIVER		IRON PIN	
SIXTEENTH LINE	---	LAKE		VALVE	
NEW REFERENCE LINE	---	CULVERT (Box, Pipe or Cattle Pass)		WINDMILL	
NEW R/W LINE	---	SIGN		MANHOLE, SEPTIC VENT, WELL, ETC.	
EXISTING R/W LINE	---	ENCROACHING SIGN		GAS PUMPS	
PROPERTY LINE	---			BUSHES	
CORPORATE LIMITS	---			TREES (Deciduous)	
LOT, TIE AND OTHER MINOR LINES	---			TREES (Coniferous)	
SLOPE INTERCEPTS	---			WOODS	
UNDERGROUND FACILITY (Communications, Electric, Etc.)	---				
FENCE	---				
TEMPORARY INTEREST	---				
EASEMENT (Highway, Permanent Limited or Restricted Development)	---				
BEAM GUARD	---				
TRANSMISSION STRUCTURES (Line Optional)	---				
RAIL LINE	---				

ABBREVIATIONS

AP	ACCESS POINT	MON	MONUMENT
AC	ACRES	OL	OUTLOT
AG	AGRICULTURAL	P	PAGE
AH	AHEAD	PD	PRIVATE DRIVEWAY
ALUM	ALUMINUM	PE	PRIVATE ENTRANCE
ET AL	AND OTHERS	PLE	PERMANENT LIMITED EASEMENT
BK	BACK	PC	POINT OF CURVATURE
BIT	BITUMINOUS	PI	POINT OF INTERSECTION
C/L	CENTERLINE	PT	POINT OF TANGENCY
CTH	COUNTY TRUNK HIGHWAY	PL	PROPERTY LINE
CSM	CERTIFIED SURVEY MAP	R	RADIUS
CONC	CONCRETE	R/L	REFERENCE LINE
COR	CORNER	RT	RIGHT
CULV	CULVERT	R/W	RIGHT OF WAY
FDN	FOUNDATION	SEC	SECTION
F E	FIELD ENTRANCE	STH	STATE TRUNK HIGHWAY
FRL	FRACTIONAL	STA	STATION
G	GARAGE	T	TANGENT LENGTH OF CURVE
GM	GAS MARKER	TI	TEMPORARY INTEREST
GP	GAS PUMPS	X	EAST COORDINATE (GRID)
H	HOUSE	Y	NORTH COORDINATE (GRID)
IP	IRON PIPE	N	NORTH COORDINATE (GROUND)
LT	LEFT	E	EAST COORDINATE (GROUND)
L	LENGTH OF CURVE		
LC	LONG CHORD		
LCB	LONG CHORD BEARING		

NOTES

COORDINATES AND BEARINGS ON THIS PLAT ARE ORIENTED TO THE MARQUETTE COUNTY COORDINATE SYSTEM, COUNTY ZONE, NAD 83 (199) ADJUSTMENT. THE COORDINATES SHOWN ARE GRID COORDINATES AND ARE TO BE USED AS GRID OR GROUND VALUES ON THIS PLAT.

NEW RIGHT-OF-WAY MONUMENTS WILL BE 3/4" REBAR UNLESS OTHERWISE NOTED. RIGHT-OF-WAY MONUMENTS WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

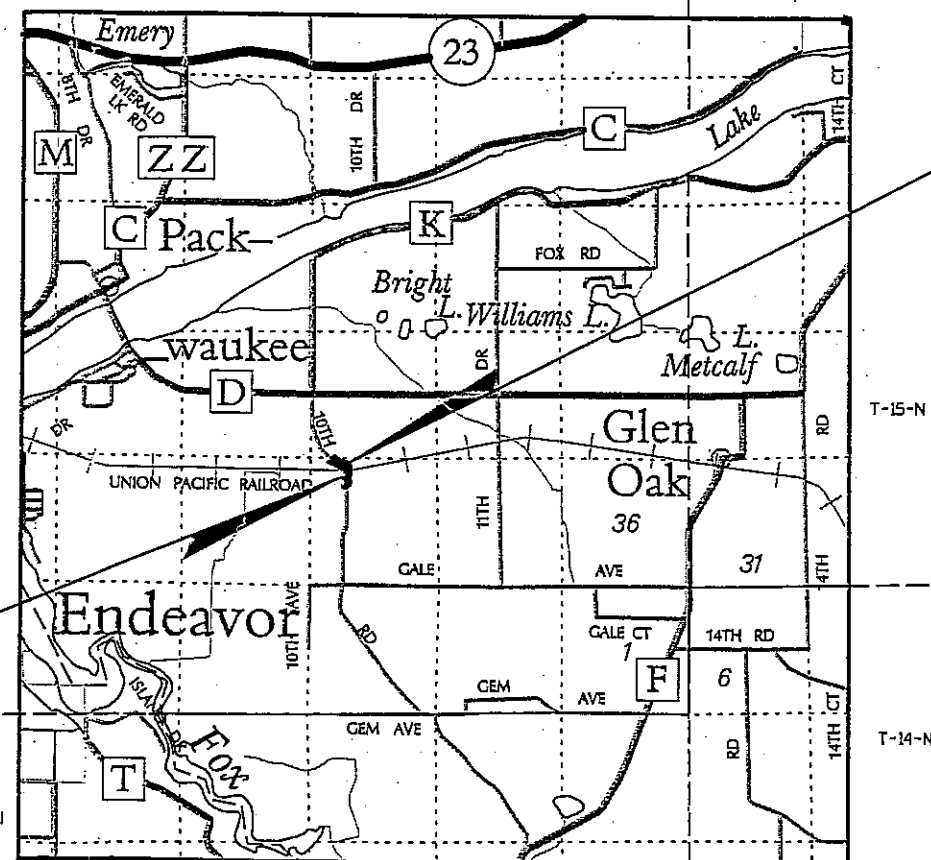
RIGHT-OF-WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS REFERENCED TO THE U.S. PUBLIC LAND SURVEY SYSTEM OR OTHER SURVEYS OF PUBLIC RECORD.

BASIS OF EXISTING HIGHWAY RIGHT-OF-WAY EXISTS BY PRESCRIPTION 4-ROD RIGHT-OF-WAY CENTERED UPON EXISTING CENTERLINE AND CSM 1068.

RECEIVED

AUG 12 2010

BY MARQUETTE COUNTY SURVEYOR



END RELOCATION ORDER
PROJECT 6749-00-70
STA 18+00.00

233.08'SOUTH AND 1.09123'EAST FROM
THE NW CORNER OF SEC 34,
2" PIPE WITH BRASS CAP
TOWNSHIP 15 NORTH, RANGE 09 EAST,
TOWN OF PACKWAUKEE, MARQUETTE COUNTY, WI

BEGIN RELOCATION ORDER
PROJECT 6749-00-70
STA 6+00.00

1,306.88'SOUTH AND 1,479.84 EAST FROM
THE NW CORNER OF SEC 34,
2" PIPE WITH BRASS CAP
TOWNSHIP 15 NORTH, RANGE 09 EAST,
TOWN OF PACKWAUKEE, MARQUETTE COUNTY, WI

LAYOUT
SCALE 0 0.75 MI.

TOTAL NET LENGTH OF CENTERLINE = 0.227 MI. (6749-00-70)

R/W PROJECT NUMBER	6749-00-00	SHEET NUMBER	4.1	TOTAL SHEETS	2
FEDERAL PROJECT NUMBER					
PLAT OF RIGHT-OF-WAY REQUIRED FOR 10TH RD, GALE AVE - CTH D (UNION PACIFIC RR CROSSING)					
TOWN ROAD		MARQUETTE COUNTY			
CONSTRUCTION PROJECT NUMBER		6749-00-70			

ORIGINAL PLAT PREPARED BY
MEAD & HUNT
ENGINEERS
ARCHITECTS
SCIENTISTS
PLANNERS



for m. Walsh
8/9/10

REVISION DATE	TOWN OF PACKWAUKEE
APPROVED FOR THE TOWN OF PACKWAUKEE	
DATE: 8-12-10	<i>Neil Johnson</i> (Town Chairman)

R/W POINT NUMBER, COURSE AND COORDINATE TABLE							
PNT NO.	BEARING	DISTANCE	STATION	OFFSET	Y	X	PNT NO.
402	S69°30'32"E	256.22'	17+91.68	33.00', LT	236,769.560	447,513.899	403
403	N89°03'03"W	62.68'	15+68.30	81.83', RT	236,679.870	447,753.896	404
404	S44°47'01"E	93.53'	15+35.05	132.87', RT	236,678.832	447,816.559	406
406	S00°30'59"E	29.46'	14+43.22	150.62', RT	236,612.445	447,882.456	407
407	S87°10'13"W	243.52'	14+18.60	134.43', RT	236,582.982	447,882.702	408
408	N32°18'39"W	234.98'	15+44.25	74.27', LT	236,570.962	447,639.500	402
409	N86°43'24"E	172.89'	13+81.15	97.62', LT	236,422.651	447,710.836	411
411	N00°04'30"W	494.07'	12+93.24	51.25', RT	236,432.532	447,883.430	412
412	N09°42'28"W	237.14'	8+12.13	33.00', LT	235,938.463	447,884.091	413
413	N28°01'27"W	283.61'	10+47.86	72.58', LT	236,172.293	447,844.089	409
400	S49°58'02"E	8.32'	18+00.00	0.00'	236,800.179	447,528.756	414
414	S59°03'16"E	110.55'	17+91.68	0.00'	236,794.828	447,535.126	417
417	N89°07'09"W	317.47'	16+84.93	23.07', RT	236,737.979	447,629.933	419
419	S00°30'59"E	143.94'	15+07.28	271.73', RT	236,733.099	447,947.371	421
421	S84°38'52"W	66.24'	13+86.99	192.67', RT	236,589.165	447,948.668	407
407	N00°30'59"W	29.46'	14+18.60	134.43', RT	236,582.982	447,882.702	406
406	N44°47'01"W	93.53'	14+43.22	150.62', RT	236,612.445	447,882.456	404
404	N89°03'03"W	62.68'	15+35.05	132.87', RT	236,678.832	447,816.559	403
403	N69°30'32"W	256.22'	15+68.30	81.83', RT	236,679.870	447,753.896	402
402	N49°58'02"W	8.32'	17+91.68	33.00', LT	236,769.560	447,513.899	401
401	N40°01'58"E	33.00'	18+00.00	33.00', LT	236,774.911	447,507.529	400
436	S89°55'30"W	33.00'	6+00.00	0.00'	235,726.385	447,917.368	424
424	N00°04'30"W	706.20'	6+00.00	33.00', LT	235,726.332	447,884.368	411
411	N85°06'52"E	33.13'	12+93.24	51.25', RT	236,432.532	447,883.430	425
425	S00°04'30"E	708.98'	12+78.40	80.28', RT	236,435.354	447,916.439	436
422	N84°15'09"E	11.46'	12+66.24	109.88', RT	236,438.475	447,949.437	426
426	S07°58'04"E	205.57'	12+62.39	120.24', RT	236,439.623	447,960.843	427
427	S08°32'46"W	264.43'	10+98.45	77.93', RT	236,236.039	447,989.338	428
428	N00°04'30"W	463.93'	8+48.13	33.00', RT	235,974.550	447,950.044	422
436	N00°04'30"W	708.98'	6+00.00	0.00'	235,726.385	447,917.368	425
425	N84°35'49"E	33.15'	12+78.40	80.28', RT	236,435.354	447,916.439	422
422	S00°04'30"E	712.05'	12+66.24	109.88', RT	236,438.475	447,949.437	423
423	S89°55'30"W	33.00'	6+00.00	33.00', RT	235,726.428	447,950.368	436
432	S74°21'54"E	160.73'	17+40.06	38.59', RT	236,789.172	447,600.218	431
431	S89°03'03"E	62.67'	16+14.66	122.58', RT	236,745.861	447,754.989	429
429	S78°03'35"E	50.72'	15+81.38	171.58', RT	236,744.823	447,817.628	418
418	N89°07'09"W	237.47'	15+50.77	206.03', RT	236,734.329	447,867.378	417
417	N65°26'52"W	32.90'	16+84.93	23.07', RT	236,737.979	447,629.933	416
416	N00°18'15"E	37.53'	17+15.03	11.30', RT	236,751.644	447,600.019	432
400	N40°01'58"E	33.00'	18+00.00	0.00'	236,800.179	447,528.756	434
434	S49°58'02"E	8.32'	18+00.00	33.00', RT	236,825.446	447,549.982	433
433	S54°49'23"E	53.67'	17+91.68	33.00', RT	236,820.095	447,556.352	432
432	S00°18'15"W	37.53'	17+40.06	38.59', RT	236,789.172	447,600.218	416
416	N56°21'38"W	77.95'	17+15.03	11.30', RT	236,751.644	447,600.019	414
414	N49°58'02"W	8.32'	17+91.68	0.00'	236,794.828	447,535.126	400
408	N87°10'13"E	243.52'	15+44.25	74.27', LT	236,570.962	447,639.500	407
407	S00°16'59"E	150.45'	14+18.60	134.43', RT	236,582.982	447,882.702	411
411	S86°43'24"W	172.89'	12+93.24	51.25', RT	236,432.532	447,883.430	409
409	N25°41'14"W	164.58'	13+81.15	97.62', LT	236,422.651	447,710.836	408
407	N84°38'52"E	66.26'	14+18.60	74.27', LT	236,570.962	447,639.500	421
421	S00°17'32"E	150.69'	13+86.99	192.67', RT	236,589.165	447,948.668	422
422	S84°50'45"W	66.26'	12+66.24	109.88', RT	236,438.475	447,949.437	411
411	N00°17'32"W	150.45'	12+93.24	51.25', RT	236,432.532	447,883.430	407
428	N00°04'30"W	248.12'	8+48.13	33.00', RT	235,974.550	447,950.044	423
426	S84°45'58"W	77.72'	12+62.39	120.24', RT	236,439.623	447,960.843	411
409	N86°27'53"E	206.00'	13+81.15	97.62', LT	236,422.651	447,710.836	425
441	S56°46'45"E	38.49'	13+35.00	25.00' RT	236,452.603	447,838.383	440
440	S86°49'25"W	159.99'	12+99.55	40.00 RT	236,431.516	447,870.581	409
409	N68°41'58"E	74.39'	13+81.15	97.62', LT	236,422.651	447,710.836	439
439	N33°50'30"W	120.00'	13+65.00	25.00', LT	236,449.675	447,780.147	438
438	S82°43'24"W	55.90'	14+85.00	25.00', LT	236,549.345	447,713.319	437
437	N32°37'13"W	34.07'	15+10.00	75.00', LT	236,542.264	447,657.867	408
408	N81°57'46"E	146.23'	15+44.25	74.27', LT	236,570.962	447,639.500	443
443	S40°31'11"W	25.96'	14+67.00	50.00' RT	236,576.160	447,785.637	442
442	S33°50'30"E	125.00'	14+60.00	25.00' RT	236,556.425	447,768.770	441
422	S84°57'26"W	79.16'	12+66.24	109.88', RT	236,438.475	447,949.437	440
408	S86°37'51"W	309.70'	15+44.25	74.27', LT	236,570.962	447,639.500	421
424	N00°04'30"W	212.13'	6+00.00	33.00', LT	235,726.332	447,884.368	412

CURVE 1

L = 256.25'
LC = 256.22'
LCB = N69°30'32"W
R = 383.00'
Δ = 39°05'01"

CURVE 2

L = 103.53'
LC = 93.53'
LCB = S44°47'01"E
R = 67.00'
Δ = 88°32'04"

CURVE 3

L = 243.55'
LC = 243.52'
LCB = N87°10'13"E
R = 3,518.47'
Δ = 03°57'58"

CURVE 4

L = 172.91'
LC = 172.89'
LCB = S86°43'24"W
R = 3,668.47'
Δ = 02°42'02"

CURVE 5

L = 111.02'
LC = 110.55'
LCB = S59°03'16"E
R = 350.00'
Δ = 18°10'28"

CURVE 6

L = 66.28'
LC = 66.26'
LCB = S84°38'52"W
R = 3,518.47'
Δ = 01°04'46"

CURVE 7

L = 33.06'
LC = 33.13'
LCB = N85°06'52"E
R = 3,668.47'
Δ = 00°30'59"

CURVE 8

L = 11.46'
LC = 11.46'
LCB = N84°15'09"E
R = 3,668.47'
Δ = 00°10'45"

CURVE 9

L = 33.15'
LC = 33.15'
LCB = N84°35'49"E
R = 3,668.47'
Δ = 00°31'04"

CURVE 10

L = 162.50'
LC = 160.73'
LCB = S74°21'54"E
R = 317.00'
Δ = 29°22'19"

CURVE 11

L = 51.03'
LC = 50.72'
LCB = S78°03'35"E
R = 133.00'
Δ = 21°58'57"

CURVE 12

L = 32.91'
LC = 32.90'
LCB = N65°26'52"W
R = 350.00'
Δ = 05°23'15"

CURVE 13

L = 53.73'
LC = 53.67'
LCB = S54°49'23"E
R = 317.00'
Δ = 09°42'43"

CURVE 14

L = 78.11'
LC = 77.95'
LCB = N56°21'38"W
R = 350.00'
Δ = 12°47'13"

CURVE 15

L = 66.26'
LC = 66.26'
LCB = S84°50'45"W
R = 3,668.47'
Δ = 01°12'50"

CURVE 16

L = 77.72'
LC = 77.72'
LCB = S84°45'58"W
R = 3,668.47'
Δ = 01°12'50"

CURVE 17

L = 206.02'
LC = 206.00'
LCB = N86°27'53"E
R = 3,668.47'
Δ = 03°13'01"

CURVE 18

L = 309.83'
LC = 309.70'
LCB = S86°37'51"W
R = 3,518.47'
Δ = 05°02'42"

CURVE 19

L = 160.00'
LC = 159.99'
LCB = S86°49'25"W
R = 3668.47'
Δ = 02°29'56"

CURVE 20

L = 146.24'
LC = 146.23'
LCB = N87°57'46"E
R = 3518.47'
Δ = 02°22'53"

CURVE 21

L = 79.16'
LC = 79.16'
LCB = S84°57'26"W
R = 3,668.47'
Δ = 01°14'12"

CURVE 22

L = 163.59'
LC = 163.57'
LCB = N85°26'24"E
R = 3518.47'
Δ = 02°39'50"

AREAS SHOWN IN THE TOTAL ACRES COLUMN MAY BE APPROXIMATE AND ARE DERIVED FROM TAX ROLLS OR OTHER AVAILABLE SOURCES AND MAY NOT INCLUDE LANDS OF THE OWNER WHICH ARE NOT CONTIGUOUS TO THE AREA TO BE ACQUIRED. OWNERS NAMES ARE SHOWN FOR REFERENCE ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE TOWN.

SCHEDULE OF LANDS & INTERESTS REQUIRED

INTEREST REQUIRED	TOTAL ACRES	RIGHT OF WAY ACRES REQUIRED			TOTAL ACRES REMAINING	HE ACRES	TLE ACRES
		NEW	EXISTING	TOTAL			
FEE	38.06	1.48	0.70	2.18	35.88	---	---
HE, TLE	5.14	---	---	---	5.14	0.27	0.49
FEE	23.10	0.24	0.54	0.78	22.32	---	---
FEE	1.50	---	0.10	0.10	1.40	---	---
FEE	2.0	---	0.06	0.06	1.94	---	---
RELEASE OF RIGHTS	---	---	---	---	---	---	---

PI = 11+64.64
Y 236,291.01
X 447,916.63
Δ = -33°46'00"
D = 13°38'31"
T = 127.47'
L = 247.52'
R = 420.00'
PC = 10+37.16
PT = 12+84.68

PI = 16+62.58
Y 236,710.76
X 447,635.19
Δ = -16°07'32"
D = 06°44'26"
T = 120.41'
L = 239.23'
R = 850.00'
PC = 15+42.17
PT = 17+81.40

102 ALUMINUM MONUMENT
Y= 234,390.004
X= 446,425.211

100 2" PIPE WITH BRASS CAP
Y= 237,033.261
X= 446,437.530

END RELOCATION ORDER
PROJECT 6749-00-70
STA 18+00.00

Y= 236,800.179
X= 447,528.756

IRIS ATOJI TRUSTEE OF THE IRIS ATOJI
DECLARATION OF TRUST
TAX KEY NUMBER
022-02064-0000
PAUL R. MCDOWELL
OPTION TO PURCHASE
DOC. NO. 224744

UNION PACIFIC RAILROAD
WARRANTY DEED VOL. 46, PG. 68
DATED MAY 7, 1910
TAX KEY
NUMBER 022-02062-0000
EASEMENT TO
ADAMS-MARQUETTE
ELECTRIC COOPERATIVE
DOC NO 131939

IRIS ATOJI TRUSTEE OF THE IRIS ATOJI
DECLARATION OF TRUST
TAX KEY NUMBER 022-02064-0000
PAUL R. MCDOWELL
OPTION TO PURCHASE
DOC. NO. 224744

JEFFREY M. WERDIN
TAX KEY NUMBER 022-02065-0000
VOL. 280, PG. 529

DONALD L. SCHOECHERT
AND
MARKITA A. SCHOECHERT
TAX KEY NUMBER 022-02060-0000
DOC. 169725
LOT 1 CSM 1068

BEGIN RELOCATION ORDER
PROJECT 6749-00-70
STA 6+00.00

Y = 235,726.385
X = 447,917.368

PAUL R. MCDOWELL AND SARAH M. MCDOWELL
TAX KEY NUMBER 022-02061-0000
DOC. 232900

REVISION DATE
10-15-2010

DATE

0 50 100
SCALE, FEET

HWY: 10TH ROAD

COUNTY: MARQUETTE

STATE R/W PROJECT NUMBER 6749-00-00

CONSTRUCTION PROJECT NUMBER 6749-00-70

PLAT SHEET 4

- LEGEND
- 00 DESIGNATES SIGN ITEM NUMBER
 - REMOVING SIGNS TYPE II
 - REMOVING SMALL SIGN SUPPORTS

REPLACE WITH

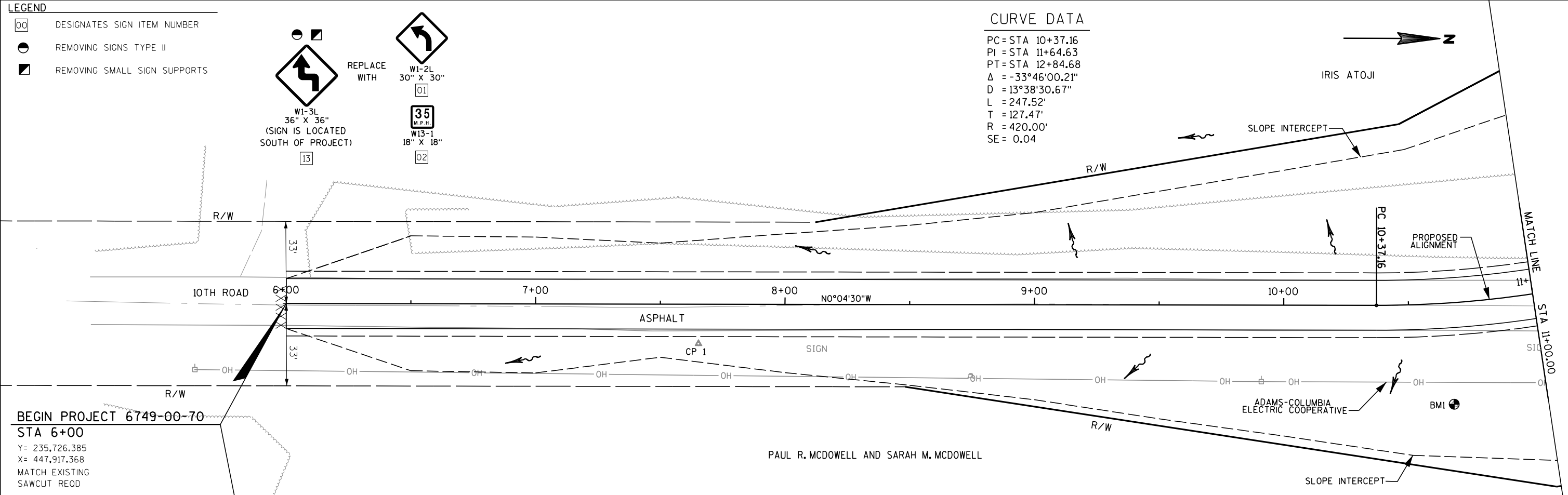
W1-3L
36" X 36"
(SIGN IS LOCATED SOUTH OF PROJECT)

W1-2L
30" X 30"

35
M.P.H.
W13-1
18" X 18"

CURVE DATA

PC=STA 10+37.16
PI=STA 11+64.63
PT=STA 12+84.68
 $\Delta = -33^\circ 46' 00.21''$
 $D = 13^\circ 38' 30.67''$
 $L = 247.52'$
 $T = 127.47'$
 $R = 420.00'$
 $SE = 0.04$



BEGIN PROJECT 6749-00-70

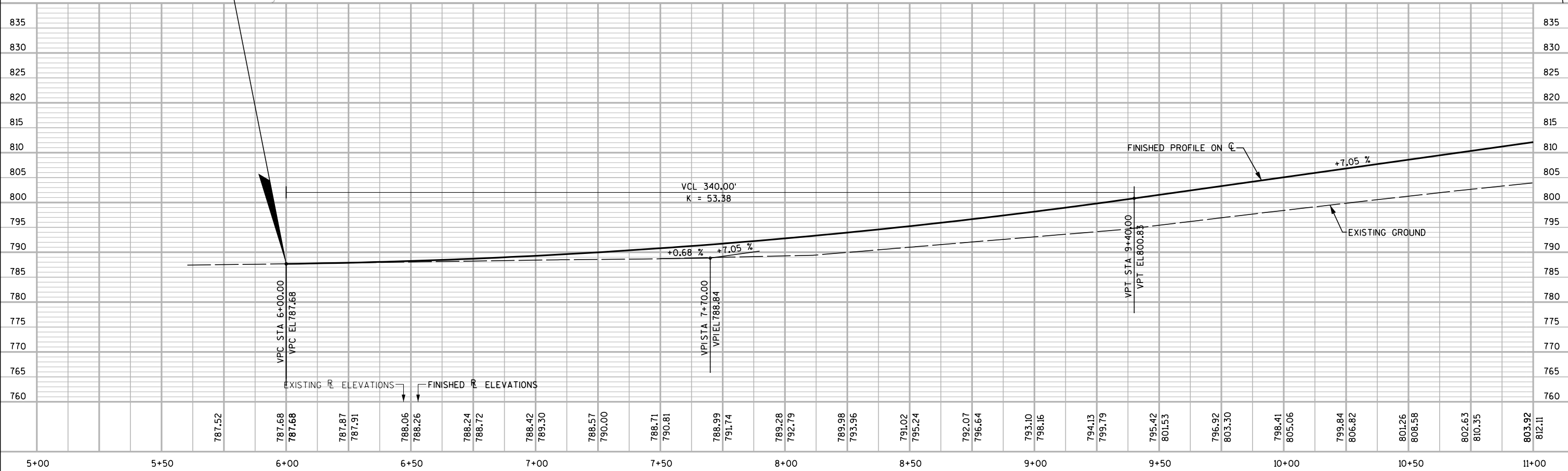
STA 6+00

Y= 235,726.385

X= 447,917.368

MATCH EXISTING

SAWCUT REOD



PROJECT NO: 6749-00-70

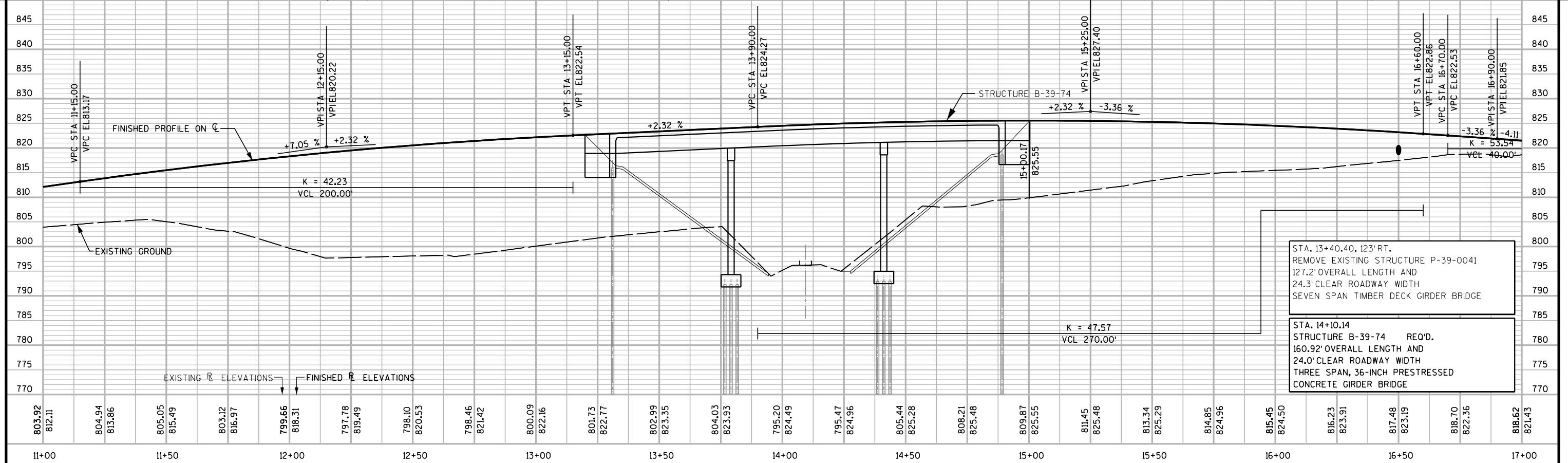
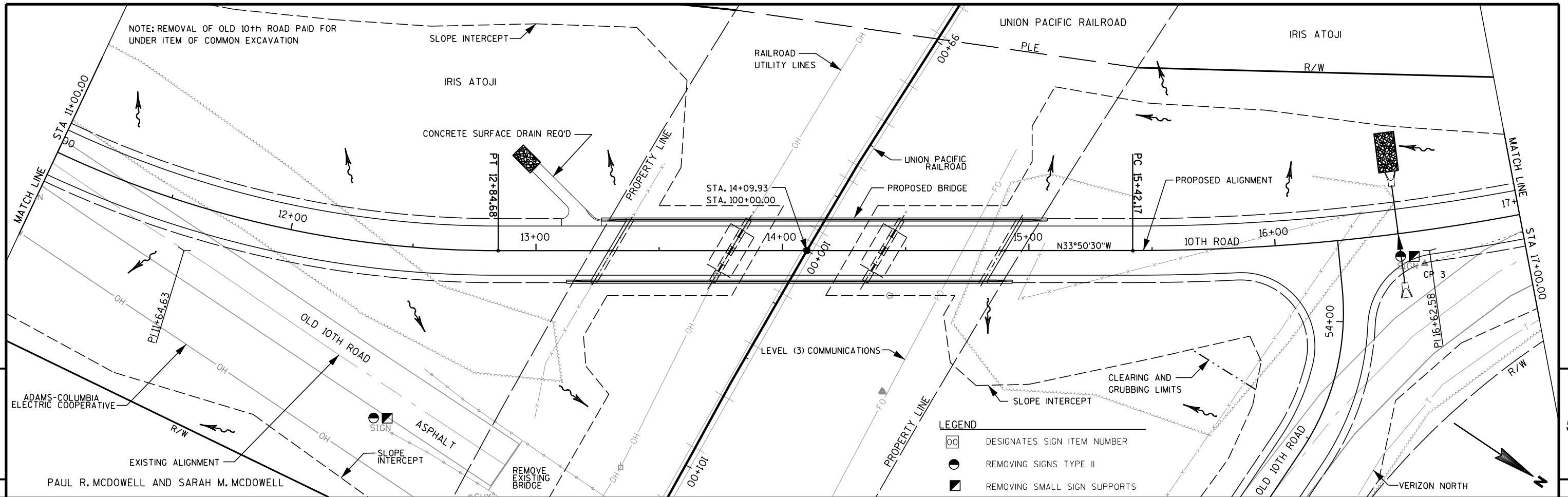
HWY: 10TH ROAD

COUNTY: MARQUETTE

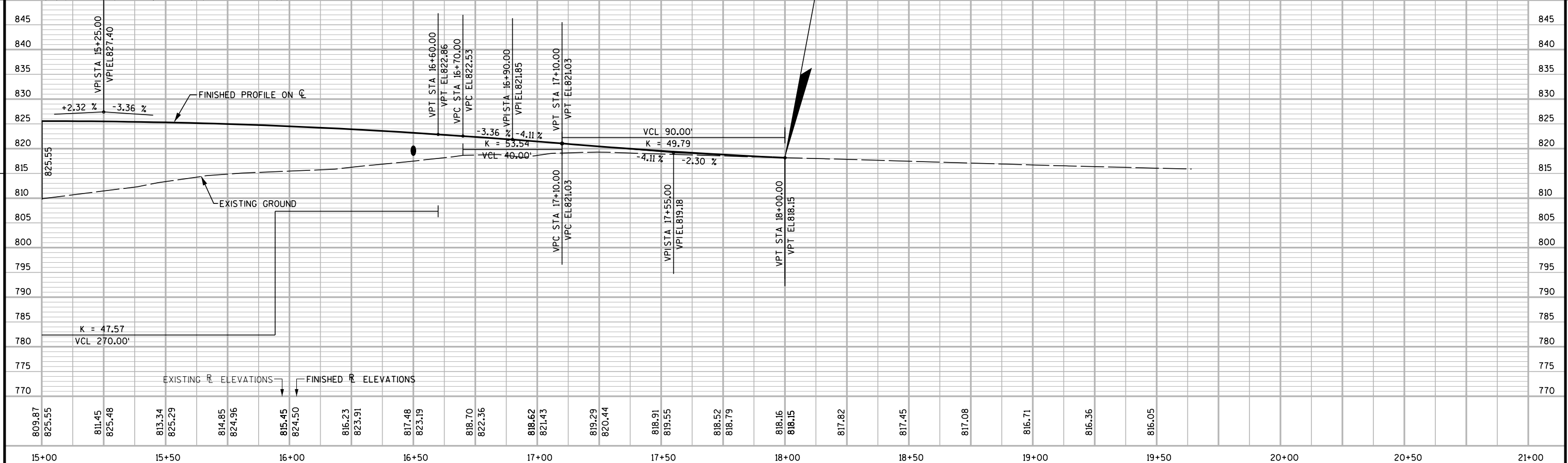
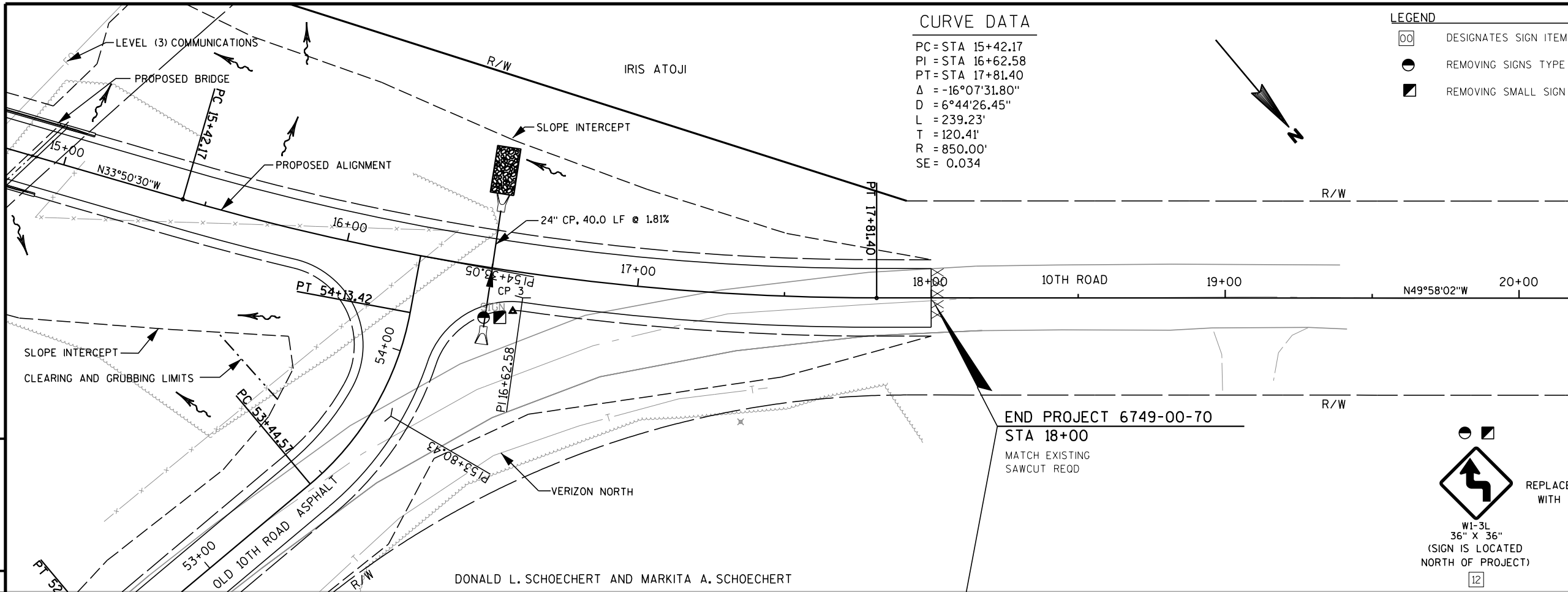
PLAN AND PROFILE - 10TH ROAD

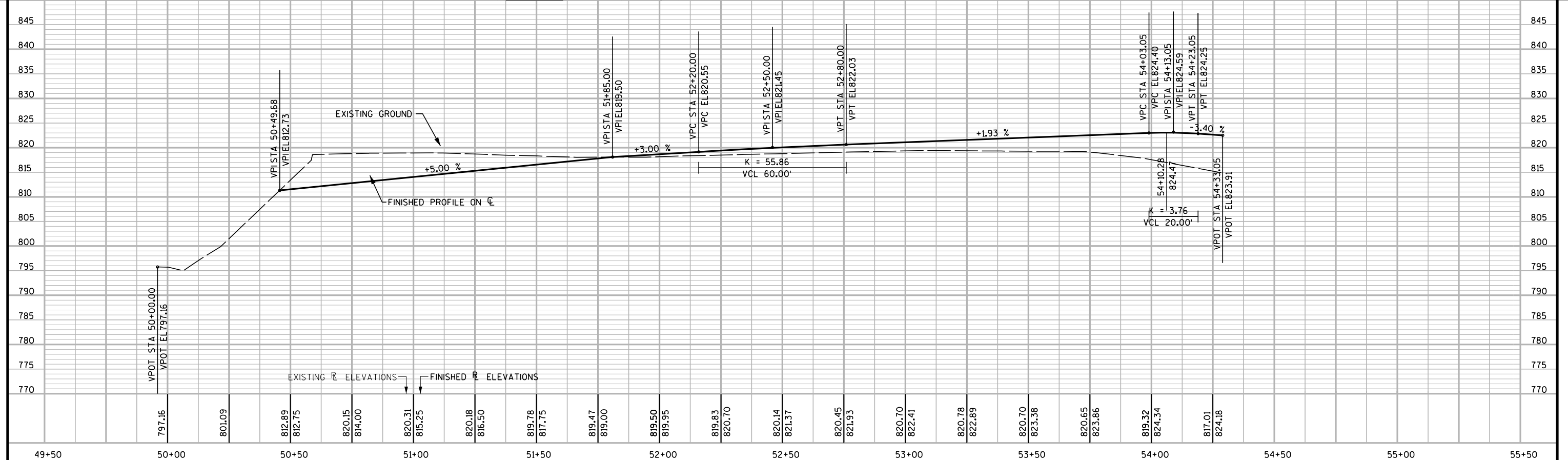
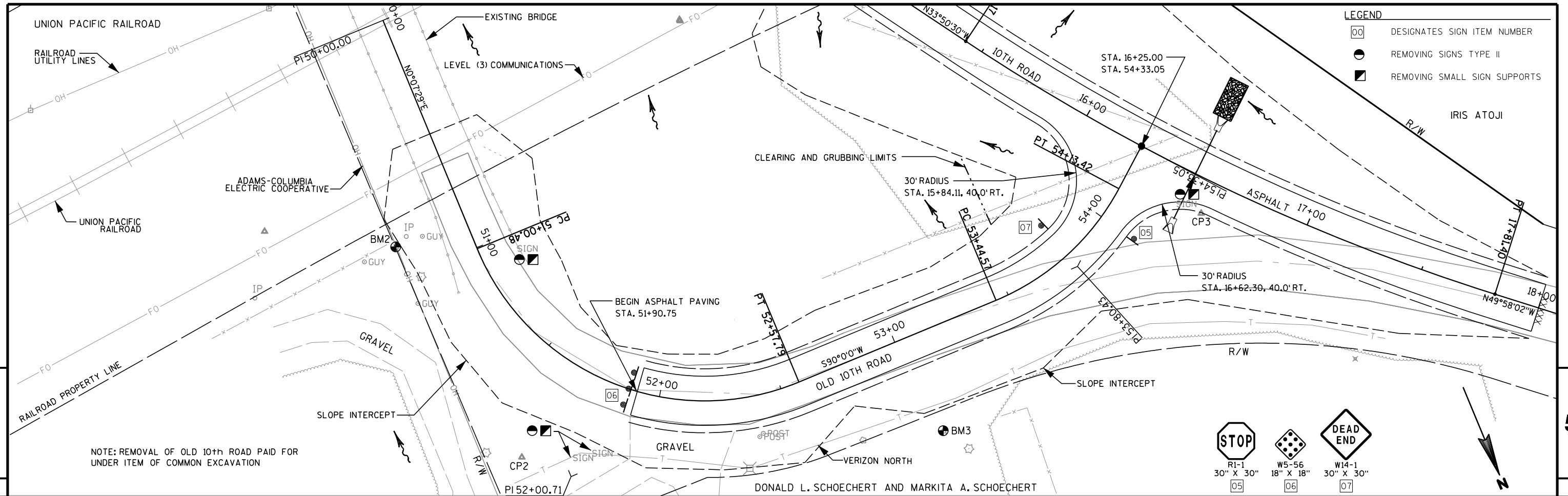
SHEET

E



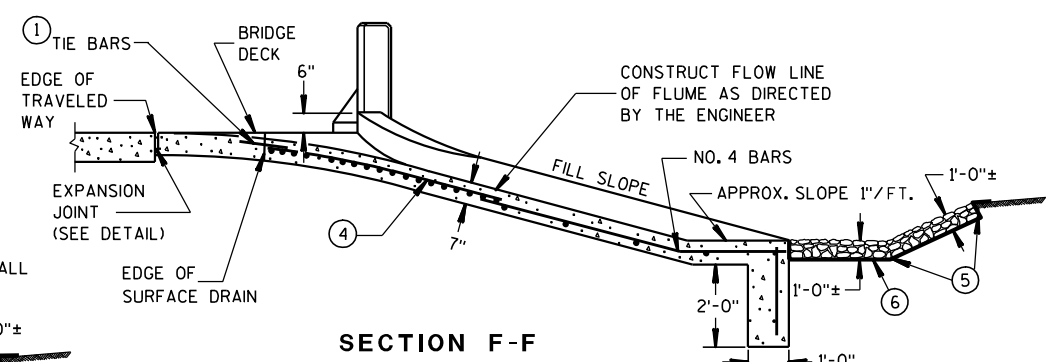
PROJECT NO: 6749-00-70	HWY: 10TH ROAD	COUNTY: MARQUETTE	PLAN AND PROFILE - 10TH ROAD	SHEET	E
------------------------	----------------	-------------------	------------------------------	-------	---



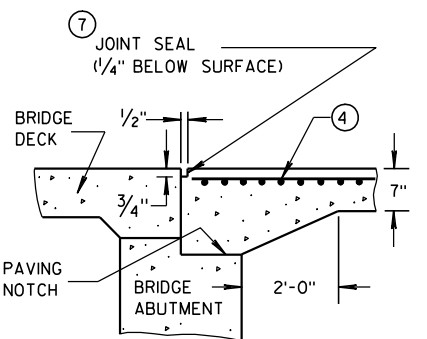


Standard Detail Drawing List

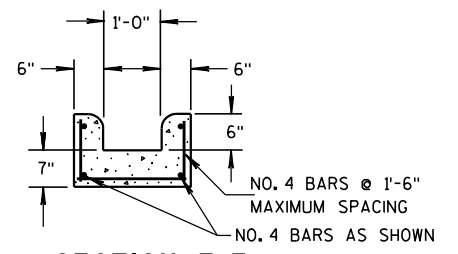
08D02-06	CONCRETE SURFACE DRAINS FLUME TYPE AT STRUCTURES
08E08-03	TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS
08E09-06	SILT FENCE
08F01-11	APRON ENDWALLS FOR CULVERT PIPE
08F04-07	JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL
12A03-10	NAME PLATE (STRUCTURES)
15A01-11	MARKER POST FOR RIGHT-OF-WAY
15C02-04A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-04B	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C05-01	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS
15C06-05	SIGNING & MARKING FOR TWO LANE BRIDGES
15C08-14A	PAVEMENT MARKING (MAINLINE)



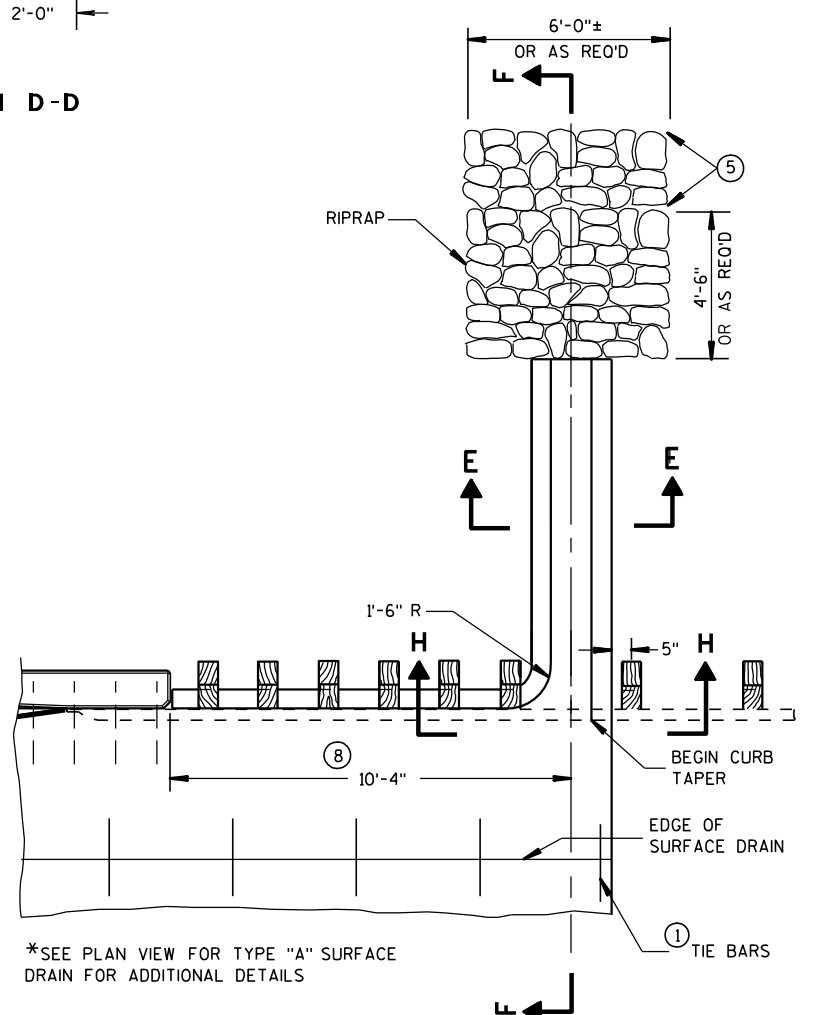
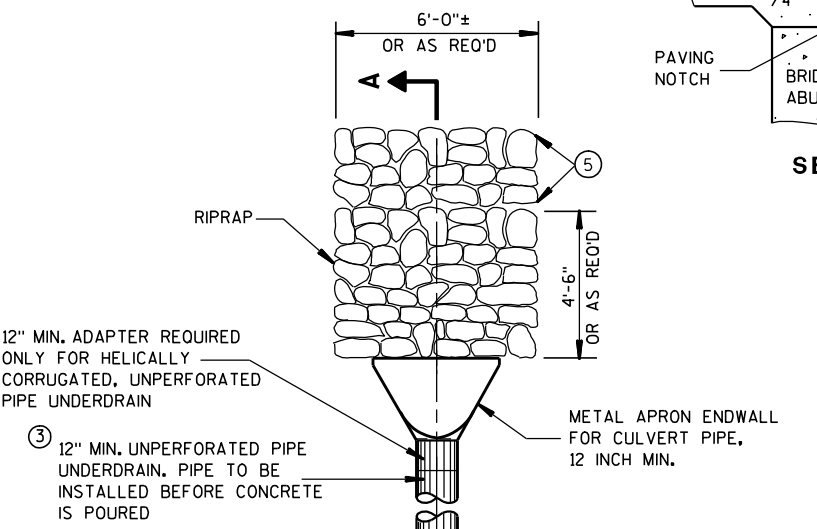
SECTION F-F



SECTION D-D

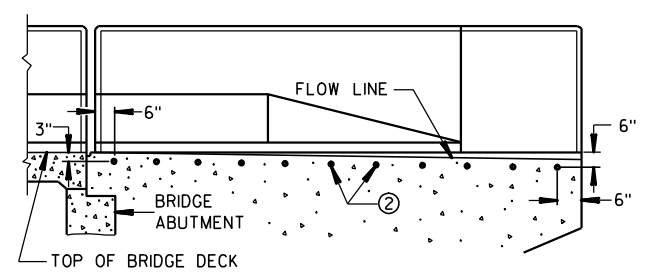


SECTION E-E



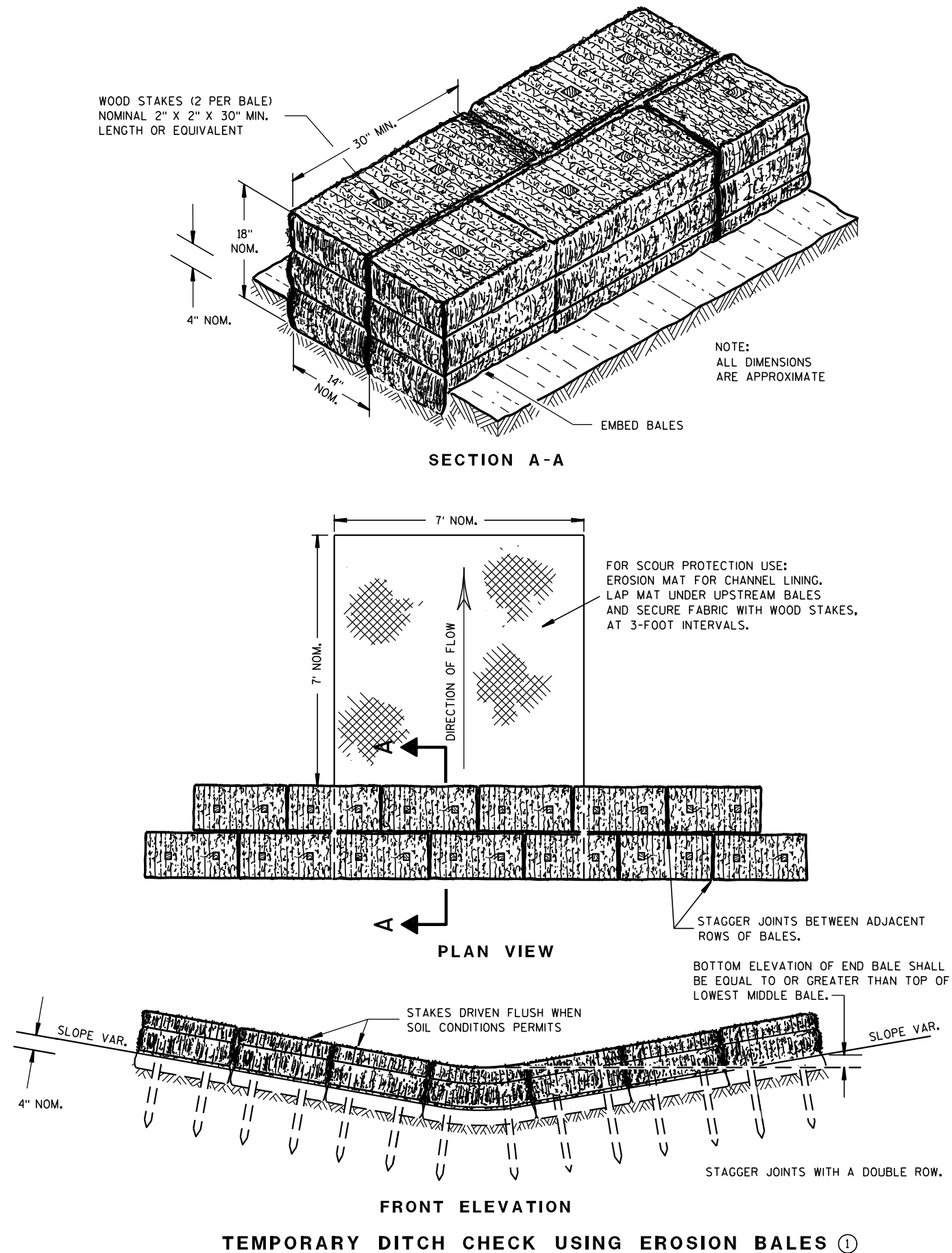
* PARTIAL PLAN VIEW
SURFACE DRAIN WITHOUT PIPE
TYPE "B"

⑧ THIS DIMENSION MAY VARY DEPENDING ON THE SPACING OF POSTS FOR THE STEEL PLATE BEAM GUARD. THE TYPICAL LOCATION FOR THE SURFACE DRAIN IS WHERE THE POST SPACING WIDENS TO 3'-1½".



CONCRETE SURFACE DRAINS FLUME TYPE AT STRUCTURES

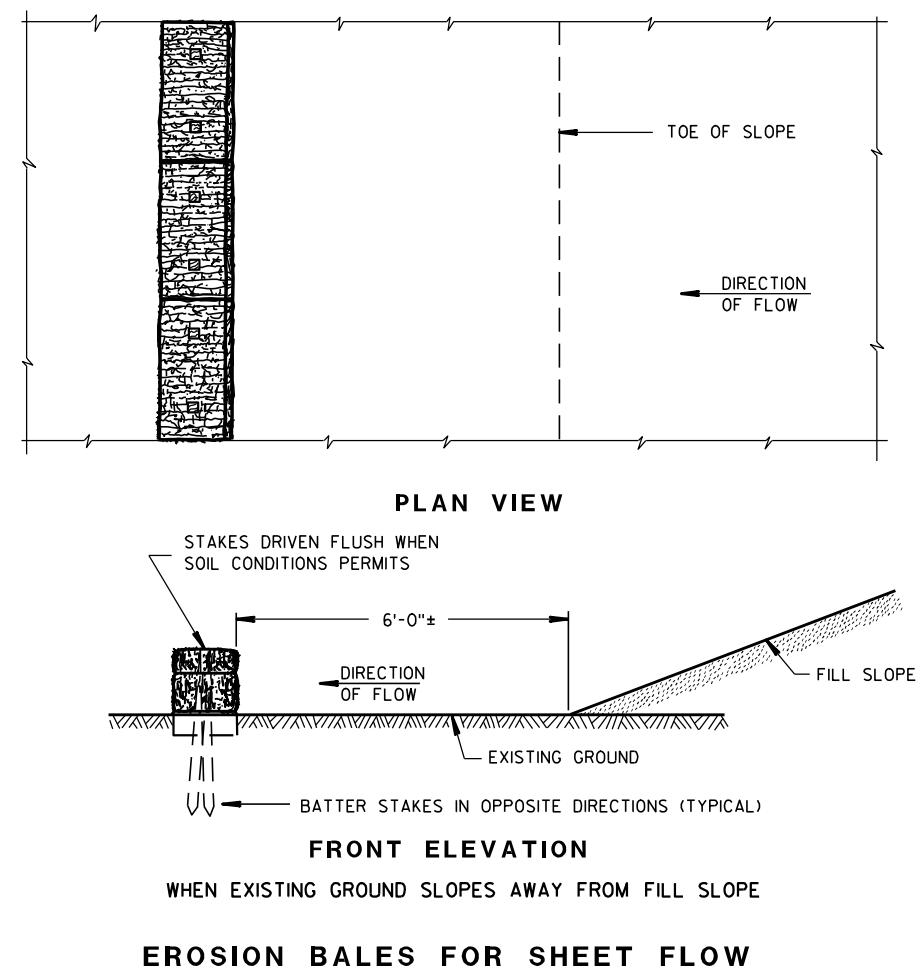
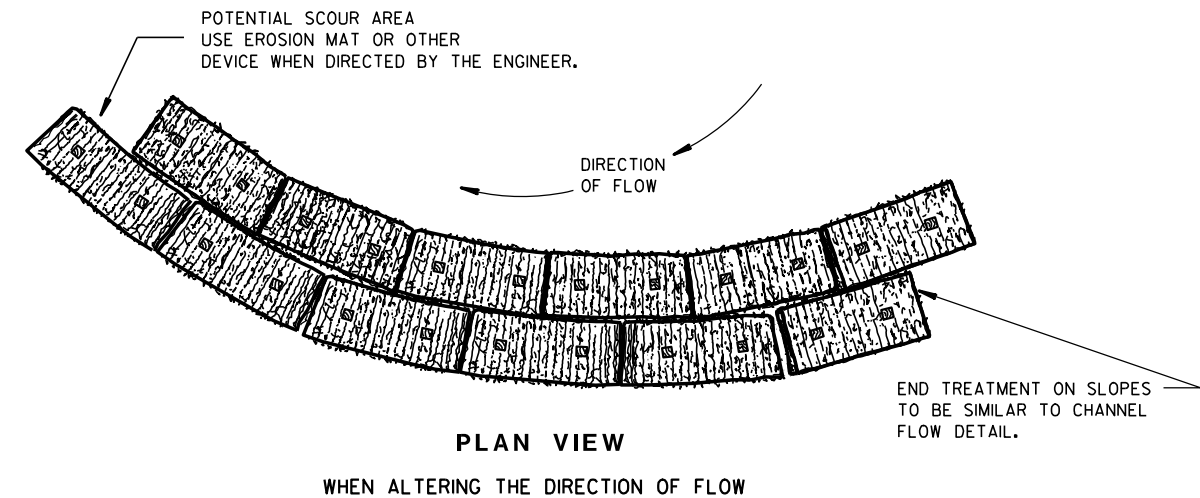
APPROVED	
<u>9/4/08</u>	<u>/S/ Jerry H. Zogg</u>
DATE	ROADWAY STANDARDS DEVELOPMENT
FHWA	ENGINEER



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.

TYPICAL INSTALLATIONS OF
EROSION BALES / TEMPORARY
DITCH CHECKS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

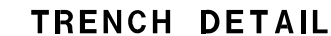
6/04/02
DATE

FHWA

/S/ Beth Canestra
CHIEF ROADWAY DEVELOPMENT ENGINEER



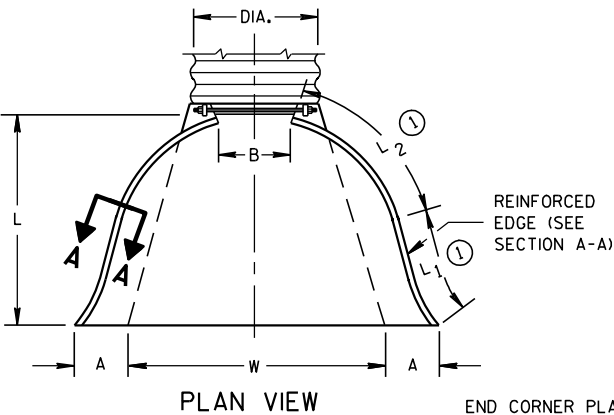
- ① HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.
- ② FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.
- ③ WOOD POSTS SHALL BE A MINIMUM SIZE OF 1½" X 1½" 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.



SILT FENCE	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED <u>4-29-05</u> DATE	<u>/S/ Beth Canestra</u> CHIEF ROADWAY DEVELOPMENT ENGINEER

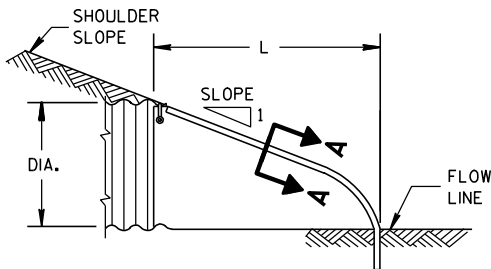
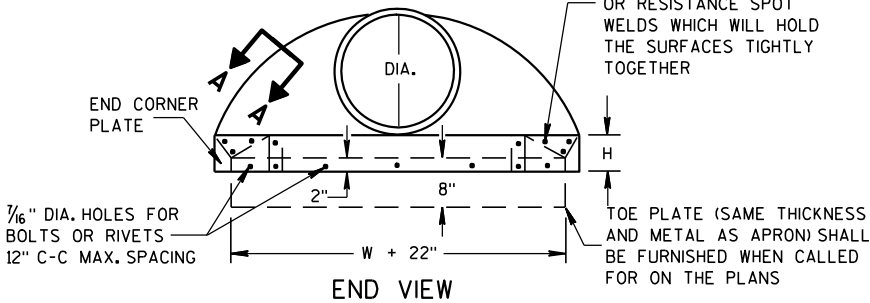
METAL APRON ENDWALLS												
PIPE DIA. (IN.)	MIN. THICK. (Inches)		DIMENSIONS (Inches)							APPROX. SLOPE		BODY
	STEEL	ALUM.	A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")			
12	.064	.060	6	6	6	21	12	17 1/2	24	2 1/2 to 1	1	1 Pc.
15	.064	.060	7	8	6	26	14	21 3/4	30	2 1/2 to 1	1	1 Pc.
18	.064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

* EXCEPT CENTER PANEL
SEE GENERAL NOTES



END CORNER PLATES MAY
BE FASTENED TO APRON
PROPER BY BOLTS, RIVETS,
OR RESISTANCE SPOT
WELDS WHICH WILL HOLD
THE SURFACES TIGHTLY
TOGETHER

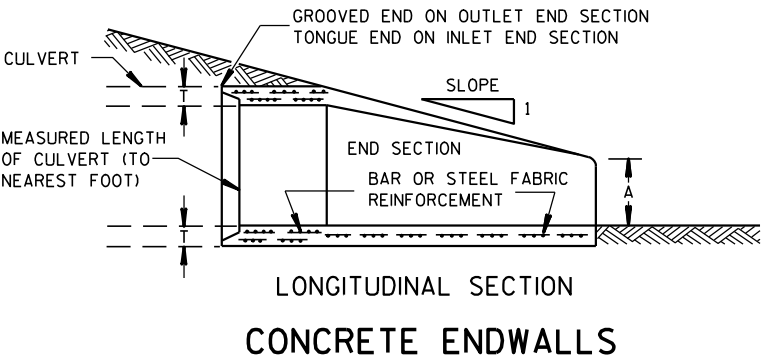
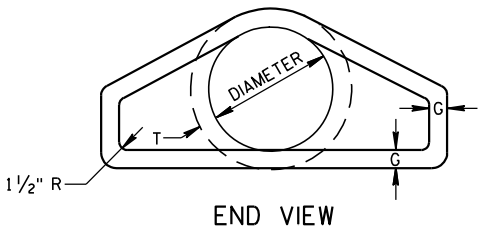
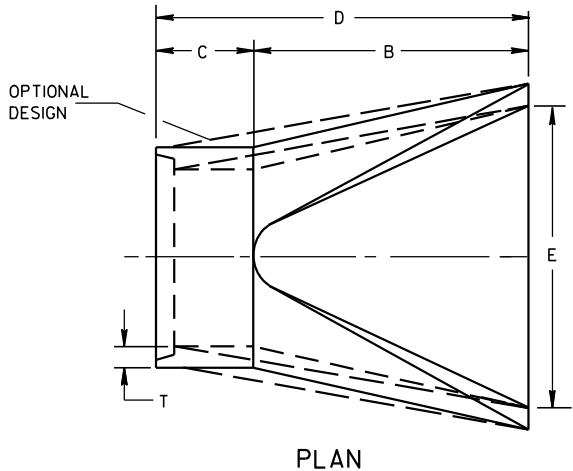
TOE PLATE (SAME THICKNESS
AND METAL AS APRON) SHALL
BE FURNISHED WHEN CALLED
FOR ON THE PLANS



SIDE ELEVATION
METAL ENDWALLS

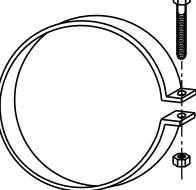
REINFORCED CONCRETE APRON ENDWALLS												
PIPE DIA. (IN.)	DIMENSIONS (Inches)							APPROX. SLOPE				
	T	A	B	C	D	E	G					
12	2	4	24	48 7/8	72 7/8	24	2	3 to 1				
15	2 1/4	6	27	46	73	30	2 1/4	3 to 1				
18	2 1/2	9	27	46	73	36	2 1/2	3 to 1				
21	2 3/4	9	36	37 1/2	73 1/2	42	2 3/4	3 to 1				
24	3	9 1/2	43 1/2	30	73 1/2	48	3	3 to 1				
27	3 1/4	10 1/2	49 1/2	24	73 1/2	54	3 1/4	3 to 1				
30	3 1/2	12	54	19 3/4	73 1/2	60	3 1/2	3 to 1				
36	4	15	63	34 3/4	97 3/4	72	4	3 to 1				
42	4 1/2	21	63	35	98	78	4 1/2	3 to 1				
48	5	24	72	26	98	84	5	3 to 1				
54	5 1/2	27	65	33 1/4-35	98 1/4-100	90	5 1/2	2 1/2 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

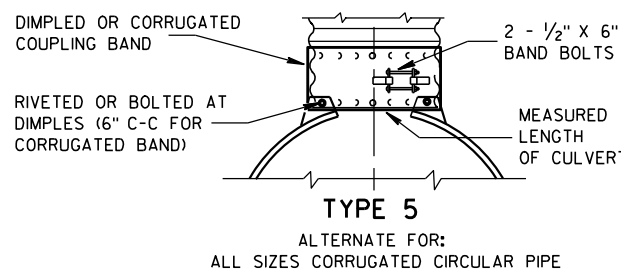
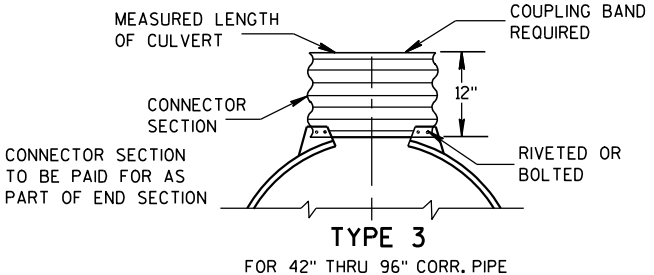
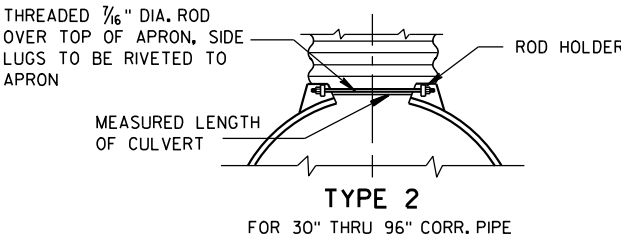
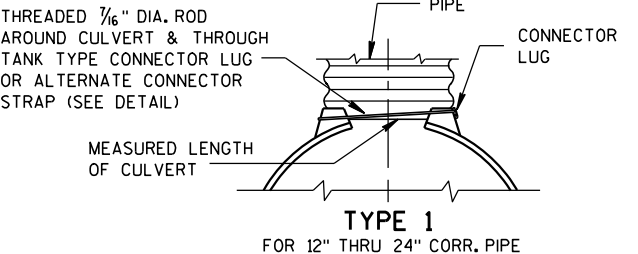


LONGITUDINAL SECTION
CONCRETE ENDWALLS

1" WIDE, 12 GA. (0.109"
THICK) GALVANIZED STRAP
WITH STANDARD 6" X 1/2"
BAND BOLT AND NUT



ALTERNATE FOR TYPE 1 CONNECTION
END SECTION CONNECTOR STRAP



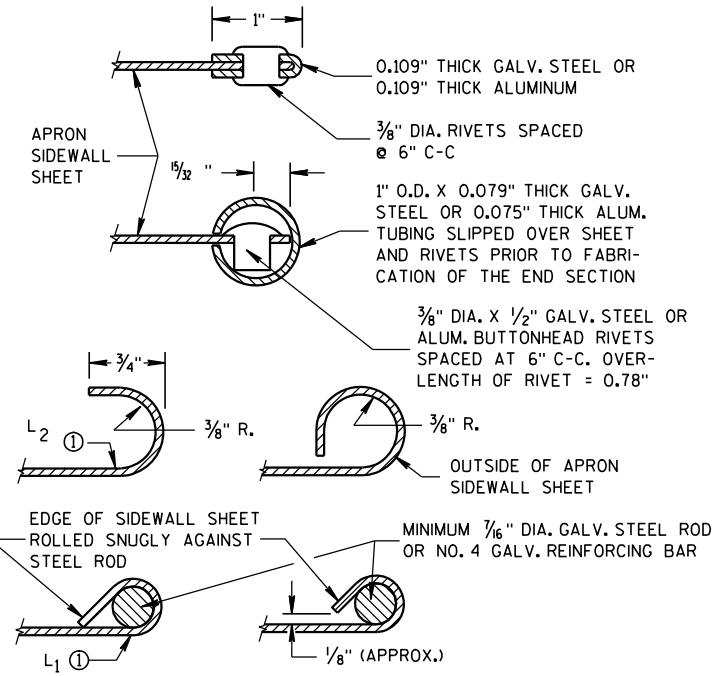
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL,
AND CORRUGATED BAND FITS INSIDE ENDWALL.
DIMPLED BAND MAY BE USED WITH HELICALLY
CORRUGATED PIPE.

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.

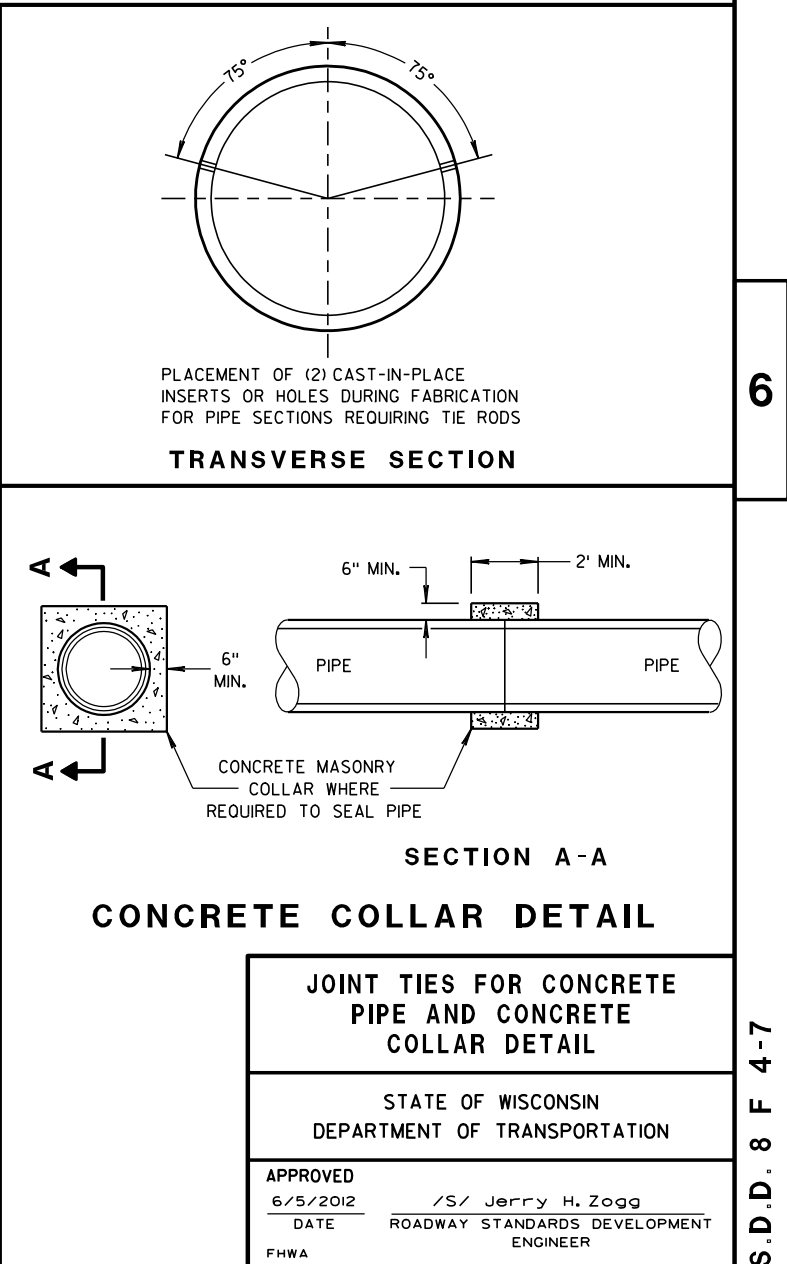
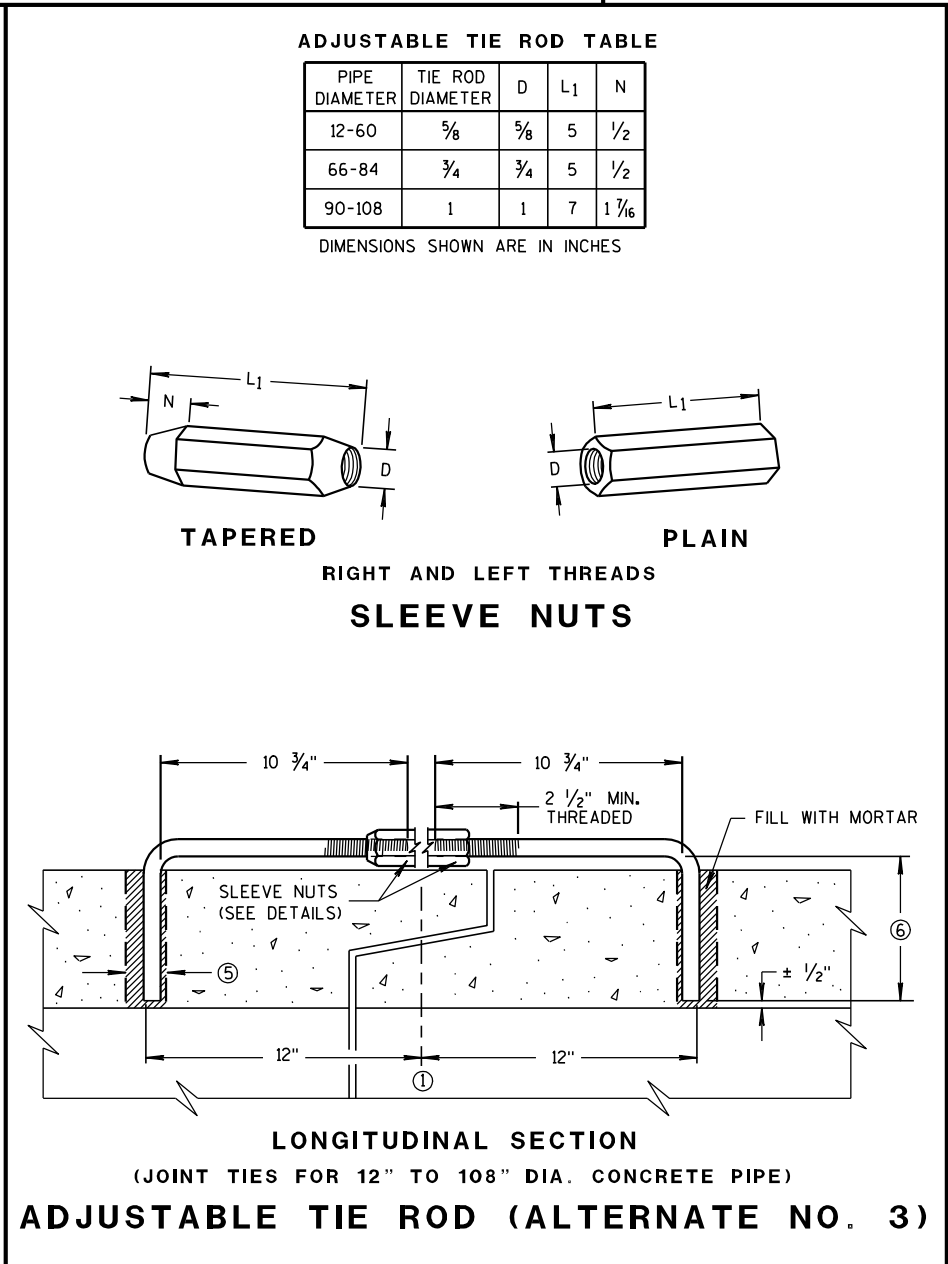
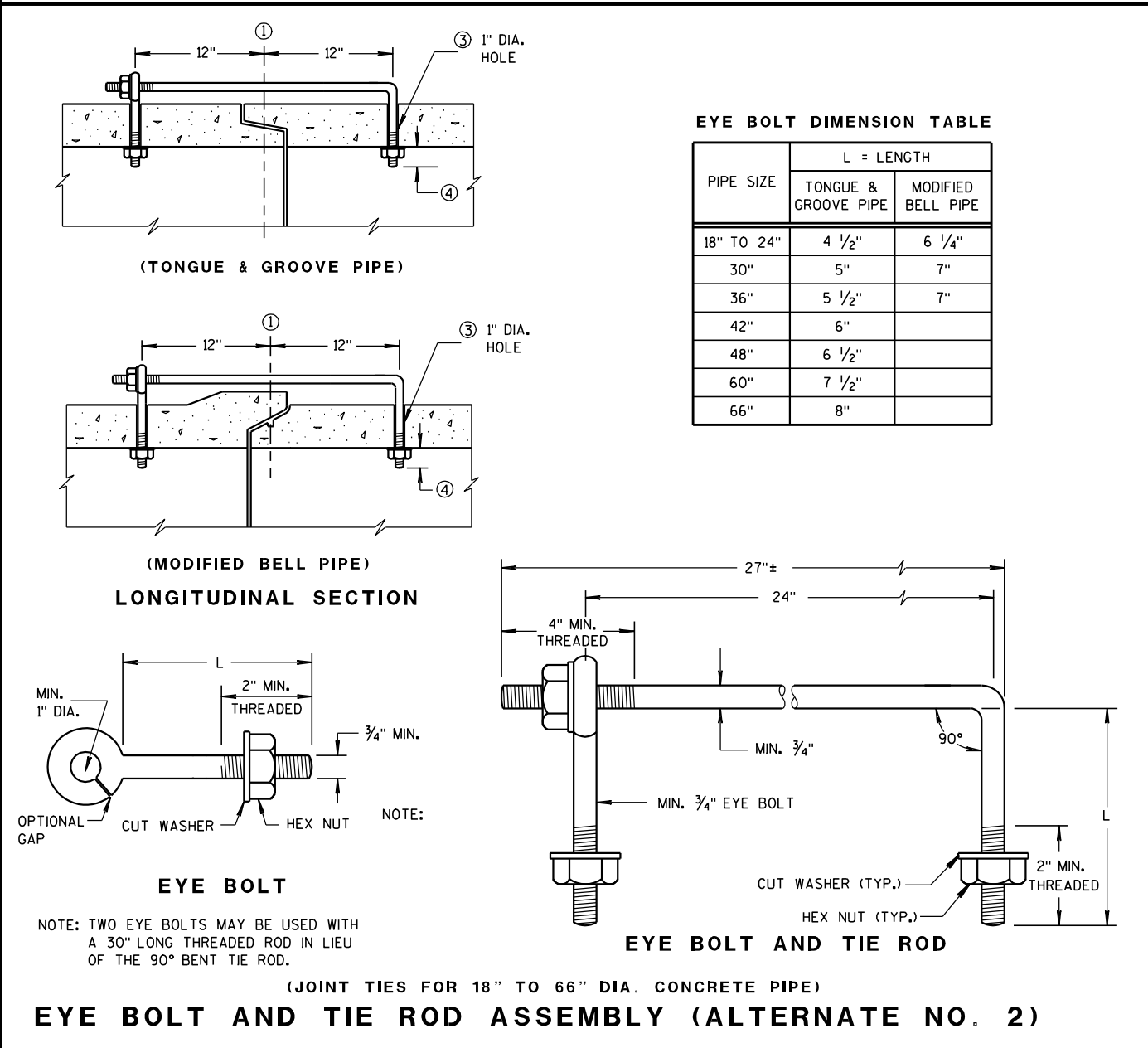
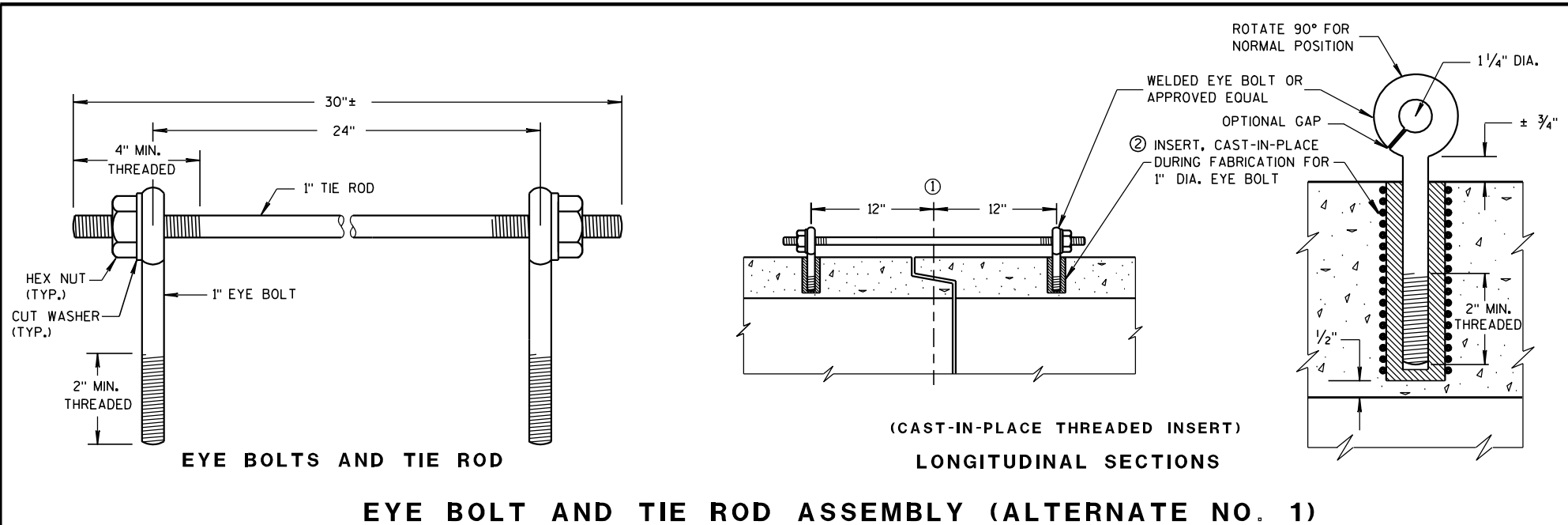
WHERE TWO OR MORE PIPES WITH APRON ENDWALLS ARE LAID ADJACENT
TO EACH OTHER, THEY SHALL BE SEPARATED BY A DISTANCE SUFFICIENT
TO PROVIDE A MINIMUM CLEARANCE OF 6 INCHES BETWEEN APRON ENDWALLS.

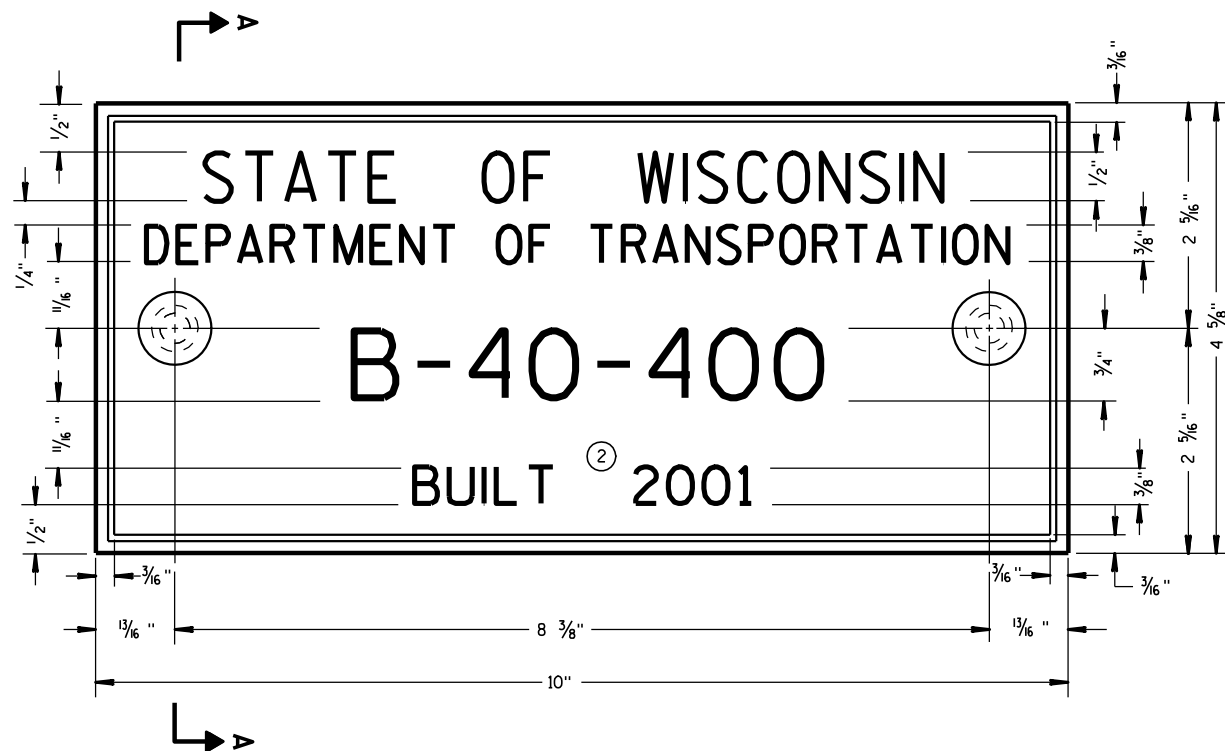
① FOR PIPE SIZES UP TO 60" DIAMETER, A 180° ROLLED EDGE MAY BE USED
INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

APRON ENDWALLS FOR CULVERT PIPE

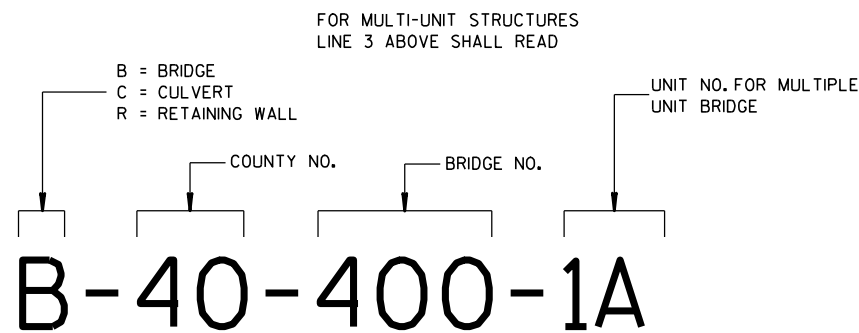
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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





TYPICAL NAME PLATE
(BRIDGES, CULVERTS, AND RETAINING WALLS)



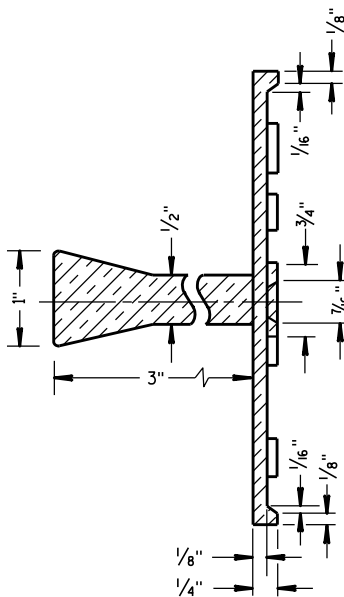
**NUMBERING DESIGNATION
MULTI-UNIT STRUCTURES**

GENERAL NOTES

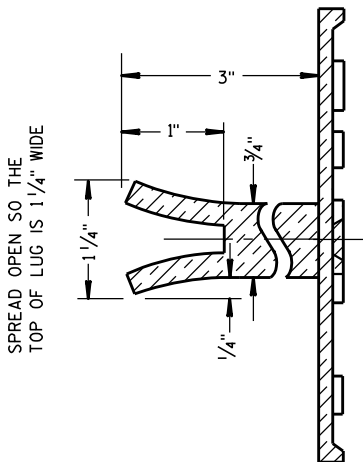
NAME PLATES TO BE INSTALLED ON BRIDGES, CULVERTS, AND RETAINING WALLS SHALL CONFORM TO THE REQUIREMENTS OF SECTION 502.3.11 OF THE STANDARD SPECIFICATIONS.

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.

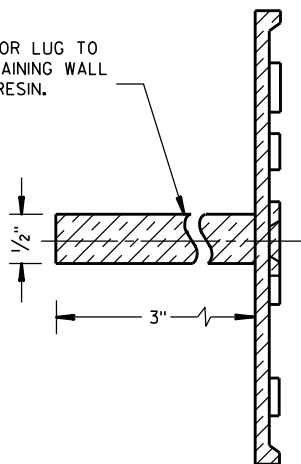


SECTION A-A



ALTERNATE LUG

- ① ADHERE ANCHOR LUG TO PRECAST RETAINING WALL WITH EPOXY RESIN.

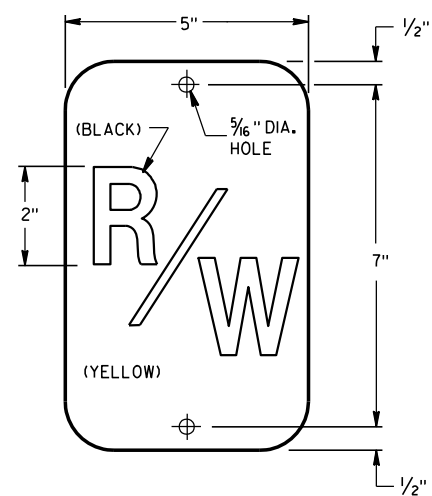
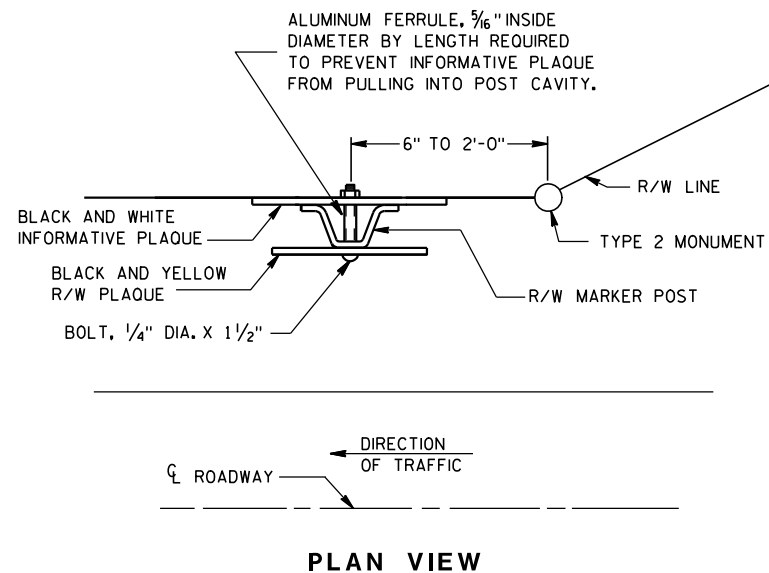


ALTERNATE LUG
(FOR ATTACHMENT TO PRECAST STRUCTURES)

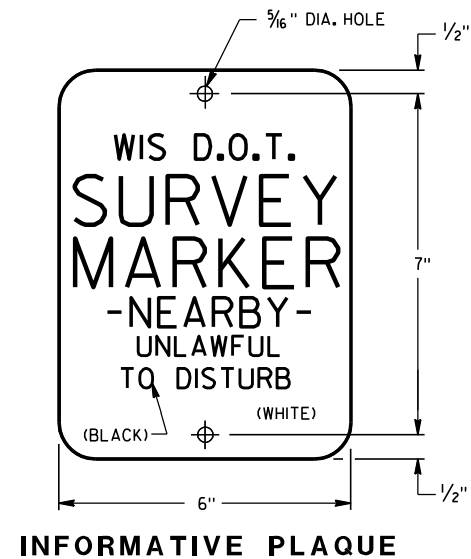
**NAME PLATE
(STRUCTURES)**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
3/26/10
DATE
/S/ Scot Becker
CHIEF STRUCTURAL DEVELOPMENT ENGINEER
FHWA



THE RIGHT-OF-WAY PLAQUE AND INFORMATIVE PLAQUE WILL BE FURNISHED BY THE WISCONSIN DEPARTMENT OF TRANSPORTATION.



GENERAL NOTES

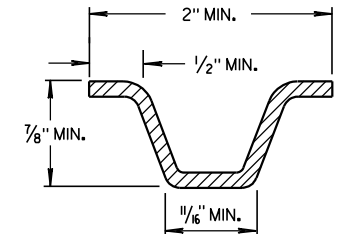
DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

A STEEL MARKER POST FOR RIGHT-OF-WAY SHALL BE PLACED IN THE RIGHT-OF-WAY, WITH THE BACK OF THE POST ON THE LONGER RIGHT-OF-WAY TANGENT, 6 INCHES TO 24 INCHES FROM EACH TYPE 2 MONUMENT TO SERVE AS A GUARD POST, AND AT OTHER LOCATIONS AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

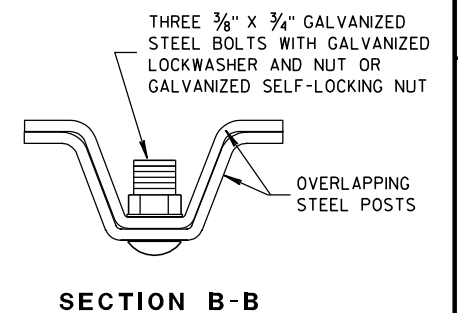
THE "R/W" PLAQUE SHALL FACE THE ROADWAY AND THE INFORMATIVE PLAQUE SHALL FACE AWAY FROM THE ROADWAY. R/W AND INFORMATIVE PLAQUES WILL BE FURNISHED BY THE DEPARTMENT OF TRANSPORTATION.

STEEL MARKER POSTS SHALL MEET THE MINIMUM MATERIAL REQUIREMENTS FOR STEEL DELINEATOR POSTS; EXCEPT POSTS PAINTED WITH FEDERAL YELLOW ENAMEL NEED NOT BE ZINC COATED.

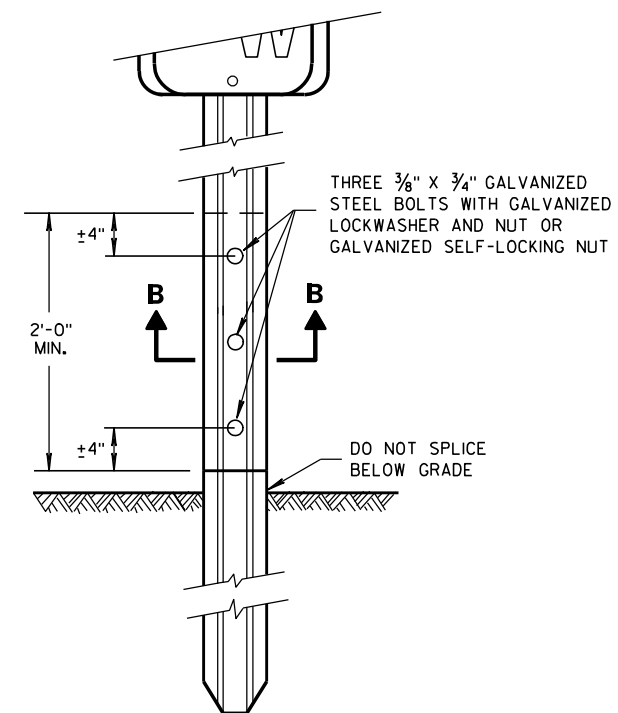
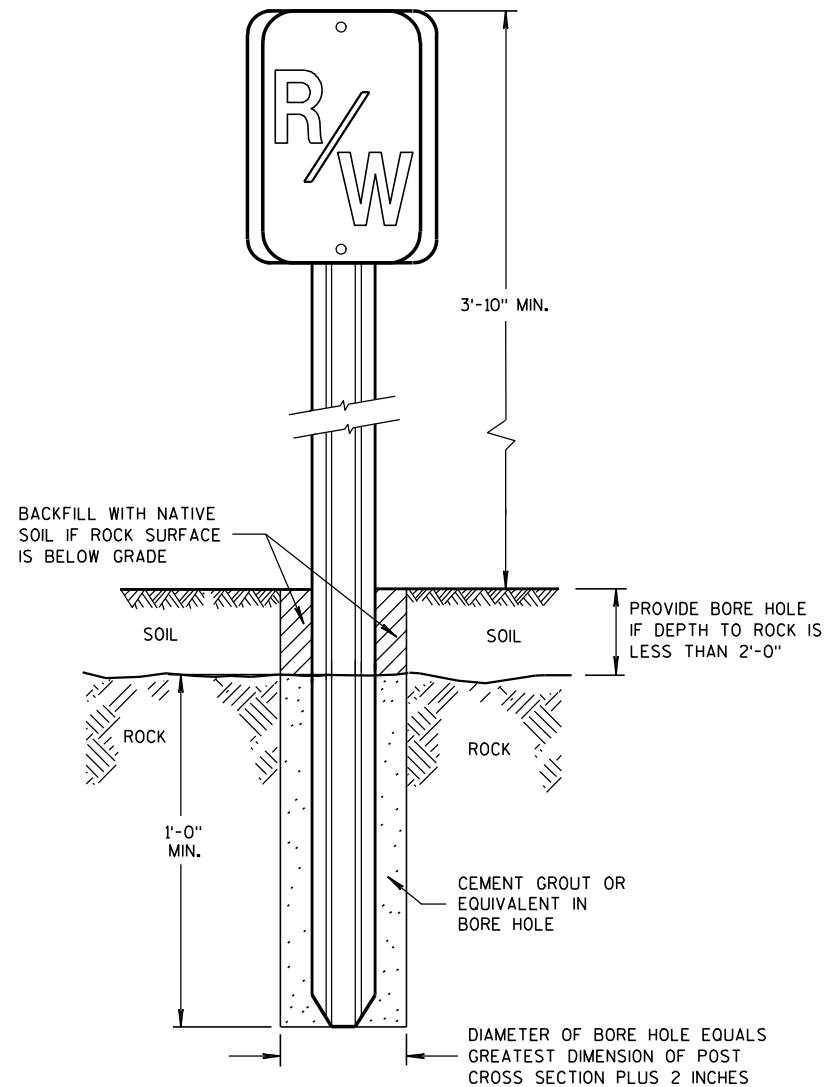
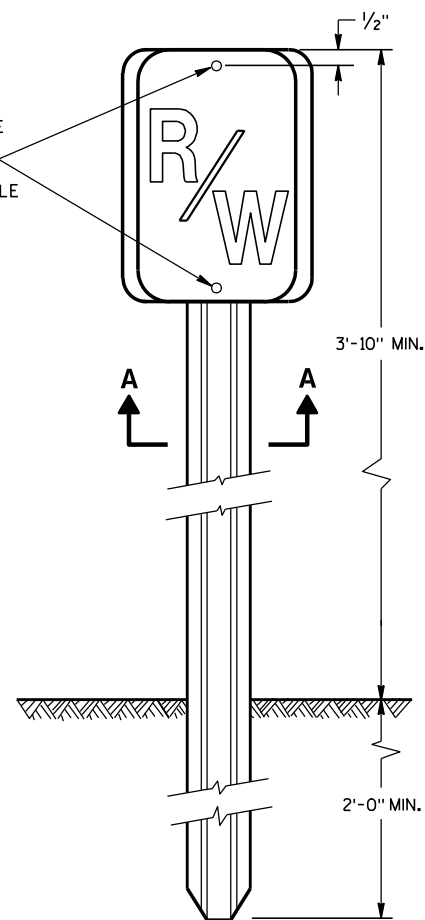
- ① IN AREAS OF SOLID ROCK, DRILL A BORE HOLE 2" GREATER THAN THE WIDEST DIMENSION OF THE POST CROSS SECTION INTO THE ROCK TO A MINIMUM DEPTH OF 12 INCHES. CUT OR SPLICE THE POST SO THAT A MINIMUM LENGTH OF 3'-10" PROTRUDES ABOVE THE GROUND. BLOW OUT THE BORE HOLE IN THE ROCK USING COMPRESSED AIR. FILL THE BORE HOLE WITH CEMENT GROUT, OR EQUIVALENT, DEPENDING ON THE STABILITY OF THE ROCK.



MIN. WEIGHT 1.12 LB./FT.
SECTION A-A



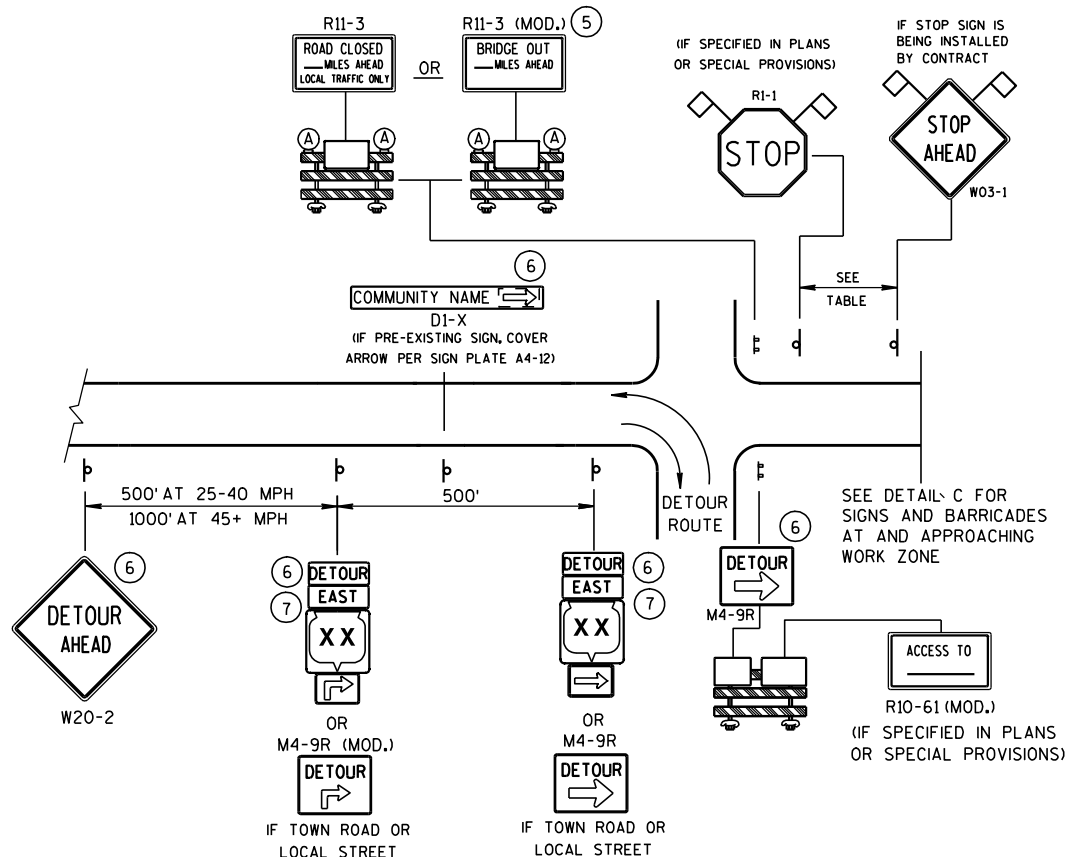
STEEL POSTS SHALL HAVE 2 - $\frac{3}{8}$ " HOLES 7" APART. POST WITH ADDITIONAL HOLES WILL BE ACCEPTABLE



**MARKER POST
FOR RIGHT-OF-WAY**

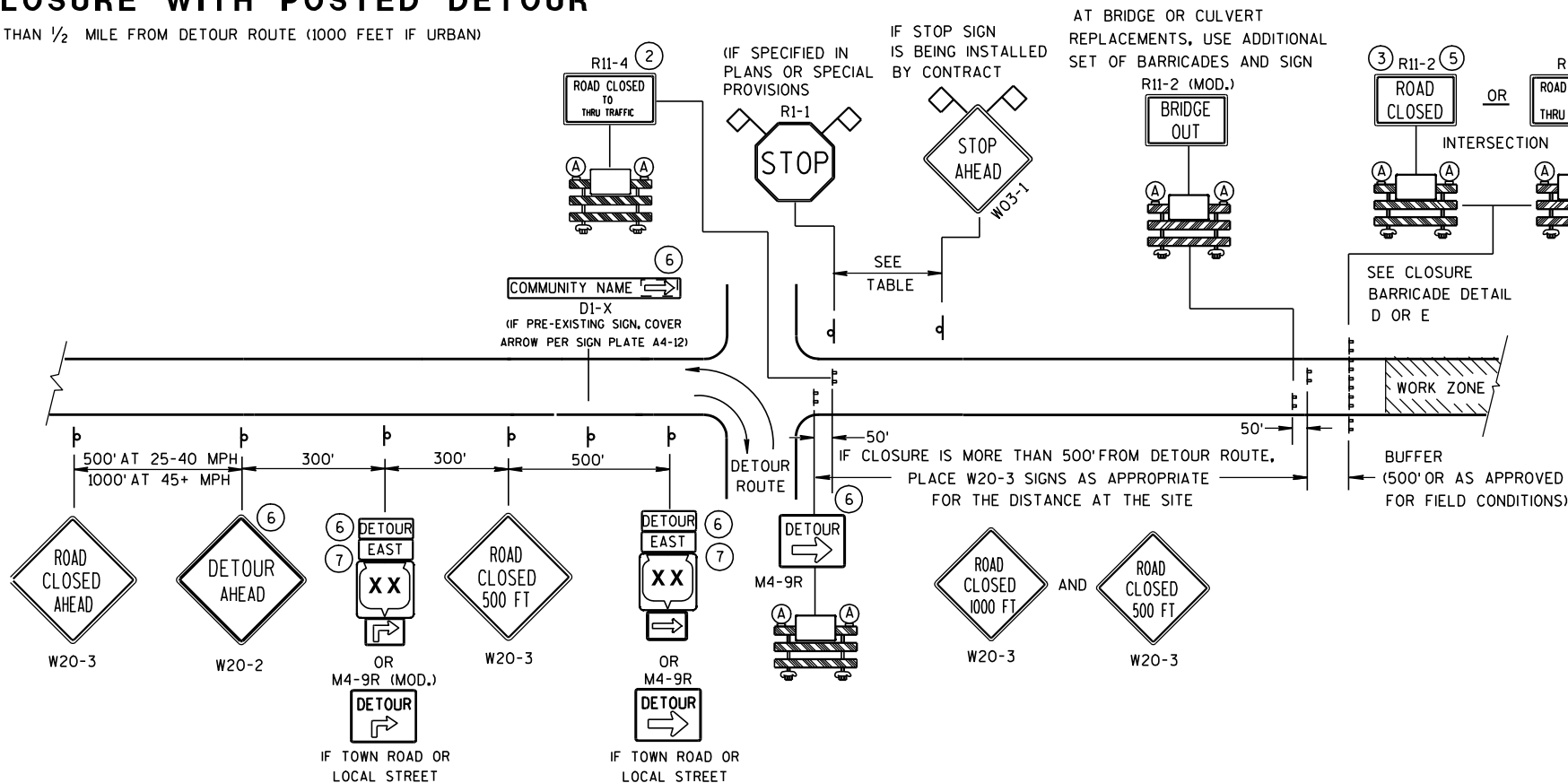
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
4/27/09 /S/ Ray Kumapayi
DATE CHIEF SURVEYING AND MAPPING ENGINEER
FHWA



DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR

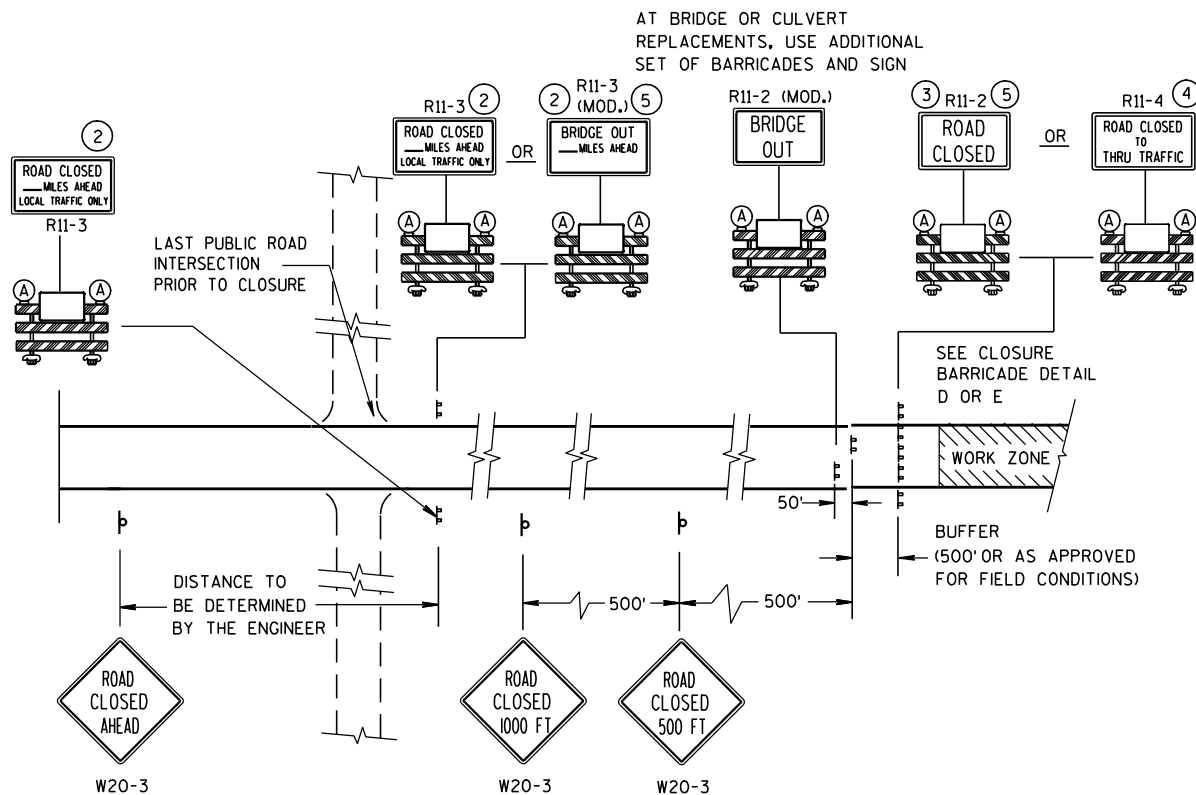
WORK ZONE GREATER THAN 1/2 MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)



DETAIL B
MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE LESS THAN 1/2 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

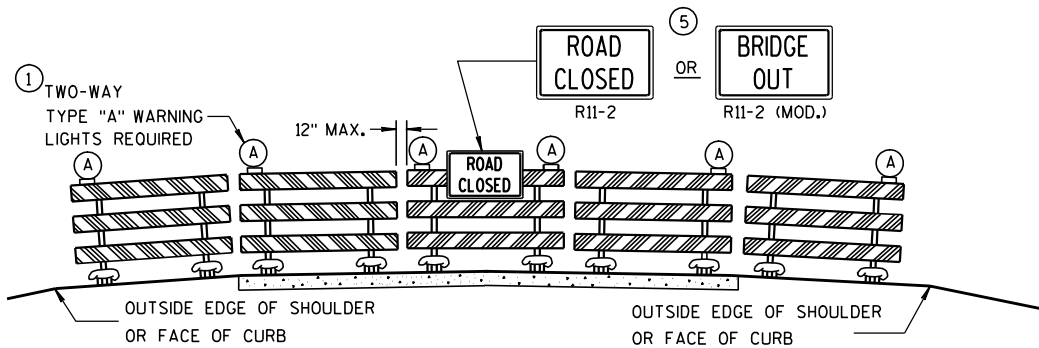
SEE SDD 15C2-4b
FOR GENERAL NOTES
AND FOOTNOTES ① THROUGH ⑦

LEGEND

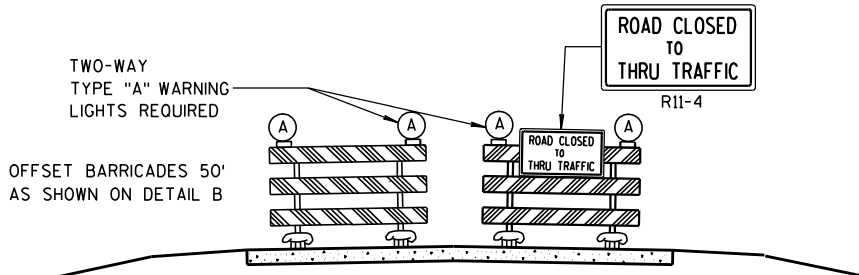
- POST MOUNTED SIGN
- TYPE III BARRICADES
- TYPE "A" LOW INTENSITY FLASHING WARNING LIGHT (FOR NIGHT USE)
- WORK ZONE
- DETOUR EAST M4-8 M3-X
- MI-4 OR MI-5A OR MI-6
- MO5-1 OR MO6-1
- FLAGS, 16" X 16" MIN., (ORANGE)

**BARRICADES AND SIGNS
FOR
MAINLINE CLOSURES**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



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.

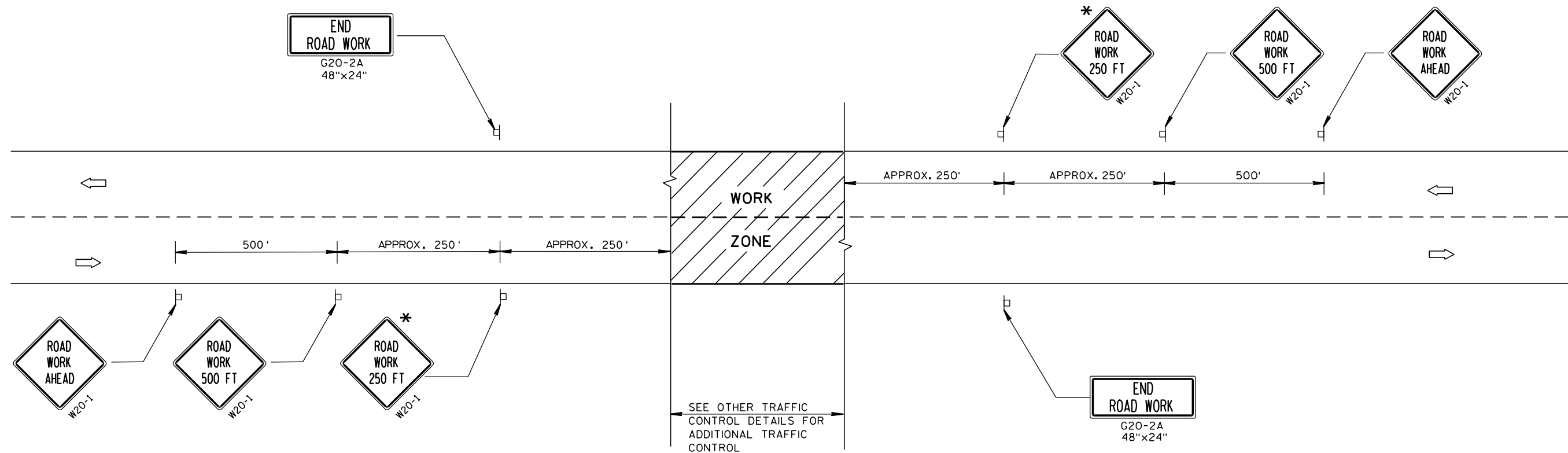
"WO AND "MO" SIGNS ARE THE SAME AS "W" AND "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

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	
<u>9/16/03</u> DATE	<u>/S/ Thomas N. Notbohm</u> CHIEF SIGNS AND MARKING ENGINEER
FHWA	



TYPICAL SIDEROAD APPROACH WARNING SIGN DETAIL

GENERAL NOTES

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

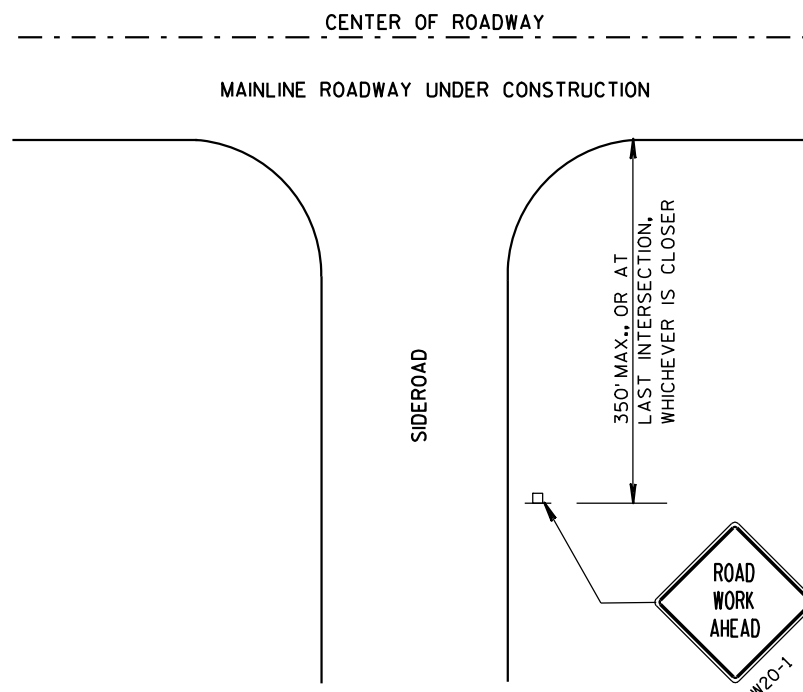
THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS, 36"x36" SIGNS MAY BE USED INSTEAD OF 48"x48" SIGNS, IF APPROVED BY DISTRICT TRAFFIC UNIT.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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.

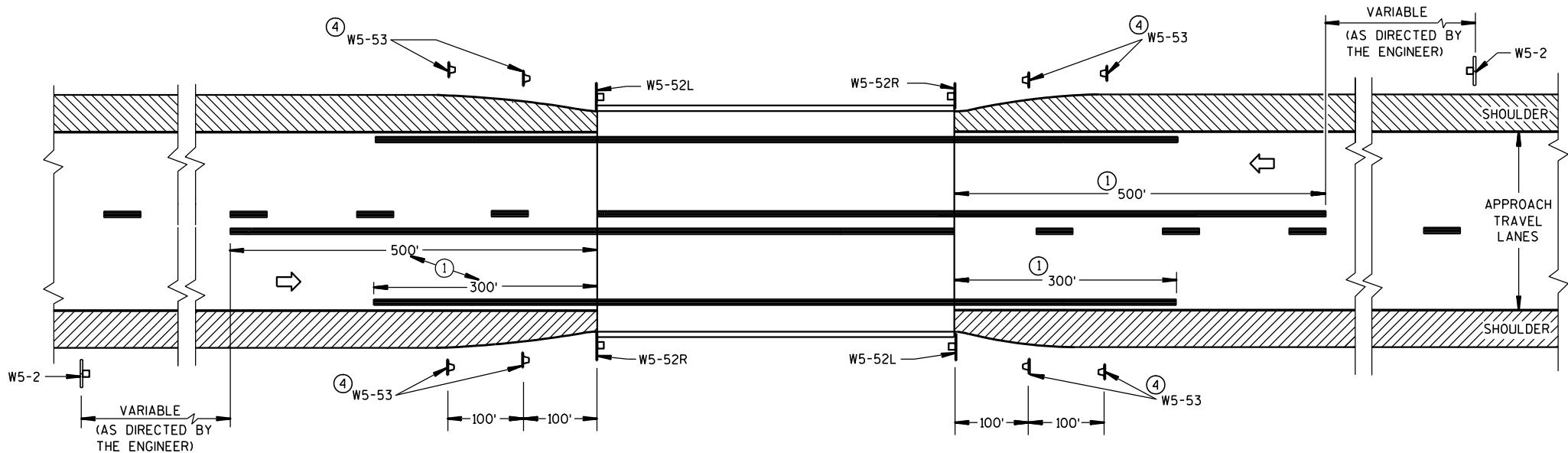
* THE THIRD W20-1 SIGN IS REQUIRED ONLY IF THERE IS AN INTERSECTION BETWEEN THE "ROAD WORK 500 FT" SIGN AND THE WORK ZONE. ADJUST THE PLACEMENT OF THIS SIGN BASED ON INTERSECTION LOCATION AND OTHER FIELD CONDITIONS.



LEGEND

- POST MOUNTED SIGN
- ➡ DIRECTION OF TRAFFIC FLOW

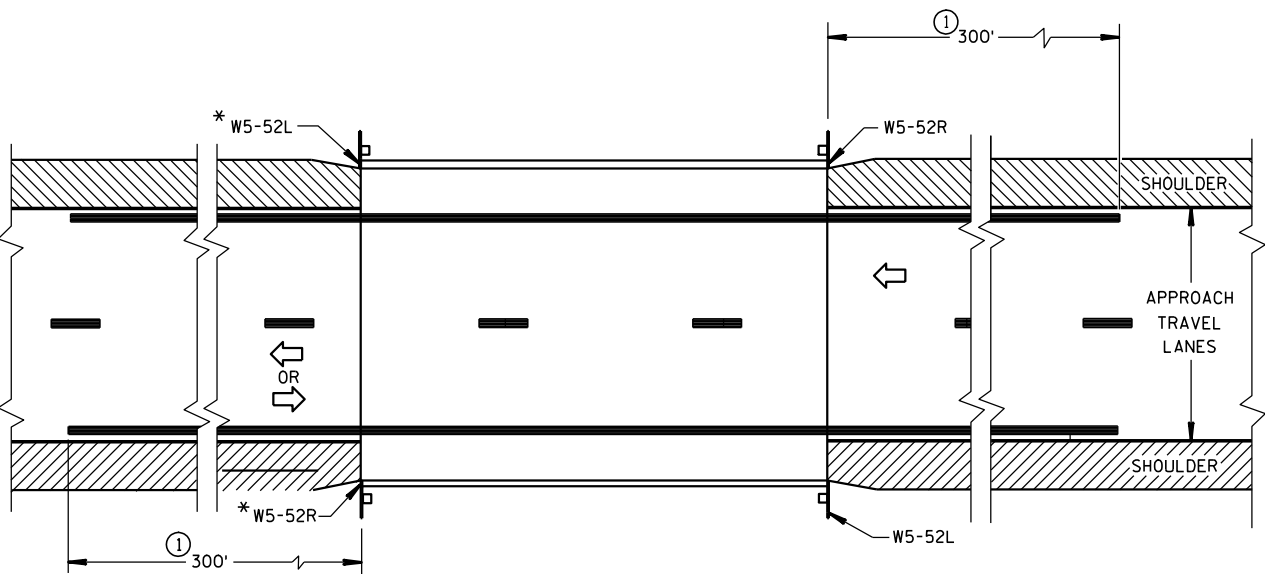
TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 5/23/00 DATE	/S/ Chester J. Spang CHIEF SIGNS AND MARKING ENGINEER
FHWA	



SITUATION 1

WARRANTING CRITERION:

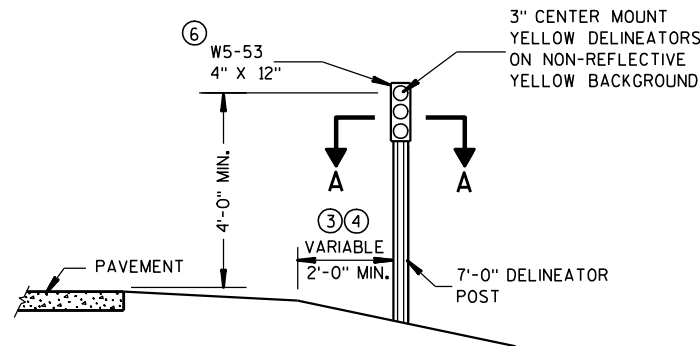
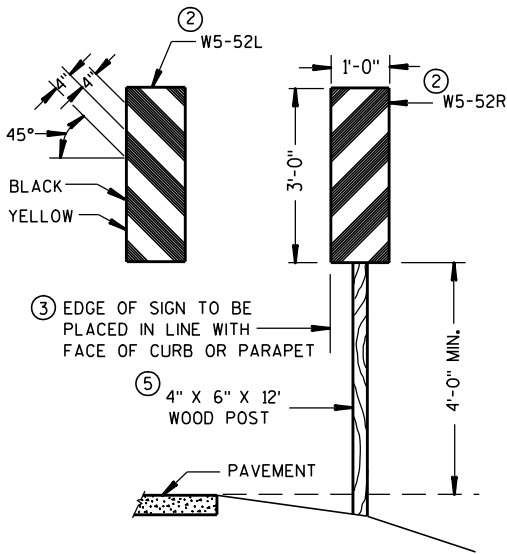
BRIDGE WIDTH IS AT LEAST 18 FEET BUT LESS THAN 24 FEET



SITUATION 2

WARRANTING CRITERIA:

1. BRIDGE WIDTH IS AT LEAST 24 FEET AND
2. BRIDGE IS LESS THAN 6 FEET WIDER (ON EACH SIDE) THAN APPROACH TRAVEL LANES.



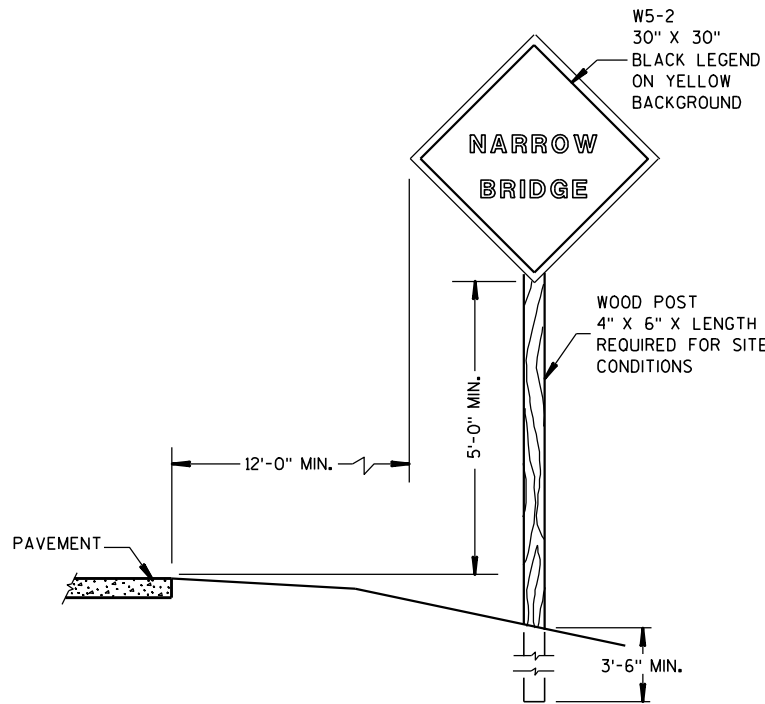
OBJECT MARKER PLACEMENT

GENERAL NOTES

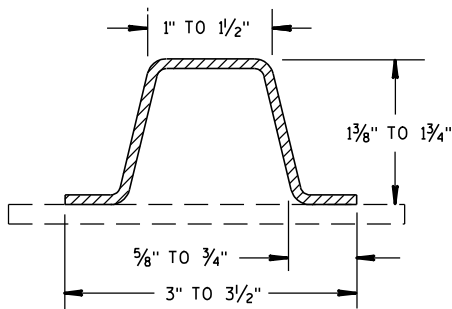
DETAILS OF TRAFFIC CONTROL DEVICES AND INSTALLATION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, THE SPECIAL PROVISIONS, AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

PAVEMENT MARKING SHOWN ON THIS DRAWING IS NOT REQUIRED UNLESS OTHERWISE SPECIFIED IN THE CONTRACT. WHEN SPECIFIED, PAVEMENT MARKING SHALL CONFORM TO THIS DRAWING AND OTHER CONTRACT REQUIREMENTS.

- ① MINIMUM DISTANCE UNLESS OTHERWISE SHOWN ON THE PLAN.
- ② FACE OF OBJECT MARKERS W5-52R AND W5-52L SHALL BE COVERED WITH TYPE H REFLECTIVE SHEETING.
- ③ LOCATE OBJECT MARKER POST(S) BEHIND GUARDRAIL WHEN PRESENT.
- ④ OBJECT MARKERS (W5-53) SHALL BE LOCATED ALONG A LINE FLARED AWAY FROM THE BRIDGE CORNER TO DELINEATE THE NARROWING OF THE SHOULDER OR BERM.
- ⑤ A 12 FOOT DELINEATOR POST MAY BE USED INSTEAD OF A WOOD POST.
- ⑥ NON-BID ITEM. INCIDENTAL TO OTHER ITEMS.



SIGN PLACEMENT



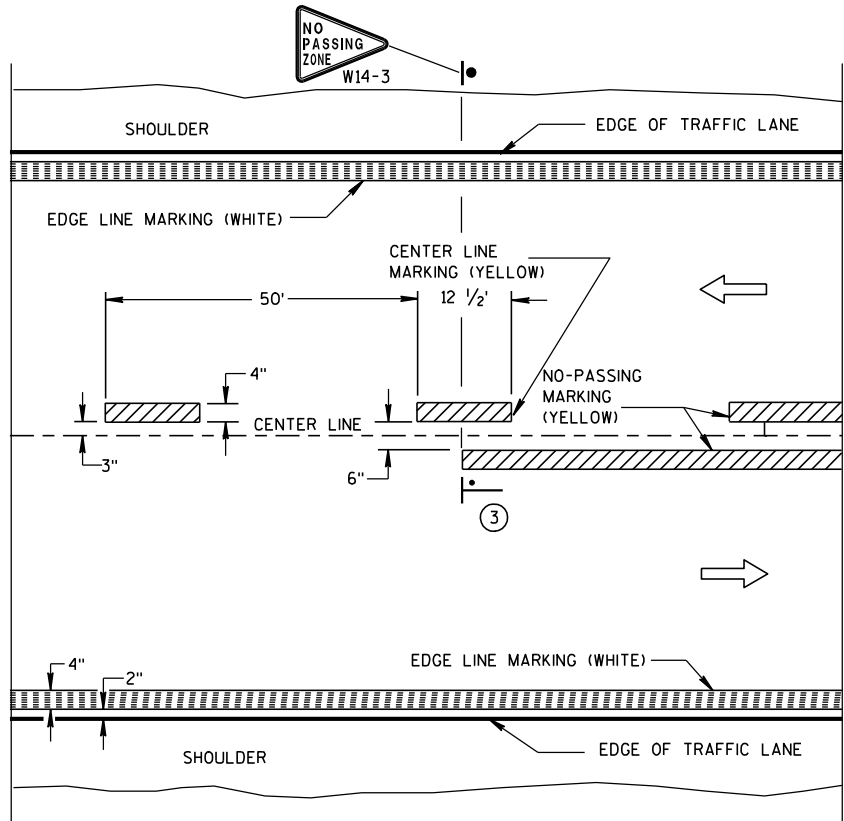
SECTION A-A

(MINIMUM WEIGHT 1.9 LBS. PER FT. AFTER GALVANIZING)

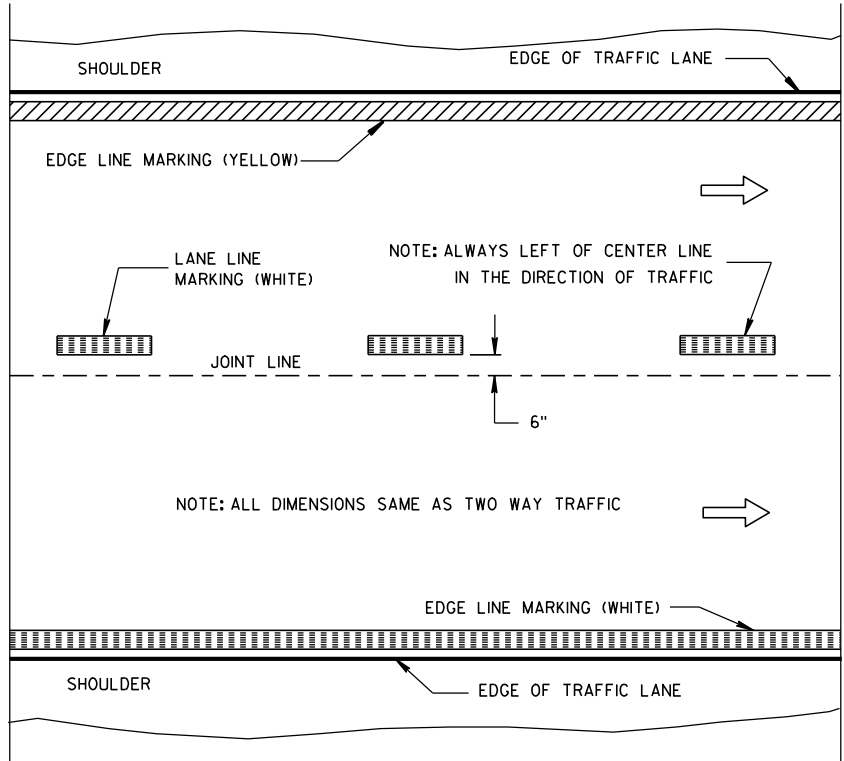
SIGNING & MARKING FOR TWO LANE BRIDGES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
9/5/06 DATE /S/ Thomas N. Notbohm
STATE TRAFFIC ENGINEER OF DESIGN
FHWA

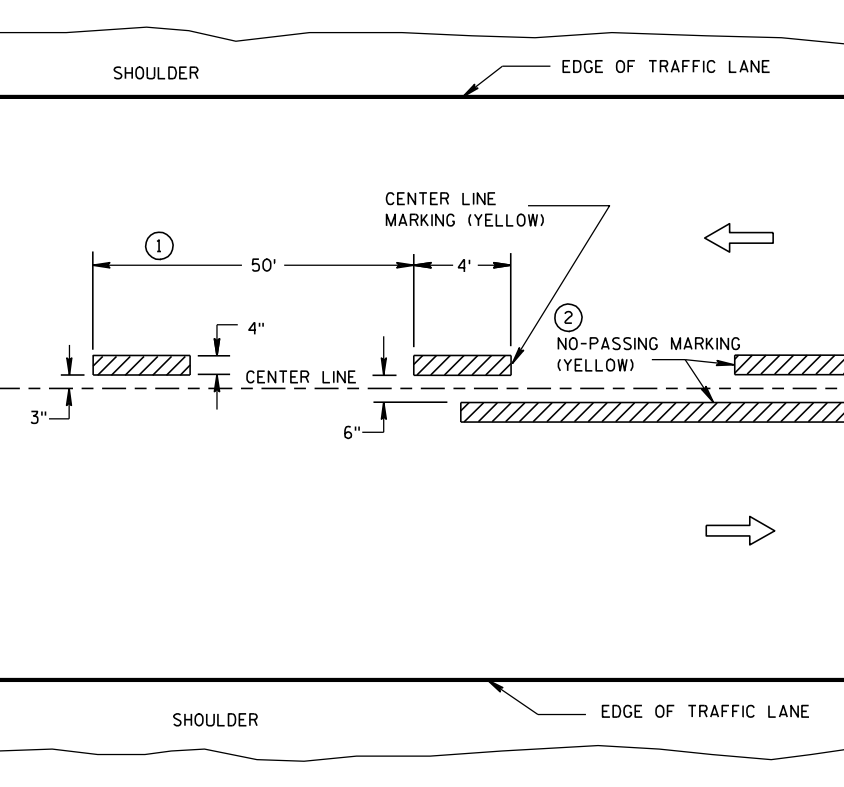


TWO WAY TRAFFIC

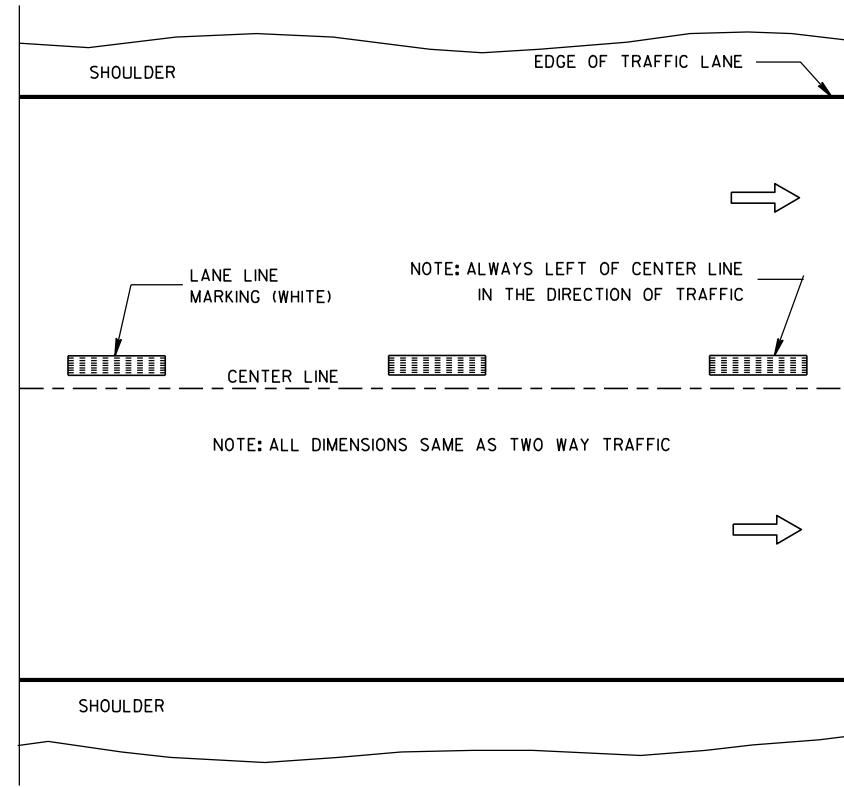


ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING



TWO WAY TRAFFIC



ONE WAY TRAFFIC

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

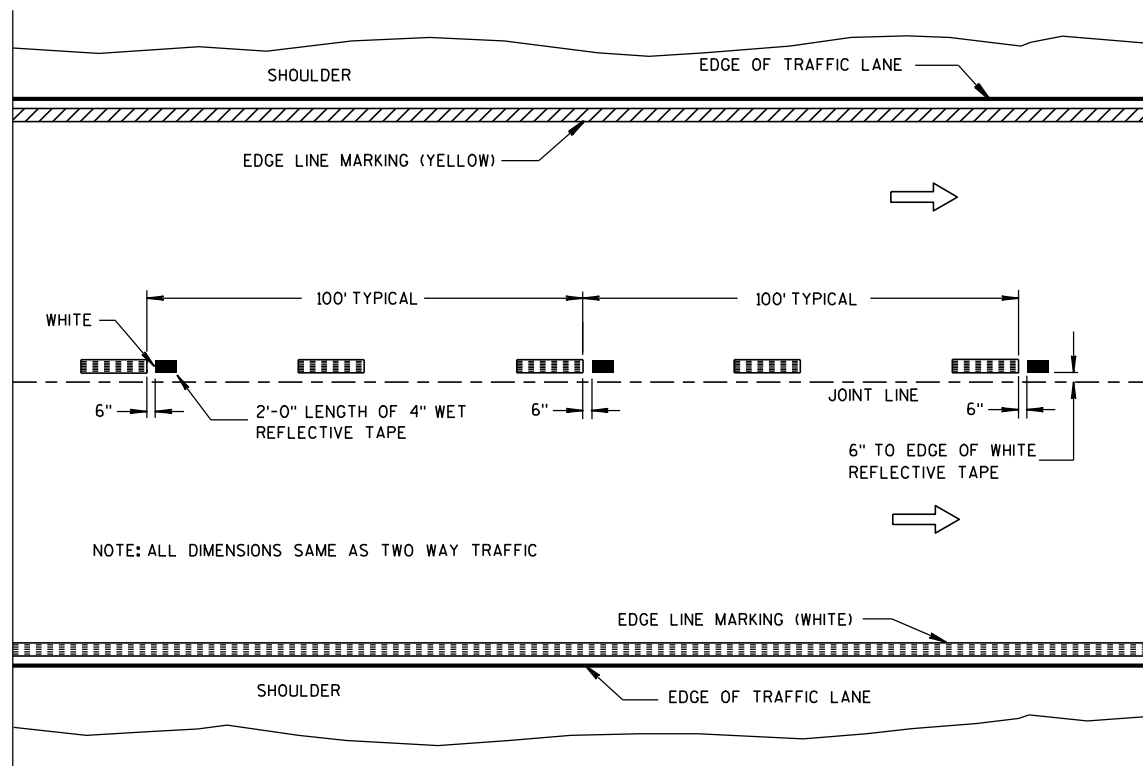
GENERAL NOTES

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

- 1 HALF CYCLE LENGTHS (25'±) WITH 2' MINIMUM STRIPE LENGTHS SHALL BE PROVIDED ON ROADWAYS (INCLUDING TEMPORARY TRAVELED WAYS) WITH REVERSE CURVATURE, CURVATURE OF OVER 5 DEGREES OR WHEN DIRECTED BY THE ENGINEER TO MARK UNUSUAL ALIGNMENT OF THE TRAVELED WAY.
- 2 NO PASSING ZONE TEMPORARY PAVEMENT MARKING IS REQUIRED TO BE PLACED, WHERE APPROPRIATE, ALONG WITH CENTERLINE TEMPORARY PAVEMENT MARKING WHEN A SAME DAY PERMANENT PAVEMENT MARKING ITEM IS INCLUDED IN THE CONTRACT.
- 3 NO PASSING ZONE MARKINGS ARE PLACED ACCORDING TO "T" MARKINGS. IF EXISTING NO PASSING ZONE W14-3 SIGNS ARE BEYOND 50 FEET IN EITHER DIRECTION, THE SIGNS SHALL BE MOVED TO THE "T" MARKINGS.

NOTE

ARROW SYMBOL (→) SHOWS DIRECTION OF TRAVEL



WET REFLECTIVE TAPE SUPPLEMENT TO
SPRAYED OR NON WET REFLECTIVE TAPE LANE LINE

LEGEND

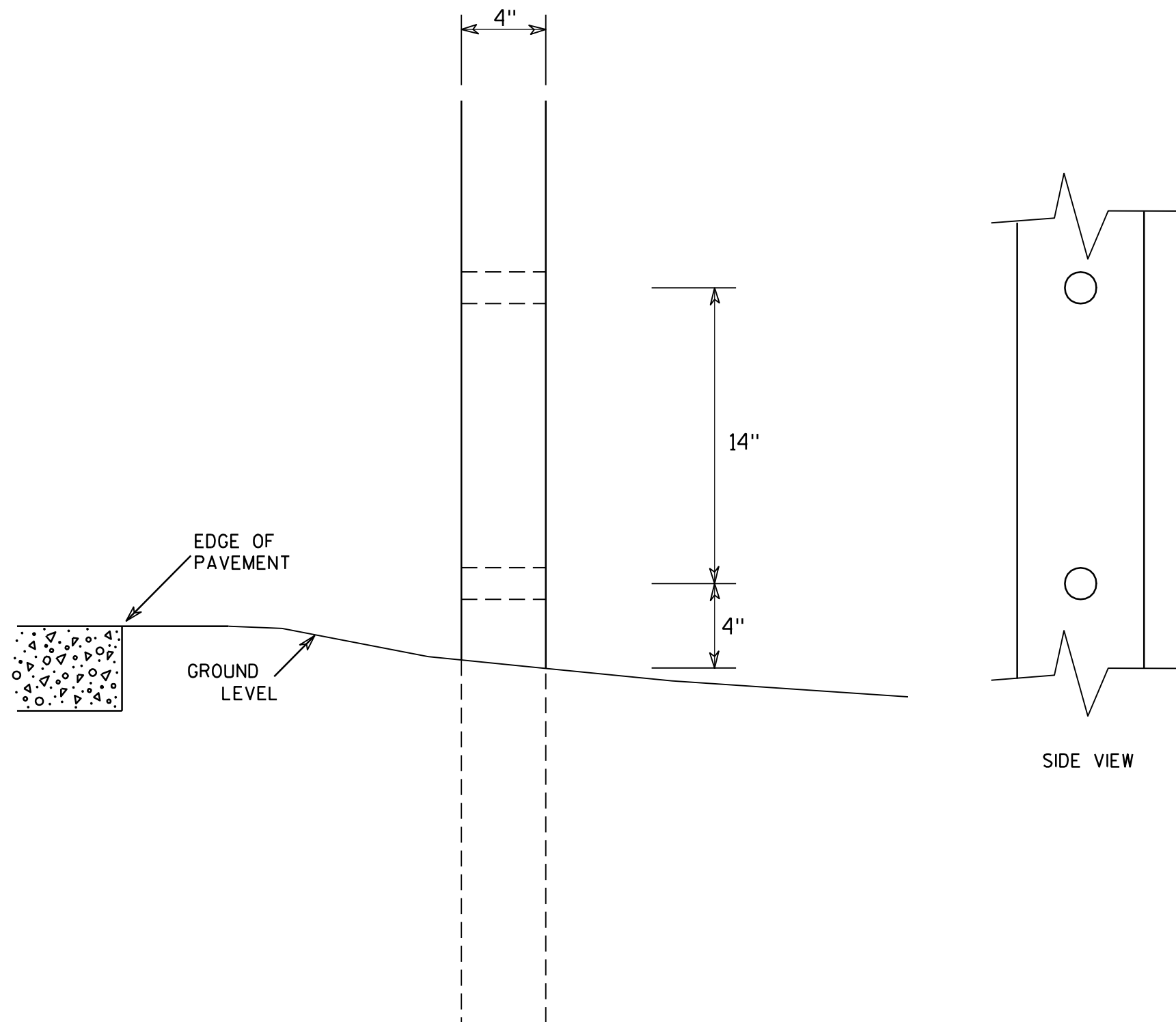
- "T" MARKING
- POST MOUNTED SIGN

PAVEMENT MARKING
(MAINLINE)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6-23-11 /S/ Thomas N. Notbohm
DATE STATE TRAFFIC ENGINEER OF DESIGN
FHWA

7

GENERAL NOTES

1. All 4 x 6 Wood Posts shall be modified by having two 1½" diameter holes drilled perpendicular to the roadway centerline.

7

4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

Chester J. Spang
for State Traffic Engineer

DATE 3/27/97

PLATE NO. A4-11.2

PROJECT NO:

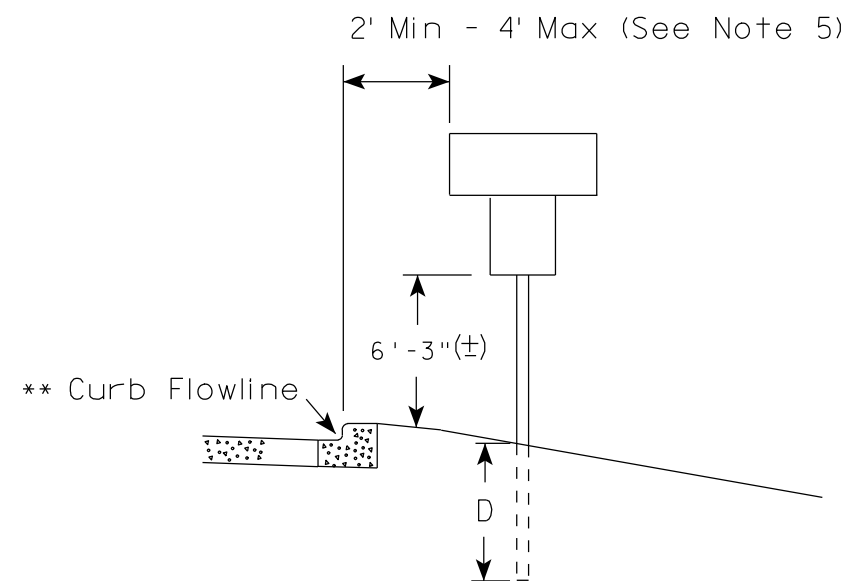
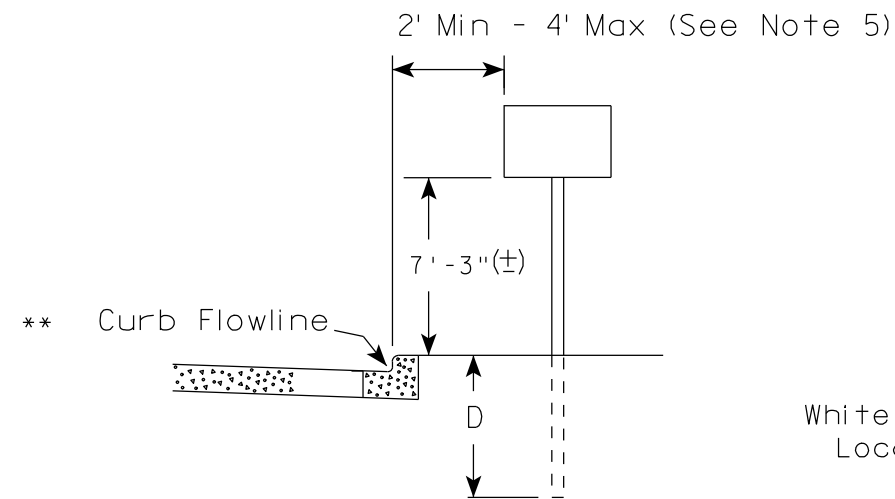
HWY:

COUNTY:

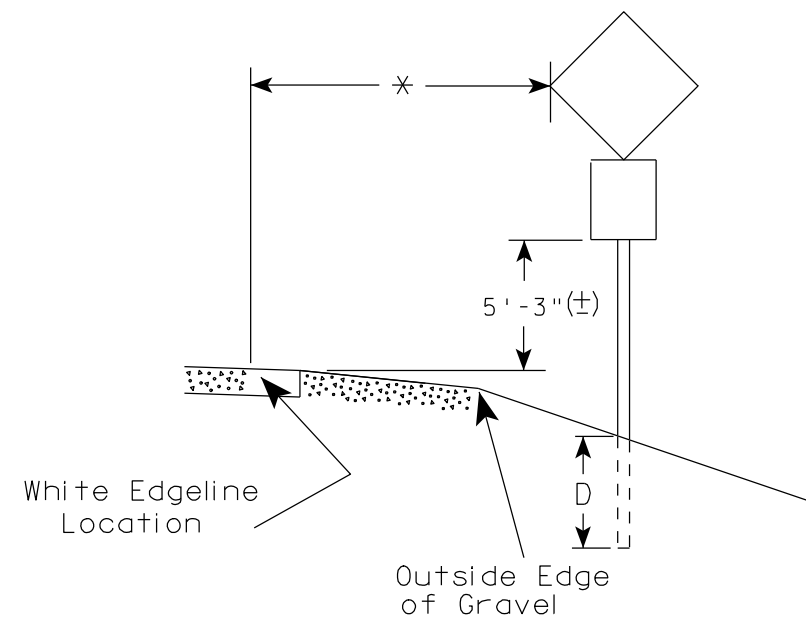
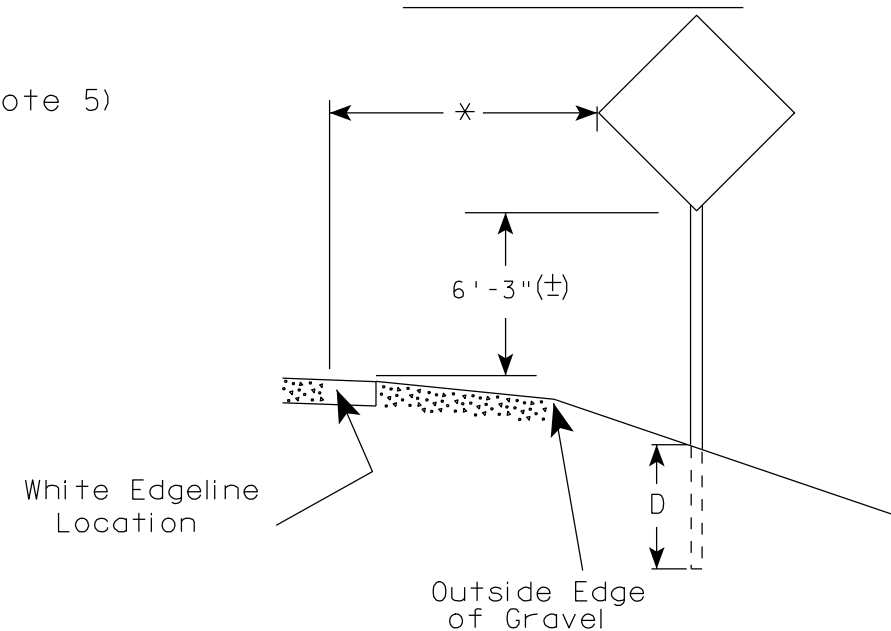
SHEET NO:

E

URBAN AREA



RURAL AREA (See Note 2)



POST EMBEDMENT DEPTH

Area of Sign Installation (Sq. Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

GENERAL NOTES

1. Signs wider than 4 feet or larger than 20 sq. ft. shall be mounted on multiple posts. Refer to plate A4-4.
2. If signs are mounted on barrier wall, see A4-10 sign plate.
3. For expressways and freeways, mounting height is 7'- 3" (±) or 6'-3" (±) depending upon existence of a sub-sign.
4. Minimum mounting height for J assemblies (A4-5) is 7'-3" (±) or 6'-3" (±) per urban or rural detail respectively.
5. Minimum mounting height for signs mounted on traffic signal poles is 5'- 3" (±).
6. Offset distance shall be consistent with existing signs or consistent throughout length of project.
7. The (±) tolerance for mounting height is 3 inches.
8. Folding stop signs (R1-1F) shall be mounted at a height of 5'-3" (±) or as directed by the Engineer.
9. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±). The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Clearance Markers (W5-52), Mile Markers (D10 series) & End of Road Markers (W5-56 & W5-56A) shall be mounted at a height of 4'-3" (±).

✱✱ The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs is measured from the flow line.

* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

TYPICAL INSTALLATION
OF PERMANENT TYPE II
SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 9/21/2011 PLATE NO. A4-3.16

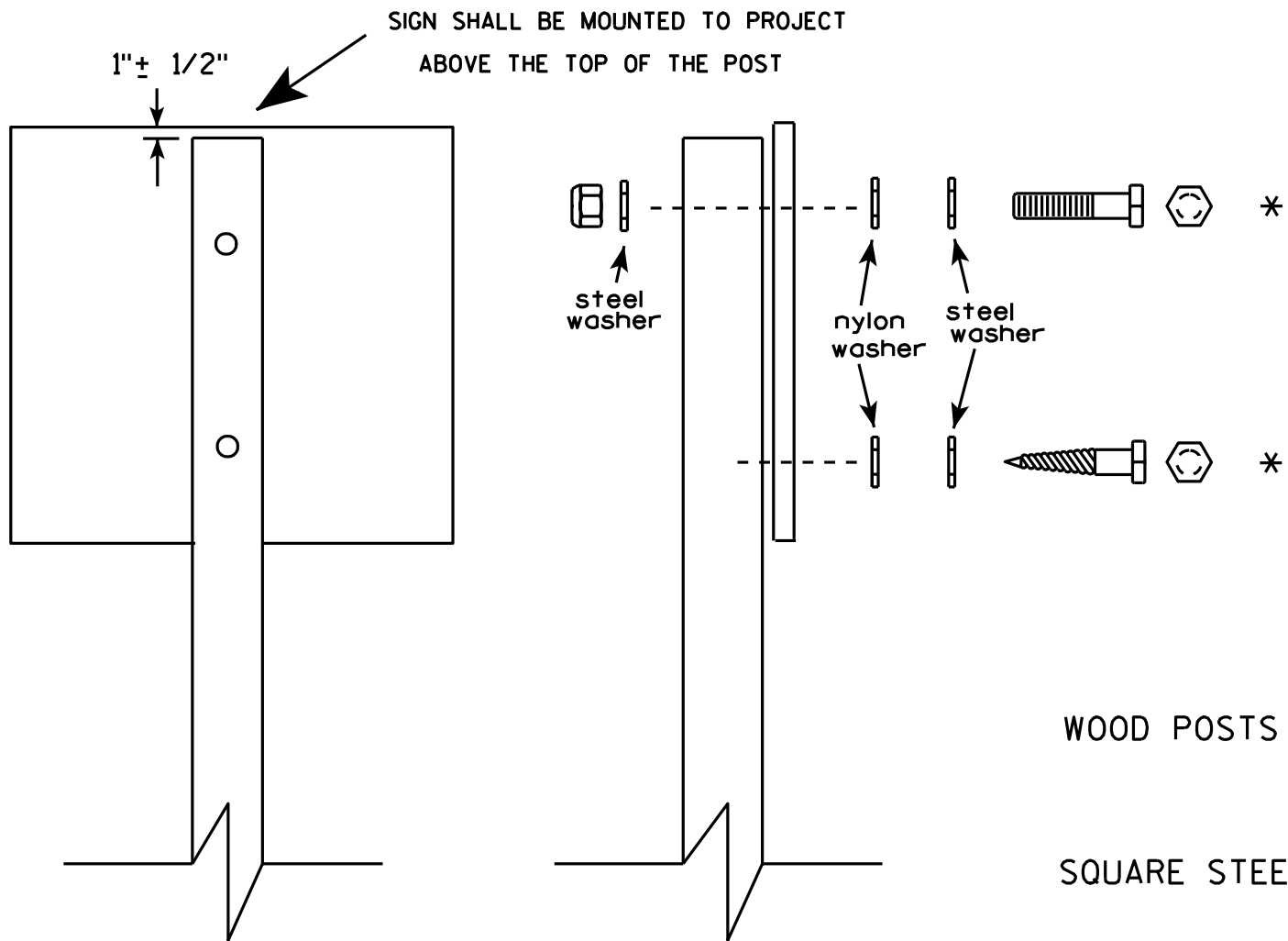
PROJECT NO:

HWY:

COUNTY:

SHEET NO:

E

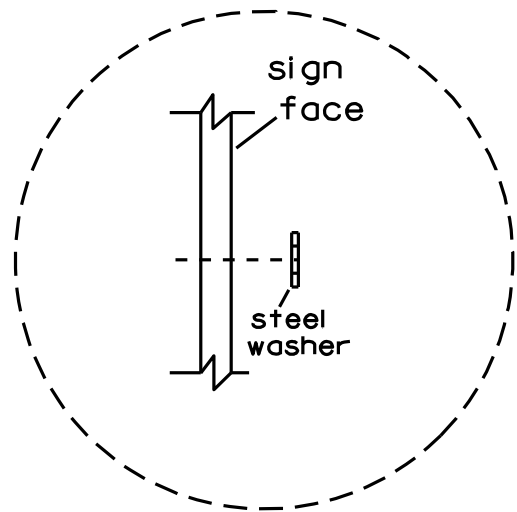


Nuts, bolts and lags used for mounting signs shall have hexagonal heads and shall be either :

- a. Hot dip galvanized in accordance with ASTM Designation: A 153, Class D, or SC 3
- b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.

Threads on bolts and nuts shall be manufactured with sufficient allowance for the cadmium plate or galvanized coating to permit the nuts to run freely on the bolts.

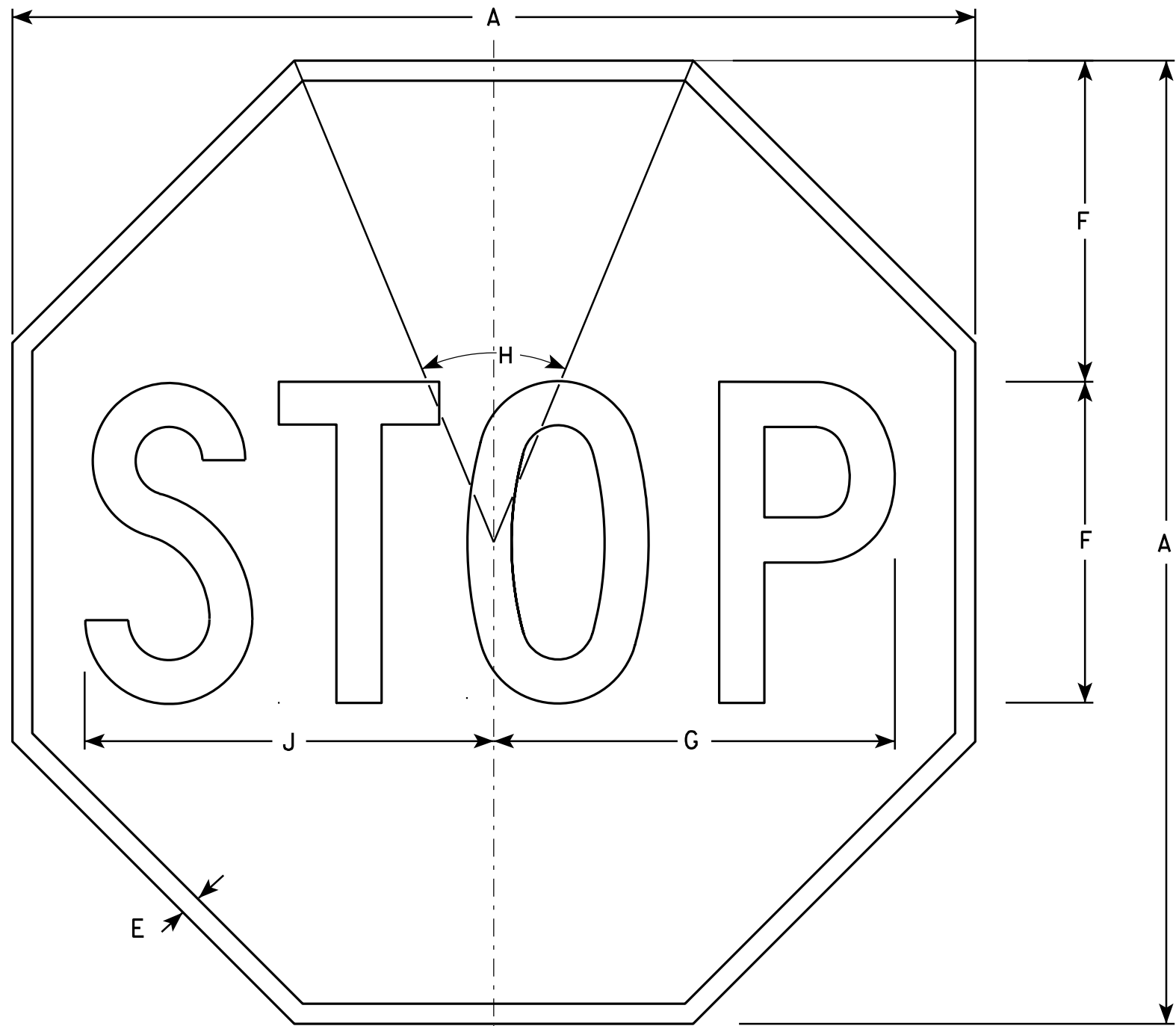
- WOOD POSTS (4" x 4" or 4" x 6")
- LAG SCREWS - 3/8" X 3"
- MACHINE BOLTS - 5/16" X 6-1/2" or 7" Length w/ nuts
- SQUARE STEEL POSTS (2" x 2")
- MACHINE BOLTS - 3/8" X 3-1/4" Length w/ nuts
- RIVETS - 9/32" (6605-9-6) BULB-TITE, TRI-FOLD, ALUMINUM BODY/MANDREL
- O.D. FLANGE .720-.765 INCH, GRIP RANGE .042-.375 INCH
- WASHERS (ALL POSTS) -
- 1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
- 1-1/4" O.D. X 3/8" I.D. X .080 NYLON for all Type H signs.



Washer Placement when Sign Has Other Than Type H or Type F Face

* Two different fastening systems are shown for illustration purposes. On any individual sign, either one or the other system shall be used. Actual number of fasteners per sign varies with the sign area, but normally there are two. For a single post installation, all signs greater than 9 sq. ft. require the use of 3 fasteners.

ATTACHMENT OF SIGNS TO POSTS	
WISCONSIN DEPT OF TRANSPORTATION	
APPROVED	<i>Matthew R. Rauch</i> For State Traffic Engineer
DATE 3/23/10	PLATE NO. A4-8.7



NOTES

- 1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
- 2. Color:
Background - Red
Message - White
- 3. Message Series - C

R1-1

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24				3/8	8	10	45°		10 1/4																	3.31
2S	30				5/8	10	12 1/2	45°		12 3/4																	5.18
2M	36				3/4	12	15	45°		15 3/8																	7.46
3	36				3/4	12	15	45°		15 3/8																	7.46
4	48				1	16	20	45°		20 1/2																	13.25
5	48				1	16	20	45°		20 1/2																	13.25
6	18				3/8	6	7 3/4	45°		7 3/4																	1.86
7	12				1/4	4	5	45°		5 1/8																	0.78

STANDARD SIGN
R1 - 1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 12/03/10 PLATE NO. R1-1.12

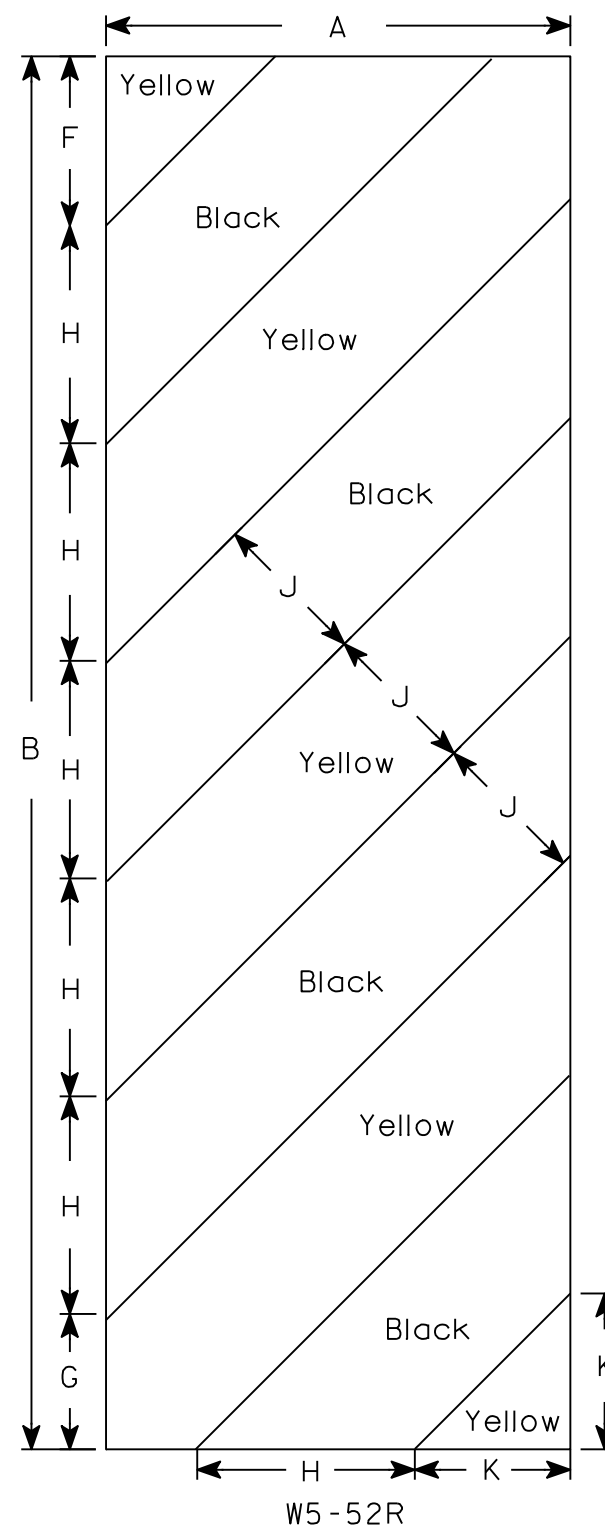
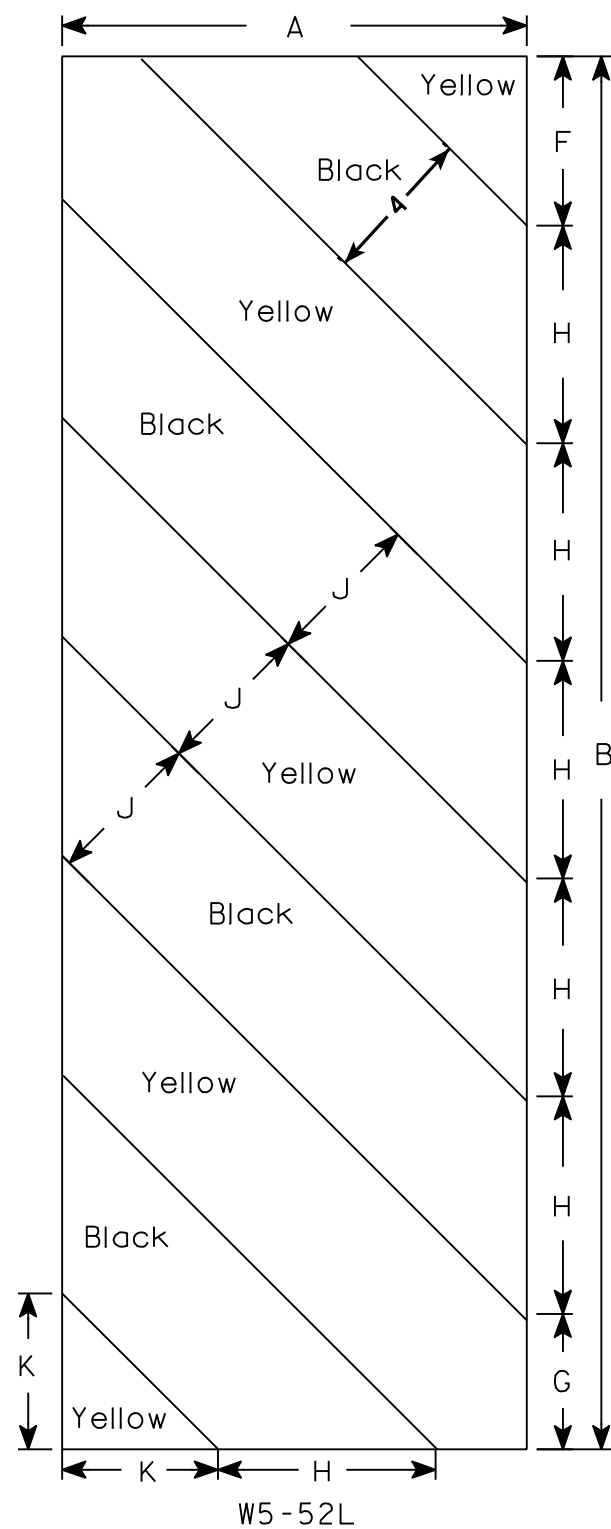
PROJECT NO:

HWY:

COUNTY:

SHEET NO:

E



NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
 - Background - Yellow
 - Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. Alternate colors of stripes as shown.

[illegible]

STANDARD SIGN
W5-52L & W5-52R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer
DATE 5/29/12 PLATE NO. W5-52.9

PROJECT NO:

HWY:

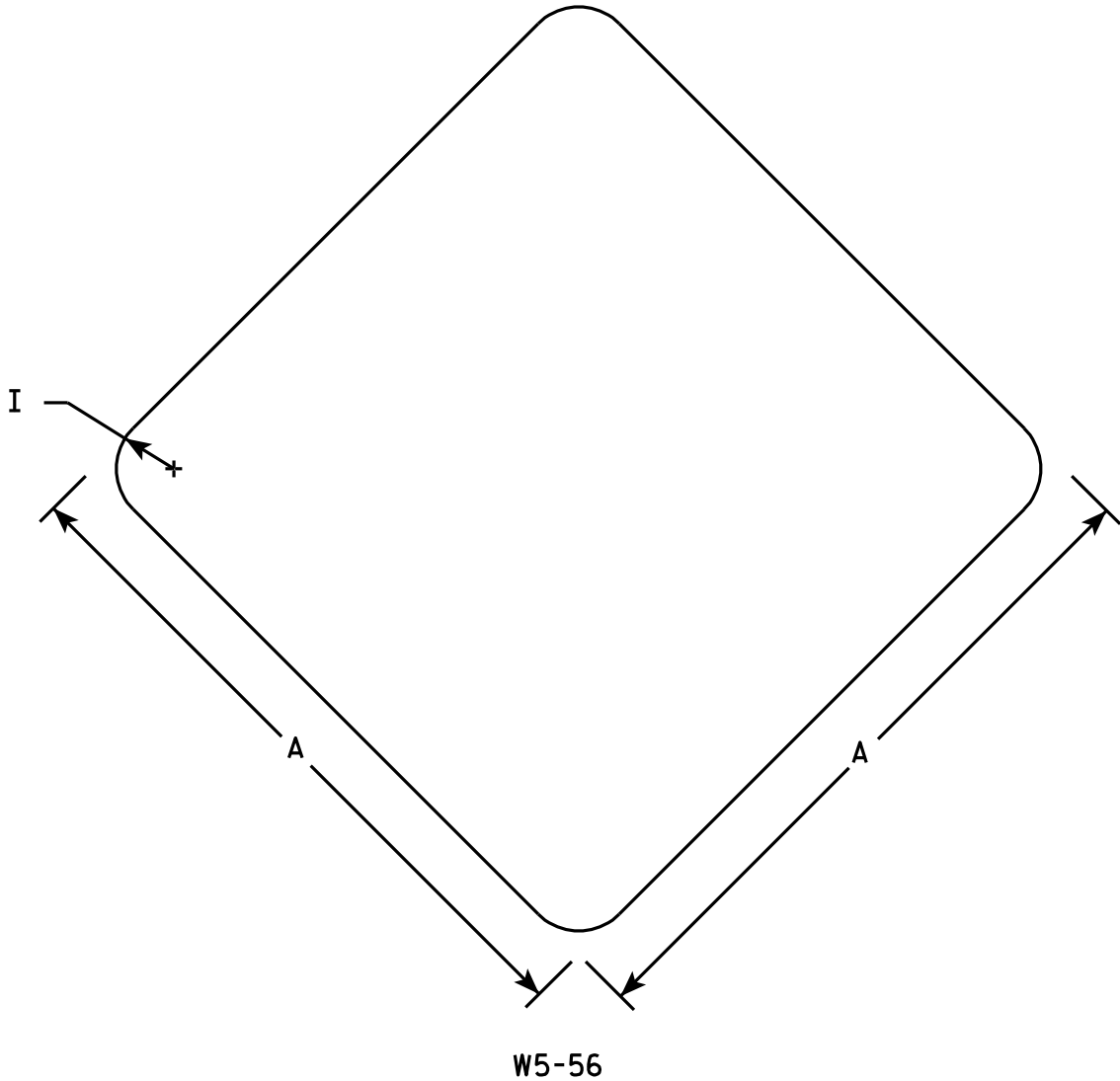
COUNTY:

SHEET NO:

E

NOTES

- 1. Sign is Type II - Type SH Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
- 2. Color:
Background - Red
- 3. Corners may be square or rounded when base material is plywood. When base material is metal the corners shall be rounded.

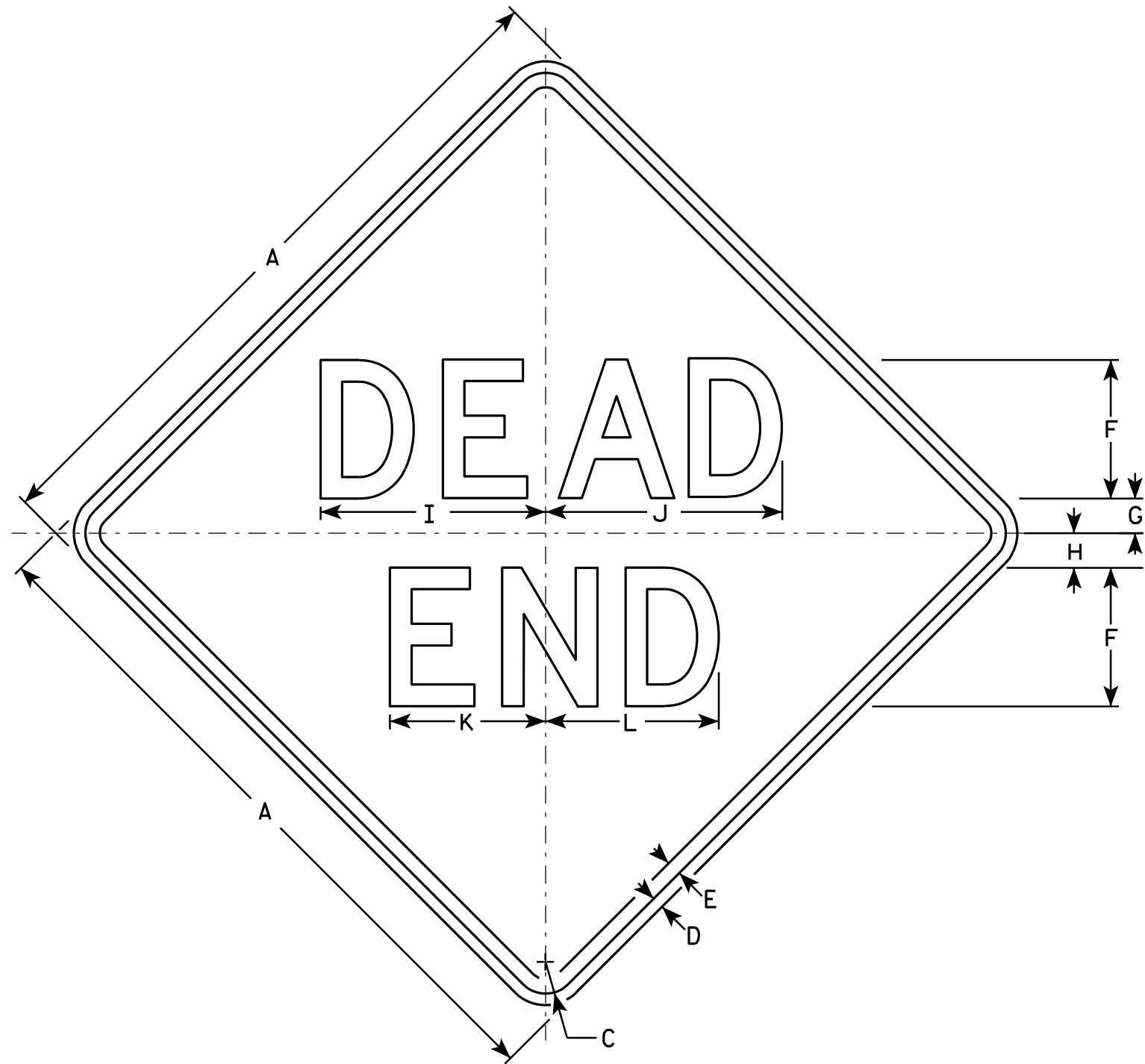


7

7

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	12								1																		1.0
2S	18								1 1/2																		2.25
2M	18								1 1/2																		2.25
3																											
4																											
5																											

STANDARD SIGN	
W5 - 56	
WISCONSIN DEPT OF TRANSPORTATION	
APPROVED	<i>Matthew R. Rauch</i> for State Traffic Engineer
DATE 11/2/10	PLATE NO. W5-56.6



NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
Background - Yellow
Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

W14-1

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Areq. sq. ft.
1	24		1 1/8	3/8	1/2	5	1	2	8 1/4	8 5/8	5 5/8	6 1/4															4.0
2S	30		1 3/8	1/2	5/8	6	1 1/2	2 1/2	9 3/4	10 1/4	6 3/4	7 1/2															6.25
2M	30		1 3/8	1/2	5/8	6	1 1/2	2 1/2	9 3/4	10 1/4	6 3/4	7 1/2															6.25
3	36		1 5/8	5/8	3/4	7	2	3	11 3/8	12	7 7/8	8 3/4															9.0
4																											
5																											

STANDARD SIGN
W14-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R. Rauch
for State Traffic Engineer

DATE 3/16/11 PLATE NO. W14-1.6

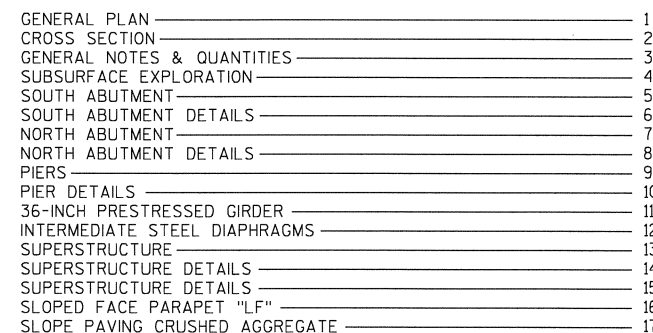
PROJECT NO:

HWY:

COUNTY:

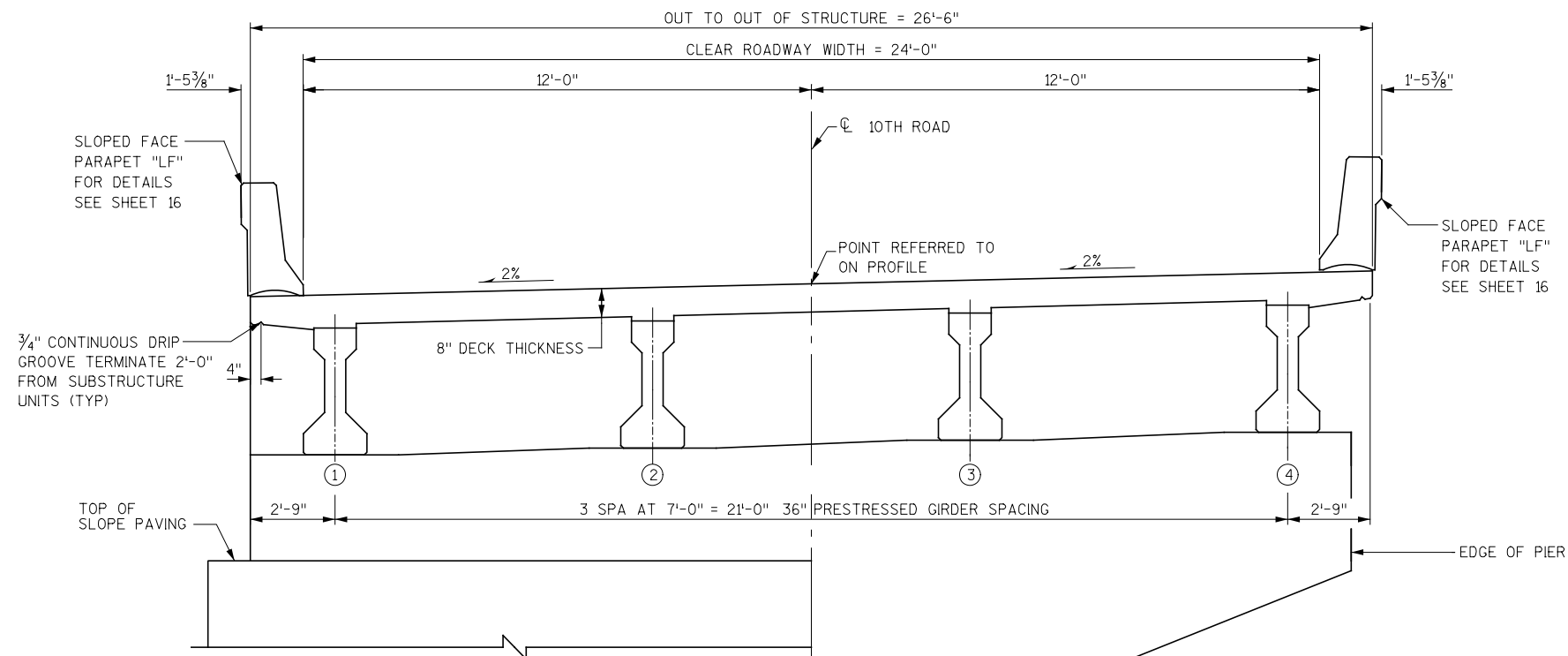
SHEET NO:

E



TELEPHONE: (608) 273-6380

8

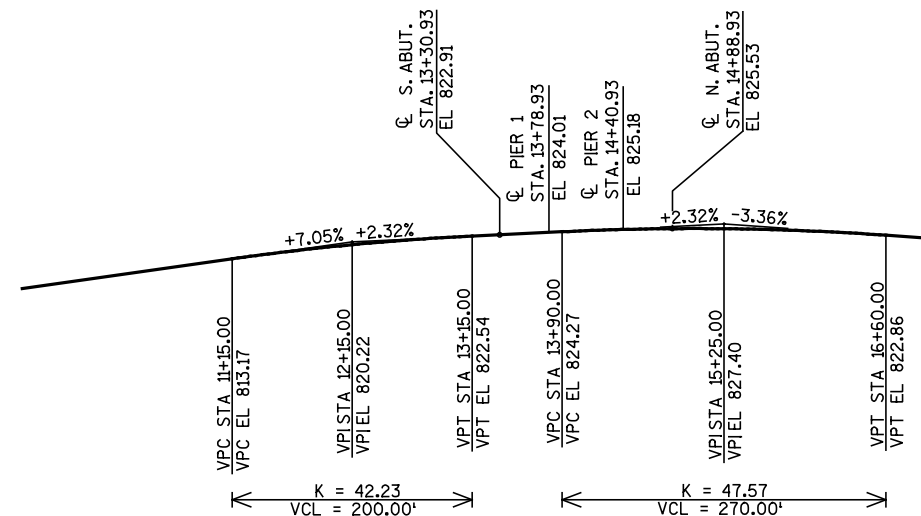
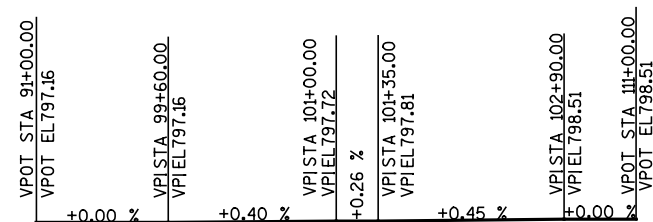


(AT ABUTMENTS)

CROSS SECTION THRU ROADWAY

(LOOKING NORTH)

(AT PIERS)

**PROFILE GRADE LINE, CL 10TH ROAD****PROFILE GRADE LINE,
CL UNION PACIFIC RAILROAD**

(PROFILE GIVEN ON HIGH RAIL)

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE B-39-74			
DRAWN BY	TAV	PLANS CK'D.	MJB
CROSS SECTION			SHEET 2 OF 17

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

ALL STATIONS AND ELEVATIONS ARE IN FEET.

ELEVATIONS SHOWN ON THE PLAN ARE REFERENCED TO THE NATIONAL AMERICAN VERTICAL DATUM OF 1988.

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.

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.

THE EXISTING GROUND LINE SHALL BE USED AS THE UPPER LIMIT OF EXCAVATION FOR THE STRUCTURE.

PILE SPLICES SHALL BE MADE BY A CERTIFIED WELDER.

CAST-IN-PLACE PILE SHELL MATERIAL SHALL BE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS.

AT THE BACKFACE OF THE ABUTMENT ALL VOLUME WHICH CANNOT BE PLACED BEFORE ABUTMENT CONSTRUCTION AND IS NOT OCCUPIED BY THE NEW STRUCTURE SHALL BE BACKFILLED WITH STRUCTURE BACKFILL.

THE MINIMUM CONCRETE HAUNCH SHALL BE 2" FOR DESIGN CALCULATIONS AND THE HAUNCH CONCRETE QUANTITY IS BASED ON AN AVERAGE HAUNCH DEPTH OF 2½" WHICH IS THE MAXIMUM HAUNCH QUANTITY FOR WHICH THE CONTRACTOR WILL BE PAID.

THE EXISTING STRUCTURE (P-39-41), TO BE REMOVED, IS A 127.2' LONG BY 24.3' CLEAR WIDTH, SEVEN SPAN TIMBER & STEEL DECK GIRDER BRIDGE. THE EXISTING STRUCTURE IS LOCATED AT STA 50+00 ON OLD 10TH ROAD, WHICH IS STA 13+40.40, 123.0' RT ON CL 10TH ROAD.

PROTECTIVE SURFACE TREATMENT IS TO BE APPLIED TO THE LIMITS SHOWN IN DETAIL ON THIS SHEET.

ALL DEMOLITION WORK WITHIN THE RAILROAD'S ROW OR THAT MAY IMPACT THE RAILROAD'S TRACKS OR OPERATION SHALL COMPLY WITH THE RAILROAD'S DEMOLITION GUIDELINES.

RAILROAD'S REVIEW AND APPROVAL OF SHORING, ERECTION, AND FALSEWORK ARE REQUIRED. ALLOW MINIMUM OF FOUR WEEKS FOR THE REVIEW AND APPROVAL OF EACH ROUND OF SUBMITTAL.

ANY SHORING SYSTEM THAT IMPACTS THE RAILROAD'S OPERATION AND/OR SUPPORTS THE RAILROAD'S EMBANKMENT SHALL BE DESIGNED AND CONSTRUCTED PER RAILROAD GUIDELINES FOR TEMPORARY SHORING.

ERECTION OVER THE RAILROAD'S RIGHT-OF-WAY SHALL BE DESIGNED TO CAUSE NO INTERRUPTION TO THE RAILROAD'S OPERATION. ERECTION OVER THE RAILROAD'S TRACK SHALL BE DEVELOPED SUCH THAT IT ENABLES THE TRACK(S) TO REMAIN OPEN TO TRAFFIC PER RAILROAD REQUIREMENTS.

THE PROPOSED GRADE SEPARATION PROJECT SHALL NOT CHANGE THE QUANTITY AND/OR CHARACTERISTIC OF THE FLOW IN THE RAILROAD DITCHES AND/OR DRAINAGE STRUCTURES.

THE CONTRACTOR MUST SUBMIT A PROPOSED METHOD OF EROSION AND SEDIMENT CONTROL AND HAVE THE METHOD APPROVED BY THE RAILROAD PRIOR TO BEGINNING ANY GRADING ON THE PROJECT SITE.

MINIMUM CONSTRUCTION CLEARANCE ENVELOPE OF 21 FEET 6 INCHES VERTICAL ABOVE THE PLANE OF TOP-OF-RAIL AND 12 FEET HORIZONTAL AT RIGHT ANGLE FROM CENTERLINE OF TRACK SHALL BE MAINTAINED AT ALL TIMES DURING CONSTRUCTION.

THE ELEVATION OF THE EXISTING TOP-OF-RAIL PROFILE SHALL BE VERIFIED BEFORE BEGINNING CONSTRUCTION. ALL DISCREPANCIES SHALL BE BROUGHT TO THE ATTENTION OF THE RAILROAD PRIOR TO CONSTRUCTION.

ALL PERMANENT CLEARANCES SHALL BE VERIFIED BEFORE PROJECT CLOSEOUT.

RAILROAD REQUIREMENTS DO NOT ALLOW WORK WITHIN 50 FEET OF TRACK CENTERLINE WHILE A TRAIN PASSES THE WORK SITE, AND ALL PERSONNEL MUST CLEAR THE AREA WITHIN 25 FEET OF THE TRACK CENTERLINE AND SECURE ALL EQUIPMENT.

FOR RAILROAD COORDINATION PLEASE REFER TO THE RAILROAD'S COORDINATION REQUIREMENTS AS PART OF THE SPECIFICATIONS OR SPECIAL PROVISIONS OF THE PROJECT.

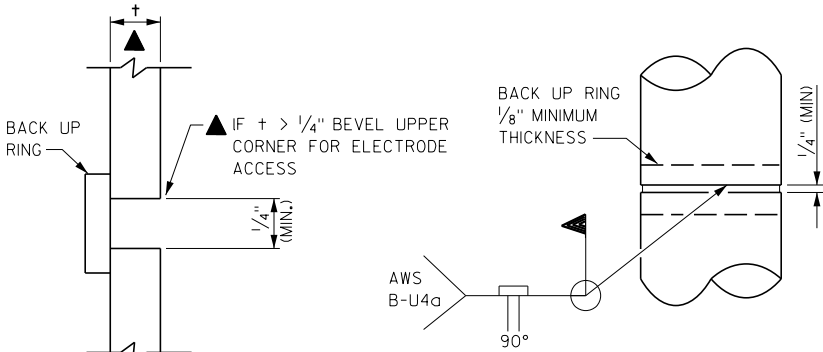
CONTRACTOR MUST CALL THE UPRR CALL BEFORE YOU DIG NUMBER, (800) 336-9193, FOR LOCATION OF FIBER OPTICS ON UPRR ROW.

STATE PROJECT NUMBER

6749-00-70

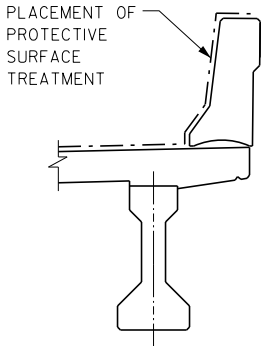
TOTAL ESTIMATED QUANTITIES

ITEM NO.	BID ITEMS	UNIT	S ABUT	N ABUT	PIER 1	PIER 2	SUPER	TOTALS
203.0200	REMOVING OLD STRUCTURE (STA 50+00)	LS	---	---	---	---	---	1
203.0225.S	DEBRIS CONTAINMENT (B-39-74)	LS	---	---	---	---	---	1
206.1000	EXCAVATION FOR STRUCTURES, BRIDGES (B-39-74)	LS	---	---	---	---	---	1
210.0100	BACKFILL STRUCTURE	CY	100	100	---	---	---	200
502.0100	CONCRETE MASONRY BRIDGES	CY	32	35	67	67	176	377
502.3200	PROTECTIVE SURFACE TREATMENT	SY	---	---	---	---	580	580
503.0136	PRESTRESSED GIRDER TYPE I 36-INCH	LF	---	---	---	---	634	634
505.0405	BAR STEEL REINFORCEMENT HS BRIDGES	LB	1830	1830	2265	2265	---	8190
505.0605	BAR STEEL REINFORCEMENT HS COATED BRIDGES	LB	1840	2020	12240	12390	40350	68840
506.2605	BEARING PADS ELASTOMERIC NON-LAMINATED	EACH	---	---	---	---	24	24
506.4000	STEEL DIAPHRAGMS (B-39-74)	EACH	---	---	---	---	9	9
516.0500	RUBBERIZED MEMBRANE WATERPROOFING	SY	10	10	---	---	---	20
550.2126	PILING CIP CONCRETE 12 3/4 x 0.375-INCH	LF	400	400	825	825	---	2450
604.0500	SLOPE PAVING CRUSHED AGGREGATE	SY	197	194	---	---	---	391
614.0150	ANCHOR ASSEMBLIES FOR STEEL PLATE BEAM GUARD	EACH	---	---	---	---	4	4
SPV.0105.01	TEMPORARY SHORING RAILROAD	LS	---	---	---	---	---	1
NON BID ITEMS								
	FILLER	SIZE						1/2" & 3/4"



CIP PILE WELD DETAIL

CAST-IN-PLACE 'PIPE PILE'



PROTECTIVE SURFACE TREATMENT LIMITS

(TYP BOTH EDGES OF DECK)

PILE RESISTANCE

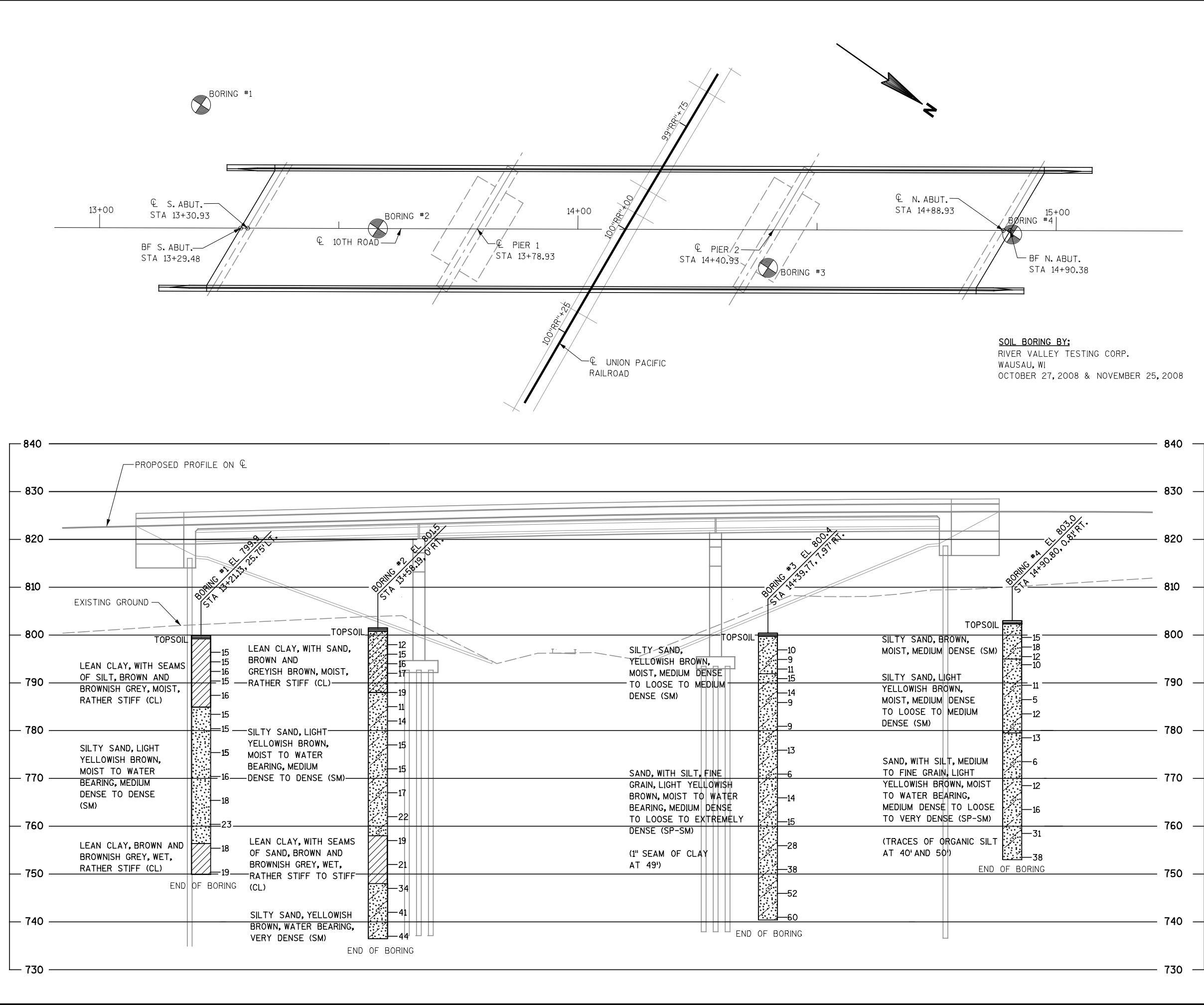
LOCATION	PILE SIZE	FACTORED AXIAL COMPRESSION RESISTANCE (Pr) (TONS)	REQUIRED DRIVING RESISTANCE (Rn dyn) (TONS)
ABUTMENTS	CIP CONC 12¾" X 0.375-INCH	70	140
PIERS	CIP CONC 12¾" X 0.375-INCH	95	190

BENCH MARKS

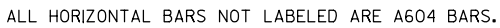
NO	STATION	OFFSET	DESCRIPTION	ELEV
1	10+65.68	40.7' RT	60D NAIL IN 15" ELM TREE	795.91
2	13+95.46	198.0' RT	60D NAIL IN POWER POLE	815.50
3	16+10.96	140.2' RT	PK NAIL IN 24" TREE STUMP	825.68

8

8



(X) INDICATES WING NUMBER
(X) INDICATES GIRDER NUMBER
FF - FRONT FACE
BF - BACK FACE
WT - WING TIP



BILL OF BARS
SOUTH ABUTMENT

COATED= 1320 LBS.
UNCOATED= 1830 LBS.

MARK	NUMBER		LENGTH FT - IN	BENT	BAR SERIES	LOCATION	
	COATED	UNCOATED					
A 4 01		5	28 - 0	X		ABUTMENT BODY - 1 PER PILE	SPIRAL
A 4 02		10	2 - 3			ABUTMENT BODY - 2 PER PILE	VERT
A 5 03		38	13 - 7	X		ABUTMENT BODY - STIRRUPS	VERT
A 6 04		11	30 - 4			ABUTMENT BODY	HORIZ
A 6 05		7	20 - 8			ABUTMENT BODY - BF	HORIZ
A 8 06		14	10 - 0			ABUTMENT BODY - BF	HORIZ
A 4 07		21	3 - 3	X		ABUTMENT BODY - TOP	VERT
A 4 08		2	30 - 4			ABUTMENT BODY - TOP	HORIZ
A 5 09		22	15 - 3	X		WINGS - BOTTOM STIRRUPS	VERT
A 5 10	6		11 - 9			WING 1 - BOTTOM FF	HORIZ
A 6 11	6		13 - 0			WING 1 - BOTTOM BF	HORIZ
A 6 12	2		12 - 5			WING 1 - BOTTOM TOP	HORIZ
A 5 13	28		12 - 2	X		WINGS - TOP STIRRUPS	VERT
A 4 14	16		9 - 7			WINGS - TOP FF & BF	HORIZ
A 6 15	4		9 - 7			WINGS - TOP	HORIZ
A 5 16	6		13 - 3			WING 2 - BOTTOM FF	HORIZ
A 6 17	6		10 - 11			WING 2 - BOTTOM BF	HORIZ
A 6 18	2		12 - 0			WING 2 - BOTTOM TOP	HORIZ

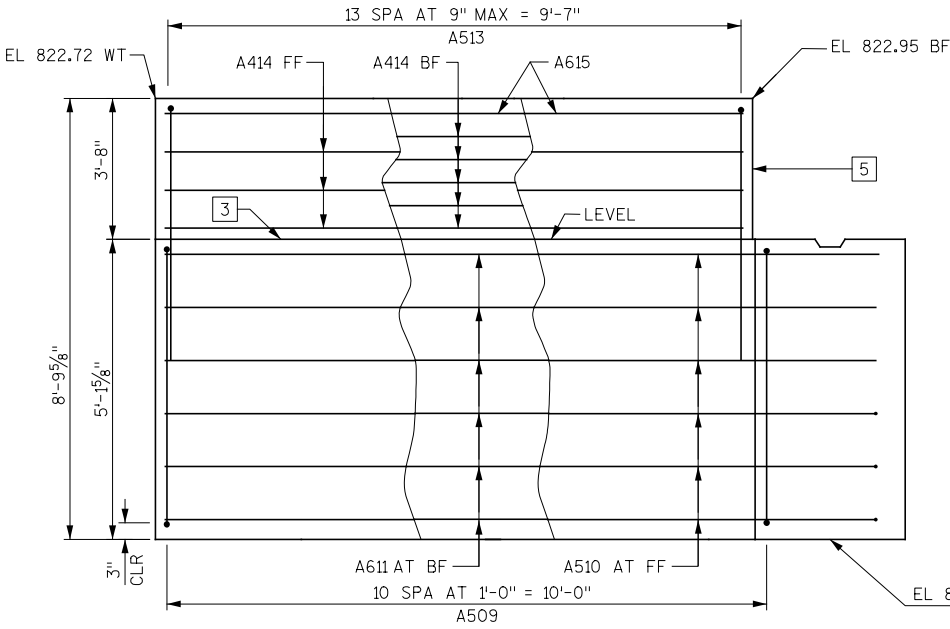
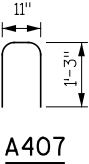
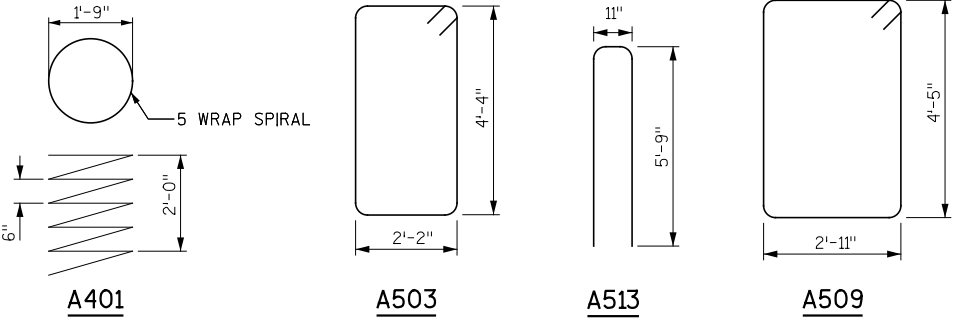
FF - FRONT FACE
BF - BACK FACE
WT - WING TIP

BAR DIMENSIONS IN BENDING DETAILS ARE OUT TO OUT OF BARS.

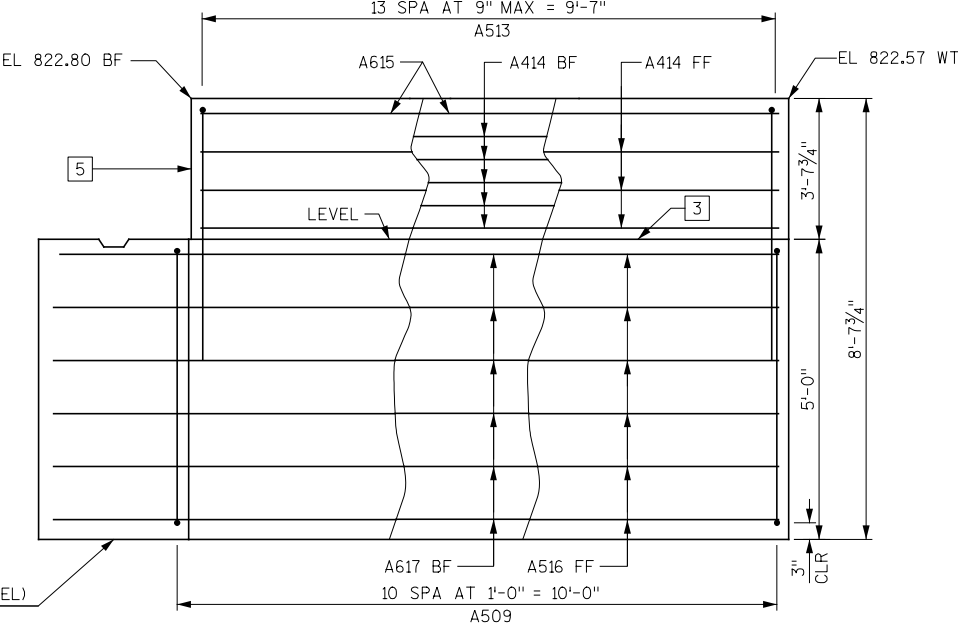
ALL REINFORCING BARS ARE ENGLISH.

THE FIRST OR FIRST TWO DIGITS OF A BAR MARK SIGNIFIES THE BAR SIZE.

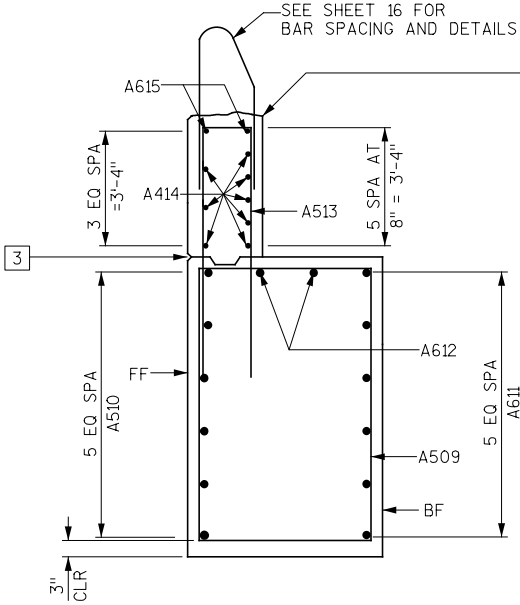
- [3] OPTIONAL KEYED CONSTRUCTION JOINT FORMED BY BEVELED 2" x 6" KEYWAY, PROVIDE 3/4" "V" GROOVE AT FF AND 18" RUBBERIZED MEMBRANE WATERPROOFING ON BF OF WINGWALL IF OPTIONAL CONSTRUCTION JOINT IS USED.
- [5] 1/2" FILLER - TO EXTEND FROM BRIDGE SEAT TO TOP OF WING, INCLUDED IN WING LENGTH. SEAL ALL EXPOSED HORIZONTAL AND VERTICAL 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.



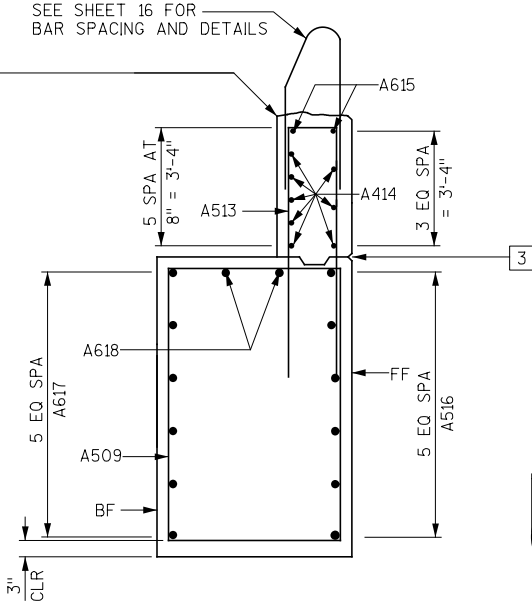
WING 1 ELEVATION



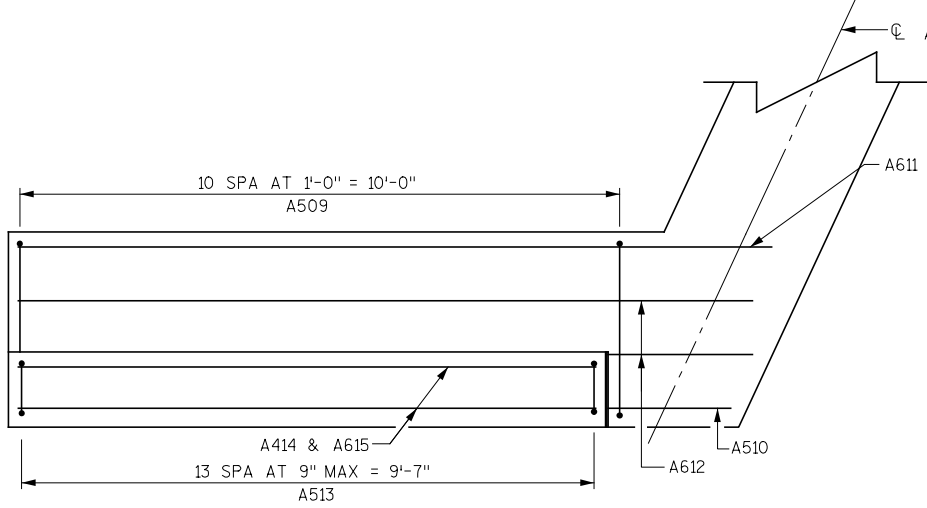
WING 2 ELEVATION



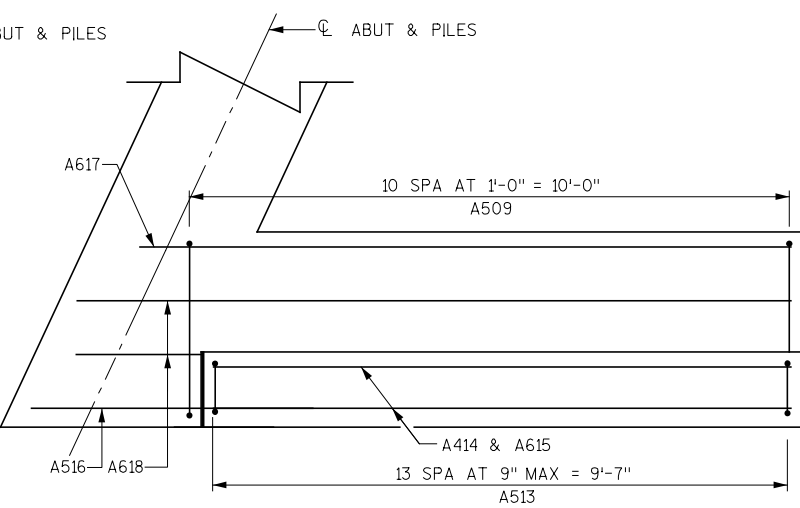
WING 1 SECTION



WING 2 SECTION



WING 1 PLAN



WING 2 PLAN

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE B-39-74			
DRAWN BY TAV		PLANS CK'D. MJB	
SOUTH ABUTMENT DETAILS			SHEET 6 OF 17

FF - FRONT FACE
BF - BACK FACE
WT - WING TIP



BILL OF BARS
NORTH ABUTMENT

COATED= 1450 LBS.
UNCOATED= 1830 LBS.

MARK	NUMBER		LENGTH	BENT	BAR SERIES	LOCATION	
	COATED	UNCOATED					
			FT - IN				
B 4 01		5	28 - 0	X		ABUTMENT BODY - 1 PER PILE	SPIRAL
B 4 02		10	2 - 3			ABUTMENT BODY - 2 PER PILE	VERT
B 5 03		38	13 - 7	X		ABUTMENT BODY - STIRRUPS	VERT
B 6 04		11	30 - 4			ABUTMENT BODY	HORIZ
B 6 05		7	20 - 8			ABUTMENT BODY - BF	HORIZ
B 8 06		14	10 - 0			ABUTMENT BODY - BF	HORIZ
B 4 07		21	3 - 3	X		ABUTMENT BODY - TOP	VERT
B 4 08		2	30 - 4			ABUTMENT BODY - TOP	HORIZ
B 5 09	24		15 - 3	X		WINGS - BOTTOM STIRRUPS	VERT
B 5 10	6		12 - 9			WING 3 - BOTTOM FF	HORIZ
B 6 11	6		14 - 0			WING 3 - BOTTOM BF	HORIZ
B 6 12	2		13 - 5			WING 3 - BOTTOM TOP	HORIZ
B 5 13	30		12 - 4	X		WINGS - TOP STIRRUPS	VERT
B 4 14	18		10 - 7			WINGS - TOP FF & BF	HORIZ
B 6 15	4		10 - 7			WINGS - TOP	HORIZ
B 5 16	6		14 - 3			WING 4 - BOTTOM FF	HORIZ
B 6 17	6		11 - 11			WING 4 - BOTTOM BF	HORIZ
B 6 18	2		13 - 0			WING 4 - BOTTOM TOP	HORIZ

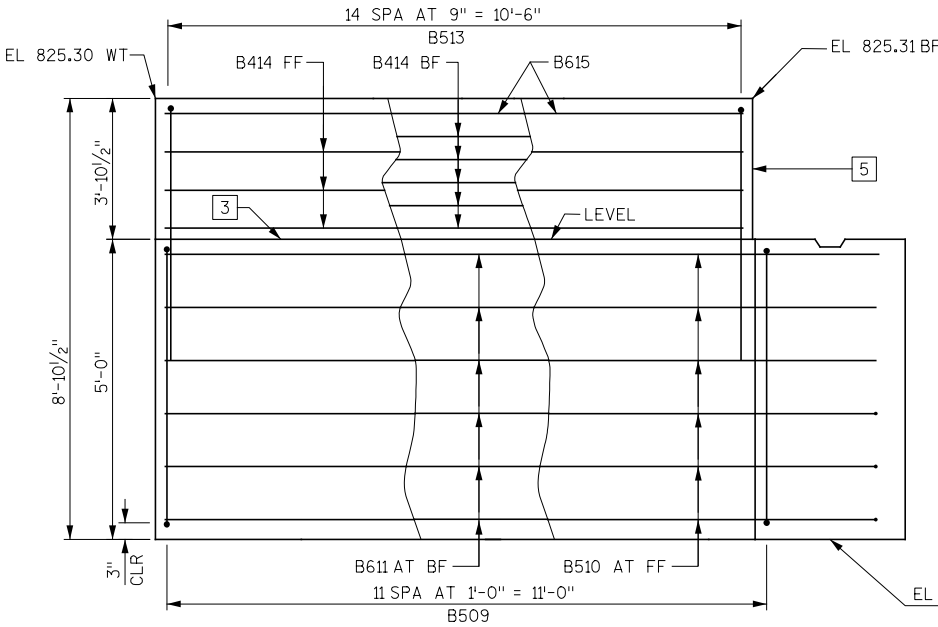
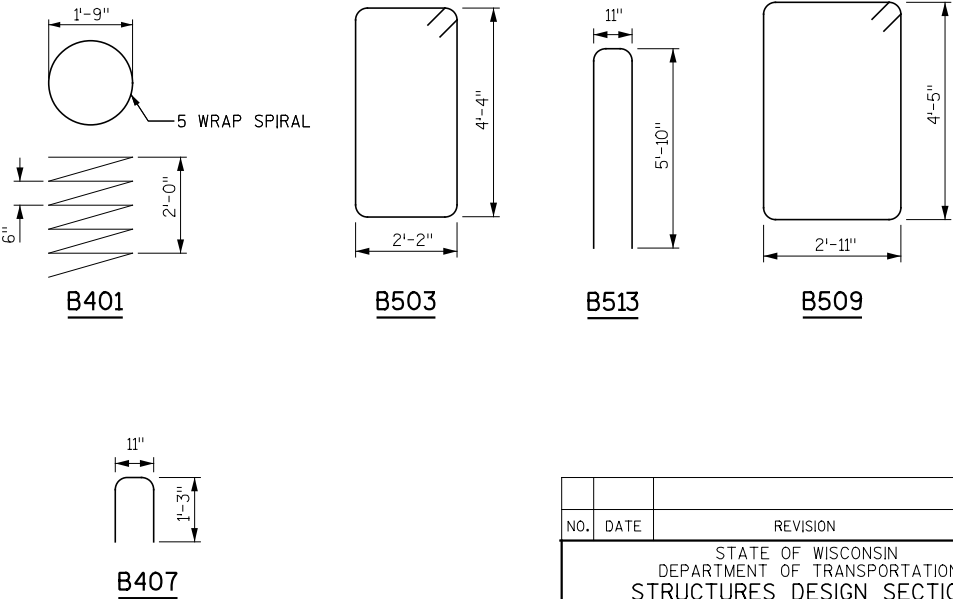
FF - FRONT FACE
BF - BACK FACE
WT - WING TIP

BAR DIMENSIONS IN BENDING DETAILS ARE OUT TO OUT OF BARS.

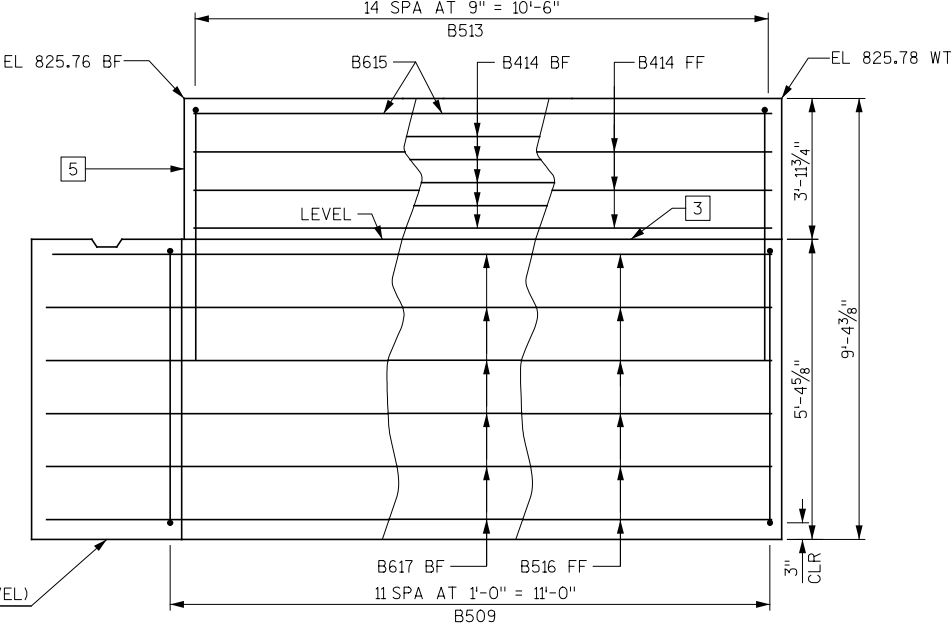
ALL REINFORCING BARS ARE ENGLISH.

THE FIRST OR FIRST TWO DIGITS OF A BAR MARK SIGNIFIES THE BAR SIZE.

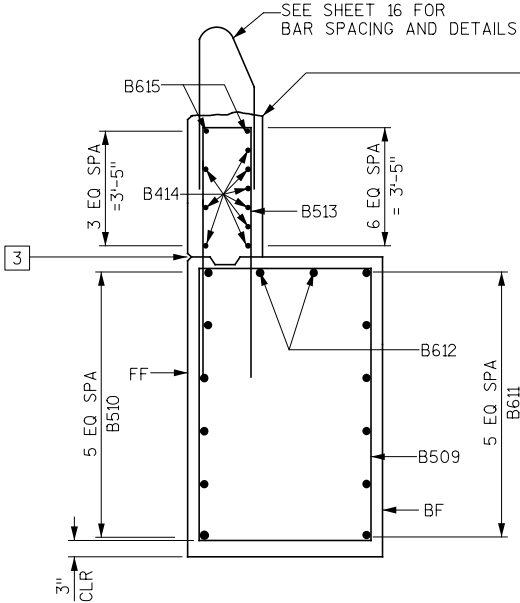
- [3] OPTIONAL KEYED CONSTRUCTION JOINT FORMED BY BEVELED 2" x 6" KEYWAY, PROVIDE 3/4" "V" GROOVE AT FF AND 18" RUBBERIZED MEMBRANE WATERPROOFING ON BF OF WINGWALL IF OPTIONAL CONSTRUCTION JOINT IS USED.
- [5] 1/2" FILLER - TO EXTEND FROM BRIDGE SEAT TO TOP OF WING, INCLUDED IN WING LENGTH. SEAL ALL EXPOSED HORIZONTAL AND VERTICAL 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.



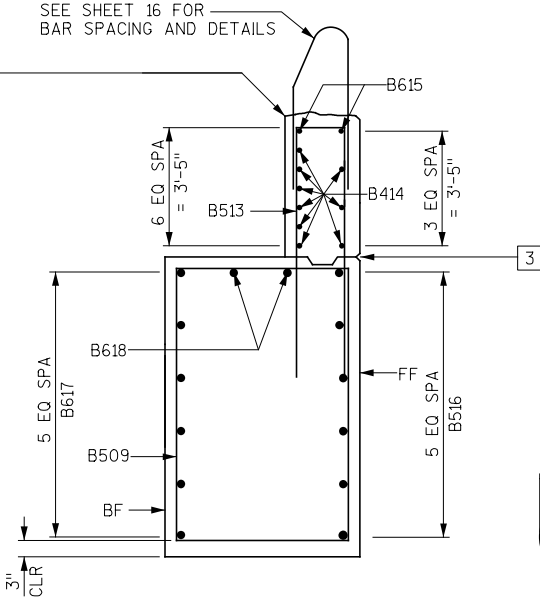
WING 3 ELEVATION



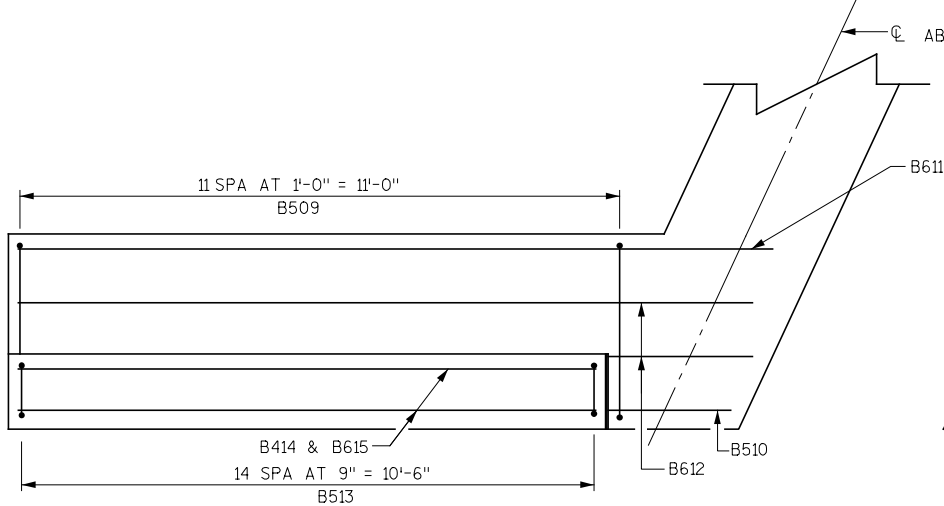
WING 4 ELEVATION



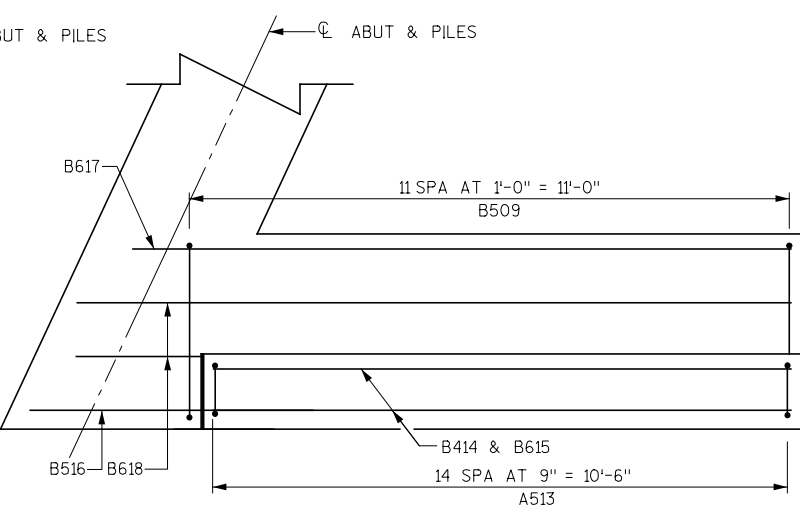
WING 3 SECTION



WING 4 SECTION



WING 3 PLAN



WING 4 PLAN

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE B-39-74			
DRAWN BY TAV		PLANS CK'D. MJB	
NORTH ABUTMENT DETAILS			SHEET 8 OF 17

NOTES

BAR REINFORCEMENT STEEL SHALL BE EMBEDDED 2" CLEAR UNLESS NOTED.

PIERS SUPPORTED ON 12 $\frac{3}{4}$ " CAST-IN-PLACE CONCRETE PILING WITH A REQUIRED DRIVING RESISTANCE OF 190 TONS PER PILE. ESTIMATED 55'-0" LONG.

[20] KEYED CONSTRUCTION JOINT SHALL BE FORMED BY BEVELED KEYWAY 4" DEEP X 1/3 THICKNESS OF SHAFT X 4'-0" LESS THAN LENGTH OF SHAFT.

[21] PLACE P518 BARS WITH P1008 OR P1009 BARS.

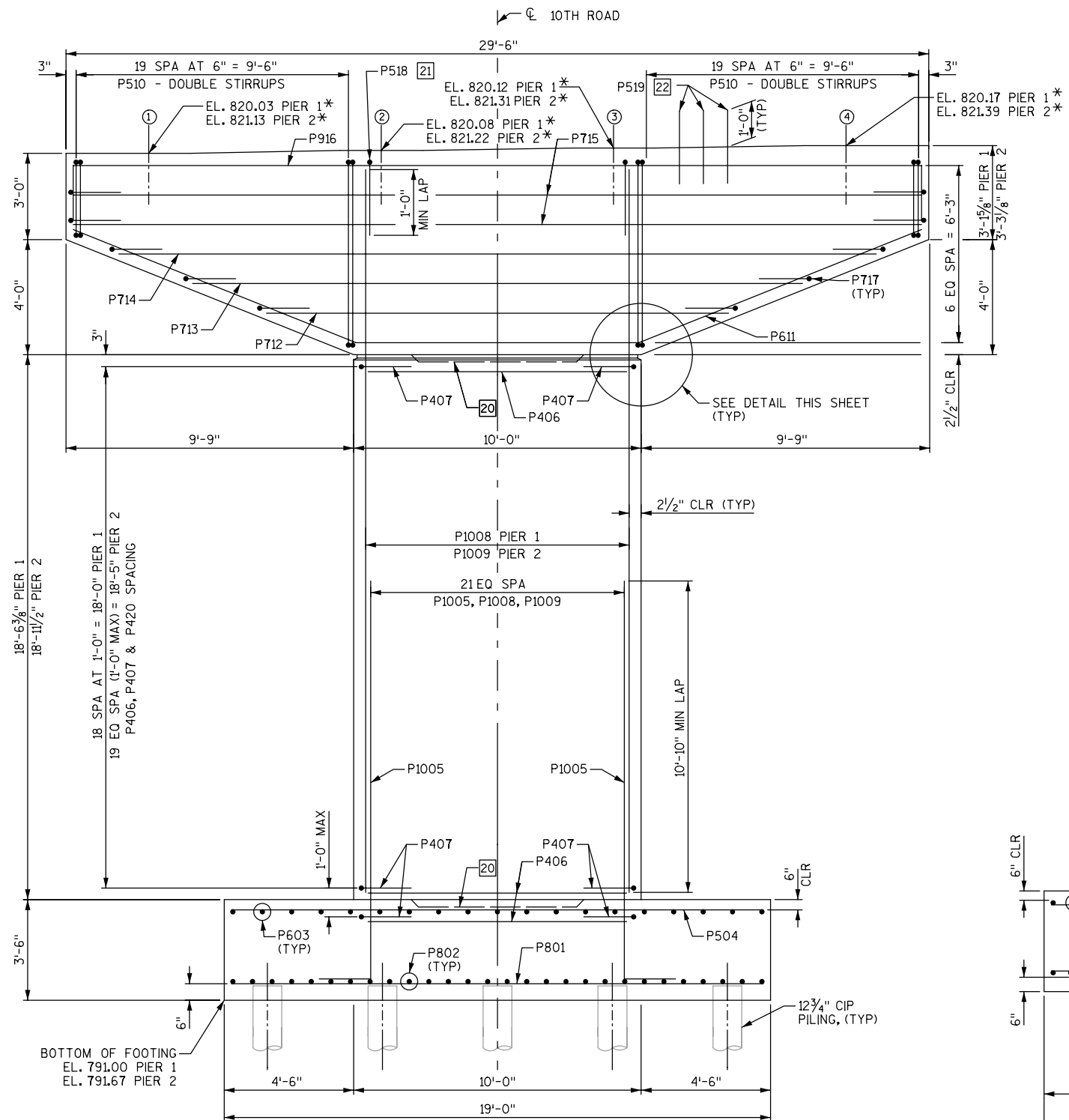
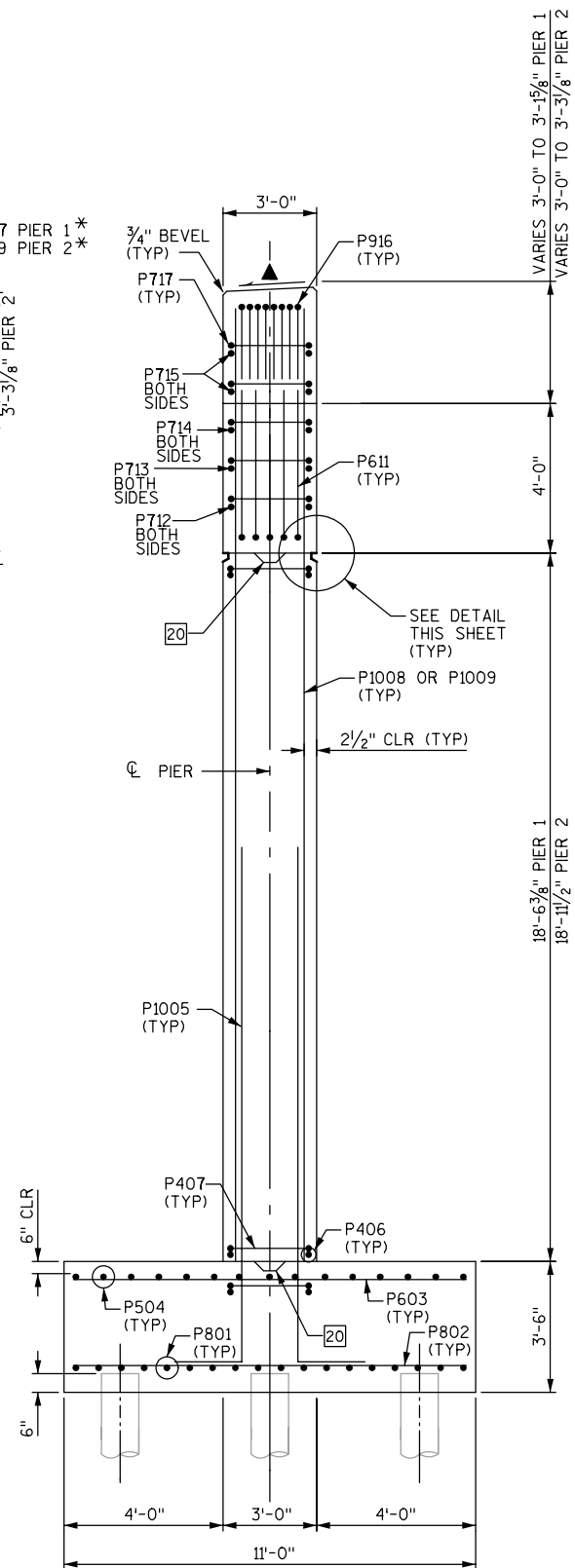
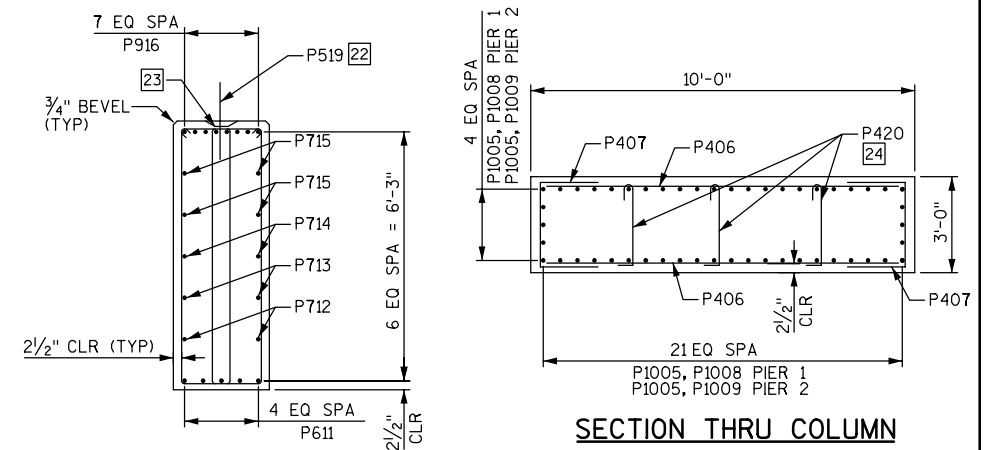
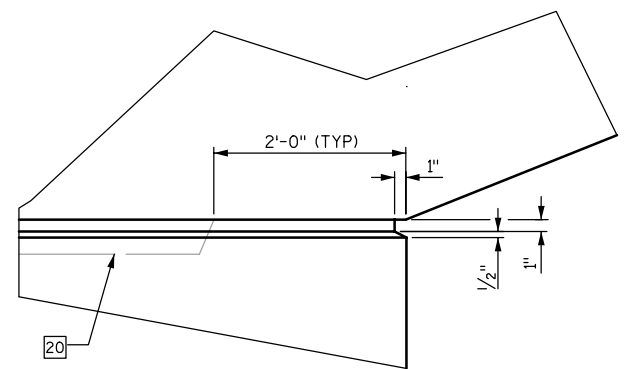
[22] P519 BARS AT 1'-0" MAX CENTERS. MAY BE PLACED AFTER CONCRETE HAS BEEN POURED BUT BEFORE INITIAL SET HAS TAKEN PLACE. EMBED 1'-0" INTO CONCRETE.

[23] KEYED CONSTRUCTION JOINT FORMED BY BEVELED 2"X 6" KEYWAY. BETWEEN BEAM SEATS.

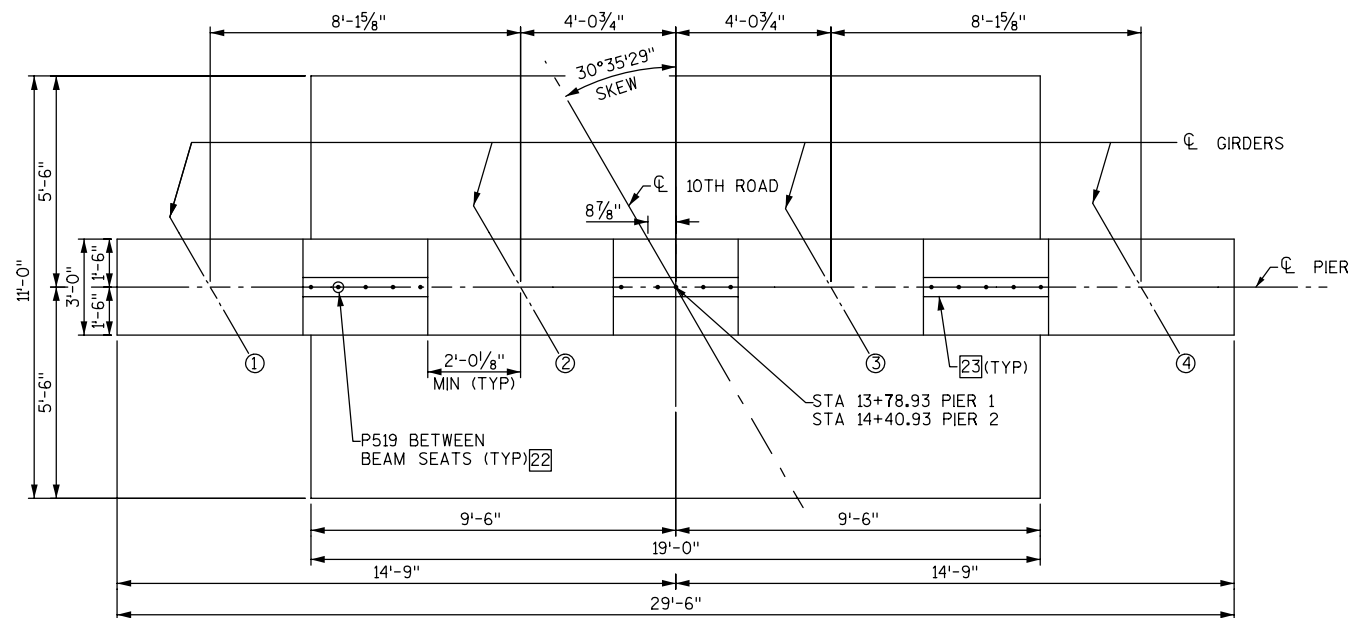
[24] P420 SHALL BE PLACED AT 2'-6" (MAX) HORIZONTAL SPACING.

▲ SLOPE BEAM SEATS. SEE SHEET 10 FOR DETAILS.

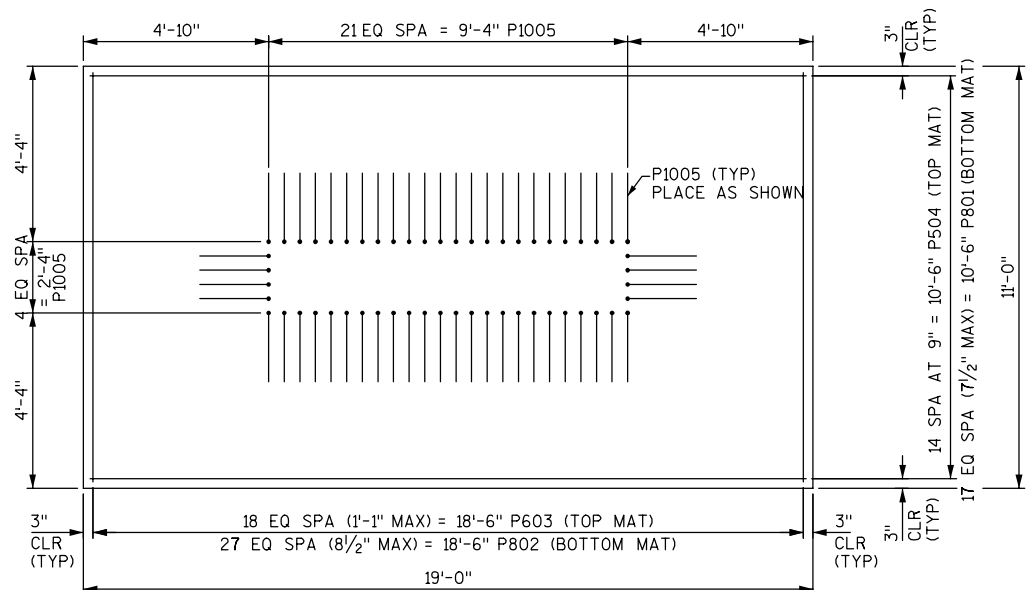
* ELEVATIONS ARE GIVEN AT THE ϕ OF PIER, SEE SHEET 10 FOR DETAILS.

**ELEVATION****END VIEW****SECTION THRU COLUMN****THRU CAP****CONSTRUCTION JOINT DETAIL**

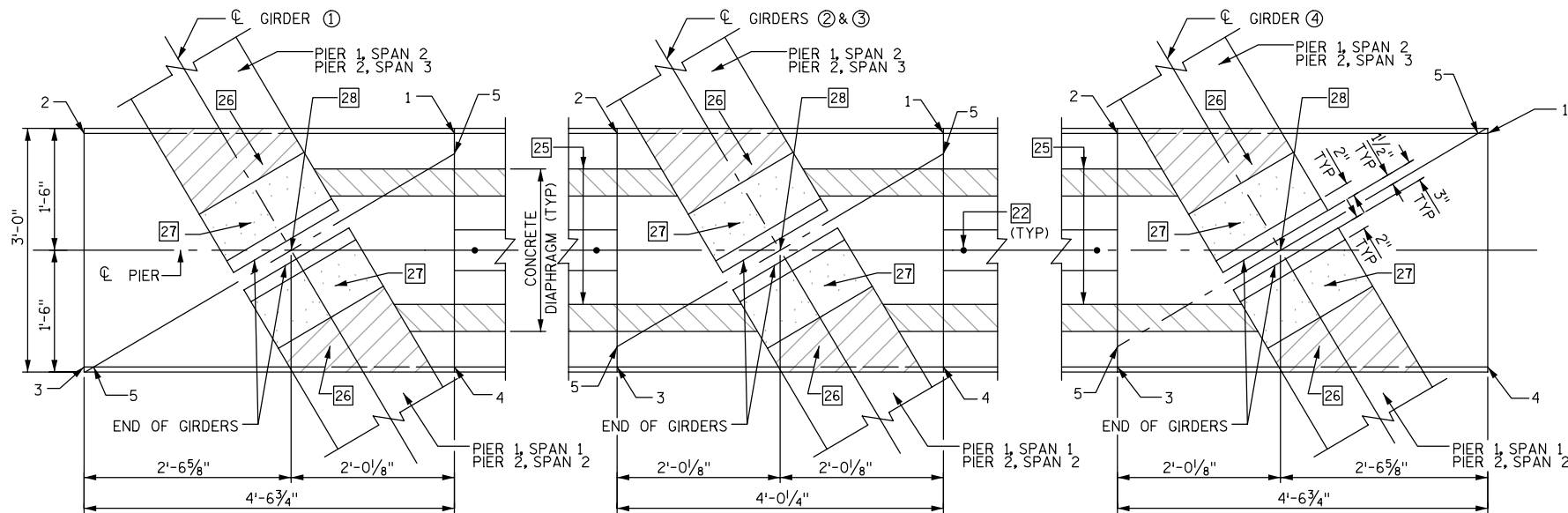
NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE B-39-74			
DRAWN BY TAV		PLANS CK'D. MJB	
PIERS		SHEET 9 OF 17	



PLAN



FOOTING REINFORCEMENT PLAN



BEARING PAD DETAILS

NOTES

BAR REINFORCEMENT STEEL SHALL BE EMBEDDED 2" CLEAR UNLESS NOTED.

PIERS SUPPORTED ON 12 3/4" CAST-IN-PLACE CONCRETE PILING WITH A REQUIRED DRIVING RESISTANCE OF 190 TONS PER PILE. ESTIMATED 55'-0" LONG.

22 P519 BARS AT 1'-0" MAX CENTERS. MAY BE PLACED AFTER CONCRETE HAS BEEN POURED BUT BEFORE INITIAL SET HAS TAKEN PLACE. EMBED 1'-0" INTO CONCRETE.

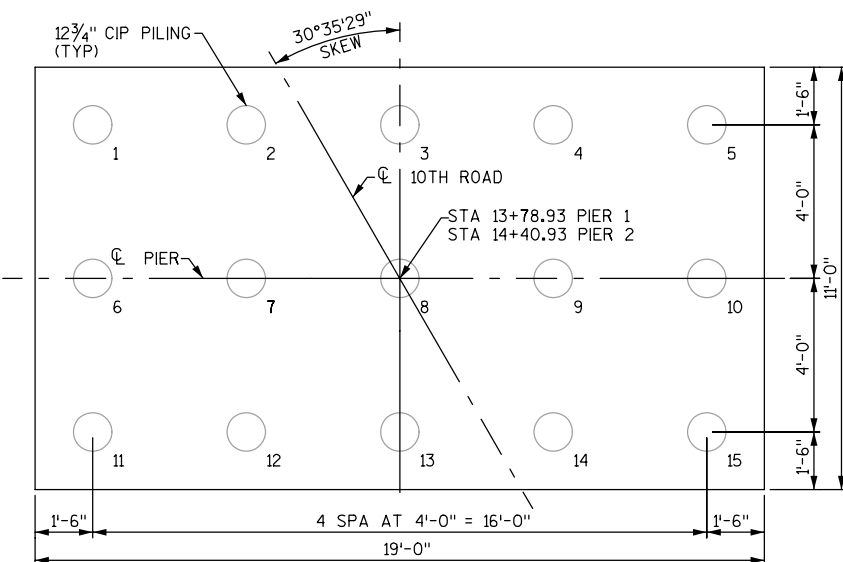
23 KEYED CONSTRUCTION JOINT FORMED BY BEVELED 2"X 6" KEYWAY BETWEEN BEAM SEATS.

25 4" X 3/4" FILLER, UNDER PIER DIAPHRAGM.

26 3/4" PREFORMED FILLER UNDER GIRDERS.

27 NON-LAMINATED ELASTOMERIC BEARING PAD 1/2" X 8" X 1'-6".

28 BEARING SEAT ELEVATION GIVEN AT THIS POINT.



PILE PLAN

BILL OF BARS

PIERS

COATED= 24630 LBS

UNCOATED= 4530 LBS

MARK	COATED	UNCOATED	LENGTH		BENT	BAR SERIES	LOCATION
			FT	IN			
P 8 01		36	18	- 6			FOOTING - BOTTOM MAT
P 8 02		56	10	- 6			FOOTING - BOTTOM MAT
P 6 03		38	10	- 6			FOOTING - TOP MAT
P 5 04		30	18	- 6			FOOTING - TOP MAT
P 10 05	100		15	- 6	X		FOOTING TO COLUMN DOWELS
P 4 06	82		9	- 7			COLUMN
P 4 07	82		5	- 9	X		COLUMN
P 10 08	50		25	- 0			COLUMN - PIER 1
P 10 09	50		25	- 6			COLUMN - PIER 2
P 5 10	160		13	- 2	X	X	CAP - STIRRUPS
P 6 11	10		30	- 5	X		CAP - BOTTOM
P 7 12	4		15	- 6			CAP - SIDES
P 7 13	4		20	- 7			CAP - SIDES
P 7 14	4		25	- 8			CAP - SIDES
P 7 15	8		29	- 1			CAP - SIDES
P 9 16	16		31	- 7	X		CAP - TOP
P 7 17	20		7	- 9	X		CAP - TIES
P 5 18	44		4	- 10	X		CAP - TIES
P 5 19	30		2	- 0			DOWELS
P 4 20	123		3	- 8	X		COLUMN TIES

BAR DIMENSIONS IN BENDING DETAILS ARE OUT TO OUT OF BARS.

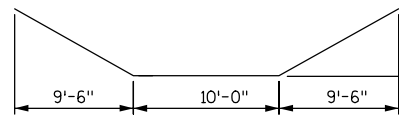
ALL REINFORCING BARS ARE ENGLISH.

THE FIRST OR FIRST TWO DIGITS OF A BAR MARK SIGNIFIES THE BAR SIZE.

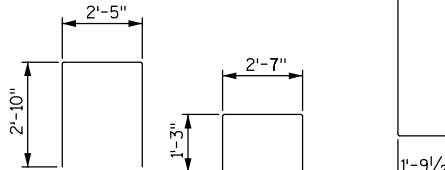
▲ AVERAGE LENGTH OF BAR SERIES USED FOR DETERMINING BAR WEIGHT ONLY. SEE SERIES TABLE FOR ACTUAL LENGTHS.

BAR SERIES TABLE

MARK	NO. REQUIRED	LENGTH
P510	8 SERIES OF 20	9'-5" TO 16'-11"



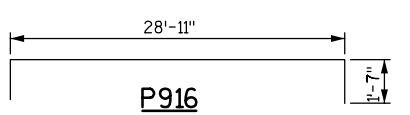
P611



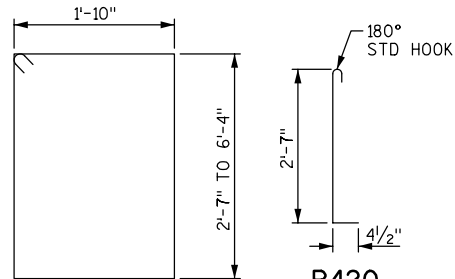
P717

P518

P1005



P916



P510

P420



P407

BEARING SEAT ELEVATIONS

PIER NO.	GIRDER NO.	SEAT ELEVATION CORRECTION, FT				
		SEAT CORNER POINTS				
1	1	820.03	820.08	820.03	819.98	820.03
	2	820.08	820.12	820.07	820.03	820.08
	3	820.12	820.16	820.11	820.07	820.12
	4	820.17	820.21	820.16	820.11	820.17
	5	820.13	821.13	821.13	821.09	821.13
2	1	821.22	821.22	821.22	821.18	821.22
	2	821.31	821.31	821.31	821.27	821.31
	3	821.39	821.39	821.39	821.34	821.39
	4	821.39	821.39	821.39	821.34	821.39

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE B-39-74			
DRAWN BY TAV		PLANS CK'D. MJB	
PIER DETAILS			SHEET 10 OF 17

GENERAL NOTES

TOP OF GIRDER TO BE ROUGH FLOATED AND BROOMED TRANSVERSELY, EXCEPT THE OUTSIDE 2" OF GIRDER, WHICH SHALL BE TROWEL FINISHED.

THE GIRDERS SHALL BE PROVIDED WITH A SUITABLE LIFTING DEVICE FOR HANDLING AND ERECTING THE GIRDERS.

PRESTRESSING STRANDS SHALL BE 1/2" DIA - 7 WIRE LOW-RELAXATION STRANDS WITH AN ULTIMATE STRENGTH OF 270,000 psi.

STRANDS SHALL BE FLUSH WITH THE END OF GIRDER AND COATED WITH NON-BITUMINOUS JOINT SEALER.

BEND EACH END OF #4 STIRRUPS 4 1/2" AND #5 STIRRUPS 6".

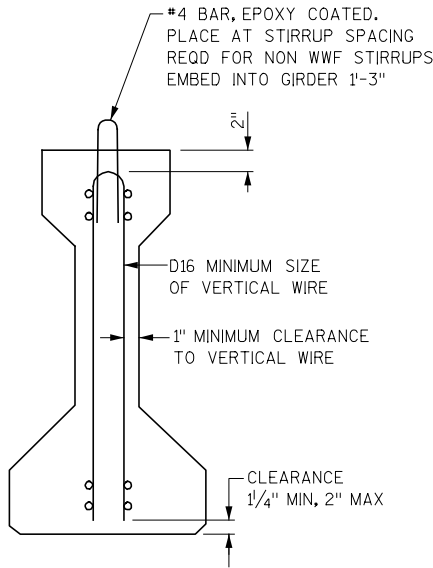
FOR DIAPHRAGM INSERT & CONNECTION DETAILS SEE "STEEL DIAPHRAGM" SHEET.

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, THE FOLLOWING 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.

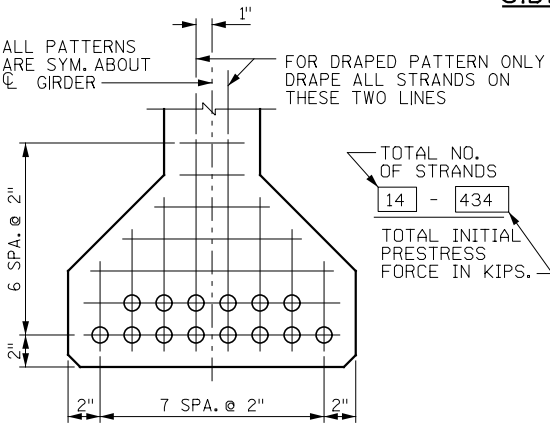
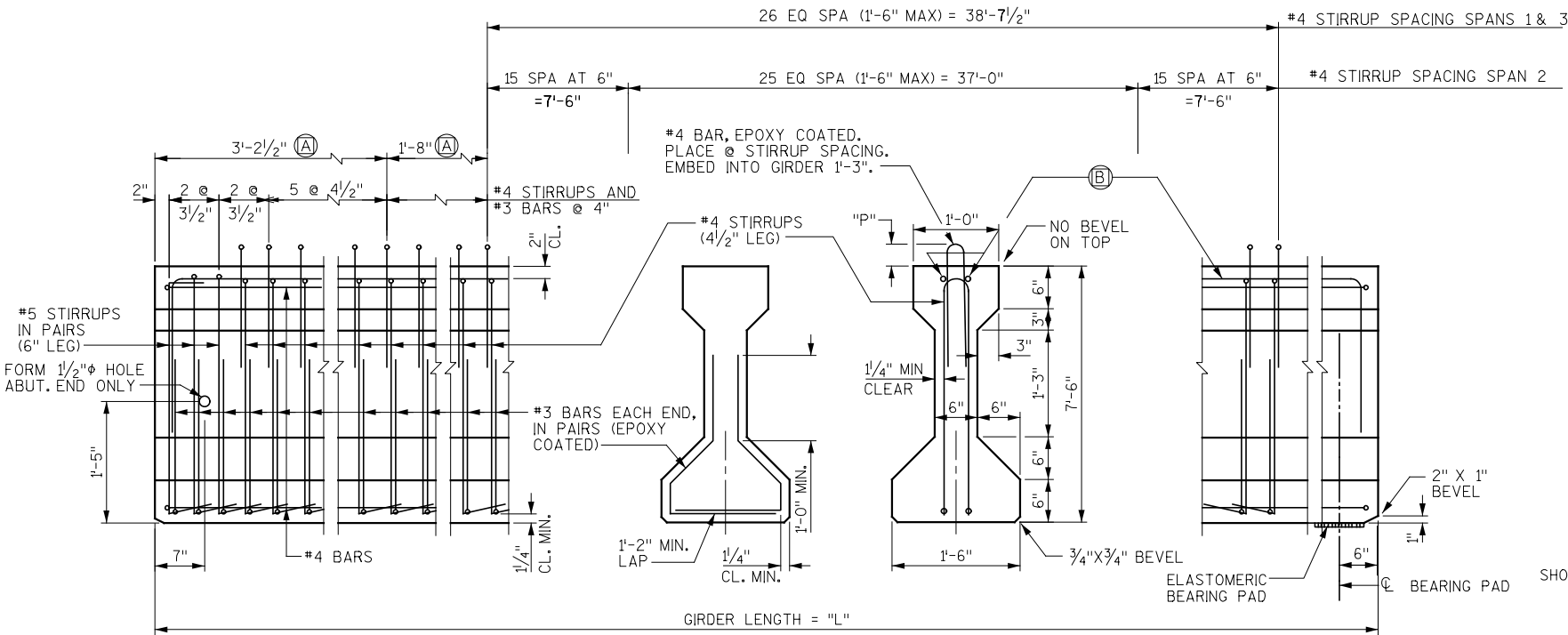


SECTION THRU GIRDER

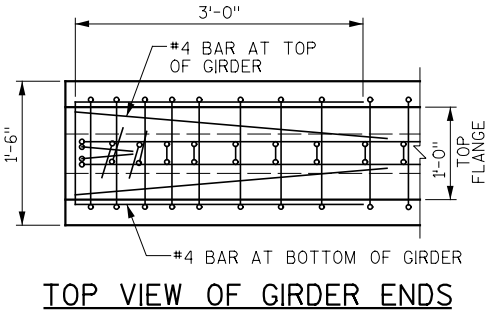
SHOWING WELDED WIRE FABRIC (WWF) STIRRUPS

SIDE VIEW & TYP. SECTION IN SPAN

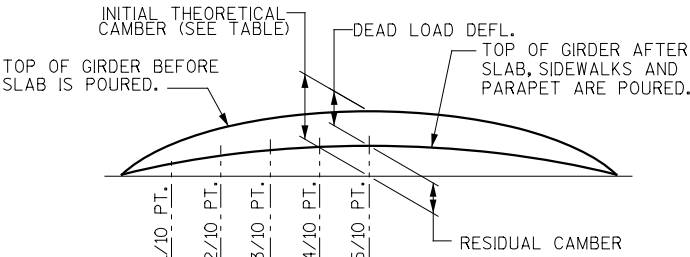
- (A) DETAIL TYP. AT EACH END
(B) 2 BARS BEND DOWN 16 BAR DIA. AT ENDS, #5 BARS MIN.



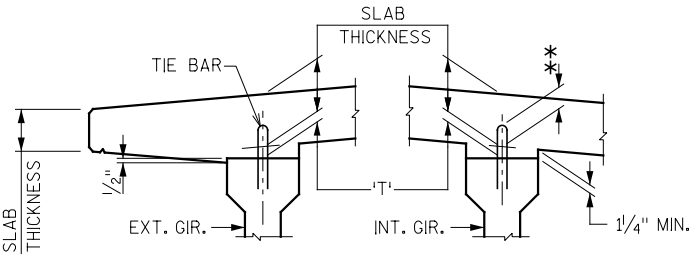
TYP. STRAND PATTERN
(AT MIDSPAN)



TOP VIEW OF GIRDER ENDS



DEAD LOAD DEFLECTION DIAGRAM



SLAB HAUNCH DETAIL

IF 1/4" 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 1/2" OR.

** IF 3" MINIMUM DECK EMBEDMENT OF TIE BAR CANNOT BE OBTAINED.

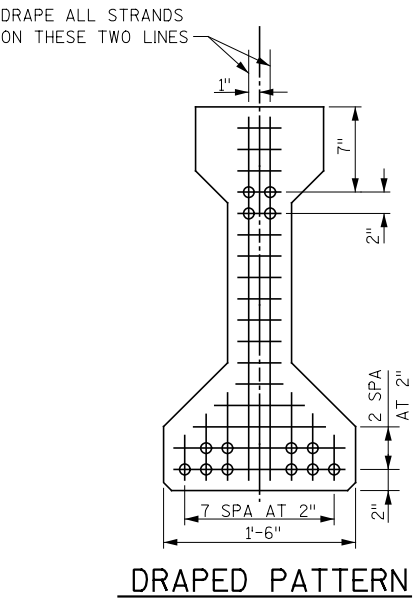
TO DETERMINE 'T', ELEV. OF TOP OF GIR'S. AT CL OF SUBSTRUCTURE UNITS & AT 1/10 POINTS OF EACH SPAN SHALL BE TAKEN. THEN FOLLOW THIS PROCESS:

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 2 1/2" WAS USED IN THE QUANTITY "CONCRETE MASONRY BRIDGES".

* MINIMUM CYLINDER STRENGTH OF CONCRETE @ TIME OF TRANSFER OF PRESTRESS FORCE.

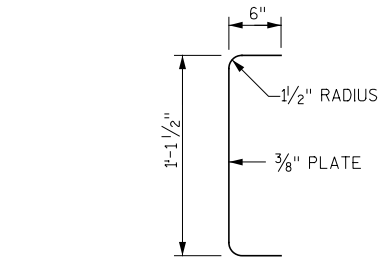
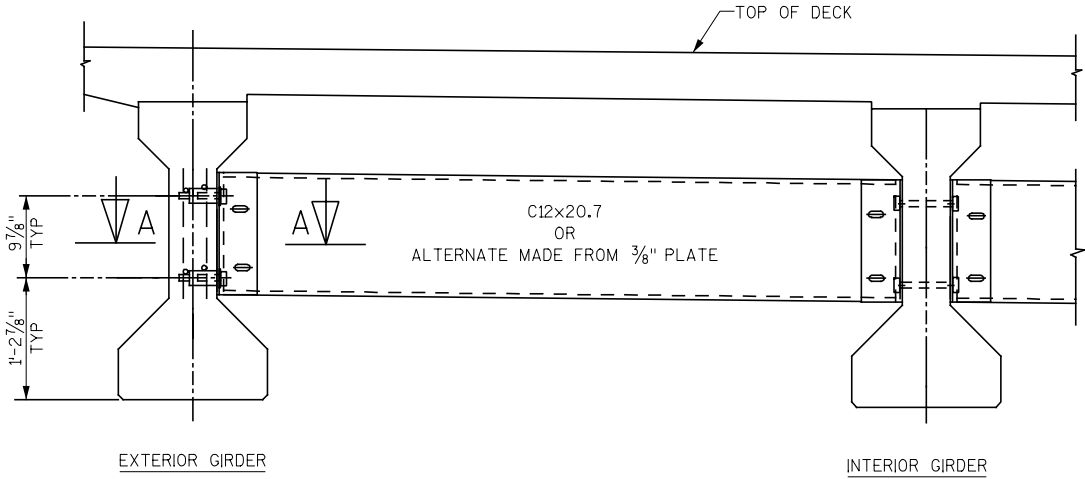
GIRDER DATA																						
SPAN	GIRDER	GIRDER LENGTH "L"	DEAD LOAD DEFL. (IN.)									CONC. STRGTH. f'c (p.s.i.)	"P" 1ST 1/3 OF GIRDER	"P" MID 1/3 OF GIRDER	"P" END 1/3 OF GIRDER	DIA. OF STRAND (IN.)	DRAPED PATTERN					
			1/10	2/10	3/10	4/10	5/10	6/10	7/10	8/10	9/10						TOTAL NO. OF STRANDS	f'ci (P.S.I.) ✱	(IN.)			
																		"A"	"B" MIN.	"B" MAX.	"C"	
1	ALL	48'-4 1/2"	1/8	1/8	1/4	1/4	1/4	1/4	1/4	1/8	1/8	6000	7"	7"	7"	0.5	14	4800	27	9.25	12.25	3
2	ALL	61'-9"	1/4	1/2	5/8	3/4	7/8	3/4	5/8	1/2	1/4	6000	7"	7"	7"	0.5	14	4800	27	9.25	12.25	3
3	ALL	48'-4 1/2"	1/8	1/8	1/4	1/4	1/4	1/4	1/4	1/8	1/8	6000	7"	7"	7"	0.5	14	4800	27	9.25	12.25	3



DRAPED STRAND PROFILE

DRAPED PATTERN

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE B-39-74			
DRAWN BY		TAV	PLANS CK'D. MJB
36" PRESTRESSED GIRDER DETAILS			SHEET 11 OF 17



SECTION THRU ALTERNATE DIAPHRAGM
*DIM "X" = 2 1/2" FOR ALTERNATE PLATE DIAPHRAGM
(SEE DIAPHRAGM SUPPORT DETAIL)

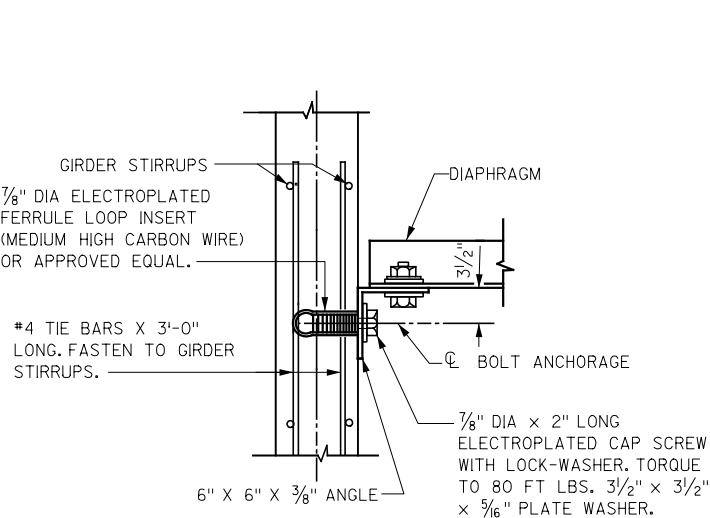
NOTES

ALL DIAPHRAGM MATERIAL NOT EMBEDDED IN THE CONCRETE GIRDER SHALL BE PAID FOR AT THE UNIT PRICE BID FOR "STEEL DIAPHRAGMS B-39-74", EACH.

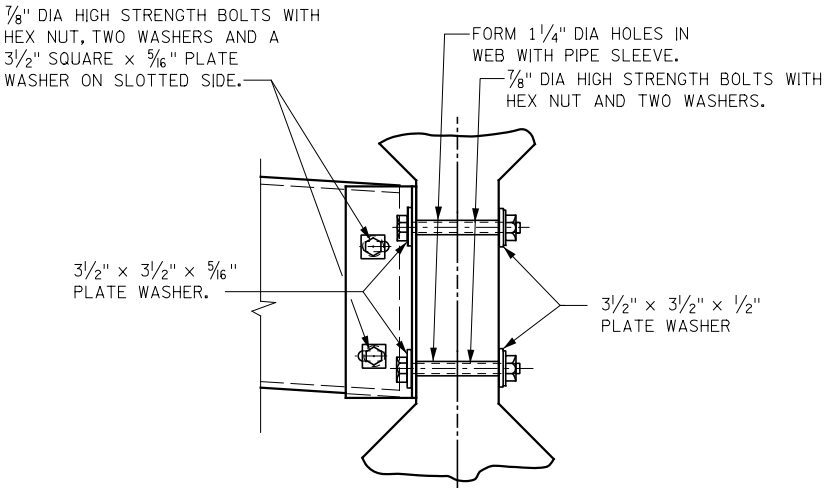
EACH DIAPHRAGM BETWEEN GIRDERS SHALL CONSTITUTE ONE UNIT.

ALL DIAPHRAGM STRUCTURAL STEEL SHALL BE ASTM A709 GRADE 36. ALL BOLTS, NUTS AND WASHERS SHALL BE ASTM A325 TYPE 1.

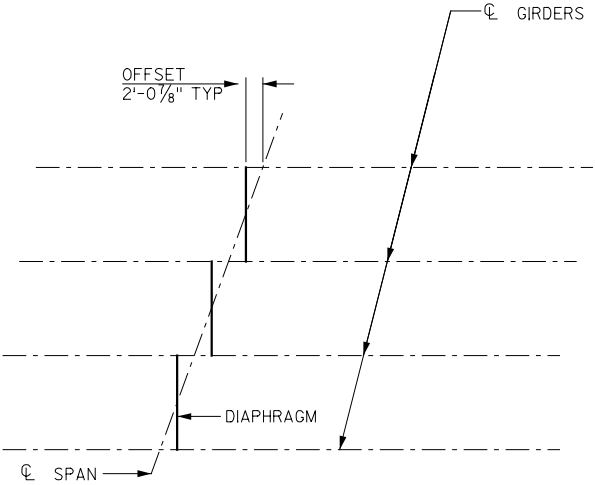
ALL DIAPHRAGM STRUCTURAL STEEL SHOWN SHALL BE HOT-DIPPED GALVANIZED. ALL BOLTS, NUTS AND WASHERS SHALL BE HOT-DIPPED GALVANIZED IN ACCORDANCE WITH ASTM A153 CLASS C. GALVANIZED NUTS SHALL BE TAPPED OVERSIZED IN ACCORDANCE WITH THE REQUIREMENTS OF ASTM A563 AND SHALL MEET THE REQUIREMENTS OF SUPPLEMENTARY REQUIREMENT S1 OF ASTM A563, LUBRICANT AND TEST FOR COATED NUTS.



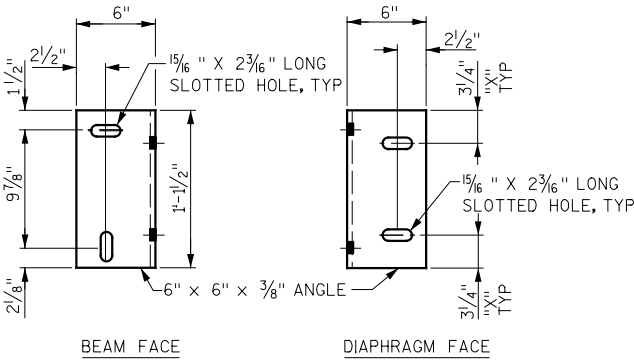
SECT. A-A
(FOR EXTERIOR ATTACHMENT)



SECTION AT INTERIOR GIRDERS THRU DIAPHRAGM



PLAN



DIAPHRAGM SUPPORT

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE B-39-74			
DRAWN BY		TAV	PLANS CK'D. MJB
INTERMEDIATE STEEL DIAPHRAGM			SHEET 12 OF 17



 DIMENSION IS TAKEN PARALLEL TO GIRDER C.

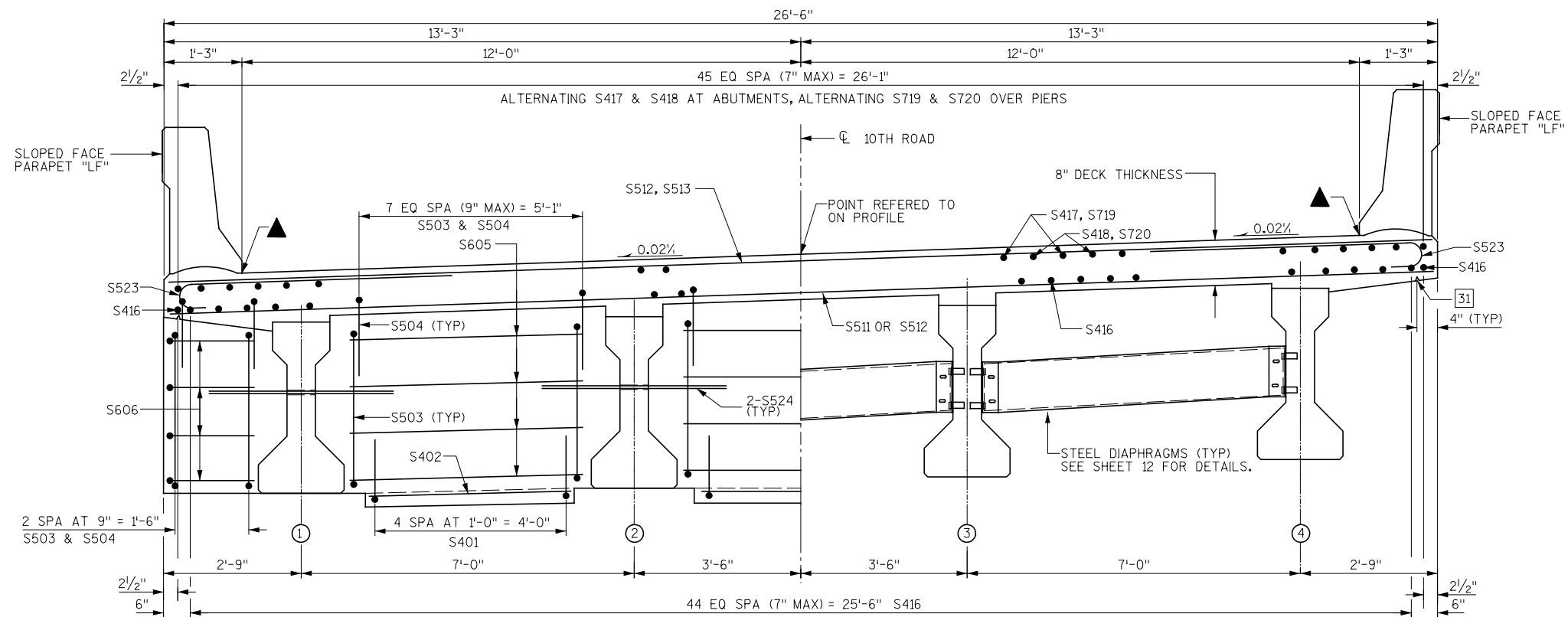
 DIMENSION IS TAKEN NORMAL TO C OF SUBSTRUCTURE UNITS.

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE B-39-74			
		DRAWN BY MKG	PLANS CK'D. MJB
SUPERSTRUCTURE		SHEET 13 OF 17	

NOTES

31 3/4" CONTINUOUS "V" DRIP GROOVE. TERMINATE 2'-0" FROM FRONT FACE OF ABUTMENT, TYP.

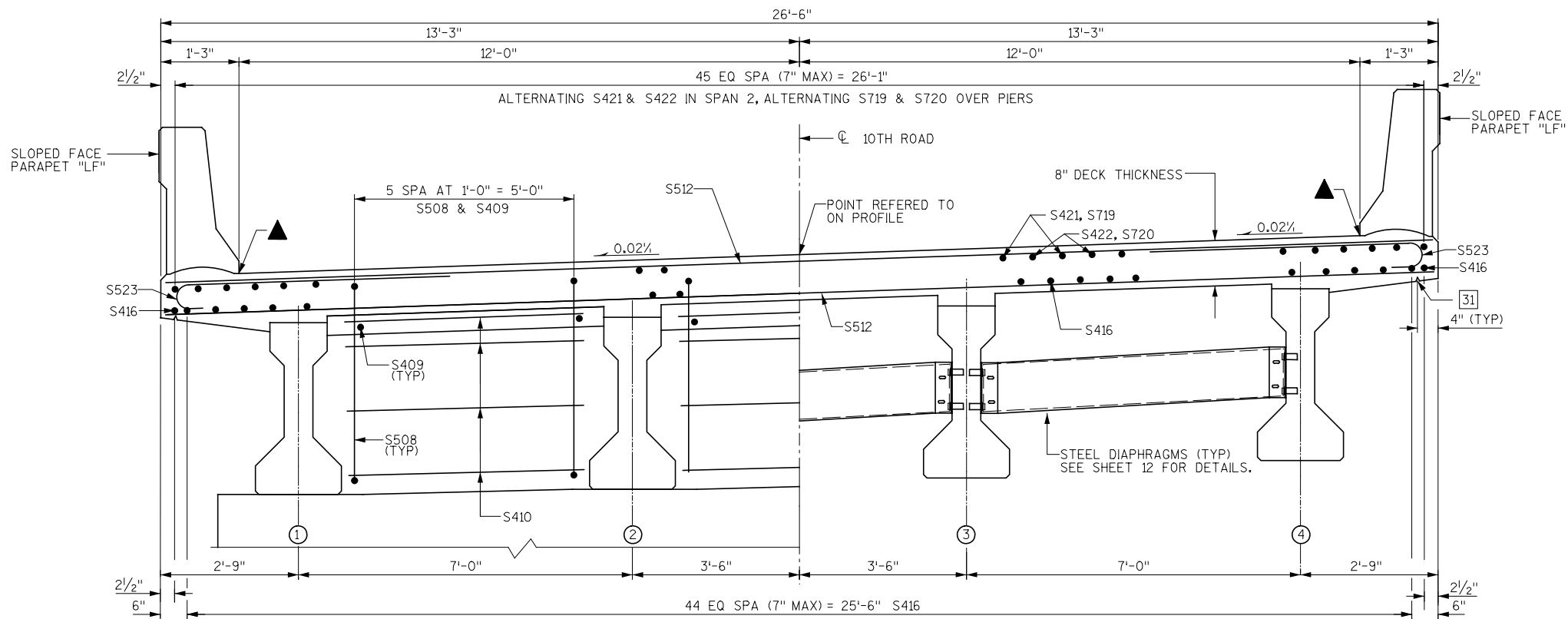
▲ EDGE OF DECK ELEVATIONS SHOWN ON SHEET 15 ARE GIVEN AT THIS POINT.



AT ABUTMENTS

IN SPANS 1 & 3

CROSS SECTION THRU DECK



AT PIERS

IN SPAN 2

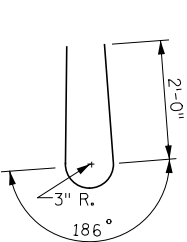
CROSS SECTION THRU DECK

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE B-39-74			
DRAWN BY MKG		PLANS CK'D. MJB	
SUPERSTRUCTURE DETAILS			SHEET 14 OF 17

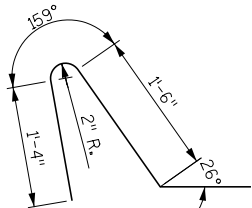
DECK ELEVATIONS AT GIRDERS

SPAN POINT	WEST EDGE		GIRDER 1		GIRDER 2		GIRDER 3		GIRDER 4		EAST EDGE	
	STATION	ELEVATION	TD	TG	TD	TG	TD	TG	TD	TG	STATION	ELEVATION
S ABUT	13+38.02	822.83	822.84	821.97	822.89	822.01	822.93	822.06	822.97	822.10	13+23.84	822.98
0.1	13+42.82	822.94	822.95		823.00		823.04		823.08		13+28.64	823.09
0.2	13+47.62	823.05	823.06		823.11		823.15		823.20		13+33.44	823.21
0.3	13+52.42	823.16	823.17		823.22		823.26		823.31		13+38.24	823.32
0.4	13+57.22	823.27	823.28		823.33		823.37		823.42		13+43.04	823.43
0.5	13+62.02	823.38	823.39		823.44		823.48		823.53		13+47.84	823.54
0.6	13+66.82	823.50	823.50		823.55		823.59		823.64		13+52.64	823.65
0.7	13+71.62	823.61	823.62		823.66		823.70		823.75		13+57.44	823.76
0.8	13+76.42	823.72	823.73		823.77		823.82		823.86		13+62.24	823.87
0.9	13+81.22	823.83	823.84		823.88		823.93		823.97		13+67.04	823.98
PIER 1	13+86.02	823.94	823.95	823.07	823.99	823.12	824.04	823.16	824.08	823.21	13+71.84	824.09
0.1	13+92.22	824.08	824.09		824.14		824.18		824.22		13+78.04	824.23
0.2	13+98.42	824.22	824.23		824.28		824.32		824.37		13+84.24	824.38
0.3	14+04.62	824.35	824.36		824.41		824.46		824.51		13+90.44	824.52
0.4	14+10.82	824.47	824.48		824.54		824.60		824.65		13+96.64	824.66
0.5	14+17.02	824.58	824.59		824.66		824.72		824.78		14+02.84	824.79
0.6	14+23.22	824.68	824.70		824.77		824.84		824.90		14+09.04	824.91
0.7	14+29.42	824.78	824.80		824.87		824.95		825.01		14+15.24	825.03
0.8	14+35.62	824.87	824.89		824.97		825.05		825.12		14+21.44	825.13
0.9	14+41.82	824.95	824.97		825.05		825.14		825.22		14+27.64	825.23
PIER 2	14+48.02	825.02	825.04	824.17	825.13	824.26	825.22	824.35	825.31	824.43	14+33.84	825.32
0.1	14+52.82	825.07	825.09		825.19		825.28		825.37		14+38.64	825.39
0.2	14+57.62	825.12	825.14		825.24		825.34		825.43		14+43.44	825.45
0.3	14+62.42	825.16	825.18		825.28		825.39		825.48		14+48.24	825.50
0.4	14+67.22	825.19	825.22		825.33		825.43		825.53		14+53.04	825.55
0.5	14+72.02	825.22	825.25		825.36		825.47		825.58		14+57.84	825.60
0.6	14+76.82	825.25	825.28		825.39		825.51		825.62		14+62.64	825.64
0.7	14+81.62	825.27	825.30		825.42		825.54		825.65		14+67.44	825.67
0.8	14+86.42	825.29	825.31		825.44		825.56		825.68		14+72.24	825.71
0.9	14+91.22	825.30	825.33		825.46		825.58		825.71		14+77.04	825.73
N ABUT	14+96.02	825.31	825.33	824.46	825.47	824.59	825.60	824.72	825.73	824.85	14+81.84	825.75

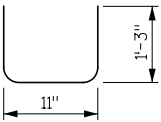
TD - TOP OF DECK
TG - TOP OF GIRDER



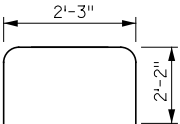
S526



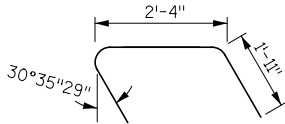
S525



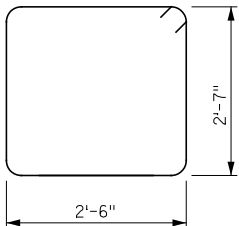
S401



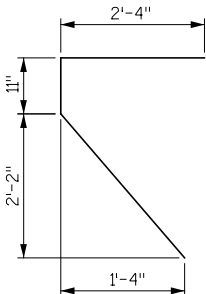
S504



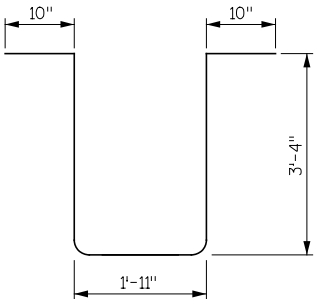
S606



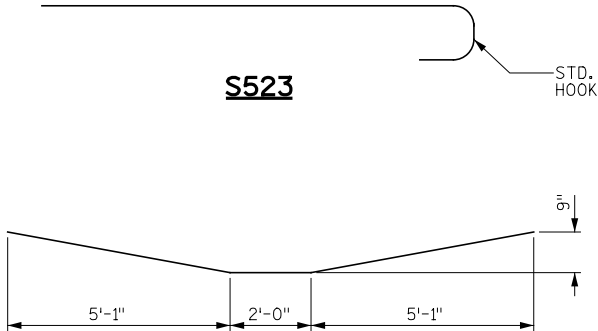
S503



S515



S508



S409

STD.
HOOK

BILL OF BARS
SUPERSTRUCTURE

COATED= 40350 LBS
UNCOATED= 0 LBS

MARK	NUMBER		LENGTH	BENT	BAR SERIES	LOCATION
	COATED	UNCOATED				
			FT - IN			
S 4 01	30		3 - 3	X		ABUT DIAPHRAGM BETWEEN BEAM SEATS VERT
S 4 02	12		4 - 10			ABUT DIAPHRAGM BETWEEN BEAM SEATS HORIZ
S 5 03	60		10 - 9	X		ABUT DIAPHRAGM STIRRUPS VERT
S 5 04	60		6 - 4	X		ABUT DIAPHRAGM TO SLAB TIES VERT
S 6 05	24		6 - 0			ABUT DIAPHRAGM FF HORIZ
S 6 06	16		6 - 0	X		ABUT DIAPHRAGM ENDS HORIZ
S 6 07	12		29 - 3			ABUT DIAPHRAGM BF HORIZ
S 5 08	36		9 - 9	X		PIER DIAPHRAGM STIRRUPS VERT
S 4 09	36		12 - 2	X		PIER DIAPHRAGM TOP LONGIT
S 4 10	60		6 - 0			PIER DIAPHRAGM SIDES HORIZ
S 5 11	46		14 - 1		X	SLAB BOTTOM TRANS
S 5 12	501		26 - 2			SLAB BOTTOM & TOP TRANS
S 5 13	46		13 - 8		X	SLAB TOP TRANS
S 5 14	4		2 - 4			SLAB BOTTOM & TOP - SE & NW CORNERS TRANS
S 5 15	4		5 - 8	X		SLAB BOTTOM & TOP - SE & NW CORNERS
S 4 16	235		34 - 0			SLAB BOTTOM LONGIT
S 4 17	46		34 - 4			SLAB TOP - SPANS 1 & 3 LONGIT
S 4 18	46		38 - 4			SLAB TOP - SPANS 1 & 3 LONGIT
S 7 19	46		27 - 4			SLAB TOP - OVER PIERS LONGIT
S 7 20	46		29 - 8			SLAB TOP - OVER PIERS LONGIT
S 4 21	46		24 - 5			SLAB TOP - SPAN 2 LONGIT
S 4 22	23		33 - 10			SLAB TOP - SPAN 2 LONGIT
S 5 23	276		6 - 1	X		SLAB TOP AT EDGES TRANS
S 5 24	16		6 - 0			ABUT DIAPHRAM THRU GIRDERS
S 5 25	484		4 - 2	X		PARAPET TO SLAB TIES VERT
S 5 26	484		4 - 10	X		PARAPET VERT
S 5 27	50		33 - 7			PARAPET HORIZ

FF - FRONT FACE
BF - BACK FACE
ABUT - ABUTMENT

BAR DIMENSIONS IN BENDING DETAILS ARE OUT TO OUT OF BARS.

ALL REINFORCING BARS ARE ENGLISH.

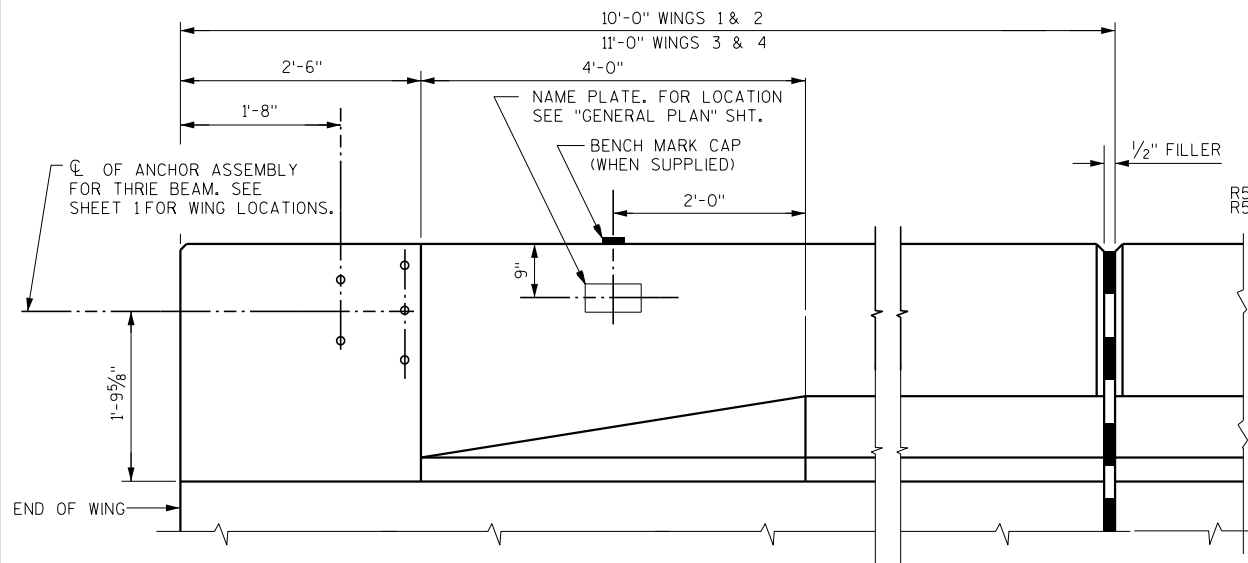
THE FIRST OR FIRST TWO DIGITS OF A BAR MARK SIGNIFIES THE BAR SIZE.

▲ AVERAGE LENGTH OF BAR SERIES USED FOR DETERMINING BAR WEIGHT ONLY.
SEE SERIES TABLE FOR ACTUAL LENGTHS.

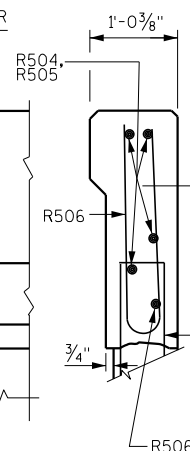
BAR SERIES TABLE

MARK	NO. REQUIRED	LENGTH
S511	2 SERIES OF 23	3'-3" TO 24'-11"
S513	2 SERIES OF 23	2'-9" TO 24'-6"

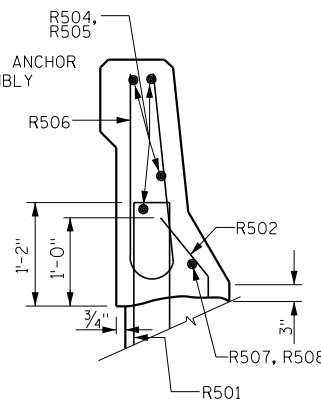
NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE B-39-74			
DRAWN BY		MKG	PLANS CK'D. MJB
SUPERSTRUCTURE DETAILS		SHEET 15 OF 17	



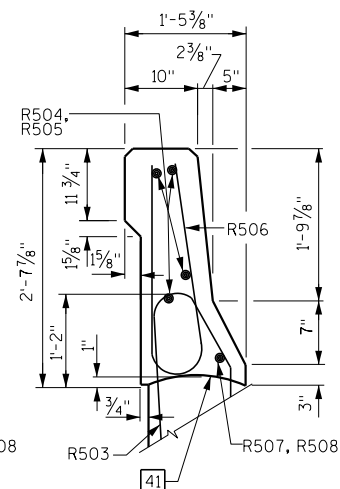
INSIDE ELEVATION



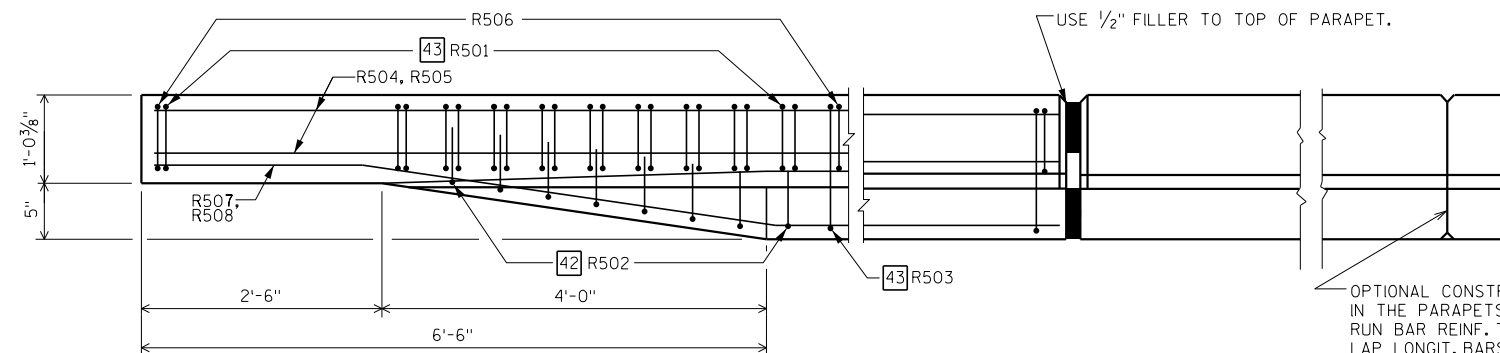
SECTION A



SECTION B

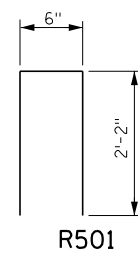


SECTION C

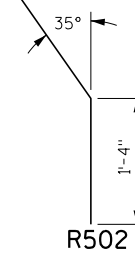


PLAN

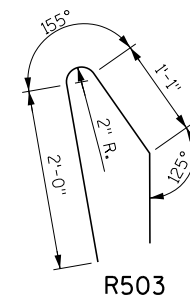
OPTIONAL CONSTRUCTION JOINTS IN THE PARAPETS MAY BE USED. RUN BAR REINF. THRU THE JOINT. LAP LONGIT. BARS A MIN. OF 1'-9". MIN. JOINT SPAING OF 80'-0". DEFINE CONST. JOINT WITH A 3/4" - 'V' GROOVE.



R501

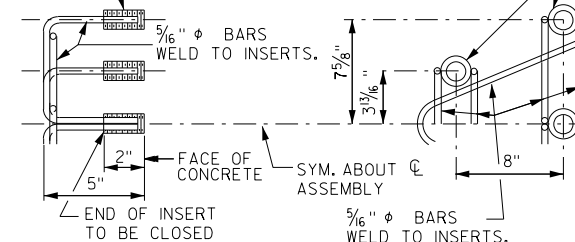


R502



R503

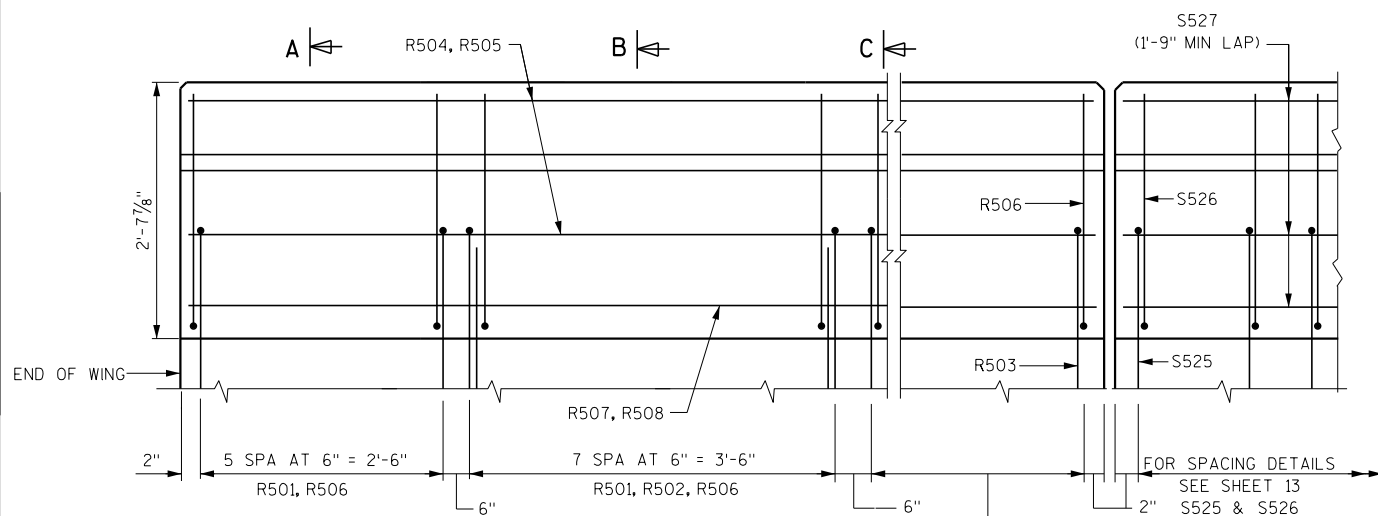
THREADED INSERTS FOR 7/8" ϕ X 2" LONG GALVANIZED HEX HEAD CAP SCREWS. CAP SCREWS TO BE THREADED A MIN. OF 1 1/8" AND SHALL BE SUPPLIED, INCLUDING WASHERS, WITH ASSEMBLY. INSERTS TO BE THREADED A MINIMUM OF 1 3/4".



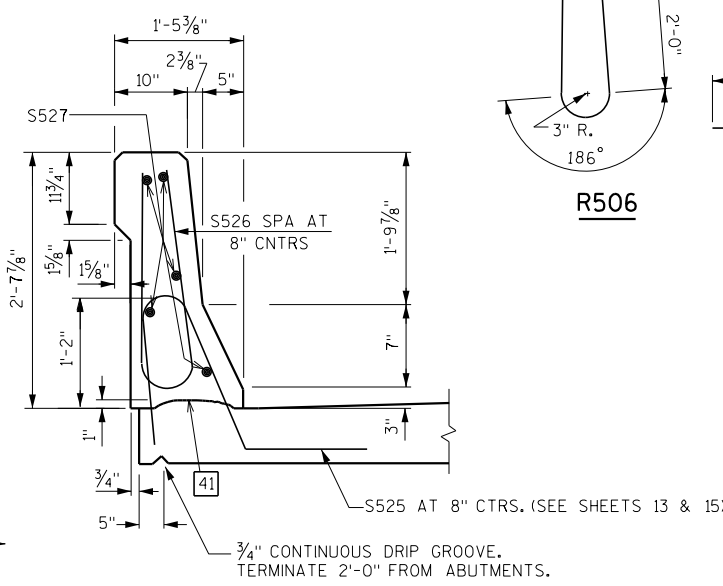
DETAIL OF ANCHOR ASSEMBLY

NOTE: HEX. HEAD CAP SCREWS & WASHERS TO BE GALVANIZED IN ACCORDANCE WITH AASHTO M232 CLASS C.

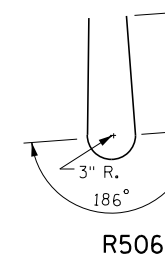
ASSEMBLY SHALL BE BID ITEM "ANCHOR ASSEMBLIES FOR STEEL PLATE BEAM GUARD", EACH.



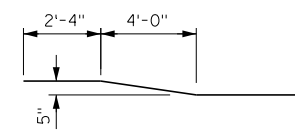
OUTSIDE ELEVATION



SECTION THRU PARAPET ON BRIDGE



R506



R507, R508

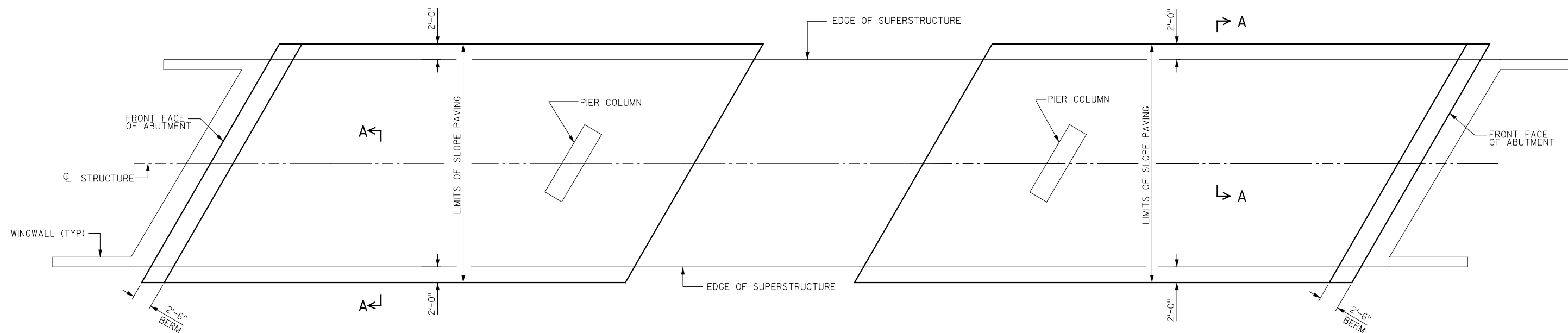
NOTES

41 CONST. JOINT - STRIKE OFF AS SHOWN.

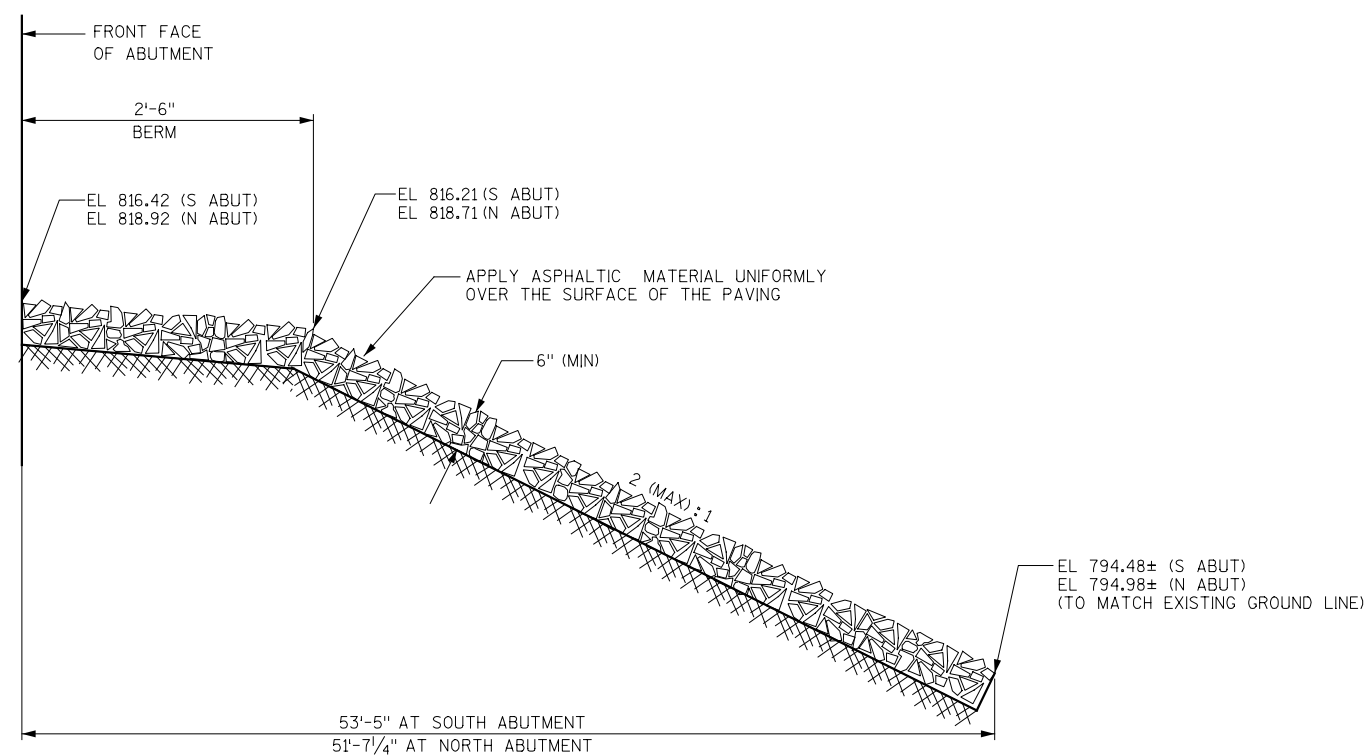
42 R502 BARS MAY BE PLACED AFTER CONCRETE IS POURED BUT BEFORE INITIAL SET HAS TAKEN PLACE. USE CARE TO PLACE R502 BARS CORRECTLY ALONG TRANSITION OF PARAPET.

43 R501 AND R503 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-39-74			
DRAWN BY		MKG	PLANS CK'D. MJB
SLOPE FACED PARAPET 'LF'		SHEET 16 OF 17	

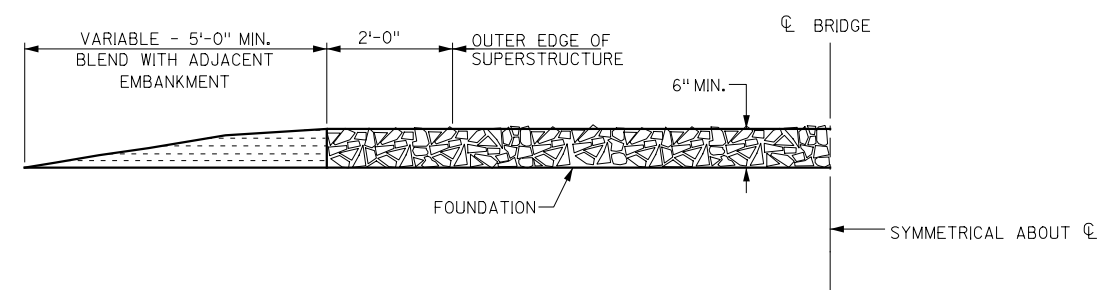


PLAN



STANDARD CROSS SECTION THRU CRUSHED AGGREGATE

ROUND STONE WILL NOT BE ACCEPTED.



SECTION A-A

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE B-39-74			
DRAWN BY TAV		PLANS CK'D. MJB	
SLOPE PAVING CRUSHED AGGREGATE			SHEET 17 OF 17

EARTHWORK TABULATION - 10TH ROAD (MAINLINE)				EXPANSION FACTOR = 0.30			
STATION	END AREA CUT (SF)	FILL (SF)	INCREMENTAL VOLUME CUT (CY)	FILL (CY)	CUMULATIVE VOLUME CUT (CY)	FILL (CY)	MASS HAUL (CY)
6+00	19.2	0.0					
6+50	30.7	3.6	46	4	46	4	42
7+00	7.0	16.0	35	24	81	28	53
7+50	0.0	47.7	6	77	88	105	-17
8+00	0.0	130.1	0	214	88	318	-231
8+50	0.0	196.8	0	393	88	712	-624
9+00	0.0	294.7	0	592	88	1303	-1216
9+50	0.0	426.3	0	868	88	2171	-2084
10+00	0.0	577.1	0	1208	88	3379	-3291
10+50	0.0	758.7	0	1608	88	4987	-4899
11+00	0.0	1001.6	0	2119	88	7105	-7018
11+50	0.0	1228.6	0	2684	88	9790	-9702
12+00	67.9	1436.9	63	3208	150	12998	-12848
12+50	473.3	1811.4	501	3910	652	16908	-16257
13+00	236.8	2038.2	657	4634	1309	21542	-20233
13+29	236.8	2038.2	254	2846	1563	24388	-22825

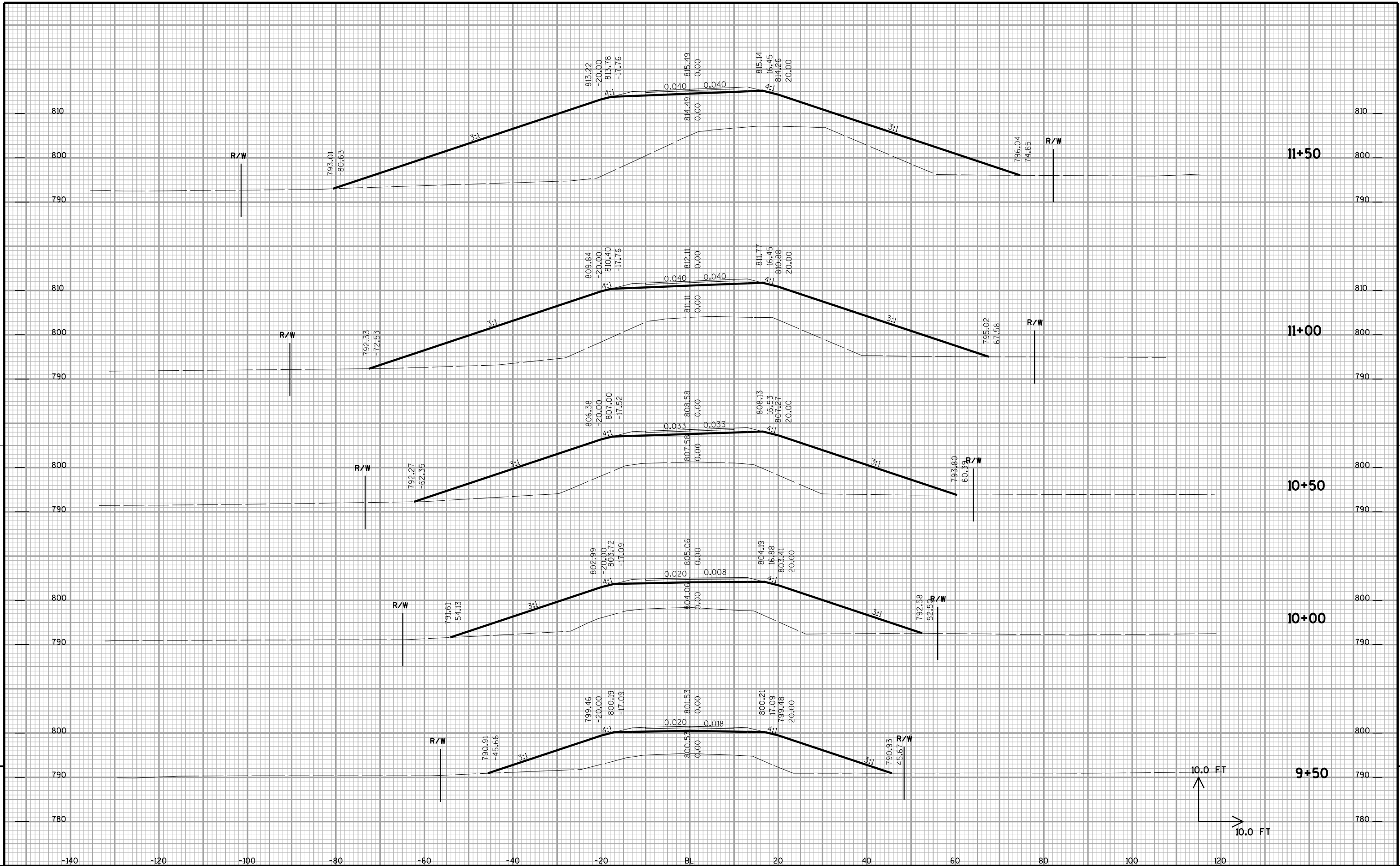
STATION	END AREA CUT (SF)	FILL (SF)	INCREMENTAL VOLUME CUT (CY)	FILL (CY)	CUMULATIVE VOLUME CUT (CY)	FILL (CY)	MASS HAUL (CY)
14+90	0.0	1173.9					
15+00	0.0	1173.9	0	565	0	565	-565
15+50	0.0	770.9	0	2341	0	2906	-2906
16+00	0.0	427.4	0	1442	0	4348	-4348
16+50	0.0	226.0	0	786	0	5135	-5135
17+00	0.0	82.6	0	371	0	5506	-5506
17+50	3.7	15.4	3	118	3	5624	-5621
18+00	20.4	0.0	22	19	26	5643	-5617

EARTHWORK TABULATION - 10TH ROAD (SIDEROAD)				EXPANSION FACTOR = 0.30			
STATION	END AREA CUT (SF)	FILL (SF)	INCREMENTAL VOLUME CUT (CY)	FILL (CY)	CUMULATIVE VOLUME CUT (CY)	FILL (CY)	MASS HAUL (CY)
50+00	0.0	0.0					
50+25	0.0	0.0	0	0	0	0	0
50+50	28.2	0.0	13	0	13	0	13
50+75	275.7	0.0	141	0	154	0	154
51+00	195.6	0.0	218	0	372	0	372
51+25	151.0	0.0	160	0	532	0	532
51+50	59.9	0.0	98	0	630	0	630
51+75	11.5	0.0	33	0	663	0	663
52+00	33.7	0.0	21	0	684	0	684
52+25	33.6	0.0	31	0	715	0	715
52+50	19.2	0.2	24	0	740	0	739
52+75	12.7	0.8	15	1	754	1	754
53+00	4.3	1.9	8	2	762	2	760
53+25	0.0	15.2	2	10	764	13	752
53+50	0.6	44.3	0	36	764	48	716
53+75	0.0	92.5	0	82	765	131	634
54+00	16.3	199.1	8	175	772	306	466
54+20	16.3	199.1	12	192	784	498	286

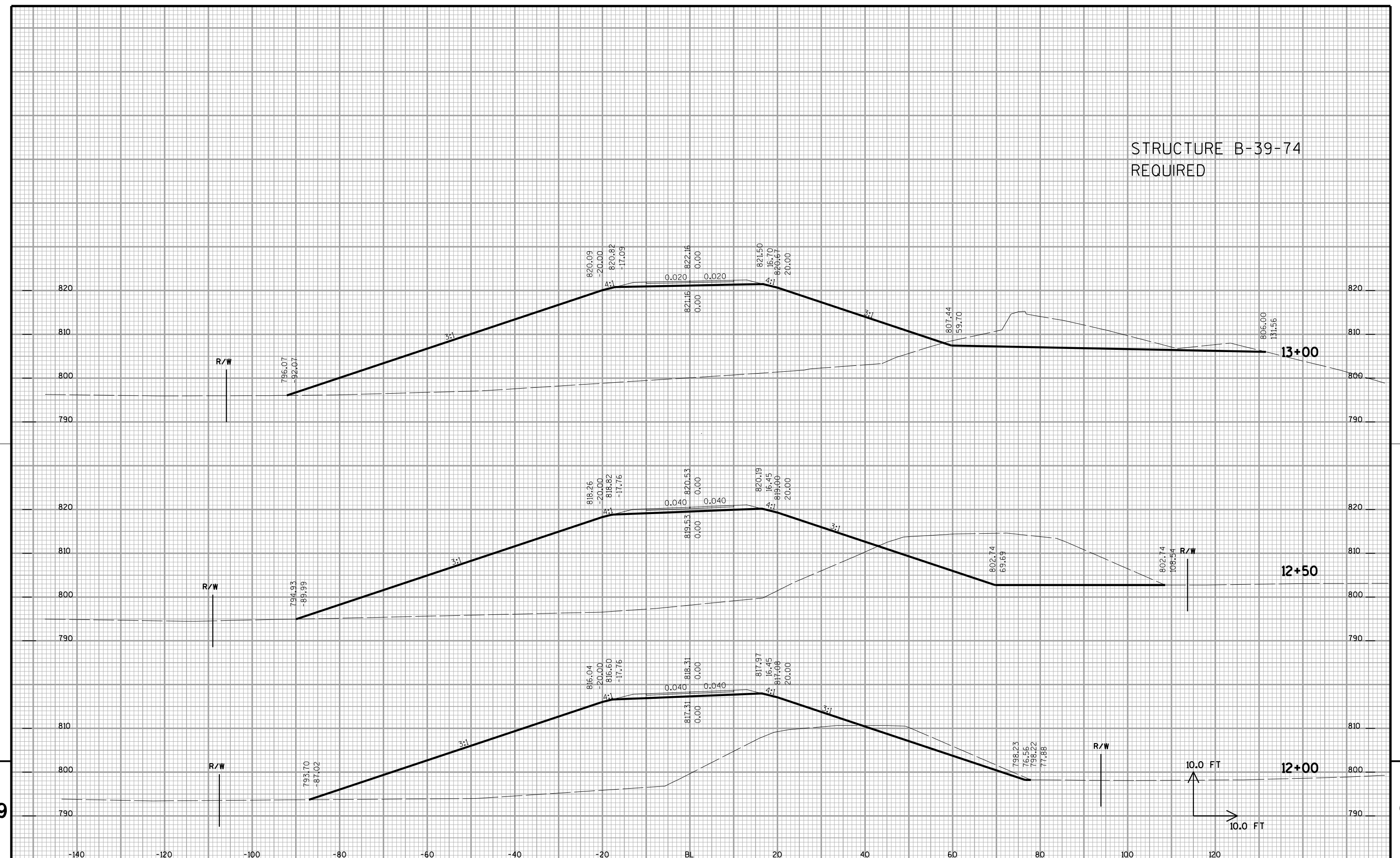
EARTHWORK TABULATION - 10TH ROAD (MAINLINE EBS)				EXPANSION FACTOR = 0.30			
STATION	END AREA CUT (SF)	FILL (SF)	INCREMENTAL VOLUME CUT (CY)	FILL (CY)	CUMULATIVE VOLUME CUT (CY)	FILL (CY)	MASS HAUL (CY)
6+00	1.4	1.4					
6+50	15.6	15.6	16	21	16	21	-5
7+00	32.0	32.0	44	57	60	78	-18
7+50	34.2	34.2	61	80	121	157	-36
8+00	34.4	34.4	64	83	185	240	-55
8+50	34.6	34.6	64	83	248	323	-75
9+00	34.5	34.5	64	83	312	406	-94
9+50	34.6	34.6	64	83	377	489	-113
10+00	34.4	34.4	64	83	440	572	-132
10+50	34.6	34.6	64	83	504	655	-151
11+00	35.1	35.1	64	84	569	739	-171
11+50	36.3	36.3	66	86	635	825	-190
12+00	36.9	36.9	68	88	702	913	-211
12+50	34.4	34.4	66	86	768	999	-231
13+00	33.9	33.9	63	82	832	1081	-249
13+29	33.9	33.9	36	47	868	1128	-260

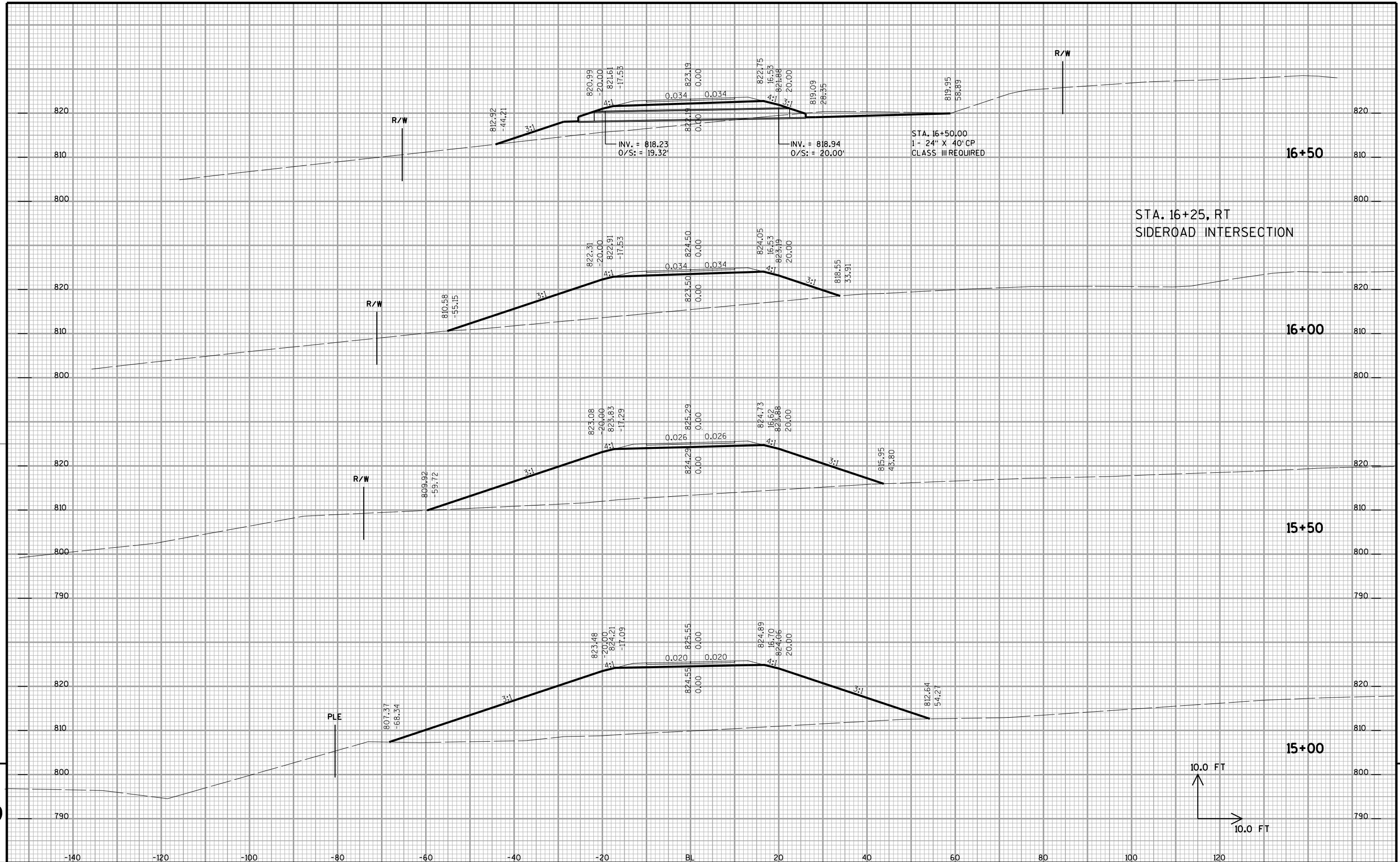
STATION	END AREA CUT (SF)	FILL (SF)	INCREMENTAL VOLUME CUT (CY)	FILL (CY)	CUMULATIVE VOLUME CUT (CY)	FILL (CY)	MASS HAUL (CY)
14+90	33.8	33.8					
15+00	33.8	33.8	13	16	13	16	-4
15+50	34.0	34.0	63	82	75	98	-23
16+00	30.7	30.7	60	78	135	176	-41
16+50	30.7	30.7	57	74	192	250	-58
17+00	34.3	34.3	60	78	252	328	-76
17+50	32.9	32.9	62	81	314	409	-94
18+00	0.1	0.1	31	40	345	448	-103

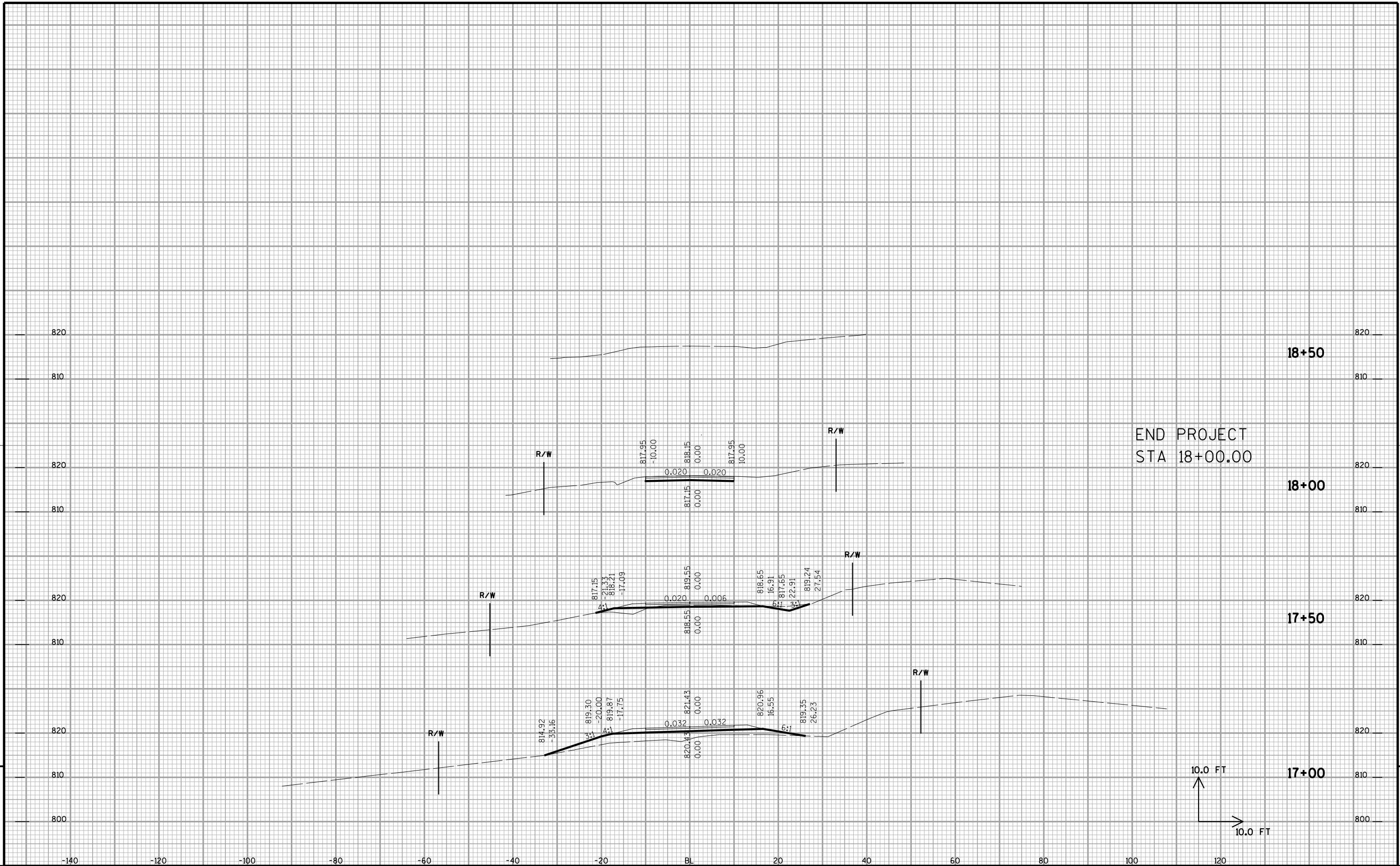
EARTHWORK TABULATION - 10TH ROAD (SIDEROAD EBS)				EXPANSION FACTOR = 0.30			
STATION	END AREA CUT (SF)	FILL (SF)	INCREMENTAL VOLUME CUT (CY)	FILL (CY)	CUMULATIVE VOLUME CUT (CY)	FILL (CY)	MASS HAUL (CY)
50+00	0.0	0.0					
50+25	0.0	0.0	0	0	0	0	0
50+50	0.0	0.0	0	0	0	0	0
50+75	0.0	0.0	0	0	0	0	0
51+00	0.0	0.0	0	0	0	0	0
51+25	0.0	0.0	0	0	0	0	0
51+50	0.0	0.0	0	0	0	0	0
51+75	0.0	0.0	0	0	0	0	0
52+00	8.2	8.2	4	5	4	5	-1
52+25	7.1	7.1	7	9	11	14	-3
52+50	11.3	11.3	9	11	19	25	-6
52+75	17.4	17.4	13	17	33	43	-10
53+00	25.8	25.8	20	26	53	69	-16
53+25	30.1	30.1	26	34	79	102	-24
53+50	34.3	34.3	30	39	108	141	-33
53+75	34.2	34.2	32	41	140	182	-42
54+00	37.7	37.7	33	43	173	225	-52
54+20	37.7	37.7	28	36	201	262	-60

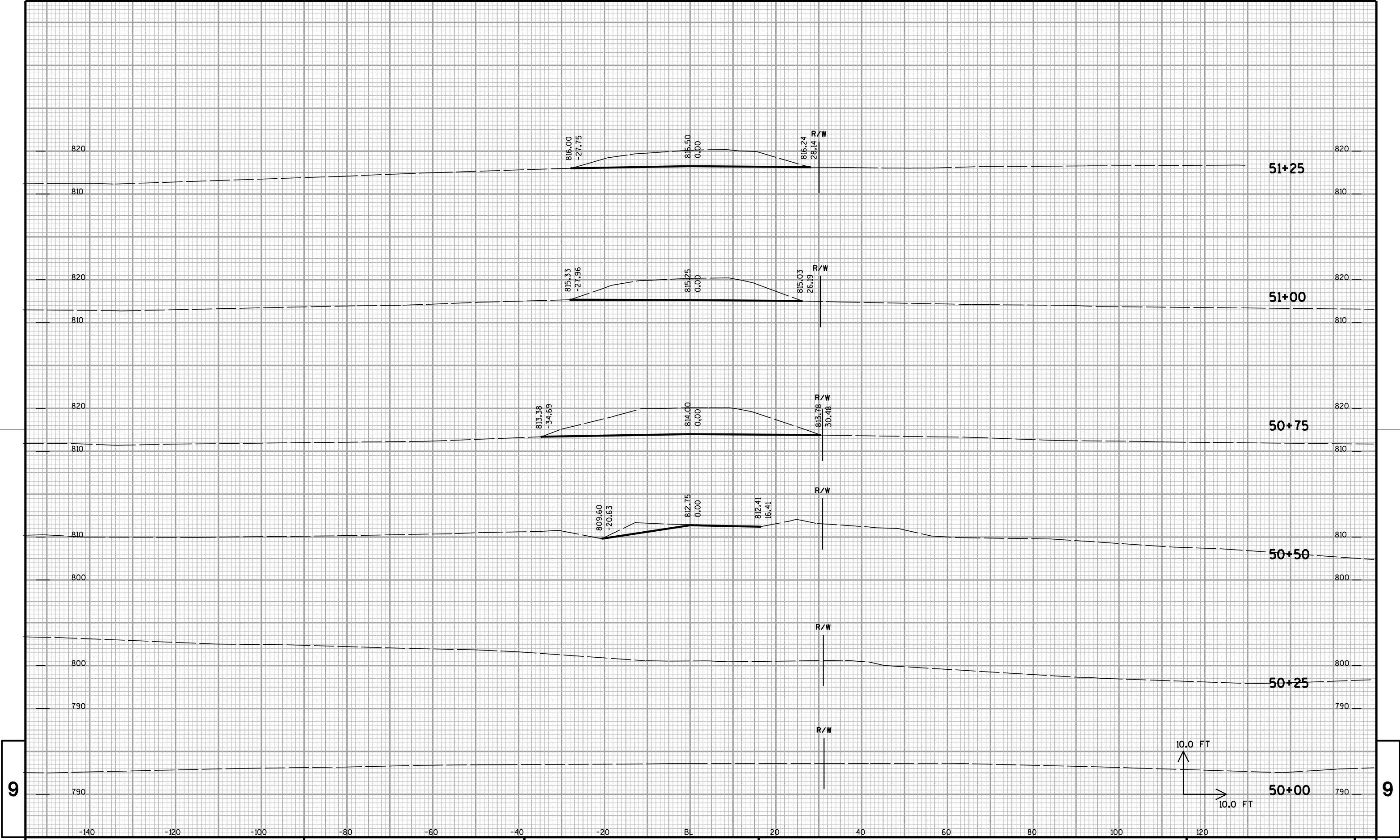


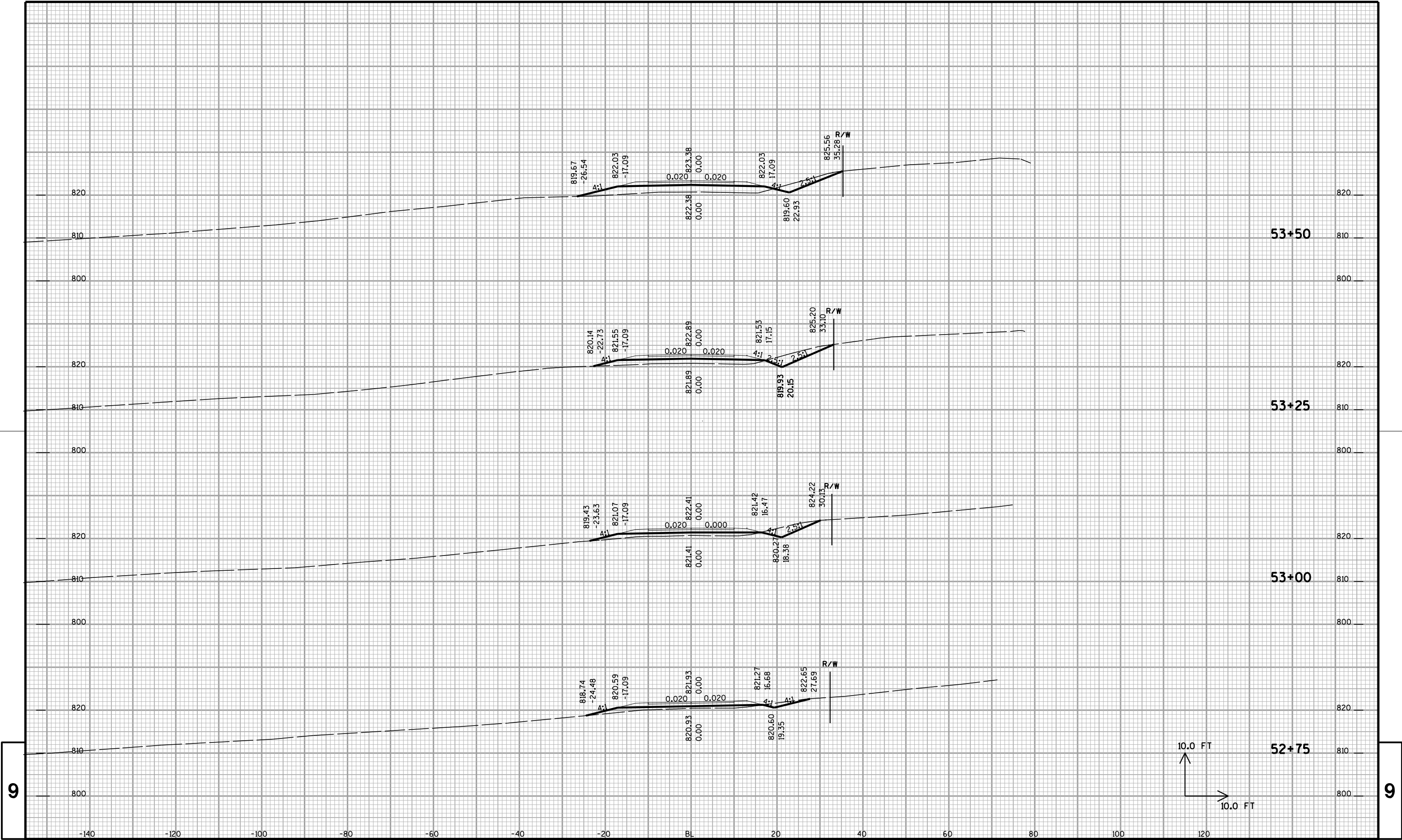
STRUCTURE B-39-74
REQUIRED











PROJECT NO: 6749-00-00

HWY: 10TH ROAD

COUNTY: MARQUETTE

CROSS SECTIONS - OLD 10TH ROAD

SHEET NO:

E

FILE NAME : X:\16232-10\07001\TECH\CADD\090301_XS-SIDE.DGN

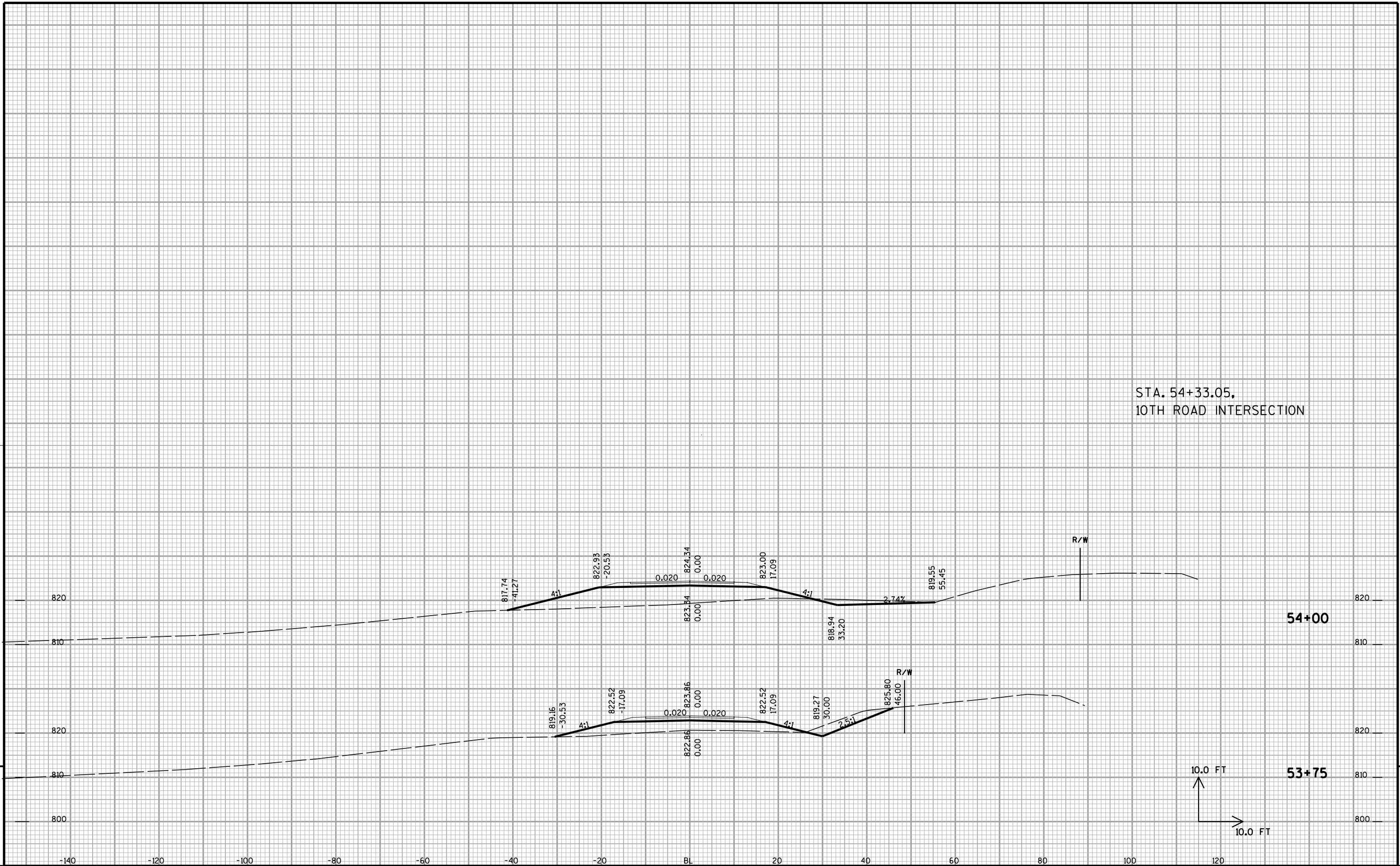
PLOT DATE : 10/26/2010

PLOT BY : 11721as

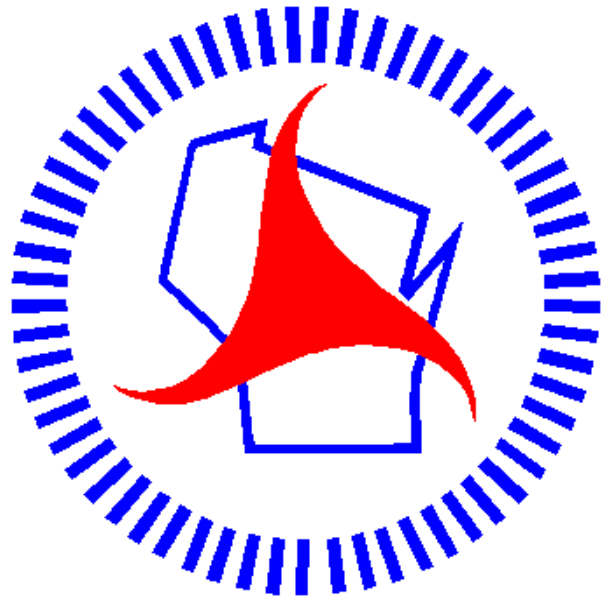
PLOT NAME :

PLOT SCALE : 2.0000 ft / in.

WISDOT/CADD5 SHEET 21



Notes



Wisconsin Department of Transportation

Dedicated people creating transportation solutions
through innovation and exceptional service.

<http://www.dot.wisconsin.gov>